

EC-2

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10 NOV 16 to 05 JAN 17



Federal Aviation  
Administration

TM

# U.S. Terminal Procedures Publication

East Central (EC) Vol 2 of 3

Effective: 0901Z

**10 NOV 2016**

to: 0901Z

**05 JAN 2017**

Consult the Change Notice  
(CN) effective 08 DEC 2016 for  
revised Instrument Procedure  
Charts for this volume



Consult NOTAMs for latest information

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### CORRECTIONS, COMMENTS AND/OR PROCUREMENT

**FOR CHARTING ERRORS,  
OR FOR CHANGES, ADDITIONS,  
RECOMMENDATIONS ON  
PROCEDURAL ASPECTS CONTACT:**

FAA, Aeronautical Information Services  
Customer Operations Team  
1305 East-West Highway  
SSMC 4, Suite 4400  
Silver Spring, MD 20910-3281  
Telephone 1-800-638-8972  
Email [9-AMC-Aerochart@faa.gov](mailto:9-AMC-Aerochart@faa.gov)

**FOR PROCUREMENT:**

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aeronav/digital\\_products/](http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/)

Frequently asked questions (FAQ) are answered on our website at <http://www.faa.gov/go/ais>.  
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4.



## INOP COMPONENTS

## INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

Landing minimums published on instrument approach procedure charts are based upon full operation of all components and visual aids associated with the particular instrument approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glide slope inoperative minimums are published on the instrument approach charts as localizer minimums. This table may be amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. See legend page for description of components indicated below.

## (1) ILS, PAR, RNAV (LPV line of minima) and GLS

Inoperative Component or Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	¼ mile

## (2) ILS with visibility minimum of 1,800 RVR

ALSF 1 & 2, MALSR, & SSALR	ABCD	To 4000 RVR
TDZL RCLS	ABCD	To 2400 RVR*
RVR	ABCD	To ½ mile

\*1800 RVR authorized with the use of FD or AP or HUD to DA.

## (3) VOR, VOR/DME, TACAN, LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME, GPS, ASR, RNAV (LNAV/VNAV, LP, LNAV lines of minima) and RNP

Inoperative Visual Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	½ mile
SSALS, MALS, & ODALS	ABC	¼ mile

## (4) NDB

ALSF 1 & 2, MALSR, & SSALR	C	½ mile
MALS, SSALS, ODALS	ABD	¼ mile
	ABC	¼ mile

## INOP COMPONENTS

# TERMS/LANDING MINIMA DATA

## IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

### LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

CATEGORY	A		B	C	D
	S-ILS 27	1352/24			200
S-LOC 27	1440/24		288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)	

DA: Visibility (RVR 100's of feet)  
 Aircraft Approach Category: HAT/HATH  
 MDA: Minimum Descent Altitude  
 HAA: Height Above Airports  
 Visibility in Statute Miles

Straight-in ILS to Runway 27  
 Straight-in with Glide Slope Inoperative or not used to Runway 27  
 All weather minimums in parentheses not applicable to Civil Pilots.  
 Military Pilots refer to appropriate regulations.

### COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction      Height of MDA/DA Above Landing Area (HAL)      No circling minimums are provided

NOTE: The **W** symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the **W** will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

### COLD TEMPERATURE RESTRICTED AIRPORTS

NOTE: A **⊗** -12°C/10°F symbol and associated temperature indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published restricted temperature. Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required. See following Cold Temperature Error Table to make manual corrections. See Notices to Airman Publication (NTAP) Graphic Notices General for complete list of published airports, temperature/s, segments and procedure information. [www.faa.gov/air\\_traffic/publications/notices](http://www.faa.gov/air_traffic/publications/notices)

### COLD TEMPERATURE ERROR TABLE

#### HEIGHT ABOVE AIRPORT IN FEET

REPORTED TEMP °C	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

### AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. However, if it is necessary to operate at a speed in excess of the upper limit of the speed range for an aircraft's category, the minimums for the category for that speed shall be used. For example, an airplane which fits into Category B, but is circling to land at a speed of 145 knots, shall use the approach Category D minimums. As an additional example, a Category A airplane (or helicopter) which is operating at 130 knots on a straight-in approach shall use the approach Category C minimums. See following category limits:

### MANEUVERING TABLE

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

# TERMS/LANDING MINIMA DATA

# TERMS/LANDING MINIMA DATA

## CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

### STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the **C** symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
All Altitudes	1.3	1.5	1.7	2.3	4.5

### **C** EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the **C** symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000	1.3	1.8	2.9	3.8	4.8
5001-7000	1.3	1.9	3.0	4.0	5.0
7001-9000	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

### Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 1800 RVR, use 2400 RVR with the resultant visibility of 1/2 mile.

RVR (feet)	Visibility (statute miles)	RVR (feet)	Visibility (statute miles)
1600	1/4	4500	3/8
2400	1/2	5000	1
3200	5/8	6000	1 1/4
4000	3/4		

## RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-1/4)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-1/4)				
ASR	10		ABC	560/40	463	(500-3/4)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1 1/4)
CIR	10		AB	560-1/4	463	(500-1 1/4)	CDE	560-1 1/2	463	(500-1 1/2)
	28		AB	600-1 1/4	503	(600-1 1/4)	CDE	600-1 1/2	503	(600-1 1/2)

Visibility in Statute Miles ↙

↘ All minima in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

Radars Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1 1/2.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:

(E) VHF and UHF emergency frequencies monitored

(V) VHF emergency frequency (121.5) monitored

(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

⚠ Alternate Minima not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

⚠ NA Alternate minima are Not Authorized due to unmonitored facility or absence of weather reporting service.

⚠ Takeoff Minima not standard and/or Departure Procedures are published. Refer to tabulation.

# TERMS/LANDING MINIMA DATA

## GENERAL INFO

## GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPs with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contains information on civil operations at military airports.

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREQ3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREQ3.EWC).

**RNAV DP and STAR.** Effective March 15, 2007, these procedures, formerly identified as Type-A and Type-B, will be designated as RNAV 1 in accordance with amended Advisory Circular (AC) and ICAO terminology.

Refer to AC 90-100A U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS and the Aeronautical Information Manual for additional guidance regarding these procedures.

**Standard RNAV 1 Procedure Chart Notes**

NOTE: RNAV 1

NOTE: DME/DME/IRU or GPS required

Some procedures may require use of GPS and will be identified by a "GPS required" note.

**RNAV 1 Procedure Characteristics and Operations**

1. Require use of an RNAV system with DME/DME/IRU, and/or GPS inputs.
2. Require use of a CDI, flight director, and/or autopilot, in lateral navigation mode, for flight guidance while operating on RNAV paths (track, course, or direct leg). Other methods providing an equivalent level of performance may be acceptable.
3. RNAV paths may start as low as 500 feet above airport elevation.

## GENERAL INFO

# GENERAL INFO

## PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g.,  $\ominus$ ,  $\ominus$ ,  $\ominus$ .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name. A star (\*) indicates non-standard PCL, consult Chart Supplement, e.g.,  $\ominus^*$ .

To activate lights, use frequency indicated in the communication section of the chart with a  $\ominus$  or the appropriate lighting system identification e.g., UNICOM 122.8  $\ominus$ ,  $\ominus$ ,  $\ominus$ .

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

## CHART CURRENCY INFORMATION

Date of Latest Revision                      09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.



The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

## MISCELLANEOUS

- \* Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA. Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

# GENERAL INFO

## GENERAL INFO

## ABBREVIATIONS

AAUP.....	Attention All Users Page	HAA.....	Height above Airport
ADF.....	Automatic Direction Finder	HAL.....	Height above Landing
ADIZ.....	Air Defense Identification Zone	HAT.....	Height above Touchdown
AFIS.....	Automatic Flight Information Service	HATH.....	Height Above Threshold
ALS.....	Approach Light System	HGS.....	Head-up Guidance System
ALSF.....	Approach Light System with Sequenced Flashing Lights	HIRL.....	High Intensity Runway Lights
AP.....	Autopilot System	HUD.....	Head-up Display
APCH.....	Approach	IAF.....	Initial Approach Fix
APP CON.....	Approach Control	ICAO.....	International Civil Aviation Organization
ARR.....	Arrival	IF.....	Intermediate Fix
ASOS.....	Automated Surface Observing System	IM.....	Inner Marker
ASR/PAR.....	Published Radar Minimums at this Airport	INOP.....	Inoperative
ASSC.....	Airport Surface Surveillance Systems	INT.....	Intersection
ATIS.....	Automatic Terminal Information Service	K.....	Knots
AUNICOM.....	Automated UNICOM	KLAS.....	Knots Indicated Airspeed
AWOS.....	Automated Weather Observing System	LAAS.....	Local Area Augmentation System
AZ.....	Azimuth	LDA.....	Localizer Type Directional Aid
BC.....	Back Course	Ldg.....	Landing
BND.....	Bound	LRL.....	Low Intensity Runway Lights
C.....	Circling	LNAV.....	Lateral Navigation
CAT.....	Category	LOC.....	Localizer
CCW.....	Counter Clockwise	LP.....	Localizer Performance
CDI.....	Course Deviation Indicator	LPV.....	Localizer Performance with Vertical Guidance
Chan.....	Channel	LR.....	Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.
CIFP.....	Coded Instrument Flight Procedures	MAA.....	Maximum Authorized Altitude
CIR.....	Circling	MALS.....	Medium Intensity Approach Light System
CLNC DEL.....	Clearance Delivery	MALSR.....	Medium Intensity Approach Light System with RAIL
CNF.....	Computer Navigation Fix	MAP.....	Missed Approach Point
CTAF.....	Common Traffic Advisory Frequency	MDA.....	Minimum Descent Altitude
CW.....	Clockwise	MIRL.....	Medium Intensity Runway Lights
DA.....	Decision Altitude	MM.....	Middle Marker
DER.....	Departure End of Runway	MRA.....	Minimum Reception Altitude
DH.....	Decision Height	N/A.....	Not Applicable
DME.....	Distance Measuring Equipment	NA.....	Not Authorized
DTHR.....	Displaced Threshold	NDB.....	Non-directional Radio Beacon
DVA.....	Diverse Vector Area	NFD.....	National Flight Database
ELEV.....	Elevation	NM.....	Nautical Mile
EMAS.....	Engineered Material Arresting System	NoPT.....	No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)
FAF.....	Final Approach Fix	ODALS.....	Omnidirectional Approach Light System
FD.....	Flight Director System	ODP.....	Obstacle Departure Procedure
FM.....	Fan Marker	OM.....	Outer Marker
FMS.....	Flight Management System	PRM.....	Precision Runway Monitor
GBAS.....	Ground Based Augmentation System		
GCO.....	Ground Communications Outlet		
GLS.....	Ground Based Augmentation System Landing System		
GP.....	Glidepath		
GPI.....	Ground Point of Interception		
GPS.....	Global Positioning System		
GS.....	Glide Slope		

## GENERAL INFO

## GENERAL INFO

## ABBREVIATIONS

R.....	Radial
RA.....	Radio Altimeter setting height
RAIL.....	Runway Alignment Indicator Lights
RCLS.....	Runway Centerline Light System
REIL.....	Runway End Identifier Lights
RF.....	Radius-to-Fix
RLLS.....	Runway Lead-in Light System
RNAV.....	Area Navigation
RNP.....	Required Navigation Performance
RPI.....	Runway Point of Intercept(ion)
RRL.....	Runway Remaining Lights
Rwy.....	Runway
RVR.....	Runway Visual Range
S.....	Straight-in
SALS.....	Short Approach Light System
SSALR.....	Simplified Short Approach Light System with RAIL
SDF.....	Simplified Directional Facility
SM.....	Statute Mile
SOIA.....	Simultaneous Offset Instrument Approach
TAA.....	Terminal Arrival Area
TAC.....	TACAN
TCH.....	Threshold Crossing Height (height in feet Above Ground level)
TDZ.....	Touchdown Zone
TDZE.....	Touchdown Zone Elevation
TDZ/CL.....	Touchdown Zone and Runway Centerline Lighting
TDZL.....	Touchdown Zone Lights
THR.....	Threshold
THRE.....	Threshold Elevation
TODA.....	Takeoff Distance Available
TORA.....	Takeoff Run Available
TR.....	Track
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDP.....	Visual Descent Point
VGSI.....	Visual Glide Slope Indicator
VNAV.....	Vertical Navigation
WAAS.....	Wide Area Augmentation System
WP/WPT.....	Waypoint (RNAV)

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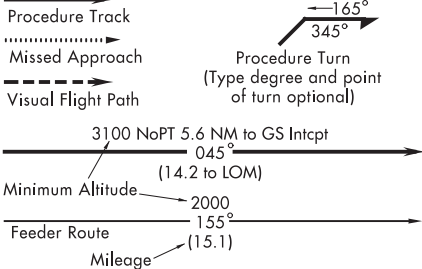
## GENERAL INFO

# LEGEND

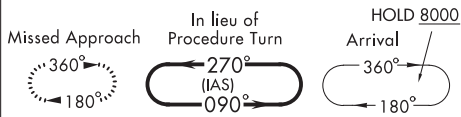
## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### PLANVIEW SYMBOLS

#### TERMINAL ROUTES

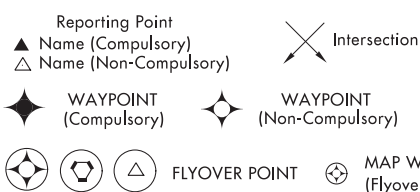


#### HOLDING PATTERNS



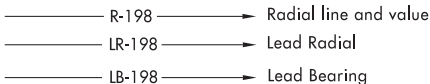
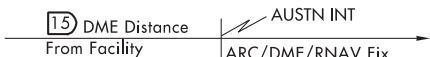
Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from the standard. DME fixes may be shown.

#### FIXES/ATC REPORTING REQUIREMENTS

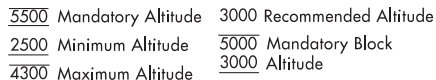


#### Computer Navigation Fix (CNF)

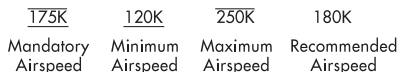
x (NAME) ("x" omitted when it conflicts with runway pattern)



#### ALTITUDES



#### INDICATED AIRSPEED



#### RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

#### Compulsory:



#### Non-Compulsory:



LOM/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure but underlie the final approach course are shown in screened color.

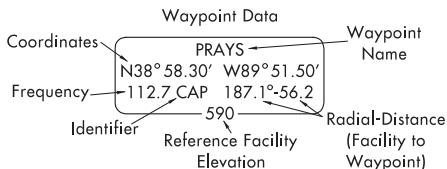
Localizer (LOC/LDA) Course  
Right side shading- Front course; Left side shading- Back Course

SDF Course

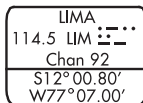
LOC/DME

LOC/LDA/SDF Transmitter

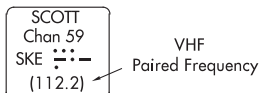
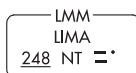
(shown when installation is offset from its normal position off the end of the runway.)



#### Primary Navaid with Coordinate Values



#### Secondary Navaid



# LEGEND



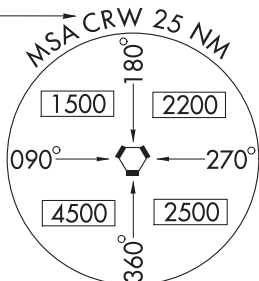
**LEGEND**

INSTRUMENT APPROACH PROCEDURES (CHARTS)

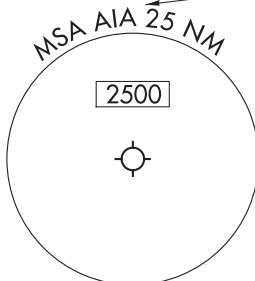
PLANVIEW SYMBOLS

**MINIMUM SAFE ALTITUDE (MSA)**

Facility Identifier

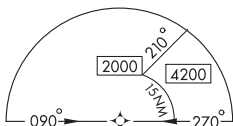


Airport Identifier

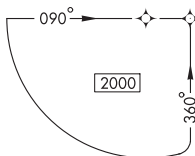


(arrows on distance circle identify sectors)

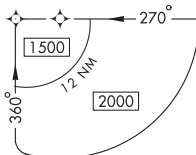
**TERMINAL ARRIVAL AREA (TAA)**



Straight-in Area

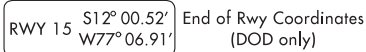


Right Base Area



Left Base Area

MISCELLANEOUS



**AIRPORTS**



**SPECIAL USE AIRSPACE**



R-Restricted

P-Prohibited

W-Warning

A-Alert

**OBSTACLES**



**LEGEND**

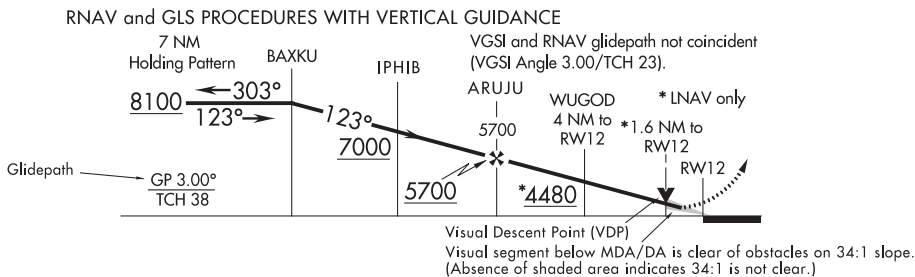
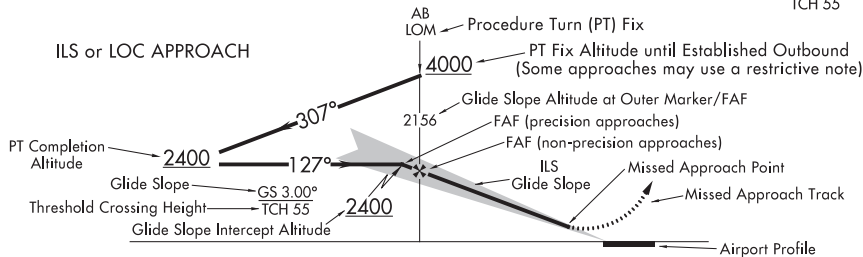
**PROFILE VIEW**

Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

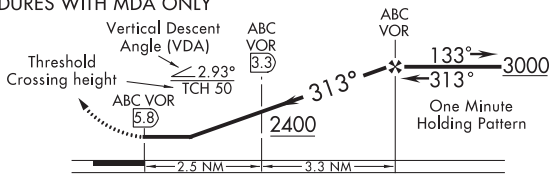
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format:  $GS\ 3.00^\circ$ .  
TCH 55

2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format:  $GP\ 3.00^\circ$ .  
TCH 50

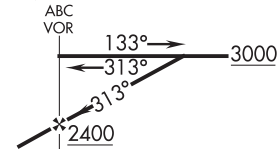
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format:  $\leq 3.00^\circ$ .  
TCH 55



**NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY**



**DESCENT FROM HOLDING PATTERN**



ALTITUDES	
<u>5500</u> Mandatory Altitude	<u>3000</u> Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block Altitude
<u>4300</u> Maximum Altitude	<u>3000</u> Altitude

**PROFILE SYMBOLS**

- Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- Visual Descent Point (VDP)
- Visual Flight Path

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

# LEGEND

## LEGEND STANDARD TERMINAL ARRIVAL (STAR) CHARTS DEPARTURE PROCEDURE (DP) CHARTS

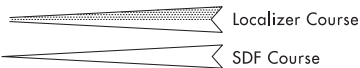
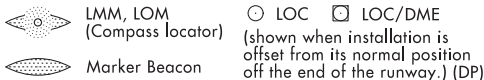
Applies to both STAR and DP Charts unless otherwise noted.

### RADIO AIDS TO NAVIGATION

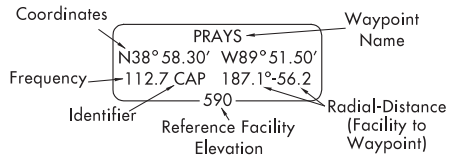
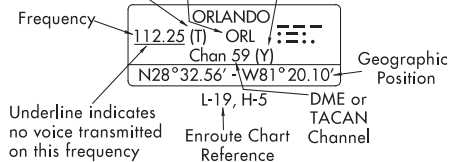
Compulsory:



Non-Compulsory:



(T) indicates frequency protection range (STAR)  
 Identifier  
 Frequency  
 (Y) TACAN must be placed in "Y" mode to receive distance information  
 Geographic Position  
 L-19, H-5  
 Enroute Chart Reference  
 DME or TACAN Channel



### FIXES/ATC REPORTING REQUIREMENTS

Reporting Points  
 N00°00.00'  
 W00°00.00'

(75) → DME Mileage (when not obvious)

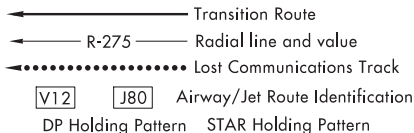
▲ Fix-Compulsory and  
 △ Non-Compulsory Position Report



X Computer Navigation Fix (CNF)  
 N00°00.00'  
 W00°00.00'

### ROUTES

4500 MEA-Minimum Enroute Altitude  
 \*3500 MOCA-Minimum Obstruction Clearance Altitude  
 270° → Departure Route - Arrival Route  
 (65) Mileage between Radio Aids, Reporting Points, and Route Breaks



Holding pattern with max. restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

### SPECIAL USE AIRSPACE



### ALTITUDES

5500 2300 4800  
 Mandatory Altitude (Cross at) Minimum Altitude (Cross at or above) Maximum Altitude (Cross at or below)

15000 12000  
 Block Altitude

→ Altitude change at other than Radio Aids (STAR)

### INDICATED AIRSPEED

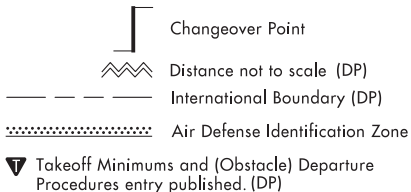
175K 120K 250K  
 Mandatory Airspeed Minimum Airspeed Maximum Airspeed

### AIRPORTS



Airports not served by the procedure shown in screened color (STAR)

### MISCELLANEOUS



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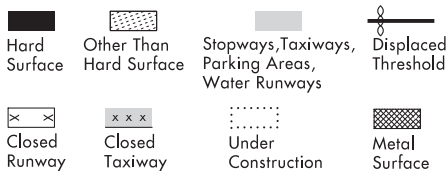
# LEGEND

# LEGEND

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### AIRPORT DIAGRAM/AIRPORT SKETCH

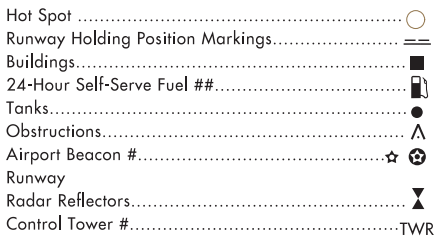
**Runways**



**ARRESTING GEAR:** Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



**REFERENCE FEATURES**



# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

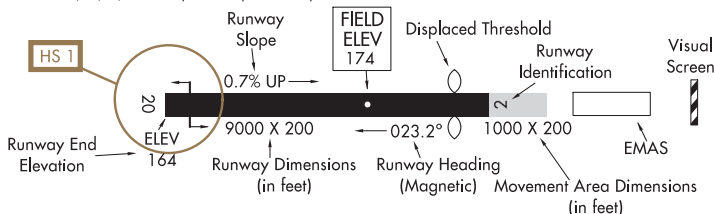
## A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A **D** symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325



**SCOPE**

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

Helicopter Alighting Areas (H symbol)  
 Negative Symbols used to identify Copter Procedures landing point..... (H with minus, H with plus, A with plus, H with plus)

Runway Threshold elevation.....THRE 123  
 Runway TDZ elevation.....TDZE 123  
 Runway Slope.....0.8% UP (shown when runway slope is greater than or equal to 0.3%)  
 ← 0.3% DOWN

**NOTE:**  
 Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

**NOTE:**  
 All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

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# LEGEND

**LEGEND**

INSTRUMENT APPROACH PROCEDURES (CHARTS)  
**APPROACH LIGHTING SYSTEM - UNITED STATES**

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

**RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS**

**TDZ/CL**  
 RUNWAY CENTERLINE LIGHTS  
 TDZL  
 CL  
 TDZL

AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

---

**APPROACH LIGHTING SYSTEM**

**(A) ALSF-2**

500'  
 1000'  
 2400'/3000'

GREEN  
 WHITE  
 RED  
 WHITE  
 SEQUENCED FLASHING LIGHTS

NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

(High Intensity)  
 LENGTH 2400/3000 FEET

---

**APPROACH LIGHTING SYSTEM**

**(A1) ALSF-1**

1000'  
 1000'  
 2400'/3000'

RED  
 GREEN  
 WHITE  
 SEQUENCED FLASHING LIGHTS

(High Intensity)  
 LENGTH 2400/3000 FEET

**SHORT APPROACH LIGHTING SYSTEM**

**(A2) SALS/SALSF**  
 (High Intensity)

SAME AS INNER 1500' OF ALSF-1

---

**SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights**

**(A3) SSALR**

1000'  
 2400'/3000'

GREEN  
 WHITE  
 SEQUENCED FLASHING LIGHTS

(High Intensity)  
 LENGTH 2400/3000 FEET

---

**MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS**

**(A4)**

1000'  
 1400'

GREEN  
 WHITE  
 SEQUENCED FLASHING LIGHTS FOR MALSF/SSALF ONLY

LENGTH 1400 FEET

---

**MEDIUM INTENSITY APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights**

**(A5) MALSR**

SAME LIGHT CONFIGURATION AS SSALR.

**OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM**

**(V) ODALS**

1500'  
 36'  
 THRESHOLD  
 SEQUENCED FLASHING LIGHTS  
 LENGTH 1500 FEET

---

**(V) VISUAL APPROACH SLOPE INDICATOR**

**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

ALL LIGHTS WHITE — TOO HIGH  
 FAR LIGHTS RED — ON GLIDE SLOPE  
 NEAR LIGHTS WHITE — TOO LOW  
 ALL LIGHTS RED — TOO LOW

**VASI 2**      **VASI 4**

36'  
 THRESHOLD

**VASI 12**

36'  
 THRESHOLD

---

**(V6) VISUAL APPROACH SLOPE INDICATOR**

**VASI**

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.

**VASI 6**      **VASI 16**

36'  
 THRESHOLD

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**LEGEND**

04330  
**LEGEND**

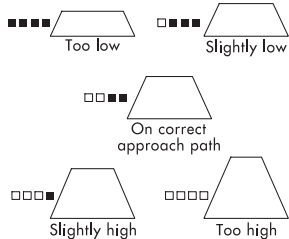
INSTRUMENT APPROACH PROCEDURES (CHARTS)  
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A<sub>2</sub>), (V) etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A<sub>1</sub>F). Negative symbology, e.g., (A<sub>1</sub>), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH PATH INDICATOR**

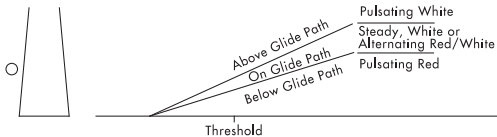
**PAPI**



Legend: □ White ■ Red

(V<sub>2</sub>) **PULSATING VISUAL APPROACH SLOPE INDICATOR**

**PVASI**



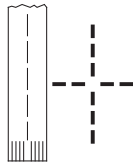
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V<sub>1</sub>) **"T"-VISUAL APPROACH SLOPE INDICATOR**

**"T"-VASI**

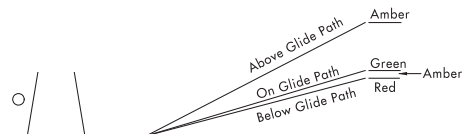


"T" ON BOTH SIDES OF RWY  
ALL LIGHTS VARIABLE WHITE.  
CORRECT APPROACH SLOPE-  
ONLY CROSS BAR VISIBLE.  
UPRIGHT "T"- FLY UP.  
INVERTED "T"- FLY DOWN.  
RED "T"- GROSS  
UNDERSHOOT.



(V<sub>4</sub>) **TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

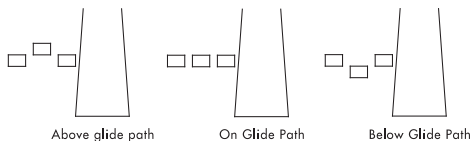
**TRCV**



CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V<sub>5</sub>) **ALIGNMENT OF ELEMENTS SYSTEMS**

**APAP**



Painted panels which may be lighted at night.  
To use the system the pilot positions the aircraft  
so the elements are in alignment.

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**LEGEND**

## FREQ PAIRING

## FREQUENCY PAIRING TABLE

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
17Y	108.05	40X	110.30	88Y	114.15
18X	108.10	40Y	110.35	89Y	114.25
18Y	108.15	41Y	110.45	90Y	114.35
19Y	108.25	42X	110.50	91Y	114.45
20X	108.30	42Y	110.55	92Y	114.55
20Y	108.35	43Y	110.65	93Y	114.65
21Y	108.45	44X	110.70	94Y	114.75
22X	108.50	44Y	110.75	95Y	114.85
22Y	108.55	45Y	110.85	96Y	114.95
23Y	108.65	46X	110.90	97Y	115.05
24X	108.70	46Y	110.95	98Y	115.15
24Y	108.75	47Y	111.05	99Y	115.25
25Y	108.85	48X	111.10	100Y	115.35
26X	108.90	48Y	111.15	101Y	115.45
26Y	108.95	49Y	111.25	102Y	115.55
27Y	109.05	50X	111.30	103Y	115.65
28X	109.10	50Y	111.35	104Y	115.75
28Y	109.15	51Y	111.45	105Y	115.85
29Y	109.25	52X	111.50	106Y	115.95
30X	109.30	52Y	111.55	107Y	116.05
30Y	109.35	53Y	111.65	108Y	116.15
31Y	109.45	54X	111.70	109Y	116.25
32X	109.50	54Y	111.75	110Y	116.35
32Y	109.55	55Y	111.85	111Y	116.45
33Y	109.65	56X	111.90	112Y	116.55
34X	109.70	56Y	111.95	113Y	116.65
34Y	109.75	80Y	113.35	114Y	116.75
35Y	109.85	81Y	113.45	115Y	116.85
36X	109.90	82Y	113.55	116Y	116.95
36Y	109.95	83Y	113.65	117Y	117.05
37Y	110.05	84Y	113.75	118Y	117.15
38X	110.10	85Y	113.85	119Y	117.25
38Y	110.15	86Y	113.95		
39Y	110.25	87Y	114.05		

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## FREQ PAIRING

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>AKRON, OH</b>			<b>ASHTABULA, OH</b>		
<b>AKRON FULTON INTL(AKR)</b>			<b>NORTHEAST OHIO RGNL(HZY)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 25	1	IAPS	RNAV (GPS) RWY 09	25
	LOC RWY 25	2		RNAV (GPS) RWY 27	26
	NDB RWY 25	3		VOR/DME RWY 27	27
AIRPORT DIAGRAM		4		VOR RWY 09	28
<b>AKRON-CANTON RGNL(CAK)</b>			<b>ATHENS (ALBANY), OH</b>		
TAKEOFF MINIMUMS		L	<b>OHIO UNIVERSITY(UNI)</b>		
RADAR MINIMUMS		N	TAKEOFF MINIMUMS		L
LAHSO		0	ALTERNATE MINIMUMS		M
HOT SPOT		P	IAPS	ILS OR LOC RWY 25	29
IAPS	ILS OR LOC RWY 01	5		RNAV (GPS) RWY 07	30
	ILS OR LOC RWY 05	6		RNAV (GPS) RWY 25	31
	ILS OR LOC RWY 19	7		NDB RWY 25	32
	ILS OR LOC RWY 23	8	<b>AUBURN, IN</b>		
	RNAV (GPS) RWY 01	9	<b>DE KALB COUNTY(GWB)</b>		
	RNAV (GPS) RWY 05	10	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 19	11	IAPS	ILS OR LOC RWY 27	33
	RNAV (GPS) RWY 23	12		RNAV (GPS) RWY 09	34
	VOR RWY 05	13		RNAV (GPS) RWY 27	35
	VOR RWY 23	14		VOR-A	36
AIRPORT DIAGRAM		15	<b>BARNESVILLE, OH</b>		
<b>AKRON-CANTON RGNL</b>			<b>BARNESVILLE-BRADFIELD(6G5)</b>		
---SEE AKRON, OH			TAKEOFF MINIMUMS		L
<b>ALDERMAN</b>			IAPS	RNAV (GPS) RWY 27	37
---SEE ST CLAIRSVILLE, OH				VOR/DME RWY 27	38
<b>ALEXANDER SALAMON</b>			<b>BATAVIA, OH</b>		
---SEE WEST UNION, OH			<b>CLERMONT COUNTY(I69)</b>		
<b>ANDERSON, IN</b>			TAKEOFF MINIMUMS		L
<b>ANDERSON MUNI-DARLINGTON FIELD(AID)</b>			STARS	BRUSH TWO	Z3
TAKEOFF MINIMUMS		L		CINCE SEVEN	Z7
ALTERNATE MINIMUMS		M		GENUS ONE	Z14
IAPS	ILS OR LOC RWY 30	16		HARDU THREE	Z19
	RNAV (GPS) RWY 30	17		HEDEE TWO	Z21
	NDB RWY 30	18		SHELBYVILLE FOUR	Z36
AIRPORT DIAGRAM		19	IAPS	RNAV (GPS) RWY 04	39
<b>ANGOLA, IN</b>				RNAV (GPS) RWY 22	40
<b>TRI-STATE STEUBEN COUNTY(ANQ)</b>				VOR-B	41
IAPS	RNAV (GPS) RWY 05	20	<b>BEACH CITY, OH</b>		
	RNAV (GPS) RWY 23	21	<b>BEACH CITY(2D7)</b>		
	NDB RWY 05	22	TAKEOFF MINIMUMS		L
<b>ARENS FIELD</b>			IAPS	VOR OR GPS-A	42
---SEE WINAMAC, IN			<b>BEDFORD, IN</b>		
<b>ASHLAND, OH</b>			<b>VIRGIL I. GRISSOM MUNI(BFR)</b>		
<b>ASHLAND COUNTY(3G4)</b>			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 19	23	IAPS	RNAV (GPS) RWY 13	43
	VOR-A	24		RNAV (GPS) RWY 31	44
				VOR/DME RWY 13	45

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**INDEX OF TERMINAL CHARTS AND MINIMUMS**

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>BELLEFONTAINE, OH</b>			<b>BUCYRUS, OH</b>		
<b>BELLEFONTAINE RGNL(EDJ)</b>			<b>PORT BUCYRUS-CRAWFORD COUNTY(17G)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 07	46	IAPS	RNAV (GPS) RWY 04	69
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<b>BRAZIL CLAY COUNTY(0I2)</b>			<b>LAKEFIELD(CQA)</b>		
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<b>INDIANAPOLIS RGNL(MQJ)</b>			<b>KENTLAND MUNI(501)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
STARS CLANG SIX		Z8	IAPS VOR/DME RNAV OR GPS RWY 27		428
		Z34	VOR OR GPS-A		429
IAPS ILS OR LOC RWY 25		404	<b>KENTON, OH</b>		
		405	<b>HARDIN COUNTY(I95)</b>		
		406	TAKEOFF MINIMUMS		L
		407	IAPS RNAV (GPS) RWY 04		430
		408			431
DPS DAWNN NINE		409	<b>KNOX, IN</b>		
		411	<b>STARKE COUNTY(OXI)</b>		
		412	TAKEOFF MINIMUMS		L
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		415	IAPS RNAV (GPS) RWY 18		432
<b>JACKSON, OH</b>					433
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IAPS RNAV (GPS) RWY 01		416	<b>KOKOMO, IN</b>		
		417	<b>KOKOMO MUNI(OKK)</b>		
		418	TAKEOFF MINIMUMS		L
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<b>---SEE JACKSON, OH</b>			IAPS ILS OR LOC RWY 23		434
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		Z10			442
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		420	<b>PURDUE UNIVERSITY(LAF)</b>		
		421	TAKEOFF MINIMUMS		L
<b>KENDALLVILLE, IN</b>			ALTERNATE MINIMUMS		M
<b>KENDALLVILLE MUNI(C62)</b>			LAHSO		O
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					448
<b>KENT, OH</b>			<b>LAKEFIELD</b>		
<b>KENT STATE UNIVERSITY(1G3)</b>			<b>---SEE CELINA, OH</b>		
TAKEOFF MINIMUMS		L			
IAPS RNAV (GPS) RWY 01		424			
		425			
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<b>FAIRFIELD COUNTY(LHQ)</b>			<b>LOWELL(C97)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	VOR OR GPS-A	470
STARS	GAILL TWO (RNAV)	Z13	<b>MADISON, IN</b>		
	GUNNE TWO	Z17	<b>MADISON MUNI(IMS)</b>		
IAPS	RNAV (GPS) RWY 10	449	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 28	450	IAPS	RNAV (GPS) RWY 03	471
	VOR OR GPS-A	451	<b>MADISON COUNTY</b>		
<b>LEBANON, OH</b>			<b>---SEE LONDON, OH</b>		
<b>LEBANON-WARREN COUNTY(I68)</b>			<b>MANSFIELD, OH</b>		
TAKEOFF MINIMUMS		L	<b>MANSFIELD LAHM RGNL(MFD)</b>		
IAPS	RNAV (GPS) RWY 01	452	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 19	453	ALTERNATE MINIMUMS		M
	NDB-A	454	RADAR MINIMUMS		N
<b>LIMA, OH</b>			LAHSO		O
<b>LIMA ALLEN COUNTY(AOH)</b>			IAPS	ILS OR LOC RWY 32	472
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 05	473
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 14	474
IAPS	ILS OR LOC RWY 28	455		RNAV (GPS) RWY 23	475
	RNAV (GPS) RWY 10	456		RNAV (GPS) RWY 32	476
	RNAV (GPS) RWY 28	457		VOR RWY 14	477
<b>LOGANSPORT, IN</b>				VOR RWY 32	478
<b>LOGANSPORT/CASS COUNTY(GGP)</b>				NDB RWY 32	479
TAKEOFF MINIMUMS		L	AIRPORT DIAGRAM		480
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IAPS	RNAV (GPS) RWY 09	458	<b>MARION MUNI(MZZ)</b>		
	RNAV (GPS) RWY 27	459	TAKEOFF MINIMUMS		L
	VOR-A	460	IAPS	ILS OR LOC RWY 04	481
<b>LOGANSPORT/CASS COUNTY</b>				RNAV (GPS) RWY 04	482
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<b>LONDON, OH</b>				RNAV (GPS) RWY 22	484
<b>MADISON COUNTY(UYF)</b>				RNAV (GPS) RWY 33	485
TAKEOFF MINIMUMS		L		VOR RWY 15	486
IAPS	RNAV (GPS) RWY 09	461	<b>MARION, OH</b>		
	RNAV (GPS) RWY 27	462	<b>MARION MUNI(MNN)</b>		
<b>LORAIN COUNTY RGNL</b>			TAKEOFF MINIMUMS		L
<b>---SEE LORAIN/ELYRIA, OH</b>			ALTERNATE MINIMUMS		M
<b>LORAIN/ELYRIA, OH</b>			IAPS	RNAV (GPS) RWY 07	487
<b>LORAIN COUNTY RGNL(LPR)</b>				RNAV (GPS) RWY 13	488
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 25	489
ALTERNATE MINIMUMS		M		LOC/DME RWY 25	490
STARS	CHARDON THREE	Z5		VOR-A	491
	HIMEZ THREE	Z23	<b>MARYSVILLE, OH</b>		
	KEATN SIX	Z26	<b>UNION COUNTY(MRT)</b>		
	ZABER FOUR	Z44	TAKEOFF MINIMUMS		L
IAPS	ILS OR LOC RWY 07	463	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 07	464	IAPS	RNAV (GPS) RWY 09	492
	VOR-A	465		RNAV (GPS) RWY 27	493
DPS	ALPHE FOUR (RNAV)	466	<b>INDEX</b>		
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TAKEOFF MINIMUMS		L			
STARS	CHARDON THREE	Z5			
	HIMEZ THREE	Z23			
	KEATN SIX	Z26			
	ZABER FOUR	Z44			
IAPS	RNAV (GPS) RWY 09	494			
	RNAV (GPS) RWY 27	495			
	VOR RWY 27	496			
DPS	ALPHE FOUR (RNAV)	497			
	AMRST FIVE	498			
	OBRLN FOUR	499			
<b>METTEL FIELD</b>			<b>MONTICELLO, IN</b>		
<b>---SEE CONNERSVILLE, IN</b>			<b>WHITE COUNTY(MC3)</b>		
			TAKEOFF MINIMUMS L		
			ALTERNATE MINIMUMS M		
			IAPS RNAV (GPS) RWY 18 518		
			RNAV (GPS) RWY 36 519		
<b>MIAMI UNIVERSITY</b>			<b>MORROW COUNTY</b>		
<b>---SEE OXFORD, OH</b>			<b>---SEE MOUNT GILEAD, OH</b>		
			<b>MOUNT GILEAD, OH</b>		
			<b>MORROW COUNTY(419)</b>		
			TAKEOFF MINIMUMS L		
			IAPS VOR-A 520		
<b>MICHIGAN CITY, IN</b>			<b>MOUNT VERNON, OH</b>		
<b>MICHIGAN CITY MUNI-PHILLIPS FIELD(MGC)</b>			<b>KNOX COUNTY(413)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS L		
IAPS	RNAV (GPS) RWY 20	501	ALTERNATE MINIMUMS M		
	VOR-A	502	IAPS RNAV (GPS) RWY 10 521		
			RNAV (GPS) RWY 28 522		
			VOR-A 523		
<b>MIDDLEFIELD, OH</b>			<b>MUNCIE, IN</b>		
<b>GEAUGA COUNTY(7G8)</b>			<b>DELAWARE COUNTY RGNL(MIE)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS L		
STARS	CHARDON THREE	Z5	ALTERNATE MINIMUMS M		
	FAILS TWO	Z11	LAHSO O		
	KEATN SIX	Z26	IAPS ILS OR LOC RWY 32 524		
	ZABER FOUR	Z44	RNAV (GPS) RWY 03 525		
IAPS	RNAV (GPS) RWY 11	503	RNAV (GPS) RWY 14 526		
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	AMRST FIVE	507	VOR RWY 21 530		
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<b>MIDDLETOWN RGNL/HOOK FIELD(MWO)</b>			<b>HENRY COUNTY(7W5)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS L		
ALTERNATE MINIMUMS		M	IAPS RNAV (GPS) RWY 28 532		
STARS	DANEI TWO	Z9	VOR RWY 28 533		
IAPS	RNAV (GPS) RWY 05	510			
	RNAV (GPS) RWY 23	511			
	LOC RWY 23	512			
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<b>MILLERSBURG, OH</b>			<b>NAPPANEE, IN</b>		
<b>HOLMES COUNTY(10G)</b>			<b>NAPPANEE MUNI(C03)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS L		
IAPS	RNAV (GPS) RWY 09	515	IAPS VOR OR GPS-B 534		
	RNAV (GPS) RWY 27	516			
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<b>NEW CASTLE-HENRY COUNTY MUNI(UWL)</b>			<b>PUTNAM COUNTY(OWX)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 09	535	IAPS	RNAV (GPS) RWY 09	551
	RNAV (GPS) RWY 27	536		RNAV (GPS) RWY 27	552
	VOR RWY 27	537		VOR RWY 27	553
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<b>NEW LEXINGTON, OH</b>			<b>OXFORD, OH</b>		
<b>PERRY COUNTY(I86)</b>			<b>MIAMI UNIVERSITY(OXD)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 26	539	IAPS	RNAV (GPS) RWY 05	554
	VOR/DME RWY 26	540		RNAV (GPS) RWY 23	555
<b>NEW PHILADELPHIA, OH</b>			<b>PAINESVILLE, OH</b>		
<b>HARRY CLEVER FIELD(PHD)</b>			<b>CONCORD AIRPARK(2G1)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	STARS	CHARDON THREE	Z5
IAPS	RNAV (GPS) RWY 14	541		FAILS TWO	Z11
	VOR-A	542		KEATN SIX	Z26
				ZABER FOUR	Z44
			IAPS	VOR OR GPS-A	556
			DPS	ALPHE FOUR (RNAV)	557
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ALTERNATE MINIMUMS		M	<b>---SEE TELL CITY, IN</b>		
STARS	GAILL TWO (RNAV)	Z13	<b>PERU, IN</b>		
	GUNNE TWO	Z17	<b>PERU MUNI(I76)</b>		
IAPS	RNAV (GPS) RWY 09	543	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 27	544	IAPS	RNAV (GPS) RWY 01	561
	LOC RWY 09	545		RNAV (GPS) RWY 19	562
	VOR-A	546		VOR RWY 01	563
			<b>PERU, IN</b>		
			<b>---SEE GRISSOM ARB</b>		
<b>NOBLE COUNTY</b>			<b>PHILLIPSBURG, OH</b>		
<b>---SEE CALDWELL, OH</b>			<b>PHILLIPSBURG(3I7)</b>		
<b>NORTH VERNON, IN</b>			TAKEOFF MINIMUMS		
<b>NORTH VERNON(OVO)</b>			IAPS		
TAKEOFF MINIMUMS		L	VOR OR GPS RWY 21		
IAPS	RNAV (GPS) RWY 05	547	564		
	RNAV (GPS) Y RWY 23	548	<b>PICKAWAY COUNTY MEMORIAL</b>		
	RNAV (GPS) Z RWY 23	549	<b>---SEE CIRCLEVILLE, OH</b>		
			<b>PIKE COUNTY</b>		
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<b>---SEE ASHTABULA, OH</b>			<b>PIQUA, OH</b>		
<b>NORWALK, OH</b>			<b>PIQUA AIRPORT-HARTZELL FIELD(I17)</b>		
<b>NORWALK-HURON COUNTY(5A1)</b>			TAKEOFF MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS		
IAPS	RNAV (GPS) RWY 28	550	RNAV (GPS) RWY 08		
			RNAV (GPS) RWY 26		
			VOR RWY 26		
			VOR-A		
			568		
<b>OHIO STATE UNIVERSITY</b>			<b>OHIO UNIVERSITY</b>		
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<b>PLYMOUTH MUNI(C65)</b>			<b>PORTAGE COUNTY(POV)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 10	569	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 28	570	IAPS	RNAV (GPS) RWY 09	581
	VOR RWY 10	571		RNAV (GPS) RWY 27	582
	VOR RWY 28	572		VOR-A	583
<b>PORT BUCYRUS-CRAWFORD COUNTY</b>			<b>RENSSELAER, IN</b>		
---SEE BUCYRUS, OH			<b>JASPER COUNTY(RZL)</b>		
<b>PORT CLINTON, OH</b>			TAKEOFF MINIMUMS		
<b>ERIE-OTTAWA INTL(PCW)</b>			ALTERNATE MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 18	584
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 36	585
IAPS	RNAV (GPS) RWY 09	573	<b>RICHARD DOWNING</b>		
	RNAV (GPS) RWY 27	574	---SEE COSHOCTON, OH		
	NDB RWY 27	575	<b>RICHMOND, IN</b>		
<b>PORT COLUMBUS INTL</b>			<b>RICHMOND MUNI(RID)</b>		
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<b>PORTER COUNTY RGNL</b>			RNAV (GPS) RWY 06		
---SEE VALPARAISO, IN			RNAV (GPS) RWY 24		
<b>PORTLAND, IN</b>			RNAV (GPS) RWY 33		
<b>PORTLAND MUNI(PLD)</b>			VOR RWY 06		
TAKEOFF MINIMUMS		L	<b>RICKENBACKER INTL</b>		
IAPS	RNAV (GPS) RWY 09	576	---SEE COLUMBUS, OH		
	RNAV (GPS) RWY 27	577	<b>ROCHESTER, IN</b>		
<b>PORTSMOUTH, OH</b>			<b>FULTON COUNTY(RCR)</b>		
<b>GREATER PORTSMOUTH RGNL(PMH)</b>			TAKEOFF MINIMUMS		
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 11	591
IAPS	RNAV (GPS) RWY 18	578		RNAV (GPS) RWY 29	592
	RNAV (GPS) RWY 36	579	<b>ROSS COUNTY</b>		
	VOR/DME-A	580	---SEE CHILLICOTHE, OH		
<b>PURDUE UNIVERSITY</b>			<b>ST CLAIRSVILLE, OH</b>		
---SEE LAFAYETTE, IN			<b>ALDERMAN(2P7)</b>		
<b>PUTNAM COUNTY</b>			TAKEOFF MINIMUMS		
---SEE OTTAWA, OH			IAPS		
<b>PUTNAM COUNTY RGNL</b>			VOR-A		
---SEE GREENCASTLE, IN			593		
<b>RANDOLPH COUNTY</b>			<b>SALEM, OH</b>		
---SEE WINCHESTER, IN			<b>SALEM AIRPARK INC(38D)</b>		
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			VOR OR GPS-A		
			594		
			<b>SANDUSKY COUNTY RGNL</b>		
			---SEE FREMONT, OH		
			<b>SEBRING, OH</b>		
			<b>TRI-CITY(3G6)</b>		
			TAKEOFF MINIMUMS		
			IAPS		
			VOR OR GPS RWY 17		
			595		
			<b>SENECA COUNTY</b>		
			---SEE TIFFIN, OH		

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<b>FULTON COUNTY(USE)</b>			<b>CLINTON FIELD(166)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 09	696	IAPS	RNAV (GPS) RWY 03	715
	RNAV (GPS) RWY 27	697		RNAV (GPS) RWY 21	716
<b>WAVERLY, OH</b>			<b>WILMINGTON AIR PARK(ILN)</b>		
<b>PIKE COUNTY(EOP)</b>			TAKEOFF MINIMUMS		
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		
IAPS	RNAV (GPS) RWY 07	698	IAPS	ILS OR LOC RWY 04L	717
	RNAV (GPS) RWY 25	699		ILS OR LOC RWY 04R	718
	NDB RWY 25	700		ILS OR LOC RWY 22R	719
<b>WAYNE COUNTY</b>				ILS OR LOC RWY 22L	720
<b>---SEE WOOSTER, OH</b>				ILS RWY 22L (CAT II)	721
<b>WEST UNION, OH</b>				ILS RWY 22R (CAT II - III)	722
<b>ALEXANDER SALAMON(AMT)</b>				RNAV (GPS) RWY 04L	723
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 22R	724
IAPS	RNAV (GPS) RWY 05	701	AIRPORT DIAGRAM		725
	RNAV (GPS) RWY 23	702	<b>WINAMAC, IN</b>		
	NDB RWY 23	703	<b>ARENS FIELD(RWN)</b>		
<b>WHITE COUNTY</b>			TAKEOFF MINIMUMS		
<b>---SEE MONTICELLO, IN</b>			IAPS	RNAV (GPS) RWY 09	726
<b>WILLARD, OH</b>				RNAV (GPS) RWY 27	727
<b>WILLARD(8G1)</b>				VOR/DME-A	728
TAKEOFF MINIMUMS		L	<b>WINCHESTER, IN</b>		
IAPS	VOR/DME OR GPS-A	704	<b>RANDOLPH COUNTY(I22)</b>		
<b>WILLIAMS COUNTY</b>			TAKEOFF MINIMUMS		
<b>---SEE BRYAN, OH</b>			IAPS	RNAV (GPS) RWY 08	729
<b>WILLOUGHBY, OH</b>				RNAV (GPS) RWY 26	730
<b>WILLOUGHBY LOST NATION MUNI(LNN)</b>				VOR-A	731
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STARS	CHARDON THREE	Z5	<b>---SEE BOWLING GREEN, OH</b>		
	FAILS TWO	Z11	<b>WOODSFIELD, OH</b>		
	KEATN SIX	Z26	<b>MONROE COUNTY(4G5)</b>		
	ZABER FOUR	Z44	TAKEOFF MINIMUMS		
IAPS	RNAV (GPS) RWY 05	705	IAPS	RNAV (GPS) RWY 25	732
	RNAV (GPS) RWY 10	706		VOR/DME RWY 25	733
	RNAV (GPS) RWY 23	707	<b>WOOSTER, OH</b>		
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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or radar vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called VCOA Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow radar vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME	TAKEOFF MINIMUMS	NAME	TAKEOFF MINIMUMS
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AKRON, OH

AKRON-CANTON RGNL (CAK) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6 10322 (FAA)

NOTE: Rwy 1, multiple trees beginning 2756' from DER, 447' left of centerline, up to 116' AGL/1316' MSL. Power lines beginning 3215' from DER, left and right of centerline, up to 80' AGL/1289' MSL. Rwy 5, multiple trees beginning 840' from DER, 550' right of centerline, up to 116' AGL/1336' MSL. Tree 577' from DER, 561' left of centerline, 46' AGL/1256' MSL. Rwy 19, trees beginning 1998' from DER, 817' left of centerline, up to 100' AGL/1290' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## AKRON, OH (CON'T)

### AKRON FULTON INTL (AKR)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMD'T 2 14317 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 300-1 or std. w/min. climb of 490' per NM to 1300. **Rwy 7**, 300-1½, or std. w/min. climb of 230' per NM to 1400 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER. **Rwy 19**, 300-1 5/8 or std. w/min. climb of 400' per NM to 1400. **Rwy 25**, 300-1 5/8 or standard climb of 685' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 25**, climb heading 249° to 2600 before turning right.

NOTE: **Rwy 1**, trees, buildings, poles, antennas, and parking lots beginning 68' from DER, 236' left of centerline, up to 48' AGL/1085' MSL. Trees, poles, buildings and antennas beginning 793' from DER, 2' left of centerline, up to 99' AGL/1135' MSL. Trees, poles, buildings, vehicles on roads and parking lot beginning 286' from DER, 132' right of centerline, up to 78' AGL/1121' MSL. Trees, poles and buildings beginning 1481' from DER, 5' right of centerline, up to 99' AGL/1210' MSL. **Rwy 7**, rising terrain beginning 45' from DER, left and right of centerline, 1119' MSL. Vehicles on roads and parking lot, trees, fences, bushes and poles beginning 62' from DER, 10' right of centerline, up to 21' AGL/1127' MSL. Vehicles on road and parking lot, trees, fences, signs, buildings and poles beginning 1459' from DER, 4' right of centerline, up to 69' AGL/1258' MSL. Vehicles on roads, trees, fences and poles beginning 251' from DER, 318' left of centerline, up to 48' AGL/1134' MSL. Vehicles on roads, trees, fences, antennas and poles beginning 692' from DER, on centerline and left of centerline, up to 93' AGL/1213' MSL. **Rwy 19**, rising terrain beginning 3' from DER, left and right of centerline, up to 1183' MSL. Trees, poles, vehicles, fences, and goalpost beginning 119' from DER, 36' left of centerline, up to 30' AGL/1082' MSL. Trees, buildings, poles, vehicles, traffic lights and parking lots beginning 1019' from DER, 4' left of centerline, up to 83' AGL/1192' MSL. Trees, poles, and buildings beginning 3940' from DER, 1' left of centerline, up to 102' AGL/1260' MSL. Trees, buildings and lights beginning 681' from DER, 431' right of centerline, up to 70' AGL/1115' MSL. Trees, towers, lights, buildings, fences, poles and vehicles on road beginning 1690' from DER, 3' right of centerline, up to 99' AGL/1262' MSL. **Rwy 25**, rising terrain beginning 70' from DER, left and right of centerline, up to 1177' MSL. Railroad track with train beginning 66' from DER, crossing centerline right to left, 23' AGL/1096' MSL. Trees, fences and vehicles on roads beginning 53' from DER, 352' right of centerline, up to 71' AGL/1165' MSL. Trees, bushes, poles, lights, antennas, fences, vehicles on roads and parking lots beginning 1405' from DER, 5' right of centerline, up to 102' AGL/1229' MSL. Trees beginning 503' from DER, 375' left of centerline, up to 77' AGL/1157' MSL. Trees, bushes, poles, fences and vehicles on road beginning 1293' from DER, on centerline and left of centerline, up to 106' AGL/1227' MSL. Towers and antenna beginning 1.4 NM from DER, 216' left of centerline, up to 309' AGL/1343' MSL.

## ANDERSON, IN

### ANDERSON MUNI-DARLINGTON FIELD (AID)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMD'T 1 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 30**, 300-1¼ or std. w/min. climb of 220' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

NOTE: **Rwy 12**, pole and trees beginning 509' from DER, 519' left of centerline, up to 100' AGL/1005' MSL. Trees beginning 1947' from DER, 446' right of centerline, up to 100' AGL/1010' MSL. Railroad 944' from DER, left and right of centerline, up to 23' AGL/945' MSL. **Rwy 18**, trees beginning 437' from DER, 169' left of centerline, up to 100' AGL/951' MSL. Trees beginning 440' from DER, 159' right of centerline, up to 100' AGL/1015' MSL.

Vehicles on road beginning 373' from DER, left and right of centerline, up to 15' AGL/922' MSL. Terrain 417' from DER, 299' left of centerline, 0' AGL/918' MSL. **Rwy 30**, tower and trees beginning 1516' from DER, 519' left of centerline, up to 161' AGL/1057' MSL. Trees beginning 389' from DER, 344' right of centerline, up to 100' AGL/1009' MSL. Vehicles on road beginning 152' from DER, left and right of centerline, up to 15' AGL/884' MSL.

**Rwy 36**, trees beginning 850' from DER, 133' left of centerline, up to 100' AGL/999' MSL. Building and trees beginning 277' from DER, 361' right of centerline, up to 100' AGL/1009' MSL. Vehicles on road beginning 165' from DER, left and right of centerline, up to 15' AGL/925' MSL.

## ASHLAND, OH

### ASHLAND COUNTY (3G4)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMD'T 3 10126 (FAA)

NOTE: **Rwy 1**, trees beginning 61' from DER, 194' right of centerline, up to 50' AGL/1249' MSL. **Rwy 19**, trees beginning 5' from DER, 167' left of centerline, up to 50' AGL/1259' MSL.

## ASHTABULA, OH

### NORTHEAST OHIO RGNL (HBYZ)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG-A 11349 (FAA)

NOTE: **Rwy 9**, trees beginning 779' from DER, 34' left of centerline, up to 91' AGL/1020' MSL. Trees beginning 27' from DER, 17' right of centerline, up to 91' AGL/1007' MSL. **Rwy 27**, trees beginning 1219' from DER, 183' left of centerline, up to 99' AGL/ 1008' MSL. Trees beginning 1465' from DER, 406' right of centerline, up to 83' AGL/ 992' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## ATHENS (ALBANY), OH

OHIO UNIVERSITY (UNI)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-A 15204 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 200-1 or std. w/ min. climb of 310' per NM to 1000. **Rwy 25**, 200-1 or std. w/ min. climb of 360' per NM to 1000.

NOTE: **Rwy 7**, trees beginning 4439' from DER, 1034' left of centerline, up to 100' AGL/933' MSL. Trees beginning 2869' from DER, 1171' right of centerline, up to 100' AGL/879' MSL. Vehicle abeam DER 451' left of centerline, 17' AGL/769' MSL. **Rwy 25**, trees beginning 3371' from DER, 425' left of centerline, up to 100' AGL/925' MSL. Trees beginning 1221' from DER, 624' right of centerline, up to 100' AGL/999' MSL.

## AUBURN, IN

DE KALB COUNTY (GWB)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 06271 (FAA)

NOTE: **Rwy 9**, multiple trees beginning 428' from DER, 227' right of centerline, up to 100' AGL/979' MSL. **Rwy 27**, multiple trees beginning 83' from DER, 207' left of centerline, up to 100' AGL/939' MSL. Multiple tree beginning 1377' from DER, 316' right of centerline, up to 100' AGL/930' MSL.

## BARNESVILLE, OH

BARNESVILLE-BRADFIELD (6G5)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 85297 (FAA)

TAKEOFF MINIMUMS: **Rwys 9, 27**, 300-1.

## BATAVIA, OH

CLERMONT COUNTY (I69)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 12124 (FAA)

NOTE: **Rwy 4**, terrain 8' from DER, 311' left of centerline, 813' MSL. Trees beginning 89' from DER, left and right of centerline, up to 100' AGL/899' MSL. Fence 195' from DER, 276' left of centerline, up to 19' AGL/819' MSL. Vehicles on roadway beginning 237' from DER, left and right of centerline, up to 15' AGL/824' MSL. Windsock 408' from DER, 225' right of centerline, up to 24' AGL/824' MSL. **Rwy 22**, buildings 55' from DER, left and right of centerline, up to 22' AGL/862' MSL. Trees beginning 81' from DER, left and right of centerline, up to 100' AGL/ 967' MSL. Fences beginning 102' from DER, left and right of centerline, up to 17' AGL/857' MSL. Poles beginning 195' from DER, left and right of centerline, up to 45' AGL/ 885' MSL. Vehicles on roadway beginning 216' from DER, left and right of centerline, up to 15' AGL/866' MSL. Sign 441' from DER, 231' left of centerline, up to 19' AGL/859' MSL.

## BEACH CITY, OH

BEACH CITY (2D7)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 82245 (FAA)

TAKEOFF MINIMUMS: **Rwys 10, 28**, 300-1.

## BEDFORD, IN

VIRGIL I GRISSOM MUNI (BFR)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 11265 (FAA)

NOTE: **Rwy 6**, trees beginning 321' from DER, left and right of centerline, up to 112' AGL/830' MSL. **Rwy 13**, trees beginning 78' from DER, left and right of centerline, up to 110' AGL/849' MSL. **Rwy 24**, trees beginning 534' from DER, left and right of centerline, up to 100' AGL/800' MSL. **Rwy 31**, trees beginning 27' from DER, left and right of centerline, up to 107' AGL/806' MSL.

## BELLEFONTAINE, OH

BELLEFONTAINE RGNL (EDJ)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-A 12292 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, std. w/min. climb of 245' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 074° to 2100 before proceeding on course.

NOTE: **Rwy 7**, trees beginning 2172' from DER, 43' right of centerline, up to 99' AGL/ 1224' MSL. Trees beginning 2252' from DER, 77' left of centerline, up to 89' AGL/1228' MSL. **Rwy 25**, tree 508' from DER, 539' right of centerline, 35' AGL/ 1144' MSL. Ground 66' from DER, 494' right of centerline, 1107' MSL.

## BLOOMINGTON, IN

MONROE COUNTY (BMG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 6 11237 (FAA)

TAKEOFF MINIMUMS: **Rwy 24**, 300-1.

NOTE: **Rwy 6**, poles and building beginning 424' from DER, 332' left of centerline, up to 29' AGL/874' MSL. Trees beginning 491' from DER, left and right of centerline, up to 72' AGL/972' MSL. Fence 181' from DER, 115' right of centerline, 6' AGL/846' MSL. Vehicle on road beginning 89' from DER, left and right of centerline, 15' AGL/862' MSL. **Rwy 17**, vehicle on road 187' from DER, 18' right of centerline, 15' AGL/850' MSL. Tree 1263' from DER, 625' right of centerline, 32' AGL/871' MSL. Bush 855' from DER, 594' left of centerline, 25' AGL/862' MSL. **Rwy 24**, trees and poles beginning 158' from DER, left and right of centerline, up to 85' AGL/1021' MSL. Fence 394' from DER, 72' left of centerline, 9' AGL/849' MSL. Buildings beginning 1990' from DER, 321' right of centerline, up to 25' AGL/952' MSL. Vehicle on road beginning 45' from DER, left and right of centerline, 15' AGL/945' MSL. **Rwy 35**, trees beginning 2119' from DER, 120' left and right of centerline, up to 85' AGL/975' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## BLUFFTON, OH

BLUFFTON (5G7)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1A 15288 (FAA)

NOTE: **Rwy 5**, runway lights beginning 9' from DER, left and right of centerline, up to 3' AGL/848' MSL. Road and pole beginning 53' from DER, left and right of centerline, up to 42' AGL/889' MSL. Roads beginning 211' from DER, 330' right of centerline, up to 17' AGL/881' MSL. Poles, road and tree beginning 497' from DER, up to 100' AGL/883' MSL. Trees and poles beginning 1205' from DER, left and right of centerline, up to 100' AGL/911' MSL. **Rwy 23**, runway lights beginning 8' from DER, left and right of centerline, up to 4' AGL/852' MSL. Tree 91' from DER, 167' left of centerline, 100' AGL/853' MSL. Tree 298' from DER, 506' right of centerline, 100' AGL/866' MSL. Trees beginning 405 from DER, left and right of centerline, up to 100' AGL/900' MSL. Trees beginning 1007' from DER, left and right of centerline, up to 100' AGL/932' MSL.

## BOWLING GREEN, OH

WOOD COUNTY (1G0)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 07074 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 300-1.  
NOTE: **Rwy 18**, building/tower 3581' from DER, 254' right of centerline, 141' AGL/841' MSL.

## BRAZIL, IN

BRAZIL CLAY COUNTY (0I2)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
TAKEOFF MINIMUMS: **Rwys 9, 27**, 300-1.

## BRYAN, OH

WILLIAMS COUNTY (0G6)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 10154 (FAA)

NOTE: **Rwy 7**, vehicles on road beginning 49' from DER, from left to right of centerline, up to 15' AGL/734' MSL. Tree 160' from DER, 323' left of centerline 30' AGL/759' MSL. Trees beginning 324' from DER, 403' right of centerline, up to 101' AGL/829' MSL. **Rwy 25**, vehicles on road beginning 203' from DER, from right to left of centerline, up to 15' AGL/744' MSL. Pole 285' from DER, 329' right of centerline, 37' AGL/767' MSL. Trees beginning 2787' from DER, 769' right of centerline, up to 100' AGL/829' MSL.

## BUCYRUS, OH

PORT BUCYRUS-CRAWFORD COUNTY (17G)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 10322 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 300-1½ or std. w/ min. climb of 297' per NM to 1300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.

NOTE: **Rwy 4**, terrain 4' from DER, 484' right of centerline, up to 1008' MSL. Aircraft on ramp beginning 47' from DER, 289' right of centerline, up to 15' AGL/1019' MSL. Terrain beginning 93' from DER, 245' left of centerline, up to 1008' MSL. Vehicle on road beginning 107' from DER, 487' right of centerline, 15' AGL/1019' MSL. Trees 229' from DER, 261' left of centerline, up to 100' AGL/1099' MSL. Trees 2777' from DER, 1207' left of centerline, up to 100' AGL/1109' MSL. Trees 2933' from DER, 330' right of centerline, up to 100' AGL/1124' MSL. Tower 1.1 NM from DER, 1798' left of centerline, 165' AGL/1175' MSL. **Rwy 22**, buildings beginning 4' from DER, 352' right of centerline, up to 40' AGL/1044' MSL. Vehicle on road beginning 243' from DER, 552' left of centerline, 15' AGL/1019' MSL. Trees 426' from DER, 382' left of centerline, up to 100' AGL/1104' MSL. Trees 733' from DER, 466' right of centerline, up to 100' AGL/1099' MSL.

## CADIZ, OH

HARRISON COUNTY (8G6)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 11125 (FAA)

TAKEOFF MINIMUMS: **Rwys 13,31**, 300-1.  
NOTE: **Rwy 13**, trees beginning 503' from DER, 213' left and right of centerline, up to 100' AGL/1219' MSL. Power line 927' from DER, 718' left of centerline, 30' AGL/1196' MSL. **Rwy 31**, rising terrain beginning 966' from DER, 224' left and right of centerline, up to 1319' MSL.

## CALDWELL, OH

NOBLE COUNTY (1I0)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 97146 (FAA)

TAKEOFF MINIMUMS: **Rwy 5, 23**, 400-1.  
DEPARTURE PROCEDURE: **Rwy 23**, climb runway heading to 1500 before turning.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## CAMBRIDGE, OH

### CAMBRIDGE MUNI (CDI)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 3 15064 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 400-2 or std. w/min.

climb of 397' per NM to 1400. **Rwy 22**, 300-1½ or std. w/min. climb of 685' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 040° to 1300 before turning left.

NOTE: **Rwy 4**, multiple trees beginning 161' from DER, 179' left of centerline, up to 51' AGL/849' MSL. Multiple trees beginning 672' from DER, 563' right of centerline, up to 62' AGL/860' MSL. Multiple poles beginning 301' from DER, 519' right of centerline, up to 31' AGL/973' MSL. Multiple towers beginning 794' from DER, 659' left of centerline, up to 43' AGL/835' MSL. Building 639' from DER, 386' right of centerline, 25' AGL/825' MSL. Multiple poles beginning 990' from DER, 26' left of centerline, up to 36' AGL/826' MSL. Multiple trees beginning 1147' from DER, 144' right of centerline, up to 74' AGL/872' MSL. Multiple trees beginning 1307' from DER, 2' left of centerline, up to 89' AGL/887' MSL. Multiple towers, poles beginning 1040' from DER, 336' right of centerline, up to 48' AGL/843' MSL. Multiple towers, poles beginning 1089' from DER, 613' left of centerline, up to 36' AGL/833' MSL. Sign 1029' from DER, 623' left of centerline, 35' AGL/832' MSL. Monument 1.5 NM from DER, 402' left of centerline, 120' AGL/1098' MSL. Multiple trees beginning 1.5 NM from DER, 738' right of centerline, up to 100' AGL/1126' MSL. Tower 2.8 NM from DER, 4400' left of centerline, 233' AGL/1106' MSL. **Rwy 22**, multiple trees beginning 204' from DER, 309' right of centerline, up to 100' AGL/931' MSL. Multiple poles beginning 366' from DER, 43' right of centerline, up to 35' AGL/834' MSL. NAVAID 300' from DER, 1' right of centerline, 9' AGL/807' MSL. Obstruction light on DME 477' from DER, 168' right of centerline, 19' AGL/817' MSL. Multiple trees beginning 1004' from DER, 395' left of centerline, up to 100' AGL/1023' MSL. Multiple poles beginning 1165' from DER, 93' left of centerline, up to 34' AGL/1021' MSL. Building 1272' from DER, 426' right of centerline, 21' AGL/881' MSL.

## CELINA, OH

### LAKEFIELD (CQA)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 2 10042 (FAA)

NOTE: **Rwy 8**, trees beginning 782' from DER, 7' right of centerline, up to 100' AGL/969' MSL. Trees beginning 57' from DER, 130' left of centerline, up to 100' AGL/976' MSL. **Rwy 26**, vehicle 63' from DER, 469' right of centerline, 15' AGL/909' MSL. Poles beginning 127' from DER, 145' right of centerline, up to 51' AGL/941' MSL. Antenna 653' from DER, 498' right of centerline, 33' AGL/923' MSL. Trees beginning 1194' from DER, 319' right of centerline, up to 100' AGL/952' MSL.

## CHILLICOTHE, OH

### ROSS COUNTY (RZT)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 3A 11321 (FAA)

TAKEOFF MINIMUMS: **Rwy 23**, 400-1 or std. with min. climb of 340' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 1500 before turning right. **Rwy 23**, climb runway heading to 1500 before turning left.

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## CARROLLTON, OH

### CARROLL COUNTY-TOLSON (TSO)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 4 99140 (FAA)

TAKEOFF MINIMUMS: **Rwy 7, 25**, 300-1.

NOTE: **Rwy 7**, 100' AGL trees 1800' from DER, 400' left of centerline. **Rwy 25**, 100' AGL trees 200' from DER, 400' left of centerline.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## CINCINNATI, OH

### CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 14 10098 (FAA)

TAKEOFF MINIMUMS: **Rwy 3L**, std. w/ min. climb of 392' per NM to 1000 or 400-2 w/ min. climb of 213' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 3R**, std. w/ min. climb of 355' per NM to 1000 or 400-2 w/ min. climb of 231' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 7**, std. w/ min. climb of 424' per NM to 1000 or 400-1¼ w/ min. climb of 205' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21L**, std. w/ min. climb of 413' per NM to 1100 or 600-2¼ w/ min. climb of 228' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21R**, std. w/ min. climb of 466' per NM to 1100 or 600-3 w/ min. climb of 223' per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 25**, 600-2¼ w/ min. climb of 218' per NM to 1300 or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3L**, climb heading 027° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 3R**, climb heading 025° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 7**, climb heading 066° to 1300 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21L**, climb heading 205° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21R**, climb heading 207° to 1500 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 25**, climb heading 246° to 1900 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni Airport-Lunken Field at or above 2000 MSL before proceeding on course.

NOTE: **Rwy 3L**, building and hangers beginning 305' from DER, 259' left of centerline, up to 41' AGL/521' MSL. Trees beginning 957' from DER, 144' right of centerline, up to 77' AGL/556' MSL. Trees 1.2 NM from DER, 2270' left of centerline, up to 97' AGL/866' MSL. Pole 1.6 NM from DER, 320' left of centerline, 68' AGL/797' MSL. **Rwy 3R**, trees beginning 1426' from DER, 196' left of centerline, up to 68' AGL/557' MSL. Trees beginning 840' from DER, 130' right of centerline, up to 83' AGL/572' MSL. Trees 1.3 NM from DER, 2393' left of centerline, up to 97' AGL/856' MSL. Pole 1.5 NM from DER, 2062' left of centerline, 68' AGL/797' MSL. **Rwy 7**, trees beginning 447' from DER, 68' left of centerline, up to 87' AGL/576' MSL. Trees beginning 664' from DER, 45' right of centerline, up to 88' AGL/575' MSL. Trees 4515' from DER, 1519' right of centerline, up to 81' AGL/720' MSL. Trees 1.3 NM from DER, 2088' right of centerline, up to 85' AGL/824' MSL. **Rwy 21R**, trees beginning 1444' from DER, 203' left of centerline, up to 66' AGL/555' MSL. Trees beginning 1073' from DER, 25' right of centerline, up to 79' AGL/568' MSL. Trees 1.1 NM from DER, 2262' right of centerline, up to 86' AGL/895' MSL. Tower 2.3 NM from DER, 527' left of centerline, 168' AGL/990' MSL. Trees 2.4 NM from DER, 1847' left of centerline, up to 71' AGL/890' MSL. **Rwy 21L**, trees beginning 122' from DER, 63' left of centerline, up to 118' AGL/597' MSL. Trees beginning 15' from DER, 248' right of centerline, up to 82' AGL/571' MSL. Trees 4581' from DER, 1503' left of centerline, up to 144' AGL/723' MSL. Tower 2 NM from DER, 2027' right of centerline, 168' AGL/990' MSL. Pole 2.2 NM from DER, 281' right of centerline, 78' AGL/841' MSL. **Rwy 25**, sign, pole, hangars, and trees beginning 177' from DER, 13' left of centerline, up to 86' AGL/575' MSL. Road, building, poles, and trees beginning 185' from DER, 5' right of centerline, up to 73' AGL/562' MSL. Tank 1.4 NM from DER, 1755' right of centerline, 210' AGL/1046' MSL. Tower 2.6 NM from DER, 2052' left of centerline, 158' AGL/885' MSL.

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## CIRCLEVILLE, OH

### PICKAWAY COUNTY MEMORIAL (CYO)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14317 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 008° to 1300 before turning left.

TAKEOFF MINIMUMS: **Rwy 1**, vehicle on road beginning 7' from DER, 447' right of centerline, up to 15' AGL/697' MSL. Runway end identifier light with electrical system 41' from DER, 79' right of centerline, 5' AGL/687' MSL. Runway end identifier light with electrical system 42' from DER, 82' left of centerline, 3' AGL/687' MSL. Fence beginning 177' from DER, 250' left of centerline, up to 12' AGL/694' MSL. Poles beginning 345' from DER, 518' right of centerline, up to 42' AGL/721' MSL. Vehicle on road beginning 649' from DER, 16' left of centerline, up to 15' AGL/703' MSL. Pole 667' from DER, 521' left of centerline, 29' AGL/711' MSL. Tree 1887' from DER, 184' right of centerline, 54' AGL/740' MSL. Tree 2251' from DER, 189' left of centerline, 59' AGL/745' MSL. **Rwy 19**, terrain beginning 108' from DER, 267' right of centerline, up to 669' MSL. Trees beginning 261' from DER, 64' left of centerline, up to 100' AGL/755' MSL. Trees beginning 765' from DER, 99' right of centerline, up to 100' AGL/737' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## CLEVELAND, OH

### BURKE LAKEFRONT (BKL)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 5 10322 (FAA)

TAKEOFF MINIMUMS: **Rwy 6L**, 400-2 or std. w/ a min. climb of 384' per NM to 1000. **Rwy 6R**, 400-2¼ or std. w/ a min. climb of 331' per NM to 1000. **Rwy 24L**, 300-1½ or std. w/ a min. climb of 761' per NM to 900. **Rwy 24R**, 200-1 or std. w/ a min. climb of 527' per NM to 900.

DEPARTURE PROCEDURE: **Rwys 6L,6R**, climb heading 065° to 1500 before proceeding on course.

**Rwys 24L/24R**, climbing right turn to intercept CXR

VOR/DME R-272 to 1900 before proceeding on course.

NOTE: **Rwy 6L**, hangar light 1126' from DER, 780' right of centerline, 47' AGL/622' MSL. Tower 2946' from DER, 780' right of centerline, 80' AGL/662' MSL. Light on building 3282' from DER. 598' right of centerline, 123' AGL/704' MSL. Stacks beginning 3301' from DER, 683' right of centerline, 312' AGL/898' MSL. Tower 5589' from DER, 1759' right of centerline, 237' AGL/857' MSL.

**Rwy 6R**, light on windsock 165' from DER, 241' left of centerline, 15' AGL/590' MSL. Pole 1368' from DER, 852' right of centerline, 42' AGL/627' MSL. Towers, antennas and stacks beginning 3968' from DER, 326' right of centerline, 312' AGL/898' MSL. Light on building 4283' from DER, 97' right of centerline, 123' AGL/704' MSL. **Rwy 24R**, bushes beginning 68' from DER, 129' right of centerline, up to 14' AGL/586' MSL. Monument 1256' from DER, 509' left of centerline, 55' AGL/630' MSL. Antenna 1320' from DER, 338' left of centerline, 57' AGL/632' MSL. Crane 2238' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. **Rwy 24L**, antenna 226' from DER, 505' left of centerline, 37' AGL/608' MSL. Monument, 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Antenna 1320' from DER, 161' right of centerline, 57' AGL/632' MSL. Building 1685' from DER, 685' left of centerline, 164' AGL/742' MSL. Building 1751' from DER, 655' left of centerline, 165' AGL/739' MSL. Crane 2238' from DER, 202' right of centerline, 136' AGL/707' MSL. Antenna on stadium 2783' from DER, 656' left of centerline, 186' AGL/764' MSL. Building 2998' from DER, 1068' left of centerline, 143' AGL/724' MSL. Bridges beginning 6699' from DER, 2006' left of centerline, up to 208' AGL/792' MSL.

### CLEVELAND-HOPKINS INTL (CLE)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 16 10322 (FAA)

DEPARTURE PROCEDURE: **Rwys 6L,6R, 10**, climbing left turn to intercept DJB VOR/DME R-082 inbound to 2600 before proceeding on course.

NOTE: **Rwy 6R**, antenna 1056' from DER, 82' left of centerline, 45' AGL/820' MSL. **Rwy10**, trees, pole and tower beginning 1159' from DER, 656' right of centerline, up to 137' AGL/922' MSL. Signs beginning 1236' from DER, 717' left of centerline, up to 86' AGL/857' MSL. **Rwy 24R**, trees beginning 3652' from DER, 856' left of centerline, up to 100' AGL/870' MSL. Tower 2564' from DER, 1027' right of centerline, 191' AGL/870' MSL. **Rwy 24L**, trees and poles beginning 1903' from DER, 5' left of centerline, up to 89' AGL/849' MSL. **Rwy 28**, trees, antenna and road beginning 3' from DER, 304' left of centerline, up to 94' AGL/820' MSL. Tree 712' from DER, 117' right of centerline, 135' AGL/811' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

## CLEVELAND, OH (CON'T)

### CUYAHOGA COUNTY (CGF)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 10322 (FAA)

NOTE: **Rwy 6**, trees beginning 2127' from DER, 33' right of centerline, up to 109' AGL/982' MSL. Tree 2595' from DER, 739' left of centerline, 93' AGL/947' MSL. **Rwy 24**, terrain 35' from DER, 447' left of centerline, 874' MSL. Trees beginning 755' from DER, 46' right of centerline, up to 82' AGL/975' MSL. Building 1179' from DER, 676' left of centerline, 34' AGL/917' MSL. Trees beginning 1784' from DER, 35' left of centerline, up to 92' AGL/985' MSL.

## COLUMBUS, IN

### COLUMBUS MUNI (BAK)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 08269 (FAA)

NOTE: **Rwy 14**, tree 1589' from DER, 306' right of centerline, 40' AGL/696' MSL.

## COLUMBUS, OH

### BOLTON FIELD (TZR)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 037° to 1800 before turning east.

NOTE: **Rwy 4**, tree 1091' from DER, 770' left of centerline, 53' AGL/959' MSL. Tree 487' from DER, 356' right of centerline, 23' AGL/929' MSL. Tree 1317' from DER, 452' right of centerline, 42' AGL/948' MSL. Tree 1307' from DER, 50' left of centerline, 36' AGL/942' MSL. Tree 1927' from DER, 135' right of centerline, 49' AGL/955' MSL. **Rwy 22**, tree 1273' from DER, 720' right of centerline, 40' AGL/945' MSL. Tree 712' from DER, 662' right of centerline, 25' AGL/927' MSL. Tree 1411' from DER, 658' right of centerline 33' AGL/939' MSL.

## OHIO STATE UNIVERSITY (OSU)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 11069 (FAA)

NOTE: **Rwy 5**, trees beginning 1461' from DER, 48' left of centerline, up to 76' AGL/955' MSL. Trees beginning 1422' from DER, 157' right of centerline, up to 86' AGL/965' MSL. **Rwy 9L**, trees beginning 1017' from DER, 122' left of centerline, up to 86' AGL/965' MSL. Trees beginning 2001' from DER, 1015' right of centerline, up to 91' AGL/965' MSL. **Rwy 9R**, trees beginning 197' from DER, 325' left of centerline, up to 73' AGL/937' MSL. Trees beginning 973' from DER, 339' right of centerline, up to 103' AGL/957' MSL. **Rwy 14**, wind sock 371' from DER, 273' left of centerline, 10' AGL/909' MSL. Tree 1395' from DER, 872' left of centerline, 46' AGL/935' MSL. Tree 2071' from DER, 295' right of centerline, 95' AGL/974' MSL. **Rwy 23**, stacks beginning 681' from DER, 512' left of centerline, up to 64' AGL/963' MSL. Trees beginning 709' from DER, 321' left of centerline, up to 44' AGL/948' MSL. Elevator 1406' from DER, 469' left of centerline, 83' AGL/978' MSL. Trees beginning 1248' from DER, 68' right of centerline, up to 74' AGL/978' MSL. **Rwy 27R**, silos beginning 2476' from DER, 88' left of centerline, 61' AGL/971' MSL. **Rwy 32**, trees beginning 1616' from DER, 210' left of centerline, up to 99' AGL/1003' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## COLUMBUS, OH (CON'T)

### PORT COLUMBUS INTL (CMH)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 7 13234(FAA)

DEPARTURE PROCEDURE: **Rwy 28L**, climb heading 281° to 2100 before turning southbound. **Rwy 28R**, climb heading 281° to 2000 before turning southbound.  
NOTE: **Rwy 10L**, sign 23' from DER, 348' right of centerline, 3' AGL/813' MSL. Trees beginning 1308' from DER, 800' left of centerline, up to 79' AGL/869' MSL. Trees beginning 1721' from DER, 764' right of centerline, up to 88' AGL/878' MSL. **Rwy 10R**, aircraft on taxiway abeam DER, 290' right of centerline, up to 59' AGL/878' MSL. Sign 42' from DER, 159' left of centerline, 6' AGL/817' MSL. Poles and building beginning 934' from DER, 538' right of centerline, up to 42' AGL/852' MSL. Trees beginning 1319' from DER, 225' right of centerline, up to 116' AGL/886' MSL. **Rwy 28L**, building 42' from DER, 111' right of centerline, 6' AGL/810' MSL. Trees beginning 1563' from DER, 870' left of centerline, up to 93' AGL/902' MSL. **Rwy 28R**, tower 1260' from DER, 837' left of centerline, 75' AGL/875' MSL. Trees and poles beginning 1228' from DER, 624' right of centerline, up to 72' AGL/882' MSL. Light 5' from DER, 4' left of centerline, 1' AGL/815' MSL.

## CONNERSVILLE, IN

### METTEL FIELD (CEV)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 2 06271 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 22**, NA-VFR use only.  
DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 185° to 1500 before proceeding on course.  
NOTE: **Rwy 18**, railroad 311' from DER, 580' left of centerline, 23' AGL/882' MSL. Multiple trees beginning 2280' from DER, 100' left of centerline, up to 113' AGL/974' MSL. **Rwy 36**, road 120' from DER, 301' right of centerline, 15' AGL/884' MSL. Railroad 649' from DER, 578' right of centerline, 23' AGL/892' MSL. Multiple trees beginning 3400' from DER, on centerline, up to 92' AGL/959' MSL.

## COSHOCTON, OH

### RICHARD DOWNING (I40)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 1A 16259 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 22**, 300-1.  
NOTE: **Rwy 4**, tree 87' from DER, 402' left of centerline, 981' MSL. Trees beginning 88' from DER, 460' left of centerline, up to 84' AGL/1040' MSL. Tree 90' from DER, 226' right of centerline, 983' MSL. Tree 628' from DER, 509' right of centerline, 1006' MSL. **Rwy 22**, trees beginning 2' from DER, 290' left of centerline, up to 988' MSL. Pole, wsk beginning 11' from DER, 57' right of centerline, up to 7' AGL/979' MSL. Trees beginning 179' from DER, 275' left of centerline, up to 84' AGL/999' MSL. Trees beginning 1033' from DER, 595' left of centerline, up to 1042' MSL. Tree 2420' from DER, 123' right of centerline, 96' AGL/1035' MSL. Tree 2442' from DER, 52' right of centerline, 104' AGL/1043' MSL. Trees beginning 2443' from DER, 21' right of centerline, up to 106' AGL/1050' MSL. Trees beginning 2496' from DER, 3' left of centerline, up to 103' AGL/1045' MSL. Trees beginning 2503' from DER, on centerline, up to 103' AGL/1054' MSL. Trees beginning 2550' from DER, 43' right of centerline, up to 105' AGL/1061' MSL.

## CRAWFORDSVILLE, IN

### CRAWFORDSVILLE MU NI (CFJ)

#### TAKEOFF MINIMUMS AND (OBSTACLE)

#### DEPARTURE PROCEDURES

AMDT 1 16315 (FAA)

NOTE: **Rwy 04**, poles beginning 805' from DER, 224' right of centerline, up to 27' AGL/829' MSL. Tree 2838' from DER, 256' right of centerline, 873' MSL. Poles, terrain, vehicle on road, tree beginning 41' from DER, 54' left of centerline, up to 30' AGL/834' MSL. Tree 822' from DER, 95' left of centerline, 841' MSL. Trees beginning 856' from DER, 123' left of centerline, up to 843' MSL. Trees beginning 957' from DER, 213' left of centerline, up to 849' MSL. Tree 1055' from DER, 283' left of centerline, 850' MSL. Tree 1229' from DER, 418' left of centerline, 853' MSL. Tree 1312' from DER, 168' left of centerline, 873' MSL. Trees beginning 1324' from DER, 268' left of centerline, up to 875' MSL. Trees beginning 1559' from DER, 283' left of centerline, up to 876' MSL. Trees beginning 1862' from DER, 219' left of centerline, up to 881' MSL. **Rwy 22**, tree 653' from DER, 618' right of centerline, 846' MSL. Trees beginning 789' from DER, 205' right of centerline, up to 852' MSL. Trees beginning 1059' from DER, 191' right of centerline, up to 857' MSL. Trees beginning 2797' from DER, 386' right of centerline, up to 879' MSL. Tree 328' from DER, 508' left of centerline, 815' MSL. Trees beginning 559' from DER, 176' left of centerline, up to 867' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## DAYTON, OH

DAYTON-WRIGHT BROTHERS (MGY)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3A 16203 (FAA)

NOTE: **Rwy 2**, multiple trees and road beginning 440' from DER, 257' left of centerline, up to 100' AGL/1053' MSL. Multiple trees beginning 672' from DER, 17' right of centerline, up to 100' AGL/1017' MSL. **Rwy 20**, multiple trees beginning 189' from DER, 494' left of centerline, up to 100' AGL/1009' MSL. Multiple poles and trees beginning 323' from DER, 364' right of centerline, up to 100' AGL/1026' MSL. Building 1195' from DER, 512' right of centerline, 50' AGL/972' MSL.

## GREENE COUNTY-LEWIS A JACKSON RGNL (I19)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 07074 (FAA)

NOTE: **Rwy 25**, multiple trees and tower beginning 469' from DER, 499' left of centerline, up to 96' AGL/998' MSL. Multiple trees and towers beginning 839' from DER, 460' right of centerline, up to 75' AGL/1005' MSL. **Rwy 7**, tree 1449' from DER, 592' right of centerline, 51' AGL/988' MSL.

JAMES M. COX DAYTON INTL (DAY)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 300-1 or std. w/min. climb of 290' per NM to 1300.

NOTE: **Rwy 6R**, tower 3125' from DER, 1117' right of centerline, 150' AGL/1101' MSL. **Rwy 18**, tank 4224' from DER, 1417' left of centerline, 173' AGL/1163' MSL. Numerous bushes and trees beginning 1042' from DER, left and right of centerline, up to 100' AGL/1089' MSL. Wind indicator on building 1142' from DER, 653' left of centerline, 50' AGL/1049' MSL. Antenna on building 1233' from DER, 342' left of centerline, 50' AGL/1049' MSL. Pole 1176' from DER, 469' left of centerline, 50' AGL/1041' MSL. **Rwy 24L**, trees beginning 992' from DER, 523' left of centerline, up to 100' AGL/1056' MSL. Vehicle on road beginning 199' from DER, 457' left of centerline, up to 24' AGL/1021' MSL.

## DEFIANCE, OH

DEFIANCE MEMORIAL (DFI)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 11069 (FAA)

NOTE: **Rwy 12**, trees beginning 398' from DER, 155' right of centerline, up to 50' AGL/749' MSL. Terrain beginning 62' from DER, 1' right of centerline, up to 706' MSL. Vehicle on road 833' from DER, 286' left of centerline, up to 15' AGL/724' MSL. **Rwy 30**, trees and power lines beginning 527' from DER, beginning 246' left to right of centerline, up to 50' AGL/759' MSL. Vehicle on road beginning 527' from DER, 246' left to right of centerline, up to 15' AGL/724' MSL. Terrain beginning 36' from DER, 17' right of centerline, up to 712' MSL. Terrain beginning 116' from DER, 353' left of centerline, up to 712' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

## DELAWARE, OH

DELAWARE MUNI-JIM MOORE FIELD (DLZ)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 07298 (FAA)

NOTE: **Rwy 10**, railroad 202' from DER, 549' left of centerline, 23' AGL/972' MSL. Poles 561' from DER, 558' right of centerline, up to 60' AGL/1004' MSL. Trees 1180' from DER, 686' left of centerline, up to 83' AGL/1027' MSL. Tree 1288' from DER, 733' right of centerline, 61' AGL/1005' MSL. **Rwy 28**, rising terrain beginning 35' from DER, 189' left of centerline, 950' MSL. Poles 992' from DER, 599' left of centerline, up to 61' AGL/1005' MSL. Pole 1126' from DER, 694' right of centerline, 44' AGL/988' MSL. Tree 1233' from DER, 742' right of centerline, 46' AGL/990' MSL.

## EAST LIVERPOOL, OH

COLUMBIANA COUNTY (02G)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 86296 (FAA)  
TAKEOFF MINIMUMS: **Rwys 7, 25**, 400-1.

## ELKHART, IN

ELKHART MUNI (EKM)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 11265 (FAA)

NOTE: **Rwy 9**, trees beginning 2039' from DER, 768' right of centerline, up to 68' AGL/845' MSL. Trees beginning 2649' from DER, 774' left of centerline, up to 90' AGL/867' MSL. **Rwy 18**, trees and spire beginning 592' from DER, 63' right of centerline, up to 63' AGL/835' MSL. Trees beginning 508' from DER, 87' left of centerline, up to 71' AGL/843' MSL. **Rwy 27**, trees beginning 1195' from DER, 241' right of centerline, up to 90' AGL/861' MSL. Trees beginning 1714' from DER, 49' left of centerline, up to 89' AGL/860' MSL. **Rwy 36**, tree and building beginning 845' from DER, 212' right of centerline, up to 58' AGL/836' MSL. Trees beginning 1193' from DER, 240' left of centerline, up to 61' AGL/839' MSL.

## ELYRIA, OH

ELYRIA (1G1)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
NOTE: **Rwy 9**, road 1198' from DER, 275' left of centerline, 15' AGL/774' MSL. Tree 2077' from DER, 778' right of centerline, 100' AGL/859' MSL. **Rwy 27**, tree 68' from DER, 237' left of centerline, 100' AGL/859' MSL. Tree 527' from DER, 454' right of centerline, 100' AGL/854' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## EVANSVILLE, IN

EVANSVILLE RGNL (EVV)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 9 14289 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 300-1 or std. w/min. climb of 650' per NM to 700. **Rwy 27**, 300-1½ or std. w/min. climb of 402' per NM to 800. **Rwy 36**, 300-1½ or std. w/min. climb of 615' per NM to 700.

NOTE: **Rwy 9**, fence 293' from DER, 294' right of centerline, 9' AGL/399' MSL. Train on railroad tracks and vehicles on roadway beginning 610' from DER, 291' right of centerline, up to 23' AGL/424' MSL. Building 1446' from DER, 84' right of centerline, 37' AGL/445' MSL. Trees and vehicles on roadway beginning 2070' from DER, 905' right of centerline, up to 100' AGL/583' MSL. Trees beginning 3093' from DER, 385' left of centerline, up to 91' AGL/516' MSL. Trees beginning 4145' from DER, 1575' right of centerline, up to 100' AGL/509' MSL. **Rwy 18**, electrical system 10' from DER, 80' right of centerline, 13' AGL/396' MSL. Vehicles on roadway beginning 265' from DER, left and right of centerline, up to 15' AGL/398' MSL. Trains on railroad tracks beginning 328' from DER, 17' left of centerline, up to 23' AGL/412' MSL. Buildings beginning 560' from DER, 137' right of centerline, up to 53' AGL/447' MSL. Trees beginning 1595' from DER, 162' left of centerline, up to 51' AGL/433' MSL. Tower 4136' from DER, 1569' left of centerline, 132' AGL/513' MSL. **Rwy 22**, weather sensor 141' from DER, 458' left of centerline, 18' AGL/458' MSL. GS building 146' from DER, 401' left of centerline, 10' AGL/392' MSL. Tower 165' from DER, 399' left of centerline, 45' AGL/429' MSL. Aircraft on taxiway beginning 1305' from DER, 833' right of centerline, up to 70' AGL/452' MSL. **Rwy 27**, vehicles on roadway and trains on railroad tracks beginning 295' from DER, left and right of centerline, up to 23' AGL/407' MSL. Sign 389' from DER, 228' right of centerline, 21' AGL/401' MSL. Pole and trees beginning 710' from DER, left and right of centerline, up to 102' AGL/559' MSL. Trees beginning 4114' from DER, left and right of centerline, up to 124' AGL/617' MSL. Towers beginning 1.3 NM from DER, 1157' left of centerline, up to 181' AGL/649' MSL. Trees beginning 1.33 NM from DER, 442' left of centerline, up to 112' AGL/610' MSL. **Rwy 36**, trees beginning 1389' from DER, 702' left of centerline, up to 100' AGL/539' MSL. Trees beginning 2160' from DER, 479' right of centerline, up to 105' AGL/567' MSL. Trees beginning 4224' from DER, 1025' right of centerline, up to 110' AGL/597' MSL. Trees beginning 6131' from DER, 1152' right of centerline, up to 126' AGL/618' MSL. Trees beginning 1.1 NM from DER, 1556' right of centerline, up to 100' AGL/579' MSL.

## FINDLAY, OH

FINDLAY (FDY)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 07242 (FAA)

NOTE: **Rwy 7**, road 210' from DER, on runway centerline, 15' AGL/824' MSL. Multiple trees beginning 210' from DER, 111' right of centerline, up to 81' AGL/885' MSL. Building 2498' from DER, 878' right of centerline, 113' AGL/921' MSL. **Rwy 18**, tree 2786' from DER, 151' left of centerline, 72' AGL/876' MSL. **Rwy 25**, multiple elevators beginning 1825' from DER, 727' right of centerline, 78' AGL/869' MSL. Tree 4566' from DER, 687' right of centerline, 100' AGL/909' MSL. **Rwy 36**, pole 1192' from DER, 742' right of centerline, 36' AGL/835' MSL. Tree 1560' from DER, 499' left of centerline, 53' AGL/847' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## FORT WAYNE, IN

FORT WAYNE INTL (FWA)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 15260 (FAA)

NOTE: **Rwy 5**, lighted structures beginning 9' from DER, left and right of centerline, up to 3' AGL/800' MSL. Fence and trees beginning 152' from DER, 521' right of centerline, up to 42' AGL/842' MSL. Railroad 834' from DER, 582' right of centerline, 23' AGL/820' MSL. Trees beginning 927' from DER, 499' left of centerline, 40' AGL/836' MSL. **Rwy 9**, lighted structures beginning 11' from DER, left and right of centerline, up to 2' AGL/794' MSL. Pole 86' from DER, 442' right of centerline, 28' AGL/820' MSL. Pole 380' from DER, 505' right of centerline, 32' AGL/822' MSL. Tower 3124' from DER, 1109' left of centerline, 111' AGL/910' MSL. **Rwy 14**, lighted structures beginning 9' from DER, left and right of centerline, up to 2' AGL/797' MSL. Tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL. **Rwy 23**, lighted structures beginning 8' from DER, left and right of centerline, up to 2' AGL/815' MSL.

**Rwy 27**, lighted structures beginning 9' from DER, 48' left of centerline, up to 2' AGL/800' MSL. fences beginning 28' from DER, 470' right of centerline, up to 6' AGL/804' MSL. Tower 194' from DER, 523' left of centerline, 19' AGL/809' MSL. Obstruction light 370' from DER, 230' left of centerline, 14' AGL/812' MSL. Trees beginning 3587' from DER, left and right of centerline, up to 104' AGL/910' MSL. **Rwy 32**, lighted structures beginning 9' from DER, left and right of centerline, up to 2' AGL/803' MSL. Trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

## SMITH FIELD (SMD)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 5 10322 (FAA)

TAKEOFF MINIMUMS: **Rwy 23**, 800-3 or std. with a min. climb of 420' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 13**, climb on heading between 133° CW to 185° from DER or climb on heading between 313° CW to 133° from DER to 2700 before proceeding on course or min. climb of 250' per NM to 2000 for all other courses. **Rwy 23**, climb on heading 236° to 1900 before proceeding on course. **Rwy 31**, climb on heading between 313° CW to 133° from DER or climb on heading between 250° CW to 313° from DER to 2700 before proceeding on course or min. climb of 250' per NM to 1900 for all other courses.

NOTE: **Rwy 5**, vehicle on road 465' from DER, on centerline, 15' AGL/844' MSL. Trees, light poles, flag poles, power poles, buildings, bus garages and cell tower beginning 345' from DER, 34' right of centerline, up to 153' AGL/974' MSL. Trees, buildings and light poles beginning 234' from DER, 11' left of centerline, up to 72' AGL/896' MSL. **Rwy 13**, vehicle on road 458' from DER, on centerline, 15' AGL/842' MSL. Trees, houses and light pole beginning 21' from DER, 38' right of centerline, up to 100' AGL/929' MSL. Trees, buildings, power poles, hanger, terminal, light pole and flag pole beginning 330' from DER, 25' left of centerline, up to 128' AGL/936' MSL. **Rwy 23**, power poles, light poles, trees, building, house and shed beginning 469' from DER, 6' right of centerline, up to 82' AGL/909' MSL. Trees, houses and light poles beginning 193' from DER, 43' left of centerline, up to 81' AGL/906' MSL. **Rwy 31**, trees, buildings, power poles, garages, light pole and antenna beginning 237' from DER, 30' right of centerline, up to 95' AGL/936' MSL. Trees and vert tank beginning 488' from DER, 202' left of centerline, up to 73' AGL/910' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## FOSTORIA, OH

FOSTORIA METROPOLITAN (FZI)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 10154 (FAA)

NOTE: **Rwy 9**, trees beginning 343' from DER, 584' left of centerline, up to 74' AGL/823' MSL. Trees beginning 26' from DER, 277' right of centerline, up to 75' AGL/820' MSL. **Rwy 27**, trees beginning 938' from DER, 342' left of centerline, up to 100' AGL/859' MSL. Trees beginning 379' from DER, 444' right of centerline, up to 64' AGL/806' MSL. Building 2' from DER, 500' left of centerline, 8' AGL/758' MSL. Building 262' from DER, 523' right of centerline, 34' AGL/776' MSL. SILO 292' from DER, 376' right of centerline, 36' AGL/778' MSL. Pole 898' from DER, 413' right of centerline, 39' AGL/778' MSL. Power pole 961' from DER, 562' right of centerline, 48' AGL/790' MSL.

## FRANKFORT, IN

FRANKFORT MUNI (FKR)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 10154 (FAA)

NOTE: **Rwy 4**, vehicles on highway, beginning 148' from DER, left to right of centerline, 17' AGL/894' MSL. Building 442' from DER, 601' right of centerline, 40' AGL/897' MSL. Building 606' from DER, 373' left of centerline, 40' AGL/917' MSL. Plant 3169' from DER, 712' right of centerline, 87' AGL/942' MSL. **Rwy 9**, crops 389' from DER, left to right of centerline, 10' AGL/872' MSL. **Rwy 22**, crops 200' from DER, left to right of centerline, 10' AGL/867' MSL. Vehicles on roadway beginning 369' from DER, 583' right of centerline, 17' AGL/876' MSL. **Rwy 27**, crops 299' from DER, left to right of centerline, 10' AGL/867' MSL. Vehicles on roadway 743' from DER, left and right of centerline, 17' AGL/876' MSL.

## FREMONT, OH

FREMONT (14G)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 09295 (FAA)

TAKEOFF MINIMUMS: **Rwys 18,36**, NA-Environmental.  
NOTE: **Rwy 9**, train 268' from DER, 516' right of centerline, 23' AGL/677' MSL. Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL. Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL. **Rwy 27**, road 65' from DER, 4' right of centerline, 15' AGL/669' MSL. Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

SANDUSKY COUNTY RGNL (S24)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 11237 (FAA)

NOTE: **Rwy 6**, REILS 39' from DER, 93' right of centerline, 8' AGL/659' MSL. REILS 39' from DER, 93' left of centerline, 7' AGL/658' MSL. Trees beginning 796' from DER, 709' left of centerline, up to 91' AGL/737' MSL. **Rwy 24**, REILS 41' from DER, 94' right of centerline, 7' AGL/668' MSL. REILS 41' from DER, 93' left of centerline, 7' AGL/668' MSL. Trees beginning 1569' from DER, left and right of centerline, up to 145' AGL/786' MSL.

## FRENCH LICK, IN

FRENCH LICK MUNI (FRH)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 08101 (FAA)

NOTE: **Rwy 8**, Terrain 59' from DER, 86' left of centerline, 0' AGL/799' MSL. Trees beginning 184' from DER, 391' left of centerline, up to 100' AGL/889' MSL. Trees beginning 215' from DER, 148' right of centerline, up to 100' AGL/849' MSL. **Rwy 26**, Trees beginning 429' from DER, 90' left of centerline, up to 100' AGL/849' MSL. Trees beginning 580' from DER, 57' right of centerline, up to 100' AGL/909' MSL.

## GALION, OH

GALION MUNI (GQQ)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 11237 (FAA)

NOTE: **Rwy 5**, trees beginning 354' from DER, 335' right of centerline, up to 50' AGL/1269' MSL. **Rwy 23**, vehicles on road beginning 0' from DER, 348' right of centerline, up to 15' AGL/1244' MSL. Vehicles on road beginning 0' from DER, 362' left of centerline, up to 17' AGL/1236' MSL. Train and power lines 0' from DER, 351' left of centerline, up to 30' AGL/1252' MSL. Trees beginning 341' from DER, right and left of centerline, up to 50' AGL/1279' MSL.

## GALLIPOLIS, OH

GALLIA-MEIGS RGNL (GAS)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2A 07270 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 500-1. **Rwy 23**, 800-3 or std. w/ min. climb of 331' per NM to 1700.  
DEPARTURE PROCEDURE: **Rwy 5**, climb straight ahead to 2100 before proceeding on course. **Rwy 23**, climb via 215° track to 1500 before proceeding on course.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## GARY, IN

### GARY/CHICAGO INTL (GYY)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 15176 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, 300-1½ or std. with min. climb of 323' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 203° to 1300 before proceeding on course.

NOTE: **Rwy 2**, tree, pole, building and vehicles on road beginning 554' from DER, 264' right of centerline, up to 26' AGL/617' MSL. Tower 3432' from DER, 1125' right of centerline, 120' AGL/708' MSL. Stacks and towers beginning 4434' from DER, 1004' right of centerline, up to 201' AGL/791' MSL. Tree 1489' from DER, 236' left of centerline, 56' AGL/647' MSL. Towers beginning 4598' from DER, 1080' left of centerline, up to 139' AGL/731' MSL. Stacks and tower beginning 5921' from DER, 460' left of centerline, up to 236' AGL/823' MSL. Vehicles on road 571' from DER, on runway centerline, 15' AGL/605' MSL. **Rwy 12**, trees and poles beginning 790' from DER, 221' right of centerline, up to 86' AGL/685' MSL. trees beginning 1617' from DER, 743' left of centerline, up to 65' AGL/656' MSL. Towers beginning 4246' from DER, 444' left of centerline, up to 105' AGL/700' MSL. **Rwy 20**, trees and poles beginning 651' from DER, 108' right of centerline, up to 96' AGL/685' MSL. Trees, poles and vehicles on road beginning 884' from DER, 26' left of centerline, up to 63' AGL/658' MSL. Vehicles on road 1048' from DER, on runway centerline, 17' AGL/631' MSL. **Rwy 30**, tree and poles beginning 2021' from DER, 390' right of centerline, up to 105' AGL/710' MSL. Terrain 137' from DER, 351' left of centerline, 22' AGL/612' MSL. Poles and road sign beginning 1263' from DER, 60' left of centerline, up to 49' AGL/638' MSL.

## GEORGETOWN, OH

### BROWN COUNTY (GEO)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10238 (FAA)

NOTE: **Rwy 18**, vehicle on road beginning 430' from DER, 116' right of centerline, up to 15' AGL/974' MSL. Vehicle on road beginning 400' from DER, 155' left of centerline, up to 15' AGL/974' MSL. **Rwy 36**, trees 328' from DER, 232' right of centerline, up to 100' AGL/1059' MSL. Trees 301' from DER, 452' left of centerline, up to 100' AGL, 1069' MSL.

## GOSHEN, IN

### GOSHEN MUNI (GSH)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08157 (FAA)

NOTE: **Rwy 5**, Transmission tower, 4050' from DER, 1247' right of centerline, 116' AGL/941' MSL. **Rwy 9**, Post 42' from DER, 251' right of centerline, 12' AGL/831' MSL. Pole 1030' from DER, 619' right of centerline, 37' AGL/862' MSL. Pole 986' from DER, 465' left of centerline, 30' AGL/855' MSL. Trees beginning 2493' from DER, 515' left of centerline, up to 100' AGL/966' MSL. **Rwy 23**, Daymarker 95' from DER, 85' right of centerline, 4' AGL/818' MSL. Terrain 3' from DER, 42' left of centerline, 0' AGL/821' MSL. Sign 47' from DER, 500' left of centerline, 3' AGL/822' MSL. Terrain 61' from DER, 418' left of centerline, 0' AGL/821' MSL. Road & vehicle 933' from DER, 736' left of centerline, 17' AGL/841' MSL. **Rwy 27**, Trees beginning 2173' from DER, 210' right of centerline, up to 100' AGL/914' MSL. Trees beginning 2072' from DER, 124' left of centerline, up to 100' AGL/914' MSL.

## GREENCASTLE, IN

### PUTNAM COUNTY RGNL (417)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 16035 (FAA)

NOTE: **Rwy 18**, Road and vehicle 365' from DER, 577' right of centerline, 23' AGL/832' MSL. Pole 598' from DER, 374' right of centerline, 27' AGL/836' MSL. Pole 640' from DER, 423' right of centerline, 28' AGL/837' MSL. Building 773' from DER, 525' right of centerline, 32' AGL/841' MSL. Trees beginning 554' from DER, 428' right of centerline, up to 100' AGL/899' MSL. Fence 128' from DER, 306' left of centerline, 13' AGL/822' MSL. Fence 214' from DER, 307' left of centerline, 16' AGL/825' MSL. Trees beginning 901' from DER, 277' left of centerline, up to 100' AGL/865' MSL. **Rwy 36**, Terrain beginning 5' from DER, 85' right of centerline, 0' AGL/854' MSL. STPL 1836' from DER, 310' right of centerline 45' AGL/894' MSL. Trees beginning 658' from DER, 115' right of centerline, up to 100' AGL/959' MSL. Antenna on building 2725' from DER, 18' left of centerline, 64' AGL/913' MSL. Trees beginning 30' from DER, 250' left of centerline, up to 100' AGL/949' MSL.

## GREENSBURG, IN

### GREENSBURG MUNI (I34)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 09099 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-1.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## GRIFFITH, IN

GRIFFITH - MERRILLVILLE (05C)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4 07074 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 300-1 or std. w/ min.  
climb of 502' per NM to 1000.

NOTE: **Rwy 8**, multiple trees, and poles beginning 5'  
from DER, 165' left of centerline, up to 100' AGL/744'  
MSL. Tower 4170' from DER, 1386' left of centerline,  
259' AGL/900' MSL. Multiple trees, and poles  
beginning 125' from DER, 68' right of centerline, up to  
100' AGL/744' MSL. **Rwy 26**, multiple poles, trees,  
and building beginning 146' from DER, 21' right of  
centerline, up to 100' AGL/744' MSL. Multiple trees,  
and poles beginning 25' from DER, 84' left of  
centerline, up to 100' AGL/744' MSL.

## HAMILTON, OH

BUTLER COUNTY RGNL (HAO)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, 800-3 or std. w/min.  
climb of 240' per NM to 1700. **Rwy 29**, 300-1 or std.  
w/min. climb of 480' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11**, climb heading  
115° to 1700 before proceeding on course.

NOTE: **Rwy 11**, trees beginning 940' from DER, 129'  
right of centerline, up to 67' AGL/717' MSL. Poles  
beginning 2963' from DER, 168' left of centerline, up to  
61' AGL/711' MSL. **Rwy 29**, bush 155' from DER, 277'  
right of centerline, 7' AGL/641' MSL. Building 533' from  
DER, 375' left of centerline, 37' AGL/657' MSL.  
Antenna 748' from DER, 526' left of centerline, 61'  
AGL/690' MSL. Trees beginning 964' from DER, 104'  
right of centerline, up to 65' AGL/814' MSL. Trees  
beginning 1123' from DER, 59' left of centerline, up to  
69' AGL/721' MSL. Vehicle on road 1947' from DER,  
418' right of centerline, 15' AGL/703' MSL. Pole 2218'  
from DER, 421' right of centerline, 12' AGL/721' MSL.  
Buildings beginning 2283' from DER, 479' right of  
centerline, up to 24' AGL/724' MSL.

## HARRISON, OH

CINCINNATI WEST (I67)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 07186 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 500-3 or std. w/ min.  
climb of 385' per NM to 1200. **Rwys 9, 27**, NA-  
obstacles. **Rwy 19**, 500-3 or std. w/ min. climb of 253'  
per NM to 1300.

NOTE: **Rwy 1**, multiple trees beginning 5364' from  
DER, 180' right of centerline, up to 100' AGL/915' MSL.  
Multiple trees beginning 5596' from DER, 1180' left of  
centerline up to 100' AGL/909' MSL. Multiple trees  
beginning 1.5 NM from DER, 2293' left of centerline,  
up to 200' AGL/849' MSL. **Rwy 19**, road 23' from DER,  
on centerline, 15' AGL/599' MSL.

## HILLSBORO, OH

HIGHLAND COUNTY (HOC)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 13234 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 300-1½ or std. w/min.  
climb of 281' per NM to 1300.

NOTE: **Rwy 5**, trees beginning 21' from DER, 308' left of  
centerline, up to 83' AGL/1023' MSL. Trees beginning  
105' from DER, 323' right of centerline, up to 83'  
AGL/1023' MSL. Trees beginning 1170' from DER, 41'  
left of centerline, up to 112' AGL/1012' MSL. Trees  
beginning 1271' from DER, 13' right of centerline, up to  
122' AGL/1022' MSL. Trees beginning 4653' from DER,  
32' right of centerline, up to 102' AGL/1062' MSL. Tree  
7395' from DER, 2474' right of centerline, 119'  
AGL/1199' MSL. **Rwy 23**, trees beginning 49' from DER,  
427' left of centerline, up to 12' AGL/999' MSL. Pole 191'  
from DER, 344' left of centerline, 49' AGL/1009' MSL.

## HUNTINGBURG, IN

HUNTINGBURG (HNB)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
TAKEOFF MINIMUMS: **Rwy 9**, 300-1.

## HUNTINGTON, IN

HUNTINGTON MUNI (HHG)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 87183 (FAA)  
TAKEOFF MINIMUMS: **Rwy 9**, 400-1.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## INDIANAPOLIS, IN

EAGLE CREEK AIRPARK (EYE)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 16091 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 031° to 2100 before turning on course.  
NOTE: **Rwy 3**, pole 507' from DER, 631' left of centerline, 38' AGL/860' MSL. Building 859' from DER, 524' right of centerline, 35' AGL/851' MSL. Trees beginning 2015' from DER, 583' left of centerline, up to 87' AGL/904' MSL. **Rwy 21**, airport beacon 10' from DER, 464' left of centerline, 54' AGL/867' MSL. Pole 167' from DER, 385' left of centerline, 33' AGL/848' MSL. Vehicles on road 310' from DER, right and left of centerline, up to 15' AGL/833' MSL. Building 363' from DER, 258' left of centerline, 14' AGL/828' MSL. Trees beginning 677' from DER, 267' right of centerline, up to 89' AGL/901' MSL. Poles and power lines beginning 699' from DER, 451' left of centerline, up to 38' AGL/849' MSL. Trees beginning 1623' from DER, 57' left of centerline, up to 90' AGL/890' MSL.

## GREENWOOD MUNI (HFY)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4A 16091 (FAA)

TAKEOFF MINIMUMS: **Rwy 19**, 300-1 or std. w/min. climb of 484' per NM to 1200.  
DEPARTURE PROCEDURE: **Rwy 1**, climb heading 010° to 1500 before turning right.  
NOTE: **Rwy 1**, poles beginning 425' from DER, 224' left of centerline, up to 46' AGL/864' MSL. Building 458' from DER, 409' right of centerline, 40' AGL/858' MSL. Vehicles on road 725' from DER, right and left of centerline, up to 15' AGL/840' MSL. Poles and power lines beginning 1162' from DER, 483' right of centerline, up to 70' AGL/893' MSL. Tree 1174' from DER, 512' left of centerline, 46' AGL/864' MSL. Trees beginning 1930' from DER, 393' left of centerline, up to 89' AGL/899' MSL. Trees beginning 2463' from DER, 376' right of centerline, up to 77' AGL/898' MSL. Tree 2965' from DER, 328' left of centerline, 89' AGL/896' MSL. **Rwy 19**, trees beginning 1068' from DER, 288' left of centerline, up to 58' AGL/914' MSL. Trees beginning 1477' from DER, 379' right of centerline, up to 98' AGL/923' MSL. Tank 4034' from DER, 71' right of centerline, 120' AGL/985' MSL.

## HENRICKS COUNTY-GORDON

GRAHAM FLD (2R2)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 08157 (FAA)

NOTE: **Rwy 18**, Pole 746' from DER, on centerline, 60' AGL/919' MSL, trees 2091' from DER, 625' left of centerline, 100' AGL/949' MSL. **Rwy 36**, Trees 1302' from DER, 648' right of centerline, 100' AGL/1009' MSL. Tree 3529' from DER, 788' right of centerline, 100' AGL/1009' MSL. Tree 5244' from DER, 1005' left of centerline, 100' AGL/1029' MSL.

## INDIANAPOLIS, IN (CON'T)

INDIANAPOLIS EXECUTIVE (TYQ)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 11293 (FAA)

NOTE: **Rwy 18**, tree 1870' from DER, 524' left of centerline, 52' AGL/971' MSL. **Rwy 36**, poles 1115' from DER, 321' left of centerline, 33' AGL/958' MSL. Multiple trees beginning 1257' from DER, 320' right of centerline, up to 80' AGL/999' MSL. Multiple trees beginning 2266' from DER, left and right of centerline, up to 126' AGL/1035' MSL.

## INDIANAPOLIS INTL (IND)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 07018 (FAA)

NOTES: **Rwy 5R**, tower 3756' from DER, 1048' left of centerline, 111' AGL/901' MSL. Rod on obstruction light dome 3765' from DER, 1076' left of centerline, 107' AGL/901' MSL. **Rwy 5L**, rod on obstruction light MCWW tower 5052' from DER, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from DER, 93' right of centerline, 128' AGL/923' MSL. **Rwy 23R**, tree 5159' from DER, 1144' right of centerline, 101' AGL/870' MSL. Tree 3295' from DER, 948' right of centerline, 78' AGL/822' MSL. **Rwy 32**, antenna 2370' from DER, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from DER, 707' right of centerline, 66' AGL/845' MSL.

## INDIANAPOLIS METROPOLITAN (UMP)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 11125 (FAA)

TAKEOFF MINIMUMS: **Rwy 15**, NA-Obstacles.  
DEPARTURE PROCEDURE: **Rwy 33**, climb heading 329° to 1400 before turning left.  
NOTE: **Rwy 33**, vehicles on road 367' from DER, crossing left and right of centerline, up to 15' AGL/799' MSL. Trees beginning 682' from DER, 69' right of centerline, up to 100' AGL/879' MSL. Trees beginning 1805' from DER, 648' left of centerline, up to 100' AGL/874' MSL.

## INDIANAPOLIS RGNL (MQJ)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 12264 (FAA)

TAKEOFF MINIMUMS: **Rwy 34**, 300-1 or std. w/min. climb of 347' per NM to 1100.  
DEPARTURE PROCEDURE: **Rwy 25**, climb heading 270° to 2000 before turning left.  
NOTE: **Rwy 7**, airplane on taxiway, 177' from DER, 518' left of centerline, up to 17' AGL/871' MSL. Trees beginning 4074' from DER, 434' left of centerline, up to 100' AGL/969' MSL. Trees beginning 4626' from DER, 837' right of centerline, up to 100' AGL/979' MSL. **Rwy 16**, airplane on taxiway, 183' from DER, 479' right of centerline, up to 17' AGL/871' MSL. Pole 234' from DER, 550' right of centerline, 6' AGL/864' MSL. Trees beginning 1634' from DER, 666' left of centerline, up to 78' AGL/929' MSL. **Rwy 25**, trees beginning 2347' from DER, 927' left of centerline, up to 100' AGL/969' MSL. **Rwy 34**, trees beginning 1309' from DER, 7' left of centerline, up to 98' AGL/954' MSL. Pole 1587' from DER, 295' left of centerline, 41' AGL/900' MSL. Trees beginning 3099' from DER, 1043' right of centerline, up to 86' AGL/960' MSL. Antennas and towers beginning 3682' from DER, 1364' right of centerline, up to 167' AGL/1022' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## JACKSON, OH

JAMES A. RHODES (I43)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 4 07354 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 300-2. **Rwy 19**, 300-1½.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 010° to 1500 before turning left.

NOTE: **Rwy 1**, car on road 475' from DER, on centerline, 15' AGL/754' MSL. Trees 2570' from DER, 613' left of centerline, 100' AGL/936' MSL. Trees 2810' from DER, 1243' left of centerline, 100' AGL/989' MSL. Trees 1.1 NM from DER, 1355' right of centerline, 100' AGL/949' MSL. Tank 1.4 NM from DER, 1870' left of centerline, 112' AGL/1008' MSL. Rising terrain beginning 1320' from DER, 316' left of centerline, up to 889' MSL. **Rwy 19**, pole 1137' from DER, 114' left of centerline, 39' AGL/779' MSL. Trees 1869' from DER, 138' right of centerline, 100' AGL/840' MSL. Trees 2349' from DER, 103' right of centerline, 100' AGL/899' MSL. Rising terrain beginning 386' from DER, 587' right of centerline, up to 989' MSL.

## JEFFERSONVILLE, IN

CLARK RGNL (JVY)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 140° to 1300 before turning west. **Rwy 18**, climb heading 182° to 1500 before turning west. **Rwy 32**, climb heading 335° to 1900 before turning west. **Rwy 36**, climb heading 002° to 1600 before turning west.

NOTE: **Rwy 14**, sign 22' from DER, 88' right of centerline, 22' AGL/465' MSL. Tree 262' from DER, 361' left of centerline, 77' AGL/527' MSL. Trees beginning 499' from DER, 175' left of centerline, up to 93' AGL/543' MSL. Trees beginning 596' from DER, 175' right of centerline, up to 96' AGL/536' MSL. Transmission tower and tree beginning 1668' from DER, 306' left of centerline, up to 89' AGL/569' MSL. Tree and transmission towers 1942' from DER, 98' right of centerline, 145' AGL/603' MSL. **Rwy 18**, tree 262' from DER, 524' left of centerline, 60' AGL/490' MSL. Trees beginning 301' from DER, 474' right of centerline, up to 65' AGL/495' MSL. Trees and transmission towers beginning 626' from DER, 105' left of centerline, up to 146' AGL/605' MSL. Trees and light pole beginning 764' from DER, 154' right of centerline, up to 150' AGL/603' MSL. Trees beginning 1375' from DER, 35' left of centerline, up to 121' AGL/551' MSL. Trees beginning 1720' from DER, 28' right of centerline, up to 99' AGL/559' MSL. Transmission towers and catenary beginning 4640' from DER, up to 120' AGL/600' MSL. **Rwy 32**, sign 19' from DER, 87' left of centerline, 14' AGL/474' MSL. Trees beginning 192' from DER, 324' right of centerline, up to 76' AGL/546' MSL. Tree 385' from DER, 269' left of centerline, 61' AGL/531' MSL. Building 559' from DER, 165' right of centerline, 25' AGL/485' MSL. Pole and tree 1026' from DER, 25' left of centerline, up to 47' AGL/507' MSL. Tree 1053' from DER, 510' left of centerline, 90' AGL/560' MSL. Tree 2052' from DER, 12' left of centerline, 99' AGL/569' MSL. **Rwy 36**, tree 1736' from DER, 909' right of centerline, 73' AGL/533' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

L15

## KENDALLVILLE, IN

KENDALLVILLE MUNI (C62)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 86016 (FAA)

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 1500 before turning south.

## KENT, OH

KENT STATE UNIV (1G3)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 12152 (FAA)

NOTE: **Rwy 1**, trees, transmission poles, and a chimney beginning 72' from DER, 369' right of centerline, up to 69' AGL/1179' MSL. Trees and a transmission pole beginning 394' from DER, 249' left of centerline, up to 97' AGL/1203' MSL. **Rwy 19**, vehicles on road, poles, and a tree beginning 331' from DER, 325' left of centerline, up to 42' AGL/1144' MSL. Trees and a building beginning 61' from DER, 412' from centerline, up to 81' AGL/1185' MSL. Trees beginning 1240' from DER, left and right of centerline, up to 109' AGL/1218' MSL.

## KENTLAND, IN

KENTLAND MUNI (501)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 88322 (FAA)

TAKEOFF MINIMUMS: **Rwy 27**, 400-1.

DEPARTURE PROCEDURE: **Rwy 27**, turn left as soon as practicable; climb to 1000' on 240° heading before proceeding on course.

## KENTON, OH

HARDIN COUNTY (I95)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 11013 (FAA)

NOTE: **Rwy 4**, trees, buildings, antenna on building, light poles, and flag poles beginning 31' from DER, 240' left of centerline, up to 29' AGL/1027' MSL. Sign 103' from DER, 204' right of centerline, 8' AGL/1012' MSL. Trees beginning 877' from DER, left and right of centerline, up to 103' AGL/1093' MSL. **Rwy 22**, trees and buildings beginning 7' from DER, 484' left of centerline, up to 77' AGL/1103' MSL. Trees beginning 179' from DER, 51' right of centerline, up to 108' AGL/1122' MSL. Trees beginning 1345' from DER, left and right of centerline, up to 115' AGL/1158' MSL.

## KNOX, IN

STARKE COUNTY (OXI)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08269 (FAA)

TAKEOFF MINIMUMS: **Rwys 9, 27**, NA-Environmental.

NOTE: **Rwy 36**, tree 1234' from DER, 477' left of centerline, 35' AGL/715' MSL. **Rwy 18**, trees beginning 2442' from DER, 135' right of centerline, up to 86' AGL/769' MSL. Tree 21' from DER, 449' left of centerline, 5' AGL/668' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## KOKOMO, IN

### KOKOMO MUNI (OKK)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 16175 (FAA)

NOTE: **Rwy 5**, sign 20' from DER, 210' left of centerline, 3' AGL/821' MSL. Trees beginning 501' from DER, 361' right of centerline, up to 57' AGL/870' MSL. Tree 640' from DER, 466' left of centerline, 20' AGL/835' MSL. Pole 642' from DER, 653' left of centerline, 843' MSL. Buildings beginning 908' from DER, 706' left of centerline, up to 37' AGL/856' MSL. Pole 971' from DER, 610' left of centerline, up to 39' AGL/858' MSL. Trees, poles beginning 1042' from DER, 609' left of centerline, up to 48' AGL/870' MSL. Elevator 1835' from DER, 361' right of centerline, 41' AGL/867' MSL. Trees beginning 3730' from DER, 1373' left of centerline, up to 928' MSL. Trees beginning 3747' from DER, 1245' left of centerline, up to 936' MSL. **Rwy 14**, tree, bush beginning 6' from DER, 196' left of centerline, up to 31' AGL/849' MSL. Tree, fence, vertical structure beginning 53' from DER, 153' right of centerline, up to 9' AGL/831' MSL. Bush, fence beginning 116' from DER, 297' right of centerline, up to 842' MSL. Building 2117' from DER, 488' left of centerline, 58' AGL/880' MSL. Building, elevator beginning 2120' from DER, 485' left of centerline, up to 885' MSL. Tree 2181' from DER, 215' left of centerline, 64' AGL/890' MSL. Trees beginning 2186' from DER, 213' left of centerline, up to 77' AGL/904' MSL. Tree 2945' from DER, 1073' right of centerline, 899' MSL. **Rwy 32**, post 0' from DER, 149' right of centerline, 4' AGL/828' MSL. Buildings beginning 133' from DER, 493' right of centerline, up to 15' AGL/837' MSL. Buildings beginning 155' from DER, 490' right of centerline, up to 20' AGL/843' MSL. Poles beginning 706' from DER, 520' right of centerline, up to 49' AGL/873' MSL. Buildings, elevator, trees beginning 1592' from DER, 414' left of centerline, up to 68' AGL/889' MSL. Tree 4804' from DER, 500' left of centerline, 121' AGL/949' MSL.

## LA PORTE, IN

### LA PORTE MUNI (PPO)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 07186 (FAA)

NOTE: **Rwy 14**, power line beginning 4937' from DER, 670' right of centerline, 150' AGL/934' MSL. **Rwy 20**, power line beginning 3978' from DER, 1566' left of centerline, 150' AGL/959' MSL.

## LAFAYETTE, IN

### PURDUE UNIVERSITY (LAF)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 07130 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 342' per NM to 1000. **Rwy 23**, 400-2¼ or std. w/ min. climb of 220' per NM to 1100.

NOTE: **Rwy 5**, multiple trees and buildings beginning 290' from DER, 33' right of centerline, up to 167' AGL/782' MSL. Multiple trees, buildings, and antennas beginning 45' from DER, 25' left of centerline, up to 227' AGL/850' MSL. **Rwy 10**, multiple trees beginning 1230' from DER, 394' right of centerline, up to 80' AGL/639' MSL. Antenna 258' from DER, 323' left of centerline, 14' AGL/613' MSL. **Rwy 23**, rod on obstruction light tower 1.9 NM from DER, 272' left of centerline, 314' AGL/915' MSL. Tree 90' from DER, 235' left of centerline, 34' AGL/613' MSL. **Rwy 28**, multiple trees beginning 397' from DER, 461' left of centerline, up to 57' AGL/656' MSL. Tree 3382' from DER, 973' right of centerline, 68' AGL/697' MSL.

## LANCASTER, OH

### FAIRFIELD COUNTY (LHQ)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 13346 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 400-2 or std. w/min. climb of 310' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 100° to 1600 before proceeding on course.

NOTE: **Rwy 10**, trees beginning 1571' from DER, 647' right of centerline, up to 56' AGL/927' MSL. Trees beginning 1617' from DER, 509' left of centerline, up to 89' AGL/974' MSL. Trees beginning 2131' from DER, 460' right of centerline, up to 74' AGL/945' MSL. Trees beginning 5480' from DER, 173' right of centerline, up to 76' AGL/1037' MSL. Trees beginning 1.1 NM from DER, 724' left of centerline, up to 84' AGL/1061' MSL. Tree 1.9 NM from DER, 1990' right of centerline, 100' AGL/1259' MSL. **Rwy 28**, trees beginning 738' from DER, 315' left of centerline, up to 77' AGL/912' MSL. Trees 1509' from DER, 97' right of centerline, up to 76' AGL/897' MSL. Trees beginning 1906' from DER, 358' right of centerline, up to 107' AGL/942' MSL. Silo 2230' from DER, 267' left of centerline, 60' AGL/915' MSL.

## LEBANON, OH

### LEBANON-WARREN COUNTY (I68)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 12264 (FAA)

NOTE: **Rwy 1**, terrain and tree beginning 36' from DER, 320' left of centerline, up to 50' AGL/958' MSL. Trees beginning 1084' from DER, left and right of centerline, up to 65' AGL/955' MSL. Trees beginning 1510' from DER, left and right of centerline, up to 80' AGL/986' MSL. Trees beginning 2001' from DER, 83' left of centerline, up to 100' AGL/1015' MSL. **Rwy 19**, vehicles on roadway beginning abeam the DER, left and right of centerline, up to 15' AGL/901' MSL. Terrain beginning 32' from DER, left and right of centerline, up to 886' MSL. Buildings 74' from DER, 425' right of centerline, up to 15' AGL/892' MSL. Trees 252' from DER, 359' right of centerline, up to 60' AGL/948' MSL. Trees beginning 1089' from DER, 179' left of centerline, up to 55' AGL/952' MSL. Trees beginning 1804' from DER, left and right of centerline, up to 85' AGL/960' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## LIMA, OH

### LIMA ALLEN COUNTY (AOH)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 10042 (FAA)

TAKEOFF MINIMUMS: **Rwys 14, 32**, NA-Environmental.

NOTE: **Rwy 10**, bush beginning 162' from DER, 310' right of centerline, up to 4' AGL/983' MSL. **Rwy 28**, multiple trees beginning 1343' from DER, 160' right of centerline, up to 71' AGL/1015' MSL.

## LOGANSPOUT, IN

### LOGANSPOUT/CASS COUNTY (GGP)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 11125 (FAA)

NOTE: **Rwy 9**, tree 2218' from DER, 489' right of centerline, 65' AGL/794' MSL. **Rwy 27**, power poles beginning 925' from DER, 334' left of centerline, 40' AGL/773' MSL. Tree 2042' from DER, 143' left of centerline, 72' AGL/801' MSL. Power poles beginning 639' from DER, 332' right of centerline, 40' AGL/767' MSL.

## LONDON, OH

### MADISON COUNTY (UYF)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 90347 (FAA)

TAKEOFF MINIMUMS: **Rwy 27**, 300-1.

## LORAIN/ELYRIA, OH

### LORAIN COUNTY RGNL (LPR)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 06159 (FAA)

NOTE: **Rwy 7**, multiple trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL. Multiple trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL. **Rwy 25**, bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL. Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL. Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.

## LOWELL, IN

### LOWELL (C97)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 82357 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-1.

## MADISON, IN

### MADISON MUNI (IMS)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 08213(FAA)

NOTE: **Rwy 3**, Vehicle on road 625' from DER, on centerline, 15' AGL/844' MSL. Antenna on building and trees beginning 170' from DER, 432' left of centerline, up to 85' AGL/904' MSL. Poles and trees beginning 526' from DER, 64' right of centerline, up to 130' AGL/959' MSL. **Rwy 21**, Vehicle on road 575' from DER, on centerline, 15' AGL/824' MSL. Trees and poles beginning 285' from DER, 16' left of centerline, up to 157' AGL/947' MSL. Trees and pole beginning 116' from DER, 1' right of centerline, up to 123' AGL/912' MSL.

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## MANSFIELD, OH

### MANSFIELD LAHM RGNL (MFD)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 09071 (FAA)

NOTE: **Rwy 5**, trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL. Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL.

**Rwy 32**, trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

## MARION, IN

### MARION MUNI (MZZ)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 02164 (FAA)

NOTE: **Rwy 4**, trees 938' from DER, 696' right of centerline, 67' AGL/914' MSL. **Rwy 15**, trees 627' from DER, 263' right of centerline, 82' AGL/929' MSL. **Rwy 22**, trees 1144' from DER, 783' left of centerline, 89' AGL/936' MSL. **Rwy 33**, trees 1005' from DER, 728' left of centerline, 99' AGL/946' MSL.

## MARION, OH

### MARION MUNI (MNN)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 07242 (FAA)

DEPARTURE PROCEDURE: **Rwy 25**, climb heading 245° to 1600 before turning right.

NOTE: **Rwy 7**, trees 3283' from DER, 273' left of centerline, up to 89' AGL/1088' MSL. Multiple trees beginning 36' from DER, 280' right of centerline, up to 43' AGL/1033' MSL. **Rwy 13**, trees 512' from DER, 277' left of centerline, up to 100' AGL/1089' MSL. Road 491' from DER, 15' AGL/1004' MSL. **Rwy 25**, obstruction light on antenna 419' from DER, 407' left of centerline, up to 13' AGL/1008' MSL. Road 434' from DER, 15' AGL/1004' MSL. **Rwy 31**, trees 2186' from DER, up to 100' AGL/1089' MSL. Road 355' from DER, 485' left of centerline, 15' AGL/1004' MSL.

## MARYSVILLE, OH

### UNION COUNTY (MRT)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 89320 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 300-1.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## MEDINA, OH

### MEDINA MUNI (1G5)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 4 10322 (FAA)

NOTE: **Rwy 1**, vehicle on road 534' from DER, on centerline 15' AGL/1214' MSL. Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL. Trees beginning 1925' from DER on centerline, up to 100' AGL/1319' MSL. **Rwy 9**, trees beginning 305' from DER, 396' right of centerline, up to 100' AGL/1249' MSL. Tower 3626' from DER, 533' left of centerline, 189' AGL/1321' MSL. **Rwy 19**, trees beginning at DER, 112' left of centerline, up to 100' AGL/1289' MSL. Trees beginning 1490' from DER, 150' right of centerline, up to 100' AGL/1289' MSL. **Rwy 27**, trees beginning at DER, 345' left of centerline, up to 100' AGL/1319' MSL. Trees beginning at DER, 366' right of centerline, up to 100' AGL/1279' MSL. Vehicle on road 501' from DER, on centerline, 15' AGL/1184' MSL.

## MICHIGAN CITY, IN

### MICHIGAN CITY MUNI-PHILLIPS FIELD (MGC)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 2 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 203° to 1200 before turning left.

NOTE: **Rwy 2**, vehicle on road beginning 97' from DER, 191' left of centerline, up to 15' AGL/654' MSL. Vehicle on road 374' from DER, 555' right of centerline, 15' AGL/674' MSL. Trees beginning 169' from DER, left and right of centerline, up to 50' AGL/709' MSL. **Rwy 20**, trees beginning at DER, 181' right of centerline, up to 50' AGL/709' MSL. Vehicles on road 208' from DER, left and right of centerline, 17' AGL/676' MSL. Trees beginning 1418' from DER, left and right of centerline, up to 50' AGL/719' MSL.

## MIDDLEFIELD, OH

### GEAUGA COUNTY (7G8)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 3 06159 (FAA)

NOTE: **Rwy 11**, railroad 331' from DER, 315' left of centerline, 23' AGL/1182' MSL. Trees 3144' from DER, 671' left of centerline, 100' AGL/1249' MSL. **Rwy 29**, railroad 349' from DER, 521' left of centerline, 23' AGL/1212' MSL. Multiple buildings 993' from DER, 294' right of centerline, 40' AGL/1239' MSL. Trees 1875' from DER, 791' right of centerline, 100' AGL/1319' MSL. Tank 2251' from DER, 578' right of centerline, 125' AGL/1315' MSL.

## MIDDLETOWN, OH

### MIDDLETOWN RGNL/HOOK FIELD (MWO)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 2 12264 (FAA)

TAKEOFF MINIMUMS: **Rwys 8, 26**, NA -environmental. **Rwy 23**, 300-1¼ or std. w/min. climb of 880' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 053° to 1500' before proceeding on course. **Rwy 23**, climb heading 233° to 1300' before proceeding on course.

NOTE: **Rwy 5**, vehicles on roadway 17' from DER, left and right of centerline, up to 15' AGL/669' MSL. Terrain 106' from DER, 447' left of centerline, 661' MSL. Terrain 335' from DER, 395' left of centerline, 659' MSL. Trees beginning 676' from DER, left and right of centerline, up to 126' AGL/766' MSL. Poles beginning 1003' from DER, 259' right of centerline, up to 55' AGL/695' MSL. **Rwy 23**, trees 1119' from DER, 76' right of centerline, 109' AGL/739' MSL. Tower 1794' from DER, 603' left of centerline, 63' AGL/703' MSL. Stack 1997' from DER, 961' left of centerline, 205' AGL/855' MSL. Tree 1930' from DER, 903' left of centerline, 109' AGL/749' MSL.

## MILLERSBURG, OH

### HOLMES COUNTY (10G)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 2 15232 (FAA)

TAKEOFF MINIMUMS: **Rwy 9, 27**, 300-1.

NOTE: **Rwy 9**, bushes 136' from DER, 235 left of centerline, up to 25' AGL/1200' MSL. **Rwy 27**, trees beginning 212' from DER, 443' right of center line, up to 100' AGL/1287' MSL. Trees and poles beginning 1220' from DER, 158' right of centerline, up to 100' AGL/1315' MSL. Trees and buildings beginning 1116' from DER, 272' left of centerline, up to 100' AGL/1337' MSL.

## MONTICELLO, IN

### WHITE COUNTY (MCX)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 3 16315 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 600-3 or std. w/min. climb of 265' per NM to 1400.

NOTE: **Rwy 18**, trees beginning 23' from DER, 309' left of centerline, up to 739' MSL. Trees beginning 35' from DER, 296' right of centerline, 731' MSL. Trees and pole beginning 51' from DER, 16' right of centerline, up to 744' MSL. Trees and building beginning 436' from DER, 3' left of centerline, up to 757' MSL. Trees beginning 1284' from DER, 11' left of centerline, up to 775' MSL. Trees beginning 1961' from DER, 27' right of centerline, up to 753' MSL. **Rwy 36**, tree 983' from DER, 571' right of centerline, 754' MSL. Tower 1.7 NM from DER, 1101' right of centerline, 292' AGL/973' MSL. Tower 2.5 NM from DER, 4185' left of centerline, 420' AGL/1134' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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**MT. GILEAD, OH**

MORROW COUNTY (419)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 2 10322

NOTE: **Rwy 10**, trees 858' from DER, 331' right of centerline, 100' AGL/1189' MSL. Trees 963' from DER, 380' left of centerline, 100' AGL/1189' MSL. **Rwy 28**, trees beginning 877' from DER, 302' right of centerline, up to 100' AGL/1159' MSL. Trees 324' from DER, 494' right of centerline, 100' AGL/1169' MSL. Vehicles on road beginning 228' from DER, extending from 542' right to 674' left of centerline up to 15' AGL/1084' MSL.

**MT. VERNON, OH**

KNOX COUNTY (413)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

ORIG 09015 (FAA)

NOTE: **Rwy 28**, trees 2121' from DER, 361' right of centerline, 47' AGL/1246' MSL.

**MUNCIE, IN**

DELAWARE COUNTY RGNL (MIE)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 4A 13346 (FAA)

NOTE: **Rwy 3**, pole 717' from DER, 596' right of centerline, 19' AGL/954' MSL. Trees beginning 771' from DER, 413' right of centerline, up to 56' AGL/991' MSL. Trees beginning 2463' from DER, 44' left of centerline, up to 76' AGL/1007' MSL. Towers and pole 3802' from DER, 702' left of centerline, up to 121' AGL/1049' MSL. **Rwy 14**, trees beginning 2062' from DER, 1005' right of centerline, up to 68' AGL/1013' MSL. **Rwy 21**, rising terrain beginning 6' from DER, 304' right of centerline, up to 943' MSL. Flag pole 851' from DER, 627' left of centerline, 25' AGL/962' MSL. Building 941' from DER, 670' left of centerline, 32' AGL/969' MSL. Trees beginning 946' from DER, 39' left of centerline, up to 81' AGL/1033' MSL. Trees beginning 1119' from DER, 207' right of centerline, up to 96' AGL/1032' MSL. **Rwy 32**, trees and bushes beginning 86' from DER, 447' left of centerline, up to 17' AGL/940' MSL.

**NAPOLEON, OH**

HENRY COUNTY (7W5)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

ORIG 10322 (FAA)

NOTE: **Rwy 10**, trees 1128' from DER, 774' left of centerline, 100' AGL/784' MSL. Trees 1910' from DER, 419' right of centerline, 100' AGL/784' MSL. **Rwy 28**, vehicle on road 270' from DER, on centerline, 32' AGL/699' MSL. Trees 575' from DER, 427' right of centerline, 100' AGL/784' MSL. Trees 2140' from DER, 389' left of centerline, 100' AGL/789' MSL. Trees 3167' from DER, 390' right of centerline, 100' AGL/784' MSL.

**NAPPANEE, IN**

NAPPANEE MUNI (C03)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 1 81036 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 300-1.**NEW CASTLE, IN**

NEW CASTLE-HENRY CO MUNI (UWL)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

ORIG 12068 (FAA)

NOTE: **Rwy 9**, vehicle on road 80' from DER, left and right of centerline, 15' AGL/1103' MSL. Trees beginning 2089' from DER, left and right of centerline, up to 97' AGL/1186' MSL. **Rwy 27**, vehicle on road 197' from DER, left and right of centerline, 15' AGL/1088' MSL. Building 751' from DER, 35' left of centerline, 29' AGL/1098' MSL. Trees beginning 371' from DER, 487' left of centerline, up to 57' AGL/1136' MSL.

**NEW LEXINGTON, OH**

PERRY COUNTY (186)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

ORIG 84243 (FAA)

TAKEOFF MINIMUMS: **Rwys 8, 26**, 300-1.**NEW PHILADELPHIA, OH**

HARRY CLEVER FIELD (PHD)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 3 11293 (FAA)

TAKEOFF MINIMUMS: **Rwys 11, 29**, NA -

Environmental. **Rwy 14**, 500-2½ or std. with a min. climb to 420' per NM to 1500. **Rwy 32**, std. w/min. climb of 210' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy14**, climb heading 147° to 1500 before turning. **Rwy 32**, climb heading 327° to 1600 before turning.

NOTE: **Rwy 14**, poles beginning 194' from DER, 431' left of centerline, up to 56' AGL/935' MSL. Vehicle on road beginning 240' from DER, 146' left of centerline, up to 15' AGL/902' MSL. Rising terrain and trees beginning 320' from DER, 37' left of centerline, up to 100' AGL/1319' MSL. Siren 383' from DER, 584' left of centerline, 81' AGL/940' MSL. Tower 3659' from DER, 9' left of centerline, 124' AGL/983' MSL. Vehicle on road beginning 78' from DER, 45' right of centerline, up to 15' AGL/904' MSL. Trees beginning 79' from DER, 13' right of centerline, up to 100' AGL/972' MSL. Poles beginning 678' from DER, 3' right of centerline, up to 61' AGL/920' MSL. **Rwy 32**, trees beginning 41' from DER, 64' left of centerline, up to 100' AGL/965' MSL. Vehicle on road beginning 108' from DER, 26' left of centerline, up to 15' AGL/914' MSL. Headstone 142' from DER, 272' left of centerline, 6' AGL/900' MSL. Building 167' from DER, 511' left of centerline, 34' AGL/928' MSL. OL on pole 261' from DER, 213' left of centerline, 37' AGL/931' MSL. Vehicle on road beginning 12' from DER, 28' right of centerline, up to 15' AGL/914' MSL. Rising terrain and trees beginning 36' from DER, 22' right of centerline, up to 100' AGL/984' MSL. Fence 83' from DER, 217' right of centerline, 6' AGL/900' MSL. Poles beginning 502' from DER, 368' right of centerline, up to 28' AGL/924' MSL. Tower 2.6 NM from DER, 2107' right of centerline, 406' AGL/1319' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## NEWARK, OH

### NEWARK-HEATH (VTA)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 08213 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 600-3 or std. w/ min. climb of 354' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 093° to 1800 before proceeding on course.

NOTE: **Rwy 9**, Vehicle road 306' from DER, 164' right of centerline, 15' AGL/894' MSL. Trees beginning 2.2 NM from DER, 1906' right of centerline, 100' AGL/1159' MSL.

## NORTH VERNON, IN

### NORTH VERNON (OVO)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 09239 (FAA)

NOTE: **Rwy 5**, tree 1866' from DER, 690' left of centerline, 62' AGL/821' MSL. Tree 428' from DER, 516' right of centerline, 22' AGL/781' MSL. **Rwy 15**, fence beginning 259' from DER, crossing left to right, 11' AGL/765' MSL. Trees beginning 469' from DER, 100' left of centerline, up to 115' AGL/864' MSL. Tree 1509' from DER, 472' right of centerline, 59' AGL/818' MSL. **Rwy 23**, trees beginning 1856' from DER, 94' left of centerline, up to 93' AGL/842' MSL. Tree 3348' from DER 675' right of centerline, 97' AGL/846' MSL. **Rwy 33**, fence beginning 304' from DER, 138' left of centerline, 11' AGL/761' MSL. Tree 2592' from DER, 596' left of centerline, 90' AGL/839' MSL. Power pole 751' from DER, 102' right of centerline, 25' AGL/774' MSL.

## NORWALK, OH

### NORWALK-HURON COUNTY (5A1)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 83286 (FAA)

TAKEOFF MINIMUMS: **Rwys 10, 28**, 300-1.

## OTTAWA, OH

### PUTNAM COUNTY (OWX)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 09239 (FAA)

NOTE: **Rwy 9**, trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL. Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL. **Rwy 27**, road 1' from DER, 219' right of centerline, 15' AGL/768' MSL. Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.

## OXFORD, OH

### MIAMI UNIVERSITY (OXD)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 12152 (FAA)

NOTE: **Rwy 5**, trees beginning 314' from DER, left and right of centerline, up to 100' AGL/1129' MSL. Vehicles on roadway beginning 320' from DER, 282' right of centerline, up to 15' AGL/1044' MSL. Poles beginning 695' from DER, 209' left of centerline, up to 35' AGL/1061' MSL. Rod on building 764' from DER, 501' left of centerline, 33' AGL/1060' MSL. Light poles beginning 966' from DER, 518' right of centerline, up to 70' AGL/1084' MSL. **Rwy 23**, vehicles on roadway beginning 136' from DER, left and right of centerline, up to 15' AGL/1054' MSL. Poles beginning 139' from DER, 178' left of centerline, up to 33' AGL/1072' MSL. Trees beginning 256' from DER, left and right of centerline, up to 100' AGL/1149' MSL. Buildings beginning 269' from DER, left and right of centerline, up to 33' AGL/1068' MSL. Chimney 327' from DER, 432' left of centerline, 34' AGL/ 1070' MSL. Antenna 1076' from DER, 243' left of centerline, 43' AGL/1 073' MSL.

## PAINESVILLE, OH

### CONCORD AIRPARK (2G1)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 10322 (FAA)

TAKEOFF MINIMUMS: **Rwy 20**, 400-2¼ or std. w/ a min. climb of 400' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 209° to 1500 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 336' from DER, 42' left of centerline, up to 100' AGL/1039' MSL. Trees beginning 1064' from DER, 217' right of centerline, up to 100' AGL/1039' MSL. **Rwy 20**, trees beginning 131' from DER, left and right of centerline, up to 100' AGL/1220' MSL. Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

## PERU, IN

### PERU MUNI (I76)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 07018 (FAA)

NOTE: **Rwy 1**, multiple trees beginning 2201' from DER, 321' left of centerline, 100' AGL/879' MSL. Road plus vehicle beginning 407' from DER, 1524' right of centerline, 15' AGL/794' MSL. Trees beginning 1656' from DER, 815' right of centerline, 100' AGL/879' MSL. **Rwy 19**, multiple trees beginning 44' from DER, 204' left of centerline, 100' AGL/869' MSL. Multiple trees beginning 588' from DER, 134' right of centerline, 100' AGL/859' MSL.

## PHILLIPSBURG, OH

### PHILLIPSBURG (3I7)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
TAKEOFF MINIMUMS: **Rwy 21**, 300-1.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## PIQUA, OH

PIQUA AIRPORT-HARTZELL FIELD (I17)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 11293 (FAA)

NOTE: **Rwy 8**, tree 2006' from DER, 515' left of centerline, 76' AGL/1062' MSL. **Rwy 26**, vehicles on roadway, beginning 347' from DER, 578' left of centerline, up to 15' AGL/1024' MSL. Trees and grain bin beginning 61' from DER, 321' left of centerline, up to 100' AGL/1119' MSL.

## PLYMOUTH, IN

PLYMOUTH MUNI (C65)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 74199 (FAA)  
TAKEOFF MINIMUMS: **Rwys 10, 28**, 300-1.

## PORT CLINTON, OH

ERIE-OTTAWA INTL (PCW)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 6A 15316 (FAA)  
TAKEOFF MINIMUMS: **Rwy 27**, std. w/ min. climb of 250' per NM to 1600 or 1000-2½ for climb in visual conditions.  
DEPARTURE PROCEDURE: **Rwy 27**, for climb in visual conditions: cross Carl R Keller Field at or above 1400 MSL before proceeding on course.  
NOTE: **Rwy 9**, multiple trees and poles beginning 417' from DER, 398' left of centerline, up to 78' AGL/668' MSL. Multiple trees and poles beginning 407' from DER, 550' right of centerline, up to 67' AGL/657' MSL. **Rwy 18**, multiple trees beginning 626' from DER, 424' left of centerline, up to 100' AGL/684' MSL. Trees 511' from DER, 471' right of centerline, 100' AGL/684' MSL. Vehicles on road 475' from DER, 31' right of centerline, 15' AGL/604' MSL. **Rwy 27**, multiple trees beginning 1210' from DER, 176' left of centerline, up to 65' AGL/650' MSL. Pole 1066' from DER, 609' right of centerline, 35' AGL/620' MSL. Multiple trees beginning 2558' from DER, 311' right of centerline, up to 91' AGL/676' MSL. **Rwy 36**, trees 558' from DER, 406' left of centerline, 100' AGL/684' MSL. Trees 770' from DER, 564' right of centerline, 100' AGL/679' MSL. Trees 5097' from DER, 1661' right of centerline, 100' AGL/719' MSL.

## PORTLAND, IN

PORTLAND MUNI (PLD)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG-A 13234 (FAA)  
NOTE: **Rwy 9**, poles, trees and fence beginning 29' from DER, 348' right of centerline, up to 53' AGL/979' MSL. Poles and trees beginning 102' from DER, 514' left of centerline, up to 51' AGL/972' MSL. Trees and poles beginning 1026' from DER, 80' right of centerline, up to 71' AGL/994' MSL. Trees and poles beginning 1036' from DER, 12' left of centerline, up to 46' AGL/972' MSL. Trees beginning 2044' from DER, 47' right of centerline, up to 113' AGL/1035' MSL. Trees beginning 2797' from DER, 15' left of centerline, up to 104' AGL/1027' MSL. **Rwy 27**, Trees beginning 262' from DER, 317' left of centerline, up to 28' AGL/932' MSL. Trees 293' from DER, 474' right of centerline, 16' AGL/922' MSL. Building 1124' from DER, 617' right of centerline, 32' AGL/942' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

## PORTSMOUTH, OH

GREATER PORTSMOUTH RGNL (PMH)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 12152 (FAA)  
TAKEOFF MINIMUMS: **Rwy 18**, 300-1¼ or std. w/min. climb of 257' per NM to 1100.  
DEPARTURE PROCEDURE: **Rwy 18**, climb heading 170° to 1300 before proceeding on course.  
NOTE: **Rwy 18**, trees beginning 4' from DER, 290' left of centerline, up to 100' AGL/721' MSL. Trees beginning 678' from DER, 495' right of centerline, up to 100' AGL/931' MSL. **Rwy 36**, trees beginning 1' from DER, 180' left of centerline, up to 100' AGL/780' MSL. Trees beginning 687' from DER, 388' right of centerline, up to 100' AGL/710' MSL.

## RAVENNA, OH

PORTAGE COUNTY (POV)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 10322 (FAA)  
NOTE: **Rwy 9**, power poles and road 19' from DER, 368' left of centerline, up to 35' AGL/1238' MSL. Power pole 413' from DER, 549' right of centerline, 35' AGL/1218' MSL. **Rwy 27**, tree 751' from DER, 148' right of centerline, 56' AGL/1226' MSL. Pole 105' from DER, 523' right of centerline, 35' AGL/1200' MSL. Power poles 357' from DER, 408' left of centerline, up to 35' AGL/1244' MSL.

## RENSELAE, IN

JASPER COUNTY (RZL)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 88014 (FAA)  
TAKEOFF MINIMUMS: **Rwys 9, 18, 27, 36**, 300-1.  
DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36**, climb to 1100 on runway heading before proceeding on course.

## RICHMOND, IN

RICHMOND MUNI (RID)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 09183 (FAA)  
TAKEOFF MINIMUMS: **Rwys 10, 28**, NA-Environmental.  
NOTE: **Rwy 15**, tree 2970' from DER, 198' right of centerline, 86' AGL/1226' MSL. **Rwy 24**, road and antenna beginning 298' from DER, 7' right of centerline, up to 22' AGL/1156' MSL. Trees beginning 1185' from DER, 529' left of centerline, up to 40' AGL/1174' MSL. Obstruction light on localizer 300' from DER, on centerline, 8' AGL/1142' MSL. **Rwy 33**, trees beginning 515' from DER, 283' right of centerline, up to 48' AGL/1175' MSL. Antenna and trees beginning 1041' from DER, 141' left of centerline, up to 71' AGL/1198' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## ROCHESTER, IN

### FULTON COUNTY (RCR)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 08269 (FAA)

NOTE: **Rwy 11**, terrain 469' right of centerline, 797' MSL. Trees beginning 619' from DER, 181' right of centerline, up to 105' AGL/894' MSL. Trees beginning 2534' from DER, 27' left of centerline, up to 97' AGL/886' MSL. **Rwy 29**, pole 1' from DER, 480' left of centerline, 28' AGL/817' MSL. Pole 195' from DER, 460' left of centerline, 28' AGL/817' MSL. Pole 524' from DER, 503' left of centerline, 33' AGL/823' MSL. Vehicle on road 578' from DER, 100' left of centerline, 15' AGL/804' MSL. Vent on building 890' from DER, 262' left of centerline, 23' AGL/812' MSL. Trees beginning 614' from DER, 355' left of centerline, up to 87' AGL/876' MSL. Vent on building 229' from DER, 525' right of centerline, 40' AGL/829' MSL. Pole 843' from DER, 94' right of centerline, 23' AGL/812' MSL. Trees beginning 883' from DER, 152' right of centerline, up to 103' AGL/892' MSL.

## ST. CLAIRSVILLE, OH

### ALDERMAN (2P7)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 10350 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 300-1¼ or std. w/ min. climb of 395' per NM to 1800. **Rwy 19**, 500-3 or std. w/ min. climb of 244' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 1**, Climb heading 013° to 1800 before turning right. **Rwy 19**, Climb heading 193° to 1800 before proceeding on course.

NOTE: **Rwy 1**, trees 49' from DER, 170' left of centerline, up to 90' AGL/1269' MSL. Trees 179' from DER, 53' left of centerline, up to 90' AGL/1249' MSL. Trees 210' from DER, 37' right of centerline, up to 90' AGL/1249' MSL. **Rwy 19**, trees 141' from DER, 138' left of centerline, up to 90' AGL/1229' MSL. Trees 154' from DER, 168' right of centerline. Up to 90' AGL/1249' MSL. Trees 385' from DER, 34' right of centerline, up to 90' AGL/1229' MSL. Trees 1764' from DER, 958' right of centerline, up to 90' AGL/1309' MSL.

## SALEM, OH

### SALEM AIRPARK, INC (38D)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 97058 (FAA)

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 2200 before turning south.

## SEBRING, OH

### TRI-CITY (3G6)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 76036 (FAA)

DEPARTURE PROCEDURE: **Rwys 17, 35**, climb runway heading to 3000 before turning east.

## SEYMOUR, IN

### FREEMAN MUNI (SER)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 07130 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 046° to 1100 before turning left. **Rwy 14**, climb heading 136° to 1100 before turning right.

NOTE: **Rwy 5**, multiple trees beginning 845' from DER, 523' left of centerline, up to 90' AGL/669' MSL. Multiple towers beginning 2870' from DER, 1231' left of centerline, up to 73' AGL/657' MSL. Multiple trees beginning 1035' from DER, 691' right of centerline, up to 73' AGL/652' MSL. **Rwy 14**, multiple trees beginning 2285' from DER, 309' right of centerline, up to 78' AGL/657' MSL. **Rwy 32**, multiple trees beginning 2339' from DER, 383' left of centerline, up to 63' AGL/662' MSL.

## SHELBY, OH

### SHELBY COMMUNITY (12G)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 12096 (FAA)

NOTE: **Rwy 18**, trees beginning 9' from DER, 171' left of centerline, up to 100' AGL/1219' MSL. Vehicles beginning 24' from DER, 303' left of centerline, up to 15' AGL/1134' MSL. Trees beginning 338' from DER, 447' right of centerline, up to 100' AGL/1229' MSL. Transmission line beginning 2127' from DER, 170' left and right of centerline, up to 91' AGL/1200' MSL. **Rwy 36**, vehicles beginning 30' from DER, left and right of centerline, up to 17' AGL/1136' MSL. Buildings beginning 63' from DER, left and right of centerline, up to 53' AGL/1172' MSL. Trees beginning 561' from DER, 85' left of centerline, up to 100' AGL/1209' MSL. Grain silos beginning 1799' from DER, 225' right of centerline, up to 100' AGL/1229' MSL.

## SHELBYVILLE, IN

### SHELBYVILLE MUNI (GEZ)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 5 11293 (FAA)

TAKEOFF MINIMUMS: **Rwys 9,27**, NA-Environmental. NOTE: **Rwy 1**, trees 1111' from DER, 753' right of centerline, 69' AGL/869' MSL. **Rwy 19**, trees 2180' from DER, 261' right of centerline, 100' AGL/899' MSL. Trees 2696' from DER, 498' left of centerline, 100' AGL/899' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## SIDNEY, OH

### SIDNEY MUNI (SCA)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 14037 (FAA)

NOTE: **Rwy 5**, trees beginning 1695' from DER, 686' right of centerline, up to 100' AGL/1149' MSL. Power poles beginning 2125' from DER, crossing centerline, up to 100' AGL/1149' MSL. Trees beginning 3071' from DER, 402' right of centerline, up to 100' AGL/1149' MSL. Tree 3247' from DER, 894' left of centerline, 100' AGL/1149' MSL. Trees beginning 3723' from DER, 208' left of centerline, up to 100' AGL/1149' MSL. **Rwy 10**, terrain beginning 26' from DER, 72' right of centerline, up to 1048' MSL. Terrain beginning 36' from DER, 109' left of centerline, up to 1048' MSL. Tree 834' from DER, 238' left of centerline, 49' AGL/1100' MSL. Trees beginning 1060' from DER, 492' right of centerline, up to 100' AGL/1154' MSL. Trees beginning 3577' from DER, 48' right of centerline, up to 90' AGL/1141' MSL. **Rwy 23**, vehicles and aircraft on ramp beginning at DER, 138' left of centerline, up to 15' AGL/1054' MSL. Trees beginning at DER, 308' left of centerline, up to 100' AGL/1149' MSL. Vehicles on road beginning 110' from DER, crossing centerline, up to 15' AGL/1054' MSL. Trees beginning 902' from DER, crossing centerline, up to 100' AGL/1149' MSL. **Rwy 28**, sign 5' from DER, 56' left of centerline, 2' AGL/1041' MSL. Trees beginning 1261' from DER, 405' right of centerline, up to 71' AGL/1102' MSL. Trees beginning 1658' from DER, crossing centerline, up to 93' AGL/1114' MSL.

## SOUTH BEND, IN

### SOUTH BEND (SBN)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 9 09239 (FAA)

TAKEOFF MINIMUMS: **Rwy 27R**, 300-1¼ or std. w/ min. climb of 240' per NM to 1100. Alternatively, with standard TAKEOFF minimums and a normal 200'/NM climb gradient, TAKEOFF must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9R**, climb heading 092° to 2000 before turning South. **Rwy 18**, climb heading 182° to 2000 before turning East.

NOTE: **Rwy 9L**, tree 1226' from DER, 367' left of centerline, 60' AGL/831' MSL. Tree 1332' from DER, 93' right of centerline, 50' AGL/822' MSL. Transmission tower 2159' from DER, 392' left of centerline, 117' AGL/872' MSL. **Rwy 18**, power line and fence 199' from DER, left and right of centerline, up to 20' AGL/775' MSL. Multiple trees and poles beginning 684' from DER, from 829' left to 720' right of centerline, up to 80' AGL/849' MSL. **Rwy 27L**, light pole 665' from DER, 479' left of centerline, 22' AGL/810' MSL. Trees beginning 1190' from DER, from 948' left to 900' right of centerline, up to 100' AGL/923' MSL. **Rwy 27R**, tree 207' from DER, 502' right of centerline, 60' AGL/849' MSL. Tree 1541' from DER, 93' left of centerline, 60' AGL/850' MSL. Transmission tower 5542' from DER, 1922' right of centerline, 100' AGL/954' MSL. **Rwy 36**, terrain 98' from DER, 390' left of centerline, 803' MSL. Barricade 130' from DER, 418' left of centerline, 10' AGL/807' MSL. Trees beginning 340' from DER, 332' right of centerline, up to 36' AGL/815' MSL. Tree 2726' from DER, 443' left of centerline, 60' AGL/867' MSL.

## SPRINGFIELD, OH

### SPRINGFIELD-BECKLEY MUNI (SGH)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 08157 (FAA)

NOTE: **Rwy 6**, Trees beginning 642' from DER, 664' left of centerline, up to 96' AGL/1133' MSL. Tree 66' from DER, 514' right of centerline, 27' AGL/1064' MSL. **Rwy 15**, Multiple trees beginning 1357' from DER, 160' left of centerline, up to 86' AGL/1127' MSL. Tree 1763' from DER, 410' right of centerline, 51' AGL/1092' MSL. **Rwy 24**, Trees beginning 1387' from DER, 66' left of centerline, up to 58' AGL/1109' MSL. Windssock 1' from DER, 228' right of centerline, 20' AGL/1071' MSL. **Rwy 33**, Tree 183' from DER, 438' right of centerline, 24' AGL/1066' MSL.

## STUBENVILLE, OH

### JEFFERSON COUNTY AIRPARK (2G2)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 16315 (FAA)

TAKEOFF MINIMUMS: **Rwy 32**, 300-1¼ or std. w/min. climb of 280' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 14**, climb on heading 142° to 2100 before turning left.

NOTE: **Rwy 14**, tree 32' from DER, 500' right of centerline, 73' AGL/1240' MSL. Tree 58' from DER, 448' right of centerline, 71' AGL/1245' MSL. Trees beginning 113' from DER, 329' left of centerline, up to 43' AGL/1207' MSL. Trees, beginning 162' from DER, 210' right of centerline, up to 74' AGL/1251' MSL. Trees, beginning 196' from DER, 186' left of centerline, up to 60' AGL/1208' MSL. Trees, beginning 221' from DER, 184' left of centerline, up to 54' AGL/1209' MSL. Trees, beginning 240' from DER, 24' right of centerline, up to 96' AGL/1258' MSL. Tree 376' from DER, 513' left of centerline, 96' AGL/1235' MSL. **Rwy 32**, tree, bush, beginning 0' from DER, 334' left of centerline, up to 59' AGL/1244' MSL. Tree, ground, bush, beginning 113' from DER, 392' left of centerline, up to 67' AGL/1246' MSL. Ant 1.3 NM from DER, 760' left of centerline, 193' AGL/1405' MSL. Tower 1.3 NM from DER, 764' left of centerline, 199' AGL/1411' MSL.

## SULLIVAN, IN

### SULLIVAN COUNTY (SIV)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 99364 (FAA)

TAKEOFF MINIMUMS: **Rwys 18, 36**, 200-1 or std. with a min. climb of 320' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1500 before turning west on course. **Rwys 18,36**, climb runway heading to 1800 before turning east on course.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## TELL CITY, IN

PERRY COUNTY MUNI (TEL)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 11237 (FAA)

NOTE: **Rwy 13**, fence, terrain, buildings, and trees beginning 6' from DER, 131' left of centerline, up to 49' AGL/740' MSL. Terrain, trees, and poles beginning 93' from DER, 19' right of centerline, up to 30' AGL/750' MSL. **Rwy 31**, trees, terrain, and pole beginning 125' from DER, 141' left of centerline, up to 25' AGL/702' MSL. Trees, terrain, and tower beginning 68' from DER, 64' right of centerline, up to 56' AGL/648' MSL.

## TERRE HAUTE, IN

SKY KING (3I3)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 4 16147 (FAA)

TAKEOFF MINIMUMS: **Rwys 18, 36**, NA -  
Environmental.

DEPARTURE PROCEDURE: **Rwy 26**, climb heading  
268° to 1300 before turning left.

NOTE: **Rwy 8**, multiple power lines beginning 34' from DER, left and right of centerline, up to 30' AGL/529' MSL. Vehicle on road beginning 54' from DER, left and right of centerline, up to 15' AGL/519' MSL. Fence beginning 33' from DER, left and right of centerline, up to 6' AGL/505' MSL. Multiple buildings beginning 167' from DER, left and right of centerline, up to 20' AGL/519' MSL. Trees beginning 122' from DER, left and right of centerline, up to 60' AGL/589' MSL. **Rwy 26**, trees beginning abeam DER, 235' right of centerline, up to 60' AGL/559' MSL. Trees beginning abeam DER, 382' left of centerline, up to 60' AGL/539' MSL. Trees beginning 1057' from DER, 47' left of centerline, up to 60' AGL/539' MSL.

## TERRE HAUTE INTL-HULMAN FIELD (HUF)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 08213 (FAA)

NOTE: **Rwy 5**, Terrain beginning 118' from DER, left and right of centerline, 0' AGL/591' MSL. Floodlight 967' from DER, 673' right of centerline, 32' AGL/621' MSL. Trees beginning 2019' from DER, 317' left of centerline, up to 100' AGL/689' MSL. Tree 3340' from DER, 533' right of centerline, 79' AGL/668' MSL.

**Rwy 14**, trees beginning 1266' from DER, 570' left of centerline, up to 100' AGL/689' MSL. Trees beginning 1,520' from DER 462' right of centerline, up to 100' AGL/689' MSL. Power lines 3084' from DER, left and right of centerline, 98' AGL/682' MSL. **Rwy 18**, terrain beginning 84' from DER, left and right of centerline, 0' AGL/581' MSL. Trees beginning 3040' from DER, 192' left of centerline, up to 66' AGL/655' MSL. **Rwy 23**, trees beginning 412' from DER, 537' left of centerline, up to 34' AGL/593' MSL. Tree 1201' from DER, 376' right of centerline, 38' AGL/607' MSL. **Rwy 32**, trees and a pole beginning 397' from DER, 308' left of centerline, up to 82' AGL/651' MSL. Tree 1195' from DER 544' left of centerline, 68' AGL/637' MSL. Trees beginning 2597' from DER, 340' right of centerline, up to 100' AGL/669' MSL. **Rwy 36**, trees beginning 1580' from DER, 120' right of centerline, up to 100' AGL/669' MSL, trees beginning 2475' from DER, 153' left of centerline, up to 102' AGL/671' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## TIFFIN, OH

SENECA COUNTY(16G)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 09183 (FAA)

NOTE: **Rwy 6**, multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL. Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL. Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL. Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL. Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL. **Rwy 24**, multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL. Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL. Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL. Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.

## TOLEDO, OH

TOLEDO EXECUTIVE (TDZ)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2A 07326 (FAA)

TAKEOFF MINIMUMS: **Rwys 14, 22, 32**, 300-1. **Rwy 4**, 2100-2 or std. with a min. climb of 300' per NM to 2100. DEPARTURE PROCEDURE: **Rwys 14, 22, 32**, climb runway heading to 2000 before turning.  
NOTE: **Rwy 14**, tree 789' from DER, 249' left of centerline, 61' AGL/685' MSL.

## TOLEDO EXPRESS (TOL)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 89040 (FAA)

TAKEOFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 260' per NM to 1000'. DEPARTURE PROCEDURE: **Rwy 25**, climb runway heading to 1100' before turning.

## UPPER SANDUSKY, OH

WYANDOT COUNTY (56D)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 80150 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-1.

## URBANA, OH

GRIMES FIELD (I74)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 10266 (FAA)

NOTE: **Rwy 2**, numerous trees beginning 995' from DER, 6' left of centerline, up to 100' AGL/1152' MSL. Numerous trees beginning from 2106' from DER, 327' right of centerline, up to 100' AGL/1140' MSL. Numerous power poles 1204' from DER, 654' right of centerline, 55' AGL/1125' MSL. **Rwy 20**, numerous trees beginning 5' from DER, 487' left of centerline, up to 100' AGL/1111' MSL. Tank 5459' from DER, 1062' left of centerline, 170' AGL/1195' MSL. Numerous trees beginning 672' from DER, 92' right of centerline, up to 100' AGL/1120' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

## VALPARAISO, IN

PORTER COUNTY RGNL (VPZ)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 08045 (FAA)

NOTE: **Rwy 9**, Tree 51' from DER, 350' right of centerline, 100' AGL/874' MSL. Tree 1219' from DER, 775' left of centerline, 57' AGL/807' MSL. **Rwy 18**, Tower and multiple trees beginning 140' from DER, 157' right of centerline, up to 100' AGL/865' MSL. Trees 143' from DER, 71' left of centerline, 100' AGL/865' MSL. **Rwy 27**, Multiple trees, 1038' from DER, 308' left of centerline, up to 68' AGL/828' MSL. Sign, 1847' from DER, 263' right of centerline, 49' AGL/817' MSL. **Rwy 36**, Trees 105' from DER, 99' right of centerline, 100' AGL/895' MSL. Trees 108' from DER, 129' left of centerline, 100' AGL/874' MSL.

## VAN WERT, OH

VAN WERT COUNTY (VNW)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 09015 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 300-1¼ or std. w/ min. climb of 306' per NM to 1100. **Rwys 18, 36**, NA-Environmental.

NOTE: **Rwy 9**, tower 6084' from DER, 1963' left of centerline, 170' AGL/955' MSL.

## VERSAILLES, OH

DARKE COUNTY (VES)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2A 10154 (FAA)

NOTE: **Rwy 9**, trees 149' from DER, 353' left of centerline up to 50' AGL/1085' MSL. Tower 320' from DER, 326' left of centerline, 30' AGL/1033' MSL. Vehicle on road, 434' from DER, on centerline, 15' AGL/1019' MSL. **Rwy 27**, vehicle on road, 373' from DER, on centerline, 15' AGL/1019' MSL.

## WABASH, IN

WABASH MUNI (IWH)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 15344 (FAA)

NOTE: **Rwy 9**, trees beginning 194' from DER, left and right of centerline, up to 110' AGL/910' MSL. **Rwy 18**: trees beginning 310' from DER, 128' left of centerline, up to 83' AGL/873' MSL. **Rwy 27**, poles and power line beginning 484' from DER, left and right of centerline, up to 44' AGL/840' MSL. Vehicles on road beginning 502' from DER, left and right of centerline, up to 15' AGL/813' MSL. Tree 517' from DER, 618' left of centerline, 77' AGL/871' MSL. Trees beginning 624' from DER, left and right of centerline, up to 64' AGL/855' MSL. Poles and power line beginning 1613' from DER, left and right of centerline, up to 48' AGL/853' MSL. **Rwy 36**, buildings beginning 31' from DER, 272' left of centerline, up to 25' AGL/815' MSL. Trees beginning 459' from DER, left and right of centerline, up to 70' AGL/876' MSL. Vehicles on road 469' from DER, left and right of centerline, up to 15' AGL/804' MSL.

## WADSWORTH, OH

WADSWORTH MUNI (3G3)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 08101 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, std. w/ min. climb of 412' per NM to 1700, or 600-2 ½ with minimum climb of 289' per NM to 1900, or 1100-2½ for climb in visual conditions. **Rwy 10**, std. w/ min. climb of 585' per NM to 1800, or 700-3 with minimum climb of 340' per NM to 1800, or 1100-2½ for climb in visual conditions.

**Rwy 20**, 300-1¼ or std. w/ min. climb of 336' per NM to 1300. **Rwy 28**, 400-2¼ or std. w/ min. climb of 457' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2**, for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 10**, for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 28**, climb heading 277° to 1600 before proceeding on course.

NOTE: **Rwy 2**, vehicle on road 23' from DER, 404' right of centerline, 15' AGL/994' MSL. Power line 1425' from DER, left and right of centerline, 40' AGL/1029' MSL. Trees beginning 2947' from DER, 80' left of centerline, up to 100' AGL/1129' MSL. Trees beginning 4490' from DER, 119' right of centerline, up to 100' AGL/1249' MSL. **Rwy 10**, trees beginning 2813' from DER, 245' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 1659' from DER, 56' left of centerline, up to 100' AGL/1319' MSL. **Rwy 20**, vehicle on road 289' from DER, left and right of centerline, 15' AGL/994' MSL. Trees beginning 389' from DER, 194' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 1921' from DER, 605' right of centerline, up to 100' AGL/1099' MSL. **Rwy 28**, building 249' from DER, 530' right of centerline, 24' AGL/989' MSL. Trees beginning 169' from DER, 198' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 3698' from DER, 9' right of centerline, up to 100' AGL/1299' MSL.

## WAPAKONETA, OH

NEIL ARMSTRONG (AXV)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 08213 (FAA)

NOTE: **Rwy 8**, vehicle on road, 1' from DER, 403' right of centerline, 15' AGL/926' MSL. Fence 70' from DER, 222' right of centerline, 6' AGL/919' MSL. Fence 149' from DER, 270' left of centerline, 8' AGL/921' MSL. Obstruction light on pole, 348' from DER, 239' left of centerline, 15' AGL/928' MSL. Building, 614' from DER, 463' left of centerline, 15' AGL/929' MSL. Trees beginning 2385' from DER, 51' left of centerline, up to 101' AGL/1014' MSL. Trees beginning 2263' from DER, 268' right of centerline, up to 75' AGL/988' MSL. **Rwy 26**, obstruction light on DME, 401' from DER, 268' right of centerline, 9' AGL/922' MSL. Trees beginning 496' from DER, 51' right of centerline, up to 83' AGL/996' MSL. Trees beginning 563' from DER, 120' left of centerline, up to 72' AGL/985' MSL. Pole 620' from DER, 332' left of centerline, 25' AGL/938' MSL. Stack, 3021' from DER, 577' left of centerline, 125' AGL/1035' MSL. Tower, 3265' from DER, 729' right of centerline, 149' AGL/1050' MSL.

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## WARSAW, IN

### WARSAW MUNI (ASW)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 2 10266 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 300-1¼ or std. w/min. climb of 242' per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

NOTE: **Rwy 9**, multiple trees beginning 1369' from DER, 176' left of centerline, up to 68' AGL/908' MSL. Vehicles on road, 185' from DER, 264' left of centerline, 15' AGL/866' MSL. Obstruction light on tower, 5640' from DER, 105' left of centerline, 171' AGL/1020' MSL. Vehicles on road, 182' from DER, 22' right of centerline, 15' AGL/865' MSL. **Rwy 18**, tree 1276' from DER, 298' right of centerline, 65' AGL/905' MSL. **Rwy 27**, tree 1127' from DER, 521' right of centerline, 37' AGL/877' MSL. **Rwy 36**, vehicles on road 505' from DER, on centerline, 15' AGL/864' MSL. Trees beginning 1768' from DER, 32' left of centerline, up to 100' AGL/929' MSL. Tree 1666' from DER, 569' right of centerline, 100' AGL/929' MSL.

## WASHINGTON, IN

### DAVISS COUNTY (DCY)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

ORIG 84045 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 300-1.

## WASHINGTON COURT HOUSE, OH

### WASHINGTON COUNTY (I23)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 2 07354 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/min. climb of 268' per NM to 1400.

NOTE: **Rwy 5**, train on railroad tracks 384' from DER, 243' right of centerline, 23' AGL/997' MSL. Terrain 81' from DER, 184' left of centerline, 0' AGL/978' MSL. Silo 8848' from DER, 772' right of centerline, 238' AGL/1213' MSL. **Rwy 23**, train on railroad tracks 509' from DER, 257' left of centerline, 23' AGL/1003' MSL.

## WAUSEON, OH

### FULTON COUNTY (USE)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 1 83048 (FAA)

TAKEOFF MINIMUMS: **Rwys 9, 27**, 300-1.

## WAVERLY, OH

### PIKE COUNTY (EOP)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 1 15036 (FAA)

NOTE: **Rwy 7**, REILs 39' from DER, 78' left and 75' right of centerline, 2' AGL/663' MSL. Fence at DER, 434' right of centerline, 6' AGL/668' MSL. Fence beginning 88' from DER, 462' left of centerline, 9' AGL/671' MSL. Buildings beginning 602' from DER, 437' right of centerline, up to 21' AGL/680' MSL. Trees beginning 237' from DER, 162' left of centerline, up to 100' AGL/752' MSL. Trees beginning 95' from DER, 286' right of centerline, up to 100' AGL/736' MSL.

**Rwy 25**, REILs 40' from DER, 79' left and 78' right of centerline, 2' AGL/662' MSL. Antenna, poles, and vehicle on road beginning 55' from DER, 223' left of centerline, up to 46' AGL/705' MSL. Trees, poles, fence, and vehicle on road beginning 79' from DER, 200' right of centerline, up to 100' AGL/739' MSL. Vehicles on road beginning 487' from DER, crossing centerline, up to 15' AGL/674' MSL. Trees beginning 666' from DER, 444' right of centerline, up to 100' AGL/726' MSL. Trees beginning 596' from DER, 267' left of centerline, up to 100' AGL/728' MSL. Trees beginning 1422' from DER, crossing centerline, up to 115' AGL/769' MSL.

## WEST UNION, OH

### ALEXANDER SALAMON (AMT)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 1 90347 (FAA)

TAKEOFF MINIMUMS: **Rwys 5, 23**, 300-1.  
DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1700 before turning west.

## WILLARD, OH

### WILLARD (8G1)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 1 81134 (FAA)

TAKEOFF MINIMUMS: **Rwys 10, 28**, 300-1.  
DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 1500 before proceeding on course.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## WILLOUGHBY, OH

WILLOUGHBY LOST NATION MUNI (LNN)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 3 10322 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 099° to 1600 before turning right. **Rwy 23**, climb heading 233° to 1400 before turning right. **Rwy 28**, climb heading 279° to 1400 before turning left.

NOTE: **Rwy 5**, trees beginning 47' from DER, 93' right of centerline, up to 109' AGL/726' MSL. Fence 530' from DER, 244' right of centerline, 16' AGL/633' MSL. Trees beginning 1079' from DER, 150' left of centerline, up to 120' AGL/737' MSL. Pole 2129' from DER, 428' right of centerline, 56' AGL/677' MSL.

**Rwy 10**, trees and poles beginning 602' from DER, 63' right of centerline, up to 109' AGL/730' MSL. Trees and poles beginning 608' from DER, 67' left of centerline, up to 117' AGL/731' MSL. **Rwy 23**, light on hangar 201' from DER, 534' right of centerline, 32' AGL/672' MSL. Trees, poles and buildings beginning 294' from DER, 87' right of centerline, up to 85' AGL/722' MSL. Trees beginning 1660' from DER, 164' left of centerline, up to 77' AGL/714' MSL. **Rwy 28**, light on hangar 877' from DER, 539' left of centerline, 32' AGL/672' MSL. Building 881' from DER, 665' left of centerline, 32' AGL/672' MSL. Pole 988' from DER, 533' right of centerline, 31' AGL/661' MSL. Building 1101' from DER, 337' right of centerline, 35' AGL/661' MSL. Trees beginning 1177' from DER, 395' right of centerline, up to 75' AGL/705' MSL. Trees beginning 1179' from DER, 200' left of centerline, up to 80' AGL/717' MSL.

## WILMINGTON, OH

WILMINGTON AIR PARK (ILN)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 09239 (FAA)

NOTE: **Rwy 4L**, tree 1032' from DER, 644' right of centerline, 35' AGL/1114' MSL. **Rwy 22L**, tree 2437' from DER, 468' left of centerline, 100' AGL/1134' MSL.

## CLINTON FIELD (I66)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 07186 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 300-1¼ or std. w/ a min. climb of 224' per NM to 1300', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

NOTE: **Rwy 3**, multiple trees beginning 76' from DER, 76' right of centerline, up to 88' AGL/1137' MSL. Multiple trees beginning 279' from DER, 140' left of centerline, up to 96' AGL/1105' MSL. Water tank 1 NM from DER, 554' left of centerline, 176' AGL/1205' MSL. **Rwy 21**, multiple trees beginning 187' from DER, 509' right of centerline, up to 87' AGL/1111' MSL. Multiple trees beginning 243' from DER, 214' left of centerline, up to 77' AGL/1086' MSL.

## WINAMAC, IN

ARENS FIELD (RWN)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 11293 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 300-1¼ or std. w/min. climb of 225' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER

NOTE: **Rwy 9**, hangar 6' from DER, 409' left of centerline, 25' AGL/731' MSL. Tower 1.1 NM from DER, 117' left of centerline, 182' AGL/895' MSL.

## WINCHESTER, IN

RANDOLPH COUNTY (I22)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
ORIG 11069 (FAA)

NOTE: **Rwy 8**, power poles beginning 503' from DER, 433' right of centerline, up to 26' AGL/1155' MSL. Trees 1013' from DER, 586' right of centerline, 38' AGL/1167' MSL. Trees beginning 3523' from DER, 112' right of centerline, up to 101' AGL/1220' MSL. Tree 1745' from DER, 718' left of centerline, 61' AGL/1180' MSL. **Rwy 26**, trees and power pole beginning 389' from DER, 461' right of centerline, up to 59' AGL/1178' MSL. Barn and silo beginning 590' from DER, 360' right of centerline, up to 32' AGL/1151' MSL. Tree 479' from DER, 571' left of centerline, 23' AGL/1142' MSL. Power poles, antenna, and barn beginning 913' from DER, 444' left of centerline, up to 34' AGL/ 1153' MSL. Tree and antenna beginning 1023' from DER, 424' left of centerline, up to 43' AGL/1162' MSL.

## WOODSFIELD, OH

MONROE COUNTY (4G5)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 2 91150 (FAA)  
TAKEOFF MINIMUMS: **Rwy 25**, 300-1.

## WOOSTER, OH

WAYNE COUNTY (BJJ)  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
AMDT 1 98169 (FAA)  
TAKEOFF MINIMUMS: **Rwy 28**, 300-1.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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## WRIGHT-PATTERSON AFB (KFFO)

DAYTON, OH  
TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES  
09295

**Rwy 5R, 200-1½\***

**Rwy 23R, 400-2¼\*\***

**Rwy 23L, 400-2¼\*\*\***

\* Or standard with minimum climb of 240ft/NM to 1100'.

\*\* Or standard with minimum climb of 260ft/NM to 1300'.

\*\*\* Or standard with minimum climb of 210ft/NM to 1300'.

**Rwy 5R,** Climb on track 050° until reaching 1100'.

TAKEOFF OBSTACLES: **Rwy 23L:** 43' AGL

VORTAC, 850' from DER, 662' right of centerline.

**Rwy 5L:** Up to 105' AGL tree line beginning 3000' from DER, 700' right of centerline to 5100' from DER, 1300' left of centerline.

## YOUNGSTOWN, OH

YOUNGSTOWN ELSER METRO (4G4)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 1A 15036 (FAA)

TAKEOFF MINIMUMS: **Rwy 10,** 300-1¾ or std. w/ min. climb of 237' per NM to 1500'. **Rwy 28,** 300-2½ or std. w/min. climb of 463' per NM to 1300'.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 098° to 2000 before proceeding on course. **Rwy 28,** climb heading 278° to 1700 before turning right.

NOTE: **Rwy 10,** vehicle on road 200' from DER, on centerline, 15' AGL/1104' MSL. Hangar and trees beginning 34' from DER, 203' right of centerline, up to 100' AGL/1189' MSL. Trees and tower beginning 283' from DER, 322' left of centerline, up to 138' AGL/1332' MSL. **Rwy 28,** trees on centerline, beginning 3380' from DER, up to 100' AGL/1209' MSL. Trees beginning at DER, 222' right of centerline, up to 100' AGL/1119' MSL. Trees beginning at DER, 191' left of centerline, up to 100' AGL/1119' MSL.

## YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN RGNL (YNG)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

AMDT 4 90207 (FAA)

TAKEOFF MINIMUMS: **Rwy 23,** 300-1.

## ZANESVILLE, OH

ZANESVILLE MUNI (ZZV)

TAKEOFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES

ORIG 03359 (FAA)

NOTE: **Rwy 22,** tree 303' from DER, 427' left of centerline, 948' MSL. Tree 182' from DER, 350' right of centerline, 942' MSL. **Rwy 34,** tree 2370' from DER, 189' left of centerline, 968' MSL. Tree 2309' from DER, 388' left of centerline, 962' MSL.

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# TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

**AKRON, OH**

AKRON FULTON

INTL (AKR)..... **NDB Rwy 25**  
**RNAV (GPS Rwy 25)**

NA when local weather not available.  
Category D, 800-2½.

**ANDERSON, IN**

ANDERSON MUNI-DARLINGTON

FIELD (AID)..... **ILS or LOC Rwy 30<sup>1</sup>**  
**NDB Rwy 30**  
**RNAV (GPS) Rwy 30**

NA when local weather not available.  
<sup>1</sup>NA when control tower closed.

**ASHTABULA, OH**

NORTHEAST OHIO

RGNL (HZY)..... **RNAV (GPS) Rwy 9**  
**RNAV (GPS) Rwy 27**

NA when local weather not available.

**ATHENS (ALBANY), OH**

OHIO

UNIVERSITY (UNI) ..... **NDB Rwy 25**

NA when local weather not available.

**BEDFORD, IN**

VIRGIL I. GRISSOM

MUNI (BFR)..... **RNAV (GPS) Rwy 13**

NA when local weather not available.

**BLOOMINGTON, IN**

MONROE

COUNTY (BMG)..... **ILS or LOC/DME Rwy 35**  
**RNAV (GPS) Rwy 6**  
**RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 24**  
**RNAV (GPS) Rwy 35**  
**VOR Rwy 17**  
**VOR/DME Rwy 6**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**CHILLICOTHE, OH**

ROSS COUNTY (RZT) ..... **RNAV (GPS) Rwy 23**

NA when local weather not available.  
Category D, 800-2½.

**CINCINNATI, OH**

CINCINNATI MUNI AIRPORT LUNKEN

FIELD (LUK) ..... **ILS or LOC Rwy 21L<sup>124</sup>**  
**LOC BC Rwy 3R<sup>13</sup>**  
**NDB Rwy 21L<sup>146</sup>**  
**NDB Rwy 25<sup>147</sup>**  
**RNAV (GPS) Rwy 3R<sup>48</sup>**  
**RNAV (GPS) Rwy 21L<sup>34</sup>**  
**RNAV (GPS) Rwy 25<sup>45</sup>**

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>Categories A, B, 1200-2; Categories C, D, 1200-3.  
<sup>3</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.  
<sup>4</sup>NA when local weather not available.  
<sup>5</sup>Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.  
<sup>6</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.  
<sup>7</sup>Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.  
<sup>8</sup>Categories A, B, 900-2; Category C, 1000-2¾; Category D, 1700-3.

**CIRCLEVILLE, OH**

PICKAWAY COUNTY

MEMORIAL (CYO)..... **RNAV (GPS) Rwy 1**  
**RNAV (GPS) Rwy 19**  
**VOR Rwy 19**

NA when local weather not available.

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# ALTERNATE MINS

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M2



NAME ALTERNATE MINIMUMS

**CLEVELAND, OH**  
 BURKE  
 LAKEFRONT (BKL)..... ILS or LOC Rwy 24R  
 NA when control tower closed.

CLEVELAND -  
 HOPKINS INTL (CLE) ..... ILS or LOC Rwy 6L  
 ILS or LOC Rwy 28  
 ILS or LOC/DME Rwy 24R  
 ILS, Categories A, B, C, D, 700-2.

CUYAHOGA  
 COUNTY (CGF) .....ILS or LOC Rwy 24  
 RNAV (GPS) Rwy 6  
 RNAV (GPS) Rwy 24  
 NA when local weather not available.

**COLUMBUS, IN**  
 COLUMBUS MUNI (BAK)..... ILS Rwy 23<sup>1</sup>  
 RNAV (GPS) Rwy 5<sup>2</sup>  
 RNAV (GPS) Rwy 14<sup>2</sup>  
 RNAV (GPS) Rwy 23<sup>2</sup>  
 RNAV (GPS) Rwy 32<sup>2</sup>

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.

**COLUMBUS, OH**  
 BOLTON FIELD (TZR) ..... ILS or LOC Rwy 4<sup>1</sup>  
 NDB Rwy 4<sup>1</sup>  
 RNAV (GPS) Rwy 4  
 RNAV (GPS) Rwy 22

NA when local weather not available.  
<sup>1</sup>NA when control tower closed.

OHIO STATE  
 UNIVERSITY (OSU).....ILS or LOC Rwy 9R<sup>1</sup>  
 NDB Rwy 9R<sup>1</sup>  
 RNAV (GPS) Rwy 9R  
 RNAV (GPS) Rwy 27L

NA when local weather not available.  
<sup>1</sup>NA when control tower closed.

NAME ALTERNATE MINIMUMS

**COLUMBUS, OH (CON'T)**  
 PORT COLUMBUS  
 INTL (CMH)..... ILS or LOC Rwy 10L<sup>1</sup>  
 ILS or LOC Rwy 10R<sup>2</sup>  
 ILS or LOC Rwy 28L<sup>4</sup>  
 ILS or LOC Rwy 28R<sup>2</sup>  
 RNAV (GPS) Y Rwy 10L<sup>5</sup>  
 RNAV (GPS) Y Rwy 10R<sup>5</sup>  
 RNAV (GPS) Y Rwy 28L<sup>3</sup>  
 RNAV (GPS) Y Rwy 28R<sup>5</sup>

<sup>1</sup>ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.  
<sup>2</sup>ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2½; LOC, Category D, 800-2½.  
<sup>3</sup>Category D, 800-2½.  
<sup>4</sup>ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 800-2½; LOC Category C, 800-2½; Category D, 800-2½.  
<sup>5</sup>Category D, 800-2½.

RICKENBAKER  
 INTL (LCK).....ILS or LOC Rwy 5L  
 ILS or LOC Rwy 5R  
 ILS or LOC Rwy 23L  
 RNAV (GPS) Rwy 5L  
 RNAV (GPS) Rwy 5R  
 RNAV (GPS) Rwy 23L  
 RNAV (GPS) Rwy 23R

NA when local weather not available.

**CRAWFORDSVILLE, IN**  
 CRAWFORDSVILLE  
 MUNI (CFJ).....RNAV (GPS) Rwy 4  
 RNAV (GPS) Rwy 22

NA when local weather not available.  
 Category D, 800-2½.

**DAYTON, OH**  
 DAYTON-WRIGHT  
 BROTHERS (MGY)..... RNAV (GPS) Rwy 2  
 RNAV (GPS) Rwy 20

NA when local weather not available.  
 Category D, 800-2½.

JAMES M COX DAYTON  
 INTL (DAY).....ILS or LOC Rwy 6L  
 ILS or LOC Rwy 24L  
 ILS or LOC Rwy 24R

ILS, Category D, 700-2.

**DEFIANCE, OH**  
 DEFIANCE  
 MEMORIAL (DFI) ..... RNAV (GPS) Rwy 12  
 NA when local weather not available.

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# ALTERNATE MINS

16315

M2

EC-2









# ALTERNATE MINS

16315

M4



NAME ALTERNATE MINIMUMS

## INDIANAPOLIS, IN (CON'T)

INDIANAPOLIS

INTL (IND) ..... ILS or LOC Rwy 5L<sup>1</sup>  
 ILS or LOC Rwy 5R<sup>1</sup>  
 ILS or LOC Rwy 14<sup>1</sup>  
 ILS or LOC Rwy 23L<sup>1</sup>  
 ILS or LOC Rwy 23R<sup>1</sup>  
 ILS or LOC Rwy 32<sup>1</sup>  
 RNAV (GPS) Y Rwy 5L<sup>2</sup>  
 RNAV (GPS) Y Rwy 5R<sup>2</sup>  
 RNAV (GPS) Y Rwy 14<sup>2</sup>  
 RNAV (GPS) Y Rwy 23L<sup>2</sup>  
 RNAV (GPS) Y Rwy 23R<sup>2</sup>  
 RNAV (GPS) Y Rwy 32<sup>2</sup>

<sup>1</sup>ILS Categories A, B, C, 700-2; Category D, 800-2½; LOC Category D, 800-2½.

<sup>2</sup>Category D, 800-2½.

## JEFFERSONVILLE, IN

CLARK RGNL (JVY) ..... RNAV (GPS) Rwy 18  
 NA when local weather not available.

## KENDALLVILLE, IN

KENDALLVILLE  
 MUNI (C62) ..... RNAV (GPS) Rwy 10  
 RNAV (GPS) Rwy 28  
 NA when local weather not available.

## KNOX, IN

STARKE COUNTY (OXI) ... RNAV (GPS) Rwy 18  
 VOR Rwy 18<sup>1</sup>  
 NA when local weather not available.  
<sup>1</sup>Category D, 800-2½.

## KOKOMO, IN

KOKOMO MUNI (OKK) ..... RNAV (GPS) Rwy 5<sup>1</sup>  
 RNAV (GPS) Rwy 14<sup>1</sup>  
 RNAV (GPS) Rwy 23<sup>1</sup>  
 RNAV (GPS) Rwy 32<sup>1</sup>  
 VOR Rwy 32  
 NA when local weather not available.  
<sup>1</sup>Category D, 900-2½.

## LAFAYETTE, IN

PURDUE UNIVERSITY (LAF) ..... ILS Rwy 10<sup>1</sup>  
 RNAV (GPS) Rwy 10<sup>34</sup>  
 RNAV (GPS) Rwy 28<sup>34</sup>  
 VOR-A<sup>25</sup>

<sup>1</sup>ILS, Category D, 800-2½. NA when control tower closed. LOC, NA.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>Category D, 800-2½.

<sup>4</sup>NA when local weather not available.

<sup>5</sup>Category D, 800-2½.

NAME ALTERNATE MINIMUMS

## LANCASTER, OH

FAIRFIELD  
 COUNTY (LHQ) ..... RNAV (GPS) Rwy 2  
 RNAV (GPS) Rwy 28  
 NA when local weather not available.

## LA PORTE, IN

LA PORTE  
 MUNI (PPO) ..... RNAV (GPS) Rwy 2  
 RNAV (GPS) Rwy 20  
 NA when local weather not available.  
 Category C, 800-2½, Category D, 800-2½.

## LIMA, OH

LIMA ALLEN  
 COUNTY (AOH) ..... RNAV (GPS) Rwy 10  
 RNAV (GPS) Rwy 28  
 NA when local weather not available.

## LOGANSPORT, IN

LOGANSPORT/  
 CASS COUNTY (GGP) ..... VOR-A  
 NA except standard for operators with approved  
 weather reporting service.

## LORAIN/ELYRIA, OH

LORAIN  
 COUNTY RGNL (LPR) ..... ILS or LOC Rwy 7<sup>1</sup>  
 RNAV (GPS) Rwy 7  
 VOR-A  
 NA when local weather not available.  
<sup>1</sup>ILS, Categories C, D, 700-2.

## MANSFIELD, OH

MANSFIELD  
 LAHM RGNL (MFD) ..... ILS or LOC Rwy 32<sup>1</sup>  
 NDB Rwy 32<sup>1</sup>  
 RADAR-1<sup>1</sup>  
 RNAV (GPS) Rwy 5<sup>2</sup>  
 RNAV (GPS) Rwy 14<sup>2</sup>  
 RNAV (GPS) Rwy 23<sup>2</sup>  
 RNAV (GPS) Rwy 32<sup>2</sup>  
 VOR Rwy 14<sup>2</sup>  
 VOR Rwy 32<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

## MARION, OH

MARION MUNI (MNN) ..... RNAV (GPS) Rwy 7  
 RNAV (GPS) Rwy 13  
 RNAV (GPS) Rwy 25  
 VOR-A  
 NA when local weather not available.

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# ALTERNATE MINS

16315

M4

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**ALTERNATE MINS**

M7



16315

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
<b>ZANESVILLE, OH</b>			
ZANESVILLE			
MUNI (ZZV).....	<b>VOR or GPS Rwy 4<sup>1</sup></b>		
	<b>VOR or GPS Rwy 22<sup>2</sup></b>		

<sup>1</sup>Category D, 800-2¼.

<sup>2</sup>Categories A, B, 900-2; Categories C, D, 900-3.

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**ALTERNATE MINS**

M7

EC-2



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## RADAR MINS

15316

## RADAR INSTRUMENT APPROACH MINIMUMS

## AKRON, OH

Amdt 24, 13JAN11 (14205) (FAA)

ELEV 1228

## AKRON-CANTON RGNL (CAK)

RADAR-1 125.5 371.875 (EAST) 118.6 269.25 (WEST) ▾

	RWY	GP/TCH/RPI	CAT	HAT/ HATH/		CAT	HAT/ HATH/	
				DA/ MDA-VIS	HAA CEIL-VIS		DA/ MDA-VIS	HAA CEIL-VIS
ASR	1		ABC	1600/24	391 (400-½)	D	1600/50	391 (400-1)
	5		AB	1620-½	421 (500-½)	C	1620-¾	421 (500-¾)
			D	1620-1	421 (500-1)			
	19		AB	1700/24	482 (500-½)	C	1700/40	482 (500-¾)
			D	1700/50	482 (500-1)			
	23		AB	1700/24	474 (500-½)	C	1700/40	474 (500-¾)
		D	1700/50	474 (500-1)				
CIRCLING			AB	1760-1	532 (600-1)	C	1760-1½	532 (600-1½)
			D	1780-2	552 (600-2)			

Procedure NA when Akron-Canton approach control closed.

For inoperative MALSR, increase S-1 and S-5 CAT D visibility to RVR 6000.

## EVANSVILLE, IN

Amdt 7, 18SEP14 (14261) (FAA)

ELEV 422

## EVANSVILLE RGNL (EVV)

RADAR-1 124.025 290.9 ▾

	RWY	GP/TCH/RPI	CAT	HAT/ HATH/		CAT	HAT/ HATH/	
				DA/ MDA-VIS	HAA CEIL-VIS		DA/ MDA-VIS	HAA CEIL-VIS
ASR	36		AB	820-1	436 (500-1)	CD	820-1¼	436 (500-1¼)
	4		AB	860-1	471 (500-1)	CD	860-1½	471 (500-1½)
	22		AB	880/24	458 (500-½)	CD	880/45	458 (500-¾)
	18		AB	880-1	484 (500-1)	CD	880-1½	484 (500-1½)
CIRCLING			A	920-1	498 (500-1)	B	960-1	538 (600-1)
			C	1020-1½	598 (600-1½)	D	1040-2	618 (700-2)

When control tower closed, procedure NA.

Rwy 18, 36: Helicopter visibility reduction below ¾ SM not authorized.

Night landing: Rwy 9 NA.

EC-2

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

15316

## RADAR MINS

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## RADAR INSTRUMENT APPROACH MINIMUMS

FORT WAYNE, IN  
FORT WAYNE INTL (FWA)

Amdt 25, 02JUL09 (14205) (FAA)

ELEV 814

RADAR-1 127.2 284.6  $\nabla$   $\Delta$ 

	RWY	GP/TCH/RPI	CAT	DA/ HAT/ HATh/			CAT	DA/ HAT/ HATh/		
				MDA-VIS	HAA	CEIL-VIS		MDA-VIS	HAA	CEIL-VIS
ASR	32		AB	1260/24	460	(500-½)	C	1260/40	460	(500-¾)
			DE	1260/50	460	(500-1)				
	5		AB	1300/24	486	(500-½)	C	1300/40	486	(500-¾)
			D	1300/50	486	(500-1)				
	14		AB	1300-1	498	(500-1)	C	1300-1¼	498	(500-1¼)
			D	1300-1½	498	(500-1½)				
23		AB	1300-1	501	(600-1)	CD	1300-1½	501	(600-1½)	
		E	1300-1¾	501	(600-1¾)					
CIRCLING			AB	1300-1	486	(500-1)	C	1300-1½	486	(500-1½)
			D	1380-2	566	(600-2)				

Rwy 5, for inoperative ALSF-2, increase S-5 CAT E visibility ½ mile.

Rwy 32, for inoperative MALSR, increase S-32 CAT E visibility ½ mile.

MANSFIELD, OH  
MANSFIELD LAHM RGNL (MFD)

Amdt 4A, 07MAY09 (09127) (FAA)

ELEV 1297

RADAR-1 124.2 390.8  $\Delta$ 

	RWY	GP/TCH/RPI	CAT	DA/ HAT/ HATh/			CAT	DA/ HAT/ HATh/						
				MDA-VIS	HAA	CEIL-VIS		MDA-VIS	HAA	CEIL-VIS				
ASR	23		AB	1700-1	405	(500-1)	CD	1700-1¼	405	(500-1¼)				
			AB	1740-1	443	(500-1)					C	1740-1¼	443	(500-1¼)
			D	1740-1½	443	(500-1½)								
CIRCLING			AB	1760-1	463	(500-1)	C	1760-1½	463	(500-1½)				
			D	1880-2	583	(600-2)								

When control tower closed, ASR NA.

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## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

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## RADAR MINS

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## RADAR INSTRUMENT APPROACH MINIMUMS


## TERRE HAUTE, IN

Amdt 5, 06FEB14 (14205) (FAA)

ELEV 589

## TERRE HAUTE INTL-HULMAN FIELD (HUF)

RADAR-1 125.45 339.8  

ASR	RWY	GP/TCH/RPI	CAT	DA/		HAT/		DA/		HAT/	
				MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
	5		AB	1220/24	648	(700-½)	CDE	1220-1⅙	648	(700-1⅙)	
	23		AB	1100-1	518	(600-1)	CDE	1100-1⅙	518	(600-1⅙)	
	32		ABCDE	940-1	351	(400-1)					
	CIRCLING		AB	1220-1	631	(700-1)	C	1220-1⅙	631	(700-1⅙)	
			D	1260-2¼	671	(700-2¼)	E	1260-2⅙	671	(700-2⅙)	

Circling NA NW of Rwy 5-23 for Category E aircraft.

When control tower closed, procedure NA.

Circling to Rwy 18 NA at night.

Rwy 5, for inoperative MALSR, increase S-5 Category E visibility to 1⅙.



Rwy 32, helicopter visibility reduction below ¾ SM not authorized.

## TOLEDO, OH

Amdt 19B, 27JUN13 (13318) (FAA)

ELEV 683

## TOLEDO EXPRESS (TOL)

RADAR-1 134.35 317.55  

ASR	RWY	GP/TCH/RPI	CAT	DA/		HAT/		DA/		HAT/	
				MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
	25		ABC	1040-½	362	(400-½)	DE	1040-1	362	(400-1)	
	16		ABC	1060-1	386	(400-1)	DE	1060-1¼	386	(400-1¼)	
	7		AB	1140/24	457	(500-½)	C	1140/40	457	(500-¾)	
			DE	1140/50	457	(500-1)					
	34		AB	1080-1	412	(500-1)	CD	1080-1¼	412	(500-1¼)	
			E	1080-1½	412	(500-1½)					
	CIRCLING		AB	1180-1	497	(500-1)	C	1180-1½	497	(500-1½)	
			D	1240-2	557	(600-2)	E	1400-2½	717	(800-2½)	

For inoperative ALSF-2, increase S-7 CAT E visibility to 1½.

For inoperative MALSR, increase S-25 CAT D/E visibility to 1¼.

EC-2

## RADAR INSTRUMENT APPROACH MINIMUMS

## RADAR MINS

15316



# RADAR MINS

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## RADAR INSTRUMENT APPROACH MINIMUMS

**YOUNGSTOWN-WARREN, OH** Amdt 13B, 12NOV15 (15316) (FAA)  
**YOUNGSTOWN-WARREN RGNL (YNG)**

ELEV 1196

RADAR-1 133.95 322.3  

	RWY	GP/TCH/RPI	DA/			HAT/				
			CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	14		ABC	1520-½	386	(400-½)	D	1520-1	386	(400-1)
	5		ABC	1520-1	356	(400-1)	D	1520-1¼	356	(400-1¼)
	23		ABC	1580-1	388	(400-1)	D	1580-1¼	388	(400-1¼)
	32		AB	1600/24	415	(500-½)	C	1600/40	415	(500-¾)
			D	1600/50	415	(500-1)				
CIRCLING			A	1640-1	444	(500-1)	B	1660-1	464	(500-1)
			C	1660-1½	464	(500-1½)	D	1760-2	564	(600-2)

Category D S-14 visibility increased ¼ mile for inoperative MALSR.

Category D S-32 visibility increased ¼ mile for inoperative MALSR.

Night Landing: Rwy 5 NA.

ASR 5 helicopter visibility reduction below 1 SM not authorized.

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## RADAR INSTRUMENT APPROACH MINIMUMS

# RADAR MINS

15316



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## LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
AKRON, OH			
AKRON-CANTON RGNL (CAK)	05	01-19	5,723 feet
	19	05-23	3,100 feet
BLOOMINGTON, IN			
MONROE COUNTY (BMG)	17	06-24	6,100 feet
LAFAYETTE, IN			
PURDUE UNIVERSITY (LAF)	10	05-23	4,600 feet
MANSFIELD, OH			
MANSFIELD LAHM RGNL (MFD)	05	14-32	4,350 feet
	14	05-23	6,100 feet
MUNCIE, IN			
DELAWARE COUNTY RGNL (MIE)	14	03-21	4,300 feet
	21	14-32	3,500 feet
TERRE HAUTE, IN			
TERRE HAUTE INTL-HULMAN			
FIELD (HUF)	05	18-36	4,650 feet
	18	05-23	3,300 feet
	23	18-36	3,450 feet
	32	05-23	4,237 feet
	36	14-32	3,200 feet

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## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
AKRON, OH AKRON-CANTON RGNL (CAK)	HS 1	ILS hold short line proximity to transient parking ramp.
	HS 2	Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.
	HS 3	Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.
CINCINNATI, OH CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)	HS 1	Twy C and Rwy 03L apch area.
	HS 2	Twy A and Rwy 21R.
	HS 3	Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.
	HS 4	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH CLEVELAND-HOPKINS INTL (CLE)	HS 1	Complex int of Rwy 06R-24L and Twy S, Twy L.
	HS 2	Complex int of Rwy 06R-24L and Twy R, Twy L.
COLUMBUS, IN COLUMBUS MUNI (BAK)	HS 1	Twy A and Twy B.
COLUMBUS, OH OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Int Rwy 27R, Rwy 23 -wrong rwy departure risk.
COLUMBUS, OH PORT COLUMBUS INTL (CMH)	HS 1	Area not visible from the twr.
DAYTON, OH JAMES M COX DAYTON INTL (DAY)	HS 1	Taxiing via Twy D, Rwy 36, Twy H.
EVANSVILLE, IN EVANSVILLE RGNL (EVV)	HS 1	Pilots taxiing to Rwy 09 departure end enter rwy at Twy C.
	HS 2	Rwy 27 and Twy A.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

15344

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## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LAFAYETTE, IN PURDUE UNIVERSITY (LAF)	HS 1	Complex int Twy B, Twy B3, Twy C.
TERRE HAUTE, IN TERRE HAUTE INTL- HULMAN FIELD (HUF)	HS 1	Twy D and Rwy 18 and Rwy 14.
YOUNGSTOWN-WARREN, OH YOUNGSTOWN-WARREN RGNL (YNG)	HS 1	Rwy 23 hold short line on Twy H southeast of Rwy 23.

\*See appropriate Chart Supplement HOT SPOT table for additional information.

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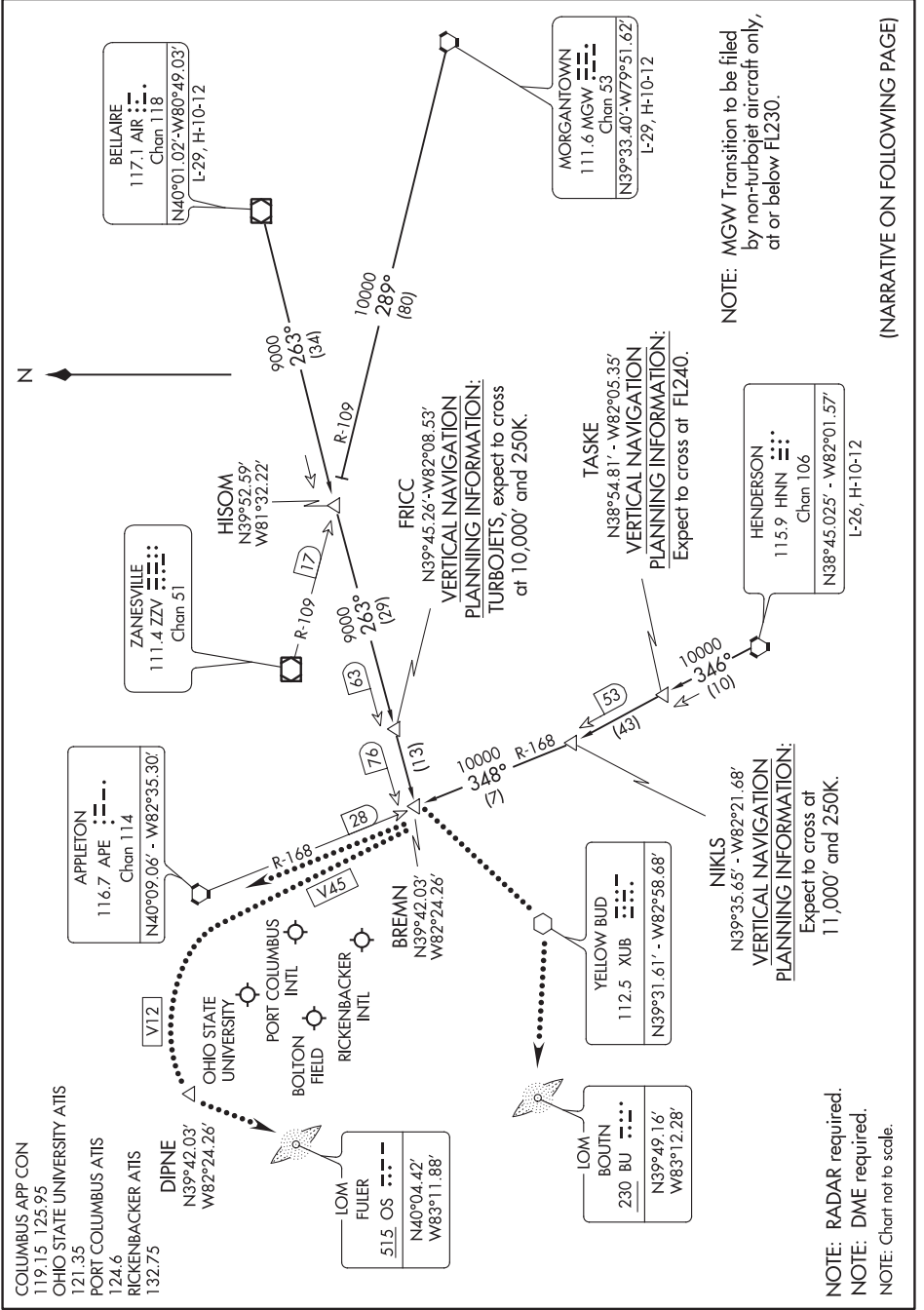
EC-2, 10 NOV 2016 to 05 JAN 2017

# BREMN FOUR ARRIVAL

ST-94 (FAA)

COLUMBUS, OHIO

EC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: MGW Transition to be filed by non-turbojet aircraft only, at or below FL230.

(NARRATIVE ON FOLLOWING PAGE)

# BREMN FOUR ARRIVAL

(BREMN.BREMN4) 17OCT13

COLUMBUS, OHIO

EC-2, 10 NOV 2016 to 05 JAN 2017

NOTE: RADAR required.  
 NOTE: DME required.  
 NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREM4): From over AIR VOR/DME on AIR R-263 to BREMN INT. Thence. . . .

HENDERSON TRANSITION (HNN.BREM4): From over HNN VORTAC on HNN R-346 to NIKLS INT, then on APE R-168 to BREMN INT. Thence. . . .

MORGANTOWN TRANSITION (MGW.BREM4): From over MGW VORTAC on MGW R-289 and ZZV R-109 to HISOM, then on AIR R-263 to BREMN. Thence. . . .

. . . . from over BREMN, expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

LANDING PORT COLUMBUS INTL: In the event of lost communications from BREMN INT direct APE VORTAC, maintain 3000 until APE VORTAC.

LANDING OHIO STATE UNIVERSITY: In the event of lost communications from BREMN INT via V45 to APE VORTAC then via V12 to DIPNE INT then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM (ADF Required).

LANDING BOLTON FIELD: In the event of lost communications from BREMN INT to XUB VOR direct BOUTN (BU) LOM, maintain 3000 until BOUTN (BU) LOM (ADF Required).

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ARRIVAL ROUTE DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH2): From over COLNS via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH2): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . . From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

In the event of lost communications:

For LUK: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For I69: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For K62: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

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EC-2, 10 NOV 2016 to 05 JAN 2017

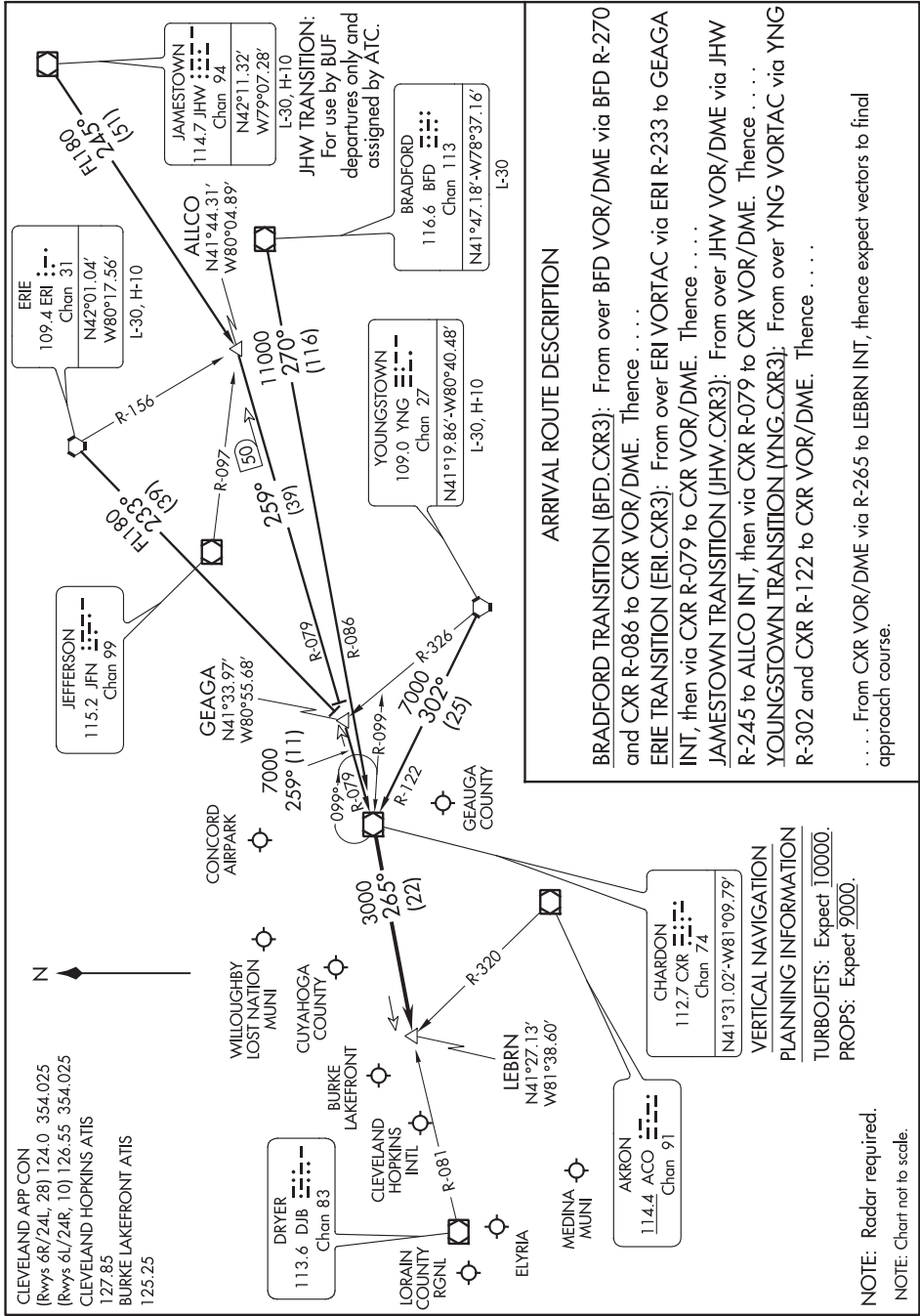
(CXR.CXR3) 14149

# CHARDON THREE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

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EC-2, 10 NOV 2016 to 05 JAN 2017

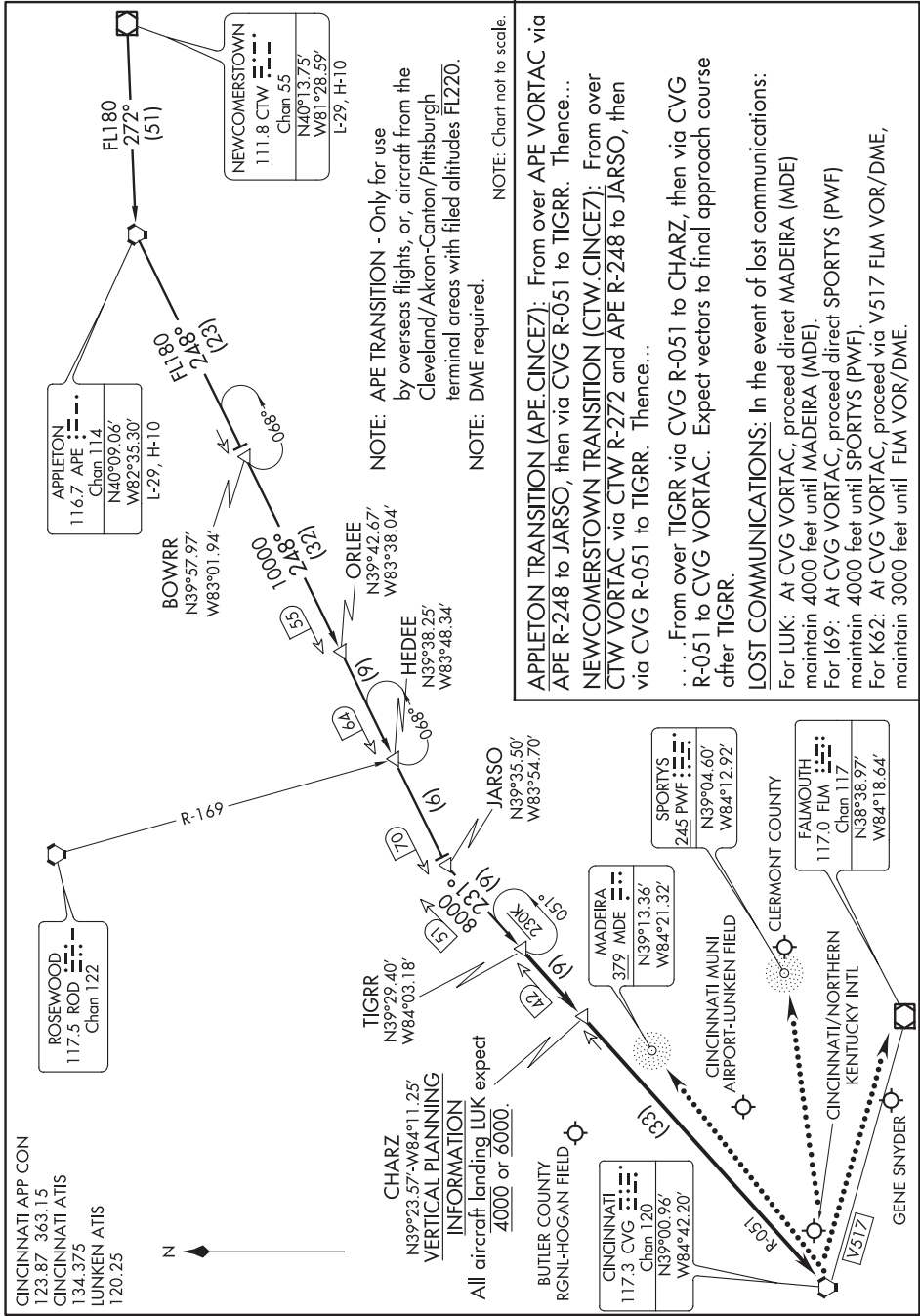




# CINCE SEVEN ARRIVAL

CINCINNATI, OHIO

EC-2, 10 NOV 2016 to 05 JAN 2017



# CINCE SEVEN ARRIVAL

CINCINNATI, OHIO

EC-2, 10 NOV 2016 to 05 JAN 2017

**NOTE:** APE TRANSITION - Only for use by overseas flights, or, aircraft from the Cleveland/Akron-Canton/Pittsburgh terminal areas with filed altitudes FL220.

**NOTE:** DME required.

**NOTE:** Chart not to scale.

**APPLETON TRANSITION (APE.CINCE7):** From over APE VORTAC via APE R-248 to JARSO, then via CVG R-051 to TIGRR. Thence...

**NEWCOMERSTOWN TRANSITION (CTW.CINCE7):** From over CTW VORTAC via CTW R-272 and APE R-248 to JARSO, then via CVG R-051 to TIGRR. Thence...

... From over TIGRR via CVG R-051 to CHARZ, then via CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

**LOST COMMUNICATIONS:** In the event of lost communications:

- For LUK: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).
- For I69: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).
- For K62: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

CINCINNATI APP CON  
123.87 363.15  
CINCINNATI ATIS  
134.375  
LUNKEN ATIS  
120.225

CHARZ  
N39°23.57'-W84°11.25'  
VERTICAL PLANNING  
INFORMATION  
All aircraft landing LUK expect  
4000 or 6000.

CINCINNATI  
117.3 CVG  
Chan 120  
N39°00.96'  
W84°42.20'

MADEIRA  
379 MDE  
N39°13.36'  
W84°21.32'

SPORTYS  
245 PWF  
N39°04.60'  
W84°12.92'

FALMOUTH  
117.0 FLM  
Chan 117  
N38°38.97'  
W84°18.64'

CINCINNATI/NORTHERN  
KENTUCKY INTL  
N38°38.97'  
W84°18.64'

CINCINNATI MUNI  
AIRPORT-LUNKEN FIELD

GENE SNYDER

JARSO  
N39°35.50'  
W83°54.70'

HEDEE  
N39°38.25'  
W83°48.34'

ORLEE  
N39°42.67'  
W83°38.04'

BOWRR  
N39°57.97'  
W83°01.94'

APPLETON  
116.7 APE  
Chan 11.4  
N40°09.06'  
W82°35.30'  
L-29, H-10

NEWCOMERSTOWN  
111.8 CTW  
Chan 55  
N40°13.75'  
W81°28.59'  
L-29, H-10

ROSEWOOD  
117.5 ROD  
Chan 122

CINCINNATI  
117.3 CVG  
Chan 120  
N39°00.96'  
W84°42.20'

MADEIRA  
379 MDE  
N39°13.36'  
W84°21.32'

SPORTYS  
245 PWF  
N39°04.60'  
W84°12.92'

FALMOUTH  
117.0 FLM  
Chan 117  
N38°38.97'  
W84°18.64'

CINCINNATI/NORTHERN  
KENTUCKY INTL  
N38°38.97'  
W84°18.64'

CINCINNATI MUNI  
AIRPORT-LUNKEN FIELD

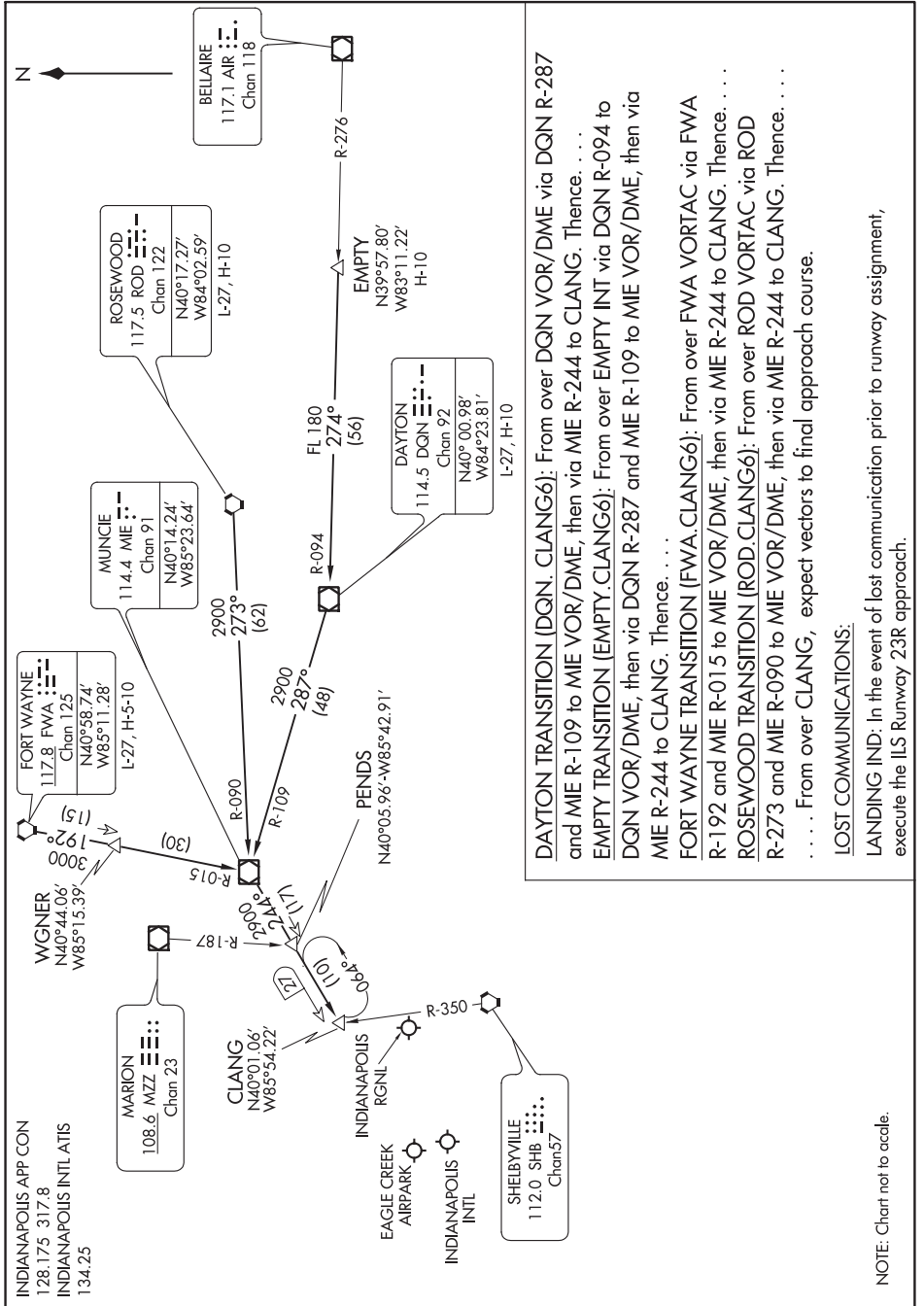
GENE SNYDER

(CLANG.CLANG6) 16315  
**CLANG SIX ARRIVAL**

ST-203 (FAA)

INDIANAPOLIS, INDIANA

EC-2, 10 NOV 2016 to 05 JAN 2017



EC-2, 10 NOV 2016 to 05 JAN 2017

**CLANG SIX ARRIVAL**  
 (CLANG.CLANG6) 10NOV16

INDIANAPOLIS, INDIANA

EC-2, 10 NOV 2016 to 05 JAN 2017

DAYTON APP CON  
118.425 323.15  
JAMES M. COX ATIS 125.8

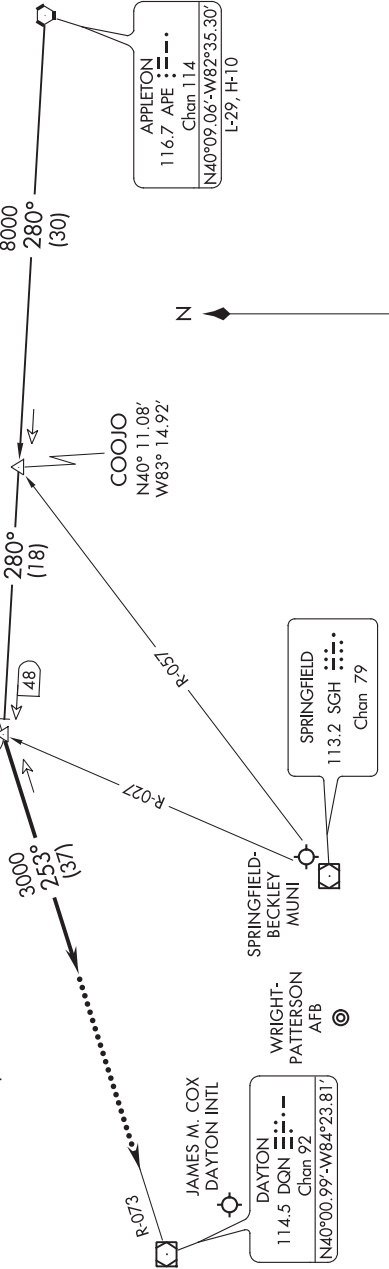
DANEI

N40°12.16'-W83°38.36'

VERTICAL NAVIGATION PLANNING

All aircraft expect clearance to cross at 11,000' and 250 KTS

NOTE: Radar required



APPLETON TRANSITION (APE:DANEI2): From over APE VORTAC via APE R-280 to DANEI INT. Thence . . . . .

. . . . From over DANEI INT via heading 253°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

In the event of lost communications: At DANEI INT, proceed direct DQN VOR/DME maintain 3000 feet until DQN VOR/DME.

DAYTON-  
WRIGHT BROTHERS



MIDDLETOWN RGHL  
HOOK FIELD

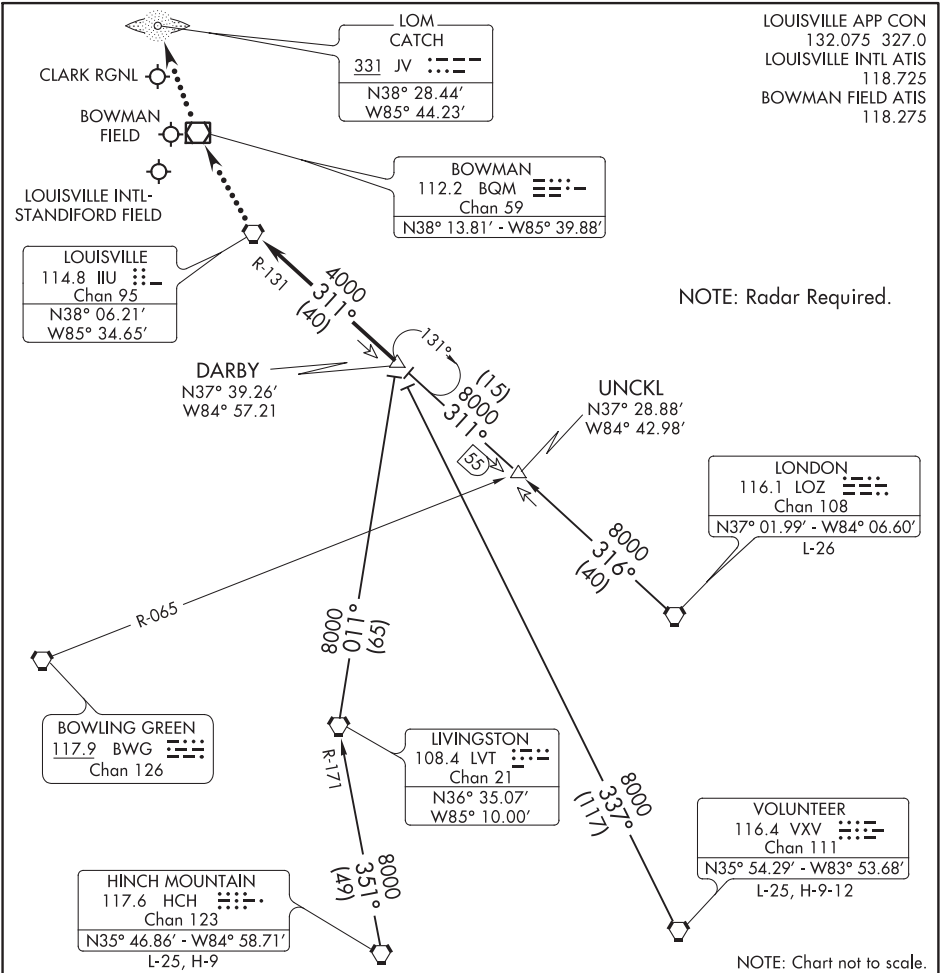


NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

# DARBY FIVE ARRIVAL

LOUISVILLE, KENTUCKY



NOTE: Chart not to scale.

**HINCH MOUNTAIN TRANSITION (HCH.DARBY5):** From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . .

**LONDON TRANSITION (LOZ.DARBY5):** From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIIU R-131 to DARBY INT. Thence. . .

**UNCKL TRANSITION (UNCKL.DARBY5):** From over UNCKL INT via IIIU R-131 to DARBY INT. Thence. . .

**VOLUNTEER TRANSITION (VXV.DARBY5):** From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . .

. . . From DARBY INT on IIIU R-131 to IIIU VORTAC. Expect radar vectors to final course.

**LOST COMMUNICATIONS:**

For JVV - At IIIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000' until CATCH LOM.

# DARBY FIVE ARRIVAL

(DARBY.DARBY5) 21JUL16

LOUISVILLE, KENTUCKY

EC-2, 10 NOV 2016 to 05 JAN 2017

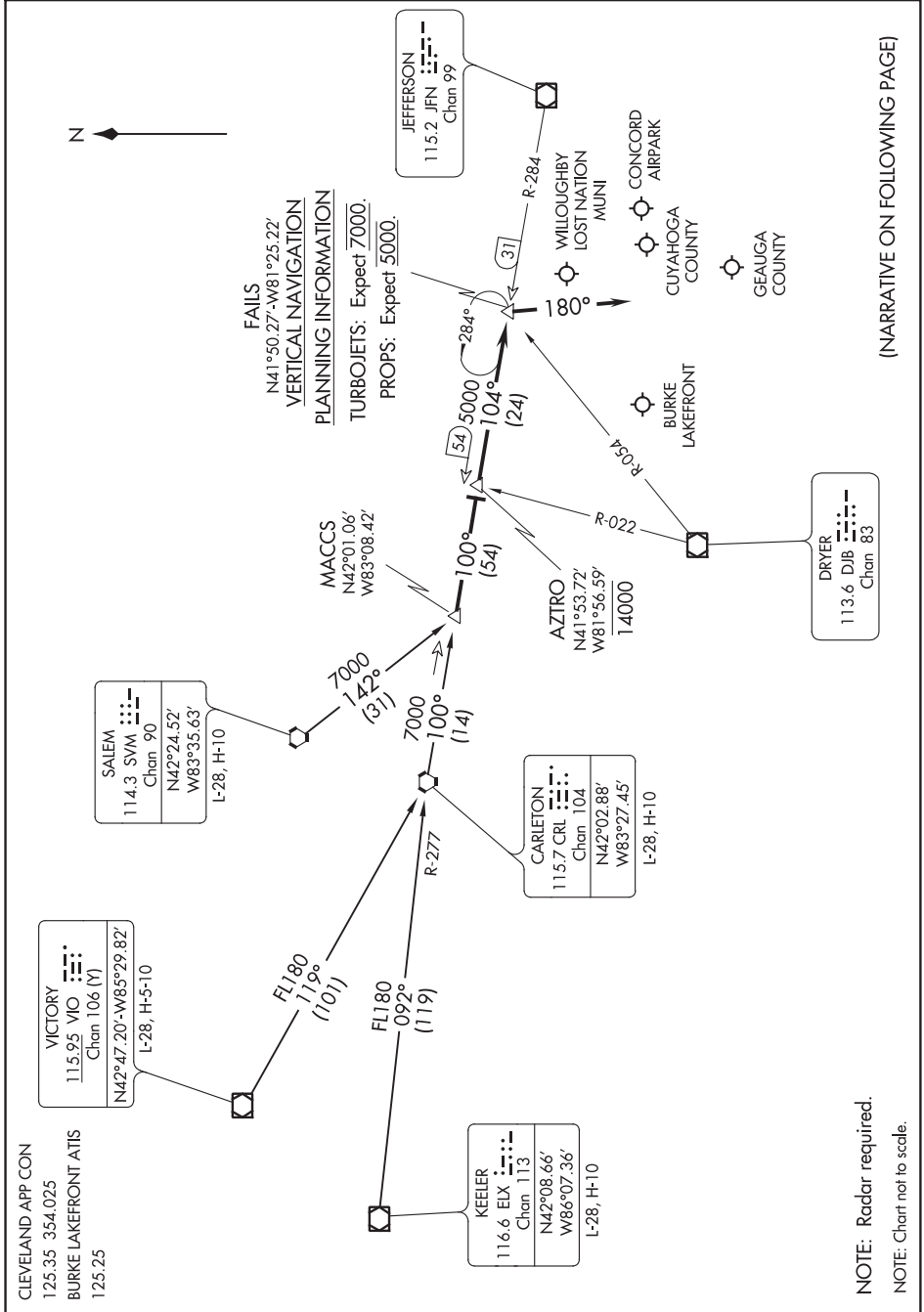
EC-2, 10 NOV 2016 to 05 JAN 2017

# FAILS TWO ARRIVAL

ST-5370 (FAA)

CLEVELAND, OHIO

EC-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

EC-2, 10 NOV 2016 to 05 JAN 2017

# FAILS TWO ARRIVAL

CLEVELAND, OHIO

NOTE: Radar required.  
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CARLETON TRANSITION (CRL.FAILS2): From over CRL VORTAC on CRL R-100 to MACCS INT. Thence....

KEELER TRANSITION (ELX.FAILS2): From over ELX VOR/DME on ELX R-092 and CRL R-277 to CRL VORTAC, then on CRL R-100 to MACCS INT. Thence....

SALEM TRANSITION (SVM.FAILS2): From over SVM VORTAC on heading 142° to MACCS INT. Thence....

VICTORY TRANSITION (VIO.FAILS2): From over VIO VOR/DME on VIO R-119 to CRL VORTAC, then on CRL R-100 to MACCS INT. Thence....

....From over MACCS INT, on CRL R-100 to AZTRO INT (cross AZTRO at or below 14000), then on JFN R-284 to FAILS INT. From over FAILS fly on heading 180°. Expect radar vectors to final approach course.

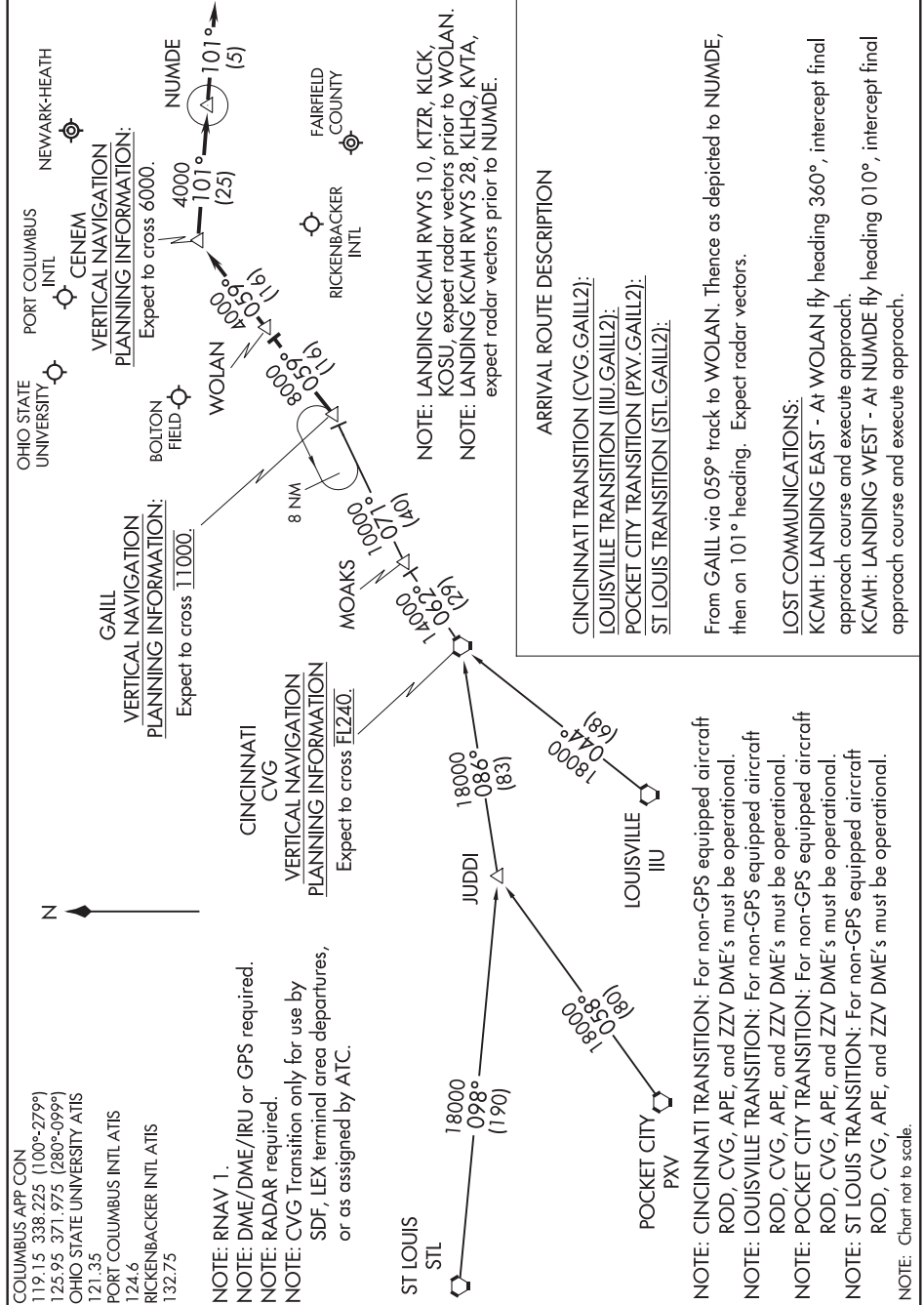
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# GAILL TWO ARRIVAL (RNAV)

COLUMBUS, OHIO

EC-2, 10 NOV 2016 to 05 JAN 2017



# GAILL TWO ARRIVAL (RNAV)

COLUMBUS, OHIO

EC-2, 10 NOV 2016 to 05 JAN 2017



# GENUS ONE ARRIVAL

CINCINNATI, OHIO

CINCINNATI APP CON  
 119.7 363.15  
 LUNKEN FIELD ATIS  
 120.25  
 LUNKEN TOWER  
 118.7 257.8

BUTLER COUNTY  
 RGNL-HOGAN FIELD

CINCINNATI MUNI  
 AIRPORT-LUNKEN FIELD

CLERMONT  
 COUNTY

CINCINNATI  
 117.3 CVG  
 Chan 120

GENE SNYDER

FALMOUTH  
 117.0 FLM  
 Chan 117  
 N38°38.97'  
 W84°18.64'

LOUISVILLE  
 114.8 IUU  
 Chan 95  
 N38°06.21' - W85°34.65'  
 L-26-27, H-5-10

GENUS  
 N38°19.85'  
 W84°33.11'

LEXINGTON  
 112.6 HYK  
 Chan 73

MAA FL 180  
 10000  
 073°  
 (50)

4000  
 035°  
 R-215  
 (22)

R-350

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence . . . .

. . . . From over GENUS INT via FLM R-215 to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

### LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

# GENUS ONE ARRIVAL

CINCINNATI, OHIO

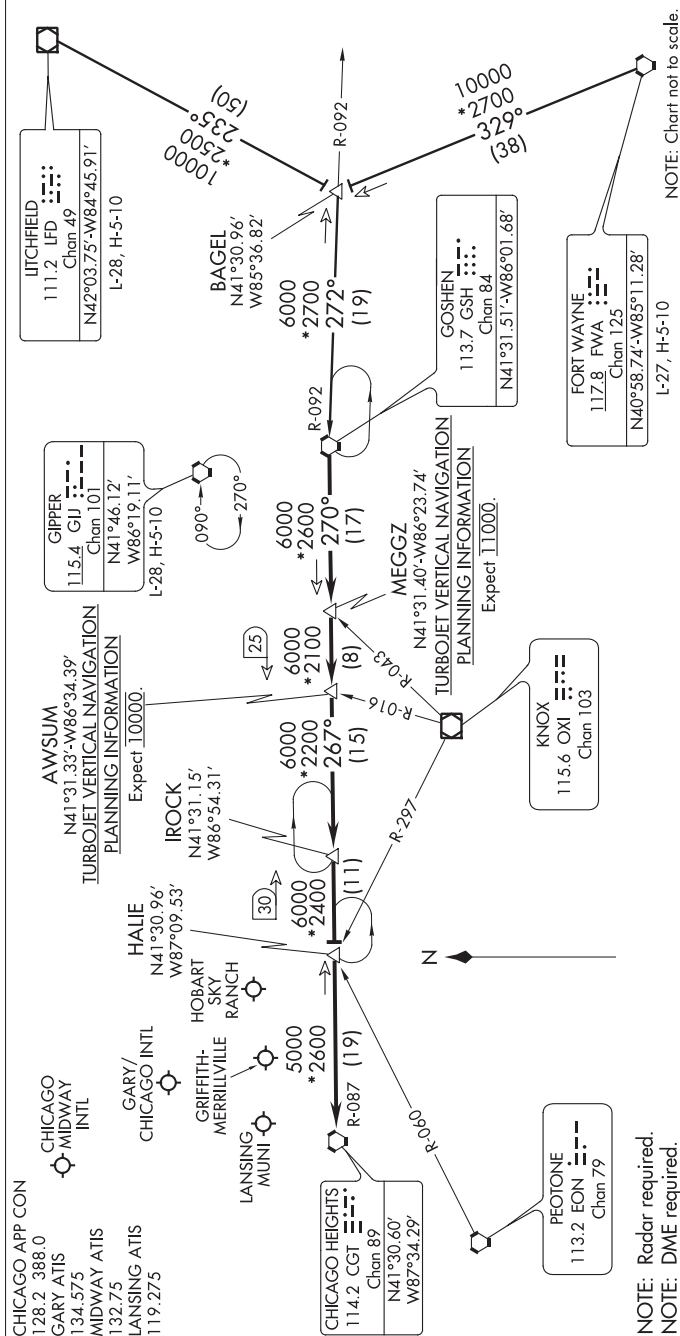
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



# GOSHEN SIX ARRIVAL

EC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

**FORT WAYNE TRANSITION (FWA.GSH6):** From over FWA VORTAC on FWA R-329 to BAGEL then on GSH R-092 to GSH VORTAC. Thence....

**IITCHFIELD TRANSITION (LFD.GSH6):** From over LFD VOR/DME on LFD R-235 to BAGEL then on GSH R-092 to GSH VORTAC. Thence....

....From over GSH R-270 to MEGGZ/GSH 17 DME, then on GSH R-270 to AWSUM/GSH 25 DME, then on GSH R-270 and CGT R-087 to IROCK/CGT 30 DME, then on CGT R-087 to HALIE INT/CGT 19 DME, then on CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

EC-2, 10 NOV 2016 to 05 JAN 2017

# GOSHEN SIX ARRIVAL



ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE2): From over VHP VORTAC via VHP R-073 to JADUB INT, then via ROD R-261 to ROD VORTAC, then via ROD R-080 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

FLAG CITY TRANSITION (FBC.GUNNE2): From over FBC VORTAC via FBC R-148 to GUNNE INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE2): From over FWA VORTAC via FWA R-112 to CALOB INT, then via APE R-300 to GUNNE INT. Thence. . . .

. . . .from over GUNNE INT, expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

In the event of lost communications: For all airports - From GUNNE INT direct APE VORTAC, maintain 4000 until APE VORTAC.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# HARDU THREE ARRIVAL

CINCINNATI, OHIO

CINCINNATI APP CON  
123.87 363.15  
CINCINNATI ATIS  
134.375  
LUNKEN FIELD ATIS  
120.25

BUTLER COUNTY  
RGNL-HOGAN FIELD

MADEIRA  
379 MDE  
N39°13.36'  
W84°21.32'

SPORTYS  
245 PWF  
N39°04.60'  
W84°12.92'

CINCINNATI  
117.3 CVG  
Chan 120  
N39°00.96'  
W84°42.20'

CINCINNATI  
NORTHERN  
KENTUCKY INTL

CINCINNATI MUNI  
AIRPORT-LUNKEN FIELD

CLERMONT COUNTY

ZETLA  
N38°55.70'  
W84°44.62'

R-204  
N517

GENE SNYDER

4000  
314°  
(26)

R-154  
3346°  
(15)

JAKIE  
N38°25.92'  
W84°09.18'

NOTE: ECB not a transition,  
for holding only as  
assigned by ATC.

FALMOUTH  
117.0 FLM  
Chan 117  
N38°38.97'  
W84°18.64'

R-028

9000  
3346°  
(45)

LEXINGTON  
112.6 HYK  
Chan 73

R-107

HARDU  
N37°46.69'  
W83°41.15'

NEWCOMBE  
110.4 ECB  
Chan 41  
N38°09.50'  
W82°54.60'

R-106  
286°  
106°

15000  
334°  
(10)

TAYOS  
N37°38.37'  
W83°35.29'

NOTE: DME required.

011°  
191°  
(19)

CHEDA  
N37°19.79'  
W83°38.64'

PACKO  
N36°47.10'  
W82°42.70'

ARTUR  
N36°31.97'  
W83°47.12'

80  
(55)

FL180  
311°  
(35)

VOLUNTEER  
116.4 VXV  
Chan 111  
N35°54.29'-W83°53.68'  
L-25, H-9-12

FL180  
011°  
(38)

R-279

HOLSTON MOUNTAIN  
114.6 HMV  
Chan 93  
N36°26.22'-W82°07.78'  
L-25, H-9-12

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# HARDU THREE ARRIVAL

CINCINNATI, OHIO

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# HARDU THREE ARRIVAL

## ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU3): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.HARDU3): From over VXV VORTAC via VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

### LOST COMMUNICATIONS:

In the event of lost communications:

For LUK: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

For ISZ: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For HAO: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For I69: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For K62: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

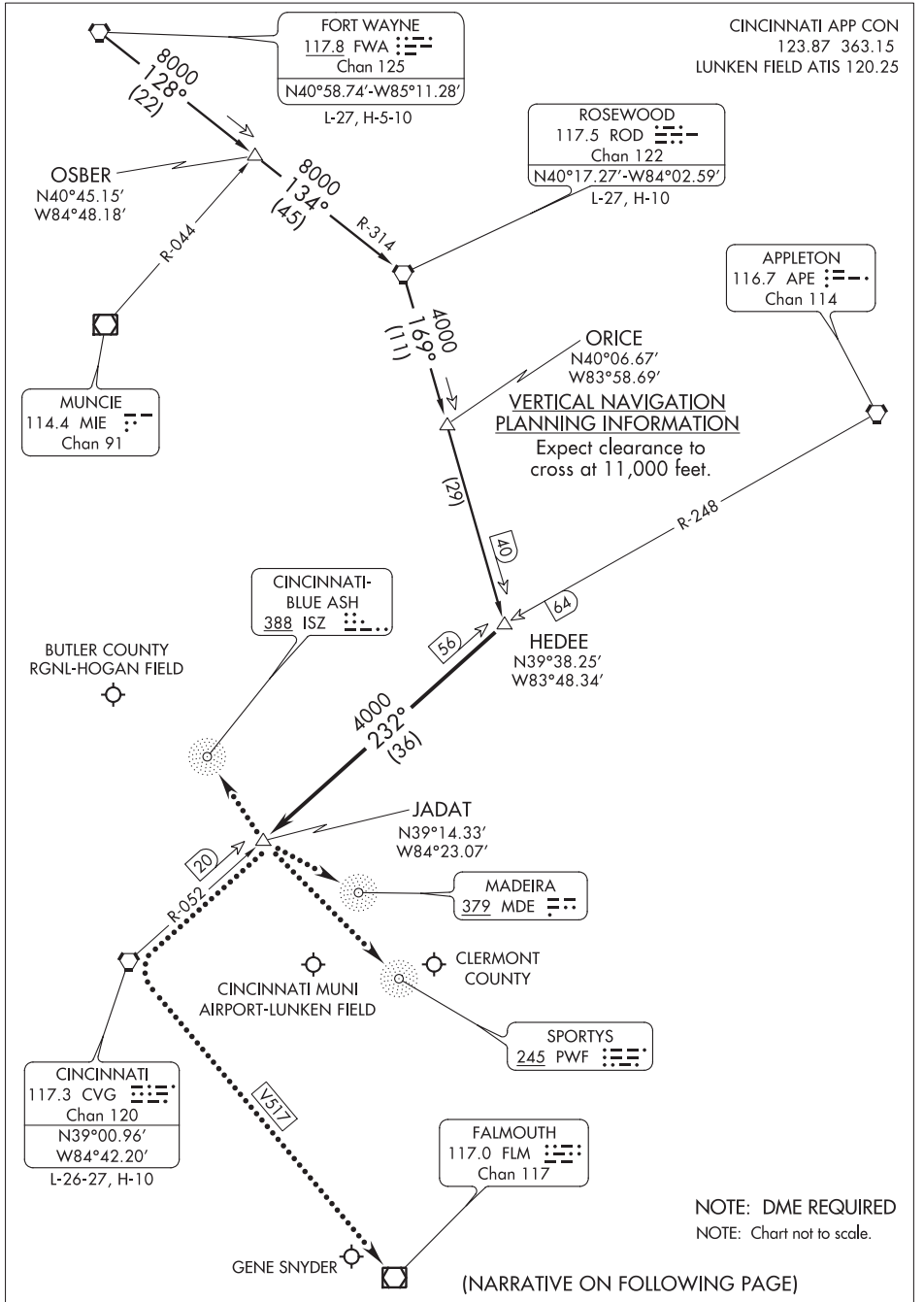
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# HARDU THREE ARRIVAL

# HEDEE TWO ARRIVAL

CINCINNATI, OHIO



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# HEDEE TWO ARRIVAL

CINCINNATI, OHIO



ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE

In the event of lost communications for:

CINCINNATI MUNI AIRPORT LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).

CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).

GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

EC-2, 10 NOV 2016 to 05 JAN 2017

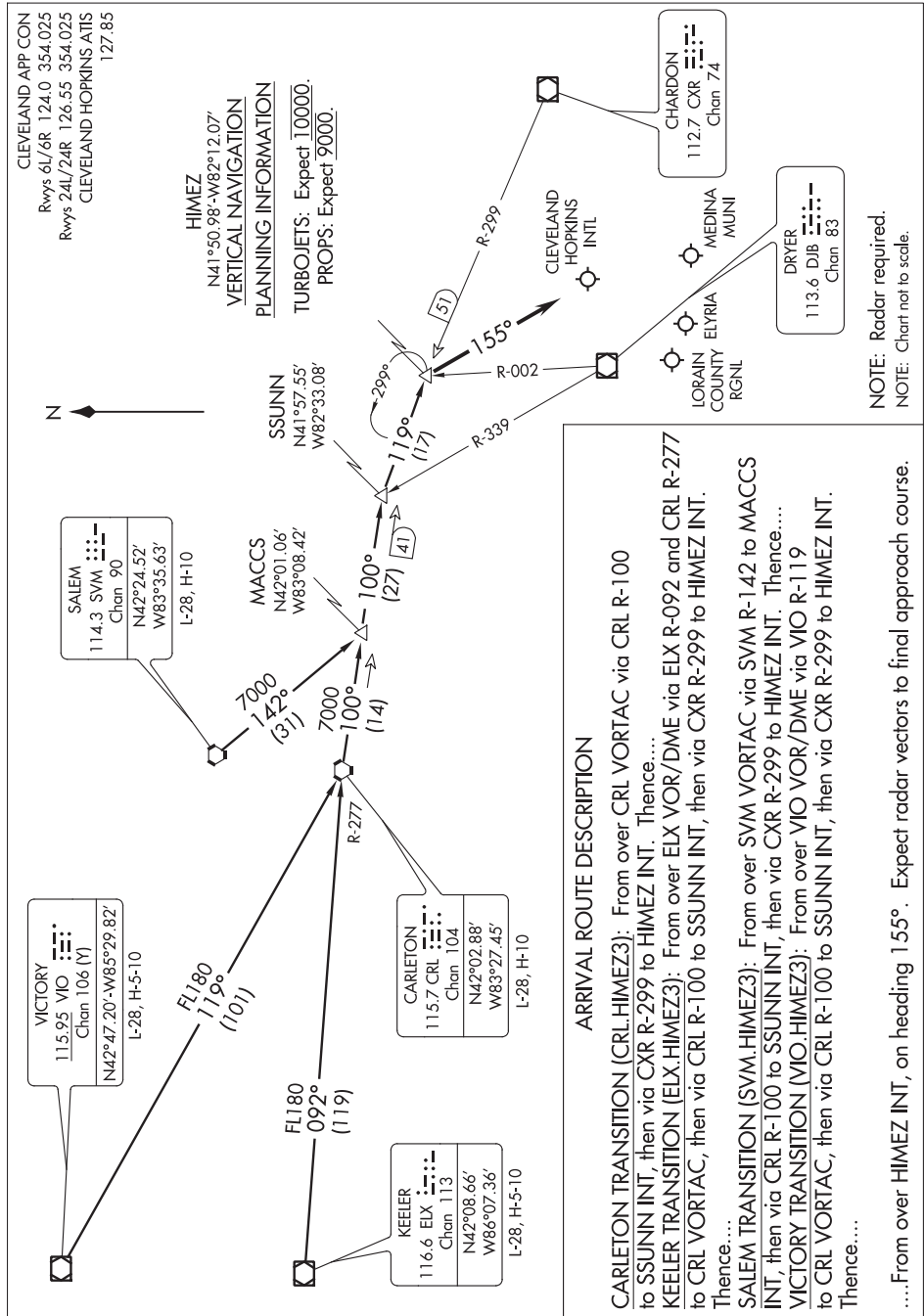
EC-2, 10 NOV 2016 to 05 JAN 2017

# HIMEZ THREE ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 10 NOV 2016 to 05 JAN 2017

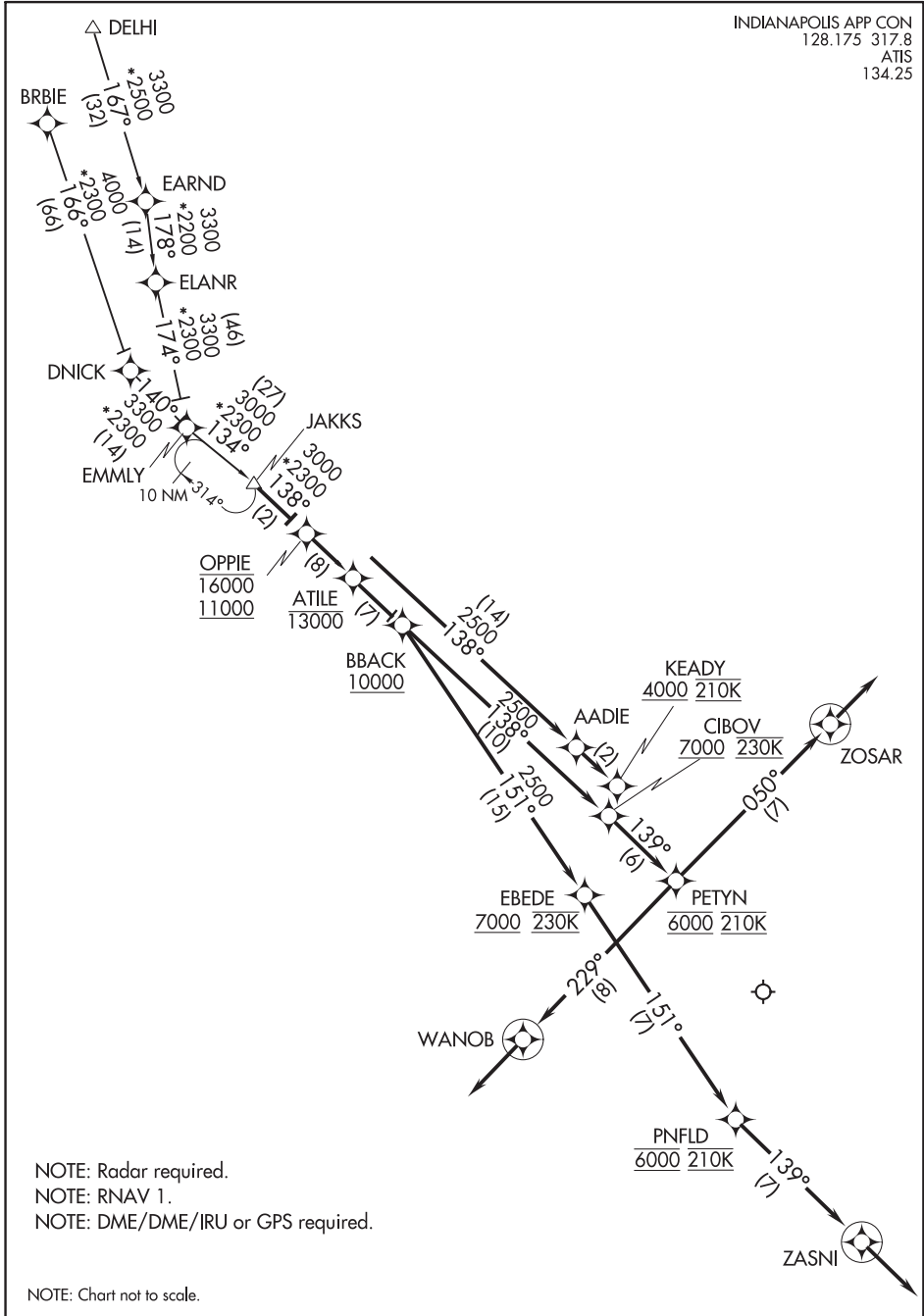


**JAKKS.JAKKS2) 16315**  
**JAKKS TWO ARRIVAL (RNAV)**

ST-203 (FAA)

INDIANAPOLIS INTL (IND)  
 INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON  
 128.175 317.8  
 ATIS  
 134.25



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

**JAKKS TWO ARRIVAL (RNAV)**  
**(JAKKS.JAKKS2) 10NOV16**

INDIANAPOLIS, INDIANA  
 INDIANAPOLIS INTL (IND)

## ARRIVAL ROUTE DESCRIPTION

BRBIE TRANSITION (BRBIE.JAKKS2):

DELHI TRANSITION (DELHI.JAKKS2):

ELANR TRANSITION (ELANR.JAKKS2):

From JAKKS on track 138° to cross OPPIE between 11000 and 16000, then on track 138° to cross ATILE at or below 13000.

LANDING RWY 5L/R: From ATILE on track 138° to cross BBACK at or above 10000, then on track 138° to cross CIBOV at or above 7000 and at 230K, then on track 139° to cross PETYN at 6000 and at 210K, then on track 229° to WANOB, then on track 229°. Expect radar vectors to final approach course.

LANDING RWY 14: From ATILE on track 138° to AADIE, then on track 138° to cross KEADY at or above 4000 and at 210K. Expect RNAV (RNP), RNAV (GPS) or ILS or LOC Rwy 14 or radar vectors to final approach course.

LANDING RWY 23L/R: From ATILE on track 138° to cross BBACK at or above 10000, then on track 138° to cross CIBOV at or above 7000 and at 230K, then on track 139° to cross PETYN at 6000 and at 210K, then on track 050° to ZOSAR, then on track 050°. Expect radar vectors to final approach course.

LANDING RWY 32: From ATILE on track 138° to cross BBACK at or above 10000, then on track 151° to cross EBEDE at or above 7000 and at 230K, then on track 151° to cross PNFLD at 6000 and at 210K, then on track 139° to ZASNI, then on track 139°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment, execute ILS or LOC RWY 23R approach.

BURKE LAKEFRONT ATIS  
125.25  
CLEVELAND - HOPKINS ATIS  
127.85  
CLEVELAND APP CON  
Rwys 6L/6R: 124.0 360.6  
Rwys 24L/24R: 126.55 360.6

WILLOUGHBY  
LOST NATION  
MUNI

CONCORD  
AIRPARK

DRYER  
113.6 DJB  
Chan 83

CUYAHOGA  
COUNTY

BURKE  
LAKEFRONT

LORAIN  
COUNTY  
RGNL

ELYRIA

CLEVELAND -  
HOPKINS  
INTL

GEAUGA  
COUNTY

MEDINA  
MUNI

KEATN  
N40°55.88'-W81°39.34'  
VERTICAL NAVIGATION  
PLANNING INFORMATION  
TURBOJETS: Expect 10000  
PROPS: Expect 9000

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

TIVERTON  
116.5 TVT  
Chan 112  
N40°27.48'-W82°07.61'  
L-29

LENRD  
N40°34.17'  
W82°01.00'

BRIGGS  
112.4 BSV  
Chan 71  
N40°44.44'  
W81°25.93'  
L-29, H-10

NEWCOMERTOWN  
111.8 CTW  
Chan 55

NOTE: RADAR required.  
NOTE: Chart not to scale.

### ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.KEATN6): From over BSV VOR/DME via BSV R-322 to KEATN INT.  
Thence . . .

TIVERTON TRANSITION (TVT.KEATN6): From over TVT VOR/DME via TVT R-040 to KEATN INT.  
Thence . . .

LANDING CLEVELAND-HOPKINS INTL. RWY 24L/R and 28: Depart KEATN INT heading 345°.  
Expect Radar vectors to final approach course.

LANDING CLEVELAND-HOPKINS INTL. RWY 6L/R and 10: Depart KEATN INT via DJB R-143 to  
DJB VOR/DME. Expect Radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From KEATN INT expect Radar vectors to final approach course.

(KEKEE.KEKEE3) 16259

# KEKEE THREE ARRIVAL

ST-107 (FAA)

DAYTON, OHIO

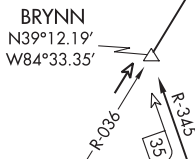
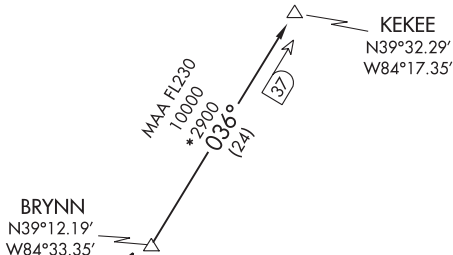
DAYTON ATIS  
125.8  
DAYTON APP CON  
118.85 323.15

DAYTON  
114.5 DQN  
Chan 92

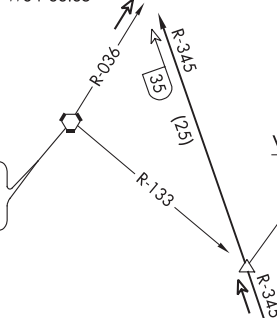
JAMES M. COX  
DAYTON INTL  
WRIGHT-PATTERSON  
AFB

SPRINGFIELD-BECKLEY  
MUNI

SPRINGFIELD  
113.2 SGH  
Chan 79



CINCINNATI  
117.3 CVG  
Chan 120



LODLL  
N38°48.43'-W84°22.80'  
VERTICAL PLANNING INFORMATION  
Expect to cross at 14,000 feet.



FALMOUTH  
117.0 FLM  
Chan 117  
N38°38.97'-W84°18.64'  
I-26-27, H-10

NOTE: DME or RADAR required.  
NOTE: Chart not to scale.

FALMOUTH TRANSITION (FLM.KEKEE3): From over FLM VOR/DME via FLM R-345 to BRYNN INT, then via CVG R-036 to KEKEE INT. Thence. . . .

. . . . From over KEKEE INT: Expect radar vectors to join final approach course.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

KEKEE THREE ARRIVAL  
(KEKEE.KEKEE3) 20JAN05

DAYTON, OHIO

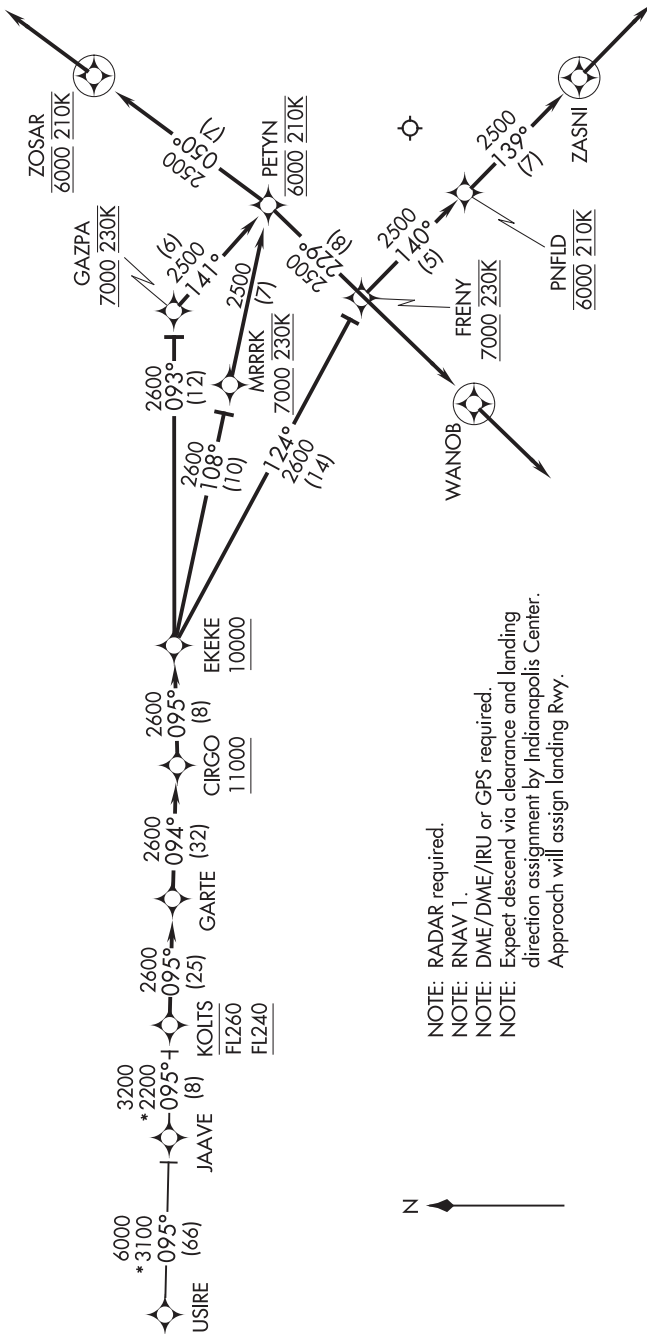
(KOLTS.KOLTS2) 16315  
**KOLTS TWO ARRIVAL (RNAV)**

ST-208 (FAA)

INDIANAPOLIS INTL (IND)  
 INDIANAPOLIS, INDIANA

EC-2, 10 NOV 2016 to 05 JAN 2017

INDIANAPOLIS APP CON  
 128.175 317.8  
 ATIS  
 134.25



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Expect descent via clearance and landing direction assignment by Indianapolis Center.
- NOTE: Approach will assign landing Rwy.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

**KOLTS TWO ARRIVAL (RNAV)**  
 (KOLTS.KOLTS2) 10NOV16

INDIANAPOLIS, INDIANA  
 INDIANAPOLIS INTL (IND)

ARRIVAL ROUTE DESCRIPTION

JAAVE TRANSITION (JAAVE.KOLTS2):

USIRE TRANSITION (USIRE.KOLTS2):

From KOLTS on track 095° to GARTE, then on track 094° to cross CIRGO at or above 11000, then on track 095° to cross EKEKE at or above 10000.

LANDING RWYS 5L/R: From EKEKE on track 093° to cross GAZPA at or above 7000 and at 230K, then on track 141° to cross PETYN at 6000 and at 210K, then on track 229° to WANOB, then on track 229°. Expect RADAR vectors to final approach course.

LANDING RWYS 23L/R: From EKEKE on track 108° to cross MRRRK at or above 7000 and at 230K, then on track 108° to cross PETYN at 6000 and at 210K, then on track 050° to cross ZOSAR at 6000 and at 210K, then on track 050°. Expect RADAR vectors to final approach course.

LANDING RWY 32: From EKEKE on track 124° to cross FRENY at or above 7000 and at 230K, then on track 140° to cross PNFLD at 6000 and at 210K, then on track 139° to ZASNI, then on track 139°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment, execute ILS or LOC Rwy 23R approach.

EC-2, 10 NOV 2016 to 05 JAN 2017

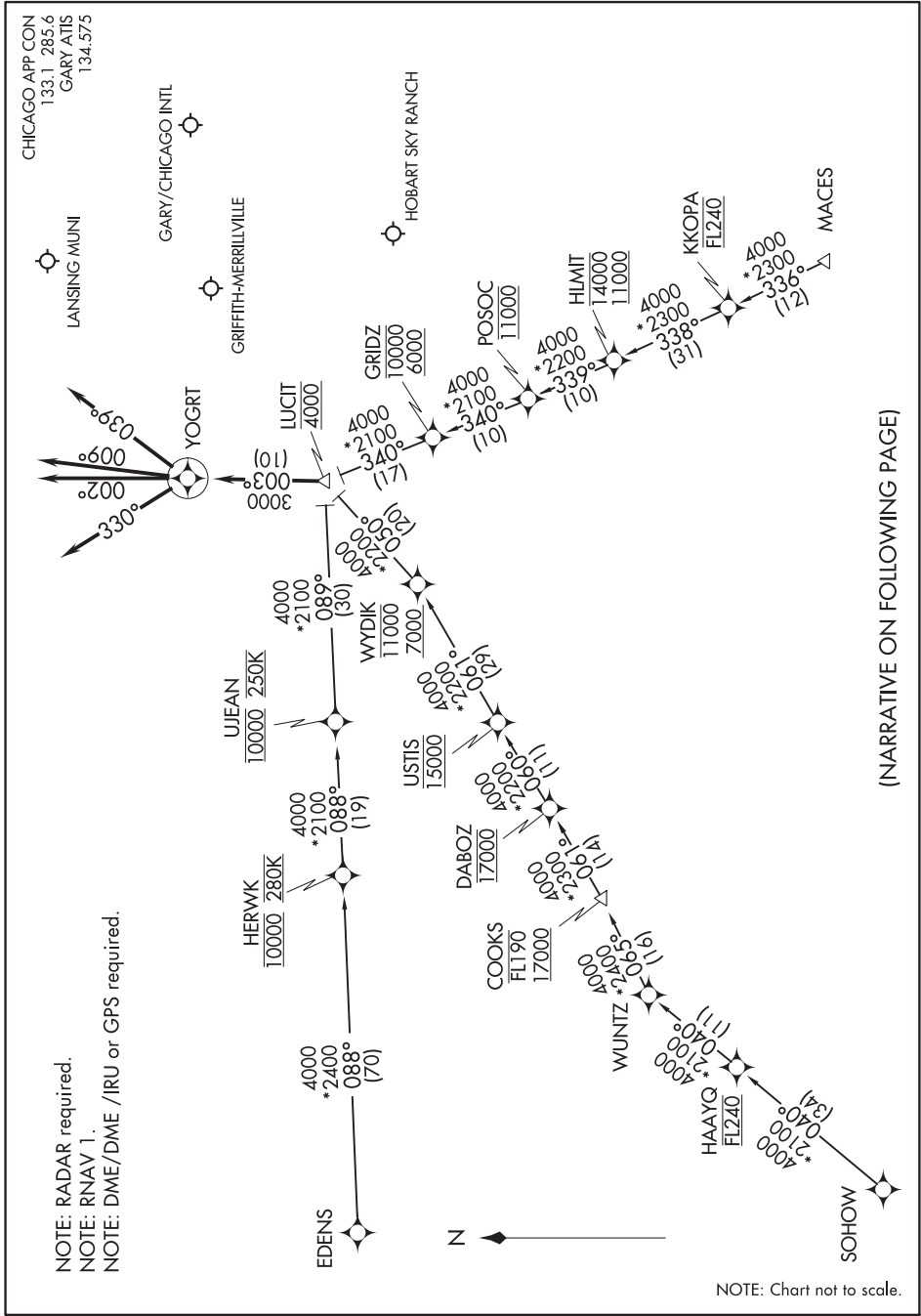
EC-2, 10 NOV 2016 to 05 JAN 2017



# LUCIT ONE ARRIVAL (RNAV)

GARY, INDIANA

EC-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

EC-2, 10 NOV 2016 to 05 JAN 2017

# LUCIT ONE ARRIVAL (RNAV)

GARY, INDIANA

ARRIVAL ROUTE DESCRIPTION

EDENS TRANSITION (EDENS.LUCIT1):

MACES TRANSITION (MACES.LUCIT1):

SOHOW TRANSITION (SOHOW.LUCIT1):

LANDING GRIFFITH MERRILLVILLE:

From LUCIT on track 003° to YOGRT, then on track 009°. Expect RADAR vectors to final approach course.

LANDING HOBART SKY RANCH:

From LUCIT on track 003° to YOGRT, then on track 039°. Expect RADAR vectors to final approach course.

LANDING GARY/CHICAGO INTL:

From LUCIT on track 003° to YOGRT, then on track 002°. Expect RADAR vectors to final approach course.

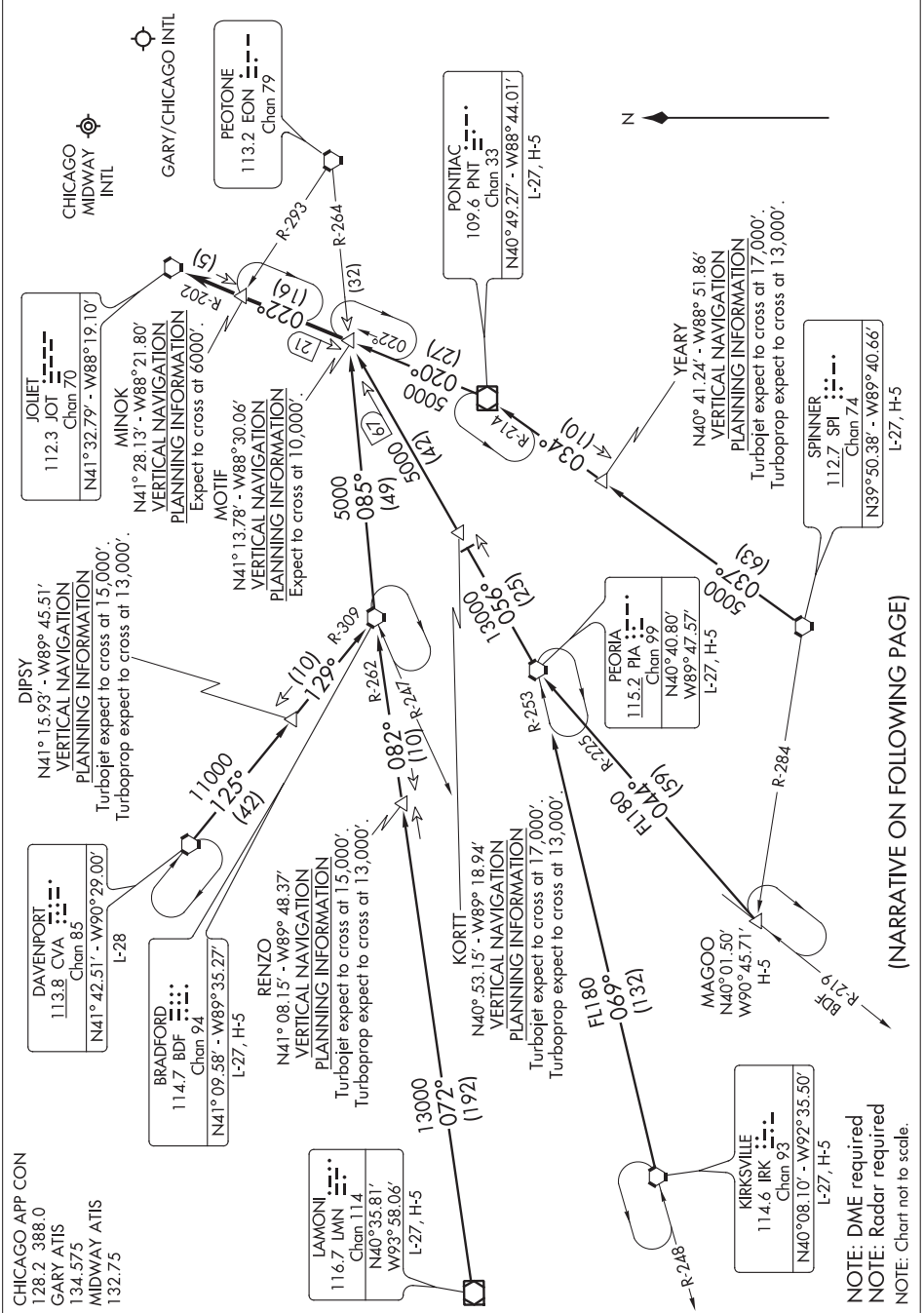
LANDING LANSING MUNI:

From LUCIT on track 003° to YOGRT, then on track 330°. Expect RADAR vectors to final approach course.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

NOTE: DME required  
 NOTE: Radar required  
 NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

## ARRIVAL DESCRIPTION

BRADFORD TRANSITION (BDF.MOTIF5): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence. . . .

DAVENPORT TRANSITION (CVA.MOTIF5): From over CVA VORTAC via CVA R-125 to DIPSY DME FIX and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

KIRKSVILLE TRANSITION (IRK.MOTIF5): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

LAMONI TRANSITION (LMN.MOTIF5): From over LMN VOR/DME via LMN R-072 to RENZO DME FIX and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

MAGOO TRANSITION (MAGOO.MOTIF5): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

PEORIA TRANSITION (PIA.MOTIF5): From over PIA VORTAC via PIA R-056 to MOTIF INT. Thence. . . .

PONTIAC TRANSITION (PNT.MOTIF5): From over PNT VOR/DME via PNT R-020 to MOTIF INT. Thence. . . .

SPINNER TRANSITION (SPI.MOTIF5): From over SPI VORTAC via SPI R-037 to YEARY DME FIX and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence. . . .

. . . .From over MOTIF INT via JOT R-202 to JOT VORTAC. Expect vector to final approach course.

# RACYR FOUR ARRIVAL

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON  
128.175 317.8  
ATIS 134.25

<b>BRICKYARD</b> 116.3 VHP
Chan 110
N39°48.88' W86°22.05'

INDIANAPOLIS EXECUTIVE

INDIANAPOLIS METROPOLITAN

EAGLE CREEK AIRPARK

INDIANAPOLIS RGNL

INDIANAPOLIS INTL

GREENWOOD MUNI

<b>SHELBYVILLE</b> 112.0 SHB
Chan 57

<b>TERRE HAUTE</b> 115.3 TTH
Chan 100

<b>KELLY</b> N39°24.82' W86°40.28'
--

<b>BIBLE GROVE</b> 109.0 BIB
Chan 27
N38°55.22' W88°28.91'

<b>DRWUD</b> N39°14.33' W86°48.16'
--

6000 *2200 078° (5)
------------------------------

<b>REEMO</b> N38°57.62' W88°09.93'
--

<b>HOOSIER</b> 110.2 OOM
Chan 39

<b>SAMSVILLE</b> 116.6 SAM
Chan 113

<b>POCKET CITY</b> 113.3 PXV
Chan 80
N37°55.70'-W87°45.74'

L-16, H-5

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

**BIBLE GROVE TRANSITION (BIB.RACYR4):** From over BIB VORTAC on BIB R-078 and OOM R-264 to RACYR. Thence....

**POCKET CITY TRANSITION (PXV.RACYR4):** From over PXV VORTAC on PXV R-027 and VHP R-209 to RACYR. Thence....

....From over RACYR, on VHP R-209 to DRWUD, then on VHP R-209 to KELLY, then on VHP R-209 to RACYR VORTAC. Expect radar vectors to final approach course.

**LOST COMMUNICATIONS:** Landing IND: In the event of lost communication prior to runway assignment, execute the ILS Runway 23R approach.

# RACYR FOUR ARRIVAL

INDIANAPOLIS, INDIANA

(RACYR.RACYR4) 10NOV16

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# REDSTONE FIVE ARRIVAL

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON  
 134.152 288.325  
 LOUISVILLE INTL ATIS  
 118.725  
 BOWMAN FIELD ATIS  
 118.275

ROSEWOOD  
 117.5 ROD  
 Chan 122  
 N40°17.27'-W084°02.59'  
 L-27, H-10

CINCINNATI  
 117.3 CVG  
 Chan 120  
 N39°00.96'-W084°42.20'  
 L-26-27

SHIRT  
 N39°37.80'  
 W83°34.89'

APPLETON  
 116.7 APE  
 Chan 114  
 N40°09.06'-W082°35.30'  
 L-29, H-10

NOTE: Radar required.  
 NOTE: DME required.

LOM  
 CATCH  
 331 JV  
 N38°28.44'  
 W85°44.23'

WARSA  
 N38°45.80'  
 W84°56.89'

NERVE  
 N38°36.94'  
 W85°05.42'

RDSTN  
 N38°23.38'  
 W85°18.38'

ZOPOM  
 N38°14.23'  
 W85°27.06'

CLARK  
RGNL

BOWMAN  
FIELD

LOUISVILLE INTL  
STANDIFORD  
FIELD

BOWMAN  
 112.2 BQM  
 Chan 59  
 N38°13.81'-W085°39.88'

LOUISVILLE  
 114.8 IUU  
 Chan 95  
 N38°06.21'-W085°34.65'

FALMOUTH  
 117.0 FLM  
 Chan 117

LEXINGTON  
 112.6 HYK  
 Chan 73

NOTE: Chart not to scale.

APPLETON TRANSITION (APE.RDSTN5): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN. Thence....

CINCINNATI TRANSITION (CVG.RDSTN5): From over CVG VORTAC via CVG R-221 to RDSTN. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN5): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN. Thence....

....From over RDSTN on IIIU R-036 to ZOPOM/IIIU 10 DME, then via IIIU R-036 to IIIU VORTAC. Expect radar vectors to final approach after ZOPOM/IIIU 10 DME.

LOST COMMUNICATIONS: For JYV-at IIIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000' until CATCH LOM. NOTE: GPS or ADF required.

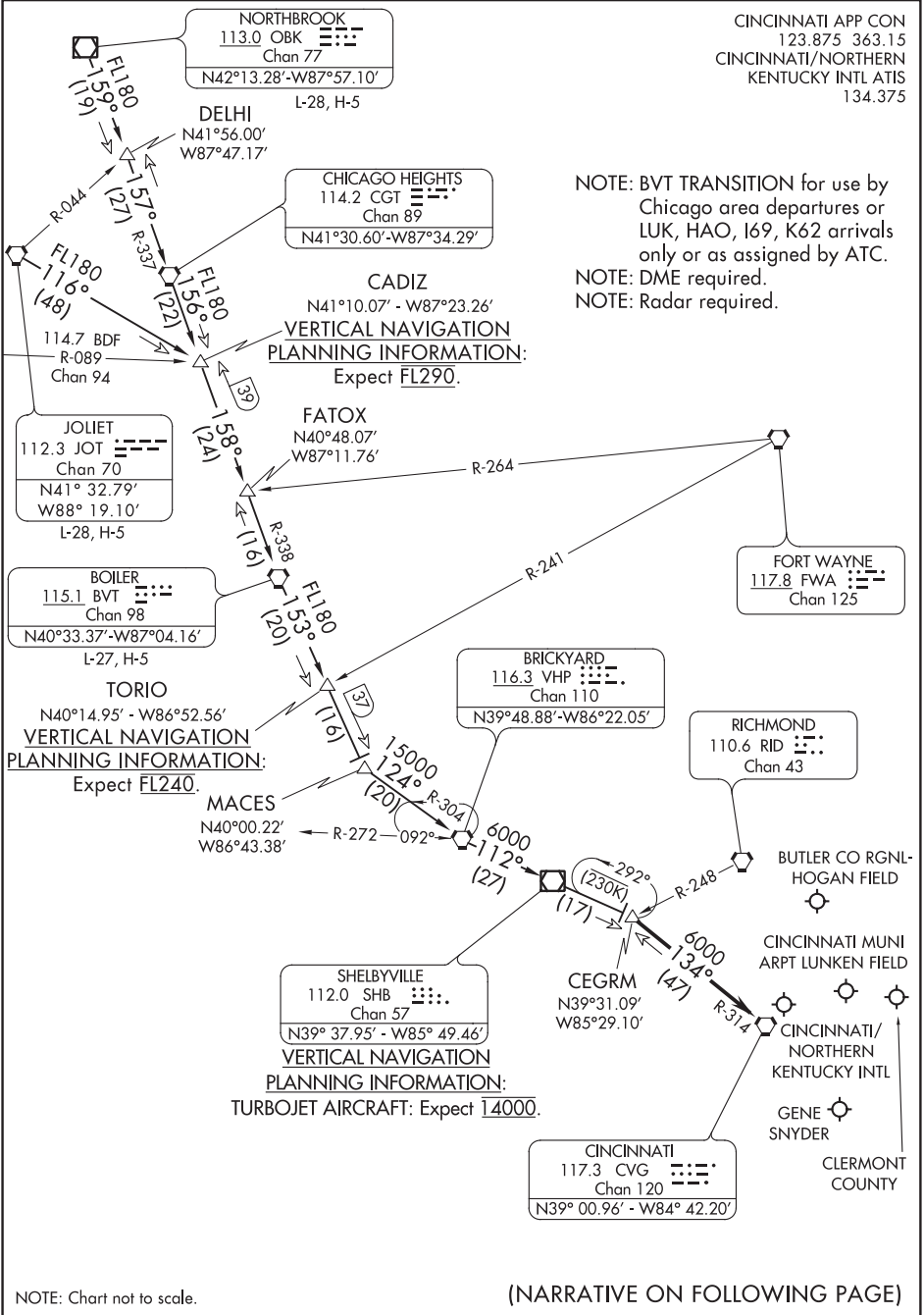
# REDSTONE FIVE ARRIVAL

LOUISVILLE, KENTUCKY

# SHELBYVILLE FOUR ARRIVAL

ST-655 (FAA)

COVINGTON, KENTUCKY



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# SHELBYVILLE FOUR ARRIVAL

COVINGTON, KENTUCKY

(CEGRM.SHB4) 16315

## SHELBYVILLE FOUR ARRIVAL

ST-655 (FAA)

COVINGTON, KENTUCKY

## ARRIVAL ROUTE DESCRIPTION

BOILER TRANSITION (BVT.SHB4): From over BVT VORTAC on R-153 to MACES, then on VHP R-304 to VHP VORTAC, then on VHP R-112 to SHB VOR/DME, then on SHB R-112 to CEGRM INT, thence....

JOLIET TRANSITION (JOT.SHB4): From over JOT VORTAC on JOT R-116 to CADIZ INT, then on BVT R-338 to BVT VORTAC, then on BVT R-153 to MACES INT, then on VHP R-304 to VHP VORTAC, then on VHP R-112 to SHB VOR/DME, then on SHB R-112 to CEGRM INT, thence....

NORTHBROOK TRANSITION (OBK.SHB4): From over OBK VOR/DME on OBK R-159 to DELHI INT, then on CGT R-337 to CGT VORTAC, then on BVT R-338 to BVT VORTAC, then on BVT R-153 to MACES INT, then on VHP R-304 to VHP VORTAC, then on VHP R-112 to SHB VOR/DME, then on SHB R-112 to CEGRM INT, thence....

....from over CEGRM INT on CVG R-314 to CVG VORTAC. Expect radar vectors to final approach course after CEGRM INT.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

SHELBYVILLE FOUR ARRIVAL

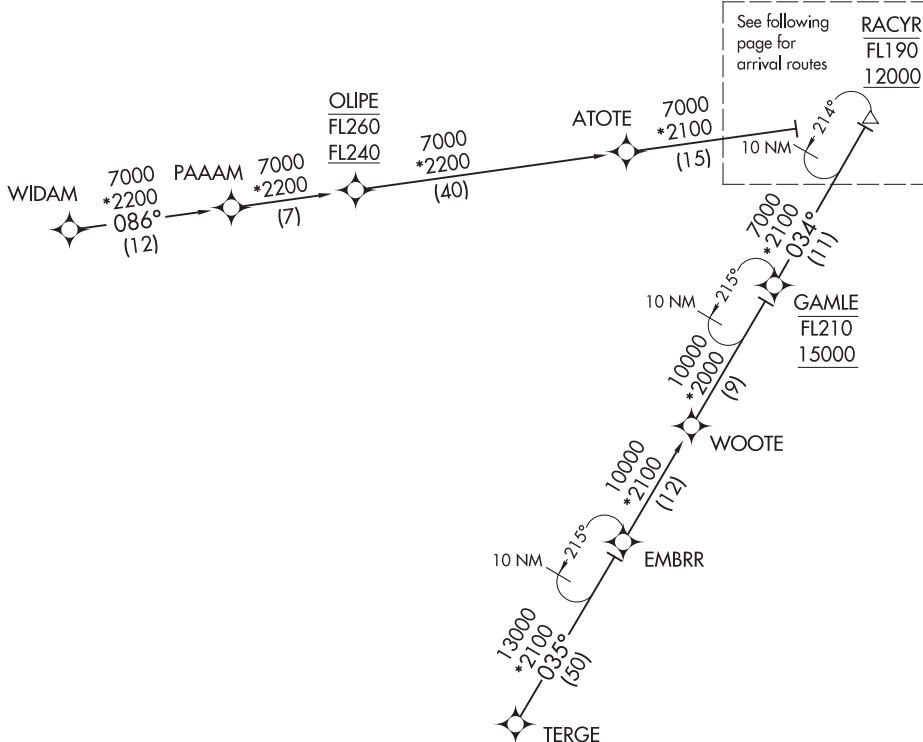
COVINGTON, KENTUCKY

(CEGRM.SHB4) 10NOV16



# SMUKE TWO ARRIVAL (RNAV) Transition Routes

INDIANAPOLIS APP CON  
128.175 317.8  
ATIS  
134.25



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Expect descend via clearance and landing direction assignment by Indianapolis Center. Approach will assign landing Rwy.
- NOTE: For non-GPS equipped aircraft landing Rwy 23L; SHB DME must be operational.
- NOTE: For non-GPS equipped aircraft landing Rwy 23R; SHB and VHP DMEs must be operational.

(CONTINUED ON FOLLOWING PAGE)

EMBRR TRANSITION (EMBRR.SMUKE2):  
TERGE TRANSITION (TERGE.SMUKE2):  
WIDAM TRANSITION (WIDAM.SMUKE2):

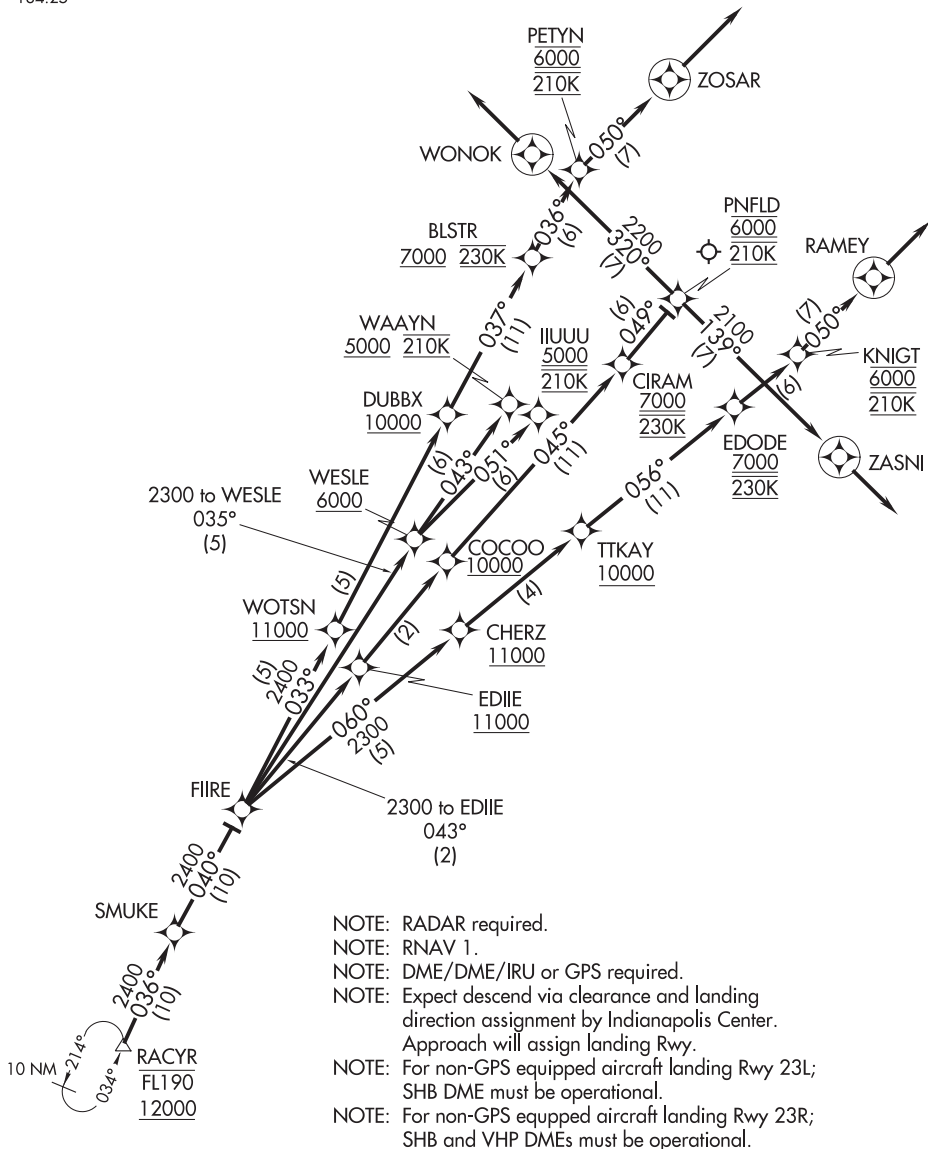
NOTE: Chart not to scale.

INDIANAPOLIS APP CON

128.175 317.8

ATIS

134.25



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

## ARRIVAL ROUTE DESCRIPTION

From RACYR on track 036° to SMUKE, then on track 040° to FIIRE.

LANDING RWY 5L: From FIIRE on track 035° to cross WESLE at or above 6000, then on track 043° to cross WAAYN at or above 5000 and at 210K. Expect RNAV (RNP), RNAV (GPS) or ILS or LOC RWY 5L or radar vectors to final approach course.

LANDING RWY 5R: From FIIRE on track 035° to cross WESLE at or above 6000, then on track 051° to cross IUUUU at or above 5000 and at 210K. Expect RNAV (RNP), RNAV (GPS) or ILS or LOC RWY 5R or radar vectors to final approach course.

LANDING RWY 14: From FIIRE on track 043° to cross EDIIE at or above 11000, then on track 043° to cross COCOO at or above 10000, then on track 045° to cross CIRAM at or above 7000 and at 230K, then on track 049° to cross PNFLD at 6000 and at 210K, then on track 320° to WONOK, then on track 320°. Expect radar vectors to final approach course.

LANDING RWY 23L: From FIIRE on track 060° to cross CHERZ at or above 11000, then on track 060° to cross TTKAY at or above 10000, then on track 056° to cross EDODE at or above 7000 and at 230K, then on track 056° to cross KNIGT at 6000 and at 210K, then on track 050° to RAMEY, then on track 050°. Expect radar vectors to final approach course.

LANDING RWY 23R: From FIIRE on track 033° to cross WOTSN at or above 11000, then on track 033° to cross DUBBX at or above 10000, then on track 037° to cross BLSTR at or above 7000 and at 230K, then on track 036° to cross PETYN at 6000 and at 210K, then on track 050° to ZOSAR, then on track 050°. Expect radar vectors to final approach course.

LANDING RWY 32: From FIIRE on track 043° to cross EDIIE at or above 11000, then on track 043° to cross COCOO at or above 10000, then on track 045° to cross CIRAM at or above 7000 and at 230K, then on track 049° to cross PNFLD at 6000 and at 210K, then on track 139° to ZASNI, then on track 139°. Expect radar vectors to final approach course.

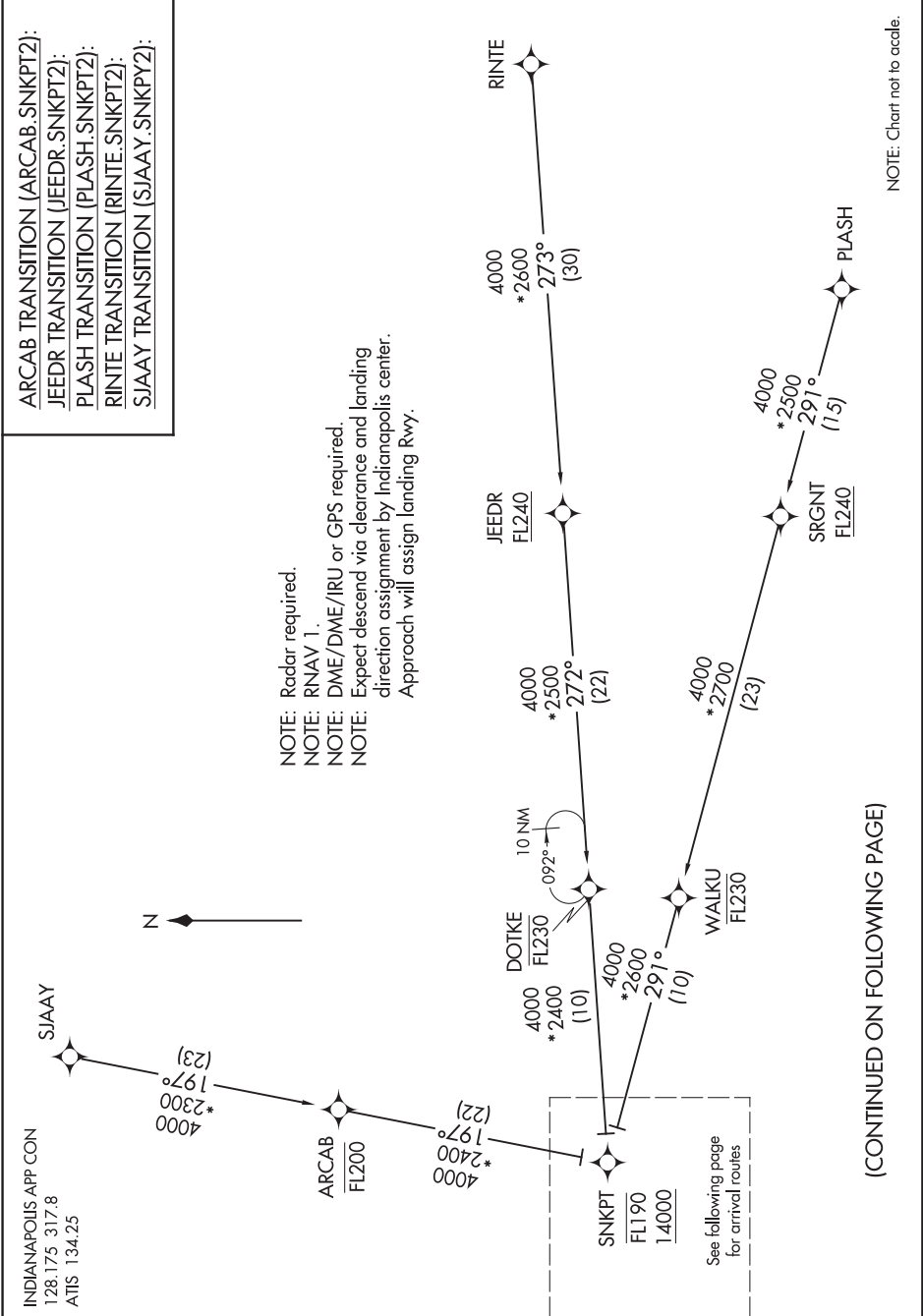
LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment, execute ILS or LOC Rwy 23R approach.

EC-2, 10 NOV 2016 to 05 JAN 2017

ARCAB TRANSITION (ARCAB.SNKPT2):  
 JEEDR TRANSITION (JEEDR.SNKPT2):  
 PLASH TRANSITION (PLASH.SNKPT2):  
 RINTE TRANSITION (RINTE.SNKPT2):  
 SJAAY TRANSITION (SJAAY.SNKPY2):

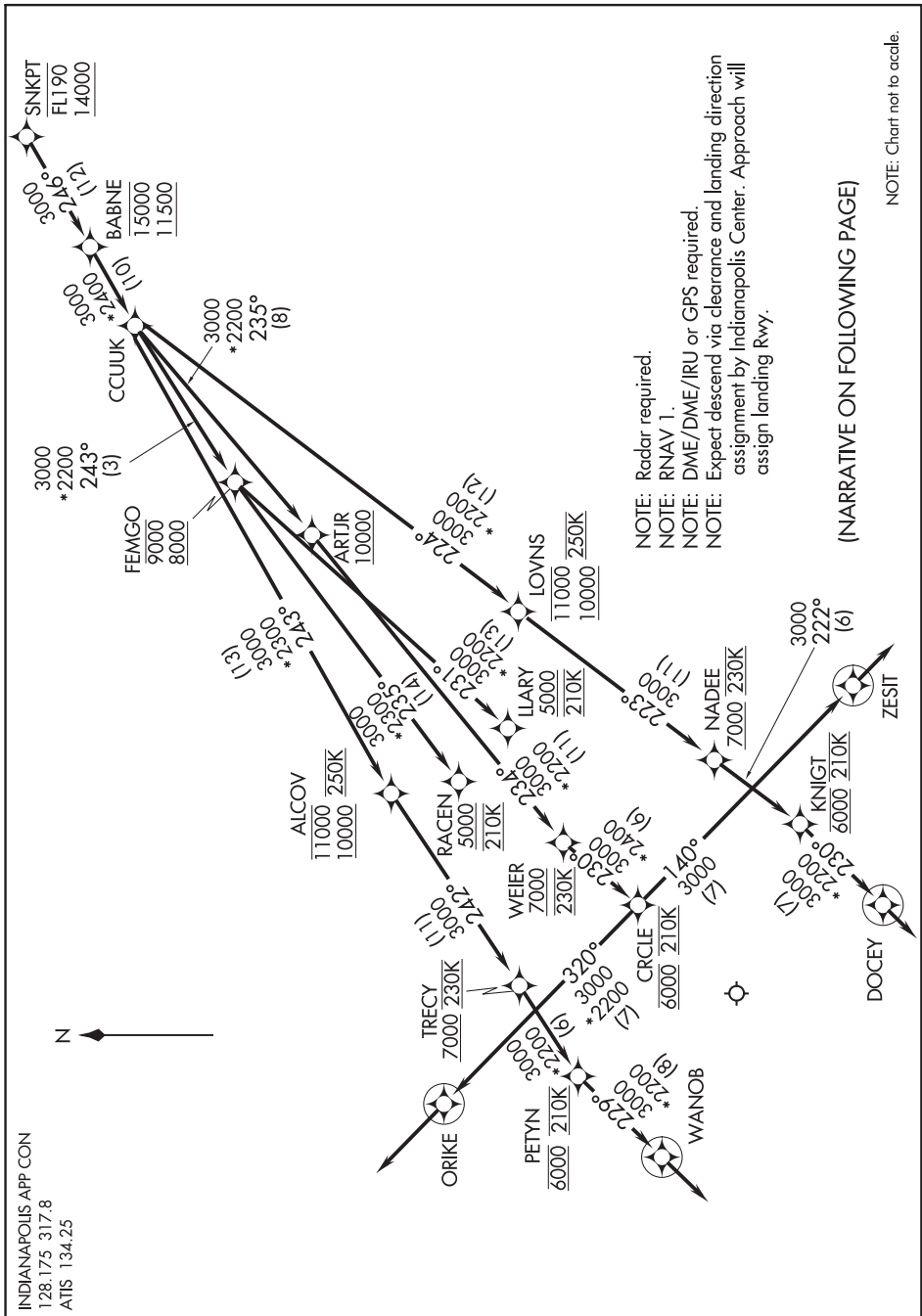
NOTE: Radar required.  
 NOTE: RNAV 1.  
 NOTE: DME/DME/IRU or GPS required.  
 NOTE: Expect descend via clearance and landing direction assignment by Indianapolis center.  
 Approach will assign landing Rwy.

INDIANAPOLIS APP CON  
 128.175 317.8  
 ATIS 134.25



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



EC-2, 10 NOV 2016 to 05 JAN 2017

## ARRIVAL ROUTE DESCRIPTION

From SNKPT on track 246° to cross BABNE between 11500 and 15000, then on track 246° to CCUUK.

LANDING RWY 5L: From CCUUK on track 243° to cross ALCOV between 10000 and 11000 and at 250K, then on track 242° to cross TREC Y at/above 7000 and at 230K, then on track 242° to cross PETYN at 6000 and at 210K, then on track 229° to WANOB, then on track 229°. Expect radar vectors to final approach course.

LANDING RWY 5R: From CCUUK on track 224° to cross LOVNS between 10000 and 11000 and at 250K, then on track 223° to cross NADEE at/above 7000 and at 230K, then on track 222° to cross KNIGT at 6000 and at 210K, then on track 230° to DOCEY, then on track 230°. Expect radar vectors to final approach course.

LANDING RWY 14: From CCUUK on track 235° to cross ARTJR at/above 10000, then on track 234° to cross WEIER at/above 7000 and at 230K then on track 230° to cross CRCL E at 6000 and at 210K, then on track 320° to ORIKE, then on track 320°. Expect radar vectors to final approach course.

LANDING RWY 23L: From CCUUK on track 243° to cross FEMGO between 8000 and 9000, then on track 231° to cross LLARY at/above 5000 and at 210K. Expect RNAV (RNP), RNAV (GPS) or ILS or LOC to Rwy 23L or radar vectors to final approach course.

LANDING RWY 23R: From CCUUK on track 243° to cross FEMGO between 8000 and 9000, then on track 235° to cross RACEN at/above 5000 and at 210K. Expect RNAV (RNP), RNAV (GPS) or ILS or LOC to Rwy 23R or radar vectors to final approach course.

LANDING RWY 32: From CCUUK on track 235° to cross ARTJR at/above 10000, then on track 234° to cross WEIER at/above 7000 and at 230K then on track 230° to cross CRCL E at 6000 and at 210K, then on track 140° to ZESIT, then on track 140°. Expect radar vectors to final approach course.

LOST COMMUNICATION:

In the event of lost communication prior to runway assignment, execute ILS or LOC Rwy 23R approach.

EC-2, 10 NOV 2016 to 05 JAN 2017

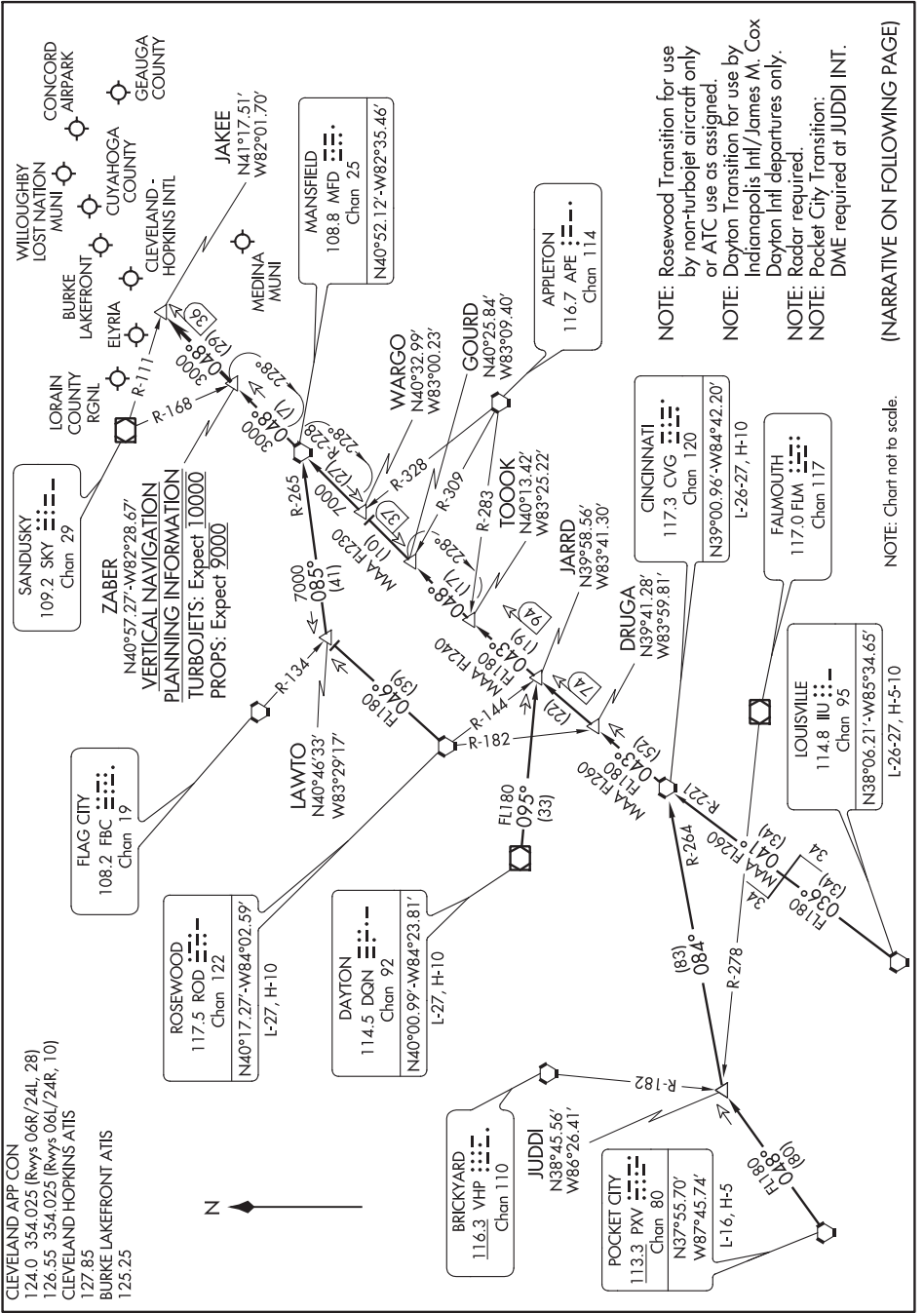
EC-2, 10 NOV 2016 to 05 JAN 2017

# ZABER FOUR ARRIVAL

ST-84 (FAA)

CLEVELAND, OHIO

EC-2, 10 NOV 2016 to 05 JAN 2017



# ZABER FOUR ARRIVAL

CLEVELAND, OHIO

EC-2, 10 NOV 2016 to 05 JAN 2017

## ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.ZABER4): From over CVG VORTAC via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence....

DAYTON TRANSITION (DQN.ZABER4): From over DQN VOR/DME via DQN R-095 to JARRD INT, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence....

LOUISVILLE TRANSITION (IIU.ZABER4): From over IIU VORTAC via IIU R-036 and CVG R-221 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence....

POCKET CITY TRANSITION (PXV.ZABER4): From over PXV VORTAC via PXV R-048 to JUDDI INT, then via CVG R-264 to CVG VORTAC, then via CVG R-043 to TOOOK INT, then via MFD R-228 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence....

ROSEWOOD TRANSITION (ROD.ZABER4): From over ROD VORTAC via ROD R-046 to LAWTO INT, then via MFD R-265 to MFD VORTAC, then via MFD R-048 to ZABER INT. Thence....

....From over ZABER INT via MFD R-048 to JAKEE INT. Expect radar vectors to final approach course.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



INTENTIONALLY

LEFT

BLANK

WAAS CH <b>99735</b> <b>W25A</b>	APP CRS <b>249°</b>	Rwy Idg THRE <b>1059</b> Apt Elev <b>1068</b>
--	------------------------	---

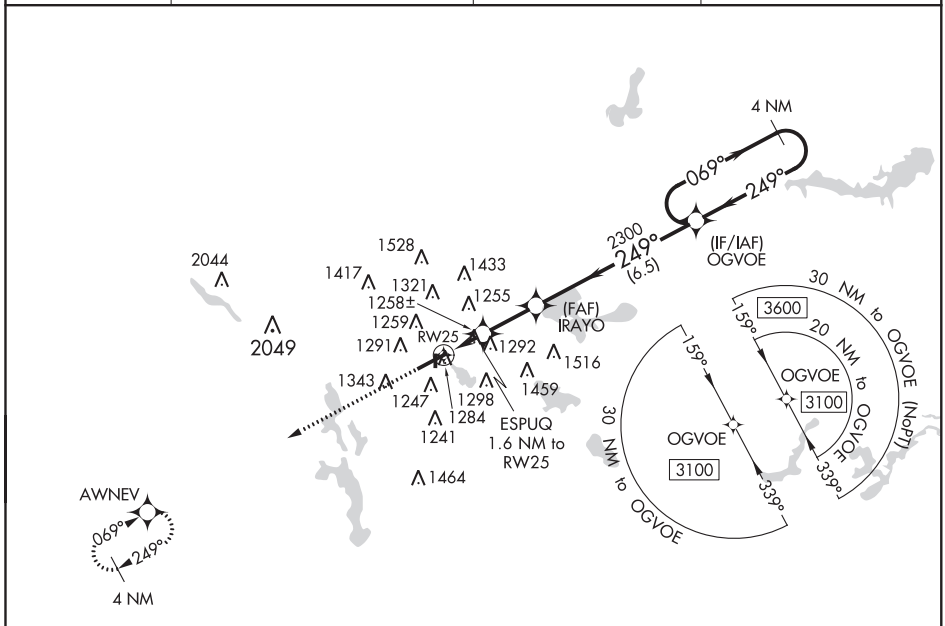
# RNAV (GPS) RWY 25

AKRON FULTON INTL (AKR)

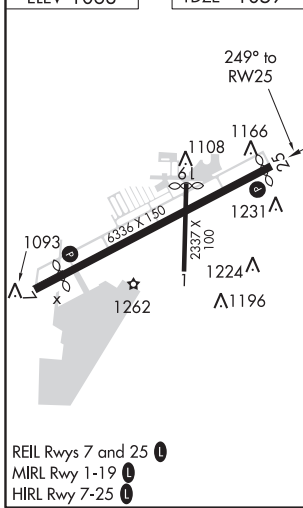
**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C/D visibility to 1½ mile, Circling Cat C to 2¼ mile, and Circling Cat D to 2¾ mile.

**⚠** MISSED APPROACH: Climb to 3100 direct AWNEV and hold.

ASOS <b>126.825</b>	AKRON-CANTON APP CON * <b>118.6 371.875</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075</b> (CTAF) <b>Ⓛ</b>
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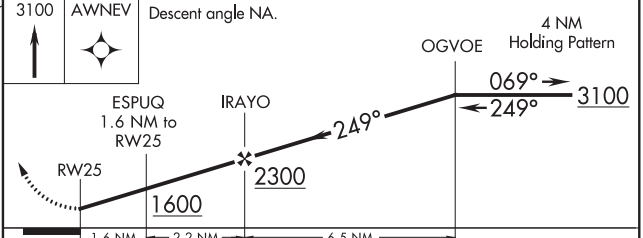


ELEV <b>1068</b>	TDZE <b>1059</b>
------------------	------------------



3100 AWNEV Descent angle NA.

4 NM Holding Pattern



CATEGORY	A	B	C	D
LP MDA	1520-1	461 (500-1)	1520-1½	461 (500-1½)
LNAV MDA	1560-1	501 (500-1)	1560-1¾	501 (500-1¾)
<b>C</b> CIRCLING	1600-1 532 (600-1)	1680-1 612 (700-1)	1800-2 732 (800-2)	1840-2½ 772 (800-2½)

AKRON, OHIO  
Orig-A 18AUG16

41°02'N-81°28'W  
1

# AKRON FULTON INTL (AKR)

## RNAV (GPS) RWY 25

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

AKRON, OHIO

AL-6 (FAA)

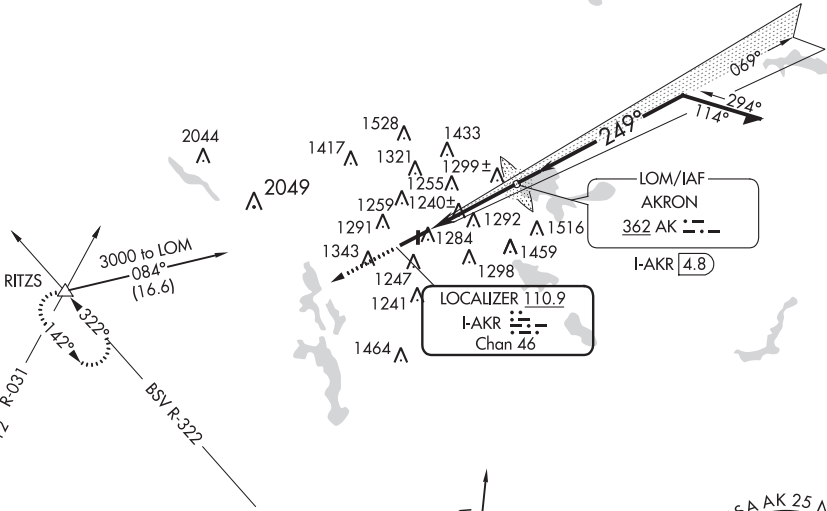
16315

LOC/DME I-AKR <b>110.9</b> Chan <b>46</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>6077</b> <b>1048</b> <b>1068</b>
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**LOC RWY 25**  
AKRON FULTON INTL (AKR)

<p><b>NA</b></p>		<p>MISSED APPROACH: Climb to 3000 via heading 249° and BSV R-322 to RITZS Int and hold.</p>	
ASOS <b>126.825</b>	AKRON-CANTON APP CON * <b>118.6 371.875</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075</b> (CTAF) <b>L</b>

**ADF or RADAR REQUIRED**



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1068	TDZE 1048
<p>249° 3.6 NM from FAF</p>	
<p>REIL Rwy 7 and 25 <b>L</b> MIRL Rwy 1-19 <b>L</b> HIRL Rwy 7-25 <b>L</b></p>	
<p>FAF to MAP 3.6 NM</p>	
Knots	60 90 120 150 180
Min:Sec	3:36 2:24 1:48 1:26 1:12

3000	BSV R-322	RITZS	AK LOM I-AKR 4.8	Remain within 10 NM
hdg 249°				
<p>Use I-AKR DME when on LOC course.</p>				
CATEGORY	A	B	C	D
S-25	1540-1 492 (500-1)	1540-1¼ 492 (500-1¼)	1540-1½ 492 (500-1½)	
CIRCLING	1640-1 572 (600-1)	1700-1 632 (700-1)	1700-1¾ 632 (700-1¾)	1700-2 632 (700-2)

AKRON, OHIO

Amdt 13B 08APR10

41°02'N-81°28'W

**AKRON FULTON INTL (AKR)**  
**LOC RWY 25**

AK NDB <b>362</b>	APP CRS <b>249°</b>	Rwy Idg <b>6077</b>
		TDZE <b>1059</b>
		Apt Elev <b>1068</b>

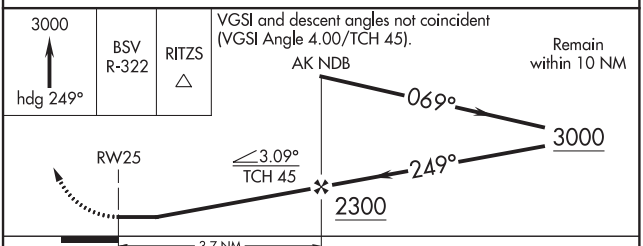
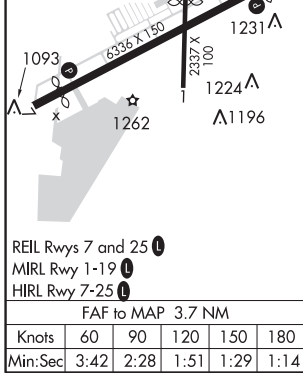
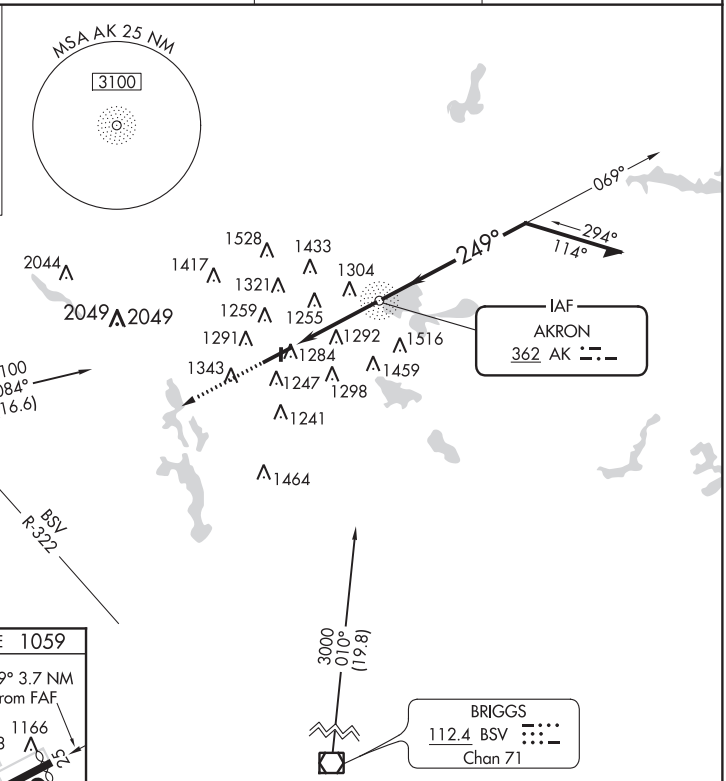
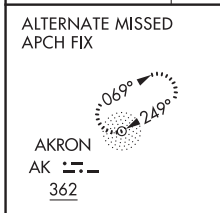
# NDB RWY 25

AKRON FULTON INTL (AKR)

**⚠** Helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 40 feet. Increase S-25 Cat C/D visibility to 1 $\frac{1}{8}$  mile, Circling Cat C visibility to 2 $\frac{1}{4}$  mile, and Circling Cat D visibility to 2 $\frac{3}{4}$  mile.

**MISSSED APPROACH:** Climb to 3000 on heading 249° and on BSV VOR/DME R-322 to RITZS INT and hold.

ASOS <b>126.825</b>	AKRON-CANTON APP CON * <b>118.6 371.875</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075 (CTAF) <b>Ⓛ</b></b>
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CATEGORY	A	B	C	D
S-25	1660-1	601 (600-1)	1660-1 $\frac{3}{4}$	601 (600-1 $\frac{3}{4}$ )
<b>Ⓛ</b> CIRCLING	1660-1 592 (600-1)	1680-1 612 (700-1)	1800-2 732 (800-2)	1840-2 $\frac{1}{2}$ 772 (800-2 $\frac{1}{2}$ )

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

15064

AKRON FULTON INTL (AKR)  
AKRON, OHIO

AL-6 (FAA)

ASOS  
126.825  
CLNC DEL  
121.6  
CTAF/UNICOM  
123.075

VAR 8.3° W  
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.0° W

TERMINAL

FBO

61

ELEV 1043

ELEV 1061

FIELD  
ELEV 1068

6336 X 150

2337 X 100

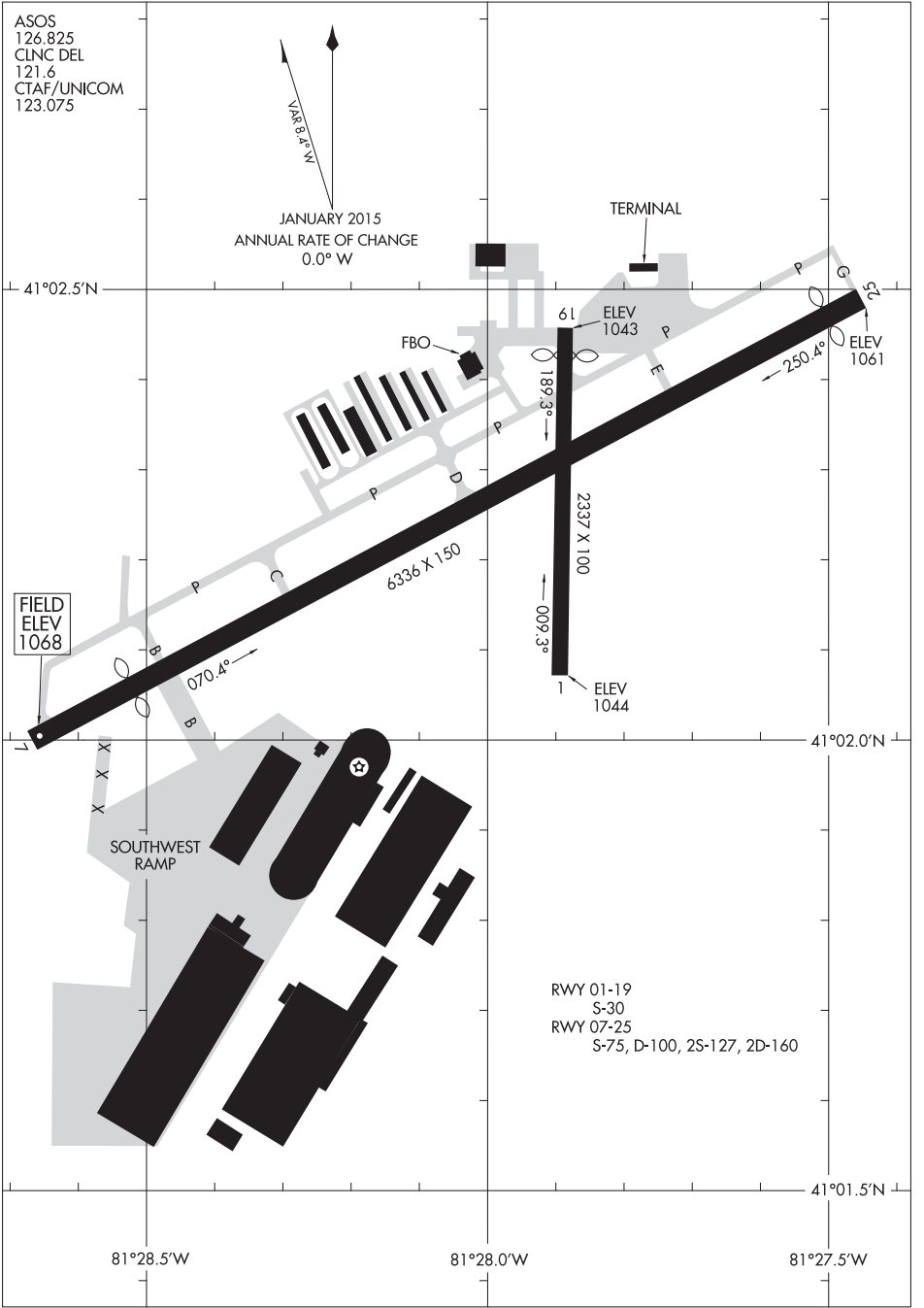
ELEV 1044

SOUTHWEST  
RAMP

RWY 01-19  
S-30  
RWY 07-25  
S-75, D-100, 2S-127, 2D-160

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

15064

AKRON, OHIO  
AKRON FULTON INTL (AKR)

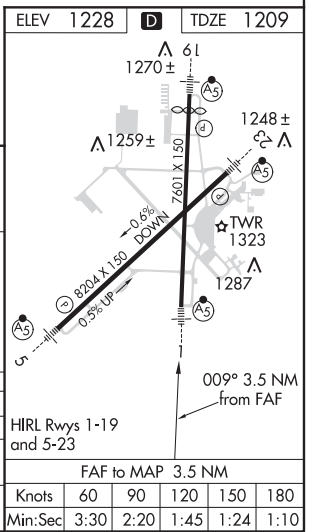
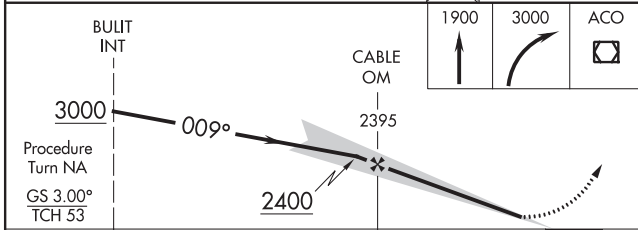
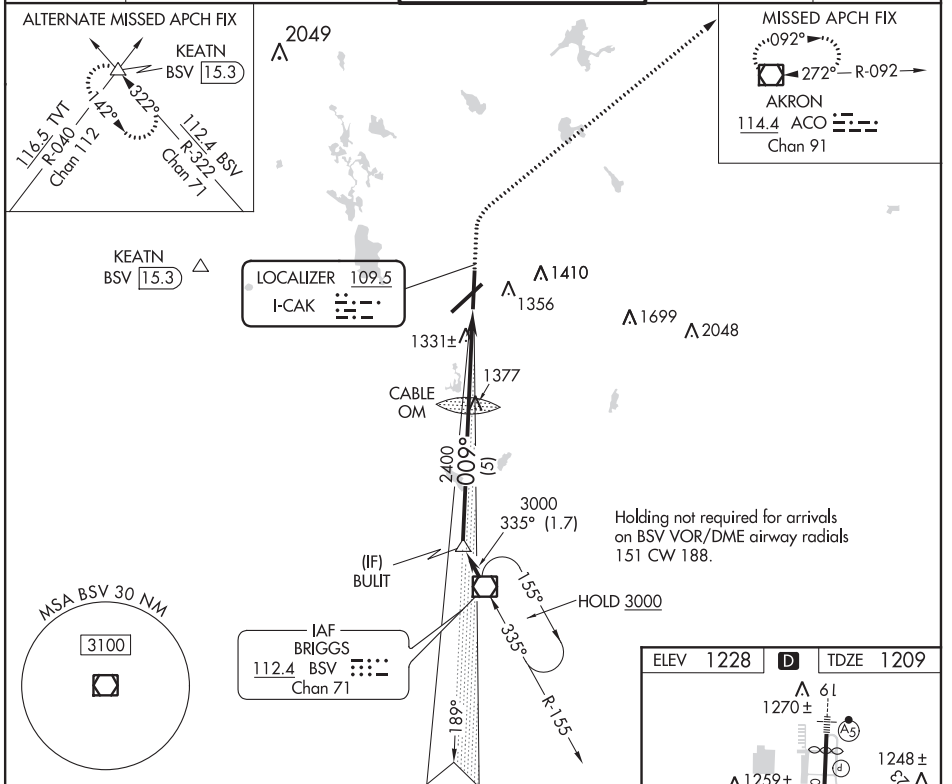
LOC I-CAK <b>109.5</b>	APP CRS <b>009°</b>	Rwy Idg <b>7007</b>
		TDZE <b>1209</b>
		Apt Elev <b>1228</b>

# ILS or LOC RWY 1

AKRON-CANTON RGNL (CAK)

ASR <b>**RVR 1800</b> authorized with the use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 direct ACO VOR/DME and hold.
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ATIS <b>121.05</b>	AKRON-CANTON APP CON * <b>125.5 371.875</b>	AKRON-CANTON TOWER <b>134.75 279.575</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>132.05</b>
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CATEGORY	A	B	C	D
S-ILS 1	**1409/24 200 (200-½)			
S-LOC 1	1600/24 391 (400-½)		1600/40 391 (400-¾)	
CIRCLING	1760-1 532 (600-1)	1760-1½ 532 (600-1½)	1780-2 552 (600-2)	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

AKRON, OHIO

AL-638 (FAA)

15288

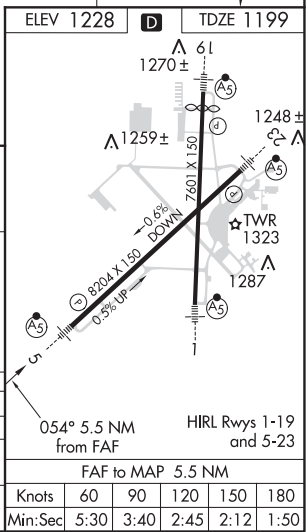
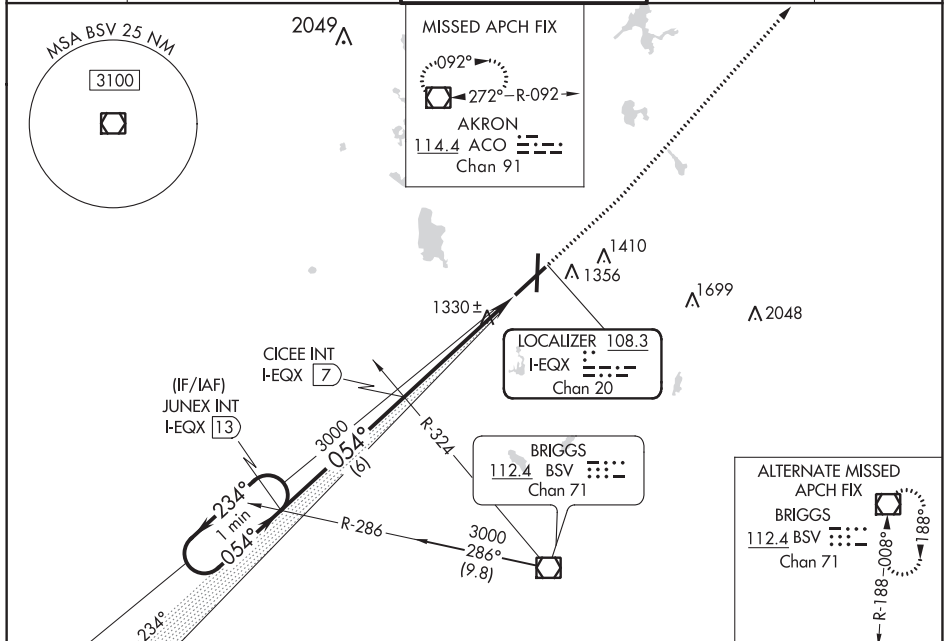
LOC/DME I-EQX <b>108.3</b> Chan <b>20</b>	APP CRS <b>054°</b>	Rwy Ldg <b>8204</b> TDZE <b>1199</b> Apt Elev <b>1228</b>
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# ILS or LOC RWY 5

AKRON-CANTON RGNL (CAK)

ASR **RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ACO VOR/DME and hold.
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ATIS <b>121.05</b>	AKRON-CANTON APP CON * <b>125.5 371.875</b>	AKRON-CANTON TOWER <b>134.75 279.575</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>132.05</b>
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CATEGORY	A	B	C	D
S-ILS 5	**1399-24 200 (200-½)			
S-LOC 5	1640-24	441 (500-½)	1640-45	441 (500-¾)
CIRCLING	1760-1	532 (600-1)	1760-1½	1780-2
			532 (600-1½)	552 (600-2)

AKRON, OHIO  
Orig-B 02APR15

40°55'N - 81°27'W

# AKRON-CANTON RGNL (CAK)

## ILS or LOC RWY 5

EC-2, 10 NOV 2016 to 05 JAN 2017

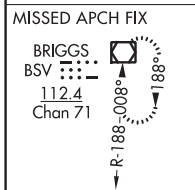
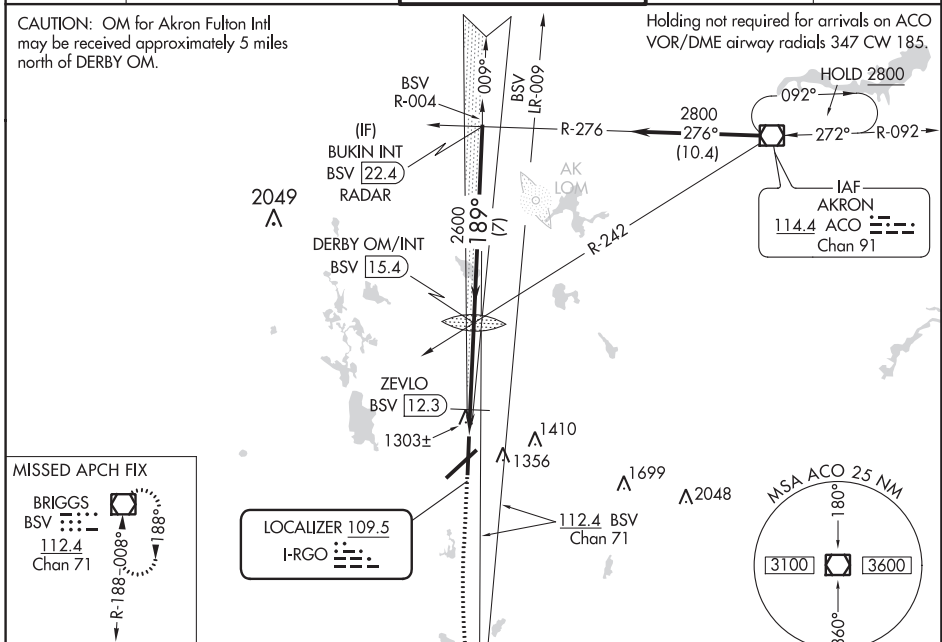
EC-2, 10 NOV 2016 to 05 JAN 2017

LOC I-RGO <b>109.5</b>	APP CRS <b>189°</b>	Rwy Idg <b>7000</b>
		TDZE <b>1218</b>
		Apt Elev <b>1228</b>

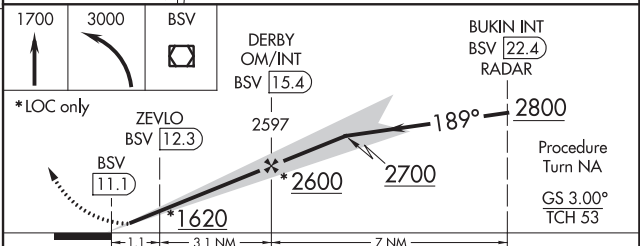
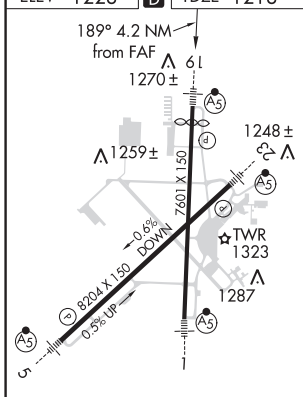
# ILS or LOC RWY 19

AKRON-CANTON RGNL (CAK)

<b>ATIS</b> <b>121.05</b>	<b>AKRON-CANTON APP CON *</b> <b>125.5 371.875</b>	<b>AKRON-CANTON TOWER</b> <b>134.75 279.575</b>	<b>GND CON</b> <b>121.7 348.6</b>	<b>CLNC DEL</b> <b>132.05</b>
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ELEV 1228	<b>D</b>	TDZE 1218
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CATEGORY	A	B	C	D
S-ILS 19	**1418/24 200 (200-½)			
S-LOC 19	1620/24	402 (400-½)	1620/40	402 (400-¾)
CIRCLING	1760-1	532 (600-1)	1760-1½ 532 (600-1½)	1780-2 552 (600-2)
ZEVLO FIX MINIMUMS				
S-LOC 19	1560/24 342 (400-½)		1560/40 342 (400-¾)	
CIRCLING	1760-1	532 (600-1)	1760-1½ 532 (600-1½)	1780-2 552 (600-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

AKRON, OHIO  
Amdt 8 13JAN11

40°55'N-81°27'W  
7

# AKRON-CANTON RGNL (CAK)

## ILS or LOC RWY 19

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



AKRON, OHIO

AL-638 (FAA)

15288

LOC/DME I-GGZ <b>108.3</b> Chan 20	APP CRS <b>234°</b>	Rwy Idg TDZE Apt Elev	<b>8204</b> <b>1226</b> <b>1228</b>
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# ILS or LOC RWY 23

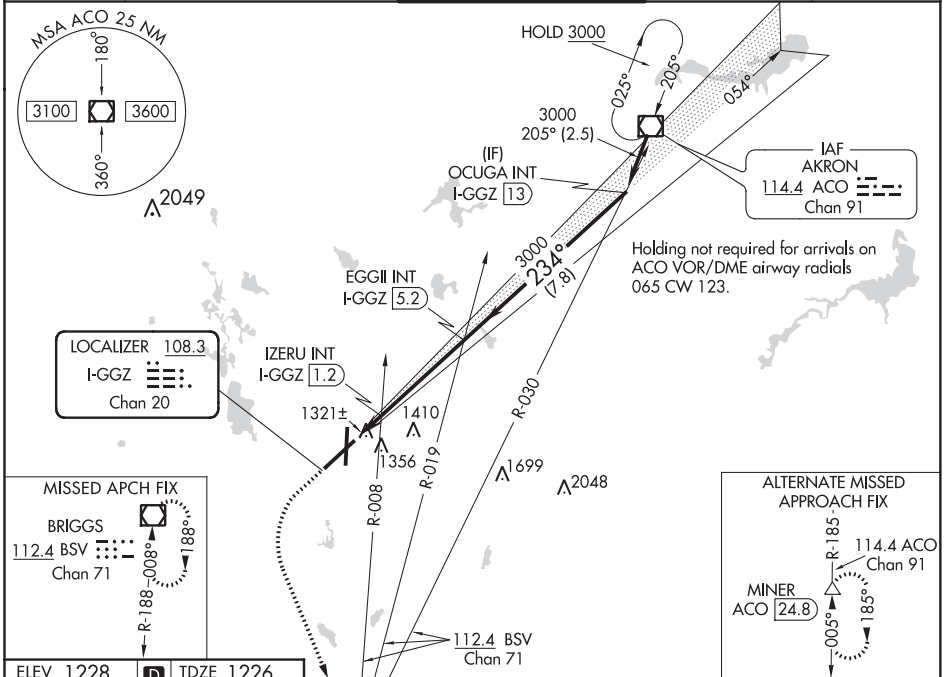
AKRON-CANTON RGNL (CAK)

ASR \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

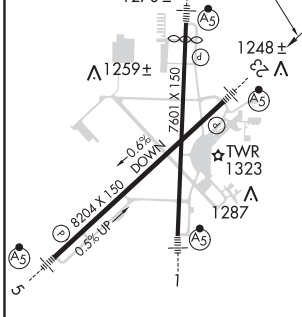
MALSR 

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct BSV VOR/DME and hold.

