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10 NOV 16 to 05 JAN 17



Federal Aviation
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East Central (EC) Vol 3 of 3

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to: 0901Z

05 JAN 2017

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



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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

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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

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.

DA	Visibility (RVR 100's of feet)	Aircraft Approach Category	HAT/HATH	D
DA	1352/24	B	200	(200-½)
DA	1440/24	288	(300-½)	1440/50 288 (300-1)
MDA	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

Labels: DA, Visibility (RVR 100's of feet), Aircraft Approach Category, HAT/HATH, D, MDA, HAA, Visibility in Statute Miles.

Annotations: 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)

Labels: 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

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	7/8
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 Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

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

⚠ Takeoff Minimums 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)

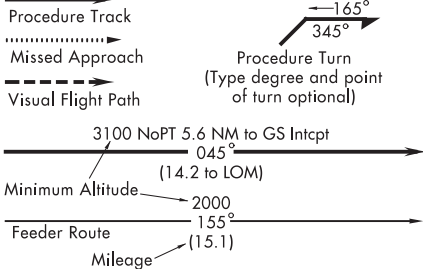
GENERAL INFO

LEGEND

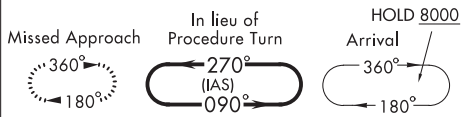
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES

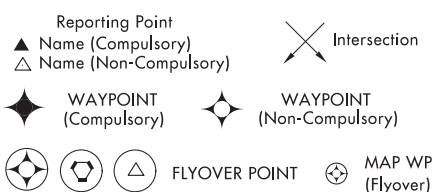


HOLDING PATTERNS

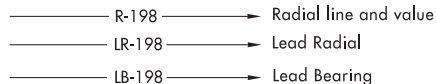


Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from the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

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

INDICATED AIRSPEED

<u>175K</u>	120K	250K	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended 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

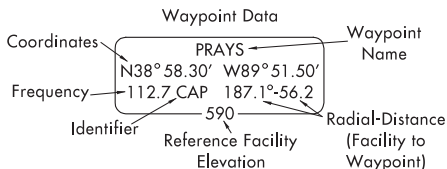
Marker beacons that are not specifically part of the procedure but underlie the final approach course are shown in screened color.

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

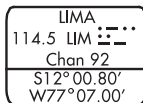
SDF Course

LOC/DME

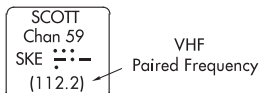
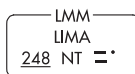
LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal position off the end of the runway.)



Primary Navaid with Coordinate Values



Secondary Navaid



LEGEND

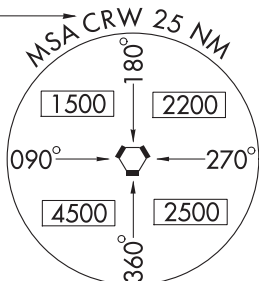
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INSTRUMENT APPROACH PROCEDURES (CHARTS)

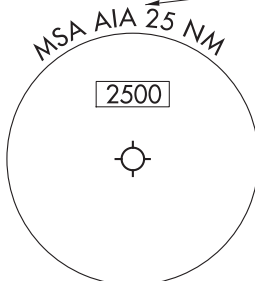
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

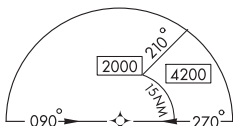


Airport Identifier

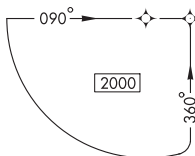


(arrows on distance circle identify sectors)

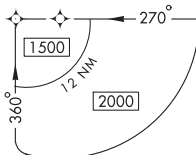
TERMINAL ARRIVAL AREA (TAA)



Straight-in Area



Right Base Area

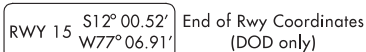


Left Base Area

MISCELLANEOUS



VOR Changeover Point



End of Rwy Coordinates (DOD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

AIRPORTS



Primary and Secondary (named in planview)



Seaplane Base

SPECIAL USE AIRSPACE



R-Restricted

P-Prohibited

W-Warning

A-Alert

OBSTACLES

• Spot Elevation

△ Obstacle

△ Highest Obstacle

• Highest Spot Elevation

△ Group of Obstacles

± Doubtful accuracy

LEGEND

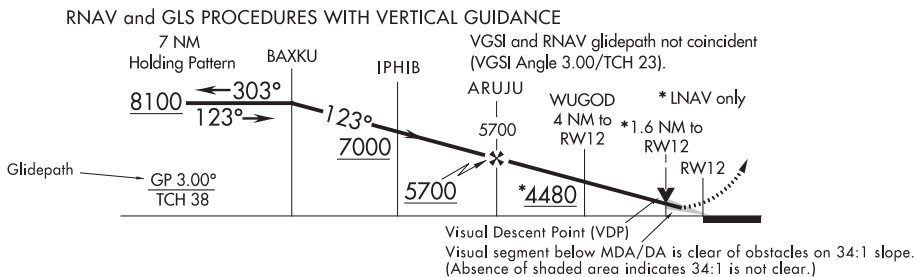
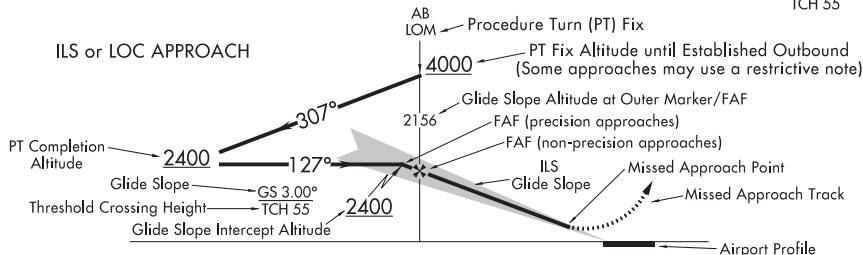
PROFILE VIEW

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

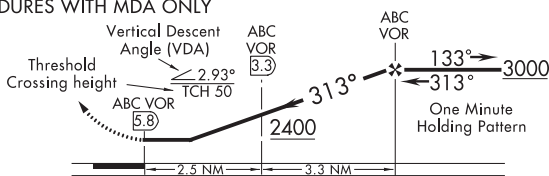
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $GS\ 3.00^\circ$.
TCH 55

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

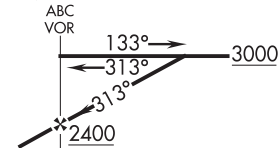
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure 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	3000 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

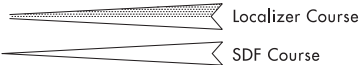
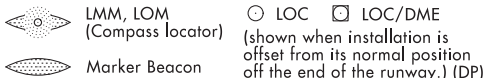
Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

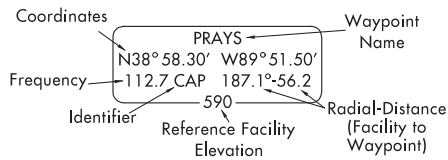
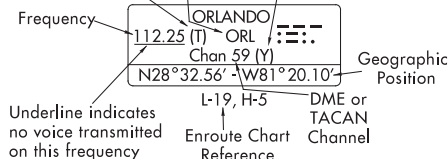
Compulsory:



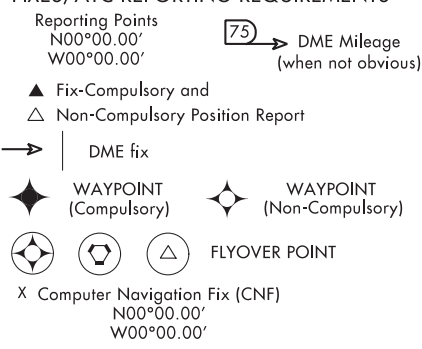
Non-Compulsory:



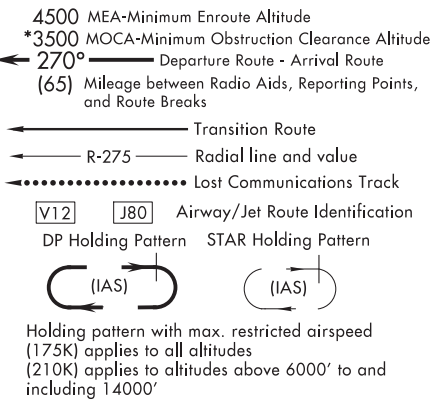
(T) indicates frequency protection range (STAR) Identifier (Y) TACAN must be placed in "Y" mode to receive distance information



FIXES/ATC REPORTING REQUIREMENTS



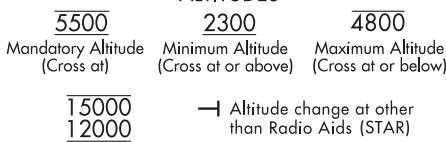
ROUTES



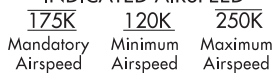
SPECIAL USE AIRSPACE



ALTITUDES



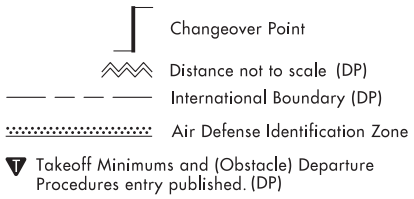
INDICATED AIRSPEED



AIRPORTS



MISCELLANEOUS



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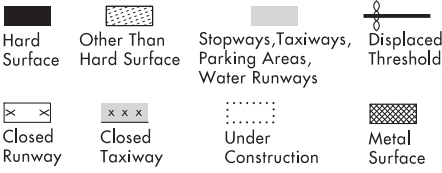
LEGEND

LEGEND

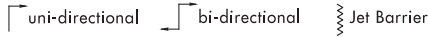
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

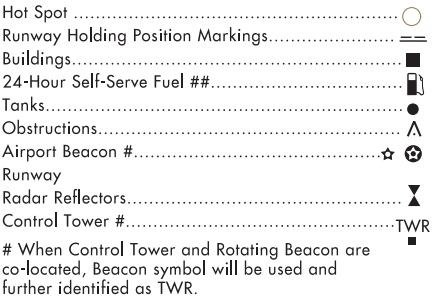


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.




ARRESTING SYSTEM  (EMAS)

REFERENCE FEATURES



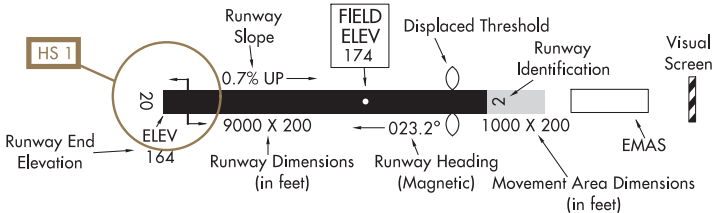
A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

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  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     
 Negative Symbols used to identify Copter Procedures landing point.....     

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

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)

LEGEND

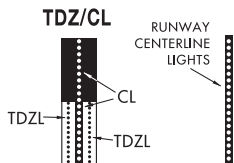
15344
LEGEND

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.

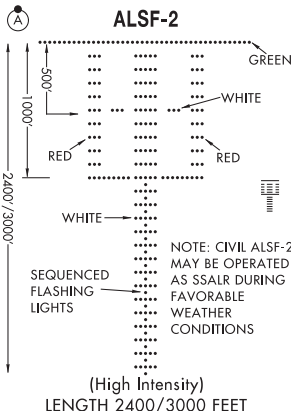
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

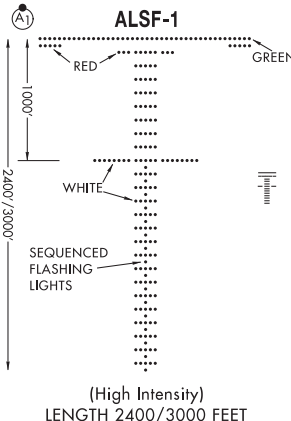


AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

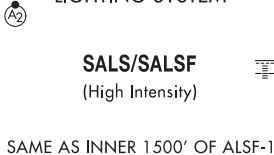
APPROACH LIGHTING SYSTEM



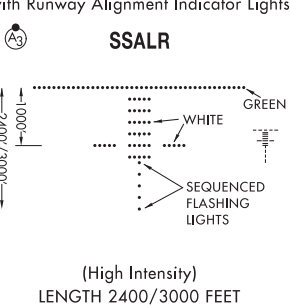
APPROACH LIGHTING SYSTEM



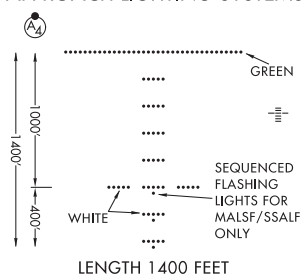
SHORT APPROACH LIGHTING SYSTEM



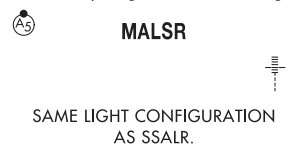
SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights



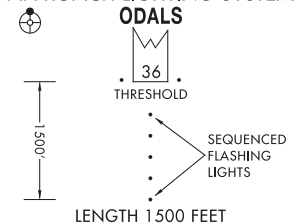
MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS



MEDIUM INTENSITY APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights



OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

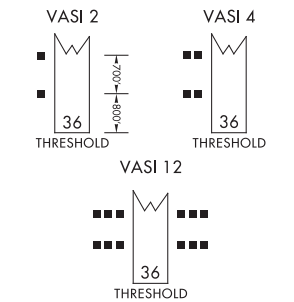


VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

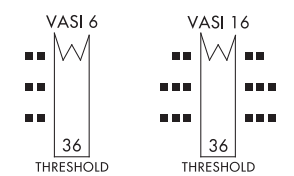
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED — ON GLIDE SLOPE
NEAR LIGHTS WHITE — TOO LOW
ALL LIGHTS RED — TOO LOW



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.



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LEGEND

04330
LEGEND

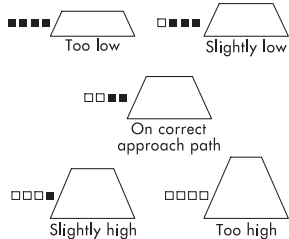
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

(P) **PRECISION APPROACH PATH INDICATOR**

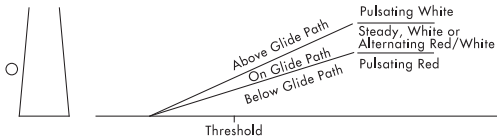
PAPI



Legend: □ White ■ Red

(V₂) **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.

(V₁) **"T"-VISUAL APPROACH SLOPE INDICATOR**

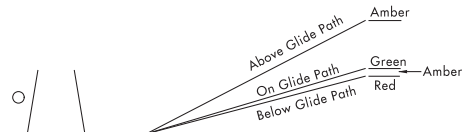
"T"-VASI



"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.

(V₄) **TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

TRCV

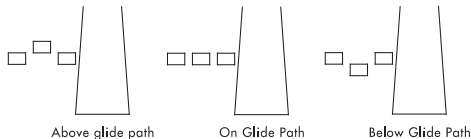


CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V₅)

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
ABRAHAM LINCOLN CAPITAL			APPLETON, WI		
---SEE SPRINGFIELD, IL			APPLETON INTL(ATW)		
ADAMS COUNTY LEGION FIELD			TAKEOFF MINIMUMSL		
---SEE FRIENDSHIP (ADAMS), WI			ALTERNATE MINIMUMSM		
ALBERTUS			LAHSOO		
---SEE FREEPORT, IL			HOT SPOTP		
ALEXANDER FIELD-SOUTH WOOD COUNTY			IAPS ILS OR LOC RWY 0327		
---SEE WISCONSIN RAPIDS, WI			ILS OR LOC RWY 3028		
ALTON/ST. LOUIS, IL			RNAV (GPS) RWY 0329		
ST LOUIS RGNL(ALN)			RNAV (GPS) RWY 1230		
TAKEOFF MINIMUMSL			RNAV (GPS) RWY 2131		
ALTERNATE MINIMUMSM			RNAV (GPS) RWY 3032		
LAHSOO			AIRPORT DIAGRAM33		
HOT SPOTP			ASHLAND, WI		
STARS DELMA TWO (RNAV)29			JOHN F. KENNEDY MEMORIAL(ASX)		
FARMR TWO (RNAV)Z17			TAKEOFF MINIMUMSL		
IAPS ILS OR LOC RWY 291			ALTERNATE MINIMUMSM		
RNAV (GPS) RWY 112			IAPS RNAV (GPS) RWY 0234		
RNAV (GPS) RWY 173			RNAV (GPS) RWY 1335		
RNAV (GPS) RWY 294			RNAV (GPS) RWY 2036		
RNAV (GPS) RWY 355			RNAV (GPS) RWY 3137		
LOC BC RWY 116			LOC/DME RWY 0238		
VOR-A7			AURORA MUNI		
NDB RWY 178			---SEE CHICAGO/AURORA, IL		
AIRPORT DIAGRAM9			AUSTIN STRAUBEL INTL		
DPS BLUES FOUR10			---SEE GREEN BAY, WI		
CARDS NINE11			BARABOO, WI		
GATEWAY SEVEN13			BARABOO WISCONSIN DELLS(DLL)		
LINDBERGH FIVE15			TAKEOFF MINIMUMSL		
OZARK FIVE17			ALTERNATE MINIMUMSM		
PLESS THREE18			IAPS RNAV (GPS) RWY 0139		
TURBO EIGHT19			RNAV (GPS) RWY 1940		
AMERY, WI			LOC/DME RWY 0141		
AMERY MUNI(AHH)			VOR-A42		
TAKEOFF MINIMUMSL			ANTIGO, WI		
IAPS RNAV (GPS) RWY 1821			LANGLADE COUNTY(AIG)		
RNAV (GPS) RWY 3622			TAKEOFF MINIMUMSL		
ANTIGO, WI			ALTERNATE MINIMUMSM		
LANGLADE COUNTY(AIG)			IAPS RNAV (GPS) RWY 0923		
TAKEOFF MINIMUMSL			RNAV (GPS) RWY 1724		
ALTERNATE MINIMUMSM			RNAV (GPS) RWY 2725		
IAPS RNAV (GPS) RWY 0923			RNAV (GPS) RWY 3526		
RNAV (GPS) RWY 1724					
RNAV (GPS) RWY 2725					
RNAV (GPS) RWY 3526					

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INDEX OF TERMINAL CHARTS AND MINIMUMS

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BELLEVILLE, IL

SCOTT AFB/MIDAMERICA(BLV)

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ALTERNATE MINIMUMS	M
RADAR MINIMUMS	N
HOT SPOT	P
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BUUDD TWO (RNAV)	26
CENTRALIA TWO (RNAV)	28
DELMA TWO (RNAV)	29
DIXEE TWO (RNAV)	Z11
FARMR TWO (RNAV)	Z17
IAPS
ILS OR LOC RWY 14L	43
ILS OR LOC RWY 14R	44
ILS OR LOC RWY 32R	45
ILS OR LOC/DME RWY 32L	46
RNAV (GPS) RWY 14L	47
RNAV (GPS) RWY 14R	48
RNAV (GPS) RWY 32L	49
RNAV (GPS) RWY 32R	50
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TACAN RWY 14R	52
TACAN RWY 32L	53
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CARDS NINE	56
GATEWAY SEVEN	58
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BELOIT, WI

BELOIT(44C)

TAKEOFF MINIMUMS	L
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VOR OR GPS-A	64

BENTON, IL

BENTON MUNI(H96)

TAKEOFF MINIMUMS	L
IAPS
RNAV (GPS) RWY 18	65

BLACK RIVER FALLS, WI

BLACK RIVER FALLS AREA(BCK)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS
RNAV (GPS) RWY 08	66
RNAV (GPS) RWY 26	67

BLACKHAWK AIRFIELD

---SEE MADISON, WI

BLOOMINGTON/NORMAL, IL

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL(BMI)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
LAHSO	O
HOT SPOT	P
IAPS
ILS OR LOC RWY 20	68
ILS OR LOC RWY 29	69
ILS OR LOC/DME RWY 02	70
ILS RWY 20(CAT II)	71
RNAV (GPS) RWY 02	72
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BOLINGBROOK'S CLOW INTL

---SEE BOLINGBROOK, IL

BOSCOBEL, WI

BOSCOBEL(OVS)

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RNAV (GPS) RWY 25	81
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BOYCEVILLE, WI

BOYCEVILLE MUNI(3T3)

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			IAPS	RNAV (GPS) RWY 36	124
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ST LOUIS DOWNTOWN(CPS)			CASEY MUNI(1H8)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 04	125
STARS	BUUDD TWO (RNAV)	Z6		RNAV (GPS) RWY 22	126
	DELMA TWO (RNAV)	Z9	CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL		
	DIXEE TWO (RNAV)	Z11	---SEE BLOOMINGTON/NORMAL, IL		
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	CARDS NINE	101		RNAV (GPS) RWY 36	128
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	OZARK FIVE	107	UNIVERSITY OF ILLINOIS-WILLARD(CMI)		
	PLESS THREE	109	TAKEOFF MINIMUMS		L
	TURBO EIGHT	111	ALTERNATE MINIMUMS		M
			RADAR MINIMUMS		N
			LAHSO		O
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			IAPS	ILS OR LOC RWY 32R	130
				RNAV (GPS) RWY 04	131
				RNAV (GPS) RWY 14L	132
				RNAV (GPS) RWY 22	133
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			ALTERNATE MINIMUMS		M
			LAHSO		O
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			IAPS	ILS OR LOC RWY 18L	119
				RNAV (GPS) RWY 18L	120
				RNAV (GPS) RWY 36R	121
				NDB RWY 18L	122
			AIRPORT DIAGRAM		123
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CAMPBELL			CANTON, IL		
---SEE GRAYSLAKE, IL			INGERSOLL(CTK)		
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IAPS	RNAV (GPS) RWY 18	116	IAPS	RNAV (GPS) RWY 18	116
	RNAV (GPS) RWY 36	117		RNAV (GPS) RWY 36	117
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ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
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STARS	ENDEE FOUR (RNAV)	Z12	HOT SPOT		P
	FISSK FOUR (RNAV)	Z18	STARS	BENKY FOUR (RNAV)	Z22
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	RNAV (RNP) Y RWY 04R	146		PAITN FOUR	Z31
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	RNAV (RNP) Y RWY 22L	148		TRTLT FOUR (RNAV)	Z36
	RNAV (RNP) Y RWY 31C	149		VEECK THREE (RNAV)	Z40
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LAHSOO
IAPS ILS OR LOC RWY 09262
ILS OR LOC RWY 33263
RNAV (GPS) RWY 09264
RNAV (GPS) RWY 15265
RNAV (GPS) RWY 27266
RNAV (GPS) RWY 33267
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CARYN FOUR (RNAV)273
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LAKE IN THE HILLS(3CK)

TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 08281
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IAPS RNAV (GPS) RWY 02294
RNAV (GPS) RWY 09295
RNAV (GPS) RWY 20296
RNAV (GPS) RWY 27297
LOC/DME RWY 09298
LOC RWY 02299
DPSADELL FOUR (RNAV)300
BLOKR FOUR (RNAV)301
CARYN FOUR (RNAV)302
DARCY FOUR (RNAV)303
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IAPS RNAV (GPS) RWY 04315
RNAV (GPS) RWY 14316
RNAV (GPS) RWY 22317
RNAV (GPS) RWY 32318

COLES COUNTY MEMORIAL

---SEE MATTOON-CHARLESTON, IL

CRANDON, WI

CRANDON/STEVE CONWAY MUNI AIRPORT(Y55)

TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 12319
RNAV (GPS) RWY 30320

CRANDON/STEVE CONWAY MUNI AIRPORT

---SEE CRANDON, WI

CRAWFORD CO

---SEE ROBINSON, IL

CUMBERLAND, WI

CUMBERLAND MUNI(UBE)

TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 09321
RNAV (GPS) RWY 27322

DANE COUNTY RGNL-TRUAX FIELD

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DANVILLE, IL

VERMILION RGNL(DNV)

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IAPS ILS OR LOC RWY 21323
RNAV (GPS) RWY 03324
RNAV (GPS) RWY 21325
RNAV (GPS) RWY 34326
VOR/DME RWY 03327

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IAPS	RNAV (GPS) RWY 18	376		RNAV (GPS) RWY 30	394
	RNAV (GPS) RWY 36	377	GRAYSLAKE, IL		
	LOC RWY 36	378	CAMPBELL(C81)		
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ALBERTUS(FEP)			IAPS	ILS OR LOC RWY 06	397
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IAPS	ILS OR LOC RWY 24	384		RNAV (GPS) RWY 18	400
	RNAV (GPS) RWY 06	385		RNAV (GPS) RWY 24	401
	RNAV (GPS) RWY 24	386		RNAV (GPS) RWY 36	402
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IAPS	RNAV (GPS) RWY 33	388	GREENVILLE(GRE)		
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	RNAV (GPS) RWY 03	390	GALT FIELD(10C)		
	RNAV (GPS) RWY 21	391	TAKEOFF MINIMUMS		L
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---SEE PEORIA, IL			TAKEOFF MINIMUMS		L
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---SEE MILWAUKEE, WI			IAPS	RNAV (GPS) RWY 06	411
GRAND GENEVA RESORT				RNAV (GPS) RWY 24	412
---SEE LAKE GENEVA, WI			HARTFORD, WI		
			HARTFORD MUNI(HXF)		
			TAKEOFF MINIMUMS		L
			STARS	GOPAC ONE (RNAV)	221
			IAPS	RNAV (GPS) RWY 11	413
				RNAV (GPS) RWY 29	414
			DPS	ACCRA TWO (RNAV)	415
				UECKR THREE (RNAV)	417

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
HAYWARD, WI			KANKAKEE, IL		
SAWYER COUNTY(HYR)			GREATER KANKAKEE(IKK)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC/DME RWY 20	419	IAPS	ILS OR LOC RWY 04	441
	RNAV (GPS) RWY 03	420		RNAV (GPS) RWY 04	442
	RNAV (GPS) RWY 21	421		RNAV (GPS) RWY 16	443
				RNAV (GPS) RWY 22	444
				RNAV (GPS) RWY 34	445
				VOR RWY 04	446
				VOR RWY 22	447
ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD			KENOSHA, WI		
---SEE PERU, IL			KENOSHA RGNL(ENW)		
INGERSOLL			TAKEOFF MINIMUMS		
---SEE CANTON, IL			ALTERNATE MINIMUMS		
IOWA COUNTY			STARS		
---SEE MINERAL POINT, WI			IAPS		
JACKSONVILLE, IL			RNAV (GPS) RWY 07L		
JACKSONVILLE MUNI(IJX)			RNAV (GPS) RWY 07L		
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 15		
ALTERNATE MINIMUMS		M	RNAV (GPS) RWY 25R		
IAPS	RNAV (GPS) RWY 04	422	RNAV (GPS) RWY 33		
	RNAV (GPS) RWY 13	423	VOR RWY 25R		
	RNAV (GPS) RWY 22	424	AIRPORT DIAGRAM		
	RNAV (GPS) RWY 31	425	DPS		
	VOR RWY 13	426	ACCRA TWO (RNAV)		
			UECKR THREE (RNAV)		
JANESVILLE, WI			KEWANEE, IL		
SOUTHERN WISCONSIN RGNL(JVL)			KEWANEE MUNI(EZI)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		
ALTERNATE MINIMUMS		M	IAPS		
HOT SPOT		P	RNAV (GPS) RWY 01		
IAPS	ILS OR LOC RWY 04	427	RNAV (GPS) RWY 09		
	ILS OR LOC RWY 32	428	RNAV (GPS) RWY 19		
	RNAV (GPS) RWY 04	429	RNAV (GPS) RWY 27		
	RNAV (GPS) RWY 14	430	KINGS LAND O'LAKES		
	RNAV (GPS) RWY 22	431	---SEE LAND O'LAKES, WI		
	RNAV (GPS) RWY 32	432	L.O. SIMENSTAD MUNI		
	AIRPORT DIAGRAM	433	---SEE OSCEOLA, WI		
JOHN F. KENNEDY MEMORIAL			LA CROSSE, WI		
---SEE ASHLAND, WI			LA CROSSE RGNL(LSE)		
JOHN H. BATTEN			TAKEOFF MINIMUMS		
---SEE RACINE, WI			ALTERNATE MINIMUMS		
JUNEAU, WI			HOT SPOT		
DODGE COUNTY(UNU)			IAPS		
TAKEOFF MINIMUMS		L	ILS OR LOC RWY 18		
ALTERNATE MINIMUMS		M	RNAV (GPS) RWY 04		
IAPS	RNAV (GPS) RWY 02	434	RNAV (GPS) RWY 13		
	RNAV (GPS) RWY 08	435	RNAV (GPS) RWY 18		
	RNAV (GPS) RWY 20	436	RNAV (GPS) RWY 22		
	RNAV (GPS) RWY 26	437	RNAV (GPS) RWY 31		
	LOC RWY 26	438	RNAV (GPS) RWY 36		
	NDB RWY 02	439	VOR RWY 13		
	NDB RWY 20	440	VOR RWY 36		
			AIRPORT DIAGRAM		

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LA POINTE, WI			LEWIS UNIVERSITY		
MAJOR GILBERT FIELD(4R5)			---SEE CHICAGO/ROMEOVILLE, IL		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 04	473			
	RNAV (GPS) RWY 22	474			
LACON, IL			LINCOLN, IL		
MARSHALL COUNTY(C75)			LOGAN COUNTY(AAA)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 13	475	IAPS	RNAV (GPS) RWY 03	488
	VOR RWY 13	476		RNAV (GPS) RWY 21	489
				VOR RWY 03	490
				NDB RWY 21	491
LADYSMITH, WI			LITCHFIELD, IL		
RUSK COUNTY(RCX)			LITCHFIELD MUNI(3LF)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 14	477	IAPS	RNAV (GPS) RWY 09	492
	RNAV (GPS) RWY 32	478		RNAV (GPS) RWY 18	493
	NDB RWY 32	479		RNAV (GPS) RWY 27	494
				RNAV (GPS) RWY 36	495
LAKE GENEVA, WI			LOGAN COUNTY		
GRAND GENEVA RESORT(C02)			---SEE LINCOLN, IL		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 23	480			
LAKE IN THE HILLS			LONE ROCK, WI		
---SEE CHICAGO/LAKE IN THE HILLS, IL			TRI COUNTY RGNL(LNR)		
			TAKEOFF MINIMUMS		L
			ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 09	496
				RNAV (GPS) RWY 27	497
				LOC RWY 27	498
				VOR-A	499
LAKELAND/NOBLE F LEE MEMORIAL FIELD			MACOMB, IL		
---SEE MINOCQUA-WOODRUFF, WI			MACOMB MUNI(MQB)		
			TAKEOFF MINIMUMS		L
			ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 09	500
				RNAV (GPS) RWY 27	501
				LOC RWY 27	502
LANGLADE COUNTY					
---SEE ANTIGO, WI					
LANSING MUNI					
---SEE CHICAGO, IL					
LAWRENCE J. TIMMERMAN					
---SEE MILWAUKEE, WI					
LAWRENCEVILLE, IL					
LAWRENCEVILLE-VINCENNES INTL(LWV)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 09	483			
	RNAV (GPS) RWY 18	484			
	RNAV (GPS) RWY 27	485			
	RNAV (GPS) RWY 36	486			
	VOR RWY 36	487			

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MADISON, WI			MARSHALL COUNTY		
BLACKHAWK AIRFIELD(87Y)			---SEE LACON, IL		
TAKEOFF MINIMUMS		L			
IAPS	VOR OR GPS-A	503			
DANE COUNTY RGNL-TRUAX FIELD(MSN)			MARSHFIELD, WI		
TAKEOFF MINIMUMS		L	MARSHFIELD MUNI(MFI)		
ALTERNATE MINIMUMS		M	TAKEOFF MINIMUMS		L
RADAR MINIMUMS		N	ALTERNATE MINIMUMS		M
LAHSO		O	IAPS	RNAV (GPS) RWY 05	536
HOT SPOT		P		RNAV (GPS) RWY 16	537
IAPS	ILS OR LOC RWY 21	504		RNAV (GPS) RWY 23	538
	ILS OR LOC/DME RWY 18	505		RNAV (GPS) RWY 34	539
	ILS OR LOC/DME RWY 36	506		SDF RWY 34	540
	ILS RWY 36 (SA CAT I)	507		NDB RWY 05	541
	ILS RWY 18 (SA CAT I - II)	508		NDB RWY 16	542
	ILS RWY 36 (CAT II - III)	509	MATTOON-CHARLESTON, IL		
	RNAV (GPS) RWY 03	510	COLES COUNTY MEMORIAL(MTO)		
	RNAV (GPS) RWY 14	511	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 18	512	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 21	513	IAPS	ILS OR LOC RWY 29	543
	RNAV (GPS) RWY 32	514		RNAV (GPS) RWY 06	544
	RNAV (GPS) RWY 36	515		RNAV (GPS) RWY 11	545
	VOR RWY 14	516		RNAV (GPS) RWY 24	546
	VOR RWY 18	517		RNAV (GPS) RWY 29	547
	VOR RWY 21	518		VOR RWY 06	548
	VOR RWY 32	519		VOR RWY 24	549
	VOR RWY 36	520	AIRPORT DIAGRAM		550
AIRPORT DIAGRAM		521	MAUSTON-NEW LISBON UNION		
MAJOR GILBERT FIELD			---SEE NEW LISBON, WI		
---SEE LA POINTE, WI			MEDFORD, WI		
MANITOWISH WATERS, WI			TAYLOR COUNTY(MDZ)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 14	522	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 32	523	IAPS	RNAV (GPS) RWY 09	551
MANITOWOC, WI				RNAV (GPS) RWY 16	552
MANITOWOC COUNTY(MTW)				RNAV (GPS) RWY 27	553
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 34	554
ALTERNATE MINIMUMS		M		NDB RWY 34	555
IAPS	ILS OR LOC RWY 17	524	MENOMONIE, WI		
	RNAV (GPS) RWY 17	525	MENOMONIE MUNI-SCORE FIELD(LUM)		
	RNAV (GPS) RWY 35	526	TAKEOFF MINIMUMS		L
	VOR/DME RWY 35	527	ALTERNATE MINIMUMS		M
	VOR RWY 17	528	IAPS	RNAV (GPS) RWY 09	556
MARION, IL				RNAV (GPS) RWY 27	557
WILLIAMSON COUNTY RGNL(MWA)				VOR/DME RWY 27	558
TAKEOFF MINIMUMS		L	MERRILL, WI		
ALTERNATE MINIMUMS		M	MERRILL MUNI(RRL)		
LAHSO		O	TAKEOFF MINIMUMS		L
HOT SPOT		P	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 20	529	IAPS	RNAV (GPS) RWY 07	559
	RNAV (GPS) RWY 02	530		RNAV (GPS) RWY 25	560
	RNAV (GPS) RWY 20	531			
	VOR RWY 02	532			
	VOR RWY 20	533			
	NDB RWY 20	534			
AIRPORT DIAGRAM		535			

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MIDDLETON, WI

MIDDLETON MUNI-MOREY FIELD(C29) TAKEOFF MINIMUMS L IAPS RNAV (GPS) RWY 10 561 RNAV (GPS) RWY 28 562 LOC/DME RWY 10 563 VOR RWY 28 564

MILWAUKEE, WI

GENERAL MITCHELL INTL(MKE) TAKEOFF MINIMUMS L HOT SPOT P STARS GOPAC ONE (RNAV) Z21 IAPS ILS OR LOC RWY 01L 565 ILS OR LOC RWY 07R 566 ILS OR LOC RWY 19R 567 ILS RWY 01L (CAT II - III) 568 RNAV (RNP) Y RWY 07R 569 RNAV (RNP) Y RWY 25L 570 RNAV (GPS) RWY 01L 571 RNAV (GPS) RWY 01R 572 RNAV (GPS) RWY 07L 573 RNAV (GPS) RWY 13 574 RNAV (GPS) RWY 19L 575 RNAV (GPS) RWY 19R 576 RNAV (GPS) RWY 25R 577 RNAV (GPS) RWY 31 578 RNAV (GPS) Z RWY 07R 579 RNAV (GPS) Z RWY 25L 580 LOC RWY 25L 581 AIRPORT DIAGRAM 582 DPS ACCRA TWO (RNAV) 583 MITCHELL FOUR 585 UECKR THREE (RNAV) 587

LAWRENCE J. TIMMERMAN(MWC)

TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M STARS GOPAC ONE (RNAV) Z21 IAPS RNAV (GPS) RWY 04L 589 RNAV (GPS) RWY 15L 590 RNAV (GPS) RWY 22R 591 LOC RWY 15L 592 VOR RWY 04L 593 AIRPORT DIAGRAM 594 DPS ACCRA TWO (RNAV) 595 UECKR THREE (RNAV) 597

MINERAL POINT, WI

IOWA COUNTY(MRJ) TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M IAPS RNAV (GPS) RWY 04 599 RNAV (GPS) RWY 11 600 RNAV (GPS) RWY 22 601 RNAV (GPS) RWY 29 602 NDB RWY 22 603

MINOCQUA-WOODRUFF, WI

LAKELAND/NOBLE F LEE MEMORIAL FIELD(ARV) TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M IAPS RNAV (GPS) RWY 18 604 RNAV (GPS) RWY 28 605 RNAV (GPS) RWY 36 606 LOC RWY 36 607 NDB RWY 28 608

MOLINE, IL

QUAD CITY INTL(MLI) TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M HOT SPOT P IAPS ILS OR LOC RWY 09 609 ILS OR LOC RWY 27 610 RNAV (GPS) RWY 09 611 RNAV (GPS) RWY 13 612 RNAV (GPS) RWY 27 613 RNAV (GPS) RWY 31 614 AIRPORT DIAGRAM 615

MONEE, IL

BULT FIELD(C56) TAKEOFF MINIMUMS L IAPS RNAV (GPS) RWY 09 616 RNAV (GPS) RWY 27 617

MONMOUTH, IL

MONMOUTH MUNI(C66) TAKEOFF MINIMUMS L IAPS VOR OR GPS-A 618

MONROE, WI

MONROE MUNI(EFT) TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M IAPS RNAV (GPS) RWY 12 619 RNAV (GPS) RWY 30 620 VOR/DME RWY 30 621

MONTICELLO, IL

PIATT COUNTY(2K0) TAKEOFF MINIMUMS L IAPS VOR OR GPS-A 622

MORRIS, IL

MORRIS MUNI-JAMES R WASHBURN FIELD(C09) TAKEOFF MINIMUMS L ALTERNATE MINIMUMS M IAPS RNAV (GPS) RWY 18 623 RNAV (GPS) RWY 36 624 VOR-A 625