ATIS <b>121.05</b>	AKRON-CANTON APP CON * <b>125.5 371.875</b>	AKRON-CANTON TOWER <b>134.75 279.575</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>132.05</b>
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ELEV 1228	<b>D</b>	TDZE 1226
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2500	3000	BSV
*LOC only	3000	Procedure Turn NA
1700	3000	GS 3.00° TCH 45

HIRL Rwys 1-19 and 5-23

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-ILS 23	**1426/24 200 (200-½)			
S-LOC 23	1700/24	474 (500-½)	1700/50 474 (500-1)	
CIRCLING	1760-1	532 (600-1)	1760-1½ 532 (600-1½)	1780-2 552 (600-2)
IZERU FIX MINIMUMS				
S-LOC 23	1580/24 354 (400-½)		1580/40 354 (400-¾)	
CIRCLING	1760-1	532 (600-1)	1760-1½ 532 (600-1½)	1780-2 552 (600-2)

AKRON, OHIO  
Amdt 11B 21AUG14

40°55'N - 81°27'W

# AKRON-CANTON RGNL (CAK) ILS or LOC RWY 23

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

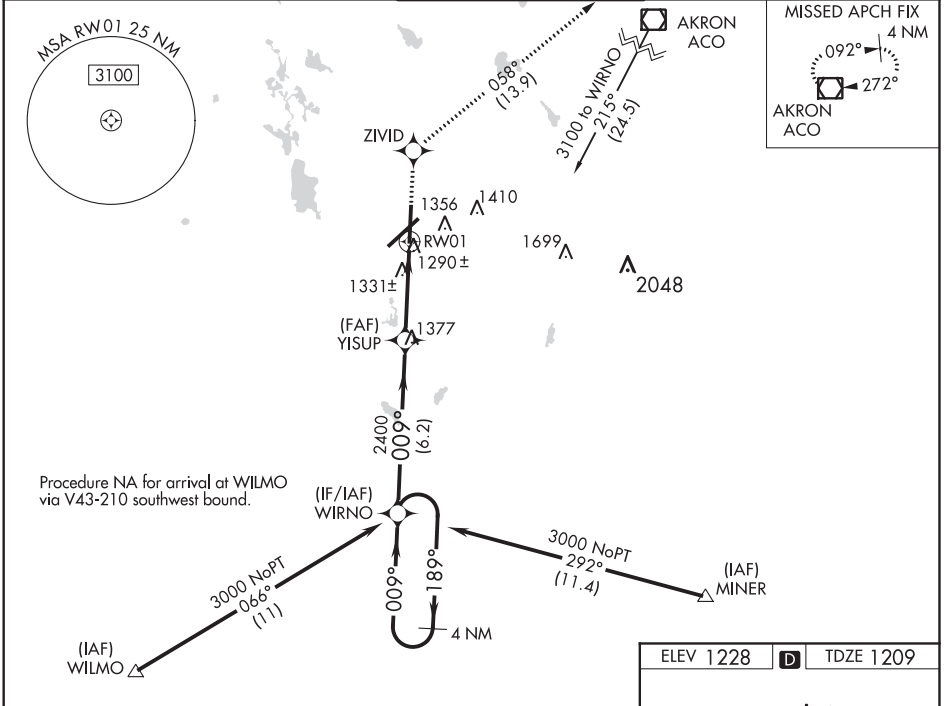
WAAS CH <b>70420</b> <b>W01A</b>	APP CRS <b>009°</b>	Rwy Idg TDZE Apt Elev	<b>7007</b> <b>1209</b> <b>1228</b>
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# RNAV (GPS) RWY 1

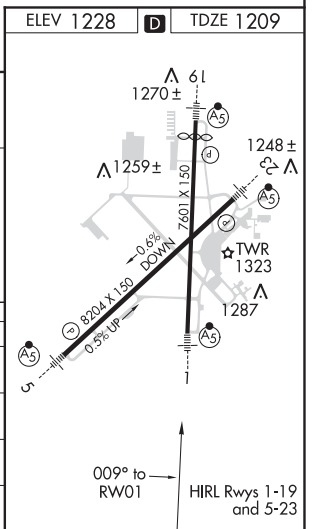
## AKRON-CANTON RGNL (CAK)

<p><b>ASR</b></p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.</p>	<p><b>MALS</b></p>	<p><b>MISSED APPROACH:</b> Climb to 3000 direct ZIVID and on track 058° to ACO VOR/DME and hold.</p>
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<p><b>ATIS</b></p> <p><b>121.05</b></p>	<p><b>AKRON-CANTON APP CON *</b></p> <p><b>125.5 371.875</b></p>	<p><b>AKRON-CANTON TOWER</b></p> <p><b>134.75 279.575</b></p>	<p><b>GND CON</b></p> <p><b>121.7 348.6</b></p>	<p><b>CLNC DEL</b></p> <p><b>132.05</b></p>
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<p>4 NM Holding Pattern</p>	<p>3000 ZIVID tr 058° ACO</p>			
	<p>* LNAV only</p> <p>* 1.1 NM to RW01</p>			
<p>GS 3.00° TCH 53</p>	<p>6.2 NM 2.4 NM 1.1</p>			
<b>CATEGORY</b>	A	B	C	D
LPV DA	1409/24		200 (200-½)	
LNAV/VNAV DA	1542/40		333 (400-¾)	
LNAV MDA	1600/24		391 (400-½)	
			1600/50	
			391 (400-1)	
CIRCLING	1760-1	532 (600-1)	1760-1½	1780-2
			552 (600-2)	



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

AKRON, OHIO

AL-638 (FAA)

16147

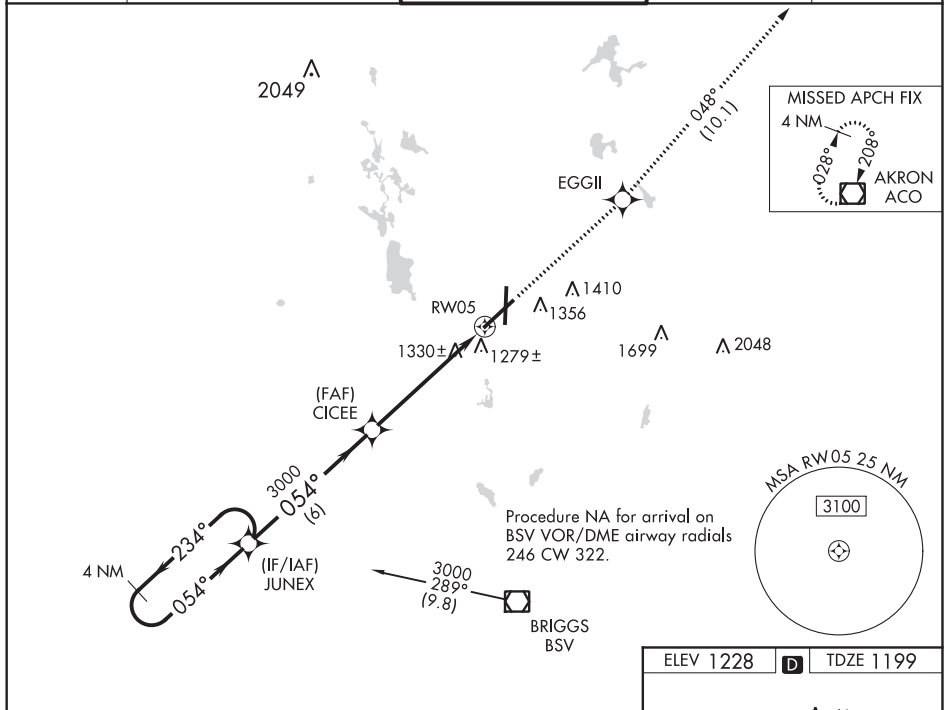
WAAS CH <b>77620</b> <b>W05A</b>	APP CRS <b>054°</b>	Rwy Idg TDZE Apt Elev	<b>8204</b> <b>1199</b> <b>1228</b>
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# RNAV (GPS) RWY 5

AKRON-CANTON RGNL(CAK)

<p><b>▼</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). ASR DME/DME RNP-0.3 NA.</p>	<p>MALSRR </p>	<p>MISSED APPROACH: Climb to 3000 direct EGGII and on track 048° to ACO VOR/DME and hold.</p>
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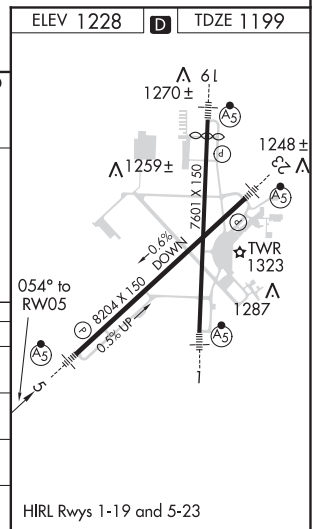
ATIS <b>121.05</b>	AKRON-CANTON APP CON * <b>125.5 371.875</b>	AKRON-CANTON TOWER <b>134.75 279.575</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>132.05</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

4 NM Holding Pattern		3000 EGGII tr 048° ACO	
JUNEX		CICEE	
3000 ← 234°		3000	
054° →		*1.3 NM to RW05	
GP 3.00° TCH 50		RW05	
6 NM		4.2 NM	
A		B	
CATEGORY	A	B	C
LPV DA		1399/24	200 (200-½)
LNAV/VNAV DA		1577/50	378 (400-1)
LNAV MDA	1640/24	441 (500-½)	1640/40 441 (500-¾)
CIRCLING	1760-1	532 (600-1)	1760-1½ 532 (600-1½)
			D
			1640/50 441 (500-1)
			1780-2 552 (600-2)



AKRON, OHIO  
Orig-A 02JUN11

40°55'N - 81°27'W

# AKRON-CANTON RGNL(CAK)

## RNAV (GPS) RWY 5

WAAS CH <b>58020</b> <b>W19A</b>	APP CRS <b>189°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>1218</b> <b>1228</b>
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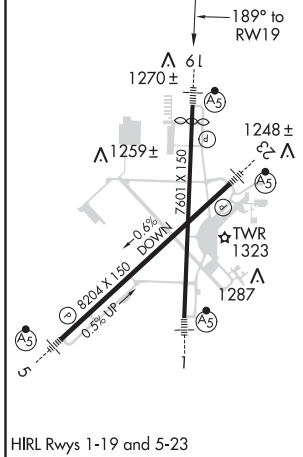
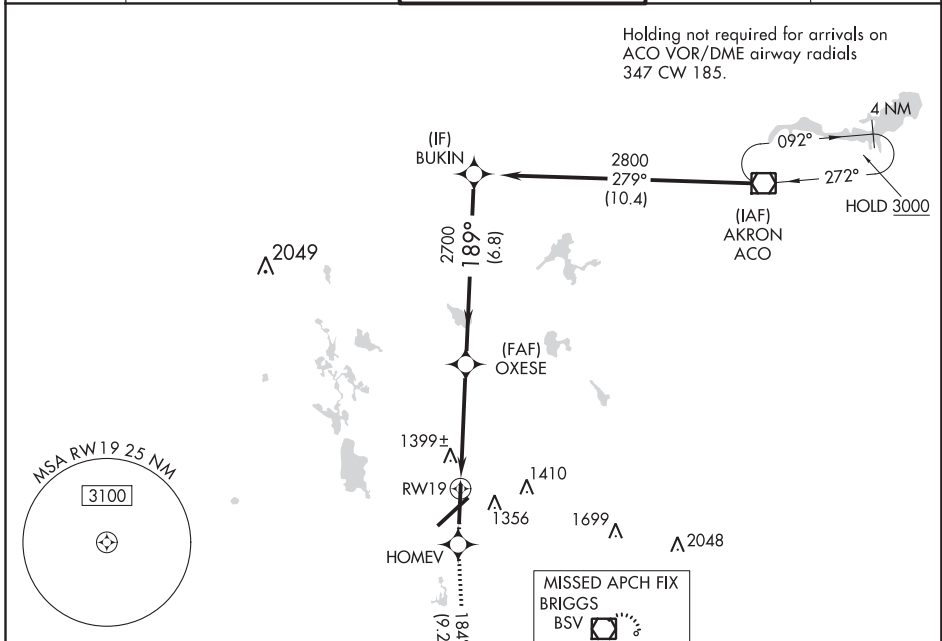
# RNAV (GPS) RWY 19

AKRON-CANTON RGNL (CAK)

ASR	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.	MALS	MISSED APPROACH: Climb to 3000 direct HOMEV and on track 184° to BSV VOR/DME and hold.
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ATIS <b>121.05</b>	AKRON-CANTON APP CON * <b>125.5 371.875</b>	AKRON-CANTON TOWER <b>134.75 279.575</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>132.05</b>
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Holding not required for arrivals on ACO VOR/DME airway radials 347 CW 185.



AKRON, OHIO

AL-638 (FAA)

16175

WAAS CH <b>90220</b> <b>W23A</b>	APP CRS <b>235°</b>	Rwy Idg TDZE Apt Elev	<b>8204</b> <b>1226</b> <b>1228</b>
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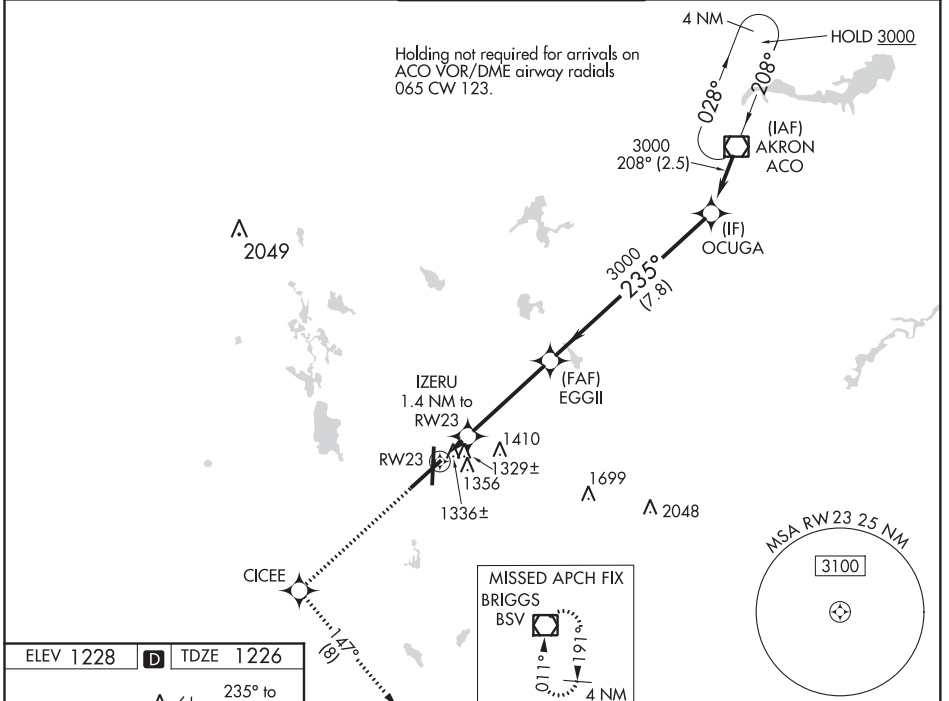
# RNAV (GPS) RWY 23

AKRON-CANTON RGNL (CAK)

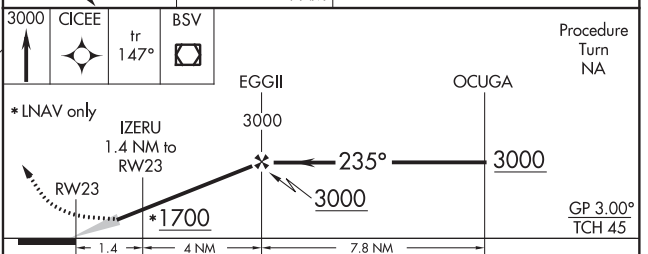
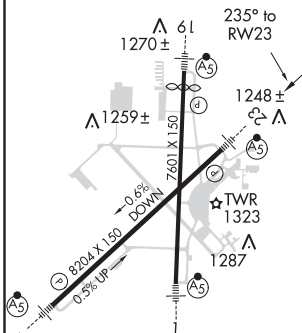
**ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.

**MALSR** MISSED APPROACH: Climb to 3000 direct CICEE and on track 147° to BSV VOR/DME and hold.

ATIS <b>121.05</b>	AKRON-CANTON APP CON * <b>125.5 371.875</b>	AKRON-CANTON TOWER <b>134.75 279.575</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>132.05</b>
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ELEV 1228	D	TDZE 1226
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CATEGORY	A	B	C	D
LPV DA		1426/24	200 (200-½)	
LNAV/VNAV DA		1691/60	465 (500-1¼)	
LNAV MDA	1640/24	414 (500-½)	1640/40 414 (500-¾)	1640/50 414 (500-1)
CIRCLING	1760-1	532 (600-1)	1760-1½ 532 (600-1½)	1780-2 552 (600-2)

AKRON, OHIO  
Orig-A 23JUN16

40°55'N - 81°27'W

# AKRON-CANTON RGNL (CAK) RNAV (GPS) RWY 23

EC-2, 10 NOV 2016 to 05 JAN 2017

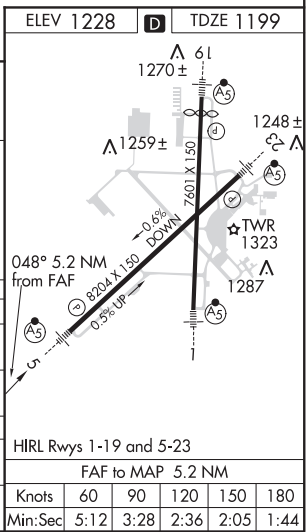
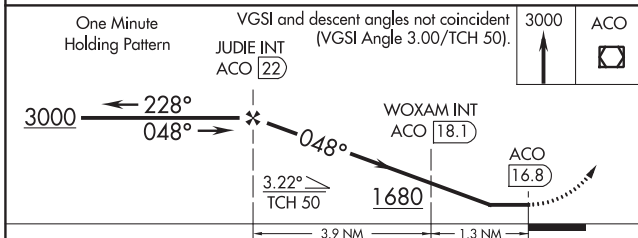
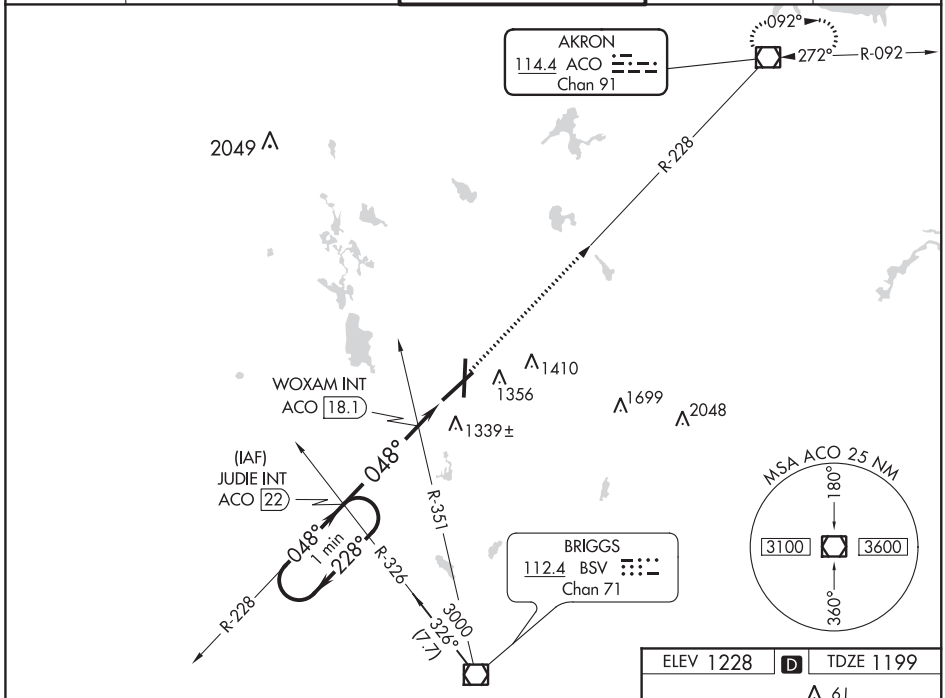
EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME ACO <b>114.4</b> Chan <b>91</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev	<b>8204</b> <b>1199</b> <b>1228</b>
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# VOR RWY 5

AKRON-CANTON RGNL (CAK)

<b>ASR</b>	MALSR	MISSED APPROACH: Climb to 3000 direct ACO VOR/DME and hold.		
ATIS <b>121.05</b>	AKRON-CANTON APP CON * <b>125.5 371.875</b>	AKRON-CANTON TOWER <b>134.75 279.575</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>132.05</b>



CATEGORY	A	B	C	D
S-5	1680-24	481 (500-½)	1680-40 481 (500-¾)	1680-50 481 (500-1)
CIRCLING	1760-1	532 (600-1)	1760-1½ 532 (600-½)	1780-2 552 (600-2)
WOXAM FIX MINIMUMS				
S-5	1600-24	401 (400-½)	1600-40 401 (400-¾)	1600-50 401 (400-1)
CIRCLING	1760-1	532 (600-1)	1760-1½ 532 (600-½)	1780-2 552 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

AKRON, OHIO

AL-638 (FAA)

15288

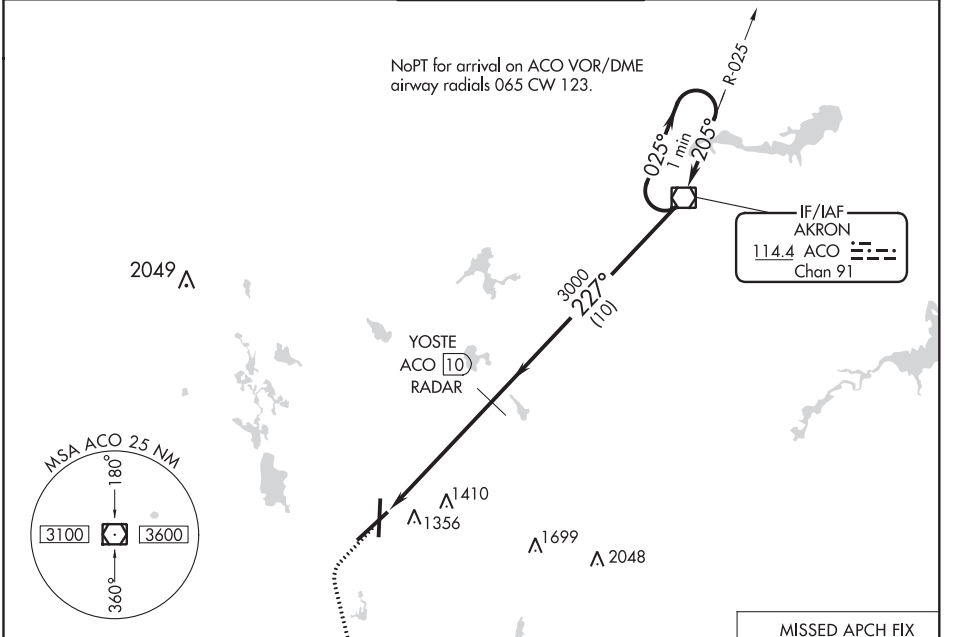
VOR/DME ACO <b>114.4</b> Chan <b>91</b>	APP CRS <b>227°</b>	Rwy Idg TDZE <b>1226</b> Apt Elev <b>1228</b>
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# VOR RWY 23

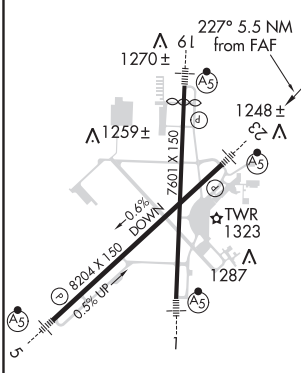
AKRON-CANTON RGNL(CAK)

**ASR** DME or RADAR required. **MALS R** MISSED APPROACH: Climb to 3000 then left turn direct BSV VOR/DME and hold.

ATIS <b>121.05</b>	AKRON-CANTON APP CON * <b>125.5 371.875</b>	AKRON-CANTON TOWER <b>134.75 279.575</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>132.05</b>
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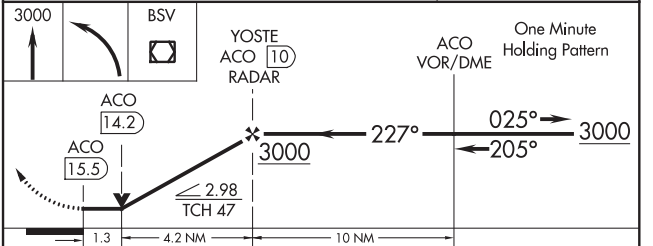
ELEV 1228	<b>D</b>	TDZE 1226
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HIRL Rws 1-19 and 5-23  
FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

MISSED APCH FIX  
BRIGGS  
112.4 BSV  
Chan 71



CATEGORY	A	B	C	D
S-23	1680/24	454 (500-½)	1680/40 454 (500-¾)	1680/50 454 (500-1)
CIRCLING	1760-1	532 (600-1)	1760-1½ 532 (600-1½)	1780-2 552 (600-2)

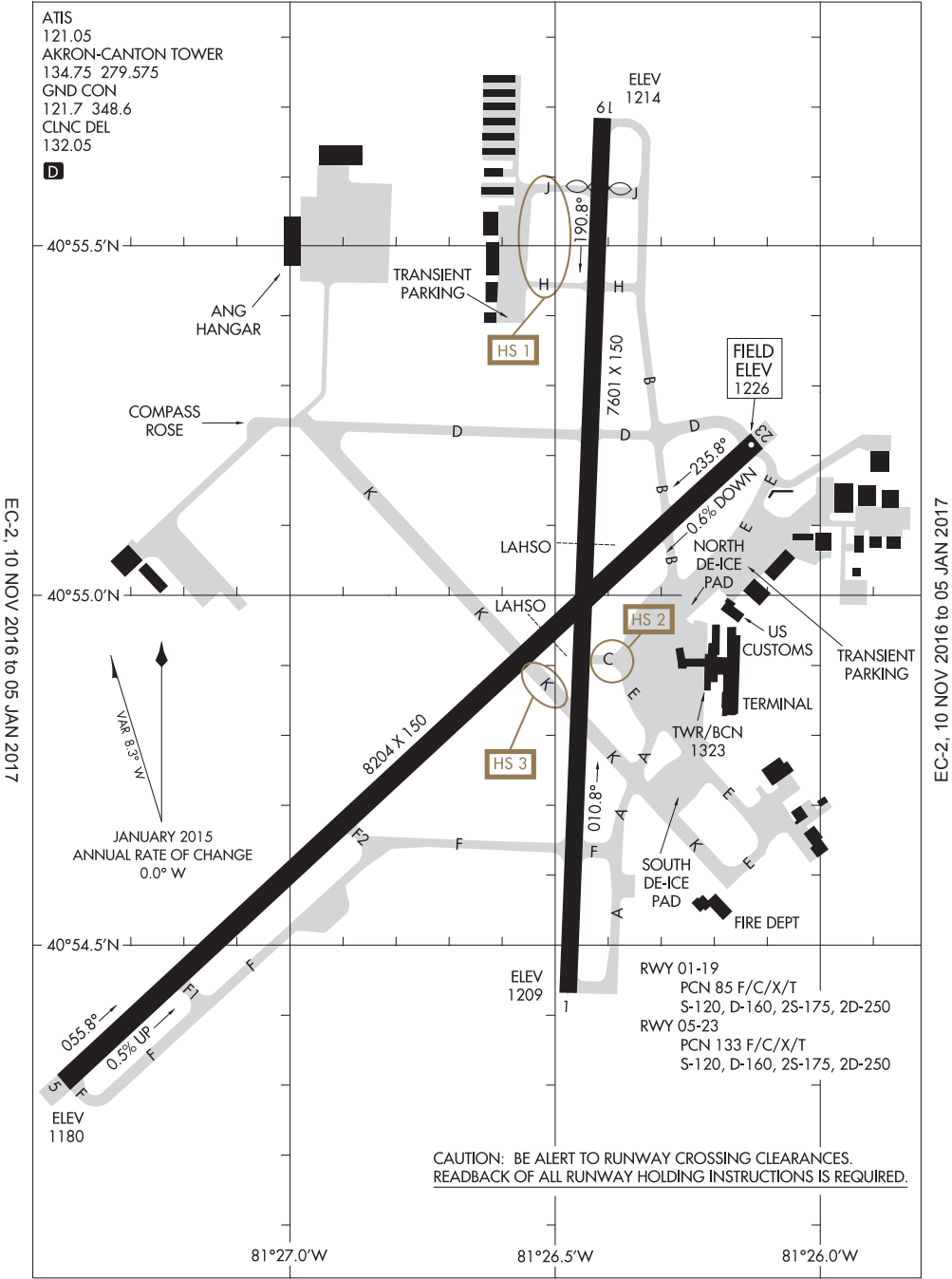
AKRON, OHIO  
Amdt 10 13JAN11

40°55'N - 81°27'W

# AKRON-CANTON RGNL(CAK) VOR RWY 23

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





LOC I-AID <b>110.1</b>	APP CRS <b>298°</b>	Rwy Idg 5320 TDZE 919 Apt Elev 919
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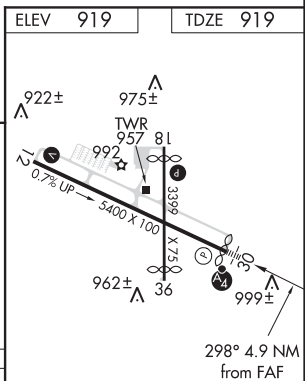
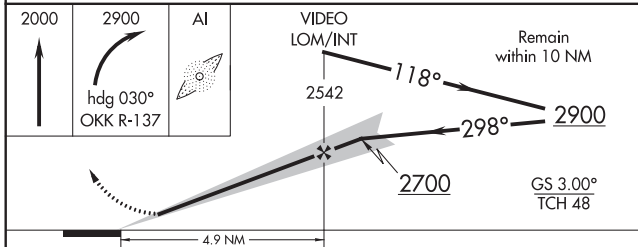
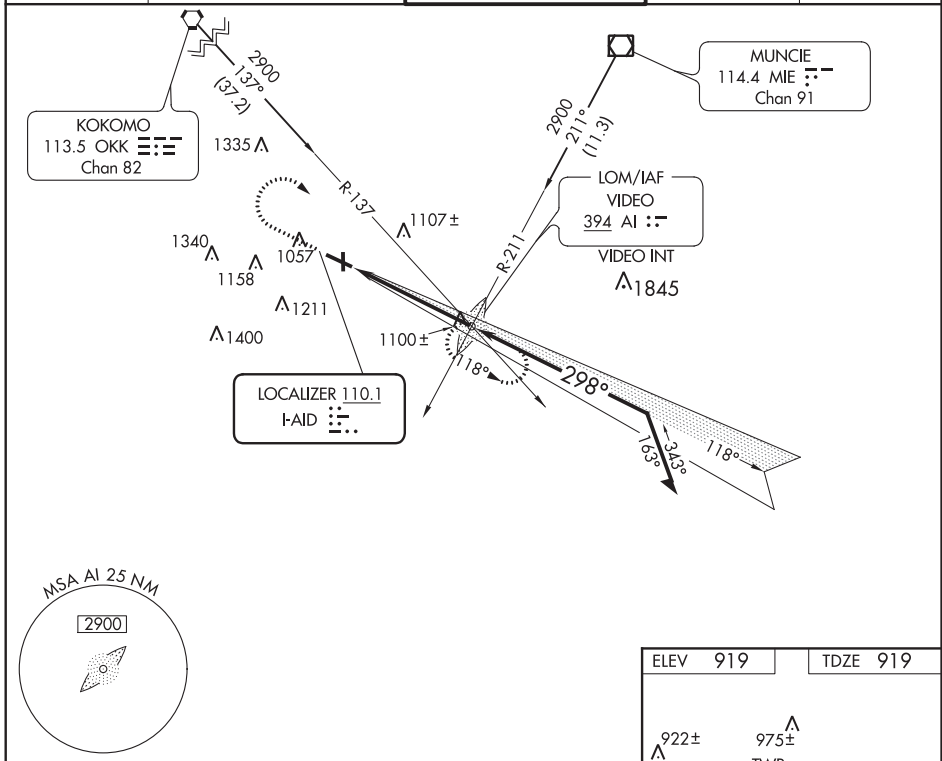
# ILS or LOC RWY 30

ANDERSON MUNI-DARLINGTON FIELD (AID)

**⚠** Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet. Night landing: Rwy 36 NA. Inoperative table does not apply.

**MALSF** MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 heading 030° and OKK VORTAC R-137 to VIDEO LOM/Int and hold.

AWOS-3 <b>128.55</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	ANDERSON TOWER ★ <b>126.0 (CTAF) 0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 30	1205-1 286 (300-1)			
S-LOC 30	1360-1	441 (500-1)	1360-1¼ 441 (500-1¼)	1360-1½ 441 (500-1½)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

ELEV 919	TDZE 919
REIL Rwy 12	
MIRL Rwy 12-30 and 18-36	
FAF to MAP 4.9 NM	
Knots	60 90 120 150 180
Min:Sec	4:54 3:16 2:27 1:58 1:38

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ANDERSON, INDIANA

AL-5133 (FAA)

15008

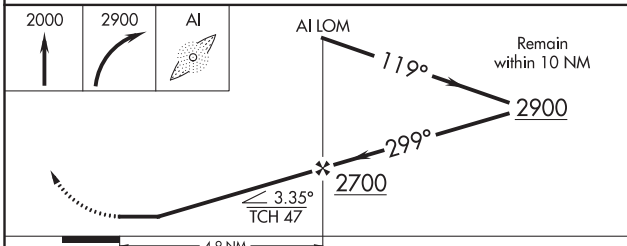
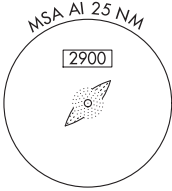
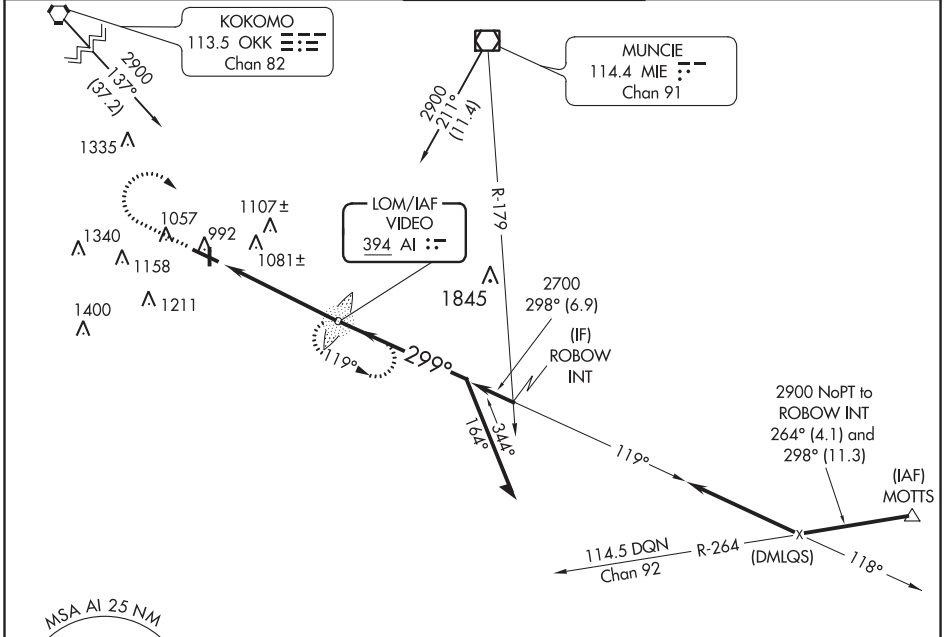
# NDB RWY 30

ANDERSON MUNI-DARLINGTON FIELD (AID)

LOM AI <b>394</b>	APP CRS <b>299°</b>	Rwy Idg 5320
		TDZE 919
		Apt Elev 919

<p>▼ Night landing: Rwy 36 NA. Inoperative table does not apply.                  ▲ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 40 ft, and increase S-30 Cat C/D visibility 1/4 mile.</p>	<p>MALSF  </p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct VIDEO LOM and hold.</p>
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AWOS-3 <b>128.55</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	ANDERSON TOWER * <b>126.0 (CTAF) 0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
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ELEV 919	TDZE 919
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REIL Rwy 12  
 MRL Rwy 12-30 and 18-36  
 FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ANDERSON, INDIANA  
 Amdt 6A 03APR14

40°07'N-85°37'W

# ANDERSON MUNI-DARLINGTON FIELD (AID) NDB RWY 30

# AIRPORT DIAGRAM

ANDERSON MUNI-DARLINGTON FIELD (A1D)  
AL-5133 (FAA)  
ANDERSON, INDIANA

AWOS-3  
128.55  
ANDERSON TOWER \*  
126.0  
GND CON  
121.6

40°07.0'N



JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1°W

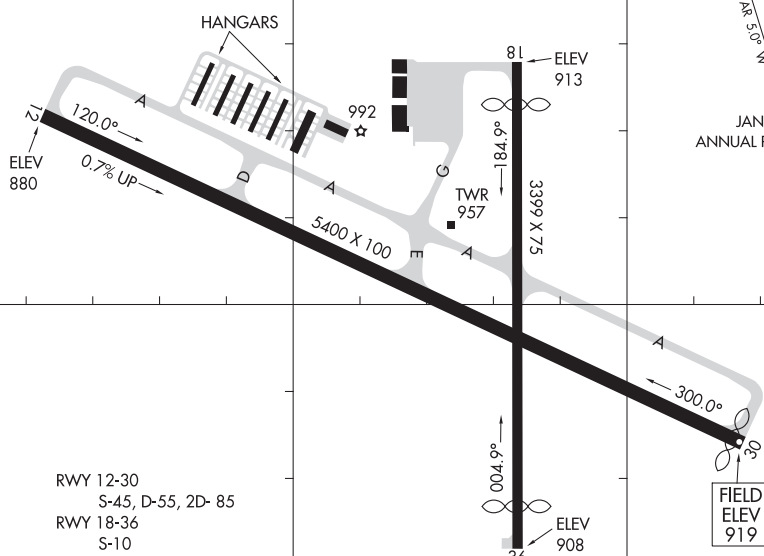
40°06.5'N

40°06.5'N

40°06.0'N

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



RWY 12-30  
S-45, D-55, 2D- 85  
RWY 18-36  
S-10

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

85°37.0'W

85°36.5'W

# AIRPORT DIAGRAM

ANDERSON, INDIANA  
ANDERSON MUNI-DARLINGTON FIELD (A1D)

APP CRS	Rwy Idg	<b>4000</b>
<b>052°</b>	TDZE	<b>991</b>
	Apt Elev	<b>995</b>

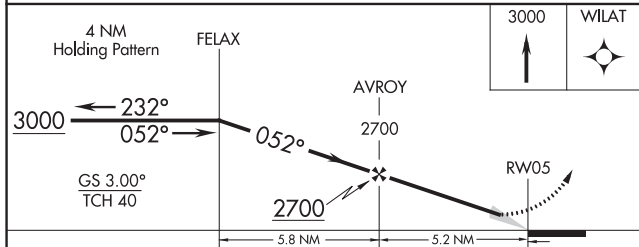
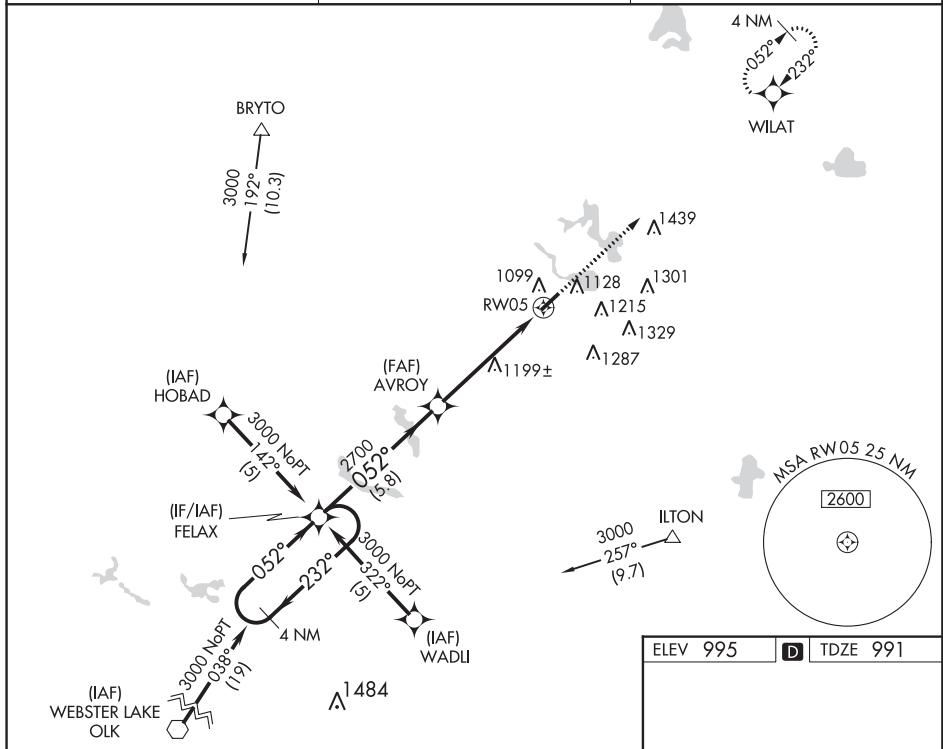
# RNAV (GPS) RWY 5

TRI-STATE STEUBEN COUNTY (ANQ)

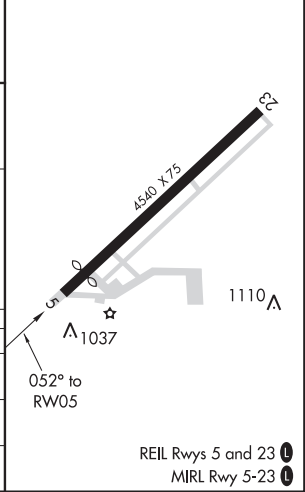
**NA** DME/DME RNP-0.3 NA. Procedure NA at night for Cat C aircraft. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 23 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F).

**MISSED APPROACH:** Climb to 3000 direct WILAT and hold.

AWOS-3 <b>118.175</b>	FORT WAYNE APP CON <b>127.2 284.6</b> (SW/NW) <b>132.15 284.6</b> (SE/NE)	UNICOM <b>123.075</b> (CTAF) <b>1</b>
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ELEV 995	<b>D</b> TDZE 991
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CATEGORY	A	B	C	D
LNAV/VNAV DA	1474-1¾ 483 (500-1¾)			NA
LNAV MDA	1460-1	469 (500-1)	1460-1¼ 469 (500-1¼)	NA
CIRCLING	1520-1	525 (600-1)	1520-1½ 525 (600-1½)	NA

REIL Rws 5 and 23 **1**  
MIRL Rwy 5-23 **1**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>232°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>995</b> <b>995</b>
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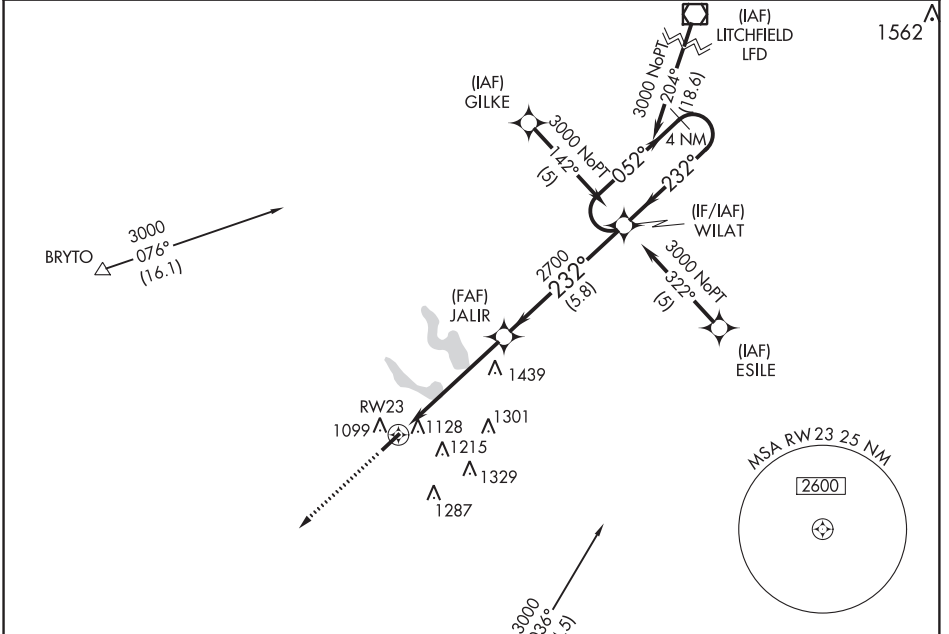
# RNAV (GPS) RWY 23

TRI-STATE STEUBEN COUNTY (A.N.Q)

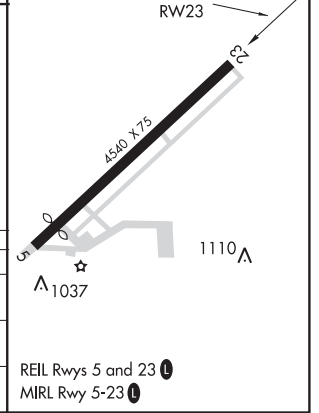
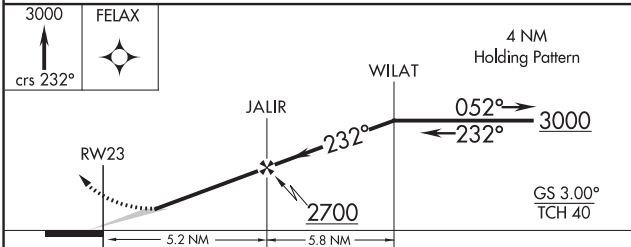
**NA** DME/DME RNP -0.3 NA.  
Helicopter visibility reduction below 1 SM NA.  
Procedure NA at night for Cat C aircraft. Night landing: Rwy 23 NA.

MISSED APPROACH: Climb to 3000 via 232° course to FELAX WP and hold.

AWOS-3 <b>118.175</b>	FORT WAYNE APP CON <b>127.2 284.6</b> (SW/NW) <b>132.15 284.6</b> (SE/NE)	UNICOM <b>123.075</b> (CTAF) <b>1</b>
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ELEV 995	<b>D</b> TDZE 995
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV MDA	1700-1	705 (800-1)	1700-2 705 (800-2)	NA
CIRCLING	1700-1	705 (800-1)	1700-2 705 (800-2)	NA

REIL Rwy 5 and 23 **1**  
MIRL Rwy 5-23 **1**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ANGOLA, INDIANA

AL-6196 (FAA)

14289

NDB ANQ <b>347</b>	APP CRS <b>044°</b>	Rwy Idg <b>4000</b>
		TDZE <b>990</b>
		Apr Elev <b>995</b>

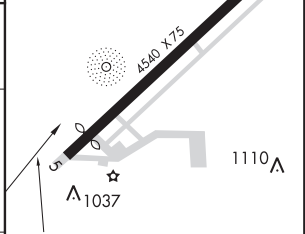
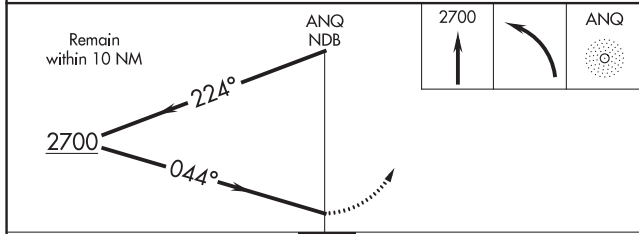
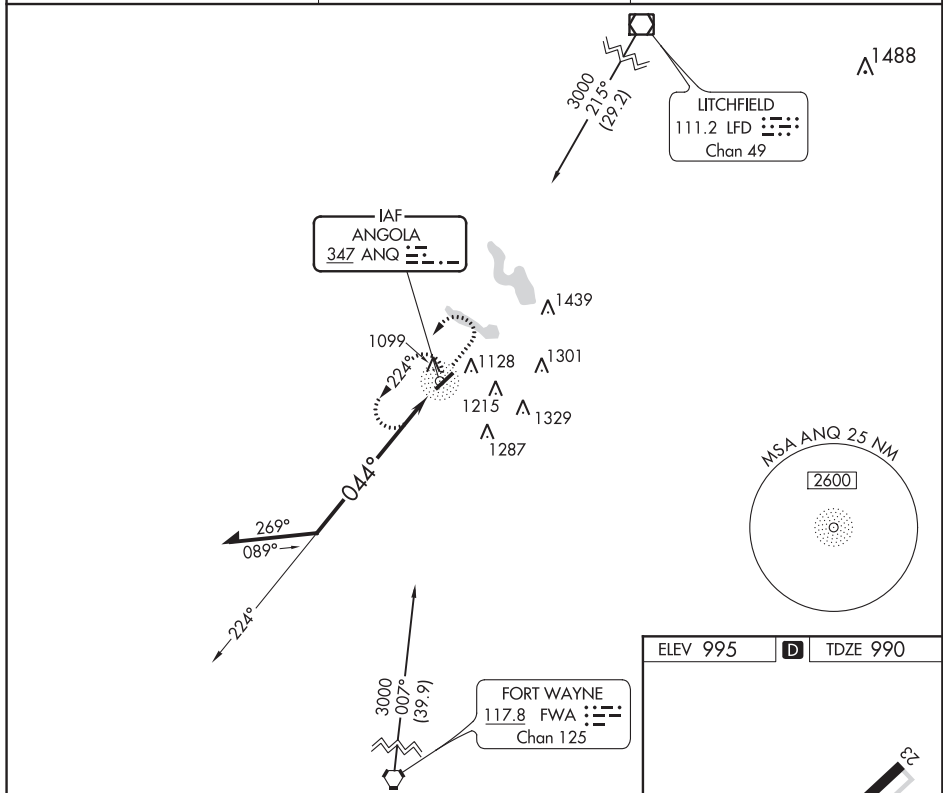
# NDB RWY 5

TRI-STATE STEUBEN COUNTY (ANQ)

**▲ NA** Procedure NA at night for Cat C aircraft.  
Night landing: Rwy 23 NA.

MISSED APPROACH: Climb to 2700 then left turn direct ANQ NDB and hold.

AWOS-3 <b>118.175</b>	FORT WAYNE APP CON <b>127.2 284.6</b> (SW/NW) <b>132.15 284.6</b> (SE/NE)	UNICOM <b>123.075</b> (CTAF) <b>①</b>
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CATEGORY	A	B	C	D
S-5	1620-1	630 (700-1)	1620-1¾ 630 (700-1¾)	NA
CIRCLING	1620-1	625 (700-1)	1620-1¾ 625 (700-1¾)	NA

REIL Rws 5 and 23 **①**  
MIRL Rwy 5-23 **①**

ANGOLA, INDIANA  
Amdt 7B 16OCT14

41°38'N-85°05'W

# TRI-STATE STEUBEN COUNTY (ANQ)

## NDB RWY 5

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





ASHLAND, OHIO

AL-6115 (FAA)

15008

VORTAC MFD <b>108.8</b> Chan <b>25</b>	APP CRS <b>085°</b>	Rwy Idg TDZE Apt Elev <b>1206</b>	<b>N/A</b> <b>N/A</b> <b>1206</b>
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**VOR-A**

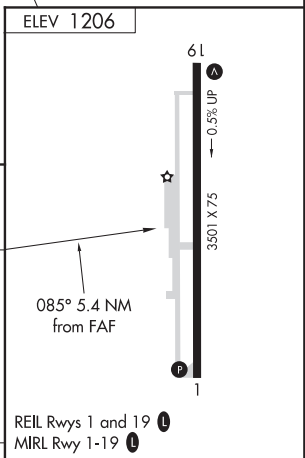
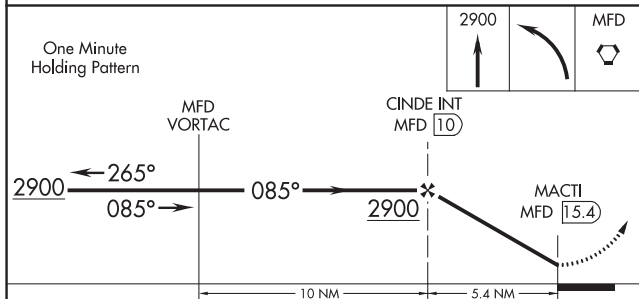
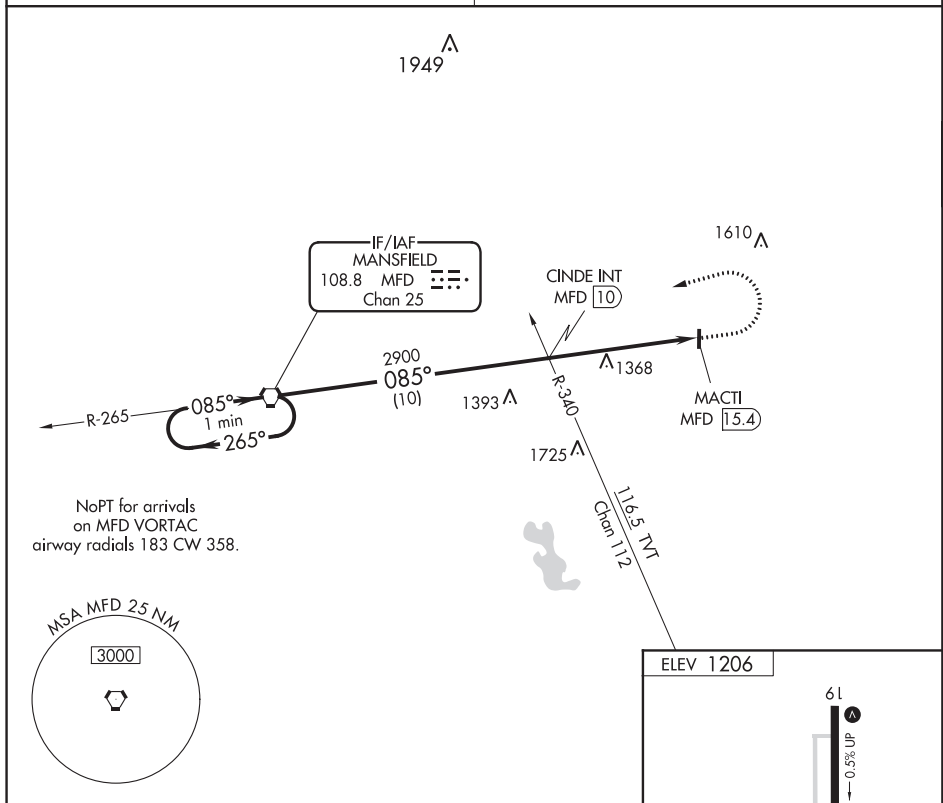
ASHLAND COUNTY (3G4)

**NA** When VGSI inop, procedure NA at night. Use Mansfield altimeter setting, when not received use Wooster altimeter setting.

**MISSED APPROACH:** Climb to 2900 then left turn direct MFD VORTAC and hold.

MANSFIELD APP CON \*  
**124.2 390.8**

UNICOM  
**122.7 (CTAF)**



CATEGORY	A	B	C	D	FAF to MAP 5.4 NM					
CIRCLING	1720-1	514 (600-1)	1720-1½ 514 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	5:24	3:36	2:42	2:10	1:48

ASHLAND, OHIO  
Amdt 9B 12JAN12

40°54'N - 82°15'W

ASHLAND COUNTY (3G4)

**VOR-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>58013</b> <b>W09A</b>	APP CRS <b>088°</b>	Rwy Idg <b>5197</b> TDZE <b>919</b> Apt Elev <b>924</b>
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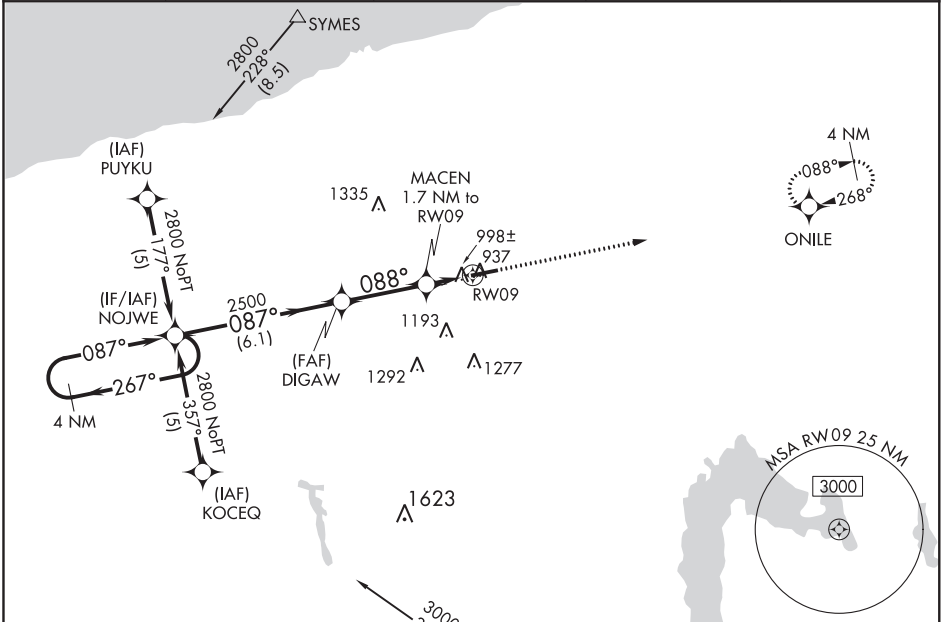
# RNAV (GPS) RWY 9

NORTHEAST OHIO RGNL (HZY)

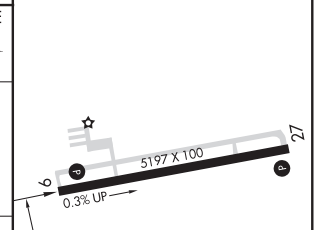
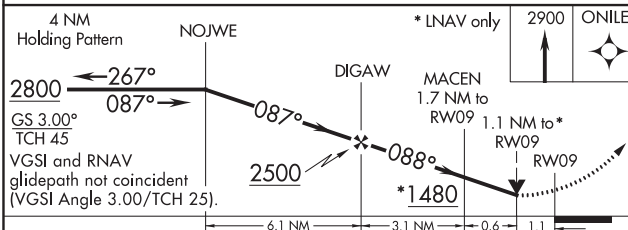
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).  
**▲** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Erie altimeter setting and increase all DA 95 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C/D visibility ¼ mile. Baro-VNAV NA when using Erie altimeter setting. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Erie altimeter setting.

**MISSED APPROACH:**  
Climb to 2900 direct ONILE and hold.

ASOS <b>118.325</b>	ERIE APP CON * <b>121.0</b>	CLNC DEL (GCO) <b>121.725</b>	UNICOM <b>122.8 (CTAF)</b>	<b>123.3</b> <b>①</b>
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ELEV 924	TDZE 919
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CATEGORY	A	B	C	D
LPV DA		1250-1¼	331 (400-1¼)	
LNAV/VNAV DA		1268-1¼	349 (400-1¼)	
LNAV MDA		1280-1	361 (400-1)	1280-1¼ 361 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

088° to RWY 9  $\Delta$  1029±

REIL Rwy 9 and 27 **①**  
MIRL Rwy 9-27 **①**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>72713</b> <b>W27A</b>	APP CRS <b>268°</b>	Rwy Idg TDZE <b>924</b> Apt Elev <b>924</b>	<b>5197</b>
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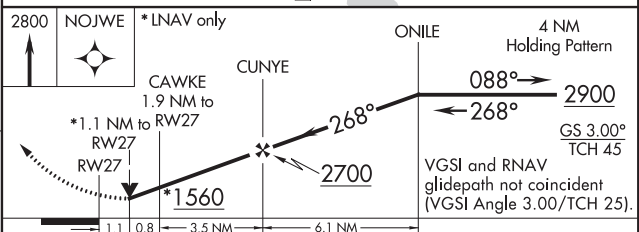
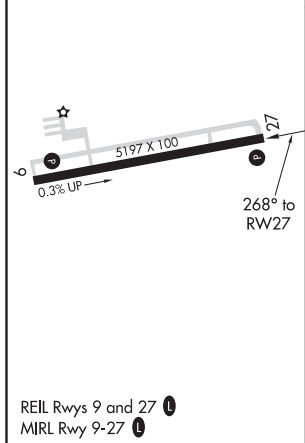
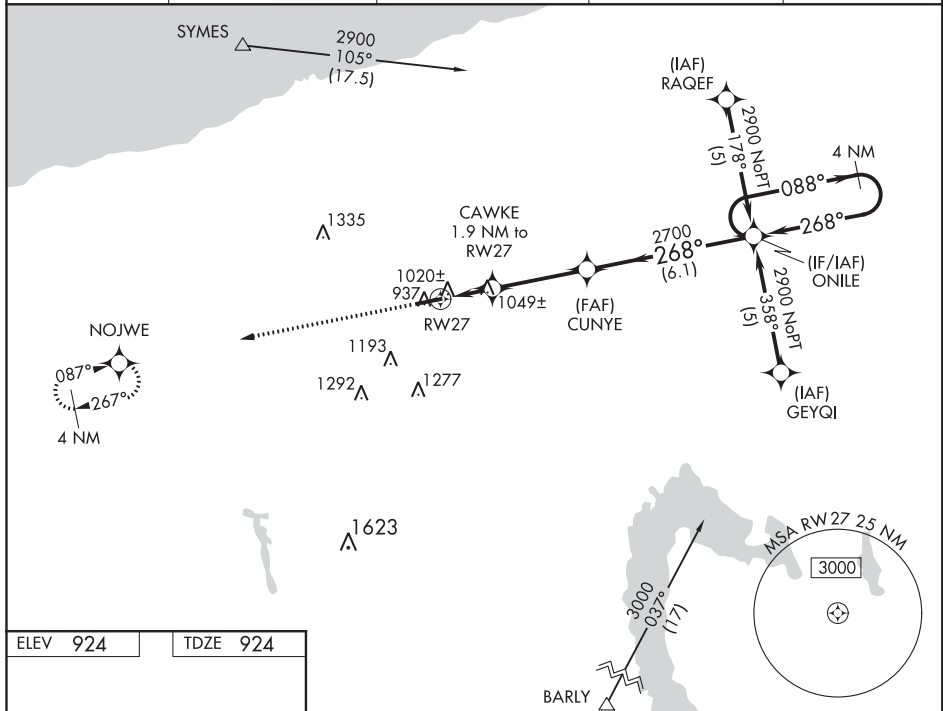
# RNAV (GPS) RWY 27

NORTHEAST OHIO RGNL (HZY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).  
 ▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Erie altimeter setting and increase all DA 95 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C/D visibility ¼ mile. Baro-VNAV NA when using Erie altimeter setting. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Erie altimeter setting.

MISSED APPROACH:  
Climb to 2800 direct  
NOJWE and hold.

ASOS <b>118.325</b>	ERIE APP CON * <b>121.0</b>	CLNC DEL (GCO) <b>121.725</b>	UNICOM <b>122.8</b> (CTAF)	<b>123.3</b> (I)
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CATEGORY	A	B	C	D
LPV DA		1239-1	315 (400-1)	
LNAV/VNAV DA		1364-1½	440 (500-1½)	
LNAV MDA		1300-1	376 (400-1)	1300-1¼ 376 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

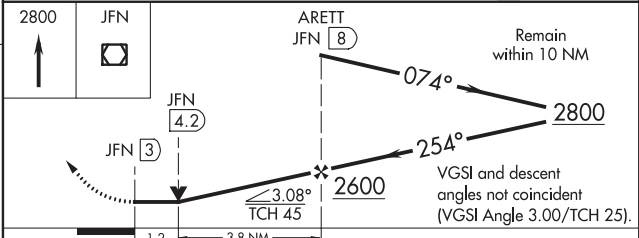
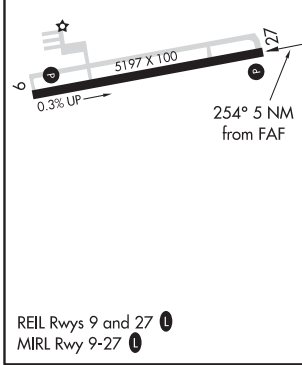
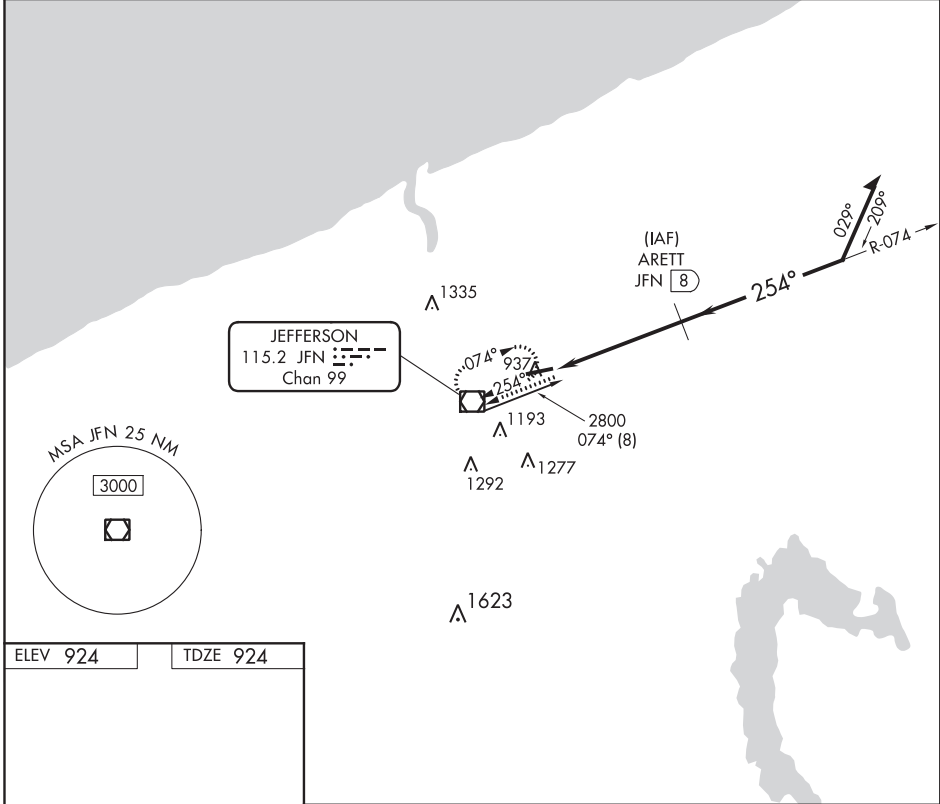
VOR/DME JFN <b>115.2</b> Chan <b>99</b>	APP CRS <b>254°</b>	Rwy Idg TDZE <b>924</b> Apt Elev <b>924</b>	<b>5197</b>
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**VOR/DME RWY 27**  
NORTHEAST OHIO RGNL (HZY)

**⚠** When local altimeter setting not received, use Erie altimeter setting and increase all MDA 100 feet; increase S-27 Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Erie altimeter setting.

**⚠ NA** MISSED APPROACH: Climb to 2800 direct JFN VOR/DME and hold.

ASOS <b>118.325</b>	ERIE APP CON * <b>121.0</b>	CLNC DEL (GCO) <b>121.725</b>	UNICOM <b>122.8</b> (CTAF)	<b>123.3</b> <b>⓪</b>
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CATEGORY	A	B	C	D
S-26	1320-1 396 (400-1)			1320-1¼ 396 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ASHTABULA, OHIO

AL-5613 (FAA)

15148

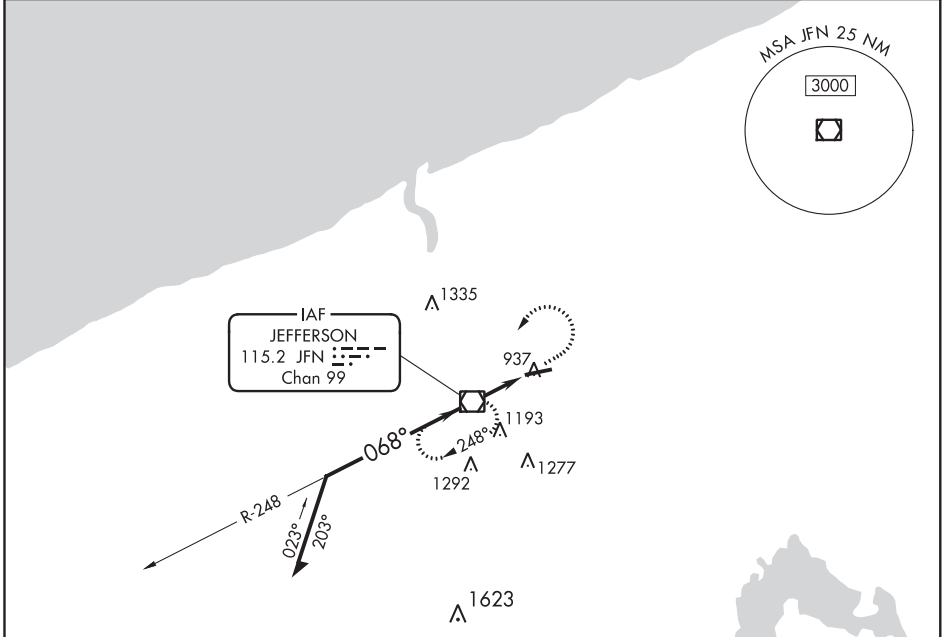
VOR/DME JFN <b>115.2</b> Chan <b>99</b>	APP CRS <b>068°</b>	Rwy Idg TDZE <b>919</b> Apt Elev <b>924</b>	<b>5197</b>
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**VOR RWY 9**  
NORTHEAST OHIO RGNL (HZY)

**▽** When local altimeter setting not received, use Erie altimeter setting and increase all MDA 100 feet; increase S-9 Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Erie altimeter setting.

**△ NA** MISSED APPROACH: Climb to 2800 then left turn direct JFN VOR/DME and hold.

ASOS <b>118.325</b>	ERIE APP CON * <b>121.0</b>	CLNC DEL (GCO) <b>121.725</b>	UNICOM <b>122.8</b> (CTAF)	<b>123.3</b> <b>①</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 924	TDZE 919
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0.3% UP

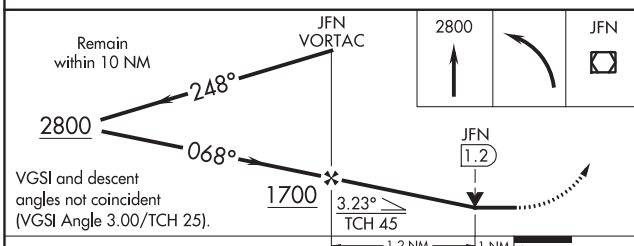
5197 X 100

068° 2.2 NM from FAF

REIL Rwy 9 and 27 **①**  
MIRL Rwy 9-27 **①**

FAF to MAP 2.2 NM

Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44



CATEGORY	A	B	C	D
S-8	1300-1	381 (400-1)		1300-1¼ 381 (400-1¼)
CIRCLING	1360-1 436 (500-1)	1380-1 456 (500-1)	1380-1½ 456 (500-1½)	1480-2 556 (600-2)

ASHTABULA, OHIO  
Orig-D 30APR15

41°47'N-80°42'W

NORTHEAST OHIO RGNL (HZY)  
**VOR RWY 9**

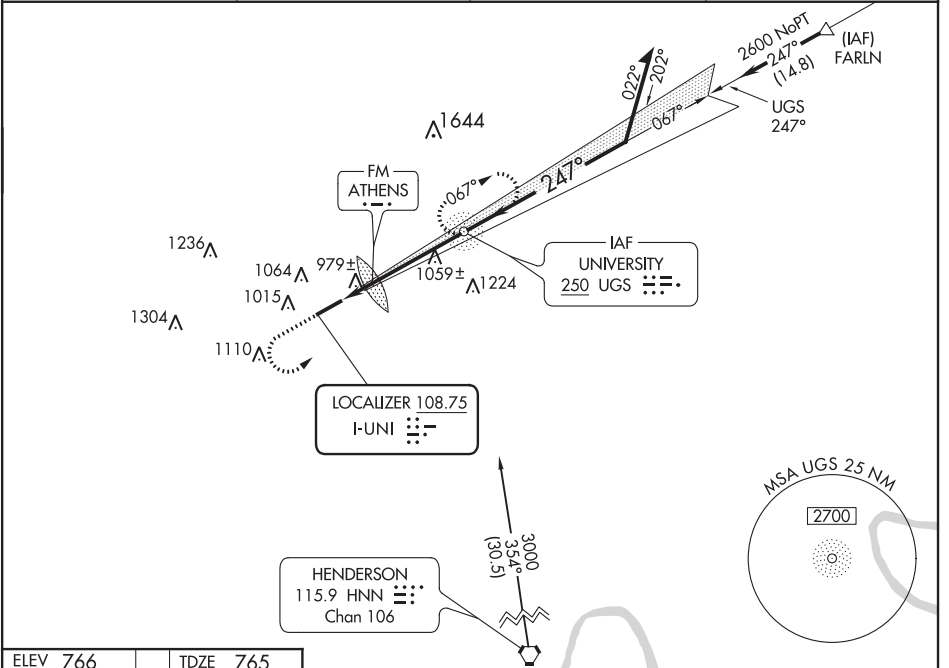
LOC I-UNI <b>108.75</b>	APP CRS <b>247°</b>	Rwy Idg TDZE Apt Elev	<b>5600</b> <b>765</b> <b>766</b>
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**ILS or LOC RWY 25**  
OHIO UNIVERSITY (UNI)

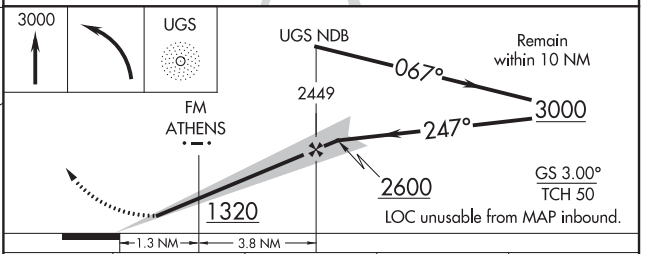
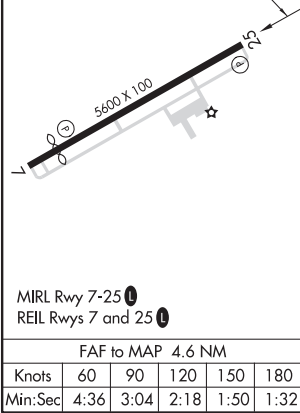
**ADF REQUIRED**  
If local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all DH's and MDA's 100 feet.

**MISSED APPROACH:** Climb to 3000, then left turn direct UGS NDB and hold.

AWOS-3 <b>128.325</b>	HUNTINGTON APP CON <b>120.95 270.1</b>	CLNC DEL <b>120.95</b>	UNICOM <b>123.075 (CTAF)</b>
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ELEV 766	TDZE 765
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CATEGORY	A	B	C	D
S-ILS 25	974-1 209 (300-1)			
S-LOC 25	1320-1	555 (600-1)	1320-1½ 555 (600-1½)	1320-1¾ 555 (600-1¾)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)
FM MINIMUMS				
S-LOC 25	1240-1	475 (500-1)	1240-1¼ 475 (500-1¼)	1240-1½ 475 (500-1½)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ATHENS (ALBANY), OHIO

AL-5861 (FAA)

15176

WAAS CH <b>81916</b> <b>W07A</b>	APP CRS <b>067°</b>	Rwy ldg <b>4700</b> TDZE <b>765</b> Apt Elev <b>766</b>
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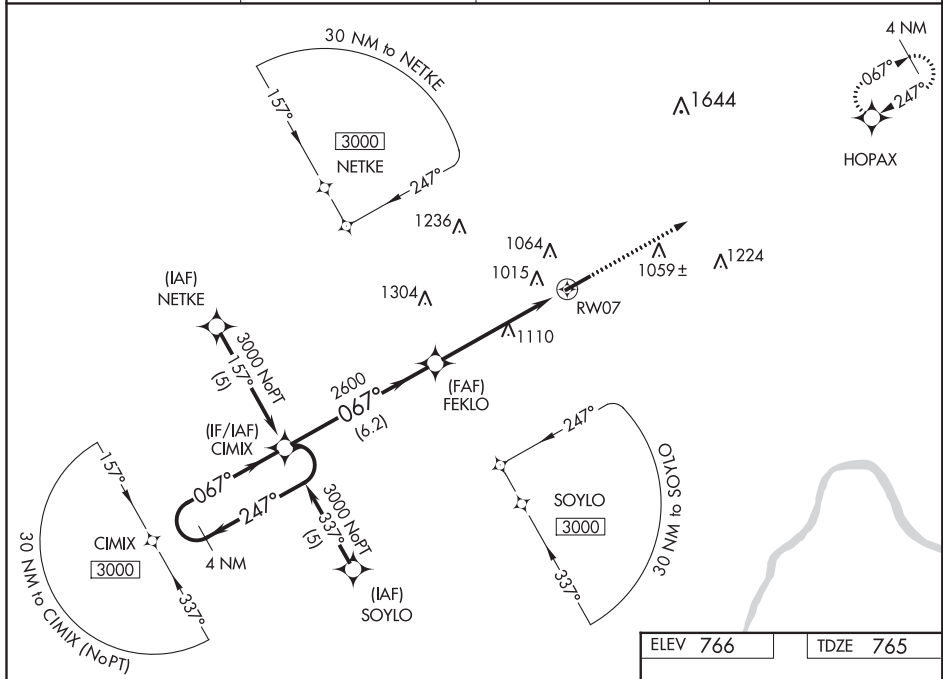
# RNAV (GPS) RWY 7

OHIO UNIVERSITY (UNI)

**⚠ NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats, LNAV and circling Cats C and D visibility ½ mile and circling Cat B visibility ¼ mile. Baro-VNAV and VDP NA when using Parkersburg, WV altimeter setting.

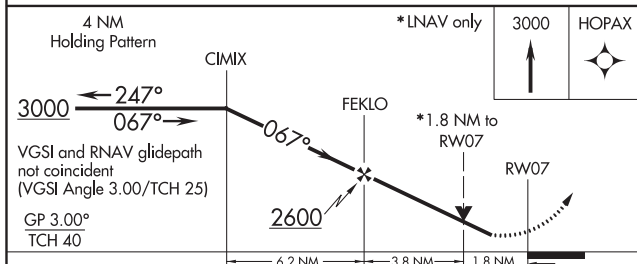
**MISSED APPROACH:** Climb to 3000 direct HOPAX and hold.

AWOS-3 <b>128.325</b>	HUNTINGTON APP CON <b>120.95 270.1</b>	CLNC DEL <b>120.95</b>	UNICOM <b>123.075 (CTAF) 0</b>
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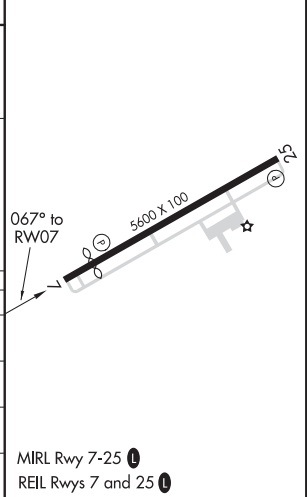
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 766	TDZE 765
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CATEGORY	A	B	C	D
LPV DA		1205-1½	440 (500-1½)	
LNAV/VNAV DA		1334-2	569 (600-2)	
LNAV MDA	1360-1	595 (600-1)	1360-1½ 595 (600-1½)	1360-1¾ 595 (600-1¾)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)



ATHENS (ALBANY), OHIO  
Amdt 1A 25JUN15

39°13'N-82°14'W

OHIO UNIVERSITY (UNI)  
**RNAV (GPS) RWY 7**

MIRL Rwy 7-25 0  
REIL Rwys 7 and 25 0

WAAS CH <b>90316</b> <b>W25A</b>	APP CRS <b>247°</b>	Rwy ldg <b>5600</b> TDZE <b>765</b> Apt Elev <b>766</b>
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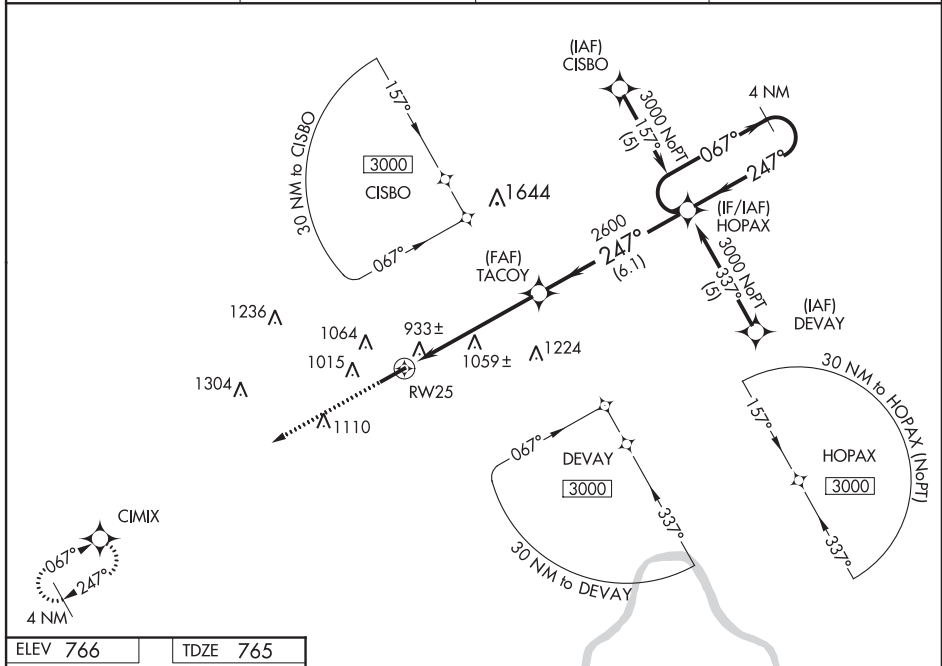
# RNAV (GPS) RWY 25

OHIO UNIVERSITY (UNI)

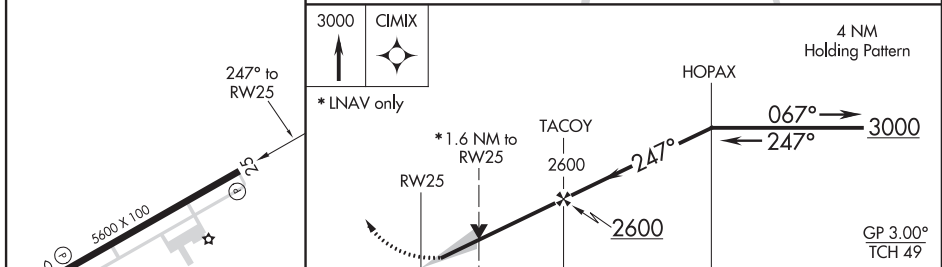
**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all DA and MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D, circling Cat B visibility ¼ mile and circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Parkersburg, WV altimeter setting.

**△ NA** MISSED APPROACH: Climb to 3000 direct CIMIX and hold.

AWOS-3 <b>128.325</b>	HUNTINGTON APP CON <b>120.95 270.1</b>	CLNC DEL <b>120.95</b>	UNICOM <b>123.075 (CTAF) 0</b>
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ELEV 766	TDZE 765
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CATEGORY	A	B	C	D
LPV DA		965-¾	200 (200-¾)	
LNAV/VNAV DA		1247-1¾	482 (500-1¾)	
LNAV MDA	1320-1	555 (600-1)	1320-1½ 555 (600-1½)	1320-1¾ 555 (600-1¾)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

MIRL Rwy 7-25 0  
REIL Rwys 7 and 25 0

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ATHENS (ALBANY), OHIO

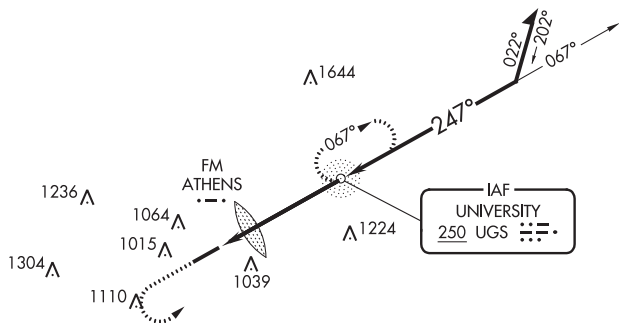
AL-5861 (FAA)

15176

NDB	UGS	APP CRS	Rwy Idg	<b>5600</b>
<b>250</b>		<b>247°</b>	TDZE	<b>765</b>
			Apt Elev	<b>766</b>

**NDB RWY 25**  
OHIO UNIVERSITY (UNI)

<p><b>▽</b> If local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all MDAs 100 feet.</p>		<p>MISSED APPROACH: Climb to 3000, then left turn direct UGS NDB and hold.</p>	
AWOS-3 <b>128.325</b>	HUNTINGTON APP CON <b>120.95 270.1</b>	CLNC DEL <b>120.95</b>	UNICOM <b>123.075 (CTAF) 0</b>



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 766	TDZE 765
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247° 5.1 NM from FAF

MIRL Rwy 7-25 0  
REIL Rwys 7 and 25 0

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

3000	UGS	UGS NDB	Remain within 10 NM
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CATEGORY	A	B	C	D
S-25	1380-1	615 (700-1)	1380-1¾ 615 (700-1¾)	1380-2 615 (700-2)
CIRCLING	1380-1 614 (700-1)	1420-1 654 (700-1)	1420-1¾ 654 (700-1¾)	1420-2 654 (700-2)

ATHENS (ALBANY), OHIO  
Amdt 9B 25JUN15

39°13'N-82°14'W

OHIO UNIVERSITY (UNI)  
**NDB RWY 25**



AUBURN, INDIANA

AL-5266 (FAA)

16231

WAAS CH <b>40201</b> <b>W09A</b>	APP CRS <b>094°</b>	Rwy Idg <b>5000</b> TDZE <b>880</b> Apt Elev <b>880</b>
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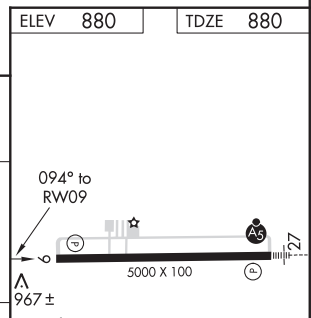
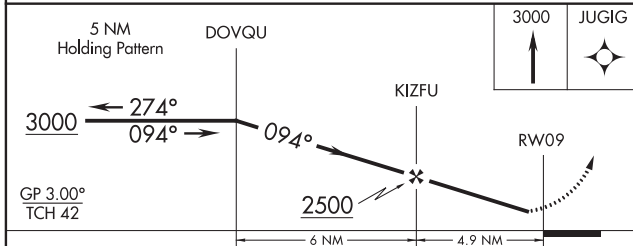
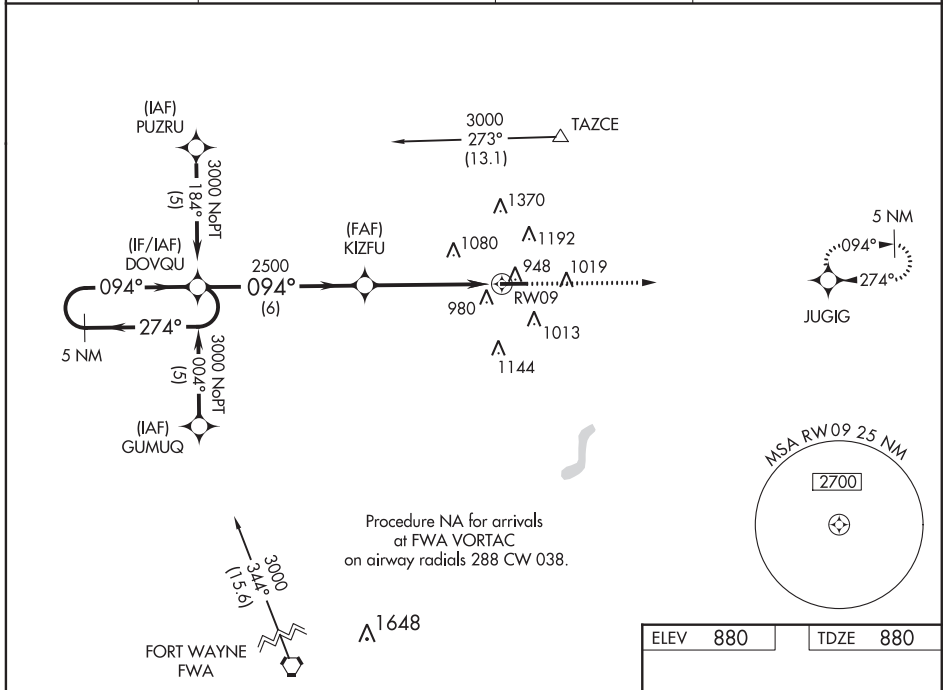
# RNAV (GPS) RWY 9

DE KALB COUNTY (GWB)

**▽** When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase LPV DA to 1239 feet; LNAV/VNAV DA to 1294 feet; and increase all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile; and increase LNAV Cats C/D and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (116°F). Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.

**△ NA** MISSED APPROACH: Climb to 3000 direct JUGIG and hold.

AWOS-3 <b>124.15</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	CLNC DEL <b>126.6</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1182-1		302 (400-1)	
LNAV/VNAV DA	1237-1¼		357 (400-1¼)	
LNAV MDA	1280-1 400 (400-1)		1280-1½ 400 (400-1½)	1280-1¾ 400 (400-1¾)
<b>C</b> CIRCLING	1320-1 440 (500-1)	1560-1 680 (700-1)	1720-2½ 840 (900-2½)	1720-2¾ 840 (900-2¾)

REIL Rwy 9 and 27 **0**  
MIRL Rwy 9-27 **0**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

AUBURN, INDIANA  
Orig-D 18AUG16

41°18'N-85°04'W

# DE KALB COUNTY (GWB) RNAV (GPS) RWY 9

WAAS CH <b>86401</b> <b>W27A</b>	APP CRS <b>274°</b>	Rwy Idg <b>5000</b> TDZE <b>880</b> Apt Elev <b>880</b>
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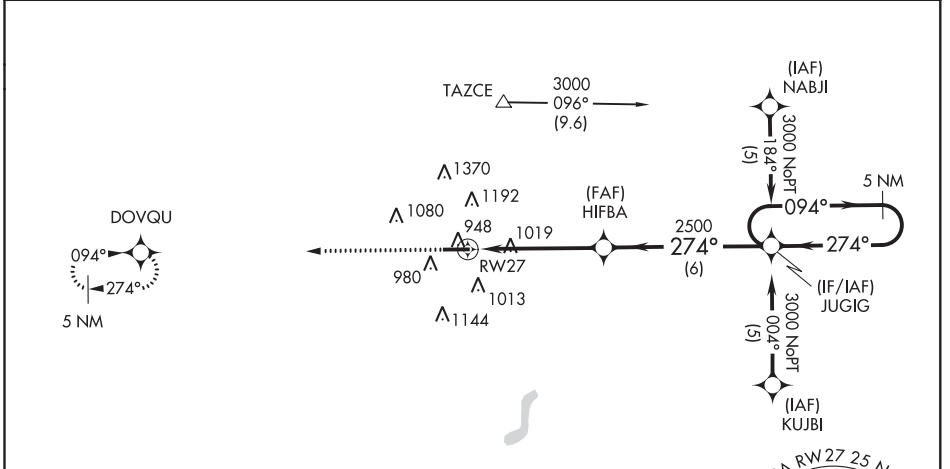
# RNAV (GPS) RWY 27

DE KALB COUNTY (GWB)

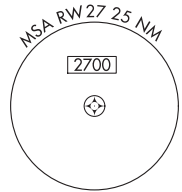
**⚠** When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase LPV DA 57 feet; LNAV/VNAV DA 180 feet, and all MDA 60 feet; increase LPV visibility 1/8 mile all Cats, LNAV/VNAV 5/8 mile all Cats, LNAV and Circling Cats C/D 1/4 mile. VDP and Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALS R when using Fort Wayne Intl altimeter setting increase LPV visibility all Cats to 1. DME/DME RNP-0.3 NA.

**MALS R** MISSED APPROACH: Climb to 3000 direct DOVQU and hold.

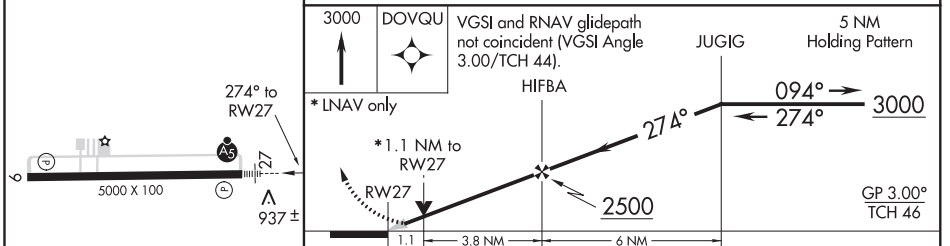
AWOS-3 <b>124.15</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	CLNC DEL <b>126.6</b>	UNICOM <b>123.0 (CTAF) ①</b>
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Procedure NA for arrivals at FWA VORTAC via airway radials 038 CW 112.



ELEV 880	TDZE 880
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CATEGORY	A	B	C	D
LPV DA		1130-1/2	250 (300-1/2)	
LNAV/ VNAV DA		1207-5/8	327 (400-5/8)	
LNAV MDA	1280-1/2	400 (400-1/2)	1280-3/4	400 (400-3/4)
<b>C</b> CIRCLING	1320-1 440 (500-1)	1560-1 680 (700-1)	1720-2 1/2 840 (900-2 1/2)	1720-2 3/4 840 (900-2 3/4)

REIL Rwy 9 and 27 ①  
MIRL Rwy 9-27 ①

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>70427</b> <b>W27A</b>	APP CRS <b>274°</b>	Rwy Idg TDZE Apt Elev	<b>4003</b> <b>1312</b> <b>1312</b>
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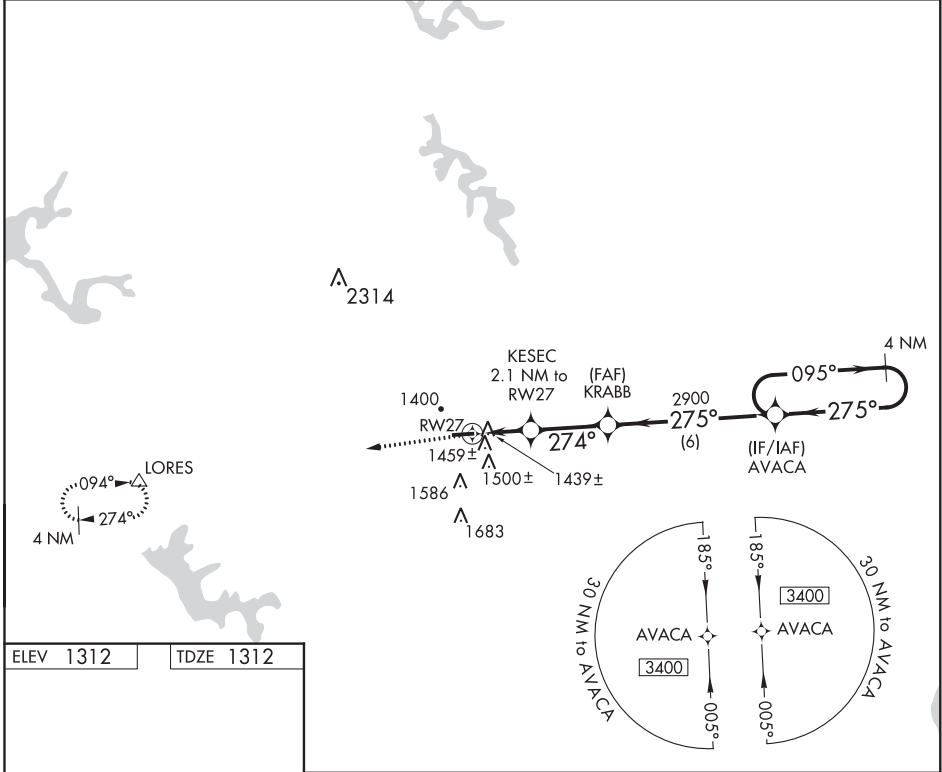
# RNAV (GPS) RWY 27

BARNESVILLE-BRADFIELD (6G5)

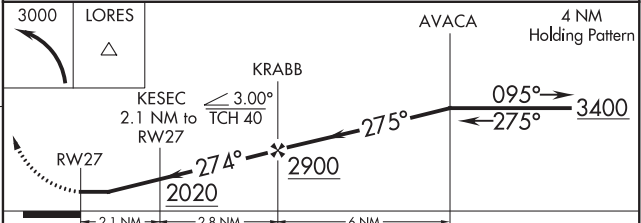
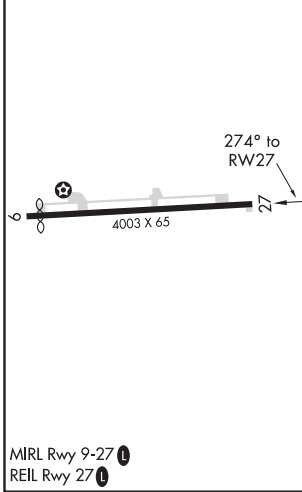
**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Wheeling, WV altimeter setting; When not received use Washington, PA altimeter setting and increase cll MDA 40 feet.

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

WHEELING ASOS <b>127.375</b>	CLEVELAND CENTER <b>126.95 239.30</b>	UNICOM <b>123.0</b> (CTAF) <b>Q</b>
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ELEV <b>1312</b>	TDZE <b>1312</b>
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CATEGORY	A	B	C	D
LP MDA	1780-1	468 (500-1)		NA
LNAV MDA	1800-1	488 (500-1)		NA
CIRCLING	1880-1 568 (600-1)	1940-1 628 (700-1)		NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

BARNESVILLE, OHIO

AL-5632 (FAA)

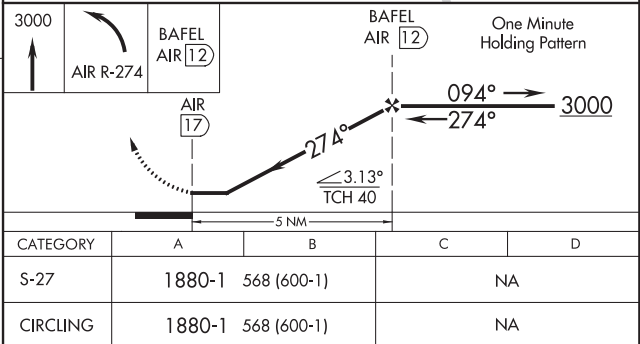
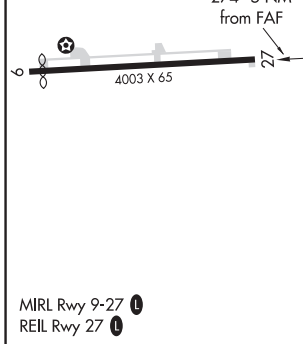
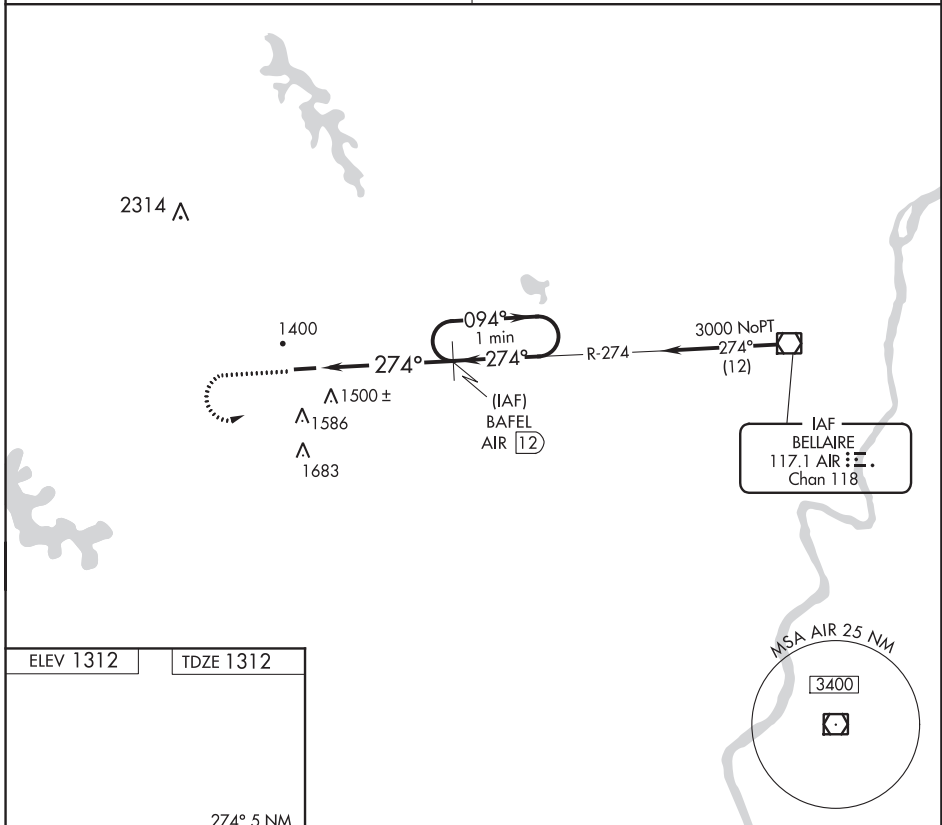
16091

VOR/DME AIR <b>117.1</b> Chan <b>118</b>	APP CRS <b>274°</b>	Rwy Idg TDZE <b>1312</b> Apt Elev <b>1312</b>	<b>4003</b>
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# VOR/DME RWY 27

BARNESVILLE-BRADFIELD (6G5)

<p><b>NA</b> Use Wheeling, WV altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000, then left turn via AIR R-274 to BAFEL/12 DME and hold.</p>
<p>CLEVELAND CENTER <b>126.95 239.30</b></p>	<p>UNICOM <b>123.0</b> (CTAF) <b>1</b></p>



BARNESVILLE, OHIO  
Orig-B 26AUG10

40°00'N-81°12'W

# BARNESVILLE-BRADFIELD (6G5)

## VOR/DME RWY 27

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>58327</b> <b>W04A</b>	APP CRS <b>040°</b>	Rwy Idg <b>3170</b> TDZE <b>840</b> Apt Elev <b>843</b>
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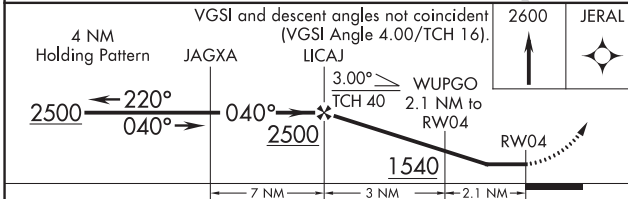
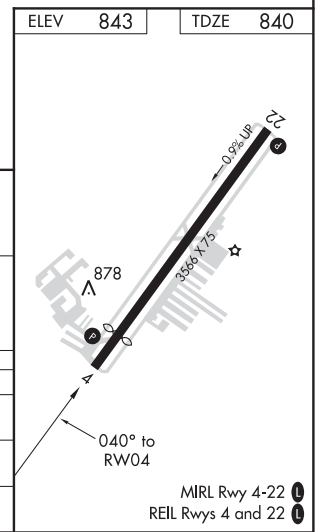
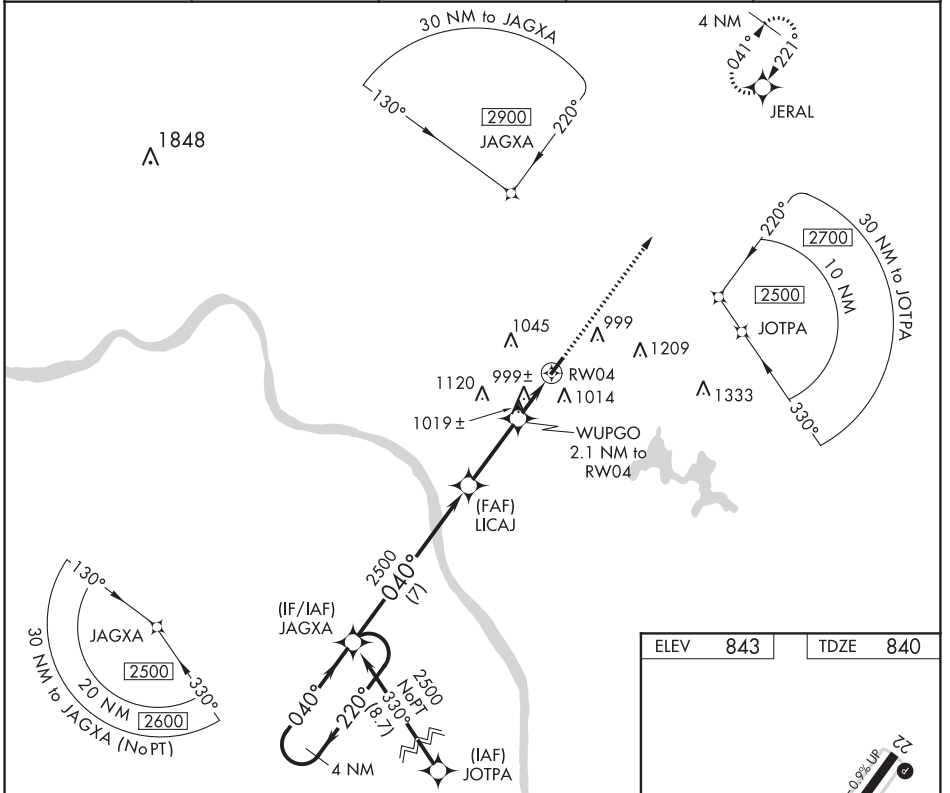
# RNAV (GPS) RWY 4

CLERMONT COUNTY (I69)

**Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Cincinnati Muni Airport Lunken Field altimeter setting and increase all MDA 60 feet and increase LNAV Cat C visibility 1/8 mile.**

**MISSED APPROACH:** Climb to 2600 direct JERAL and hold.

AWOS-3 <b>127.275</b>	CINCINNATI-BLUE ASH AWOS-3 <b>118.475</b>	CINCINNATI APP CON <b>121.0 257.725</b>	CLNC DEL <b>124.9</b>	UNICOM <b>122.975 (CTAF)</b>
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CATEGORY	A	B	C	D
LP MDA	1300-1	460 (500-1)	1300-1 3/8 460 (500-1 3/8)	NA
LNAV MDA	1320-1	480 (500-1)	1320-1 3/8 480 (500-1 3/8)	NA
CIRCLING	1360-1	517 (600-1)	1360-1 1/2 517 (600-1 1/2)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



BATAVIA, OHIO

AL-5955 (FAA)

15092

WAAS CH <b>82227</b> <b>W22A</b>	APP CRS <b>221°</b>	Rwy Idg TDZE Apt Elev	<b>3566</b> <b>839</b> <b>843</b>
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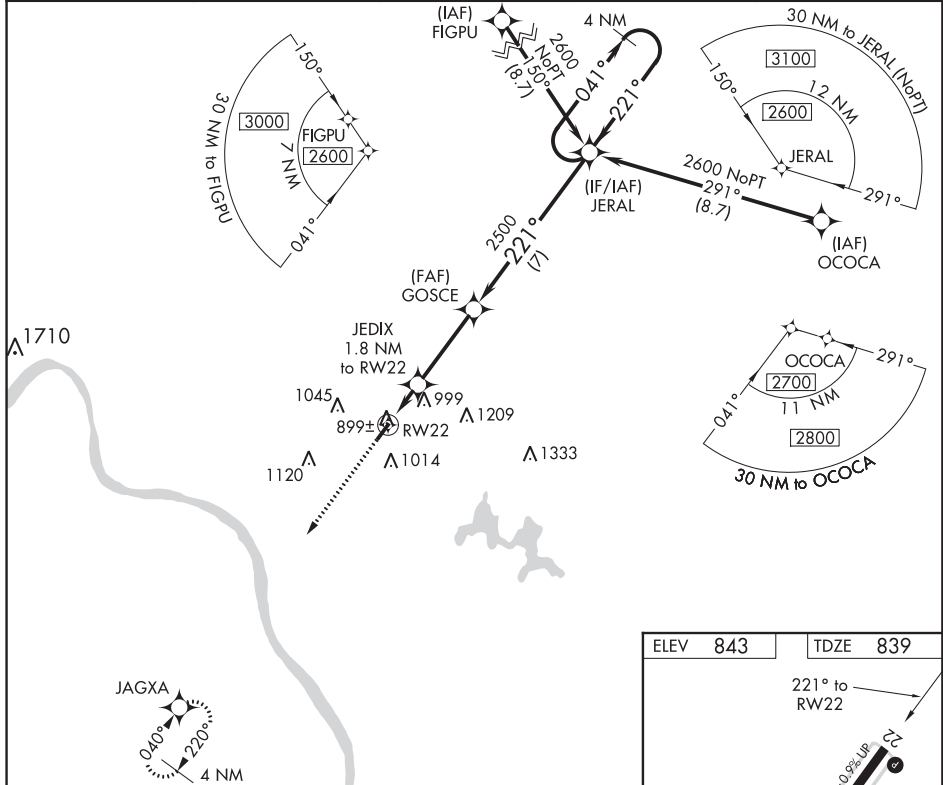
# RNAV (GPS) RWY 22

CLERMONT COUNTY (I69)

**NA** Procedure NA at night for Cat C aircraft. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cincinnati Muni Airport Lunken Field altimeter setting and increase all MDA 60 feet. Increase LP Cat C visibility 1/4 mile and LNAV Cat C visibility 1/8 mile.

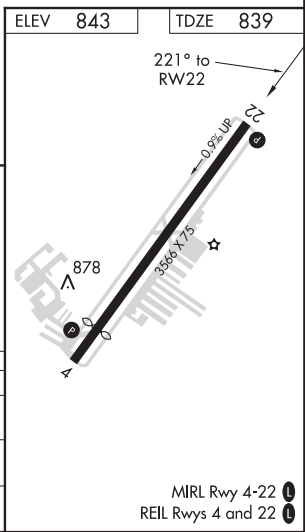
**MISSED APPROACH:** Climb to 2500 direct JAGXA and hold.

AWOS-3 <b>127.275</b>	CINCINNATI-BLUE ASH AWOS-3 <b>118.475</b>	CINCINNATI APP CON <b>121.0 257.725</b>	CLNC DEL <b>124.9</b>	UNICOM <b>122.975</b> (CTAF) <b>1</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



2500	JAGXA	GOSCE	JERAL	4 NM Holding Pattern
JEDIX 1.8 NM to RW22	2500	221°	041°	2600
RW22	1420	≤ 3.00° TCH 40	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 29).	
1.8	3.4 NM	7 NM		
CATEGORY	A	B	C	D
LP MDA	1200-1	361 (400-1)	1200-1 1/8 361 (400-1 1/8)	NA
LNAV MDA	1280-1	441 (500-1)	1280-1 3/8 441 (500-1 3/8)	NA
CIRCLING	1360-1	517 (600-1)	1360-1 1/2 517 (600-1 1/2)	NA

BATAVIA, OHIO  
Amdt 1C 02APR15

39°05'N-84°13'W

# RNAV (GPS) RWY 22

CLERMONT COUNTY (I69)



BEACH CITY, OHIO

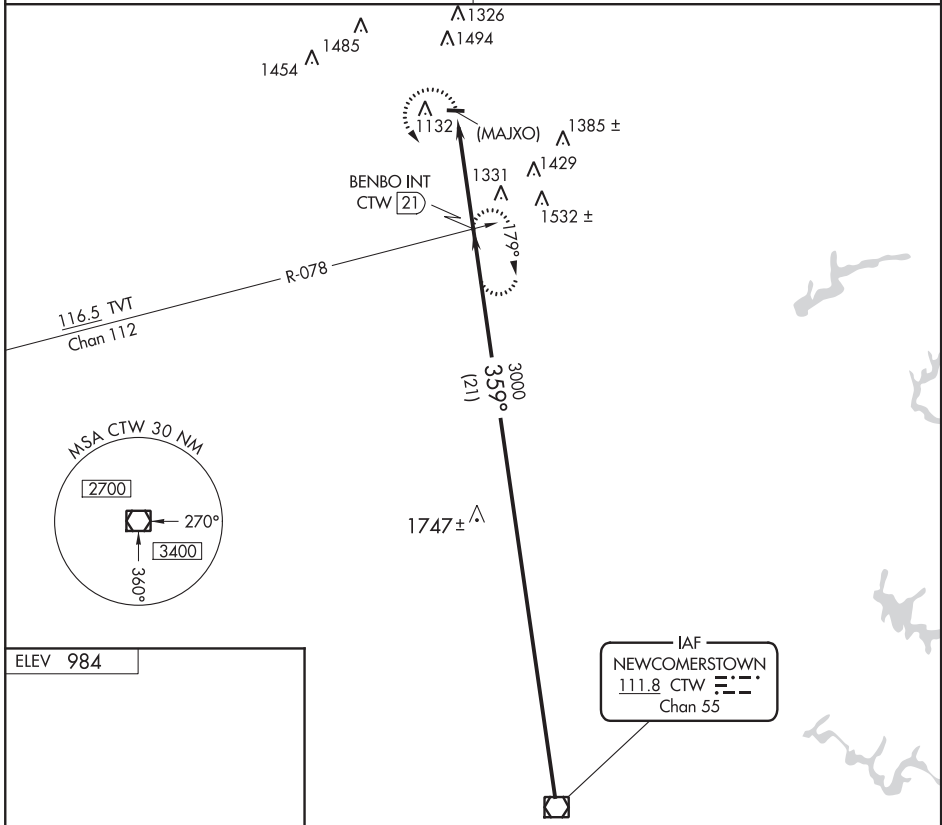
AL-6702 (FAA)

15008

VOR/DME CTW <b>111.8</b> Chan <b>55</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>984</b>
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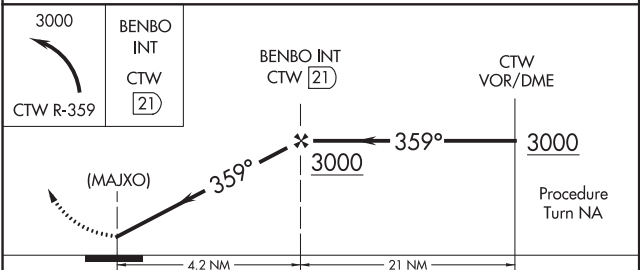
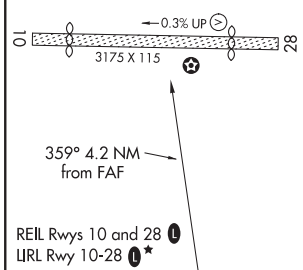
VOR or GPS-A  
BEACH CITY (2D7)

NA Use Akron-Canton altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 via CTW R-359 to BENBO INT/CTW 21 DME and hold.
AKRON-CANTON APP CON * <b>125.5 371.875</b>	UNICOM <b>122.8 (CTAF) 122.85</b>



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24
CATEGORY	A		B		C D
CIRCLING	1720-1 736 (800-1)		NA		

BEACH CITY, OHIO  
Amdt 1 25JUN92

40°39'N-81°33'W

BEACH CITY (2D7)  
VOR or GPS-A

WAAS CH <b>81925</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Idg TDZE <b>721</b> Apt Elev <b>727</b>	<b>4501</b>
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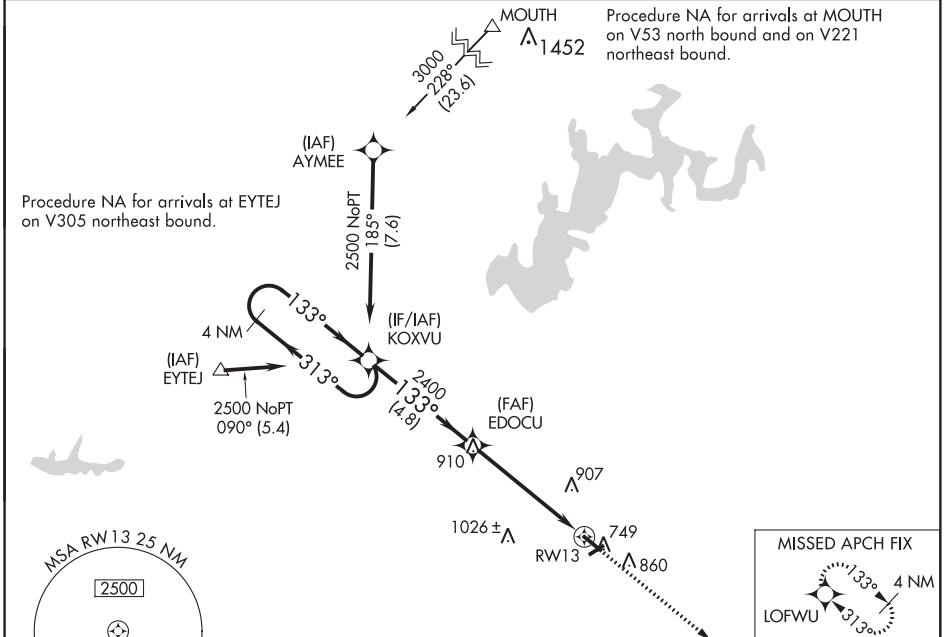
# RNAV (GPS) RWY 13

VIRGIL I. GRISSOM MUNI (BFR)

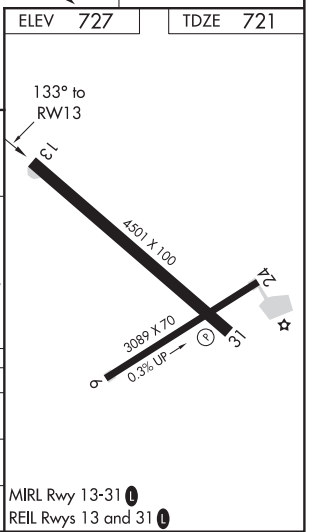
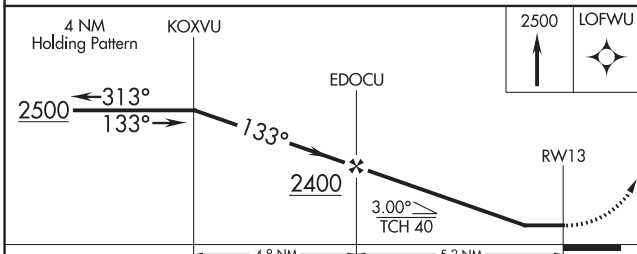
**▼** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Bloomington altimeter setting and increase all MDA 80 feet and increase LP and LNAV Cats C and D visibility  $\frac{1}{8}$  mile. Procedure NA at night.

**▲** MISSED APPROACH: Climb to 2500 direct LOFWU and hold.

AWOS-3 <b>119.125</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>727</b>	TDZE <b>721</b>
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CATEGORY	A	B	C	D
LP MDA	1160-1	439 (500-1)	1160- $\frac{1}{8}$	439 (500- $\frac{1}{8}$ )
LNAV MDA	1160-1	439 (500-1)	1160- $\frac{1}{8}$	439 (500- $\frac{1}{8}$ )
CIRCLING	1220-1	493 (500-1)	1220- $\frac{1}{2}$ 493 (500- $\frac{1}{2}$ )	1280-2 553 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

BEDFORD, INDIANA

AL-5546 (FAA)

16035

WAAS CH <b>97525</b> <b>W31A</b>	APP CRS <b>313°</b>	Rwy Idg TDZE <b>725</b> Apt Elev <b>727</b>	<b>4501</b>
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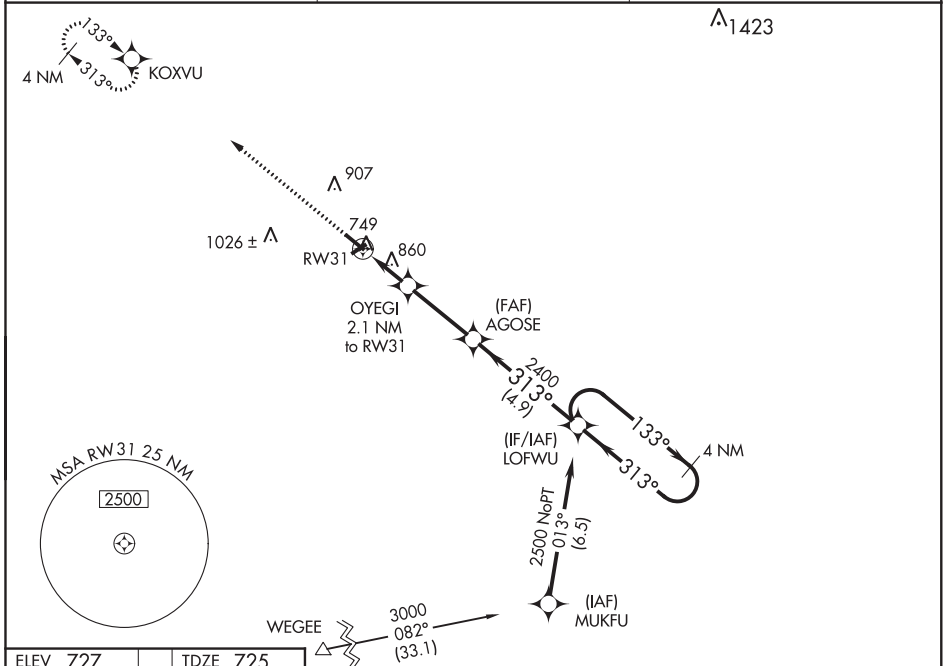
# RNAV (GPS) RWY 31

VIRGIL I. GRISSOM MUNI (B'F'R)

**NA** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bloomington altimeter setting and increase all MDA 80 feet; increase all Cat C/D visibilities ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

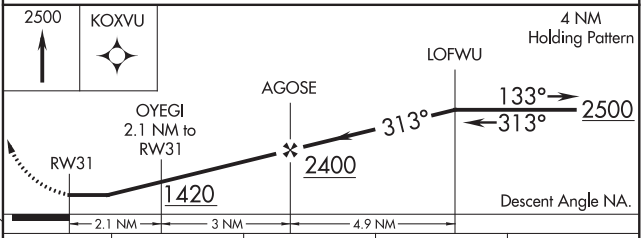
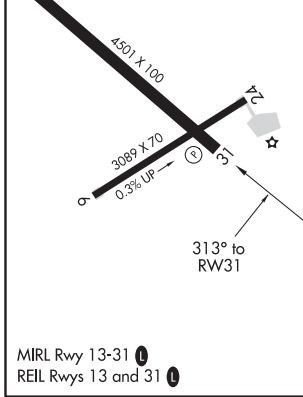
**MISSED APPROACH:**  
Climb to 2500 direct KOXVU and hold.

AWOS-3 <b>119.125</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>727</b>	TDZE <b>725</b>
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Procedure NA for arrivals at WEWEE on V305 southwest bound.



CATEGORY	A	B	C	D
LP MDA	1160-1	435 (500-1)	1160-1¼	435 (500-1¼)
LNAV MDA	1180-1	455 (500-1)	1180-1⅜	455 (500-1⅜)
<b>C</b> CIRCLING	1220-1 493 (500-1)	1260-1 533 (600-1)	1380-1¼ 653 (700-1¼)	1380-2 653 (700-2)

BEDFORD, INDIANA  
Amdt 1B 25JUN15

38°50'N - 86°27'W

# VIRGIL I. GRISSOM MUNI (B'F'R)

## RNAV (GPS) RWY 31

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC OOM <b>110.2</b> Chan <b>39</b>	APP CRS <b>159°</b>	Rwy Idg TDZE <b>4501</b> <b>721</b> Apt Elev <b>728</b>
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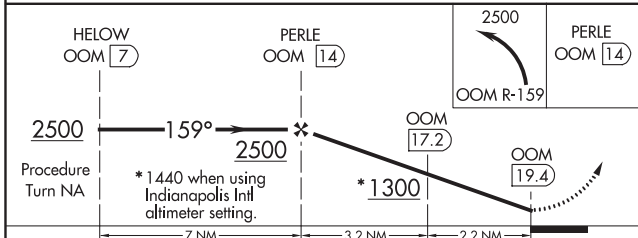
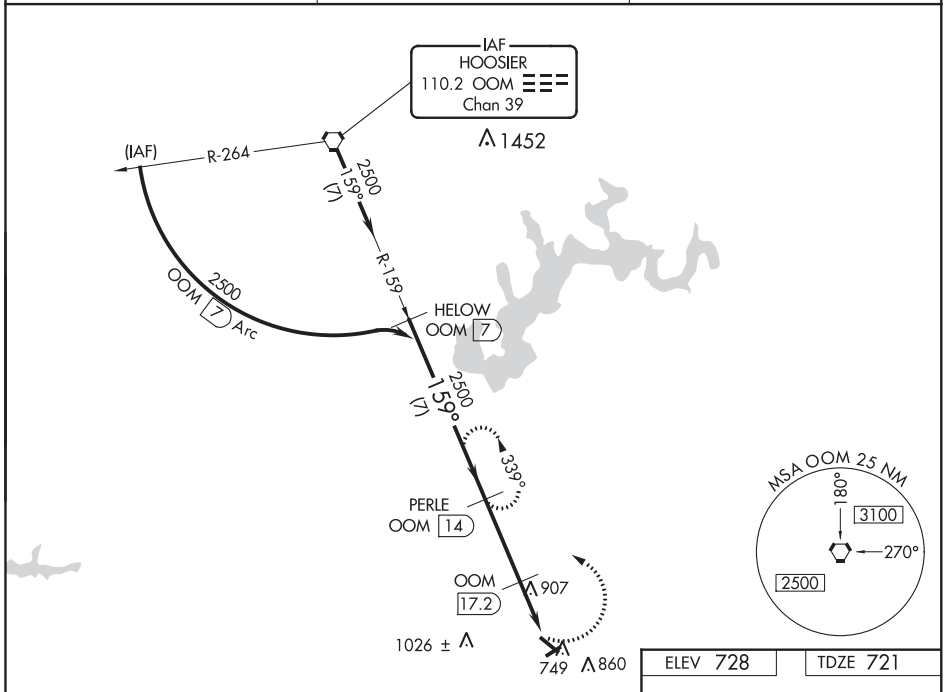
# VOR/DME RWY 13

VIRGIL I. GRISSOM MUNI (BFR)

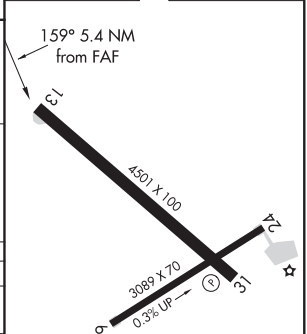
**NA** Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting. Night landing: Rwy 13, 31 NA.

MISSED APPROACH: Climbing left turn to 2500 via OOM R-159 to PERLE 14 DME and hold.

AWOS-3 <b>119.125</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 728	TDZE 721
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CATEGORY	A	B	C	D
S-13	1160-1	439 (500-1)	1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1220-1	492 (500-1)	1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13	1300-1	579 (600-1)	1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1360-1	632 (700-1)	1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)

MIRL Rwy 13-31  
REIL Rws 13 and 31

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>42628</b> <b>W07A</b>	APP CRS <b>074°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>1112</b> <b>1122</b>
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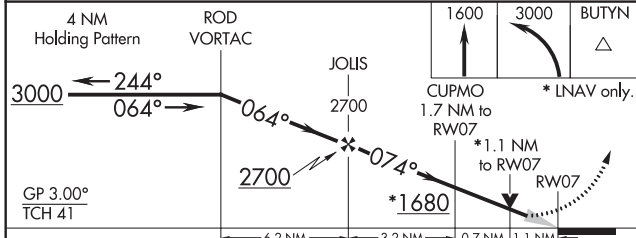
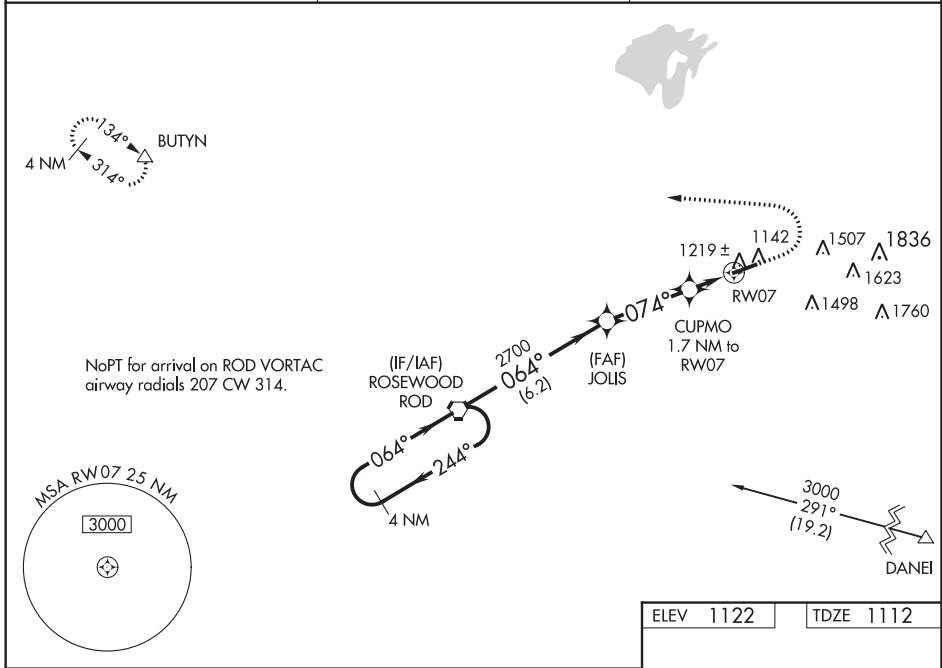
# RNAV (GPS) RWY 7

BELLEFONTAINE RGNL (E.D.J)

**NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 37°C (98°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with James M. Cox Dayton Intl altimeter setting. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 94 feet and all MDA 100 feet and increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C and D visibility ⅜ mile, and Circling Cats C and D visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 1600 then climbing left turn to 3000 direct BUTYN and hold.

AWOS-3 <b>118.075</b>	COLUMBUS APP CON <b>118.425 294.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1122	TDZE 1112
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CATEGORY	A	B	C	D
LPV DA		1362-7/8	250 (300-7/8)	
LNAV/VNAV DA		1504-13/8	392 (400-13/8)	
LNAV MDA		1480-1	368 (400-1)	
CIRCLING	1620-1 498 (500-1)	1640-1 518 (600-1)	1640-1 1/2 518 (600-1 1/2)	1720-2 598 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>93628</b> <b>W25A</b>	APP CRS <b>254°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>1122</b> <b>1122</b>
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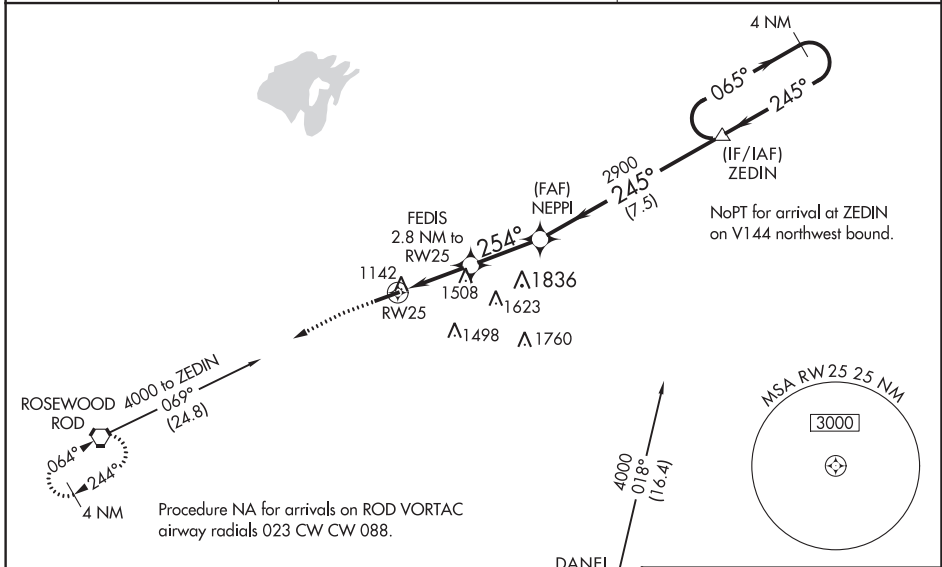
# RNAV (GPS) RWY 25

BELLEFONTAINE RGNL (E.D.J)

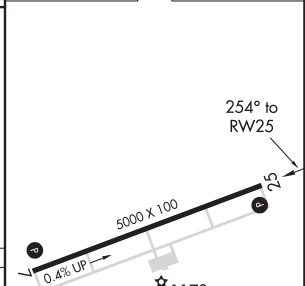
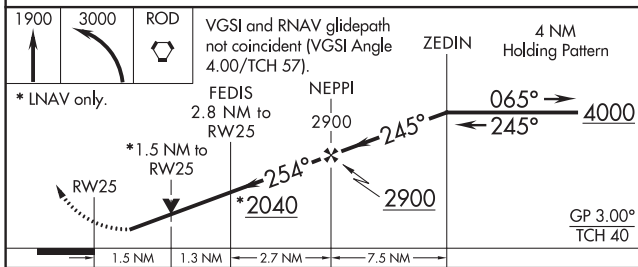
**⚠** **NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 94 feet and increase all MDA 100 feet and increase LPV and LNAV/VNAV visibility all Cats 3/8 mile and increase LNAV Cat B and Circling Cat B visibility 1/4 mile and increase LNAV Cats C and D visibility 1/2 mile and increase Circling Cat C visibility 1/2 mile and increase Circling Cat D visibility 1/4 mile. VDP and Baro-VNAV NA with James M. Cox Dayton Intl altimeter setting.

**MISSED APPROACH:**  
Climb to 1900 then climbing left turn to 3000 direct ROD VORTAC and hold.

AWOS-3 <b>118.075</b>	COLUMBUS APP CON <b>118.425 294.5</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 1122	TDZE 1122
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CATEGORY	A	B	C	D
LPV DA		1457-1 1/8	335 (400-1 1/8)	
LNAV/VNAV DA		1664-1 7/8	542 (600-1 7/8)	
LNAV MDA	1820-1	698 (700-1)	1820-2	698 (700-2)
CIRCLING	1820-1	698 (700-1)	1820-2	1820-2 1/4 698 (700-2 1/4)

MIRA Rwy 7-25

REIL Rwy 7 and 25

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

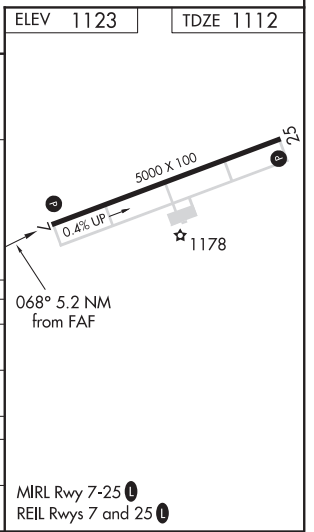
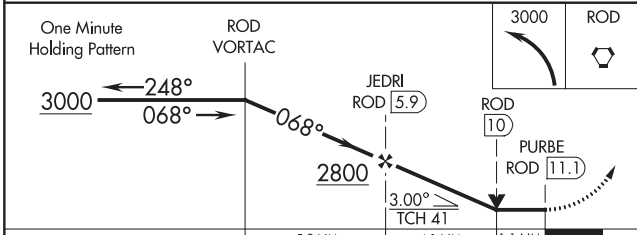
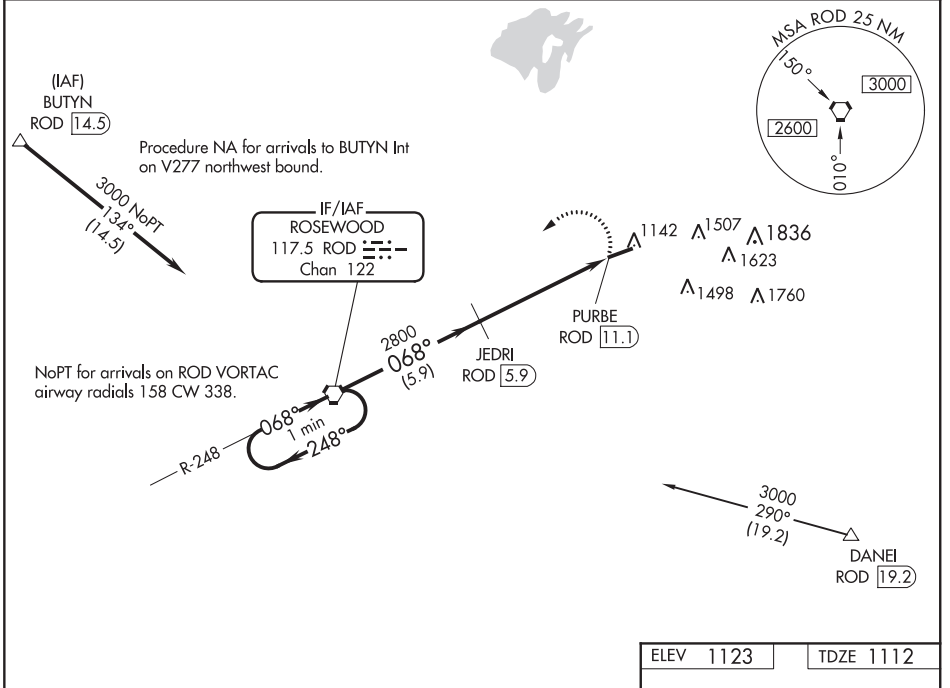


VORTAC ROD <b>117.5</b> Chan <b>122</b>	APP CRS <b>068°</b>	Rwy Idg TDZE <b>1112</b> Apt Elev <b>1123</b>
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# VOR/DME RWY 7

BELLEFONTAINE RGNL (E.D.J)

<p><b>NA</b> When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting. VDP NA with James M. Cox Dayton Intl altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct ROD VORTAC and hold.</p>	
<p>AWOS-3 <b>118.075</b></p>	<p>COLUMBUS APP CON <b>118.425 294.5</b></p>	<p>UNICOM <b>122.8</b> (CTAF) <b>0</b></p>



CATEGORY	A	B	C	D
S-7	1480-1 368 (400-1)			1480-1¼ 368 (400-1¼)
CIRCLING	1540-1 417 (500-1)	1640-1 517 (600-1)	1640-1½ 517 (600-1½)	1720-2 597 (600-2)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
S-7	1580-1 468 (500-1)		1580-1¼ 468 (500-1¼)	1580-1½ 468 (500-1½)
CIRCLING	1640-1 517 (600-1)	1740-1 617 (700-1)	1740-1¾ 617 (700-1¾)	1820-2¼ 697 (700-2¼)

EC-2, 10 NOV 2016 to 05 JAN 2017

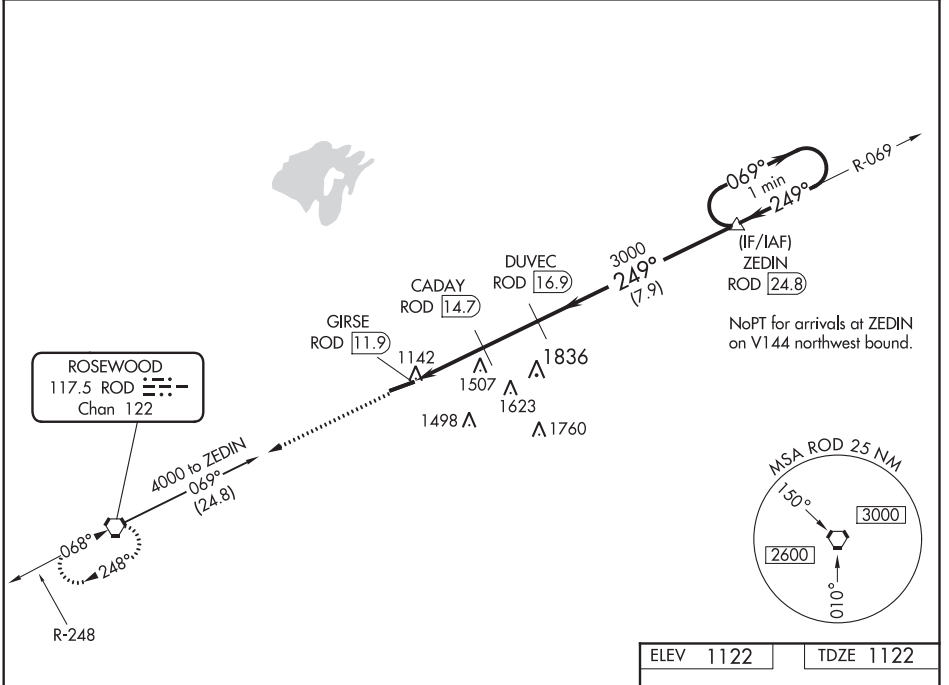
EC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC ROD <b>117.5</b> Chan <b>122</b>	APP CRS <b>249°</b>	Rwy Idg TDZE <b>1122</b> Apt Elev <b>1122</b>	<b>5000</b>
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# VOR/DME RWY 25

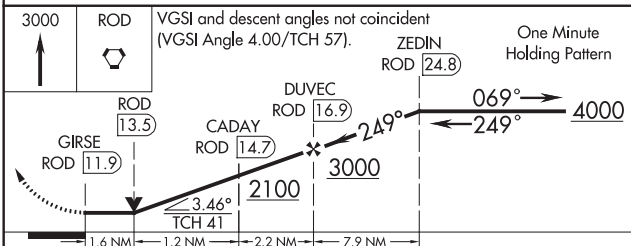
BELLEVILLE RGNL (E.D.J)

<p><b>▽</b> Visibility reduction by helicopters NA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting.</p> <p><b>△</b> NA</p>	<p>MISSED APPROACH: Climb to 3000 direct ROD VORTAC and hold.</p>	
<p>AWOS-3 <b>118.075</b></p>	<p>COLUMBUS APP CON <b>118.425 294.5</b></p>	<p>UNICOM <b>122.8</b> (CTAF) <b>0</b></p>

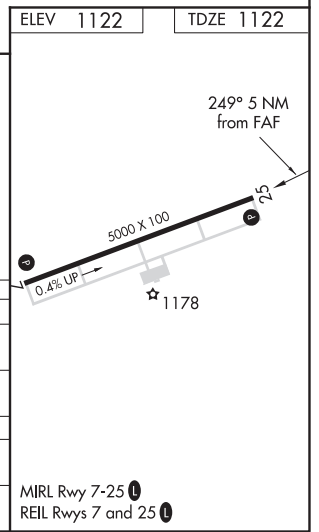


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-25	1860-1 738 (800-1)		1860-2 738 (800-2)	1860-2 738 (800-2 1/4)
CIRCLING	1860-1 738 (800-1)		1860-2 738 (800-2)	1860-2 738 (800-2 1/4)
JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS				
S-25	1940-1 818 (900-1)	1940-1 1/4 818 (900-1 1/4)	1940-2 1/2 818 (900-2 1/2)	1940-2 3/4 818 (900-2 3/4)
CIRCLING	1940-1 818 (900-1)	1940-1 1/4 818 (900-1 1/4)	1940-2 1/2 818 (900-2 1/2)	1940-2 3/4 818 (900-2 3/4)







WAAS CH <b>56412</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg <b>6500</b> TDZE <b>845</b> Apt Elev <b>846</b>
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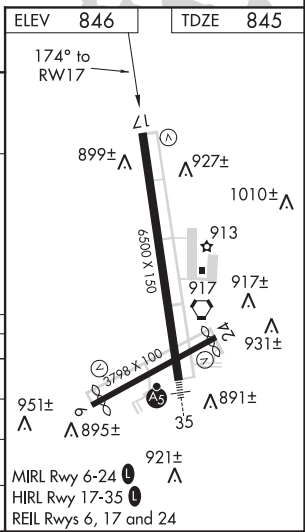
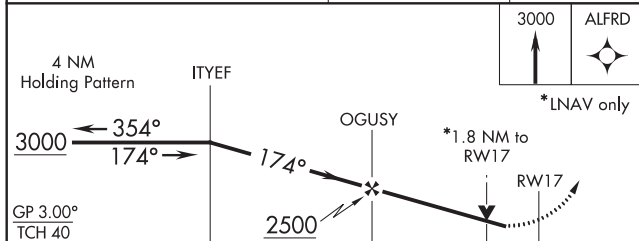
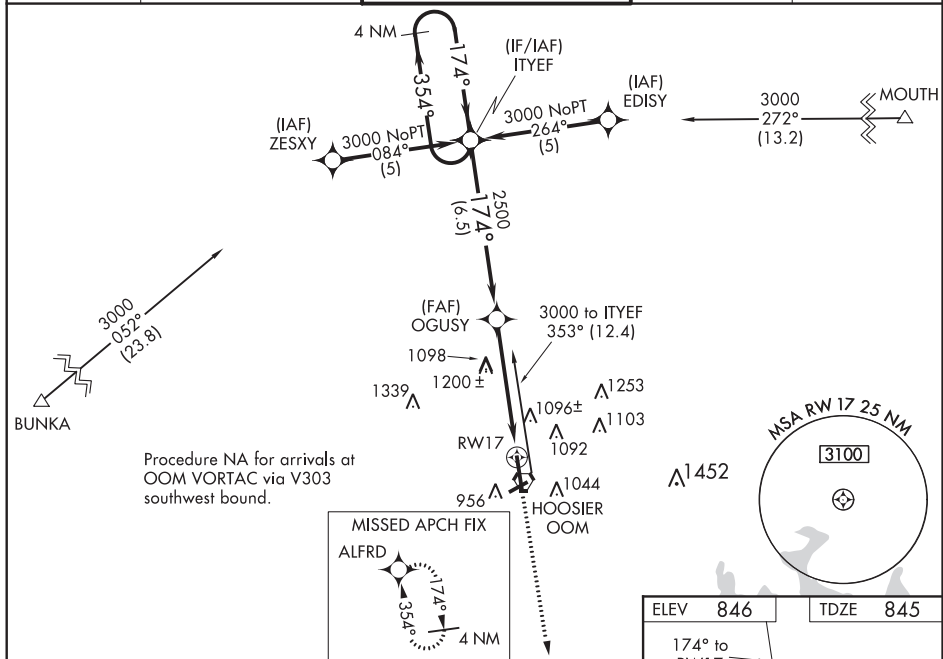
# RNAV (GPS) RWY 17

MONROE COUNTY (BMG)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.  
**⚠** When local altimeter setting not received, use Terre Haute Inil-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet. Increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility 1/2 mile, Circling D visibility 1/4 mile. Circling to Rwy 6/24 NA at night.

MISSED APPROACH: Climb to 3000 direct ALFRD and hold.

ASOS <b>110.2</b>	HULMAN APP CON <b>128.025 339.8</b>	BLOOMINGTON TOWER * <b>120.775 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		1229-1¼	384 (400-1¼)	
LNAV/VNAV DA		1404-2	559 (600-2)	
LNAV MDA	1460-1 614 (700-1)		1460-1¾ 614 (700-1¾)	1460-2 614 (700-2)
CIRCLING	1460-1 614 (700-1)		1460-1¾ 614 (700-1¾)	1460-2 614 (700-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>244°</b>	Rwy Idg <b>3576</b>
	TDZE <b>841</b>
	Apt Elev <b>846</b>

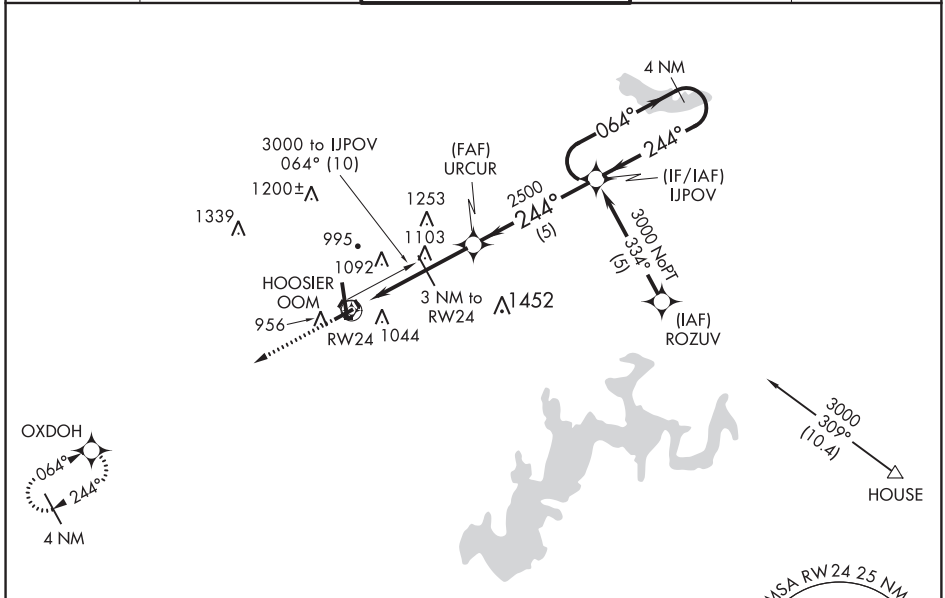
# RNAV (GPS) RWY 24

MONROE COUNTY (BMG)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1SM NA. Rwy 24 Straight-in and Circling to Rwy 6 NA at night. When local altimeter setting not received use Terre Haute Int-Hulman Field altimeter setting and increase all MDA 140 feet; increase LNAV Cat C/D and Circling Cat D visibility ¼ mile, increase Circling Cat C visibility ½ mile.

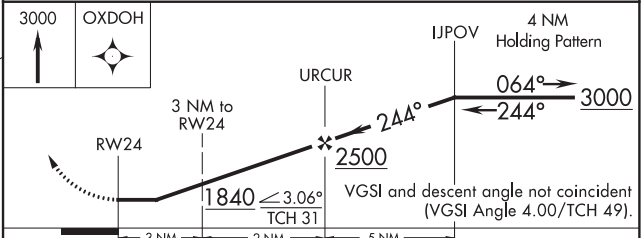
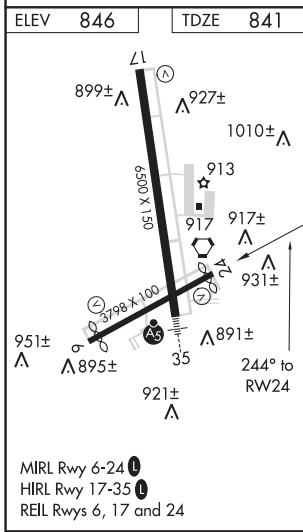
**MISSED APPROACH:**  
Climb to 3000 direct OXDOH WP and hold.

ASOS <b>110.2</b>	HULMAN APP CON <b>128.025 339.8</b>	<b>BLOOMINGTON TOWER *</b> <b>120.775 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	1320-1	479 (500-1)	1320-1¼ 479 (500-1¼)	1320-1½ 479 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

BLOOMINGTON, INDIANA

AL-5168 (FAA)

16315


WAAS CH <b>72812</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Idg 6500
		TDZE 844
		Apt Elev 846

# RNAV (GPS) RWY 35

MONROE COUNTY (BMG)

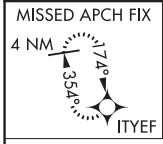
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats and Circling C visibility ½ mile. For inoperative MALSRR when using Terre Haute Intl-Hulman Field altimeter setting: increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting. Circling to Rwy 6/24 NA at night.

**MALSRR**

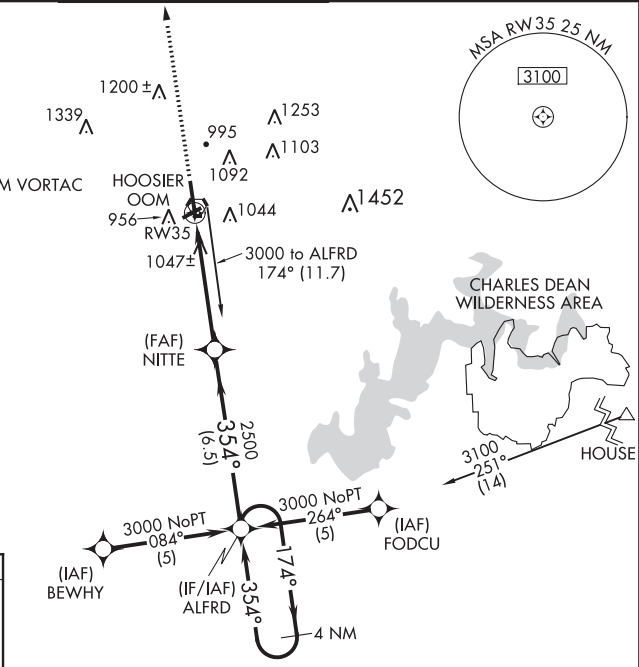
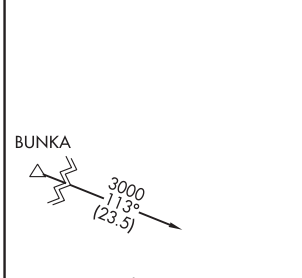


**MISSED APPROACH:**  
Climb to 3000 direct IITYEF and hold.

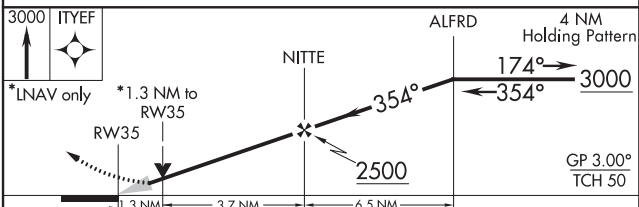
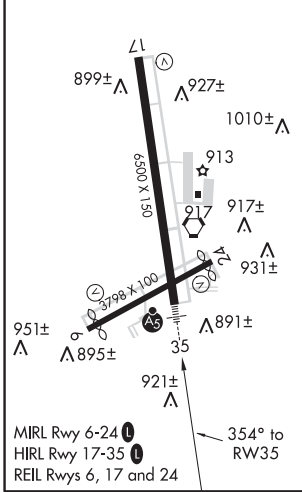
ASOS <b>110.2</b>	HULMAN APP CON <b>128.025 339.8</b>	<b>BLOOMINGTON TOWER *</b> <b>120.775 (CTAF)</b> 	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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Procedure NA for arrivals at OOM VORTAC via V305 northeast bound.



ELEV <b>846</b>	TDZE <b>844</b>
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CATEGORY	A	B	C	D
LPV DA		1044-1/2	200 (200-1/2)	
LNAV/VNAV DA		1344-1 1/4	500 (500-1 1/4)	
LNAV MDA	1300-1/2	456 (500-1/2)	1300-3/4 456 (500-3/4)	1300-1 456 (500-1)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1 1/2 554 (600-1 1/2)	1400-2 554 (600-2)

BLOOMINGTON, INDIANA  
Amdt 1A 19SEP13

39°09'N-86°37'W

# MONROE COUNTY (BMG) RNAV (GPS) RWY 35

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC OOM <b>110.2</b> Chan <b>39</b>	APP CRS <b>058°</b>	Rwy Idg <b>3494</b> TDZE <b>840</b> Apt Elev <b>846</b>
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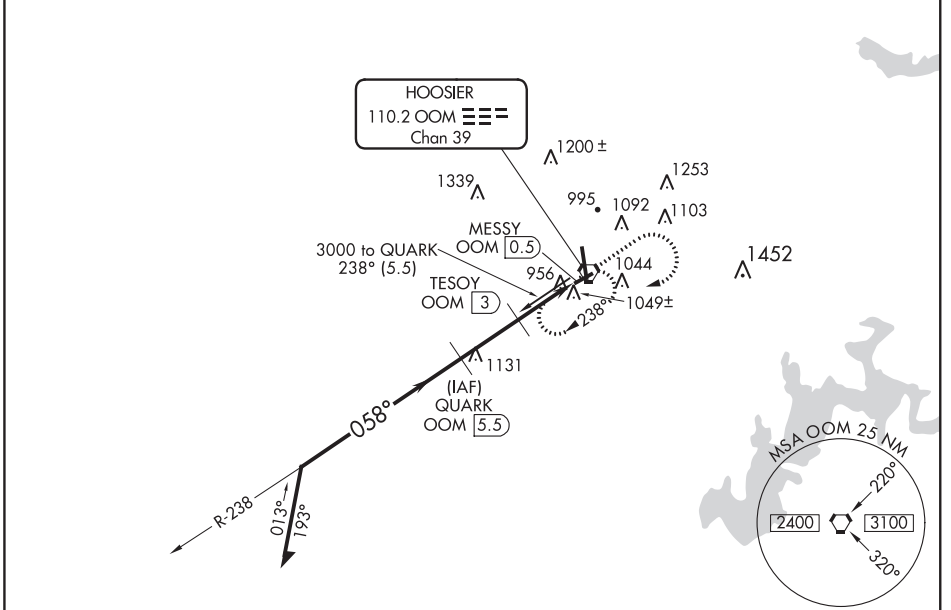
# VOR/DME RWY 6

MONROE COUNTY (BMG)

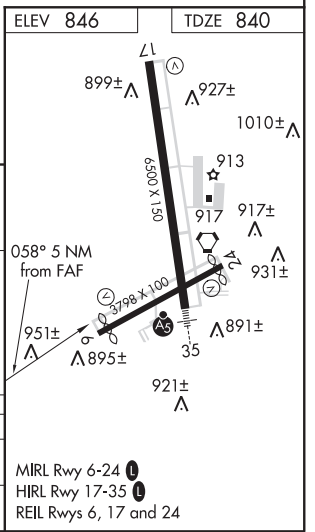
**⚠** Rwy 6 Straight-in and Circling and Circling to Rwy 24 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet and S-6 Cat C and D visibility  $\frac{3}{8}$  mile, Circling Cat C visibility  $\frac{1}{2}$  mile, and Circling Cat D visibility  $\frac{1}{4}$  mile.

**⚠** MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct OOM VORTAC and hold.

ASOS <b>110.2</b>	HULMAN APP CON <b>128.025 339.8</b>	<b>BLOOMINGTON TOWER *</b> <b>120.775 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 37).	2000	3000	OOM
	↑	↷	⬡



CATEGORY	A	B	C	D
S-6	1300-1	460 (500-1)	1300-1 $\frac{3}{8}$	460 (500-1 $\frac{3}{8}$ )
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1 $\frac{1}{2}$ 554 (600-1 $\frac{1}{2}$ )	1400-2 554 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



VORTAC OOM <b>110.2</b> Chan <b>39</b>	APP CRS <b>169°</b>	Rwy Idg <b>6500</b> TDZE <b>846</b> Apt Elev <b>846</b>
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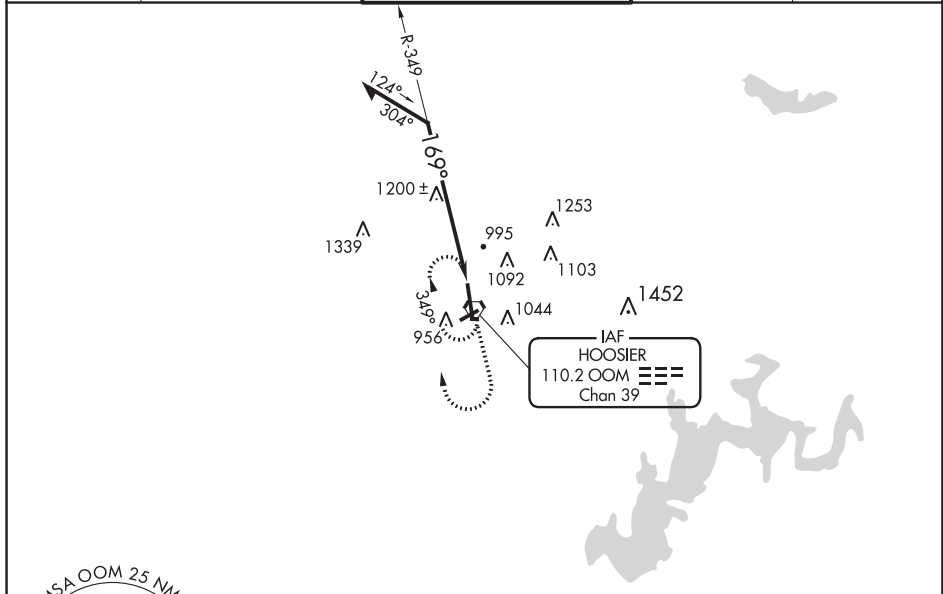
# VOR RWY 17

MONROE COUNTY (BMG)

**⚠** Helicopter visibility reduction below 3/4 SM NA. Circling to Rwy 6/24 NA at night.  
**⚠** When local altimeter setting not received use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet; increase S-17 and Circling Cat C/D visibility 1/2 mile.

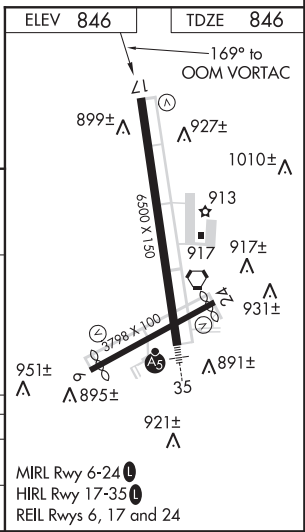
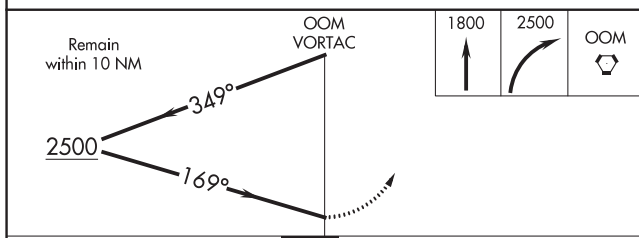
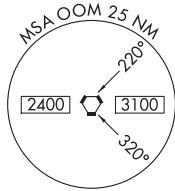
**MISSED APPROACH:**  
 Climb to 1800 then climbing right turn to 2500 direct OOM VORTAC and hold.

ASOS <b>110.2</b>	HULMAN APP CON ★ <b>128.025 339.8</b>	BLOOMINGTON TOWER ★ <b>120.775 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-17	1560-1 714 (800-1)		1560-2 714 (800-2)	1560-2 1/4 714 (800-2 1/4)
CIRCLING	1560-1 714 (800-1)		1560-2 714 (800-2)	1560-2 1/4 714 (800-2 1/4)

# AIRPORT DIAGRAM

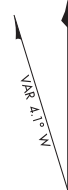
AL-5168 (FAA)

MONROE COUNTY (BMG)  
BLOOMINGTON, INDIANA

ASOS  
110.2  
BLOOMINGTON TOWER\*  
120.775  
GND CON  
121.9

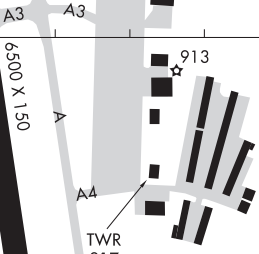
FIELD  
ELEV  
846

39°09.5'N



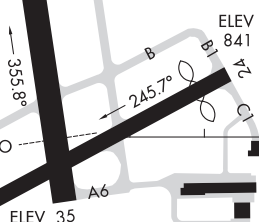
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1° W

39°09.0'N



39°08.5'N

RWY 06-24  
PCN 4 F/D/X/U  
S-35, D-50  
RWY 17-35  
PCN 31 F/D/X/U  
S-68, D-121, 2S-160, 2D-169



86°36.5'W

CAUTION: BE ALERT TO  
RUNWAY CROSSING CLEARANCES.  
READBCK OF ALL RUNWAY  
HOLDING INSTRUCTIONS IS REQUIRED.

86°37.5'W

86°37.0'W

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

BLOOMINGTON, INDIANA  
MONROE COUNTY (BMG)

BLUFFTON, OHIO

AL-5665 (FAA)

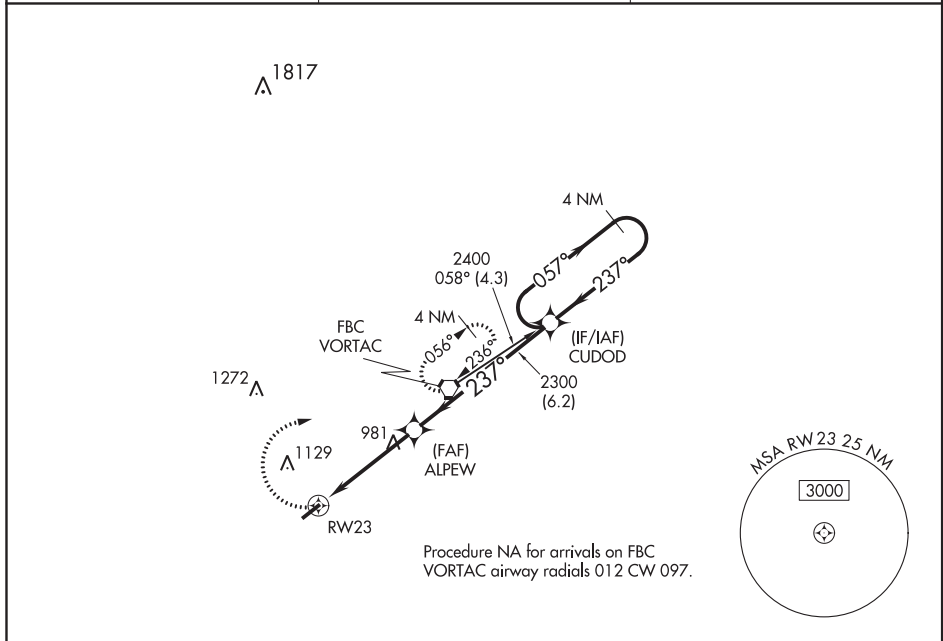
11293

APP CRS <b>237°</b>	Rwy Idg <b>4126</b>
	TDZE <b>850</b>
	Apt Elev <b>851</b>

# RNAV (GPS) RWY 23

BLUFFTON (5G7)

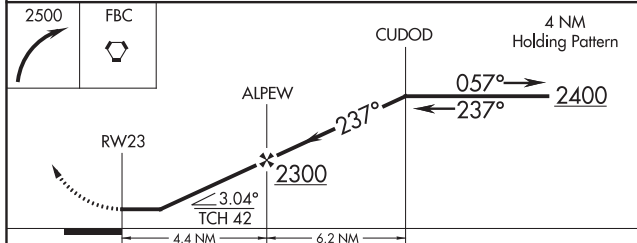
<p><b>▽</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Findlay altimeter setting; when not received use Lima Allen County altimeter setting and increase all MDA 20 feet and Circling Cat D visibility ¼ mile.</p> <p><b>⚠</b> NA</p>	<p>MISSED APPROACH: Climbing right turn to 2500 direct FBC VORTAC and hold.</p>
<p>FINDLAY ASOS <b>132.85</b></p>	<p>TOLEDO APP CON <b>120.8 317.55</b></p>
<p>UNICOM <b>122.8 (CTAF) 0</b></p>	



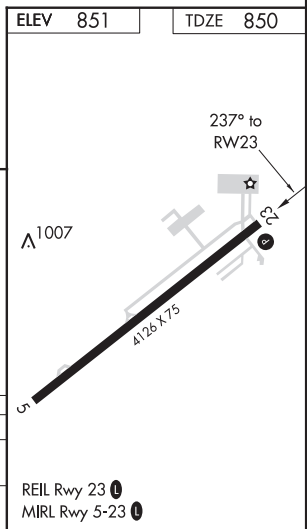
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 851	TDZE 850
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CATEGORY	A	B	C	D
LNVA MDA	1280-1	430 (500-1)	1280-1 ¼ 430 (500-1 ¼)	1280-1 ½ 430 (500-1 ½)
CIRCLING	1340-1	489 (500-1)	1340-1 ½ 489 (500-1 ½)	1520-2 669 (700-2)



BLUFFTON, OHIO  
Orig-A 18NOV10

40°53'N-83°52'W

# RNAV (GPS) RWY 23

BLUFFTON (5G7)

BLUFFTON, OHIO

AL-5665 (FAA)

14037

VORTAC FBC <b>108.2</b> Chan <b>19</b>	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev	<b>4126</b> <b>850</b> <b>851</b>
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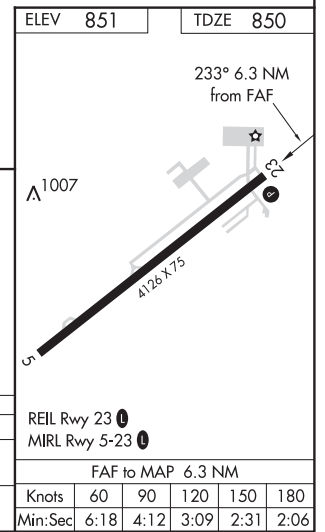
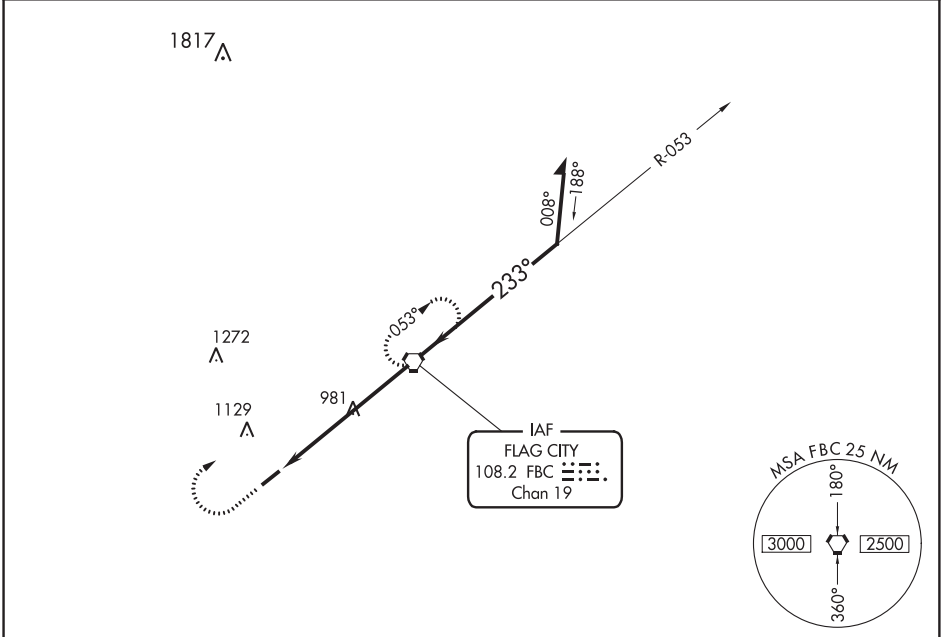
# VOR RWY 23

BLUFFTON (5G7)

**NA** Visibility reduction by helicopters NA. Use Findlay altimeter setting; when not received, use Lima Allen County altimeter setting and increase all MDA 20 feet, and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 then right turn direct FBC VORTAC and hold.

FINDLAY ASOS <b>132.85</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>122.8 (CTAF) 0</b>
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2500	FBC	FBC VORTAC	Remain within 10 NM
2500	233°	053°	2500
6.3 NM			

CATEGORY	A	B	C	D
S-23	1280-1	430 (500-1)	1280-1 ¼ 430 (500-1 ¼)	1280-1 ½ 430 (500-1 ½)
CIRCLING	1340-1	489 (500-1)	1340-1 ½ 489 (500-1 ½)	1520-2 669 (700-2)

BLUFFTON, OHIO  
Amdt 7A 18NOV10

40°53'N-83°52'W

# BLUFFTON (5G7) VOR RWY 23

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>62803</b> <b>W10A</b>	APP CRS <b>096°</b>	Rwy Idg TDZE Apt Elev	<b>4199</b> <b>673</b> <b>673</b>
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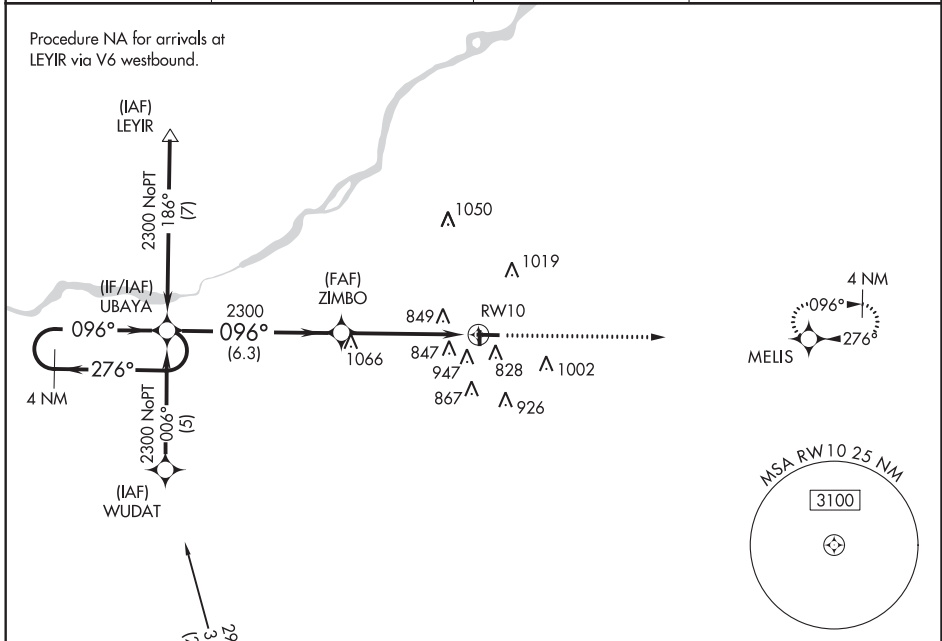
# RNAV (GPS) RWY 10

WOOD COUNTY (1G4)

**▽** DME/DME RNP-0.3 NA. VDP NA with Toledo Express altimeter setting. When local altimeter setting not received, use Toledo Express altimeter setting and increase all DA 35 feet and all MDA 40 feet. Increase LNAV Cat C/D visibility ¼ mile. Night landing: Rwy 36 NA.

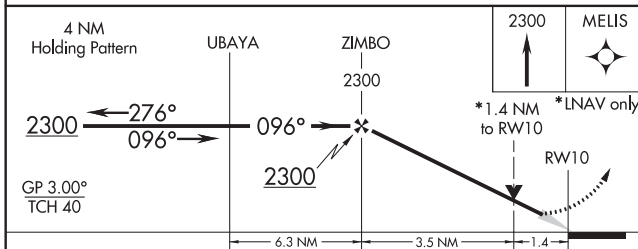
**▲** NA MISSED APPROACH: Climb to 2300 direct MEUS and hold.

AWOS-3 <b>120.725</b>	TOLEDO APP CON <b>126.1 317.55</b>	CLNC DEL <b>125.6</b>	UNICOM <b>122.8 (CTAF)</b>
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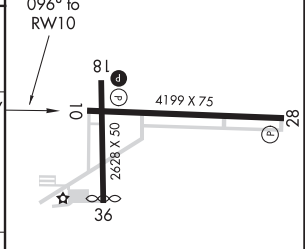


Procedure NA for arrivals at FBC VORTAC airway radials 291 CW 012.

1817  $\Delta$  FLAG CITY FBC



ELEV 673	TDZE 673
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CATEGORY	A	B	C	D
LPV DA	926-1 253 (300-1)			
LNAV MDA	1160-1 487 (500-1)	1160-1¼ 487 (500-1¼)	1160-1½ 487 (500-1½)	
CIRCLING	1300-1 627 (700-1)	1300-1¾ 627 (700-1¾)	1320-2 647 (700-2)	

REIL Rwy 10, 18 and 28 **①**  
MIRL Rwy 10-28 and 18-36 **②**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>97403</b> <b>W18A</b>	APP CRS <b>184°</b>	Rwy Idg <b>2628</b> TDZE <b>672</b> Apt Elev <b>673</b>
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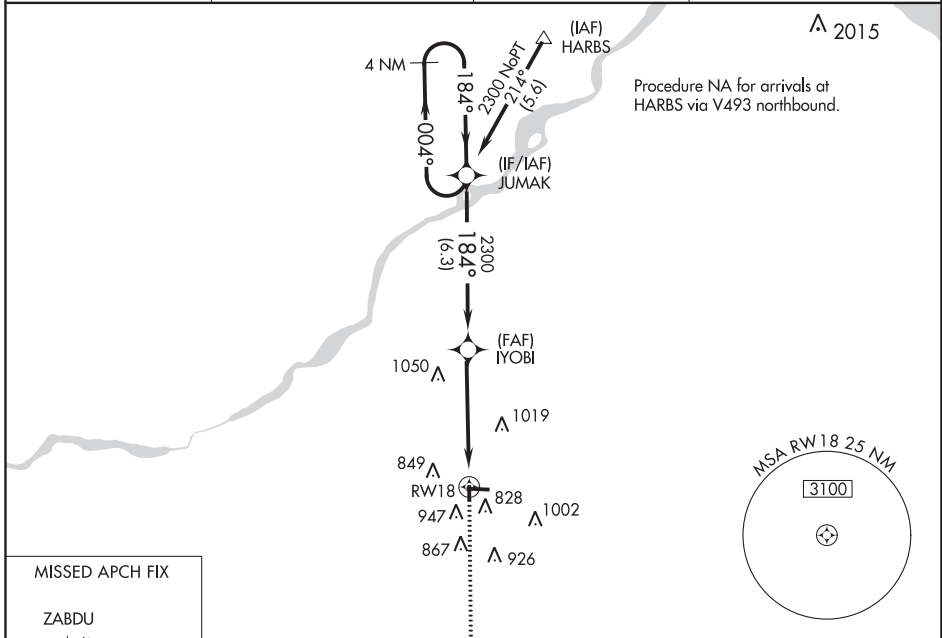
# RNAV (GPS) RWY 18

WOOD COUNTY (1G0)

**NA** If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet. DME/DME RNP-0.3 NA. Night landing: Rwy 36 NA.

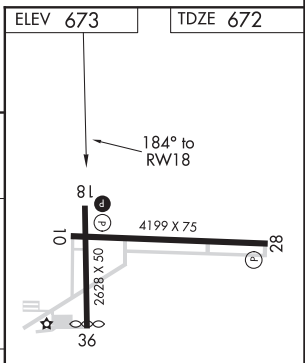
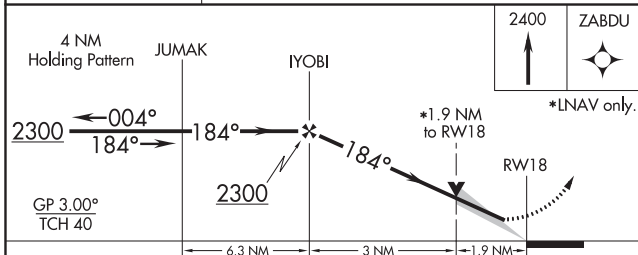
MISSED APPROACH: Climb to 2400 direct ZABDU and hold.

AWOS-3 <b>120.725</b>	TOLEDO APP CON <b>126.1 317.55</b>	CLNC DEL <b>125.6</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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MISSED APCH FIX

ZABDU



CATEGORY	A	B	C	D
LPV DA	922-1	250 (300-1)		NA
LNAV MDA	1320-1	648 (700-1)		NA
CIRCLING	1320-1	647 (700-1)		NA

REIL Rwy 10, 18 and 28 **0**  
MRL Rwy 10-28 and 18-36 **0**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

BOWLING GREEN, OHIO

AL-5009 (FAA)

16147

WAAS CH <b>82702</b> <b>W28A</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev	<b>4199</b> <b>673</b> <b>673</b>
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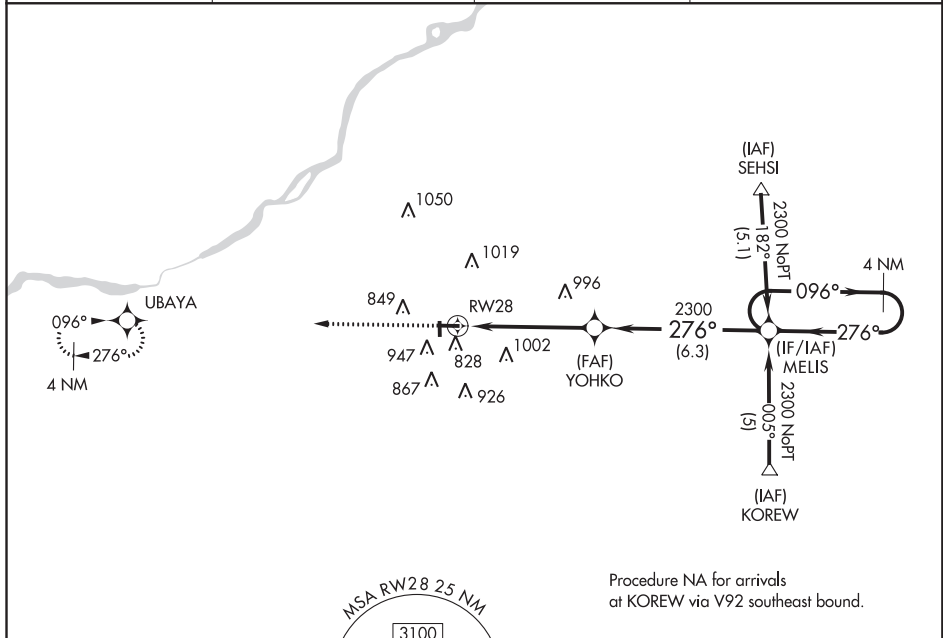
# RNAV (GPS) RWY 28

WOOD COUNTY (1G0)

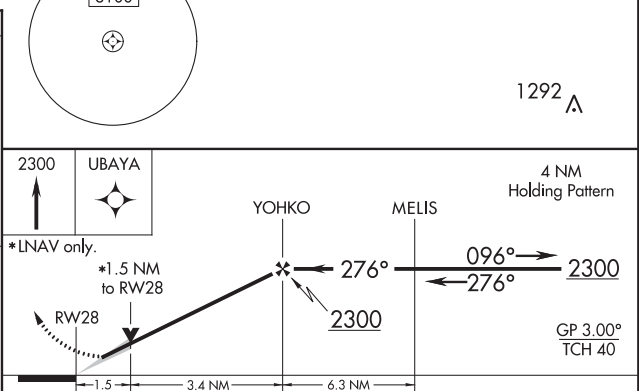
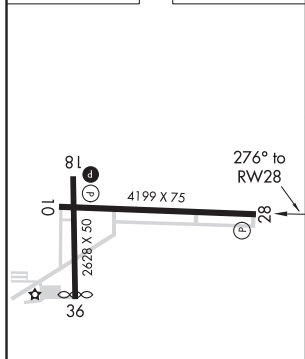
**▽** If local altimeter setting not received, use Toledo Express altimeter setting and increase all DAs 35 feet and all MDAs 40 feet. DME/DME RNP-0.3 NA.  
**▲ NA** VDP NA with Toledo Express altimeter setting. Night landing: Rwy 36 NA.

MISSED APPROACH: Climb to 2300 direct UBAYA and hold.

AWOS-3 <b>120.725</b>	TOLEDO APP CON <b>126.1 317.55</b>	CLNC DEL <b>125.6</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV <b>673</b>	TDZE <b>673</b>
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CATEGORY	A	B	C	D
LPV DA	923-1 250 (300-1)			
LNAV MDA	1200-1	527 (600-1)	1200-1½ 527 (600-1½)	1200-1¾ 527 (600-1¾)
CIRCLING	1300-1	627 (700-1)	1300-1¾ 627 (700-1¾)	1320-2 647 (700-2)

BOWLING GREEN, OHIO  
Orig-B 26MAY16

41°23'N-83°38'W

# RNAV (GPS) RWY 28

WOOD COUNTY (1G0)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>2571</b>
<b>004°</b>	TDZE	<b>672</b>
	Apt Elev	<b>673</b>

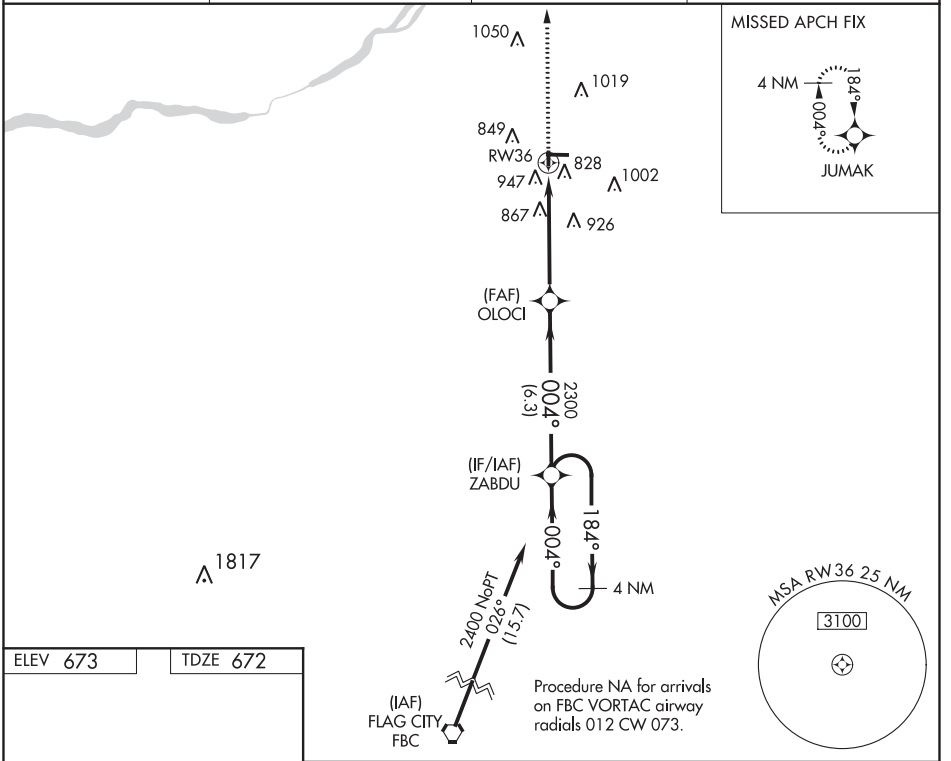
# RNAV (GPS) RWY 36

WOOD COUNTY (1G0)

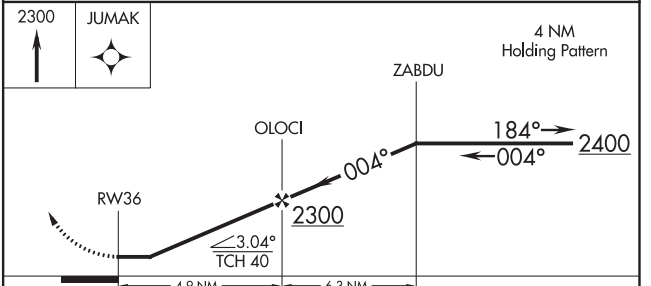
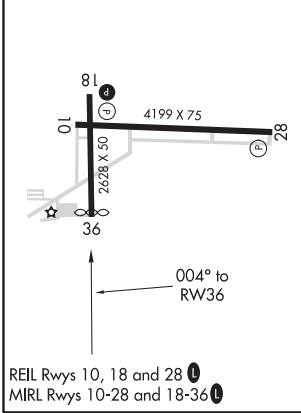
**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.  
**⚠** NA When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDA 40 feet. Night landing: Rwy 36 NA.

MISSED APPROACH: Climb to 2300 direct JUMAK and hold.

AWOS-3 <b>120.725</b>	TOLEDO APP CON <b>126.1 317.55</b>	CLNC DEL <b>125.6</b>	UNICOM <b>122.8 (CTAF)</b> <b>0</b>
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ELEV 673	TDZE 672
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CATEGORY	A	B	C	D
LNAV MDA	1260-1	588 (600-1)	NA	
CIRCLING	1300-1	627 (700-1)	NA	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



BOWLING GREEN, OHIO

AL-5009 (FAA)

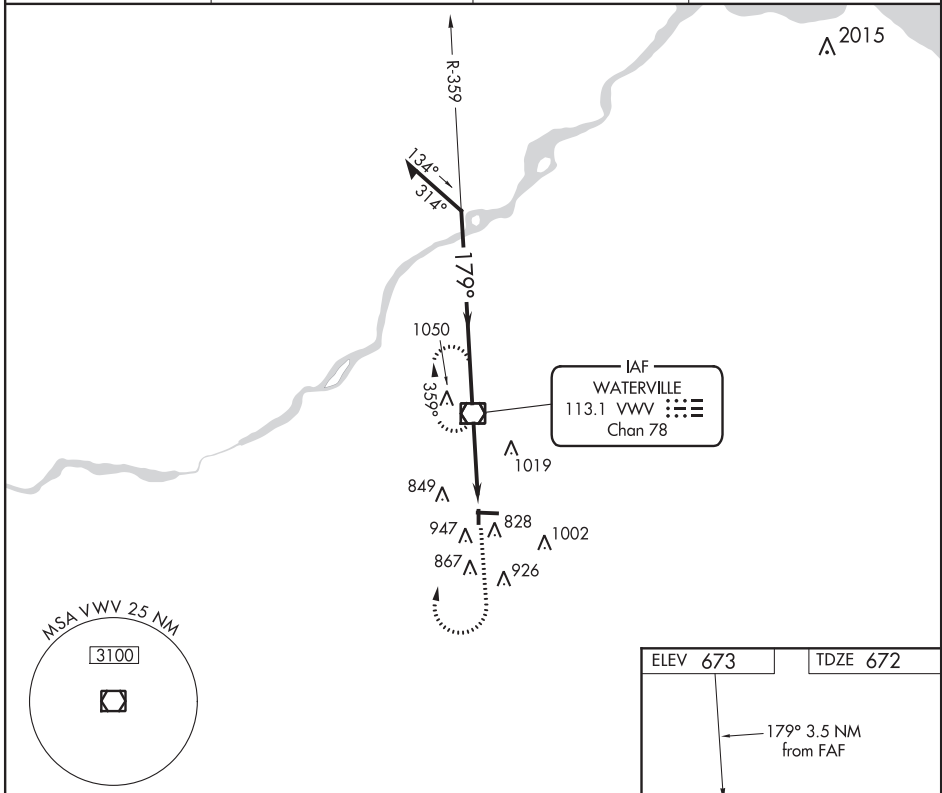
16147

VOR/DME VVVW <b>113.1</b> Chan <b>78</b>	APP CRS <b>179°</b>	Rwy Idg <b>2628</b> TDZE <b>672</b> Apt Elev <b>673</b>
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# VOR RWY 18

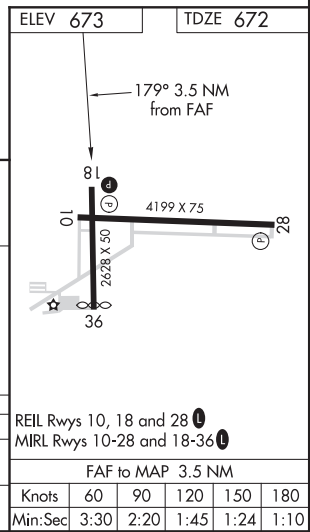
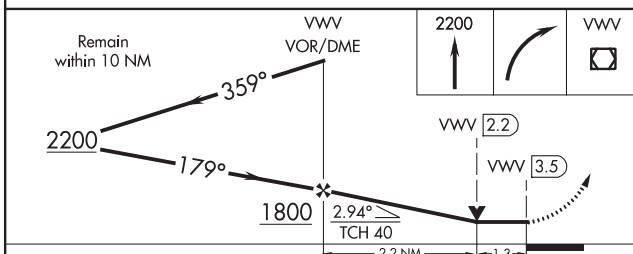
WOOD COUNTY (1G0)

<p>▼ If local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 40 feet. Night landing: Rwy 36 NA.</p>		<p>MISSED APPROACH: Climb to 2200 then right turn direct VVVW VOR/DME and hold.</p>	
AWOS-3 <b>120.725</b>	TOLEDO APP CON <b>126.1 317.55</b>	CLNC DEL <b>125.6</b>	UNICOM <b>122.8 (CTAF)</b> <b>0</b>



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-18	1120-1	448 (500-1)		NA
CIRCLING	1300-1	627 (700-1)		NA

BOWLING GREEN, OHIO  
Amdt 13A 26MAY16

41°23'N-83°38'W

WOOD COUNTY (1G0)  
**VOR RWY 18**

APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>2499</b> <b>645</b> <b>645</b>
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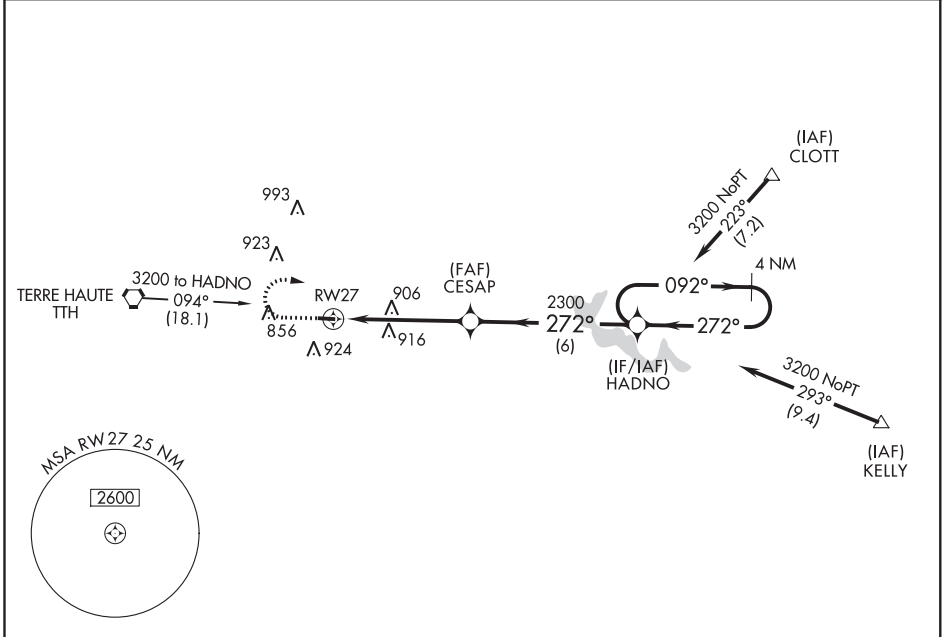
# RNAV (GPS) RWY 27

BRAZIL CLAY COUNTY (ØI2)

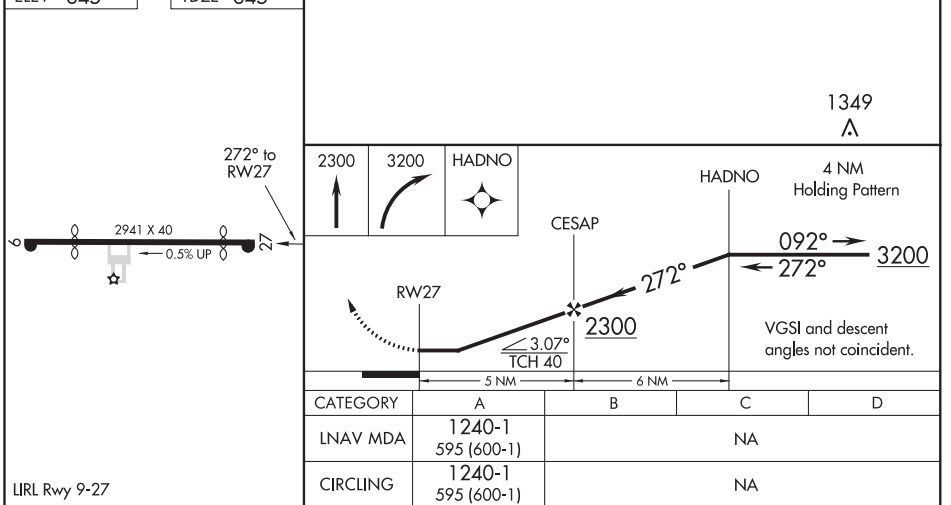
**▼** DME/DME RNP-0.3 NA. Use Terre Haute altimeter setting.  
**▲** NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 then climbing right turn to 3200 direct HADNO WP and hold.

HULMAN APP CON **125.45 339.8** UNICOM **122.8 (CTAF)**



ELEV 645	TDZE 645
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

BRAZIL, INDIANA

AL-6251 (FAA)

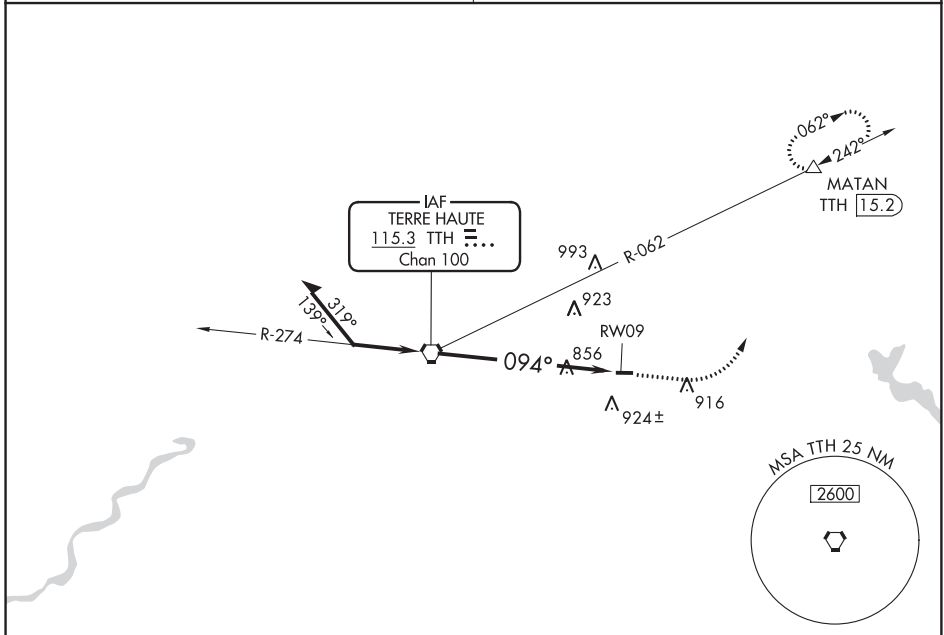
15120

VORTAC TTH <b>115.3</b> Chan <b>100</b>	APP CRS <b>094°</b>	Rwy Idg TDZE Apt Elev	<b>2321</b> <b>645</b> <b>645</b>
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# VOR or GPS RWY 9

BRAZIL CLAY COUNTY (ØI2)

<p>▼ Use Terre Haute altimeter setting. ▲ NA Procedure not authorized at night. DME Required.</p>	<p>MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 via TTH R-062 to MATAN/15.2 DME and hold.</p>
<p>HULMAN APP CON <b>125.45 339.8</b></p>	<p>UNICOM <b>122.8 (CTAF)</b></p>



CATEGORY	A	B	C	D
	1300-1 655 (700-1)		NA	
CIRCLING	1360-1 715 (800-1)		NA	

ELEV 645	TDZE 645
<p>094° 6.8 NM from FAF</p>	
URL Rwy 9-27	
FAF to MAP 6.8 NM	
Knots	60 90 120 150 180
Min:Sec	6:48 4:32 3:24 2:43 2:16

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

BRAZIL, INDIANA  
Amdt 7A 05JUN08

39°29'N-87°06'W

# BRAZIL CLAY COUNTY (ØI2)

## VOR or GPS RWY 9

WAAS CH <b>81927</b> <b>W07A</b>	APP CRS <b>073°</b>	Rwy Idg TDZE Apt Elev	<b>4491</b> <b>730</b> <b>730</b>
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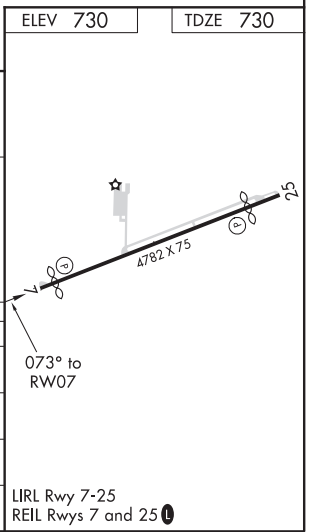
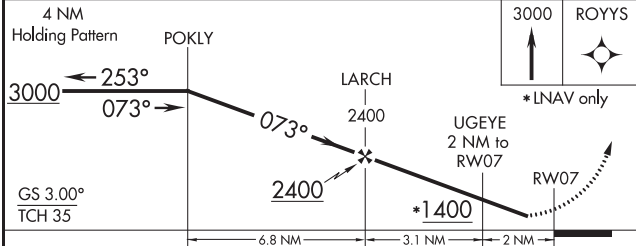
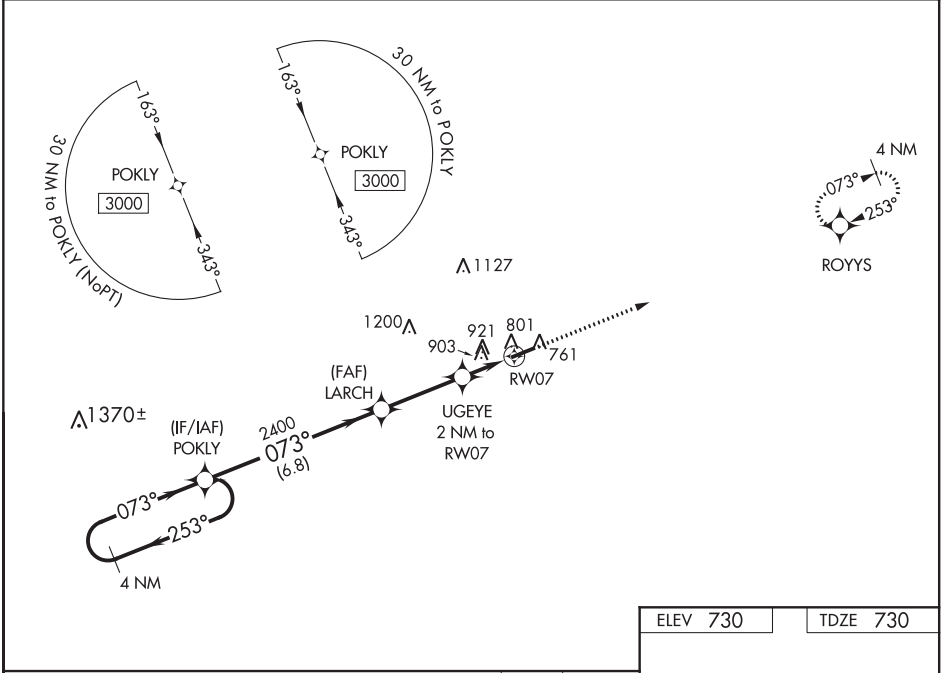
# RNAV (GPS) RWY 7

WILLIAMS COUNTY (0G6)

**Baro-VNAV NA.** When VGSi inop, Straight-in/Circling Rwy 7 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Defiance Memorial altimeter setting; when not received, use De Kalb County altimeter setting and increase all DA/MDA 60 feet, increase LPV visibility 1/8 mile all Cats, LNAV/VNAV 1/4 mile all Cats and LNAV Cat C/D and Circling Cat C visibility 1/4 mile.

**MISSED APPROACH:** Climb to 3000 direct ROYYS and hold.

DEFIANCE ASOS <b>121.425</b>	TOLEDO APP CON <b>134.35 307.0</b>	UNICOM <b>122.8 (CTAF)</b>	<b>123.0</b>
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CATEGORY	A	B	C	D
LPV DA	1003-1		273 (300-1)	
LNAV/DA	1240-1 3/4		510 (600-1 3/4)	
LNAV MDA	1260-1	530 (600-1)	1260-1 1/2	530 (600-1 1/2)
CIRCLING	1300-1	570 (600-1)	1300-1 1/2	1300-2
			570 (600-1 1/2)	570 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

BRYAN, OHIO

AL-5604 (FAA)

14317

WAAS CH <b>40427</b> <b>W25A</b>	APP CRS <b>253°</b>	Rwy Idg TDZE Apt Elev	<b>4153</b> <b>730</b> <b>730</b>
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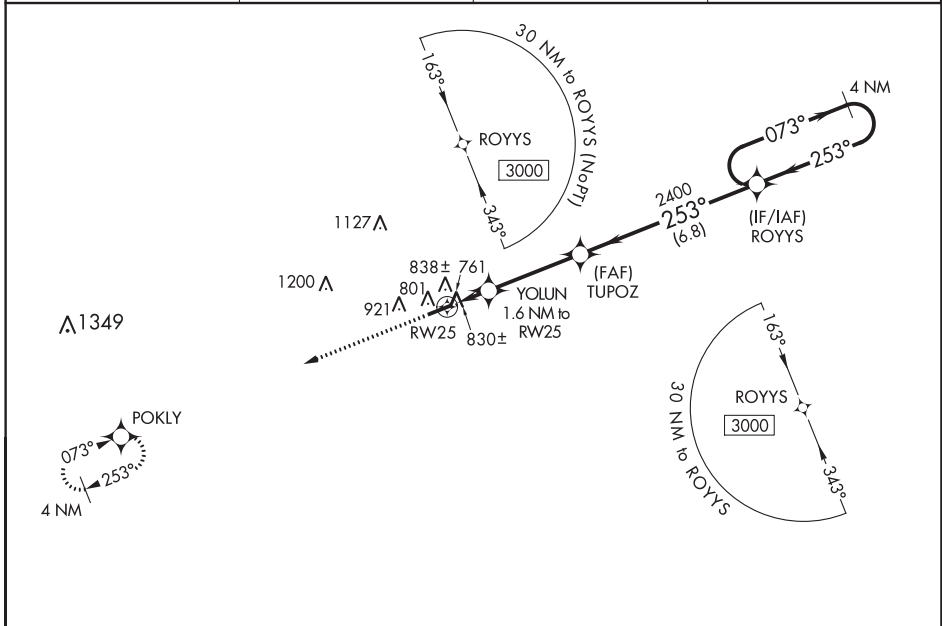
# RNAV (GPS) RWY 25

WILLIAMS COUNTY (ØG6)

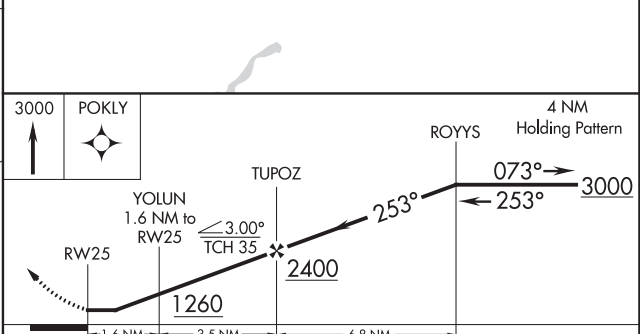
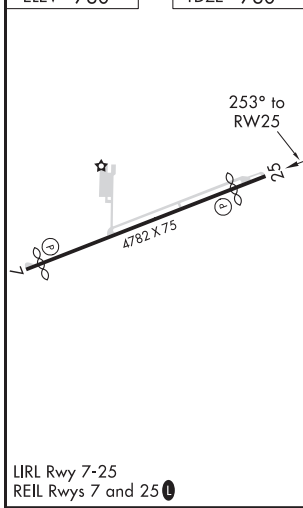
**▽** When VGSI inop, Straight-in/Circling Rwy 25 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Defiance Memorial altimeter setting; when not received, use De Kalb County altimeter setting and increase all MDA 60 feet, increase LP and LNAV Cat C/D and Circling Cat C visibility ¼ mile.

**△ NA** MISSED APPROACH: Climb to 3000 direct POKLY and hold.

DEFIANCE ASOS <b>121.425</b>	TOLEDO APP CON <b>134.35 307.0</b>	UNICOM <b>122.8 (CTAF)</b>	<b>123.0</b>
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ELEV 730	TDZE 730
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CATEGORY	A	B	C	D
LP MDA	1120-1	390 (400-1)	1120-1½	390 (400-1½)
LNAV MDA	1140-1	410 (500-1)	1140-1½	410 (500-1½)
CIRCLING	1300-1	570 (600-1)	1300-1½ 570 (600-1½)	1300-2 570 (600-2)

BRYAN, OHIO  
Amdt 1A 21AUG14

41°28'N - 84°30'W

# RNAV (GPS) RWY 25

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

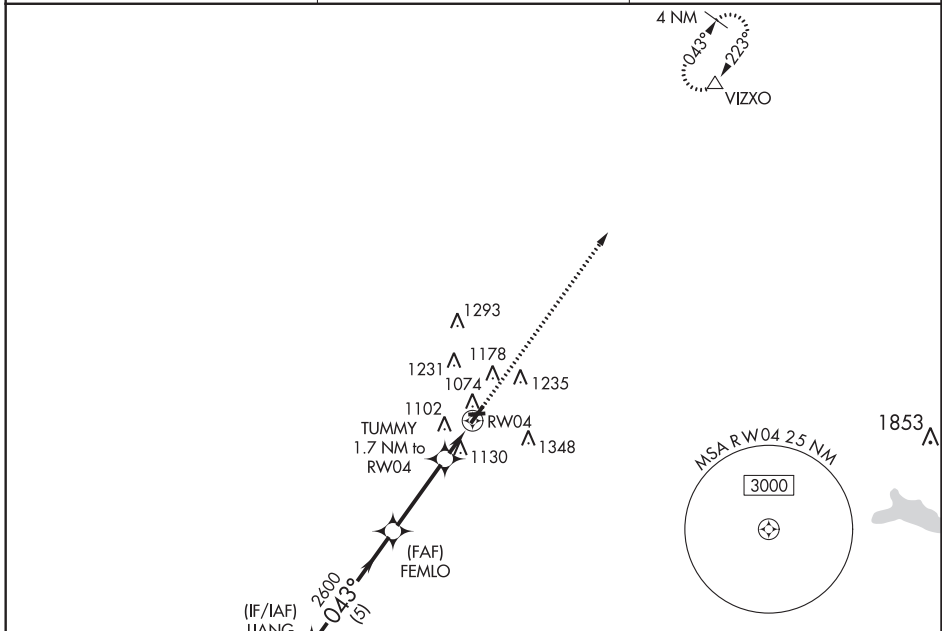
APP CRS	Rwy Idg	<b>3619</b>
<b>043°</b>	TDZE	<b>1003</b>
	Apt Elev	<b>1008</b>

# RNAV (GPS) RWY 4

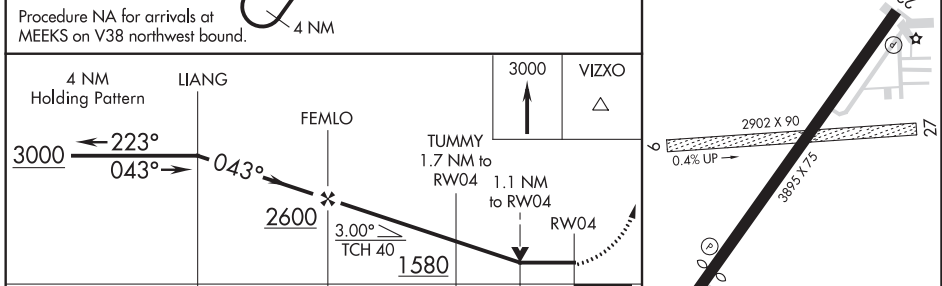
PORT BUCYRUS-CRAWFORD COUNTY (17G)

<p><b>NA</b></p> <p>DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mansfield altimeter setting: increase all MDA 100 feet and increase LNAV Cat C visibility <math>\frac{3}{8}</math> mile and Circling Cat C visibility <math>\frac{1}{4}</math> mile. Helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. Circling NA to Rwys 9 and 27. Night landing: Rwy 22 NA. VDP NA with Mansfield altimeter setting.</p>	<p><b>MISSED APPROACH:</b> Climb to 3000 direct VIZOX and hold.</p>

AWOS-3 <b>126.625</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	UNICOM <b>122.8</b> (CTAF)
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ELEV 1008	TDZE 1003
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CATEGORY	A	B	C	D
LNAV MDA	1380-1	377 (400-1)		NA
<b>C</b> CIRCLING	1500-1 492 (500-1)	1540-1 532 (600-1)	1700-2 692 (700-2)	NA

# RNAV (GPS) RWY 4

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

BUCYRUS, OHIO

AL-6388 (FAA)

16147

WAAS CH <b>82033</b> <b>W22A</b>	APP CRS <b>223°</b>	Rwy Idg TDZE Apt Elev	<b>3895</b> <b>1003</b> <b>1008</b>
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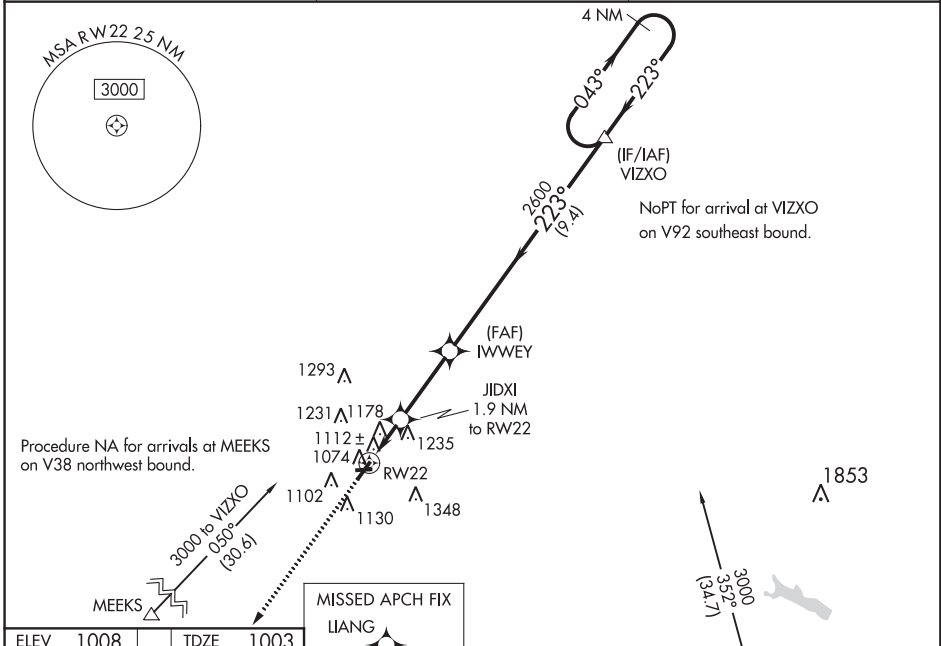
# RNAV (GPS) RWY 22

PORT BUCYRUS-CRAWFORD COUNTY (17G)

**▽** DME/DME RNP-0.3 NA. When local altimeter setting not received, use MANSFIELD altimeter setting: increase all MDA 100 feet and increase LP and LNAV Cat C visibility  $\frac{3}{8}$  mile and all Circling Cat C visibility  $\frac{1}{4}$  mile. Night landing: Rwy 22 NA. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 9 and 27.

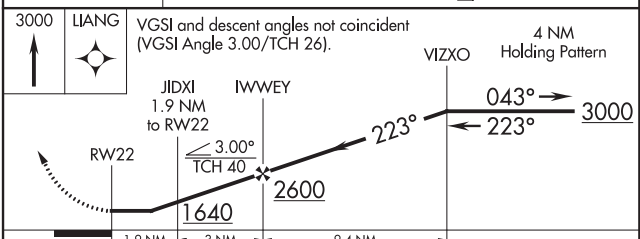
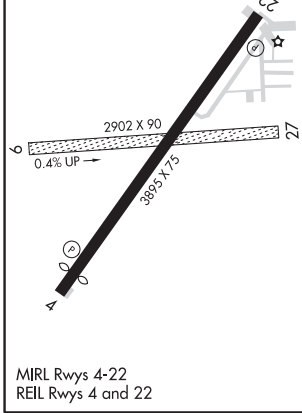
**△** NA MISSED APPROACH: Climb to 3000 direct LIANG and hold.

AWOS-3 <b>126.625</b>	MANSFIELD APP CON ★ <b>124.2 390.8</b>	UNICOM <b>122.8</b> (CTAF)
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ELEV 1008	TDZE 1003
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223° to RW22



CATEGORY	A	B	C	D
LP MDA	1380-1 377 (400-1)			NA
LNAV MDA	1500-1	497 (500-1)	1500-1 $\frac{3}{8}$ 497 (500-1 $\frac{3}{8}$ )	NA
<b>☐</b> CIRCLING	1500-1 492 (500-1)	1540-1 532 (600-1)	1700-2 692 (700-2)	NA

BUCYRUS, OHIO  
Orig 26MAY16

40°47'N-82°58'W

# RNAV (GPS) RWY 22

PORT BUCYRUS-CRAWFORD COUNTY (17G)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VOR BUD <b>109.8</b>	APP CRS <b>208°</b>	Rwy Idg TDZE Apt Elev	<b>3895</b> <b>1003</b> <b>1008</b>
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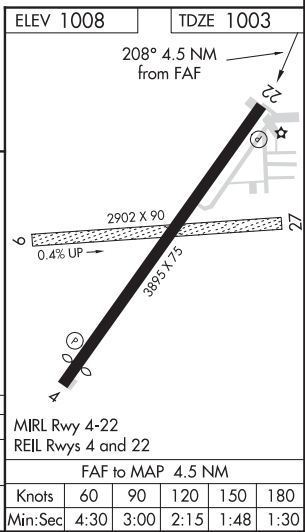
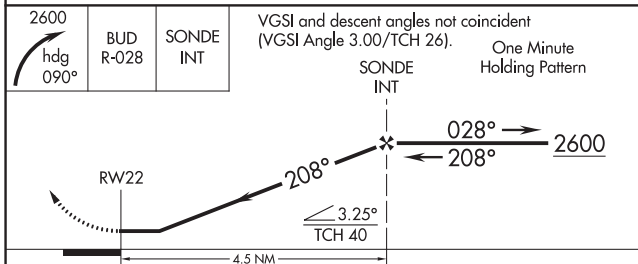
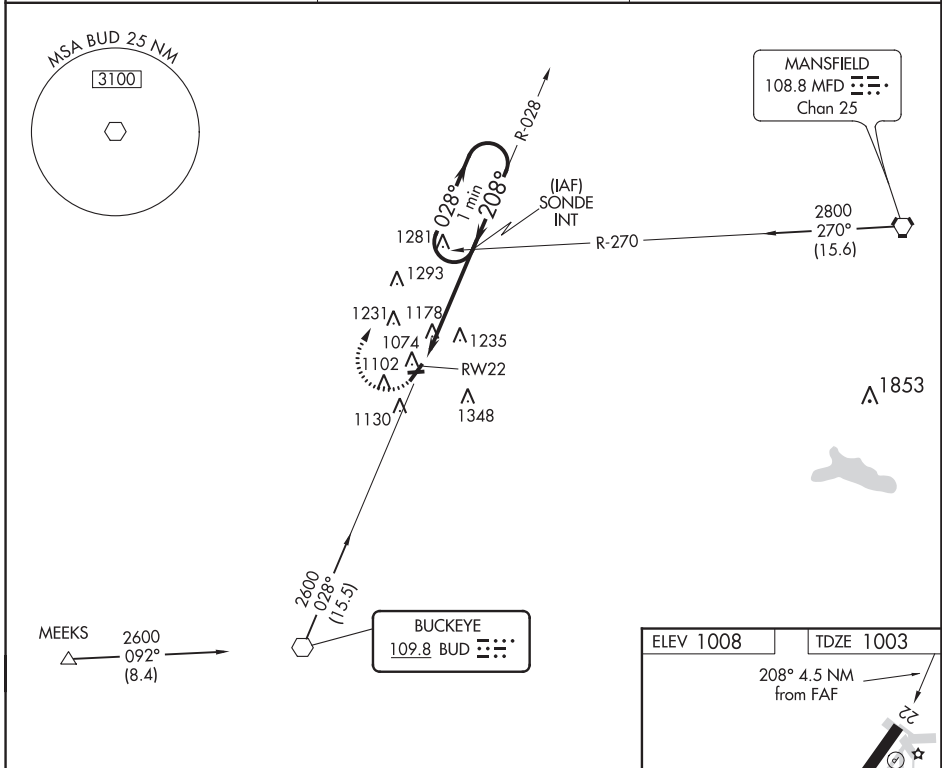
# VOR RWY 22

PORT BUCYRUS-CRAWFORD COUNTY (17G)

**⚠** When local altimeter setting not received, use Mansfield altimeter setting: increase all MDA 100 feet and increase S-22 Cat B visibility ¼ mile and Cat C visibility ½ mile, and Circling Cat B visibility ¼ mile and Circling Cat C visibility ½ mile. Night landing: Rwy 22 NA. Circling NA to Rwys 9 and 27. Helicopter visibility reduction below 1 SM NA.

**⚠ NA** MISSED APPROACH: Climbing right turn to 2600 on heading 090° and on BUD VOR R-028 to SONDE INT and hold.

AWOS-3 <b>126.625</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
S-22	1700-1	697 (700-1)	1700-2 697 (700-2)	NA
<b>C</b> CIRCLING	1700-1	692 (700-1)	1700-2 692 (700-2)	NA

MIRL Rwy 4-22  
REIL Rwys 4 and 22

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CADIZ, OHIO

AL-6205 (FAA)

15176

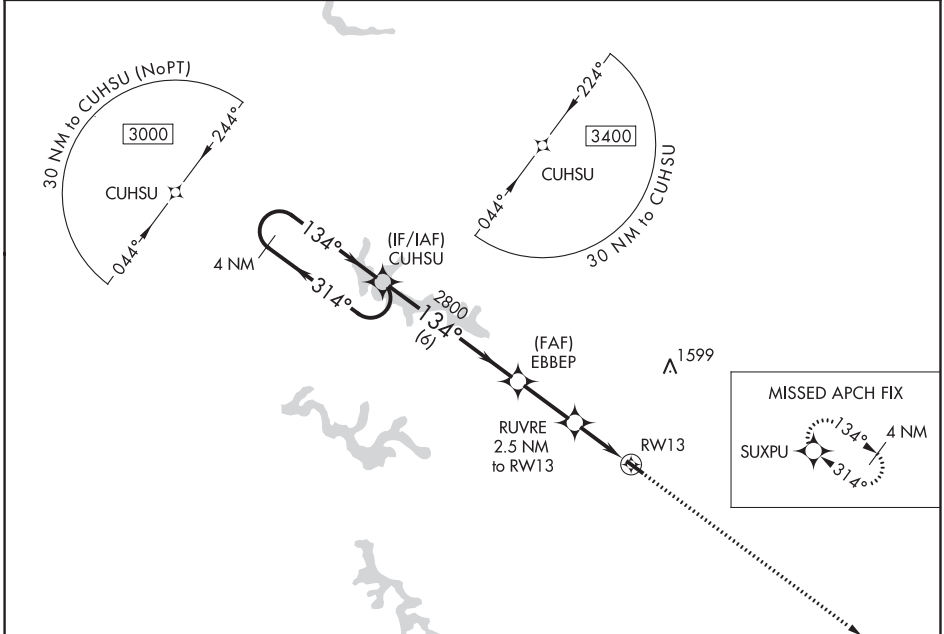
APP CRS	Rwy Idg	<b>3280</b>
<b>134°</b>	TDZE	<b>1161</b>
	Apt Elev	<b>1174</b>

# RNAV (GPS) RWY 13

HARRISON COUNTY (8G6)

**▽** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Use Wheeling altimeter setting; when not received, use Washington altimeter setting and increase all MDA 40 feet. When VGSI inop, Circling Rwy 31 NA at night.  
**▲** NA MISSED APPROACH: Climb to 3100 direct SUXPU and hold.

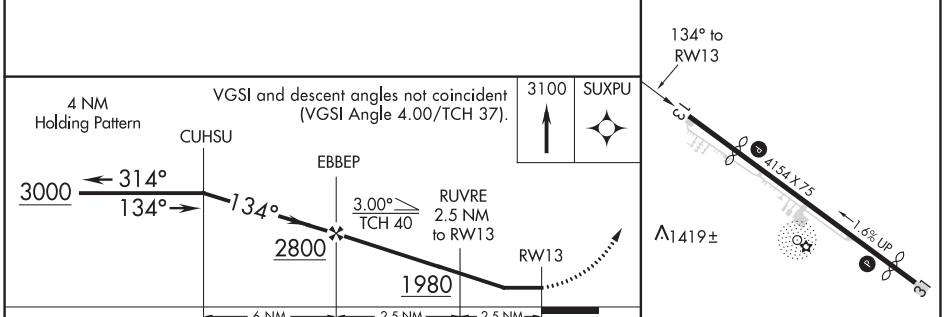
WHEELING ASOS <b>127.375</b>	CLEVELAND CENTER <b>126.95 239.30</b>	UNICOM <b>122.8 (CTAF) 1</b>
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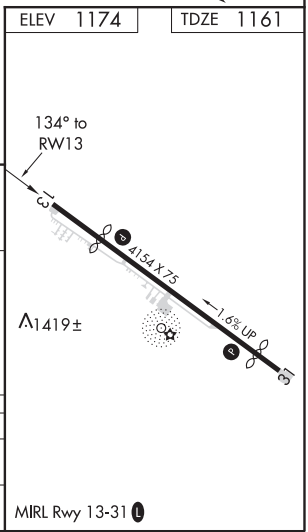
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1174	TDZE 1161
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CATEGORY	A	B	C	D
LNVA MDA	1720-1	559 (600-1)		NA
CIRCLING	1780-1 606 (700-1)	1820-1 646 (700-1)		NA



CADIZ, OHIO  
Orig-A 26JUN14

40°14'N-81°01'W

# HARRISON COUNTY (8G6)

## RNAV (GPS) RWY 13



CADIZ, OHIO

AL-6205 (FAA)

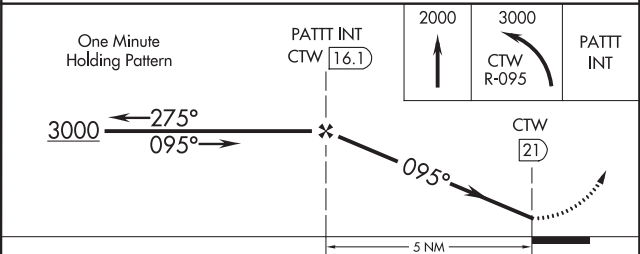
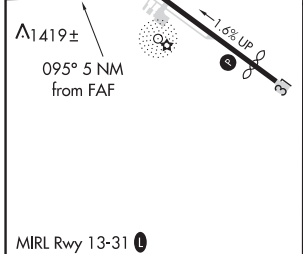
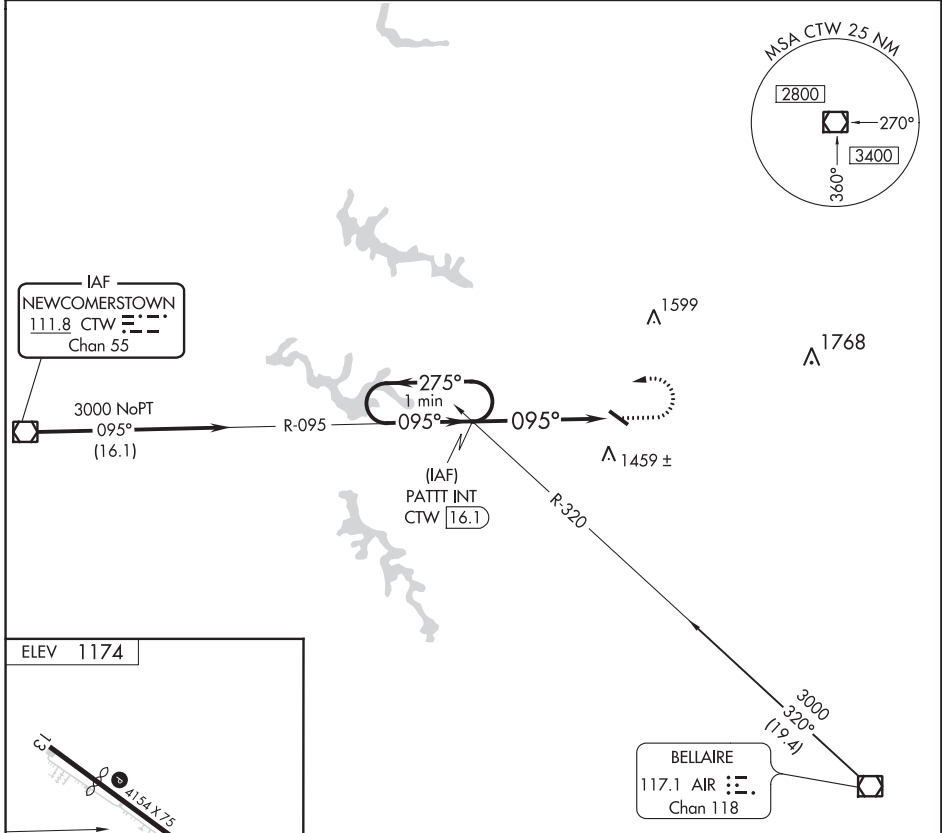
15176

VOR/DME CTW <b>111.8</b> Chan <b>55</b>	APP CRS <b>095°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1174</b>
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**VOR-A**  
HARRISON COUNTY (8G6)

**NA** Use Wheeling, WV altimeter setting. MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via CTW VOR/DME R-095 to PATTT Int/CTW 16.1 DME and hold.

WHEELING ASOS <b>127.375</b>	CLEVELAND CENTER <b>126.95 239.30</b>	UNICOM <b>122.8 (CTAF) 0</b>
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FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1780-1 606 (700-1)	1820-1¼ 646 (700-1¼)	NA	

CADIZ, OHIO

40°14'N - 81°01'W

HARRISON COUNTY (8G6)

Amdt 1 09SEP99

**VOR-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

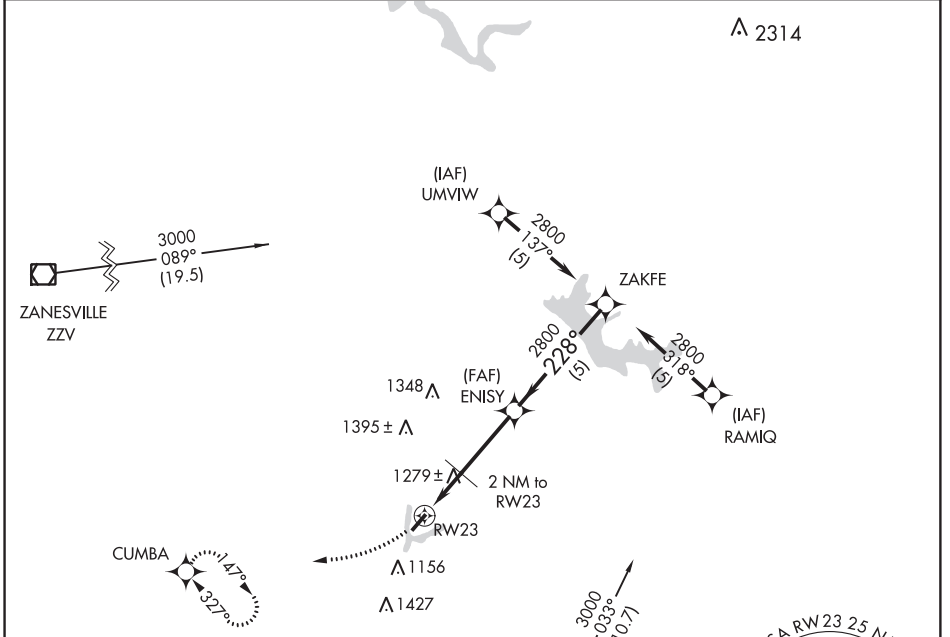
EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>228°</b>	Rwy Idg <b>3398</b>
	TDZE <b>878</b>
	Apt Elev <b>880</b>

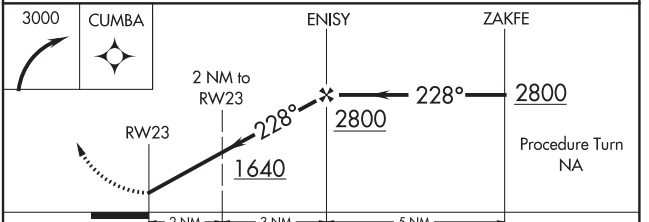
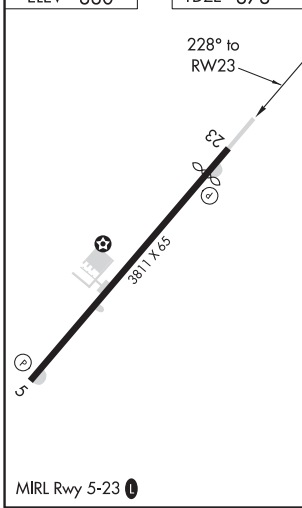
**GPS RWY 23**  
NOBLE COUNTY (I10)

**▼** Use Zanesville altimeter setting. **▲ NA** MISSED APPROACH: Climbing right turn to 3000 direct to CUMBA WP and hold.

INDIANAPOLIS CENTER <b>124.45 370.9</b>	UNICOM <b>122.8 (CTAF)</b>	<b>122.7 0</b>
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ELEV 880	TDZE 878
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CATEGORY	A	B	C	D
S-23	1580-1 702 (700-1)		1580-2 702 (700-2)	NA
CIRCLING	1620-1 740 (800-1)		1640-2¼ 760 (800-2¼)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

CALDWELL, OHIO

AL-6959 (FAA)

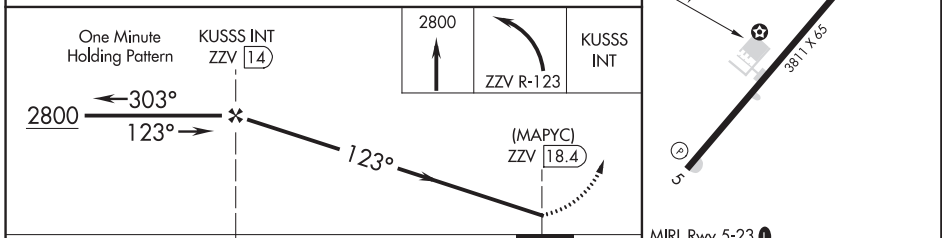
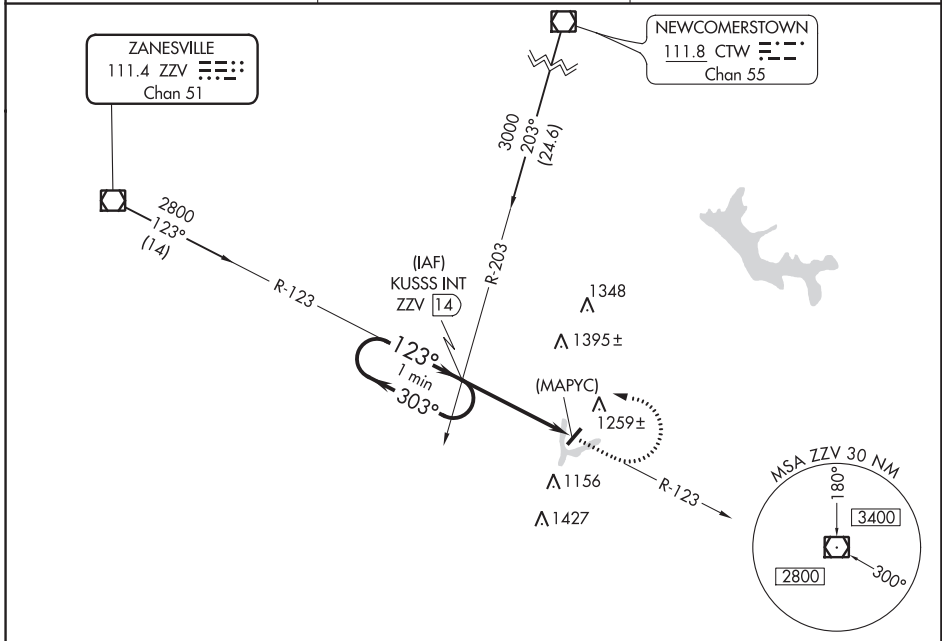
15008

VOR/DME ZZY <b>111.4</b> Chan <b>51</b>	APP CRS <b>123°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>879</b>
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**VOR-A**  
NOBLE COUNTY (I10)

**NA** Use Zanesville altimeter setting. MISSED APPROACH: Climb to 2800 then left turn via ZZY R-123 to KUSSS Int/ZZY 1.4 DME and hold.

INDIANAPOLIS CENTER <b>124.45 370.9</b>	UNICOM <b>122.8 (CTAF)</b>	<b>122.7</b> <b>0</b>
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CATEGORY	A	B	C	D	FAF to MAP 4.4 NM					
CIRCLING	1620-1 741 (800-1)	1620-1¼ 741 (800-1¼)	1640-2¼ 761 (800-2¼)	NA	Knots	60	90	120	150	180
					Min:Sec	4:24	2:56	2:12	1:46	1:28

CALDWELL, OHIO  
Amdt 1A 18NOV10

39°48'N-81°32'W

NOBLE COUNTY (I10)  
**VOR-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>3898</b>
<b>040°</b>	TDZE	<b>799</b>
	Apt Elev	<b>799</b>

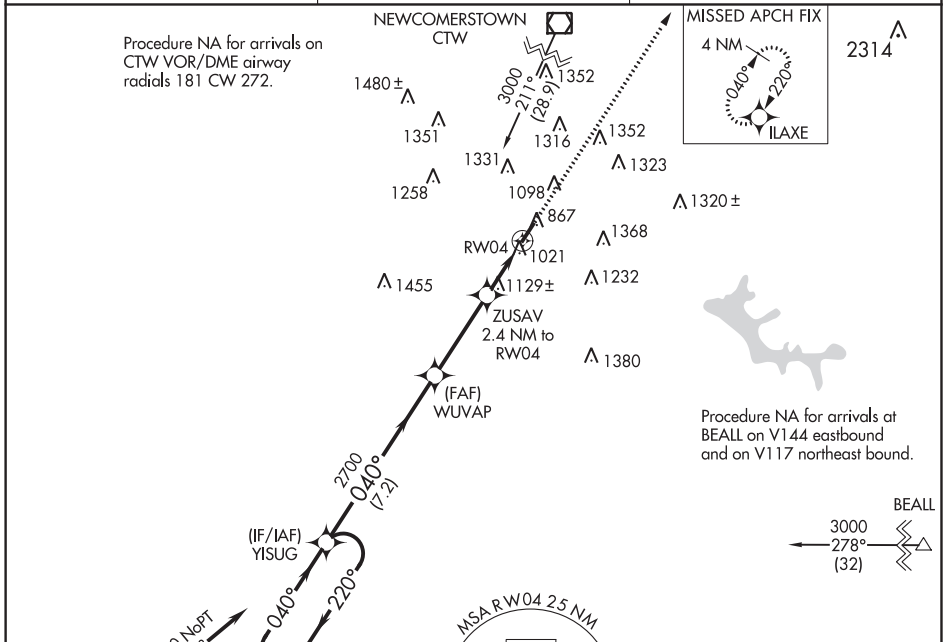
# RNAV (GPS) RWY 4

CAMBRIDGE MUNI (CDI)

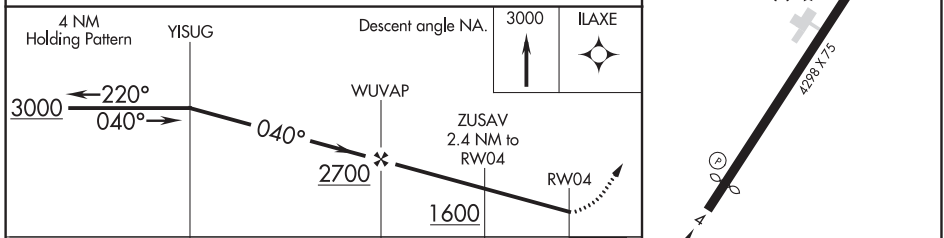
**NA** DME/DME RNP-0.3 NA. Night landing Rwy 4 NA. When local altimeter setting not received, use Zanesville altimeter setting; increase all MDA 60 feet, increase LNAV Cat C visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 3000 direct ILAXE and hold.

AWOS-3 <b>118,525</b>	INDIANAPOLIS CENTER <b>124.45 370.9</b>	UNICOM <b>123.075 (CTAF)</b>
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ELEV 799	TDZE 799
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CATEGORY	A	B	C	D
LNAV MDA	1380-1	581 (600-1)	1380-1 3/4 581 (600-1 3/4)	NA
CIRCLING	1460-1 661 (700-1)	1480-1 681 (700-1)	1800-3 1001 (1100-3)	NA

MIRL Rwy 4-22   
REIL Rwy 4 and 22

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

CAMBRIDGE, OHIO

AL-5993 (FAA)

15288

WAAS CH <b>70334</b> <b>W22A</b>	APP CRS <b>220°</b>	Rwy Idg <b>4298</b> TDZE <b>799</b> Apt Elev <b>799</b>
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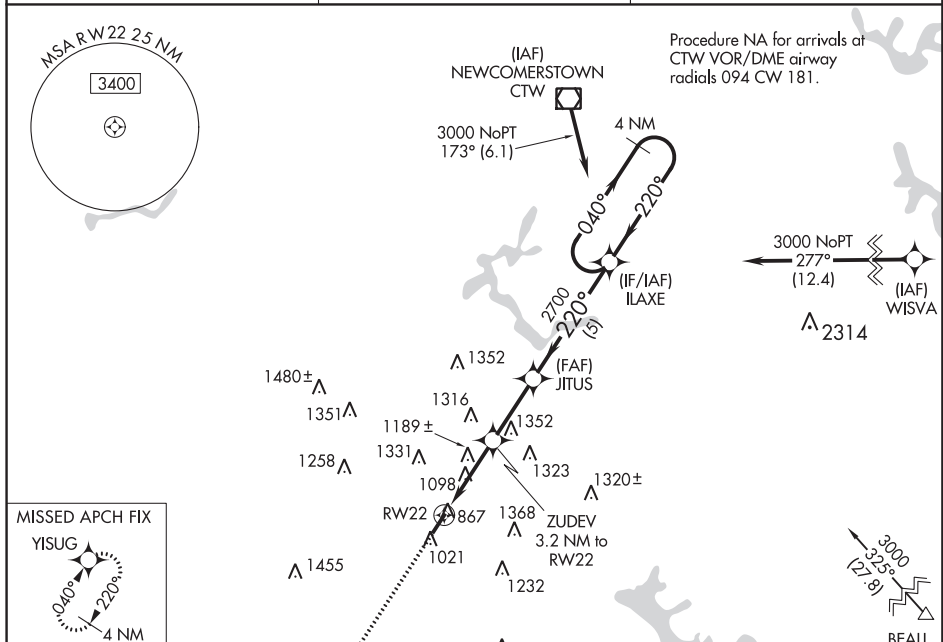
# RNAV (GPS) RWY 22

CAMBRIDGE MUNI (CDI)

**▼** Night landing Rwy 4 NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Zanesville altimeter setting: increase all MDA 60 feet and increase LP Cat C visibility ¼ mile, and LNAV Cat C visibility ⅓ mile. VDP NA when using Zanesville altimeter setting. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct YISUG and hold.

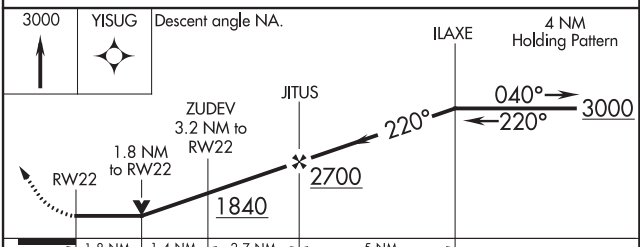
AWOS-3 <b>118.525</b>	CLEVELAND CENTER <b>126.95 239.3</b>	UNICOM <b>123.075 (CTAF) 0</b>
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ELEV 799	TDZE 799
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220° to RW22

954±  
4298 x 175



CATEGORY	A	B	C	D
LP MDA	1420-1	621 (700-1)	1420-1¾ 621 (700-1¾)	NA
LNAV MDA	1440-1	641 (700-1)	1440-1⅞ 641 (700-1⅞)	NA
<b>C</b> CIRCLING	1460-1 661 (700-1)	1480-1 681 (700-1)	1800-3 1001 (1100-3)	NA

CAMBRIDGE, OHIO  
Orig-B 20AUG15

39°59'N-81°35'W

# RNAV (GPS) RWY 22

CAMBRIDGE MUNI (CDI)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-CZM <b>109.35</b> Chan 30(Y)	APP CRS <b>220°</b>	Rwy Idg <b>4298</b> TDZE <b>799</b> Apt Elev <b>799</b>
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# LOC/DME RWY 22

CAMBRIDGE MUNI (CDI)

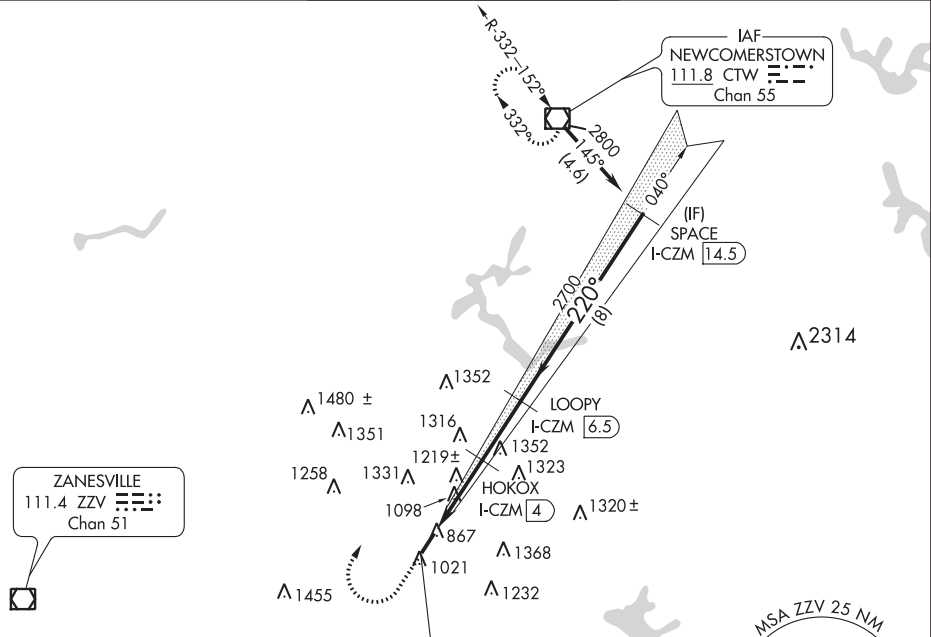
**⚠** Night landing Rwy 4 NA. Helicopter visibility reduction below 3/4 SM NA.  
**⚠** NA When local altimeter setting not received, use Zanesville altimeter setting and increase all MDA 60 feet; increase S-22 Cat C visibility 1/2 mile.

**MISSED APPROACH:** Climb to 3000 then right turn direct CTW VOR/DME and hold.

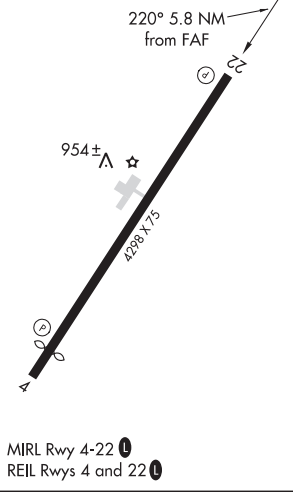
AWOS-3  
**118.525**

CLEVELAND CENTER  
**126.95 239.3**

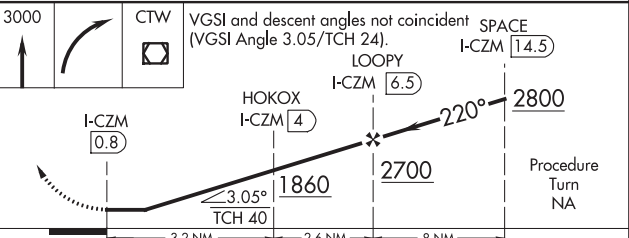
UNICOM  
**123.075 (CTAF)** **⓪**



ELEV 799 TDZE 799



**LOCALIZER 109.35**  
I-CZM  
Chan 30 (Y)



CATEGORY	A	B	C	D
S-22	1440-1	641 (700-1)	1440-1½ 641 (700-1½)	NA
<b>C</b> CIRCLING	1460-1 661 (700-1)	1480-1 681 (700-1)	1800-3 1001 (1100-3)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



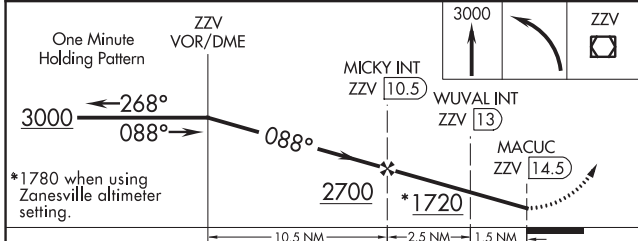
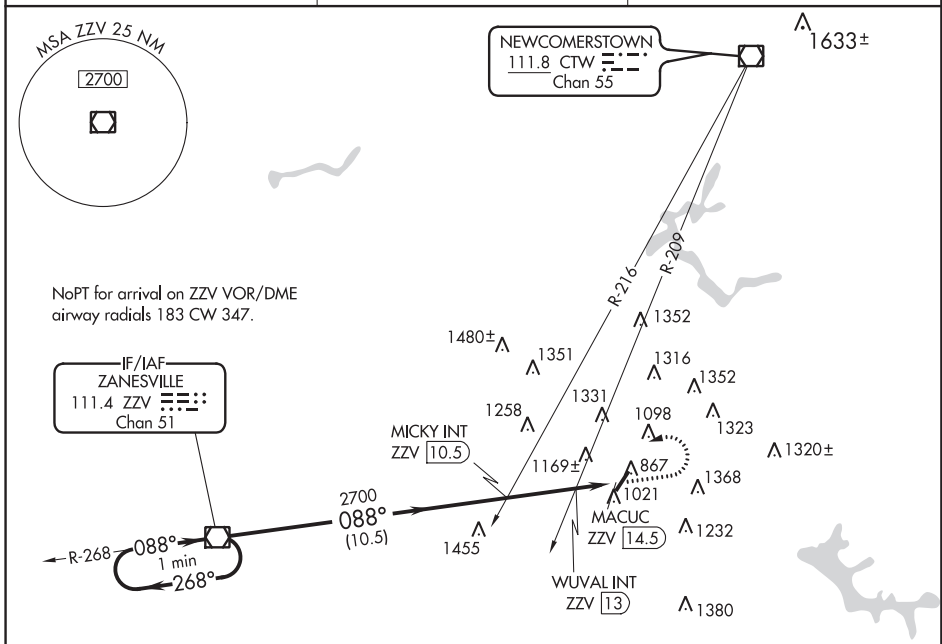
VOR/DME ZZY <b>111.4</b> Chan 51	APP CRS <b>088°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>799</b>
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**VOR-A**  
CAMBRIDGE MUNI (CDI)

**⚠** Night landing Rwy 4 NA. When local altimeter setting not received use Zanesville altimeter setting: increase all MDA 60 feet and increase Cat B/C visibility ¼ mile; WUVAL FIX Minimums, increase Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

**⚠ NA** MISSED APPROACH: Climb to 3000 then left turn direct ZZY VOR/DME and hold.

AWOS-3 <b>118.525</b>	INDIANAPOLIS CENTER <b>124.45 370.9</b>	UNICOM <b>123.075 (CTAF)</b> <b>⓪</b>
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CATEGORY	A	B	C	D
<b>⓪</b> CIRCLING	1720-1¼ 921 (1000-1¼)		1720-2¾ 921 (1000-2¾)	NA
WUVAL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
<b>⓪</b> CIRCLING	1480-1 681 (700-1)		1720-2¾ 921 (1000-2¾)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

MIRL Rwy 4-22 **⓪**  
REIL Rws 4 and 22 **⓪**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>62930</b> <b>W07A</b>	APP CRS <b>071°</b>	Rwy Idg TDZE <b>1164</b> Apt Elev <b>1164</b>	<b>4300</b>
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# RNAV (GPS) RWY 7

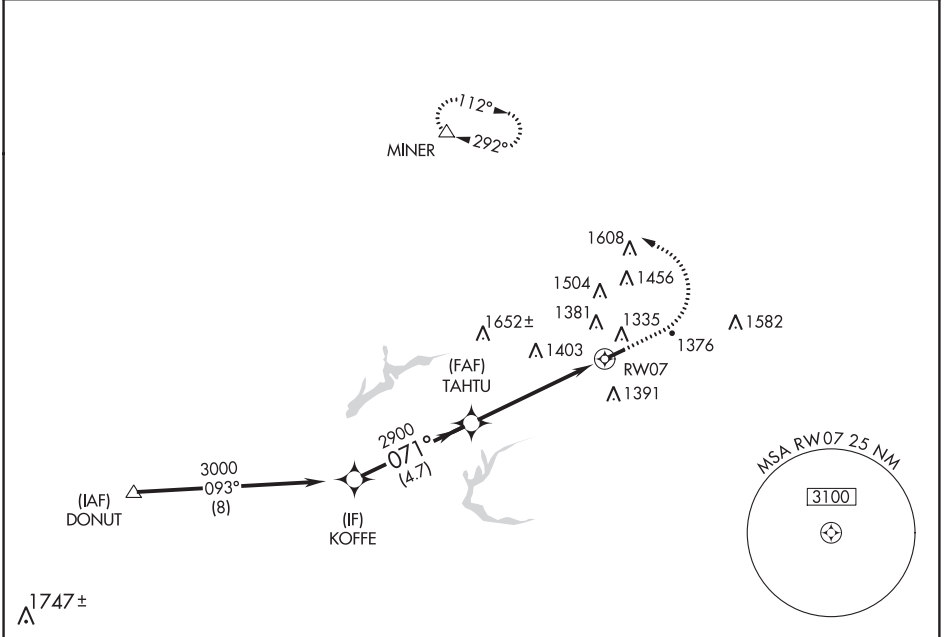
CARROLL COUNTY-TOLSON (T50)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Akron-Canton Rgnl altimeter setting; when not received use New Philadelphia altimeter and increase all MDA 20 feet. Night landing Rwy 25 NA.

**⚠** NA MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MINER and hold.

AKRON-CANTON APP CON ★ **125.5 371.875**

UNICOM **122.7 (CTAF)** 📻

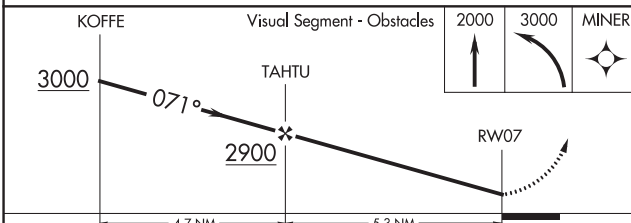


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1164	TDZE 1164
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The inset diagram shows the transition from a heading of 071° to the runway (RWY 07). It includes a 4300 X 75 marker and an obstacle at 1336 feet. A compass rose indicates the heading of 071°.



CATEGORY	A	B	C	D
LP MDA	1760-1	596 (600-1)		NA
LNAV MDA	1820-1	656 (700-1)		NA
<b>C</b> CIRCLING	1840-1	676 (700-1)		NA

CARROLLTON, OHIO

AL-5994 (FAA)

16231

VOR/DME BSV <b>112.4</b> Chan <b>71</b>	APP CRS <b>127°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1164</b>
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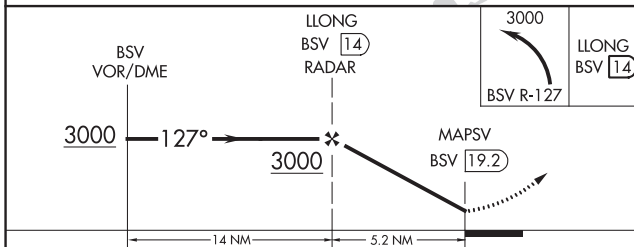
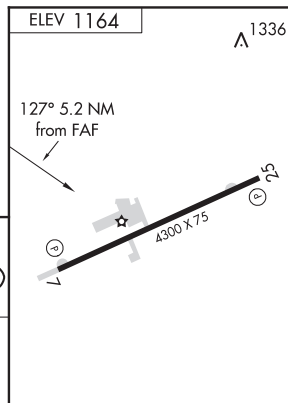
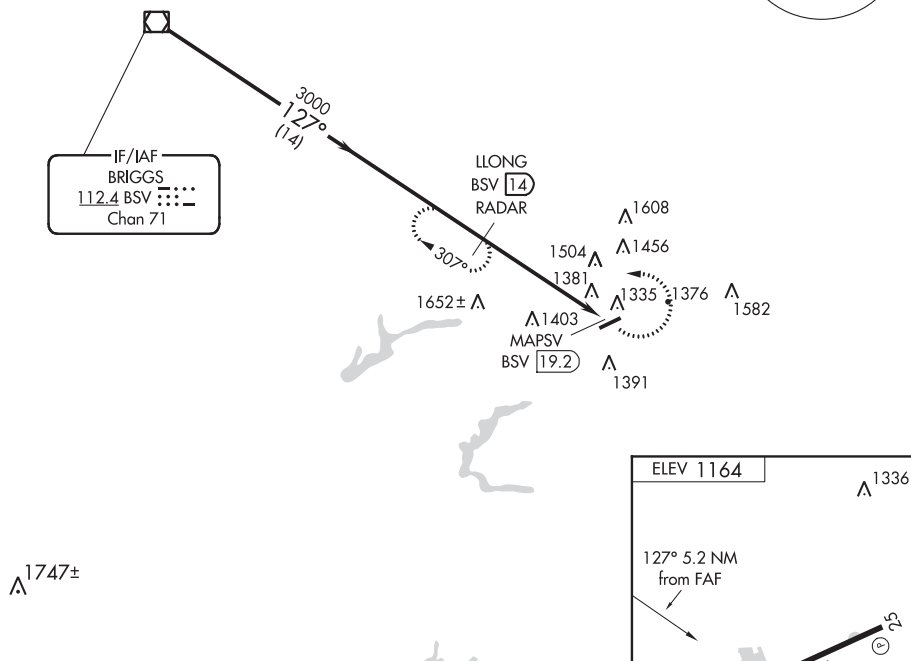
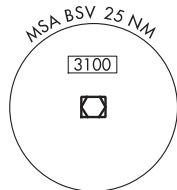
**VOR-A**

CARROLL COUNTY-TOLSON (T50)

<p><b>▼</b> Use Akron-Canton altimeter setting; when not received, use New Philadelphia altimeter setting and increase MDA 20 feet. Helicopter visibility reduction below 1 SM NA. DME or Radar Required. Circling Rwy 25 NA at night.</p> <p><b>▲ NA</b></p>	<p><b>MISSED APPROACH:</b> Climbing left turn to 3000 on BSV VOR/DME R-127 to LLONG/BSV 14 DME/RADAR and hold.</p>
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<p>AKRON-CANTON APP CON ★ <b>125.5 371.875</b></p>	<p>UNICOM <b>122.7 (CTAF) 0</b></p>
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**DME OR RADAR REQUIRED**



CATEGORY	A	B	C	D	FAF to MAP 5.2 NM					
<b>C</b> CIRCLING	1940-1	777 (800-1)	NA		Knots	60	90	120	150	180
					Min:Sec	5:12	3:28	2:36	2:05	1:44

CARROLLTON, OHIO  
Amdt 1A 18AUG16

40°34'N-81°05'W

CARROLL COUNTY-TOLSON (T50)

**VOR-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>61116</b> <b>W08A</b>	APP CRS <b>087°</b>	Rwy Idg TDZE Apt Elev	<b>4400</b> <b>894</b> <b>894</b>
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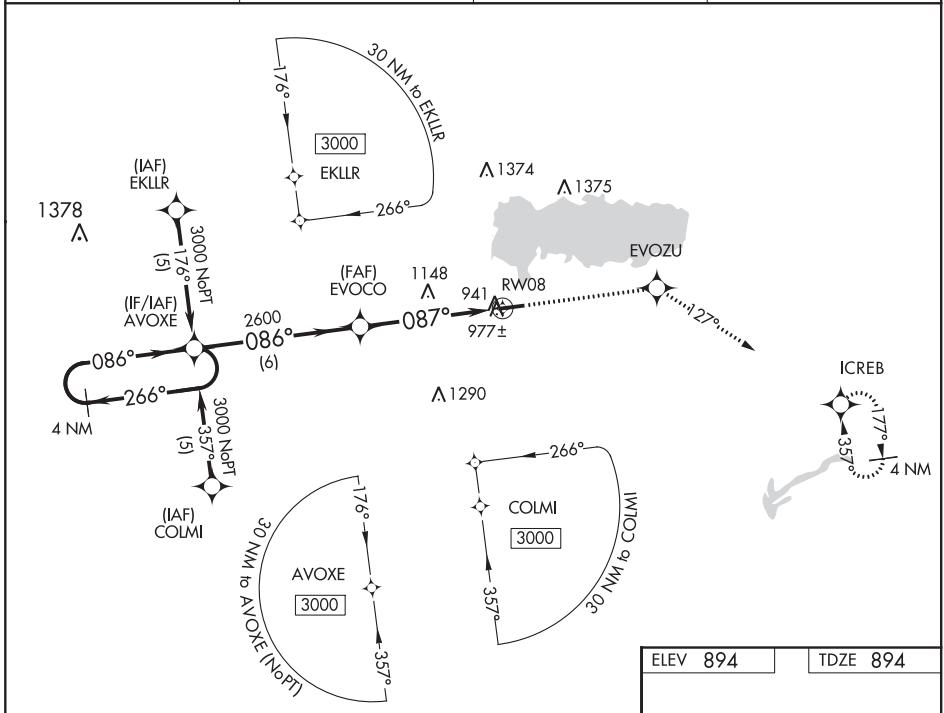
# RNAV (GPS) RWY 8

LAKEFIELD (CQA)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Wapakoneta altimeter setting. When not received use James M. Cox Dayton Intl altimeter setting and increase all DA 73 feet and all MDA 80 feet; increase LPV Cats A/B/C visibility ¼ mile, LNAV/VNAV Cats A/B/C visibility ½ mile and LNAV and circling Cat C visibility ¼ mile.

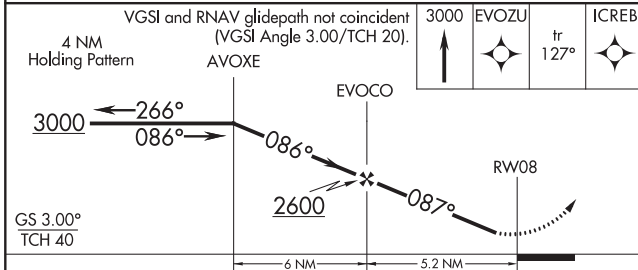
**⚠** NA MISSED APPROACH: Climb to 3000 direct EVOZU and via track 127° to ICREB and hold.

WAPAKONETA AWOS-3 <b>128.325</b>	COLUMBUS APP CON <b>118.425 352.05</b>	UNICOM <b>122.8 (CTAF)</b>	<b>123.3</b> <b>0</b>
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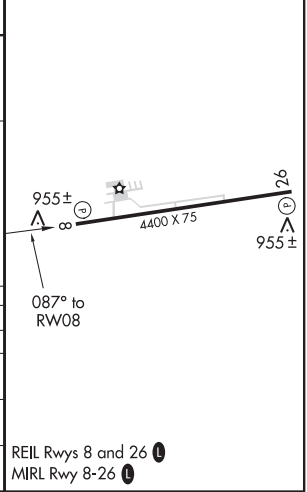
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 894	TDZE 894
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CATEGORY	A	B	C	D
LPV DA	1221-1¼	327 (400-1¼)		NA
LNAV/VNAV DA	1278-1¼	384 (400-1¼)		NA
LNAV MDA	1440-1	546 (600-1)	1440-1½ 546 (600-1½)	NA
CIRCLING	1440-1	546 (600-1)	1440-1½ 546 (600-1½)	NA



APP CRS <b>267°</b>	Rwy ldg <b>4400</b>
	TDZE <b>893</b>
	Apt Elev <b>894</b>

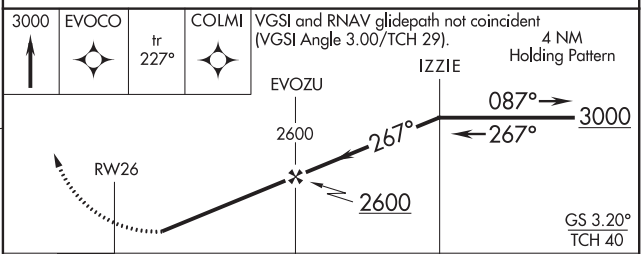
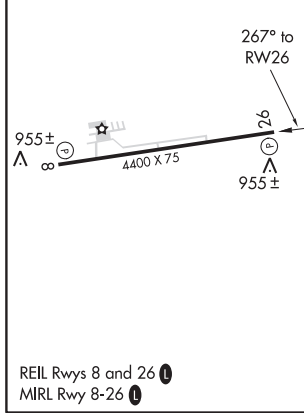
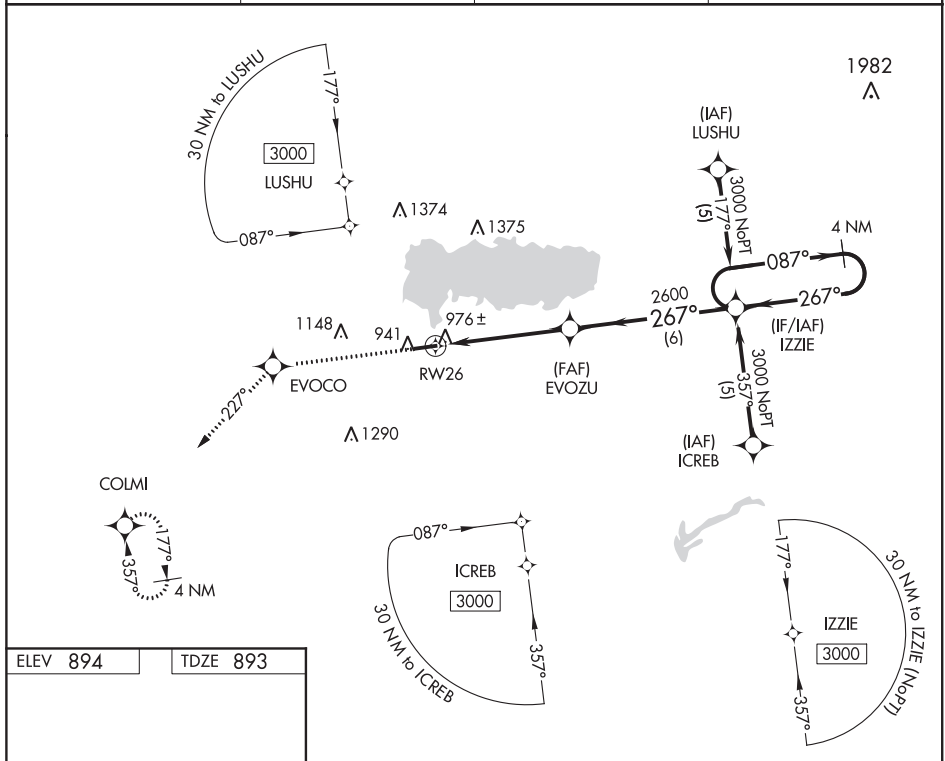
# RNAV (GPS) RWY 26

LAKEFIELD (CQA)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Wapakoneta altimeter setting. When not received, use James M. Cox Dayton Int'l altimeter setting and increase all DA 73 feet and all MDA 80 feet and increase LNAV/VNAV Cats A/B/C and LNAV Cat C visibility ¼ mile.

**⚠** MISSED APPROACH: Climb to 3000 direct EVOCO and via track 227° to COLMI and hold.

WAPAKONETA AWOS-3 <b>128.325</b>	COLUMBUS APP CON <b>118.425 352.05</b>	UNICOM <b>122.8 (CTAF)</b>	<b>123.3</b> <b>⓪</b>
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CATEGORY	A	B	C	D
LNAV/VNAV DA	1277-1½		384 (400-1½)	NA
LNAV MDA	1260-1		367 (400-1)	NA
CIRCLING	1320-1 426 (500-1)	1360-1 466 (500-1)	1360-1½ 466 (500-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>69329</b> <b>W23A</b>	APP CRS <b>227°</b>	Rwy Idg TDZE Apt Elev	<b>5405</b> <b>716</b> <b>725</b>
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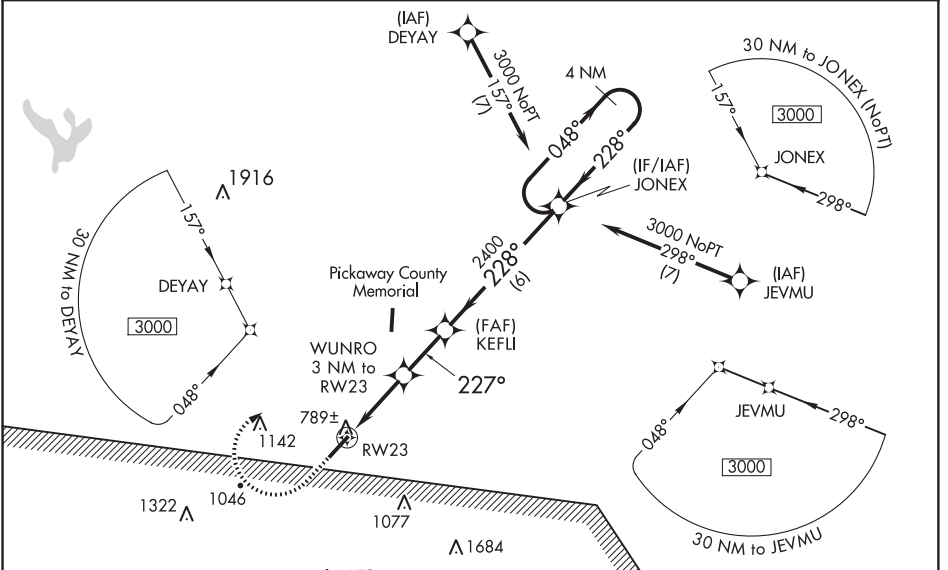
# RNAV (GPS) RWY 23

ROSS COUNTY (R.ZT)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 39°C (103°F).  
**⚠** When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DA/MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C and D and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Rickenbacker Intl altimeter setting.

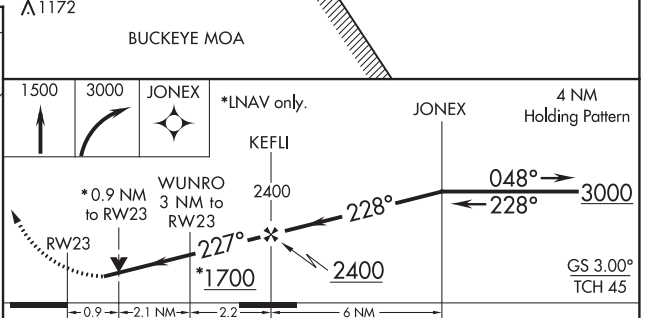
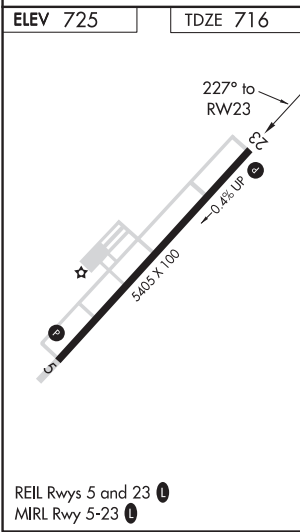
**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct JONEX and hold.

AWOS-3 <b>119.225</b>	COLUMBUS APP CON <b>119.15 317.775</b>	UNICOM <b>122.8 (CTAF)</b>	<b>123.0</b> <b>⓪</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		966- <sup>3</sup> / <sub>4</sub>	250 (300- <sup>3</sup> / <sub>4</sub> )	
LNAV/VNAV DA		1088-1 <sup>1</sup> / <sub>4</sub>	372 (400-1 <sup>1</sup> / <sub>4</sub> )	
LNAV MDA		1040-1	324 (400-1)	
CIRCLING	1320-1	1380-1	1380- <sup>3</sup> / <sub>4</sub>	1400-2 <sup>1</sup> / <sub>4</sub>
	595 (600-1)	655 (700-1)	655 (700-1 <sup>3</sup> / <sub>4</sub> )	675 (700-2 <sup>1</sup> / <sub>4</sub> )

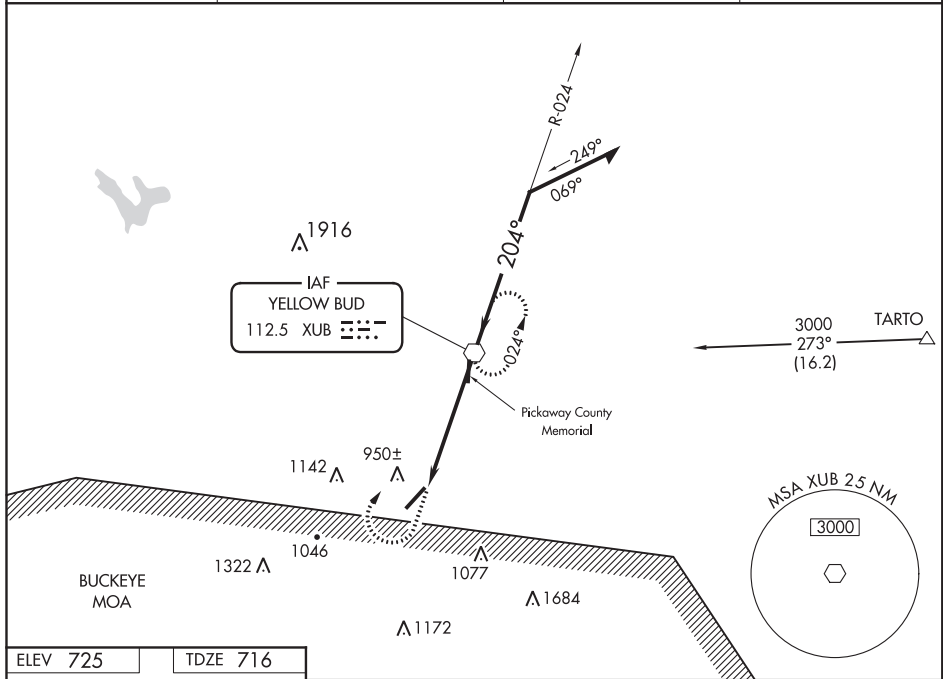
VOR XUB <b>112.5</b>	APP CRS <b>204°</b>	Rwy Idg TDZE Apt Elev	<b>5405</b> <b>716</b> <b>725</b>
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**VOR RWY 23**  
ROSS COUNTY (R.ZT)

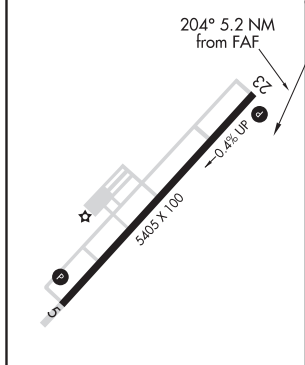
**NA** When local altimeter setting not received, use Rickenbacker Intl altimeter setting. When VGSI is inop, Straight-in and Circling Rwy 23 procedures NA at night.

MISSED APPROACH: Climb to 3000 then right turn direct XUB VOR and hold.

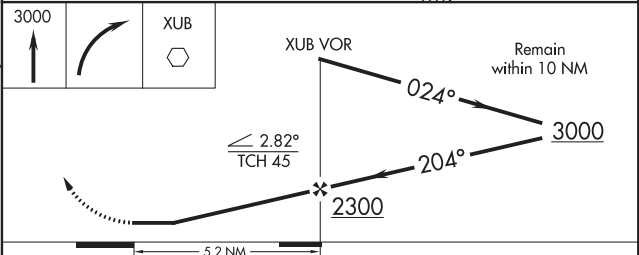
AWOS-3 <b>119.225</b>	COLUMBUS APP CON <b>119.15 317.775</b>	UNICOM <b>122.8</b> (CTAF)	<b>123.0</b> <b>0</b>
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ELEV 725	TDZE 716
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REIL Rwys 5 and 23 <b>0</b>					
MRLL Rwy 5-23 <b>0</b>					
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-23	1220-1	504 (500-1)	1220-1½	504 (500-1½)
CIRCLING	1340-1 615 (700-1)	1360-1 635 (700-1)	1380-1¾ 655 (700-1¾)	1400-2¼ 675 (700-2¼)
RICKENBACKER INTL ALTIMETER SETTING MINIMUMS				
S-23	1280-1	564 (600-1)	1280-1½	564 (600-1½)
CIRCLING	1400-1 675 (700-1)	1420-1 695 (700-1)	1440-2 715 (800-2)	1460-2¼ 735 (800-2¼)

EC-2, 10 NOV 2016 to 05 JAN 2017


EC-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-LUK	APP CRS	Rwy Idg	<b>6101</b>
<b>110.9</b>	<b>205°</b>	TDZE	<b>475</b>
Chan <b>46</b>		Apt Elev	<b>483</b>

# ILS or LOC RWY 21L

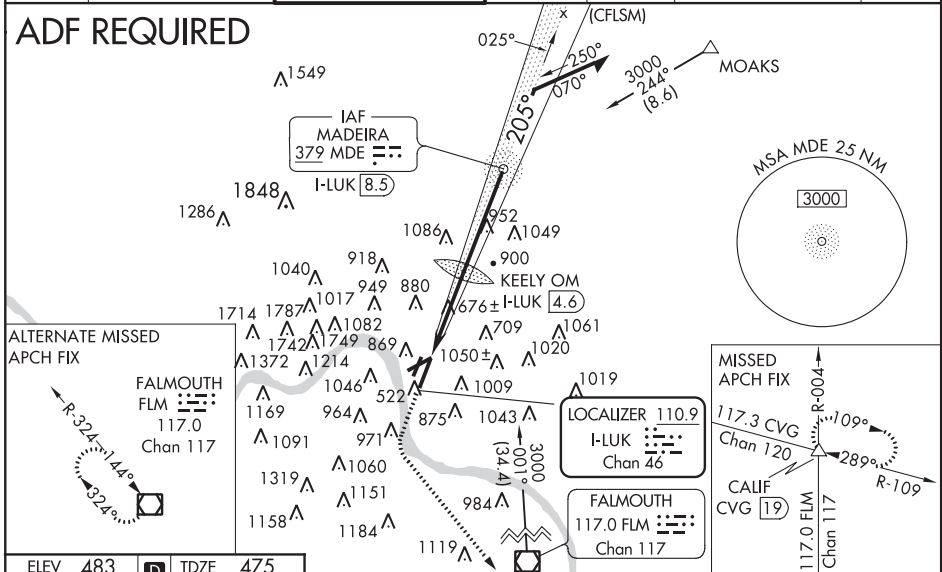
CINCINNATI MUNI AIRPORT LUNKEN FIELD (LUK)

**⚠** Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet; KEELY OM minimums, increase S-LOC-21L Cat C/D visibility 1/2 mile, Circling Cats B and D visibility 1/4 mile and Circling Cat C visibility 1/2 mile. For inoperative MALSR, increase S-ILS-21L visibility to 3/4 mile all Cats; KEELY OM minimums, increase S-LOC-21L Cat A visibility to 1 mile and Cats C/D visibility to 2 1/2 mile. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. Inoperative table does not apply to S-LOC 21L. Night landing: Rwy 3L, 7, 25 NA.

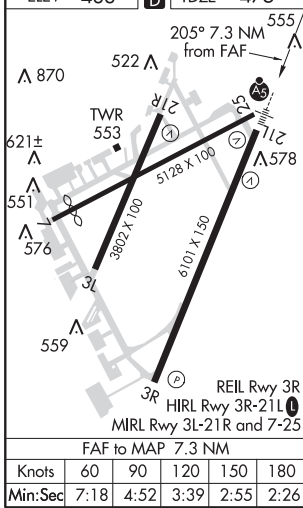
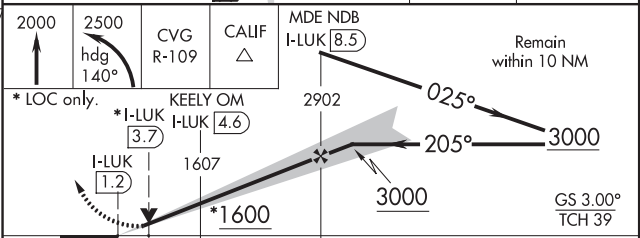
**MALSRL**  
  
**MISSED APPROACH:**  
 Climb to 2000 then climbing left turn to 2500 on heading 140° and on CVG VORTAC R-109 to CALIF INT/CVG 19 DME and hold, continue climb-in-hold to 2600.

ATIS <b>120.25</b>	CINCINNATI APP CON <b>121.0 257.725</b>	LUNKEN TOWER ★ <b>118.7 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	CINCINNATI CLNC DEL <b>124.9</b> (when tower closed)	UNICOM <b>122.95</b>
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## ADF REQUIRED



ELEV <b>483</b>	<b>D</b>	TDZE <b>475</b>
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CATEGORY	A	B	C	D
S-ILS 21L	750/40 275 (300-3/4)			
S-LOC 21L	1600-1 1/4 1125 (1200-1 1/4)	1600-1 1/2 1125 (1200-1 1/2)	1600-3	1125 (1200-3)
CIRCLING	1600-1 1/4 1117 (1200-1 1/4)	1600-1 1/2 1117 (1200-1 1/2)	1600-3	1117 (1200-3)
KEELY OM MINIMUMS				
S-LOC 21L	1320/40	845 (900-3/4)	1320-1 7/8	845 (900-1 7/8)
CIRCLING	1320-1 1/4 837 (900-1 1/4)	1360-1 1/4 877 (900-1 1/4)	1360-2 1/2 877 (900-2 1/2)	1360-2 3/4 877 (900-2 3/4)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





WAAS CH <b>42511</b> <b>W21A</b>	APP CRS <b>205°</b>	Rwy Idg TDZE Apt Elev	<b>6101</b> <b>475</b> <b>483</b>
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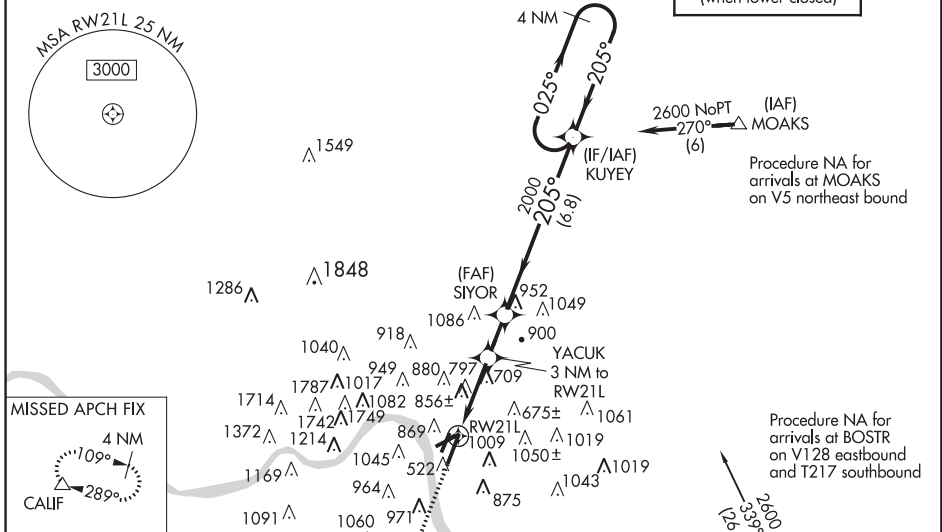
# RNAV (GPS) RWY 21L

CINCINNATI MUNI AIRPORT LUNKEN FIELD (LUK)

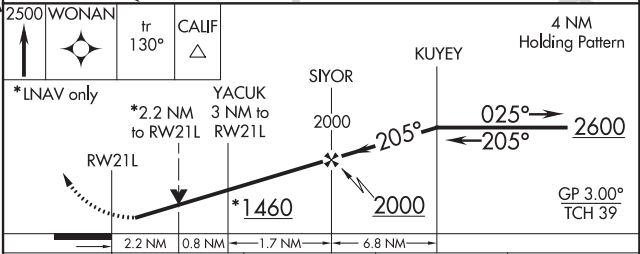
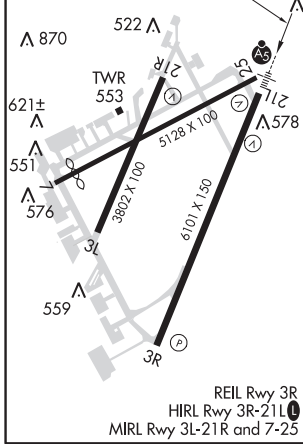
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C [5°F] or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet; increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats B and D visibility 1/4 mile, Circling Cat C visibility 1/2 mile. For inop MALS/R, increase LPV all Cats visibility to 1/2 mile, LNAV/VNAV all Cats visibility to 2 1/2 mile, LNAV Cats A/B visibility to 1 mile, and LNAV Cats C/D visibility to 2 mile. For inop MALS/R using Cincinnati/Northern Kentucky Intl altimeter setting, increase LPV all Cats visibility to 1 1/4 mile, LNAV Cat A visibility to 1 mile, and LNAV Cats C/D visibility to 2 1/2 mile. Night landing: Rwy 3L, 7, 25 NA.

MALS/R  
⚠ MISSED APPROACH: Climb to 2500 direct WONAN and on track 130° to CALIF and hold, continue Climb-In-Hold to 2600.

ATIS <b>120.25</b>	CINCINNATI APP CON <b>121.0 257.725</b>	LUNKEN TOWER ★ <b>118.7 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	CINCINNATI CLNC DEL <b>124.9</b> (when tower closed)	UNICOM <b>122.95</b>
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ELEV 483	D	TDZE 475
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CATEGORY	A	B	C	D
LPV DA		750/40	275 (300-3/4)	
LNAV/VNAV DA		1198-2 1/4	723 (800-2 1/4)	
LNAV MDA	1200/40	725 (800-3/4)	1200-1 1/2	725 (800-1 1/2)
CIRCLING	1300-1 1/4 817 (900-1 1/4)	1360-1 1/4 877 (900-1 1/4)	1360-2 1/2 877 (900-2 1/2)	1360-2 3/4 877 (900-2 3/4)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



LOC/DME I-LUK <b>110.9</b> Chan <b>46</b>	APP CRS <b>025°</b>	Rwy Idg <b>6101</b> TDZE <b>481</b> Apt Elev <b>483</b>
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# LOC BC RWY 3R

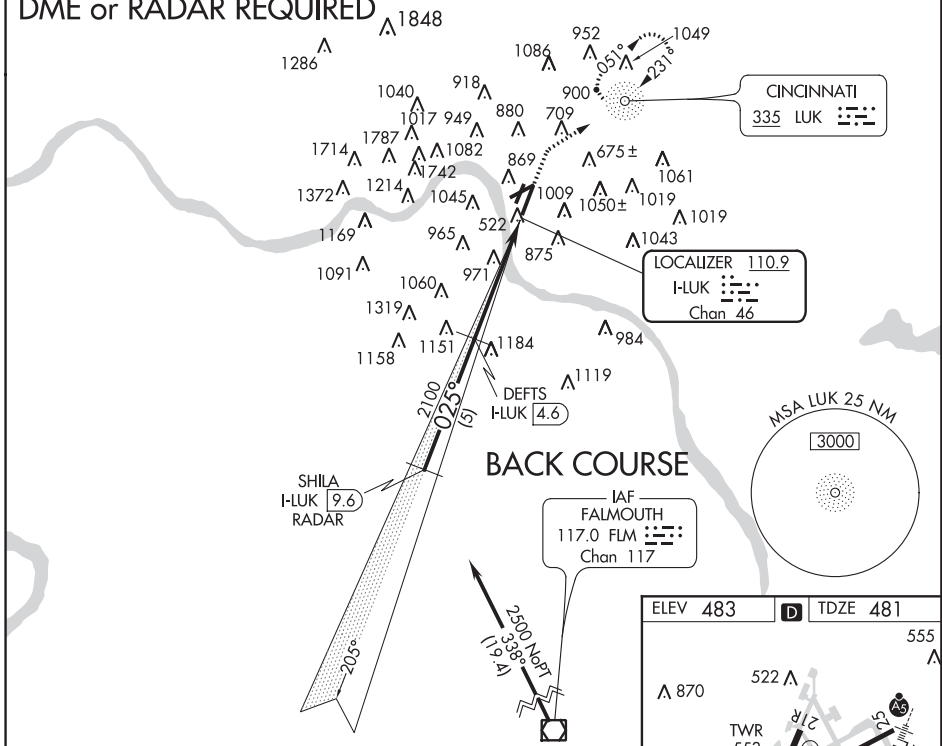
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 100 feet; increase S-3R Cat C and Circling A/B/D visibility 1/2 mile, increase Circling Cat C visibility 1/2 mile. Night Landing: Rwy 3L, 7, 25 NA. Helicopter visibility reduction below 3/4 SM NA. ADF required. LOC back course unusable beyond 10 NM. LOC back course unusable 15 degrees left and right of course within 10 NM of threshold.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2800 direct LUK NDB and hold.

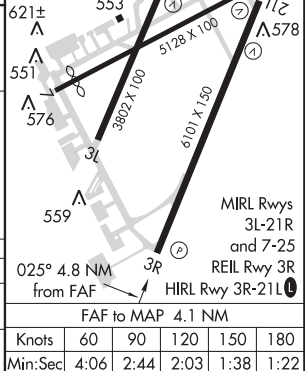
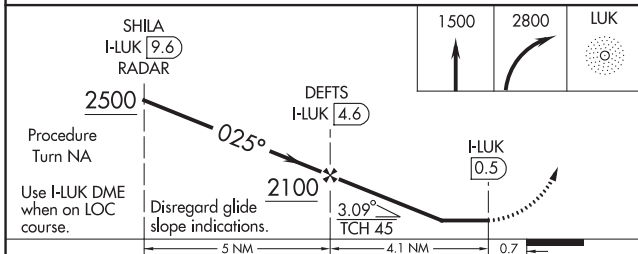
ATIS <b>120.25</b>	CINCINNATI APP CON <b>121.0 257.725</b>	LUNKEN TOWER ★ <b>118.7 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	CINCINNATI CLNC DEL <b>124.9</b> (when tower closed)	UNICOM <b>122.95</b>
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## DME or RADAR REQUIRED



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



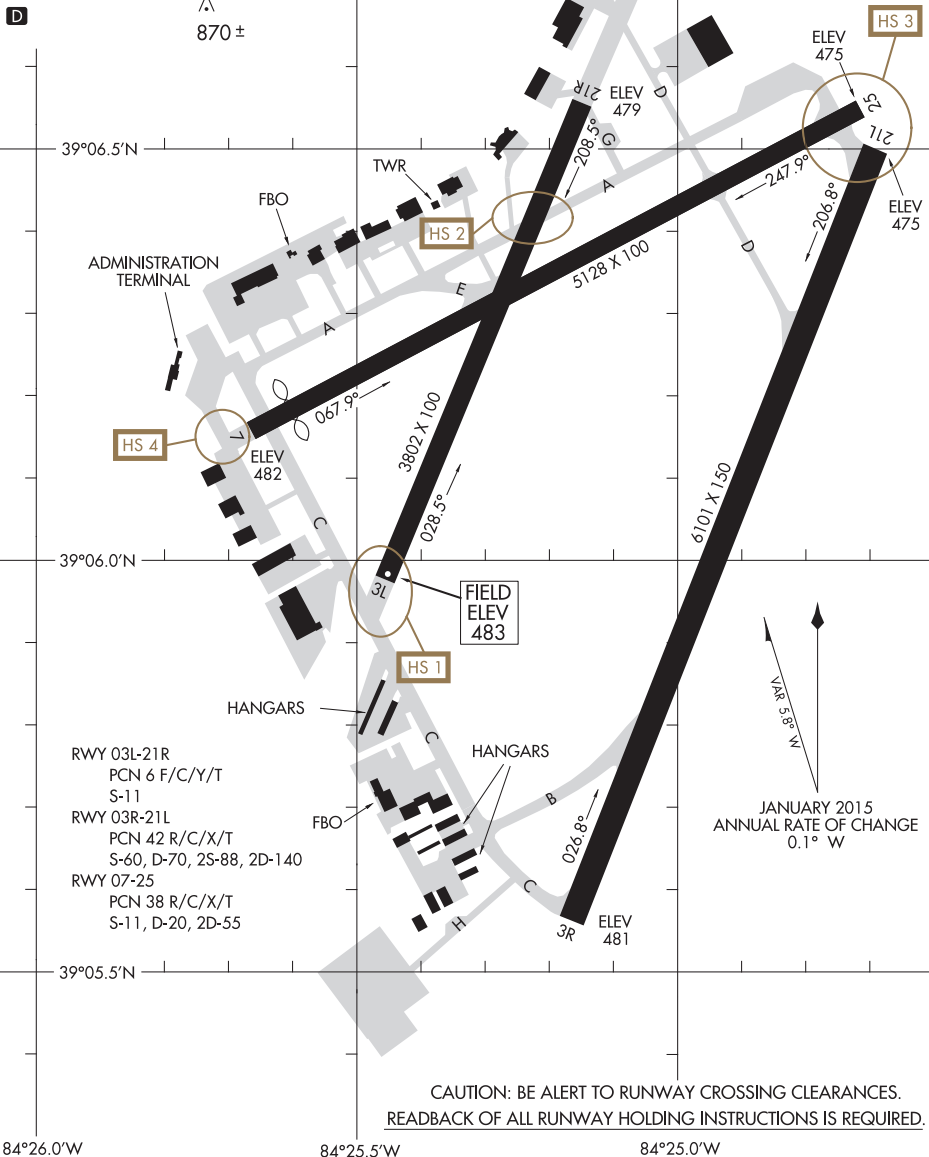
CATEGORY	A	B	C	D
S-3R	1240-1 759 (800-1)	1240-1 1/4 759 (800-1 1/4)	1240-2 1/4 759 (800-2 1/4)	1240-2 1/2 759 (800-2 1/2)
CIRCLING	1300-1 816 (900-1)	1360-1 1/4 876 (900-1 1/4)	1360-2 1/2 876 (900-2 1/2)	1360-2 3/4 876 (900-2 3/4)

ELEV 483	TDZE 481
2500 NDB (19.4)	2100 DME (5)
3802 X 100	5128 X 100
6101 X 150	
025° 4.8 NM from FAF	025° 4.1 NM from FAF
Knots	60 90 120 150 180
Min:Sec	4:06 2:44 2:03 1:38 1:22



15288  
**AIRPORT DIAGRAM**  
 CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LJK)  
 AL-83 (FAA)  
 CINCINNATI, OHIO

ATIS  
 120.25  
 LUNKEN TOWER ★  
 118.7 257.8  
 GND CON  
 121.9  
 CLNC DEL  
 121.9  
 124.9 (When Tower Closed)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

**AIRPORT DIAGRAM**  
 15288  
 CINCINNATI, OHIO  
 CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LJK)





DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 3L: Climb heading 027° to 2500, expect vectors to WADAL, thence . . . .
- TAKEOFF RUNWAY 3R: Climb heading 025° to 2500, expect vectors to WADAL, thence . . . .
- TAKEOFF RUNWAY 7: Climb heading 066° to 2500, expect vectors to WADAL, thence . . . .
- TAKEOFF RUNWAY 21R: Climb heading 207° to 2500, expect vectors to WADAL, thence . . . .
- TAKEOFF RUNWAY 21L: Climb heading 205° to 2500, expect vectors to WADAL, thence . . . .
- TAKEOFF RUNWAY 25: Climb heading 246° to 1200, then climbing left turn heading 180°, expect vectors to WADAL, thence . . . .

. . . . on depicted route to ROCKT. Maintain 2500. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT8.AHTIY)

TIVERTON TRANSITION (ROCKT8.TVT)

TAKEOFF OBSTACLE NOTES:

- Rwy 3L: Building and hangars beginning 305' from DER, 259' left of centerline, up to 41' AGL/521' MSL.  
Trees beginning 957' from DER, 144' right of centerline, up to 77' AGL/556' MSL.  
Trees beginning 1.2 NM from DER, 2270' left of centerline, up to 97' AGL/866' MSL.  
Pole 1.6 NM from DER, 320' left of centerline, 68' AGL/797' MSL.
- Rwy 3R: Trees beginning 1426' from DER, 196' left of centerline, up to 68' AGL/557' MSL.  
Trees beginning 840' from DER, 130' right of centerline, up to 83' AGL/572' MSL.  
Trees beginning 1.3 NM from DER, 2393' left of centerline, up to 97' AGL/856' MSL.  
Pole 1.5 NM from DER, 2062' left of centerline, 68' AGL/797' MSL.
- Rwy 7: Trees beginning 447' from DER, 68' left of centerline, up to 87' AGL/576' MSL.  
Trees beginning 664' from DER, 45' right of centerline, up to 88' AGL/575' MSL.  
Trees beginning 4515' from DER, 1519' right of centerline, up to 81' AGL/720' MSL.  
Trees beginning 1.3 NM from DER, 2088' right of centerline, up to 85' AGL/824' MSL.
- Rwy 21R: Trees beginning 1444' from DER, 203' left of centerline, up to 66' AGL/555' MSL.  
Trees beginning 1073' from DER, 25' right of centerline, up to 79' AGL/568' MSL.  
Trees beginning 1.1 NM from DER, 2262' right of centerline, up to 86' AGL/895' MSL.  
Tower 2.3 NM from DER, 527' left of centerline, 168' AGL/990' MSL.  
Trees beginning 2.4 NM from DER, 1847' left of centerline, up to 71' AGL/890' MSL.
- Rwy 21L: Trees beginning 122' from DER, 63' left of centerline, up to 118' AGL/597' MSL.  
Trees beginning 15' from DER, 248' right of centerline, up to 82' AGL/571' MSL.  
Trees beginning 4581' from DER, 1503' left of centerline, up to 144' AGL/723' MSL.  
Tower 2.0 NM from DER, 2027' right of centerline, 168' AGL/990' MSL.  
Pole 2.2 NM from DER, 281' right of centerline, 78' AGL/841' MSL.
- Rwy 25: Sign, pole, hangars, and trees beginning 177' from DER, 13' left of centerline, up to 86' AGL/575' MSL.  
Road, building, pole, and trees beginning 185' from DER, 5' right of centerline, up to 73' AGL/562' MSL.  
Tank 1.4 NM from DER, 1755' right of centerline, 210' AGL/1046' MSL.  
Tower 2.6 NM from DER, 2052' left of centerline, 158' AGL/885' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CIRCLEVILLE, OHIO

AL-5995 (FAA)

16091

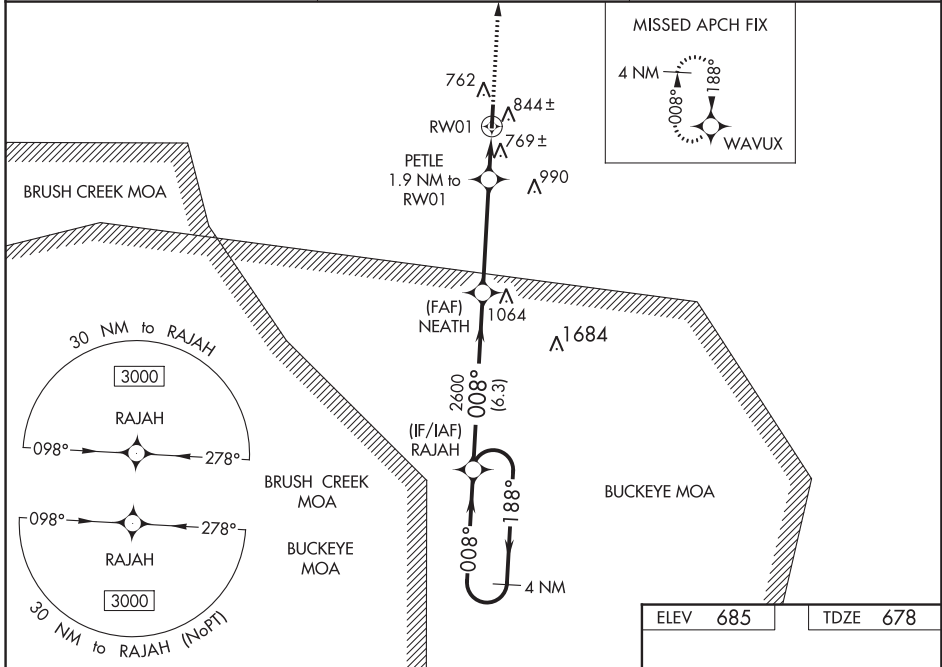
WAAS CH <b>65938</b> <b>W01A</b>	APP CRS <b>008°</b>	Rwy Idg <b>4346</b> TDZE <b>678</b> Apt Elev <b>685</b>
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**RNAV (GPS) RWY 1**  
PICKAWAY COUNTY MEMORIAL (CYO)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
**⚠** DME/DME RNP-0.3 NA. Use Chillicothe altimeter setting, when not received use Rickenbacker Intl altimeter setting and increase LPV DA to 997, LNAV/VNAV DA to 1132, and all visibilities ¼ mile. Increase all MDA 60 feet and visibility Cats C and D ¼ mile. Baro-VNAV and VDP NA when using Rickenbacker Intl altimeter setting.

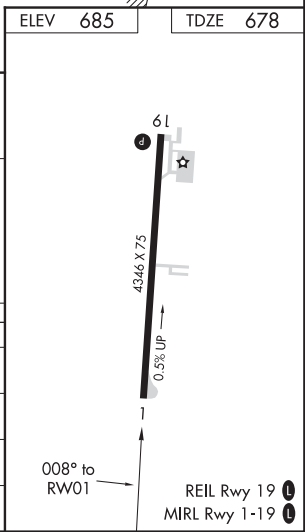
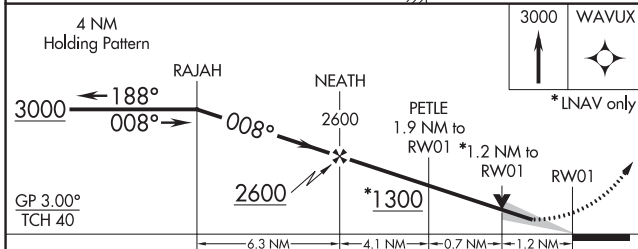
MISSED APPROACH:  
Climb to 3000 direct WAVUX and hold.

CHILICOTHE AWOS-3 <b>119.225</b>	COLUMBUS APP CON <b>119.15 279.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	947-1 269 (300-1)			
LNAV/VNAV DA	1082-1 <sup>3</sup> / <sub>8</sub> 404 (400-1 <sup>3</sup> / <sub>8</sub> )			
LNAV MDA	1100-1 422 (500-1)	1100-1 <sup>1</sup> / <sub>4</sub> 422 (500-1 <sup>1</sup> / <sub>4</sub> )		
<b>C</b> CIRCLING	1180-1 495 (500-1)	1300-1 <sup>3</sup> / <sub>4</sub> 615 (700-1 <sup>3</sup> / <sub>4</sub> )	1340-2 655 (700-2)	

CIRCLEVILLE, OHIO  
Orig 31MAR16

39°31'N-82°59'W

PICKAWAY COUNTY MEMORIAL (CYO)  
**RNAV (GPS) RWY 1**

WAAS CH <b>87038</b> <b>W19A</b>	APP CRS <b>188°</b>	Rwy Idg <b>4346</b> TDZE <b>685</b> Apt Elev <b>685</b>
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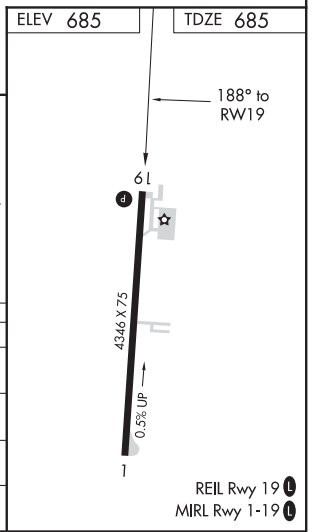
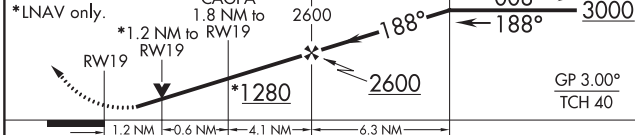
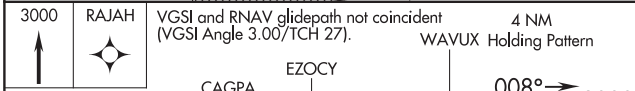
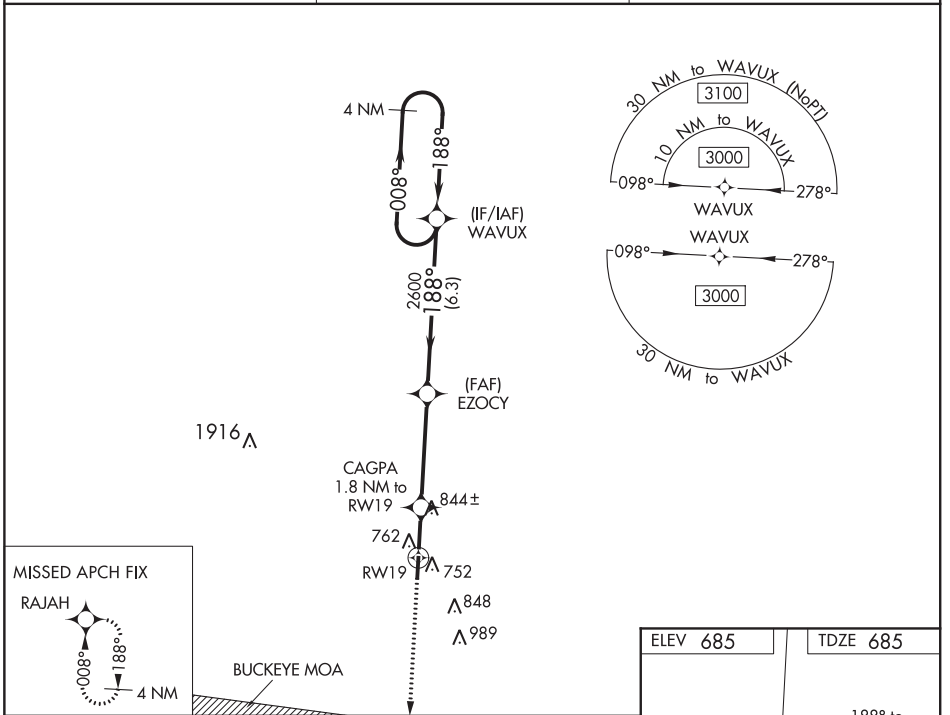
# RNAV (GPS) RWY 19

PICKAWAY COUNTY MEMORIAL (CYO)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Rickenbacker Intl altimeter setting. DME/DME RNP-0.3 NA. Use Chillicothe altimeter setting, when not received use Rickenbacker Intl altimeter setting and increase LPV DA to 985, LNAV/VNAV DA to 1150 and all visibilities ¼ mile. Increase all MDA 60 feet and visibility Cats C and D ¼ mile. Helicopter visibility reduction below ¼ SM NA.

**MISSED APPROACH:** Climb to 3000 direct RAJAH and hold.

CHILlicothe AWOS-3 <b>119.225</b>	COLUMBUS APP CON <b>119.15 279.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		935-7/8	250 (300-7/8)	
LNAV/VNAV DA		1100-13/8	415 (500-13/8)	
LNAV MDA	1100-1	415 (500-1)	1100-13/8	415 (500-13/8)
<b>C</b> CIRCLING	1180-1	495 (500-1)	1300-13/4 615 (700-13/4)	1340-2 655 (700-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

CIRCLEVILLE, OHIO

AL-5995 (FAA)

16091

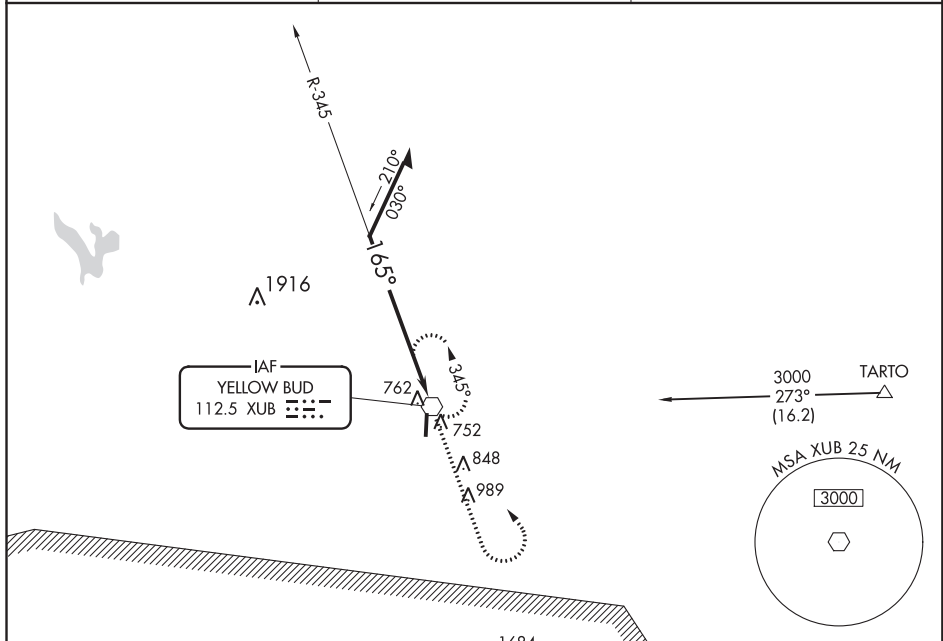
VOR XUB <b>112.5</b>	APP CRS <b>165°</b>	Rwy ldg <b>4346</b> TDZE <b>685</b> Apt Elev <b>685</b>
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**VOR RWY 19**  
PICKAWAY COUNTY MEMORIAL (CYO)

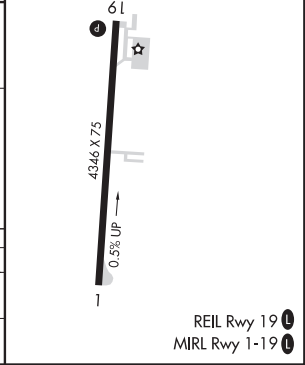
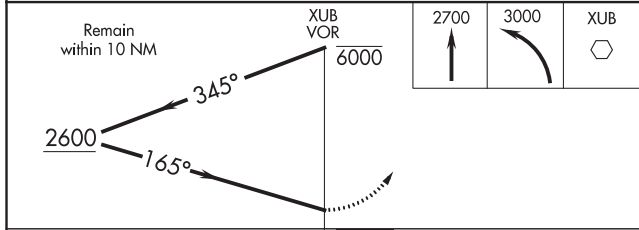
**⚠** Helicopter visibility reduction below 3/4 SM NA. Use Chillicothe altimeter setting, when not received use Rickenbacker Intl altimeter setting and increase all MDA 60 feet; and visibility Cats C and D 1/4 mile.

MISSED APPROACH: Climb to 2700 then climbing left turn to 3000 direct XUB VOR and hold.

CHILICOTHE AWOS-3 <b>119.225</b>	COLUMBUS APP CON <b>119.15 279.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 685	TDZE 685
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CATEGORY	A	B	C	D
S-19	1320-1	635 (700-1)	1320-1 3/4	635 (700-1 3/4)
<b>C</b> CIRCLING	1320-1	635 (700-1)	1320-1 3/4	1340-2
			635 (700-1 3/4)	655 (700-2)

REIL Rwy 19 **0**  
MIRL Rwy 1-19 **0**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

CIRCLEVILLE, OHIO  
Amdt 3 31MAR16

39°31'N - 82°59'W

PICKAWAY COUNTY MEMORIAL (CYO)  
**VOR RWY 19**



# RNAV (GPS) RWY 24R

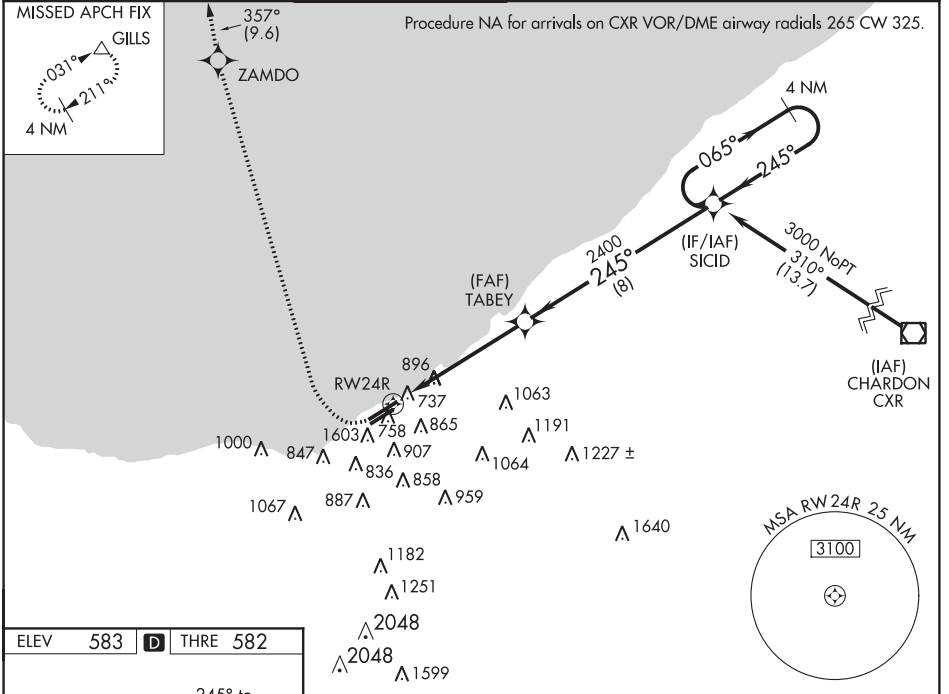
BURKE LAKEFRONT (BKL)

WAAS CH <b>77621</b> <b>W24A</b>	APP CRS <b>245°</b>	Rwy Idg THRE <b>582</b> Apt Elev <b>583</b>
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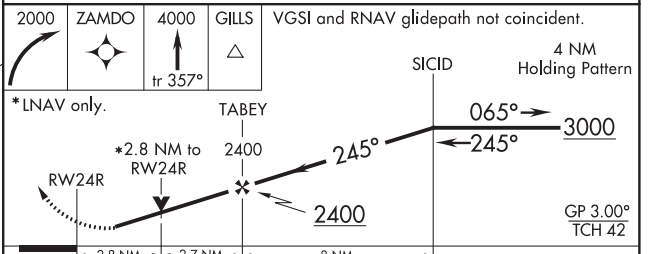
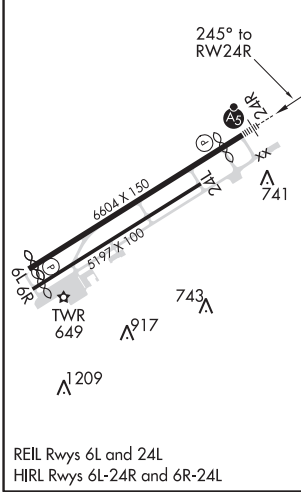
**NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use local climeter setting, when not received procedure NA. Circling NA southeast of Rwy 6R and 24L. For inoperative MALSF increase LNAV Cat A and B visibility to 1½ miles. \*\* Missed approach requires a minimum climb of 421 feet per NM to 1900.

**MALSRS** MISSED APPROACH: Climbing right turn to 2000 direct ZAMDO then climb to 4000 on track 357° to GILLS and hold.

ATIS <b>125.25</b>	CLEVELAND APP CON <b>125.35 354.025</b>	LAKEFRONT TOWER * <b>124.3 (CTAF) 0 339.8</b>	GND CON <b>121.9</b>	CLNC DEL (when tower closed) <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV <b>583</b>	<b>D</b>	THRE <b>582</b>
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CATEGORY	A	B	C	D
LPV DA	1057-1 <sup>3</sup> / <sub>8</sub> 475 (500-1 <sup>3</sup> / <sub>8</sub> )	1069-1 <sup>3</sup> / <sub>8</sub> 487 (500-1 <sup>3</sup> / <sub>8</sub> )	1251-2 669 (700-2)	1339-2 <sup>1</sup> / <sub>2</sub> 757 (800-2 <sup>1</sup> / <sub>2</sub> )
** LPV DA	NA			
LNAV/VNAV DA	1245-2	663 (700-2)	1305-2 <sup>1</sup> / <sub>4</sub> 723 (800-2 <sup>1</sup> / <sub>4</sub> )	1324-2 <sup>1</sup> / <sub>2</sub> 742 (800-2 <sup>1</sup> / <sub>2</sub> )
LNAV MDA	1620-1 1038 (1100-1)	1620-1 <sup>1</sup> / <sub>4</sub> 1038 (1100-1 <sup>1</sup> / <sub>4</sub> )	1620-2 <sup>1</sup> / <sub>2</sub>	1038 (1100-2 <sup>1</sup> / <sub>2</sub> )
CIRCLING	1620-1 <sup>1</sup> / <sub>4</sub>	1037 (1100-1 <sup>1</sup> / <sub>4</sub> )	1620-3	1037 (1100-3)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

16035

# AIRPORT DIAGRAM

AL-5370 (FAA)

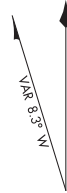
BURKE LAKEFRONT (BKL)  
CLEVELAND, OHIO

ATIS  
 125.25  
 LAKEFRONT TOWER \*  
 124.3 339.8  
 GND CON  
 121.9  
 CLNC DEL  
 121.9 (when tower closed)



FIELD  
 ELEV  
 584

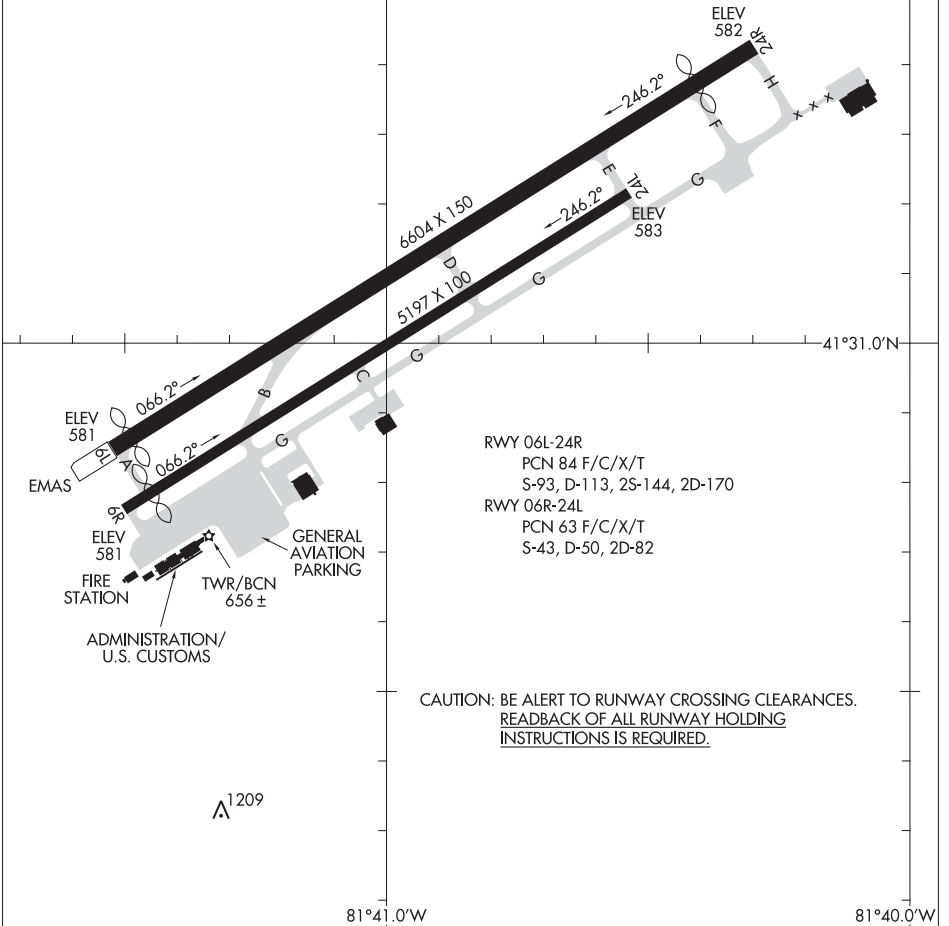
41°32.0'N



JANUARY 2015  
 ANNUAL RATE OF CHANGE  
 0.0° W

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



81°41.0'W

81°40.0'W

# AIRPORT DIAGRAM

16035

CLEVELAND, OHIO  
BURKE LAKEFRONT (BKL)







CLEVELAND, OHIO

AL-84 (FAA)

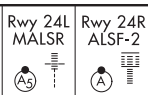
16203

LOC/DME I-HPI <b>109.9</b> Chan <b>36</b>	APP CRS <b>237°</b>	Rwy Idg 24R <b>9000</b> <b>9956</b> TDZE <b>780</b> <b>786</b> Apt Elev <b>799</b> <b>799</b>
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# ILS or LOC RWY 24L

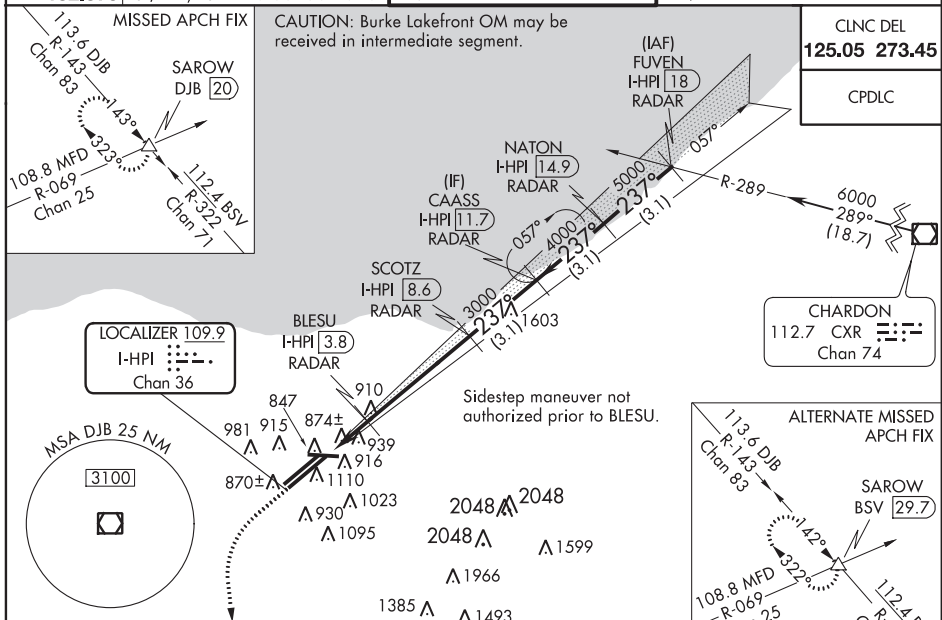
CLEVELAND-HOPKINS INTL (CLE)

When VGSI is inop, Circling Rwy 10 NA at night. Inop table does not apply to Sidestep 24R. DME or radar required. Simultaneous approach authorized with ILS or LOC/DME Rwy 24R. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.



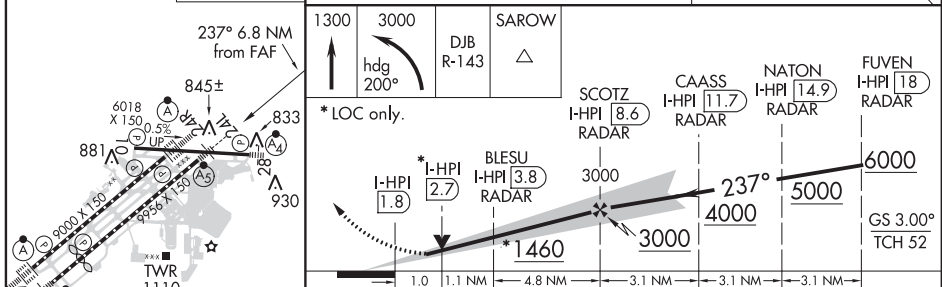
**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3000 on heading 200° and on DJB VOR/DME R-143 to SAROW INT/DJB 20 DME and hold.

ATIS ARR <b>127.85</b> DEP <b>132.375</b>	CLEVELAND APP CON 6R/24L, 28 <b>124.0</b> <b>354.025</b> 6L/24R, 10 <b>126.55</b> <b>354.025</b>	CLEVELAND TOWER 6R/24L, 10/28 <b>120.9</b> <b>273.45</b> 6L/24R <b>124.5</b> <b>273.45</b>	GND CON 6R/24L, 10/28 <b>121.7</b> <b>273.45</b> 6L/24R <b>133.6</b> <b>273.45</b>
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ELEV 799	<b>D</b> TDZE 24L 786 TDZE 24R 780
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## DME or RADAR REQUIRED



	A	B	C	D
S-ILS 24L	986/18		200 (200-½)	
S-LOC 24L	1140/24	354 (400-½)	1140/30	354 (400-¾)
SIDESTEP 24R	1140/50	360 (400-1)	1140-1½ 360 (400-1½)	1140-2 360 (400-2)
CIRCLING	1300-1 501 (600-1)		1320-1½ 521 (600-1½)	1360-2 561 (600-2)

CLEVELAND, OHIO

Amdt 22C 08JAN15

41°25'N-81°51'W

# CLEVELAND-HOPKINS INTL (CLE)

## ILS or LOC RWY 24L

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

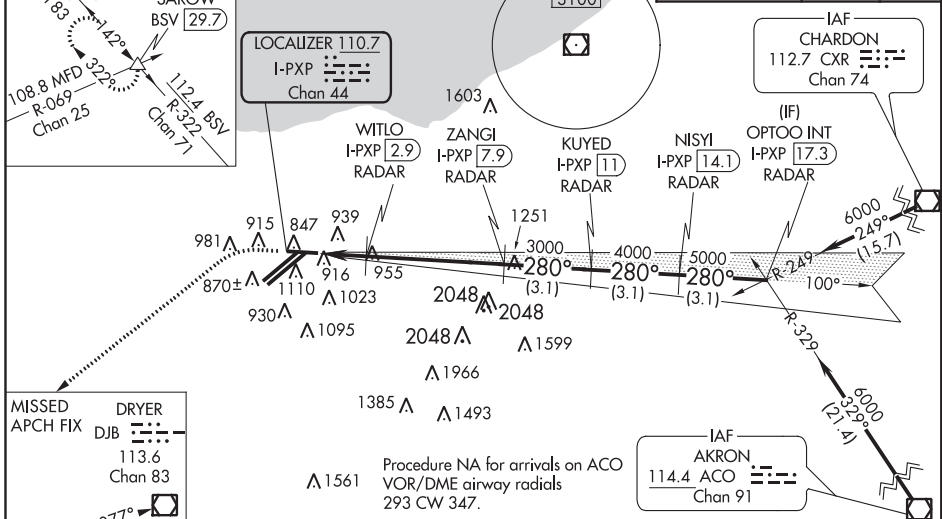
LOC/DME I-PXP <b>110.7</b> Chan 44	APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev	<b>6017</b> <b>799</b> <b>799</b>
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# ILS or LOC RWY 28

CLEVELAND-HOPKINS INTL (CLE)

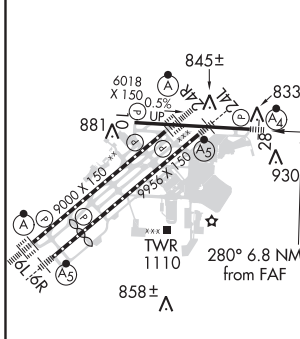
<p><b>⚠</b> When VGSI inop, Circling Rwy 10 NA at night. DME or radar required. For inop MALSF, increase S-LOC 28 Cat D visibility ¼ mile. # RVR 2600 authorized with use of FD or AP or HUD to DA.</p>	<p>MALSF</p>	<p>MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct DJB VOR/DME and hold.</p>
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<p>ATIS ARR <b>127.85</b> DEP <b>132.375</b></p>	<p>CLEVELAND APP CON 6R/24L, 28 <b>124.0 354.025</b> 6L/24R, 10 <b>126.55 354.025</b></p>	<p>CLEVELAND TOWER 6R/24L, 10/28 <b>120.9 273.45</b> 6L/24R <b>124.5 273.45</b></p>	<p>GND CON 6R/24L, 10/28 <b>121.7 273.45</b> 6L/24R <b>133.6 273.45</b></p>
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MISSED APCH FIX	DRYER
DJB	DJB
113.6	113.6
Chan 83	Chan 83

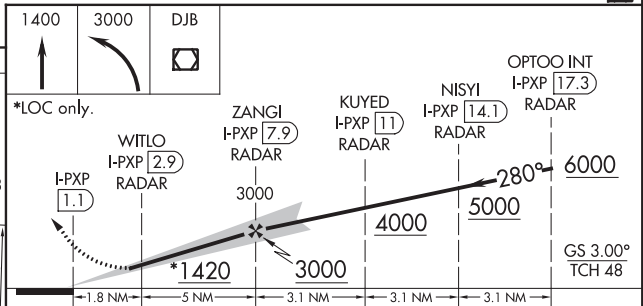
ELEV 799	<b>D</b>	TDZE 799
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REIL Rwy 10  
TDZ/CL Rwy 6R, 6L, 24R, and 24L  
HIRL Rws 10-28, 6R-24L, and 6L-24R

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16



CATEGORY	A	B	C	D
S-ILS 28	# 999/40		200 (200-¾)	
S-LOC 28	1420/40	621 (700-¾)	1420-1½	621 (700-1½)
<b>C</b> CIRCLING	1420-1	621 (700-1)	1420-1¾ 621 (700-1¾)	1420-2 621 (700-2)
WITLO FIX MINIMUMS (DME OR RADAR REQUIRED)				
S-LOC 28	1320/40	521 (600-¾)	1320-1¼	521 (600-1¼)
<b>C</b> CIRCLING	1420-1	621 (700-1)	1420-1¾ 621 (700-1¾)	1420-2 621 (700-2)

CLEVELAND, OHIO

AL-84 (FAA)

12023

LOC/DME I-PVY <b>111.55</b>	APP CRS <b>237°</b>	Rwy Idg 9000 <b>9956</b> TDZE 780 <b>786</b> Apt Elev 799 <b>799</b>	24R 24L
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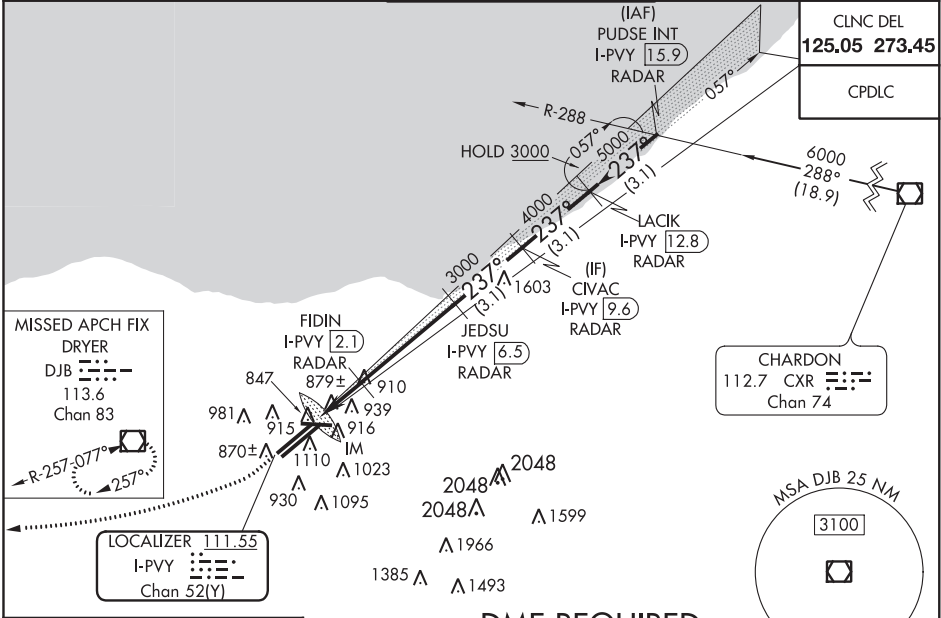
# ILS or LOC/DME RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

**⚠** When VGS1 inop, Circling Rwy 10 NA at night. Inop table does not apply to Sidestep 24L. Simultaneous approach authorized with ILS or LOC Rwy 24L. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.

**MISSED APPROACH:** Climb to 1700 then climbing right turn to 3000 direct DJB VOR/DME and hold.

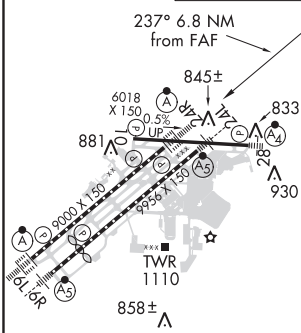
ATIS ARR <b>127.85</b> DEP <b>132.375</b>	CLEVELAND APP CON 6R/24L, 28 6L/24R, 10	CLEVELAND TOWER 6R/24L, 10/28 6L/24R	GND CON 120.9 <b>273.45</b> 124.0 <b>354.025</b> 126.55 <b>354.025</b> 124.5 <b>273.45</b> 121.7 <b>273.45</b> 133.6 <b>273.45</b>
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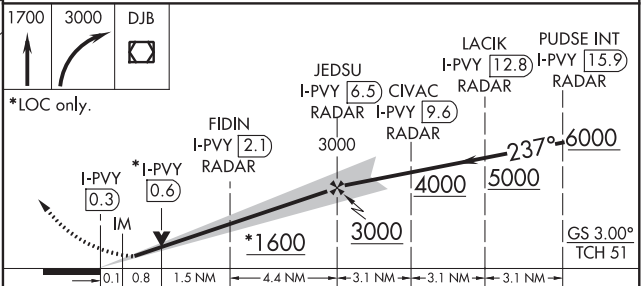
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 799	<b>D</b> TDZE 24L 786 TDZE 24R 780
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REIL Rwy 10 TDZ/CL Rwy 6R, 6L, 24L and 24R HIRL Rwys 10-28, 6R-24L, and 6L-24R	FAF to MAP 6.8 NM
Knots 60 90 120 150 180	Min:Sec 6:48 4:32 3:24 2:43 2:16



CATEGORY	A	B	C	D
S-ILS 24R	980/18 200 (200-½)			
S-LOC 24R	1140/24	360 (400-½)	1140/30	360 (400-¾)
SIDESTEP 24L	1280/60	494 (500-1¼)	1280-1¾ 494 (500-1¾)	1280-2¼ 494 (500-2¼)
<b>C</b> CIRCLING	1420-1	621 (700-1)	1420-1¾ 621 (700-1¾)	1460-2 621 (700-2)

CLEVELAND, OHIO  
Amdt 5C 05MAR15

41°25'N-81°51'W

# CLEVELAND-HOPKINS INTL (CLE) ILS or LOC/DME RWY 24R

CLEVELAND, OHIO

AL-84 (FAA)

16203

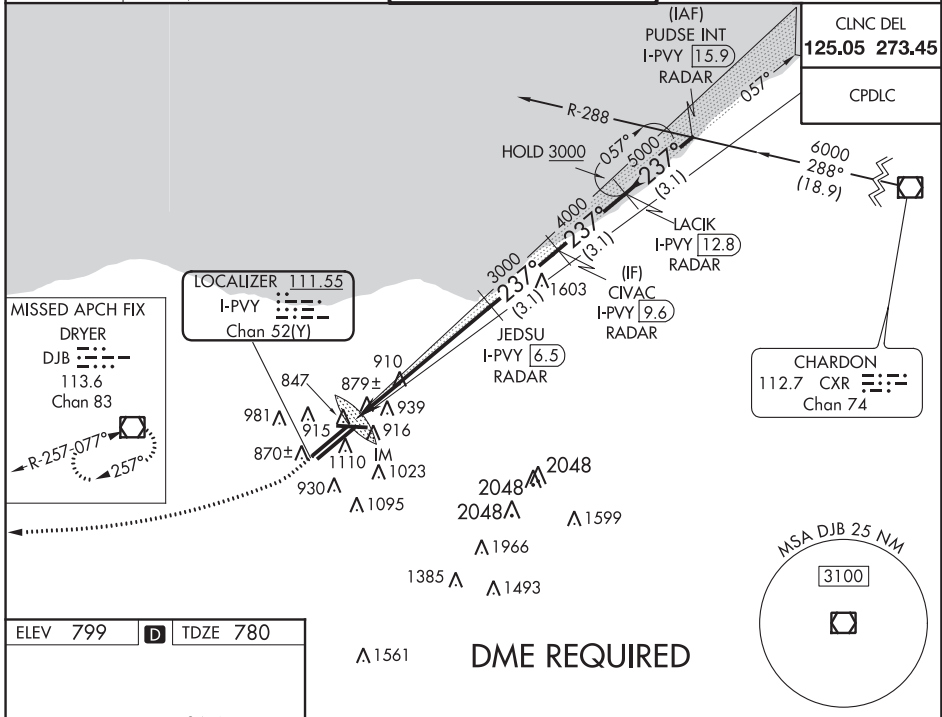
LOC/DME I-PVY <b>111.55</b>	APP CRS <b>237°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>780</b> <b>799</b>
Chan <b>52(Y)</b>			

# ILS RWY 24R (SA CAT I)

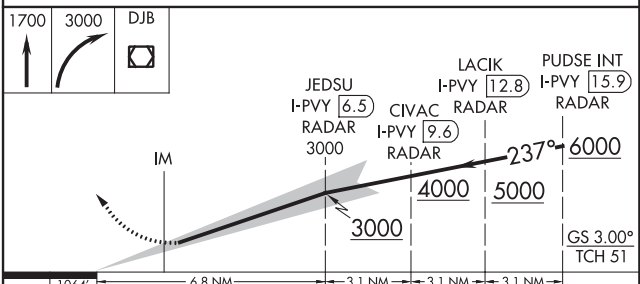
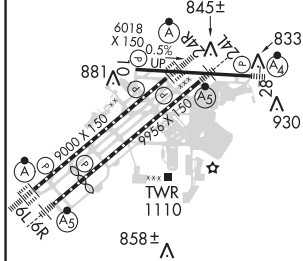
CLEVELAND-HOPKINS INTL (CLE)

<p>Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DJB VOR/DME and hold.</p>
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<p>ATIS</p> <p>ARR <b>127.85</b></p> <p>DEP <b>132.375</b></p>	<p>CLEVELAND APP CON</p> <p>6R/24L, 28 <b>124.0 354.025</b></p> <p>6L/24R, 10 <b>126.55 354.025</b></p>	<p>CLEVELAND TOWER</p> <p>6R/24L, 10/28 <b>120.9 273.45</b></p> <p>6L/24R <b>124.5 273.45</b></p>	<p>GND CON</p> <p>6R/24L, 10/28 <b>121.7 273.45</b></p> <p>6L/24R <b>133.6 273.45</b></p>
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ELEV 799	<b>D</b>	TDZE 780
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1064'	6.8 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY	A	B	C	D
S-ILS 24R	RA 150/14 150 DA 930			

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 10  
TDZ/CL Rwy 6R, 6L, 24L and 24R  
HIRL Rws 10-28, 6R-24L, and 6L-24R

CLEVELAND, OHIO  
Amdt 5C 05MAR15

41°25'N-81°51'W

CLEVELAND-HOPKINS INTL (CLE)  
**ILS RWY 24R (SA CAT I)**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



LOC/DME I-PVY <b>111.55</b> Chan 52(Y)	APP CRS <b>237°</b>	Rwy Idg 9000	TDZE 780	Apt Elev 799
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# ILS RWY 24R (CAT II & III)

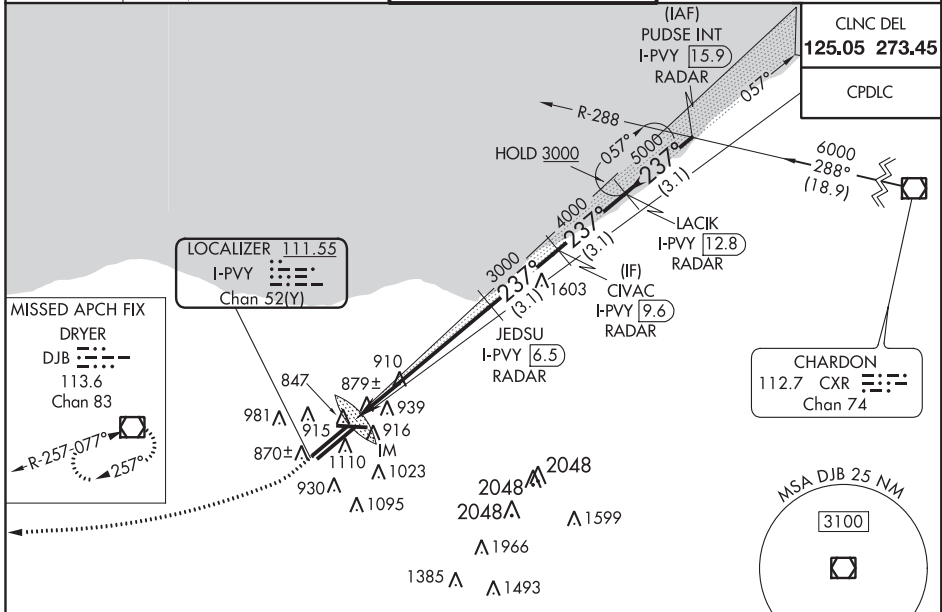
CLEVELAND-HOPKINS INTL (CLE)

**CAUTION** CAT II: RVR 1000 authorized with specific OPSPEC, MPSPEC, or LOA approval and use of autoland or HUD to touchdown.

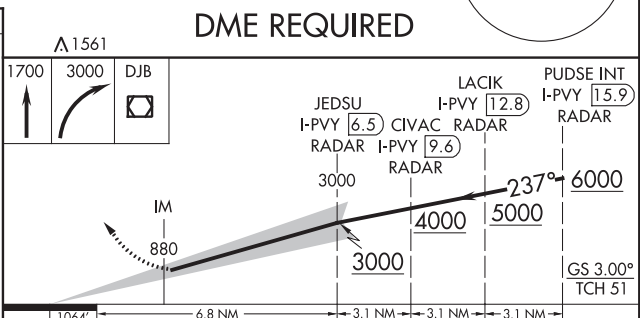
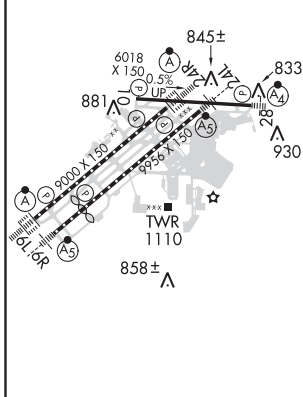
ALSF-2

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DJB VOR/DME and hold.

ATIS ARR <b>127.85</b> DEP <b>132.375</b>	CLEVELAND APP CON 6R/24L, 28 <b>124.0 354.025</b> 6L/24R, 10 <b>126.55 354.025</b>	CLEVELAND TOWER 6R/24L, 10/28 <b>120.9 273.45</b> 6L/24R <b>124.5 273.45</b>	GND CON 6R/24L, 10/28 <b>121.7 273.45</b> 6L/24R <b>133.6 273.45</b>
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ELEV 799	<b>D</b>	TDZE 780
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CATEGORY	A	B	C	D
S-ILS 24R		CAT II RA 100/12	100 DA 880	
S-ILS 24R		CAT IIIa	RVR 07	
S-ILS 24R		CAT IIIb	RVR 06	
S-ILS 24R		CAT IIIc	NA	

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

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

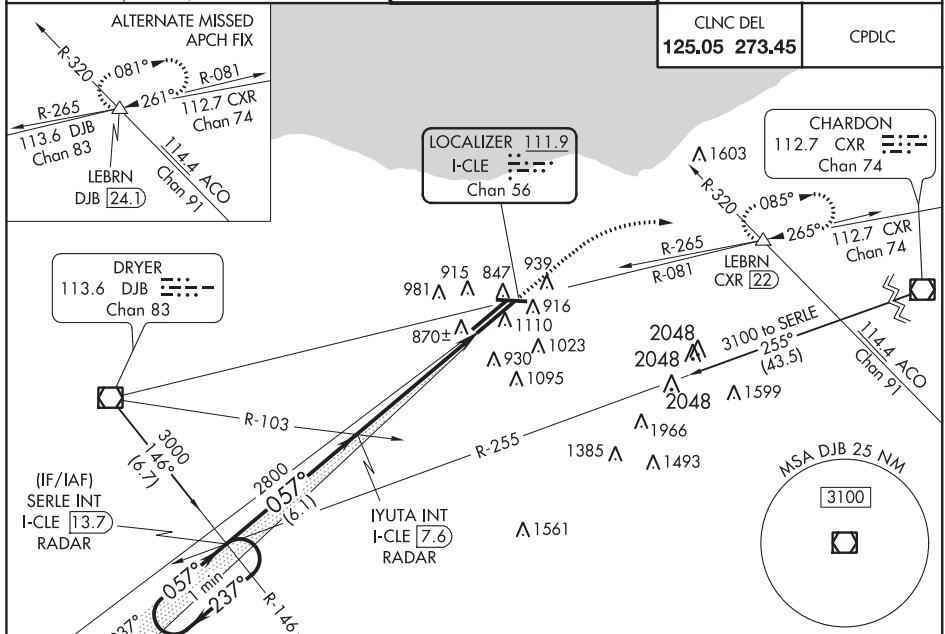
LOC/DME I-CLE <b>111.9</b> Chan <b>56</b>	APP CRS <b>057°</b>	Rwy Idg <b>8030</b> TDZE <b>777</b> Apt Elev <b>799</b>
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# ILS RWY 6R (SA CAT II)

## CLEVELAND-HOPKINS INTL (CLE)

<p>Reduced lighting: Requires specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 on CXR VOR/DME R-265 to LEBRN INT/CXR 22 DME and hold.</p>	
			<p>ATIS ARR <b>127.85</b> DEP <b>132.375</b></p>

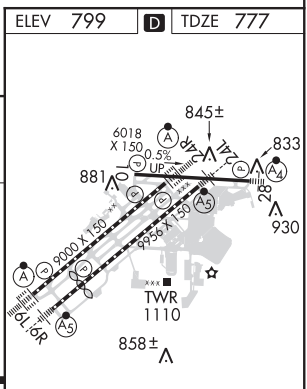
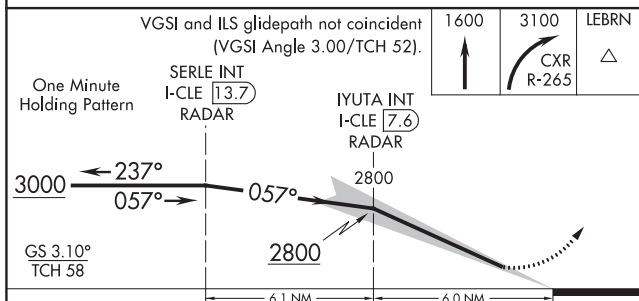
<p>ALTERNATE MISSED APCH FIX</p>	<p>CLNC DEL <b>125.05 273.45</b></p>	<p>CPDLC</p>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV <b>799</b>	<b>D</b> TDZE <b>777</b>
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CATEGORY	A	B	C	D
S-ILS 6R	RA 100/12 100 DA 877			

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

REIL Rwy 10  
TDZ/CL Rwy 6R, 6L, 24L and 24R  
HIRL Rws 10-28, 6R-24L, and 6L-24R

LOC/DME I-HPI <b>109.9</b> Chan <b>36</b>	APP CRS <b>237°</b>	Rwy Idg <b>9956</b> TDZE <b>786</b> Apt Elev <b>799</b>
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# ILS RWY 24L (SA CAT II)

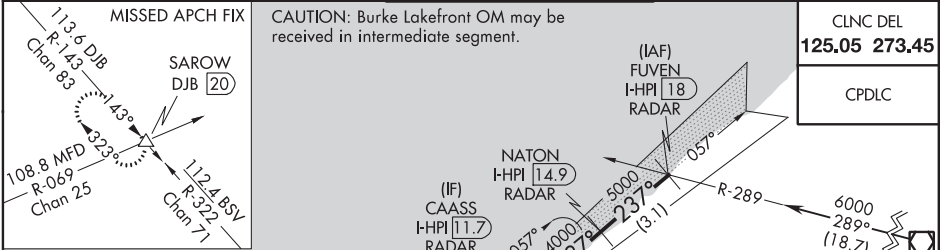
CLEVELAND-HOPKINS INTL (CLE)

**Reduced lighting:** requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

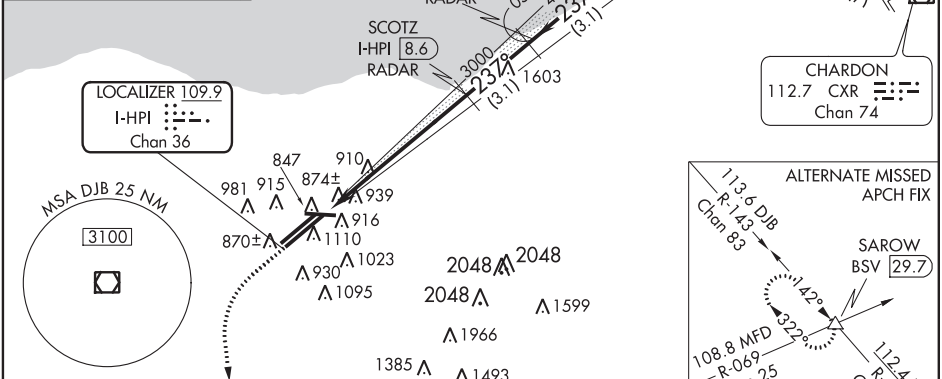


**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3000 on heading 200° and on DJB VOR/DME R-143 to SAROW INT/DJB 20 DME and hold.

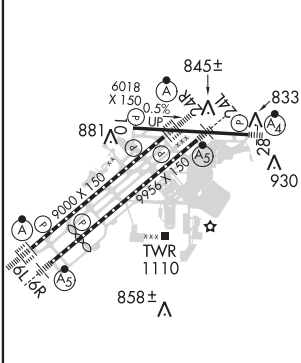
ATIS ARR <b>127.85</b> DEP <b>132.375</b>	CLEVELAND APP CON 6R/24L, 28 <b>124.0 354.025</b> 6L/24R, 10 <b>126.55 354.025</b>	CLEVELAND TOWER 6R/24L, 10/28 <b>120.9 273.45</b> 6L/24R <b>124.5 273.45</b>	GND CON 6R/24L, 10/28 <b>121.7 273.45</b> 6L/24R <b>133.6 273.45</b>
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CLNC DEL <b>125.05 273.45</b>
CPDLC



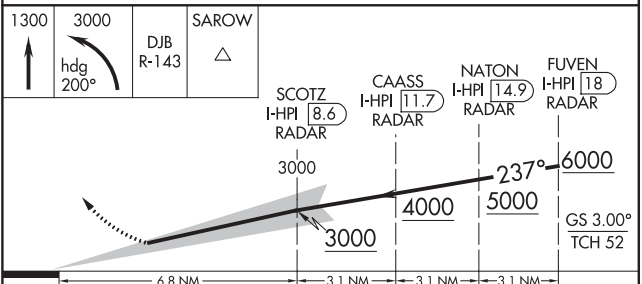
ELEV 799	<b>D</b>	TDZE 786
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REIL Rwy 10  
TDZ/CL Rwy 6R, 6L, 24L and 24R  
HIRL Rwy 10-28, 6R-24L, and 6L-24R

**DME or RADAR REQUIRED**

1300	3000	DJB R-143	SAROW
↑	hdg 200°		



CATEGORY	A	B	C	D
S-ILS 24L	RA 100/12 100 DA 886			

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

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CLEVELAND, OHIO

AL-84 (FAA)

16203

WAAS CH <b>56204</b> <b>W06A</b>	APP CRS <b>057°</b>	Rwy Idg TDZE Apt Elev	<b>9000</b> <b>773</b> <b>791</b>
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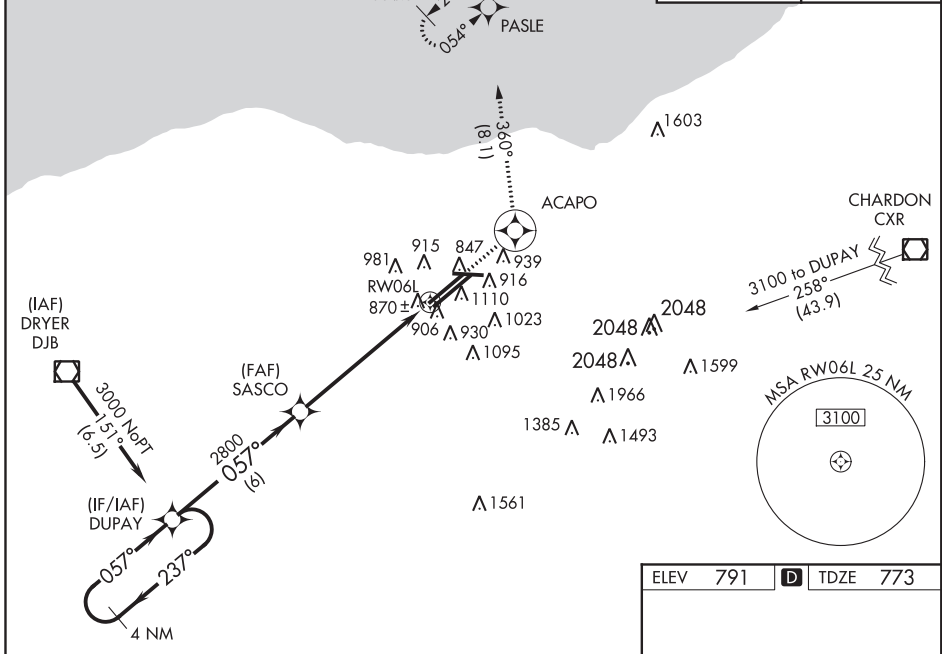
# RNAV (GPS) RWY 6L

CLEVELAND-HOPKINS INTL (CLE)

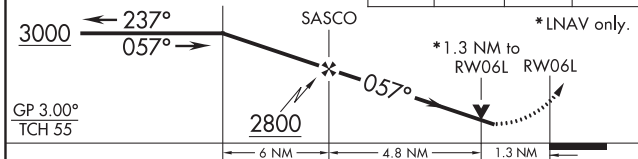
<p>DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Night lighting: Rwy 10 NA.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 3000 direct ACAPO, then via 360° track to PASLE and hold.</p>

<p>ATIS</p> <p>ARR <b>127.85</b></p> <p>DEP <b>132.375</b></p>	<p>CLEVELAND APP CON</p> <p>6R/24L, 28 <b>124.0 354.025</b></p> <p>6L/24R, 10 <b>126.55 354.025</b></p>	<p>CLEVELAND TOWER</p> <p>6R/24L, 10/28 <b>120.9 273.45</b></p> <p>6L/24R <b>124.5 273.45</b></p>	<p>GND CON</p> <p>6R/24L, 10/28 <b>121.7 273.45</b></p> <p>6L/24R <b>133.6 273.45</b></p>
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<p>CLNC DEL</p> <p><b>125.05 273.45</b></p>	<p>CPDLC</p>
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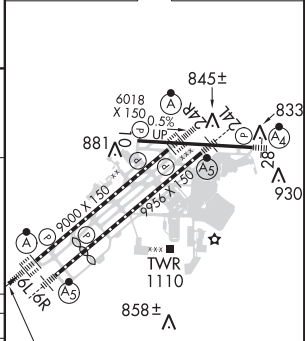


4 NM Holding Pattern	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 69°).	3000	ACAPO	PASLE
				tr 360°



CATEGORY	A	B	C	D
LPV DA		1110/40	337 (400-¾)	
LNAV/VNAV DA		1220/50	447 (500-1)	
LNAV MDA	1240/24	467 (500-½)	1240/40 467 (500-¾)	1240/50 467 (500-1)
CIRCLING	1300-1	509 (600-1)	1320-1½ 529 (600-1½)	1380-2 589 (600-2)

ELEV 791		TDZE 773
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REIL Rwy 10  
TDZ/CL Rwy 6R, 6L, 24R, and 24L  
HIRL Rwy 10-28, 6R-24L, and 6L-24R

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

CLEVELAND, OHIO  
Amdt 1D 26JUN16

41°25'N-81°51'W

# CLEVELAND-HOPKINS INTL (CLE) RNAV (GPS) RWY 6L



CLEVELAND, OHIO

AL-84 (FAA)

16203

WAAS CH <b>73026</b> <b>W10A</b>	APP CRS <b>100°</b>	Rwy Idg <b>6017</b>
	TDZE <b>783</b>	
	Apt Elev <b>799</b>	

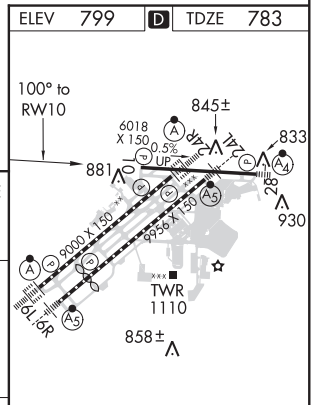
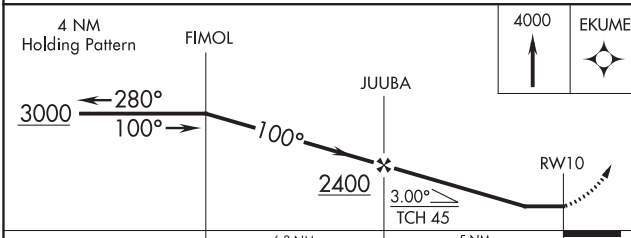
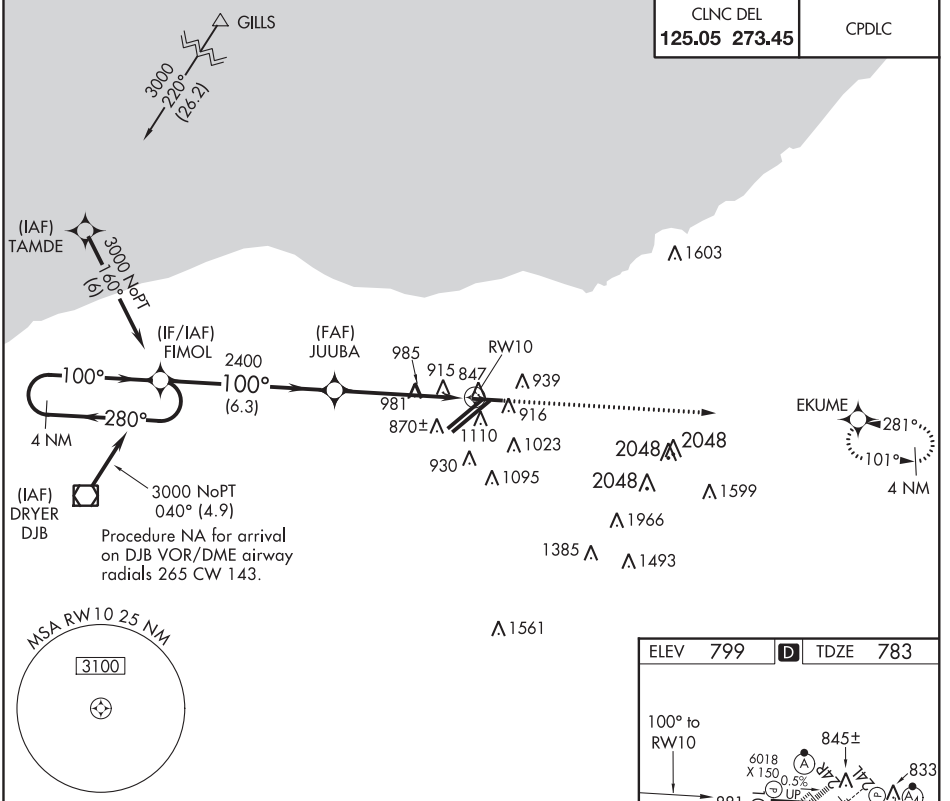
# RNAV (GPS) RWY 10

CLEVELAND-HOPKINS INTL (CLE)

**▼** DME/DME RNP-0.3 NA. Night landing: Rwy 10 NA.  
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000  
direct EKUME and hold.

ATIS ARR <b>127.85</b> DEP <b>132.375</b>	CLEVELAND APP CON 6R/24L, 28 <b>124.0</b> <b>354.025</b> 6L/24R, 10 <b>126.55</b> <b>354.025</b>	CLEVELAND TOWER 6R/24L, 10/28 <b>120.9</b> <b>273.45</b> 6L/24R <b>124.5</b> <b>273.45</b>	GND CON 6R/24L, 10/28 <b>121.7</b> <b>273.45</b> 6L/24R <b>133.6</b> <b>273.45</b>
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CATEGORY	A	B	C	D
LP MDA	1240-1	457 (500-1)	1240-1 3/8	457 (500-1 3/8)
LNAV MDA	1240-1	457 (500-1)	1240-1 3/8	457 (500-1 3/8)

REIL Rwy 10  
TDZ/CL Rwy 6R, 6L, 24R, and 24L  
HIRL Rwy 10-28, 6R-24L, and 6L-24R

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

CLEVELAND, OHIO  
Amdt 3A 05MAR15

41°25'N-81°51'W

# CLEVELAND-HOPKINS INTL (CLE)

## RNAV (GPS) RWY 10



CLEVELAND, OHIO

AL-84 (FAA)

16203

WAAS CH <b>60904</b> <b>W24A</b>	APP CRS <b>237°</b>	Rwy Idg TDZE <b>780</b> Apt Elev <b>799</b>	<b>9000</b>
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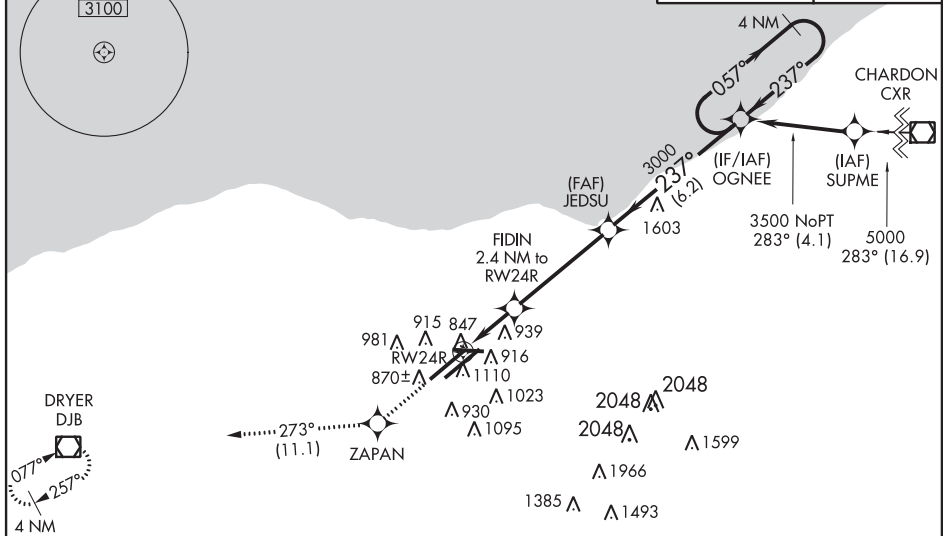
# RNAV (GPS) RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

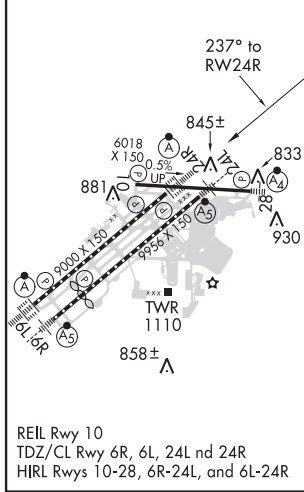
<p>When VGSI inop, Circling Rwy 10 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 3000 direct ZAPAN and on track 273° to DJB VOR/DME and hold.</p>

ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON
ARR <b>127.85</b>	6R/24L, 28 <b>124.0 354.025</b>	6R/24L, 10/28 <b>120.9 273.45</b>	6R/24L, 10/28 <b>121.7 273.45</b>
DEP <b>132.375</b>	6L/24R, 10 <b>126.55 354.025</b>	6L/24R <b>124.5 273.45</b>	6L/24R <b>133.6 273.45</b>

<p>MSA RW24R 25 NM</p> <p>3100</p>	<p>CLNC DEL</p> <p><b>125.05 273.45</b></p>	<p>CPDLC</p>
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ELEV 799	<b>D</b>	TDZE 780
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3000	ZAPAN	tr 273°	DJB	VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 49).	4 NM Holding Pattern
				OGNEE	
*LNAV only.		FIDIN	JEDSU		
	*1.3 NM to RW24R	2.4 NM to RW24R	3000	237°	057° → 3500
				← 237°	GP 3.00° TCH 51
	1.3 NM	1.1 NM	4.4 NM	6.2 NM	
CATEGORY	A	B	C	D	
LPV DA		980/24	200 (200-½)		
LNAV/VNAV DA		1154/40	374 (400-¾)		
LNAV MDA	1260/24	480 (500-½)	1260/50	480 (500-1)	
CIRCLING	1300-1	501 (600-1)	1320-1½	521 (600-1½)	1360-2
					561 (600-2)

CLEVELAND, OHIO  
Amdt 3C 08JAN15

41°25'N-81°51'W

# CLEVELAND-HOPKINS INTL (CLE) RNAV (GPS) RWY 24R

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>40109</b> <b>W28A</b>	APP CRS <b>280°</b>	Rwy ldg TDZE Apt Elev	<b>6017</b> <b>799</b> <b>799</b>
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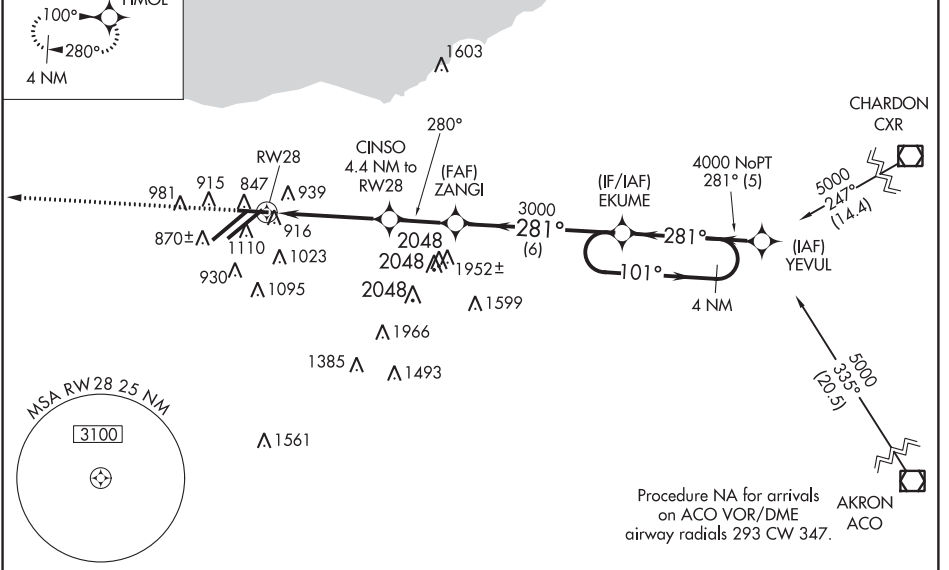
# RNAV (GPS) RWY 28

CLEVELAND-HOPKINS INTL (CLE)

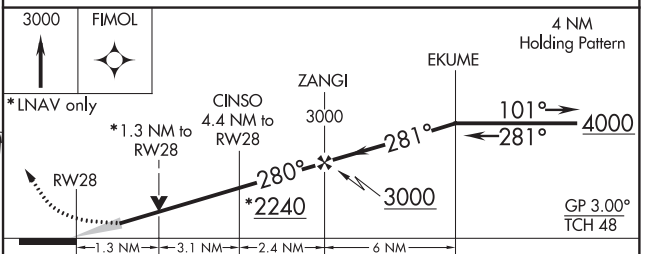
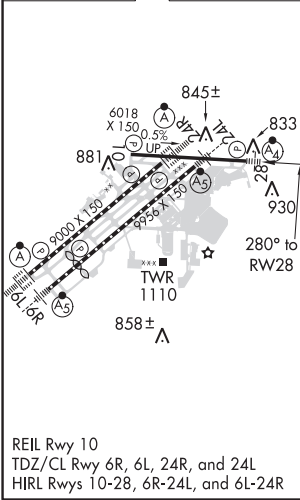
<p><b>▽</b> When VGSI inop, Circling Rwy 10 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA</p>	<p><b>MALSF</b></p>	<p><b>MISSED APPROACH:</b> Climb to 3000 direct FIMOL and hold.</p>
--	---------------------	---

<p><b>ATIS</b></p> <p>ARR <b>127.85</b> DEP <b>132.375</b></p>	<p><b>CLEVELAND APP CON</b></p> <p>6R/24L, 28 <b>124.0</b> 6L/24R, 10 <b>126.55</b> 354.025 <b>354.025</b></p>	<p><b>CLEVELAND TOWER</b></p> <p>6R/24L, 10/28 <b>120.9</b> 6L/24R <b>124.5</b> 273.45 <b>273.45</b></p>	<p><b>GND CON</b></p> <p>6R/24L, 10/28 <b>121.7</b> 6L/24R <b>133.6</b> 273.45 <b>273.45</b></p>
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<p><b>MISSED APCH FIX</b></p> <p>100° 280° 4 NM</p>	<p><b>CLNC DEL</b></p> <p><b>125.05 273.45</b></p>	<p><b>CPDLC</b></p>
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ELEV <b>799</b>	<b>D</b>	TDZE <b>799</b>
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CATEGORY	A	B	C	D
LPV DA		999/24	200 (200-½)	
LNAV/VNAV DA		1154/40	355 (400-¾)	
LNAV MDA	1260/24	461 (500-½)	1260/50	461 (500-1)
CIRCLING	1300-1	501 (600-1)	1320-1½ 521 (600-1½)	1360-2 561 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

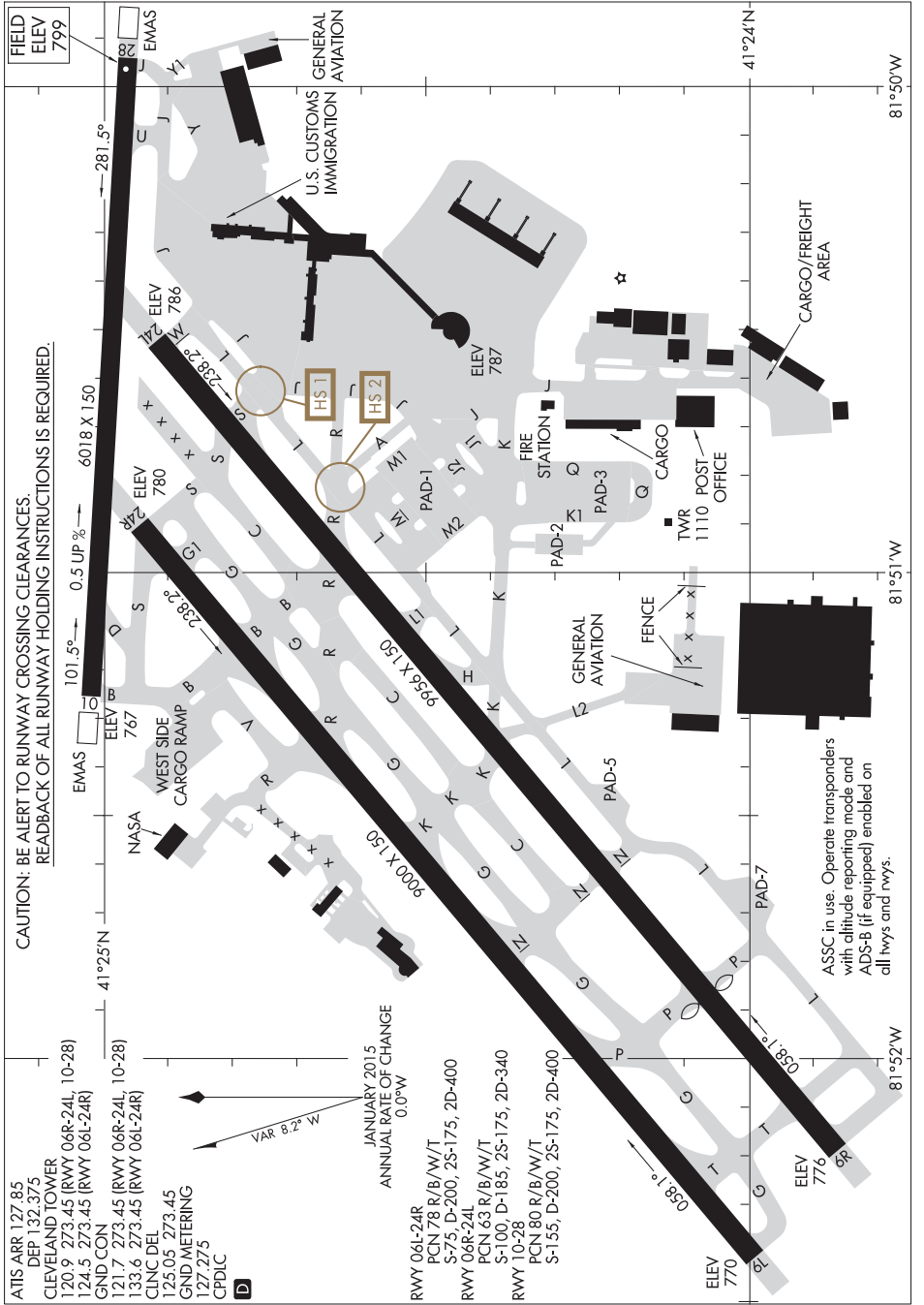
EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-84 (FAA)

CLEVELAND-HOPKINS INTL (CLE)  
CLEVELAND, OHIO

EC-2, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS ABR 127.85  
DEP 132.375  
CLEVELAND TOWER  
120.9 273.45 (RWY 06R-24L, 10-28)  
124.5 273.45 (RWY 06L-24R)  
GND CON  
121.7 273.45 (RWY 06R-24L, 10-28)  
133.6 273.45 (RWY 06L-24R)  
CLNC DEL  
125.03 273.45  
GND METERRING  
127 275  
CPDLC

VAR 8.2° W  
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.0° W

RWY 06L-24R  
PCN 78 R/B/W/T  
S-75, D-200, 2S-175, 2D-400  
RWY 06R-24L  
PCN 63 R/B/W/T  
S-100, D-185, 2S-175, 2D-340  
RWY 10-28  
PCN 80 R/B/W/T  
S-135, D-200, 2S-175, 2D-400

ASSC in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all twys and rwy's.

# AIRPORT DIAGRAM

CLEVELAND, OHIO  
CLEVELAND-HOPKINS INTL (CLE)

EC-2, 10 NOV 2016 to 05 JAN 2017

# ALPHE FOUR DEPARTURE (RNAV)

EC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:**  
5000

ATIS  
132.375  
CLEVELAND DEP CON  
128.25 346.32

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L, 6R, 10, 24L, 24R, 28: Climb on assigned heading to 5000 thence....

....or assigned altitude for radar vectors to HUDDZ, then on track 267° to AMRST, then on track 324° to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

### TAKEOFF OBSTACLES:

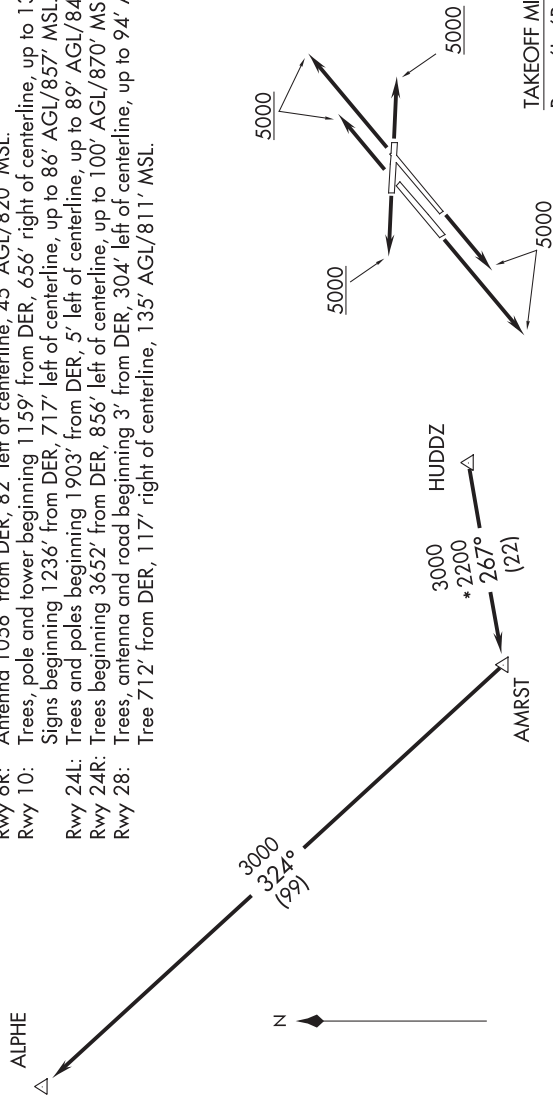
Rwy 6R: Antenna 1056' from DER, 82' left of centerline, 45' AGL/820' MSL.

Rwy 10: Trees, pole and tower beginning 1159' from DER, 656' right of centerline, up to 137' AGL/922' MSL. Signs beginning 1236' from DER, 717' left of centerline, up to 86' AGL/857' MSL.

Rwy 24L: Trees and poles beginning 1903' from DER, 5' left of centerline, up to 89' AGL/849' MSL.

Rwy 24R: Trees beginning 3652' from DER, 856' left of centerline, up to 100' AGL/870' MSL.

Rwy 28: Trees, antenna and road beginning 3' from DER, 304' left of centerline, up to 94' AGL/820' MSL. Tree 712' from DER, 117' right of centerline, 135' AGL/811' MSL.



TAKEOFF MINIMUMS:

Rwys 6L, 6R, 10, 24L, 24R, 28: Standard.

NOTE: Radar required for non-GPS equipped aircraft.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

MANSFIELD  
MFD

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

# ALPHE FOUR DEPARTURE (RNAV)



# AMRST FIVE DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017

CLEVELAND DEP CON  
128.25 346.32  
ATIS  
132.375

**TOP ALTITUDE:**  
**5000**

CARLETON  
115.7 CRL  
Chan 104  
N42°02.88'-W83°27.45'  
L-28, H-10

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 6L, 6R, 10, 24L, 24R, 28:** Climb on assigned heading to 5000 thence....

....or assigned altitude for vectors to intercept DJB VOR/DME R-265, to AMRST INT then on (transition). Expect filed altitude/flight level ten (10) minutes after departure.

**CARLETON TRANSITION (AMRST5.CRL):** From over AMRST INT on CRL R-159 to CRL VORTAC.

**WATERVILLE TRANSITION (AMRST5.VWV):** From over AMRST INT on VWV R-115 to VWV VOR/DME.

### TAKEOFF OBSTACLES:

Rwy 6R: Antenna 1056' from DER, 82' left of centerline, 45' AGL/820' MSL.

Rwy 10: Trees, pole and tower beginning 1159' from DER, 656' right of centerline, up to 137' AGL/922' MSL. Signs beginning 1236' from DER, 717' left of centerline, up to 86' AGL/857' MSL.

Rwy 24L: Trees and poles beginning 1903' from DER, 5' left of centerline, up to 89' AGL/849' MSL.

Rwy 24R: Trees beginning 3652' from DER, 856' left of centerline, up to 100' AGL/870' MSL.

Tower 2564' from DER, 1027' right of centerline, 191' AGL/870' MSL.

Rwy 28: Trees, antenna and road beginning 3' from DER, 304' left of centerline, up to 94' AGL/820' MSL.

Tree 712' from DER, 117' right of centerline, 135' AGL/811' MSL.

### TAKEOFF MINIMUMS:

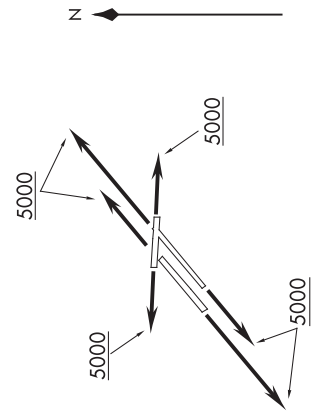
Rwys 6L, 6R, 10, 24L, 24R, 28: Standard.

WATERVILLE  
113.1 VWV  
Chan 78  
N41°27.09'  
W83°38.32'  
L-28, H-10

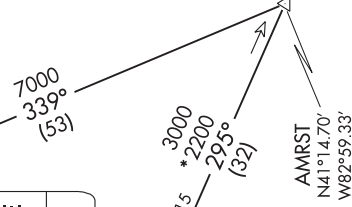
DRYER  
113.6 DJB  
Chan 83  
N41°21.48'  
W82°09.72'

HUDDZ  
N41°18.68'  
W82°30.59'

MANSFIELD  
108.8 MFD  
Chan 25



NOTE: Radar required.  
NOTE: Chart not to scale.



# AMRST FIVE DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017



# OBRLN FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L, 6R, 10, 24L, 24R, 28: Climb on assigned heading to 5000, thence....

....or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT, then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN4.VHP): From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN4.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned). From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN4.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN4.RID): From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN4.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

### TAKEOFF OBSTACLES:

Rwy 6R: Antenna 1056' from DER, 82' left of centerline, 45' AGL/820' MSL.

Rwy 10: Trees, pole and tower beginning 1159' from DER, 656' right of centerline, up to 137' AGL/922' MSL.

Signs beginning 1236' from DER, 717' left of centerline, up to 86' AGL/857' MSL.

Rwy 24R: Trees beginning 3652' from DER, 856' left of centerline, up to 100' AGL/870' MSL.

Rwy 24L: Trees and poles beginning 1903' from DER, 5' left of centerline, up to 89' AGL/849' MSL.

Rwy 28: Trees, antenna and road beginning 3' from DER, 304' left of centerline, up to 94' AGL/820' MSL.

Tree 712' from DER, 117' right of centerline, 135' AGL/811' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017


EC-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-CGF <b>111.1</b> Chan 48	APP CRS <b>237°</b>	Rwy Idg TDZE Apt Elev	<b>5102</b> <b>879</b> <b>879</b>
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# ILS or LOC RWY 24

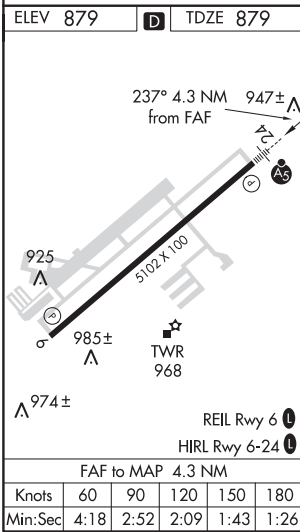
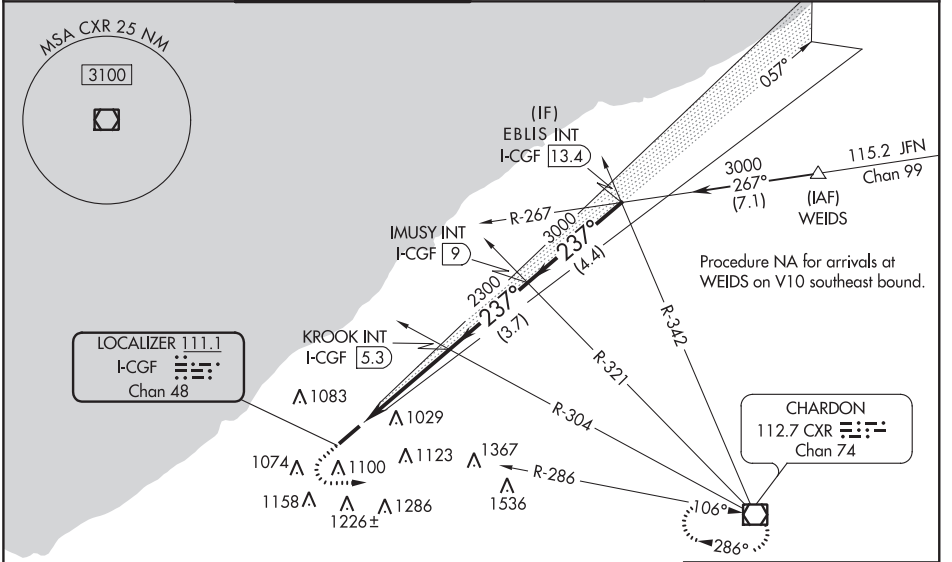
CUYAHOGA COUNTY (CGF)









**⚠** Autopilot coupled approach NA below 2020. Visibility reduction by helicopters NA. VDP NA with Cleveland-Hopkins Int altimeter setting. When local altimeter setting not received, use Cleveland-Hopkins Int altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase Circling Cat C ¼ mile. For inoperative MALSRL increase S-LOC visibility all Cats to 1 mile. For inoperative MALSRL when using Cleveland-Hopkins Int altimeter setting, increase S-ILS visibility all Cats to 1¼ mile, increase S-LOC Cat A, B visibility to 1 mile.

**MALSRL**  


**MISSED APPROACH:**  
Climb to 1600 then climbing left turn to 3100 via CXR VOR/DME R-286 to CXR VOR/DME and hold.

CLEVELAND APP CON <b>125.35 354.025</b>	COUNTY TOWER* <b>118.5 (CTAF)</b>	GND CON <b>121.85</b>	CLNC DEL <b>121.85</b>
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ELEV 879	TDZE 879				
					
					
					
					

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

CLEVELAND, OHIO

AL-5027 (FAA)

16315

WAAS CH <b>70628</b> <b>W06A</b>	APP CRS <b>057°</b>	Rwy Idg TDZE Apt Elev	<b>5102</b> <b>873</b> <b>879</b>
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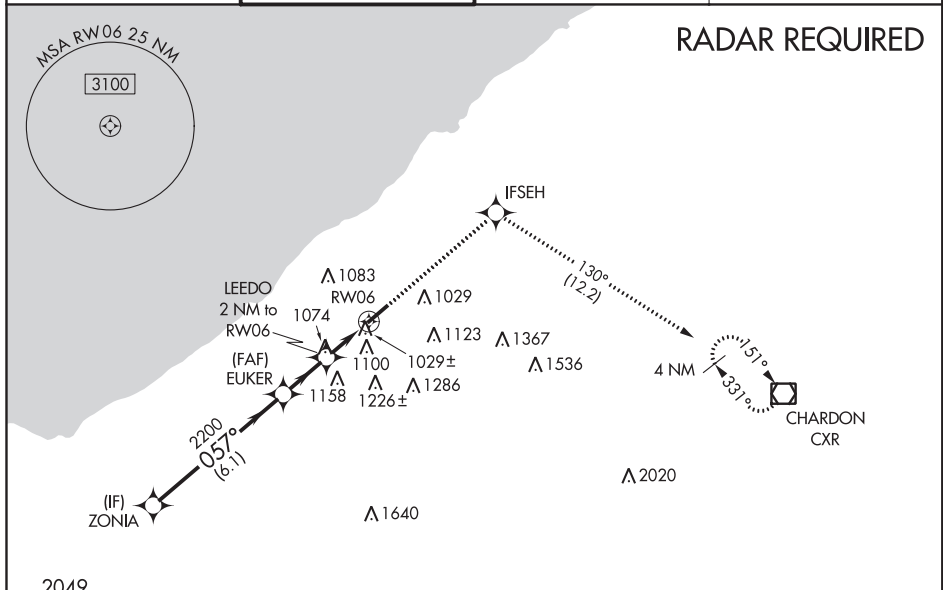
# RNAV (GPS) RWY 6

CUYAHOGA COUNTY (CGF)

**⚠** Baro-VNAV NA when using Cleveland-Hopkins Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). When VGSI inop, Straight-In/ Circling Rwy 06 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all Cats ½ mile, LNAV Cat C, D visibility ¼ mile and Circling Cat C ¼ mile.

**MISSED APPROACH:**  
Climb to 3100 direct IFSEH and on track 130° to CXR VOR/DME and hold.

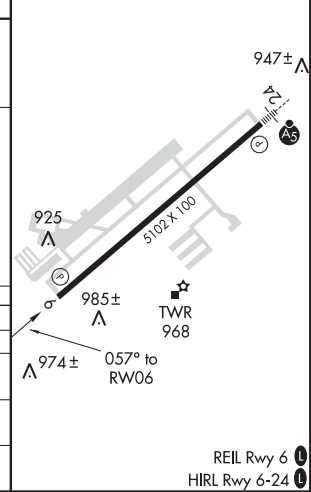
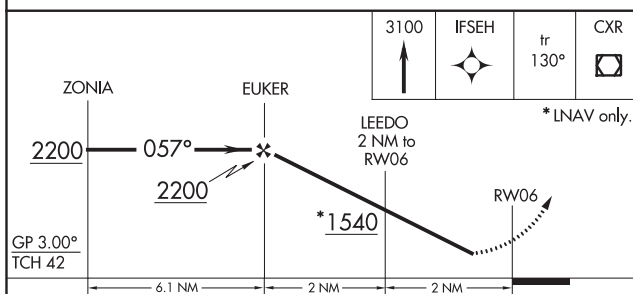
CLEVELAND APP CON <b>125.35 354.025</b>	COUNTY TOWER* <b>118.5 (CTAF)</b> <b>📻</b>	GND CON <b>121.85</b>	CLNC DEL <b>121.85</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 879	<b>D</b> TDZE 873
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CATEGORY	A	B	C	D
LPV DA	1177-1 304 (300-1)			
LNAV/VNAV DA	1234-1¼ 361 (400-1¼)			
LNAV MDA	1380-1 507 (600-1)	1380-1¾ 507 (600-1¾)		
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)

REIL Rwy 6 **📻**  
HIRL Rwy 6-24 **📻**

CLEVELAND, OHIO  
Amdt 1A 02APR15

41°34'N-81°29'W

# RNAV (GPS) RWY 6

CUYAHOGA COUNTY (CGF)

WAAS CH <b>42528</b> <b>W24A</b>	APP CRS <b>238°</b>	Rwy Idg <b>5102</b> TDZE <b>879</b> Apt Elev <b>879</b>
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# RNAV (GPS) RWY 24

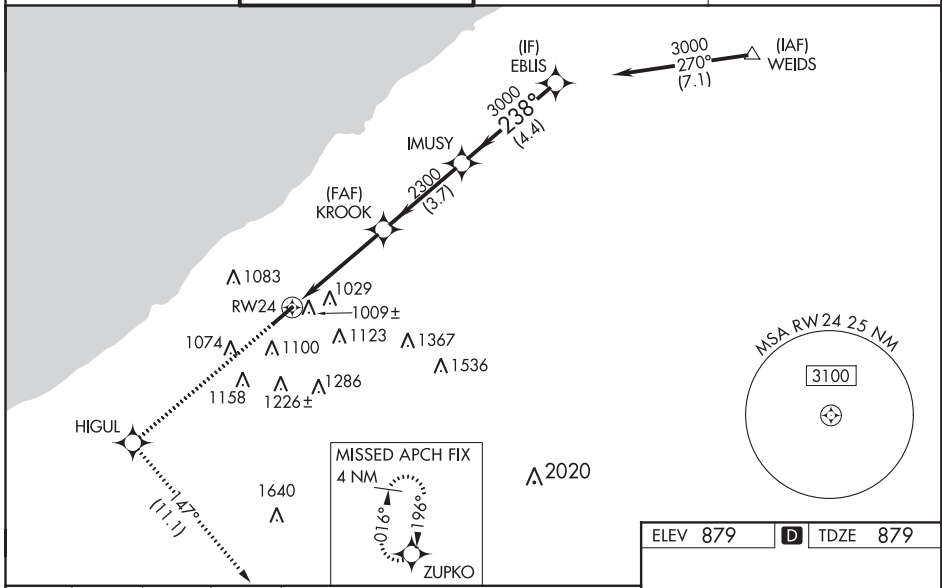
CUYAHOGA COUNTY (CGF)

**⚠** Baro-VNAV NA when using Cleveland-Hopkins Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Cleveland-Hopkins Intl altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LNAV visibility Cats C, D and Circling Cat C ½ mile. For inoperative MALS increase LNAV/VNAV visibility all Cats to 1 mile, LNAV Cat A, B visibility to 1 mile and Cat C, D to 1½ mile. For inoperative MALS when using Cleveland-Hopkins Intl altimeter setting, increase LPV visibility all Cats to 1¼ mile, LNAV/VNAV visibility all Cats to 1 mile, and LNAV Cat A, B visibility to 1 mile, Cat C, D visibility to 1½ mile.

**MALS**

**MISSED APPROACH:**  
Climb to 3000 direct HIGUL and on track 147° to ZUPKO and hold.

CLEVELAND APP CON <b>125.35 354.025</b>	COUNTY TOWER★ <b>118.5 (CTAF)</b>	GND CON <b>121.85</b>	CLNC DEL <b>121.85</b>
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3000	HIGUL	tr 147°	ZUPKO	*LNAV only	IMUSY	EBLIS
					3000	3000
	*1.1 NM to RW24				2300	238°
						GP 3.00° TCH 50
CATEGORY	A	B	C	D		
LPV DA		1192-¾	313 (400-¾)			
LNAV/VNAV DA		1190-¾	311 (400-¾)			
LNAV MDA		1280-¾	401 (500-¾)			
CIRCLING	1400-1 521 (600-1)	1420-1 541 (600-1)	1420-1½ 541 (600-1½)	1480-2 601 (700-2)		

ELEV 879 **D** TDZE 879

925 A, 985± A, 974± A, TWR 968, REIL Rwy 6, HIRL Rwy 6-24

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-5027 (FAA)

CUYAHOGA COUNTY (CGF)  
CLEVELAND, OHIO

COUNTY TOWER \*  
118.5  
GND CON  
121.85  
CLNC DEL  
121.85 (When twr closed)

D

VAR 8.5° N  
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.0° W

FIELD  
ELEV  
879

FIRE STATION

41°34.0'N

5102 X 100

ELEV  
873

TWR  
968

▲ 985±

RWY 06-24  
S-43, D-55, 2D-100

41°33.5'N

CAUTION: BE ALERT TO RUNWAY  
CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING  
INSTRUCTIONS IS REQUIRED.

81°29.5'W

81°29.0'W

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

16315

CLEVELAND, OHIO  
CUYAHOGA COUNTY (CGF)

# ALPHE FOUR DEPARTURE (RNAV)

EC-2, 10 NOV 2016 to 05 JAN 2017

CLEVELAND DEP CON  
125.35 346.32

**TOP ALTITUDE:**  
**3000**

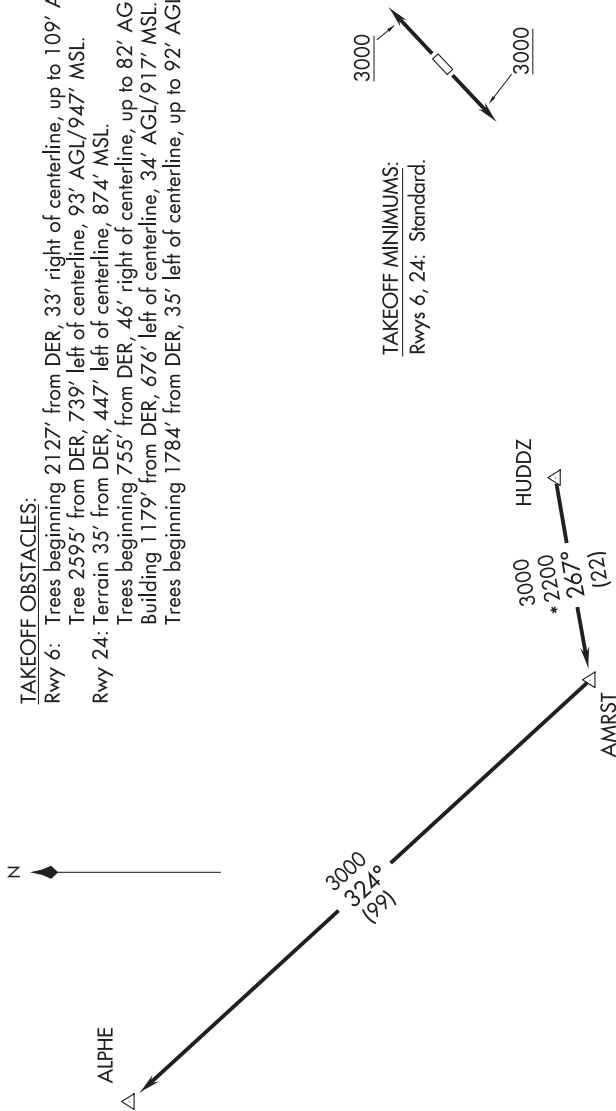
## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 6, 24:** Climb via assigned heading to 3000 thence....

...or assigned altitude for radar vectors to HUDDZ, then on track 267° to AMRST, then on track 324° to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

### TAKEOFF OBSTACLES:

- Rwy 6: Trees beginning 2127' from DER, 33' right of centerline, up to 109' AGL/982' MSL. Tree 2595' from DER, 739' left of centerline, 93' AGL/947' MSL.
- Rwy 24: Terrain 35' from DER, 447' left of centerline, 874' MSL. Trees beginning 755' from DER, 46' right of centerline, up to 82' AGL/975' MSL. Building 1179' from DER, 676' left of centerline, 34' AGL/917' MSL. Trees beginning 1784' from DER, 35' left of centerline, up to 92' AGL/985' MSL.



**TAKEOFF MINIMUMS:**  
Rwys 6, 24: Standard.

NOTE: Radar required for non-GPS equipped aircraft.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.

MANSFIELD  
MFD

NOTE: Chart not to scale.

# ALPHE FOUR DEPARTURE (RNAV)

(ALPHE4.ALPHE) 15176

EC-2, 10 NOV 2016 to 05 JAN 2017



# AMRST FIVE DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 6, 24:** Climb on assigned heading to 3000 thence....

....or assigned altitude for vectors to intercept DJB VOR/DME R-265, to AMRST INT then on (transition).  
Expect filed altitude/flight level ten (10) minutes after departure.

**CARLETON TRANSITION (AMRST5.CRL):** From over AMRST INT on CRL R-159 to CRL VORTAC.  
**WATERVILLE TRANSITION (AMRST5.VWV):** From over AMRST INT on VWV R-115 to VWV VOR/DME.



CLEVELAND DEP CON  
125.35 346.32  
ATIS 132.375

**TOP ALTITUDE:**  
**3000**

CARLETON 115.7 CRL Chan 104
N42°02.88'-W83°27.45' L-28, H-10

WATERVILLE 113.1 VWV Chan 78
N41°27.09'-W83°38.32' L-28, H-10

DRYER 113.6 DJB Chan 83
N41°21.48'-W82°09.72'

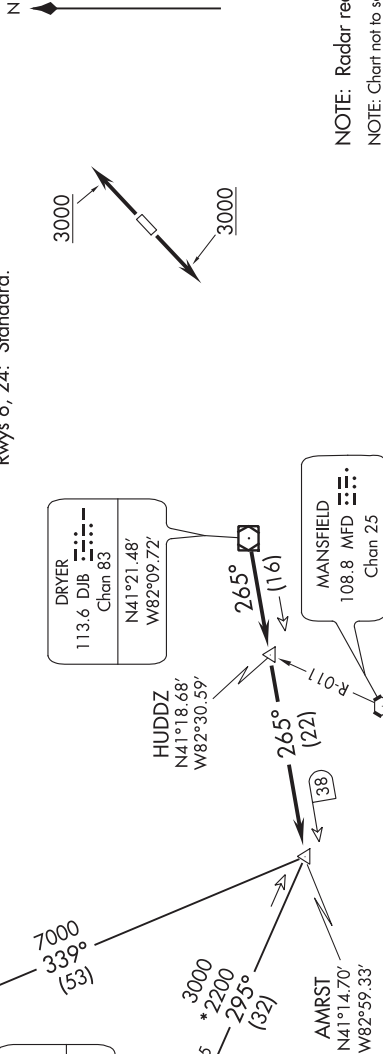
HUDDZ N41°18.68'-W82°30.59'
--------------------------------

MANSFIELD 108.8 MFD Chan 25
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### TAKEOFF OBSTACLES:

- Rwy 6: Trees beginning 2127' from DER, 33' right of centerline, up to 109' AGL/982' MSL.  
Tree 2595' from DER, 739' left of centerline, 93' AGL/947' MSL.
- Rwy 24: Terrain 35' from DER, 447' left of centerline, 874' MSL.  
Trees beginning 755' from DER, 46' right of centerline, up to 82' AGL/975' MSL.  
Building 1179' from DER, 676' left of centerline, 34' AGL/917' MSL.  
Trees beginning 1784' from DER, 35' left of centerline, up to 92' AGL/985' MSL.

**TAKEOFF MINIMUMS:**  
Rwys 6, 24: Standard.

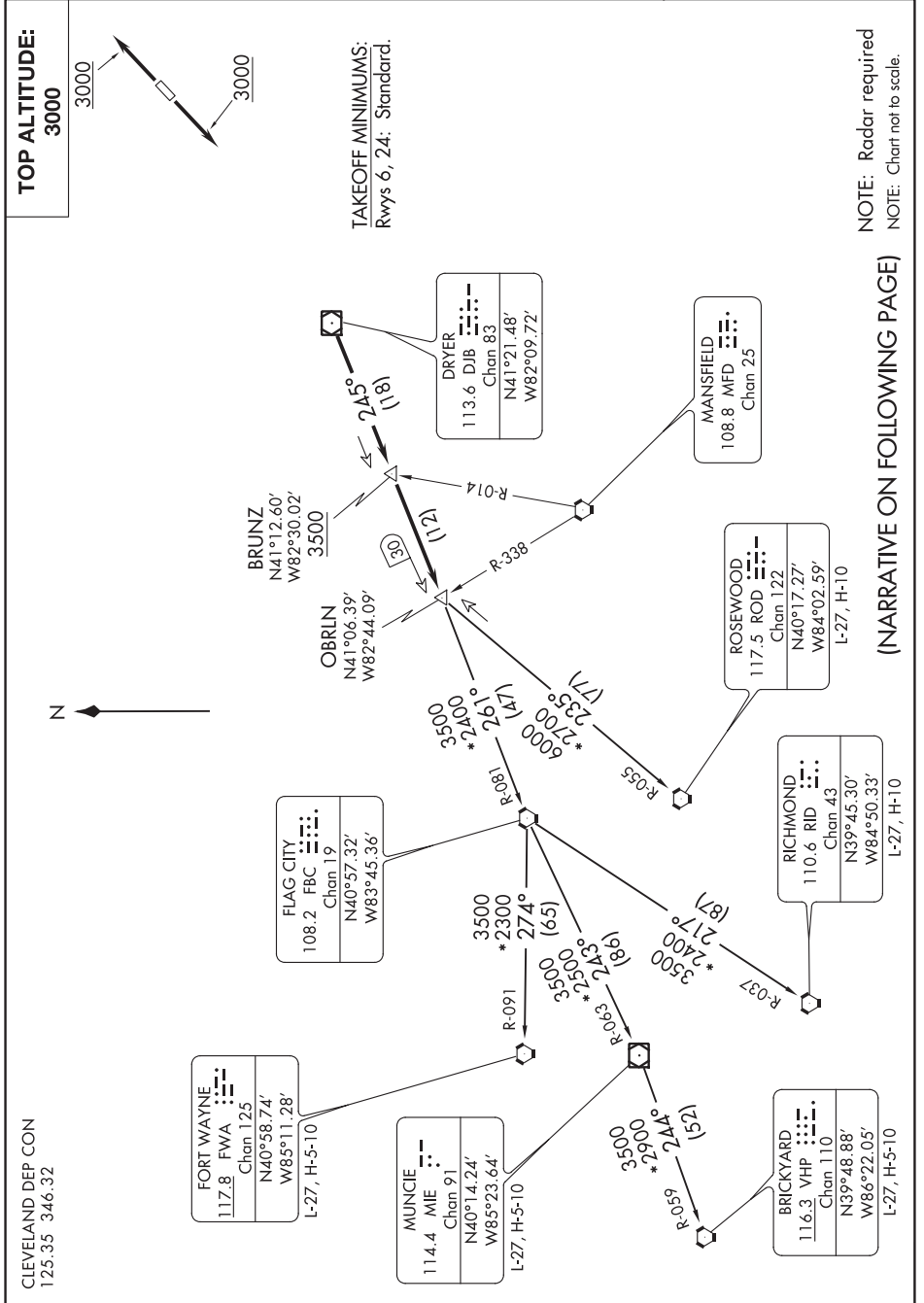


NOTE: Radar required.  
NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

# OBRNLN FOUR DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017



# OBRNLN FOUR DEPARTURE

# OBRLN FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6, 24: Climb via assigned heading to 3000 thence....

....or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT, then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN4.VHP): From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN4.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned). From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN4.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN4.RID): From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN4.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

### TAKEOFF OBSTACLES:

Rwy 6: Trees beginning 2127' from DER, 33' right of centerline, up to 109' AGL/982' MSL.  
Tree 2595' from DER, 739' left of centerline, 93' AGL/947' MSL.

Rwy 24: Terrain 35' from DER, 447' left of centerline, 874' MSL.  
Trees beginning 755' from DER, 46' right of centerline, up to 82' AGL/975' MSL.  
Building 1179' from DER, 676' left of centerline, 34' AGL/917' MSL.  
Trees beginning 1784' from DER, 35' left of centerline, up to 92' AGL/985' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

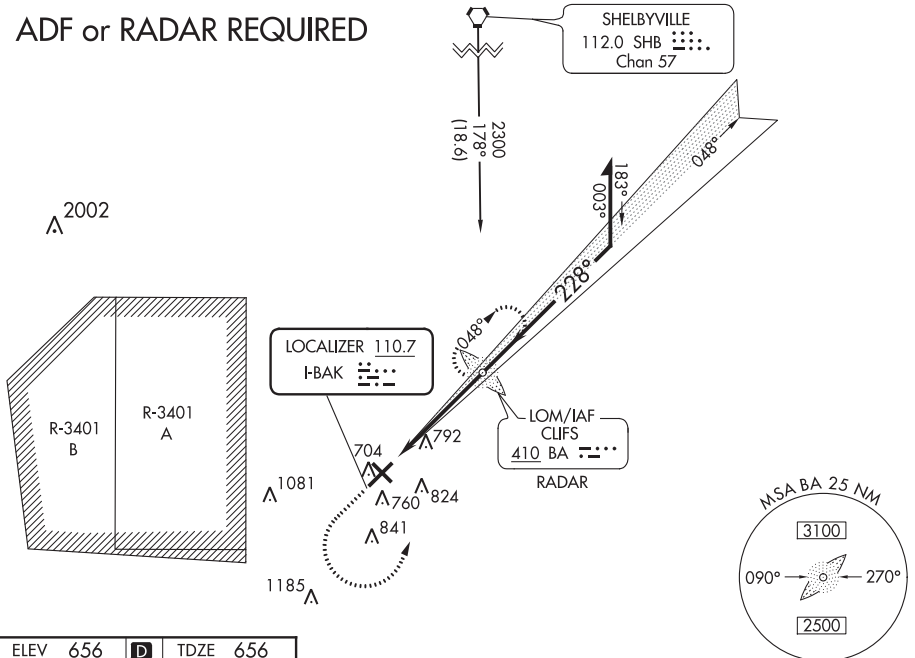
LOC I-BAK <b>110.7</b>	APP CRS <b>228°</b>	Rwy Idg TDZE Apt Elev	<b>6401</b> <b>656</b> <b>656</b>
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**ILS RWY 23**  
COLUMBUS MUNI (BAK)

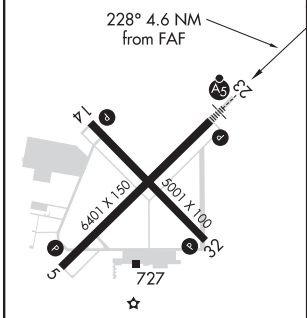
<b>⚠</b> When local altimeter not received, use Indianapolis Intl altimeter setting.	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 1500, then climbing left turn to 2300 direct BA LOM and hold.
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<b>AWOS-3</b> <b>119.75</b>	<b>INDIANAPOLIS APP CON</b> <b>134.85 317.8</b>	<b>COLUMBUS TOWER ★</b> <b>118.6 (CTAF)</b>	<b>GND CON</b> <b>121.6</b>	<b>CLNC DEL</b> <b>134.85</b>	<b>UNICOM</b> <b>122.95</b>
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**ADF or RADAR REQUIRED**



ELEV 656	<b>D</b>	TDZE 656
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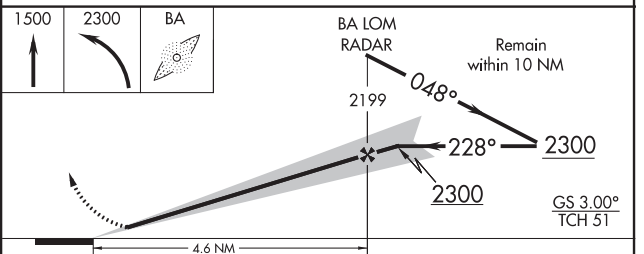
MIRL Rwy 14-32

REIL Rwy 5

REIL 14 and 32

HIRL Rwy 5-23

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 23	856-½ 200 (200-½)			
S-LOC 23	1060-½	404 (500-½)	1060-¾	404 (500-¾)
CIRCLING	1080-1	1120-1	1140-1½	1220-2
	424 (500-1)	464 (500-1)	484 (500-1½)	564 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-ILS 23	951-½ 295 (300-½)			
S-LOC 23	1160-½	504 (600-½)	1160-1	504 (600-1)
CIRCLING	1180-1	1200-1	1240-1½	1240-2
	524 (600-1)	544 (600-1)	584 (600-1½)	584 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

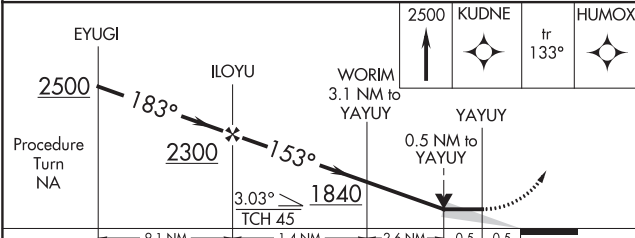
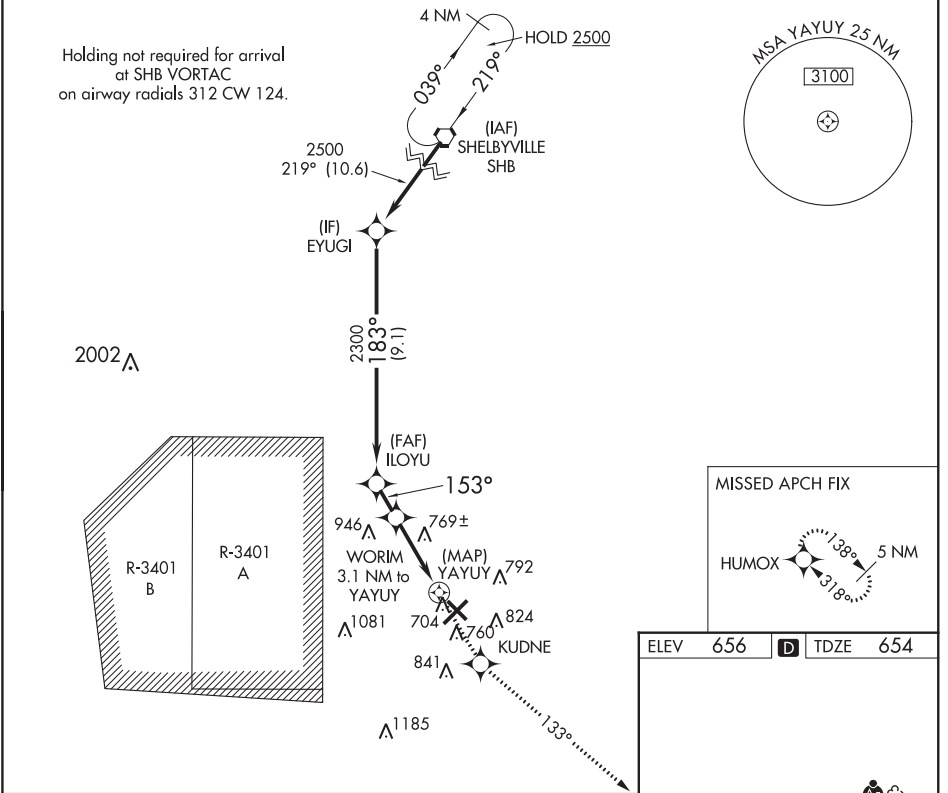


APP CRS	Rwy Idg	<b>5001</b>
<b>153°</b>	TDZE	<b>654</b>
	Apt Elev	<b>656</b>

# RNAV (GPS) RWY 14

COLUMBUS MUNI (BAK)

<p><b>▽</b> When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 100 feet, and LNAV</p> <p><b>▲</b> Cat C and D visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 2500 direct KUDNE and via 133° track to HUMOX and hold.</p>				
	AWOS-3 <b>119.75</b>	INDIANAPOLIS APP CON <b>134.85 317.8</b>	COLUMBUS TOWER ★ <b>118.6</b> (CTAF) <b>1</b>	GND CON <b>121.6</b>	CLNC DEL <b>134.85</b>



ELEV	656	D	TDZE	654
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MIRL Rwy 14-32 **1**

REIL Rwy 5 **1**

REIL 14 and 32

HIRL Rwy 5-23 **1**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, INDIANA

AL-594 (FAA)

16091

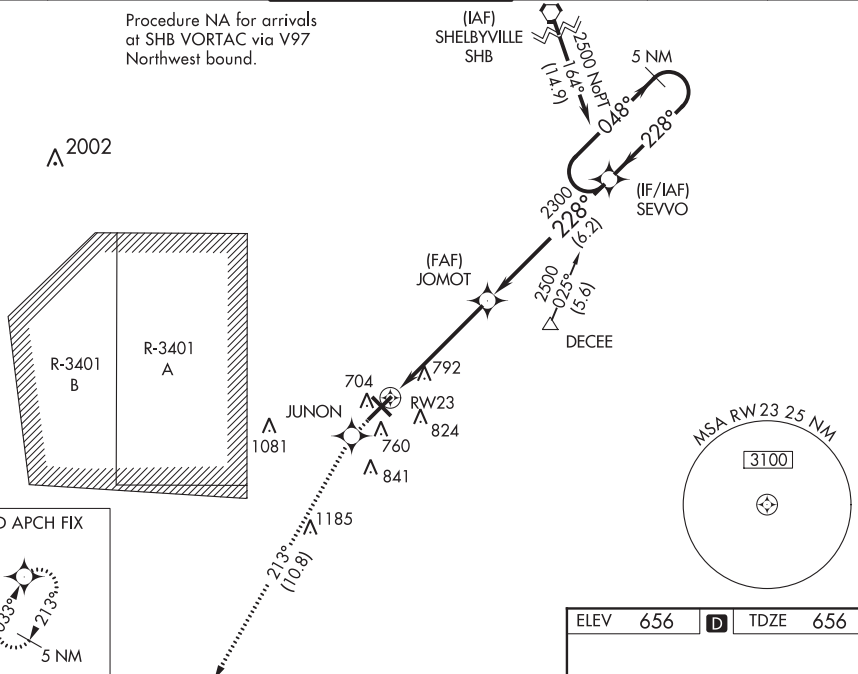
WAAS CH <b>90399</b> <b>W23A</b>	APP CRS <b>228°</b>	Rwy Idg TDZE <b>656</b> Apt Elev <b>656</b>	<b>6401</b>
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# RNAV (GPS) RWY 23

COLUMBUS MUNI (BAK)

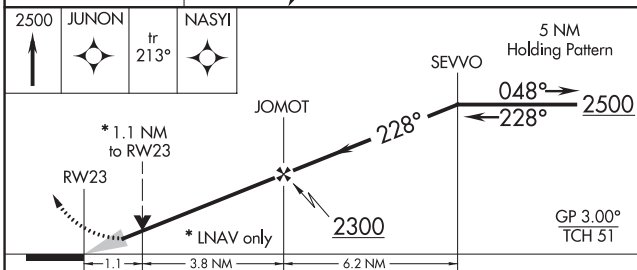
<p>▼ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet.</p> <p>▲ VDP NA when using Indianapolis Intl altimeter setting.</p> <p>For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼. DME/DME RNP-0.3 NA.</p>		<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2500 direct JUNON and via 213° track to NASYI and hold.</p>		
AWOS-3 <b>119.75</b>	INDIANAPOLIS APP CON <b>134.85 317.8</b>	COLUMBUS TOWER * <b>118.6</b> (CTAF)	GND CON <b>121.6</b>	CLNC DEL <b>134.85</b>	UNICOM <b>122.95</b>

Procedure NA for arrivals at SHB VORTAC via V97 Northwest bound.



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV	656	<b>D</b>	TDZE	656
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MIRL Rwy 14-32

REIL Rwy 5

REIL 14 and 32

HIRL Rwy 5-23

CATEGORY	A	B	C	D
LPV DA	906-½ 250 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	1060-½ 404 (500-½)	1060-¾ 404 (500-¾)	1060-1 404 (500-1)	
CIRCLING	1060-1 404 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

COLUMBUS, INDIANA  
Orig 13APR06

39°16'N-85°54'W

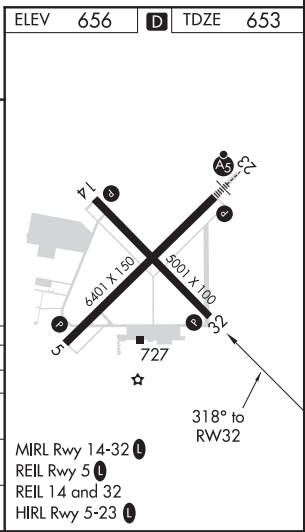
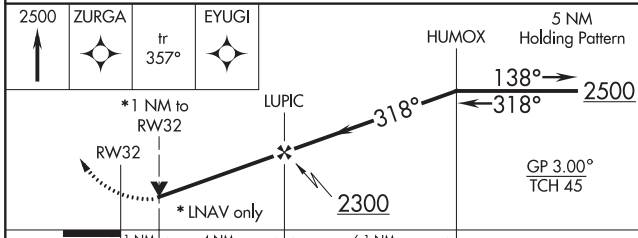
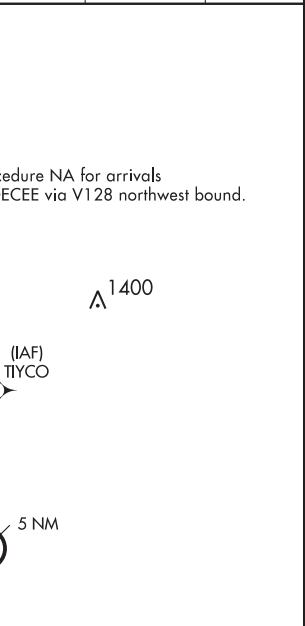
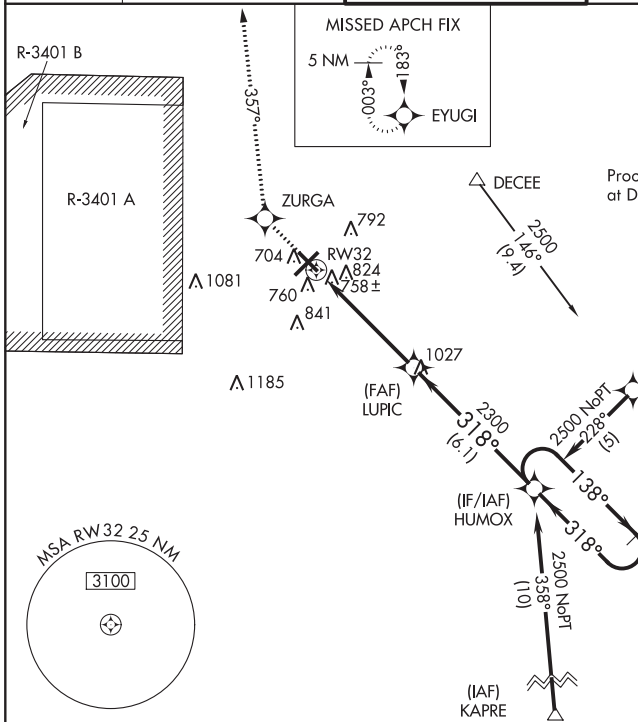
# COLUMBUS MUNI (BAK) RNAV (GPS) RWY 23

WAAS CH <b>50399</b> <b>W32A</b>	APP CRS <b>318°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>653</b> <b>656</b>
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# RNAV (GPS) RWY 32

COLUMBUS MUNI (BAK)

<p>▼ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).</p>		<p>MISSED APPROACH: Climb to 2500 direct ZURGA and via 357° track to EYUGI and hold.</p>			
AWOS-3 <b>119.75</b>	INDIANAPOLIS APP CON <b>134.85 317.8</b>	COLUMBUS TOWER ★ <b>118.6 (CTAF)</b>	GND CON <b>121.6</b>	CLNC DEL <b>134.85</b>	UNICOM <b>122.95</b>



CATEGORY	A	B	C	D
LPV DA		1016-1¼	363 (400-1¼)	
LNAY/VNAV DA		1057-1½	404 (500-1½)	
LNAY MDA	1020-1	367 (400-1)		1020-1¼ 367 (400-1¼)
CIRCLING	1060-1½ 404 (500-1½)	1120-1½ 464 (500-1½)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



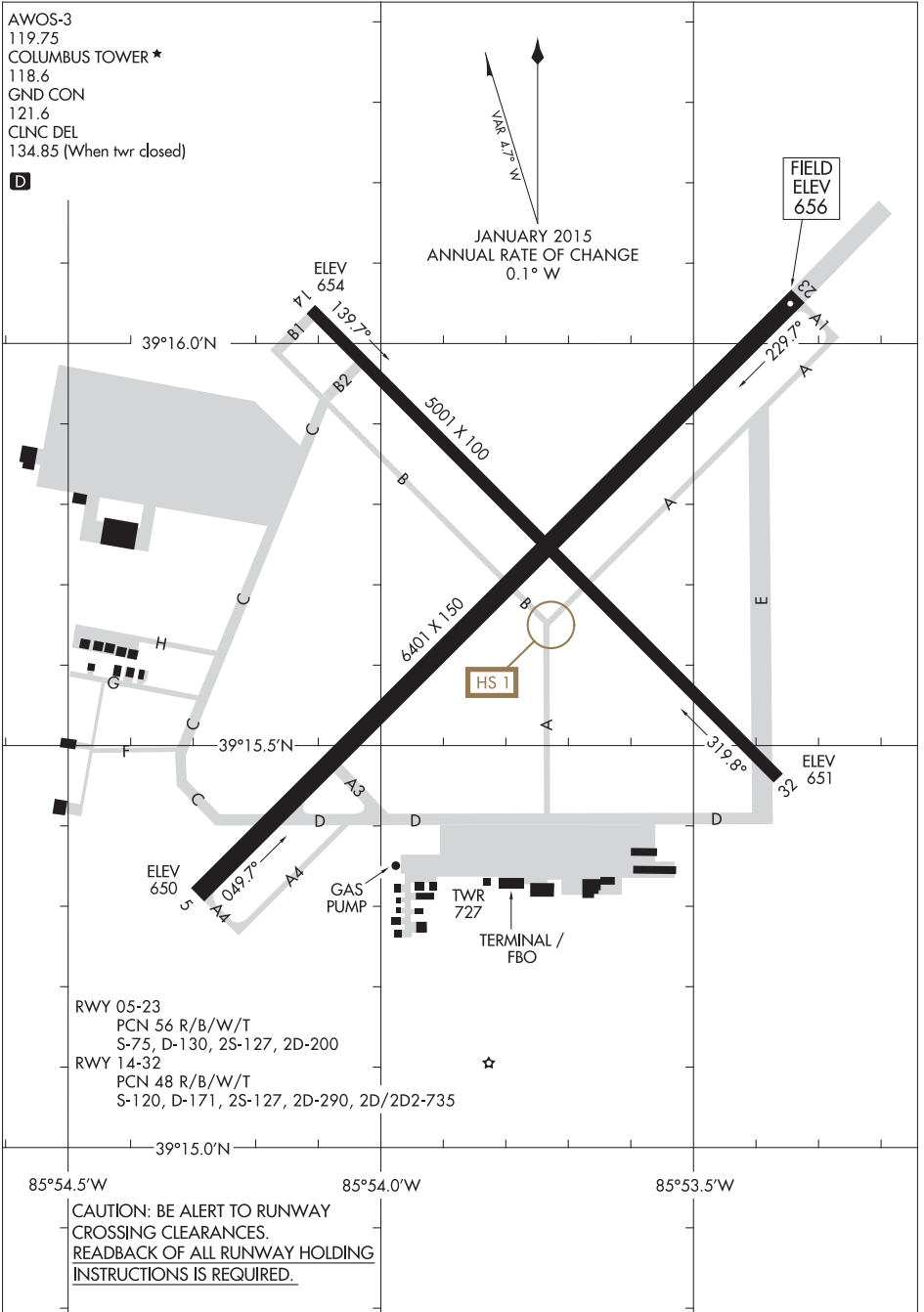
# AIRPORT DIAGRAM

AWOS-3  
 119.75  
 COLUMBUS TOWER ★  
 118.6  
 GND CON  
 121.6  
 CLNC DEL  
 134.85 (When twr closed)

AL-594 (FAA)

COLUMBUS MUNI (BAK)  
 COLUMBUS, INDIANA

D



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

RWY 05-23  
 PCN 56 R/B/W/T  
 S-75, D-130, 2S-127, 2D-200  
 RWY 14-32  
 PCN 48 R/B/W/T  
 S-120, D-171, 2S-127, 2D-290, 2D/2D2-735

CAUTION: BE ALERT TO RUNWAY  
 CROSSING CLEARANCES.  
 READBACK OF ALL RUNWAY HOLDING  
 INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

COLUMBUS, INDIANA  
 COLUMBUS MUNI (BAK)

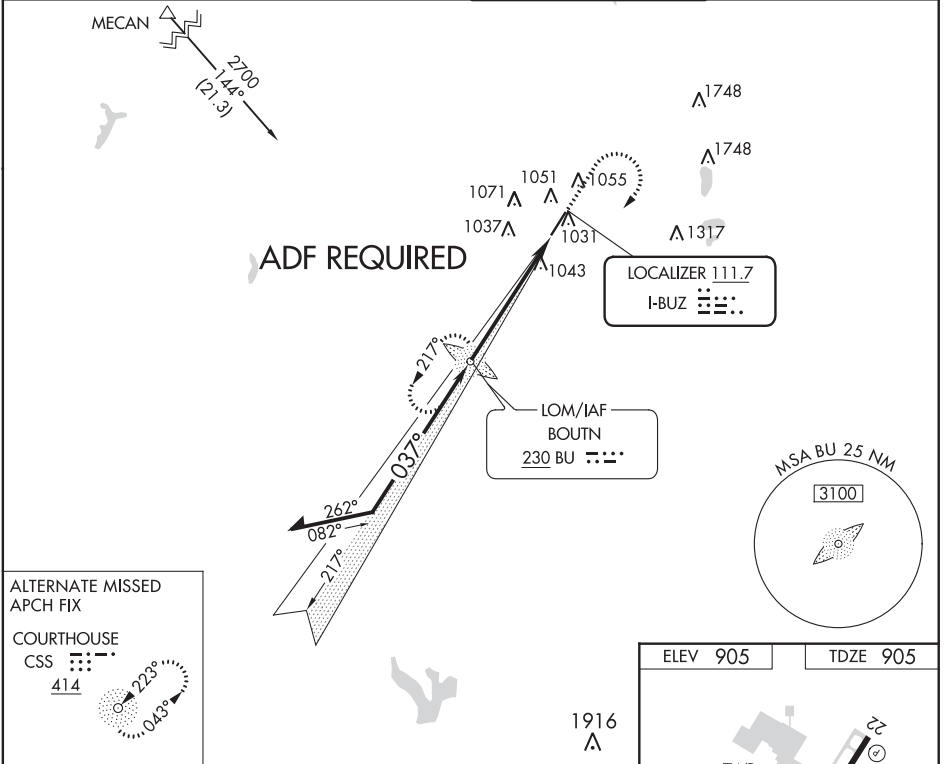
LOC I-BUZ <b>111.7</b>	APP CRS <b>037°</b>	Rwy Idg <b>5500</b>
		TDZE <b>905</b>
		Apt Elev <b>905</b>

# ILS or LOC RWY 4

BOLTON FIELD (TZR)

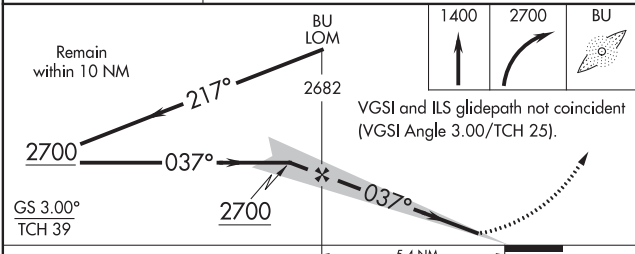
<b>ADF Required.</b> When local altimeter setting not received use Port Columbus altimeter setting and increase DA to 1147 and all MDA 60 feet.	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.
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<b>AWOS-3</b> <b>135.925</b>	<b>COLUMBUS APP CON</b> <b>119.15 279.6</b>	<b>BOLTON TOWER</b> ★ <b>128.1 (CTAF)</b>	<b>GND CON</b> <b>121.8</b>
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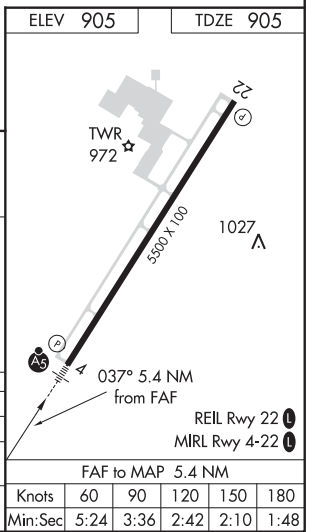


**ALTERNATE MISSED APCH FIX**

**COURTHOUSE**  
CSS **414**



CATEGORY	A	B	C	D
S-ILS 4	1105-1/2		200 (200-1/2)	
S-LOC 4	1340-1/2	435 (500-1/2)	1340-3/4 435 (500-3/4)	1340-1 435 (500-1)
CIRCLING	1420-1	515 (600-1)	1420-1 1/2 515 (600-1 1/2)	1460-2 555 (600-2)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, OHIO

AL-5958 (FAA)

16147

WAAS CH <b>90505</b> <b>W04A</b>	APP CRS <b>037°</b>	Rwy Idg <b>5500</b> TDZE <b>905</b> Apt Elev <b>905</b>
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# RNAV (GPS) RWY 4

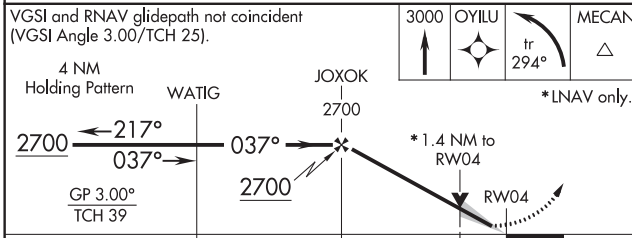
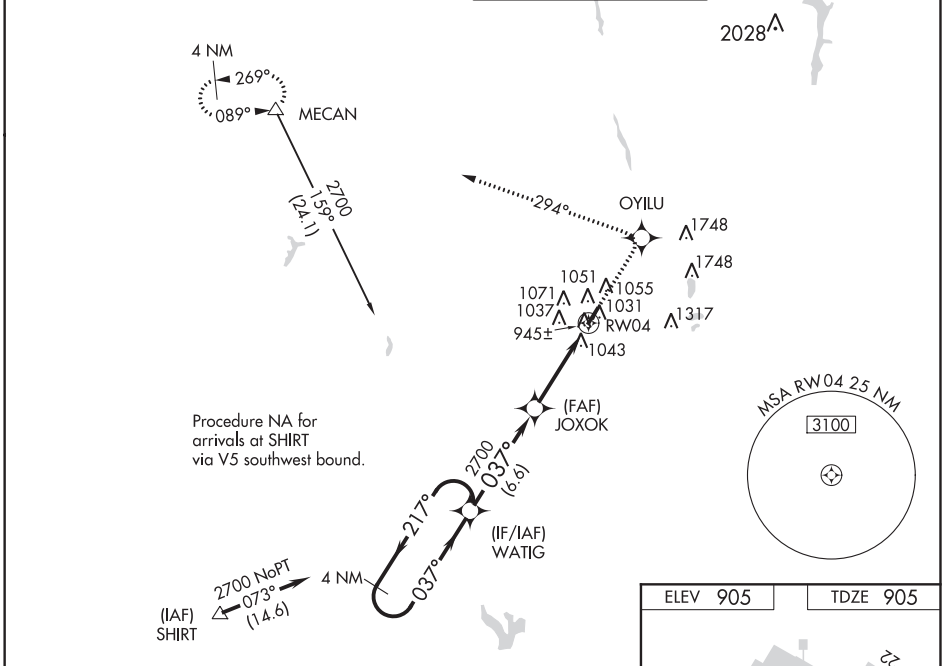
BOLTON FIELD (TZR)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus altimeter setting and increase all DA 42 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Port Columbus altimeter setting.

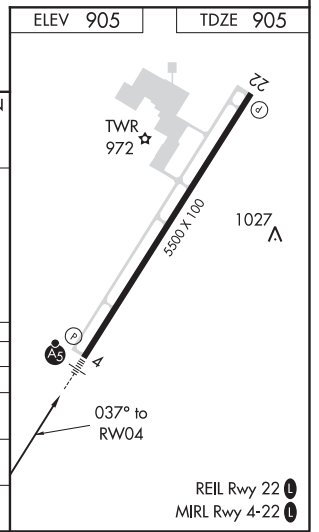
**MALS**

**MISSED APPROACH:**  
Climb to 3000 direct OYILU and left turn via 294° track to MECAN and hold.

AWOS-3 <b>135.925</b>	COLUMBUS APP CON <b>119.15 279.6</b>	BOLTON TOWER★ <b>128.1 (CTAF) 0</b>	GND CON <b>121.8</b>
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CATEGORY	A	B	C	D
LPV DA		1164-½	259 (300-½)	
LNAV/VNAV DA		1326-1	421 (500-1)	
LNAV MDA	1360-½	455 (500-½)	1360-¾ 455 (500-¾)	1360-1 455 (500-1)
CIRCLING	1420-1	515 (600-1)	1420-½ 515 (600-½)	1460-2 555 (600-2)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, OHIO  
Orig-A 07MAR13

39°54'N-83°08'W


# BOLTON FIELD (TZR) RNAV (GPS) RWY 4

WAAS CH <b>65641</b> <b>W22A</b>	APP CRS <b>217°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>904</b> <b>904</b>
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# RNAV (GPS) RWY 22

BOLTON FIELD (TZR)

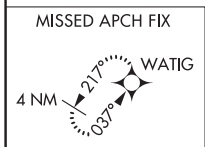
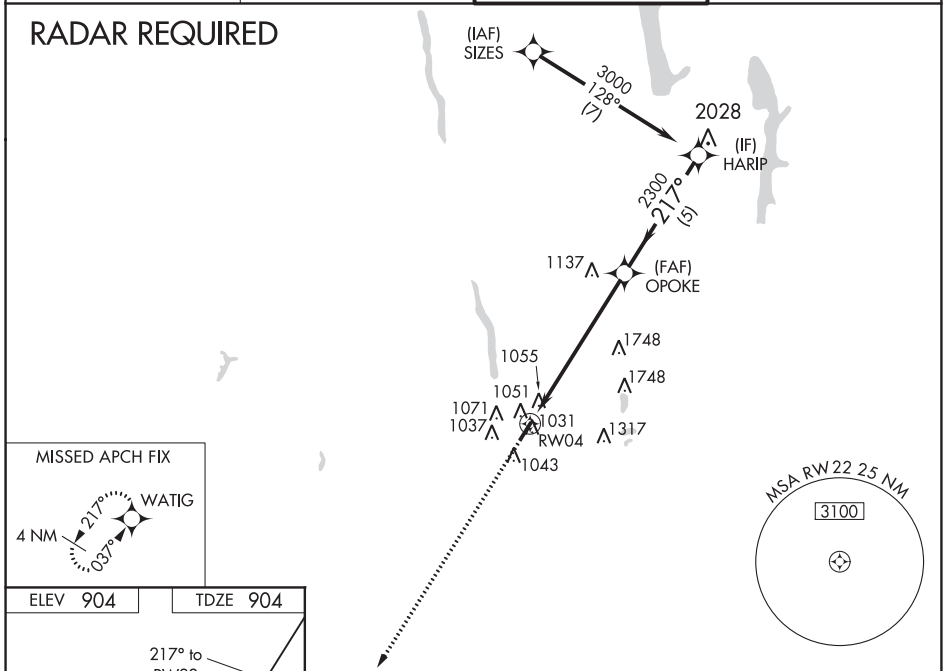
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Port Columbus Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received use Port Columbus Intl altimeter setting and increase LPV DA to 1196 feet and LNAV/VNAV DA to 1382 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 SM, and LNAV Cat C/D visibility 1/4 SM.

**MALSR**  


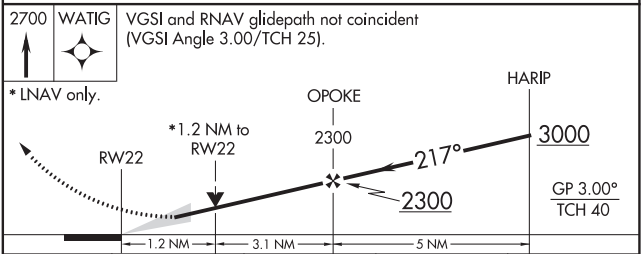
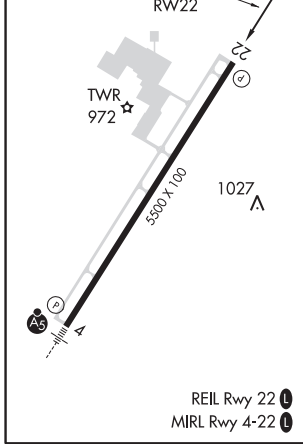
**MISSED APPROACH:**  
Climb to 2700 direct WATIG and hold.

AWOS-3 <b>135.925</b>	COLUMBUS APP CON <b>119.15 279.6</b>	BOLTON TOWER★ <b>128.1 (CTAF) 0</b>	GND CON <b>121.8</b>
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## RADAR REQUIRED



ELEV <b>904</b>	TDZE <b>904</b>
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CATEGORY	A	B	C	D
LPV DA		1154-7/8	250 (300-7/8)	
LNAV/VNAV DA		1339-1 1/2	435 (500-1 1/2)	
LNAV MDA	1320-1	416 (500-1)	1320-1 1/8	416 (500-1 1/8)
<b>C</b> CIRCLING	1360-1 456 (500-1)	1380-1 476 (500-1)	1380-1 1/2 476 (500-1 1/2)	1500-2 596 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, OHIO

AL-5958 (FAA)

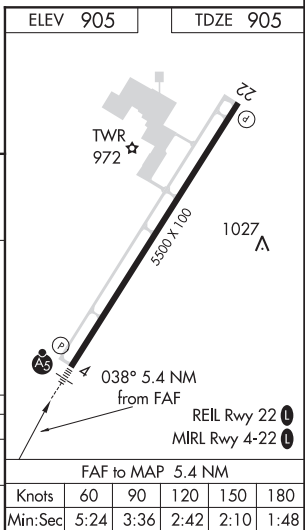
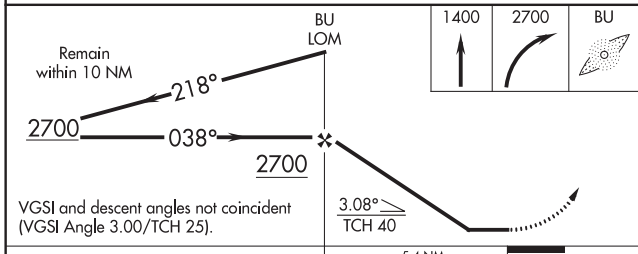
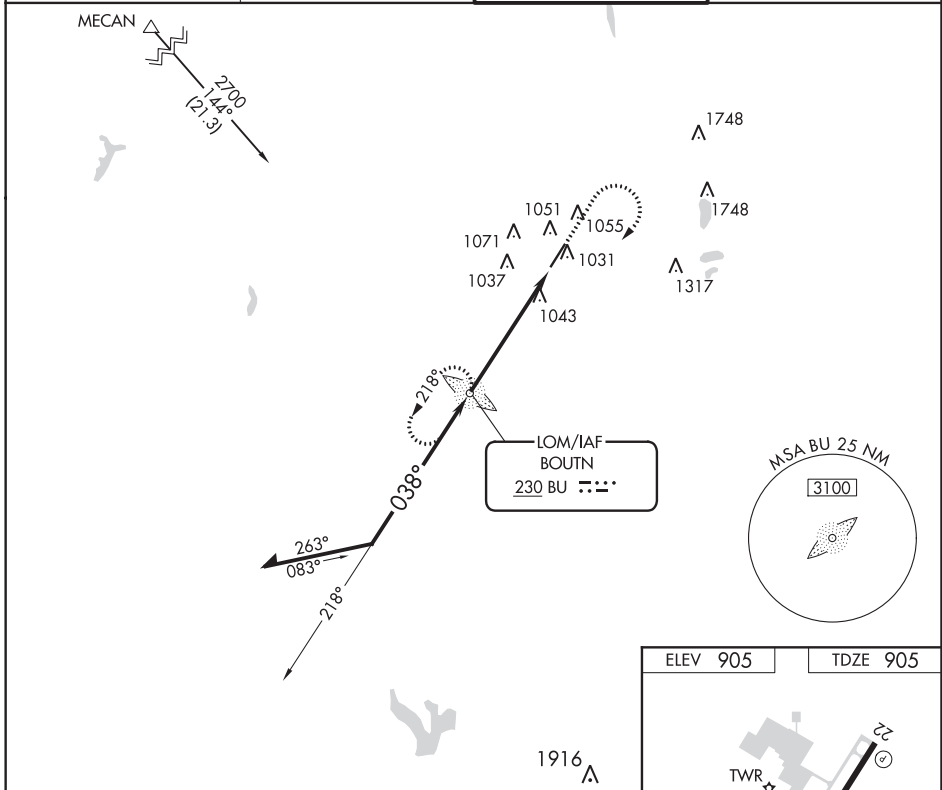
16147

LOM BU <b>230</b>	APP CRS <b>038°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>905</b> <b>905</b>
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**NDB RWY 4**  
BOLTON FIELD (TZR)

<p>When local altimeter setting not received use Port Columbus altimeter setting and increase all MDA 60 feet and increase S-4 Cat C/D visibility 1/4 mile.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.</p>

AWOS-3 <b>135.925</b>	COLUMBUS APP CON <b>119.15 279.6</b>	BOLTON TOWER★ <b>128.1 (CTAF)</b>	GND CON <b>121.8</b>
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CATEGORY	A	B	C	D
S-4	1400-3/4 495 (500-3/4)			1400-1/4 495 (500-1/4)
CIRCLING	1420-1	515 (600-1)	1420-1/2 515 (600-1/2)	1460-2 555 (600-2)

COLUMBUS, OHIO  
Amdt 7 15JAN09

39°54'N-83°08'W

BOLTON FIELD (TZR)  
**NDB RWY 4**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

16147

# AIRPORT DIAGRAM

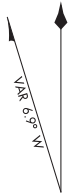
AL-5958 (FAA)

BOLTON FIELD (TZR)  
COLUMBUS, OHIO

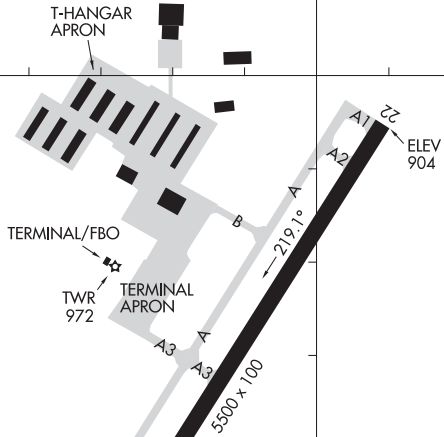
AWOS-3  
135.925  
BOLTON TOWER ★  
128.1  
GND CON  
121.8

FIELD  
ELEV  
904

39°54.5'N



JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.0° W



39°54.0'N

1027  
▲

RWY 04-22  
S-48, D-75, 2S-95, 2D-150

ELEV  
902

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
REDBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

39°53.5'N

83°08.5'W

83°08.0'W

# AIRPORT DIAGRAM

16147

COLUMBUS, OHIO  
BOLTON FIELD (TZR)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, OHIO

AL-5387 (FAA)

15344

LOC I-OSU <b>108.5</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>905</b> <b>905</b>
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# ILS or LOC RWY 9R

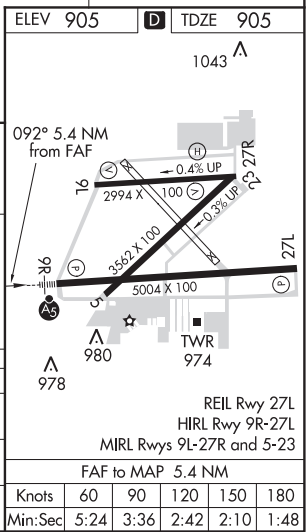
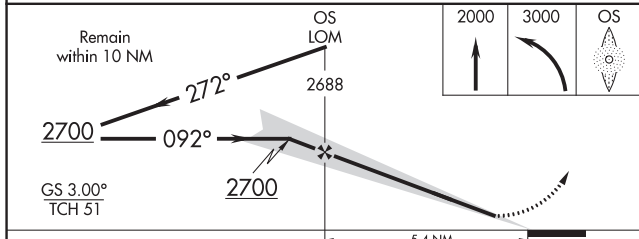
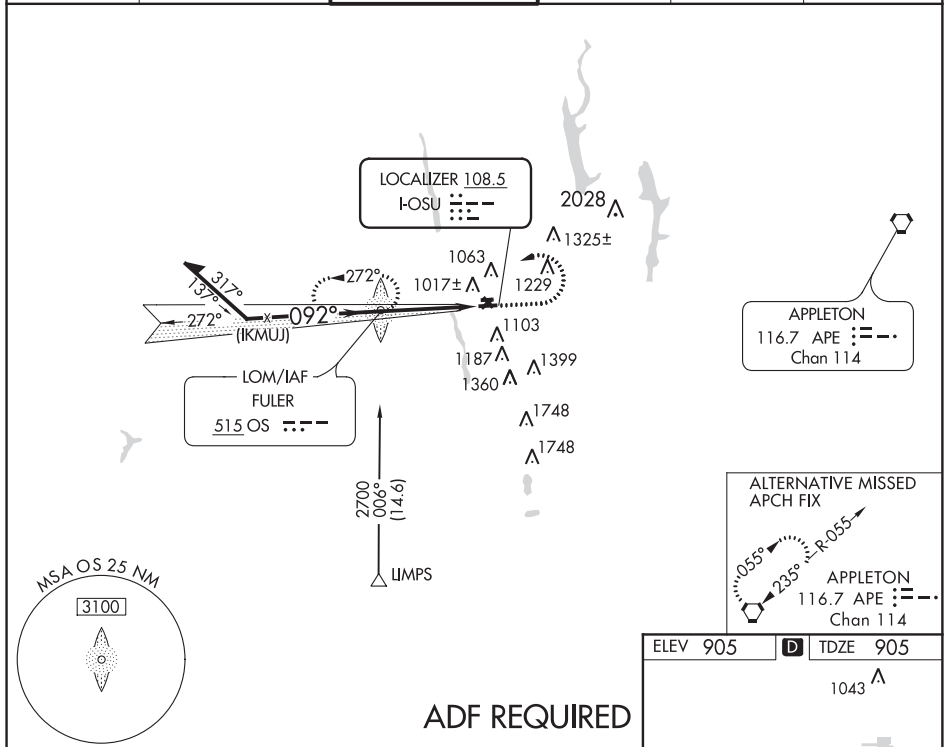
OHIO STATE UNIVERSITY (OSU)

**ADF REQUIRED.** When local altimeter setting not received, use Port Columbus altimeter setting and increase all DA 35 feet and all MDA 40 feet. Increase S-LOC 9R Cat C/D and Circling Cat C visibility 1/8 mile.



**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct FULER LOM and hold.

ATIS <b>121.35</b>	COLUMBUS APP CON <b>120.2 317.775</b>	STATE TOWER* <b>118.8 (CTAF) 258.3</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 9R		1105-1/2	200 (200-1/2)	
S-LOC 9R	1420-1/2	515 (600-1/2)	1420-1	515 (600-1)
CIRCLING	1420-1	515 (600-1)	1420-1 1/2 515 (600-1 1/2)	1460-2 555 (600-2)

COLUMBUS, OHIO  
Amdt 5A 18SEP14

40°05'N - 83°04'W

# OHIO STATE UNIVERSITY (OSU)

## ILS or LOC RWY 9R

EC-2, 10 NOV 2016 to 05 JAN 2017


EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86420</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>905</b> <b>905</b>
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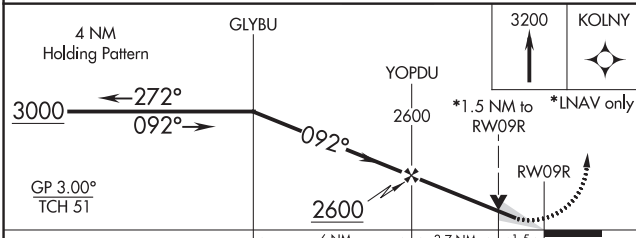
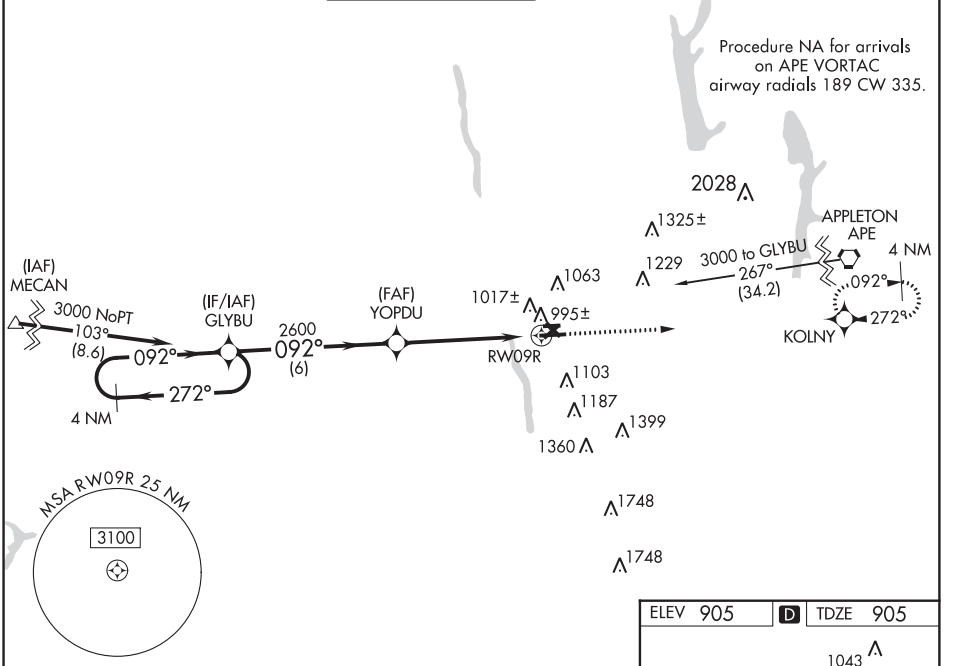
# RNAV (GPS) RWY 9R

OHIO STATE UNIVERSITY (OSU)

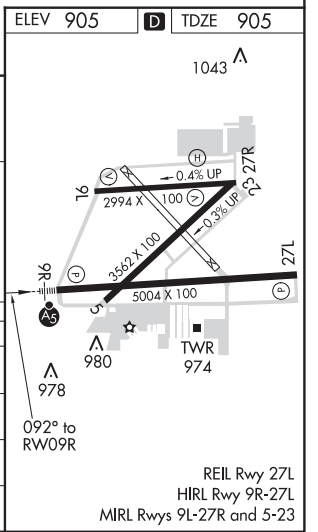
**⚠** Baro-VNAV NA when using Port Columbus altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. VDP NA with Port Columbus altimeter setting. When local altimeter setting not received, use Port Columbus altimeter setting and increase all DA 35 feet and all MDA 40 feet. Increase LNAV Cat C/D visibility ½ mile.

**MALSR**  **MISSED APPROACH:** Climb to 3200 direct KOLNY and hold.

ATIS <b>121.35</b>	COLUMBUS APP CON <b>120.2 317.775</b>	STATE TOWER ★ <b>118.8(CTAF) 258.3</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		1105-½	200 (200-½)	
LNAV/VNAV DA		1168-½	263 (300-½)	
LNAV MDA	1420-½	515 (600-½)	1420-1	515 (600-1)
CIRCLING	1420-1	515 (600-1)	1420-1 ½	1460-2
			515 (600-1 ½)	555 (600-2)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



COLUMBUS, OHIO

AL-5387 (FAA)

15344

WAAS CH <b>45720</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>903</b> <b>905</b>
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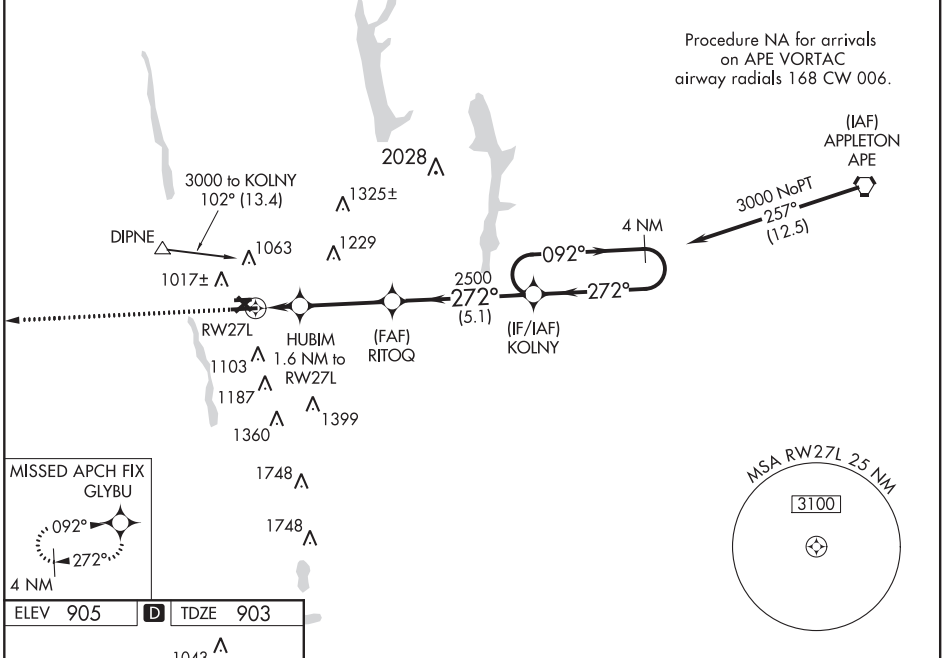
# RNAV (GPS) RWY 27L

OHIO STATE UNIVERSITY (OSU)

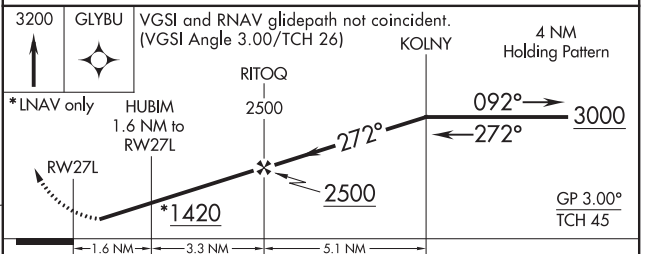
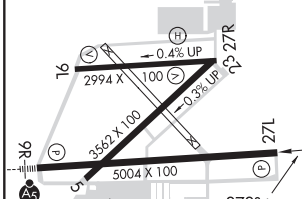
**⚠** Baro-VNAV NA when using Port Columbus altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Port Columbus altimeter setting and increase all DA 35 feet and all MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 mile.

**MISSED APPROACH:**  
Climb to 3200 direct GLYBU and hold.

ATIS <b>121.35</b>	COLUMBUS APP CON <b>120.2 317.775</b>	STATE TOWER * <b>118.8(CTAF) 258.3</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b>	UNICOM <b>122.95</b>
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ELEV 905	<b>D</b>	TDZE 903
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CATEGORY	A	B	C	D
LPV DA		1153-1	250 (300-1)	
LNAV/VNAV DA		1199-1	296 (300-1)	
LNAV MDA	1280-1	377 (400-1)	1280-1½	377 (400-1½)
CIRCLING	1380-1	475 (500-1)	1380-1½	1460-2 555 (600-2)

REIL Rwy 27L  
HIRL Rwy 9R-27L  
MIRL Rwy 9L-27R and 5-23

COLUMBUS, OHIO  
Orig-A 18SEP14

40°05'N - 83°04'W

# OHIO STATE UNIVERSITY (OSU) RNAV (GPS) RWY 27L

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOM OS <b>515</b>	APP CRS <b>093°</b>	Rwy Idg 5004 TDZE 905 Apt Elev 905
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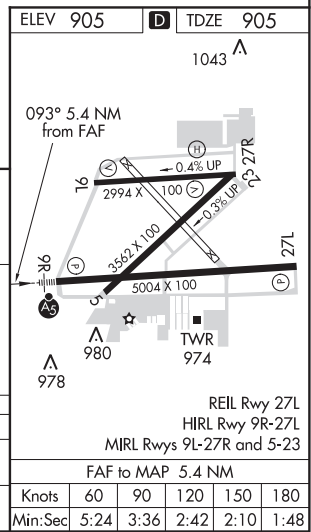
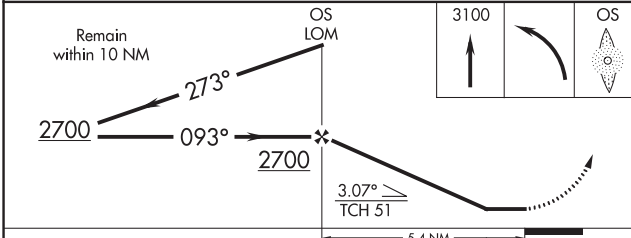
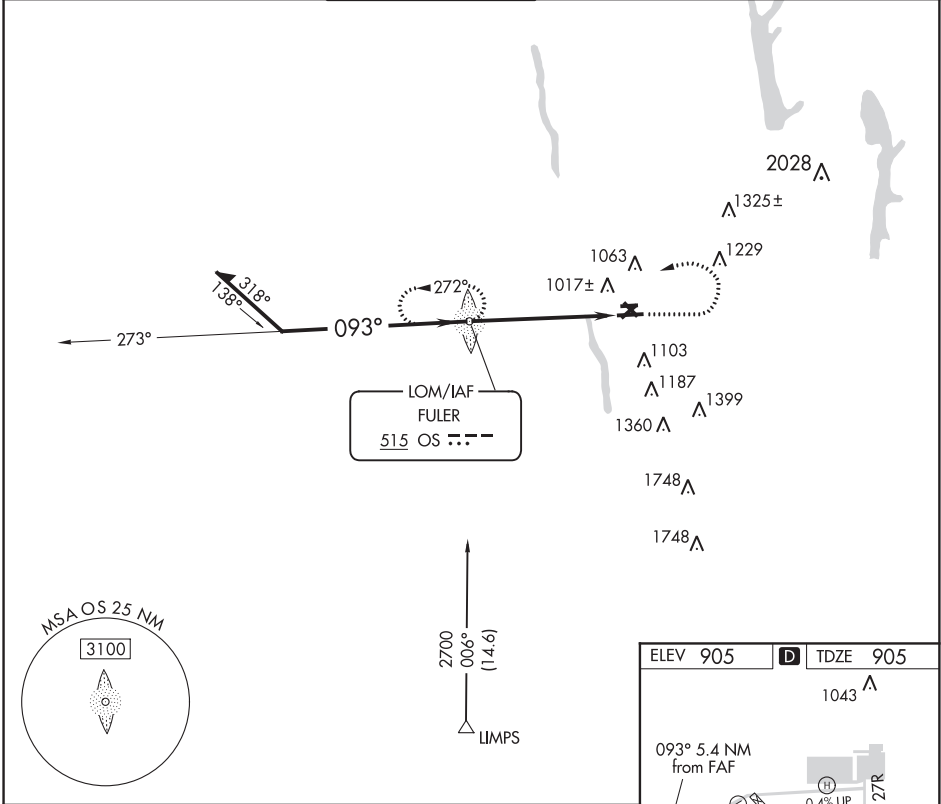
# NDB RWY 9R

OHIO STATE UNIVERSITY (OSU)

**⚠** When local altimeter setting not received, use Port Columbus altimeter setting and increase all MDA 40 feet. Increase S-9R Cat C/D and Circling Cat C visibility 1/8 mile.

**MALSR** MISSED APPROACH: Climb to 3100 then left turn direct OS LOM and hold.

ATIS <b>121.35</b>	COLUMBUS APP CON <b>120.2 317.775</b>	STATE TOWER* <b>118.8 (CTAF) 258.3</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-9R	1460-3/4 555 (600-3/4)		1460-1 1/8 555 (600-1 1/8)	
CIRCLING	1460-1 555 (600-1)		1460-1 5/8 555 (600-1 5/8)	1460-2 555 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

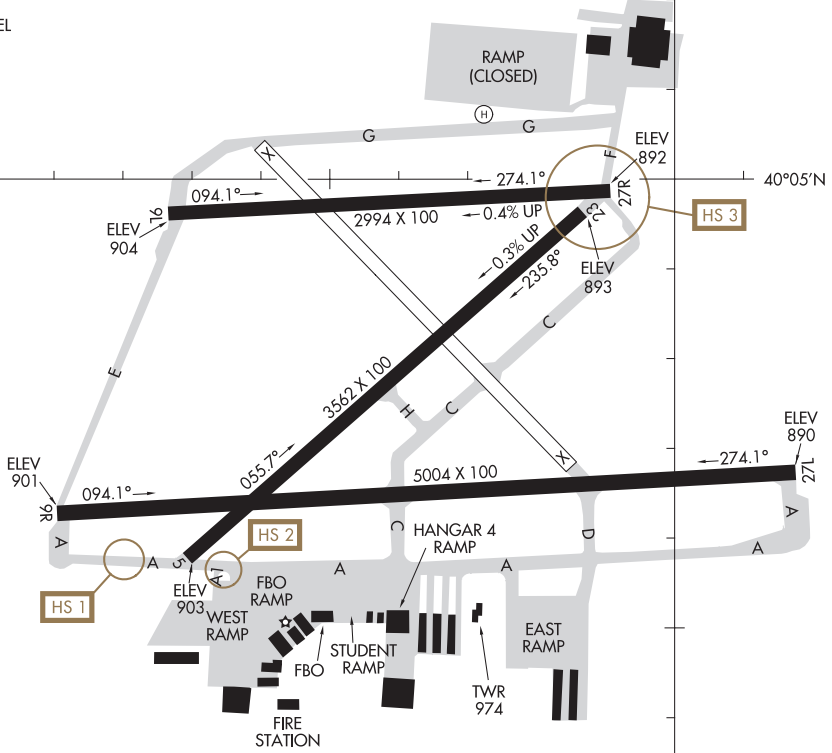
AL-5387 (FAA)

OHIO STATE UNIVERSITY (OSU)  
COLUMBUS, OHIO

ATIS  
 121.35  
 STATE TOWER ★  
 118.8 258.3  
 GND CON  
 121.7  
 CLNC DEL  
 121.7

FIELD  
 ELEV  
 906

D



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



JANUARY 2015  
 ANNUAL RATE OF CHANGE  
 0.0° W

RWY 05-23  
 PCN 12 F/B/X/T  
 S-21, D-32  
 RWY 09L-27R  
 PCN 5 F/B/X/T  
 S-25.2  
 RWY 09R-27L  
 PCN 17 F/B/X/T  
 S-45, D-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

83°05'W

83°04'W

# AIRPORT DIAGRAM


COLUMBUS, OHIO  
OHIO STATE UNIVERSITY (OSU)

LOC/DME I-CBP <b>109.1</b> Chan 28	APP CRS <b>101°</b>	Rwy Idg <b>8000</b> TDZE <b>815</b> Apt Elev <b>815</b>
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# ILS or LOC RWY 10L

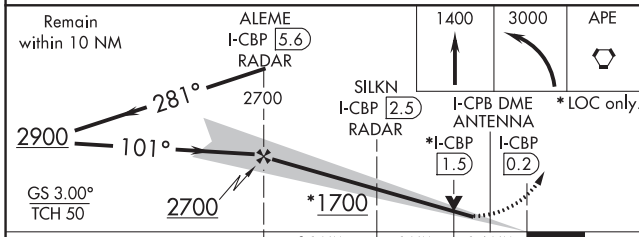
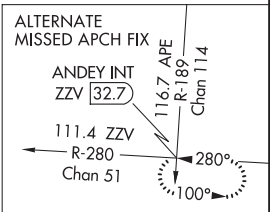
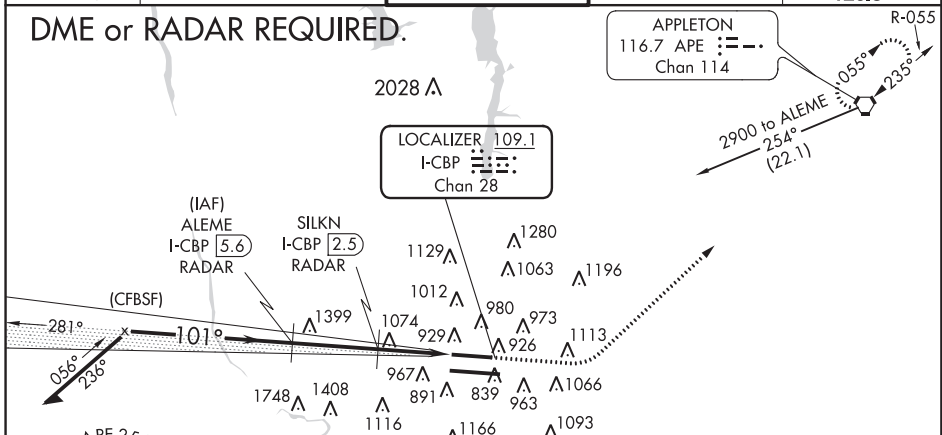
PORT COLUMBUS INTL (CMH)

Simultaneous approach authorized with Rwy 10R.  
 For inop MALSR, increase SILKN fix minimums S-LOC 10L Cat C/D visibility to 1 $\frac{1}{2}$ .  
 #RVR 1800 authorized with the use of FD or AP or HUD to DA.

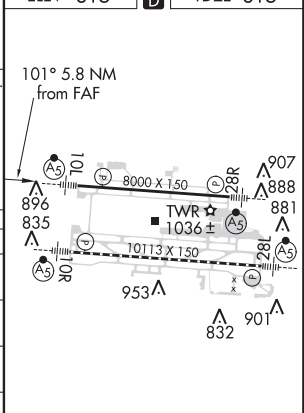
MALSR   
 MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>
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## DME or RADAR REQUIRED.



ELEV 815	<b>D</b>	TDZE 815
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CATEGORY	A	B	C	D
S-ILS 10L	#1015/24 200 (200- $\frac{1}{2}$ )			
S-LOC 10L	1700/40	885 (900- $\frac{3}{4}$ )	1700-2	885 (900-2)
<b>C</b> CIRCLING	1700-1 $\frac{1}{4}$	885 (900-1 $\frac{1}{4}$ )	1700-2 $\frac{3}{4}$ 885 (900-2 $\frac{3}{4}$ )	1700-3 885 (900-3)
SILKN FIX MINIMUMS (DME OR RADAR REQUIRED)				
S-LOC 10L	1380/24	565 (600- $\frac{1}{2}$ )	1380-1 $\frac{1}{4}$	565 (600-1 $\frac{1}{4}$ )
<b>C</b> CIRCLING	1380-1	565 (600-1)	1520-2 705 (800-2)	1540-2 $\frac{1}{4}$ 725 (800-2 $\frac{1}{4}$ )

HIRL Rwy 10R-28L and 10L-28R					
FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, OHIO


AL-94 (FAA)

12529

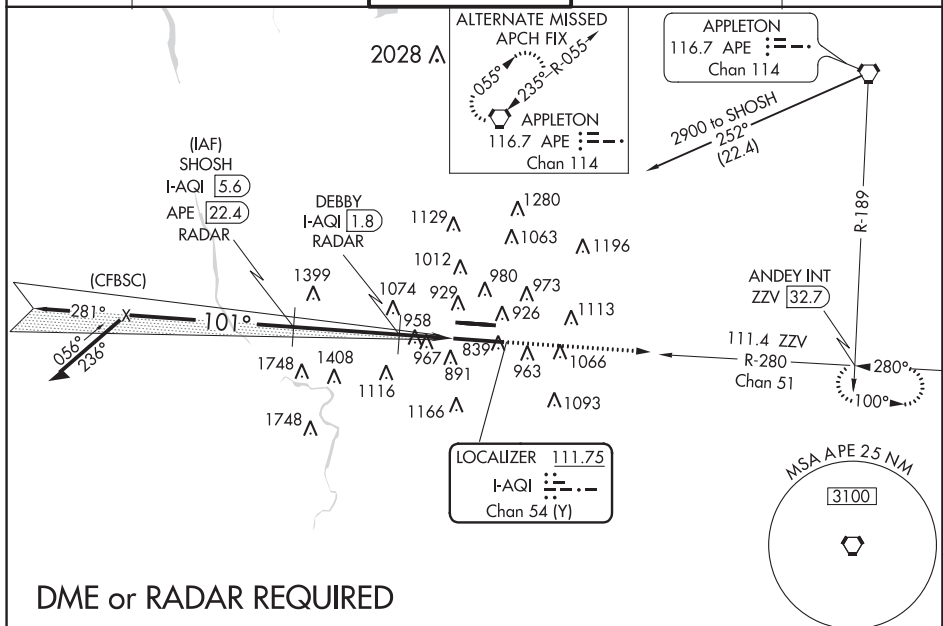
LOC/DME I-AQI <b>111.75</b> Chan 54 (Y)	APP CRS <b>101°</b>	Rwy Idg <b>10113</b> TDZE <b>809</b> Apt Elev <b>815</b>
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# ILS or LOC RWY 10R

PORT COLUMBUS INTL (CMH)

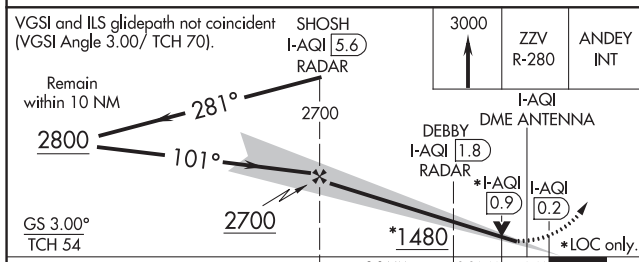
<p><b>⚠</b> Simultaneous approach authorized with Rwy 10L. For inop MALSR, increase S-LOC 10R Cats C/D visibility to 1 1/8, increase DEBBY fix minimums S-LOC 10R Cats C/D visibility to 1 1/8. DME or radar required.</p>	<p><b>MALSR</b>  </p>	<p><b>MISSED APPROACH:</b> Climb to 3000 on ZV VOR/DME R-280 direct ANDEY INT/ZZV 32.7 DME and hold.</p>
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ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>
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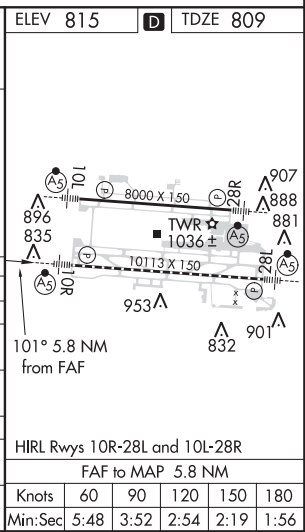


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 10R		1009/18	200 (200-1/2)	
S-LOC 10R	1480/24	671 (700-1/2)	1480-1 1/2	671 (700-1 1/2)
<b>C</b> CIRCLING	1480-1	665 (700-1)	1520-2 705 (800-2)	1540-2 1/4 725 (800-2 1/4)
DEBBY FIX MINIMUMS (DME OR RADAR REQUIRED)				
S-LOC 10R	1220/24	411 (500-1/2)	1220/40	411 (500-3/4)
<b>C</b> CIRCLING	1340-1	525 (600-1)	1520-2 705 (800-2)	1540-2 1/4 725 (800-2 1/4)



COLUMBUS, OHIO  
Amdt 9B 02APR15

40°00'N-82°54'W

# PORT COLUMBUS INTL (CMH)

## ILS or LOC RWY 10R

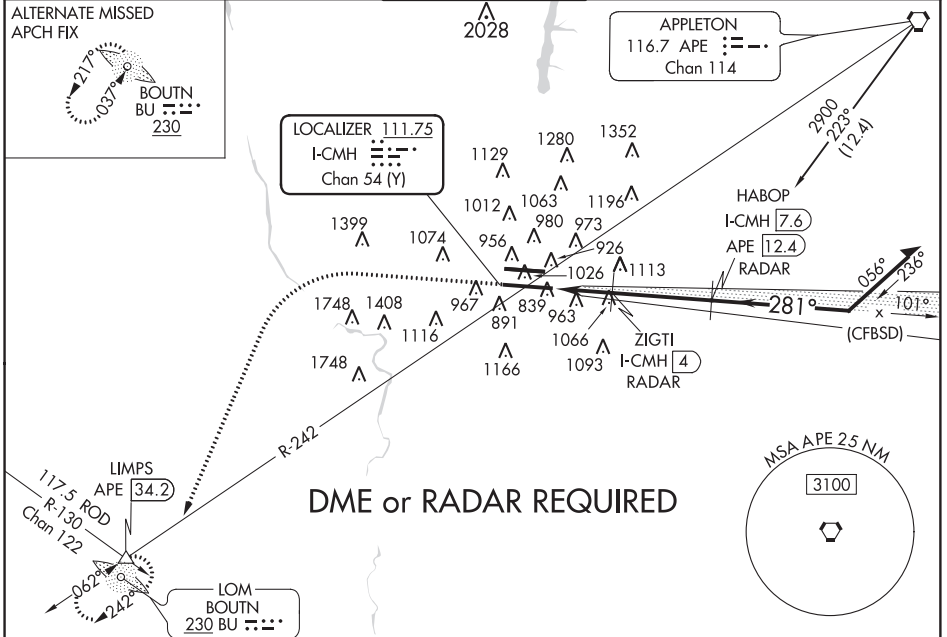
LOC/DME I-CMH <b>111.75</b> Chan <b>54 (Y)</b>	APP CRS <b>281°</b>	Rwy Idg TDZE <b>815</b> Apt Elev <b>815</b>
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# ILS or LOC RWY 28L

PORT COLUMBUS INTL (CMH)

**Simultaneous approach authorized with Rwy 28R. For inop MALSR, increase S-LOC 28L Cats C and D visibility to 2 and increase ZIGTI fix minimums S-LOC 28L Cats C and D visibility to 1½.**

ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 815	<b>D</b>	TDZE 815	1400	3000	APE R-242	LIMPS	HABOP I-CMH [7.6] RADAR	Remain within 10 NM																																	
			<p><b>*LOC only.</b></p> <p>ZIGTI I-CMH [4] RADAR</p> <p>I-CMH [1.8]</p> <p>I-CMH [3.2]</p> <p><b>*1560</b></p> <p>2700</p> <p>101°</p> <p>281°</p> <p>2900</p> <p>GS 3.00° TCH 52</p> <p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).</p>		<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-ILS 28L</td> <td colspan="4">1015/18 200 (200-½)</td> </tr> <tr> <td>S-LOC 28L</td> <td>1560/24 745 (800-½)</td> <td>1560/40 745 (800-¾)</td> <td>1560-1¾</td> <td>745 (800-1¾)</td> </tr> <tr> <td><b>C</b> CIRCLING</td> <td>1560-1 745 (800-1)</td> <td>1560-1¼ 745 (800-1¼)</td> <td>1560-2¼ 745 (800-2¼)</td> <td>1560-2½ 745 (800-2½)</td> </tr> <tr> <td colspan="5">ZIGTI FIX MINIMUMS (DME OR RADAR REQUIRED)</td> </tr> <tr> <td>S-LOC 28L</td> <td>1320/24</td> <td>505 (600-½)</td> <td>1320/55</td> <td>505 (600-1¼)</td> </tr> <tr> <td><b>C</b> CIRCLING</td> <td>1340-1</td> <td>525 (600-1)</td> <td>1520-2 705 (800-2)</td> <td>1540-2¼ 725 (800-2¼)</td> </tr> </tbody> </table>		CATEGORY	A	B	C	D	S-ILS 28L	1015/18 200 (200-½)				S-LOC 28L	1560/24 745 (800-½)	1560/40 745 (800-¾)	1560-1¾	745 (800-1¾)	<b>C</b> CIRCLING	1560-1 745 (800-1)	1560-1¼ 745 (800-1¼)	1560-2¼ 745 (800-2¼)	1560-2½ 745 (800-2½)	ZIGTI FIX MINIMUMS (DME OR RADAR REQUIRED)					S-LOC 28L	1320/24	505 (600-½)	1320/55	505 (600-1¼)	<b>C</b> CIRCLING	1340-1	525 (600-1)	1520-2 705 (800-2)	1540-2¼ 725 (800-2¼)
CATEGORY	A	B	C	D																																					
S-ILS 28L	1015/18 200 (200-½)																																								
S-LOC 28L	1560/24 745 (800-½)	1560/40 745 (800-¾)	1560-1¾	745 (800-1¾)																																					
<b>C</b> CIRCLING	1560-1 745 (800-1)	1560-1¼ 745 (800-1¼)	1560-2¼ 745 (800-2¼)	1560-2½ 745 (800-2½)																																					
ZIGTI FIX MINIMUMS (DME OR RADAR REQUIRED)																																									
S-LOC 28L	1320/24	505 (600-½)	1320/55	505 (600-1¼)																																					
<b>C</b> CIRCLING	1340-1	525 (600-1)	1520-2 705 (800-2)	1540-2¼ 725 (800-2¼)																																					
<p>HIRL Rws 10R-28L and 10L-28R</p> <p>FAF to MAP 5.8 NM</p> <table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>5:48</td> <td>3:52</td> <td>2:54</td> <td>2:19</td> <td>1:56</td> </tr> </table>			Knots	60	90	120	150	180	Min:Sec	5:48	3:52	2:54	2:19	1:56	<p>281° 5.8 NM from FAF</p>																										
Knots	60	90	120	150	180																																				
Min:Sec	5:48	3:52	2:54	2:19	1:56																																				

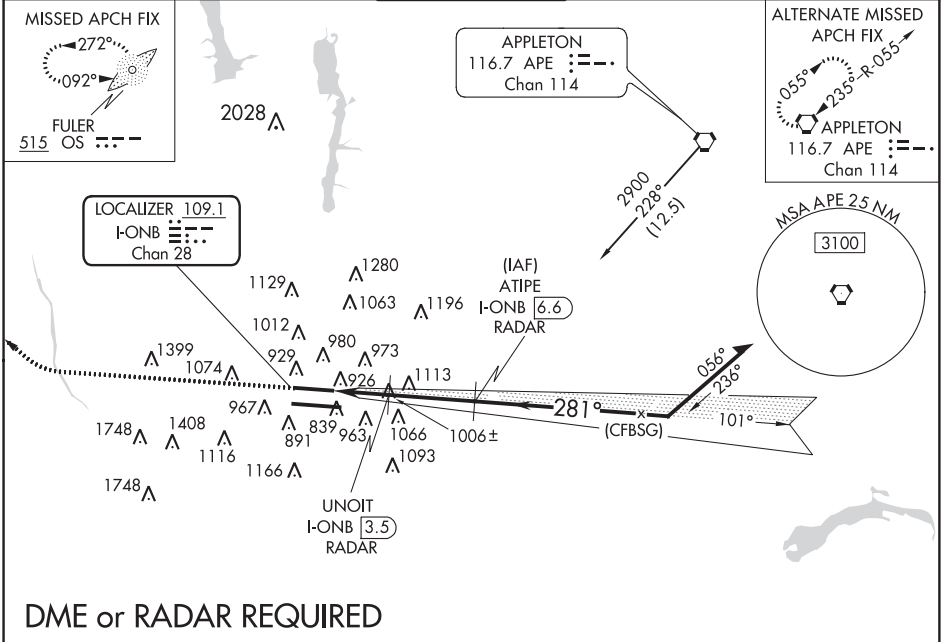
LOC/DME I-ONB <b>109.1</b> Chan 28	APP CRS <b>281°</b>	Rwy ldg <b>8000</b> TDZE <b>813</b> Apt Elev <b>815</b>
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# ILS or LOC RWY 28R

PORT COLUMBUS INTL (CMH)

Autopilot coupled approach NA below 2023. Simultaneous approach authorized with Rwy 28L. ADF required.	MALSR 	MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct FULER LOM and hold.
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ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

## DME or RADAR REQUIRED

ELEV 815	<b>D</b>	TDZE 813	1400	3000	FULER	ATIFE I-ONB 6.6 RADAR	Remain within 10 NM
281° 5.1 NM from FAF 			*LOC Only. UNOIT I-ONB 3.5 RADAR *I-ONB 2.7 I-ONB 1.5 *1500		2500 281° 2800 101° 2500 GS 3.00° TCH 50		
HIRL Rwy 10R-28L and 10L-28R FAF to MAP 5.1 NM			CATEGORY A B C D				
S-ILS 28R			1014/24 201 (200-½)				
S-LOC 28R			1500/24 687 (700-½) 1500-1½ 687 (700-1½)				
<input checked="" type="checkbox"/> CIRCLING			1500-1 685 (700-1) 1520-2 705 (800-2) 1520-2¼ 705 (800-2¼)				
UNOIT FIX MINIMUMS (DME OR RADAR REQUIRED)							
S-LOC 28R			1260/24 447 (500-½) 1260/45 447 (500-¾)				
<input checked="" type="checkbox"/> CIRCLING			1340-1 525 (600-1) 1520-2 705 (800-2) 1520-2¼ 705 (800-2¼)				








# RNAV (RNP) Z RWY 10L

PORT COLUMBUS INTL (CMH)

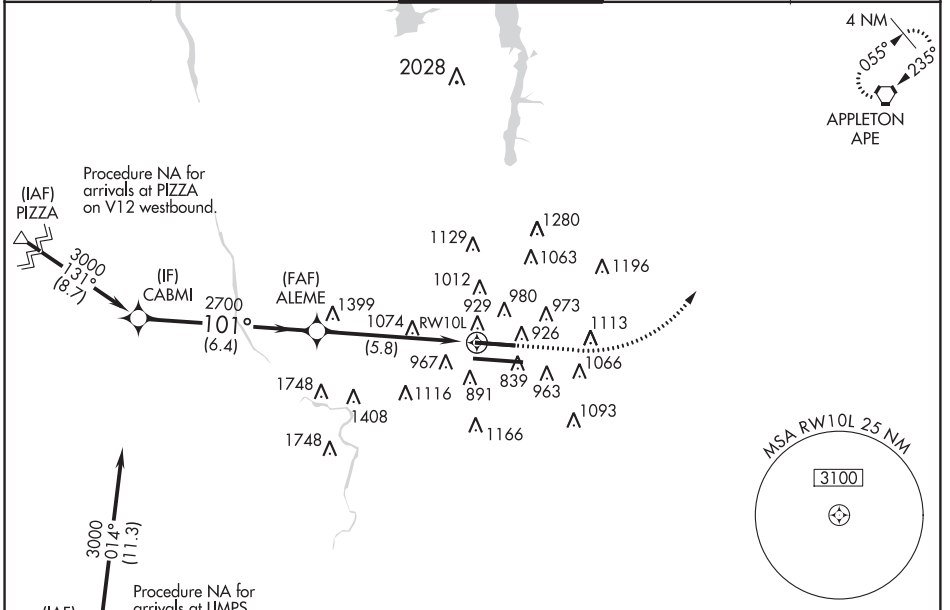
APP CRS	Rwy Idg	<b>8000</b>
<b>101°</b>	TDZE	<b>815</b>
	Apt Elev	<b>815</b>

▼ For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inop MALSR, increase RNP 0.13 all Cats visibility to RVR 5500 feet, increase RNP 0.26 all Cats visibility to 1¼ and increase RNP 0.30 all Cats visibility to 1½. Simultaneous approach authorized with Rwy 10R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR 

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

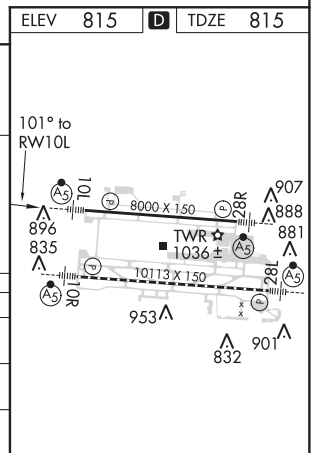
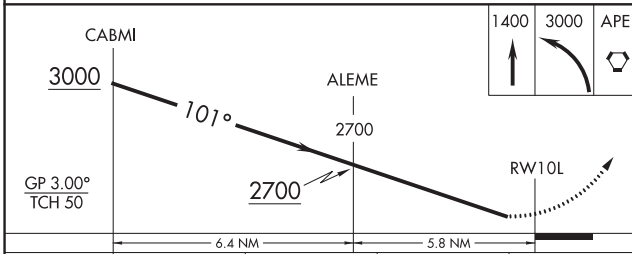
ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV	<b>815</b>	<b>D</b>	TDZE	<b>815</b>
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CATEGORY	A	B	C	D
RNP 0.13 DA		1142/40	327 (400-¾)	
RNP 0.26 DA		1193/40	378 (400-¾)	
RNP 0.30 DA		1246/50	431 (500-1)	

**AUTHORIZATION REQUIRED**

COLUMBUS, OHIO

AL-94 (FAA)

16259

APP CRS	Rwy Idg	<b>10113</b>
<b>101°</b>	TDZE	<b>809</b>
	Apt Elev	<b>815</b>

# RNAV (RNP) Z RWY 10R

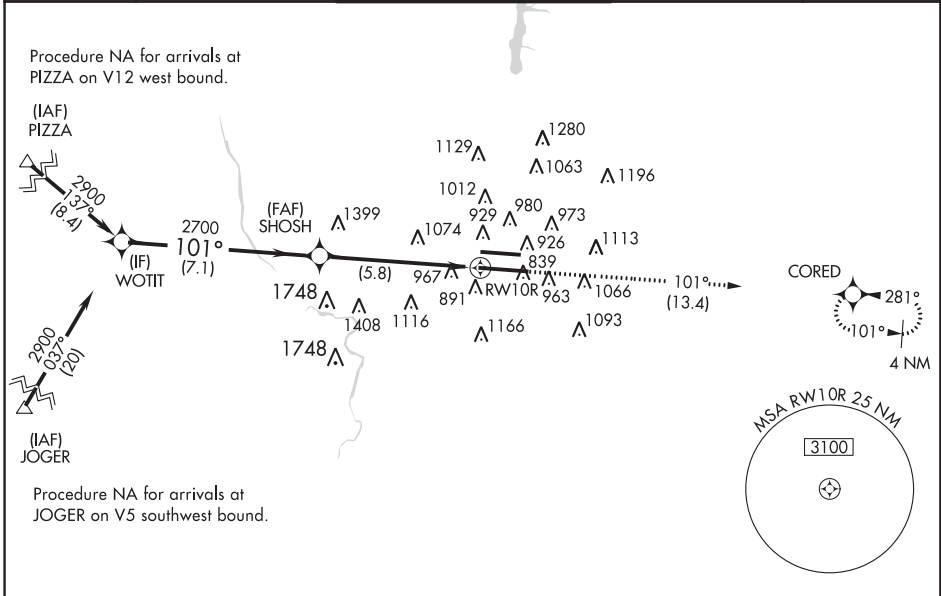
PORT COLUMBUS INTL (CMH)

**▽** For uncompensated Baro-VNAV systems, procedure NA below -18°C (0° F) or above 38°C (101°F). Simultaneous approach authorized with Rwy 10L. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase RNP 0.17 all Cats visibility to RVR 5900, increase RNP 0.30 all Cats visibility to 1½ mile.



**MISSED APPROACH:**  
Climb to 3000 on track 101° to CORED and hold.

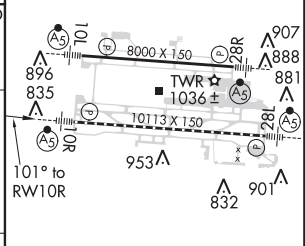
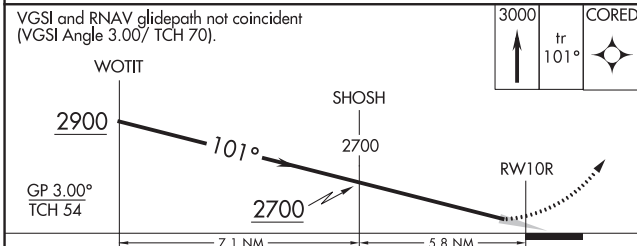
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
<b>124.6</b>	<b>125.95 371.975</b>	<b>132.7 257.8</b>	<b>121.9 348.6</b>	<b>126.3</b>



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV	815	<b>D</b>	TDZE	809
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CATEGORY	A	B	C	D
RNP 0.17 DA		1171/35	362 (400-¾)	
RNP 0.30 DA		1288/58	479 (500-1¼)	

**AUTHORIZATION REQUIRED**

HIRL Rwys 10R-28L and 10L-28R

COLUMBUS, OHIO  
Amdt 1A 02APR15

40°00'N-82°54'W

PORT COLUMBUS INTL (CMH)  
**RNAV (RNP) Z RWY 10R**

# RNAV (RNP) Z RWY 28L

PORT COLUMBUS INTL (CMH)

APP CRS	Rwy Idg	<b>10113</b>
<b>281°</b>	TDZE	<b>815</b>
	Apt Elev	<b>815</b>

**T** For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inop MALSRL, increase RNP 0.17 all Cats visibility to RVR 4600, increase RNP 0.30 all Cats visibility to 1½. Simultaneous approach authorized with Rwy 28R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

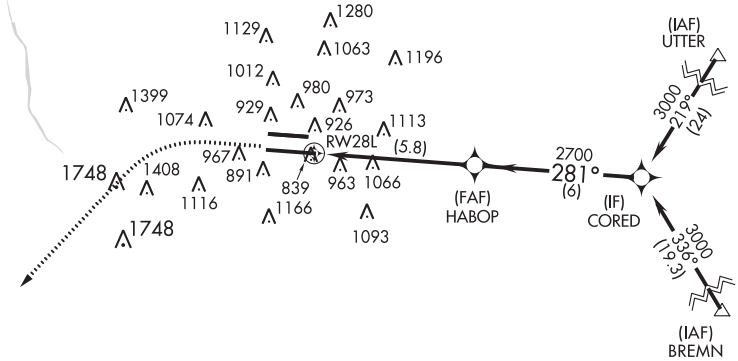
MALSRL



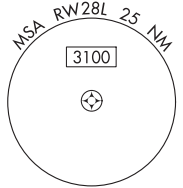
**MISSED APPROACH:**  
Climb to 1400 then climbing left turn to 3000 direct LIMPS and hold.

ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>
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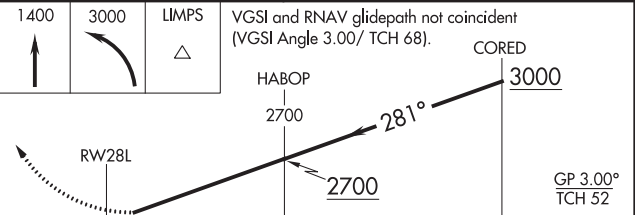
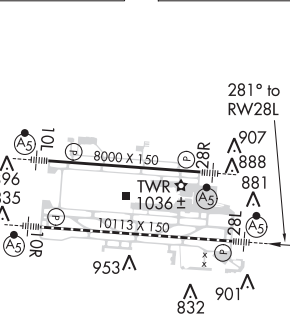
Procedure NA for arrivals at UTTER on V43-523-525 northeast bound and arrivals at BREMN on V45 southbound.



LIMPS



ELEV 815	<b>D</b>	TDZE 815
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CATEGORY	A	B	C	D
RNP 0.17 DA		1105/40	290 (300-¾)	
RNP 0.30 DA		1295/60	480 (500-1¼)	

## AUTHORIZATION REQUIRED

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>40299</b> <b>W10B</b>	APP CRS <b>101°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>815</b> <b>815</b>
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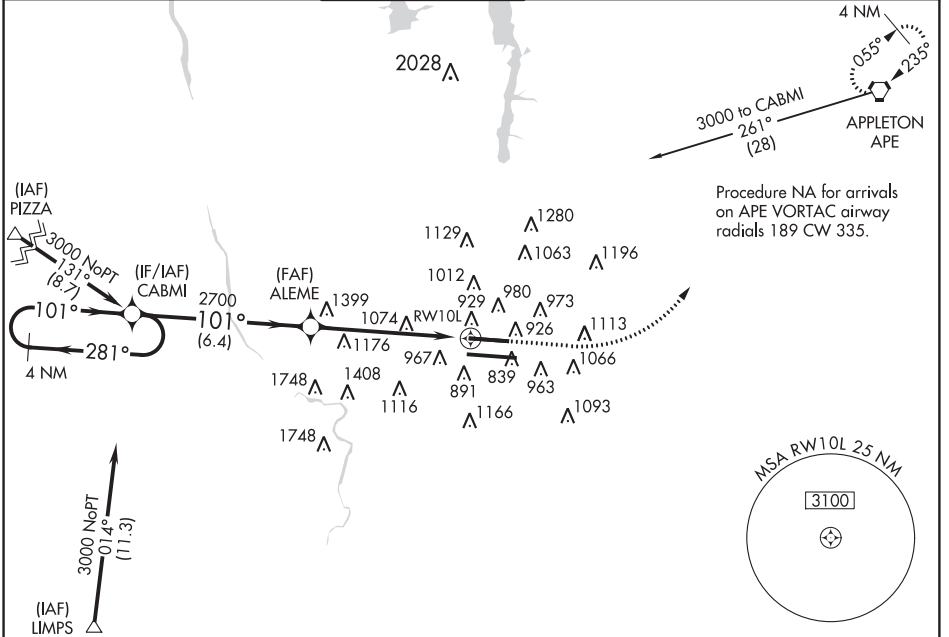
# RNAV (GPS) Y RWY 10L

PORT COLUMBUS INTL (CMH)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 10R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

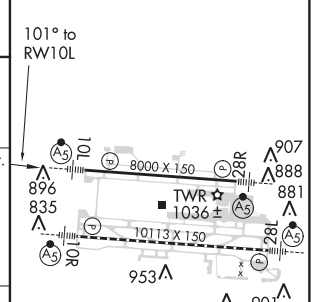
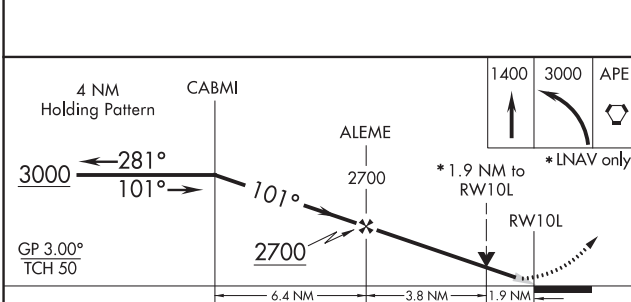
ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 815	<b>D</b> TDZE 815
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CATEGORY	A	B	C	D
LPV DA		1015/24	200 (200-½)	
LNAV/VNAV DA		1199/40	384 (400-¾)	
LNAV MDA	1480/24	665 (700-½)	1480-1½	665 (700-1½)
<b>C</b> CIRCLING	1480-1	665 (700-1)	1520-2 705 (800-2)	1540-2¼ 725 (800-2¼)

HIRL Rwy 10R-28L and 10L-28R

COLUMBUS, OHIO

AL-94 (FAA)

16259

WAAS CH <b>99603</b> <b>W10A</b>	APP CRS <b>101°</b>	Rwy Idg TDZE <b>809</b> Apt Elev <b>815</b>	<b>10113</b>
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# RNAV (GPS) Y RWY 10R

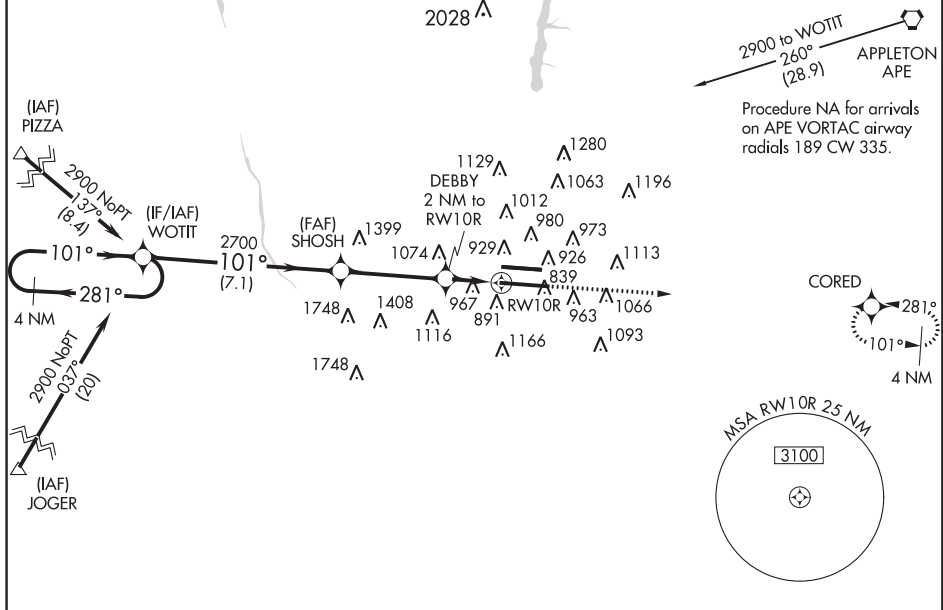
PORT COLUMBUS INTL (CMH)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 10L. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

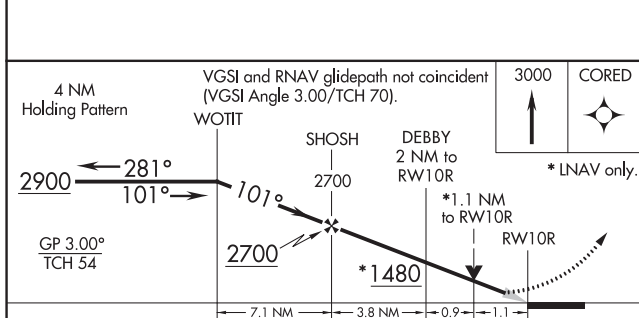
**MISSED APPROACH:** Climb to 3000 direct CORED and hold.

ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>
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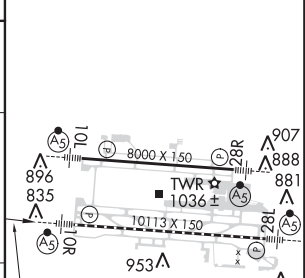


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 815	<b>D</b> TDZE 809
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CATEGORY	A	B	C	D
LPV DA		1009/24	200 (200-½)	
LNAV/VNAV DA		1273/55	464 (500-1¼)	
LNAV MDA	1220/24	411 (500-½)	1220/40	411 (500-¾)
<b>C</b> CIRCLING	1340-1	525 (600-1)	1520-2 705 (800-2)	1540-2¼ 725 (800-2¼)

HIRL Rwy 10R-28L and 10L-28R

COLUMBUS, OHIO  
Amdt 3A 02APR15

40°00'N-82°54'W

# RNAV (GPS) Y RWY 10R

PORT COLUMBUS INTL (CMH)









COLUMBUS, OHIO

AL-6846 (FAA)


16147

LOC/DME I-FQS <b>110.55</b> Chan 42 (Y)	APP CRS <b>052°</b>	Rwy Idg <b>11004</b> TDZE <b>744</b> Apt Elev <b>744</b>
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# ILS or LOC RWY 5L

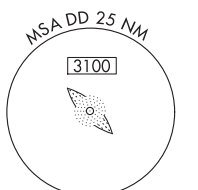
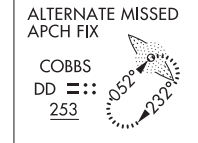
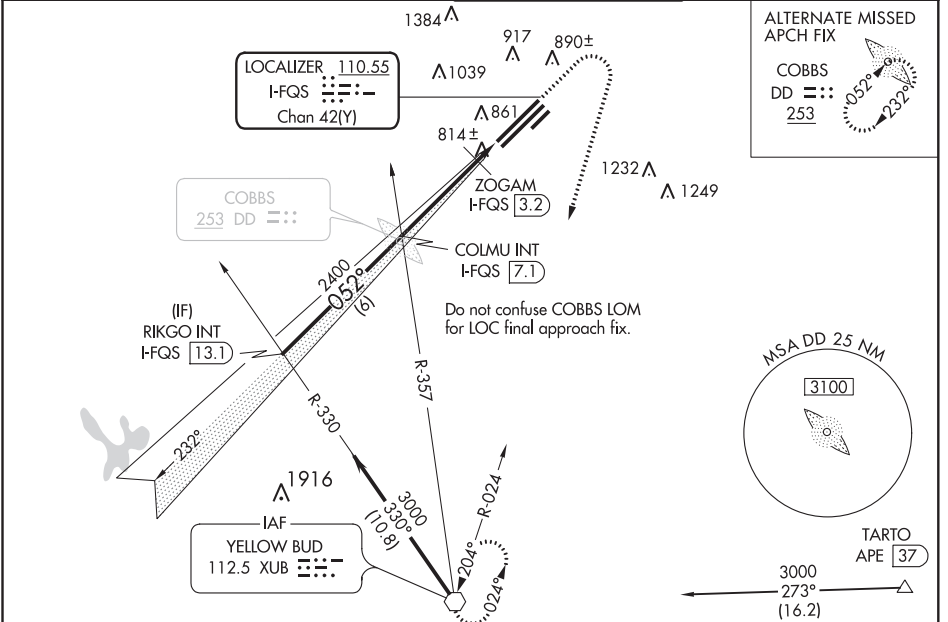
RICKENBACKER INTL (LCK)

**▲** Circling NA northwest of Rwy 5L-23R. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 Feet and all MDA 40 feet, increase S-LOC 5L visibility Cat C and D ½ mile; increase ZOGAM fix minimums visibility Cat C and D ⅓ mile.

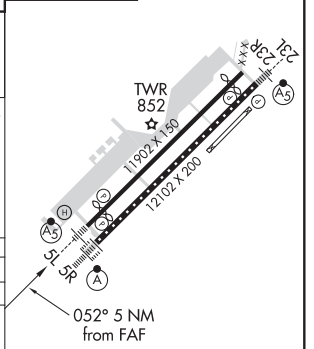
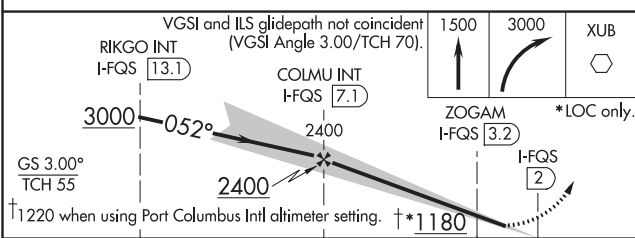
MALSR 

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

AWOS-3 <b>132.75</b>	COLUMBUS APP CON <b>119.15 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>
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ELEV 744	<b>D</b> TDZE 744
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CATEGORY	A	B	C	D
S-ILS 5L	944-½		200 (200-½)	
S-LOC 5L	1180-½	436 (500-½)	1180-¾	436 (500-¾)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)
ZOGAM FIX MINIMUMS				
S-LOC 5L	1080-½		336 (400-½)	
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

TDZ/CL Rwy 5R RIL Rwy 23R					
HIRL Rwy 5L-23R and 5R-23L					
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

COLUMBUS, OHIO  
Amdt 1B 12NOV15

39°49'N-82°56'W

# RICKENBACKER INTL (LCK)

## ILS or LOC RWY 5L

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-DDV <b>110.1</b> Chan <b>38</b>	APP CRS <b>052°</b>	Rwy Idg <b>12102</b> TDZE <b>736</b> Apt Elev <b>744</b>
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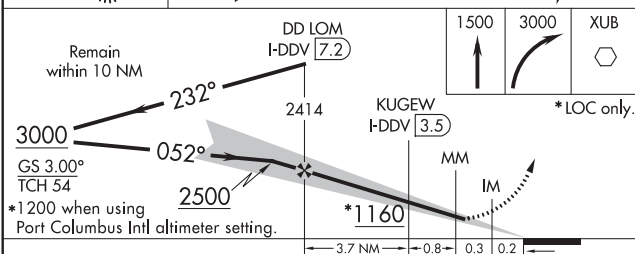
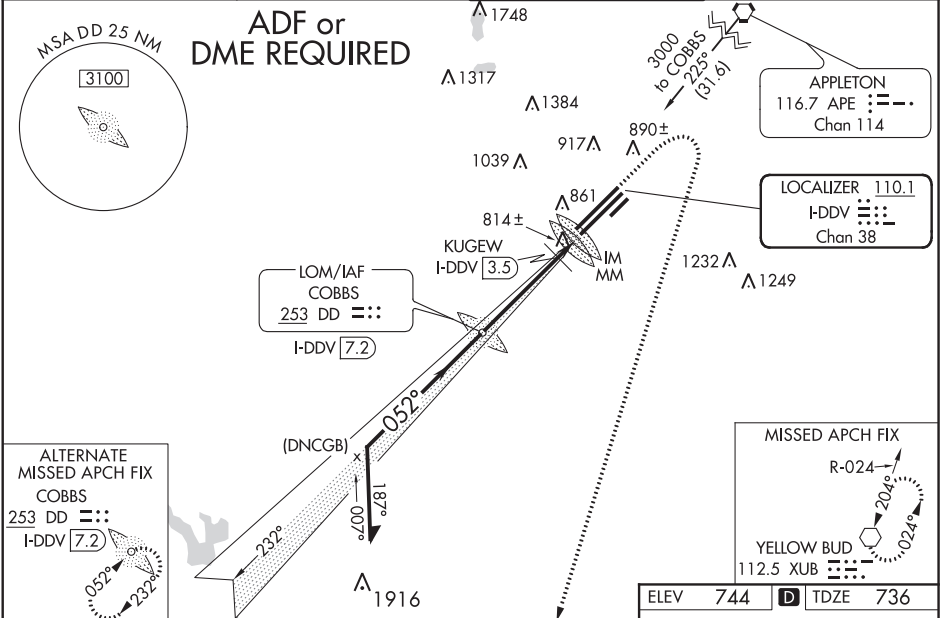
# ILS or LOC RWY 5R

RICKENBACKER INTL (LCK)

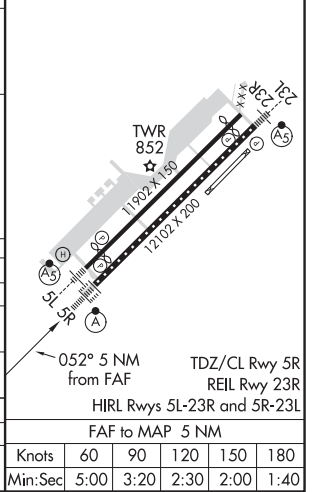
**▲** Circling NA northwest of Rwy 05L-23R. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet. Increase S-ILS 5R all Cats visibility to RVR 2400, S-LOC 5R Cat C/D visibility to RVR 5000, and KUGEW FIX minimums S-LOC 5R Cat C/D visibility to RVR 3500. For inoperative ALSF-2 when using Port Columbus Intl altimeter setting, increase S-LOC 5R visibility Cats C/D to 1 $\frac{1}{2}$ . KUGEW FIX minimums: for inoperative ALSF-2 when using Port Columbus Intl altimeter setting increase S-LOC 5R Cats C/D visibility to RVR 6000.

**ALSF-2**  
**MISSED APPROACH:**  
Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

AWOS-3 <b>132.75</b>	COLUMBUS APP CON <b>119.15 279.6</b>	<b>RICK TOWER</b> <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>
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ELEV 744	<b>D</b> TDZE 736
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CATEGORY	A	B	C	D
S-ILS 5R		936/18	200 (200- $\frac{1}{2}$ )	
S-LOC 5R	1180/24	424 (500- $\frac{1}{2}$ )	1160/40	424 (500- $\frac{3}{4}$ )
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1 $\frac{1}{2}$ 456 (500-1 $\frac{1}{2}$ )	1300-2 556 (600-2)
KUGEW FIX MINIMUMS				
S-LOC 5R	1080/24	344 (400- $\frac{1}{2}$ )	1080/30	344 (400- $\frac{3}{4}$ )
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1 $\frac{1}{2}$ 456 (500-1 $\frac{1}{2}$ )	1300-2 556 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, OHIO

AL-6846 (FAA)


16147

LOC I-LCK <b>110.1</b>	APP CRS <b>232°</b>	Rwy Idg	23L	23R
		TDZE	<b>12102</b>	<b>10913</b>
			<b>740</b>	<b>743</b>
		Apt Elev	<b>744</b>	<b>744</b>

# ILS or LOC RWY 23L

RICKENBACKER INTL (LCK)


**⚠** Circling NA northwest of Rwy 5L-23R. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet, increase S-LOC 23L visibility Cat C and D to RVR 5500.


MALSR 

MISSED APPROACH: Climb to 3000, then left turn direct XUB VOR and hold.

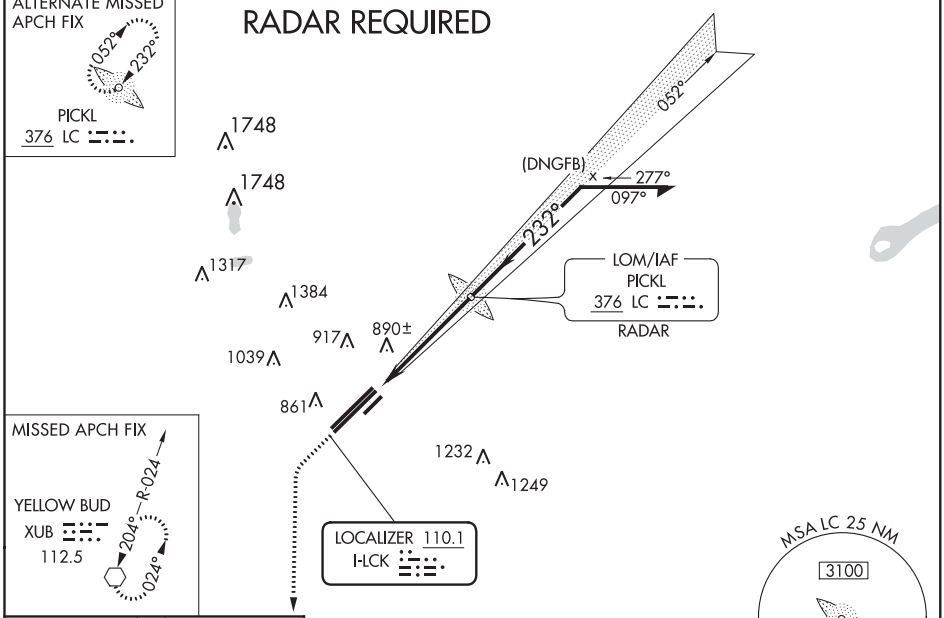
AWOS-3 <b>132.75</b>	COLUMBUS APP CON <b>119.15 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>
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ALTERNATE MISSED APCH FIX




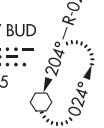
PICKL  
376 LC 

## RADAR REQUIRED

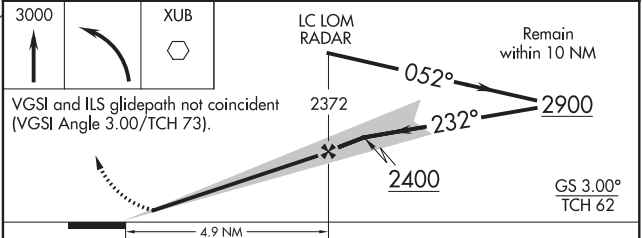
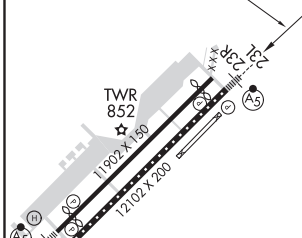


MISSED APCH FIX

YELLOW BUD  
XUB  112.5



ELEV 744	<b>D</b>	TDZE 23L 740	TDZE 23R 743
232° 4.9 NM from FAF			



CATEGORY	A	B	C	D
S-ILS 23L	940/24 200 (200-½)			
S-LOC 23L	1 220/24	480 (500-½)	1 220/50	480 (500-1)
SIDESTEP RWY 23R	1 220-1	477 (500-1)	1 220-1½ 477 (500-1½)	1 220-2 477 (500-2)
CIRCLING	1 220-1	476 (500-1)	1 220-1½ 476 (500-1½)	1 300-2 556 (600-2)

TDZ/CL Rwy 5R  
REIL Rwy 23R  
HIRL Rwy 5L-23R and 5R-23L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

COLUMBUS, OHIO  
Amdt 1A 02APR15

39°49'N-82°56'W

# RICKENBACKER INTL (LCK)

## ILS or LOC RWY 23L

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

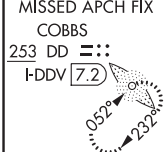
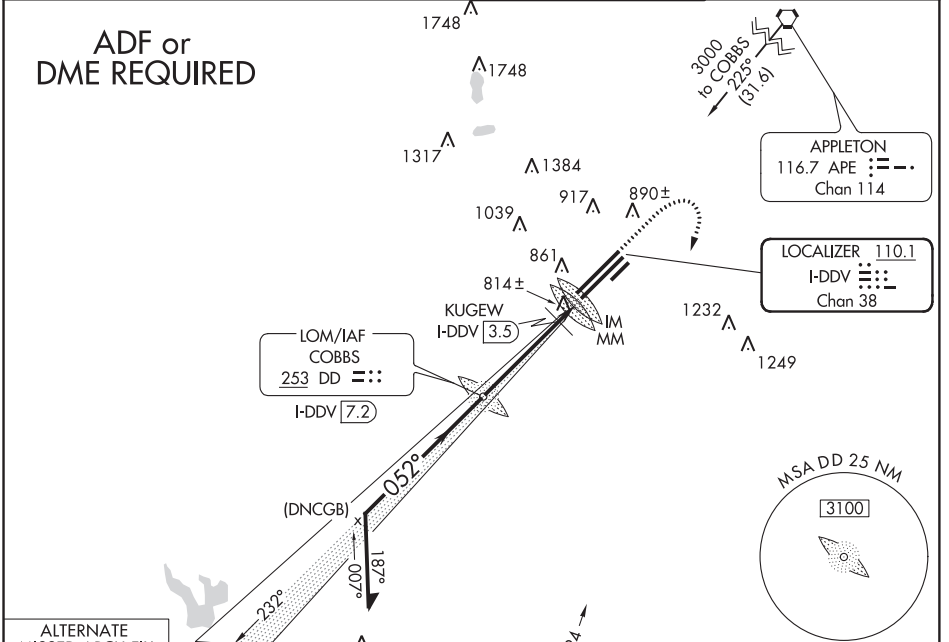
LOC/DME I-DDV <b>110.1</b> Chan <b>38</b>	APP CRS <b>052°</b>	Rwy Idg <b>12102</b> TDZE <b>736</b> Apt Elev <b>744</b>
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# ILS RWY 5R (SA CAT I)

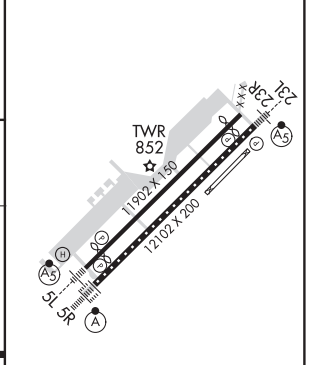
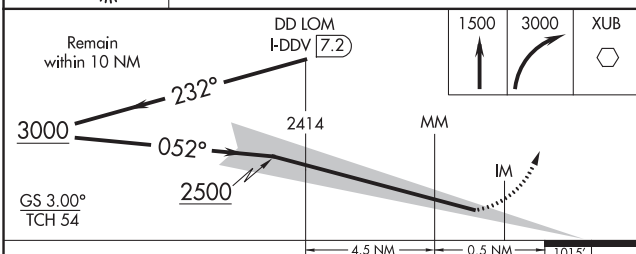
RICKENBACKER INTL (LCK)

<b>▲</b> Procedure NA when using Port Columbus Intl altimeter setting. Requires specific OPSEC, MSPEC or LAO approval and use of HUD to DH.	ALSF-2 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.
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AWOS-3 <b>132.75</b>	COLUMBUS APP CON <b>119.15 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>
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ELEV 744	<b>D</b> TDZE 736
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CATEGORY	A	B	C	D
S-ILS 5R		RA 150/14	150 DA 886	

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 5R  
REIL Rwy 23R  
HIRL Rwy 5L-23R and 5R-23L

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

COLUMBUS, OHIO

AL-6846 (FAA)

16147

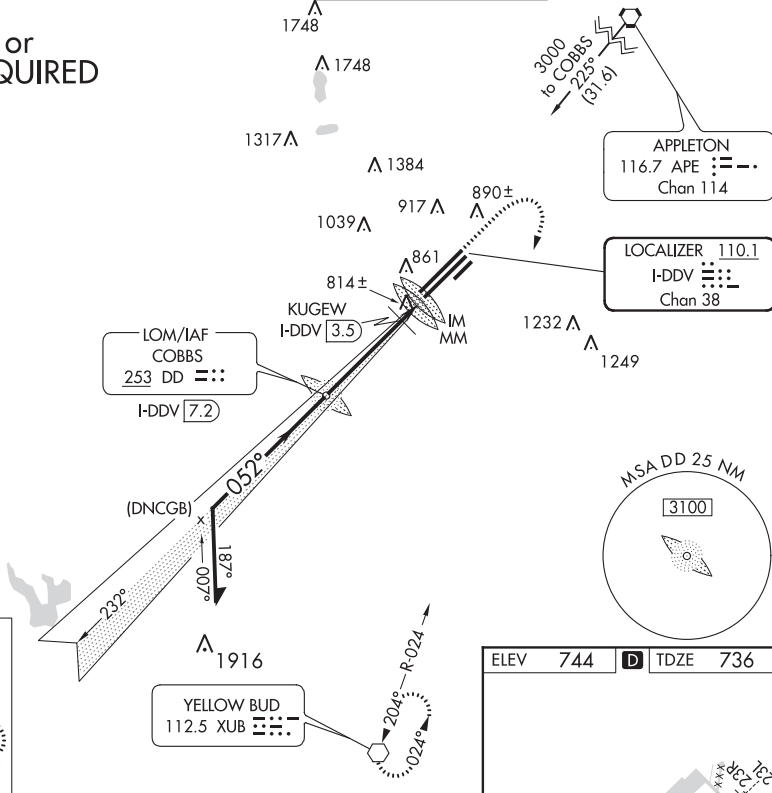
LOC/DME I-DDV <b>110.1</b> Chan <b>38</b>	APP CRS <b>052°</b>	Rwy Idg <b>12102</b> TDZE <b>736</b> Apt Elev <b>744</b>
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**ILS RWY 5R (CAT II)**  
RICKENBACKER INTL (LCK)

<p><b>▲</b> Procedure NA when using Port Columbus Intl altimeter setting.</p>	ALSF-2	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.</p>

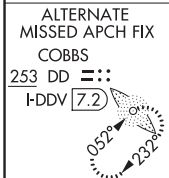
AWOS-3 <b>132.75</b>	COLUMBUS APP CON <b>119.15 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>
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**ADF or DME REQUIRED**

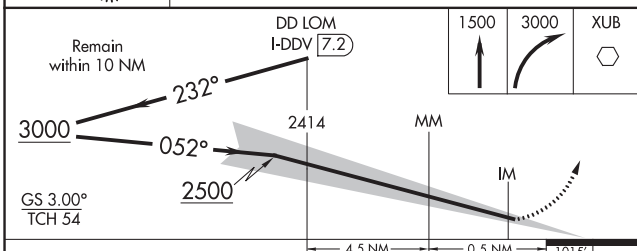
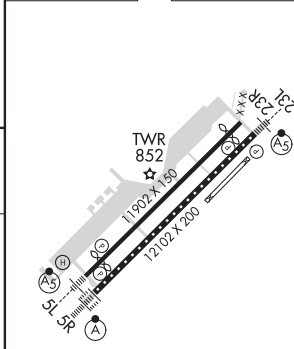


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 744	<b>D</b> TDZE 736
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CATEGORY	A	B	C	D
S-ILS 5R		RA 100/12	100 DA 836	

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

TDZ/CL Rwy 5R  
REIL Rwy 23R  
HIRL Rwy 5L-23R and 5R-23L

COLUMBUS, OHIO  
Amdt 3B 02APR15

39°49'N-82°56'W

RICKENBACKER INTL (LCK)  
**ILS RWY 5R (CAT II)**

WAAS CH <b>78022</b> <b>W05B</b>	APP CRS <b>050°</b>	Rwy Idg <b>11004</b> TDZE <b>744</b> Apt Elev <b>744</b>
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# RNAV (GPS) RWY 5L

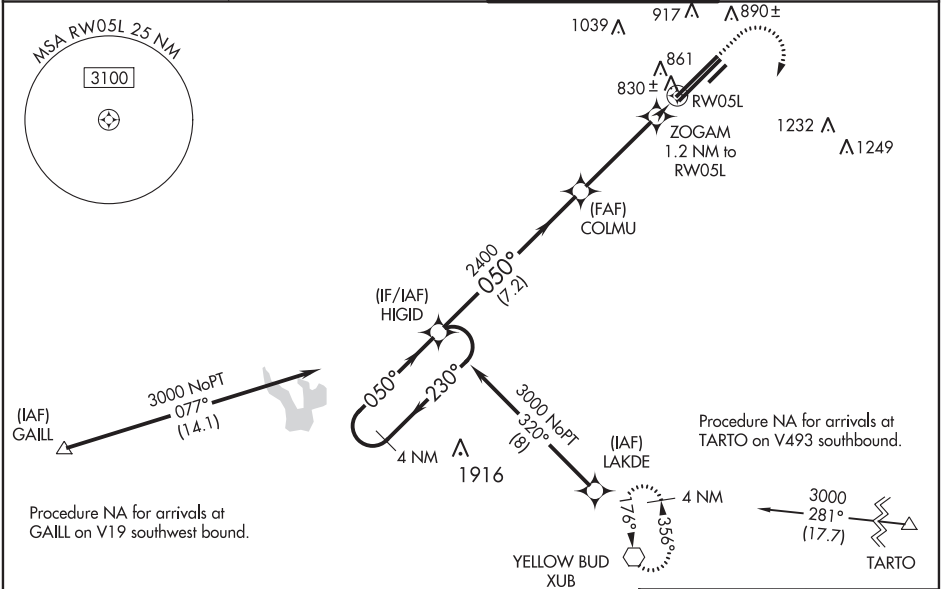
RICKENBACKER INTL (LCK)

**▲** Baro-VNAV NA when using Port Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). For inoperative MALS, increase LNAV/VNAV all Cats visibility to ¾ mile. Circling NA northwest of Rwy 5L-23R. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet, and all MDA 40 feet. Increase LNAV Cat C and D visibility ½ mile.



MALS R MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

AWOS-3 <b>132.75</b>	COLUMBUS APP CON <b>119.15 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>
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CATEGORY	ELEV 744 D TDZE 744			
	A	B	C	D
LPV DA		944-½	200 (200-½)	
LNAV/VNAV DA		994-½	250 (300-½)	
LNAV MDA		1080-½	336 (400-½)	
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

4 NM Holding Pattern

HIGID

3000 ← 230° → 050° →

GP 3.00° TCH 55

COLU 2400

ZOGAM 1.2 NM to RW05L

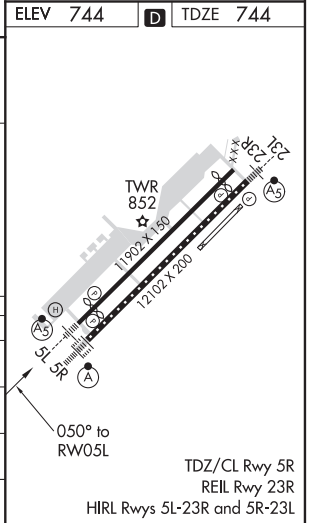
RW05L

\* LNAV only.

\*1200

7.2 NM 3.8 NM 1.2 NM

1500 3000 XUB



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



COLUMBUS, OHIO

AL-6846 (FAA)

16147

WAAS CH <b>78410</b>	APP CRS <b>050°</b>	Rwy Idg <b>12102</b>
<b>W05A</b>		TDZE <b>736</b>
		Apt Elev <b>744</b>

# RNAV (GPS) RWY 5R

RICKENBACKER INTL (LCK)

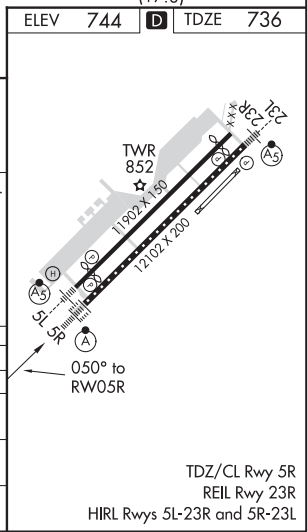
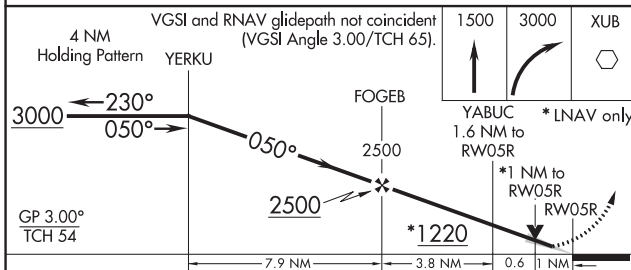
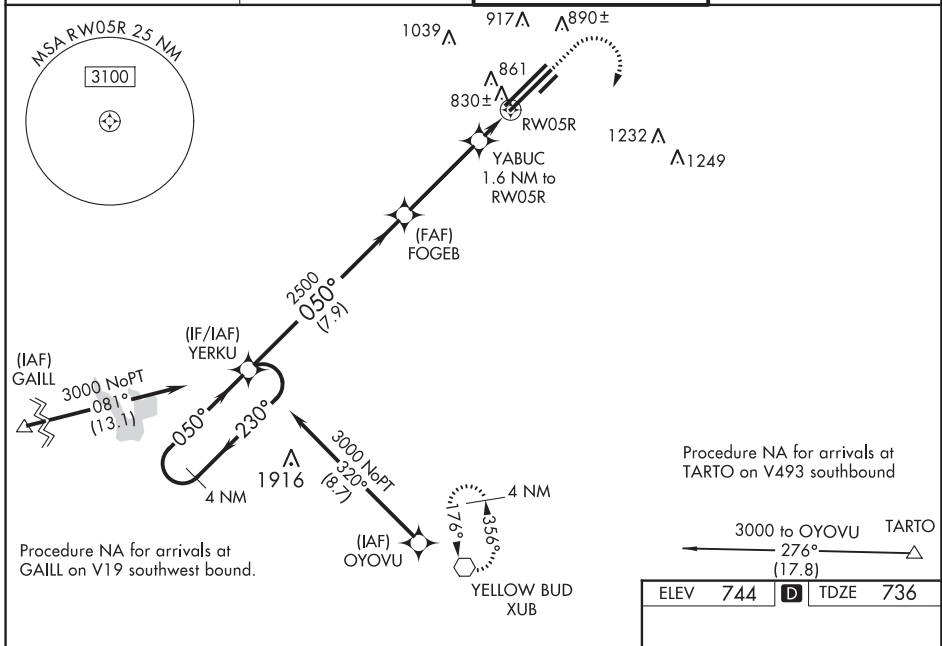
**⚠** Baro-VNAV NA when using Port Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 39°C (102°F). Circling NA northwest of Rwy 5L-23R. DME/DME RNP-0.3 NA. VDP NA with Port Columbus Intl altimeter setting. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet, and all MDA 40 feet. Increase LNAV Cat C and D visibility to RVR 4000. For Inop ALSF when using Port Columbus Intl altimeter setting, increase LNAV/VNAV visibility to 1 mile all Cats.

ALSF-2



**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

AWOS-3 <b>132.75</b>	COLUMBUS APP CON <b>119.15 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>
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CATEGORY	A	B	C	D
LPV DA		936/24	200 (200-1/2)	
LNAV/VNAV DA		1012/24	276 (300-1/2)	
LNAV MDA	1120/24	384 (400-1/2)	1120/35	384 (400-3/4)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1 1/2 456 (500-1 1/2)	1300-2 556 (600-2)

COLUMBUS, OHIO  
Amdt 1A 02APR15

39°49'N-82°56'W

# RICKENBACKER INTL (LCK)

## RNAV (GPS) RWY 5R

EC-2, 10 NOV 2016 to 05 JAN 2017


EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>62811</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Idg <b>12102</b> TDZE <b>739</b> Apt Elev <b>744</b>
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# RNAV (GPS) RWY 23L

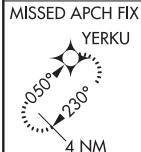
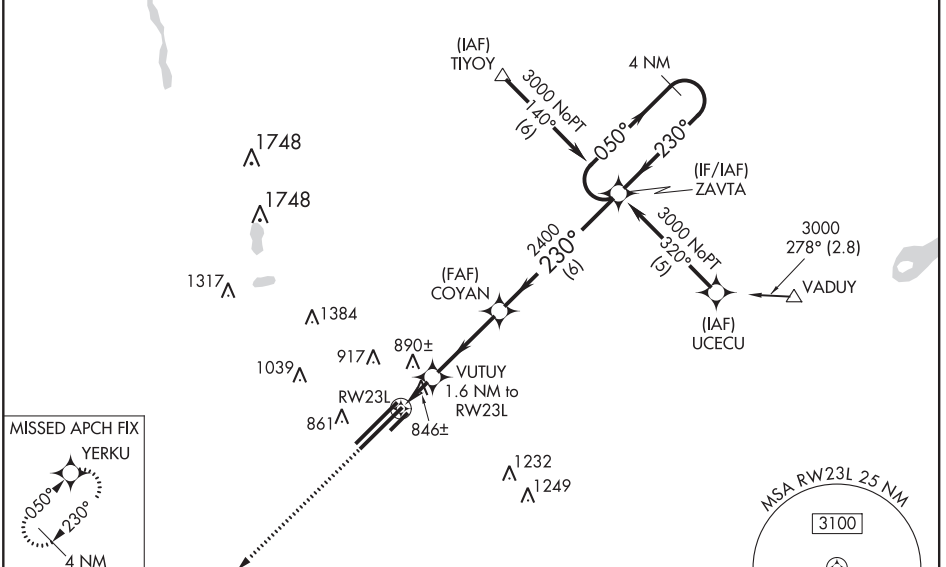
RICKENBACKER INTL (LCK)

**A** Circling NA NW of Rwy 5L-23R. Baro-VNAV NA when using Port Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet and LNAV/VNAV all Cats visibility to RVR 5000, increase all MDA 40 feet.

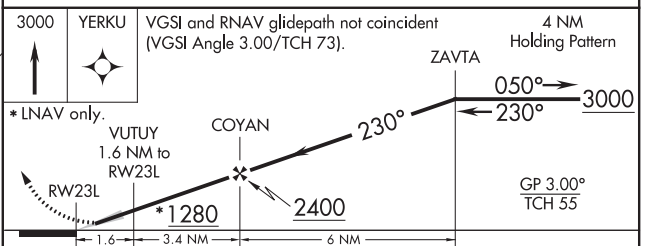
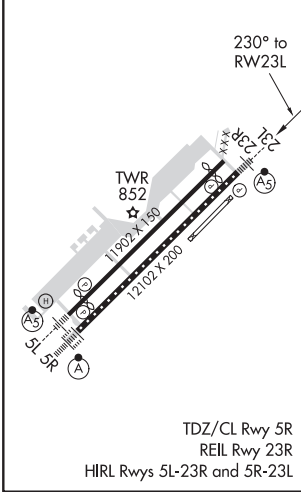
MALSR 

MISSED APPROACH:  
Climb to 3000 direct YERKU and hold.

AWOS-3 <b>132.75</b>	COLUMBUS APP CON <b>119.15 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>
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ELEV <b>744</b>	<b>D</b>	TDZE <b>739</b>
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CATEGORY	A	B	C	D
LPV DA		939/24	200 (200-½)	
LNAV/VNAV DA		1121/40	382 (400-¾)	
LNAV MDA	1180/24	441 (500-½)	1180/40 441 (500-¾)	1180/50 441 (500-1)
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>78421</b> <b>W23B</b>	APP CRS <b>230°</b>	Rwy Idg <b>10913</b> TDZE <b>743</b> Apt Elev <b>744</b>
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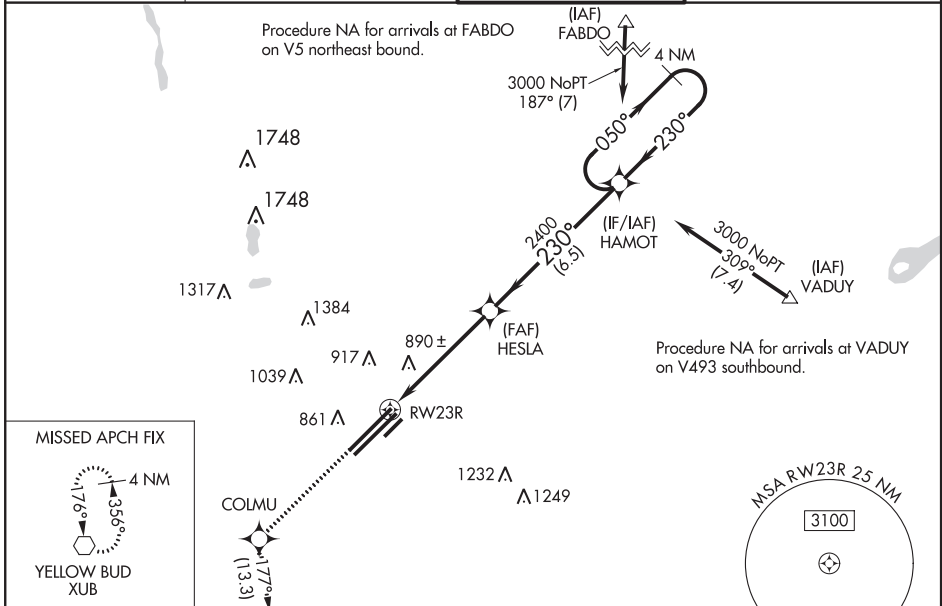
# RNAV (GPS) RWY 23R

RICKENBACKER INTL (LCK)

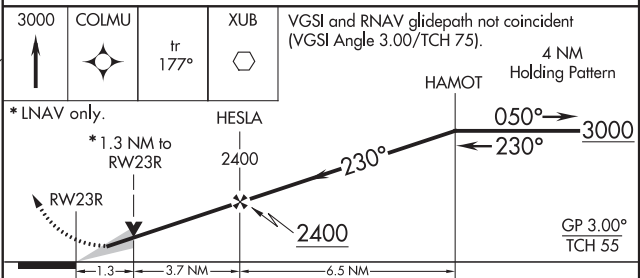
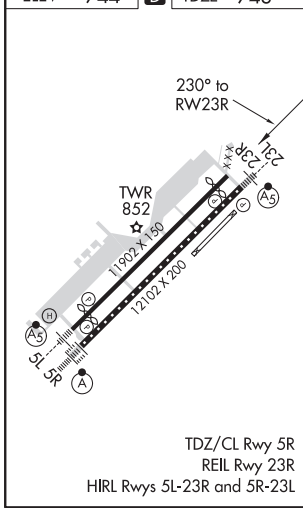
**▲** Baro-VNAV NA when using Port Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). Circling NA northwest of Rwy 5L-23R. DME/DME RNP-0.3 NA. VDP NA with Port Columbus Intl altimeter setting. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet. Increase LNAV/VNAV visibility 1/8 mile all Cats.

**MISSED APPROACH:** Climb to 3000 direct COLMU and on track 177° to XUB VOR and hold.

AWOS-3 <b>132.75</b>	COLUMBUS APP CON <b>119.15 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>
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ELEV <b>744</b>	<b>D</b>	TDZE <b>743</b>
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CATEGORY	A	B	C	D
LPV DA		943-3/4	200 (200-3/4)	
LNAV/VNAV DA		993-3/4	250 (300-3/4)	
LNAV MDA	1220-1	477 (500-1)	1220-1 3/8	477 (500-1 3/8)
CIRCLING	1220-1	476 (500-1)	1220-1 1/2	1300-2
			476 (500-1 1/2)	556 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOM DD <b>253</b>	APP CRS <b>053°</b>	Rwy Idg <b>12102</b> TDZE <b>736</b> Apt Elev <b>744</b>
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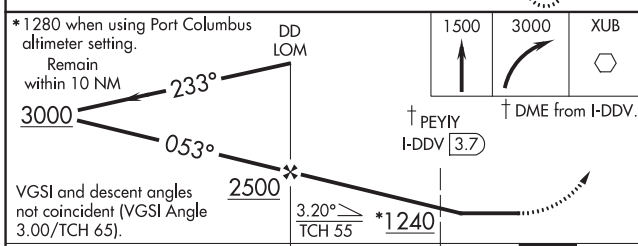
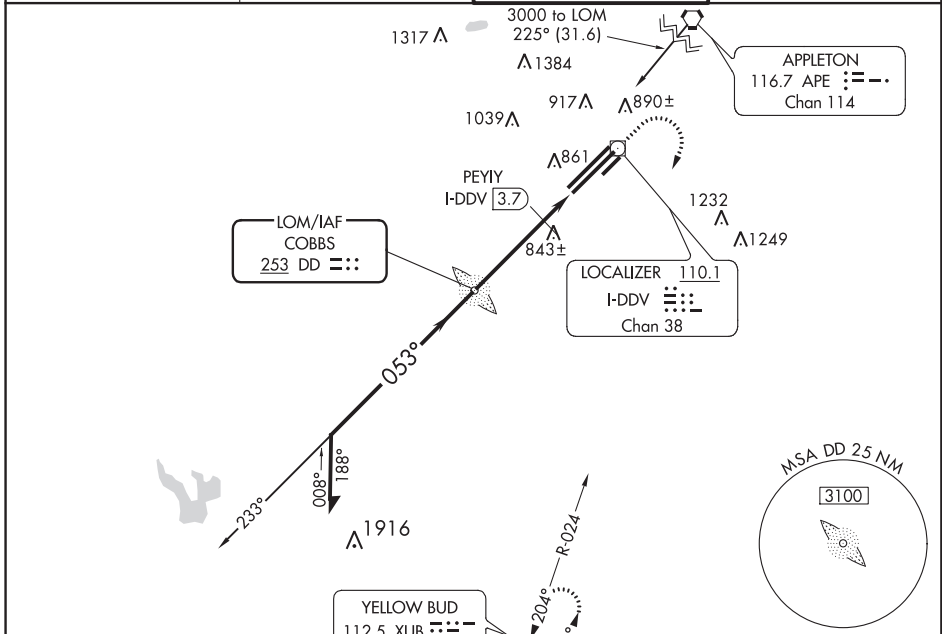
# NDB RWY 5R

RICKENBACKER INTL (LCK)

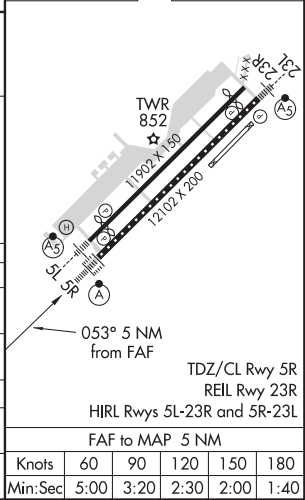
**NA** Inoperative table does not apply. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet, increase S-5R Cat C/D visibility to RVR 6000 and PEYIY Fix minimums S-5R Cat C/D visibility to RVR 5000. Circling NA northwest of Rwy 5L-23R.

ALSF-2 MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

AWOS-3 <b>132.75</b>	COLUMBUS APP CON <b>119.15 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>
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ELEV	744	TDZE	736
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CATEGORY	A	B	C	D
S-5R	1240/40 504 (500-¾)		1240/55 504 (500-1¼)	
CIRCLING	1240-1 496 (500-1)		1240-1½ 496 (500-1½)	1300-2 556 (600-2)
*PEYIY FIX MINIMUMS				
S-5R	1160/40 424 (500-¾)			
CIRCLING	1180-1 436 (500-1)	1200-1 456 (500-1)	1200-1½ 456 (500-1½)	1300-2 556 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOM LC <b>376</b>	APP CRS <b>233°</b>	Rwy Idg <b>12102</b> TDZE <b>740</b> Apt Elev <b>744</b>
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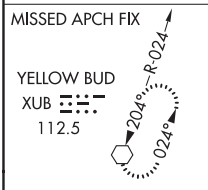
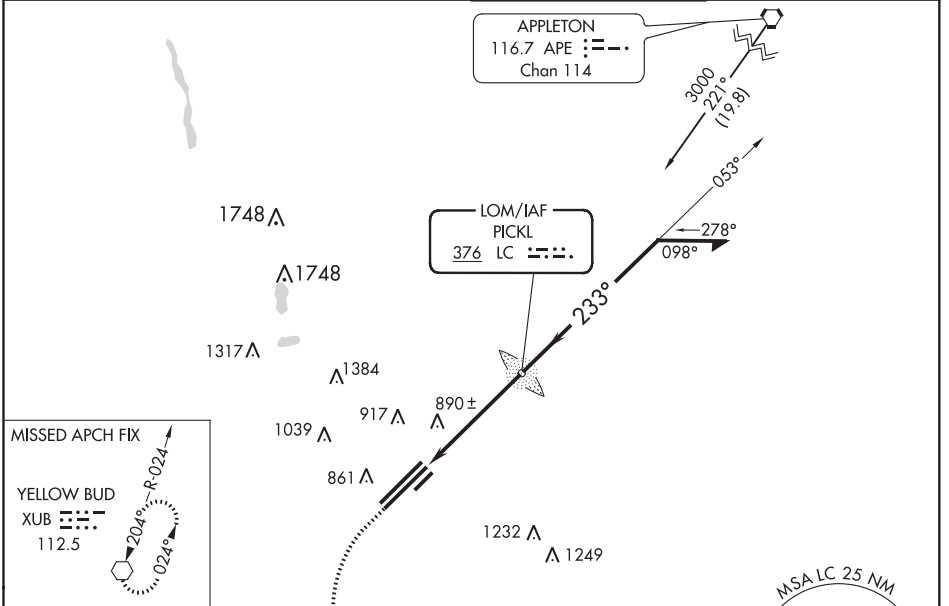
# NDB RWY 23L

RICKENBACKER INTL (LCK)

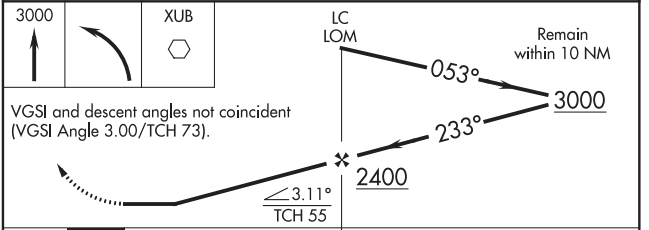
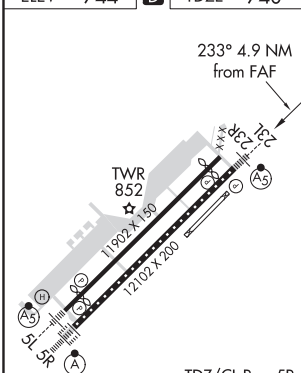
**NA** Circling NA northwest of Rwy 5L-23R. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 40 feet, and increase S-23L Cat C/D visibility to 1 $\frac{3}{4}$ . For inoperative MALSR, increase S-23L Cat D visibility to 1 $\frac{1}{2}$  mile. When using Port Columbus altimeter setting, increase S-23L Cat C/D visibility to 1 $\frac{1}{4}$  mile.

**MALSR** MISSED APPROACH: Climb to 3000 then left turn direct XUB VOR and hold.

AWOS-3 <b>132.75</b>	COLUMBUS APP CON <b>119.15 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>
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ELEV <b>744</b>	<b>D</b>	TDZE <b>740</b>
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	A	B	C	D
S-23L	1280/40 540 (600- $\frac{3}{4}$ )		1280/60 540 (600-1 $\frac{1}{4}$ )	
CIRCLING	1280-1 536 (600-1)		1280-1 $\frac{5}{8}$ 536 (600-1 $\frac{5}{8}$ )	1300-2 556 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-6846 (FAA)

RICKENBACKER INTL (LCK)  
COLUMBUS, OHIO

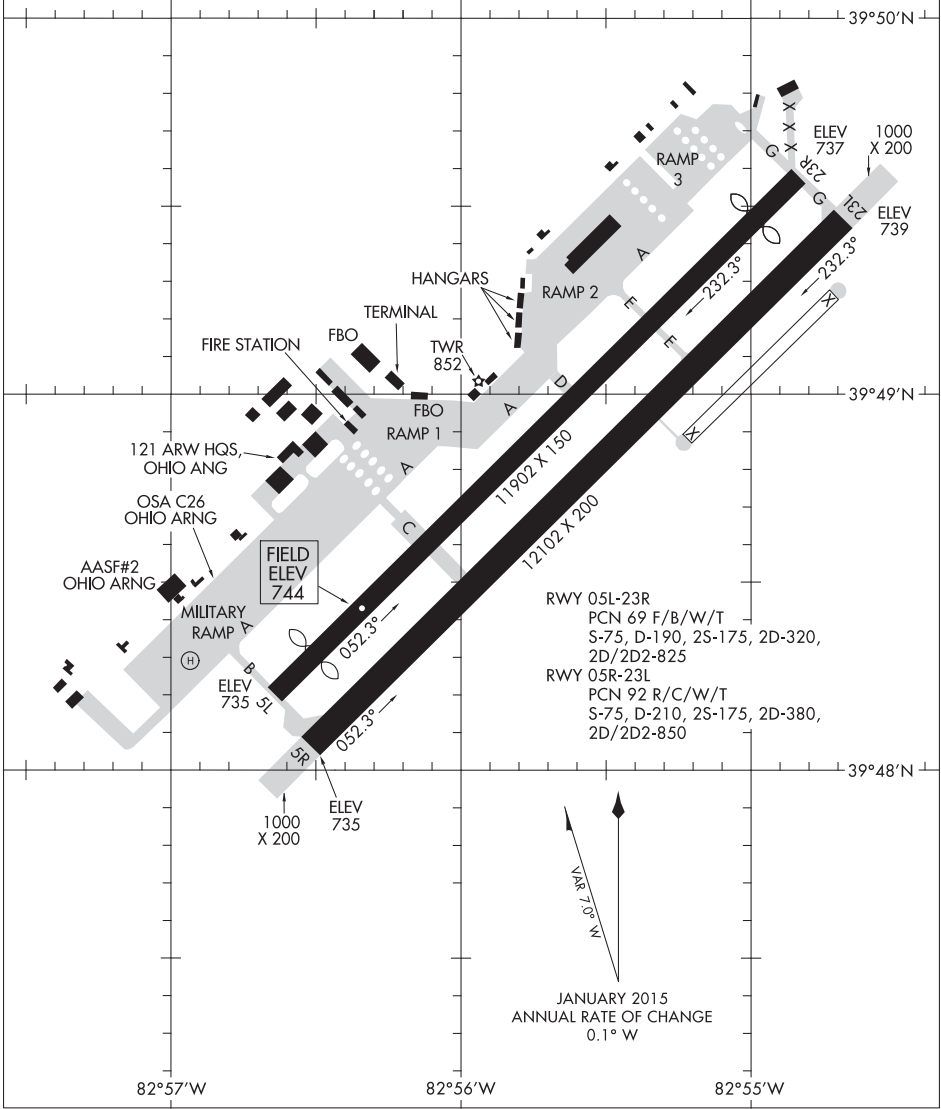
AWOS-3  
132.75  
RICK TOWER  
120.05 348.4  
GND CON  
125.275 275.8

D

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

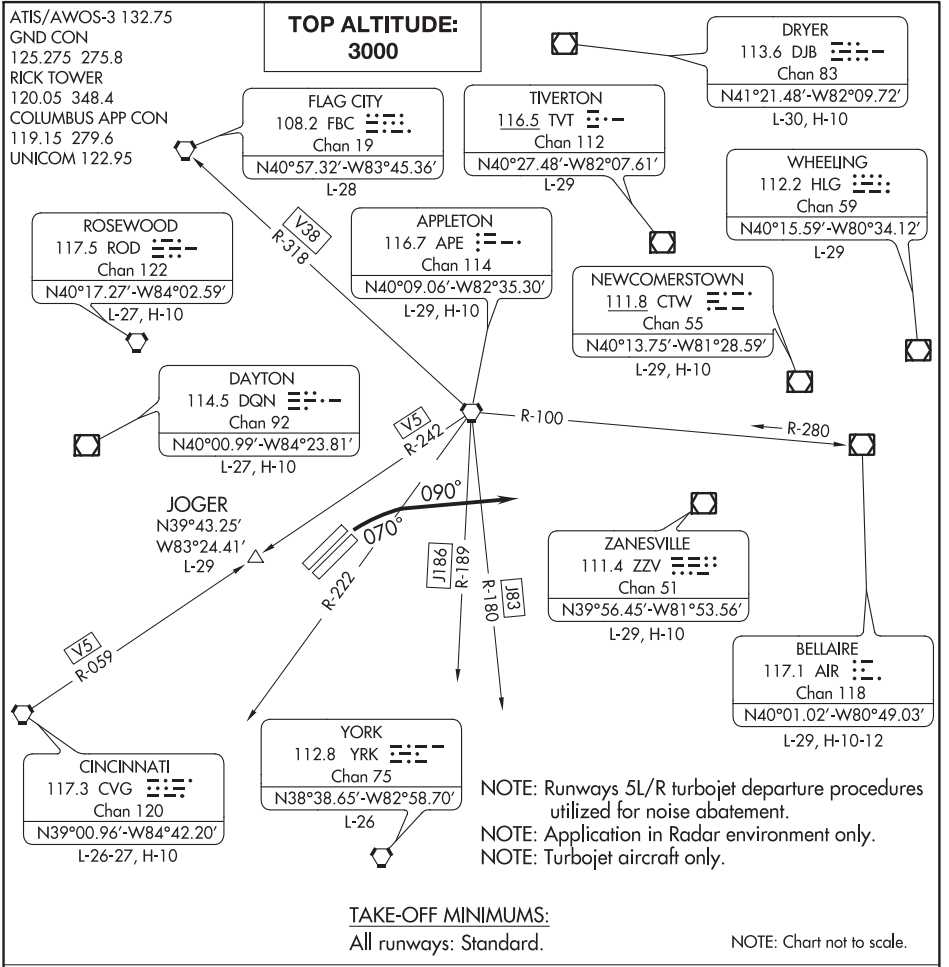


# AIRPORT DIAGRAM

COLUMBUS, OHIO  
RICKENBACKER INTL (LCK)

# LOCKBOURNE FOUR DEPARTURE

COLUMBUS, OHIO



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 5L or 5R: Climbing right turn to 3000 via heading 070° until crossing APE R-222, then right turn heading 090°. Expect vectors to assigned route and clearance to filed altitude 10 minutes after departure.

LOC I-SQK <b>108.35</b>	APP CRS <b>185°</b>	Rwy Ldg <b>6503</b> TDZE <b>866</b> Apt Elev <b>866</b>
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**ILS or LOC RWY 18**  
METTEL FIELD (CEV)

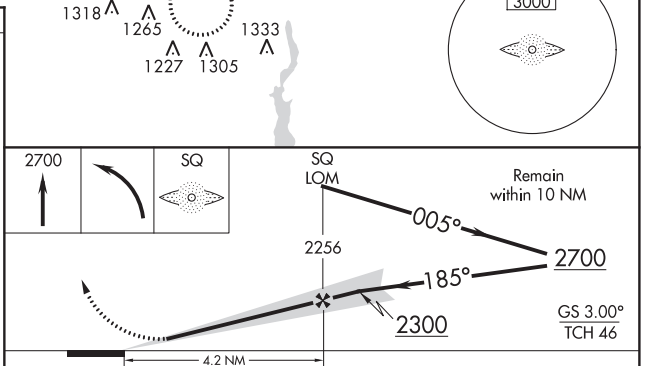
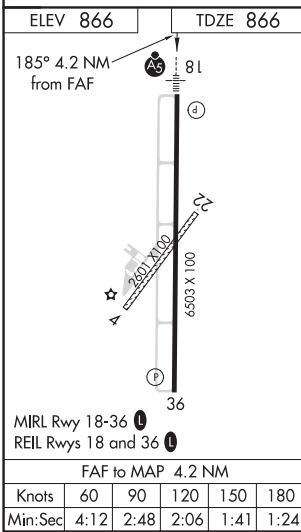
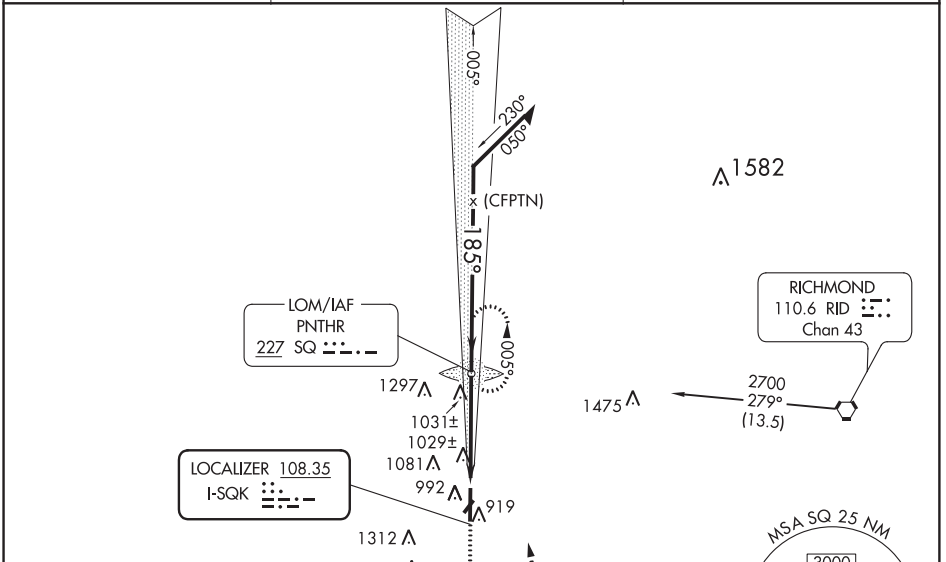
**NA** For inoperative MALSR, increase S-LOC 18 Cats C/D visibility to 1 1/8 mile. ADF required. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase S-ILS 18 DA to 1237 feet and visibility all Cats to 3/4 mile, increase all MDA 140 feet and LOC Cats C/D visibility to 1 1/8 mile, and Circling Cat C visibility to 2 miles and Cat D to 3 miles. When using James M Cox Dayton Intl altimeter setting: for inoperative MALSR, increase S-ILS 18 all Cats visibility to 1 1/8 mile.

**MALSR**  
MISSED APPROACH: Climb to 2700, then left turn direct SQ LOM and hold.

AWOS-3  
**118.325**

COLUMBUS APP CON  
**118.425 352.05**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-ILS 18	1116-1/2		250 (300-1/2)	
S-LOC 18	1280-1/2	414 (500-1/2)	1280-3/4	414 (500-3/4)
CIRCLING	1440-1	574 (600-1)	1440-1 1/2	1680-2 3/4
			574 (600-1 1/2)	814 (900-2 3/4)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017




WAAS CH <b>93699</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg <b>6503</b> TDZE <b>866</b> Apt Elev <b>866</b>
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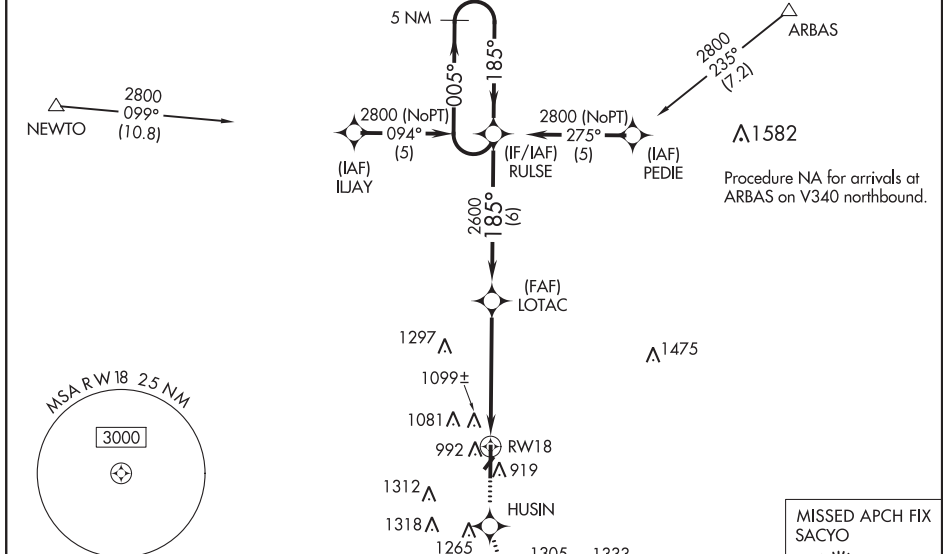
# RNAV (GPS) RWY 18

METTEL FIELD (CEV)

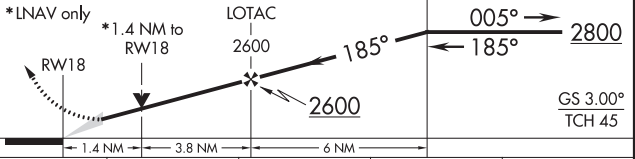
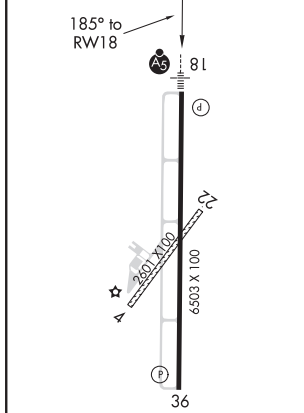
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when **⚠** NA using James M. Cox Dayton Intl, OH altimeter setting. When local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase LPV DA to 1237 feet and visibility all Cats to ¾ mile, LNAV/VNAV DA to 1547 feet and visibility to 1 7/8 mile, increase all MDA 140 feet and LNAV Cat C/D visibility to 1 3/8 mile, increase Circling Cat C visibility to 2 miles and Cat D visibility to 3 miles.

**MALSRL**  
  
**MISSED APPROACH:**  
Climb to 2600 direct HUSIN and on track 168° to SACYO and hold.

AWOS-3 <b>118.325</b>	COLUMBUS APP CON <b>118.425 352.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>866</b>	TDZE <b>866</b>
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CATEGORY	A	B	C	D
LPV DA		1116-1/2	250 (300-1/2)	
LNAV/VNAV DA		1426-1 1/2	560 (600-1 1/2)	
LNAV MDA	1360-1/2	494 (500-1/2)	1360-1	494 (500-1)
CIRCLING		1440-2	574 (600-2)	1680-2 3/4 814 (900-2 3/4)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>93929</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Idg TDZE Apt Elev	<b>6503</b> <b>862</b> <b>866</b>
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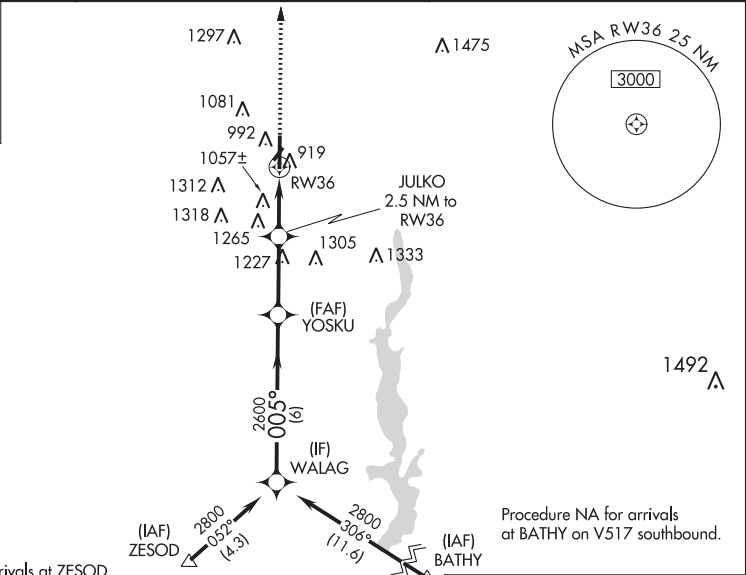
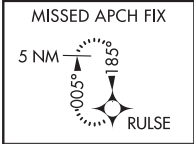
# RNAV (GPS) RWY 36

METTEL FIELD (CEV)

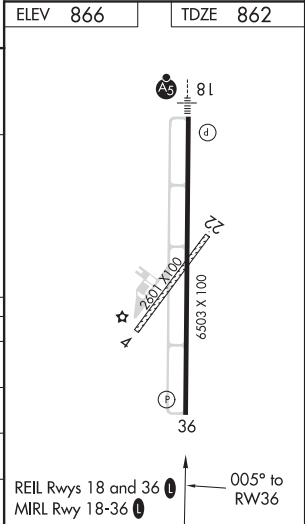
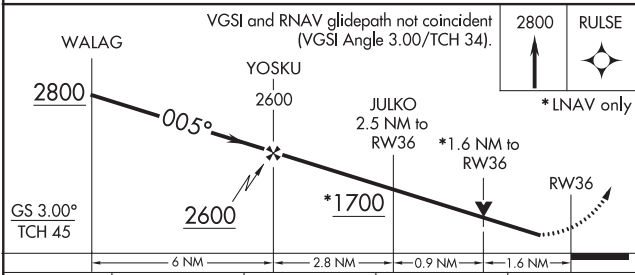
**NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. VDP and Baro VNAV NA when using James M Cox Dayton Intl altimeter setting. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase LPV DA to 1253 feet and visibility all Cats to 1 1/4 mile, LNAV/VNAV DA to 1472 feet and visibility all Cats 2 1/4 miles, increase all MDA 140 feet and LNAV Cats C/D visibility to 1 1/8 mile, increase Circling Cat C visibility to 2 miles and Cat D visibility to 3 miles.

MISSED APPROACH: Climb to 2800 direct RULSE and hold.

AWOS-3 <b>118.325</b>	COLUMBUS APP CON <b>118.425 352.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV	866	TDZE	862
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CATEGORY	A	B	C	D
LPV DA	1132-1		270 (300-1)	
LNAV/VNAV DA	1351-1 5/8		489 (500-1 1/2)	
LNAV MDA	1400-1	538 (600-1)	1400-1 1/2	538 (600-1 1/2)
CIRCLING	1440-1	574 (600-1)	1440-1 1/2	1680-2 3/4
			574 (600-1 1/2)	814 (900-2 3/4)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

CONNERSVILLE, INDIANA

AL-5371 (FAA)

15064

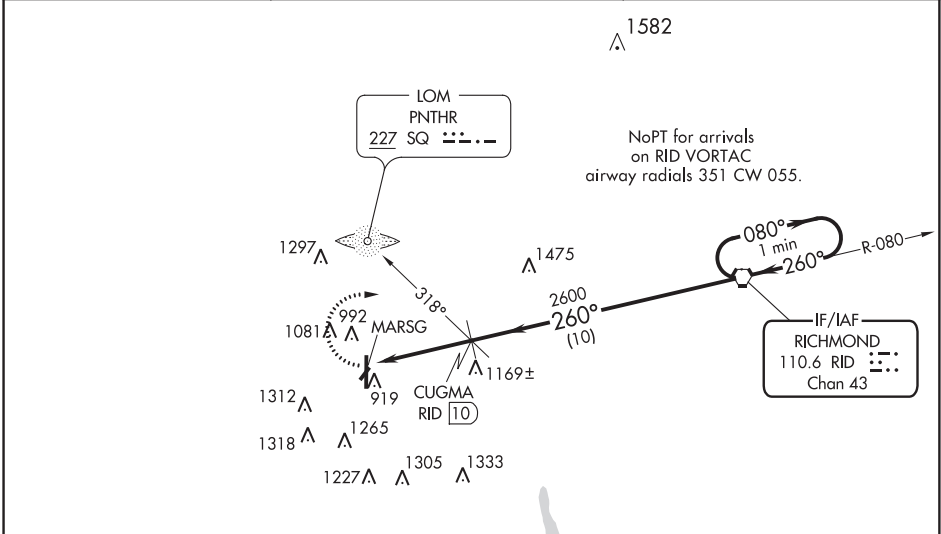
VORTAC RID <b>110.6</b> Chan <b>43</b>	APP CRS <b>260°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>867</b>
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**VOR-A**  
METTEL FIELD (CEV)

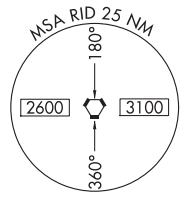
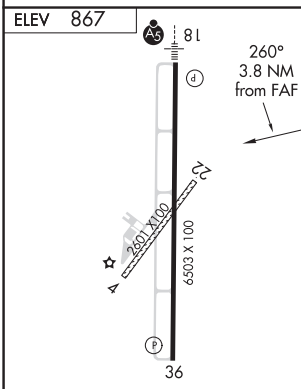
**NA** If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all MDAs 140 feet.

**MISSED APPROACH:** Climbing right turn to 2700 direct RID VORTAC and hold.

AWOS-3 <b>118.325</b>	COLUMBUS APP CON <b>118.425 352.05</b>	UNICOM <b>122.8 (CTAF)</b>
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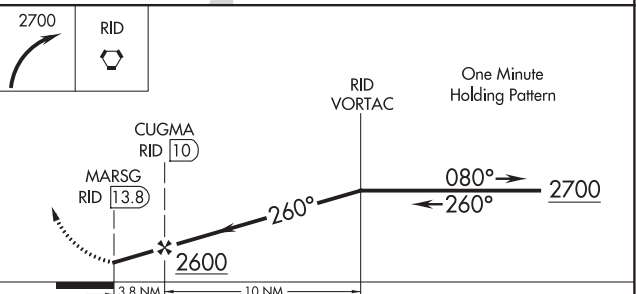


**ADF or DME REQUIRED**



MIRL Rwy 18-36  
REIL Rws 18 and 36

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
CIRCLING	1420-1	553 (600-1)	1440-1 1/2 573 (600-1 1/2)	1680-2 3/4 813 (900-2 3/4)

CONNERSVILLE, INDIANA  
Amdt 1A 18JAN07

39°42'N-85°08'W

METTEL FIELD (CEV)  
**VOR-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>42838</b> <b>W22A</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>979</b> <b>979</b>
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# RNAV (GPS) RWY 22

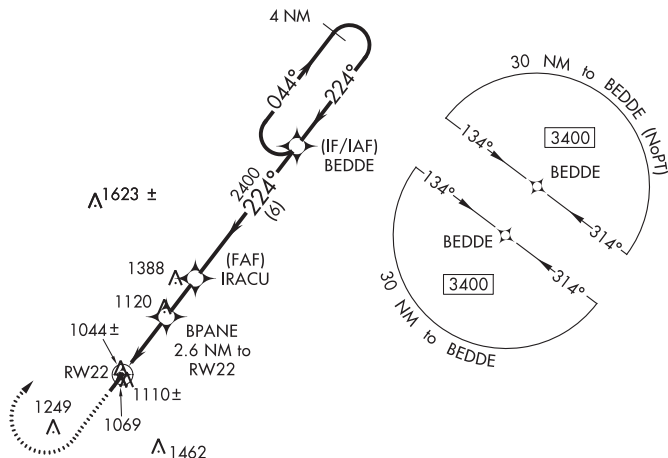
RICHARD DOWNING (I40)

**▽** DME/DME RNP-0.3 NA. VDP NA when using Zanesville altimeter setting. When local altimeter setting not received, use Zanesville altimeter setting and increase all MDA 80 feet, increase LP and LNAV Cat C/D visibility ¼ mile, and Circling Cat C/D visibility ½ mile.

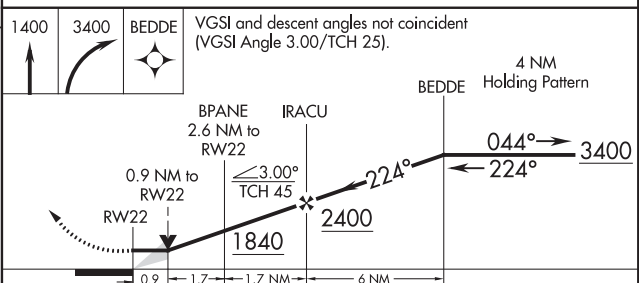
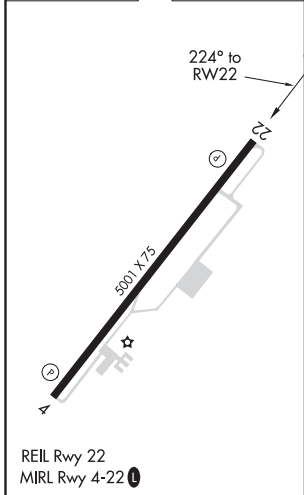
**△ NA** MISSED APPROACH: Climb to 1400 then climbing right turn to 3400 direct BEDDE and hold.

AWOS-3 <b>118.875</b>	INDIANAPOLIS CENTER <b>124.45 370.9</b>	GCO <b>121.725</b>	UNICOM <b>123.0</b> (CTAF)	<b>122.9</b> <b>0</b>
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**A** 1880



ELEV 979	TDZE 979
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CATEGORY	A	B	C	D
LP MDA	1300-1 321 (400-1)			
LNAV MDA	1360-1	381 (400-1)	1360-1½	381 (400-1½)
<b>C</b> CIRCLING	1440-1 461 (500-1)	1500-1 521 (600-1)	1780-2¼ 801 (900-2¼)	1780-2½ 801 (900-2½)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

COSHOCTON, OHIO

AL-5804 (FAA)

16119

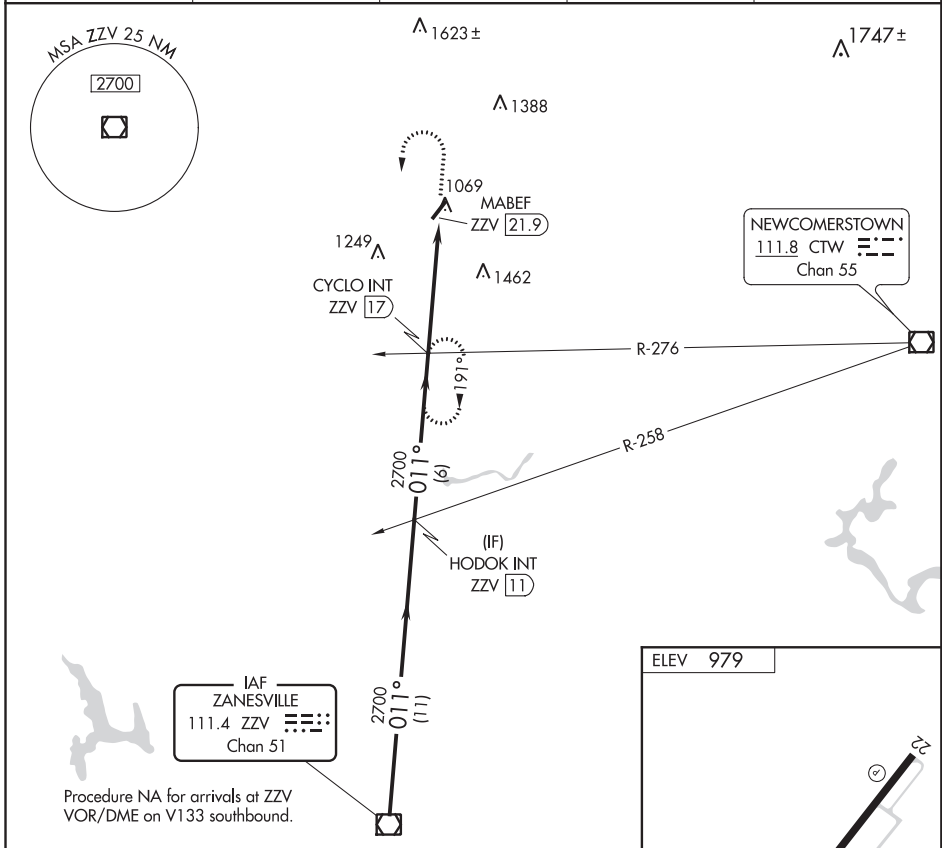
VOR/DME ZZV <b>111.4</b> Chan <b>51</b>	APP CRS <b>011°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>979</b>
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**VOR-A**  
RICHARD DOWNING (I40)

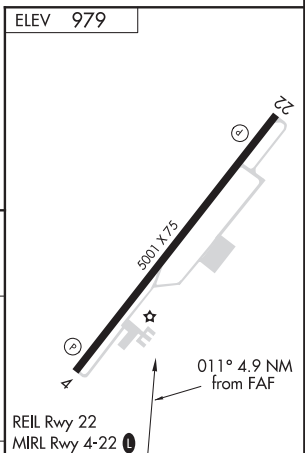
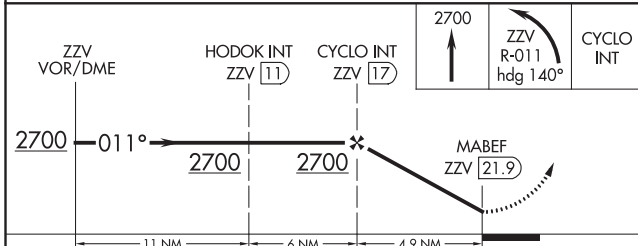
**NA** When local altimeter setting not received, use Zanesville altimeter setting and increase all MDA 80 feet, and increase Circling Cat C/D visibility ½ mile.

MISSED APPROACH: Climb to 2700 then left turn on heading 140° and on ZZV VOR/DME R-011 to CYCLO INT/ZZV 17 DME and hold.

AWOS-3 <b>118.875</b>	INDIANAPOLIS CENTER <b>124.45 370.9</b>	GCO <b>121.725</b>	UNICOM <b>123.0</b> (CTAF)	<b>122.9</b> <b>0</b>
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Procedure NA for arrivals at ZZV VOR/DME on V133 southbound.



CATEGORY	FAF to MAP 4.9 NM					
	A	B	C	D		
<b>C</b> CIRCLING	1720-1	741 (800-1)	1780-2¼ 801 (900-2¼)	1780-2½ 801 (900-2½)		
	Knots	60	90	120	150	180
	Min:Sec	4:54	3:16	2:27	1:58	1:38

COSHOCTON, OHIO  
Amdt 10 28APR16

40°19'N-81°51'W

RICHARD DOWNING (I40)  
**VOR-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>82739</b> <b>W04A</b>	APP CRS <b>047°</b>	Rwy Idg TDZE <b>797</b> Apt Elev <b>800</b>	<b>5505</b>
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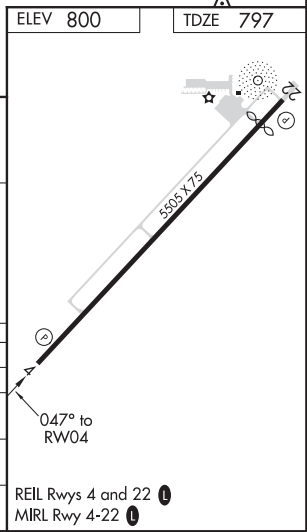
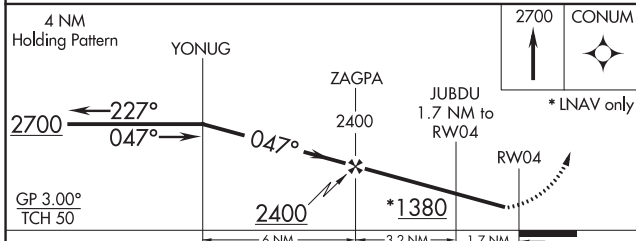
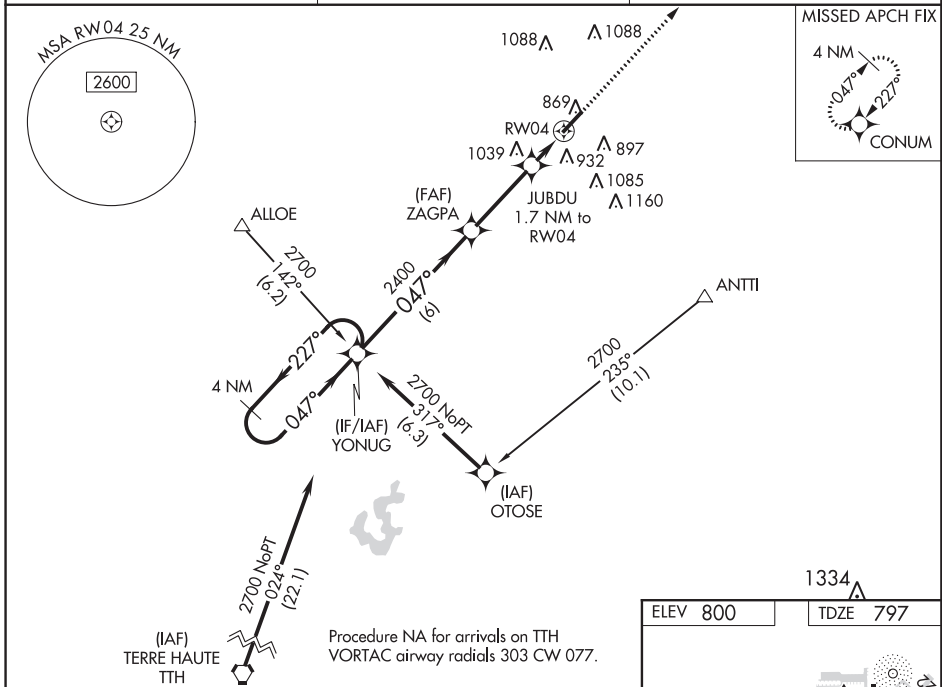
# RNAV (GPS) RWY 4

CRAWFORDSVILLE MUNI (CFJ)

**▽** Baro-VNAV NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenville altimeter setting; increase LPV DA to 1128 feet and all visibilities ¼ SM, LNAV/VNAV DA to 1118 feet and all visibilities ¼ SM; increase all MDA 60 feet and Circling Cats C and D visibilities ¼ SM. Rwy 4 helicopter visibility reduction below ¼ SM NA.

**▲** MISSED APPROACH: Climb to 2700 direct CONUM and hold.

AWOS-3PT <b>125.65</b>	INDIANAPOLIS APP CON <b>119.05 317.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		1076-7/8	279 (300-7/8)	
LNAV/VNAV DA		1066-7/8	269 (300-7/8)	
LNAV MDA	1240-1	443 (500-1)	1240-1 3/4 443 (500-1 3/4)	1240-1 3/8 443 (500-1 3/8)
<b>C</b> CIRCLING	1240-1 440 (500-1)	1260-1 460 (500-1)	1440-1 3/8 640 (700-1 3/8)	1520-2 1/4 720 (800-2 1/4)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>60941</b> <b>W22A</b>	APP CRS <b>227°</b>	Rwy Idg TDZE Apt Elev	<b>5003</b> <b>799</b> <b>800</b>
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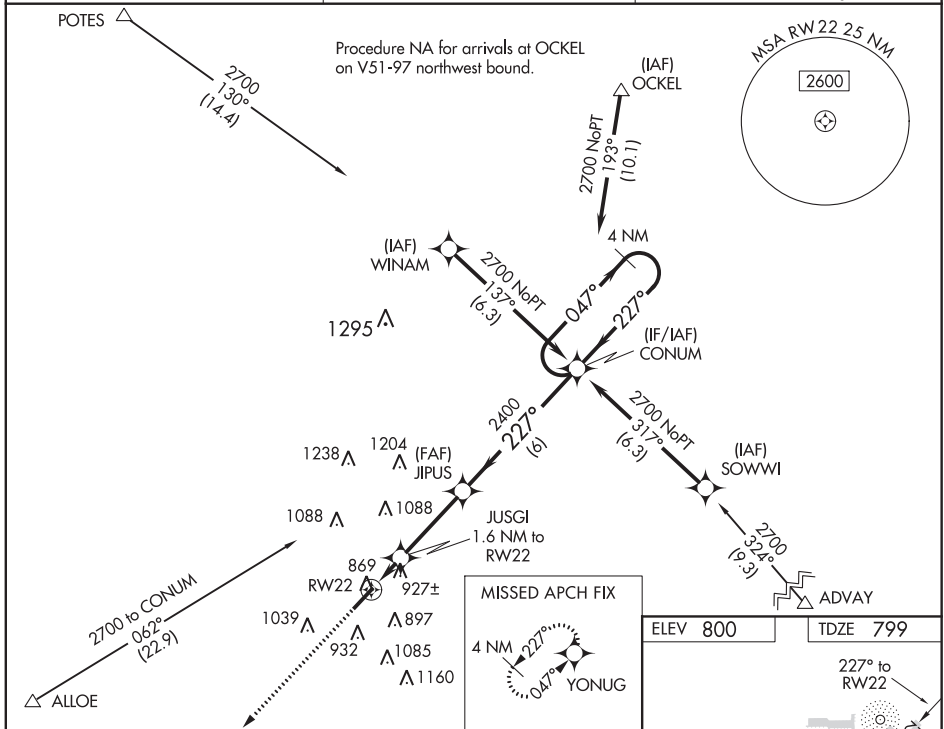
# RNAV (GPS) RWY 22

CRAWFORDSVILLE MUNI (CFJ)

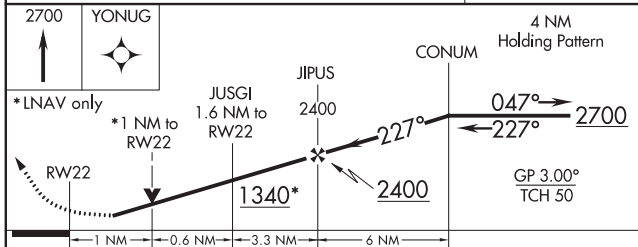
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Greencastle altimeter setting. DME/DME RMP-0.3 NA. When local altimeter setting not received, use Greencastle altimeter setting: increase LPV DA to 1104 feet and all visibilities ¼ SM, LNAV/VNAV DA to 1115 feet and all visibilities ½ SM; increase all MDA 60 feet and Cats C and D visibilities ¼ SM. Rwy 22 helicopter visibility reduction below ¾ SM NA.

▲ MISSED APPROACH:  
Climb to 2700 direct YONUG and hold.

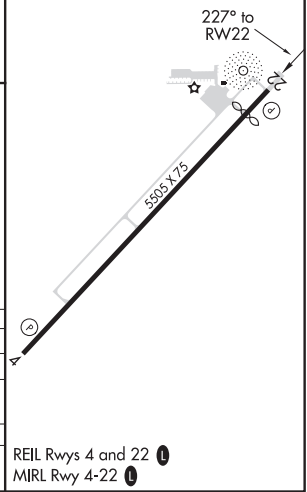
AWOS-3PT <b>125.65</b>	INDIANAPOLIS APP CON <b>119.05 317.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 800	TDZE 799
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CATEGORY	A	B	C	D
LPV DA		1052-¾	253 (300-¾)	
LNAV/VNAV DA		1063-7/8	264 (300-7/8)	
LNAV MDA	1180-1	381 (400-1)	1180-1½	381 (400-1½)
☐ CIRCLING	1240-1 440 (500-1)	1260-1 460 (500-1)	1440-1¾ 640 (700-1¾)	1520-2¼ 720 (800-2¼)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# NDB RWY 4

CRAWFORDSVILLE MUNI (CFJ)

NDB CFJ	APP CRS	Rwy Idg	<b>5505</b>
<b>388</b>	<b>044°</b>	TDZE	<b>797</b>
		Apt Elev	<b>800</b>

**▽** When local altimeter setting not received, use Greencastle altimeter setting: increase all MDA 60 feet and visibility Cats C and D ¼ SM. Rwy 4 helicopter visibility reduction below ¾ SM NA.

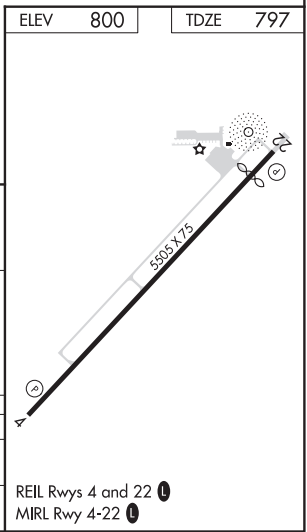
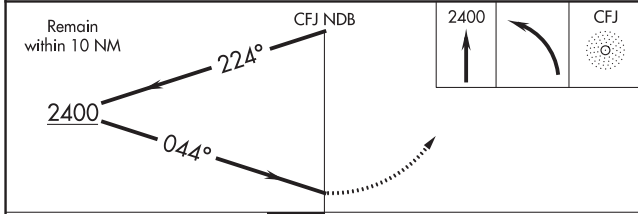
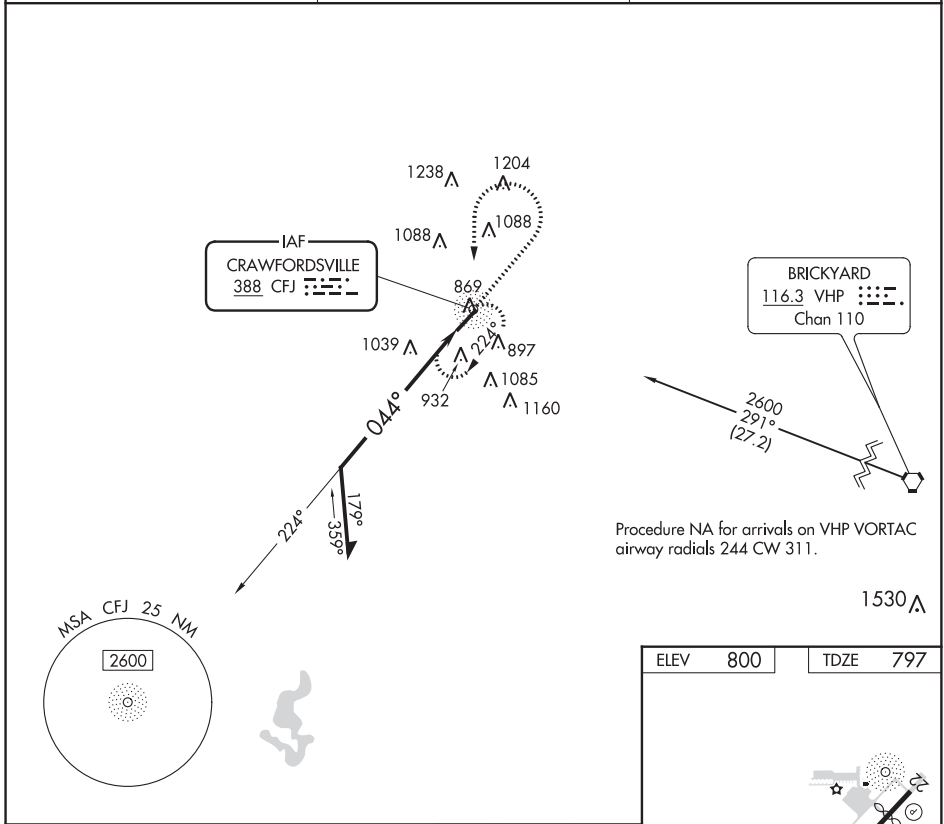
**△** NA

**MISSED APPROACH:** Climb to 2400 then left turn direct CFJ NDB and hold.

AWOS-3PT  
**125.65**

INDIANAPOLIS APP CON  
**119.05 317.8**

UNICOM  
**122.8 (CTAF) 1**



CATEGORY	A	B	C	D
S-04	1420-1	623 (700-1)	1420-1¾	623 (700-1¾)
<b>C</b> CIRCLING	1420-1	620 (700-1)	1440-1¾ 640 (700-1¾)	1520-2¼ 720 (800-2¼)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



DAYTON, OHIO

AL-5042 (FAA)

15120

WAAS CH <b>45801</b> <b>W02A</b>	APP CRS <b>026°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>949</b> <b>957</b>
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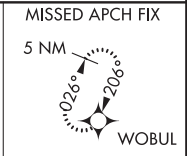
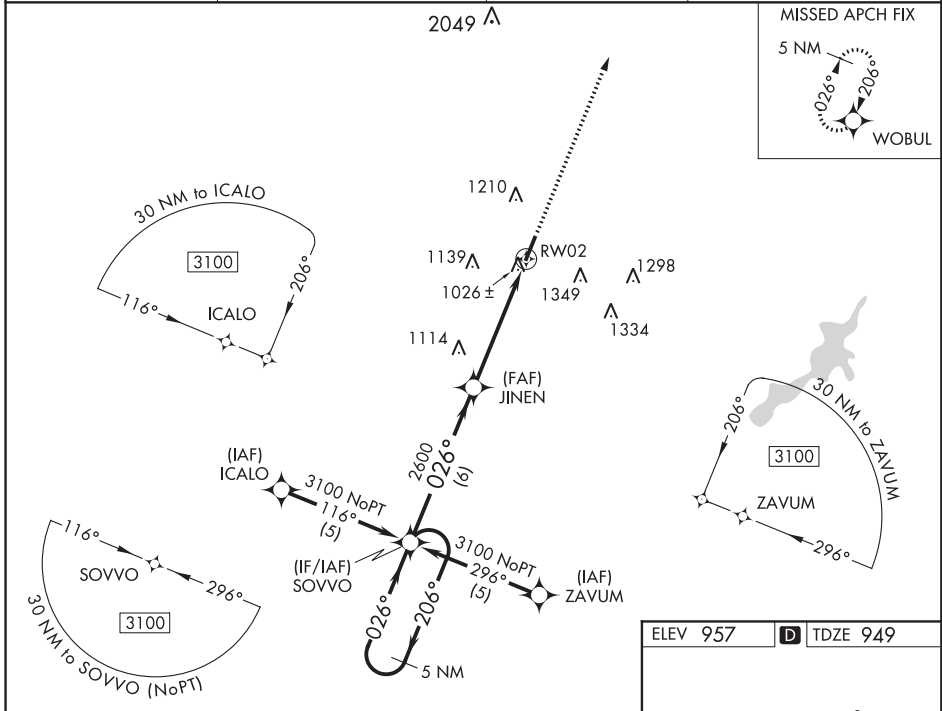
# RNAV (GPS) RWY 2

DAYTON-WRIGHT BROTHERS (MGY)

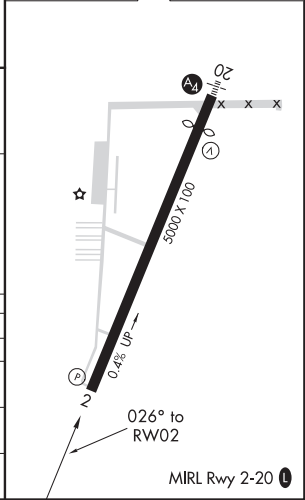
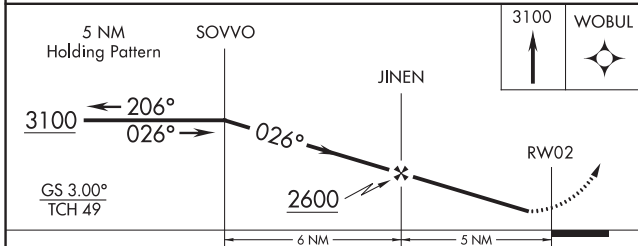
**Baro-VNAV NA** when using James M Cox Dayton Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction for helicopters NA. If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DAs/MDAs 60 feet.

**MISSED APPROACH:** Climb to 3100 direct WOBUL and hold.

ASOS <b>118.375</b>	COLUMBUS APP CON <b>118.85 269.275</b>	CLNC DEL <b>119.4</b>	UNICOM <b>122.8</b> (CTAF) <b>U</b>
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ELEV 957	<b>D</b> TDZE 949
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CATEGORY	A	B	C	D
LPV DA		1214-1	265 (300-1)	
LNAV/VNAV DA		1299-1¼	350 (400-1¼)	
LNAV MDA	1420-1	471 (500-1)	1420-1¼ 471 (500-1¼)	1420-1½ 471 (500-1½)
CIRCLING	1480-1¼	523 (600-1¼)	1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)

DAYTON, OHIO  
Orig 28SEP06

39°35'N-84°13'W

# DAYTON-WRIGHT BROTHERS (MGY) RNAV (GPS) RWY 2

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

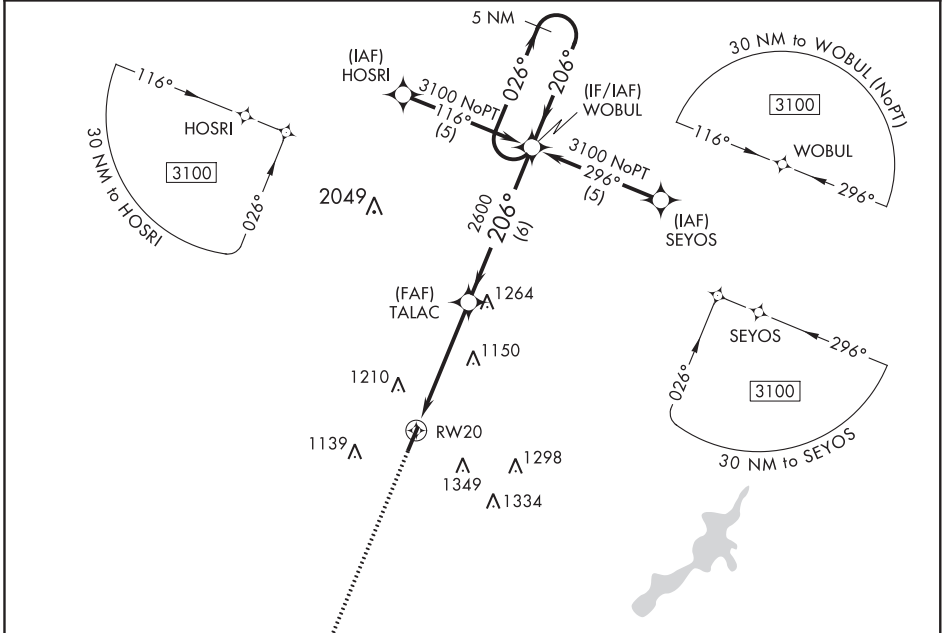
WAAS CH <b>93601</b> <b>W20A</b>	APP CRS <b>206°</b>	Rwy Idg <b>4410</b> TDZE <b>955</b> Apt Elev <b>957</b>
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# RNAV (GPS) RWY 20

DAYTON-WRIGHT BROTHERS (MGY)

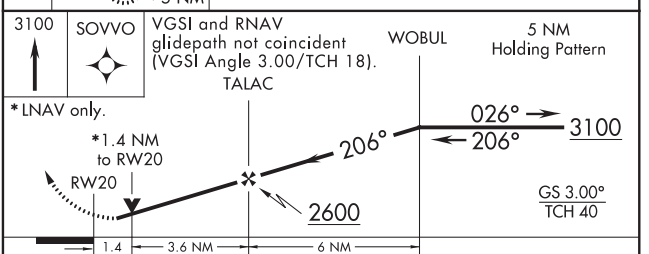
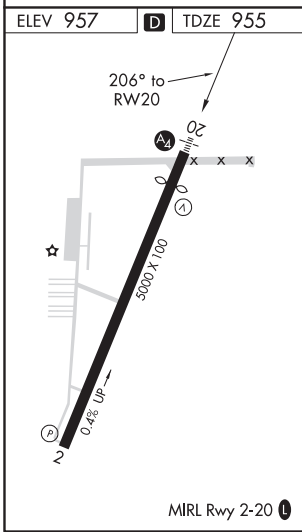
<p><b>T</b> DME/DME RNP-0.3 NA. Inoperative table does not apply. If local altimeter setting not received, use James M Cox Dayton Intl and increase all DAs/MDAs 60 feet. Visibility reduction for helicopters NA. VDP NA when using James M Cox Dayton Intl altimeter setting.</p>	<p><b>MALS</b></p>	<p><b>MISSED APPROACH:</b> Climb to 3100 direct SOVVO and hold.</p>
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ASOS <b>118.375</b>	COLUMBUS APP CON <b>118.85 269.275</b>	CLNC DEL <b>119.4</b>	UNICOM <b>122.8 (CTAF)</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1294-1 1/4 339 (400-1 1/4)			
LNAV MDA	1440-1	485 (500-1)	1440-1 1/4 485 (500-1 1/2)	1440-1 1/2 485 (500-1 1/2)
CIRCLING	1480-1 1/4	523 (600-1 1/4)	1520-1 1/2 563 (600-1 1/2)	1660-2 1/4 703 (800-2 1/4)

DAYTON, OHIO

AL-5042 (FAA)

15120

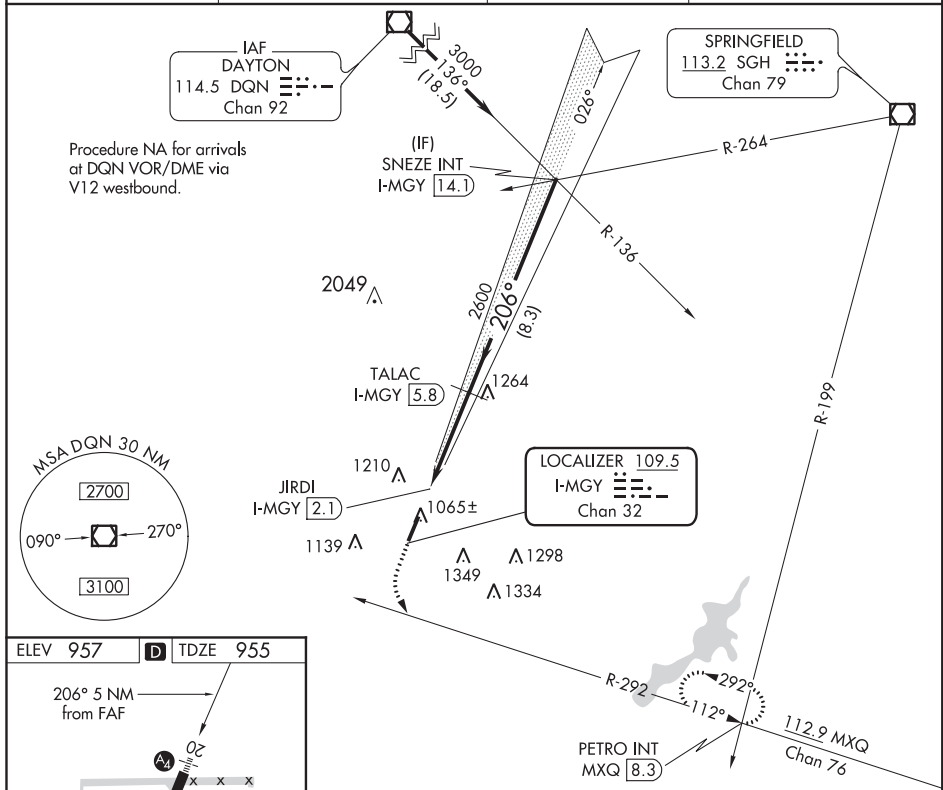
LOC/DME I-MGY <b>109.5</b> Chan <b>32</b>	APP CRS <b>206°</b>	Rwy Idg <b>4410</b> TDZE <b>955</b> Apt Elev <b>957</b>
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# LOC/DME RWY 20

DAYTON-WRIGHT BROTHERS (MGY)

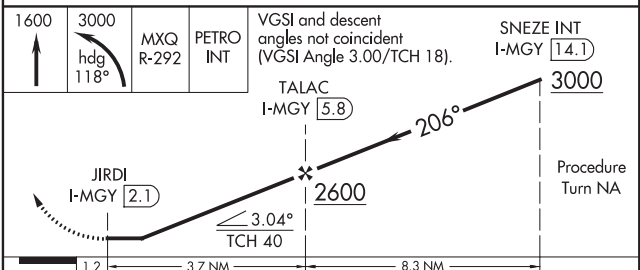
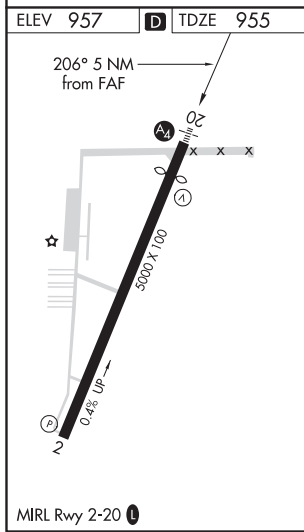
<p><b>NA</b> Inoperative table does not apply. Visibility reduction by helicopters NA. If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet.</p>	<p><b>MALSF</b> A-2</p>	<p><b>MISSED APPROACH:</b> Climb to 1600 then climbing left turn to 3000 via heading 118° and MXQ VOR/DME R-292 to PETRO INT/MXQ 8.3 DME and hold.</p>
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ASOS <b>118.375</b>	COLUMBUS APP CON <b>118.85 269.275</b>	CLNC DEL <b>119.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-20		1320-1½	365 (400-1½)	
CIRCLING	1480-1½	523 (600-1½)	1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)

DAYTON, OHIO  
Orig 28SEP06

39°35'N-84°13'W

# DAYTON-WRIGHT BROTHERS (MGY) LOC/DME RWY 20

LOM MW <b>223</b>	APP CRS <b>085°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>957</b>
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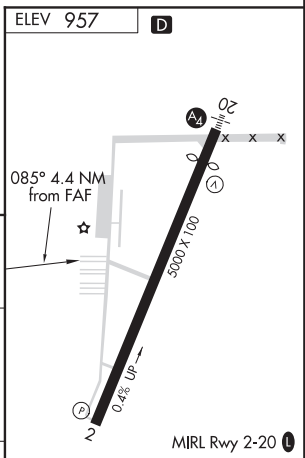
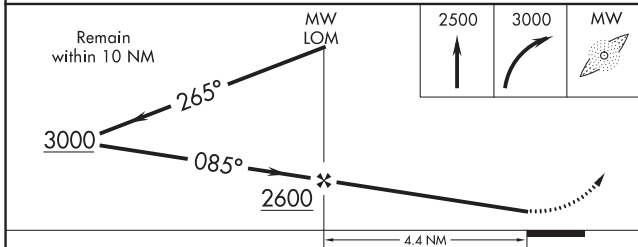
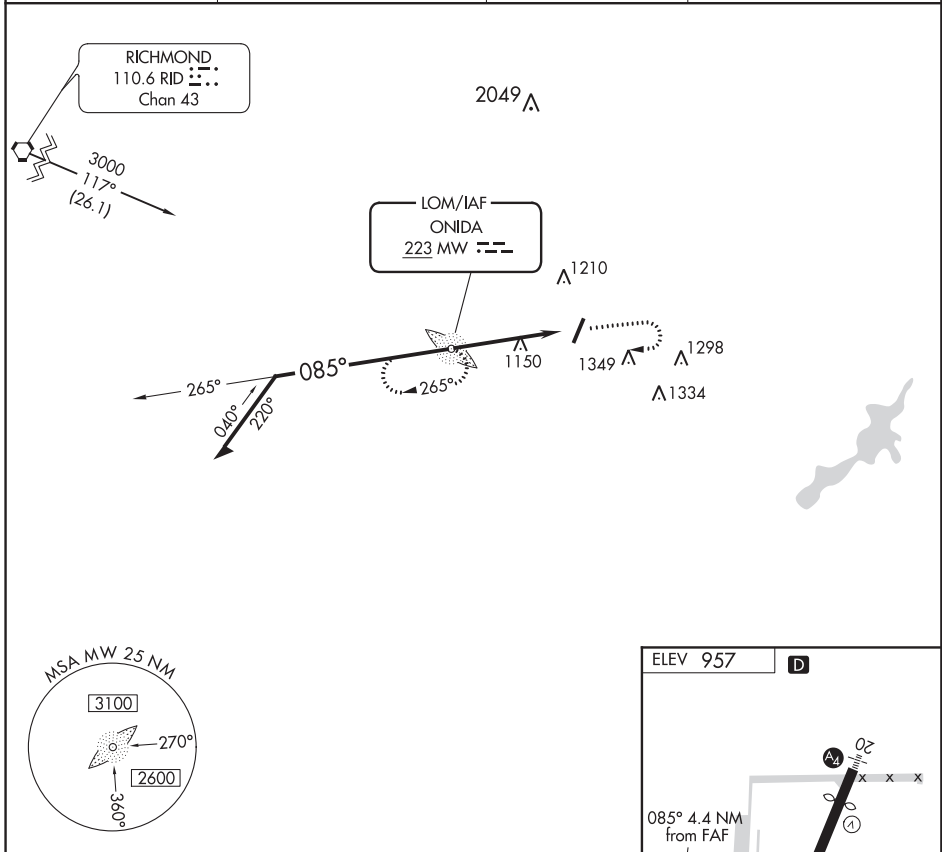
**NDB-A**

DAYTON-WRIGHT BROTHERS (MGY)

**NA** If local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct MW LOM and hold.

ASOS <b>118.375</b>	COLUMBUS APP CON <b>118.85 269.275</b>	CLNC DEL <b>119.4</b>	UNICOM <b>122.8</b> (CTAF) <b>D</b>
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CATEGORY	A	B	C	D	FAF to MAP 4.4 NM					
CIRCLING	1480-1	523 (600-1)	1520-1½ 563 (600-1½)	1660-2¼ 703 (800-2¼)	Knots	60	90	120	150	180
					Min:Sec	4:24	2:56	2:12	1:46	1:28





DAYTON, OHIO

AL-5879 (FAA)

15120

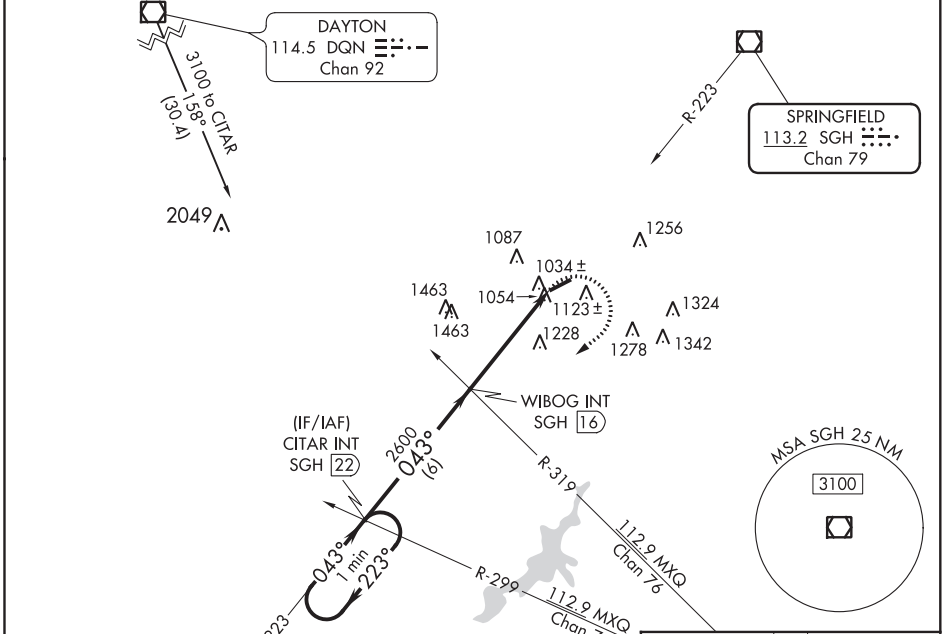
VOR/DME SGH <b>113.2</b> Chan <b>79</b>	APP CRS <b>043°</b>	Rwy Idg <b>4500</b> TDZE <b>936</b> Apt Elev <b>949</b>
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**VOR RWY 7**  
GREENE COUNTY-LEWIS A JACKSON RGNL (I19)

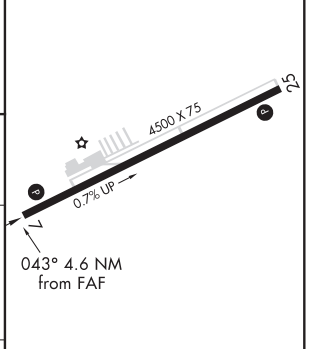
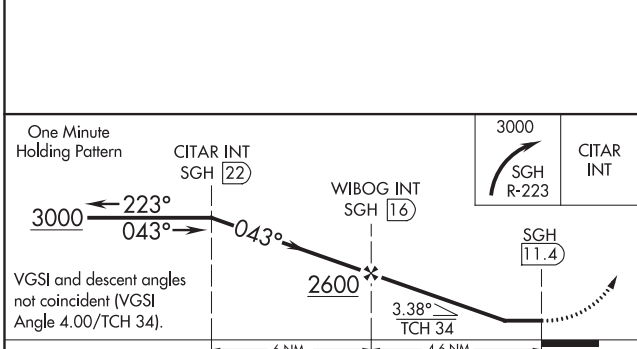
**NA** When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all MDA 40 feet, increase S-7 and Circling Cat C visibility 1/8 mile. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climbing right turn to 3000 on SGH VOR/DME R-223 to CITAR Int/SGH 22 DME and hold.

AWOS-3 <b>118.525</b>	COLUMBUS APP CON <b>118.85 269.275</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 949	TDZE 936
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CATEGORY	A	B	C	D
S-7	1540-1	604 (600-1)	1540-1 $\frac{3}{4}$ 604 (600-1 $\frac{3}{4}$ )	NA
CIRCLING	1540-1	591 (600-1)	1540-1 $\frac{3}{4}$ 591 (600-1 $\frac{3}{4}$ )	NA

LIRL Rwy 7-25 0

REIL Rwys 7 and 25 0

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

DAYTON, OHIO  
Orig-A 05MAR15

GREENE COUNTY-LEWIS A JACKSON RGNL (I19)  
39°41'N-84°00'W

**VOR RWY 7**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME SGH <b>113.2</b> Chan <b>79</b>	APP CRS <b>221°</b>	Rwy Idg TDZE Apt Elev	<b>4500</b> <b>946</b> <b>949</b>
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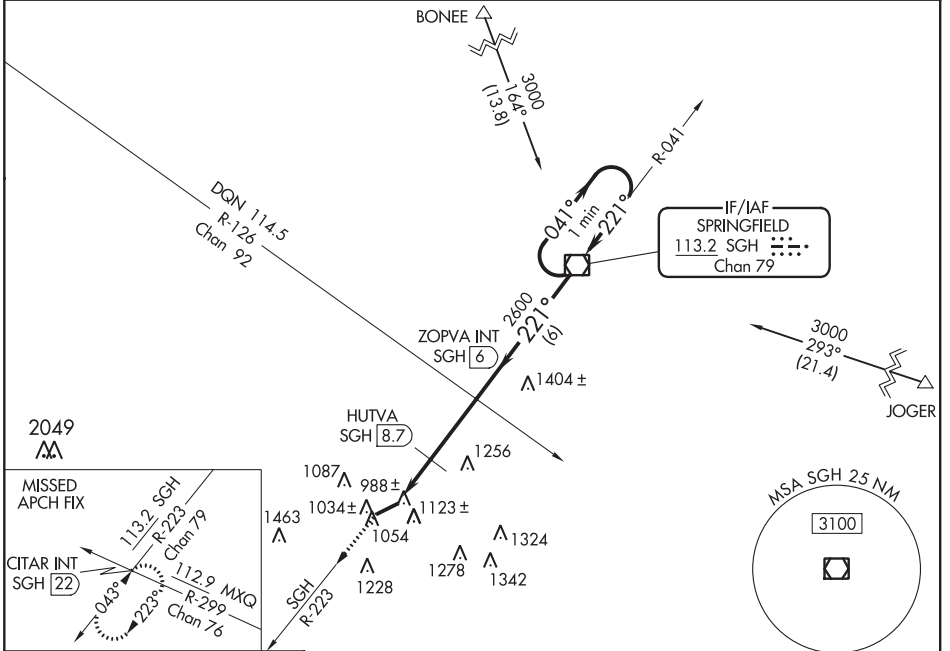
# VOR RWY 25

GREENE COUNTY-LEWIS A JACKSON RGNL (I19)

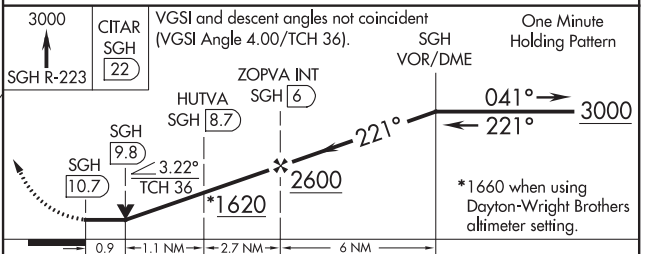
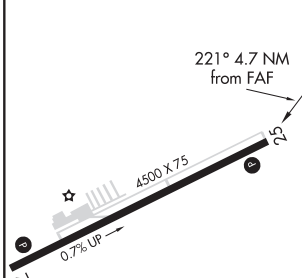
When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all MDA 40 feet. Increase S-25 Cat C visibility 1/8 mile and HUTVA fix minimums S-25 Cat C visibility 1/8 mile. VDP NA when using Dayton-Wright Brothers altimeter setting.

MISSED APPROACH: Climb to 3000 on SGH VOR/DME R-223 to CITAR INT/22 DME and hold.

AWOS-3 <b>118.525</b>	COLUMBUS APP CON <b>118.85 269.275</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV <b>949</b>	TDZE <b>946</b>
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CATEGORY	A	B	C	D
S-25	1620-1	674 (700-1)	1620-1 <sup>7</sup> / <sub>8</sub> 674 (700-1 <sup>7</sup> / <sub>8</sub> )	NA
CIRCLING	1620-1	671 (700-1)	1620-2 671 (700-2)	NA
HUTVA FIX MINIMUMS (DME REQUIRED)				
S-25	1380-1	434 (500-1)	1380-1 <sup>1</sup> / <sub>4</sub> 434 (500-1 <sup>1</sup> / <sub>4</sub> )	NA
CIRCLING	1440-1	491 (500-1)	1440-1 <sup>1</sup> / <sub>2</sub> 491 (500-1 <sup>1</sup> / <sub>2</sub> )	NA

LIRL Rwy 7-25 **L**  
REIL Rwy 7 and 25 **L**

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017







DAYTON, OHIO

AL-107 (FAA)

16147

LOC I-EGK <b>110.3</b>	APP CRS <b>239°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>1007</b> <b>1009</b>
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# ILS or LOC RWY 24L

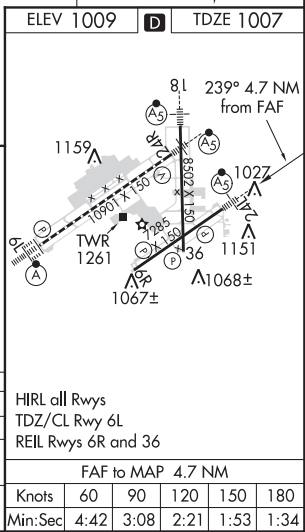
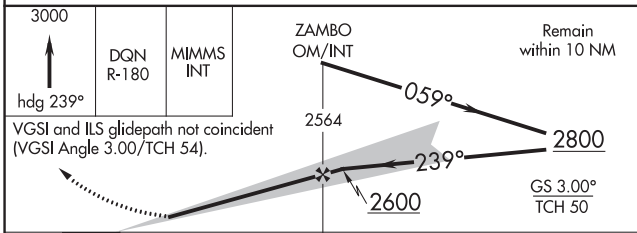
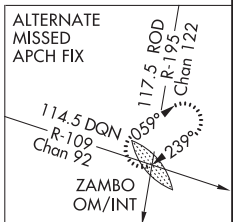
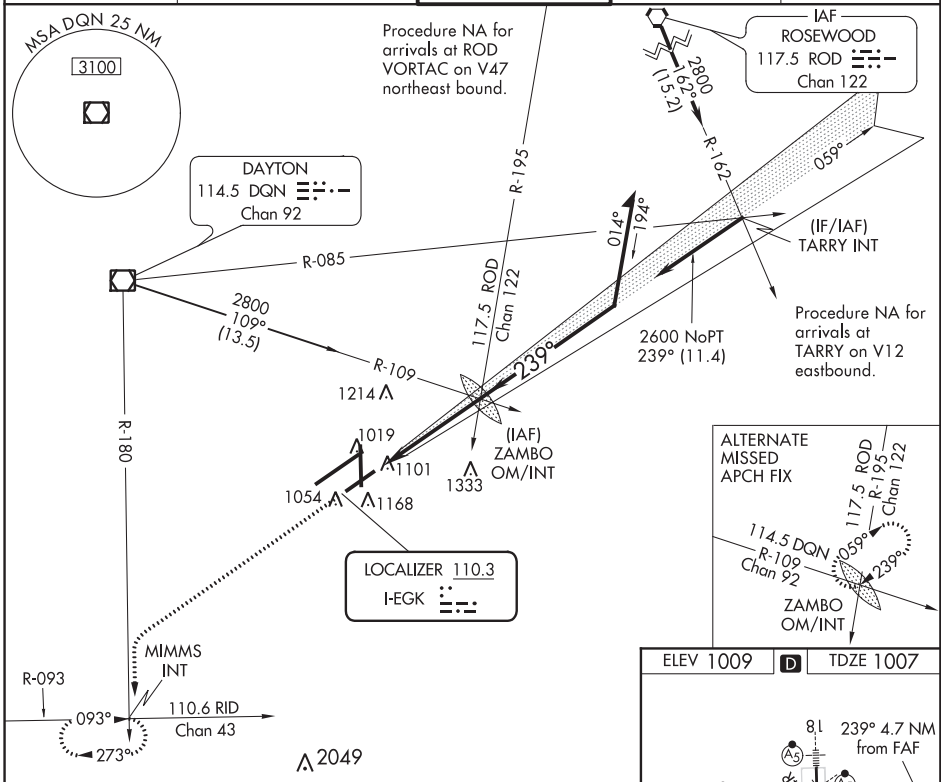
JAMES M COX DAYTON INTL (DAY)

⚠ Simultaneous approach authorized.  
⚠ \*RVR 1800 authorized with the use of FD or AP or HUD to DA.  
⚠ For inop MALSRS, increase S-LOC 24L Cat C/D/D visibility to 1½ mile.



MISSED APPROACH: Climb to 3000 on heading 239° and DGN VOR/DME R-180 to MIMMS INT and hold.

ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
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DAYTON, OHIO

AL-107 (FAA)

16147

WAAS CH <b>86914</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg TDZE Apt Elev	<b>8502</b> <b>995</b> <b>1009</b>
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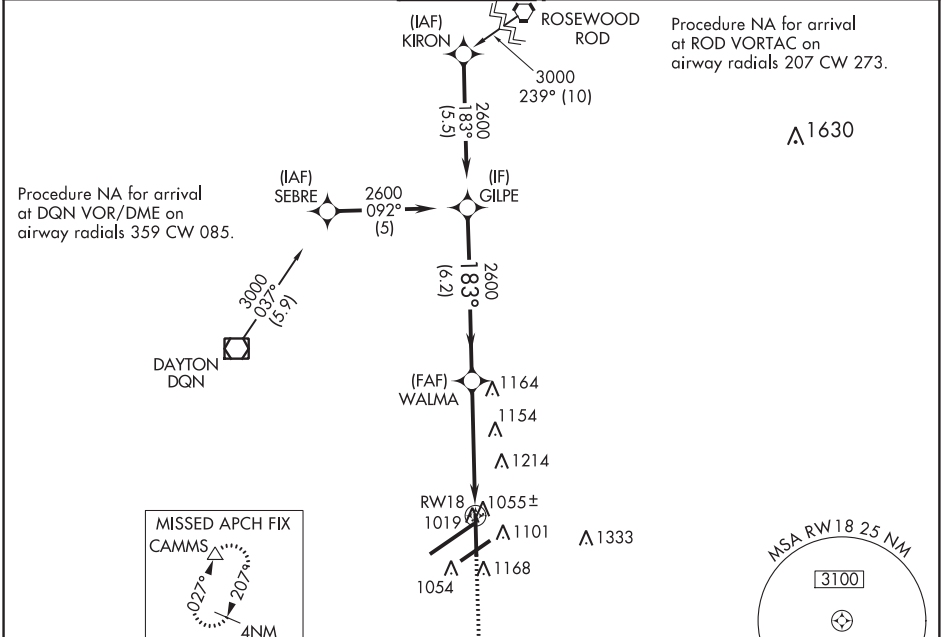
# RNAV (GPS) RWY 18

JAMES M COX DAYTON INTL (DAY)

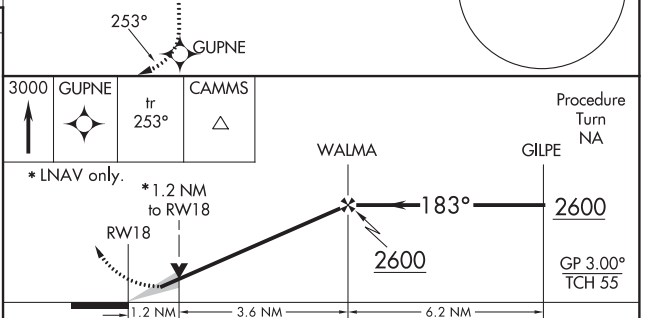
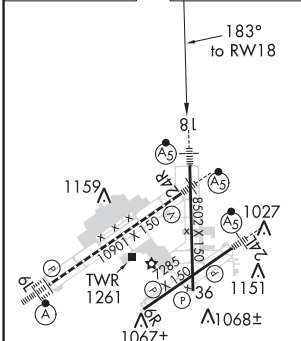
**ASR** For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

**MALSR** MISSED APPROACH: Climb to 3000 direct GUPNE and via track 253° to CAMMS and hold.

ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	<b>DAYTON TOWER</b> <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
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ELEV 1009	<b>D</b>	TDZE 995
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CATEGORY	A	B	C	D
LPV DA		1195/24	200 (200-½)	
LNAV/VNAV DA		1405/50	410 (400-1)	
LNAV MDA	1420/24	425 (500-½)	1420/40 425 (500-¾)	1420/50 425 (500-1)
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)

HIRL all Rwys  
TDZ/CL Rwy 6L  
REIL Rwys 6R and 36

DAYTON, OHIO  
Amdt 1 27AUG09

39°54'N-84°13'W

# JAMES M COX DAYTON INTL (DAY) RNAV (GPS) RWY 18

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>50414</b> <b>W24A</b>	APP CRS <b>239°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>1006</b> <b>1009</b>
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# RNAV (GPS) RWY 24L

JAMES M COX DAYTON INTL (DAY)

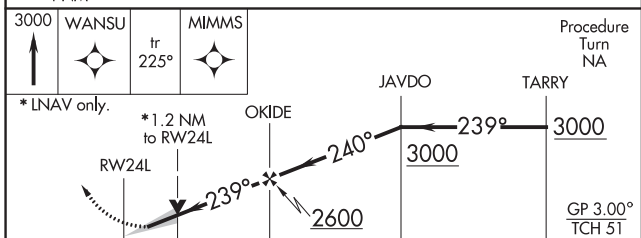
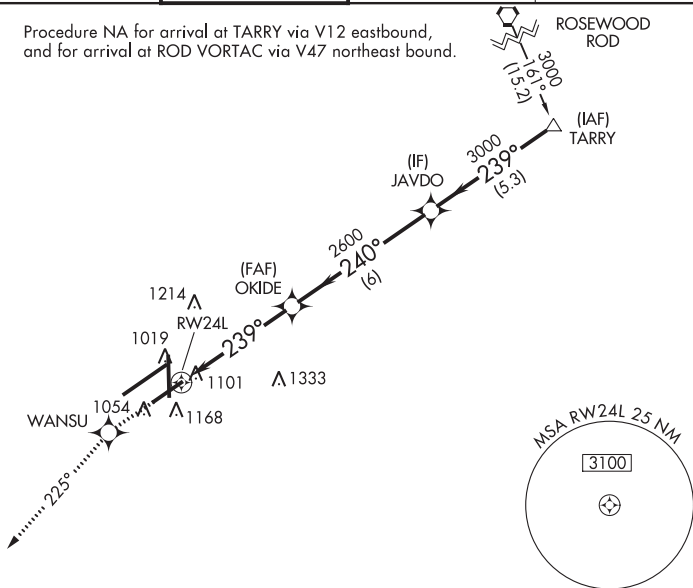
**ASR** For inoperative MALSRS, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 24R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



**MISSED APPROACH:** Climb to 3000 direct WANSU and via track 225° to MIMMS and hold.

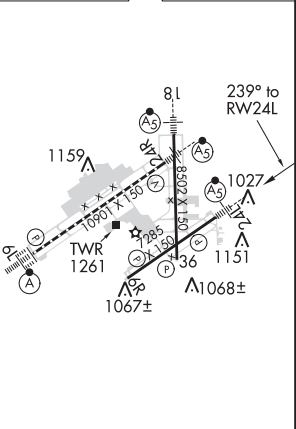
ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
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Procedure NA for arrival at TARRY via V12 eastbound, and for arrival at ROD VORTAC via V47 northeast bound.



CATEGORY	A	B	C	D
LPV DA	1206/24		200 (200-½)	
LNAV/VNAV DA	1401/50		395 (400-1)	
LNAV MDA	1420/24	414 (500-½)	1420/40 414 (500-¾)	1420/50 414 (500-1)
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)

ELEV 1009	<b>D</b>	TDZE 1006
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HIRL all Rwws  
TDZ/CL Rwy 6L  
REIL Rwws 6R and 36

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>42913</b> <b>W06A</b>	APP CRS <b>059°</b>	Rwy Idg <b>10900</b> TDZE <b>998</b> Apt Elev <b>1009</b>
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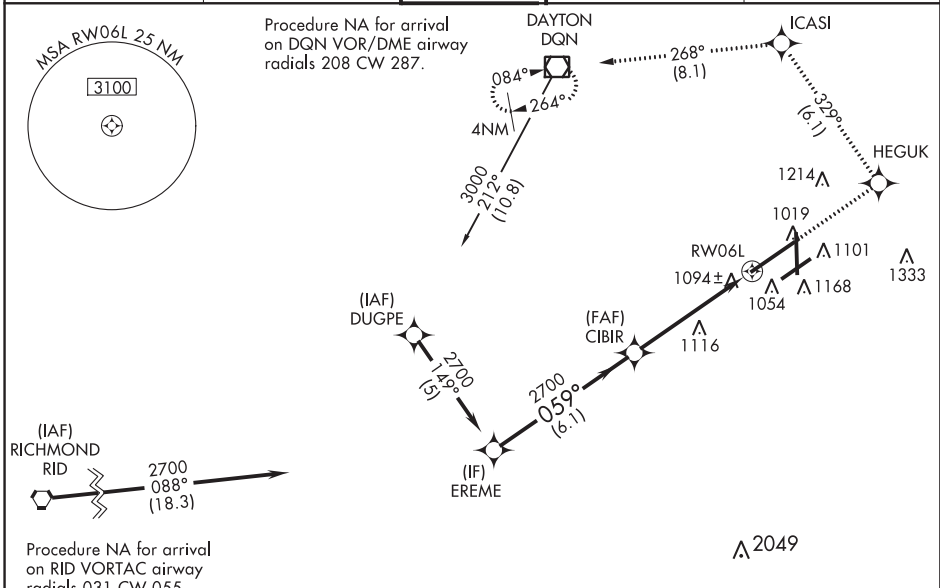
# RNAV (GPS) Z RWY 6L

JAMES M COX DAYTON INTL (DAY)

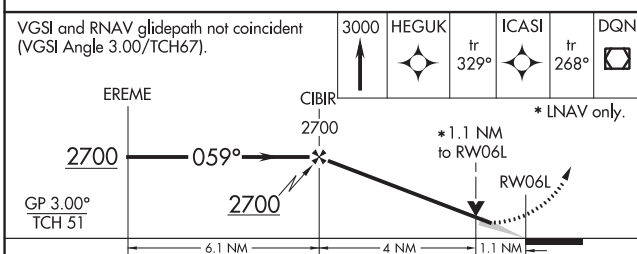
**ASR** DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 6R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

**ALSF-2** MISSED APPROACH: Climb to 3000 direct HEGUK and on track 329° to ICASI and on track 268° to DQN VOR/DME and hold.

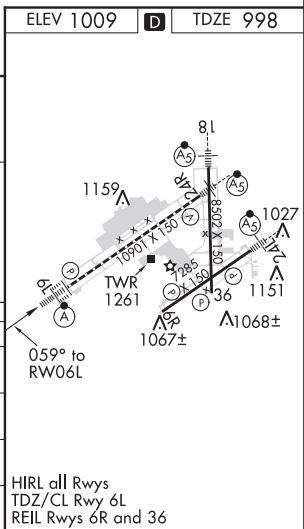
ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH67).



CATEGORY	A	B	C	D
LPV DA		1198/24	200 (200-½)	
LNAV/VNAV DA		1366/40	368 (400-¾)	
LNAV MDA	1420/24	422 (500-½)	1420/40 422 (500-¾)	1420/50 422 (500-1)
CIRCLING	1560-1	551 (600-1)	1560-1½ 551 (600-1½)	1560-2 551 (600-2)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

DAYTON, OHIO

AL-107 (FAA)

16147

WAAS CH <b>66013</b> <b>W24B</b>	APP CRS <b>239°</b>	Rwy Idg <b>10900</b> TDZE <b>997</b> Apt Elev <b>1009</b>
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# RNAV (GPS) Z RWY 24R

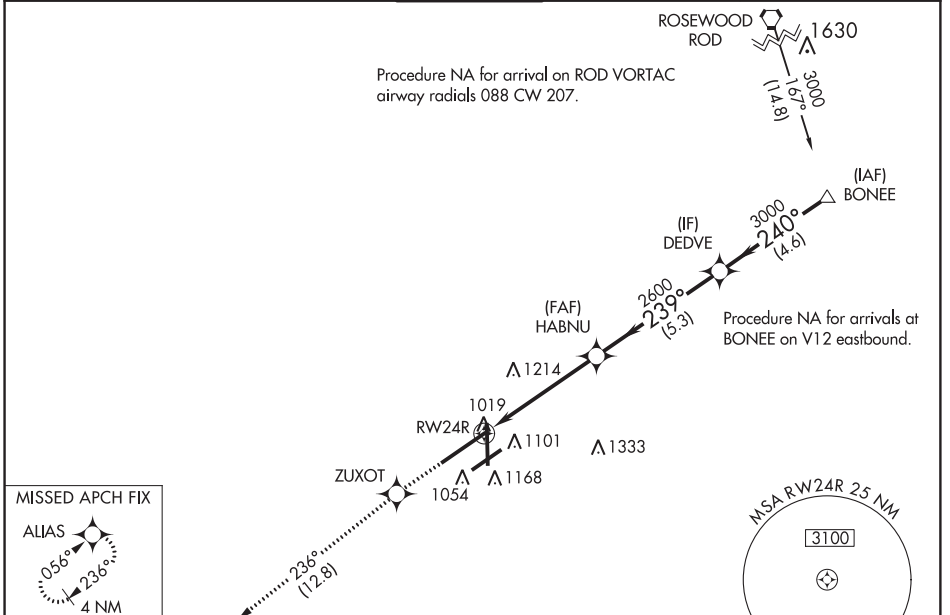
JAMES M COX DAYTON INTL (DAY)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

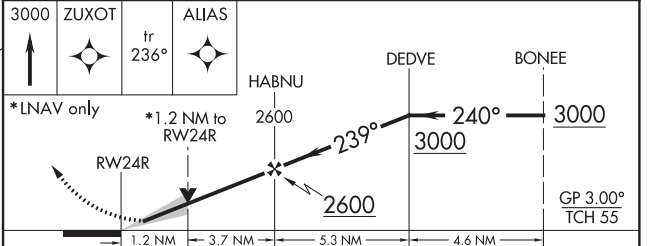
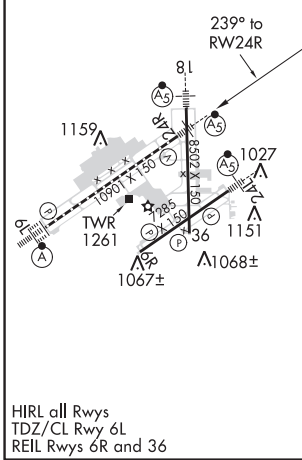


MALSR MISSED APPROACH: Climb to 3000 direct ZUXOT and on track 236° to ALIAS and hold.

ATIS <b>125.8</b>	COLUMBUS APP CON <b>118.425 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
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ELEV 1009	<b>D</b>	TDZE 997
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CATEGORY	A	B	C	D
LPV DA		1203/24	206 (200-½)	
LNAV/VNAV DA		1294/24	297 (300-½)	
LNAV MDA	1440/24	443 (500-½)	1440/45	443 (500-¾)
<b>C</b> CIRCLING	1580-1	571 (600-1)	1580-1½ 571 (600-1½)	1640-2 631 (700-2)

DAYTON, OHIO  
Amdt 2 26MAY16

39°54'N-84°13'W

# JAMES M COX DAYTON INTL (DAY) RNAV (GPS) Z RWY 24R

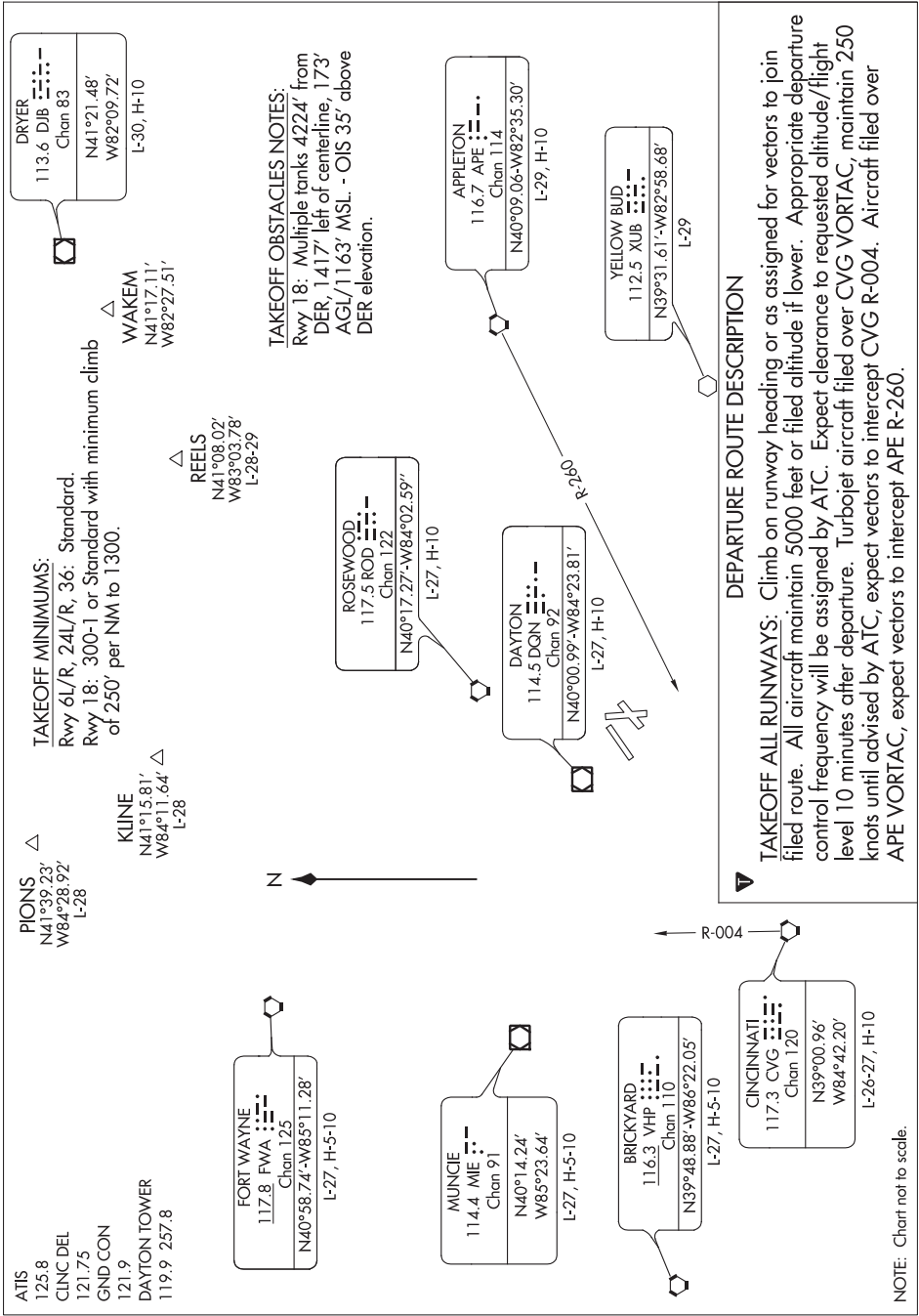
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



# DAYTON FOUR DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017



EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>4199</b>
<b>120°</b>	TDZE	<b>707</b>
	Apt Elev	<b>707</b>

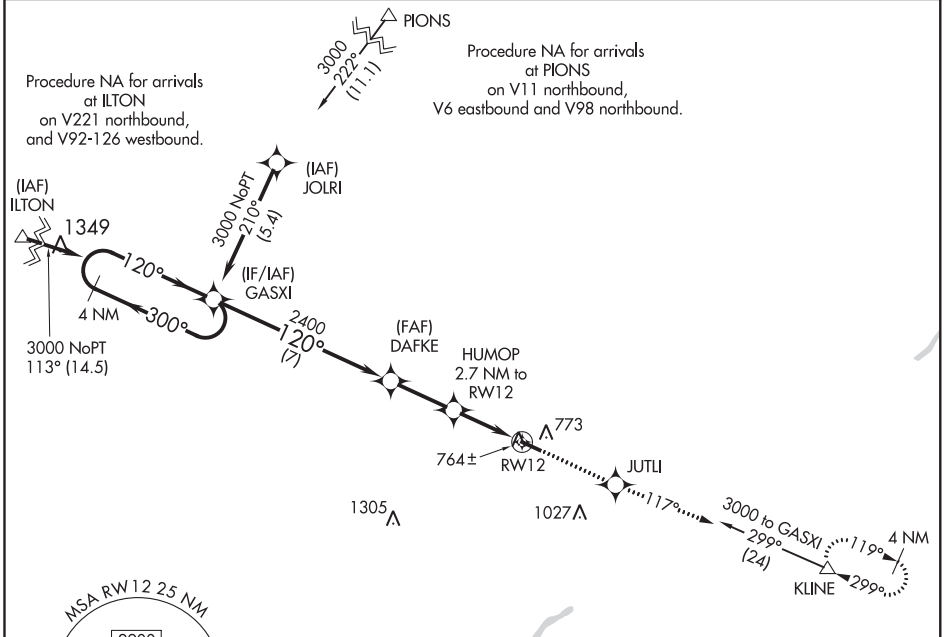
# RNAV (GPS) RWY 12

DEFIANCE MEMORIAL (DFI)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.  
**⚠** When local altimeter setting not received, use De Kalb County altimeter setting and increase all MDA 100 feet and increase LNAV Cats C and D visibility 1/4 mile.

MISSED APPROACH: Climb to 3000 direct JUTLI and on track 117° to KLINE and hold.

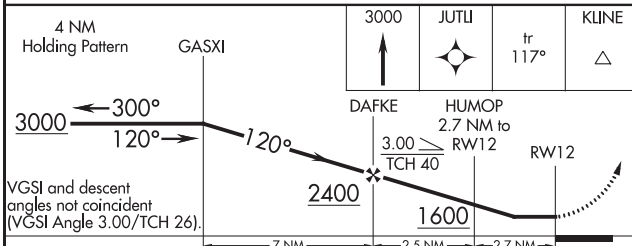
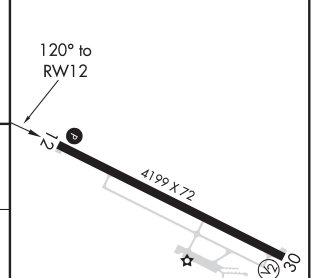
ASOS <b>121.425</b>	TOLEDO APP CON <b>134.35 307.0</b>	UNICOM <b>122.7 (CTAF)</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV	707	TDZE	707
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 26).

CATEGORY	A	B	C	D
LNAV MDA	1100-1	393 (400-1)	1100-1 1/8	393 (400-1 1/8)
CIRCLING	1100-1 393 (400-1)	1160-1 453 (500-1)	1160-1 1/2 453 (500-1 1/2)	1260-2 553 (600-2)

REIL Rwy 12 and 30

MIRL Rwy 12-30



DELAWARE, OHIO

AL-6258 (FAA)

15176

WAAS CH <b>90506</b> <b>W10A</b>	APP CRS <b>104°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>945</b> <b>945</b>
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# RNAV (GPS) RWY 10

DELAWARE MUNI-JIM MOORE FIELD (DLZ)

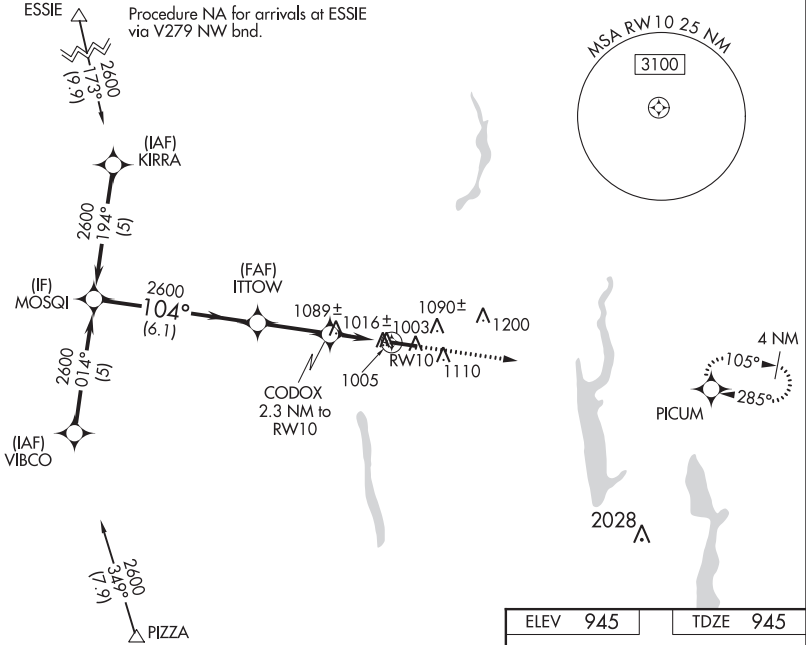
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs 64 feet and visibility ¼ mile all Cats and all MDAs 80 feet and LNAV Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Port Columbus Intl altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct PICUM and hold.

AWOS-3  
**119.025**

COLUMBUS APP CON  
**125.95 317.775**

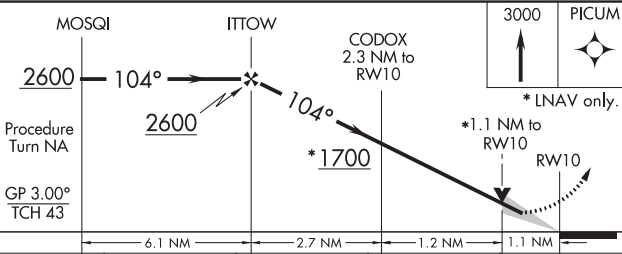
UNICOM  
**122.7 (CTAF) 0**



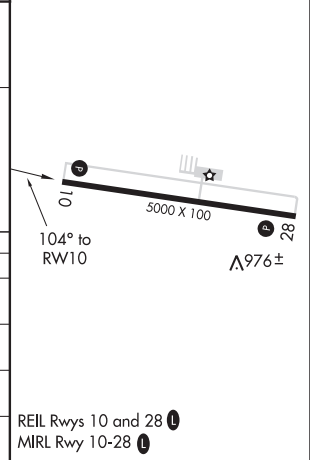
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV	945	TDZE	945
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CATEGORY	A	B	C	D
LPV DA		1195-¾	250 (300-¾)	
LNAV/ DA VNAV		1276-1¼	331 (400-1¼)	
LNAV MDA	1340-1	395 (400-1)		1340-1¼ 395 (400-1¼)
CIRCLING	1460-1	515 (600-1)	1460-1½ 515 (600-1½)	1500-2 555 (600-2)



DELAWARE, OHIO  
Orig 05JUN08

40°17'N-83°07'W

# DELAWARE MUNI-JIM MOORE FIELD (DLZ) RNAV (GPS) RWY 10

WAAS CH <b>50506</b> <b>W28A</b>	APP CRS <b>284°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>945</b> <b>945</b>
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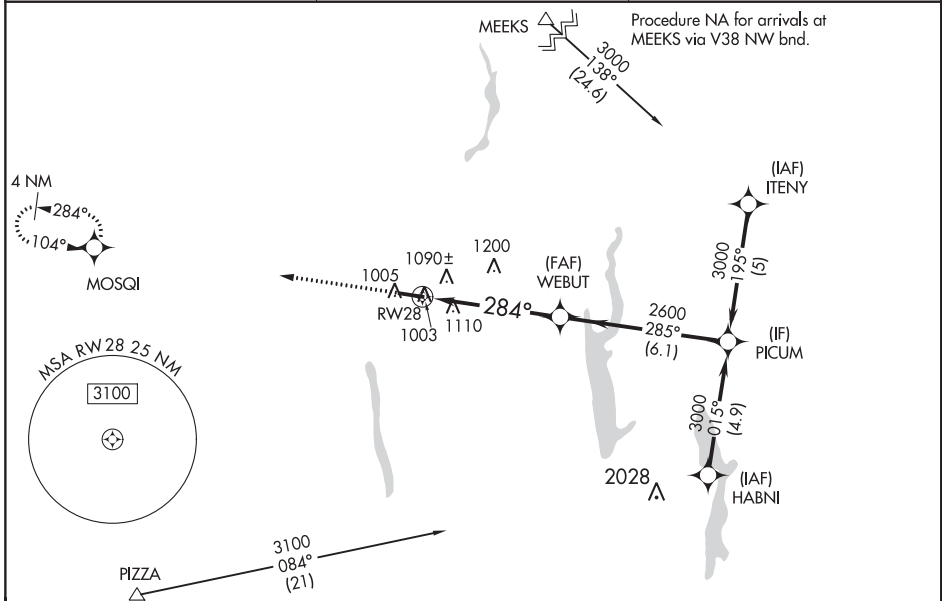
# RNAV (GPS) RWY 28

DELAWARE MUNI-JIM MOORE FIELD (DLZ)

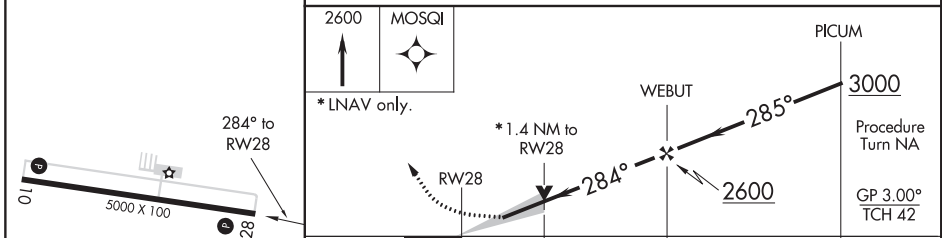
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all DAs 64 feet and visibility ¼ mile all Cats and all MDAs 80 feet and LNAV Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Port Columbus Intl altimeter setting.

▲ MISSED APPROACH: Climb to 2600 direct MOSQI and hold.

AWOS-3 <b>119.025</b>	COLUMBUS APP CON <b>125.95 317.775</b>	UNICOM <b>122.7 (CTAF) 1</b>
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ELEV <b>945</b>	TDZE <b>945</b>	Procedure NA for arrivals at PIZZA via V12 W bnd.
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CATEGORY	A	B	C	D
LPV DA	1210-1		265 (300-1)	
LNAV/ DA VNAV	1459-1¾		514 (600-1¾)	
LNAV MDA	1420-1	475 (500-1)	1420-1¼ 475 (500-1¼)	1420-1½ 475 (500-1½)
CIRCLING	1460-1	515 (600-1)	1460-1½ 515 (600-1½)	1500-2 555 (600-2)

REIL Rwy 10 and 28 1  
MRL Rwy 10-28 1

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

DELAWARE, OHIO

AL-6258 (FAA)

15176

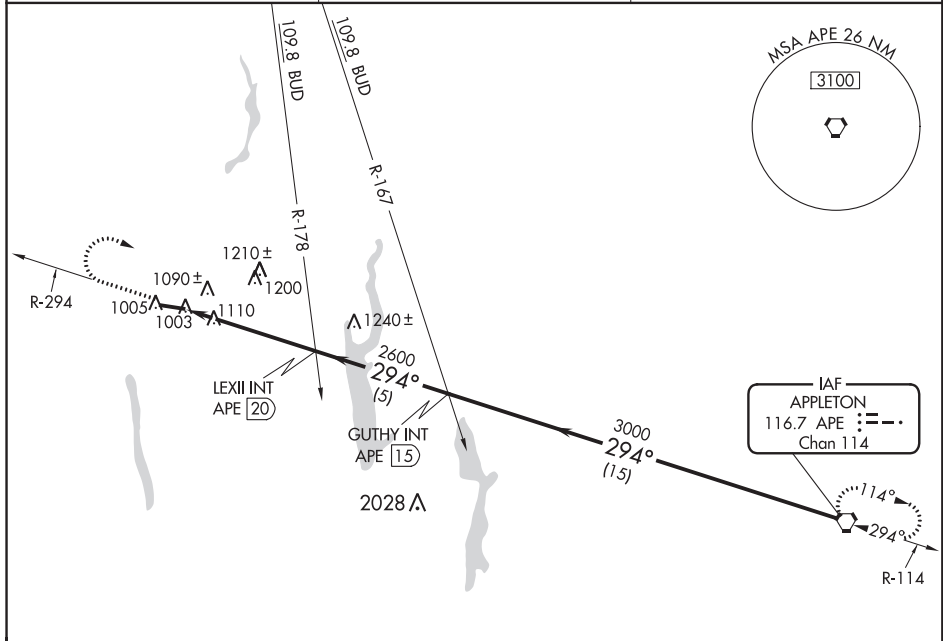
VORTAC APE <b>116.7</b> Chan <b>114</b>	APP CRS <b>294°</b>	Rwy Idg <b>5000</b> TDZE <b>945</b> Apt Elev <b>945</b>
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# VOR RWY 28

DELAWARE MUNI-JIM MOORE FIELD (DLZ)

▼ Obtain local altimeter setting on CTAF; when not received, use Port Columbus Intl altimeter setting. MISSED APPROACH: Climb to 3000 then right turn direct APE VORTAC and hold.

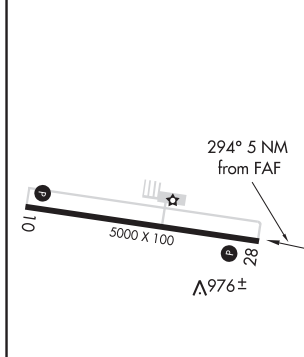
AWOS-3 <b>119.025</b>	COLUMBUS APP CON <b>125.95 317.775</b>	UNICOM <b>122.7 (CTAF) 0</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

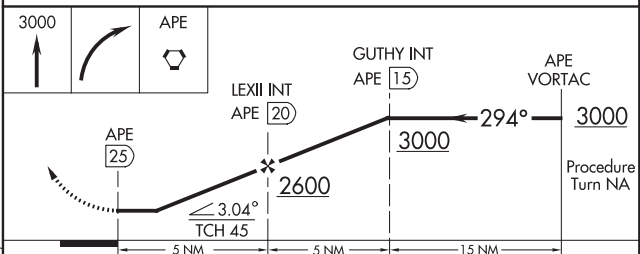
EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV <b>945</b>	TDZE <b>945</b>
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REIL Rwy 10 and 28  
MIRL Rwy 10-28

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-28	1520-1 575 (600-1)	1520-1¼ 575 (600-1¼)	1520-1½ 575 (600-1½)	1520-1¾ 575 (600-1¾)
CIRCLING	1520-1 575 (600-1)	1520-1¼ 575 (600-1¼)	1520-1½ 575 (600-1½)	1520-2 575 (600-2)
PORT COLUMBUS INTL ALTIMETER SETTING MINIMUMS				
S-28	1580-1 635 (700-1)	1580-1¼ 635 (700-1¼)	1580-1¾ 635 (700-1¾)	1580-2 635 (700-2)
CIRCLING	1580-1 635 (700-1)	1580-1¼ 635 (700-1¼)	1580-1¾ 635 (700-1¾)	1580-2 635 (700-2)

DELAWARE, OHIO  
Orig-A 05OCT00

40°17'N-83°07'W

# VOR RWY 28

APP CRS	Rwy Idg	<b>3503</b>
<b>249°</b>	TDZE	<b>1160</b>
	Apt Elev	<b>1160</b>

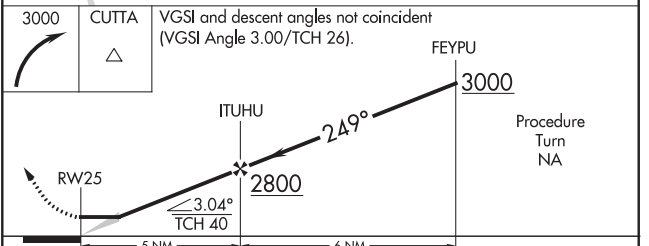
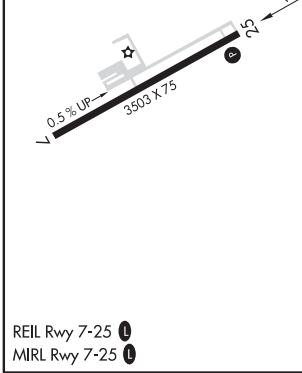
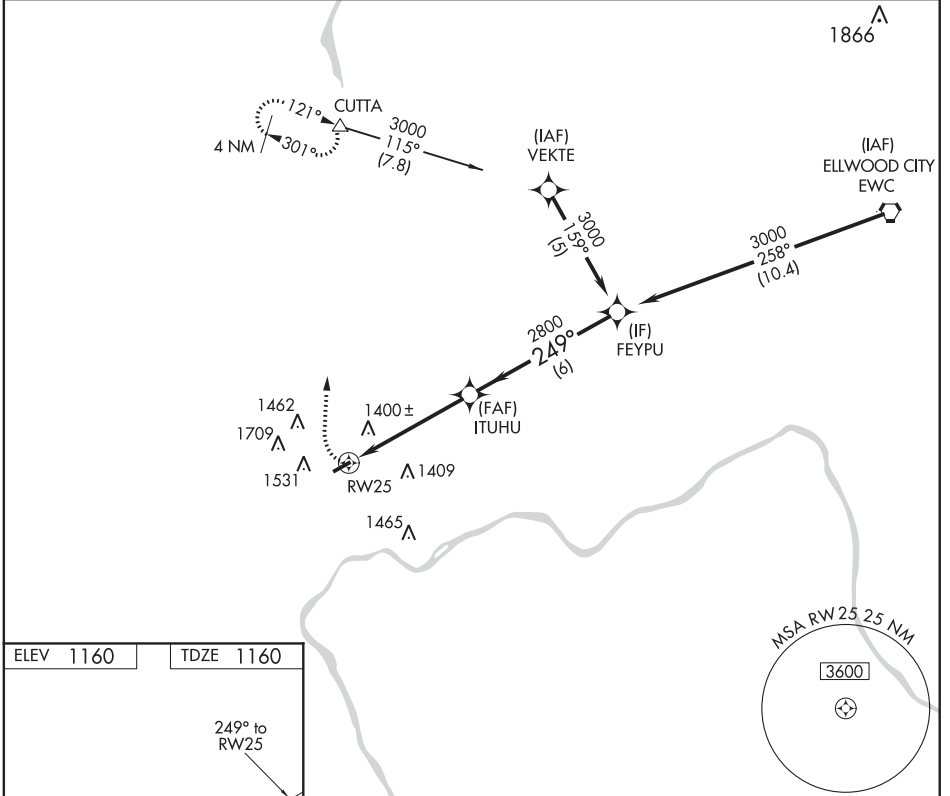
# RNAV (GPS) RWY 25

COLUMBIANA COUNTY (02G)

**NA** DME/DME RNP-0.3 NA Use Pittsburgh Intl altimeter setting, when not received, use Wheeling, WV altimeter setting and increase all MDA 20 feet, increase Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct CUTTA and hold.

PITTSBURGH APP CON <b>124.75 338.2</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D
LNAV MDA	1760-1	600 (600-1)	1760-1½ 600 (600-1½)	NA
CIRCLING	1960-1 800 (800-1)	1960-1¼ 800 (800-1¼)	1960-2¼ 800 (800-2¼)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

EAST LIVERPOOL, OHIO

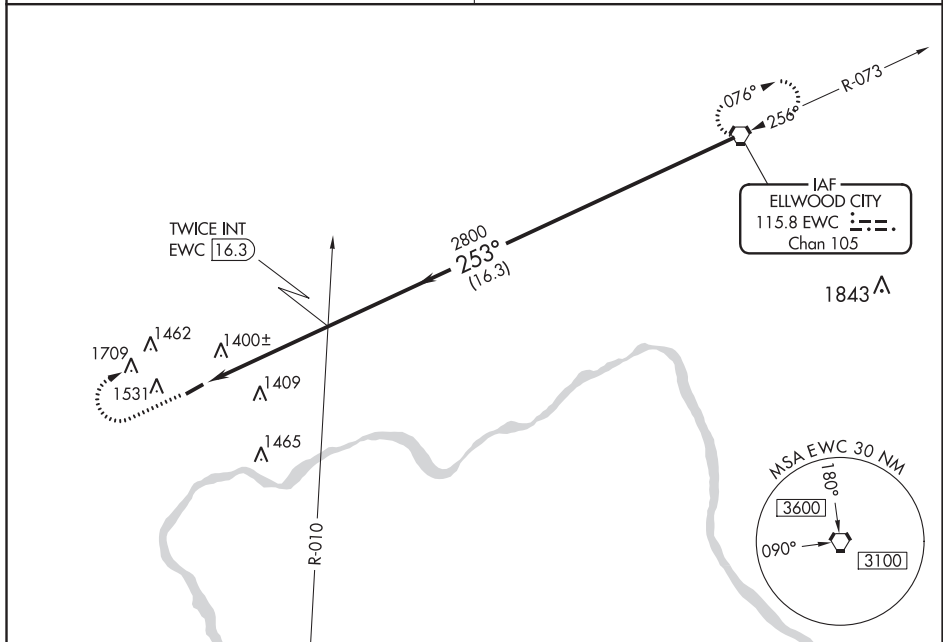
AL-6235 (FAA)

15120

VORTAC EWC <b>115.8</b> Chan <b>105</b>	APP CRS <b>253°</b>	Rwy Idg TDZE <b>1160</b> Apt Elev <b>1160</b>
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**VOR RWY 25**  
COLUMBIANA COUNTY (02G)

<p><b>NA</b> Use Pittsburgh Intl altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EWC VORTAC and hold.</p>
<p>PITTSBURGH APP CON <b>124.75 338.2</b></p>	<p>UNICOM <b>123.0</b> (CTAF) <b>0</b></p>



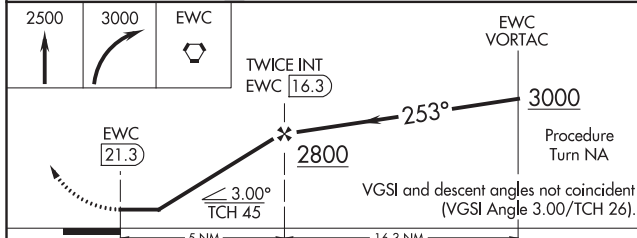
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1160	TDZE 1160
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REIL Rwy 7-25 **0**  
MIRL Rwy 7-25 **0**

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-25	1840-1 680 (700-1)	1840-1½ 680 (700-1½)	1840-2 680 (700-2)	NA
CIRCLING	1940-1 780 (800-1)	1940-1½ 780 (800-1½)	1940-2½ 780 (800-2½)	NA

EAST LIVERPOOL, OHIO  
Amdt 5 08AUG02

40°40'N-80°38'W

COLUMBIANA COUNTY (02G)  
**VOR RWY 25**

LOC I-OUP <b>111.5</b>	APP CRS <b>274°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>777</b> <b>778</b>
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# ILS or LOC RWY 27

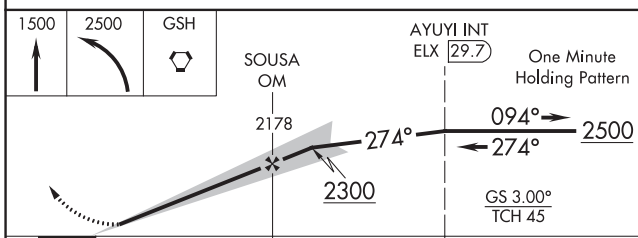
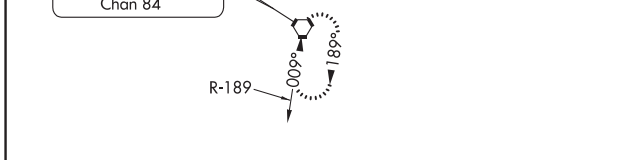
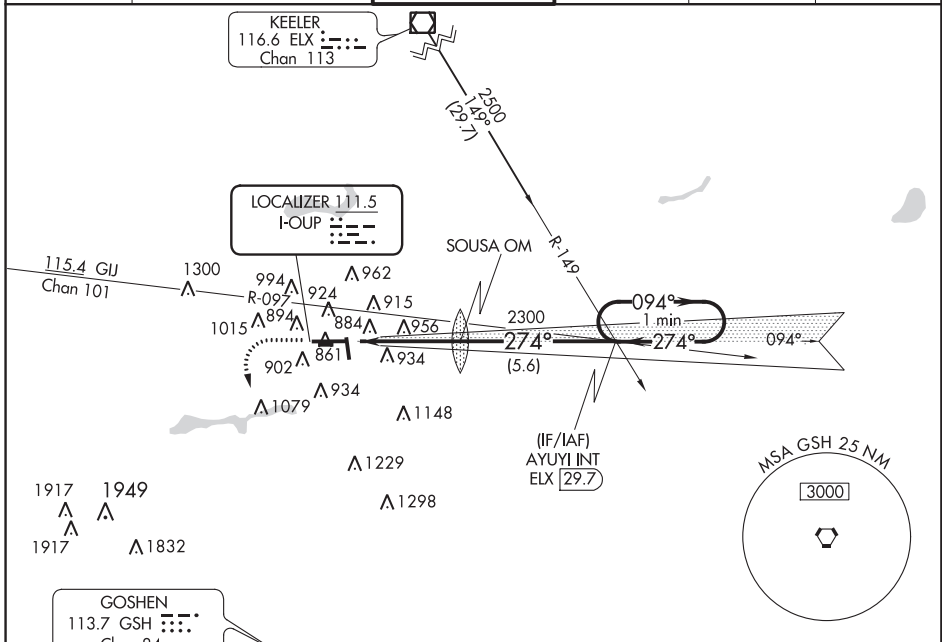
ELKHART MUNI (EKM)

▼ If local altimeter setting not received use South Bend altimeter setting and increase all DAs/MDAs 40 feet.  
 ▲ \*RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct GSH VORTAC and hold.

AWOS-3 <b>124.475</b>	SOUTH BEND APP CON * <b>118.55 257.8</b>	ELKHART TOWER * <b>119.5 (CTAF) 0</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>	UNICOM <b>122.95</b>
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ELEV 778	D	TDZE 777
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898

274° 4.2 NM from FAF

853±

TWR 820

6500 X 120

2480 X 250

831

3999 X 75

36

843±

MIRL Rwy 18-36

HIRL Rwy 9-27

REIL Rwys 9, 18 and 36

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 27		* 977/24 200 (200-½)		
S-LOC 27	1180/24	403 (500-½)	1180/40	403 (500-¾)
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELKHART, INDIANA

AL-5287 (FAA)

15120

APP CRS	Rwy Idg	<b>6500</b>
<b>094°</b>	TDZE	<b>776</b>
	Apt Elev	<b>778</b>

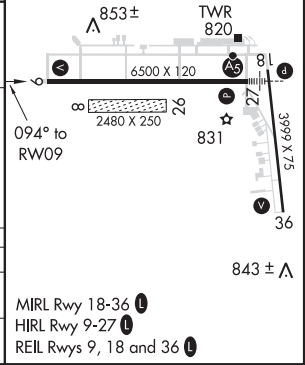
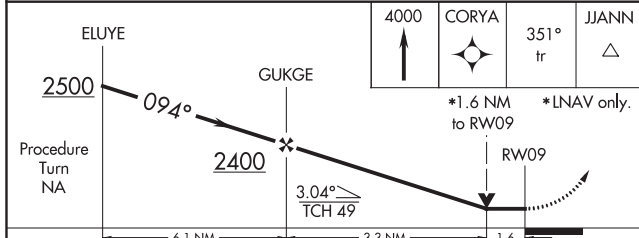
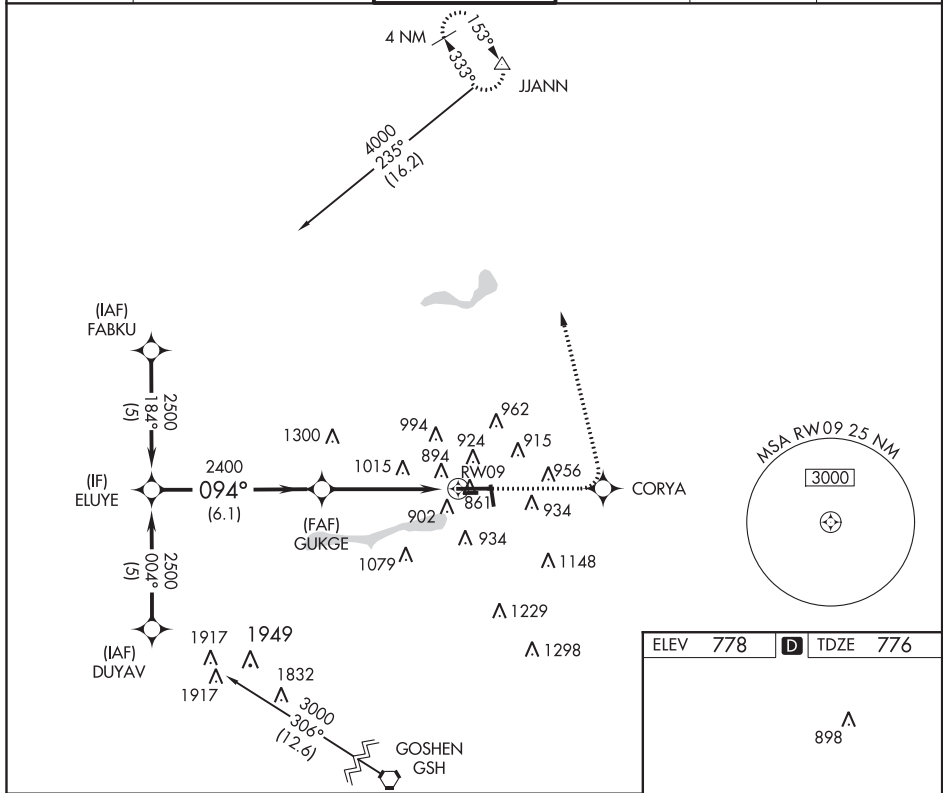
# RNAV (GPS) RWY 9

ELKHART MUNI (EKM)

**⚠** DME/DME RNP-0.3 NA.  
**⚠** If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.  
 VDP NA when using South Bend altimeter setting.

MISSED APPROACH: Climb to 4000 direct CORYA and via 351° track to JJANN and hold.

AWOS-3 <b>124.475</b>	SOUTH BEND APP CON * <b>118.55 257.8</b>	ELKHART TOWER * <b>119.5 (CTAF) 1</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LNVA MDA	1340-1	564 (600-1)	1340-1½ 564 (600-1½)	1340-1¾ 564 (600-1¾)
CIRCLING	1340-1	562 (600-1)	1340-1½ 562 (600-1½)	1340-2 562 (600-2)

ELKHART, INDIANA  
 Orig 07JUL05

41°43'N-86°00'W

# ELKHART MUNI (EKM) RNAV (GPS) RWY 9

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





ELKHART, INDIANA

AL-5287 (FAA)


15120

WAAS CH <b>50107</b> <b>W27A</b>	APP CRS <b>274°</b>	Rwy Idg TDZE <b>777</b> Apt Elev <b>778</b>	<b>6500</b>
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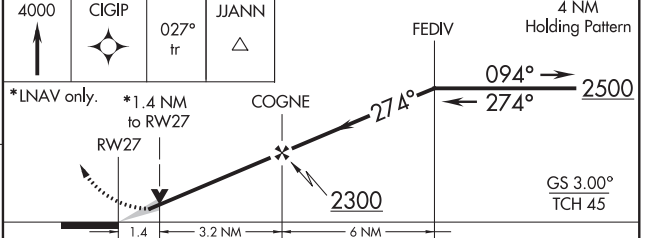
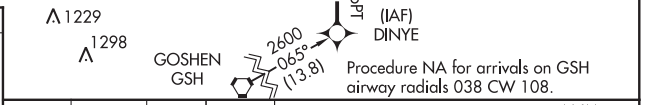
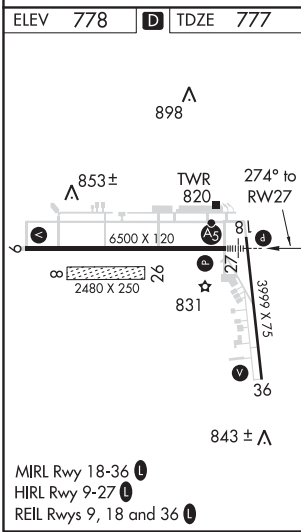
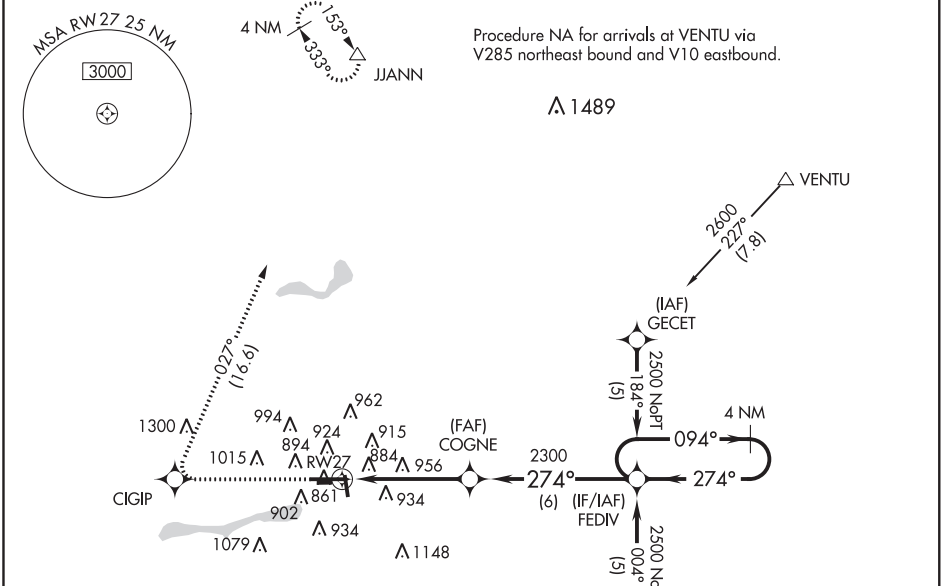
# RNAV (GPS) RWY 27

ELKHART MUNI (EKM)

**⚠** DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).  
**⚠** If local altimeter setting not received, use South Bend altimeter setting and increase all DAs/MDAs 40 feet.  
 VDP and Baro-VNAV NA with South Bend altimeter setting.  
 For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, increase LNAV Cat D visibility to RVR 6000.

**MALSR**  
  
**MISSED APPROACH:** Climb to 4000 direct CIGIP and via 027° track to JJANN and hold.

AWOS-3 <b>124.475</b>	SOUTH BEND APP CON * <b>118.55 257.8</b>	ELKHART TOWER * <b>119.5 (CTAF)</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		1070/24	293 (300-1/2)	
LNAV/VNAV DA		1220/50	443 (500-1)	
LNAV MDA	1260/24	483 (500-1/2)	1260/40 483 (500-3/4)	1260/50 483 (500-1)
CIRCLING	1260-1 1/2 482 (500-1 1/2)	1300-1 1/2	522 (600-1 1/2)	1340-2 562 (600-2)

ELKHART, INDIANA  
 Orig-A 05JUN08

41°43'N-86°00'W

# ELKHART MUNI (EKM) RNAV (GPS) RWY 27

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELKHART, INDIANA

AL-5287 (FAA)

15120

VORTAC GJ <b>115.4</b> Chan <b>101</b>	APP CRS <b>102°</b>	Rwy Idg <b>6500</b> TDZE <b>776</b> Apt Elev <b>778</b>
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# VOR RWY 9

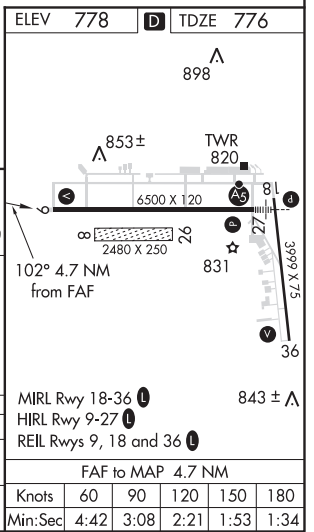
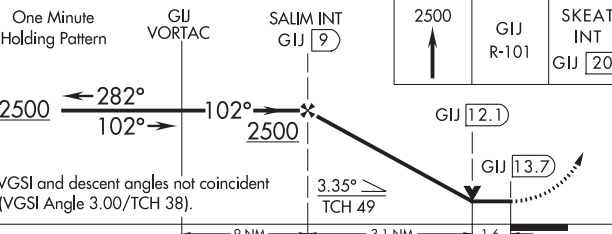
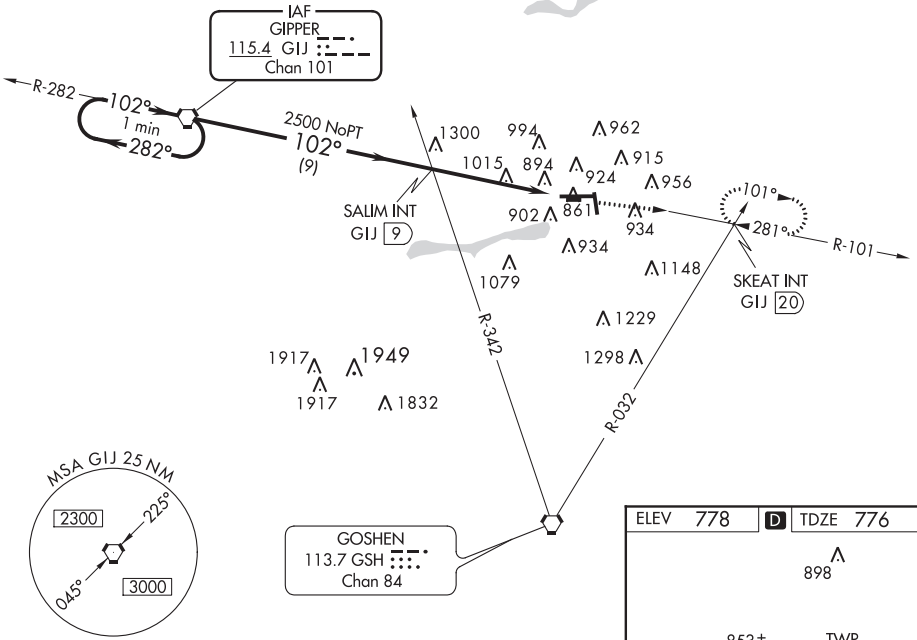
ELKHART MUNI (EKM)

**⚠** If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.  
**⚠** VDP NA with South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 via GJ R-101 to SKEAT Int/GJ 20 DME and hold.

AWOS-3 <b>124.475</b>	SOUTH BEND APP CON * <b>118.55 257.8</b>	ELKHART TOWER * <b>119.5 (CTAF) 0</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>	UNICOM <b>122.95</b>
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NoPT for arrivals on GJ VORTAC  
airway radials 209 CW 310.



CATEGORY	A	B	C	D
S-9	1340-1 564 (600-1)	1340-1½ 564 (600-1½)	1340-1¾ 564 (600-1¾)	1340-2 564 (600-2)
CIRCLING	1340-1 562 (600-1)	1340-1½ 562 (600-1½)	1340-2 562 (600-2)	

ELKHART, INDIANA  
Amdt 6 07JUL05

41°43'N-86°00'W

# ELKHART MUNI (EKM) VOR RWY 9

EC-2, 10 NOV 2016 to 05 JAN 2017

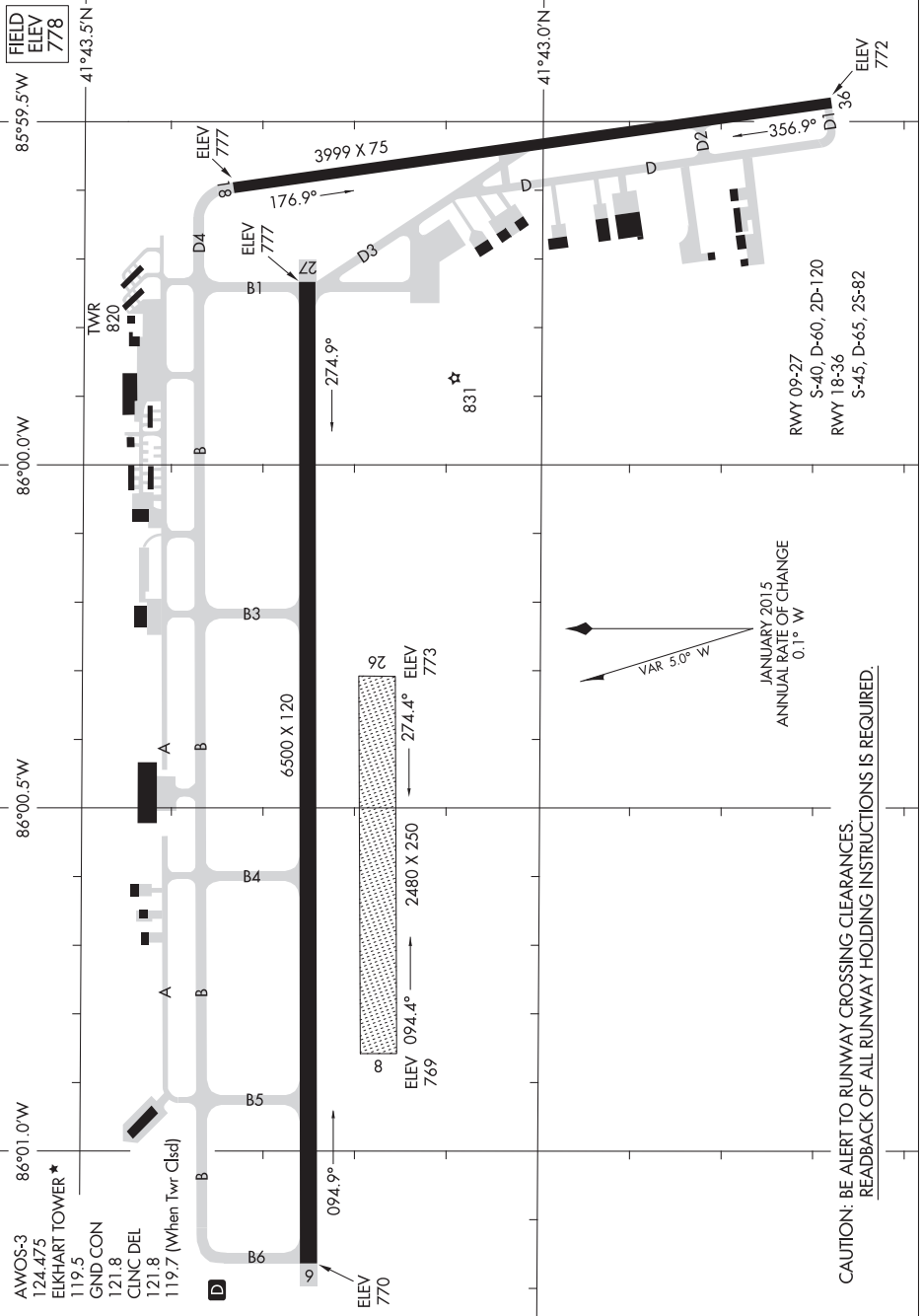
EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-5287 (FAA)

ELKHART MUNI (EKM)  
ELKHART, INDIANA

EC-2, 10 NOV 2016 to 05 JAN 2017



EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

ELKHART, INDIANA  
ELKHART MUNI (EKM)

ELYRIA, OHIO

AL-5333 (FAA)

16231

VOR/DME DJB <b>113.6</b> Chan <b>83</b>	APP CRS <b>125°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>758</b>
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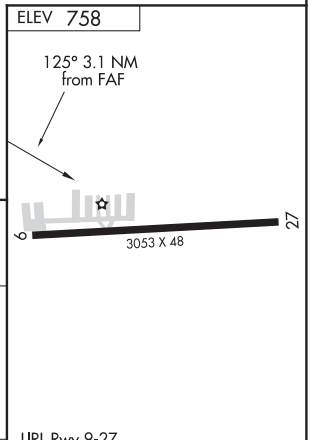
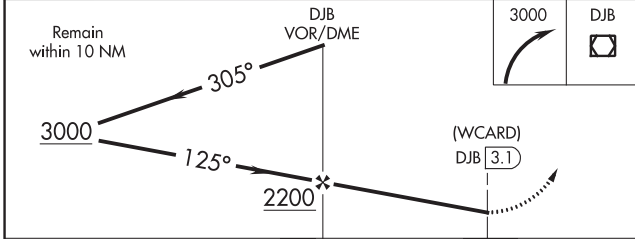
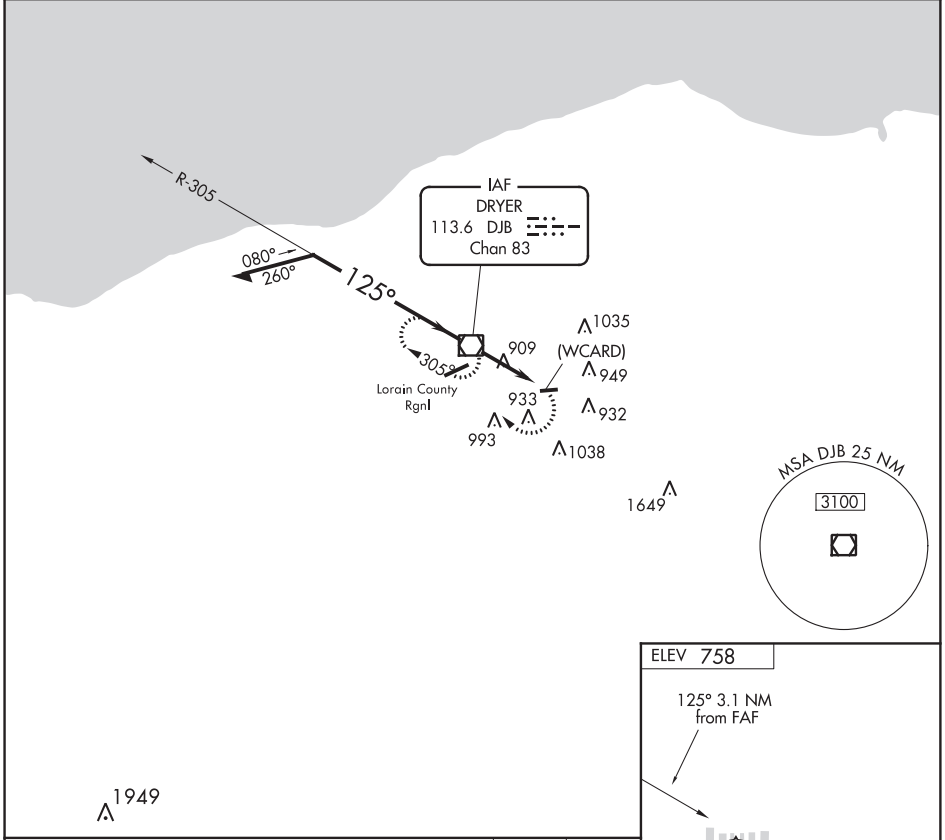
# VOR or GPS-A

ELYRIA (1G1)

**▼** Use Cleveland Hopkins Intl altimeter setting.  
**▲ NA** Procedure NA at night.  
 Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct DJB VOR/DME and hold.

CLEVELAND APP CON <b>126.35 354.025</b>	CLNC DEL <b>125.7</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	FAF to MAP 3.1 NM			
	A	B	C	D
CIRCLING	1280-1 522 (600-1)	1300-1 542 (600-1)	1300-1½ 542 (600-1½)	NA
	Knots: 60, 90, 120, 150, 180			
	Min:Sec: 3:06, 2:04, 1:33, 1:14, 1:02			

ELYRIA, OHIO  
Amdt 7C 18AUG16

41°20'N - 82°06'W

# VOR or GPS-A

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# ALPHE FOUR DEPARTURE (RNAV)

EC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:**  
3000

CLEVELAND DEP CON  
126.35 346.32

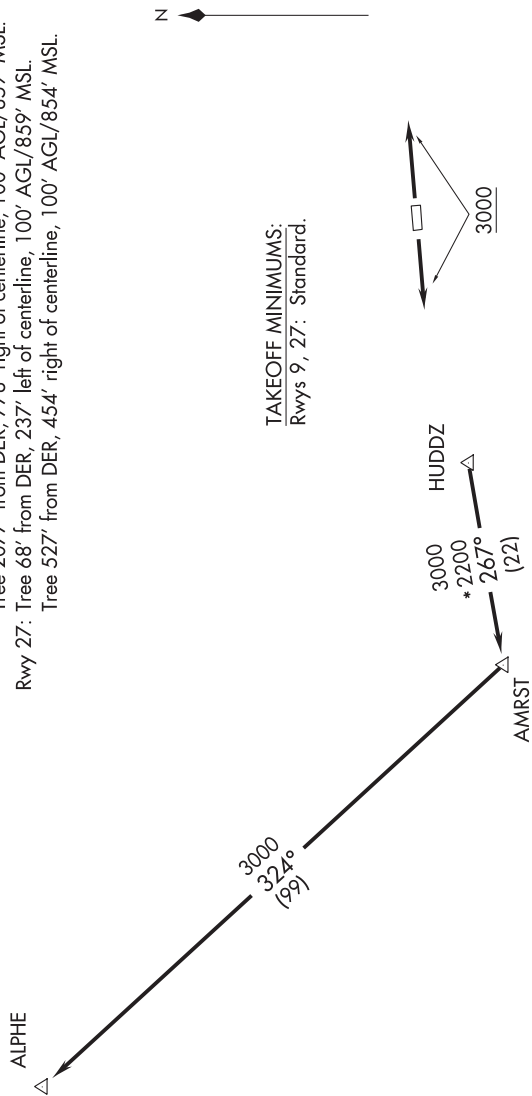
## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 9, 27:** Climb via assigned heading to 3000 thence....

...or assigned altitude for radar vectors to HUDDZ, then on track 267° to AMRST, then on track 324° to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

### TAKEOFF OBSTACLES:

- Rwy 9: Road 1198' from DER, 275' left of centerline, 15' AGL/774' MSL.
- Tree 2077' from DER, 778' right of centerline, 100' AGL/859' MSL.
- Rwy 27: Tree 68' from DER, 237' left of centerline, 100' AGL/859' MSL.
- Tree 527' from DER, 454' right of centerline, 100' AGL/854' MSL.



NOTE: Radar required for non-GPS equipped aircraft.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

MANSFIELD



MFD

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

# ALPHE FOUR DEPARTURE (RNAV)

# AMRST FIVE DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 9, 27:** Climb on assigned heading to 3000 thence....

....or assigned altitude for vectors to intercept DJB VOR/DME R-265, to AMRST INT then on (transition).  
Expect filed altitude/flight level ten (10) minutes after departure.

**CARLETON TRANSITION (AMRST5.CRL):** From over AMRST INT on CRL R-159 to CRL VORTAC.

**WATERVILLE TRANSITION (AMRST5.VWV):** From over AMRST INT on VWV R-115 to VWV VOR/DME.

### TAKEOFF OBSTACLES:

- Rwy 9: Road 1198' from DER, 275' left of centerline, 15' AGL/774' MSL.  
Tree 2077' from DER, 778' right of centerline, 100' AGL/859' MSL.
- Rwy 27: Tree 68' from DER, 237' left of centerline, 100' AGL/859' MSL.  
Tree 527' from DER, 454' right of centerline, 100' AGL/854' MSL.

CLEVELAND DEP CON  
126.35 346.32  
ATIS 132.375

**TOP ALTITUDE:**  
**3000**

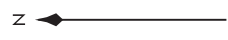
CARLETON 115.7 CRL Chan 104
N42°02.88'-W83°27.45'
L-28, H-10

WATERVILLE 113.1 VWV Chan 78
N41°27.09' W83°38.32'
L-28, H-10

DRYER 113.6 DJB Chan 83
N41°21.48' W82°09.72'

HUDDZ N41°18.68' W82°30.59'
-----------------------------------

MANSFIELD 108.8 MFD Chan 25
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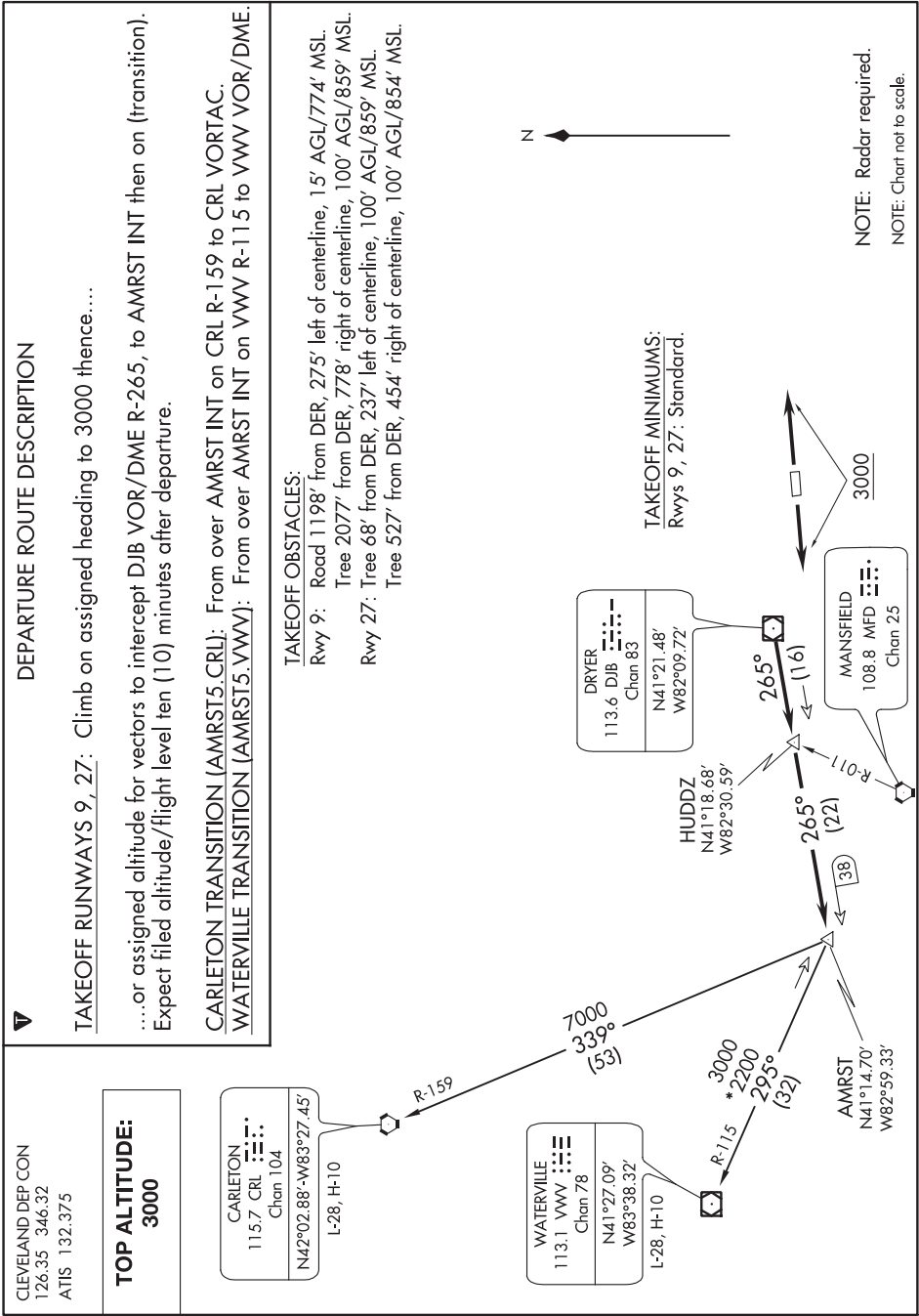
**TAKEOFF MINIMUMS:**  
Rwys 9, 27: Standard.

**NOTE:** Radar required.  
NOTE: Chart not to scale.

# AMRST FIVE DEPARTURE

(AMRST5.AMRST) 15120

EC-2, 10 NOV 2016 to 05 JAN 2017







# OBRLN FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9, 27: Climb via assigned heading to 3000 thence....

....or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT, then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN4.VHP): From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN4.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned). From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN4.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN4.RID): From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN4.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

### TAKEOFF OBSTACLES:

- Rwy 9: Road 1198' from DER, 275' left of centerline, 15' AGL/774' MSL.  
Tree 2077' from DER, 778' right of centerline, 100' AGL/859' MSL.
- Rwy 27: Tree 68' from DER, 237' left of centerline, 100' AGL/859' MSL.  
Tree 527' from DER, 454' right of centerline, 100' AGL/854' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



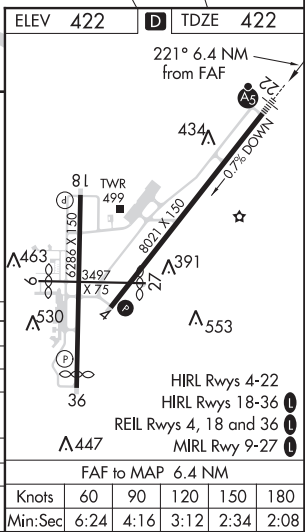
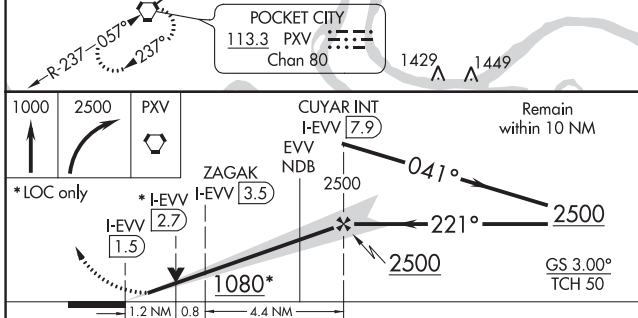
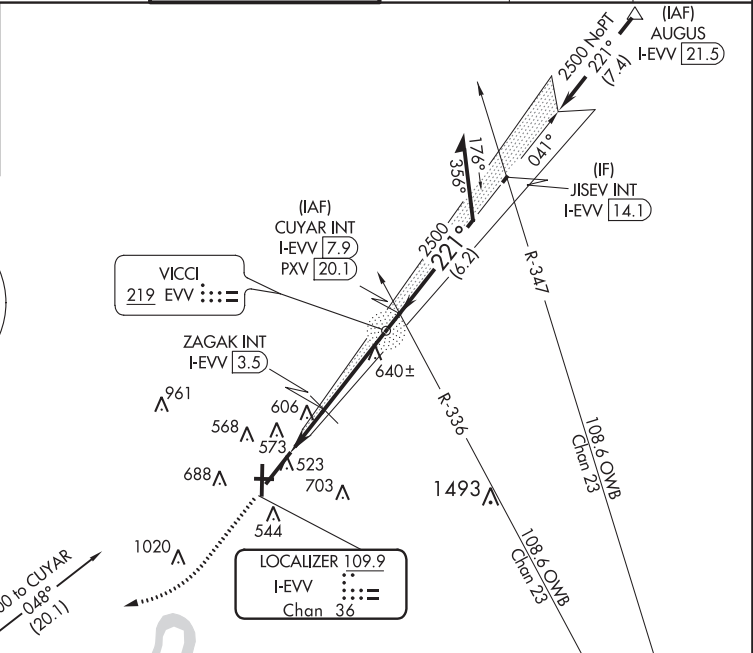
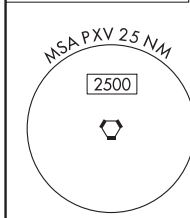
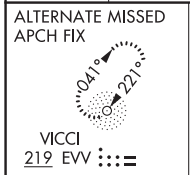
LOC/DME I-EVV <b>109.9</b> Chan <b>36</b>	APP CRS <b>221°</b>	Rwy Idg TDZE Apt Elev	<b>8021</b> <b>422</b> <b>422</b>
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# ILS or LOC RWY 22

EVANSVILLE RGNL (E V V)

<p><b>ASR</b> Circling Rwy 9 NA at night. ** RVR 1800 authorized with use of FD or AP or HUD to DA.</p>	<p><b>MALSR</b></p>	<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct PXV VORTAC and hold.</p>
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ATIS <b>120.2</b>	EVANSVILLE APP CON * <b>124.025 290.9</b>	EVANSVILLE TOWER * <b>118.7(CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>126.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 22	**622/24		200 (200-½)	
S-LOC 22	1080/24	658 (700-½)	1080-1¾	658 (700-1¾)
<b>C</b> CIRCLING	1080-1	658 (700-1)	1080-1¾	1080-2
			658 (700-1¾)	658 (700-2)
ZAGAK FIX MINIMUMS				
S-LOC 22	860/24	438 (500-½)	860/40	438 (500-¾)
<b>C</b> CIRCLING	920-1	1040-1	1040-1¾	1040-2
	498 (500-1)	618 (700-1)	618 (600-1¾)	618 (700-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>82711</b> <b>W04A</b>	APP CRS <b>041°</b>	Rwy Idg TDZE <b>389</b> Apt Elev <b>422</b>	<b>8021</b>
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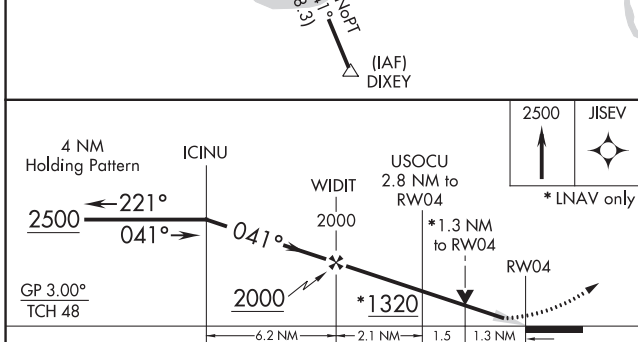
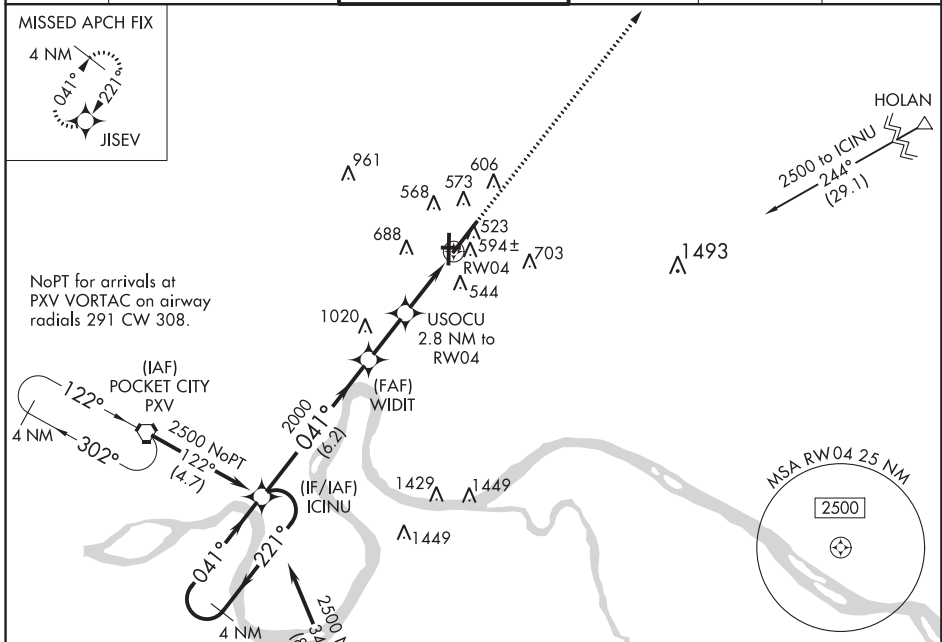
# RNAV (GPS) RWY 4

EVANSVILLE RGNL (E V V)

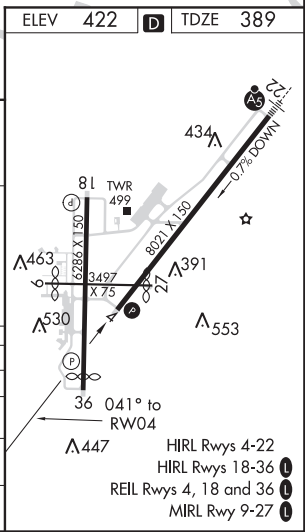
**ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night.

**MISSED APPROACH:** Climb to 2500 direct JISEV and hold.

ATIS <b>120.2</b>	EVANSVILLE APP CON ★ <b>124.025 290.9</b>	EVANSVILLE TOWER ★ <b>118.7(CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>126.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		589-3/4	200 (200-3/4)	
LNAV/VNAV DA		852-1 5/8	463 (500-1 5/8)	
LNAV MDA	860-1	471 (500-1)	860-1 3/8	471 (500-1 3/8)
<b>C</b> CIRCLING	920-1 498 (500-1)	1040-1 618 (700-1)	1040-1 3/4 618 (700-1 3/4)	1040-2 618 (700-2)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>50421</b> <b>W18A</b>	APP CRS <b>184°</b>	Rwy Idg TDZE Apt Elev	<b>5497</b> <b>396</b> <b>422</b>
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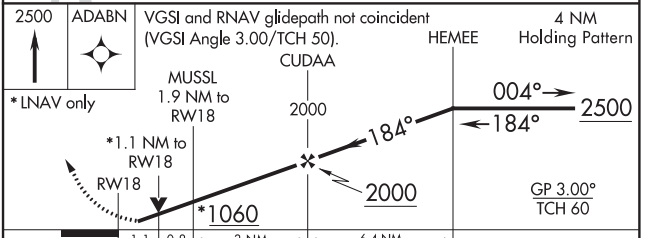
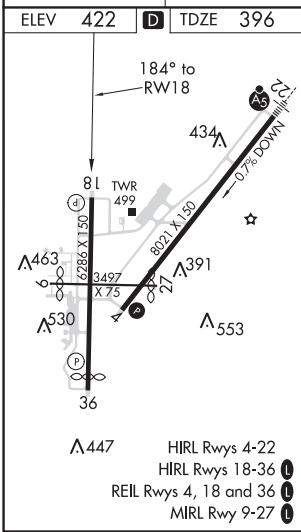
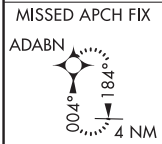
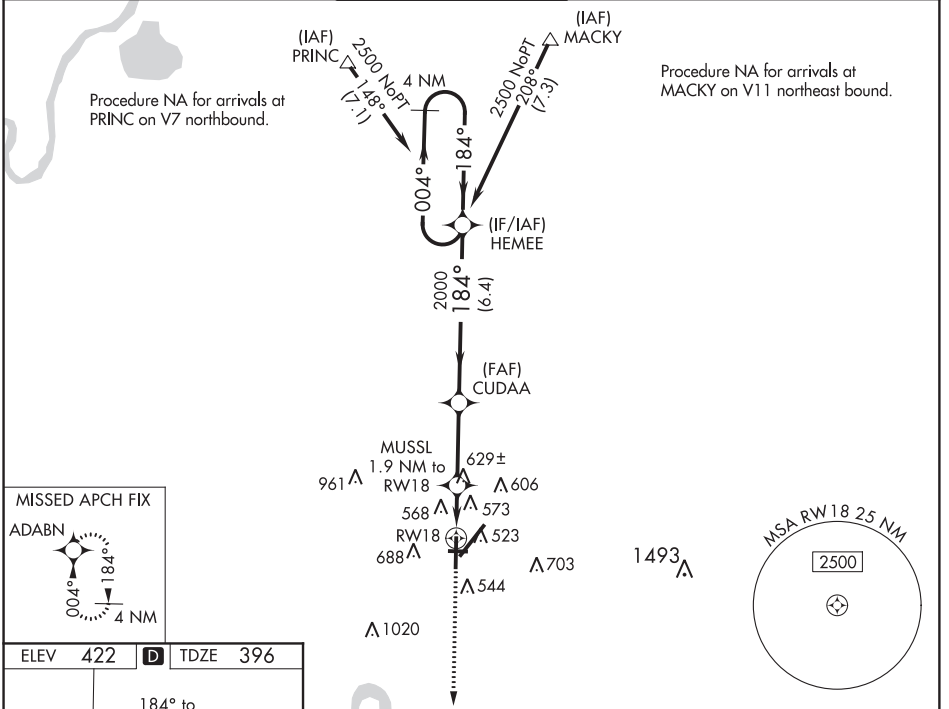
# RNAV (GPS) RWY 18

EVANSVILLE RGNL (E.V.V)

**ASR** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climb to 2500 direct ADABN and hold.

ATIS <b>120.2</b>	EVANSVILLE APP CON ★ <b>124.025 290.9</b>	EVANSVILLE TOWER ★ <b>118.7(CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>126.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		596-¾	200 (200-¾)	
LNAV/VNAV DA		931-1¾	535 (600-1¾)	
LNAV MDA	880-1	484 (500-1)	880-1¾	484 (500-1¾)
<b>C</b> CIRCLING	920-1 498 (500-1)	1040-1 618 (700-1)	1040-1¾ 618 (700-1¾)	1040-2 618 (700-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





VORTAC PXV <b>113.3</b> Chan <b>80</b>	APP CRS <b>057°</b>	Rwy Idg TDZE Apt Elev <b>8021</b> <b>389</b> <b>422</b>
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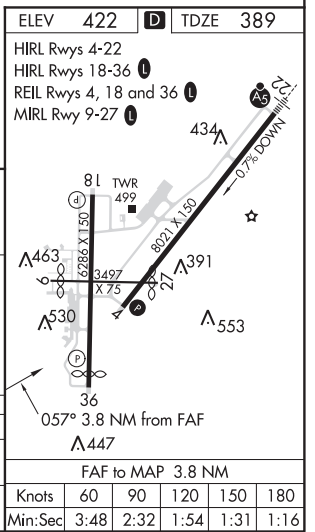
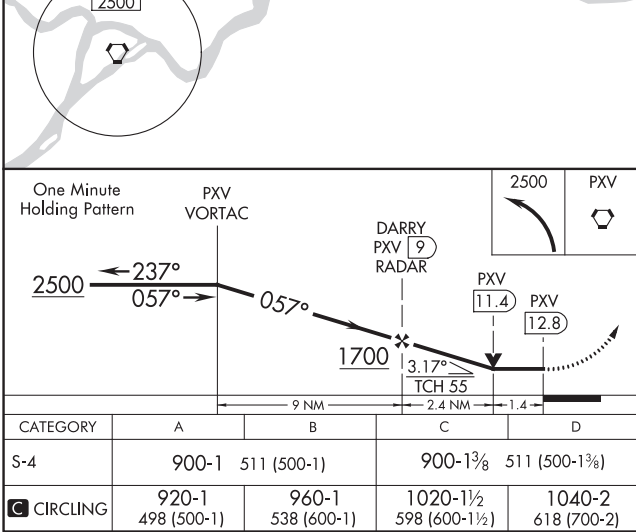
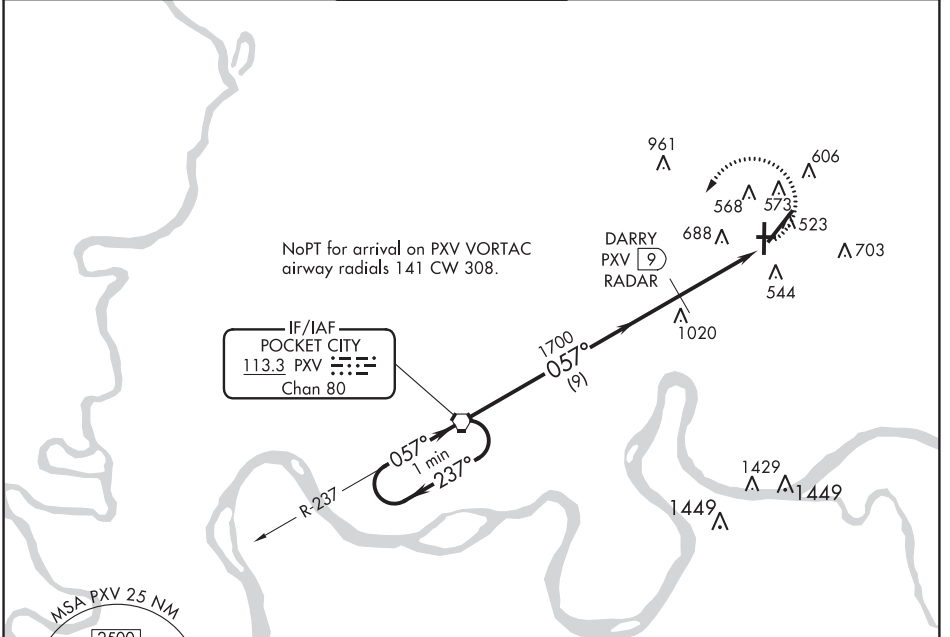
# VOR RWY 4

EVANSVILLE RGNL (EVV)

**ASR** DME or RADAR required.  
Night landing: Rwy 9 NA.  
Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climbing left turn to 2500 direct PXV VORTAC and hold.