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MOSINEE, WI			NEW LISBON, WI		
CENTRAL WISCONSIN(CWA)			MAUSTON-NEW LISBON UNION(82C)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 14	652
HOT SPOT		P		RNAV (GPS) RWY 32	653
IAPS	ILS OR LOC RWY 08	626	NEW RICHMOND, WI		
	ILS OR LOC RWY 35	627	NEW RICHMOND RGNL(RNH)		
	RNAV (GPS) RWY 08	628	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 17	629	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 26	630	STARS	AGUDE FOUR	Z1
	RNAV (GPS) RWY 35	631		TWOLF TWO	Z38
AIRPORT DIAGRAM		632	IAPS	RNAV (GPS) RWY 14	654
				RNAV (GPS) RWY 32	655
MOUNT CARMEL, IL			OCONTO, WI		
MOUNT CARMEL MUNI(AJG)			OCONTO-J DOUGLAS BAKE MUNI(OCQ)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 11	656
IAPS	RNAV (GPS) RWY 04	633		RNAV (GPS) RWY 29	657
	RNAV (GPS) RWY 22	634	OCONTO-J DOUGLAS BAKE MUNI		
	RNAV (GPS) RWY 31	635	---SEE OCONTO, WI		
	VOR/DME RWY 22	636	OLNEY-NOBLE, IL		
			OLNEY-NOBLE(OLY)		
MOUNT STERLING, IL			TAKEOFF MINIMUMS		L
MOUNT STERLING MUNI(163)			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 03	658
IAPS	RNAV (GPS) RWY 18	637		RNAV (GPS) RWY 11	659
	RNAV (GPS) RWY 36	638		LOC RWY 11	660
	VOR/DME-A	639		NDB RWY 03	661
MOUNT VERNON, IL			OSCEOLA, WI		
MOUNT VERNON(MVN)			L.O. SIMENSTAD MUNI(OEO)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 23	640	STARS	AGUDE FOUR	Z1
	RNAV (GPS) RWY 05	641		TWOLF TWO	Z38
	RNAV (GPS) RWY 23	642	IAPS	RNAV (GPS) RWY 10	662
	VOR RWY 05	643		RNAV (GPS) RWY 28	663
AIRPORT DIAGRAM		644	OSHKOSH, WI		
MT. HAWLEY AUXILIARY			WITTMAN RGNL(OSH)		
---SEE PEORIA, IL			TAKEOFF MINIMUMS		L
NECEDAH, WI			ALTERNATE MINIMUMS		M
NECEDAH(DAF)			HOT SPOT		P
TAKEOFF MINIMUMS		L	IAPS	ILS OR LOC RWY 36	664
IAPS	RNAV (GPS) RWY 36	645		RNAV (GPS) RWY 09	665
				RNAV (GPS) RWY 18	666
NEILLSVILLE, WI				RNAV (GPS) RWY 27	667
NEILLSVILLE MUNI(VIQ)				RNAV (GPS) RWY 36	668
TAKEOFF MINIMUMS		L		LOC/DME BC RWY 18	669
IAPS	RNAV (GPS) RWY 10	646		VOR RWY 09	670
	RNAV (GPS) RWY 28	647		VOR RWY 18	671
	NDB RWY 28	648		VOR RWY 27	672
				VOR RWY 36	673
				NDB RWY 36	674
NEW HOLSTEIN, WI			AIRPORT DIAGRAM		675
NEW HOLSTEIN MUNI(8D1)					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 14	649			
	RNAV (GPS) RWY 32	650			
	VOR/DME-A	651			

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PARIS, IL			PHILLIPS, WI		
EDGAR COUNTY(PRG)			PRICE COUNTY(PBH)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 09	676	IAPS	RNAV (GPS) RWY 01	705
	RNAV (GPS) RWY 18	677		RNAV (GPS) RWY 06	706
	RNAV (GPS) RWY 27	678		RNAV (GPS) RWY 19	707
	RNAV (GPS) RWY 36	679		RNAV (GPS) RWY 24	708
	VOR/DME-A	680			
PARK FALLS, WI			PIATT COUNTY		
PARK FALLS MUNI(PKF)			---SEE MONTICELLO, IL		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 18	681			
	RNAV (GPS) RWY 36	682			
	NDB RWY 36	683			
PAXTON, IL			PINCKNEYVILLE, IL		
PAXTON(1C1)			PINCKNEYVILLE-DU QUOIN(PJY)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	684	IAPS	RNAV (GPS) RWY 18	709
	VOR RWY 18	685		RNAV (GPS) RWY 36	710
PEKIN, IL			PINCKNEYVILLE-DU QUOIN		
PEKIN MUNI(C15)			---SEE PINCKNEYVILLE, IL		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 09	686			
	RNAV (GPS) RWY 27	687			
	VOR-A	688			
PEORIA, IL			PITTSFIELD, IL		
GENERAL DOWNING - PEORIA INTL(PIA)			PITTSFIELD-PENSTONE MUNI(PPQ)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 13	711
HOT SPOT		P		RNAV (GPS) RWY 31	712
IAPS	ILS OR LOC RWY 04	689		VOR/DME RWY 13	713
	ILS OR LOC RWY 13	690			
	ILS OR LOC RWY 31	691			
	RNAV (GPS) RWY 04	692			
	RNAV (GPS) RWY 13	693			
	RNAV (GPS) RWY 22	694			
	RNAV (GPS) RWY 31	695			
	VOR/DME OR TACAN RWY 31	696			
	VOR OR TACAN RWY 13	697			
	NDB RWY 31	698			
	AIRPORT DIAGRAM	699			
MT. HAWLEY AUXILIARY(3MY)			PLATTEVILLE, WI		
TAKEOFF MINIMUMS		L	PLATTEVILLE MUNI(PVB)		
IAPS	RNAV (GPS) RWY 18	700	TAKEOFF MINIMUMS		L
	VOR/DME-A	701	ALTERNATE MINIMUMS		M
			IAPS	RNAV (GPS) RWY 07	714
				RNAV (GPS) RWY 15	715
				RNAV (GPS) RWY 25	716
				RNAV (GPS) RWY 33	717
PERU, IL			PONTIAC, IL		
ILLINOIS VALLEY RGNL-WALTER A. DUNCAN			PONTIAC MUNI(PNT)		
FIELD(VYS)					
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 18	702	IAPS	RNAV (GPS) RWY 06	718
	RNAV (GPS) RWY 36	703		RNAV (GPS) RWY 24	719
	LOC RWY 36	704		VOR RWY 24	720
			POPLAR GROVE, IL		
			POPLAR GROVE(C77)		
			TAKEOFF MINIMUMS		L
			IAPS	VOR-A	721
			PORTAGE, WI		
			PORTAGE MUNI(C47)		
			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS)-A	722
				VOR/DME RNAV OR GPS RWY 17	723

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PRAIRIE DU CHIEN, WI			REEDSBURG, WI		
PRAIRIE DU CHIEN MUNI(PDC)			REEDSBURG MUNI(C35)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 18	754
IAPS	RNAV (GPS) RWY 14	724		RNAV (GPS) RWY 36	755
	RNAV (GPS) RWY 29	725		VOR-A	756
	RNAV (GPS) RWY 32	726	RHINELANDER, WI		
	VOR/DME RWY 29	727	RHINELANDER-ONEIDA COUNTY(RHI)		
PRAIRIE DU SAC, WI			TAKEOFF MINIMUMS		
SAUK-PRAIRIE(91C)			ALTERNATE MINIMUMS		
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IAPS ILS OR LOC RWY 04806

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STEVENS POINT, WI

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TAKEOFF MINIMUMSL

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IAPS ILS OR LOC RWY 21823

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RICHARD I. BONG(SUW)

TAKEOFF MINIMUMSL

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IAPS RNAV (GPS) RWY 04832

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IAPS RNAV (GPS) RWY 18836

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IAPS RNAV (GPS) RWY 07838

RNAV (GPS) RWY 25839

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RNAV (GPS) RWY 11853
RNAV (GPS) RWY 23854
RNAV (GPS) RWY 29855
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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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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ALTON/ST. LOUIS, IL
ST. LOUIS RGNL (ALN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 11125 (FAA)

NOTE: **Rwy 11**, tree and pole beginning 1066' from DER, 668' left of centerline, up to 76' AGL/575' MSL. Tree 2822' from DER, 933' right of centerline, 100' AGL/629' MSL. **Rwy 17**, trees beginning 1063' from DER, 282' left of centerline, up to 67' AGL/606' MSL. Trees beginning 1321' from DER, 115' right of centerline, up to 100' AGL/621' MSL. **Rwy 29**, trees and floodlight on hangar beginning 665' from DER, 472' left of centerline, up to 100' AGL/649' MSL. Trees beginning 1570' from DER, 204' right of centerline, up to 75' AGL/604' MSL. **Rwy 35**, trees beginning 1286' from DER, 477' left of centerline, up to 67' AGL/596' MSL.

AMERY, WI
AMERY MUNI (AHH)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1B 16231 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 400-1½ or std. with a min. climb of 335' per NM to 1600
NOTE: **Rwy 18**, navaid 8' from DER, 97' left of centerline, 15' AGL/1089' MSL. Tree 301' from DER, 480' left of centerline, 100' AGL/1124' MSL. Tree 410' from DER, 472' left of centerline, 100' AGL/1127' MSL. Vehicles on road beginning 608' from DER, crossing left and right of centerline, up to 15' AGL/1110' MSL. Trees beginning 667' from DER, 419' left of centerline, up to 100 AGL/1131' MSL. Trees beginning 644' from DER, 41' right of centerline, up to 100 AGL/1125' MSL. Trees, pole, tank beginning 708' from DER, 559' right of centerline, up to 1167' MSL. Tower 6684' from DER, 2073' left of centerline, 140' AGL/1340' 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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AMERY, WI (CON'T)

AMERY MUNI (CON'T)

Rwy 36, vehicles on road beginning 12' from DER, crossing left and right of centerline, up to 15' AGL/1191' MSL. Trees beginning 83' from DER, 151' right of centerline, up to 100' AGL/1092' MSL. Trees beginning 287' from DER, 269' right of centerline, up to 100' AGL/1117' MSL. Trees beginning 1022' from DER, 22' right of centerline, up to 100' AGL/1151' MSL. Trees beginning 2295' from DER, 98' right of centerline, up to 100' AGL/1155' MSL. Trees beginning 2856' from DER, 179' right of centerline, up to 100' AGL/1173' MSL. Pole and tree 352' from DER, 564' left of centerline, up to 1102' MSL. Tree 569' from DER, 256' left of centerline, 100' AGL/1118' MSL. Trees and pole beginning 611' from DER, 396' left of centerline, up to 100' AGL/1149' MSL. Trees beginning 2093' from DER, 270' left of centerline, up to 100' AGL/1150' MSL. Trees beginning 3827' from DER, 387' left of centerline, up to 100' AGL/1190' MSL.

ANTIGO, WI

LANGLADE COUNTY (AIG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 13206 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 300-2¼ or std. w/min. climb gradient of 215' per NM to 1900, 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**, sign 28' from DER, 124' left of centerline, 1' AGL/1524' MSL. Fence 207' from DER, 440' right of centerline, 10' AGL/1534' MSL. Buildings beginning 432' from DER, 486' right of centerline, up to 28' AGL/1552' MSL. Trees beginning 1073' from DER, 637' left of centerline, up to 64' AGL/1597' MSL. Trees beginning 1.6 NM from DER, 1895' right of centerline, 100' AGL/1799' MSL. **Rwy 17**, vehicles on road beginning 17' from DER, 273' left of centerline, up to 15' AGL/1531' MSL. Vehicles on road beginning 62' from DER, 247' right of centerline, up to 15' AGL/1529' MSL. **Rwy 27**, trees beginning 1032' from DER, 379' right of centerline, up to 73' AGL/1587' MSL. Pole 1142' from DER, 552' right of centerline, 32' AGL/1546' MSL. Tree 1784' from DER, 159' right of centerline, 55' AGL/1589' MSL. Trees beginning 1925' from DER, 2' right of centerline, up to 66' AGL/1580' MSL. Tree 2043' from DER, 225' left of centerline, 60' AGL/1574' MSL. Tree 2503' from DER, 63' right of centerline, 71' AGL/1580' MSL. **Rwy 35**, sign 226' from DER, 493' left of centerline, 29' AGL/1543' MSL. Building 623' from DER, 665' left of centerline, 32' AGL/1551' MSL. Trees beginning 896' from DER, 499' right of centerline, up to 62' AGL/1586' MSL. Poles beginning 1049' from DER, 448' left of centerline, up to 33' AGL/1557' MSL. Trees beginning 1463' from DER, 471' left of centerline, up to 63' AGL/1587' MSL. Trees beginning 2334' from DER, 1108' right of centerline, up to 69' AGL/1598' MSL.

APPLETON, WI

APPLETON INTL (ATW)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-A 15344 (FAA)

NOTE: **Rwy 3**, antenna on building, 266' from DER, 259' right of centerline, 12' AGL/891' MSL. Trees beginning 545' from DER, 467' right of centerline, up to 42' AGL/911' MSL. **Rwy 12**, tree, 85' from DER, 310' left of centerline, 13' AGL/861' MSL. **Rwy 30**, trees beginning 568' from DER, 575' right of centerline, up to 21' AGL/950' MSL.

ASHLAND, WI

JOHN F. KENNEDY MEMORIAL (ASX)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 08157 (FAA)

NOTE: **Rwy 2**, trees beginning 52' from DER, 209' right of centerline, up to 100' AGL/939' MSL. Trees beginning 119' from DER, 110' left of centerline, up to 100' AGL/929' MSL. Antenna 2411' from DER, 920' left of centerline, 117' AGL/926' MSL. **Rwy 13**, trees beginning 44' from DER, 161' right of centerline, up to 100' AGL/878' MSL. Trees beginning 831' from DER, 241' left of centerline, up to 100' AGL/868' MSL. **Rwy 20**, truck on road 329' from DER, 576' right of centerline, 15' AGL/844' MSL. Trees beginning 206' from DER, 229' right of centerline, up to 100' AGL/893' MSL. Trees beginning 1152' from DER, 295' left of centerline, up to 100' AGL/893' MSL. **Rwy 31**, truck on road 65' from DER, 325' right and 331' left of centerline, 15' AGL/844' MSL. Trees beginning 90' from DER, 172' right of centerline, up to 100' AGL/919' MSL. Trees beginning 34' from DER, 222' left of centerline, up to 100' AGL/838' 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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BARABOO, WI

BARABOO WISCONSIN DELLS (DLL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13206 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, std. w/min. climb of 225' per NM to 2700 or 1100-2½' for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, for climb in visual conditions: cross Baraboo Wisconsin Dells airport at or above 1900 before proceeding on course. **Rwy 19**, climb to 1800 before turning left.

NOTE: **Rwy 1**, navaid 11' from DER, 20' left of centerline, 2' AGL/969' MSL. Runway end indicator 10' from DER, 86' right of centerline, 4' AGL/969' MSL. Runway end indicator 11' from DER, 87' left of centerline, 3' AGL/970' MSL. Terrain beginning 250' from DER, 124' left of centerline, up to 984' MSL. Tree 601' from DER, 570' left of centerline, 33' AGL/1009' MSL. Trees beginning 1163' from DER, 48' left of centerline, up to 86' AGL/1054' MSL. Bushes beginning 30' from DER, 170' right of centerline, up to 2' AGL/979' MSL. Trees and terrain beginning 18' from DER, 5' right of centerline, up to 135' AGL/1111' MSL. **Rwy 14**, fence post 72' from DER, 299' left of centerline, 11' AGL/988' MSL. Trees and terrain beginning 113' from DER, 93' right of centerline, up to 75' AGL/1063' MSL. Trees and terrain beginning 61' from DER, 61' left of centerline, up to 34' AGL/1006' MSL. **Rwy 19**, navaid 9' from DER, 16' left of centerline, 4' AGL/979' MSL. Navaid 9' from DER, 19' right of centerline, 4' AGL/979' MSL. Runway end indicator 39' from DER, 112' right of centerline, 4' AGL/979' MSL. Runway end indicator 39' from DER, 110' left of centerline, 4' AGL/979' MSL. Trees and terrain beginning 245' from DER, 70' right of centerline, up to 61' AGL/1033' MSL. Terrain beginning 143' from DER, 54' left of centerline, up to 984' MSL. **Rwy 32**, terrain 102' from DER, 424' right of centerline, 974' MSL.

BELLEVILLE, IL

SCOTT AFB, MID AMERICA (BLV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 32L**, 300-1½ or std. w/ a min. climb of 250' per NM to 800.

NOTE: **Rwy 32L**, tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL. **Rwy 32R**, trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL. Trees beginning 1349' from DER, 439' right of centerline, up to 94' AGL/516' MSL.

BELOIT, WI

BELOIT (44C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14317 (FAA)

NOTE: **Rwy 7**, vehicles on road beginning 11' from DER, left and right of centerline, up to 15' AGL/844' MSL. Trees beginning 13' from DER, 241' right of centerline, 75' AGL/894' MSL. Tree 20' from DER, 220' left of centerline, 75' AGL/894' MSL. Silo 86' from DER, 230' left of centerline, 100' AGL/919' MSL. Tree 146' from DER, 31' left of centerline, 75' AGL/904' MSL. Tree 278' from DER, 305' left of centerline, 75' AGL/904' MSL. Tree 827' from DER, 693' left of centerline, 75' AGL/894' MSL. Tree 4827' from DER, 1523' right of centerline, 75' AGL/944' MSL. **Rwy 25**, trees beginning 47' from DER, 35' right of centerline, 75' AGL/884' MSL. Tree 180' from DER, 237' left of centerline, 75' AGL/874' MSL.

BENTON, IL

BENTON MUNI (H96)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11181 (FAA)

NOTE: **Rwy 18**, trees and signs beginning 290' from DER, 572' left of centerline, up to 117' AGL/579' MSL. Trees, poles, and building beginning 95' from DER, 406' right of centerline, up to 100' AGL/559' MSL. **Rwy 36**, trees beginning 419' from DER, 507' left of centerline, up to 100' AGL/549' MSL. Trees beginning 420' from DER, 602' right of centerline, up to 100' AGL/539' MSL. Vehicle on road 726' from DER, 1' right of centerline, 15' AGL/464' MSL.

BLACK RIVER FALLS, WI

BLACK RIVER FALLS AREA (BCK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 12236 (FAA)

TAKEOFF MINIMUMS: **Rwy 26**, 400-3 or std. w/min. climb of 210' per NM to 1400.

NOTE: **Rwy 8**, trees 173' from DER, 271' right of centerline, up to 10' AGL/841' MSL. OL on WSK 300' from DER, 400' left of centerline, 23' AGL/863' MSL. Vehicle on road, 460' from DER, 606' left of centerline, 15' AGL/852' MSL. Poles 1100' from DER, left and right of centerline, up to 32' AGL/872' MSL. Trees beginning 1112' from DER, left and right of centerline, up to 53' AGL/919' MSL. **Rwy 26**, vehicle on road, 155' from DER, 440' right of centerline, 15' AGL/849' MSL. Fence 2' from DER, left and right of centerline, 7' AGL/827' MSL. Trees beginning 16' from DER, left and right of centerline, up to 7' AGL/1219' MSL.

BLOOMINGTON-NORMAL, IL

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15288 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 201° to 1400 before turning left.

NOTE: **Rwy 2**, tower 1639' from DER, 908' right of centerline, 78' AGL/922' MSL. **Rwy 11**, trees beginning 2069' from DER, 870' right of centerline, up to 100' AGL/979' MSL. **Rwy 29**, vehicle on road 103' from DER, 471' right of centerline, 15' AGL/884' MSL. Tree 1667' from DER, 462' left of centerline, 100' AGL/979' 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)

6315

BOLINGBROOK, IL

BOLINGBROOK'S CLOW INTL (1C5)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10098 (FAA)

NOTE: **Rwy 18**, multiple buildings and trees beginning 84' from DER, 349' left of centerline, up to 100' AGL/769' MSL. Trees 774' from DER, 163' right of centerline, up to 100' AGL/749' MSL. **Rwy 36**, building and trees beginning 288' from DER, 40' left of centerline, up to 100' AGL/775' MSL. Multiple buildings and sign beginning at DER, 73' right of centerline, up to 50' AGL/700' MSL.

BOSCOBEL, WI

BOSCOBEL (OV5)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 07298 (FAA)

TAKEOFF MINIMUMS: **Rwy 2**, 600-3 or std. w/ min. climb of 447' per NM to 1300. **Rwy 7**, std. w/ min. climb of 548' per NM to 1500, or 1200-2½ for climb in visual conditions. **Rwy 20**, std. w/ min. climb of 672' per NM to 1400 or 1200-2½ for climb in visual conditions. **Rwy 25**, std. w/ min. climb of 381' per NM to 1300 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1300 before turning south. **Rwy 7**, climb heading 067° to 1500 before turning south, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 20**, climb heading 197° to 1500 before turning east, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 25**, climb heading 247° to 1500 before proceeding on course, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 2**, trees 1.3 NM from DER, 2536' left of centerline, 100' AGL/1118' MSL. Trees 1.6 NM from DER, 1276' left of centerline, 100' AGL/1127' MSL. Trees 1750' from DER, 470' left of centerline, 100' AGL/835' MSL. **Rwy 7**, trees 1.2 NM from DER, 2270' right of centerline, 100' AGL/1167' MSL. Trees 1290' from DER, 580' left of centerline, 100' AGL/726' MSL. Tree 13' from DER, 489' left of centerline, 10' AGL/690' MSL. Trees 1988' from DER, 250' left of centerline, 40' AGL/738' MSL. **Rwy 20**, tower 1.7 NM from DER, 640' right of centerline, 205' AGL/1196' MSL. Tower 3070' from DER, 865' left of centerline, 100' AGL/790' MSL. **Rwy 25**, tree 1.6 NM from DER, 2290' right of centerline, 100' AGL/1137' MSL. Tree 2.1 NM from DER, 1110' right of centerline, 100' AGL/1066' MSL. Trees 958' from DER, 478' right of centerline, 40' AGL/737' MSL. Trees 1165' from DER, 701' left of centerline, 40' AGL/731' MSL. Tree 1.6 NM from DER, 2290' right of centerline, 100' AGL/1137' MSL.

BOYCEVILLE, WI

BOYCEVILLE MUNI (3T3)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 02332 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 1300-2 or std. with a min. climb of 340' per NM to 2700.
NOTE: **Rwy 8**, tower 6.44NM from DER, 3378' right of centerline, 1200' AGL/2180' MSL.

BURLINGTON, WI

BURLINGTON MUNI (BUU)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 13262 (FAA)

TAKEOFF MINIMUMS: **Rwys 1,19**, NA-Environmental. **Rwy 29**, 300-1 or std. w/min. climb of 325' per NM to 1000.

NOTE: **Rwy 11**, numerous trees beginning 137' from DER, 41' right of centerline, up to 125' AGL/901' MSL. Building 1438' from DER, 415' right of centerline, 50' AGL/825' MSL. Vehicle on road, antenna, and buildings beginning 43' from DER, 3' left of centerline, up to 37' AGL/812' MSL. Numerous trees beginning 227' from DER, 46' left of centerline, up to 72' AGL/847' MSL. **Rwy 29**, numerous trees beginning 11' from DER, 77' left of centerline, up to 161' AGL/938' MSL. Buildings beginning 3568' from DER, 1138' left of centerline, up to 122' AGL/899' MSL. Numerous trees beginning 177' from DER, 144' right of centerline, up to 37' AGL/812' MSL.

CABLE, WI

CABLE UNION (3CU)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5A 15344 (FAA)

TAKEOFF MINIMUMS: **Rwys 8, 26**, NA - environmental. **Rwy 17**, 400-2¾ or std. w/min. climb of 655' per NM to 1900. **Rwy 35**, 300-1½ or std. w/min. climb of 316' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 167° to 1900 before turning right.

NOTE: **Rwy 17**, trees beginning 15' from DER, 228' left of centerline, up to 91' AGL/1421' MSL. Trees beginning 572' from DER, 21' left of centerline, up to 26' AGL/1574' MSL. Vehicle on road, 636' from DER, on centerline, 15' AGL/1388' MSL. Trees, fence, road and terrain beginning 18' from DER, 169' right of centerline, up to 100' AGL/1500' MSL. Trees, terrain and buildings beginning 981' from DER, 9' right of centerline, up to 100' AGL/1720' MSL. **Rwy 35**, trees beginning 40' from DER, 157' left of centerline, up to 91' AGL/1427' MSL. Trees beginning 171' from DER, 48' left of centerline, up to 26' AGL/1368' MSL. Trees beginning 1938' from DER, 14' left of centerline, up to 100' AGL/1502' MSL. Trees beginning 13' from DER, 216' right of centerline, up to 64' AGL/1403' MSL. Trees, pole and buildings beginning 610' from DER, 6' right of centerline, up to 100' AGL/1531' 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)

16315

CAHOKIA/ST. LOUIS, IL

ST. LOUIS DOWNTOWN (CPS)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 8 10266 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 200-1 ¼ or std. with a min. climb of 343' per NM to 700. **Rwy 30L**, 400-2½ or std. with a min. climb of 220' per NM to 900, alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 5**, climb on heading 047° to 900 before turning left. **Rwys 12L, 12R**, climb on heading 122° to 1000 before turning left. **Rwy 23**, climb on heading 227° to 2000 before turning. **Rwys 30L, 30R**, climb on heading 302° to 1600 before turning.

NOTE: **Rwy 5**, obstruction light on transmission tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL. Transmission tower 324' from DER, 79' right of centerline, 78' AGL/487' MSL. **Rwy 12L**, tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL. **Rwy 12R**, tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL. Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL. **Rwy 23**, multiple trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL. Multiple trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL. **Rwy 30L**, multiple trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL. Multiple trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.

CAIRO, IL

CAIRO RGNL (CIR)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13178 (FAA)

NOTE: **Rwy 2**, bushes beginning 14' from DER, left and right of centerline, up to 15' AGL/336' MSL. Trees beginning 142' from DER, 293' right of centerline, up to 62' AGL/372' MSL. Poles beginning 298' from DER, 215' right of centerline, up to 43' AGL/343' MSL. Trees beginning 551' from DER, left and right of centerline, up to 100' AGL/424' MSL. **Rwy 14**, light support structure 10' from DER, 56' left of centerline, 1' AGL/321' MSL. Trees beginning 37' from DER, 413' right of centerline, up to 11' AGL/ 321' MSL. Trees beginning 44' from DER, 357' left of centerline, up to 39' AGL/353' MSL. Trees beginning 651' from DER, left and right of centerline, up to 105' AGL/ 417' MSL. **Rwy 20**, trees beginning 38' from DER, 84' left of centerline, up to 34' AGL/349' MSL. Tree 39' from DER, 79' right of centerline, up to 8' AGL/323' MSL. Trees beginning 1600' from DER, left and right of centerline, up to 121' AGL/440' MSL. **Rwy 32**, REIL 10' from DER, 91' right of centerline, 1' AGL/ 314' MSL. Sign 11' from DER, 125' left of centerline, 4' AGL/ 316' MSL. Trees beginning 257' from DER, 77' right of centerline, up to 41' AGL/ 354' MSL. Trees beginning 662' from DER, 12' left of centerline, up to 91' AGL/ 403' MSL. Trees beginning 1093' from DER, left and right of centerline, up to 107' AGL/420' MSL.

CANTON, IL

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

NOTE: **Rwy 9**, tree 1335' from DER, 772' right of centerline, 100' AGL/749' MSL. **Rwy 36**, tree 1162' from DER, 486' right of centerline, 100' AGL/739' MSL.

CARBONDALE/MURPHYSBORO, IL

SOUTHERN ILLINOIS (MDH)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10042 (FAA)

TAKEOFF MINIMUMS: **Rwys 18L, 18R**, std. w/ min. climb of 225' per NM to 1100, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 18L, 18R**, for climb in visual conditions, cross Southern Illinois airport at or above 1200 MSL before proceeding on course.

NOTE: **Rwy 6**, road 179' from DER, 214' left of centerline, 418' MSL. **Rwy 18L**, tree 3235' from DER, 696' right of centerline, 100' AGL/497' MSL. Antenna 2731' from DER, 458' left of centerline, 100' AGL/483' MSL. Tower 2780' from DER, 484' left of centerline, 100' AGL/483' MSL. Pole 1166' from DER, 192' right of centerline, 100' AGL/439' MSL. **Rwy 24**, trees beginning 633' from DER left and right of centerline up to 100' AGL/485' MSL. **Rwy 36L**, trees beginning 480' from DER left and right of centerline up to 100' AGL/479' MSL.

CARMI, IL

CARMI MUNI (CUL)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 11293 (FAA)

NOTE: **Rwy 18**, tree 4288' from DER, 930' right of centerline, 100' AGL/499' MSL. **Rwy 36**, tree 3078' from DER, 41' left of centerline, 100' AGL/499' MSL.

CASEY, IL

CASEY MUNI (1H8)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 10210 (FAA)

TAKEOFF MINIMUMS: **Rwys 18, 36**, NA-Environmental. NOTE: **Rwy 4**, tank 4010' from DER, 1464' right of centerline, 140' AGL/785' MSL. Vehicle on road 651' from DER, 539' right of centerline, 15' AGL/671' MSL. Trees 998' from DER, 463' right of centerline, 100' AGL/756' MSL. **Rwy 22**, vehicle on road 255' from DER, 399' left of centerline, 15' AGL/671' MSL. Trees 2297' from DER, 766' right of centerline, 100' AGL/756' 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)

16315

CENTRALIA, IL**CENTRALIA MUNI (ENL)**

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

NOTE: **Rwy 9**, trees beginning 208' from DER, 494' right of centerline, up to 100' AGL/624' MSL. Trees beginning 528' from DER, 653' left of centerline, up to 100' AGL/624' MSL. **Rwy 18**, trees beginning 60' from DER, 265' left of centerline, up to 100' AGL/562' MSL. Trees beginning 77' from DER, 207' right of centerline, up to 100' AGL/603' MSL. Silo 1115' from DER, 755' right of centerline, 73' AGL/608' MSL. **Rwy 27**, trees beginning 1169' from DER, 493' left of centerline, up to 100' AGL/624' MSL. Trees beginning 1793' from DER, 377' right of centerline, up to 100' AGL/619' MSL. **Rwy 36**, trees and poles beginning 37' from DER, 5' right of centerline, up to 100' AGL/604' MSL. Trees, poles, and buildings beginning 203' from DER, 363' left of centerline, up to 100' AGL/610' MSL.

CHAMPAIGN/URBANA, IL**UNIVERSITY OF ILLINOIS-WILLARD (CMI)**

TAKEOFF MINIMUMS AND (OBSTACLE)
 DEPARTURE PROCEDURES
 AMDT 1 16259 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 1300 before turning left.

NOTE: **Rwy 4**, trees beginning 928' from DER, 554' right of centerline, up to 785' MSL. Trees beginning 1217' from DER, 339' right of centerline, up to 792' MSL. Tree 1339' from DER, 474' right of centerline, 798' MSL. Trees beginning 1343' from DER, 166' right of centerline, up to 802' MSL. Tree 1695' from DER, 535' right of centerline, 803' MSL. Trees beginning 1699' from DER, 233' right of centerline, up to 804' MSL. Tree 1728' from DER, 115' left of centerline, 789' MSL. Tree 2249' from DER, 441' left of centerline, 808' MSL. Trees beginning 2352' from DER, 411' right of centerline, up to 811' MSL. Tree 3096' from DER, 121' right of centerline, 826' MSL. Tree 3502' from DER, 391' right of centerline, 837' MSL. Tree 3705' from DER, 380' right of centerline, 843' MSL. **Rwy 14R**, rod on ol and pole beginning 527' from DER, 388' left of centerline, up to 759' MSL. Tower and rod on ol gs beginning 543' from DER, 437' left of centerline, up to 37' AGL/780' MSL. **Rwy 32L**, tower and asr beginning 1914' from DER, 346' left of centerline, up to 79' AGL/832' MSL. **Rwy 32R**, pole and rod on ol pole beginning 844' from DER, 713' right of centerline, up to 33' AGL/783' MSL.

CHETEK, WI**CHETEK MUNI-SOUTHWORTH (Y23)**

TAKEOFF MINIMUMS AND (OBSTACLE)
 DEPARTURE PROCEDURES
 ORIG-A 14065 (FAA)

NOTE: **Rwy 17**, trees beginning 44' from DER, 13' left of centerline, up to 100' AGL/1120' MSL. Vehicle on road 355' from DER, across centerline, 15' AGL/1070' MSL. Multiple poles beginning 338' from DER, 278' left of centerline, up to 29' AGL/1079' MSL. AG equipment beginning 27' from DER, 451' right of centerline, 19' AGL/1073' MSL. Pole 294' from DER, 299' right of centerline, 16' AGL/1070' MSL. Trees beginning 343' from DER, 7' right of centerline, up to 100' AGL/1137' MSL. **Rwy 35**, beacon 79' from DER, 448' left of centerline, 48' AGL/1103' MSL. Multiple buildings beginning 154' from DER, 339' left of centerline, up to 28' AGL/1082' MSL. Multiple poles beginning 881' from DER, 135' left of centerline, up to 34' AGL/1088' MSL. Multiple antennas beginning 1141' from DER, 40' left of centerline, up to 58' AGL/1107' MSL. Trees beginning 324' from DER, 4' left of centerline, up to 100' AGL/1146' MSL. Fence 80' from DER, 145' right of centerline, 6' AGL/1061' MSL. Multiple buildings beginning 144' from DER, 102' right of centerline, up to 22' AGL/1081' MSL. Multiple poles beginning 452' from DER, 14' right of centerline, up to 75' AGL/1088' MSL. Trees beginning 64' from DER, 1' right of centerline, up to 100' AGL/1141' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

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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)**

16315

CHICAGO, IL**CHICAGO MIDWAY INTL (MDW)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 11 14205 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L, 4R**, Climbing right turn to 2400 heading **100°** after proceeding on course. **Rwys 13C, 13L, 13R**, Climb heading **138°** to 1400 before turning. **Rwys 22L, 22R**, Climb heading **227°** to 1400 before turning. **Rwys 31C, 31L, 31R**, Climb heading **318°** to 1400 before turning.

NOTE: **Rwy 4L**, fence 18' from DER, 257' left of centerline, 12' AGL/616' MSL. Vehicle on road 143' from DER, 163' left of centerline, 16' AGL/620' MSL. Poles and building beginning 167' from DER, 64' left of centerline, 25' AGL/630' MSL. Rising terrain 10' from DER, 492' right of centerline, 606' MSL. Signs beginning 1596' from DER, left and right of centerline, up to 88' AGL/692' MSL. Light poles, trees, towers and pole beginning 281' from DER, left and right of centerline, up to 75' AGL/679' MSL. **Rwy 4R**, navaid 300' from DER, on centerline, 9' AGL/614' MSL. Blast fence 278' from DER, 44' left of centerline, 9' AGL/613' MSL. Tower 3984' from DER, 1142' left of centerline, 109' AGL/708' MSL. Tramway 1491' from DER, 571' right of centerline, 48' AGL/654' MSL. Fence and wall beginning 249' from DER, left and right of centerline, up to 13' AGL/616' MSL. Light poles, transmission line towers and poles beginning 40' from DER, left and right of centerline, up to 39' AGL/644' MSL. Trees and sign beginning 905' from DER, 416' left of centerline, up to 75' AGL/679' MSL. Trees and flagpole beginning 921' from DER, 67' right of centerline, up to 53' AGL/657' MSL. Tower 1823' from DER, 110' right of centerline, 61' AGL/672' MSL. **Rwy 13C**, navaid 249' from DER, on centerline, 9' AGL/619' MSL. Building and trees beginning 37' from DER, 470' right of centerline, up to 27' AGL/641' MSL. Building and blast fence beginning 102' from DER, 51' left of centerline, up to 15' AGL/625' MSL. Light poles, sign and transmission line towers beginning 179' from DER, left and right of centerline, up to 39' AGL/650' MSL. Buildings and trees beginning 271' from DER, 569' left of centerline, up to 70' AGL/680' MSL. Buildings beginning 565' from DER, left and right of centerline, up to 42' AGL/654' MSL. Trees beginning 823' from DER, left and right of centerline, up to 81' AGL/700' MSL. **Rwy 13L**, buildings beginning 665' from DER, left and right of centerline, up to 33' AGL/641' MSL. Fence and wall beginning 178' from DER, 462' left of centerline, up to 15' AGL/622' MSL. Light poles, trees and transmission line towers beginning 362' from DER, left and right of centerline, up to 75' AGL/684' MSL. **Rwy 13R**, wind sock 263' from DER, 256' left of centerline, 11' AGL/621' MSL. Building 80' from DER, 334' right of centerline, 23' AGL/636' MSL. Buildings beginning 459' from DER, 291' right of centerline, up to 50' AGL/663' MSL. Light poles, trees and transmission line towers beginning 978' from DER, 52' right of centerline, up to 53' AGL/692' MSL.

CHICAGO, IL (CON'T)**CHICAGO MIDWAY INTL (CON'T)**

NOTE: **Rwy 22L**, building and light poles beginning 73' from DER, 489' left of centerline, up to 31' AGL/648' MSL. Buildings, light poles, trees and transmission line towers beginning 211' from DER, left and right of centerline, up to 60' AGL/689' MSL. Tank 4100' from DER, 161' right of centerline, 113' AGL/728' MSL. Poles beginning 3991' from DER, 571' left of centerline, up to 107' AGL/743' MSL. **Rwy 22R**, tank 4332' from DER, 763' left of centerline, 113' AGL/728' MSL. Fence and wall beginning 8' from DER, left and right of centerline, up to 13' AGL/630' MSL. Building 946' from DER, 568' left of centerline, 62' AGL/677' MSL. Building, light poles, trees and transmission line towers beginning 84' from DER, left and right of centerline, up to 43' AGL/659' MSL. Trees beginning 1' from DER, 306' right of centerline, up to 52' AGL/669' MSL. Trees beginning 493' from DER, 30' right of centerline, up to 75' AGL/689' MSL. **Rwy 31C**, navaid 238' from DER, on centerline, 12' AGL/617' MSL. Navaid 182' from DER, 309' right of centerline, 19' AGL/624' MSL. Tank and water tower beginning 5575' from DER, 1418' right of centerline, 162' AGL/757' MSL. Spire 2213' from DER, 711' left of centerline, 77' AGL/682' MSL. Trees beginning 82' from DER, 107' left of centerline, up to 45' AGL/658' MSL. Trees, poles and building beginning 450' from DER, 37' left of centerline, up to 75' AGL/670' MSL. Trees and transmission line towers beginning 83' from DER, 449' left of centerline, up to 66' AGL/670' MSL. Poles, trees and buildings beginning 141' from DER, 20' right of centerline, up to 39' AGL/647' MSL. Poles and trees beginning 1116' from DER, 12' right of centerline, up to 75' AGL/673' MSL. **Rwy 31L**, rising terrain 15' from DER, 502' right of centerline, 608' MSL. Signs beginning 68' from DER, left and right of centerline, up to 5' AGL/611' MSL. Buildings beginning 338' from DER, 451' left of centerline, up to 53' AGL/661' MSL. Trees and light poles beginning 958' from DER, 36' left of centerline, up to 65' AGL/674' MSL. Trees beginning 1411' from DER, 7' right of centerline, up to 63' AGL/667' MSL. **Rwy 31R**, navaid 614' from DER, 474' left of centerline, 19' AGL/624' MSL. Sign 494' from DER, 190' left of centerline, 23' AGL/638' MSL. Trees, poles and building beginning 16' from DER, 90' right of centerline, up to 34' AGL/638' MSL. Trees, poles and buildings beginning 208' from DER, 18' right of centerline, up to 63' AGL/667' MSL. Trees, poles and buildings beginning 256' from DER, 6' left of centerline, up to 33' AGL/650' MSL. Trees, poles and buildings beginning 574' from DER, 3' left of centerline, up to 60' AGL/664' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

16315

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

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

16315

CHICAGO, IL (CON'T)

CHICAGO-O'HARE INTL (ORD)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 20A 16259 (FAA)

TAKEOFF MINIMUMS: **Rwy 27L**, std. w/min. climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER. **Rwy 27R**, std. w/min. climb of 220' per NM to 1800. **Rwy 28C**, std. w/min. climb of 220' per NM to 1700. **Rwy 28L**, std. w/min. climb of 235' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER. **Rwy 28R**, std. w/min. climb of 220' per NM to 1700. **Rwy 33**, std. w/min. climb of 240' per NM to 1700.

NOTE: **Rwy 4L**, tower on building 3301' from DER, 1207' right of centerline, 109' AGL/750' MSL. **Rwy 4R**, taxiing aircraft 152' from DER, 328' left of centerline, up to 80' AGL/735' MSL. Trees 809' from DER, 611' right of centerline, up to 36' AGL/675' MSL. **Rwy 9L**, building 2771' from DER, 1233' right of centerline, 94' AGL/745' MSL. **Rwy 9R**, pole 876' from DER, 688' right of centerline, 29' AGL/673' MSL. **Rwy 10C**, glideslope antenna 1170' from DER, 777' left of centerline, 41' AGL/694' MSL. **Rwy 10L**, taxiing aircraft 32' from DER, 440' left of centerline, up to 80' AGL/735' MSL. Sign and tower on building beginning 2517' from DER, 731' right of centerline, up to 88' AGL/732' MSL. Tower 3957' from DER, 1289' right of centerline, 127' AGL/771' MSL. **Rwy 10R**, fences beginning 10' from DER, 44' right of centerline, up to 12' AGL/665' MSL. Bush, fences, and poles beginning 34' from DER, 195' left of centerline, up to 26' AGL/686' MSL. Trees beginning 2202' from DER, 587' right of centerline, up to 71' AGL/724' MSL. Tower 4381' from DER, 1537' right of centerline, 138' AGL/738' MSL. **Rwy 15**, taxiing aircraft 1105' from DER, 766' right of centerline, up to 80' AGL/736' MSL. **Rwy 22R**, taxiing aircraft 34' from DER, 429' left of centerline, up to 80' AGL/736' MSL. **Rwy 27L**, taxiing aircraft 70' from DER, 407' left of centerline, up to 80' AGL/740' MSL. Pole 5553' from DER, 1833' left of centerline, 143' AGL/805' MSL. **Rwy 27R**, obstruction light on tank 1509' from DER, 887' left of centerline, 56' AGL/726' MSL. Elevator 2778' from DER, 1021' left of centerline, 111' AGL/776' MSL. **Rwy 28C**, trees beginning 2373' from DER, 696' left of centerline, up to 89' AGL/768' MSL. Trees 2559' from DER, 256' right of centerline, up to 58' AGL/737' MSL. **Rwy 28L**, terrain and bush beginning 5' from DER, 352' right of centerline, up to 4' AGL/692' MSL. Poles beginning 244' from DER, 471' right of centerline, up to 38' AGL/707' MSL. Railroad beginning 590' from DER, 639' left of centerline, up to 23' AGL/700' MSL. Poles and trees beginning 1500' from DER, 721' left of centerline, up to 79' AGL/758' MSL. **Rwy 33**, pole 1993' from DER, 790' left of centerline, 45' AGL/716' MSL.

CHICAGO, IL (CON'T)

LANSING MUNI (IGQ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 09183 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-1¼ or std. w/min. climb of 322' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 002° to 1200 before proceeding on course.

NOTE: **Rwy 9**, poles beginning 1203' from DER, from left to right of centerline, up to 32' AGL/647' MSL. Building 1882' from DER, 964' left of centerline, 50' AGL/668' MSL. Tower 4314' from DER, 664' left of centerline, 149' AGL/764' MSL. **Rwy 18**, trees beginning 381' from DER, 440' right of centerline, up to 42' AGL/661' MSL. **Rwy 27**, hangar and building beginning 254' from DER, 69' right of centerline, up to 26' AGL/641' MSL. Trees, antennas, antennas on buildings, signs, light poles, and road with vehicles beginning 326' from DER, from left to right of centerline, up to 68' AGL/683' MSL. Tank 575' from DER, 65' left of centerline, 16' AGL/630' MSL. **Rwy 36**, pole 5546' from DER, 1932' right of centerline, 164' AGL/777' MSL.

CHICAGO/AURORA, IL

AURORA MUNI (ARR)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 07298 (FAA)

NOTE: **Rwy 9**, vehicle on road 794' from DER, right and left of centerline, 15' AGL/734' MSL. Multiple trees beginning 4126' from DER, on centerline, 100' AGL/819' MSL. **Rwy 15**, multiple trees, power poles and road beginning 900' from DER, 47' right of centerline, up to 100' AGL/809' MSL. Power pole 1313' from DER, 47' left of centerline, 34' AGL/733' MSL. **Rwy 18**, multiple power poles beginning 1218' from DER, 190' right of centerline, up to 35' AGL/734' MSL. Multiple trees beginning 3646' from DER, on centerline up to 100' AGL/809' MSL. **Rwy 27**, vehicle on road 1020' from DER, right and left of centerline, 15' AGL/734' MSL. **Rwy 33**, multiple trees and road beginning 788' from DER, 238' right of centerline, up to 79' AGL/788' MSL. Road and power pole beginning 577' from DER, 137' left of centerline, up to 38' AGL/747' MSL. **Rwy 36**, tree, pole and fence beginning 31' from DER, 169' left of centerline, up to 35' AGL/734' MSL. Vehicle on road beginning 1099' from DER, right and left of centerline, 15' AGL/734' MSL.

CHICAGO/LAKE IN THE HILLS, IL

LAKE IN THE HILLS (3CK)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 12096 (FAA)

NOTE: **Rwy 8**, road beginning 118' from DER, left/right and on centerline, 15' AGL/901' MSL. Multiple trees beginning 2174' from DER, 294' left of centerline, up to 100' AGL/986' MSL. Multiple trees beginning 3312' from DER, 2023' right of centerline, up to 100' AGL/994' MSL. **Rwy 16**, multiple trees beginning 55' from DER, 288' right of centerline, up to 100' AGL/999' MSL. Multiple trees beginning 299' from DER, 101' left of centerline, up to 100' AGL/959' MSL. Power lines beginning 1714' from DER, 12' right of centerline, up to 36' AGL/937' MSL. Power lines beginning 1879' from DER, 87' left of centerline, up to 52' AGL/952' MSL.

16315

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

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

16315

**CHICAGO/PROSPECT HEIGHTS/
WHEELING, IL**

**CHICAGO EXECUTIVE (PWK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 11125 (FAA)**

TAKEOFF MINIMUMS: Rwy 12, 300-1½ or std. w/min. climb of 230' per NM to 900. Or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER. **Rwy 30**, 300-1 or std. w/min. climb of 250' per NM to 900, 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 6, trees beginning 10' from DER, left and right of centerline, up to 100' AGL/764' MSL. Vehicles on road beginning 102' from DER, left and right of centerline, up to 17' AGL/661' MSL. **Rwy 12**, vehicles on roads beginning 6' from DER, left and right of centerline, up to 17' AGL/661' MSL. Trees beginning 34' from DER, left and right of centerline, up to 100' AGL/764' MSL. Multiple antennas, buildings and poles beginning 164' from DER, right and left of centerline, up to 174' AGL/834' MSL. **Rwy 16**, multiple antennas, buildings, and poles beginning 91' from DER, left and right of centerline, up to 30' AGL/675' MSL. Vehicles on road beginning 288' from DER, left and right of centerline, up to 17' AGL/658' MSL. Trees beginning 442' from DER, left and right of centerline, up to 68' AGL/712' MSL. **Rwy 24**, vehicles on roads beginning 1' from DER, left and right of centerline, up to 17' AGL/666' MSL. Multiple buildings, poles and tower beginning 63' from DER, left and right of centerline, up to 130' AGL/783' MSL. Trees beginning 842' from DER, left and right of centerline, up to 48' AGL/693' MSL. **Rwy 30**, vehicles on road beginning 4' from DER, left and right of centerline, up to 17' AGL/666' MSL. Fence 63' from DER, 24' right of centerline, 12' AGL/652' MSL. Multiple buildings, poles and transmission towers beginning 70' from DER, left and right of centerline, up to 128' AGL/778' MSL. Trees beginning 77' from DER, left and right of centerline, up to 100' AGL/759' MSL. Antenna 5087' from DER, 759' right of centerline, 152' AGL/802' MSL. **Rwy 34**, trees beginning 116' from DER, left and right of centerline, up to 85' AGL/725' MSL. Building 718' from DER, 541' right of centerline, 53' AGL/693' MSL.

**CHICAGO/ROCKFORD, IL
CHICAGO/ROCKFORD INTL (RFD)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11041 (FAA)**

TAKEOFF MINIMUMS: Rwy 7, 300-1½ or std. w/min. climb of 210' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient. Takeoff must occur no later than 1300' prior to DER. **Rwy 25**, 300-1 or std. w/min. climb of 270' per NM to 1000.

NOTE: Rwy 1, vehicles on roadway 569' from DER, 640' left of centerline, up to 15' AGL/754' MSL. Tree 1572' from DER, 658' left of centerline, 100' AGL/778' MSL. **Rwy 7**, vehicles on roadway 485' from DER, 600' right of centerline, up to 15' AGL/754' MSL. Rod on building 628' from DER, 275' right of centerline 13' AGL/752' MSL. Poles beginning 544' from DER, 596' right of centerline, up to 32' AGL/771' MSL. Trees beginning 1084' from DER, 244' right of centerline, up to 100' AGL/804' MSL. Trees beginning 1603' from DER, 254' left of centerline, up to 100' AGL/779' MSL. Trees beginning 4745' from DER, 593' right of centerline, up to 100' AGL/859' MSL. Trees beginning 5167' from DER, 630' left of centerline, up to 100' AGL/879' MSL. Obstruction light on antenna 5379' from DER, 1768' left of centerline, 129' AGL/888' MSL. Tower 5359' from DER, 1785' left of centerline, 140' AGL/888' MSL. **Rwy 19**, vehicles on roadway 447' from DER, 593' left of centerline, up to 15' AGL/724' MSL. Trees beginning 2202' from DER, 996' right of centerline, up to 100' AGL/796' MSL. **Rwy 25**, vehicles on roadway 2' from DER, left and right of centerline, up to 15' AGL/744' MSL. Trees beginning 4660' from DER, 1237' left of centerline, up to 100' AGL/ 909' MSL.

**CHICAGO/ROMEOVILLE, IL
LEWIS UNIVERSITY (LOT)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10154 (FAA)**

TAKEOFF MINIMUMS: Rwy 2, 300-1¼ or std. w/min. climb of 420' per NM to 1200.
DEPARTURE PROCEDURE: Rwy 2, climb heading 016° to 1300 before turning right.
NOTE: Rwy 2, multiple towers, tree, and stack beginning 1196' from DER, 49' left of centerline, up to 213' AGL/876' MSL. **Rwy 9**, multiple trees and building beginning 243' from DER, 358' left of centerline, up to 64' AGL/735' MSL. Multiple light poles, trees, and sign beginning 112' from DER, 174' right of centerline, up to 77' AGL/721' MSL. **Rwy 27**, multiple trees beginning 1143' from DER, 634' right of centerline, up to 70' AGL/723' MSL.

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16315

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

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

6315

CHICAGO/WAUKEGAN, IL

WAUKEGAN RGNL (UGN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 13010 (FAA)

NOTE: **Rwy 5**, trees beginning 328' from DER, 493' left of centerline, up to 58' AGL/759' MSL. **Rwy 14**, hangar 196' from DER, 453' left of centerline, 30' AGL/749' MSL. Bush 362' from DER, 130' left of centerline, 17' AGL/728' MSL. Bush 371' from DER, 161' right of centerline, 14' AGL/725' MSL. Hangar 920' from DER, 452' right of centerline, 30' AGL/749' MSL. **Rwy 23**, trees beginning 89' from DER, 344' right of centerline, up to 59' AGL/780' MSL. Trees beginning 212' from DER, 372' left of centerline, up to 44' AGL/758' MSL. Trees beginning 925' from DER, left and right of centerline, up to 73' AGL/797' MSL. **Rwy 32**, terrain beginning 7' from DER, 112' left of centerline, up to 738' MSL. Terrain 122' from DER, 249' right of centerline, 734' MSL. Vehicle on road 232' from DER, 124' right of centerline, up to 15' AGL/752' MSL. Trees, bush, and wind vane on building beginning 246' from DER, left and right of centerline, up to 54' AGL/784' MSL. Tree 1560' from DER, 259' right of centerline, 70' AGL/801' MSL.

CHICAGO/WEST CHICAGO, IL

DUPAGE (DPA)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1A 13066 (FAA)

NOTE: **Rwy 2L**, airfield light 9' from DER, 61' left of centerline, 1' AGL/756' MSL. Poles beginning 1075' from DER, 622' left of centerline, up to 44' AGL/799' MSL. Trees beginning 1252' from DER, 368' left of centerline, up to 104' AGL/856' MSL. Fence 1672' from DER, 807' left of centerline, 42' AGL/800' MSL. **Rwy 10**, REIL lights beginning 39' from DER, 77' left and right of centerline, up to 3' AGL/757' MSL. Buildings beginning 630' from DER, 134' left and right of centerline, up to 45' AGL/801' MSL. Antennae beginning 699' from DER, 632' left of centerline, up to 36' AGL/792' MSL. Multiple trees beginning 845' from DER, 1' left and right of centerline, up to 93' AGL/849' MSL. Stack 1638' from DER, 185' left of centerline, 54' AGL/810' MSL. **Rwy 15**, fence 62' from DER, 385' left of centerline, 5' AGL/763' MSL. Multiple trees beginning 3' from DER, 9' left and right of centerline, up to 95' AGL/850' MSL. Vehicle on road beginning 89' from DER, 9' left and right of centerline, up to 15' AGL/773' MSL. Buildings beginning 417' from DER, 481' right of centerline, up to 37' AGL/795' MSL. Poles beginning 804' from DER, 235' right of centerline, up to 36' AGL/794' MSL. Antenna 1.09 NM from DER, 1676' left of centerline, 169' AGL/927' MSL. **Rwy 20L**, fence 209' from DER, 547' left of centerline, 7' AGL/757' MSL. Multiple trees beginning 407' from DER, 392' left of centerline, up to 111' AGL/847' MSL. Sign 22' from DER, 351' right of centerline, 2' AGL/752' MSL. **Rwy 20R**, tree 645' from DER, 619' right of centerline, 17' AGL/768' MSL. Building 974' from DER, 681' right of centerline, 28' AGL/781' MSL.

6315

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

CHICAGO/WEST CHICAGO, IL (CON'T)

DUPAGE (DPA)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1A 13066 (FAA)

NOTE: **Rwy 28**, multiple trees beginning 1228' from DER, 683' left and right of centerline, up to 84' AGL/837' MSL. Sign 39' from DER, 455' right of centerline, 3' AGL/756' MSL. **Rwy 33**, REIL lights beginning 51' from DER, 95' left and right of centerline, up to 2' AGL/760' MSL. Multiple poles beginning 407' from DER, 154' left and right of centerline, up to 61' AGL/817' MSL. Obstruction light on poles beginning 532' from DER, 120' left and right of centerline, up to 39' AGL/796' MSL. Vehicle on road beginning 460' from DER, 439' right of centerline, up to 15' AGL/772' MSL. Multiple trees beginning 335' from DER, 11' left and right of centerline, up to 110' AGL/859' MSL. Fence 346' from DER, 575' left of centerline, 48' AGL/800' MSL. Buildings beginning 195' from DER, 425' right of centerline, up to 21' AGL/778' MSL.

CLINTONVILLE, WI

CLINTONVILLE MUNI (CLI)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 07074 (FAA)

TAKEOFF MINIMUMS: **Rwys 9, 27**, NA-environmental. NOTE: **Rwy 4**, trees beginning 382' from DER, 485' right of centerline, up to 100' AGL/914' MSL, elevator 1199' from DER, 300' right of centerline, up to 100' AGL/930' MSL. **Rwy 14**, trees beginning 379' from DER, 424' right of centerline, up to 100' AGL/909' MSL. **Rwy 22**, trees beginning 729' from DER, 471' right of centerline, up to 100' AGL/929' MSL. **Rwy 32**, trees beginning 1215' from DER, 426' left of centerline, up to 100' AGL/934' MSL.

CRANDON, WI

CRANDON/STEVE CONWAY MUNI (Y55)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 15008 (FAA)

TAKEOFF MINIMUMS: **Rwys 1, 19**, NA – Environmental. **Rwy 30**, 300-2 or std. w/min. climb of 218' per NM to 2100, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

NOTE: **Rwy 12**, tree 21' from DER, 315' left of centerline, 3' AGL/1630' MSL. Obstruction light wind sock 89' from DER, 222' left of centerline, 20' AGL/1649' MSL. Vehicle on roadway 302' from DER, 258' left to right of centerline, 15' AGL/1644' MSL. Buildings 438' from DER, 386' right of centerline, up to 19' AGL/1648' MSL. Apbn 474' from DER, 492' right of centerline, 39' AGL/1668' MSL. Tree 475' from DER, 437' left of centerline, 17' AGL/1646' MSL. Pole 678' from DER, 629' right of centerline, 21' AGL/1650' MSL. Trees beginning from 831' from DER, 222' right of centerline, up to 66' AGL/1685' MSL. **Rwy 30**, trees beginning 3' from DER, 199' right of centerline, up to 10' AGL/1659' MSL. Trees beginning 105' from DER, 236' right of centerline, up to 11' AGL/1661' MSL. Trees beginning 1096' from DER, 42' left of centerline, up to 50' AGL/1679' MSL. Trees beginning 1126' from DER, 181' left to right of centerline, up to 78' AGL/1707' MSL. Trees beginning 3974' from DER, 166' right of centerline, up to 86' AGL/1795' MSL. Trees beginning 5974' from DER, 1892' right of centerline, up to 100' AGL/1939' MSL.

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

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CUMBERLAND WI

CUMBERLAND MUNI (UBE)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 16091 (FAA)

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

NOTE: **Rwy 9**: REIL 35' from DER, 107' right of centerline, 3' AGL/1235' MSL. REIL 35' from DER, 107' left of centerline, 4' AGL/1235' MSL. Pole 662' from DER, 456' left of centerline, 29' AGL/1260' MSL. Trees beginning 802' from DER, 573' left of centerline, up to 1292' MSL. Tree 1618' from DER, 269' right of centerline, 1283' MSL. Trees beginning 1946' from DER, 64' right of centerline, up to 1298' MSL. Trees beginning 1947' from DER, 66' left of centerline, up to 1294' MSL. Trees beginning 1954' from DER, 288' left of centerline, up to 1296' MSL. Tree 2312' from DER, 1100' left of centerline, 1307' MSL. **Rwy 27**: pole 10' from DER, 15' right of centerline, 2' AGL/1244' MSL. Fence 54' from DER, 386' right of centerline, 4' AGL/1246' MSL. Vehicles on road beginning 634' from DER, left and right of centerline, up to 15' AGL/1262' MSL. Building 852' from DER, 425' left of centerline, 29' AGL/1271' MSL. Tree 3356' from DER, 394' right of centerline, 1330' MSL.

DANVILLE, IL

VERMILION RGNL (DNV)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 09183 (FAA)

NOTE: **Rwy 3**, tree 2298' from DER, 725' right of centerline, 50' AGL/761' MSL. **Rwy 16**, tree 4101' from DER, 378' left of centerline, 50' AGL/789' MSL. **Rwy 21**, tree 1982' from DER, 802' left of centerline, 50' AGL/728' MSL. **Rwy 34**, tree 3460' from DER, 2' right of centerline, 50' AGL/812' MSL.

DE KALB, IL

DE KALB TAYLOR MUNI (DKB)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 4A 15120 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 9**, antenna tower 4363' from DER, 760' right of centerline, 130' AGL/1024' MSL.

DECATUR, IL

DECATUR (DEC)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 3 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 060° to 1700 before turning left. **Rwy 30**, climb heading 300° to 1400 before turning right. **Rwy 36**, climbing left turn to intercept AXC VORTAC R-340 to 2000 before proceeding on course.

NOTE: **Rwy 24**, pole 802' from DER, 664' left of centerline, 30' AGL/704' MSL. Trees beginning 895' from DER, 722' right of centerline, up to 88' AGL/762' MSL. **Rwy 30**, trees beginning 948' from DER, 395' left of centerline, up to 78' AGL/742' MSL. Trees beginning 1314' from DER, 57' right of centerline, up to 90' AGL/739' MSL. **Rwy 36**, trees beginning 1549' from DER, 14' left of centerline, up to 75' AGL/749' MSL. Trees beginning 460' from DER, 84' right of centerline, up to 72' AGL/751' MSL.

16315

DIXON, IL

DIXON MUNI-CHARLES R WALGREEN FIELD (C73)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 4 13010 (FAA)

TAKEOFF MINIMUMS: **Rwy 26**, 400-2½ or std. w/ min. climb of 250' per NM to 1300.

NOTE: **Rwy 8**, vehicle on road beginning 336' from DER, on centerline, up to 15' AGL/798' MSL. **Rwy 12**, railroad track beginning 198' from DER, 288' right of centerline, up to 23' AGL/810' MSL. Vehicle on road beginning 150' from DER, 106' left of centerline, up to 15' AGL/794' MSL. Monopole 1606' from DER, 411' left of centerline, 45' AGL/827' MSL. **Rwy 26**, tower 2.0 NM from DER, 707' left of centerline, 749' AGL/1100' MSL. Light poles beginning 166' from DER, 361' right of centerline, up to 39' AGL/806' MSL. Stack 793' from DER, 672' right of centerline, 60' AGL/843' MSL. Railroad tracks 572' from DER, 305' right of centerline, 23' AGL/803' MSL. Rooftops beginning 428' from DER, 413' right of centerline, up to 36' AGL/805' MSL. Trees beginning 330' from DER, 83' left and right of centerline, up to 14' AGL/833' MSL. **Rwy 30**, rooftops beginning 321' from DER, 140' left of centerline, up to 62' AGL/833' MSL. Power line beginning 259' from DER, 120' right of centerline, up to 100' AGL/870' MSL. Trees beginning 769' from DER, 211' left and right of centerline, up to 100' AGL/896' MSL.

DWIGHT, IL

DWIGHT (DTG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 11265 (FAA)

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

NOTE: **Rwy 9**, buildings and silos beginning 8' from DER, 169' left of centerline, up to 55' AGL/684' MSL. Trees 257' from DER, 383' left of centerline, up to 100' AGL/729' MSL. Vehicle on road 185' from DER, left and right of centerline, up to 15' AGL/639' MSL.

EAGLE RIVER, WI

EAGLE RIVER UNION (EGV)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 06271 (FAA)

NOTE: **Rwy 4**, road 240' from DER, 559' right of centerline, 15' AGL/1654' MSL. Terrain 51' from DER, 288' right of centerline, 0' AGL/1639' MSL. **Rwy 13**, road 268' from DER, 572' left of centerline, 15' AGL/1654' MSL. **Rwy 22**, road 246' from DER, 566' right of centerline, 15' AGL/1654' MSL. Multiple trees 476' from DER, 430' right of centerline, 83' AGL/1722' MSL. Multiple trees 761' from DER, 147' left of centerline, 96' AGL/1735' 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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EAST TROY, WI**EAST TROY MUNI (57C)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

ORIG 10210 (FAA)

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

NOTE: **Rwy 8**, trees beginning 106' from DER, 45' right of centerline, up to 100' AGL/979' MSL. Trees beginning 34' from DER, 6' left of centerline, up to 100' AGL/908' MSL. **Rwy 26**, vehicle on road 346' from DER, 17' right of centerline, up to 15' AGL/865' MSL. Vehicle on road 561' from DER, 588' left of centerline, up to 15' AGL/865' MSL. Vehicle on road 607' from DER, 46' right of centerline, up to 17' AGL/867' MSL. Trees beginning 1850' from DER, 131' right of centerline, up to 100' AGL/989' MSL. Trees beginning 2870' from DER, 431' left of centerline, up to 100' AGL/959' MSL.

EAU CLAIRE, WI**CHIPPEWA VALLEY RGNL (EAU)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 2 08157 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, 500-2 ¾ or std. w/ min. climb of 295' per NM to 1500. **Rwy 32**, 200-1 ½ or std. w/ min. climb of 270' per NM to 1200.DEPARTURE PROCEDURE: **Rwy 14**, climb heading 138° to 2000 before proceeding on course. **Rwy 22**, climb heading 224° to 1700 before proceeding on course. **Rwy 32**, climb heading 304° to 1700 before proceeding on course.

NOTE: **Rwy 4**, terrain 25' from DER, 98' left of centerline, 0' AGL/942' MSL. **Rwy 14**, trees beginning 336' from DER, 73' right of centerline, up to 62' AGL/1110' MSL. Trees beginning 999' from DER, 29' left of centerline up to 60' AGL/1159' MSL. Radio tower 2.2 NM from DER, 18' left of centerline, 455' AGL/1349' MSL. **Rwy 22**, vehicle on road and obstruction light on pole beginning 116' from DER, 426' right of centerline, up to 17' AGL/892' MSL. Trees 639' from DER, 509' left of centerline, 30' AGL/909' MSL. **Rwy 32**, trees beginning 184' from DER, 502' left of centerline, up to 67' AGL/1069' MSL. Trees beginning 562' from DER, 224' right of centerline, up to 74' AGL/933' MSL.

EFFINGHAM, IL**EFFINGHAM COUNTY MEMORIAL (1H2)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 5A 11321 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 220' per NM to 1300 or 1000-2 ½ for climb in visual conditions. **Rwy 19**, 300-1 ¼ or std. w/min. climb of 353' per NM to 1000.DEPARTURE PROCEDURE: **Rwy 1**, climb heading 009° to 1100 before turning left or for climb in visual conditions, cross Effingham County Memorial airport at or above 1400 before proceeding on course. **Rwy 29**, climb heading 294° to 1100 before turning right.

NOTE: **Rwy 1**, vehicles on roadway, 439' from DER, left and right of centerline, up to 15' AGL/600' MSL. Trees beginning 389' from DER, 499' right of centerline, up to 100' AGL/680' MSL. **Rwy 11**, trees beginning 2071' from DER, left and right of centerline, up to 100' AGL/670' MSL. **Rwy 19**, trees beginning 5' from DER, left and right of centerline, up to 100' AGL/670' MSL. Side mount antenna, 5816' from DER, 1692' right of centerline, 141' AGL/ 773' MSL.

EPHRAIM, WI**EPHRAIM-GIBRALTAR (3D2)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

ORIG 11013 (FAA)

NOTE: **Rwy 14**, trees beginning 73' from DER, 218' right of centerline, up to 100' AGL/849' MSL. Trees beginning 81' from DER, 427' right of centerline, up to 100' AGL/849' MSL. Terrain 73' from DER, 458' right of centerline, 775' MSL. Terrain beginning 81' from DER, 427' left of centerline, up to 765' MSL. **Rwy 32**, trees beginning 246' from DER, 192' right of centerline, up to 100' AGL/869' MSL. Trees beginning 444' from DER, 451' left of centerline, up to 100' AGL/859' MSL. Terrain beginning 23' from DER, 134' right of centerline, 775' MSL. Terrain beginning 101' from DER, 20' left of centerline, 775' MSL.

FAIRFIELD, IL**FAIRFIELD MUNI (FWC)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 2A 11097 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 400-1 or std. with a min. climb of 370' per NM to 900. **Rwy 27**, 300-1 or std. with a min. climb of 320' per NM to 600.NOTE: **Rwy 9**, tower 7280' from DER, 931' left of centerline, 277' AGL/730' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

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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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FLORA, IL

FLORA MUNI (FOA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 10322 (FAA)

DEPARTURE PROCEDURE: **Rwys 15, 33**, NA-
Environmental.

NOTE: **Rwy 3**, trees beginning 198' from DER, 55' left of centerline. Up to 99' AGL/554' MSL. Pole 897' from DER, 389' left of centerline, 29' AGL/493' MSL. Vehicle on road beginning 293' from DER, 55' left of centerline, 15' AGL/479' MSL. Trees beginning 59' from DER, 312' right of centerline, up to 99' AGL/537' MSL. **Rwy 21**, vehicle on road beginning 11' from DER, 445' left of centerline, up to 15' AGL/488' MSL. Trees beginning 2730' from DER, 29' left of centerline, up to 98' AGL/572' MSL. Tree 2785' from DER, 108' right of centerline, 99' AGL/547' MSL.

FOND DU LAC, WI

FOND DU LAC COUNTY (FLD)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1B 13290 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 2000 before turning north. **Rwy 36**, climb runway heading to 2000 before turning east.

FORT ATKINSON, WI

FORT ATKINSON MUNI (61C)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 14037 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 300-1½ 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 2100' prior to DER.

NOTE: **Rwy 3**, obstruction light on water tower 1.2 miles from DER, 2213' left of centerline, 144' AGL/994' MSL. Tank 1.2 miles from DER, 2203' left of centerline, 144' AGL/993' MSL. Trees beginning 412' from DER, 34' left of centerline, up to 100' AGL/884' MSL. Trees beginning 930' from DER, 40' right of centerline, up to 100' AGL/882' MSL. Buildings beginning 544' from DER, 479' left of centerline, up to 29' AGL/835' MSL. Buildings beginning 786' from DER, 694' right of centerline, up to 22' AGL/817' MSL. Vehicle on road 670' from DER, 57' left of centerline, up to 15' AGL/814' MSL. **Rwy 21**, trees beginning 183' from DER, 380' right of centerline, up to 100' AGL/876' MSL. Trees beginning 1816' from DER, 698' left of centerline, up to 100' AGL/872' MSL. Sign 782' from DER, 684' right of centerline, 36' AGL/835' MSL. Vehicle on road 34' from DER, 81' left of centerline, up to 15' AGL/808' MSL.

FREEPOT, IL

ALBERTUS (FEP)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 07130 (FAA)

TAKEOFF MINIMUMS: **Rwys 13, 18, 31, 36**, NA-
Environmental.

NOTE: **Rwy 24**, multiple trees beginning 446' from DER, 450' right of centerline, up to 67' AGL/903' MSL.

FRIENDSHIP (ADAMS), WI

ADAMS CO. LEGION FIELD (63C)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 02164 (FAA)

TAKEOFF MINIMUMS: **Rwys 8, 26**, NA - unsurveyed turf runways. **Rwy 33**, 500-2 or std. with a min. climb of 400' per NM to 1600.

NOTE: **Rwy 15**, power line 1210' from DER, 130' left of centerline, 60' AGL/1090' MSL. **Rwy 33**, trees 200' from DER, 200' left of centerline, 57' AGL/1032' MSL. Trees 1.43 NM from DER, 2653' left of centerline, 100' AGL/1399' MSL. Watch tower 1.69 NM from DER, 2271' left of centerline, 150' AGL/1400' MSL.

GALESBURG, IL

GALESBURG MUNI (GBG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 10210 (FAA)

NOTE: **Rwy 3**, trees beginning 1372' from DER, 352' right of centerline to 752' right of centerline, up to 55' AGL/819' MSL. **Rwy 10**, trees beginning 326' from DER, 154' right of centerline to 764' left of centerline, up to 63' AGL/820' MSL. Light 3969' from DER, 700' left of centerline 106' AGL/863' MSL. **Rwy 21**, trees beginning 361' from DER, 496' left of centerline, to 657' right of centerline, up to 42' AGL/796' MSL. **Rwy 28**, trees beginning 79' from DER, 138' left of centerline, to 330' right of centerline, up to 29' AGL/786' MSL. Pole 1204' from DER, 372' right of centerline 32' AGL/789' MSL.

GRANTSBURG, WI

GRANTSBURG MUNI (GTG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG-A 12264 (FAA)

TAKEOFF MINIMUMS: **Rwys 5,23,NA** -
Environmental.

NOTE: **Rwy 12**, trees beginning 154' from DER, 4' left of centerline, up to 102' AGL/1026' MSL. Vehicle on road beginning 178' from DER, 48' left of centerline, 15' AGL/938' MSL. Trees beginning 331' from DER, 34' right of centerline, up to 106' AGL/1030' MSL. Vehicle on road beginning 204' from DER, 306' right of centerline, 15' AGL/943' MSL. **Rwy 30**, trees beginning 164' from DER, 181' left of centerline, up to 69' AGL/993' MSL. Vehicle on road beginning 331' from DER, 451' left of centerline, 15' AGL/940' MSL. Trees beginning 112' from DER, 199' right of centerline, up to 24' AGL/948' MSL. Vehicle on road beginning 59' from DER, 30' right of centerline, 15' AGL/937' MSL.

GRAYSLAKE, IL

CAMPBELL (C81)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 82063 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1200 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)

16315

GREEN BAY, WI

AUSTIN STRAUBEL INTL (GRB)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 1300 before turning right. **Rwy 18**, climb heading 182° to 1600 before turning left.

NOTE: **Rwy 18**, tree 3022' from DER, 680' left of centerline, 100' AGL/779' MSL. **Rwy 24**, trees beginning 1556' from DER, 893' left of centerline, up to 100' AGL/779' MSL. Pole 1114' from DER, 665' left of centerline, 38' AGL/722' MSL.

GREENVILLE, IL

GREENVILLE (GRE)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10070 (FAA)

TAKEOFF MINIMUMS: **Rwys 9, 27**, NA-Environmental.
NOTE: **Rwy 18**, vehicle on road at DER, 376' left of centerline, up to 15' AGL/554' MSL. Trees beginning 534' from DER, 491' right of centerline, up to 100' AGL/639' MSL. Trees beginning 3097' from DER, 54' left of centerline, 100' AGL/629' MSL. **Rwy 36**, vehicle on road at DER, 393' right of centerline, up to 15' AGL/554' MSL.

GREENWOOD/WONDER LAKE, IL

GALT FIELD (10C)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11069 (FAA)

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

NOTE: **Rwy 9**, terrain rising 31' from DER, left and right of centerline, up to 857' MSL. Trees beginning 260' from DER, 319' right of centerline, up to 100' AGL/939' MSL. Trees beginning 352' from DER, 255' left of centerline, up to 100' AGL/949' MSL. **Rwy 27**, terrain rising 70' from DER, left and right of centerline, up to 922' MSL. Trees beginning 703' from DER, 225' left of centerline, up to 100' AGL/989' MSL. Trees beginning 885' from DER, 115' right of centerline, up to 100' AGL/999' MSL. Power lines and poles beginning 904' from DER, right and left of centerline, up to 100' AGL/1016' MSL. Vehicle on road 1027' from DER, 16' right of centerline, 15' AGL/914' MSL.

HARRISBURG, IL

HARRISBURG-RALEIGH (HSB)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 10266 (FAA)

NOTE: **Rwy 6**, trees beginning 62' from DER, 257' left of centerline, up to 100' AGL/519' MSL. Trees and PVC pipe in concrete beginning 627' from DER, 230' left of centerline, up to 100' AGL/519' MSL. Tree 895' from DER, 523' right of centerline, 61' AGL/454' MSL. Tree 5590' from DER, 1383' left of centerline, 100' AGL/539' MSL. **Rwy 14**, vehicle 368' from DER, 594' right of centerline, 15' AGL/394' MSL. Trees beginning 3343' from DER, 1286' left of centerline, up to 100' AGL/509' MSL. **Rwy 24**, trees beginning 919' from DER, 487' right of centerline, up to 100' AGL/509' MSL. Trees beginning 1706' from DER, 420' right of centerline, up to 100' AGL/519' MSL. **Rwy 32**, vehicle 482' from DER, 609' left of centerline, 15' AGL/414' MSL. Trees beginning 1087' from DER, 207' left of centerline, up to 100' AGL/509' MSL. Trees beginning 1616' from DER, 45' right of centerline, up to 100' AGL/509' MSL.

HARTFORD, WI

HARTFORD MUNI (HXF)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11349 (FAA)

TAKEOFF MINIMUMS: **Rwys 1, 19**, NA - Environmental.
NOTE: **Rwy 11**, trees beginning abeam DER, 478' left of centerline, up to 100' AGL/1159' MSL. Trees beginning abeam DER, 233' right of centerline, up to 100' AGL/1139' MSL. Trees beginning 265' from DER, left and right of centerline, up to 100' AGL/1149' MSL. Transmission lines beginning 1316' from DER, left and right of centerline, up to 100' AGL/1169' MSL. Power lines beginning 1821' from DER, left and right of centerline, up to 30' AGL/1099' MSL. **Rwy 29**, terrain beginning 22' from DER, 249' right of centerline, 1060' MSL. Silo 2841' from DER, 536' right of centerline, 68' AGL/1127' MSL.

HAYWARD, WI

SAWYER COUNTY (HYR)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 5 15232 (FAA)

TAKEOFF MINIMUMS: **Rwy 16, 34**, NA-Environmental.
NOTE: **Rwy 3**, trees and pole beginning 37' from DER, 163' left of centerline, up to 27' AGL/1238' MSL. Trees beginning 106' from DER, 224' right of centerline, up to 50' AGL/1260' MSL. Trees beginning 131' from DER, 311' left of centerline, up to 88' AGL/1298' MSL. Trees beginning 262' from DER, 412' right of centerline, up to 77' AGL/1288' MSL. Trees beginning 1818' from DER, crossing centerline, up to 100' AGL/1311' MSL. **Rwy 21**, vehicles on road, pole, and NAVAID beginning 17' from DER, 91' right of centerline, up to 23' AGL/1224' MSL. Tree 272' from DER, 416' left of centerline, 17' AGL/1218' MSL. Trees, pole, and NAVAID beginning 326' from DER, 254' right of centerline, up to 86' AGL/1284' MSL. Trees beginning 2344' from DER, crossing centerline, up to 100' AGL/1311' 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)

16315

JACKSONVILLE, IL

JACKSONVILLE MUNI (IJX)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11293 (FAA)

NOTE: **Rwy 13**, trees beginning 811' from DER, 430' left of centerline, up to 100' AGL/708' MSL. Power lines 705' from DER, crossing centerline, 40' AGL/655' MSL. **Rwy 22**, trees beginning 2888' from DER, 259' left of centerline, up to 100' AGL/707' MSL. **Rwy 31**, trees beginning 2044' from DER, 823' right of centerline, up to 100' AGL/688' MSL.

JANESVILLE, WI

SOUTHERN WISCONSIN RGNL (JVL)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08101 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-2¼ or std. w/ a min. climb of 203' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: **Rwy 4**, Road 342' from DER, 520' right of centerline, 17' AGL/846' MSL. Trees beginning 624' from DER, 366' left of centerline, up to 60' AGL/889' MSL. Light on pole 1290' from DER, 595' left of centerline, 21' AGL/840' MSL. Antenna 804' from DER, 190' left of centerline, 16' AGL/825' MSL. **Rwy 32**, Tree 1524' from DER 857' left of centerline, 100' AGL/869' MSL. **Rwy 36**, tree 1427' from DER, 108' left of centerline, 42' AGL/851' MSL. Road 385' from DER, 20' left of centerline, 15' AGL/824' MSL. Tower 1.92 NM from DER, 1427' left of centerline, 258' AGL/1101' MSL.

JUNEAU, WI

DODGE COUNTY (UNU)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 94286 (FAA)
TAKEOFF MINIMUMS: **Rwy 20**, 300-1.

KANKAKEE, IL

GREATER KANKAKEE (IKK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13122 (FAA)

NOTE: **Rwy 4**, trees beginning 1296' from DER, 303' left of centerline, up to 36' AGL/666' MSL. Trees 2045' from DER, 231' left of centerline, 51' AGL/681' MSL. **Rwy 16**, trees beginning 525' from DER, 162' left of centerline, up to 27' AGL/639' MSL. Tree 2658' from DER, 1085' left of centerline, 81' AGL/698' MSL. **Rwy 34**, trees beginning 72' from DER, 406' right of centerline, up to 26' AGL/647' MSL. Trees beginning 501' from DER, 123' left of centerline, up to 51' AGL/672' MSL. Tree 993' from DER, 664' left of centerline, 73' AGL/690' MSL.

KENOSHA, WI

KENOSHA RGNL (ENW)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09239 (FAA)

NOTE: **Rwy 7R**, multiple light poles beginning 560' from DER, 342' right of centerline, up to 26' AGL/729' MSL. Multiple trees and pole beginning 569' from DER, 248' left of centerline, up to 54' AGL/760' MSL. **Rwy 7L**, multiple trees beginning 156' from DER, 324' left of centerline up to 52' AGL/761' MSL. **Rwy 25L**, multiple trees and hangars beginning 10' from DER, 209' right of centerline up to 11' AGL/760' MSL. Tree 22' from DER, 378' left of centerline 24' AGL/763' MSL. Fence, 200' from DER, 456' left of centerline, 8' AGL, 737' MSL. Vehicle on road 889' from DER, 187' left of centerline, 14' AGL/753' MSL. **Rwy 33**, multiple trees beginning 808' from DER, 39' right of centerline up to 81' AGL/811' MSL. Multiple trees beginning 1171' from DER, 78' left of centerline, up to 84' AGL/810' MSL. **Rwy 25R**, trees 2800' from DER, 603' left to right of centerline, 100' AGL/819' MSL.

KEWANEE, IL

KEWANEE MUNI (EZI)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 09351(FAA)

NOTE: **Rwy 27**, power lines and utility pole beginning 1424' from DER, 100' right of centerline, up to 79' AGL/925' MSL. Power lines 2215' from DER, 432' left of centerline, 79' AGL/916' MSL. Tree 2212' from DER, 972' left of centerline, 100' AGL/933' MSL.