ATIS <b>120.2</b>	EVANSVILLE APP CON ★ <b>124.025 290.9</b>	EVANSVILLE TOWER ★ <b>118.7(CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>126.6</b>	UNICOM <b>122.95</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

AL-513 (FAA)

EVANSVILLE RGNL (EVV)  
EVANSVILLE, INDIANA

ATIS  
120.2  
EVANSVILLE TOWER \*  
118.7 257.8  
GND CON  
121.9  
CLNC DEL  
126.6

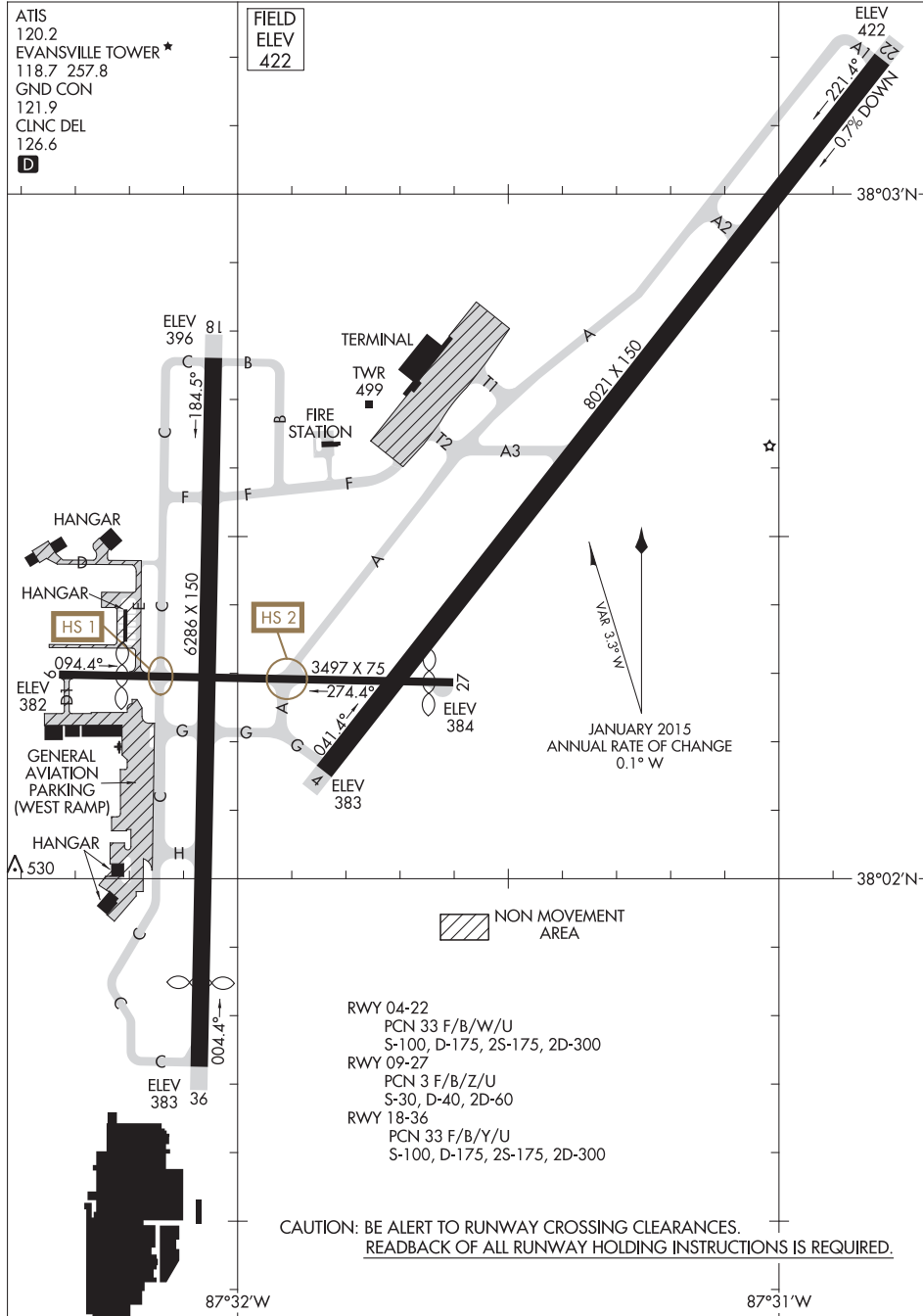
FIELD  
ELEV  
422

ELEV  
422

D

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

EVANSVILLE, INDIANA  
EVANSVILLE RGNL (EVV)

APP CRS	Rwy Idg	<b>4558</b>
<b>074°</b>	TDZE	<b>809</b>
	Apt Elev	<b>813</b>

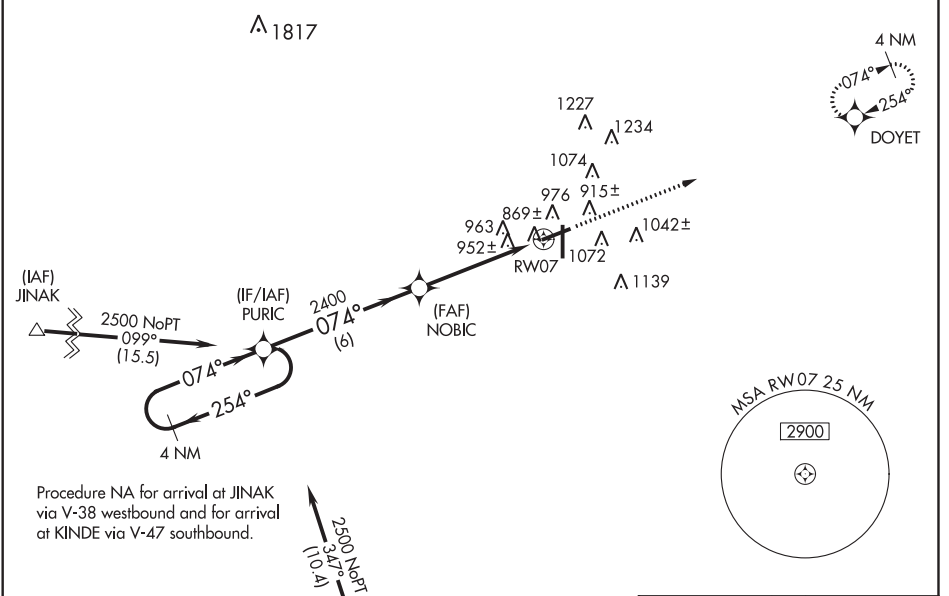
# RNAV (GPS) RWY 7

FINDLAY (F'DY)

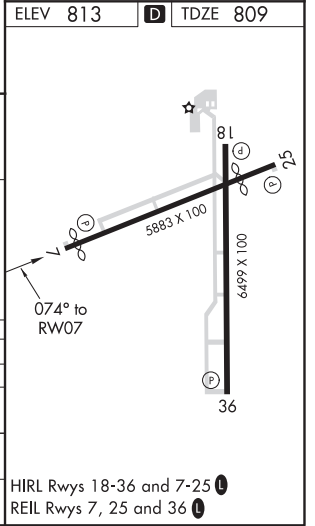
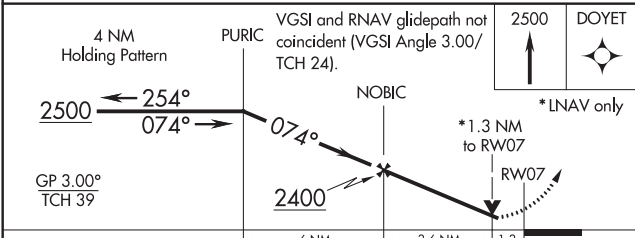
**▼** DME/DME RNP-0.3 NA.  
 Baro-VNAV NA below -16°C (4°F).  
**▲** When local altimeter setting not received, use Lima Allen County altimeter setting and increase all DA/MDA 80 feet, and all visibilities ¼ mile.  
 Baro-VNAV and VDP NA with Lima Allen County altimeter setting.  
 Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct DOYET WP and hold.

ASOS <b>132.85</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>122.725 (CTAF) 0</b>
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ELEV 813	<b>D</b> TDZE 809
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CATEGORY	A	NA		D
GLS PA DA				
LNAV/VNAV DA	1297-1¾ 488 (500-1¾)			
LNAV MDA	1260-1	451 (500-1)	1260-1½ 451 (500-1½)	1260-1½ 451 (500-1½)
CIRCLING	1440-1	627 (700-1)	1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

FINDLAY, OHIO

AL-702 (FAA)

16203

WAAS CH <b>70405</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg TDZE Apt Elev	<b>6498</b> <b>813</b> <b>813</b>
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# RNAV (GPS) RWY 18

FINDLAY (F'DY)

**⚠** If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP and Baro-VNAV NA when using Lima Allen County altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

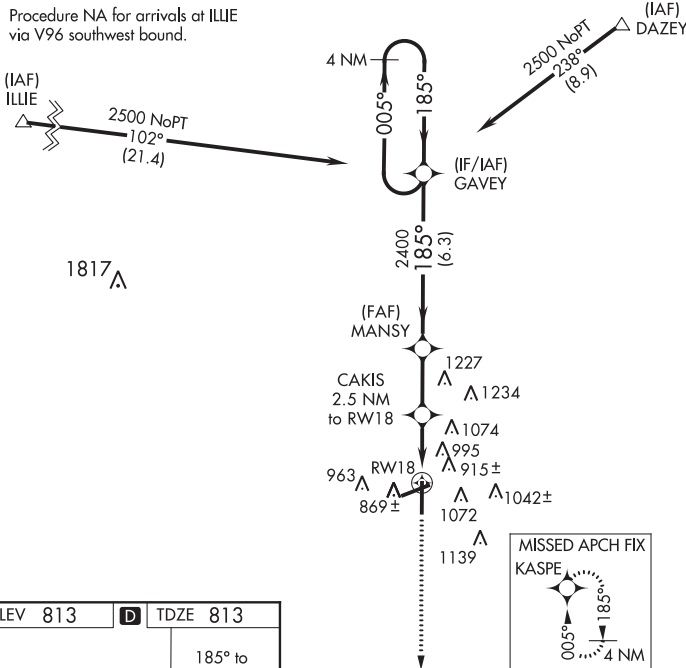
MISSED APPROACH: Climb to 2600 direct KASPE and hold.

ASOS  
**132.85**

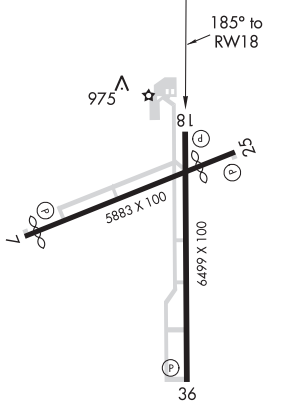
TOLEDO APP CON  
**120.8 317.55**

UNICOM  
**122.725 (CTAF) 0**

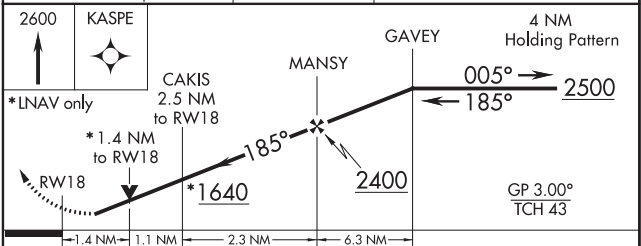
Procedure NA for arrivals at ILLIE via V96 southwest bound.



ELEV 813	<b>D</b>	TDZE 813
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HIRL Rwy 18-36 and 7-25  
REIL Rwy 7, 25 and 36



CATEGORY	A	B	C	D
LPV DA	1063-1 250 (300-1)			
LNAV/VNAV DA	1320-1¾ 507 (600-1¾)			
LNAV MDA	1300-1	487 (500-1)	1300-1¼ 487 (500-1¼)	1300-1½ 487 (500-1½)
CIRCLING	1440-1	627 (700-1)	1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)

FINDLAY, OHIO  
Amdt 1 30AUG07

41°01'N-83°40'W

# FINDLAY (F'DY) RNAV (GPS) RWY 18

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>56405</b> <b>W25A</b>	APP CRS <b>254°</b>	Rwy Idg TDZE Apt Elev	<b>4558</b> <b>812</b> <b>813</b>
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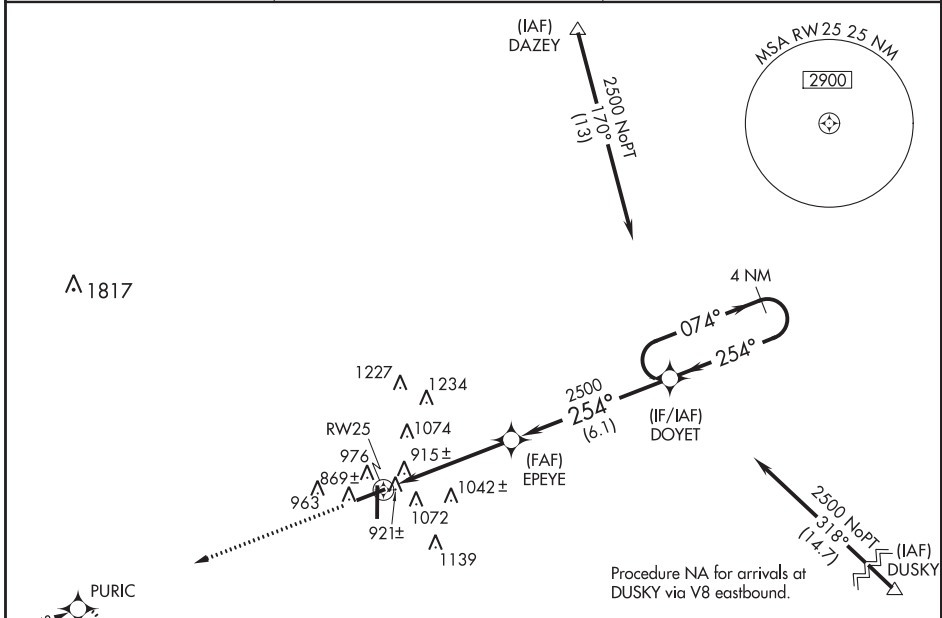
# RNAV (GPS) RWY 25

FINDLAY (FDY)

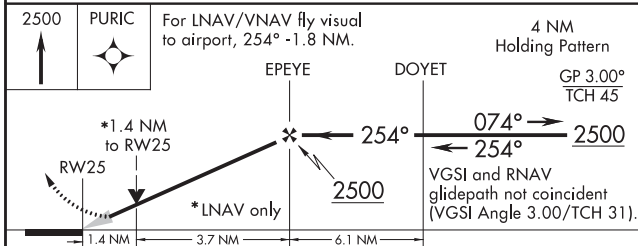
**⚠** If local altimeter setting not received, use Lima Allen County altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Lima Allen County altimeter setting.

**⚠** MISSED APPROACH: Climb to 2500 direct PURIC and hold.

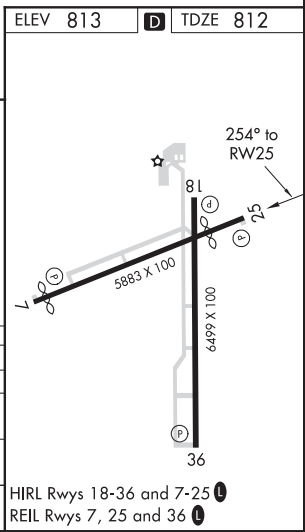
ASOS <b>132.85</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>122.725 (CTAF) 0</b>
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For LNAV/VNAV fly visual to airport, 254° -1.8 NM.



CATEGORY	A	B	C	D
LPV DA	1116-1		304 (400-1)	
LNAV/VNAV DA	1411-2		599 (600-2)	
LNAV MDA	1280-1	468 (500-1)	1280-1½ 468 (500-1½)	1280-1½ 468 (500-1½)
CIRCLING	1440-1	627 (700-1)	1440-1¾ 627 (700-1¾)	1440-2 627 (700-2)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





# ILS or LOC RWY 5

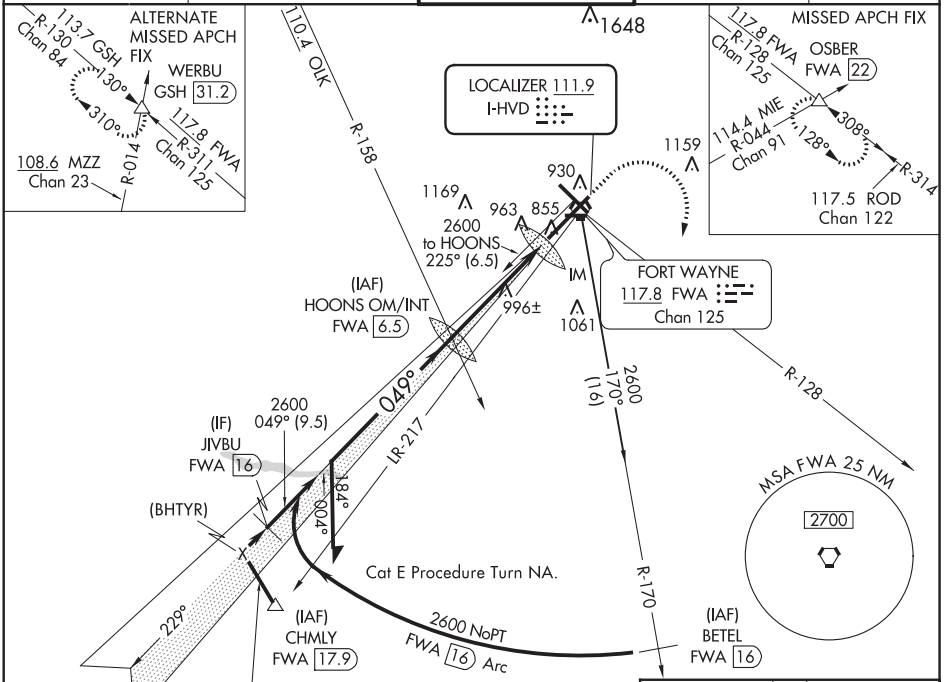
FORT WAYNE INTL (FWA)

LOC I-HVD <b>111.9</b>	APP CRS <b>049°</b>	Rwy Idg <b>11981</b> TDZE <b>814</b> Apt Elev <b>814</b>
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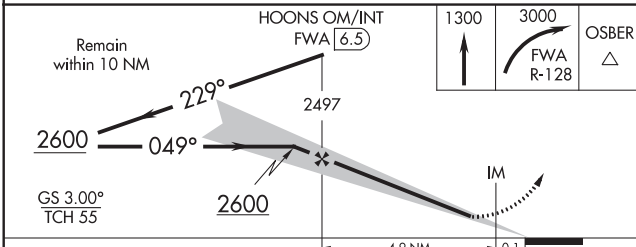
**⚠** For inoperative ALSF-2, increase S-ILS 5 Cat E visibility to RVR 4000 and increase S-LOC 5 Cat E visibility to 1½ mile.

**ALSF-2** MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS <b>121.25 349.0</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 272.725</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>
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ELEV <b>814</b>	<b>D</b>	TDZE <b>814</b>
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ELEV <b>814</b>	<b>D</b>	TDZE <b>814</b>
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**FAF to MAP 5 NM**

Obstructions: 833, 863, 879, 891, 921±, 863.

Runway: **TDZ/CL Rwy 5**, **REIL Rwys 14 and 23**, **HIRL Rwys 5-23 and 14-32**.

Other: **TWR 1000**, **8002 X 150 DOWN**, **1098 X 150**, **4001 X 75**.

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D	E
S-ILS 5	1014/18 200 (200-½)				1014/24 200 (200-½)
S-LOC 5	1260/24 446 (500-½)	1260/40 446 (500-¾)	1260/50 446 (500-1)		
CIRCLING	1320-1 506 (600-1)	1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017











WAAS CH <b>69599</b> <b>W23A</b>	APP CRS <b>227°</b>	Rwy Idg <b>11981</b> TDZE <b>799</b> Apt Elev <b>815</b>
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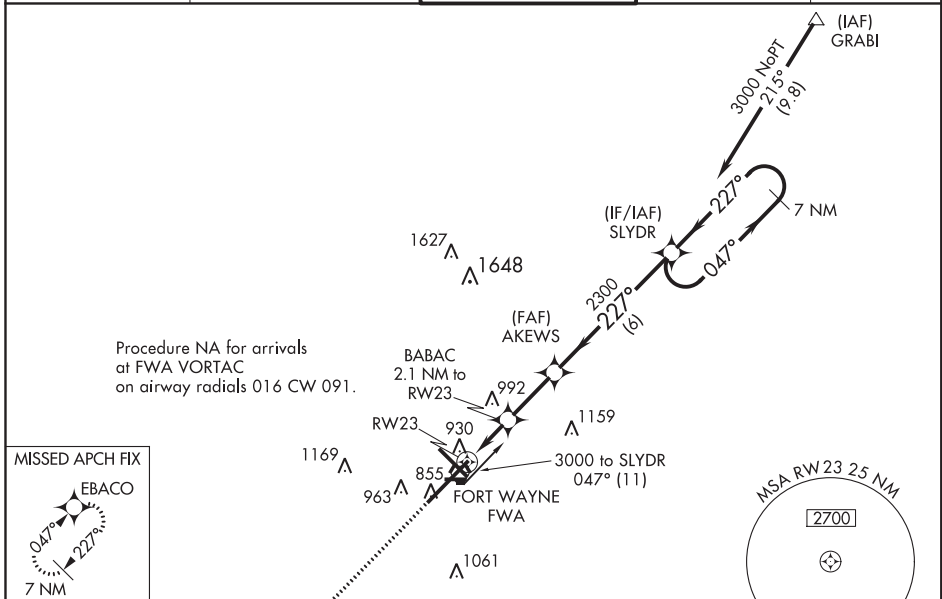
# RNAV (GPS) RWY 23

FORT WAYNE INTL (F'WA)

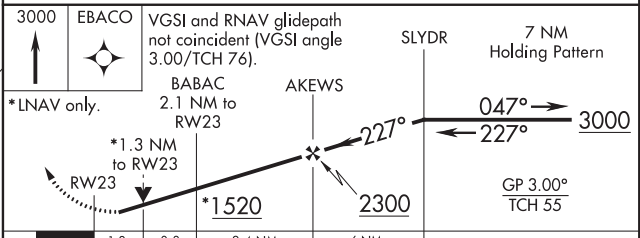
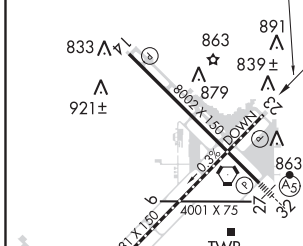
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).  
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Auburn altimeter setting. When local altimeter setting not received, use Auburn altimeter setting and increase LPV DA to 1110, increase LNAV/VNAV DA to 1287, increase all MDA 60 feet and increase LPV visibility ¼ mile, LNAV/VNAV visibility ¼ mile, LNAV Cat D/E visibility ¼ mile, and Circling Cat E visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct EBACO and hold.

ATIS <b>121.25 349.0</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 272.725</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>
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ELEV <b>815</b>	<b>D</b>	TDZE <b>799</b>
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CATEGORY	A	B	C	D	E
LPV DA	1053/40		254 (300-¾)		
LNAV/VNAV DA	1230-1½		431 (500-1½)		
LNAV MDA	1300/50	501 (500-1)	1300-1½	501 (500-1½)	1300-1¾ 501 (500-1¾)
CIRCLING	1300-1	485 (500-1)	1300-1½ 485 (500-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)

TDZ/CL Rwy 5  
 REIL Rws 14 and 23  
 HIRL Rws 5-23 and 14-32

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

FORT WAYNE, INDIANA

AL-156 (FAA)

16259

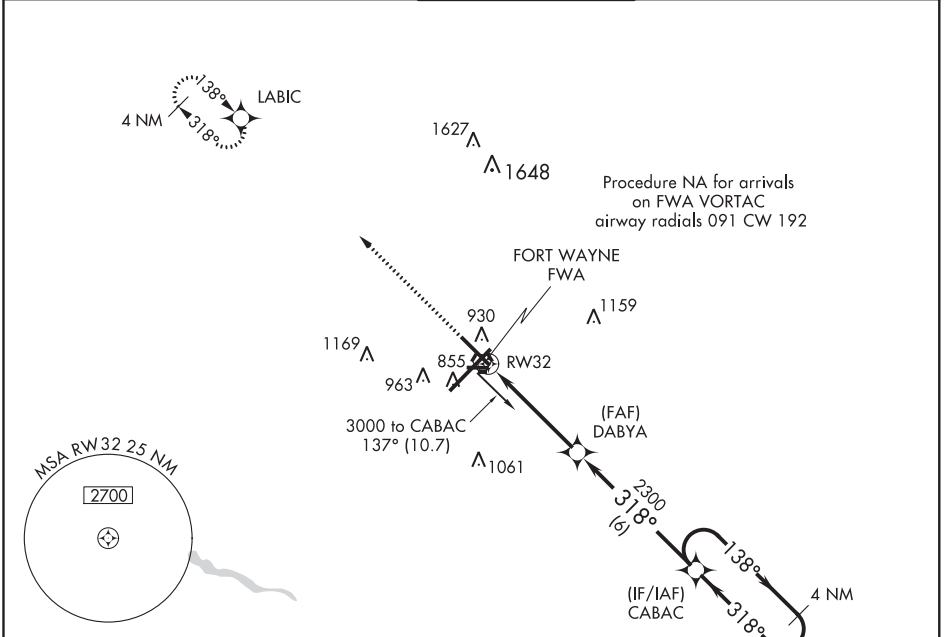
WAAS CH <b>82417</b> <b>W32A</b>	APP CRS <b>318°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>800</b> <b>814</b>
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# RNAV (GPS) RWY 32

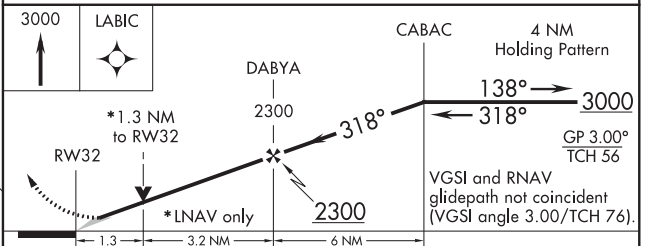
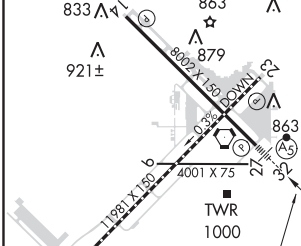
FORT WAYNE INTL (FWA)

<b>ASR</b>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.	<b>MALSR</b>	<b>MISSED APPROACH:</b> Climb to 3000 direct LABIC and hold.
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<b>ATIS</b> <b>121.25 349.0</b>	<b>FORT WAYNE APP CON</b> <b>127.2 284.6</b>	<b>FORT WAYNE TOWER</b> <b>119.1 272.725</b>	<b>GND CON</b> <b>121.9 348.6</b>	<b>CLNC DEL</b> <b>124.75</b>
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ELEV 814	<b>D</b>	TDZE 800
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CATEGORY	A	B	C	D
LPV DA		1000/24	200 (200-½)	
LNAV/VNAV DA		1250/50	450 (500-1)	
LNAV MDA	1280/24	480 (500-½)	1280/40 480 (500-¾)	1280/50 480 (500-1)
CIRCLING	1300-1	486 (500-1)	1300-1½ 486 (500-1½)	1380-2 566 (600-2)

TDZ/CL Rwy 5  
REIL Rws 14 and 23  
HIRL Rws 5-23 and 14-32

FORT WAYNE, INDIANA

Amdt 1 08APR10

40°59'N-85°12'W

# FORT WAYNE INTL (FWA)

## RNAV (GPS) RWY 32

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



FORT WAYNE, INDIANA

AL-156 (FAA)

16259

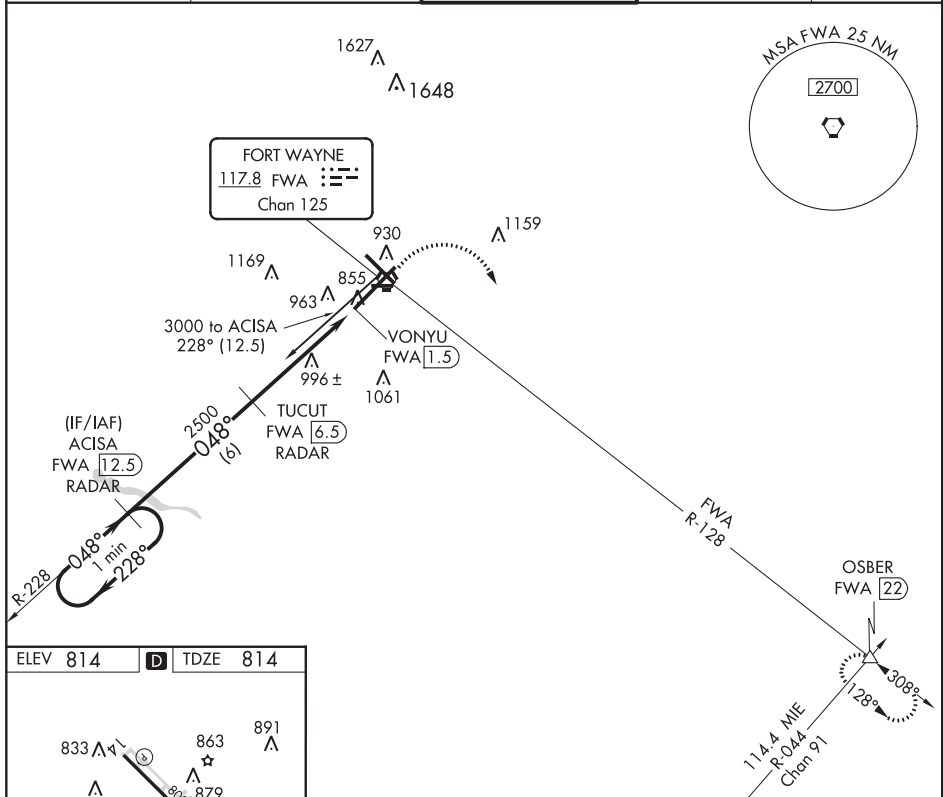
VORTAC FWA <b>117.8</b> Chan <b>125</b>	APP CRS <b>048°</b>	Rwy Idg TDZE <b>814</b> Apt Elev <b>814</b>
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# VOR or TACAN RWY 5

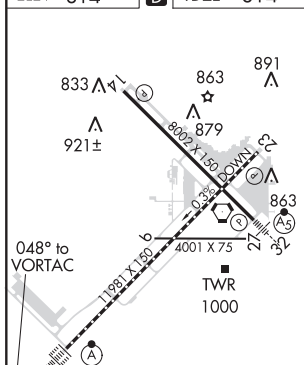
FORT WAYNE INTL (FWA)

ALSF-2 ASR For Inoperative ALSF-2, increase S-5 Cat E visibility 1/2 mile. DME or RADAR Required.	ALSF-2 MISSED APPROACH: Climbing right turn to 3000 via FWA VORTAC R-128 to OSBER INT/FWA 22 DME and hold.
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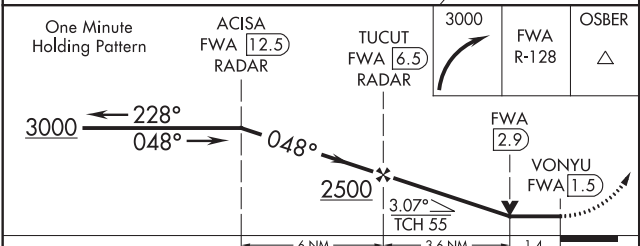
ATIS <b>121.25 349.0</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 272.725</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>
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ELEV 814	<b>D</b>	TDZE 814
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FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D	E
S-5	1320/24	506 (600-1/2)	1320/50	506 (600-1)	1320/60 506 (600-1 1/2)
CIRCLING	1320-1	506 (600-1)	1320-1 1/2 506 (600-1 1/2)	1380-2 566 (600-2)	1520-2 1/2 706 (800-2 1/2)

FORT WAYNE, INDIANA  
Amdt 20 02JUL09

40°59'N-85°12'W

# FORT WAYNE INTL (FWA) VOR or TACAN RWY 5

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

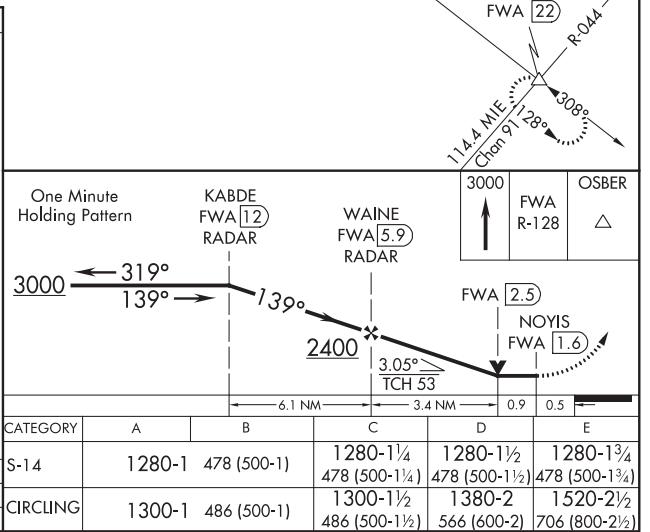
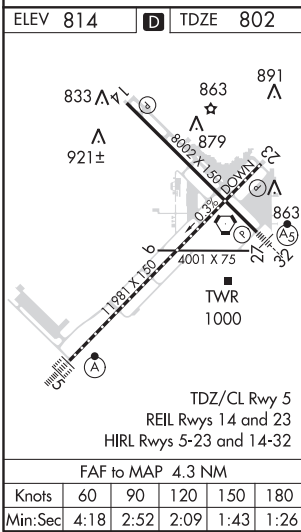
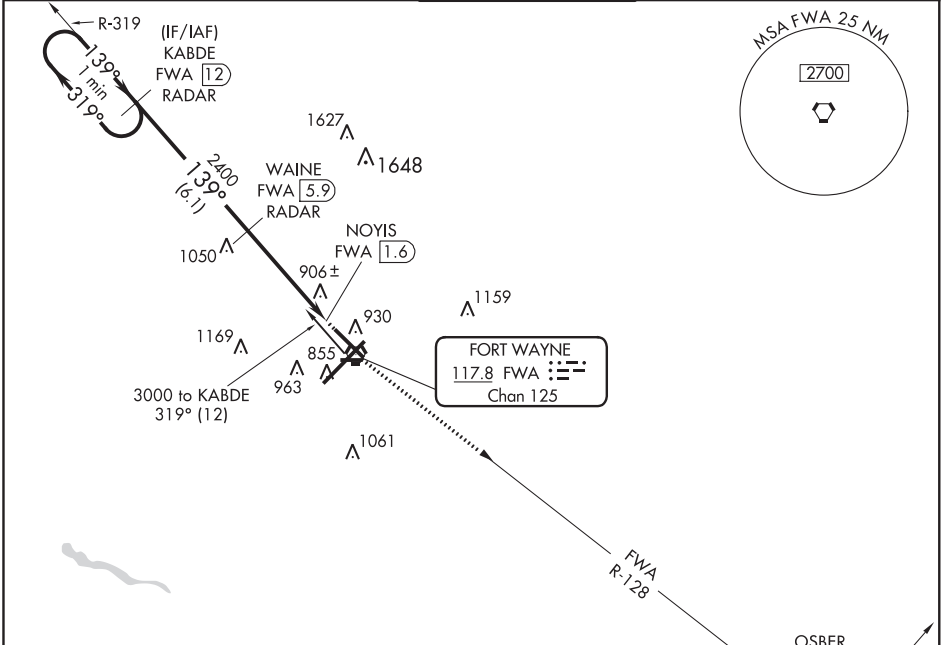
VORTAC FWA <b>117.8</b> Chan <b>125</b>	APP CRS <b>139°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>802</b> <b>814</b>
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# VOR or TACAN RWY 14

FORT WAYNE INTL (FWA)

DME or radar required.		MISSED APPROACH: Climb to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.		
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ATIS <b>121.25 349.0</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 272.725</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

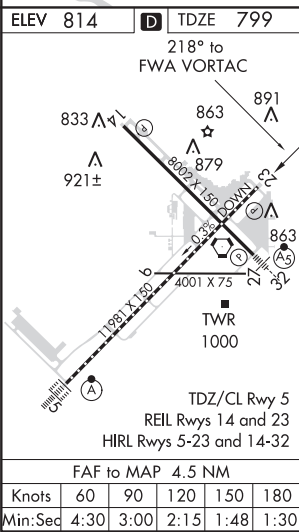
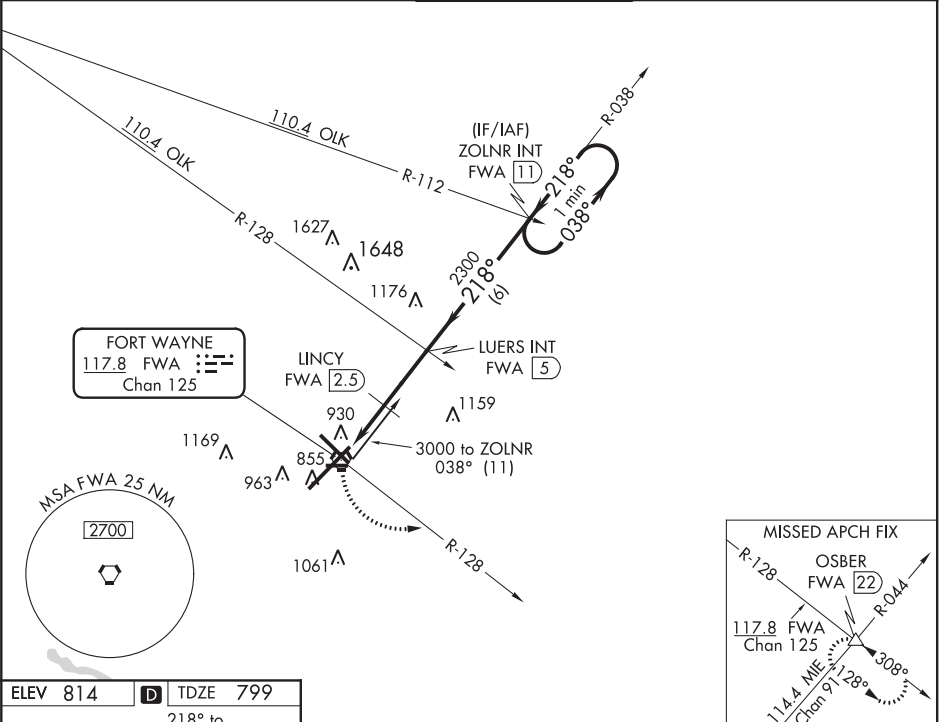


VORTAC FWA <b>117.8</b> Chan 125	APP CRS <b>218°</b>	Rwy Idg TDZE Apt Elev	<b>11981</b> <b>799</b> <b>814</b>
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# VOR or TACAN RWY 23

FORT WAYNE INTL (FWA)

ASR		MISSED APPROACH: Climbing left turn to 3000 via FWA VORTAC R-128 to OSBER INT/FWA 22 DME and hold.		
ATIS <b>121.25 349.0</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 272.725</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>



3000	OSBER	LUERS INT FWA (5)	ZOLNR INT FWA (11)	One Minute Holding Pattern	
FWA R-128	△	LINCY FWA (2.5)	218°	038° → 3000	
FWA (1.8)	FWA (0.5)	1500	2300	← 218°	
1.3	0.7 NM	2.5	6 NM		
VGSi and descent angles not coincident (VGSi angle 3.00/TCH 76).					
CATEGORY	A	B	C	D	E
S-23	1500/50	701 (700-1)	1500-2 701 (700-2)	1500-2¼ 701 (700-2¼)	1500-2½ 701 (700-2½)
CIRCLING	1500-1	686 (700-1)	1500-2 686 (700-2)	1500-2¼ 686 (700-2¼)	1500-2½ 706 (800-2½)
LINCY FIX MINIMUMS					
S-23	1300/50	501 (500-1)	1300-1½	501 (500-1½)	1300-1¾ 501 (500-1¾)
CIRCLING	1320-1	506 (600-1)	1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

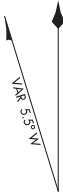
AL-156 (FAA)

FORT WAYNE INTL (FWA)  
FORT WAYNE, INDIANA

ATIS  
121.25 349.0  
FORT WAYNE TOWER  
119.1 272.725  
GND CON  
121.9 348.6  
CLNC DEL  
124.75

D

41°00'N



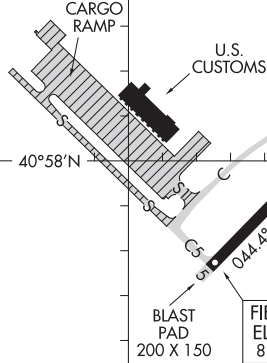
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1° W

40°59'N

NON MOVEMENT AREA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

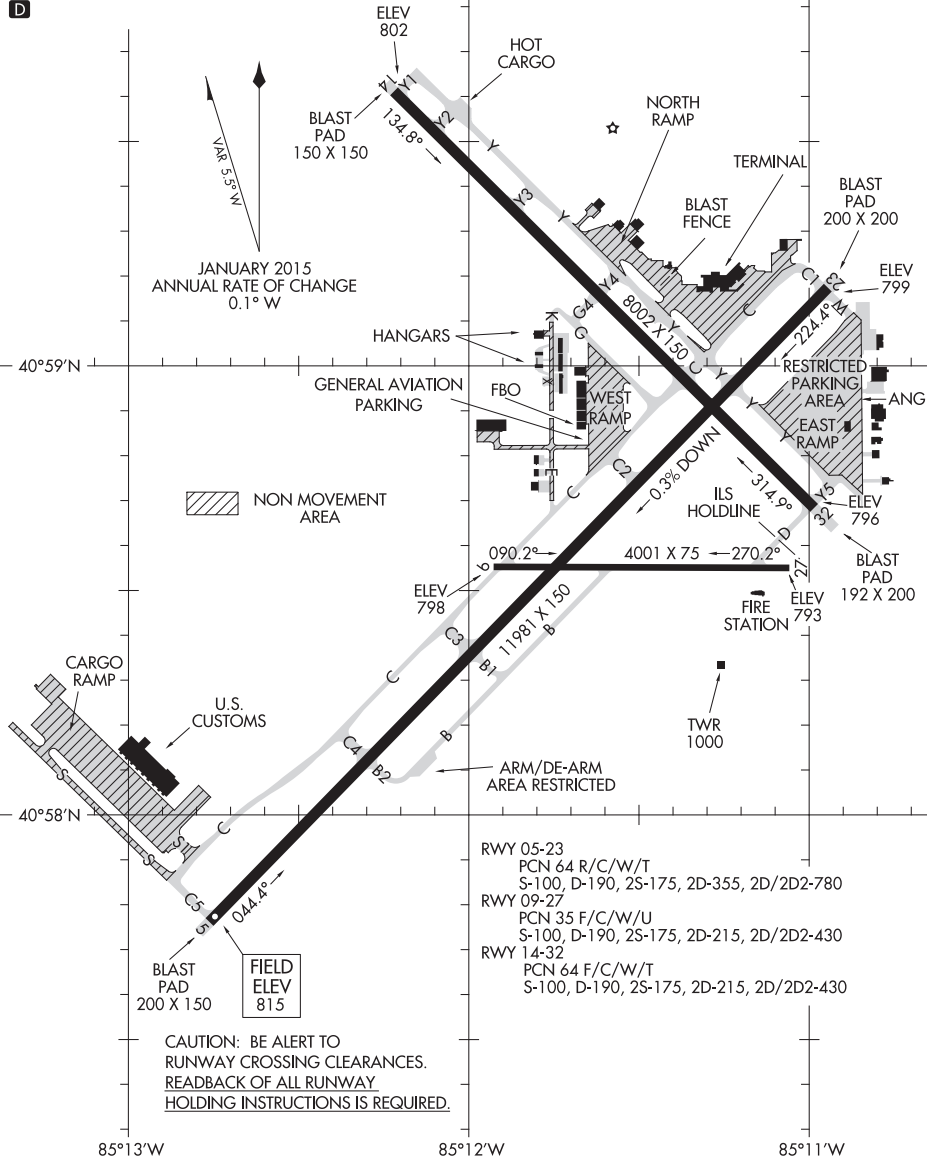


CAUTION: BE ALERT TO  
RUNWAY CROSSING CLEARANCES.  
REARBACK OF ALL RUNWAY  
HOLDING INSTRUCTIONS IS REQUIRED.

85°13'W

85°12'W

85°11'W



RWY 05-23  
PCN 64 R/C/W/T  
S-100, D-190, 2S-175, 2D-355, 2D/2D2-780  
RWY 09-27  
PCN 35 F/C/W/U  
S-100, D-190, 2S-175, 2D-215, 2D/2D2-430  
RWY 14-32  
PCN 64 F/C/W/T  
S-100, D-190, 2S-175, 2D-215, 2D/2D2-430

# AIRPORT DIAGRAM

FORT WAYNE, INDIANA  
FORT WAYNE INTL (FWA)

APP CRS	Rwy Idg	<b>3035</b>
<b>056°</b>	TDZE	<b>834</b>
	Apt Elev	<b>836</b>

# RNAV (GPS) RWY 5

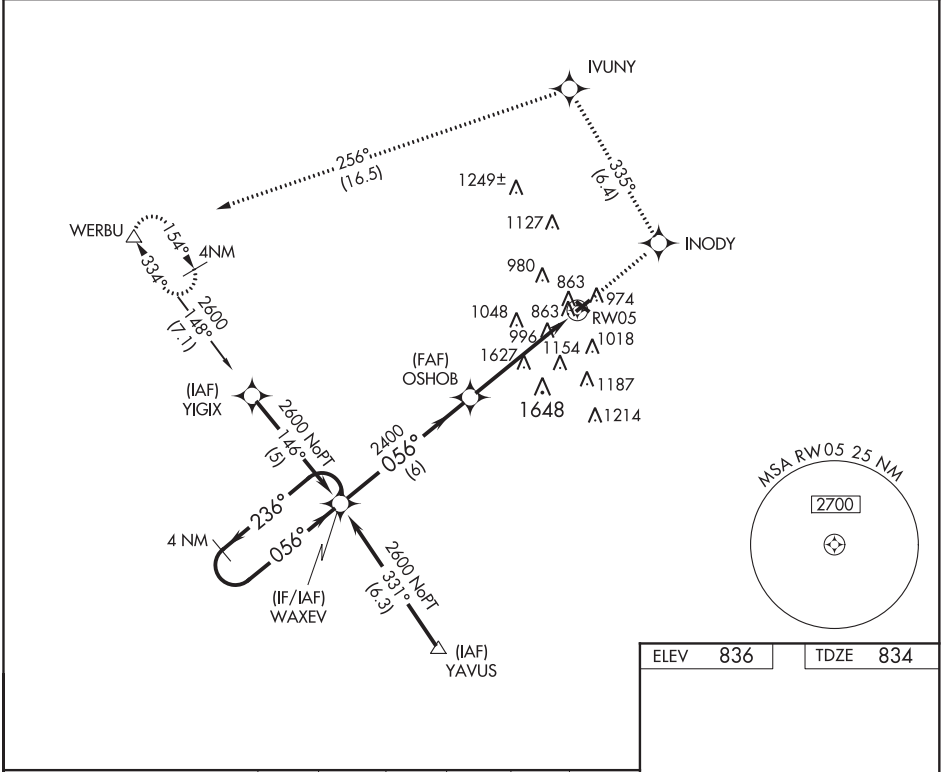
SMITH FIELD (SMD)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet.

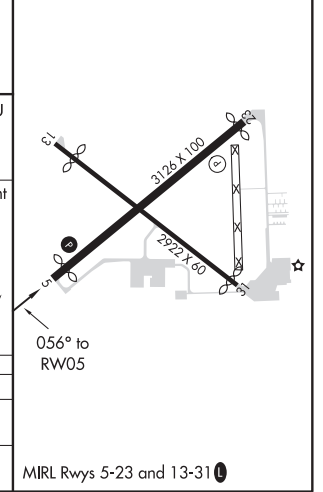
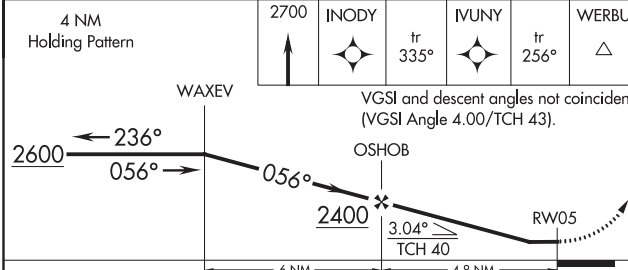
**⚠** NA MISSED APPROACH: Climb to 2700 direct INODY and on track 335° to IVUNY and on track 256° to WERBU and hold.

**❄** -22°C/-8°F

AWOS-3 <b>124.55</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV	<b>836</b>	TDZE	<b>834</b>
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CATEGORY	A	B	C	D
LNVA MDA	1880-1¼ 1046 (1100-1¼)	1880-1½ 1046 (1100-1½)	1880-3 1046 (1100-3)	NA
CIRCLING	1880-1¼ 1044 (1100-1¼)	1880-1½ 1044 (1100-1½)	1880-3 1044 (1100-3)	NA

MIRL Rwy 5-23 and 13-31 0

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>69220</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Idg TDZE Apt Elev	<b>2623</b> <b>836</b> <b>836</b>
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# RNAV (GPS) RWY 13

SMITH FIELD (SMD)

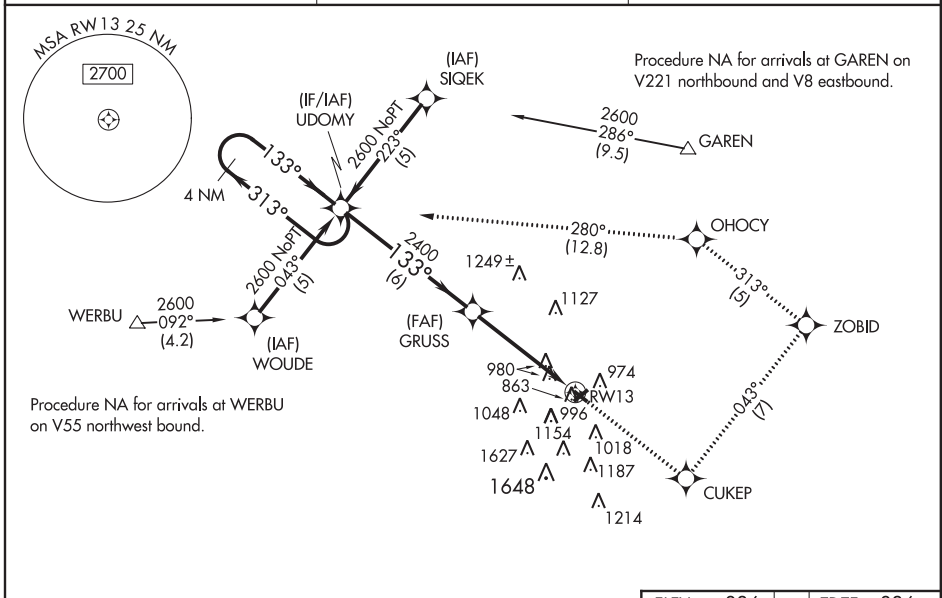
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DA 27 feet and LPV all Cats visibility ¼ mile, increase all MDA 40 feet and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Fort Wayne Intl altimeter setting.

**⚠** NA

**⚠** MISSED APPROACH: Climb to 2600 direct CUKEP and left turn on track 043° to ZOBID and left turn on track 313° to OHOCY and on track 280° to UDOMY and hold.

**⚠** -22°C/-8°F

AWOS-3 <b>124.55</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 836	TDZE 836
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2600 CUKEP

↑

ZOBID

↖ tr 043°

OHOCY

↖ tr 313°

UDOMY

↖ tr 280°

4 NM Holding Pattern UDOMY

GP 3.00° TCH 40

6 NM (UDOMY to GRUSS)

4.7 NM (GRUSS to RW13)

MIRL Rwy 5-23 and 13-31 0

CATEGORY	A	B	C	D
LPV DA	1135-1	299 (300-1)		NA
LNAV/VNAV DA	1408-2	572 (600-2)		NA
LNAV MDA	1340-1	504 (600-1)	1340-1½ 504 (600-1½)	NA
CIRCLING	1400-1	564 (600-1)	1400-1½ 564 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

FORT WAYNE, INDIANA

AL-157 (FAA)

15344

WAAS CH <b>65738</b> <b>W23A</b>	APP CRS <b>236°</b>	Rwy Idg <b>3035</b> TDZE <b>834</b> Apt Elev <b>836</b>
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# RNAV (GPS) RWY 23

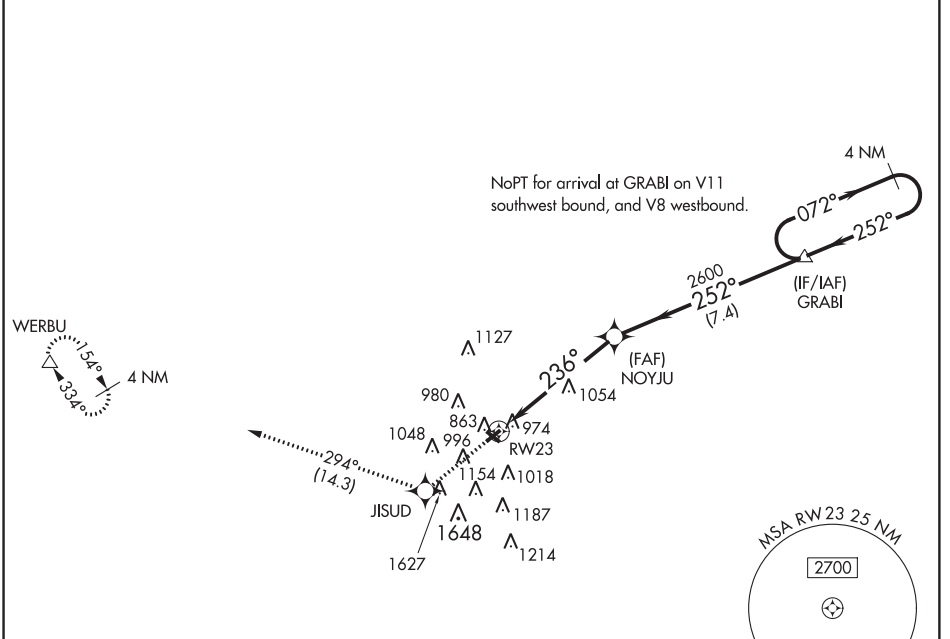
SMITH FIELD (SMD)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and LP and LNAV Cat C visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

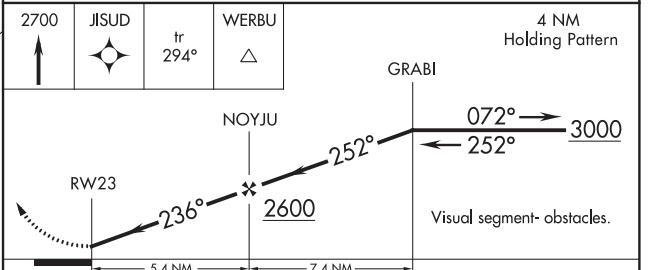
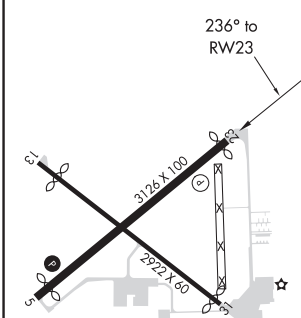
**⚠** NA  
**⚠** -22°C/-8°F

MISSED APPROACH: Climb to 2700 direct JISUD and on track 294° to WERBU and hold.

AWOS-3 <b>124.55</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 836	TDZE 834
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CATEGORY	A	B	C	D
LP MDA	1360-1	526 (600-1)	1360-1½ 526 (600-1½)	NA
LNAV MDA	1400-1	566 (600-1)	1400-1½ 566 (600-1½)	NA
<b>C</b> CIRCLING	1400-1	564 (600-1)	1940-3 1104 (1200-3)	NA

FORT WAYNE, INDIANA  
Amdt 1 10DEC15

41°09'N-85°09'W

# SMITH FIELD (SMD)

## RNAV (GPS) RWY 23

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>77638</b> <b>W31A</b>	APP CRS <b>313°</b>	Rwy Idg <b>2821</b> TDZE <b>836</b> Apt Elev <b>836</b>
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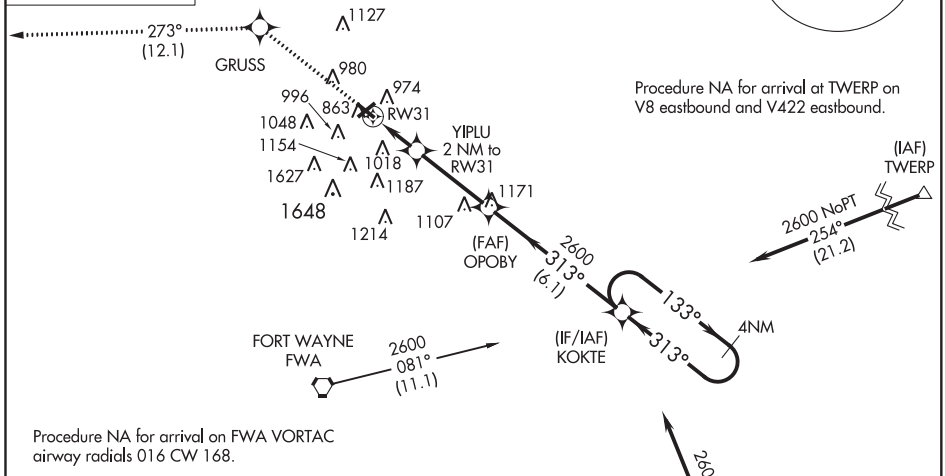
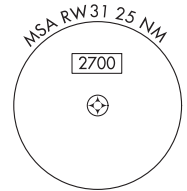
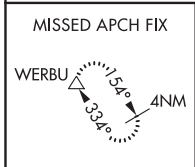
# RNAV (GPS) RWY 31

SMITH FIELD (SMD)

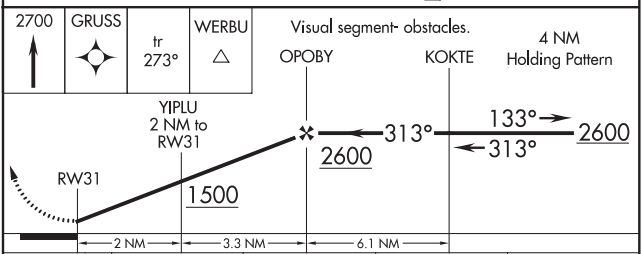
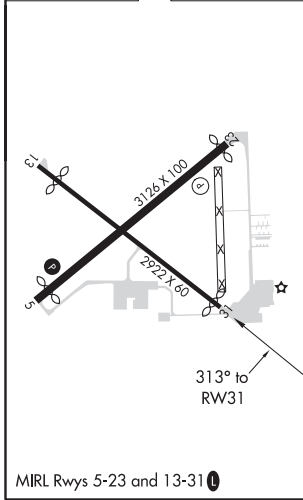
**NA** DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet, LP Cat C visibility 1/4 mile and LNAV Cat C visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 2700 direct GRUSS and on track 273° to WERBU and hold.

AWOS-3 <b>124.55</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 836	TDZE 836
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CATEGORY	A	B	C	D
LP MDA	1240-1	404 (500-1)	1240-1 1/8 404 (500-1 1/8)	NA
LNAV MDA	1260-1	424 (500-1)	1260-1 1/4 424 (500-1 1/4)	NA
<b>C</b> CIRCLING	1400-1	564 (600-1)	1940-3 1104 (1200-3)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

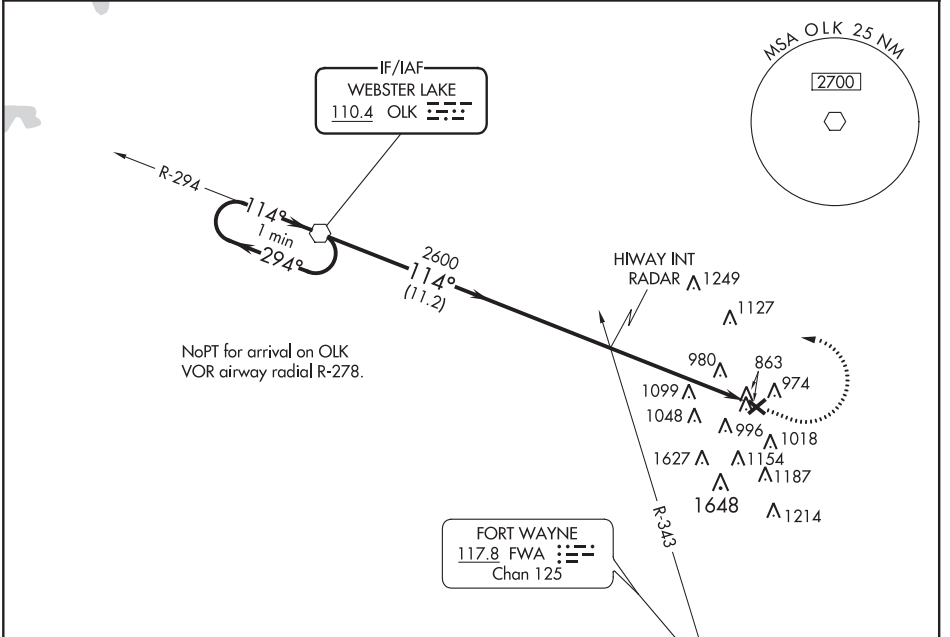
VOR OLK <b>110.4</b>	APP CRS <b>114°</b>	Rwy Idg <b>2623</b>
		TDZE <b>836</b>
		Apt Elev <b>836</b>

# VOR RWY 13

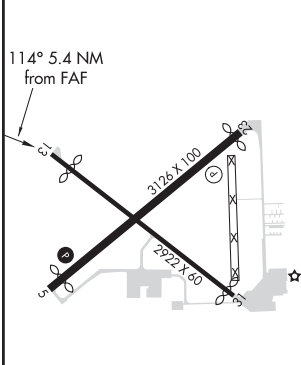
SMITH FIELD (SMD)

<p>⚠ NA</p> <p>⚠ -22°C/-8°F</p>	<p>Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility 1/4 mile.</p>	<p>MISSED APPROACH: Climb to 1900 then climbing left turn to 2700 direct OLK VOR and hold.</p>
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<p>AWOS-3 <b>124.55</b></p>	<p>FORT WAYNE APP CON <b>127.2 284.6</b></p>	<p>UNICOM <b>122.8 (CTAF) 0</b></p>
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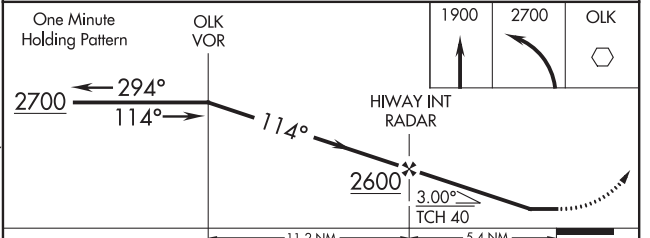
ELEV 836	TDZE 836
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MIRL Rwys 5-23 and 13-31 0

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-13	1360-1	524 (600-1)	1360-1½ 524 (600-1½)	NA
CIRCLING	1400-1	564 (600-1)	1400-1½ 564 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>53529</b> <b>W09A</b>	APP CRS <b>095°</b>	Rwy Idg <b>5005</b> TDZE <b>752</b> Apt Elev <b>752</b>
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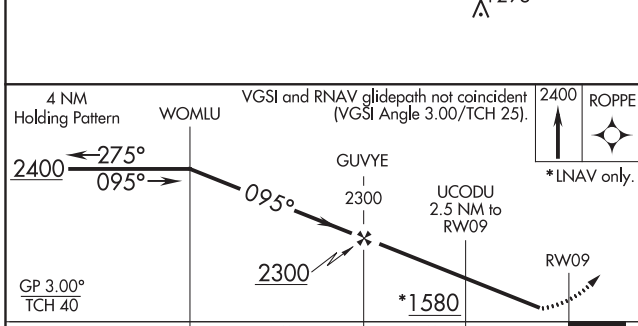
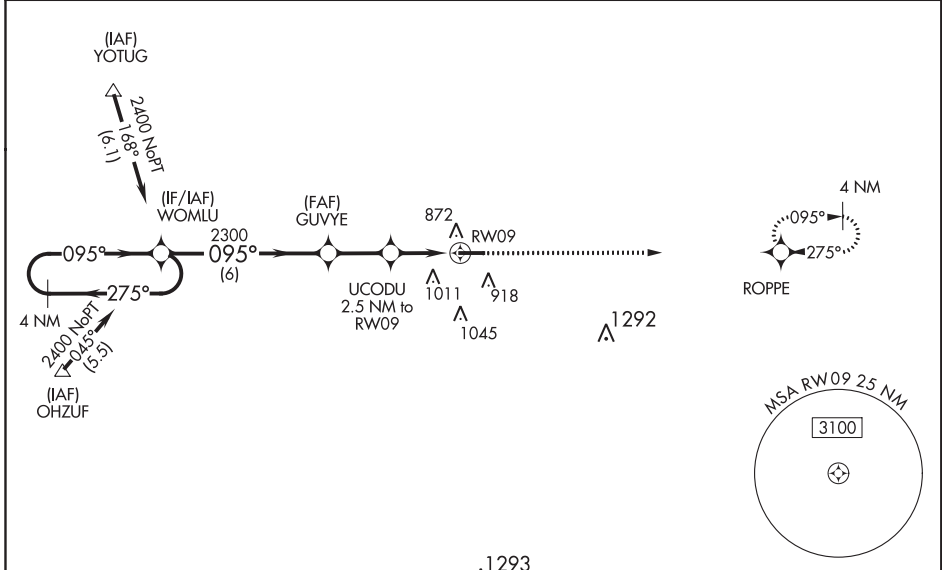
# RNAV (GPS) RWY 9

FOSTORIA METROPOLITAN (FZI)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Findlay altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility to 1¼ mile, increase LNAV Cat C visibility to 1⅜, increase Circling Cat C visibility to 1¾. When VGSI inop, Straight-in/Circling Rwy 9 procedure NA at night.

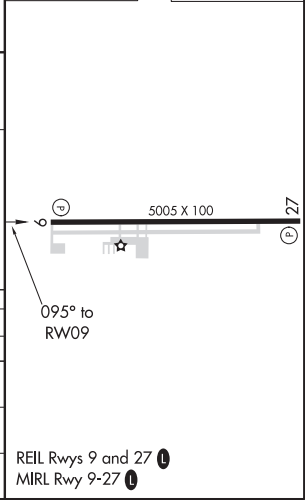
**MISSED APPROACH:**  
Climb to 2400 direct ROPPE and hold.

AWOS-3 <b>124.625</b>	TOLEDO APP CON <b>126.1 307.0</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV 752	TDZE 752
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CATEGORY	A	B	C	D
LPV DA	1075-1⅛	323 (400-1⅛)		NA
LNAV/VNAV DA	1074-1⅛	322 (400-1⅛)		NA
LNAV MDA	1180-1	428 (500-1)	1180-1¼ 428 (500-1¼)	NA
CIRCLING	1280-1 528 (600-1)	1320-1 568 (600-1)	1320-1½ 568 (600-1½)	NA





WAAS CH <b>45819</b> <b>W27A</b>	APP CRS <b>275°</b>	Rwy Idg TDZE Apt Elev	<b>5005</b> <b>752</b> <b>752</b>
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# RNAV (GPS) RWY 27

FOSTORIA METROPOLITAN (FZI)

▼  
▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Findlay altimeter setting.

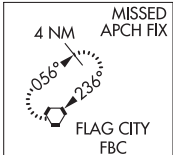
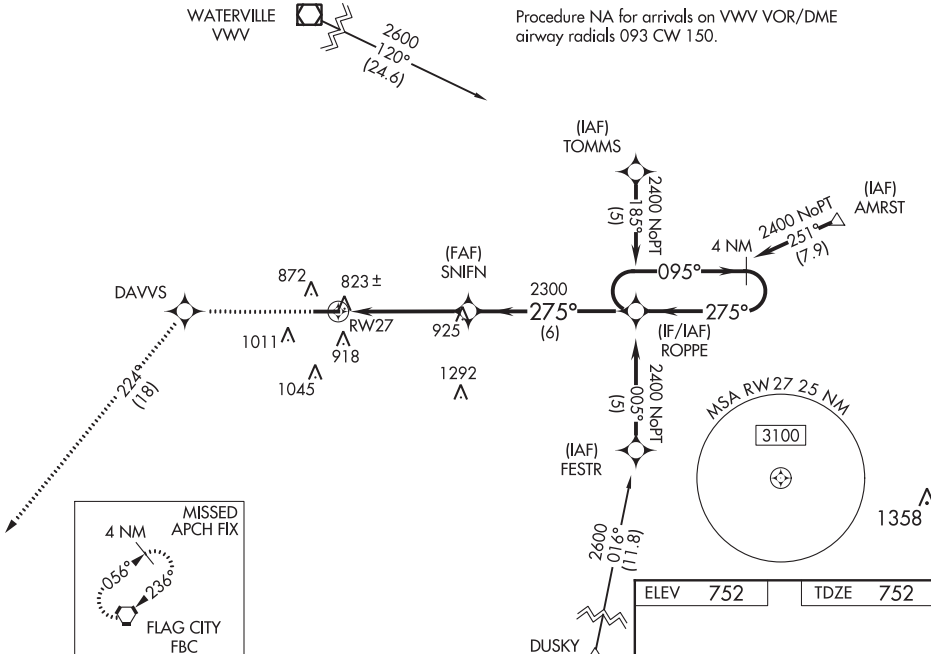
MISSED APPROACH:  
Climb to 2500 direct DAVVS and track 224° to FBC VORTAC and hold.

AWOS-3  
**124.625**

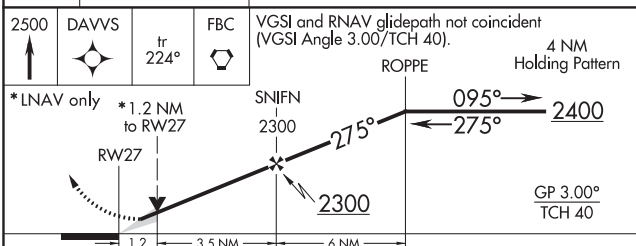
TOLEDO APP CON  
**126.1 307.0**

UNICOM  
**122.7 (CTAF)**

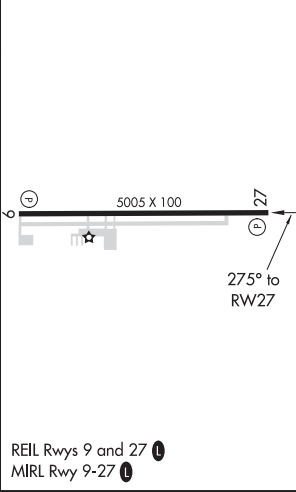
Procedure NA for arrivals on VVV VOR/DME airway radials 093 CW 150.



ELEV	752	TDZE	752
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CATEGORY	A	B	C	D
LPV DA	1002-1	250 (300-1)		NA
LNAV/VNAV DA	1131-1¼	379 (400-1¼)		NA
LNAV MDA	1160-1	408 (500-1)	1160-1¼ 408 (500-1¼)	NA
CIRCLING	1280-1 528 (600-1)	1320-1 568 (600-1)	1320-1½ 568 (600-1½)	NA



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

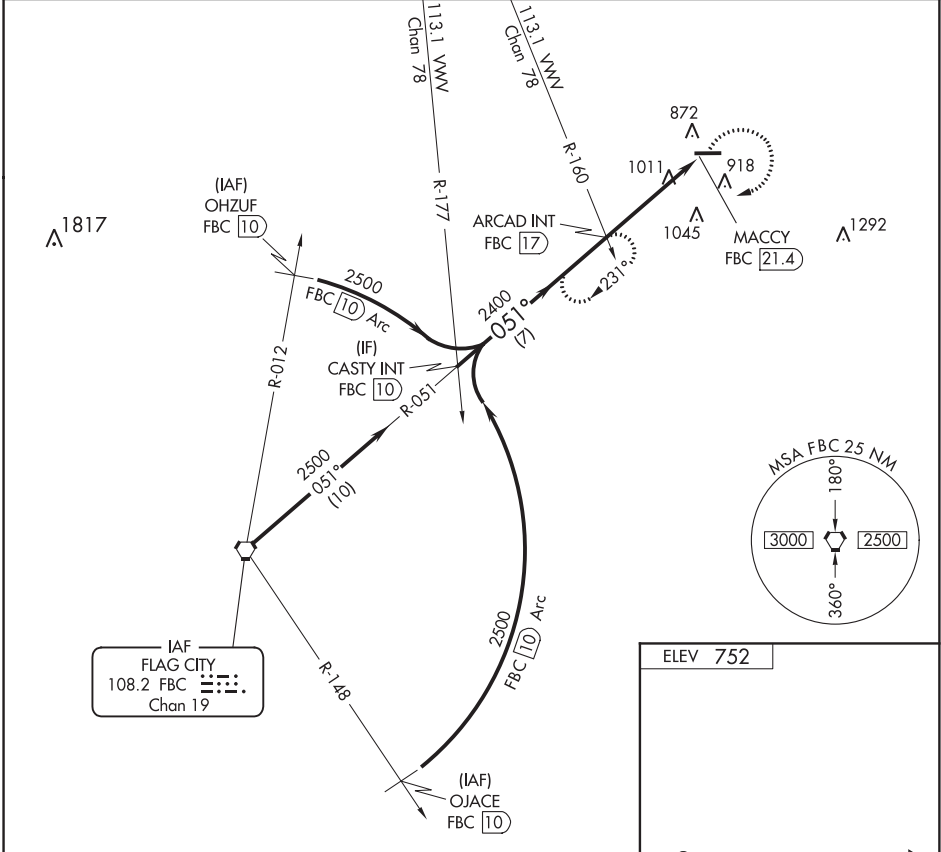
VORTAC FBC <b>108.2</b> Chan <b>19</b>	APP CRS <b>051°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>752</b>
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**VOR-A**  
FOSTORIA METROPOLITAN (FZI)

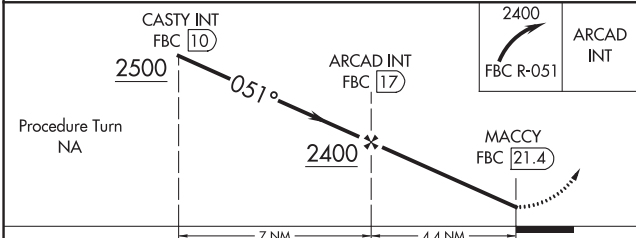
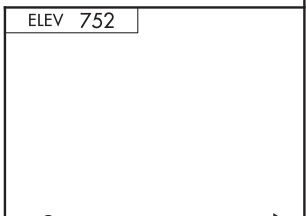
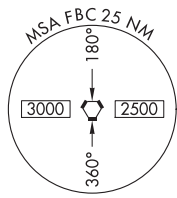
**NA** When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet, and increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 via FBC VORTAC R-051 to ARCAD Int/FBC 17 DME and hold.

AWOS-3 <b>124.625</b>	TOLEDO APP CON <b>126.1 307.0</b>	UNICOM <b>122.7 (CTAF)</b>
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IAF  
FLAG CITY  
108.2 FBC 19



CATEGORY	A	B	C	D	FAF to MAP 4.4 NM												
CIRCLING	1400-1 648 (700-1)	1400-1¼ 648 (700-1¼)	1400-1¾ 648 (700-1¾)	NA	<table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>4:24</td> <td>2:56</td> <td>2:12</td> <td>1:46</td> <td>1:28</td> </tr> </table>	Knots	60	90	120	150	180	Min:Sec	4:24	2:56	2:12	1:46	1:28
Knots	60	90	120	150	180												
Min:Sec	4:24	2:56	2:12	1:46	1:28												

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>62834</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>856</b> <b>861</b>
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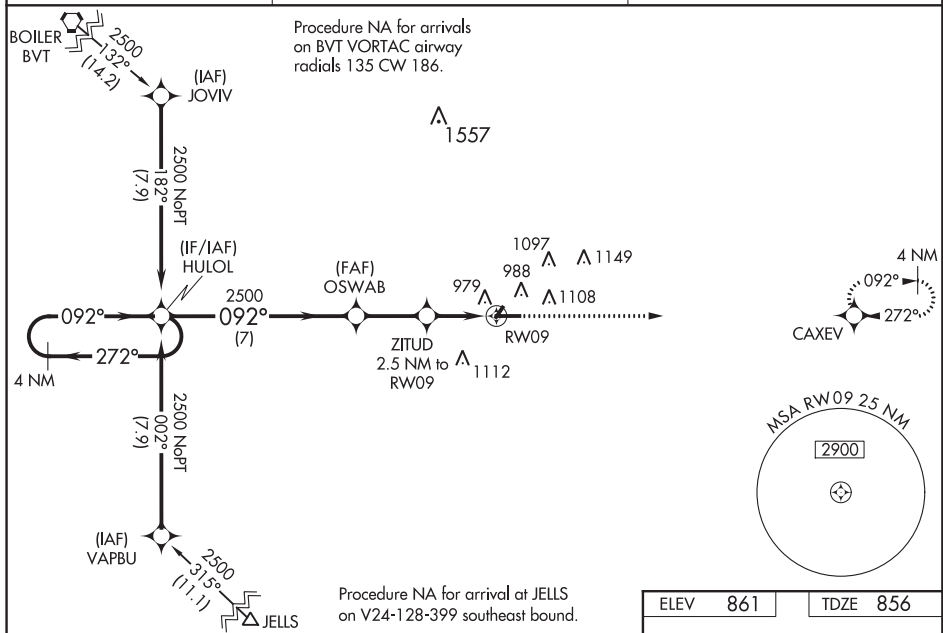
# RNAV (GPS) RWY 9

FRANKFORT MUNI (F'KR)

**⚠** Baro-VNAV NA when using Indianapolis Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Indianapolis Executive altimeter setting. When local altimeter setting not received, use Indianapolis Executive altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibilities 1/8 mile, LNAV and Circling Cats C/D visibilities 1/4 mile.

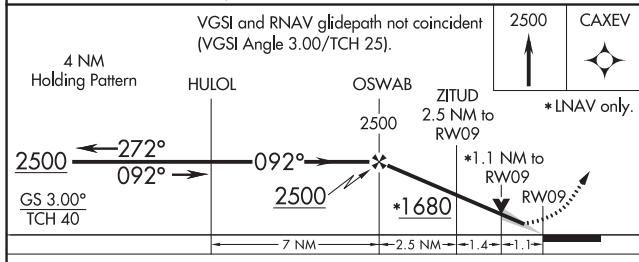
**MISSED APPROACH:**  
Climb to 2500 direct CAXEV and hold.

AWOS-3 <b>124.325</b>	GRISSOM APP CON * <b>123.85 291.675</b>	UNICOM <b>123.0 (CTAF) 0</b>
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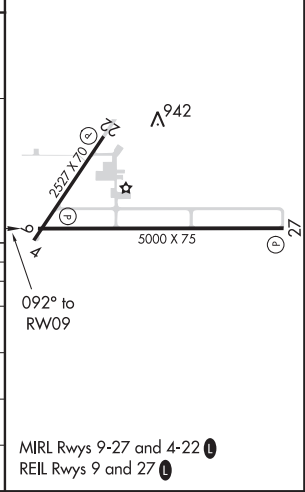


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 861	TDZE 856
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CATEGORY	A	B	C	D
LPV DA		1106-7/8	250 (300-7/8)	
LNAV/VNAV DA		1151-1	295 (300-1)	
LNAV MDA	1240-1	384 (400-1)	1240-1 1/8	384 (400-1 1/8)
<b>C</b> CIRCLING	1460-1	599 (600-1)	1520-1 3/4 659 (700-1 3/4)	1520-2 659 (700-2)

WAAS CH <b>65734</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>861</b> <b>861</b>
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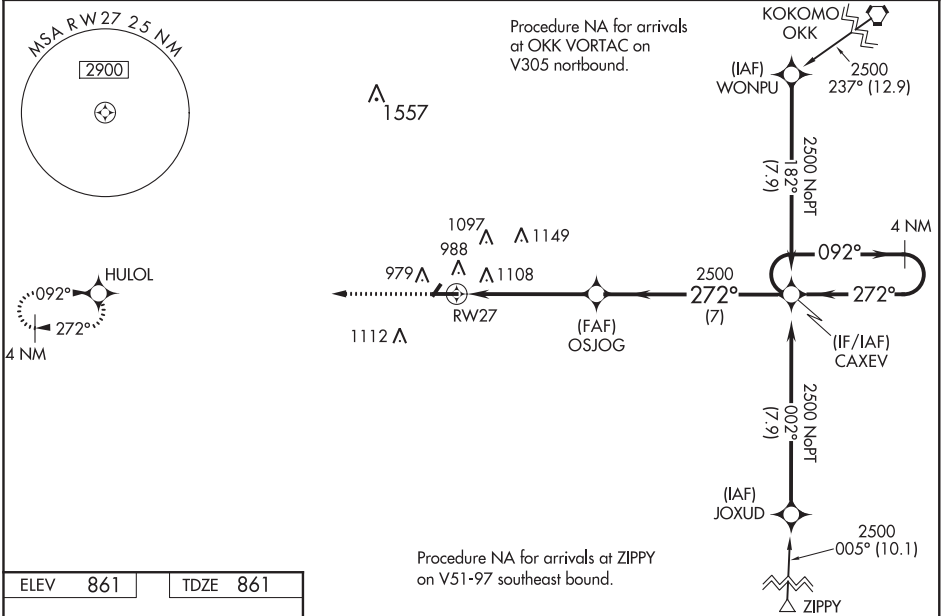
# RNAV (GPS) RWY 27

FRANKFORT MUNI (F'KR)

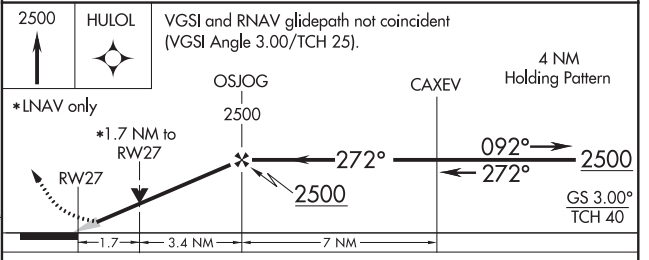
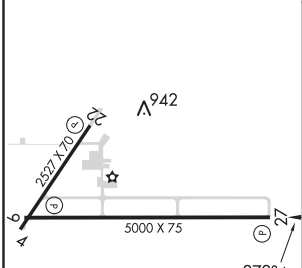
**NA** Baro-VNAV NA when using Indianapolis Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Indianapolis Executive altimeter setting. When local altimeter setting not received, use Indianapolis Executive altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV all Cats visibility 1/8 mile, LNAV Cats C/D visibility 1/8 mile, and Circling Cats C/D visibility 1/4 mile.

**MISSED APPROACH:**  
Climb to 2500 direct HULOL and hold.

AWOS-3 <b>124.325</b>	GRISSOM APP CON * <b>123.85 291.675</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV	<b>861</b>	TDZE	<b>861</b>
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CATEGORY	A	B	C	D
LPV DA	1111-7/8 250 (300-7/8)			
LNAV/VNAV DA	1476-2 1/2 615 (700-2 1/2)			
LNAV MDA	1420-1	559 (600-1)	1420-1 5/8	559 (600-1 5/8)
<b>C</b> CIRCLING	1460-1	599 (600-1)	1520-1 3/4 659 (700-1 3/4)	1520-2 659 (700-2)

MIRL Rwy 9-27 and 4-22 0  
REIL Rwy 9 and 27 0

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

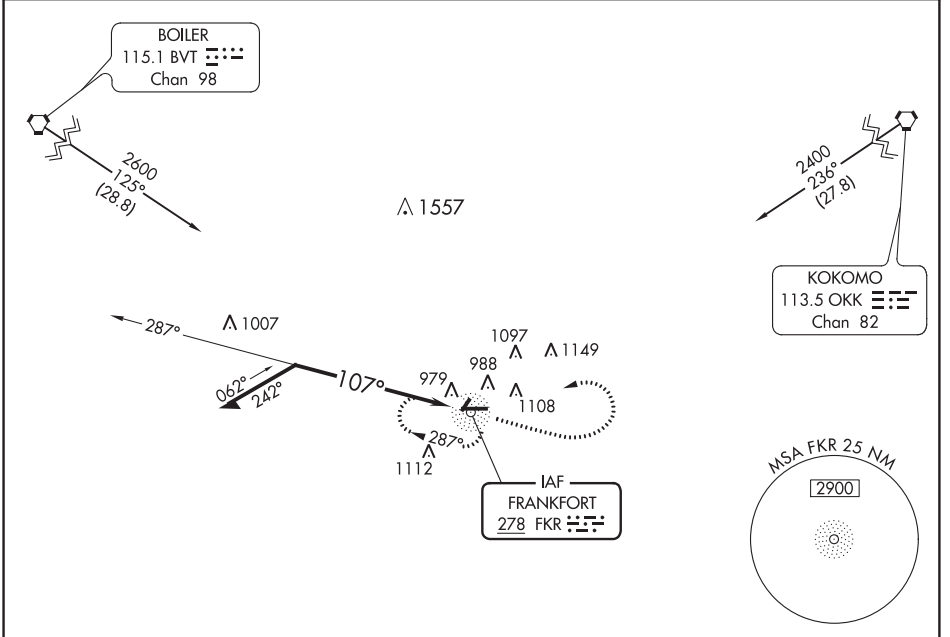
NDB FKR <b>278</b>	APP CRS <b>107°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>856</b> <b>861</b>
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**NDB RWY 9**  
FRANKFORT MUNI (FKR)

**NA** When local altimeter setting not received, use Indianapolis Executive altimeter setting and increase all MDA 60 feet; increase S-9 and Circling Cats C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 2400, then left turn direct FKR NDB and hold.

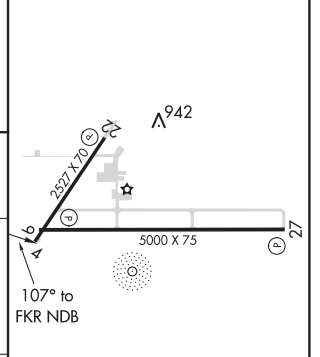
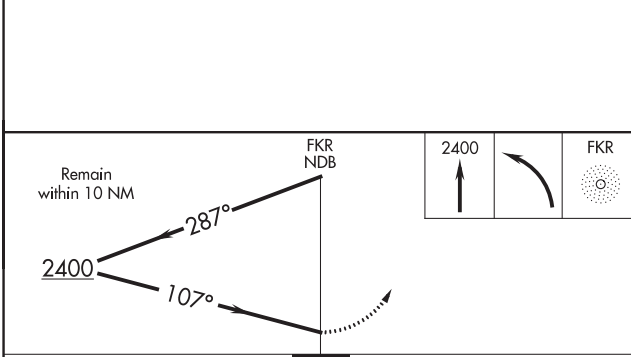
AWOS-3 <b>124.325</b>	GRISSOM APP CON ★ <b>123.85 291.675</b>	UNICOM <b>123.0 (CTAF)</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV	861	TDZE	856
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CATEGORY	A	B	C	D
S-9	1360-1	504 (500-1)	1360-1 3/8	504 (500-1 3/8)
CIRCLING	1460-1	599 (600-1)	1520-1 1/4 659 (700-1 1/4)	1520-2 659 (700-2)

MIRL Rwy 9-27 and 4-22  
REIL Rwy 9 and 27

APP CRS	Rwy Idg	<b>4011</b>
<b>095°</b>	TDZE	<b>663</b>
	Apt Elev	<b>663</b>

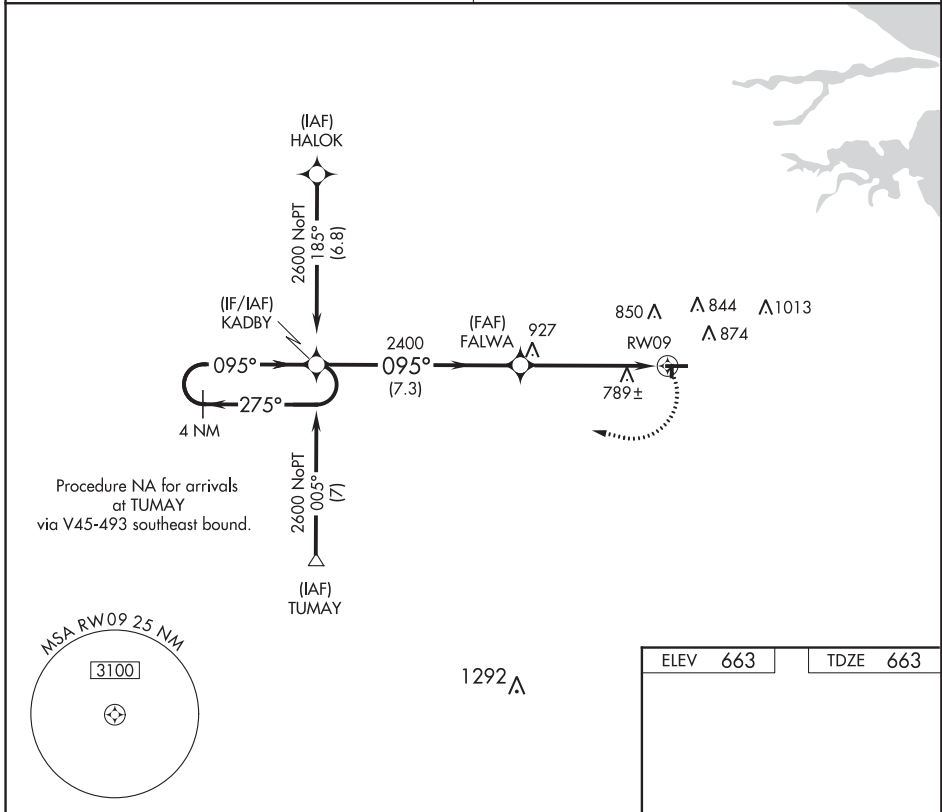
# RNAV (GPS) RWY 9

FREMONT (14G)

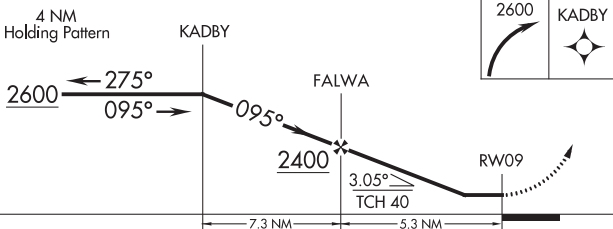
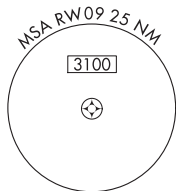
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Sandusky County Rgnl altimeter setting; when not received use Toledo Executive altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility 1/4 mile.

**▲** NA MISSED APPROACH: Climbing right turn to 2600 direct KADBY and hold.

TOLEDO APP CON <b>126.1 307.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Procedure NA for arrivals at TUMAY via V45-493 southeast bound.



ELEV 663	TDZE 663
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LIRL Rwy 9-27 0  
REIL Rwy 9 0

CATEGORY	A	B	C	D
LNAV MDA	1080-1	417 (500-1)	1080-1 1/4	417 (500-1 1/4)
CIRCLING	1200-1	537 (600-1)	1200-1 1/2	1220-2
			537 (600-1 1/2)	557 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

FREMONT, OHIO

AL-5181 (FAA)

16259

VOR/DME VVW <b>113.1</b> Chan <b>78</b>	APP CRS <b>110°</b>	Rwy Idg <b>4011</b> TDZE <b>663</b> Apt Elev <b>663</b>
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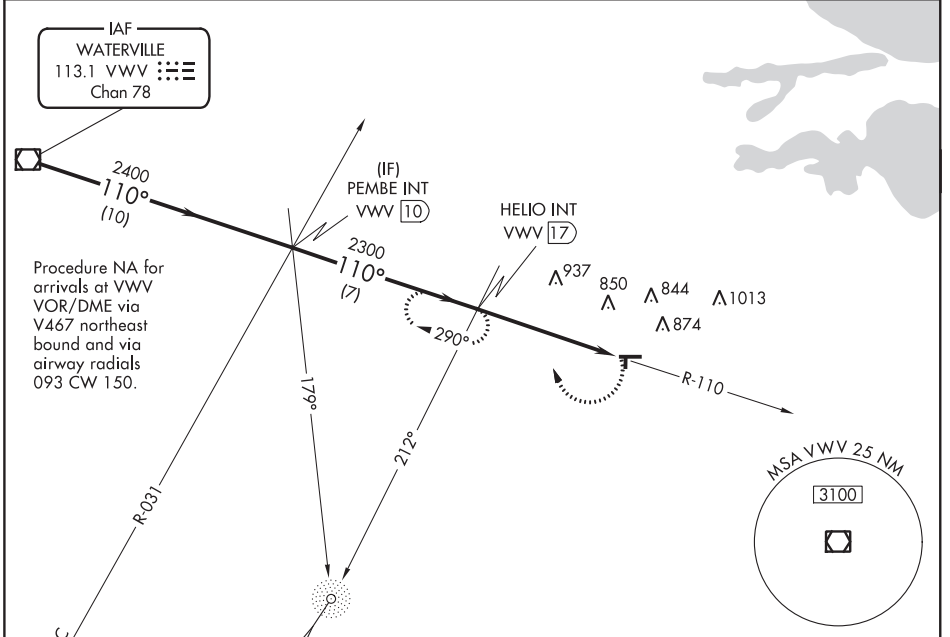
# VOR RWY 9

FREMONT (14G)

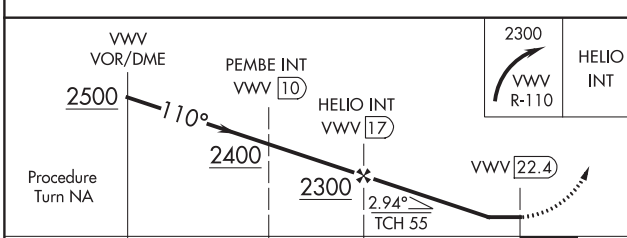
**ADF or DME required.** Use Sandusky County Rgnl altimeter setting; when not received, use Toledo Executive altimeter setting and increase all MDA 40 feet, increase S-9 Cats C and D and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:** Climbing right turn to 2300 via VVW VOR/DME R-110 to HELIO Int/VVW 17 DME and hold.

TOLEDO APP CON <b>126.1 307.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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## ADF or DME REQUIRED



ELEV 663	TDZE 663
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110° 5.4 NM from FAF

4137 X 60

2238 X 130

36

LURL Rwy 9-27	REIL Rwy 9
FAF to MAP 5.4 NM	
Knots	60 90 120 150 180
Min:Sec	5:24 3:36 2:42 2:10 1:48

CATEGORY	A	B	C	D
S-9	1260-1 597 (600-1)	1260-1¼ 597 (600-1¼)	1260-1½ 597 (600-1½)	1260-1¾ 597 (600-1¾)
CIRCLING	1260-1 597 (600-1)	1260-1¼ 597 (600-1¼)	1260-1½ 597 (600-1½)	1260-2 597 (600-2)

FREMONT, OHIO  
Amdt 6 22OCT09

41°20'N - 83°10'W

# FREMONT (14G)

# VOR RWY 9

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>63022</b> <b>W06A</b>	APP CRS <b>067°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>665</b> <b>665</b>
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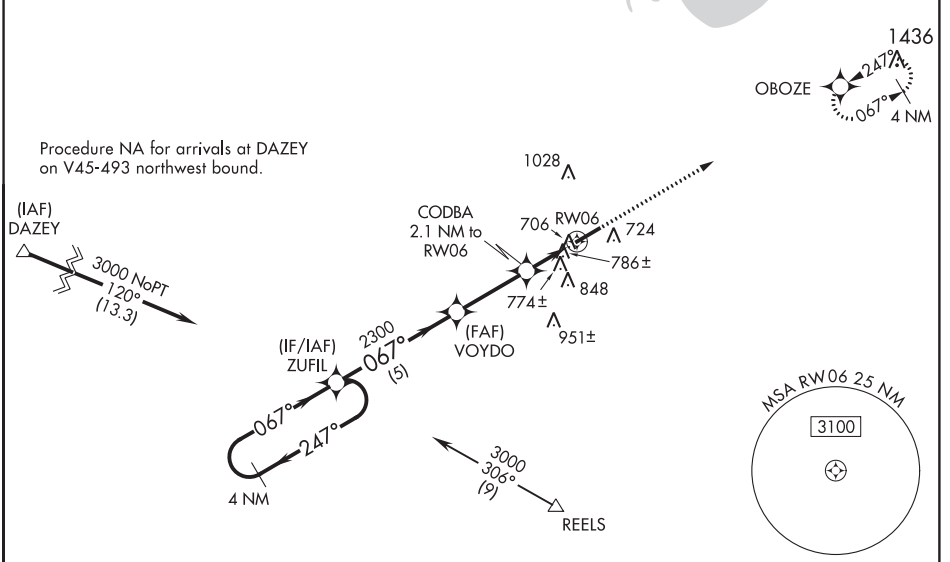
# RNAV (GPS) RWY 6

SANDUSKY COUNTY RGNL (S24)

**NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Toledo Express altimeter setting and increase all DA 93 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibility 3/8 mile and increase Circling Cat C/D visibility 1/2 mile. Baro-VNAV and VDP NA when using Toledo Express altimeter setting.

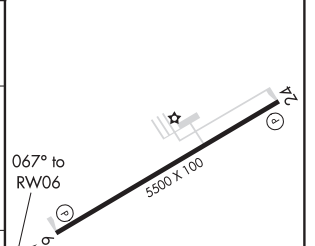
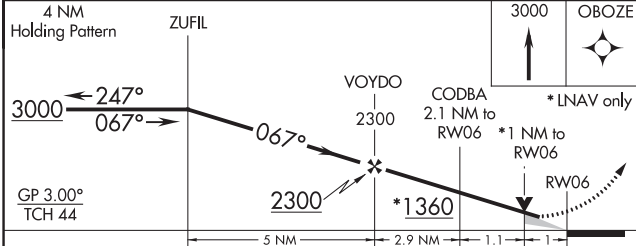
**MISSED APPROACH:**  
Climb to 3000 direct OBOZE and hold.

AWOS-3 <b>119.575</b>	MANSFIELD APP CON★ <b>127.35 390.8 (360°- 180°)</b> TOLEDO APP CON <b>126.1 307.0 (180°-360°)</b>	UNICOM <b>123.05 (CTAF)</b>
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Procedure NA for arrivals at REELS on V92 southeast bound.

ELEV 665	TDZE 665
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CATEGORY	A	B	C	D
LPV DA		915-3/4	250 (300-3/4)	
LNAV/VNAV DA		948-7/8	283 (300-7/8)	
LNAV MDA		1040-1	375 (400-1)	
<b>C</b> CIRCLING	1120-1 455 (500-1)	1160-1 495 (500-1)	1380-2 715 (800-2)	1380-2 1/4 715 (800-2 1/4)

REIL Rwys 6 and 24  
MIRL Rwy 6-24

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



FREMONT, OHIO

AL-9372 (FAA)

16147

WAAS CH <b>42822</b> <b>W24A</b>	APP CRS <b>247°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>665</b> <b>665</b>
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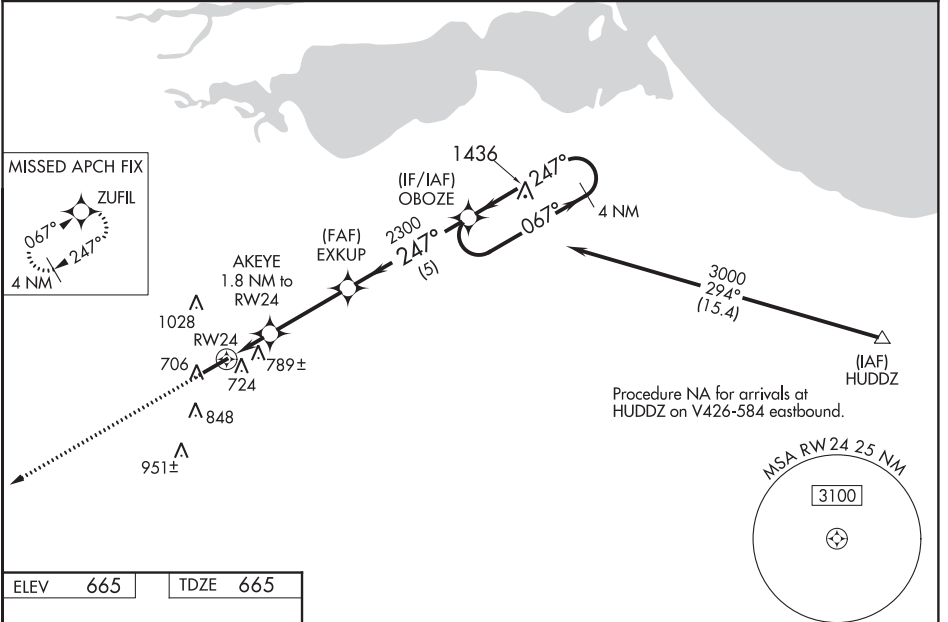
# RNAV (GPS) RWY 24

SANDUSKY COUNTY RGNL (S24)

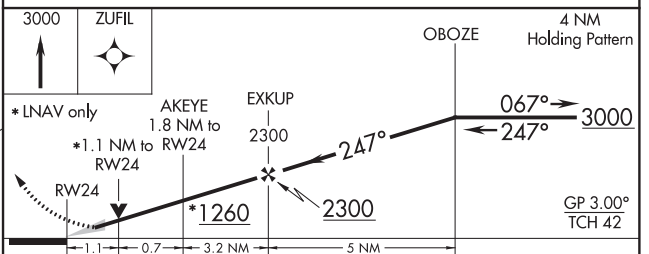
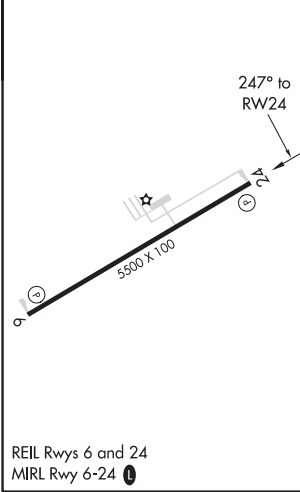
**▼** **▲** NA  
DME/DME RNP-0.3 NA. VDP NA with Toledo Express altimeter setting. Baro-VNAV NA with Toledo express altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Toledo Express altimeter setting and increase all DA 93 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats visibility 3/8 mile, LNAV Cat C and D visibility 1/4 mile and Circling Cat C and D visibility 1/2 mile.

**MISSED APPROACH:** Climb to 3000, direct ZUFIL and hold.

AWOS-3 <b>119.575</b>	MANSFIELD APP CON★ <b>127.35 390.8 (360°- 180°)</b> TOLEDO APP CON <b>126.1 307.0 (180°-360°)</b>	UNICOM <b>123.05 (CTAF)</b>
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ELEV	665	TDZE	665
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CATEGORY	A	B	C	D
LPV DA		885-3/4	220 (300-3/4)	
LNAV/VNAV DA		1103-1 1/2	438 (500-1 1/2)	
LNAV MDA	1040-1	375 (400-1)	1040-1 1/8	375 (400-1 1/8)
<b>C</b> CIRCLING	1120-1 455 (500-1)	1160-1 495 (500-1)	1380-2 715 (800-2)	1380-2 1/4 715 (800-2 1/4)

FREMONT, OHIO  
Amdt 1 13NOV14

41°18'N - 83°02'W

# RNAV (GPS) RWY 24

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>61320</b> <b>W08A</b>	APP CRS <b>080°</b>	Rwy Idg <b>5500</b> TDZE <b>792</b> Apt Elev <b>792</b>
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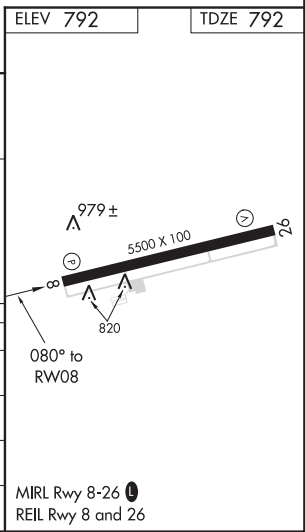
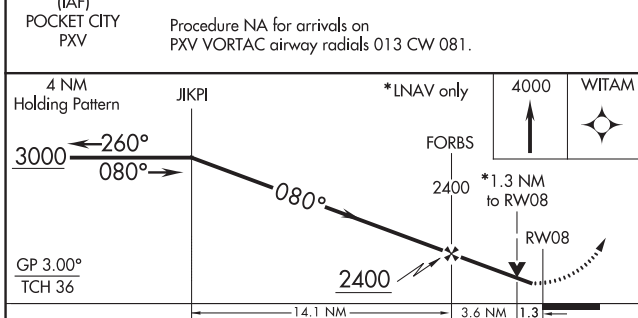
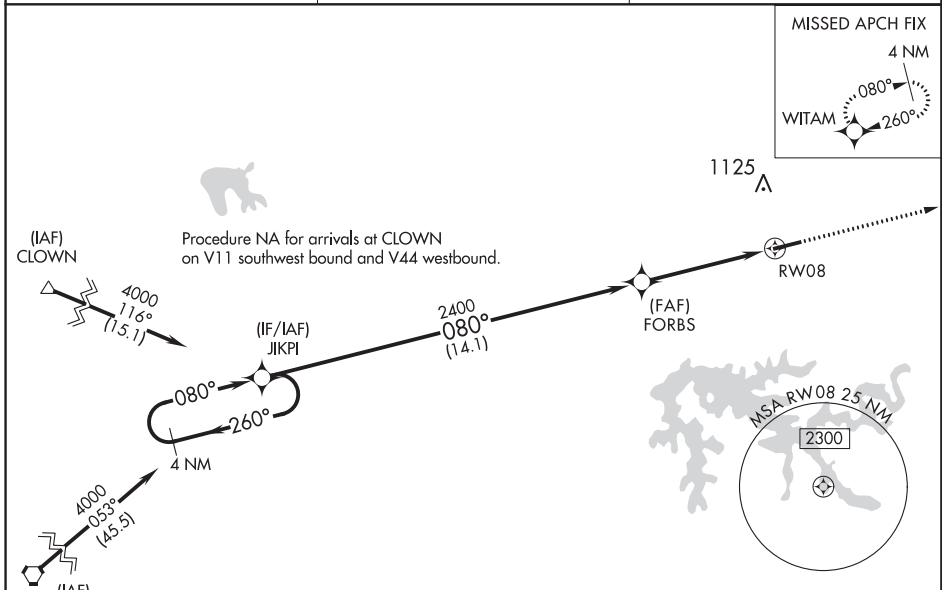
# RNAV (GPS) RWY 8

FRENCH LICK MUNI (F.R.H)

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F).  
**△NA** DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all DA/MDA 160 feet, increase LPV and LNAV/VNAV visibility all Cats ⅓ mile, LNAV Cats C/D visibility ⅓ mile, Circling Cat C visibility ¼ mile and Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Louisville Intl-Standiford Field altimeter setting. When VGSI inop, Circling Rwy 26 NA at night.

**MISSED APPROACH:**  
Climb to 4000 direct WITAM and hold.

AWOS-3 <b>118.075</b>	LOUISVILLE APP CON <b>132.075 327.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		1057-7/8	265 (300-7/8)	
LNAV/VNAV DA		1162-1 1/4	370 (400-1 1/4)	
LNAV MDA	1240-1	448 (500-1)	1240-1 3/8	448 (500-1 3/8)
CIRCLING	1280-1	488 (500-1)	1280-1 1/2	1480-2 1/4
			488 (500-1 1/2)	688 (700-2 1/4)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

FRENCH LICK, INDIANA

AL-5962 (FAA)

16287

WAAS CH <b>78420</b> W26A	APP CRS <b>260°</b>	Rwy ldg <b>5500</b> TDZE <b>792</b> Apt Elev <b>792</b>
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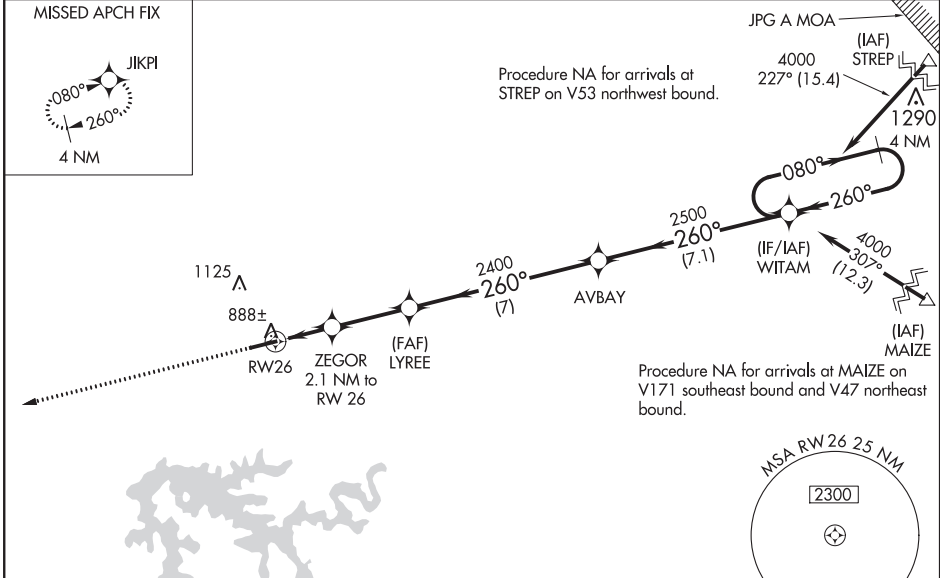
# RNAV (GPS) RWY 26

FRENCH LICK MUNI (F'R'H)

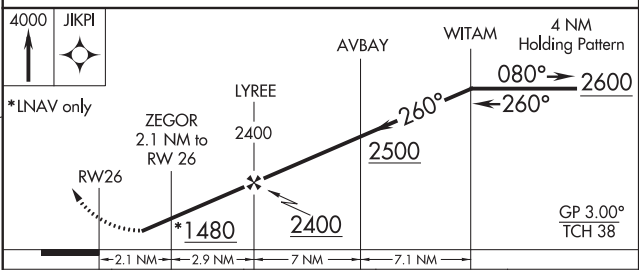
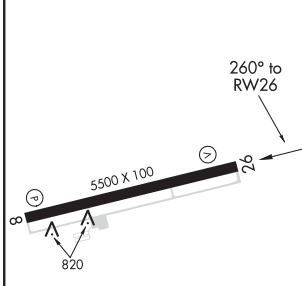
Baro-VNAV NA when using Louisville Intl-Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all DA/MDA 160 feet, increase LPV visibility all Cats 3/8 mile, LNAV/VNAV visibility all Cats 1/2 mile, LNAV Cats C/D visibility 3/8 mile, Circling Cat C visibility 1/4 mile, Cat D visibility 1/2 mile. When VGSI inoperative, Straight-in/Circling Rwy 26 procedure NA at night.

MISSED APPROACH:  
Climb to 4000 direct  
JKPI and hold.

AWOS-3 <b>118.075</b>	LOUISVILLE APP CON <b>132.075 327.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 792	TDZE 792
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CATEGORY	A	B	C	D
LPV DA		1042-1	250 (300-1)	
LNAV/VNAV DA		1077-1	285 (300-1)	
LNAV MDA		1140-1	348 (400-1)	
CIRCLING	1280-1	488 (500-1)	1280-1½ 488 (500-1½)	1480-2¼ 688 (700-2¼)

MIRL Rwy 8-26  
REIL Rwy 8 and 26

FRENCH LICK, INDIANA  
Orig-B 13OCT16

38°30'N-86°38'W

# RNAV (GPS) RWY 26

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>69223</b> <b>W05A</b>	APP CRS <b>054°</b>	Rwy Idg TDZE <b>1224</b> Apt Elev <b>1224</b>	<b>3318</b>
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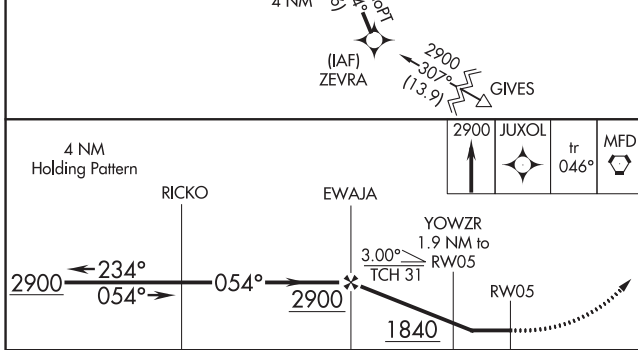
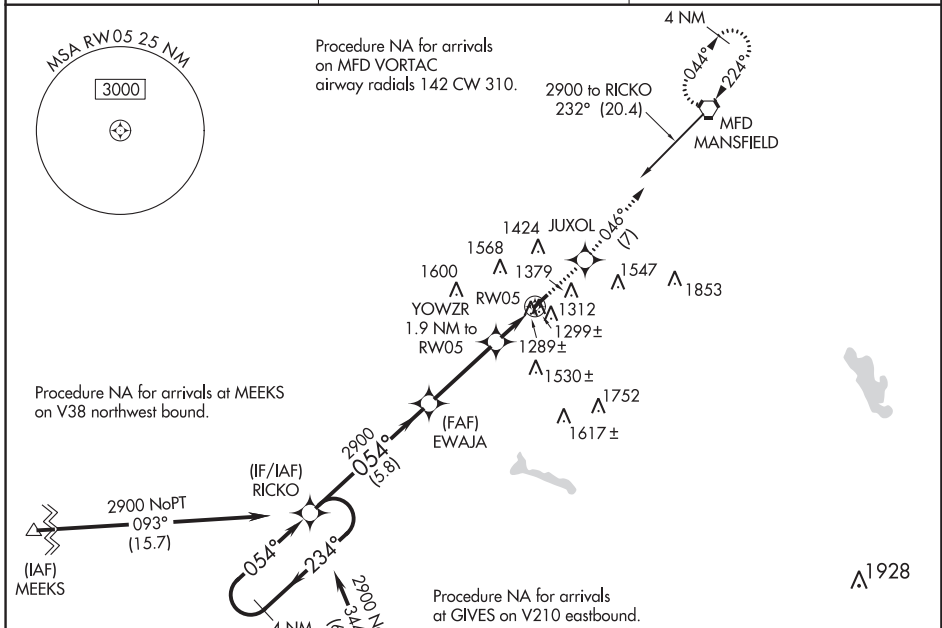
# RNAV (GPS) RWY 5

GALLON MUNI (GQQ)

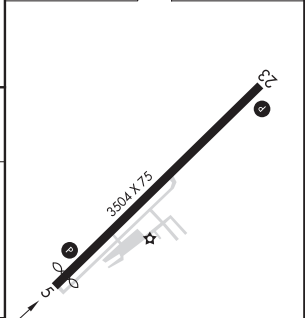
**NA** Use Mansfield altimeter setting; when not received, use Marion altimeter setting and increase all MDA 40 feet, increase LNAV and LP Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

**MISSED APPROACH:**  
Climb to 2900 direct JUXOL and on track 046° MFD VORTAC and hold.

MANSFIELD APP CON *	CLNC DEL	UNICOM
<b>124.2 390.8</b>	<b>126.8</b>	<b>122.8 (CTAF) 0</b>



ELEV 1224	TDZE 1224
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CATEGORY	A	B	C	D
LP MDA	1580-1	356 (400-1)		NA
LNAV MDA	1600-1	376 (400-1)		NA
CIRCLING	1800-1	576 (600-1)	1800-1½ 576 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

GALLON, OHIO

AL-5044 (FAA)

15064

WAAS CH <b>57923</b> <b>W23A</b>	APP CRS <b>235°</b>	Rwy Idg TDZE <b>1224</b> Apt Elev <b>1224</b>	<b>3504</b>
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# RNAV (GPS) RWY 23

GALLON MUNI (GQQ)

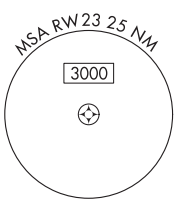
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night. Use Mansfield altimeter setting; when not received, use Marion altimeter setting and increase all MDA 40 feet, increase LP Cat C visibility 1/4 mile and LNAV and Circling Cat C visibility 1/8 mile.

**MISSED APPROACH:**  
Climb to 2900 direct RICKO and hold.

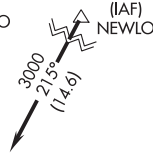
MANSFIELD APP CON \*  
**124.2 390.8**

CLNC DEL  
**126.8**

UNICOM  
**122.8 (CTAF) 1**

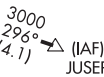


Procedure NA for arrivals at NEWLO on V5 northeast bound.

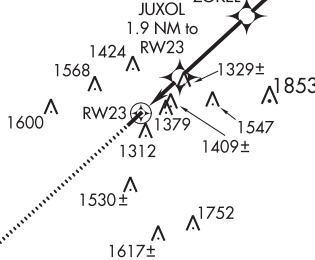


(IF) HESVU

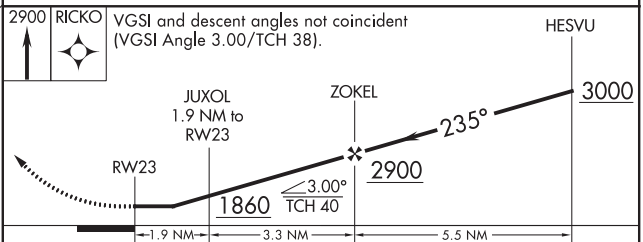
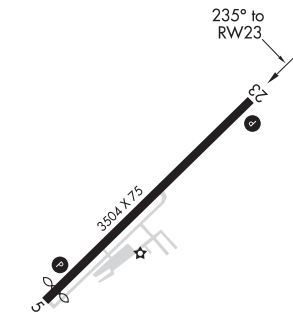
2900  
235°  
(5.5)



Procedure NA for arrivals at JUSEP on V8-542 eastbound.



ELEV 1224 TDZE 1224



CATEGORY	A	B	C	D
LP MDA	1620-1	396 (400-1)	1620-1 1/8 396 (400-1 1/8)	NA
LNAV MDA	1760-1	536 (600-1)	1760-1 1/8 536 (600-1 1/8)	NA
CIRCLING	1800-1	576 (600-1)	1800-1 1/8 576 (600-1 1/8)	NA

MIRL Rwy 5-23 1  
REIL Rwy 5 and 23 1

GALLON, OHIO  
Orig-A 05MAR15

40°45'N-82°43'W

# RNAV (GPS) RWY 23

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

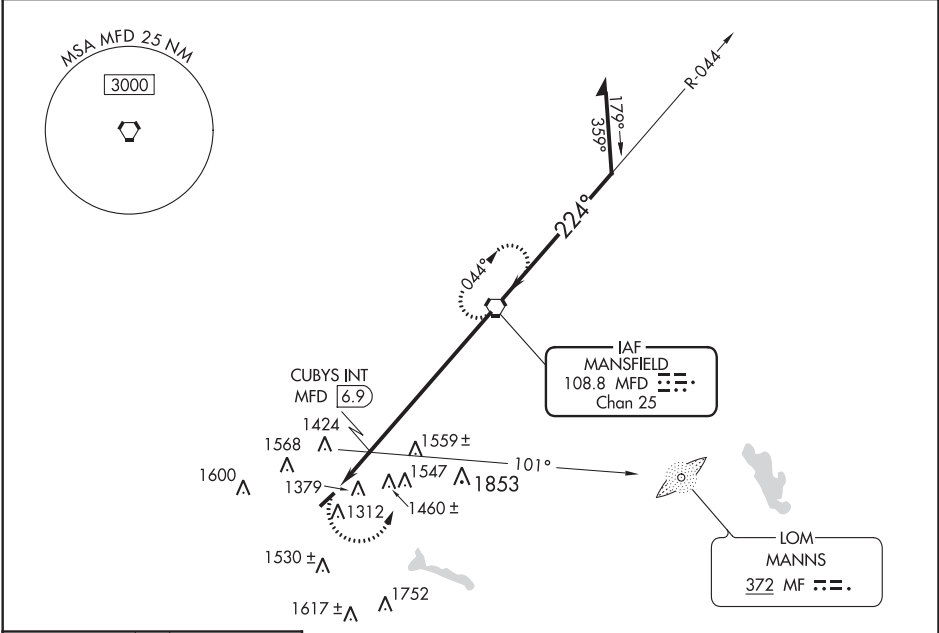
VORTAC MFD <b>108.8</b> Chan <b>25</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>3504</b> <b>1224</b> <b>1224</b>
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**VOR RWY 23**  
GALLION MUNI (GQQ)

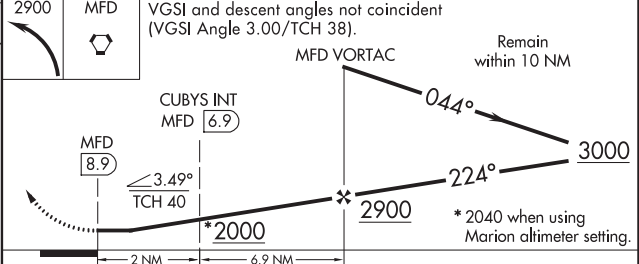
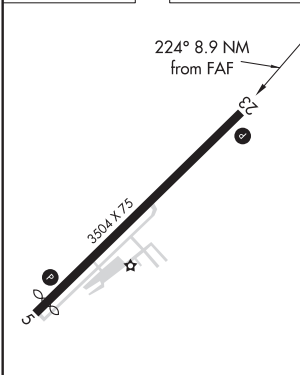
**NA** Visibility reduction by helicopters NA. Procedure NA at night. Use Mansfield altimeter setting; when not received, use Marion altimeter setting and increase all MDA 40 feet and increase CUBYS fix minimums S-23 and Circling Cat C visibility 1/8 mile.

**MISSED APPROACH:** Climbing left turn to 2900 direct MFD VORTAC and hold.

MANSFIELD APP CON * <b>124.2 390.8</b>	CLNC DEL <b>126.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1224	TDZE 1224
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CATEGORY	A	B	C	D
S-23	2000-1 776 (800-1)	2000-1 1/4 776 (800-1 1/4)	2000-2 1/2 776 (800-2 1/2)	NA
CIRCLING	2000-1 776 (800-1)	2000-1 1/4 776 (800-1 1/4)	2000-2 1/2 776 (800-2 1/2)	NA
CUBYS FIX MINIMUMS				
S-23	1760-1	536 (600-1)	1760-1 5/8 536 (600-1 5/8)	NA
CIRCLING	1800-1	576 (600-1)	1800-1 5/8 576 (600-1 5/8)	NA

MIRL Rwy 5-23 0  
REIL Rwys 5 and 23 0

FAF to MAP 8.9 NM

Knots	60	90	120	150	180
Min:Sec	8:54	5:56	4:27	3:34	2:58

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>235°</b>	Rwy Idg <b>3999</b>
	TDZE <b>566</b>
	Apt Elev <b>566</b>

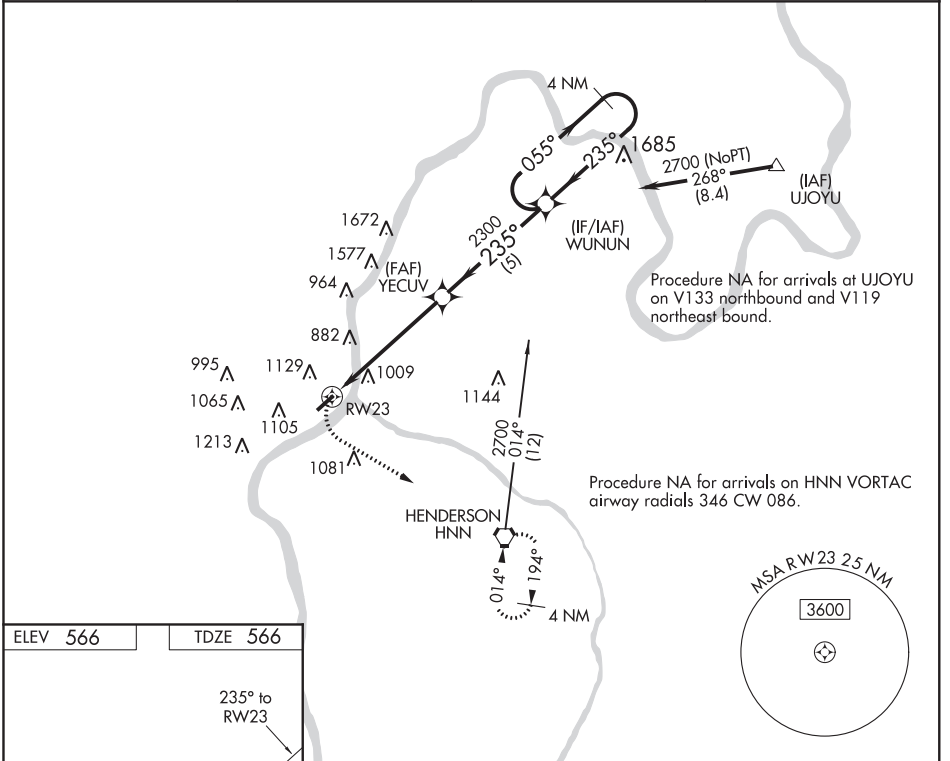
# RNAV (GPS) RWY 23

GALLIA-MEIGS RGNL (GAS)

**▽** DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below  
**△** NA 1 SM NA. When local altimeter setting not received, use Point Pleasant altimeter setting and increase all MDA 40 feet, and increase Circling Cat C visibility ¼ mile.

**MISSED APPROACH:**  
 Climbing left turn to 2700  
 direct HNN VORTAC and hold.

AWOS-3 <b>119.925</b>	HUNTINGTON APP CON <b>128.4 270.1</b>	CLNC DEL <b>124.55</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 566	TDZE 566			VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 40).	4 NM Holding Pattern
		WUNUN			
2700 HNN		YECUV			
RW23		2300			
5.3 NM		5 NM			
CATEGORY	A	B	C	D	
LNAV MDA	1360-1 794 (800-1)	1360-1¼ 794 (800-1¼)	1360-2½ 794 (800-2½)	NA	
CIRCLING	1440-1¼ 874 (900-1¼)	874 (900-1¼)	1440-2½ 874 (900-2½)	NA	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-GYY <b>108.75</b> Chan <b>24 (Y)</b>	APP CRS <b>306°</b>	Rwy Idg <b>7959</b> TDZE <b>591</b> Apt Elev <b>597</b>
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# ILS or LOC RWY 30

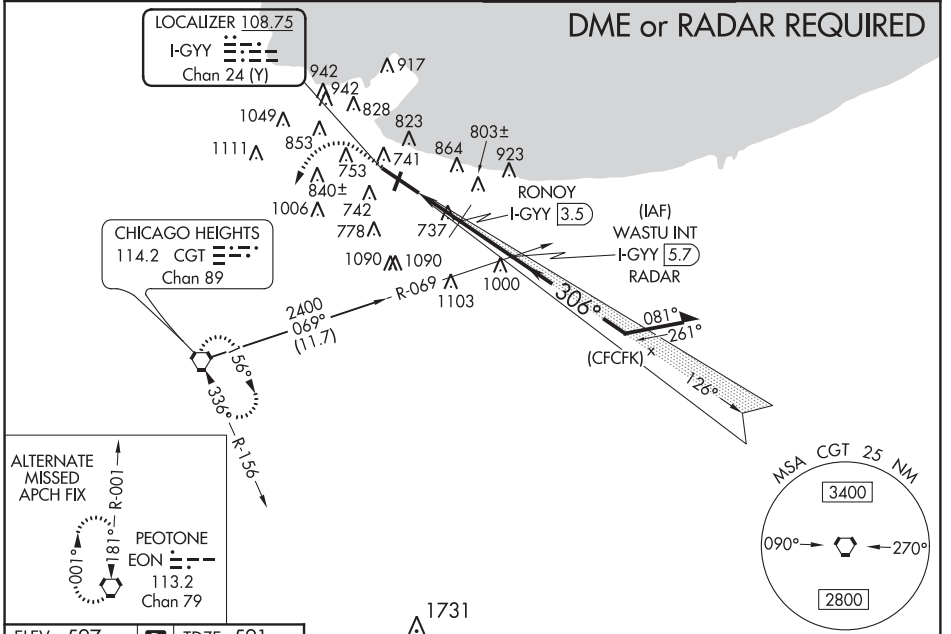
GARY/CHICAGO INTL (GYY)

**⚠** When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all DA 46 feet and all MDA 60 feet, increase S-LOC 30 Cat C/D visibility to 1½ miles, increase Circling Cat C/D and RONOY fix minimums Circling Cat C/D visibility ¼ mile. VDP NA with Chicago Midway Intl altimeter setting.

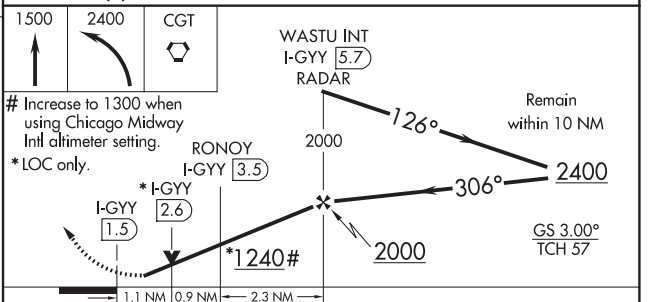
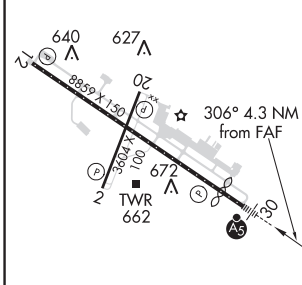
**MALSR**  
⚠

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2400 direct CGT VORTAC and hold.

ATIS <b>134.575</b>	CHICAGO APP CON <b>133.1 285.6</b>	GARY TOWER * <b>125.6 (CTAF) 0</b>	GND CON <b>121.9</b>
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ELEV <b>597</b>	<b>D</b>	TDZE <b>591</b>
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CATEGORY	A	B	C	D
S-ILS 30	791/24 200 (200-½)			
S-LOC 30	1240/24	649 (700-½)	1240-1¾	649 (700-1¾)
<b>C</b> CIRCLING	1240-1	643 (700-1)	1400-2¼	1420-2¾
			803 (900-2¼)	823 (900-2¾)
RONOY FIX MINIMUMS				
S-LOC 30	1000/24	409 (500-½)	1000/40	409 (500-¾)
<b>C</b> CIRCLING	1140-1	1180-1	1400-2¼	1420-2¾
	543 (600-1)	583 (600-1)	803 (900-2¼)	823 (900-2¾)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



GARY, INDIANA

AL-748 (FAA)

15344

APP CRS <b>126°</b>	Rwy ldg TDZE Apt Elev	<b>7959</b> <b>597</b> <b>597</b>
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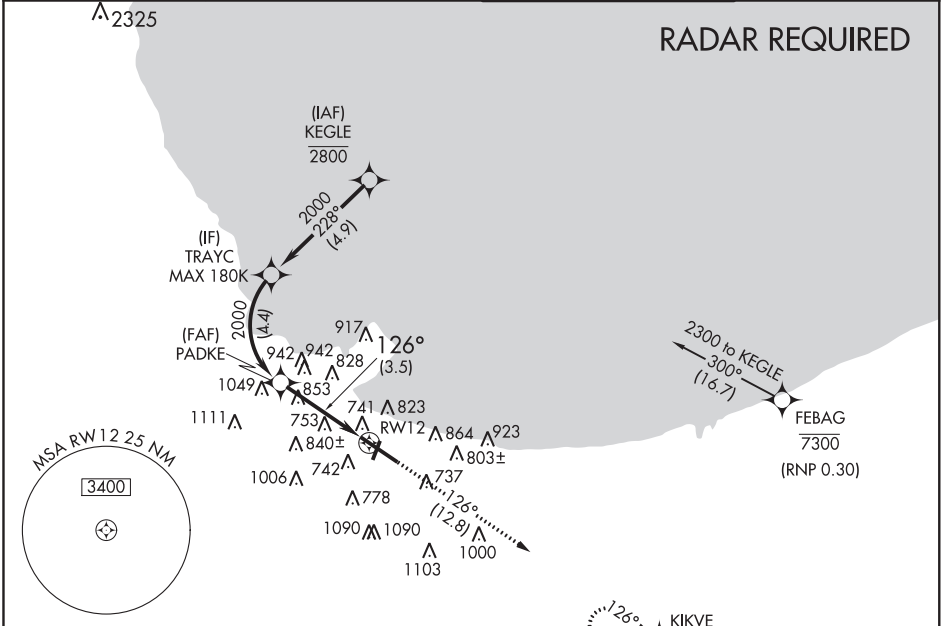
# RNAV (RNP) Z RWY 12

GARY/CHICAGO INTL (GYY)

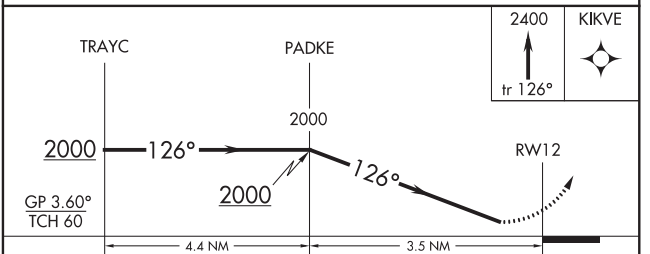
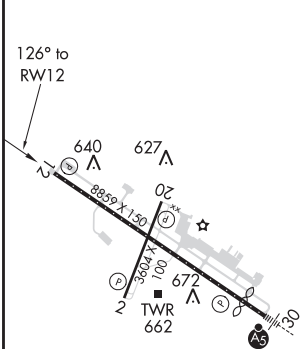
**▽** For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 45°C (113°F). RF and GPS required. Procedure NA for wingspans greater than 136 feet.

**MISSED APPROACH:**  
Climb to 2400 on track 126° to KIKVE and hold.

ATIS <b>134.575</b>	CHICAGO APP CON <b>133.1 285.6</b>	GARY TOWER * <b>125.6 (CTAF) 0</b>	GND CON <b>121.9</b>
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ELEV 597	<b>D</b>	TDZE 597
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CATEGORY	A	B	C	D
RNP 0.13 DA	978-1½	381 (400-1½)		NA
RNP 0.30 DA	1056-1¾	459 (500-1¾)		NA

REIL Rwy 2, 12 and 20  
HIRL Rwy 12-30  
MIRL Rwy 2-20

GARY, INDIANA  
Amdt 1 25JUN15

41°37'N - 87°25'W

## GARY/CHICAGO INTL (GYY) RNAV (RNP) Z RWY 12

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

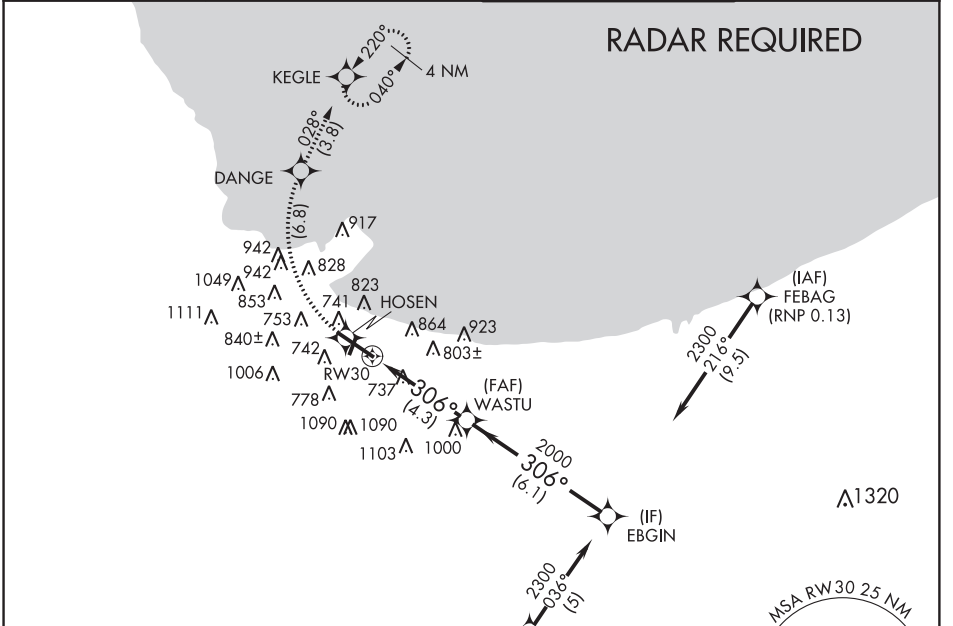
APP CRS <b>306°</b>	Rwy ldg TDZE Apt Elev	<b>7959</b> <b>591</b> <b>597</b>
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# RNAV (RNP) Z RWY 30

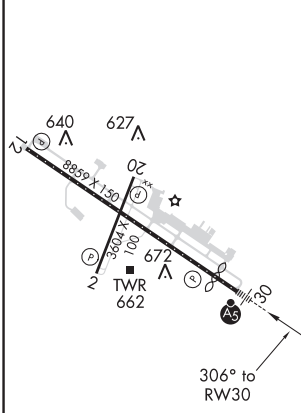
GARY/CHICAGO INTL (GYY)

<p><b>⚠</b> For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). Missed approach requires RNP less than 1.0. RF and GPS REQUIRED.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2100 on track 306° to HOSEN, right turn to DANGE, then track 028° to KEGLE and hold.</p>
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<p>ATIS <b>134.575</b></p>	<p>CHICAGO APP CON <b>133.1 285.6</b></p>	<p>GARY TOWER ★ <b>125.6 (CTAF) 0</b></p>	<p>GND CON <b>121.9</b></p>
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ELEV 597	<b>D</b>	TDZE 591
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2100	HOSEN	DANGE	KEGLE	EBGIN
tr 306°				
WASTU		2300		
RW30		GP 3.00° TCH 57		
4.3 NM		6.1 NM		
CATEGORY	A	B	C	D
RNP 0.13 DA	942-5/8		351 (400-5/8)	

REIL Rwy 12, 20 and 20 **Ⓛ**  
 HIRL Rwy 12-30 **Ⓛ**  
 MIRL Rwy 2-20 **Ⓛ**

## AUTHORIZATION REQUIRED

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

GARY, INDIANA

AL-748 (FAA)

16091

WAAS CH <b>69338</b> <b>W02A</b>	APP CRS <b>023°</b>	Rwy Idg TDZE Apt Elev	<b>3604</b> <b>591</b> <b>597</b>
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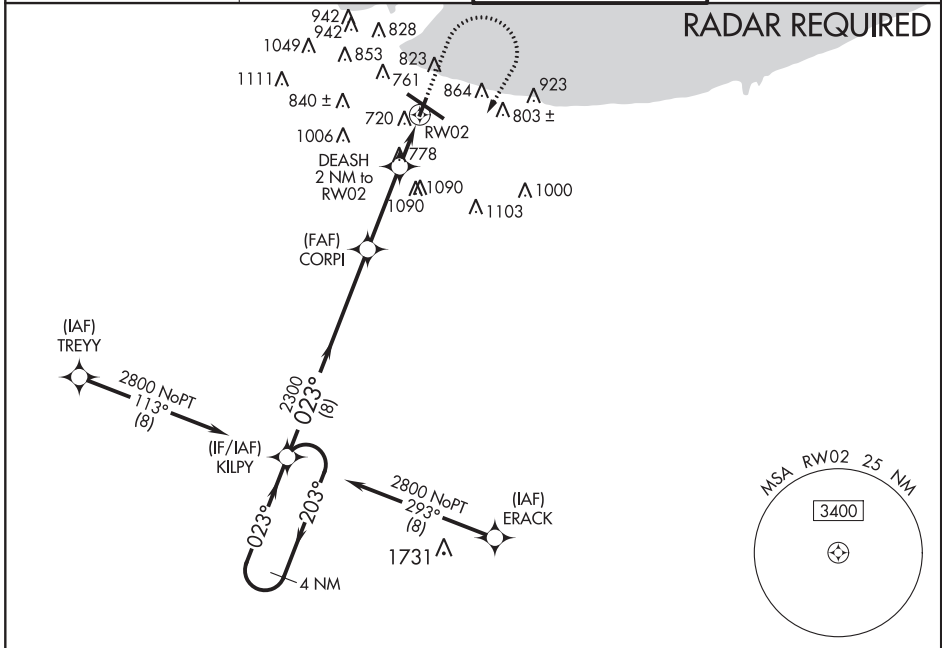
# RNAV (GPS) RWY 2

GARY/CHICAGO INTL (GYY)

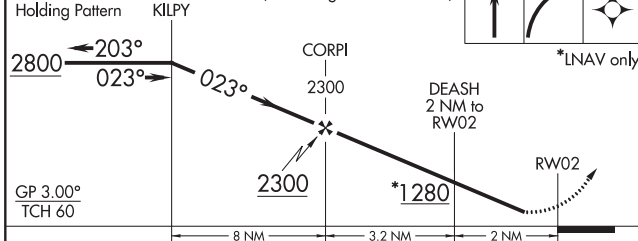
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
 ▲ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase LPV DA to 947 feet, LNAV/VNAV DA to 977 feet, all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, and Circling Cat C and D visibility 1/4 mile. Baro-VNAV NA when using Chicago Midway Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct KILPY and hold.

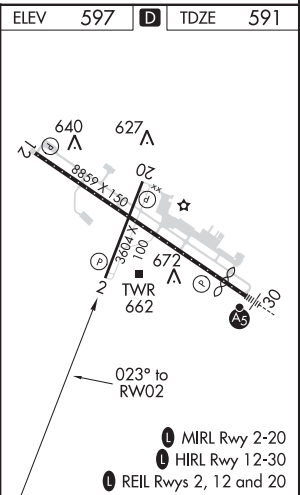
ATIS <b>134.575</b>	CHICAGO APP CON <b>133.1 285.6</b>	GARY TOWER ★ <b>125.6 (CTAF) 0</b>	GND CON <b>121.9</b>
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4 NM Holding Pattern KILPY  
 VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 40).  
 2000 2800 KILPY  
 GP 3.00° TCH 60  
 \*LNAV only



CATEGORY	A	B	C	D
LPV DA	901-1 310 (400-1)			
LNAV/VNAV DA	931-1 3/8 340 (400-1 1/8)			
LNAV MDA	1040-1	449 (500-1)	1040-1 3/8	449 (500-1 1/8)
CIRCLING	1140-1	1180-1	1400-2 1/4	1420-2 3/4
	543 (600-1)	583 (600-1)	803 (900-2 1/4)	823 (900-2 3/4)



GARY, INDIANA  
 Orig 10DEC15

41°37'N-87°25'W

# GARY/CHICAGO INTL (GYY) RNAV (GPS) RWY 2

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

- 0 MIRL Rwy 2-20
- 0 HIRL Rwy 12-30
- 0 REIL Rws 2, 12 and 20

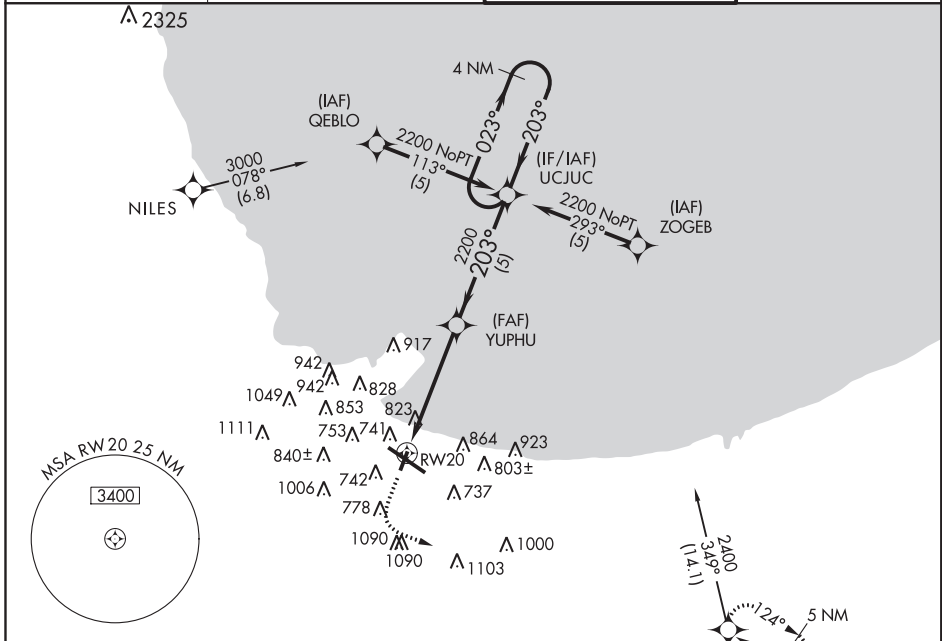
APP CRS <b>203°</b>	Rwy Idg <b>3604</b>
	TDZE <b>591</b>
	Apt Elev <b>592</b>

# RNAV (GPS) RWY 20

GARY/CHICAGO INTL (GYY)

GPS or RNP-0.3 required.	MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct HALIE WP and hold.
NA	DME/DME RNP-0.3 NA.

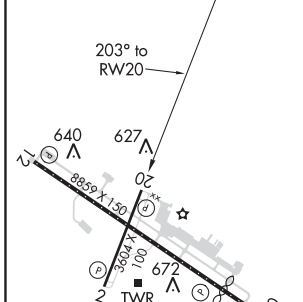
ATIS <b>134.575</b>	CHICAGO APP CON <b>133.1 285.6</b>	GARY TOWER ★ <b>125.6 (CTAF) ①</b>	GND CON <b>121.9</b>
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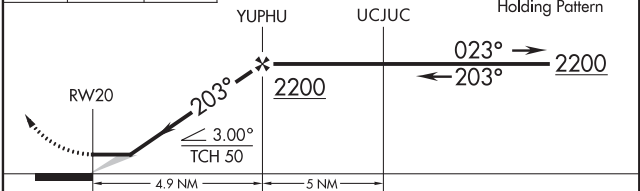
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 592	<b>D</b>	TDZE 591
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1500	2400	HALIE	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42).
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1080-1 489 (500-1)	1080-1¼ 489 (500-1¼)	1080-1½ 489 (500-1½)	1080-1½ 489 (500-1½)
CIRCLING	1140-1 548 (600-1)	1180-1½ 588 (600-1½)	1180-2 588 (600-2)	1180-2 588 (600-2)

- REIL Rwy 2, 12 and 20 ①
- HIRL Rwy 12-30 ①
- MIRL Rwy 2-20 ①

GARY, INDIANA  
Orig 25JAN01

41°37'N - 87°25'W  
275

# GARY/CHICAGO INTL (GYY)

## RNAV (GPS) RWY 20



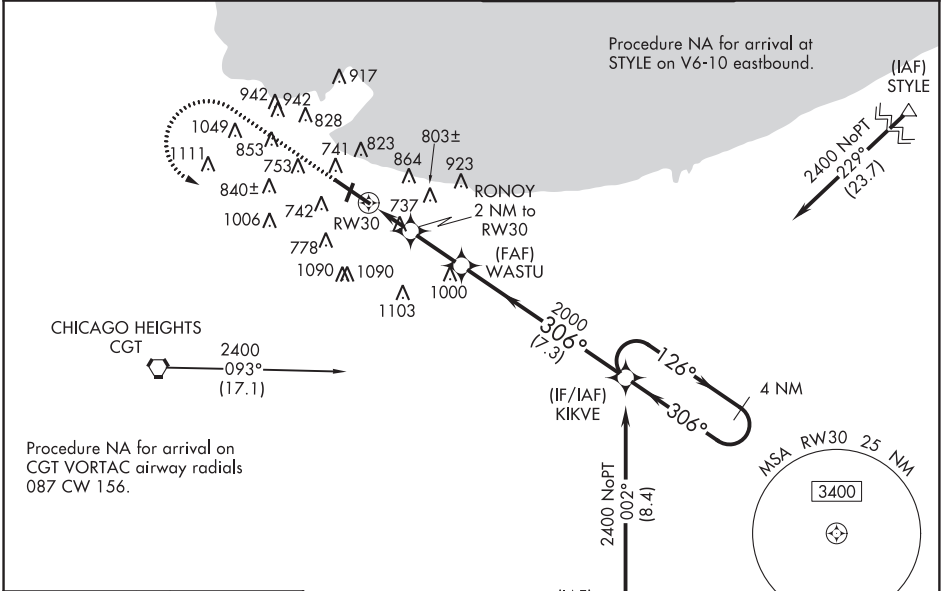
WAAS CH <b>78323</b> <b>W30A</b>	APP CRS <b>306°</b>	Rwy Idg <b>7959</b> TDZE <b>591</b> Apt Elev <b>597</b>
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# RNAV (GPS) Y RWY 30

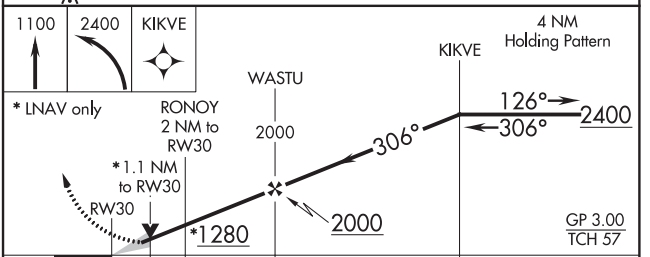
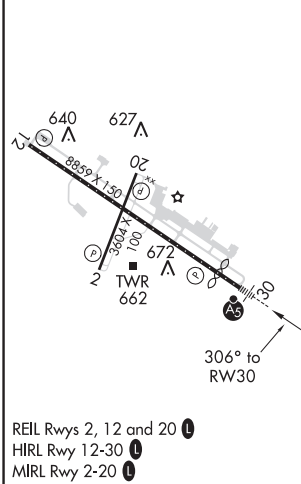
GARY/CHICAGO INTL (GYY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats and LNAV Cats C/D visibility to RVR 5000, increase Circling Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA with Chicago Midway Intl altimeter setting.	MALSR 	MISSED APPROACH: Climb to 1100 then climbing left turn to 2400 direct KIKVE and hold
	Procedure NA for arrival at STYLE on V6-10 eastbound.	

ATIS <b>134.575</b>	CHICAGO APP CON <b>133.1 285.6</b>	GARY TOWER * <b>125.6 (CTAF) 0</b>	GND CON <b>121.9</b>
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ELEV 597	<b>D</b>	TDZE 591
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CATEGORY	A	B	C	D
LPV DA		791/24	200 (200-½)	
LNAV/VNAV DA		991/45	400 (400-¾)	
LNAV MDA	1000/24	409 (500-½)	1000/40	409 (500-¾)
<b>C</b> CIRCLING	1140-1 543 (600-1)	1180-1 583 (600-1)	1400-2¼ 803 (900-2¼)	1420-2¾ 823 (900-2¾)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

GARY, INDIANA

AL-748 (FAA)

15344

LOC I-GYY <b>108.75</b> Chan 24 (Y)	APP CRS <b>306°</b>	Rwy Idg TDZE Apt Elev	<b>7959</b> <b>591</b> <b>597</b>
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# COPTER ILS or LOC RWY 30

GARY/CHICAGO INTL (GYY)

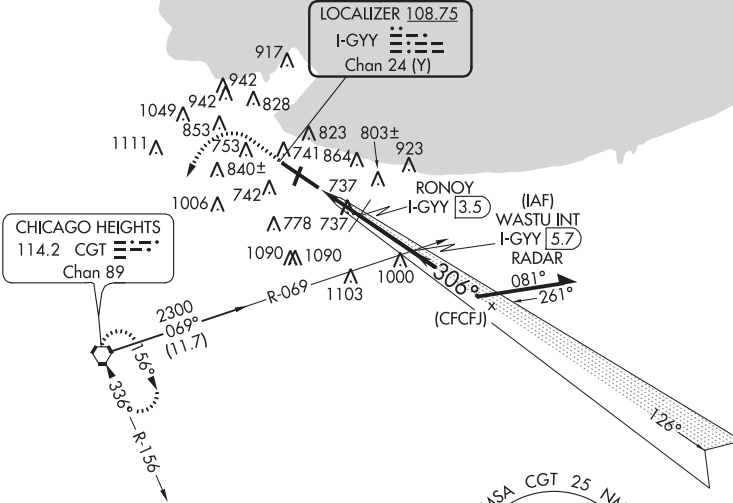
**⚠** When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all DA 46 feet and all MDA 60 feet. VDP NA with Chicago Midway Intl altimeter setting.



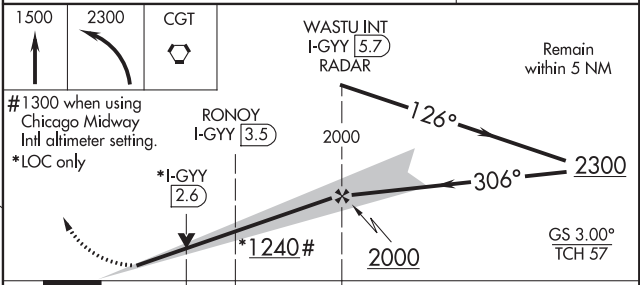
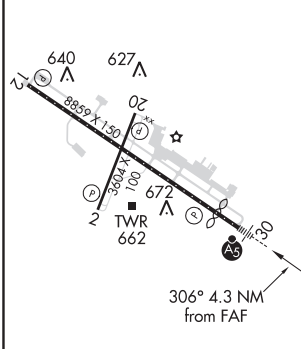
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2300 direct CGT VORTAC and hold.

ATIS <b>134.575</b>	CHICAGO APP CON <b>133.1 285.6</b>	GARY TOWER * <b>125.6 (CTAF) 0</b>	GND CON <b>121.9</b>
------------------------	---------------------------------------	---------------------------------------	-------------------------

**DME or RADAR REQUIRED**



ELEV 597	<b>D</b>	TDZE 591
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CATEGORY		COPTER	
S-ILS 30		791-¼	200 (200-¼)
S-LOC 30		1240-¼	649 (700-¼)
RONOY FIX MINIMUMS			
S-LOC 30		1000-¼	409 (500-¼)

GARY, INDIANA  
Amdt 1 20AUG15

41°37'N-87°25'W

GARY/CHICAGO INTL (GYY)

# COPTER ILS or LOC RWY 30

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

15344

# AIRPORT DIAGRAM

AL-748 (FAA)

GARY/CHICAGO INTL (GYG)  
GARY, INDIANA

ATIS  
134.575  
GARY TOWER★  
125.6  
GND CON  
121.9

D

41°38.0'N  
791 A

VAR 3.3° W  
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1° W

200 X 200

FIELD  
ELEV  
597

HANGAR

RWY 02-20  
PCN 21 F/A/X/T  
S-18, D-28  
RWY 12-30  
PCN 63 F/A/X/T  
S-75, D-157, 2S-175, 2D-175,  
2D/2D2-250

FIRE STATION

WEST RAMP

DE-ICE PAD

TERMINAL

FBO

FBO

NATIONAL  
GUARD

TWR  
662

ELEV  
591

200 X  
150

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS.

87°25.5'W

87°25.0'W

87°24.5'W

87°24.0'W

# AIRPORT DIAGRAM

15344

GARY, INDIANA  
GARY/CHICAGO INTL (GYG)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



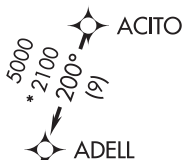
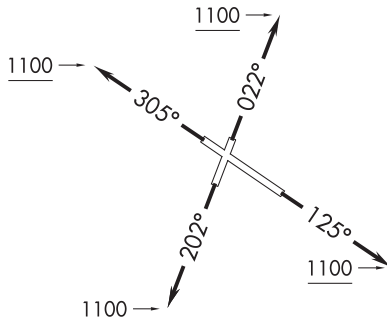
(ADELL4.ADELL) 15176

ADELL FOUR DEPARTURE (RNAV) SL-748 (FAA)

CHICAGO INTL (GYY)  
GARY, INDIANA

ATIS  
134.575  
GND CON  
121.9  
GARY TOWER ★  
125.6  
CHICAGO DEP CON  
133.1 285.6

**TOP ALTITUDE:  
3000**



NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.  
NOTE: Turbojet departures maintain 250K until advised by ATC.

TAKEOFF MINIMUMS:  
Rwys 12, 20, 30: Standard.  
Rwy 2: Standard with minimum climb of 323' per NM to 900.

(NOTES CONTINUED ON FOLLOWING PAGE)



DEPARTURE DESCRIPTION

TAKEOFF RWY 2: Climb heading 022° to 1100, then as assigned by ATC, expect vectors to ACITO. Thence . . .  
TAKEOFF RWY 12: Climb heading 125° to 1100, then as assigned by ATC, expect vectors to ACITO. Thence . . .  
TAKEOFF RWY 20: Climb heading 202° to 1100, then as assigned by ATC, expect vectors to ACITO. Thence . . .  
TAKEOFF RWY 30: Climb heading 305° to 1100, then as assigned by ATC, expect vectors to ACITO. Thence . . .

. . . on track 200° to ADELL, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

AKMIE TRANSITION (ADELL4.AKMIE): (For aircraft inbound to BMI, SPI, PIA, or as assigned by ATC.)  
ARLYN TRANSITION (ADELL4.ARLYN)

NOTE: Chart not to scale.

ADELL FOUR DEPARTURE (RNAV)  
(ADELL4.ADELL) 15176

GARY, INDIANA  
GARY/CHICAGO INTL (GYY)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES:

- Rwy 2: Tree, pole, building and vehicles on road beginning 554' from DER, 264' right of centerline, up to 26' AGL/617' MSL.  
Tower 3432' from DER, 1125' right of centerline, 120' AGL/708' MSL.  
Stacks and towers beginning 4434' from DER, 1004' right of centerline, up to 201' AGL/791' MSL.  
Tree 1489' from DER, 236' left of centerline, 56' AGL/647' MSL.  
Towers beginning 4598' from DER, 1080' left of centerline, up to 139' AGL/731' MSL.  
Stacks and tower beginning 5921' from DER, 460' left of centerline, up to 236' AGL/823' MSL.  
Vehicles on road 571' from DER, on runway centerline, 15' AGL/605' MSL.
- Rwy 12: Trees and poles beginning 790' from DER, 221' right of centerline, up to 86' AGL/685' MSL.  
Trees beginning 1617' from DER, 743' left of centerline, up to 65' AGL/656' MSL.  
Towers beginning 4246' from DER, 444' left of centerline, up to 105' AGL/700' MSL.
- Rwy 20: Trees and poles beginning 651' from DER, 108' right of centerline, up to 96 AGL/685' MSL.  
Trees, poles and vehicles on road beginning 884' from DER, 26' left of centerline, up to 63' AGL/658' MSL.  
Vehicles on road 1048' from DER, on runway centerline, 17' AGL/631' MSL.
- Rwy 30: Tree and poles beginning 2021' from DER, 390' right of centerline, up to 105' AGL/710' MSL.  
Terrain 137' from DER, 351' left of centerline, 22' AGL/612' MSL.  
Poles and road sign beginning 1263' from DER, 60' left of centerline, up to 49' AGL/638' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

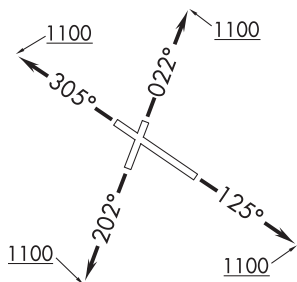
EC-2, 10 NOV 2016 to 05 JAN 2017

# BLOKR FOUR DEPARTURE (RNAV)

**TOP ALTITUDE:**  
**3000**

ATIS  
134.575  
GND CON  
121.9  
GARY TOWER ★  
125.6  
CHICAGO DEP CON  
133.1 285.6

NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.  
NOTE: Turbojet departures maintain 250K until advised by ATC.

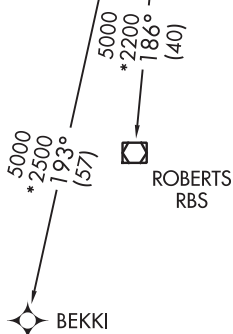
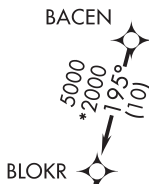


### TAKEOFF MINIMUMS:

Rwys 12, 20, 30: Standard.  
Rwy 2: Standard with minimum climb of 323' per NM to 900.

### TAKEOFF OBSTACLE NOTES:

- Rwy 2: Tree, pole, building and vehicles on road beginning 554' from DER, 264' right of centerline, up to 26' AGL/617' MSL. Tower 3432' from DER, 1125' right of centerline, 120' AGL/708' MSL. Stacks and towers beginning 4434' from DER, 1004' right of centerline, up to 201' AGL/791' MSL. Tree 1489' from DER, 236' left of centerline, 56' AGL/647' MSL. Towers beginning 4598' from DER, 1080' left of centerline, up to 139' AGL/731' MSL. Stacks and tower beginning 5921' from DER, 460' left of centerline, up to 236' AGL/823' MSL. Vehicles on road 571' from DER, on runway centerline, 15' AGL/605' MSL.
- Rwy 12: Trees and poles beginning 790' from DER, 221' right of centerline, up to 86' AGL/685' MSL. Trees beginning 1617' from DER, 743' left of centerline, up to 65' AGL/656' MSL. Towers beginning 4246' from DER, 444' left of centerline, up to 105' AGL/700' MSL.
- Rwy 20: Trees and poles beginning 651' from DER, 108' right of centerline, up to 96 AGL/685' MSL. Trees, poles and vehicles on road beginning 884' from DER, 26' left of centerline, up to 63' AGL/658' MSL. Vehicles on road 1048' from DER, on runway centerline, 17' AGL/631' MSL.
- Rwy 30: Tree and poles beginning 2021' from DER, 390' right of centerline, up to 105' AGL/710' MSL. Terrain 137' from DER, 351' left of centerline, 22' AGL/612' MSL. Poles and road sign beginning 1263' from DER, 60' left of centerline, up to 49' AGL/638' MSL.



NOTE: Chart not to scale.



### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 022° to 1100, then as assigned by ATC, expect vectors to BACEN. Thence. . .

TAKEOFF RWY 12: Climb heading 125° to 1100, then as assigned by ATC, expect vectors to BACEN. Thence. . .

TAKEOFF RWY 20: Climb heading 202° to 1100, then as assigned by ATC, expect vectors to BACEN. Thence. . .

TAKEOFF RWY 30: Climb heading 305° to 1100, then as assigned by ATC, expect vectors to BACEN. Thence. . .

. . . on track 195° to BLOKR, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

BEKKI TRANSITION (BLOKR4.BEKKI):  
ROBERTS TRANSITION (BLOKR4.RBS): (For aircraft inbound to CMI or STL, or as assigned by ATC.)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# BLOKR FOUR DEPARTURE (RNAV)

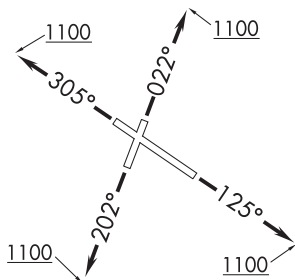
(CARYN4.CARYN) 15176

# CARYN FOUR DEPARTURE (RNAV) SL-748 (FAA)

GARY/CHICAGO INTL (GYY)  
GARY, INDIANA

ATIS  
134.575  
GND CON  
121.9  
GARY TOWER \*  
125.6  
CHICAGO DEP CON  
133.1 285.6

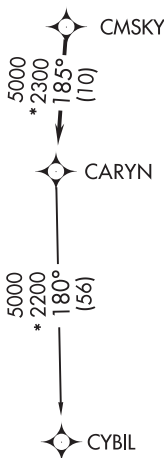
**TOP ALTITUDE:  
3000**



- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojet departures maintain 250K until advised by ATC.

### TAKEOFF MINIMUMS:

Rwy 2: Standard with minimum climb of 323' per NM to 900.  
Rwys 12, 20, 30: Standard.



(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 022° to 1100, then as assigned by ATC, expect vectors to CMSKY. Thence. . . .

TAKEOFF RWY 12: Climb heading 125° to 1100, then as assigned by ATC, expect vectors to CMSKY. Thence. . . .

TAKEOFF RWY 20: Climb heading 202° to 1100, then as assigned by ATC, expect vectors to CMSKY. Thence. . . .

TAKEOFF RWY 30: Climb heading 305° to 1100, then as assigned by ATC, expect vectors to CMSKY. Thence. . . .

. . . . on track 185° to CARYN, then on (transition). Maintain 3000.  
Expect filed altitude 10 minutes after departure.

CYBIL TRANSITION (CARYN4.CYBIL)

# CARYN FOUR DEPARTURE (RNAV)

(CARYN4.CARYN) 15176

GARY, INDIANA  
GARY/CHICAGO INTL (GYY)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

(CARYN4.CARYN) 15176

CARYN FOUR DEPARTURE (RNAV) SL-748 (FAA)

GARY/CHICAGO INTL (GYY)  
GARY, INDIANATAKEOFF OBSTACLE NOTES:

- Rwy 2: Tree, pole, building and vehicles on road beginning 554' from DER, 264' right of centerline, up to 26' AGL/617' MSL.  
Tower 3432' from DER, 1125' right of centerline, 120' AGL/708' MSL.  
Stacks and towers beginning 4434' from DER, 1004' right of centerline, up to 201' AGL/791' MSL.  
Tree 1489' from DER, 236' left of centerline, 56' AGL/647' MSL.  
Towers beginning 4598' from DER, 1080' left of centerline, up to 139' AGL/731' MSL.  
Stacks and tower beginning 5921' from DER, 460' left of centerline, up to 236' AGL/823' MSL.  
Vehicles on road 571' from DER, on runway centerline, 15' AGL/605' MSL.
- Rwy 12: Trees and poles beginning 790' from DER, 221' right of centerline, up to 86' AGL/685' MSL.  
Trees beginning 1617' from DER, 743' left of centerline, up to 65' AGL/656' MSL.  
Towers beginning 4246' from DER, 444' left of centerline, up to 105' AGL/700' MSL.
- Rwy 20: Trees and poles beginning 651' from DER, 108' right of centerline, up to 96 AGL/685' MSL.  
Trees, poles and vehicles on road beginning 884' from DER, 26' left of centerline, up to 63' AGL/658' MSL.  
Vehicles on road 1048' from DER, on runway centerline, 17' AGL/631' MSL.
- Rwy 30: Tree and poles beginning 2021' from DER, 390' right of centerline, up to 105' AGL/710' MSL.  
Terrain 137' from DER, 351' left of centerline, 22' AGL/612' MSL.  
Poles and road sign beginning 1263' from DER, 60' left of centerline, up to 49' AGL/638' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

CARYN FOUR DEPARTURE (RNAV)

(CARYN4.CARYN) 15176

GARY, INDIANA  
GARY/CHICAGO INTL (GYY)

(DARCY4.DARCY) 15176

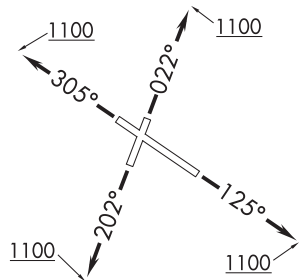
SL-748 (FAA)

GARY/CHICAGO INTL (GYY)  
GARY, INDIANA

# DARCY FOUR DEPARTURE (RNAV)

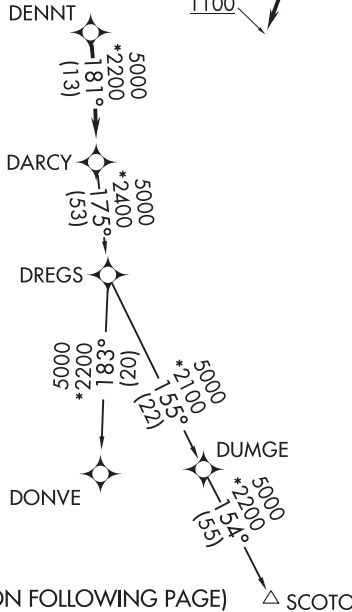
ATIS  
134.575  
GND CON  
121.9  
GARY TOWER ★  
125.6  
CHICAGO DEP CON  
133.1 285.6

**TOP ALTITUDE:  
3000**



### TAKEOFF MINIMUMS:

Rwy 2: Standard with minimum climb of 323' per NM to 900.  
Rwys 12, 20, 30: Standard.



NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: RNAV 1.  
NOTE: Turbojet departures maintain 250K until advised by ATC.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 2: Climb heading 022° to 1100, then as assigned by ATC, expect vectors to DENNT. Thence. . . .
- TAKEOFF RWY 12: Climb heading 125° to 1100, then as assigned by ATC, expect vectors to DENNT. Thence. . . .
- TAKEOFF RWY 20: Climb heading 202° to 1100, then as assigned by ATC, expect vectors to DENNT. Thence. . . .
- TAKEOFF RWY 30: Climb heading 305° to 1100, then as assigned by ATC, expect vectors to DENNT. Thence. . . .

. . . . on track 181° to DARC, then on (transition). Maintain 3000.  
Expect filed altitude 10 minutes after departure.

DONVE TRANSITION (DARCY4.DONVE):  
SCOTO TRANSITION (DARCY4.SCOTO):

**DARCY FOUR DEPARTURE (RNAV)**  
(DARCY4.DARCY) 15176

GARY, INDIANA  
GARY/CHICAGO INTL (GYY)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

**DARCY FOUR DEPARTURE (RNAV)**TAKEOFF OBSTACLE NOTES:

- Rwy 2: Tree, pole, building and vehicles on road beginning 554' from DER, 264' right of centerline, up to 26' AGL/617' MSL.  
Tower 3432' from DER, 1125' right of centerline, 120' AGL/708' MSL.  
Stacks and towers beginning 4434' from DER, 1004' right of centerline, up to 201' AGL/791' MSL.  
Tree 1489' from DER, 236' left of centerline, 56' AGL/647' MSL.  
Towers beginning 4598' from DER, 1080' left of centerline, up to 139' AGL/731' MSL.  
Stacks and tower beginning 5921' from DER, 460' left of centerline, up to 236' AGL/823' MSL.  
Vehicles on road 571' from DER, on runway centerline, 15' AGL/605' MSL.
- Rwy 12: Trees and poles beginning 790' from DER, 221' right of centerline, up to 86' AGL/685' MSL.  
Trees beginning 1617' from DER, 743' left of centerline, up to 65' AGL/656' MSL.  
Towers beginning 4246' from DER, 444' left of centerline, up to 105' AGL/700' MSL.
- Rwy 20: Trees and poles beginning 651' from DER, 108' right of centerline, up to 96 AGL/685' MSL.  
Trees, poles and vehicles on road beginning 884' from DER, 26' left of centerline, up to 63' AGL/658' MSL.  
Vehicles on road 1048' from DER, on runway centerline, 17' AGL/631' MSL.
- Rwy 30: Tree and poles beginning 2021' from DER, 390' right of centerline, up to 105' AGL/710' MSL.  
Terrain 137' from DER, 351' left of centerline, 22' AGL/612' MSL.  
Poles and road sign beginning 1263' from DER, 60' left of centerline, up to 49' AGL/638' MSL.

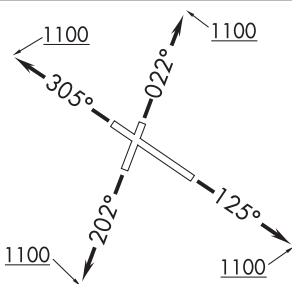
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# ELANR FOUR DEPARTURE (RNAV)

ATIS  
134.575  
GND CON  
121.9  
GARY TOWER ★  
125.6  
CHICAGO DEP CON  
133.1 285.6

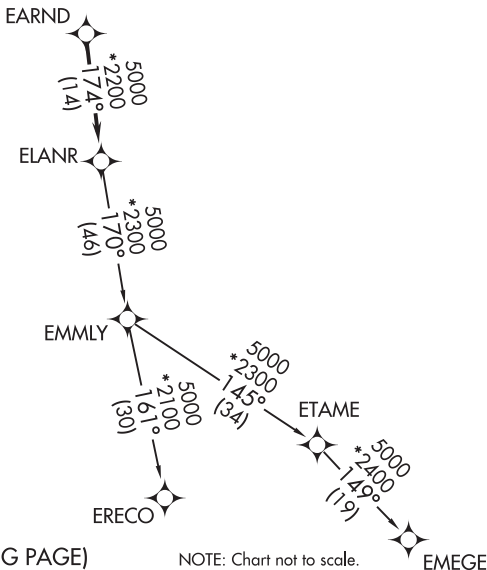
**TOP ALTITUDE:  
3000**



### TAKEOFF MINIMUMS:

- Rwy 2: Standard with minimum climb of 323' per NM to 2700.
- Rwy 12: Climb of 330' per NM to 2700.
- Rwy 20: Standard with minimum climb of 350' per NM to 2700.
- Rwy 30: Climb of 320' per NM to 2700.

- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojet departures maintain 250K until advised by ATC.



(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 2: Climb heading 022° to 1100, then as assigned by ATC, expect vectors to EARND. Thence. . . .
- TAKEOFF RWY 12: Climb heading 125° to 1100, then as assigned by ATC, expect vectors to EARND. Thence. . . .
- TAKEOFF RWY 20: Climb heading 202° to 1100, then as assigned by ATC, expect vectors to EARND. Thence. . . .
- TAKEOFF RWY 30: Climb heading 305° to 1100, then as assigned by ATC, expect vectors to EARND. Thence. . . .

. . . .on track 174° to ELANR, then on (transition). Maintain 3000.  
Expect filed altitude 10 minutes after departure.

- EMEGE TRANSITION (ELANR4.EMEGE):
- EMMLY TRANSITION (ELANR4.EMMLY): (For aircraft inbound to Indianapolis Terminal Area, or as assigned by ATC.)
- ERECO TRANSITION (ELANR4.ERECO):

# ELANR FOUR DEPARTURE (RNAV)



## ELANR FOUR DEPARTURE (RNAV)

TAKEOFF OBSTACLE NOTES:

- Rwy 2: Tree, pole, building and vehicles on road beginning 554' from DER, 264' right of centerline, up to 26' AGL/617' MSL.  
Tower 3432' from DER, 1125' right of centerline, 120' AGL/708' MSL.  
Stacks and towers beginning 4434' from DER, 1004' right of centerline, up to 201' AGL/791' MSL.  
Tree 1489' from DER, 236' left of centerline, 56' AGL/647' MSL.  
Towers beginning 4598' from DER, 1080' left of centerline, up to 139' AGL/731' MSL.  
Stacks and tower beginning 5921' from DER, 460' left of centerline, up to 236' AGL/823' MSL.  
Vehicles on road 571' from DER, on runway centerline, 15' AGL/605' MSL.
- Rwy 12: Trees and poles beginning 790' from DER, 221' right of centerline, up to 86' AGL/685' MSL.  
Trees beginning 1617' from DER, 743' left of centerline, up to 65' AGL/656' MSL.  
Towers beginning 4246' from DER, 444' left of centerline, up to 105' AGL/700' MSL.
- Rwy 20: Trees and poles beginning 651' from DER, 108' right of centerline, up to 96 AGL/685' MSL.  
Trees, poles and vehicles on road beginning 884' from DER, 26' left of centerline, up to 63' AGL/658' MSL.  
Vehicles on road 1048' from DER, on runway centerline, 17' AGL/631' MSL.
- Rwy 30: Tree and poles beginning 2021' from DER, 390' right of centerline, up to 105' AGL/710' MSL.  
Terrain 137' from DER, 351' left of centerline, 22' AGL/612' MSL.  
Poles and road sign beginning 1263' from DER, 60' left of centerline, up to 49' AGL/638' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>3530</b>
<b>355°</b>	TDZE	<b>958</b>
	Apt Elev	<b>958</b>

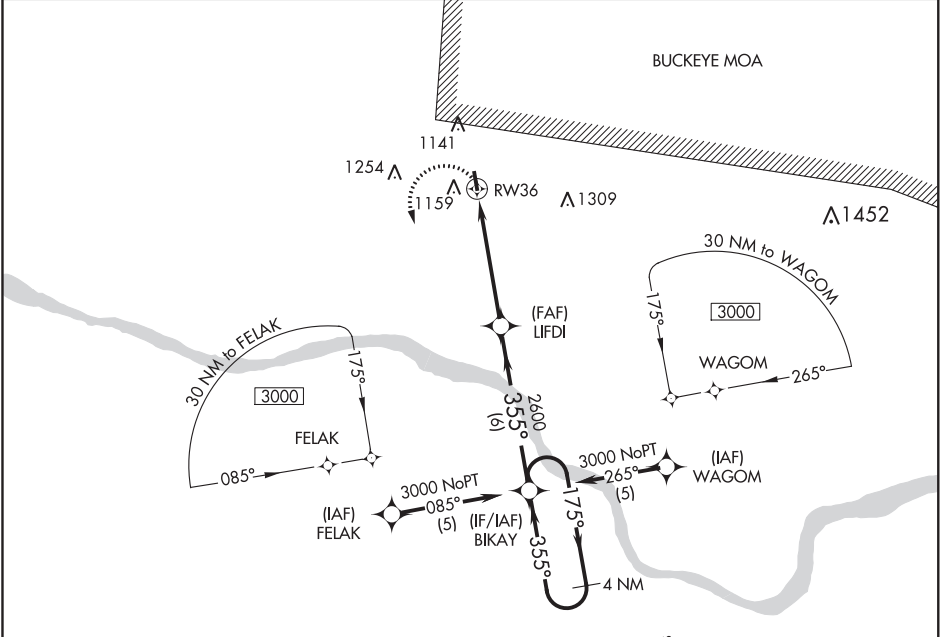
# RNAV (GPS) RWY 36

BROWN COUNTY (GEO)

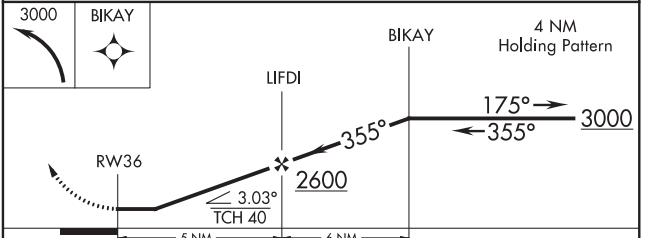
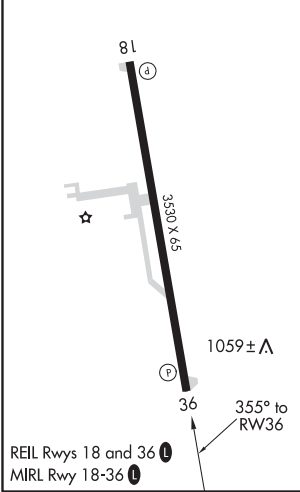
**▽** DME/DME RNP-0.3 NA. Use Cincinnati/Northern Kentucky Intl, KY altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**▲** NA MISSED APPROACH: Climbing left turn to 3000 direct BIKAY WP and hold.

INDIANAPOLIS CENTER <b>135.575 290.5</b>	CTAF <b>122.9</b>
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ELEV 958	TDZE 958
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CATEGORY	A	B	C	D
LNVA MDA	1420-1	462 (500-1)	1420-1¼ 462 (500-1¼)	NA
CIRCLING	1560-1 602 (700-1)	1580-1 622 (700-1)	1600-1¾ 642 (700-1¾)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

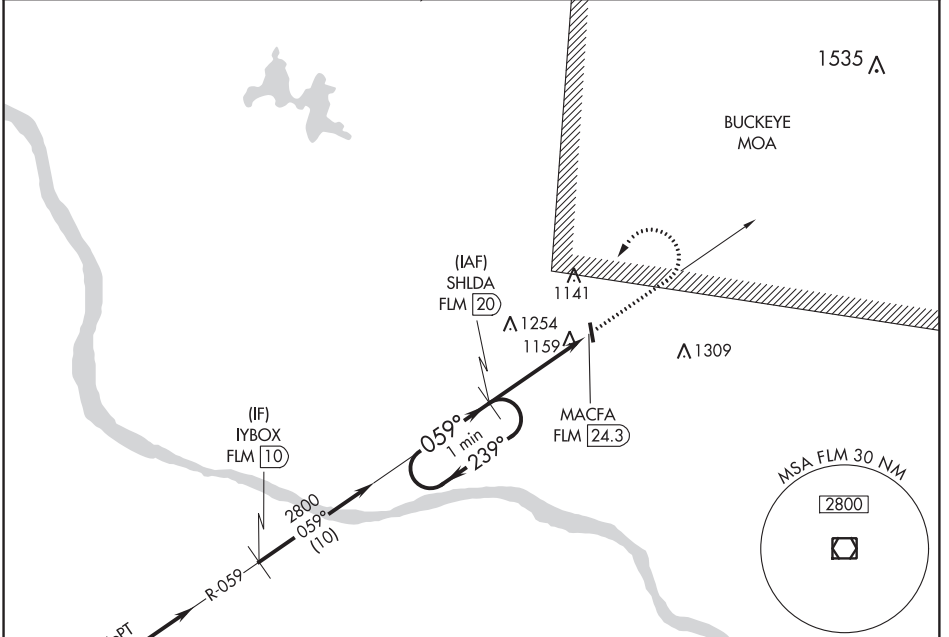
EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME FLM <b>117.0</b> Chan <b>117</b>	APP CRS <b>059°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>958</b>
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**VOR/DME-A**  
BROWN COUNTY (GEO)

**⚠** Use Cincinnati/Northern Kentucky Intl, KY altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.  
**⚠** NA MISSED APPROACH: Climb to 2800 then left turn via FLM VOR/DME R-059 to SHLDA 20 DME and hold.

INDIANAPOLIS CENTER <b>135,575 290.5</b>	CTAF <b>122.9</b>
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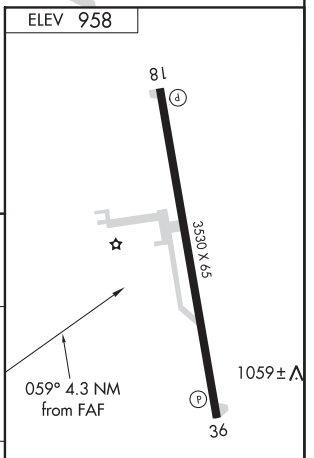
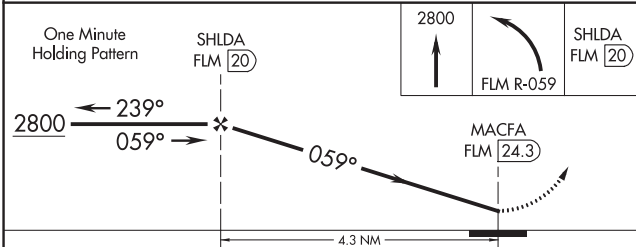


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

IAF  
FALMOUTH  
117.0 FLM  
Chan 117

Procedure NA for arrival at FLM VOR/DME on V44 westbound and V478 northwestbound.



CATEGORY	A	B	C	D
CIRCLING	1700-1 742 (800-1)	1700-1¼ 742 (800-1¼)	1700-2¼ 742 (800-2¼)	NA

REIL Rwy 18 and 36 **Ⓛ**  
MIRL Rwy 18-36 **Ⓛ**

LOC I-GSH <b>108.3</b>	APP CRS <b>273°</b>	Rwy Idg <b>6050</b>
		TDZE <b>827</b>
		Apr Elev <b>827</b>

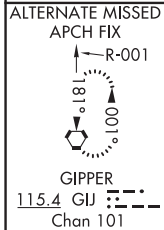
# ILS or LOC RWY 27

GOSHEN MUNI (GSH)

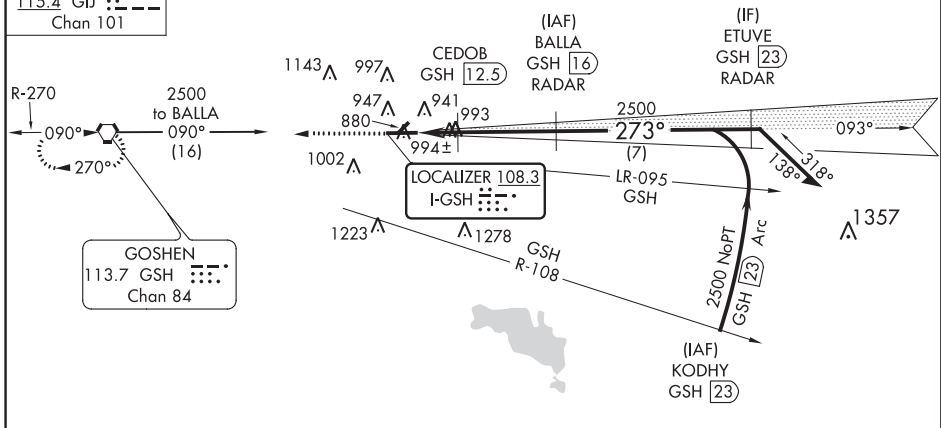
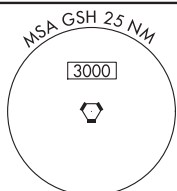
**▼** DME or RADAR Required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet and increase Cedob Fix Minimums S-LOC 27 Cats C/D visibility ¼ mile.

**▲ NA** MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

ASOS <b>121.45</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	CLNC DEL <b>125.25</b>	UNICOM <b>123.05 (CTAF) 0</b>
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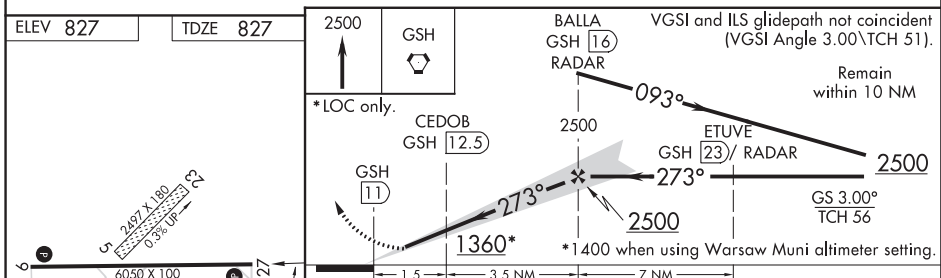


## DME or RADAR REQUIRED



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 27	1027- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )			
S-LOC 27	1360-1	533 (600-1)	1360-1 <sup>1</sup> / <sub>2</sub> 533 (600-1 <sup>1</sup> / <sub>2</sub> )	1360-1 <sup>3</sup> / <sub>4</sub> 533 (600-1 <sup>3</sup> / <sub>4</sub> )
CIRCLING	1360-1	533 (600-1)	1360-1 <sup>1</sup> / <sub>2</sub> 533 (600-1 <sup>1</sup> / <sub>2</sub> )	1380-2 553 (600-2)
CEDOB FIX MINIMUMS				
S-LOC 27	1300-1	473 (500-1)	1300-1 <sup>1</sup> / <sub>4</sub> 473 (500-1 <sup>1</sup> / <sub>4</sub> )	1300-1 <sup>1</sup> / <sub>2</sub> 473 (500-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	1300-1	473 (500-1)	1300-1 <sup>1</sup> / <sub>2</sub> 473 (500-1 <sup>1</sup> / <sub>2</sub> )	1380-2 553 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

GOSHEN, INDIANA

AL-171 (FAA)

14289

WAAS CH <b>69325</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Idg <b>6050</b> TDZE <b>820</b> Apt Elev <b>827</b>
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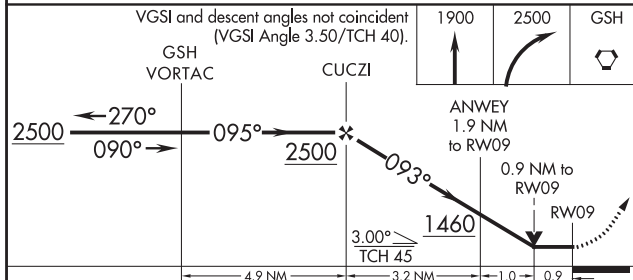
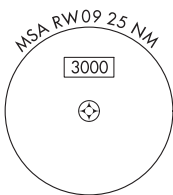
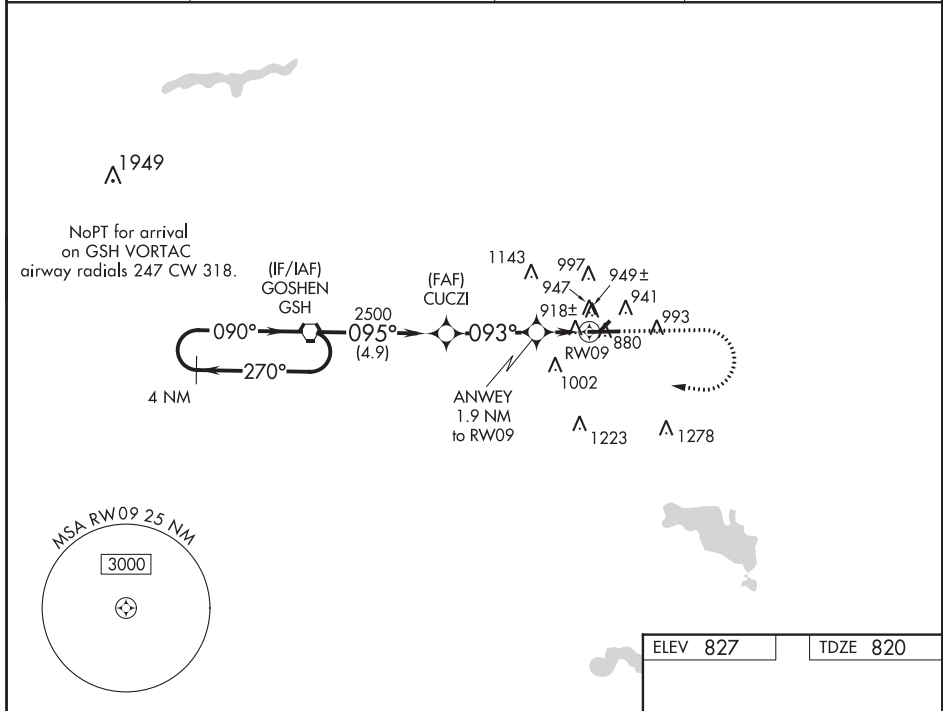
# RNAV (GPS) RWY 9

GOSHEN MUNI (GSH)

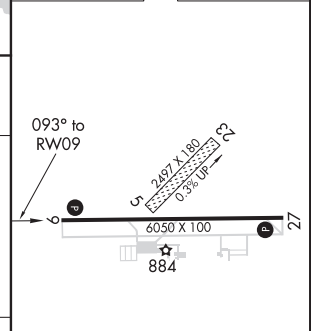
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Warsaw altimeter setting. Circling to Rwy 5/23 NA. When local altimeter setting not received, use Warsaw altimeter setting and increase all MDA 40 feet and LP and LNAV Cats C and D visibility  $\frac{1}{8}$  mile.

**MISSED APPROACH:** Climb to 1900 then climbing right turn to 2500 direct GSH VORTAC and hold.

ASOS <b>121.45</b>	SOUTH BEND APP CON* <b>132.05 257.8</b>	CLNC DEL <b>125.25</b>	UNICOM <b>123.05 (CTAF)</b> <b>📞</b>
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ELEV 827	TDZE 820
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CATEGORY	A	B	C	D
LP MDA		1180-1	360 (400-1)	
LNAV MDA		1200-1	380 (400-1)	
CIRCLING	1300-1	473 (500-1)	1300-1½ 473 (500-1½)	1380-2 553 (600-2)

HIRL Rwy 9-27 **📞**  
REIL Rwy 9 and 27 **📞**

GOSHEN, INDIANA  
Orig-A 16OCT14

41°32'N - 85°48'W

# GOSHEN MUNI (GSH) RNAV (GPS) RWY 9

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH	APP CRS	Rwy Idg	6050
97606	273°	TDZE	827
W27A		Apt Elev	827

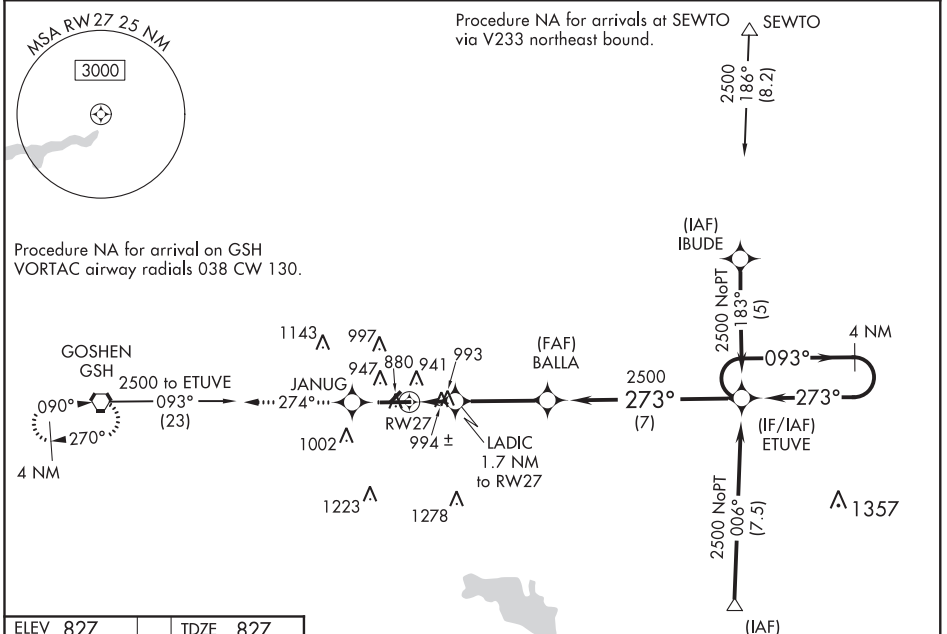
# RNAV (GPS) RWY 27

GOSHEN MUNI (GSH)

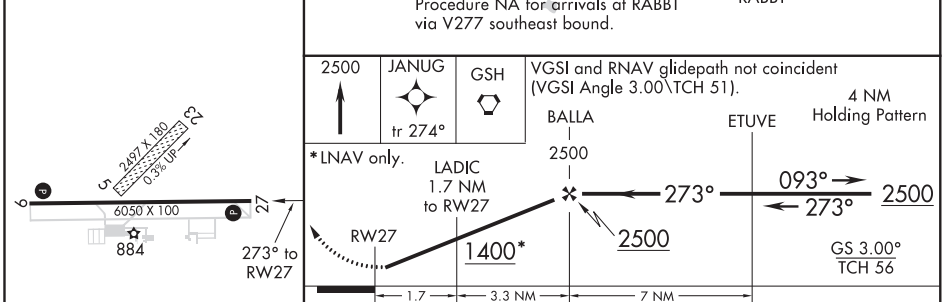
Baro-VNAV NA when using Warsaw Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).  
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet, and increase LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct JANUG and via 274° track to GSH VORTAC and hold.

ASOS	SOUTH BEND APP CON *	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) ☺



ELEV 827	TDZE 827
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CATEGORY	A	B	C	D
LPV DA	1120-1 293 (300-1)			
LNAV/DA	1307-1¼ 480 (500-1¼)			
LNAV MDA	1260-1	433 (500-1)	1260-1¼ 433 (500-1¼)	1260-1½ 433 (500-1½)
CIRCLING	1300-1	473 (500-1)	1300-1½ 473 (500-1½)	1380-2 553 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

GOSHEN, INDIANA

AL-171 (FAA)

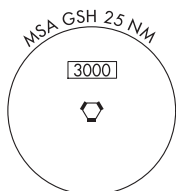
14289

VORTAC GSH <b>113.7</b> Chan <b>84</b>	APP CRS <b>090°</b>	Rwy Idg TDZE Apt Elev	<b>6050</b> <b>820</b> <b>827</b>
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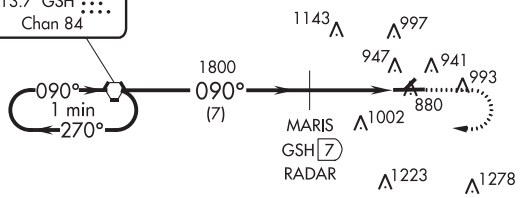
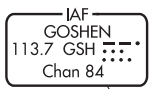
# VOR RWY 9

GOSHEN MUNI (GSH)

		MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.	
ASOS <b>121.45</b>	SOUTH BEND APP CON * <b>132.05 257.8</b>	CLNC DEL <b>125.25</b>	UNICOM <b>123.05 (CTAF) 1</b>

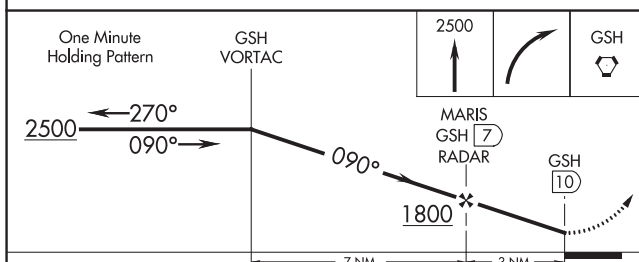


▲ 1949



NoPT for arrivals on GSH VORTAC airway radials 181 CW 318

## DME or RADAR REQUIRED



ELEV 827	TDZE 820
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HIRL Rwy 9-27 1  
REIL Rws 9 and 27 1

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

CATEGORY	A	B	C	D
S-9	1300-1	480 (500-1)	1300-1¼ 480 (500-1¼)	1300-1½ 480 (500-1½)
CIRCLING	1300-1	473 (500-1)	1300-1½ 473 (500-1½)	1380-2 553 (600-2)

GOSHEN, INDIANA  
Amdt 12B 16OCT14

41°32'N-85°48'W

# GOSHEN MUNI (GSH) VOR RWY 9

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86906</b> <b>W18A</b>	APP CRS <b>184°</b>	Rwy Idg <b>5002</b> TDZE <b>842</b> Apt Elev <b>842</b>
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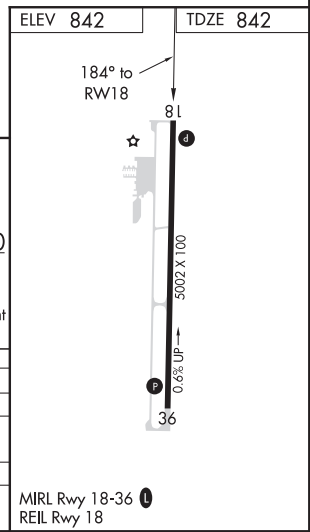
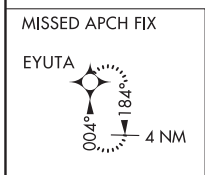
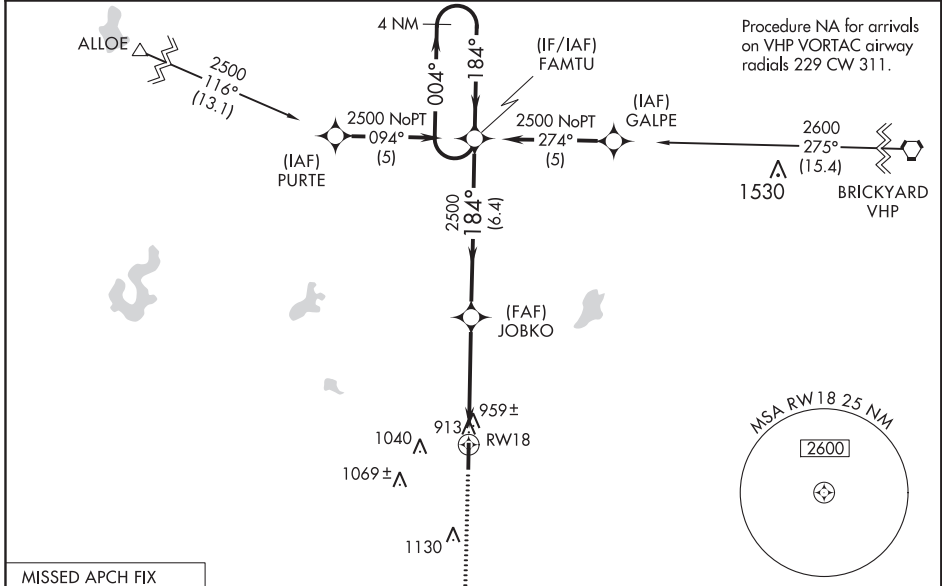
# RNAV (GPS) RWY 18

PUTNAM COUNTY RGNL (417)

**NA** Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility 1/4 mile all Cats, LNAV/VNAV visibility 1/4 mile all Cats.

**MISSED APPROACH:**  
Climb to 2500 direct EYUTA and hold.

AWOS-3 <b>118.125</b>	INDIANAPOLIS APP CON <b>119.05</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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2500	EYUTA	JOBKO	FAMTU	4 NM Holding Pattern
↑	✦	VDP NA when using Indianapolis Intl altimeter setting.	← 184° →	← 004° → 2500
				GP 3.30° TCH 35
				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).
CATEGORY	A	B	C	D
LPV DA	1192-1 1/4	350 (400-1 1/4)		NA
LNAV/VNAV DA	1262-1 1/2	420 (500-1 1/2)		NA
LNAV MDA	1240-1	398 (400-1)		NA
CIRCLING	1280-1 438 (500-1)	1300-1 458 (500-1)		NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



GREENCASTLE, INDIANA

AL-6336 (FAA)

16119

WAAS CH <b>40306</b> <b>W36A</b>	APP CRS <b>004°</b>	Rwy Idg <b>5002</b> TDZE <b>829</b> Apt Elev <b>842</b>
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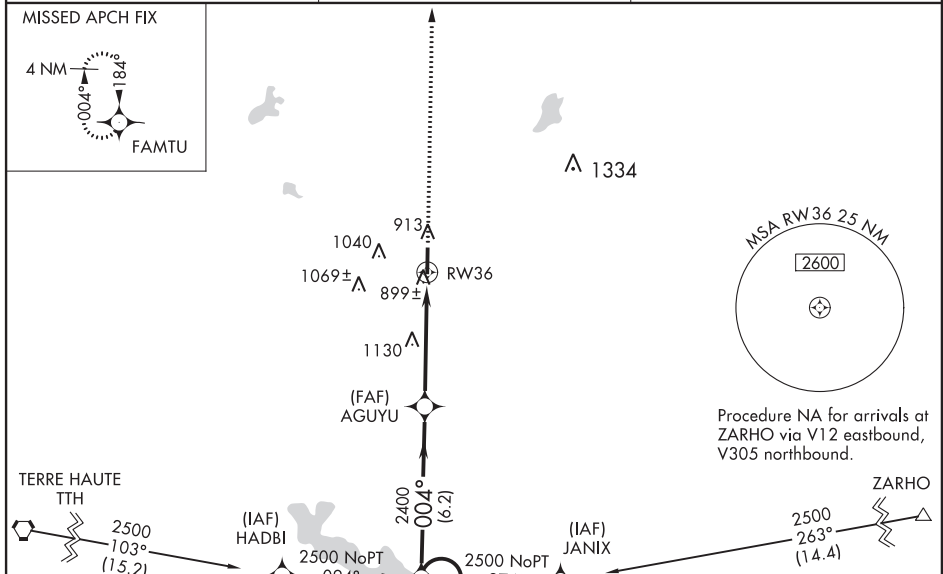
# RNAV (GPS) RWY 36

PUTNAM COUNTY RGNL (4I7)

**NA** Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility 1/4 mile all Cats, LNAV/VNAV visibility 1/4 mile all Cats. VDP NA when using Indianapolis Intl altimeter setting.

**MISSED APPROACH:**  
Climb to 2500 direct FAMTU and hold.

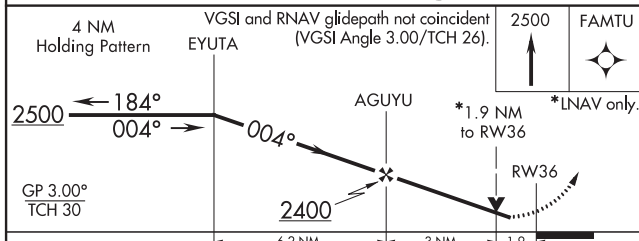
AWOS-3 <b>118.125</b>	INDIANAPOLIS APP CON <b>119.05</b>	UNICOM <b>122.8 (CTAF)</b>
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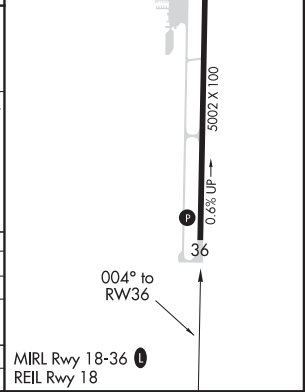
TERRE HAUTE TTH 2500 103° (15.2)  
 (IAF) HADBI 2500 NoPT 094° (5)  
 (IF/IAF) EYUTA 2400 004° (6.2)  
 (FAF) AGUYU 1130  
 (IAF) JANIX 2500 NoPT 274° (5)  
 ZARHO 2500 263° (14.4)

Procedure NA for arrivals on TTH VORTAC airway radials 062 CW 134.

ELEV 842	TDZE 829
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CATEGORY	A	B	C	D
LPV DA	1123-1 1/4	294 (300-1 1/4)		NA
LNAV/VNAV DA	1242-1 1/2	413 (400-1 1/2)		NA
LNAV MDA	1440-1	611 (600-1)		NA
CIRCLING	1440-1	598 (600-1)		NA



GREENCASTLE, INDIANA  
 Amdt 1B 28APR16

39°38'N-86°49'W

# PUTNAM COUNTY RGNL (4I7)

## RNAV (GPS) RWY 36

EC-2, 10 NOV 2016 to 05 JAN 2017

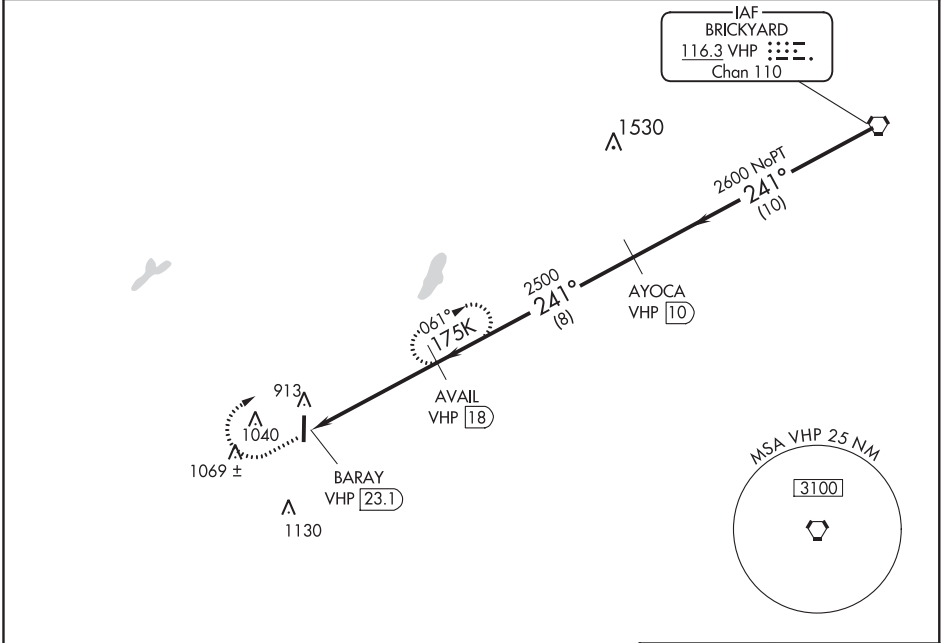
EC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC VHP <b>116.3</b> Chan <b>110</b>	APP CRS <b>241°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>842</b>
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**VOR/DME-A**  
PUTNAM COUNTY RGNL (417)

MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 via VHP R-241 to AVAIL/18 DME and hold.

AWOS-3 <b>118.125</b>	INDIANAPOLIS APP CON <b>119.05</b>	UNICOM <b>122.8</b> (CTAF)
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ELEV 842

81  
 100  
 5002 x 2002  
 0.3% UP  
 36  
 241° 5.1 NM from FAF

MIRL Rwy 18-36  
REIL Rwy 18

1700	2500	VHP R-241	AVAIL VHP 18	AVAIL VHP 18	AYOCA VHP 10	VHP VORTAC
CATEGORY	A	B	C	D		
CIRCLING	1420-1 578 (600-1)	1420-1¼ 578 (600-1¼)	NA			Procedure Turn NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

GREENSBURG, INDIANA

AL-6719 (FAA)

16315

APP CRS	Rwy Idg	<b>3333</b>
<b>014°</b>	TDZE	<b>912</b>
	Apt Elev	<b>912</b>

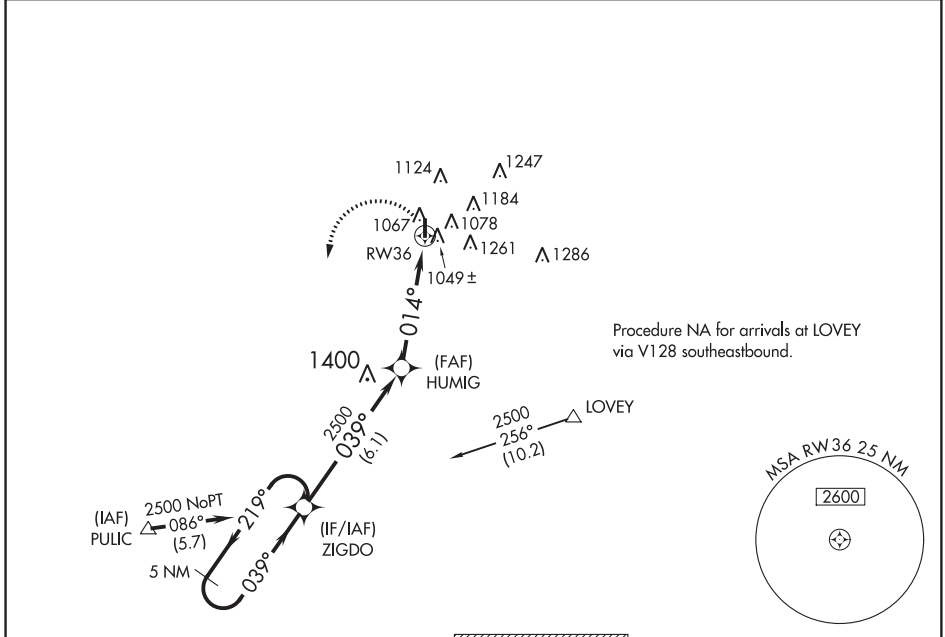
# RNAV (GPS) RWY 36

GREENSBURG MUNI (I34)

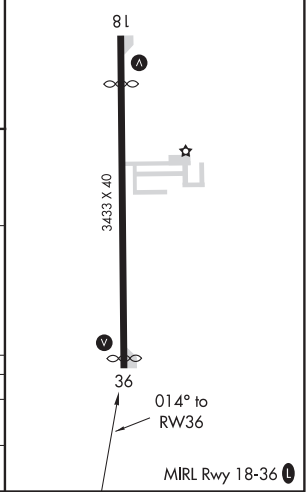
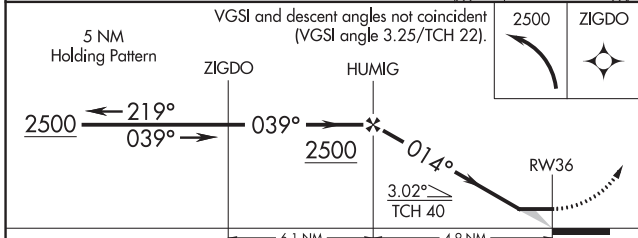
**▼** Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.  
**▲ NA**

**MISSED APPROACH:** Climbing left turn to 2500 direct ZIGDO and hold.

COLUMBUS MUNI AWOS-3 <b>119.75</b>	INDIANAPOLIS APP CON <b>127.15</b>	CTAF <b>122.90</b>
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ELEV 912	TDZE 912
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CATEGORY	A	B	C	D
LNVA MDA	1560-1	648 (700-1)	1560-1¾ 648 (700-1¾)	NA
CIRCLING	1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA

GREENSBURG, INDIANA  
 Orig-A 09APR09

39°20'N-85°31'W

# GREENSBURG MUNI (I34) RNAV (GPS) RWY 36

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME SHB <b>112.0</b> Chan <b>57</b>	APP CRS <b>142°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>912</b>
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**VOR-A**  
GREENSBURG MUNI (I34)

**NA** Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDA's 40 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 via SHB R-142 to APODD INT/SHB 18 DME/RADAR and hold.

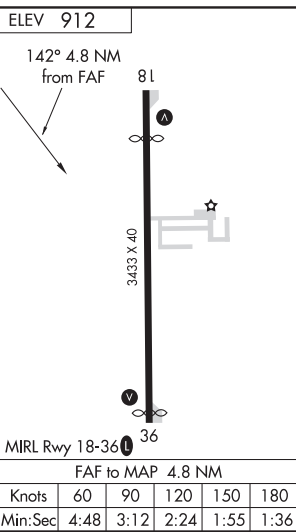
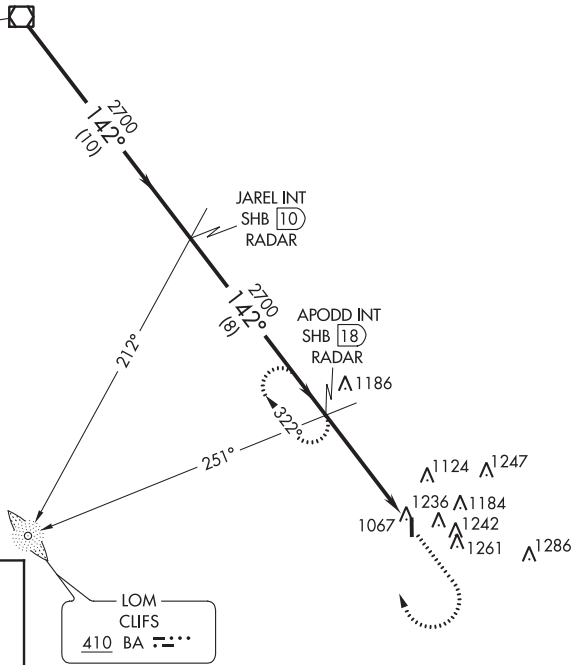
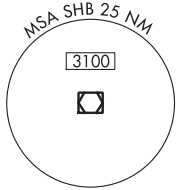
COLUMBUS MUNI AWOS-3 <b>119.75</b>	INDIANAPOLIS APP CON <b>127.15</b>	CTAF <b>122.9</b>
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**A** 1542

**ADF, DME or RADAR REQUIRED**

IAF  
SHELBYVILLE  
112.0 SHB  
Chan 57

Procedure NA for arrival on SHB VOR/DME airway radials 124 CW 171.



	2000	2700	SHB R-142	APODD INT
	↑	↷		
SHB VOR/DME	JAREL INT SHB 10 RADAR	APODD INT SHB 18 RADAR	SHB 22.8	
2700	2700	2700		
	10 NM	8 NM	4.8 NM	
CATEGORY	A	B	C	D
CIRCLING	1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

GRIFFITH, INDIANA

AL-5431 (FAA)

15120

APP CRS <b>083°</b>	Rwy Idg <b>4900</b>
	TDZE <b>634</b>
	Apt Elev <b>634</b>

# RNAV (GPS) RWY 8

GRIFFITH-MERRILLVILLE (Ø5C)

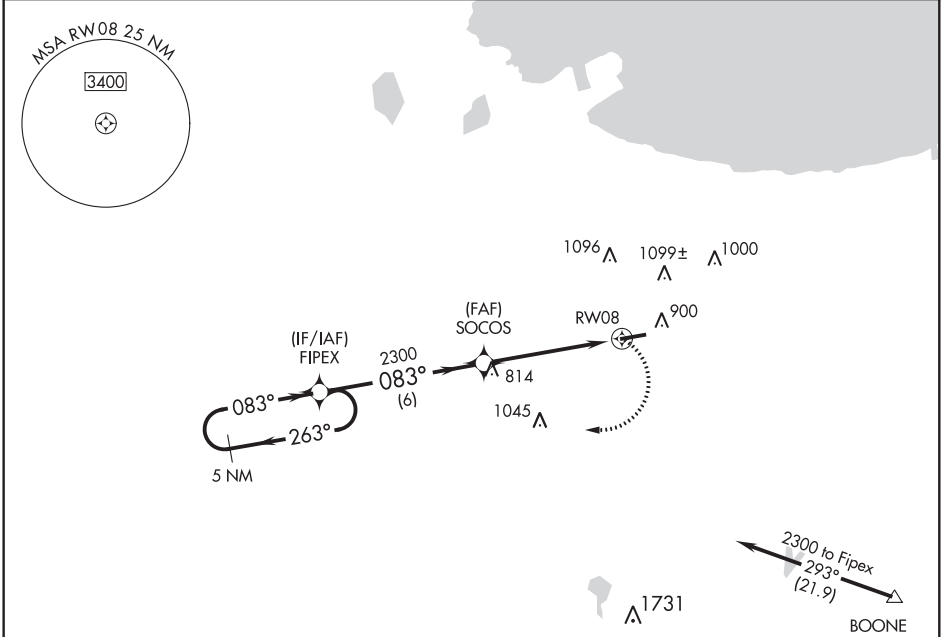
**▽** DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF; when not received use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

**▲** NA

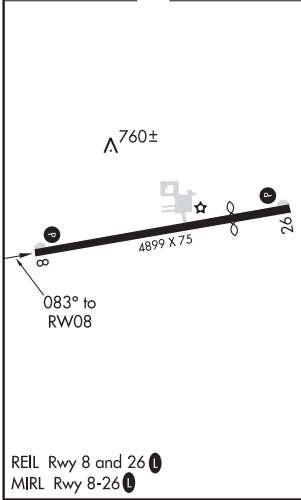
**MISSED APPROACH:** Climbing right turn to 2300 direct FIPEX and hold.

CHICAGO APP CON  
**133.1 285.6**

UNICOM  
**123.0 (CTAF) 0**



ELEV 634	TDZE 634
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Procedure NA for arrivals at BOONE via V422 southeastbound.

5 NM Holding Pattern	VGSIs and descent angles not coincident (VGSi Angle 3.50/TCH 44).		2300	FIPEX
	FIPEX	SOCOS		
	2300	2300		
			3.04° TCH 41	RWY 8
		6 NM	5 NM	
CATEGORY	A	B	C	D
RNAV MDA	1080-1	446 (500-1)		NA
CIRCLING	1200-1	566 (600-1)		NA

GRIFFITH, INDIANA  
Orig 15MAR07

41°31'N-87°24'W

# RNAV (GPS) RWY 8

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>263°</b>	Rwy Idg <b>3780</b>
	TDZE <b>632</b>
	Apt Elev <b>634</b>

# RNAV (GPS) RWY 26

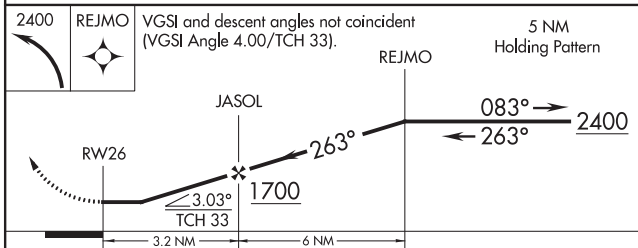
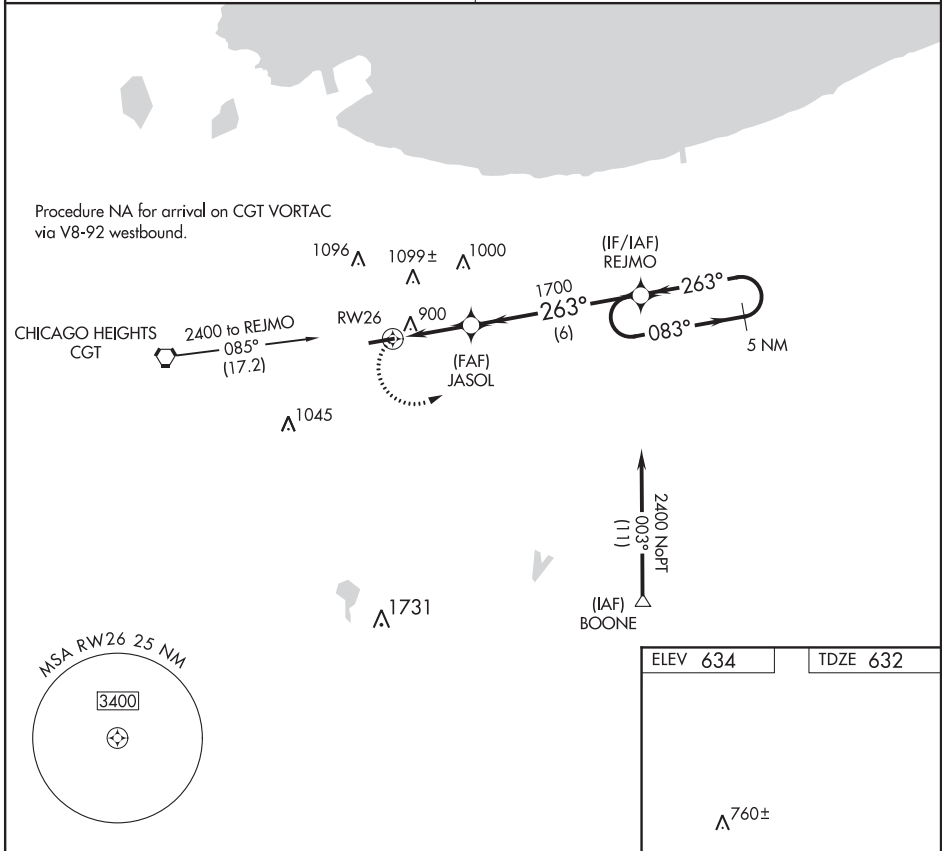
GRIFFITH-MERRILLVILLE (Ø5C)

**▽** DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF; when not received use Chicago Midway Inl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

**▲** NA

MISSED APPROACH: Climbing left turn to 2400 direct REJMO and hold.

CHICAGO APP CON <b>133.1 285.6</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 634	TDZE 632
REIL Rwy 8 and 26 0 MIRL Rwy 8-26 0	

CATEGORY	A	B	C	D
LNAV MDA	1160-1	528 (600-1)		NA
CIRCLING	1200-1	566 (600-1)		NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

GRIFFITH, INDIANA

AL-5431 (FAA)

15288

VORTAC CGT	APP CRS	Rwy Idg	4900
114.2	084°	TDZE	634
Chan 89		Apt Elev	634

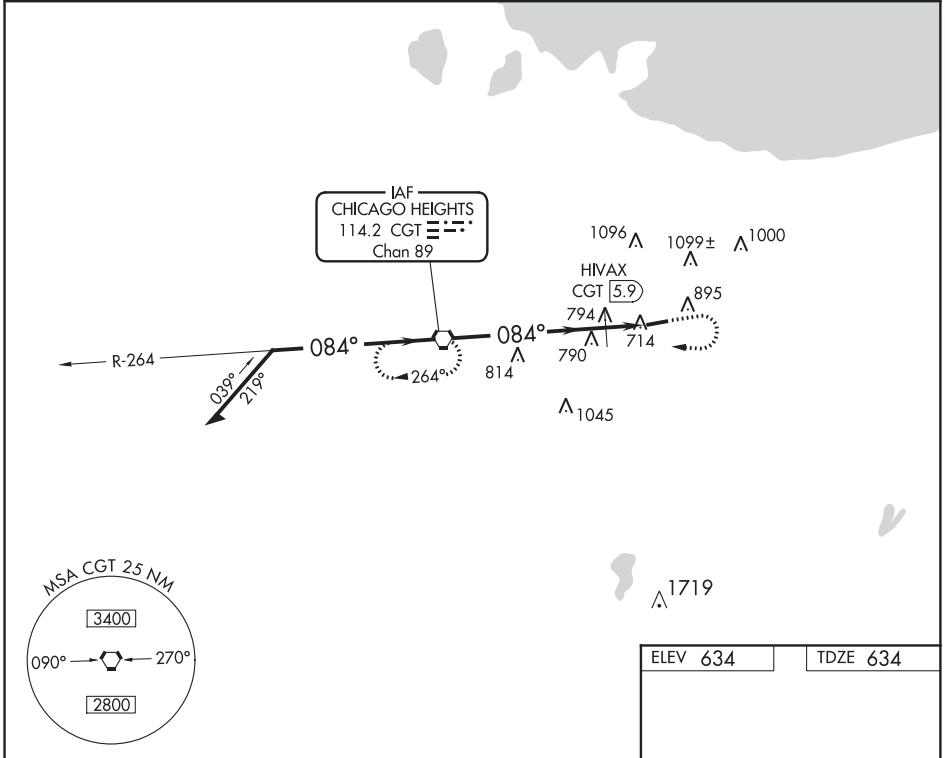
**VOR RWY 8**  
GRIFFITH-MERRILLVILLE (Ø5C)

Obtain local altimeter setting on CTAF; when not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CGT VORTAC and hold.

CHICAGO APP CON  
133.1 285.6

UNICOM  
123.0 (CTAF) **U**

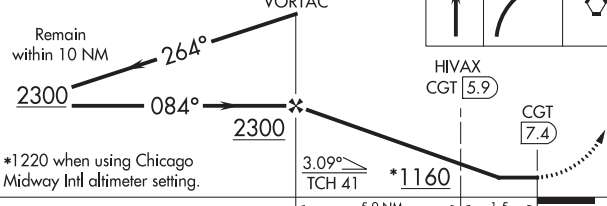


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 634	TDZE 634
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VGSIs and descent angles not coincident (VGSi Angle 3.50/TCH 44).



CATEGORY	A	B	C	D
S-8	1160-1	526 (600-1)		NA
CIRCLING	1200-1	566 (600-1)		NA
HIVAX FIX MINIMUMS				
S-8	1060-1	426 (500-1)		NA
CIRCLING	1200-1	566 (600-1)		NA

REIL Rwy 8 and 26 <b>I</b>	
MIRL Rwy 8-26 <b>I</b>	
FAF to MAP 7.4 NM	
Knots	60 90 120 150 180
Min:Sec	7:24 4:56 3:42 2:58 2:28

GRIFFITH, INDIANA  
Amdt 8A 15OCT15

41°31'N-87°24'W

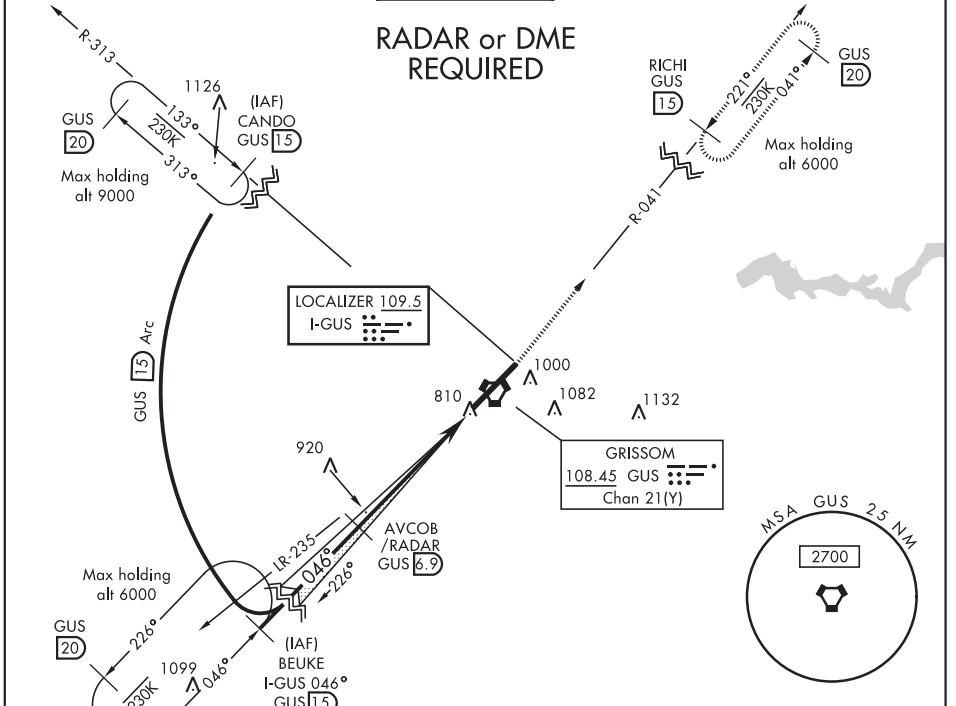
GRIFFITH-MERRILLVILLE (Ø5C)  
**VOR RWY 8**

PERU, INDIANA

# ILS or LOC RWY 5

LOC I-GUS <b>109.5</b>	APCH CRS <b>046°</b>	Rwy Idg TDZE Arprt Elev <b>12,501</b> <b>811</b>	AL-470 [USAF]	ALSF-1	GRISSOM ARB (KGUS)
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to 3/4 mile.			** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.		
MISSED APPROACH: Climb to 3000 on the GUS R-041 to RICHI (GUS R-041/15 DME) and hold.					

ATIS <b>108.45 270.8</b>	GRISSOM APP CON <b>121.05 338.275 EAST</b> <b>123.85 291.675 WEST</b>	GRISSOM TOWER * <b>133.7 290.45</b>	GND CON <b>128.425 275.8</b>	CLNC DEL <b>123.7 318.2</b>
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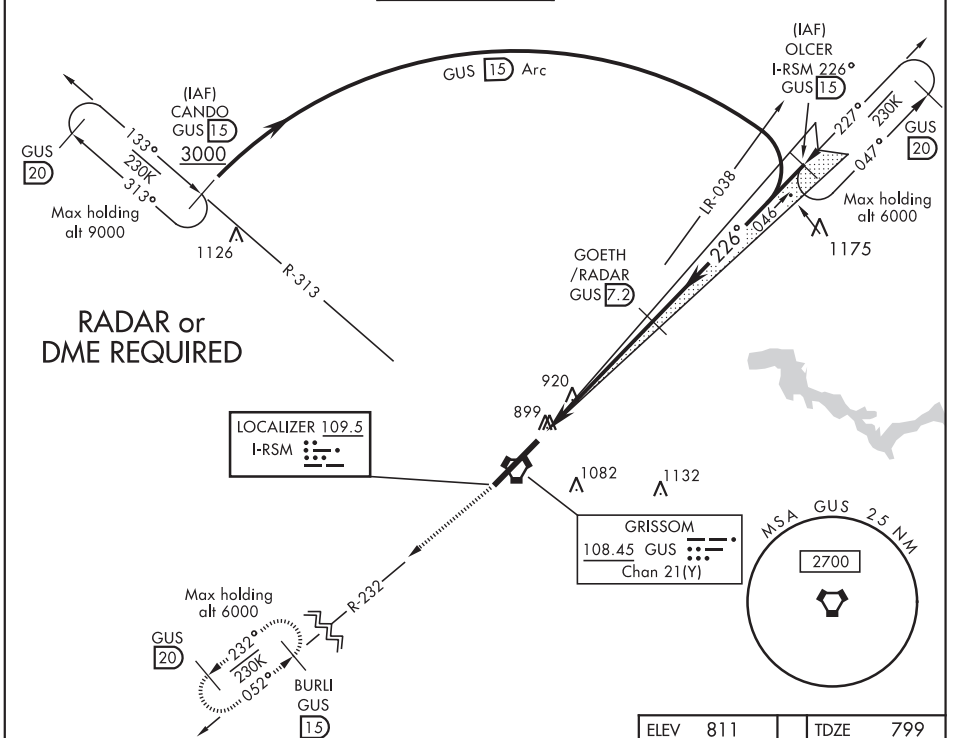


PERU, INDIANA

# ILS or LOC RWY 23

LOC I-RSM <b>109.5</b>	APCH CRS <b>226°</b>	Rwy Idg <b>12,501</b> TDZE <b>799</b> Arpt Elev <b>811</b>	AL-470 [USAF]	GRISSOM ARB (KGUS)
*When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¼ mile.			ALSF-1	MISSED APPROACH: Climb to 3000 on the GUS R-232 to BURLI (GUS R-232/15 DME) and hold.
**When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.			(A1)	

ATIS <b>108.45 270.8</b>	GRISSOM APP CON <b>121.05 338.275 EAST 123.85 291.675 WEST</b>	GRISSOM TOWER * <b>133.7 290.45</b>	GND CON <b>128.425 275.8</b>	CLNC DEL <b>123.7 318.2</b>
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EMERG SAFE ALT 100 NM 3500					ELEV 811	TDZE 799
3000	BURLI GUS R-232	GOETH/RADAR 7.2	OLCER 15	CANDO R-313 15	226° 6.0 NM from FAF	913
VORTAC	CHEVI 1.7	2.4	3000	3000	911	911
	5 NM	5.5 NM	2500	Arc	GS 2.50°	1000
					TCH 50	
CATEGORY	A	B	C	D	E	
S-ILS 23*	999/24		200	(200-½)		
S-LOC 23**	1180/24	381 (400-½)	1180/35	381	(400-¾)	
CIRCLING	1340-1	529 (600-1)	1400-1½ 589 (600-1½)	1400-2 589 (600-2)	1460-2¼ 649 (700-2¼)	HIRL Rwy 5-23
FAF to MAP 5.5 NM						
	Knots	60	90	120	150	180
	Min:Sec	5:30	3:40	2:45	2:12	1:50

PERU, INDIANA 40°39'N-86°09'W GRISSOM ARB (KGUS)

Amdt 5 07JAN16

# ILS or LOC RWY 23

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

PERU, INDIANA

# RNAV (GPS) RWY 5

APCH CRS	Rwy ldg	12,501
046°	TDZE	811
	Arpt Elev	811

AL-470 [USAF]

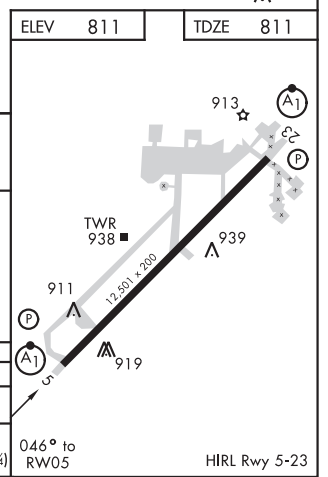
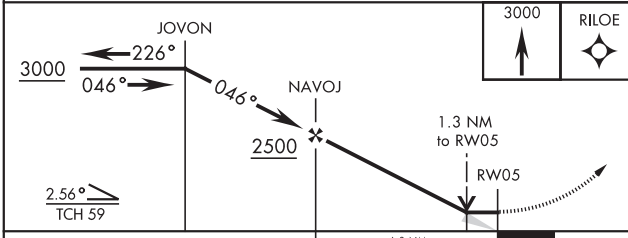
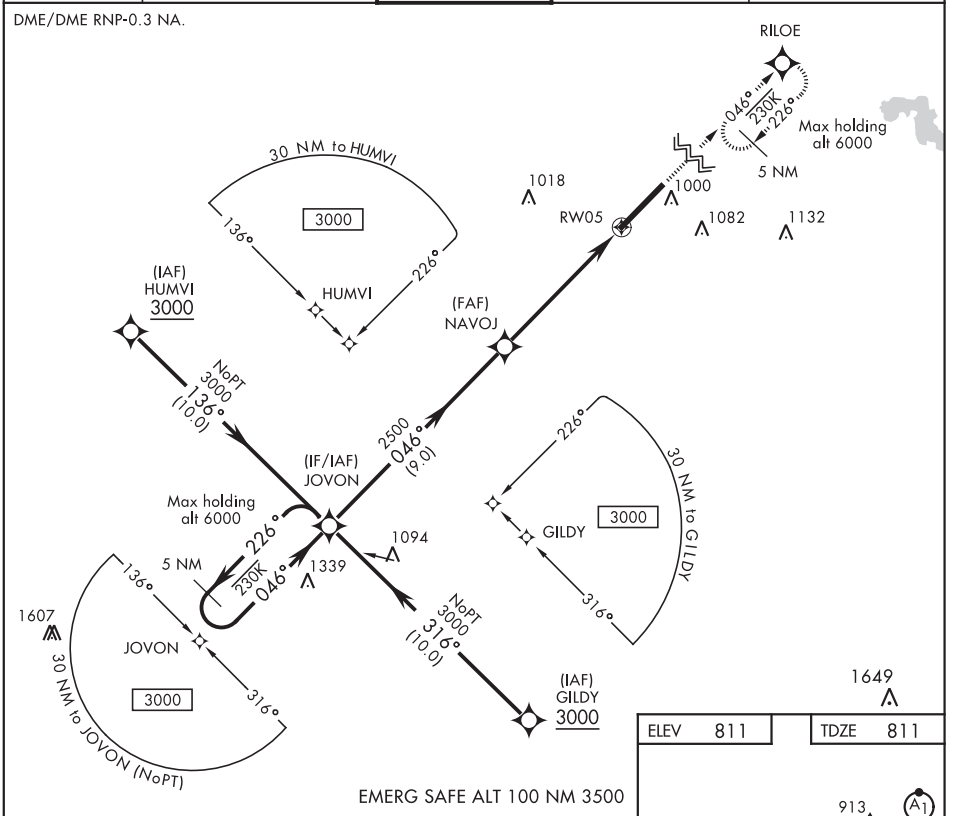
GRISSOM ARB (KGUS)

\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1½ miles.

ALSF-1 

MISSED APPROACH: Climb to 3000 direct RILOE and hold.

ATIS	GRISSOM APP CON	GRISSOM TOWER *	GND CON	CLNC DEL
108.45 270.8	121.05 338.275 EAST 123.85 291.675 WEST	133.7 290.45	128.425 275.8	123.7 318.2



CATEGORY	A	B	C	D	E
LNVA MDA *	1200/24	389 (400-½)	1200/35	389 (400-¾)	
CIRCLING	1340-1	529 (600-1)	1400-1½ 589 (600-1½)	1400-2 589 (600-2)	1460-2½ 649 (700-2½)

PERU, INDIANA 40°39'N-86°09'W GRISSOM ARB (KGUS)

Amdt 4 07JAN16

# RNAV (GPS) RWY 5

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017







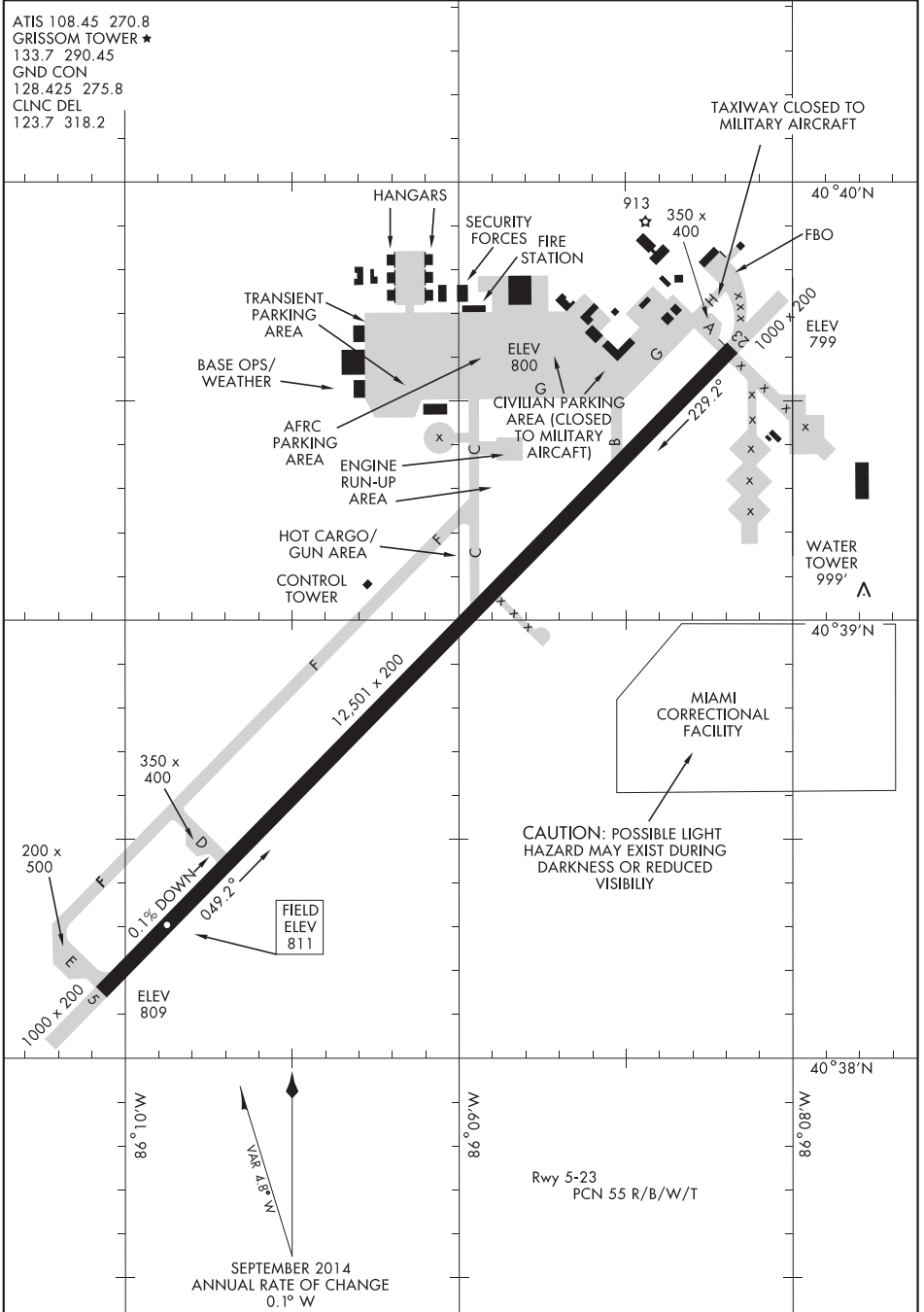
# AIRPORT DIAGRAM

AFD-470 [USAF]

GRISSOM ARB (KGUS)

PERU, INDIANA

ATIS 108.45 270.8  
 GRISSOM TOWER ★  
 133.7 290.45  
 GND CON  
 128.425 275.8  
 CLNC DEL  
 123.7 318.2



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

PERU, INDIANA

GRISSOM ARB (KGUS)



WAAS CH <b>56600</b> <b>W11A</b>	APP CRS <b>115°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>632</b> <b>633</b>
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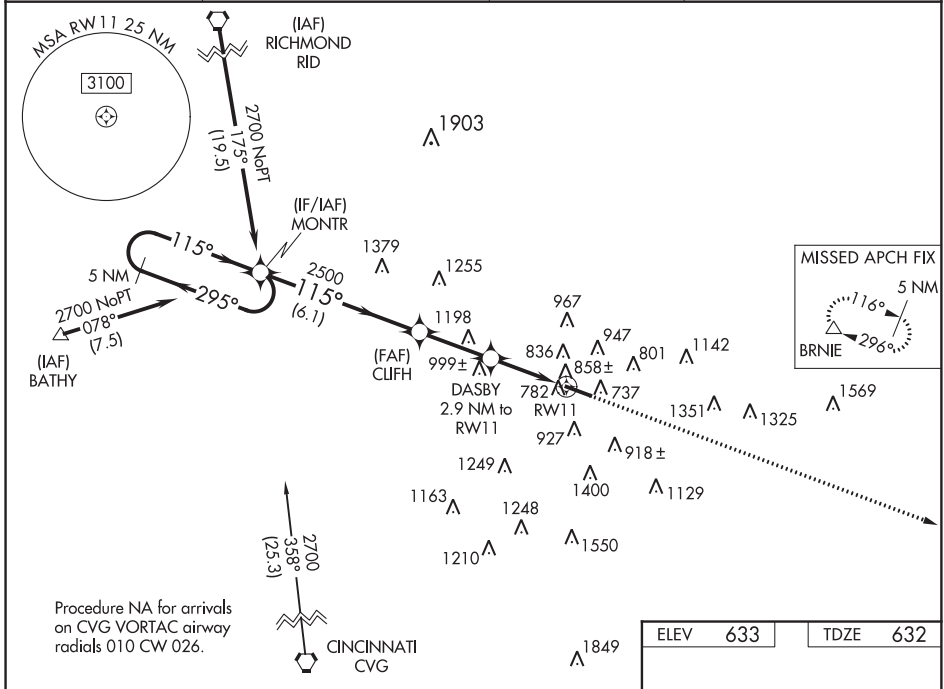
# RNAV (GPS) RWY 11

BUTLER COUNTY RGNL-HOGAN FIELD (HAO)

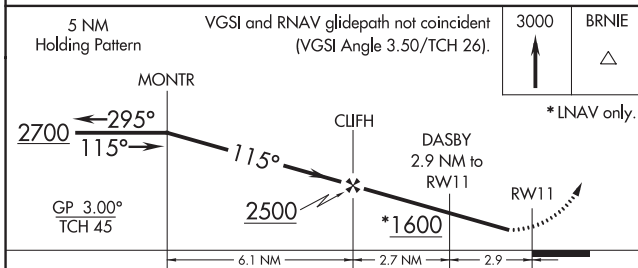
**⚠** If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet and all MDAs 60 feet. Baro-VNAV NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:**  
Climb to 3000 direct BRNIE and hold.

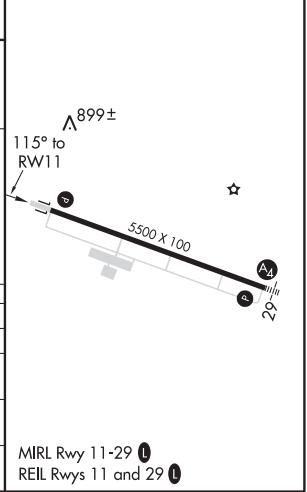
ASOS <b>121.425</b>	CINCINNATI APP CON <b>121.0 257.725</b>	CLNC DEL <b>126.25</b>	UNICOM <b>123.05 (CTAF) ①</b>
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ELEV 633	TDZE 632
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CATEGORY	A	B	C	D
LPV DA		998-1¼	366 (400-1¼)	
LNAV/VNAV DA		1108-1¾	476 (500-1¾)	
LNAV MDA	1160-1	528 (600-1)	1160-1½ 528 (600-1½)	1160-1¾ 528 (600-1¾)
CIRCLING	1200-1 567 (600-1)	1280-1 647 (700-1)	1300-1¾ 667 (700-1¾)	1320-2¼ 687 (700-2¼)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



HAMILTON, OHIO

AL-5204 (FAA)

16315

WAAS CH <b>61300</b> <b>W29A</b>	APP CRS <b>296°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>619</b> <b>633</b>
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# RNAV (GPS) RWY 29

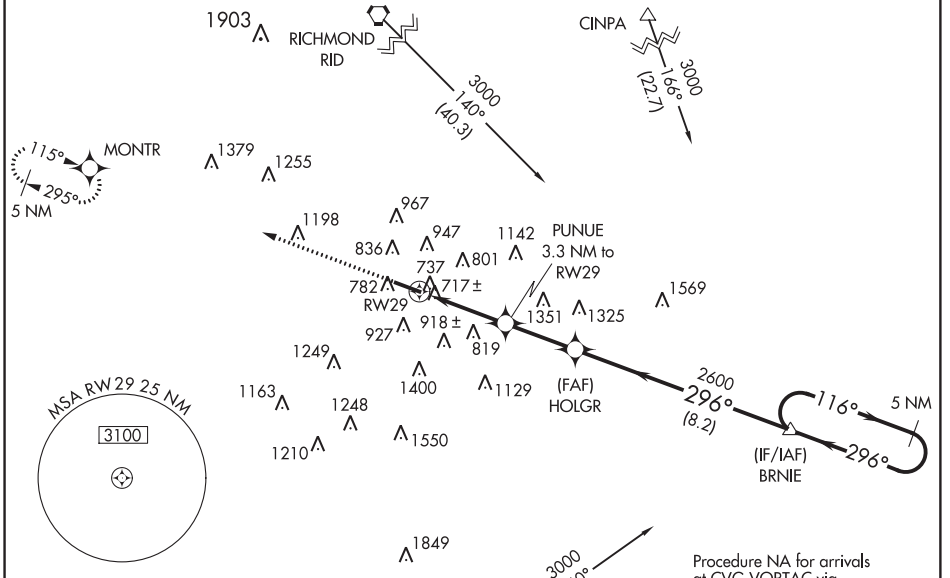
BUTLER COUNTY RGNL-HOGAN FIELD (H.A.O)

**⚠** If local altimeter setting not received, use Cincinnati Muni Airport-Lunken Field altimeter setting and increase all DAs 59 feet and all MDAs 60 feet. VDP NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. Baro-VNAV NA when using Cincinnati Muni Airport-Lunken Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). For inoperative MALSR, increase LPV visibility to 1½ all Cats and LNAV Cat A/B visibility to 1. DME/DME RNP-0.3 NA.

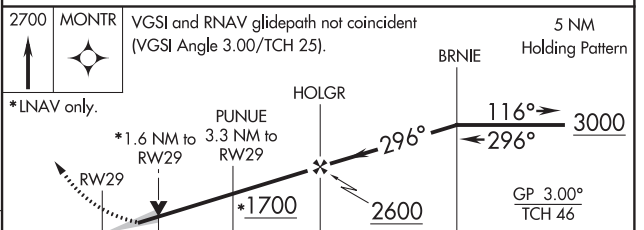
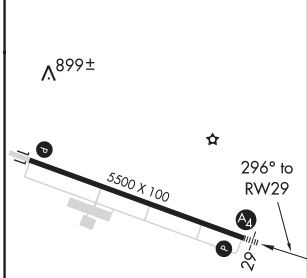
**MALS**  
**A4**

**MISSED APPROACH:**  
Climb to 2700 direct MONTR and hold.

ASOS <b>121.425</b>	CINCINNATI APP CON <b>121.0 257.725</b>	CLNC DEL <b>126.25</b>	UNICOM <b>123.05 (CTAF)</b> <b>Ⓛ</b>
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ELEV 633	TDZE 619
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CATEGORY	A	B	C	D
LPV DA	944-¾		325 (400-¾)	
LNAV/VNAV DA	1128-1¼		509 (500-1¼)	
LNAV MDA	1140-¾	521 (600-¾)	1140-1	1140-1¼ 521 (600-1¼)
CIRCLING	1200-1 567 (600-1)	1280-1 647 (700-1)	1300-1¼ 667 (700-1¼)	1320-2¼ 687 (700-2¼)

MIRL Rwy 11-29 **Ⓛ**  
REIL Rwy 11 and 29 **Ⓛ**

HAMILTON, OHIO  
Orig 30AUG07

39°22'N-84°31'W

# RNAV (GPS) RWY 29

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>185°</b>	Rwy Idg <b>2583</b>
	TDZE <b>584</b>
	Apt Elev <b>584</b>

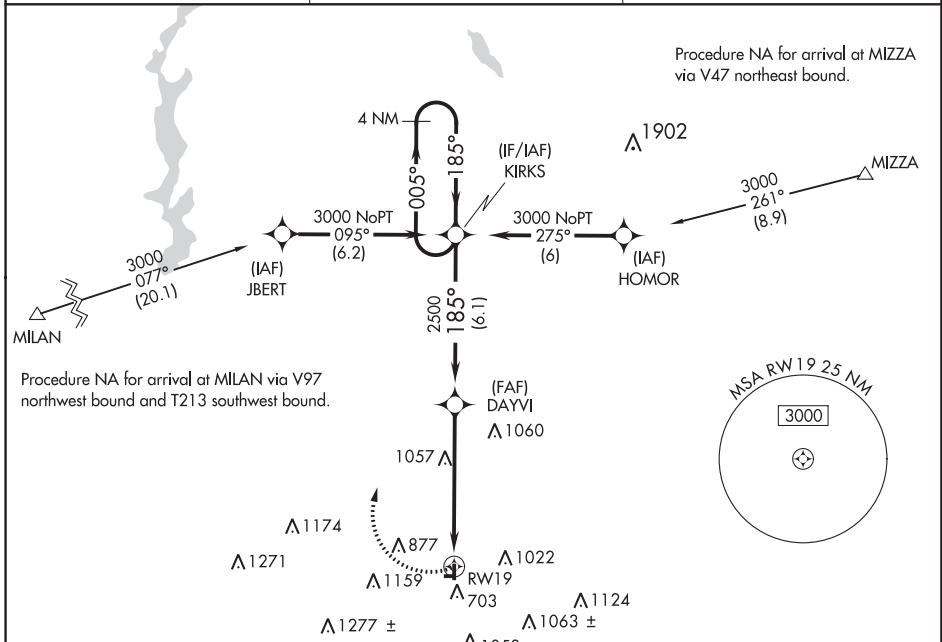
# RNAV (GPS) RWY 19

CINCINNATI WEST (I67)

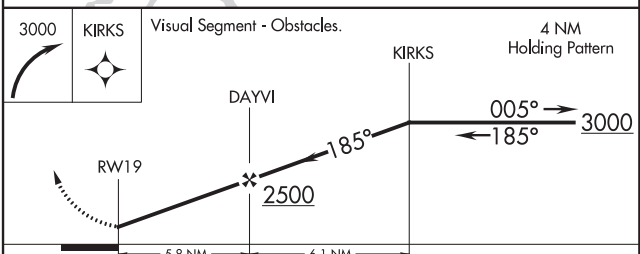
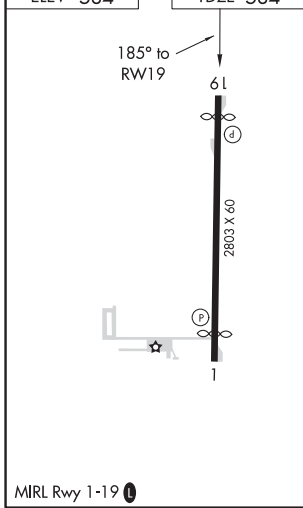
**⚠** DME/DME RNP-0.3 NA. Rwy 1, 19 helicopter visibility reduction below 1 SM NA.  
**⚠** NA Use Butler Co Rgnl-Hogan Field altimeter setting, when not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 40 feet. Procedure NA at night.

**MISSED APPROACH:** Climbing right turn 3000 direct KIRKS and hold.

AWOS-3PT <b>118.15</b>	CINCINNATI APP CON <b>128.7 254.25</b>	UNICOM <b>123.0</b> (CTAF)
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ELEV 584	TDZE 584
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CATEGORY	A	B	C	D
LNAV MDA	1380-1 796 (800-1)	1380-1¼ 796 (800-1¼)	NA	
CIRCLING	1380-1 796 (800-1)	1380-1¼ 796 (800-1¼)	NA	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

HARRISON, OHIO

AL-6433 (FAA)

16315

VORTAC CVG <b>117.3</b> Chan <b>120</b>	APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>2583</b> <b>584</b> <b>584</b>
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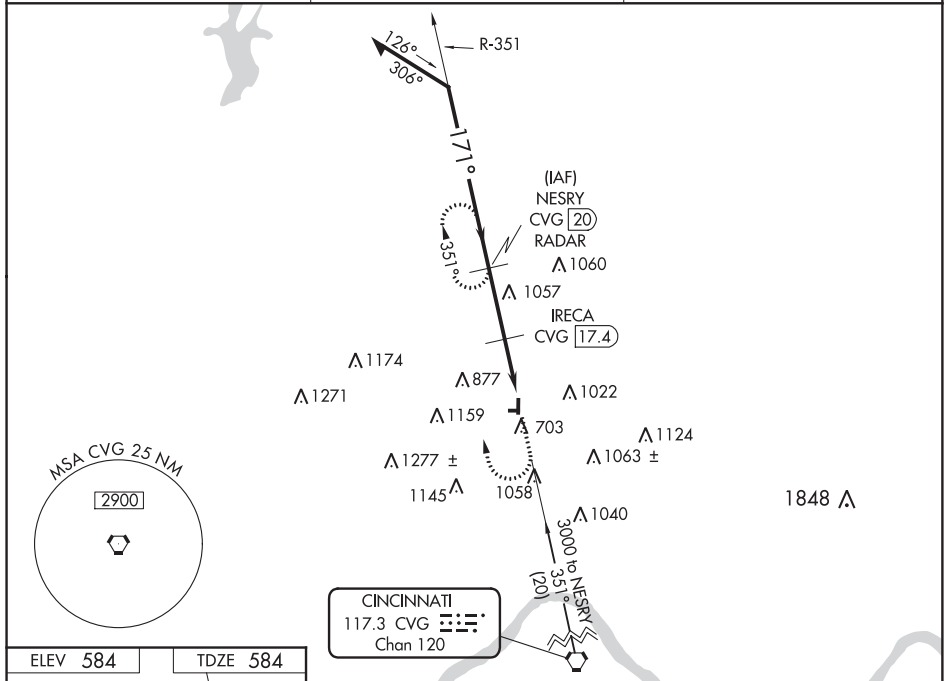
# VOR RWY 19

## CINCINNATI WEST (I67)

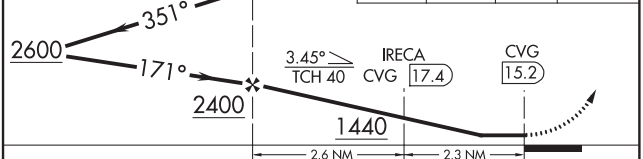
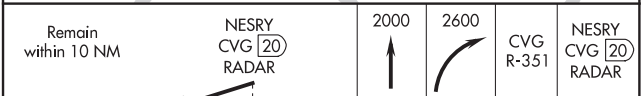
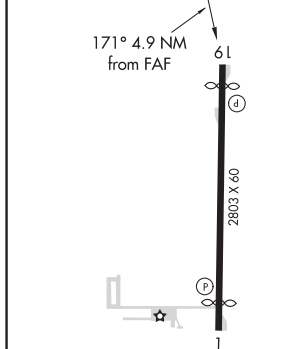
**▼** DME or RADAR required. Use Butler Co Rgnl-Hogan Field altimeter setting, when not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 40 feet, and S-19 Cat A visibility ¼ mile. Procedure NA at night. Rwy 1, 19 helicopter visibility reduction below 1 SM NA.

**▲ NA** MISSED APPROACH: Climb to 2000, then climbing right turn to 2600 via CVG VORTAC R-351 to NESRY/ CVG 20 DME/RADAR and hold.

AWOS-3PT <b>118.15</b>	CINCINNATI APP CON <b>128.7 254.25</b>	UNICOM <b>123.0</b> (CTAF)
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ELEV 584	TDZE 584
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CATEGORY	A	B	C	D
S-19	1440-1 856 (900-1)	1440-1¼ 856 (900-1¼)		NA
CIRCLING	1440-1 856 (900-1)	1440-1¼ 856 (900-1¼)		NA
IRECA FIX MINIMUMS				
S-19	1340-1 756 (800-1)	1340-1¼ 756 (800-1¼)		NA
CIRCLING	1340-1 756 (800-1)	1340-1¼ 756 (800-1¼)		NA

MIRL Rwy 1-19

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

HARRISON, OHIO  
Amdt 4A 18AUG16

39°16'N-84°46'W

# CINCINNATI WEST (I67)

## VOR RWY 19

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>97630</b> <b>W23A</b>	APP CRS <b>234°</b>	Rwy Idg TDZE Apt Elev	<b>3520</b> <b>969</b> <b>977</b>
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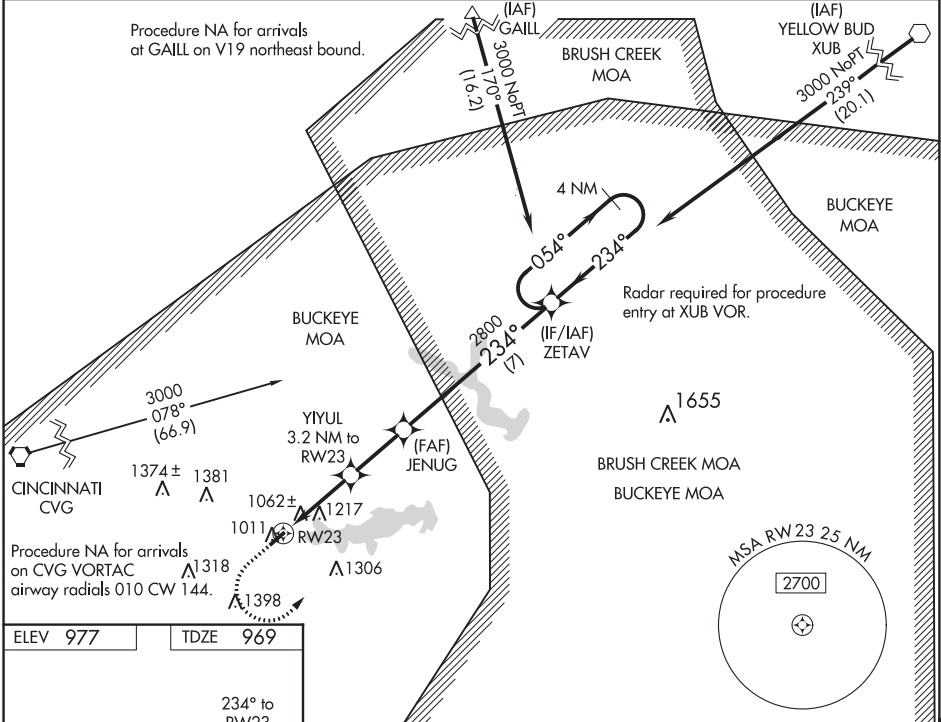
# RNAV (GPS) RWY 23

HIGHLAND COUNTY (HOC)

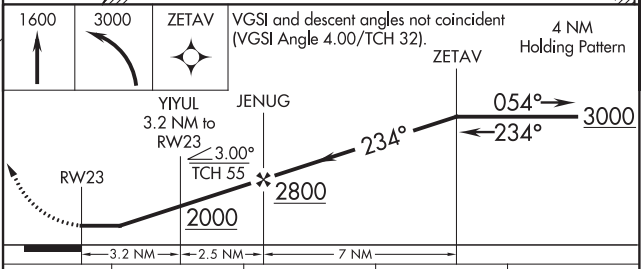
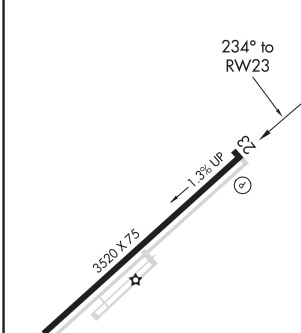
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDA 60 feet; increase LNAV Cat C,D visibility 1/8 mile, increase LP Cat C,D visibility 1/4 mile, and increase Circling Cat C visibility 1/8 mile. When VGSI inop, Straight-in/Circling Rwy 23 procedure NA at night. Circling to Rwy 05 NA at night.

**⚠ NA** MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct ZETAV and hold.

AWOS-3 <b>118.175</b>	INDIANAPOLIS CENTER <b>135.575 290.5</b>	UNICOM <b>123.05 (CTAF) 0</b>
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ELEV 977	TDZE 969
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CATEGORY	A	B	C	D
LP MDA	1320-1	351 (400-1)	1320-1 1/8	351 (400-1 1/8)
LNAV MDA	1480-1	511 (600-1)	1480-1 1/8	511 (600-1 1/8)
CIRCLING	1500-1 523 (600-1)	1520-1 543 (600-1)	1520-1 1/8 543 (600-1 1/8)	1540-2 563 (600-2)

REIL Rws 5 and 23 **0**  
MIRL Rwy 5-23 **0**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

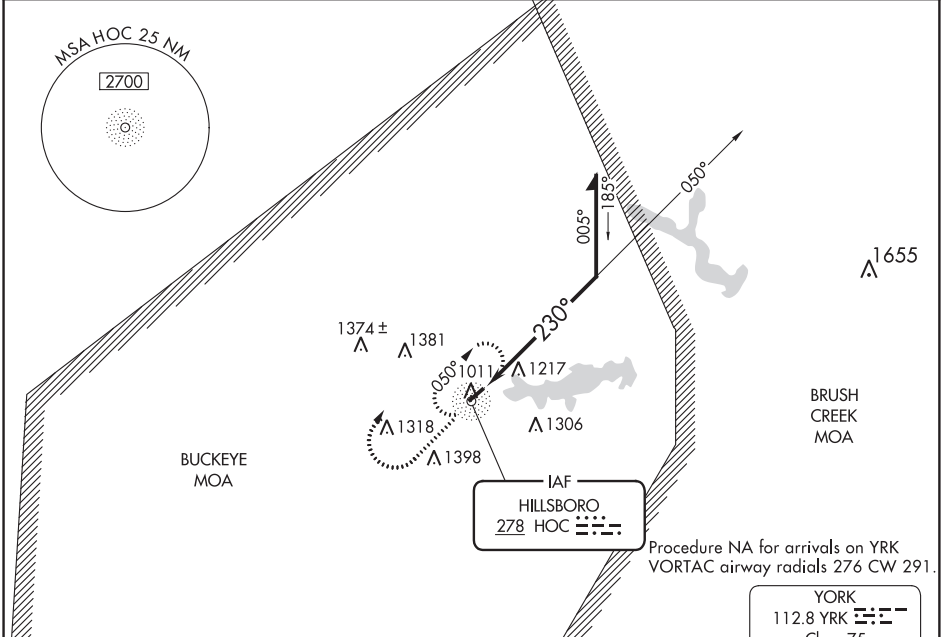
NDB HOC <b>278</b>	APP CRS <b>230°</b>	Rwy Idg TDZE Apt Elev	<b>3520</b> <b>969</b> <b>977</b>
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**NDB RWY 23**  
HIGHLAND COUNTY (HOC)

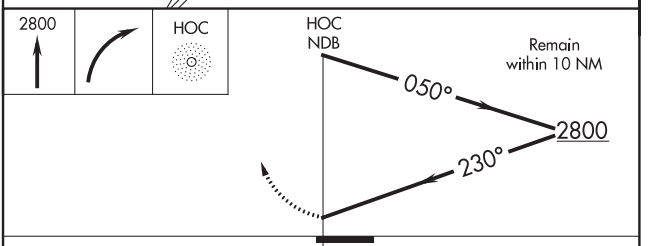
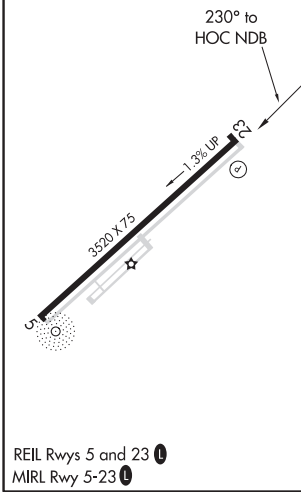
**⚠ NA** When local altimeter setting not received; use Wilmington Air Park altimeter setting and increase all MDA 60 feet, and increase S-23/Circling Cat C visibility 1/2 mile. When VGSI inop; Straight-in/Circling Rwy 23 procedure NA at night. Circling to Rwy 05 NA at night.

**MISSED APPROACH:** Climb to 2800 then right turn direct HOC NDB and hold.

AWOS-3 <b>118.175</b>	INDIANAPOLIS CENTER <b>135.575 290.5</b>	UNICOM <b>123.05 (CTAF)</b> <b>0</b>
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ELEV 977	TDZE 969
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CATEGORY	A	B	C	D
S-23	1680-1 711 (800-1)	1680-1¼ 711 (800-1¼)	1680-2 711 (800-2)	NA
CIRCLING	1680-1 703 (800-1)	1680-1¼ 703 (800-1¼)	1680-2 703 (800-2)	NA

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EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>49207</b> <b>W09A</b>	APP CRS <b>091°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>524</b> <b>529</b>
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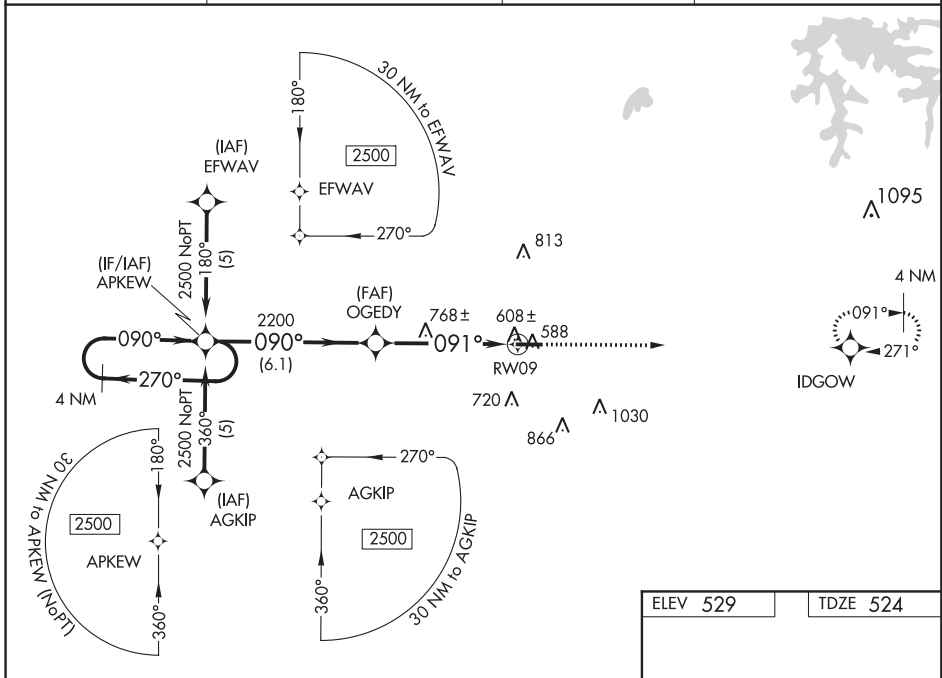
# RNAV (GPS) RWY 9

HUNTINGBURG (HNB)

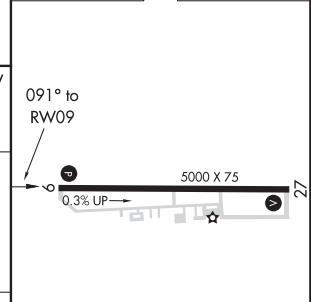
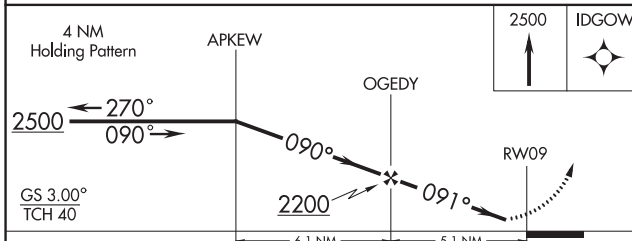
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**⚠** Baro-VNAV NA when using Evansville altimeter setting.  
 When local altimeter setting not received, use Evansville altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct IDGOW and hold.

AWOS-3 <b>118.250</b>	EVANSVILLE APP CON ★ <b>124.025 290.9</b>	CLNC DEL <b>118.8</b>	UNICOM <b>122.8</b> (CTAF) <b>📶</b>
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ELEV 529	TDZE 524
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CATEGORY	A	B	C	D
LPV DA		845-1¼	321 (400-1¼)	
LNAV/VNAV DA		878-1¼	354 (400-1¼)	
LNAV MDA	1020-1	496 (500-1)	1020-1¼	1020-1½
			496 (500-1¼)	496 (500-1½)
CIRCLING	1020-1	491 (500-1)	1020-1½	1080-2
			491 (500-1½)	551 (600-2)

MIRL Rwy 9-27 **📶**  
 REIL Rwy 9 and 27 **📶**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



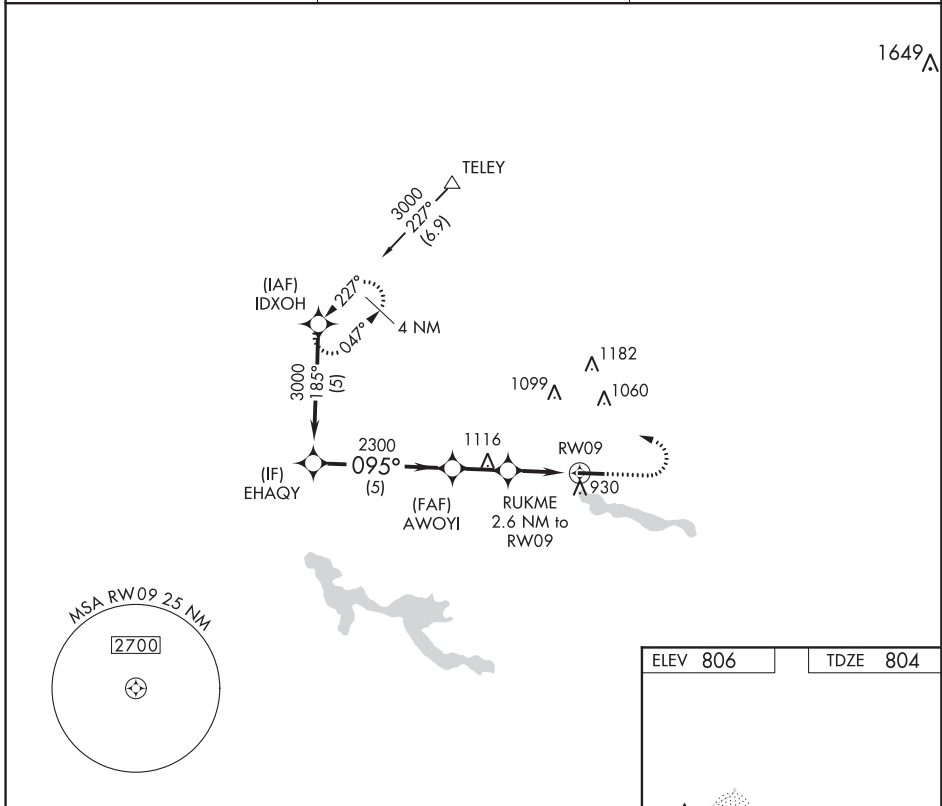
APP CRS <b>095°</b>	Rwy Idg <b>5003</b>
	TDZE <b>804</b>
	Apt Elev <b>806</b>

# RNAV (GPS) RWY 9

HUNTINGTON MUNI (HHG)

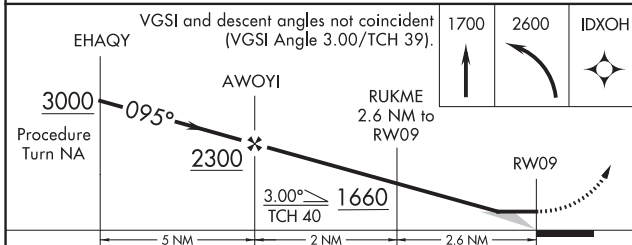
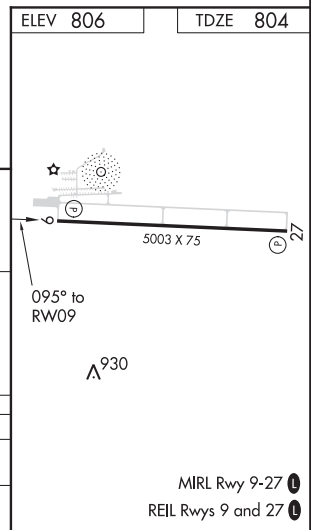
<p><b>⚠</b> NA</p> <p>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Fort Wayne altimeter setting.</p>	<p>MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct IDXOH WP and hold.</p>
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<p>AWOS-3PT <b>126.575</b></p>	<p>FORT WAYNE APP CON <b>127.2 284.6</b></p>	<p>UNICOM <b>122.8 (CTAF) 0</b></p>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNAV MDA	1220-1 416 (500-1)		1220-1½ 416 (500-1½)	
CIRCLING	1320-1 514 (600-1)		1320-1½ 514 (600-1½)	1360-2 554 (600-2)



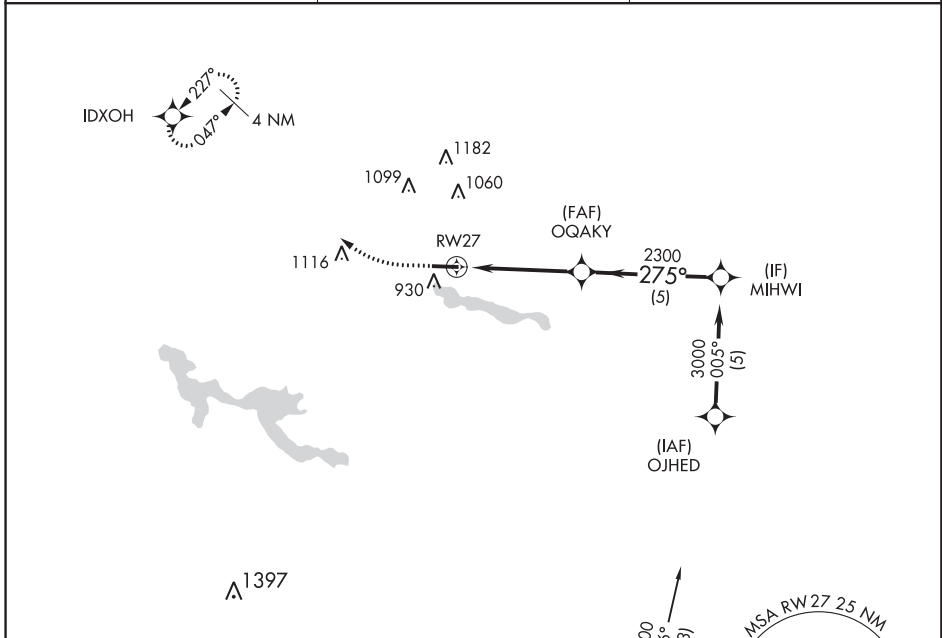
APP CRS <b>275°</b>	Rwy Idg <b>5003</b>
	TDZE <b>804</b>
	Apt Elev <b>806</b>

# RNAV (GPS) RWY 27

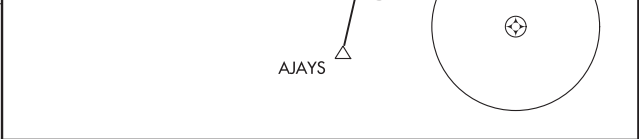
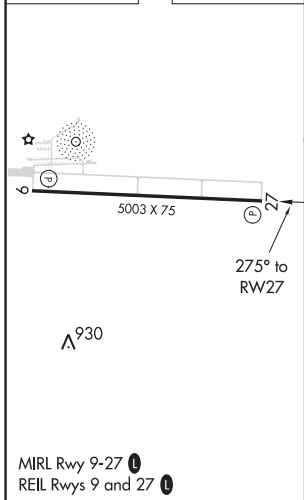
HUNTINGTON MUNI (HHG)

<p><b>▽</b> GPS or RNP-0.3 required. <b>△</b> NA DME/DME RNP-0.3 NA. Use Fort Wayne altimeter setting.</p>	<p>MISSED APPROACH: Climb to 1700 then climbing right turn to 2600 direct IDXOH WP and hold.</p>
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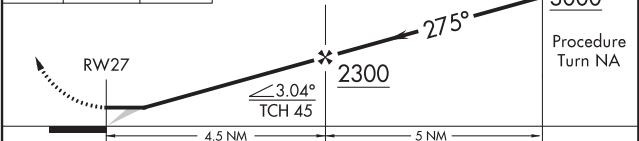
AWOS-3PT <b>126.575</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 806	TDZE 804
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1700	2600	IDXOH	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 49).	MIHWI
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CATEGORY	A	B	C	D
LNAV MDA	1200-1 396 (400-1)			1200-1¼ 396 (400-1¼)
CIRCLING	1320-1	514 (600-1)	1320-1½ 514 (600-1½)	1360-2 554 (600-2)

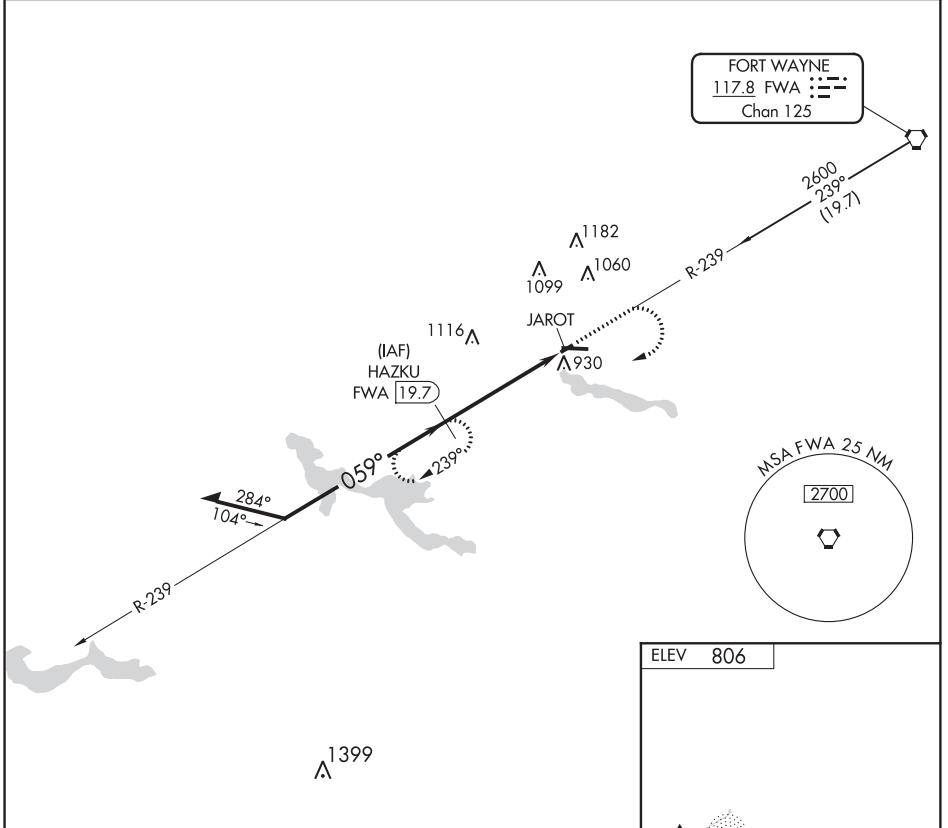
VORTAC FWA <b>117.8</b> Chan <b>125</b>	APP CRS <b>059°</b>	Rwy Idg TDZE Apt Elev <b>806</b>	<b>N/A</b> <b>N/A</b> <b>806</b>
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**VOR/DME-A**  
HUNTINGTON MUNI (HHG)

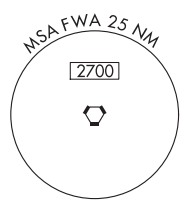
**NA** Use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 via heading 261° and FWA R-239 to HAZKU/19.73 DME and hold.

AWOS-3PT <b>126.575</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF)</b>
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FORT WAYNE  
117.8 FWA  
Chan 125



ELEV 806

HAZKU FWA 19.7

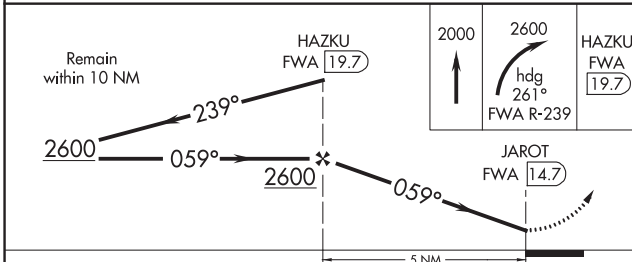
JAROT FWA 14.7

5003 X 75

059° 5 NM from FAF

MRL Rwy 9-27

REIL Rws 9 and 27



CATEGORY	A	B	C	D
CIRCLING	1420-1	614 (700-1)	1420-1 3/4 614 (700-1 3/4)	1420-2 614 (700-2)

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EC-2, 10 NOV 2016 to 05 JAN 2017

HUNTINGTON, INDIANA

AL-5768 (FAA)

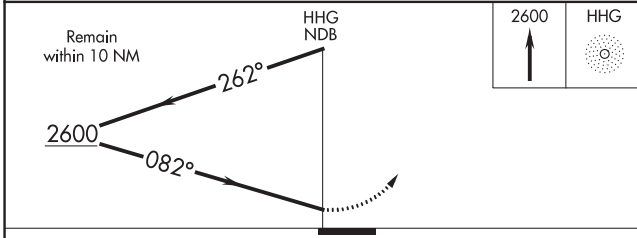
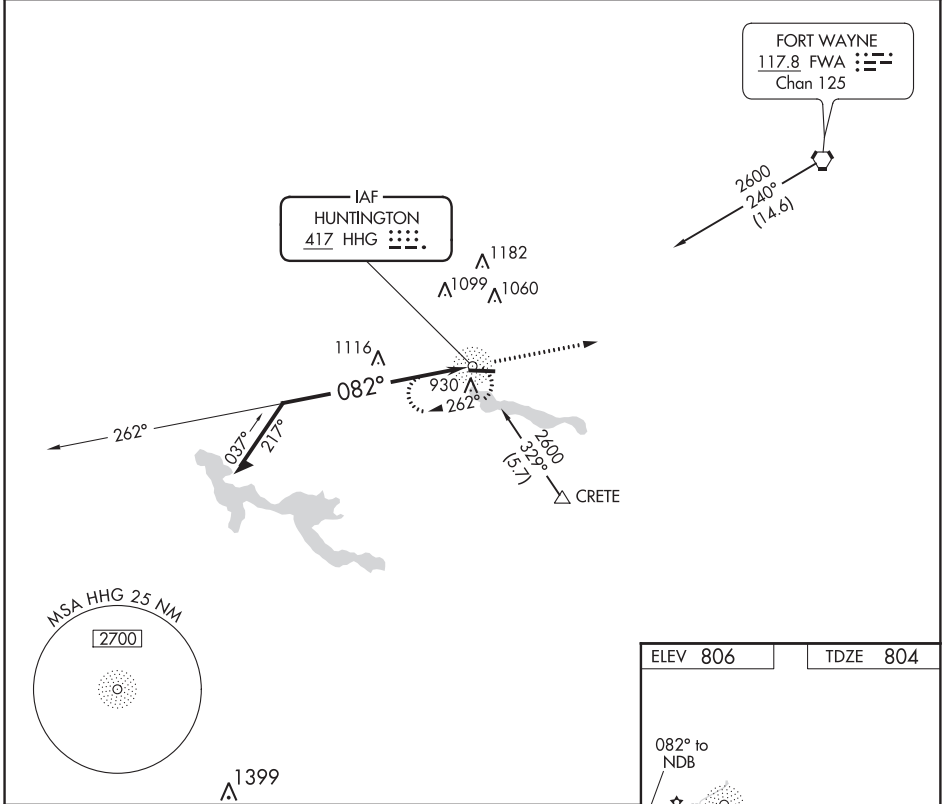
15120

NDB HHG <b>417</b>	APP CRS <b>082°</b>	Rwy Idg TDZE Apt Elev	<b>5003</b> <b>804</b> <b>806</b>
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**NDB RWY 9**  
HUNTINGTON MUNI (HHG)

<b>NA</b> Use Fort Wayne altimeter setting.	MISSED APPROACH: Climb to 2600 in HHG NDB holding pattern.
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AWOS-3PT <b>126.575</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 806	TDZE 804
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MIRL Rwy 9-27

REIL Rwys 9 and 27

CATEGORY	A	B	C	D
S-9	1500-1 696 (700-1)		1500-2 696 (700-2)	1500-2 1/4 696 (700-2 1/4)
CIRCLING	1500-1 694 (700-1)		1500-2 694 (700-2)	1500-2 1/4 694 (700-2 1/4)

HUNTINGTON, INDIANA  
Amdt 1 20MAR03

40°51'N-85°27'W

HUNTINGTON MUNI (HHG)  
**NDB RWY 9**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>82509</b> <b>W21A</b>	APP CRS <b>211°</b>	Rwy Idg TDZE Aprt Elev	<b>4200</b> <b>823</b> <b>823</b>
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# RNAV (GPS) RWY 21

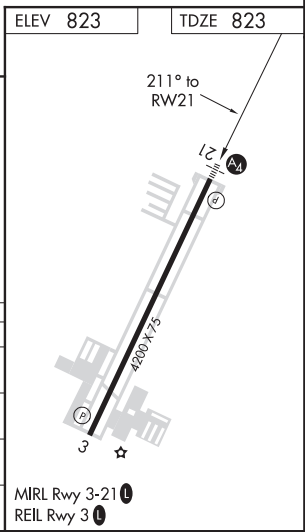
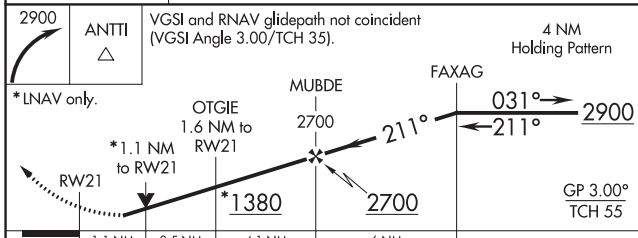
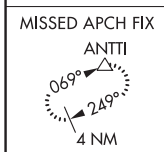
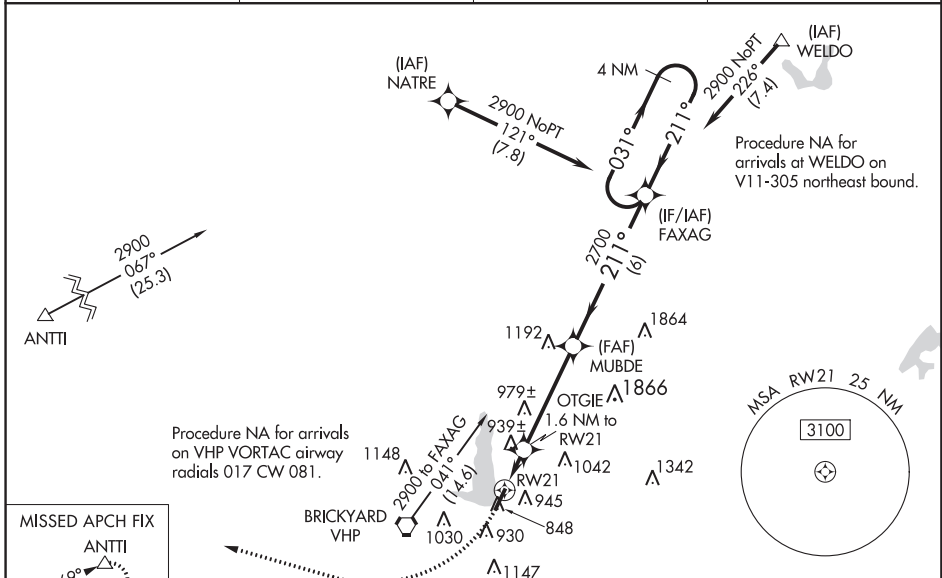
EAGLE CREEK AIRPARK (EYE)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative MAL S, increase LPV visibility all Cats to 7/8 mile. Inoperative table does not apply to LNAV/VNAV. Helicopter visibility reduction below 3/4 SM NA.

MAL S

**MISSED APPROACH:**  
Climbing right turn to 2900 direct ANTTI and hold.

ASOS <b>121.575</b>	INDIANAPOLIS APP CON <b>119.05 317.8</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	1091-3/4	268 (300-3/4)		NA
LNAV/VNAV DA	1076-3/4	253 (300-3/4)		NA
LNAV MDA	1200-3/4	377 (400-3/4)		NA
CIRCLING	1300-1	477 (500-1)	1500-2 677 (700-2)	NA


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

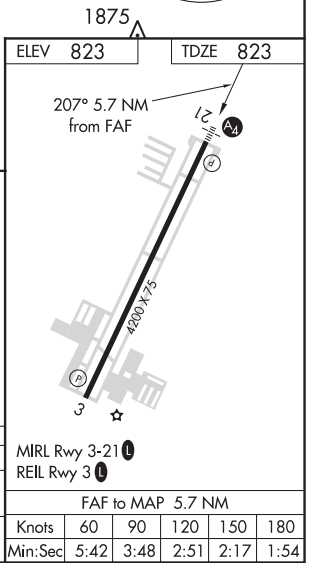
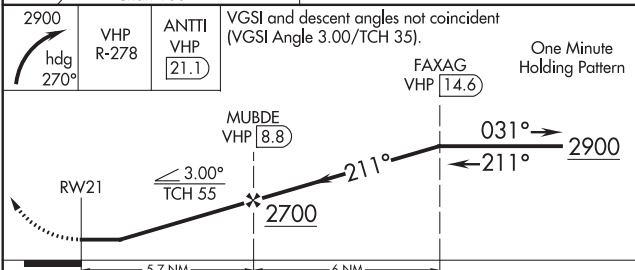
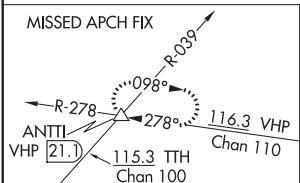
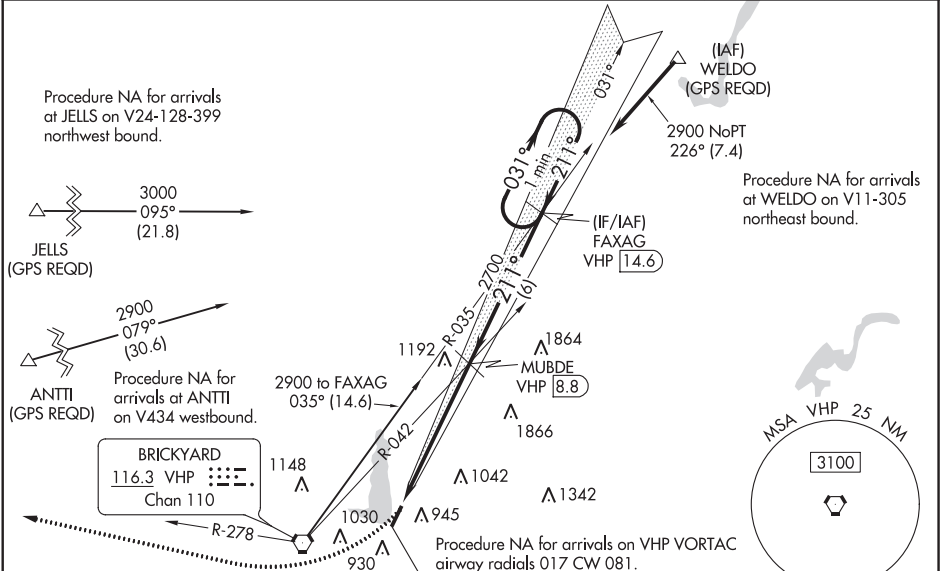
LOC I-EYE <b>111.5</b>	APP CRS <b>211°</b>	Rwy Idg <b>4200</b>
		TDZE <b>823</b>
		Apt Elev <b>823</b>

# LOC RWY 21

EAGLE CREEK AIRPARK (EYE)

<p><b>NA</b> Helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet. DME required. For inoperative MALs, increase Cat C visibility to <math>1\frac{1}{2}</math> mile.</p>	<p><b>MALS</b>  </p>	<p><b>MISSED APPROACH:</b> Climbing right turn to 2900 on heading 270° and VHP R-278 to ANTTI INT/VHP 21.1 DME and hold.</p>
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<p><b>ASOS</b> <b>121.575</b></p>	<p><b>INDIANAPOLIS APP CON</b> <b>119.05 317.8</b></p>	<p><b>CLNC DEL</b> <b>128.6</b></p>	<p><b>UNICOM</b> <b>122.8 (CTAF) 0</b></p>
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CATEGORY	A	B	C	D
S-21	1340- $\frac{3}{4}$	517 (600- $\frac{3}{4}$ )	1340- $1\frac{1}{4}$ 517 (600- $1\frac{1}{4}$ )	NA
<b>C</b> CIRCLING	1340-1	517 (600-1)	1500-2 677 (700-2)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

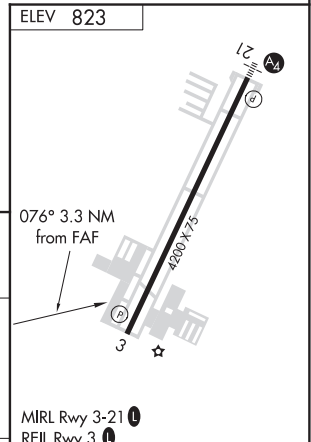
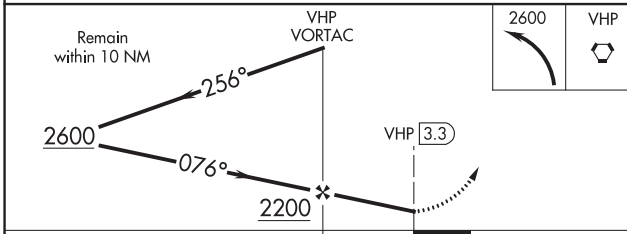
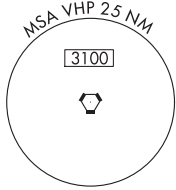
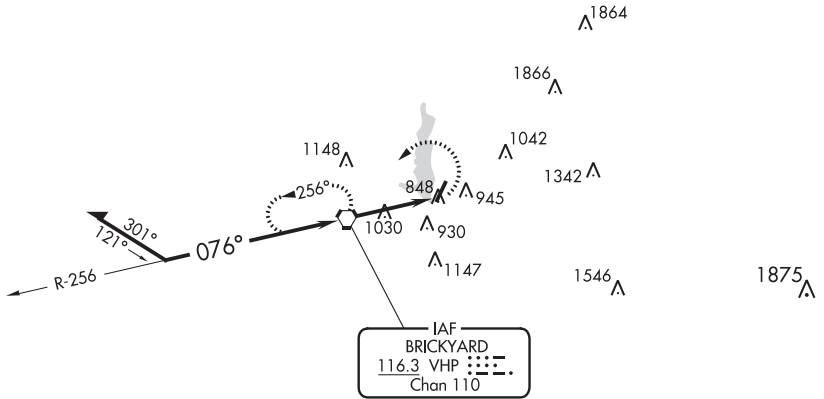
VORTAC VHP <b>116.3</b> Chan <b>110</b>	APP CRS <b>076°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>823</b>
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**VOR-A**  
EAGLE CREEK AIRPARK (EYE)

**⚠** When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.

**⚠** MISSED APPROACH: Climbing left turn to 2600 direct VHP VORTAC and hold.

ASOS <b>121.575</b>	INDIANAPOLIS APP CON <b>119.05 317.8</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.8 (CTAF)</b> <b>Ⓛ</b>
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CATEGORY	A	B	C	D	FAF to MAP 3.3 NM					
CIRCLING	1300-1	477 (500-1)	1300-1½ 477 (500-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	3:18	2:12	1:39	1:19	1:06

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# (DAWNN9.DAWNN) 16091 DAWNN NINE DEPARTURE

SL-5733 (FAA)

EAGLE CREEK AIRPARK (EYE)  
INDIANAPOLIS, INDIANA

**TOP ALTITUDE:  
ASSIGNED BY ATC**

ASOS  
121.575  
CLNC DEL  
128.6  
INDIANAPOLIS DEP CON  
119.05 317.8  
CTAF  
122.8

BRICKYARD  
116.3 VHP  
Chan 110

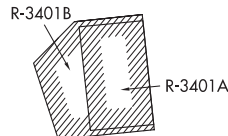
TERRE HAUTE  
115.3 TTH  
Chan 100

HOOSIER  
110.2 OOM  
Chan 39

SNEVA  
RADAR

FOYTT  
RADAR

TAKEOFF MINIMUMS:  
Rwys 3, 21: Standard.



DAWNN  
N38°34.10'  
W86°13.72'  
15000  
(For BOWLING GREEN Transition)  
10000  
(For LOUISVILLE Transition)

BOWLING GREEN  
117.9 BWG  
Chan 126  
N36°55.72'-W86°26.61'  
L-16, H-5-6-9

MYSTIC  
108.2 MYS  
L-16, H-5-10

LOUISVILLE  
114.8 LU  
Chan 95  
N38°06.21'-W85°34.65'  
L-26-27, H-5-10

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence....

TAKEOFF RWY 21: Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence....

...expect RADAR vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOWLING GREEN TRANSITION (DAWNN9.BWG): From over DAWNN INT on BWG R-004 to BWG VORTAC.

LOUISVILLE TRANSITION (DAWNN9.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.

MYSTIC TRANSITION (DAWNN9.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

TAKEOFF OBSTACLE NOTES:

Rwy 3: Pole 507' from DER, 631' left of centerline, 38' AGL/860' MSL.  
Building 859' from DER, 524' right of centerline, 35' AGL/851' MSL.  
Trees beginning 2015' from DER, 583' left of centerline, up to 87' AGL/904' MSL.

Rwy 21: Airport beacon 10' from DER, 464' left of centerline, 54' AGL/867' MSL.  
Pole 167' from DER, 385' left of centerline, 33' AGL/848' MSL.  
Vehicles on road, 310' from DER, right and left of centerline, 15' AGL/833' MSL.  
Building 363' from DER, 258' left of centerline, 14' AGL/828' MSL.  
Trees beginning 677' from DER, 267' right of centerline, up to 89' AGL/901' MSL.  
Poles and powerlines beginning 699' from DER, 451' left of centerline, up to 38' AGL/849' MSL.  
Trees beginning 1623' from DER, 57' left of centerline, up to 90' AGL/890' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ASOS  
121.575  
CLNC DEL  
128.6  
INDIANAPOLIS DEP CON  
119.05 317.8  
CTAF  
122.8

BRICKYARD  
116.3 VHP  
Chan 110

TAKEOFF MINIMUMS:  
Rwys 3, 21: Standard.

HOOSIER  
110.2 OOM  
Chan 39  
N39°08.63'-W86°36.78'  
L-27

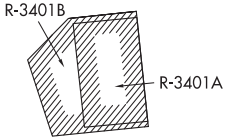
WEGEE  
N38°30.83'  
W86°59.25'

POCKET CITY  
113.3 PXV  
Chan 80  
N37°55.70'-W87°45.74'  
L-16, H-5

**TOP ALTITUDE:  
ASSIGNED BY ATC**

TAKEOFF OBSTACLE NOTES:

Rwy 3: Pole 507' from DER, 631' left of centerline, 38' AGL/860' MSL. Building 859' from DER, 524' right of centerline, 35' AGL/851' MSL. Trees beginning 2015' from DER, 583' left of centerline, up to 87' AGL/904' MSL.  
Rwy 21: Airport beacon 10' from DER, 464' left of centerline, 54' AGL/867' MSL. Pole 167' from DER, 385' left of centerline, 33' AGL/848' MSL. Vehicles on road, 310' from DER, right and left of centerline, 15' AGL/833' MSL. Building 363' from DER, 258' left of centerline, 14' AGL/828' MSL. Trees beginning 677' from DER, 267' right of centerline, up to 89' AGL/901' MSL. Poles and powerlines beginning 699' from DER, 451' left of centerline, up to 38' AGL/849' MSL. Trees beginning 1623' from DER, 57' left of centerline, up to 90' AGL/890' MSL.



DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 3:** Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence....  
**TAKEOFF RWY 21:** Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence....  
...expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**POCKET CITY TRANSITION (OOM4.PXV):** From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

(MAREO4.MAREO) 16091  
**MAREO FOUR DEPARTURE**

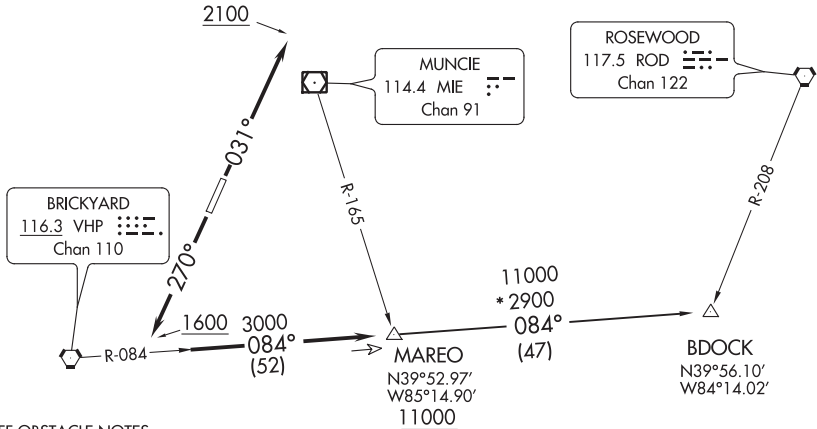
SL-5733 (FAA)

EAGLE CREEK AIRPARK (EYE)  
 INDIANAPOLIS, INDIANA

ASOS  
 121.575  
 CLNC DEL  
 128.6  
 INDIANAPOLIS DEP CON  
 119.05 317.8  
 CTAF  
 122.8

TAKEOFF MINIMUMS  
 Rwy 3, 21: Standard.

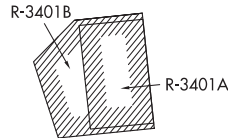
**TOP ALTITUDE:  
 ASSIGNED BY ATC**



TAKEOFF OBSTACLE NOTES

- Rwy 3: Pole 507' from DER, 631' left of centerline, 38' AGL/860' MSL.  
 Building 859' from DER, 524' right of centerline, 35' AGL/851' MSL.  
 Trees beginning 2015' from DER, 583' left of centerline, up to 87' AGL/904' MSL.
- Rwy 21: Airport beacon 10' from DER, 464' left of centerline, 54' AGL/867' MSL.  
 Pole 167' from DER, 385' left of centerline, 33' AGL/848' MSL.  
 Vehicles on road 310' from DER, right and left of centerline, 15' AGL/833' MSL.  
 Building 363' from DER, 258' left of centerline, 14' AGL/828' MSL.  
 Trees beginning 677' from DER, 267' right of centerline, up to 89' AGL/901' MSL.  
 Poles and powerlines beginning 699' from DER, 451' left of centerline, up to 38' AGL/849' MSL.  
 Trees beginning 1623' from DER, 57' left of centerline, up to 90' AGL/890' MSL.

- NOTE: RADAR required.  
 NOTE: Select appropriate localizer/DME frequency/channel prior to departure.  
 NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.  
 NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RWY 3: Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence...

TAKEOFF RWY 21: Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence...

...expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO4.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.

**MAREO FOUR DEPARTURE**  
 (MAREO4.MAREO) 31MAR16

INDIANAPOLIS, INDIANA  
 EAGLE CREEK AIRPARK (EYE)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

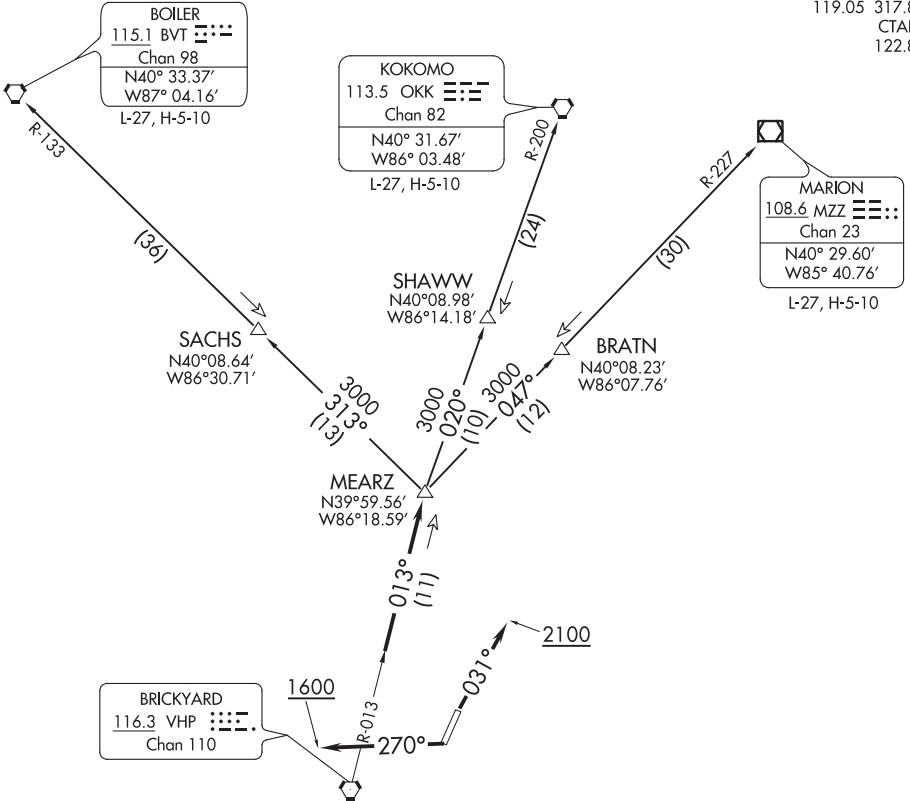
(MEARZ4.MEARZ) 16091  
MEARZ FOUR DEPARTURE

SL-5733 (FAA)

EAGLE CREEK AIRPARK (EYE)  
INDIANAPOLIS, INDIANA

**TOP ALTITUDE:  
ASSIGNED BY ATC**

ASOS 121.575  
CLNC DEL 128.6  
INDIANAPOLIS DEP CON 128.6  
119.05 317.8  
CTAF 122.8



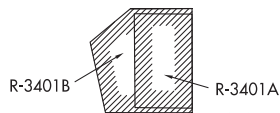
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS  
Rwys 3, 21: Standard.

- NOTE: RADAR required.
- NOTE: Select appropriate Localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)



NOTE: Chart not to scale.

MEARZ FOUR DEPARTURE  
(MEARZ4.MEARZ) 31MAR16

INDIANAPOLIS, INDIANA  
EAGLE CREEK AIRPARK (EYE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence . . .

TAKEOFF RUNWAY 21: Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence . . .

. . . expect RADAR vectors to join VHP R-013 to MEARZ INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ4.BVT): From over MEARZ INT via BVT R-133 to BVT VORTAC.

KOKOMO TRANSITION (MEARZ4.OKK): From over MEARZ INT via OKK R-200 to OKK VORTAC.

MARION TRANSITION (MEARZ4.MZZ): From over MEARZ INT via MZZ R-227 to MZZ VOR/DME.

TAKEOFF OBSTACLE NOTES

Rwy 3: Pole 507' from DER, 631' left of centerline, 38' AGL/860' MSL.

Building 859' from DER, 524' right of centerline, 35' AGL/851' MSL.

Trees beginning 2015' from DER, 583' left of centerline, up to 87' AGL/904' MSL.

Rwy 21: Airport beacon 10' from DER, 464' left of centerline, 54' AGL/867' MSL.

Pole 167' from DER, 385' left of centerline, 33' AGL/848' MSL.

Vehicles on road 310' from DER, right and left of centerline, up to 15' AGL/833' MSL.

Building 363' from DER, 258' left of centerline, 14' AGL/828' MSL.

Trees beginning 677' from DER, 267' right of centerline, up to 89' AGL/901' MSL.

Poles and powerlines beginning 699' from DER, 451 left of centerline, up to 38' AGL/849' MSL.

Trees beginning 1623' from DER, 57' left of centerline, up to 90' AGL/890' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# (ROCKY9.ROCKY) 16091 ROCKY NINE DEPARTURE

SL-5733 (FAA)

EAGLE CREEK AIRPARK (EYE)  
INDIANAPOLIS, INDIANA

ASOS  
121.575  
CLNC DEL  
128.6  
INDIANAPOLIS DEP CON  
119.05 317.8  
CTAF  
122.8

**SPINNER**  
112.7 SPI  
Chan 74  
N39°50.38'-W89°40.66'  
L-27, H-5

**TOP ALTITUDE:  
ASSIGNED BY ATC**

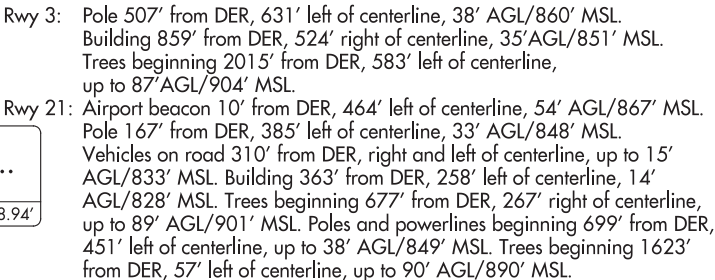
**TERRE HAUTE**  
115.3 TTH  
Chan 100  
N39°29.34'-W87°14.94'

**BRICKYARD**  
116.3 VHP  
Chan 110

**ROCKY**  
N39°35.28'  
W88°50.01'  
10000

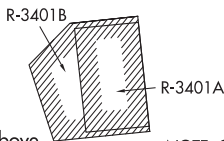
(For ST LOUIS Transition only)  
**TAKEOFF OBSTACLE NOTES**

- Rwy 3: Pole 507' from DER, 631' left of centerline, 38' AGL/860' MSL. Building 859' from DER, 524' right of centerline, 35' AGL/851' MSL. Trees beginning 2015' from DER, 583' left of centerline, up to 87' AGL/904' MSL.
- Rwy 21: Airport beacon 10' from DER, 464' left of centerline, 54' AGL/867' MSL. Pole 167' from DER, 385' left of centerline, 33' AGL/848' MSL. Vehicles on road 310' from DER, right and left of centerline, up to 15' AGL/833' MSL. Building 363' from DER, 258' left of centerline, 14' AGL/828' MSL. Trees beginning 677' from DER, 267' right of centerline, up to 89' AGL/901' MSL. Poles and powerlines beginning 699' from DER, 451' left of centerline, up to 38' AGL/849' MSL. Trees beginning 1623' from DER, 57' left of centerline, up to 90' AGL/890' MSL.



TAKEOFF MINIMUMS  
Rwys 3, 21: Standard.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 3:** Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence . . . .
- TAKEOFF RWY 21:** Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence . . . .

**DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS:** Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

- SPINNER TRANSITION (ROCKY9.SPI):** From over ROCKY INT on SPI R-112 to SPI VORTAC.
- ST LOUIS TRANSITION (ROCKY9.STL):** From over ROCKY INT on STL R-059 to STL VORTAC.

# ROCKY NINE DEPARTURE (ROCKY9.ROCKY) 31MAR16

INDIANAPOLIS, INDIANA  
EAGLE CREEK AIRPARK (EYE)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>5000</b>
<b>010°</b>	TDZE	<b>822</b>
	Apt Elev	<b>822</b>

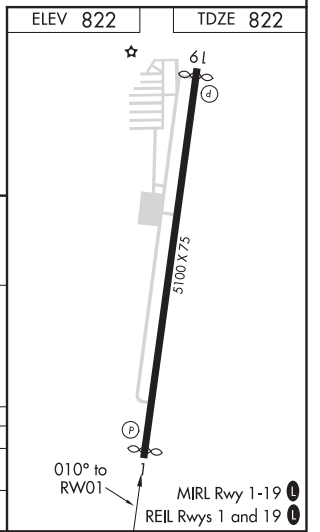
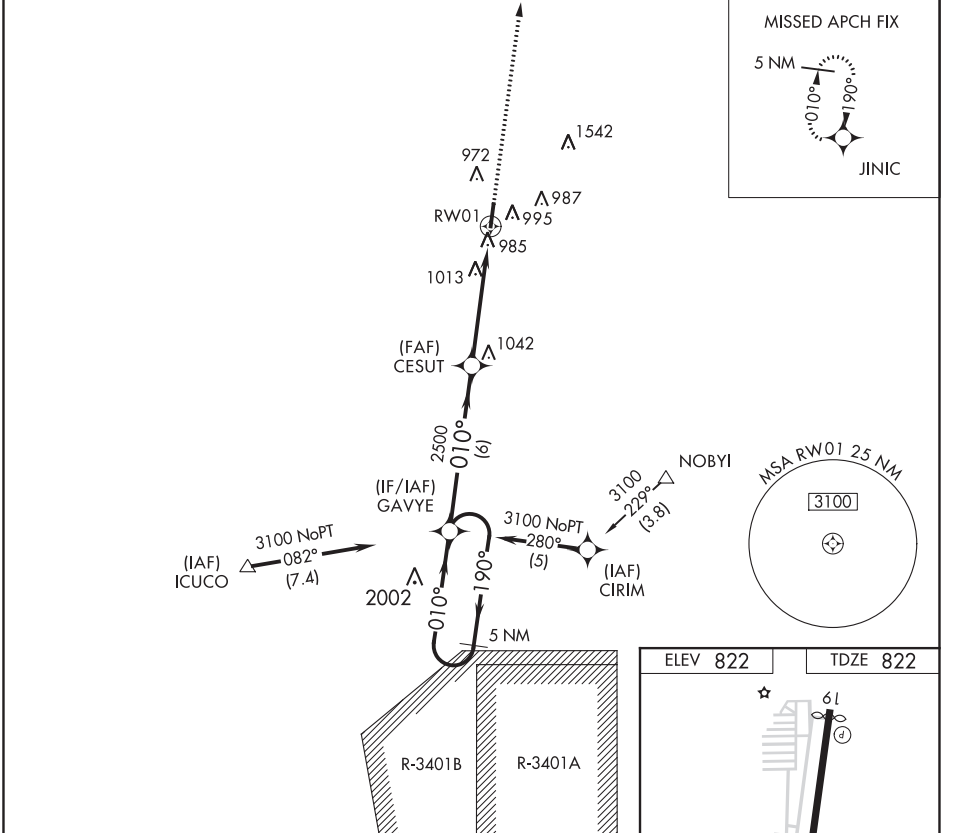
# RNAV (GPS) RWY 1

GREENWOOD MUNI (HFY)

**⚠** If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.  
**⚠** NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct JINIC and hold.

AWOS-3P <b>118.525</b>	INDIANAPOLIS APP CON <b>124.95 317.8</b>	GCO <b>121.725</b>	UNICOM <b>123.0 (CTAF)</b>
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5 NM Holding Pattern	GAVYE		3000	JINIC
	← 190°	→ 010°		
		CESUT		
		2500		
		3.05°		
		TCH 39		
		6 NM		
		5.1 NM		
CATEGORY	A	B	C	D
RNAV MDA	1300-1	478 (500-1)	1300-1½ 478 (500-1½)	NA
CIRCLING	1360-1	538 (600-1)	1360-1½ 538 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>53703</b> <b>W19A</b>	APP CRS <b>190°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>822</b> <b>822</b>
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# RNAV (GPS) RWY 19

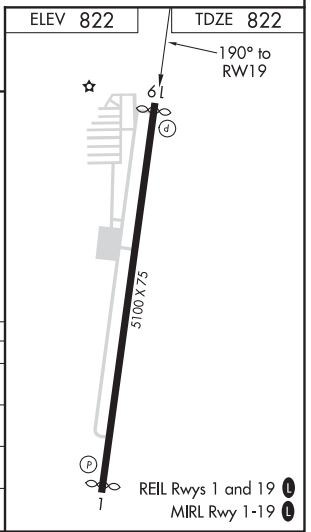
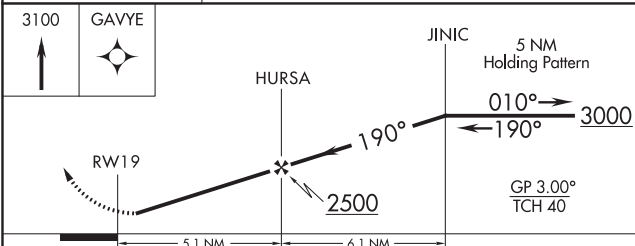
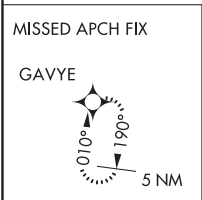
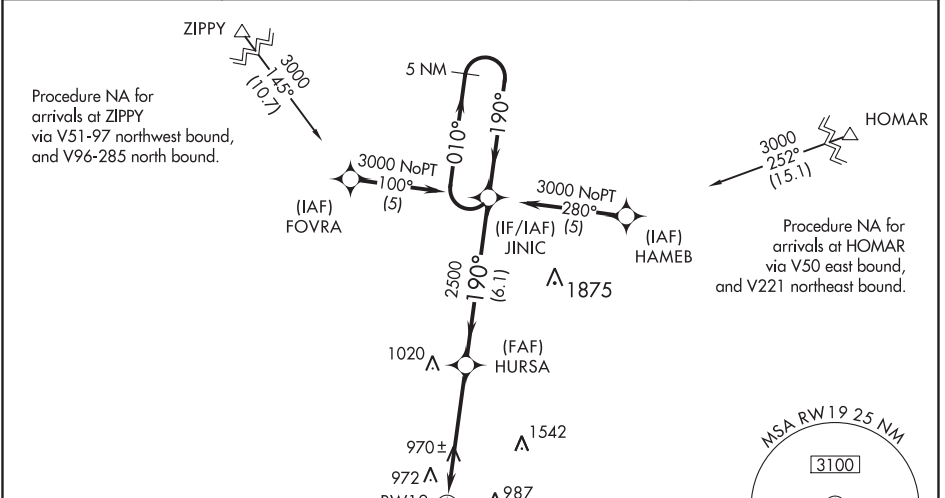
GREENWOOD MUNI (HF'Y)

**▽** If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**△** NA

MISSED APPROACH: Climb to 3100 direct GAVYE and hold.

AWOS-3P <b>118.525</b>	INDIANAPOLIS APP CON <b>124.95 317.8</b>	GCO <b>121.725</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	1130-1	308 (400-1)		NA
LNAV/VNAV DA	1299-1¾	477 (500-1¾)		NA
LNAV MDA	1300-1	478 (500-1)	1300-1¾ 478 (500-1¾)	NA
CIRCLING	1360-1	538 (600-1)	1360-1½ 538 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME SHB <b>112.0</b> Chan <b>57</b>	APP CRS <b>269°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>822</b>
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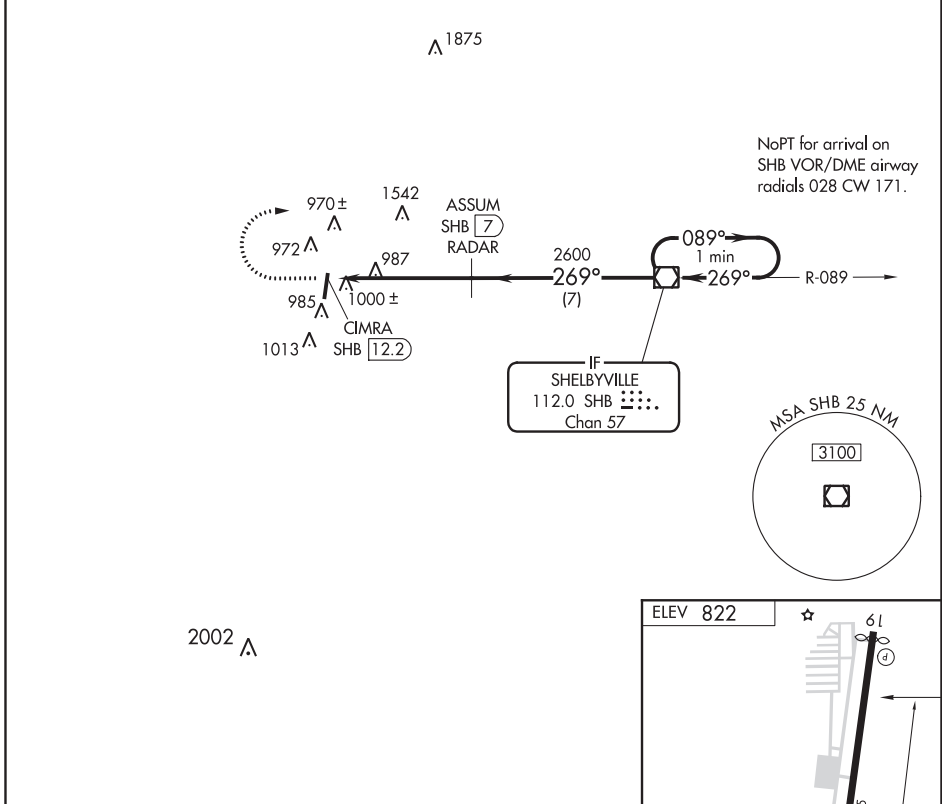
**VOR-A**  
GREENWOOD MUNI (HFY)

**▼** If local altimeter setting not received, use Indianapolis  
**▲** NA Initial altimeter setting, and increase all MDAs 40 feet.

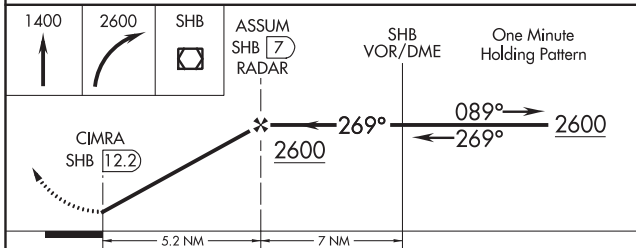
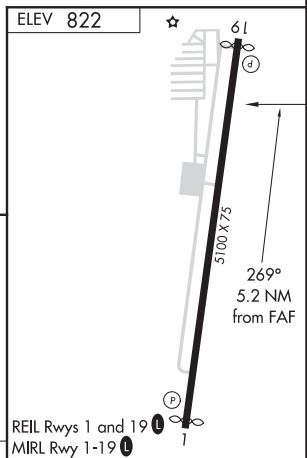
MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct SHB VOR/DME and hold.

AWOS-3P <b>118.525</b>	INDIANAPOLIS APP CON <b>124.95 317.8</b>	GCO <b>121.725</b>	UNICOM <b>123.0 (CTAF) 0</b>
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**DME or RADAR REQUIRED**



NoPT for arrival on SHB VOR/DME airway radials 028 CW 171.



CATEGORY	A	B	C	D	FAF to MAP 5.2 NM					
CIRCLING	1360-1	538 (600-1)	1360-1½ 538 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	5:12	3:28	2:36	2:05	1:44



# (DAWNN9.DAWNN) 16091 DAWNN NINE DEPARTURE

SL-6614 (FAA)

GREENWOOD MUNI (HFY)  
INDIANAPOLIS, INDIANA

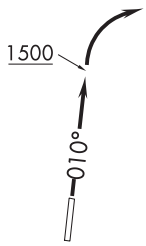
**TOP ALTITUDE:  
ASSIGNED BY ATC**

AWOS-3  
118.525  
INDIANAPOLIS DEP CON  
124.95 317.8  
CTAF  
123.0

BRICKYARD  
116.3 VHP  
Chan 110

TERRE HAUTE  
115.3 TTH  
Chan 100

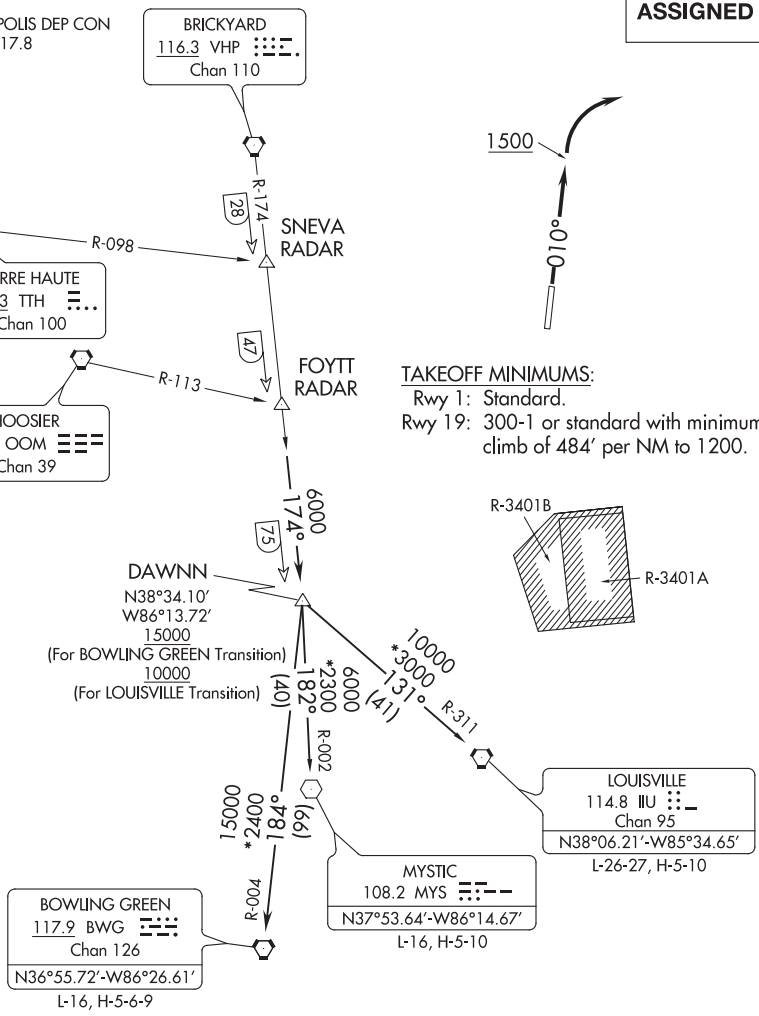
HOOSIER  
110.2 OOM  
Chan 39



**TAKEOFF MINIMUMS:**  
Rwy 1: Standard.  
Rwy 19: 300-1 or standard with minimum  
climb of 484' per NM to 1200.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# DAWNN NINE DEPARTURE (DAWNN9.DAWNN) 31MAR16

INDIANAPOLIS, INDIANA  
GREENWOOD MUNI (HFY)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 010° to 1500 before turning right. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

...expect RADAR vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOWLING GREEN TRANSITION (DAWNN9.BWG): From over DAWNN INT on BWG R-004 to BWG VORTAC.

LOUISVILLE TRANSITION (DAWNN9.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.

MYSTIC TRANSITION (DAWNN9.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

TAKEOFF OBSTACLE NOTES:

Rwy 1: Poles beginning 425' from DER, 224' left of centerline, up to 46' AGL/864' MSL.  
Bldg 458' from DER, 409' right of centerline, 40' AGL/858' MSL.  
Vehicles on road 725' from DER, right and left of centerline, up to 15' AGL/840' MSL.  
Poles and Powerlines beginning 1162' from DER, 483' right of centerline, up to 70' AGL/893' MSL.

Tree 1174' from DER, 512' left of centerline, 46' AGL/864' MSL.  
Trees beginning 1930' from DER, 393' left of centerline, up to 89' AGL/899' MSL.  
Trees beginning 2463' from DER, 376' right of centerline, up to 77' AGL/898' MSL.  
Tree 2965' from DER, 328' left of centerline, 89' AGL/896' MSL.

Rwy 19: Trees beginning 1068' from DER, 288' left of centerline, up to 58' AGL/914' MSL.  
Trees beginning 1477' from DER, 379' right of centerline, up to 98' AGL/923' MSL.  
Tank 4034' from DER, 71' right of centerline, 120' AGL/985' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

(OOM4.OOM) 16091

# HOOSIER FOUR DEPARTURE

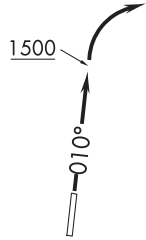
SL-6614 (FAA)

GREENWOOD MUNI (HFY)  
INDIANAPOLIS, INDIANA

AWOS-3  
118.525  
INDIANAPOLIS DEP CON  
124.95 317.8  
CTAF  
123.0

BRICKYARD  
116.3 VHP  
Chan 110

**TOP ALTITUDE:  
ASSIGNED BY ATC**



**TAKEOFF MINIMUMS:**

Rwy 1: Standard.  
Rwy 19: 300-1 or standard with minimum climb of 484' per NM to 1200.

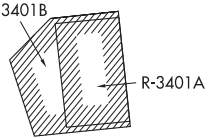
**TAKEOFF OBSTACLE NOTES:**

Rwy 1: Poles beginning 425' from DER, 224' left of centerline, up to 46' AGL/864' MSL. Bldg 458' from DER, 409' right of centerline, 40' AGL/858' MSL. Vehicles on road 725' from DER, right and left of centerline, up to 15' AGL/840' MSL. Poles and Powerlines beginning 1162' from DER, 483' right of centerline, up to 70' AGL/893' MSL. Tree 1174' from DER, 512' left of centerline, 46' AGL/864' MSL. Trees beginning 1930' from DER, 393' left of centerline, up to 89' AGL/889' MSL. Trees beginning 2463' from DER, 376' right of centerline, up to 77' AGL/898' MSL. Tree 2965' from DER, 328' left of centerline, 89' AGL/896' MSL.  
Rwy 19: Trees beginning 1068' from DER, 288' left of centerline, up to 58' AGL/914' MSL. Trees beginning 1477' from DER, 379' right of centerline, up to 98' AGL/923' MSL. Tank 4034' from DER, 71' right of centerline, 120' AGL/985' MSL.

HOOSIER  
110.2 OOM  
Chan 39  
N39°08.63'-W86°36.78'  
L-27

WEGEE  
N38°30.83'  
W86°59.25'

POCKET CITY  
113.3 PXV  
Chan 80  
N37°55.70'-W87°45.74'  
L-16, H-5



**DEPARTURE ROUTE DESCRIPTION**  
**TAKEOFF RWY 1:** Climb heading 010° to 1500 before turning right. Then on assigned heading to assigned altitude. Thence....  
**DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS:** Climb on assigned heading to assigned altitude. Thence....  
....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.  
**POCKET CITY TRANSITION (OOM4.PXV):** From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

HOOSIER FOUR DEPARTURE  
(OOM4.OOM) 31MAR16

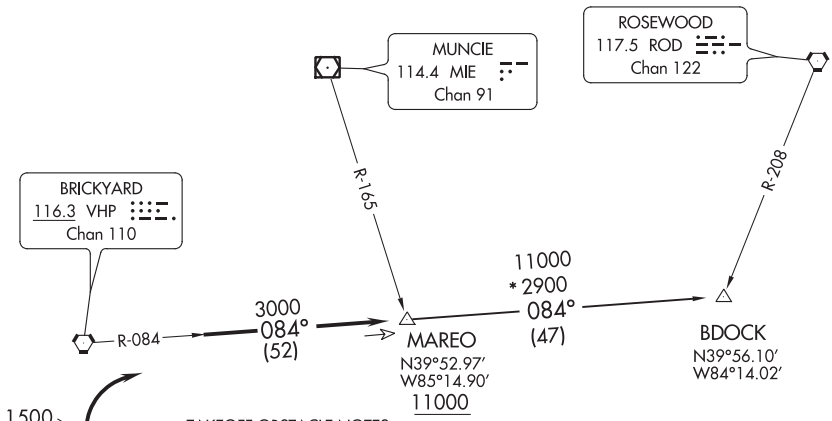
INDIANAPOLIS, INDIANA  
GREENWOOD MUNI (HFY)

AWOS-3  
118.525  
INDIANAPOLIS DEP CON  
124.95 317.8  
CTAF  
123.0

TAKEOFF MINIMUMS:

Rwy 1: Standard.  
Rwy 19: 300-1 or standard with minimum  
climb of 484' per NM to 1200.

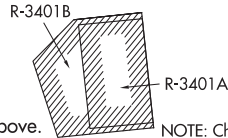
**TOP ALTITUDE:  
ASSIGNED BY ATC**



TAKEOFF OBSTACLE NOTES:

- Rwy 1: Poles beginning 425' from DER, 224' left of centerline, up to 46' AGL/864' MSL. Bldg 458' from DER, 409' right of centerline, 40' AGL/858' MSL. Vehicles on road 725' from DER, right and left of centerline, up to 15' AGL/840' MSL. Poles and Powerlines beginning 1162' from DER, 483' right of centerline, up to 70' AGL/893' MSL. Tree 1174' from DER, 512' left of centerline, 46' AGL/864' MSL. Trees beginning 1930' from DER, 393' left of centerline, up to 89' AGL/889' MSL. Trees beginning 2463' from DER, 376' right of centerline, up to 77' AGL/898' MSL. Tree 2965' from DER, 328' left of centerline, 89' AGL/896' MSL.
- Rwy 19: Trees beginning 1068' from DER, 288' left of centerline, up to 58' AGL/914' MSL. Trees beginning 1477' from DER, 379' right of centerline, up to 98' AGL/923' MSL. Tank 4034' from DER, 71' right of centerline, 120' AGL/985' MSL.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RWY 1: Climb heading 010° to 1500 before turning right. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

...expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO4.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.

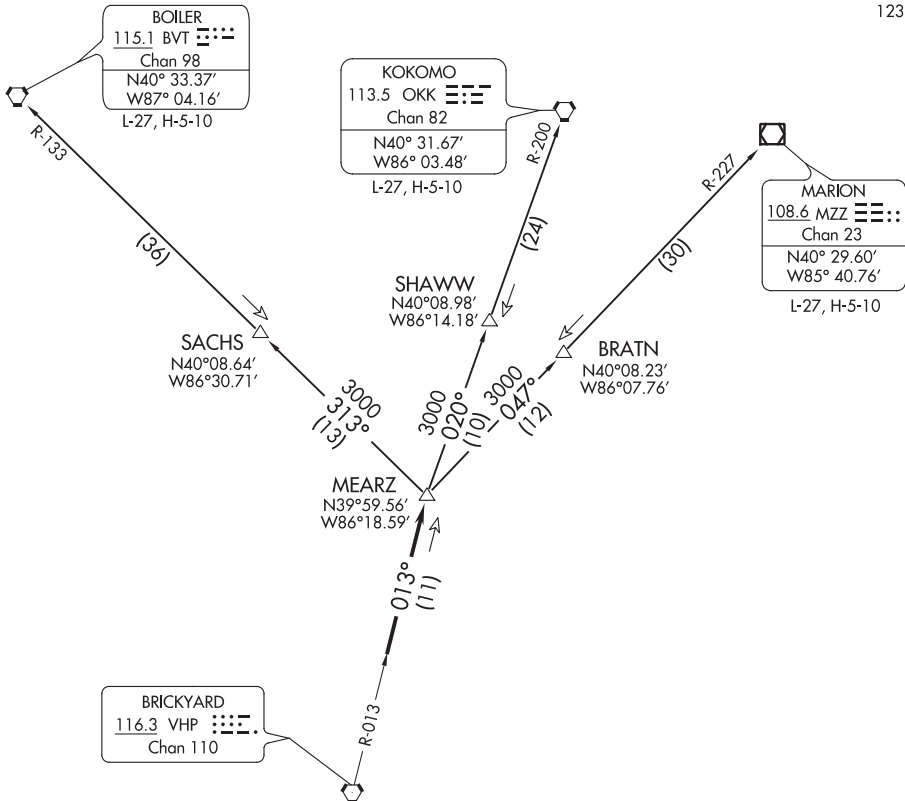
# (MEARZ4.MEARZ) 16091 MEARZ FOUR DEPARTURE

SL-6614 (FAA)

GREENWOOD MUNI (HF'Y)  
INDIANAPOLIS, INDIANA

**TOP ALTITUDE:  
ASSIGNED BY ATC**

AWOS-3  
118.525  
INDIANAPOLIS DEP CON  
124.95 317.8  
CTAF  
123.0



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

### TAKEOFF MINIMUMS

Rwy 1: Standard.

Rwy 19: 300-1 or standard with minimum climb of 484' per NM to 1200.

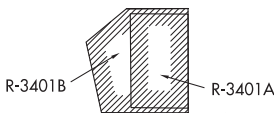
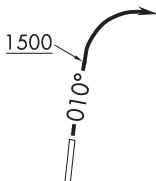
NOTE: RADAR Required.

NOTE: Select appropriate Localizer/DME frequency/channel prior to departure.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 010° to 1500 before turning right. Then on assigned heading to assigned altitude. Thence . . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-013 to MEARZ INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ4.BVT): From over MEARZ INT via BVT R-133 to BVT VORTAC.

KOKOMO TRANSITION (MEARZ4.OKK): From over MEARZ INT via OKK R-200 to OKK VORTAC.

MARION TRANSITION (MEARZ4.MZZ): From over MEARZ INT via MZZ R-227 to MZZ VOR/DME.

TAKEOFF OBSTACLE NOTES

- Rwy 1: Poles beginning 425' from DER, 224' left of centerline, up to 46' AGL/864' MSL.  
Building 458' from DER, 409' right of centerline, 40' AGL/858' MSL.  
Vehicles on road 725' from DER, right and left of centerline, up to 15' AGL/840 MSL.  
Poles and powerlines beginning 1162' from DER, 483' right of centerline, up to 70' AGL/893' MSL.  
Tree 1174' from DER, 512' left of centerline, 46' AGL/864' MSL.  
Trees beginning 1930' from DER, 393' left of centerline, up to 89' AGL/899' MSL.  
Trees beginning 2463' from DER, 376' right of centerline, up to 77' AGL/898' MSL.  
Tree 2965' from DER, 328' left of centerline, 89' AGL/896' MSL.
- Rwy 19: Trees beginning 1068' from DER, 288' left of centerline, up to 58' AGL/914' MSL.  
Trees beginning 1477' from DER, 379' right of centerline, up to 98' AGL/923' MSL.  
Tank 4034' from DER, 71' right of centerline, 120' AGL/985' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

(ROCKY9.ROCKY) 16091

# ROCKY NINE DEPARTURE

SL-6614 (FAA)

GREENWOOD MUNI (HF'Y)  
INDIANAPOLIS, INDIANA

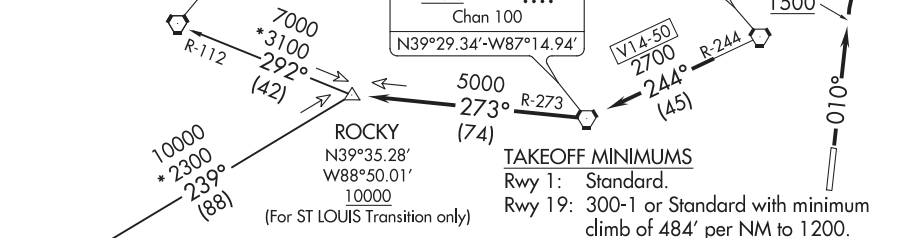
AWOS-3  
118.525  
INDIANAPOLIS DEP CON  
124.95 317.8  
CTAF  
123.0

**TOP ALTITUDE:  
ASSIGNED BY ATC**

**SPINNER**  
112.7 SPI  
Chan 74  
N39°50.38'-W89°40.66'  
L-27, H-5

**TERRE HAUTE**  
115.3 TTH  
Chan 100  
N39°29.34'-W87°14.94'

**BRICKYARD**  
116.3 VHP  
Chan 110

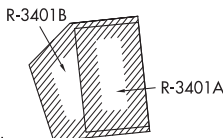


**TAKEOFF MINIMUMS**  
Rwy 1: Standard.  
Rwy 19: 300-1 or Standard with minimum climb of 484' per NM to 1200.

### TAKEOFF OBSTACLE NOTES

- Rwy 1: Poles beginning 425' from DER, 224' left of centerline, up to 46' AGL/864' MSL. Building 458' from DER, 409' right of centerline, 40' AGL/858' MSL. Vehicles on road 725' from DER, right and left of centerline, up to 15' AGL/840' MSL. Poles and powerlines beginning 1162' from DER, 483' right of centerline, up to 70' AGL/893' MSL. Tree 1174' from DER, 512' left of centerline, 46' AGL/864' MSL. Trees beginning 1930' from DER, 393' left of centerline, up to 89' AGL/899' MSL. Trees beginning 2463' from DER, 376' right of centerline, up to 77' AGL/898' MSL. Tree 2965' from DER, 328' left of centerline, 89' AGL/896' MSL.
- Rwy 19: Trees beginning 1068' from DER, 288' left of centerline, up to 58' AGL/914' MSL. Trees beginning 1477' from DER, 379' right of centerline, up to 98' AGL/923' MSL. Tank 4034' from DER, 71' right of centerline, 120' AGL/985' MSL.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 1:** Climb heading 010° to 1500 before turning right. Then on assigned heading to assigned altitude. Thence . . . .

**DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS:** Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**SPINNER TRANSITION (ROCKY9.SPI):** From over ROCKY INT on SPI R-112 to SPI VORTAC.  
**ST LOUIS TRANSITION (ROCKY9.STL):** From over ROCKY INT on STL R-059 to STL VORTAC.

# ROCKY NINE DEPARTURE

(ROCKY9.ROCKY) 31MAR16

INDIANAPOLIS, INDIANA  
GREENWOOD MUNI (HF'Y)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>56533</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg <b>4400</b> TDZE <b>898</b> Apt Elev <b>898</b>
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# RNAV (GPS) RWY 18

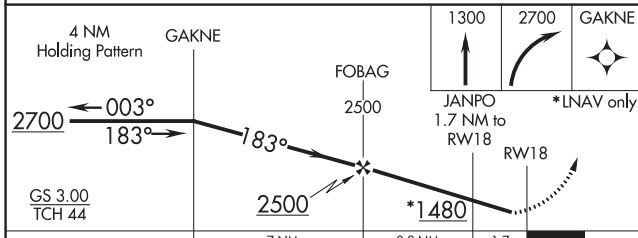
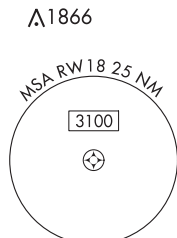
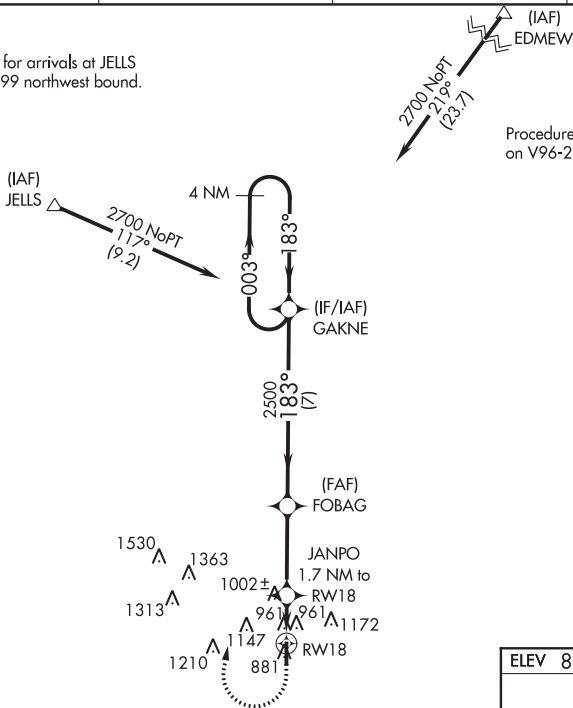
INDIANAPOLIS/ HENDRICKS COUNTY-GORDON GRAHAM FIELD (2R.2)

<p><b>▼</b> Baro-VNAV NA. DME/DME RNP-0.3 NA. <b>▲</b> NA Use Indianapolis Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.</p>	<p>MISSED APPROACH: Climb to 1300 then climbing right turn to 2700 direct GAKNE and hold.</p>
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AWOS-3 <b>118.025</b>	INDIANAPOLIS INTL ASOS <b>134.25</b>	INDIANAPOLIS APP CON <b>121.1</b>	UNICOM <b>122.7 (CTAF)</b>
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Procedure NA for arrivals at JELLS on V24-128-399 northwest bound.

Procedure NA for arrivals at EDMEW on V96-285 north bound.



ELEV 898	TDZE 898
<p>183° to RWY 18</p> <p>81 4400 X 100 0.8% UP 36</p>	
REIL Rwy 18 and 36 MIRL Rwy 18-36	

CATEGORY	A	B	C	D
LPV DA	1215-1	317 (400-1)		NA
LNNAV/VNAV DA	1183-7/8	285 (300-7/8)		NA
LNNAV MDA	1300-1	402 (500-1)	1300-1 1/8 402 (500-1 1/8)	NA
<b>C</b> CIRCLING	1380-1 482 (500-1)	1560-1 662 (700-1)	1600-2 702 (800-2)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



INDIANAPOLIS, INDIANA

AL-10352 (FAA)

15120

WAAS CH <b>45833</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg TDZE Apt Elev	<b>4400</b> <b>884</b> <b>898</b>
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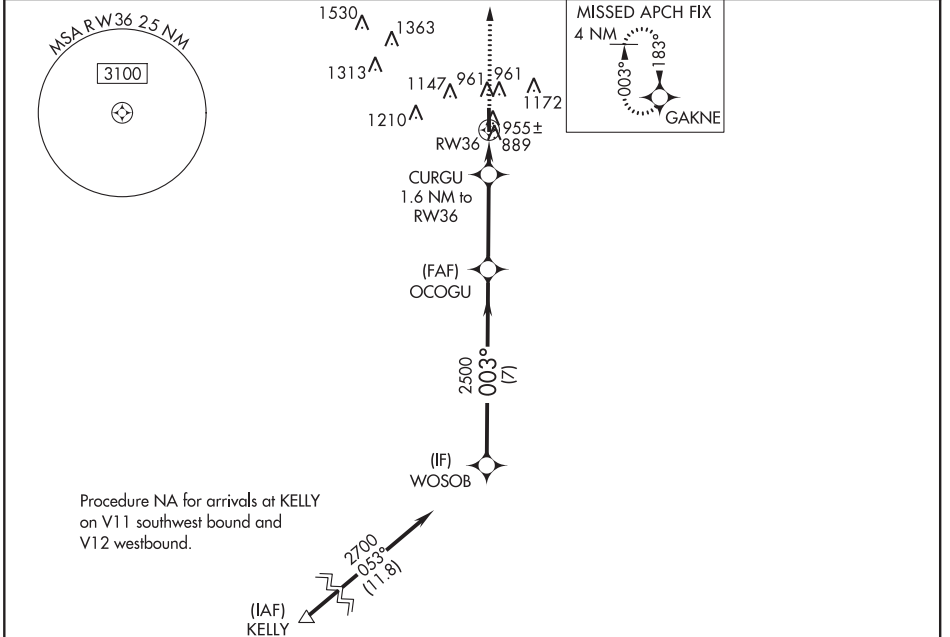
# RNAV (GPS) RWY 36

HENDRICKS COUNTY-GORDON GRAHAM FIELD (2R.2)

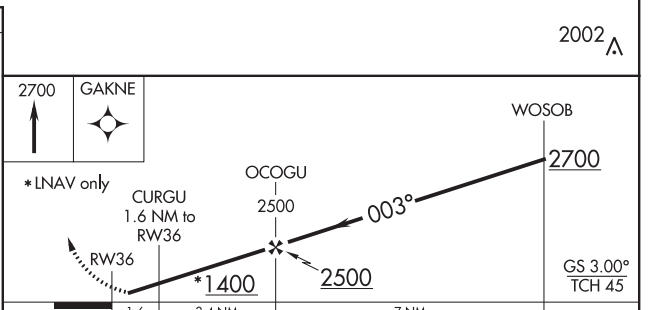
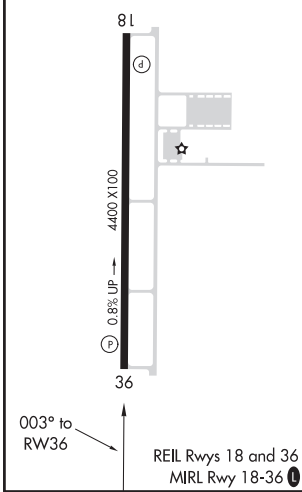
**W** Baro-VNAV NA. DME/DME RNP-0.3 NA.  
**A** NA Use Indianapolis Intl altimeter setting.  
 Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2700 direct GAKNE and hold.

AWOS-3 <b>118.025</b>	INDIANAPOLIS INTL ASOS <b>134.25</b>	INDIANAPOLIS APP CON <b>121.1</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV 898	TDZE 884
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CATEGORY	A	B	C	D
LPV DA	1168-7/8	284 (300-7/8)		NA
LNAV/VNAV DA	1168-7/8	284 (300-7/8)		NA
LNAV MDA	1240-1	356 (400-1)		NA
<b>C</b> CIRCLING	1380-1 482 (500-1)	1560-1 662 (700-1)	1600-2 702 (800-2)	NA

INDIANAPOLIS, INDIANA  
 Orig-B 30APR15

HENDRICKS COUNTY-GORDON GRAHAM FIELD (2R.2)  
 39°45'N - 86°29'W  
**RNAV (GPS) RWY 36**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>291°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>732</b>
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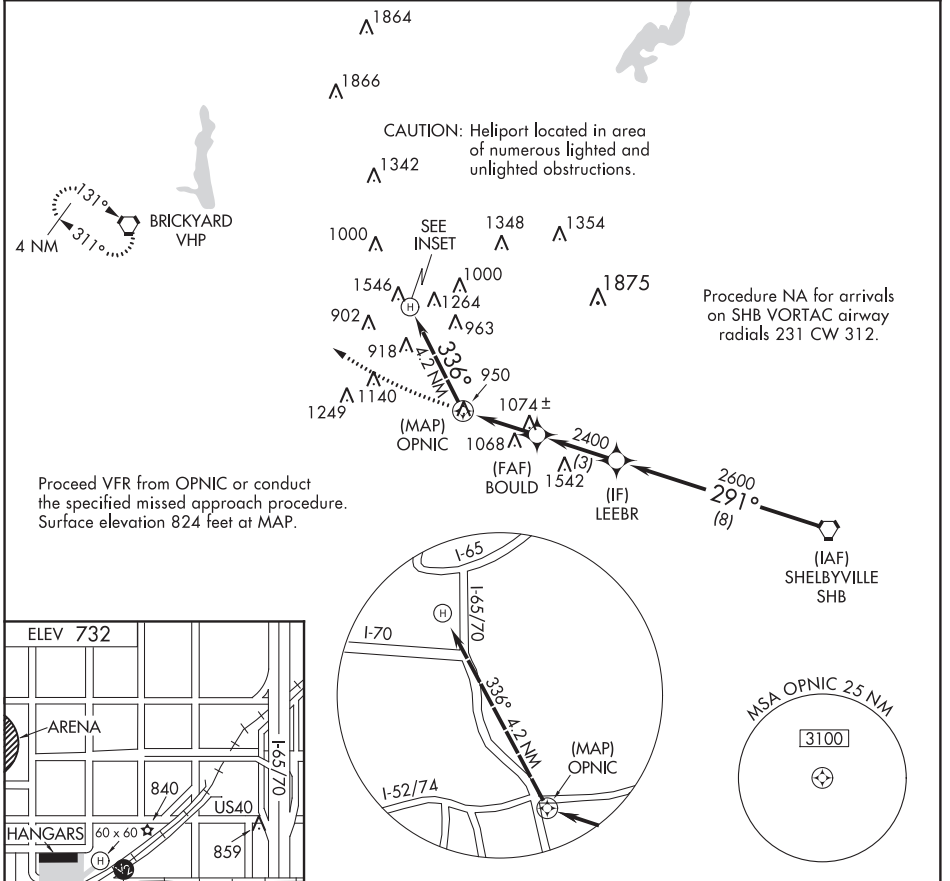
# COPTER RNAV (GPS) 291°

INDIANAPOLIS DOWNTOWN HELIPORT (8A4)

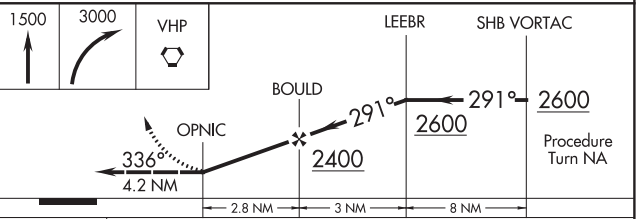
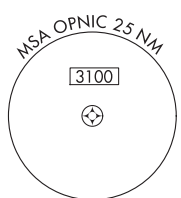
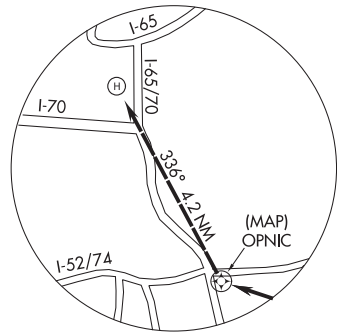
**NA** When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet. Limit final and missed approach airspeed to 70 KIAS. DME/DME RNP-0.3 NA. ACTIVATE High Intensity Pad Lights-CTAF.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

AWOS-3 <b>118.250</b>	INDIANAPOLIS APP CON <b>125.275 317.8</b>	UNICOM <b>123.05 (CTAF) 0</b>
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Proceed VFR from OPNIC or conduct the specified missed approach procedure. Surface elevation 824 feet at MAP.