LA CROSSE, WI

LA CROSSE RGNL (LSE)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 6A 15008 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, std. w/ min. climb of 460' per NM to 1700, or 1400-2½ for climb in visual conditions. **Rwy 13**, std. w/ min. climb of 420' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 18**, std. w/ min. climb of 400' per NM to 2200, or 1400-2½ for climb in visual conditions. **Rwy 22**, std. w/ min. climb of 430' per NM to 2100, or 1400-2½ for climb in visual conditions. **Rwy 31**, std. w/ min. climb of 340' per NM to 2500, or 1400-2½ for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 400' per NM to 2200, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 13, 18, 22, 31, 36**, for climb in visual conditions cross La Crosse Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 4**, trees beginning 498' from DER, right and left of centerline, up to 100' AGL/799' MSL. Pole 4371' from DER, 205' left of centerline, 84' AGL/784' MSL. **Rwy 13**, trees beginning 423' from DER, right and left of centerline, up to 100' AGL/754' MSL. **Rwy 18**, trees beginning 1337' from DER, right and left of centerline, up to 100' AGL/739' MSL. Vehicles on road beginning 477' from DER, right and left of centerline, 15' AGL/694' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

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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)

16315

LA CROSSE, WI (CON'T)

LA CROSSE RGNL (CON'T)

Rwy 22, vehicles on road and buildings beginning 478' from DER, right and left of centerline, up to 30' AGL/694' MSL. Trees beginning 1436' from DER, 281' left of centerline, up to 100' AGL/735' MSL. Light poles beginning 1503' from DER, 171' right of centerline, up to 35' AGL/695' MSL. **Rwy 31**, trees beginning 967' from DER, right and left of centerline, up to 100' AGL/754' MSL. **Rwy 36**, trees beginning 2910' from DER, right and left of centerline, up to 100' AGL/744' MSL.

LA POINTE, WI

MAJOR GILBERT FIELD (4R5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08157 (FAA)

TAKEOFF MINIMUMS: **Rwy 22**, 300-2 or std. w/ min. climb of 213' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 22**, Climb heading 220° to 1200 before proceeding on course.

NOTE: **Rwy 4**, trees beginning 69' from DER, 5' left of centerline, up to 100' AGL/759' MSL. Trees beginning 340' from DER, 52' right of centerline, up to 100' AGL/759' MSL. **Rwy 22**, trees beginning 1867' from DER, 187' left of centerline, up to 100' AGL/710' MSL. Trees beginning 167' from DER, 23' right of centerline, up to 100' AGL/729' MSL.

LACON, IL

MARSHALL COUNTY (C75)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 89236 (FAA)

TAKEOFF MINIMUMS: **Rwys 13, 18, 36**, 300-1. DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 1800 before turning.

LADYSMITH, WI

RUSK COUNTY (RCX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12320 (FAA)

NOTE: **Rwy 1**, multiple trees 7' from DER, 420' right of centerline, up to 21' AGL/1271' MSL. Multiple trees 127' from DER, 319' right of centerline, up to 3' AGL/1243' MSL. Trees beginning 197' from DER, right and left of centerline, up to 100' AGL/1354' MSL. Vehicles on road beginning 110' from DER, right and left of centerline, up to 17' AGL/1263' MSL. Navaid 493' from DER, 534' left of centerline, 15' AGL/1252' MSL. Posts beginning 519' from DER, 387' left of centerline, up to 55' AGL/1296' MSL. Pole 772' from DER, 453' right of centerline, 35' AGL/1282' MSL. **Rwy 14**, sign 30' from DER, 485' right of centerline, 10' AGL/1228' MSL. Navaid 33' from DER, 124' right of centerline, 12' AGL/1232' MSL. Trees beginning 84' from DER, 491' left of centerline, up to 75' AGL/1304' MSL. Trees beginning 900' from DER, right and left of centerline, up to 75' AGL/1305' MSL.

LADYSMITH, WI (CON'T)

RUSK COUNTY (CON'T)

Rwy 19, trees beginning 7' from DER, 28' right of centerline, up to 53' AGL/1285' MSL. Vehicles on road 178' from DER, 349' right of centerline, 17' AGL/1234' MSL. Trees beginning 1132' from DER, 779' left of centerline up to 65' AGL/1285' MSL. Obstruction light on water tank and water tower beginning 3382' from DER, 1276' left of centerline, up to 134' AGL/1362' MSL. **Rwy 32**, trees beginning 22' from DER, 427' right of centerline, up to 30' AGL/1267' MSL. Trees beginning 137' from DER, right and left of centerline, up to 65' AGL/1301' MSL. Vehicles on road beginning 109' from DER, 312' right of centerline, up to 17' AGL/ 1251' MSL. Trees beginning 2458' from DER, 710' right of centerline, up to 100' AGL/1299' MSL.

LAKE GENEVA, WI

GRAND GENEVA RESORT (C02)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 16091 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 300-1½ or 300-1 with minimum climb of 260' per NM to 1100. **Rwy 23**, 300-1½ or 300-1 with minimum climb of 310' per NM to 1200. DEPARTURE PROCEDURE: **Rwy 23**, climb on heading 234° to 1500 before turning right.

NOTE: **Rwy 5**, trees beginning abeam DER, 51' right of centerline, up to 100' AGL/939' MSL. Trees beginning 456' from DER, 167' right of centerline, up to 100' AGL/1019' MSL. Trees beginning 1652' from DER, left and right of centerline, up to 100' AGL/969' MSL. Trees beginning 2428' from DER, 459' left of centerline, up to 100' AGL/989' MSL. Trees beginning 3408' from DER, 253' right of centerline, up to 100' AGL/979' MSL. Trees beginning 4645' from DER, 1697' left of centerline, up to 100' AGL/959' MSL. Trees beginning 5477' from DER, 1005' right of centerline, up to 100' AGL/1019' MSL. **Rwy 23**, trees beginning abeam DER, 86' left of centerline, up to 100' AGL/949' MSL. Trees beginning 333' from DER, 157' right of centerline, up to 100' AGL/949' MSL. Trees beginning 1467' from DER, 581' left of centerline, up to 100' AGL/979' MSL. Trees beginning 1559' from DER, 273' right of centerline, up to 100' AGL/1009' MSL. Trees beginning 3094' from DER, 558' left of centerline, up to 100' AGL/1009' MSL. Trees beginning 4099' from DER, left and right of centerline, up to 100' AGL/1039' MSL.

LAND O'LAKES, WI

KINGS LAND O'LAKES (LNL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 05132 (FAA)

TAKEOFF MINIMUMS: **Rwys 5, 23**, NA-obstacles. NOTE: **Rwy 14**, road and vehicle 195' from DER, 245' left of centerline, 33' AGL/1737' MSL. **Rwy 32**, trees 50' from DER, 296' right of centerline, up to 100' AGL/1820' MSL. Trees 820' from DER, 220' right of centerline, 66' AGL/1770' MSL. Multiple trees beginning 480' from DER, 200' left of centerline, 60' AGL/1764' MSL. Tank 1144' from DER, 615' right of centerline, 125' AGL/1833' 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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LAWRENCEVILLE, IL

LAWRENCEVILLE-VINCENNES INTL
(LWV)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10294 (FAA)

NOTE: **Rwy 9**, trees and irrigation booms beginning 419' from DER, 78' right of centerline, up to 100' AGL/539' MSL. Trees and irrigation booms beginning 750' from DER, 53' left of centerline, up to 100' AGL/539' MSL. **Rwy 18**, trees and irrigation booms beginning 275' from DER, 299' right of centerline, up to 100' AGL/524' MSL. Irrigation booms beginning 586' from DER, 362' left of centerline, up to 22' AGL/446' MSL. **Rwy 27**, vehicles on road and irrigation booms beginning 312' from DER, 50' right of centerline, up to 23' AGL/447' MSL. Vehicles on road and irrigation booms beginning 310' from DER, 50' left of centerline, up to 24' AGL/448' MSL.

LINCOLN, IL

LOGAN COUNTY (AAA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 16091 (FAA)

TAKEOFF MINIMUMS: **Rwy 14, 32**, NA-Environmental. **Rwy 21**, 300- $\frac{1}{2}$ or std. with a min. climb of 341' per NM to 800.

NOTE: **Rwy 3**, road/vehicles beginning 210' from DER, 296' right of centerline, up to 15' AGL/607' MSL. Trees beginning 783' from DER, 353' left of centerline, up to 100' AGL/664' MSL. Trees 2733' from DER, 390' left of centerline, up to 100' AGL/676' MSL. **Rwy 21**, navaid 9' from DER, 111' right of centerline, 3' AGL/594' MSL. Trees beginning 377' from DER, 546' right of centerline, up to 100' AGL/621' MSL. Trees beginning 1773' from DER, 155' right of centerline, up to 100' AGL/669' MSL. Multiple towers beginning 3190' from DER, 579' right of centerline, up to 101' AGL/689' MSL. Tower 4139' from DER, 158' left of centerline, 126' AGL/715' MSL.

LITCHFIELD, IL

LITCHFIELD MUNI (3LF)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 05300 (FAA)

NOTE: **Rwy 9**, tower 1058' left of DER, 132' AGL/822' MSL.

LONE ROCK, WI

TRI COUNTY RGNL (LNR)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 08185 (FAA)

TAKEOFF MINIMUMS: **Rwys 9, 27**, 600- $\frac{1}{4}$, or 1000-2 $\frac{1}{2}$ for climb in visual conditions. **Rwys 18, 36**, NA-Environmental.

DEPARTURE PROCEDURE: **Rwys 9, 27**, for climb in visual conditions: cross Tri-County Rgnl Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 9**, terrain and trees beginning 23' from DER, 238' left of centerline, up to 100' AGL/1129' MSL. Road beginning 244' from DER, 330' left of centerline, up to 17' AGL/733' MSL. Terrain and trees beginning 18' from DER, 235' right of centerline, up to 100' AGL/722' MSL.

Rwy 27, building 764' from DER, 386' left of centerline, up to 25' AGL/744' MSL. Tree 1381' from DER, 590' left of centerline, up to 70' AGL/785' MSL. Road beginning 245' from DER, on centerline, up to 12' AGL/731' MSL. Antennas and poles beginning 920' from DER, 372' right of centerline, up to 33' AGL/752' MSL. Trees and terrain beginning 2 NM from DER, 2658' right of centerline, up to 100' AGL/1199' MSL.

MACOMB, IL

MACOMB MUNI (MQB)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 89236 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1700 before turning right. **Rwy 27**, climb runway heading to 1700 before turning left.

MADISON, WI

BLACKHAWK AIRFIELD (87Y)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 14261 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 300-2 or std. w/min. climb of 212' per NM to 1300. **Rwy 22**, 300-2 or std. w/min. climb of 479' per NM to 1300. **Rwy 27**, 300-2 $\frac{1}{4}$ or std. w/min. climb of 256' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 043° to 1500 before turning left.

NOTE: **Rwy 4**, trees beginning 35' from DER, left and right of centerline, up to 35' AGL/934' MSL. Vehicle on road beginning 785' from DER, left and right of centerline, up to 17' AGL/926' MSL. Trees beginning 1.6 NM from DER, left and right of centerline, up to 100' AGL/1069' MSL. **Rwy 9**, trees beginning 141' from DER, 249' left of centerline, up to 35' AGL/974' MSL. Vehicle on road beginning 265' from DER, left and right of centerline, up to 15' AGL/944' MSL. Trees and buildings beginning 1071' from DER, 612' right of centerline, up to 30' AGL/939' MSL. Trees beginning 1337' from DER, left and right of centerline, up to 100' AGL/999' MSL. Trees and buildings beginning 1456' from DER, 729' left of centerline, up to 100' AGL/1009' MSL. **Rwy 22**, trees beginning 35' from DER, left and right of centerline, up to 35' AGL/944' MSL. Houses beginning 1085' from DER, left and right of centerline, up to 30' AGL/1019' MSL. Vehicles on road beginning 1087' from DER, left and right of centerline, up to 15' AGL/974' MSL. Water tower 3995' from DER, 792' left of centerline, 81' AGL/1089' 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)

16315

MADISON, WI (CON'T)

BLACKHAWK AIRFIELD (CON'T)

Rwy 27, trees beginning 142' from DER, left and right of centerline, up to 35' AGL/984' MSL. Vehicle on road beginning 222' from DER, on centerline, up to 15' AGL/934' MSL. Poles and buildings beginning 1101' from DER, left and right of centerline, up to 40' AGL/959' MSL. Trees 3539' from DER, 941' right of centerline, up to 100' AGL/1049' MSL. Pole 4567' from DER, 225' right of centerline, 63' AGL/1070' MSL. Water tower 1.3 NM from DER, 335' right of centerline, 177' AGL/1186' MSL. Trees beginning 1.7 NM from DER, left and right of centerline, up to 100' AGL/1139' MSL.

DANE COUNTY RGNL-TRUAX FIELD (MSN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A 16035 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, 200-1½ or std. w/min. climb of 212' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 18**, (Southwest departures 200° CW 260°) climb on heading 179° to 3200 before proceeding on course. **Rwy 21**, (Southwest departures 200° CW 260°) climb on heading 206° to 3200 before proceeding on course.

NOTE: **Rwy 3**, tower 7137' from DER, 2392' left of centerline, 132' AGL/1082' MSL. Trees beginning 4368' from DER, 1526' left of centerline, up to 100' AGL/1082' MSL. **Rwy 14**, trees and poles beginning 936' from DER, left and right of centerline, up to 100' AGL/986' MSL. Antenna on building 3747' from DER, 1283' left of centerline, 57' AGL/976' MSL. Vehicle on road 134' from DER, left to right of centerline, up to 17' AGL/874' MSL. **Rwy 18**, trees beginning 287' from DER, left and right of centerline, up to 100' AGL/941' MSL. **Rwy 21**, trees beginning 1557' from DER, 383' right of centerline, up to 100' AGL/972' MSL. Sign 29' from DER, 118' left of centerline, 6' AGL/862' MSL. Glideslope antenna 1144' from DER, 140' left of centerline, 39' AGL/898' MSL. **Rwy 32**, trees beginning 1810' from DER, left and right of centerline, up to 100' AGL/948' MSL. Railroad 672' from DER, left to right of centerline, 23' AGL/882' MSL. **Rwy 36**, trees and pole beginning 1325' from DER, left and right of centerline, up to 100' AGL/1012' MSL. Rapidly rising terrain 1467' from DER, 678' right of centerline, up to 947' MSL. Vehicle on road 1154' from DER, left to right of centerline, up to 17' AGL/908' MSL.

MANITOWISH WATERS, WI

MANITOWISH WATERS (D25)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10154 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 22**, NA-Environment.

NOTE: **Rwy 14**, trees beginning 93' from DER, 225' right of centerline, up to 100' AGL/1709' MSL. Trees beginning 279' from DER, 441' left of centerline, up to 100' AGL/1709' MSL. **Rwy 32**, trees beginning 70' from DER, 343' left of centerline, up to 100' AGL/1714' MSL. Trees beginning 151' from DER, 362' right of centerline, up to 100' AGL/1714' MSL. Road 617' from DER, 44' right of centerline, 15' AGL/1634' MSL.

MANITOWOC, WI

MANITOWOC COUNTY (MTW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 09071 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 300-1½ or std. with a min. climb of 254' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 072° to 1200 before proceeding on course. **Rwy 25**, climb heading 252° to 1200 before proceeding on course.

NOTE: **Rwy 7**, tree 520' from DER, 279' left of centerline, 27' AGL/666' MSL. **Rwy 17**, stack 1.24 NM from DER, 1915' left of centerline, 310' AGL/893' MSL. Trees beginning 23' from DER, 16' left of centerline, up to 94' AGL/743' MSL. Trees beginning 1802' from DER, 76' right of centerline, up to 98' AGL/747' MSL. Flagpole 1234' from DER, 512' right of centerline, 36' AGL/695' MSL. Antenna 989' from DER, 511' right of centerline, 39' AGL/688' MSL. **Rwy 25**, tree 734' from DER, 321' right of centerline, 48' AGL/697' MSL. Tree 1870' from DER, 223' left of centerline, 63' AGL/722' MSL. Train on railroad, 744' from DER, on centerline, 23' AGL/676' MSL. **Rwy 35**, trees beginning 167' from DER, 477' right of centerline, up to 66' AGL/710' MSL. Tree 2012' from DER, 863' left of centerline, 67' AGL/716' MSL.

MARION, IL

WILLIAMSON COUNTY RGNL (MWA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 10070 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, 600-3 or std. with a min. climb of 235' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 11**, Climb via heading 107° to 1100 before turning left.

NOTE: **Rwy 2**, trees beginning 119' from DER, 265' left of centerline, up to 106' AGL/543' MSL. **Rwy 11**, poles beginning 630' from DER, 496' right of centerline, up to 75' AGL/518' MSL. Tree 1298' from DER, 594' right of centerline, 81' AGL/528' MSL. Tank 5154' from DER, 800' right of centerline, 164' AGL/601' MSL. Tower 3.16 NM from DER, 1.32 NM left of centerline, 490' AGL/980' MSL. **Rwy 20**, trees beginning 1538' from DER, 823' right of centerline, up to 68' AGL/521' MSL. **Rwy 29**, wind sock 341' from DER, 291' left of centerline, 11' AGL/461' MSL. Trees beginning 559' from DER, 360' right of centerline, up to 77' AGL/534' MSL. Theater screen 1347' from DER, 634' right of centerline, 77' AGL/530' MSL.

MARSHFIELD, WI

MARSHFIELD MUNI (MFI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 06271 (FAA)

NOTE: **Rwy 34**, multiple trees beginning 1412' from DER, 532' left of centerline, up to 60' AGL/1359' 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)

16315

MATTOON-CHARLESTON, IL

COLES COUNTY MEMORIAL (MTO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 09351 (FAA)

NOTE: **Rwy 11**, trees beginning 1842' from DER, 869' left of centerline, up to 100' AGL/803' MSL.

MEDFORD, WI

TAYLOR COUNTY (MDZ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 3 13066 (FAA)

NOTE: **Rwy 9**, trees beginning 1123' from DER, 561' left of centerline, up to 61' AGL/1540' MSL. Trees beginning 2555' from DER, 592' right of centerline, up to 85' AGL/1544' MSL. **Rwy 16**, trees beginning 7' from DER, 248' left of centerline, up to 75' AGL/1524' MSL. Vehicle on road beginning 33' from DER, 8' left of centerline, up to 15' AGL/1466' MSL. Vehicle on road beginning 27' from DER, 93' right of centerline, up to 15' AGL/1462' MSL. **Rwy 27**, pole 112' from DER, 498' right of centerline, 13' AGL/1482' MSL. Windssock 389' from DER, 270' right of centerline, 18' AGL/1487' MSL. Antenna 598' from DER, 501' right of centerline, 11' AGL/1480' MSL. Trees beginning 2049' from DER, 627' left of centerline, up to 75' AGL/1525' MSL. Tower 3741' from DER, 1111' left of centerline, 150' AGL/1580' MSL. **Rwy 34**, terrain beginning 37' from DER, 482' right of centerline, 1461' MSL. Trees beginning 370' from DER, 187' right of centerline, up to 41' AGL/1510' MSL. Poles beginning 489' from DER, 310' right of centerline, up to 26' AGL/1488' MSL.

MENOMONIE, WI

MENOMONIE MUNI-SCORE FIELD (LUM)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 11349 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 500-2 or std. w/min. climb of 584' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 176° to 1500 before turning right. **Rwy 36**, climb heading 356° to 1600 before turning left.

NOTE: **Rwy 9**, buildings beginning 116' from DER, 346' right of centerline, up to 40' AGL/939' MSL. **Rwy 18**, trees beginning 891' from DER, 377' right of centerline, up to 100' AGL/999' MSL. Trees beginning 923' from DER, 158' left of centerline, up to 100' AGL/999' MSL. Power lines 1295' from DER, left and right of centerline, up to 32' AGL/931' MSL. Building 1989' from DER, 645' right of centerline, up to 100' AGL/999' MSL. Trees beginning 2120' from DER, 417' right of centerline, up to 100' AGL/1079' MSL. Terrain beginning 2278' from DER, 746' right of centerline, 999' MSL. **Rwy 27**, trees beginning 433' from DER, 545' right of centerline, up to 44' AGL/943' MSL. Antenna on stk, 2666' from DER, 660' right of centerline, 98' AGL/987' MSL. Trees beginning 792' from DER, 447' left of centerline, up to 46' AGL/935' MSL. Pole 706' from DER, 636' right of centerline, 32' AGL/931' MSL. Trees beginning 2619' from DER, 581' left of centerline, up to 83' AGL/972' MSL. **Rwy 36**, multiple buildings beginning 472' from DER, 471' left of centerline, up to 40' AGL/959' MSL. Vehicle on road 669' from DER, left and right of centerline, up to 15' AGL/934' MSL. Building 809' from DER, 607' right of centerline, up to 40' AGL/959' MSL. Trees beginning 2220' from DER, left and right of centerline, up to 100' AGL/999' MSL.

16315

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

MERRILL, WI

MERRILL MUNI (RRL)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07242 (FAA)

NOTE: **Rwy 7**, bush 55' from DER, 468' left of centerline, 5' AGL/1311' MSL. Pole 392' from DER, 512' right of centerline, 23' AGL/1329' MSL. Building 358' from DER, 451' right of centerline, 21' AGL/1327' MSL. Multiple trees beginning 905' from DER, from 727' right to 552' left of centerline, up to 91' AGL/1400' MSL. Multiple trees beginning 2597' from DER, from 22' right to 86' left of centerline, up to 82' AGL/1401' MSL. **Rwy 16**, multiple trees beginning 1587' from DER, on centerline, up to 100' AGL/1439' MSL. **Rwy 25**, bush 132' from DER, 494' right of centerline, 13' AGL/1331' MSL. Pole 1240' from DER, 778' left of centerline, 37' AGL/1356' MSL. Multiple trees beginning 1085' from DER, from 554' right to 359' left of centerline, up to 69' AGL/1388' MSL. **Rwy 34**, multiple trees beginning 49' from DER, from 33' right to 139' left of centerline, up to 100' AGL/1439' MSL.

MIDDLETON, WI

MIDDLETON MUNI-MOREY FIELD (C29)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 05356 (FAA)

TAKEOFF MINIMUMS: **Rwy 28**, 300-1 or std. with a min. climb of 468' per NM to 1300. **Rwys 1, 19**, NA-turf.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 101° to 2600 before proceeding on course. **Rwy 28**, climb via heading 281° to 2600 before proceeding on course.

NOTE: **Rwy 28**, multiple trees beginning 2067' from DER, 583' left of centerline, up to 60' AGL/1032' MSL.

MILWAUKEE, WI

GENERAL MITCHELL INTL (MKE)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 8A 13206 (FAA)

TAKEOFF MINIMUMS: **Rwy 7R**, 300-1½ or std. w/min. climb of 290' per NM to 1100. **Rwy 31**, 300-1½ or std. w/min. climb of 255' per NM to 1000.

NOTE: **Rwy 1L**, fence 148' from DER, left and right of centerline, up to 10' AGL/678' MSL. Pole 575' from DER, 594' left of centerline, 18' AGL/689' MSL. Pole 1859' from DER, 912' right of centerline, 18' AGL/734' MSL. Antenna 1928' from DER, 1' right of centerline, 15' AGL/727' MSL. Terrain beginning 1671' from DER, 751' left of centerline, up to 726' MSL. Tower and poles beginning 2284' from DER, 463' right of centerline, up to 31' AGL/750' MSL. Trees beginning 2492' from DER, 901' left of centerline, up to 59' AGL/780' MSL. Trees 3256' from DER, 445' left of centerline, up to 68' AGL/769' MSL. Trees beginning 3697' from DER, 154' right of centerline, up to 84' AGL/776' MSL. **Rwy 1R**, terrain 11' from DER, left and right of centerline, up to 673' MSL. Rod 581' from DER, 600' left of centerline, 48' AGL/719' MSL. Tree 4336' from DER, 462' right of centerline, 64' AGL/795' MSL.

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

61315

MILWAUKEE, WI (CON'T)

GENERAL MITCHELL INTL (CON'T)

Rwy 7L, terrain beginning 177' from DER, 145' right of centerline, 683' MSL. Terrain beginning 61' from DER, 143' left of centerline, 686' MSL. Building 319' from DER, 456' right of centerline, 25' AGL/696' MSL. Poles beginning 1272' from DER, 48' left of centerline, up to 60' AGL/751' MSL. Trees beginning 1407' from DER, 458' left of centerline, up to 93' AGL/822' MSL. Tree 3817' from DER, 176' right of centerline, 84' AGL/785' MSL. **Rwy 7R**, lights, signs, and terrain beginning 23' from DER, 85' left of centerline, up to 2' AGL/672' MSL. Poles and railroad 708' from DER, left and right of centerline, up to 23' AGL/711' MSL. Trees beginning 2194' from DER, 250' left of centerline, up to 71' AGL/742' MSL. Trees beginning 2244' from DER, 124' right of centerline, up to 93' AGL/764' MSL. Stack 1.2 NM from DER, 2099' right of centerline, 215' AGL/930' MSL. Stack 1.3 NM from DER, 1166' left of centerline, 180' AGL/891' MSL. **Rwy 13**, terrain 19' from DER, 223' left of centerline, 673' MSL. Terrain 59' from DER, 152' right of centerline, 673' MSL. Poles, trees, and railroad beginning 966' from DER, 208' left of centerline, up to 40' AGL/711' MSL. Poles, trees, and railroad 1172' from DER, 7' right of centerline, up to 46' AGL/717' MSL. Trees beginning 2172' from DER, 208' left of centerline, up to 79' AGL/750' MSL. Tree 2227' from DER, 1035' left of centerline, 79' AGL/750' MSL. **Rwy 19L**, tower 1837' from DER, 559' right of centerline, 71' AGL/749' MSL. **Rwy 19R**, terrain beginning 174' from DER, left and right of centerline, up to 712' MSL. **Rwy 25L**, antenna 217' from DER, 300' right of centerline, 14' AGL/735' MSL. Tree 2679' from DER, 305' right of centerline, 68' AGL/799' MSL. Antenna and tree 2790' from DER, 1200' right of centerline, up to 71' AGL/820' MSL. **Rwy 25R**, pole 604' from DER, 336' left of centerline, 38' AGL/709' MSL. Hangar 625' from DER, 363' right of centerline, 31' AGL/702' MSL. Tree 1297' from DER, 187' left of centerline, 45' AGL/716' MSL. Pole 1605' from DER, 301' right of centerline, 49' AGL/720' MSL. **Rwy 31**, terrain 31' from DER, 70' right of centerline, 676' MSL. Fence 197' from DER, left and right of centerline, up to 10' AGL/681' MSL. Sign 219' from DER, 450' right of centerline, 51' AGL/730' MSL. Poles 265' from DER, left and right of centerline, up to 25' AGL/706' MSL. Trees beginning 1362' from DER, 390' left of centerline, up to 52' AGL/731' MSL. Trees and pole beginning 1351' from DER, 341' right of centerline, up to 69' AGL/758' MSL. Trees and pole beginning 2390' from DER, 345' right of centerline, up to 56' AGL/775' MSL. Tank 1.1 NM from DER, 742' right of centerline, 167' AGL/885' MSL. Transmission tower 4854' from DER, 1622' right of centerline, 81' AGL/ 802' MSL.

MILWAUKEE, WI (CON'T)

LAWRENCE J. TIMMERMAN (MWC) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 13318 (FAA)

TAKEOFF MINIMUMS: **Rwys 4R, 15R, 22L, 33L**, N/A
Environmental and obstacles.

DEPARTURE PROCEDURE: **Rwy 4L**, climb heading

038° to 2100 before turning East. **Rwy 15L**, climb

heading 148° to 2100 before turning East. **Rwy 22R**,

climb heading 218° to 2100 before turning East. **Rwy**

33R, climb heading 328° to 2100 before turning East.

NOTE: **Rwy 4L**, transmission line 5082' from DER, 917'

left of centerline, 133' AGL/878' MSL. Building 75' from

DER, 480' left of centerline, 33' AGL/771' MSL. Fence 197'

from DER, 381' left of centerline, 6' AGL/745' MSL.

Billboard 565' from DER, 176' left of centerline, 17'

AGL/755' MSL. AC equipment 926' from DER, 741' left

of centerline, 70' AGL/808' MSL. Tree 1106' from DER,

731' right of centerline, 70' AGL/808' MSL. Building 887'

from DER, 641' left of centerline, 67' AGL/805' MSL.

Numerous trees beginning 623' from DER, right and left

of centerline, up to 100' AGL/820' MSL. Vehicle on road

517' from DER on centerline, 17' AGL/755' MSL. **Rwy**

15L, vehicles on road beginning 628' from DER, 186' left

of centerline, up to 31' AGL/780' MSL. Pole 1549' from

DER, 462' right of centerline, 41' AGL/796' MSL. Poles

and lights beginning 958' from DER, 281' left of

centerline, up to 51' AGL/801' MSL. Lights beginning

1421' from DER, 512' right of centerline, up to 42'

AGL/797' MSL. Antenna on building 437' from DER, 264'

left of centerline, 12' AGL/756' MSL. Billboard 816' from

DER, 297' left of centerline, 31' AGL/775' MSL. Trees

beginning 487' from DER, 397' left of centerline, up to 67'

AGL/817' MSL. Trees beginning 1203' from DER, 247'

left of centerline, up to 85' AGL/835' MSL. Trees

beginning 583' from DER, 165' right of centerline, up to

50' AGL/791' MSL. Trees beginning 1186' from DER,

184' right of centerline, up to 76' AGL/831' MSL. Trees

beginning 2297' from DER, left and right of centerline, up

to 86' AGL/841' MSL. **Rwy 22R**, trees beginning 553'

from DER, right and left of centerline, up to 100'

AGL/820' MSL. **Rwy 33R**, trees beginning 495' from

DER, 18' left of centerline, up to 100' AGL/797' MSL.

Tree 1257' from DER, 130' right of centerline, 100'

AGL/783' MSL.

MINERAL POINT, WI

IOWA COUNTY (MRJ)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 11293 (FAA)

NOTE: **Rwy 4**, trees beginning 503' from DER, 103' right

of centerline, up to 100' AGL/ 1289' MSL. Trees

beginning 2199' from DER, 667' left of centerline, up to

100' AGL/ 1279' MSL. **Rwy 11**, trees beginning 95' from

DER, 79' right of centerline, up to 100' AGL/ 1259' MSL.

Trees beginning 467' from DER, 517' left of centerline, up

to 100' AGL/ 1259' MSL. **Rwy 22**, vehicles on road

beginning 102' from DER, left and right of centerline, up

to 15' AGL/ 1184' MSL. Trees beginning 324' from DER,

40' right of centerline, up to 100' AGL/ 1279' MSL. Tree

1241' from DER, 627' left of centerline, 100' AGL/ 1239'

MSL. **Rwy 29**, trees beginning 536' from DER, 497' right

of centerline, up to 100' AGL/ 1179' MSL. Trees

beginning 1319' from DER, 571' left of centerline, up to

100' AGL/ 1209' MSL.

61315

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

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

16315

MINOCQUA-WOODRUFF, WI

LAKELAND/NOBLE F LEE MEMORIAL
FIELD (ARV)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09351 (FAA)

NOTE: **Rwy 10**, trees beginning 239' from DER, 545' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 424' from DER, 576' left of centerline, up to 100' AGL/1729' MSL. **Rwy 18**, trees beginning 785' from DER, 482' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 825' from DER, 506' left of centerline, up to 100' AGL/1729' MSL. **Rwy 28**, trees beginning 659' from DER, 564' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 474' from DER, 432' left of centerline, up to 100' AGL/1729' MSL.

Rwy 36, trees and windsock beginning 157' from DER, 5' right of centerline, up to 96' AGL/1725' MSL. Trees beginning 1280' from DER, 29' left of centerline, up to 100' AGL/1749' MSL.

MOLINE, IL

QUAD CITY INTL (MLI)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 12320 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 200-1¼ or std. w/min. climb of 272' per NM to 900. **Rwy 13**, 200-1½ or std. w/min. climb of 318' per NM to 900. **Rwy 23**, 300-1¼ or std. w/min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 5**, climb on heading 058° to 2000 before turning left. **Rwy 9**, climb on heading 090° to 1500 before turning left. **Rwy 13**, climb on heading 126° to 1200 before turning. **Rwy 23**, climb on heading 228° to 1200 before turning. **Rwy 27**, climb on heading 270° to 1200 before turning. **Rwy 31**, climb on heading 306° to 1600 before turning.

NOTE: **Rwy 5**, trees, buildings, and signs beginning 1196' from DER, 26' left of centerline, up to 50' AGL/642' MSL. Trees 1252' from DER, 392' right of centerline, 67' AGL/637' MSL. **Rwy 9**, pole 772' from DER, 683' left of centerline, 27' AGL/596' MSL. Trees beginning 2485' from DER, 944' left of centerline, up to 100' AGL/663' MSL. Trees and poles beginning 4432' from DER, 676' right of centerline, up to 100' AGL/757' MSL. **Rwy 13**, vehicles on roadway beginning 751' from DER, 219' right of centerline, up to 15' AGL/606' MSL. Trees beginning 1522' from DER, 429' right of centerline, up to 33' AGL/775' MSL. Trees, rising terrain, vehicles on roadways, and buildings beginning 3243' from DER, 49' right to left of centerline, up to 85' AGL/775' MSL. Trees and transmission towers beginning 4655' from DER, 186' left of centerline, up to 131' AGL/777' MSL. Trees beginning 3317' from DER, 359' right of centerline, up to 86' AGL/676' MSL. **Rwy 23**, trees and transmission lines beginning 2914' from DER, 49' left of centerline, up to 107' AGL/807' MSL. **Rwy 27**, trees beginning 1553' from DER, 664' left of centerline, up to 52' AGL/622' MSL. **Rwy 31**, trees beginning 909' from DER, 530' right of centerline, up to 82' AGL/642' MSL. Trees beginning 1197' from DER, 269' left of centerline, up to 88' AGL/648' MSL. Tree 2464' from DER, 214' right of centerline, 87' AGL/657' MSL.

MONEE, IL

BULT FIELD (C56)

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

NOTE: **Rwy 9**, vehicle on road 145' from DER, on centerline, 15' AGL/785' MSL. **Rwy 27**, vehicle on road 150' from DER, on centerline, 15' AGL/797' MSL. Metal chimney 305' from DER, 210' left of centerline, 29' AGL/812' MSL. Tree 367' from DER, 161' left of centerline, 40' AGL/819' MSL. Pole barn 421' from DER, 202' left of centerline, 22' AGL/801' MSL. Trees beginning 1484' from DER, 223' right of centerline, up to 100' AGL/859' MSL.

MONMOUTH, IL

MONMOUTH MUNI (C66)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2A 12180 (FAA)

TAKEOFF MINIMUMS: **Rwy 20**, 400-2½ or std. w/min. climb of 321' per NM to 1200.

NOTE: **Rwy 2**, vehicle on road beginning at DER, 201' right of centerline, 15' AGL/764' MSL. Trees beginning at DER, 251' right of centerline, up to 100' AGL/849' MSL. Trees beginning 841' from DER, left and right of centerline, up to 100' AGL/849' MSL. **Rwy 20**, vehicle on road, beginning 347' from DER, left and right of centerline, 17' AGL/776' MSL. Trees beginning 449' from DER, left and right of centerline, up to 100' AGL/859' MSL.

MONROE, WI

MONROE MUNI (EFT)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 09127 (FAA)

NOTE: **Rwy 2**, vehicle on road 926' from DER, left and right of centerline, up to 17' AGL/1116' MSL. Trees beginning 182' from DER, 175' right of centerline, up to 100' AGL/1169' MSL. **Rwy 12**, trees beginning 1234' from DER, 655' right of centerline, up to 100' AGL/1189' MSL. **Rwy 20**, trees beginning 712' from DER, 288' right of centerline, up to 100' AGL/1129' MSL. **Rwy 30**, trees beginning 1918' from DER, 87' right of centerline, up to 100' AGL/1209' MSL. Vehicle on road 1166' from DER, 157' right of centerline, up to 17' AGL/1126' MSL.

MONTECELLO, IL

PIATT COUNTY (2K0)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11293 (FAA)

DEPARTURE PROCEDURE: Climb heading 360° to 1200 before turning left.

NOTE: **Rwy 18**, trees beginning 1092' from DER, 146 left of centerline, up to 100' AGL/821' MSL. Trees beginning 1603' from DER, 91' right of centerline, up to 100' AGL/821' MSL. **Rwy 36**, power poles beginning 457' from DER, 213' right of centerline, up to 40' AGL/777' MSL. Hangars beginning 193' from DER, 317' left of centerline, up to 25' AGL/760' MSL. Hangar 345' from DER, 171' right of centerline, 30' AGL/766' MSL. Vehicle on road 508' from DER, 162' right of centerline, 15' AGL/752' MSL. Houses beginning 597' from DER, 254' right of centerline, up to 30' AGL/767' MSL.

16315

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

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

16315

MORRIS, IL

MORRIS MUNI-JAMES R WASHBURN
FIELD (C09)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 08325 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 400-2 or std. w/ min.
climb of 320' per NM to 1000.

NOTE: **Rwy 18**, tree 511' from DER, 607' right of
centerline, 100' AGL/659' MSL. Tower 8810' from
DER, 647' right of centerline, 290' AGL/840' MSL.
Rwy 36, trees beginning 1562' from DER, 758' right
of centerline extending to 722' left of centerline, 100'
AGL/679' MSL.

MOSINEE, WI

CENTRAL WISCONSIN (CWA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 13010 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, (northbound
departures 330° CW 045°) climbing left turn to 3500
on heading 330° and AUW R-270 before turning on
course.

NOTE: **Rwy 8**, antenna and obstruction light on
building 369' from DER, 193' left of centerline, 40'
AGL/1269' MSL. Trees beginning 567' from DER,
557' left of centerline, up to 36' AGL/1275' MSL.
Trees beginning 1767' from DER, 709' left of
centerline, up to 100' AGL/1319' MSL. Trees
beginning 454' from DER, 520' right of centerline,
100' AGL/1319' MSL. **Rwy 17**, trees beginning 697'
from DER, 625' left of centerline, up to 100'
AGL/1299' MSL. Trees beginning 2161' from DER,
987' right of centerline, up to 100' AGL/1289' MSL.
Rwy 26, rod on pole 1065' from DER, 723' left of
centerline, 50' AGL/1310' MSL. Trees beginning
4096' from DER, 599' right of centerline, up to 100'
AGL/1389' MSL. **Rwy 35**, obstruction light on
windsock and poles beginning 507' from DER, 436'
right of centerline, up to 30' AGL/1303' MSL. Trees
beginning 1404' from DER, 670' right of centerline,
up to 100' AGL/1335' MSL. Antenna, pole,
obstruction light, and chimney beginning 2714' from
DER, 858' right of centerline, up to 60' AGL/1359'
MSL. Antenna 1042' from DER, 250' left of
centerline, 25' AGL/1306' MSL. Trees beginning
2500' from DER, 367' left of centerline, up to 65'
AGL/1346' MSL. Tank and antenna on water tank
beginning 3245' from DER, 1338' left of centerline,
up to 100' AGL/1382' MSL.

MOUNT CARMEL, IL

MOUNT CARMEL MUNI (AJG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 14093 (FAA)

TAKEOFF MINIMUMS: **Rwy 22**, 300-1 or std. w/ min. climb of
325' per NM to 700. **Rwy 31**, 300-1 or std. w/ min. climb of
225' per NM to 700, or alternatively, with standard takeoff
minimums and a normal 200' per NM climb gradient, takeoff
must occur no later than 1600' prior to DER.

NOTE: **Rwy 4**, vehicle on road 409' from DER, 170' left of
centerline, up to 15' AGL/404' MSL. Trees 3718' from DER,
130' right of centerline, 85' AGL/525' MSL. **Rwy 13**, vehicle
on road 7' from DER, 190' right of centerline, 15' AGL/445'
MSL. Trees beginning 2438' from DER, 839' right of
centerline, up to 100' AGL/542' MSL. REIL 41' from DER,
112' left of centerline, 1' AGL/413' MSL. **Rwy 22**, ground
beginning 194' from DER, 262' right of centerline, up to 459'
MSL. Trees beginning 535' from DER, 146' right of centerline,
up to 90' AGL/587' MSL. Tree 81' from DER, 146' right of
centerline, 19' AGL/448' MSL. Antenna on grain elevator
4403' from DER, 378' left of centerline, 100' AGL/606' MSL.
Rwy 31, poles beginning 1812' from DER, 318' left of
centerline, up to 55' AGL/484' MSL. Trees beginning 2886'
from DER, 112' left of centerline, up to 98' AGL/527' MSL.
Trees beginning 3657' from DER, 217' right of centerline, up
to 91' AGL/580' MSL.

MOUNT STERLING, IL

MOUNT STERLING MUNI (I63)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 09183 (FAA)

NOTE: **Rwy 18**, trees beginning 1555' from DER, 309' right of
centerline, up to 95' AGL/784' MSL. Tree 2243' from DER,
856' left of centerline, 100' AGL/819' MSL. **Rwy 36**, vehicle
on road and pole 686' from DER, 486' right of centerline, up to
60' AGL/779' MSL. Vehicle on road and trees beginning 679'
from DER, 365' left of centerline, up to 100' AGL/839' MSL.

MOUNT VERNON, IL

MOUNT VERNON (MVN)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 33**, climb via heading 331°
to 1300 before turning left.

NOTE: **Rwy 5**, multiple trees beginning 1615' from DER, 7' left
of centerline, up to 134' AGL/602' MSL, antenna 2477' from
DER, 990' right of centerline, 79' AGL/547' MSL, tree 3329'
from DER, 519' right of centerline, 98' AGL/566' MSL. **Rwy 15**,
multiple trees beginning 712' from DER, 17' right of
centerline, up to 71' AGL/529' MSL, tree 908' from DER, 465'
left of centerline, 70' AGL/527' MSL, railroad 608' from DER,
159' right of centerline, 23' AGL/479' MSL, road 564' from
DER, 3' right of centerline, 15' AGL/472' MSL. **Rwy 23**,
multiple trees beginning 1705' from DER, 102' right of
centerline, up to 72' AGL/539' MSL, tree 1797' from DER, 158'
left of centerline, 57' AGL/524' MSL, railroad 238' from DER,
500' left of centerline, 23' AGL/485' MSL, multiple roads
beginning 12' from DER, 367' left of centerline, up to 15'
AGL/479' MSL, fencepost 291' from DER, 426' right of
centerline, 9' AGL/476' MSL. **Rwy 33**, multiple trees
beginning 696' from DER, 130' right of centerline, up to 93'
AGL/573' MSL, multiple trees beginning 689' from DER, 216'
left of centerline, up to 105' AGL/585' 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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NECEDAH, WI**NECEDAH (DAF)**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11265 (FAA)

NOTE: **Rwy 18**, road beginning at DER, left and right of centerline, up to 15' AGL/934' MSL. Trees and buildings beginning at DER, 446' left of centerline, up to 100' AGL/1019' MSL. Trees and buildings beginning at DER, 317' right of centerline, up to 100' AGL/1019' MSL. **Rwy 36**, trees beginning 711' from DER, 687' left of centerline, up to 100' AGL/1021' MSL. Power lines, building and railroad beginning 19' from DER, 268' right of centerline, up to 100' AGL/1012' MSL.

NEILLSVILLE, WI**NEILLSVILLE MUNI (VIQ)**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 12264 (FAA)

NOTE: **Rwy 10**, poles, vehicle on road, and trees beginning 159' from DER, 15' left of centerline, up to 59' AGL/1358' MSL. Building, navaid, poles, silo, tank, and trees beginning 9' from DER, 6' right of centerline, up to 82' AGL/1371' MSL. **Rwy 28**, trees beginning 6' from DER, 149' left of centerline, up to 74' AGL/1233' MSL. Poles and trees beginning 147' from DER, 217' right of centerline, up to 54' AGL/1253' MSL.

NEW HOLSTEIN, WI**NEW HOLSTEIN MUNI (8D1)**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11293 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 22**, NA - Environmental. **Rwy 32**, 300-1 or std. w/min. climb of 350' per NM to 1200.

NOTE: **Rwy 14**, rising terrain beginning 135' from DER, 187' left of centerline, up to 985' MSL. Terrain with trees beginning 143' from DER, left and right of centerline, up to 100' AGL/1117' MSL. **Rwy 32**, vehicles on road beginning 6' from DER, 19' right of centerline, up to 19' AGL/998' MSL. Poles beginning 332' from DER, left and right of centerline, up to 37' AGL/1033' MSL. Terrain with trees beginning 561' from DER, left and right of centerline, up to 100' AGL/1129' MSL.

NEW LISBON, WI**MAUSTON-NEW LISBON UNION (82C)**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 15064 (FAA)

TAKEOFF MINIMUMS: **Rwys 14, 32**, 400-1 or std. with a min. climb of 220' per NM to 1400.

NOTE: **Rwy 14**, vehicle on road beginning 22' from DER, 153' left of centerline, up to 15' AGL/907' MSL. trees beginning 20' from DER, 15' right of centerline, up to 87' AGL/987' MSL. Trees beginning 715' from DER, 39' left of centerline, up to 95' AGL/985' MSL. **Rwy 32**, fence beginning 67' from DER, 300' right of centerline, up to 6' AGL/918' MSL. Vehicle on road beginning 72' from DER, 5' right and left of centerline, up to 15' AGL/954' MSL. Trees beginning 110' from DER, 146' left and right of centerline, up to 97' AGL/1007' MSL. Terrain beginning 190' from DER, 43' left and right of centerline, up to 941' MSL. Buildings beginning 2202' from DER, 398' left and right of centerline, up to 64' AGL/981' MSL.

NEW RICHMOND, WI**NEW RICHMOND RGNL (RNH)**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 15204 (FAA)

TAKEOFF MINIMUMS: **Rwy 4, 22**, NA-Environmental. NOTE: **Rwy 14**, multiple trees beginning 810' from DER, 230' left of centerline, up to 100' AGL/1099' MSL. Vehicle on road 502' from DER, 612' left of centerline, 15' AGL/1014' MSL. **Rwy 32**, vehicle on road 425' from DER, 591' left of centerline, 15' AGL/1014' MSL. Multiple trees beginning 1460' from DER, 443' right of centerline, up to 100' AGL/1099' MSL.

OCONTO, WI**OCONTO-J DOUGLAS BAKE MUNI (OCQ)**

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11181 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 22**, NA - ATC.

NOTE: **Rwy 11**, trees beginning 8' from DER, left and right of centerline, up to 91' AGL/693' MSL. **Rwy 29**, trees beginning 342' from DER, left and right of centerline, up to 80' AGL/684' MSL. Vehicle on road beginning 182' from DER, 286' right of centerline, 15' AGL/619' MSL. Fence 340' from DER, 553' left of centerline, 9' AGL/614' MSL. REIL 14' from DER, 76' left of centerline, 1' AGL/605' 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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OLNEY/NOBLE, IL OLNEY/NOBLE (OLY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10098 (FAA)

NOTE: **Rwy 3**, trees beginning 11' from DER, 108' left of centerline, up to 100' AGL/579' MSL. **Rwy 11**, trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/579' MSL. Trees beginning 1928' from DER, 719' left of centerline, up to 100' AGL/569' MSL. **Rwy 21**, trees beginning 43' from DER, 405' right of centerline, up to 100' AGL/569' MSL. Vehicles on roadway beginning 197' from DER, left and right of centerline, up to 17' AGL/494' MSL. **Rwy 29**, vehicles on roadway beginning 481' from DER, left and right of centerline, up to 15' AGL/504' MSL. Trees beginning 703' from DER, 30' left of centerline, up to 100' AGL/589' MSL. Trees beginning 3791' from DER, left and right of centerline, up to 100' AGL/599' MSL.

OSCEOLA, WI

L.O. SIMENSTAD MUNI (OEO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 07074 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 22**, NA-environmental. NOTE: **Rwy 10**, multiple trees beginning 9951' from DER, 3135' right of centerline, up to 100' AGL/1159' MSL. Multiple trees beginning 1785' from DER, 932' left of centerline, up to 100' AGL/1149' MSL. **Rwy 28**, multiple trees beginning 3534' from DER, 1277' right of centerline, up to 100' AGL/979' MSL. Truck on road beginning 421' from DER 71' left of centerline, 15' AGL/904' MSL.

OSHKOSH, WI

WITTMAN RGNL (OSH)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 13234 (FAA)

NOTE: **Rwy 5**, vehicle on road beginning 11' from DER, left and right of centerline, up to 15' AGL/787' MSL. Buildings beginning 396' from DER, left and right of centerline, up to 31' AGL/800' MSL. Trees and poles beginning 83' from DER, left and right of centerline, up to 73' AGL/842' MSL. **Rwy 9**, poles and obstruction light on hangar beginning 28' from DER, 485' right of centerline, up to 50' AGL/822' MSL. Train on railroad tracks beginning 601' from DER, 221' left of centerline, up to 23' AGL/794' MSL. Trees and poles beginning 462' from DER, 145' left of centerline, up to 93' AGL/852' MSL. Trees and poles beginning 889' from DER, 147' right of centerline, up to 110' AGL/863' MSL. **Rwy 13**, buildings beginning 33' from DER, 452' left of centerline, up to 24' AGL/800' MSL. Vehicle on road beginning 197' from DER, left and right of centerline, up to 15' AGL/793' MSL. Trees beginning 115' from DER, left and right of centerline, up to 68' AGL/847' MSL. Poles and light beginning 711' from DER, left and right of centerline, up to 50' AGL/829' MSL. Vent pipes and building beginning 1017' from DER, 6' right of centerline, up to 39' AGL/814' MSL.

OSHKOSH, WI (CON'T) WITTMAN RGNL (CON'T)

Rwy 18, trees beginning 1563' from DER, 898' left of centerline, up to 68' AGL/877' MSL. **Rwy 23**, vehicle on road beginning 132' from DER, left and right of centerline, up to 15' AGL/809' MSL. Buildings, flag pole, trees, and poles beginning 21' from DER, 255' left of centerline, up to 30' AGL/819' MSL. Trees and poles beginning 843' from DER, left and right of centerline, up to 63' AGL/882' MSL. Control tower, airport beacon, and obstruction light on control tower beginning 1674' from DER, 702' right of centerline, up to 141' AGL/941' MSL. Communications tower 2514' from DER, 1068' right of centerline, 63' AGL/870' MSL. Flag pole 2582' from DER, 990' left of centerline, 65' AGL/874' MSL. Terrain 51' from DER, 445' left of centerline, 792' MSL. **Rwy 27**, trees, poles and traffic signal beginning 2198' from DER, 63' left of centerline, up to 48' AGL/867' MSL. Poles and sign beginning 1205' from DER, 652' right of centerline, up to 36' AGL/845' MSL. **Rwy 31**, antennas and trees beginning 1133' from DER, 317' right of centerline, up to 50' AGL/832' MSL. Trees and poles beginning 1437' from DER, 1193' right of centerline, up to 65' AGL/843' MSL. **Rwy 36**, navaid 149' from DER, 4' left of centerline, 15' AGL/801' MSL. Sign 24' from DER, 474' left of centerline, 2' AGL/791' MSL.

PARIS, IL

EDGAR COUNTY (PRG)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 16203 (FAA)

NOTE: **Rwy 9**, airfield lt 9' from DER, 11' right of centerline, 2' AGL/651' MSL. Wsk 305' from DER, 237' right of centerline, 660' MSL. Pole 575' from DER, 385' right of centerline, 673' MSL. Pole 640' from DER, 321' left of centerline, 671' MSL. Trees beginning 877' from DER, 556' left of centerline, up to 705' MSL. Tree 1359' from DER, 634' right of centerline, 688' MSL. Tree 1513' from DER, 628' right of centerline, 689' MSL. Tree 1750' from DER, 334' right of centerline, 705' MSL. Trees beginning 1775' from DER, 126' right of centerline, up to 707' MSL. Tree 2001' from DER, 322' right of centerline, 710' MSL. Trees beginning 2100' from DER, 406' right of centerline, up to 711' MSL. Tree 2129' from DER, 1037' left of centerline, 711' MSL. Tree 2243' from DER, 1052' left of centerline, 722' MSL. Tree 2324' from DER, 1037' right of centerline, 713' MSL. Tree 2429' from DER, 1151' right of centerline, 714' MSL. **Rwy 18**, terrain 20' from DER, 18' left of centerline, 655' MSL. Wsk 297' from DER, 235' right of centerline, 668' MSL. Vehicles on road beginning 440' from DER, 353' right of centerline, up to 672' MSL. **Rwy 27**, grd 1' from DER, 454' left of centerline, 658' MSL. Terrain 23' from DER, 14' right of centerline, 655' MSL. Terrain beginning 42' from DER, 361' left of centerline, up to 659' MSL. Tree 56' from DER, 321' right of centerline, 693' MSL. Tree 112' from DER, 439' right of centerline, 716' MSL. Tree 195' from DER, 372' right of centerline, 79' AGL/727' MSL. Tree and wsk beginning 266' from DER, 100' right of centerline, up to 93' AGL/729' MSL. Trees beginning 1204' from DER, 621' left of centerline, up to 718' MSL. Tree and pole beginning 1331' from DER, 258' left of centerline, up to 739' 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)

PARIS, IL (CON'T)

EDGAR COUNTY (CON'T)

Rwy 36, fence 17' from DER, 338' left of centerline, 4' AGL/648' MSL. Wsk 301' from DER, 136' right of centerline, 656' MSL. Trees beginning 681' from DER, 47' right of centerline, up to 720' MSL. Trees beginning 771' from DER, 382' left of centerline, up to 705' MSL. Trees beginning 1182' from DER, 52' left of centerline, up to 714' MSL.

PARK FALLS, WI

PARK FALLS MUNI (PKF)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 99028 (FAA)

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 3400 before turning east.

PAXTON, IL

PAXTON (1C1)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 10182 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ min. climb of 321' per NM to 1200.

NOTE: **Rwy 36**, vehicles on road 439' from DER, crossing from left to right, up to 15' AGL/796' MSL. Trees beginning 557' from DER, 31' right of centerline, up to 60' AGL/849' MSL. Tower 1.1 NM from DER, 1761' left of centerline, 179' AGL/983' MSL.

PEKIN, IL

PEKIN MUNI (C15)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08269 (FAA)

NOTE: **Rwy 9**, trees beginning 62' from DER, 411' right of centerline, up to 63' AGL/583' MSL. Poles beginning 819' from DER, 388' left of centerline, up to 32' AGL/552' MSL. Poles beginning 824' from DER, 411' right of centerline, up to 34' AGL/554' MSL. **Rwy 27**, rising terrain 718' from DER, 103' left of centerline, up to 550' MSL.

PEORIA, IL

GENERAL DOWNING - PEORIA INTL (PIA)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 15120 (FAA)

NOTE: **Rwy 4**, trees beginning 1217' from DER, 548' left of centerline, up to 85' AGL/742' MSL. Trees beginning 1389' from DER, 597' right of centerline, up to 75' AGL/728' MSL. Tank 4757' from DER, 1617' left of centerline, 131' AGL/781' MSL. **Rwy 13**, trees beginning 1020' from DER, 722' left of centerline, up to 85' AGL/705' MSL. Trees 1175' from DER, 773' right of centerline, 60' AGL/682' MSL. Flagpole 1748' from DER, 783' right of centerline, 53' AGL/687' MSL. Trees beginning 3783' from DER, 1448' left of centerline, up to 85' AGL/747' MSL. **Rwy 22**, trees beginning 450' from DER, 558' right of centerline, up to 60' AGL/691' MSL. **Rwy 31**, trees beginning 818' from DER, 607' left of centerline, up to 50' AGL/706' MSL. Trees beginning 1480' from DER, 690' right of centerline, up to 75' AGL/736' MSL. Trees beginning 2000' from DER, 900' left of centerline, up to 75' AGL/760' MSL. Trees beginning 3400' from DER, 165' right of centerline, up to 75' AGL/776' MSL.

MOUNT HAWLEY AUXILIARY (3MY)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 13346 (FAA)

NOTE: **Rwy 18**, trees beginning 369' from DER, 247' left of centerline, up to 100' AGL/ 826' MSL. Trees beginning 537' from DER, 351' right of centerline, up to 100' AGL/ 853' MSL. Building 714' from DER, 291' left of centerline, 30' AGL/809' MSL. Building 1104' from DER, 225' left of centerline, 23' AGL/802' MSL. Trees 1328' from DER, across centerline, up to 100' AGL/ 834' MSL. **Rwy 36**, peak 100' from DER, 374' right of centerline. 20' AGL/809' MSL. Trees beginning 506' from DER, 12' right of centerline, up to 100' AGL/ 899' MSL. Trees beginning 810' from DER, 324' left of centerline, up to 100' AGL/ 909' MSL. Trees and light poles beginning 946' from DER, 514' right of centerline, 46' AGL/ 845' MSL. Vehicles on roadway 984' from DER, 420' left of centerline, 15' AGL/824' MSL. Tower 2311' from DER, 655' left of centerline, 61' AGL/ 858' MSL.

PERU, IL

ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 15288 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 300-1 or std. w/min. climb of 285' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 198° to 1400 before turning left.

NOTE: **Rwy 7**, numerous poles beginning 501' from DER, right and left of centerline, up to 65' AGL/704' MSL. **Rwy 18**, bush 82' from DER, 266' right of centerline, 5' AGL/641' MSL. Tree 1858' from DER, 803' left of centerline, 59' AGL/687' MSL. **Rwy 25**, trees beginning 1176' from DER, right and left of centerline, up to 111' AGL/718' MSL. **Rwy 36**, sign 1929' from DER, 936' right of centerline, 69' AGL/723' MSL. Poles beginning 1070' from DER, crossing left and right of centerline up to 71' AGL/713' MSL.

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

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PHILLIPS, WI**PRICE COUNTY (PBH)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 1 11349 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, 300-1½ or std. w/min. climb of 220' per NM to 1700. **Rwy 19**, 300-1 or std. w/min. climb of 353' per NM to 1800.

NOTE: **Rwy 1**, trees beginning 121' from DER, 189' right of centerline, up to 80' AGL/1599' MSL. Trees beginning 289' from DER, 104' left of centerline, up to 64' AGL/1567' MSL. **Rwy 6**, trees beginning 9' from DER, 224' right of centerline, up to 100' AGL/1569' MSL. Trees beginning 5' from DER, 223' left of centerline, up to 100' AGL/1569' MSL. Trees beginning 1 NM from DER, on centerline, up to 100' AGL/1639' MSL. **Rwy 19**, trees beginning 1986' from DER, 8' right of centerline, up to 68' AGL/1527' MSL. Tank and trees beginning 62' from DER, 43' left of centerline, up to 144' AGL/1624' MSL. **Rwy 24**, hangers and trees beginning 110' from DER, 443' right of centerline, up to 100' AGL/1609' MSL. Hanger, trees and vehicles on road beginning 128' from DER, 397' left of centerline, up to 100' AGL/1549' MSL.

PINCKNEYVILLE, IL**PINCKNEYVILLE-DU QUOIN (PJY)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

ORIG 11265 (FAA)

NOTE: **Rwy 18**, vehicle on road beginning at DER, 340' left of centerline, 15' AGL/409' MSL. Power lines and vehicle on road beginning 507' from DER, left and right of centerline, up to 40' AGL/434' MSL. **Rwy 36**, trees beginning 1740' from DER, 724' right of centerline, up to 100' AGL/495' MSL.

PITTSFIELD, IL**PITTSFIELD PENSTONE MUNI (PPQ)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

ORIG 12208 (FAA)

NOTE: **Rwy 13**, vehicles on roadway beginning 27' from DER, 360' right of centerline, up to 15' AGL/724' MSL. Trees beginning 819' from DER, 564' right of centerline, up to 100' AGL/779' MSL. Trees beginning 912' from DER, 629' left of centerline, up to 100' AGL/759' MSL. Trees beginning 3602' from DER, 627' right of centerline, up to 100' AGL/789' MSL. **Rwy 31**, trees beginning 594' from DER, 626' left of centerline, up to 100' AGL/789' MSL. Vehicles on roadway beginning 1038' from DER, 776' right of centerline, up to 17' AGL/746' MSL. Trees beginning 1652' from DER, 172' right of centerline, up to 100' AGL/789' MSL. Trees beginning 5157' from DER, 1284' right of centerline, up to 100' AGL/859' MSL.

PLATTEVILLE, WI**PLATTEVILLE MUNI (PVB)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

ORIG 09239 (FAA)

NOTE: **Rwy 7**, vehicle on road beginning 499' from DER, left to right of centerline, up to 15' AGL/1053' MSL. Pavilion 250' from DER, 345' left of centerline, 17' AGL/1039' MSL. Poles beginning 208' from DER, 438' left of centerline, up to 37' AGL/1059' MSL. Trees beginning 224' from DER, 17' right of centerline, up to 47' AGL/1069' MSL. Trees beginning 257' from DER, 222' left of centerline, up to 29' AGL/1051' MSL. **Rwy 25**, tree 91' from DER, 277' left of centerline, 21' AGL/1020' MSL. Trees beginning 57' from DER, 325' right of centerline, up to 10' AGL/1009' MSL. **Rwy 15**, tree 1145' from DER, 620' right of centerline, 52' AGL/1073' MSL. Trees beginning 61' from DER, 208' left of centerline, up to 11' AGL/1032' MSL.

PONTIAC, IL**PONTIAC MUNI (PNT)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

ORIG 08213 (FAA)

NOTE: **Rwy 24**, multiple buildings beginning 766' from DER, 60' left of centerline, up to 28' AGL/672' MSL. Tree 2226' from DER, 1040' right of centerline, 100' AGL/744' MSL. Multiple light poles beginning 3635' from DER, 262' right of centerline, up to 130' AGL/774' MSL.

POPLAR GROVE, IL**POPLAR GROVE (C77)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

ORIG 99308 (FAA)

TAKEOFF MINIMUMS: **Rwy 30**, 300-1 or std. with a min. climb of 310' per NM to 1000. **Rwys 9, 12, 17, 27, 35**, NA.

PORTAGE, WI**PORTAGE MUNI (C47)****TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES**

AMDT 1 83286 (FAA)

TAKEOFF MINIMUMS: **Rwys 17, 22**, 300-1 or std. with a min. climb of 265' per NM to 1000.

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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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PRAIRIE DU CHIEN, WI

PRAIRIE DU CHIEN MUNI (PDC)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 4 12208 (FAA)

TAKEOFF MINIMUMS: **Rwy 11**, 200-1¼ or std. w/min. climb of 444' per NM to 900. **Rwy 14**, 600-3 w/min. climb of 251' per NM to 1400 or std. w/min. climb of 589' per NM to 1400, or 1200-2½ for climb in visual conditions. **Rwy 29**, 500-3 w/min. climb of 230' per NM to 1300 or std. w/min. climb of 261' per NM to 1300, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11**, climb heading 110° to 2000 before turning. **Rwy 14**, climb heading 140° to 2000 before turning, for climb in visual

conditions cross Prairie du Chien airport at or above 1700' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 29, climb heading 290° to 2000 before turning, for climb in visual conditions cross Prairie du Chien airport at or above 1700' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 32, climb heading 320° to 2000 before turning.

NOTE: **Rwy 11**, poles, signs, trees, terrain and road beginning 59' from DER, 9' left of centerline, up to 70' AGL/809' MSL. Trees beginning 966' from DER, 7' right of centerline, up to 111' AGL/810' MSL. **Rwy 14**, trees, terrain, and navaid beginning 21' from DER, 62' left of centerline, up to 187' AGL/801' MSL. Trees and railroad beginning 180' from DER, 53' right of centerline, up to 112' AGL/727' MSL. **Rwy 29**, tanks, railroad, trees, and road beginning 141' from DER, 11' left of centerline, up to 70' AGL/724' MSL. Trees, poles, road, and tower beginning 446' from DER, 89' right of centerline, up to 68' AGL/717' MSL. **Rwy 32**, navoids 25' from DER, 77' left and right of centerline, up to 4' AGL/653' MSL. Pole 2410' from DER, 198' left of centerline, 60' AGL/714' MSL. Trees, poles, and towers beginning 1418' from DER, 200' right of centerline, up to 65' AGL/719' MSL.

PRAIRIE DU SAC, WI

SAUK-PRAIRIE (91C)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 07354 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, std. w/ min. climb gradient of 221' per NM to 1700 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 357° to 1700 before turning or for climb in visual conditions cross Sauk-Prairie Airport at or above 1700 MSL before proceeding on course.

NOTE: **Rwy 18**, utility pole, 330' from DER, 325' right of centerline, 19' AGL/839' MSL. Trees beginning 802' from DER, 175' left of centerline, up to 100' AGL/919' MSL. Trees beginning 921' from DER, on centerline, up to 100' AGL/929' MSL. **Rwy 36**, navigation light top 15' from DER, 35' right of centerline, 2' AGL/833' MSL. Navigation light top 16' from DER, 60' left of centerline, 3' AGL/834' MSL. Silo top 855' from DER, 414' left of centerline, up to 33' AGL/864' MSL. Trees beginning 967' from DER, 611' left of centerline, up to 60' AGL/891' MSL.

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

QUINCY, IL

QUINCY RGNL-BALDWIN FIELD (UIN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 07242 (FAA)

NOTE: **Rwy 4**, multiple trees beginning 1041' from DER, 707' right of centerline, up to 68' AGL/797' MSL. Tree 1128' from DER, 623' right of centerline, 43' AGL/775' MSL. **Rwy 18**, multiple trees beginning 1720' from DER, 534' left of centerline, up to 100' AGL/849' MSL. **Rwy 22**, tree 586' from DER, 636' right of centerline, 67' AGL/796' MSL. **Rwy 36**, multiple trees beginning 4' from DER, 165' right of centerline, up to 91' AGL/820' MSL.

RACINE, WI

JOHN H. BATTEN (RAC)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 5 10042 (FAA)

NOTE: **Rwy 32**, blast fence 18' from DER, 103' left of centerline 10' AGL/682' MSL. Vehicle on road 11' from DER, left and right of centerline, 15' AGL/688' MSL. Antennas beginning 143' from DER, 209' left of centerline up to 63' AGL/736' MSL. Obstruction light on pole 215' from DER, 116' right of centerline 25' AGL/698' MSL. Trees beginning 97' from DER, 66' left of centerline up to 72' AGL/748' MSL. Trees beginning 357' from DER, 292' right of centerline up to 59' AGL/732' MSL. **Rwy 14**, vehicle on road beginning 184' from DER, right and left of centerline, up to 15' AGL/672' MSL. Tree 19' from DER, 314' left of centerline, 55' AGL/702' MSL. Trees beginning 71' from DER, 2' right of centerline, up to 100' AGL/753' MSL. Obstruction light on light stand 361' from DER, 525' right of centerline, 60' AGL/717' MSL. Antenna 821' from DER, 375' left of centerline, 48' AGL/698' MSL. **Rwy 4**, railroad beginning 18' from DER, right and left of centerline, up to 23' AGL/ 676' MSL. Trees beginning 195' from DER, 124' left of centerline, up to 52' AGL/712' MSL. Vehicle on road beginning 159' from DER left and right of centerline up to 15' AGL/675' MSL. Trees beginning 64' from DER, 96' right of centerline up to 65' AGL/711' MSL. Poles beginning 220' from DER, 309' left of centerline, up to 45' AGL/695' MSL. Pole 688' from DER, 419' right of centerline, 53' AGL/697' MSL. **Rwy 22**, vehicle on road, 26' from DER, right and left of centerline, 15' AGL/691' MSL. Light standard, 35' from DER, 426' left of centerline, 21' AGL/694' MSL. Trees beginning 252' from DER, 168' left of centerline, up to 86' AGL/713' MSL. Trees beginning 205' from DER, 37' right of centerline, up to 87' AGL/763' MSL. Antenna 3842' from DER, 1213' right of centerline, 104' AGL/797' 56 MSL.

RANTOUL, IL

RANTOUL NATL AVN CNTR-FRANK

ELLIOTT FLD (TIP)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 11349 (FAA)

NOTE: **Rwy 9**, trees beginning 1994' from DER, 28' right of centerline, up to 100' AGL/829' MSL. **Rwy 18**, trees beginning 1285' from DER, 12' left of centerline, up to 100' AGL/839' MSL. **Rwy 27**, trees beginning 2651' from DER, 15' right of centerline, up to 100' AGL/839' MSL. **Rwy 36**, trees beginning 1313' from DER, 5' right of centerline, up to 100' AGL/839' MSL. Tower 4949' from DER, 1784' right of centerline, 139' AGL/874' MSL.

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

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REEDSBURG, WI

REEDSBURG MUNI (C35)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 12096 (FAA)

TAKEOFF MINIMUMS: **Rwys 7, 25**, NA-obstacles.

Rwy 18, std. w/min. climb of 505' per NM to 1400 or 400-1¼ w/min. climb of 215' per NM to 2000 or 800-2 ½, for climb in visual conditions. **Rwy 36**, 400-2 or std. w/min. climb of 300' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 18**, for climb in visual conditions: cross Reedsburg Muni Airport at or above 1600 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 18**, trees beginning 22' from DER, 6' right of centerline, up to 88' AGL/1031' MSL. Train and railroad tracks 99' from DER, right to left of centerline, 23' AGL/900' MSL. Terrain beginning 286' from DER, 83' right of centerline, 1033' MSL. Vehicles on road 571' from DER, right to left of centerline, 15' AGL/1033' MSL. T-L tower 3633' from DER, right to left of centerline, up to 80' AGL/1009' MSL. Trees beginning 27' from DER, 6' left of centerline, up to 89' AGL/1032' MSL. Pole 3842' from DER, 39' left of centerline, up to 76' AGL/997' MSL. Terrain beginning 5518' from DER, 14' left of centerline, 1033' MSL. **Rwy 36**, vertical structures beginning 23' from DER, 62' right and left of centerline, up to 21' AGL/942' MSL. Vehicle on road 44' from DER, left to right of centerline, 15' AGL/962' MSL. Buildings beginning 79' from DER, 5' right of centerline, up to 29' AGL/1050' MSL. Trees beginning 100' from DER, 12' right of centerline, up to 40' AGL/1041' MSL. Fences beginning 121' from DER, right and left of centerline, up to 24' AGL/925' MSL. Signs beginning 196' from DER, left and right of centerline, up to 38' AGL/939' MSL. Parking lot 198' from DER, 295' right of centerline, 13' AGL/914' MSL. Poles beginning 204' from DER, right and left of centerline, up to 102' AGL/1043' MSL. Light support structures beginning 291' from DER, left and right of centerline, up to 44' AGL/945' MSL. Buildings beginning 328' from DER, 107' left of centerline, up to 55' AGL/976' MSL. Terrain beginning 397' from DER, 176' right of centerline, up to 915' MSL. Flag poles 825' from DER, 158' left of centerline, up to 37' AGL/978' MSL. Trees beginning 1032' from DER, 28' left of centerline, up to 40' AGL/1041' MSL.

RHINELANDER, WI

RHINELANDER-ONEIDA COUNTY (RHI)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 10098 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, std. w/ min. climb of 230' per NM to 3900 before turning, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, for climb in visual conditions: cross Rhineland-Oneida County airport at or above 2400 before proceeding on course.

NOTE: **Rwy 9**, tree 3101' from DER, 1084' right of centerline, 61' AGL/1686' MSL. Tree 3117' from DER, 1194' left of centerline, 67' AGL/1685' MSL. **Rwy 15**, multiple trees beginning 624' from DER, 283' right of centerline, up to 63' AGL/1684' MSL. Multiple trees beginning 663' from DER, 376' left of centerline, up to 52' AGL/1660' MSL. Fence beginning 62' from DER, 482' left of centerline, up to 13' AGL/1625' MSL. Pole 729' from DER, 449' right of centerline, 22' AGL/1634' MSL. **Rwy 33**, multiple trees beginning 890' from DER, 234' right of centerline, up to 98' AGL/1709' MSL. Multiple trees beginning 187' from DER, 106' left of centerline, up to 83' AGL/1678' MSL. Poles beginning 1755' from DER, 297' right of centerline, up to 80' AGL/1691' MSL. Poles beginning 866' from DER, 106' left of centerline, up to 74' AGL/1669' MSL.

RICE LAKE, WI

RICE LAKE RGNL-CARL'S FIELD (RPD)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 05132 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, std. with a min. climb of 231' per NM to 2200, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, for climb in visual conditions: Cross Rice Lake Rgnl-Carl's Field at or above 2300. **Rwy 31**, climb via heading 310° to 1900 before turning left.

NOTE: **Rwy 13**, trees 1550' from DER, 200' right of centerline, 67' AGL/1167' MSL. **Rwy 19**, trees 2780' from DER, 200' left of centerline, 73' AGL/1169' MSL. **Rwy 31**, trees 1480' from DER, 50' right of centerline, 64' AGL/1156' MSL.

RICHLAND CENTER, WI

RICHLAND (93C)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 07241 (FAA)

TAKEOFF MINIMUMS: **Rwys 9,17**, NA. **Rwy 27**, 400-2 or std. with a min. climb of 491' per NM to 1300. **Rwy 35**, 300-1 or std. with a min. climb of 222' per NM to 1800.

ROBINSON, IL

CRAWFORD CO (RSV)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08269 (FAA)

NOTE: **Rwy 9**, trees 2285' from DER, 474' right of centerline, 60' AGL/516' MSL. Trees 971' from DER, 594' left of centerline, 58' AGL/517' MSL. **Rwy 17**, tree 2493' from DER, 521' right of centerline, 100' AGL/589' MSL. **Rwy 27**, trees beginning at 178' from DER, 358' right of centerline, up to 78' AGL/547' MSL. Trees beginning at 2190' from DER, 89' left of centerline, 98' AGL/567' MSL. **Rwy 35**, road with vehicle 693' from DER, 611' right of centerline, 15' AGL/474' MSL. Tree 1545' from DER, 841' left of centerline, 100' AGL/554' 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)**

16315

ROCHELLE, IL

ROCHELLE MUNI AIRPORT-KORITZ
FIELD (RPJ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4 16035 (FAA)

TAKEOFF MINIMUMS: **Rwy 7**, 300-1 with a min. climb of 243' per NM to 1700 or std. w/min. climb of 364' per NM to 1200.

NOTE: **Rwy 7**, runway lights and NAVAIDs beginning 10' from DER, 17' left and right of centerline, up to 3' AGL/782' MSL. Fence 184' from DER, 427' right of centerline, 6' AGL/787' MSL. Tree 292' from DER, 482' right of centerline, 64' AGL/845' MSL. Trees and transmission line towers beginning 505' from DER, 375' right of centerline, up to 72' AGL/853' MSL. Vehicle on road 695' from DER, 244' right of centerline, 15' AGL/799' MSL. Transmission line towers beginning 1056' from DER, 425' left of centerline, up to 39' AGL/814' MSL. Tower 3413' from DER, 1135' right of centerline, 120' AGL/924' MSL. Elevator 3540' from DER, 953' right of centerline, 135' AGL/943' MSL. **Rwy 25**, bush 108' from DER, 465' left of centerline, 6' AGL/778' MSL. Road sign 152' from DER, 532' right of centerline, 22' AGL/794' MSL, tree 1625' from DER, 805' right of centerline, 61' AGL/831' MSL.

ST. JACOB, IL

ST LOUIS METRO-EAST/ SHAFER FIELD
(3K6)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 87155 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 300-1.

SALEM, IL

SALEM-LECKRONE (SLO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 7 13010 (FAA)

TAKEOFF MINIMUMS: **Rwy 18**, 300-1¼ or std. w/min. climb of 291' per NM to 900' MSL.

DEPARTURE PROCEDURE: **Rwy 18**, Climb heading 181° to 1900 before turning east.

NOTE: **Rwy 18**, trees beginning 272' from DER, left and right of centerline, up to 100' AGL/635' MSL. Antenna tower 1.0 NM from DER, 257' right of centerline, 200' AGL/739' MSL. Tower 1.0 NM from DER, 126' left of centerline, 188' AGL/724' MSL. **Rwy 36**, trees beginning 59' from DER, 249' right of centerline, up to 20' AGL/588' MSL.

SAVANNA, IL

TRI-TOWNSHIP (SFY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 12152 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 300-2½ or std. w/ min. climb of 203' per NM to 1100.

NOTE: **Rwy 13**, trees beginning 98' from DER, left and right of centerline, up to 100' AGL/638' MSL. Vehicles on roads beginning 20' from DER, left and right of centerline, up to 17' AGL/629' MSL. AG equipment beginning 688' from DER, 225' left of centerline, up to 21' AGL/633' MSL. Terrain beginning 62' from DER, left and right of centerline, up to 630' MSL. **Rwy 31**, trees beginning 133' from DER, left and right of centerline, up to 100' AGL/689' MSL. Vehicles on roads beginning 8' from DER, left and right of centerline 15' AGL/627' MSL. RR 536' from DER, 339' left of centerline, up to 17' AGL/627' MSL.

SHAWANO, WI

SHAWANO MUNI (EZS)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2A 14093 (FAA)

TAKEOFF MINIMUMS: **Rwy 12**, 600-3 or std. w/ min. climb of 329' per NM to 1600. **Rwy 17**, 300-2 or std. w/ min. climb of 245' per NM to 1200. **Rwy 30**, 300-1½ or std. w/ min. climb of 248' per NM to 1100.

NOTE: **Rwy 12**, tower 2.3 NM from DER, 3006' right of centerline, 222' AGL/1240' MSL. Multiple trees beginning 1700' from DER, 389' left to 2432' right of centerline, up to 100' AGL/1149' MSL. **Rwy 17**, multiple trees beginning 1710' from DER, 2951' left to 1292' right of centerline, up to 100' AGL/1059' MSL. Elevator 5839' from DER, 738' right of centerline, 149' AGL/979' MSL.

Rwy 30, multiple trees beginning 649' from DER, 1052' left to 1117' right of centerline, up to 100' AGL/929' MSL. Vehicle on road 538' from DER, crossing left to right 17' AGL/826' MSL. Water tank 1.1 NM from DER, 1310' right of centerline, 175' AGL/1019' MSL. **Rwy 35**, ships 1007' from DER, left to right of centerline, up to 60' AGL/869' MSL. Vehicle on road 580' from DER, left to right of centerline, up to 15' AGL/824' MSL. Multiple trees beginning 2200' from DER, 724' left of centerline, up to 100' AGL/909' MSL.

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

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SHEBOGAN, WI

SHEBOYGAN COUNTY MEMORIAL (SBM)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 13010 (FAA)

NOTE: **Rwy 13**, tree 366' from DER, 106' left of centerline, 31' AGL/761' MSL. Tree 494' from DER, 33' left of centerline, 24' AGL/754' MSL. Trees beginning 29' from DER, 391' left of centerline, up to 91' AGL/821' MSL. Vehicle on road 553' from DER, west to east, 15' AGL/764' MSL. Poles and trees beginning 543' from DER, 493' right of centerline, up to 62' AGL/805' MSL. **Rwy 22**, obstruction light on localizer 157' from DER, 4' left of centerline, 11' AGL/750' MSL. Aircraft on ramp, 780' from DER, 645' left of centerline, 15' AGL/764' MSL. Trees 1709' from DER, 35' left of centerline, 83' AGL/794' MSL. Vehicle on road, 702' from DER, 589' right of centerline, 15' AGL/764' MSL. Tree 230' from DER, 377' right of centerline, 27' AGL/767' MSL. Trees 1475' from DER, 291' right of centerline, 92' AGL/792' MSL. Transmission line tower 5414' from DER, 1625' right of centerline, 133' AGL/883' MSL. **Rwy 31**, pole 405' from DER, 40' right of centerline, 27' AGL/777' MSL. Trees and fence 70' from DER, 352' right of centerline, up to 56' AGL/806' MSL. Trees 1345' from DER, 482' right of centerline, 76' AGL/826' MSL. Trees 2227' from DER, 18' right of centerline, 71' AGL/821' MSL. Trees 1604' from DER, 32' left of centerline, 95' AGL/845' MSL. Tower 4606' from DER, 920' left of centerline, 139' AGL/889' MSL. Transmission line tower 4691' from DER, 1003' left of centerline, 140' AGL/890' MSL.

SHELBYVILLE, IL

SHELBY COUNTY (2HO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10154 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 22, 14, 32**, NA-
Environmental.

NOTE: **Rwy 18**, vehicle on roadway 529' from DER, left and right of centerline, 15' AGL/634' MSL. Building 716' from DER, 561' left of centerline, 25' AGL/644' MSL. Trees 1755' from DER, left and right of centerline, up to 100' AGL/709' MSL. **Rwy 36**, vehicle on roadway 665' from DER, left and right of centerline, 15' AGL/644' MSL. Trees beginning 835' from DER, 653' right of centerline, up to 100' AGL/709' MSL. Trees beginning 1500' from DER, 819' left of centerline, up to 100' AGL/709' MSL.