Knots	45	60	75	90	105	CATEGORY	COPTER	
Min:Sec						H-291°	1340-3/4 516 (600-3/4)	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

INDIANAPOLIS, INDIANA

AL-6835 (FAA)

15120

VORTAC SHB <b>112.0</b> Chan <b>57</b>	APP CRS <b>287°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>732</b>
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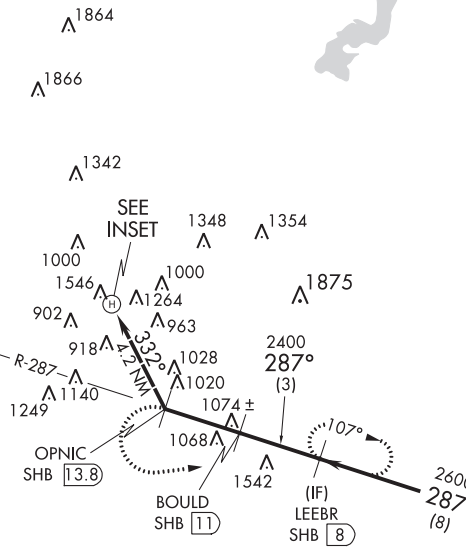
# COPTER VOR/DME 287°

INDIANAPOLIS DOWNTOWN HELIPORT (8A.4)

**▲ NA** When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet.  
ACTIVATE High Intensity Pad Lights-CTAF.

**MISSED APPROACH:** Climbing left turn to 2600 via SHB R-287 to LEEBR/8 DME and hold.

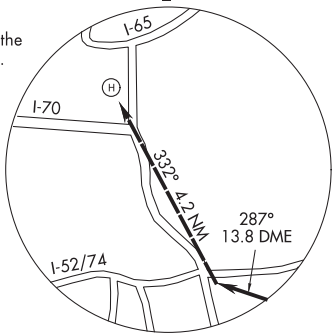
AWOS-3 <b>118.250</b>	INDIANAPOLIS APP CON <b>125.275 317.8</b>	UNICOM <b>123.05</b> (CTAF) <b>①</b>
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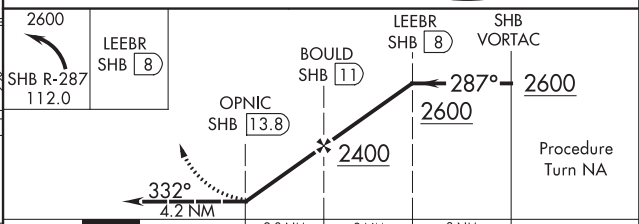
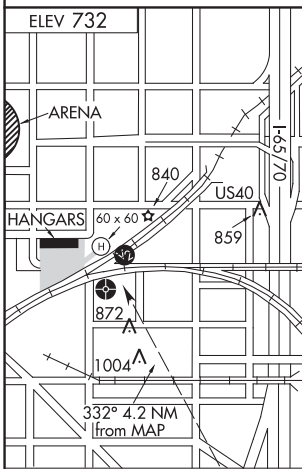
Procedure NA for arrival on SHB VORTAC airway radials 231 CW 312.

IAF  
SHELBYVILLE  
112.0 SHB **③③③**  
Chan 57  
N39°37.95'-W85°49.46'

Proceed VFR from OPNIC or conduct the specified missed approach procedure.  
Surface elevation 824 feet at MAP.



**CAUTION:** Heliport located in area of numerous lighted and unlighted obstructions.



Knots	45	60	75	90	105	CATEGORY	COPTER	
Min:Sec						H-287°	1340-¾	516 (600-¾)

INDIANAPOLIS, INDIANA  
Amdt 2 14FEB08

INDIANAPOLIS DOWNTOWN HELIPORT (8A.4)  
39°46'N - 86°09'W  
**COPTER VOR/DME 287°**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOC I-TYQ <b>111.3</b>	APP CRS <b>002°</b>	Rwy Idg <b>5500</b>
		TDZE <b>922</b>
		Apt Elev <b>922</b>

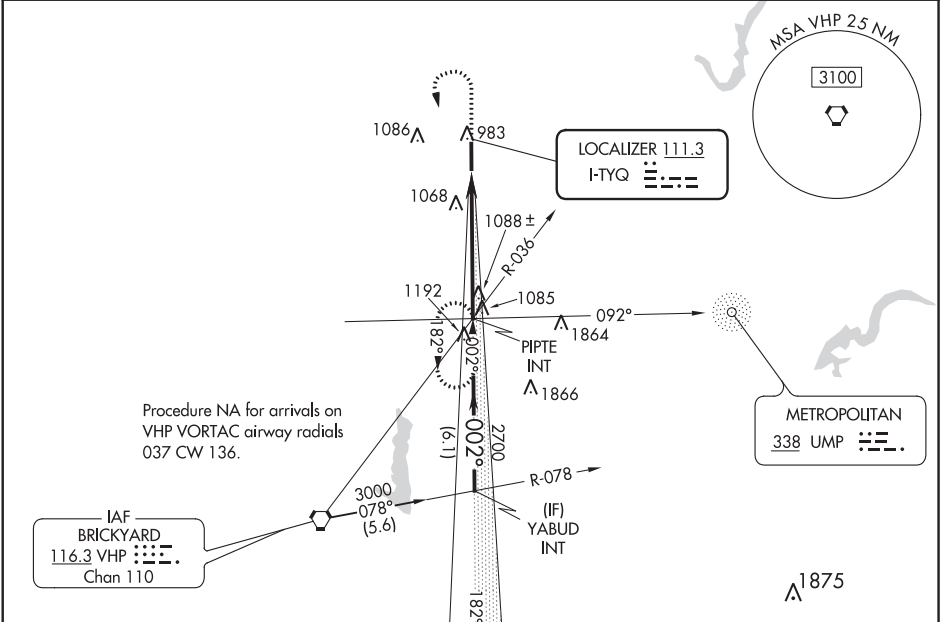
# ILS or LOC RWY 36

INDIANAPOLIS EXECUTIVE (T'YQ)

**NA** ADF Required. Rwy 36 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 61 feet and all S-ILS visibilities 1/4 mile, increase all MDA 80 feet, and S-LOC Cat C/D and Circling Cat C visibility 1/4 mile.

**MISSED APPROACH:** Climb to 2200 then climbing left turn to 3000 via heading 160° to I-TYQ LOC south course to PIPE INT and hold.

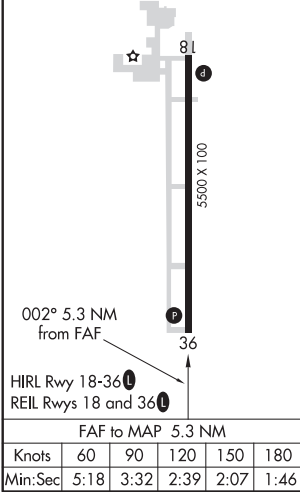
AWOS-3 <b>120.725</b>	INDIANAPOLIS APP CON <b>124.65 127.15 317.8</b>	GCO <b>121.725</b>	UNICOM <b>123.05 (CTAF)</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 922	TDZE 922
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2200	3000	I-TYQ S crs	PIPE INT	YABUD INT	Procedure Turn NA
↑	hdg 160°				
5.3 NM		6.1 NM			
CATEGORY	A	B	C	D	
S-ILS 36	1122-3/4			200 (200-3/4)	
S-LOC 36	1400-1	478 (500-1)		1400-1 1/2 478 (500-1 1/2)	
<input checked="" type="checkbox"/> CIRCLING	1400-1	478 (500-1)	1400-1 1/2 478 (500-1 1/2)	1480-2 558 (600-2)	

INDIANAPOLIS, INDIANA

AL-5438 (FAA)

16315

APP CRS	Rwy Idg	<b>5500</b>
<b>182°</b>	TDZE	<b>922</b>
	Apt Elev	<b>922</b>

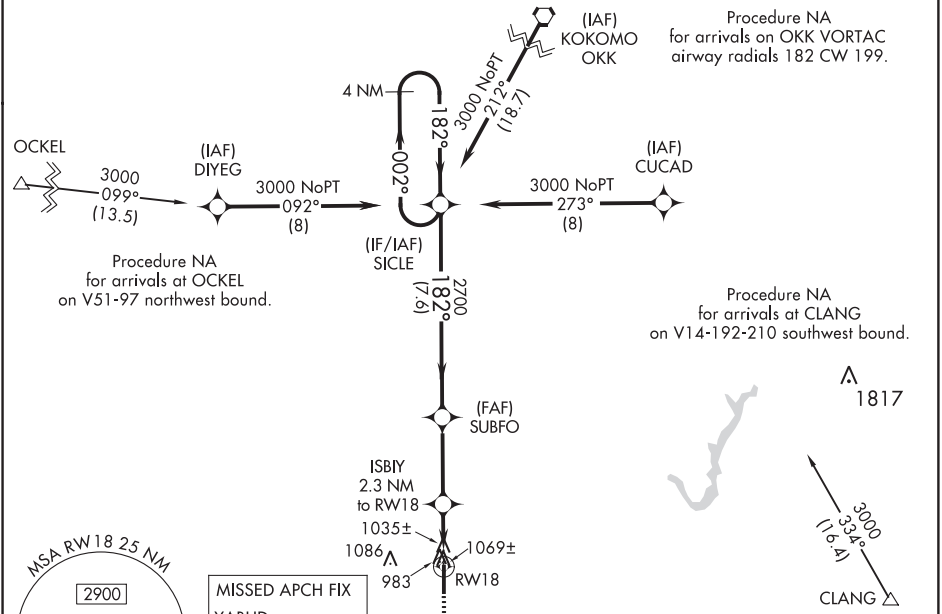
# RNAV (GPS) RWY 18

## INDIANAPOLIS EXECUTIVE (TYQ)

**▼** Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 33°C (91°F). DME/DME RNP-0.3 NA.  
**▲** Rwy 18 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting: increase DA 62 feet and visibility all Cats 1/4 mile; increase all MDA 80 feet and LNAV visibility Cat C/D 1/8 mile.

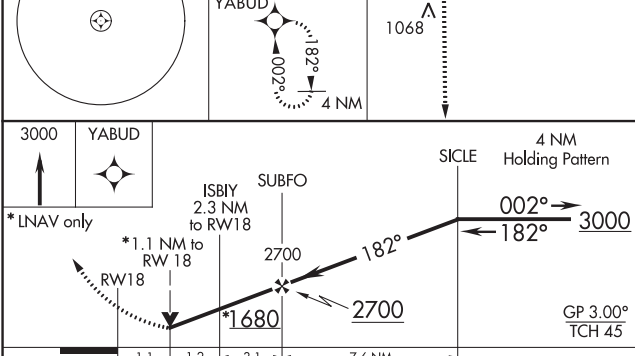
**MISSED APPROACH:**  
 Climb to 3000 direct YABUD and hold.

AWOS-3 <b>120.725</b>	INDIANAPOLIS APP CON <b>124.65 127.15 317.8</b>	GCO <b>121.725</b>	UNICOM <b>123.05 (CTAF)</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 922	TDZE 922
HIRL Rwy 18-36 REIL Rwy 18 and 36	

CATEGORY	A	B	C	D
LNAV/VNAV DA	1216-1 294 (300-1)			
LNAV MDA	1320-1 398 (400-1)	1320-1 3/8 398 (400-1 1/8)		
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1400-1 1/2 478 (500-1 1/2)	1480-2 558 (600-2)

INDIANAPOLIS, INDIANA  
 Amdt 1C 10NOV16

40°02'N-86°15'W

# INDIANAPOLIS EXECUTIVE (TYQ)

## RNAV (GPS) RWY 18

WAAS CH <b>53599</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy Idg <b>5500</b> TDZE <b>922</b> Apt Elev <b>922</b>
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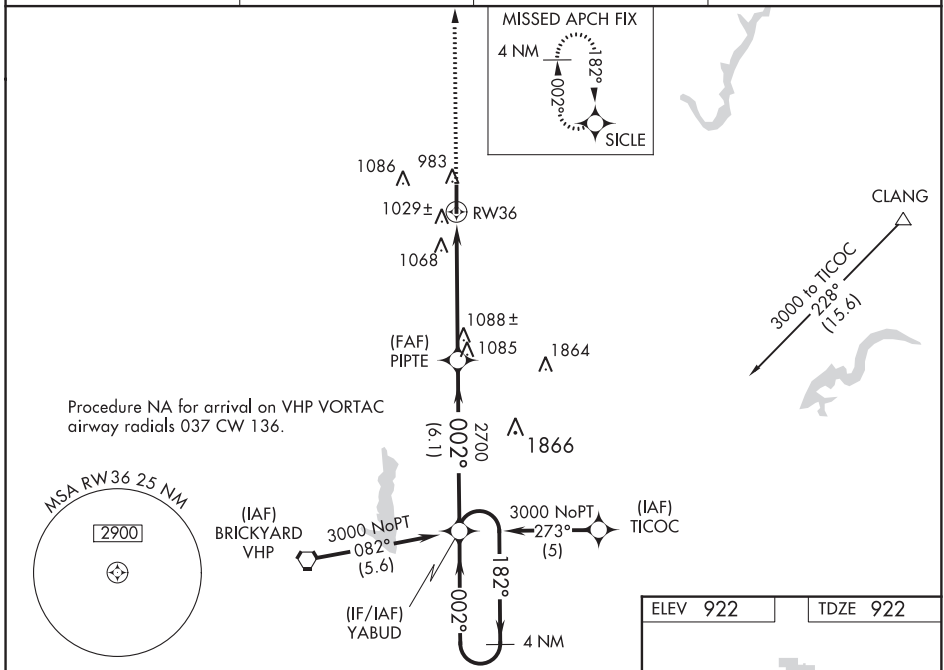
# RNAV (GPS) RWY 36

INDIANAPOLIS EXECUTIVE (TYQ)

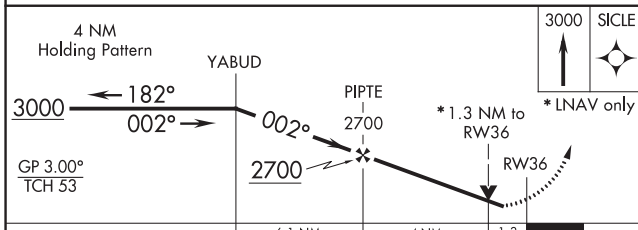
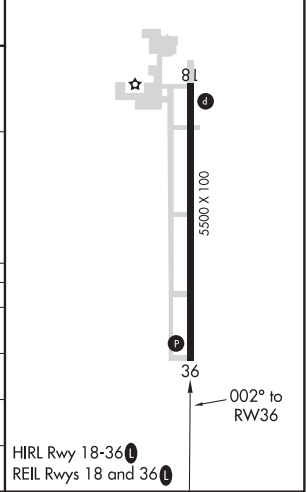
**NA** Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Rwy 36 helicopter visibility reduction below ¾ SM NA. VDP NA with Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 62 feet and all visibilities ¼ mile; increase all MDA 80 feet, and LNAV Cats C/D and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct SICLE and hold.

AWOS-3 <b>120.725</b>	INDIANAPOLIS APP CON <b>124.65 127.15 317.8</b>	GCO <b>121.725</b>	UNICOM <b>123.05 (CTAF)</b>
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ELEV 922	TDZE 922
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CATEGORY	A	B	C	D
LPV DA		1240-1	318 (400-1)	
LNAV/VNAV DA		1299-1¼	377 (400-1¼)	
LNAV MDA	1400-1	478 (500-1)	1400-1¼ 478 (500-1¼)	1400-1½ 478 (500-1½)
CIRCLING	1400-1	478 (500-1)	1400-1½ 478 (500-1½)	1480-2 558 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC VHP <b>116.3</b> Chan <b>110</b>	APP CRS <b>201°</b>	Rwy Idg <b>5500</b> TDZE <b>922</b> Apt Elev <b>922</b>
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# VOR/DME RWY 18

INDIANAPOLIS EXECUTIVE (TYQ)

**▼** Rwy 18 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 80 feet and S-18 Cats C/D visibilities 1/4 mile. VDP NA when using Indianapolis Intl altimeter setting.

**MISSED APPROACH:** Climb to 2700 direct VHP VORTAC and hold.

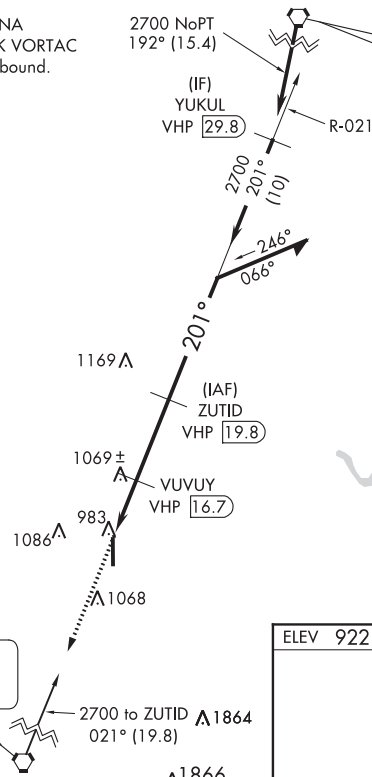
AWOS-3 <b>120.725</b>	INDIANAPOLIS APP CON <b>124.65 127.15 317.8</b>	GCO <b>121.725</b>	UNICOM <b>123.05</b> (CTAF) <b>0</b>
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Procedure NA for arrivals at OKK VORTAC on V305 northbound.

2700 NoPT 192° (15.4)

(IF) YUKUL VHP 29.8

IAF KOKOMO 113.5 OKK Chan 82



**BRICKYARD**  
VHP 116.3  
Chan 110

**MISSED APCH FIX**

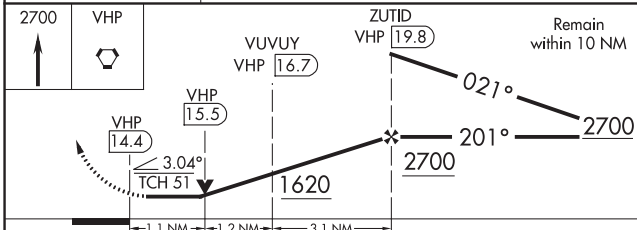
**BRICKYARD**  
116.3 VHP  
Chan 110

2700 to ZUTID 021° (19.8) **1864**

**1866**

ELEV 922	TDZE 922
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201° 5.4 NM from FAF



CATEGORY	A	B	C	D
S-18	1320-1 398 (400-1)		1320-1 1/8 398 (400-1 1/8)	
<b>C</b> CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1400-1 1/2 478 (500-1 1/2)	1480-2 558 (600-2)

HIRL Rwy 18-36 **0**  
REIL Rwy 18 and 36 **0**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

(DAWNN9.DAWNN) 16091  
**DAWNN NINE DEPARTURE**

SL-5438 (FAA)

INDIANAPOLIS EXECUTIVE (TYQ)  
 INDIANAPOLIS, INDIANA

**TOP ALTITUDE:  
 ASSIGNED BY ATC**

AWOS-3  
 120.725  
 INDIANAPOLIS DEP CON  
 124.65 127.15 317.8  
 CTAF  
 123.05

BRICKYARD  
 116.3 VHP  
 Chan 110

TAKEOFF MINIMUMS:  
 Rwy 18, 36: Standard.

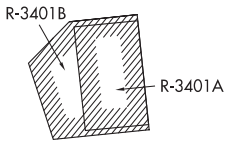
TERRE HAUTE  
 115.3 TTH  
 Chan 100

HOOSIER  
 110.2 OOM  
 Chan 39

R-174  
 (28)  
 SNEVA  
 RADAR

R-113  
 (47)  
 FOYTT  
 RADAR

DAWNN  
 N38°34.10'  
 W86°13.72'  
 15000  
 (For BOWLING GREEN Transition)  
 10000  
 (For LOUISVILLE Transition)



LOUISVILLE  
 114.8 IU  
 Chan 95  
 N38°06.21'-W85°34.65'  
 L-26-27, H-5-10

BOWLING GREEN  
 117.9 BWG  
 Chan 126  
 N36°55.72'-W86°26.61'  
 L-16, H-5-6-9

MYSTIC  
 108.2 MYS  
 L-16, H-5-10  
 N37°53.64'-W86°14.67'

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

**DAWNN NINE DEPARTURE**  
 (DAWNN9.DAWNN) 31MAR16

INDIANAPOLIS, INDIANA  
 INDIANAPOLIS EXECUTIVE (TYQ)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



(DAWNN9.DAWNN) 16091

DAWNN NINE DEPARTURE

SL-5438 (FAA)

INDIANAPOLIS EXECUTIVE (TYQ)

INDIANAPOLIS, INDIANA



## DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOWLING GREEN TRANSITION (DAWNN9.BWG): From over DAWNN INT on BWG R-004 to BWG VORTAC.

LOUISVILLE TRANSITION (DAWNN9.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.

MYSTIC TRANSITION (DAWNN9.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

TAKEOFF OBSTACLE NOTES:

Rwy 18: Tree 1870' from DER, 524' left of centerline, 52' AGL/971' MSL.

Rwy 36: Poles 1115' from DER, 321' left of centerline, 33' AGL/958' MSL.

Multiple trees beginning 1257' from DER, 320' right of centerline, up to 80' AGL/999' MSL.

Multiple trees beginning 2266' from DER, left and right of centerline, up to 126' AGL/1035' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

DAWNN NINE DEPARTURE

(DAWNN9.DAWNN) 31MAR16

INDIANAPOLIS, INDIANA  
INDIANAPOLIS EXECUTIVE (TYQ)

AWOS-3  
120.725  
INDIANAPOLIS DEP CON  
124.65 127.15 317.8  
CTAF  
123.05

**TOP ALTITUDE:  
ASSIGNED BY ATC**

BRICKYARD  
116.3 VHP  
Chan 110

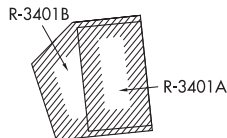
TAKEOFF MINIMUMS:  
Rwys 18, 36: Standard.

HOOSIER  
110.2 OOM  
Chan 39  
N39°08.63'-W86°36.78'  
L-27

**TAKEOFF OBSTACLE NOTES**

Rwy 18: Tree 1870' from DER, 524' left of centerline, 52' AGL/971' MSL.  
Rwy 36: Poles 1115' from DER, 321' left of centerline, 33' AGL/958' MSL. Multiple trees beginning 1257' from DER, 320' right of centerline, up to 80' AGL/999' MSL. Multiple trees beginning 2266' from DER, left and right of centerline, up to 126' AGL/1035' MSL.

WEGEE  
N38°30.83'  
W86°59.25'



**DEPARTURE ROUTE DESCRIPTION**

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS:  
Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM4.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

(MAREO4.MAREO) 16091

# MAREO FOUR DEPARTURE

SL-5438 (FAA)

INDIANAPOLIS EXECUTIVE (TYQ)

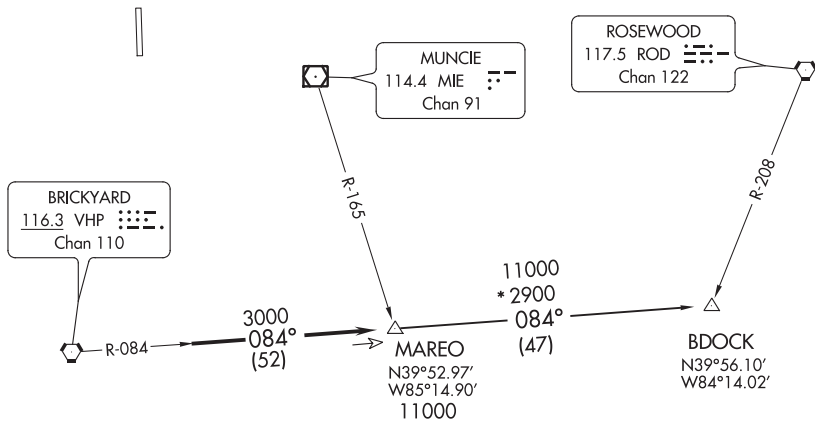
INDIANAPOLIS, INDIANA

AWOS-3  
120.725  
INDIANAPOLIS DEP CON  
124.65 127.15 317.8  
CTAF  
123.05

### TAKEOFF MINIMUMS

Rwys 18, 36: Standard.

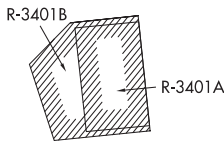
**TOP ALTITUDE:  
ASSIGNED BY ATC**



### TAKEOFF OBSTACLE NOTES:

- Rwy 18: Tree 1870' from DER, 524' left of centerline, 52' AGL/971' MSL.
- Rwy 36: Poles 1115' from DER, 321' left of centerline, 33' AGL/958' MSL.
- Multiple trees beginning 1257' from DER, 320' right of centerline, up to 80' AGL/999' MSL. Multiple trees beginning 2266' from DER, left and right of centerline, up to 126' AGL/1035' MSL.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.



### DEPARTURE ROUTE DESCRIPTION

**DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS:** Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**BDOCK TRANSITION (MAREO4.BDOCK):** From over MAREO INT via VHP R-084 to BDOCK INT.

# MAREO FOUR DEPARTURE

(MAREO4.MAREO) 31MAR16

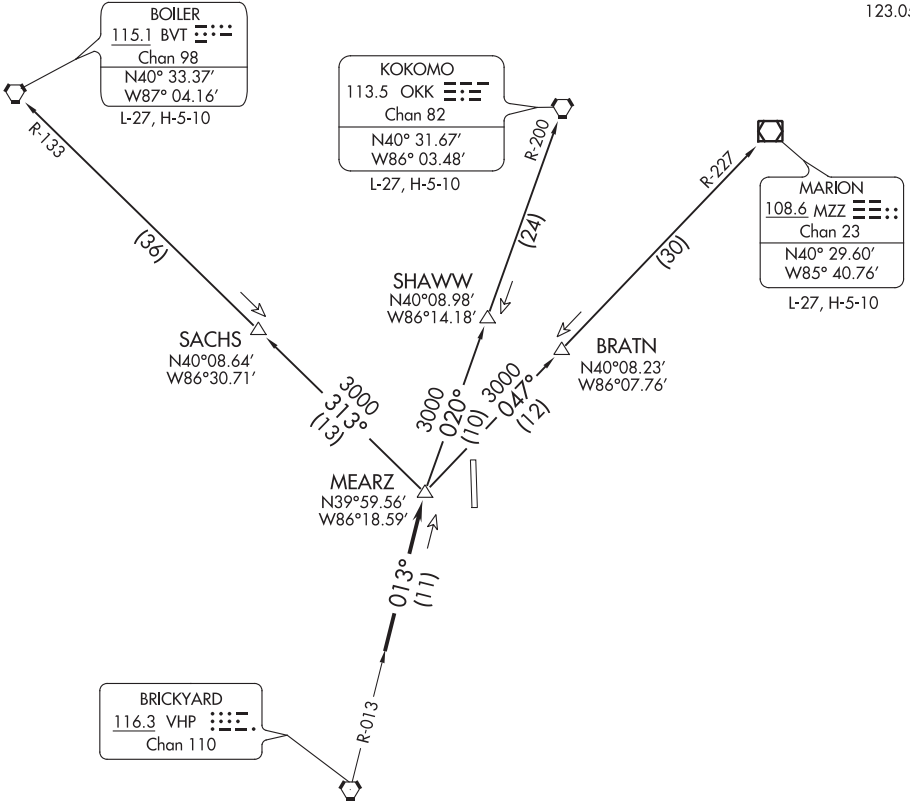
INDIANAPOLIS, INDIANA  
INDIANAPOLIS EXECUTIVE (TYQ)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:  
 ASSIGNED BY ATC**

AWOS-3  
 120.725  
 INDIANAPOLIS DEP CON  
 124.65 127.15 317.8  
 CTAF  
 123.05



EC-2, 10 NOV 2016 to 05 JAN 2017

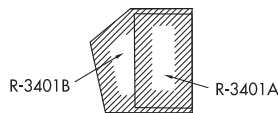
EC-2, 10 NOV 2016 to 05 JAN 2017

**TAKEOFF MINIMUMS**

Rwys 18, 36: Standard.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)



NOTE: Chart not to scale.



### DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-013 to MEARZ INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ4.BVT): From over MEARZ INT via BVT R-133 to BVT VORTAC.

KOKOMO TRANSITION (MEARZ4.OKK): From over MEARZ INT via OKK R-200 to OKK VORTAC.

MARION TRANSITION (MEARZ4.MZZ): From over MEARZ INT via MZZ R-227 to MZZ VOR/DME.

### TAKEOFF OBSTACLE NOTES

Rwy 18: Tree 1870' from DER, 524' left of centerline, 52' AGL/971' MSL.

Rwy 36: Poles 1115' from DER, 321' left of centerline, 33' AGL/958' MSL.

Multiple trees beginning 1257' from DER, 320' right of centerline, up to 80' AGL/999' MSL.

Multiple trees beginning 2266' from DER, left and right of centerline, up to 126' AGL/1035' MSL.

**(ROCKY9.ROCKY)** 16091  
**ROCKY NINE DEPARTURE**

SL-5438 (FAA)

INDIANAPOLIS EXECUTIVE (TYQ)  
 INDIANAPOLIS, INDIANA

AWOS-3  
 120.725  
 INDIANAPOLIS DEP CON  
 124.65 127.15 317.8  
 CTAF  
 123.05

**TOP ALTITUDE:  
 ASSIGNED BY ATC**

SPINNER  
 112.7 SPI  $\dashv\vdash\vdash\vdash$   
 Chan 74  
 N39°50.38'-W89°40.66'  
 L-27, H-5

BRICKYARD  
 116.3 VHP  $\dashv\vdash\vdash\vdash$   
 Chan 110

TERRE HAUTE  
 115.3 TTH  $\dashv\vdash\vdash\vdash$   
 Chan 100  
 N39°29.34'-W87°14.94'

V14-50  
 2700  
 244°  
 (45)

7000  
 \*3100  
 292°  
 (42)  
 R-112

5000  
 273°  
 (74)  
 R-273

R-244

ROCKY  
 N39°35.28'  
 W88°50.01'  
 10000

(For ST LOUIS Transition only)

TAKEOFF MINIMUMS  
 Rwy 18, 36: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 18: Tree 1870' from DER, 524' left of centerline, 52' AGL/971' MSL.  
 Rwy 36: Poles 1115' from DER, 321' left of centerline, 33' AGL/958' MSL.  
 Multiple trees beginning 1257' from DER, 320' right of centerline,  
 up to 80' AGL/999' MSL. Multiple trees beginning 2266' from DER,  
 left and right of centerline, up to 126' AGL/1035' MSL.

ST LOUIS  
 117.4 STL  $\dashv\vdash\vdash\vdash$   
 Chan 121  
 N38°51.64'-W90°28.94'  
 L-27, H-5

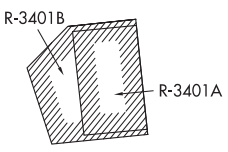
R-059

10000  
 \*2300  
 239°  
 (88)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY9.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.  
ST LOUIS TRANSITION (ROCKY9.STL): From over ROCKY INT on STL R-059 to STL VORTAC.

**ROCKY NINE DEPARTURE**  
**(ROCKY9.ROCKY)** 31MAR16

INDIANAPOLIS, INDIANA  
 INDIANAPOLIS EXECUTIVE (TYQ)

LOC/DME I-IND <b>111.75</b> Chan 54 (Y)	APP CRS <b>050°</b>	Rwy Idg <b>11200</b> TDZE <b>747</b> Apt Elev <b>796</b>
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# ILS or LOC RWY 5L

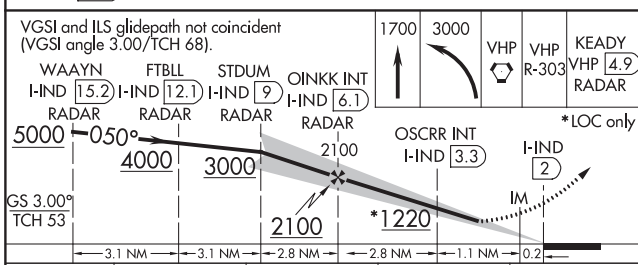
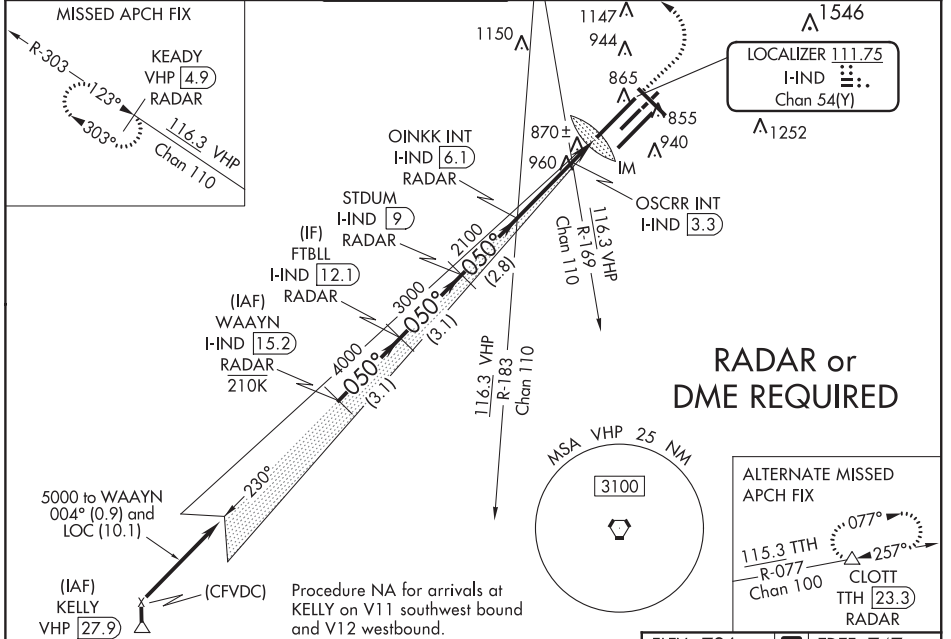
INDIANAPOLIS INTL (IND)

**⚠** Simultaneous approach authorized. DME or RADAR required. For inop ALS, increase S-LOC 5L Cat C/D visibility to 1 1/2 SM. OSCRR fix minimums: For inop ALS, increase S-LOC 5L Cat C/D visibility to RVR 5500.

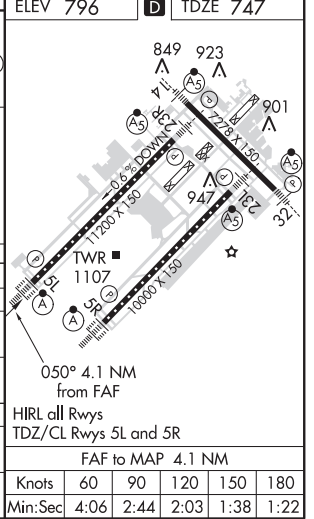
**ALS-F-2**  
A

**MISSED APPROACH:** Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC then on VHP VORTAC R-303 to KEADY/VHP 4.9 DME/RADAR and hold.

ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 5L	947/18 200 (200-1/2)			
S-LOC 5L	1220/24	473 (500-1/2)	1220/50	473 (500-1)
CIRCLING	1420-1	624 (700-1)	1420-1 3/4 624 (700-1 3/4)	1560-2 1/2 764 (800-2 1/2)
OSCRR FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)				
S-LOC 5L	1120/24	373 (400-1/2)	1120/35	373 (400-3/4)
CIRCLING	1420-1	624 (700-1)	1420-1 3/4 624 (700-1 3/4)	1560-2 1/2 764 (800-2 1/2)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





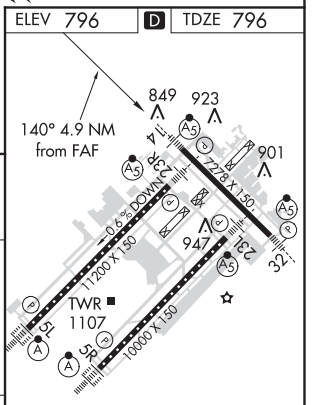
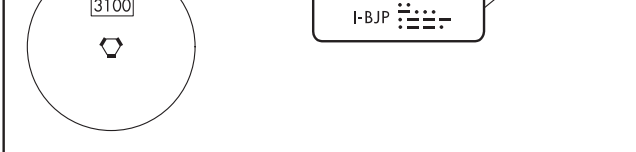
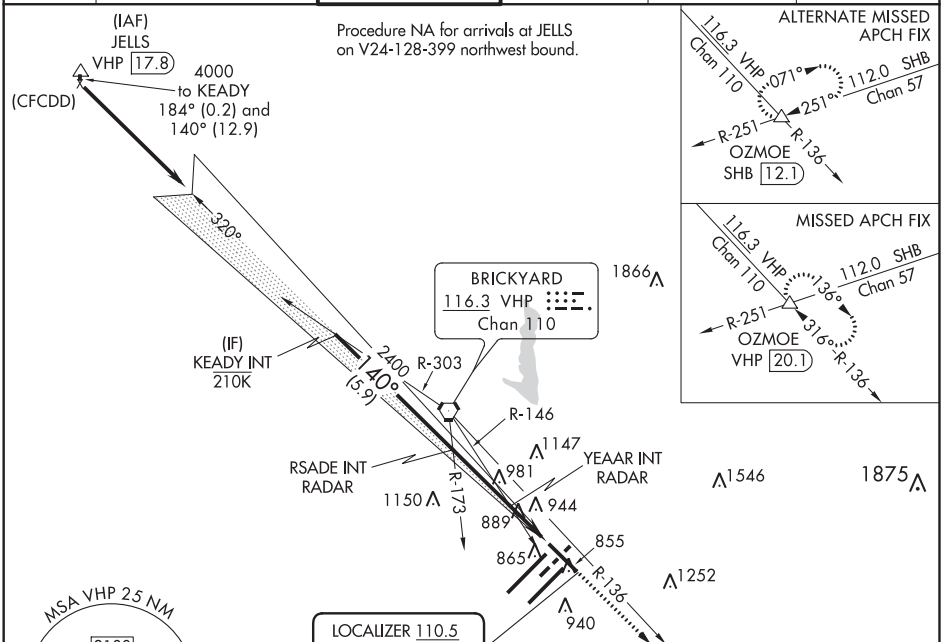
LOC I-BJP <b>110.5</b>	APP CRS <b>140°</b>	Rwy Idg <b>7278</b> TDZE <b>796</b> Aprt Elev <b>796</b>
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# ILS or LOC RWY 14

INDIANAPOLIS INTL (IND)

<b>⚠</b> #RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR	MISSED APPROACH: Climb to 3000 on VHP VORTAC R-136 to OZMOE INT/VHP 20.1 DME and hold.
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ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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CATEGORY	A	B	C	D
S-ILS 14#	996/24 200 (200-½)			
S-LOC 14	1140/24 344 (400-½)	1140/30 344 (400-¾)		
CIRCLING	1420-1 624 (700-1)		1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)
HIRL all Rwys				
TDZ/CL Rwy 5L and 5R				
FAF to MAP 4.9 NM				
Knots	60	90	120	150 180
Min:Sec	4:54	3:16	2:27	1:58 1:38

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-FVJ <b>111.15</b> Chan <b>48 (Y)</b>	APP CRS <b>230°</b>	Rwy Idg <b>10000</b> TDZE <b>790</b> Apt Elev <b>796</b>
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# ILS or LOC RWY 23L

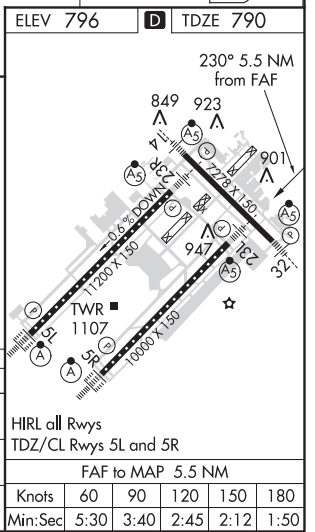
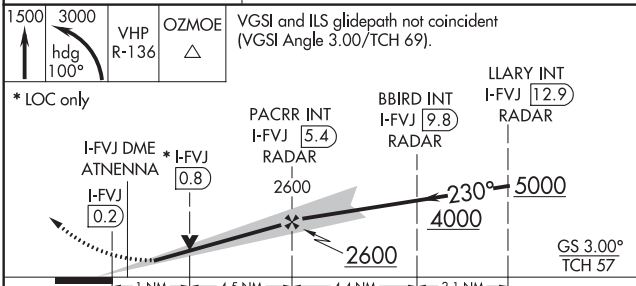
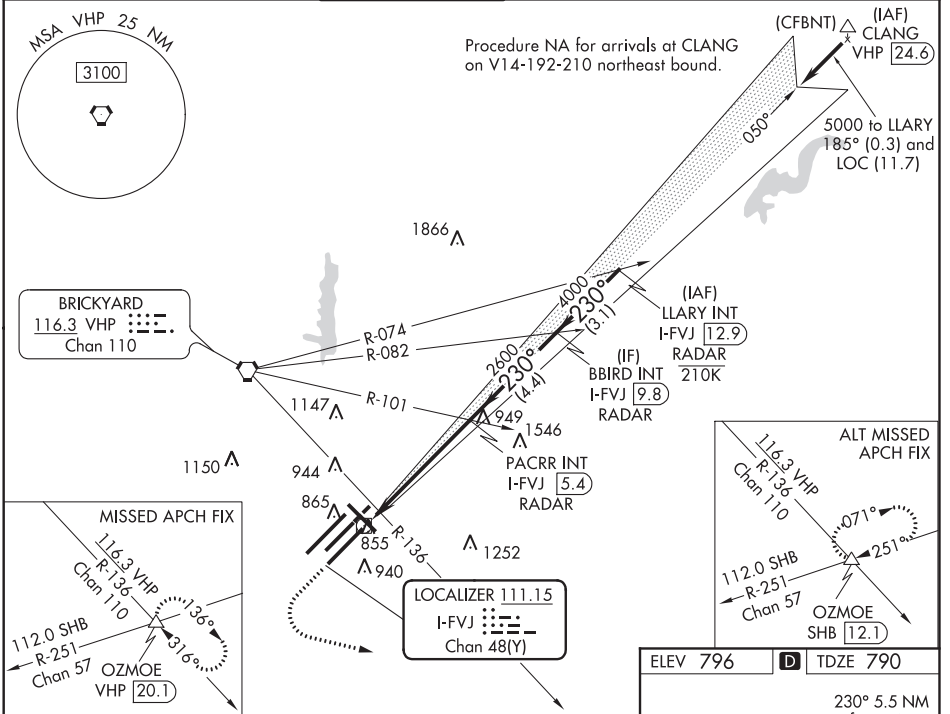
INDIANAPOLIS INTL (IND)

**Simultaneous approach authorized.**  
**\*\*RVR 1800 authorized with use of FD or AP or HUD to DA.**

**MALSR**

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 on heading 100° and on VHP VORTAC R-136 to OZMOE/VHP 20.1 DME and hold.

ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
-----------------------	--	----------------------------------	-------------------------	---------------------------------	-------



CATEGORY	A	B	C	D
S-ILS 23L	** 990/24		200 (200-½)	
S-LOC 23L	1180/24	390 (400-½)	1180/35	390 (400-¾)
<b>C</b> CIRCLING	1420-1	624 (700-1)	1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-UZK <b>111.75</b> Chan 54 (Y)	APP CRS <b>230°</b>	Rwy Idg <b>11200</b> TDZE <b>783</b> Apt Elev <b>796</b>
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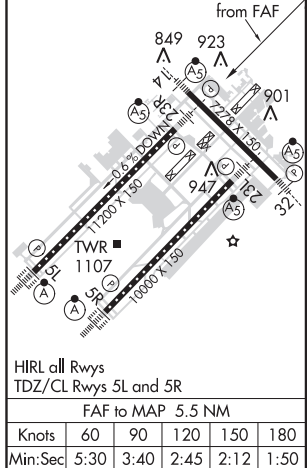
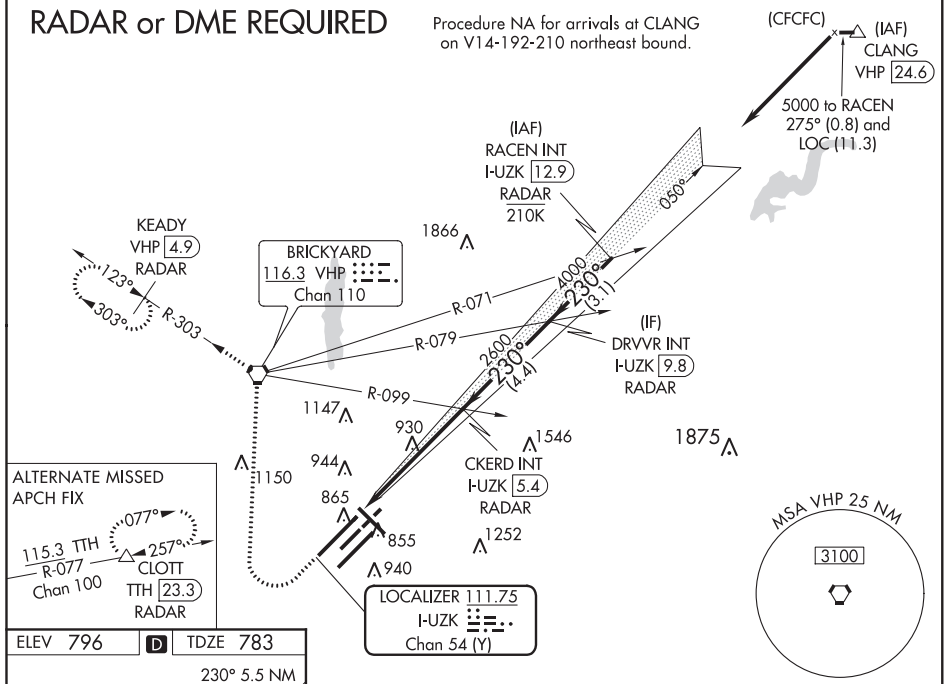
# ILS or LOC RWY 23R

INDIANAPOLIS INTL (IND)

▼ DME or RADAR required. ▲ Simultaneous approach authorized. ▲ # RVR 1800 authorized with the use of FD or AP or HUD to DA.		MALSRL 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and on VHP R-303 to KEADY/VHP 4.9 DME/RADAR and hold.		
ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC

## RADAR or DME REQUIRED

Procedure NA for arrivals at CLANG on V14-192-210 northeast bound.



ELEV 796	D	TDZE 783	1500 3000 VHP R-303 KEADY VHP [4.9] RADAR VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).	
*LOC only. I-UZK DME ANTENNA I-UZK [0.2] *I-UZK [0.9] I-UZK [5.4] RADAR CKERD INT I-UZK [5.4] RADAR DRVVR INT I-UZK [9.8] RADAR RACEN INT I-UZK [12.9] RADAR		230° 5000 GS 3.00° TCH 55		
-1 NM - 4.5 NM - 4.4 NM - 3.1 NM				
CATEGORY	A	B	C	D
S-ILS 23R	# 983/24 200 (200-½)			
S-LOC 23R	1180/24	397 (400-½)	1180/35	397 (400-¾)
CIRCLING	1420-1	624 (700-1)	1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOC I-COA <b>110.5</b>	APP CRS <b>320°</b>	Rwy Idg <b>7278</b> TDZE <b>793</b> Apt Elev <b>796</b>
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# ILS or LOC RWY 32

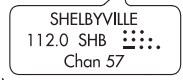
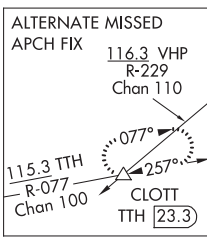
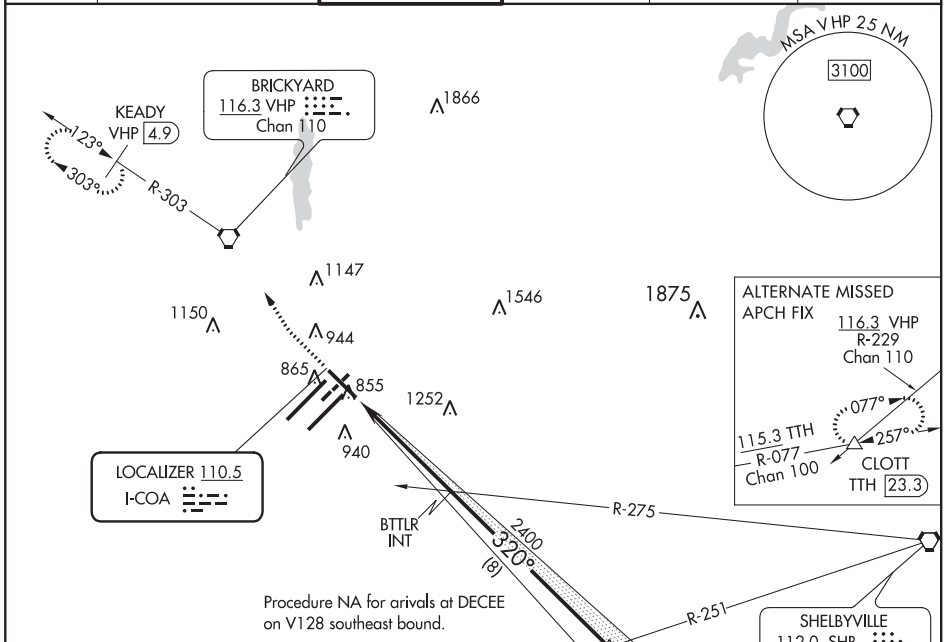
INDIANAPOLIS INTL (IND)

**▼** DME required.  
**▲** #RVR 1800 authorized with the use of FD or AP or HUD to DA.

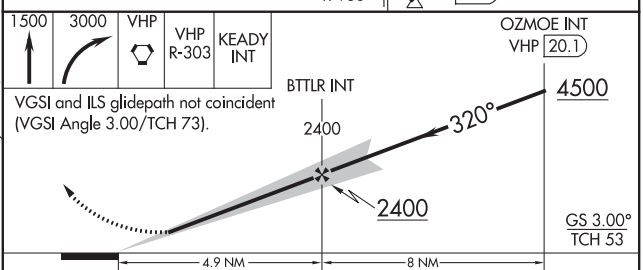
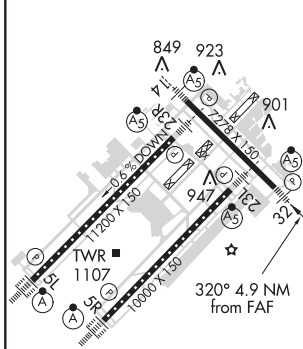
MALS R

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and on VHP R-303 to KEADY/VHP 4.9 DME and hold.

ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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ELEV 796	<b>D</b>	TDZE 793
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HIRL all Rwys TDZ/CL Rwys 5L and 5R FAF to MAP 4.9 NM	1500	3000	VHP	VHP R-303	KEADY INT	OZMOE INT VHP 20.1
Knots	60	90	120	150	180	
Min:Sec	4:54	3:16	2:27	1:58	1:38	
<b>C</b> CIRCLING	1420-1	624 (700-1)				
S-ILS 32#	993/24		200 (200-1/2)			
S-LOC 32	1280/24	487 (500-1/2)	1280/50	487 (500-1)		
	1420-1 3/4	624 (700-1 3/4)	1560-2 1/2	763 (800-2 1/2)		

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

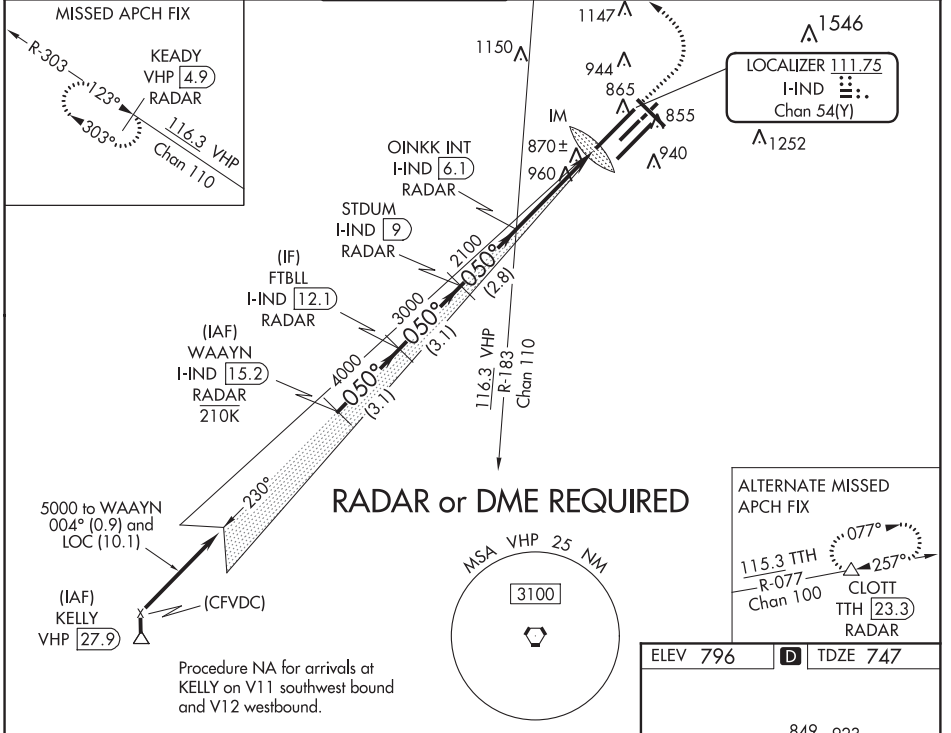
LOC/DME I-IND <b>111.75</b> Chan <b>54 (Y)</b>	APP CRS <b>050°</b>	Rwy Idg <b>11200</b> TDZE <b>747</b> Apt Elev <b>796</b>
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# ILS RWY 5L (SA CAT I)

INDIANAPOLIS INTL (IND)

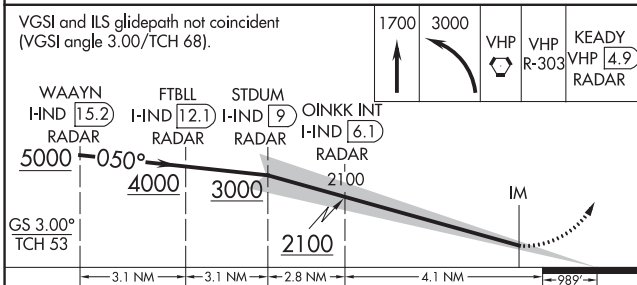
<b>⚠</b> Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME or RADAR required.	ALS-F-2 	MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC then on VHP VORTAC R-303 to KEADY/VHP 4.9 DME/RADAR and hold.
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ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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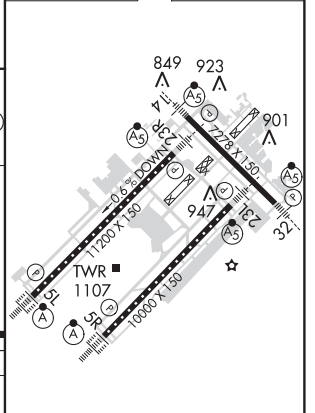


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 796	<b>D</b> TDZE 747
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CATEGORY	A	B	C	D
S-ILS 5L	RA 178/14 150 DA 897			

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwws  
TDZ/CL Rwws 5L and 5R

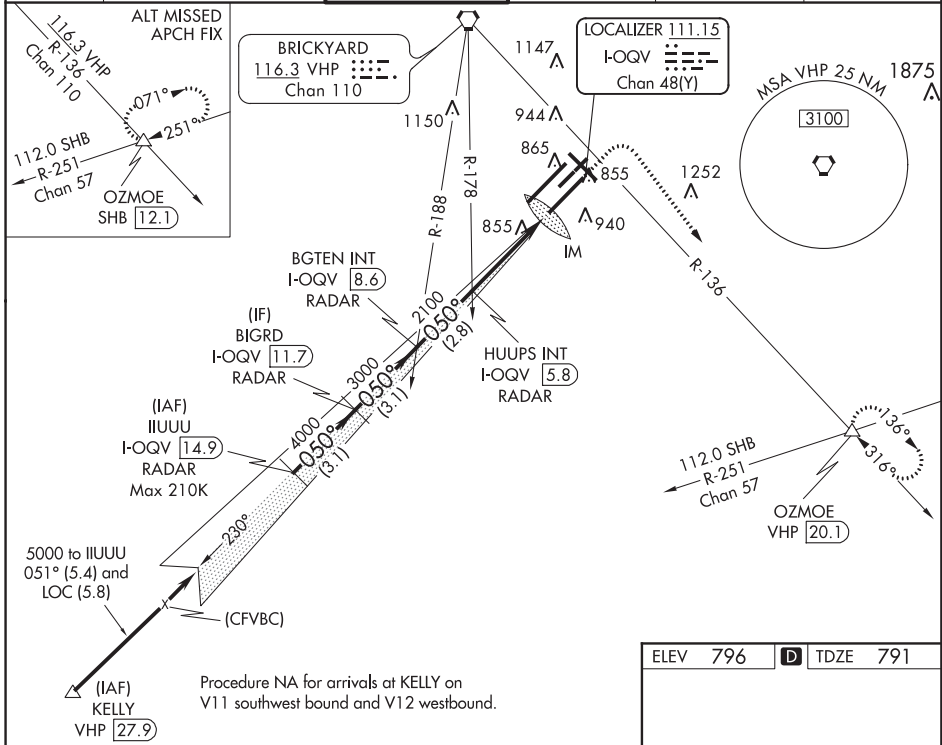
LOC/DME I-QQV <b>111.15</b> Chan 48(Y)	APP CRS <b>050°</b>	Rwy Ldg <b>10000</b>
		TDZE <b>791</b>
		Apt Elev <b>796</b>

# ILS RWY 5R (SA CAT I)

INDIANAPOLIS INTL (IND)

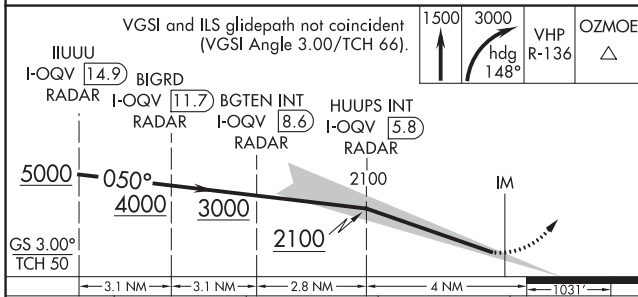
<b>⚠</b> DME or RADAR required. Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALS-F-2 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 148° and on VHP VORTAC R-136 to OZMOE INT/VHP 20.1 DME and hold.
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ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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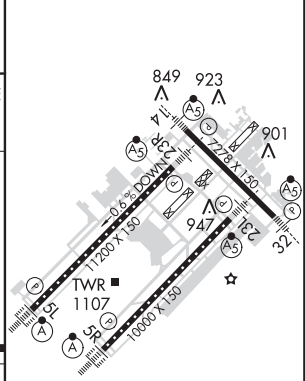


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 796	<b>D</b> TDZE 791
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CATEGORY	A	B	C	D
S-ILS 5R		RA 163/14	150 DA 941	

## SA CATEGORY I ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwws  
TDZ/CL Rwws 5L and 5R

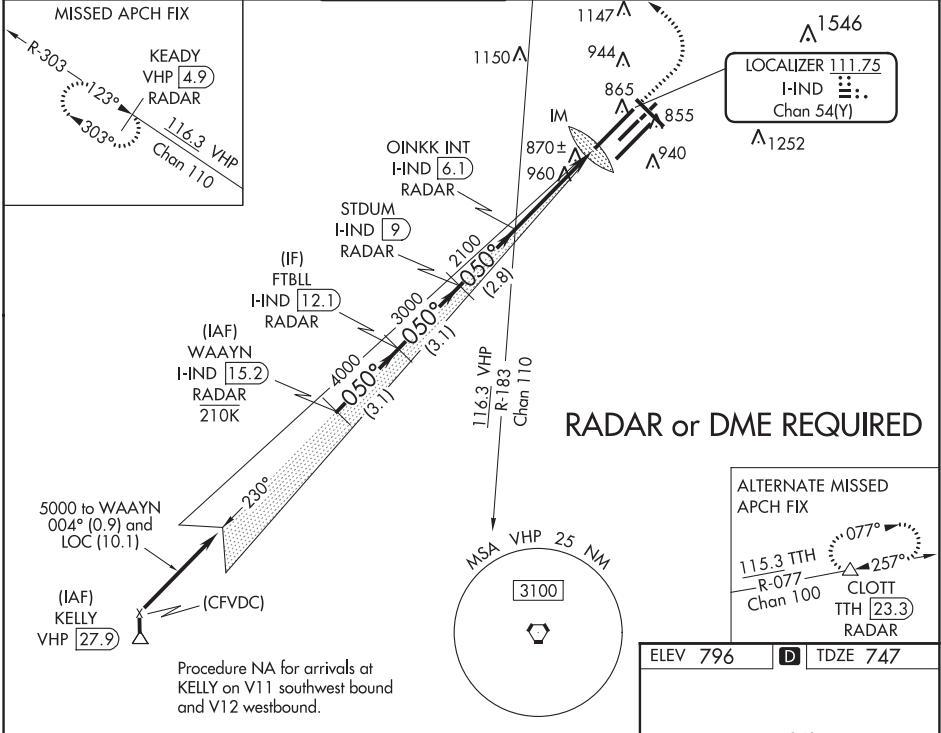
LOC/DME I-IND <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>050°</b>	Rwy Idg <b>11200</b> TDZE <b>747</b> Apt Elev <b>796</b>
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# ILS RWY 5L (CAT II & III)

INDIANAPOLIS INTL (IND)

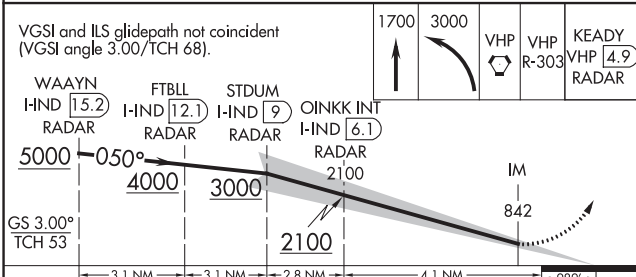
⚠ Simultaneous approach authorized.  
CAT III: Localizer not suitable for electronic rollout guidance. DME or RADAR required.
ALSF-2
MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC then on VHP VORTAC R-303 to KEADY/VHP 4.9 DME/RADAR and hold.

ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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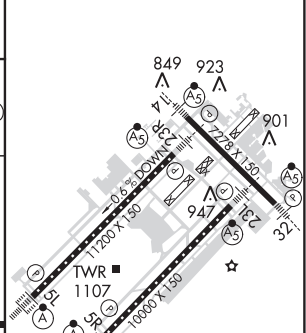


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 796	<b>D</b> TDZE 747
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CATEGORY	A	B	C	D
S-ILS 5L	CAT II RA 113/12 100 DA 847			
S-ILS 5L	CAT III RVR 06			

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

HIRL all Rwws  
TDZ/CL Rwws 5L and 5R

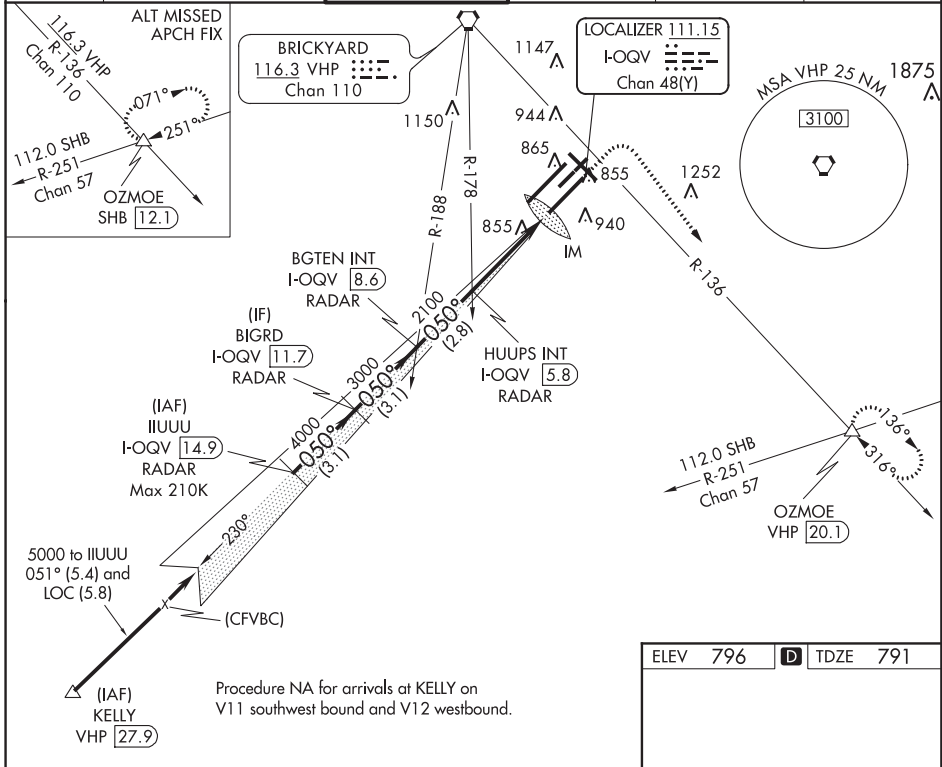
LOC/DME I-QOVV <b>111.15</b> Chan 48(Y)	APP CRS <b>050°</b>	Rwy Idg TDZE Apt Elev	<b>10000</b> <b>791</b> <b>796</b>
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# ILS RWY 5R (CAT II & III)

INDIANAPOLIS INTL (IND)

<p>DME or RADAR required. Simultaneous approach authorized.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 148° and on VHP VORTAC R-136 to OZMOE INT/VHP 20.1 DME and hold.</p>

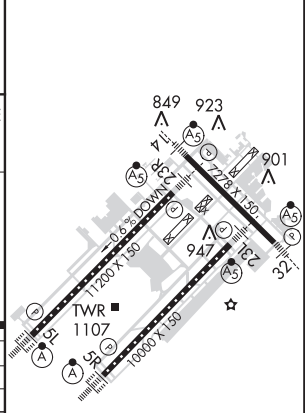
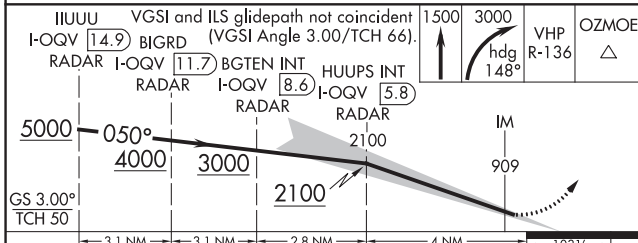
ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 796	<b>D</b> TDZE 791
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CATEGORY	A	B	C	D
S-ILS 5R	CAT II RA 109/12 100 DA 891			
S-ILS 5R	CAT III RVR 06			

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

HIRL all Rwws  
TDZ/CL Rwws 5L and 5R



APP CRS	Rwy Idg	<b>11200</b>
<b>050°</b>	TDZE	<b>747</b>
	Apt Elev	<b>796</b>

# RNAV (RNP) Z RWY 5L

INDIANAPOLIS INTL (IND)

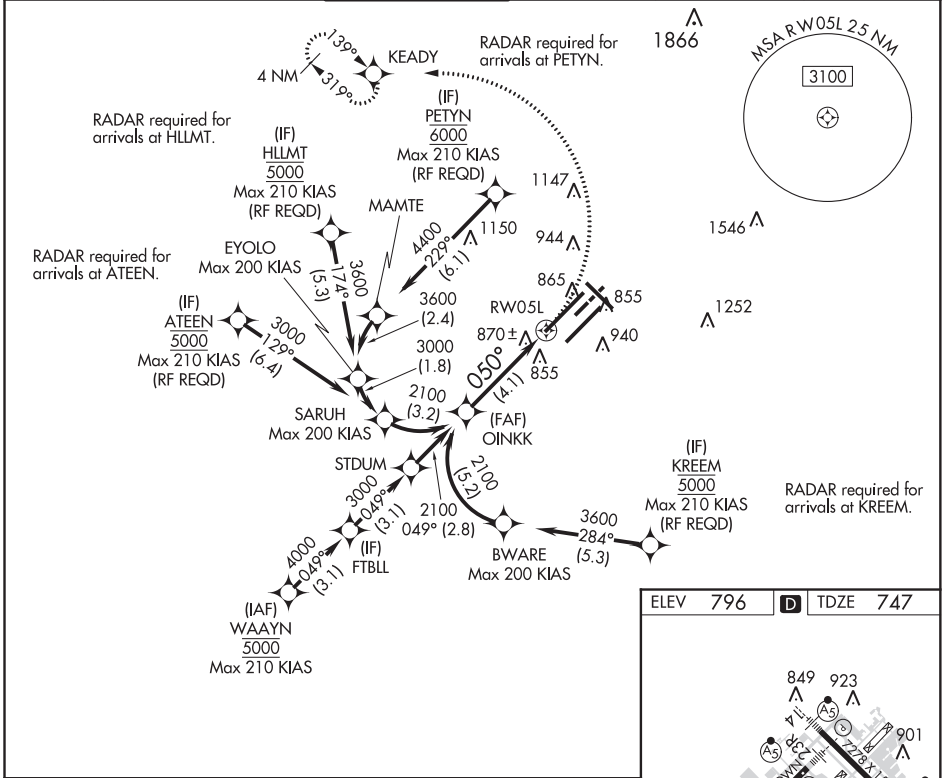
▼ For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized.

ALS-F-2



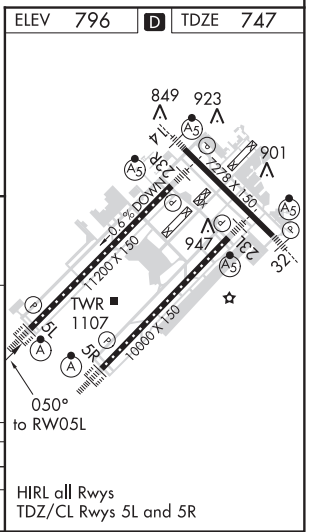
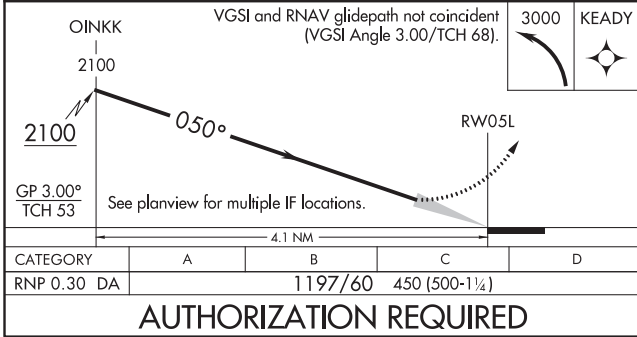
MISSED APPROACH:  
Climbing left turn to 3000 direct KEADY and hold.

ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



APP CRS	Rwy Idg	<b>10000</b>
<b>050°</b>	TDZE	<b>791</b>
	Apt Elev	<b>796</b>

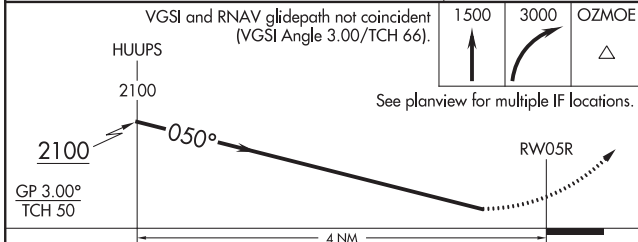
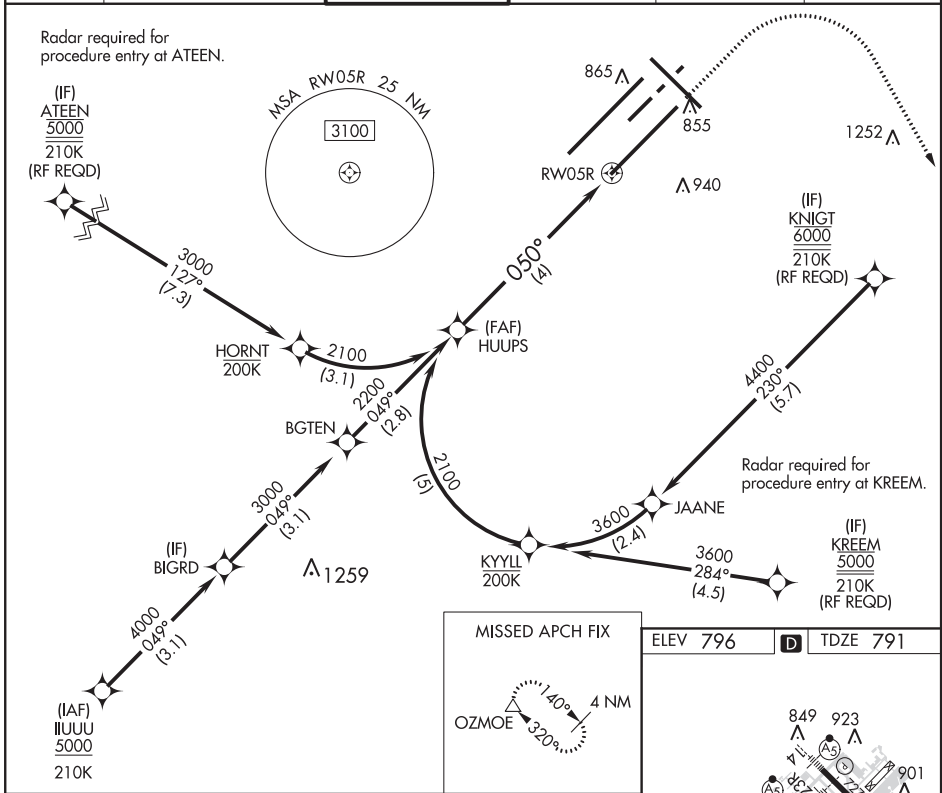
# RNAV (RNP) Z RWY 5R

INDIANAPOLIS INTL (IND)

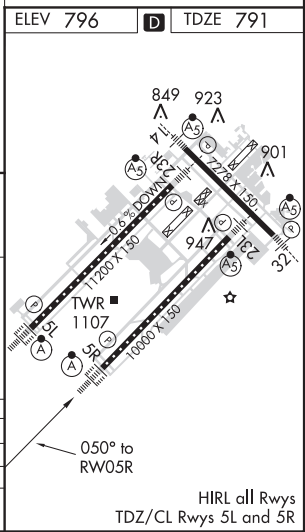
▼ For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized, for arrivals from IUUU only.

ALSF-2 MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OZMOE and hold.

ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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GP 3.00° TCH 50	2100	050°	RW05R
4 NM			
CATEGORY	A	B	C
RNP 0.11 DA		1174/45	383 (400-7/8)
RNP 0.30 DA		1271/60	480 (500-1 1/4)



## AUTHORIZATION REQUIRED

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

INDIANAPOLIS, INDIANA

AL-203 (FAA)

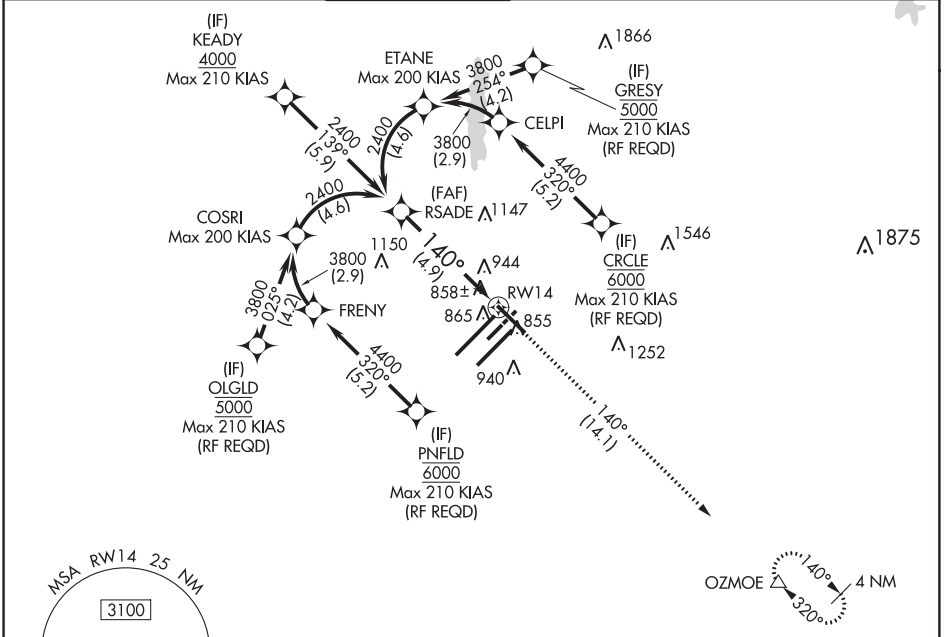
16315

APP CRS	Rwy ldg	<b>7278</b>
<b>140°</b>	TDZE	<b>796</b>
	Apt Elev	<b>796</b>

# RNAV (RNP) Z RWY 14

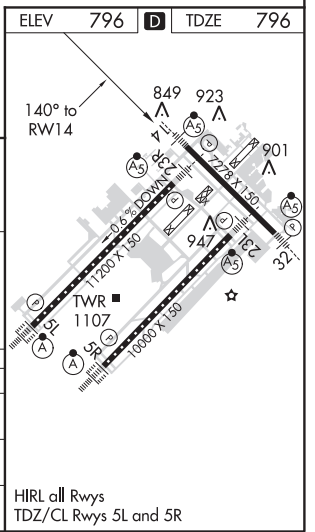
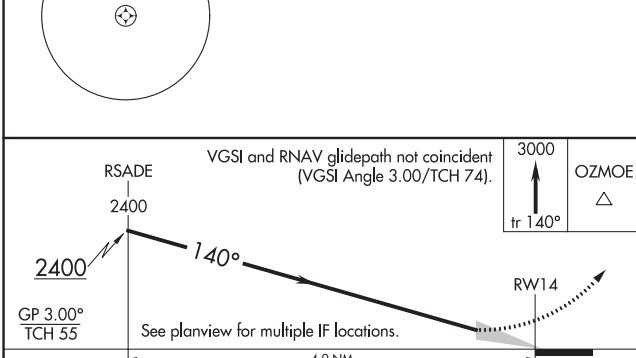
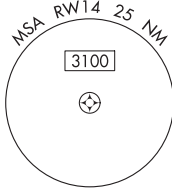
INDIANAPOLIS INTL (IND)

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required.			MALSR 	MISSED APPROACH: Climb to 3000 on track 140° to OZMOE and hold.		
ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC	



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



GP 3.00° TCH 55	See planview for multiple IF locations.			
CATEGORY	A	B	C	D
RNP 0.14 DA	1085/24		289 (300-½)	
RNP 0.30 DA	1180/45		384 (400-¾)	
<b>AUTHORIZATION REQUIRED</b>				

HIRL all Rwws  
TDZ/CL Rwws 5L and 5R

INDIANAPOLIS, INDIANA  
Amdt 2 10NOV16

39°43'N-86°18'W

# INDIANAPOLIS INTL (IND)


## RNAV (RNP) Z RWY 14

# RNAV (RNP) Z RWY 23L

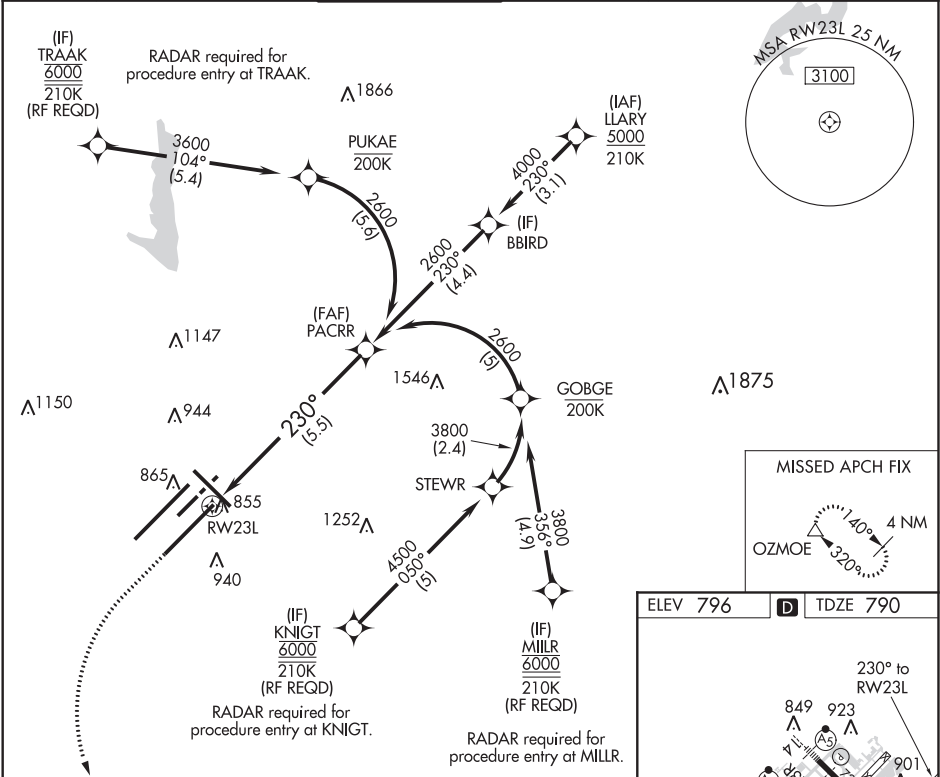
INDIANAPOLIS INTL (IND)


APP CRS	Rwy Idg	<b>10000</b>
<b>230°</b>	TDZE	<b>790</b>
	Apt Elev	<b>796</b>

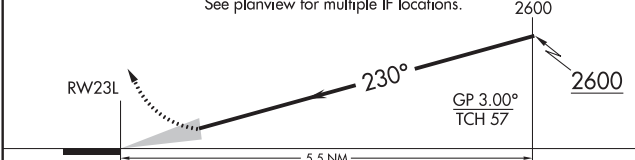
**▽** For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). Simultaneous approach authorized for arrivals from LLARY only. GPS required.

**MALSR**  
  
**MISSED APPROACH:** Climb to 1500, then climbing left turn to 3000 direct OZMOE and hold.

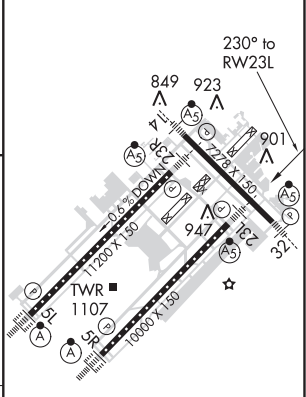
ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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**1500** **3000** **OZMOE**  
  
 VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).  
 See planview for multiple IF locations.



ELEV 796	<b>D</b> TDZE 790
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CATEGORY	A	B	C	D
RNP 0.30 DA	1154/40		364 (400-¾)	

## AUTHORIZATION REQUIRED

HIRL all Rwys  
 TDZ/CL Rwys 5L and 5R

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# RNAV (RNP) Z RWY 23R

INDIANAPOLIS INTL (IND)

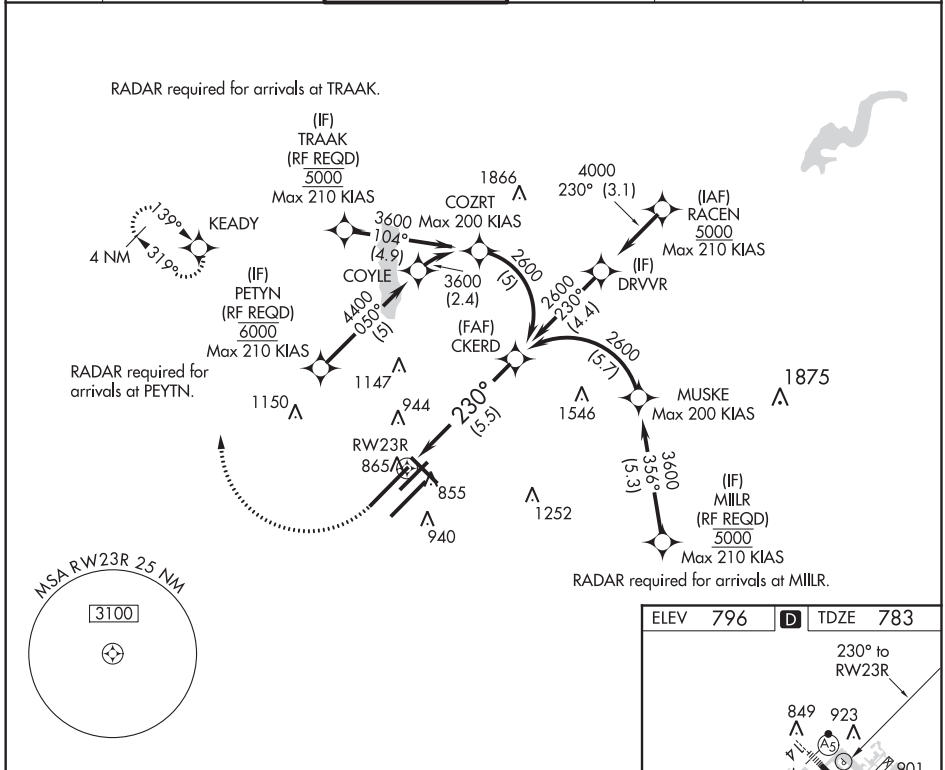
APP CRS <b>230°</b>	Rwy Idg <b>11200</b>
	TDZE <b>783</b>
	Apt Elev <b>796</b>

**▽** For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS Required. For operative ALS, increase RNP 0.15 all Cats visibility to RVR 6000 and increase RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized.

**MALSR**

**MISSED APPROACH:**  
Climb to 1200 then climbing right turn to 3000 direct KEADY and hold.

ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

1200 3000 KEADY See planview for multiple IF locations.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 64).

CATEGORY	A	B	C	D
RNP 0.15 DA		1147/40	364 (400-¾)	
RNP 0.30 DA		1206/50	423 (500-1)	

**AUTHORIZATION REQUIRED**

ELEV 796	<b>D</b> TDZE 783
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HIRL all Rwys  
TDZ/CL Rwys 5L and 5R

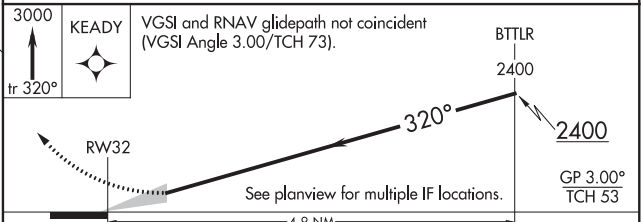
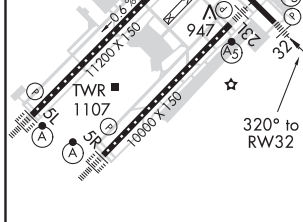
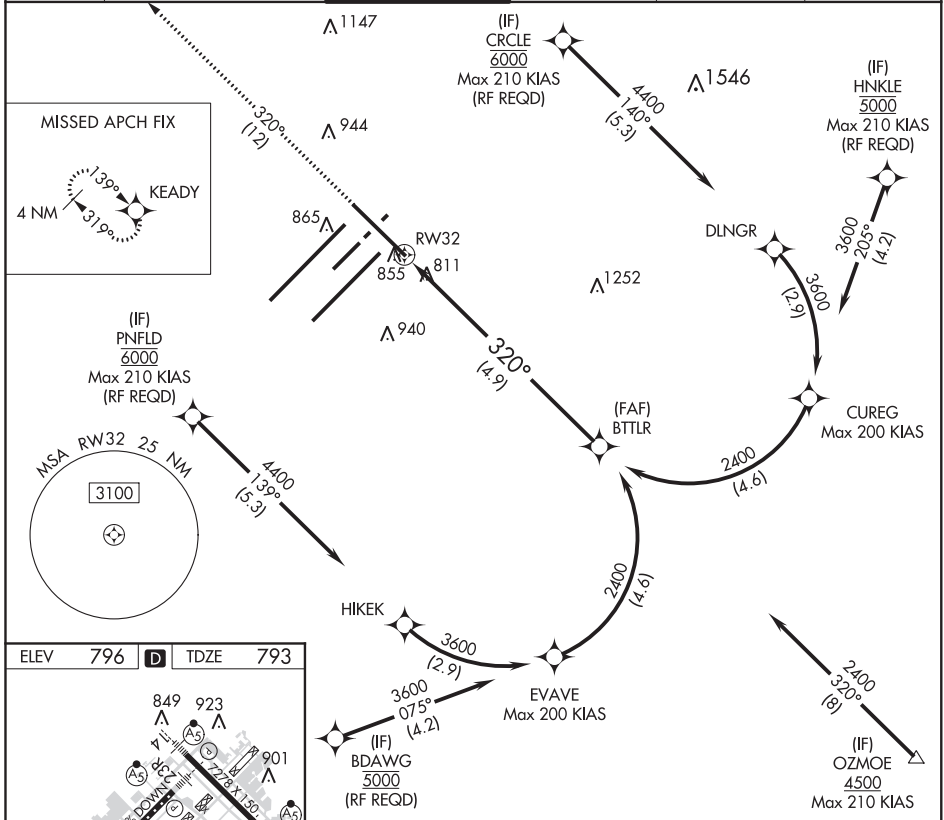
APP CRS	Rwy Idg	<b>7278</b>
<b>320°</b>	TDZE	<b>793</b>
	Apt Elev	<b>796</b>

# RNAV (RNP) Z RWY 32

INDIANAPOLIS INTL (IND)

	For uncompensated Baro-VNAV systems, procedure NA below -18°C (2°F) or above 54°C (130°F). GPS required.	MALSR 	MISSED APPROACH: Climb to 3000 on track 320° to KEADY and hold.
	MISSED APCH FIX 		

ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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CATEGORY	A	B	C	D
RNP 0.19 DA		1134/30	341 (400- $\frac{5}{8}$ )	
RNP 0.30 DA		1196/45	403 (400- $\frac{5}{8}$ )	

HIRL all Rwys  
TDZ/CL Rwys 5L and 5R

**AUTHORIZATION REQUIRED**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>45706</b> <b>W05A</b>	APP CRS <b>050°</b>	Rwy Idg <b>11200</b> TDZE <b>747</b> Apt Elev <b>796</b>
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# RNAV (GPS) Y RWY 5L

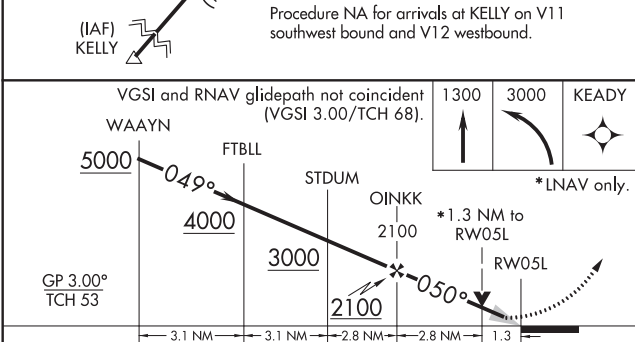
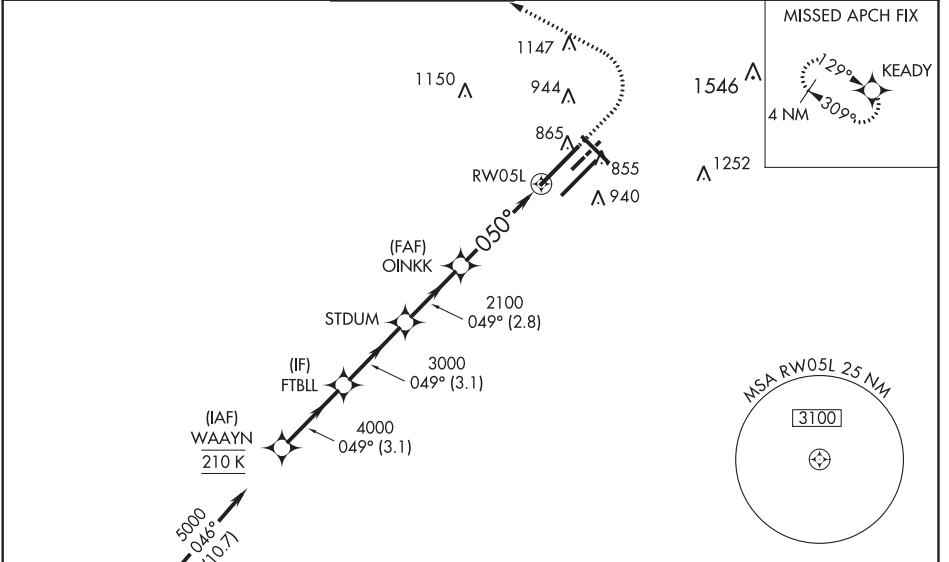
INDIANAPOLIS INTL (IND)

**T** **A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM and increase LNAV Cat C/D visibility to 1¾ SM.

ALS-2

**MISSED APPROACH:**  
Climb to 1300 then climbing left turn to 3000 direct KEADY and hold.

ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	<b>INDY TOWER</b> <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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CATEGORY	A	B	C	D
LPV DA	947/24 200 (200-½)			
LNAV/VNAV DA	1136/45 389 (400-¾)			
LNAV MDA	1220/24 473 (500-½)	1220/50 473 (500-1)		
<b>C</b> CIRCLING	1420-1 624 (700-1)	1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)	

ELEV 796 **D** TDZE 747

HIRL all Rwy  
TDZ/CL Rwy 5L and 5R

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>50306</b> <b>W05B</b>	APP CRS <b>050°</b>	Rwy Idg <b>10000</b> TDZE <b>791</b> Apt Elev <b>796</b>
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# RNAV (GPS) Y RWY 5R

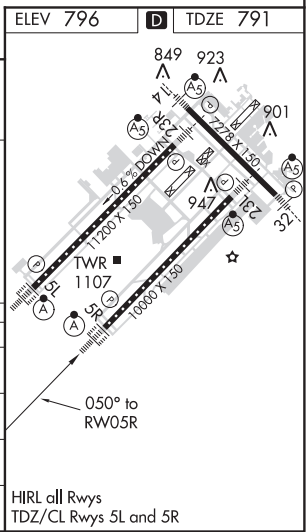
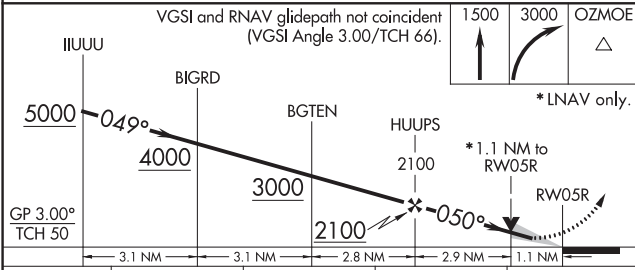
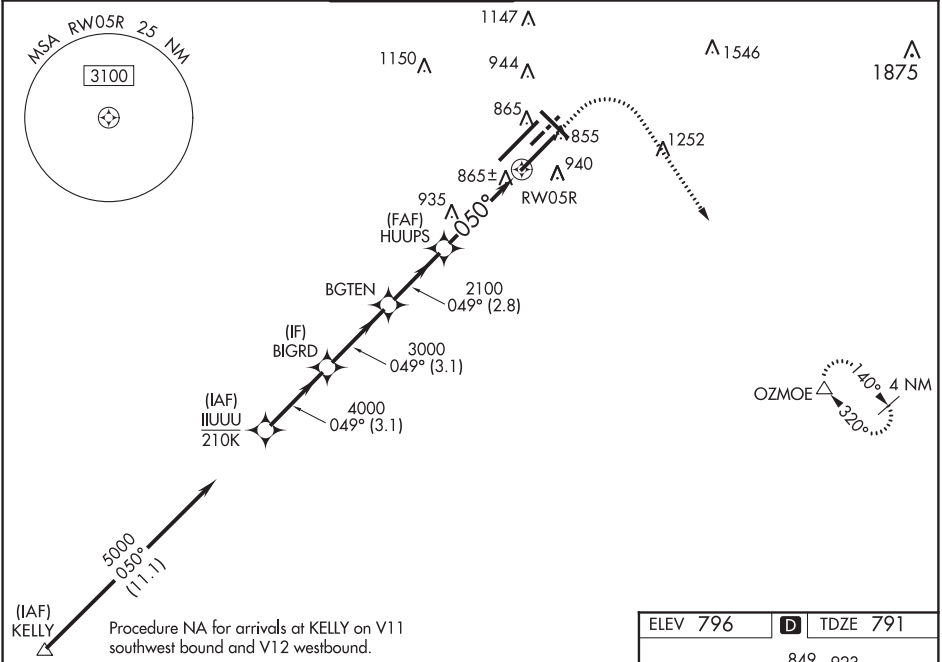
INDIANAPOLIS INTL (IND)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSED APPROACH:  
Climb to 1500 then climbing right turn to 3000 direct OZMOE and hold.

ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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CATEGORY	A	B	C	D
LPV DA		991/24	200 (200-½)	
LNAV/VNAV DA		1172/40	381 (400-¾)	
LNAV MDA	1220/24	429 (500-½)	1220/40	429 (500-¾)
<b>C</b> CIRCLING	1420-1	624 (700-1)	1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)

HIRL all Rwys  
TDZ/CL Rws 5L and 5R

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



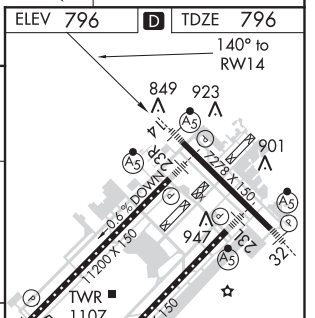
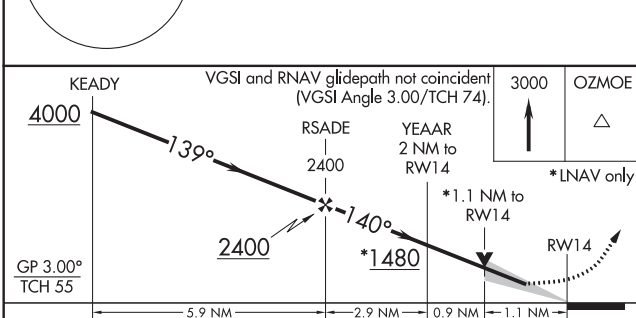
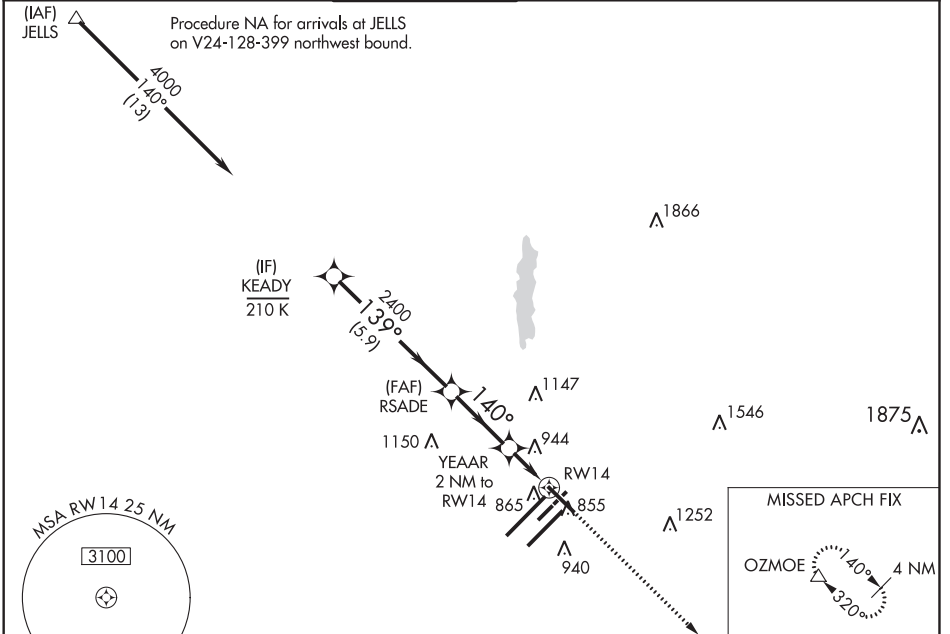
WAAS CH <b>42602</b>	APP CRS <b>140°</b>	Rwy Idg TDZE Apt Elev	<b>7278</b> <b>796</b> <b>796</b>
<b>W14A</b>			

# RNAV (GPS) Y RWY 14

INDIANAPOLIS INTL (IND)

	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3000 direct OZMOE and hold.

ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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CATEGORY	A	B	C	D
LPV DA	996/24		200 (200-½)	
LNAV/VNAV DA	1092/24		296 (300-½)	
LNAV MDA	1200/24	404 (500-½)	1200/40	404 (500-¾)
CIRCLING	1420-1	624 (700-1)	1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)

ELEV 796	TDZE 796
140° to RWY 14 849 923 901 947 944 865 855 940 11200 X 150 10000 X 150 TWR 1107 HIRL all Rwys TDZ/CL Rwys 5L and 5R	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86406</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Idg <b>10000</b> TDZE <b>790</b> Apr Elev <b>796</b>
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# RNAV (GPS) Y RWY 23L

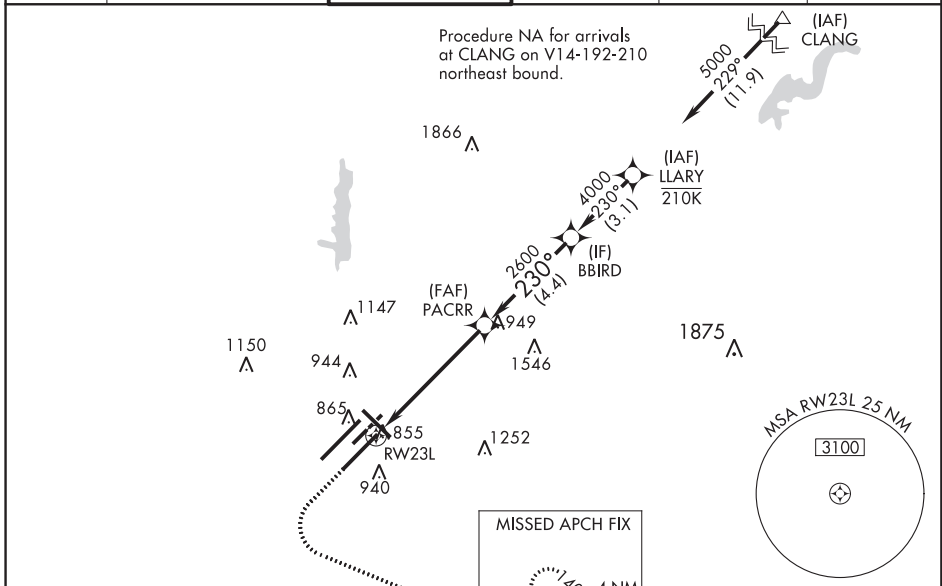
INDIANAPOLIS INTL (IND)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. For inop MALS, increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cats C/D visibility to RVR 5500.

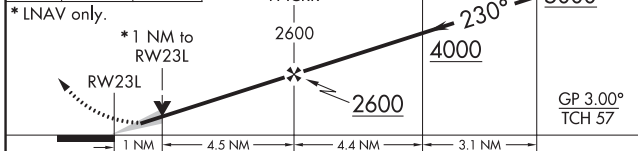
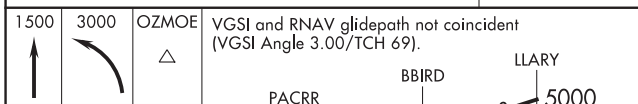
**MALS**  
AS

**MISSED APPROACH:**  
Climb to 1500 then climbing left turn to 3000 direct OZMOE and hold.

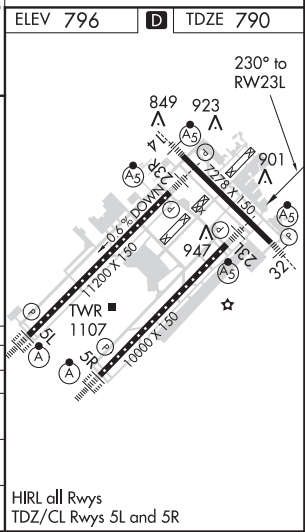
ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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ELEV 796	<b>D</b> TDZE 790
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CATEGORY	A	B	C	D
LPV DA	990/24 200 (200-½)			
LNAV/VNAV DA	1078/24 288 (300-½)			
LNAV MDA	1160/24 370 (400-½)	1160/35 370 (400-¾)		
<b>C</b> CIRCLING	1420-1 624 (700-1)	1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)	



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>77706</b> <b>W23B</b>	APP CRS <b>230°</b>	Rwy Idg <b>11200</b> TDZE <b>783</b> Apt Elev <b>796</b>
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# RNAV (GPS) Y RWY 23R

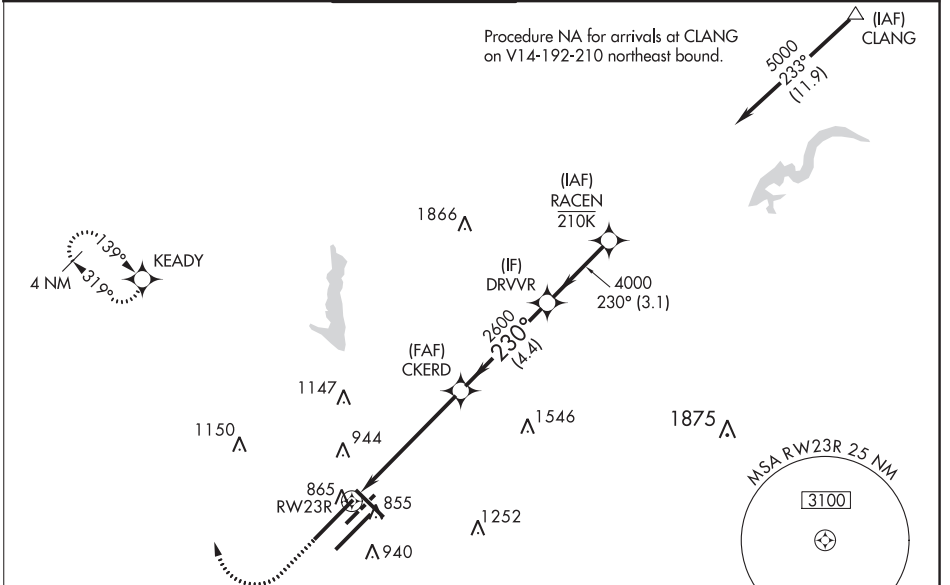
INDIANAPOLIS INTL (IND)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LNAV Cat C/D visibility to RVR 6000. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

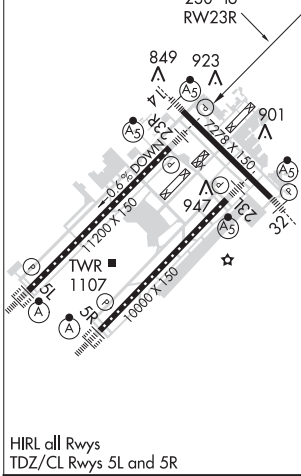
**MALSR**  
Ⓜ

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct KEADY and hold.

ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 257.8</b>	CPDLC
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ELEV 796	<b>D</b>	TDZE 783
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1500	3000	KEADY	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 64).	
*LNAV only		CKERD	DRVVR	RACEN
*1.1 NM to RW23R		2600	4000	5000
RW23R		2600	4000	GP 3.00° TCH 55
1.1 NM		4.4 NM	4.4 NM	3.1 NM
CATEGORY	A	B	C	D
LPV DA	983/24		200 (200-½)	
LNAV/VNAV DA	1165/40		382 (400-¾)	
LNAV MDA	1200/24	417 (500-½)		1200/40 417 (500-¾)
<b>C</b> CIRCLING	1420-1	624 (700-1)		1420-1¾ 624 (700-1¾) 1560-2½ 764 (800-2½)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





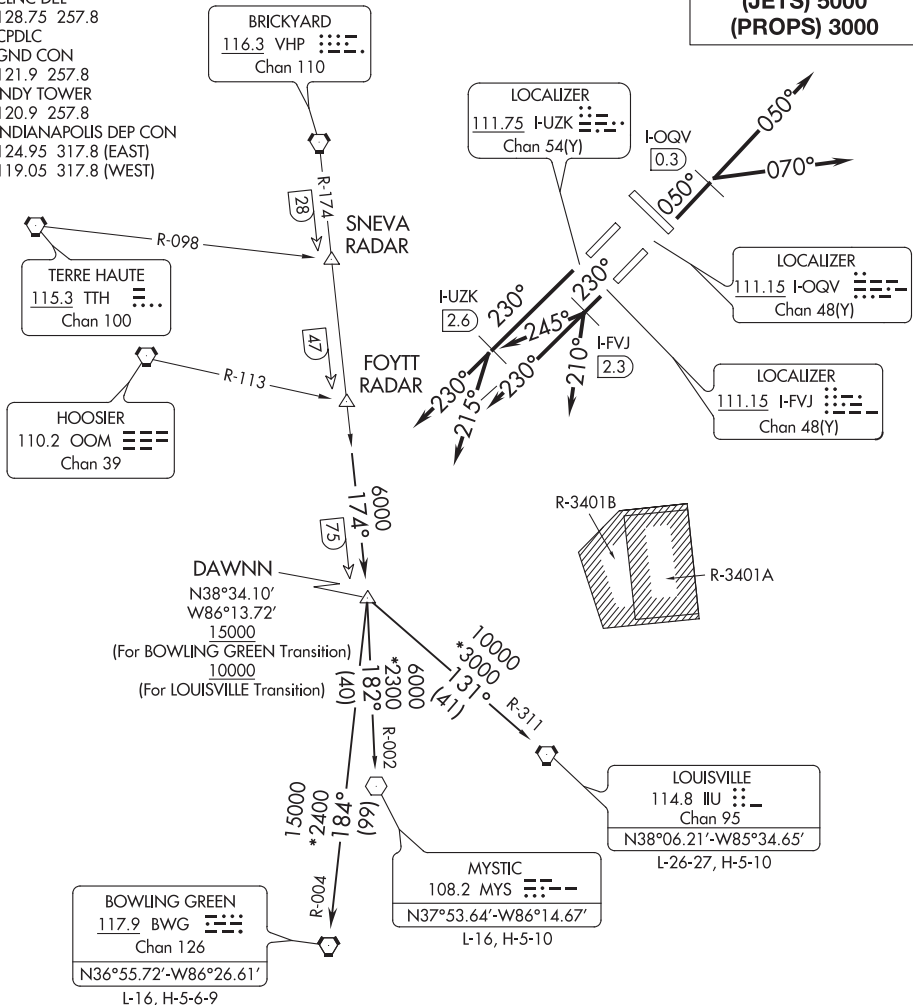
(DAWNN9.DAWNN) 16091  
**DAWNN NINE DEPARTURE**

SL-203 (FAA)

INDIANAPOLIS INTL (IND)  
 INDIANAPOLIS, INDIANA

ATIS 134.25  
 CLNC DEL  
 128.75 257.8  
 CPDLC  
 GND CON  
 121.9 257.8  
 INDY TOWER  
 120.9 257.8  
 INDIANAPOLIS DEP CON  
 124.95 317.8 (EAST)  
 119.05 317.8 (WEST)

**TOP ALTITUDE:**  
**(JETS) 5000**  
**(PROPS) 3000**



**TAKEOFF MINIMUMS:**  
 Rwy 5L/R, 14, 23L/R, 32: Standard.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

**DAWNN NINE DEPARTURE**  
 (DAWNN9.DAWNN) 31MAR16

INDIANAPOLIS, INDIANA  
 INDIANAPOLIS INTL (IND)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 23R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000.

Thence....

TAKEOFF RWY 23L (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000.

Thence....

TAKEOFF RWY 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000.

Thence....

TAKEOFF ALL OTHER RWYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence....

TAKEOFF ALL RWYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000.

Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOWLING GREEN TRANSITION (DAWNN9.BWG): From over DAWNN INT on BWG R-004 to BWG VORTAC.

LOUISVILLE TRANSITION (DAWNN9.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.

MYSTIC TRANSITION (DAWNN9.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

#### TAKEOFF OBSTACLE NOTES:

Rwy 5L: Rod on OL microwave tower 5052' from DER, 140' right of centerline, 129' AGL/923' MSL.  
 Tower 5073' from DER, 93' right of centerline, 128' AGL/923' MSL.

Rwy 5R: Tower 3756' from DER, 1048' left of centerline, 111' AGL/901' MSL.  
 Rod on OL dome 3765' from DER, 1076' left of centerline, 107' AGL/901' MSL.

Rwy 23R: Tree 3295' from DER, 948' right of centerline, 78' AGL/822' MSL.  
 Tree 5159' from DER, 1144' right of centerline, 101' AGL/870' MSL.

Rwy 32: Antenna 2370' from DER, 755' right of centerline, 70' AGL/849' MSL.  
 Tree 2244' from DER, 707' right of centerline, 66' AGL/845' MSL.

ATIS 134.25  
 CLNC DEL  
 128.75 257.8  
 CPDLC  
 GND CON  
 121.9 257.8  
 INDY TOWER  
 120.9 257.8  
 INDIANAPOLIS DEP CON  
 124.95 317.8 (EAST)  
 119.05 317.8 (WEST)

**TOP ALTITUDE:**  
**(JETS) 5000**  
**(PROPS) 3000**

BRICKYARD  
 116.3 VHP  
 Chan 110

LOCALIZER  
 111.75 I-UZK  
 Chan 54(Y)

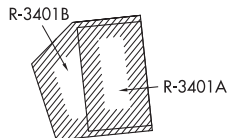
I-OQV  
 0.3

HOOSIER  
 110.2 OOM  
 Chan 39  
 N39°08.63'-W86°36.78'  
 L-27

LOCALIZER  
 111.15 I-OQV  
 Chan 48(Y)

LOCALIZER  
 111.15 I-FVJ  
 Chan 48(Y)

WEGEE  
 N38°30.83'  
 W86°59.25'



TAKEOFF MINIMUMS:  
 Rwy 5L/R, 14, 23L/R, 32: Standard.

POCKET CITY  
 113.3 PXV  
 Chan 80  
 N37°55.70'-W87°45.74'  
 L-16, H-5

(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.



(OOM4.OOM) 16091

HOOSIER FOUR DEPARTURE

SL-203 (FAA)

INDIANAPOLIS INTL (IND)  
INDIANAPOLIS, INDIANA

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to F-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000.

Thence....

TAKEOFF RWY 23R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to F-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000.

Thence....

TAKEOFF RWY 23L (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to F-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000.

Thence....

TAKEOFF ALL OTHER RWYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence....

TAKEOFF ALL RWYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM4.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 5L: Rod on OL microwave tower 5052' from DER, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from DER, 93' right of centerline, 128' AGL/923' MSL.

Rwy 5R: Tower 3756' from DER, 1048' left of centerline, 111' AGL/901' MSL. Rod on OL dome 3765' from DER, 1076' left of centerline, 107' AGL/901' MSL.

Rwy 23R: Tree 3295' from DER, 948' right of centerline, 78' AGL/822' MSL. Tree 5159' from DER, 1144' right of centerline, 101' AGL/870' MSL.

Rwy 32: Antenna 2370' from DER, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from DER, 707' right of centerline, 66' AGL/845' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

HOOSIER FOUR DEPARTURE  
(OOM4.OOM) 31MAR16INDIANAPOLIS, INDIANA  
INDIANAPOLIS INTL (IND)

# INDY SEVEN DEPARTURE

SL-203 (FAA)

INDIANAPOLIS INTL (IND)  
INDIANAPOLIS, INDIANA

ATIS 134.25  
 CLNC DEL  
 128.75 257.8  
 CPDLC  
 GND CON  
 121.9 257.8  
 INDY TOWER  
 120.9 257.8  
 INDIANAPOLIS DEP CON  
 124.95 317.8 (EAST)  
 119.05 317.8 (WEST)

**TOP ALTITUDE:**  
**(JETS) 5000**  
**(PROPS) 3000**

**CHAMPAIGN**  
 110.0 CMI  
 Chan 37  
 N40°02.07'-W88°16.56'  
 L-27, H-5

**BOILER**  
 115.1 BVT  
 Chan 98  
 N40°33.37'-W87°04.16'  
 L-27, H-5

**MARION**  
 108.6 MZZ  
 Chan 23  
 N40°29.60'-W85°40.76'  
 L-27, H-5-10

**ROSEWOOD**  
 117.5 ROD  
 Chan 122  
 N40°17.27'-W84°02.59'  
 L-27, H-10

**KOKOMO**  
 113.5 OKK  
 Chan 82  
 N40°31.67'-W86°03.48'  
 L-27, H-5-10

**MUNCIE**  
 114.4 MIE  
 Chan 91  
 N40°14.24'-W85°23.64'  
 L-27, H-5-10

**BRICKYARD**  
 116.3 VHP  
 Chan 110  
 N39°48.88'-W86°22.05'  
 L-27, H-5-10

**LOCALIZER**  
 111.75 I-UZK  
 Chan 54(Y)

I-OQV

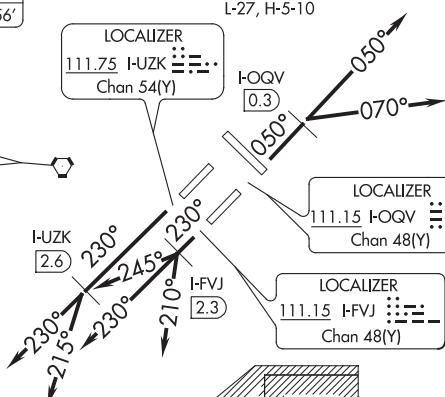
0.3

**TERRE HAUTE**  
 115.3 TTH  
 Chan 100  
 N39°29.34'-W87°14.94'  
 L-27, H-5

**LOCALIZER**  
 111.15 I-OQV  
 Chan 48(Y)

**LOCALIZER**  
 111.15 I-FVJ  
 Chan 48(Y)

**DAYTON**  
 114.5 DGN  
 Chan 92  
 N40°00.99'-W84°23.81'  
 L-27, H-10



**POCKET CITY**  
 113.3 PVX  
 Chan 80  
 N37°55.70'-W87°45.74'  
 L-16, H-5

**HOOSIER**  
 110.2 OOM  
 Chan 39  
 N39°08.63'-W86°36.78'  
 L-27, H-5-10

**RICHMOND**  
 110.6 RID  
 Chan 43  
 N39°45.30'-W84°50.33'  
 L-27, H-10

**SHELBYVILLE**  
 112.0 SHB  
 Chan 57  
 N39°37.95'-W85°49.46'  
 L-27, H-5-10

**CINCINNATI**  
 117.3 CVG  
 Chan 120  
 N39°00.96'-W84°42.20'  
 L-26-27, H-10

R-3401B

R-3401A

R-3403B

R-3403A

### TAKEOFF MINIMUMS:

Rwys 5L/R, 14, 23L/R, 32: Standard.

NOTE: RADAR required.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Turbojets accelerate to 250K until reaching 10000. If unable advise ATC.

(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# INDY SEVEN DEPARTURE

(INDY7.VHP) 10NOV16

INDIANAPOLIS, INDIANA  
INDIANAPOLIS INTL (IND)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 23R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000.

Thence . . . .

TAKEOFF RWY 23L (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000.

Thence . . . .

TAKEOFF RWY 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000.

Thence . . . .

TAKEOFF ALL OTHER RWYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence . . . .

TAKEOFF ALL RWYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence . . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKEOFF OBSTACLES:

- Rwy 5L: Rod on OL microwave tower 5052' from DER, 140' right of centerline, 129' AGL/923' MSL.  
Tower 5073' from DER, 93' right of centerline, 128' AGL/923' MSL.
- Rwy 5R: Tower 3756' from DER, 1048' left of centerline, 111' AGL/901' MSL.  
Rod on OL dome 3765' from DER, 1076' left of centerline, 107' AGL/901' MSL.
- Rwy 23R: Tree 3295' from DER, 948' right of centerline, 78' AGL/822' MSL.  
Tree 5159' from DER, 1144' right of centerline, 101' AGL/870' MSL.
- Rwy 32: Antenna 2370' from DER, 755' right of centerline, 70' AGL/849' MSL.  
Tree 2244' from DER, 707' right of centerline, 66' AGL/845' MSL.

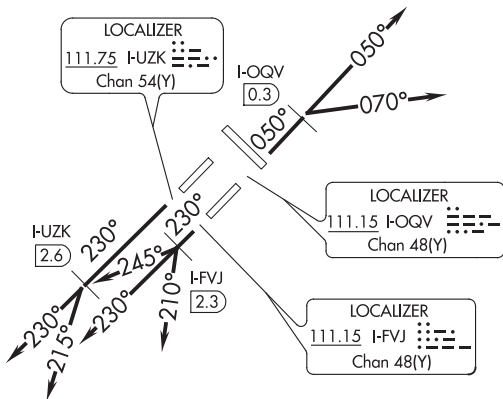
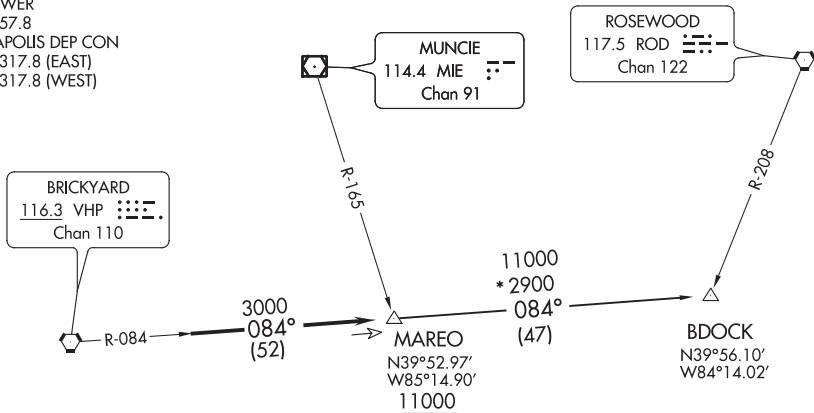
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

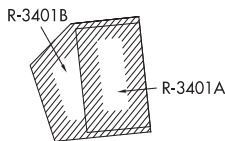
ATIS  
134.25  
CLNC DEL  
128.75 257.8  
CPDLC  
GND CON  
121.9 257.8  
INDY TOWER  
120.9 257.8  
INDIANAPOLIS DEP CON  
124.95 317.8 (EAST)  
119.05 317.8 (WEST)

**TAKEOFF MINIMUMS**  
Rwys 5L/R, 14, 23L/R, 32: Standard.

**TOP ALTITUDE:**  
**(JETS) 5000**  
**(PROPS) 3000**



- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

(MAREO4.MAREO) 16091

MAREO FOUR DEPARTURE

SL-203 (FAA)

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000.

Thence . . . .

TAKEOFF RWY 23R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000.

Thence . . . .

TAKEOFF RWY 23L (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000.

Thence . . . .

TAKEOFF ALL OTHER RWYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence . . . .

TAKEOFF ALL RWYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000.

Thence . . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO4.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.

TAKEOFF OBSTACLE NOTES

Rwy 5L: Rod on OL microwave tower 5052' from DER, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from DER, 93' right of centerline, 128' AGL/923' MSL.

Rwy 5R: Tower 3756' from DER, 1048' left of centerline, 111' AGL/901' MSL. Rod on OL dome 3765' from DER, 1076' left of centerline, 107' AGL/901' MSL.

Rwy 23R: Tree 3295' from DER, 948' right of centerline, 78' AGL/822' MSL. Tree 5159' from DER, 1144' right of centerline, 101' AGL/870' MSL.

Rwy 32: Antenna 2370' from DER, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from DER, 707' right of centerline, 66' AGL/845' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

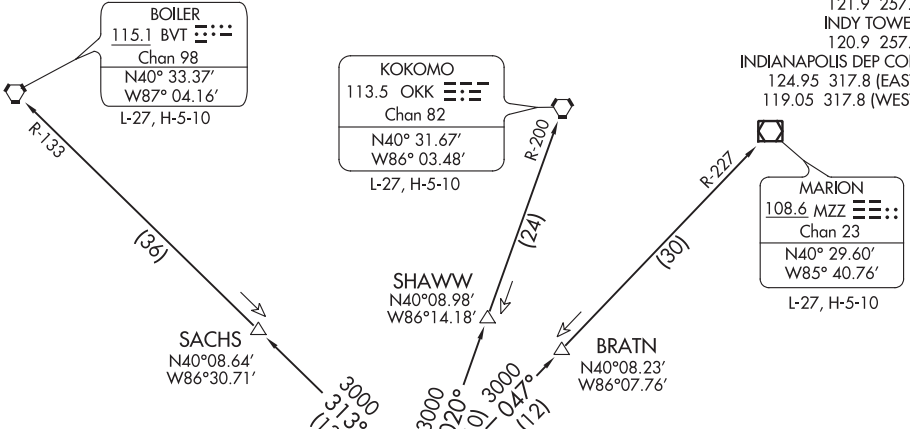
MAREO FOUR DEPARTURE

(MAREO4.MAREO) 31MAR16

INDIANAPOLIS, INDIANA  
INDIANAPOLIS INTL (IND)

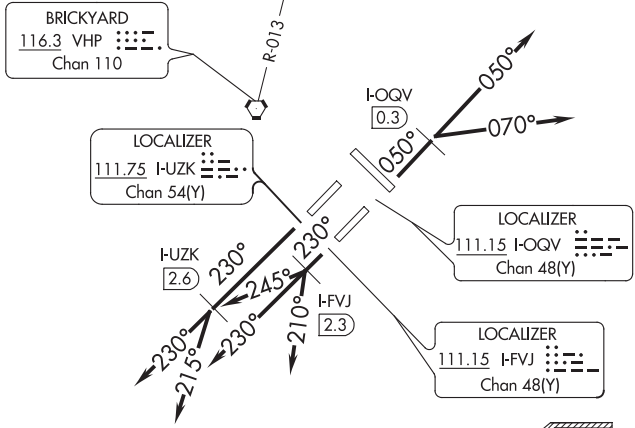
**TOP ALTITUDE:**  
**(JETS) 5000**  
**(PROPS) 3000**

ATIS 134.25  
 CLNC DEL  
 128.75 257.8  
 CPDLC  
 GND CON  
 121.9 257.8  
 INDY TOWER  
 120.9 257.8  
 INDIANAPOLIS DEP CON  
 124.95 317.8 (EAST)  
 119.05 317.8 (WEST)

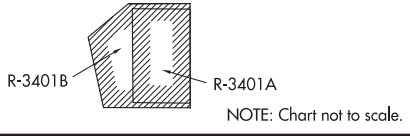


**TAKEOFF MINIMUMS**  
 Rwy 5L/R, 14, 23L/R, 32: Standard.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to I-OGV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000.

Thence . . . .

TAKEOFF RWY 23R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000.

Thence . . . .

TAKEOFF RWY 23L (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000.

Thence . . . .

TAKEOFF ALL OTHER RWYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence . . . .

TAKEOFF ALL RWYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence . . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-013 to MEARZ INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ4.BVT): From over MEARZ INT via BVT R-133 to BVT VORTAC.

KOKOMO TRANSITION (MEARZ4.OKK): From over MEARZ INT via OKK R-200 to OKK VORTAC.

MARION TRANSITION (MEARZ4.MZZ): From over MEARZ INT via MZZ R-227 to MZZ VOR/DME.

### TAKEOFF OBSTACLE NOTES

- Rwy 5L: Rod on OL microwave tower 5052' from DER, 140' right of centerline, 129' AGL/923' MSL.  
 Tower 5073' from DER, 93' right of centerline, 128' AGL/923' MSL.
- Rwy 5R: Tower 3756' from DER, 1048' left of centerline, 111' AGL/901' MSL.  
 Rod on OL dome 3765' from DER, 1076' left of centerline, 107' AGL/901' MSL.
- Rwy 23R: Tree 3295' from DER, 948' right of centerline, 78' AGL/822' MSL.  
 Tree 5159' from DER, 1144' right of centerline, 101' AGL/870' MSL.
- Rwy 32: Antenna 2370' from DER, 755' right of centerline, 70' AGL/849' MSL.  
 Tree 2244' from DER, 707' right of centerline, 66' AGL/845' MSL.

**(ROCKY9.ROCKY) 16091**  
**ROCKY NINE DEPARTURE**

SL-203 (FAA)

INDIANAPOLIS INTL (IND)  
 INDIANAPOLIS, INDIANA

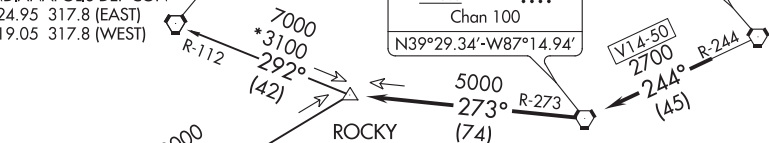
ATIS  
 134.25  
 CLNC DEL  
 128.75 257.8  
 CPDLC  
 GND CON  
 121.9 257.8  
 INDY TOWER  
 120.9 257.8  
 INDIANAPOLIS DEP CON  
 124.95 317.8 (EAST)  
 119.05 317.8 (WEST)

**TOP ALTITUDE:**  
**(JETS) 5000**  
**(PROPS) 3000**

SPINNER  
 112.7 SPI  
 Chan 74  
 N39°50.38'-W89°40.66'  
 L-27, H-5

TERRE HAUTE  
 115.3 TTH  
 Chan 100  
 N39°29.34'-W87°14.94'

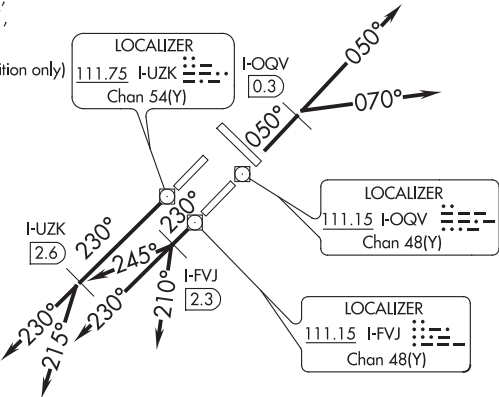
BRICKYARD  
 116.3 VHP  
 Chan 110



ROCKY  
 N39°35.28'  
 W88°50.01'  
 10000  
 (For ST LOUIS Transition only)



ST LOUIS  
 117.4 STL  
 Chan 121  
 N38°51.64'-W90°28.94'  
 L-27, H-5



**TAKEOFF MINIMUMS**  
 Rwy 5L/R, 14, 23L/R, 32: Standard.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

**TAKEOFF OBSTACLE NOTES**

- Rwy 5L: Rod on OL Microwave tower 5052' from DER, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from DER, 93' right of centerline, 128' AGL/923' MSL.
- Rwy 5R: Tower 3756' from DER, 1048' left of centerline, 111' AGL/901' MSL. Rod on OL Dome 3765' from DER, 1076' left of centerline, 107' AGL/901' MSL.
- Rwy 23R: Tree 3295' from DER, 948' right of centerline, 78' AGL/822' MSL. Tree 5159' from DER, 1144' right of centerline, 101' AGL/870' MSL.
- Rwy 32: Antenna 2370' from DER, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from DER, 707' right of centerline, 66' AGL/845' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

**(ROCKY9.ROCKY) 31MAR16**  
**ROCKY NINE DEPARTURE**

INDIANAPOLIS, INDIANA  
 INDIANAPOLIS INTL (IND)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R (TURBOJETS ONLY-DME Required): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000.  
Thence . . . .

TAKEOFF RWY 23R (TURBOJETS ONLY-DME Required): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000.  
Thence . . . .

TAKEOFF RWY 23L (TURBOJETS ONLY-DME Required): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000.  
Thence . . . .

TAKEOFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence . . . .

TAKEOFF ALL RUNWAYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence . . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY9.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.  
ST LOUIS TRANSITION (ROCKY9.STL): From over ROCKY INT on STL R-059 to STL VORTAC.

EC-2, 10 NOV 2016 to 05 JAN 2017

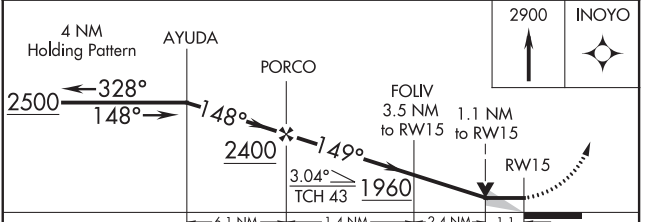
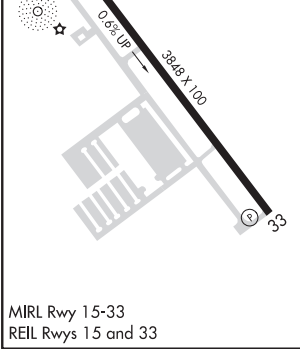
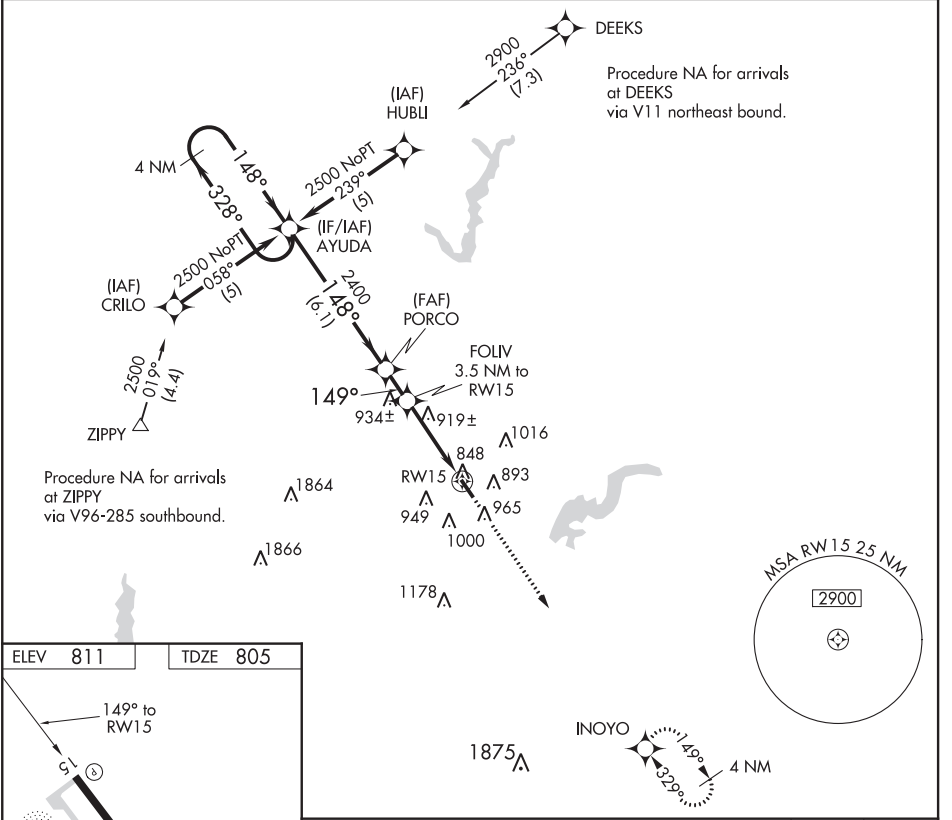
EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>3848</b>
<b>149°</b>	TDZE	<b>805</b>
	Apt Elev	<b>811</b>

**RNAV (GPS) RWY 15**  
INDIANAPOLIS METROPOLITAN (UMP)

<p><b>▽</b> DME/DME RNP-0.3 NA. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting is not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.</p> <p><b>△</b> NA</p>	<p>MISSED APPROACH: Climb to 2900 direct INOYO and hold.</p>
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AWOS-3 <b>119.375</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>121.625</b>	UNICOM <b>123.0</b> (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1180-1 375 (400-1)			NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

INDIANAPOLIS, INDIANA

AL-5902 (FAA)

16315

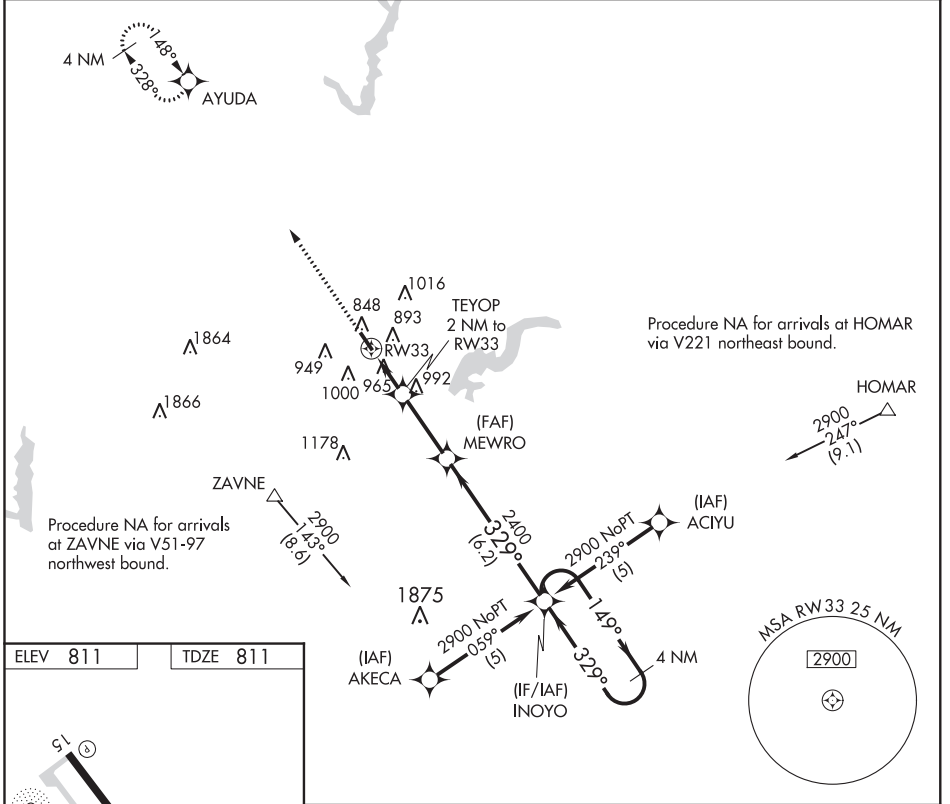
APP CRS <b>329°</b>	Rwy Idg TDZE Apt Elev	<b>3848</b> <b>811</b> <b>811</b>
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**RNAV (GPS) RWY 33**  
INDIANAPOLIS METROPOLITAN (UMP)

**NA** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

**MISSED APPROACH:** Climb to 2500 direct AYUDA and hold.

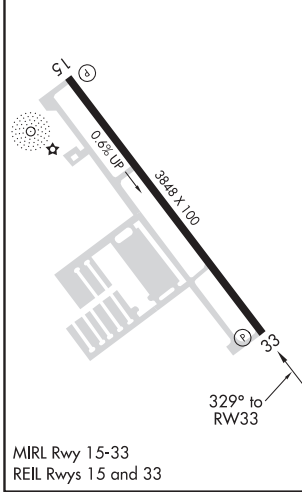
AWOS-3 <b>119.375</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>121.625</b>	UNICOM <b>123.0</b> (CTAF)
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 811	TDZE 811
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2500	AYUDA	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 27).	4 NM Holding Pattern	
		TEYOP 2 NM to RW33	INOYO	
		MEWRO		
		1.1 NM to RW33		
		1480	2400	
		149°	329°	
		≤3.04° TCH 40	2900	
		-1.1 -0.9 NM	2.8 NM	
			6.2 NM	
CATEGORY	A	B	C	D
LNAV MDA	1260-1	449 (500-1)	1260-1¼ 449 (500-1¼)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

INDIANAPOLIS, INDIANA  
Amdt 1 15JAN09

39°56'N-86°03'W

INDIANAPOLIS METROPOLITAN (UMP)  
**RNAV (GPS) RWY 33**

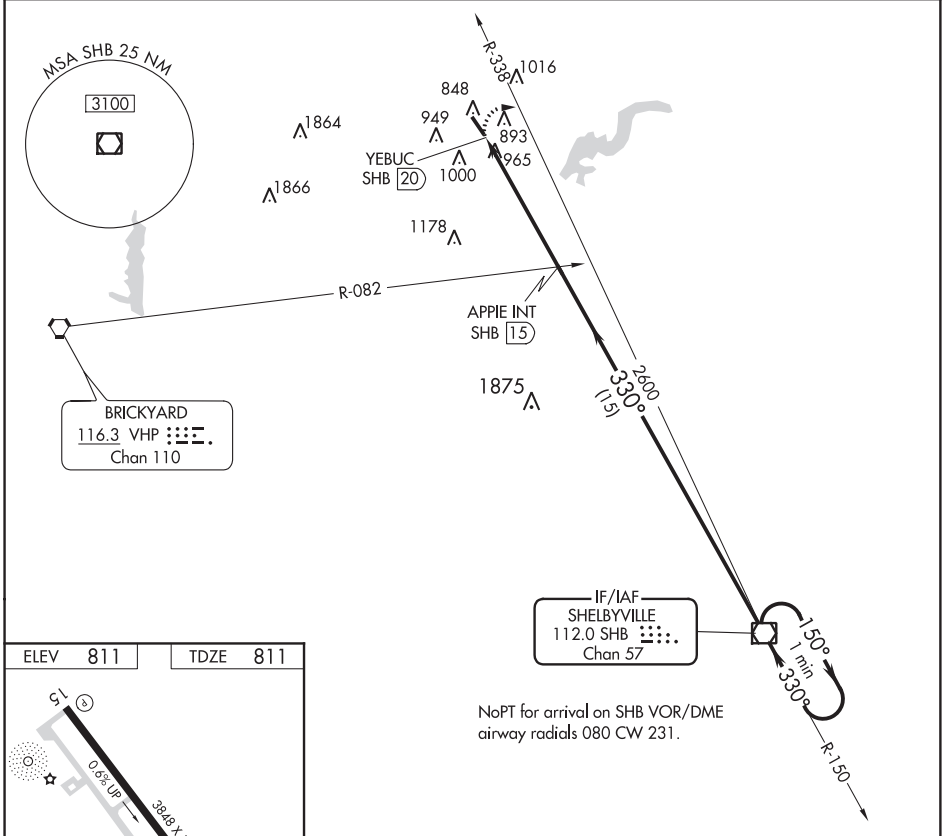
VOR/DME SHB <b>112.0</b> Chan <b>57</b>	APP CRS <b>330°</b>	Rwy Idg <b>3848</b> TDZE <b>811</b> Apt Elev <b>811</b>
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**VOR RWY 33**  
INDIANAPOLIS METROPOLITAN (UMP)

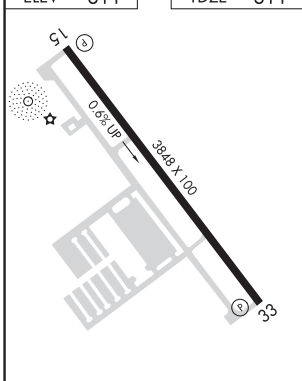
**NA** When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase S-33 and Circling Cat C visibility to 1¾. When VGSI inop, Circling Rwy 15 NA at night.

MISSED APPROACH: Climbing right turn to 2600 on SHB VOR/DME R-338 direct SHB VOR/DME and hold.

AWOS-3 <b>119.375</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>121.625</b>	UNICOM <b>123.0</b> (CTAF)
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ELEV 811	TDZE 811
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Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

2600	SHB	APPIE INT SHB 15	SHB VOR/DME	One Minute Holding Pattern
SHB R-338				
YEBUC SHB 20	330°	2600	150°	2600
	330°		330°	
VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 27).				
	0.5	5 NM	15 NM	
CATEGORY	A	B	C	D
S-33	1340-1	529 (600-1)	1340-1½ 529 (600-1½)	NA
CIRCLING	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

INDIANAPOLIS, INDIANA

AL-5902 (FAA)

16315

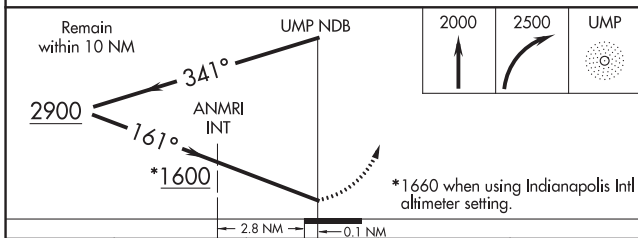
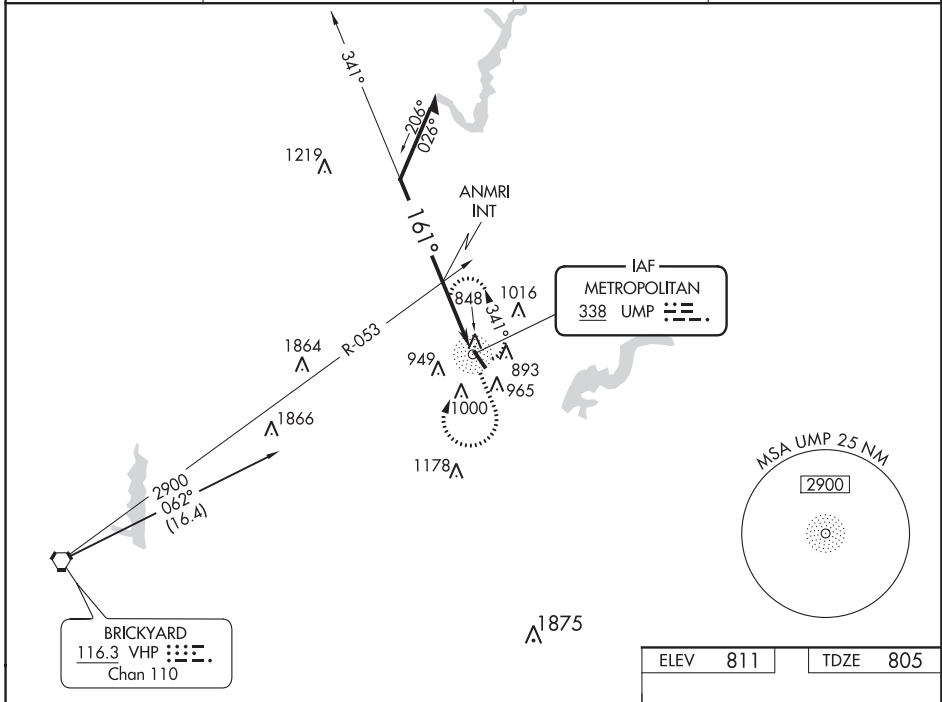
NDB UMP <b>338</b>	APP CRS <b>161°</b>	Rwy Idg TDZE Apt Elev	<b>3848</b> <b>805</b> <b>811</b>
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**NDB RWY 15**  
INDIANAPOLIS METROPOLITAN (UMP)

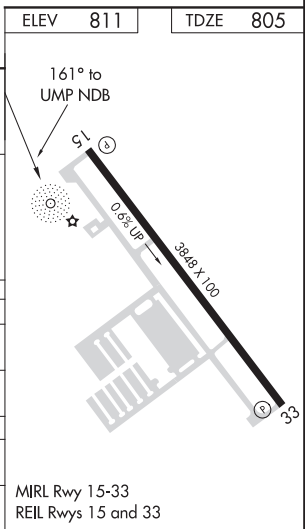
**▽** When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet,  
**△ NA** increase S-15 and Circling Cat C visibility 1/4 mile.

**MISSED APPROACH:** Climb to 2000, then climbing right turn to 2500 direct UMP NDB and hold.

AWOS-3 <b>119.375</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>121.625</b>	UNICOM <b>123.0</b> (CTAF)
--------------------------	---	----------------------------	-------------------------------



CATEGORY	A	B	C	D
S-15	1600-1 795 (800-1)	1600-1¼ 795 (800-1¼)	1600-2¼ 795 (800-2¼)	NA
CIRCLING	1600-1 789 (800-1)	1600-1¼ 789 (800-1¼)	1600-2¼ 789 (800-2¼)	NA
ANMRI INT MINIMUMS				
S-15	1240-1	435 (500-1)	1240-1¼ 435 (500-1¼)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

INDIANAPOLIS, INDIANA  
Amdt 2A 11MAR10

39°56'N-86°03'W

INDIANAPOLIS METROPOLITAN (UMP)  
**NDB RWY 15**

(DAWNN9.DAWNN) 16091  
**DAWNN NINE DEPARTURE**

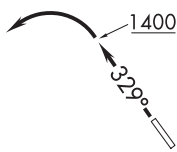
SL-5902 (FAA)

INDIANAPOLIS METROPOLITAN (UMP)  
 INDIANAPOLIS, INDIANA

**TOP ALTITUDE:  
 ASSIGNED BY ATC**

AWOS-3  
 119.375  
 CLNC DEL  
 121.625  
 INDIANAPOLIS DEP CON  
 127.15 317.8  
 CTAF  
 123.0

BRICKYARD  
 116.3 VHP  
 Chan 110



R-098  
 TERRE HAUTE  
 115.3 TTH  
 Chan 100

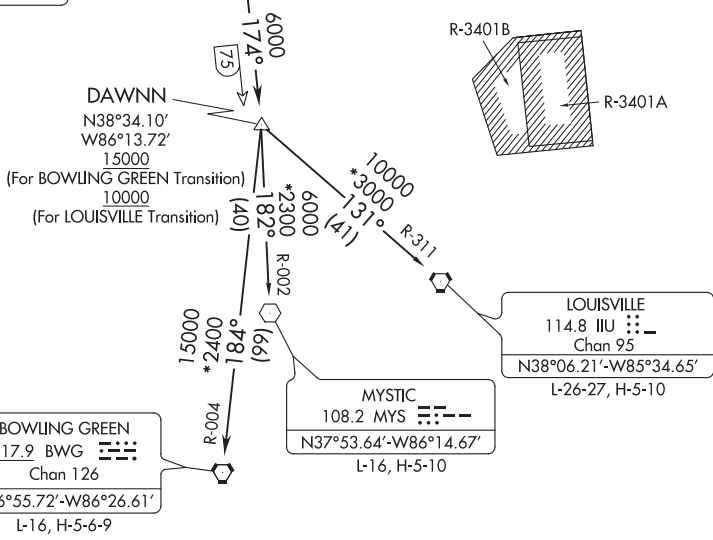
R-174  
 (28)  
 SNEVA  
 RADAR

TAKEOFF MINIMUMS:  
 Rwy 15: NA-obstacles.  
 Rwy 33: Standard.

R-113  
 HOOSIER  
 110.2 OOM  
 Chan 39

(47)  
 FOYTT  
 RADAR

EC-2, 10 NOV 2016 to 05 JAN 2017



EC-2, 10 NOV 2016 to 05 JAN 2017

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

**DAWNN NINE DEPARTURE**  
 (DAWNN9.DAWNN) 31MAR16

INDIANAPOLIS, INDIANA  
 INDIANAPOLIS METROPOLITAN (UMP)

(DAWNN9.DAWNN) 16091

DAWNN NINE DEPARTURE

SL-5902 (FAA)

INDIANAPOLIS METROPOLITAN (UMP)  
INDIANAPOLIS, INDIANA

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 33: Climb heading 329° to 1400 before turning left.  
Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on  
assigned heading to assigned altitude. Thence....

...expect RADAR vectors to join VHP R-174 to DAWNN INT then via transition or  
assigned route. Expect clearance to requested altitude ten minutes after departure.

BOWLING GREEN TRANSITION (DAWNN9.BWG): From over DAWNN INT on BWG  
R-004 to BWG VORTAC.

LOUISVILLE TRANSITION (DAWNN9.IIU): From over DAWNN INT on IIU R-311 to  
IIU VORTAC.

MYSTIC TRANSITION (DAWNN9.MYS): From over DAWNN INT on MYS R-002 to  
MYS VOR.

TAKEOFF OBSTACLE NOTES:

Rwy 33: Vehicles on road 367' from DER, crossing left and right of centerline, up to 15' AGL/799' MSL.  
Trees beginning 682' from DER, 69' right of centerline, up to 100' AGL/879' MSL.  
Trees beginning 1805' from DER, 648' left of centerline, up to 100' AGL/874' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

DAWNN NINE DEPARTURE  
(DAWNN9.DAWNN) 31MAR16INDIANAPOLIS, INDIANA  
INDIANAPOLIS METROPOLITAN (UMP)

AWOS-3  
119.375  
CLNC DEL  
121.625  
INDIANAPOLIS DEP CON  
127.15 317.8  
CTAF  
123.0

BRICKYARD  
116.3 VHP  
Chan 110

HOOSIER  
110.2 OOM  
Chan 39  
N39°08.63'-W86°36.78'  
L-27

WEGEE  
N38°30.83'  
W86°59.25'

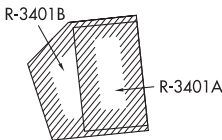
POCKET CITY  
113.3 PXV  
Chan 80  
N37°55.70'-W87°45.74'  
L-16, H-5

**TOP ALTITUDE:  
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:  
Rwy 15: NA-obstacles  
Rwy 33: Standard.

**TAKEOFF OBSTACLE NOTES:**

Rwy 33: Vehicles on road 367' from DER, crossing left and right of centerline, up to 15' AGL/799' MSL.  
Trees beginning 682' from DER, 69' right of centerline, up to 100' AGL/879' MSL.  
Trees beginning 1805' from DER, 648' left of centerline, up to 100' AGL/874' MSL.



**DEPARTURE ROUTE DESCRIPTION**  
**TAKEOFF RWY 33:** Climb heading 329° to 1400 before turning left. Then on assigned heading to assigned altitude. Thence....  
**DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS:** Climb on assigned heading to assigned altitude. Thence....  
....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.  
**POCKET CITY TRANSITION (OOM4.PXV):** From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



(MAREO4.MAREO) 16091

## MAREO FOUR DEPARTURE

SL-5902 (FAA)

INDIANAPOLIS METROPOLITAN (UMP)  
INDIANAPOLIS, INDIANA

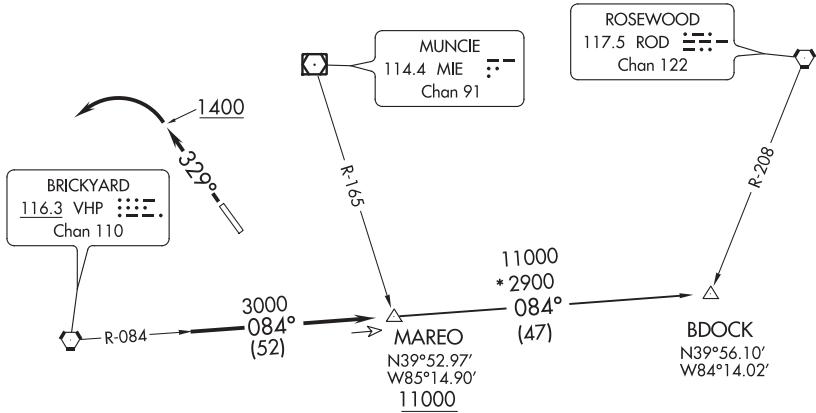
AWOS-3  
119.375  
CLNC DEL  
121.625  
INDIANAPOLIS DEP CON  
127.15 317.8  
CTAF  
123.0

**TOP ALTITUDE:  
ASSIGNED BY ATC**

TAKEOFF MINIMUMS

Rwy 15: NA-obstacles.

Rwy 33: Standard.

TAKEOFF OBSTACLE NOTES

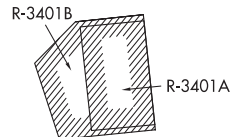
Rwy 33: Vehicles on road 367' from DER, crossing left and right of centerline, up to 15' AGL/799' MSL. Trees beginning 682' from DER, 69' right of centerline, up to 100' AGL/879' MSL. Trees beginning 1805' from DER, 648' left of centerline, up to 100' AGL/874' MSL.

NOTE: RADAR required.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 33: Climb heading 329° to 1400 before turning left. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO4.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.

MAREO FOUR DEPARTURE  
(MAREO4.MAREO) 31MAR16

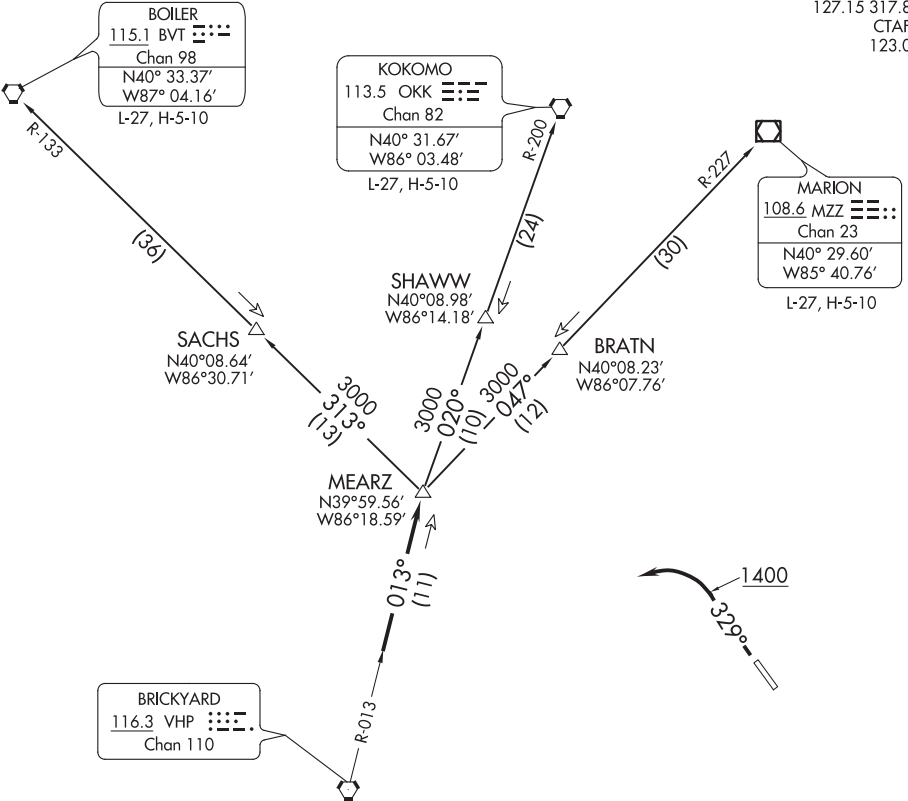
INDIANAPOLIS, INDIANA  
INDIANAPOLIS METROPOLITAN (UMP)

(MEARZ4.MEARZ) 16091  
**MEARZ FOUR DEPARTURE**

SL-5902 (FAA) INDIANAPOLIS METROPOLITAN (UMP)  
 INDIANAPOLIS, INDIANA

**TOP ALTITUDE:  
 ASSIGNED BY ATC**

AWOS-3  
 119.375  
 CLNC DEL  
 121.625  
 INDIANAPOLIS DEP CON  
 127.15 317.8  
 CTAF  
 123.0



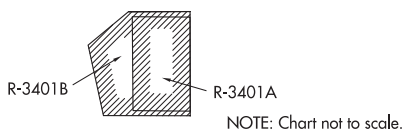
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS  
 Rwy 15: NA-Obstacles.  
 Rwy 33: Standard.

- NOTE: RADAR Required.
- NOTE: Select appropriate Localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)



**MEARZ FOUR DEPARTURE**  
 (MEARZ4.MEARZ) 31MAR16

INDIANAPOLIS, INDIANA  
 INDIANAPOLIS METROPOLITAN (UMP)

(MEARZ4.MEARZ) 16091  
**MEARZ FOUR DEPARTURE**

SL-5902 (FAA) INDIANAPOLIS METROPOLITAN (UMP)  
 INDIANAPOLIS, INDIANA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 33: Climb heading 329° to 1400 before turning left. Then on assigned heading to assigned altitude. Thence. . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-013 to MEARZ INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ4.BVT): From over MEARZ INT via BVT R-133 to BVT VORTAC.

KOKOMO TRANSITION (MEARZ4.OKK): From over MEARZ INT via OKK R-200 to OKK VORTAC.

MARION TRANSITION (MEARZ4.MZZ): From over MEARZ INT via MZZ R-227 to MZZ VOR/DME.

TAKEOFF OBSTACLE NOTES

Rwy 33: Vehicles on road 367' from DER, crossing left and right of centerline, up to 15' AGL/799' MSL.  
 Trees beginning 682' from DER, 69' right of centerline, up to 100' AGL/879' MSL.  
 Trees beginning 1805' from DER, 648' left of centerline, up to 100' AGL/874' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

**(ROCKY9.ROCKY) 16091**  
**ROCKY NINE DEPARTURE**

SL-5902 (FAA)

INDIANAPOLIS METROPOLITAN (UMP)  
 INDIANAPOLIS, INDIANA

AWOS-3  
 119.375  
 CLNC DEL  
 121.625  
 INDIANAPOLIS DEP CON  
 127.15 317.8  
 CTAF  
 123.0

**SPINNER**  
 112.7 SPI  
 Chan 74  
 N39°50.38'-W89°40.66'  
 L-27, H-5

**TOP ALTITUDE:  
 ASSIGNED BY ATC**

**BRICKYARD**  
 116.3 VHP  
 Chan 110

**TERRE HAUTE**  
 115.3 TTH  
 Chan 100  
 N39°29.34'-W87°14.94'

V14-50  
 2700  
 R-244

**ROCKY**  
 N39°35.28'  
 W88°50.01'  
 10000  
 (For ST LOUIS Transition only)

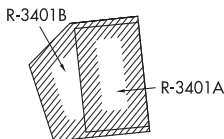
**TAKEOFF MINIMUMS**  
 Rwy 15: NA - Obstacles.  
 Rwy 33: Standard.

**TAKEOFF OBSTACLE NOTES**

Rwy 33: Vehicles on road 367' from DER, crossing left and right of centerline, up to 15' AGL/799' MSL. Trees beginning 682' from DER, 69' right of centerline, up to 100' AGL/879' MSL. Trees beginning 1805' from DER, 648' left of centerline, up to 100' AGL/874' MSL.

**ST LOUIS**  
 117.4 STL  
 Chan 121  
 N38°51.64'-W90°28.94'  
 L-27, H-5

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 33:** Climb heading 329° to 1400 before turning left. Then on assigned heading to assigned altitude. Thence . . . .

**DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS:** Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**SPINNER TRANSITION (ROCKY9.SPI):** From over ROCKY INT on SPI R-112 to SPI VORTAC.  
**ST LOUIS TRANSITION (ROCKY9.STL):** From over ROCKY INT on STL R-059 to STL VORTAC.

**ROCKY NINE DEPARTURE**  
**(ROCKY9.ROCKY) 31MAR16**

INDIANAPOLIS, INDIANA  
 INDIANAPOLIS METROPOLITAN (UMP)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

INDIANAPOLIS, INDIANA

AL-6452 (FAA)


16315

LOC I-MQJ <b>108.7</b>	APP CRS <b>252°</b>	Rwy Idg <b>6005</b>
		TDZE <b>861</b>
		Apt Elev <b>862</b>

# ILS or LOC RWY 25

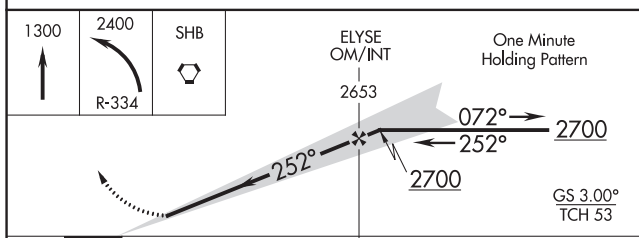
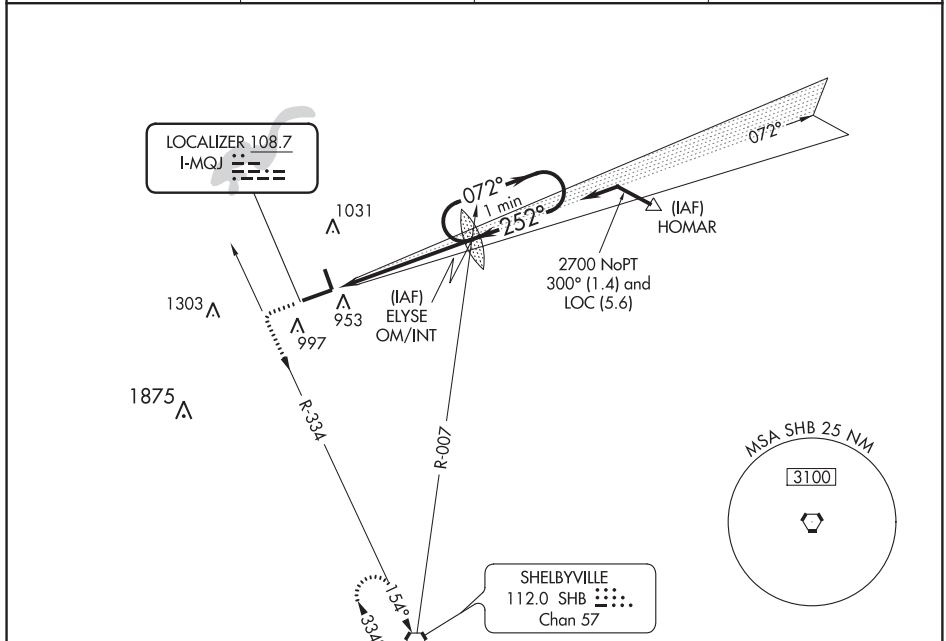
INDIANAPOLIS RGNL (MQJ)

**NA** When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, increase S-LOC 25 Cat D visibility ¼ mile.

**MALSR** 

**MISSED APPROACH:** Climb to 1300, then climbing left turn to 2400 via SHB R-334 to SHB VORTAC and hold.

AWOS-3 <b>124.175</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 862	TDZE 861
REIL Rwy 7 and 34 HIRL Rwy 7-25 MIRL Rwy 16-34	
FAF to MAP 5.4 NM	
Knots	60 90 120 150 180
Min:Sec	5:24 3:36 2:42 2:10 1:48

CATEGORY	A	B	C	D
S-ILS 25	1061-½ 200 (200-½)			
S-LOC 25	1280-½	419 (500-½)	1280-¾	419 (500-¾)
<b>CIRCLING</b>	1340-1	478 (500-1)	1360-1½	1660-2½
			498 (500-1½)	798 (800-2½)

INDIANAPOLIS, INDIANA  
Amdt 2D 28APR16

39°51'N-85°54'W

# INDIANAPOLIS RGNL (MQJ)

## ILS or LOC RWY 25

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# RNAV (GPS) RWY 16

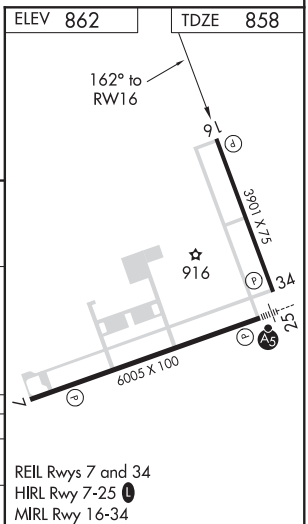
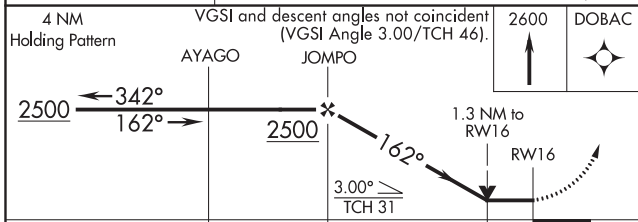
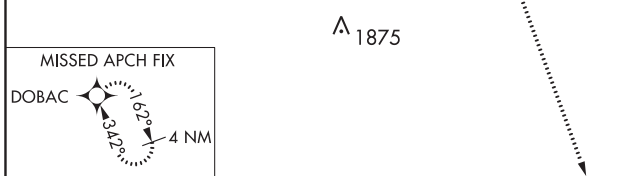
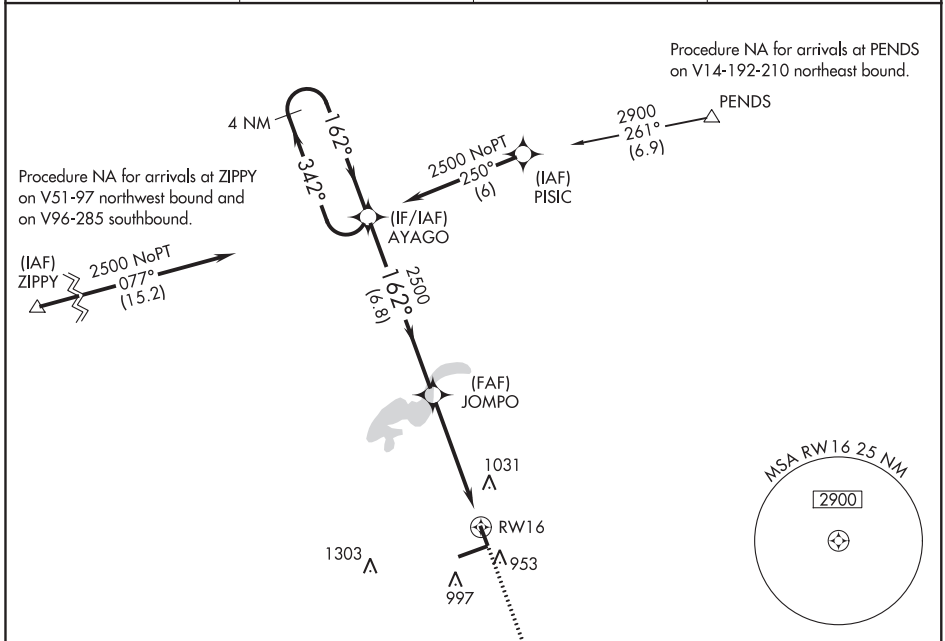
INDIANAPOLIS RGNL (MQJ)

APP CRS	Rwy Idg	<b>3901</b>
<b>162°</b>	TDZE	<b>858</b>
	Apt Elev	<b>862</b>

**▽** DME/DME RNP-0.3 NA. VDP NA with Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D visibility 1/8 mile increase Circling Cat D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

**▲** NA MISSED APPROACH: Climb to 2600 direct DOBAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
<b>124.175</b>	<b>127.15 317.8</b>	<b>119.25</b>	<b>122.7 (CTAF) 0</b>



CATEGORY	A	B	C	D
LNAV MDA	1320-1	462 (500-1)	1320-1 3/8	462 (500-1 3/8)
<b>C</b> CIRCLING	1340-1	478 (500-1)	1360-1 1/2	1660-2 1/2
			498 (500-1 1/2)	798 (800-2 1/2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

INDIANAPOLIS, INDIANA

AL-6452 (FAA)

16315

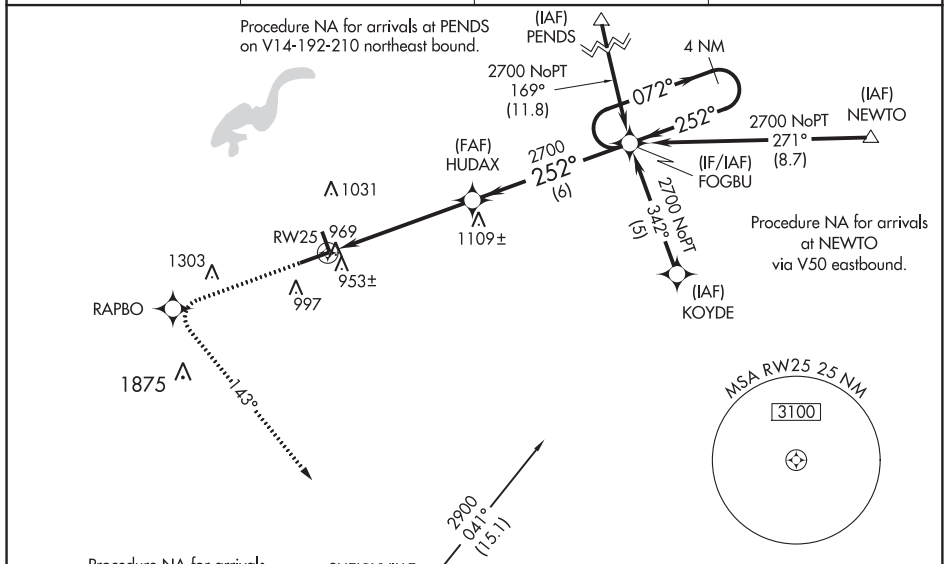
WAAS CH <b>56310</b> <b>W25A</b>	APP CRS <b>252°</b>	Rwy Idg TDZE <b>861</b> Apt Elev <b>862</b>	<b>6005</b>
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# RNAV (GPS) RWY 25

INDIANAPOLIS RGNL (MQJ)

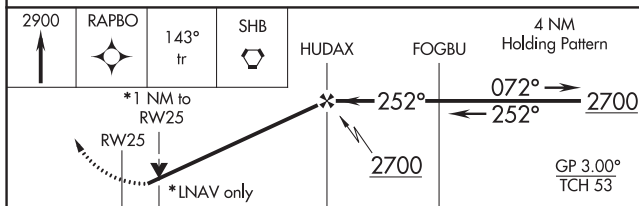
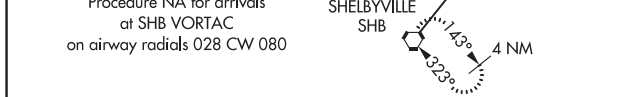
<p><b>NA</b></p> <p>For inoperative MALS, increase LNAV Cat C/D visibility to 1 mile. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase all visibilities 1/2 mile. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. When using Indianapolis Intl altimeter setting inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.</p>	<p><b>MALS</b></p>	<p><b>MISSED APPROACH:</b> Climb to 2900 direct RAPBO and via 143° track to SHB VORTAC and hold.</p>
	<p><b>AWOS-3</b> <b>124.175</b></p> <p><b>INDIANAPOLIS APP CON</b> <b>127.15 317.8</b></p> <p><b>CLNC DEL</b> <b>119.25</b></p> <p><b>UNICOM</b> <b>122.7 (CTAF) 0</b></p>	

<b>AWOS-3</b> <b>124.175</b>	<b>INDIANAPOLIS APP CON</b> <b>127.15 317.8</b>	<b>CLNC DEL</b> <b>119.25</b>	<b>UNICOM</b> <b>122.7 (CTAF) 0</b>
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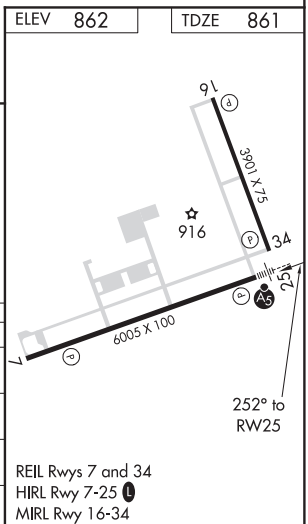


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1161-1/2		300 (300-1/2)	
LNAV/VNAV DA	1260-7/8		399 (400-7/8)	
LNAV MDA	1220-1/2 359 (400-1/2)		1220-5/8 359 (400-5/8)	
<b>C</b> CIRCLING	1340-1 478 (500-1)		1360-1 1/2 498 (500-1 1/2) 1660-2 1/2 798 (800-2 1/2)	



INDIANAPOLIS, INDIANA  
Orig-A 28APR16

39°51'N-85°54'W

# INDIANAPOLIS RGNL (MQJ) RNAV (GPS) RWY 25

WAAS CH <b>45634</b> W <b>34A</b>	APP CRS <b>342°</b>	Rwy Idg TDZE Apt Elev	<b>3901</b> <b>858</b> <b>862</b>
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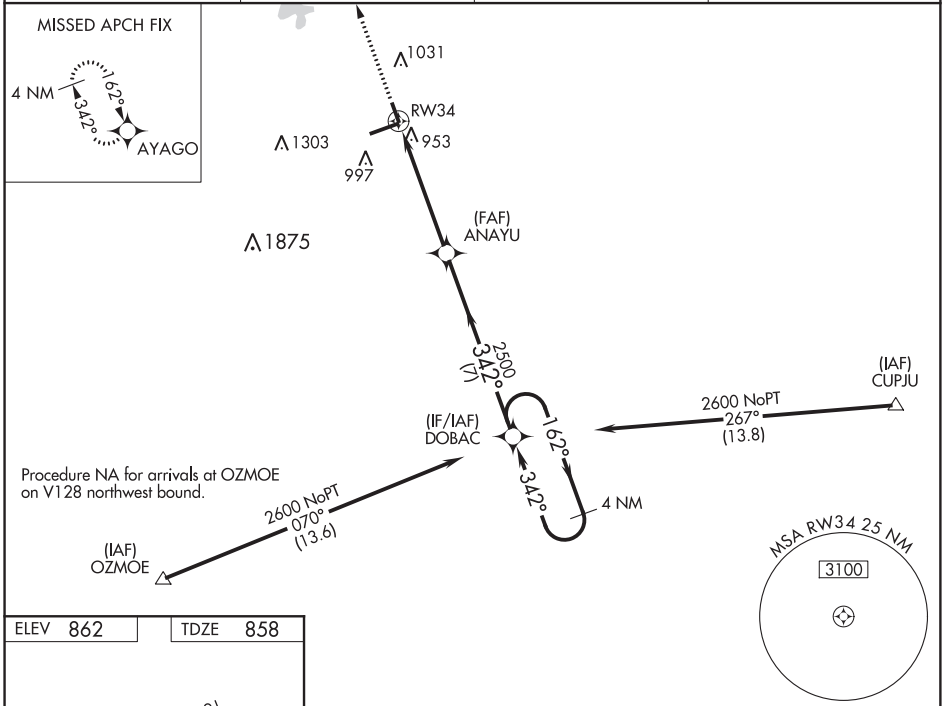
# RNAV (GPS) RWY 34

INDIANAPOLIS RGNL (MQJ)

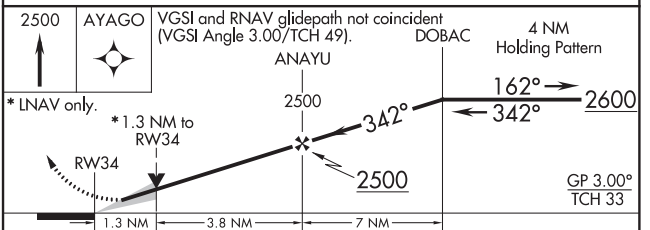
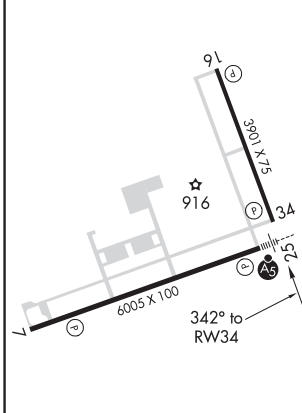
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Indianapolis Intl altimeter setting. Baro-VNAV NA when using Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, increase LPV visibility all Cats 1/8 mile, LNAV/VNAV all Cats 1/4 mile and LNAV Cats C/D 1/8 mile. Increase Circling Cat D visibility 1/4 mile.

**⚠ NA** MISSED APPROACH: Climb to 2500 direct AYAGO and hold.

AWOS-3 <b>124.175</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 862	TDZE 858
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CATEGORY	A	B	C	D
LPV DA		1058-3/4	200 (200-3/4)	
LNAV/VNAV DA		1119-7/8	261 (300-7/8)	
LNAV MDA	1320-1	462 (500-1)	1320-1 3/8	462 (500-1 3/8)
<b>C</b> CIRCLING	1340-1	478 (500-1)	1360-1 1/2 498 (500-1 1/2)	1660-2 1/2 798 (800-2 1/2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



INDIANAPOLIS, INDIANA

AL-6452 (FAA)

16315

VOR/DME SHB	APP CRS	Rwy Idg	<b>3901</b>
<b>112.0</b>	<b>346°</b>	TDZE	<b>858</b>
Chan <b>57</b>		Apt Elev	<b>862</b>

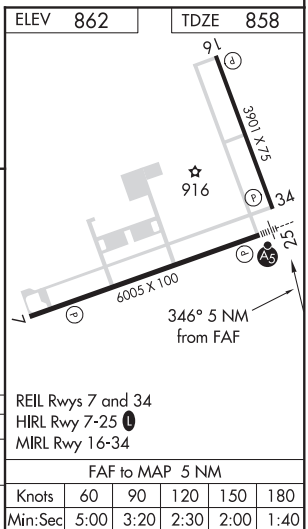
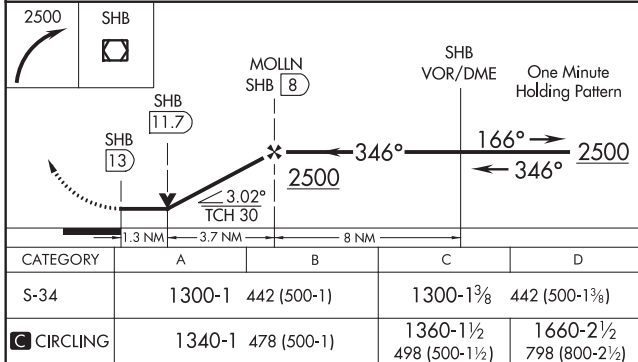
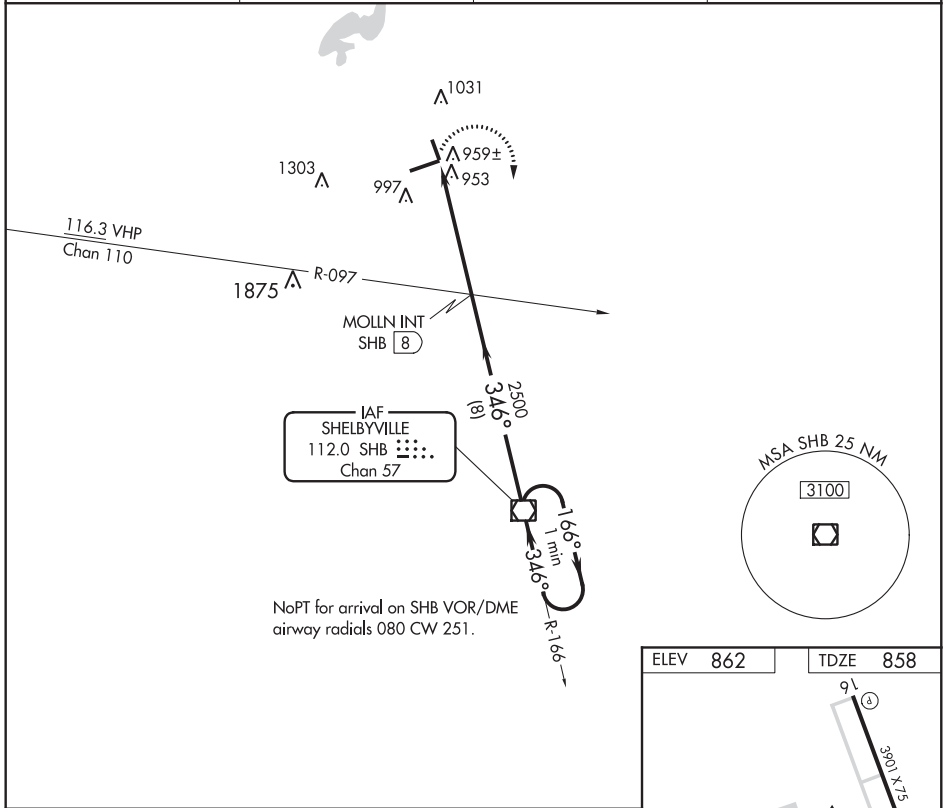
# VOR RWY 34

INDIANAPOLIS RGNL (MQJ)

**NA** When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct SHB VOR/DME and hold.

AWOS-3 <b>124.175</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.7 (CTAF) 0</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

INDIANAPOLIS, INDIANA

Amdt 2C 10NOV16

39°51'N-85°54'W

INDIANAPOLIS RGNL (MQJ)

# VOR RWY 34

(DAWNN9.DAWNN) 16091  
**DAWNN NINE DEPARTURE**

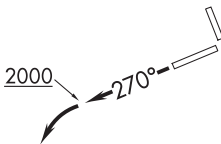
SL-6452 (FAA)

INDIANAPOLIS REGIONAL (MQJ)  
 INDIANAPOLIS, INDIANA

**TOP ALTITUDE:  
 ASSIGNED BY ATC**

AWOS-3  
 124.175  
 CLNC DEL  
 119.25  
 INDIANAPOLIS DEP CON  
 127.15 317.8  
 CTAF  
 122.7

BRICKYARD  
 116.3 VHP  
 Chan 110



R-098  
 TERRE HAUTE  
 115.3 TTH  
 Chan 100

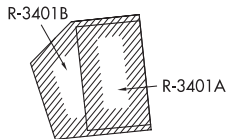
R-174  
 SNEVA  
 RADAR

**TAKEOFF MINIMUMS:**

Rwys 7, 16, 25: Standard.  
 Rwy 34: 300-1 or standard with minimum climb  
 of 347' per NM to 1100.

R-113  
 HOOSIER  
 110.2 OOM  
 Chan 39

R-174  
 FOYTT  
 RADAR



6000  
 174°  
 (75)  
 DAWNN  
 N38°34.10'  
 W86°13.72'  
 15000  
 (For BOWLING GREEN Transition)  
 10000  
 (For LOUISVILLE Transition)

10000  
 \*3000  
 131°  
 (41)  
 R-311

LOUISVILLE  
 114.8 IU  
 Chan 95  
 N38°06.21'-W85°34.65'  
 L-26-27, H-5-10

6000  
 \*2300  
 R-002  
 182°  
 (40)

BOWLING GREEN  
 117.9 BWG  
 Chan 126  
 N36°55.72'-W86°26.61'  
 L-16, H-5-6-9

15000  
 \*2400  
 84°  
 (66)  
 R-004  
 MYSTIC  
 108.2 MYS  
 N37°53.64'-W86°14.67'  
 L-16, H-5-10

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

**DAWNN NINE DEPARTURE**  
 (DAWNN9.DAWNN) 31MAR16

INDIANAPOLIS, INDIANA  
 INDIANAPOLIS REGIONAL (MQJ)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

(DAWNN9.DAWNN) 16091

DAWNN NINE DEPARTURE

SL-6452 (FAA)

INDIANAPOLIS REGIONAL (MQJ)  
INDIANAPOLIS, INDIANA

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 25: Climb heading 270° to 2000 before turning left.  
Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on  
assigned heading to assigned altitude. Thence....

...expect RADAR vectors to join VHP R-174 to DAWNN INT then via transition or  
assigned route. Expect clearance to requested altitude ten minutes after departure.

BOWLING GREEN TRANSITION (DAWNN9.BWG): From over DAWNN INT on  
BWG R-004 to BWG VORTAC.

LOUISVILLE TRANSITION (DAWNN9.IIU): From over DAWNN INT on IIU R-311 to  
IIU VORTAC.

MYSTIC TRANSITION (DAWNN9.MYS): From over DAWNN INT on MYS R-002 to  
MYS VOR.

TAKEOFF OBSTACLE NOTES:

Rwy 7: Airplane on taxiway, 177' from DER, 518' left of centerline, up to 17' AGL/871' MSL.

Trees beginning 4074' from DER, 434' left of centerline, up to 100' AGL/969' MSL.

Trees beginning 4626' from DER, 837' right of centerline, 100' AGL/979' MSL.

Rwy 16: Airplane on taxiway, 183' from DER, 479' right of centerline, up to 17' AGL/871' MSL.

Pole 234' from DER, 550' right of centerline, 6' AGL/864' MSL.

Trees beginning 1634' from DER, 666' left of centerline, up to 78' AGL/929' MSL.

Rwy 25: Trees beginning 2347' from DER, 927' left of centerline, up to 100' AGL/969' MSL.

Rwy 34: Trees beginning 1309' from DER, 7' left of centerline, up to 98' AGL/954' MSL.

Pole 1587' from DER, 295' left of centerline, 41' AGL/900' MSL.

Trees beginning 3099' from DER, 1043' right of centerline, up to 86' AGL/960' MSL.

Antennas and towers beginning 3682' from DER, 1364' right of centerline,

up to 167' AGL/1022' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

DAWNN NINE DEPARTURE

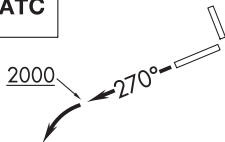
(DAWNN9.DAWNN) 31MAR16

INDIANAPOLIS, INDIANA  
INDIANAPOLIS REGIONAL (MQJ)

**TOP ALTITUDE:  
ASSIGNED BY ATC**

AWOS-3  
124.175  
CLNC DEL  
119.25  
INDIANAPOLIS DEP CON  
127.15 317.8  
CTAF  
122.7

BRICKYARD  
116.3 VHP  
Chan 110



**TAKEOFF MINIMUMS:**

Rwys 7, 16, 25: Standard.  
Rwy 34: 300-1 or Standard with minimum climb of 347' per NM to 1100.

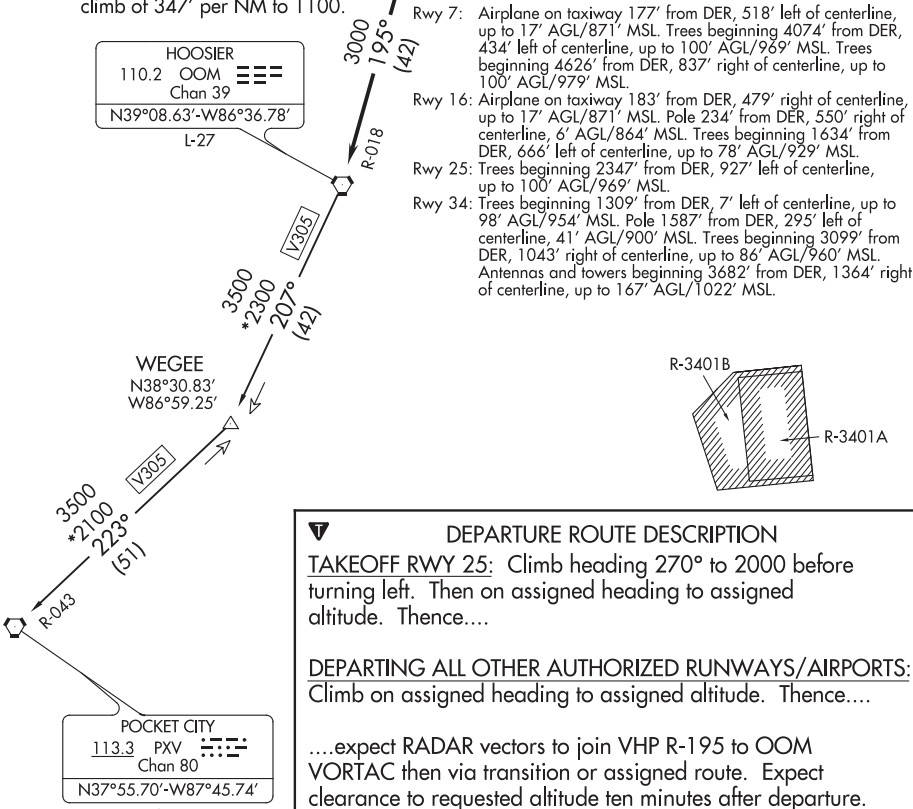
**TAKEOFF OBSTACLE NOTES:**

- Rwy 7: Airplane on taxiway 177' from DER, 518' left of centerline, up to 17' AGL/871' MSL. Trees beginning 4074' from DER, 434' left of centerline, up to 100' AGL/969' MSL. Trees beginning 4626' from DER, 837' right of centerline, up to 100' AGL/979' MSL.
- Rwy 16: Airplane on taxiway 183' from DER, 479' right of centerline, up to 17' AGL/871' MSL. Pole 234' from DER, 550' right of centerline, 6' AGL/864' MSL. Trees beginning 1634' from DER, 666' left of centerline, up to 78' AGL/929' MSL.
- Rwy 25: Trees beginning 2347' from DER, 927' left of centerline, up to 100' AGL/969' MSL.
- Rwy 34: Trees beginning 1309' from DER, 7' left of centerline, up to 98' AGL/954' MSL. Pole 1587' from DER, 295' left of centerline, 41' AGL/900' MSL. Trees beginning 3099' from DER, 1043' right of centerline, up to 86' AGL/960' MSL. Antennas and towers beginning 3682' from DER, 1364' right of centerline, up to 167' AGL/1022' MSL.

HOOSIER  
110.2 OOM  
Chan 39  
N39°08.63'-W86°36.78'  
L-27

WEGEE  
N38°30.83'  
W86°59.25'

POCKET CITY  
113.3 PXV  
Chan 80  
N37°55.70'-W87°45.74'  
L-16, H-5



**DEPARTURE ROUTE DESCRIPTION**  
**TAKEOFF RWY 25:** Climb heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence....

**DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS:**  
 Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**POCKET CITY TRANSITION (OOM4.PXV):** From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

(MAREO4.MAREO) 16091  
**MAREO FOUR DEPARTURE**

SL-6452 (FAA)

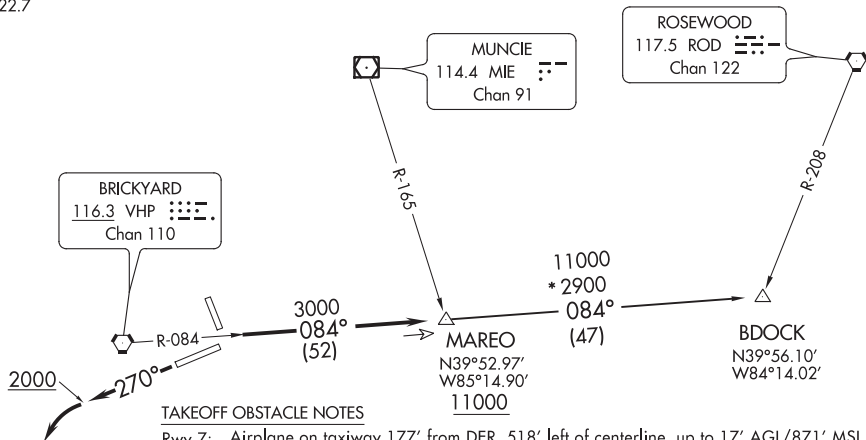
INDIANAPOLIS REGIONAL (MQJ)  
 INDIANAPOLIS, INDIANA

AWOS-3  
 124.175  
 CLNC DEL  
 119.25  
 INDIANAPOLIS DEP CON  
 127.15 317.8  
 CTAf  
 122.7

**TAKEOFF MINIMUMS**

Rwys 7, 16, 25: Standard.  
 Rwy 34: 300-1 or standard with minimum  
 climb of 347' per NM to 1100.

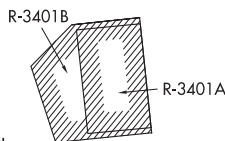
**TOP ALTITUDE:  
 ASSIGNED BY ATC**



**TAKEOFF OBSTACLE NOTES**

- Rwy 7: Airplane on taxiway 177' from DER, 518' left of centerline, up to 17' AGL/871' MSL. Trees beginning 4074' from DER, 434' left of centerline, up to 100' AGL/969' MSL. Trees beginning 4626' from DER, 837' right of centerline, up to 100' AGL/979' MSL.
- Rwy 16: Airplane on taxiway 183' from DER, 479' right of centerline, up to 17' AGL/871' MSL. Pole 234' from DER, 550' right of centerline, 6' AGL/864' MSL. Trees beginning 1634' from DER, 666' left of centerline, up to 78' AGL/929' MSL.
- Rwy 25: Trees beginning 2347' from DER, 927' left of centerline, up to 100' AGL/969' MSL.
- Rwy 34: Trees beginning 1309' from DER, 7' left of centerline, up to 98' AGL/954' MSL. Pole 1587' from DER, 295' left of centerline, 41' AGL/900' MSL. Trees beginning 3099' from DER, 1043' right of centerline, up to 86' AGL/960' MSL. Antennas and towers beginning 3682' from DER, 1364' right of centerline, up to 167' AGL/1022' MSL.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 25:** Climb heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence....

**DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS:** Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**BDOCK TRANSITION (MAREO4.BDOCK):** From over MAREO INT via VHP R-084 to BDOCK INT.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

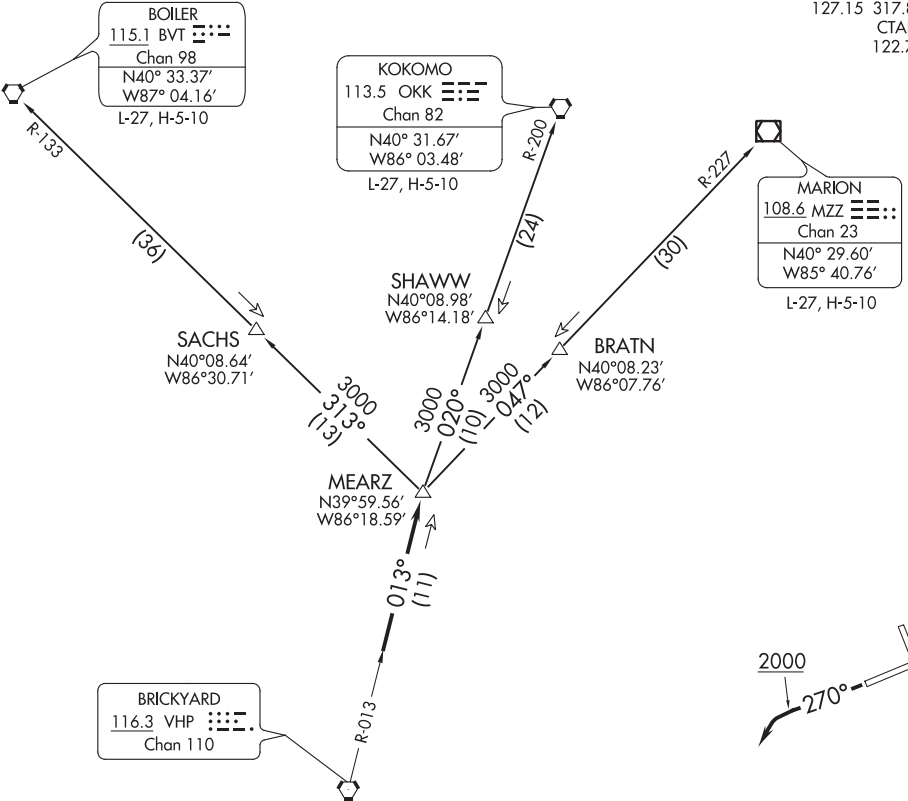
(MEARZ4.MEARZ) 16091  
**MEARZ FOUR DEPARTURE**

SL-6452 (FAA)

INDIANAPOLIS REGIONAL (MQJ)  
 INDIANAPOLIS, INDIANA

**TOP ALTITUDE:  
 ASSIGNED BY ATC**

AWOS-3  
 124.175  
 CLNC DEL  
 119.25  
 INDIANAPOLIS DEP CON  
 127.15 317.8  
 CTAF  
 122.7



EC-2, 10 NOV 2016 to 05 JAN 2017

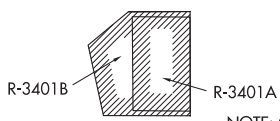
EC-2, 10 NOV 2016 to 05 JAN 2017

**TAKEOFF MINIMUMS**

Rwys 7, 16, 25: Standard.  
 Rwy 34: 300-1 or standard with minimum climb of 347' per NM to 1100.

- NOTE: RADAR Required.
- NOTE: Select appropriate Localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NOTES CONTINUED ON FOLLOWING PAGE)  
 (NARRATIVE ON FOLLOWING PAGE)



NOTE: Chart not to scale.

**MEARZ FOUR DEPARTURE**  
 (MEARZ4.MEARZ) 31MAR16

INDIANAPOLIS, INDIANA  
 INDIANAPOLIS REGIONAL (MQJ)



### DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 25: Climb heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence . . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-013 to MEARZ INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ4.BVT): From over MEARZ INT via BVT R-133 to BVT VORTAC.

KOKOMO TRANSITION (MEARZ4.OKK): From over MEARZ INT via OKK R-200 to OKK VORTAC.

MARION TRANSITION (MEARZ4.MZZ): From over MEARZ INT via MZZ R-227 to MZZ VOR/DME.

### TAKEOFF OBSTACLE NOTES

Rwy 7: Airplane on taxiway, 177' from DER, 518' left of centerline, up to 17' AGL/871' MSL.  
 Trees beginning 4074' from DER, 434' left of centerline, up to 100' AGL/969' MSL.  
 Trees beginning 4626' from DER, 837' right of centerline, 100' AGL/979' MSL.

Rwy 16: Airplane on taxiway, 183' from DER, 479' right of centerline, up to 17' AGL/871' MSL.  
 Pole 234' from DER, 550' right of centerline, 6' AGL/864' MSL.  
 Trees beginning 1634' from DER, 666' left of centerline, up to 78' AGL/929' MSL.

Rwy 25: Trees beginning 2347' from DER, 927' left of centerline, up to 100' AGL/969' MSL.

Rwy 34: Trees beginning 1309' from DER, 7' left of centerline, up to 98' AGL/954' MSL.  
 Pole 1587' from DER, 295' left of centerline, 41" AGL/900' MSL.  
 Trees beginning 3099' from DER, 1043' right of centerline, up to 86' AGL/960' MSL.  
 Antennas and towers beginning 3682' from DER, 1364' right of centerline, up to 167' AGL/1022' MSL.

**(ROCKY9.ROCKY) 16091**  
**ROCKY NINE DEPARTURE**

SL-6452 (FAA)

INDIANAPOLIS REGIONAL (MQJ)  
 INDIANAPOLIS, INDIANA

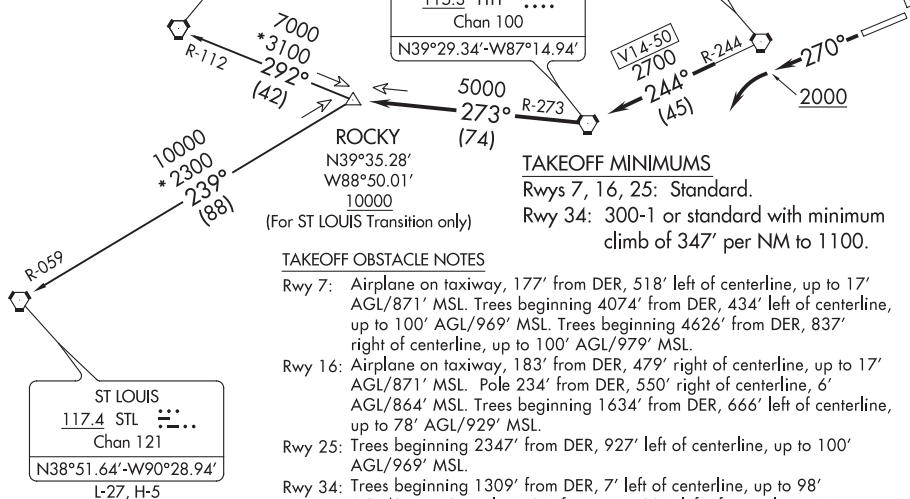
AWOS-3  
 124.175  
 CLNC DEL  
 119.25  
 INDIANAPOLIS DEP CON  
 127.15 317.8  
 CTAF  
 122.7

**TOP ALTITUDE:  
 ASSIGNED BY ATC**

**SPINNER**  
 112.7 SPI  
 Chan 74  
 N39°50.38'-W89°40.66'  
 L-27, H-5

**TERRE HAUTE**  
 115.3 TTH  
 Chan 100  
 N39°29.34'-W87°14.94'

**BRICKYARD**  
 116.3 VHP  
 Chan 110



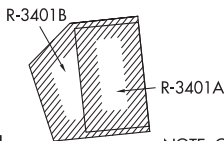
**TAKEOFF MINIMUMS**

Rwys 7, 16, 25: Standard.  
 Rwy 34: 300-1 or standard with minimum climb of 347' per NM to 1100.

**TAKEOFF OBSTACLE NOTES**

- Rwy 7: Airplane on taxiway, 177' from DER, 518' left of centerline, up to 17' AGL/871' MSL. Trees beginning 4074' from DER, 434' left of centerline, up to 100' AGL/969' MSL. Trees beginning 4626' from DER, 837' right of centerline, up to 100' AGL/979' MSL.
- Rwy 16: Airplane on taxiway, 183' from DER, 479' right of centerline, up to 17' AGL/871' MSL. Pole 234' from DER, 550' right of centerline, 6' AGL/864' MSL. Trees beginning 1634' from DER, 666' left of centerline, up to 78' AGL/929' MSL.
- Rwy 25: Trees beginning 2347' from DER, 927' left of centerline, up to 100' AGL/969' MSL.
- Rwy 34: Trees beginning 1309' from DER, 7' left of centerline, up to 98' AGL/954' MSL. Pole 1587' from DER, 295' left of centerline, 41' AGL/900' MSL. Trees beginning 3099' from DER, 1043' right of centerline, up to 86' AGL/960' MSL. Antennas and towers beginning 3682' from DER, 1364' right of centerline, up to 167' AGL/1022' MSL.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 25:** Climb heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence . . .

**DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS:** Climb on assigned heading to assigned altitude. Thence . . .

. . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**SPINNER TRANSITION (ROCKY9.SPI):** From over ROCKY INT on SPI R-112 to SPI VORTAC.  
**ST LOUIS TRANSITION (ROCKY9.STL):** From over ROCKY INT on STL R-059 to STL VORTAC.

**ROCKY NINE DEPARTURE**  
**(ROCKY9.ROCKY) 31MAR16**

INDIANAPOLIS, INDIANA  
 INDIANAPOLIS REGIONAL (MQJ)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



JACKSON, OHIO

AL-6581 (FAA)

16203

APP CRS <b>010°</b>	Rwy Idg <b>4870</b>
	TDZE <b>722</b>
	Apt Elev <b>726</b>

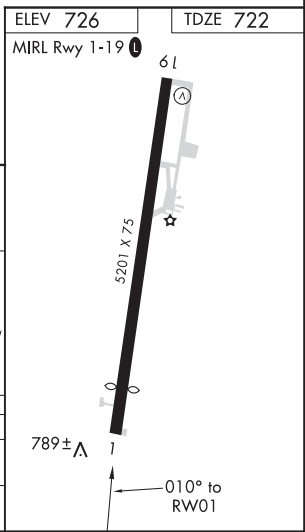
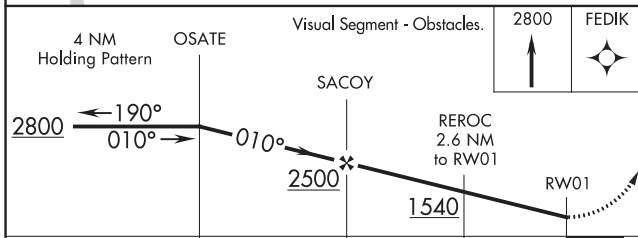
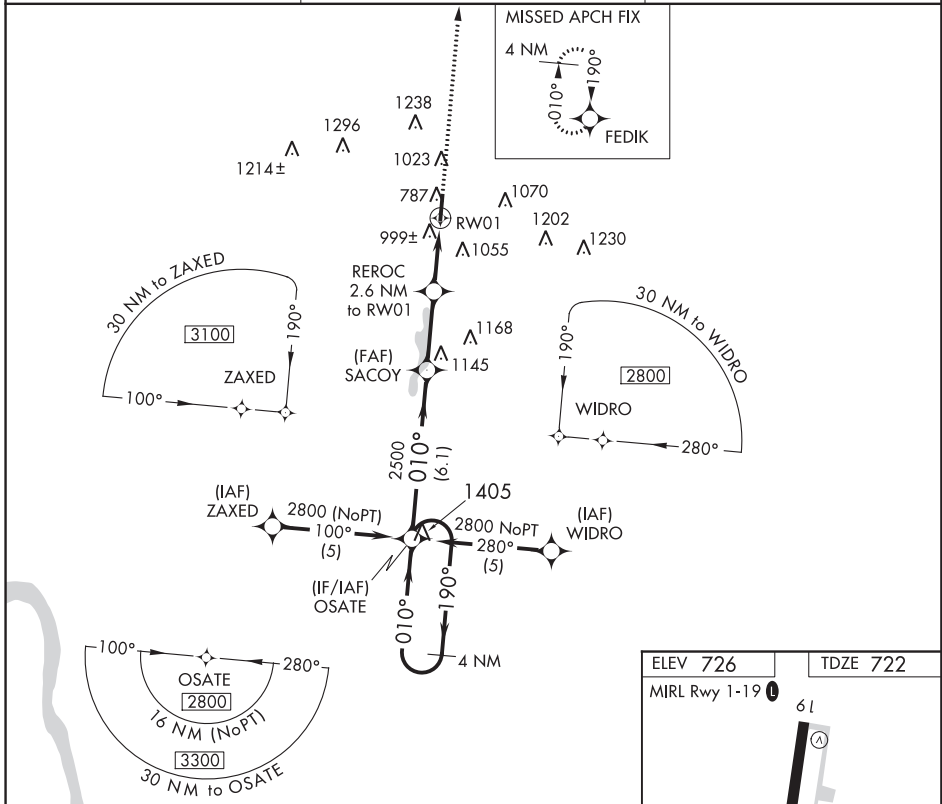
# RNAV (GPS) RWY 1

JAMES A. RHODES (I43)

**NA** When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and increase LNAV Cat C/D and Circling Cat B/C/D visibilities ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**  
Climb to 2800 direct FEDIK WP and hold.

AWOS-3 <b>118.825</b>	HUNTINGTON APP CON <b>128.4 270.1</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	1300-1 578 (600-1)	1300-1½ 578 (600-1½)	1300-1¾ 578 (600-1¾)	1300-2 578 (600-2)
CIRCLING	1340-1 614 (700-1)	1420-1 694 (700-1)	1420-2 694 (700-2)	1420-2¼ 694 (700-2¼)

JACKSON, OHIO  
Amdt 1D 21JUL16

38°59'N-82°35'W

# RNAV (GPS) RWY 1

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS **190°**  
 Rwy Idg **5201**  
 TDZE **726**  
 Apt Elev **726**

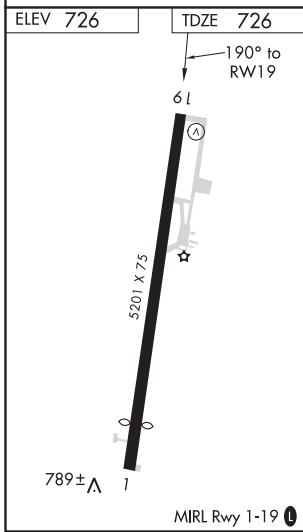
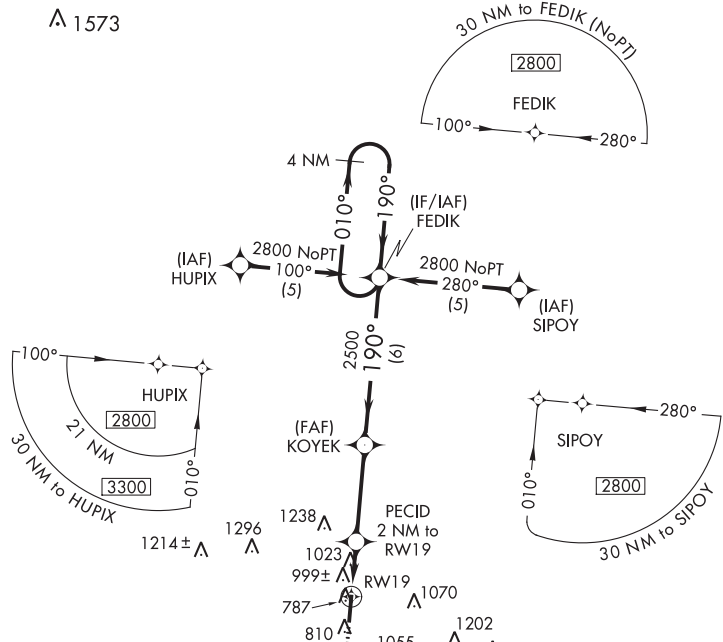
# RNAV (GPS) RWY 19

JAMES A. RHODES (I43)

**NA** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and increase LNAV Cat C/D and Circling Cat B/C/D visibilities ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 2800 direct OSATE WP and hold.

AWOS-3 **118.825**      HUNTINGTON APP CON **128.4 270.1**      UNICOM **122.7 (CTAF) 0**



2800 OSATE		KOYEK		FEDIK		4 NM Holding Pattern	
RW19		PECID 2 NM to RW19		2500		2800	
3.32° TCH 40		1460		190°		010°	
2 NM		3.5		6 NM		190°	
CATEGORY	A	B	C	D			
LNAV MDA	1280-1	554 (600-1)	1280-1½ 554 (600-1½)	1280-1¾ 554 (600-1¾)			
CIRCLING	1340-1 614 (700-1)	1420-1 694 (700-1)	1420-2 694 (700-2)	1420-2½ 694 (700-2½)			

VGSI and descent angles not coincident.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

JACKSON, OHIO

AL-6581 (FAA)

15344

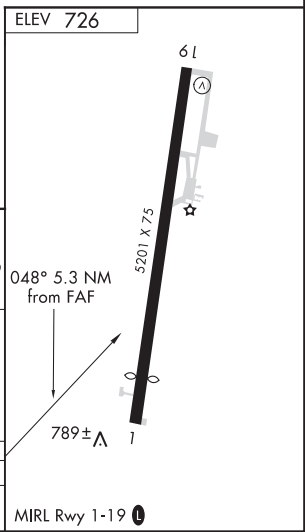
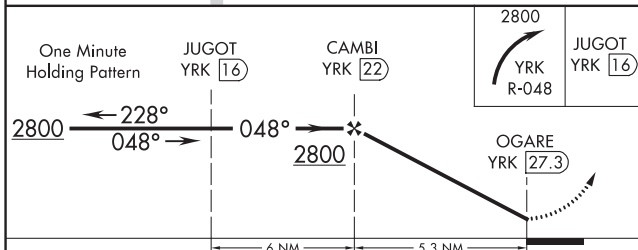
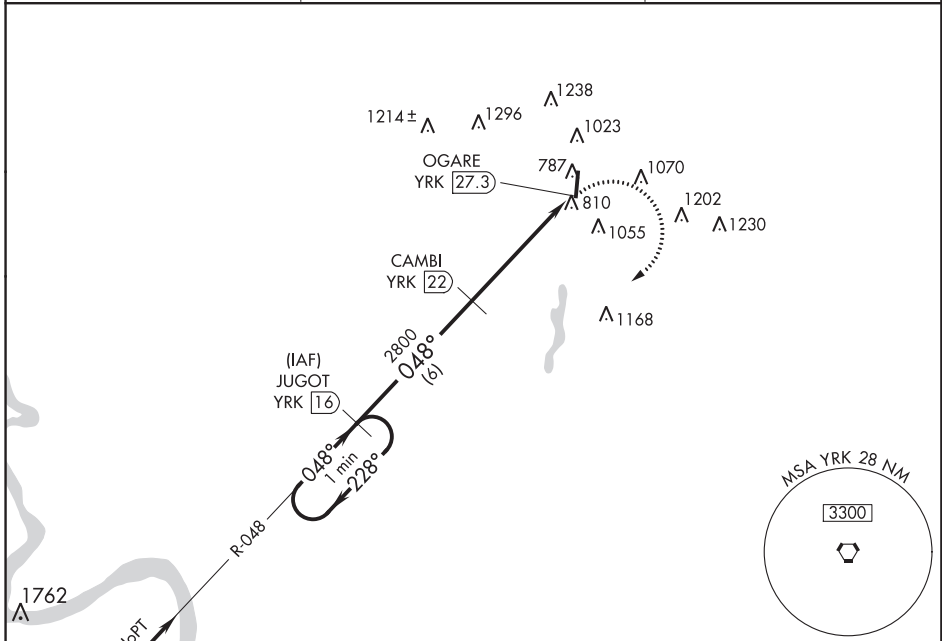
VORTAC YRK <b>112.8</b> Chan <b>75</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>726</b>
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**VOR/DME-A**  
JAMES A. RHODES (I43)

**NA** When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and Cat C/D visibilities ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing right turn to 2800 via YRK R-048 to JUGOT/16 DME and hold.

AWOS-3 <b>118.825</b>	HUNTINGTON APP CON <b>128.4 270.1</b>	UNICOM <b>122.7 (CTAF) 0</b>
--------------------------	--	---------------------------------



CATEGORY	A	B	C	D
CIRCLING	1360-1 634 (700-1)	1420-1 ¼ 694 (700-1 ¼)	1420-2 694 (700-2)	1420-2 ¼ 694 (700-2 ¼)

JACKSON, OHIO  
Amdt 2B 23JUL15

38°59'N-82°35'W

JAMES A. RHODES (I43)  
**VOR/DME-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>82426</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>474</b> <b>474</b>
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# RNAV (GPS) RWY 18

CLARK RGNL (JVY)

**⚠** Night landing: Rwy 14, 32 NA. Baro-VNAV NA when using Louisville Intl-Standford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 40°C (104°F). When local altimeter setting not received, use Louisville Intl-Standford Field altimeter setting and increase all DA 31 feet and all MDA 40 feet. DME/DME RNP-0.3 NA. For inoperative MALSR with local altimeter or when using Louisville Intl-Standford Field altimeter setting, increase LNAV/VNAV all Cats visibility 1/4 mile.



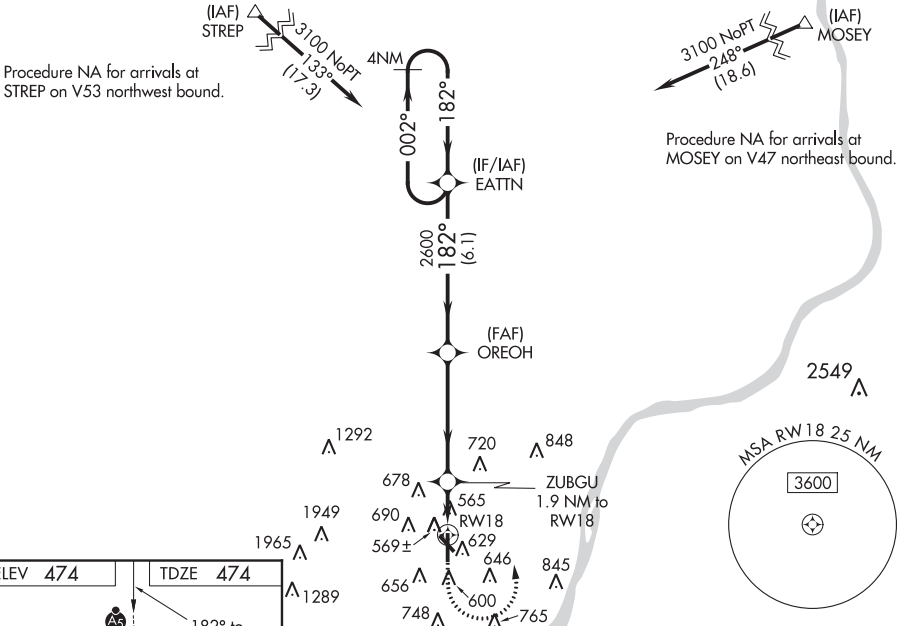
**MISSED APPROACH:**  
Climb to 900 then climbing left turn to 3100 direct EATTN and hold.

AWOS-3  
**118.575**

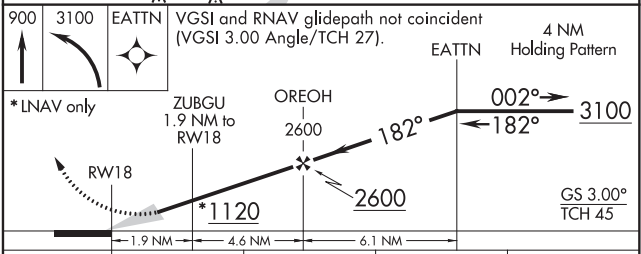
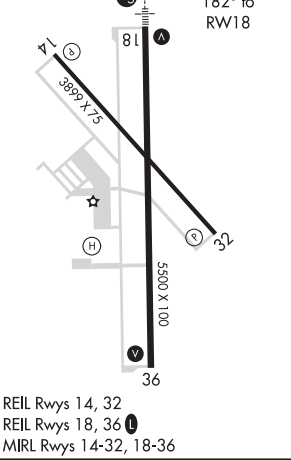
LOUISVILLE APP CON  
**132.075 327.0**

CLNC DEL  
**118.05**

UNICOM  
**122.7 (CTAF) 0**



ELEV 474	TDZE 474
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CATEGORY	A	B	C	D
LPV DA		674-1/2	200 (200-1/2)	
LNAV/VNAV DA		730-1/2	256 (300-1/2)	
LNAV MDA	820-1/2	346 (400-1/2)	820-5/8	346 (400-5/8)
CIRCLING	1040-1	566 (600-1)	1040-1 1/2	1040-2
			566 (600-1 1/2)	566 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOM JV <b>331</b>	APP CRS <b>182°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>474</b> <b>474</b>
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# NDB RWY 18

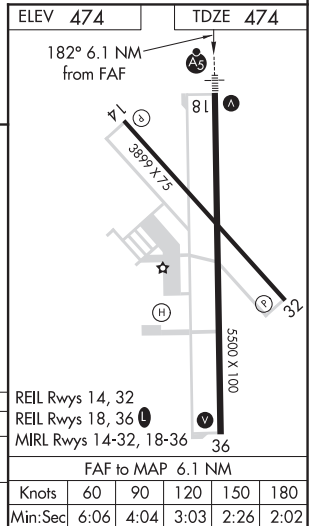
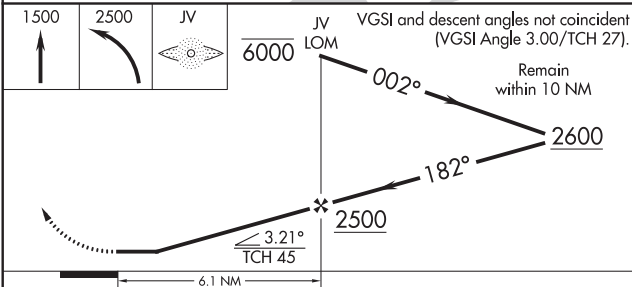
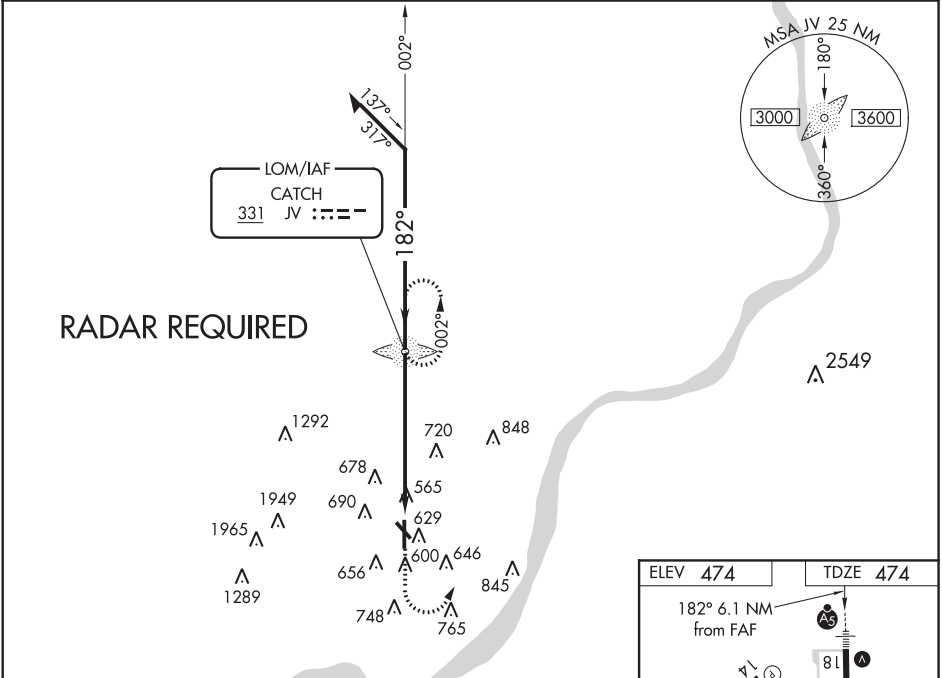
CLARK RGNL (JVY)

**NA** Circling NA for Cat D southwest of Rwy 14 and west of Rwy 36. Night landing: Rwy 14, 32 NA. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all MDA 40 feet and increase S-18 Cat C and D and Circling Cat C visibility 1/8 mile and Circling Cat D visibility 1/4 mile. For inop MALSRS, increase S-18 Cat C and D visibility to 1 3/4 mile. For inop MALSRS, when using Louisville Intl-Standiford Field altimeter setting, increase S-18 Cat C and D visibility to 1 7/8 mile.



**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2500 direct CATCH LOM and hold.

AWOS-3 <b>118.575</b>	LOUISVILLE APP CON <b>132.075 327.0</b>	CLNC DEL <b>118.05</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
S-18	1100-3/4	626 (700-3/4)	1100-1 3/8	626 (700-1 1/8)
<b>C</b> CIRCLING	1100-1	626 (700-1)	1100-1 3/4	1120-2 646 (700-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

KENDALLVILLE, INDIANA

AL-5896 (FAA)

16315

WAAS Ch <b>40035</b> <b>W10A</b>	APP CRS <b>096°</b>	Rwy Idg <b>4399</b> TDZE <b>999</b> Apt Elev <b>1004</b>
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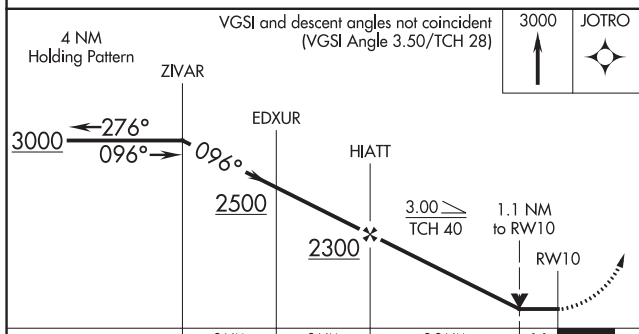
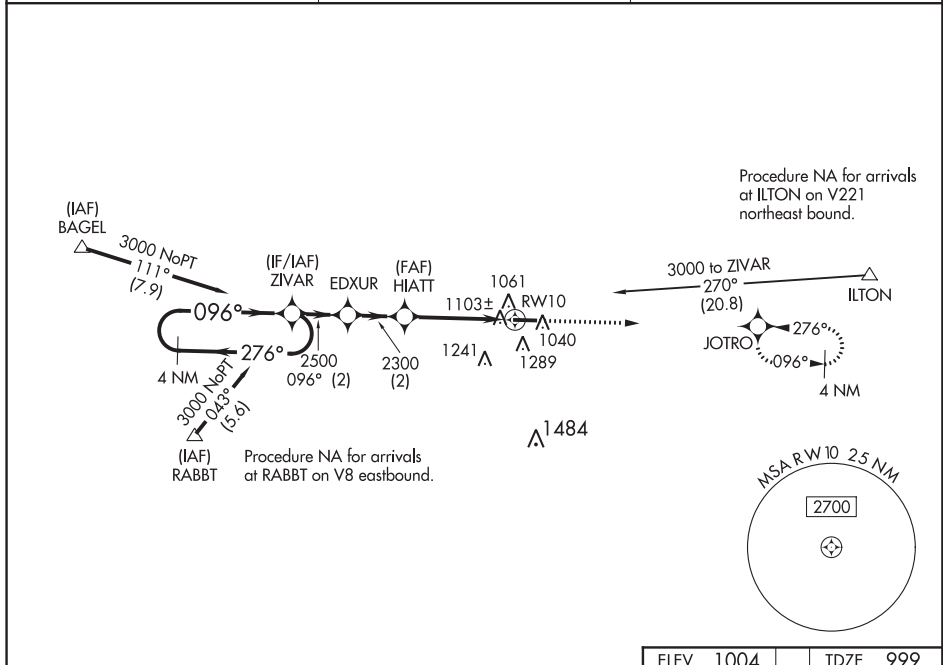
# RNAV (GPS) RWY 10

KENDALLVILLE MUNI (C62)

**▼** Circling to Rwy 28 NA at night. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA with Fort Wayne altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

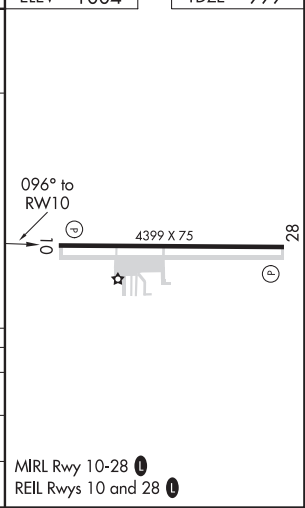
**▲** MISSED APPROACH: Climb to 3000 direct JOTRO and hold.

AWOS-3P <b>119,925</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1004	TDZE 999
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CATEGORY	A	B	C	D
LP MDA	1360-1	361 (400-1)		NA
LNAV MDA	1440-1	441 (500-1)		NA
<b>C</b> CIRCLING	1600-1	596 (600-1)		NA



KENDALLVILLE, INDIANA  
Orig-A 18SEP14

41°28'N-85°16'W

# RNAV (GPS) RWY 10

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

MIRL Rwy 10-28 **0**  
REIL Rwys 10 and 28 **0**

WAAS CH <b>90135</b> <b>W28A</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev	<b>4399</b> <b>1004</b> <b>1004</b>
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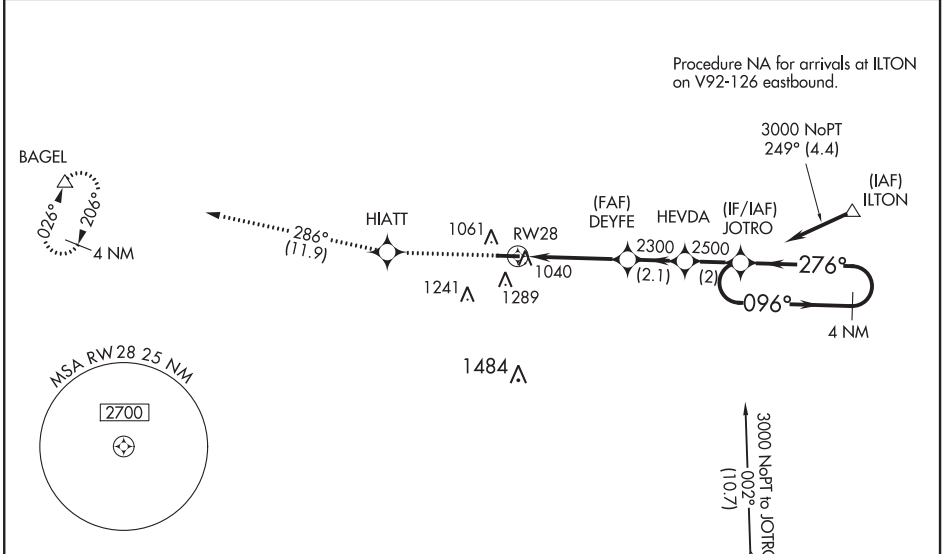
# RNAV (GPS) RWY 28

KENDALLVILLE MUNI (C62)

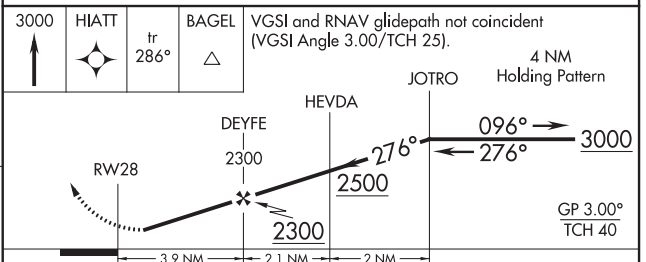
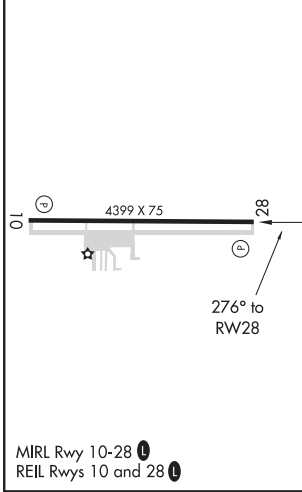
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Rwy 28 Straight-in and Circling minimums NA at night. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all DAs 96 feet and all MDAs 100 feet; increase LPV all Cats visibility 3/8 mile and LNAV/VNAV all Cats visibility 1/4 mile. Baro-VNAV and VDP NA when using Fort Wayne altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct HIATT and on track 286° to BAGEL and hold.

AWOS-3P <b>119.925</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF) 1</b>
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ELEV 1004	TDZE 1004
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CATEGORY	A	B	C	D
LPV DA	1352-1 1/8	348 (400-1 1/8)		NA
LNAV/VNAV DA	1276-1	272 (300-1)		NA
LNAV MDA	1520-1	516 (600-1)		NA
<b>C</b> CIRCLING	1600-1	596 (600-1)		NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





WAAS CH <b>65701</b> <b>W19A</b>	APP CRS <b>196°</b>	Rwy Idg <b>4000</b> TDZE <b>1134</b> Apt Elev <b>1134</b>
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# RNAV (GPS) RWY 19

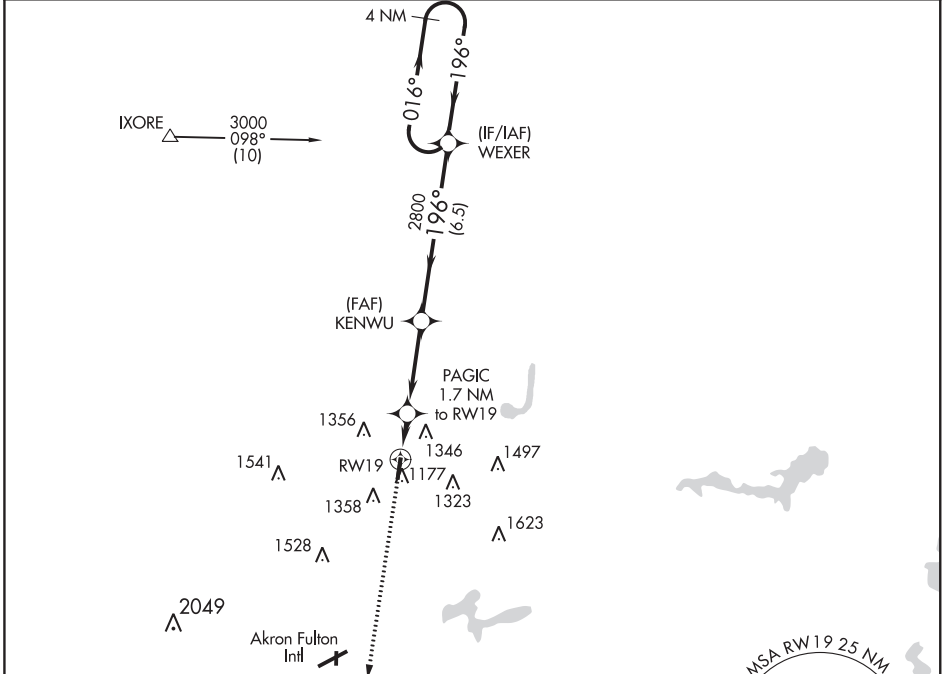
KENT STATE UNIVERSITY (1G3)

**⚠** DME/DME RNP-0.3 NA. Use Akron Fulton Intl altimeter setting; if not received use Akron-Canton Rgnl altimeter setting, and increase all DAs/MDAs 20 feet. Visibility reduction by helicopters NA. Baro-VNAV NA.

**⚠** NA

MISSED APPROACH: Climb to 3000 direct OMADE and hold.

AKRON-CANTON APP CON *	CLNC DEL	UNICOM	<b>122.9</b> <b>Ⓢ</b>
<b>118.6 371.875</b>	<b>125.65</b>	<b>122.725 (CTAF)</b>	



ELEV 1134	TDZE 1134	MISSED APCH FIX		
		<p>3000 OMADE</p> <p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).</p> <p>PAGIC 1.7 NM to RWY 19</p> <p>KENWU</p> <p>WEXER 4 NM Holding Pattern</p> <p>GP 3.00° TCH 40</p>		
CATEGORY	A	B	C	D
LPV DA	1443-1 309 (400-1)			NA
LNAV MDA	1580-1	446 (500-1)	1580-1¼ 446 (500-1¼)	NA
CIRCLING	1760-1	626 (700-1)	1760-1¾ 626 (700-1¾)	NA

KENT, OHIO  
Amdt 1A 20DEC07

41°09'N-81°25'W

# RNAV (GPS) RWY 19

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

KENT, OHIO

AL-5397 (FAA)

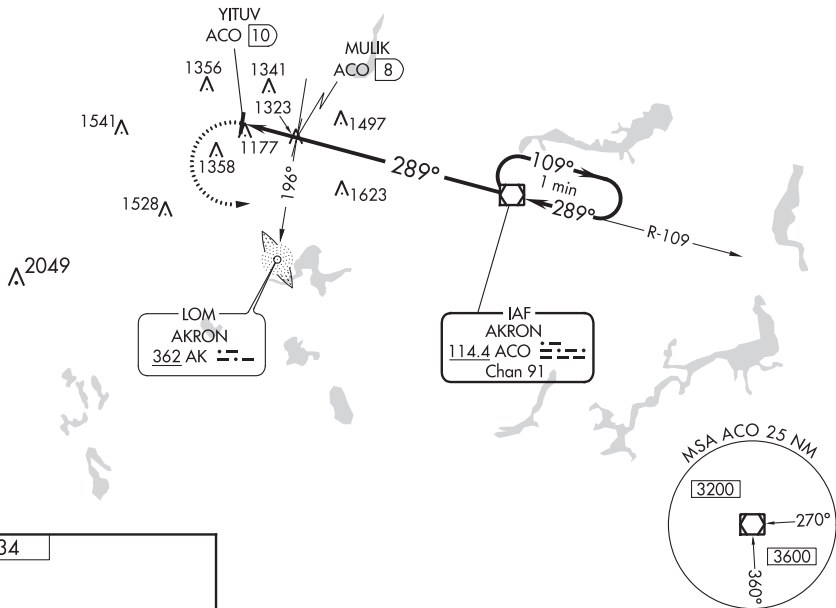
16035

VOR/DME ACO <b>114.4</b> Chan <b>91</b>	APP CRS <b>289°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1134</b>
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**VOR-A**

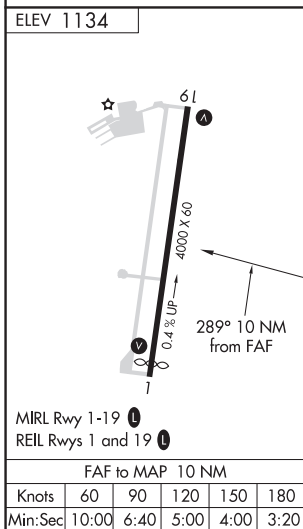
KENT STATE UNIVERSITY (1G3)

<b>▼</b> <b>▲ NA</b>	Use Akron Fulton altimeter setting; when not received, use Akron-Canton Rgnl altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 direct ACO VOR/DME and hold.		
AKRON FULTON INTL ASOS <b>126.825</b>	AKRON-CANTON APP CON ★ <b>118.6 371.875</b>	CLNC DEL <b>125.65</b>	UNICOM <b>122.725</b> (CTAF)	<b>122.9</b> <b>0</b>



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



3000	ACO	One Minute Holding Pattern			
CATEGORY	A	B	C	D	
CIRCLING	2020-1¼	886 (900-1¼)	2020-2¾ 886 (900-2¾)	NA	
MULIK FIX MINIMUMS (ADF OR DME REQUIRED)					
CIRCLING	1760-1	626 (700-1)	1760-1¾ 626 (700-1¾)	NA	

KENT, OHIO  
Amdt 14 09FEB12

41°09'N-81°25'W

KENT STATE UNIVERSITY (1G3)

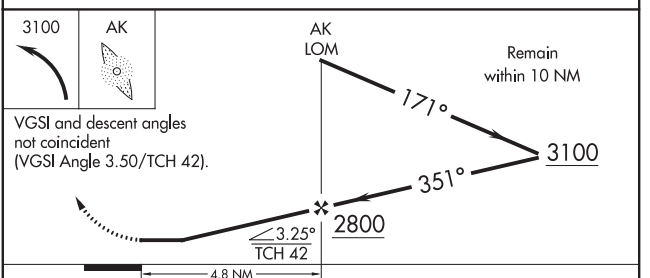
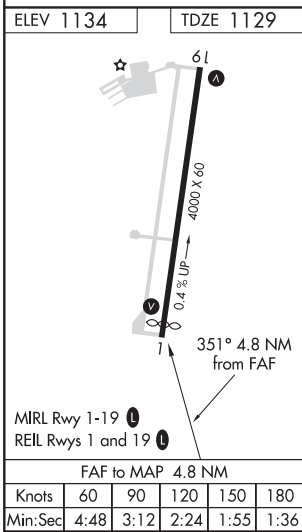
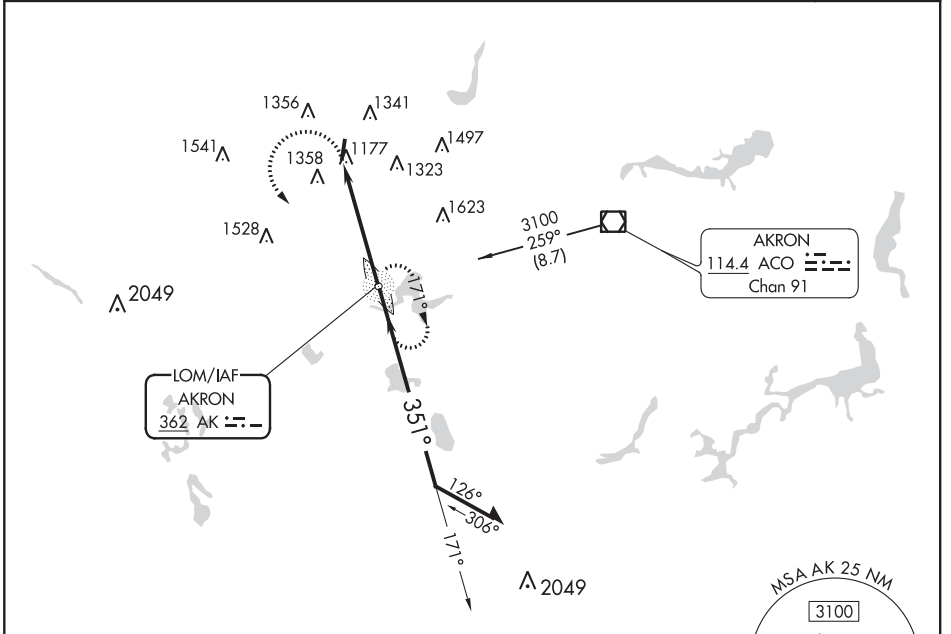
**VOR-A**

LOM AK	APP CRS	Rwy Idg	<b>3947</b>
<b>362</b>	<b>351°</b>	TDZE	<b>1129</b>
		Apt Elev	<b>1134</b>

# NDB RWY 1

## KENT STATE UNIVERSITY (1G3)

<p><b>▼</b> Use Akron Fulton altimeter setting; when not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 20 feet. Night landing: Rwy 1 NA.</p> <p><b>▲ NA</b> Helicopter visibility reduction below 1 SM NA.</p>	<p><b>MISSED APPROACH:</b> Climbing left turn to 3100 direct AKRON LOM and hold.</p>			
AKRON FULTON INTL ASOS <b>126.825</b>	AKRON-CANTON APP CON ★ <b>118.6 371.875</b>	CLNC DEL <b>125.65</b>	UNICOM <b>122.725 (CTAF)</b>	<b>122.9 0</b>



CATEGORY	A	B	C	D
S-1	1760-1	631 (700-1)	1760-1 <sup>7</sup> / <sub>8</sub> 631 (700-1 <sup>7</sup> / <sub>8</sub> )	NA
CIRCLING	1760-1	626 (700-1)	1760-1 <sup>7</sup> / <sub>8</sub> 626 (700-1 <sup>7</sup> / <sub>8</sub> )	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

KENTLAND, INDIANA

AL-6325 (FAA)

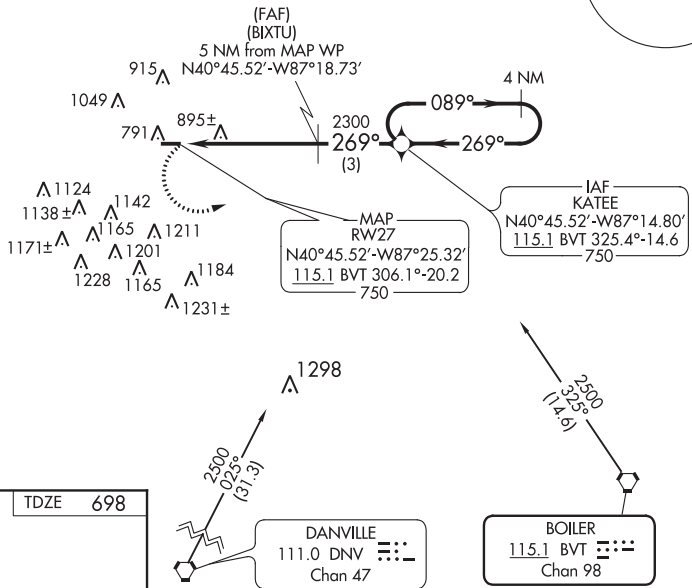
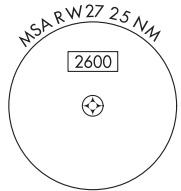
15120

VORTAC BVT <b>115.1</b> Chan <b>98</b>	APP CRS <b>269°</b>	Rwy Idg <b>4004</b> TDZE <b>698</b> Apt Elev <b>698</b>
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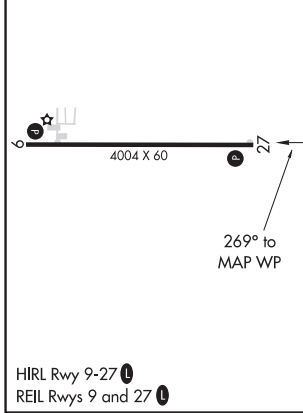
# VOR/DME RNAV or GPS RWY 27

KENTLAND MUNI (50I)

<p>▼ Use Lafayette altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing left turn to 2500 direct KATEE WP and hold.</p>
<p>CHICAGO CENTER <b>132.5 258.1</b></p>	<p>UNICOM <b>122.8 (CTAF) 0</b></p>



ELEV <b>698</b>	TDZE <b>698</b>
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2500	KATEE				
<p>4004 X 60</p> <p>27</p> <p>269° to MAP WP</p>					
<p>1.7</p> <p>3.3 NM</p> <p>3 NM</p>					
CATEGORY	A	B	C	D	
S-27	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA	
CIRCLING	1280-1	582 (600-1)	1320-1¾ 622 (700-1¾)	NA	

KENTLAND, INDIANA  
Orig-A 09JAN14

40°45'N-87°26'W

KENTLAND MUNI (50I)

# VOR/DME RNAV or GPS RWY 27

EC-2, 10 NOV 2016 to 05 JAN 2017

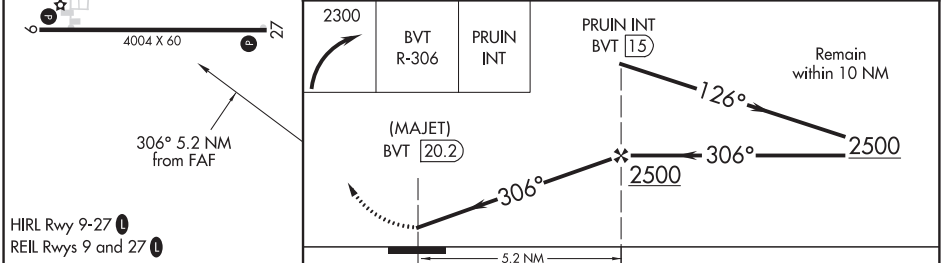
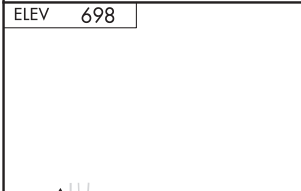
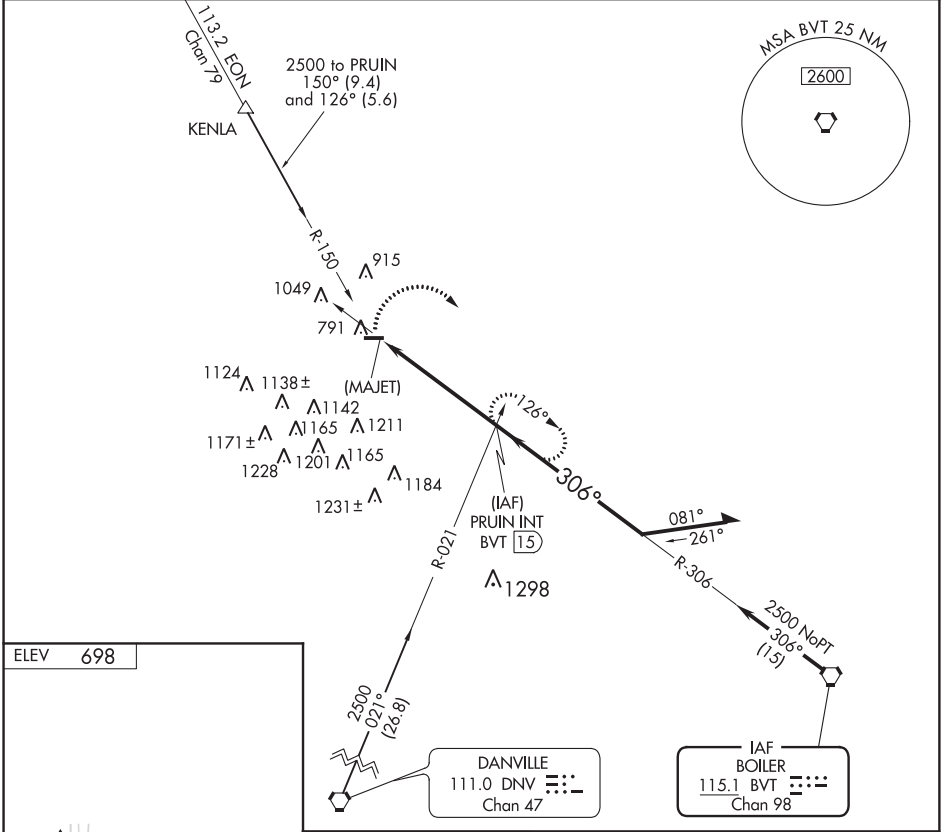
EC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC BVT <b>115.1</b> Chan <b>98</b>	APP CRS <b>306°</b>	Rwy ldg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>698</b>
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**VOR or GPS-A**  
KENTLAND MUNI (50I)

<p>▼ Use Lafayette altimeter setting. ▲ NA Activate MRL Rwy 9-27 CTAF.</p>	<p>MISSED APPROACH: Climbing right turn to 2300 via BVT R-306 to PRUIN Int/15 DME and hold.</p>
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<p>CHICAGO CENTER <b>132.5 258.1</b></p>	<p>UNICOM <b>122.8 (CTAF) 0</b></p>
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FAF to MAP 5.2 NM						
Knots	60	90	120	150	180	
Min:Sec	5:12	3:28	2:36	2:05	1:44	
CATEGORY	A		B		C	D
CIRCLING	1300-1		602 (700-1)		1320-1¾ 622 (700-1¾)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>4797</b>
<b>046°</b>	TDZE	<b>1029</b>
	Apt Elev	<b>1029</b>

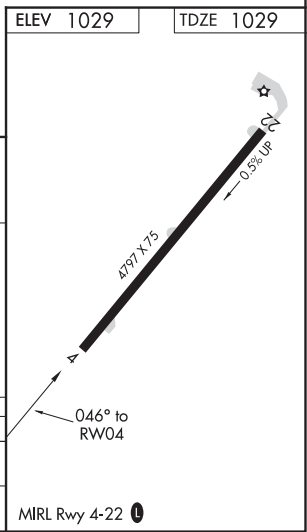
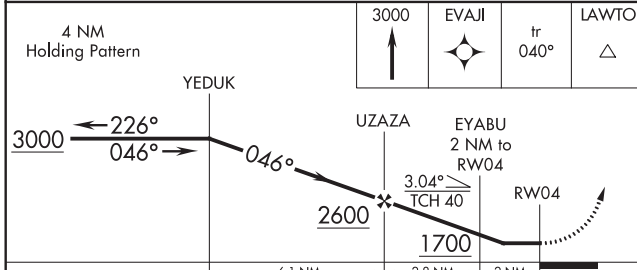
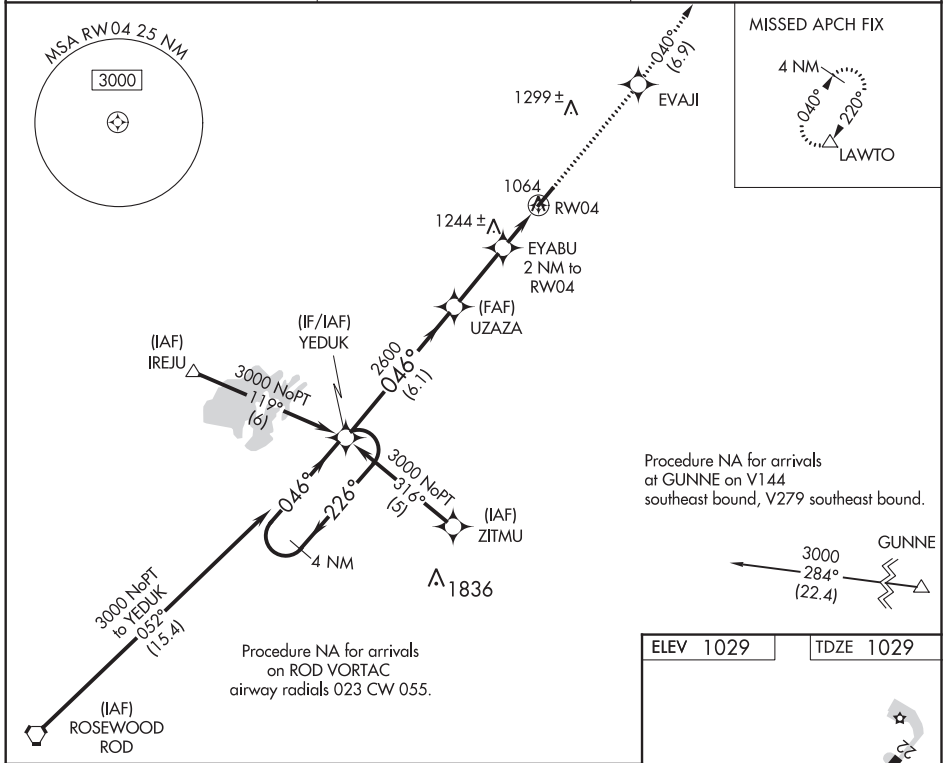
# RNAV (GPS) RWY 4

HARDIN COUNTY (I95)

**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lima altimeter setting; when not received, use Findlay altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

**△** NA MISSED APPROACH: Climb to 3000 direct EVAJI and on track 040° to LAWTO and hold.

LIMA ASOS <b>128.725</b>	INDIANAPOLIS CENTER <b>128.075 269.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
RNAV MDA	1560-1	531 (600-1)	1560-1½ 531 (600-1½)	1560-1¾ 531 (600-1¾)
CIRCLING	1580-1 551 (600-1)	1600-1 571 (600-1)	1600-1½ 571 (600-1½)	1600-2 571 (600-1)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>226°</b>	Rwy Idg <b>4797</b>
	TDZE <b>1022</b>
	Apt Elev <b>1029</b>

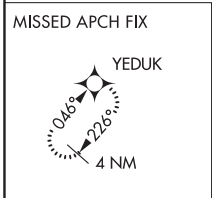
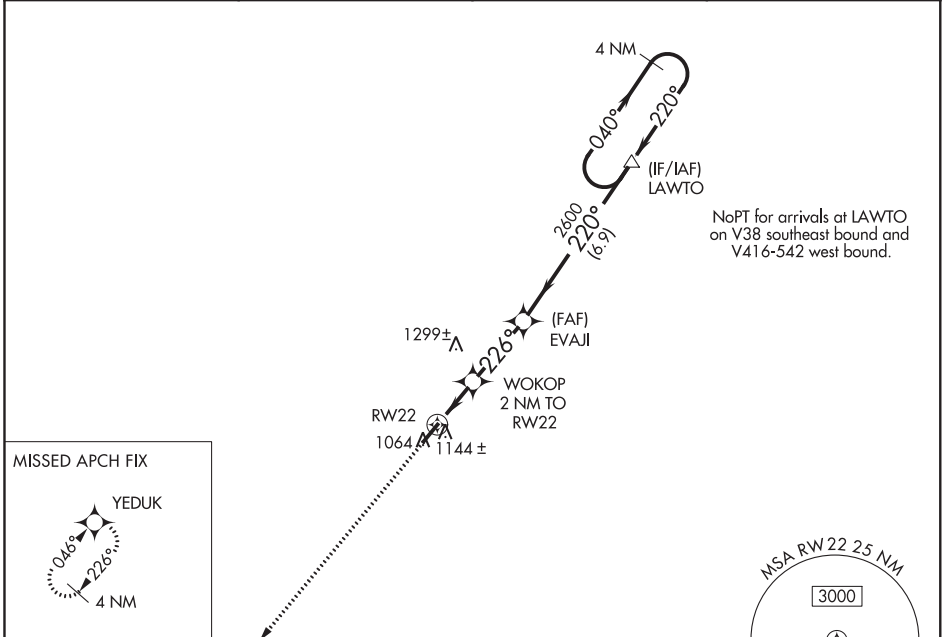
# RNAV (GPS) RWY 22

HARDIN COUNTY (I95)

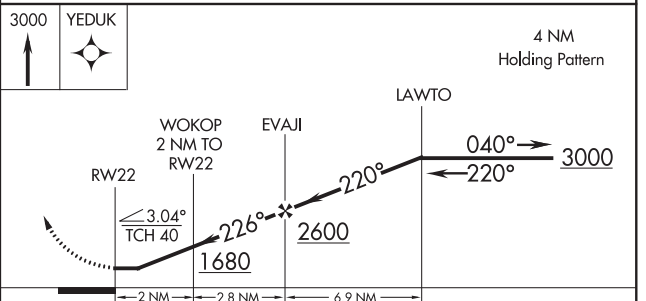
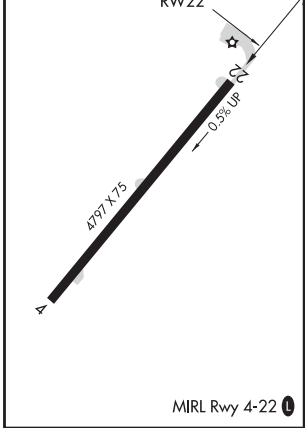
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopter NA. Use Lima altimeter setting; when not received, use Findlay altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct YEDUK and hold.

LIMA ASOS <b>128.725</b>	INDIANAPOLIS CENTER <b>128.075 269.0</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 1029	TDZE 1022
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CATEGORY	A	B	C	D
RNAV MDA	1460-1	438 (500-1)	1460-1¼ 438 (500-1¼)	1460-1½ 438 (500-1½)
CIRCLING	1580-1 551 (600-1)	1600-1 571 (600-1)	1600-1½ 571 (600-1½)	1600-2 571 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



KNOX, INDIANA

AL-6847 (FAA)

15120

WAAS CH <b>87108</b> <b>W18A</b>	APP CRS <b>181°</b>	Rwy Idg TDZE Apt Elev	<b>4401</b> <b>685</b> <b>685</b>
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# RNAV (GPS) RWY 18

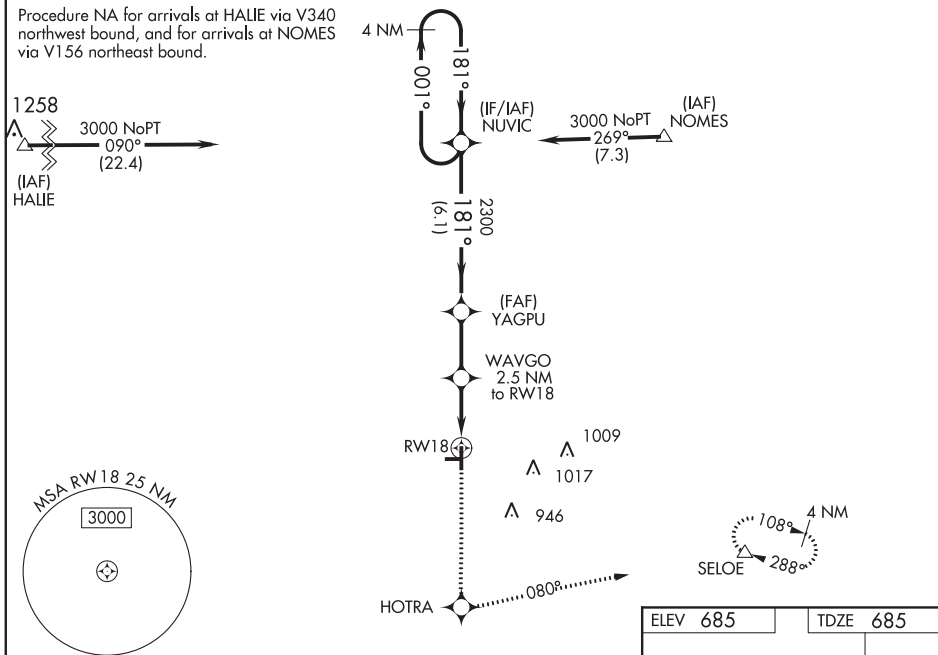
STARKE COUNTY (OXI)

**⚠ DME/DME RNP-0.3 NA.** Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using South Bend altimeter setting. Obtain local altimeter setting on CTAF, when not received use South Bend altimeter setting and increase all MDA/DA 80 feet, increase LPV and LNAV/VNAV visibilities ¼ mile all Cats, increase LNAV Cat C, D visibilities ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct HOTRA and left turn via 080° track to SELOE and hold.

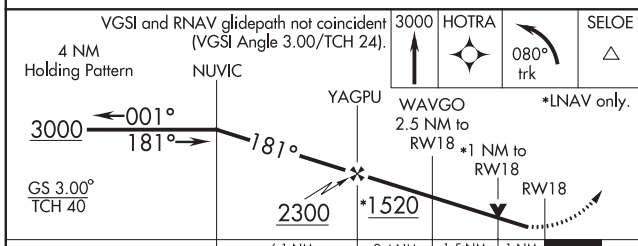
AWOS-3 <b>135.775</b>	SOUTH BEND APP CON* <b>132.05 257.8</b>	UNICOM <b>122.8 (CTAF)</b>
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Procedure NA for arrivals at HALIE via V340 northwest bound, and for arrivals at NOMES via V156 northeast bound.



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 685	TDZE 685
181° to RW18	765± ⚠
81	783± ⚠
4401 X 75	27
3096 X 145	36
MIRL Rwy 18-36	REIL Rwy 18 and 36

CATEGORY	A	B	C	D
LPV DA		935-1	250 (300-1)	
LNAV/ VNAV DA		1035-1¼	350 (400-1¼)	
LNAV MDA	1040-1	355 (400-1)		1040-1¼ 355 (400-1¼)
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (500-2)

KNOX, INDIANA  
Orig 25SEP08

41°20'N-86°40'W

# STARKE COUNTY (OXI)

# RNAV (GPS) RWY 18

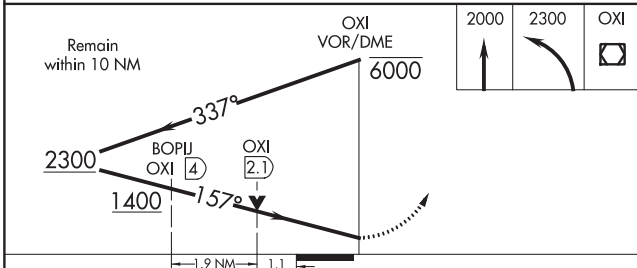
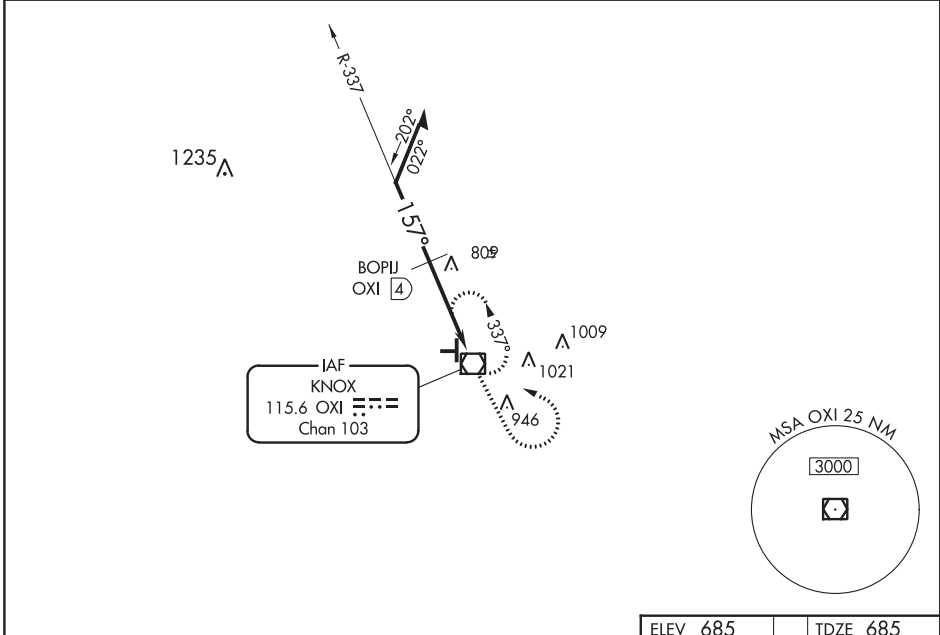
VOR/DME OXI <b>115.6</b> Chan <b>103</b>	APP CRS <b>157°</b>	Rwy Idg <b>4401</b> TDZE <b>685</b> Apt Elev <b>685</b>
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**VOR RWY 18**  
STARKE COUNTY (OXI)

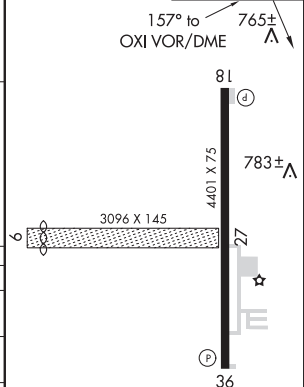
**⚠** Visibility reduction by helicopters NA. VDP NA when using South Bend altimeter setting. Obtain local altimeter setting on CTAF, when not received, use South Bend altimeter setting and increase all MDA 80 ft. Increase S-18 and circling Cat B, C, D visibilities ¼ mile. BOPIJ fix minimums when using South Bend altimeter setting, increase S-18 Cat C, D visibilities ¼ mile.

**MISSED APPROACH:** Climb to 2000, then climbing left turn to 2300 direct OXI VOR/DME and hold. Continue climb-in-hold to 2300.

AWOS-3 <b>135.775</b>	SOUTH BEND APP CON * <b>132.05 257.8</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 685	TDZE 685
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CATEGORY	A	B	C	D
S-18	1400-1	715 (800-1)	1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
CIRCLING	1400-1	715 (800-1)	1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
BOPIJ FIX MINIMUMS				
S-18	1060-1 375 (400-1)		1060-1¼ 375 (400-1¼)	
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

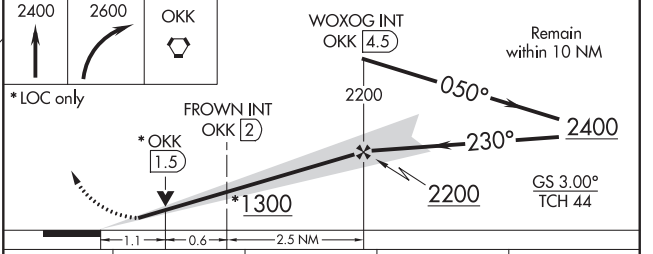
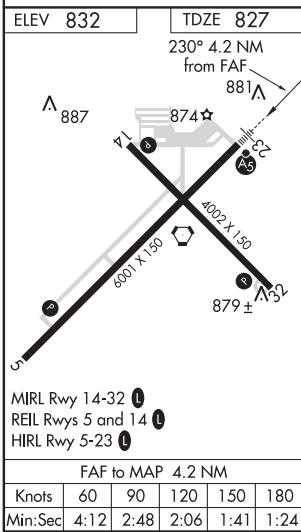
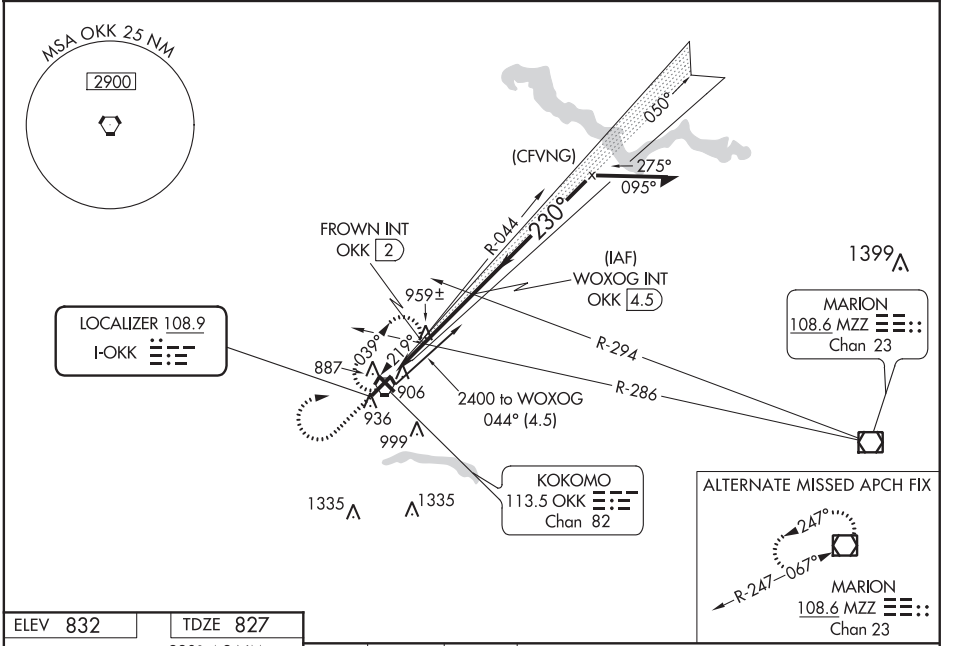
EC-2, 10 NOV 2016 to 05 JAN 2017

LOC I-OKK <b>108.9</b>	APP CRS <b>230°</b>	Rwy Idg TDZE Apt Elev	<b>6001</b> <b>827</b> <b>832</b>
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# ILS or LOC RWY 23

KOKOMO MUNI (OKK)

NA		MALSR 		MISSED APPROACH: Climb to 2400 then climbing right turn to 2600 direct OKK VORTAC and hold.	
AWOS-3 <b>113.5</b>	GRISSOM APP CON* <b>121.05 338.275</b>		CLNC DEL <b>120.0</b>	UNICOM <b>123.0</b> (CTAF)	



CATEGORY	A	B	C	D
S-ILS 23	1027-1/2 200 (200-1/2)			
S-LOC 23	1300-1/2	473 (500-1/2)	1300-1	473 (500-1)
<b>C</b> CIRCLING	1300-1	468 (500-1)	1400-1 1/2 568 (600-1 1/2)	1640-2 1/2 808 (900-2 1/2)
FROWN FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)				
S-LOC 23	1220-1/2	393 (400-1/2)	1220-3/4	393 (400-3/4)
<b>C</b> CIRCLING	1260-1 428 (500-1)	1300-1 468 (500-1)	1400-1 1/2 568 (600-1 1/2)	1640-2 1/2 808 (900-2 1/2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>78139</b> <b>W05A</b>	APP CRS <b>050°</b>	Rwy ldg TDZE Apt Elev	<b>6001</b> <b>832</b> <b>832</b>
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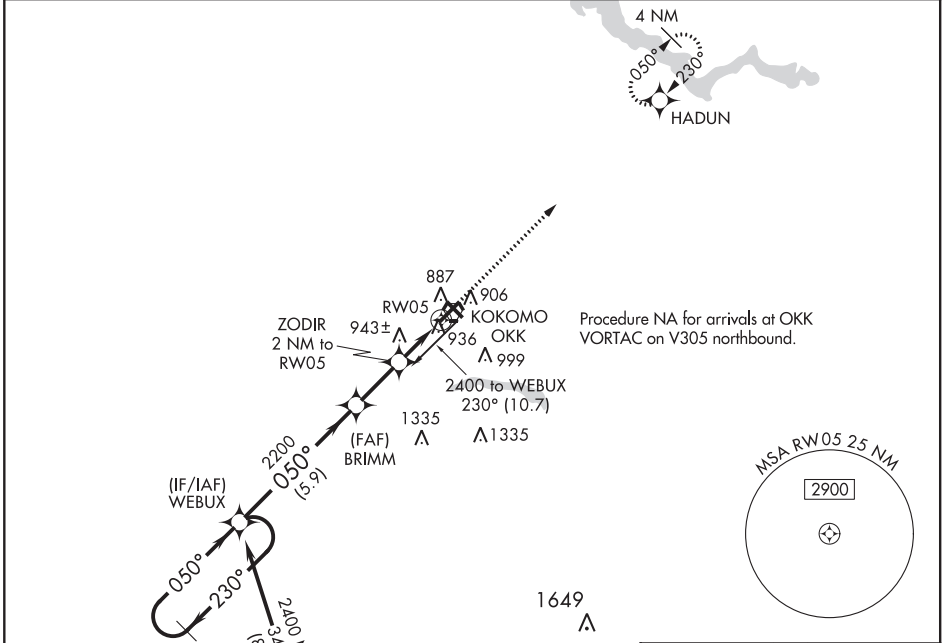
# RNAV (GPS) RWY 5

KOKOMO MUNI (OKK)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HADUN and hold.

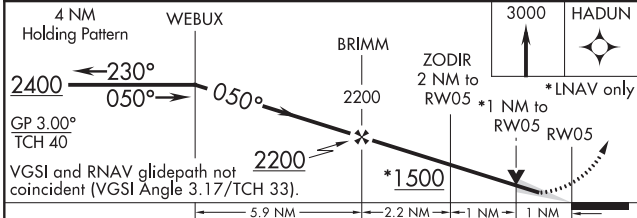
AWOS-3 <b>113.5</b>	GRISSOM APP CON * <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>123.0 (CTAF) Ⓛ</b>
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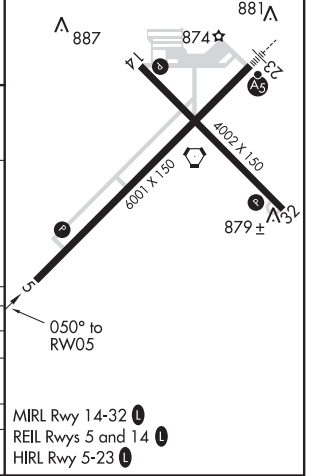
Procedure NA for arrivals at OKK VORTAC on V305 northbound.

Procedure NA for arrivals on MUNCIE VOR/DME airway radials 212 CW 323.

ELEV 832	TDZE 832
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CATEGORY	A	B	C	D
LPV DA		1082-7/8	250 (300-7/8)	
LNAV/VNAV DA		1102-7/8	270 (300-7/8)	
LNAV MDA		1200-1	368 (400-1)	
CIRCLING	1260-1	1300-1	1400-1 1/2	1640-2 1/2
	428 (500-1)	468 (500-1)	568 (600-1 1/2)	808 (900-2 1/2)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

KOKOMO, INDIANA

AL-711 (FAA)

16203

WAAS CH <b>78134</b> <b>W14A</b>	APP CRS <b>140°</b>	Rwy Idg TDZE Apt Elev	<b>4002</b> <b>826</b> <b>832</b>
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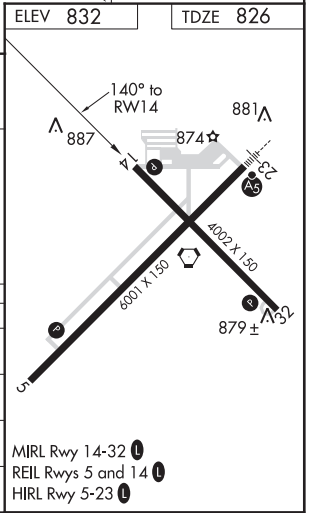
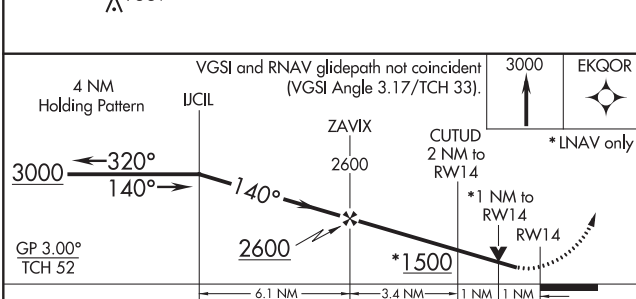
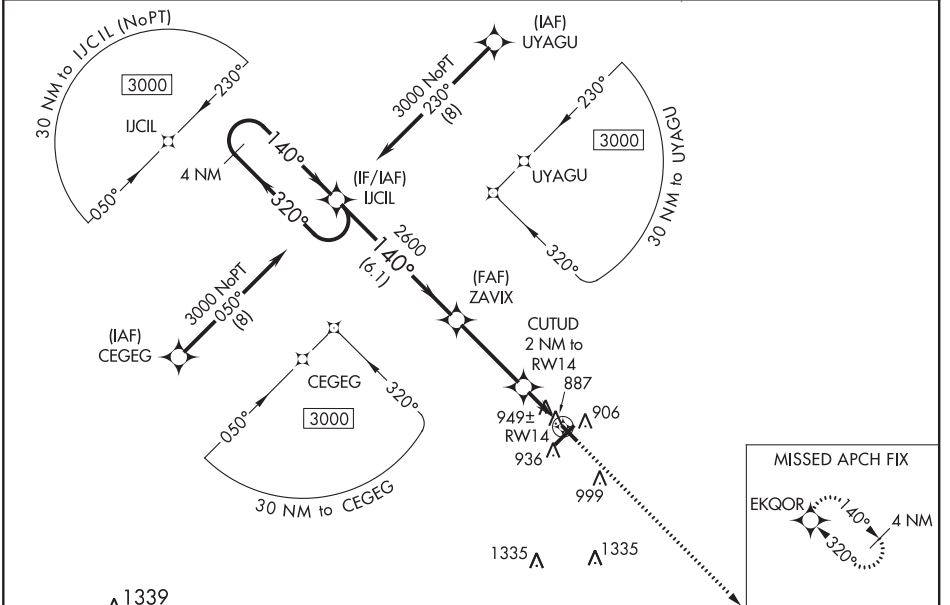
# RNAV (GPS) RWY 14

KOKOMO MUNI (OKK)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct EKGOR and hold.

AWOS-3 <b>113.5</b>	GRISSOM APP CON* <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		1076-1	250 (300-1)	
LNAV/VNAV DA		1199-1¼	373 (400-1¼)	
LNAV MDA		1200-1	374 (400-1)	
<b>C</b> CIRCLING	1260-1 428 (500-1)	1300-1 468 (500-1)	1400-1½ 568 (600-1½)	1640-2½ 808 (900-2½)

KOKOMO, INDIANA  
Orig-B 23JUN16

40°32'N-86°04'W

# RNAV (GPS) RWY 14

KOKOMO MUNI (OKK)

EC-2, 10 NOV 2016 to 05 JAN 2017

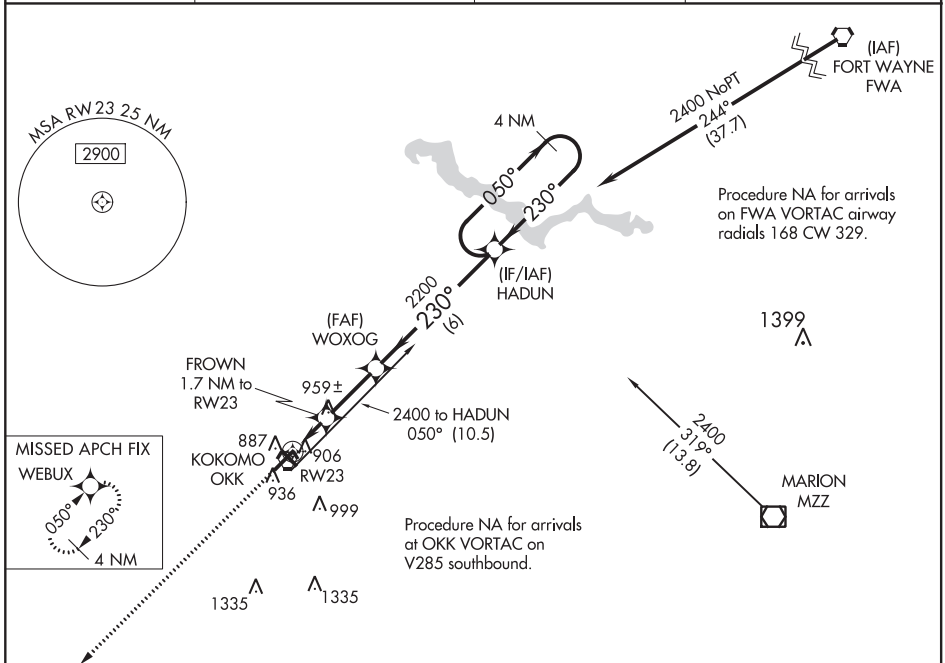
EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>40119</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Idg TDZE Apt Elev	<b>6001</b> <b>827</b> <b>832</b>
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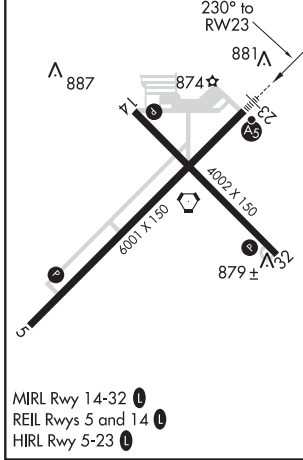
# RNAV (GPS) RWY 23

KOKOMO MUNI (OKK)

<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3000 direct WEBUX and hold.</p>	
		AWOS-3 <b>113.5</b>	GRISSOM APP CON* <b>121.05 338.275</b>



ELEV 832	TDZE 827
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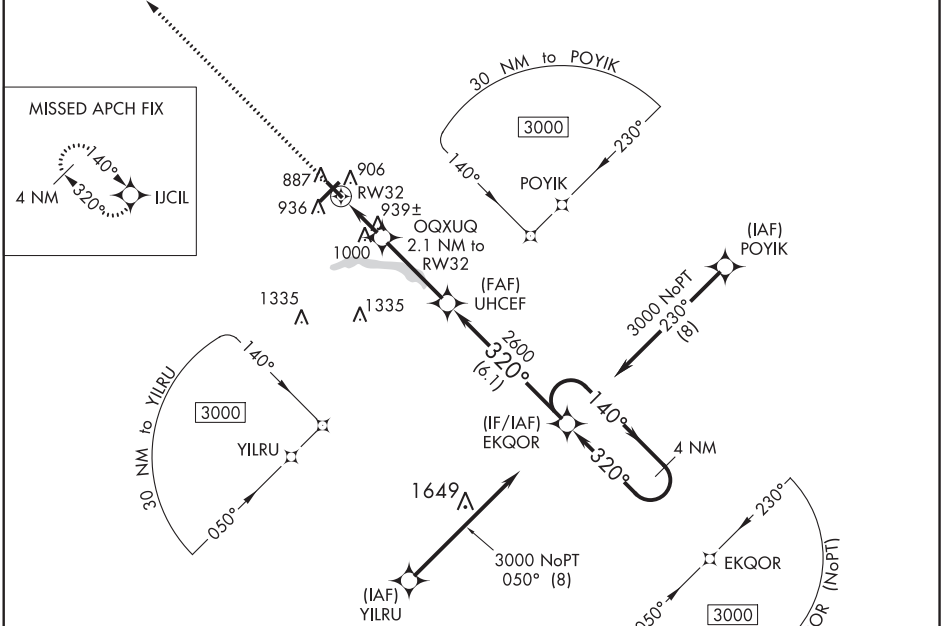
3000	WEBUX	4 NM Holding Pattern			
*LNAV only	FROWN 1.7 NM to RW23	WOXOG 2200	HADUN 2400		
*1.1 NM to RW23	*1.400	2200	GP 3.00° TCH 44		
1.1 0.6 2.5 NM		6 NM			
CATEGORY	A	B	C	D	
LPV DA	1027-½		200 (200-½)		
LNAV/VNAV DA	1224-7/8		397 (400-7/8)		
LNAV MDA	1220-½ 393 (400-½)		1220-3/4 393 (400-3/4)		
CIRCLING	1260-1 428 (500-1)	1300-1 468 (500-1)	1400-1½ 568 (600-1½)	1640-2½ 808 (900-2½)	

WAAS CH <b>69534</b> <b>W32A</b>	APP CRS <b>320°</b>	Rwy Idg TDZE Apt Elev	<b>4002</b> <b>826</b> <b>832</b>
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# RNAV (GPS) RWY 32

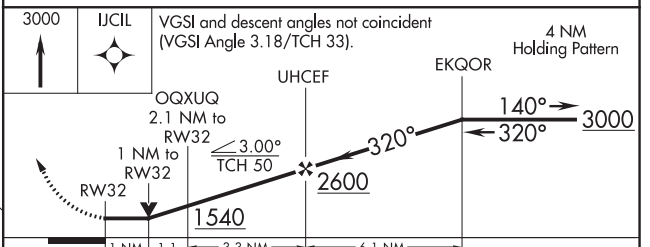
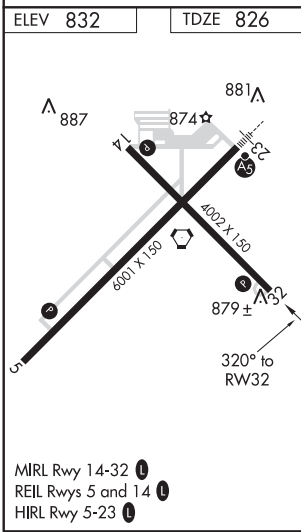
KOKOMO MUNI (OKK)

		MISSED APPROACH: Climb to 3000 direct IJCIL and hold.	
AWOS-3 <b>113.5</b>	GRISSOM APP CON* <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>123.0 (CTAF) 0</b>



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LP MDA	1200-1		374 (400-1)	
LNAV MDA	1260-1	434 (500-1)	1260-1½	434 (500-1½)
CIRCLING	1260-1 428 (500-1)	1300-1 468 (500-1)	1400-1½ 568 (600-1½)	1640-2½ 808 (900-2½)

VORTAC OKK <b>113.5</b> Chan <b>82</b>	APP CRS <b>307°</b>	Rwy Idg TDZE Apt Elev	<b>4002</b> <b>826</b> <b>830</b>
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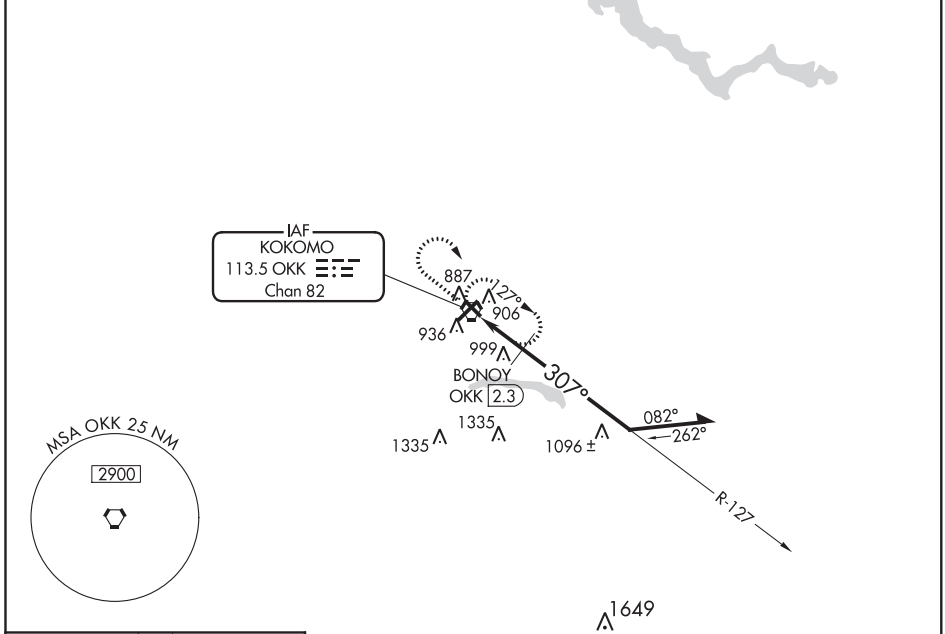
# VOR RWY 32

KOKOMO MUNI (OKK)

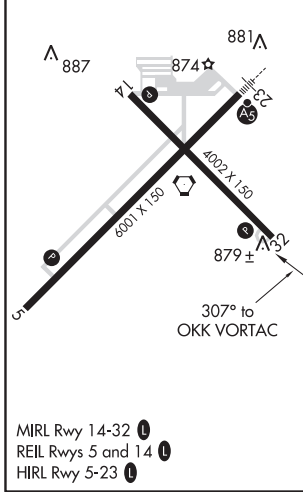
**⚠** Circling to Rwy 14 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 100 feet, increase S-32 Cat C visibility ¼ mile. BONOY FIX MINIMUMS: increase S-32 Cat C and D visibility ¼ mile. VDP NA when using Muncie altimeter setting.

**MISSED APPROACH:**  
Climb to 2600 then right turn direct OKK VORTAC and hold.

AWOS-3 <b>113.5</b>	GRISSOM APP CON * <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 830	TDZE 826
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	* 1540 when using Muncie altimeter setting.		Remain within 10 NM	
	OKK VORTAC		OKK OKK [1.4]	
	BONOY OKK [2.3]		2400	
	* 1440			
	← 1NM → 0.9 NM			
CATEGORY	A	B	C	D
S-32	1440-1	614 (700-1)	1440-1¾ 614 (700-1¾)	1440-2 614 (700-2)
CIRCLING	1440-1	610 (700-1)	1440-1¾ 610 (700-1¾)	1440-2 610 (700-2)
BONOY FIX MINIMUMS				
S-32	1200-1 374 (400-1)			1200-1¼ 374 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



LA PORTE, INDIANA

AL-6248 (FAA)

15288

WAAS CH <b>77834</b> <b>W02A</b>	APP CRS <b>023°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>805</b> <b>812</b>
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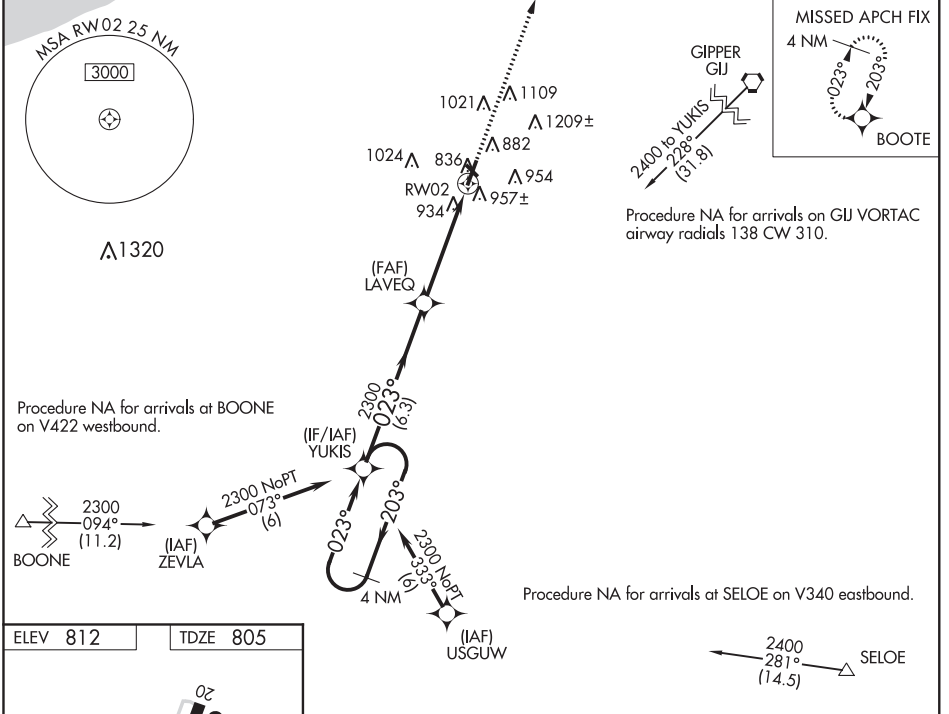
# RNAV (GPS) RWY 2

LA PORTE MUNI (PPO)

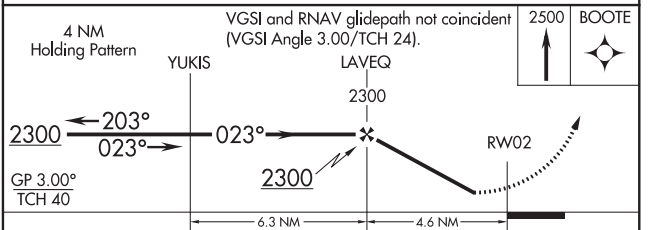
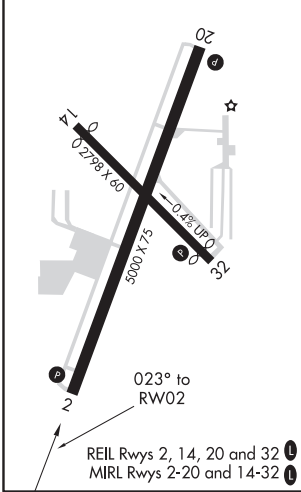
**⚠** Baro-VNAV NA when using South Bend altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use South Bend altimeter setting and increase all DA 49 feet, and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 2500 direct BOOTE and hold.

AWOS-3 <b>119.825</b>	CHICAGO CENTER <b>135.9 317.6</b>	SOUTH BEND APP CON * <b>132.05 257.8</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 812	TDZE 805
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CATEGORY	A	B	C	D
LPV DA		1067-1	262 (300-1)	
LNAV/VNAV DA		1220-1 3/8	415 (500-1 1/8)	
LNAV MDA	1220-1	415 (500-1)	1220-1 1/8	415 (500-1 1/8)
<input checked="" type="checkbox"/> CIRCLING	1320-1	508 (600-1)	1560-2 1/4 748 (800-2 1/4)	1560-2 1/2 748 (800-2 1/2)

LA PORTE, INDIANA  
Amdt 1B 08JAN15

41°34'N-86°44'W

# LA PORTE MUNI (PPO) RNAV (GPS) RWY 2

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

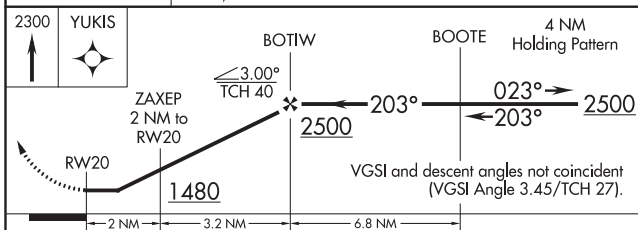
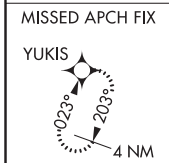
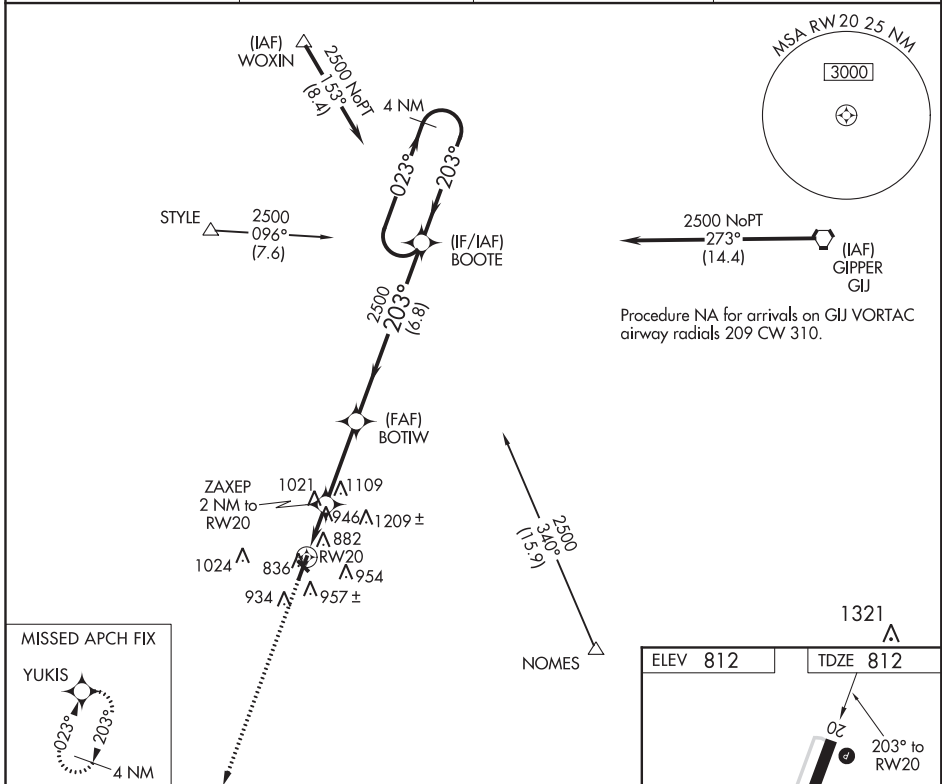
WAAS CH <b>87034</b> <b>W20A</b>	APP CRS <b>203°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>812</b> <b>812</b>
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# RNAV (GPS) RWY 20

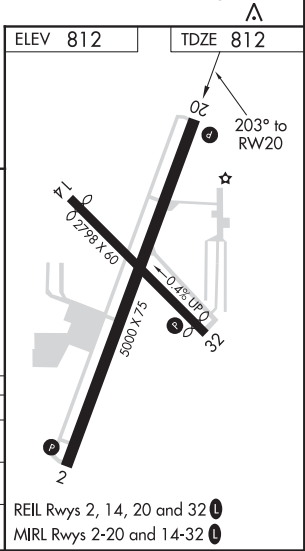
LA PORTE MUNI (PPO)

<p><b>⚠</b> DME/DME RNP-0.3 NA. When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 60 feet; increase LP Cat C/D and LNAV Cat C/D visibility 1/8 mile. Helicopter visibility reduction below 3/4 SM NA.</p>	<p><b>MISSED APPROACH:</b> Climb to 2300 direct YUKIS and hold.</p>
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AWOS-3 <b>119.825</b>	CHICAGO CENTER <b>135.9 317.6</b>	SOUTH BEND APP CON * <b>132.05 257.8</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LP MDA	1200-1	388 (400-1)	1200-1 1/8	388 (400-1 1/8)
LNAV MDA	1280-1	468 (500-1)	1280-1 3/8	468 (500-1 3/8)
<b>C</b> CIRCLING	1320-1	508 (600-1)	1560-2 1/4 748 (800-2 1/4)	1560-2 1/2 748 (800-2 1/2)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LA PORTE, INDIANA

AL-6248 (FAA)

15316

LOC I-PPO <b>110.95</b>	APP CRS <b>023°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>805</b> <b>812</b>
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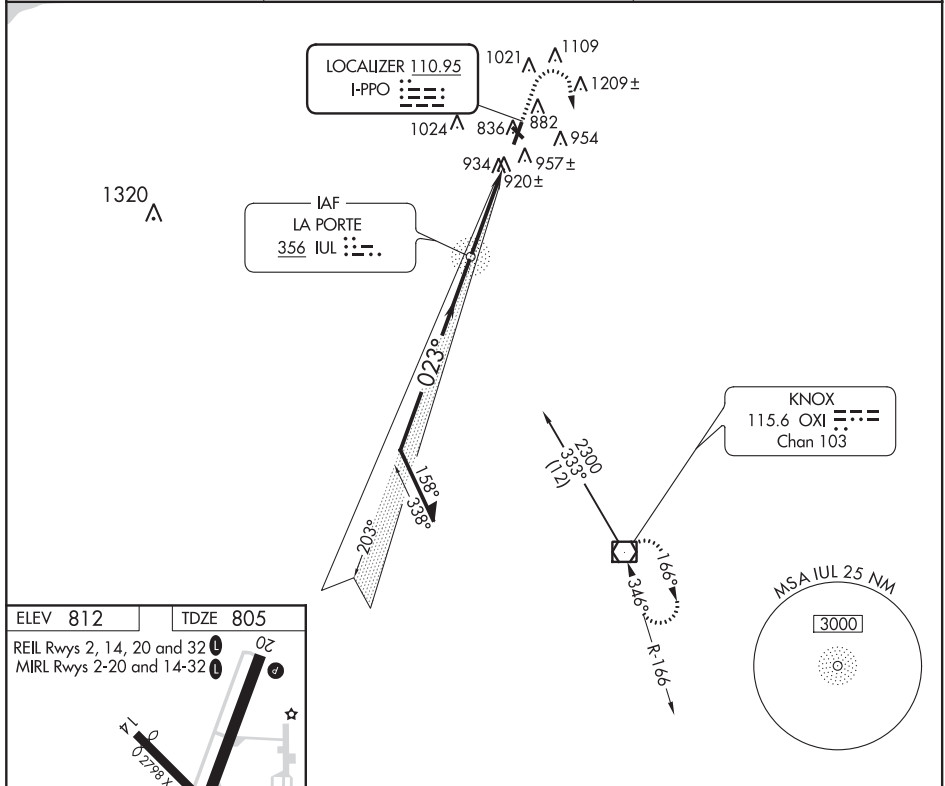
# LOC/NDB RWY 2

LA PORTE MUNI (PPO)

**NA** When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 60 feet; increase S-2 Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM not authorized.

**MISSED APPROACH:** Climb to 2300 then climbing right turn to 2500 direct OXI VOR/DME and hold.

AWOS-3 <b>119.825</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 812	TDZE 805
REIL Rwy 2, 14, 20 and 32	MIRL Rwy 2-20 and 14-32

023° 4.3 NM from FAF

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

Remain within 10 NM

IUL NDB

2300

203°

023°

2300

023°

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 24).

3.20° TCH 45

4.3 NM

CATEGORY	A	B	C	D
S-2	1220-1	415 (500-1)	1220-1½	415 (500-1½)
CIRCLING	1320-1	508 (600-1)	1320-1½	568 (600-2)
			508 (600-1½)	568 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LA PORTE, INDIANA  
Amdt 1D 08JAN15

41°34'N-86°44'W

# LA PORTE MUNI (PPO) LOC/NDB RWY 2

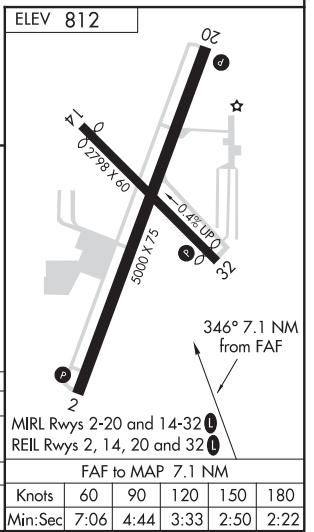
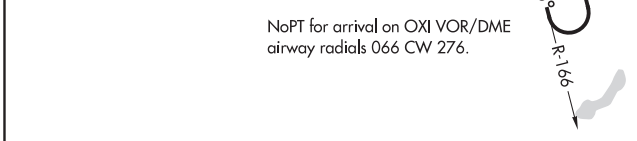
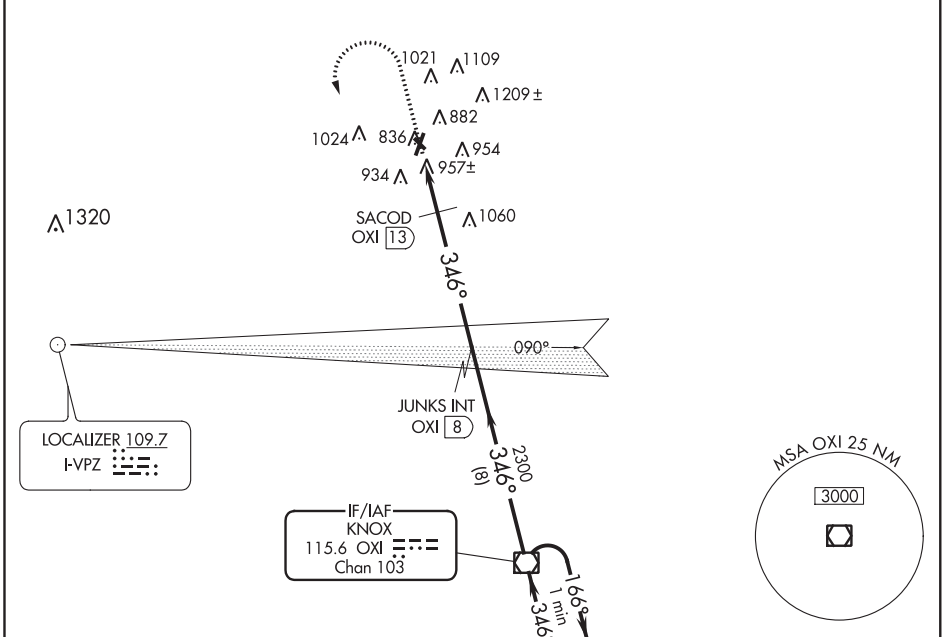
VOR/DME OXI <b>115.6</b> Chan <b>103</b>	APP CRS <b>346°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>812</b>
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**VOR-A**  
LA PORTE MUNI (PPO)

**NA** When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2300 then climbing left turn to 2400 direct OXI VOR/DME and hold.

AWOS-3 <b>119.825</b>	SOUTH BEND APP CON * <b>132.05 257.8</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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2300	2400	OXI	JUNKS INT OXI 8	OXI VOR/DME	One Minute Holding Pattern
↑	↪	☐			
			SACOD OXI 13		
CATEGORY	A	B	C	D	
CIRCLING	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)	
SACOD FIX MINIMUMS					
CIRCLING	1320-1	508 (600-1)	1320-1½ 508 (600-1½)	1380-2 568 (600-2)	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LAFAYETTE, INDIANA

AL-220 (FAA)

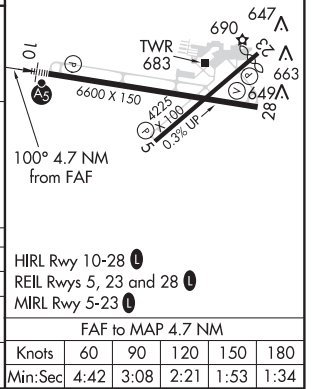
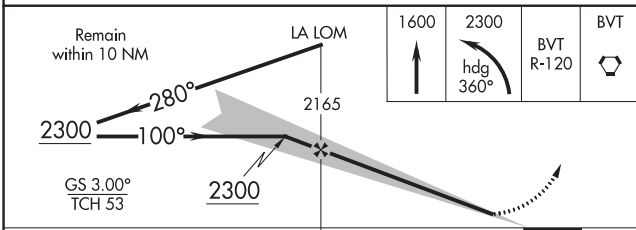
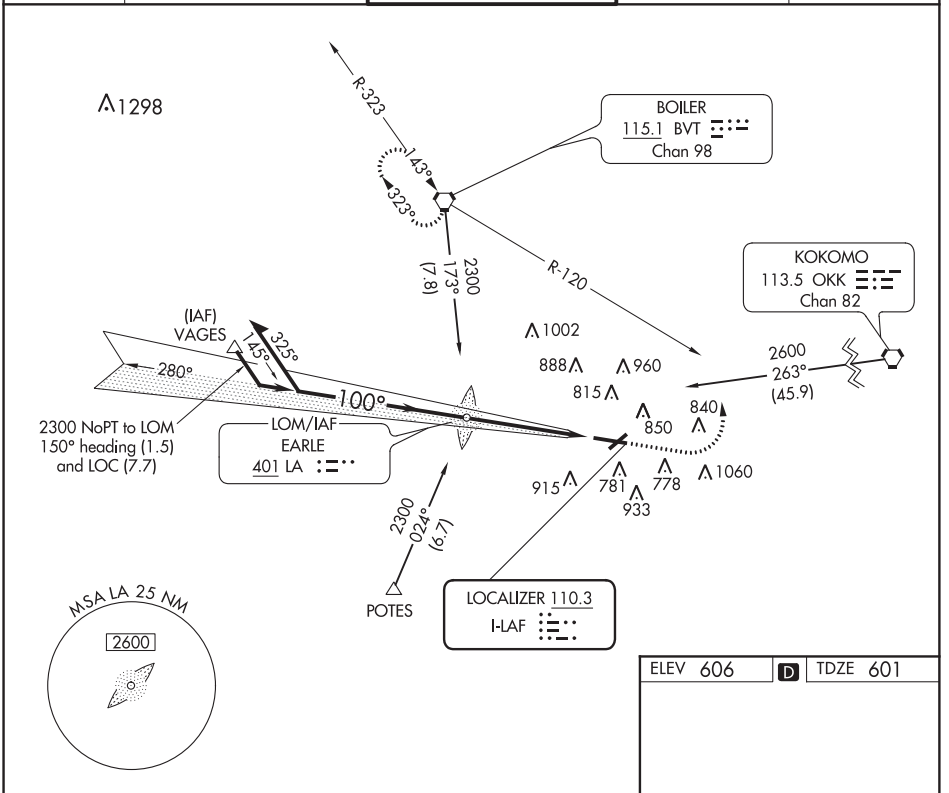
16287

LOC I-LAF <b>110.3</b>	APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev	<b>6600</b> <b>601</b> <b>606</b>
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# ILS RWY 10

PURDUE UNIVERSITY (LAF)

<p>Circling Rwy 23 NA at night.</p>		<p>MALS R</p>	<p>MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 via heading 360° and BVT R-120 to BVT VORTAC and hold.</p>		
ATIS <b>127.75</b>	GRISSOM APP CON * <b>123.85 291.675</b>	LAFAYETTE TOWER * <b>119.6 (CTAF) 0 393.0</b>	GND CON <b>121.9 393.0</b>	UNICOM <b>122.95</b>	



CATEGORY	A	B	C	D
S-ILS 10	801-½ 200 (200-½)			
S-LOC 10	1060-½ 459 (500-½)	1060-¾ 459 (500-¾)		1060-1 459 (500-1)
CIRCLING	1160-1 554 (600-1)	1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)	

LAFAYETTE, INDIANA  
Amdt 11A 13OCT16

40°25'N-86°56'W

PURDUE UNIVERSITY (LAF)  
**ILS RWY 10**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS Ch <b>45902</b>	APP CRS <b>100°</b>	Rwy Idg TDZE <b>601</b>	<b>606</b>
<b>W10A</b>		Apt Elev <b>606</b>	

# RNAV (GPS) RWY 10

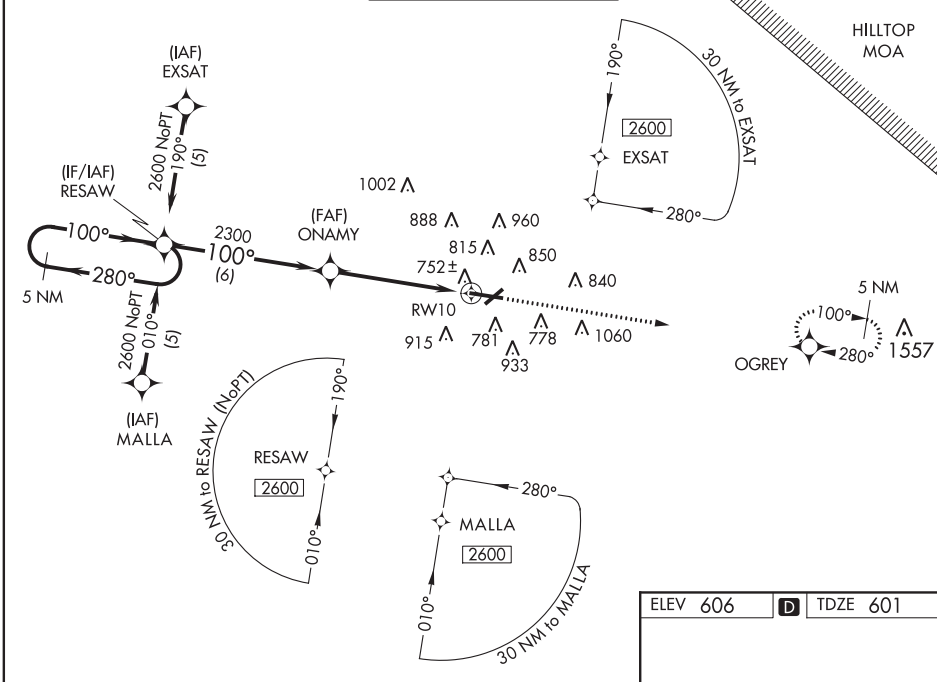
PURDUE UNIVERSITY (LAF)

▽ If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. VDP NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSRS, increase LPV all Cats visibility to 1 mile. DME/DME RNP-0.3 NA. Circling Rwy 23 NA at night.



MISSED APPROACH: Climb to 2600 direct OGREY and hold.

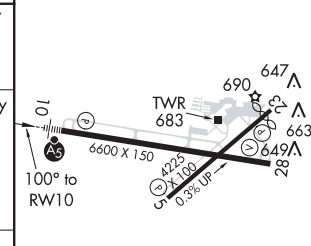
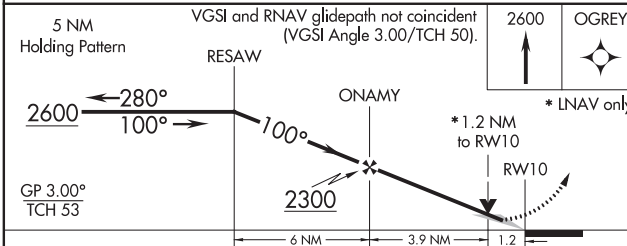
ATIS <b>127.75</b>	GRISSOM APP CON* <b>123.85 291.675</b>	LAFAYETTE TOWER* <b>119.6 (CTAF) 0 393.0</b>	GND CON <b>121.9 393.0</b>	UNICOM <b>122.95</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 606	<b>D</b> TDZE 601
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CATEGORY	A	B	C	D
LPV DA		877-½	276 (300-½)	
LNAV/VNAV DA		1083-1¼	482 (500-1¼)	
LNAV MDA	1040-½	439 (500-½)	1040-¾ 439 (500-¾)	1040-1 439 (500-1)
CIRCLING	1160-1	554 (600-1)	1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

HIRL Rwy 10-28  
REIL Rwy 5, 23 and 28  
MIRL Rwy 5-23

LAFAYETTE, INDIANA

AL-220 (FAA)

16287

WAAS CH <b>82103</b> <b>W28A</b>	APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev	<b>6600</b> <b>598</b> <b>606</b>
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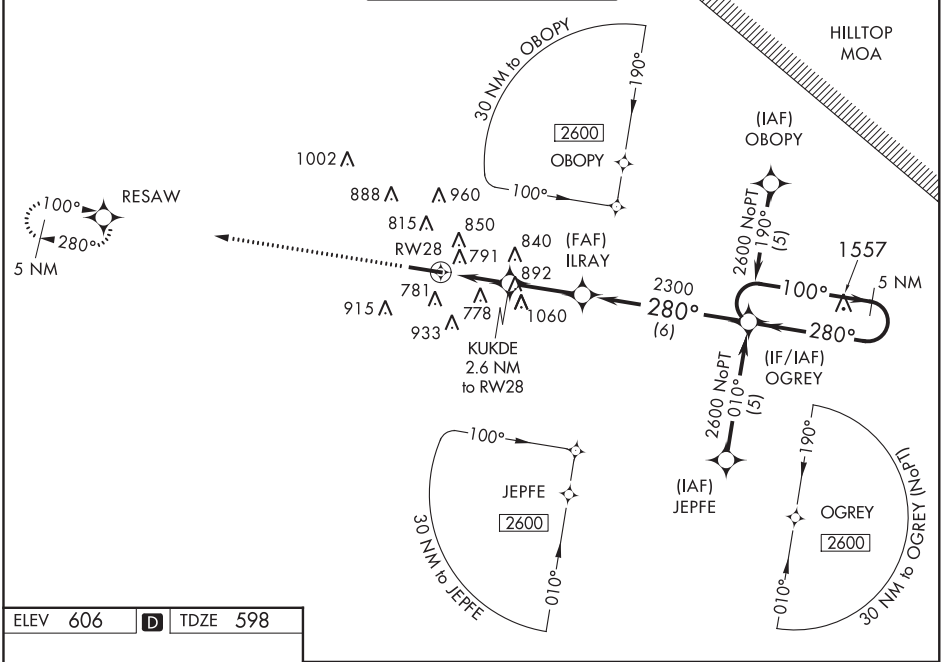
# RNAV (GPS) RWY 28

PURDUE UNIVERSITY (LAF)

**▽** If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Rwy 28 helicopter visibility reduction below ¾ SM NA. Circling Rwy 23 NA at night.

**MISSED APPROACH:** Climb to 2600 direct RESAW and hold.

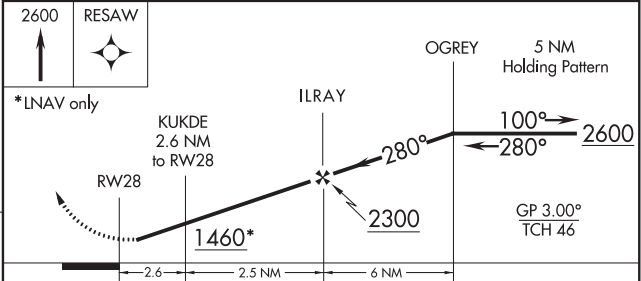
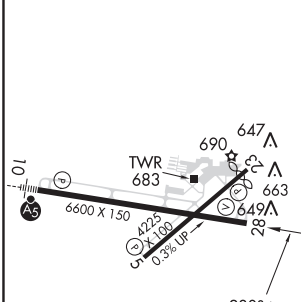
ATIS <b>127.75</b>	GRISSOM APP CON * <b>123.85 291.675</b>	LAFAYETTE TOWER * <b>119.6 (CTAF) 0 393.0</b>	GND CON <b>121.9 393.0</b>	UNICOM <b>122.95</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 606	<b>D</b>	TDZE 598
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CATEGORY	A	B	C	D
LPV DA		856-1	258 (300-1)	
LNAV/VNAV DA		1125-1¾	527 (600-1¾)	
LNAV MDA	1060-1	462 (500-1)	1060-1¼ 462 (500-1¼)	1060-1½ 462 (500-1½)
CIRCLING	1160-1	554 (600-1)	1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

HIRL Rwy 10-28  
REIL Rws 5, 23 and 28  
MIRL Rwy 5-23

LAFAYETTE, INDIANA  
Amdt 1A 13OCT16

40°25'N-86°56'W

# RNAV (GPS) RWY 28

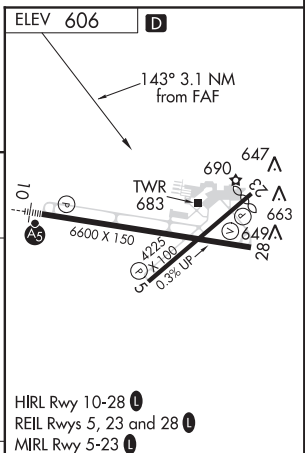
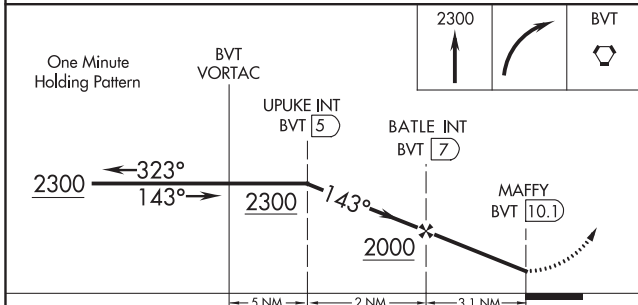
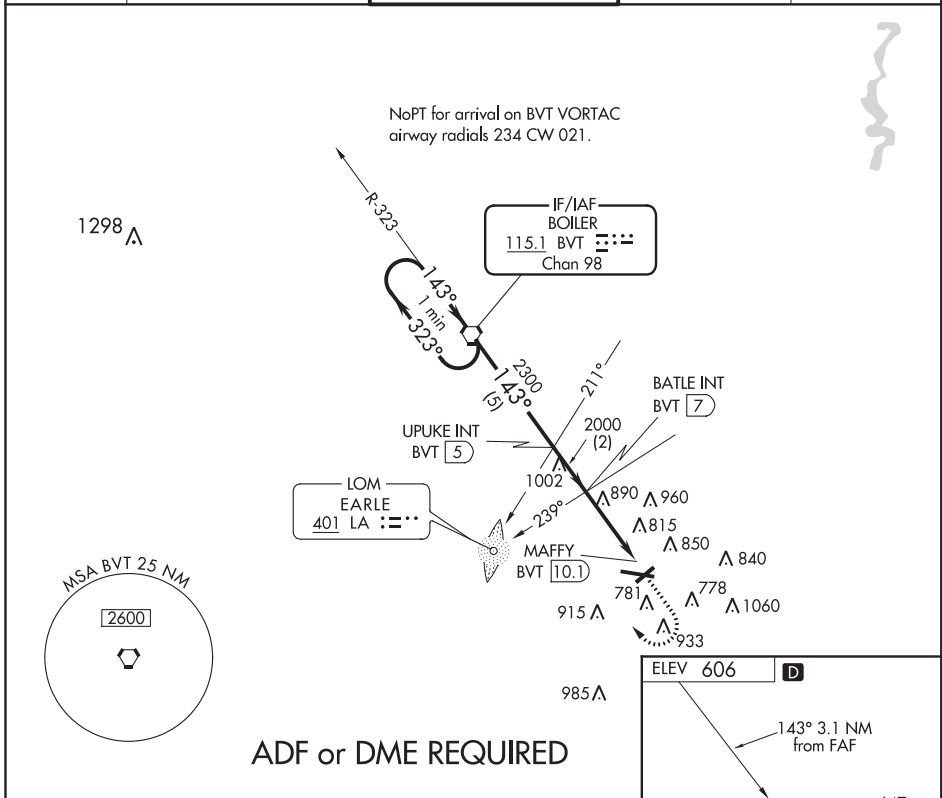
VORTAC BVT <b>115.1</b> Chan <b>98</b>	APP CRS <b>143°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>606</b>
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**VOR-A**  
PURDUE UNIVERSITY (LAF)

**⚠** When local altimeter setting not received, use Danville altimeter setting and increase all MDAs 100 feet and visibility Cats C and D ½ mile.  
**⚠** Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 2300 then right turn direct BVT VORTAC and hold.

ATIS <b>127.75</b>	GRISSOM APP CON * <b>123.85 291.675</b>	LAFAYETTE TOWER * <b>119.6 (CTAF) 0 393.0</b>	GND CON <b>121.9 393.0</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	FAF to MAP 3.1 NM					
CIRCLING	1160-1	554 (600-1)	1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)	Knots	60	90	120	150	180
					Min:Sec	3:06	2:04	1:33	1:14	1:02

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



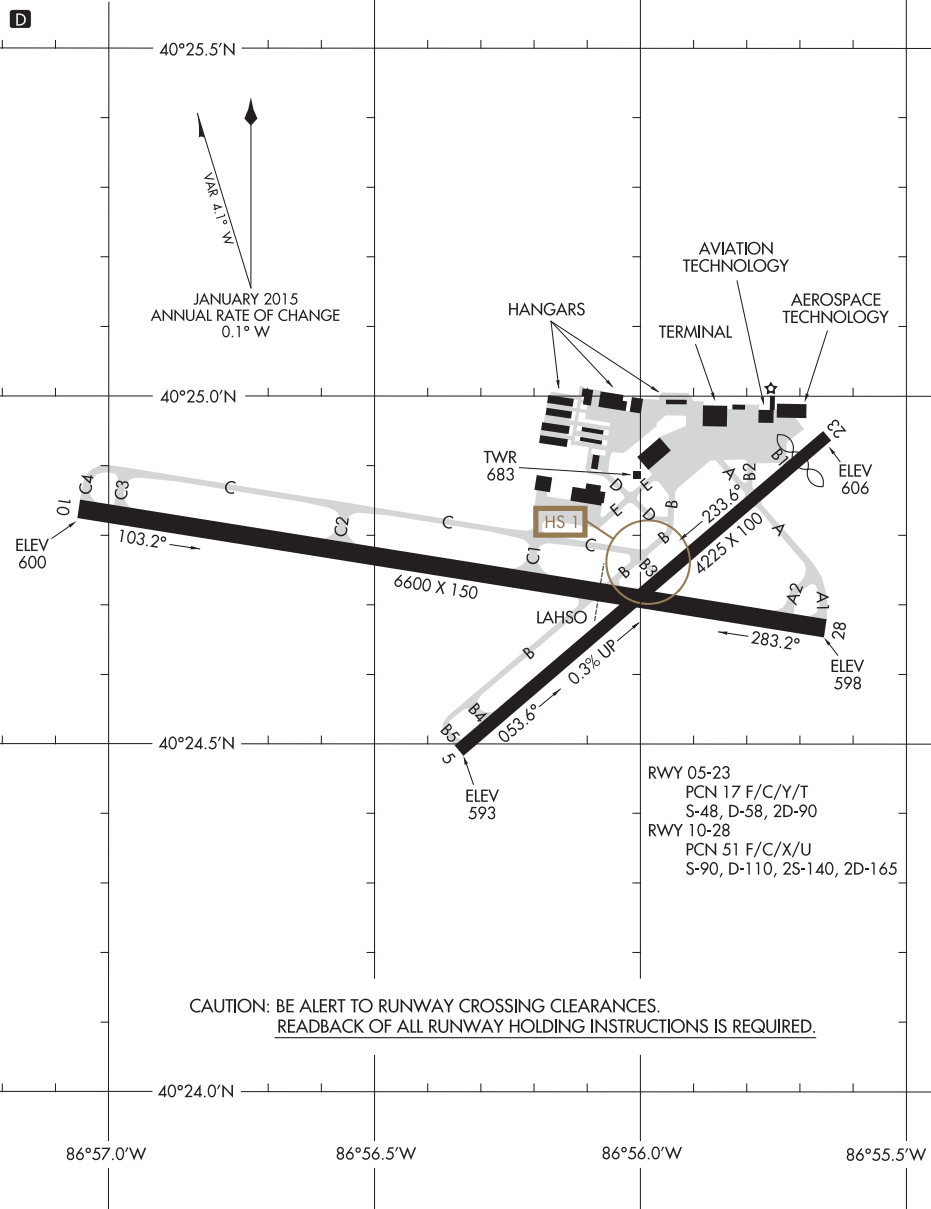
# AIRPORT DIAGRAM

AL-220 (FAA)

PURDUE UNIVERSITY (LAF)  
LAFAYETTE, INDIANA

ATIS  
127.75  
LAFAYETTE TOWER ★  
119.6 393.0  
GND CON  
121.9 393.0

FIELD  
ELEV  
606



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

LAFAYETTE, INDIANA  
PURDUE UNIVERSITY (LAF)

WAAS CH <b>97701</b> <b>W10A</b>	APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>857</b> <b>868</b>
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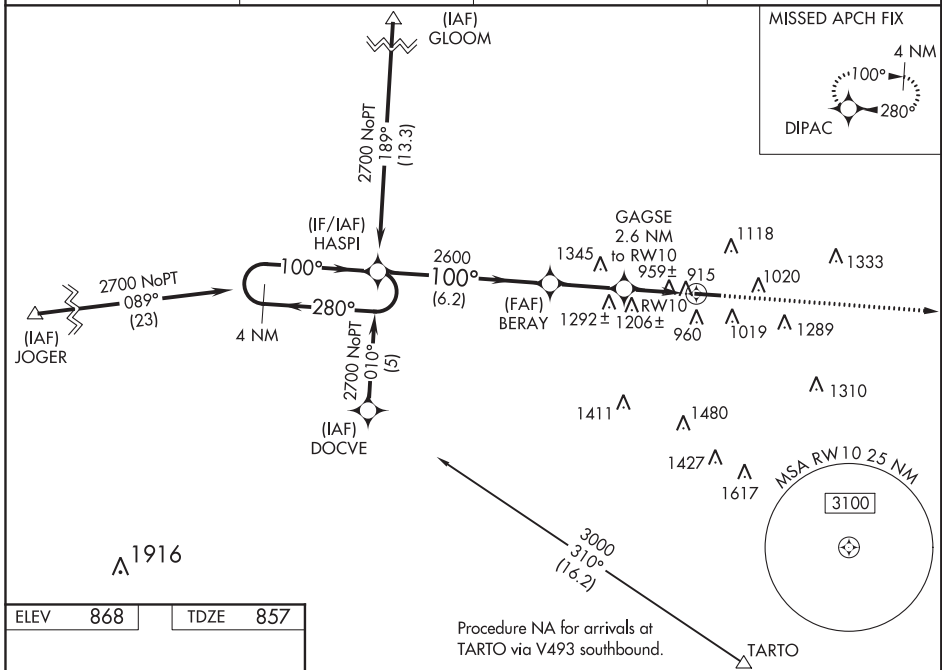
# RNAV (GPS) RWY 10

FAIRFIELD COUNTY (L.H.Q)

Baro-VNAV NA when using Rickenbacker Intl altimeter setting. DME/DME RNP-0.3 NA.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DAs 48 feet, and all MDAs 60 feet, and increase LPV, LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct DIPAC and hold.

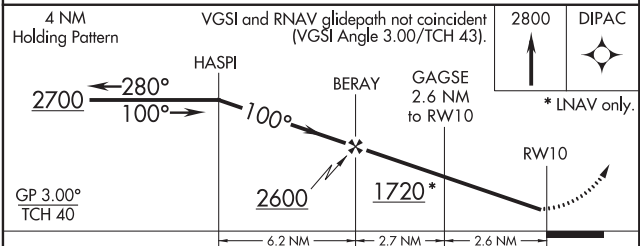
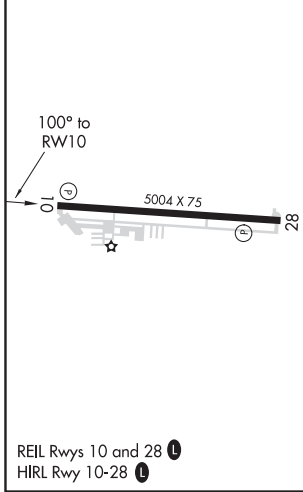
ASOS <b>118.375</b>	COLUMBUS APP CON <b>119.15 279.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.725</b> (CTAF) <b>0</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV	868	TDZE	857
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CATEGORY	A	B	C	D
LPV DA	1170-1 313 (400-1)			NA
LNAV/VNAV DA	1291-1½ 434 (500-1½)			NA
LNAV MDA	1460-1	603 (600-1)	1460-1¾ 603 (600-1¾)	NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)	1560-2 692 (700-2)	NA

WAAS CH <b>69628</b> <b>W28A</b>	APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>868</b> <b>868</b>
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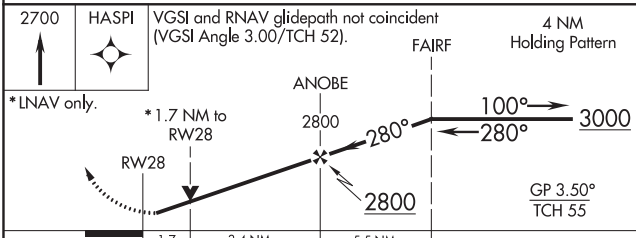
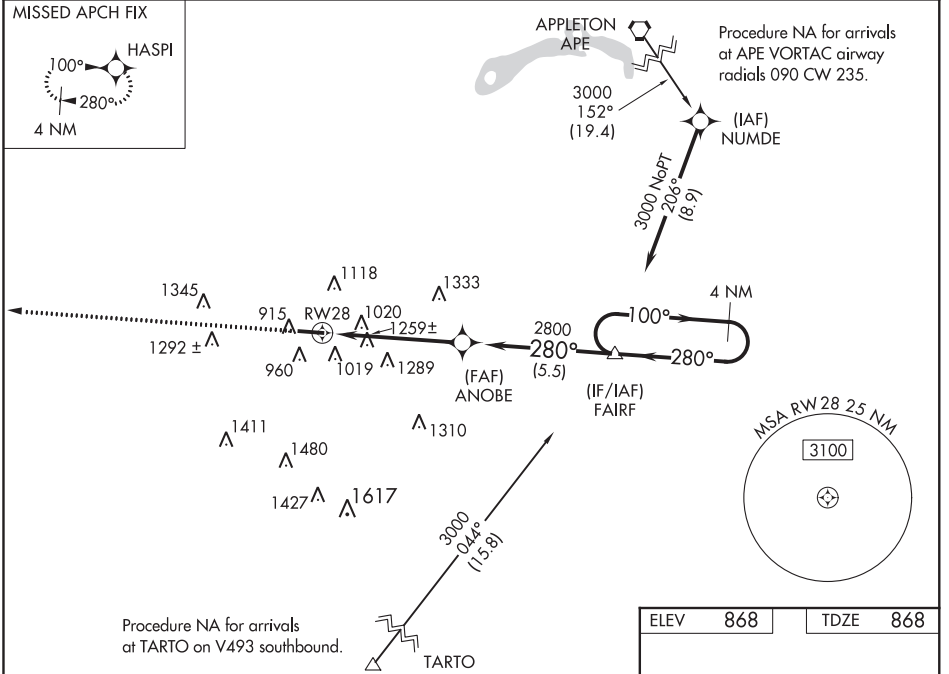
# RNAV (GPS) RWY 28

FAIRFIELD COUNTY (L.H.Q.)

**⚠** Baro-VNAV NA when using Rickenbacker Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Rickenbacker Intl altimeter setting. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DA 48 feet; increase all MDA 60 feet.

**MISSED APPROACH:**  
Climb to 2700 direct HASPI and hold.

ASOS <b>118.375</b>	COLUMBUS APP CON <b>119.15 279.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.725 (CTAF)</b>
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ELEV	868	TDZE	868
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REIL Rwy 10 and 28  
HIRL Rwy 10-28

CATEGORY	A	B	C	D
LPV DA	1068-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	1641-2 1/2	773 (800-2 1/2)		NA
LNAV MDA	1520-1	652 (700-1)		NA
CIRCLING	1520-1 652 (700-1)	1540-1 672 (700-1)		NA

EC-2, 10 NOV 2016 to 05 JAN 2017

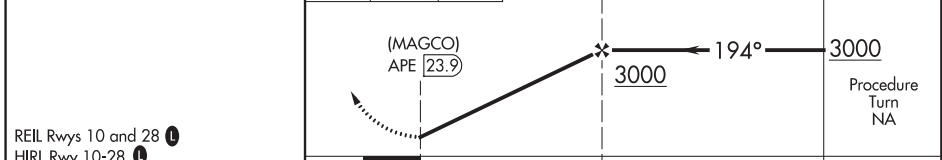
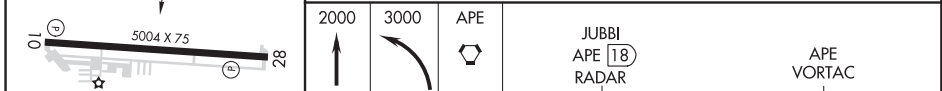
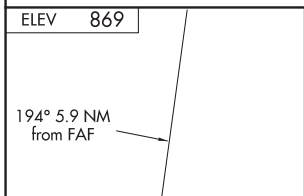
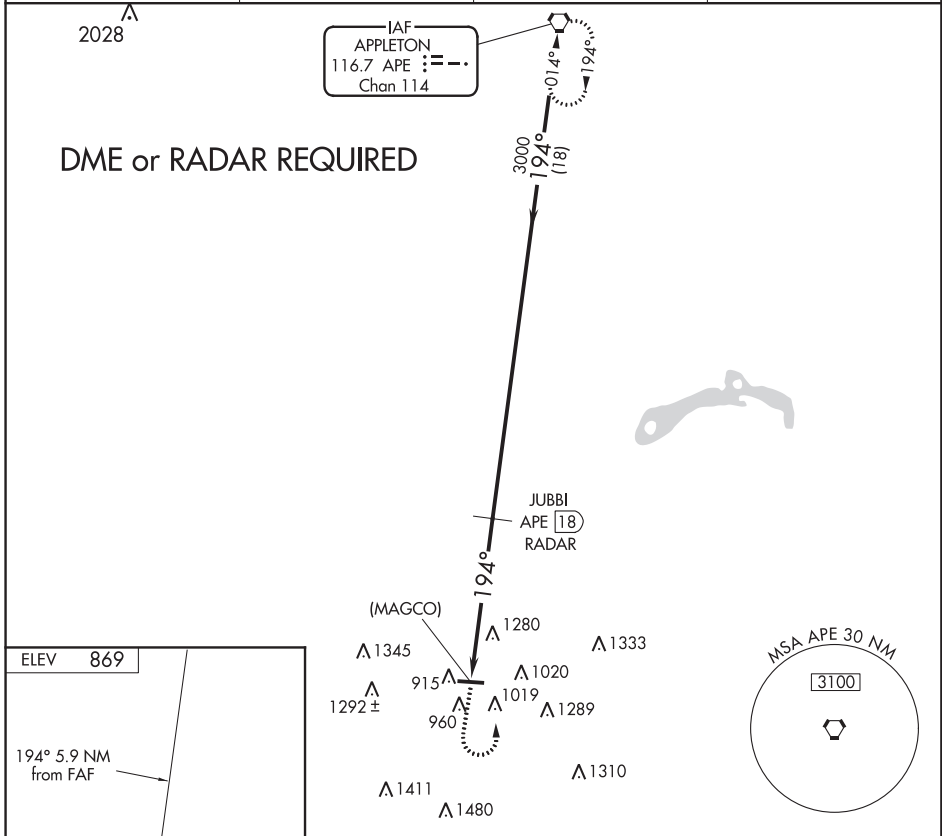
EC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC APE <b>116.7</b> Chan <b>114</b>	APP CRS <b>194°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>869</b>
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**VOR or GPS-A**  
FAIRFIELD COUNTY (L.H.Q)

<p>▽</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct APE VORTAC and hold.</p>		
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ASOS <b>118.375</b>	COLUMBUS APP CON <b>119.15 279.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.725 (CTAF)</b>
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FAF to MAP 5.9 NM				
CATEGORY	A	B	C	D
CIRCLING	1580-1 711 (800-1)	1580-1¼ 711 (800-1¼)	1640-2¼ 771 (800-2¼)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

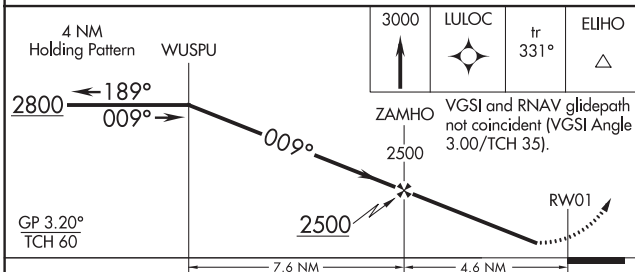
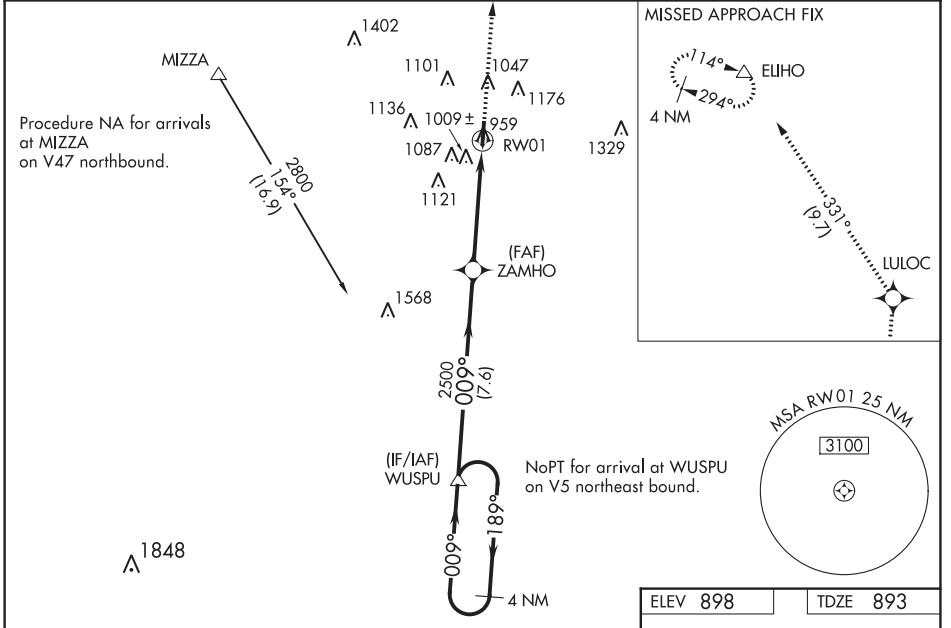
WAAS CH <b>53629</b> <b>W01A</b>	APP CRS <b>009°</b>	Rwy Idg TDZE Apt Elev	<b>4407</b> <b>893</b> <b>898</b>
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**RNAV (GPS) RWY 1**  
WARREN COUNTY/JOHN LANE FIELD (I68)

**▼** Baro-VNAV NA when using Dayton-Wright Brothers altimeter setting. DME/DME RNP-0.3 NA.  
**▲ NA** When local altimeter setting not received use Dayton-Wright Brothers altimeter setting and increase all DA 26 feet and all MDA 40 feet and increase LNAV Cat C and D visibility 1/8 mile and Circling Cat C visibility 1/4. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

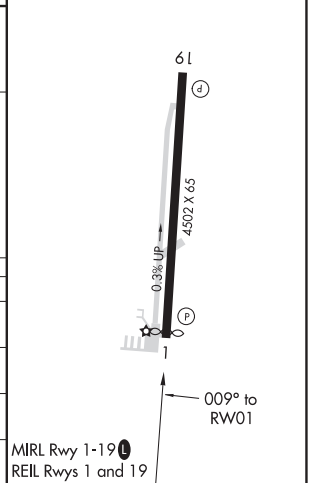
MISSED APPROACH:  
Climb to 3000 direct LULOC and on track 331° to EIHO and hold.

AWOS-3 <b>120.55</b>	COLUMBUS APP CON <b>118.85 269.275</b>	COLUMBUS CLNC DEL <b>119.4</b>	UNICOM <b>123.075 (CTAF)</b> <b>0</b>
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ELEV 898	TDZE 893
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CATEGORY	A	B	C	D
LPV DA	1157-1	264 (300-1)		NA
LNAV/VNAV DA	1189-1	296 (300-1)		NA
LNAV MDA	1260-1	367 (400-1)		
<b>C</b> CIRCLING	1400-1 502 (600-1)	1480-1 582 (600-1)	1480-1½ 582 (600-1½)	1480-2 582 (600-2)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>87129</b> <b>W19A</b>	APP CRS <b>189°</b>	Rwy Idg TDZE Apt Elev	<b>4502</b> <b>898</b> <b>898</b>
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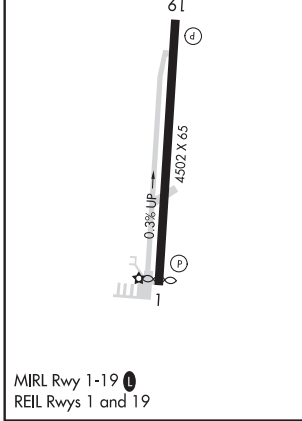
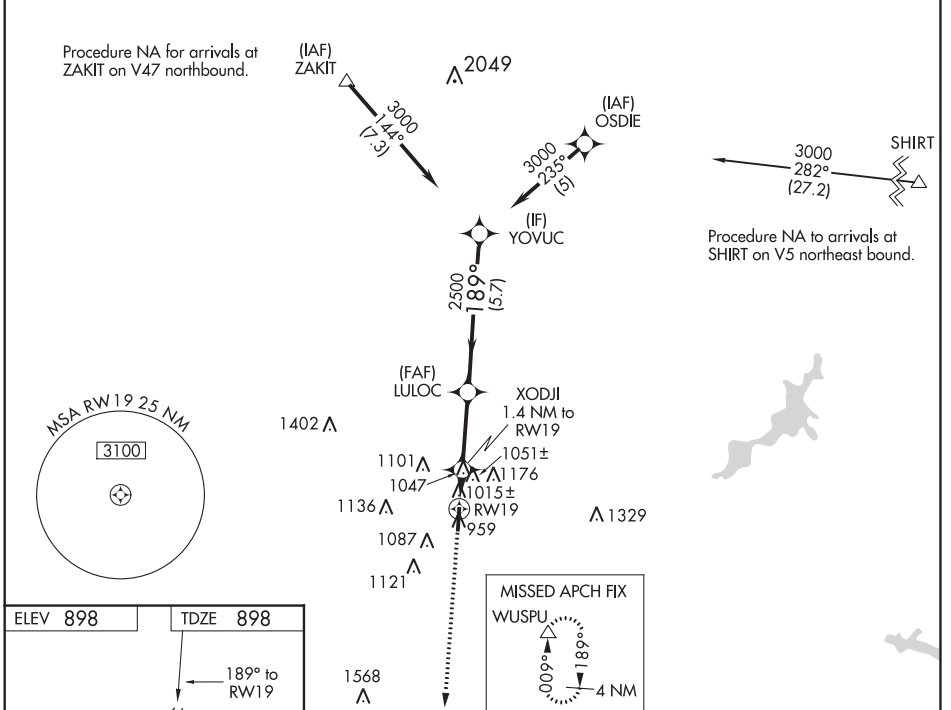
# RNAV (GPS) RWY 19

WARREN COUNTY/JOHN LANE FIELD (I68)

**NA** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all MDAs 40 feet; increase LP and LNAV Cat C and D visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Night landing: Rwy 19 operational VGSIs required, remain on or above VGSIs glidepath until threshold.

**MISSED APPROACH:** Climb to 3000 direct WUSPU and hold.

AWOS-3 <b>120.55</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>123.075 (CTAF)</b>
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ELEV 898	TDZE 898				
<p>189° to RWY 19</p> <p>61</p> <p>0.3% UP</p> <p>450' X 65'</p> <p>1</p>		<p>3000 WUSPU</p> <p>3.50° TCH 42</p> <p>XODJI 1.4 NM to RWY 19</p> <p>LULOC</p> <p>YOYUC 3000</p> <p>189°</p> <p>2500</p> <p>1460</p> <p>1.4 NM 2.8 NM 5.7 NM</p>			
CATEGORY	A	B	C	D	
LP MDA	1280-1	382 (400-1)	1280-1/8	382 (400-1/8)	
LNAV MDA	1320-1	422 (500-1)	1320-1/4	422 (500-1/4)	
<b>C</b> CIRCLING	1400-1 502 (600-1)	1480-1 582 (600-1)	1480-1/2 582 (600-1/2)	1480-2 582 (600-2)	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

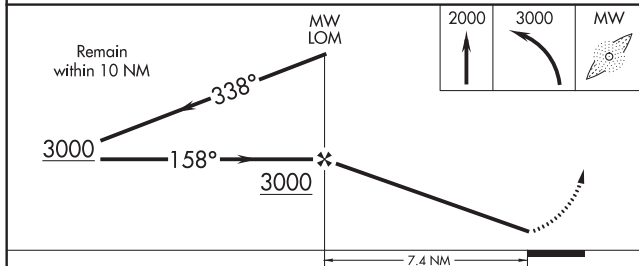
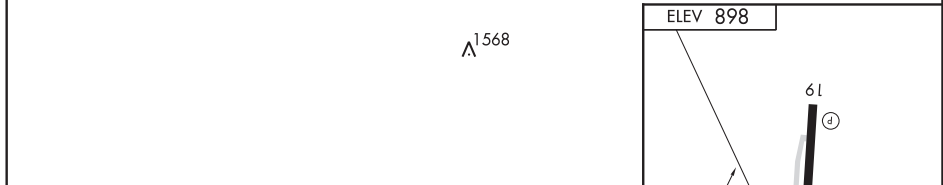
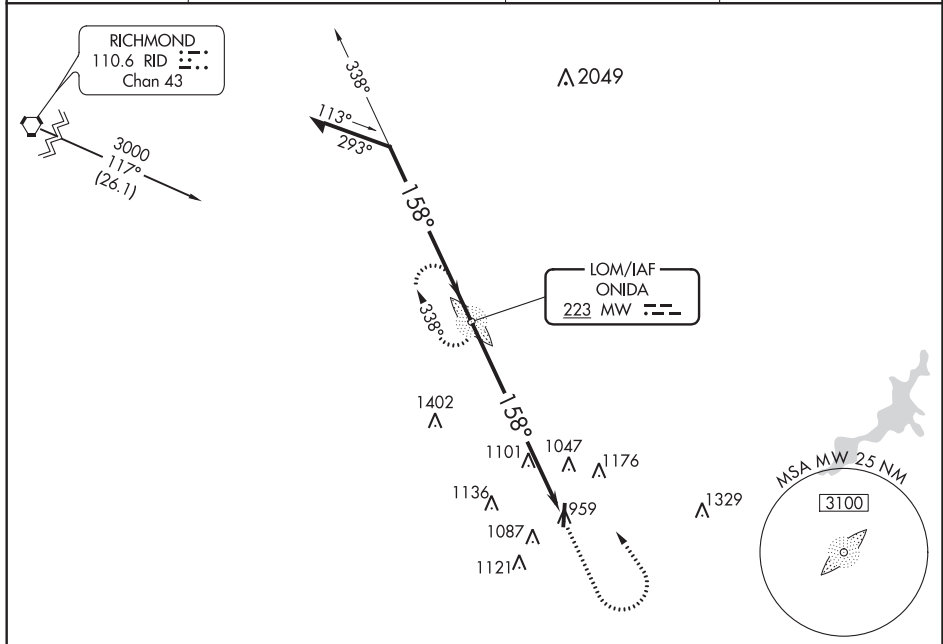
LOM MW <b>223</b>	APP CRS <b>158°</b>	Rwy ldg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>898</b>
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**NDB-A**

WARREN COUNTY/JOHN LANE FIELD (I68)

<p><b>▽</b> NA</p>	<p>When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all MDA 40 feet and Cat C/D visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MW LOM and hold.</p>
	<p>AWOS-3 <b>120.55</b></p> <p>COLUMBUS APP CON <b>118.85 269,275</b></p> <p>COLUMBUS CLNC DEL <b>119.4</b></p> <p>UNICOM <b>123.075 (CTAF)</b> <b>📞</b></p>	

AWOS-3 <b>120.55</b>	COLUMBUS APP CON <b>118.85 269,275</b>	COLUMBUS CLNC DEL <b>119.4</b>	UNICOM <b>123.075 (CTAF)</b> <b>📞</b>
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CATEGORY	A	B	C	D	FAF to MAP 7.4 NM					
CIRCLING	1680-1 782 (800-1)	1680-1¼ 782 (800-1¼)	1680-2¼ 782 (800-2¼)	1680-2½ 782 (800-2½)	Knots	60	90	120	150	180
					Min:Sec	7:24	4:56	3:42	2:58	2:28

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





LIMA, OHIO

AL-5143 (FAA)

16147

WAAS Ch <b>65816</b> <b>W10A</b>	APP CRS <b>096°</b>	Rwy ldg TDZE Apt Elev	<b>6000</b> <b>961</b> <b>975</b>
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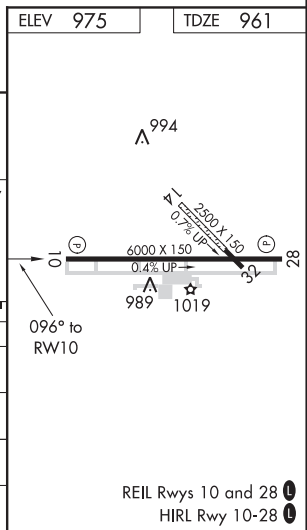
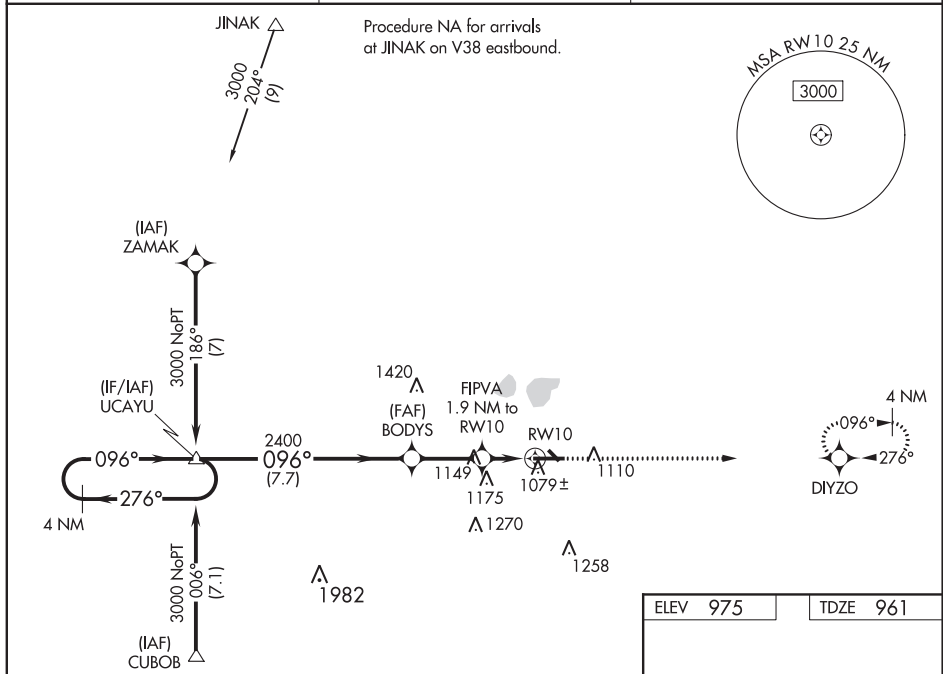
# RNAV (GPS) RWY 10

LIMA ALLEN COUNTY (AOH)

**⚠** Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 80 feet, increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/4 mile. Increase LNAV Cats C and D visibility 1/8 mile. When VGSi inop, Straight-in/Circling Rwy 10 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:**  
Climb to 3000 direct  
DIYZO and hold.