SHELL LAKE, WI

SHELL LAKE MUNI (SSQ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08045 (FAA)

TAKEOFF MINIMUMS: **Rwy 14**, 200-1¼ or std. w/ min climb of 238' per NM to 1500, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER. **Rwy 32**, 200-1 ¼ or std. w/ min climb of 235' per NM to 1500, or alternatively with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER. NOTE: **Rwy 14**, Vehicle and road 91' from DER, 167' left of centerline, up to 15' AGL/1244' MSL. Trees beginning 147' from DER, 89' right of centerline up to 100' AGL/1409' MSL. Vehicle and road 218' from DER, 144' right of centerline, up to 15' AGL/1244' MSL. Trees beginning 358' from DER, 306' left of centerline up to 100' AGL/1329' MSL. **Rwy 32**, vehicle and road 84' from departure end of runway, 3' left of centerline, up to 15' AGL/1264' MSL. Railroad 347' from DER, 56' left of centerline, up to 23' AGL/1272' MSL. Vehicle and road 745' from DER 30' right of centerline, up to 15' AGL/1274' MSL. Railroad 827' from departure end runway, 686' right of centerline, up to 23' AGL/1272' MSL. Trees 2467' from DER, 853' right of centerline, up to 100' AGL/1349' MSL. Trees 2645' from DER, 100' left of centerline, up to 100' AGL/1419' MSL.

SIREN, WI

BURNETT COUNTY (RZN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 13122 (FAA)

NOTE: **Rwy 5**, trees beginning 89' from DER, 18' left of centerline, up to 46' AGL/1035' MSL. Trees beginning 546' from DER 144' right of centerline, up to 55' AGL/1044' MSL. Trees beginning 1020' from DER, 33' left of centerline, up to 74' AGL/1063' MSL. Trees beginning 1026' from DER 28' right of centerline, up to 81' AGL/1070' MSL. Poles beginning 221' from DER, 227' right of centerline, up to 30' AGL/1014' MSL. Vehicles on road, beginning 147' from DER, 181' right of centerline, up to 15' AGL/1002' MSL. Building 450' from DER, 471' right of centerline, 18' AGL/1007' MSL. Equipment 96' from DER, 474' right of centerline, 3' AGL/987' MSL. **Rwy 14**, trees beginning 271' from DER, 351' left of centerline, up to 37' AGL/1026' MSL. Trees beginning 493' from DER, 439' right of centerline, up to 64' AGL/1053' MSL. Trees beginning 1277' from DER, 13' left of centerline, up to 98' AGL/1087' MSL. Trees beginning 1198' from DER. 7' right of centerline, up to 107' AGL/1096' MSL. Vehicles on road, beginning 306' from DER, 56' right and left of centerline, up to 15' AGL/ MSL. Poles beginning 667' from DER, 207' right of centerline, up to 45' AGL/1007' MSL. Poles beginning 679' from DER, 41' left of centerline, up to 38' AGL/1027' MSL. Building 1168' from DER, 90' right of centerline, 35' AGL/1019' MSL. **Rwy 23**, trees beginning 56' from DER, 267' left of centerline, up to 62' AGL/1051' MSL. Trees beginning 35' from DER, 49' right of centerline, up to 19' AGL/1008' MSL. Trees beginning 1086' from DER, 10' left of centerline, up to 79' AGL/1068' MSL. Trees beginning 1091' from DER, 8' right of centerline, up to 75' AGL/1069' MSL. REIL 10' from DER, 76' left of centerline, 7' AGL/991' 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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SIREN, WI (CON'T)

BURNETT COUNTY (CON'T)

REIL 10' from DER, 77' right of centerline, 6' AGL/990' MSL. Pole 1655' from DER, 10' left of centerline, 50' AGL/1034' MSL. **Rwy 32**, trees beginning 1174' from DER, 449' left of centerline, up to 45' AGL/1029' MSL. Trees beginning 297' from DER, 522' right of centerline, up to 50' AGL/1039' MSL. Trees beginning 1400' from DER, 23' left of centerline, up to 78' AGL/1062' MSL. Trees beginning 1057' from DER, 23' right of centerline, up to 72' AGL/1056' MSL. Poles beginning 942' from DER, 83' left of centerline, up to 49' AGL/1033' MSL. Poles beginning 871' from DER, 393' right of centerline, up to 29' AGL/1018' MSL. Vehicles on road, beginning 118' from DER, 521' left of centerline, up to 15' AGL/998' MSL.

SOLON SPRINGS, WI

SOLON SPRINGS MUNI (OLG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 11293 (FAA)

NOTE: **Rwy 1**, building 37' from DER, 509' right of centerline, 19' AGL/1119' MSL. Trees beginning 55' from DER, 329' left of centerline, up to 49' AGL/1149' MSL. Vehicles on roadway left and right of centerline beginning 77' from DER, up to 15' AGL/1114' MSL. Poles beginning 785' from DER, 526' right of centerline, up to 43' AGL/1143' MSL. Trees beginning 1140' from DER, 277' right of centerline, up to 48' AGL/1148' MSL. Trees left and right of centerline beginning 1474' from DER, up to 61' AGL/1161' MSL. **Rwy 19**, structure 12' from DER, 20' left of centerline, 3' AGL/1104' MSL. Vehicles on roadway beginning 20' from DER, 248' right of centerline, up to 15' AGL/1116' MSL. Terrain 40' from DER, 109' right of centerline, 1104' MSL. Trees beginning 45' from DER, 307' right of centerline, up to 40' AGL/1141' MSL. Trees beginning 74' from DER, 319' left of centerline, up to 75' AGL/1176' MSL. Trees left and right of centerline beginning 1027' from DER, up to 54' AGL/1155' MSL. Transmission line beginning 2455' from DER, 740' right of centerline, up to 123' AGL/1224' MSL. Trees beginning 2539' from DER, 631' left of centerline, up to 85' AGL/1186' MSL.

SPARTA, IL

SPARTA COMMUNITY-HUNTER FIELD (SAR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1 13038 (FAA)

TAKEOFF MINIMUMS: **Rwys 9, 27**, NA-Environmental. **Rwy 18**, 300-1¼ or std. w/ min. climb of 316' per NM to 1000 MSL. NOTE: **Rwy 18**, tower 1.4 NM from DER, 771' right of centerline, 260' AGL/780' MSL. Multiple light poles beginning 41' from DER, 495' right of centerline, up to 33' AGL/572' MSL. Antenna 1838' from DER, 615' right of centerline, 51' AGL/590' MSL. Multiple buildings beginning at 388' from DER, 378' right of centerline, up to 38' AGL/569' MSL. Trees beginning 119' from DER, 65' left of centerline, up to 100' AGL/580' MSL. Trees beginning 9' from DER, 8' right of centerline, up to 100' AGL/630' MSL. Water tower 5238' from DER, 666' right of centerline, 140' AGL/669' MSL. Sign 12' from DER, 152' right of centerline, 5' AGL/526' MSL. Vehicles on road beginning 500' from DER, 144' right of centerline, 15' AGL/536' MSL. **Rwy 36**, trees beginning 165' from DER, 166' left of centerline, up to 100' AGL/610' MSL. Trees beginning 612' from DER, 413' right of centerline, up to 100' AGL/619' MSL.

SPARTA, WI

SPARTA/FORT MC COY (CMY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2 11181 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 400-1½. **Rwy 19**, 500-2¼ w/ min. climb of 217' per NM to 1800 or std. w/ min. climb of 425' per NM to 1500, or 1100-2¼, for climb in visual conditions ... DEPARTURE PROCEDURE: **Rwy 1**, climb heading 030° to 1600 before turning on course. **Rwy 11**, climb heading 112° to 1800 before turning on course. **Rwy 19**, climb heading 195° to 1500 before turning on course. **Rwy 29**, climb heading 287° to 1500 before turning on course. For climb in visual conditions. Cross Sparta/Fort Mc Coy airport at or above 1800' MSL before proceeding on course. NOTE: **Rwy 1**, rising terrain beginning 14' from DER, left and right of centerline, up to 1019' MSL. Trees beginning 73' from DER, left and right of centerline, up to 100' AGL/1119' MSL. Vehicles on road beginning 1437' from DER, left and right of centerline, up to 15' AGL/874' MSL. **Rwy 11**, Obstruction light on pole 759' from DER, 232' left of centerline, 26' AGL/854' MSL. Trees beginning 989' from DER, left and right of centerline, up to 100' AGL/949' MSL. **Rwy 19**, trees beginning 99' from DER, left and right of centerline, up to 100' AGL/1239' MSL. Ridge 8695' from DER, 2008' left of centerline, 0' AGL/1122' MSL. **Rwy 29**, trees beginning 802' from DER, 31' left of centerline, up to 61' AGL/879' MSL. Pole 1447' from DER, 432' right of centerline, 50' AGL/866' MSL.

SPRINGFIELD, IL

ABRAHAM LINCOLN CAPITAL (SPI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 05300 (FAA)

NOTE: **Rwy 4**, multiple trees beginning 1456' from DER, 734' left of centerline, up to 59' AGL/650' MSL. **Rwy 13**, bush 342' from DER, 299' right of centerline, 43' AGL/592' MSL. **Rwy 18**, tower 1702' from DER, 778' right of centerline, 100' AGL/659' MSL. Multiple trees beginning 1503' from DER, 283' right of centerline, up to 98' AGL/660' MSL. Building 2.53 NM from DER, 1.2 NM left of centerline, 405' AGL/1000' MSL. **Rwy 31**, multiple trees beginning 1641' from DER, 619' left of centerline, up to 81' AGL/665' MSL. **Rwy 36**, multiple trees beginning 1873' from DER, 470' left of centerline, up to 79' AGL/670' MSL. Rod on tower 2397' from DER, 501' right of centerline, 55' AGL/653' 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)

6315

STERLING-ROCKFALLS, IL

WHITESIDE COUNTY-JOSEPH H.

BITTORG FIELD (SQI)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 08325 (FAA)

NOTE: **Rwy 7**, elevator 3095' from DER, 1099' right of centerline, 91' AGL/741' MSL. **Rwy 18**, vehicle on roadway 736' from DER, on centerline, 15' AGL/664' MSL. Tree 1012' from DER, 288' left of centerline, 35' AGL/680' MSL. Tree 787' from DER, 120' right of centerline, 29' AGL/669' MSL. Multiple trees beginning 3619' from DER, 944' left of centerline, up to 100' AGL/769' MSL. **Rwy 25**, multiple trees beginning 1308' from DER, 22' left of centerline, up to 82' AGL/732' MSL. Multiple trees beginning 666' from DER, 42' right of centerline, up to 80' AGL/720' MSL. **Rwy 36**, vehicle on roadway, 575' from DER, on centerline, 17' AGL/668' MSL. Tree 564' from DER, 103' right of centerline, 11' AGL/662' MSL.

STEVENS POINT, WI

STEVENS POINT MUNI (STE)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 09015 (FAA)

NOTE: **Rwy 3**, trees beginning 1175' from DER, 649' left of centerline, 54' AGL/1173' MSL. Tree 2693' from DER, 556' right of centerline, 62' AGL/1181' MSL. **Rwy 21**, trees beginning 1127' from DER, 119' right of centerline, up to 100' AGL/1209' MSL. Trees beginning 1247' from DER, 151' left of centerline, up to 45' AGL/1153' MSL. **Rwy 12**, poles beginning 177' from DER, 197' right of centerline, up to 37' AGL/1126' MSL. Trees beginning 757' from DER, 27' right of centerline, up to 95' AGL/1204' MSL. Trees beginning 958' from DER, 112' left of centerline, up to 87' AGL/1196' MSL. **Rwy 30**, building 217' from DER, 535' left of centerline, 30' AGL/1139' MSL. Vehicle and road 499' from DER, on centerline, 15' AGL/1124' MSL. Trees beginning 848' from DER, 66' left of centerline, up to 87' AGL/1206' MSL. Trees beginning 869' from DER, 139' right of centerline, up to 81' AGL/1210' MSL.

STURGEON BAY, WI

DOOR COUNTY CHERRYLAND (SUE)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 07242 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 1700 before turning east.

NOTE: **Rwy 2**, 100' tree 1.4 NM from DER, 2674' left of centerline, 100' AGL/839' MSL. **Rwy 10**, 130' boat 5128' from DER, on centerline, 130' AGL/710' MSL. **Rwy 20**, multiple trees, antennas, vehicle on road, poles beginning 121' from DER, 374' right of centerline, 90' AGL/802' MSL. Multiple poles and trees beginning 320' from DER, 250' left of centerline, 81' AGL/797' MSL. **Rwy 28**, vehicle on road 355' from DER, on centerline, 15' AGL/734' MSL.

SUPERIOR, WI

RICHARD I. BONG (SUW)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 6 14093 (FAA)

ORIG MINIMUMS: **Rwy 4**, 300-1 or std. w/min. climb of 386' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 038° to 1900 before turning left. **Rwy 14**, climb heading 141° to 1200 before proceeding on course. **Rwy 22**, Climb heading 218° to 1300 before proceeding on course. **Rwy 32**, climb heading 321° to 2200 before turning right.

NOTE: **Rwy 4**, navaid 11' from DER, 78' right of centerline, 3' AGL/661' MSL. Bush and trees beginning 4' from DER, 150' left of centerline, up to 20' AGL/671' MSL. Fence and trees beginning 105' from DER, 202' right of centerline, up to 24' AGL/677' MSL. Train on railroad beginning 459' from DER, 494' right of centerline, up to 23' AGL/684' MSL. Trees beginning 535' from DER, 375' left of centerline, up to 48' AGL/699' MSL. Trees beginning 865' from DER, 599' right of centerline, up to 49' AGL/700' MSL. Trees beginning 965' from DER, crossing centerline, up to 55' AGL/706' MSL. Poles beginning 1692' from DER, 663' left of centerline, up to 64' AGL/715' MSL. Chimney 4059' from DER, 1488' left of centerline, 225' AGL/861' MSL. **Rwy 14**, navaid 49' from DER, 99' left of centerline, 3' AGL/675' MSL. Navaid 50' from DER, 102' right of centerline, 3' AGL/675' MSL. Tree 424' from DER, 568' right of centerline, 16' AGL/687' MSL. Vehicle on road beginning 506' from DER, crossing centerline, up to 15' AGL/689' MSL. Trees beginning 573' from DER, 29' right of centerline, up to 35' AGL/706' MSL. Trees beginning 579' from DER, 216' left of centerline, up to 21' AGL/692' MSL. Train on railroad beginning 805' from DER, crossing centerline, up to 23' AGL/698' MSL. Trees beginning 1083' from DER, 119' right of centerline, up to 45' AGL/711' MSL. Pole 1794' from DER, 956' left of centerline, 77' AGL/738' MSL. Pole 2166' from DER, 643' left of centerline, 72' AGL/733' MSL. **Rwy 22**, terrain 5' from DER, 380' left of centerline, 673' MSL. Navaid 11' from DER, 78' right of centerline, 3' AGL/671' MSL. Navaid 12' from DER, 77' left of centerline, 3' AGL/673' MSL. Trees beginning 84' from DER, 329' right of centerline, up to 14' AGL/675' MSL. Poles beginning 689' from DER, 424' right of centerline, up to 25' AGL/696' MSL. Pole 1312' from DER, 793' left of centerline, 47' AGL/708' MSL. Building 1578' from DER, 831' right of centerline, 49' AGL/720' MSL. **Rwy 32**, navaid 49' from DER, 102' right of centerline, 3' AGL/674' MSL. Navaid 50' from DER, 101' left of centerline, 3' AGL/674' MSL. Poles beginning 667' from DER, 413' left of centerline, up to 25' AGL/696' MSL. Sign and trees beginning 1023' from DER, 117' left of centerline, up to 43' AGL/714' MSL. Trees beginning 1380' from DER, 23' right of centerline, up to 59' AGL/720' MSL. Tree 1481' from DER, 825' right of centerline, 51' AGL/712' MSL. Communication towers beginning 3136' from DER, 1112' left of centerline, up to 118' AGL/779' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

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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)

16315

TAYLORVILLE, IL

TAYLORVILLE MUNI (TAZ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 05300 (FAA)

TAKEOFF MINIMUMS: **Rwys 9, 27**, NA-no survey data.
NOTE: **Rwy 18**, numerous trees 1000' from DER, from 335' left of centerline to 1150' right of centerline, up to 100' AGL/719' MSL. **Rwy 36**, numerous trees 1580' from DER, from 20' left of centerline to 570' right of centerline, up to 100' AGL/724' MSL.

TOMAH, WI

BLOYER FIELD (Y72)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 15344 (FAA)

TAKEOFF MINIMUMS: **Rwy 25**, 300-1½ or std. w/min. climb of 295' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 25**, climb heading 248° to 1500 before proceeding on course.

NOTE: **Rwy 7**, trees beginning 6' from DER, 442' left of centerline, up to 70' AGL/1028' MSL. Trees beginning 58' from DER, 373' right of center, up to 59' AGL/1019' MSL. Trees beginning 224' from DER, 192' right of centerline, up to 68' AGL/1028' MSL. Rr 615' from DER, 566 left of centerline, 23' AGL/983' MSL. Trees beginning 1091' from DER, 500' left of centerline, up to 82' AGL/1042' MSL. Trees beginning 1180 from DER, crossing centerline, up to 99' AGL/1049' MSL. **Rwy 25**, building 3' from DER, 430' left of centerline, 26' AGL/976' MSL. Buildings beginning 122' from DER, 388' left of centerline, up to 16' AGL/980' MSL. Tree tops, poles and cranes (mobile) beginning 288' from DER, right to left of centerline, up to 40' AGL/1010' MSL. Vehicle on road (n) beginning 512' from DER, crossing centerline, 15' AGL/987' MSL. Trees, utility pole tops, poles, treetops and transmission towers beginning 596' from DER, left to right of centerline, up to 59' AGL/1029' MSL. Poles, ant, utility pole tops, sign, and trees beginning 605' from DER, left to right of centerline, up to 30' AGL/999' MSL. Treetops, cranes (mobile), trees, utility pole tops, and transmission towers beginning 735' from DER, right to left of centerline, up to 50' AGL/1020' MSL. Transmission towers and trees beginning 843' from DER, right to left of centerline, up to 74 AGL/1044' MSL. Trees, TL tower, and pole beginning 2361' from DER, left to right of centerline, up to 85' AGL/1055' MSL. Tower and OL communication beginning 1.21 NM from DER, 713' right of centerline, up to 207' AGL/1177' MSL.

TOMAHAWK, WI

TOMAHAWK RGNL (TKV)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 12152 (FAA)

NOTE: **Rwy 9**, vehicles on road 160' from DER, right and left of runway, up to 15' AGL/1494' MSL. Trees beginning 2' from DER, right and left of runway, up to 100' AGL/1599' MSL. **Rwy 27**, obstruction light on windsock 10' from DER, 400' left of centerline, 25' AGL/1496' MSL. Vehicle on road 11' from DER, right and left of runway, 15' AGL/1479' MSL. Trees beginning 40' from DER, right and left of centerline, up to 100' AGL/1599' MSL.

VANDALIA, IL

VANDALIA MUNI (VLA)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 12152 (FAA)

NOTE: **Rwy 9**, trees 2563' from DER, 140' right of centerline, 100' AGL/649' MSL. Trees 3364' from DER, 740' left of centerline, 100' AGL/644' MSL. **Rwy 18**, trees 764' from DER, 519' right of centerline, 100' AGL/629' MSL. Trees beginning 3115' from DER, 293' left of centerline, 100' AGL/659' MSL. **Rwy 27**, trees beginning 1581' from DER, 885' right of centerline, 100' AGL/659' MSL. Trees beginning 2548' from DER, 4' to 1230' left of centerline, 100' AGL/649' MSL. **Rwy 36**, trees beginning 256' from DER, 327' to 882' right of centerline, 100' AGL/659' MSL. Trees beginning 1834' from DER, 288' to 1548' left of centerline, 100' AGL/649' MSL.

VIROQUA, WI

VIROQUA MUNI (Y51)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 12320 (FAA)

TAKEOFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.
NOTE: **Rwy 11**, trees beginning 14' from DER, 191' left of centerline, up to 55' AGL/1335' MSL. Poles and sign beginning 24' from DER, 148' right of centerline, up to 45' AGL/1325' MSL. Elevators, tank and buildings beginning 188' from DER, 424' right of centerline, up to 138' AGL/1418' MSL. Trees beginning 1230' from DER, 365' right of centerline, up to 68' AGL/1348' MSL. Water tower 2692' from DER, 700' right of centerline, 150' MSL/1430' MSL. Elevators and tank beginning 4101' from DER, 50' left of centerline, up to 143' AGL/1423' MSL. **Rwy 29**, trees beginning 36' from DER, 99ft right of centerline, up to 64' AGL/1304' MSL. Trees beginning 184' from DER, 203' left of centerline, up to 41' AGL/1281' MSL.

VOLK FIELD (KVOK)

CAMP DOUGLAS, WI
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
07186

TAKEOFF OBSTACLES: **Rwy 27**: Trees 80' AGL/1019' MSL, 2537' from DER, 983' right of centerline. Trees 80' AGL/1039' MSL, 3742' from DER, 835' left of centerline. **Rwy 9**: Antenna 50' AGL/1040' MSL, 4966' from DER, 625' left of centerline.

WATERTOWN, WI

WATERTOWN MUNI (RYV)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
DEPARTURE PROCEDURE: **Rwy 5**, climb runway

heading to 2500 before heading west. **Rwy 29**, climb runway heading to 2500 before turning north.

16315

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

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

WAUKESHA, WI

WAUKESHA COUNTY (UES) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 09127 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, 400-2½ or std. with a min. climb of 316' per NM to 1400.

NOTE: **Rwy 10**, light pole 146' from DER, 326' left of centerline, 9' AGL/918' MSL. Light pole 560' from DER, 597' left of centerline, 17' AGL/936' MSL. Pipe on building 229' from DER, 275' left of centerline, 16' AGL/925' MSL. Trees beginning 1652' from DER, 171' right of centerline, up to 70' AGL/1029' MSL. Trees beginning 1868' from DER, 16' left of centerline, up to 54' AGL/983' MSL. Tower 1.0 NM from DER, 1571' right of centerline, 219' AGL/1148' MSL. Tower 1.1 NM from DER, 1140' right of centerline, 177' AGL/1126' MSL. Tower 1.8 NM from DER, 3455' right of centerline, 272' AGL/1238' MSL. **Rwy 18**, vehicle on road 618' from DER, 162' left of centerline, 15' AGL/946' MSL. Bush 746' from DER, 107' right of centerline, 9' AGL/938' MSL. Trees beginning 753' from DER, 187' right of centerline, up to 18' AGL/957' MSL. Tree 757' from DER, 182' left of centerline, 17' AGL/946' MSL. Tree 1188' from DER, 27' left of centerline, 27' AGL/956' MSL. Pole 1976' from DER, 304' left of centerline, 48' AGL/967' MSL. Pole 2026' from DER, 196' right of centerline, 62' AGL/981' MSL. Tower 2010' from DER, 932' left of centerline, 66' AGL/984' MSL. Rod on stack 4489' from DER, 657' left of centerline, 118' AGL/1037' MSL. **Rwy 28**, vehicle on road 877' from DER, 541' left of centerline, 15' AGL/924' MSL. Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL. **Rwy 36**, rod on pole 401' from DER, 555' left of centerline, 46' AGL/945' MSL. Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' MSL. Trees beginning 486' from DER, 175' right of centerline, up to 81' AGL/970' MSL. Trees beginning 999' from DER, 124' left of centerline, up to 72' AGL/962' MSL.

WAUPACA, WI

WAUPACA MUNI (PCZ) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05020 (FAA)

TAKEOFF MINIMUMS: **Rwy 28**, 300-2 or std. w/min. climb of 317' per NM to 1300.

NOTES: **Rwy 10**, trees 1400' from DER, 300' left of centerline, 41' AGL/850' MSL. **Rwy 13**, road and vehicle 240' from DER, 275' right of centerline, 29' AGL/832' MSL. **Rwy 28**, trees 1.1 NM from DER, 1848' left of centerline, 100' AGL, 1119' MSL. **Rwy 31**, trees 800' from DER, 150' left of centerline, 19' AGL/846' MSL. Trees 1965' from DER, 585' left of centerline, 100' AGL/979' MSL.

WAUSAU, WI

WAUSAU DOWNTOWN (AUW) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 12292 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 400-2½ or std. w/min. climb of 378' per NM to 1700. **Rwy 23**, 700-3 or std. w/ min. climb of 362' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 2100 before proceeding on course. **Rwy 13**, climb heading 127° to 2200 before proceeding on course. **Rwy 23**, climb heading 227° to 2800 before proceeding on course. **Rwy 31**, climb heading 307° to 2800 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 885' from DER, 53' right of centerline, up to 100' AGL/1409' MSL. Rising terrain and trees beginning 4552' from DER, right to left of centerline, up to 100' AGL/1529' MSL. **Rwy 13**, boat with mast beginning 215' from DER, 498' right of centerline, up to 100' AGL/1222' MSL. **Rwy 23**, trees and boats with masts beginning 299' from DER, 8' right of centerline, up to 100' AGL/1269' MSL. Trees and boats with masts beginning 332' from DER, 190' left of centerline, up to 100' AGL/1609' MSL. Tower 2.3 NM from DER, 3952' left of centerline, 248' AGL/1840' MSL. **Rwy 31**, boat with mast beginning 236' from DER, 511' right of centerline to 100' AGL/1222' MSL. Trees and boats with masts beginning 169' from DER, 27' left of centerline, up to 100' AGL/1222' MSL.

WAUTOMA, WI

WAUTOMA MUNI (Y50) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 98225 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 1800 before turning north.

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

16315

WEST BEND, WI

WEST BEND MUNI (ETB)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10042 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 300-1½ or std. w/ a min. climb of 260' per NM to 1200. **Rwy 24**, 300-2 or std. w/ a min. climb of 250' per NM to 1400. **Rwy 31**, 300-1¼ or standard w/ a min. climb of 220' per NM to 1100.

NOTE: **Rwy 6**, vehicle on roads beginning 15' from DER, 251' left of centerline, up to 17' AGL/959' MSL. Trees beginning 85' from DER, 2' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 47' from DER, 91' right of centerline, up to 100' AGL/886' MSL. **Rwy 13**, trees beginning 452' from DER, 127' left of centerline, up to 100' AGL/1109' MSL. Trees beginning 214' from DER, 179' right of centerline, up to 100' AGL/1049' MSL. **Rwy 24**, trees beginning 114' from DER, 74' left of centerline, up to 100' AGL/1029' MSL. Trees beginning 89' from DER, 120' right of centerline, up to 100' AGL/969' MSL. Tower 1.9 NM from DER, 2572' right of centerline, 196' AGL/1156' MSL. **Rwy 31**, vehicle on road 99' from DER, 492' left of centerline, 15' AGL/904' MSL. Trees beginning 550' from DER, 173' left of centerline, up to 100' AGL/1039' MSL. Vehicle on road 61' from DER, 498' right of centerline, 15' AGL/906' MSL. Trees beginning 832' from DER, 236' right of centerline, up to 100' AGL/1009' MSL.

WISCONSIN RAPIDS, WI

ALEXANDER FIELD SOUTH WOOD
COUNTY (ISW)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 13010 (FAA)

TAKEOFF MINIMUMS: **Rwys 18,36**, NA-Environmental. NOTE: **Rwy 2**, navaid 9' from DER, 125' right of centerline, 7' AGL/1022' MSL. Tree 109' from DER, 308' left of centerline, 26' AGL/1041' MSL. Trees beginning 179' from DER, 313' right of centerline, up to 67' AGL/1082' MSL. Trees beginning 962' from DER, left and right of centerline, up to 91' AGL/1111' MSL. **Rwy 12**, pole 1401' from DER, 93' right of centerline, 97' AGL/1097' MSL. Trees beginning 2326' from DER, 58' left of centerline, up to 99' AGL/1107' MSL. **Rwy 20**, trees beginning 125' from DER, 362' right of centerline, up to 101' AGL/1076' MSL. Trees beginning 88' from DER, 273' left of centerline, up to 85' AGL/1085' MSL. Trees beginning 2784' from DER, 126' right of centerline, up to 101' AGL/1093' 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

ALTON/ST. LOUIS, IL
ST. LOUIS RGNL (ALN)..... ILS or LOC Rwy 29¹
LOC BC Rwy 11¹
NDB Rwy 17²
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 35
VOR-A

NA when local weather not available.
¹NA when control tower closed.
²Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

ANTIGO, WI

LANGLADE
COUNTY (AIG)..... RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 35

NA when local weather not available.

APPLETON, WI

APPLETON
INTL (ATW)..... ILS or LOC Rwy 3¹
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 30

NA when local weather not available.
¹NA when control tower closed.

ASHLAND, WI

JOHN F. KENNEDY
MEMORIAL (ASX)..... RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 31

NA when local weather not available.
Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

BARABOO, WI
BARABOO WISCONSIN
DELLS (DLL)..... RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19¹
VOR-A

NA when local weather not available.
¹Category D, 900-2¾.

BELLEVILLE, IL

SCOTT AFB/MIDAMERICA
(BLV)..... ILS or LOC Rwy 14L¹²
ILS or LOC Rwy 14R¹
ILS or LOC/DME Rwy 32L¹
ILS or LOC Rwy 32R¹²
RADAR-1⁴
RNAV (GPS) Rwy 14L²³
RNAV (GPS) Rwy 32R²³
TACAN-A²⁵

¹ILS, Category B, 700-2; C, 800-2¼; Category D, 800-2½; Category E, 800-2¾; LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.
²NA when local weather not available.
³Category C, 800-2¼; Category D, 800-2½.
⁴Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.
⁵Categories A, B, C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.

BLACK RIVER FALLS, WI

BLACK RIVER FALLS
AREA (BCK) RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26

NA when local weather not available.

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NAME ALTERNATE MINIMUMS
BLOOMINGTON/NORMAL, IL
 CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI) **ILS or LOC Rwy 20¹**
ILS or LOC Rwy 29¹
ILS or LOC/DME Rwy 2¹
LOC BC Rwy 11¹
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 29

NA when local weather not available.
 Category C, 800-2¼; Category D, 800-2½.
¹NA when control tower closed.

BOSCOBEL, WI
 BOSCOBEL (OVS) **RNAV (GPS) Rwy 7¹**
RNAV (GPS) Rwy 25³
VOR/DME Rwy 25²

NA when local weather not available.
¹Categories A, B, 900-2; Category C, 1000-2¾.
²Categories A, B, 1000-2; Category C, 1000-2¾.
³Categories A, B, 900-2; Category C, 1100-3.

BURLINGTON, WI
 BURLINGTON
 MUNI (BUU) **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
VOR Rwy 29
VOR-A

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

CAHOKIA/ST. LOUIS, IL
 ST. LOUIS
 DOWNTOWN (CPS) **ILS or LOC Rwy 30L¹²**
RNAV (GPS) Rwy 12R³
RNAV (GPS) Rwy 30L
RNAV (GPS) Rwy 30R

NA when local weather not available.
¹NA when control tower closed.
²ILS, Category D, 700-2.
³Category D, 800-2¼.

CAIRO, IL
 CAIRO RNL (CIR) **NDB Rwy 14¹**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.
¹Categories A, B, 1100-2; Category C, 1100-3.

CARBONDALE-MURPHYSBORO, IL
 SOUTHERN
 ILLINOIS (MDH) **RNAV (GPS) Rwy 18L**
RNAV (GPS) Rwy 36R

NA when local weather not available.

NAME ALTERNATE MINIMUMS
CARMI, IL
 CARMI MUNI (CUL) **RNAV (GPS) Rwy 36**
 NA when local weather not available.

CENTRALIA, IL
 CENTRALIA
 MUNI (ENL) **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
 NA when local weather not available.

CHAMPAIGN-URBANA, IL
 UNIVERSITY OF ILLINOIS-
 WILLARD (CMI) **ILS or LOC Rwy 32R¹²³**
NDB Rwy 32R²³
RADAR-1¹³
RNAV (GPS) Rwy 4²³
RNAV (GPS) Rwy 14L²³
RNAV (GPS) Rwy 22²³
RNAV (GPS) Rwy 32R²³
VOR Rwy 4²
VOR/DME Rwy 14L²

¹NA when control tower closed.
²NA when local weather not available.
³Category C, 800-2¼, Category D, 800-2½.

CHICAGO, IL
 CHICAGO MIDWAY INTL
 (MDW) **ILS or LOC/DME Rwy 4R²**
ILS or LOC/DME Rwy 13C²
ILS or LOC/DME Rwy 31C²
RNAV (GPS) Rwy 4L¹
RNAV (GPS) Rwy 13L¹
RNAV (GPS) Rwy 22R¹
RNAV (GPS) Rwy 31R¹
RNAV (GPS) Z Rwy 4R¹
RNAV (GPS) Z Rwy 13C¹
RNAV (GPS) Z Rwy 22L¹
RNAV (GPS) Z Rwy 31C¹

¹Category D, 800-2¼.
²ILS, Category C, 800-2; Category D, 800-2¼;
 LOC Category D, 800-2¼.

CHICAGO O'HARE
 INTL (ORD) **ILS or LOC Rwy 9L**
 LOC, Categories A, B, 1100-2; Categories C, D
 1100-3

LANSING MUNI (IGQ) RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.



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NAME ALTERNATE MINIMUMS
CHICAGO (WEST CHICAGO), IL
 DUPAGE (DPA) ILS or LOC Rwy 2L
 ILS or LOC Rwy 10¹
 RNAV (GPS) Rwy 2L
 RNAV (GPS) Rwy 2R
 RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 20L
 RNAV (GPS) Rwy 20R

NA when local weather not available.

¹ILS, Categories C, D, 700-2.

CHICAGO/AURORA, IL
 AURORA MUNI (ARR) ILS or LOC Rwy 9
 ILS or LOC Rwy 33¹
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 27
 RNAV (GPS) Rwy 33

NA when local weather not available.

¹ILS, Categories A, B, C, D, 700-2.

CHICAGO/PROSPECT HEIGHTS/WHEELING, IL
 CHICAGO
 EXECUTIVE (PWK) ILS or LOC Rwy 16
 RNAV (GPS) Rwy 16

NA when local weather not available.

CHICAGO/ROMEOVILLE, IL
 LEWIS
 UNIVERSITY (LOT) RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 27

NA when local weather not available.

Category D, 800-2½.

CHICAGO/WAUKEGAN, IL
 WAUKEGAN RGNL (UGN) ILS Rwy 23
 NA when control tower closed.

CLINTONVILLE, WI
 CLINTONVILLE
 MUNI (CLI) RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 32

NA when local weather not available.

CUMBERLAND, WI
 CUMBERLAND
 MUNI (UBE) RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27

NA when local weather not available.

Category D, 800-2½.

NAME ALTERNATE MINIMUMS
DANVILLE, IL
 VERMILION
 RGNL (DNV) ILS or LOC Rwy 21
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 34
 VOR/DME Rwy 3

NA when local weather not available.

DE KALB, IL
 DE KALB TAYLOR
 MUNI (DKB) ILS or LOC Rwy 2¹
 RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 27

NA when local weather not available.

¹ILS, LOC, Categories A, B, 1000-2, Categories C, D 1000-3.

DECATUR, IL
 DECATUR (DEC) ILS or LOC Rwy 6¹
 LOC BC Rwy 24
 RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 18²
 RNAV (GPS) Rwy 24²
 RNAV (GPS) Rwy 30
 RNAV (GPS) Rwy 36²
 VOR Rwy 18
 VOR Rwy 36

NA when local weather not available.

¹ILS, Category D, 700-2.

²Category D, 800-2½.

EAGLE RIVER, WI
 EAGLE RIVER
 UNION (EGV) RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22

NA when local weather not available.

EAU CLAIRE, WI
 CHIPPEWA VALLEY
 RGNL (EAU) ILS or LOC Rwy 22¹
 LOC BC Rwy 4³
 RNAV (GPS) Rwy 4³
 RNAV (GPS) Rwy 22¹
 VOR-A²

NA when local weather not available.

¹Category D, 800-2½.

²Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

³Category C, 800-2½; Category D, 1300-3.

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NAME ALTERNATE MINIMUMS

EFFINGHAM, IL

EFFINGHAM COUNTY

MEMORIAL (1H2) RNAV (GPS) Rwy 1¹²
RNAV (GPS) Rwy 11²
RNAV (GPS) Rwy 29¹
VOR Rwy 1¹²

¹NA when local weather not available.

²Category C, 900-2¼; Category D, 900-2¾.

³Category D, 900-2¾.

FAIRFIELD, IL

FAIRFIELD

MUNI (FWC)..... RNAV (GPS) Rwy 9
NA when local weather not available.

FLORA, IL

FLORA MUNI (FOA)..... RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21

NA when local weather not available.

FOND DU LAC, WI

FOND DU LAC

COUNTY (FLD)..... RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 18

NA when local weather not available.

Category D, 800-2¼.

FREERPORT, IL

ALBERTUS (FEP)..... RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR Rwy 24

NA when local weather not available.

GALESBURG, IL

GALESBURG

MUNI (GBG)..... ILS or LOC/DME Rwy 3
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 21

NA when local weather not available.

GREEN BAY, WI

AUSTIN STRAUBEL

INTL (GRB) ILS or LOC Rwy 6
LOC BC Rwy 24
RADAR-1

NA when control tower closed.

HARRISBURG, IL

HARRISBURG-

RALEIGH (HSB)..... RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

NAME ALTERNATE MINIMUMS

HAYWARD, WI

SAWYER

COUNTY (HYR)..... RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21

NA when local weather not available.

Category C, 900-2¼; Category D, 900-2¾.

JACKSONVILLE, IL

JACKSONVILLE

MUNI (IJX) RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 13

NA when local weather not available.

JANESVILLE, WI

SOUTHERN WISCONSIN

RGNL (JVL) ILS or LOC Rwy 4¹³
ILS or LOC Rwy 32²
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 22

NA when local weather not available.

¹NA when control tower closed.

²ILS, LOC, Categories A, B, 1100-2; Categories C, D, 1100-3.

³ILS, Category D, 700-2.

JUNEAU, WI

DODGE COUNTY (UNU)..... LOC Rwy 26
NDB Rwy 2
NDB Rwy 20
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 26

NA when local weather not available.

KANKAKEE, IL

GREATER

KANKAKEE (IKK)..... ILS or LOC Rwy 4
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 34
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

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NAME ALTERNATE MINIMUMS

KENOSHA, WI

KENOSHA
RGNL (ENW)..... **ILS or LOC Rwy 7L¹**
RNAV (GPS) Rwy 7L
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 25R
RNAV (GPS) Rwy 33
VOR Rwy 25R

NA when local weather not available.

¹NA when control tower closed.

LA CROSSE, WI

LA CROSSE
RGNL (LSE)..... **ILS or LOC Rwy 18¹⁴**
RNAV (GPS) Rwy 4⁶
RNAV (GPS) Rwy 13³
RNAV (GPS) Rwy 18³
RNAV (GPS) Rwy 22²
RNAV (GPS) Rwy 31⁵
RNAV (GPS) Rwy 36³
VOR Rwy 13³
VOR Rwy 36³

NA when local weather not available.

¹NA when control tower closed.

²Categories A, B, 1200-2; Categories C, D, 1200-3.

³Category B, 900-2; Categories C, D, 1200-3.

⁴Categories A, B, 900-2, Categories C, D, 1200-3.

⁵Categories A, B, 1100-2; Categories C, D, 1200-3.

⁶Category B, 1000-2, Categories C, D, 1200-3.

LACON, IL

MARSHALL
COUNTY (C75)..... **RNAV (GPS) Rwy 13**
NA when local weather not available.

LADYSMITH, WI

RUSK COUNTY (RCX)..... **NDB Rwy 32**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

LAND O'LAKES, WI

KING'S LAND
O'LAKES (LNL)..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LAWRENCEVILLE, IL

LAWRENCEVILLE-VINCENNES
INTL (LWV)..... **RNAV (GPS) Rwy 9¹**
RNAV (GPS) Rwy 18¹
RNAV (GPS) Rwy 27¹
RNAV (GPS) Rwy 36¹
VOR Rwy 36²

¹NA when local weather not available.

²Category D, 800-2¼.

LINCOLN, IL

LOGAN COUNTY (AAA)..... **NDB Rwy 21¹**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.

¹Category C, 800-2¼, Category D, 800-2½.

LITCHFIELD, IL

LITCHFIELD
MUNI (3LF)..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

LONE ROCK, WI

TRI-COUNTY
RGNL (LNR)..... **RNAV (GPS) Rwy 9¹**
RNAV (GPS) Rwy 27¹
VOR-A²

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2¼.

²Categories A, B, 1000-2; Category C 1000-2¾.

MACOMB, IL

MACOMB MUNI (MQB)..... **LOC Rwy 27¹**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

¹NA when FBO closed.

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NAME ALTERNATE MINIMUMS

MADISON, WI

DANE COUNTY RGNL-
 TRUAX FIELD (MSN)..... ILS or LOC Rwy 21¹⁵
 ILS or LOC/DME Rwy 18¹⁴
 ILS or LOC/DME Rwy 36¹⁴
 RADAR-1¹⁶
 RNAV (GPS) Rwy 3⁷
 RNAV (GPS) Rwy 14⁷
 RNAV (GPS) Rwy 18⁷
 RNAV (GPS) Rwy 21⁷
 RNAV (GPS) Rwy 32⁷
 RNAV (GPS) Rwy 36⁷
 VOR Rwy 18³
 VOR Rwy 21²
 VOR Rwy 32³

¹NA when control tower closed.
²Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-2¾.
³Category D, 800-2¼.
⁴ILS, LOC, Category D, 900-2¾; Category E,
 900-3.
⁵ILS, LOC, Category D, 900-2¾.
⁶Category D, 900-2¾; Category E, 900-3.
⁷Category D, 900-2¾.

MANITOWOC, WI

MANITOWOC
 COUNTY (MTW) ILS or LOC Rwy 17¹
 RNAV (GPS) Rwy 17¹
 RNAV (GPS) Rwy 35¹
 VOR Rwy 17
 VOR/DME Rwy 35¹

Category D, 800-2½.
¹NA when local weather not available.

MARION, IL

WILLIAMSON COUNTY
 RGNL (MWA) ILS or LOC Rwy 20¹
 NDB Rwy 20
 RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 20
 VOR Rwy 2
 VOR Rwy 20²

NA when local weather not available.
¹NA when control tower closed.
²Category C, 800-2¼; Category D, 800-2½.

MARSHFIELD, WI

MARSHFIELD
 MUNI (MFI)..... RNAV (GPS) Rwy 5¹
 RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 23¹
 RNAV (GPS) Rwy 34¹

NA when local weather not available.
¹Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

MATTOON-CHARLESTON, IL

COLES COUNTY
 MEMORIAL (MTO)..... RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 11
 RNAV (GPS) Rwy 24
 RNAV (GPS) Rwy 29
 VOR Rwy 6
 VOR Rwy 24

NA when local weather not available.

MEDFORD, WI

TAYLOR
 COUNTY (MDZ)..... RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 27
 RNAV (GPS) Rwy 34

NA when local weather not available.

MENOMONIE, WI

MENOMONIE MUNI-SCORE
 FIELD (LUM)..... RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27
 VOR/DME Rwy 27

NA when local weather not available.

MERRILL, WI

MERRILL MUNI (RRL)..... RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 25

NA when local weather not available.

MILWAUKEE, WI

LAWRENCE J.
 TIMMERMAN (MWC)..... LOC Rwy 15L
 RNAV (GPS) Rwy 4L
 RNAV (GPS) Rwy 15L
 RNAV (GPS) Rwy 22R
 VOR Rwy 4L

NA when local weather not available.

MINOCQUA-WOODRUFF, WI

LAKELAND/NOBLE F LEE MEMORIAL
 FIELD (ARV)..... RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 28
 RNAV (GPS) Rwy 36

NA when local weather not available.

MINERAL POINT, WI

IOWA
 COUNTY (MRJ)..... NDB Rwy 22¹
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 11
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 29

NA when local weather not available.

¹Category C, 800-2¼.

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NAME ALTERNATE MINIMUMS

MOLINE, IL
 QUAD-CITY INTL (MLI)..... **ILS or LOC Rwy 9¹²**
 ILS or LOC Rwy 27¹²
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 27
 RNAV (GPS) Rwy 31

NA when local weather not available.

¹NA when control tower closed.

²ILS, Category D, 700-2.

MONROE, WI
 MONROE MUNI (EFT) **RNAV (GPS) Rwy 12**
 RNAV (GPS) Rwy 30
 VOR/DME Rwy 30

NA when local weather not available.

MORRIS, IL
 MORRIS MUNI-JAMES R WASHBURN
 FIELD (C09) **RNAV (GPS) Rwy 18**
 RNAV (GPS) Rwy 36

NA when local weather not available.

MOSINEE, WI
 CENTRAL
 WISCONSIN (CWA) **ILS or LOC Rwy 8¹**
 ILS or LOC Rwy 35¹²
 RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 26
 RNAV (GPS) Rwy 35

NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A, B, C, D, 700-2.

MOUNT CARMEL, IL
 MOUNT CARMEL
 MUNI (AJG)..... **RNAV (GPS) Rwy 4**
 RNAV (GPS) Rwy 22
 VOR/DME Rwy 22

NA when local weather not available.

MOUNT VERNON, IL
 MOUNT VERNON
 (MVN)..... **ILS OR LOC Rwy 23¹²**
 RNAV (GPS) Rwy 5
 RNAV (GPS) Rwy 23

NA when local weather not available.

¹ILS, Category C, 700-2; Category D, 900-3.

LOC, Category D, 900-3.

²NA when FBO closed.

NAME ALTERNATE MINIMUMS

NEW RICHMOND, WI
 NEW RICHMOND
 RGNL (RNH) **RNAV (GPS) Rwy 14**
 RNAV (GPS) Rwy 32

NA when local weather not available.

OLNEY-NOBLE, IL
 OLNEY-NOBLE (OLY) **NDB Rwy 3**
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 11

NA when local weather not available.
 Category D, 800-2¼.

OSCEOLA, WI
 L O SIMENSTAD
 MUNI (OEO) **RNAV (GPS) Rwy 10**
 RNAV (GPS) Rwy 28

NA when local weather not available.

OSHKOSH, WI
 WITTMAN
 RGNL (OSH) **ILS or LOC Rwy 36¹³**
 LOC/DME BC Rwy 18¹
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 27
 RNAV (GPS) RWY 36
 VOR Rwy 9
 VOR Rwy 18²
 VOR Rwy 27
 VOR Rwy 36

NA when local weather not available.

¹NA when control tower closed.

²Category D, 800-2¼.

³ILS, Category D, 700-2.

PARIS, IL
 EDGAR COUNTY (PRG) **RNAV (GPS) Rwy 9**
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 27
 RNAV (GPS) Rwy 36
 VOR/DME-A

NA when local weather not available.

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ALTERNATE MINS

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NAME ALTERNATE MINIMUMS

PEORIA, IL

GENERAL DOWNING-
PEORIA INTL (PIA).....

- ILS or LOC Rwy 4¹
- ILS or LOC Rwy 13¹
- ILS or LOC Rwy 31¹
- NDB Rwy 31²
- RNAV (GPS) Rwy 4²
- RNAV (GPS) Rwy 13²
- RNAV (GPS) Rwy 22²
- RNAV (GPS) Rwy 31²
- VOR/DME or TACAN Rwy 31

NA when local weather not available.

¹ILS, LOC, Category D, 800-2¼.

²Category D, 800-2¼.

PERU, IL

ILLINOIS VALLEY RGNL-WALTER A.
DUNCAN FIELD (VYS)

- RNAV (GPS) Rwy 18
- RNAV (GPS) Rwy 36

NA when local weather not available.

Category D, 900-2½.

PHILLIPS, WI

PRICE COUNTY (PBH).....

- RNAV (GPS) Rwy 1
- RNAV (GPS) Rwy 6
- RNAV (GPS) Rwy 19
- RNAV (GPS) Rwy 24

NA when local weather not available.

PLATTEVILLE, WI

PLATTEVILLE
MUNI (PVB).....

- RNAV (GPS) Rwy 7
- RNAV (GPS) Rwy 15
- RNAV (GPS) Rwy 25
- RNAV (GPS) Rwy 33

NA when local weather not available.

PONTIAC, IL

PONTIAC MUNI (PNT)

- RNAV (GPS) Rwy 6
- RNAV (GPS) Rwy 24
- VOR Rwy 24

NA when local weather not available.

PRAIRIE DU CHIEN, WI

PRAIRIE DU
CHIEN MUNI (PDC)

- RNAV (GPS) Rwy 14
- RNAV (GPS) Rwy 29
- RNAV (GPS) Rwy 32
- VOR/DME Rwy 29

Categories A, B, 1000-2; Categories C, D, 1200-3.

NAME ALTERNATE MINIMUMS

QUINCY, IL

QUINCY RGNL-
BALDWIN FIELD (UIN)

- RNAV (GPS) Rwy 4
- RNAV (GPS) Rwy 13
- RNAV (GPS) Rwy 18
- RNAV (GPS) Rwy 22
- RNAV (GPS) Rwy 31
- RNAV (GPS) Rwy 36

NA when local weather not available.

RACINE, WI

JOHN H. BATTEN (RAC).....

- RNAV (GPS) Rwy 4
- RNAV (GPS) Rwy 22
- RNAV (GPS) Rwy 32
- VOR Rwy 4

NA when local weather not available.

RANTOUL, IL

RANTOUL NATL AVN CNTR-FRANK
ELLIOTT FLD (TIP).....

- RNAV (GPS) Rwy 9
- RNAV (GPS) Rwy 18
- RNAV (GPS) Rwy 27
- RNAV (GPS) Rwy 36

NA when local weather not available.

Category D, 800-2¼.

RHINELANDER, WI

RHINELANDER-ONEIDA
COUNTY (RHI)

- RNAV (GPS) Rwy 9
- RNAV (GPS) Rwy 15
- RNAV (GPS) Rwy 27
- RNAV (GPS) Rwy 33

NA when local weather not available.

RICE LAKE, WI

RICE LAKE REGIONAL-
CARL'S FIELD (RPD)

- ILS or LOC Rwy 1¹
- RNAV (GPS) Rwy 1
- RNAV (GPS) Rwy 19

NA when local weather not available.

¹ILS, Category D, 700-2.

ROBINSON, IL

CRAWFORD CO (RSV)

- NDB Rwy 17¹
- RNAV (GPS) Rwy 9¹
- RNAV (GPS) Rwy 17
- RNAV (GPS) Rwy 27¹

NA when local weather not available.

¹Category D, 800-2¼.

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ALTERNATE MINS

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NAME **ALTERNATE MINIMUMS**

ROCHELLE, IL
 ROCHELLE MUNI AIRPORT-KORITZ
 FIELD (RPJ) **RNAV (GPS) Rwy 7**
 RNAV (GPS) Rwy 25
 NA when local weather not available.
 Category C, 900-2¼; Category D, 1100-3.

SALEM, IL
 SALEM-
 LECKRONE (SLO) **RNAV (GPS) Rwy 18**
 RNAV (GPS) Rwy 36
 NA when local weather not available.

SAVANNA, IL
 TRI-TOWNSHIP (SFY) **RNAV (GPS) Rwy 13**
 NA when local weather not available.

SHAWANO, WI
 SHAWANO
 MUNI (EZS) **RNAV (GPS) Rwy 12**
 RNAV (GPS) Rwy 30
 Category D, 800-2½.
 NA when local weather not available.

SHEBOYGAN, WI
 SHEBOYGAN COUNTY
 MEMORIAL (SBM) **RNAV (GPS) Rwy 4**
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 31
 VOR Rwy 22¹
 NA when local weather not available.
¹Category C, 800-2¼; Category D, 800-2½.

SIREN, WI
 BURNETT
 COUNTY (RZN) **RNAV (GPS) Rwy 5**
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 23
 RNAV (GPS) Rwy 32
 VOR Rwy 5
 NA when local weather not available
 Category D, 800-2¼.

SPARTA, IL
 SPARTA COMMUNITY-
 HUNTER FIELD (SAR) **RNAV (GPS) Rwy 36**
 NA when local weather not available.

NAME **ALTERNATE MINIMUMS**

SPARTA, WI
 SPARTA/
 FORT MCCOY (CMY) **NDB Rwy 29¹**
 RNAV (GPS) Rwy 11²
 RNAV (GPS) Rwy 29²
 NA when local weather not available.
¹Category C, 800-2¼.
²Category C, 800-2¼, Category D, 800-2½.

SPRINGFIELD, IL
 ABRAHAM LINCOLN
 CAPITAL (SPI) **ILS or LOC Rwy 4⁵**
 ILS or LOC Rwy 22^{1,2}
 RADAR-1^{2,3}
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 31
 VOR/DME Rwy 4⁴
 VOR/DME Rwy 13
 VOR/DME Rwy 22
 VOR/DME Rwy 31⁴
 NA when local weather not available.
¹ILS, Category D, 700-2.
²NA when control tower closed.
³Category E, 800-2¼.
⁴Category C, 800-2¼; Category D, 800-2½.
⁵ILS, LOC Category C, 800-2¼; Category D, 800-2½.

STERLING ROCKFALLS, IL
 WHITESIDE CO-JOSEPH H
 BITTORF FIELD (SQI) **NDB Rwy 7**
 RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 25
 NA when local weather not available.

STEVENS POINT, WI
 STEVENS POINT
 MUNI (STE) **RNAV (GPS) Rwy 3**
 RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 30
 Category D, 800-2¼.
 NA when local weather not available.

STURGEON BAY, WI
 DOOR COUNTY
 CHERRYLAND (SUE) **RNAV (GPS) Rwy 2**
 RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 28
 NA when local weather not available.

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NAME **ALTERNATE MINIMUMS**

SUPERIOR, WI
 RICHARD I
 BONG (SUW) **RNAV (GPS) Rwy 4**
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 32

NA when local weather not available.

TAYLORVILLE, IL
 TAYLORVILLE
 MUNI (TAZ) **RNAV (GPS) Rwy 18**
 RNAV (GPS) Rwy 36

NA when local weather not available.

TOMAHAWK, WI
 TOMAHAWK
 RGNL (TKV) **RNAV (GPS) Rwy 9**
 RNAV (GPS) Rwy 27

NA when local weather not available.

WATERTOWN, WI
 WATERTOWN
 MUNI (RYV) **RNAV (GPS) Rwy 5¹²**
 RNAV (GPS) Rwy 11¹³
 RNAV (GPS) Rwy 23¹²
 RNAV (GPS) Rwy 29¹²
 VOR/DME Rwy 29²

¹NA when local weather not available.
²Category D, 900-3.
³Categories A, B, 900-2; Category C, 900-2½;
 Category D, 900-3.

WAUKESHA, WI
 WAUKESHA
 COUNTY (UES) **ILS or LOC Rwy 10¹**
 RNAV (GPS) Rwy 10²
 RNAV (GPS) Rwy 28²
 VOR-A²

NA when local weather not available.
¹ILS, Category C, 700-2; Category D, 700-2½.
 LOC, Category D, 800-2½.
²Category D, 800-2½.

WAUPACA, WI
 WAUPACA MUNI (PCZ)..... **RNAV (GPS) Rwy 10**
 RNAV (GPS) Rwy 28

NA when local weather not available.

WAUSAU, WI
 WAUSAU
 DOWNTOWN (AUW) **RNAV (GPS) Rwy 13**
 RNAV (GPS) Rwy 31

NA when local weather not available.

NAME **ALTERNATE MINIMUMS**

WAUTOMA, WI
 WAUTOMA MUNI (Y50)..... **RNAV (GPS) Rwy 13**
 RNAV (GPS) Rwy 31

NA when local weather not available.

WEST BEND, WI
 WEST BEND
 MUNI (ETB) **RNAV (GPS) Rwy 6**
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 24
 RNAV (GPS) Rwy 31
 VOR Rwy 24

NA when local weather not available.

WISCONSIN RAPIDS, WI
 ALEXANDER FIELD SOUTH WOOD
 COUNTY (ISW) **RNAV (GPS) Rwy 2**
 RNAV (GPS) Rwy 20

NA when local weather not available.

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ALTERNATE MINS

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RADAR MINS


16147


RADAR INSTRUMENT APPROACH MINIMUMS

BELLEVILLE, IL SCOTT AFB / MIDAMERICA (BLV)

Orig, 26MAY16 (16147) (FAA)

ELEV 459

RADAR-1 125.2 281.5 


	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	32L		AB	880/24	441	(500-½)	CDE	880/45	441	(500-¾)
	32R		AB	920/24	478	(500-½)	CDE	920/50	478	(500-1)
	14L		AB	1020/55	578	(600-1¼)	CDE	1020-1%	578	(600-1%)
	14R		AB	1100/24	641	(700-½)	CDE	1100-1%	641	(700-1%)
 CIRCLING	ALL RWY		AB	1100-1	641	(700-1)	C	1240-2¼	781	(800-2¼)
			D	1240-2½	781	(800-2½)	E	1240-2¾	781	(800-2¾)

For inoperative MALSR, increase S-14R CAT E visibility to 1¼ mile.
 For inoperative MALSR, increase S-32L CAT E visibility to 1¼ mile.
 For inoperative MALSR, increase S-32R CAT E visibility to 1¼ mile.

CHAMPAIGN/URBANA, IL UNIVERSITY OF ILLINOIS-WILLARD (CMI)

Amdt 6C, 12NOV15 (15316) (FAA)

ELEV 755

RADAR-1 (316°-135°) 121.35 285.65 (136°-315°) 132.85 290.225 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	32R		ABC	1180/40	430	(500-¾)	D	1180/50	430	(500-1)
	14L		AB	1200-1	445	(500-1)	CD	1200-1%	445	(500-1¾)
CIRCLING	ALL RWY		AB	1240-1	485	(500-1)	C	1500-2¼	745	(800-1¼)
			D	1500-2½	745	(800-2½)				

When control tower closed ASR and alternate minimums NA.

CHICAGO/ROCKFORD, IL CHICAGO/ ROCKFORD INTL (RFD)

Amdt 10A, 21DEC06 (06355) (FAA)

ELEV 742

RADAR-1 121.0 327.0

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	1		AB	1160/24	431	(500-½)	C	1160/40	431	(500-¾)
			D	1160/50	431	(500-1)				
	7		AB	1180/24	438	(500-½)	C	1180/40	438	(500-¾)
			D	1180/50	438	(500-1)				
	25		AB	1220-1	485	(500-1)	C	1220-1¼	485	(500-1¼)
			D	1220-1½	485	(500-1½)				
CIRCLING	ALL RWY		A	1220-1	478	(500-1)	B	1240-1	498	(500-1)
			C	1240-1½	498	(500-1½)	D	1320-2	578	(600-2)

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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RADAR MINS

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RADAR INSTRUMENT APPROACH MINIMUMS

GREEN BAY, WI

Amdt 9C, 06JUL06 (06187) (FAA)

ELEV 695

AUSTIN STRAUBEL INTL (GRB)

RADAR-1 119.4 338.2   NA

ASR	RWY	GP/TCH/RPI	CAT	HAT/ HATh/			CAT	HAT/ HATh/		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
36			AB	1100/24	418	(500-½)	C	1100/40	418	(500-¾)
			D	1100/50	418	(500-1)				
24			AB	1120-1	438	(500-1)	C	1120-1¼	438	(500-1¼)
			D	1120-1½	438	(500-1½)				
6			AB	1220/24	528	(600-½)	C	1220/50	528	(600-1)
			D	1220/60	528	(600-1¼)				
18			AB	1220-1	525	(600-1)	C	1220-1½	525	(600-1½)
			D	1220-1¼	525	(600-1¾)				
CIRCLING ALL RWY			AB	1220-1	525	(600-1)	C	1220-1½	525	(600-1½)
			D	1260-2	565	(600-2)				

For inoperative MALS, increase ASR S-36 Category D visibility to RVR 6000.



When control tower closed, ASR not authorized.

MADISON, WI

Amdt 18, 04FEB16 (16035) (FAA)

ELEV 887

DANE COUNTY RGNL-TRUAX FIELD (MSN)

RADAR-1 135.45 343.7   NA

ASR	RWY	GP/TCH/RPI	CAT	HAT/ HATh/			CAT	HAT/ HATh/		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
36			AB	1320/24	458	(500-½)	CDE	1320/50	458	(500-1)
21			AB	1360-½	473	(500-½)	CDE	1360-1	473	(500-1)
18			AB	1360/24	496	(500-½)	CDE	1360/50	496	(500-1)
32			AB	1360-1	498	(500-1)	CDE	1360-1%	498	(500-1%)
14			AB	1380-1	479	(500-1)	CDE	1380-1%	479	(500-1%)
CIRCLING ALL RWY			A	1440-1	553	(600-1)	B	1460-1	573	(600-1)
			C	1460-1½	573	(600-1½)	D	1700-2¾	813	(900-2¾)
			E	1700-3	813	(900-3)				

When control tower closed, ASR NA.

For inoperative MALS, increase S-18 CAT C/D/E visibility to 1%.

For inoperative MALS, increase S-21 CAT C/D/E visibility to 1%.

For inoperative ALSF-2, increase S-36 CAT C/D/E visibility to 1%.

Rwy 14/32 helicopter visibility reduction below ¾ SM not authorized.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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RADAR MINS


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RADAR INSTRUMENT APPROACH MINIMUMS

SPRINGFIELD, IL ABRAHAM LINCOLN CAPITAL (SPI)

Amdt 9B, 15DEC11 (11349) (FAA)

ELEV 598

RADAR-1 126.15 132.575 323.0  

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u>	<u>HAT/</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u>	<u>HAT/</u>	<u>CEIL-VIS</u>
				<u>MDA-VIS</u>	<u>HATH/</u>		<u>MDA-VIS</u>	<u>HATH/</u>		
ASR	4		ABC	1060/24	472	(500-½)	DE	1060/50	472	(500-1)
	22		AB	1100-½	502	(600-½)	CDE	1100-1	502	(600-1)
	31		AB	1240-½	650	(700-1)	C	1240-1¼	650	(700-1¼)
		D	1240-1½	650	(700-1½)	E	1240-1¾	650	(700-1¾)	
CIRCLING	ALL RWY		AB	1240-1	642	(700-1)	C	1240-1¾	642	(700-1¾)
			D	1240-2	642	(700-2)	E	1380-2¾	782	(800-2¾)

When local altimeter setting not received, use Lincoln altimeter setting and increase all MDAs 60 feet and increase S-22 visibility CATs C/D/E ¼ mile, S-4 visibility CAT C ¼ mile and Circling visibility CATs C and E ¼ mile.

For inoperative MALS R increase S-4 CATs D and E visibility to 1½ mile.

When control tower closed, ASR not authorized.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

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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
ALTON/ST. LOUIS, IL ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI APPLETON INTL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL CENTRAL IL REGL ARPT AT BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN/URBANA, IL UNIVERSITY OF ILLINOIS- WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,500 feet
	32R	04-22	4,000 feet
CHICAGO, IL CHICAGO-O'HARE INTL (ORD)	10L	TWY Y	12,156 feet
	10C	TWY GG	9,610 feet
	28C	TWY AA	9,610 feet
CHICAGO/AURORA, IL AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL CHICAGO EXECUTIVE (PWK)	16	12-30	3,600 feet
DECATUR, IL DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
36	12-30	4,800 feet	

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

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LAND AND HOLD-SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
GREEN BAY, WI			
AUSTIN STRAUBEL			
INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL-			
TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY			
RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD			
INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN			
CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 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*
ALTON/ST. LOUIS, IL ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
APPLETON, WI APPLETON INTL (ATW)	HS 1	Complex int.
BELLEVILLE, IL SCOTT AFB/MIDAMERICA (BLV)	HS 1	Maintain vigilance Twy G due to numerous vehicle crossings.
	HS 2	Maintain vigilance Twy G close proximity to the ramp and numerous vehicle crossings.
BLOOMINGTON/NORMAL, IL CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)	HS 1	Twy G intersecting Rwy 11-29.
	HS 2	Int of Twy E and Rwy 02-20.
CARBONDALE/MURPHYSBORO, IL SOUTHERN ILLINOIS (MDH)	HS 1	Int of Rwy 06-24 and Twy A. Rwy incursion risk.
	HS 2	Int of Rwy 06-24 and Twy C. Rwy incursion risk.
CHAMPAIGN-URBANA, IL UNIVERSITY OF ILLINOIS- WILLARD (CMI)	HS 1	Complex twy/twy int.
CHICAGO, IL CHICAGO-O'HARE INTL (ORD)	HS 1	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 2	Twy Y5 and Rwy 04R.
	HS 3	Int of Twy E and Twy G close proximity of rws.
	HS 4	Ldg Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr. Ldg Rwy 09L first available turn off is Twy M1 6700' from Rwy 09L thld.
	HS 5	Rwy 09R apch overflight risk.
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04R and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Terminal ramp and Rwy 13L-31R.
	HS 5	North ramp, Twy N, and Rwy 04L-22R.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
CHICAGO/ROCKFORD CHICAGO/ROCKFORD INTL (RFD)	HS 1	Int at Twy F and Twy B.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

16315

16259

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
JANESVILLE, WI SOUTHERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI LA CROSSE RGNL (LSE)	HS 1	Rwy 36 hold position set back on Twy F.
MADISON, WI DANE COUNTY RGNL-TRUAX FIELD (MSN)	HS 1 HS 2	Rwy 18 and Rwy 21 at Twy A4. Rwy 14 and Rwy 18.
MARION, IL WILLIAMSON COUNTY RGNL (MWA)	HS 1 HS 2 HS 3	Area not visible from the twr. Area not visible from the twr. Hold short of Rwy 02 at Twy B for departure on Rwy 11.
MILWAUKEE, WI GENERAL MITCHELL INTL (MKE)	HS 1 HS 2	Twy E and Twy V at Rwy 19R and Rwy 25R. Twy M and Rwy 01L-19R.
MOLINE, IL QUAD CITY INTL (MLI)	HS 1 HS 2 HS 3 HS 4	Twys in close proximity to Rwy 23. Rwy 09 and Rwy 27 arrivals risk of exit onto intersecting rwys. Rwy 13-31 hold position is in an unusual location parallel to Rwy 13-31 on Twy K. Confusing twy int.
MOSINEE, WI CENTRAL WISCONSIN (CWA)	HS 1	Wrong rwy departure risk.
OSHKOSH, WI WITTMAN RGNL (OSH)	HS 1 HS 2	Int of Twy B and Twy B3. Int of Twy C1, Twy C, Twy A, Twy A1 and Twy J.
PEORIA, IL GENERAL DOWNING- PEORIA INTL (PIA)	HS 1 HS 2	Twy E and Twy A. Twy A and Twy A4.
SPRINGFIELD, IL ABRAHAM LINCOLN CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

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

16259

EC-3, 10 NOV 2016 to 05 JAN 2017

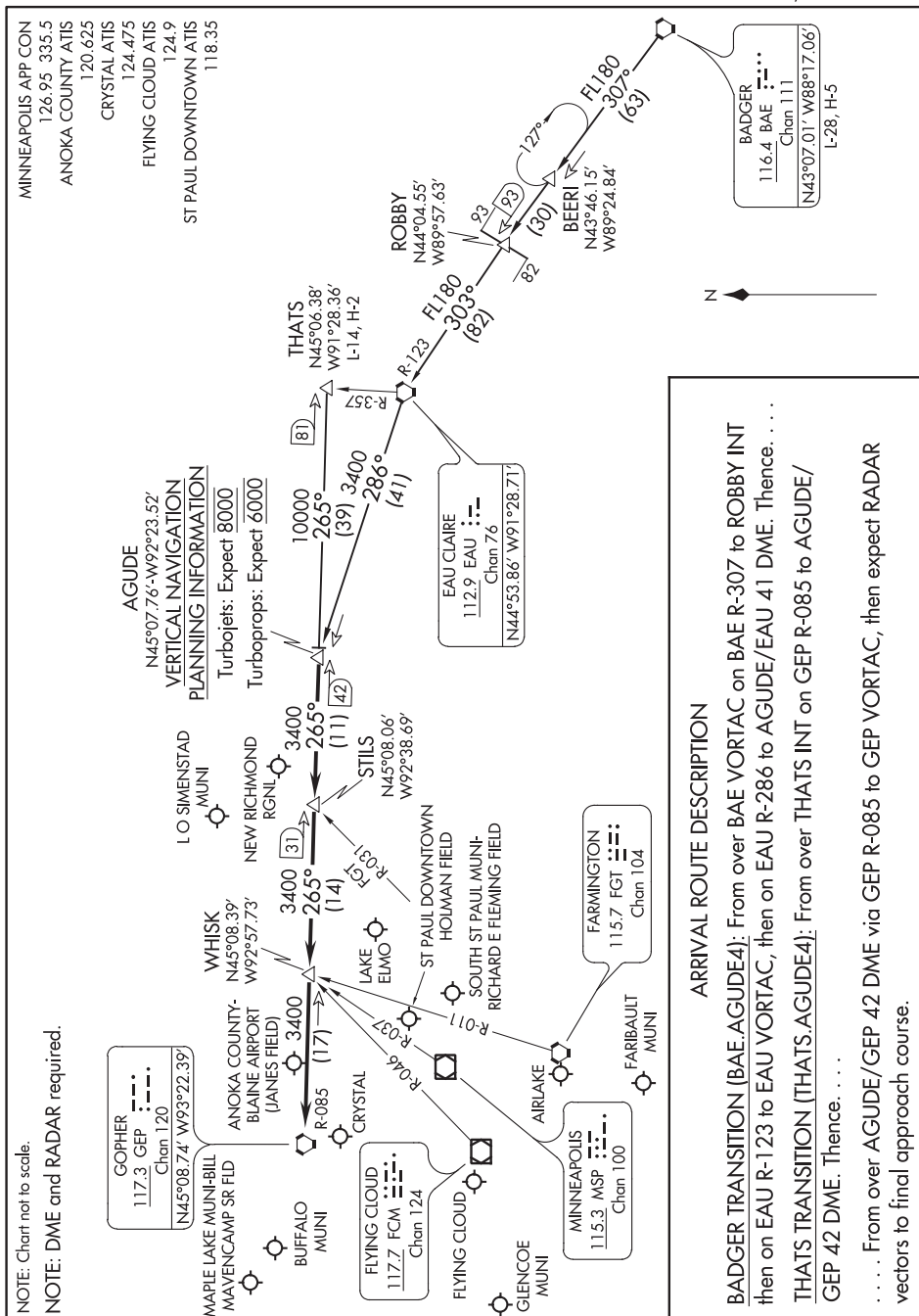
EC-3, 10 NOV 2016 to 05 JAN 2017

AGUDE FOUR ARRIVAL

MINNEAPOLIS APP CON
126.95 335.5
ANOKA COUNTY ATIS
120.625
CRYSTAL ATIS
124.475
FLYING CLOUD ATIS
124.9
ST PAUL DOWNTOWN ATIS
118.35

ST-263 (FAA)

MINNEAPOLIS-ST PAUL, MINNESOTA



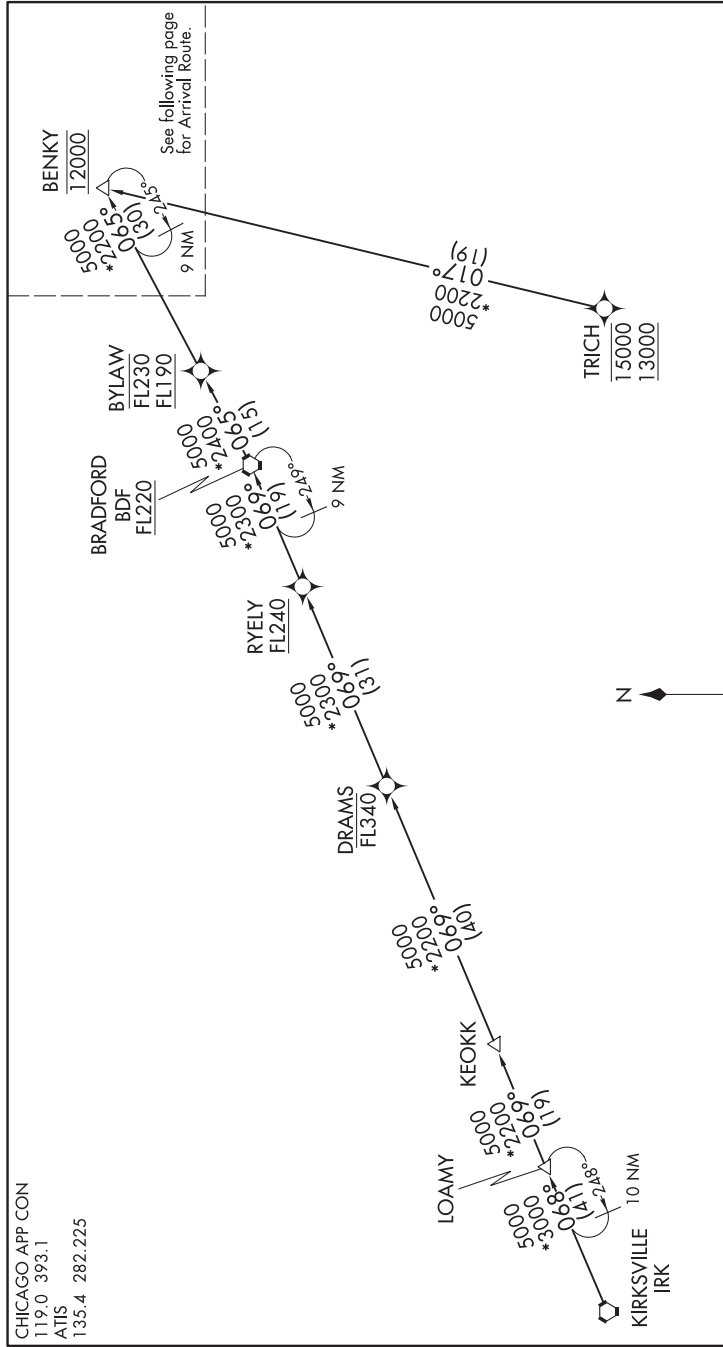
AGUDE FOUR ARRIVAL

(AGUDE.AGUDE4) 10JAN13

MINNEAPOLIS-ST PAUL, MINNESOTA

BENKY FOUR ARRIVAL (RNAV) Transition Routes

EC-3, 10 NOV 2016 to 05 JAN 2017



BRADFORD TRANSITION (BDF.BENKY4):
BYLAW TRANSITION (BYLAW.BENKY4):
KIRKSVILLE TRANSITION (IRK.BENKY4):
LOAMY TRANSITION (LOAMY.BENKY4):
TRICH TRANSITION (TRICH.BENKY4):

(CONTINUED ON FOLLOWING PAGE)

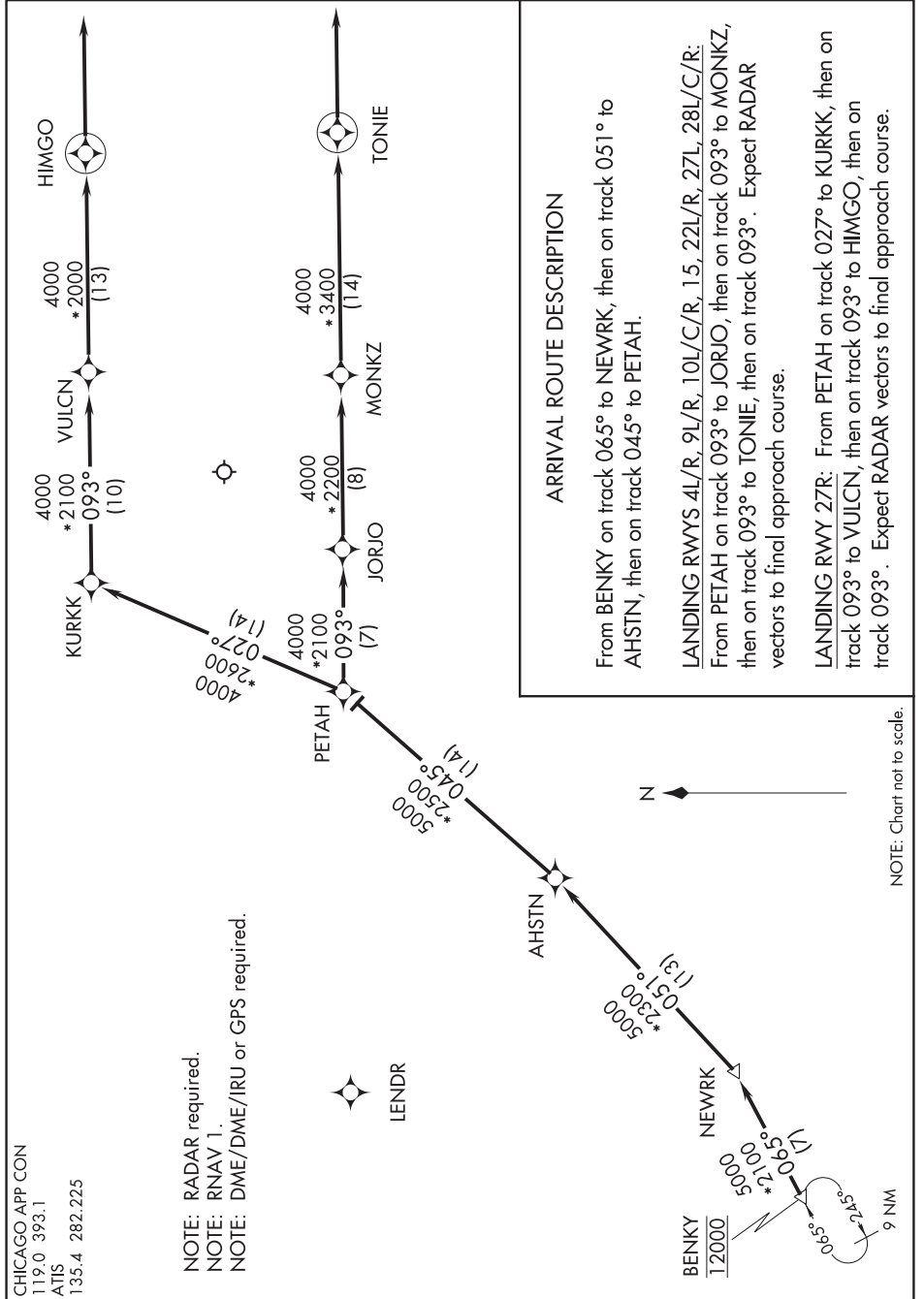
NOTE: RADAR required.
 NOTE: RNAV 1.
 NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

EC-3, 10 NOV 2016 to 05 JAN 2017

BENKY FOUR ARRIVAL (RNAV) Arrival Routes

EC-3, 10 NOV 2016 to 05 JAN 2017



CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

EC-3, 10 NOV 2016 to 05 JAN 2017

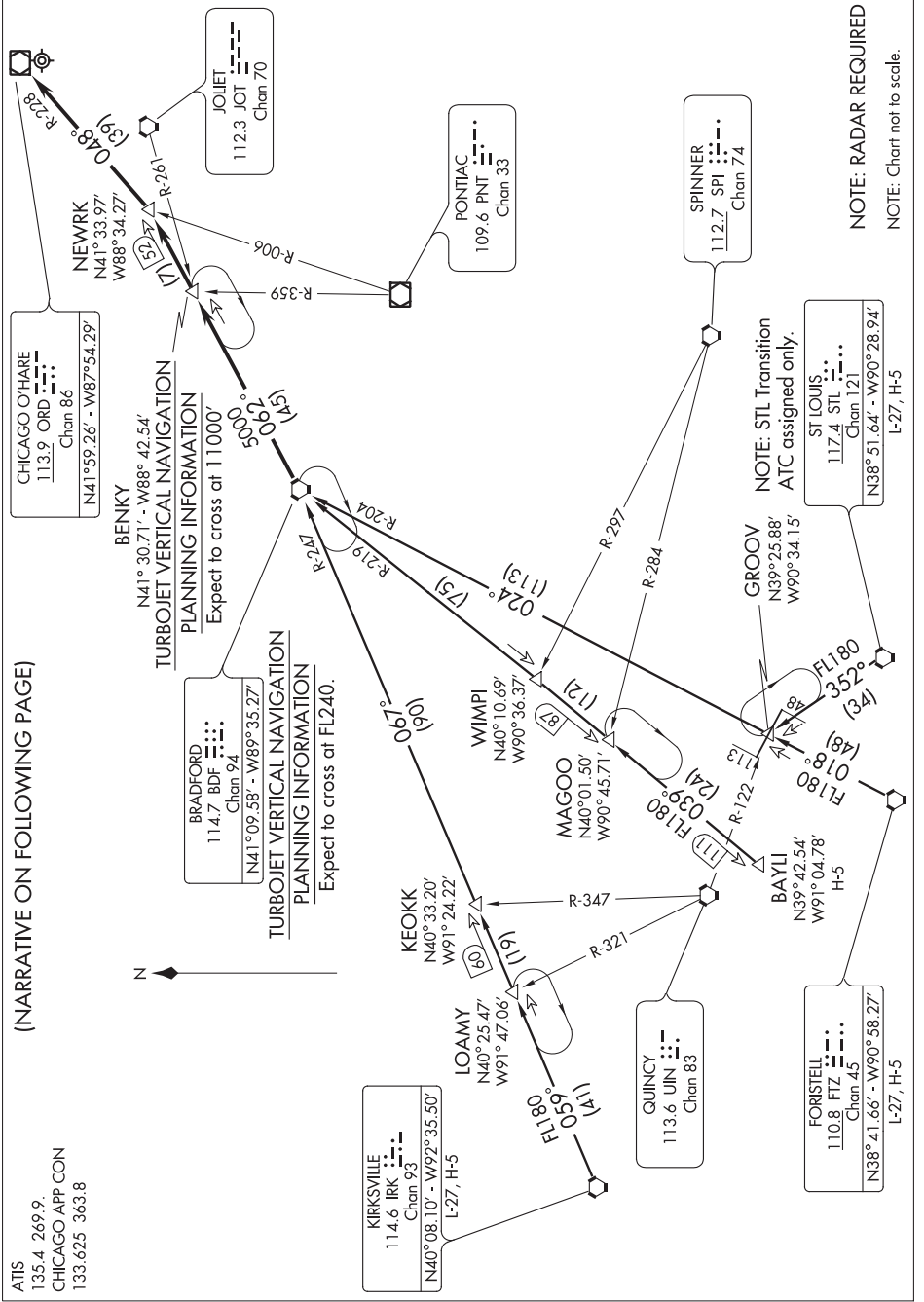
BENKY FOUR ARRIVAL (RNAV) Arrival Routes

BRADFORD FIVE ARRIVAL

ST-166 (FAA)

CHICAGO O'HARE INTL
CHICAGO, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR REQUIRED
NOTE: Chart not to scale.