ASOS <b>128.725</b>	INDIANAPOLIS CENTER <b>128.075 269.0</b>	UNICOM <b>122.7 (CTAF) 0</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LIMA, OHIO  
Amdt 1A 02APR15

40°42'N-84°02'W

# RNAV (GPS) RWY 10

LIMA ALLEN COUNTY (AOH)

WAAS CH <b>50511</b> <b>W28A</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>975</b> <b>975</b>
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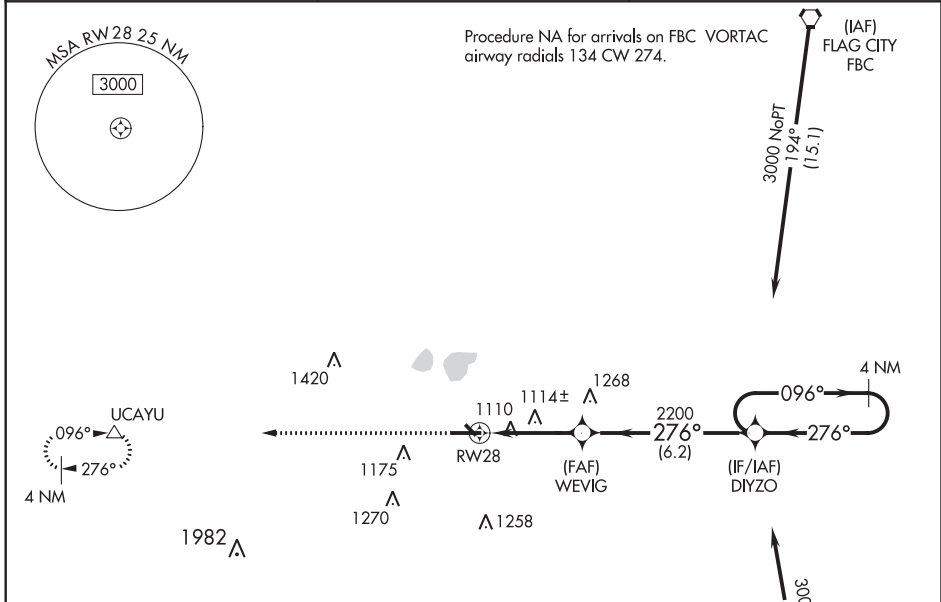
# RNAV (GPS) RWY 28

LIMA ALLEN COUNTY (A0H)

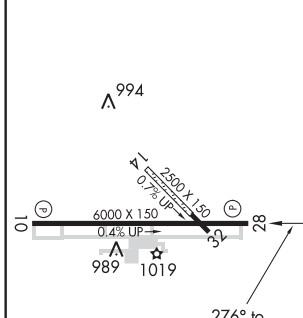
**⚠** Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 37°C (98°F). When local altimeter setting not received, use Findlay altimeter setting and increase all DA and MDA 80 feet. Increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/4 mile. DME/DME RNP-0.3 NA. VDP NA with Findlay altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct UCAYU and hold.

ASOS <b>128.725</b>	INDIANAPOLIS CENTER <b>128.075 269.0</b>	UNICOM <b>122.7 (CTAF) 0</b>
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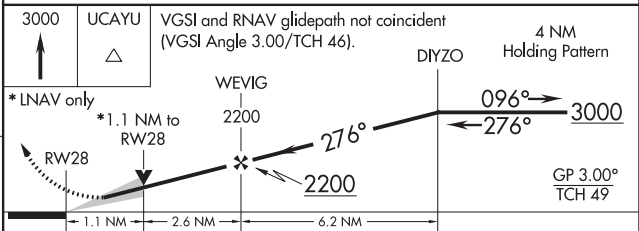


ELEV 975	TDZE 975
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Procedure NA for arrivals at BUZZI on V144 eastbound and V416-542 southwest bound.

(IAF) BUZZI



CATEGORY	A	B	C	D
LPV DA		1175-3/4	200 (200-3/4)	
LNAV/VNAV DA		1391-1 3/8	416 (500-1 3/8)	
LNAV MDA	1380-1	405 (500-1)	1380-1 1/8	405 (500-1 1/8)
CIRCLING	1420-1 445 (500-1)	1440-1 465 (500-1)	1440-1 1/2 465 (500-1 1/2)	1540-2 565 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOGANSPORT, INDIANA

AL-5435 (FAA)

15232

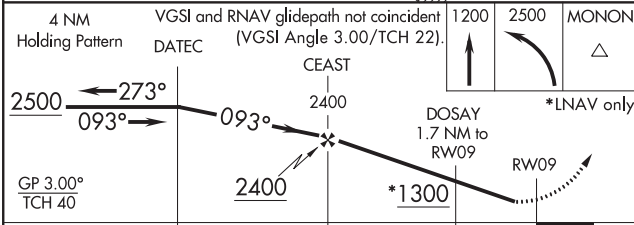
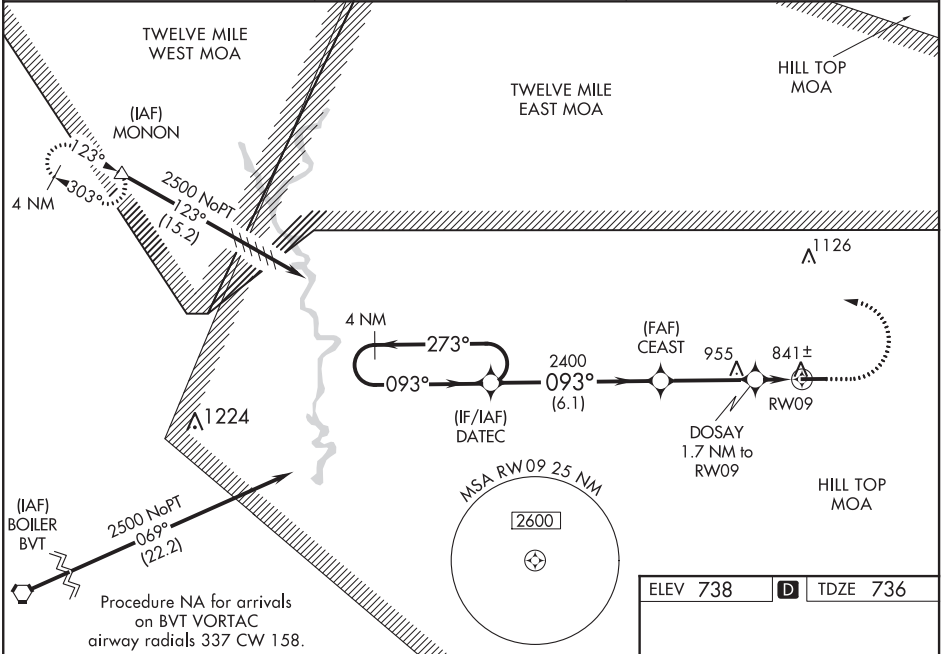
WAAS CH <b>45820</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>736</b> <b>738</b>
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**RNAV (GPS) RWY 9**  
LOGANSPORT/CASS COUNTY (GGP)

**NA** Baro-VNAV NA when using Grissom ARB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). Obtain local altimeter setting on CTAF; when not received, use Grissom ARB altimeter setting and increase all DA 36 feet, all MDA 40 feet, LNAV/VNAV all Cats and LNAV Cat C and D visibility 1/8 mile. When VGSI inoperative, Straight-in/Circling Rwy 9 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

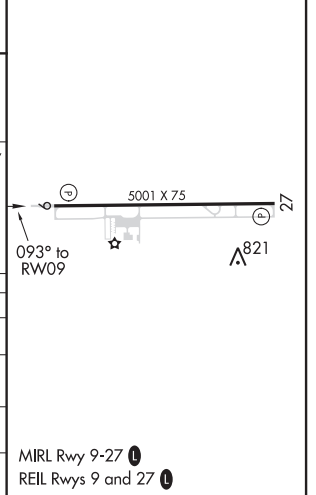
**MISSED APPROACH:** Climb to 1200, then climbing left turn to 2500 direct MONON and hold.

AWOS-3P <b>118.5</b>	GRISSOM APP CON* <b>121.05 338.275</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 738	<b>D</b>	TDZE 736
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CATEGORY	A	B	C	D
LPV DA		991-1	255 (300-1)	
LNAV/VNAV DA		1022-1	286 (300-1)	
LNAV MDA		1100-1	364 (400-1)	
CIRCLING	1160-1 422 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOGANSPORT, INDIANA  
Amdt 1A 30APR15

40°43'N-86°22'W

LOGANSPORT/CASS COUNTY (GGP)  
**RNAV (GPS) RWY 9**

WAAS CH <b>70703</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>738</b> <b>738</b>
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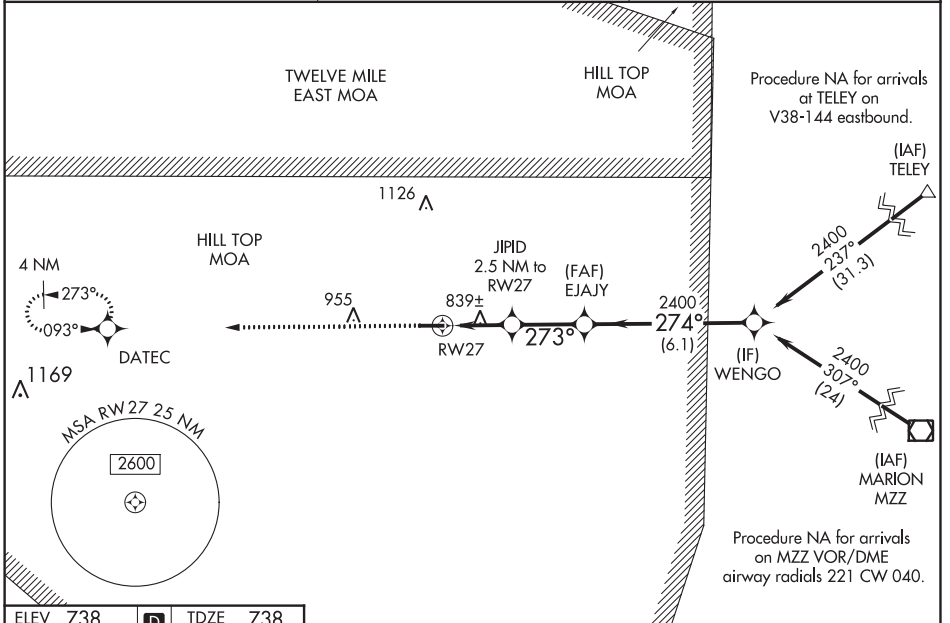
# RNAV (GPS) RWY 27

LOGANSPORT/CASS COUNTY (GGP)

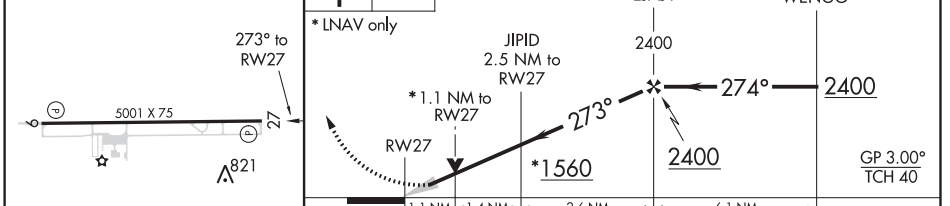
**NA** Baro-VNAV NA when using Grissom ARB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. VDP NA with Grissom ARB altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Grissom ARB altimeter setting and increase all DA 36 feet, all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C/D visibility ½ mile.

**MISSED APPROACH:**  
Climb to 2500 direct DATEC and hold.

AWOS-3P <b>118.5</b>	GRISSOM APP CON* <b>121.05 338.275</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV <b>738</b>	<b>D</b>	TDZE <b>738</b>
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CATEGORY	A	B	C	D
LPV DA		938-¾	200 (200-¾)	
LNAV/VNAV DA		1020-7/8	282 (300-7/8)	
LNAV MDA		1100-1	362 (400-1)	
CIRCLING	1160-1 422 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOGANSPORT, INDIANA

AL-5435 (FAA)

15232

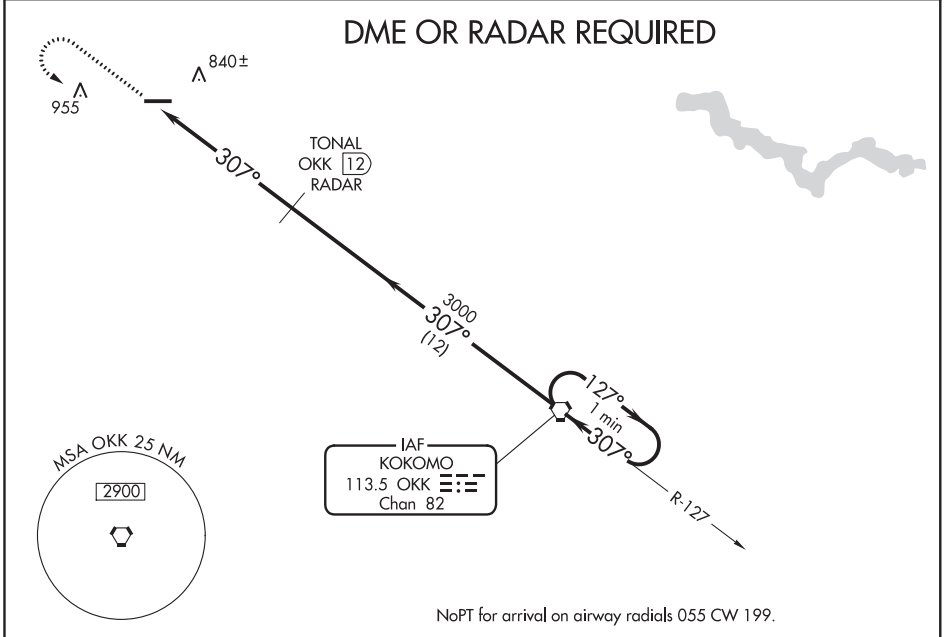
VORTAC OKK <b>113.5</b> Chan <b>82</b>	APP CRS <b>307°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>738</b>
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**VOR-A**  
LOGANSPORT/CASS COUNTY (GGP)

**⚠** Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn via OKK R-307 to OKK VORTAC and hold.

AWOS-3P <b>118.5</b>	GRISSOM APP CON ★ <b>121.05 338.275</b>	UNICOM <b>122.8</b> (CTAF) <b>⓪</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 738 **D**

MIRL Rwy 9-27 **⓪**  
REL Rwys 9 and 27 **⓪**

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

1649 **⚠**

CATEGORY	A	B	C	D
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTING MINIMUMS				
CIRCLING	1240-1	502 (600-1)	1240-1½ 502 (600-1½)	1400-2 662 (700-2)

LOGANSPORT, INDIANA  
Amdt 7 14149

40°43'N-86°22'W

LOGANSPORT/CASS COUNTY (GGP)  
**VOR-A**

WAAS CH <b>53409</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>1082</b> <b>1082</b>
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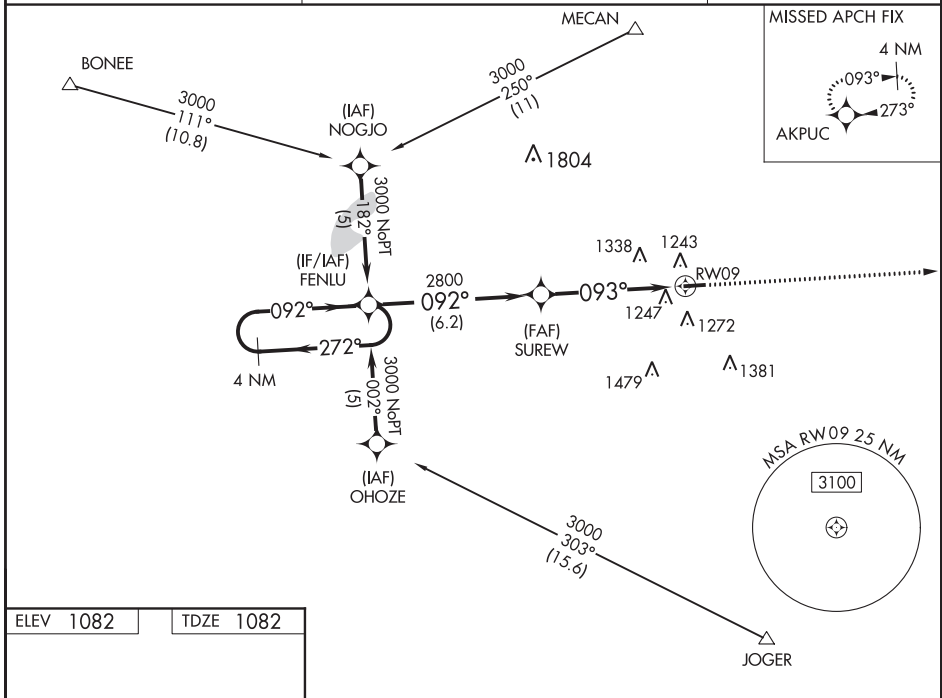
# RNAV (GPS) RWY 9

MADISON COUNTY (UYF)

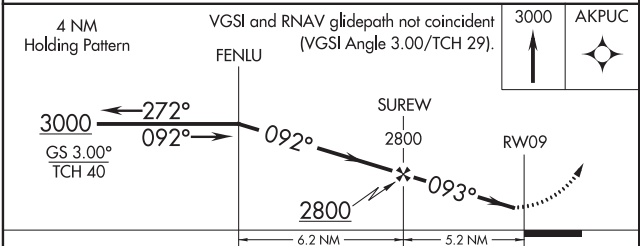
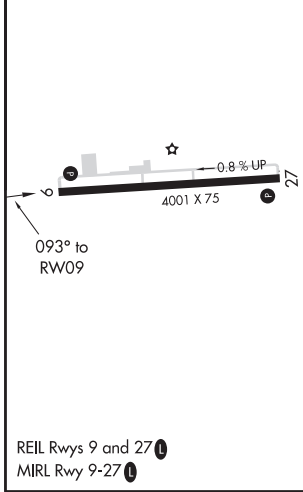
Baro-VNAV NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).  
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all DA 47 feet and all MDA 60 feet and LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct AKPUC and hold.

AWOS-3PT <b>120.85</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 1082	TDZE 1082
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CATEGORY	A	B	C	D
LPV DA		1332-1	250 (300-1)	
LNAV/VNAV DA		1548-1¾ 466 (500-1¾)		
LNAV MDA	1580-1	498 (500-1)	1580-1½ 498 (500-1½)	1580-1½ 498 (500-1½)
CIRCLING	1600-1 518 (600-1)	1640-1 558 (600-1)	1640-1½ 558 (600-1½)	1640-2 558 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LONDON, OHIO

AL-6621 (FAA)

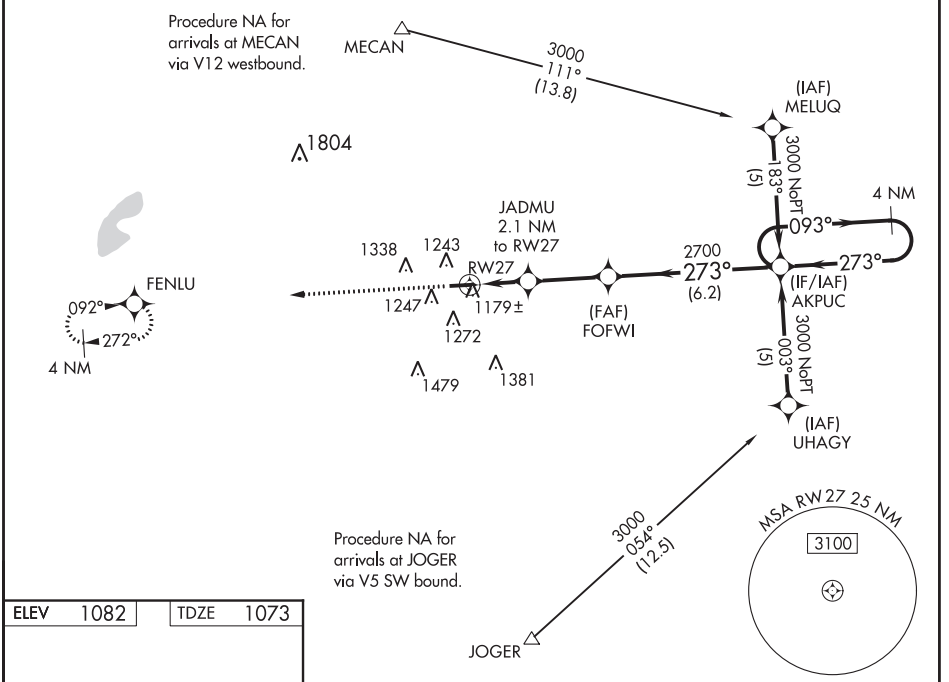
15120

WAAS CH <b>61009</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>1073</b> <b>1082</b>
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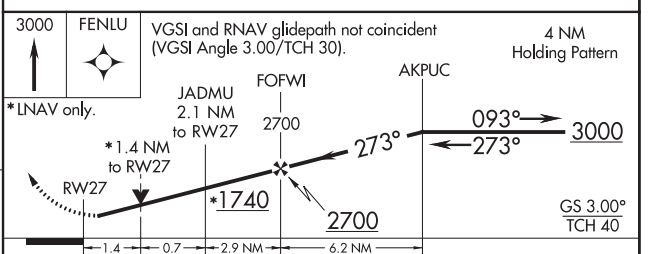
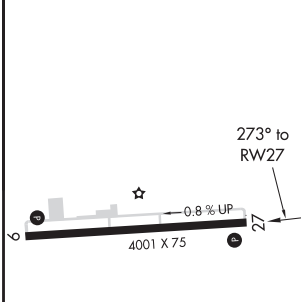
# RNAV (GPS) RWY 27

MADISON COUNTY (UYF)

<p>▼</p> <p>▲ NA</p> <p>Baro-VNAV and VDP NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Springfield altimeter setting and increase all DA 47 feet and all MDA 60 feet and LPV visibility ¼ mile all Cats, LNAV Cat C/D ¼ mile, and Circling Cat C ¼ mile.</p>	MISSED APPROACH: Climb to 3000 direct FENLU and hold.	
AWOS-3PT <b>120.85</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>123.0 (CTAF) ①</b>



ELEV 1082	TDZE 1073
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CATEGORY	A	B	C	D
LPV DA		1400-1¼	327 (400-1¼)	
LNAV/VNAV DA		1449-1½	376 (400-1½)	
LNAV MDA	1540-1	467 (500-1)	1540-1¼ 467 (500-1¼)	1540-1½ 467 (500-1½)
CIRCLING	1600-1 518 (600-1)	1640-1 558 (600-1)	1640-1½ 558 (600-1½)	1640-2 558 (600-2)

REIL Rwy 9 and 27 ①  
MIRL Rwy 9-27 ①

LONDON, OHIO  
Orig 25SEP08

39°56'N-83°28'W

# RNAV (GPS) RWY 27

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOC I-LQG <b>111.7</b>	APP CRS <b>073°</b>	Rwy Idg <b>5002</b>
		TDZE <b>793</b>
		Apt Elev <b>793</b>

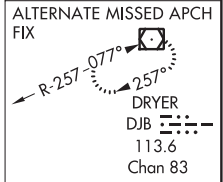
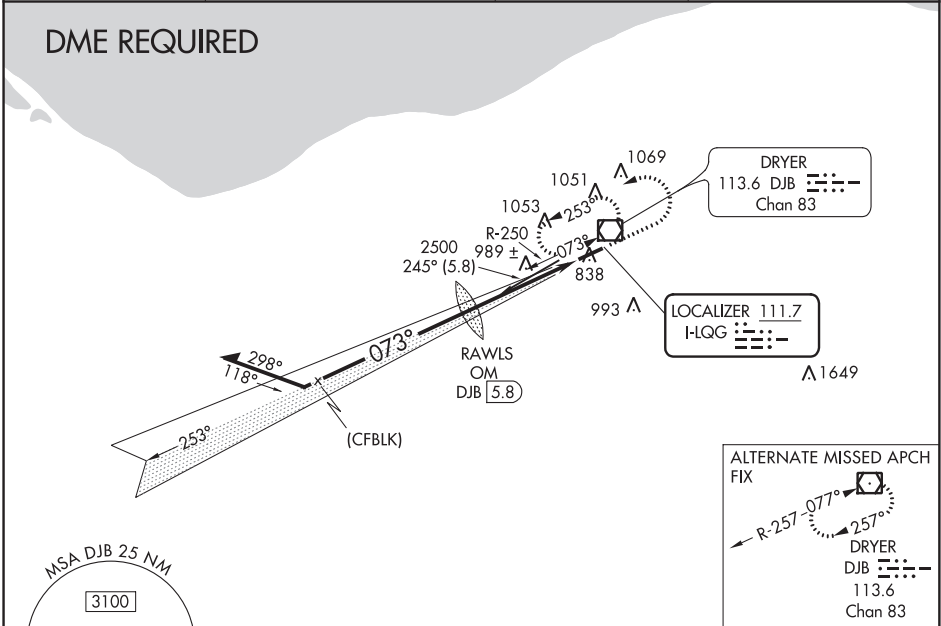
**ILS or LOC RWY 7**  
LORAIN COUNTY RGNL (L.P.R.)

**⚠** For inoperative MALSR, increase S-LOC 7 Cats C/D visibility to 1 3/8 mile.  
**⚠** VDP NA with Cleveland-Hopkins Intl altimeter setting. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet.

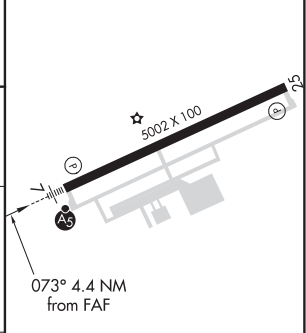
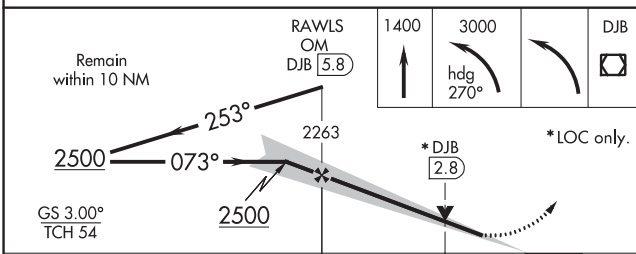
**MALSR**  
  
**MISSED APPROACH:** Climb to 1400 then climbing left turn to 3000 on heading 270° then left turn direct DJB VOR/DME and hold.

ASOS <b>121.425</b>	CLEVELAND APP CON <b>126.35 354.025</b>	CLNC DEL <b>125.7</b>	UNICOM <b>122.7 (CTAF) 0</b>
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**DME REQUIRED**



ELEV 793	TDZE 793
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CATEGORY	A	B	C	D
S-ILS 07	993-1/2 200 (200-1/2)			
S-LOC 07	1280-1/2 487 (500-1/2)	1280-1 487 (500-1)		
<b>C</b> CIRCLING	1280-1 487 (500-1)	1360-1 567 (600-1)	1420-1 3/4 627 (700-1 3/4)	1420-2 627 (700-2)

REIL Rwy 25 0	HIRL Rwy 7-25 0	FAF to MAP 4.4 NM
Knots	60 90 120 150 180	
Min:Sec	4:24 2:56 2:12 1:46 1:28	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



LORAIN/ELYRIA, OHIO

AL-5703 (FAA)

16315

WAAS CH <b>99612</b> <b>W07A</b>	APP CRS <b>073°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>793</b> <b>793</b>
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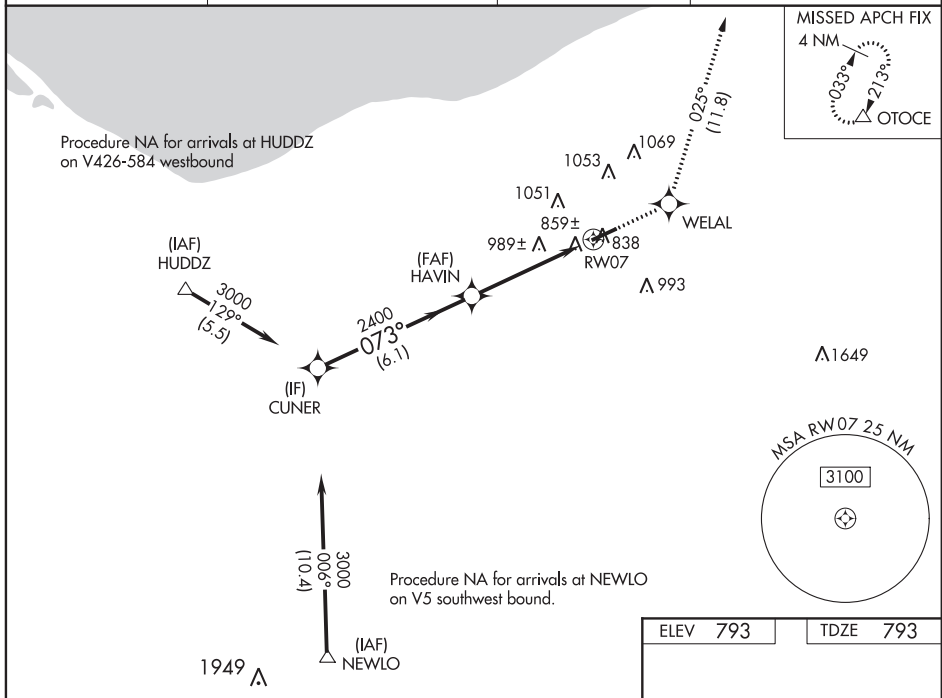
# RNAV (GPS) RWY 7

LORAIN COUNTY RGNL (L.P.R.)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all DA 36 feet, all MDA 40 feet, increase LNAV Cat C/D visibility 1/8 mile. VDP and Baro-VNAV NA when using Cleveland-Hopkins Intl altimeter setting.

**MALSRL** MISSED APPROACH: Climb to 3000 direct WELAL and on track 025° to OTOCE and hold.

ASOS <b>121.425</b>	CLEVELAND APP CON <b>126.35 354.025</b>	CLNC DEL <b>125.7</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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CUNER	HAVIN	WELAL	OTOCE
3000	2400	tr 025°	△
*LNAV only			
6.1 NM		3.3 NM	
3000		2400	
073°		*1.5 NM to RW07	
2400		RW07	
GP 3.00°	TCH 54		
CATEGORY	A	B	C
LPV DA	993-1/2		200 (200-1/2)
LNAV/VNAV DA	1133-3/4		340 (400-3/4)
LNAV MDA	1340-1/2	547 (600-1/2)	1340-1 1/8 547 (600-1 1/8)
CIRCLING	1340-1 547 (600-1)	1360-1 567 (600-1)	1420-1 3/4 627 (700-1 3/4)

ELEV 793	TDZE 793
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REIL Rwy 25 **0**  
HIRL Rwy 7-25 **0**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LORAIN/ELYRIA, OHIO  
Orig-A 05MAR15

41°21'N-82°11'W

LORAIN COUNTY RGNL (L.P.R.)  
**RNAV (GPS) RWY 7**

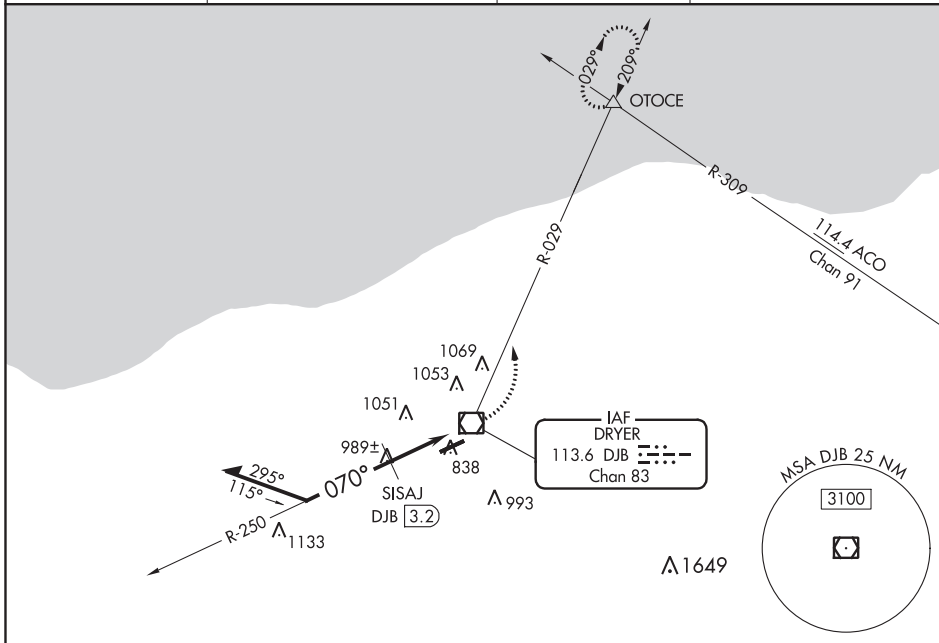
VOR/DME DJB <b>113.6</b> Chan <b>83</b>	APP CRS <b>070°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>793</b>
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**VOR-A**  
LORAIN COUNTY RGNL (LPR)

**▼** When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, increase circling Cat C/D visibility ¼ mile.

**MISSED APPROACH:** Climbing left turn to 3000 via heading 029° and DJB VOR/DME R-029 direct OTOCE INT and hold.

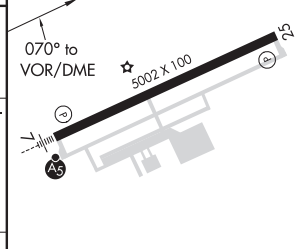
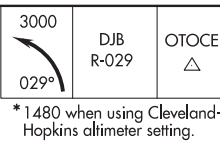
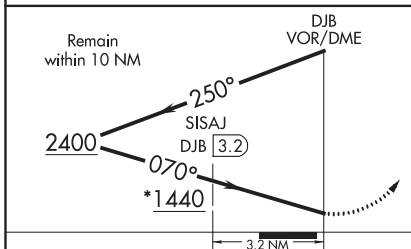
ASOS <b>121.425</b>	CLEVELAND APP CON <b>126.35 354.025</b>	CLNC DEL <b>125.7</b>	UNICOM <b>122.7</b> (CTAF) <b>📻</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 793
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CATEGORY	A	B	C	D
CIRCLING	1440-1	647 (700-1)	1440-1¾ 647 (700-1¾)	1440-2 647 (700-2)
SISAJ DME MINIMUMS				
CIRCLING	1300-1	507 (600-1)	1300-1½ 507 (600-1½)	1360-2 567 (600-2)

REIL Rwy 25 **📻**  
HIRL Rwy 7-25 **📻**

# ALPHE FOUR DEPARTURE (RNAV)

EC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:**  
3000

CLEVELAND DEP CON  
126.35 346.32

## DEPARTURE ROUTE DESCRIPTION

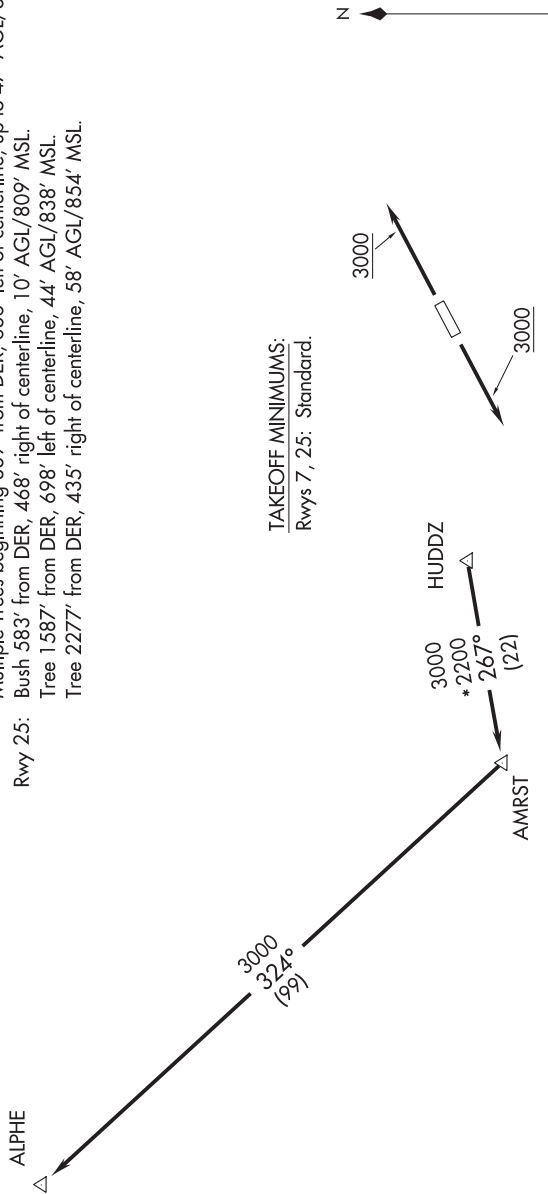
**TAKEOFF RUNWAYS 7, 25:** Climb via assigned heading to 3000 thence....

...or assigned altitude for radar vectors to HUDDZ, then on track 267° to AMRST, then on track 324° to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

### TAKEOFF OBSTACLES:

- Rwy 7: Multiple Trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL. Multiple Trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL.
- Rwy 25: Bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL. Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL. Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.

**TAKEOFF MINIMUMS:**  
Rwys 7, 25: Standard.



NOTE: Radar required for non-GPS equipped aircraft.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.

MANSFIELD  
MFD

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

# AMRST FIVE DEPARTURE

EC-2, 10 NOV 2016 20:05 JAN 2017

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7, 25: Climb on assigned heading to 3000 thence....

....or assigned altitude for vectors to intercept DJB VOR/DME R-265, to AMRST INT then on (transition).  
Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION (AMRST5.CRL): From over AMRST INT on CRL R-159 to CRL VORTAC.

WATERVILLE TRANSITION (AMRST5.VWV): From over AMRST INT on VWV R-115 to VWV VOR/DME.

### TAKEOFF OBSTACLES:

- Rwy 7: Multiple Trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL.  
Multiple Trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL.
- Rwy 25: Bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL.  
Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL.  
Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.

CLEVELAND DEP CON  
126.35 346.32  
ATIS 132.375

**TOP ALTITUDE:**  
**3000**

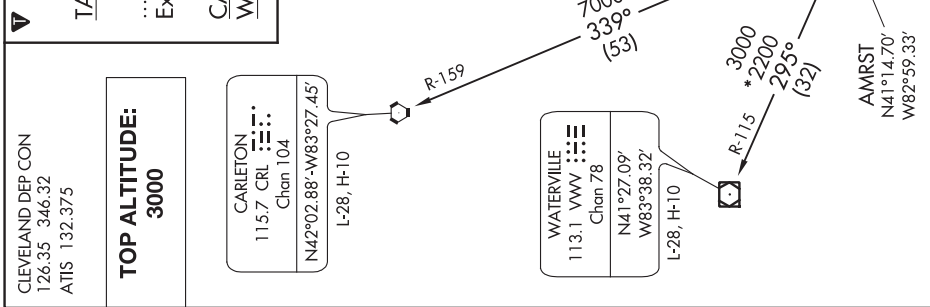
CARLETON 115.7 CRL Chan 104
L-28, H-10 N42°02.88'-W83°27.45'

WATERVILLE 113.1 VWV Chan 78
L-28, H-10 N41°27.09'- W83°38.32'

DRYER 113.6 DJB Chan 83
N41°21.48'- W82°09.72'

HUDDZ N41°18.68'- W82°30.59'
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MANSFIELD 108.8 MFD Chan 25
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TAKEOFF MINIMUMS:  
Rwys 7, 25: Standard.

NOTE: Radar required.  
NOTE: Chart not to scale.

EC-2, 10 NOV 2016 20:05 JAN 2017

# AMRST FIVE DEPARTURE

# OBRLN FOUR DEPARTURE

**TOP ALTITUDE:**  
3000

**TAKEOFF MINIMUMS:**  
Rwys 7, 25: Standard.

**NOTE:** Radar required  
**NOTE:** Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)

CLEVELAND DEP CON  
126.35 346.32

<b>FORT WAYNE</b>
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10

<b>MUNCIE</b>
114.4 MIE
Chan 91
N40°14.24'
W85°23.64'
L-27, H-5-10

<b>FLAG CITY</b>
108.2 FBC
Chan 19
N40°57.32'
W83°45.36'

<b>BRUNZ</b>
N41°12.60'
W82°30.02'
3500

<b>OBRLN</b>
N41°06.39'
W82°44.09'

6000 (A1)
*2700 (235)
3000 (A1)
*2040 (30)

3500
*2300
274° (65)
3500

3500 (81)
*2430 (87)
3500

3500 (87)
*2400 (87)
3500

3500 (87)
*2400 (87)
3500

3500 (87)
*2400 (87)
3500

3500 (87)
*2400 (87)
3500

3500 (87)
*2400 (87)
3500

3000
3000

<b>DRYER</b>
113.6 DJB
Chan 83
N41°21.48'
W82°09.72'

<b>MANSFIELD</b>
108.8 MFD
Chan 25

<b>ROSEWOOD</b>
117.5 ROD
Chan 122
N40°17.27'
W84°02.59'
L-27, H-10

<b>RICHMOND</b>
110.6 RID
Chan 43
N39°45.30'
W84°50.33'
L-27, H-10

<b>BRICKYARD</b>
116.3 VHP
Chan 110
N39°48.88'
W86°22.05'
L-27, H-5-10



EC-2, 10 NOV 2016 to 05 JAN 2017

# OBRLN FOUR DEPARTURE

# OBRLN FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7, 25: Climb via assigned heading to 3000 thence....

....or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT, then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN4.VHP): From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN4.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned). From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN4.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN4.RID): From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN4.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

### TAKEOFF OBSTACLES:

- Rwy 7: Multiple Trees beginning 973' from DER, 293' right of centerline, up to 75' AGL/865' MSL.  
Multiple Trees beginning 839' from DER, 636' left of centerline, up to 47' AGL/836' MSL.
- Rwy 25: Bush 583' from DER, 468' right of centerline, 10' AGL/809' MSL.  
Tree 1587' from DER, 698' left of centerline, 44' AGL/838' MSL.  
Tree 2277' from DER, 435' right of centerline, 58' AGL/854' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# OBRLN FOUR DEPARTURE

VORTAC EON <b>113.2</b> Chan <b>79</b>	APP CRS <b>278°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>675</b>
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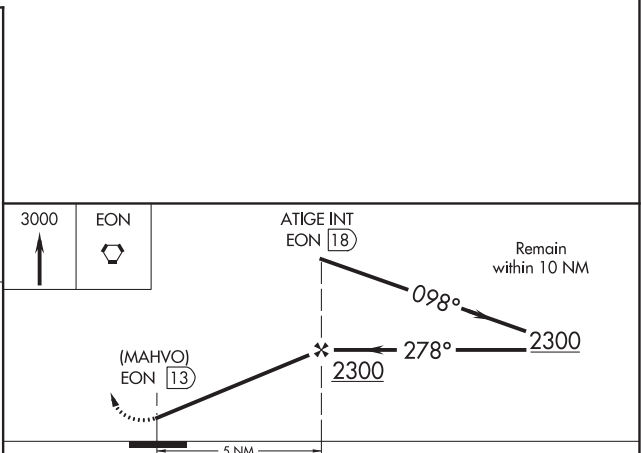
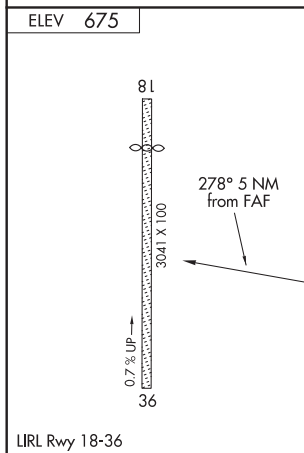
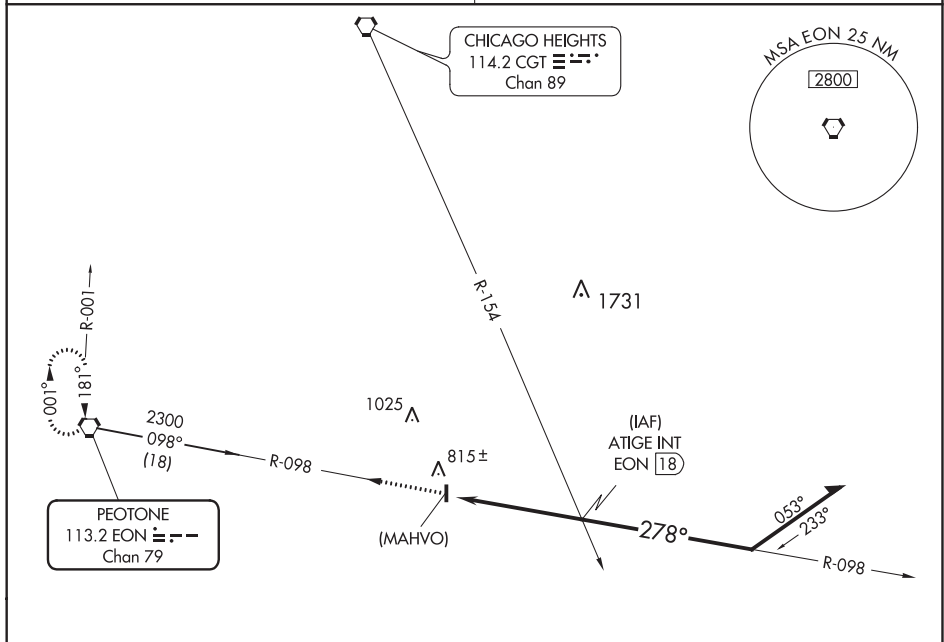
# VOR or GPS-A

LOWELL (C97)

**⚠ NA** Use Chicago Midway Intl Airport altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

**MISSED APPROACH:** Climb to 3000 direct EON VORTAC and hold.

CHICAGO CENTER <b>132.95 272.7</b>	CTAF <b>122.9</b>
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FAF to MAP 5 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180	1280-1 605 (700-1)		1280-1¼ 605 (700-1¼)	NA
Min:Sec	5:00	3:20	2:30	2:00	1:40				

EC-2, 10 NOV 2016 to 05 JAN 2017


EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>45708</b> <b>W03A</b>	APP CRS <b>035°</b>	Rwy Idg <b>5000</b> TDZE <b>812</b> Apt Elev <b>819</b>
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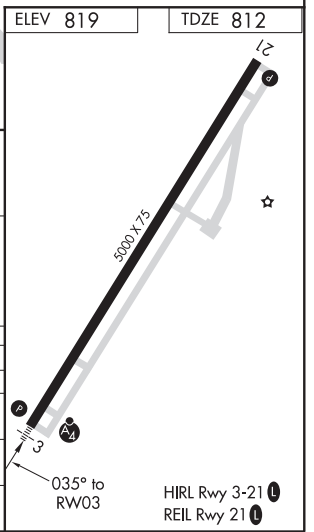
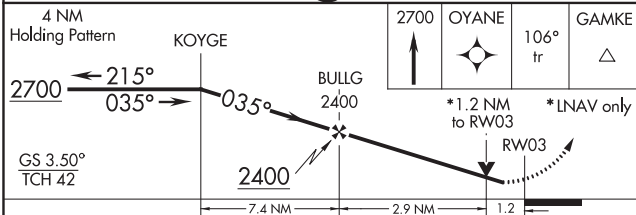
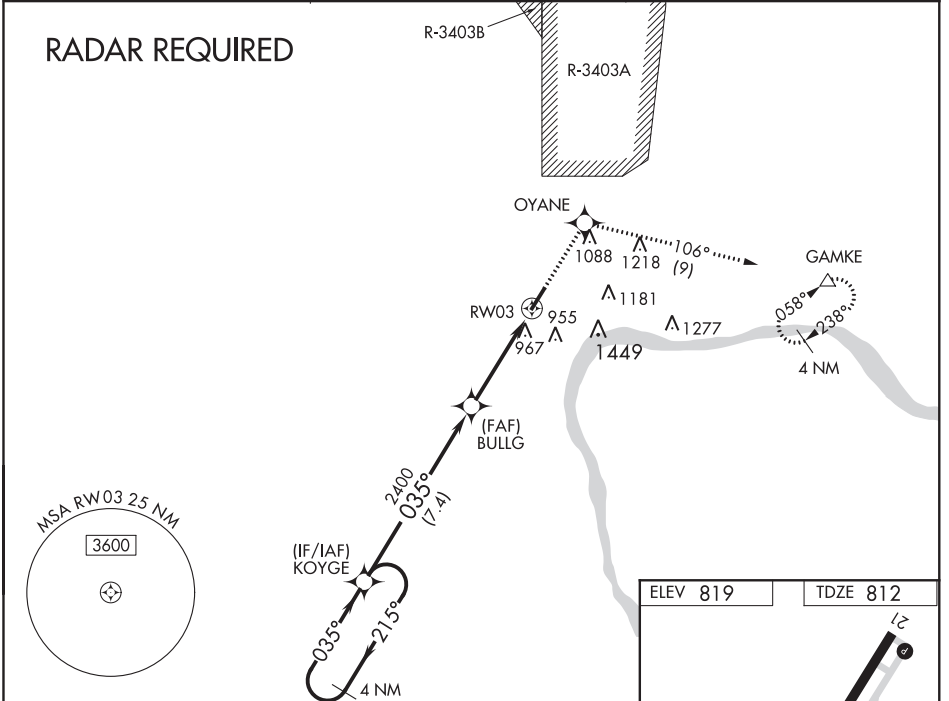
# RNAV (GPS) RWY 3

MADISON MUNI (IMS)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Bowman Field altimeter setting. When local altimeter setting not received, use Bowman Field altimeter setting and increase all DA 115 feet, all MDA 120 feet, and increase LPV Cats A/B/C visibility ¼ mile, LNAV/VNAV Cats A/B/C visibility ½ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

**MALSF**  MISSED APPROACH: Climb to 2700 direct OYANE and on track 106° to GAMKE and hold.

AWOS-3 <b>119.175</b>	LOUISVILLE APP CON <b>132.075 327.0</b>	UNICOM <b>123.0 (CTAF)</b> 
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CATEGORY	A	B	C	D
LPV DA	1203-1¼	391 (400-1¼)		NA
LNAV/VNAV DA	1321-1½	509 (600-1½)		NA
LNAV MDA	1300-1 488 (500-1)		1300-1¼ 488 (500-1¼)	NA
CIRCLING	1340-1 521 (600-1)		1340-1½ 521 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



MANSFIELD, OHIO

AL-860 (FAA)

15344

LOC I-MFD <b>110.5</b>	APP CRS <b>323°</b>	Rwy Idg TDZE Apt Elev	<b>9001</b> <b>1293</b> <b>1297</b>
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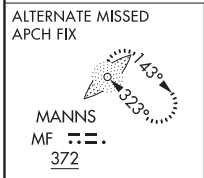
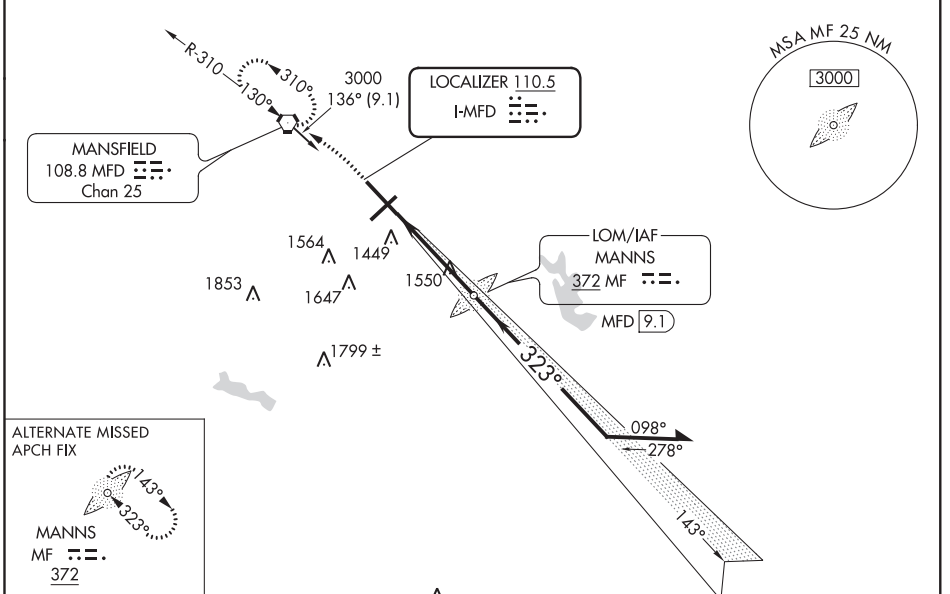
# ILS or LOC RWY 32

MANSFIELD LAHM RGNL (MFD)

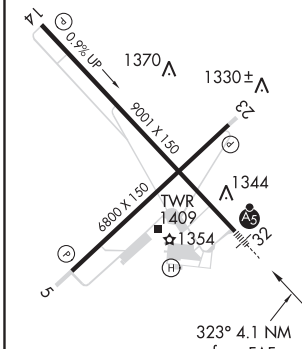
**ASR** When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet, all MDA 120 feet, increase S-LOC 32 Cat C/D visibility ½ mile and Circling Cat C visibility ½ mile, Cat D ¼ mile. For inoperative MALS R when using Marion altimeter setting, increase S-LS 32 visibility ½ mile all Cats.

**MALS R** MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MFD VORTAC and hold.

ATIS <b>125.3</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	MANSFIELD TOWER * <b>119.8 (CTAF) 325.8</b>	GND CON <b>121.8 325.8</b>	UNICOM <b>122.95</b>
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ELEV 1297	<b>D</b>	TDZE 1293
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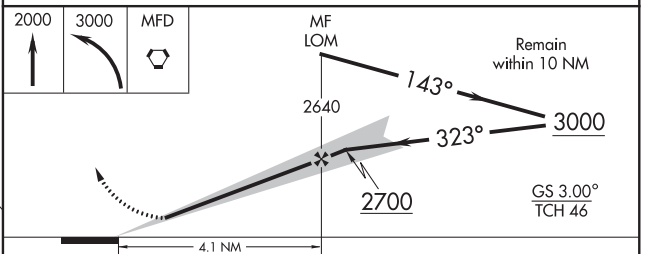
HIRL Rwy 5-23 and 14-32

REIL Rwy 5 and 23

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

## ADF or DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 32		1493/24	200 (200-½)	
S-LOC 32	1860/24	567 (600-½)	1860/50 567 (600-1)	1860/60 567 (600-1½)
CIRCLING	1860-1	563 (600-1)	1860-1½ 563 (600-1½)	1880-2 583 (600-2)

MANSFIELD, OHIO  
Amdt 16A 07MAY09

40°49'N-82°31'W

MANSFIELD LAHM RGNL (MFD)  
**ILS or LOC RWY 32**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86519</b> <b>W05A</b>	APP CRS <b>053°</b>	Rwy Idg <b>6795</b> TDZE <b>1297</b> Apt Elev <b>1297</b>
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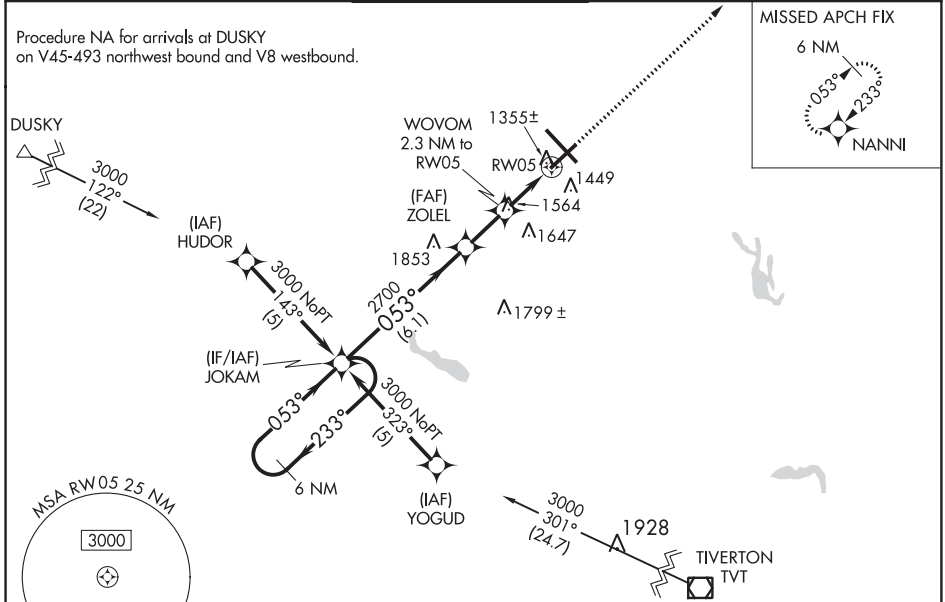
# RNAV (GPS) RWY 5

MANSFIELD LAHM RGNL (MFD)

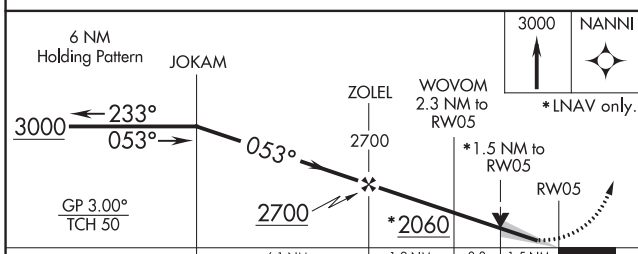
**ASR** Baro-VNAV NA when using Marion altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet increase LPV visibility all Cats ¼ mile, LNAV/VNAV all Cats ½ mile and LNAV and Circling Cat C and D visibility ¼ mile. VDP NA with Marion altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct NANNI and hold.

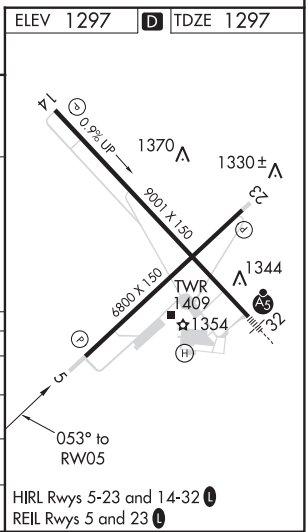
ATIS <b>125.3</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	MANSFIELD TOWER * <b>119.8 (CTAF) 325.8</b>	GND CON <b>121.8 325.8</b>	UNICOM <b>122.95</b>
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Procedure NA for arrival on TVT VOR/DME airways radials 267 CW 001.



CATEGORY	A	B	C	D
LPV DA		1497-¾	200 (200-¾)	
LNAV/VNAV DA		1715-1½	418 (500-1½)	
LNAV MDA	1820-1 523 (600-1)		1820-1½ 523 (600-1½)	1820-1¾ 523 (600-1¾)
CIRCLING	1820-1 523 (600-1)		1820-1½ 523 (600-1½)	1880-2 583 (600-2)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>87119</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev	<b>6795</b> <b>1295</b> <b>1297</b>
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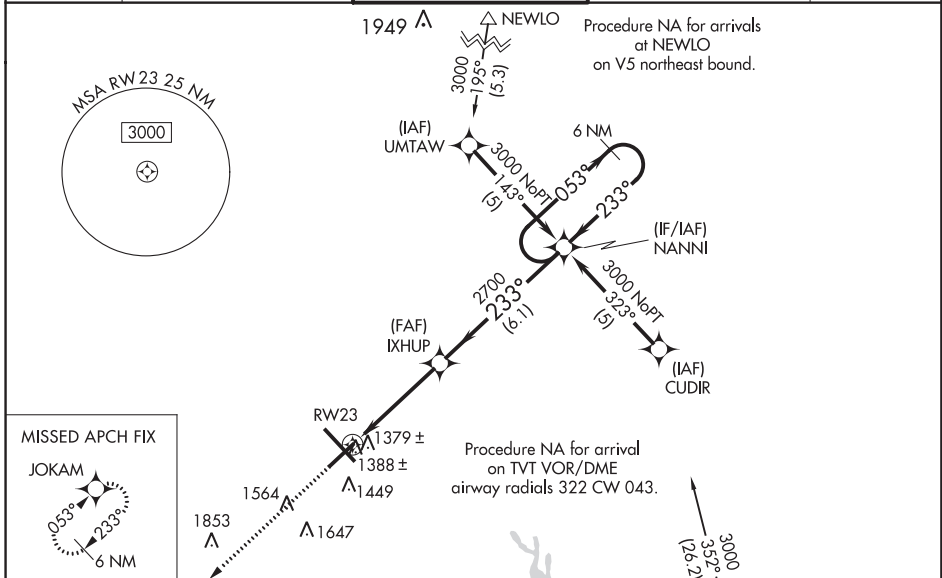
# RNAV (GPS) RWY 23

MANSFIELD LAHM RGNL (MFD)

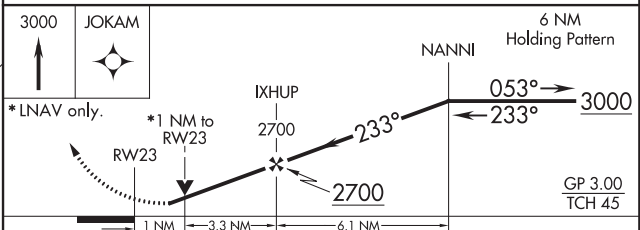
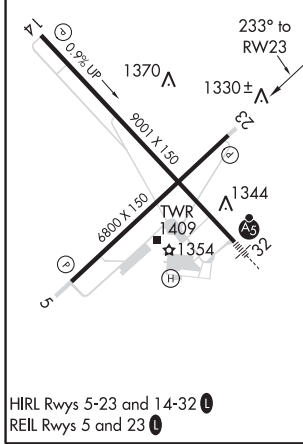
**ASR** Baro-VNAV NA when using Marion altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Marion altimeter setting. When local altimeter setting not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV all Cats ½ mile and LNAV Cat C and D visibility and Circling Cat D visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct JOKAM and hold.

ATIS <b>125.3</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	MANSFIELD TOWER * <b>119.8(CTAF) 325.8</b>	GND CON <b>121.8 325.8</b>	UNICOM <b>122.95</b>
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ELEV <b>1297</b>	<b>D</b>	TDZE <b>1295</b>
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CATEGORY	A	B	C	D	
LPV DA	1545-1		250 (300-1)		
LNAV/VNAV DA	1649-1¼		354 (400-1¼)		
LNAV MDA	1640-1		345 (400-1)		1640-1¼ 345 (400-1¼)
CIRCLING	1760-1	463 (500-1)	1760-1½ 463 (500-1½)	1880-2 583 (600-2)	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



VORTAC MFD <b>108.8</b> Chan 25	APP CRS <b>130°</b>	Rwy Idg TDZE <b>1276</b> Apt Elev <b>1297</b>
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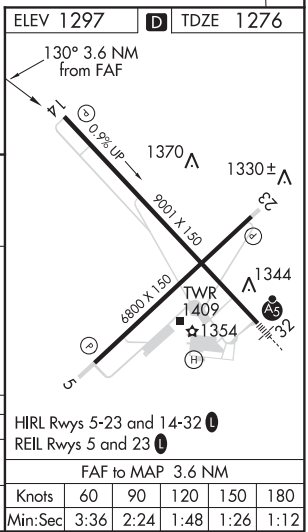
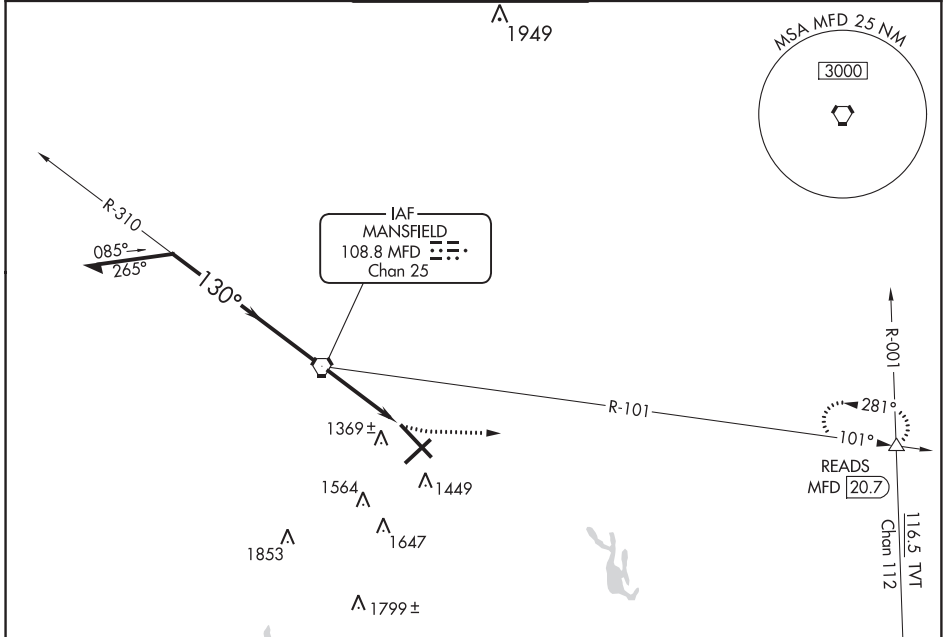
# VOR RWY 14

MANSFIELD LAHM RGNL (MFD)

**⚠** When local altimeter setting not received, use Marion altimeter setting and increase all MDA 120 feet, S-14 Cats C and D visibility 3/8 mile and Circling Cat D 1/4 mile. VDP NA with Marion altimeter setting.

**MISSED APPROACH:** Climb to 1700 then climbing left turn to 3000 on MFD VORTAC R-101 to READS INT/MFD 20.7 DME and hold.

ATIS <b>125.3</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	MANSFIELD TOWER * <b>119.8 (CTAF) 325.8</b>	GND CON <b>121.8 325.8</b>	UNICOM <b>122.95</b>
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Remain within 10 NM	MFD VORTAC	1700	3000	READS
2900	310°	↑	MFD R-101	△
2400	130°	MFD 2.5	MFD 3.6	
	2.94° TCH 42	2.5 NM	1 NM	

CATEGORY	A	B	C	D
S-14	1620-1 344 (400-1)			
CIRCLING	1760-1 463 (500-1)	1760-1 1/2 463 (500-1 1/2)	1880-2 583 (600-2)	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

MANSFIELD, OHIO

AL-860 (FAA)

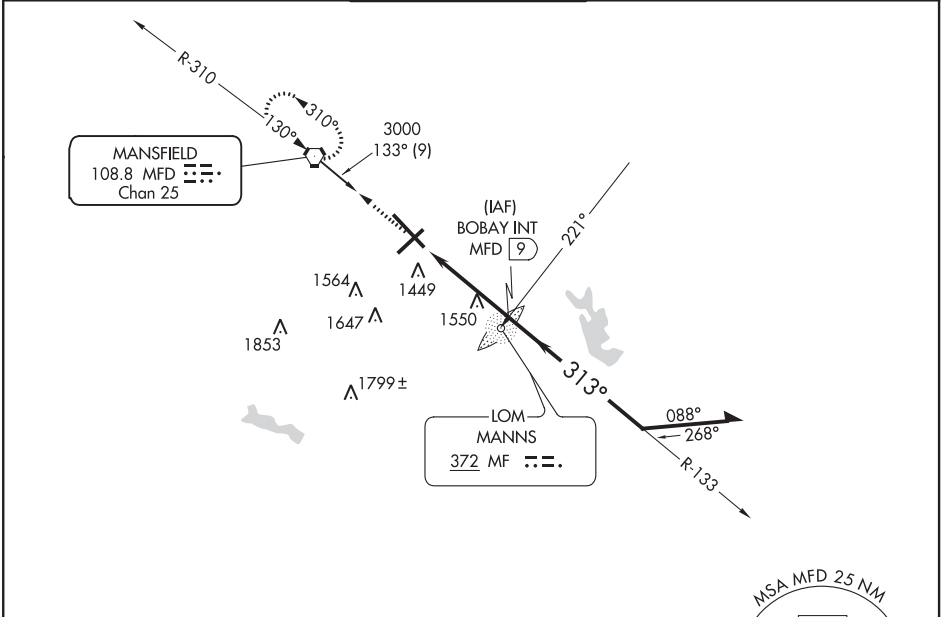
15344

VORTAC MFD <b>108.8</b> Chan <b>25</b>	APP CRS <b>313°</b>	Rwy Idg TDZE <b>1293</b> Apt Elev <b>1297</b>	<b>9001</b>
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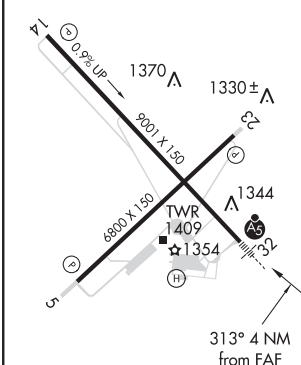
**VOR RWY 32**  
MANSFIELD LAHM RGNL (MFD)

<p>When local altimeter setting not received, use Marion altimeter setting and increase cll MDA 120 feet, S-32 visibility Cats C and D ½ mile and Circling Cat C ½ mile, Cat D ¼ mile. VDP NA with Marion altimeter setting. ADF or DME Required.</p>	<p>MALSRS</p>	<p>MISSED APPROACH: Climb to 3000 direct MFD VORTAC and hold.</p>
	<p>When local altimeter setting not received, use Marion altimeter setting and increase cll MDA 120 feet, S-32 visibility Cats C and D ½ mile and Circling Cat C ½ mile, Cat D ¼ mile. VDP NA with Marion altimeter setting. ADF or DME Required.</p>	

ATIS <b>125.3</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	MANSFIELD TOWER * <b>119.8 (CTAF) 325.8</b>	GND CON <b>121.8 325.8</b>	UNICOM <b>122.95</b>
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ELEV 1297	<b>D</b>	TDZE 1293
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HIRL Rwys 5-23 and 14-32  
REIL Rwys 5 and 23

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

**ADF or DME REQUIRED**

3000	MFD	BOBAY INT MFD 9	Remain within 10 NM
MFD 6.7	MFD 5	2600	3.00° TCH 45
1.7	2.3 NM		

CATEGORY	A	B	C	D
S-32	1860/24	567 (600-½)	1860/50 567 (600-1)	1860/60 567 (600-1¼)
CIRCLING	1860-1	563 (600-1)	1860-1½ 563 (600-1½)	1880-2 583 (600-2)

MANSFIELD, OHIO  
Amdt 7A 07MAY09

40°49'N-82°31'W

MANSFIELD LAHM RGNL (MFD)  
**VOR RWY 32**

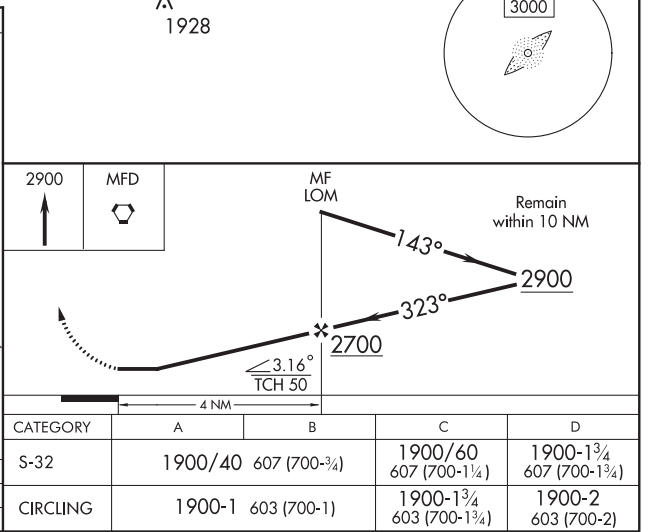
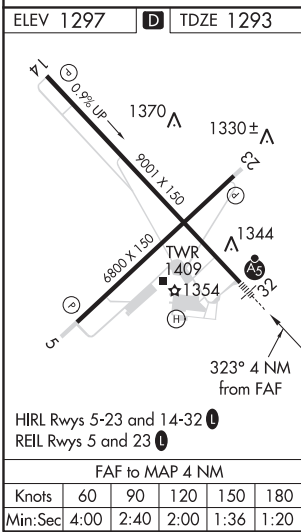
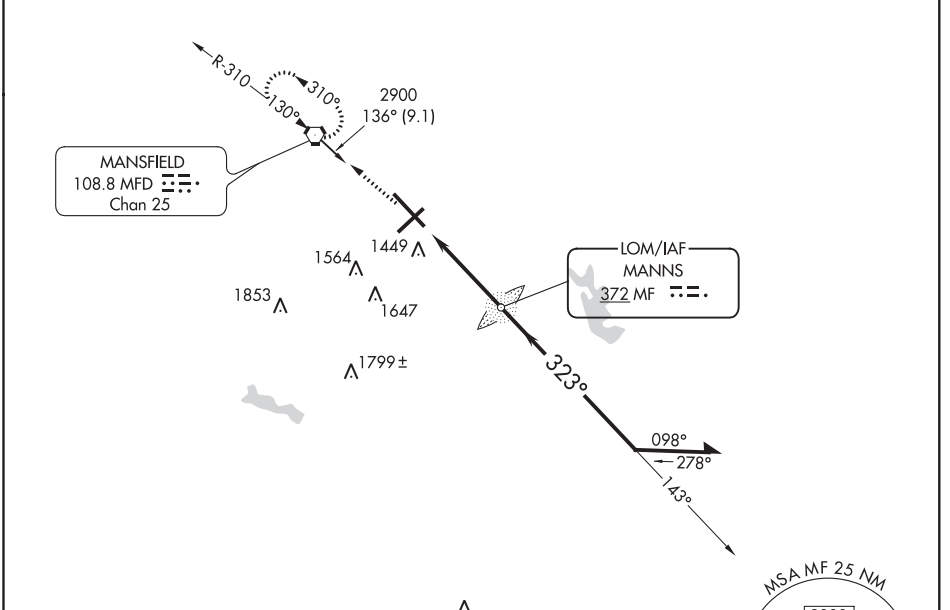
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOM MF <b>372</b>	APP CRS <b>323°</b>	Rwy Idg TDZE Apt Elev	<b>9001</b> <b>1293</b> <b>1297</b>
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**NDB RWY 32**  
MANSFIELD LAHM RGNL (MFD)

 ASR	 MALSR	MISSED APPROACH: Climb to 2900 direct MFD VORTAC and hold.		
ATIS <b>125.3</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	MANSFIELD TOWER * <b>119.8 (CTAF) 325.8</b>	GND CON <b>121.8 325.8</b>	UNICOM <b>122.95</b>



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

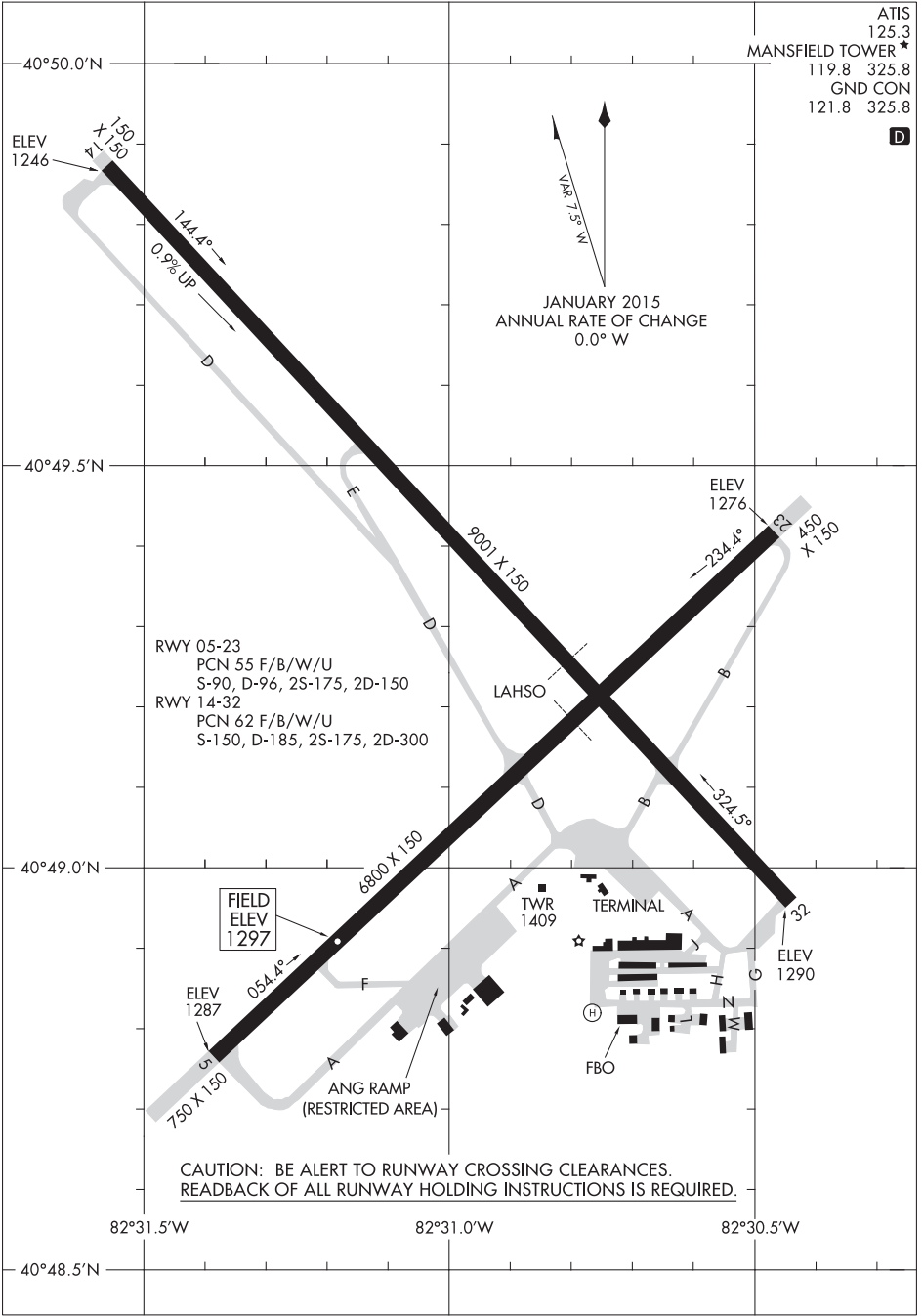


ATIS 125.3  
MANSFIELD TOWER ★ 119.8 325.8  
GND CON 121.8 325.8

D

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



RWY 05-23  
PCN 55 F/B/W/U  
S-90, D-96, 2S-175, 2D-150  
RWY 14-32  
PCN 62 F/B/W/U  
S-150, D-185, 2S-175, 2D-300

FIELD  
ELEV  
1297

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LOC I-MZZ <b>111.7</b>	APP CRS <b>041°</b>	Rwy Idg <b>6011</b>
		TDZE <b>858</b>
		Apt Elev <b>859</b>

# ILS or LOC RWY 4

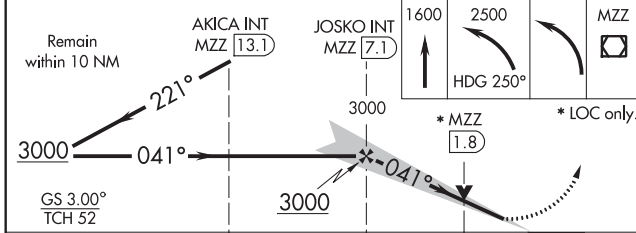
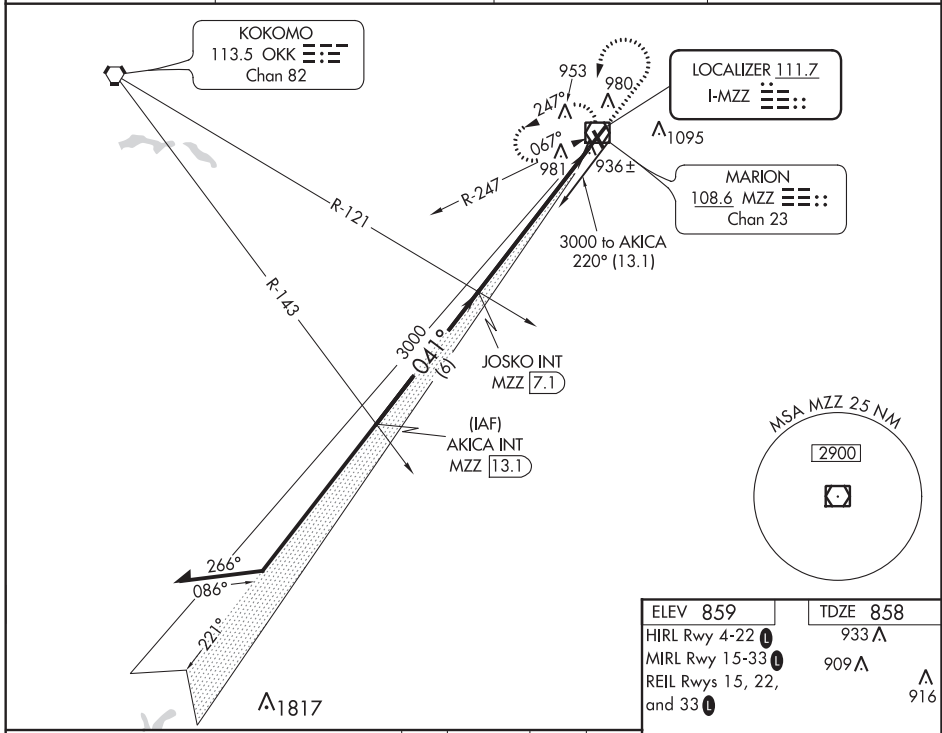
MARION MUNI (MZZ)

**⚠** When local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all DA 91 feet and all MDA 100 feet, increase S-LOC 4 Cat C/D visibility 1/4 mile. For inop MALS, increase S-LOC 4 Cat A/B visibility to 1. Night landing: Rwy 15 NA. Inop table does not apply to S-ILS 4. For inop MALS when using Fort Wayne Intl altimeter setting, increase S-LOC 4 Cat A/B to 1.

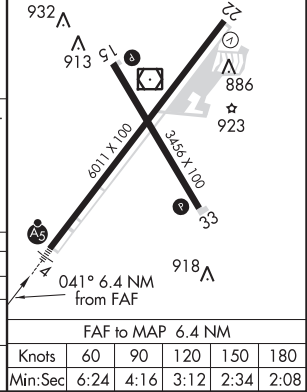
**MALS**

**MISSED APPROACH:** Climb to 1600, then climbing left turn to 2500 on heading 250°, then left turn direct MZZ VOR/DME and hold.

AWOS-3 <b>108.6</b>	GRISSOM APP CON * <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV 859	TDZE 858
HIRL Rwy 4-22	933 $\Delta$
MIRL Rwy 15-33	909 $\Delta$
REIL Rwys 15, 22, and 33	$\Delta$ 916



CATEGORY	A	B	C	D
S-ILS 4		1066-3/4	208 (300-3/4)	
S-LOC 4		1280-3/4	422 (500-3/4)	
CIRCLING	1300-1 441 (500-1)	1320-1 461 (500-1)	1320-1 1/2 461 (500-1/2)	1420-2 561 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>60906</b> W04A	APP CRS <b>041°</b>	Rwy Idg TDZE Apt Elev	<b>6011</b> <b>858</b> <b>859</b>
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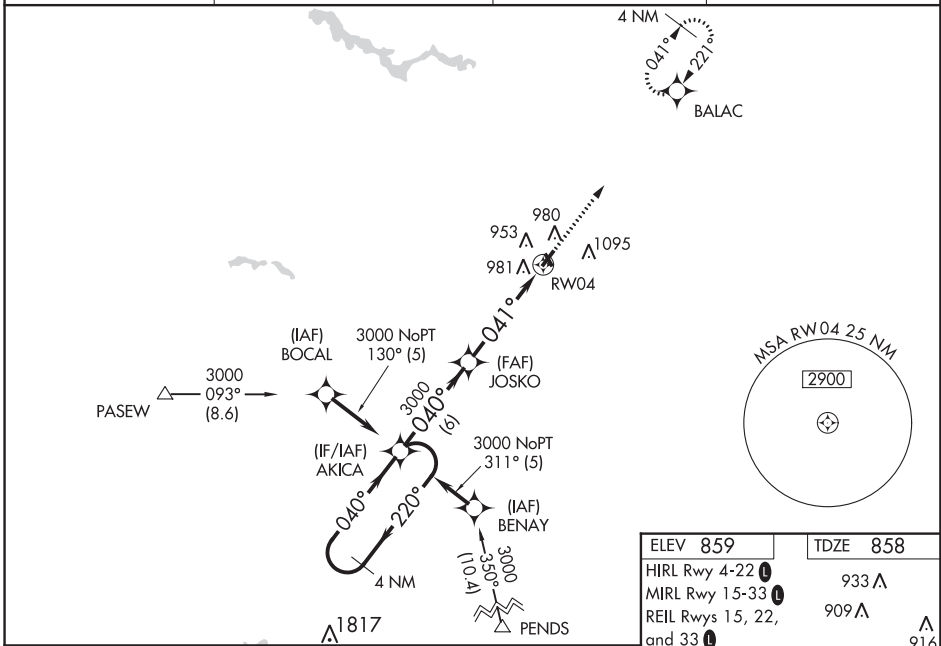
# RNAV (GPS) RWY 4

MARION MUNI (MZZ)

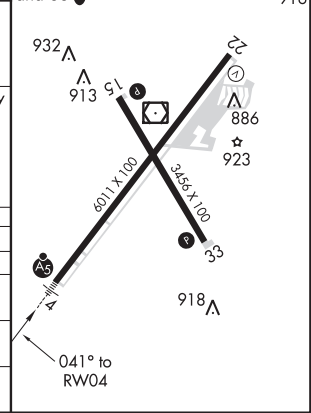
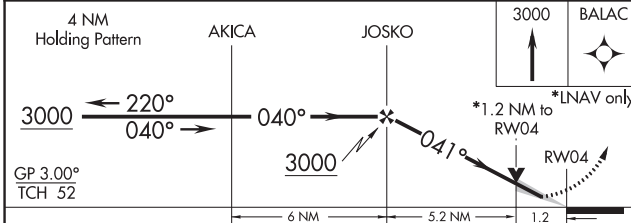
**NA** When local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all DA 91 feet and all MDA 100 feet, increase LPV all Cats visibility 1/2 mile, LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility 1/4 mile. Inop table does not apply to LPV. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). VDP and Baro VNAV NA when using Fort Wayne Intl altimeter setting. Night landing: Rwy 15 NA. For inop MALSAR when using Fort Wayne Intl altimeter setting, increase LPV all Cats visibility to 1/4, LNAV/VNAV all Cats visibility to 1/4, and LNAV Cat A/B visibility to 1. For inop MALSAR, increase LNAV Cat A/B visibility to 1 and Cat B to 1/4.

**MALSAR**  
MISSED APPROACH:  
Climb to 3000 direct  
BALAC and hold.

AWOS-3 <b>108.6</b>	GRISSOM APP CON ★ <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV 859	TDZE 858
HIRL Rwy 4-22	933 $\Delta$
MIRL Rwy 15-33	909 $\Delta$
REIL Rws 15, 22, and 33	$\Delta$ 916



CATEGORY	A	B	C	D
LPV DA		1109-3/4	251 (300-3/4)	
LNAV/VNAV DA		1258-1	400 (400-1)	
LNAV MDA	1280-3/4	422 (500-3/4)		1280-1 422 (500-1)
CIRCLING	1300-1 441 (500-1)	1320-1 461 (500-1)	1320-1 1/2 461 (500-1 1/2)	1420-2 561 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>153°</b>	Rwy Idg <b>3456</b> TDZE <b>858</b> Apt Elev <b>859</b>
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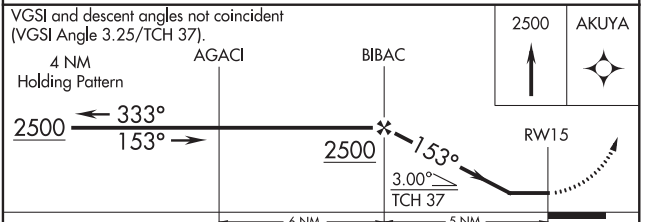
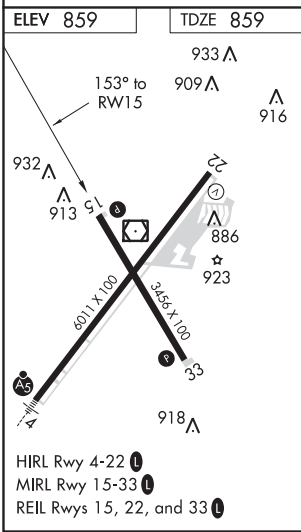
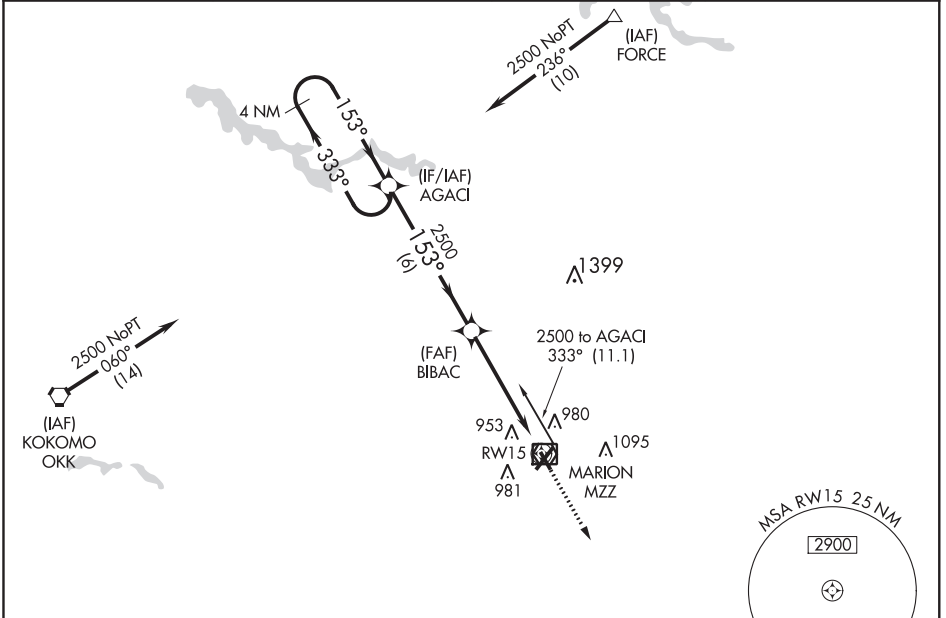
# RNAV (GPS) RWY 15

MARION MUNI (MZZ)

**⚠** When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 feet, increase LNAV Cat C/D visibility ¼ mile and Circling Cat C visibility ⅓ mile. DME/DME RNP-0.3 NA. Night landing: Rwy 15 NA. Helicopter visibility reduction below 1 SM NA.

**⚠ NA** MISSED APPROACH: Climb to 2500 direct AKUYA and hold.

AWOS-3 <b>108.6</b>	GRISSOM APP CON ★ <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>122.7 (CTAF) ①</b>
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CATEGORY	A	B	C	D
LNAV MDA	1300-1	441 (500-1)	1300-1⅓	441 (500-1⅓)
CIRCLING	1300-1 441 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>221°</b>	Rwy Idg <b>6011</b>
	TDZE <b>859</b>
	Apt Elev <b>859</b>

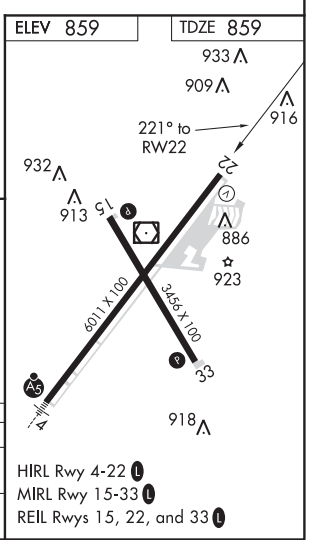
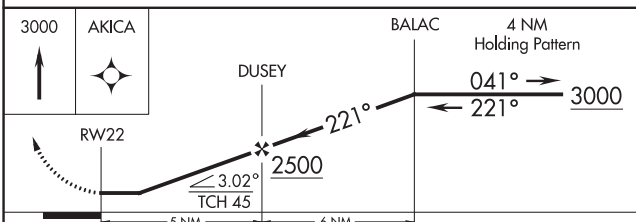
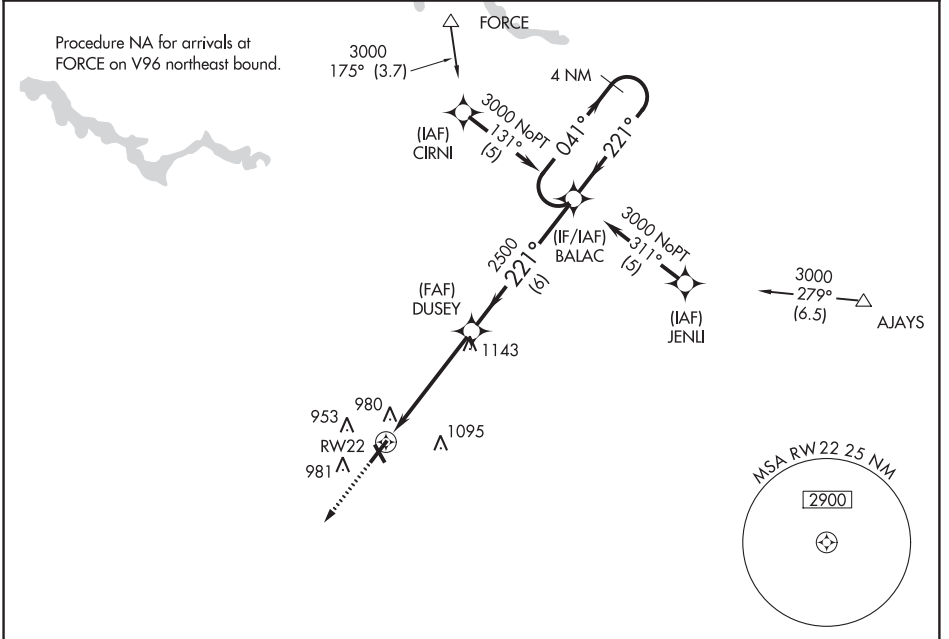
# RNAV (GPS) RWY 22

MARION MUNI (MZZ)

**NA** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDAs 100 feet. Night landing: Rwy 15 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct AKICA and hold.

AWOS-3 <b>108.6</b>	GRISSOM APP CON ★ <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
RNAV MDA	1380-1	521 (600-1)	1380-1½ 521 (600-1½)	1380-1¾ 521 (600-1¾)
CIRCLING	1380-1	521 (600-1)	1380-1½ 521 (600-1½)	1420-2 561 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>333°</b>	Rwy Idg TDZE Apt Elev	<b>3456</b> <b>858</b> <b>859</b>
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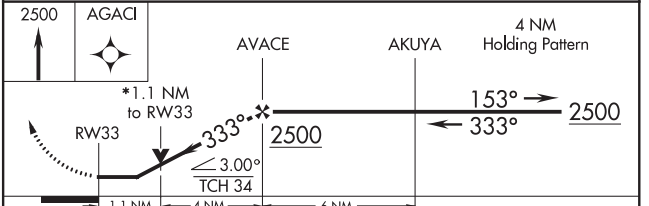
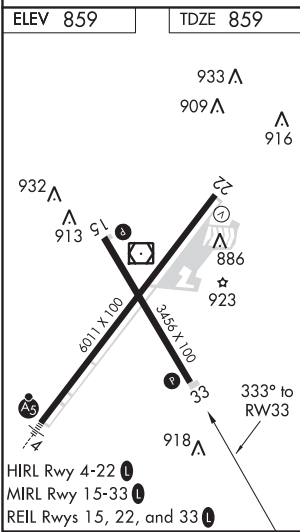
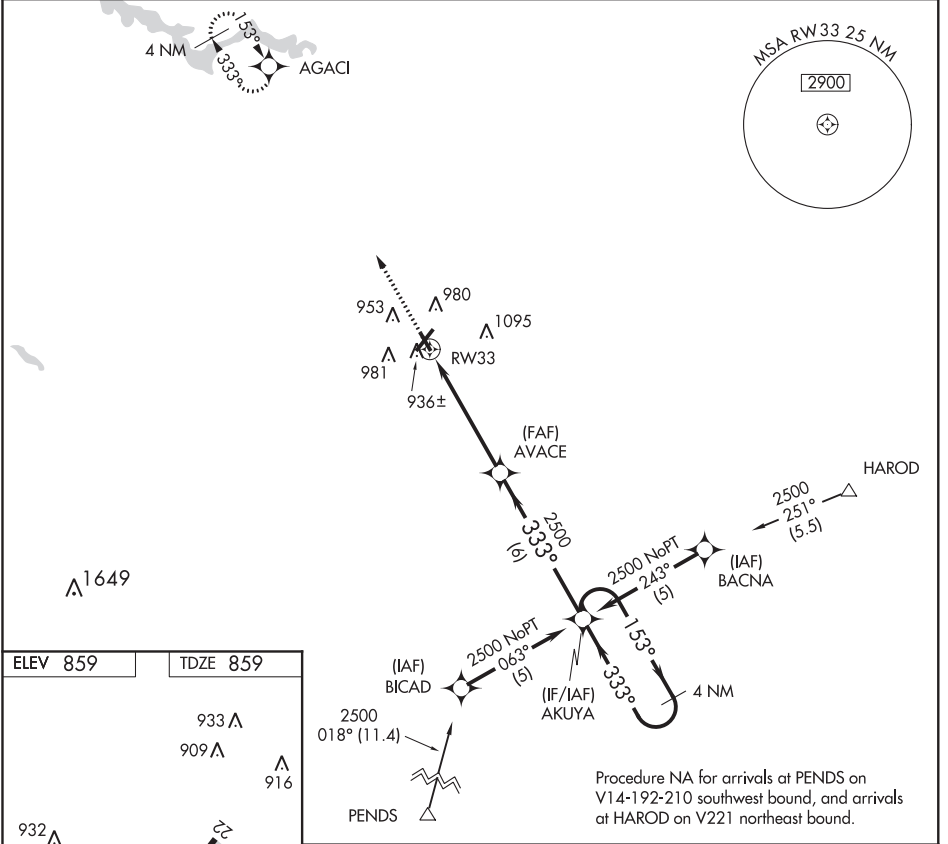
# RNAV (GPS) RWY 33

MARION MUNI (MZZ)

**⚠** When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 feet, increase LNAV Cat C/D visibility ¼ mile. DME/DME RNP-0.3 NA.  
**⚠** NA Night landing: Rwy 15 NA. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 2500 direct AGACI and hold.

AWOS-3 <b>108.6</b>	GRISSOM APP CON ★ <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LNAV MDA	1240-1			382 (400-1)
CIRCLING	1300-1 441 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

MARION, INDIANA

AL-5064 (FAA)

16147

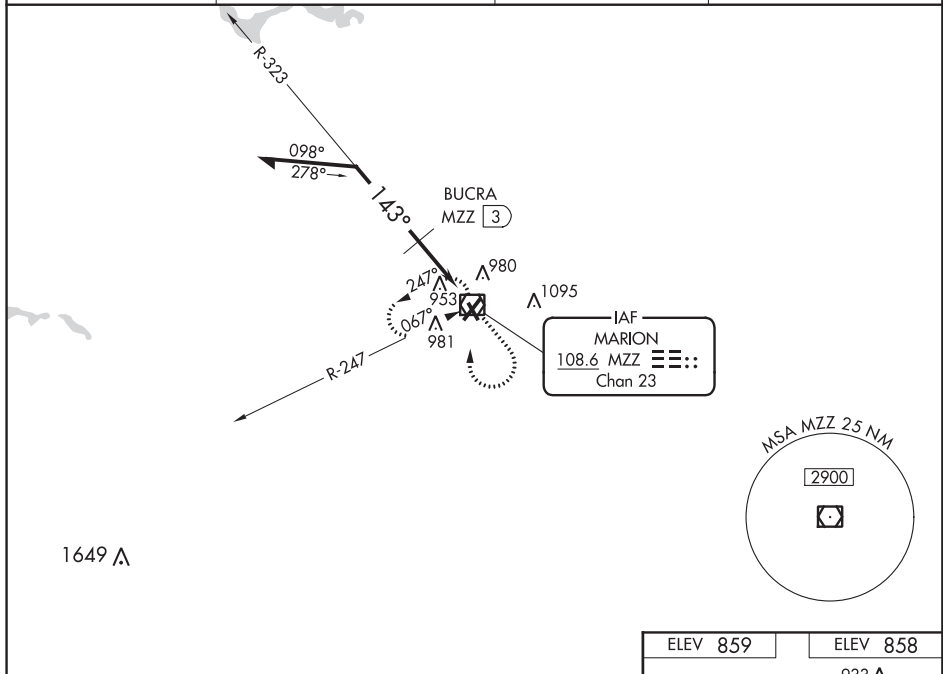
VOR/DME MZZ <b>108.6</b> Chan <b>23</b>	APP CRS <b>143°</b>	Rwy Idg <b>3456</b> TDZE <b>858</b> Apt Elev <b>859</b>
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**VOR RWY 15**  
MARION MUNI (MZZ)

**▼** When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 100 feet, increase S-15 and Circling Cat B visibility ¼ mile, Cat C and D ½ mile.  
**▲ NA** BUCRA FIX MINIMUMS: increase S-15 Cat C and D visibility ¼ mile. Night landing: Rwy 15 NA. Helicopter visibility reduction below 1 SM NA.

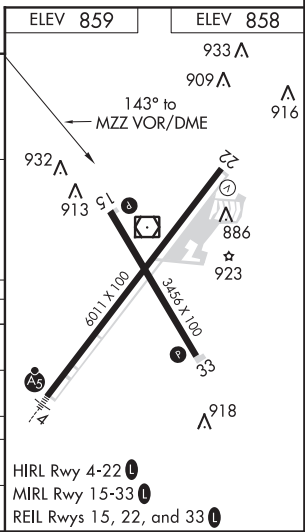
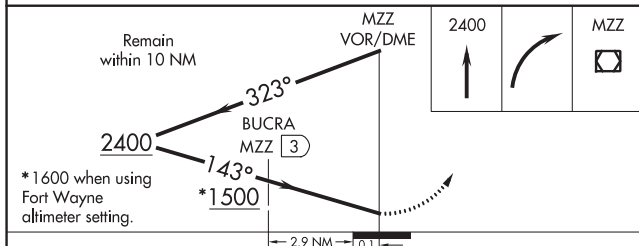
**MISSED APPROACH:** Climb to 2400 then right turn direct MZZ VOR/DME and hold.

AWOS-3 <b>108.6</b>	GRISSOM APP CON ★ <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>122.7 (CTAF)</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-15	1500-1	642 (700-1)	1500-1¾ 642 (700-1¾)	1500-2 642 (700-2)
CIRCLING	1500-1	641 (700-1)	1500-1¾ 641 (700-1¾)	1500-2 641 (700-2)
BUCRA FIX MINIMUMS				
S-15	1240-1	382 (400-1)	1240-1¼ 382 (400-1¼)	
CIRCLING	1300-1 441 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

MARION, INDIANA  
Amdt 10D 26MAY16

40°29'N-85°41'W

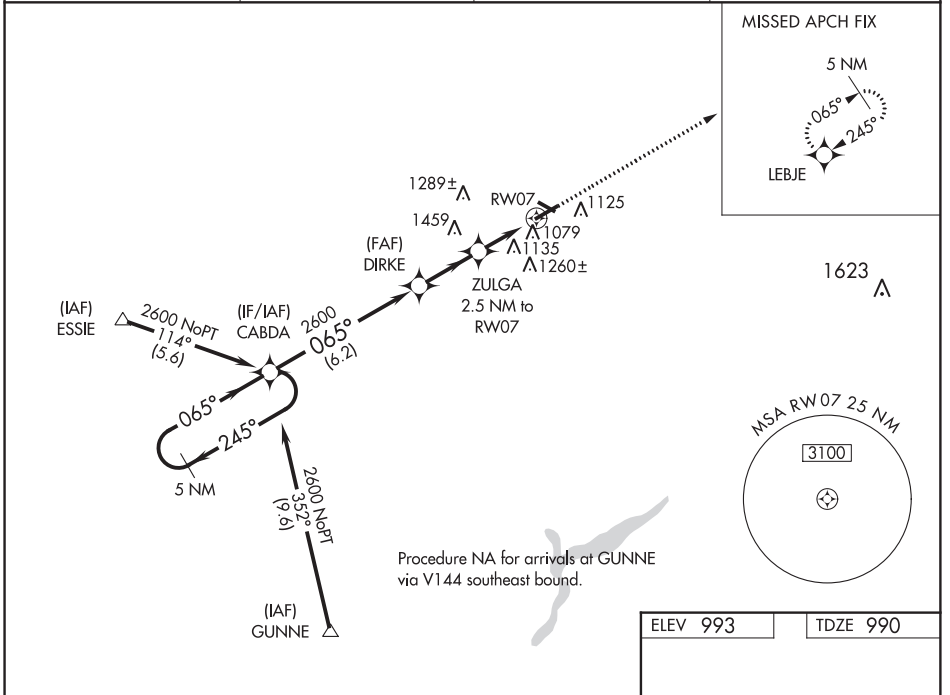
MARION MUNI (MZZ)  
**VOR RWY 15**

WAAS CH <b>93604</b> <b>W07A</b>	APP CRS <b>065°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>990</b> <b>993</b>
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# RNAV (GPS) RWY 7

MARION MUNI (MNN)

<p><b>▼</b> If local altimeter setting not received, use Ohio State University altimeter setting and increase LPV DA 87 feet, LNAV/VNAV DA 195 feet, and all MDAS 100 feet.  <b>▲</b> Baro-VNAV NA when using Ohio State University altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).                  Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.</p>			<p>MISSED APPROACH: Climb to 3000 direct LEBJE and hold.</p>
ASOS <b>119.975</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	CLNC DEL <b>126.8</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>



ELEV 993	TDZE 990
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5 NM Holding Pattern	3000	LEBJE		
CABDA	DIRKE	ZULGA 2.5 NM to RWY 7		
2600 ← 245°	065° →	*LNAV only.		
065° →	2600	RWY 7		
VGSI and RNAV glidepath not coincident.	GS 3.00° TCH 40	*1820		
6.2 NM	2.4 NM	2.5 NM		
CATEGORY	A	B	C	D
LPV DA	1240-1 250 (300-1)			
LNAV/VNAV DA	1379-1½ 389 (400-1½)			
LNAV MDA	1440-1 450 (500-1)	1440-1¼ 450 (500-1¼)		1440-1½ 450 (500-1½)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



MARION, OHIO

AL-5352 (FAA)

15120

APP CRS	Rwy Idg	<b>3498</b>
<b>125°</b>	TDZE	<b>990</b>
	Apt Elev	<b>993</b>

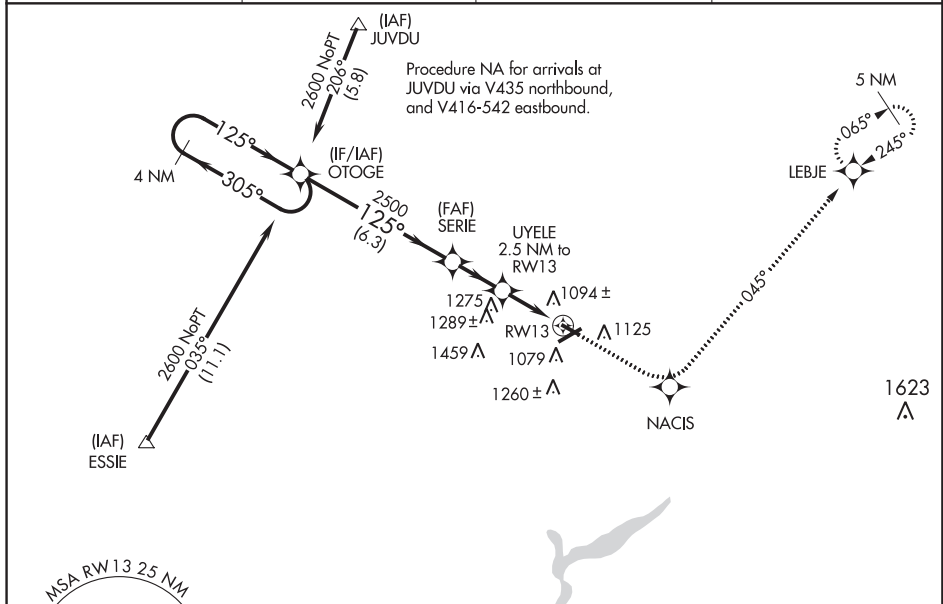
# RNAV (GPS) RWY 13

MARION MUNI (MNN)

**▼** DME/DME RNP-0.3 NA.  
 Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Ohio State altimeter setting and increase all MDAs 100 feet and visibility Cats C and D and circling Cat C ¼ mile.

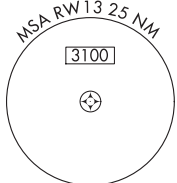
MISSED APPROACH: Climb to 3000 direct NACIS and via 045° track to LEBJE and hold.

ASOS <b>119.975</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	CLNC DEL <b>126.8</b>	UNICOM <b>122.8</b> (CTAF) <b>①</b>
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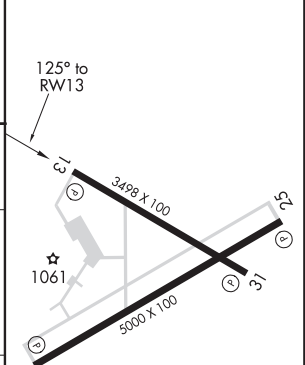
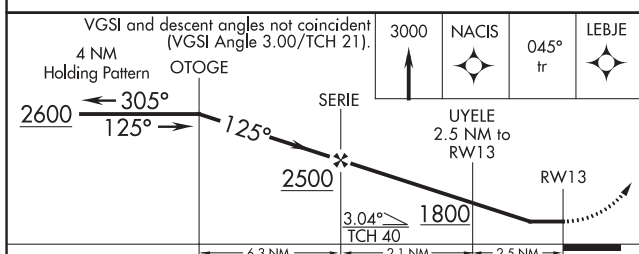


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 993	TDZE 990
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CATEGORY	A	B	C	D
LNVA MDA	1360-1 370 (400-1)		1360-1¼ 370 (400-1¼)	
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

REIL Rwy 7, 13, 25 and 31 **①**  
 MIRL Rwy 7-25 and 13-31 **①**

MARION, OHIO  
 Orig 10APR08

40°37'N-83°04'W

# RNAV (GPS) RWY 13

WAAS CH <b>62904</b> <b>W25A</b>	APP CRS <b>245°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>993</b> <b>993</b>
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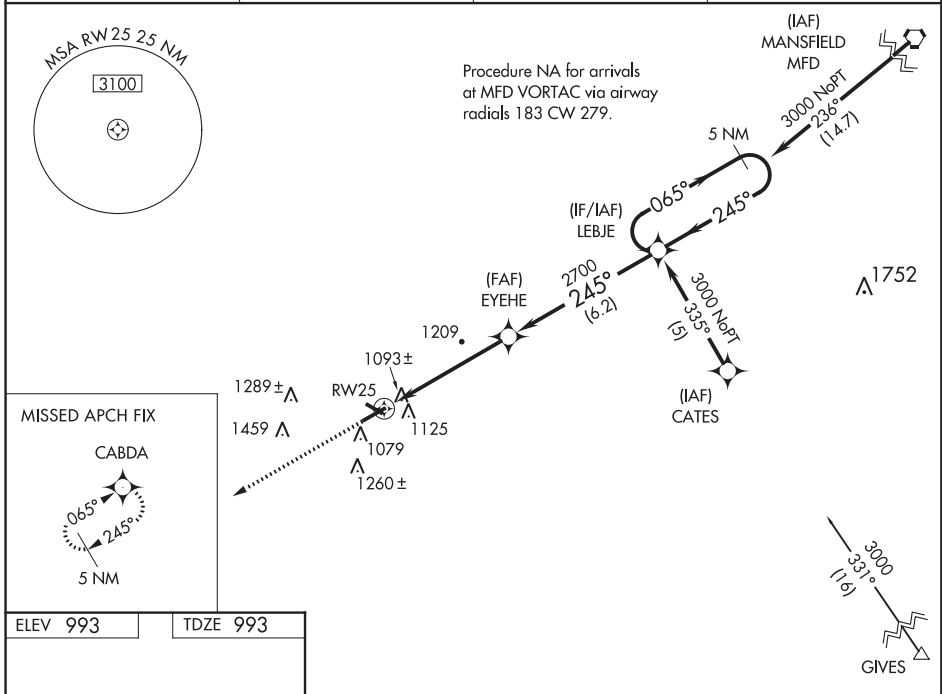
# RNAV (GPS) RWY 25

MARION MUNI (MNN)

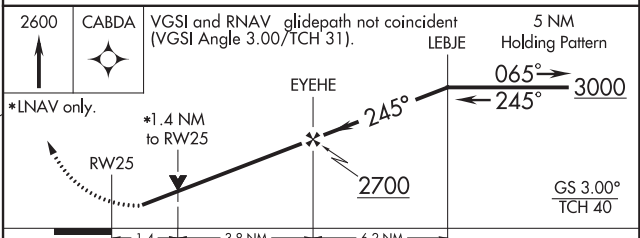
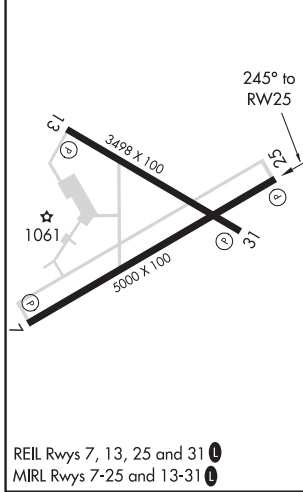
**▼** If local altimeter setting not received, use Ohio State University altimeter setting and increase all DAs 87 feet and all MDAs 100 feet. Baro-VNAV NA when using Ohio State University altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**▲** MISSED APPROACH: Climb to 2600 direct CABDA and hold.

ASOS <b>119.975</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	CLNC DEL <b>126.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 993	TDZE 993
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CATEGORY	A	B	C	D
LPV DA	1334-1¼ 341 (400-1¼)			
LNAV/VNAV DA	1443-1½ 450 (500-1½)			
LNAV MDA	1460-1 467 (500-1)	1460-1¼ 467 (500-1¼)	1460-1½ 467 (500-1½)	
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 567 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

MARION, OHIO

AL-5352 (FAA)

15120

LOC/DME I-AEF <b>110.35</b> Chan 40 (Y)	APP CRS <b>245°</b>	Rwy Idg 5000 TDZE 993 Apt Elev 993
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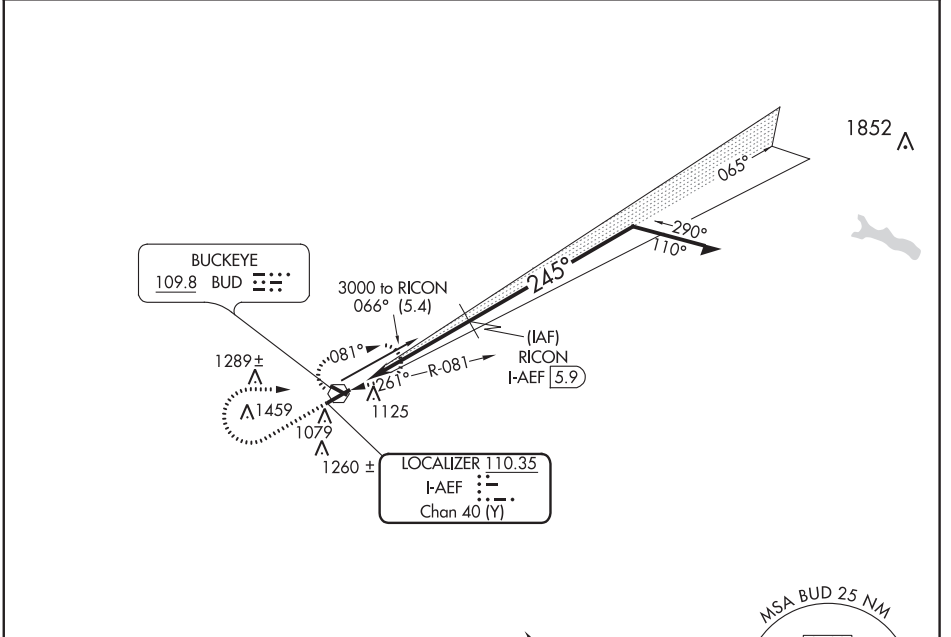
# LOC/DME RWY 25

MARION MUNI (MNN)

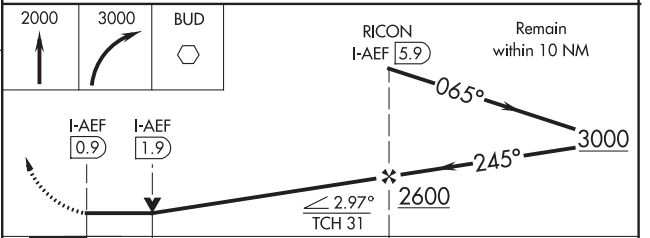
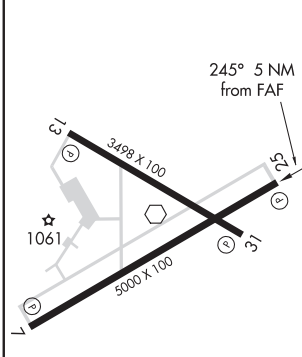
▼ If local altimeter setting not received, use Ohio State University altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BUD VOR and hold.

ASOS <b>119.975</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	CLNC DEL <b>126.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 993	TDZE 993
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CATEGORY	A	B	C	D
S-25	1360-1 367 (400-1)		1360-1¼ 367 (400-1¼)	
CIRCLING	1480-1 486 (500-1)	1500-1 507 (600-1)	1540-1½ 547 (600-1½)	1560-2 566 (600-2)

MARION, OHIO  
Orig-B 03JUL08

40°37'N-83°04'W

# MARION MUNI (MNN) LOC/DME RWY 25

EC-2, 10 NOV 2016 to 05 JAN 2017

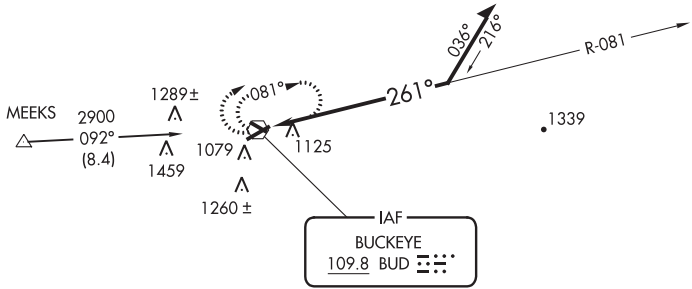
EC-2, 10 NOV 2016 to 05 JAN 2017

VOR BUD <b>109.8</b>	APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>993</b>
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**VOR-A**  
MARION MUNI (MNN)

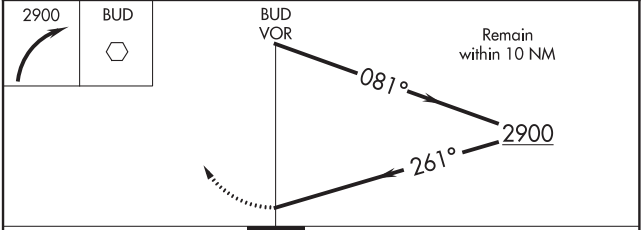
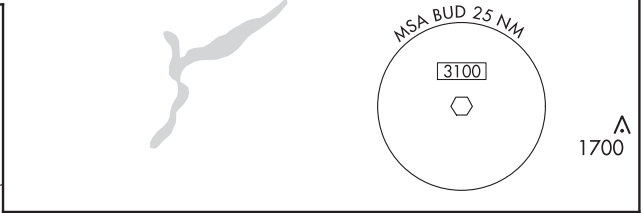
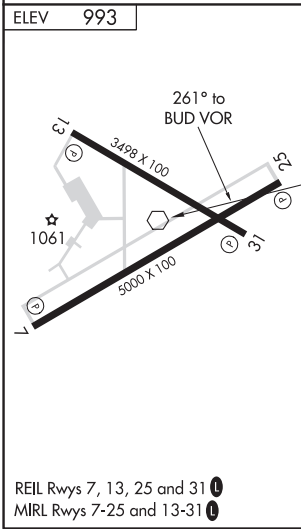
<p><b>▼</b> If local altimeter setting not received, use Ohio State University altimeter setting and increase all MDAs 100 feet.</p> <p><b>▲</b></p>	<p>MISSED APPROACH: Climbing right turn to 2900 in BUD VOR holding pattern.</p>
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ASOS <b>119.975</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	CLNC DEL <b>126.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1640-1	647 (700-1)	1640-1¾ 647 (700-1¾)	1640-2 647 (700-2)

MARYSVILLE, OHIO

AL-6380 (FAA)

16091

WAAS CH <b>72827</b> <b>W09A</b>	APP CRS <b>088°</b>	Rwy Idg TDZE Apt Elev	<b>4218</b> <b>1021</b> <b>1021</b>
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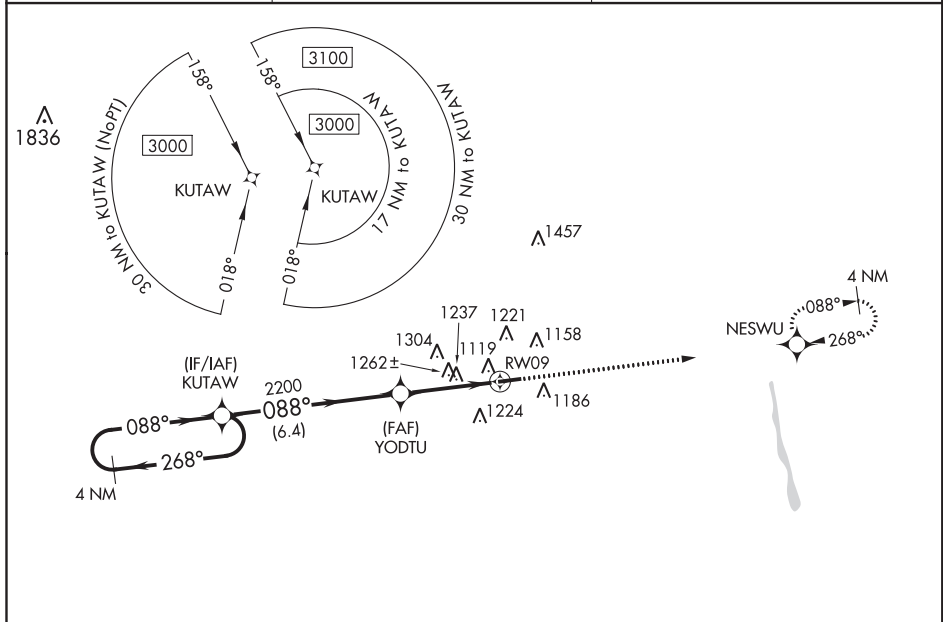
# RNAV (GPS) RWY 9

UNION COUNTY (MRT)

**⚠** Night landing: Rwy 27 NA. Helicopter visibility reduction below 3/4 SM NA.  
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 100 feet, LP Cats C and D visibility to 1 1/2 miles, LNAV Cats C and D and Circling Cat C visibility to 1 1/4 miles.

MISSED APPROACH: Climb to 3000 direct NESWU and hold.

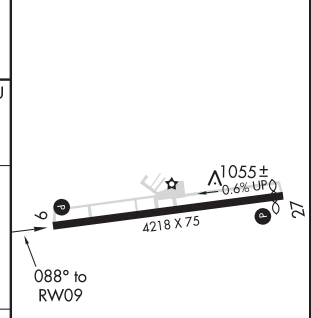
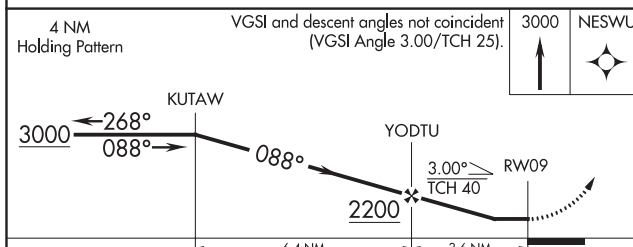
AWOS-3 <b>119.275</b>	COLUMBUS APP CON <b>125.95 317.775</b>	UNICOM <b>122.8 (CTAF)</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1021	TDZE 1021
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CATEGORY	A	B	C	D
LP MDA	1500-1	479 (500-1)	1500-1 3/8	479 (500-1 3/8)
LNAV MDA	1520-1	499 (500-1)	1520-1 3/8	499 (500-1 3/8)
CIRCLING	1520-1 499 (500-1)	1540-1 519 (600-1)	1540-1 1/2 519 (600-1 1/2)	1580-2 559 (600-2)

MIRL Rwy 9-27  
 REIL Rwys 9 and 27

MARYSVILLE, OHIO  
 Orig-B 31MAR16

40°13'N-83°21'W

# RNAV (GPS) RWY 9

UNION COUNTY (MRT)

WAAS CH <b>50327</b> <b>W27A</b>	APP CRS <b>268°</b>	Rwy Idg TDZE Apt Elev	<b>4218</b> <b>1015</b> <b>1021</b>
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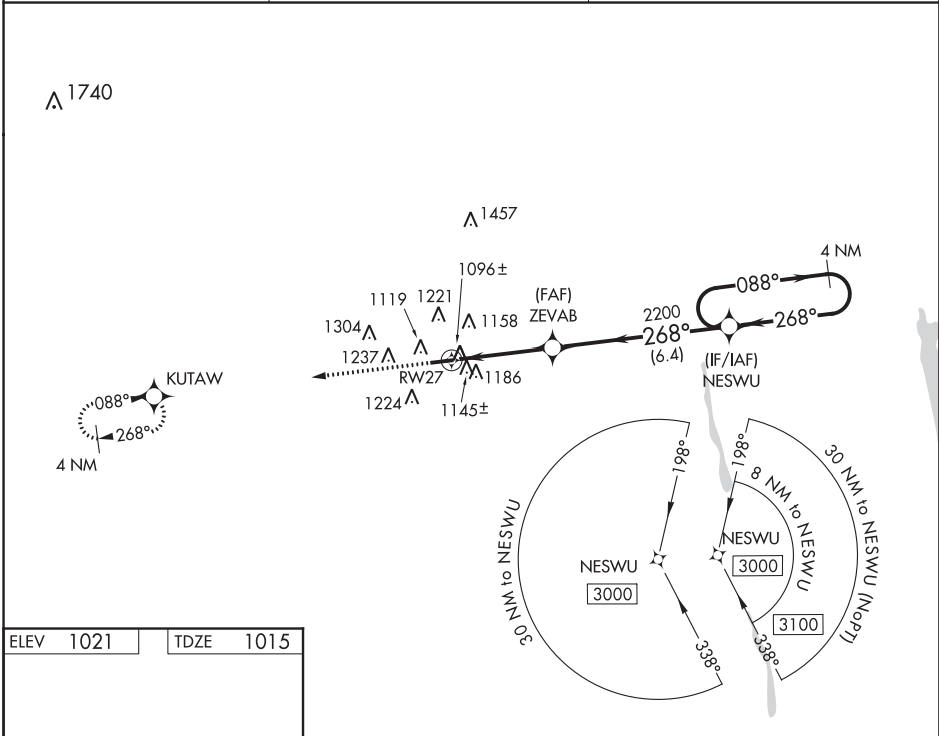
# RNAV (GPS) RWY 27

UNION COUNTY (MRT)

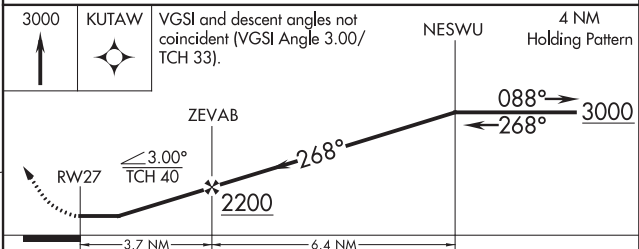
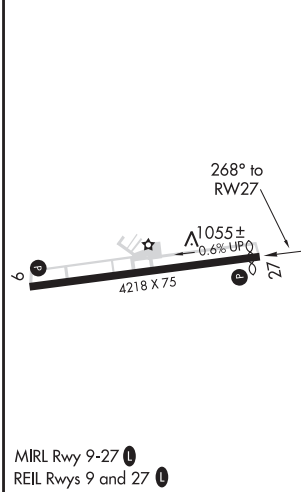
**⚠** Night landing: Rwy 27 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 100 feet, LP and LNAV Cat C and D visibility to 1 3/8 miles and Circling Cat C visibility to 1 3/4 miles.

**MISSED APPROACH:** Climb to 3000 direct KUTAW and hold.

AWOS-3 <b>119.275</b>	COLUMBUS APP CON <b>125.95 317.775</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 1021	TDZE 1015
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CATEGORY	A	B	C	D
LP MDA	1360-1 345 (400-1)			
LNAV MDA	1400-1	385 (400-1)	1400-1 1/8	385 (400-1 1/8)
CIRCLING	1520-1 499 (500-1)	1540-1 519 (600-1)	1540-1 1/2 519 (600-1 1/2)	1580-2 559 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

MEDINA, OHIO

AL-5763 (FAA)

16315

APP CRS	Rwy Idg	<b>3556</b>
<b>091°</b>	TDZE	<b>1179</b>
	Apt Elev	<b>1190</b>

# RNAV (GPS) RWY 9

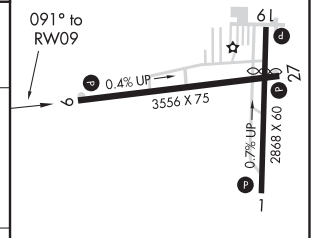
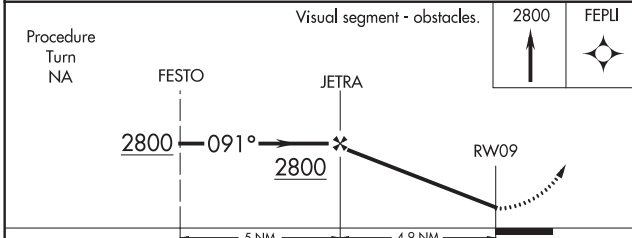
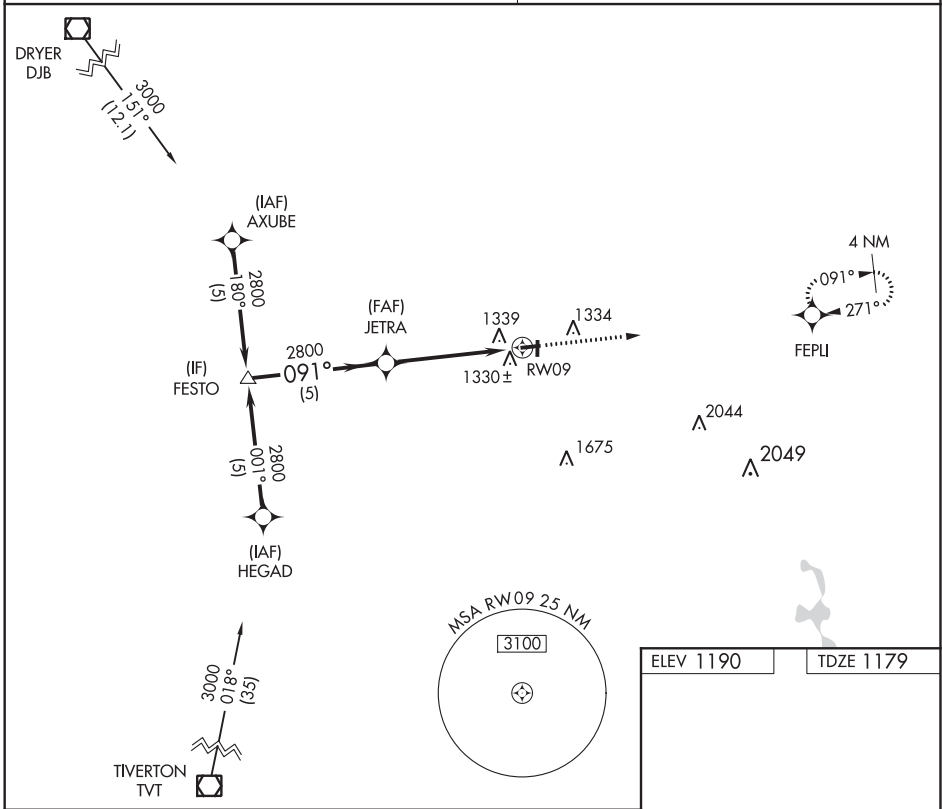
MEDINA MUNI (1G5)

Use Cleveland-Hopkins altimeter setting.  
 DME/DME RNP-0.3 NA. Straight-in Rwy 9 NA at night.  
 Circling Rwy 1, 9, 19 NA at night. Rwy 9 helicopter  
 visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2800  
 direct FEPLI WP and hold.

CLEVELAND APP CON  
**125.35 354.025**

UNICOM  
**123.0 (CTAF) 1**



CATEGORY	A	B	C	D
LNAV MDA	1700-1	521 (600-1)	1700-1½ 521 (600-1½)	NA
CIRCLING	1740-1	550 (600-1)	1740-1½ 550 (600-1½)	NA

REIL Rwy 27  
 MIRL Rwy 9-27, 1-19 1

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

MEDINA, OHIO  
 Orig-B 10NOV16

41°08'N-81°46'W

# RNAV (GPS) RWY 9

MEDINA MUNI (1G5)

MEDINA, OHIO

AL-5763 (FAA)

16315

APP CRS	Rwy Idg	<b>3556</b>
<b>271°</b>	TDZE	<b>1183</b>
	Apt Elev	<b>1190</b>

# RNAV (GPS) RWY 27

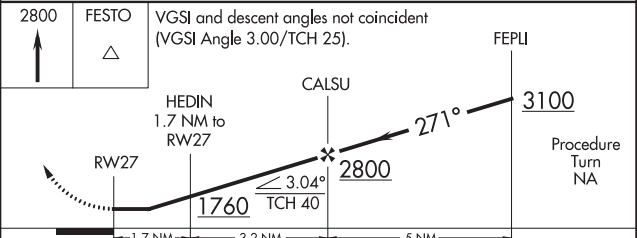
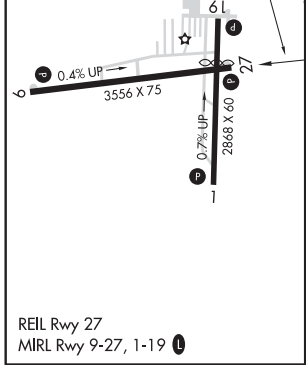
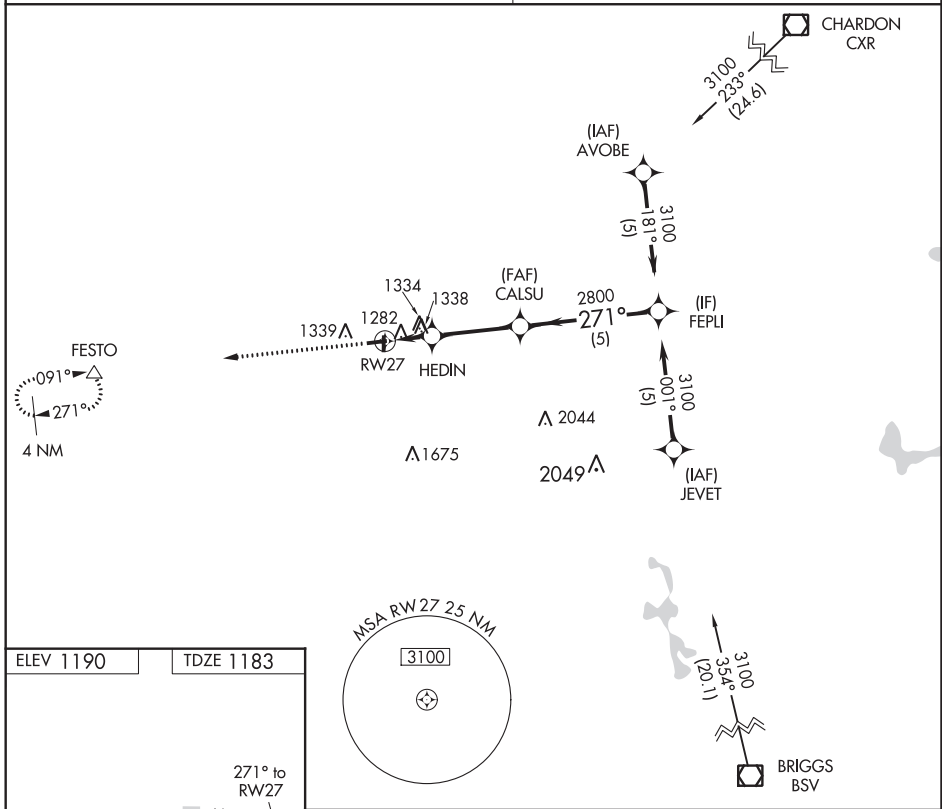
MEDINA MUNI (1G5)

**▼** Use Cleveland Hopkins altimeter setting. DME/DME RNP-0.3 NA.  
**▲** NA Circling Rwy 1, 9, 19, NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 direct FESTO WP and hold.

CLEVELAND APP CON  
**125.35 354.025**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
RNAV MDA	1700-1	517 (600-1)	1700-1½ 571 (600-1½)	NA
CIRCLING	1740-1	550 (600-1)	1740-1½ 550 (600-1½)	NA

MEDINA, OHIO  
 Orig-A 10NOV16

41°08'N-81°46'W  
 495

# RNAV (GPS) RWY 27

MEDINA MUNI (1G5)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





# ALPHE FOUR DEPARTURE (RNAV)

EC-2, 10 NOV 2016 to 05 JAN 2017

CLEVELAND DEP CON  
125.35 346.325

**TOP ALTITUDE:**  
**3000**

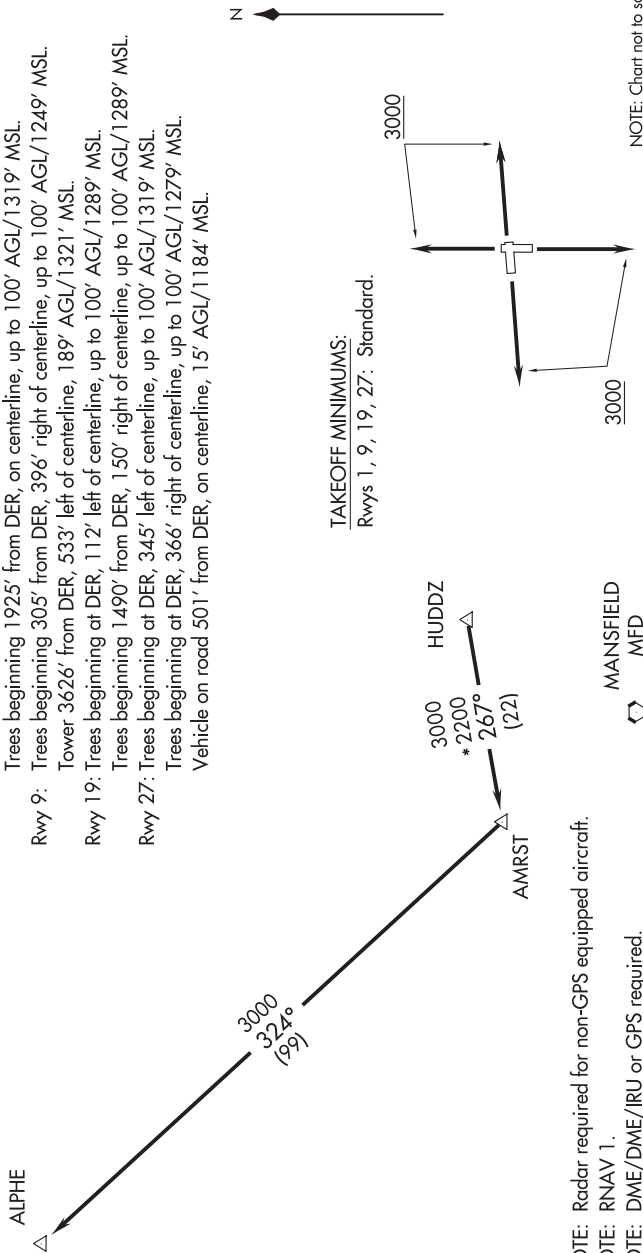
## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 1, 9, 19, 27:** Climb via assigned heading to 3000 thence....

...or assigned altitude for radar vectors to HUDDZ, then on track 267° to AMRST, then on track 324° to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

### TAKEOFF OBSTACLES:

- Rwy 1: Vehicle on road 534' from DER, on centerline, 15' AGL/1214' MSL.  
Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL.  
Trees beginning 1925' from DER, on centerline, up to 100' AGL/1319' MSL.
- Rwy 9: Trees beginning 305' from DER, 396' right of centerline, up to 100' AGL/1249' MSL.  
Tower 3626' from DER, 533' left of centerline, 189' AGL/1321' MSL.
- Rwy 19: Trees beginning at DER, 112' left of centerline, up to 100' AGL/1289' MSL.  
Trees beginning 1490' from DER, 150' right of centerline, up to 100' AGL/1289' MSL.
- Rwy 27: Trees beginning at DER, 345' left of centerline, up to 100' AGL/1319' MSL.  
Trees beginning at DER, 366' right of centerline, up to 100' AGL/1279' MSL.  
Vehicle on road 501' from DER, on centerline, 15' AGL/1184' MSL.



**TAKEOFF MINIMUMS:**  
Rwys 1, 9, 19, 27: Standard.

- NOTE: Radar required for non-GPS equipped aircraft.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.

MANSFIELD  
MFD

NOTE: Chart not to scale.

# ALPHE FOUR DEPARTURE (RNAV)

EC-2, 10 NOV 2016 to 05 JAN 2017

# AMRST FIVE DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 1, 9, 19, 27:** Climb on assigned heading to 3000 ftence....

....or assigned altitude for vectors to intercept DJB VOR/DME R-265, to AMRST INT then on (transition).  
Expect filed altitude/flight level ten (10) minutes after departure.

**CARLETON TRANSITION (AMRST5.CRL):** From over AMRST INT on CRL R-159 to CRL VORTAC.  
**WATERVILLE TRANSITION (AMRST5.VWV):** From over AMRST INT on VWV R-115 to VWV VOR/DME.

CLEVELAND DEP CON  
125.35 346.32  
ATIS 132.375

**TOP ALTITUDE:**  
**3000**

**CARLETON**  
115.7 CRL  
Chan 104  
N42°02.88'-W83°27.45'  
L-28, H-10

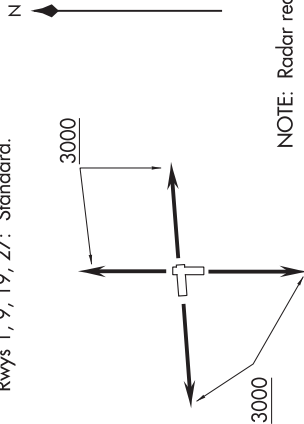
**WATERVILLE**  
113.1 VWV  
Chan 78  
N41°27.09'  
W83°38.32'  
L-28, H-10

**TAKEOFF OBSTACLES:**

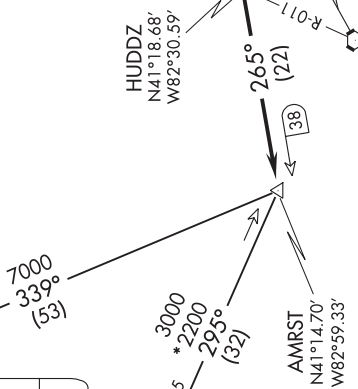
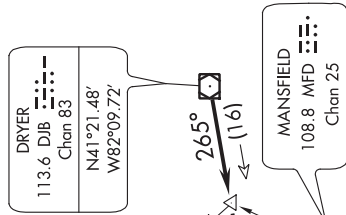
- Rwy 1:** Vehicle on road 534' from DER, on centerline, 15' AGL/1214' MSL.  
Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL.  
Trees beginning 1925' from DER, on centerline, up to 100' AGL/1319' MSL.
- Rwy 9:** Trees beginning 305' from DER, 396' right of centerline, up to 100' AGL/1249' MSL.  
Tower 3626' from DER, 533' left of centerline, 189' AGL/1321' MSL.
- Rwy 19:** Trees beginning at DER, 112' left of centerline, up to 100' AGL/1289' MSL.  
Trees beginning 1490' from DER, 150' right of centerline, up to 100' AGL/1289' MSL.
- Rwy 27:** Trees beginning at DER, 345' left of centerline, up to 100' AGL/1319' MSL.  
Trees beginning at DER, 366' right of centerline, up to 100' AGL/1279' MSL.  
Vehicle on road 501' from DER, on centerline, 15' AGL/1184' MSL.

**TAKEOFF MINIMUMS:**

Rwys 1, 9, 19, 27: Standard.



**NOTE:** Radar required.  
**NOTE:** Chart not to scale.



# AMRST FIVE DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017

# OBRLN FOUR DEPARTURE

**TOP ALTITUDE:**  
3000

**TAKEOFF MINIMUMS:**  
Rwys 1, 9, 19, 27: Standard.



**NOTE:** Radar required  
**NOTE:** Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-2, 10 NOV 2016 to 05 JAN 2017

CLEVELAND DEP CON  
125.35 346.325

<b>FORT WAYNE</b>
117.8 FWA
Chan 125
N40°58.74'
W85°11.28'
L-27, H-5-10

<b>MUNCIE</b>
114.4 MIE
Chan 91
N40°14.24'
W85°23.64'
L-27, H-5-10

<b>FLAG CITY</b>
108.2 FBC
Chan 19
N40°57.32'
W83°45.36'

<b>BRUNZ</b>
N41°12.60'
W82°30.02'
3500

<b>OBRLN</b>
N41°06.39'
W82°44.09'

6000 (A1)
*2700 (235)
3000 (A1)
*2400 (235)
3000 (A1)
*2400 (235)

3500 (89)
*2430 (65)
3500 (89)
*2430 (65)

3500 (87)
*2400 (187)

6000 (A1)
*2700 (235)
3000 (A1)
*2400 (235)

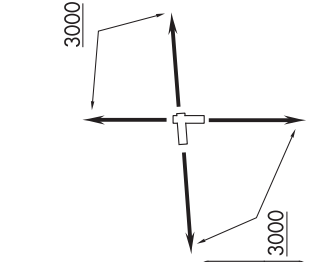
<b>ROSEWOOD</b>
117.5 ROD
Chan 122
N40°17.27'
W84°02.59'
L-27, H-10

<b>RICHMOND</b>
110.6 RID
Chan 43
N39°45.30'
W84°50.33'
L-27, H-10

<b>BRICKYARD</b>
116.3 VHP
Chan 110
N39°48.88'
W86°22.05'
L-27, H-5-10

<b>DRYER</b>
113.6 DJB
Chan 83
N41°21.48'
W82°09.72'

<b>MANSFIELD</b>
108.8 MFD
Chan 25



EC-2, 10 NOV 2016 to 05 JAN 2017

# OBRLN FOUR DEPARTURE

# OBRLN FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1, 9, 19, 27: Climb via assigned heading to 3000 thence....

....or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT, then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN4.VHP): From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN4.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned). From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN4.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN4.RID): From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN4.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

### TAKEOFF OBSTACLES:

Rwy 1: Vehicle on road 534' from DER, on centerline, 15' AGL/1214' MSL.

Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL.

Trees beginning 1925' from DER, on centerline, up to 100' AGL/1319' MSL.

Rwy 9: Trees beginning 305' from DER, 396' right of centerline, up to 100' AGL/1249' MSL.

Tower 3626' from DER, 533' left of centerline, 189' AGL/1321' MSL.

Rwy 19: Trees beginning at DER, 112' left of centerline, up to 100' AGL/1289' MSL.

Trees beginning 1490' from DER, 150' right of centerline, up to 100' AGL/1289' MSL.

Rwy 27: Trees beginning at DER, 345' left of centerline, up to 100' AGL/1319' MSL.

Trees beginning at DER, 366' right of centerline, up to 100' AGL/1279' MSL.

Vehicle on road 501' from DER, on centerline, 15' AGL/1184' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

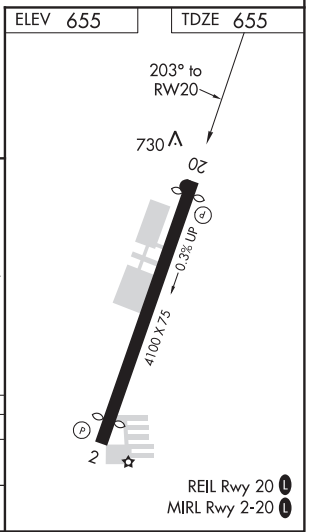
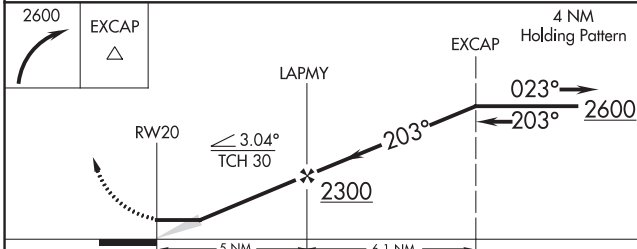
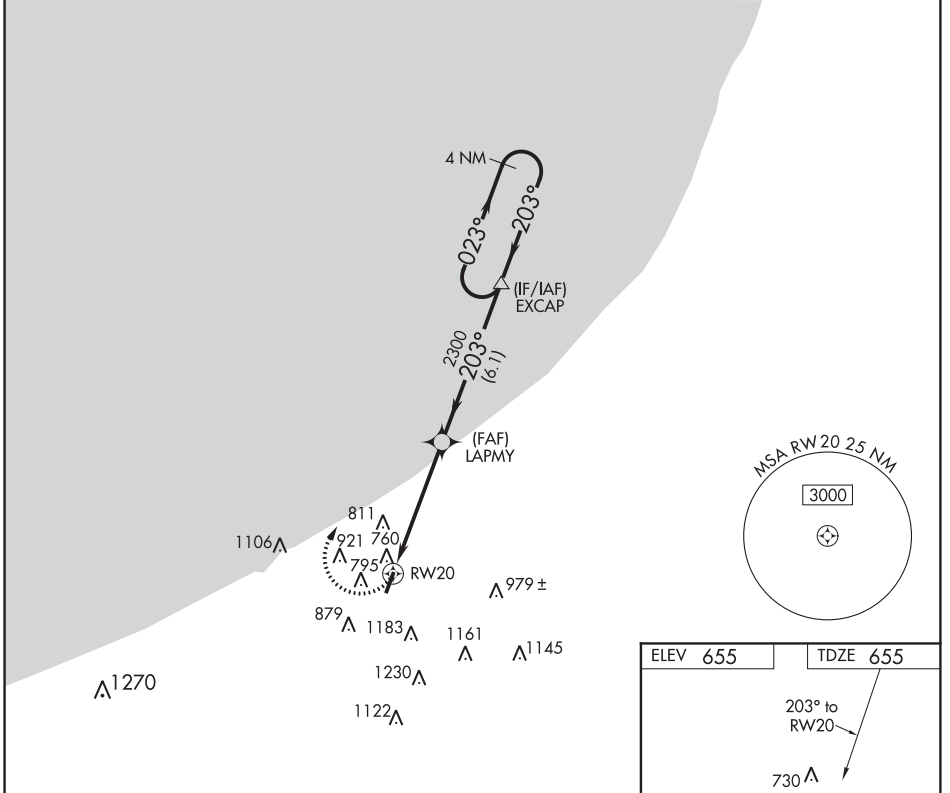
APP CRS	Rwy Idg	<b>3917</b>
<b>203°</b>	TDZE	<b>655</b>
	Apt Elev	<b>655</b>

# RNAV (GPS) RWY 20

MICHIGAN CITY MUNI-PHILIPPS FIELD (MGC)

<p><b>NA</b></p> <p>DME/DME RNP-0.3 NA. Use South Bend altimeter setting, when not received use Gary altimeter setting.</p>	<p>MISSED APPROACH: Climbing right turn to 2600 direct EXCAP and hold.</p>
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AWOS-3 <b>128.450</b>	SOUTH BEND ASOS <b>118.15</b>	SOUTH BEND APP CON * <b>118.55</b>	CLNC DEL <b>118.625</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
RNAV MDA	1240-1	585 (600-1)	1240-1½ 585 (600-1½)	NA
CIRCLING	1240-1 585 (600-1)	1280-1 625 (700-1)	1280-1¾ 625 (700-1¾)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

MICHIGAN CITY, INDIANA

AL-5479 (FAA)

15288

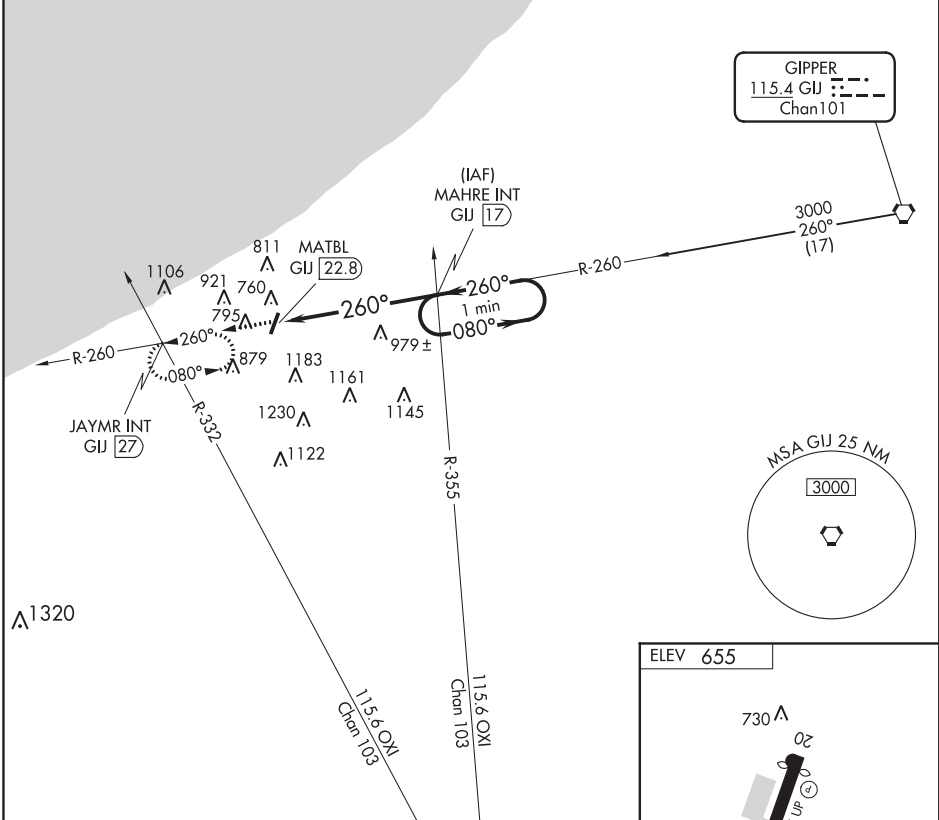
VORTAC GJ <b>115.4</b> Chan <b>101</b>	APP CRS <b>260°</b>	Rwy Idg TDZE Apt Elev <b>655</b>	<b>N/A</b> <b>N/A</b> <b>655</b>
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**VOR-A**  
MICHIGAN CITY MUNI-PHILLIPS FIELD (MGC)

MICHIGAN CITY MUNI-PHILLIPS FIELD (MGC)

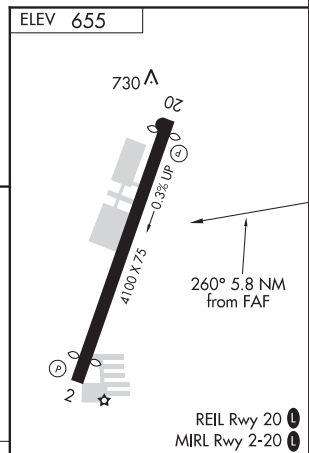
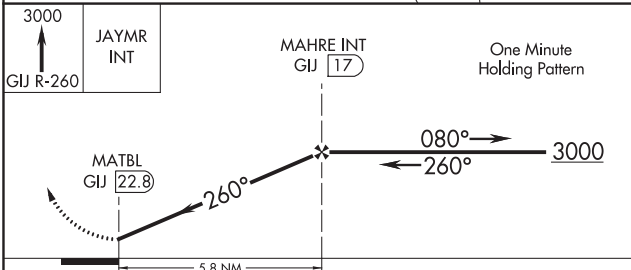
<b>NA</b>	Use South Bend altimeter setting, when not received use Gary altimeter setting.	MISSED APPROACH: Climb to 3000 via GJ VORTAC R-260 to JAYMR INT/GJ 27 DME and hold, continue climb-in-hold to 3000.
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AWOS-3 <b>128.450</b>	SOUTH BEND ASOS <b>118.15</b>	SOUTH BEND APP CON * <b>118.55</b>	CLNC DEL <b>118.625</b>	UNICOM <b>122.7 (CTAF)</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	FAF to MAP 5.8 NM					
CIRCLING	1580-1¼	925 (1000-1¼)	1580-2¾ 925 (1000-2¾)	NA	Knots	60	90	120	150	180
					Min:Sec	5:48	3:52	2:54	2:19	1:56

MICHIGAN CITY, INDIANA  
Amdt 5 23SEP10

MICHIGAN CITY MUNI-PHILLIPS FIELD (MGC)

41°42'N-86°49'W

**VOR-A**

WAAS CH <b>97633</b> <b>W11A</b>	APP CRS <b>109°</b>	Rwy Idg TDZE Apt Elev	<b>3318</b> <b>1172</b> <b>1174</b>
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# RNAV (GPS) RWY 11

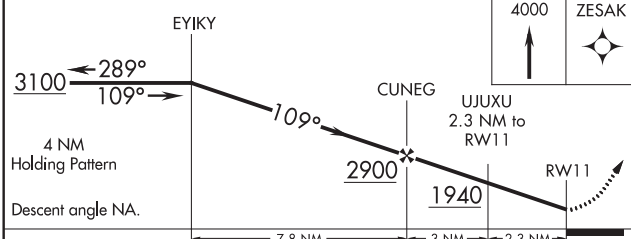
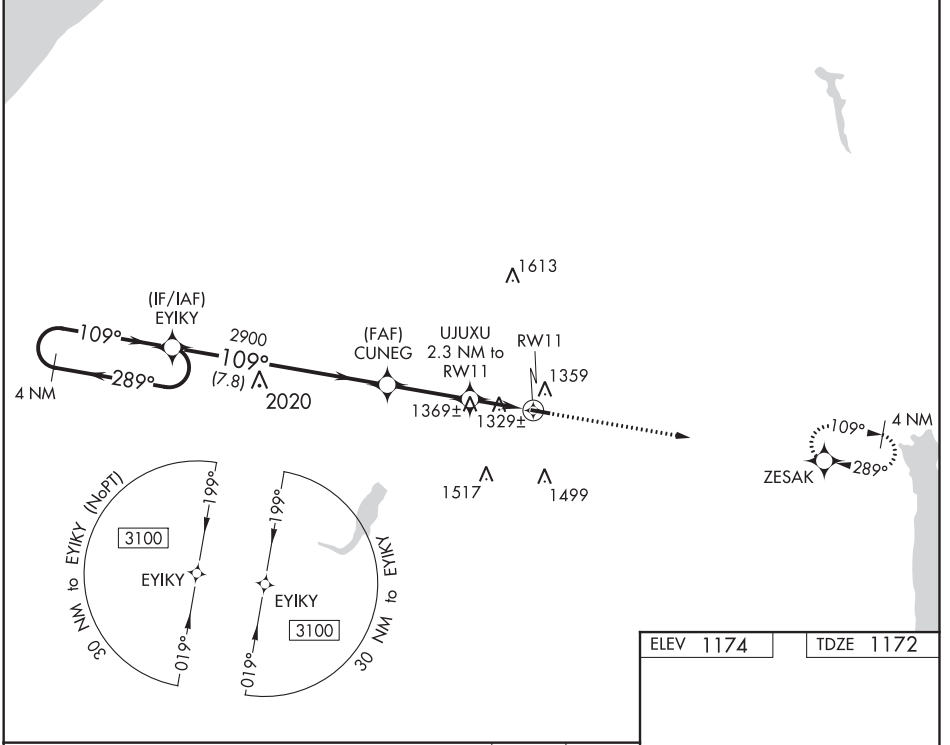
GEAUGA COUNTY (7G8)

**NA** DME/DME RNP-0.3 NA. Use Youngstown-Warren altimeter setting; when not received use Cuyahoga County altimeter setting and increase all MDA 40 feet, and increase LNAV and Circling Cat C visibility 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized.

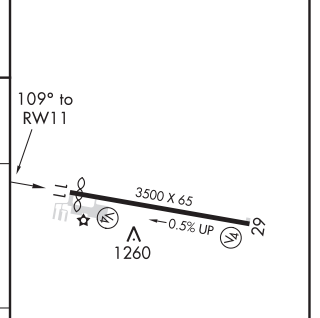
**MISSED APPROACH:**  
Climb to 4000 direct ZESAK and hold.

CLEVELAND APP CON  
**125.35 354.025**

UNICOM  
**123.0 (CTAF)**



ELEV 1174	TDZE 1172
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CATEGORY	A	B	C	D
LP MDA	1640-1	468 (500-1)	1640-1 3/8 468 (500-1 3/8)	NA
LNAV MDA	1680-1	508 (600-1)	1680-1 3/8 508 (600-1 3/8)	NA
<b>C</b> CIRCLING	1760-1	586 (600-1)	1900-2 726 (800-2)	NA

REIL Rwy 11 and 29 **1**  
MIRL Rwy 11-29 **1**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



MIDDLEFIELD, OHIO

AL-6254 (FAA)

15092

WAAS CH <b>61233</b> <b>W29A</b>	APP CRS <b>289°</b>	Rwy Idg TDZE <b>1167</b> Apt Elev <b>1174</b>	<b>3500</b> <b>1167</b> <b>1174</b>
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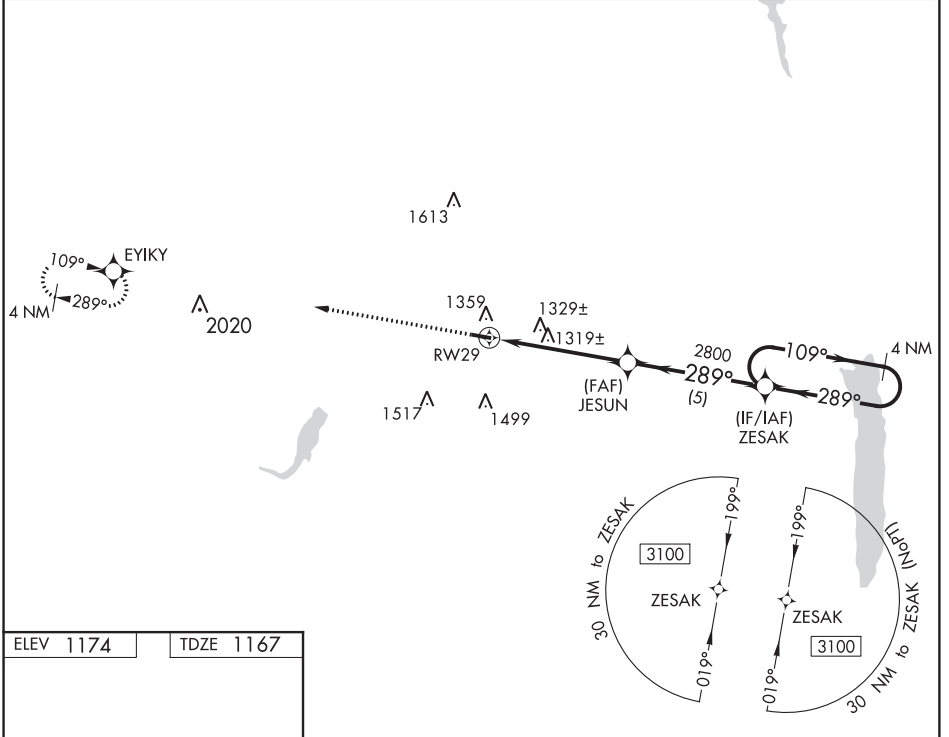
# RNAV (GPS) RWY 29

GEAUGA COUNTY (7G8)

**NA** DME/DME RNP-0.3 NA. Use Youngstown-Warren altimeter setting; when not received use Cuyahoga County altimeter setting and increase all MDA 40 feet, and increase LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized.

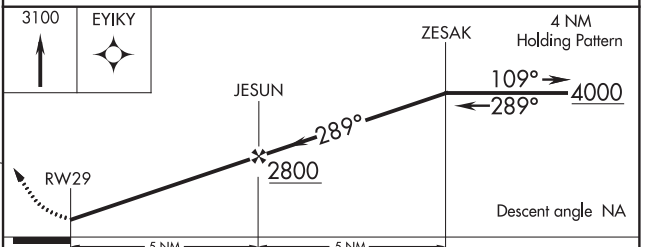
**MISSED APPROACH:**  
Climb to 3100 direct EYIKY and hold.

CLEVELAND APP CON <b>125.35 354.025</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 1174 TDZE 1167

REIL Rwy 11 and 29 **0**  
MIRL Rwy 11-29 **0**



CATEGORY	A	B	C	D
LP MDA	1620-1	453 (500-1)	1620-1 3/8 453 (500-1 3/8)	NA
LNAV MDA	1640-1	473 (500-1)	1640-1 3/8 473 (500-1 3/8)	NA
<b>C</b> CIRCLING	1760-1	586 (600-1)	1900-2 726 (800-2)	NA

MIDDLEFIELD, OHIO  
Orig-A 02APR15

41°27'N-81°04'W

# RNAV (GPS) RWY 29

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

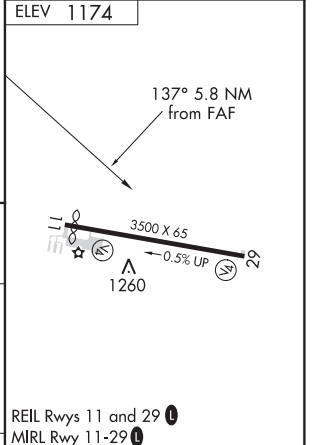
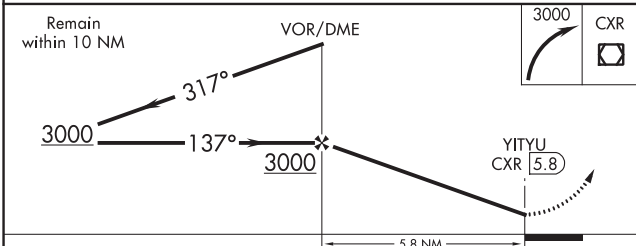
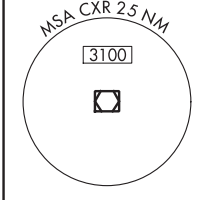
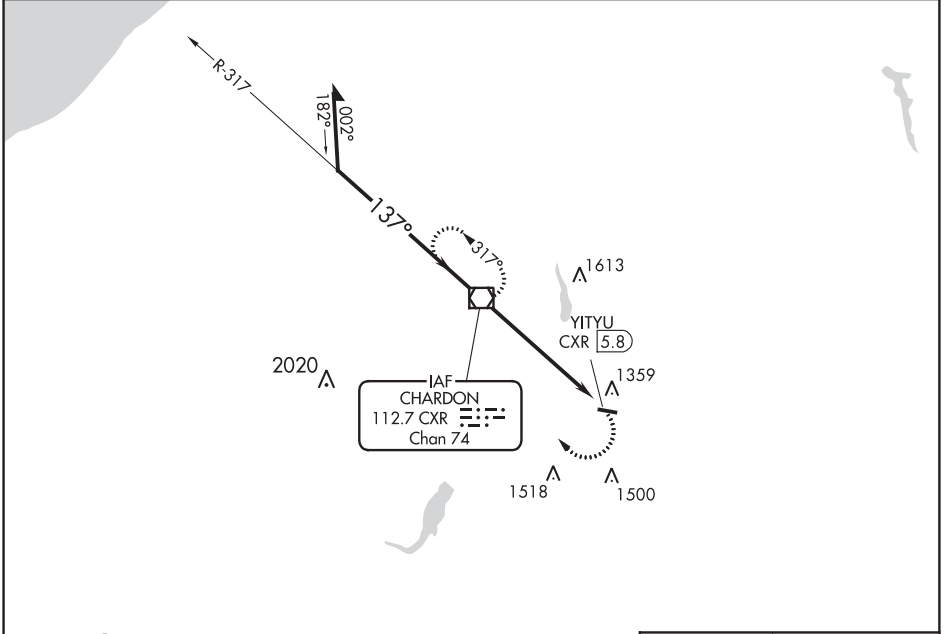
VOR/DME CXR <b>112.7</b> Chan <b>74</b>	APP CRS <b>137°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1174</b>
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**VOR-A**  
GEAUGA COUNTY (7G8)

**NA** Use Youngstown-Warren altimeter setting; when not received use Cuyahoga County altimeter and increase all MDA 40 feet, and increase Circling Cat C visibility 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized.

**MISSED APPROACH:**  
Climbing right turn to 3000 direct CXR VOR/DME and hold.

CLEVELAND APP CON <b>125.35 354.025</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D	FAF to MAP 5.8 NM					
	1880-1	706 (800-1)	1900-2 726 (800-2)	NA	Knots	60	90	120	150	180
<b>C</b> CIRCLING					Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# ALPHE FOUR DEPARTURE (RNAV)

EC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:**  
3000

CLEVELAND DEP CON  
125.35 346.32

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 11, 29:** Climb via assigned heading to 3000 thence....

...or assigned altitude for radar vectors to HUDDZ, then on track 267° to AMRST, then on track 324° to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

### TAKEOFF OBSTACLES:

Rwy 11: Railroad 331' from DER, 315' left of centerline, 23' AGL/1182' MSL.

Trees 3144' from DER, 671' left of centerline, 100' AGL/1249' MSL.

Rwy 29: Railroad 349' from DER, 521' left of centerline, 23' AGL/1212' MSL.

Multiple Buildings 993' from DER, 294' right of centerline, 40' AGL/1239' MSL.

Trees 1875' from DER, 791' right of centerline, 100' AGL/1319' MSL.

Tank 2251' from DER, 578' right of centerline, 125' AGL/1315' MSL.



ALPHE



3000

324°  
(99)



AMRST

HUDDZ



3000

\*2200

267°

(22)



### TAKEOFF MINIMUMS:

Rwys 11, 29: Standard.



NOTE: Radar required for non-GPS equipped aircraft.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

MANSFIELD



MFD

NOTE: Chart not to scale.

# ALPHE FOUR DEPARTURE (RNAV)

EC-2, 10 NOV 2016 to 05 JAN 2017

# AMRST FIVE DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 11, 29: Climb on assigned heading to 3000 thence....

....or assigned altitude for vectors to intercept DJB VOR/DME R-265, to AMRST INT then on (transition).  
Expect filed altitude/flight level ten (10) minutes after departure.

**CARLETON TRANSITION (AMRST5.CRL):** From over AMRST INT on CRL R-159 to CRL VORTAC.  
**WATERVILLE TRANSITION (AMRST5.VWV):** From over AMRST INT on VWV R-115 to VWV VOR/DME.

### TAKEOFF OBSTACLES:

- Rwy 11: Railroad 331' from DER, 315' left of centerline, 23' AGL/1182' MSL.  
Trees 3144' from DER, 671' left of centerline, 100' AGL/1249' MSL.
- Rwy 29: Railroad 349' from DER, 521' left of centerline, 23' AGL/1212' MSL.  
Multiple Buildings 993' from DER, 294' right of centerline, 40' AGL/1239' MSL.  
Trees 1875' from DER, 791' right of centerline, 100' AGL/1319' MSL.  
Tank 2251' from DER, 578' right of centerline, 125' AGL/1315' MSL.

CLEVELAND DEP CON  
125.35 346.32  
ATIS 132.375

**TOP ALTITUDE:**  
**3000**

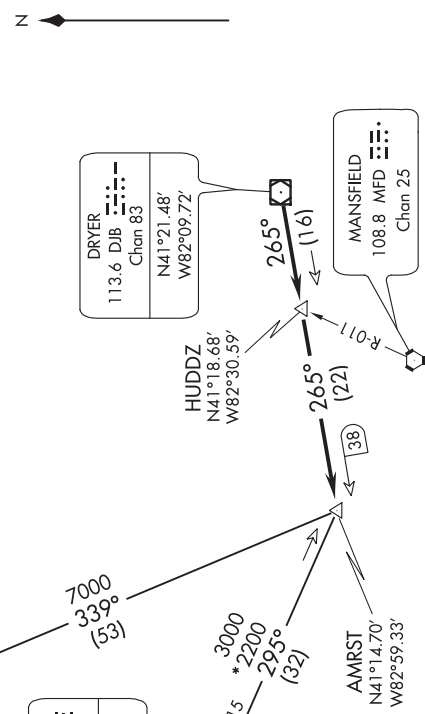
<b>CARLETON</b> 115.7 CRL Chan 104
N42°02.88'-W83°27.45'
L-28, H-10

<b>WATERVILLE</b> 113.1 VWV Chan 78
N41°27.09' W83°38.32'
L-28, H-10

<b>DRYER</b> 113.6 DJB Chan 83
N41°21.48' W82°09.72'

<b>HUDDZ</b> N41°18.68' W82°30.59'
--

<b>MANSFIELD</b> 108.8 MFD Chan 25
--



TAKEOFF MINIMUMS:  
Rwys 11, 29: Standard.

NOTE: Radar required.  
NOTE: Chart not to scale.

# AMRST FIVE DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017

# OBRLN FOUR DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017

CLEVELAND DEP CON  
125.35 346.32

(NARRATIVE ON FOLLOWING PAGE)

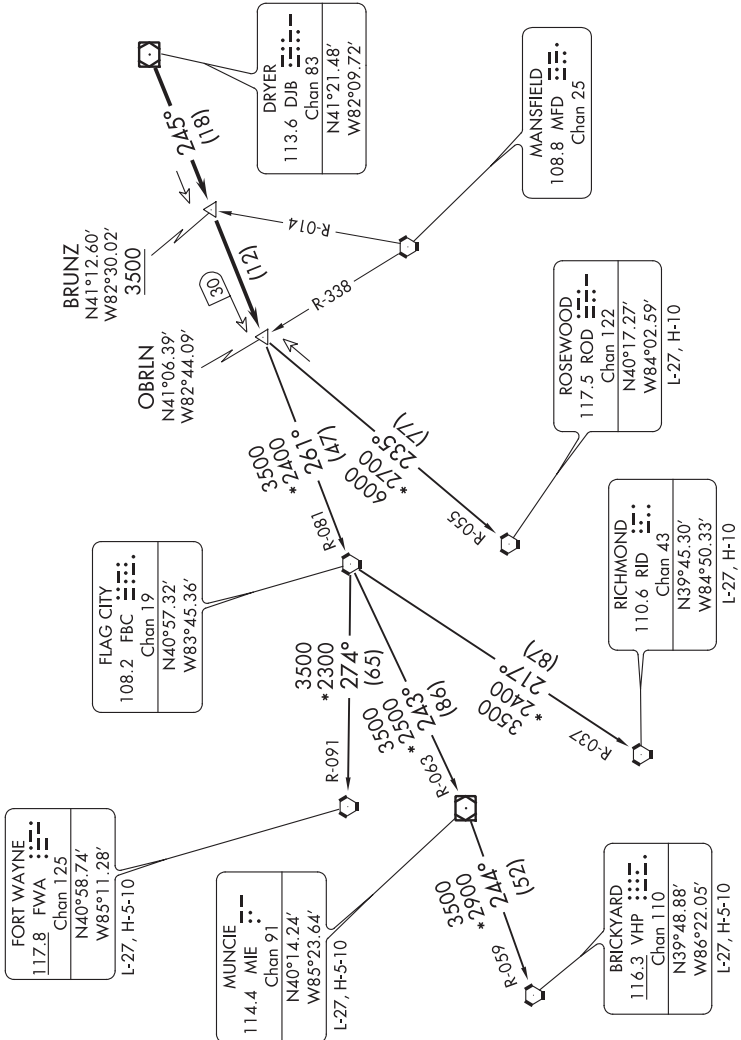
TOP ALTITUDE:  
3000



TAKEOFF MINIMUMS:  
Rwys 11, 29: Standard.



NOTE: Radar required  
NOTE: Chart not to scale.



EC-2, 10 NOV 2016 to 05 JAN 2017

# OBRLN FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 11, 29: Climb via assigned heading to 3000 thence....

....or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT, then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN4.VHP): From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN4.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned). From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN4.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN4.RID): From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN4.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

### TAKEOFF OBSTACLES:

Rwy 11: Railroad 331' from DER, 315' left of centerline, 23' AGL/1182' MSL.

Trees 3144' from DER, 671' left of centerline, 100' AGL/1249' MSL.

Rwy 29: Railroad 349' from DER, 521' left of centerline, 23' AGL/1212' MSL.

Multiple Buildings 993' from DER, 294' right of centerline, 40' AGL/1239' MSL.

Trees 1875' from DER, 791' right of centerline, 100' AGL/1319' MSL.

Tank 2251' from DER, 578' right of centerline, 125' AGL/1315' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>45829</b> <b>W05A</b>	APP CRS <b>053°</b>	Rwy Idg TDZE Apt Elev	<b>6100</b> <b>645</b> <b>650</b>
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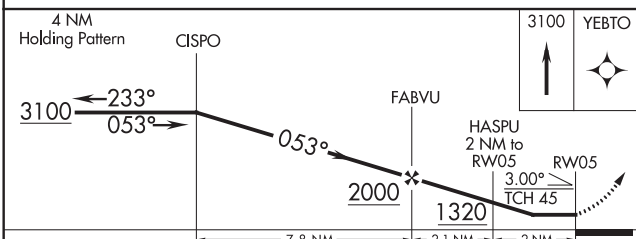
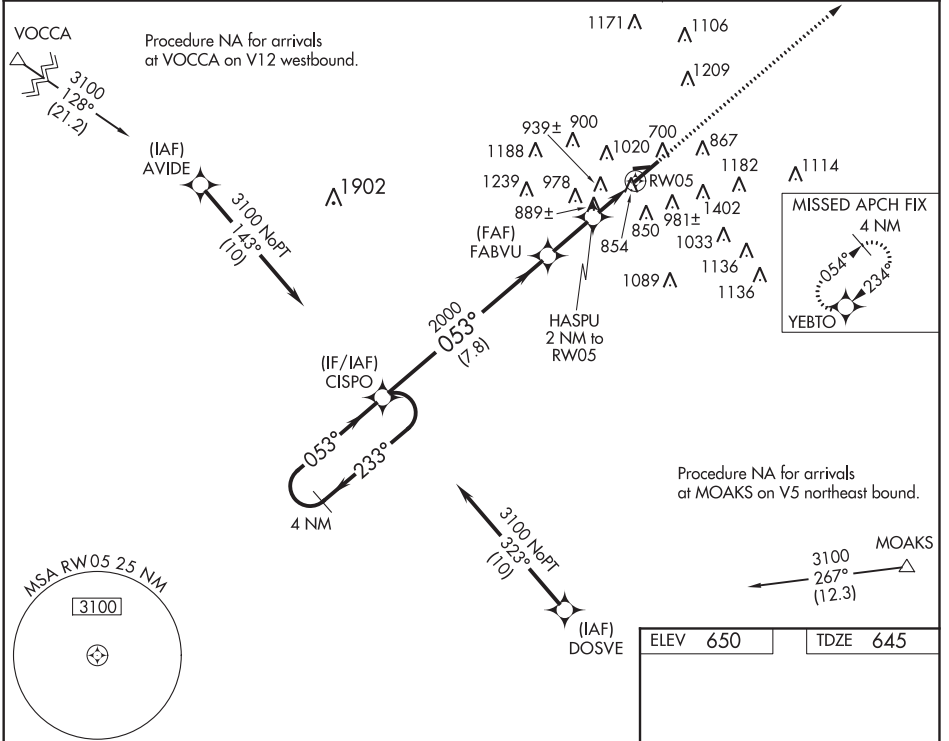
# RNAV (GPS) RWY 5

MIDDLETOWN RGNL/HOOK FIELD (MWO)

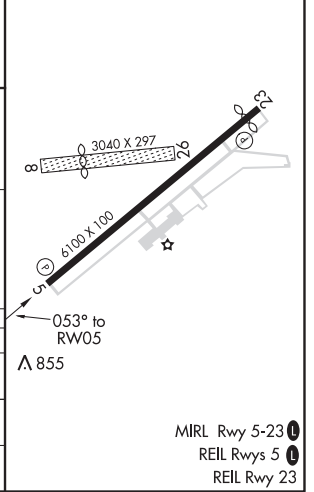
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting; increase MDA 80 ft; increase LP visibility Cats C and D ¼ mile, LNAV visibility Cats C and D ½ mile, and increase Circling visibility Cat C ¼ mile. Straight-in Rwy 5 NA at night, Circling Rwy 5 NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 8 and 26.

**MISSED APPROACH:** Climb to 3100 direct YEBTO and hold.

AWOS-3 <b>120.025</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 650	TDZE 645
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CATEGORY	A	B	C	D
LP MDA	1140-1	495 (500-1)	1140-1 <sup>3</sup> / <sub>8</sub>	495 (500-1 <sup>3</sup> / <sub>8</sub> )
LNAV MDA	1200-1	555 (600-1)	1200-1 <sup>5</sup> / <sub>8</sub>	555 (600-1 <sup>5</sup> / <sub>8</sub> )
CIRCLING	1380-1	730 (800-1)	1380-2 730 (800-2)	1840-3 1190 (1200-3)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>90429</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev	<b>5801</b> <b>650</b> <b>650</b>
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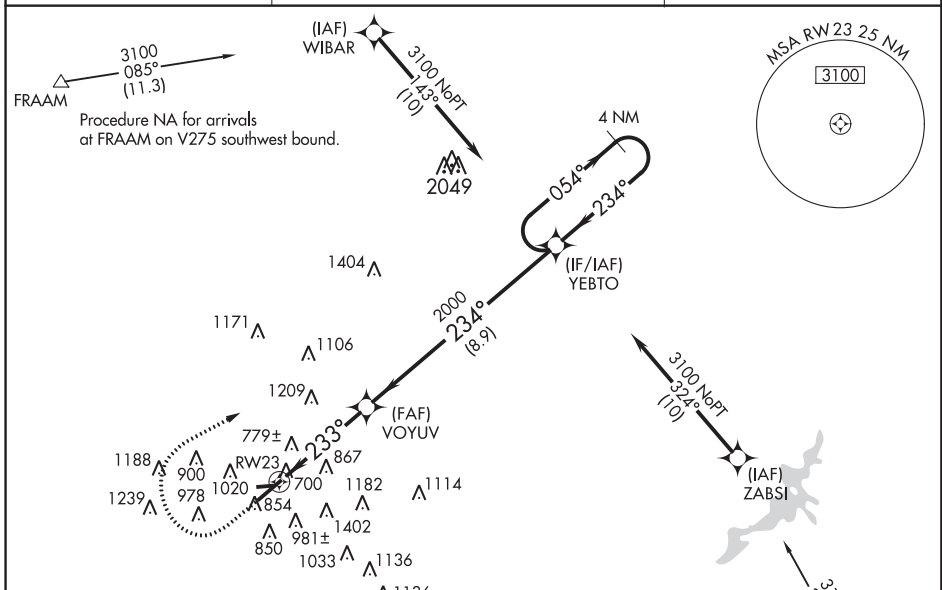
# RNAV (GPS) RWY 23

MIDDLETOWN RGNL/HOOK FIELD (MWO)

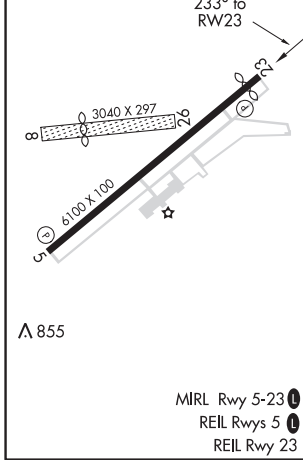
**⚠** Baro-VNAV NA when using Dayton-Wright Brothers altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting; increase all DA 63 ft and all MDA 80 ft; increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C ¼ mile. Circling NA to Rwy 8 and 26. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 5 NA at night.

**MISSED APPROACH:**  
Climb to 1800 then climbing right turn to 3100 direct YEBTO and hold.

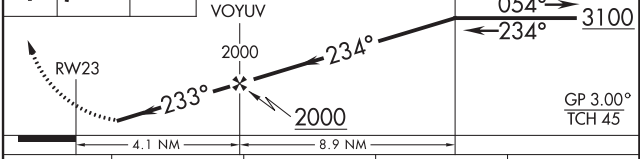
AWOS-3 <b>120.025</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 650	TDZE 650
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Procedure NA for arrivals at PRUDE on T217 southbound and on V5 southwest bound.



CATEGORY	A	B	C	D
LPV DA		986-1 1/8	336 (400-1 1/8)	
LNAV/VNAV DA		1083-1 1/2	433 (500-1 1/2)	
LNAV MDA	1140-1	490 (500-1)	1140-1 3/8	490 (500-1 3/8)
CIRCLING	1380-1	730 (800-1)	1380-2 730 (800-2)	1840-3 1190 (1200-3)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





NDB MW <b>223</b>	APP CRS <b>234°</b>	Rwy Idg TDZE Apt Elev	<b>5801</b> <b>650</b> <b>650</b>
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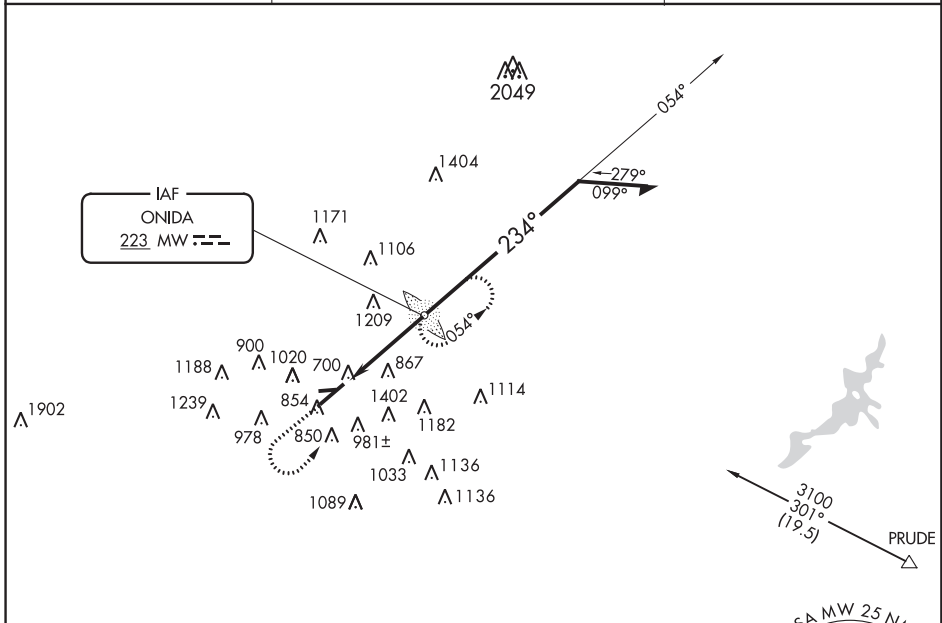
# NDB RWY 23

MIDDLETOWN RGNL/HOOK FIELD (MWO)

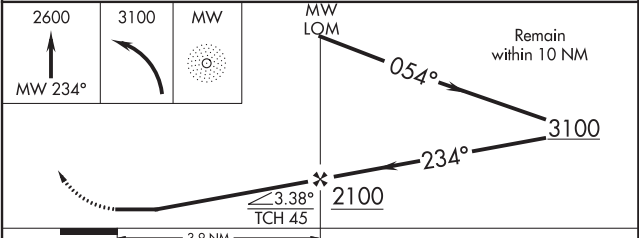
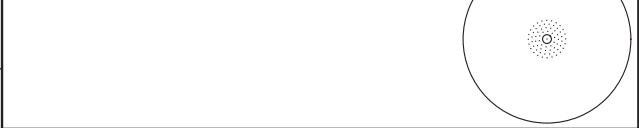
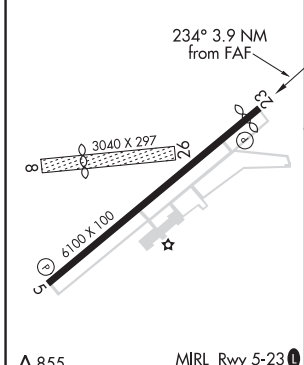
**NA** When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting; increase all MDA 80 ft; increase S-23 visibility Cat B ¼ mile, Cats C and D visibility ½ mile, and Circling Cats B and C visibility ¼ mile. Circling NA to Rwy 8 and 26. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 5 NA at night.

MISSED APPROACH: Climb to 2600 on 234° bearing from ONIDA LOM then climbing left turn to 3100 direct ONIDA LOM and hold.

AWOS-3 <b>120.025</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 650	TDZE 650
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CATEGORY	A	B	C	D
S-23	1320-1	670 (800-1)	1320-1 7/8	670 (800-1 7/8)
CIRCLING	1380-1	730 (800-1)	1380-2	1840-3 1190 (1200-3)

# NDB RWY 23

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

NDB HKF <b>239</b>	APP CRS <b>056°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>650</b>
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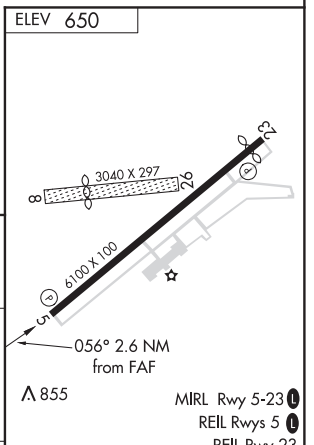
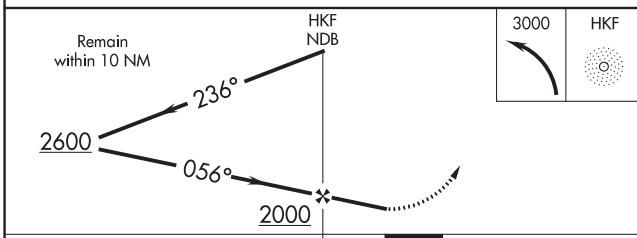
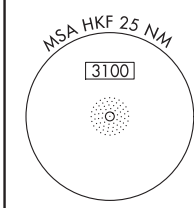
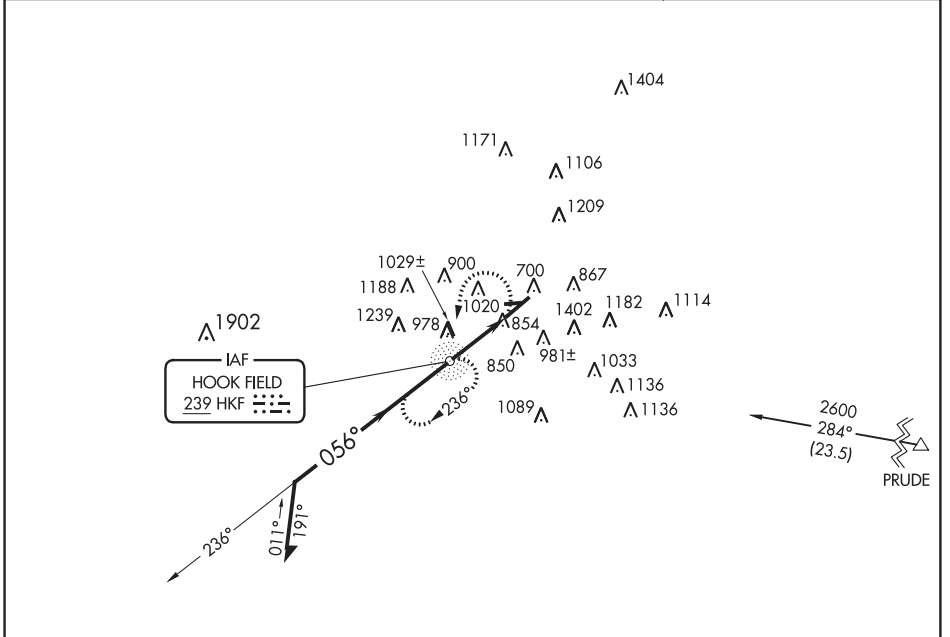
**NDB-A**

MIDDLETOWN RGNL/HOOK FIELD (MWO)

**⚠** When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting; increase all MDA 80 ft; increase Circling Cat C visibility 1/4 mile. Circling Rwy 5 NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 8 and 26. Rwy 23 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct HKF NDB and hold, continue climb-in-hold to 3000.

AWOS-3 <b>120.025</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>123.0 (CTAF) ①</b>
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CATEGORY	A	B	C	D	FAF to MAP 2.6 NM						
CIRCLING	1380-1	730 (800-1)	1380-2	730 (800-2)	NA	Knots	60	90	120	150	180
						Min:Sec	2:36	1:44	1:18	1:02	0:52

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# RNAV (GPS) RWY 9

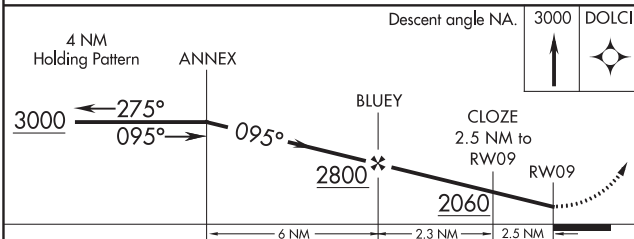
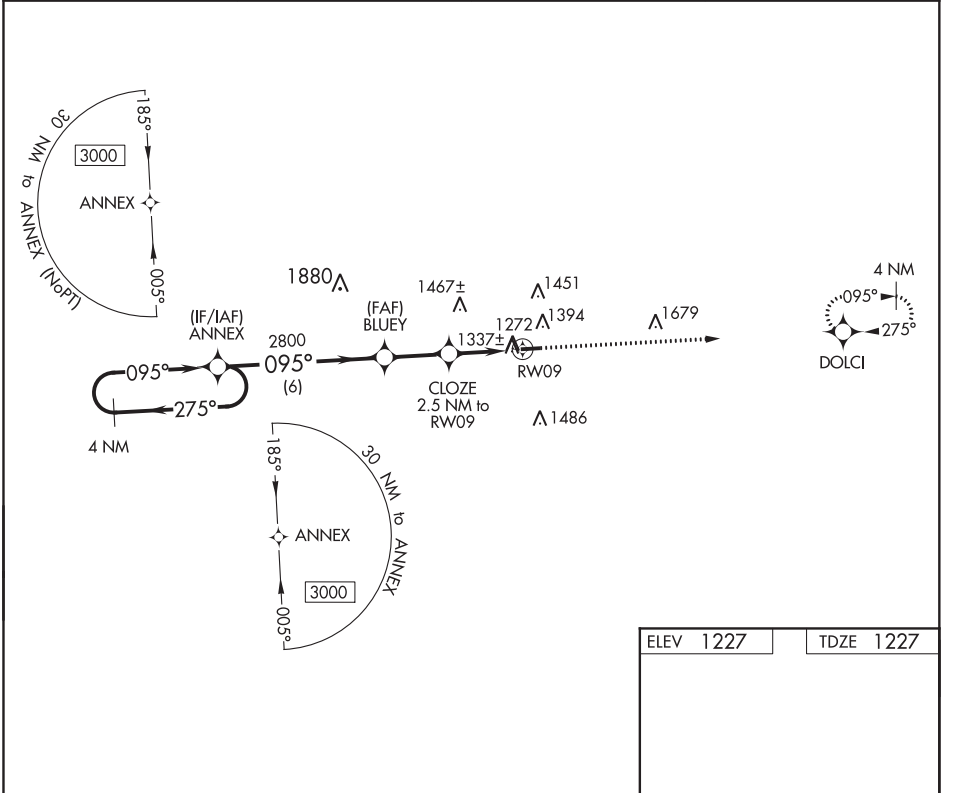
HOLMES COUNTY (10G)

APP CRS	Rwy Idg	<b>4400</b>
<b>095°</b>	TDZE	<b>1227</b>
	Apt Elev	<b>1227</b>

**NA** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Wayne County altimeter setting and increase all MDA 60 feet. Increase LNAV and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct DOLCI and hold.

AWOS-3 <b>128.325</b>	INDIANAPOLIS CENTER <b>124.45 370.9</b>	UNICOM <b>123.0</b> (CTAF)	<b>123.4</b> <b>0</b>
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ELEV 1227	TDZE 1227
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MIRL Rwy 9-27 **0**  
REIL Rwy 9 and 27 **0**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

MILLERSBURG, OHIO

AL-5561 (FAA)

16315

WAAS CH <b>57937</b> <b>W27A</b>	APP CRS <b>275°</b>	Rwy Idg <b>4400</b> TDZE <b>1215</b> Apt Elev <b>1227</b>
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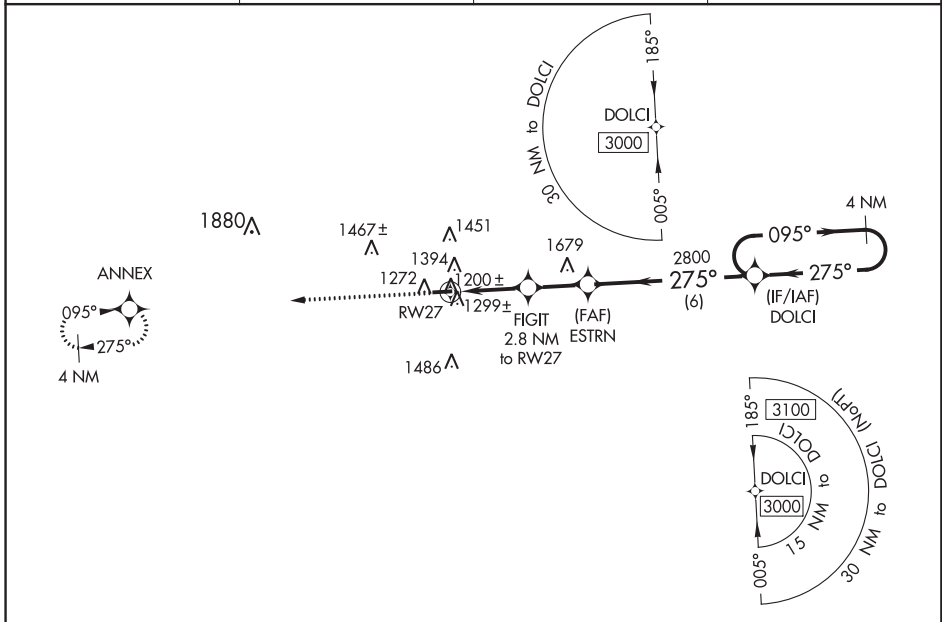
# RNAV (GPS) RWY 27

HOLMES COUNTY (10G)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Wayne County altimeter setting and increase all MDA 60 feet. Increase LNAV Cat C/D and Circling Cat C/D visibility 1/4 mile.

**MISSED APPROACH:** Climb to 3000 direct ANNEX and hold.

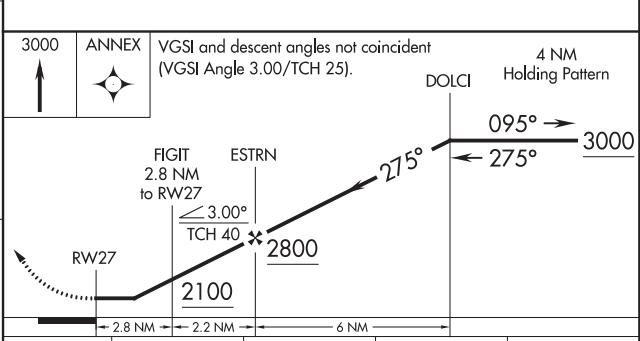
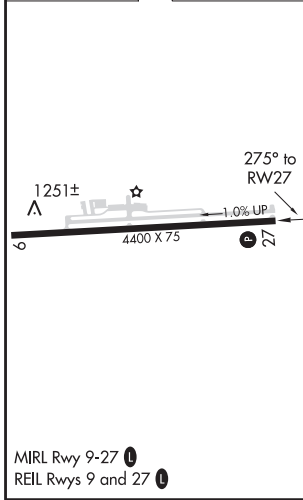
AWOS-3 <b>128.325</b>	INDIANAPOLIS CENTER <b>124.45 370.9</b>	UNICOM <b>123.0 (CTAF)</b>	<b>123.4</b> <b>Ⓛ</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1227	TDZE 1215
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CATEGORY	A	B	C	D
LP MDA	1460-1 245 (300-1)			
LNAV MDA	1560-1 345 (400-1)			
<b>Ⓛ</b> CIRCLING	1760-1	533 (600-1)	1840-1 <sup>3</sup> / <sub>4</sub> 613 (700-1 <sup>3</sup> / <sub>4</sub> )	1860-2 633 (700-2)

MILLERSBURG, OHIO  
Orig 20AUG15

40°32'N-81°57'W

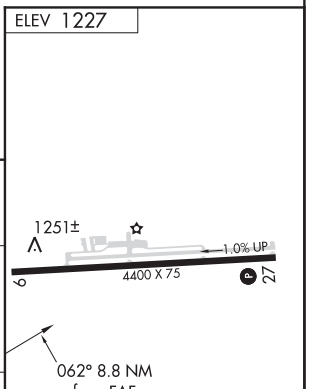
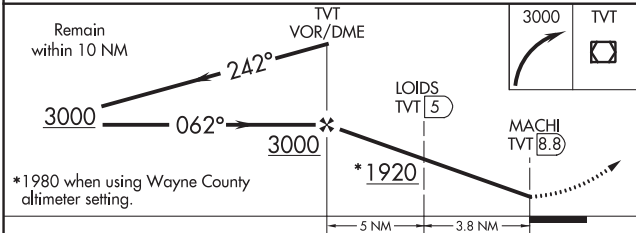
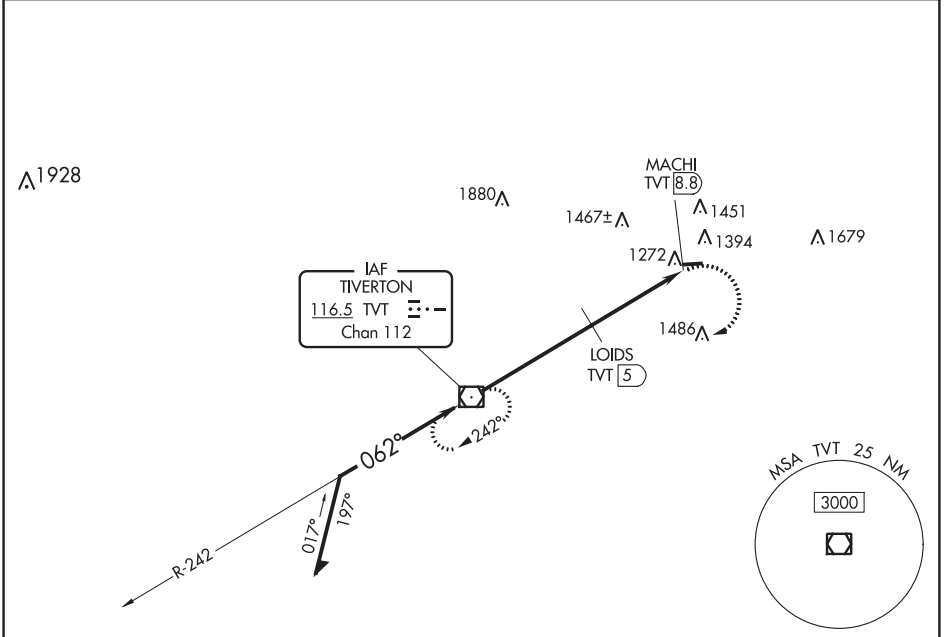
# RNAV (GPS) RWY 27

VOR/DME TWT <b>116.5</b> Chan <b>112</b>	APP CRS <b>062°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1227</b>
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**VOR-A**  
HOLMES COUNTY (10G)

**▽** Helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Wayne County altimeter setting and increase all **△ NA** MDA 60 feet. Increase Circling Cat C/D visibility ¼ mile. MISSED APPROACH: Climbing right turn to 3000 direct TVT VOR/DME and hold.

AWOS-3 <b>128.325</b>	INDIANAPOLIS CENTER <b>124.45 370.9</b>	UNICOM <b>123.0</b> (CTAF)	<b>123.4 0</b>
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CATEGORY	A	B	C	D
<b>C</b> CIRCLING	1920-1	693 (700-1)	1920-2 693 (700-2)	1920-2¼ 693 (700-2¼)
LOIDS DME MINIMUMS				
<b>C</b> CIRCLING	1760-1	533 (600-1)	1840-1¾ 613 (700-1¾)	1860-2¼ 633 (700-2¼)

FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

MONTICELLO, INDIANA

AL-6184 (FAA)

16315

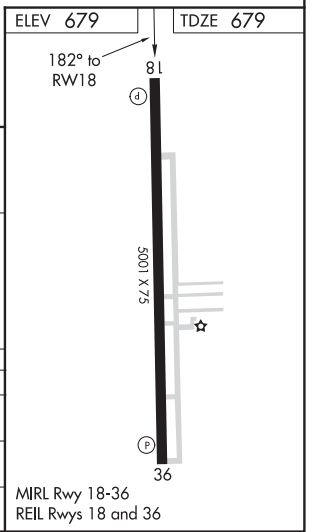
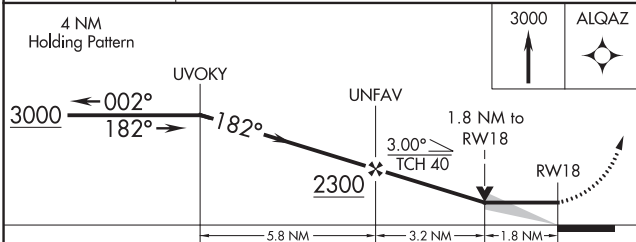
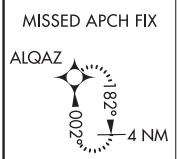
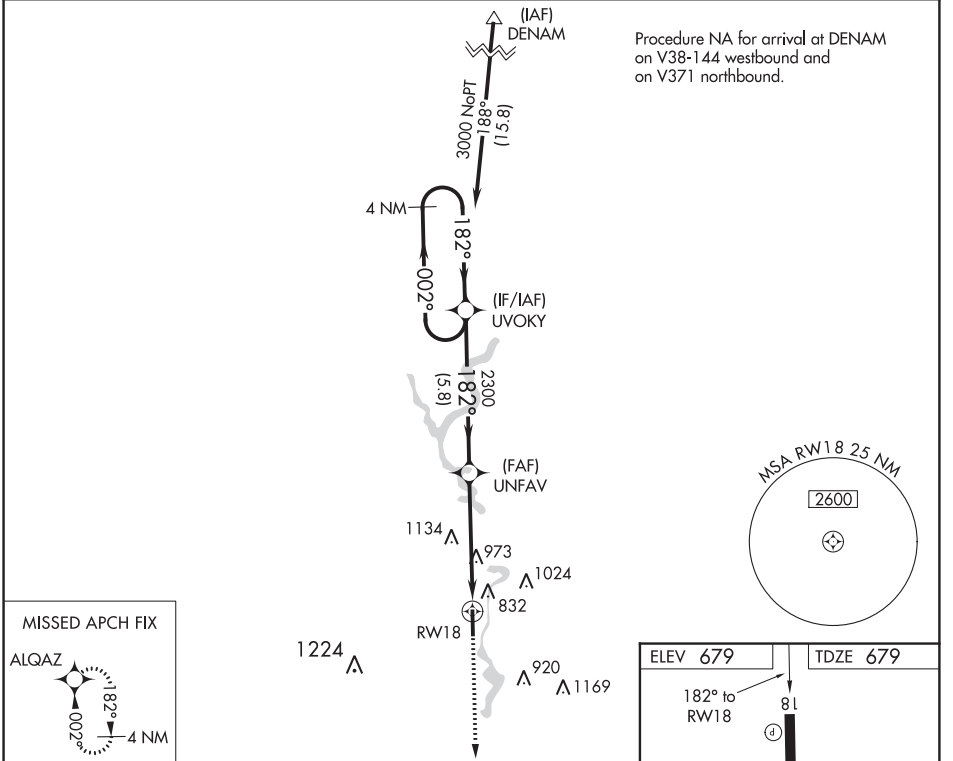
WAAS CH <b>70728</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg <b>5001</b> TDZE <b>679</b> Apt Elev <b>679</b>
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# RNAV (GPS) RWY 18

WHITE COUNTY (MCX)

<b>▽</b> <b>▲</b>	Circling Rwy 36 NA at night. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct ALQAZ and hold.
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AWOS-3P <b>124.05</b>	GRISSOM APP CON ★ <b>123.85 291.675</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D
LP MDA	1280-1	601 (700-1)	1280-1¾	601 (700-1¾)
LNAV MDA	1440-1 761 (800-1)	1440-1¼ 761 (800-1¼)	1440-2½	761 (800-2½)
<b>C</b> CIRCLING	1440-1 761 (800-1)	1440-1¼ 761 (800-1¼)	1500-2½ 821 (900-2½)	1500-2¾ 821 (900-2¾)

MONTICELLO, INDIANA  
Amdt 1 10NOV16

40°43'N-86°46'W

# WHITE COUNTY (MCX)

## RNAV (GPS) RWY 18

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>002°</b>	Rwy Idg <b>5001</b>
	TDZE <b>673</b>
	Apt Elev <b>679</b>

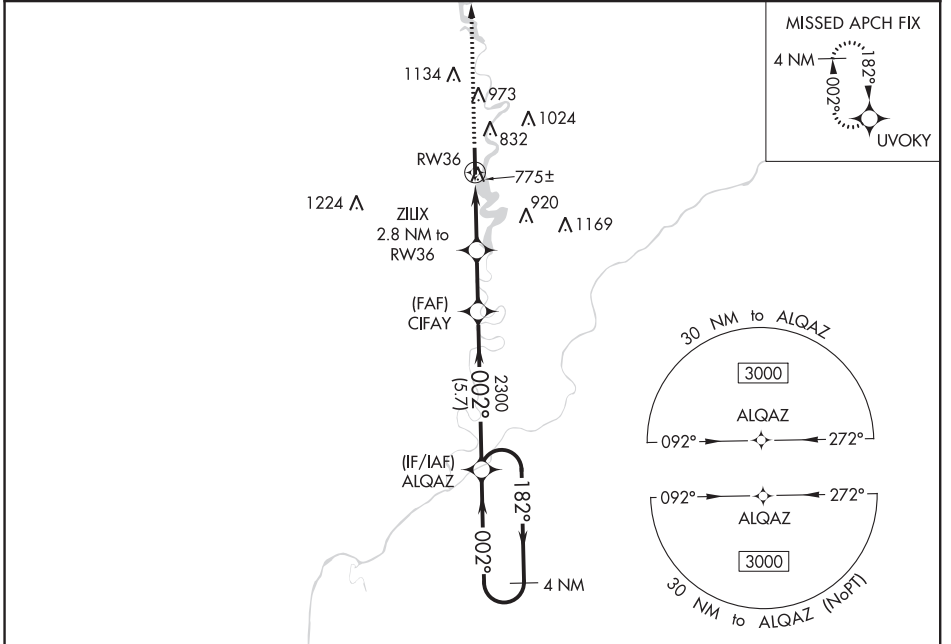
# RNAV (GPS) RWY 36

WHITE COUNTY (MCX)

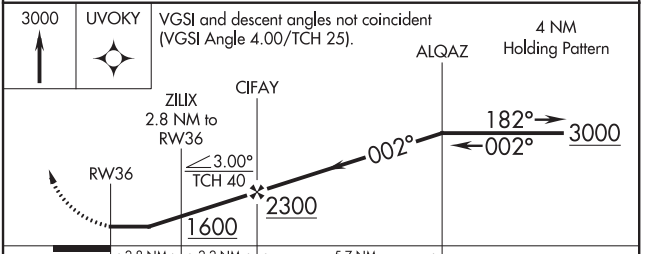
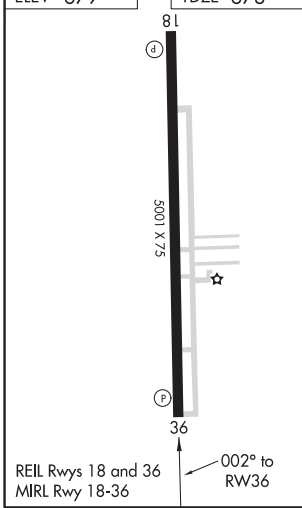
**▽** DME/DME RNP-0.3 NA. Straight-in Rwy 36 NA at night, Circling Rwy 36 NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

**▲** MISSED APPROACH: Climb to 3000 direct UVOKY and hold.

AWOS-3P <b>124.05</b>	GRISSOM APP CON ★ <b>123.85 291.675</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 679	TDZE 673
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CATEGORY	A	B	C	D
LNAV MDA	1040-1 367 (400-1)			
<b>C</b> CIRCLING	1200-1 521 (600-1)	1340-1 661 (700-1)	1500-2½ 821 (900-2½)	1500-2¾ 821 (900-2¾)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



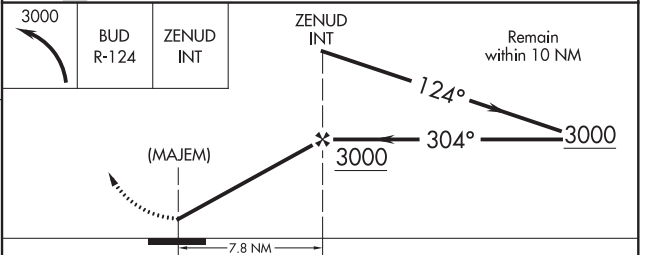
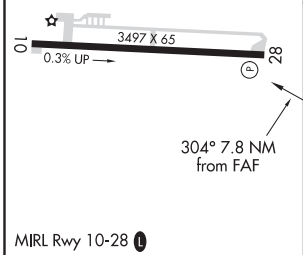
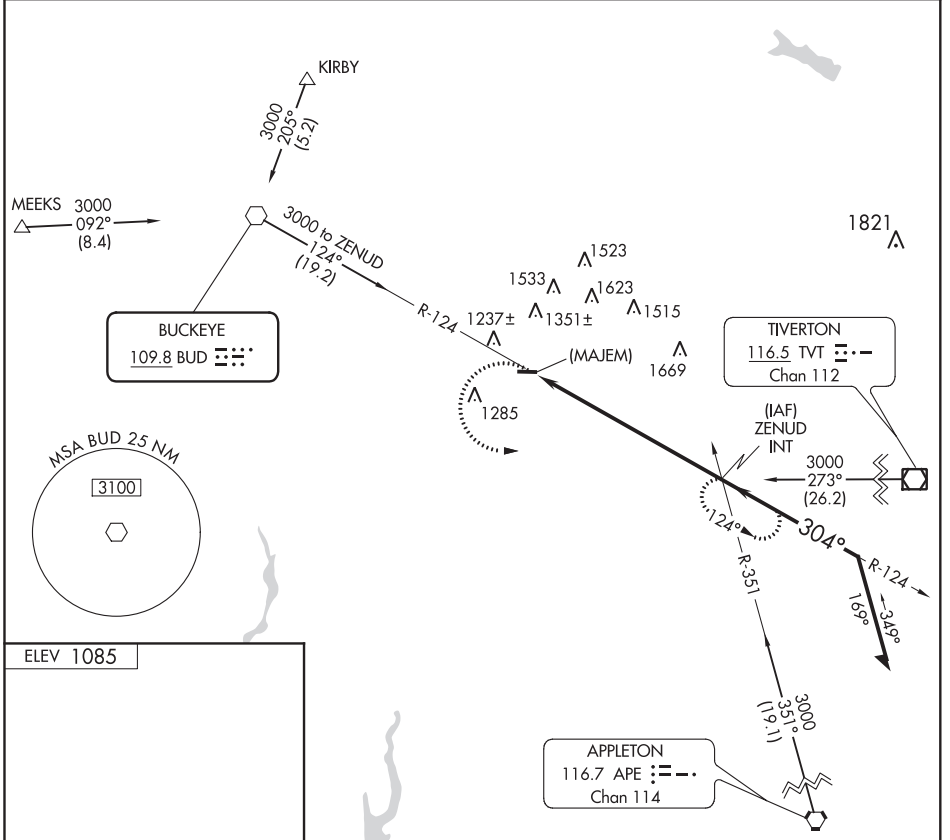
VOR BUD <b>109.8</b>	APP CRS <b>304°</b>	Rwy Idg TDZE Apt Elev <b>1085</b>	N/A N/A <b>1085</b>
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**VOR-A**  
MORROW COUNTY (4I9)

**NA** Use Mansfield altimeter setting; when not received, use Columbus altimeter setting. Procedure NA at night.

**MISSED APPROACH:** Climbing left turn to 3000 on BUD VOR R-124 to ZENUD INT and hold.

MANSFIELD ASOS <b>125.3</b>	MANSFIELD APP CON* <b>124.2 390.8</b>	UNICOM <b>122.8 (CTAF)</b>
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FAF to MAP 7.8 NM							
Knots	60	90	120	150	180		
Min:Sec	7:48	5:12	3:54	3:07	2:36		
CATEGORY	A		B		C	D	
CIRCLING	1940-1¼		855 (900-1¼)		1940-2½	855 (900-2½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAAS CH <b>63123</b> <b>W10A</b>	APP CRS <b>104°</b>	Rwy ldg <b>5498</b> TDZE <b>1191</b> Apt Elev <b>1191</b>
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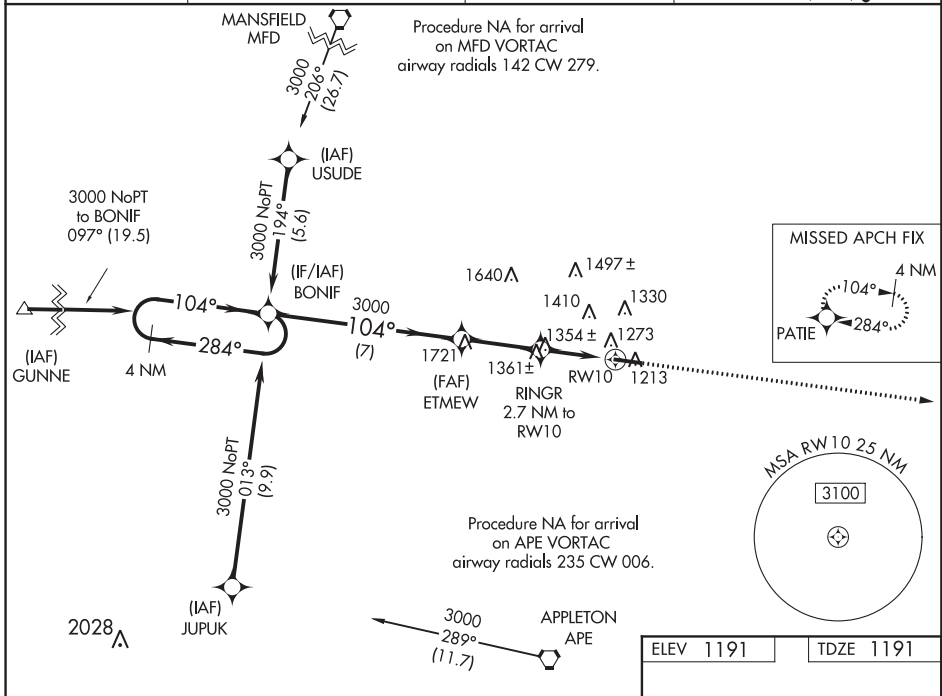
# RNAV (GPS) RWY 10

KNOX COUNTY (4I3)

**⚠** DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Newark altimeter setting.  
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). When local altimeter setting not received, use Newark altimeter setting and increase all DA 86 feet and all MDA 100 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cat D visibility ¼ mile. Visibility reduction by helicopters NA.

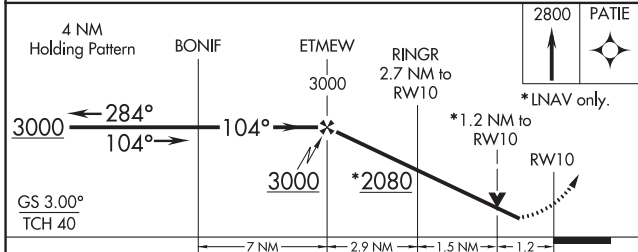
**MISSED APPROACH:**  
Climb to 2800 direct PATIE and hold.

AWOS-3 <b>126.05</b>	COLUMBUS APP CON <b>125.95 317.775</b>	CLNC DEL <b>119.45</b>	UNICOM <b>123.05 (CTAF) 0</b>
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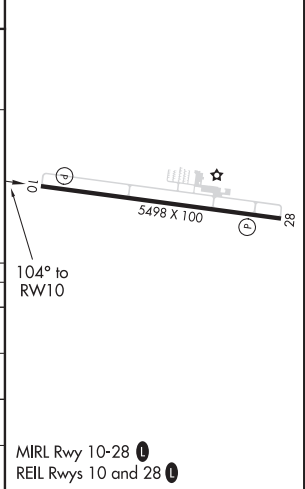
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 1191	TDZE 1191
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CATEGORY	A	B	C	D
LPV DA		1520-1½	329 (400-1½)	
LNAV/ VNAV DA		1516-1½	325 (400-1½)	
LNAV MDA	1620-1	429 (500-1)	1620-1¼	429 (500-1¼)
CIRCLING	1660-1	469 (500-1)	1660-1½	1780-2 589 (600-2)



WAAS CH <b>69423</b> <b>W28A</b>	APP CRS <b>284°</b>	Rwy Idg TDZE Apt Elev	<b>5498</b> <b>1189</b> <b>1191</b>
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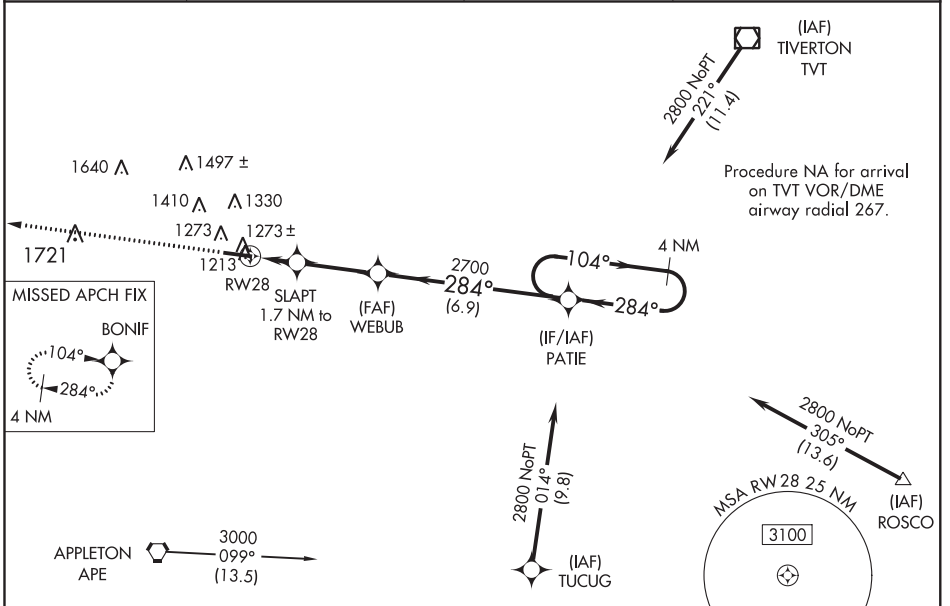
# RNAV (GPS) RWY 28

KNOX COUNTY (4I3)

**⚠** DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Newark altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). When local altimeter setting not received, use Newark altimeter setting and increase all DA 86 feet and all MDA 100 feet and increase LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cat C and D visibility 3/8 mile and Circling Cat D visibility 1/4 mile.

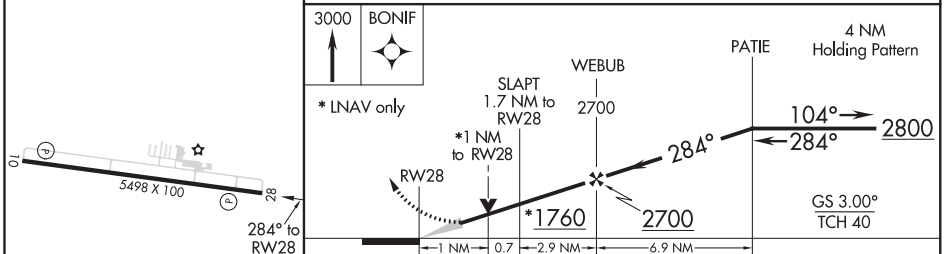
**MISSED APPROACH:** Climb to 3000 direct BONIF and hold.

AWOS-3 <b>126.05</b>	COLUMBUS APP CON <b>125.95 317.775</b>	CLNC DEL <b>119.45</b>	UNICOM <b>123.05 (CTAF)</b> <b>📻</b>
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ELEV 1191	TDZE 1189
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Procedure NA for arrival on APE VORTAC airway radials 055 CW 168.



CATEGORY	A	B	C	D
LPV DA		1389-1	200 (200-1)	
LNAV/VNAV DA		1439-1	250 (300-1)	
LNAV MDA		1540-1	351 (400-1)	
CIRCLING	1660-1	469 (500-1)	1660-1½ 469 (500-1½)	1780-2 589 (600-2)

MIRL Rwy 10-28 **📻**  
REIL Rwy 10 and 28 **📻**

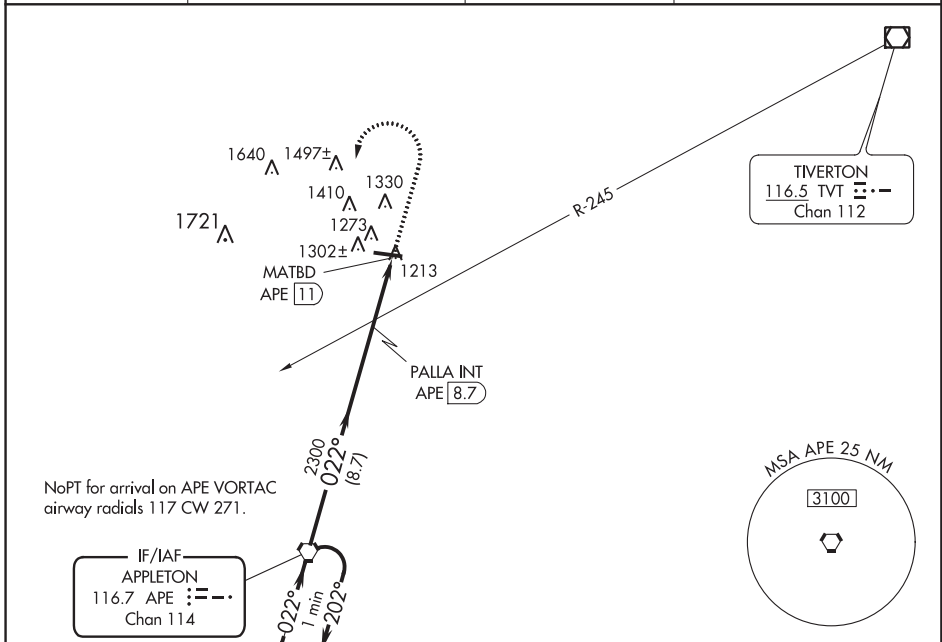
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC APE <b>116.7</b> Chan <b>114</b>	APP CRS <b>022°</b>	Rwy Idg TDZE Apt Elev <b>1191</b>	<b>N/A</b> <b>N/A</b> <b>1191</b>
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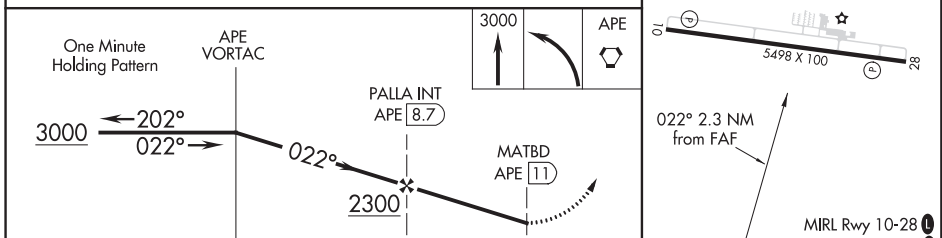
**VOR-A**  
KNOX COUNTY (4I3)

When local altimeter setting not received, use Newark altimeter setting and increase all MDA 100 feet.		MISSED APPROACH: Climb to 3000 then left turn direct APE VORTAC and hold.	
AWOS-3 <b>126.05</b>	COLUMBUS APP CON <b>125.95 317.775</b>	CLNC DEL <b>119.45</b>	UNICOM <b>123.05</b> (CTAF)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



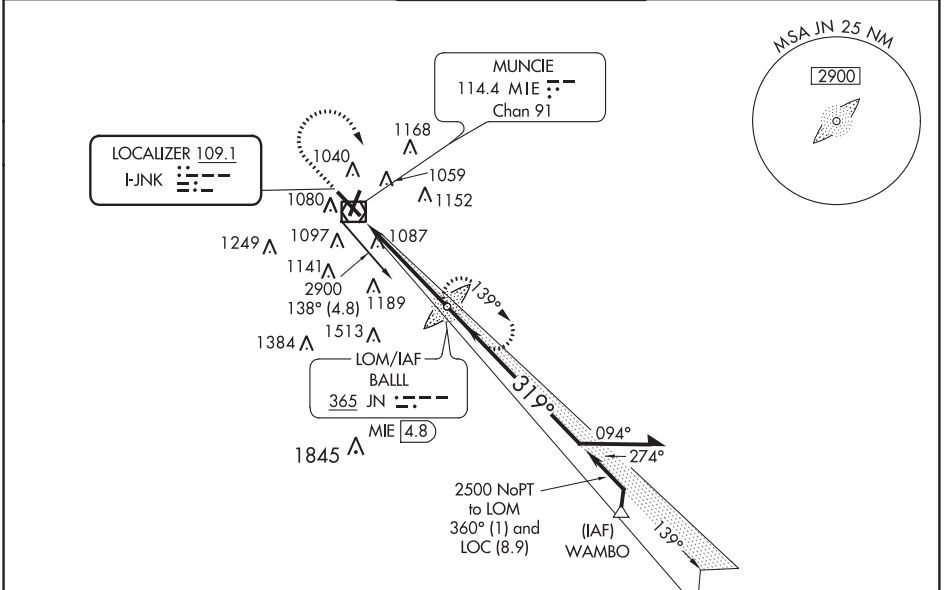
CATEGORY	A	B	C	D	FAF to MAP 2.3 NM					
CIRCLING	1660-1	469 (500-1)	1660-1½ 469 (500-1½)	1780-2 589 (600-2)	Knots	60	90	120	150	180
					Min:Sec	2:18	1:32	1:09	0:55	0:46

LOC I-JNK <b>109.1</b>	APP CRS <b>319°</b>	Rwy Idg <b>6500</b> TDZE <b>936</b> Apt Elev <b>937</b>
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**ILS or LOC RWY 32**  
DELAWARE COUNTY RGNL (MIE)

<b>⚠</b> When control tower closed, except for operators with approved weather reporting service, use Fort Wayne altimeter setting.	<b>MALS</b> 	<b>MISSED APPROACH:</b> Climb to 1400, then climbing right turn to 2900 direct BALL LOM and hold.
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ATIS <b>133.25</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	MUNCIE TOWER ★ <b>120.1</b> (CTAF) <b>0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

**ADF REQUIRED**

ELEV 937	<b>D</b>	TDZE 936	1400	2900	JN	JN LOM MIE 4.8	Remain within 10 NM																																								
					<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-ILS 32</td> <td colspan="4">1136-1/2 200 (200-1/2)</td> </tr> <tr> <td>S-LOC 32</td> <td>1380-1/2</td> <td>444 (500-1/2)</td> <td>1380-3/4 444 (500-3/4)</td> <td>1380-1 444 (500-1)</td> </tr> <tr> <td>CIRCLING</td> <td>1460-1</td> <td>523 (600-1)</td> <td>1460-1-1/2 523 (600-1-1/2)</td> <td>1500-2 563 (600-2)</td> </tr> <tr> <td colspan="5" style="text-align: center;">FORT WAYNE ALTIMETER SETTING MINIMUMS</td> </tr> <tr> <td>S-ILS 32</td> <td colspan="4">1257-1/2 321 (400-1/2)</td> </tr> <tr> <td>S-LOC 32</td> <td>1520-1/2</td> <td>584 (600-1/2)</td> <td>1520-1 584 (600-1)</td> <td>1520-1-1/4 584 (600-1-1/4)</td> </tr> <tr> <td>CIRCLING</td> <td>1580-1</td> <td>643 (700-1)</td> <td>1580-1-3/4 643 (700-1-3/4)</td> <td>1580-2 643 (700-2)</td> </tr> </tbody> </table>			CATEGORY	A	B	C	D	S-ILS 32	1136-1/2 200 (200-1/2)				S-LOC 32	1380-1/2	444 (500-1/2)	1380-3/4 444 (500-3/4)	1380-1 444 (500-1)	CIRCLING	1460-1	523 (600-1)	1460-1-1/2 523 (600-1-1/2)	1500-2 563 (600-2)	FORT WAYNE ALTIMETER SETTING MINIMUMS					S-ILS 32	1257-1/2 321 (400-1/2)				S-LOC 32	1520-1/2	584 (600-1/2)	1520-1 584 (600-1)	1520-1-1/4 584 (600-1-1/4)	CIRCLING	1580-1	643 (700-1)	1580-1-3/4 643 (700-1-3/4)	1580-2 643 (700-2)
CATEGORY	A	B	C	D																																											
S-ILS 32	1136-1/2 200 (200-1/2)																																														
S-LOC 32	1380-1/2	444 (500-1/2)	1380-3/4 444 (500-3/4)	1380-1 444 (500-1)																																											
CIRCLING	1460-1	523 (600-1)	1460-1-1/2 523 (600-1-1/2)	1500-2 563 (600-2)																																											
FORT WAYNE ALTIMETER SETTING MINIMUMS																																															
S-ILS 32	1257-1/2 321 (400-1/2)																																														
S-LOC 32	1520-1/2	584 (600-1/2)	1520-1 584 (600-1)	1520-1-1/4 584 (600-1-1/4)																																											
CIRCLING	1580-1	643 (700-1)	1580-1-3/4 643 (700-1-3/4)	1580-2 643 (700-2)																																											
<p>HIRL Rwy 14-32 <b>0</b> MIRL Rwy 3-21 <b>0</b> REIL Rwys 3, 14 and 21 <b>0</b></p> <p>FAF to MAP 4.6 NM</p> <table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>4:36</td> <td>3:04</td> <td>2:18</td> <td>1:50</td> <td>1:32</td> </tr> </table>			Knots	60	90	120	150	180	Min:Sec	4:36	3:04	2:18	1:50	1:32																																	
Knots	60	90	120	150	180																																										
Min:Sec	4:36	3:04	2:18	1:50	1:32																																										

WAAS CH <b>78237</b> <b>W03A</b>	APP CRS <b>025°</b>	Rwy Idg <b>5197</b> TDZE <b>937</b> Apt Elev <b>937</b>
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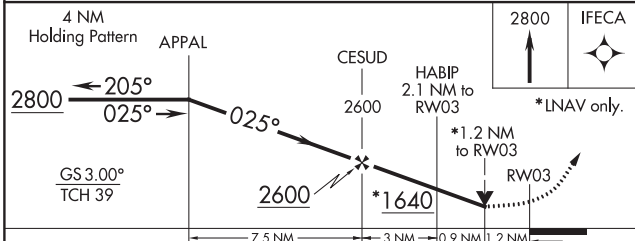
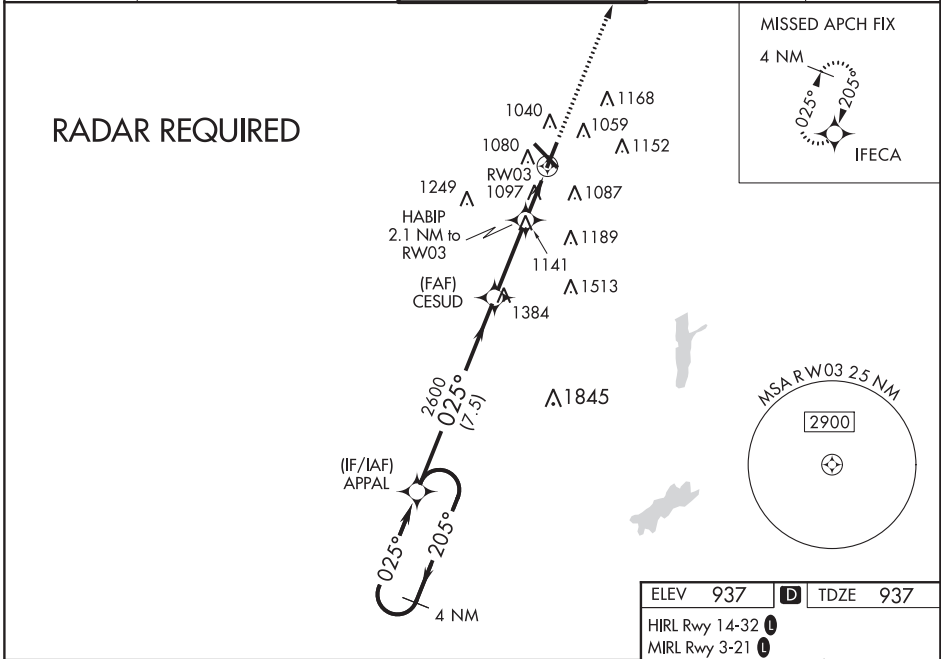
# RNAV (GPS) RWY 3

DELAWARE COUNTY RGNL (MIE)

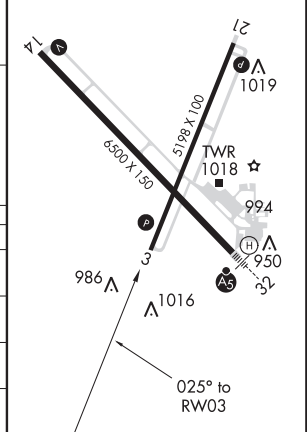
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DA 121 feet and all MDA 140 feet; increase LPV all Cats and LNAV Cats C/D visibility 3/8 mile, LNAV/VNAV all Cats visibility 7/8 mile and Circling Cats C/D visibility 1/2 mile. Baro-VNAV NA when using Fort Wayne Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:**  
Climb to 2800 direct IFECA and hold.

ATIS <b>133.25</b>	INDIANAPOLIS CENTER <b>120.65 317.8</b>	MUNCIE TOWER ★ <b>120.1 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 937	D	TDZE 937
HIRL Rwy 14-32		
MIRL Rwy 3-21		
REIL Rwy 3, 14 and 21		



EC-2, 10 NOV 2016 to 05 JAN 2017

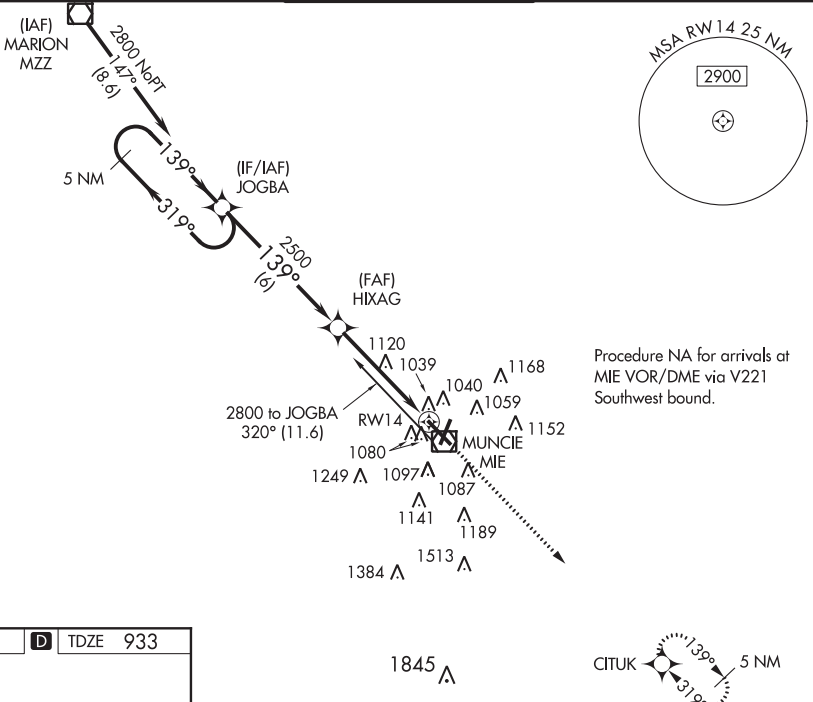
EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>56401</b> <b>W14A</b>	APP CRS <b>139°</b>	Rwy Idg TDZE Apt Elev <b>6500</b> <b>933</b> <b>937</b>
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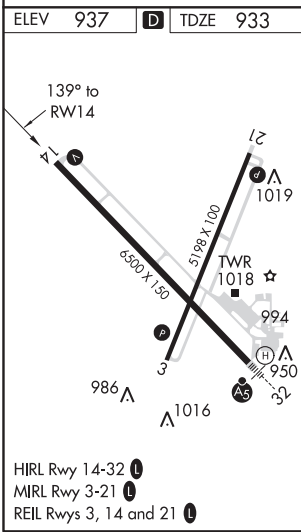
# RNAV (GPS) RWY 14

DELAWARE COUNTY RGNL (MIE)

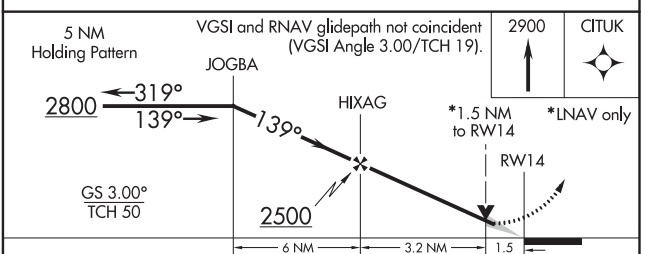
<p><b>⚠</b> DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet.</p>		<p>MISSED APPROACH: Climb to 2900 direct CITUK and hold.</p>		
ATIS <b>133.25</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	MUNCIE TOWER ★ <b>120.1</b> (CTAF) <b>0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>



Procedure NA for arrivals at MIE VOR/DME via V221 Southwest bound.



HIRL Rwy 14-32 **L**  
MIRL Rwy 3-21 **L**  
REIL Rwy 3, 14 and 21 **L**



CATEGORY	A	B	C	D
LPV DA	1254-1 321 (400-1)			
LNAV/VNAV DA	1289-1¼ 356 (400-1¼)			
LNAV MDA	1420-1	487 (500-1)	1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)
CIRCLING	1460-1¼	523 (600-1¼)	1460-1½ 523 (600-1½)	1500-2 563 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>53537</b> <b>W21A</b>	APP CRS <b>205°</b>	Rwy Idg TDZE Apt Elev	<b>5197</b> <b>935</b> <b>937</b>
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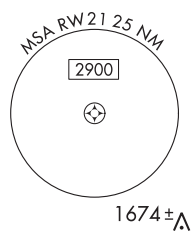
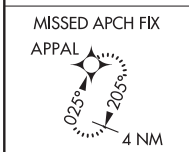
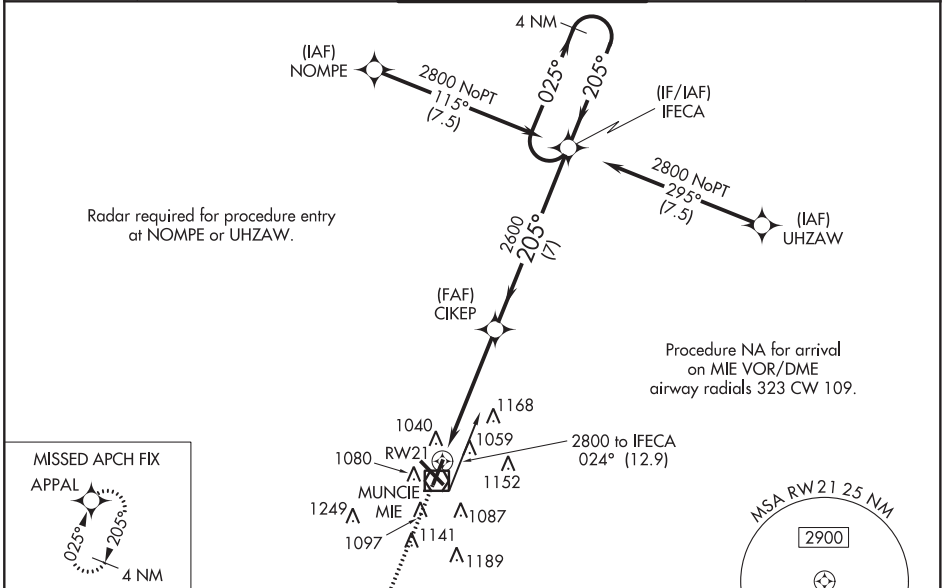
# RNAV (GPS) RWY 21

DELAWARE COUNTY RGNL (MIE)

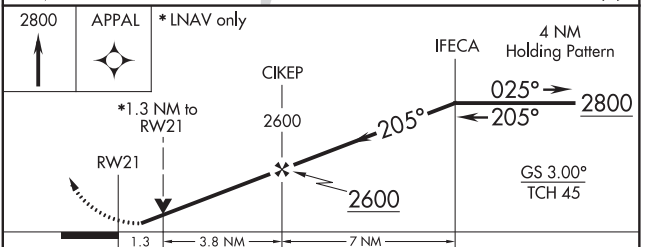
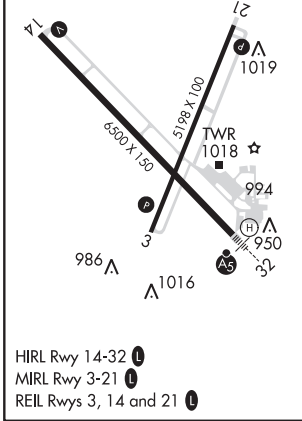
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DA 121 feet and all MDA 140 feet; increase LPV all Cats and LNAV Cats C/D visibility 3/8 mile and LNAV/VNAV all Cats and Circling Cats C/D visibility 1/2 mile. Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:** Climb to 2800 direct APPAL and hold.

ATIS <b>133.25</b>	INDIANAPOLIS CENTER <b>120.65 317.8</b>	MUNCIE TOWER ★ <b>120.1 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 937	<b>D</b>	TDZE 935
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CATEGORY	A	B	C	D
LPV DA		1195-7/8	260 (300-7/8)	
LNAV/VNAV DA		1351-1 3/8	416 (500-1 3/8)	
LNAV MDA	1400-1	465 (500-1)	1400-1 3/8	465 (500-1 3/8)
<b>C</b> CIRCLING	1460-1	523 (600-1)	1500-1 1/2	1600-2
			563 (600-1 1/2)	663 (700-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



MUNCIE, INDIANA

AL-5011 (FAA)


15120

WAAS CH <b>72601</b> <b>W32A</b>	APP CRS <b>319°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>937</b> <b>937</b>
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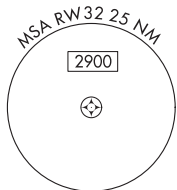
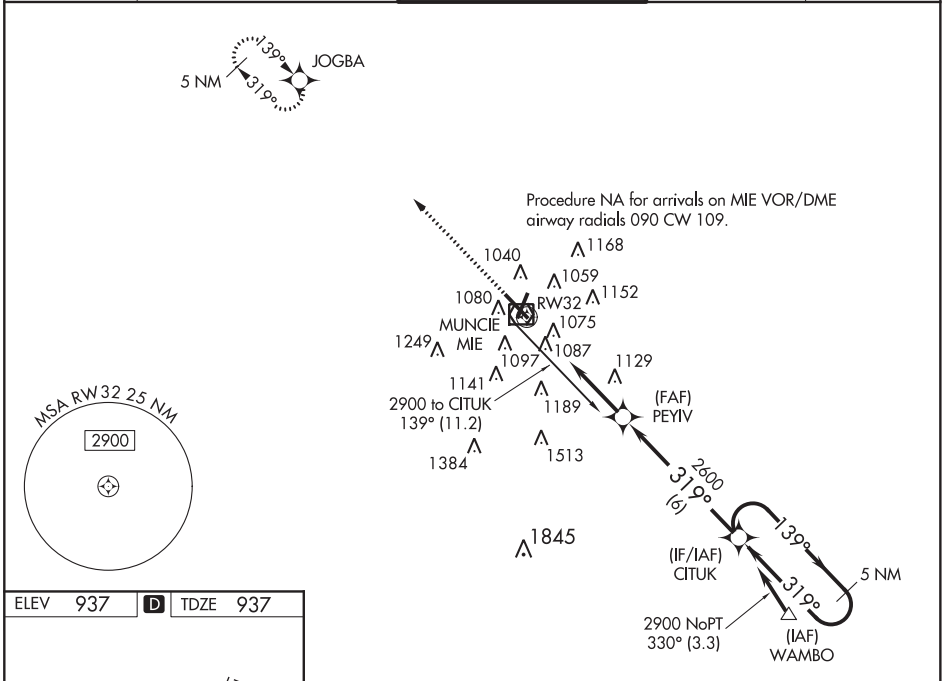
# RNAV (GPS) RWY 32

DELAWARE COUNTY RGNL (MIE)

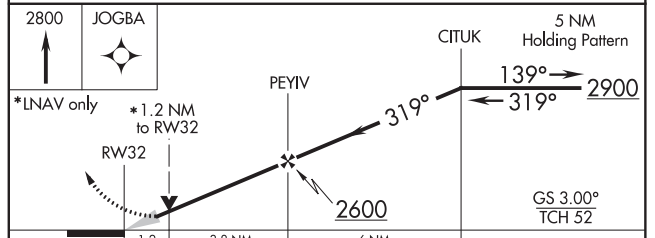
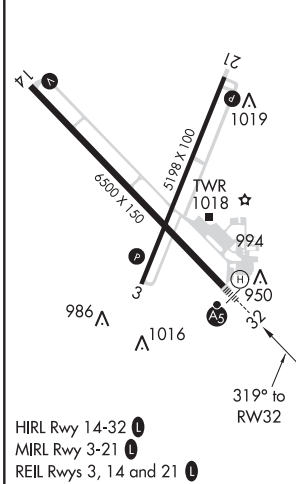
**⚠** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°C). VDP NA when using Fort Wayne Intl altimeter setting. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase DA 121 feet; increase LPV and LNAV/VNAV all Cats visibility by 1/2 mile; increase all MDA 140 feet and LNAV visibility Cats C and D to 1 1/4; increase Circling visibility Cats C and D by 1/4 mile. For inop MALSR, increase LPV all Cats visibility to 1 mile.

**MALSR**  
  
**MISSED APPROACH:**  
Climb to 2800 direct JOGBA and hold.

ATIS <b>133.25</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	<b>MUNCIE TOWER ★</b> <b>120.1 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 937	<b>D</b>	TDZE 937
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CATEGORY	A	B	C	D
LPV DA	1241-1/2 304 (400-1/2)			
LNAV/VNAV DA	1396-1 459 (500-1)			
LNAV MDA	1380-1/2 443 (500-1/2)	1380-3/4 443 (500-3/4)		1380-1 443 (500-1)
CIRCLING	1460-1 523 (600-1)	1460-1 1/2 523 (600-1 1/2)		1500-2 563 (600-2)

MUNCIE, INDIANA  
Orig-A 27JUN13

40°15'N-85°24'W

# DELAWARE COUNTY RGNL (MIE)

## RNAV (GPS) RWY 32

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



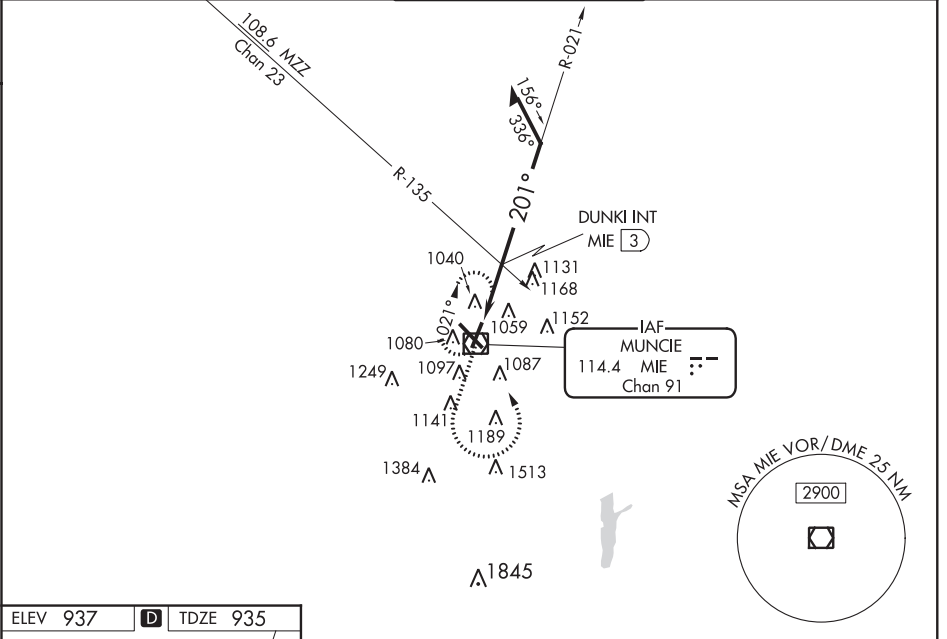
VOR/DME MIE <b>114.4</b> Chan <b>91</b>	APP CRS <b>201°</b>	Rwy Idg TDZE <b>935</b> Apt Elev <b>937</b>
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**VOR RWY 21**  
DELAWARE COUNTY RGNL (MIE)

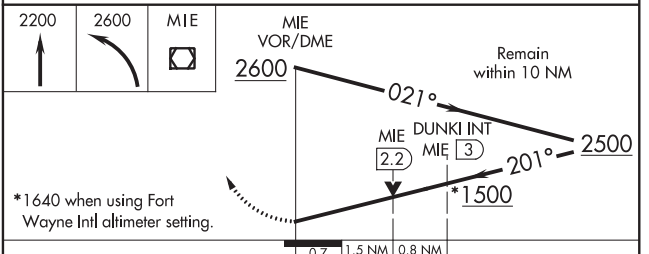
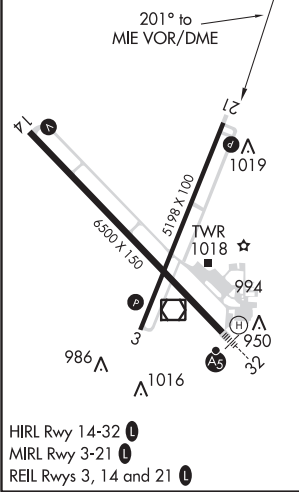
**⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 140 feet, increase S-21 Cat C and D visibility ½ mile and Circling Cat C visibility ½ mile, Cat D visibility ¼ mile. **DUNKI FIX MINIMUMS:** Increase S-21 Cat C visibility ¼ mile and Cat D visibility ½ mile, increase Circling Cat C and D visibility ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

**MISSED APPROACH:** Climb to 2200 then climbing left turn to 2600 direct MIE VOR/DME and hold.

ATIS <b>133.25</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	MUNCIE TOWER ★ <b>120.1 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 937	<b>D</b>	TDZE 935
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CATEGORY	A	B	C	D
S-21	1500-1 565 (600-1)		1500-1½ 565 (600-1½)	1500-1¾ 565 (600-1¾)
CIRCLING	1500-1 563 (600-1)		1500-1½ 563 (600-1½)	1500-2 563 (600-2)
<b>DUNKI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)</b>				
S-21	1440-1 505 (600-1)		1440-1½ 505 (600-1½)	
CIRCLING	1460-1 523 (600-1)		1460-1½ 523 (600-1½)	1500-2 563 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

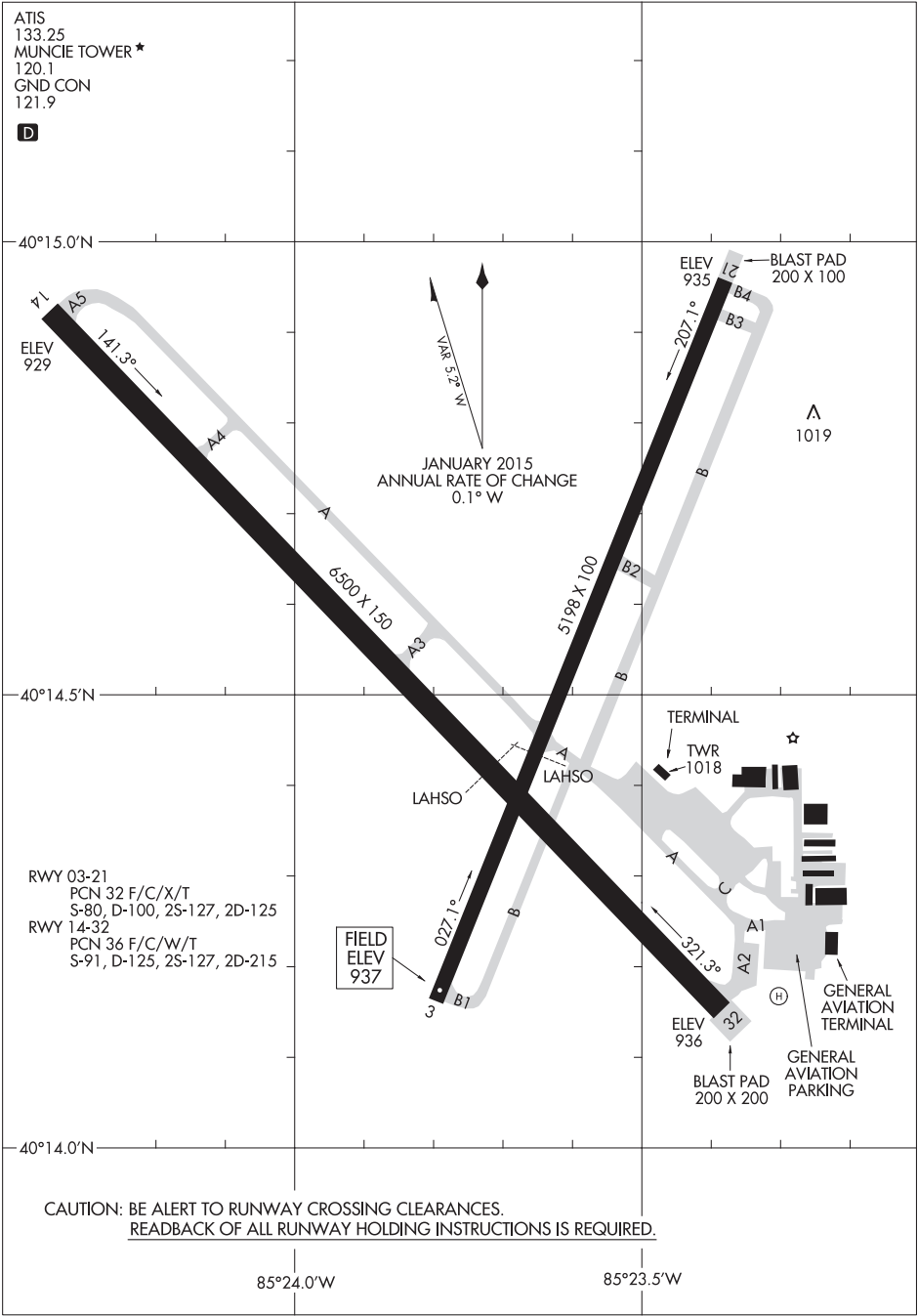
EC-2, 10 NOV 2016 to 05 JAN 2017

ATIS  
133.25  
MUNCIE TOWER ★  
120.1  
GND CON  
121.9

**D**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

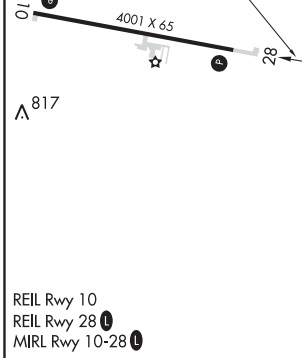
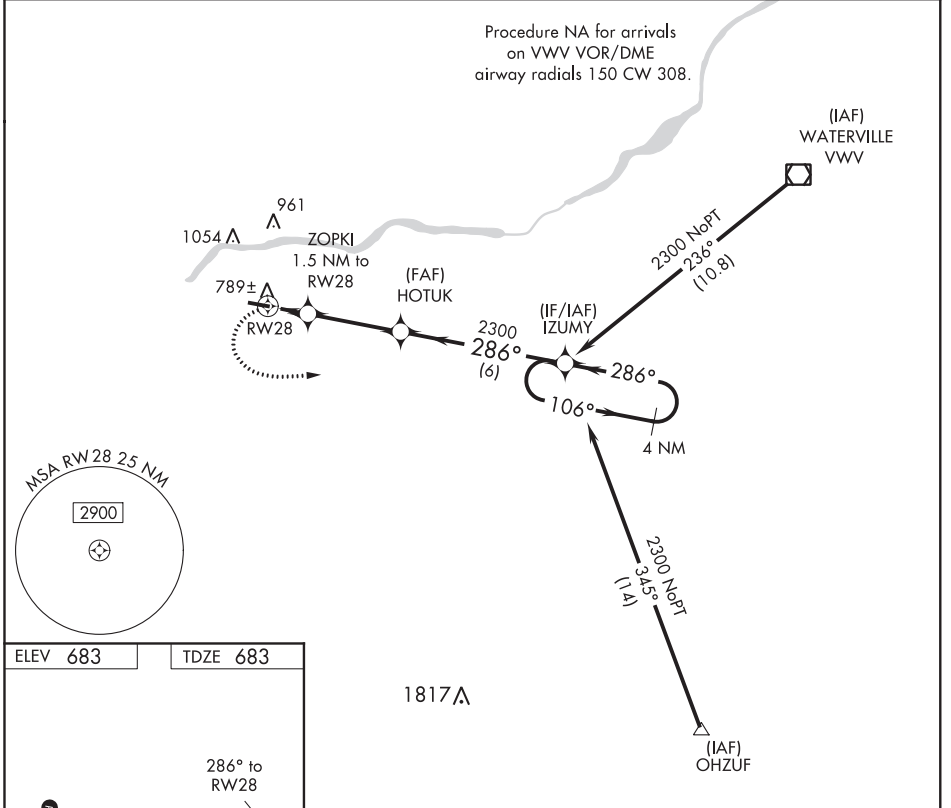
APP CRS <b>286°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>683</b> <b>683</b>
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# RNAV (GPS) RWY 28

HENRY COUNTY (7W5)

<p><b>NA</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Toledo Express altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2300 direct IZUMY and hold.</p>
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<p>TOLEDO APP CON <b>134.35 307.0</b></p>	<p>UNICOM <b>123.0 (CTAF) 1</b></p>
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2300 IZUMY	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 25).		4 NM Holding Pattern
<p>HOTUK</p> <p>ZOPKI 1.5 NM to RWY28</p> <p>286° 106° 2300</p> <p>2300 286°</p> <p>1200 3.04° TCH 40</p> <p>1.5 NM 3.4 NM 6 NM</p>			
CATEGORY	A	B	C
LNAV MDA	1100-1	417 (500-1)	1100-1¼ 417 (500-1¼)
CIRCLING	1240-1	557 (600-1)	1240-1½ 557 (600-1½)
			NA

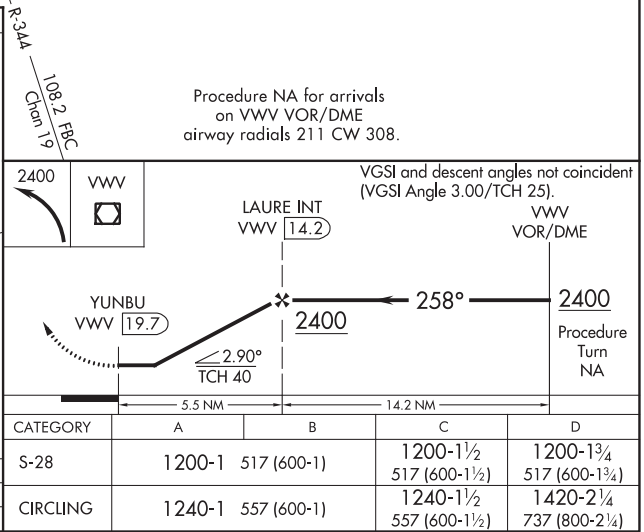
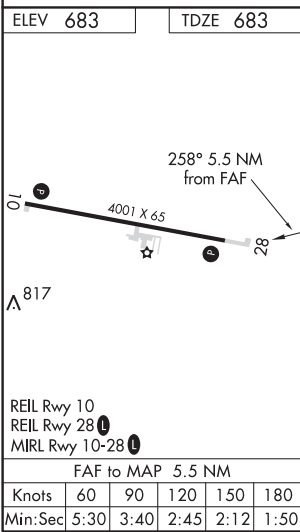
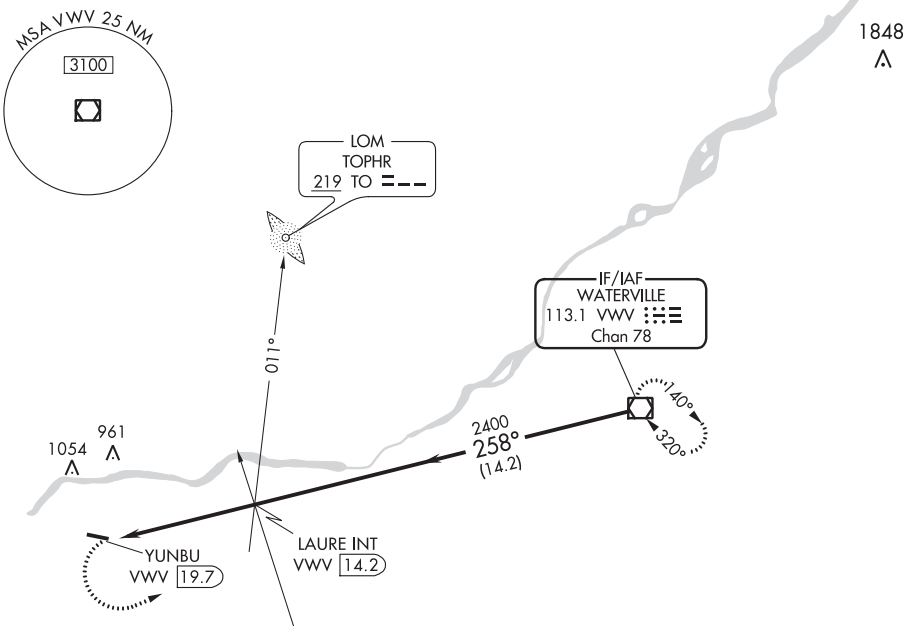
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME VVV <b>113.1</b> Chan <b>78</b>	APP CRS <b>258°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>683</b> <b>683</b>
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**VOR RWY 28**  
HENRY COUNTY (7W5)

<p>▲ NA</p> <p>Visibility reduction by helicopters NA. Use Toledo altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2400 direct VVV VOR/DME and hold.</p>
<p>TOLEDO APP CON</p> <p><b>134.35 307.0</b></p>	<p>UNICOM</p> <p><b>123.0 (CTAF) 1</b></p>



EC-2, 10 NOV 2016 to 05 JAN 2017

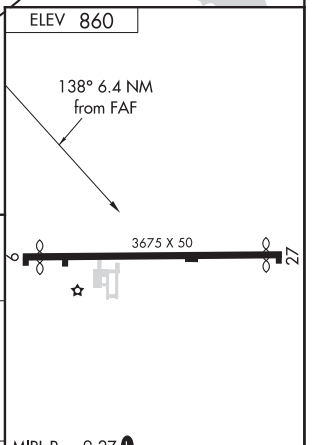
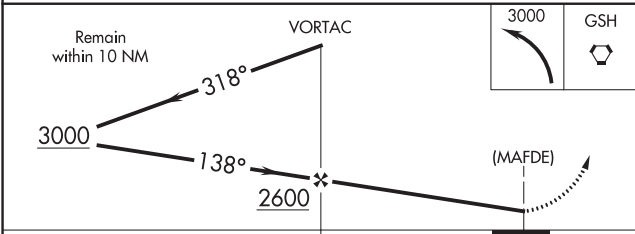
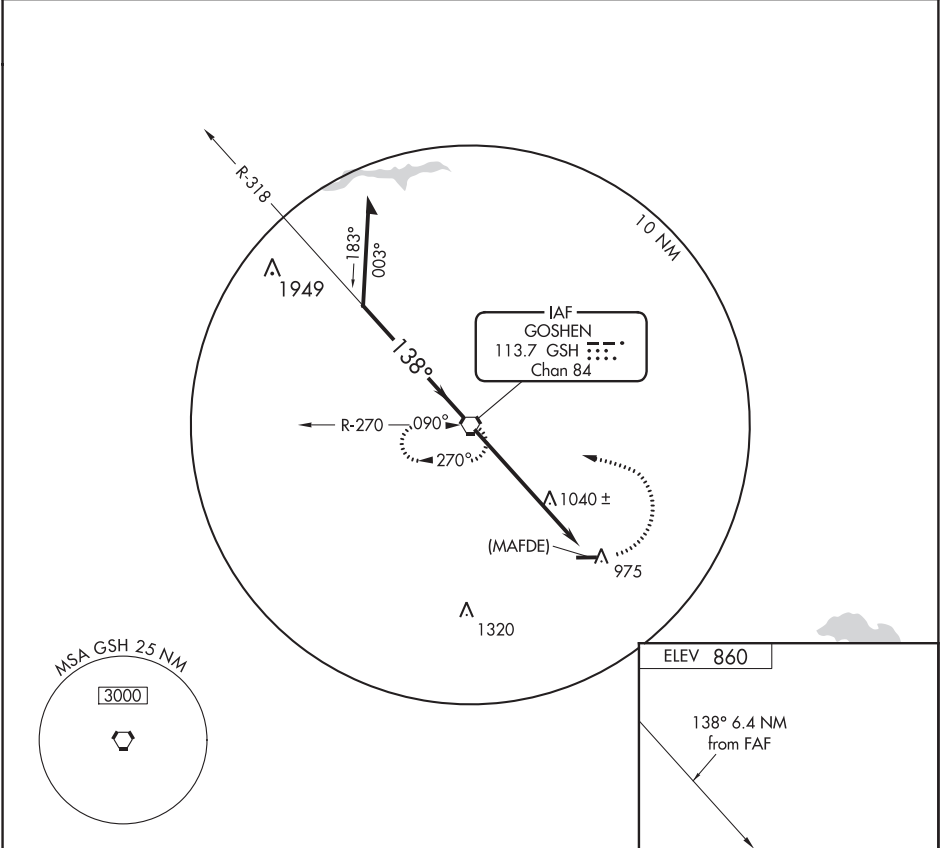
EC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC GSH <b>113.7</b> Chan <b>84</b>	APP CRS <b>138°</b>	Rwy Idg TDZE Apt Elev <b>860</b>	<b>N/A</b> <b>N/A</b> <b>860</b>
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**VOR or GPS-B**  
NAPPANEE MUNI (C03)

<b>▽</b> <b>▲</b> NA	Use South Bend altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 direct GSH VORTAC and hold.
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SOUTH BEND APP CON * <b>132.05 257.8</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D	FAF to MAP 6.4 NM					
CIRCLING	1420-1	560 (600-1)		NA	Knots	60	90	120	150	180
					Min:Sec	6:24	4:16	3:12	2:34	2:08

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>50136</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Idg <b>3908</b> TDZE <b>1086</b> Apt Elev <b>1088</b>
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# RNAV (GPS) RWY 9

NEW CASTLE-HENRY COUNTY MUNI (UWL)

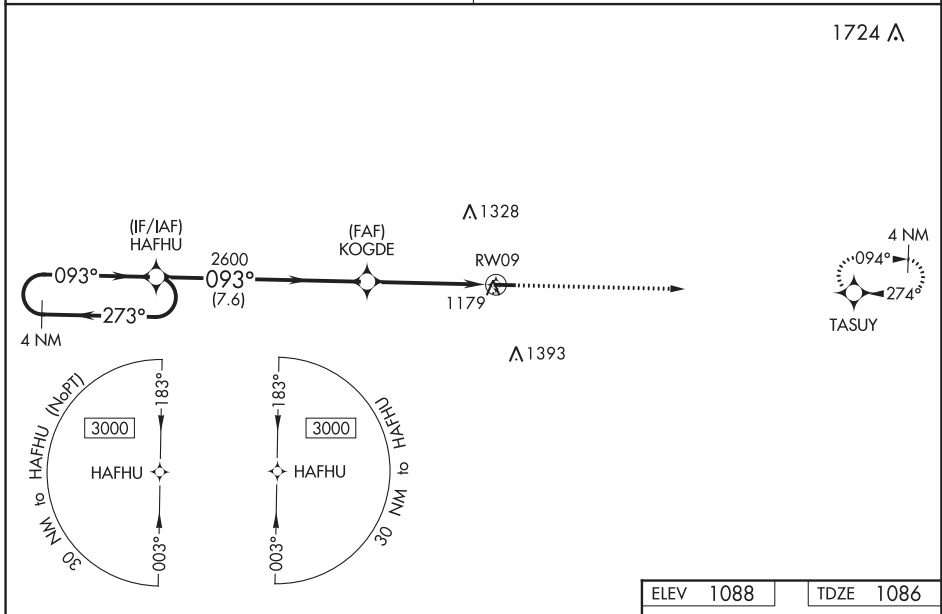
**⚠** Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).  
**⚠** NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting and increase all DA 147 feet and all MDA 160 feet; and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats and Circling Cat C/D visibility ½ mile, and LNAV Cat C/D visibility ¾ mile. Night landing: Rwy 9 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct TASUY and hold.

INDIANAPOLIS APP CON  
**135.45 317.8**

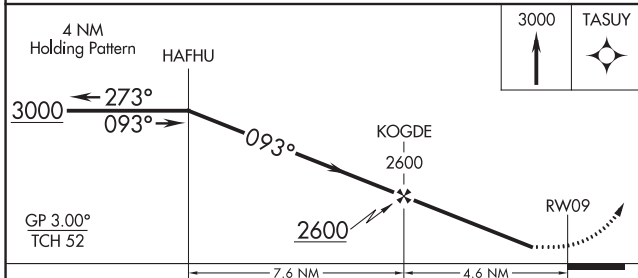
UNICOM  
**123.05 (CTAF) 1**

1724 **⚠**



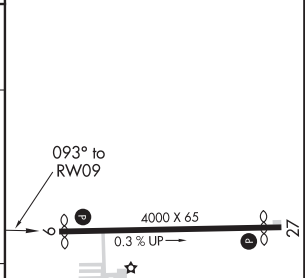
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 1088	TDZE 1086
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CATEGORY	A	B	C	D
LPV DA		1336-1	250 (300-1)	
LNAV/VNAV DA		1402-1	316 (400-1)	
LNAV MDA	1540-1	454 (500-1)	1540-1 3/8	454 (500-1 3/8)
<b>C</b> CIRCLING	1540-1	452 (500-1)	1760-2 672 (700-2)	1760-2 1/4 672 (700-2 1/4)





WAAS CH <b>90136</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg TDZE <b>1087</b> Apt Elev <b>1088</b>	<b>3680</b> <b>1087</b> <b>1088</b>
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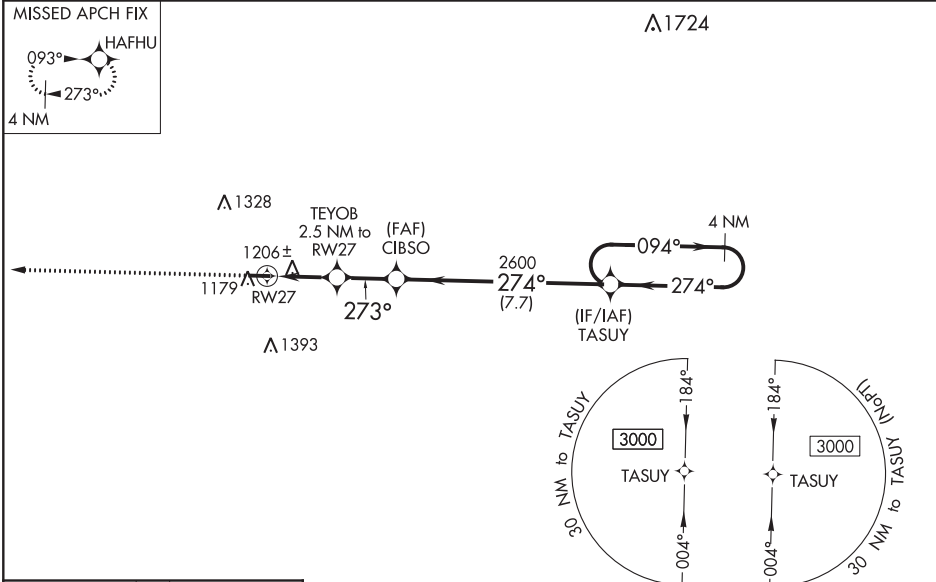
# RNAV (GPS) RWY 27

NEW CASTLE-HENRY COUNTY MUNI (UWL)

**NA** Night landing: Rwy 9 NA. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting and increase all DA 147 feet and all MDA 160 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C/D and Circling Cat C/D visibilities ½ mile. DME/DME RNP-0.3 NA. VDP NA with Indianapolis Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct HAFHU and hold.

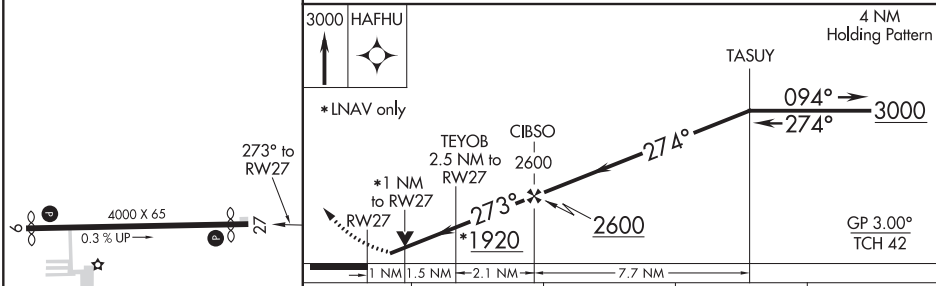
INDIANAPOLIS APP CON <b>135.45 317.8</b>	UNICOM <b>123.05 (CTAF) 0</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1088	TDZE 1087
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CATEGORY	A	B	C	D
LPV DA		1370-1	283 (300-1)	
LNAV/VNAV DA		1484-1 <sup>3</sup> / <sub>8</sub>	397 (400-1 <sup>3</sup> / <sub>8</sub> )	
LNAV MDA		1460-1	373 (400-1)	
<b>C</b> CIRCLING	1520-1 432 (500-1)	1540-1 452 (500-1)	1760-2 672 (700-2)	1760-2 <sup>1</sup> / <sub>4</sub> 672 (700-2 <sup>1</sup> / <sub>4</sub> )

VORTAC RID	APP CRS	Rwy Idg	3680
110.6	291°	TDZE	1087
Chan 43		Apt Elev	1088

# VOR RWY 27

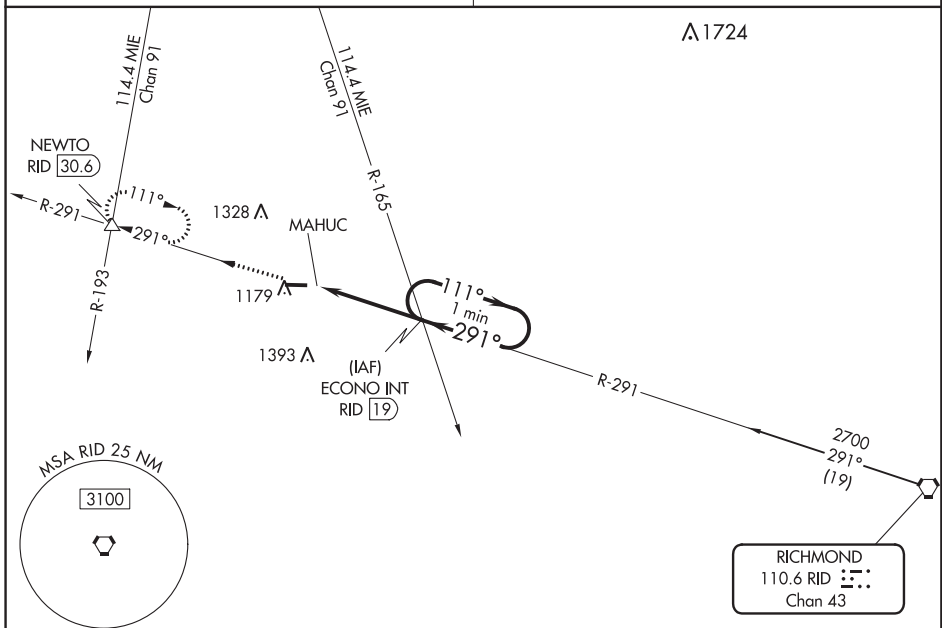
NEW CASTLE-HENRY COUNTY MUNI (UWL)

**NA** Obtain local altimeter setting on CTAF, when not received, use Indianapolis Intl altimeter setting and increase all MDA 160 feet; and increase S-27 and Circling Cat C/D visibility ½ mile. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 9 NA.

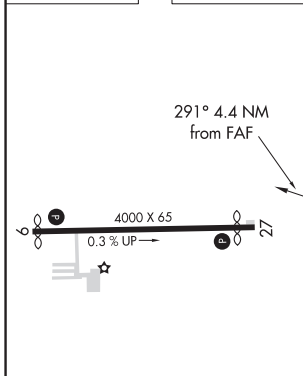
**MISSED APPROACH:** Climb to 3000 on RID R-291 to NEWTO INT/30.6 DME and hold.

INDIANAPOLIS APP CON  
**135.45 317.8**

UNICOM  
**123.05 (CTAF) 0**



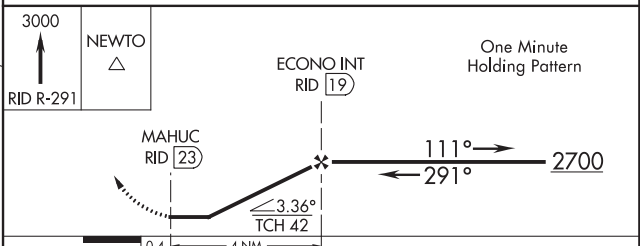
ELEV 1088	TDZE 1087
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MIRL Rwy 9-27  
REL Rwys 9 and 27

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-27	1660-1	573 (500-1)	1660-1½	573 (500-1½)
<b>CIRCLING</b>	1660-1	572 (600-1)	1760-2 672 (700-2)	1760-2¼ 672 (700-2¼)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

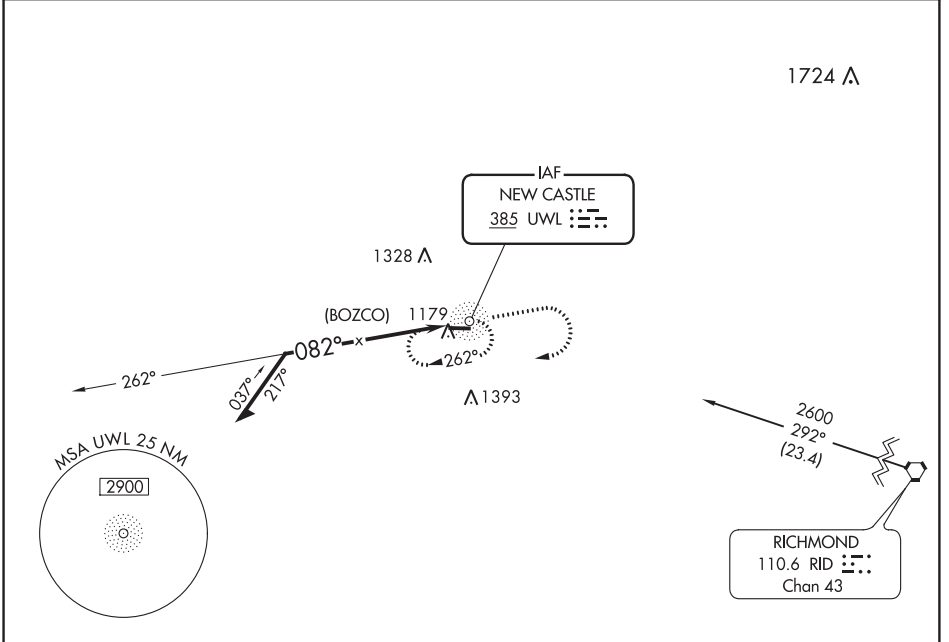
NDB UWL <b>385</b>	APP CRS <b>082°</b>	Rwy Idg <b>3908</b>
		TDZE <b>1086</b>
		Apt Elev <b>1088</b>

**NDB or GPS RWY 9**  
NEW CASTLE-HENRY COUNTY MUNI (UWL)

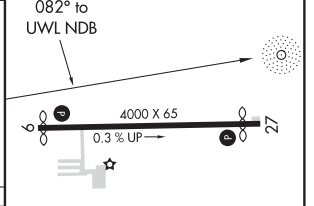
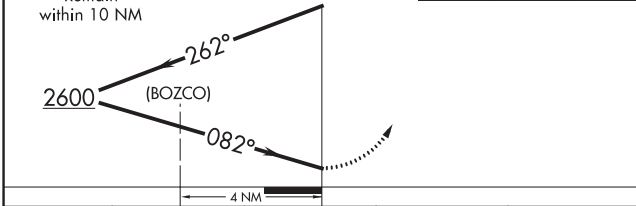
**⚠ NA** Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting. Straight-in Rwy 9 NA at night, Circling Rwy 9 NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2600 then right turn direct UWL NDB and hold.

INDIANAPOLIS APP CON <b>135.45 317.8</b>	UNICOM <b>123.05 (CTAF) 0</b>
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2600	UWL	ELEV 1088	TDZE 1086
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CATEGORY	A	B	C	D
S-9	1620-1 534 (600-1)		1620-1½ 534 (600-1½)	1620-1¾ 534 (600-1¾)
CIRCLING	1620-1 532 (600-1)		1620-1½ 532 (600-1½)	1640-2 552 (600-2)
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-9	1760-1 674 (700-1)		1760-2 674 (700-2)	1760-2¼ 674 (700-2¼)
CIRCLING	1760-1 672 (700-1)		1760-2 672 (700-2)	1760-2¼ 672 (700-2¼)

MIRL Rwy 9-27 0  
REIL Rwys 9 and 27 0

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>259°</b>	Rwy Idg TDZE Apt Elev	<b>3498</b> <b>1047</b> <b>1051</b>
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# RNAV (GPS) RWY 26

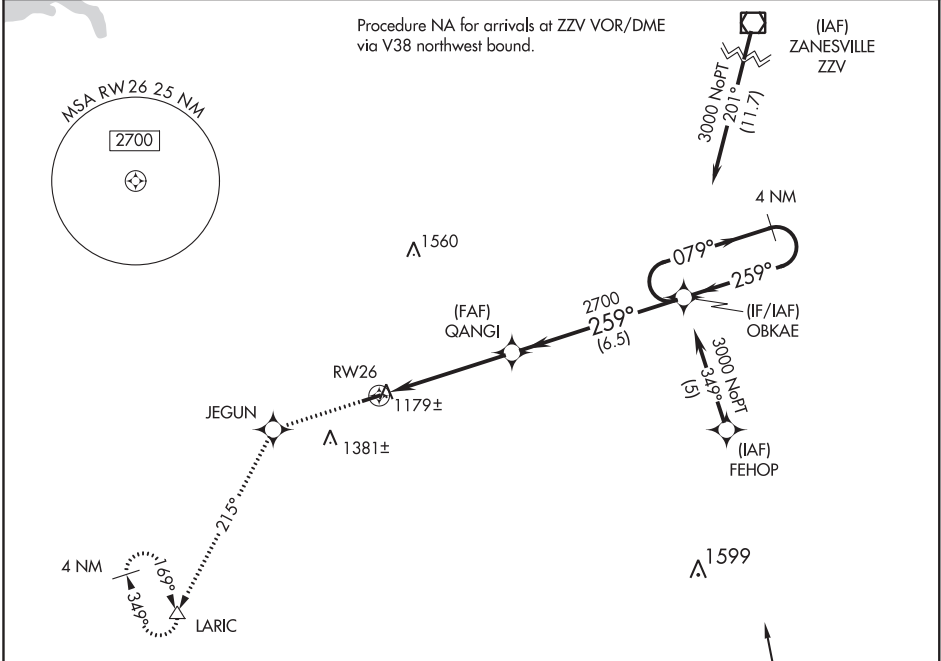
PERRY COUNTY (I86)

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Zanesville altimeter setting; when not received, use Lancaster altimeter setting and increase all MDA 20 feet.

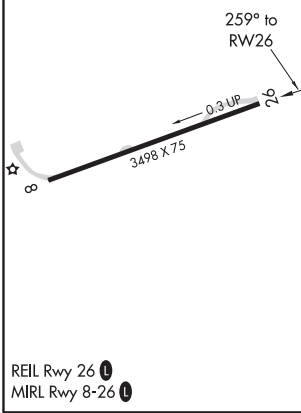
**MISSED APPROACH:** Climb to 3000 direct JEGUN and via 215° track to LARIC and hold.

INDIANAPOLIS CENTER  
**124.45 370.9**

UNICOM  
**122.8 (CTAF)**



ELEV 1051	TDZE 1047
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3000	JEGUN	215° tr	LARIC	4 NM Holding Pattern
				OBKAE
				QANGI
				RW26
				2700
				3000
				079°
				259°
				3.04° TCH 40
				5 NM
				6.5 NM
CATEGORY	A	B	C	D
LNAV MDA	1620 - 1	573 (600-1)	1620 - 1½ 573 (600-1½)	NA
CIRCLING	1620 - 1	569 (600-1)	1620 - 1½ 569 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>42725</b> <b>W14A</b>	APP CRS <b>147°</b>	Rwy Idg TDZE Apt Elev	<b>3621</b> <b>894</b> <b>894</b>
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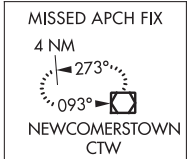
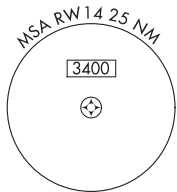
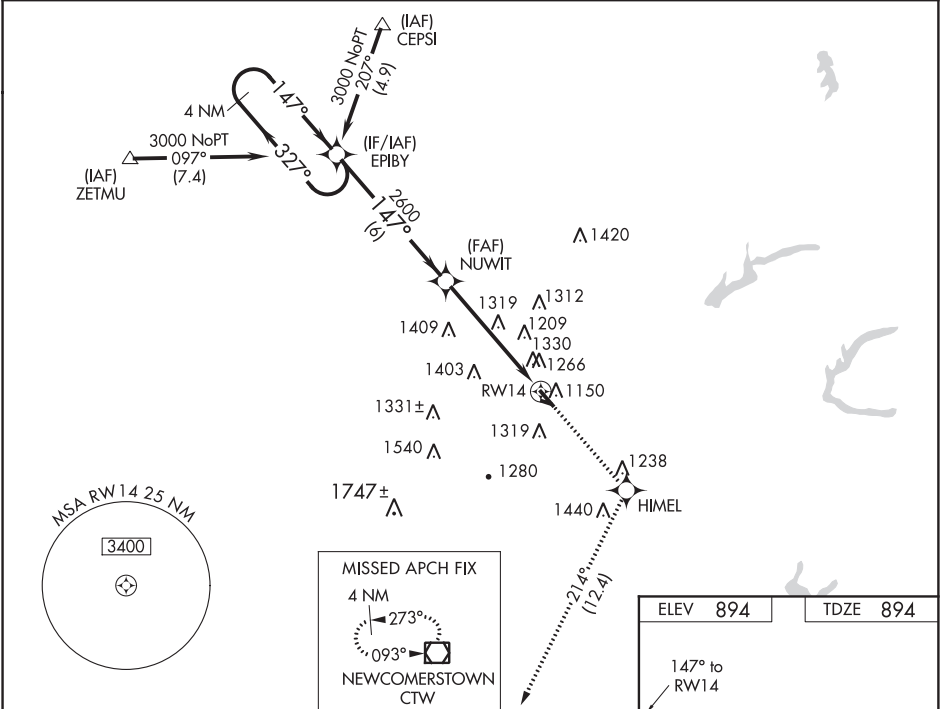
# RNAV (GPS) RWY 14

HARRY CLEVER FIELD (PHD)

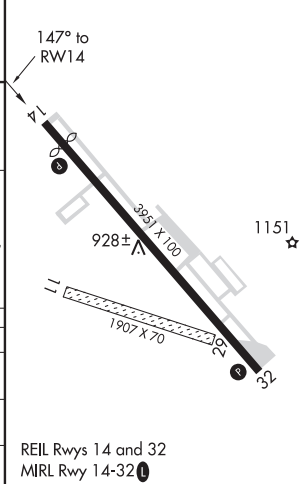
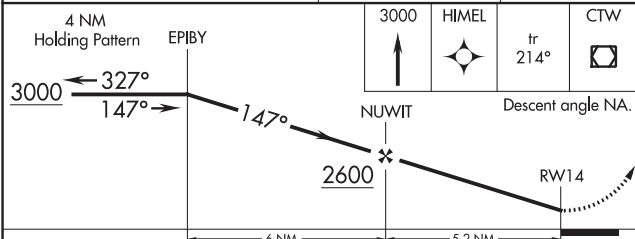
**⚠** When local altimeter setting not received, use Akron altimeter setting and increase all MDA 120 feet, increase LP Cat B/C visibility ½ mile, LNAV Cat C visibility ½ mile, Circling Cat A/C visibility ¼ mile. When VGSi inop, Straight-in/Circling Rwy 14 procedure NA at night. DME/DME RNP-0.3 NA. Circling NA to Rws 11 and 29. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 3000 direct HIMEL and on track 214° to CTW VOR/DME and hold.

ASOS <b>121.425</b>	AKRON-CANTON APP CON* <b>125.5 371.875</b>	UNICOM <b>122.8</b> (CTAF)	<b>123.30</b>
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ELEV 894	TDZE 894
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CATEGORY	A	B	C	D
LP MDA	1580-1	686 (700-1)	1580-2 686 (700-2)	NA
LNAV MDA	1640-1 746 (800-1)	1640-1¼ 746 (800-1¼)	1640-2 746 (800-2)	NA
CIRCLING	1640-1 746 (800-1)	1640-1¼ 746 (800-1¼)	1640-2¼ 746 (800-2¼)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME BSV <b>112.4</b> Chan <b>71</b>	APP CRS <b>182°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>894</b>
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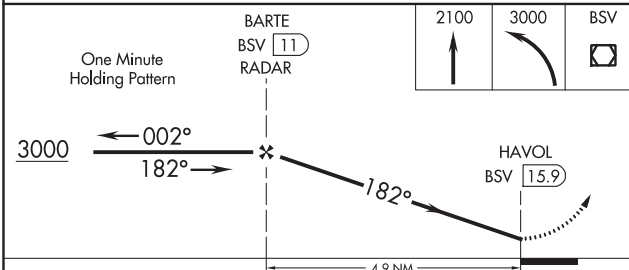
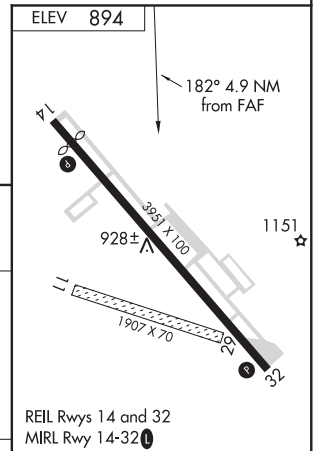
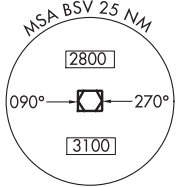
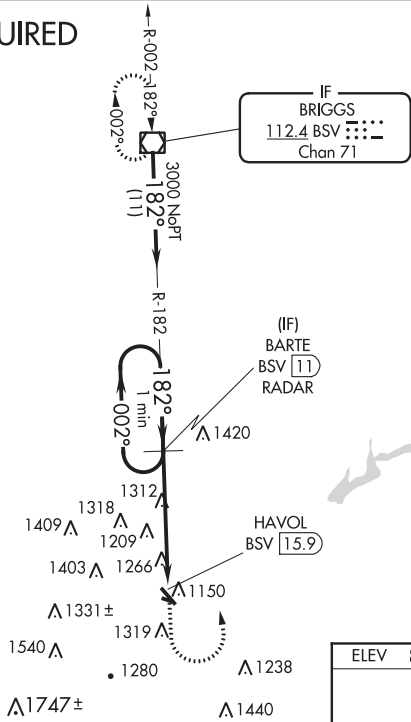
**VOR-A**  
HARRY CLEVER FIELD (PHD)

**⚠** When local altimeter setting not received, use Akron altimeter setting and increase all MDA 120 feet, increase Circling Cat C visibility ¼ mile. When VGSI inop, procedure NA at night. Circling NA to Rwy's 11 and 29.

**MISSED APPROACH:** Climb to 2100 then climbing left turn to 3000 direct BSV VOR/DME and hold.

ASOS <b>121.425</b>	AKRON-CANTON APP CON * <b>125.5 371.875</b>	UNICOM <b>122.8 (CTAF)</b>	<b>123.3 0</b>
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**DME or RADAR REQUIRED**



CATEGORY	A	B	C	D	FAF to MAP 4.9 NM						
CIRCLING	1720-1¼	826 (900-1¼)	1720-2½	826 (900-2½)	NA	Knots	60	90	120	150	180
						Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>57939</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Idg TDZE Apt Elev	<b>4192</b> <b>884</b> <b>884</b>
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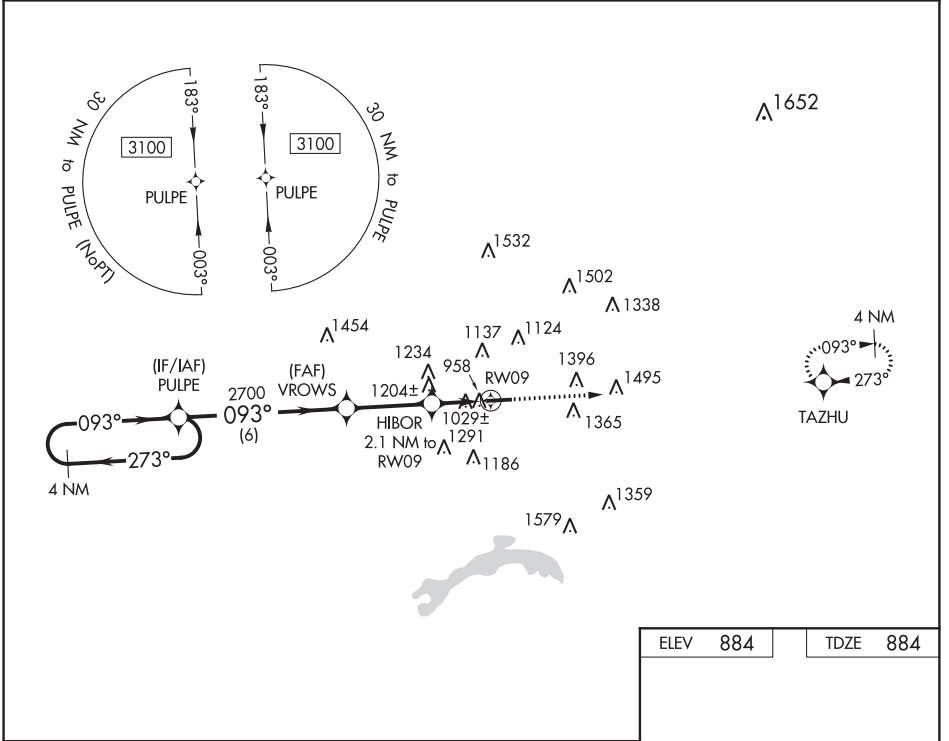
# RNAV (GPS) RWY 9

NEWARK-HEATH (VTA)

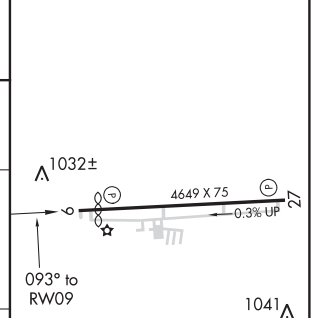
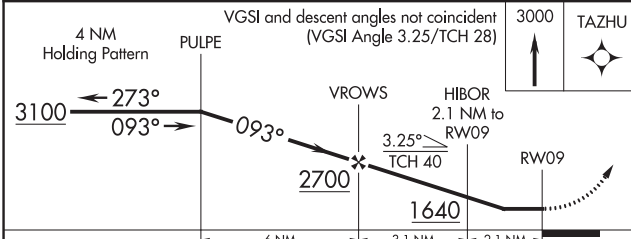
**▼** Night landing: Rwy 9 NA. DME/DME RNP-0.3 NA.  
**▲** Helicopter visibility reduction below 1 SM NA.  
 When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 60 feet; increase LP, LNAV and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH:  
 Climb to 3000 direct TAZHU and hold.

ASOS <b>121.125</b>	COLUMBUS APP CON <b>125.95 317.775</b>	CLNC DEL <b>125.175</b>	UNICOM <b>122.7</b> (CTAF)	<b>123.3</b> <b>0</b>
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ELEV	<b>884</b>	TDZE	<b>884</b>
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CATEGORY	A		B		C		D	
	LP	MDA	LP	MDA	LP	MDA	LP	MDA
LP	MDA	1280-1	396 (400-1)	1280-1 1/8	396 (400-1 1/8)			
LNAV	MDA	1460-1	576 (600-1)	1460-1 5/8	576 (600-1 5/8)			
CIRCLING		1460-1	1480-1	1760-2 1/2	1760-2 3/4			
		576 (600-1)	596 (600-1)	876 (900-2 1/2)	876 (900-2 3/4)			

MIRL Rwy 9-27 **0**  
 REIL Rwy 9 and 27 **0**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



NEWARK, OHIO

AL-5536 (FAA)

16259

WAAS CH <b>97439</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg <b>4649</b> TDZE <b>879</b> Apt Elev <b>884</b>
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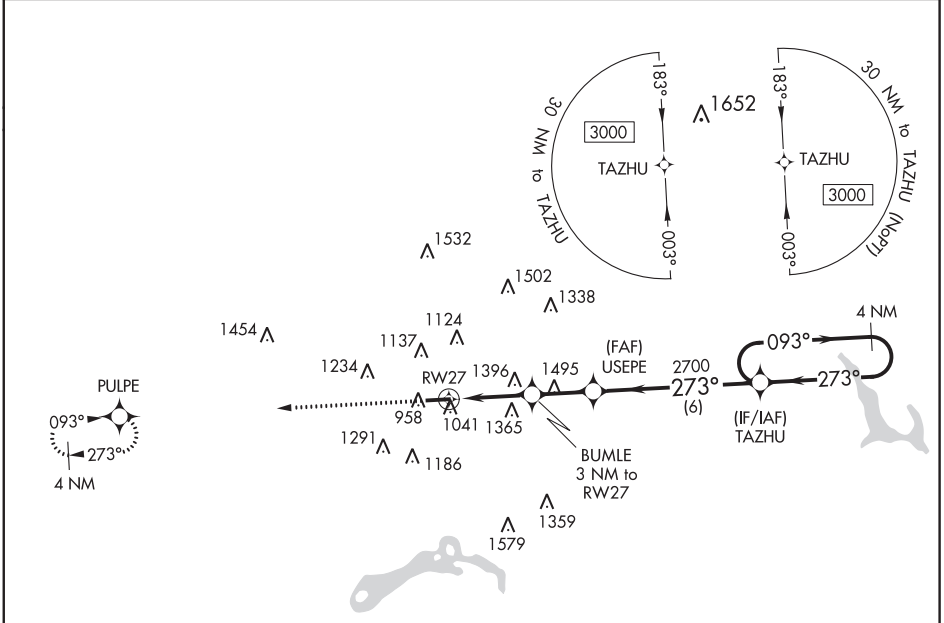
# RNAV (GPS) RWY 27

NEWARK-HEATH (VTA)

**▼** Night landing: Rwy 9 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Port Columbus Intl altimeter setting. When local altimeter setting not received, use Port Columbus Intl altimeter setting and increase all MDA 60 feet; increase Circling Cat C/D visibility 1/4 mile.

**MISSED APPROACH:**  
Climb to 3100 direct PULPE and hold.

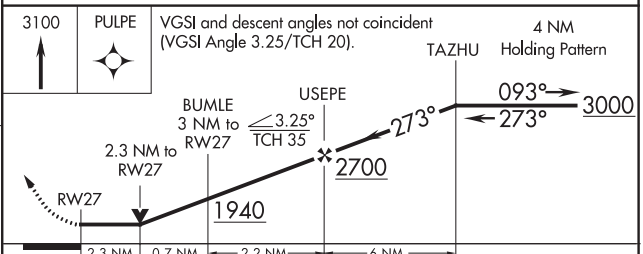
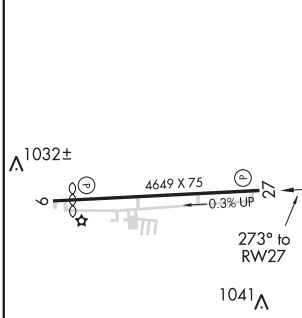
ASOS <b>121.125</b>	COLUMBUS APP CON <b>125.95 317.775</b>	CLNC DEL <b>125.175</b>	UNICOM <b>122.7</b> (CTAF)	<b>123.3</b> <b>0</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV <b>884</b>	TDZE <b>879</b>
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CATEGORY	A	B	C	D
LP MDA	1680-1 801 (800-1)	1680-1¼ 801 (800-1¼)	1680-2½ 801 (800-2½)	801 (800-2½)
LNAV MDA	1700-1 821 (900-1)	1700-1¼ 821 (900-1¼)	1700-2½ 821 (900-2½)	821 (900-2½)
<b>C</b> CIRCLING	1700-1¼	816 (900-1¼)	1760-2½ 876 (900-2½)	1760-2¾ 876 (900-2¾)

REIL Rwy 9 and 27 **0**  
MIRL Rwy 9-27 **0**

NEWARK, OHIO  
Amdt 1 15SEP16

40°01'N-82°28'W

# NEWARK-HEATH (VTA) RNAV (GPS) RWY 27



NEWARK, OHIO

AL-5536 (FAA)

16259

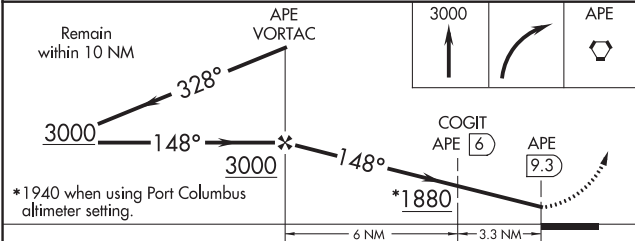
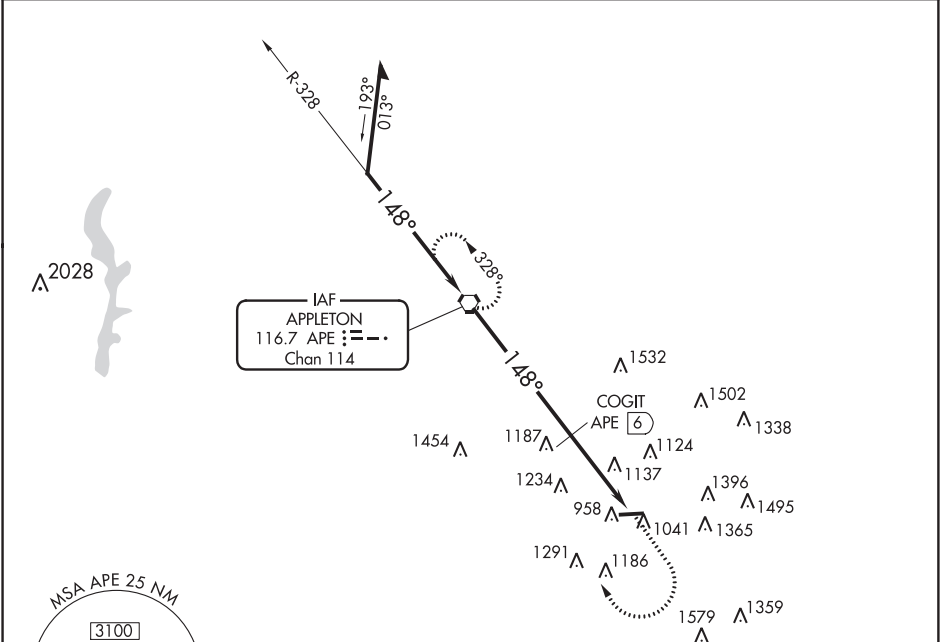
VORTAC APE <b>116.7</b> Chan <b>114</b>	APP CRS <b>148°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>884</b>
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**VOR-A**  
NEWARK-HEATH (VTA)

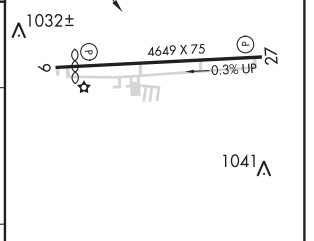
**⚠** When local altimeter setting not received, use Port Columbus altimeter setting and increase all MDA 60 feet and COGIT fix minimums Cat C visibility ¼ mile.

**⚠** MISSED APPROACH: Climb to 3000 then right turn direct APE VORTAC and hold.

ASOS <b>121.125</b>	COLUMBUS APP CON <b>125.95 317.775</b>	CLNC DEL <b>125.175</b>	UNICOM <b>122.7</b> (CTAF)	<b>123.3</b> <b>0</b>
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CATEGORY	A	B	C	D
CIRCLING	1880-1¼ 996 (1000-1¼)	1880-1½ 996 (1000-1½)	1880-3	996 (1000-3)
COGIT FIX MINIMUMS				
CIRCLING	1520-1	636 (700-1)	1520-1¾ 636 (700-1¾)	1560-2¼ 676 (700-2¼)



FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

NEWARK, OHIO  
Amdt 13 31JUL08

40°01'N-82°28'W

NEWARK-HEATH (VTA)  
**VOR-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>70713</b> W05A	APP CRS <b>050°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>757</b> <b>757</b>
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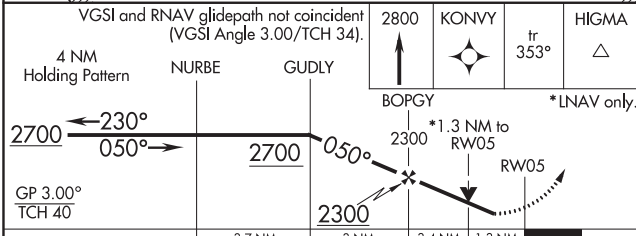
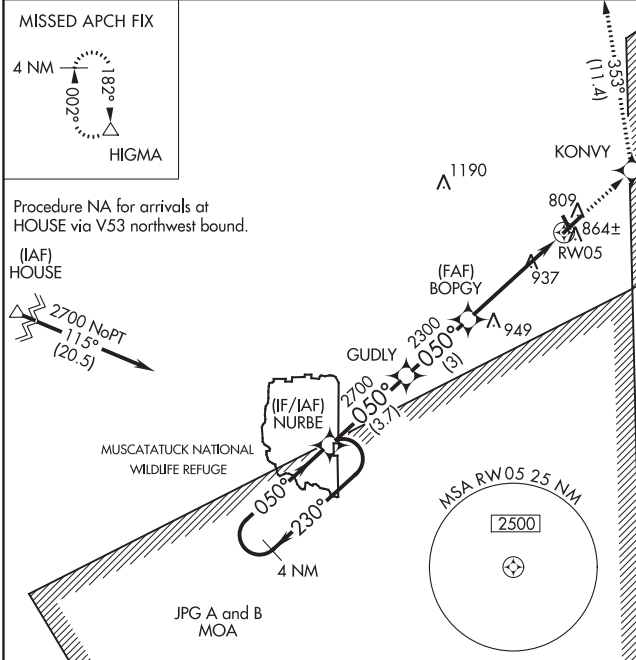
# RNAV (GPS) RWY 5

NORTH VERNON (OVO)

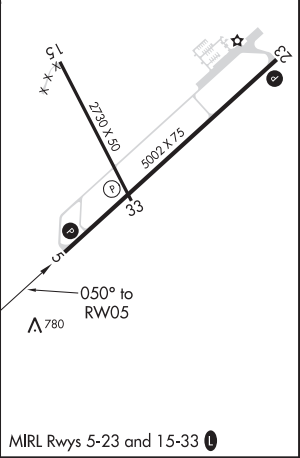
**⚠️ NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/4 mile, LNAV Cat C visibility 1/4 mile and Circling Cat C 1/8 mile. VDP and Baro-VNAV NA when using Shelbyville altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:** Climb to 2800 direct KONVY and on track 353° to HIGMA and hold.

AWOS-3 <b>120.625</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.7 (CTAF) ①</b>
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CATEGORY	A	B	C	D
LPV DA	1091-1¼	334 (400-1¼)		NA
LNAV/VNAV DA	1116-1¼	359 (400-1¼)		NA
LNAV MDA	1200-1	443 (500-1)	1200-1⅜ 443 (500-1⅜)	NA
CIRCLING	1200-1 443 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA



EC-2, 10 NOV 2016 to 05 JAN 2017

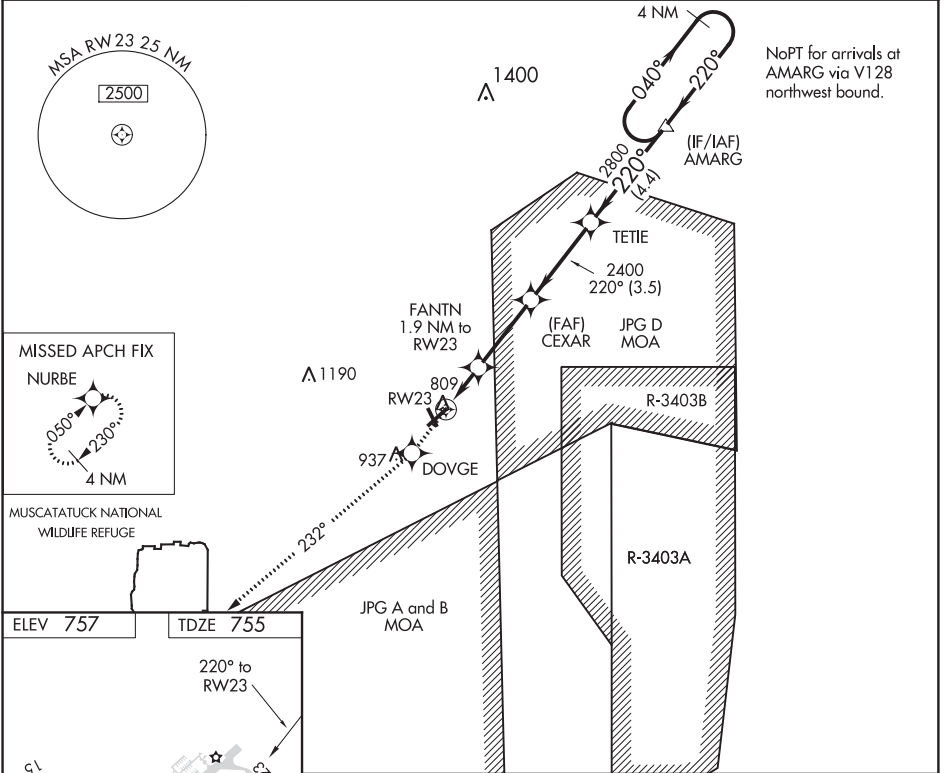
EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>220°</b>	Rwy Idg <b>5002</b>
	TDZE <b>755</b>
	Apt Elev <b>757</b>

# RNAV (GPS) Y RWY 23

NORTH VERNON (OVO)

<p><b>▽</b> DME/DME RNP-0.3 NA.</p> <p><b>▲ NA</b> When local altimeter setting not received, use Shelbyville altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile. VDP NA when using Shelbyville altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2700 direct DOVGE and via track 232° to NURBE and hold.</p>	
	<p>AWOS-3 <b>120.625</b></p>	<p>INDIANAPOLIS CENTER <b>124.775 269.45</b></p>



<p>3</p> <p>5</p> <p>780</p>	<p>2700</p> <p>DOVGE</p> <p>tr 232°</p>	<p>NURBE</p>	<p>CEXAR</p>	<p>TETIE</p>	<p>AMARG</p>	<p>4 NM Holding Pattern</p>
	<p>1.1 NM</p>	<p>0.8 NM</p>	<p>3.1 NM</p>	<p>3.5 NM</p>	<p>4.4 NM</p>	<p>2800</p>
<p>CATEGORY</p>	<p>A</p>	<p>B</p>	<p>C</p>	<p>D</p>		
<p>LNAV MDA</p>	<p>1120-1</p>	<p>365 (400-1)</p>				<p>NA</p>
<p>CIRCLING</p>	<p>1180-1 423 (500-1)</p>	<p>1220-1 463 (500-1)</p>	<p>1220-1½ 463 (500-1½)</p>			<p>NA</p>

EC-2, 10 NOV 2016 to 05 JAN 2017

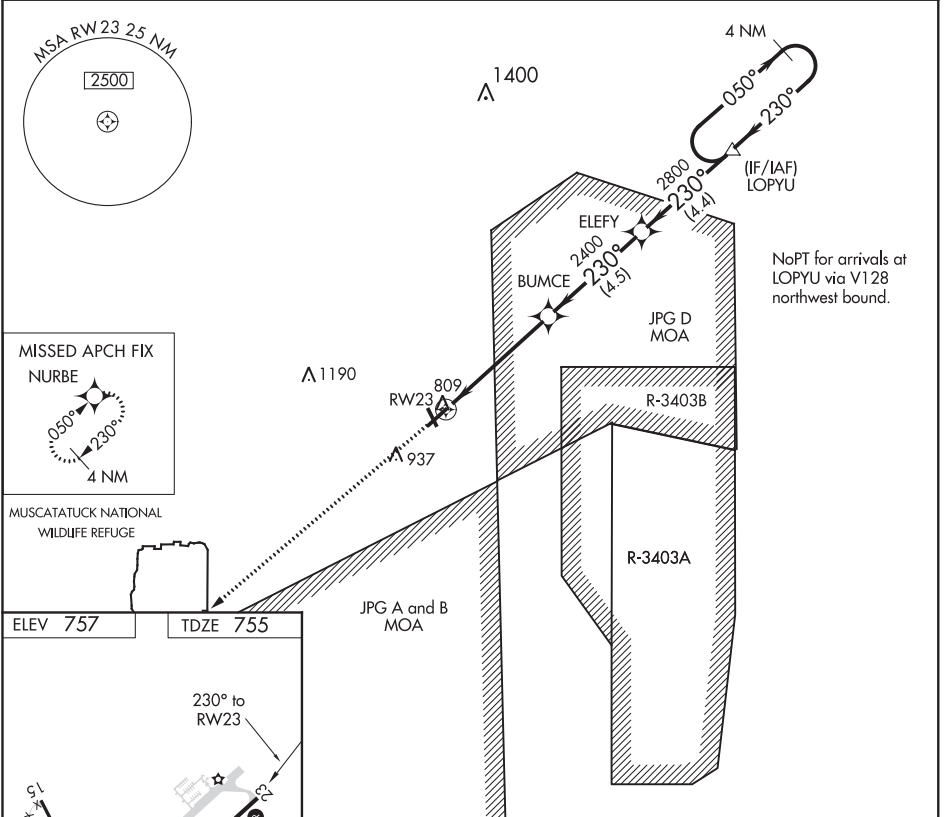
EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>63113</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>755</b> <b>757</b>
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# RNAV (GPS) Z RWY 23

NORTH VERNON (OVO)

<b>NA</b>	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet and all visibility 1/2 mile.	MISSED APPROACH: Climb to 2700 direct NURBE and hold.
AWOS-3 <b>120.625</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.7 (CTAF)</b>



	2700	NURBE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 27).		4 NM Holding Pattern
			BUMCE	ELEFY	LOPYU
		RW23	230°	2800	050° 2800
			2400	2800	← 230°
			5 NM	4.5 NM	4.4 NM
GP 3.00° TCH 40					
CATEGORY	A	B	C	D	
LPV DA	1005-1 250 (300-1)				NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

NORWALK, OHIO

AL-6640 (FAA)

16175

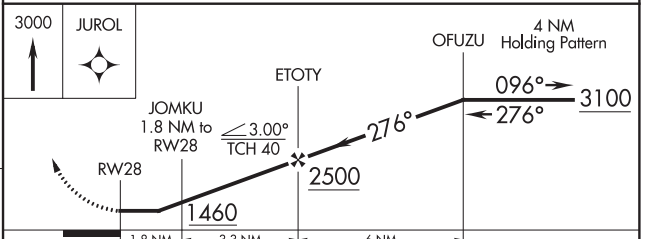
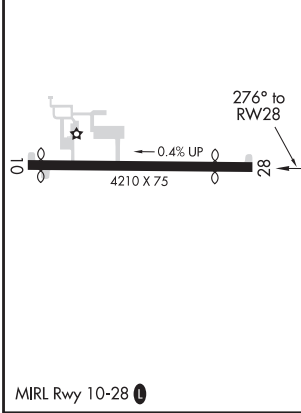
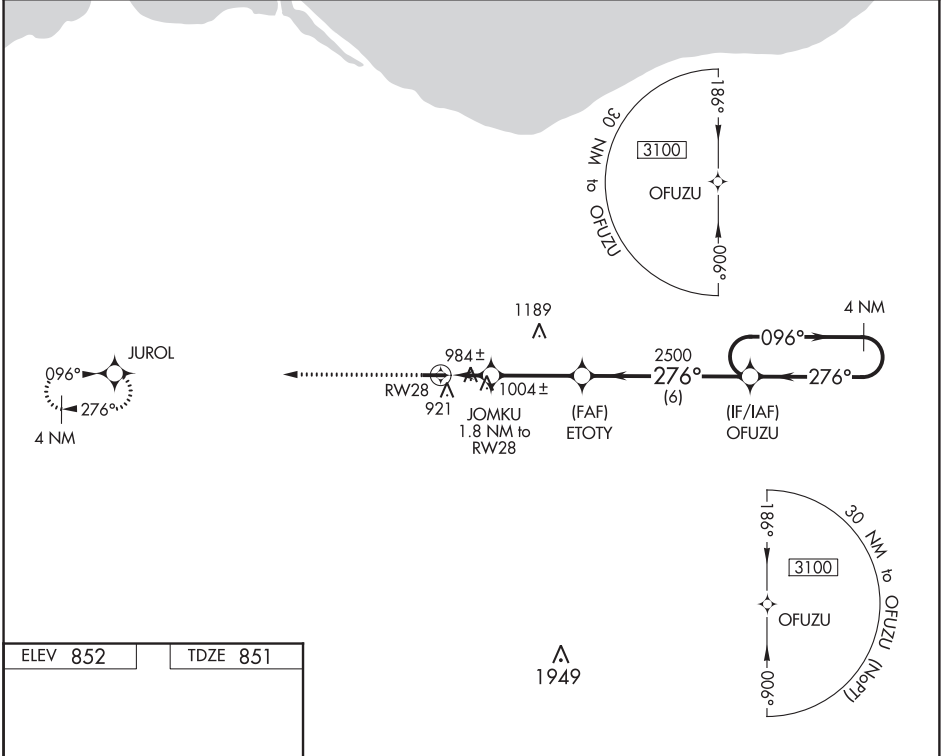
WAAS CH <b>86835</b> <b>W28A</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev	<b>3542</b> <b>851</b> <b>852</b>
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# RNAV (GPS) RWY 28

NORWALK-HURON COUNTY (5A1)

▼ ▲ NA	Use Cleveland-Hopkins Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3000 direct JUROL and hold.
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CLEVELAND-HOPKINS INTL ASOS <b>127.85</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LP MDA	1320-1	469 (500-1)	1320-1 $\frac{3}{8}$ 469 (500-1 $\frac{3}{8}$ )	NA
LNAV MDA	1340-1	489 (500-1)	1340-1 $\frac{3}{8}$ 489 (500-1 $\frac{3}{8}$ )	NA
<b>C</b> CIRCLING	1400-1 548 (600-1)	1420-1 568 (600-1)	1440-1 $\frac{1}{2}$ 588 (600-1 $\frac{1}{2}$ )	NA

NORWALK, OHIO  
Orig-A 23JUN16

41°15'N-82°33'W

# NORWALK-HURON COUNTY (5A1)

## RNAV (GPS) RWY 28

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86514</b> <b>W09A</b>	APP CRS <b>095°</b>	Rwy Idg TDZE Apt Elev	<b>4504</b> <b>759</b> <b>764</b>
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# RNAV (GPS) RWY 9

PUTNAM COUNTY (OWX)

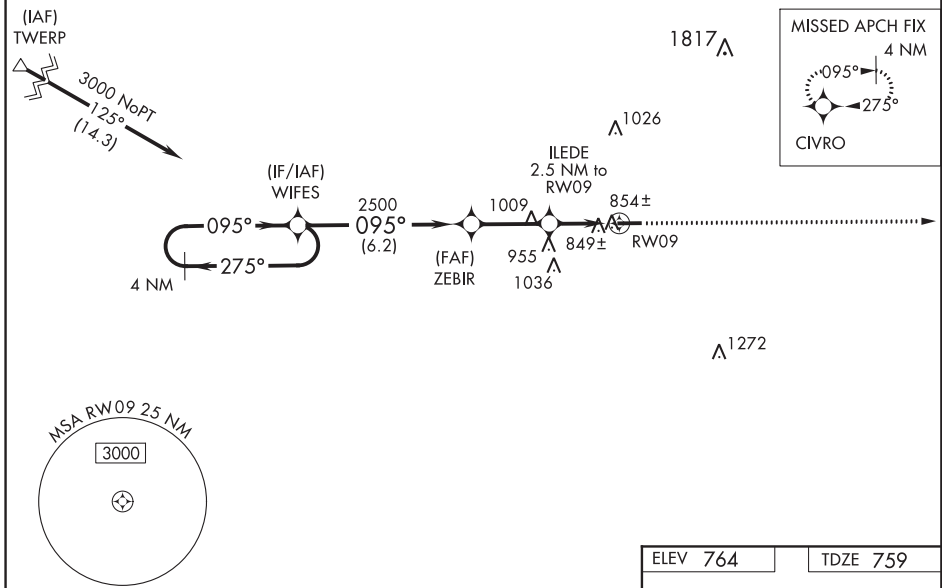
**⚠** Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

**⚠** NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 40 feet, increase LPV all Cats visibility ¼ mile. VDP NA when using Findlay altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct CIVRO and hold.

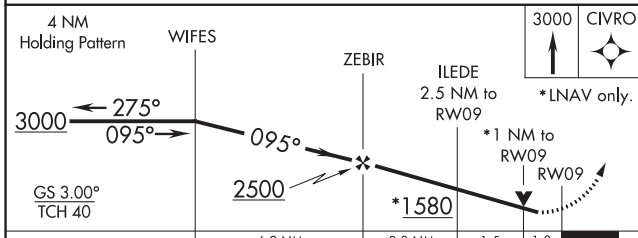
AWOS-3 <b>120.525</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>122.7 (CTAF) 0</b>
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Procedure NA for arrivals at TWERP via V8-422 westbound and V96 westbound.



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 764	TDZE 759
REIL Rwy 9 and 27 0 MIRL Rwy 9-27 0	

CATEGORY	A	B	C	D
LPV DA	1047-1	288 (300-1)		NA
LNAV/ VNAV DA	1146-1 ½	387 (400-1 ½)		NA
LNAV MDA	1120-1	361 (400-1)		NA
CIRCLING	1200-1 436 (500-1)	1220-1 456 (500-1)		NA



OTTAWA, OHIO

AL-6287 (FAA)

15120

WAAS CH <b>97614</b> <b>W27A</b>	APP CRS <b>275°</b>	Rwy ldg TDZE Apt Elev	<b>4477</b> <b>764</b> <b>764</b>
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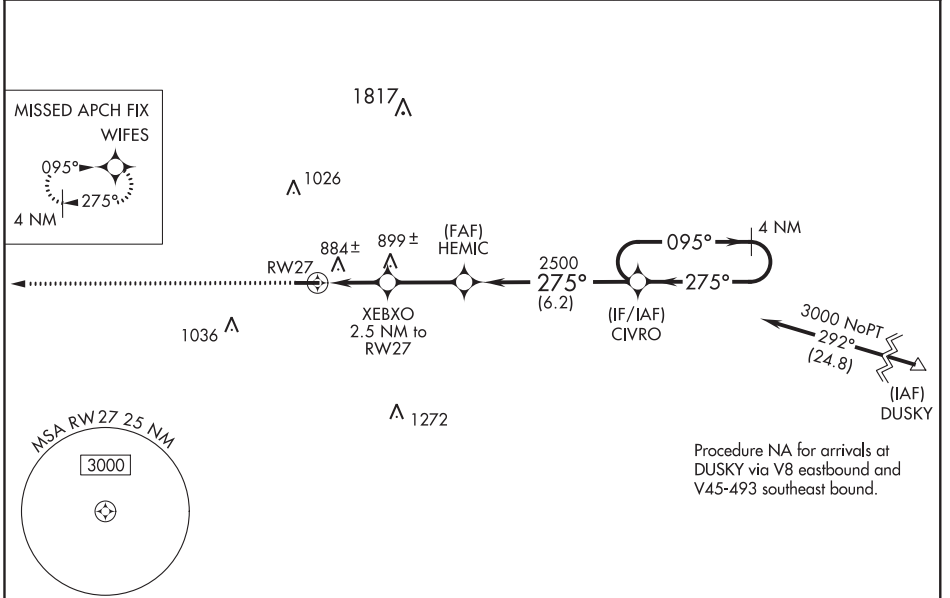
# RNAV (GPS) RWY 27

PUTNAM COUNTY (OWX)

**▽** Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
**△** NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Findlay altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct WIFES and hold.

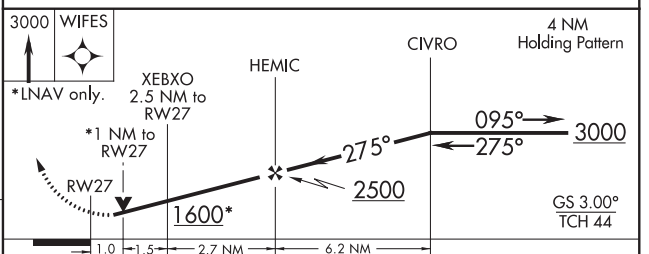
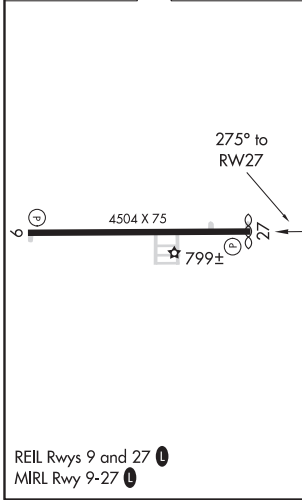
AWOS-3 <b>120.525</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>122.7 (CTAF) 0</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 764	TDZE 764
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CATEGORY	A	B	C	D
LPV DA	1049-1	285 (300-1)		NA
LNAV/VNAV DA	1186-1½	422 (500-1½)		NA
LNAV MDA	1140-1	376 (400-1)		NA
CIRCLING	1200-1 436 (500-1)	1220-1 456 (500-1)		NA

OTTAWA, OHIO  
Orig 27AUG09

41°02'N-83°59'W

# PUTNAM COUNTY (OWX) RNAV (GPS) RWY 27

VORTAC FBC <b>108.2</b> Chan 19	APP CRS <b>298°</b>	Rwy Idg TDZE Apt Elev	<b>4477</b> <b>764</b> <b>764</b>
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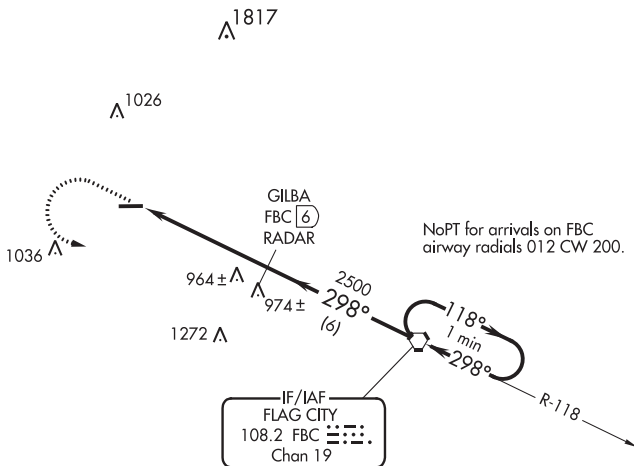
# VOR RWY 27

PUTNAM COUNTY (OWX)

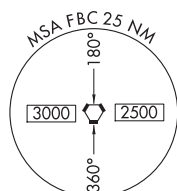
**NA** DME or Radar Required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2500 via FBC VORTAC R-298, then left turn direct FBC VORTAC and hold.

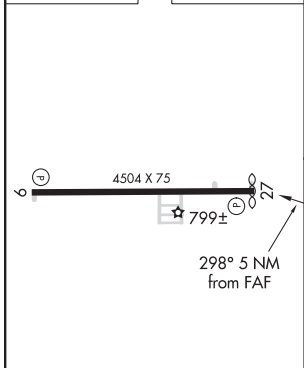
AWOS-3 <b>120.525</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>122.7 (CTAF) 0</b>
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IF/IAF  
FLAG CITY  
108.2 FBC  
Chan 19

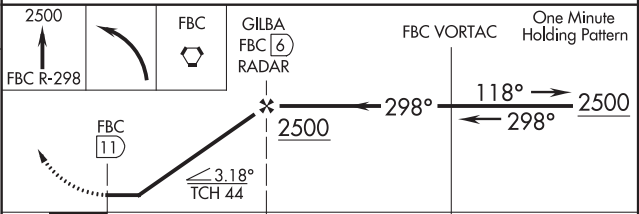


ELEV 764	TDZE 764
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REIL Rwy 9 and 27 **0**  
MIRL Rwy 9-27 **0**

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-27	1220-1	456 (500-1)	NA	
CIRCLING	1220-1	456 (500-1)	NA	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>49228</b> <b>W05A</b>	APP CRS <b>050°</b>	Rwy Idg <b>3741</b> TDZE <b>1041</b> Apt Elev <b>1041</b>
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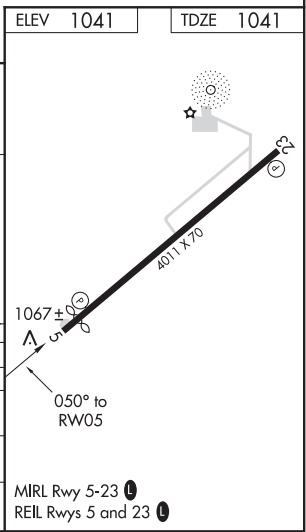
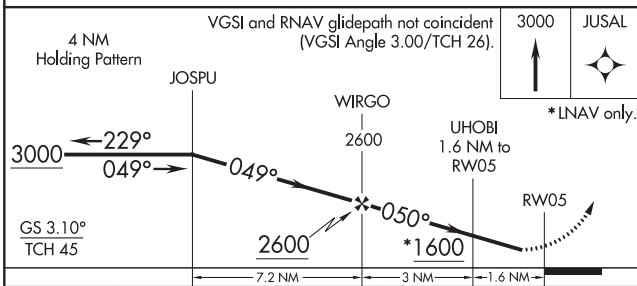
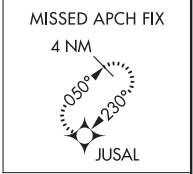
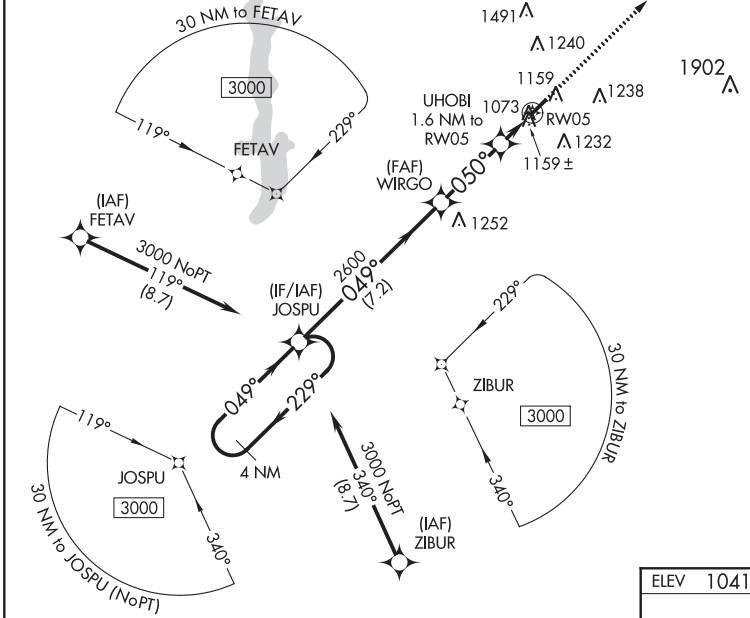
# RNAV (GPS) RWY 5

MIAMI UNIVERSITY (OXD)

**▼** When VGSI inop, Circling Rwy 23 NA at night. Baro-VNAV NA when using Covington altimeter setting. When VGSI inop, Straight-in/Circling Rwy 5 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Covington altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase LPV all Cats visibility 1/8 mile, increase LNAV/VNAV all Cats visibility 1/4 mile, increase LNAV Cat C visibility 3/8 mile and increase Circling Cat C visibility 1/4 mile.

**MISSED APPROACH:** Climb to 3000 direct JUSAL and hold.

AWOS-3PT <b>118.625</b>	CINCINNATI APP CON <b>121.0 257.725</b>	UNICOM <b>122.8</b> (CTAF)	<b>122.9</b>
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CATEGORY	A	B	C	D
LPV DA	1304-1	263 (300-1)		NA
LNAV/VNAV DA	1330-1	289 (300-1)		NA
LNAV MDA	1420-1	379 (400-1)		NA
CIRCLING	1460-1 419 (500-1)	1500-1 459 (500-1)	1600-1½ 559 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>56528</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Idg TDZE Apt Elev	<b>3741</b> <b>1041</b> <b>1041</b>
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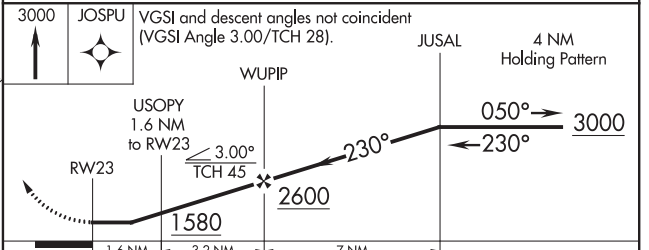
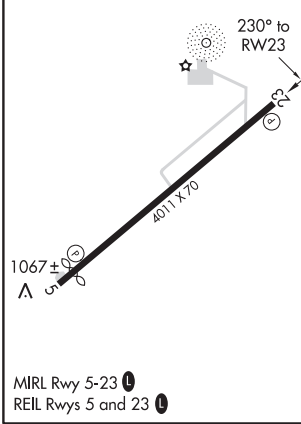
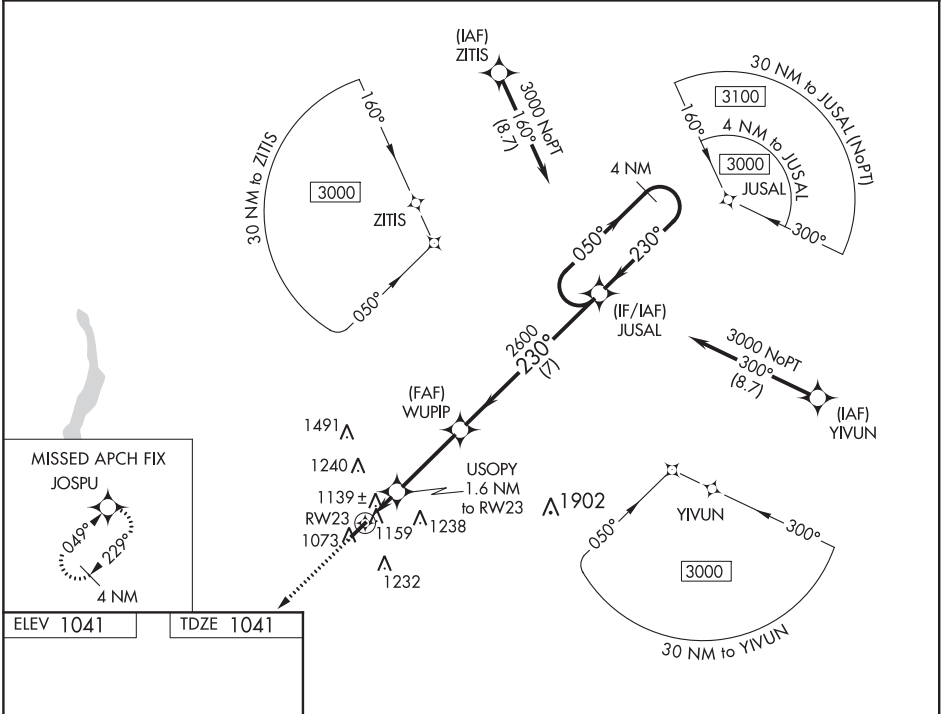
# RNAV (GPS) RWY 23

MIAMI UNIVERSITY (OXD)

**⚠** When VGSI inop, Circling Rwy 5 NA at night. When VGSI inop, Straight-in/Circling Rwy 23 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Covington altimeter setting and increase all MDA 100 feet, increase LP Cat C visibility 3/8 mile, increase LNAV and Circling Cat C visibility 1/4 mile.

**⚠ NA** MISSED APPROACH: Climb to 3000 direct JOSPU and hold.

AWOS-3PT <b>118.625</b>	CINCINNATI APP CON <b>121.0 257.725</b>	UNICOM <b>122.8 (CTAF)</b>	<b>122.9</b> <b>0</b>
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CATEGORY	A	B	C	D	
LP MDA	1400-1			359 (400-1)	NA
LNAV MDA	1420-1	379 (400-1)	1420-1 1/8 379 (400-1 1/8)	NA	
CIRCLING	1460-1 419 (500-1)	1500-1 459 (500-1)	1600-1 1/2 559 (600-1 1/2)	NA	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

PAINESVILLE, OHIO

AL-5432 (FAA)

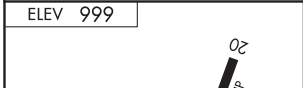
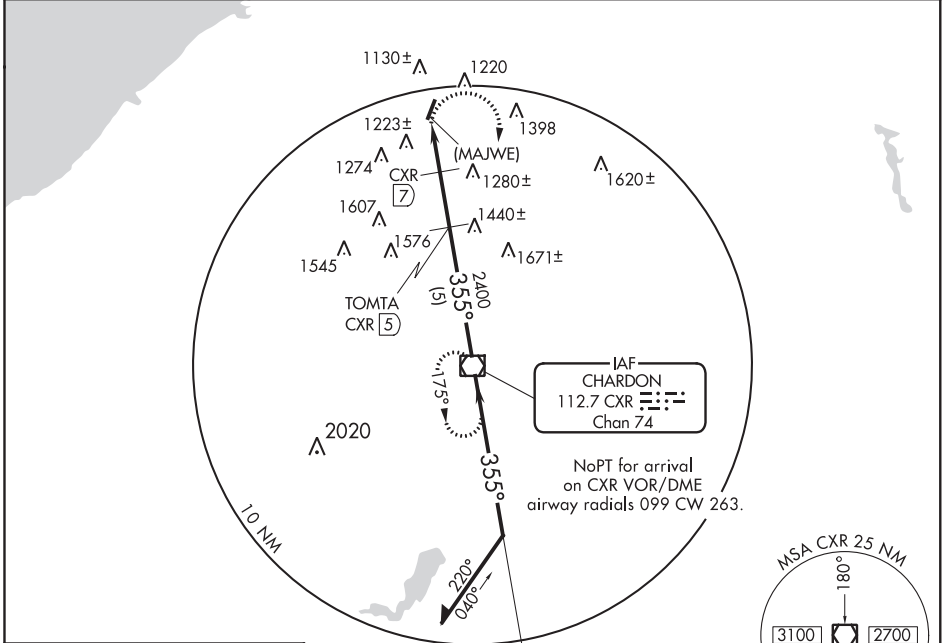
10322

VOR/DME CXR <b>112.7</b> Chan <b>74</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev <b>999</b>	<b>N/A</b> <b>N/A</b> <b>999</b>
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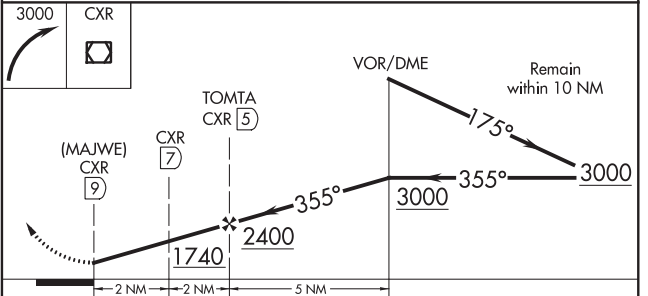
**VOR or GPS-A**  
PAINESVILLE/ CONCORD AIRPARK (2G1)

<b>NA</b> Procedure not authorized at night. Use Cleveland-Hopkins altimeter setting. DME required.	MISSED APPROACH: Climbing right turn to 3000 direct CXR VOR/DME and hold.
--	--

CLEVELAND APP CON <b>125.35 354.025</b>	UNICOM <b>122.8</b> (CTAF)
--	-------------------------------



ELEV 999					
LURL Rwy 2-20					
FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
CIRCLING	1740-1 741 (800-1)	1740-1¼ 741 (800-1¼)	1740-2¼ 741 (800-2¼)	NA
DME MINIMUMS				
CIRCLING	1640-1	641 (700-1)	1640-1¾ 641 (700-1¾)	NA

PAINESVILLE, OHIO  
Orig-B 18NOV10

41°40'N - 81°12'W

PAINESVILLE/ CONCORD AIRPARK (2G1)  
**VOR or GPS-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# ALPHE FOUR DEPARTURE (RNAV)

EC-2, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:**  
3000

CLEVELAND DEP CON  
125.35 346.32

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 2, 20:** Climb via assigned heading to 3000 thence....

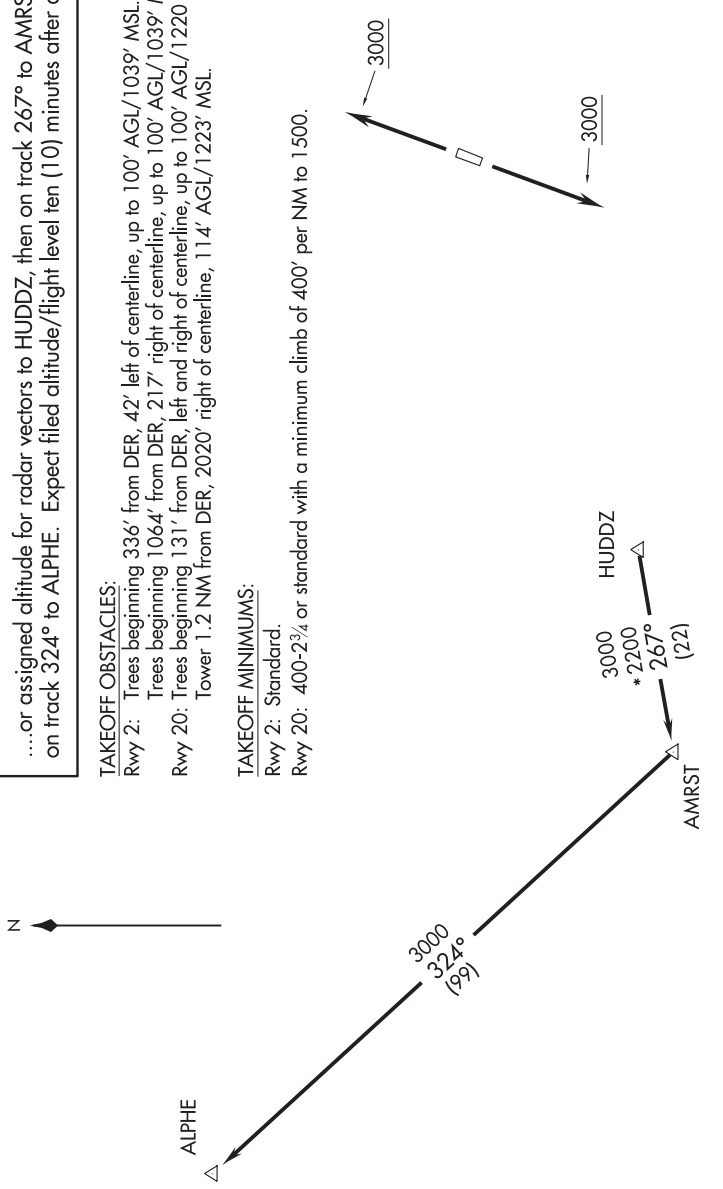
...or assigned altitude for radar vectors to HUDDZ, then on track 267° to AMRST, then on track 324° to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

### TAKEOFF OBSTACLES:

- Rwy 2: Trees beginning 336' from DER, 42' left of centerline, up to 100' AGL/1039' MSL. Trees beginning 1064' from DER, 217' right of centerline, up to 100' AGL/1039' MSL.
- Rwy 20: Trees beginning 131' from DER, left and right of centerline, up to 100' AGL/1220 MSL. Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

### TAKEOFF MINIMUMS:

- Rwy 2: Standard.
- Rwy 20: 400-2¾ or standard with a minimum climb of 400' per NM to 1500.



NOTE: Radar required for non-GPS equipped aircraft.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

MANSFIELD



NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

# ALPHE FOUR DEPARTURE (RNAV)

# AMRST FIVE DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017

CLEVELAND DEP CON  
125.35 346.32  
ATIS 132.375

**TOP ALTITUDE:**  
**3000**

CARLETON 115.7 CRL Chan 104
N42°02.88'-W83°27.45'
L-28, H-10

R-159

WATERVILLE 113.1 VVW Chan 78
N41°27.09' W83°38.32'
L-28, H-10

R-115

3000  
\*2200  
29.5°  
(32)

AMRST  
N41°14.70'  
W82°59.33'

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2, 20: Climb on assigned heading to 3000 thence....

....or assigned altitude for vectors to intercept DJB VOR/DME R-265, to AMRST INT then on (Transition).  
Expect filed altitude/flight level ten (10) minutes after departure.

CARLETON TRANSITION [AMRST5.CRL]: From over AMRST INT on CRL R-159 to CRL VORTAC.  
WATERVILLE TRANSITION [AMRST5.VVW]: From over AMRST INT on VVW R-115 to VVW VOR/DME.

### TAKEOFF OBSTACLES:

- Rwy 2: Trees beginning 336' from DER, 42' left of centerline, up to 100' AGL/1039' MSL  
Trees beginning 1064' from DER, 217' right of centerline, up to 100' AGL/1039' MSL.
- Rwy 20: Trees beginning 131' from DER, left and right of centerline, up to 100' AGL/1220 MSL.  
Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

### TAKEOFF MINIMUMS:

- Rwy 2: Standard.
- Rwy 20: 400-2<sup>3</sup>/<sub>4</sub> or standard with a minimum climb of 400' per NM to 1500.

DRYER 113.6 DJB Chan 83
N41°21.48' W82°09.72'

265°

HUDDZ  
N41°18.68'  
W82°30.59'

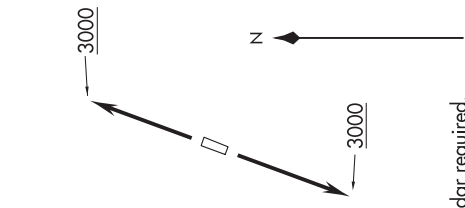
265° (22)

MANFIELD  
108.8 MFD  
Chan 25

38

R-011

(16)



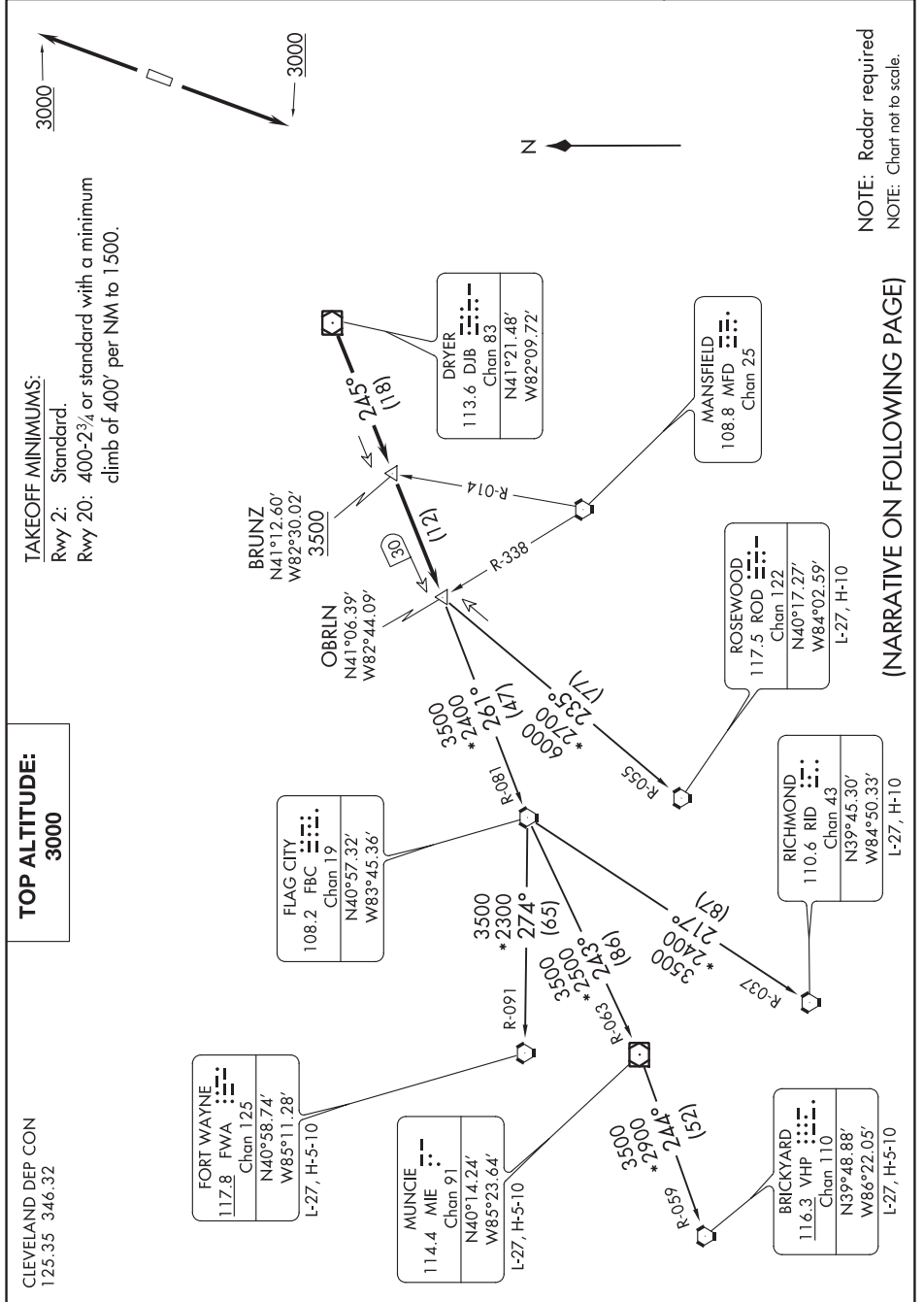
NOTE: Radar required.

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

# OBRLN FOUR DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017



NOTE: Radar required  
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-2, 10 NOV 2016 to 05 JAN 2017

# OBRLN FOUR DEPARTURE



# OBRLN FOUR DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2, 20: Climb via assigned heading to 3000, thence...

...or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRLN INT, then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRLN4.VHP): From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRLN4.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned). From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRLN4.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRLN4.RID): From over OBRLN INT via FBC R-081 to FBC VORTAC, then via FBC R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRLN4.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRLN INT via ROD R-055 to ROD VORTAC.

### TAKE-OFF OBSTACLES:

Rwy 2: Trees beginning 336' from DER, 42' left of centerline, up to 100' AGL/1039' MSL.

Trees beginning 1064' from DER, 217' right of centerline, up to 100' AGL/1039' MSL.

Rwy 20: Trees beginning 131' from DER, left and right of centerline, up to 100' AGL/1220 MSL.

Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>4400</b>
<b>009°</b>	TDZE	<b>777</b>
	Apt Elev	<b>779</b>

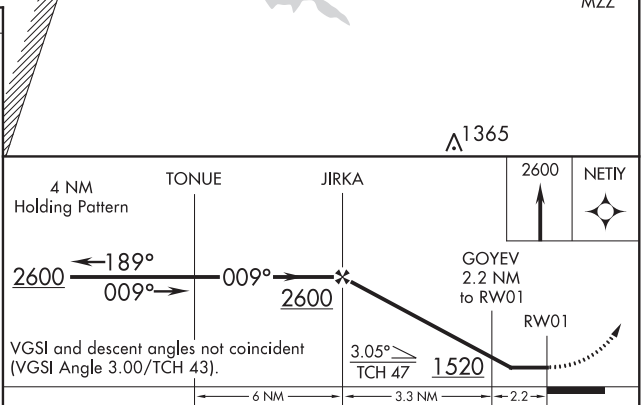
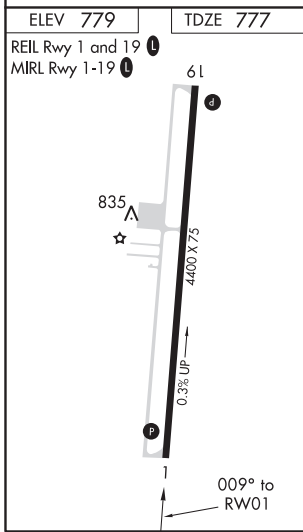
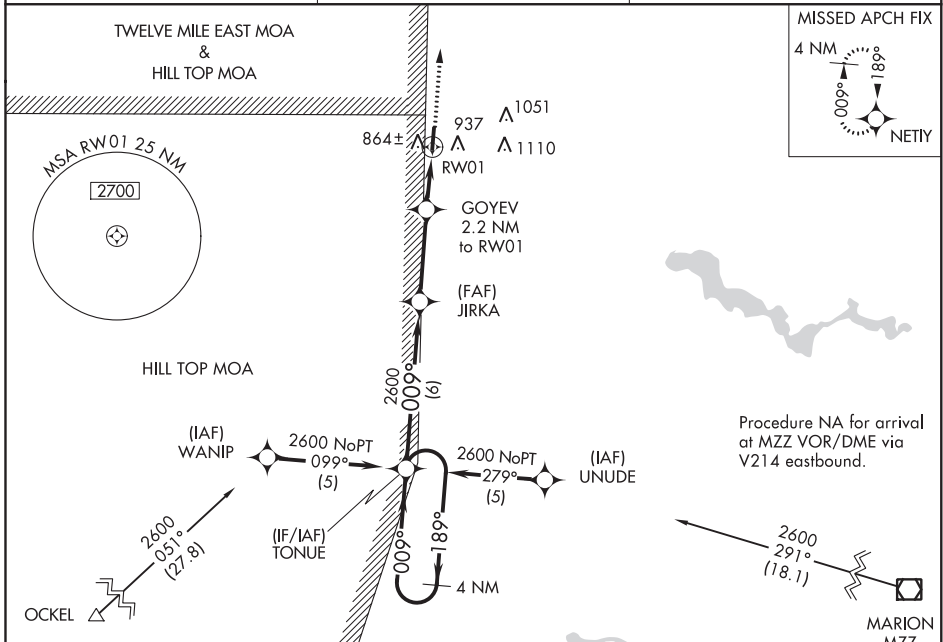
# RNAV (GPS) RWY 1

PERU MUNI (I76)

**▼** DME/DME RNP-0.3 NA. Night landing: Rwy 19 NA. Helicopter visibility reduction below 1 SM NA. Use Grissom ARB altimeter setting; when not received use Logansport altimeter setting and increase all MDA 40 feet, increase LNAV Cat C/D visibility ¼ mile.

**▲NA** MISSED APPROACH: Climb to 2600 direct NETIY and hold.

KOKOMO AWOS-3 <b>113.5</b>	GRISSOM APP CON* <b>121.05 338.275</b>	UNICOM <b>122.8</b> (CTAF) <b>📻</b>
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CATEGORY	A	B	C	D
LNAV MDA	1240-1	463 (500-1)	1240-1½ 463 (500-1½)	1240-1½ 463 (500-1½)
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

PERU, INDIANA

AL-6127 (FAA)

16175

WAAS CH <b>50438</b> W19A	APP CRS <b>189°</b>	Rwy Idg 4400
		TDZE 779
		Apt Elev 779

# RNAV (GPS) RWY 19

PERU MUNI (I76)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Use Grissom ARB altimeter setting; when not received use Logansport altimeter setting and increase all DA 8 feet; all MDA 40 feet; increase Circling Cat C and D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**  
Climb to 3000 direct TONUE and hold.

KOKOMO AWOS-3

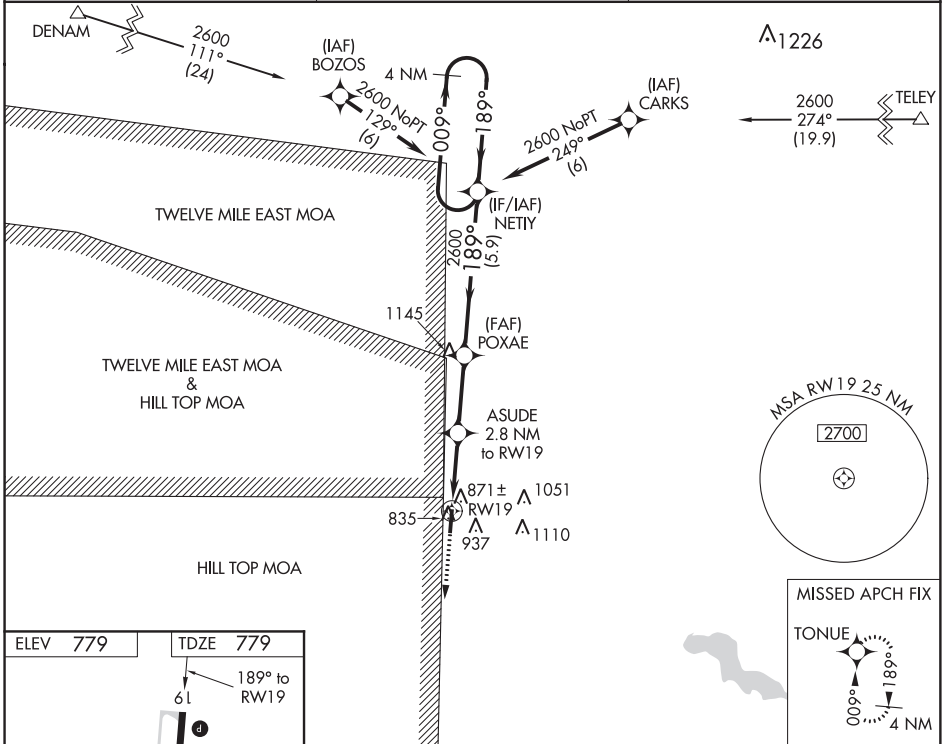
**113.5**

GRISSOM APP CON ★

**121.05 338.275**

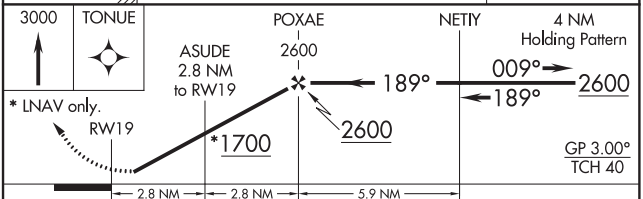
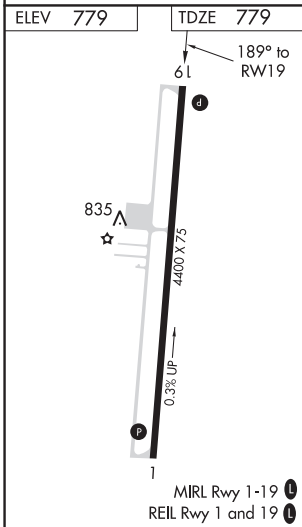
UNICOM

**122.8 (CTAF) ①**



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		1053-1	274 (300-1)	
LNAV/VNAV DA		1074-1	295 (300-1)	
LNAV MDA	1160-1	381 (400-1)	1160-1½	381 (400-1½)
<b>C</b> CIRCLING	1280-1	501 (600-1)	1500-2 721 (800-2)	1500-2¼ 721 (800-2¼)

PERU, INDIANA  
Amdt 1 23JUN16

40°47'N-86°09'W

# RNAV (GPS) RWY 19

PERU MUNI (I76)

VORTAC OKK <b>113.5</b> Chan <b>82</b>	APP CRS <b>345°</b>	Rwy Idg TDZE <b>777</b> Apt Elev <b>779</b>	<b>4400</b>
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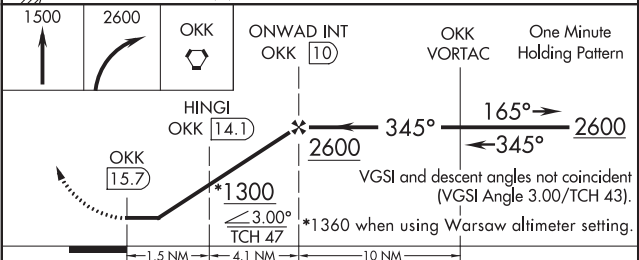
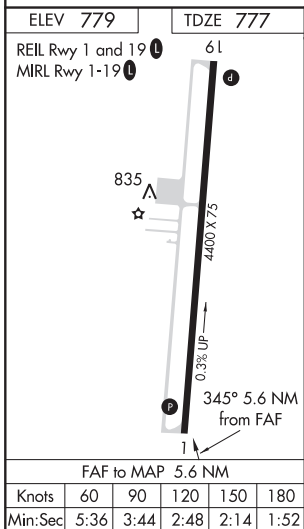
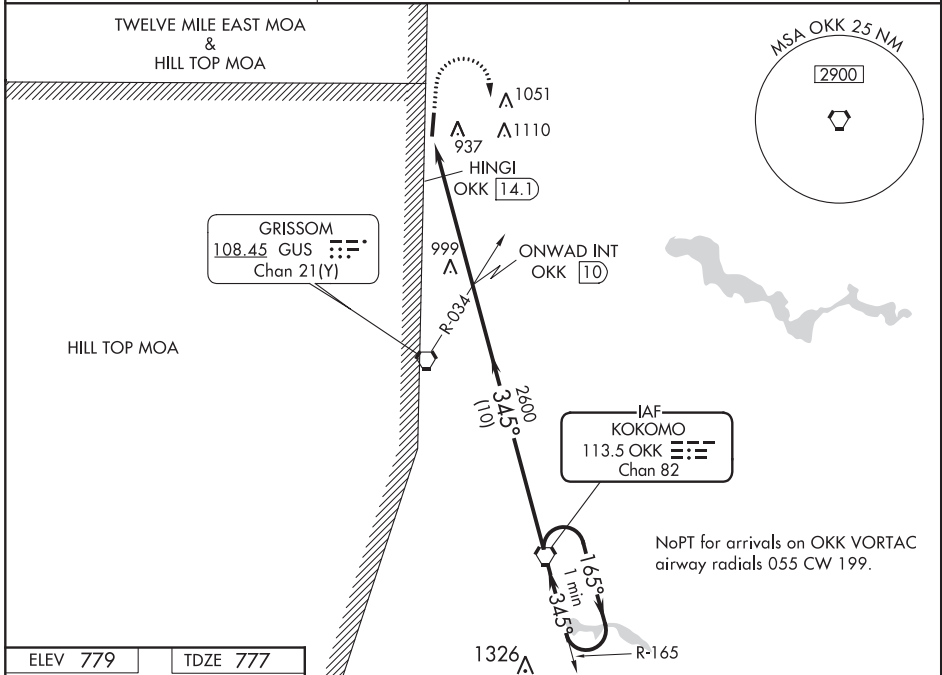
# VOR RWY 1

PERU MUNI (I76)

Straight-in Rwy 1 NA at night, Circling Rwy 1 NA at night. Helicopter visibility reduction below 1 SM NA. Use Grissom ARB altimeter setting; when not received, use Logansport altimeter setting and increase all MDA 40 feet, and visibility Cats C and D ½ SM.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2600 direct OKK VORTAC and hold.

KOKOMO AWOS-3 <b>113.5</b>	GRISSOM APP CON * <b>121.05 338.275</b>	UNICOM <b>122.8</b> (CTAF) <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">1</span>
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CATEGORY	A	B	C	D
S-1	1300-1 523 (600-1)		1300-1½ 523 (600-1½)	1300-1¾ 523 (600-1¾)
CIRCLING	1300-1 521 (600-1)		1300-1½ 521 (600-1½)	1340-2 561 (600-2)
HINGI DME FIX MINIMUMS				
S-1	1240-1 463 (500-1)		1240-1¼ 463 (500-1¼)	1240-1½ 463 (500-1½)
CIRCLING	1300-1 521 (600-1)		1300-1½ 521 (600-1½)	1340-2 561 (600-2)

PHILLIPSBURG, OHIO

AL-6307 (FAA)

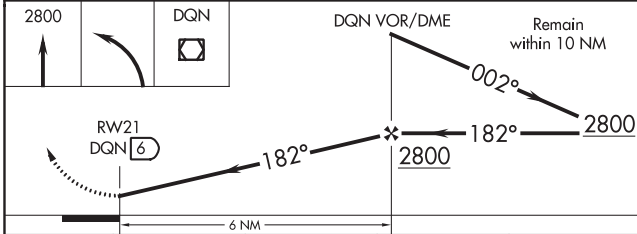
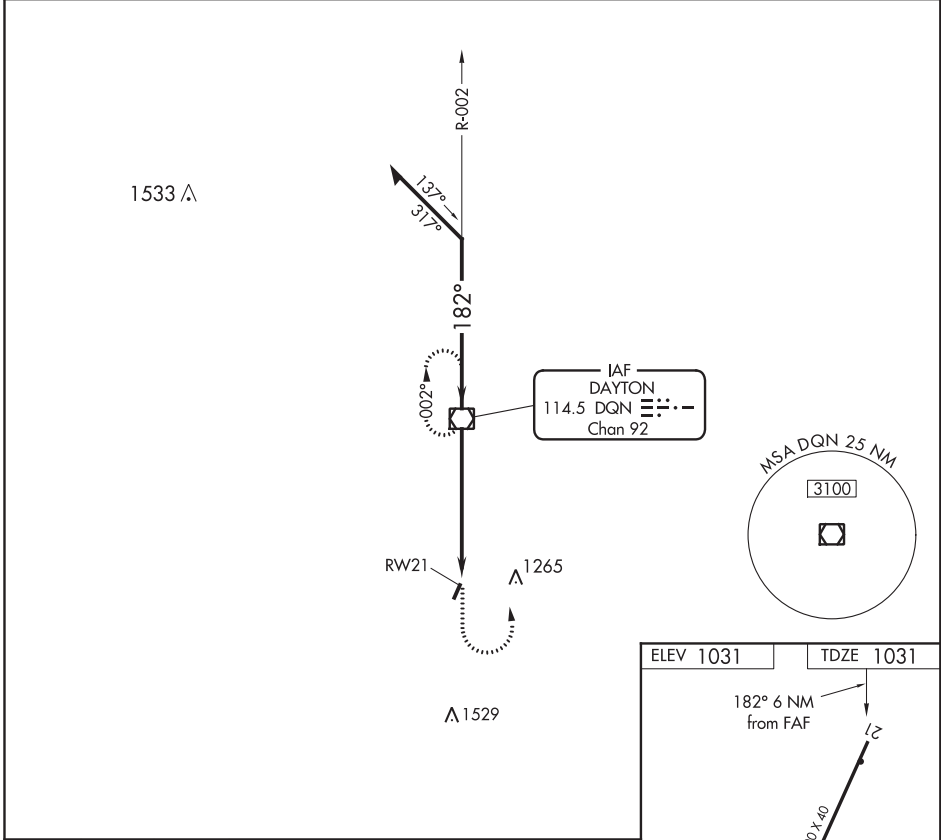
16175

VOR/DME DQN <b>114.5</b> Chan <b>92</b>	APP CRS <b>182°</b>	Rwy Idg TDZE Apt Elev	<b>3000</b> <b>1031</b> <b>1031</b>
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# VOR or GPS RWY 21

PHILLIPSBURG (3I7)

<p>▼ ▲ NA</p> <p>Use Dayton Intl altimeter setting. Night landing: Rwy 3 NA.</p>	<p>MISSED APPROACH: Climb to 2800 then left turn direct DQN VOR/DME and hold.</p>
<p>COLUMBUS APP CON <b>118.425 352.05</b></p>	<p>UNICOM <b>122.7 (CTAF)</b></p>



ELEV 1031	TDZE 1031
<p>182° 6 NM from FAF</p> <p>3000 x 40</p> <p>21</p> <p>3</p>	
<p>LIRL Rwy 3-21 REIL Rwys 3 and 21</p>	
<p>FAF to MAP 6 NM</p>	
Knots	60 90 120 150 180
Min:Sec	6:00 4:00 3:00 2:24 2:00

CATEGORY	A	B	C	D
S-21	1420-1 389 (400-1)			NA
CIRCLING	1540-1	509 (600-1)	1540-1½ 509 (600-1½)	NA

PHILLIPSBURG, OHIO  
Amdt 3A 23JUN16

39°55'N-84°24'W

# VOR or GPS RWY 21

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>081°</b>	Rwy Idg <b>3998</b>
	TDZE <b>994</b>
	Apt Elev <b>994</b>

# RNAV (GPS) RWY 8

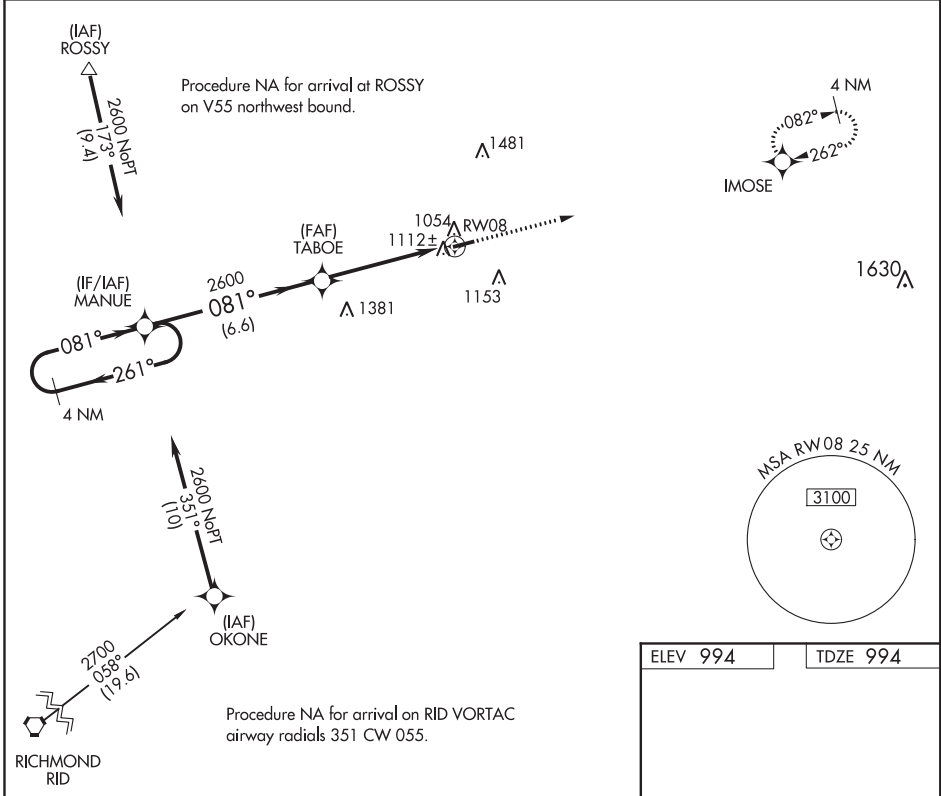
PIQUA AIRPORT-HARTZELL FIELD (I17)

**NA** Use James M. Cox Dayton Intl altimeter setting.  
DME/DME RNP-0.3 NA. Night Landing: Rwy 8 NA.  
Helicopter visibility reduction below 1 SM NA.

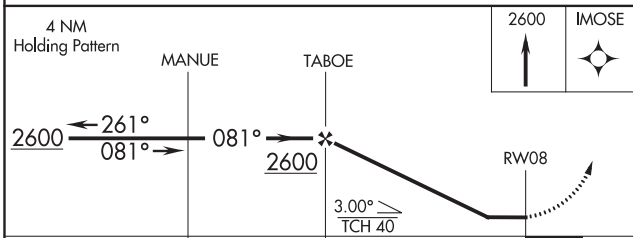
MISSED APPROACH: Climb to 2600  
direct IMOSE WP and hold.

COLUMBUS APP CON  
**118.425 352.05**

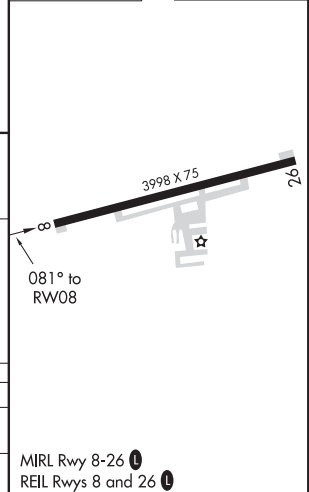
UNICOM  
**123.0** (CTAF) **1**



ELEV 994	TDZE 994
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CATEGORY	A	B	C	D
LNAV MDA	1420-1	426 (500-1)	1420-1¼	426 (500-1¼)
CIRCLING	1460-1	466 (500-1)	1460-1½	1560-2 466 (500-1½) 566 (600-2)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>262°</b>	Rwy Idg <b>3998</b>
	TDZE <b>987</b>
	Apt Elev <b>994</b>

# RNAV (GPS) RWY 26

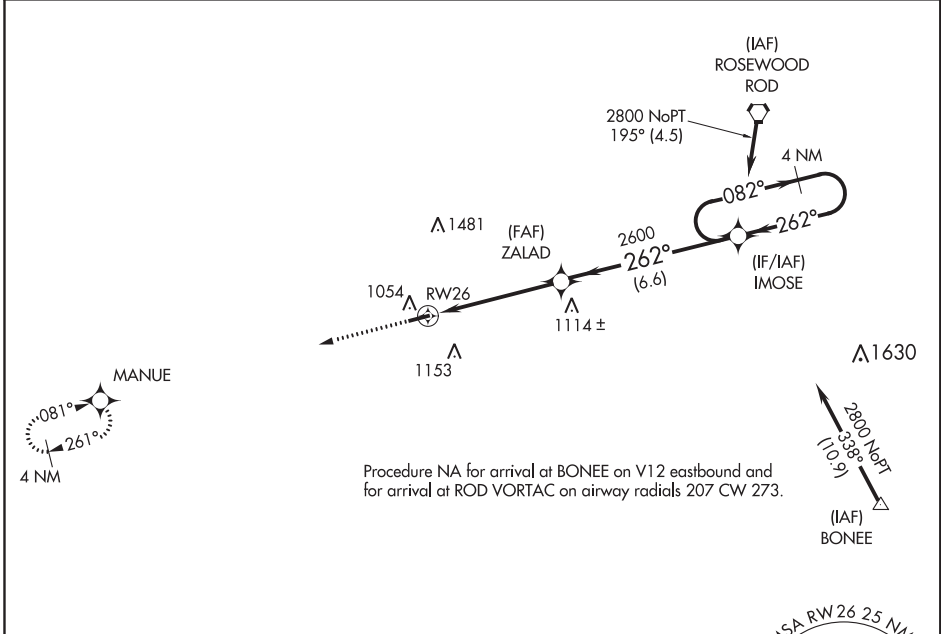
PIQUA AIRPORT-HARTZELL FIELD (I17)

**NA** Use James M. Cox Dayton Intl altimeter setting.  
DME/DME RNP-0.3 NA. Night Landing: Rwy 8 NA.

MISSED APPROACH: Climb to 2600  
direct MANUE WP and hold.

COLUMBUS APP CON  
**118.425 352.05**

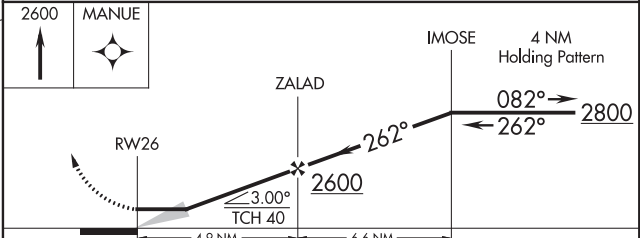
UNICOM  
**123.0 (CTAF)**



EC-2, 10 NOV 2016 to 05 JAN 2017

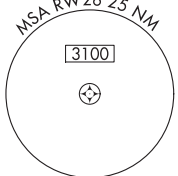
EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 994	TDZE 987
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CATEGORY	A	B	C	D
RNAV MDA	1500-1	513 (600-1)	1500-1½ 513 (600-1½)	1500-1¾ 513 (600-1¾)
CIRCLING	1500-1	506 (600-1)	1500-1½ 506 (600-1½)	1560-2 566 (600-2)

MIRL Rwy 8-26 **I**  
REIL Rwy 8 and 26 **I**



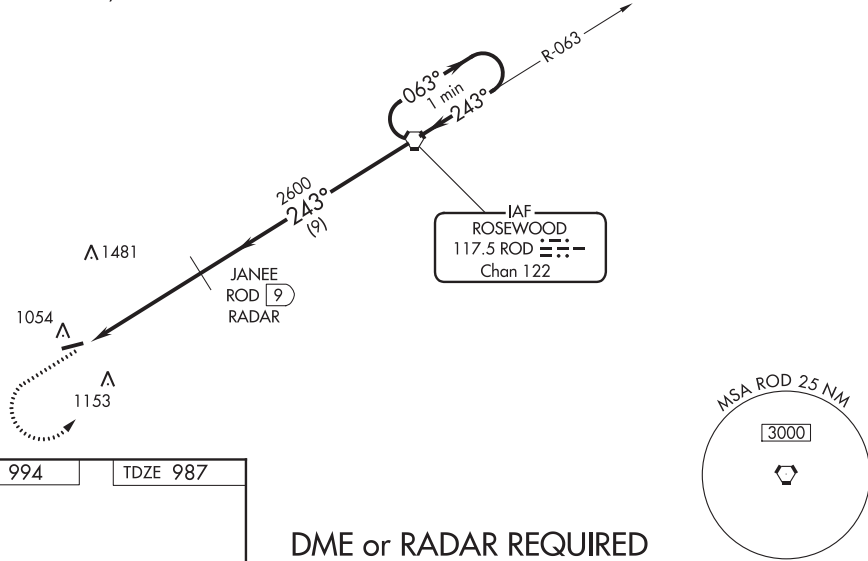
VORTAC ROD <b>117.5</b> Chan <b>122</b>	APP CRS <b>243°</b>	Rwy Idg TDZE Apt Elev	<b>3998</b> <b>987</b> <b>994</b>
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**VOR RWY 26**  
PIQUA AIRPORT-HARTZELL FIELD (I17)

<p><b>▽</b> Use James M. Cox Dayton Intl altimeter setting. <b>▲</b> NA Night Landing: Rwy 8 NA.</p>	<p>MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.</p>
<p>COLUMBUS APP CON <b>118.425 352.05</b></p>	<p>UNICOM <b>123.0</b> (CTAF) <b>①</b></p>

NoPT for arrival on ROD VORTAC  
airway radials 023 CW 088.

1836 **▲**



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 994	TDZE 987
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MIRL Rwy 8-26 **①**  
REIL Rwys 8 and 26 **①**

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

**DME or RADAR REQUIRED**

3000	ROD <b>①</b>	ROD VORTAC	One Minute Holding Pattern
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CATEGORY	A	B	C	D
S-26	1500-1 513 (600-1)	1500-1½ 513 (600-1½)	1500-1¾ 513 (600-1¾)	1500-2 513 (600-2)
CIRCLING	1500-1 506 (600-1)	1500-1½ 506 (600-1½)	1500-2 565 (600-2)	



PIQUA, OHIO

AL-5022 (FAA)

16119

VOR/DME DGN <b>114.5</b> Chan <b>92</b>	APP CRS <b>025°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>994</b>
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**VOR-A**

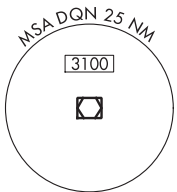
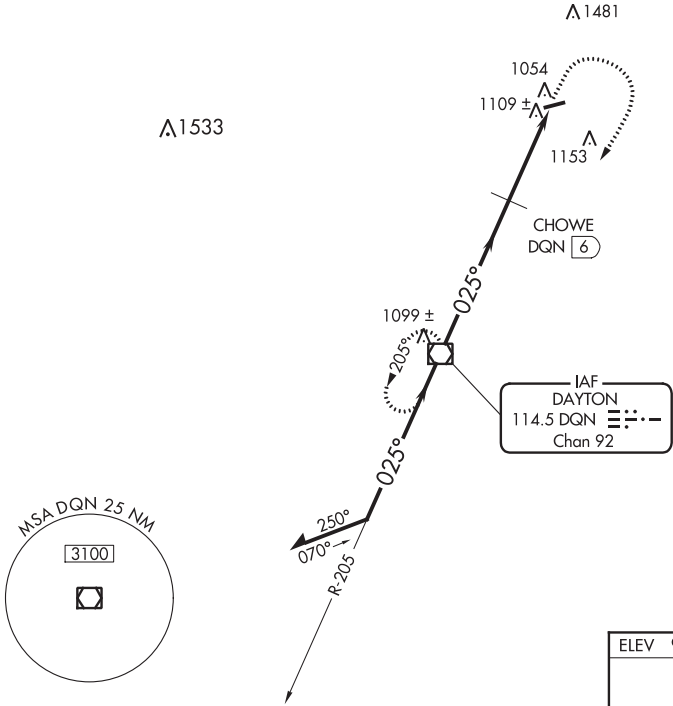
PIQUA AIRPORT-HARTZELL FIELD (I17)

**NA** Use James M. Cox Dayton Intl altimeter setting.  
Night Landing: Rwy 8 NA.

MISSED APPROACH: Climbing right turn to 3000 direct DGN VOR/DME and hold.

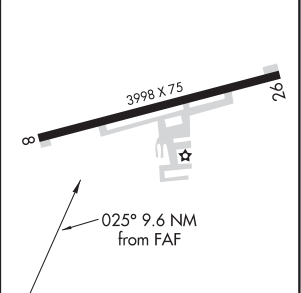
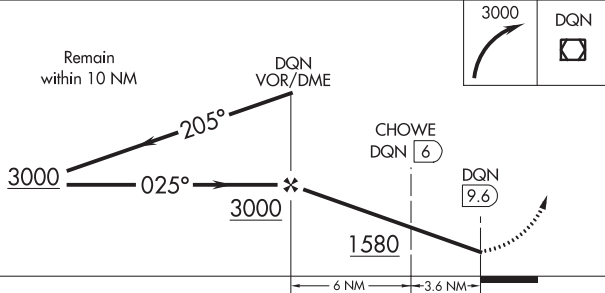
COLUMBUS APP CON  
**118.425 352.05**

UNICOM  
**123.0 (CTAF) 1**



IAF  
DAYTON  
114.5 DGN  
Chan 92

ELEV 994



CATEGORY	A	B	C	D
CIRCLING	1680-1	686 (700-1)	1680-2	1680-2¼
CHOWE FIX MINIMUMS				
CIRCLING	1500-1	506 (600-1)	1500-1½	1560-2
			506 (600-1½)	566 (600-2)

FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

PIQUA, OHIO  
Amdt 13B 28APR16

40°10'N-84°19'W

PIQUA AIRPORT-HARTZELL FIELD (I17)

**VOR-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>86338</b> <b>W10A</b>	APP CRS <b>101°</b>	Rwy Idg <b>4400</b> TDZE <b>796</b> Apt Elev <b>800</b>
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# RNAV (GPS) RWY 10

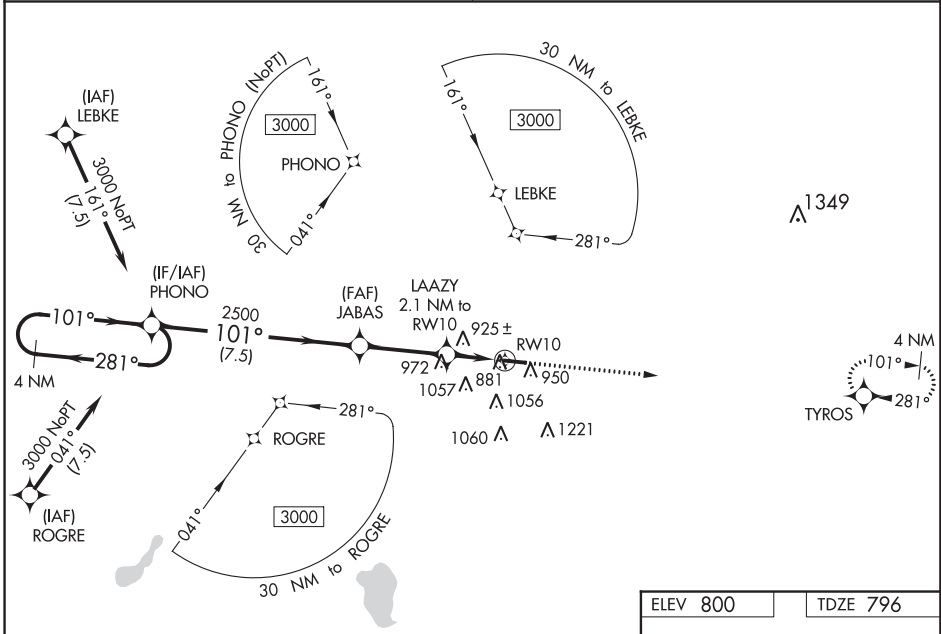
PLYMOUTH MUNI (C65)

**NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using South Bend altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting and increase LPV DA to 1136 feet and visibility all Cats 1/8 mile, LNAV/VNAV DA to 1114 ft and visibility all Cats 1/8 mile, all MDA 60 feet and LNAV and Circling Cat C visibility 1/4 mile.

**MISSED APPROACH:**  
Climb to 3000 direct TYROS and hold.

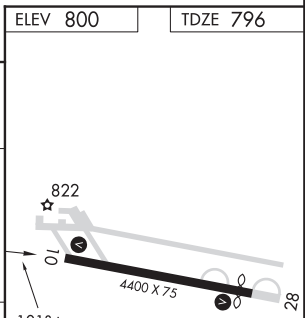
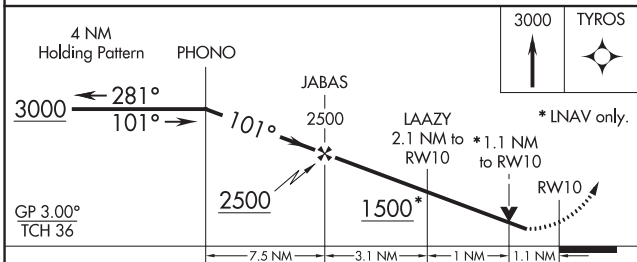
**SOUTH BEND APP CON \***  
**132.05 257.8**

**UNICOM**  
**122.8 (CTAF)**



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1088-1 292 (300-1)			NA
LNAV/VNAV DA	1066-1 270 (300-1)			NA
LNAV MDA	1180-1 384 (400-1)		1180-1 384 (400-1 1/8)	NA
<b>C</b> CIRCLING	1280-1 480 (500-1)	1360-1 560 (600-1)	1540-2 740 (800-2)	NA

MIRL Rwy 10-28  
REIL Rwy 10 and 28

WAAS CH <b>90238</b> <b>W28A</b>	APP CRS <b>281°</b>	Rwy Idg TDZE Apt Elev	<b>4100</b> <b>796</b> <b>800</b>
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# RNAV (GPS) RWY 28

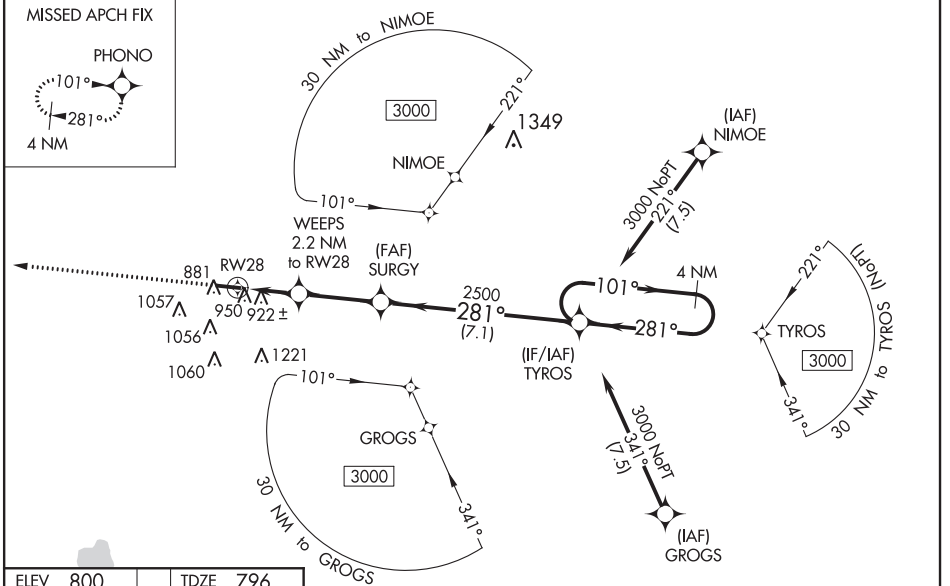
PLYMOUTH MUNI (C65)

**NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using South Bend altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting and increase LPV DA to 1147 feet and visibility all Cats ½ mile, LNAV/VNAV DA to 1224 feet and visibility all Cats ¼ mile, all MDA 60 feet and LNAV and Circling Cat C visibility ¼ mile.

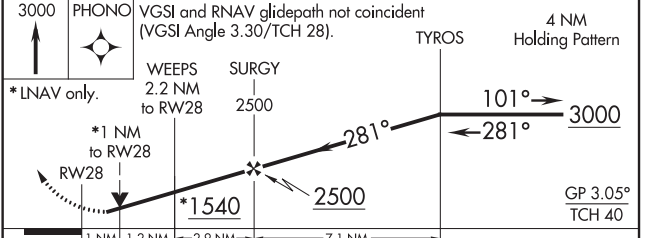
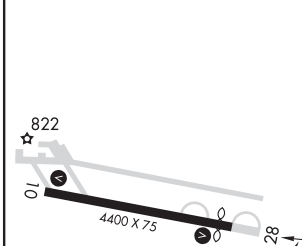
MISSED APPROACH: Climb to 3000 direct PHONO and hold.

SOUTH BEND APP CON ★ **132.05 257.8**

UNICOM **122.8 (CTAF) 0**



ELEV <b>800</b>	TDZE <b>796</b>
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CATEGORY	A	B	C	D
LPV DA	1099-1	303 (300-1)		NA
LNAV/VNAV DA	1176-1¼	380 (400-1¼)		NA
LNAV MDA	1180-1	384 (400-1)	1180-1⅛ 384 (400-1⅛)	NA
<b>C</b> CIRCLING	1280-1 480 (500-1)	1360-1 560 (600-1)	1540-2 740 (800-2)	NA

MIRL Rwy 10-28 **0**  
REL Rwy 10 and 28 **0**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME OXI	APP CRS	Rwy Idg	4400
115.6	080°	TDZE	796
Chan 103		Apt Elev	800

# VOR RWY 10

PLYMOUTH MUNI (C65)

**NA** Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting, increase all MDA 60 feet and increase S-10 and Circling Cat C visibility ¼ mile. VDP NA when using South Bend altimeter setting. Helicopter visibility reduction below ¾ SM NA.

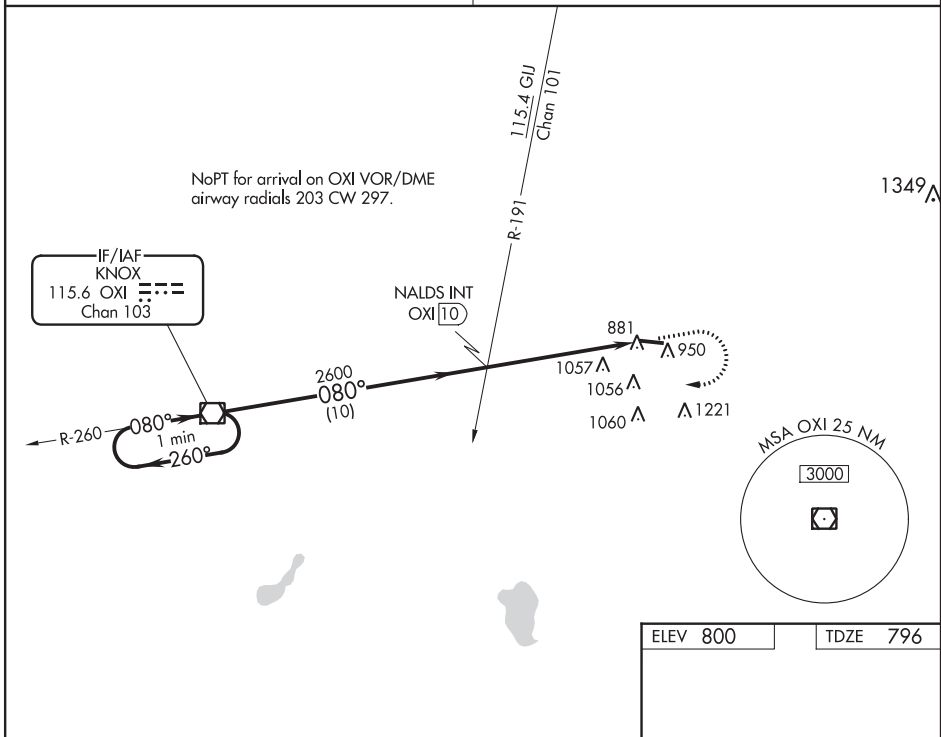
**MISSED APPROACH:** Climb to 1700 then climbing right turn to 2600 direct OXI VOR/DME and hold.

**SOUTH BEND APP CON \***  
132.05 257.8

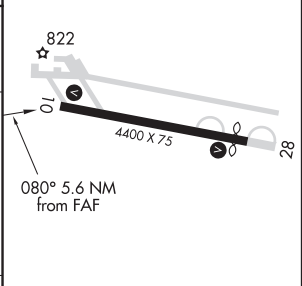
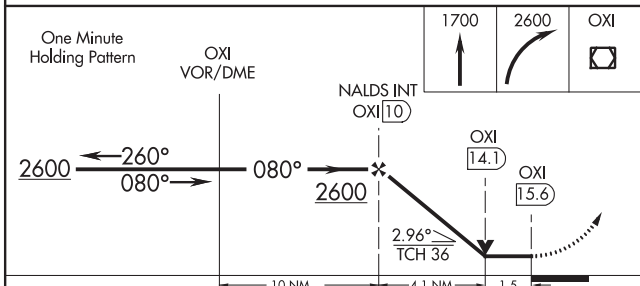
**UNICOM**  
122.8 (CTAF) **0**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 800	TDZE 796
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CATEGORY	A	B	C	D
S-10	1320-1	524 (600-1)	1320-1½ 524 (600-1½)	NA
<b>CIRCLING</b>	1320-1 520 (600-1)	1360-1 560 (600-1)	1540-2 740 (800-2)	NA

MIRL Rwy 10-28 **0**  
REIL Rwy 10 and 28 **0**

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

PLYMOUTH, INDIANA

AL-5658 (FAA)

16203

VOR/DME OXI <b>115.6</b> Chan <b>103</b>	APP CRS <b>261°</b>	Rwy Idg TDZE <b>796</b> Apt Elev <b>800</b>	<b>4100</b> <b>796</b> <b>800</b>
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# VOR RWY 28

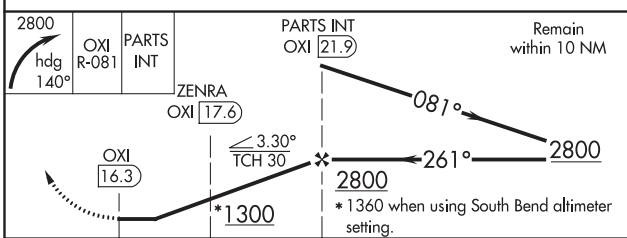
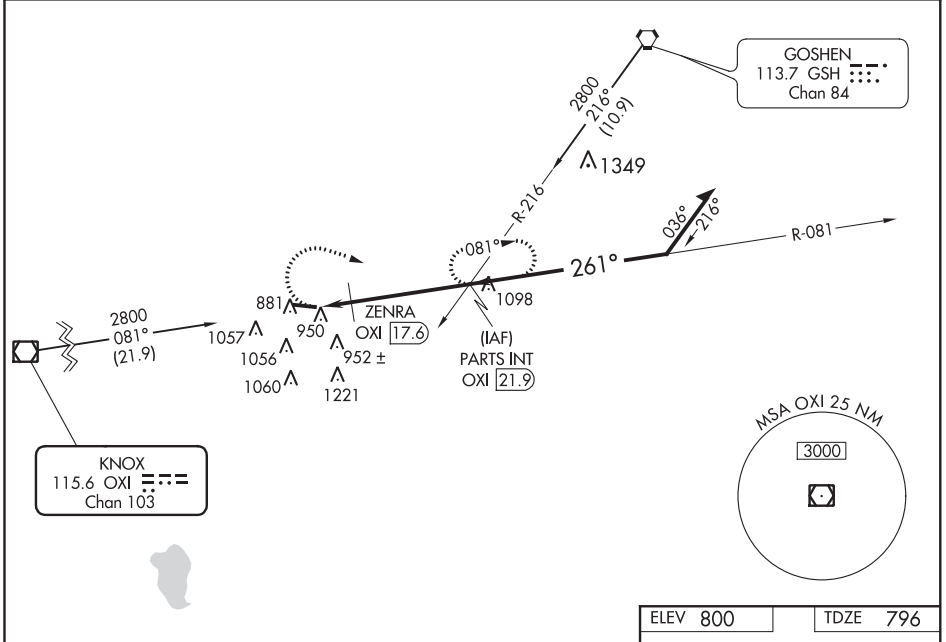
PLYMOUTH MUNI (C65)

**NA** Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting and increase all MDA 60 feet and increase S-28 Cat C and Circling Cat C visibility ¼ mile; increase ZENRA fix minimums S-28 Cat C visibility ½ mile and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

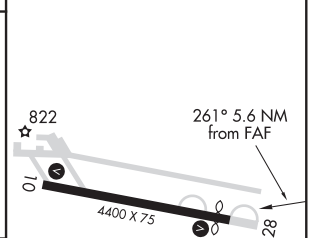
**MISSED APPROACH:** Climbing right turn to 2800 on heading 140° and OXI VOR/DME R-081 to PARTS INT/OXI 21.9 DME and hold.

SOUTH BEND APP CON \*  
**132.05 257.8**

UNICOM  
**122.8 (CTAF)**



ELEV 800	TDZE 796
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CATEGORY	A	B	C	D
S-28	1300-1	504 (500-1)	1300-1 3/8 504 (500-1 3/8)	NA
<b>C</b> CIRCLING	1300-1 500 (500-1)	1360-1 560 (600-1)	1540-2 740 (800-2)	NA
ZENRA FIX MINIMUMS				
S-28	1220-1	424 (500-1)	1220-1 1/4 424 (500-1 1/4)	NA
<b>C</b> CIRCLING	1280-1 480 (600-1)	1360-1 560 (600-1)	1540-2 740 (800-1)	NA

MIRL Rwy 10-28  
REIL Rwys 10 and 28

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

PLYMOUTH, INDIANA  
Amdt 11 07JAN16

41°22'N-86°18'W

# PLYMOUTH MUNI (C65)

## VOR RWY 28

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

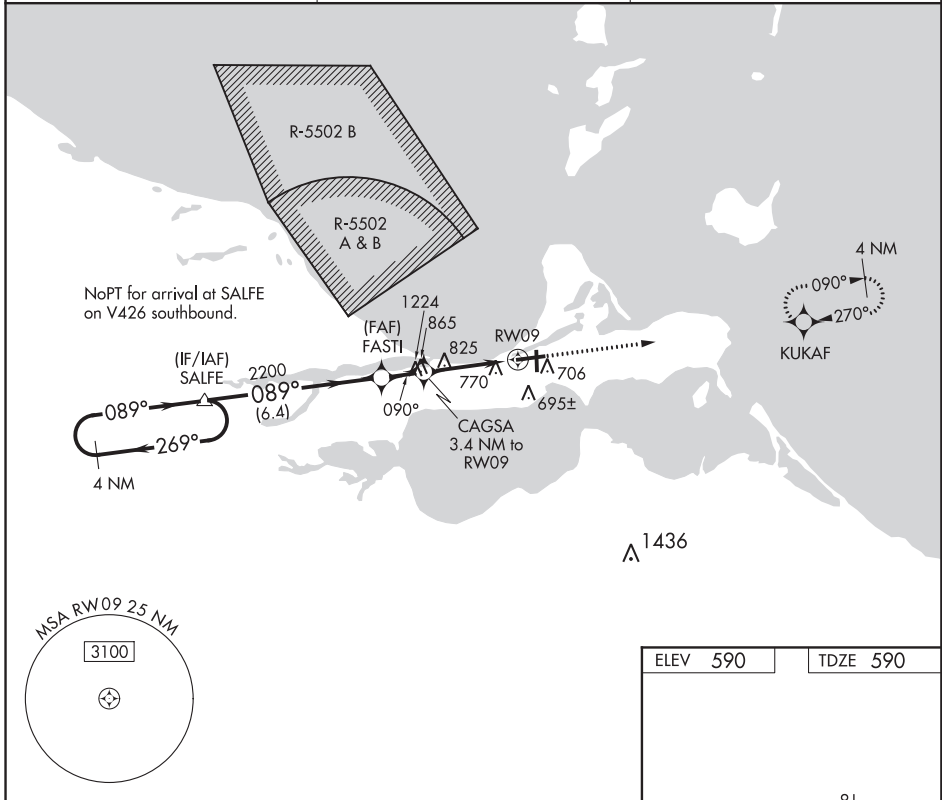
APP CRS	Rwy Idg	<b>5646</b>
<b>090°</b>	TDZE	<b>590</b>
	Apt Elev	<b>590</b>

# RNAV (GPS) RWY 9

ERIE-OTTAWA INTL (PCW)

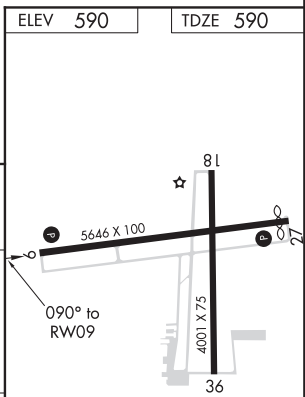
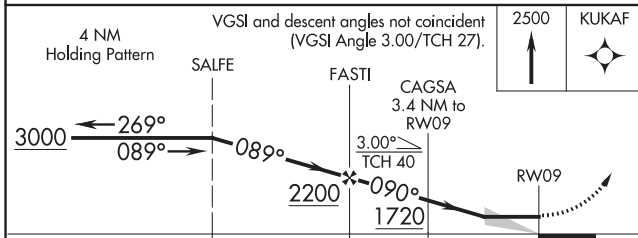
<p><b>⚠</b> DME/DME RNP-0.3 NA. When local altimeter setting not received, use Toledo Executive altimeter setting and increase all MDA 80 feet and all Cat C/D visibilities ¼ mile.</p>	<p><b>MISSED APPROACH:</b> Climb to 2500 direct KUKAF and hold.</p>
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<p>AWOS-3 <b>118.775</b></p>	<p>CLEVELAND APP CON <b>126.35 354.025</b></p>	<p>UNICOM <b>122.8 (CTAF) 0</b></p>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNVA MDA	1140-1	550 (600-1)	1140-1½	550 (600-1½)
<b>C</b> CIRCLING	1140-1	550 (600-1)	1180-1½ 590 (600-1½)	1580-3 990 (1000-3)

MIRL Rwy 9-27 and 18-36 **0**  
REIL Rwy 9 and 27 **0**



NDB PCW	APP CRS	Rwy Idg	<b>5445</b>
<b>423</b>	<b>276°</b>	TDZE	<b>588</b>
		Apt Elev	<b>590</b>

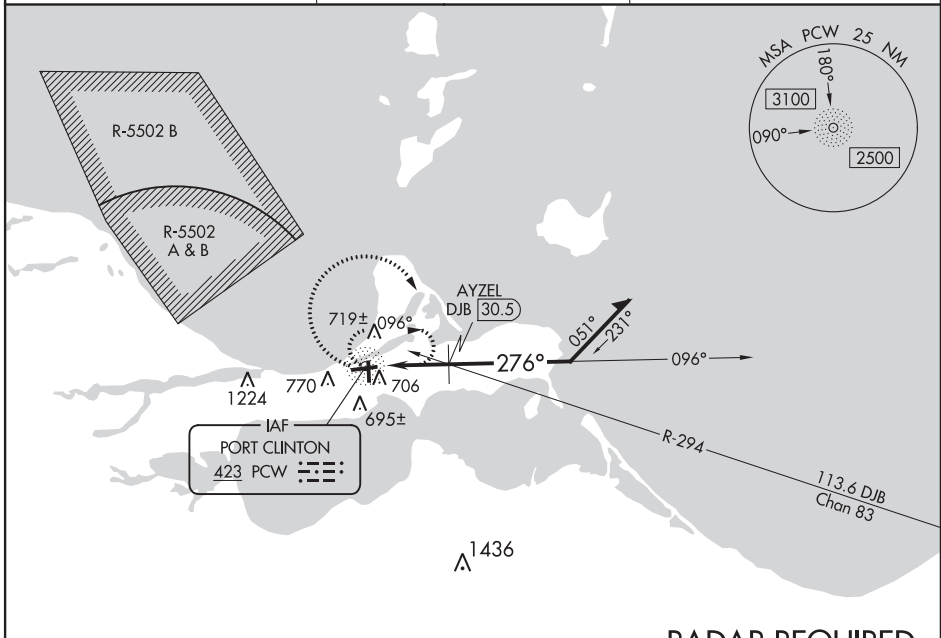
# NDB RWY 27

ERIE-OTTAWA INTL (PCW)

**NA** When local altimeter setting not received, use Toledo Executive altimeter setting and increase all MDA 80 feet and all visibilities ¼ mile. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climbing right turn to 2500 in PCW NDB holding pattern.

AWOS-3 <b>118.775</b>	CLEVELAND APP CON <b>126.35 354.025</b>	UNICOM <b>122.8 (CTAF) 0</b>
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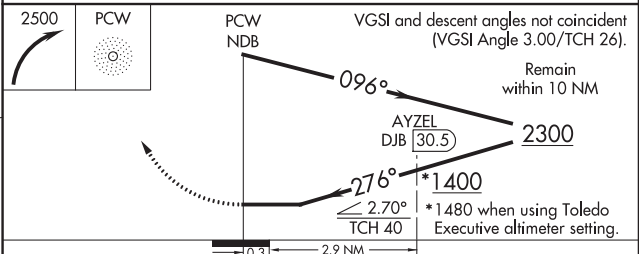
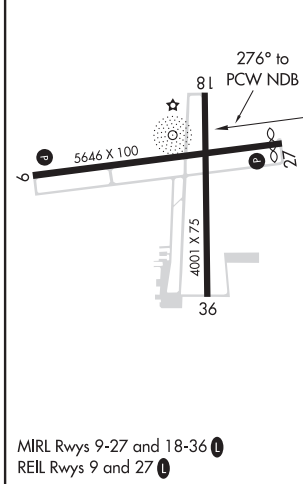


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

## RADAR REQUIRED

ELEV 590	TDZE 588
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CATEGORY	A	B	C	D
S-27	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½	812 (900-2½)
<b>C</b> CIRCLING	1400-1 810 (900-1)	1400-1¼ 810 (900-1¼)	1400-2½ 810 (900-2½)	1580-3 990 (1000-3)
AYZEL FIX MINIMUMS (DME REQUIRED)				
S-27	1060-1	472 (500-1)	1060-1⅓	472 (500-1⅓)
<b>C</b> CIRCLING	1140-1	550 (600-1)	1180-1½ 590 (600-1½)	1580-3 990 (1000-3)



WAAS CH <b>63225</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>4002</b> <b>922</b> <b>925</b>
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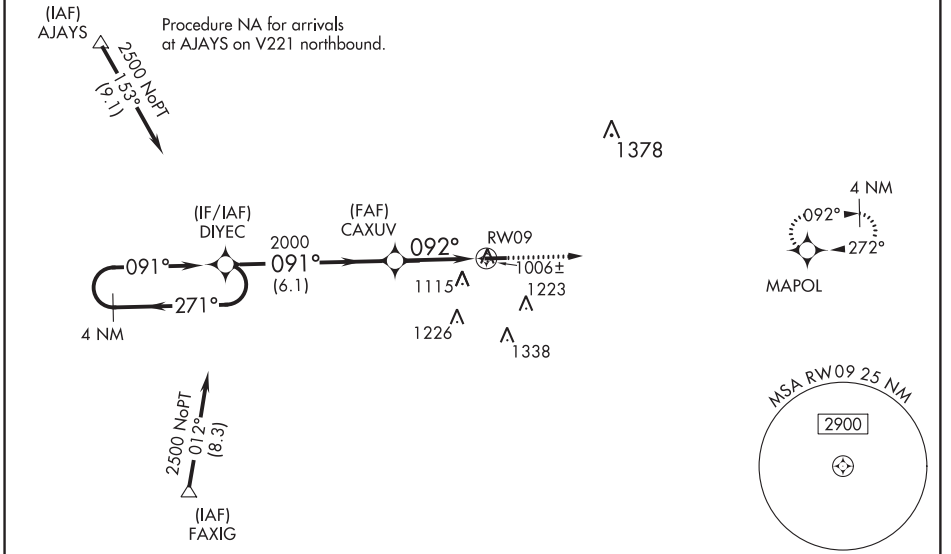
# RNAV (GPS) RWY 9

PORTLAND MUNI (PLD)

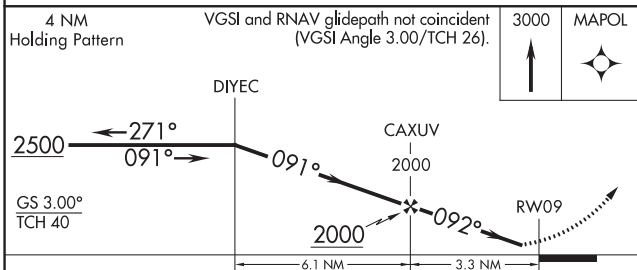
**Baro-VNAV NA** when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV NA systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase LPV DA to 1255, LNAV/VNAV DA to 1320 and all MDA 100 feet, increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats and LNAV Cat C visibility 3/8 mile and Circling Cat C visibility 1/2 mile. When VGSI inop, Straight-in/Circling Rwy 9 procedure NA at night. When VGSI inop, Circling Rwy 27 NA at night.

**MISSED APPROACH:** Climb to 3000 direct MAPOL and hold.

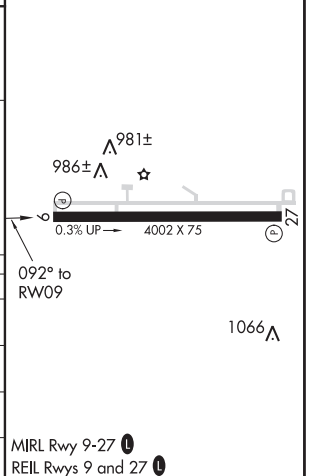
AWOS-3 <b>124.67</b>	FORT WAYNE APP CON <b>132.15</b> (SE/NE) <b>284.6</b> <b>127.2</b> (SW/NW) <b>284.6</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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Procedure NA for arrivals at FAXIG on V14 southwest bound.



ELEV 925	TDZE 922
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CATEGORY	A	B	C	D
LPV DA		1172-1 250 (300-1)		NA
LNAV/VNAV DA		1237-1 315 (400-1)		NA
LNAV MDA		1260-1 338 (400-1)		NA
CIRCLING	1480-1 555 (600-1)		1480-1 1/2 555 (600-1 1/2)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>73025</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>4002</b> <b>925</b> <b>925</b>
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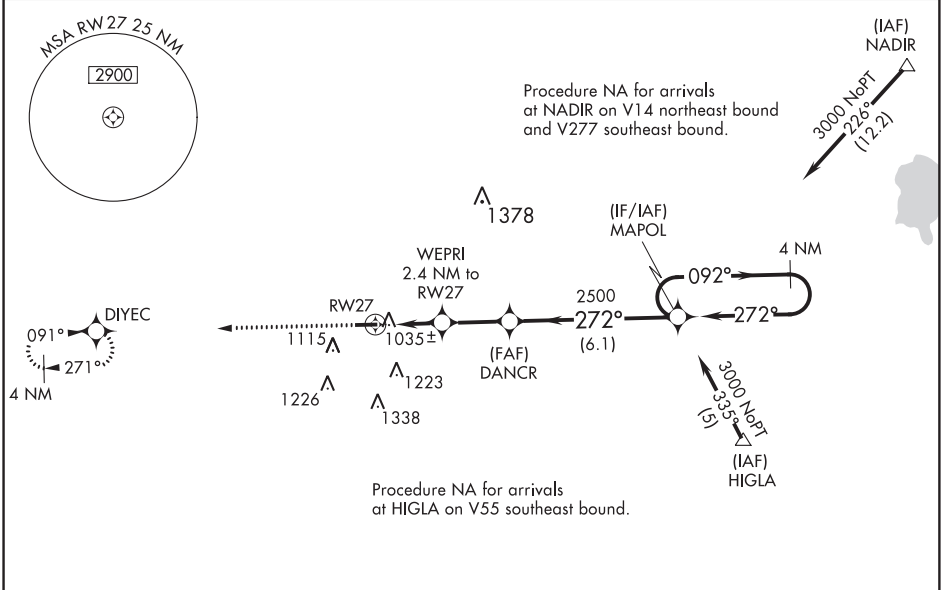
# RNAV (GPS) RWY 27

PORTLAND MUNI (PLD)

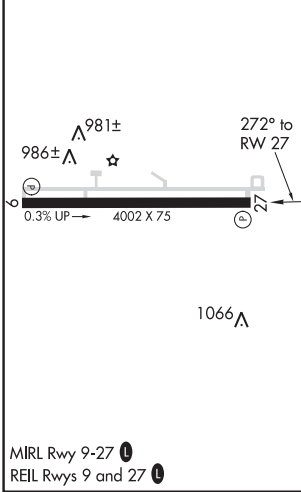
**NA** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, LP Cat C visibility  $\frac{3}{8}$  mile, LNAV and Circling Cat C visibility to  $\frac{1}{4}$  mile. When VGSI inop, Straight-in/Circling Rwy 27 procedure NA at night. When VGSI inop, Circling Rwy 9 NA at night.

**MISSED APPROACH:**  
Climb to 2500 direct  
DIYEC and hold.

AWOS-3 <b>124.67</b>	FORT WAYNE APP CON <b>132.15</b> (SE/NE) <b>284.6</b> <b>127.2</b> (SW/NW) <b>284.6</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ELEV 925	TDZE 925
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2500	DIYEC	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 26).	4 NM Holding Pattern
		MAPOL	3000
WEPRI	DANCR	MAPOL	
2.4 NM to RW27	≤ 3.00° TCH 40	272°	092°
1720	2500		
-2.4 NM	-2.4 NM	6.1 NM	
CATEGORY	A	B	C
LP MDA	1300-1 375 (400-1)		
LNAV MDA	1380-1	455 (500-1)	1380-1 $\frac{3}{8}$ 455 (500-1 $\frac{3}{8}$ )
CIRCLING	1480-1	555 (600-1)	1480-1 $\frac{1}{2}$ 555 (600-1 $\frac{1}{2}$ )

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

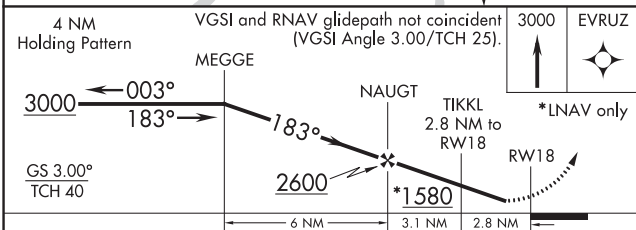
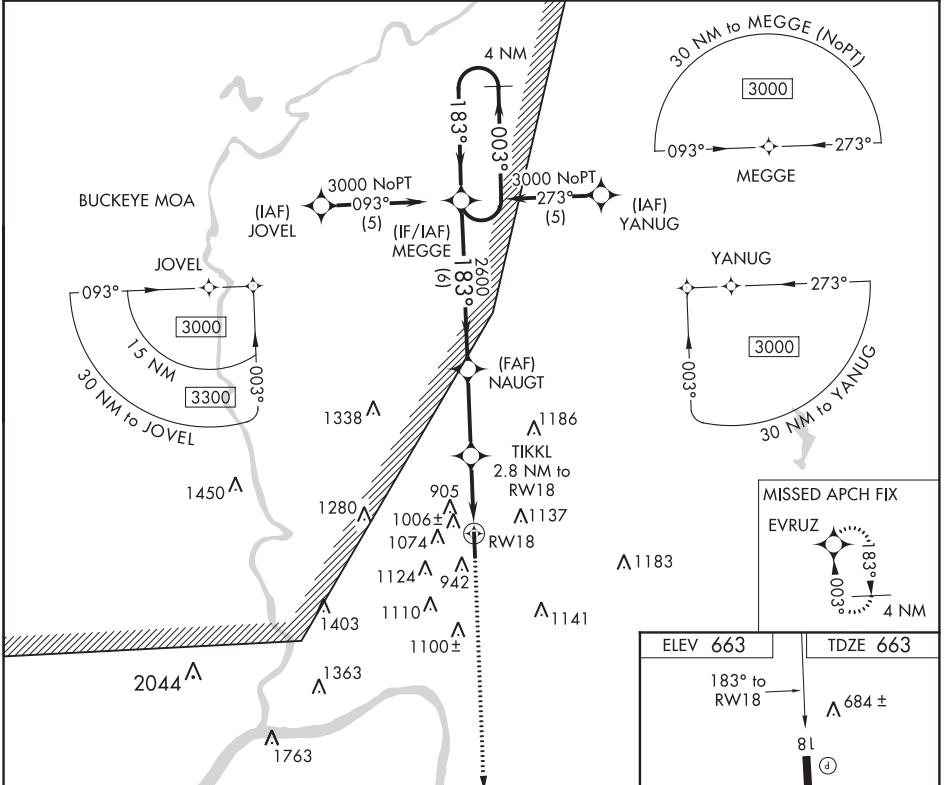
WAAS CH <b>45907</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>663</b> <b>663</b>
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**RNAV (GPS) RWY 18**  
PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

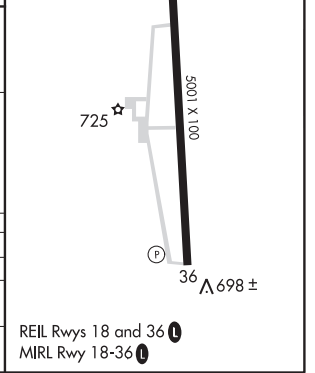
**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**△ NA** When local altimeter setting not received, use Huntington altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV Cat C, D visibility ½ mile and Circling Cat B, D visibility ¼ mile, Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct EVRUZ and hold.

AWOS-3 <b>125.175</b>	HUNTINGTON APP CON <b>128.4 270.1</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	1010-1¼ 347 (400-1¼)			
LNAV MDA	1260-1 597 (600-1)	1260-1½ 597 (600-1½)	1260-1¾ 597 (600-1¾)	
CIRCLING	1320-1 657 (700-1)	1380-1 717 (800-1)	1380-2 717 (800-2)	1440-2½ 777 (800-2½)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>70408</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>662</b> <b>663</b>
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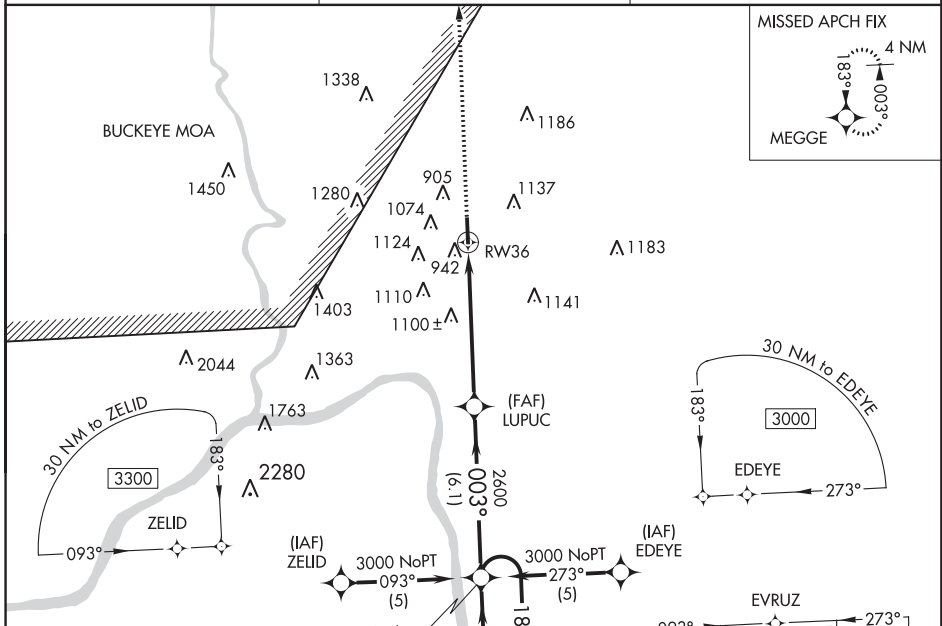
# RNAV (GPS) RWY 36

PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

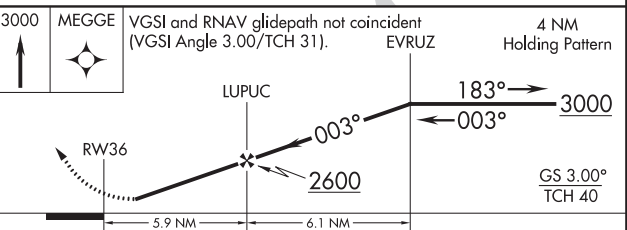
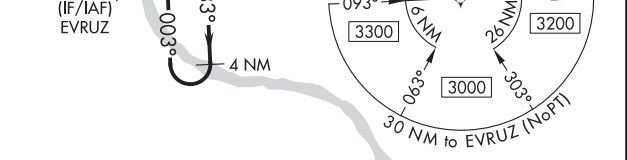
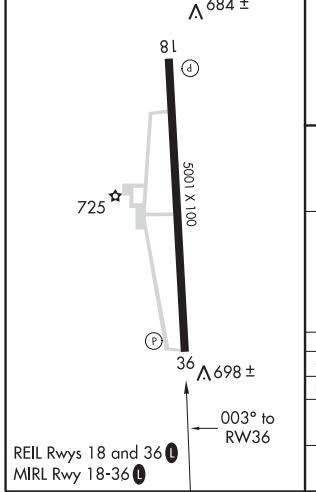
**▼** When local altimeter setting not received, use Huntington altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV Cat B visibility ¼ mile, Cat C, D visibility ½ mile, and Circling Cat B visibility ¼ mile, Cat C visibility ½ mile and Cat D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**▲ NA** MISSED APPROACH FIX: Climb to 3000 direct MEGGE and hold.

AWOS-3 <b>125.175</b>	HUNTINGTON APP CON <b>128.4 270.1</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 663	TDZE 662
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CATEGORY	A	B	C	D
LPV DA	912-1 250 (300-1)			
LNAV MDA	1400-1	738 (800-1)	1400-2 738 (800-2)	1400-2½ 738 (800-2½)
CIRCLING	1400-1	737 (800-1)	1400-2 737 (800-2)	1440-2½ 777 (800-2½)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

PORTSMOUTH, OHIO

AL-708 (FAA)

15120

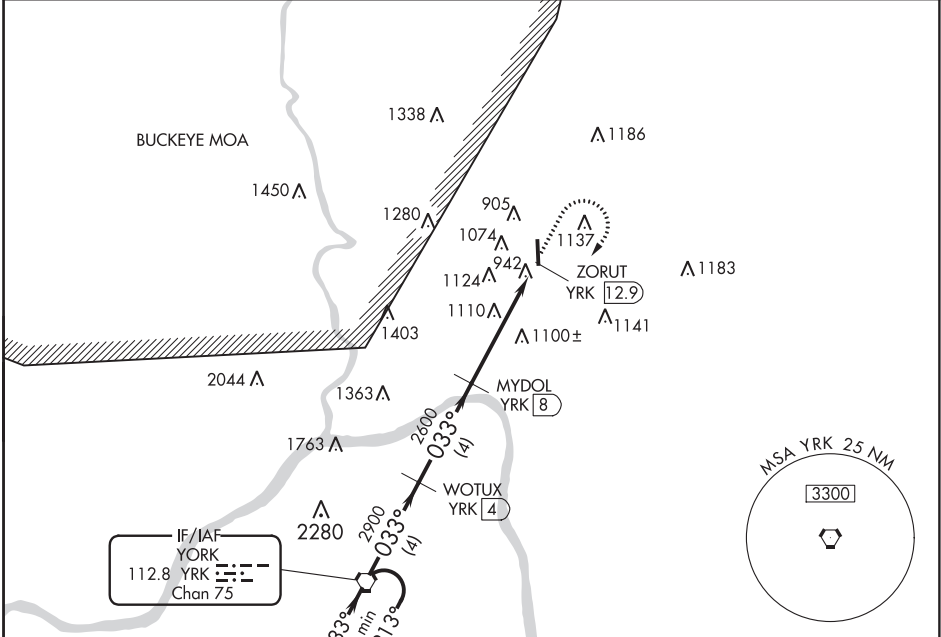
VORTAC YRK <b>112.8</b> Chan <b>75</b>	APP CRS <b>033°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>663</b>
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# VOR/DME-A

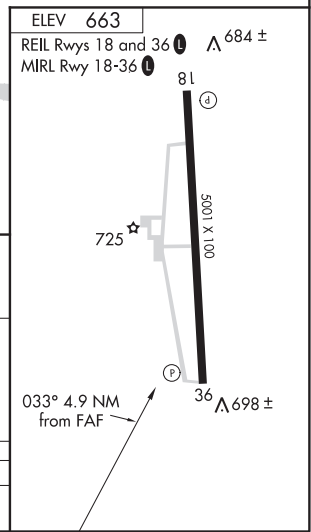
PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)

▼ When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 100 feet and increase Cat B, D visibility ¼ mile, Cat C visibility ½ mile.  
▲ NA MISSED APPROACH: Climb to 3000 then climbing right turn to 3300 direct YRK VORTAC and hold.

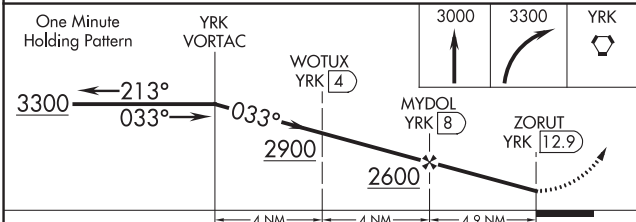
AWOS-3 <b>125.175</b>	HUNTINGTON APP CON <b>128.4 270.1</b>	UNICOM <b>122.8 (CTAF)</b> <b>0</b>
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IF/IAF  
YORK  
112.8 YRK  
Chan 75



NoPT for arrivals on YRK VORTAC  
airway radials 246 CW 291.



CATEGORY	A	B	C	D
CIRCLING	1380-1	717 (800-1)	1380-2	1440-2½ 777 (800-2½)

PORTSMOUTH, OHIO  
Amdt 6 25SEP08

PORTSMOUTH/GREATER PORTSMOUTH RGNL (PMH)  
38°50'N-82°51'W  
**VOR/DME-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>77735</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Idg TDZE Apt Elev	<b>3499</b> <b>1198</b> <b>1198</b>
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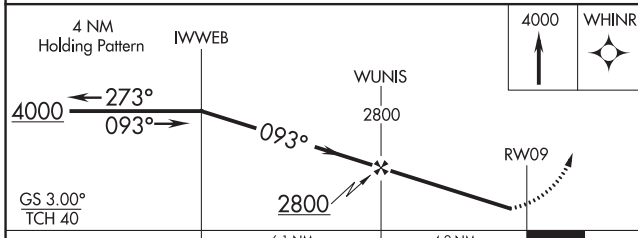
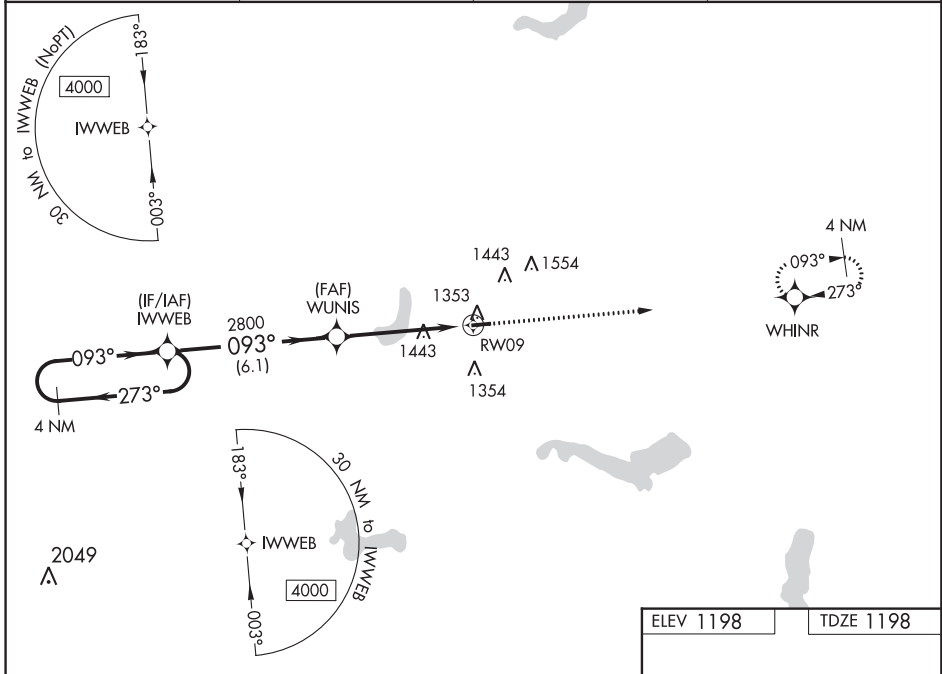
# RNAV (GPS) RWY 9

PORTAGE COUNTY (POV)

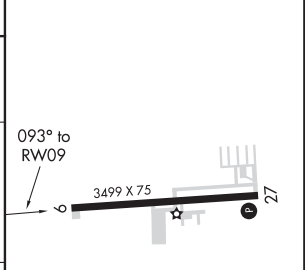
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LNAV Cat C visibility 1/8 mile, LNAV/VNAV all Cats and Circling Cat C visibility 1/4 mile. LNAV Baro-VNAV NA with Akron-Canton Rgnl altimeter setting. Helicopter visibility reduction below 1 SM NA. Night landing Cat C. Procedure NA.

**MISSED APPROACH:** Climb to 4000 direct WHINR and hold.

AWOS-3 <b>118.675</b>	AKRON-CANTON APP CON * <b>118.6 371.875</b>	CLNC DEL <b>125.65</b>	UNICOM <b>123.05</b> (CTAF) <b>📻</b>
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ELEV 1198	TDZE 1198
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CATEGORY	A	B	C	D
LPV DA	1448-1	250 (300-1)		NA
LNAV/VNAV DA	1507-1	309 (400-1)		NA
LNAV MDA	1760-1	562 (600-1)	1760-1 5/8 562 (600-1 5/8)	NA
<b>C</b> CIRCLING	1760-1 562 (600-1)	1800-1 602 (700-1)	1920-2 722 (800-2)	NA

REIL Rwy 9 and 27 **📻**  
MIRL Rwy 9-27 **📻**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

RAVENNA, OHIO

AL-5844 (FAA)

14317

WAAS CH <b>49035</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev	<b>3499</b> <b>1198</b> <b>1198</b>
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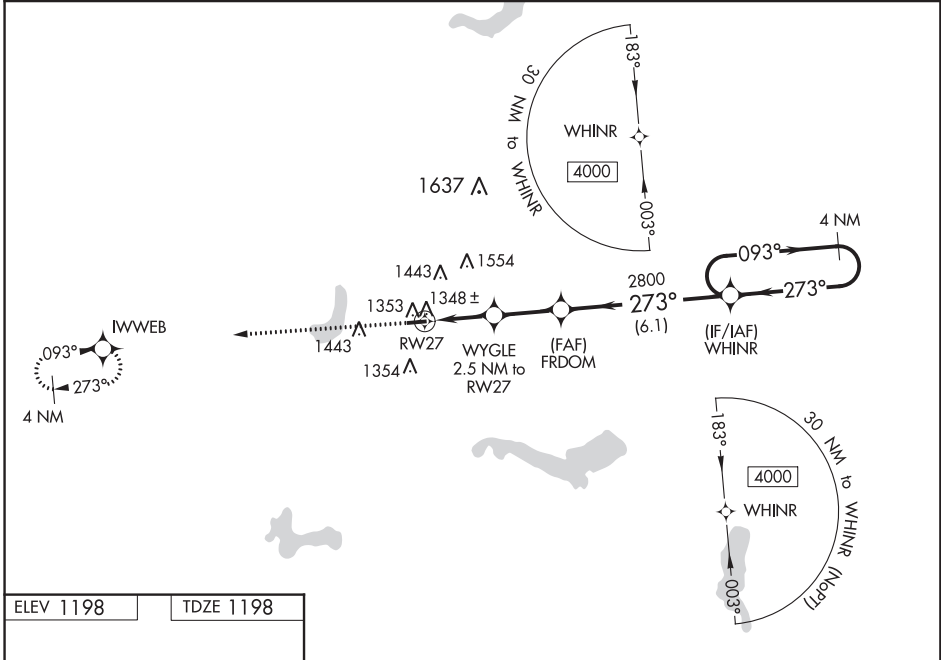
# RNAV (GPS) RWY 27

PORTAGE COUNTY (POV)

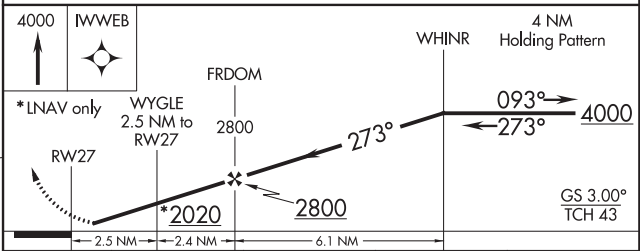
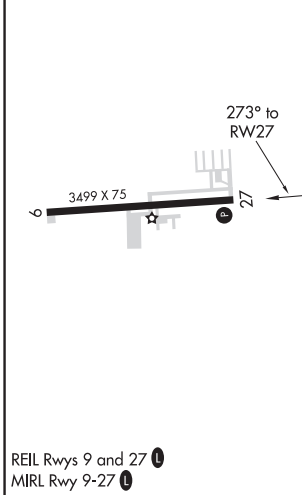
**⚠** Baro-VNAV NA when using Akron-Canton Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
**⚠** When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/4 mile and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Night landing Cat C: Procedure NA.

**MISSED APPROACH:**  
Climb to 4000 direct IWWEB and hold.

AWOS-3 <b>118.675</b>	AKRON-CANTON APP CON * <b>118.6 371.875</b>	CLNC DEL <b>125.65</b>	UNICOM <b>123.05 (CTAF)</b> <b>📻</b>
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ELEV 1198	TDZE 1198
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CATEGORY	A	B	C	D
LPV DA	1471-1 273 (300-1)			NA
LNAV/VNAV DA	1546-1 1/8 348 (400-1 1/8)			NA
LNAV MDA	1640-1 442 (500-1)	1640-1 3/8 442 (500-1 3/8)		NA
<b>C</b> CIRCLING	1740-1 542 (600-1)	1800-1 602 (700-1)	1920-2 722 (800-2)	NA

RAVENNA, OHIO  
Amdt 1A 13NOV14

41°13'N-81°15'W

# RNAV (GPS) RWY 27

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

RAVENNA, OHIO

AL-5844 (FAA)

14317

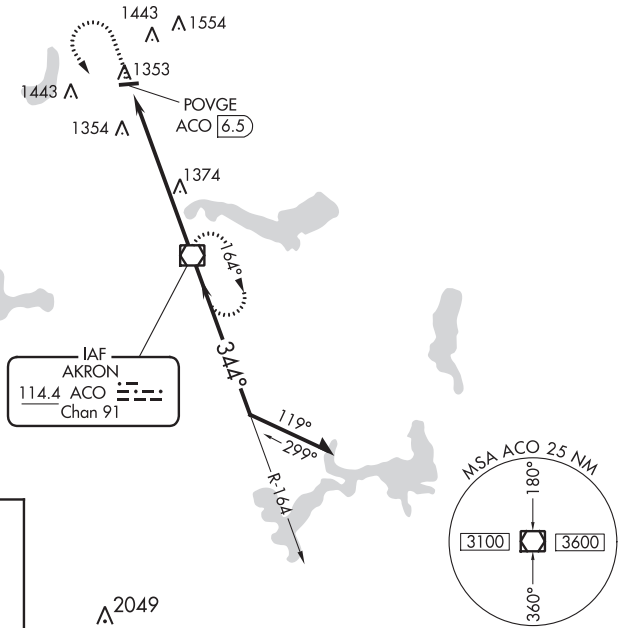
VOR/DME ACO <b>114.4</b> Chan <b>91</b>	APP CRS <b>344°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1197</b>
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**VOR-A**  
PORTAGE COUNTY (POV)

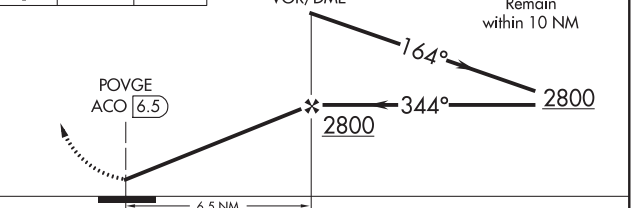
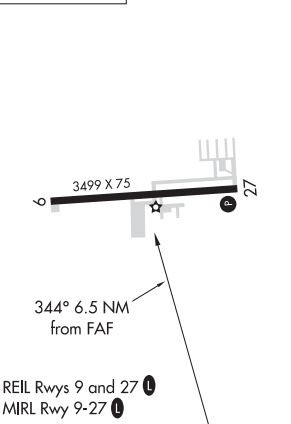
**⚠** When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet.  
**⚠** Night landing Cat C: Procedure NA.

MISSED APPROACH: Climb to 2900 then left turn direct ACO VOR/DME and hold.

AWOS-3 <b>118.675</b>	AKRON-CANTON APP CON * <b>118.6 371.875</b>	CLNC DEL <b>125.65</b>	UNICOM <b>123.05</b> (CTAF) <b>📞</b>
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ELEV 1197



FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10
CATEGORY	A	B	C	D	
CIRCLING	1740-1 543 (600-1)		1800-1¾ 603 (700-1¾)	NA	

RAVENNA, OHIO  
Amdt 6A 13NOV14

41°13'N - 81°15'W  
583

PORTAGE COUNTY (POV)  
**VOR-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



RENSSELAER, INDIANA

AL-6185 (FAA)

16119

WAAS CH <b>70527</b> W <b>18A</b>	APP CRS <b>182°</b>	Rwy Idg <b>4000</b> TDZE <b>698</b> Apt Elev <b>698</b>
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# RNAV (GPS) RWY 18

JASPER COUNTY (R.Z.L.)

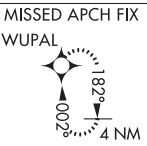
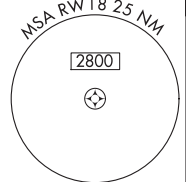
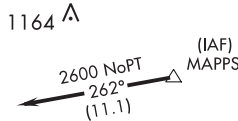
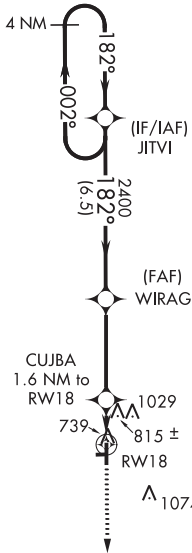
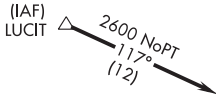
**⚠** Baro-VNAV NA when using Knox altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
**⚠** When local altimeter setting not received, use Knox altimeter setting and increase all DA 78 feet and all MDA 80 feet. Increase LPV all Cats visibility 1/8 mile, LNAV-VNAV all Cats and LNAV and Circling Cat C visibility 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling NA to Rws 9 and 27.

**MISSED APPROACH:**  
Climb to 2600 direct WUPAL and hold.

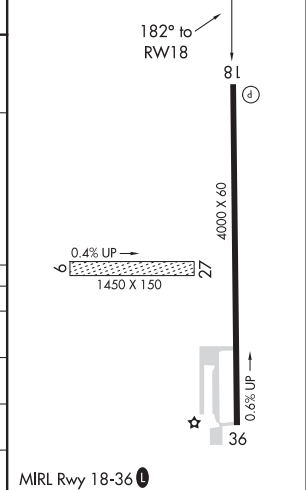
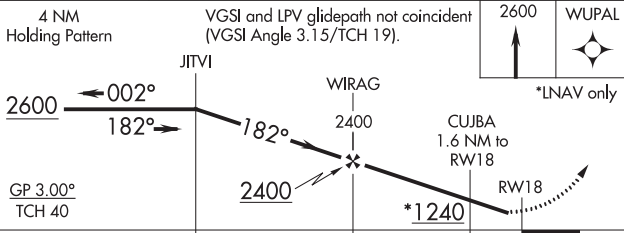
AWOS-3P  
**119.175**

CHICAGO CENTER  
**132.95 272.7**

UNICOM  
**122.8 (CTAF) 0**



ELEV 698	TDZE 698
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CATEGORY	A	B	C	D
LPV DA	948-1 250 (300-1)			NA
LNAV/VNAV DA	1096-1 3/8 398 (400-1 3/8)			NA
LNAV MDA	1080-1	382 (400-1)	1080-1 1/8 382 (400-1 1/8)	NA
CIRCLING	1120-1 422 (500-1)	1340-1 642 (700-1)	1340-1 3/4 642 (700-1 3/4)	NA

MIRL Rwy 18-36 0

RENSSELAER, INDIANA  
Orig-B 28APR16

40°57'N-87°11'W

# RNAV (GPS) RWY 18

JASPER COUNTY (R.Z.L.)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>82327</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>681</b> <b>698</b>
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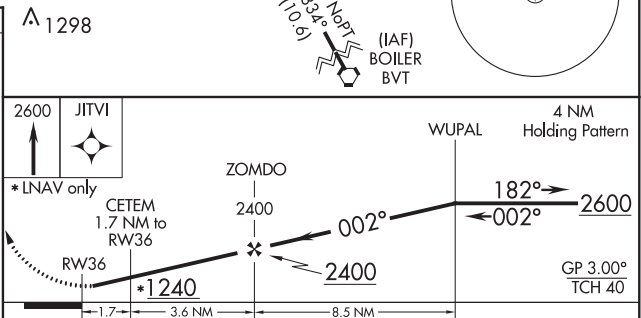
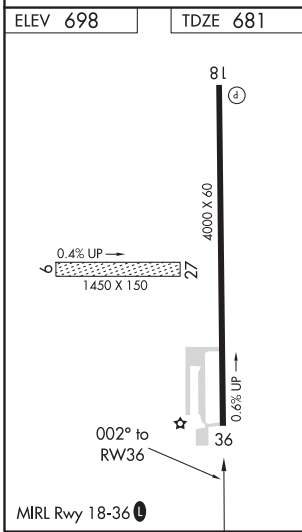
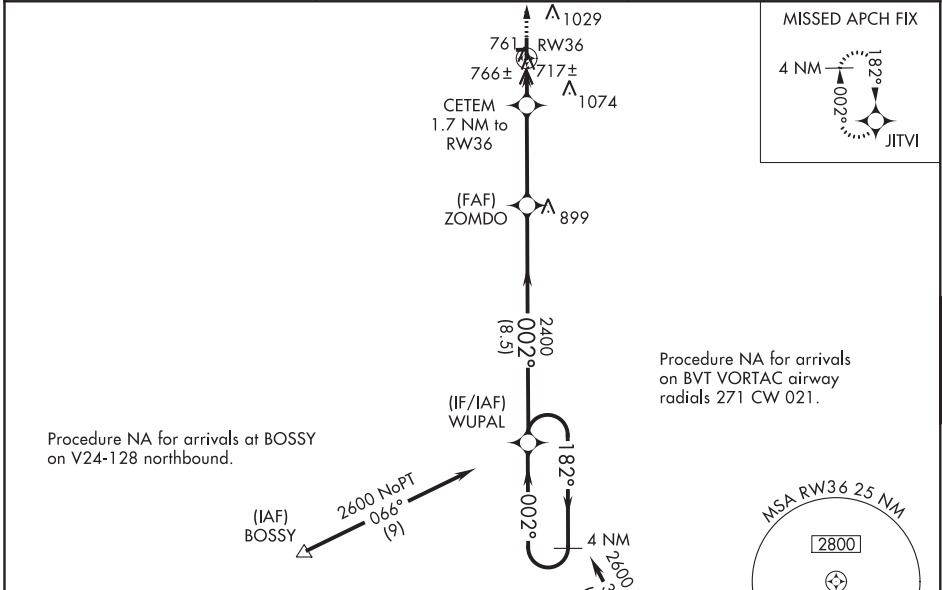
# RNAV (GPS) RWY 36

JASPER COUNTY (R.Z.L.)

**⚠** Baro-VNAV NA when using Knox altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Knox altimeter setting and increase all DA 78 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cts visibility 1/8 mile and LNAV and Circling Cat C visibility 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 9 and 27.

**MISSED APPROACH:**  
Climb to 2600 direct JITVI and hold.

AWOS-3P <b>119.175</b>	CHICAGO CENTER <b>132.95 272.7</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		931-1 250 (300-1)		NA
LNAV/ VNAV DA		947-1 266 (300-1)		NA
LNAV MDA		1020-1 339 (400-1)		NA
CIRCLING	1120-1 422 (500-1)	1340-1 642 (700-1)	1340-1 3/4 642 (700-1 3/4)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



APP CRS	Rwy Idg	<b>5200</b>
<b>058°</b>	TDZE	<b>1136</b>
	Apt Elev	<b>1140</b>

# RNAV (GPS) RWY 6

RICHMOND MUNI (RID)

**NA** DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and LNAV visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

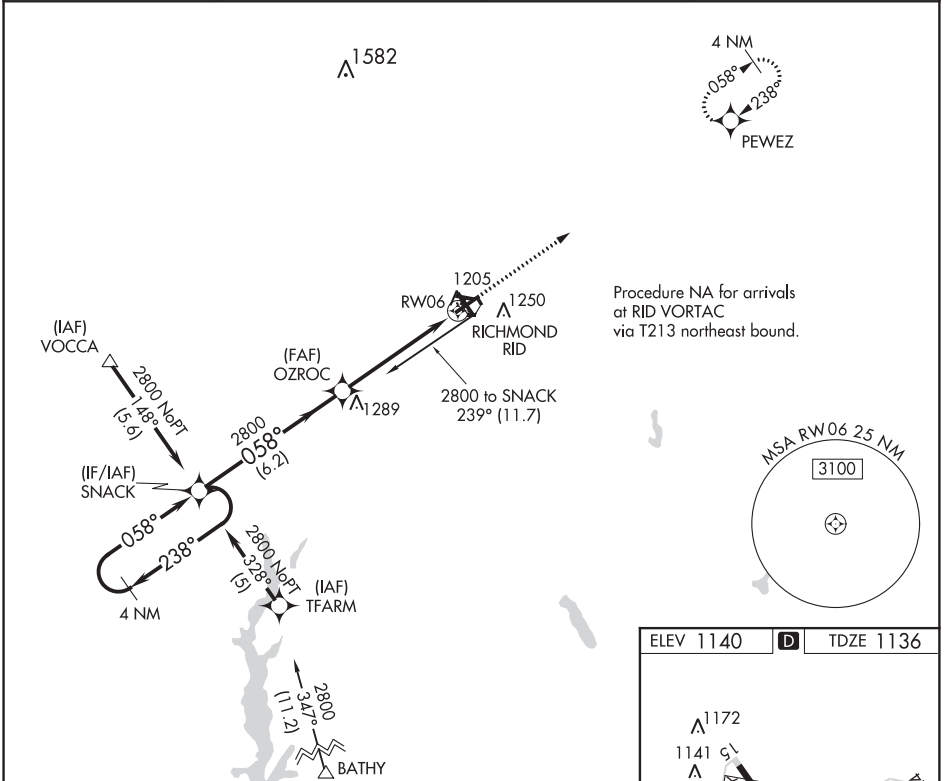
**MISSED APPROACH:**  
Climb to 2700 direct PEWEZ and hold.

AWOS-3  
**121.225**

COLUMBUS APP CON  
**118.425 352.05**

CLNC DEL  
**133.55**

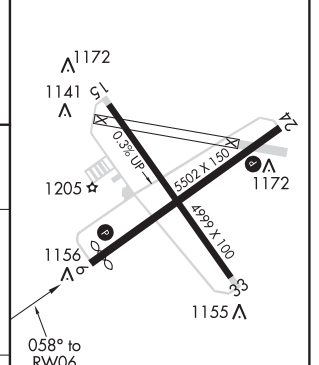
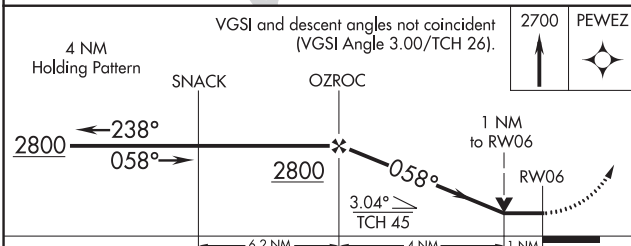
UNICOM  
**122.7 (CTAF)**



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1140	<b>D</b>	TDZE 1136
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CATEGORY	A	B	C	D
LNAV MDA	1480-1	344 (400-1)		1480-1½ 344 (400-1½)
CIRCLING	1600-1	460 (500-1)	1600-1½ 460 (500-1½)	1700-2 560 (600-2)

RLS Rwy 24

MRL Rws 15-33 and 6-24

REIL Rws 6 and 24

RICHMOND, INDIANA

AL-863 (FAA)

16119

WAAS CH <b>82112</b> <b>W24A</b>	APP CRS <b>238°</b>	Rwy Idg <b>5500</b> TDZE <b>1139</b> Apt Elev <b>1140</b>
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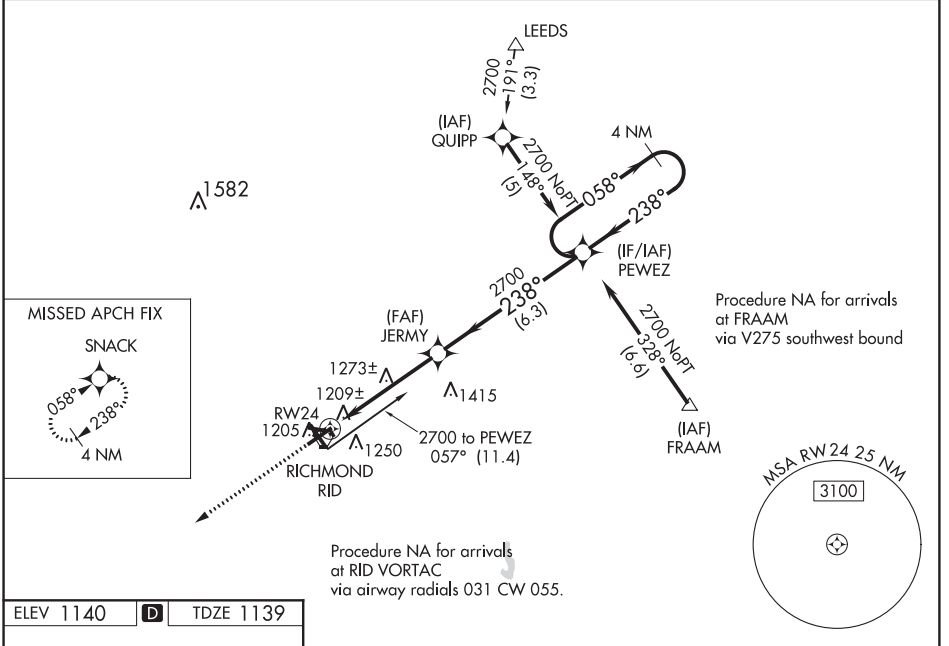
# RNAV (GPS) RWY 24

RICHMOND MUNI (RID)

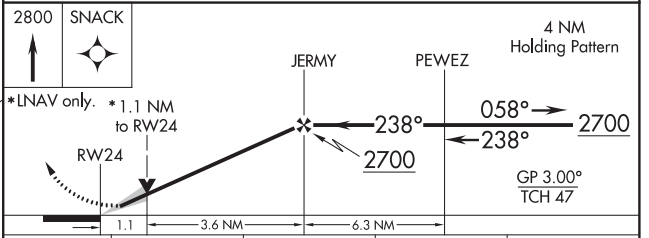
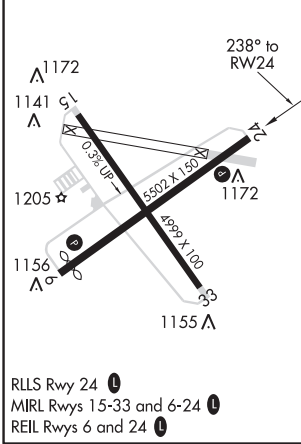
**⚠ NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting: increase LPV all Cats DA to 1427 feet, LNAV/VNAV all Cats DA to 1637 feet and all visibilities ¼ mile; increase all MDA 100 feet and LNAV Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2800 direct SNACK and hold.

AWOS-3 <b>121.225</b>	COLUMBUS APP CON <b>118.425 352.05</b>	CLNC DEL <b>133.55</b>	UNICOM <b>122.7 (CTAF) ①</b>
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ELEV 1140	<b>D</b>	TDZE 1139
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CATEGORY	A	B	C	D
LPV DA		1339-¾	200 (200-¾)	
LNAV/VNAV DA		1549-1½	410 (500-1½)	
LNAV MDA	1540-1	401 (400-1)	1540-1⅛	401 (400-1⅛)
CIRCLING	1600-1	460 (500-1)	1600-1½	1700-2
			460 (500-1½)	560 (600-2)

RICHMOND, INDIANA  
Orig-A 28APR16

39°45'N-84°51'W

# RICHMOND MUNI (RID)

## RNAV (GPS) RWY 24

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>4999</b>
<b>328°</b>	TDZE	<b>1140</b>
	Apt Elev	<b>1140</b>

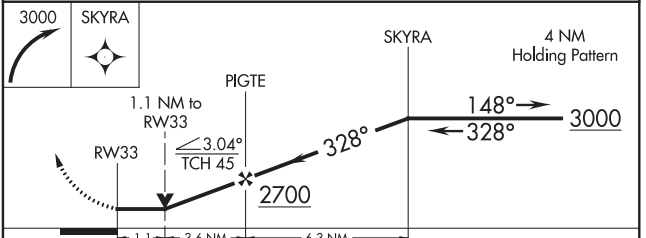
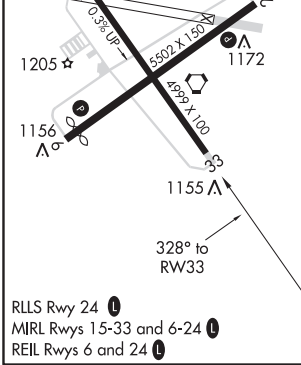
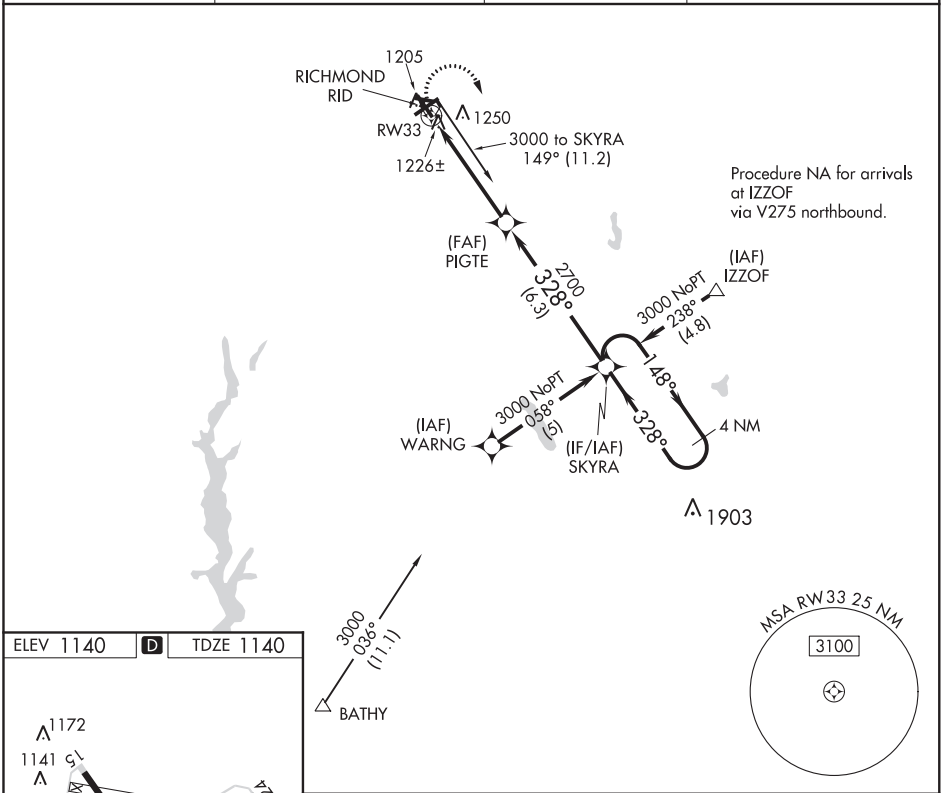
# RNAV (GPS) RWY 33

RICHMOND MUNI (RID)

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and increase visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3000 direct SKYRA and hold.

AWOS-3 <b>121.225</b>	COLUMBUS APP CON <b>118.425 352.05</b>	CLNC DEL <b>133.55</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	1540-1 400 (400-1)			1540-1¼ 400 (400-1¼)
CIRCLING	1600-1	460 (500-1)	1600-1½ 460 (500-1½)	1700-2 560 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

RICHMOND, INDIANA

AL-863 (FAA)

16119

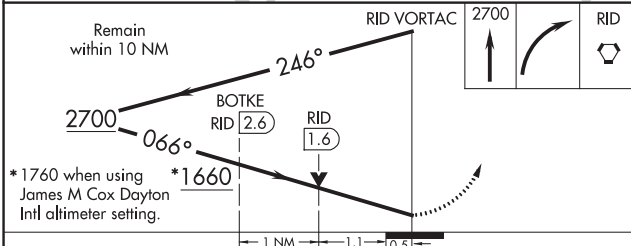
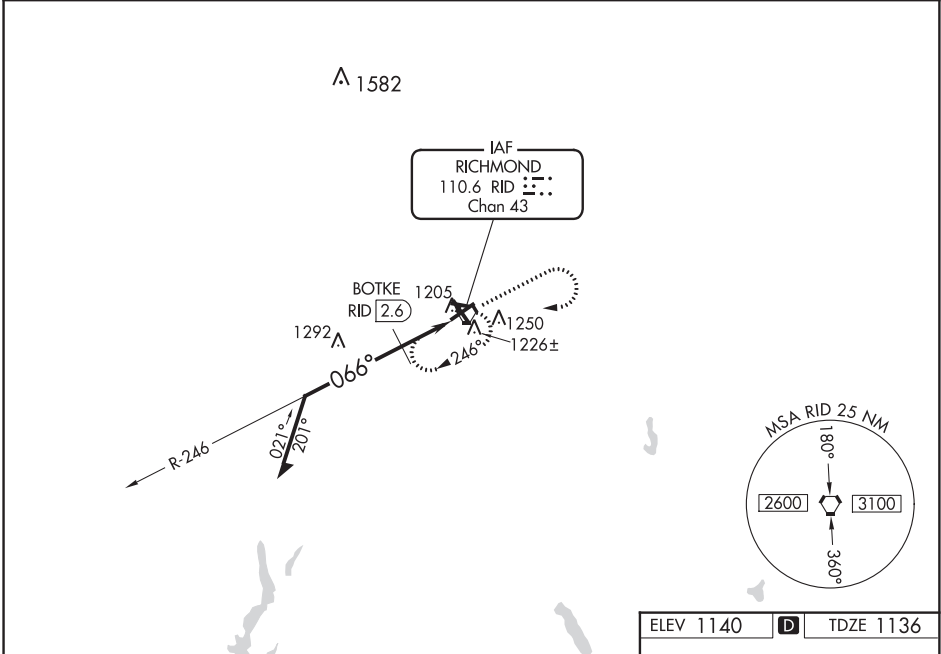
VORTAC RID <b>110.6</b> Chan <b>43</b>	APP CRS <b>066°</b>	Rwy Idg TDZE <b>1136</b> Apt Elev <b>1140</b>
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**VOR RWY 6**  
RICHMOND MUNI (RID)

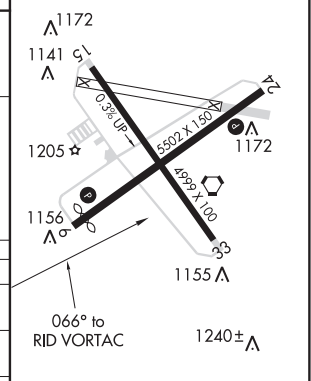
**⚠** When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-6 Cat C, D and Circling Cat C visibility ¼ mile. Increase BOTKE fix minimums S-6 Cat C, D visibility ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 2700 then right turn direct RID VORTAC and hold.

AWOS-3 <b>121.225</b>	COLUMBUS APP CON <b>118.425 352.05</b>	CLNC DEL <b>133.55</b>	UNICOM <b>122.7</b> (CTAF) <b>📞</b>
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ELEV 1140	<b>D</b>	TDZE 1136
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CATEGORY	A	B	C	D
S-6	1660-1	524 (600-1)	1660-1½ 524 (600-1½)	1660-1¾ 524 (600-1¾)
CIRCLING	1660-1	520 (600-1)	1660-1½ 520 (600-1½)	1700-2 560 (600-2)
BOTKE FIX MINIMUMS				
S-6	1500-1 364 (400-1)		1500-1¼ 364 (400-1¼)	
CIRCLING	1600-1	460 (500-1)	1600-1½ 460 (500-1½)	1700-2 560 (600-2)

RLLS Rwy 24 **📞**  
MRL Rlys 15-33 and 6-24 **📞**  
REIL Rlys 6 and 24 **📞**

RICHMOND, INDIANA  
Amdt 12A 28APR16

39°45'N-84°51'W

RICHMOND MUNI (RID)  
**VOR RWY 6**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>5001</b>
<b>108°</b>	TDZE	<b>790</b>
	Apt Elev	<b>790</b>

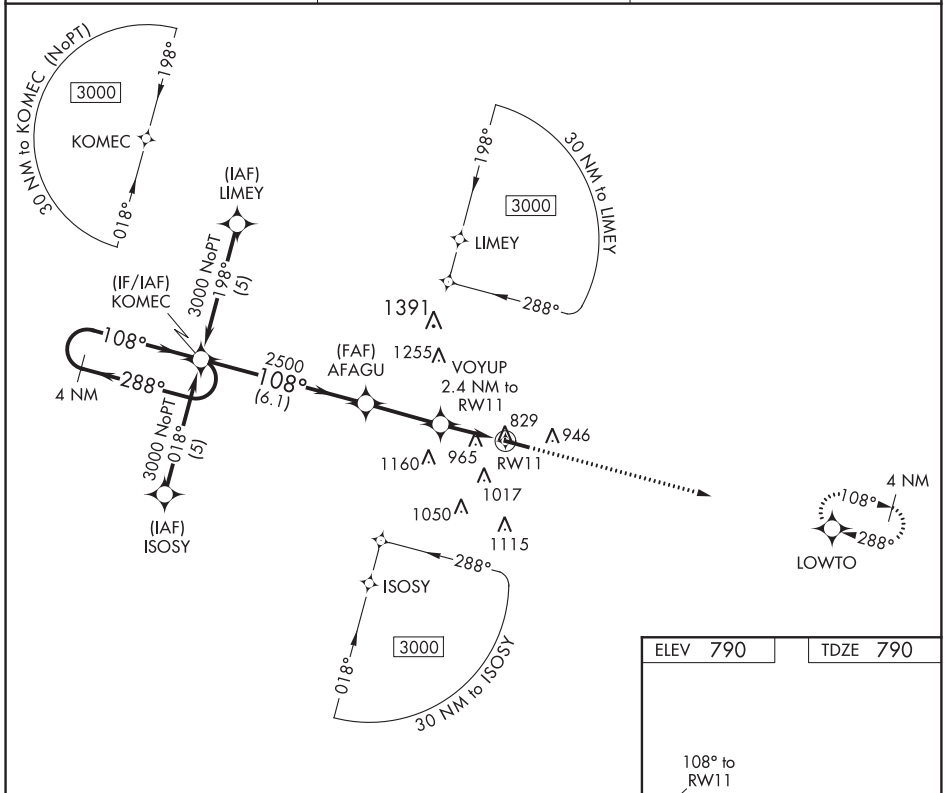
# RNAV (GPS) RWY 11

FULTON COUNTY (RCR)

**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** NA. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D and Circling Cat C visibility ¼ mile.

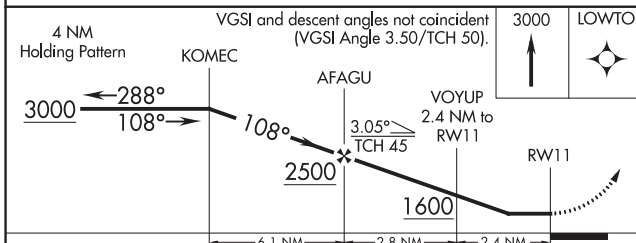
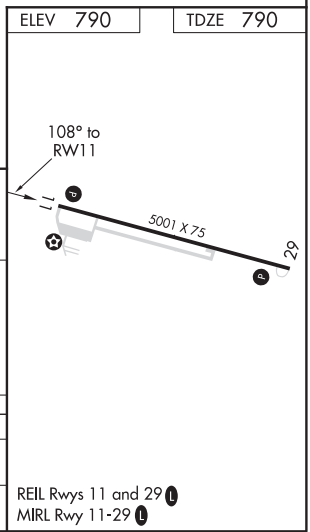
MISSED APPROACH: Climb to 3000 direct LOWTO and hold.

AWOS-3 <b>118.775</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	UNICOM <b>122.7 (CTAF) ①</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	1220-1	430 (500-1)	1220-1½ 430 (500-1½)	1220-1½ 430 (500-1½)
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1360-1½ 570 (600-1½)	1360-2 570 (600-2)

REIL Rwys 11 and 29 ①  
MIRL Rwy 11-29 ①



ROCHESTER, INDIANA

AL-5615 (FAA)

15120

WAAS CH <b>48809</b> <b>W29A</b>	APP CRS <b>288°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>790</b> <b>790</b>
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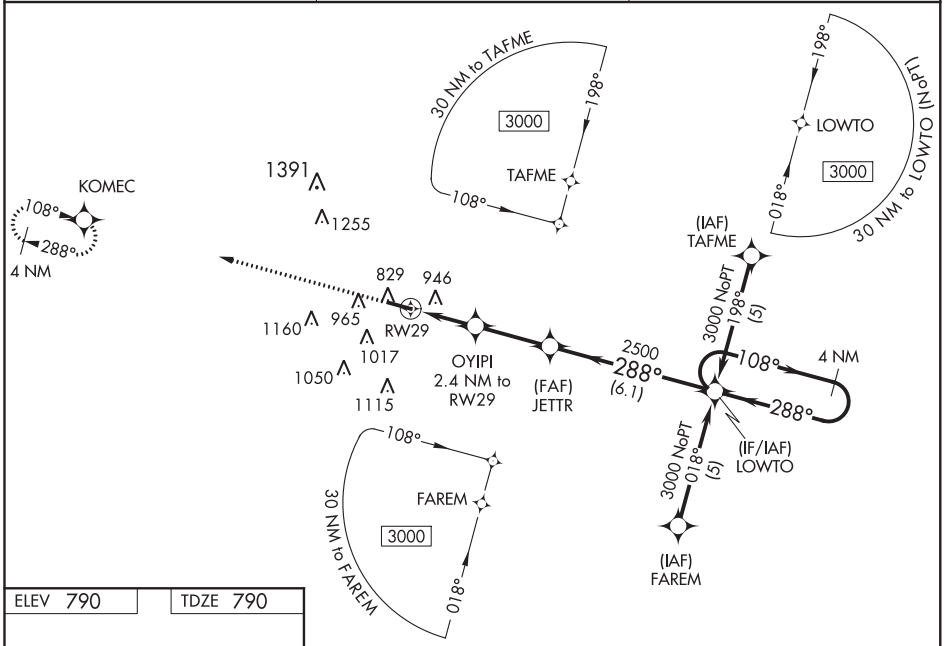
# RNAV (GPS) RWY 29

FULTON COUNTY (RCR)

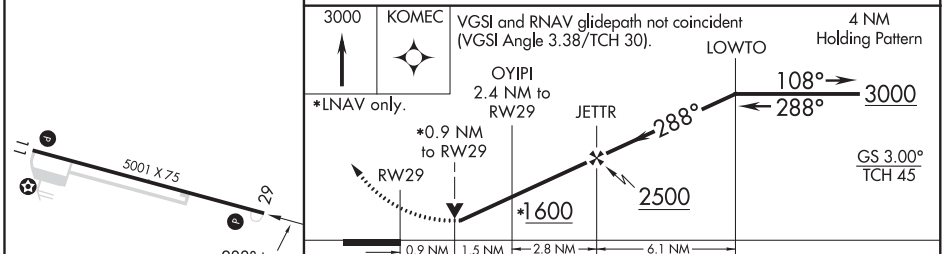
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47° (116°F). When local altimeter setting not received, use Goshen altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats, LNAV Cats C and D, Circling Cat C visibility ½ mile, LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Goshen altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct KOMEC and hold.

AWOS-3 <b>118.775</b>	SOUTH BEND APP CON* <b>132.05 257.8</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV 790	TDZE 790
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CATEGORY	A	B	C	D
LPV DA		1127-1¼	337 (400- 1¼)	
LNAV/VNAV DA		1244-1½	454 (500- 1½)	
LNAV MDA	1200-1	410 (500-1)	1200-1¼	410 (500-1¼)
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1360-1½ 570 (500-1½)	1360-2 570 (600-2)

REIL Rwy 11 and 29  
 MIRL Rwy 11-29

ROCHESTER, INDIANA  
 Amdt 1 25SEP08

41°04'N-86°11'W

# RNAV (GPS) RWY 29

EC-2, 10 NOV 2016 to 05 JAN 2017

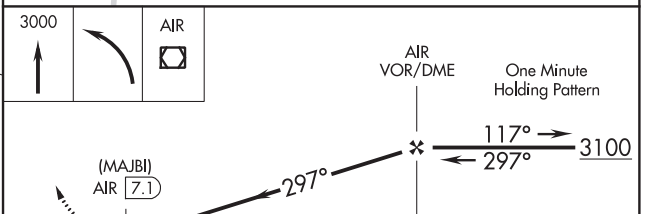
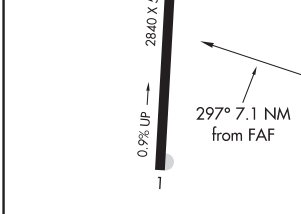
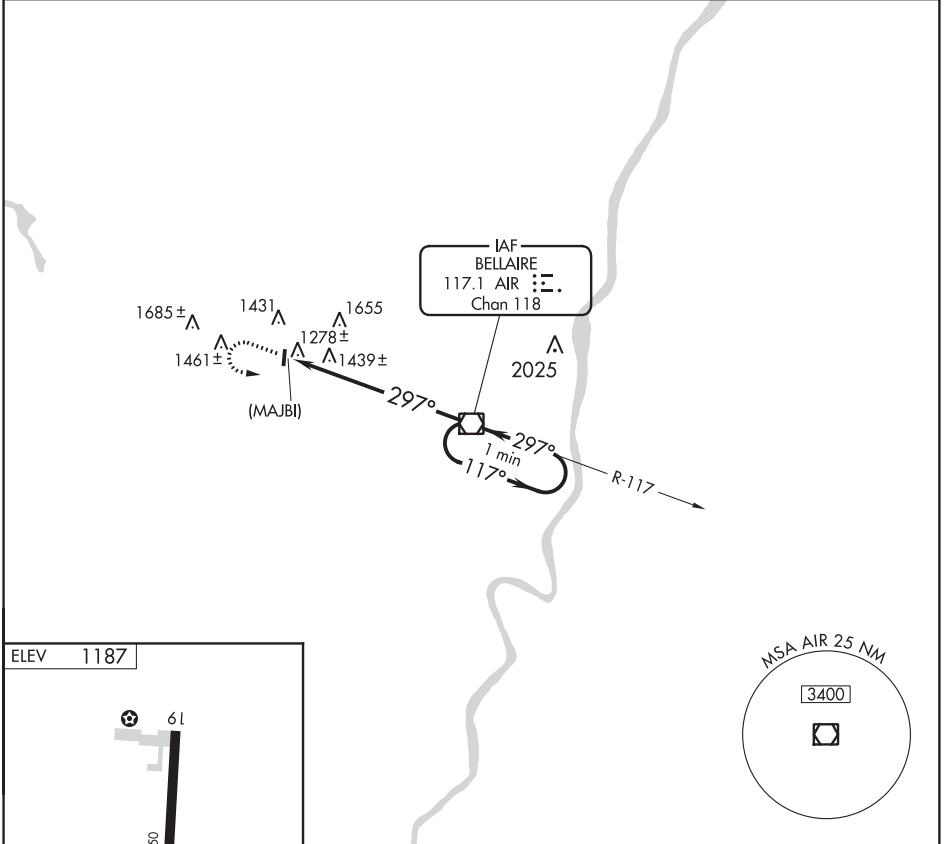
EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME AIR <b>117.1</b> Chan <b>118</b>	APP CRS <b>297°</b>	Rwy Idg TDZE Apt Elev <b>1187</b>	<b>N/A</b> <b>N/A</b> <b>1187</b>
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**VOR-A**  
ALDERMAN (2P7)

<b>NA</b> Use Wheeling, WV altimeter setting; when not received, use Pittsburgh Intl altimeter setting and increase all MDA 80 feet and Cat B visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3100 then left turn direct AIR VOR/DME and hold.
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WHEELING ASOS <b>127.375</b>	CLEVELAND CENTER <b>126.95 239.30</b>	CTAF <b>122.9</b>	<b>123.3 0</b>
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LIRL Rwy 1-19 0					FAF to MAP 7.1 NM					
Knots	60	90	120	150	180	CATEGORY	A	B	C	D
Min:Sec	7:06	4:44	3:33	2:50	2:22	CIRCLING	1920-1	733 (800-1)	NA	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

SALEM, OHIO

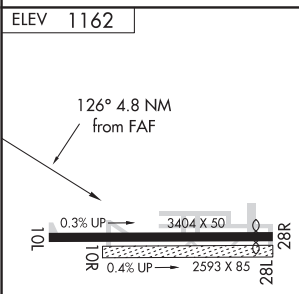
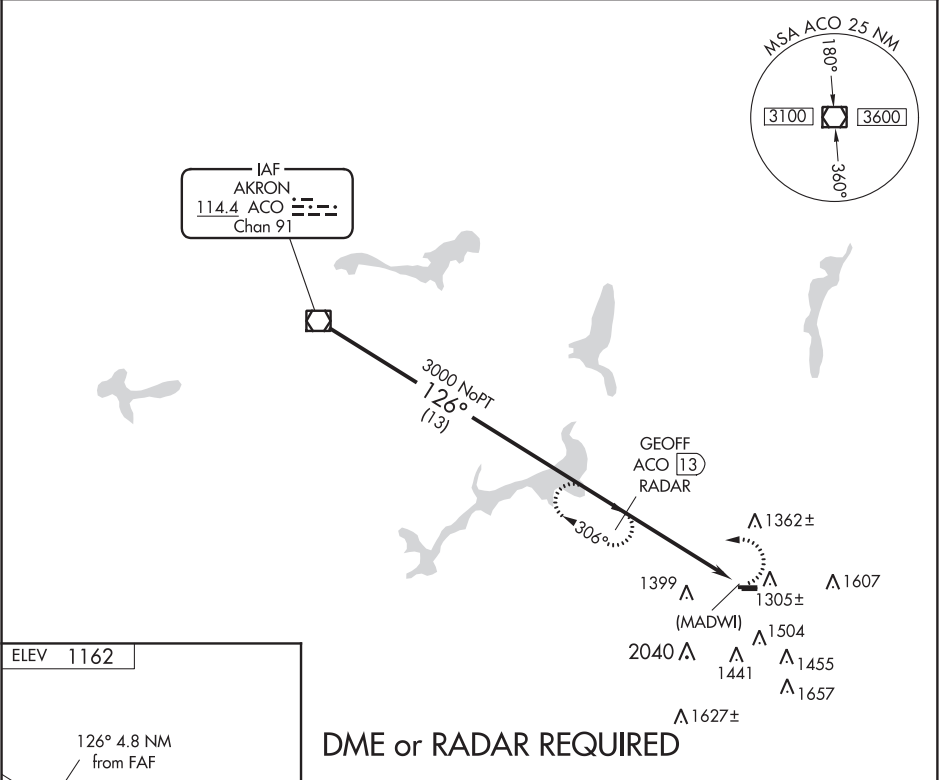
AL-6906 (FAA)

15120

VOR/DME ACO <b>114.4</b> Chan <b>91</b>	APP CRS <b>126°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1162</b>
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**VOR or GPS-A**  
SALEM AIRPARK INC (38D)

NA Obtain local altimeter on CTAF, when not received, use Youngstown altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 via ACO R-126 to GEOFF and hold.
AKRON-CANTON APP CON * <b>125.5 371.875</b>	UNICOM <b>122.7 (CTAF)</b>



**DME or RADAR REQUIRED**

Procedure Turn NA	ACO VOR/DME 3000 — 126° — 3000		GEOFF ACO (13) RADAR		3000 ACO R-126	GEOFF INT
	13 NM		4.8 NM		(MADWI) ACO (17.8)	
CATEGORY	A	B	C	D		
CIRCLING	1680-1	518 (600-1)	1720-1½ 558 (600-1½)	NA		
YOUNGSTOWN ALTIMETER SETTING MINIMUMS						
CIRCLING	1740-1	578 (600-1)	1780-1¾ 618 (700-1¾)	NA		

LURL Rwy 10L-28R

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SALEM, OHIO  
Amdt 1 27FEB97

40°57'N-80°52'W

SALEM AIRPARK INC (38D)  
**VOR or GPS-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

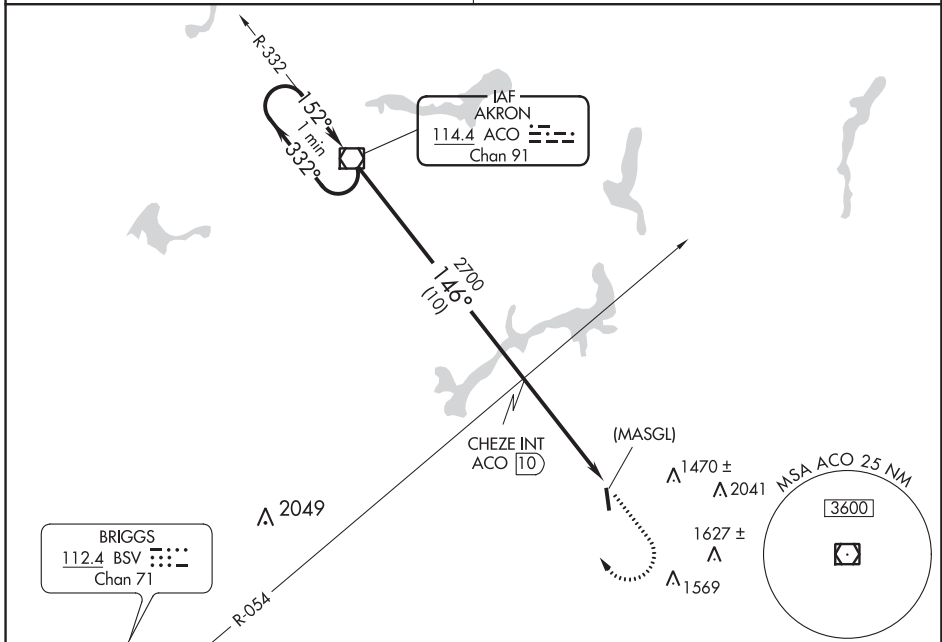
EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME ACO <b>114.4</b> Chan 91	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev	<b>2768</b> <b>1188</b> <b>1188</b>
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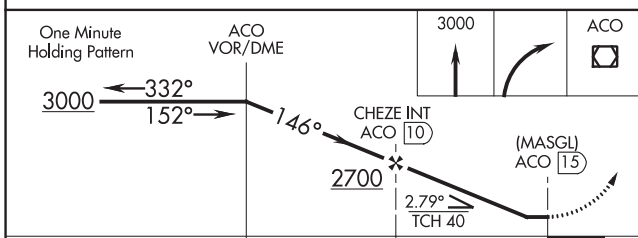
# VOR or GPS RWY 17

TRI-CITY (3G6)

<p><b>▽</b> Use Akron-Canton altimeter setting.</p> <p><b>▲ NA</b></p>	<p>MISSED APPROACH: Climb to 3000 then right turn direct ACO VOR/DME and hold.</p>
<p><b>AKRON-CANTON APP CON ★</b> <b>125.5 371.875</b></p>	<p><b>CTAF 122.9</b></p>



NoPT for arrivals on ACO VOR/DME airway radials 237 CW 293.



ELEV 1188	TDZE 1188
<p>146° 5 NM from FAF</p> <p>2768 X.45</p> <p>35</p>	
<p>MIRL Rwy 17-35</p> <p>FAF to MAP 5 NM</p>	
Knots	60 90 120 150 180
Min:Sec	5:00 3:20 2:30 2:00 1:40

CATEGORY	A	B	C	D
S-17	1680-1	492 (500-1)	1680-1¼ 492 (500-1¼)	NA
CIRCLING	1680-1 492 (500-1)	1700-1 512 (600-1)	1700-1½ 512 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>53704</b> W05A	APP CRS <b>046°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>575</b> <b>583</b>
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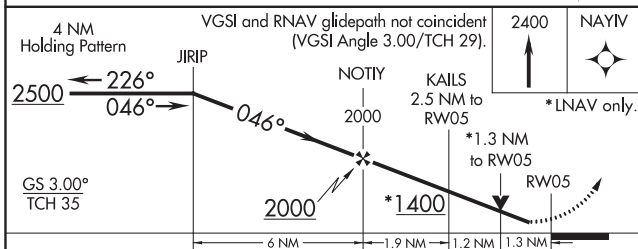
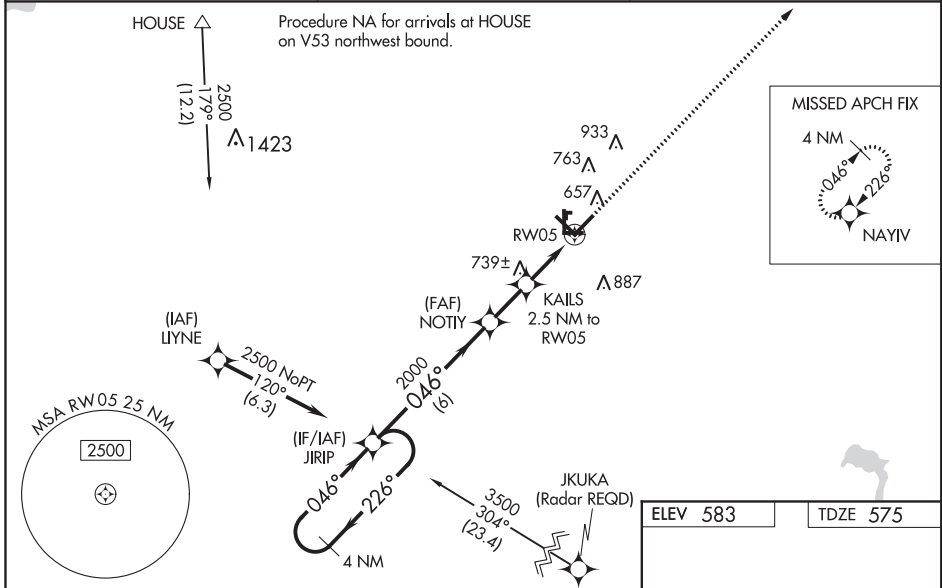
# RNAV (GPS) RWY 5

FREEMAN MUNI (S.E.R.)

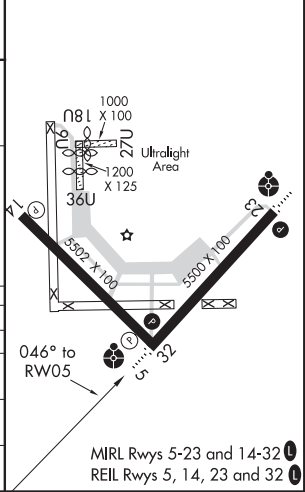
**NA** Baro-VNAV NA when using Louisville Intl-Standford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Louisville Intl-Standford Field altimeter setting and increase all DA 117 feet and all MDA 120 feet; increase LPV all Cats visibility 3/8 mile, LNAV/VNAV all Cats and Circling Cat C/D visibility 1/2 mile and LNAV Cat C/D visibility 1/4 mile. For inoperative ODALS, increase LNAV/VNAV all Cats visibility to 1 1/2 miles and LNAV Cat C/D visibility to 1 1/4 miles. DME/DME RNP-0.3 NA. VDP NA with Louisville Intl-Standford Field altimeter setting. For inoperative ODALS when using Louisville Intl-Standford Field altimeter setting, increase LNAV/VNAV all Cats visibility to 2 miles and LNAV Cat C/D visibility to 1 1/2 miles. Helicopter visibility reduction below 3/4 SM NA.

**ODALS**  
MISSED APPROACH:  
Climb to 2400 direct  
NAYIV and hold.

<b>AWOS-3</b> <b>119.425</b>	<b>INDIANAPOLIS CENTER</b> <b>124.775 269.45</b>	<b>UNICOM</b> <b>122.8 (CTAF)</b>
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ELEV 583	TDZE 575
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CATEGORY	A	B	C	D
LPV DA		825-3/4	250 (300-3/4)	
LNAV/VNAV DA		1020-1 3/8	445 (500-1 1/2)	
LNAV MDA	1000-3/4	425 (500-3/4)	1000-1 1/8	425 (500-1 1/2)
CIRCLING	1040-1 457 (500-1)	1080-1 497 (500-1)	1300-2 717 (800-2)	1300-2 1/4 717 (800-2 1/4)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>58003</b> <b>W14A</b>	APP CRS <b>136°</b>	Rwy Idg <b>5502</b> TDZE <b>583</b> Apt Elev <b>583</b>
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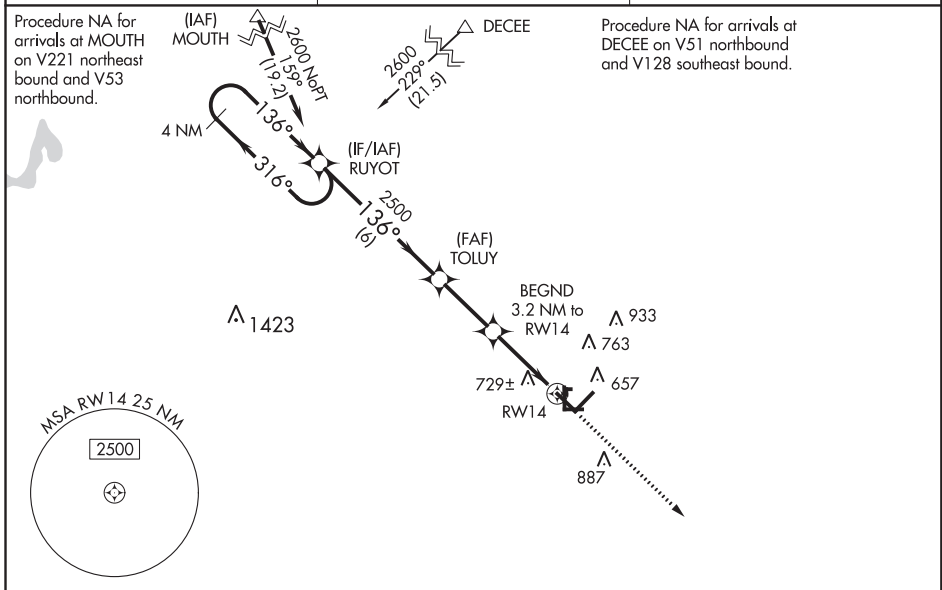
# RNAV (GPS) RWY 14

FREEMAN MUNI (SER)

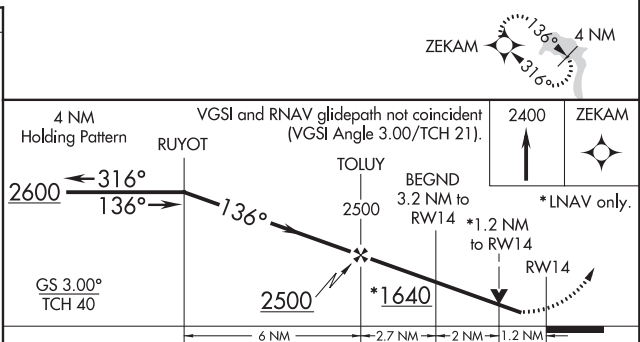
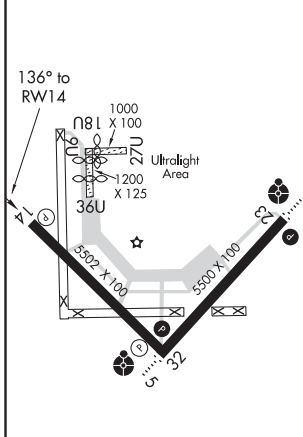
**Baro-VNAV and VDP NA** when using Louisville Intl-Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all DA 117 feet and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats and Circling Cat C/D visibility ½ mile, and LNAV Cat C/D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 2400 direct ZEKAM and hold.

AWOS-3 <b>119.425</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV <b>583</b>	TDZE <b>583</b>
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CATEGORY	A	B	C	D
LPV DA		860-1	277 (300-1)	
LNAV/VNAV DA		1037-1½	454 (500-1½)	
LNAV MDA	980-1	397 (400-1)	980-1½	397 (400-1½)
<b>CIRCLING</b>	1040-1 457 (500-1)	1080-1 497 (500-1)	1300-2 717 (800-2)	1300-2¼ 717 (800-2¼)

MIRL Rwy 5-23 and 14-32  
REIL Rwy 5, 14, 23 and 32

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>48903</b> <b>W23A</b>	APP CRS <b>226°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>580</b> <b>583</b>
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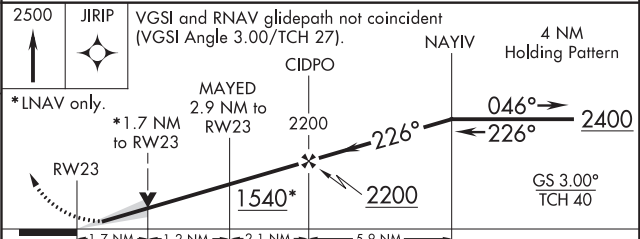
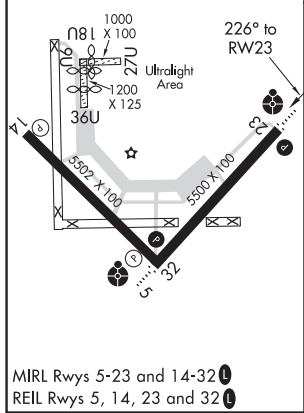
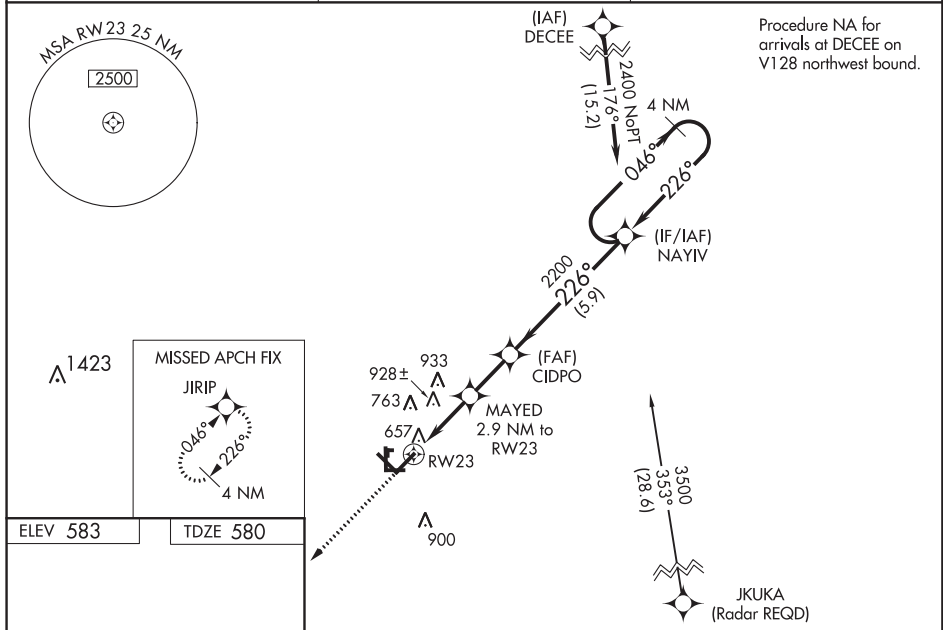
# RNAV (GPS) RWY 23

FREEMAN MUNI (SER)

**NA** Baro-VNAV NA when using Louisville Intl-Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all DA 117 feet and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C/D visibility 3/8 mile, and Circling Cat C/D visibility 1/2 mile. For inoperative ODALS, increase LNAV/VNAV all Cats visibility to 3/8, and LNAV Cat C/D visibility to 1/2. DME/DME RNP-0.3 NA. VDP NA with Louisville Intl-Standiford Field altimeter setting. For inoperative ODALS when using Louisville Intl-Standiford Field altimeter setting, increase LNAV/VNAV all Cats visibility to 1/2, and LNAV Cat C/D visibility to 1/2.

ODALS  
 MISSED APPROACH: Climb to 2500 direct JIRIP and hold.

AWOS-3 <b>119.425</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A		B	C	D
	LPV DA	830-3/4		250 (300-3/4)	
LNAV/VNAV DA	858-3/4		278 (300-3/4)		
LNAV MDA	1160-3/4	580 (600-3/4)	1160-1 1/2	580 (600-1 1/2)	
<b>CIRCLING</b>	1160-1	577 (600-1)	1300-2	1300-2 1/4	717 (800-2 1/4)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>99403</b> <b>W32A</b>	APP CRS <b>316°</b>	Rwy Idg <b>5502</b> TDZE <b>574</b> Apt Elev <b>583</b>
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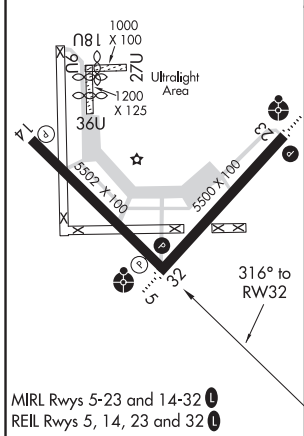
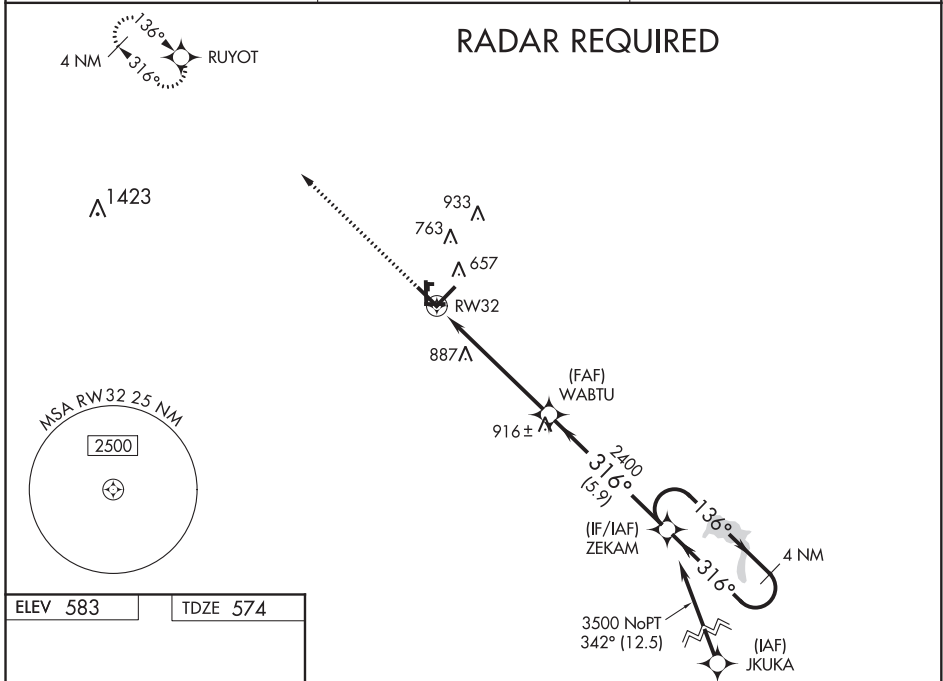
# RNAV (GPS) RWY 32

FREEMAN MUNI (SE,R)

**⚠** Baro-VNAV NA when using Louisville Intl-Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all DA 117 feet and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C/D visibility 3/8 mile and Circling Cat C/D visibility 1/2 mile. DME/DME RNP-0.3 NA. VDP NA with Louisville Intl-Standiford Field altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:**  
Climb to 2600 direct RUYOT and hold.

AWOS-3 <b>119.425</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.8 (CTAF) 0</b>
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2600 RUYOT	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).			4 NM Holding Pattern
*LNAV only.	*1.6 NM to RW32		2400	3500
RW32		WABTU 2400	316°	GS 3.00° TCH 40
1.6		4.1 NM	5.9 NM	
CATEGORY	A	B	C	D
LPV DA		859-1	285 (300-1)	
LNAV/VNAV DA		853-1	279 (300-1)	
LNAV MDA	1100-1	526 (600-1)	1100-1½	526 (600-1½)
<b>C</b> CIRCLING	1100-1	517 (600-1)	1300-2	1300-2¼
			717 (800-2)	717 (800-2¼)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



SHELBY, OHIO

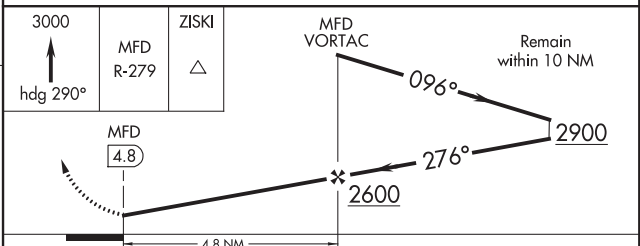
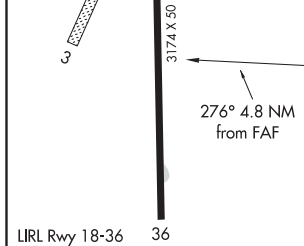
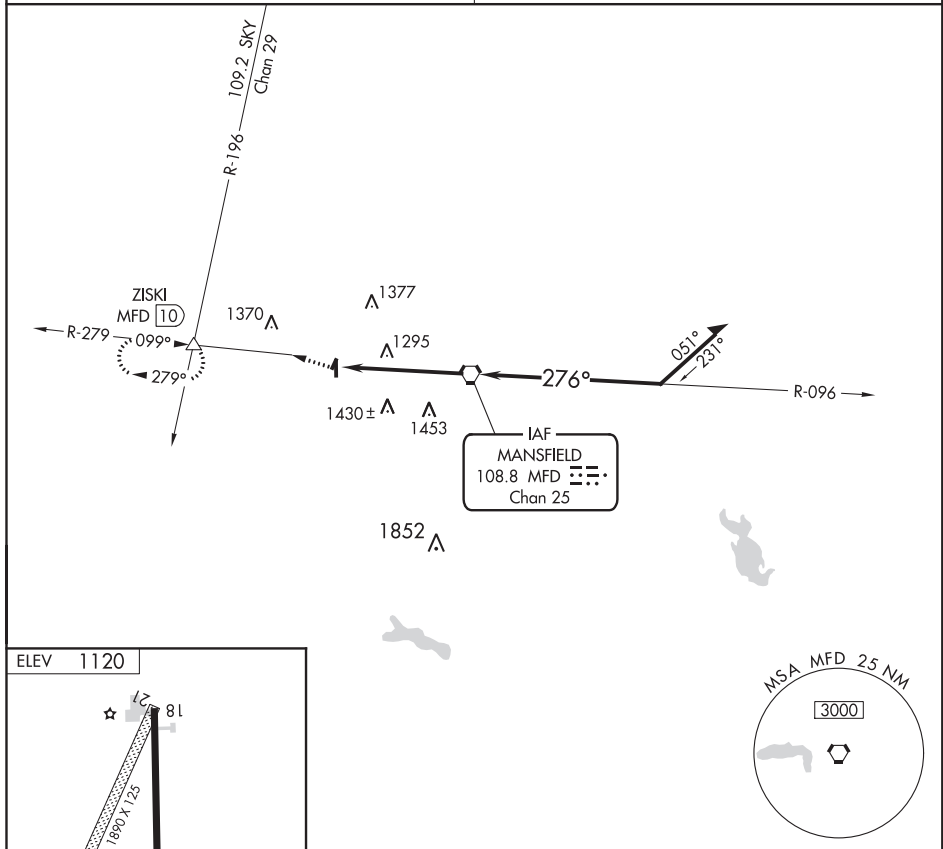
AL-5502 (FAA)

15120

VORTAC MFD <b>108.8</b> Chan <b>25</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1120</b>
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**VOR-A**  
SHELBY COMMUNITY (12G)

<p>▼ ▲ NA</p> <p>Use Mansfield altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 via heading 290° and MFD R-279 to ZISKI Int/MFD 10 DME and hold.</p>
<p>MANSFIELD APP CON ★</p> <p><b>124.2 390.8</b></p>	<p>UNICOM</p> <p><b>122.8</b> (CTAF)</p>



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36
CATEGORY	A	B	C	D	
CIRCLING	1640-1	520 (600-1)	1640-1½ 520 (600-1½)	NA	

SHELBY, OHIO  
Amdt 5 04SEP03

40°52'N-82°42'W

SHELBY COMMUNITY (12G)  
**VOR-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>009°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>802</b> <b>803</b>
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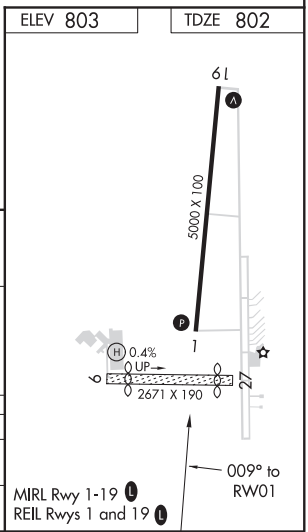
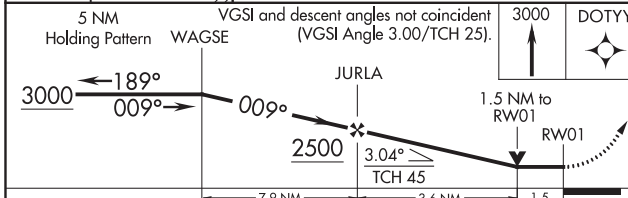
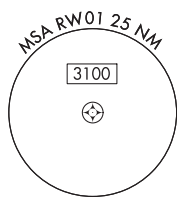
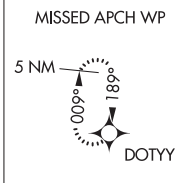
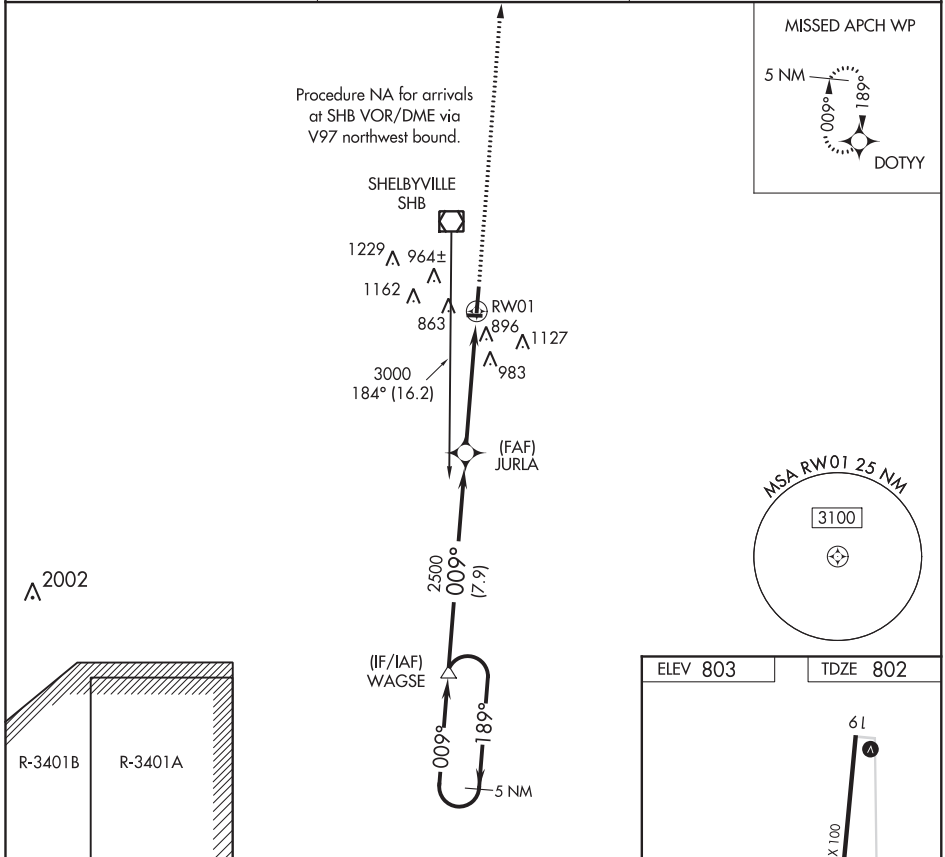
# RNAV (GPS) RWY 1

SHELBYVILLE MUNI (GEZ)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA when using Indianapolis Intl altimeter setting. Circling Rwy 9, 27 NA at night. If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climb to 3000 direct DOTYY and hold.

ASOS <b>121.55</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	UNICOM <b>122.8 (CTAF)</b> <b>📻</b>
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CATEGORY	A	B	C	D
LNVA MDA	1300-1	498 (500-1)	1300-1 $\frac{3}{8}$	498 (500-1 $\frac{3}{8}$ )
CIRCLING	1300-1	497 (500-1)	1320-1 $\frac{1}{2}$ 517 (600-1 $\frac{1}{2}$ )	1480-2 $\frac{1}{4}$ 677 (700-2 $\frac{1}{4}$ )

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

SHELBYVILLE, INDIANA

AL-5514 (FAA)

16315

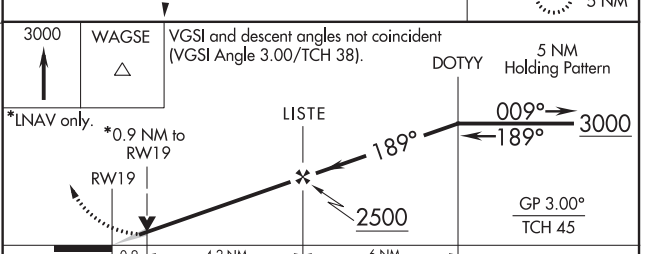
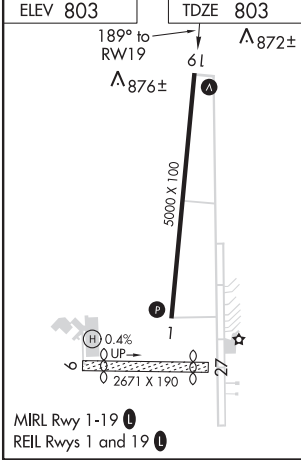
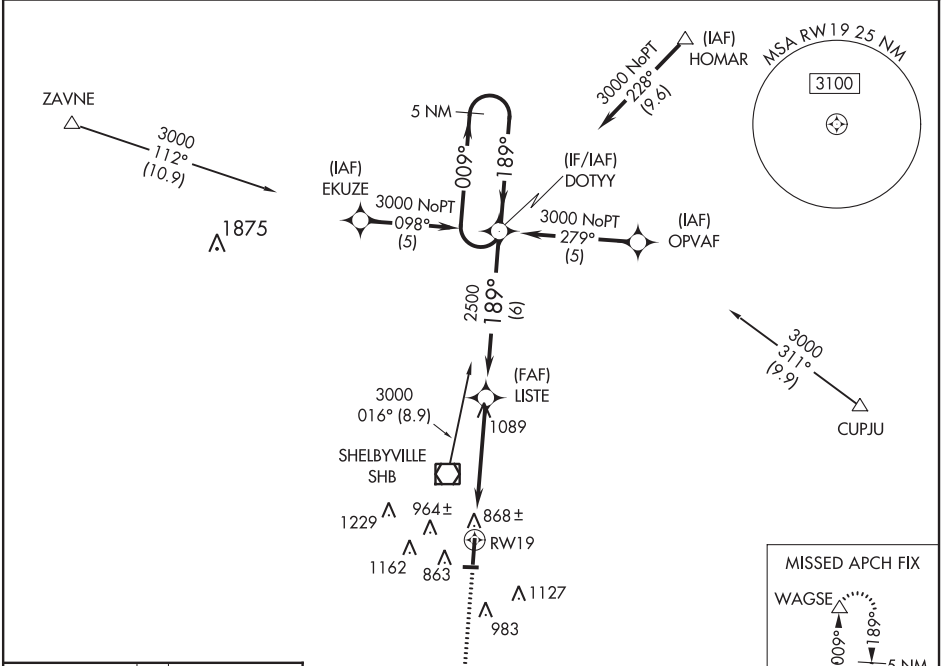
WAAS CH <b>53603</b> <b>W19A</b>	APP CRS <b>189°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>803</b> <b>803</b>
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**RNAV (GPS) RWY 19**  
SHELBYVILLE MUNI (G/EZ)

**⚠** Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Indianapolis Intl altimeter setting. If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 60 feet. Circling Rwy 9, 27 NA at night.

MISSED APPROACH: Climb to 3000 direct WAGSE and hold.

ASOS <b>121.55</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		1095-1	292 (300-1)	
LNAV/VNAV DA		1142-1¼	339 (400-1¼)	
LNAV MDA		1140-1	337 (400-1)	
CIRCLING	1200-1 397 (400-1)	1260-1 457 (500-1)	1320-1½ 517 (600-1½)	1480-2 ¼ 677 (700-2¼)

SHELBYVILLE, INDIANA  
Amdt 1B 10NOV16

39°35'N-85°48'W

SHELBYVILLE MUNI (G/EZ)  
**RNAV (GPS) RWY 19**

EC-2, 10 NOV 2016 to 05 JAN 2017

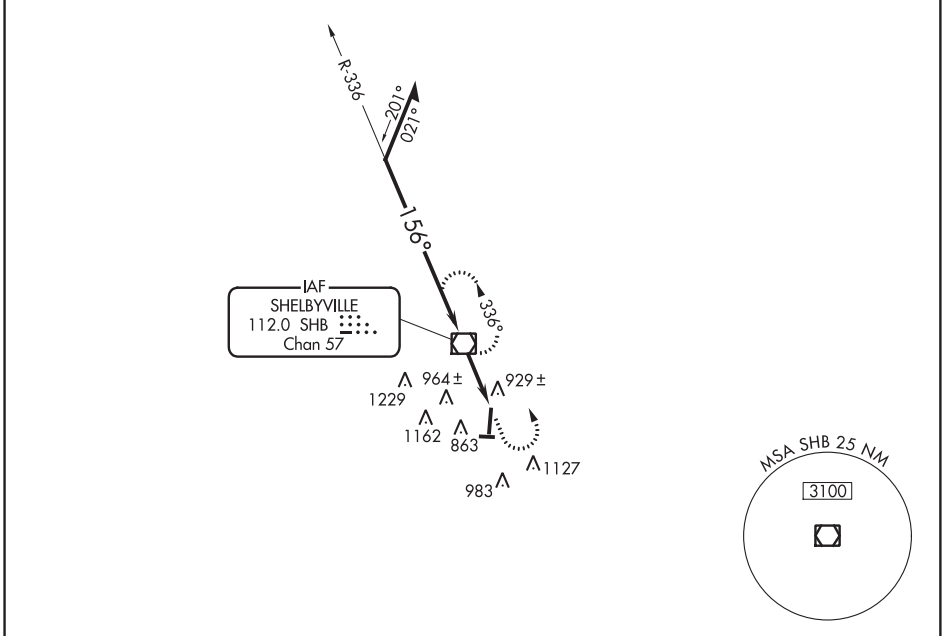
EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME SHB <b>112.0</b> Chan <b>57</b>	APP CRS <b>156°</b>	Rwy Idg TDZE Apt Elev <b>5000</b> <b>803</b> <b>803</b>
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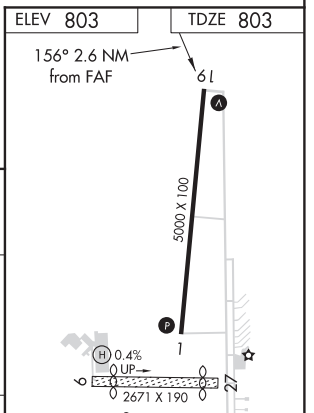
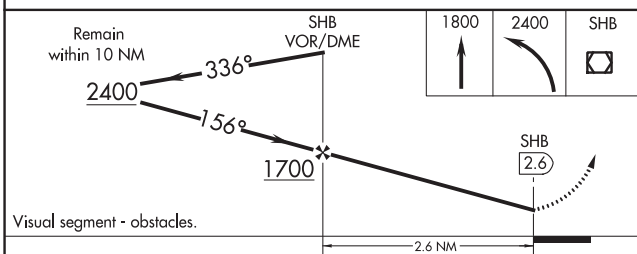
**VOR RWY 19**  
SHELBYVILLE MUNI (G/EZ)

**⚠** Circling Rwy 9, 27 NA at night. MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct SHB VOR/DME and hold.

ASOS <b>121.55</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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**⚠ 2002**



CATEGORY	A	B	C	D
S-19	1180-1 377 (400-1)			1180-1¼ 377 (400-1¼)
CIRCLING	1240-1 437 (500-1)	1260-1 457 (500-1)	1320-1½ 517 (600-1½)	1480-2¼ 677 (700-2¼)

ELEV 803	TDZE 803
MIRL Rwy 1-19 0	
REIL Rws 1 and 19 0	
FAF to MAP 2.6 NM	
Knots	60 90 120 150 180
Min:Sec	2:36 1:44 1:18 1:02 0:52

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# (DAWNN9.DAWNN) 16091 DAWNN NINE DEPARTURE

SL-5514 (FAA)

SHELBYVILLE MUNI (G/EZ)  
SHELBYVILLE, INDIANA

**TOP ALTITUDE:  
ASSIGNED BY ATC**

ASOS  
121.55  
INDIANAPOLIS DEP CON  
127.15 317.8  
CTAF  
122.8

BRICKYARD  
116.3 VHP  
Chan 110

R-098  
TERRE HAUTE  
115.3 TTH  
Chan 100

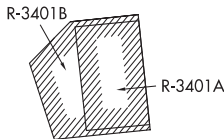
R-113  
HOOSIER  
110.2 OOM  
Chan 39

R-174  
SNEVA  
RADAR

R-174  
FOYTT  
RADAR

TAKEOFF MINIMUMS:  
Rwys 1, 19: Standard.  
Rwys 9, 27: NA - Environmental

6000  
174°  
75  
DAWNN  
N38°34.10'  
W86°13.72'  
15000  
(For BOWLING GREEN Transition)  
10000  
(For LOUISVILLE Transition)



LOUISVILLE  
114.8 IU  
Chan 95  
N38°06.21'-W85°34.65'  
L-26-27, H-5-10

10000  
\*3000  
131°  
R-311  
6000  
\*2300  
R-002  
182°  
10000  
\*2400  
841°  
R-004  
15000  
1

BOWLING GREEN  
117.9 BWG  
Chan 126  
N36°55.72'-W86°26.61'  
L-16, H-5-6-9

MYSTIC  
108.2 MYS  
L-16, H-5-10

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOWLING GREEN TRANSITION (DAWNN9.BWG): From over DAWNN INT on BWG R-004 to BWG VORTAC.

LOUISVILLE TRANSITION (DAWNN9.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.

MYSTIC TRANSITION (DAWNN9.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

TAKEOFF OBSTACLE NOTES:

- Rwy 1: Trees 1111' from DER, 753' right of centerline, 69' AGL/869' MSL.
- Rwy 19: Trees 2180' from DER, 261' right of centerline, 100' AGL/899' MSL.  
Trees 2696' from DER, 498' left of centerline, 100' AGL/899' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

(OOM4.OOM) 16091

# HOOSIER FOUR DEPARTURE

SL-5514 (FAA)

SHELBYVILLE MUNI (G/EZ)

SHELBYVILLE, INDIANA


ASOS  
121.55  
INDIANAPOLIS DEP CON  
127.15 317.8  
CTAF  
122.8

**TOP ALTITUDE:  
ASSIGNED BY ATC**

BRICKYARD  
116.3 VHP   
Chan 110

**TAKEOFF MINIMUMS:**

Rwys 1, 19: Standard.  
Rwys 9, 27: NA - Environmental.

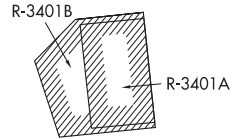
HOOSIER  
110.2 OOM   
Chan 39  
N39°08.63'-W86°36.78'  
L-27

**TAKEOFF OBSTACLE NOTES:**

Rwy 1: Trees 1111' from DER, 753' right of centerline, 69' AGL/869' MSL.  
Rwy 19: Trees 2180' from DER, 261' right of centerline, 100' AGL/899' MSL.  
Trees 2696' from DER, 498' left of centerline, 100' AGL/899' MSL.



WEGEE  
N38°30.83'  
W86°59.25'

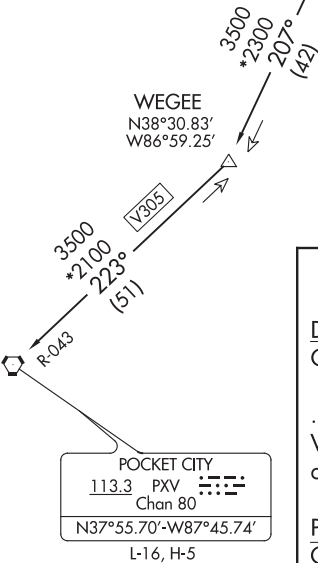



## DEPARTURE ROUTE DESCRIPTION

**DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS:**  
Climb on assigned heading to assigned altitude. Thence....

...expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**POCKET CITY TRANSITION (OOM4.PXV):** From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.



POCKET CITY  
113.3 PXV   
Chan 80  
N37°55.70'-W87°45.74'  
L-16, H-5

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# HOOSIER FOUR DEPARTURE

(OOM4.OOM) 31MAR16

SHELBYVILLE, INDIANA

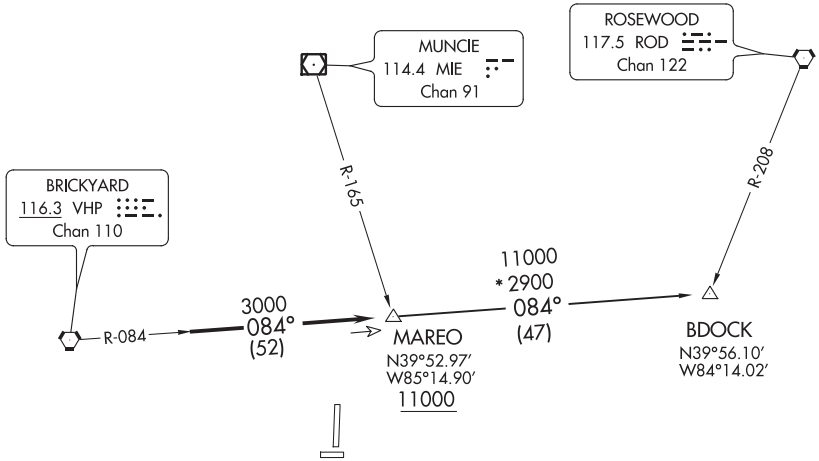
SHELBYVILLE MUNI (G/EZ)

ASOS  
121.55  
INDIANAPOLIS DEP CON  
127.15 317.8  
CTAF  
122.8

**TOP ALTITUDE:  
ASSIGNED BY ATC**

**TAKEOFF MINIMUMS**

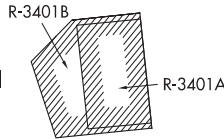
Rwys 1, 19: Standard.  
Rwys 9, 27: NA - Environmental.



**TAKEOFF OBSTACLE NOTES:**

- Rwy 1: Trees 1111' from DER, 753' right of centerline, 69' AGL/869' MSL.
- Rwy 19: Trees 2180' from DER, 261' right of centerline, 100' AGL/899' MSL.
- Trees 2696' from DER, 498' left of centerline, 100' AGL/899' MSL.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.



**DEPARTURE ROUTE DESCRIPTION**

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

...expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO4.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.



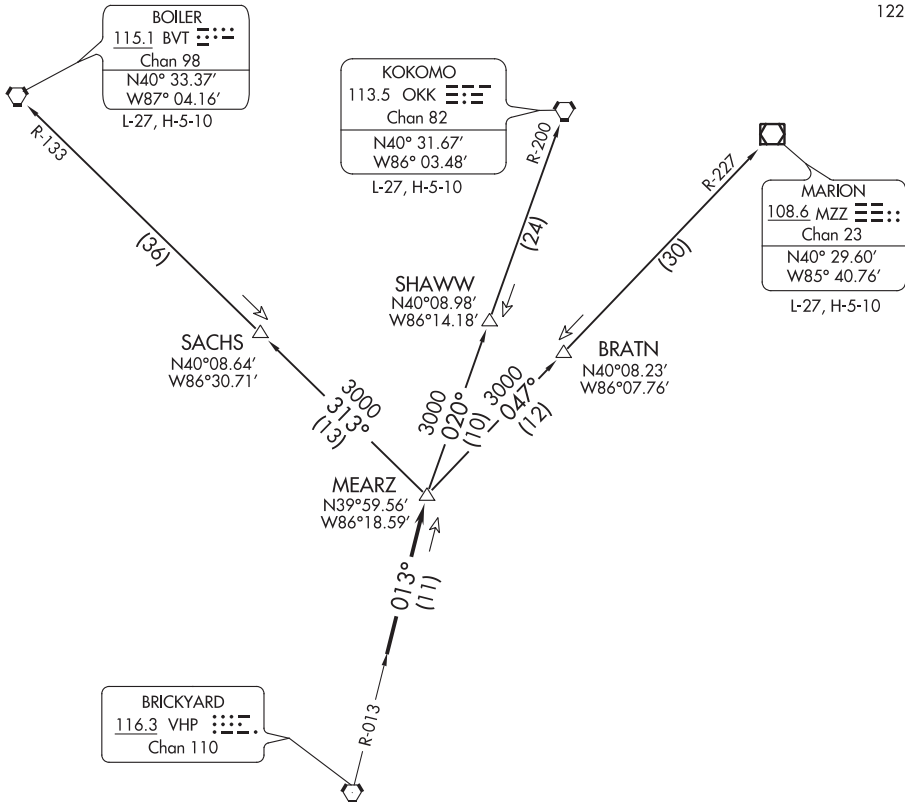
# (MEARZ4.MEARZ) 16091 MEARZ FOUR DEPARTURE

SL-5514 (FAA)

SHELBYVILLE MUNI (GEZ)  
SHELBYVILLE, INDIANA

**TOP ALTITUDE:  
ASSIGNED BY ATC**

ASOS 121.55  
INDIANAPOLIS DEP CON 127.15 317.8  
CTAF 122.8



EC-2, 10 NOV 2016 to 05 JAN 2017

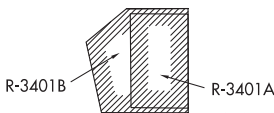
EC-2, 10 NOV 2016 to 05 JAN 2017

### TAKEOFF MINIMUMS

Rwys 1, 19: Standard.  
Rwys 9, 27: NA - Environmental

- NOTE: RADAR Required.
- NOTE: Select appropriate Localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NOTES CONTINUED ON FOLLOWING PAGE)  
(NARRATIVE ON FOLLOWING PAGE)



NOTE: Chart not to scale.

# MEARZ FOUR DEPARTURE (MEARZ4.MEARZ) 31MAR16

SHELBYVILLE, INDIANA  
SHELBYVILLE MUNI (GEZ)



DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-013 to MEARZ INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ4.BVT): From over MEARZ INT via BVT R-133 to BVT VORTAC.

KOKOMO TRANSITION (MEARZ4.OKK): From over MEARZ INT via OKK R-200 to OKK VORTAC.

MARION TRANSITION (MEARZ4.MZZ): From over MEARZ INT via MZZ R-227 to MZZ VOR/DME.

TAKEOFF OBSTACLE NOTES

Rwy 1: Trees 1111' from DER, 753' right of centerline, 69' AGL/869' MSL.

Rwy 19: Trees 2180' from DER, 261' right of centerline, 100' AGL/899' MSL.

Trees 2696' from DER, 498' left of centerline, 100' AGL/899' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

(ROCKY9.ROCKY) 16091

# ROCKY NINE DEPARTURE

SL-5514 (FAA)

SHELBYVILLE MUNI (G/EZ)

SHELBYVILLE, INDIANA

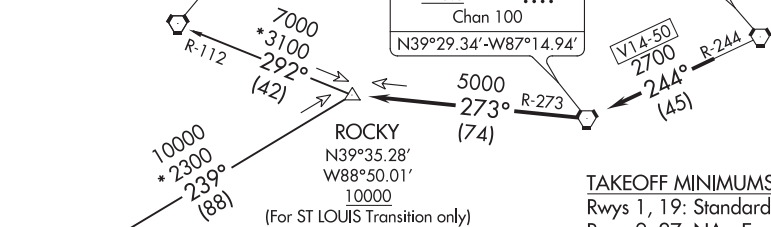
ASOS  
121.55  
INDIANAPOLIS DEP CON  
127.15 317.8  
CTAF  
122.8

**TOP ALTITUDE:  
ASSIGNED BY ATC**

SPINNER  
112.7 SPI  $\dashv\vdash\vdash\vdash$   
Chan 74  
N39°50.38'-W89°40.66'  
L-27, H-5

TERRE HAUTE  
115.3 TTH  $\dashv\vdash\vdash\vdash$   
Chan 100  
N39°29.34'-W87°14.94'

BRICKYARD  
116.3 VHP  $\dashv\vdash\vdash\vdash$   
Chan 110



TAKEOFF MINIMUMS  
Rwys 1, 19: Standard.  
Rwys 9, 27: NA - Environmental.

### TAKEOFF OBSTACLE NOTES

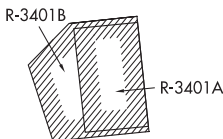
- Rwy 1: Trees 1111' from DER, 753' right of centerline, 69' AGL/869' MSL.
- Rwy 19: Trees 2180' from DER, 261' right of centerline, 100' AGL/899' MSL. Trees 2696' from DER, 498' left of centerline, 100' AGL/899' MSL.

ST LOUIS  
117.4 STL  $\dashv\vdash\vdash\vdash$   
Chan 121  
N38°51.64'-W90°28.94'  
L-27, H-5

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence . . .

. . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

- SPINNER TRANSITION (ROCKY9.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.
- ST LOUIS TRANSITION (ROCKY9.STL): From over ROCKY INT on STL R-059 to STL VORTAC.

# ROCKY NINE DEPARTURE

(ROCKY9.ROCKY) 31MAR16

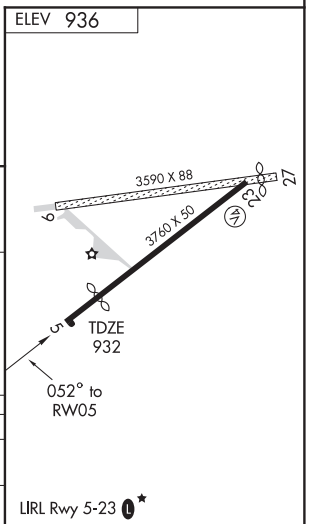
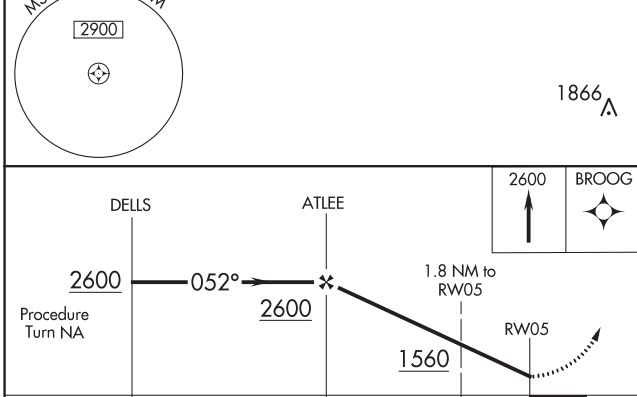
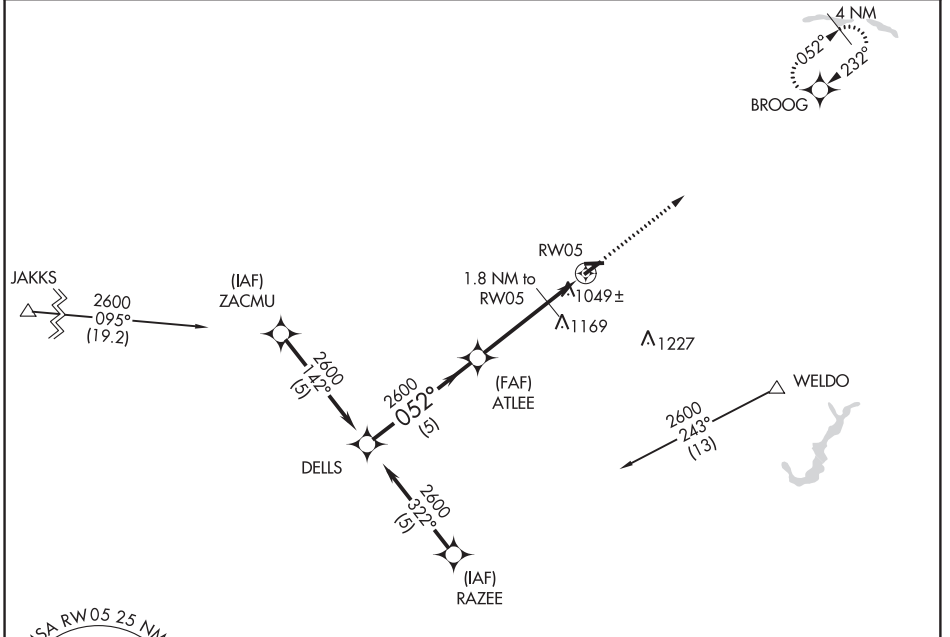
SHELBYVILLE, INDIANA  
SHELBYVILLE MUNI (G/EZ)

APP CRS	Rwy Idg	<b>3190</b>
<b>052°</b>	TDZE	<b>932</b>
	Apt Elev	<b>936</b>

# GPS RWY 5

SHERIDAN (5I4)

<p><b>▲ NA</b></p> <p>Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.</p>	<p>MISSED APPROACH: Climb to 2600 direct BROOG WP and hold.</p>
	<p>INDIANAPOLIS APP CON</p> <p><b>124.65 317.8</b></p>



CATEGORY	A	B	C	D
S-5	1400-1	468 (500-1)	1400-1¼ 468 (500-1¼)	NA
CIRCLING	1460-1 524 (600-1)	1480-1 544 (600-1)	1480-1½ 544 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

SHERIDAN, INDIANA

AL-6252 (FAA)

15120

APP CRS	Rwy Idg	<b>3760</b>
<b>232°</b>	TDZE	<b>932</b>
	Apt Elev	<b>936</b>

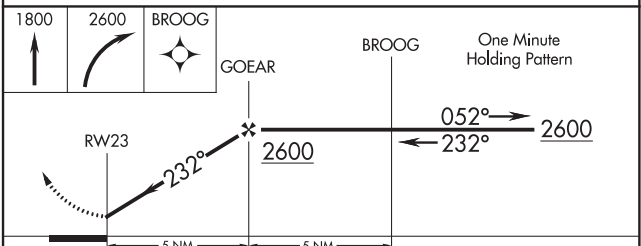
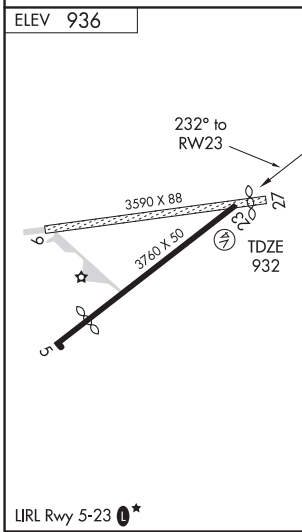
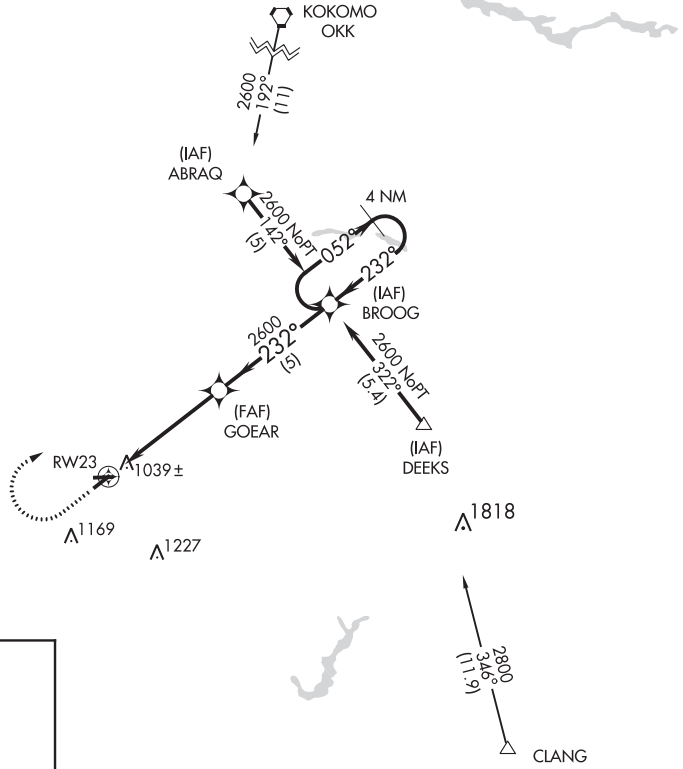
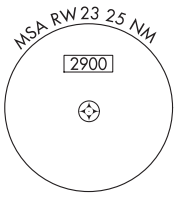
# GPS RWY 23

SHERIDAN (5I4)

**NA** Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

**MISSED APPROACH:** Climb to 1800 then climbing right turn to 2600 direct BROOG WP and hold.

INDIANAPOLIS APP CON <b>124.65 317.8</b>	UNICOM <b>123.075 (CTAF) 1</b>
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CATEGORY	A	B	C	D
S-23	1380-1	448 (500-1)	1380-1¼ 448 (500-1¼)	NA
CIRCLING	1460-1 524 (600-1)	1480-1 544 (600-1)	1480-1½ 544 (600-1½)	NA

SHERIDAN, INDIANA  
Orig 04NOV99

40°11'N-86°13'W

# SHERIDAN (5I4) GPS RWY 23

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC OKK <b>113.5</b> Chan <b>82</b>	APP CRS <b>199°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>936</b>
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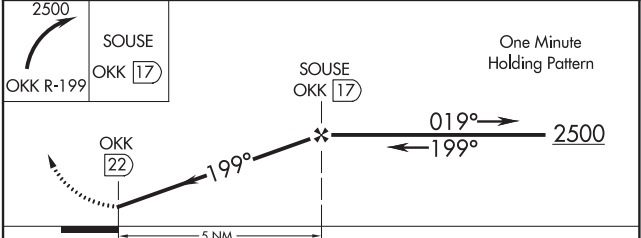
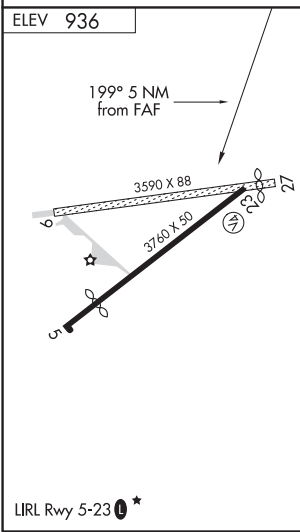
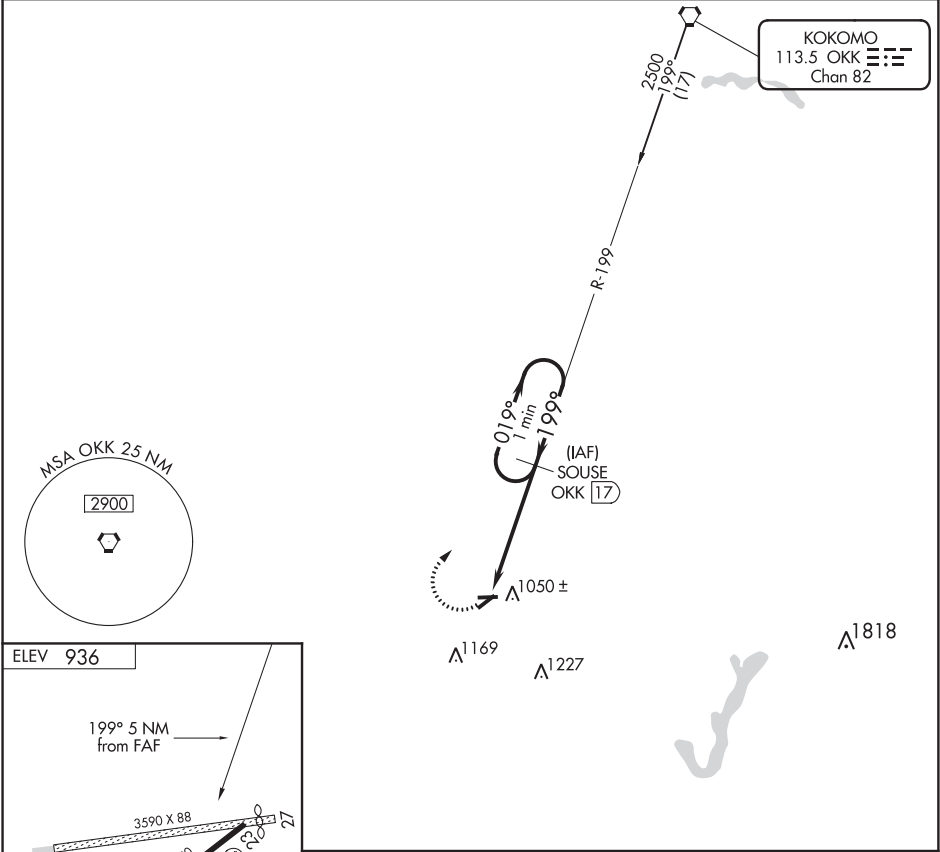
**VOR/DME-A**  
SHERIDAN (5I4)

**▲ NA** Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing right turn to 2500 via OKK R-199 to SOUSE and hold.

INDIANAPOLIS APP CON **124.65 317.8**

UNICOM **123.075** (CTAF) **0**



CATEGORY	A	B	C	D
CIRCLING	1460-1 524 (600-1)	1480-1¼ 544 (600-1¼)	1480-1½ 544 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>77934</b> <b>W10A</b>	APP CRS <b>099°</b>	Rwy Idg TDZE Apt Elev	<b>5013</b> <b>1043</b> <b>1044</b>
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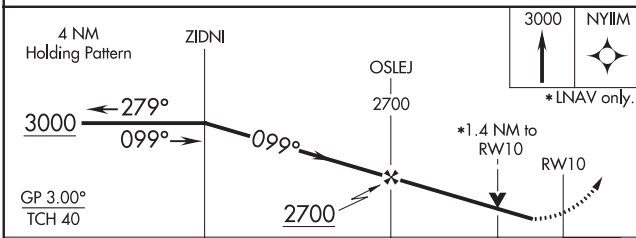
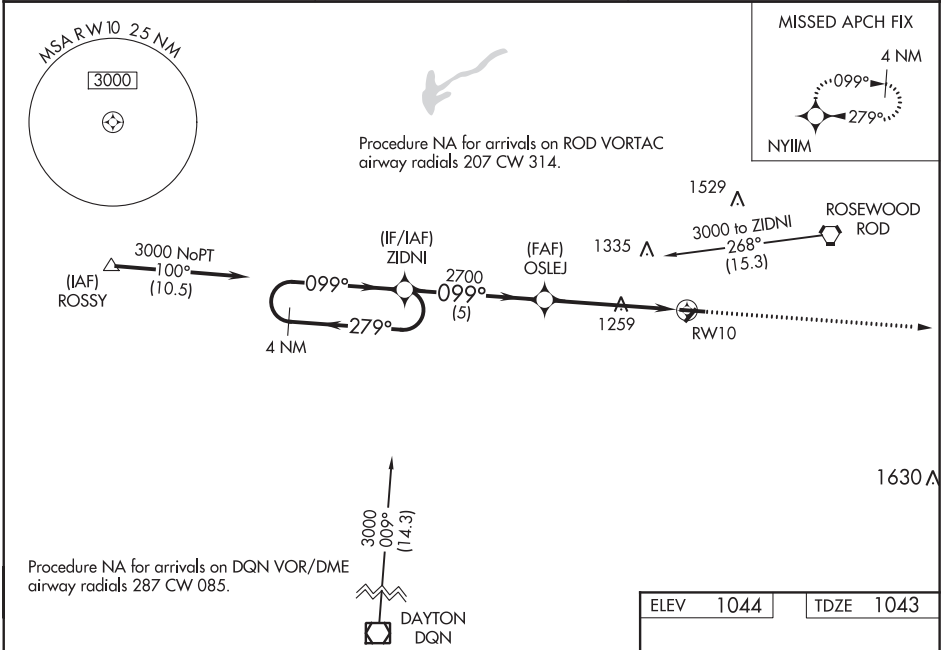
# RNAV (GPS) RWY 10

SIDNEY MUNI (SCA)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22C (-7F) or above 54C (130F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Baro-VNAV and VDP NA when using James M Cox Dayton Intl altimeter setting. Night Landing: Rwy 28 operational VGSI required, remain on or above VGSI glidepath until threshold. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DA 53 feet and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility  $\frac{1}{8}$  mile and Circling Cat C visibility  $\frac{1}{4}$  mile.

**▲ NA** MISSED APPROACH: Climb to 3000 direct NYIIM and hold.

AWOS-3 <b>120.425</b>	COLUMBUS APP CON <b>118.425 294.5</b>	UNICOM <b>123.05 (CTAF)</b>
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ELEV	1044	TDZE	1043
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5013 X 75

288 X 50

28

REIL Rwy 28

MIRL Rwy 10-28

CATEGORY	A	B	C	D
LPV DA		1308-1	265 (300-1)	
LNAV/VNAV DA		1293-1	250 (300-1)	
LNAV MDA	1520-1	477 (500-1)	1520-1 $\frac{3}{8}$	477 (500-1 $\frac{3}{8}$ )
<b>C</b> CIRCLING	1520-1	476 (500-1)	1640-1 $\frac{1}{2}$ 596 (600-1 $\frac{1}{2}$ )	1640-2 596 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>82234</b> <b>W28A</b>	APP CRS <b>279°</b>	Rwy ldg TDZE Apt Elev	<b>5013</b> <b>1044</b> <b>1044</b>
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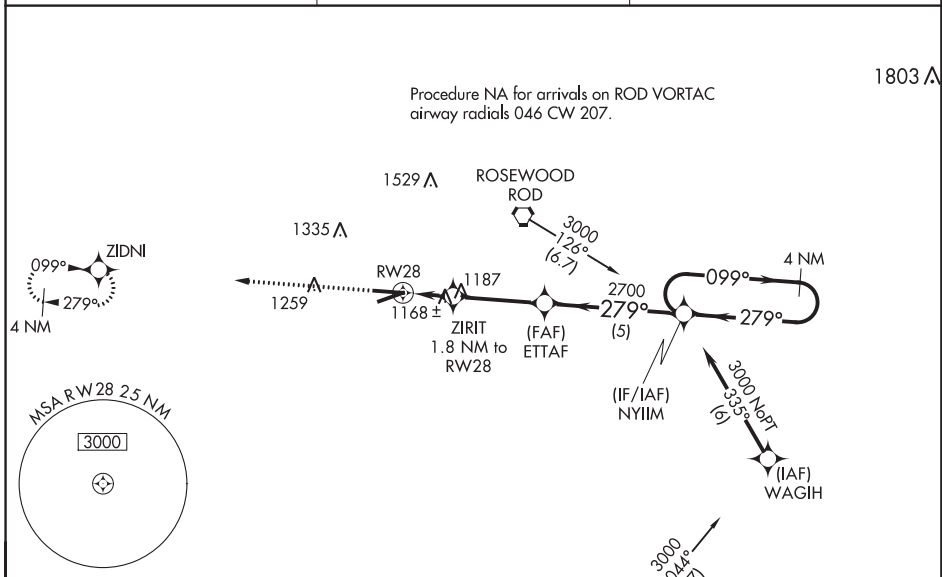
# RNAV (GPS) RWY 28

SIDNEY MUNI (SCA)

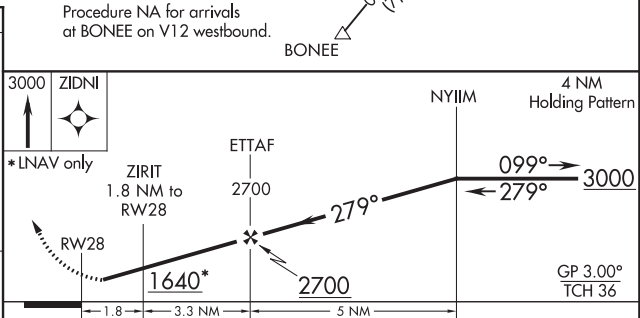
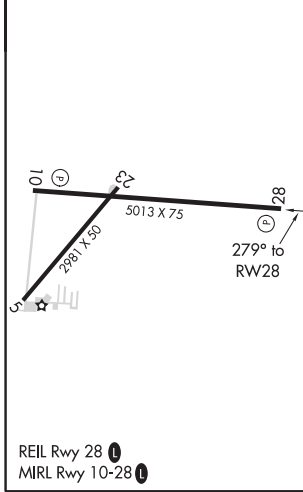
**NA** DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DA 53 feet, all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, increase LNAV Cat C and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 28 operational VGSi required, remain on or above VGSi glidepath until threshold. Baro-VNAV NA when using James M Cox Dayton Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F).

**MISSED APPROACH:**  
Climb to 3000  
direct ZIDNI and  
hold.

AWOS-3 <b>120.425</b>	COLUMBUS APP CON <b>118.425 294.5</b>	UNICOM <b>123.05</b> (CTAF) <b>1</b>
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ELEV 1044	TDZE 1044
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CATEGORY	A	B	C	D
LPV DA		1302-1 258 (300-1)		NA
LNAV/VNAV DA		1312-1 268 (300-1)		NA
LNAV MDA		1420-1 376 (400-1)		NA
<b>C</b> CIRCLING	1460-1 416 (500-1)	1520-1 476 (500-1)	1640-1½ 596 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



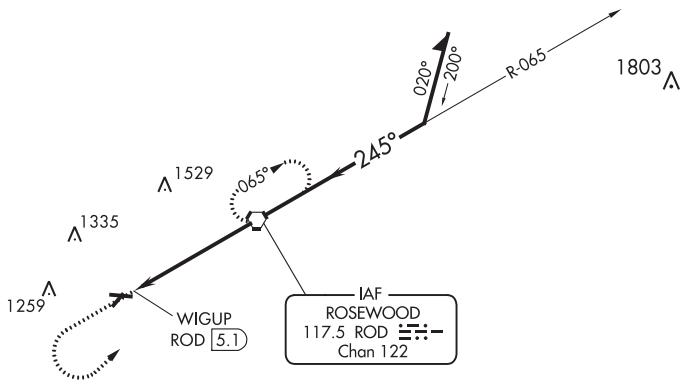
VORTAC ROD <b>117.5</b> Chan <b>122</b>	APP CRS <b>245°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1044</b>
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**VOR-A**  
SIDNEY MUNI (SCA)

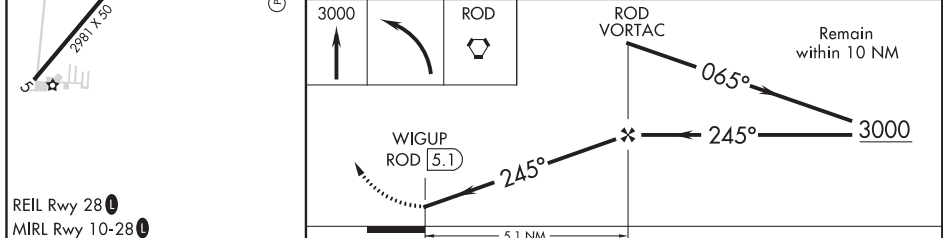
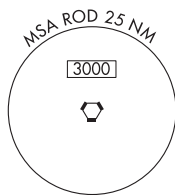
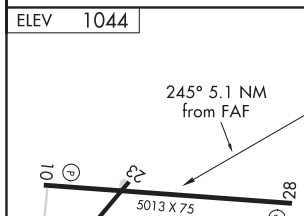
**NA** When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet and increase Cat C visibility ¼ mile. Night Landing: Rwy 28 operational VGSI required, remain on or above VGSI glidepath until threshold. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 3000 then left turn direct ROD VORTAC and hold.

AWOS-3 <b>120.425</b>	COLUMBUS APP CON <b>118.425 294.5</b>	UNICOM <b>123.05 (CTAF)</b>
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NoPT for arrivals on ROD Vortac airway radials 314 CW 088.



REIL Rwy 28  
MIRL Rwy 10-28

FAF to MAP 5.1 NM						
Knots	60	90	120	150	180	
Min:Sec	5:06	3:24	2:33	2:02	1:42	
CATEGORY	A		B		C	D
<b>CIRCLING</b>	1540-1		496 (500-1)		1640-1½ 596 (600-1½)	1640-2 596 (600-2)

SIDNEY, OHIO  
Orig 12NOV15

40°14'N-84°09'W

SIDNEY MUNI (SCA)  
**VOR-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

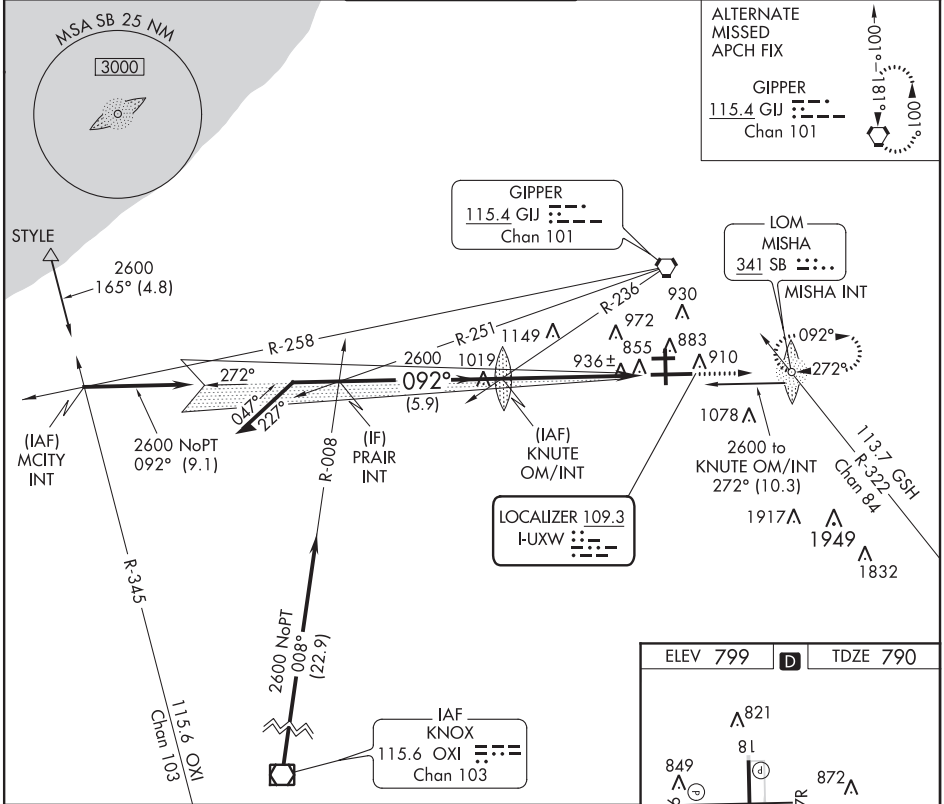
LOC I-UXW <b>109.3</b>	APP CRS <b>092°</b>	Rwy Idg <b>8412</b>
		TDZE <b>790</b>
		Apt Elev <b>799</b>

# ILS or LOC RWY 9R

SOUTH BEND INTL (SBN)

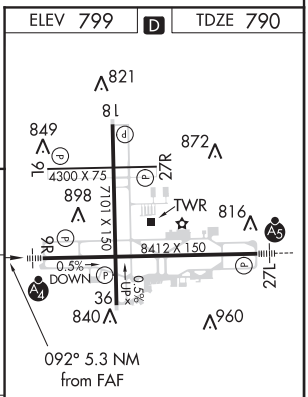
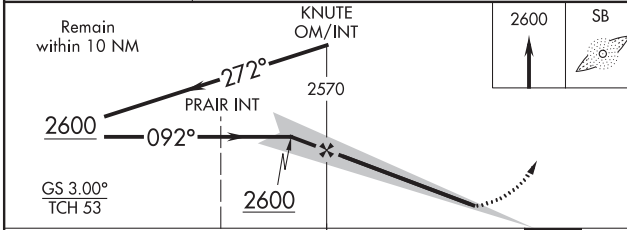
<p><b>▼</b> Inoperative table does not apply to S-LOC 9R Cat C. Autopilot coupled approach NA below 900. <b>▲</b> Visibility reduction by helicopters NA. ADF required.</p>	<p>MALS </p>	<p>MISSED APPROACH: Climb to 2600 direct MISHA LOM/INT and hold.</p>
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ATIS <b>118.15</b>	SOUTH BEND APP CON* <b>118.55 257.8</b>	SOUTH BEND TOWER* <b>118.9 (CTAF) 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>
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ALTERNATE MISSED APCH FIX

GIPPER 115.4 GJ Chan 101



CATEGORY	A	B	C	D
S-ILS 9R		1040-¾	250 (300-¾)	
S-LOC 9R	1200-¾	410 (500-¾)	1200-1½	410 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

HIRL Rwy 9R-27L					
MIRL Rwy 18-36 and 9L-27R					
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



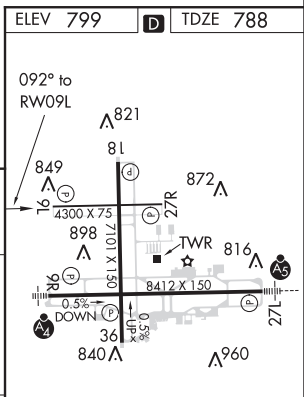
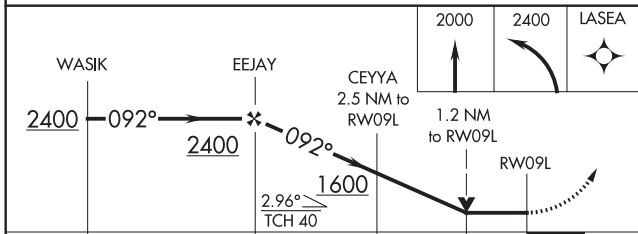
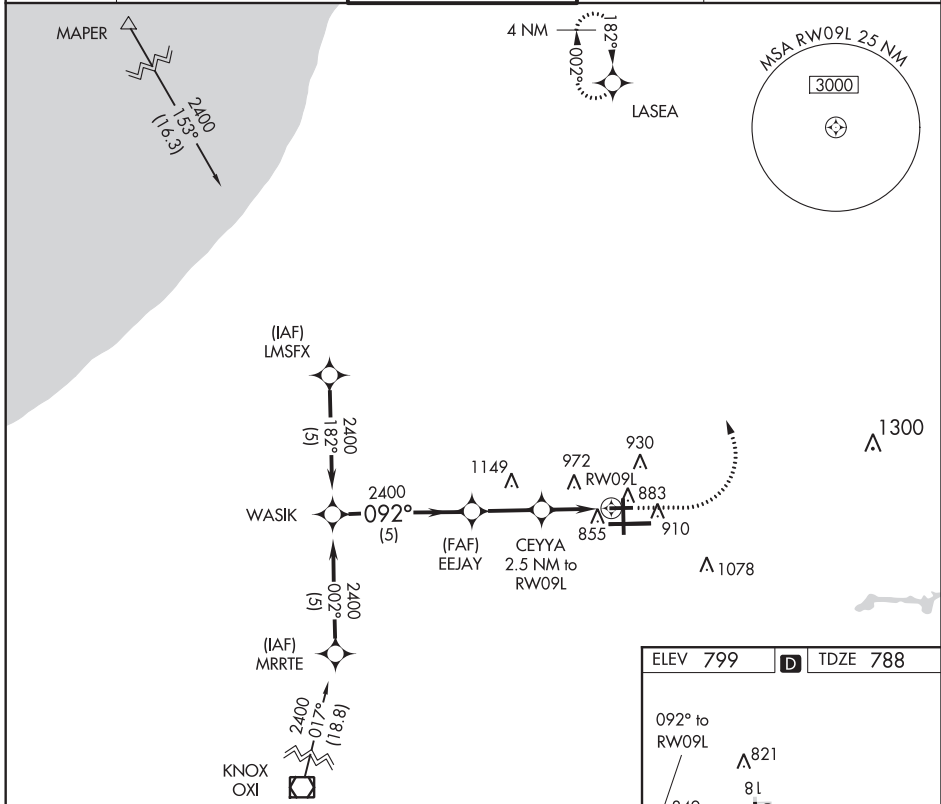
APP CRS <b>092°</b>	Rwy Idg <b>4300</b>
	TDZE <b>788</b>
	Apt Elev <b>799</b>

# RNAV (GPS) RWY 9L

SOUTH BEND INTL (SBN)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.	MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct LASEA WP and hold.
----	--	--

ATIS <b>118.15</b>	SOUTH BEND APP CON* <b>118.55 257.8</b>	SOUTH BEND TOWER* <b>118.9 (CTAF) 0 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>
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CATEGORY	A	B	C	D
LNVA MDA	1220-1	432 (500-1)	1220-1 ¼ 432 (500-1 ¼)	1220-1 ½ 432 (500-1 ½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1 ½ 481 (500-1 ½)	1360-2 561 (600-2)

HIRL Rwy 9R-27L  
MIRL Rwy 18-36 and 9L-27R

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

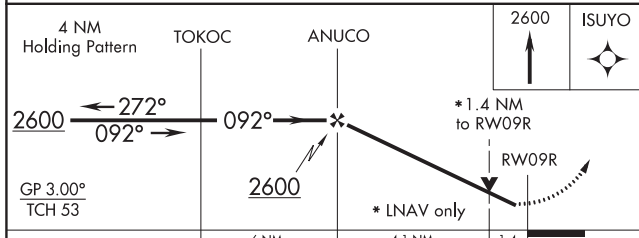
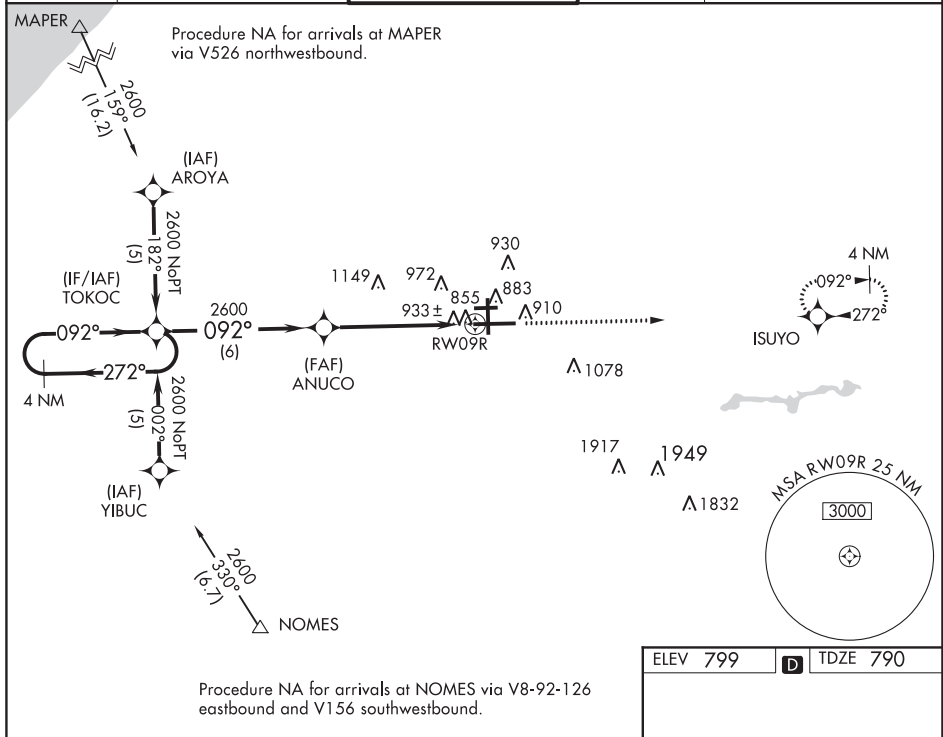
WAAS CH <b>60908</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg <b>8412</b> TDZE <b>790</b> Apt Elev <b>799</b>
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# RNAV (GPS) RWY 9R

SOUTH BEND INTL (SBN)

<p><b>▼</b> Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When VGSI inoperative, circling Rwy 27R NA at night. Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat C.</p>	<p>MALSF</p>	<p>MISSED APPROACH: Climb to 2600 direct ISUYO WP and hold.</p>
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<p>ATIS <b>118.15</b></p>	<p>SOUTH BEND APP CON* <b>118.55 257.8</b></p>	<p>SOUTH BEND TOWER* <b>118.9 (CTAF) 257.8</b></p>	<p>GND CON <b>121.7</b></p>	<p>CLNC DEL <b>121.9</b></p>
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CATEGORY	A	B	C	D
LPV DA	1190-1½ 400 (400-1½)			
LNAV/VNAV DA	1280-1¾ 490 (500-1¾)			
LNAV MDA	1280-¾ 490 (500-¾)	1280-1¼ 490 (500-1¼)		1280-1½ 490 (500-1½)
CIRCLING	1280-1¾ 481 (500-1¾)			1360-2 561 (600-2)

ELEV 799 **D** TDZE 790

HIRL Rwy 9R-27L  
MIRL Rwy 18-36 and 9L-27R

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>73021</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg <b>7101</b> TDZE <b>798</b> Apt Elev <b>798</b>
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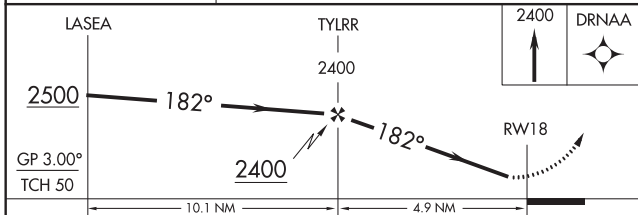
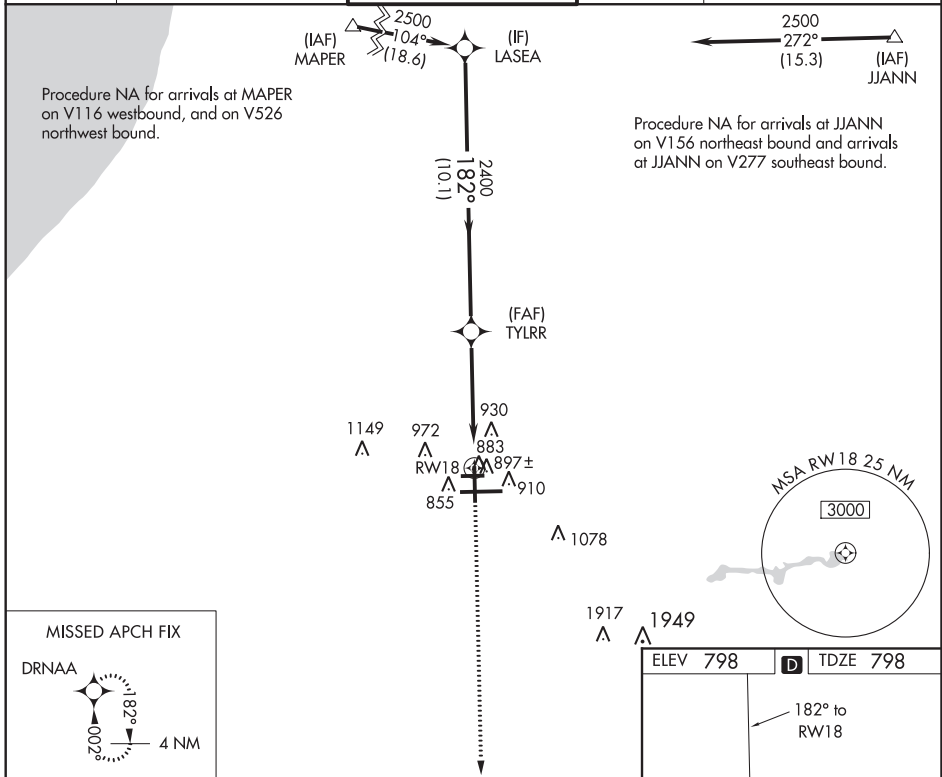
# RNAV (GPS) RWY 18

SOUTH BEND INTL (SBN)

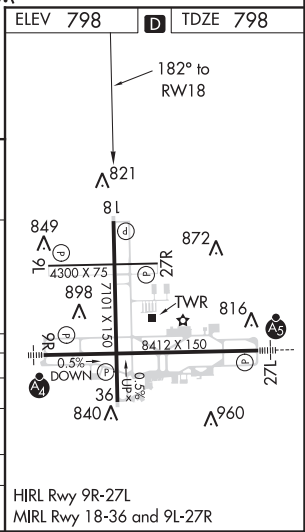
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2400 direct DRNAA and hold.

ATIS <b>118.15</b>	SOUTH BEND APP CON* <b>118.55 257.8</b>	SOUTH BEND TOWER* <b>118.9 (CTAF) 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>
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CATEGORY	A	B	C	D
LPV DA		1048-1	250 (300-1)	
LNAV/VNAV DA		1057-1	259 (300-1)	
LNAV MDA		1160-1	362 (400-1)	
CIRCLING	1260-1	462 (500-1)	1280-1½ 482 (500-1½)	1360-2 562 (600-2)



EC-2, 10 NOV 2016 to 05 JAN 2017


EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>50108</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg <b>8412</b> TDZE <b>774</b> Apt Elev <b>799</b>
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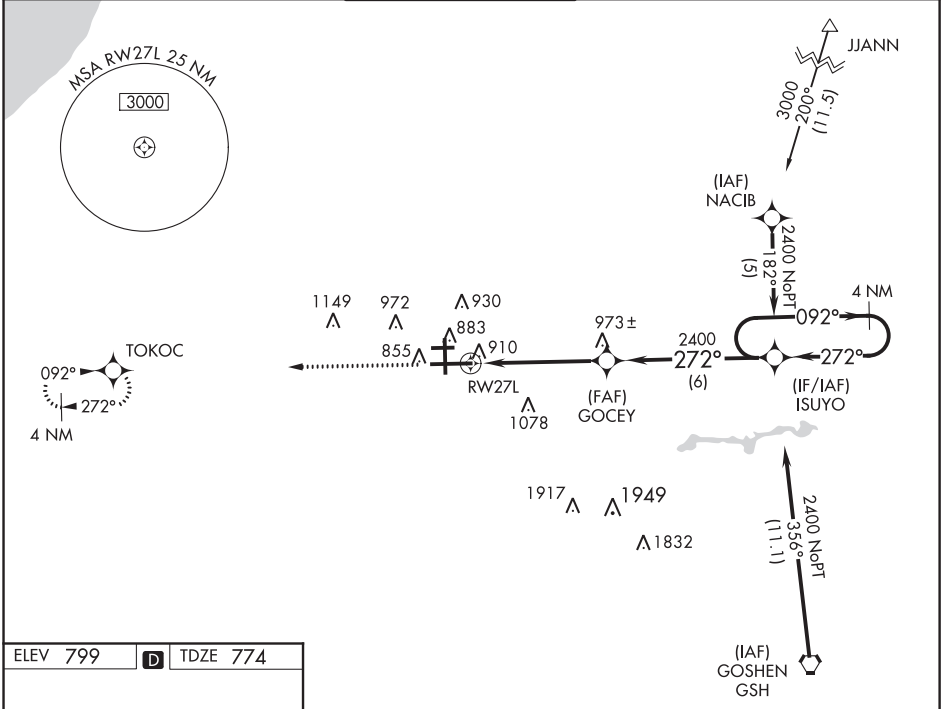
# RNAV (GPS) RWY 27L

SOUTH BEND INTL (SBN)

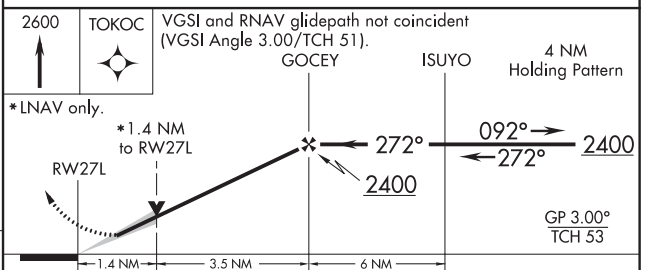
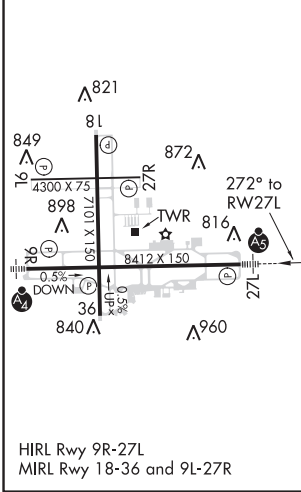
**▼** Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When VGSI inoperative, circling Rwy 27R NA at night. For inoperative MALS, increase LPV all cats visibility to RVR 4000.

**MALS**  MISSED APPROACH: Climb to 2600 direct TOKOC WP and hold.

ATIS <b>118.15</b>	SOUTH BEND APP CON * <b>118.55 257.8</b>	SOUTH BEND TOWER * <b>118.9 (CTAF) 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>
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ELEV 799	<b>D</b>	TDZE 774
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CATEGORY	A	B	C	D
LPV DA		1030/24	256 (300-½)	
LNAV/VNAV DA		1160/40	386 (400-¾)	
LNAV MDA	1260/24	486 (500-½)	1260/40 486 (500-¾)	1260/50 486 (500-1)
CIRCLING	1260-1¼ 461 (500-1¼)	1280-1¼ 481 (500-1¼)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# RNAV (GPS) RWY 27R

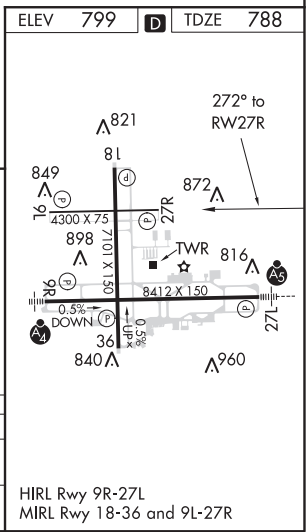
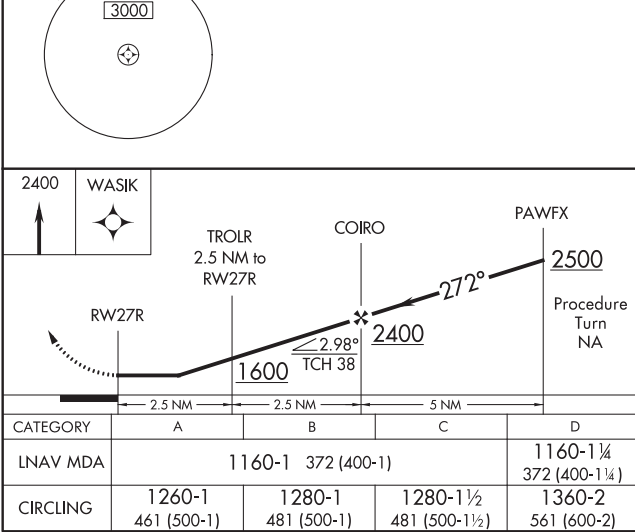
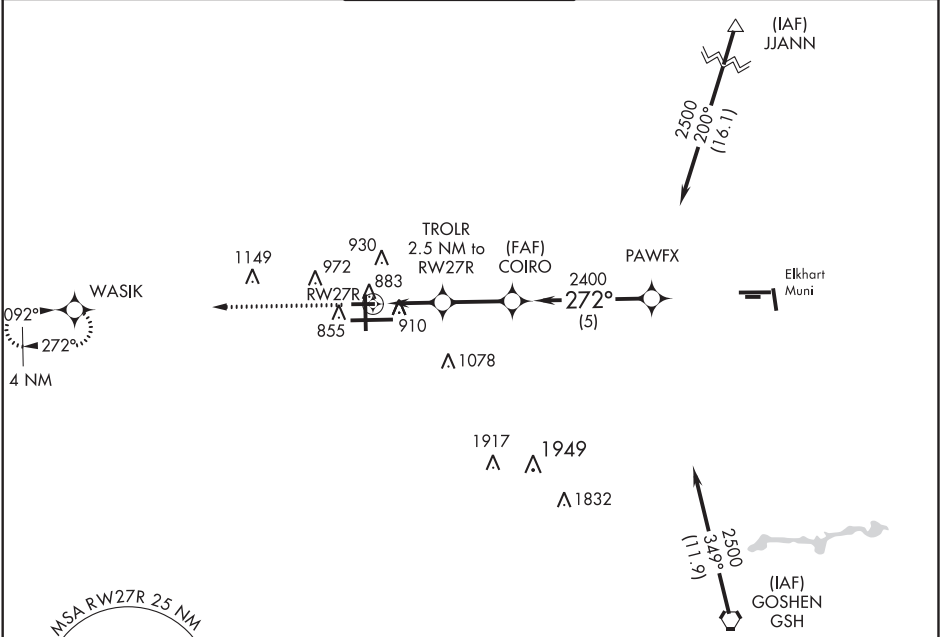
SOUTH BEND INTL (SBN)

APP CRS <b>272°</b>	Rwy Idg <b>4300</b>
	TDZE <b>788</b>
	Apt Elev <b>799</b>

**⚠** GPS or RNP-0.3 required.  
**⚠** NA DME/DME RNP-0.3 NA.  
 Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2400 direct WASIK WP and hold.

ATIS <b>118.15</b>	SOUTH BEND APP CON* <b>118.55 257.8</b>	SOUTH BEND TOWER* <b>118.9 (CTAF) 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





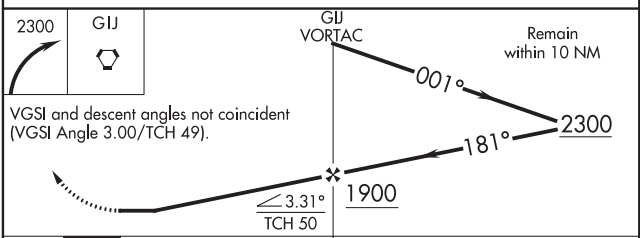
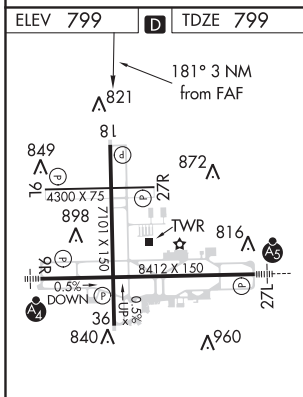
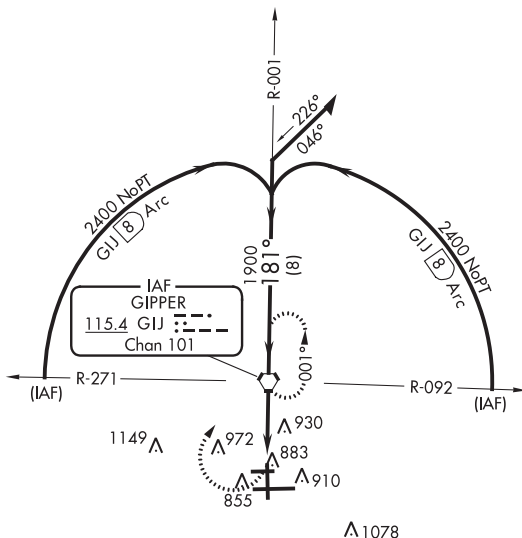
VORTAC GJ <b>115.4</b> Chan <b>101</b>	APP CRS <b>181°</b>	Rwy Idg TDZE Apt Elev	<b>7101</b> <b>799</b> <b>799</b>
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# VOR RWY 18

SOUTH BEND INTL (SBN)

MISSED APPROACH: Climbing right turn to 2300 direct GJ VORTAC and hold.

ATIS <b>118.15</b>	SOUTH BEND APP CON * <b>118.55 257.8</b>	SOUTH BEND TOWER * <b>118.9 (CTAF) 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>
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ELEV 799	<b>D</b>	TDZE 799						
HIRL Rwy 9R-27L MRL Rwy 18-36 and 9L-27R FAF to MAP 3 NM								
Knots	60	90	120	150	180			
Min:Sec	3:00	2:00	1:30	1:12	1:00			
CATEGORY	A		B		C		D	
S-18	1240-1		441 (500-1)		1240-1¼ 441 (500-1¼)		1240-1½ 441 (500-1½)	
CIRCLING	1260-1 461 (500-1)		1280-1 481 (500-1)		1280-1½ 481 (500-1½)		1360-2 561 (600-2)	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

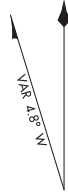
AL-399 (FAA)

SOUTH BEND INTL (SBN)  
SOUTH BEND, INDIANA

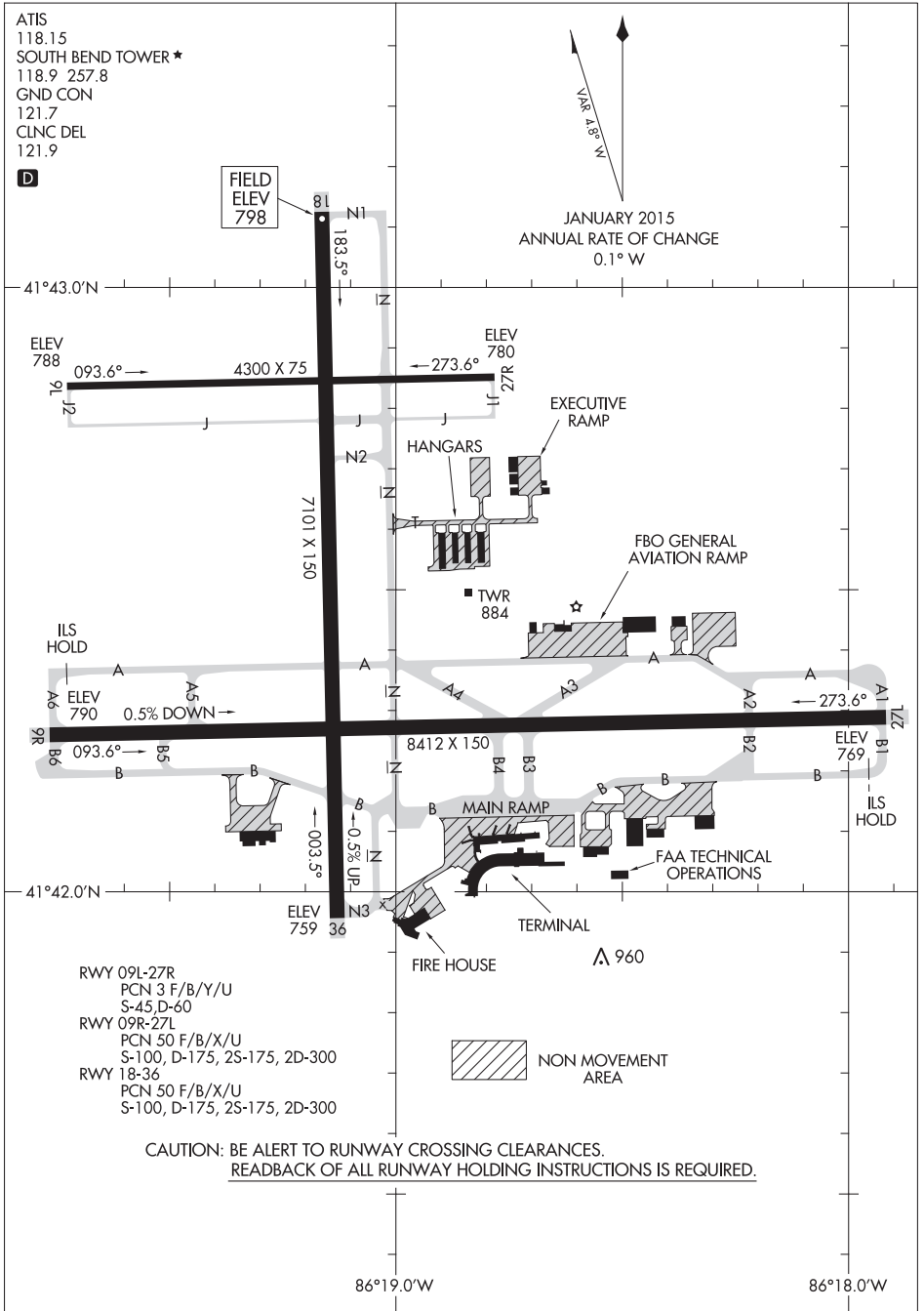
ATIS  
118.15  
SOUTH BEND TOWER \*  
118.9 257.8  
GND CON  
121.7  
CLNC DEL  
121.9

D

FIELD  
ELEV  
798



JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1° W



RWY 09L-27R  
PCN 3 F/B/Y/U  
S-45, D-60

RWY 09R-27L  
PCN 50 F/B/X/U  
S-100, D-175, 2S-175, 2D-300

RWY 18-36  
PCN 50 F/B/X/U  
S-100, D-175, 2S-175, 2D-300

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

16147


SOUTH BEND, INDIANA  
SOUTH BEND INTL (SBN)

LOC I-SGH <b>111.3</b>	APP CRS <b>238°</b>	Rwy Idg TDZE Apt Elev	<b>9009</b> <b>1048</b> <b>1051</b>
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# ILS or LOC RWY 24

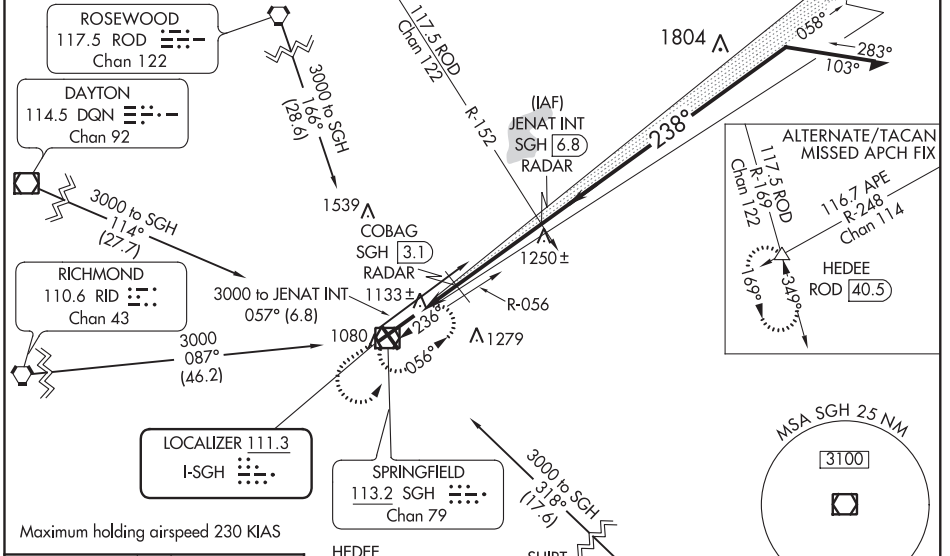
SPRINGFIELD-BECKLEY MUNI (SGH)

**⚠** DME from SGH VOR/DME. Simultaneous reception of I-SGH and SGH DME required. ALSF-2 reverts to SSALR when tower is closed. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet and S-LOC 24 Cats C, D, and E and Circling Cat C visibility ¼ mile. For inoperative ALSF-2/SSALR, when using Wright-Patterson AFB altimeter setting, increase S-ILS 24 all Cats visibility to 1 mile and S-LOC 24 Cat E visibility to 2½ mile. For inoperative ALSF-2/SSALR, increase S-ILS 24 Cat E visibility to ¼ mile and S-LOC 24 Cat E visibility to 2 miles. COBAG fix minimums: When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase S-LOC 24 Cat C, D, and E visibility ¼ mile. For inoperative ALSF-2/SSALR when using Wright-Patterson AFB altimeter setting increase S-LOC 24 Cat E visibility to 1½ mile. For inoperative ALSF-2/SSALR, increase S-LOC 24 Cat E visibility to 1¼ mile.

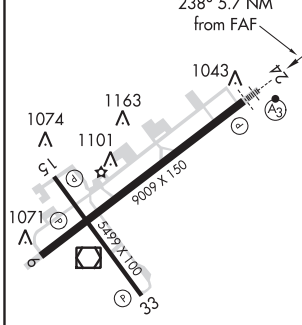
**SSALR**  


**MISSED APPROACH:** Climb to 3000 then left turn direct SGH VOR/DME and hold. (TACAN aircraft climb to 1600 then climbing left turn to 4000 via ROD VORTAC R-169 to HEDEE INT/ROD 40.5 DME and hold south, left turn, 349° inbound).

AWOS-3PT <b>134.975</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>122.95</b>	CTAF <b>120.7</b>
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ELEV 1051	TDZE 1048
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WAAS CH <b>97615</b> <b>W24A</b>	APP CRS <b>238°</b>	Rwy Idg TDZE Apt Elev	<b>9009</b> <b>1048</b> <b>1051</b>
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# RNAV (GPS) RWY 24

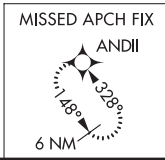
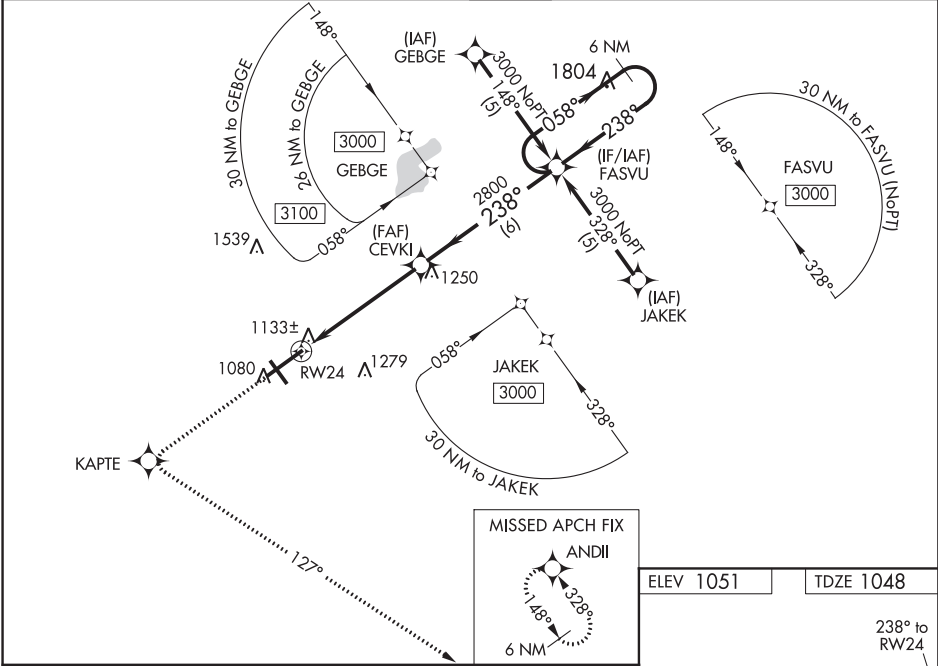
SPRINGFIELD-BECKLEY MUNI (SGH)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For inoperative ALSF-2/SSALR, increase LNAV Cat D visibility to 1¼ mile. For inoperative ALSF-2/SSALR, when using Wright-Patterson AFB altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. ALSF-2 reverts to SSALR when tower is closed. VDP and Baro-VNAV NA when using Wright-Patterson AFB altimeter setting.

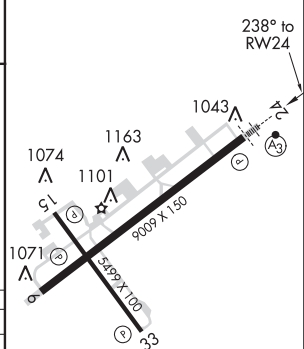
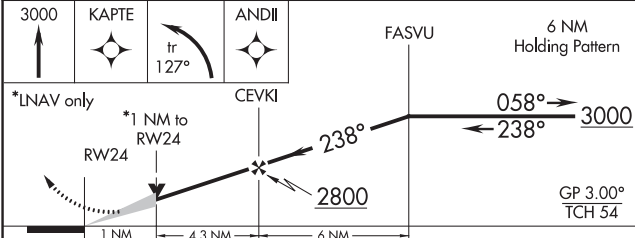


**MISSED APPROACH:**  
Climb to 3000 direct KAPTE and left turn via track 127° to ANDII and hold.

AWOS-3PT <b>134.975</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>122.95</b>	CTAF <b>120.7</b>
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ELEV 1051	TDZE 1048
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CATEGORY	A	B	C	D
LPV DA		1248-½	200 (200-½)	
LNAV/VNAV DA		1398-¾	350 (400-¾)	
LNAV MDA	1400-½	352 (400-½)		1400-1 352 (400-1)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

HIRL Rwy 6-24  
MRL Rwy 15-33  
REIL Rws 6, 15 and 33

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

SPRINGFIELD, OHIO

AL-958 (FAA)

16259

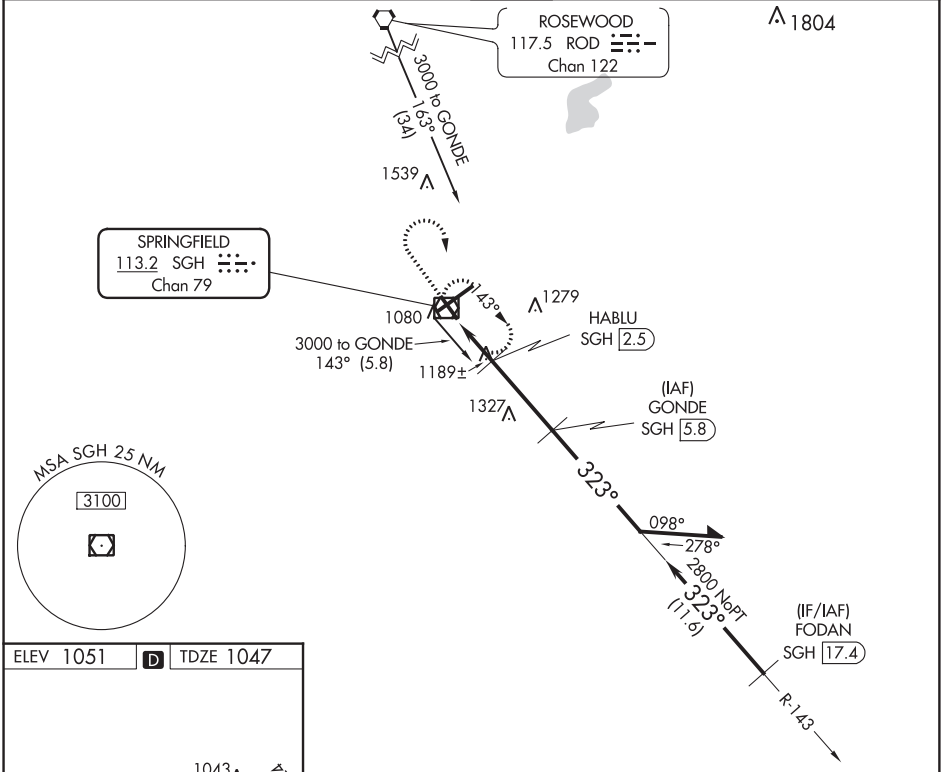
VOR/DME SGH <b>113.2</b> Chan <b>79</b>	APP CRS <b>323°</b>	Rwy Idg TDZE <b>5499</b> <b>1047</b> Apt Elev <b>1051</b>
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**VOR/DME RWY 33**  
SPRINGFIELD-BECKLEY MUNI (SGH)

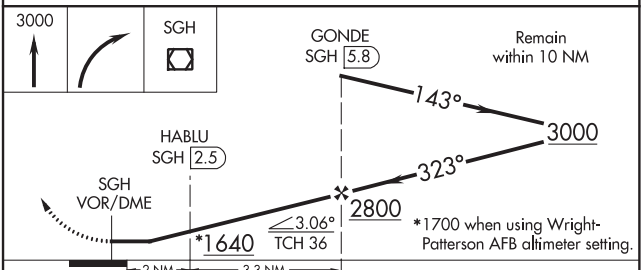
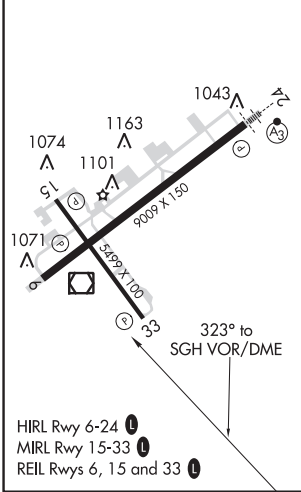
**⚠** When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDA's 60 feet and increase Cat C/D visibility ¼ mile.  
**⚠ NA** Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then right turn direct SGH VOR/DME and hold.

AWOS-3PT <b>134.975</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>122.95</b>	CTAF <b>120.7</b>
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ELEV 1051	<b>D</b>	TDZE 1047
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CATEGORY	A	B	C	D
S-33	1440-1 393 (400-1)			1440-1½ 393 (400-1½)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

SPRINGFIELD, OHIO  
Orig 05JUN08

39°50'N-83°50'W

SPRINGFIELD-BECKLEY MUNI (SGH)  
**VOR/DME RWY 33**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME SGH <b>113.2</b> Chan <b>79</b>	APP CRS <b>066°</b>	Rwy Idg <b>9009</b> TDZE <b>1051</b> Apt Elev <b>1051</b>
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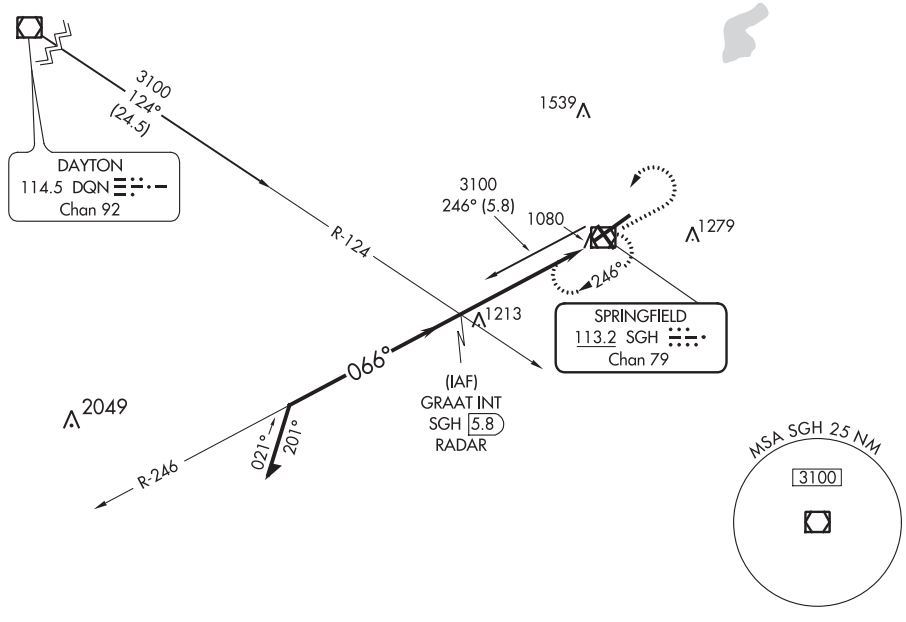
# VOR RWY 6

SPRINGFIELD-BECKLEY MUNI (SGH)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDA 60 feet.  
 ▲ VDP NA when using Wright-Patterson AFB altimeter setting.

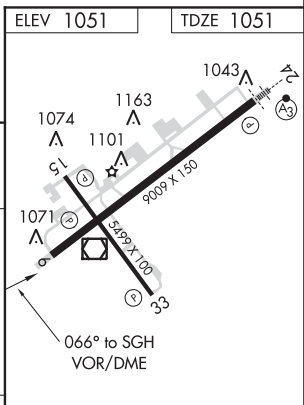
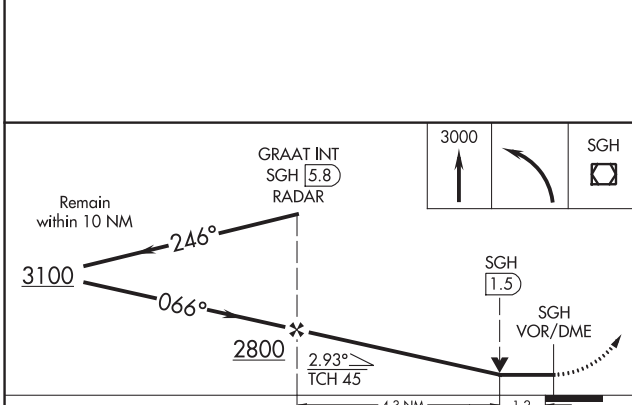
MISSED APPROACH: Climb to 3000, then left turn direct SGH VOR/DME and hold.

AWOS-3PT <b>134.975</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>122.95</b>	CTAF <b>120.7</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-6	1480-1	429 (500-1)	1480-1¼ 429 (500-1¼)	1480-1½ 429 (500-1½)
CIRCLING	1480-1 429 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

HIRL Rwy 6-24  
 MRL Rwy 15-33  
 REIL Rws 6, 15 and 33



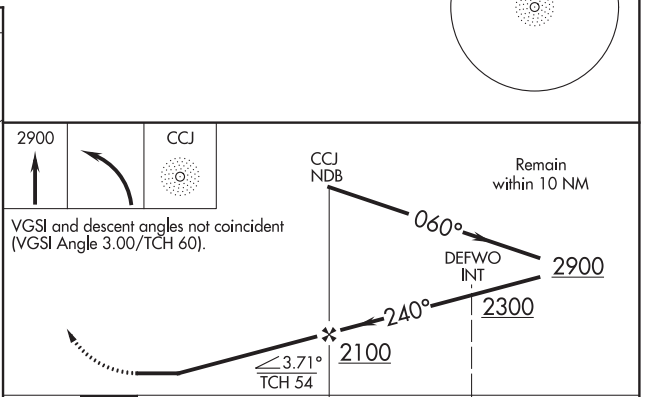
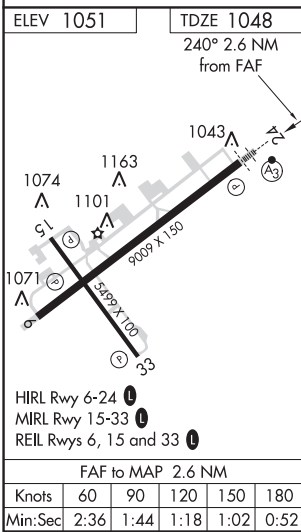
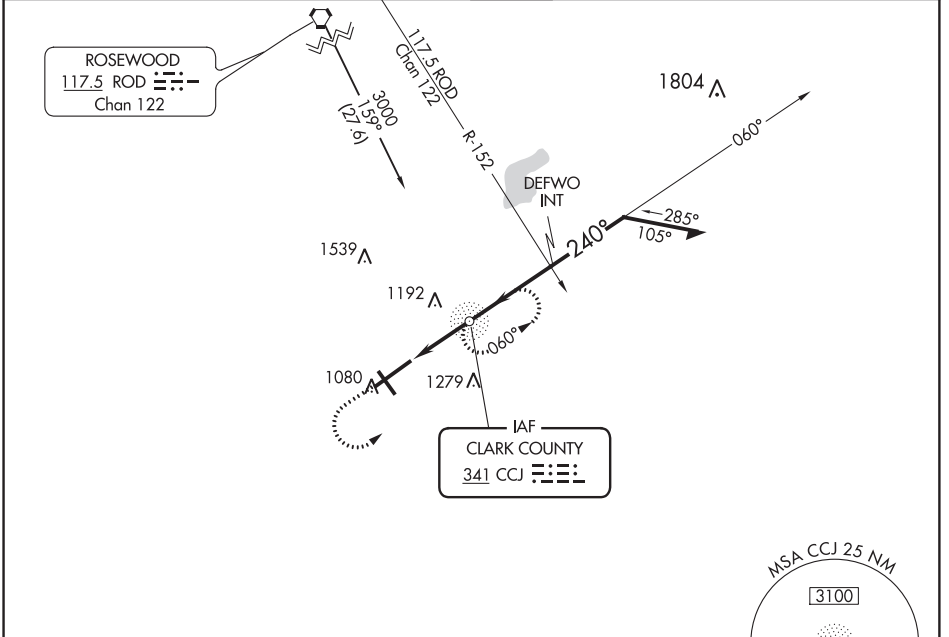
NDB CCJ <b>341</b>	APP CRS <b>240°</b>	Rwy Idg TDZE Apt Elev	<b>9009</b> <b>1048</b> <b>1051</b>
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**NDB RWY 24**  
SPRINGFIELD-BECKLEY MUNI (SGH)

**NA** When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDA 60 feet and S-24 Cats C and D visibility ¼ mile.

SSALR  
MISSED APPROACH: Climb to 2900 then left turn direct CCJ NDB and hold.

AWOS-3PT <b>134.975</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>122.95</b>	CTAF <b>120.7</b>
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CATEGORY	A	B	C	D
S-24	1500-¾ 452 (500-¾)			1500-1¼ 452 (500-1¼)
CIRCLING	1500-1 449 (500-1)	1520-1 469 (500-1)	1520-1½ 469 (500-1½)	1620-2 569 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

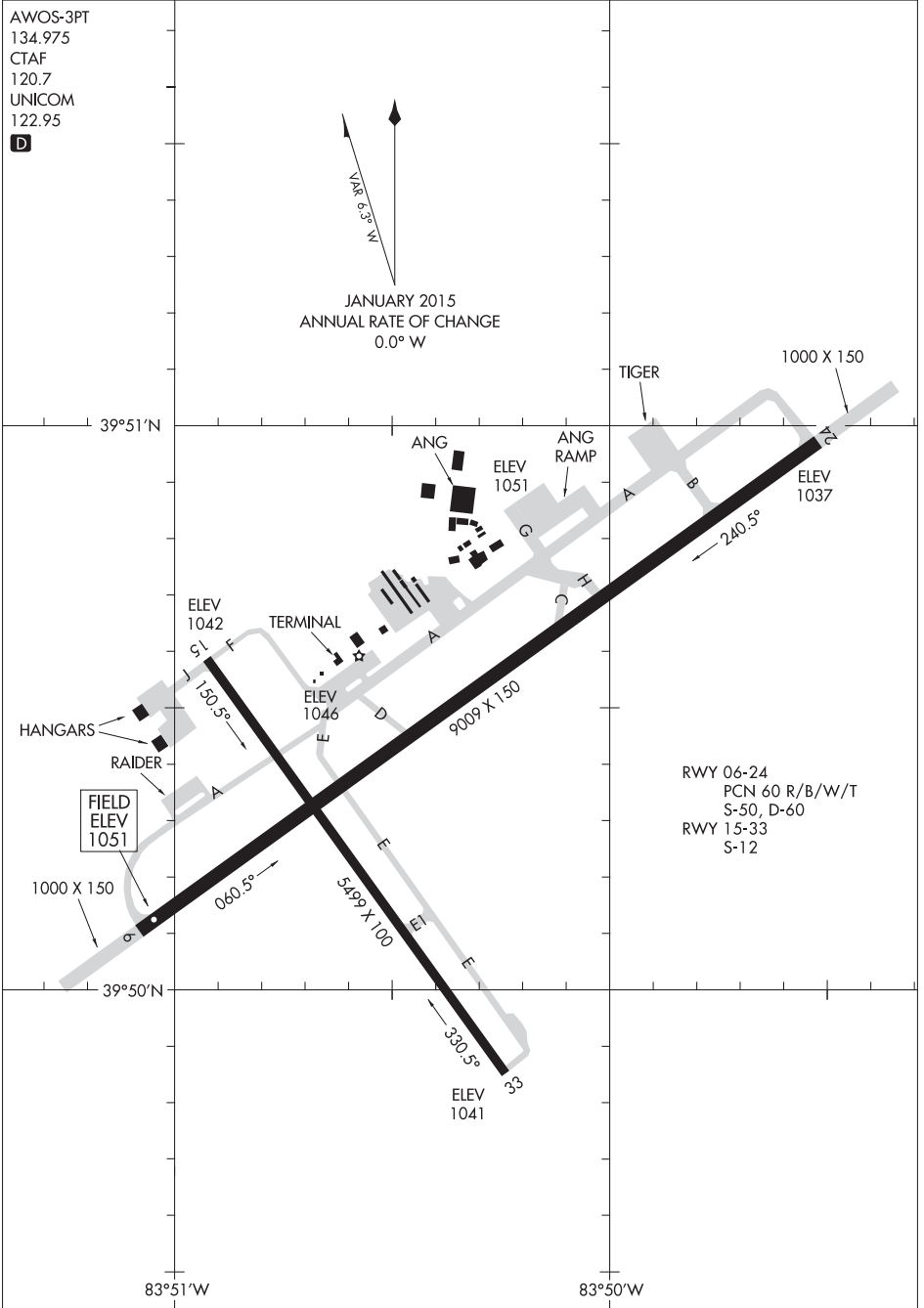
AL-958 (FAA)

SPRINGFIELD-BECKLEY MUNI (SGH)  
SPRINGFIELD, OHIO

AWOS-3PT  
134.975  
CTAF  
120.7  
UNICOM  
122.95  
**D**

VAR 8.3° N  
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.0° W

EC-2, 10 NOV 2016 to 05 JAN 2017



EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

SPRINGFIELD, OHIO  
SPRINGFIELD-BECKLEY MUNI (SGH)

WAAS <b>CH 66039</b> <b>W14A</b>	APP CRS <b>142°</b>	Rwy ldg TDZE Apt Elev	<b>4401</b> <b>1198</b> <b>1198</b>
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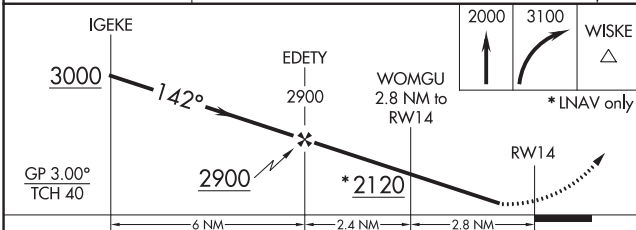
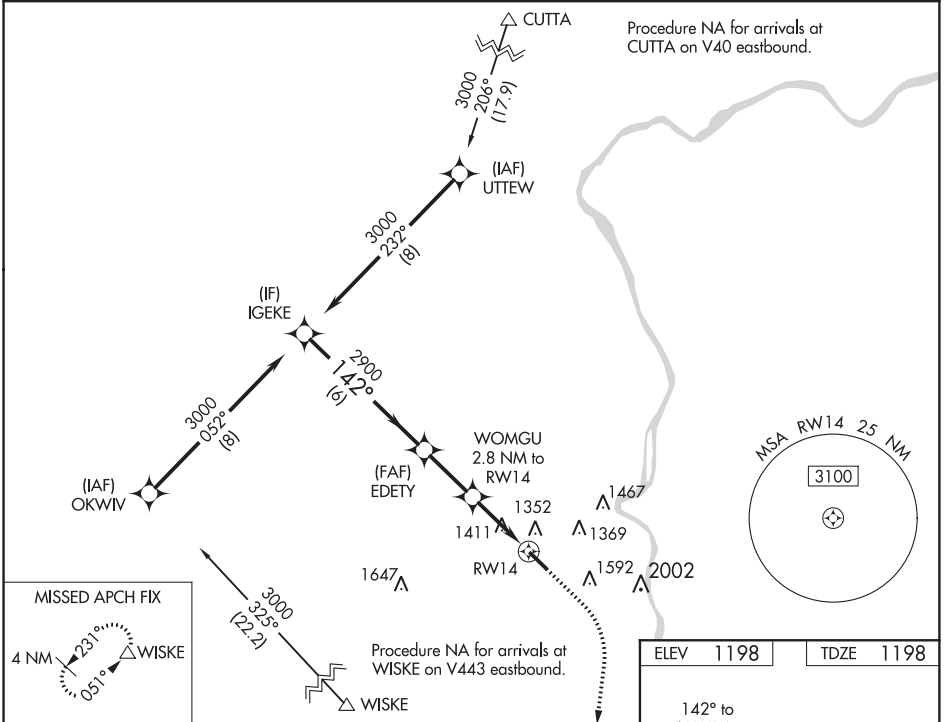
# RNAV (GPS) RWY 14

JEFFERSON COUNTY AIRPARK (2G2)

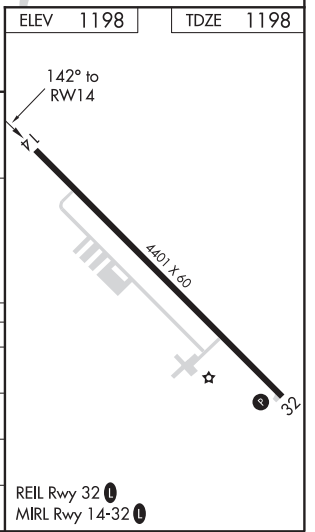
**Baro-VNAV NA.** DME/DME RNP-0.3 NA. Use Wheeling altimeter setting, when not received, use Pittsburgh International altimeter setting and increase LPV DA to 1502, LNAV/VNAV DA to 1826, all MDA 40 feet and visibility LNAV Cat C 1/2 SM. Rwy 14 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 32 NA at night.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3100 direct WISKE and hold.

WHEELING ASOS <b>127.375</b>	PITTSBURGH APP CON <b>124.75 338.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1475-1 277 (300-1)			NA
LNAV/VNAV DA	1799-2½ 601 (700-2½)			NA
LNAV MDA	1740-1	542 (600-1)	1740-1⅝ 542 (600-1⅝)	NA
<b>C</b> CIRCLING	1800-1 602 (700-1)	1940-1 742 (800-1)	1940-2¼ 742 (800-2¼)	NA



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>58339</b> <b>W32A</b>	APP CRS <b>322°</b>	Rwy Idg TDZE <b>1192</b> Apt Elev <b>1198</b>	<b>4401</b>
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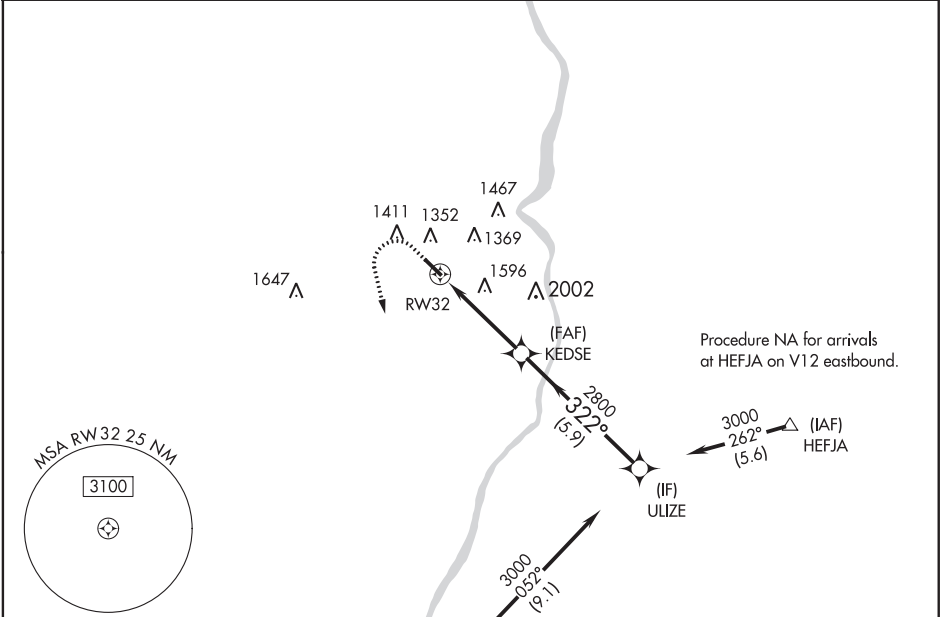
# RNAV (GPS) RWY 32

JEFFERSON COUNTY AIRPARK (2G2)

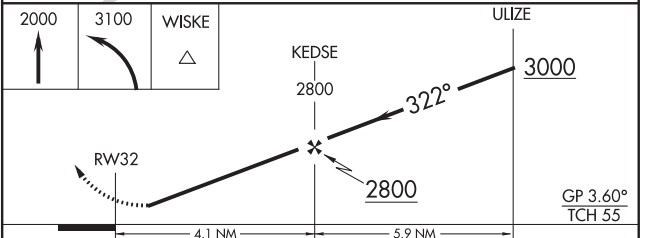
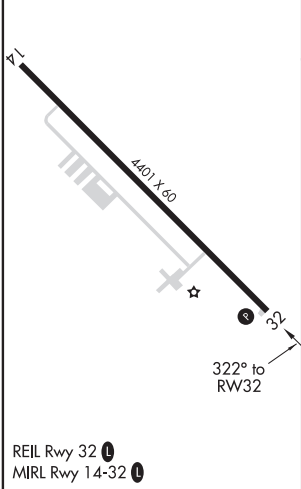
**Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Wheeling altimeter setting, when not received, use Pittsburgh International altimeter setting and increase LPV DA to 1516, LNAV/VNAV DA to 1496, all MDA 40 feet and visibility LNAV Cat C ½ SM. Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.**

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3100 direct WISKE and hold.

WHEELING ASOS <b>127.375</b>	PITTSBURGH APP CON <b>124.75 338.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1198	TDZE 1192
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CATEGORY	A	B	C	D
LPV DA	1489-1	297 (300-1)		NA
LNAV/VNAV DA	1469-1	277 (300-1)		NA
LNAV MDA	1800-1	608 (700-1)	1800-1¼ 608 (700-1¼)	NA
<b>C</b> CIRCLING	1800-1 602 (700-1)	1940-1 742 (800-1)	1940-2¼ 742 (800-2¼)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

SULLIVAN, INDIANA

AL-5590 (FAA)

14317

WAAS CH <b>65936</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg TDZE Apt Elev	<b>4359</b> <b>539</b> <b>539</b>
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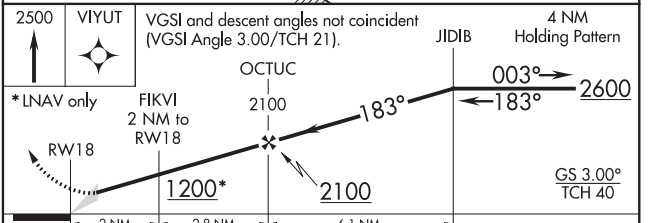
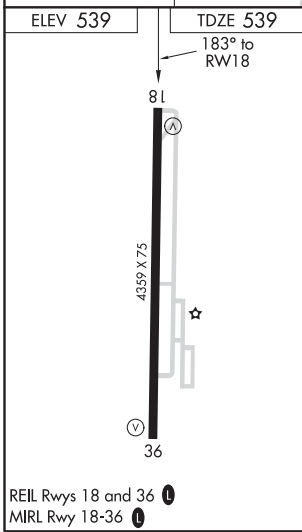
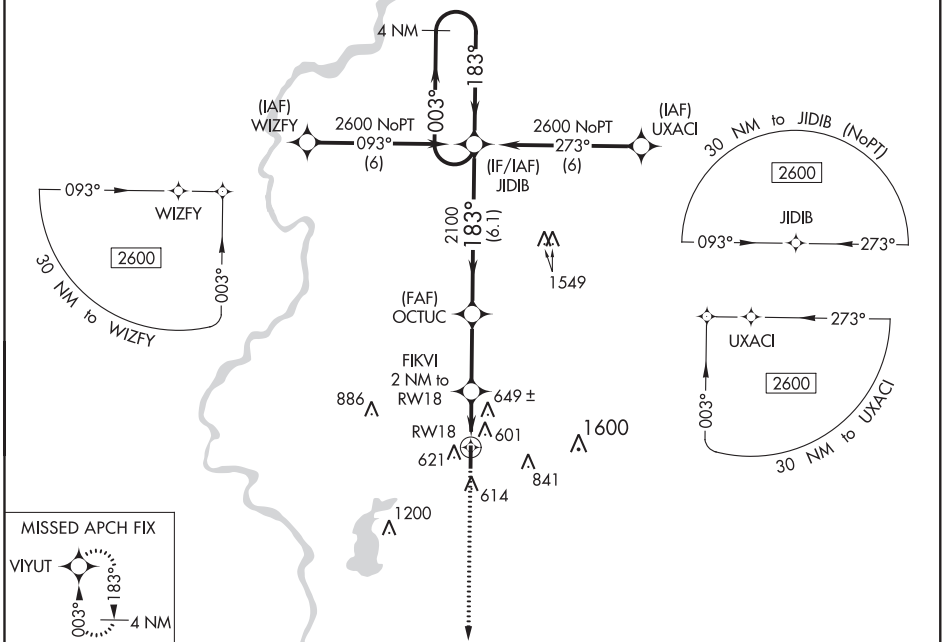
# RNAV (GPS) RWY 18

SULLIVAN COUNTY (SIV)

**⚠** Baro-VNAV NA. DME/DME RNP-0.3 NA. When Robinson altimeter setting is not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA/MDA 20 feet.

**⚠** NA MISSED APPROACH: Climb to 2500 direct VIYUT and hold.

HULMAN APP CON <b>119.25 339.8</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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CATEGORY	A	B	C	D
LPV DA	826-1	287 (300-1)		NA
LNAV/VNAV DA	826-1	287 (300-1)		NA
LNAV MDA	940-1	401 (500-1)		NA
CIRCLING	1000-1	1080-1		NA
	461 (500-1)	541 (600-1)		

SULLIVAN, INDIANA  
Amdt 1 13NOV14

39°07'N-87°27'W

# RNAV (GPS) RWY 18

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





WAAS CH <b>86622</b> <b>W13A</b>	APP CRS <b>136°</b>	Rwy Idg <b>4400</b> TDZE <b>642</b> Apt Elev <b>660</b>
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# RNAV (GPS) RWY 13

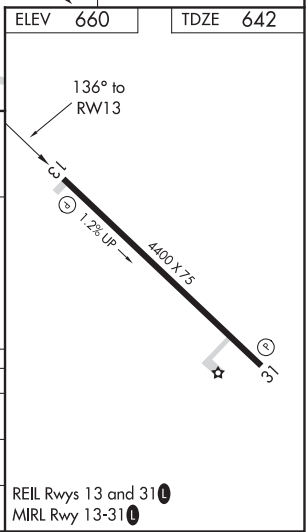
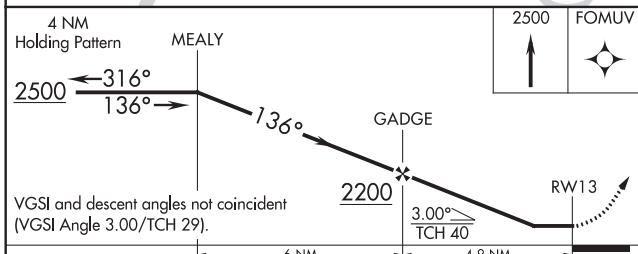
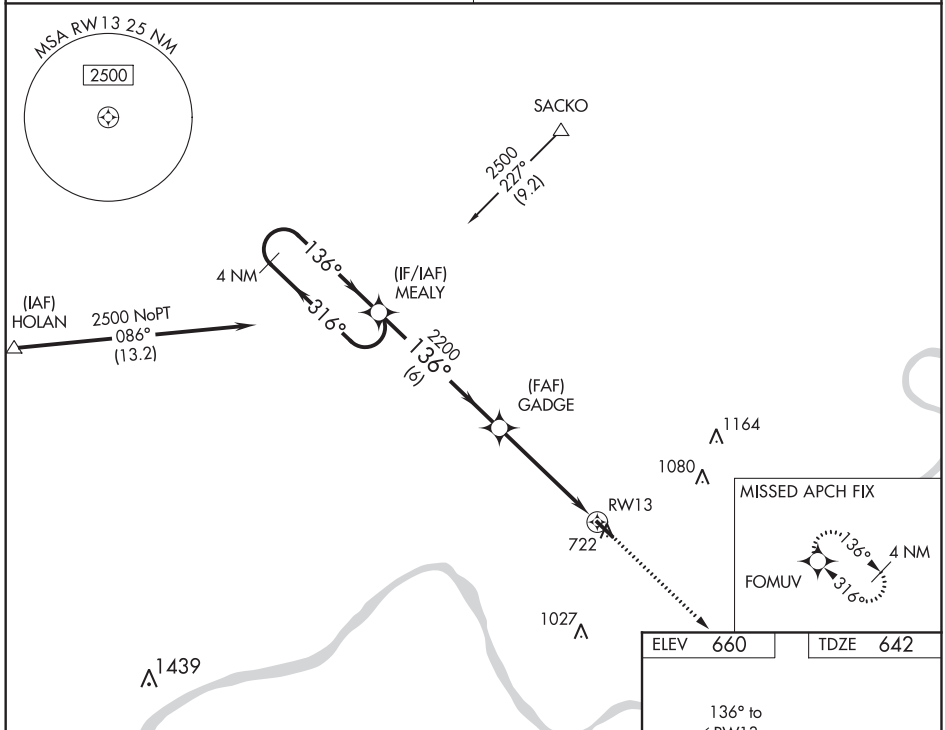
PERRY COUNTY MUNI (TEL)

**⚠** When VGSi inop, Circling Rwy 31 NA at night. When VGSi inop, Straight-in/Circling Rwy 13 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**⚠** NA Obtain local altimeter setting on CTAF; when not received, use Huntingburg altimeter setting and increase all MDA 80 feet and increase LP Cat C visibility 1/4 mile and LNAV Cat C visibility 1/8 mile.

**MISSED APPROACH:**  
Climb to 2500 direct FOMUV and hold.

EVANSVILLE APP CON \*  
**124.025 290.9**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
LP MDA	1000-1	358 (400-1)	1000-1 1/8 358 (400-1 1/8)	NA
LNAV MDA	1040-1	398 (400-1)	1040-1 1/4 398 (400-1 1/4)	NA
CIRCLING	1080-1 420 (500-1)	1120-1 460 (500-1)	1120-1 1/2 460 (500-1 1/2)	NA

REIL Rwy 13 and 31  
MIRL Rwy 13-31

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



TELL CITY, INDIANA

AL-5928 (FAA)

15148

WAAS CH <b>93623</b> <b>W31A</b>	APP CRS <b>316°</b>	Rwy Idg <b>4400</b> TDZE <b>660</b> Apt Elev <b>660</b>
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# RNAV (GPS) RWY 31

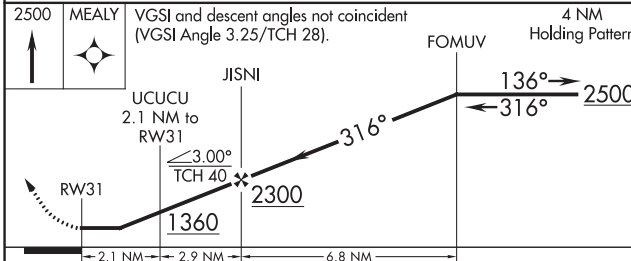
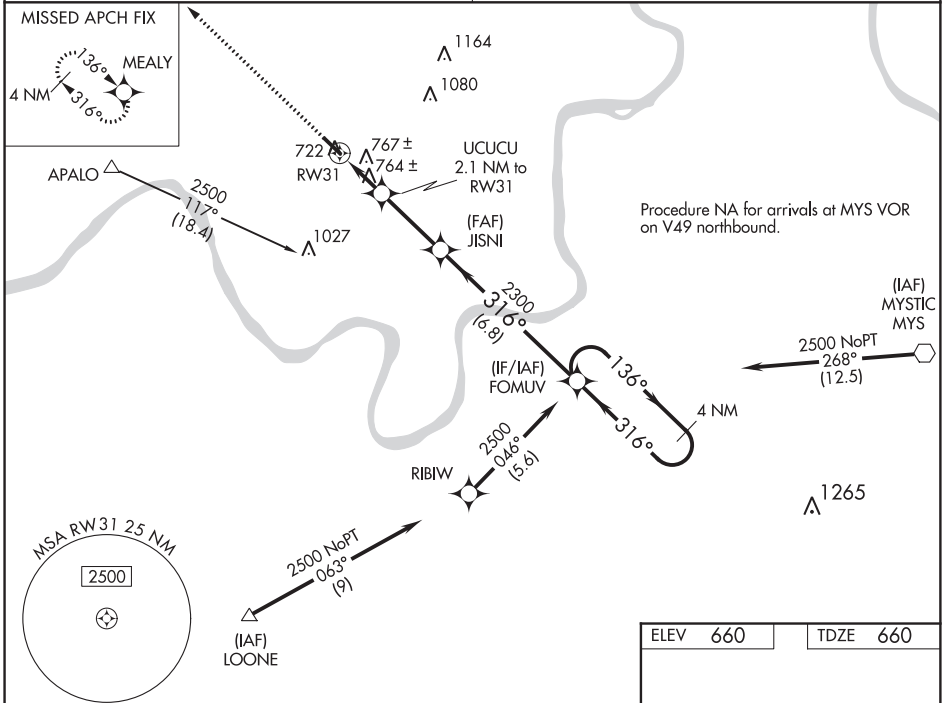
PERRY COUNTY MUNI (TEL)

**NA** When VGSI inop, Circling Rwy 13 NA at night. When VGSI inop, Straight-in/Circling Rwy 31 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Huntingburg altimeter setting and increase all MDA 80 feet and increase LP and LNAV Cat C visibility 1/4 mile.

**MISSED APPROACH:**  
Climb to 2500 direct MEALY and hold.

EVANSVILLE APP CON \* **124.025 290.9**

UNICOM **122.7 (CTAF) 0**



ELEV 660	TDZE 660
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REIL Rwy 13 and 31 0  
MIRL Rwy 13-31 0

CATEGORY	A	B	C	D
LP MDA		1020-1 360 (400-1)		NA
LNAV MDA		1020-1 360 (400-1)		NA
CIRCLING	1080-1 420 (500-1)	1120-1 460 (500-1)	1120-1 1/2 460 (500-1 1/2)	NA

TELL CITY, INDIANA  
Orig-A 28MAY15

38°01'N - 86°42'W

# PERRY COUNTY MUNI (TEL)

# RNAV (GPS) RWY 31

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

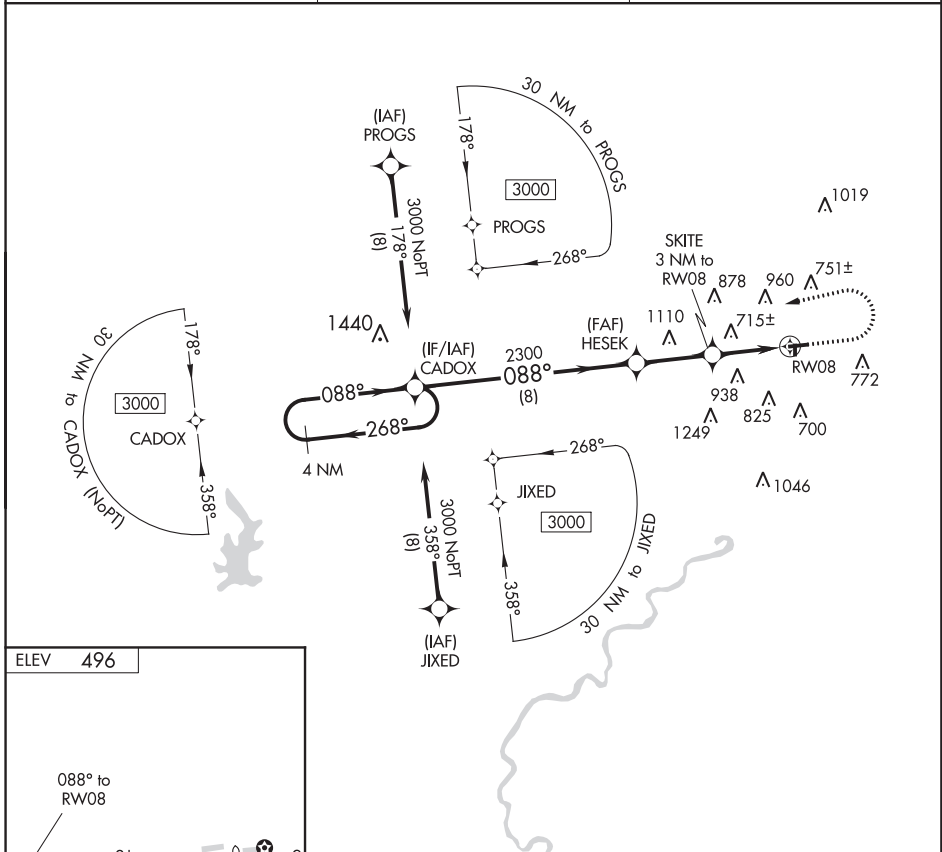
APP CRS	Rwy Idg	N/A
088°	TDZE	N/A
	Apt Elev	496

# RNAV (GPS)-A

SKY KING (3I3)

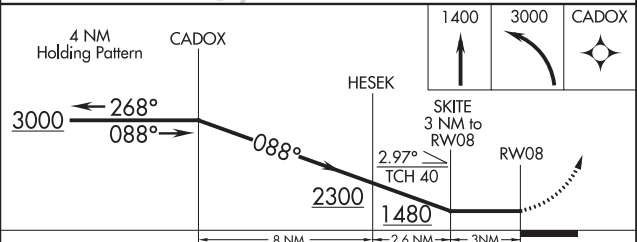
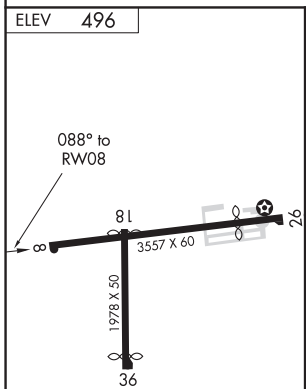
NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Terre Haute altimeter setting; when not received, use Paris altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct CADOX and hold.
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HULMAN ASOS <b>127.5 269,375</b>	HULMAN APP CON <b>125.45 339.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	1000-1 504 (600-1)	1340-1¼ 844 (900-1¼)	NA	

TERRE HAUTE, INDIANA

AL-5939 (FAA)

16147

VORTAC TTH <b>115.3</b> Chan 100	APP CRS <b>300°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>496</b>
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**VOR or GPS-A**  
SKY KING (3I3)

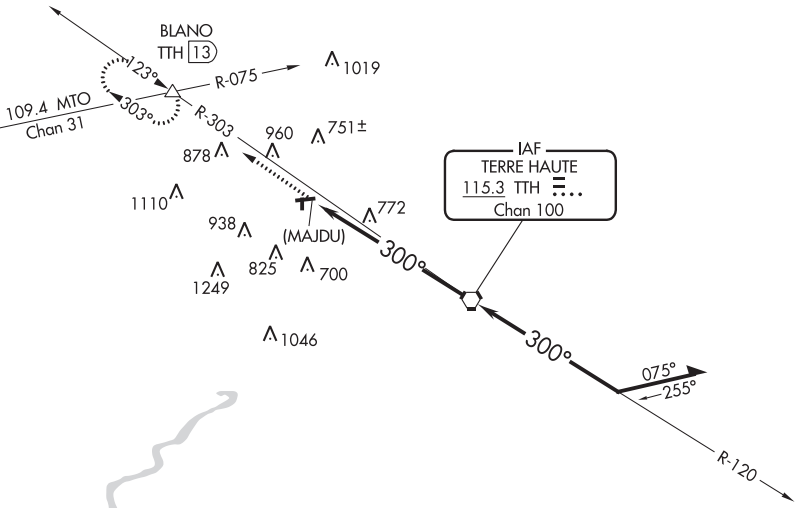
Use Terre Haute Intl altimeter setting.  
Procedure NA at night.

MISSED APPROACH: Climb to 2500 via TTH R-303 to BLANO Int/TTH 13 DME and hold.

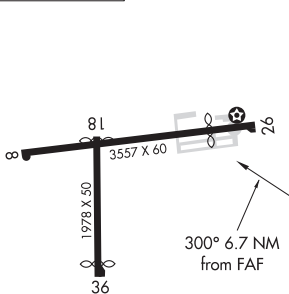
HULMAN ASOS  
**127.5 269.375**

HULMAN APP CON  
**125.45 339.8**

UNICOM  
**122.8 (CTAF)**



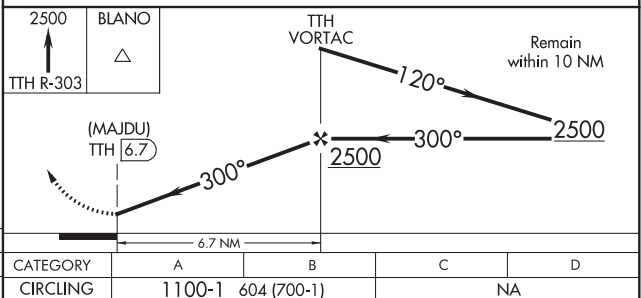
ELEV 496



LIRL Rwy 8-26 and 18-36

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14



TERRE HAUTE, INDIANA  
Amdt 6A 02DEC99

39°33'N-87°23'W

SKY KING (3I3)  
**VOR or GPS-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

LOC I-HUF <b>109.7</b>	APP CRS <b>049°</b>	Rwy Idg <b>9020</b>
		TDZE <b>578</b>
		Apt Elev <b>589</b>

# ILS or LOC RWY 5

TERRE HAUTE INTL-HULMAN FIELD (HUF)

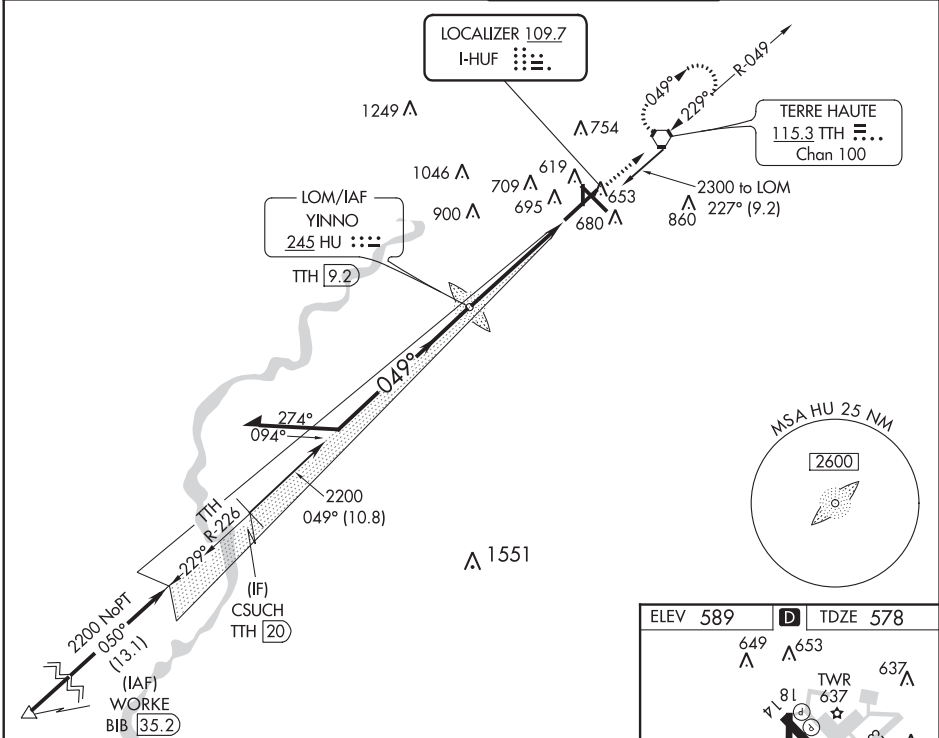
**T** When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase S-LOC 5 Cats C/D visibility to RVR 4000 and Circling Cat C/D visibility ¼ mile. For inop MALSRL, when using Paris altimeter setting increase S-ILS 5 all Cats visibility to RVR 5000 and S-LOC Rwy 5 Cats C/D visibility to 1¾. **ASR** \*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSRL



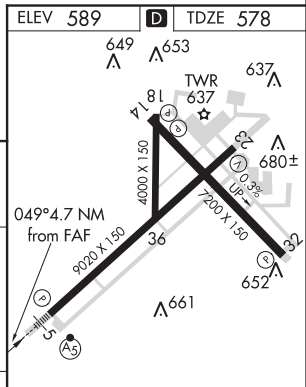
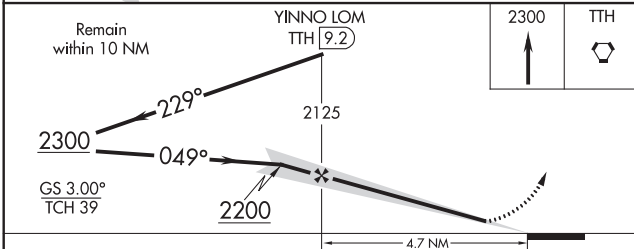
**MISSED APPROACH:**  
Climb to 2300 direct TTH VORTAC and hold.

ATIS <b>127.5 269.375</b>	HULMAN APP CON <b>125.45 339.8</b>	HULMAN TOWER <b>134.725 239.0</b>	GND CON <b>121.6 348.6</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 5		**778/24	200 (200-½)	
S-LOC 5	940/24	362 (400-½)	940/35	362 (400-¾)
<b>C</b> CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1220-1¾ 631 (700-1¾)	1260-2¼ 671 (700-2¼)

MIRL Rwy 18-36	
REIL Rwys 14, 18, 23, 32 and 36	
HIRL Rwys 5-23 and 14-32	
FAF to MAP 4.7 NM	
Knots	60 90 120 150 180
Min:Sec	4:42 3:08 2:21 1:53 1:34

WAAS CH <b>82109</b> <b>W05A</b>	APP CRS <b>049°</b>	Rwy Idg <b>9020</b> TDZE <b>578</b> Apt Elev <b>589</b>
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# RNAV (GPS) RWY 5

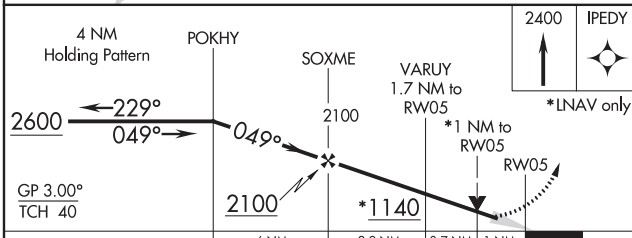
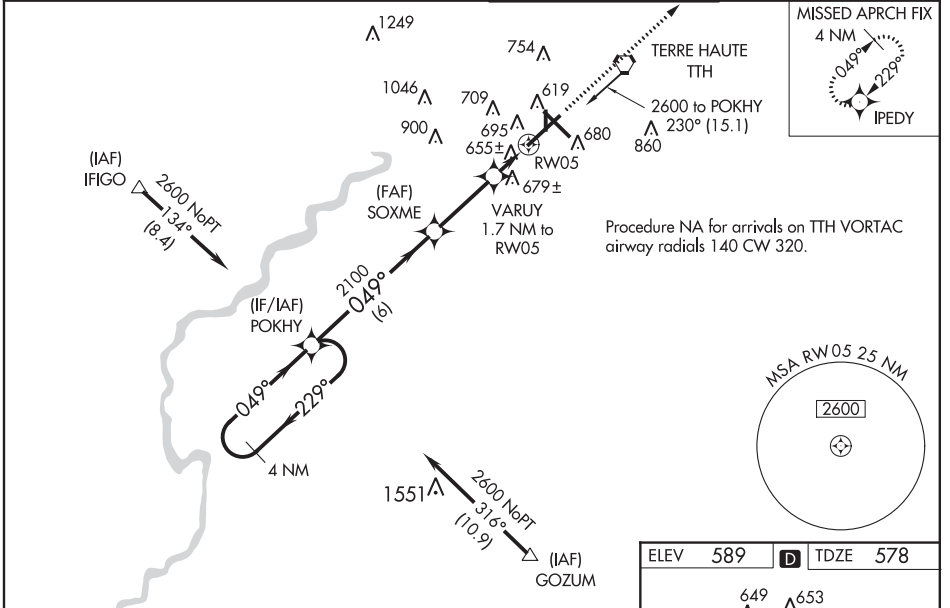
TERRE HAUTE INTL-HULMAN FIELD (HUF)

**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 feet, and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats and LNAV Cat C visibility ¼ mile, for inoperative MALSR increase LPV visibility all Cats ½ mile, and LNAV Cat D visibility ¼ mile. For inoperative MALSR, when using Paris altimeter setting increase LPV visibility all Cats to RVR 6000, LNAV/VNAV all Cats and LNAV Cat D to 1½ and Cat C to 1¼. Circling Rwy 36 NA at night. When VGSI inop, Circling Rwy 18 NA at night.

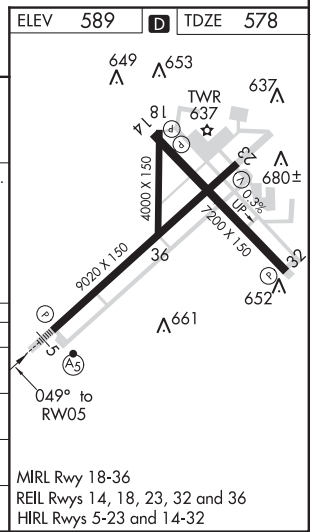
**MALSR**

**MISSED APPROACH:**  
Climb to 2400 direct IPEDY and hold.

ATIS <b>127.5 269.375</b>	HULMAN APP CON <b>125.45 339.8</b>	HULMAN TOWER <b>134.725 239.0</b>	GND CON <b>121.6 348.6</b>
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CATEGORY	A	B	C	D
LPV DA		880/24	302 (300-½)	
LNAV/VNAV DA		929/40	351 (400-¾)	
LNAV MDA	940/24	362 (400-½)		940/50 362 (400-1)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>7200</b>
<b>137°</b>	TDZE	<b>578</b>
	Apt Elev	<b>589</b>

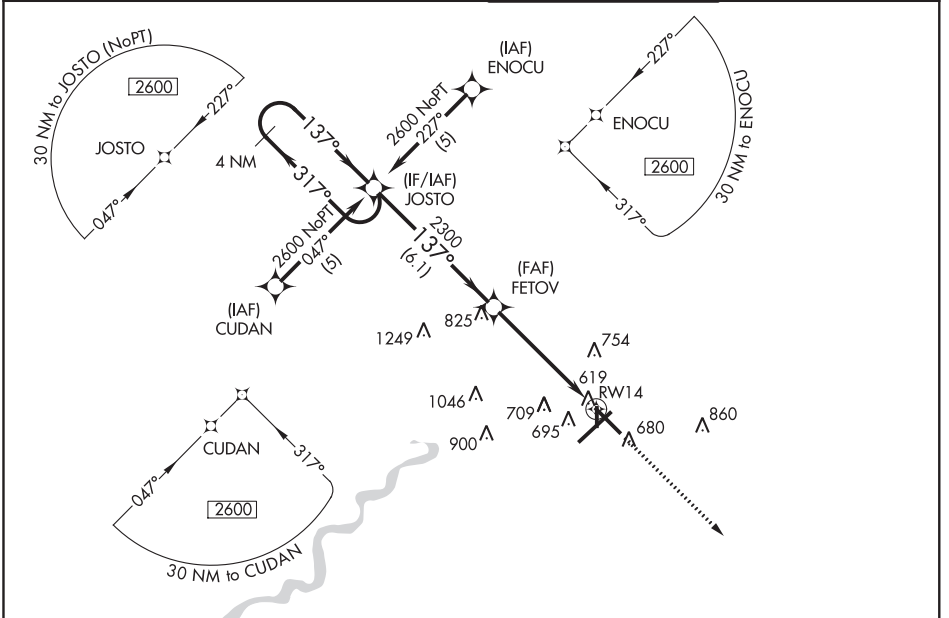
# RNAV (GPS) RWY 14

TERRE HAUTE INTL-HULMAN FIELD (HUF)

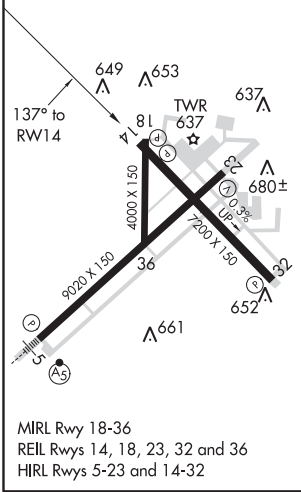
**⚠** When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. DME/DME RNP-0.3 NA. Straight-in/Circling Rwy 14 procedure NA at night. Circling Rwy 36 NA at night. When VGSI inoperative, Circling Rwy 18 NA at night. Visibility reduction by helicopters NA.

**⚠** MISSED APPROACH: Climb to 2600 direct CORIE and hold.

ATIS <b>127.5 269.375</b>	HULMAN APP CON <b>125.45 339.8</b>	HULMAN TOWER <b>134.725 239.0</b>	GND CON <b>121.6 348.6</b>
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ELEV 589	<b>D</b>	TDZE 578
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4 NM Holding Pattern		JOSTO	FETOV	RWY 14
2600		← 317°	→ 137°	→ 137°
2600		3.04° TCH 55		
		6.1 NM	5.2 NM	
CATEGORY	A	B	C	D
LNAV MDA	980-1	402 (400-1)	980-1¼	402 (400-1¼)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>72625</b> <b>W23A</b>	APP CRS <b>229°</b>	Rwy Idg TDZE Apt Elev	<b>9020</b> <b>582</b> <b>589</b>
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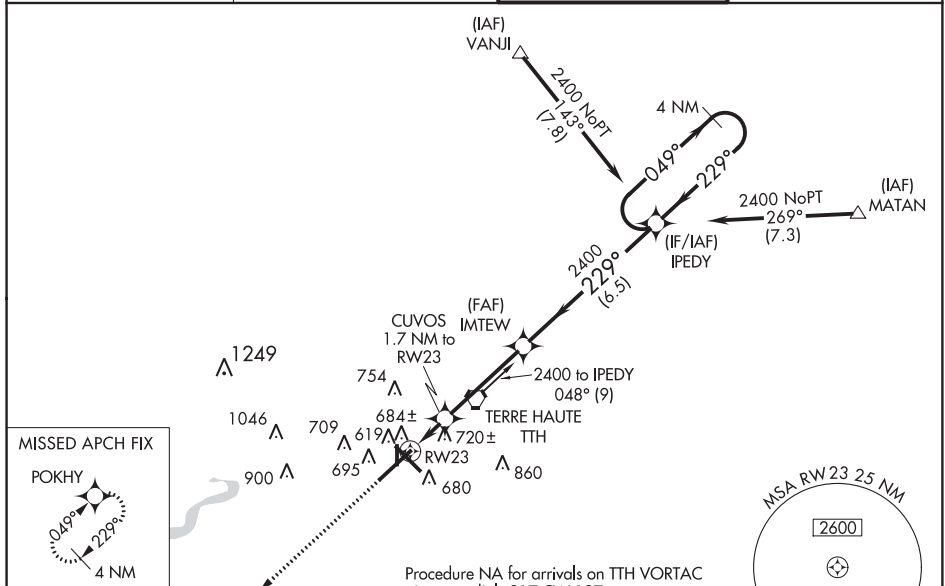
# RNAV (GPS) RWY 23

TERRE HAUTE INTL-HULMAN FIELD (HUF)

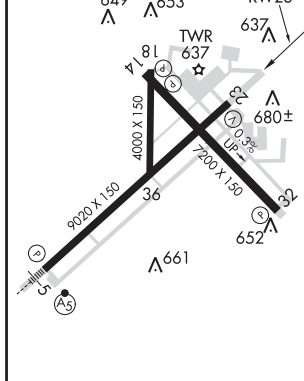
**ASR** Baro-VNAV NA when using Paris altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. VDP NA with Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase LPV visibility all Cats 1/8 mile, increase LNAV/VNAV all Cats and LNAV Cats C and D visibility 1/4 mile. Circling Rwy 36 NA at night. When VGSI inop, Circling Rwy 18 NA at night. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:**  
Climb to 2600 direct POKHY and hold.

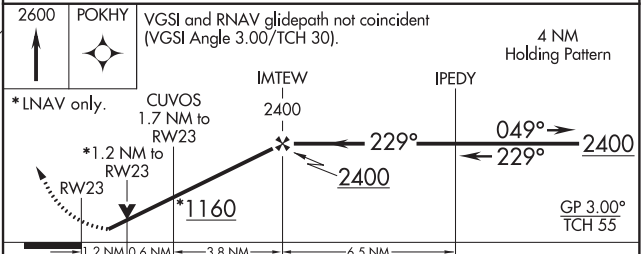
ATIS <b>127.5 269.375</b>	HULMAN APP CON <b>125.45 339.8</b>	HULMAN TOWER <b>134.725 239.0</b>	GND CON <b>121.6 348.6</b>
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ELEV 589	<b>D</b>	TDZE 582
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MIRL Rwy 18-36  
REIL Rwys 14, 18, 23, 32 and 36  
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D
LPV DA		782-3/4	200 (200-3/4)	
LNAV/VNAV DA		874-7/8	292 (300-7/8)	
LNAV MDA	980-1	398 (400-1)	980-1 1/8	398 (400-1 1/8)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1 1/2 451 (500-1 1/2)	1140-2 551 (600-2)

APP CRS <b>317°</b>	Rwy Idg <b>7200</b>
	TDZE <b>589</b>
	Apt Elev <b>589</b>

# RNAV (GPS) RWY 32

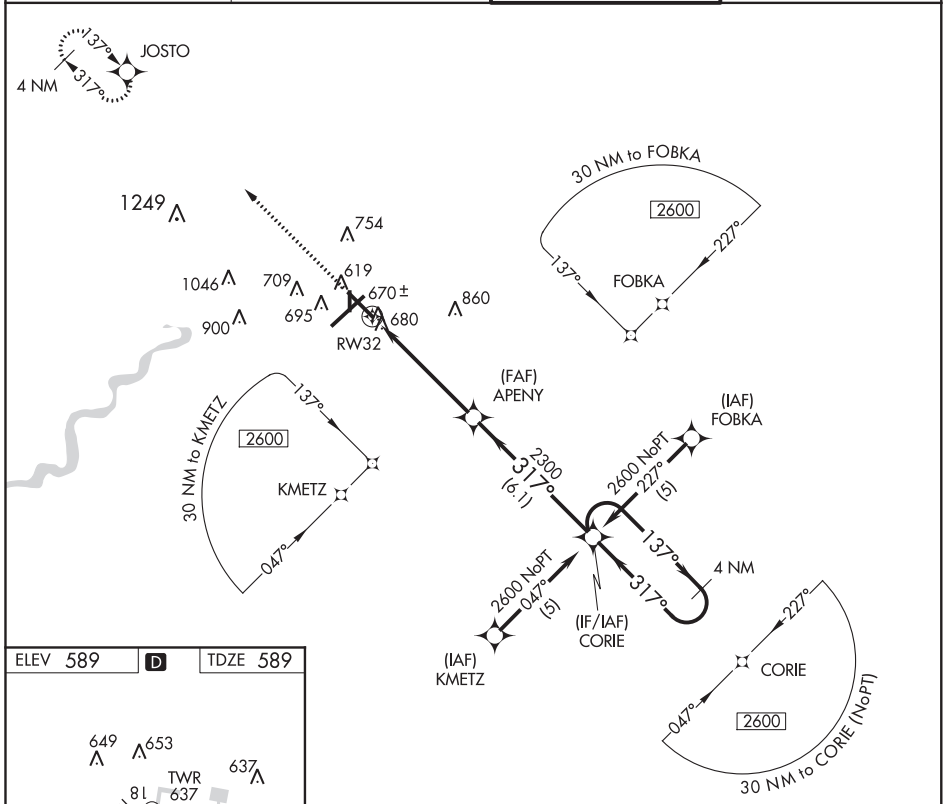
TERRE HAUTE INTL-HULMAN FIELD (HUF)



When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase LNAV Cats. C/D visibilities 1/4 mile. DME/DME RNP-0.3 NA. Circling Rwy 14 and 36 NA at night. When VGSI inoperative, Circling Rwy 18 NA at night.

**MISSED APPROACH:**  
Climb to 2600 direct JOSTO and hold.

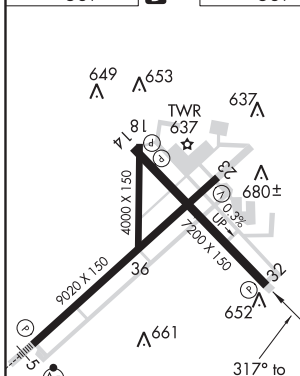
ATIS <b>127.5 269.375</b>	HULMAN APP CON <b>125.45 339.8</b>	HULMAN TOWER <b>134.725 239.0</b>	GND CON <b>121.6 348.6</b>
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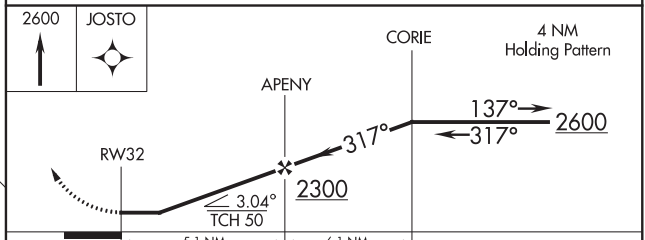
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 589	<b>D</b>	TDZE 589
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MRL Rwy 18-36  
REIL Rws 14, 18, 23, 32 and 36  
HIRL Rws 5-23 and 14-32



CATEGORY	A	B	C	D
LNAV MDA	940-1 351 (400-1)			940-1 1/4 351 (400-1 1/4)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1 1/2 451 (500-1 1/2)	1140-2 551 (600-2)



LOC I-HUF <b>109.7</b>	APP CRS <b>229°</b>	Rwy Idg <b>9020</b>
		TDZE <b>582</b>
		Apt Elev <b>589</b>

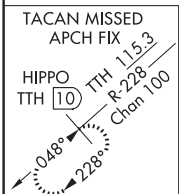
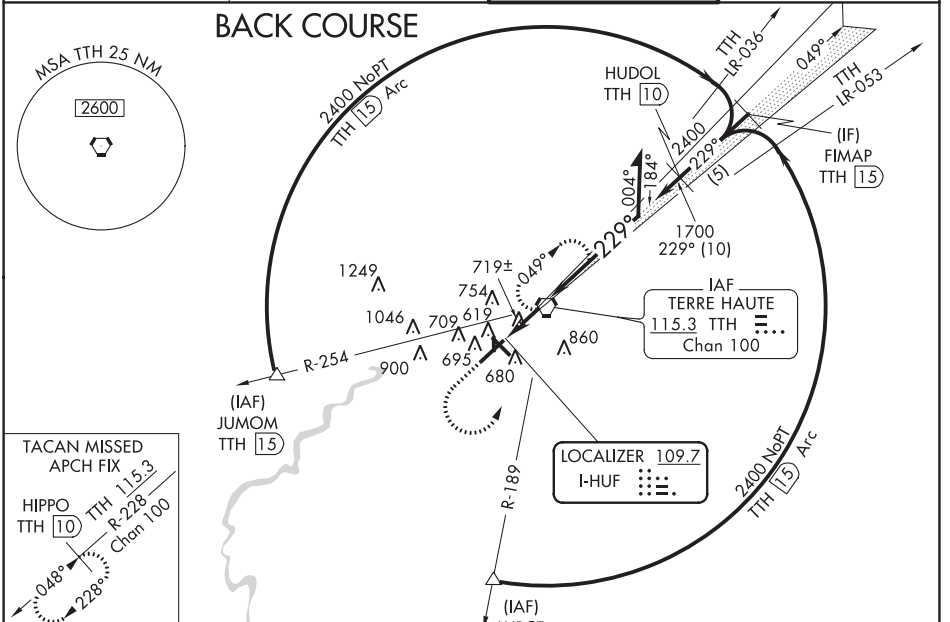
# LOC BC RWY 23

TERRE HAUTE INTL-HULMAN FIELD (HUF)

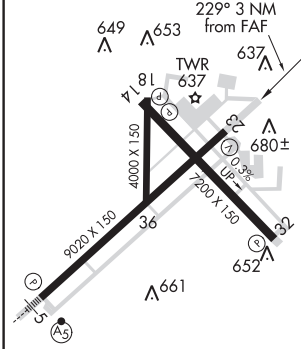
**⚠** When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet and increase S-23 Cat C and D visibility 1/4 mile.  
**⚠** Circling NA for Cat E NW of Rwy 5-23. Circling Rws 14 and 36 NA at night. When VGSI inoperative, Circling Rwy 18 NA at night.

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2400 direct TTH VORTAC and hold.  
 (TACAN Aircraft climb to 2600 via TTH VORTAC R-228 to HIPPO/TTH 10 DME and hold.)

ATIS <b>127.5 269.375</b>	HULMAN APP CON <b>125.45 339.8</b>	HULMAN TOWER <b>134.725 239.0</b>	GND CON <b>121.6 348.6</b>
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ELEV 589	<b>D</b>	TDZE 582
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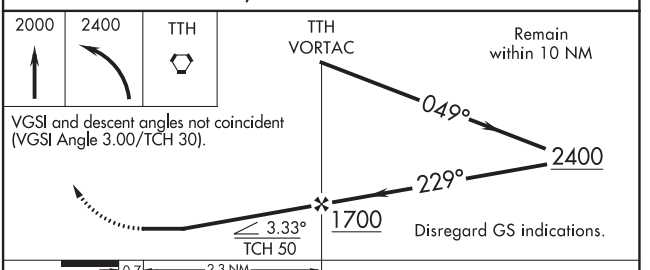


MIRL Rwy 18-36  
 REIL Rws 14, 18, 23, 32 and 36  
 HIRL Rws 5-23 and 14-32

FAF to MAP 2.3 NM

Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

## PROCEDURE TURN NA FOR CAT E, DME or RADAR REQUIRED.



CATEGORY	A	B	C	D	E
S-23	980-1	398 (400-1)	980-1 1/2	398 (400-1 1/2)	398 (400-1 1/2)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1 1/2 451 (500-1 1/2)	1140-2 551 (600-2)	1220-2 1/4 631 (700-2 1/4)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



VORTAC TTH <b>115.3</b> Chan <b>100</b>	APP CRS <b>229°</b>	Rwy Idg TDZE <b>582</b> Apt Elev <b>589</b>
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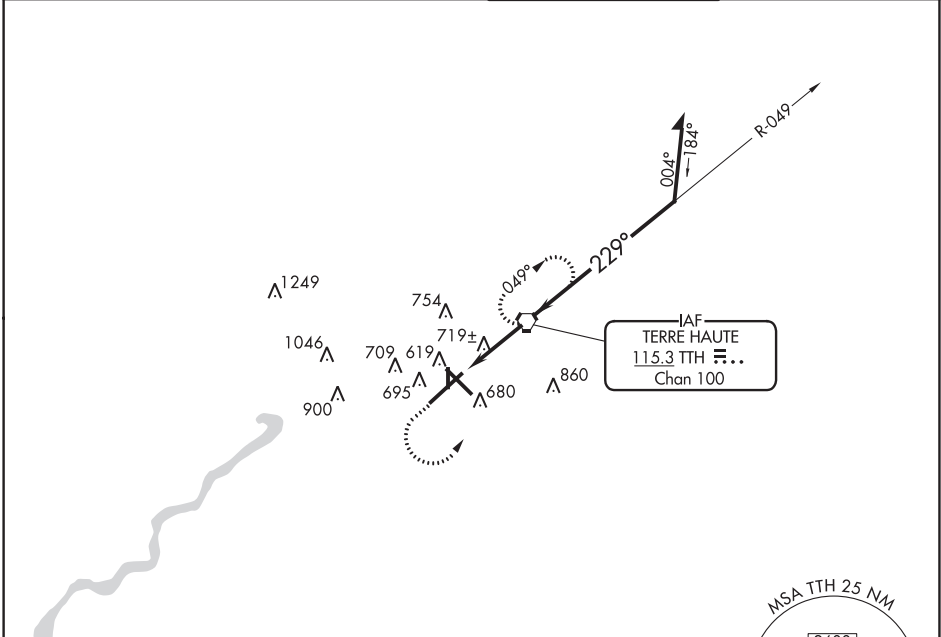
# VOR RWY 23

TERRE HAUTE INTL-HULMAN FIELD (HUF)

**ASR** When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and S-23 Cats C/D visibilities ¼ mile. Circling Rwy 14 and 36 NA at night. When VGSI inoperative, Circling Rwy 18 NA at night.

**MISSED APPROACH:** Climb to 2300 then left turn direct TTH VORTAC and hold.

ATIS <b>127.5 269.375</b>	HULMAN APP CON <b>125.45 339.8</b>	HULMAN TOWER <b>134.725 239.0</b>	GND CON <b>121.6 348.6</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

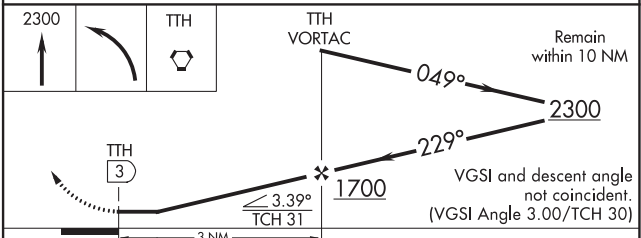
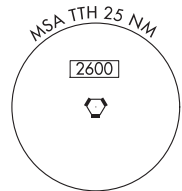
EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV <b>589</b>	<b>D</b>	TDZE <b>582</b>
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MIRL Rwy 18-36  
REIL Rwys 14, 18, 23, 32 and 36  
HIRL Rwys 5-23 and 14-32

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



CATEGORY	A	B	C	D
S-23	980-1 398 (400-1)			980-1¼ 398 (400-1¼)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)



TIFFIN, OHIO

AL-5645 (FAA)

15120

WAAS CH <b>77713</b> <b>W06A</b>	APP CRS <b>061°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>786</b> <b>786</b>
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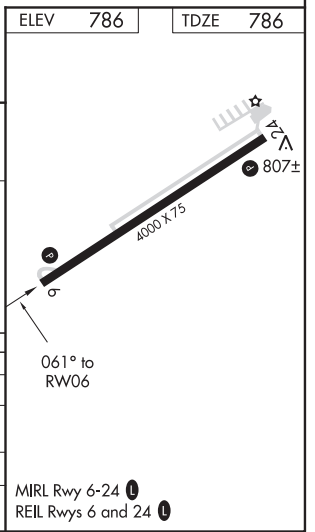
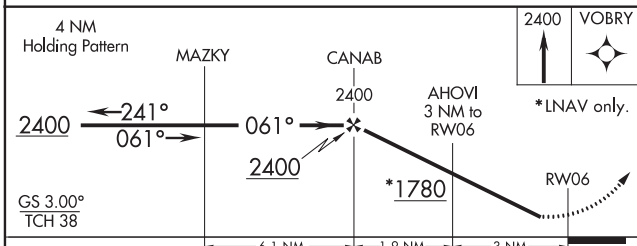
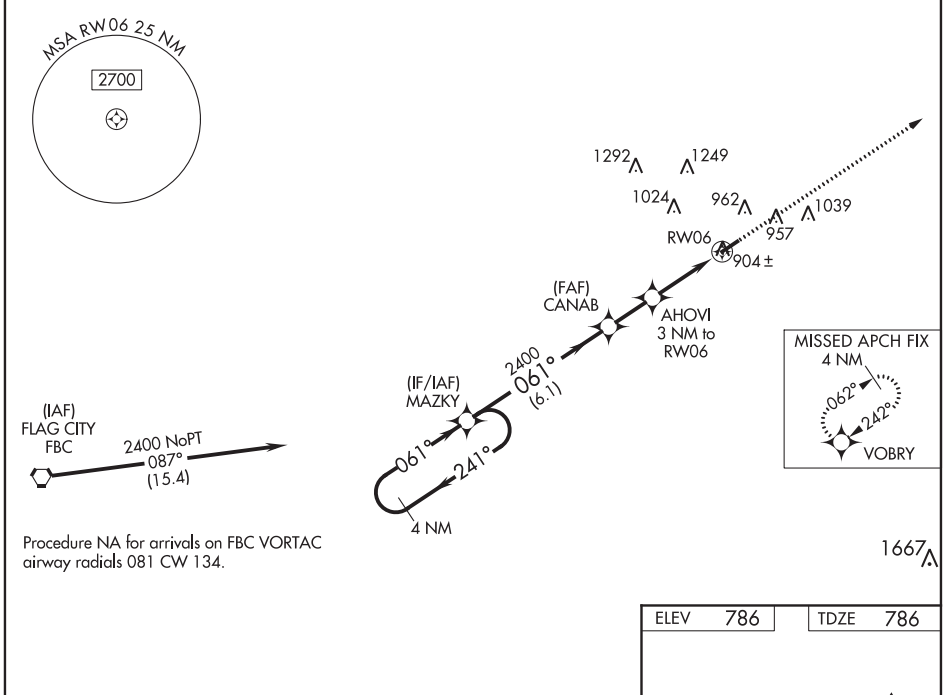
# RNAV (GPS) RWY 6

SENECA COUNTY (16G)

**⚠** Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
**⚠** NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DA 53 feet and all MDA 60 feet, increase LPV all Cats visibilities ¼ mile and LNAV Cat C visibility ¼ mile. Straight-in/Circling Rwy 6 NA at night.

MISSED APPROACH: Climb to 2400 direct VOBRY and hold.

AWOS-3 <b>127.175</b>	FINDLAY ASOS <b>132.85</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>123.0</b> (CTAF) <b>Ⓛ</b>
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CATEGORY	A	B	C	D
LPV DA	1137-1¼	351 (400-1¼)		NA
LNAV/VNAV DA	1174-1½	388 (400-1½)		NA
LNAV MDA	1160-1	374 (400-1)		NA
CIRCLING	1260-1	474 (500-1)	1260-1½ 474 (500-1½)	NA

TIFFIN, OHIO  
Orig-A 18NOV10

41°06'N-83°13'W

SENECA COUNTY (16G)  
**RNAV (GPS) RWY 6**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>90528</b> <b>W24A</b>	APP CRS <b>242°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>785</b> <b>786</b>
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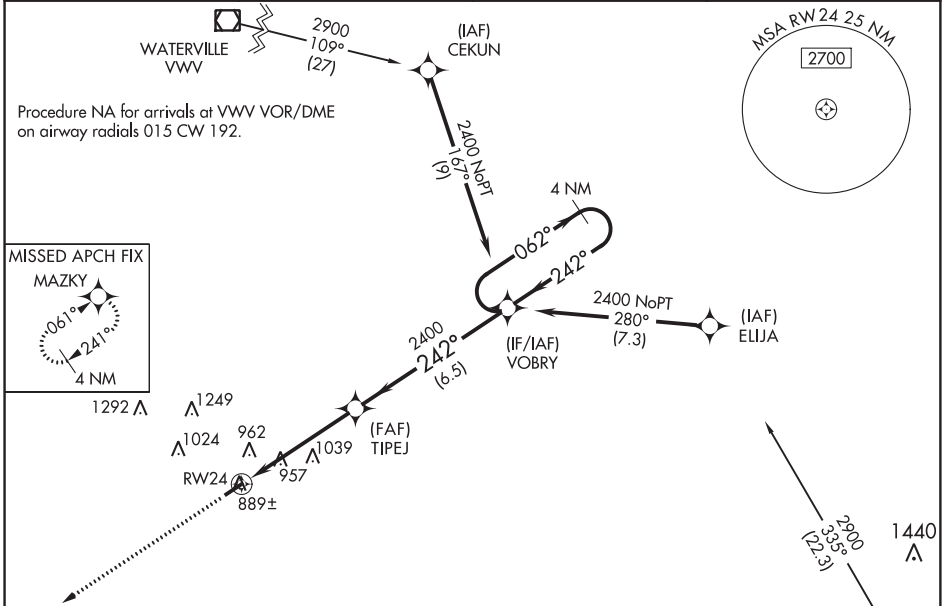
# RNAV (GPS) RWY 24

SENECA COUNTY (16G)

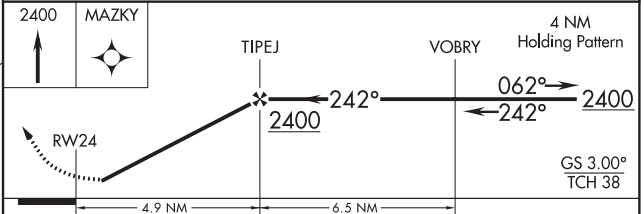
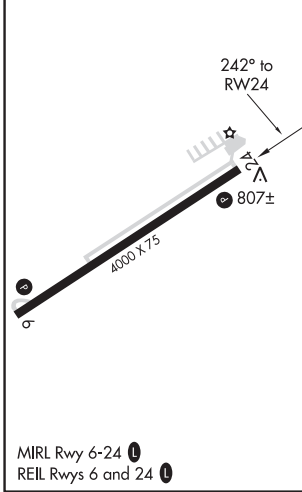
**NA** Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Findlay altimeter setting and increase all MDA/DA 60 feet, and increase LPV, LNAV/VNAV all Cats and Circling Cat C visibility ½ mile, increase LNAV Cat C visibility ½ mile. DME/DME RNP-0.3 NA.

**MISSED APPROACH:**  
Climb to 2400 direct MAZKY and hold.

AWOS-3 <b>127.175</b>	FINDLAY ASOS <b>132.85</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>123.0</b> (CTAF) <b>U</b>
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ELEV	786	TDZE	785
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CATEGORY	A	B	C	D
LPV DA		1058-1 273 (300-1)		NA
LNAV/VNAV DA		1063-1 278 (300-1)		NA
LNAV MDA	1280-1	495 (500-1)	1280-1 3/8 495 (600-1 3/8)	NA
CIRCLING	1280-1	494 (500-1)	1280-1 1/2 494 (500-1 1/2)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

TIFFIN, OHIO

AL-5645 (FAA)

15120

VORTAC FBC <b>108.2</b> Chan 19	APP CRS <b>073°</b>	Rwy Idg TDZE <b>786</b> Apt Elev <b>786</b>
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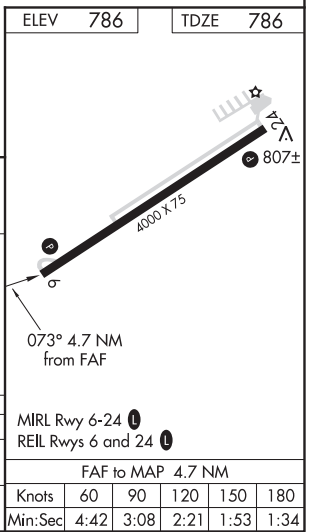
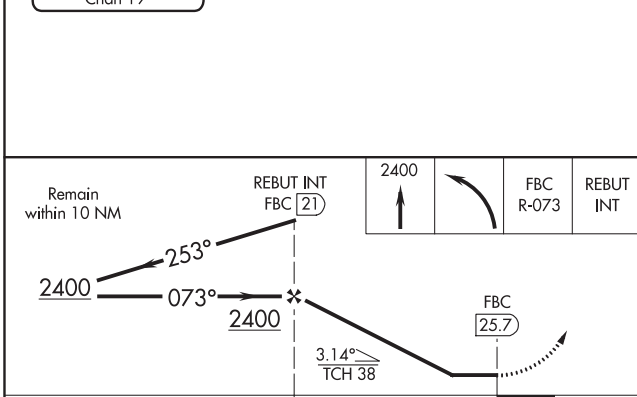
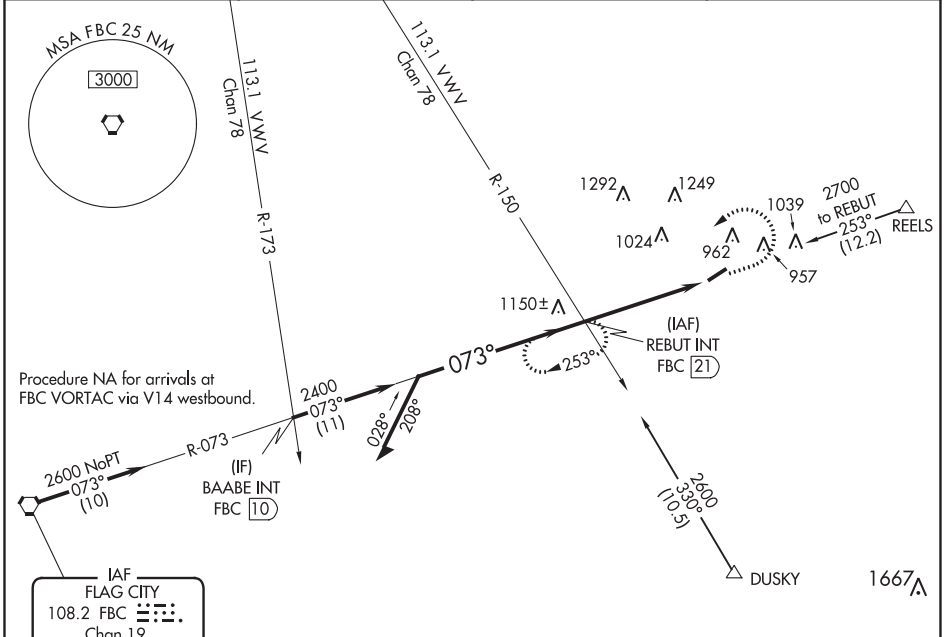
# VOR RWY 6

SENECA COUNTY (16G)

**NA** Visibility reduction by helicopters NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet and Cat C visibilities 1/4 mile.

MISSED APPROACH: Climb to 2400 then left turn via FBC R-073 to REBUT INT/FBC 21 DME and hold.

AWOS-3 <b>127.175</b>	FINDLAY ASOS <b>132.85</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-6	1400-1 614 (700-1)	1400-1 614 (700-1)	1400-1 3/4 614 (700-1 3/4)	NA
CIRCLING	1400-1 614 (700-1)	1400-1 1/4 614 (700-1 1/4)	1400-1 3/4 614 (700-1 3/4)	NA

TIFFIN, OHIO  
Amdt 9A 18NOV10

41°06'N-83°13'W

# SENECA COUNTY (16G) VOR RWY 6

EC-2, 10 NOV 2016 to 05 JAN 2017

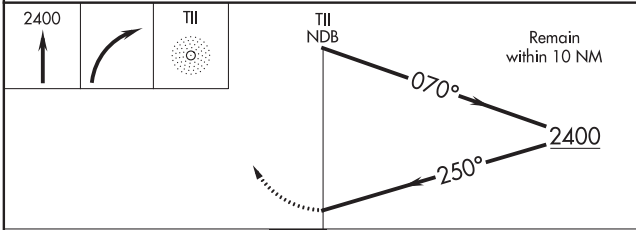
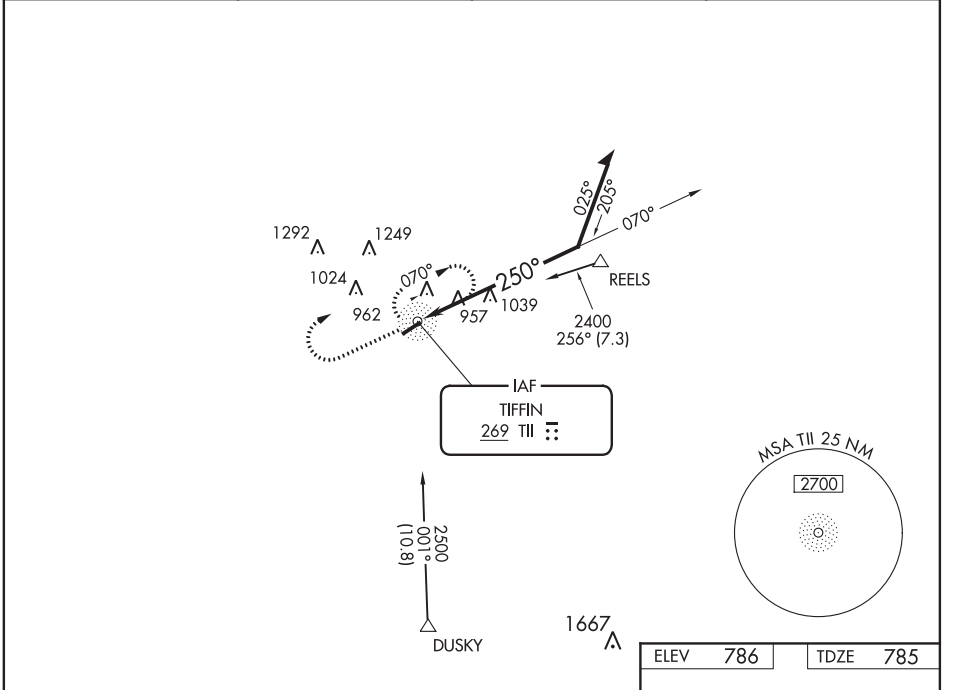
EC-2, 10 NOV 2016 to 05 JAN 2017

NDB TII <b>269</b>	APP CRS <b>250°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>785</b> <b>786</b>
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**NDB RWY 24**  
SENECA COUNTY (16G)

**⚠** NA When local altimeter setting not received, use Findlay altimeter setting. **MISSED APPROACH:** Climb to 2400, then right turn direct TII NDB and hold.

AWOS-3 <b>127.175</b>	FINDLAY ASOS <b>132.85</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>123.0</b> (CTAF) <b>⓪</b>
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ELEV	786	TDZE	785
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Detailed approach diagram showing runway 24, 4000 X 75, and various altitudes (807±, 2400). Includes heading "250° to TII NDB".

MIRL Rwy 6-24 **⓪**  
REIL Rwy 6 and 24 **⓪**

CATEGORY	A	B	C	D
S-24	1420-1	635 (700-1)	1420-1¼ 635 (700-1¼)	1420-2 635 (700-2)
CIRCLING	1420-1	634 (700-1)	1420-1¼ 634 (700-1¼)	1420-2 634 (700-2)
FINDLAY ALTIMETER SETTING MINIMUMS				
S-24	1460-1	675 (700-1)	1460-2 675 (700-2)	1460-2¼ 675 (700-2¼)
CIRCLING	1460-1	674 (700-1)	1460-2 674 (700-2)	1460-2¼ 674 (700-2¼)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>82223</b> <b>W04A</b>	APP CRS <b>046°</b>	Rwy Idg <b>3699</b> TDZE <b>623</b> Apt Elev <b>623</b>
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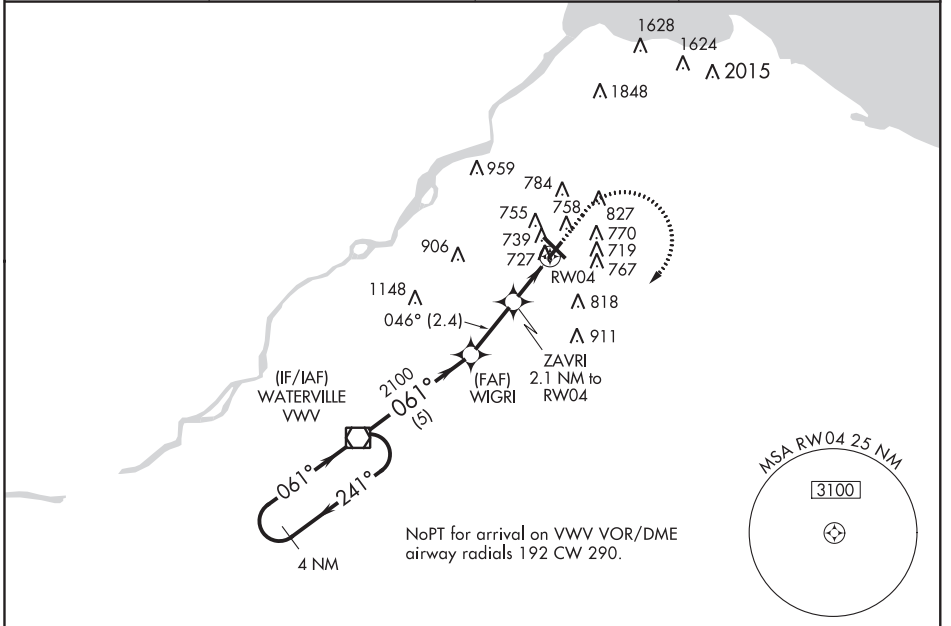
# RNAV (GPS) RWY 4

TOLEDO EXECUTIVE AIRPORT (TDZ)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDA 60 feet, LP Cats C/D visibility 1/8 mile, and LNAV Cats C/D visibility 1/4 mile. When VGSI inop, procedure NA at night.

**⚠** MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct VVV VOR/DME and hold.

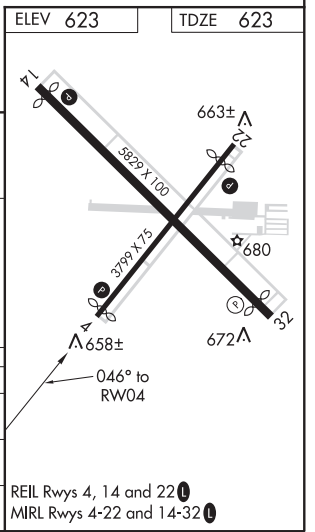
ASOS <b>121,575</b>	TOLEDO APP CON <b>126.1 307.0</b>	CLNC DEL <b>125.6</b>	UNICOM <b>123.05 (CTAF) 0</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

4 NM Holding Pattern		VGSI and descent glidepath not coincident (VGSI Angle 3.50/TCH 35).		1100	2300	VVV
VOR/DME		WIGRI		ZAVRI 2.1 NM to RWY 04		RWY 04
2300 ← 241°		061° →		2100		1320
5 NM		2.4 NM		2.1 NM		
CATEGORY	A	B	C	D		
LP MDA	980-1		357 (400-1)			
LNAV MDA	1000-1		377 (400-1)			
CIRCLING	1080-1	457 (500-1)	1100-1½ 477 (500-1½)	1180-2 557 (600-2)		



WAAS CH <b>70524</b> <b>W32A</b>	APP CRS <b>321°</b>	Rwy Idg TDZE Apt Elev	<b>4927</b> <b>621</b> <b>623</b>
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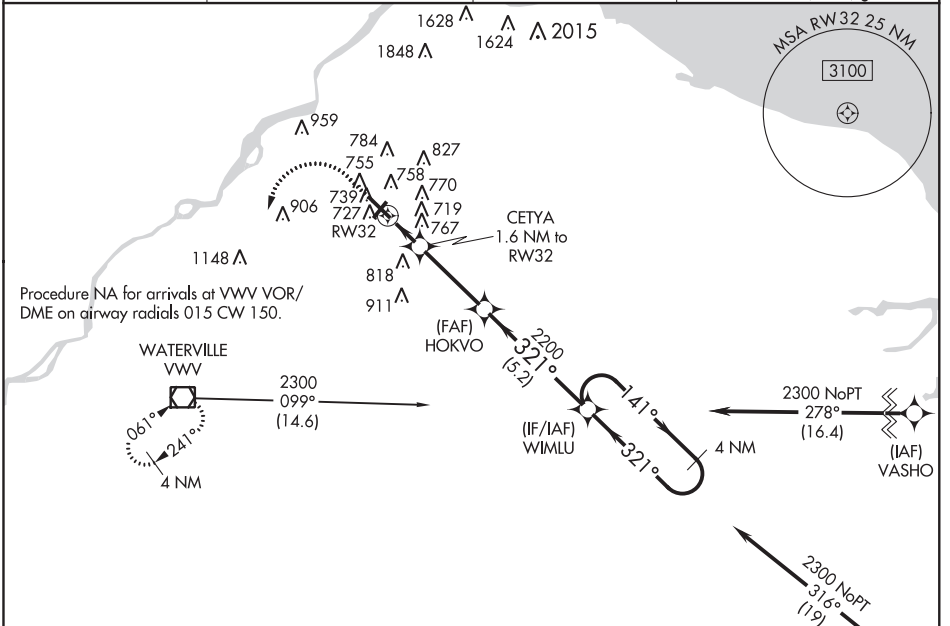
# RNAV (GPS) RWY 32

TOLEDO EXECUTIVE AIRPORT (TDZ)

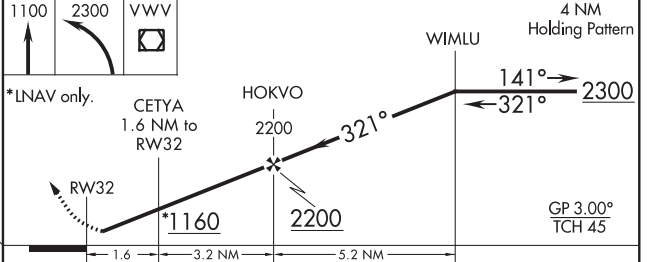
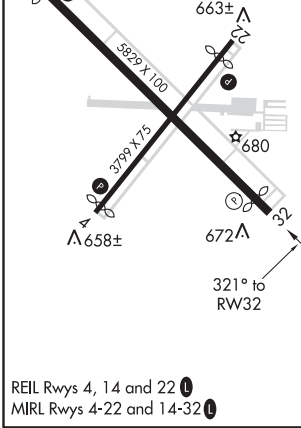
**⚠ Night Landing:** Rwy 14 NA. Baro-VNAV NA when using Toledo Express altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Toledo Express altimeter setting and increase LPV DA to 914, LNAV/VNAV to 1123, and all visibilities 1/8 mile. Increase all MDA 60 feet and increase LNAV Cats C and D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 2300 direct VVV VOR/DME and hold.

ASOS <b>121.575</b>	TOLEDO APP CON <b>126.1 307.0</b>	CLNC DEL <b>125.6</b>	UNICOM <b>123.05 (CTAF) 0</b>
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ELEV 623	TDZE 621
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CATEGORY	A	B	C	D
LP DA		871-1	250 (300-1)	
LNAV/VNAV DA		1080-1½	459 (500-1½)	
LNAV MDA	1020-1	399 (400-1)	1020-1½	399 (400-1½)
<b>C</b> CIRCLING	1080-1 457 (500-1)	1100-1 477 (500-1)	1200-1½ 577 (600-1½)	1320-2¼ 697 (700-2¼)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME VVW <b>113.1</b> Chan <b>78</b>	APP CRS <b>049°</b>	Rwy Idg <b>3699</b> TDZE <b>623</b> Apt Elev <b>623</b>
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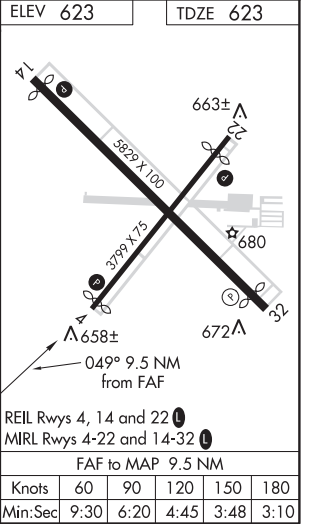
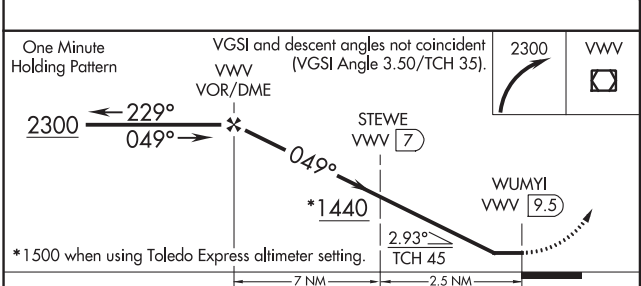
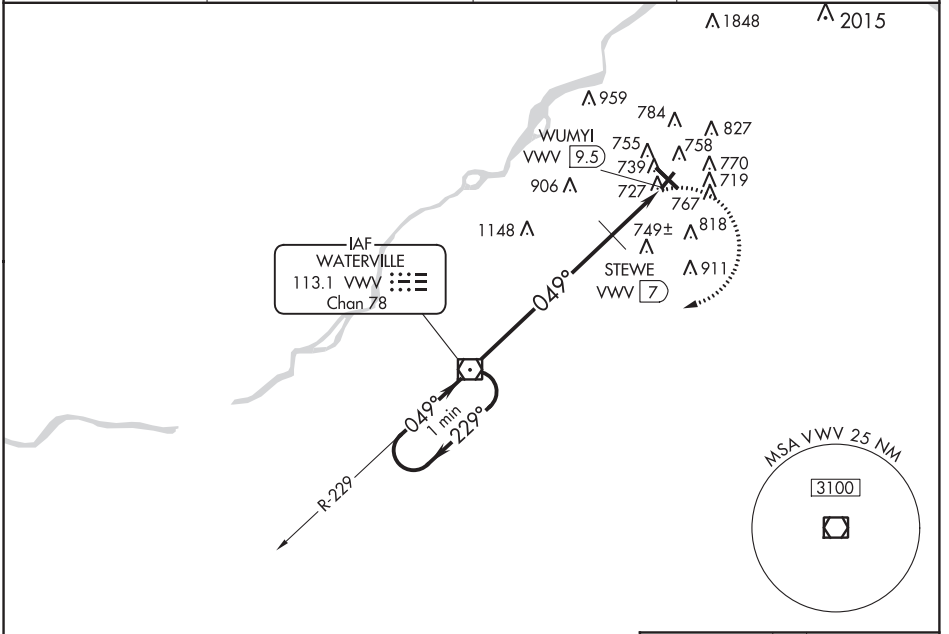
# VOR RWY 4

TOLEDO EXECUTIVE (TDZ)

**⚠** Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDA 60 feet, and increase S-4 WUMYI fix minimums Cats C and D visibility 1/8 mile. Procedure NA at night.

**MISSED APPROACH:** Climbing right turn to 2300 direct VVW VOR/DME and hold.

ASOS <b>121.575</b>	TOLEDO APP CON <b>126.1 307.0</b>	CLNC DEL <b>125.6</b>	UNICOM <b>123.05 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-4	1440-1 817 (900-1)	1440-1¼ 817 (900-1¼)	1440-2½	817 (900-2½)
CIRCLING	1440-1¼	817 (900-1¼)	1440-2½	1440-2¾ 817 (900-2¾)
<b>STEWE FIX MINIMUMS</b>				
S-4	1060-1	437 (500-1)	1060-1¼	437 (500-1¼)
CIRCLING	1080-1	457 (500-1)	1100-1½	1180-2 477 (500-1½) 557 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

LOC I-TOL <b>109.7</b>	APP CRS <b>072°</b>	Rwy Idg <b>10599</b> TDZE <b>683</b> Apt Elev <b>683</b>
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# ILS or LOC RWY 7

TOLEDO EXPRESS (TOL)

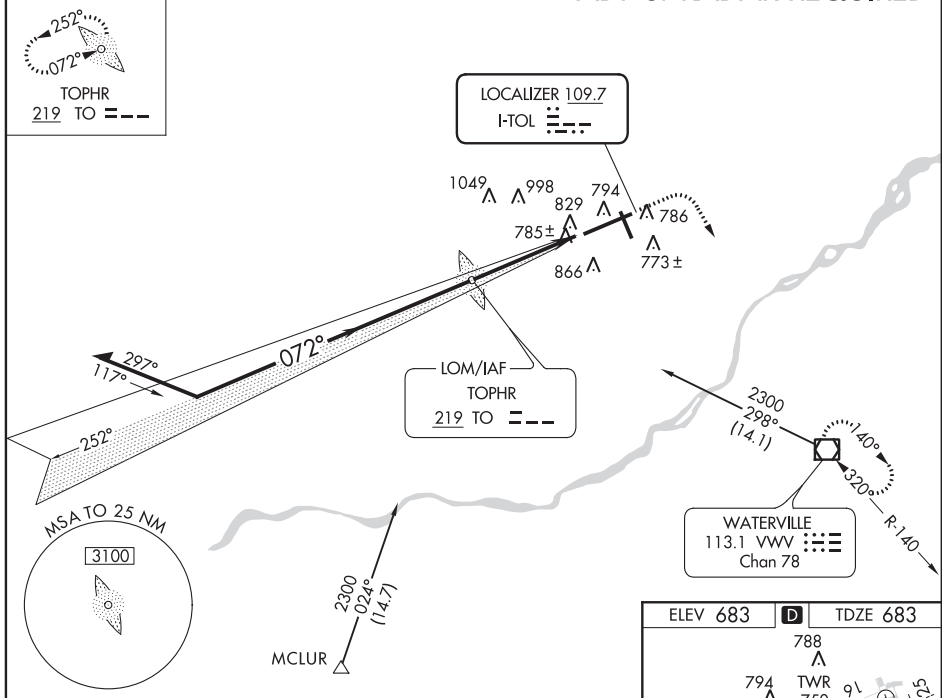
	For inoperative ALSF, increase S-ILS 7 Cat E visibility to ¾ mile, S-LOC 7 Cat E visibility to 1½ mile.	ALSF-2 	MISSED APPROACH: Climb to 2500 then right turn direct VVV VOR/DME and hold.
	ATIS <b>118.75 290.225</b> TOLEDO APP CON <b>134.35 317.55</b> TOLEDO TOWER <b>118.1 285.4</b> GND CON <b>121.9 348.6</b> CLNC DEL <b>121.75 348.6</b>		

ALTERNATE MISSED APCH FIX

TOPHR  
219 TO ---

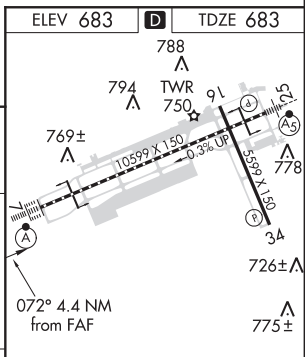
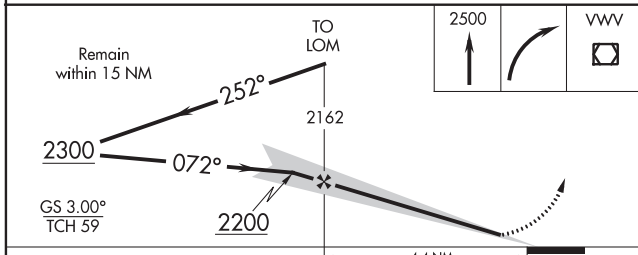
1335  $\Delta$

ADF or RADAR REQUIRED



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E	TDZ/CL Rwy 7 HIRL Rwy 7-25 MIRL Rwy 16-34 REIL Rws 16 and 34 FAF to MAP 4.4 NM Knots 60 90 120 150 180 Min:Sec 4:24 2:56 2:12 1:46 1:28
S-ILS 7	883/18 200 (200-½)			883/24 200 (200-½)		
S-LOC 7	1080/24 397 (400-½)		1080/40 397 (400-¾)	1080/50 397 (400-1)		
CIRCLING	1180-1 497 (500-1)	1180-1½ 497 (500-1½)	1240-2 557 (600-2)	1400-2½ 717 (800-2½)		

LOC I-BQE <b>108.7</b>	APP CRS <b>252°</b>	Rwy Idg <b>10599</b>
		TDZE <b>678</b>
		Apt Elev <b>683</b>

# ILS or LOC RWY 25

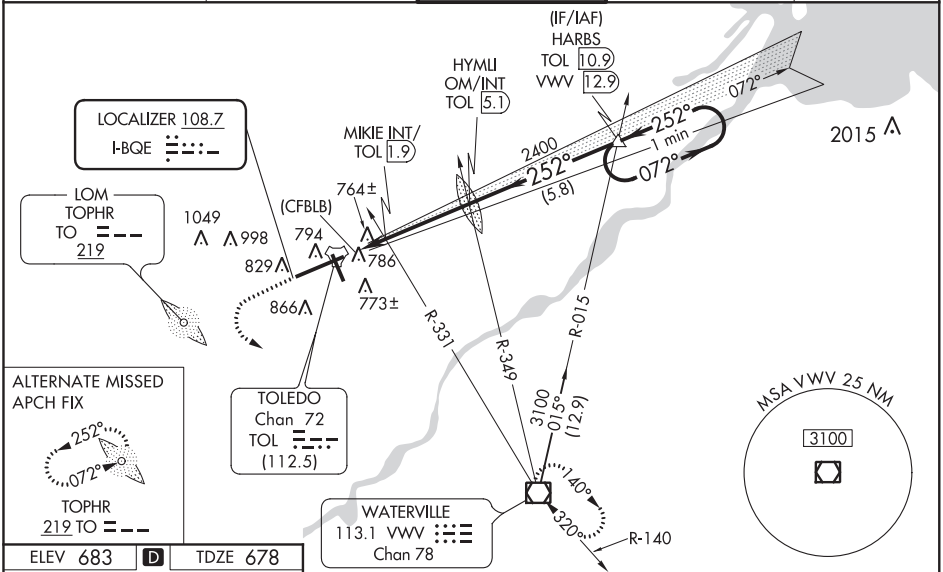
TOLEDO EXPRESS (TOL)

**▽** When local altimeter setting not received, use Lambertville/Toledo Suburban altimeter setting:  
**▲** increase all DA 28 feet, increase all MDA 40 feet, and S-LOC 25 Cat C-E visibility 1/8 mile, Circling Cat D and E visibility 1/4 mile and MIKIE fix minimums S-LOC 25 Cat C-E visibility 1/8 mile, Circling Cat D and E visibility 1/4 mile. For inop MALS, increase S-ILS 25 Cat E visibility to RVR 4000, and S-LOC 25 Cats C-E to 1 1/8 mile. Increase MIKIE fix minimums S-LOC 25 Cat E visibility to RVR 5500. For inop MALS when using Lambertville/Toledo Suburban altimeter setting: increase S-LOC 25 Cat E visibility to 1 3/4 mile. Increase MIKIE fix minimums S-LOC 25 Cat E visibility to RVR 6000.  
 \*\*RVR 1800 authorized with use of FD or AP or HUD to DA. † DME from TOL TACAN.

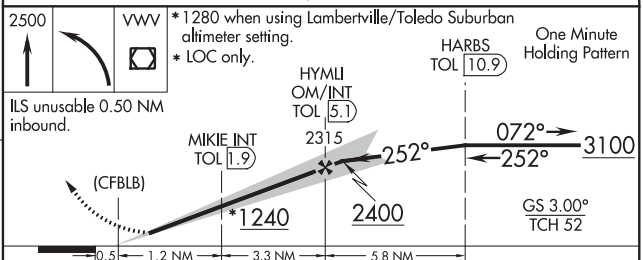
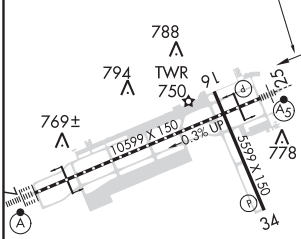


**MISSED APPROACH:**  
 Climb to 2500 then climbing left turn direct VVW VOR/DME and hold.

ATIS <b>118.75 290.225</b>	TOLEDO APP CON <b>134.35 317.55</b>	TOLEDO TOWER <b>118.1 285.4</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 348.6</b>
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ELEV 683	<b>D</b>	TDZE 678
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FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D	E
S-ILS 25	**878/24 200 (200-1/2)				
S-LOC 25	1240/24	562 (600-1/2)	1240-1 1/4	562 (600-1 1/4)	
<b>C</b> CIRCLING	1240-1	557 (600-1)	1360-2 677 (700-2)	1400-2 1/4 717 (800-2 1/4)	1400-2 1/2 717 (800-2 1/2)
MIKIE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED †)					
S-LOC 25	1020/24	342 (400-1/2)	1020/30	342 (400-3/4)	
<b>C</b> CIRCLING	1180-1	497 (500-1)	1360-2 677 (700-2)	1400-2 1/4 717 (800-2 1/4)	1400-2 1/2 717 (800-2 1/2)

EC-2, 10 NOV 2016 to 05 JAN 2017


EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>99399</b> <b>W07A</b>	APP CRS <b>072°</b>	Rwy Idg <b>10599</b> TDZE <b>683</b> Apt Elev <b>684</b>
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# RNAV (GPS) RWY 7

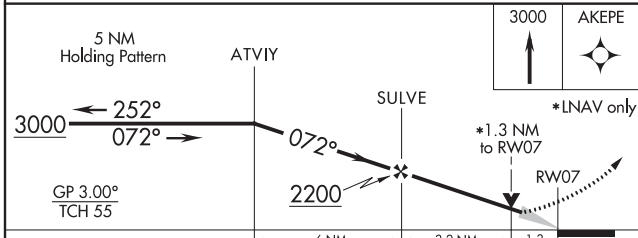
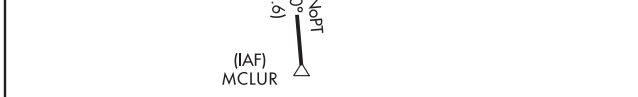
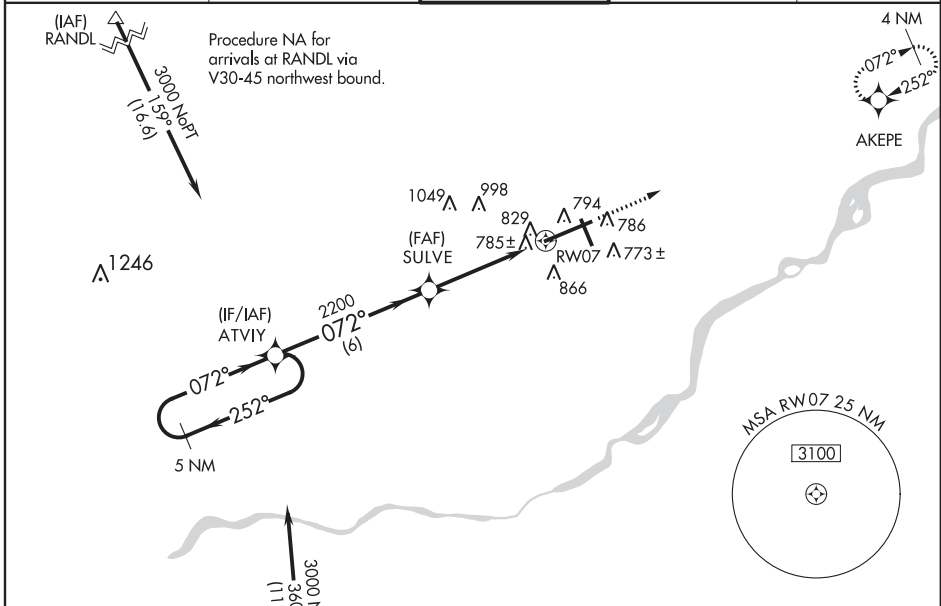
TOLEDO EXPRESS (TOL)

**⚠** Baro-VNAV NA Below -16°C (4°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lambertville/Toledo Suburban altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV all Cats and LNAV Cat E visibility ¼ mile. For inoperative ASR ALSF, increase LPV visibility to RVR 6000 all Cats, increase LNAV/VNAV Cat E visibility to 1½ mile, increase LNAV Cat E visibility to 1½ mile. VDP and Baro-VNAV NA when using Lambertville/Toledo Suburban altimeter setting.

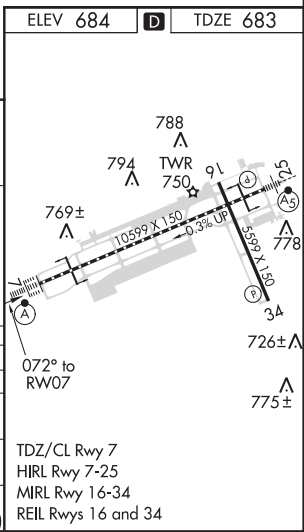
**ALSF-2**  
**ⓐ** 

**MISSED APPROACH:**  
Climb to 3000 direct AKEPE and hold.

ATIS <b>118.75 290.225</b>	TOLEDO APP CON <b>134.35 317.55</b>	TOLEDO TOWER <b>118.1 285.4</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 348.6</b>
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CATEGORY	A	B	C	D	E
LPV DA		1018/40	335 (400-¾)		
LNAV/ VNAV DA		1129/50	446 (500-1)		
LNAV MDA	1140/24	457 (500-½)	1140/40 457 (500-¾)	1140/50	457 (500-1)
CIRCLING	1180-1	496 (500-1)	1180-1½ 496 (500-1½)	1240-2	1400-2½ 716 (800-2½)



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

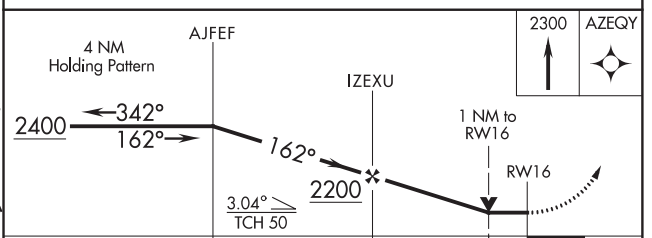
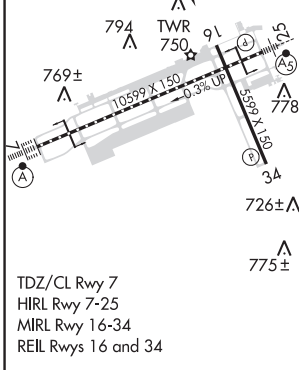
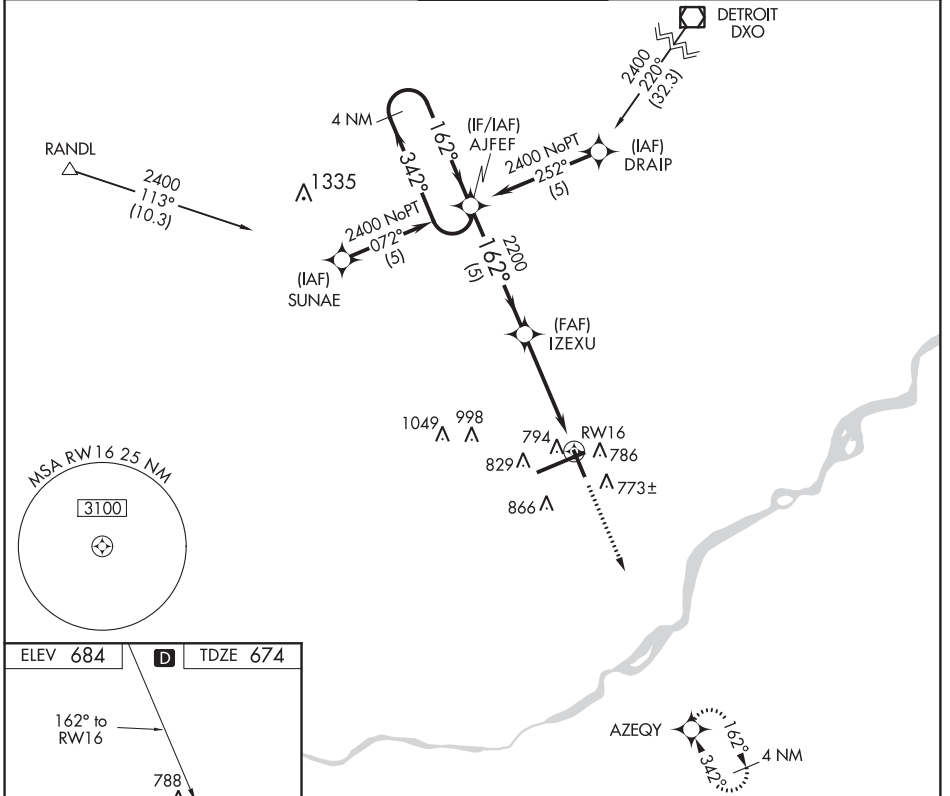
APP CRS <b>162°</b>	Rwy Idg TDZE Apt Elev	<b>5599</b> <b>674</b> <b>684</b>
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# RNAV (GPS) RWY 16

TOLEDO EXPRESS (TOL)

NA ASR	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2300 direct AZEQY WP and hold.		
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ATIS <b>118.75 290.225</b>	TOLEDO APP CON <b>134.35 317.55</b>	TOLEDO TOWER <b>118.1 285.4</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 348.6</b>
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CATEGORY	A	B	C	D	E
LNAV MDA	1040-1 366 (400-1)		1040-1½ 366 (400-1¼)		NA
CIRCLING	1180-1 496 (500-1)		1180-1½ 496 (500-1½)		NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

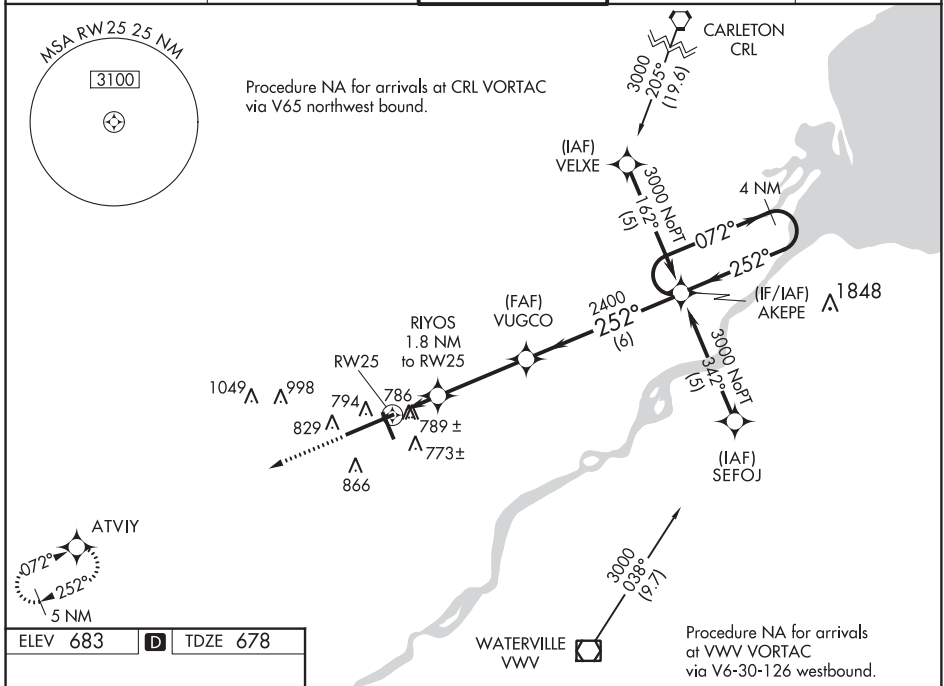
WAAS CH <b>48899</b> <b>W25A</b>	APP CRS <b>252°</b>	Rwy Idg TDZE Apt Elev	<b>10599</b> <b>678</b> <b>683</b>
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# RNAV (GPS) RWY 25

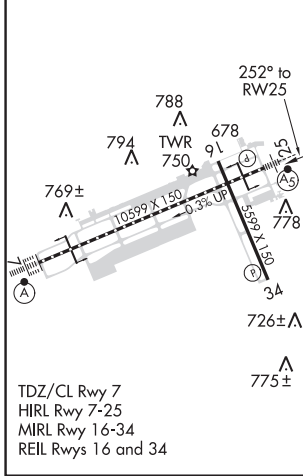
TOLEDO EXPRESS (TOL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1 1/2 mile, LNAV Cat D/E visibility to RVR 6000.	MALSR	MISSED APPROACH: Climb to 3000 direct ATVIY and hold.

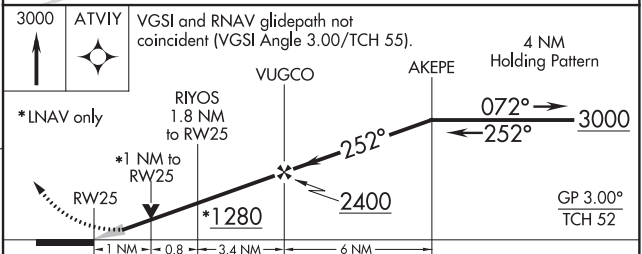
ATIS <b>118.75 290.225</b>	TOLEDO APP CON <b>134.35 317.55</b>	TOLEDO TOWER <b>118.1 285.4</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 348.6</b>
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ELEV 683	<b>D</b>	TDZE 678
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TDZ/CL Rwy 7  
HIRL Rwy 7-25  
MIRL Rwy 16-34  
REIL Rws 16 and 34



CATEGORY	A	B	C	D	E
LPV DA	878-24		200 (200-1/2)		
LNAV/VNAV DA	1065-50		387 (400-1)		
LNAV MDA	1040-24		1040-50		362 (400-1)
CIRCLING	1180-1		497 (500-1)		1180-1 1/2
	497 (500-1)		557 (600-2)		1400-2 1/2
					717 (800-2 1/2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



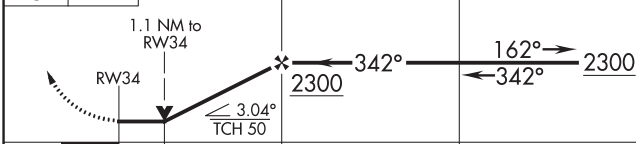
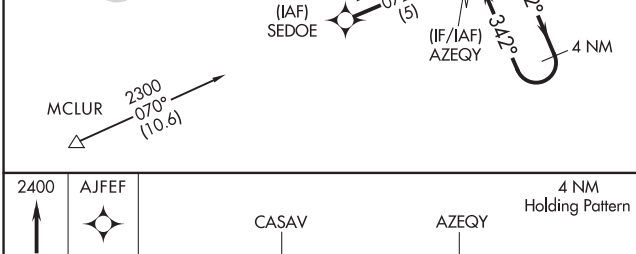
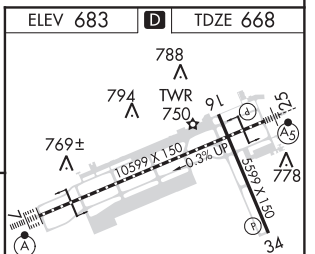
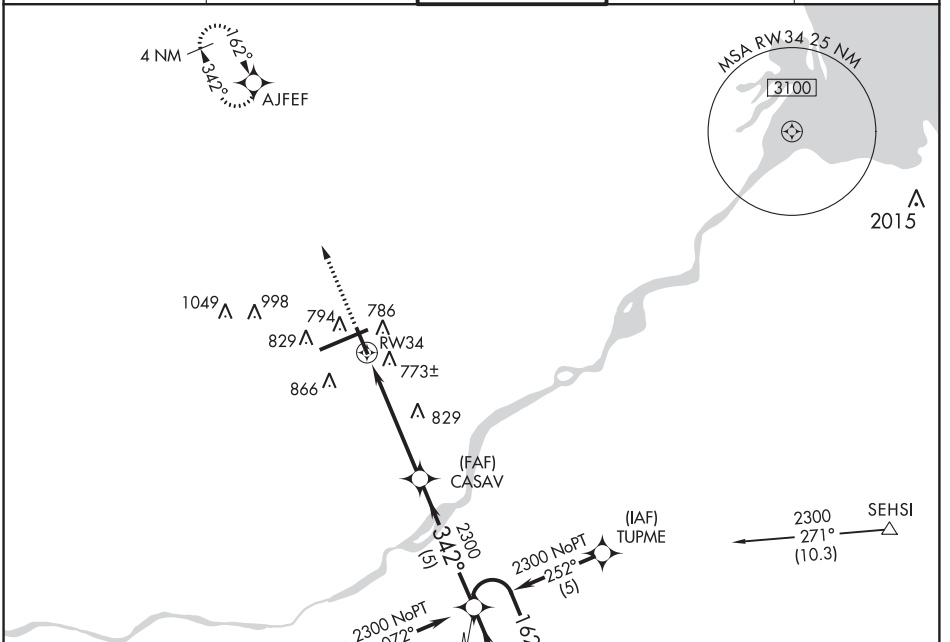
APP CRS <b>342°</b>	Rwy Idg <b>5599</b>
	TDZE <b>668</b>
	Apt Elev <b>683</b>

# RNAV (GPS) RWY 34

TOLEDO EXPRESS (TOL)

ASR	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2400 direct AJFEF WP and hold.		
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ATIS <b>118.75 290.225</b>	TOLEDO APP CON <b>134.35 317.55</b>	TOLEDO TOWER <b>118.1 285.4</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 348.6</b>
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CATEGORY	A	B	C	D
LNNAV MDA	1080-1	412 (400-1)	1080-1½	412 (400-1½)
CIRCLING	1180-1	497 (500-1)	1180-1½	1240-2 497 (500-1½) 557 (600-2)

ELEV 683	TDZE 668
788	778
794	775±
769±	726±
10559 x 150	5592 x 150
0.3% UP	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

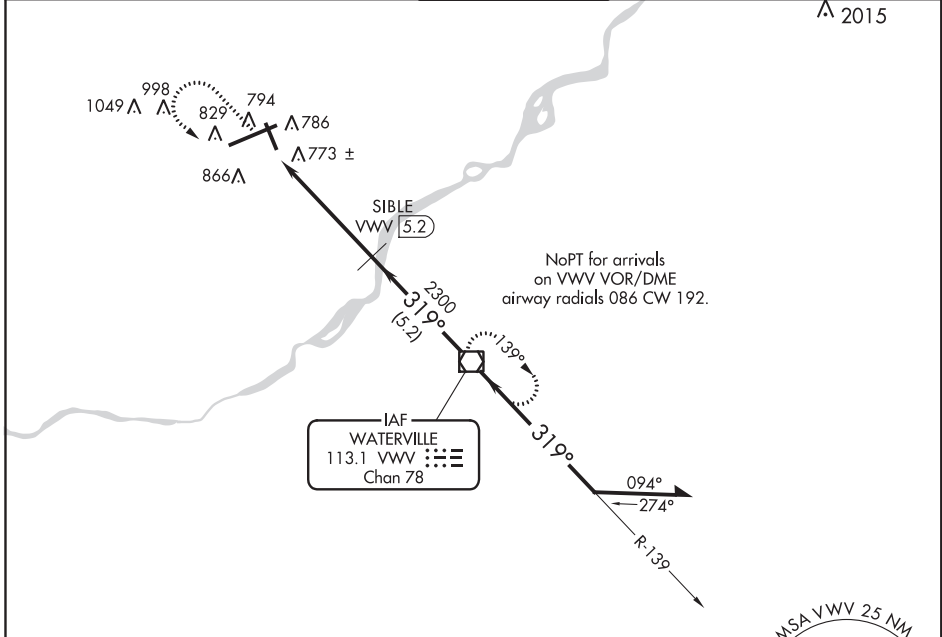
VOR/DME VVW <b>113.1</b> Chan <b>78</b>	APP CRS <b>319°</b>	Rwy ldg <b>5599</b> TDZE <b>668</b> Apt Elev <b>684</b>
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# VOR/DME RWY 34

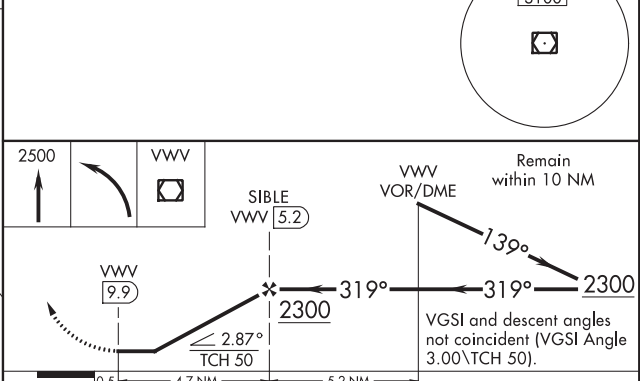
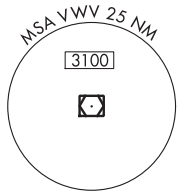
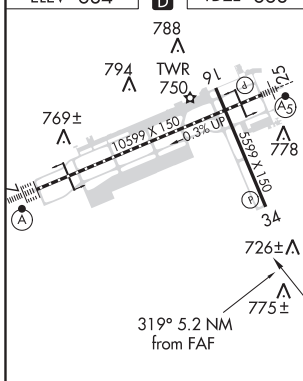
TOLEDO EXPRESS (TOL)

<p>ASR</p>	<p>MISSED APPROACH: Climb to 2500, then left turn direct VVW VOR/DME and hold.</p>			
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<p>ATIS <b>118.75 290.225</b></p>	<p>TOLEDO APP CON <b>134.35 317.55</b></p>	<p>TOLEDO TOWER <b>118.1 285.4</b></p>	<p>GND CON <b>121.9 348.6</b></p>	<p>CLNC DEL <b>121.75 348.6</b></p>
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ELEV 684	<b>D</b>	TDZE 668
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TDZ/CL Rwy 7 HIRL Rwy 7-25 MIRL Rwy 16-34 REIL Rws 16 and 34	<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>S-34</td> <td>1120-1</td> <td>452 (500-1)</td> <td>1120-1¼ 452 (500-1¼)</td> <td>1120-1½ 452 (500-1½)</td> </tr> <tr> <td>CIRCLING</td> <td>1180-1</td> <td>496 (500-1)</td> <td>1180-1½ 496 (500-1½)</td> <td>1240-2 556 (600-2)</td> </tr> </tbody> </table>				CATEGORY	A	B	C	D	S-34	1120-1	452 (500-1)	1120-1¼ 452 (500-1¼)	1120-1½ 452 (500-1½)	CIRCLING	1180-1	496 (500-1)	1180-1½ 496 (500-1½)	1240-2 556 (600-2)
CATEGORY	A	B	C	D															
S-34	1120-1	452 (500-1)	1120-1¼ 452 (500-1¼)	1120-1½ 452 (500-1½)															
CIRCLING	1180-1	496 (500-1)	1180-1½ 496 (500-1½)	1240-2 556 (600-2)															

EC-2, 10 NOV 2016 to 05 JAN 2017

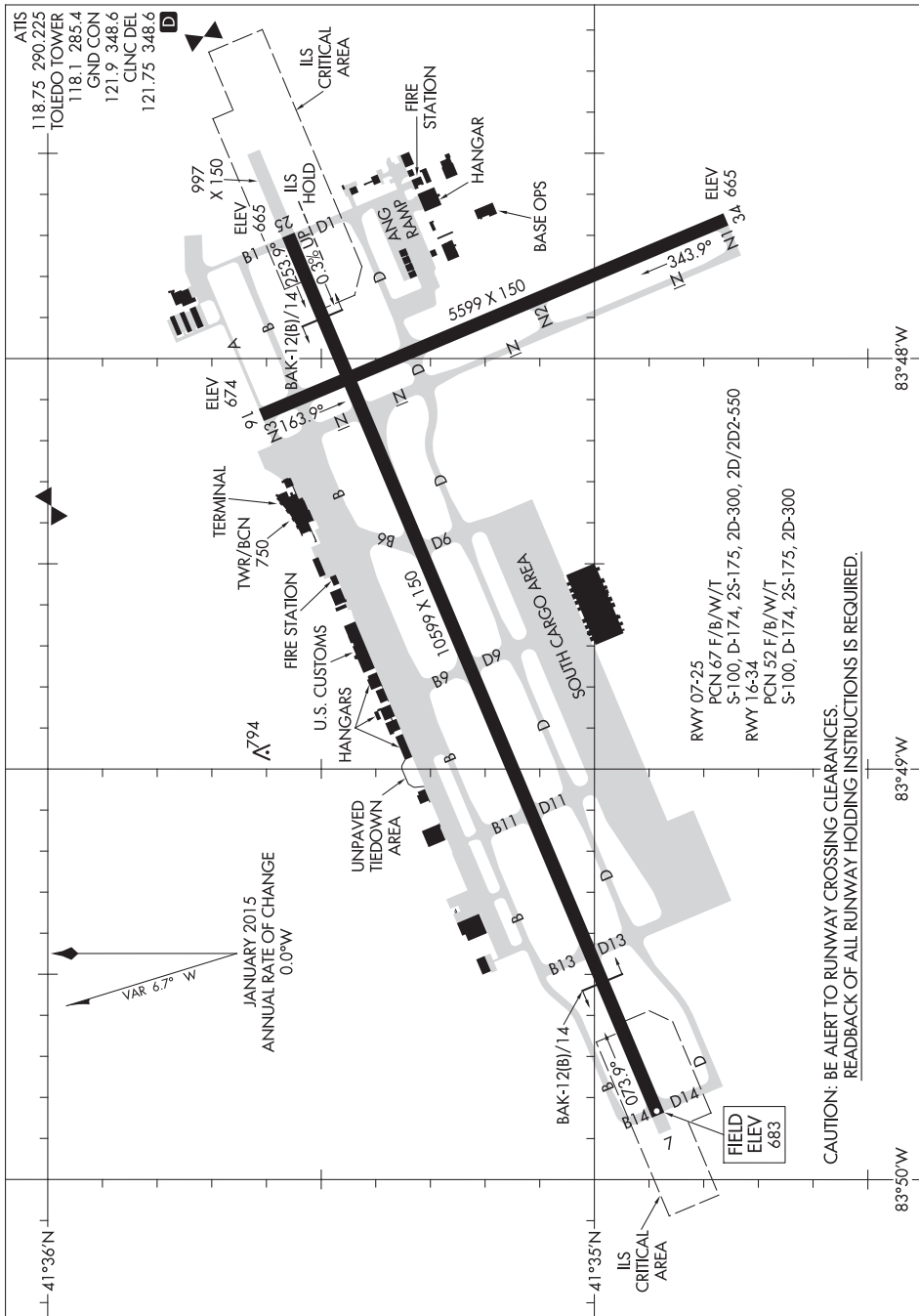
EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

AL-184 (FAA)

TOLEDO EXPRESS (TOL)  
TOLEDO, OHIO

EC-2, 10 NOV 2016 to 05 JAN 2017



83°48'W

83°49'W

83°50'W

EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

TOLEDO, OHIO  
TOLEDO EXPRESS (TOL)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

VORTAC FBC <b>108.2</b> Chan <b>19</b>	APP CRS <b>104°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>830</b>
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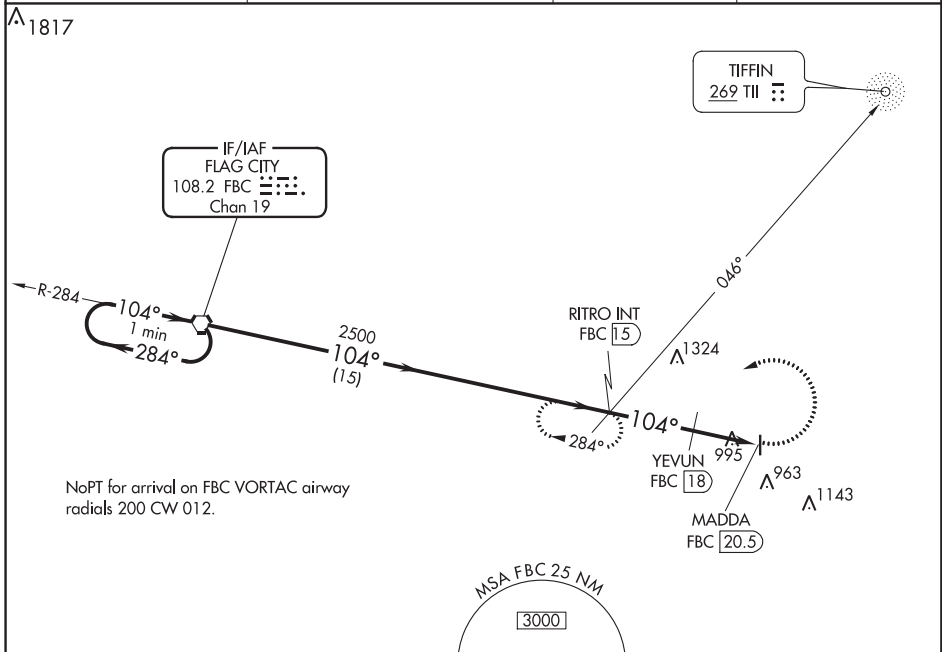
**VOR-A**

UPPER SANDUSKY / WYANDOT COUNTY (56D)

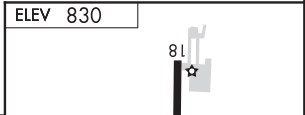
**NA** Procedure NA at night. Use Findlay altimeter setting, when not received, use Marion altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2500 on FBC VORTAC R-104 to RITRO INT/15 DME and hold.

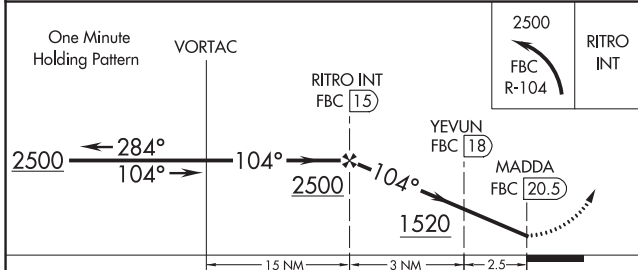
FINDLAY ASOS <b>132.85</b>	MANSFIELD APP CON * <b>124.2 390.8</b>	CTAF <b>122.9</b>	<b>123.05 0</b>
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NoPT for arrival on FBC VORTAC airway radials 200 CW 012.



**ADF or DME REQUIRED**



CATEGORY	A	B	C	D
CIRCLING	1520-1 690 (700-1)	1520-1¼ 690 (700-1¼)	1520-2 690 (700-2)	1520-2¼ 690 (700-2¼)
YEVUN FIX MINIMUMS (DME REQUIRED)				
CIRCLING	1340-1 510 (600-1)	1340-1¼ 510 (600-1¼)	1340-1½ 510 (600-1½)	1380-2 550 (600-2)

ELEV 830					
MIRL Rwy 18-36 0					
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

**VOR-A**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>53719</b> <b>W02A</b>	APP CRS <b>022°</b>	Rwy Idg TDZE <b>1068</b> Apt Elev <b>1068</b>	<b>4400</b>
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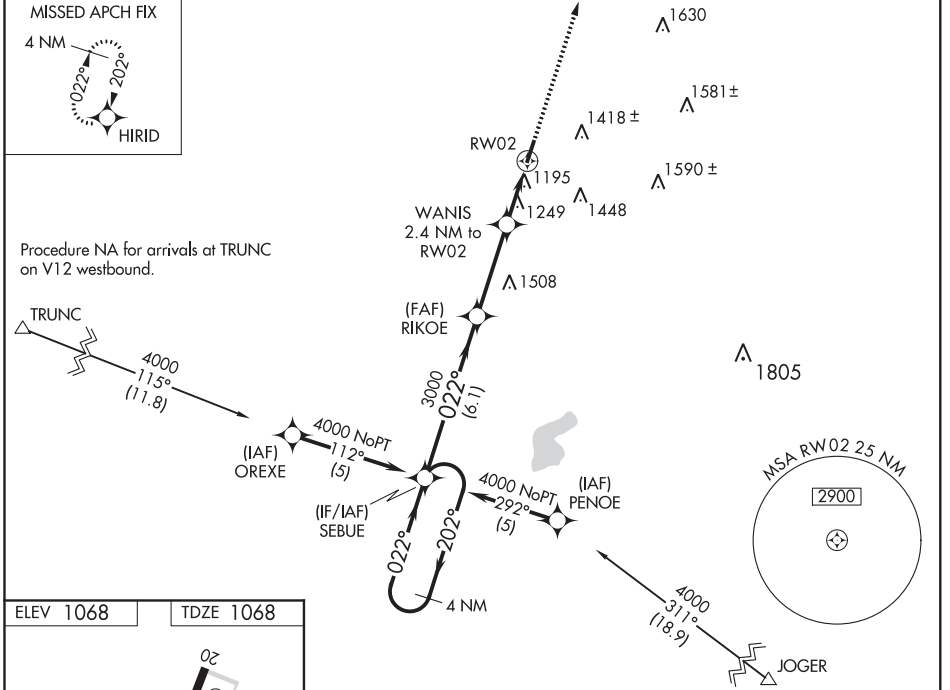
# RNAV (GPS) RWY 2

GRIMES FIELD (I74)

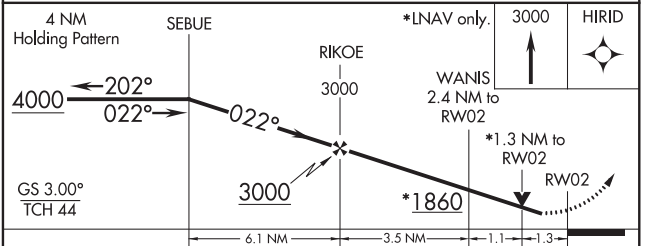
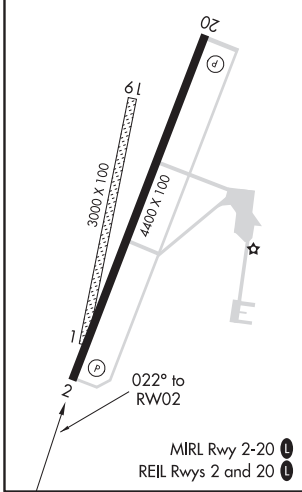
**⚠** Baro-VNAV NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all DA 44 feet, all MDA 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA with Springfield altimeter setting.

**MISSED APPROACH**  
Climb to 3000 direct HIRID and hold.

AWOS-3 <b>118.325</b>	COLUMBUS APP CON <b>118.425 294.5</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 1068	TDZE 1068
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CATEGORY	A	B	C	D
LPV DA	1318-1		250 (300-1)	NA
LNAV/VNAV DA	1501-1½		433 (500-1½)	NA
LNAV MDA	1500-1	432 (500-1)	1500-1¼ 432 (500-1¼)	NA
CIRCLING	1580-1	512 (600-1)	1580-1½ 512 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>78419</b> W20A	APP CRS <b>202°</b>	Rwy Idg TDZE <b>1068</b> Apt Elev <b>1068</b>	<b>4400</b> <b>1068</b> <b>1068</b>
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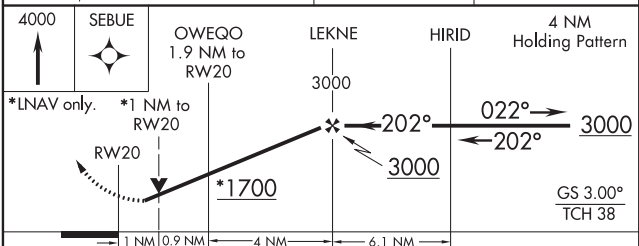
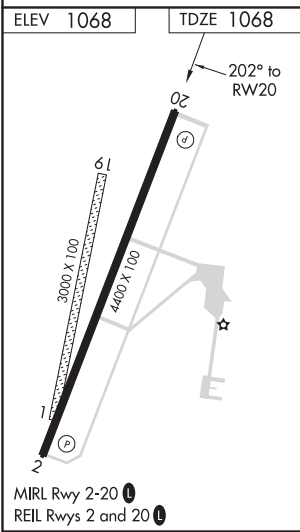
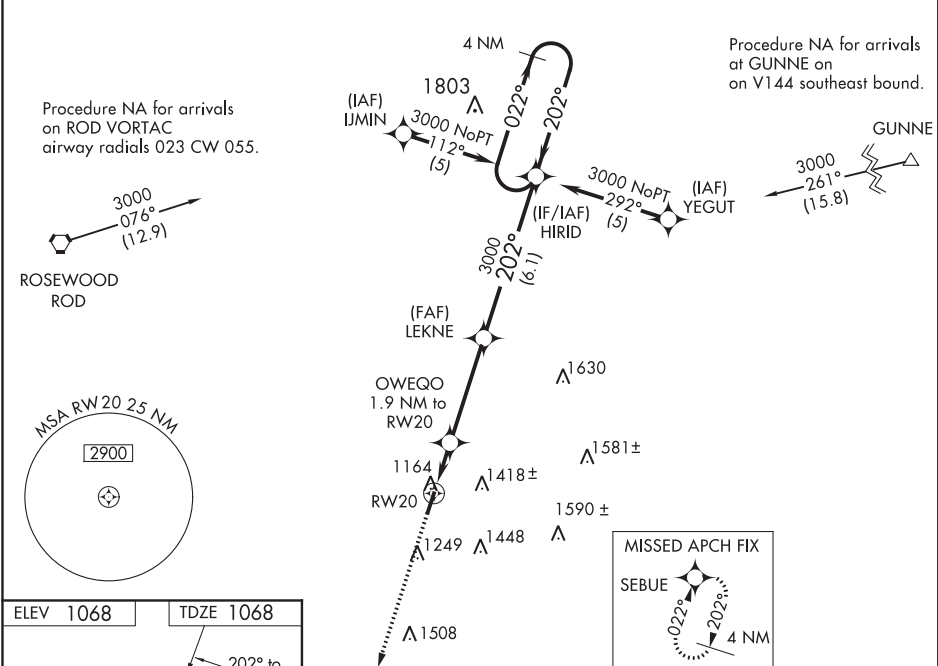
# RNAV (GPS) RWY 20

GRIMES FIELD (I74)

**⚠** Baro-VNAV NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all DA 44 feet, all MDA 60 feet, increase LPV all Cats and LNAV Cat C visibility ¼ mile. VDP NA with Springfield altimeter setting.

**MISSED APPROACH:**  
Climb to 4000 direct SEBUE and hold.

AWOS-3 <b>118.325</b>	COLUMBUS APP CON <b>118.425 294.5</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1347-1	279 (300-1)		NA
LNAV/VNAV DA	1469-1½	401 (500-1½)		NA
LNAV MDA	1420-1	352 (400-1)		NA
CIRCLING	1580-1	512 (600-1)	1580-1½ 512 (600-1½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC ROD <b>117.5</b> Chan <b>122</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1068</b>
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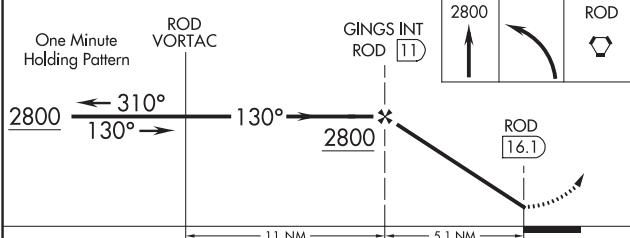
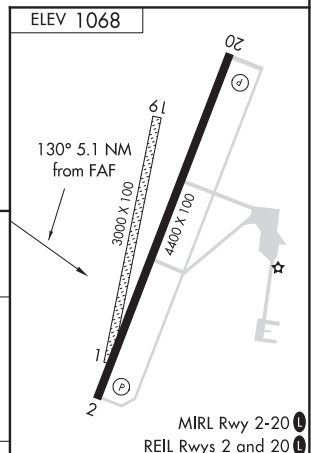
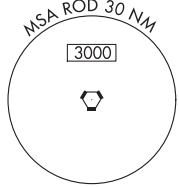
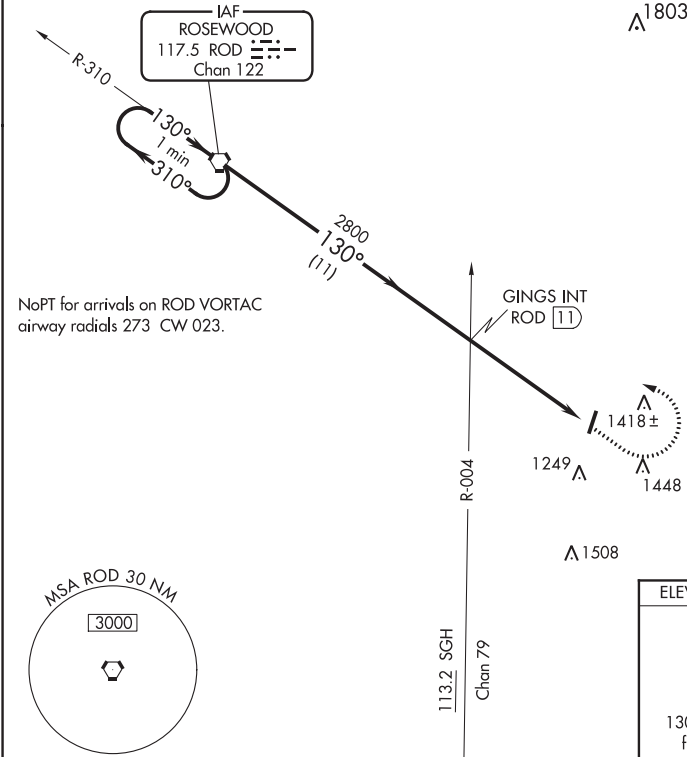
**VOR-A**  
GRIMES FIELD (I74)

MISSED APPROACH: Climb to 2800 then left turn direct ROD VORTAC and hold.

AWOS-3  
**118.325**

COLUMBUS APP CON  
**118.425 294.5**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D	FAF to MAP 5.1 NM					
CIRCLING	1580-1	512 (600-1)	1580-1½ 512 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-2, 10 NOV 2016 to 05 JAN 2017

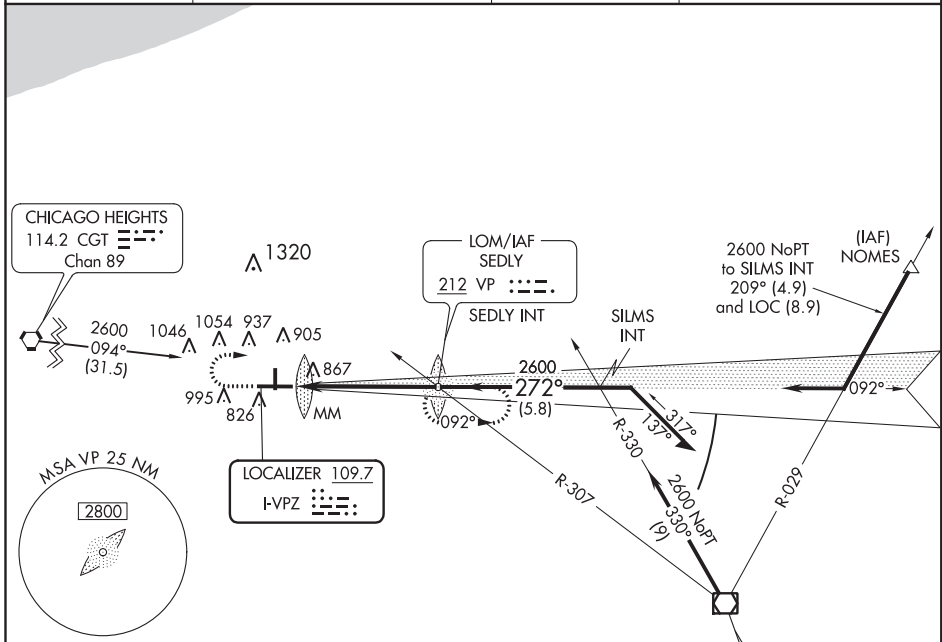
EC-2, 10 NOV 2016 to 05 JAN 2017

LOC I-VPZ <b>109.7</b>	APP CRS <b>272°</b>	Rwy Idg 6500
		TDZE 770
		Apt Elev 771

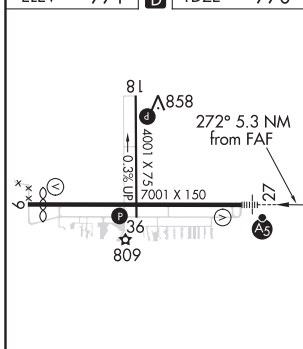
# ILS RWY 27

PORTER COUNTY RGNL (VPZ)

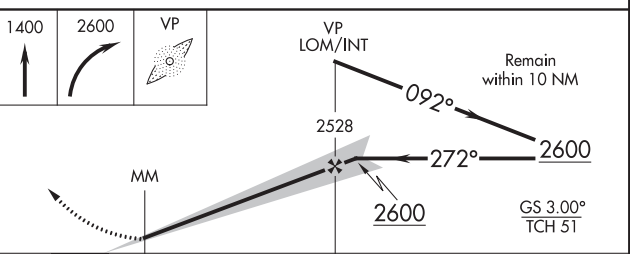
	MALSR 	MISSED APPROACH: Climb to 1400, then climbing right turn of 2600 direct SEDLY LOM and hold.	
ASOS <b>125.875</b>	SOUTH BEND APP CON * <b>132.05 257.8</b>	CLNC DEL <b>120.525</b>	UNICOM <b>122.725 (CTAF)</b>



ELEV 771	<b>D</b>	TDZE 770
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## ADF REQUIRED



HIRL Rwy 9-27

MIRL Rwy 18-36

REIL Rwys 9, 18 and 36

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 27	970-½ 200 (200-½)			
S-LOC 27	1120-½ 350 (400-½)			1120-¾ 350 (400-¾)
CIRCLING	1260-1 489 (500-1)	1300-1 529 (600-1)	1300-1½ 529 (600-1½)	1360-2 589 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>42606</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg <b>6500</b> TDZE <b>769</b> Apt Elev <b>770</b>
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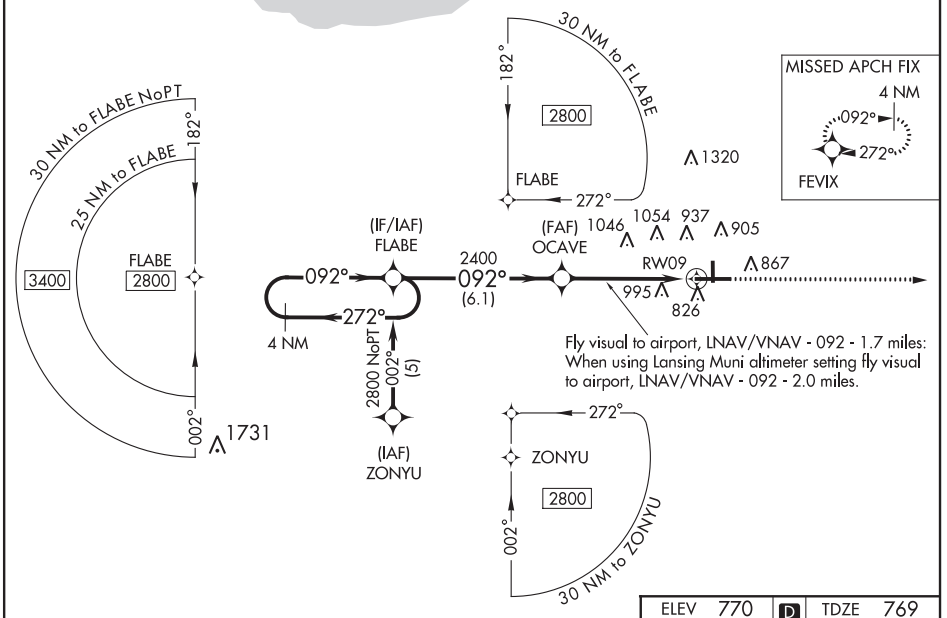
# RNAV (GPS) RWY 9

PORTER COUNTY RGNL (VPZ)

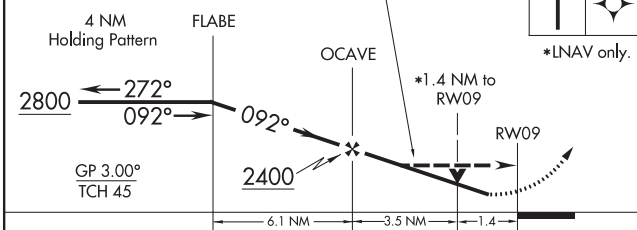
**⚠** When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet; and increase LPV all Cats, LNAV/VNAV Cat D, LNAV Cats C and D, and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

**⚠** MISSED APPROACH: Climb to 2600 direct FEVIX and hold.

ASOS <b>125.875</b>	SOUTH BEND APP CON * <b>132.05 257.8</b>	CLNC DEL <b>120.525</b>	UNICOM <b>122.725 (CTAF) 0</b>
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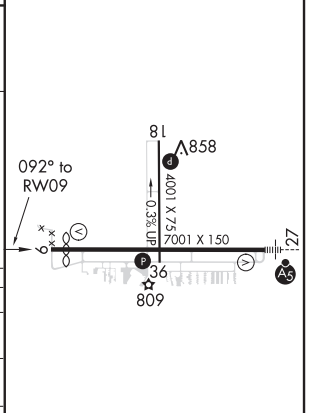


Fly visual to airport, LNAV/VNAV - 092 - 1.7 miles: When using Lansing Muni altimeter setting fly visual to airport, LNAV/VNAV - 092 - 2.0 miles.



ELEV 770	<b>D</b>	TDZE 769
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CATEGORY	A	B	C	D
LPV DA		1038-1	269 (300-1)	
LNAV/VNAV DA		1369-2	600 (600-2)	
LNAV MDA	1260-1	491 (500-1)	1260-1½ 491 (500-1½)	1260-1½ 491 (500-1½)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)



HIRL Rwy 9-27  
MIRL Rwy 18-36  
REIL Rws 9, 18 and 36

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>82406</b> W18A	APP CRS <b>182°</b>	Rwy Idg 4001 TDZE 770 Apt Elev 770
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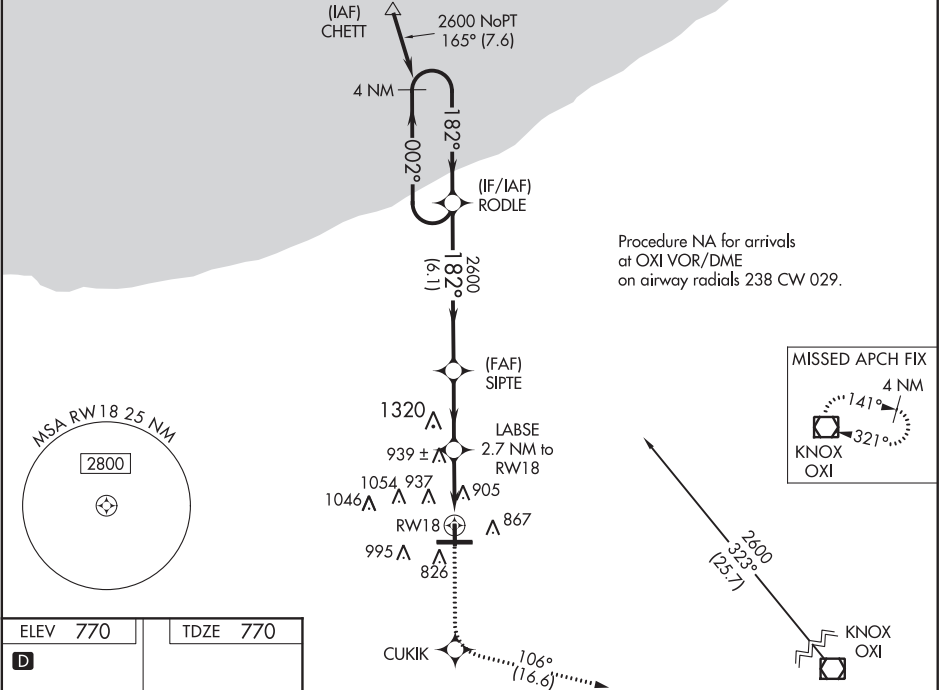
# RNAV (GPS) RWY 18

PORTER COUNTY RGNL (VPZ)

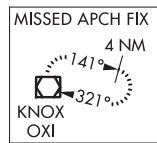
**⚠** For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 2600 direct CUKIK and on track 106° to OXI VOR/DME and hold.

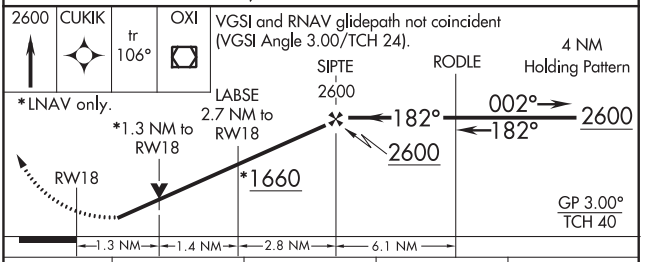
ASOS <b>125.875</b>	SOUTH BEND APP CON * <b>132.05 257.8</b>	CLNC DEL <b>120.525</b>	UNICOM <b>122.725 (CTAF) 0</b>
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Procedure NA for arrivals at OXI VOR/DME on airway radials 238 CW 029.



ELEV 770	TDZE 770
<b>D</b>	
182° to RW18	
HIRL Rwy 9-27 <b>Ⓛ</b> MIRL Rwy 18-36 <b>Ⓛ</b> REIL Rwy 9, 18 and 36 <b>Ⓛ</b>	



CATEGORY	A	B	C	D
LPV DA	1120-1¼	350 (400-1¼)	NA	NA
LNAV/VNAV DA	1233-1¾	463 (500-1¾)	NA	NA
LNAV MDA	1200-1	430 (500-1)	NA	NA
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	NA	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VALPARAISO, INDIANA

AL-5460 (FAA)

16315

WAAS CH <b>86806</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE <b>770</b> Apt Elev <b>770</b>	<b>6500</b>
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# RNAV (GPS) RWY 27

PORTER COUNTY RGNL (VPZ)

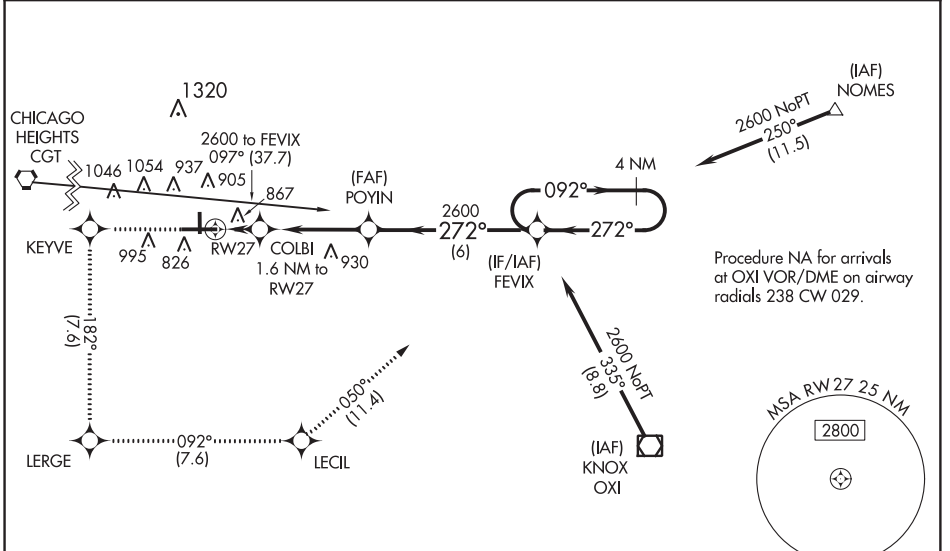
**⚠** Baro-VNAV NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F).  
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet, and increase LPV and LNAV/VNAV all Cats, and Circling Cat C visibility 1/4 mile. For inoperative MALSR, increase LNAV Cat D visibility to 1 1/4, when using Lansing Muni altimeter setting increase LPV all Cats visibility to 1 1/4.

MALSR



**MISSED APPROACH:**  
 Climb to 2600 direct KEYVE and on track 182° to LERGE and on track 092° to LECIL and on track 050° to FEVIX and hold.

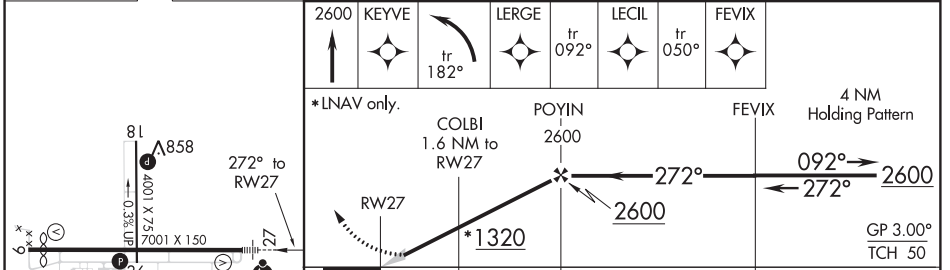
ASOS <b>125.875</b>	SOUTH BEND APP CON * <b>132.05 257.8</b>	CLNC DEL <b>120.525</b>	UNICOM <b>122.725 (CTAF)</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 770	<b>D</b>	TDZE 770
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CATEGORY	A	B	C	D
LPV DA		1020-1/2	250 (300-1/2)	
LNAV/VNAV DA		1201-1	431 (500-1)	
LNAV MDA	1180-1/2	410 (500-1/2)	1180-3/4 410 (500-3/4)	1180-1 410 (500-1)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1 1/2 530 (600-1 1/2)	1360-2 590 (600-2)

VALPARAISO, INDIANA  
 Orig-A 15OCT15

41°27'N-87°00'W

# PORTER COUNTY RGNL (VPZ) RNAV (GPS) RWY 27

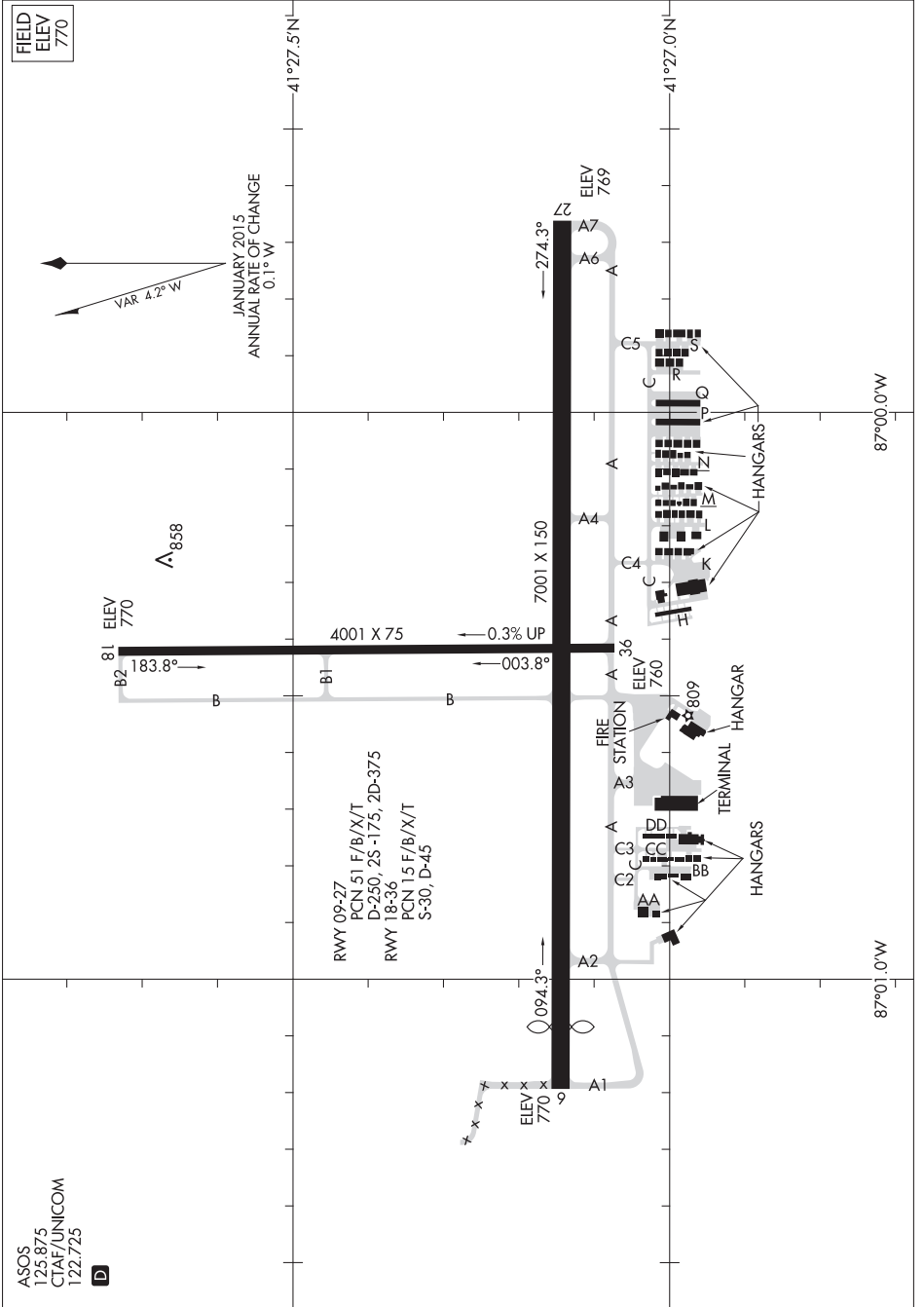
# AIRPORT DIAGRAM

AL-5460 (FAA)

PORTER COUNTY RGNL (VPZ)  
VALPARAISO, INDIANA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



# AIRPORT DIAGRAM

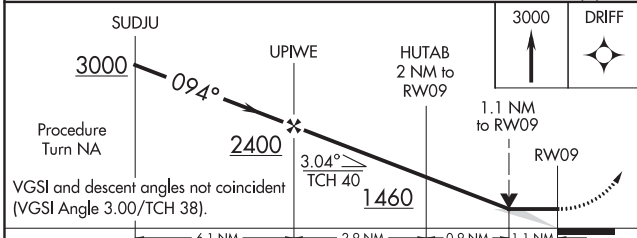
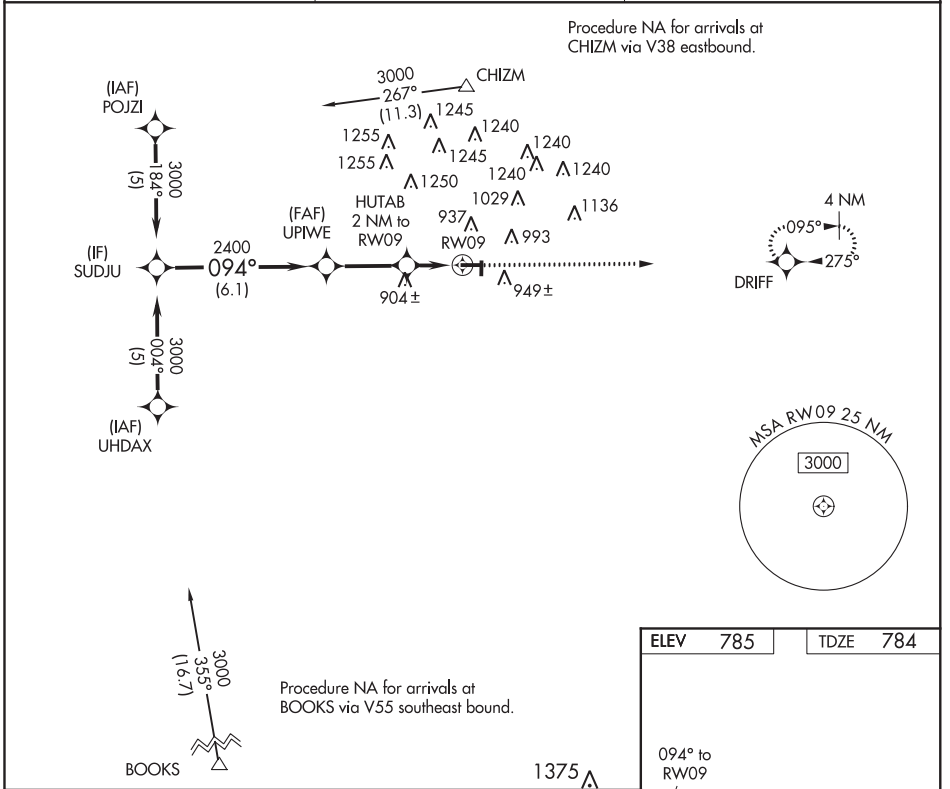
VALPARAISO, INDIANA  
PORTER COUNTY RGNL (VPZ)

APP CRS <b>094°</b>	Rwy Idg <b>4000</b>
	TDZE <b>784</b>
	Apt Elev <b>785</b>

# RNAV (GPS) RWY 9

VAN WERT COUNTY (VNW)

<p><b>▼</b> DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Fort Wayne altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct DRIFT and hold.</p>	
		<p>AWOS-3 <b>125.175</b></p>



ELEV 785	TDZE 784
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094° to RW09

81

4000 X 75

36

2,558 X 95

MIRL Rwy 9-27 0

REIL Rwy 9 and 27 0

CATEGORY	A	B	C	D
LNAV MDA	1160-1 376 (400-1)		1160-1¼ 376 (400-1¼)	
CIRCLING	1340-1 555 (600-1)		1340-1½ 555 (600-1½)	1340-2 555 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>275°</b>	Rwy Idg <b>4000</b>
	TDZE <b>785</b>
	Apt Elev <b>785</b>

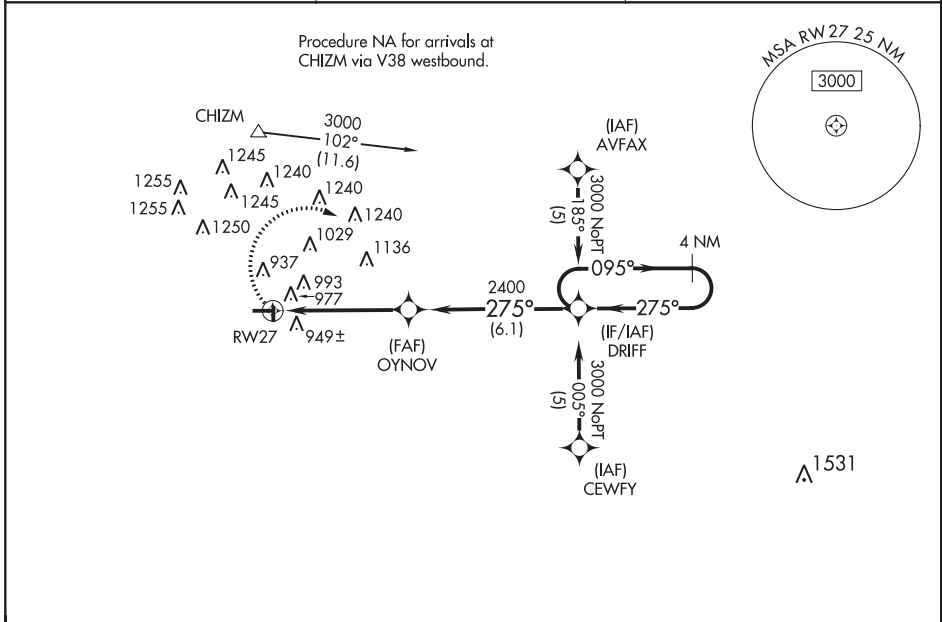
# RNAV (GPS) RWY 27

VAN WERT COUNTY (VNW)

**V** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile.  
**A** VDP NA when using Fort Wayne altimeter setting.

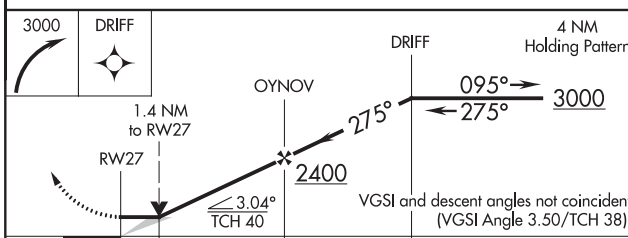
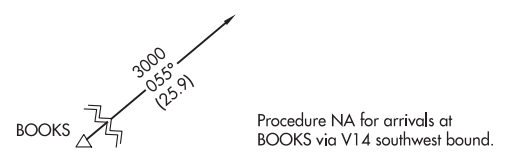
MISSED APPROACH: Climbing right turn to 3000 direct DRIF and hold.

AWOS-3 <b>125.175</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>123.0 (CTAF)</b>
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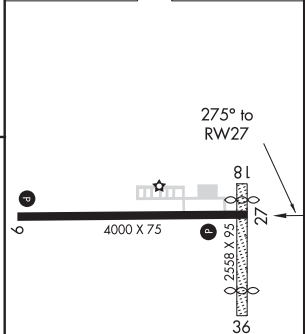


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV	785	TDZE	785
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CATEGORY	A	B	C	D
LNAV MDA	1280-1	495 (500-1)	1280-1¼ 495 (500-1¼)	1280-1½ 495 (500-1½)
CIRCLING	1340-1	555 (600-1)	1340-1½ 555 (600-1½)	1340-2 555 (600-2)

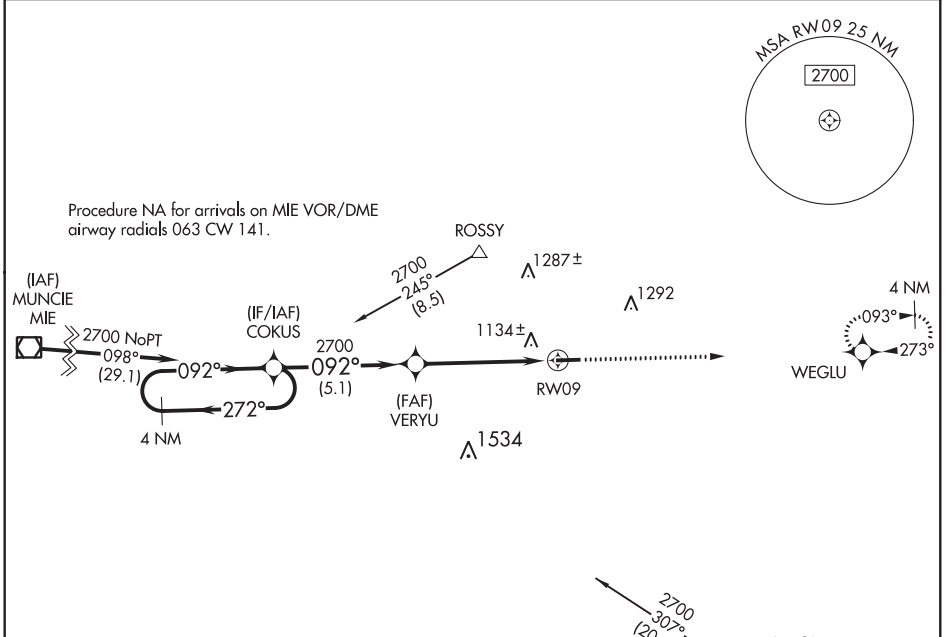
MIRL Rwy 9-27  
 REIL Rwy 9 and 27

APP CRS <b>092°</b>	Rwy Idg <b>4512</b>
	TDZE <b>1007</b>
	Apt Elev <b>1007</b>

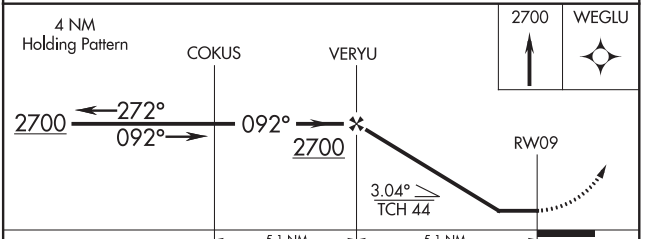
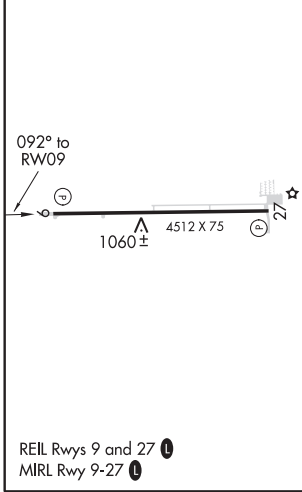
**RNAV (GPS) RWY 9**  
DARKE COUNTY (VES)

<p><b>NA</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use James M. Cox Dayton Intl altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2700 direct WEGLU and hold.</p>
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<p>AWOS-3 <b>125.9</b></p>	<p>COLUMBUS APP CON <b>118.425 352.05</b></p>	<p>UNICOM <b>122.8 (CTAF) 0</b></p>
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ELEV 1007	TDZE 1007
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CATEGORY	A	B	C	D
RNAV MDA	1400-1	393 (400-1)		NA
CIRCLING	1440-1	1460-1		NA
	433 (500-1)	453 (500-1)		
JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS				
RNAV MDA	1440-1	433 (500-1)		NA
CIRCLING	1500-1	493 (500-1)		NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





APP CRS	Rwy Idg	<b>4401</b>
<b>092°</b>	TDZE	<b>796</b>
	Apt Elev	<b>796</b>

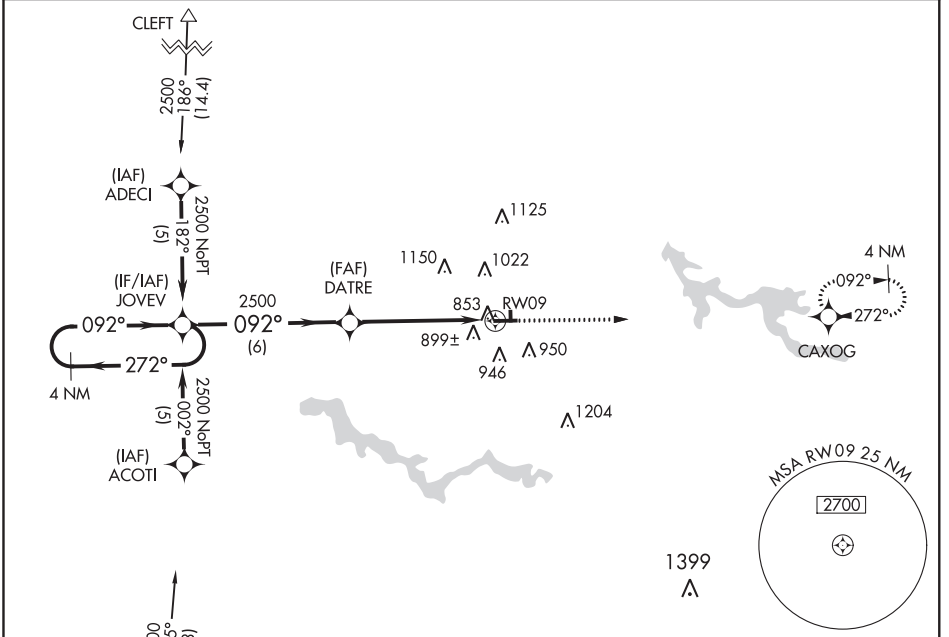
# RNAV (GPS) RWY 9

WABASH MUNI (IWH)

**NA** DME/DME RNP-0.3 NA. Night landing: Rwy 18, 36 NA. Helicopter visibility reduction below 1 SM NA. Use Kokomo altimeter setting; when not received, use Marion altimeter setting.

**MISSED APPROACH:**  
Climb to 2500 direct CAXOG WP and hold.

KOKOMO AWOS-3 <b>113.5</b>	GRISSOM APP CON ★ <b>121.05 338.275</b>	UNICOM <b>122.8 (CTAF) 0</b>
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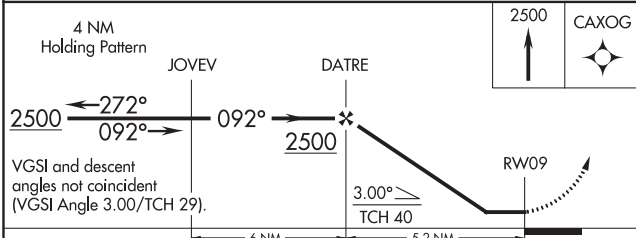


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV	796	TDZE	796
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Procedure NA for arrival at OKK VORTAC on V285 southbound, and arrival on V96 southwestbound.



ELEV	796	TDZE	796
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4401 X 75, 36, 81, 1940 X 90, 27. 4 NM Holding Pattern at CAXOG.

IIRL Rwy 18-36  
MIRL Rwy 9-27  
REIL Rwys 9 and 27

CATEGORY	A	B	C	D
LNVA MDA	1220-1	424 (500-1)	1220-1½ 424 (500-1½)	NA
CIRCLING	1300-1 504 (600-1)	1440-1 644 (700-1)	1560-2¼ 764 (800-2¼)	NA

APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>4401</b> <b>796</b> <b>796</b>
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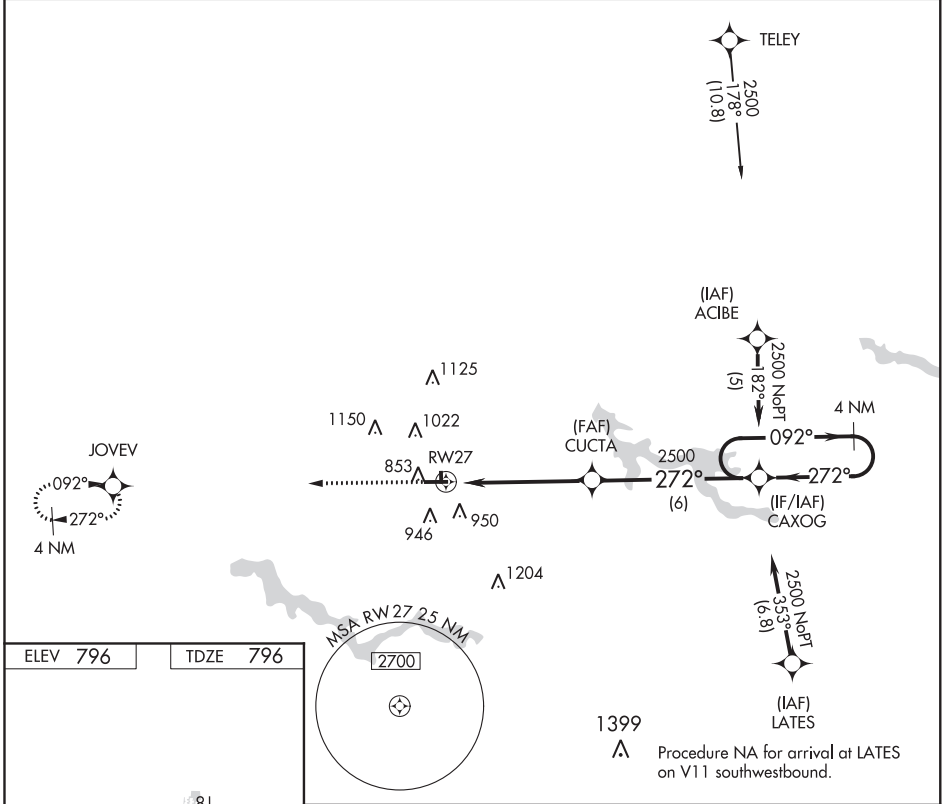
# RNAV (GPS) RWY 27

WABASH MUNI (IWH)

**V** DME/DME RNP-0.3 NA. Night landing: Rwy 18, 36 NA. Helicopter visibility reduction below 3/4 SM NA. Use Kokomo altimeter setting; when not received, use Marion altimeter setting.

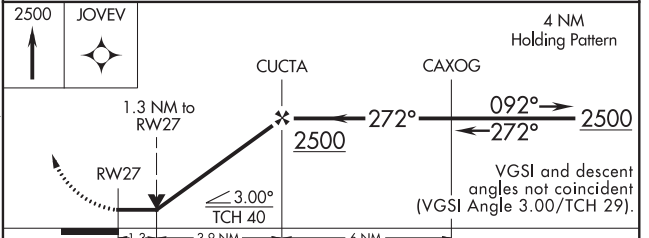
**Δ** NA MISSED APPROACH: Climb to 2500 direct JOVEY WP and hold.

KOKOMO AWOS-3 <b>113.5</b>	GRISSOM APP CON * <b>121.05 338.275</b>	UNICOM <b>122.8</b> (CTAF) <b>L</b>
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ELEV 796	TDZE 796
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LIRL Rwy 18-36  
MIRL Rwy 9-27 **L**  
REIL Rwy 9 and 27 **L**



CATEGORY	A	B	C	D
LNAV MDA	1280-1	484 (500-1)	1280-1 <sup>3</sup> / <sub>8</sub> 484 (500-1 <sup>3</sup> / <sub>8</sub> )	NA
<b>C</b> CIRCLING	1300-1 504 (600-1)	1440-1 644 (700-1)	1560-2 <sup>1</sup> / <sub>4</sub> 764 (800-2 <sup>1</sup> / <sub>4</sub> )	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC OKK <b>113.5</b> Chan <b>82</b>	APP CRS <b>040°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>796</b>
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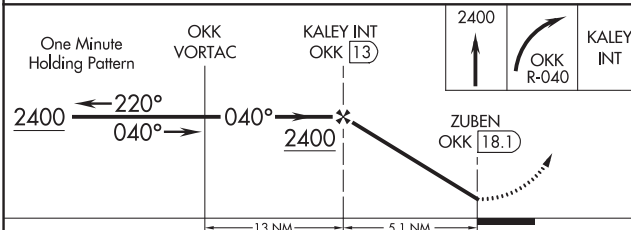
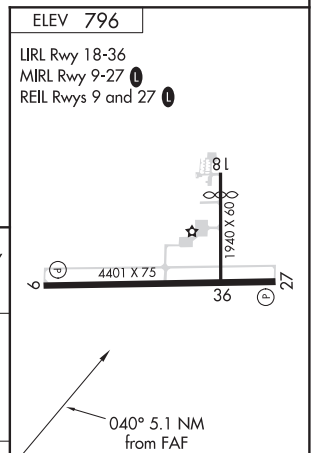
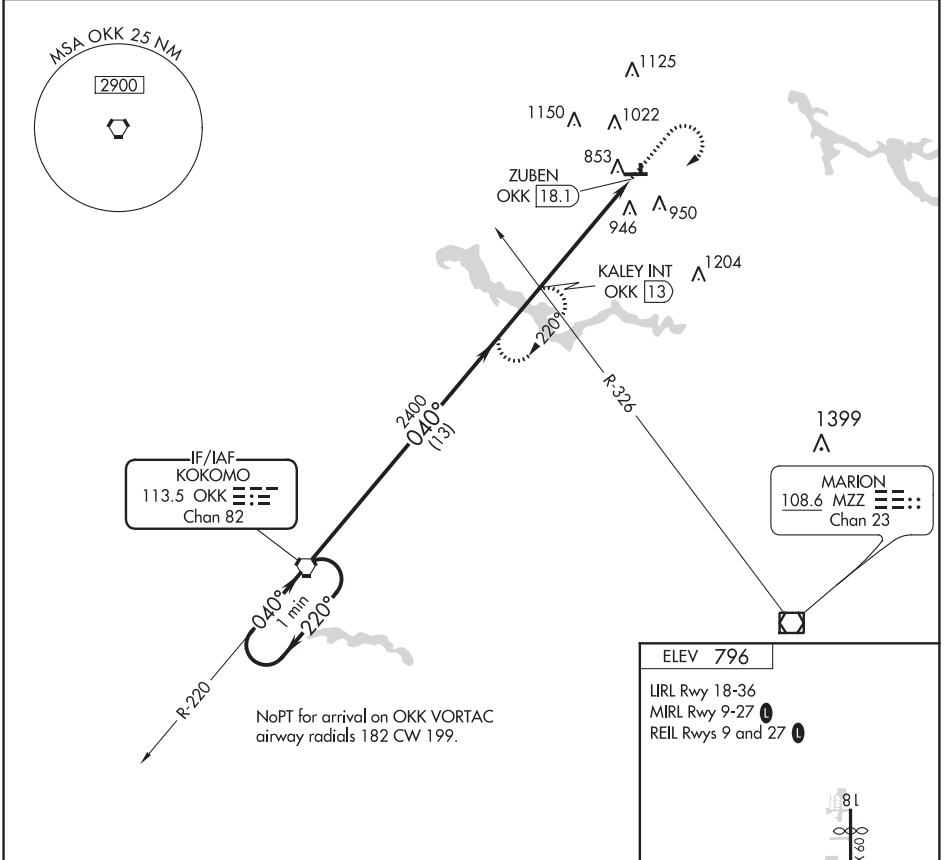
# VOR-A

WABASH MUNI (IWH)

**⚠ NA** Use Kokomo altimeter setting; when not received, use Marion altimeter setting. Night landing Rwys 18, 36 NA. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 2400 then right turn on OKK VORTAC R-040 to KALEY INT/OKK 13 DME and hold.

KOKOMO AWOS-3 <b>113.5</b>	GRISSOM APP CON * <b>121.05 338.275</b>	UNICOM <b>122.8 (CTAF)</b> <b>📻</b>
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CATEGORY	A	B	C	D	FAF to MAP 5.1 NM					
	1320-1 524 (600-1)	1440-1 644 (700-1)	1560-2¼ 764 (800-2¼)	NA	Knots	60	90	120	150	180
📻 CIRCLING					Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



WADSWORTH, OHIO

AL-6804 (FAA)

15120

APP CRS <b>198°</b>	Rwy Idg TDZE Apt Elev	<b>3529</b> <b>974</b> <b>974</b>
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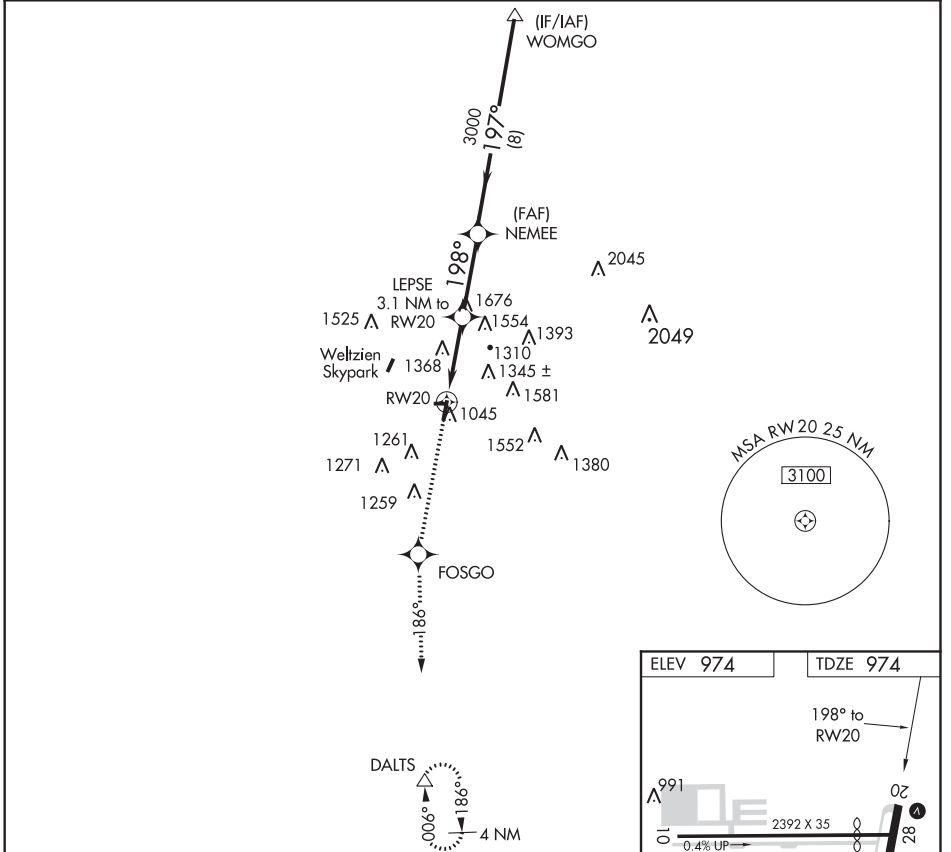
# RNAV (GPS) RWY 20

WADSWORTH MUNI (3G3)

**▼** Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters **NA**. Circling NA west of Rwy 2-20. When VGSI INOP, procedure NA at night.

**MISSED APPROACH:** Climb to 3000 direct FOSGO and via 186° track to DALTS and hold.

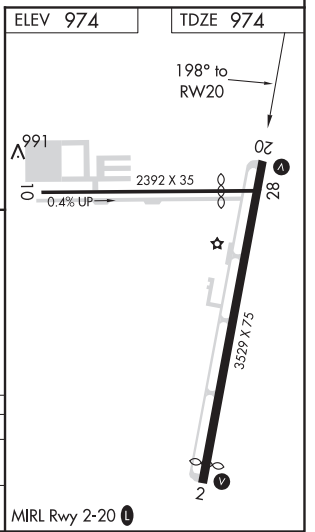
WAYNE COUNTY ASOS <b>118.075</b>	AKRON-CANTON APP CON * <b>118.6 371.875</b>	UNICOM <b>122.8 (CTAF) 0</b>
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3000	FOSGO	DALTS	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 48).	
			LEPSE 3.1 NM to RW20	NEMEE
				WOMGO
				Procedure Turn NA
CATEGORY	A	B	C	D
LNAV MDA	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA
CIRCLING	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA



WADSWORTH, OHIO  
Amdt 1 13MAR08

41°00'N-81°45'W

# WADSWORTH MUNI (3G3) RNAV (GPS) RWY 20

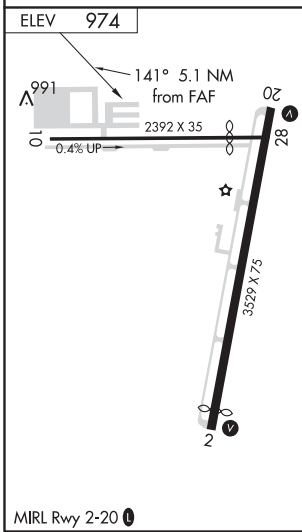
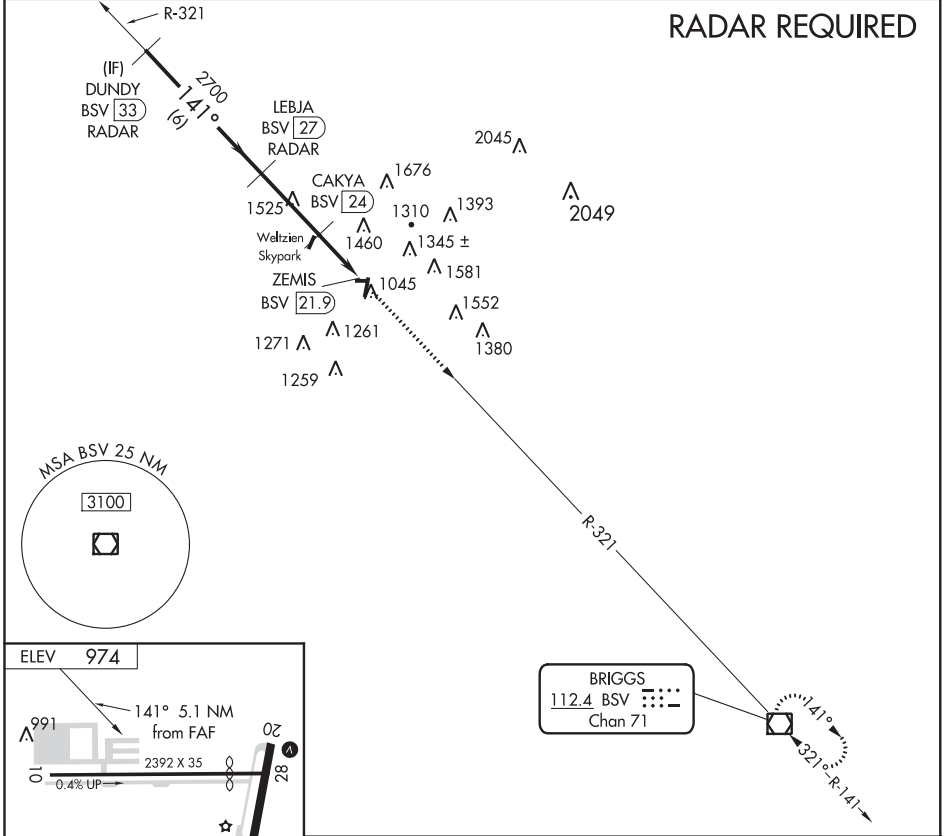
VOR/DME BSV <b>112.4</b> Chan <b>71</b>	APP CRS <b>141°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>974</b>
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**VOR/DME-A**  
WADSWORTH MUNI (3G3)

**▼** Use Wayne County altimeter setting; when not received, use Akron-Canton altimeter setting and increase all MDAs 20 feet. Circling NA West of Rwy 2-20. When VGSi inop, procedure NA at night.

**▲ NA** MISSED APPROACH: Climb to 3000 direct BSV VOR/DME and hold.

WAYNE COUNTY ASOS <b>118.075</b>	AKRON-CANTON APP CON ★ <b>118.6 371.875</b>	UNICOM <b>122.8 (CTAF) 0</b>
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	DUNDY BSV [33] RADAR	LEBJA BSV [27] RADAR	CAKYA BSV [24]	ZEMIS BSV [21.9]	3000 BSV
	3000	2700	2500		
	6 NM	3 NM	2.1 NM		
CATEGORY	A	B	C	D	
CIRCLING	1820-1 846 (900-1)	1820-1¼ 846 (900-1¼)	1820-2½ 846 (900-2½)	NA	

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APP CRS	Rwy Idg	<b>4800</b>
<b>081°</b>	TDZE	<b>913</b>
	Apt Elev	<b>913</b>

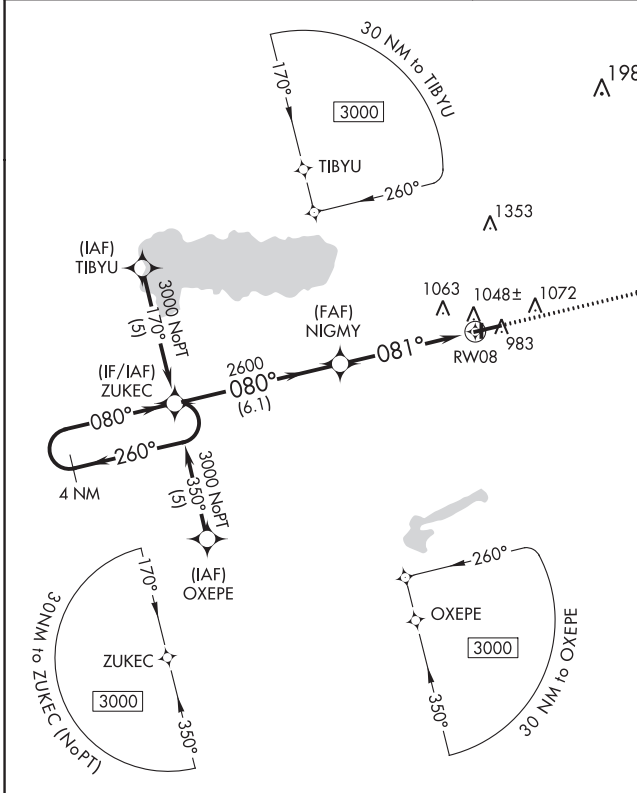
# RNAV (GPS) RWY 8

NEIL ARMSTRONG (AXV)

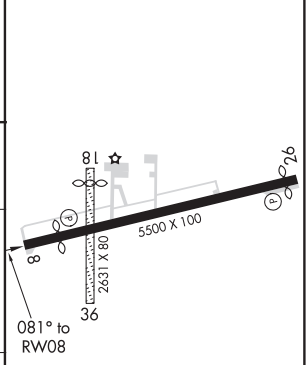
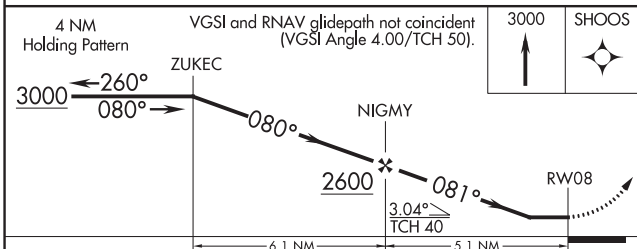
**⚠** DME/DME RNP-0.3 NA. Night landing: Rwy 8 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lima altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 3000 direct SHOOS and hold.

AWOS-3 <b>128.325</b>	COLUMBUS APP CON <b>118.425 294.5</b>	UNICOM <b>122.8 (CTAF)</b>	<b>122.7</b>
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ELEV 913	TDZE 913
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CATEGORY	A	B	C	D
LNAV MDA	1380-1	467 (500-1)	1380-1¼ 467 (500-1¼)	NA
CIRCLING	1400-1 487 (500-1)	1440-1 527 (600-1)	1440-1½ 527 (600-1½)	NA

MIRL Rwy 8-26 **⓪**  
REIL Rwy 8 and 26 **⓪**

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WAAS CH <b>72907</b> <b>W26A</b>	APP CRS <b>261°</b>	Rwy Idg <b>5263</b> TDZE <b>910</b> Apt Elev <b>913</b>
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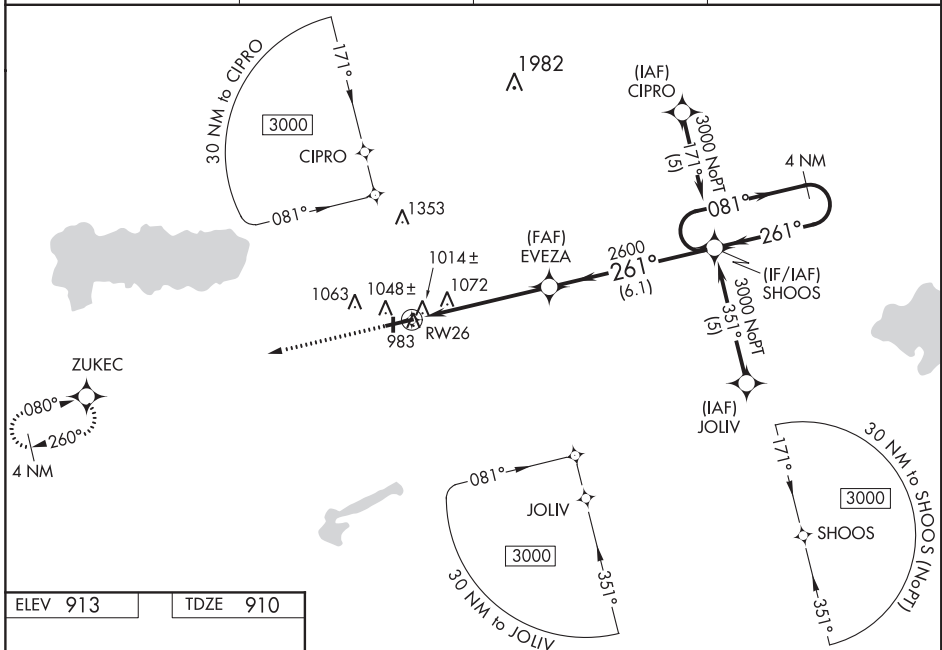
# RNAV (GPS) RWY 26

NEIL ARMSTRONG (AXV)

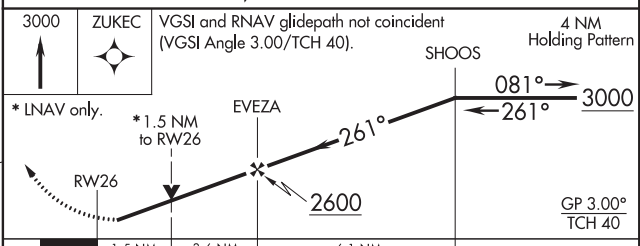
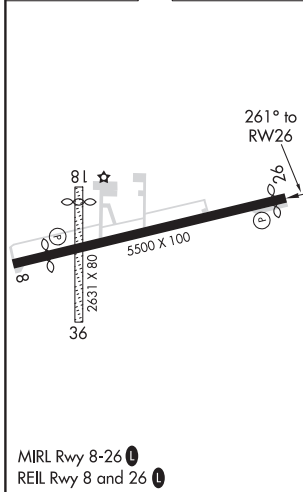
**NA** Baro-VNAV NA when using Lima altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lima altimeter setting and increase LPV DA to 1291, LNAV/VNAV DA to 1324, and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile. Night landing: Rwy 8 NA. VDP NA when using Lima altimeter setting.

MISSED APPROACH:  
Climb to 3000 direct ZUKEC and hold.

AWOS-3 <b>128.325</b>	COLUMBUS APP CON <b>118.425 294.5</b>	UNICOM <b>122.8</b> (CTAF)	<b>122.7</b> <b>0</b>
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ELEV <b>913</b>	TDZE <b>910</b>
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CATEGORY	A	B	C	D
LPV DA	1241-1¼ 331 (400-1¼)			NA
LNAV/VNAV DA	1274-1¼ 364 (400-1¼)			NA
LNAV MDA	1440-1	530 (600-1)	1440-1½ 530 (600-1½)	NA
CIRCLING	1440-1	527 (600-1)	1440-1½ 527 (600-1½)	NA

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EC-2, 10 NOV 2016 to 05 JAN 2017



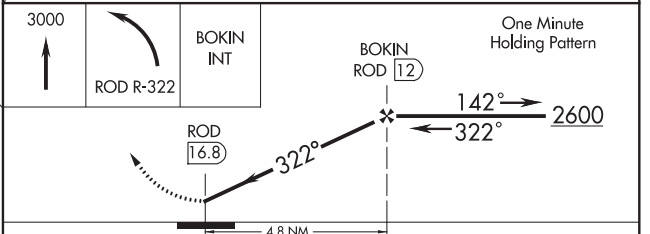
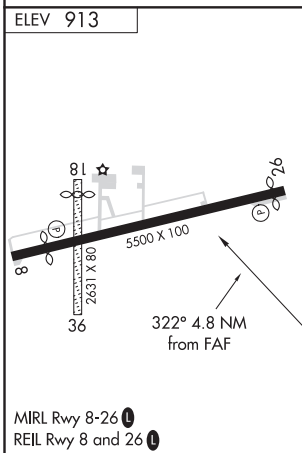
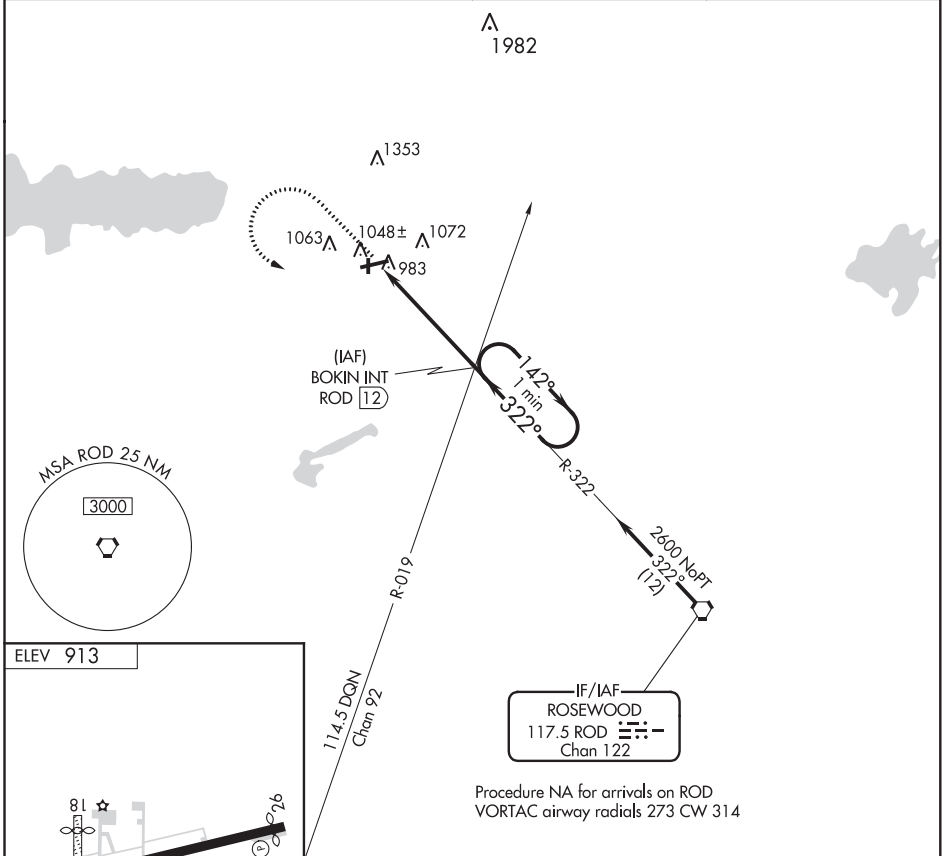
VORTAC ROD <b>117.5</b> Chan <b>122</b>	APP CRS <b>322°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>913</b>
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**VOR-A**  
NEIL ARMSTRONG (AXV)

**⚠** When local altimeter setting not received, use Lima altimeter setting and increase all MDA 60 feet. Night landing: Rwy 8 NA. Helicopter visibility reduction below 1 SM NA.

**⚠ NA** MISSED APPROACH: Climb to 3000 then left turn on ROD VORTAC R-322 to BOKIN INT/ ROD 12 DME and hold.

AWOS-3 <b>128.325</b>	COLUMBUS APP CON <b>118,425 294.5</b>	UNICOM <b>122.8</b> (CTAF)	<b>122.7</b> <b>0</b>
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FAF to MAP 4.8 NM						
Knots	60	90	120	150	180	
Min:Sec	4:48	3:12	2:24	1:55	1:36	
CATEGORY	A		B		C	D
CIRCLING	1500-1		587 (600-1)		1500-1½ 587 (600-1½)	NA

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EC-2, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-ASW <b>111.55</b> Chan <b>52(Y)</b>	APP CRS <b>272°</b>	Rwy Idg <b>5100</b> TDZE <b>847</b> Apt Elev <b>850</b>
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# ILS or LOC/DME RWY 27

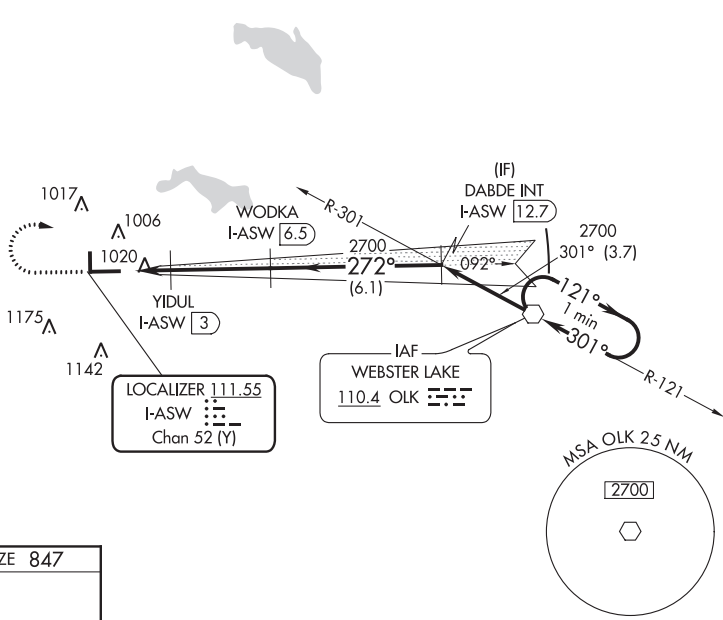
WARSAW MUNI (ASW)

**▽** When local altimeter setting not received, use Goshen altimeter setting and increase all DA/MDA 40 feet.  
**△ NA** Circling to Rwy 36 NA at night. VDP NA with Goshen altimeter setting. When VGSI inoperative, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct OLK VOR and hold.

AWOS-3 <b>121.125</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	CLNC DEL <b>134.05</b>	UNICOM <b>122.7 (CTAF) 0</b>
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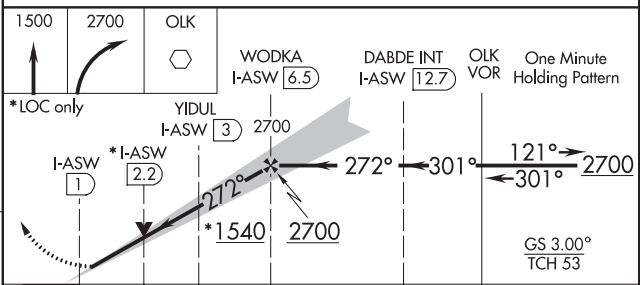
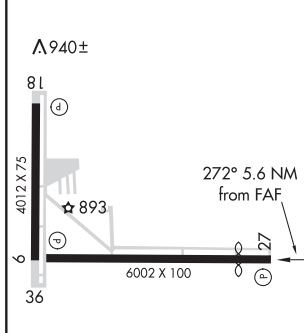
**△ 1357**



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ELEV 850	<b>D</b>	TDZE 847
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CATEGORY	A	B	C	D
S-ILS 27		1047 <sup>-3</sup> / <sub>4</sub>	200 (200 <sup>-3</sup> / <sub>4</sub> )	
S-LOC 27	1280-1	433 (500-1)	1280-1 <sup>1</sup> / <sub>4</sub> 433 (500-1 <sup>1</sup> / <sub>4</sub> )	1280-1 <sup>1</sup> / <sub>2</sub> 433 (500-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	1320-1	470 (500-1)	1320-1 <sup>1</sup> / <sub>2</sub> 470 (500-1 <sup>1</sup> / <sub>2</sub> )	1400-2 550 (600-2)

HIRL Rwy 9-27 **0**  
 MIRL Rwy 18-36 **0**  
 REIL Rwy 9 and 27 **0**

WAAS CH <b>97719</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>5100</b> <b>845</b> <b>850</b>
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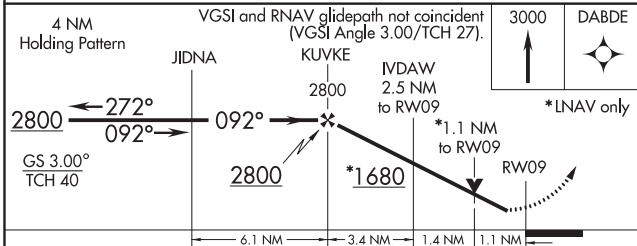
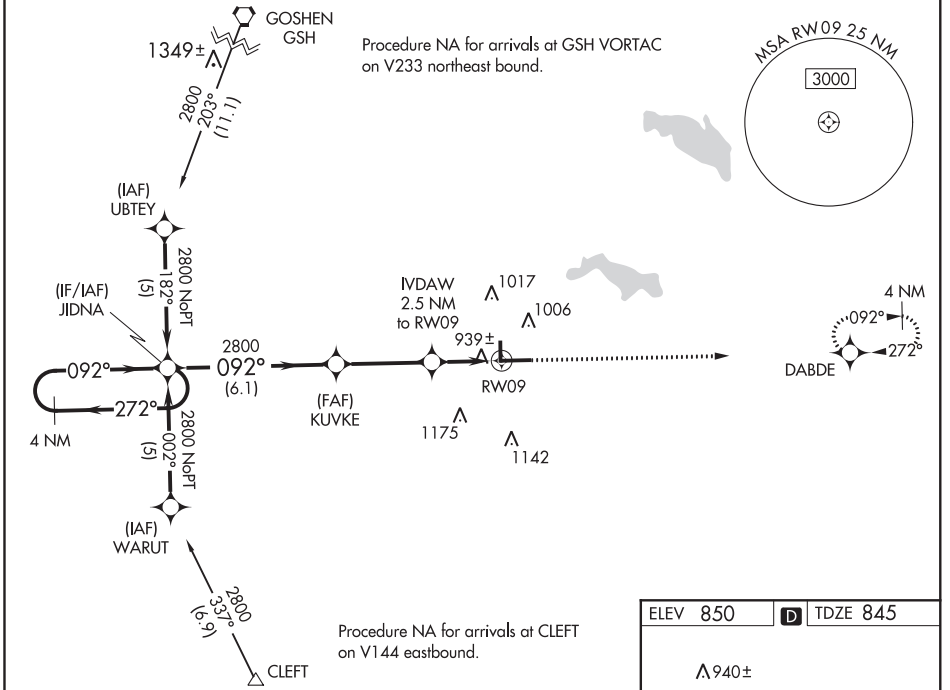
# RNAV (GPS) RWY 9

WARSAW MUNI (ASW)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).  
**⚠** Circling to Rwy 36 NA at night. Baro-VNAV and VDP NA when using Goshen altimeter setting. When local altimeter setting not received, use Goshen altimeter setting and increase all DA/MDA 40 feet. When VGSI inoperative, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 3000 direct DABDE and hold.

AWOS-3 <b>121.125</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	CLNC DEL <b>134.05</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 850	TDZE 845
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△ 940±

81

4012 X 75

893

6002 X 100

36

092° to RW09

HIRL Rwy 9-27 0

MIRL Rwy 18-36 0

REIL Rwy 9 and 27 0

CATEGORY	A	B	C	D
LPV DA	1095-1 250 (300-1)			
LNAV/VNAV DA	1237-1½ 392 (400-1½)			
LNAV MDA	1200-1 355 (400-1)		1200-1¼ 355 (400-1¼)	
CIRCLING	1320-1 470 (500-1)		1320-1½ 470 (500-1½)	
			1400-2 550 (600-2)	

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WAAS CH <b>53519</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>5100</b> <b>847</b> <b>850</b>
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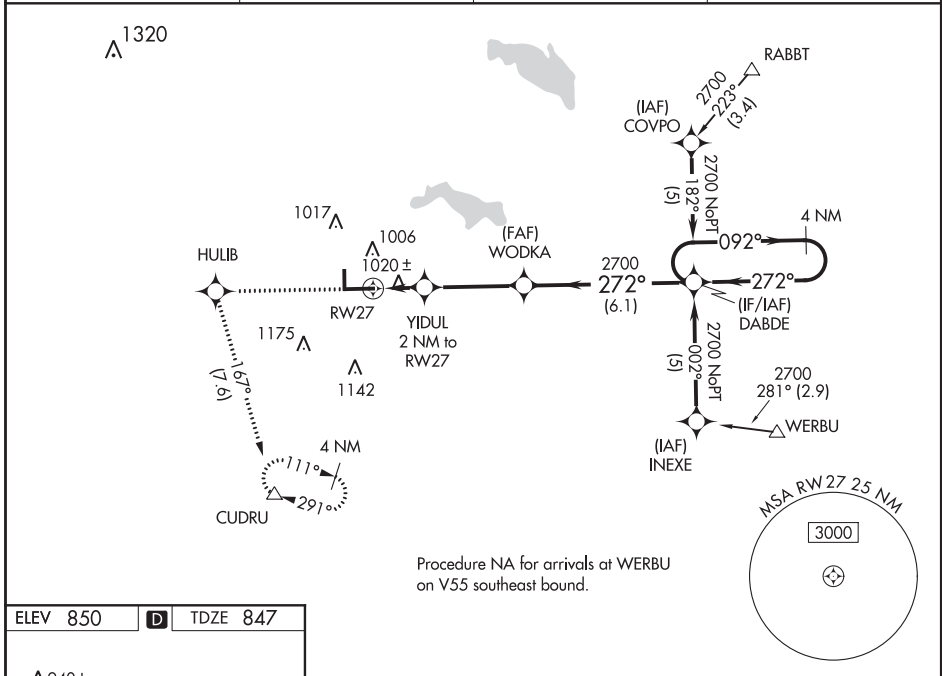
# RNAV (GPS) RWY 27

WARSAW MUNI (ASW)

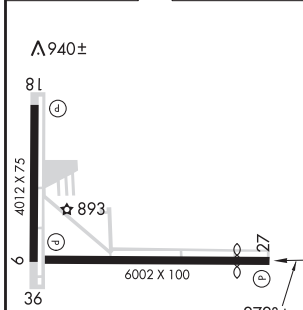
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Goshen altimeter setting and increase all DA/MDA 40 feet. Circling to Rwy 36 NA at night. When VGS1 inoperative, Circling Rwy 18 NA at night. Baro-VNAV and VDP NA when using Goshen altimeter setting.

**⚠** MISSED APPROACH: Climb to 3000 direct HULIB and left turn on track 167° to CUDRU and hold.

AWOS-3 <b>121.125</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	CLNC DEL <b>134.05</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 850	<b>D</b>	TDZE 847
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3000	HULIB	CUDRU	WODKA	DABDE	4 NM Holding Pattern
*LNAV only		YIDUL 2 NM to RW27	2700	272°	092°
*1.2 NM to RW27		*1.540	2700	272°	GS 3.00° TCH 53
1.2 NM		0.8 NM	3.6 NM	6.1 NM	
CATEGORY	A	B	C	D	
LPV DA	1122-1		275 (300-1)		
LNAV/VNAV DA	1334-1¾		487 (500-1¾)		
LNAV MDA	1280-1	433 (500-1)	1280-1¼ 433 (500-1¼)	1280-1½ 433 (500-1½)	
CIRCLING	1320-1	470 (500-1)	1320-1½ 470 (500-1½)	1400-2 550 (600-2)	

HIRL Rwy 9-27  
MIRL Rwy 18-36  
REIL Rws 9 and 27

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WARSAW, INDIANA

AL-5282 (FAA)

14317

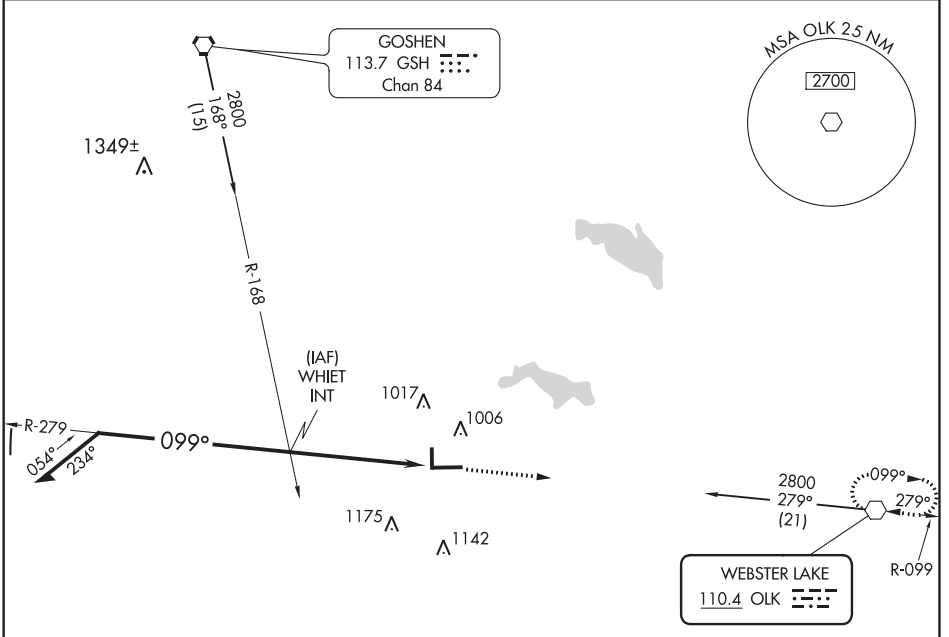
VOR OLK <b>110.4</b>	APP CRS <b>099°</b>	Rwy Idg <b>5100</b>
		TDZE <b>845</b>
		Apt Elev <b>850</b>

**VOR RWY 9**  
WARSAW MUNI (ASW)

**⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 40 feet. Circling to Rwy 36 NA at night. When VGSI inoperative, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 2800 direct OLK VOR and hold.

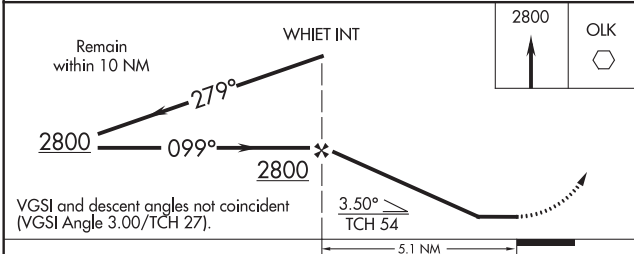
AWOS-3 <b>121.125</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	CLNC DEL <b>134.05</b>	UNICOM <b>122.7 (CTAF) <b>D</b></b>
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ELEV 850	<b>D</b> TDZE 845												
<p>▲ 940±</p> <p>099° 5.1 NM from FAF</p> <p>HIRL Rwy 9-27 <b>D</b> MIRL Rwy 18-36 <b>D</b> REIL Rwys 9 and 27 <b>D</b></p> <p>FAF to MAP 5.1 NM</p> <table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>5:06</td> <td>3:24</td> <td>2:33</td> <td>2:02</td> <td>1:42</td> </tr> </table>		Knots	60	90	120	150	180	Min:Sec	5:06	3:24	2:33	2:02	1:42
Knots	60	90	120	150	180								
Min:Sec	5:06	3:24	2:33	2:02	1:42								



CATEGORY	A	B	C	D
S-9	1380-1	535 (600-1)	1380-1½ 535 (600-1½)	1380-1¾ 535 (600-1¾)
CIRCLING	1380-1	530 (600-1)	1380-1½ 530 (600-1½)	1400-2 550 (600-2)

WARSAW, INDIANA  
Amdt 6 23SEP10

41°16'N - 85°50'W

WARSAW MUNI (ASW)  
**VOR RWY 9**

WAAS CH <b>86436</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg TDZE <b>468</b> Apt Elev <b>469</b>	<b>4309</b> <b>468</b> <b>469</b>
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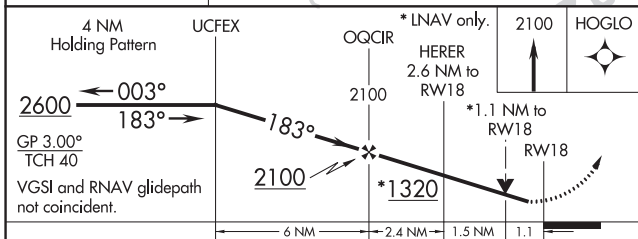
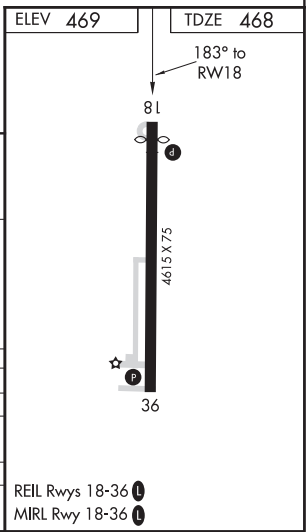
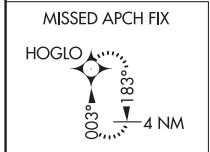
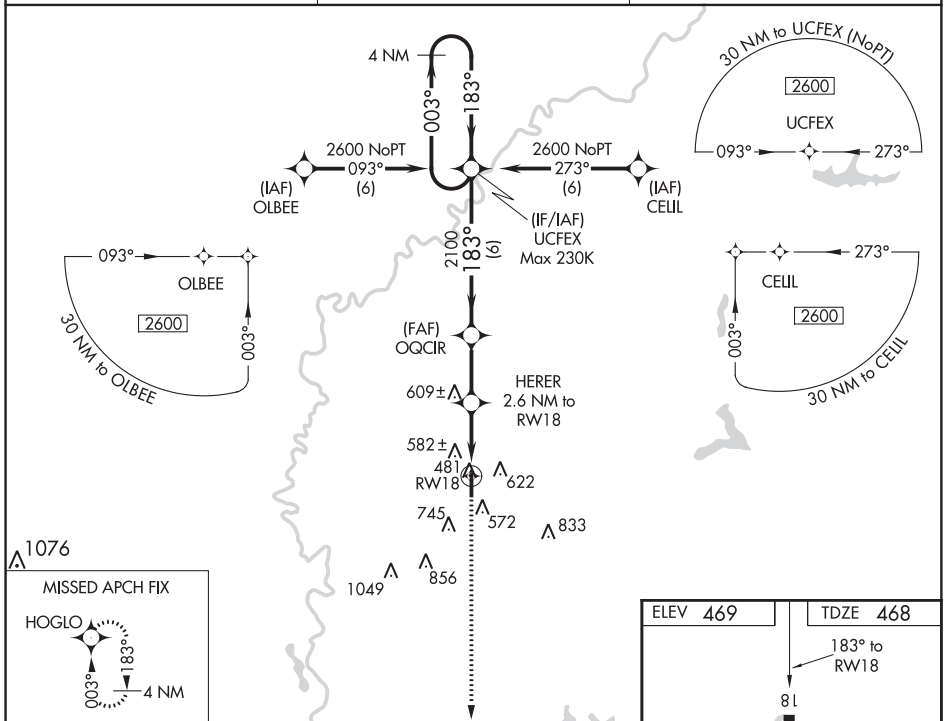
# RNAV (GPS) RWY 18

DAVISS COUNTY (DCY)

**▼** Night landing: Rwy 36 NA. Baro-VNAV NA when using Lawrenceville-Vincennes Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F).  
**▲** When local altimeter setting not received, use Lawrenceville-Vincennes Intl altimeter setting and increase all DA 58 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile and LNAV and Circling Cats C, D visibility 1/4 mile. DME/DME RNP-0.3 NA. VDP NA with Lawrenceville-Vincennes Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:  
Climb to 2100 direct HOGLO and hold.

AWOS-3PT <b>124.1</b>	EVANSVILLE APP CON ★ <b>125.6 343.7</b>	UNICOM <b>122.8 (CTAF) ①</b>
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CATEGORY	A	B	C	D
LPV DA		718-7/8	250 (300-7/8)	
LNAV/VNAV DA		751-1	283 (300-1)	
LNAV MDA		840-1	372 (400-1)	
<b>C</b> CIRCLING	1020-1 551 (600-1)	1060-1 591 (600-1)	1060-1½ 591 (600-1½)	1300-2¾ 831 (900-2¾)

REIL Rwys 18-36 ①  
MIRL Rwy 18-36 ①

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APP CRS	Rwy Idg	<b>5097</b>
<b>220°</b>	TDZE	<b>979</b>
	Apt Elev	<b>980</b>

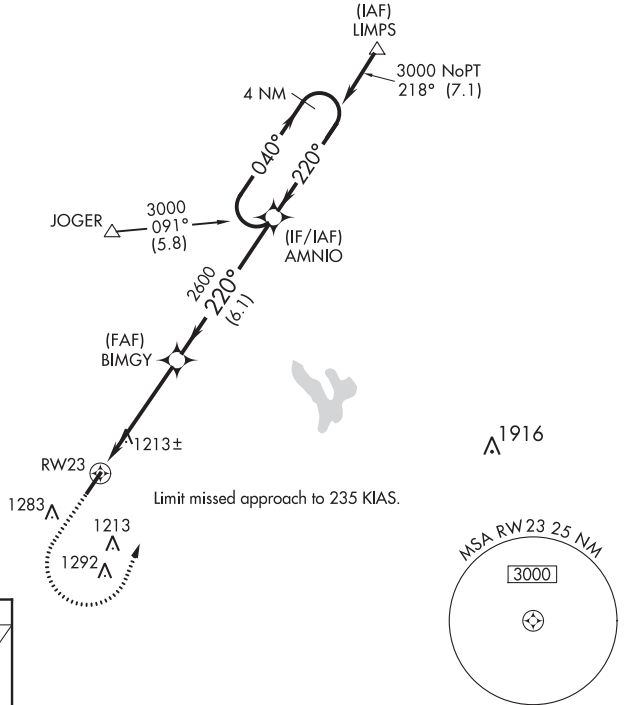
# RNAV (GPS) RWY 23

FAYETTE COUNTY (I23)

**⚠ NA** DME/DME RNP-0.3 NA. Rwy 2 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDA 60 feet. Increase LNAV Cat C/D visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Procedure NA at night.

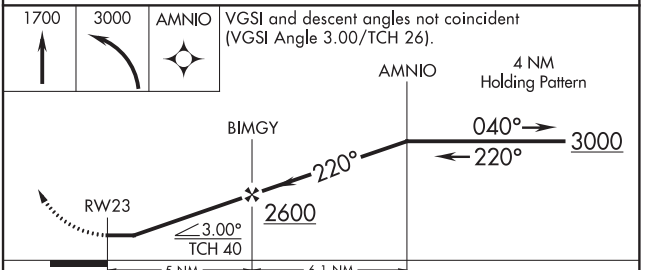
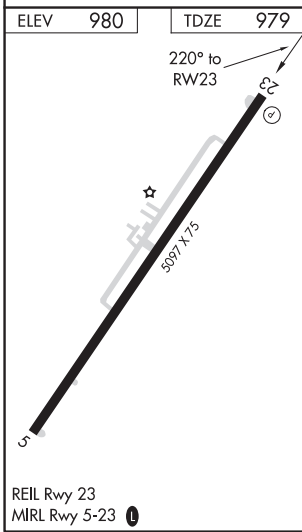
**MISSED APPROACH:** Climb to 1700 then climbing left turn to 3000 direct AMNIO and hold.

AWOS-3 <b>118.775</b>	COLUMBUS APP CON <b>119.15 279.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	1540-1	561 (600-1)	1540-1 <sup>5</sup> / <sub>8</sub>	561 (600-1 <sup>5</sup> / <sub>8</sub> )
<b>C</b> CIRCLING	1580-1 600 (600-1)	1640-1 660 (700-1)	1640-1 <sup>3</sup> / <sub>4</sub> 660 (700-1 <sup>3</sup> / <sub>4</sub> )	1660-2 <sup>1</sup> / <sub>4</sub> 680 (700-2 <sup>1</sup> / <sub>4</sub> )

NDB CSS <b>414</b>	APP CRS <b>223°</b>	Rwy Idg 5097
		TDZE 979
		Apt Elev 980

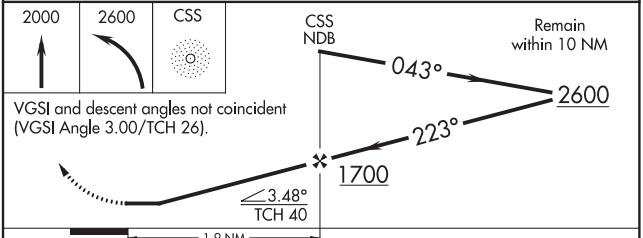
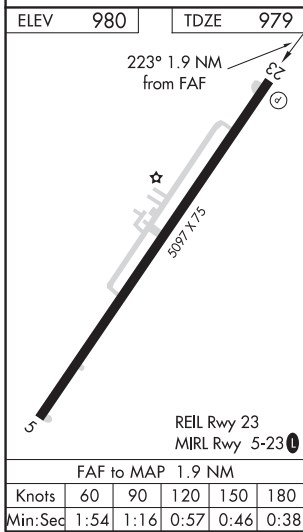
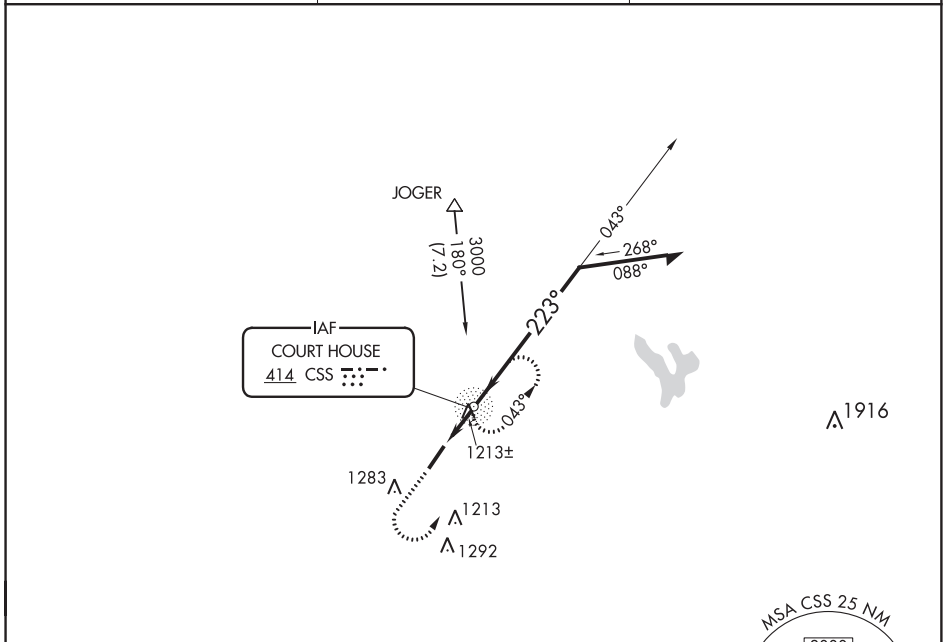
# NDB RWY 23

FAYETTE COUNTY (I23)

**⚠** When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDAs 60 feet and Circling visibility Cats C and D ¼ mile. Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 2000, then climbing left turn to 2600 direct CSS NDB and hold.

AWOS-3 <b>118.775</b>	COLUMBUS APP CON <b>119.15 279.6</b>	UNICOM <b>122.8 (CTAF)</b> <b>⓪</b>
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CATEGORY	A	B	C	D
S-23	1580-1	601 (600-1)	1580-1¾ 601 (600-1¾)	1580-2 601 (600-2)
CIRCLING	1580-1	600 (600-1)	1640-1¾ 660 (700-1¾)	1640-2 660 (700-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



WAAS CH <b>93828</b> <b>W09A</b>	APP CRS <b>094°</b>	Rwy Idg <b>3882</b> TDZE <b>779</b> Apt Elev <b>781</b>
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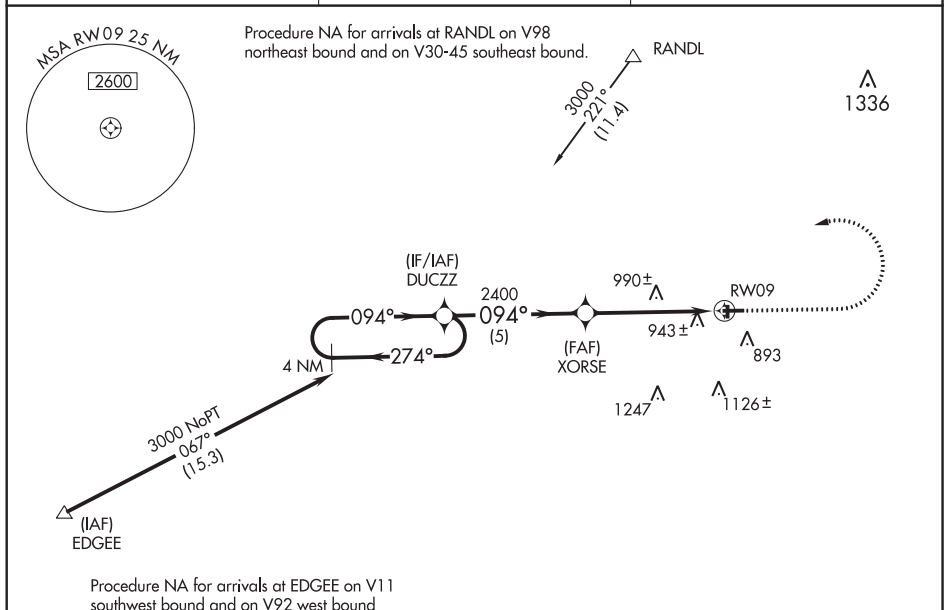
# RNAV (GPS) RWY 9

WAUSEON/FULTON COUNTY (USF)

**NA** Circling to Rwy 18, 36 NA at night. When VGSi inop, Circling Rwy 27 NA at night. Baro-VNAV NA. When VGSi inop, Straight-In/Circling Rwy 9 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Toledo Express altimeter setting. When not received, use Defiance altimeter setting and increase all DA 13 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cat C and D and Circling Cat C visibility 1/8 mile.

**MISSED APPROACH:** Climb to 2100 then climbing left turn to 3000 direct DUCZZ and hold.

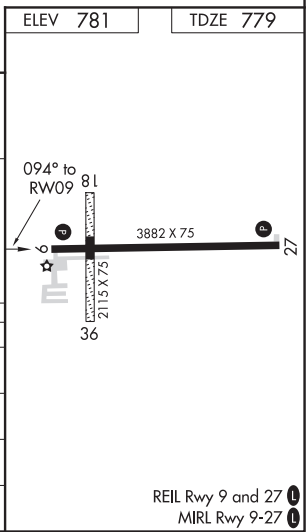
AWOS-3P <b>127.375</b>	TOLEDO APP CON <b>134.35 317.55</b>	UNICOM <b>123.0 (CTAF)</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

4 NM Holding Pattern		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 24).		ELEV 781	TDZE 779
3000 ← 274° 094° →		DUCZZ		2100	3000
GS 3.00° TCH 40		XORSE 2400		DUCZZ	
		RWY 09			
		5 NM		5 NM	
CATEGORY	A	B	C	D	
LPV DA		1180-1 1/8	329 (400-1 1/8)		
LNAV/VNAV DA		1198-1 3/8	419 (500-1 3/8)		
LNAV MDA	1300-1	521 (600-1)	1300-1 1/2	521 (600-1 1/2)	
CIRCLING	1320-1	539 (600-1)	1320-1 1/2	1340-2	559 (600-2)



WAAS CH <b>66028</b> <b>W27A</b>	APP CRS <b>274°</b>	Rwy Idg <b>3882</b>
		TDZE <b>777</b>
		Apt Elev <b>781</b>

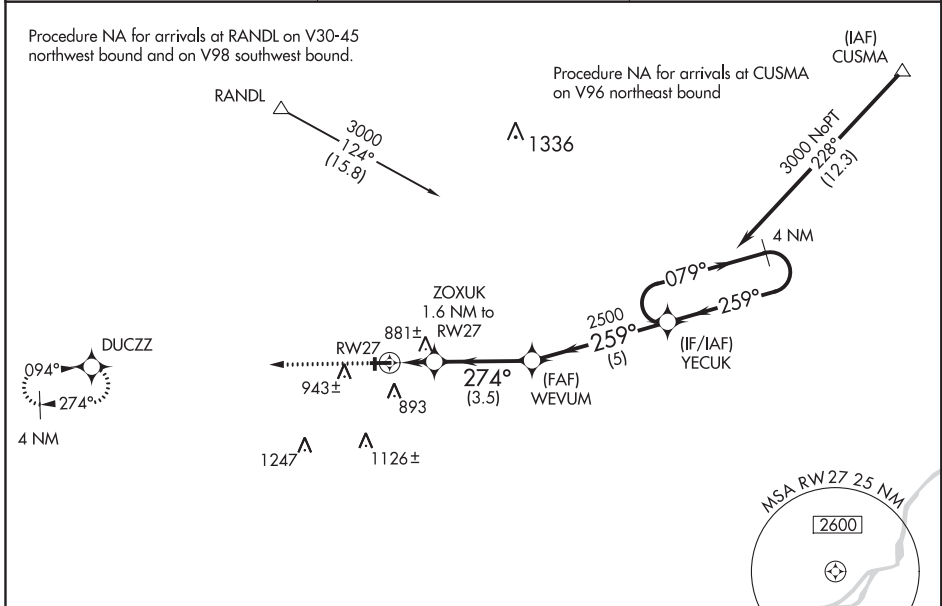
# RNAV (GPS) RWY 27

FULTON COUNTY (USE)

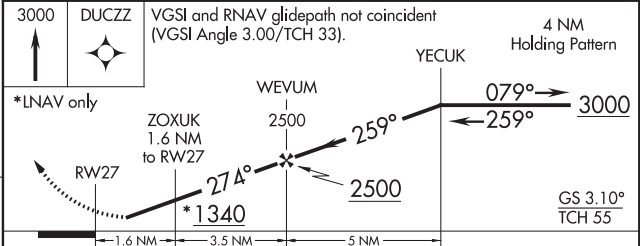
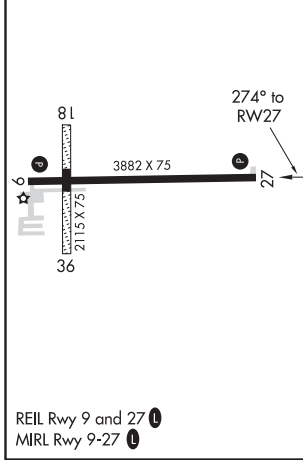
**NA** Circling to Rwy 18, 36 NA at night. When VGSI inop, Circling Rwy 9 NA at night. Baro-VNAV NA. When VGSI inop, Straight-In/Circling Rwy 27 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Toledo Express altimeter setting. When not received, use Defiance altimeter setting and increase all DA 13 feet, all MDA 20 feet and increase LNAV Cats C and D visibility 1/8 mile.

**MISSED APPROACH:**  
Climb to 3000 direct  
DUCZZ and hold.

AWOS-3P <b>127.375</b>	TOLEDO APP CON <b>134.35 317.55</b>	UNICOM <b>123.0 (CTAF)</b>
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ELEV <b>781</b>	TDZE <b>777</b>
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CATEGORY	A	B	C	D
LPV DA		1092-1	315 (400-1)	
LNAV/VNAV DA		1095-1	318 (400-1)	
LNAV MDA	1180-1	403 (400-1)	1180-1½	403 (400-1½)
CIRCLING	1320-1	539 (600-1)	1320-1½	1340-2 559 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAVERLY, OHIO

AL-9431 (FAA)

15036

WAAS CH <b>56437</b> <b>W07A</b>	APP CRS <b>068°</b>	Rwy Idg <b>4899</b> TDZE <b>661</b> Apt Elev <b>661</b>
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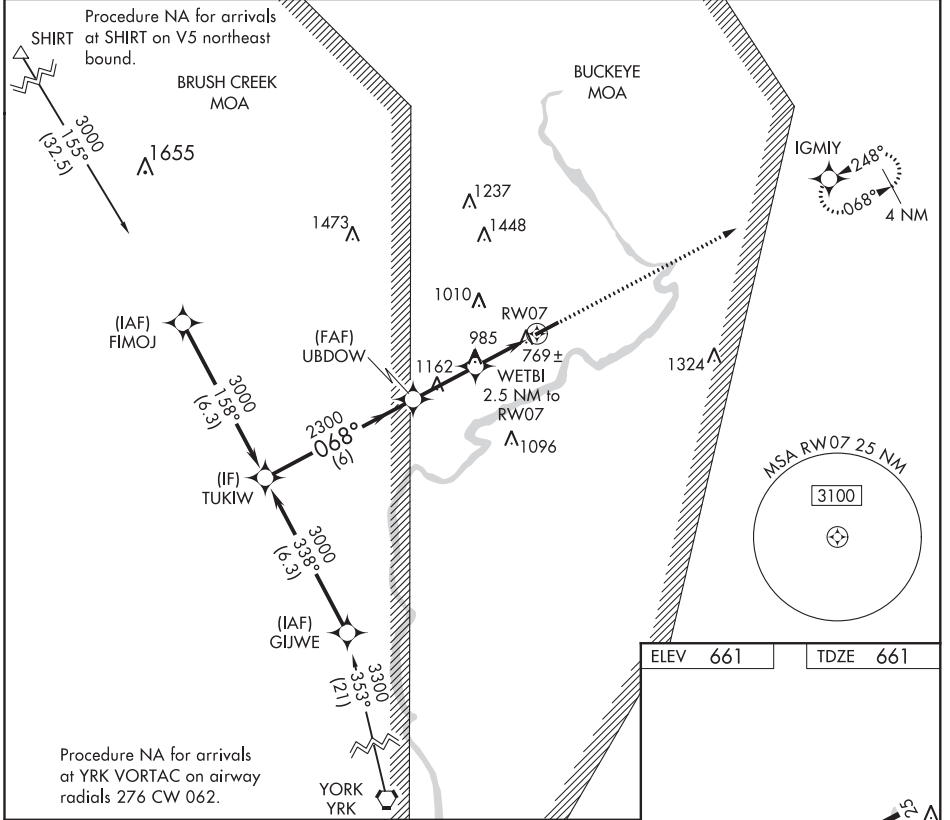
# RNAV (GPS) RWY 7

PIKE COUNTY (EOP)

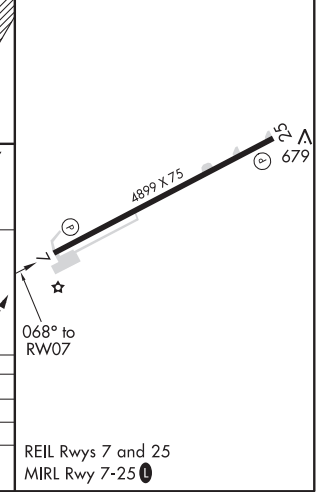
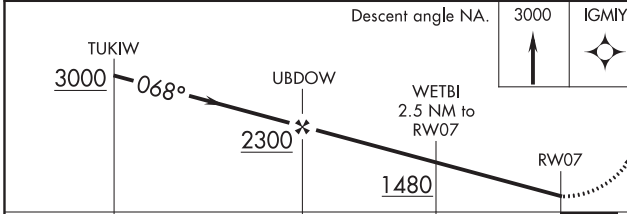
**▼** DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.  
**▲ NA** When local altimeter setting not received, use Chillicothe altimeter setting and increase all MDA 60 feet, increase LP and LNAV visibility Cat C/D and Circling Cat A/B/C ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct IGMY and hold.

AWOS-A <b>118.4</b>	GREATER PORTSMOUTH RGNL AWOS-3 <b>125.175</b>	INDIANAPOLIS CENTER <b>135,575 290.5</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV <b>661</b>	TDZE <b>661</b>
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CATEGORY	A	B	C	D
LP MDA	1020-1 359 (400-1)			
LNAV MDA	1300-1	639 (700-1)	1300-1¾	639 (700-1¾)
CIRCLING	1440-1 779 (800-1)	1460-1 799 (800-1)	1520-2½ 859 (900-2½)	1640-3 979 (1000-3)

WAVERLY, OHIO  
Amdt 1 05FEB15

39°10'N-82°56'W

PIKE COUNTY (EOP)  
**RNAV (GPS) RWY 7**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>97537</b> <b>W25A</b>	APP CRS <b>248°</b>	Rwy Idg TDZE <b>661</b> Apt Elev <b>661</b>	<b>4899</b> <b>661</b> <b>661</b>
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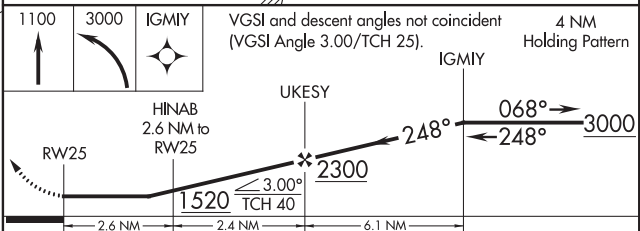
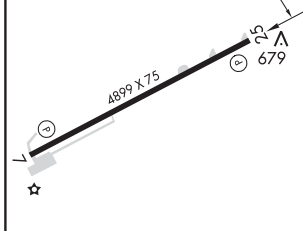
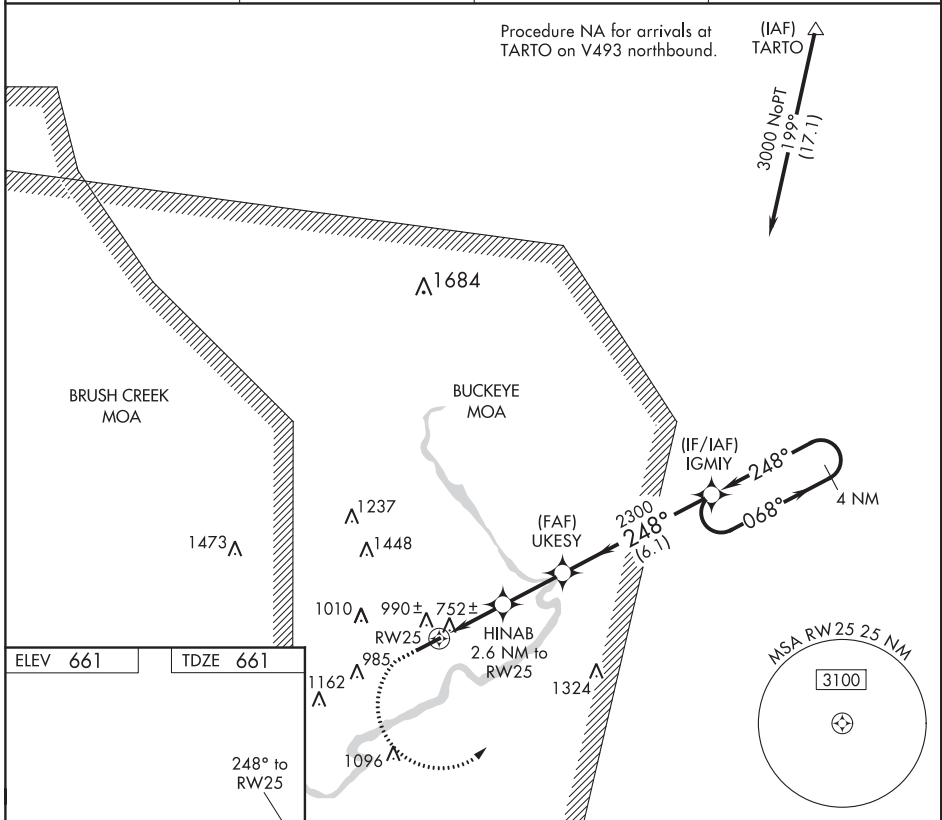
# RNAV (GPS) RWY 25

PIKE COUNTY (EOP)

**NA** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chillicothe altimeter setting and increase all MDA 60 feet, increase LP Cat C/D visibility and LNAV Cat C/D visibility 1/2 mile, and Circling Cat A/B/C visibility 1/2 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 3000 direct IGMYY and hold.

AWOS-A <b>118.4</b>	GREATER PORTSMOUTH RGNL AWOS-3 <b>125.175</b>	INDIANAPOLIS CENTER <b>135.575 290.5</b>	UNICOM <b>123.0 (CTAF)</b>
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REIL Rwy 7 and 25 MIRL Rwy 7-25				
CATEGORY	A	B	C	D
LP MDA	1020-1 359 (400-1)			
LNAV MDA	1240-1	579 (600-1)	1240-1½	579 (600-1½)
CIRCLING	1440-1 779 (800-1)	1460-1 799 (800-1)	1520-2½ 859 (900-2½)	1640-3 979 (1000-3)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAVERLY, OHIO

AL-9431 (FAA)

15064

NDB EOP	APP CRS	Rwy Idg	<b>4899</b>
<b>385</b>	<b>253°</b>	TDZE	<b>660</b>
		Apt Elev	<b>660</b>

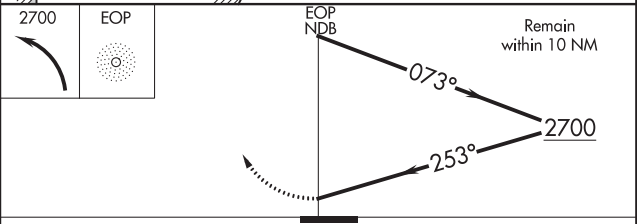
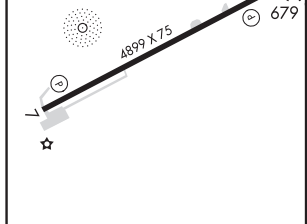
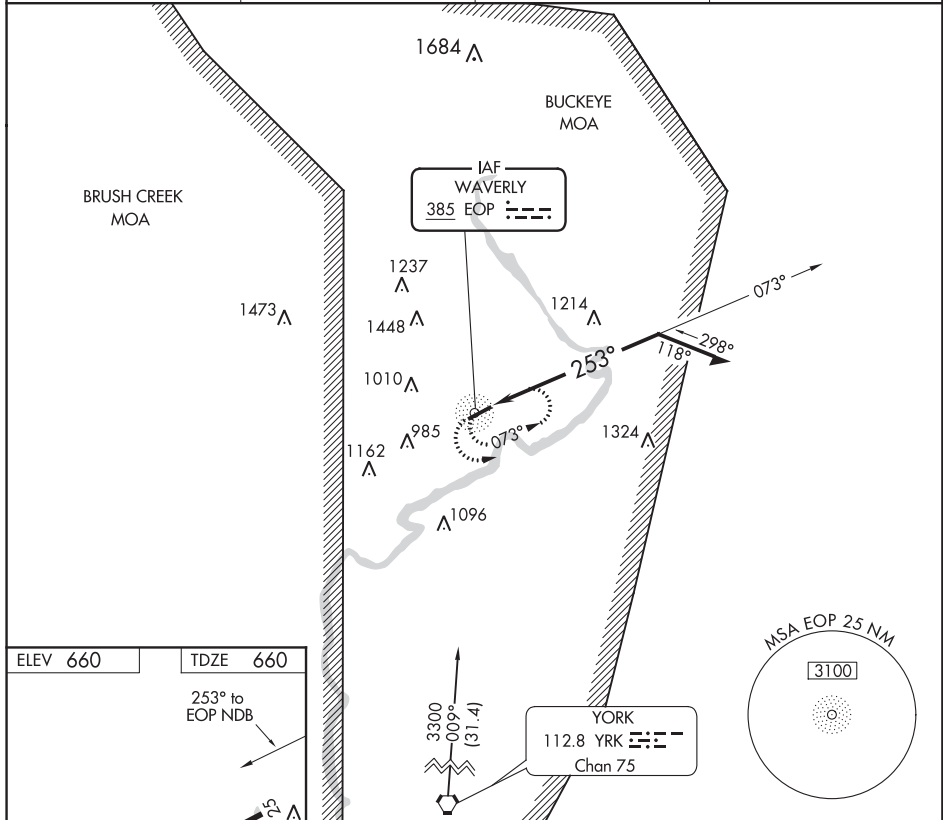
# NDB RWY 25

PIKE COUNTY (EOP)

Use Greater Portsmouth Rgnl altimeter setting; if not received, use Ross County altimeter setting.  
 Night landing: Rwy 7 NA.

MISSED APPROACH: Climbing left turn to 2700 in EOP NDB holding pattern.

AWOS-A <b>118.4</b>	GREATER PORTSMOUTH RGNL AWOS-3 <b>125.175</b>	INDIANAPOLIS CENTER <b>135.575 290.5</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D
S-25	1620-1¼ 960 (1000-1¼)	1620-1½ 960 (1000-1½)	1620-3	960 (1000-3)
CIRCLING	1620-1¼ 960 (1000-1¼)	1620-1½ 960 (1000-1½)	1620-3	960 (1000-3)

REIL Rwy 7 and 25  
 MRL Rwy 7-25

WAVERLY, OHIO  
 Amdt 1B 03APR14

39°10'N-82°56'W

# PIKE COUNTY (EOP)

# NDB RWY 25

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

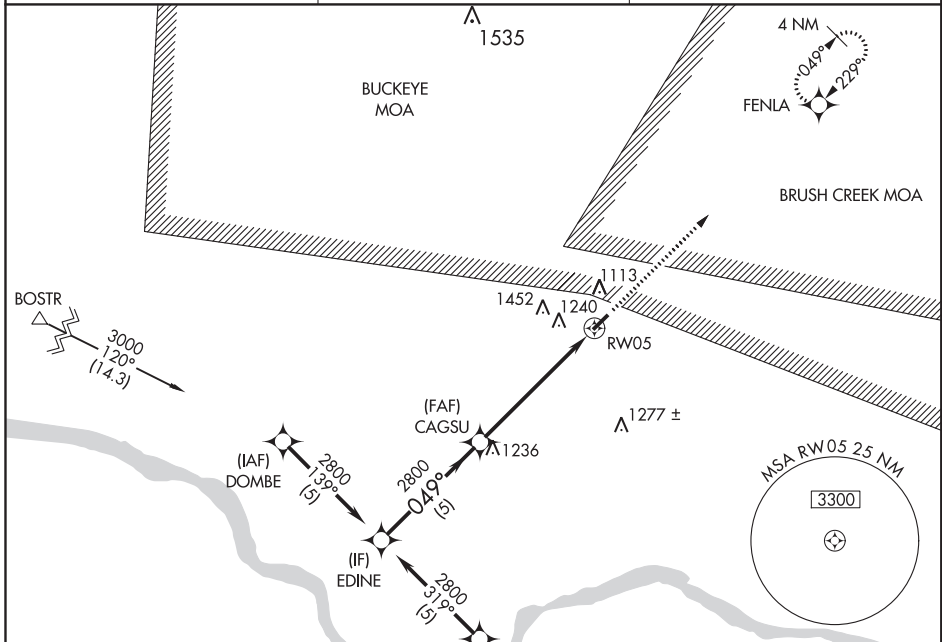
APP CRS	Rwy Idg	<b>3762</b>
<b>049°</b>	TDZE	<b>890</b>
	Apt Elev	<b>896</b>

# RNAV (GPS) RWY 5

ALEXANDER SALAMON (AMT)

**▼** Use Flemingsburg, Kentucky altimeter setting.  
**▲ NA** DME/DME RNP-0.3 NA.  
 MISSED APPROACH: Climb to 2800 direct FENLA WP and hold.

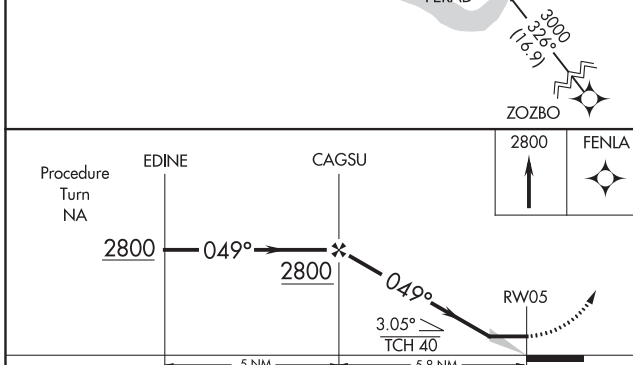
FLEMINGSBURG AWOS-3 <b>118.125</b>	INDIANAPOLIS CENTER <b>135.575 290.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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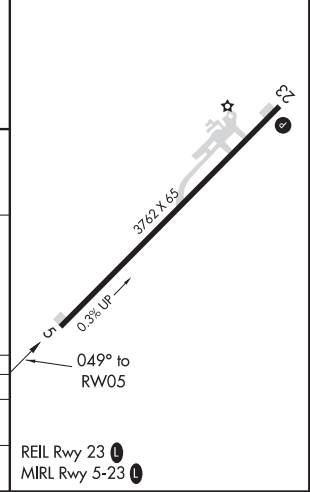
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 896	TDZE 890
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CATEGORY	A	B	C	D
LNAV MDA	1400-1	510 (600-1)	1400-1½ 510 (600-1½)	NA
CIRCLING	1600-1	704 (800-1)	1600-2 704 (800-2)	NA



WEST UNION, OHIO

AL-6236 (FAA)

15120

APP CRS	Rwy Idg	<b>3762</b>
<b>229°</b>	TDZE	<b>896</b>
	Apt Elev	<b>896</b>

# RNAV (GPS) RWY 23

ALEXANDER SALAMON (AMT)

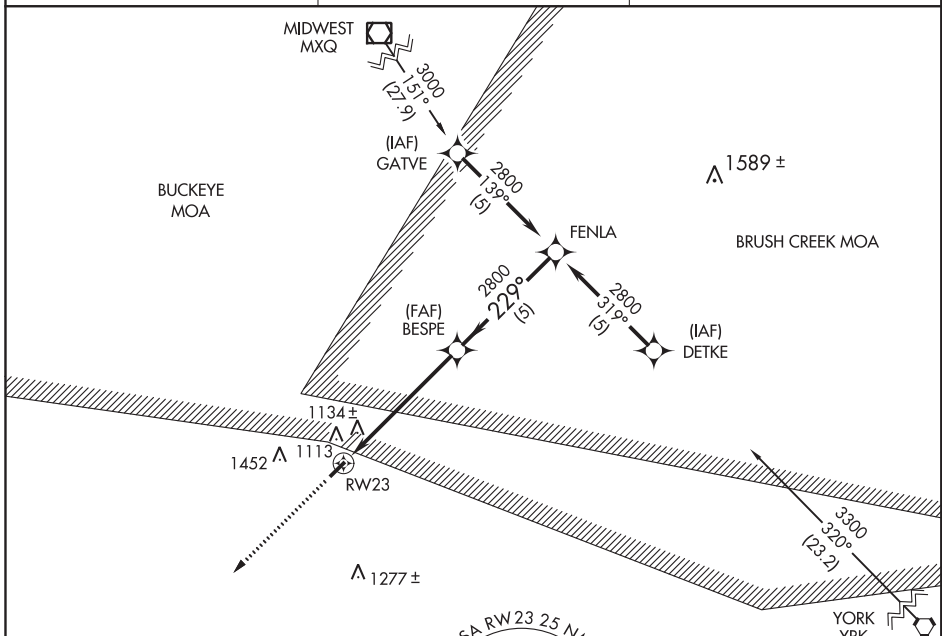
**V** Use Flemingsburg, Kentucky altimeter setting.  
**A** NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct EDINE WP and hold.

FLEMINGSBURG AWOS-3  
**118,125**

INDIANAPOLIS CENTER  
**135.575 290.5**

UNICOM  
**122.8 (CTAF) 0**

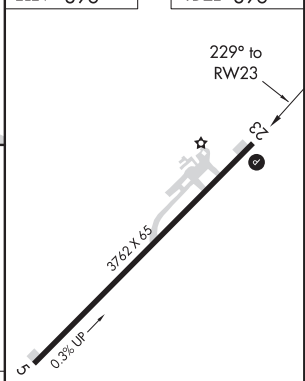
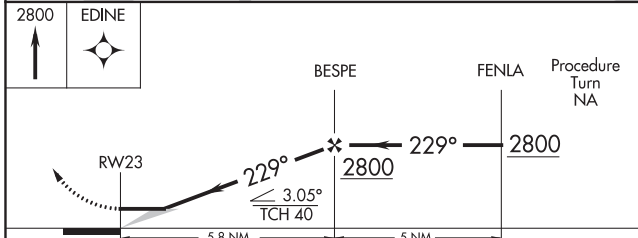


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 896	TDZE 896
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CATEGORY	A	B	C	D
LNAV MDA	1440-1	544 (600-1)	1440-1½ 544 (600-1½)	NA
CIRCLING	1600-1	704 (800-1)	1600-2 704 (800-2)	NA

REIL Rwy 23 0  
 MRL Rwy 5-23 0

WEST UNION, OHIO  
 Orig-A 31JUL08

38°51'N-83°34'W

# RNAV (GPS) RWY 23

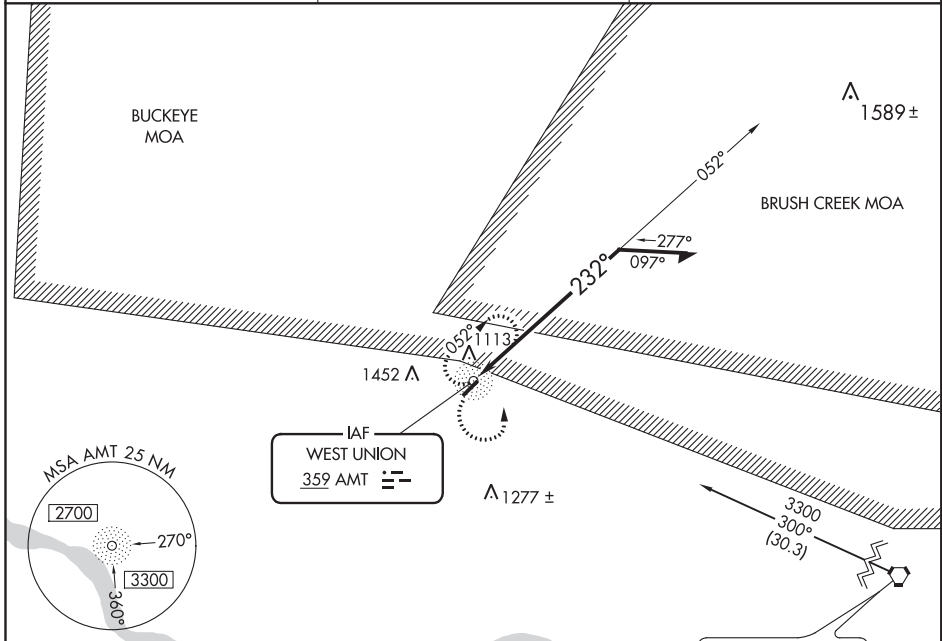
NDB AMT <b>359</b>	APP CRS <b>232°</b>	Rwy Idg TDZE Apt Elev	<b>3762</b> <b>896</b> <b>896</b>
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# NDB RWY 23

ALEXANDER SALAMON (AMT)

**▼** Use Flemingsburg, Kentucky altimeter setting.  
**▲ NA** MISSED APPROACH: Climbing left turn to 2800 via heading 180°, then left turn direct AMT NDB and hold.

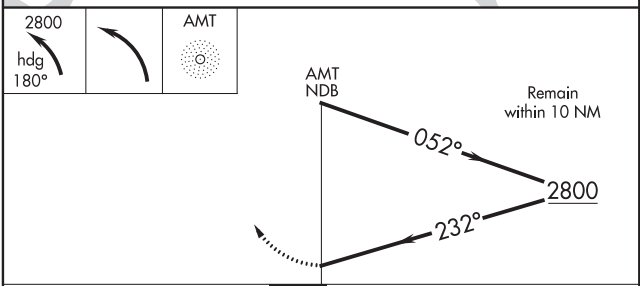
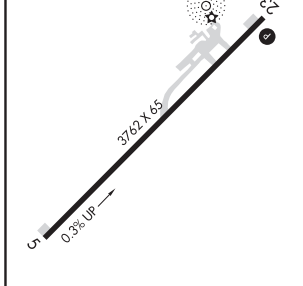
FLEMINGSBURG AWOS-3 <b>118.125</b>	INDIANAPOLIS CENTER <b>135.575 290.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 896	TDZE 896
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REIL Rwy 23 **0**  
MIRL Rwy 5-23 **0**

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-23	1660-1 764 (800-1)	1660-1½ 764 (800-1½)	1660-2¼ 764 (800-2¼)	NA
CIRCLING	1660-1 764 (800-1)	1660-1½ 764 (800-1½)	1660-2¼ 764 (800-2¼)	NA





APP CRS	Rwy Idg	<b>4600</b>
<b>053°</b>	TDZE	<b>625</b>
	Apt Elev	<b>626</b>

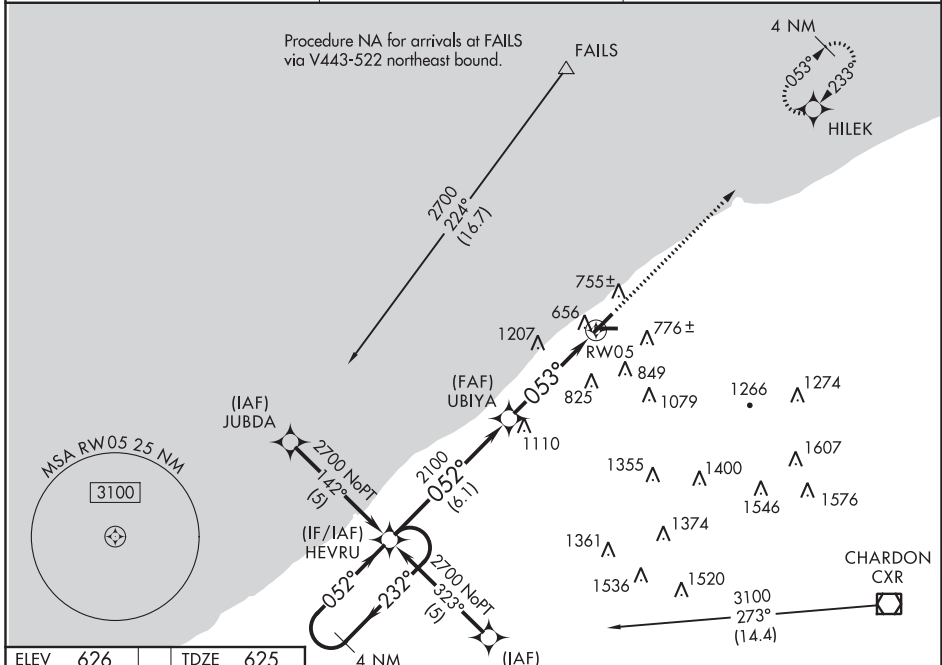
# RNAV (GPS) RWY 5

WILLOUGHBY LOST NATION MUNI (LNN)

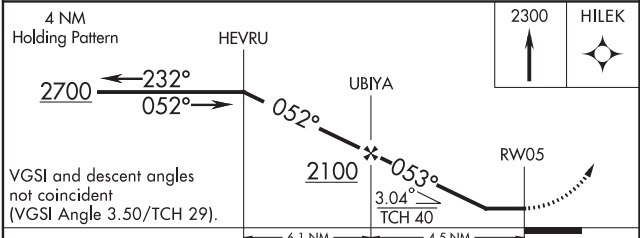
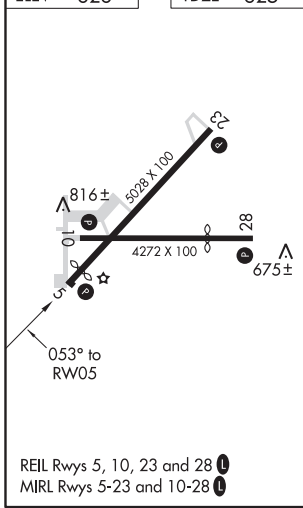
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2300 direct HILEK and hold.

AWOS-3PT <b>119.225</b>	CLEVELAND APP CON <b>125.35 354.025</b>	UNICOM <b>122.725 (CTAF) 0</b>
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ELEV	626	TDZE	625
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CATEGORY	A	B	C	D
RNAV MDA	1460-1 835 (900-1)	1460-1¼ 835 (900-1¼)	1460-2½ 835 (900-2½)	NA
CIRCLING	1460-1 834 (900-1)	1460-1¼ 834 (900-1¼)	1460-2½ 834 (900-2½)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WILLOUGHBY, OHIO

AL-753 (FAA)

15232

APP CRS	Rwy Idg	<b>4272</b>
<b>098°</b>	TDZE	<b>625</b>
	Apt Elev	<b>626</b>

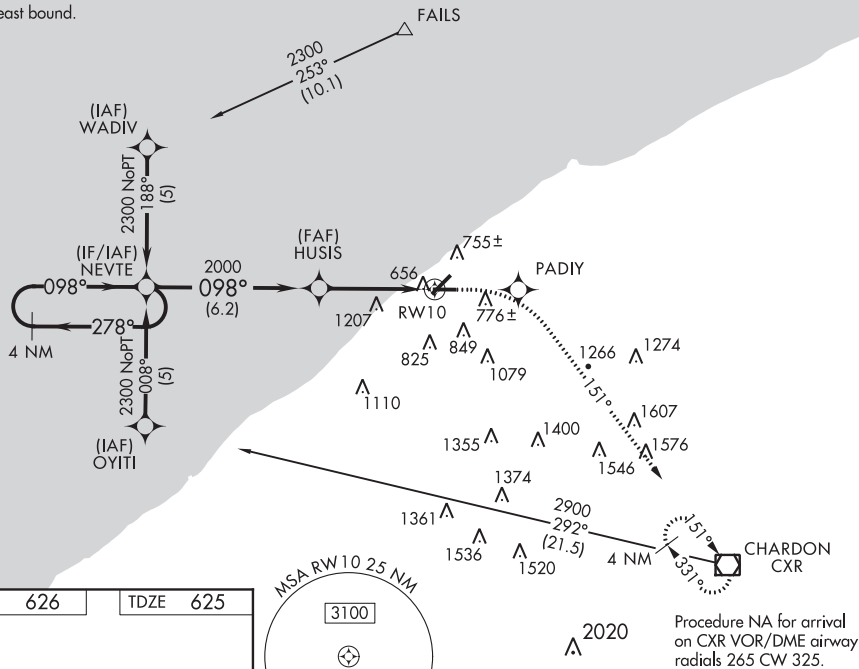
# RNAV (GPS) RWY 10

WILLOUGHBY LOST NATION MUNI (LNN)

<p><b>▽</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  <b>△</b> NA Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Int'l altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile.</p>	<p>MISSED APPROACH: Climb to 2900 direct PADIY and via track 151° to CXR VOR/DME and hold.</p>
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<p>AWOS-3PT <b>119.225</b></p>	<p>CLEVELAND APP CON <b>125.35 354.025</b></p>	<p>UNICOM <b>122.725 (CTAF) 0</b></p>
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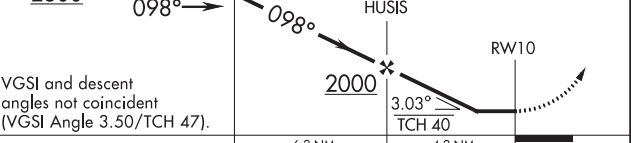
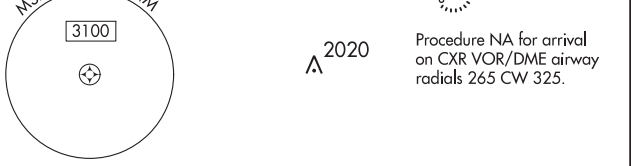
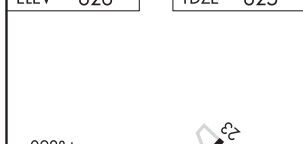
Procedure NA for arrivals at FAILS via V443-522 northeast bound and V10-188 east bound.



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV	626	TDZE	625
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CATEGORY	A	B	C	D
LNAV MDA	1560-1¼	935 (1000-1¼)	1560-2¾ 935 (1000-2¾)	NA
CIRCLING	1560-1¼	934 (1000-1¼)	1560-2¾ 934 (1000-2¾)	NA

WILLOUGHBY, OHIO  
Orig-A 07MAY09

41°41'N-81°23'W

# WILLOUGHBY LOST NATION MUNI (LNN) RNAV (GPS) RWY 10

WAAS CH <b>82410</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Idg <b>5028</b>
		TDZE <b>623</b>
		Apt Elev <b>626</b>

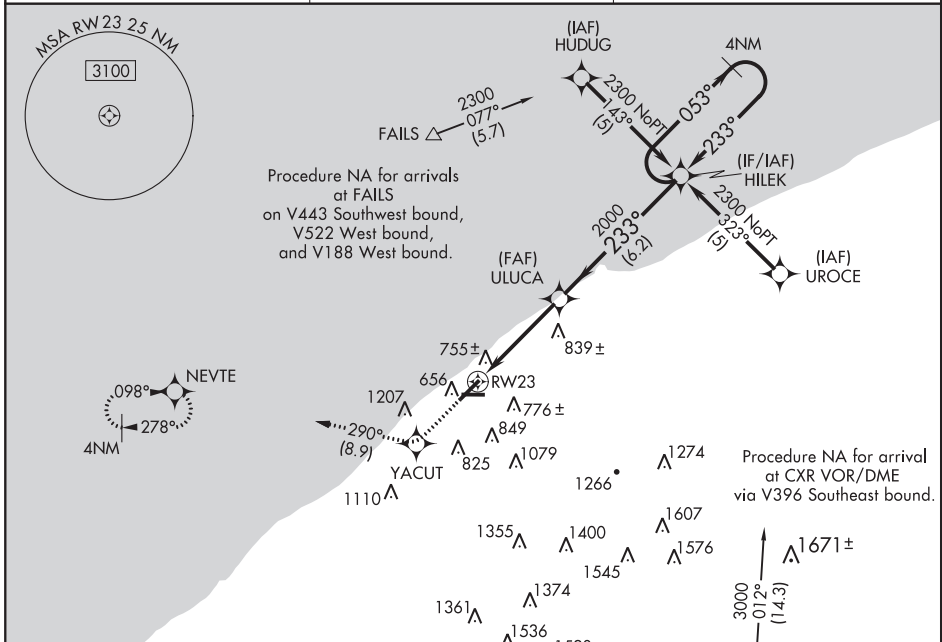
# RNAV (GPS) RWY 23

WILLOUGHBY LOST NATION MUNI (LNN)

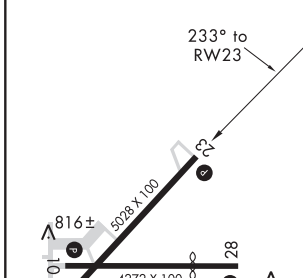
**NA** Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all DA/MDA 40 feet, and all visibilities ¼ mile.

**MISSED APPROACH:** Climb to 2300 direct YACUT and on track 290° to NEVTE and hold.

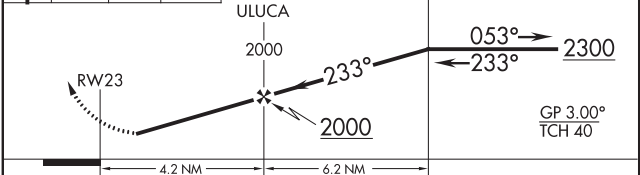
AWOS-3PT <b>119.225</b>	CLEVELAND APP CON <b>125.35 354.025</b>	UNICOM <b>122.725 (CTAF) 0</b>
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ELEV <b>626</b>	TDZE <b>623</b>
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2300 YACUT 290° tr NEVTE VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 54) 4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1031-1½	408 (500-1½)		NA
LNAV/VNAV DA	1142-1¾	519 (600-1¾)		NA
LNAV MDA	1200-1	577 (600-1)	1200-1½ 577 (600-1½)	NA
CIRCLING	1200-1	574 (600-1)	1200-1½ 574 (600-1½)	NA

WILLOUGHBY, OHIO  
Orig-A 16DEC10

41°41'N - 81°23'W  
707

## WILLOUGHBY LOST NATION MUNI (LNN) RNAV (GPS) RWY 23

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WILLOUGHBY, OHIO

AL-753 (FAA)

15232

APP CRS <b>279°</b>	Rwy Idg <b>3148</b>
	TDZE <b>626</b>
	Apt Elev <b>626</b>

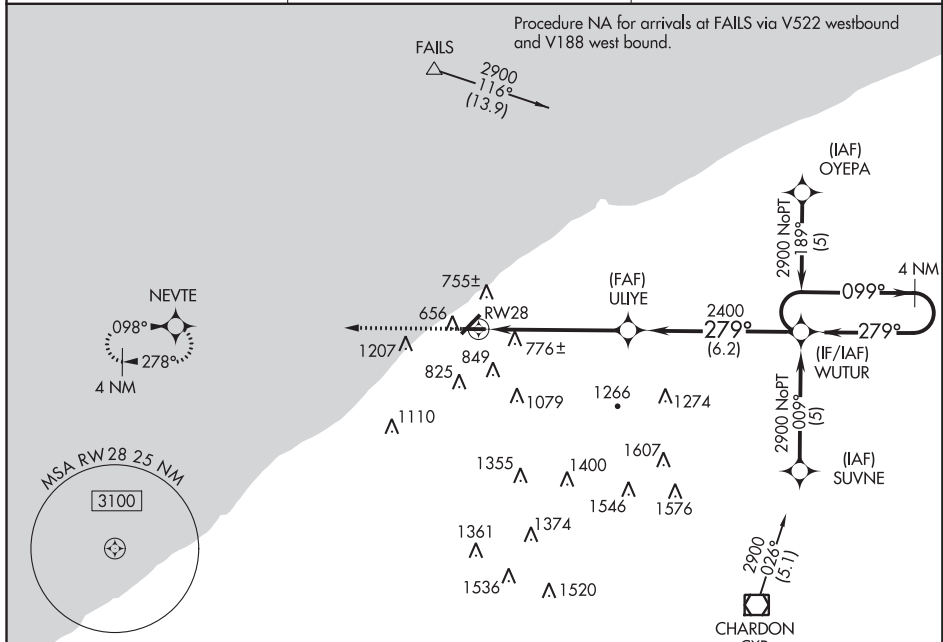
# RNAV (GPS) RWY 28

WILLOUGHBY LOST NATION MUNI (LNN)

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 direct NEVTE and hold.

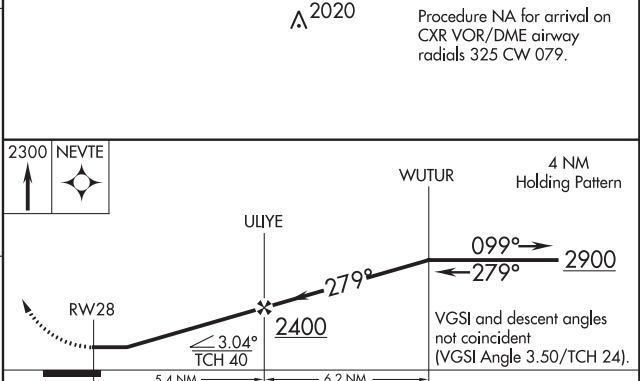
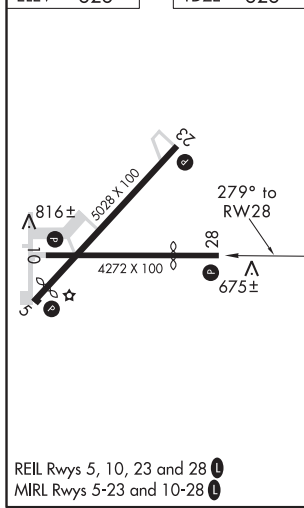
AWOS-3PT <b>119.225</b>	CLEVELAND APP CON <b>125.35 354.025</b>	UNICOM <b>122.725 (CTAF)</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 626	TDZE 626
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CATEGORY	A	B	C	D
LNAV MDA	1260-1	634 (700-1)	1260-1¾ 634 (700-1¾)	NA
CIRCLING	1260-1	634 (700-1)	1260-1¾ 634 (700-1¾)	NA

WILLOUGHBY, OHIO  
Orig 20NOV08

41°41'N-81°23'W

# WILLOUGHBY LOST NATION MUNI (LNN) RNAV (GPS) RWY 28

NDB LQL <b>263</b>	APP CRS <b>099°</b>	Rwy Idg <b>4272</b>
		TDZE <b>625</b>
		Apt Elev <b>626</b>

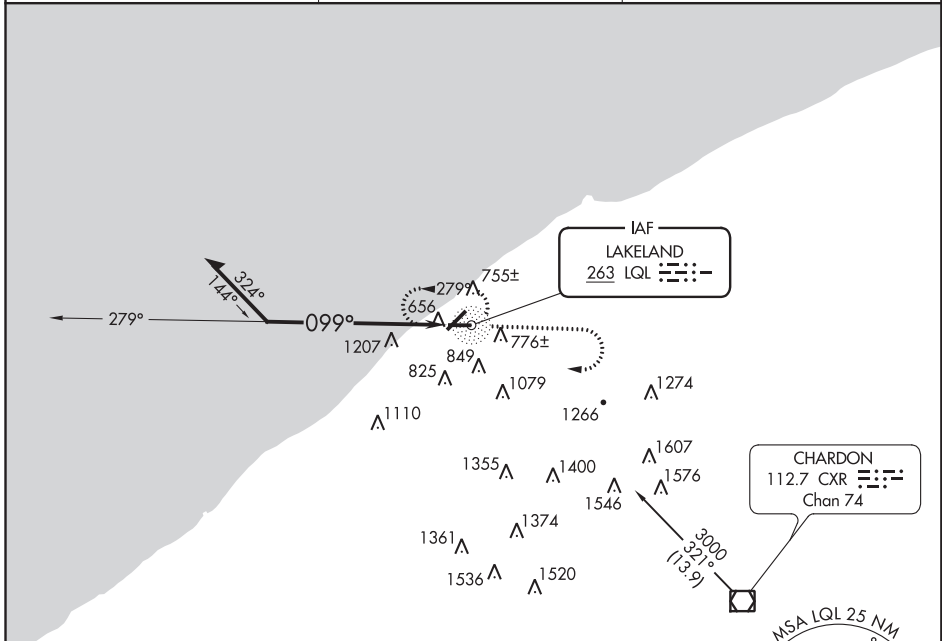
# NDB RWY 10

WILLOUGHBY LOST NATION MUNI (LNN)

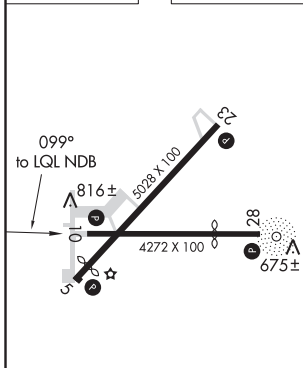
**⚠** Visibility reduction by helicopters NA.  
 Use Burke Lakefront altimeter setting; when not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet.

**MISSED APPROACH:** Climb to 3000 then right turn direct LQL NDB and hold.

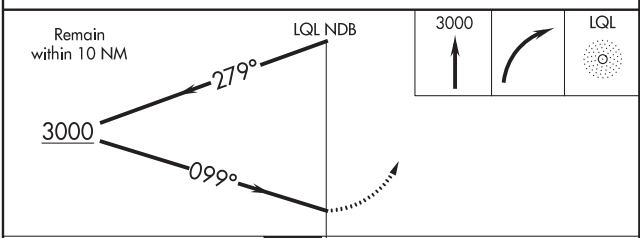
AWOS-3PT <b>119.225</b>	CLEVELAND APP CON <b>125.35 354.025</b>	UNICOM <b>122.725 (CTAF) 0</b>
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ELEV 626	TDZE 625
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REIL Rwy 5, 10, 23 and 28 **0**  
 MRL Rwy 5-23 and 10-28 **0**



CATEGORY	A	B	C	D
S-10	1700-1¼ 1075 (1100-1¼)	1700-1½ 1075 (1100-1½)	1700-3 1075 (1100-3)	NA
CIRCLING	1700-1¼ 1074 (1100-1¼)	1700-1½ 1074 (1100-1½)	1700-3 1074 (1100-3)	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# ALPHE FOUR DEPARTURE (RNAV)

EC-2, 10 NOV 2016 to 05 JAN 2017

CLEVELAND DEP CON  
125.35 346.32

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 5:** Climb on assigned heading to 3000 thence....  
**TAKEOFF RUNWAY 10:** Climb heading 099° to 1600 then on assigned heading to 3000, thence....  
**TAKEOFF RUNWAY 23:** Climb heading 233° to 1400 then on assigned heading to 3000, thence....  
**TAKEOFF RUNWAY 28:** Climb heading 279° to 1400 then on assigned heading to 3000, thence....

....or assigned altitude for radar vectors to HUDDZ, then on track 267° to AMRST, then on track 324° to ALPHE. Expect filed altitude/flight level ten (10) minutes after departure.

### TAKEOFF OBSTACLES:

- Rwy 5: Trees beginning 47' from DER, 93' right of centerline, up to 109' AGL/726' MSL.  
 Fence 530' from DER, 244' right of centerline, 16' AGL/633' MSL.  
 Trees beginning 1079' from DER, 150' left of centerline, up to 120' AGL/737' MSL.  
 Pole 2129' from DER, 428' right of centerline, 56' AGL/677' MSL.  
 Rwy 10: Trees and poles beginning 602' from DER, 63' right of centerline, up to 109' AGL/730' MSL.  
 Trees and poles beginning 608' from DER, 67' left of centerline, up to 117' AGL/731' MSL.  
 Rwy 23: Light on hangar 201' from DER, 534' right of centerline, 32' AGL/672' MSL.  
 Trees, poles and buildings beginning 294' from DER, 87' right of centerline, to 85' AGL/722' MSL.  
 Trees beginning 1660' from DER, 164' left of centerline, up to 77' AGL/714' MSL.  
 Rwy 28: Light on hangar 877' from DER, 539' left of centerline, 32' AGL/672' MSL.  
 Building 881' from DER, 665' left of centerline, 32' AGL/672' MSL.  
 Pole 988' from DER, 533' right of centerline, 31' AGL/661' MSL.  
 Building 1101' from DER, 337' right of centerline, 35' AGL/661' MSL.  
 Trees beginning 1179' from DER, 200' left of centerline, up to 80' AGL/717' MSL.

**TOP ALTITUDE:  
3000**



ALPHE



3000

324°

(099)

HUDDZ

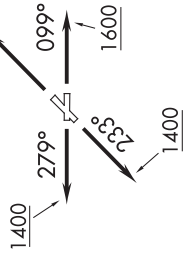
3000

\*2200

267°

(22)

AMRST



**TAKEOFF MINIMUMS:**  
 Rwys 5, 10, 23, 28: Standard.

**NOTE:** Radar required for non-GPS equipped aircraft.  
**NOTE:** RNAV 1.  
**NOTE:** DME/DME/IRU or GPS required.

MANSFIELD  
MFD

NOTE: Chart not to scale.

# ALPHE FOUR DEPARTURE (RNAV)

EC-2, 10 NOV 2016 to 05 JAN 2017

# AMRST FIVE DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017

## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 5:** Climb on assigned heading to 3000 thence....  
**TAKEOFF RUNWAY 10:** Climb heading 099° to 1600 then on assigned heading to 3000 thence....  
**TAKEOFF RUNWAY 23:** Climb heading 233° to 1400 then on assigned heading to 3000 thence....  
**TAKEOFF RUNWAY 28:** Climb heading 279° to 1400 then on assigned heading to 3000 thence....  
 ....or assigned altitude for vectors to intercept DJIB VOR/DME R-265 to AMRST INT then on (transition).  
 Expect filed altitude/flight level ten (10) minutes after departure.

**CARLETON TRANSITION (AMRST5.CRL):** From over AMRST INT on CRL R-159 to CRL VORTAC.  
**WATERVILLE TRANSITION (AMRST5.VWV):** From over AMRST INT on VWV R-115 to VWV VOR/DME.

CLEVELAND DEP CON  
 125.35 346.32  
 ATIS 132.375

**TOP ALTITUDE:**  
**3000**

CARLETON 115.7 CRL Chan 104
N42°02.88'-W83°27.45'
L-28, H-10

WATERVILLE 113.1 VWV Chan 78
N41°27.09' W83°38.32'
L-28, H-10

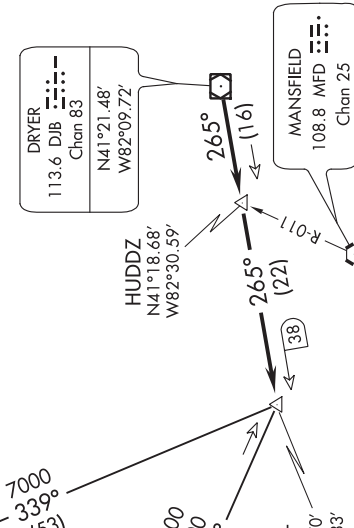
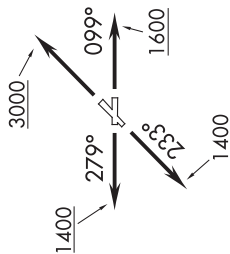
DRYER 113.6 DJB Chan 83
N41°21.48' W82°09.72'

HUDDZ N41°18.68' W82°30.59'
-----------------------------------

MANSFIELD 108.8 MFD Chan 25
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TAKEOFF MINIMUMS:  
 Rwys 5, 10, 23, 28: Standard.



NOTE: Radar required.

(NOTES CONTINUED ON FOLLOWING PAGE)

EC-2, 10 NOV 2016 to 05 JAN 2017

# AMRST FIVE DEPARTURE



# AMRST FIVE DEPARTURE

## TAKEOFF OBSTACLES:

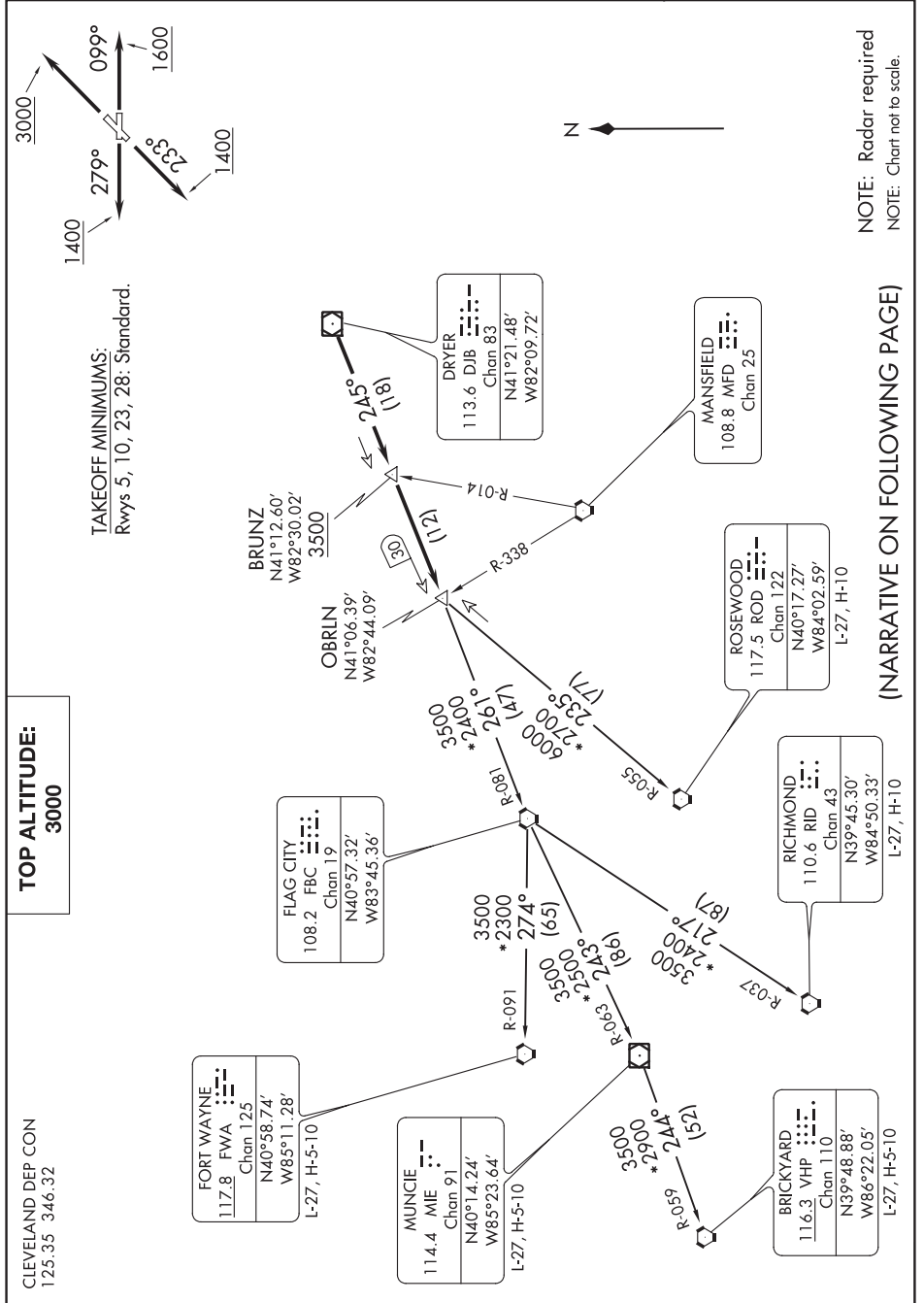
- Rwy 5: Trees beginning 47' from DER, 93' right of centerline, up to 109' AGL/726' MSL.  
 Fence 530' from DER, 244' right of centerline, 16' AGL/633' MSL.  
 Trees beginning 1079' from DER, 150' left of centerline, up to 120' AGL/737' MSL.  
 Pole 2129' from DER, 428' right of centerline, 56' AGL/677' MSL.
- Rwy 10: Trees and poles beginning 602' from DER, 63' right of centerline, up to 109' AGL/730' MSL.  
 Trees and poles beginning 608' from DER, 67' left of centerline, up to 117' AGL/731' MSL.
- Rwy 23: Light on hangar 201' from DER, 534' right of centerline, 32' AGL/672' MSL.  
 Trees, poles and buildings beginning 294' from DER, 87' right of centerline, up to 85' AGL/722' MSL.  
 Trees beginning 1660' from DER, 164' left of centerline, up to 77' AGL/ 714' MSL.
- Rwy 28: Light on hangar 877' from DER, 539' left of centerline, 32' AGL/672' MSL.  
 Building 881' from DER, 665' left of centerline, 32' AGL/672' MSL.  
 Pole 988' from DER, 533' right of centerline, 31' AGL/661' MSL.  
 Building 1101' from DER, 337' right of centerline, 35' AGL/661' MSL.  
 Trees beginning 1177' from DER, 395' right of centerline, up to 75' AGL/705' MSL.  
 Trees beginning 1179' from DER, 200' left of centerline, up to 80' AGL/717' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# OBRLN FOUR DEPARTURE

EC-2, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

EC-2, 10 NOV 2016 to 05 JAN 2017

# OBRLN FOUR DEPARTURE

# OBRNL FOUR DEPARTURE

## DEPARTURE ROUTE DESCRIPTION



- TAKEOFF RUNWAY 5: Climb on assigned heading to 3000 thence....
- TAKEOFF RUNWAY 10: Climb heading 099° to 1600 then on assigned heading to 3000 thence....
- TAKEOFF RUNWAY 23: Climb heading 233° to 1400 then on assigned heading to 3000 thence....
- TAKEOFF RUNWAY 28: Climb heading 279° to 1400 then on assigned heading to 3000 thence....

....or assigned altitude for vectors to intercept DJB VOR/DME R-245, cross BRUNZ INT at or above 3500 then proceed to OBRNL INT, then via (transition). Expect filed altitude/flight level ten (10) minutes after departure.

BRICKYARD TRANSITION (OBRNL4.VHP): From over OBRNL INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME, then via MIE R-244 and VHP R-059 to VHP VORTAC.

FORT WAYNE TRANSITION (OBRNL4.FWA): (For use by Fort Wayne arrivals only and ATC use as assigned). From over OBRNL INT via FBC R-081 to FBC VORTAC, then via FBC R-274 and FWA R-091 to FWA VORTAC.

MUNCIE TRANSITION (OBRNL4.MIE): (For use by Indianapolis arrivals only and ATC use as assigned). From over OBRNL INT via FBC R-081 to FBC VORTAC, then via FBC R-243 and MIE R-063 to MIE VOR/DME.

RICHMOND TRANSITION (OBRNL4.RID): From over OBRNL INT via FBC R-081 to FBC VORTAC, then via FBC R-217 and RID R-037 to RID VORTAC.

ROSEWOOD TRANSITION (OBRNL4.ROD): (For use at or below FL220 only and ATC use as assigned). From over OBRNL INT via ROD R-055 to ROD VORTAC.

### TAKEOFF OBSTACLES:

- Rwy 5: Trees beginning 47' from DER, 93' right of centerline, up to 109' AGL/726' MSL.  
Fence 530' from DER, 244' right of centerline, 16' AGL/633' MSL.  
Trees beginning 1079' from DER, 150' left of centerline, up to 120' AGL/737' MSL.  
Pole 2129' from DER, 428' right of centerline, 56' AGL/677' MSL.
- Rwy 10: Trees and poles beginning 602' from DER, 63' right of centerline, up to 109' AGL/730' MSL.  
Trees and poles beginning 608' from DER, 67' left of centerline, up to 117' AGL/731' MSL.
- Rwy 23: Light on hangar 201' from DER, 534' right of centerline, 32' AGL/672' MSL.  
Trees, poles and buildings beginning 294' from DER, 87' right of centerline, up to 85' AGL/722' MSL.  
Trees beginning 1660' from DER, 164' left of centerline, up to 77' AGL/ 714' MSL.
- Rwy 28: Light on hangar 877' from DER, 539' left of centerline, 32' AGL/672' MSL.  
Building 881' from DER, 665' left of centerline, 32' AGL/672' MSL.  
Pole 988' from DER, 533' right of centerline, 31' AGL/661' MSL.  
Building 1101' from DER, 337' right of centerline, 35' AGL/661' MSL.  
Trees beginning 1179' from DER, 200' left of centerline, up to 80' AGL/717' MSL.

EC-2, 10 NOV 2016 to 05 JAN 2017

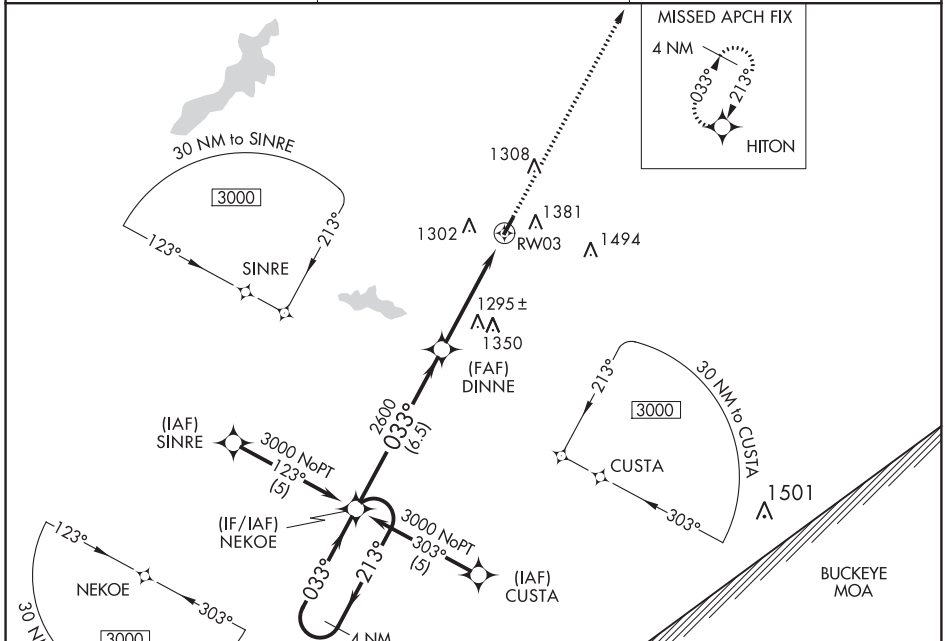
EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	<b>3579</b>
<b>033°</b>	TDZE	<b>1033</b>
	Apt Elev	<b>1033</b>

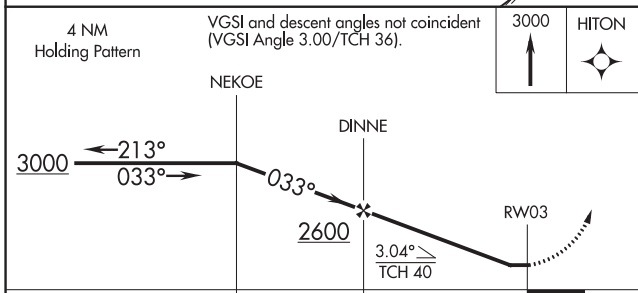
# RNAV (GPS) RWY 3

CLINTON FIELD (I66)

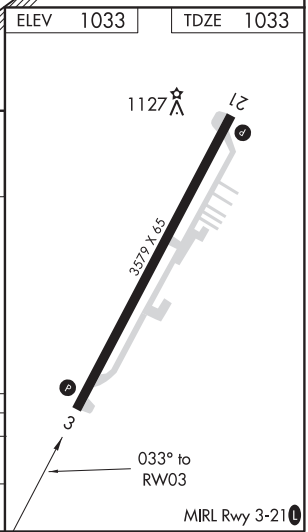
<p><b>▼</b> If local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.</p> <p><b>▲</b> NA Procedure NA at night. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct HITON and hold.</p>	
<p>AWOS-3 <b>124.175</b></p>	<p>COLUMBUS APP CON <b>118.85 269.275</b></p>	<p>UNICOM <b>123.0 (CTAF)</b></p>



ELEV	1033	TDZE	1033
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CATEGORY	A	B	C	D
RNAV MDA	1600-1	567 (600-1)	1600-1½ 567 (600-1½)	NA
CIRCLING	1740-1	707 (800-1)	1740-2 707 (800-2)	NA



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WILMINGTON, OHIO

AL-9153 (FAA)

16119

# RNAV (GPS) RWY 21

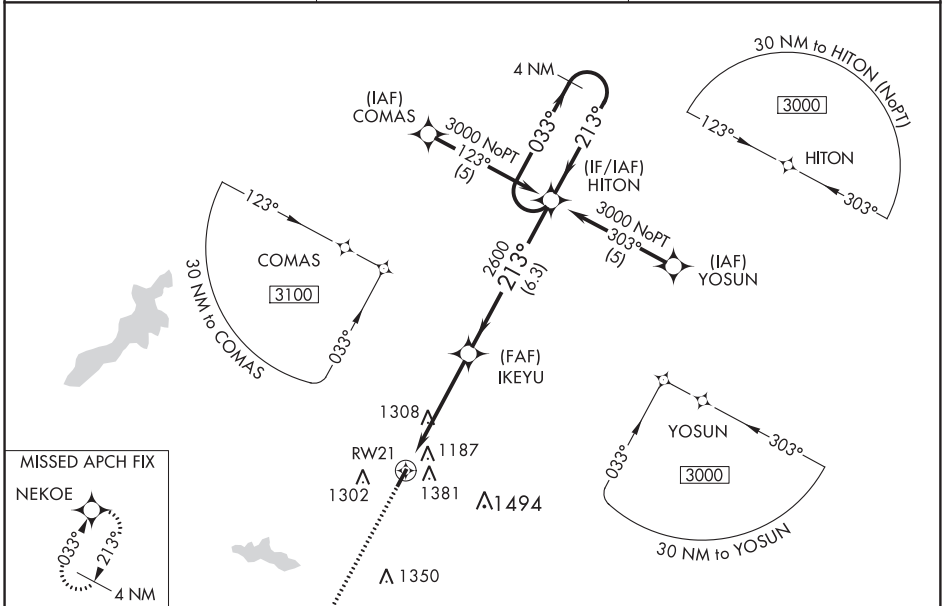
CLINTON FIELD (I66)

WAAS CH <b>99608</b> <b>W21A</b>	APP CRS <b>213°</b>	Rwy Idg TDZE Apt Elev	<b>3579</b> <b>1033</b> <b>1033</b>
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**NA** Baro-VNAV NA when using Wilmington Air Park altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all DA/MDA 20 feet. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct NEKOE and hold.

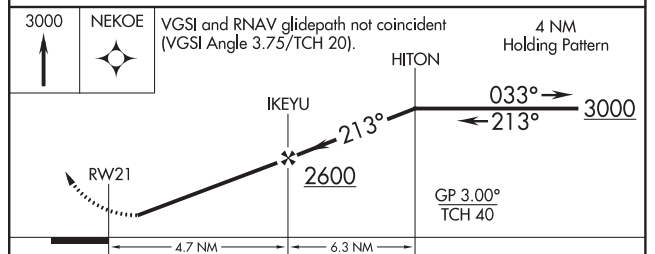
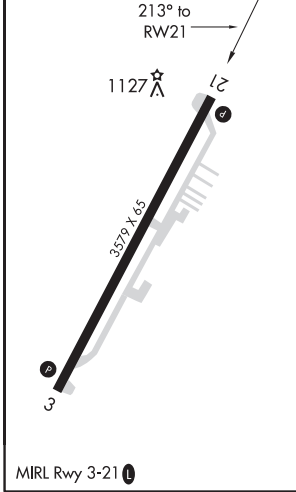
AWOS-3 <b>124.175</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>123.0 (CTAF) L</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1033	TDZE 1033
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CATEGORY	A	B	C	D
LPV DA	1491-1 ¾	458 (500-1¾)		NA
LNAV/VNAV DA	1589-2	556 (600-2)		NA
LNAV MDA	1640-1	607 (700-1)	1640-1¾ 607 (700-1¾)	NA
CIRCLING	1740-1	707 (800-1)	1740-2 707 (800-2)	NA

WILMINGTON, OHIO  
Amdt 1A 28APR16

39°30'N-83°52'W

# CLINTON FIELD (I66)

# RNAV (GPS) RWY 21









WILMINGTON, OHIO

AL-583 (FAA)

15120

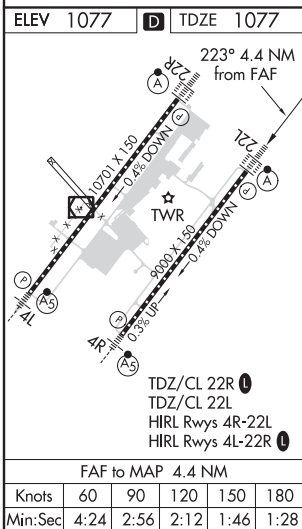
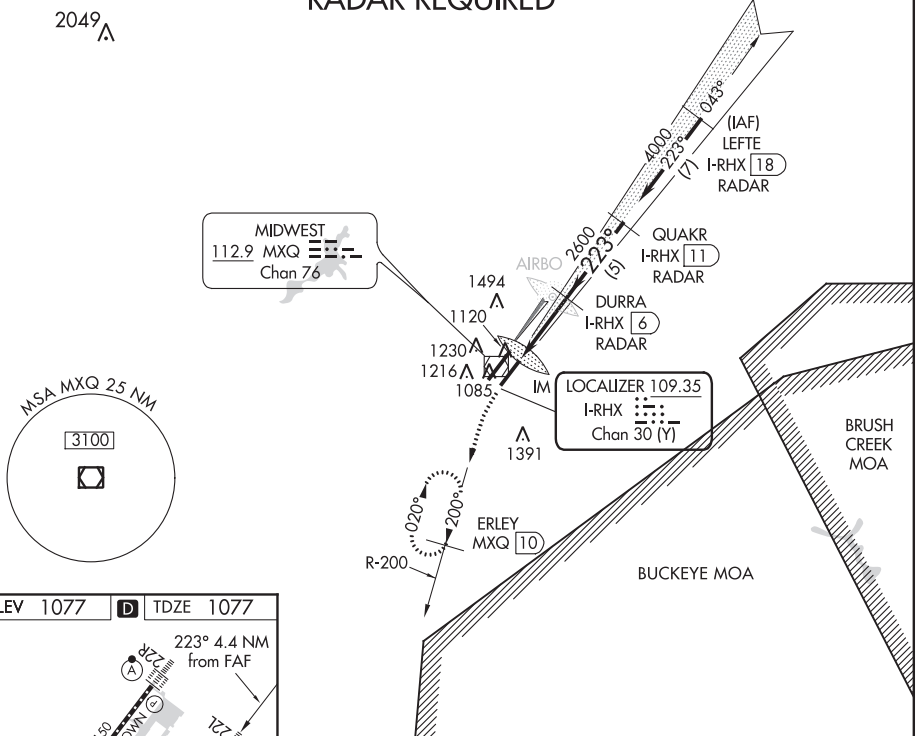
LOC/DME I-RHX <b>109.35</b> Chan <b>30 (Y)</b>	APP CRS <b>223°</b>	Rwy Idg <b>9000</b> TDZE <b>1077</b> Apt Elev <b>1077</b>
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# ILS or LOC RWY 22L

WILMINGTON AIR PARK (ILN)

DME required. Simultaneous approach authorized with Rwy 22R. -21°C/-6°F	ALSF2 	MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via MXQ R-200 to ERLEY/MXQ 10 DME and hold.		
		ATIS <b>124.925</b>	COLUMBUS APP CON <b>118.85 269.275</b>	WILMINGTON TOWER ★ <b>119.475 (CTAF) 0</b>

## RADAR REQUIRED



1500	4000	ERLEY MXQ 10	DURRA I-RHX 6 RADAR	QUAKR I-RHX 11 RADAR
↑	MXQ R-200		2535	
I-RHX 1.7	IM		2600*	4000
0.1	4.3 NM	5 NM	*LOC only.	
CATEGORY	A	B	C	D
S-ILS 22L	1277/18 200 (200-½)			
S-LOC 22L	1460/24	383 (400-½)	1460/35	383 (400-1¾)
CIRCLING	1640-1	563 (600-1)	1640-1½	1680-2
			563 (600-1½)	603 (700-2)

GS 3.00° TCH 55

WILMINGTON, OHIO

Orig-B 05APR12

WILMINGTON AIR PARK (ILN)

39°26'N-83°48'W

# ILS or LOC RWY 22L

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



WILMINGTON, OHIO

AL-583 (FAA)

16091

LOC I-ILN <b>110.7</b>	APP CRS <b>223°</b>	Rwy Idg <b>10701</b>
		TDZE <b>1077</b>
		Apt Elev <b>1077</b>

# ILS RWY 22R (CAT II & III)

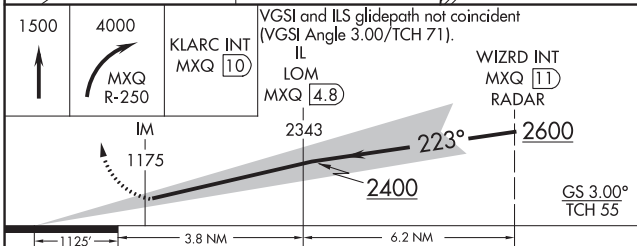
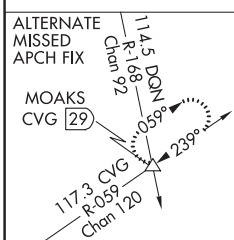
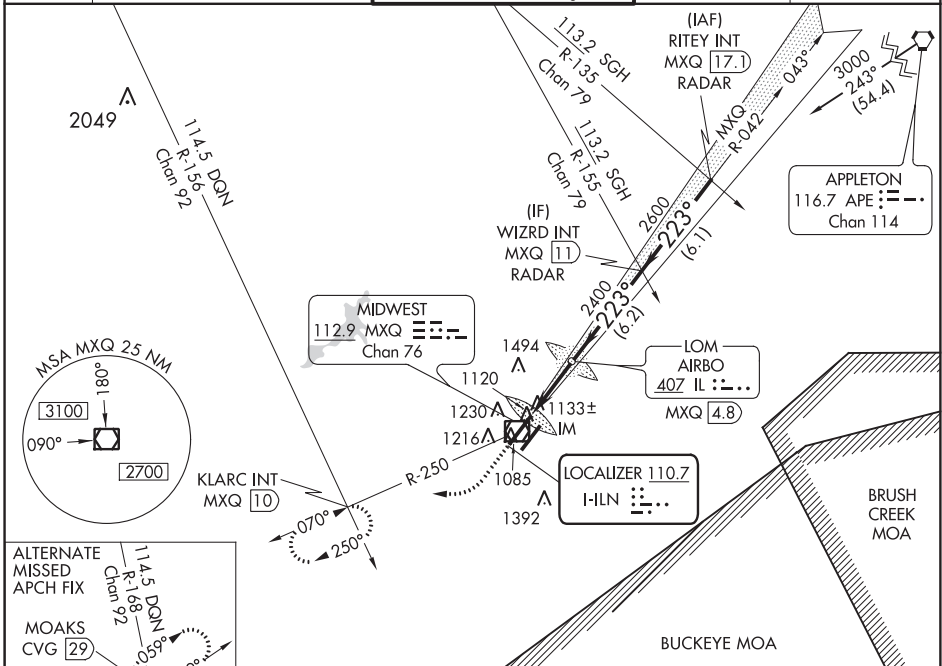
WILMINGTON AIR PARK (ILN)

**Simultaneous approach authorized with RWY 22L. Procedure NA when control tower closed.**

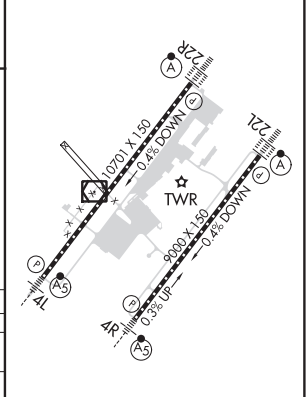
**ALSIF-2**

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 4000 on MXQ VOR/DME R-250 to KLARC INT/MXQ 10 DME and hold.

ATIS <b>124.925</b>	COLUMBUS APP CON <b>118.85 269.275</b>	WILMINGTON TOWER ★ <b>119.475 (CTAF)</b>	GND CON <b>121.6</b>	CLNC DEL <b>128.85</b>
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ELEV 1077	<b>D</b> TDZE 1077
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CATEGORY	A	B	C	D
S-ILS 22R	CAT II RA 101/12		100 DA 1177	
S-ILS 22R	CAT III		RVR 06	

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

TDZ/CL 22R **1**  
 TDZ/CL 22L **1**  
 HIRL Rwy's 4R-22L **1**  
 HIRL Rwy's 4L-22R **1**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017


WAAS CH <b>62914</b> <b>W04A</b>	APP CRS <b>041°</b>	Rwy Idg <b>10701</b> TDZE <b>1057</b> Apt Elev <b>1077</b>
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# RNAV (GPS) RWY 4L

WILMINGTON AIR PARK (ILN)

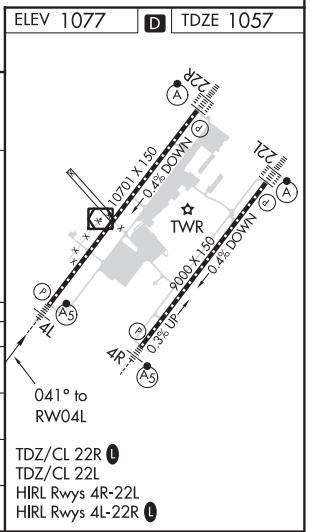
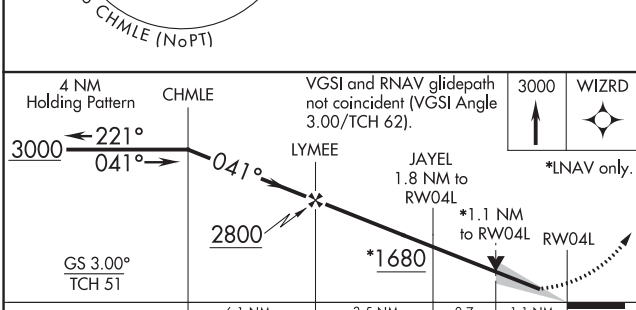
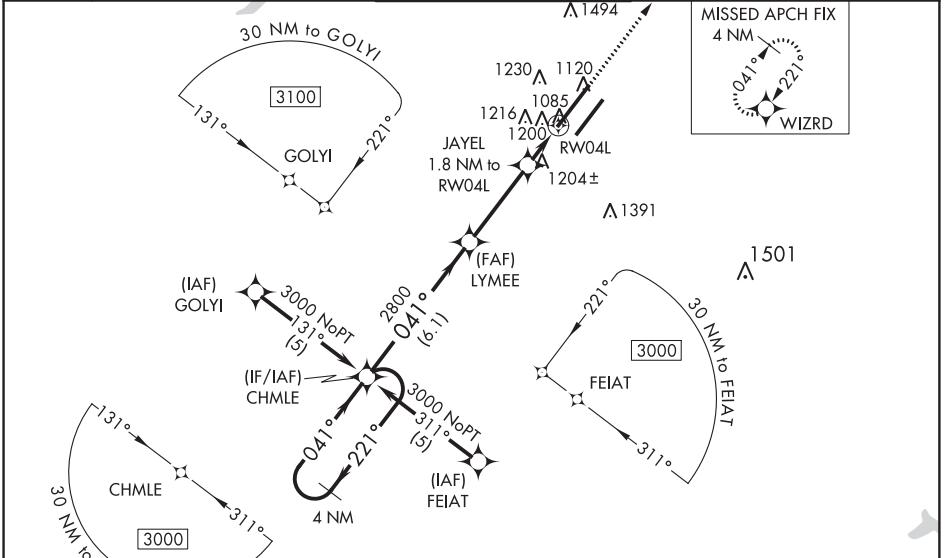
**⚠** For inoperative MALS/R when using James M. Cox Dayton Intl altimeter setting, increase LPV visibility to RVR 5000 all Cats. For inoperative MALS/R, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting.

MALS/R



MISSED APPROACH:  
Climb to 3000 direct WIZRD and hold.

ATIS <b>124.925</b>	COLUMBUS APP CON <b>118.85 269.275</b>	WILMINGTON TOWER * <b>119.475 (CTAF)</b>	GND CON <b>121.6</b>	CLNC DEL <b>128.85</b>
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CATEGORY	A	B	C	D
LPV DA	1257/24		200 (200-½)	
LNAV/VNAV DA	1505/50		448 (500-1)	
LNAV MDA	1460/24	403 (400-½)	1460/40 403 (400-¾)	1460/50 403 (400-1)
CIRCLING	1640-1	563 (600-1)	1640-1½ 563 (600-1½)	1680-2 603 (700-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



15232

# AIRPORT DIAGRAM

AL-583 (FAA)

WILMINGTON AIR PARK (ILN)  
WILMINGTON, OHIO

ATIS  
124.925  
WILMINGTON TOWER ★  
119.475  
GND CON  
121.6  
CLNC DEL  
128.85

FIELD  
ELEV  
1077

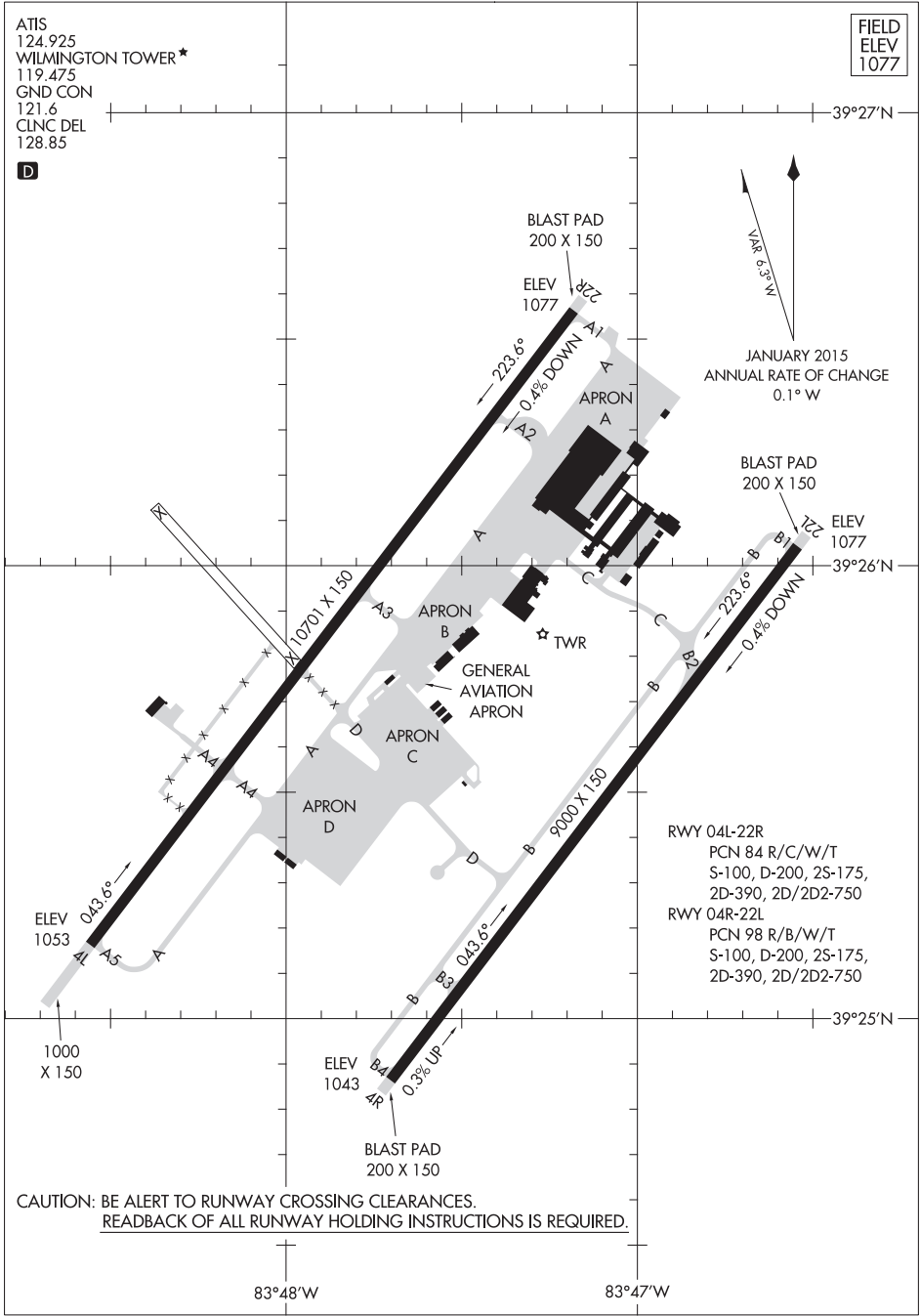
D

39°27'N

JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.1° W

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



BLAST PAD  
200 X 150  
ELEV  
1077

BLAST PAD  
200 X 150  
ELEV  
1077

BLAST PAD  
200 X 150  
ELEV  
1043

RWY 04L-22R  
PCN 84 R/C/W/T  
S-100, D-200, 2S-175,  
2D-390, 2D/2D2-750

RWY 04R-22L  
PCN 98 R/B/W/T  
S-100, D-200, 2S-175,  
2D-390, 2D/2D2-750

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

83°48'W

83°47'W

# AIRPORT DIAGRAM

15232

WILMINGTON, OHIO  
WILMINGTON AIR PARK (ILN)

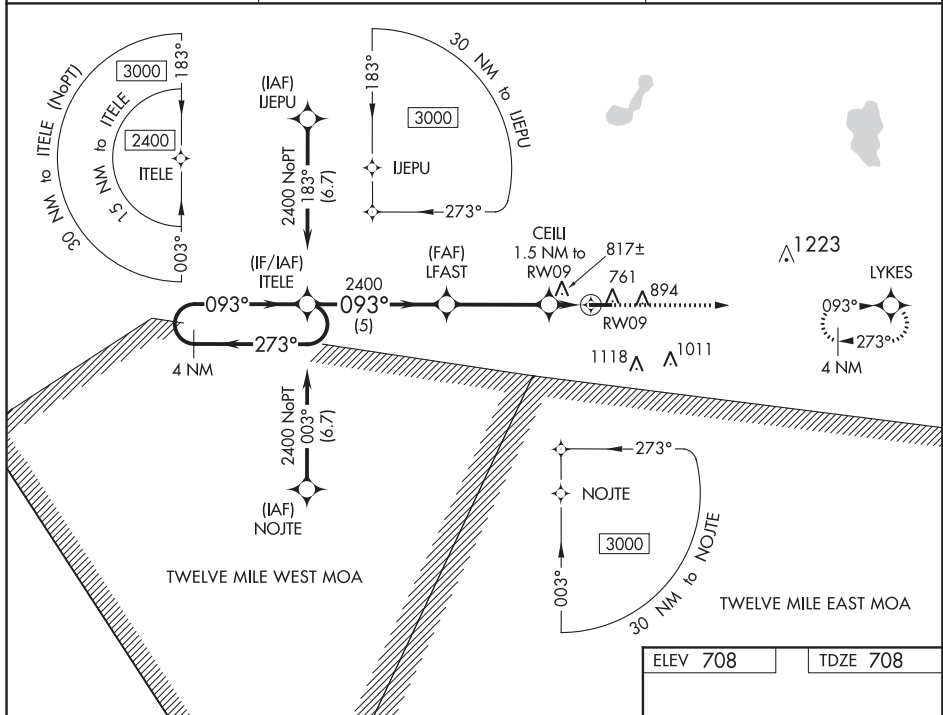
WAAS CH <b>42638</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Idg TDZE Apt Elev	<b>4201</b> <b>708</b> <b>708</b>
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# RNAV (GPS) RWY 9

ARENS FIELD (RWN)

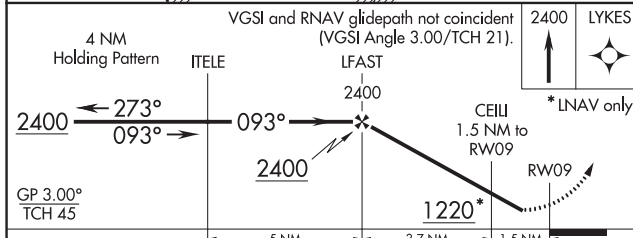
**Baro-VNAV NA.** Use Knox altimeter setting; when not received, use Rochester altimeter setting and increase all DA/MDA 20 feet and LNAV Cat C visibility 1/8 mile.  
**NA** MISSED APPROACH: Climb to 2400 direct LYKES and hold.  
 DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

STARKE COUNTY AWOS-3 <b>135.775</b>	SOUTH BEND APP CON * <b>132.05 257.8</b>	UNICOM <b>122.8 (CTAF)</b>
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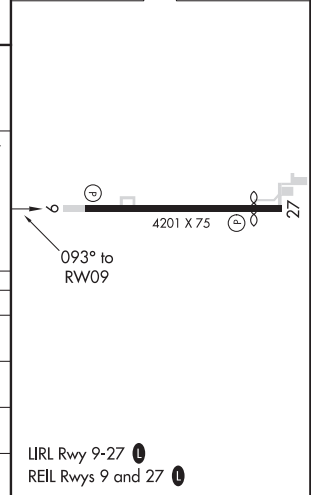
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



ELEV 708	TDZE 708
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CATEGORY	A	B	C	D
LPV DA	995-1 287 (300-1)			NA
LNAV/VNAV DA	1132-1½ 424 (500-1½)			NA
LNAV MDA	1120-1	412 (500-1)	1120-1⅛ 412 (500-1⅛)	NA
<b>C</b> CIRCLING	1240-1	532 (600-1)	1480-2¼ 772 (800-2¼)	NA



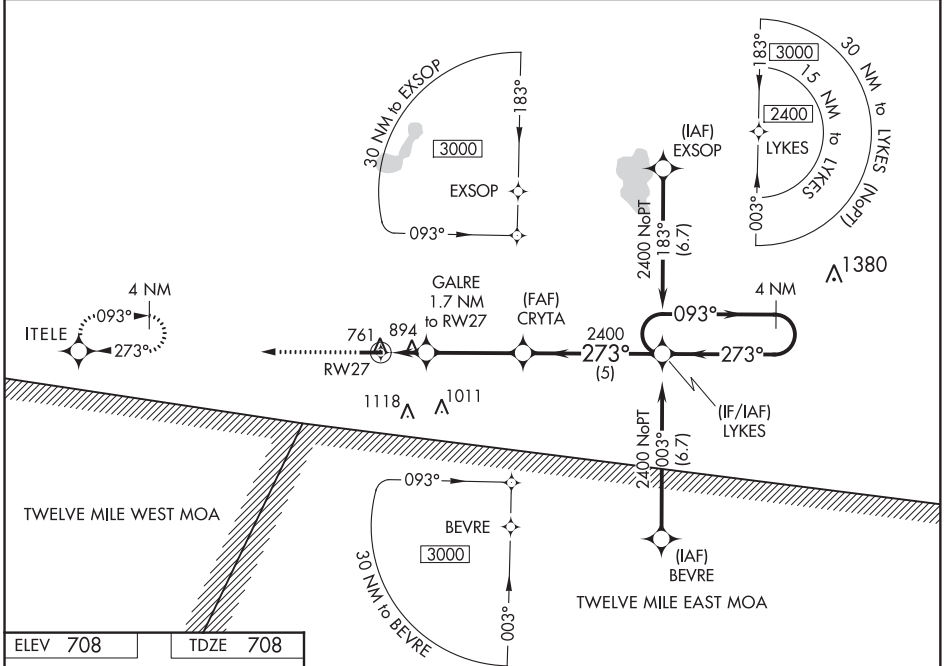
LIRL Rwy 9-27  
 REIL Rws 9 and 27

WAAS CH <b>40238</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev	<b>3641</b> <b>708</b> <b>708</b>
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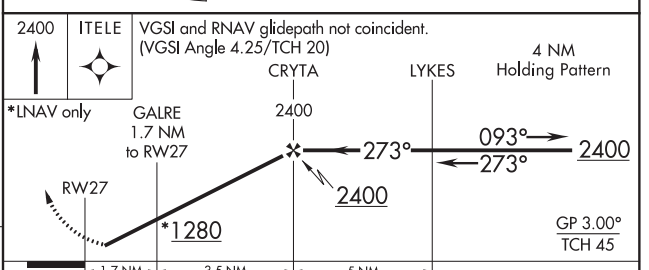
# RNAV (GPS) RWY 27

ARENS FIELD (RWN)

<p><b>NA</b> Baro-VNAV NA. Use Knox altimeter setting; when not received, use Rochester altimeter setting and increase all DA/MDA 20 feet and LNAV/VNAV all Cals visibility 1/8 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.</p>		<p>MISSED APPROACH: Climb to 2400 direct ITELE hold.</p>
<p>STARKE COUNTY AWOS-3 <b>135.775</b></p>	<p>SOUTH BEND APP CON * <b>132.05 257.8</b></p>	<p>UNICOM <b>122.8 (CTAF)</b></p>



ELEV 708	TDZE 708
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CATEGORY	A	B	C	D
LPV DA	995-1		287 (300-1)	NA
LNAV/VNAV DA	1224-1 <sup>3</sup> / <sub>4</sub>		516 (600-1 <sup>3</sup> / <sub>4</sub> )	NA
LNAV MDA	1200-1	492 (500-1)	1200-1 <sup>3</sup> / <sub>8</sub> 492 (500-1 <sup>3</sup> / <sub>8</sub> )	NA
<b>C</b> CIRCLING	1240-1	532 (600-1)	1480-2 <sup>1</sup> / <sub>4</sub> 772 (800-2 <sup>1</sup> / <sub>4</sub> )	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

REIL Rwy 9 and 27  
LIRL Rwy 9-27



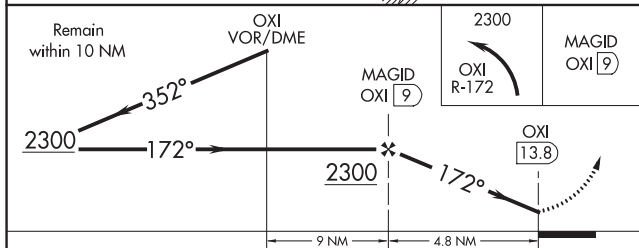
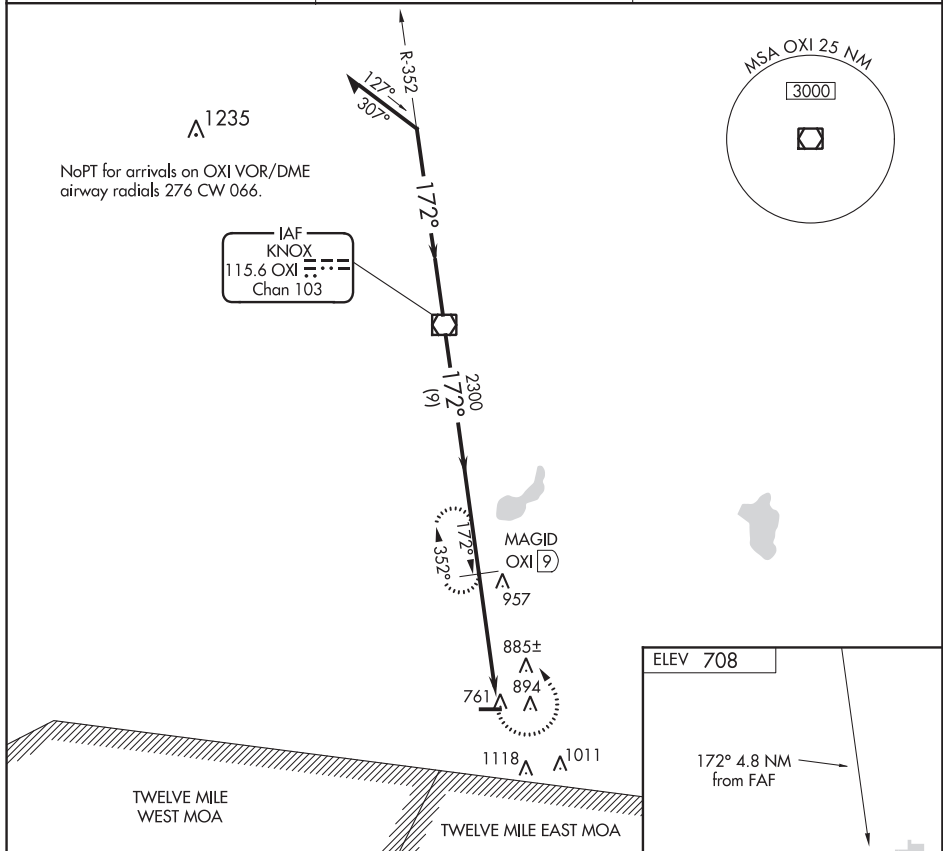
VOR/DME OXI <b>115.6</b> Chan <b>103</b>	APP CRS <b>172°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>708</b>
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# VOR/DME-A

ARENS FIELD (RWN)

<p><b>▼</b> Use Knox altimeter setting; when not received, use Rochester altimeter setting and increase all MDA 20 feet.</p> <p><b>▲</b> NA</p>	<p><b>MISSED APPROACH:</b> Climbing left turn to 2300 via OXI R-172 to MAGID/OXI 9 DME and hold.</p>
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<p>STARKE COUNTY AWOS-3 <b>135.775</b></p>	<p>SOUTH BEND APP CON ★ <b>132.05 257.8</b></p>	<p>UNICOM <b>122.8 (CTAF) 0</b></p>
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CATEGORY	A	B	C	D
<b>C</b> CIRCLING	1280-1	569 (600-1)	1480-2¼ 772 (800-2¼)	NA

ELEV 708

172° 4.8 NM from FAF

4201 X 75

REIL Rwys 9 and 27 0

LURL Rwy 9-27 0

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>90420</b> <b>W08A</b>	APP CRS <b>082°</b>	Rwy Idg TDZE Apt Elev	<b>4300</b> <b>1121</b> <b>1123</b>
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# RNAV (GPS) RWY 8

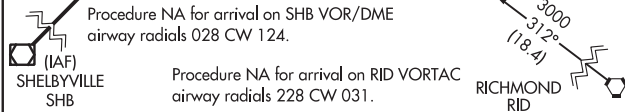
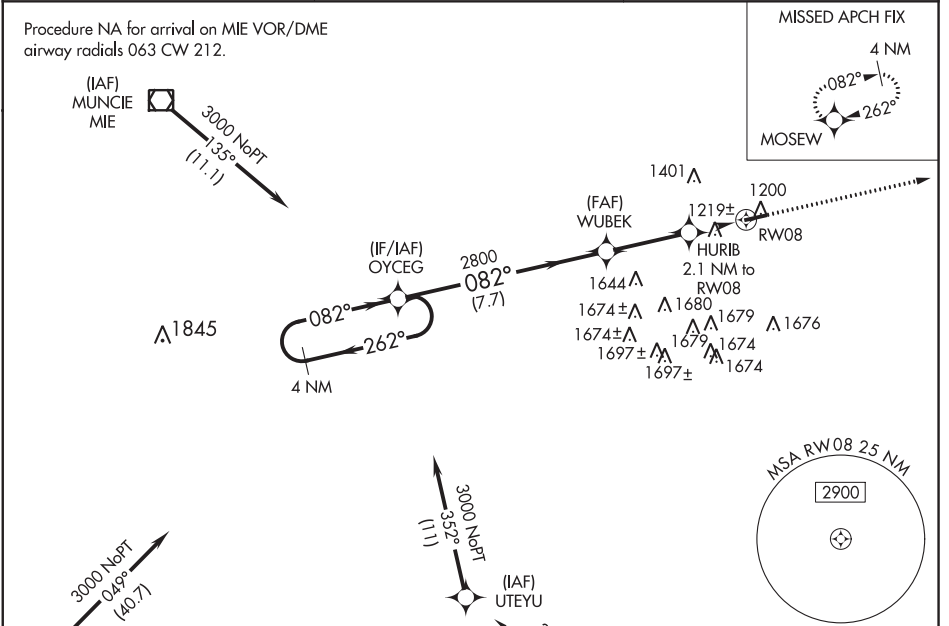
RANDOLPH COUNTY (I22)

**▼** Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Versailles altimeter setting, when not received, use Muncie altimeter setting and increase all DA/MDA 20 feet and increase LPV visibility all Cats and LNAV/VNAV all Cats 1/8 mile. Night landing: Cat C, Rwy 8 NA.

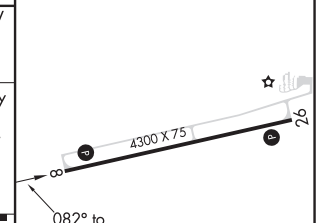
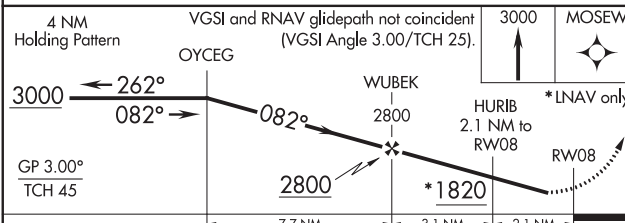
**▲** NA

MISSED APPROACH: Climb to 3000 direct MOSEW and hold.

VERSAILLES AWOS-3 <b>125.9</b>	COLUMBUS APP CON <b>118.425 352.05</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 1123	TDZE 1121
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CATEGORY	A	B	C	D
LPV DA	1430-1	309 (400-1)		NA
LNAV/VNAV DA	1430-1	309 (400-1)		NA
LNAV MDA	1560-1	439 (500-1)	1560-1¼ 439 (500-1¼)	NA
CIRCLING	1620-1	497 (500-1)	1820-2 697 (700-2)	NA

REIL Rwy 8 and 26 0

MRL Rwy 8-26 0

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>78120</b> <b>W26A</b>	APP CRS <b>262°</b>	Rwy Idg TDZE <b>1123</b> Apt Elev <b>1123</b>
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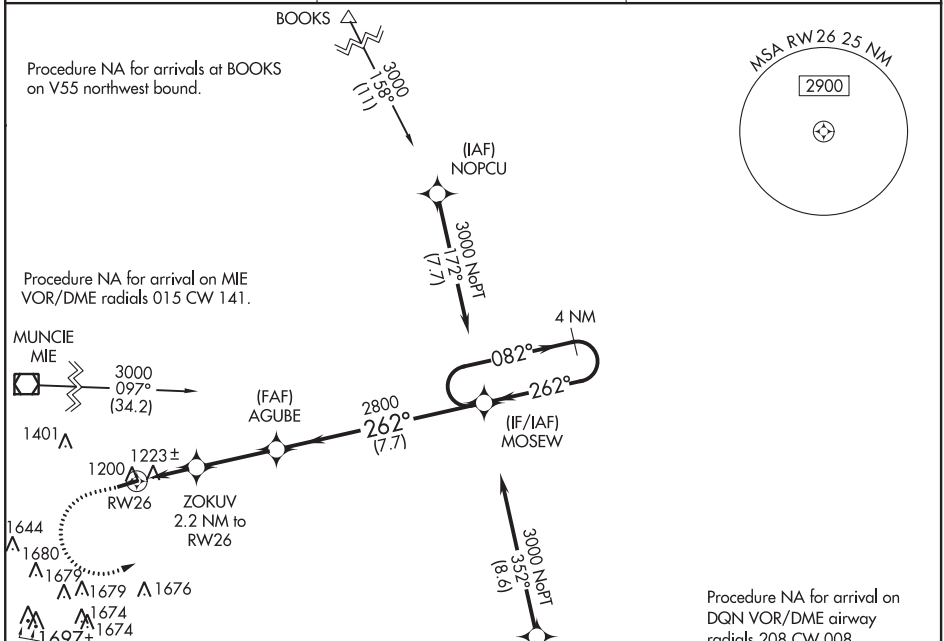
# RNAV (GPS) RWY 26

RANDOLPH COUNTY (I22)

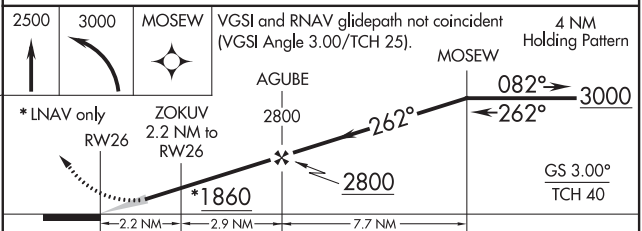
**NA** Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Versailles altimeter setting; when not received, use Muncie altimeter setting and increase all DA/MDA 20 feet and increase LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cat C visibility 1/8 mile.

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 3000 direct MOSEW and hold.

VERSAILLES AWOS-3 <b>125.9</b>	COLUMBUS APP CON <b>118.425 352.05</b>	UNICOM <b>123.0 (CTAF)</b>
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ELEV <b>1123</b>	TDZE <b>1123</b>
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CATEGORY	A	B	C	D
LPV DA	1495-1¼ 372 (400-1¼)			NA
LNAV/VNAV DA	1432-1 309 (400-1)			NA
LNAV MDA	1540-1 417 (500-1)	1540-1¼ 417 (500-1¼)		NA
<b>C</b> CIRCLING	1620-1 497 (500-1)	1820-2 697 (700-2)		NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME DGN <b>114.5</b> Chan <b>92</b>	APP CRS <b>291°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1123</b>
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# VOR-A

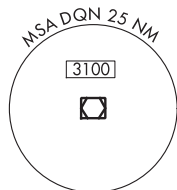
WINCHESTER/ RANDOLPH COUNTY (I22)

**▼** Use Versailles altimeter setting; when not received, use **MISSED APPROACH: Climbing right turn to 2700 via DGN VOR/DME R-291 to BICEN INT/21 DME and hold.**  
**▲ NA** Muncie altimeter setting and increase all MDA 20 feet.

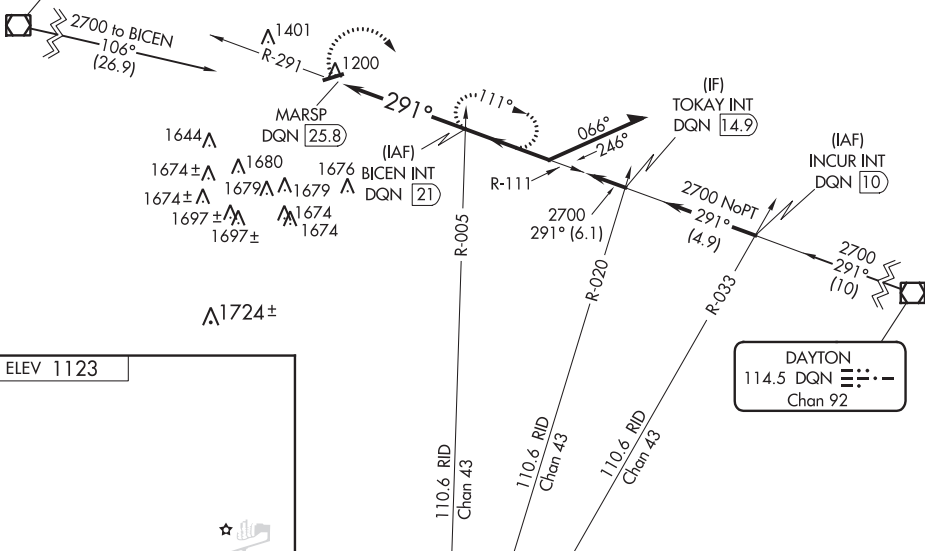
VERSAILLES AWOS-3  
**125.9**

COLUMBUS APP CON  
**118.425 352.05**

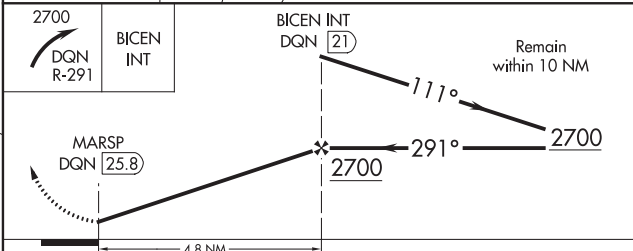
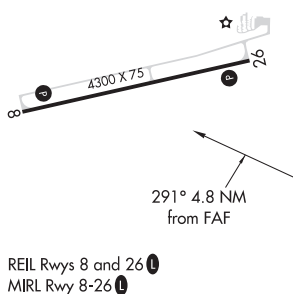
UNICOM  
**123.0** (CTAF) **①**



MUNCIE  
114.4 MIE **①**  
Chan 91



ELEV 1123



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1700-1 577 (600-1)	1700-1¼ 577 (600-1¼)	1700-1½ 577 (600-1½)	NA

# VOR-A

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>65833</b> <b>W25A</b>	APP CRS <b>254°</b>	Rwy Idg TDZE <b>1197</b> Apt Elev <b>1197</b>	<b>3805</b>
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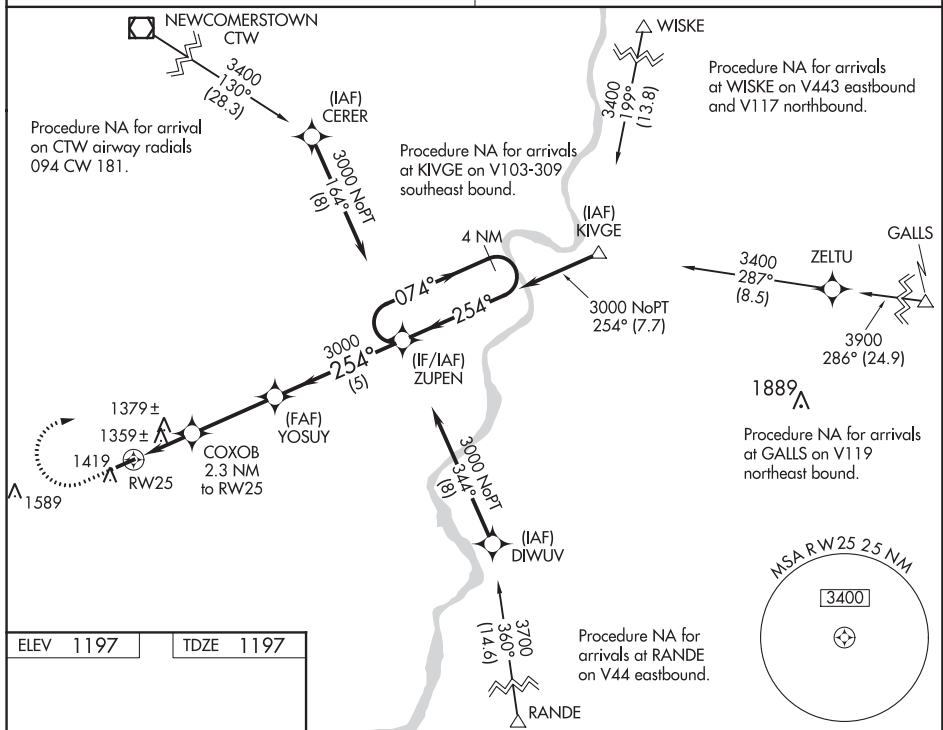
# RNAV (GPS) RWY 25

MONROE COUNTY (4G5)

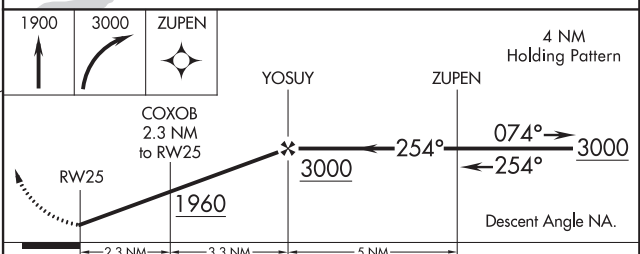
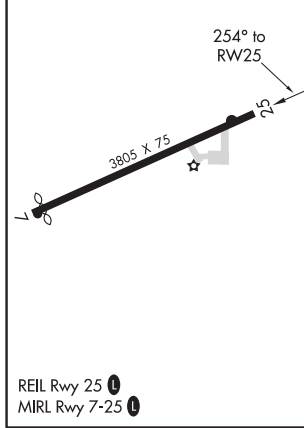
**NA** DME/DME RNP-0.3 NA. Use Wheeling Ohio Co, WV altimeter setting; when not received use Parkersburg, WV altimeter setting and increase all MDA 60 feet; increase LP Cat C, LNAV Cat C and Circling Cat C visibility 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 direct ZUPEN and hold.

CLEVELAND CENTER <b>126.95 239.3</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 1197	TDZE 1197
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CATEGORY	A	B	C	D
LP MDA	1700-1	503 (600-1)	1700-1 <sup>3</sup> / <sub>8</sub> 503 (600-1 <sup>3</sup> / <sub>8</sub> )	NA
LNAV MDA	1720-1	523 (600-1)	1720-1 <sup>1</sup> / <sub>2</sub> 523 (600-1 <sup>1</sup> / <sub>2</sub> )	NA
<b>C</b> CIRCLING	1860-1	663 (700-1)	1860-1 <sup>3</sup> / <sub>4</sub> 663 (700-1 <sup>3</sup> / <sub>4</sub> )	NA

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME AIR	APP CRS	Rwy Idg	<b>3805</b>
<b>117.1</b>	<b>229°</b>	TDZE	<b>1197</b>
Chan <b>118</b>		Apt Elev	<b>1197</b>

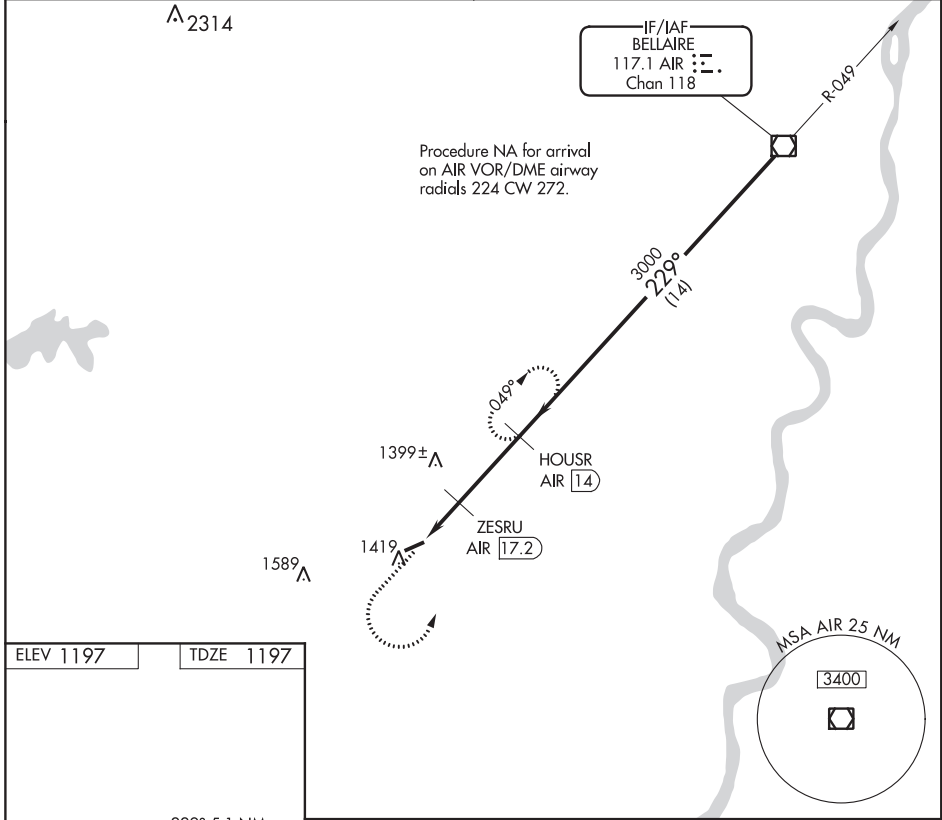
# VOR/DME RWY 25

MONROE COUNTY (4G5)

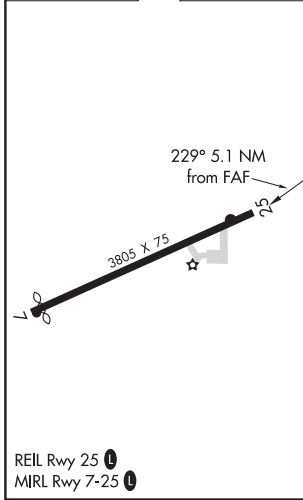
**⚠** Use Wheeling Ohio Co, WV alimeter setting; when not received use Parkersburg, WV alimeter setting and increase all MDA 60 feet; increase S-25 Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 3000 then left turn on AIR VOR/DME R-229 to HOUSR/AIR 14 DME and hold.

CLEVELAND CENTER <b>126.95 239.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1197	TDZE 1197
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3000	AIR R-229	HOUSR AIR 14	HOUSR AIR 14		AIR VOR/DME
			AIR 19.1		3000
ZESRU AIR 17.2		3000 ← 229°		3000	
3.35° TCH 40		1920			
1.9 NM		3.2 NM		14 NM	
CATEGORY	A	B	C	D	
S-25	1740-1	543 (600-1)	1740-1 5/8 543 (600-1 5/8)	NA	
<b>C</b> CIRCLING	1860-1	663 (700-1)	1860-1 1/4 663 (700-1 1/4)	NA	

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WOOSTER, OHIO

AL-5663 (FAA)

15176

APP CRS	Rwy Idg	<b>5189</b>
<b>097°</b>	TDZE	<b>1113</b>
	Apt Elev	<b>1136</b>

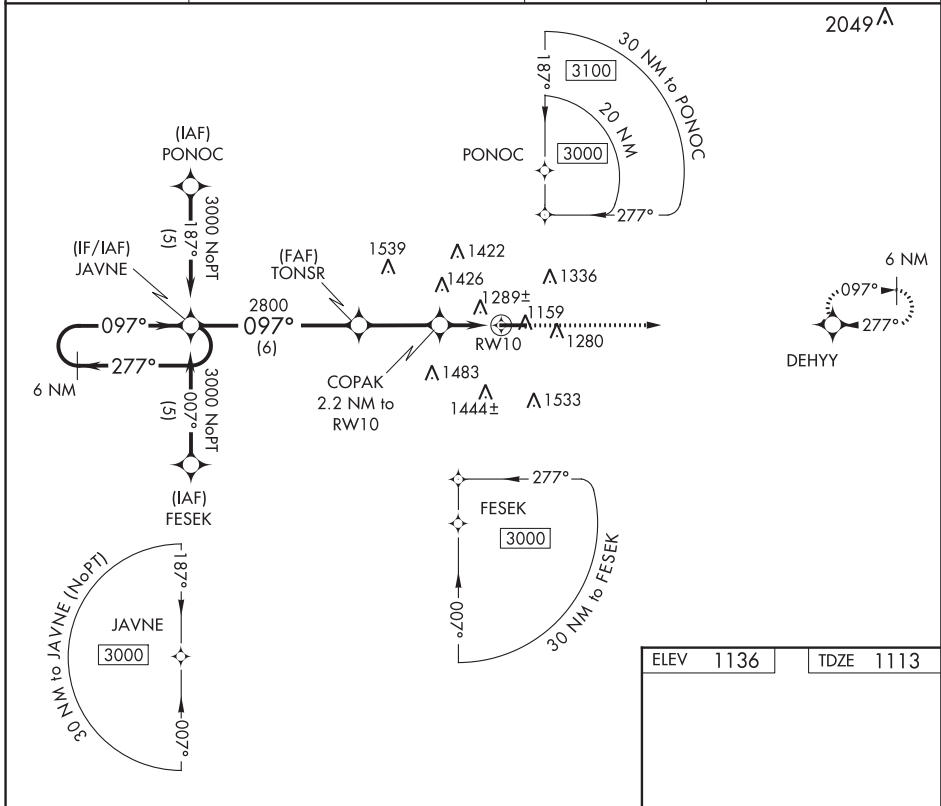
# RNAV (GPS) RWY 10

WAYNE COUNTY (BJJ)

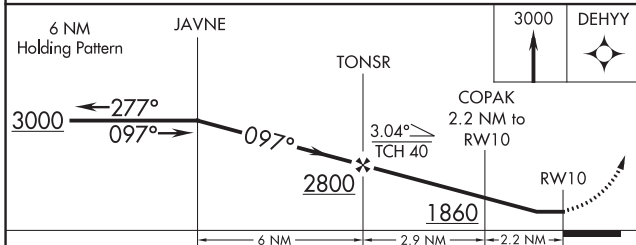
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**⚠** When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH:  
 Climb to 3000 direct DEHYH and hold.

ASOS <b>118.075</b>	AKRON-CANTON APP CON * <b>118.6 323.0</b>	CLNC DEL <b>121.75</b>	UNICOM <b>122.8 (CTAF)</b> <b>📻</b>
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ELEV	1136	TDZE	1113
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CATEGORY	A	B	C	D
RNAV MDA	1540-1	427 (500-1)	1540-1¼ 427 (500-1¼)	1540-1½ 427 (500-1½)
CIRCLING	1600-1	464 (500-1)	1600-1½ 464 (500-1½)	1700-2 564 (600-2)

REIL Rwy 10 and 28 **📻**

HIRL Rwy 10-28 **📻**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WOOSTER, OHIO  
 Orig 17DEC09

40°52'N-81°53'W

# WAYNE COUNTY (BJJ)

## RNAV (GPS) RWY 10

WAAS CH <b>82215</b> <b>W28A</b>	APP CRS <b>277°</b>	Rwy ldg <b>4971</b> TDZE <b>1134</b> Apt Elev <b>1136</b>
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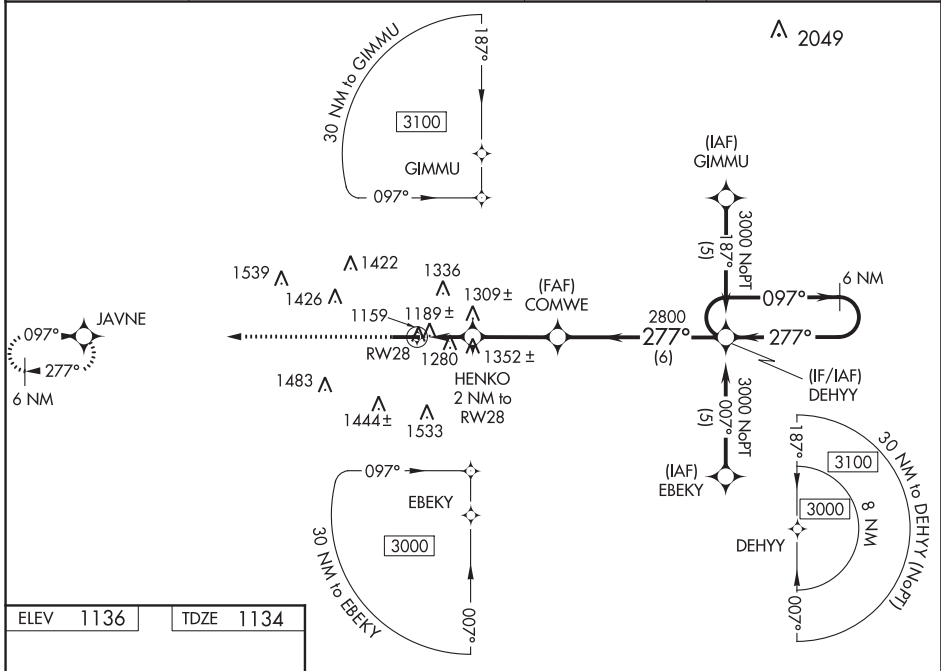
# RNAV (GPS) RWY 28

WAYNE COUNTY (BJJ)

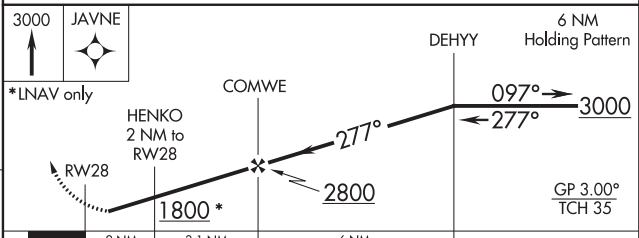
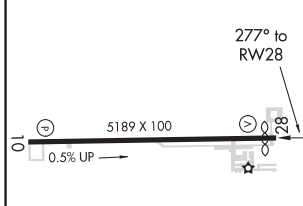
Baro-VNAV NA when using Akron-Canton Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all DA/MDA 60 feet; increase LPV all Cats visibility 1/4 mile. Increase LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility 1/8 mile.

**MISSED APPROACH:**  
Climb to 3000 direct JAVNE and hold.

ASOS <b>118.075</b>	AKRON-CANTON APP CON * <b>118.6 323.0</b>	CLNC DEL <b>121.75</b>	UNICOM <b>122.8 (CTAF)</b>
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ELEV 1136	TDZE 1134
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CATEGORY	A	B	C	D
LPV DA	1398-1 264 (300-1)			
LNAV/ VNAV DA	1589-1 1/8 455 (500-1 1/8)			
LNAV MDA	1560-1	426 (500-1)	1560-1 1/4	426 (500-1 1/4)
CIRCLING	1600-1	464 (500-1)	1600-1 1/2	1700-2 464 (500-1 1/2) 564 (600-2)

WOOSTER, OHIO  
Orig-B 21JUL16

40°52'N-81°53'W

WAYNE COUNTY (BJJ)  
**RNAV (GPS) RWY 28**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



WOOSTER, OHIO

AL-5663 (FAA)

16119

VOR/DME BSV <b>112.4</b> Chan <b>71</b>	APP CRS <b>115°</b>	Rwy Idg <b>5189</b> TDZE <b>1113</b> Apt Elev <b>1136</b>
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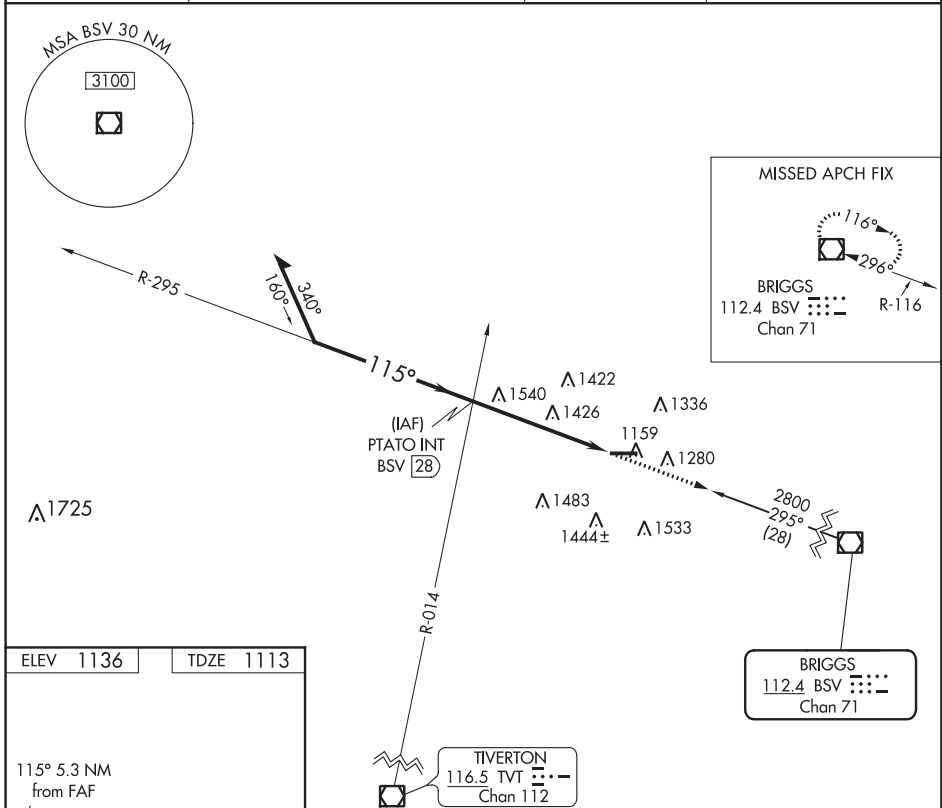
# VOR RWY 10

WAYNE COUNTY (BJJ)

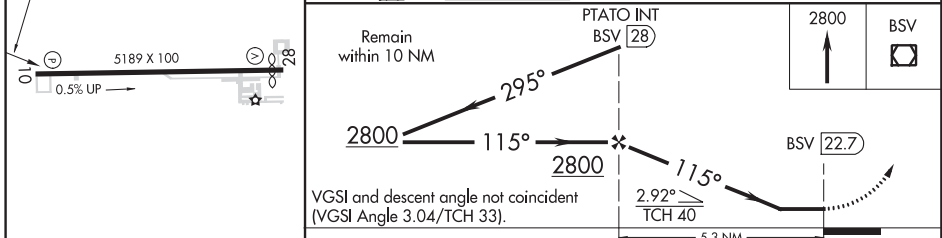
**⚠** Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet; increase S-10 Cat C/D and Circling Cat C/D visibilities  $\frac{1}{4}$  mile.

**⚠** MISSED APPROACH: Climb to 2800 direct BSV VOR/DME and hold.

ASOS <b>118.075</b>	AKRON-CANTON APP CON * <b>118.6 323.0</b>	CLNC DEL <b>121.75</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ELEV 1136	TDZE 1113
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CATEGORY	A	B	C	D
S-10	1840-1 727 (800-1)	1840-1 1/4 727 (800-1 1/4)	1840-2 727 (800-2)	1840-2 1/4 727 (800-2 1/4)
CIRCLING	1840-1 704 (800-1)	1840-1 1/4 704 (800-1 1/4)	1840-2 704 (800-2)	1840-2 1/4 704 (800-2 1/4)

WOOSTER, OHIO  
Amdt 1A 28APR16

40°52'N-81°53'W

WAYNE COUNTY (BJJ)  
**VOR RWY 10**

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME BSV <b>112.4</b> Chan <b>71</b>	APP CRS <b>296°</b>	Rwy Idg <b>4971</b> TDZE <b>1134</b> Apt Elev <b>1136</b>
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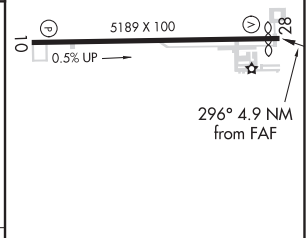
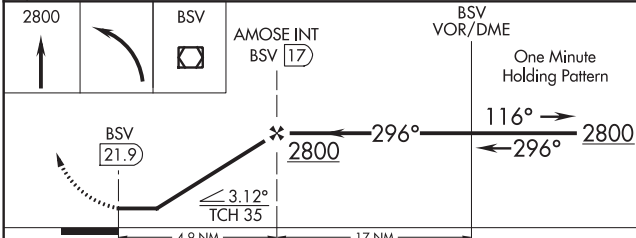
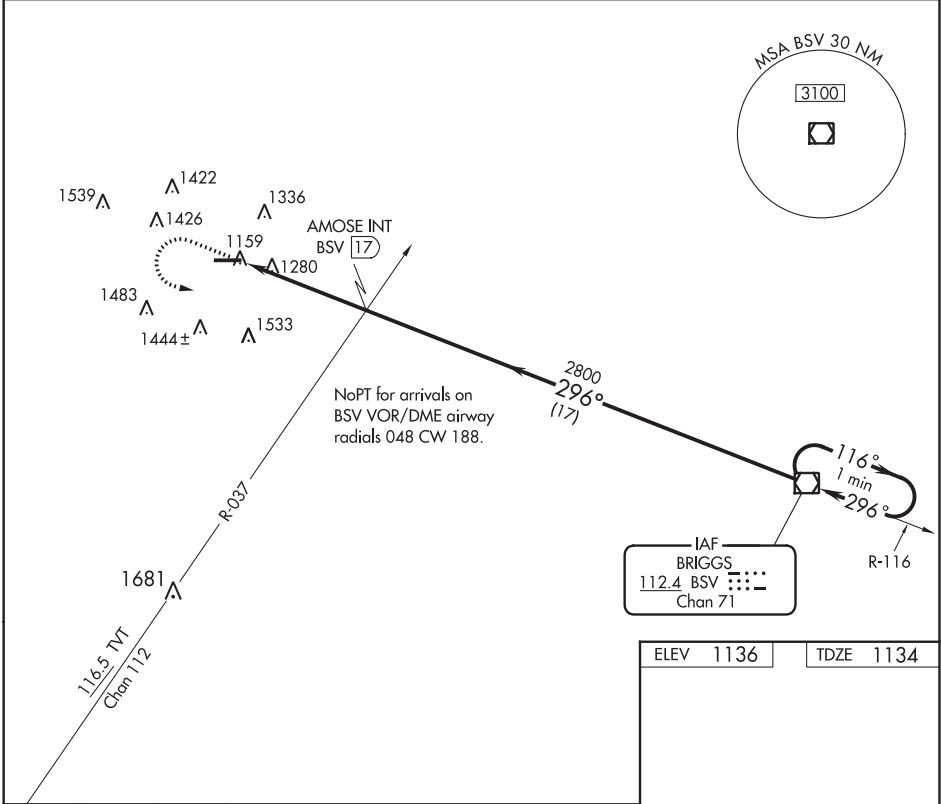
# VOR RWY 28

WAYNE COUNTY (BJJ)

**▼** Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2800, then left turn direct BSV VOR/DME and hold.

ASOS <b>118.075</b>	AKRON-CANTON APP CON * <b>118.6 323.0</b>	CLNC DEL <b>121.75</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-28	1660-1 526 (600-1)	1660-1¼ 526 (600-1¼)	1660-1½ 526 (600-1½)	1660-1¾ 526 (600-1¾)
CIRCLING	1660-1 524 (600-1)	1660-1¼ 524 (600-1¼)	1660-1½ 524 (600-1½)	1700-2 564 (600-2)

REIL Rwy 10 and 28 0  
HIRL Rwy 10-28 0

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

DAYTON, OHIO

# ILS or LOC RWY 5L

LOC I-FAE <b>109.7</b>	APCH CRS <b>053°</b>	Rwy Idg <b>12,600</b> TDZE <b>804</b> Arprt Elev <b>823</b>
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AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

▼ \* When ALS inop, increase RVR to 40 and vis to 3/8 mile.  
 \*\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/8 miles.

ALS-F1

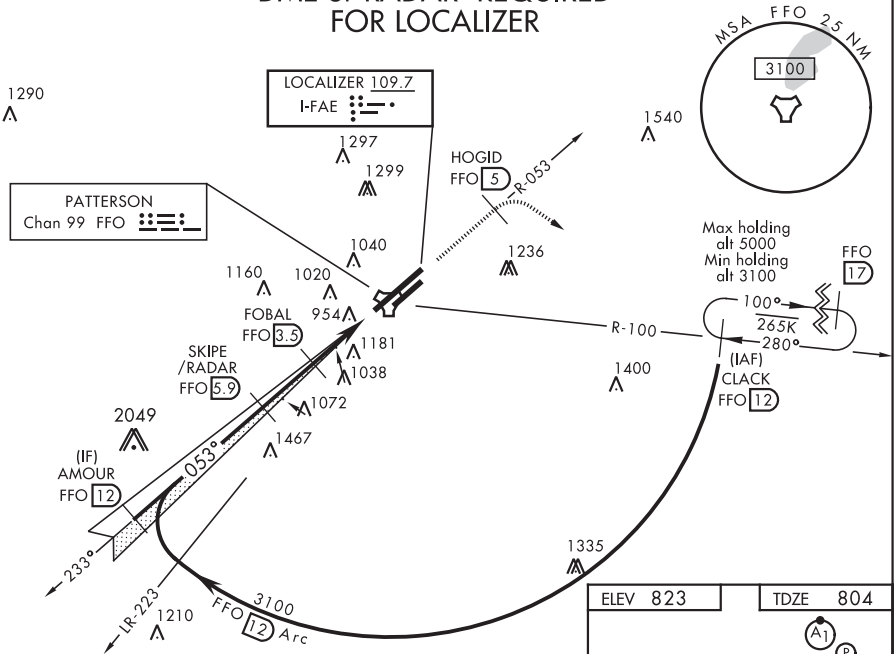
† MISSED APPROACH: Climb to 2000 via FFO R-053 at 5 DME, turn right direct CLACK climbing to 3100 and hold.

ATIS <b>124.475 269.9</b>	COLUMBUS APP CON <b>118.85 269.275</b>	PATTERSON TOWER <b>126.9 281.45</b>	GND CON <b>121.8 335.8</b>
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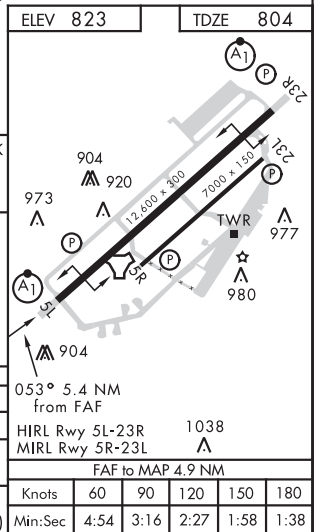
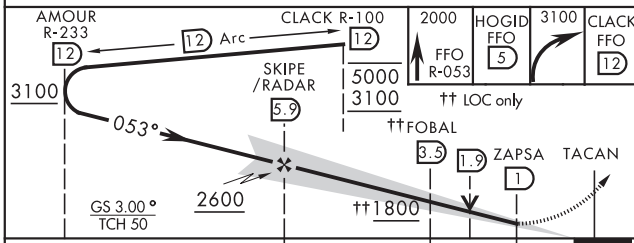
\*\*\* When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.

† Missed approach requires use of RNAV or ATC radar monitoring.

## DME or RADAR REQUIRED FOR LOCALIZER



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-ILS 5L *	1004/24		200	(200-1/2)	
S-LOC 5L **	1280/24	476 (500-1/2)	1280/50 476 (500-1)		
CIRCLING ***	1380-1 557 (600-1)	1440-1 617 (700-1)	1560-2 737 (800-2)	1620-2 1/2 797 (800-2 1/2)	1620-2 3/4 797 (800-2 3/4)

DAYTON, OHIO  
Amdt 3 30APR15

39° 50' N-84° 03' W

WRIGHT-PATTERSON AFB (KFFO)

# ILS or LOC RWY 5L

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



DAYTON, OHIO

# RNAV (GPS) RWY 5L

APCH CRS	Rwy Idg	12,600
053°	TDZE	803
	Arprt Elev	823

AL-108 [USAF]

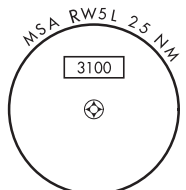
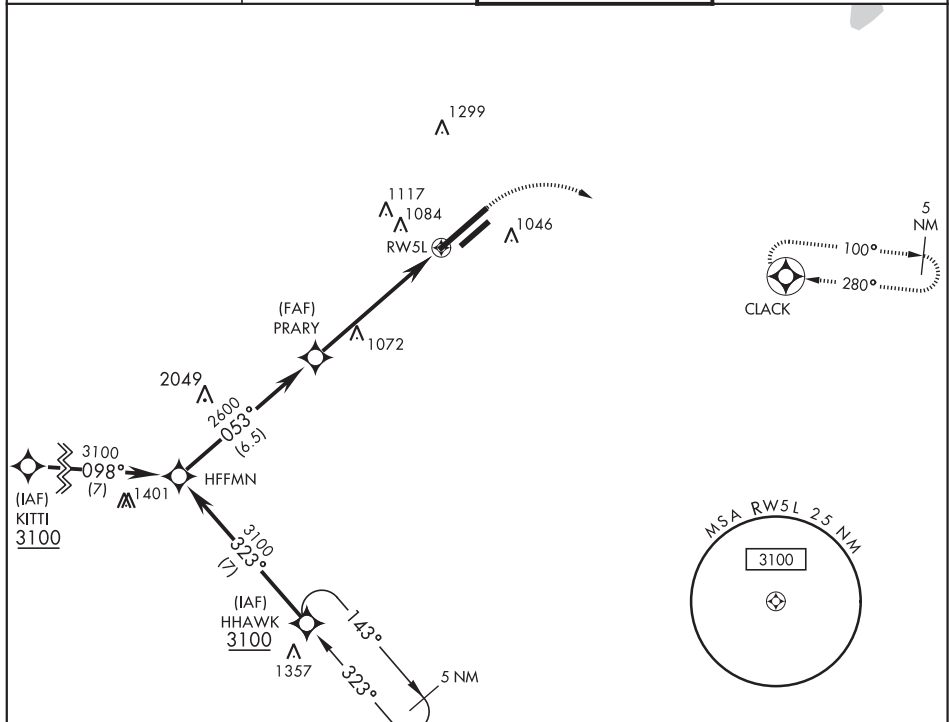
WRIGHT-PATTERSON AFB (KFFO)

▼ \* When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 1/2 miles. DME/DME RNP-0.3 NA  
 \*\* When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.



MISSED APPROACH: Turn right climb to 3100 direct CLACK and hold.

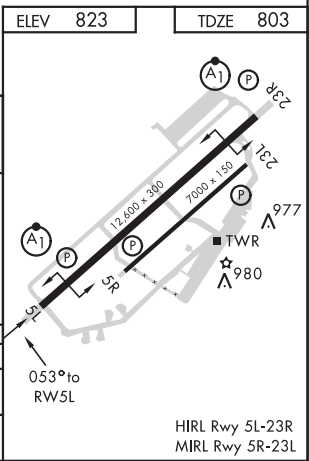
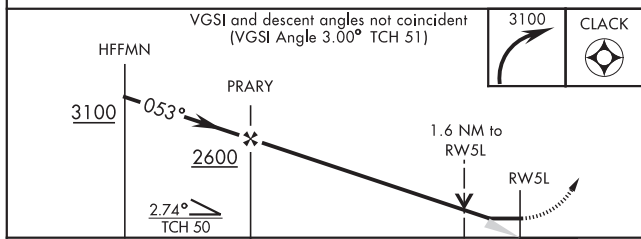
ATIS	COLUMBUS APP CON	PATTERSON TOWER	GND CON
124.475 269.9	118.85 269.275	126.9 281.45	121.8 335.8



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D
LNVA MDA*	1380/24 577 (600-1/2)	1380-1 1/4 577 (600-1 1/4)		
CIRCLING**	1380-1 557 (600-1)	1440-1 617 (700-1)	1560-2 737 (800-2)	1620-2 1/2 797 (800-2 1/2)

DAYTON, OHIO  
Amdt 3 13OCT16

39°50'N-84°03'W

WRIGHT-PATTERSON AFB (KFFO)

# RNAV (GPS) RWY 5L



DAYTON, OHIO

# RNAV (GPS) RWY 23L

APCH CRS <b>233°</b>	Rwy Idg <b>7000</b>
	TDZE <b>818</b>
	Arprt Elev <b>823</b>

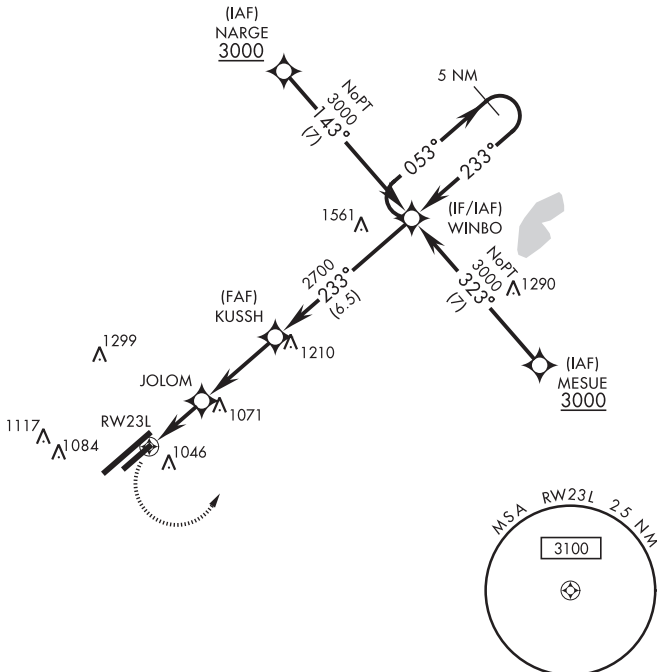
AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

▼ \*When Rwy 23R VGSi inop, circling to Rwy 23R NA at night.  
 LNAV Visibility Reduction by Helicopters NA.  
 MISSED APPROACH: Turn left climb to 3000 direct WINBO WPT and hold.

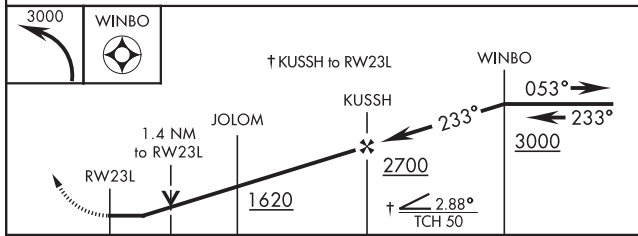
ATIS <b>124.475 269.9</b>	COLUMBUS APP CON <b>118.85 269.275</b>	PATTERSON TOWER <b>126.9 281.45</b>	GND CON <b>121.8 335.8</b>
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DME/DME RNP-0.3 NA

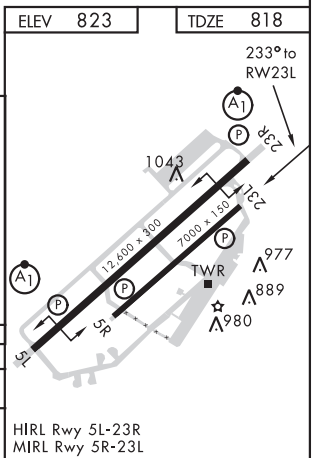


2049  
▲

EMERG SAFE ALT 100 NM 3300



CATEGORY	A	B	C	D
LNAV MDA	1320-1	502 (500-1)	1320-1 3/8	502 (500-1 1/8)
CIRCLING*	1380-1 557 (600-1)	1440-1 617 (700-1)	1560-2 737 (800-2)	1620-2 1/2 797 (800-2 1/2)



DAYTON, OHIO

39°50'N-84°03'W

WRIGHT-PATTERSON AFB (KFFO)

Amdt 5 13OCT16

# RNAV (GPS) RWY 23L

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

DAYTON, OHIO

# RNAV (GPS) RWY 23R

APCH CRS <b>233°</b>	Rwy Idg <b>12,600</b> TDZE <b>823</b> Arpt Elev <b>823</b>
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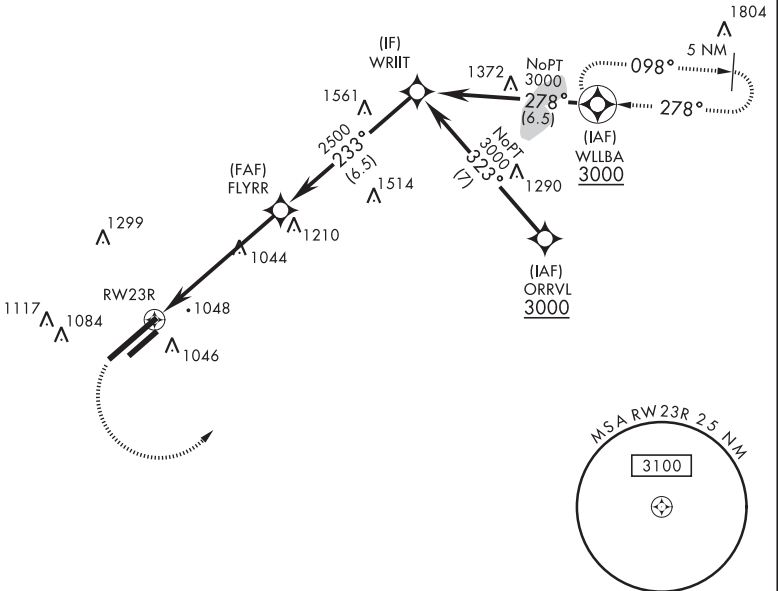
AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

<p>▼ * When ALS inop, increase CAT AB RVR to 55 vis to 1 mile, CAT CD vis to 1 3/8 miles. ** When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.</p>	<p>ALSF-1</p>	<p>MISSED APPROACH: Turn left climb to 3000 direct WLLBA WPT and hold.</p>
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<p>ATIS <b>124.475 269.9</b></p>	<p>COLUMBUS APP CON <b>118.85 269.275</b></p>	<p>PATTERSON TOWER <b>126.9 281.45</b></p>	<p>GND CON <b>121.8 335.8</b></p>
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DME/DME RNP-0.3 NA

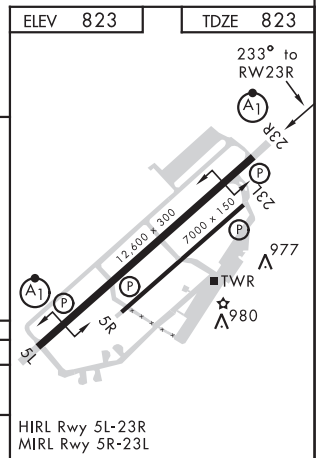
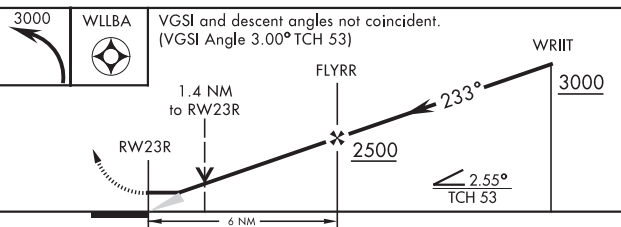


EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

2049

EMERG SAFE ALT 100 NM 3300 FROM RWY23R



CATEGORY	A	B	C	D
LNVA MDA *	1320/24 497 (500-1/2)		1320/50 497 (500-1)	
CIRCLING **	1380-1 557 (600-1)	1440-1 617 (700-1)	1560-2 737 (800-2)	1620-2 1/2 797 (800-2 1/2)

HIRL Rwy 5L-23R  
MRL Rwy 5R-23L

DAYTON, OHIO

39°50'N-84°03'W

WRIGHT-PATTERSON AFB (KFFO)

Amdt 5 13OCT16

# RNAV (GPS) RWY 23R



DAYTON, OHIO

# TACAN RWY 5L

TACAN FFO Chan <b>99</b>	APCH CRS <b>059°</b>	Rwy Idg TDZE Arpt Elev <b>12,600</b> <b>804</b> <b>823</b>
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AL-108 [USAF]

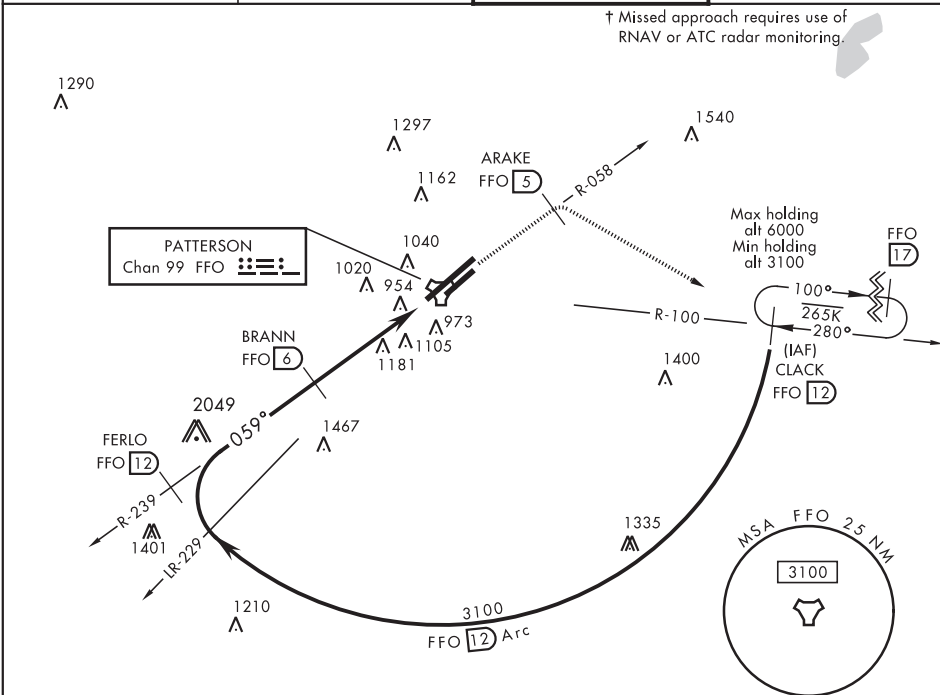
WRIGHT-PATTERSON AFB (KFFO)

▼ \* When ALS inop, increase RVR CAT AB to 55 and vis to 1 mile, CAT CDE vis to 1 3/4 miles.  
 \*\* When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.
 

 † MISSED APPROACH: Climb to 2000 via FFO R-058 to 5 DME, turn right direct CLACK climbing to 3100 and hold.

ATIS <b>124.475 269.9</b>	COLUMBUS APP CON <b>118.85 269.275</b>	PATTERSON TOWER <b>126.9 281.45</b>	GND CON <b>121.8 335.8</b>
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† Missed approach requires use of RNAV or ATC radar monitoring.



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3700

	2000 ↑ FFO R-058	ARAKE FFO 5	3100 ↶ CLACK FFO 12	ELEV 823	TDZE 804
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Diagram details:
 

- FERLO R-239
- 3100
- 059°
- 2600
- BRANN
- 2.2
- BOXEY
- TACAN
- 5 NM
- CLACK R-100
- 6000
- 3100
- BRANN to RW5L 3.00° TCH 51

Diagram details:
 

- 23R
- 23L
- 12,600 x 800
- 7000 x 150
- 977 A
- TWR
- 980
- 059° to TACAN

CATEGORY	A	B	C	D	E
S-5L *	1400/24	596 (600-1/2)	1400-1 1/4	596 (600-1 1/4)	
CIRCLING **	1400-1 577 (600-1)	1440-1 617 (700-1)	1560-2 737 (800-2)	1620-2 1/2 797 (800-2 1/2)	1620-2 3/4 797 (800-2 3/4)

DAYTON, OHIO  
Amdt 6 30APR15

 39° 50' N-84° 03' W  
 WRIGHT-PATTERSON AFB (KFFO)

# TACAN RWY 5L

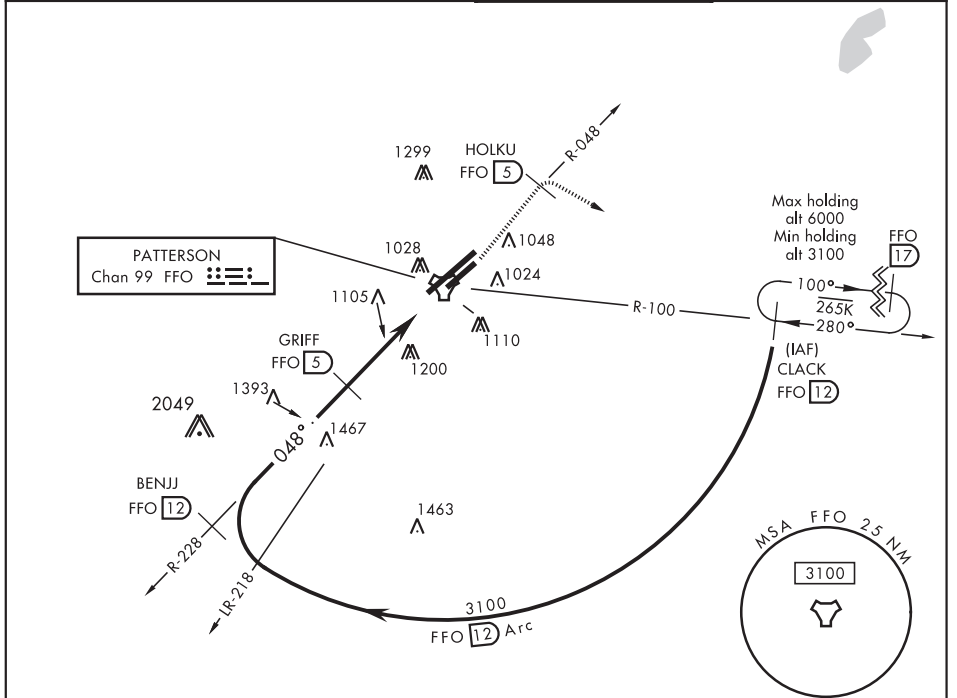
# TACAN RWY 5R

TACAN FFO Chan <b>99</b>	APCH CRS <b>048°</b>	Rwy ldg THRE Arpt Elev <b>7000</b> <b>808</b> <b>823</b>	AL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)
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▼ \* When Rwy 23R VGSi inop, circling to Rwy 23R NA at night.

MISSED APPROACH: Climb to 2000 via FFO R-048 to HOLKU, turn right direct CLACK climbing to 3100 and hold.

ATIS <b>124.475 269.9</b>	COLUMBUS APP CON <b>118.85 269.275</b>	PATTERSON TOWER <b>126.9 281.45</b>	GND CON <b>121.8 335.8</b>
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EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3700

	2000 FFO R-048	HOLKU FFO 5	3100 CLACK FFO 12	ELEV 823	THRE 808
CATEGORY	A	B	C	D	E
S-5R	1440-1	632 (700-1)	1440-1¾	632	(700-1¾)
CIRCLING*	1440-1	617 (700-1)	1560-2 737 (800-2)	1620-2½ 797 (800-2½)	1620-2¾ 797 (800-2¾)

# TACAN RWY 5R

DAYTON, OHIO

# TACAN RWY 23L

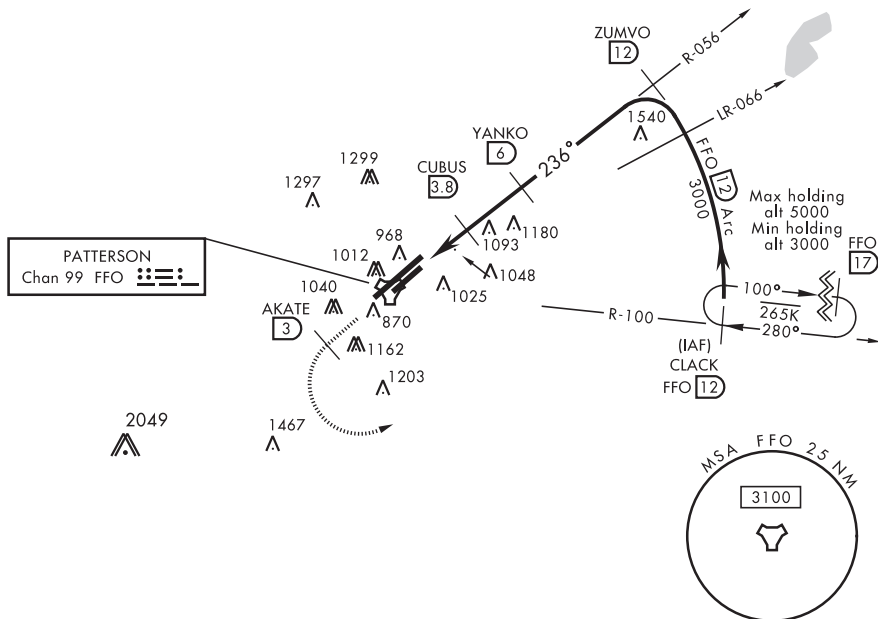
TACAN FFO Chan <b>99</b>	APCH CRS <b>236°</b>	Rwy ldg TDZE 818 Arprt Elev 823
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AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

▼ \* When Rwy 23R VGSI inop, circling to Rwy 23R NA at night. MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.

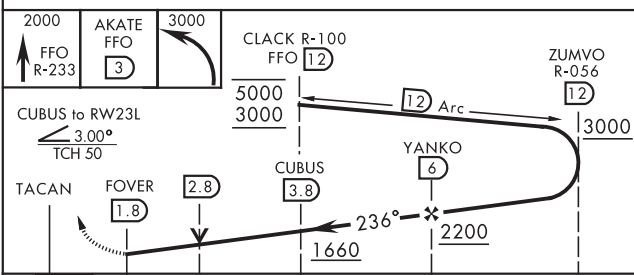
ATIS <b>124.475 269.9</b>	COLUMBUS APP CON <b>118.85 269.275</b>	PATTERSON TOWER <b>126.9 281.45</b>	GND CON <b>121.8 335.8</b>
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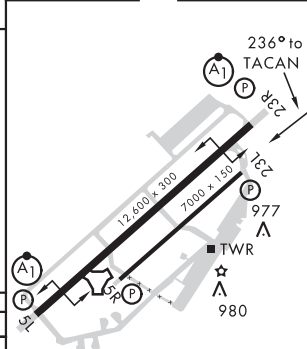
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 3700



ELEV 823	TDZE 818
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CATEGORY	A	B	C	D	E
S-23L	1340-1 522 (600-1)	1340-1½ 522 (600-1½)	1340-1¾ 522 (600-1¾)	1340-1¾ 522 (600-1¾)	1340-1¾ 522 (600-1¾)
CIRCLING*	1380-1 557 (600-1)	1400-1 577 (600-1)	1420-1½ 597 (600-1½)	1460-2 637 (700-2)	1620-2¾ 797 (800-2¾)

HIRL Rwy 5L-23R  
MIRL Rwy 5R-23L

DAYTON, OHIO

39° 50' N-84° 03' W

WRIGHT-PATTERSON AFB (KFFO)

Amdt 3 30APR15

# TACAN RWY 23L

DAYTON, OHIO

# TACAN RWY 23R

TACAN FFO Chan <b>99</b>	APCH CRS <b>230°</b>	Rwy Ldg THRE <b>823</b> Arpt Elev <b>823</b>	AL-108 [USAF]	WRIGHT-PATTERSON AFB (KFFO)
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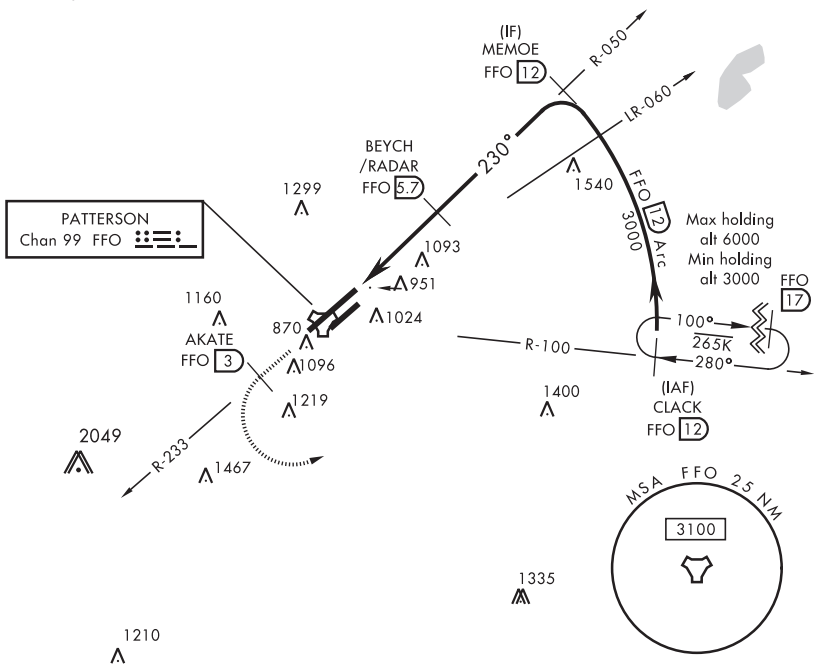
ALSF-1
 

 † MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.

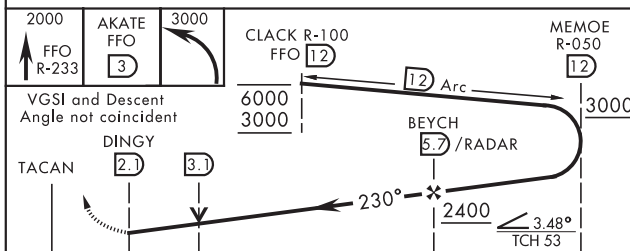
ATIS <b>124.475 269.9</b>	COLUMBUS APP CON <b>118.85 269.275</b>	PATTERSON TOWER <b>126.9 281.45</b>	GND CON <b>121.8 335.8</b>
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\*\* When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.

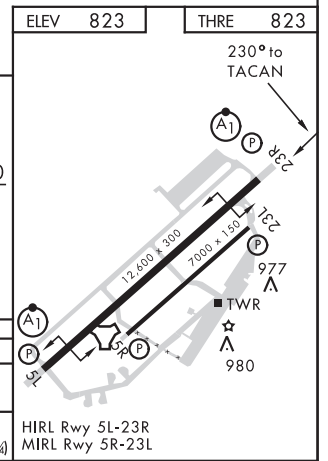
 † Missed approach requires use of RNAV or ATC radar monitoring.



**EMERG SAFE ALT 100 NM 3700**



CATEGORY	A	B	C	D	E
S-23R*	1360/24 537 (600-½)		1360/55	537 (600-1)	
CIRCLING**	1380-1 557 (600-1)	1440-1 617 (700-1)	1560-2 737 (800-2)	1620-2½ 797 (800-2½)	1620-2¾ 797 (800-2¾)



DAYTON, OHIO 39° 50' N-84° 03' W WRIGHT-PATTERSON AFB (KFFO)  
 Amdt 6 30APR15

# TACAN RWY 23R

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



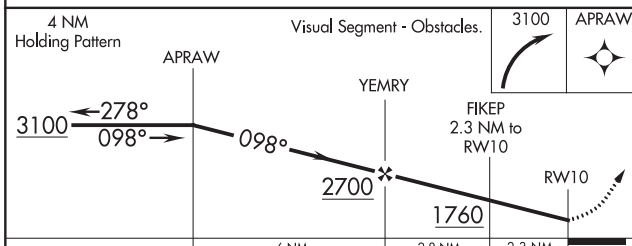
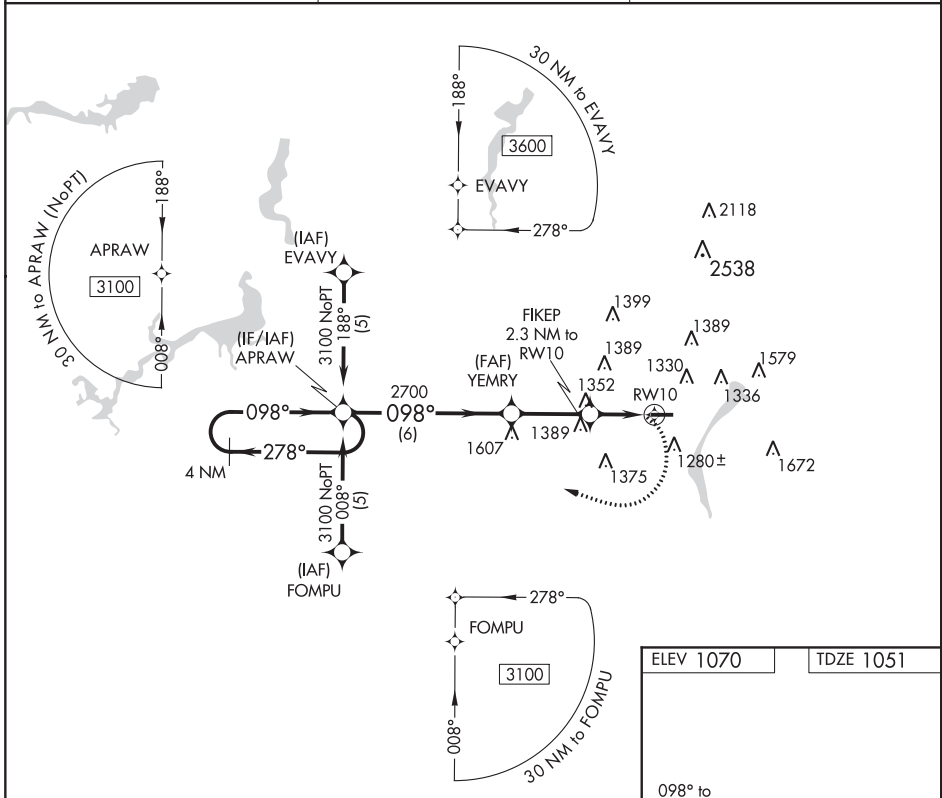
APP CRS <b>098°</b>	Rwy Idg <b>3664</b> TDZE <b>1051</b> Apt Elev <b>1070</b>
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# RNAV (GPS) RWY 10

YOUNGSTOWN ELSER METRO (4G4)

<p><b>NA</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 3100 direct APRAW and hold.</p>
--	--

<p>AKRON-CANTON APP CON * <b>125.5 371.875</b></p>	<p>CLNC DEL <b>119.25</b></p>	<p>UNICOM <b>123.05</b> (CTAF)</p>
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CATEGORY	A	B	C	D
INAV MDA	1660-1	609 (600-1)	NA	
CIRCLING	1660-1	590 (600-1)	NA	

MRL Rwy 10-28  
REL Rwy 10 and 28

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

APP CRS <b>279°</b>	Rwy Idg <b>3753</b>
	TDZE <b>1063</b>
	Apt Elev <b>1070</b>

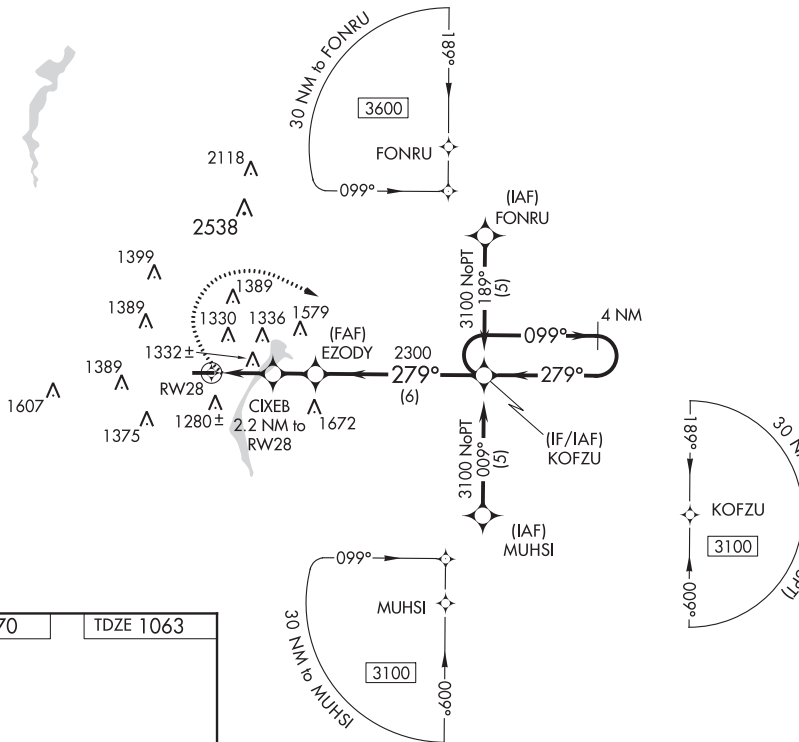
# RNAV (GPS) RWY 28

YOUNGSTOWN ELSER METRO (4G4)

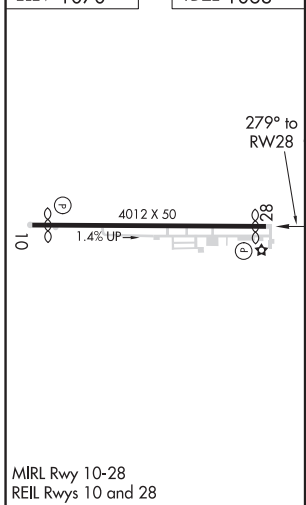
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTA; when not received, use New Castle altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3100 direct KOFZU and hold.

AKRON-CANTON APP CON * <b>125.5 371.875</b>	CLNC DEL <b>119.25</b>	UNICOM <b>123.05</b> (CTAF)
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ELEV 1070	TDZE 1063
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3100	KOFZU	Visual Segment - Obstacles.	4 NM Holding Pattern	
		EZODY	KOFZU	
	CIXEB 2.2 NM to RWY 28	2300	3100	
	RWY 28	1800		
	2.2 NM	1.5 NM	6 NM	
CATEGORY	A	B	C	D
LNAV MDA	1600-1	537 (600-1)	NA	
CIRCLING	1660-1	590 (600-1)	NA	

EC-2, 10 NOV 2016 to 05 JAN 2017

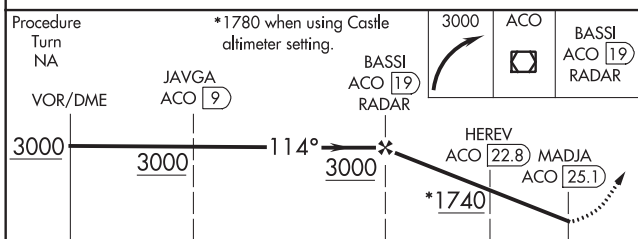
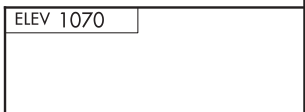
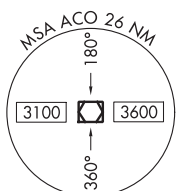
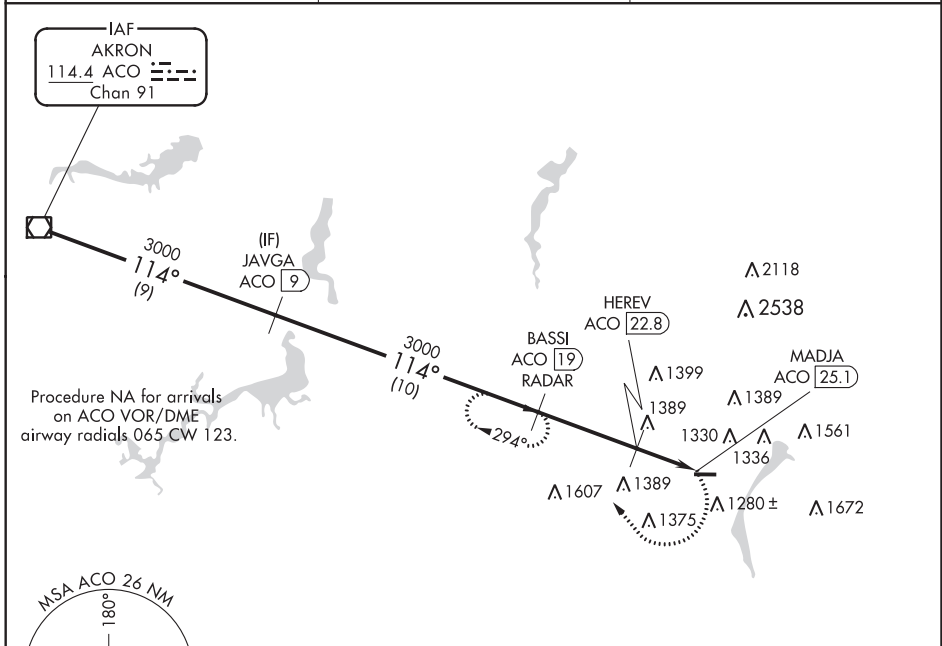
EC-2, 10 NOV 2016 to 05 JAN 2017

VOR/DME ACO <b>114.4</b> Chan <b>91</b>	APP CRS <b>114°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1070</b>
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**VOR-C**  
YOUNGSTOWN ELSER METRO (4G4)

<b>NA</b>	DME or RADAR Required. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climbing right turn to 3000 via ACO VOR/DME R-114 to BASSI/ACO 19 DME/RADAR and hold.
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AKRON-CANTON APP CON ★ <b>125.5 371.875</b>	CLNC DEL <b>119.25</b>	UNICOM <b>123.05</b> (CTAF)
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CATEGORY	A	B	C	D	
CIRCLING	1740-1 670 (700-1)	1740-1¼ 670 (700-1¼)	NA		MIRL Rwy 10-28 REIL Rwy 10 and 28
HEREV FIX MINIMUMS					FAF to MAP 6.1 NM
CIRCLING	1660-1	590 (600-1)	NA		Knots: 60 90 120 150 180 Min:Sec: 6:06 4:04 3:03 2:26 2:02

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017





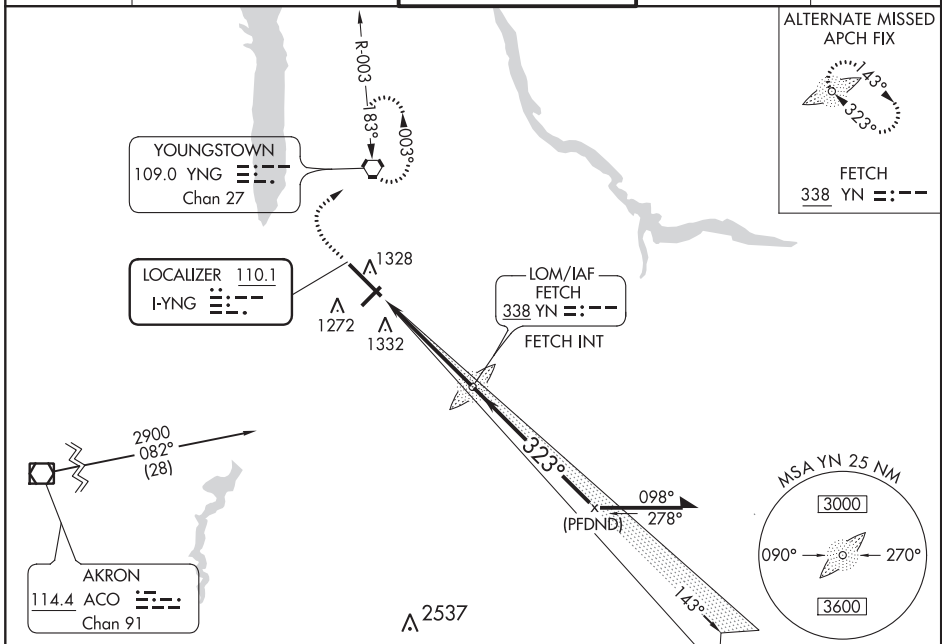
LOC I-YNG <b>110.1</b>	APP CRS <b>323°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>1186</b> <b>1192</b>
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# ILS or LOC RWY 32

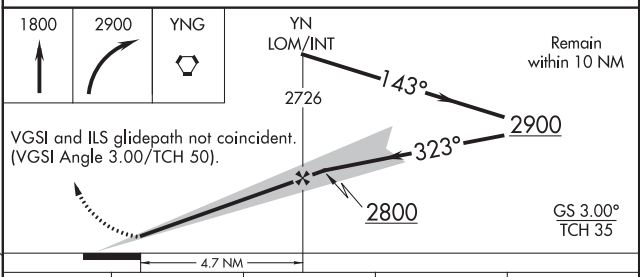
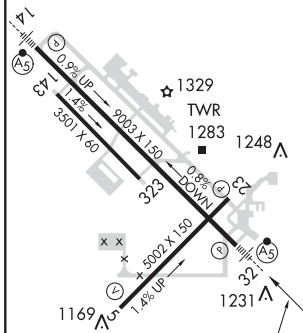
YOUNGSTOWN-WARREN RGNL (YNG)

<p><b>ASR</b></p> <p>Night landing: Rwy 5 NA. *RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>	<p><b>MALSR</b></p>	<p><b>MISSED APPROACH:</b> Climb to 1800 then climbing right turn to 2900 direct YNG VORTAC and hold, continue climb-in-hold to 2900.</p>
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<p><b>ATIS</b></p> <p><b>123.75</b></p>	<p><b>YOUNGSTOWN APP CON *</b></p> <p><b>133.95 322.3</b></p>	<p><b>YOUNGSTOWN TOWER</b></p> <p><b>119.5 263.0</b></p>	<p><b>GND CON</b></p> <p><b>121.9 275.8</b></p>	<p><b>CLNC DEL</b></p> <p><b>118.25</b></p>
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ELEV 1192	<b>D</b>	TDZE 1186
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CATEGORY	A	B	C	D
S-ILS 32*	1386/24		200 (200-½)	
S-LOC 32	1640/24	454 (500-½)	1640/45	454 (500-¾)
CIRCLING	1640-1 448 (500-1)	1660-1 468 (500-1)	1660-1½ 468 (500-1½)	1760-2 568 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

WAAS CH <b>49205</b> <b>W14A</b>	APP CRS <b>143°</b>	Rwy Idg <b>9003</b> TDZE <b>1134</b> Apt Elev <b>1196</b>
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# RNAV (GPS) RWY 14

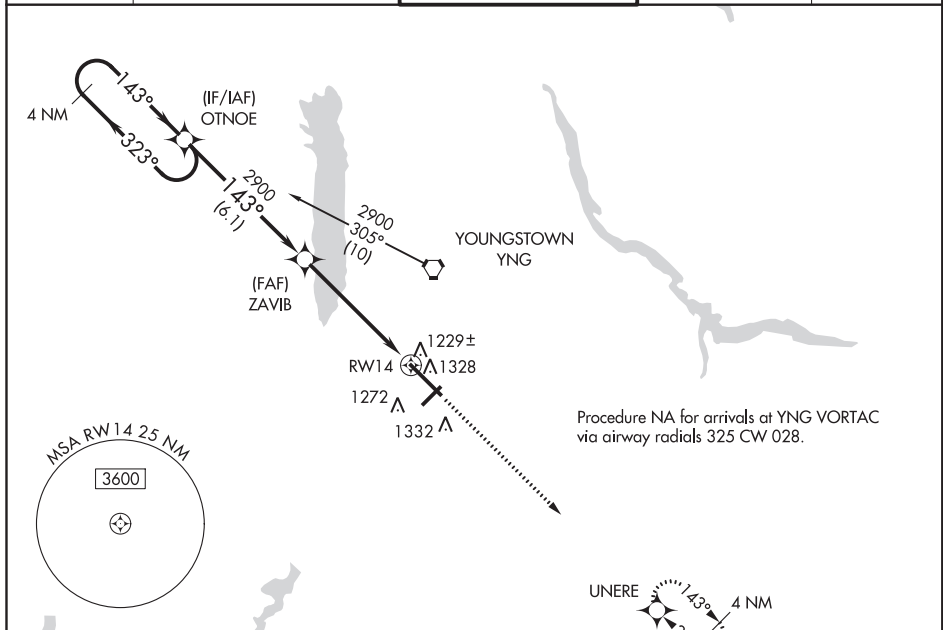
YOUNGSTOWN-WARREN RGNL (YNG)

▼ For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Night landing: Rwy 5 NA.



MISSED APPROACH: Climb to 2900 direct UNERE and hold.

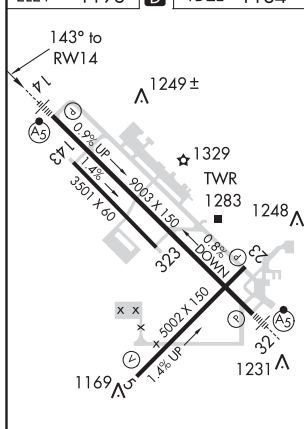
ATIS <b>123.75</b>	YOUNGSTOWN APP CON * <b>133.95 322.3</b>	YOUNGSTOWN TOWER <b>119.5 263.0</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>118.25</b>
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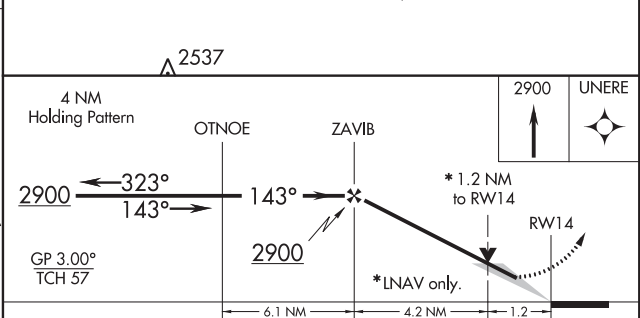
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

ELEV 1196	<b>D</b>	TDZE 1134
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HIRL Rwy 14-32  
MIRL Rwy 5-23  
REIL Rws 5 and 23



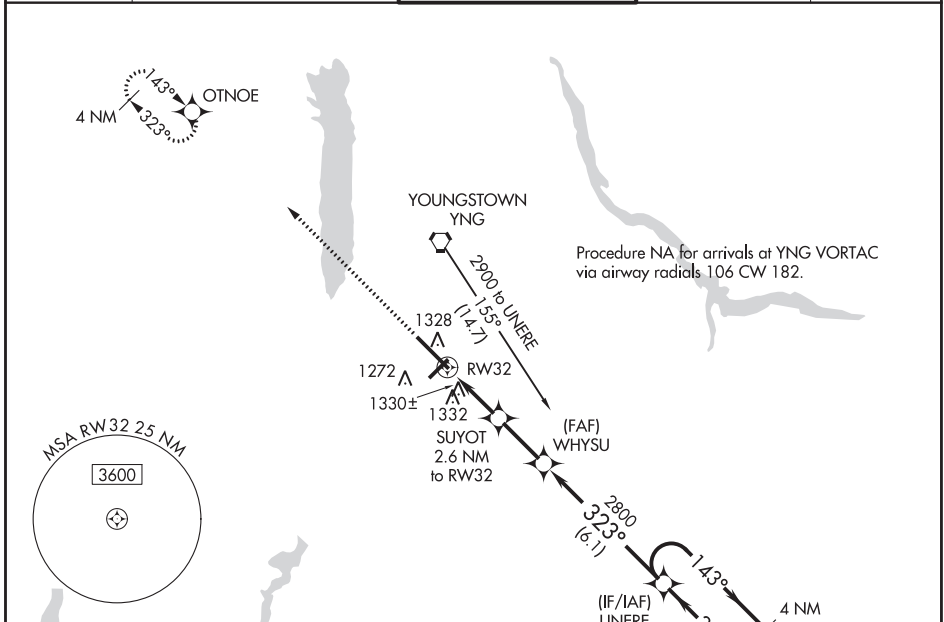
CATEGORY	A	B	C	D
LPV DA		1384/24	250 (200-1/2)	
LNAV/ VNAV DA		1499/40	365 (400-3/4)	
LNAV MDA	1540/24	406 (400-1/2)	1540/40 406 (400-3/4)	1540/50 406 (400-1)
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1 1/2 464 (500-1 1/2)	1760-2 564 (600-2)

WAAS CH <b>97406</b> <b>W32A</b>	APP CRS <b>323°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>1186</b> <b>1192</b>
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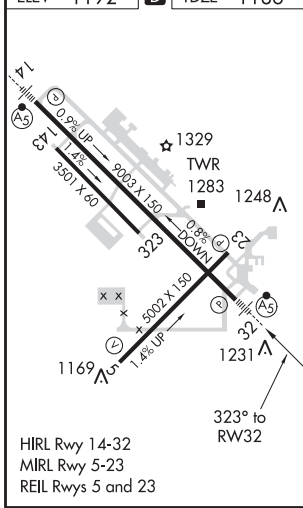
# RNAV (GPS) RWY 32

YOUNGSTOWN-WARREN RGNL (YNG)

	Night landing: Rwy 5 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.			MISSED APPROACH: Climb to 2900 direct OTNOE and hold.
	ATIS <b>123.75</b>	YOUNGSTOWN APP CON * <b>133.95 322.3</b>	YOUNGSTOWN TOWER <b>119.5 263.0</b>	GND CON <b>121.9 275.8</b>



ELEV 1192	<b>D</b>	TDZE 1186
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YOUNGSTOWN-WARREN, OHIO  
Orig-C 12NOV15

CATEGORY LPV DA LNAV/VNAV DA LNAV MDA CIRCLING	A 2900 *LNAV only RW32 1.1 1.5 2.3 NM 1640-1 448 (500-1)	B SUYOT 2.6 NM to RW32 WHYSU 2800 *2040 1660-1 468 (500-1)	C UNERE 2800 323° 2800 1660-1½ 468 (500-1½)	D 4 NM Holding Pattern UNERE 2900 143° 323° 2900 GP 3.00° TCH 35 1580/50 394 (400-1) 1760-2 568 (600-2)

41°16'N-80°41'W  
755

# YOUNGSTOWN-WARREN RGNL (YNG)

## RNAV (GPS) RWY 32

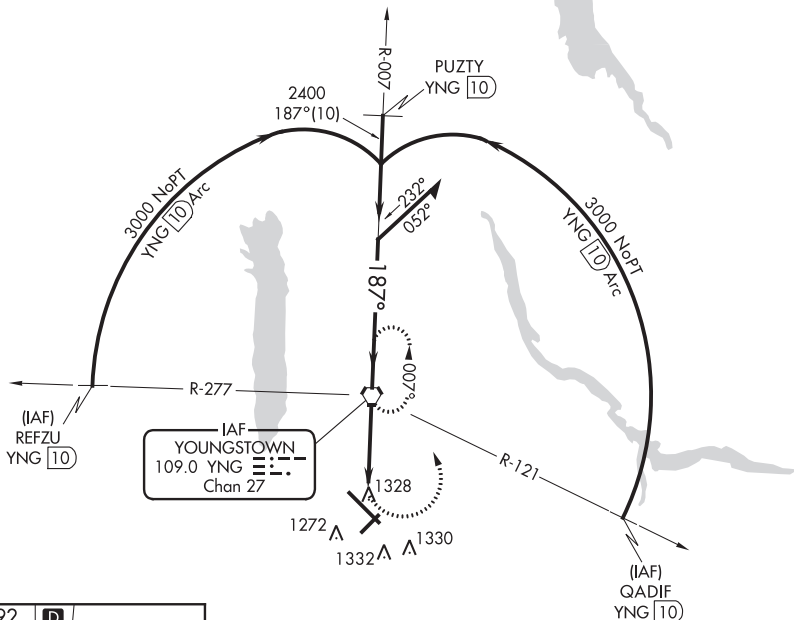
EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

VORTAC YNG <b>109.0</b> Chan <b>27</b>	APP CRS <b>187°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1192</b>
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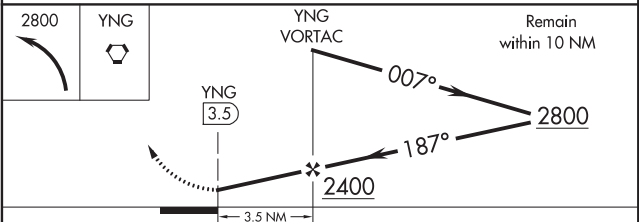
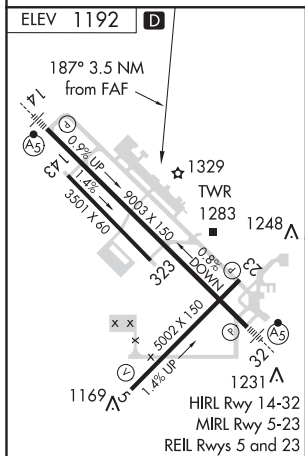
**VOR-A**  
YOUNGSTOWN-WARREN RGNL (YNG)

<b>ASR</b>	Night landing: Rwy 5 NA. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing left turn to 2800 direct YNG VORTAC and hold.		
ATIS <b>123.75</b>	YOUNGSTOWN APP CON * <b>133.95 322.3</b>	YOUNGSTOWN TOWER <b>119.5 263.0</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>118.25</b>



EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017



FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
CIRCLING	1640-1 444 (500-1)	1660-1 464 (500-1)	1660-1½ 464 (500-1½)	1760-2 564 (600-2)

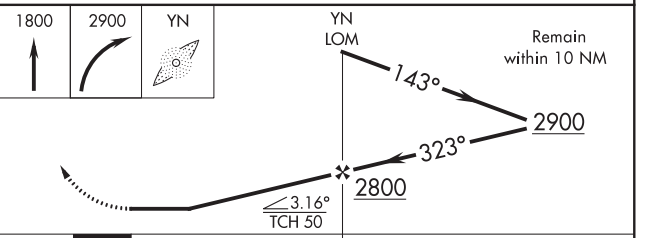
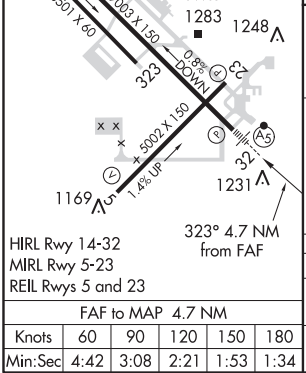
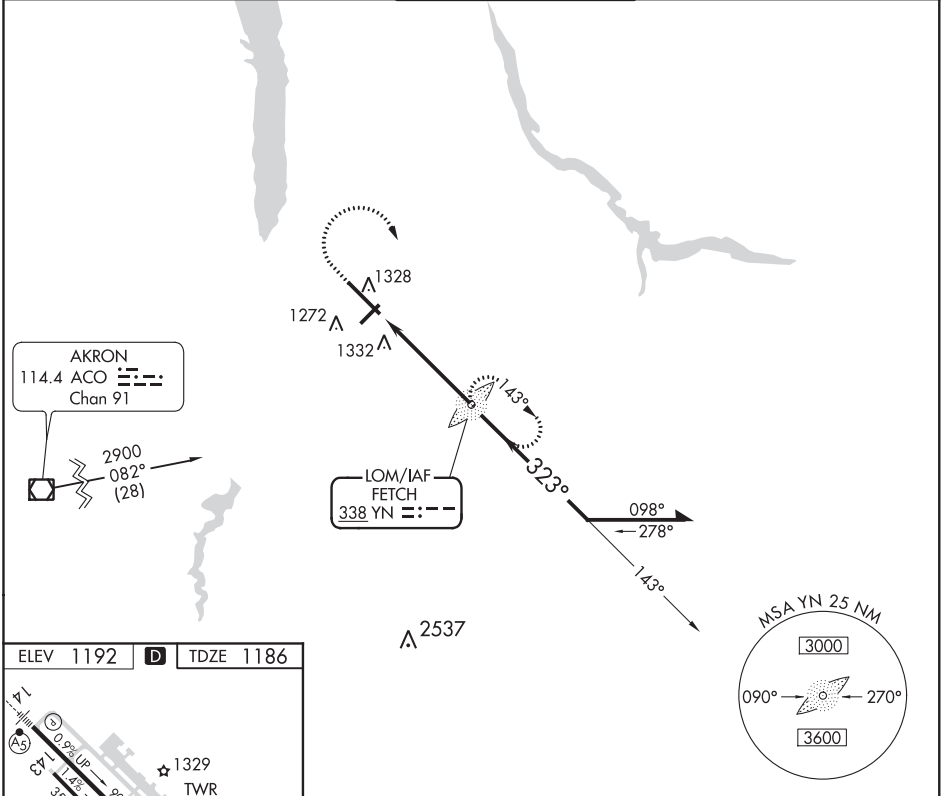
LOM YN <b>338</b>	APP CRS <b>323°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>1186</b> <b>1192</b>
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# NDB RWY 32

YOUNGSTOWN-WARREN RGNL (YNG)

<b>NA</b> Night landing: Rwy 5 NA. <b>ASR</b>	<b>MALS</b> 	<b>MISSED APPROACH:</b> Climb to 1800 then climbing right turn to 2900 direct FETCH LOM and hold.
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<b>ATIS</b> <b>123.75</b>	<b>YOUNGSTOWN APP CON *</b> <b>133.95 322.3</b>	<b>YOUNGSTOWN TOWER</b> <b>119.5 263.0</b>	<b>GND CON</b> <b>121.9 275.8</b>	<b>CLNC DEL</b> <b>118.25</b>
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HIRL Rwy 14-32  
MIRL Rwy 5-23  
REIL Rws 5 and 23

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-32	1700/40	514 (600-¾)	1700/55	514 (600-1¼)
CIRCLING	1700-1	508 (600-1)	1700-1½ 508 (600-1½)	1760-2 568 (600-2)

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

# AIRPORT DIAGRAM

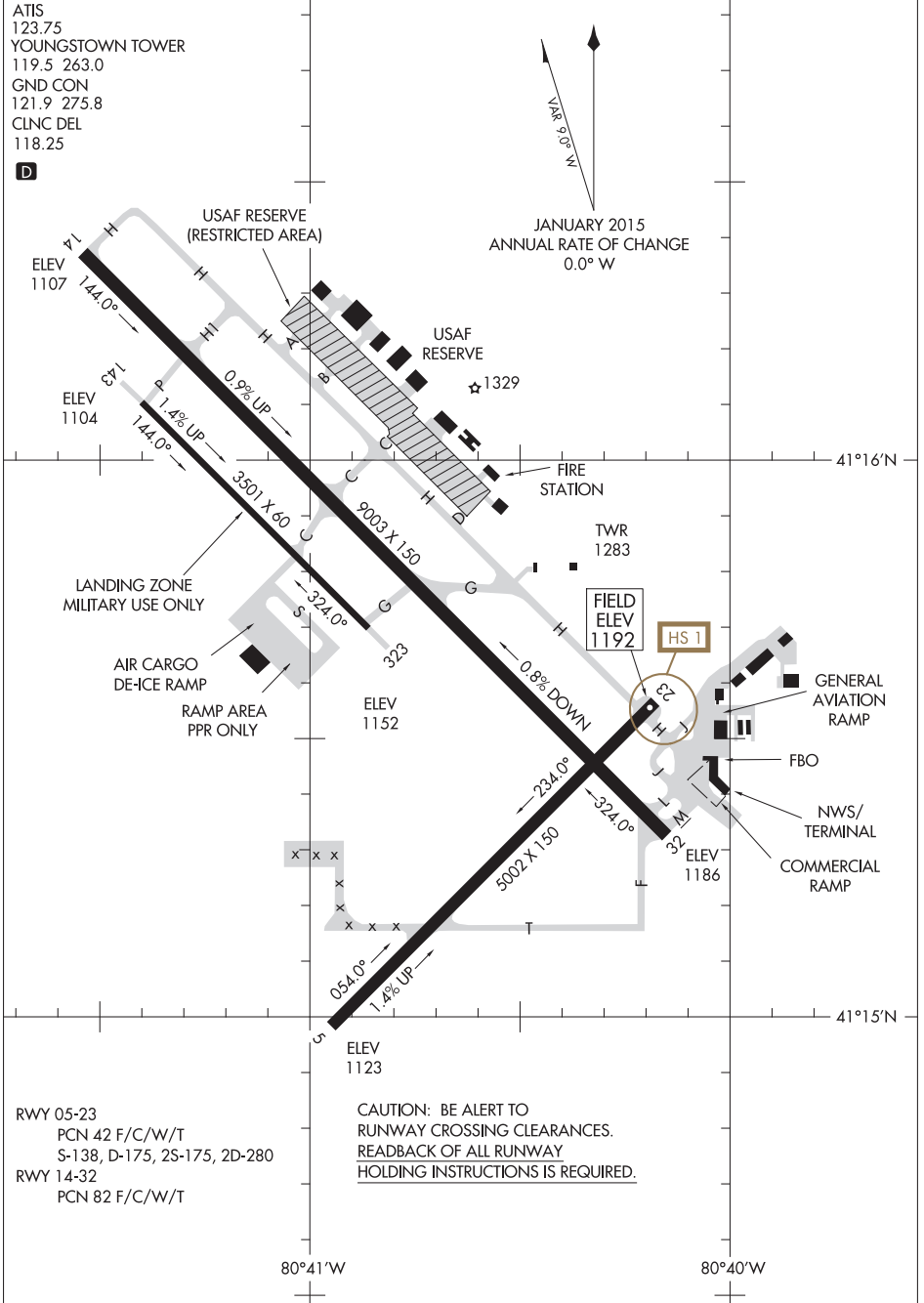
AL-466 (FAA)

YOUNGSTOWN-WARREN RGNL (YNG)  
YOUNGSTOWN-WARREN, OHIO

ATIS  
123.75  
YOUNGSTOWN TOWER  
119.5 263.0  
GND CON  
121.9 275.8  
CLNC DEL  
118.25

D

VAR 90° W  
JANUARY 2015  
ANNUAL RATE OF CHANGE  
0.0° W



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RWY 05-23  
PCN 42 F/C/W/T  
S-138, D-175, 2S-175, 2D-280  
RWY 14-32  
PCN 82 F/C/W/T

CAUTION: BE ALERT TO  
RUNWAY CROSSING CLEARANCES.  
READBCK OF ALL RUNWAY  
HOLDING INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

15344

YOUNGSTOWN-WARREN, OHIO  
YOUNGSTOWN-WARREN RGNL (YNG)





ZANESVILLE, OHIO

AL-864 (FAA)

15120

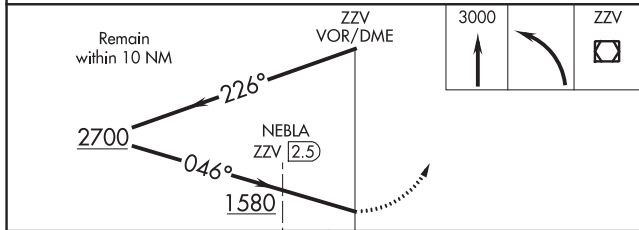
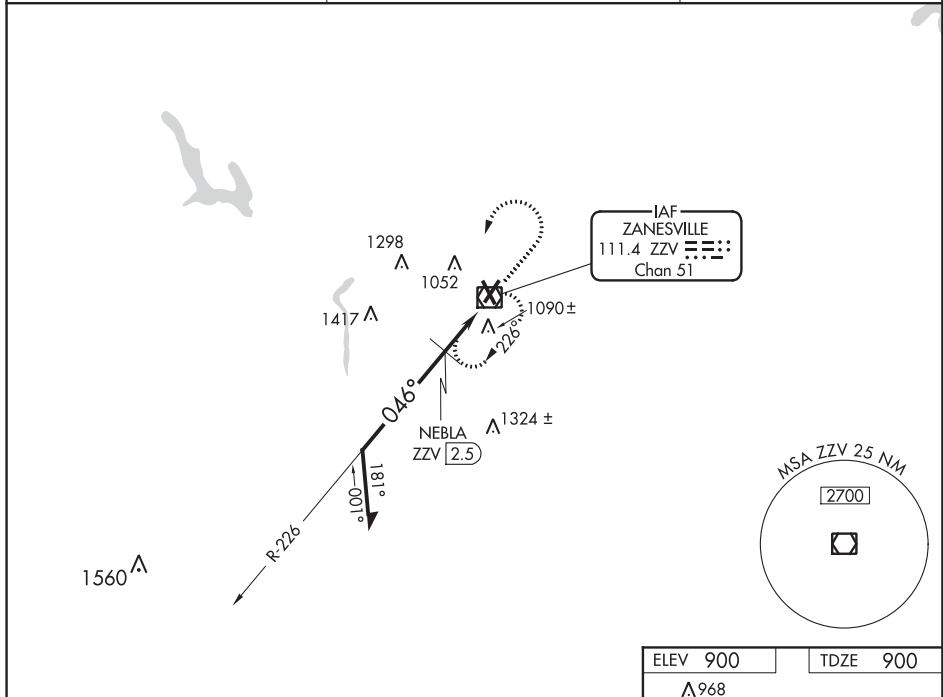
VOR/DME ZZY <b>111.4</b> Chan 51	APP CRS <b>046°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>900</b> <b>900</b>
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# VOR or GPS RWY 4

ZANESVILLE MUNI (ZZV)

**⚠** MISSED APPROACH: Climb to 3000 then left turn direct ZZY VOR/DME and hold.

ASOS <b>111.4</b>	INDIANAPOLIS CENTER <b>124.45 370.9</b>	UNICOM <b>123.0</b> (CTAF) <b>0*</b>
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ELEV 900	TDZE 900
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HIRL Rwy 4-22 **0\***  
MIRL Rwy 16-34 **0**  
REIL Rwy 4-22 **0\***

CATEGORY	A	B	C	D
S-4	1580-1	680 (700-1)	1580-2 680 (700-2)	1580-2¼ 680 (700-2¼)
CIRCLING	1580-1	680 (700-1)	1580-2 680 (700-2)	1580-2¼ 680 (700-2¼)
NEBLA FIX MINIMUMS				
S-4	1340-1	440 (500-1)	1340-1¼ 440 (500-1¼)	1340-1½ 440 (500-1½)
CIRCLING	1400-1	500 (500-1)	1400-1½ 500 (500-1½)	1460-2 560 (600-2)

ZANESVILLE, OHIO  
Amdt 6B 05JUN08

39°57'N-81°54'W

# ZANESVILLE MUNI (ZZV) VOR or GPS RWY 4

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

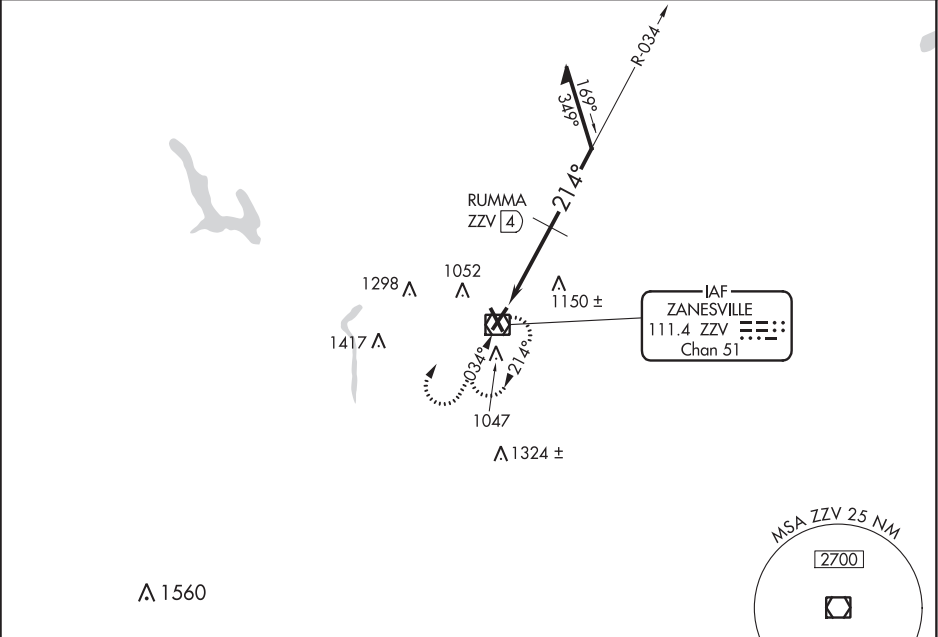
VOR/DME ZZV <b>111.4</b> Chan <b>51</b>	APP CRS <b>214°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>892</b> <b>900</b>
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# VOR or GPS RWY 22

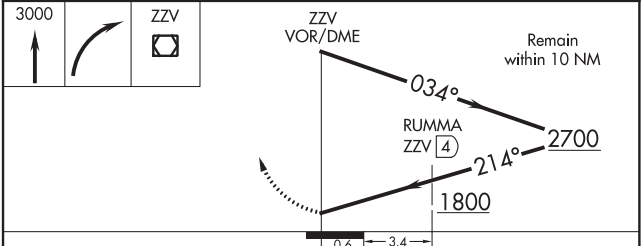
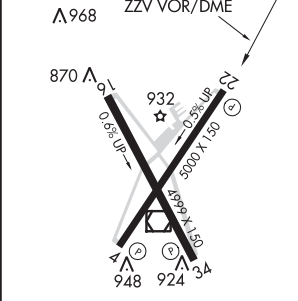
ZANESVILLE MUNI (ZZV)

**MISSSED APPROACH:** Climb to 3000 then right turn direct ZZV VOR/DME and hold.

ASOS <b>111.4</b>	INDIANAPOLIS CENTER <b>124.45 370.9</b>	UNICOM <b>123.0</b> (CTAF) <b>0*</b>
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ELEV 900	TDZE 892
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CATEGORY	A	B	C	D
S-22	1800-1½	908 (900-1½)	1800-2¾ 908 (900-2¾)	1800-3 908 (900-3)
CIRCLING	1800-1½	900 (900-1½)	1800-2¾ 900 (900-2¾)	1800-3 900 (900-3)
RUMMA FIX MINIMUMS				
S-22	1400-1	508 (500-1)	1400-1½	508 (500-1½)
CIRCLING	1400-1	500 (500-1)	1400-1½ 500 (500-1½)	1460-2 560 (600-2)

- HIRL Rwy 4-22 **0\***
- MIRL Rwy 16-34 **0**
- REIL Rwy 4-22 **0\***

EC-2, 10 NOV 2016 to 05 JAN 2017

EC-2, 10 NOV 2016 to 05 JAN 2017

INTENTIONALLY

LEFT

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# CLIMB/DESCENT TABLE 10042

## INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

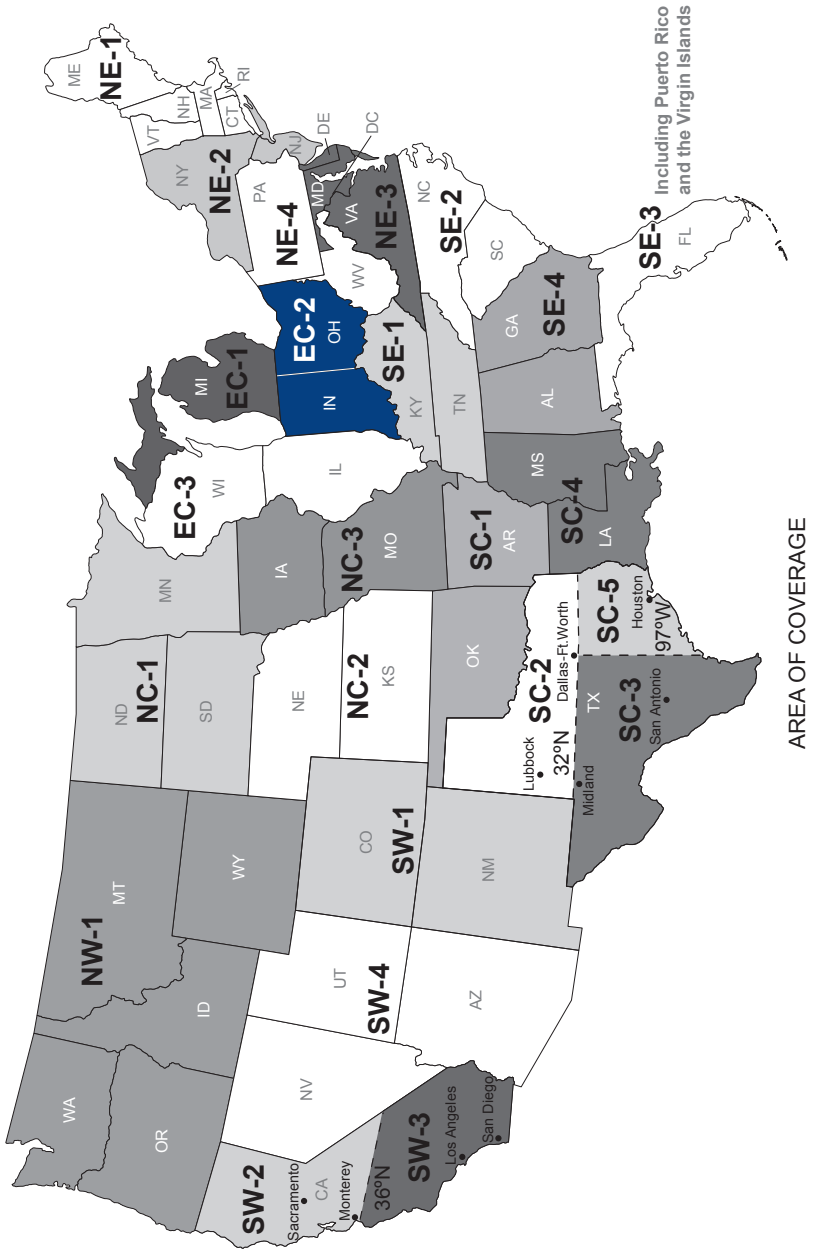
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft/NM	GROUND SPEED (knots)											
		60	90	120	150	180	210	240	270	300	330	360	
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275	
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590	
VERTICAL PATH ANGLE	2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
	2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
	2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
	3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
	3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
	3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
	3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
	3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230	
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550	
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870	
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190	
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510	
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830	
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155	
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475	
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800	
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125	
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450	
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775	
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100	
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430	

# CLIMB/DESCENT TABLE 10042

# U.S. TERMINAL PUBLICATION VOLUMES



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