NOTE: STL Transition
ATC assigned only.

EC-3, 10 NOV 2016 to 05 JAN 2017

BRADFORD FIVE ARRIVAL

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

ARRIVAL DESCRIPTION

BAYLI TRANSITION (BAYLI.BDF5): From over BAYLI INT via BDF R-219 to BDF VORTAC. Thence....

FORISTELL TRANSITION (FTZ.BDF5): From over FTZ VORTAC via FTZ R-018 and BDF R-204 to BDF VORTAC. Thence....

KIRKSVILLE TRANSITION (IRK.BDF5): From over IRK VORTAC via IRK R-059 and BDF R-247 to BDF VORTAC. Thence....

ST LOUIS TRANSITION (STL.BDF5): From over STL VORTAC via STL R-352 and BDF R-204 to BDF VORTAC. Thence....

....from over the BDF VORTAC via BDF R-062 to NEWRK INT, thence direct ORD VOR/DME. Expect vector to final approach course.

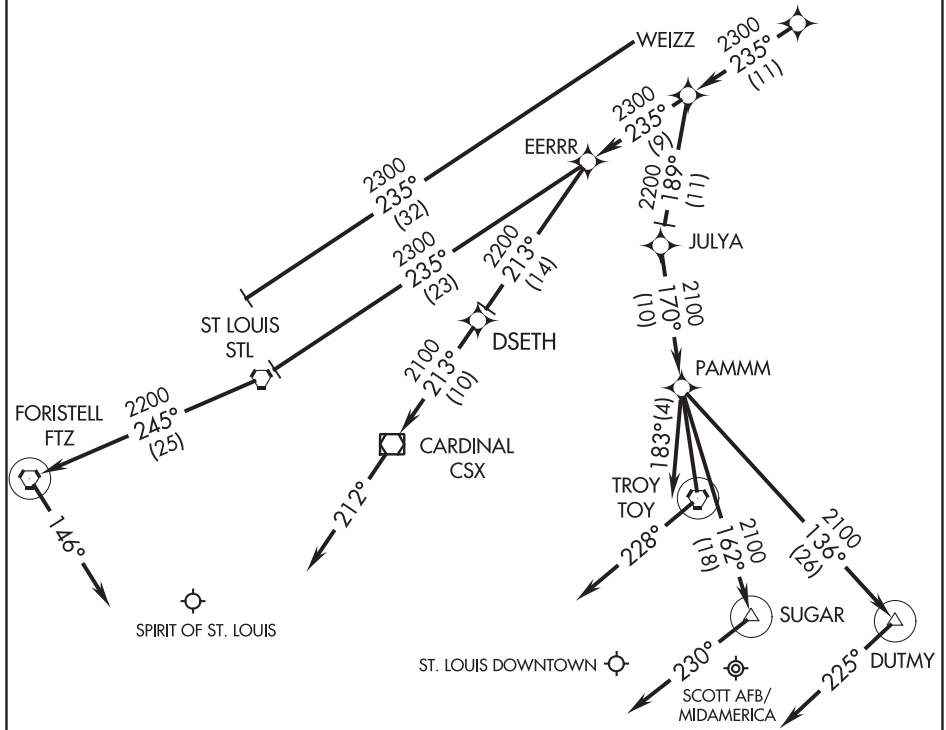
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ST LOUIS DOWNTOWN ATIS
 121.45
 SCOTT AFB/MIDAMERICA ATIS ★
 128.7 256.7
 SPIRIT OF ST LOUIS ATIS
 134.8
 ST LOUIS APP CON
 119.15 335.5

BUDD
 VERTICAL NAVIGATION
 PLANNING INFORMATION

Expect 12000



NOTE: DME/DME/IRU
 or GPS required.
 NOTE: RNAV 1
 NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(BUUDD.BUUDD2) 16147

BUUDD TWO ARRIVAL (RNAV)

ST-46 (FAA)

BELLEVILLE, ILLINOIS

ARRIVAL ROUTE DESCRIPTION

LANDING RWYS 8L/R AT SPIRIT OF ST. LOUIS:

From BUUDD on track 235° to WEIZZ, then on track 235° to STL VORTAC, then on track 245° to FTZ VORTAC. Expect radar vectors prior to FTZ VORTAC, if no heading received, track 146°.

LANDING RWYS 26L/R AT SPIRIT OF ST. LOUIS:

From BUUDD on track 235° to WEIZZ, then on track 235° to EERRR, then on track 213° to DSETH, then on track 213° to CSX VOR/DME. Expect radar vectors prior to CSX VOR/DME, if no heading received, track 212°.

LANDING RWY 14L/R AT SCOTT AFB/MIDAMERICA:

From BUUDD on track 235° to WEIZZ, then on track 189° to JULYA, then on track 170° to PAMMM, then on track 170° to TOY VORTAC. Expect radar vectors prior to TOY VORTAC, if no heading received, track 228°.

LANDING RWY 12R AT KCPS:

From BUUDD on track 235° to WEIZZ, then on track 189° to JULYA, then on track 170° to PAMMM. Expect radar vectors prior to PAMMM, if no heading received, track 183°.

LANDING RWY 30L/R AT CAHOKIA/ST. LOUIS DOWNTOWN:

From BUUDD on track 235 to WEIZZ, then on track 189° to JULYA, then on track 170° to PAMMM, then on track 162° to SUGAR. Expect radar vectors prior to SUGAR, if no heading received, track 230°.

LANDING RWY 32L/R AT SCOTT AFB/MIDAMERICA:

From BUUDD on track 235° to WEIZZ, then on track 189° to JULYA, then on track 170° to PAMMM, then on track 136° to DUTMY. Expect radar vectors prior to DUTMY, if no heading received, track 225°.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

BUUDD TWO ARRIVAL (RNAV)

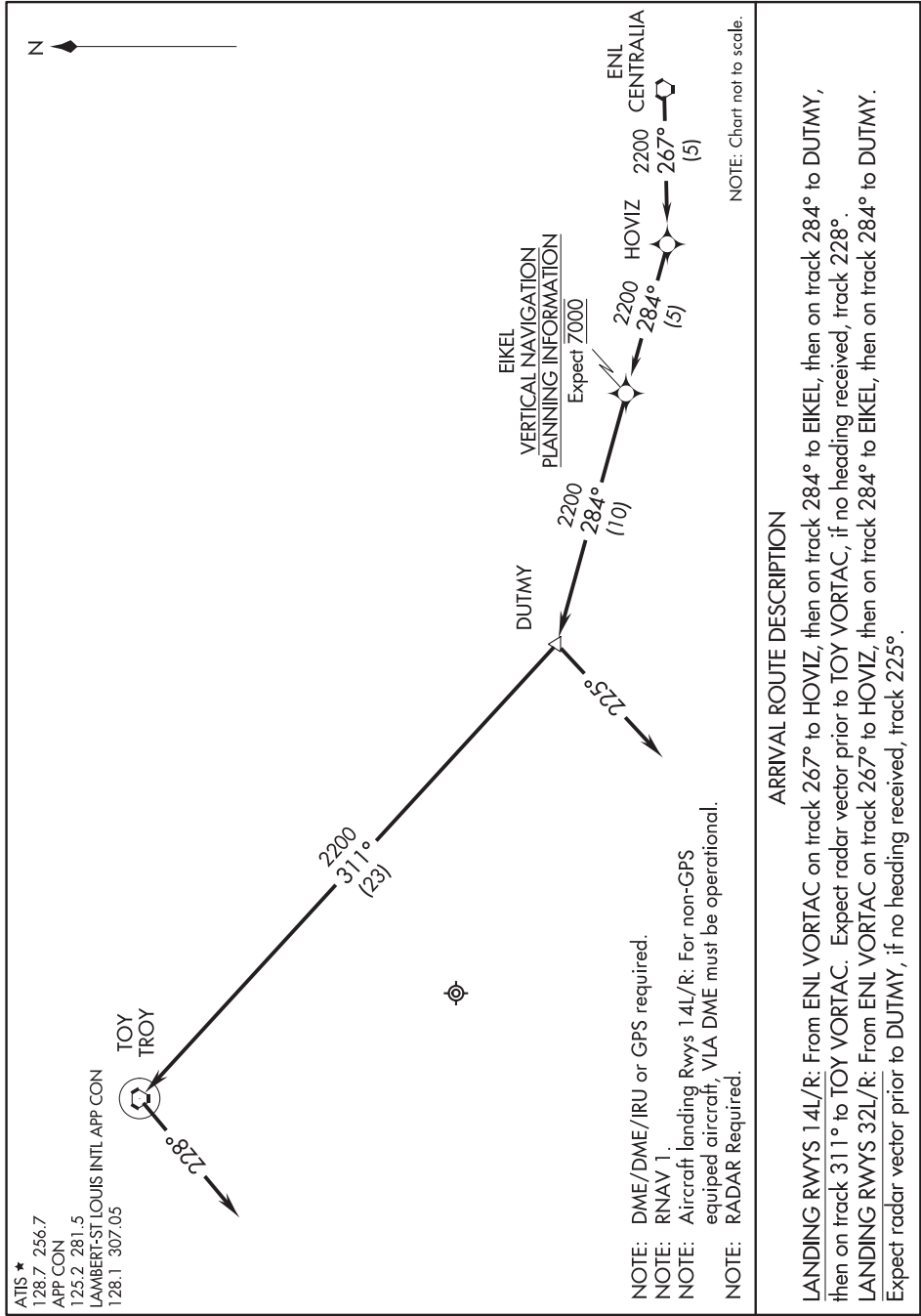
BELLEVILLE, ILLINOIS

(BUUDD.BUUDD2) 22AUG13

CENTRALIA TWO ARRIVAL (RNAV)

BELLEVILLE, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017



CENTRALIA TWO ARRIVAL (RNAV)

BELLEVILLE, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017

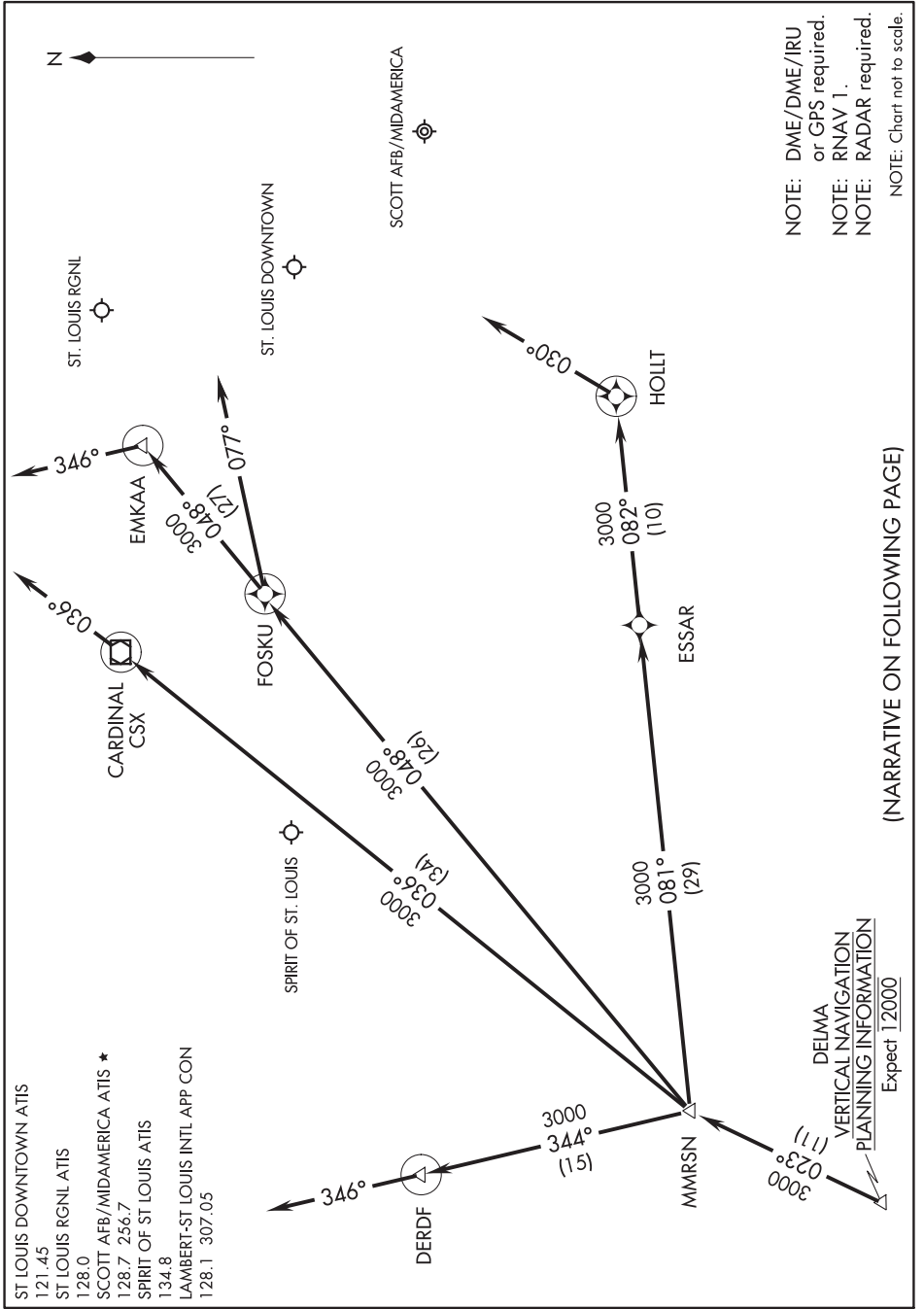
(DELMA.DELMA2) 16147

DELMA TWO ARRIVAL (RNAV)

ST-46 (FAA)

BELLEVILLE, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017



NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: RADAR required.
 NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DELMA TWO ARRIVAL (RNAV)

(DELMA.DELMA2) 22AUG13

BELLEVILLE, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

SPIRIT OF ST. LOUIS:

LANDING RWY 08L/R: From DELMA on track 023° to MMRSN, then on track 344° to DERDF. Expect radar vectors to final approach. If no heading received, track 346°.

LANDING RWY 26L/R: From DELMA on track 023° to MMRSN, then on track 048° to EMKAA. Expect radar vectors to final approach. If no heading received, track 346°.

ST. LOUIS DOWNTOWN:

LANDING RWY 12R: From DELMA on track 023° to MMRSN, then on track 048° to FOSKU. Expect radar vectors to final approach. If no heading received, track 077°.

LANDING RWY 30L/R: From DELMA on track 023° to MMRSN, then on track 081° to ESSAR, then on track 082° to HOLLT. Expect radar vectors to final approach. If no heading received, track 030°.

SCOTT AFB/MIDAMERICA:

LANDING RWY 14L/R, 32L/R: From DELMA on track 023° to MMRSN, then on track 081° to ESSAR. Expect radar vectors to final approach. If no heading received, track 081°.

ST. LOUIS RGNL:

LANDING RWY 11, 17, 29, 35: From DELMA on track 023° to MMRSN, then on track 036° to CSX VOR/DME. Expect radar vectors to final approach. If no heading received, track 036°.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

DIXEE TWO ARRIVAL (RNAV)

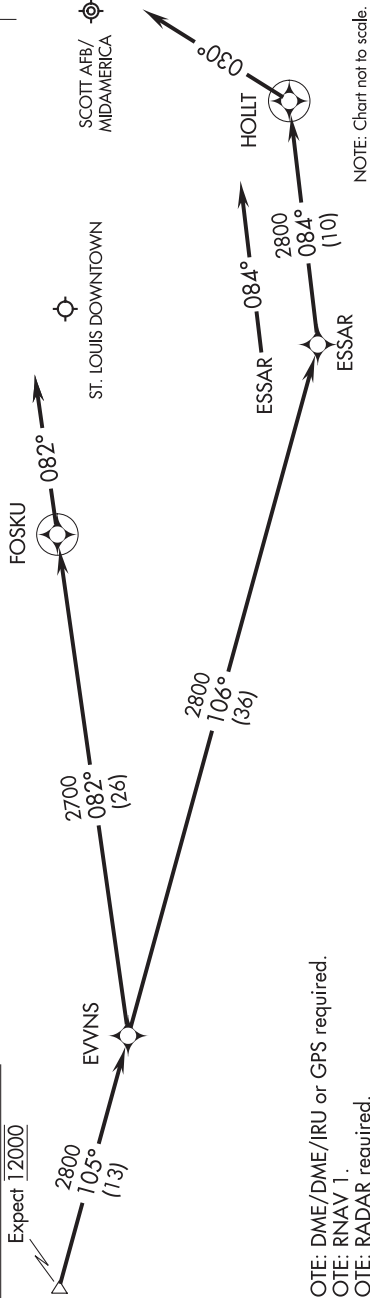
BELLEVILLE, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017

ST LOUIS DOWNTOWN ATIS
121.45
SCOTT AFB/MIDAMERICA ATIS *
128.7 256.7
LAMBERT-ST LOUIS INT APP CON
128.1 307.05

DIXEE VERTICAL NAVIGATION PLANNING INFORMATION

Expect 12000



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

ARRIVAL ROUTE DESCRIPTION

ST. LOUIS DOWNTOWN:

LANDING RWY 12R: From DIXEE on track 105° to EVNS, then on track 082° to FOSKU. Expect radar vector prior to FOSKU, if no heading received, track 082°.

LANDING RWY 30L/R: From DIXEE on track 105° to EVNS, then on track 106° to ESSAR, then on track 084° to HOLLT. Expect radar vector prior to HOLLT, if no heading received, track 030°.

SCOTT AFB/MIDAMERICA:

LANDING RWYS 14L/R, 32L/R: From DIXEE on track 105° to EVNS, then on track 106° to ESSAR. Expect radar vector prior to ESSAR, if no heading received, track 084°.

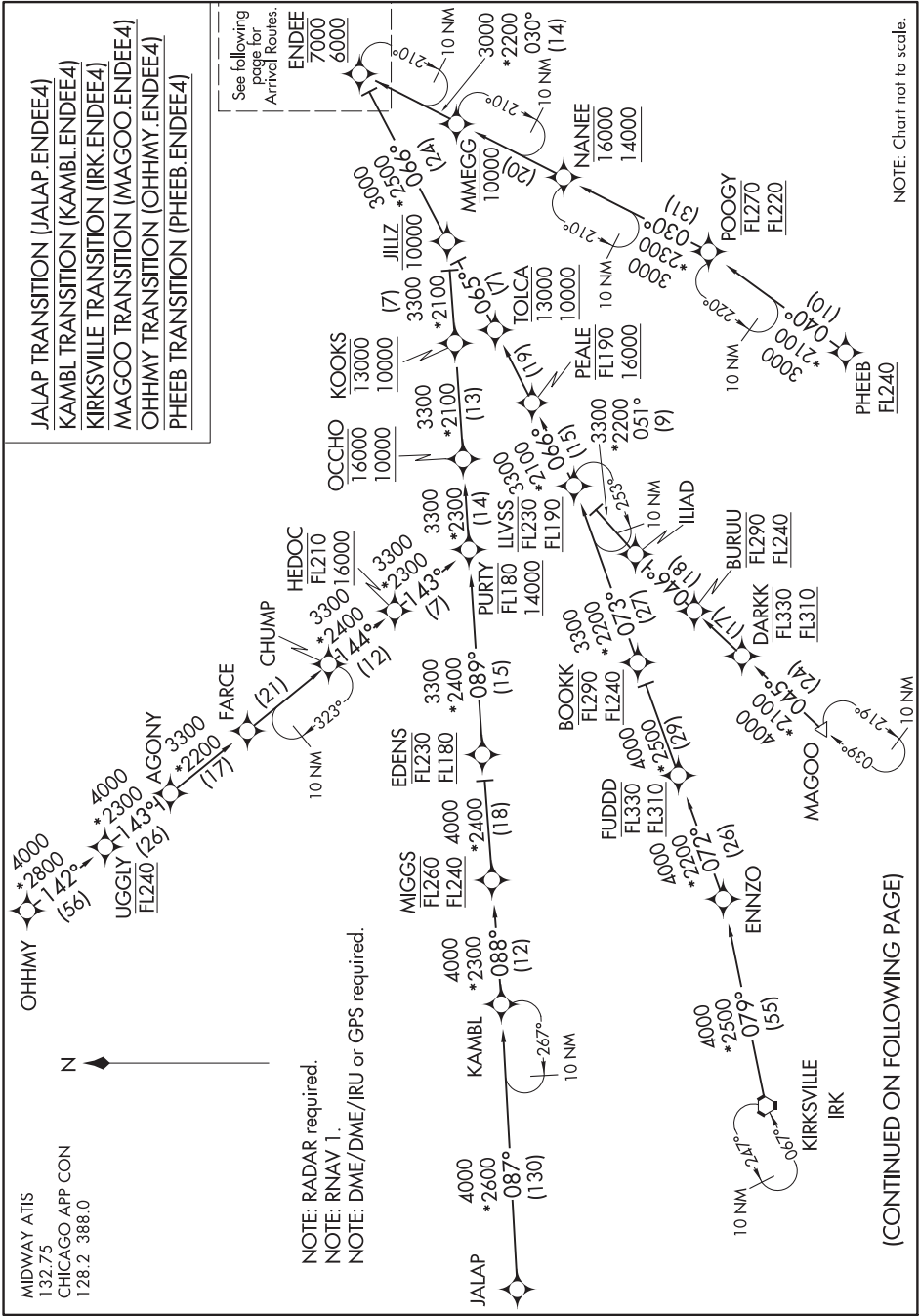
DIXEE TWO ARRIVAL (RNAV)

BELLEVILLE, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017

ENDEE FOUR ARRIVAL (RNAV) Transition Routes

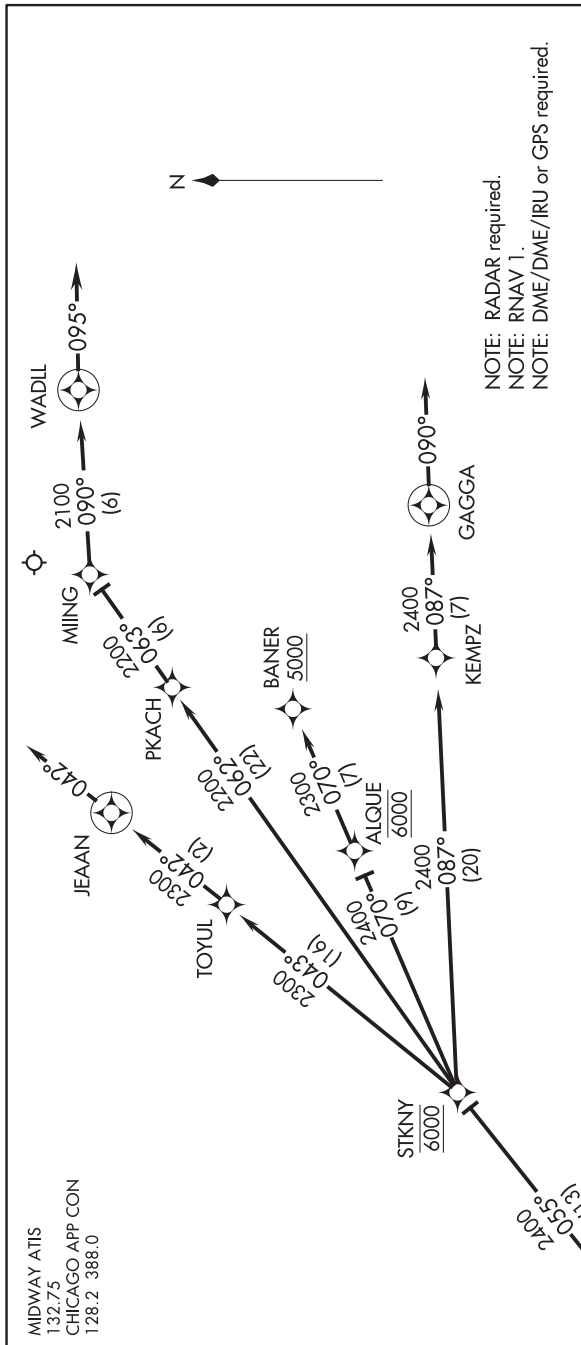
EC-3, 10 NOV 2016 to 05 JAN 2017



ENDEE FOUR ARRIVAL (RNAV) Transition Routes

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ARRIVAL ROUTE DESCRIPTION

From ENDEE on track 055° to cross STKKNY at 6000.

LANDING RWY 4R: From STKKNY on track 070° to cross ALGUE at 6000, then on track 070° to cross BANNER at or above 5000, then on assigned instrument approach procedure or RADAR vectors to final approach course.

LANDING RWY 13C: From STKKNY on track 043° to TOYUL, then on track 042° to JEAAAN, then on track 042°. Expect RADAR vectors to final approach course.

LANDING RWY 22L: From STKKNY on track 062° to PKACH, then on track 063° to MIING, then on track 090° to WADLL, then on track 095°. Expect RADAR vectors to final approach course.

LANDING RWY 31C: From STKKNY on track 087° to KEMPZ, then on track 087° to GAGGA, then on track 090°. Expect RADAR vectors to final approach course.

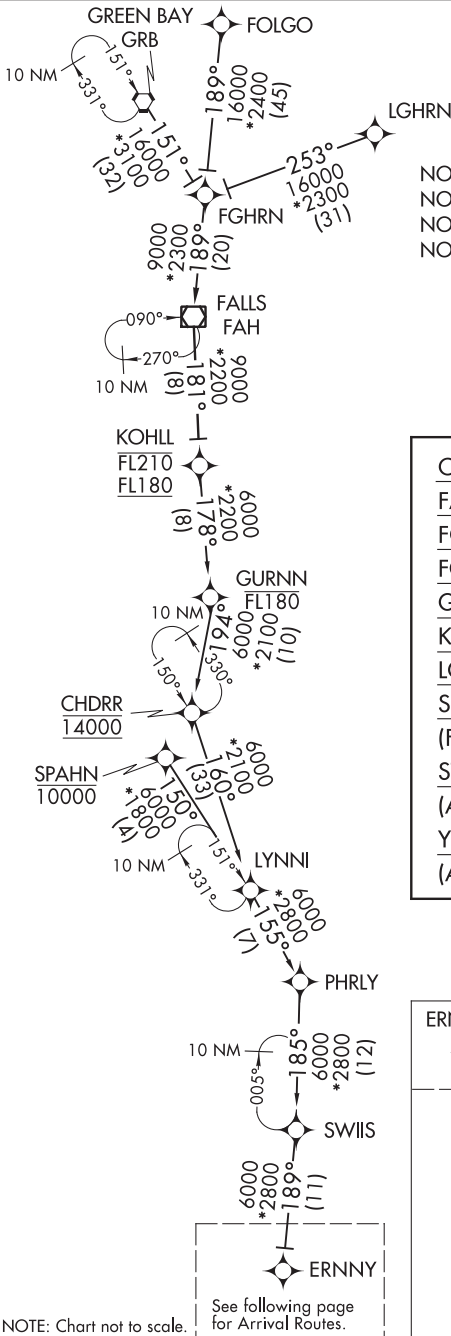
NOTE: Chart not to scale.

EC-3, 10 NOV 2016 to 05 JAN 2017

ERNNY FOUR ARRIVAL (RNAV) Transition Routes

CHICAGO, ILLINOIS

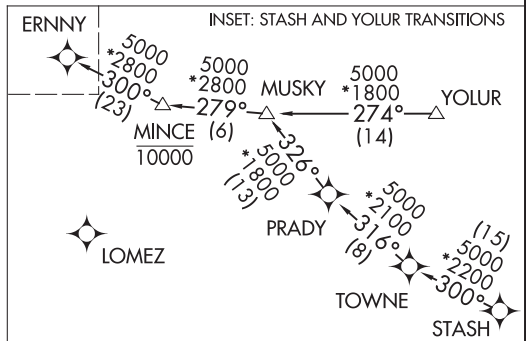
CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225



NOTE: RADAR required.
 NOTE: RNAV 1.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: Landing Rwy: 4L/R, 15, 22L/R, 27L/R, 28C/R: Expect RADAR vectors to final approach course after ERNNY.

- CHDRR TRANSITION (CHDRR.ERNNY4):
- FALLS TRANSITION (FAH.ERNNY4):
- FGHRN TRANSITION (FGHRN.ERNNY4):
- FOLGO TRANSITION (FOLGO.ERNNY4):
- GREEN BAY TRANSITION (GRB.ERNNY4):
- KOHL TRANSITION (KOHL.ERNNY4):
- LGHRN TRANSITION (LGHRN.ERNNY4):
- SPAHN TRANSITION (SPAHN.ERNNY4):
(For Milwaukee Terminal Area Departures only)
- STASH TRANSITION (STASH.ERNNY4):
(ATC assigned only)
- YOLUR TRANSITION (YOLUR.ERNNY4):
(ATC assigned only)

(CONTINUED ON FOLLOWING PAGE)



NOTE: Chart not to scale.

See following page for Arrival Routes.

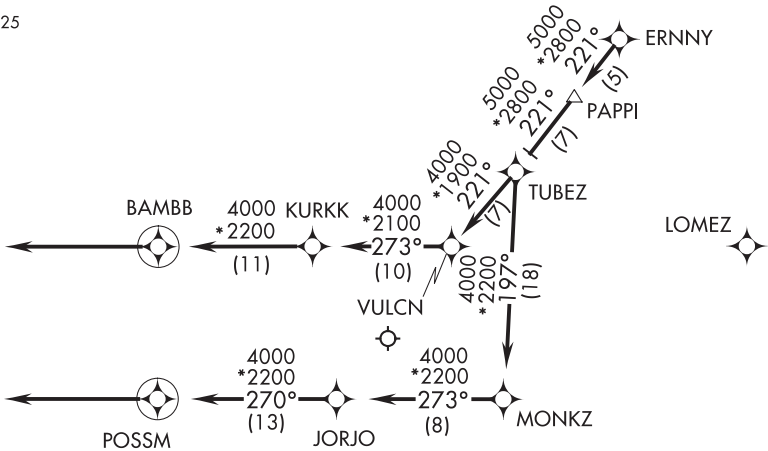
ERNNY FOUR ARRIVAL (RNAV) Transition Routes

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ERNNY FOUR ARRIVAL (RNAV) Arrival Routes

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Landing Rwy 4L/R, 15, 22L/R, 27L/R, 28C/R: Expect RADAR vectors to final approach course after ERNNY.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From ERNNY on track 221° to PAPPY, then on track 221° to TUBEZ.

LANDING RWYS 4L/R, 09L/R, 10L/C, 15, 22L/R, 27L/R, 28L/C/R: From TUBEZ on track 221° to VULCN, then on track 273° to KURKK, then on track 273° to BAMBB, then on track 273°. Expect RADAR vectors to final approach course.

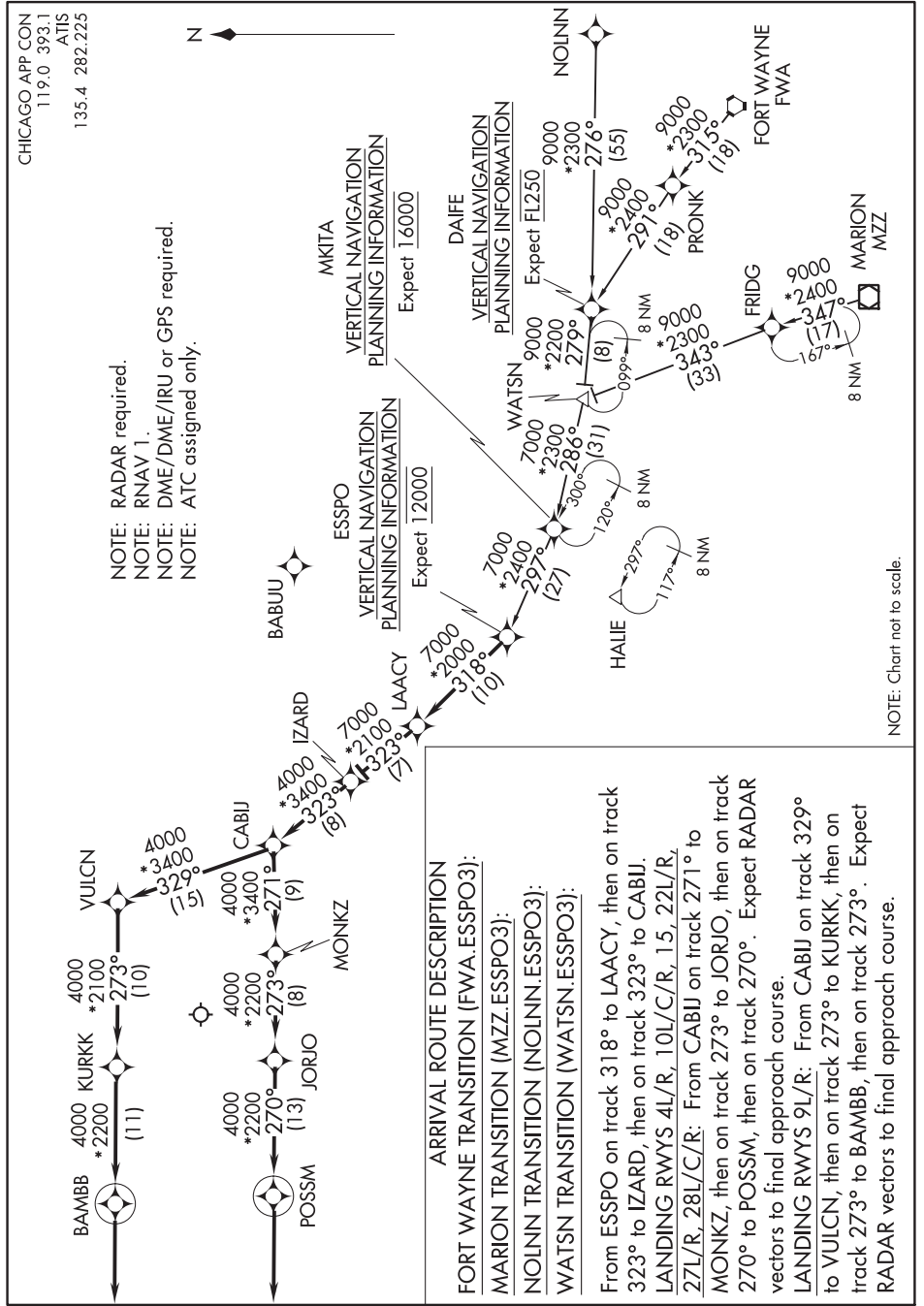
LANDING RWY 10R: From TUBEZ on track 197° to MONKZ, then on track 273° to JORJO, then on track 270° to POSSM, then on track 270°. Expect RADAR vectors to final approach course.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ESSPO THREE ARRIVAL (RNAV)

EC-3, 10 NOV 2016 to 05 JAN 2017



EC-3, 10 NOV 2016 to 05 JAN 2017

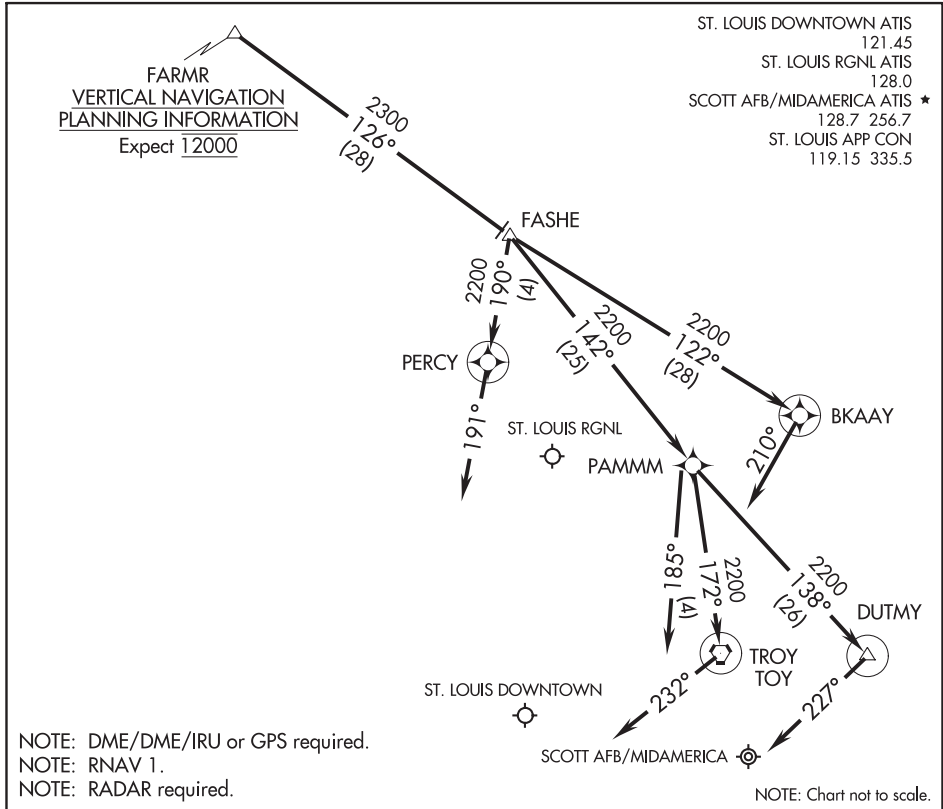
FARMR TWO ARRIVAL (RNAV)

ST-46 (FAA)

BELLEVILLE, ILLINOIS

FARMR
VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect 12000

ST. LOUIS DOWNTOWN ATIS 121.45
 ST. LOUIS RGNL ATIS 128.0
 SCOTT AFB/MIDAMERICA ATIS ★ 128.7 256.7
 ST. LOUIS APP CON 119.15 335.5



NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: RADAR required.

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ST. LOUIS DOWNTOWN:

LANDING RWY 12R, 30L/R: From FARMR on track 126° to FASHE, then on track 142° to PAMMM. Expect radar vector prior to PAMMM, if no heading received, track 185°.

SCOTT AFB/MIDAMERICA:

LANDING RWYS 14L/R: From FARMR on track 126° to FASHE, then on track 142° to PAMMM, then on track 172° to TOY VORTAC. Expect RADAR vector prior to TOY VORTAC, if no heading received, track 232°.

LANDING RWYS 32L/R: From FARMR on track 126° to FASHE, then on track 142° to PAMMM, then on track 138° to DUTMY. Expect radar vector prior to DUTMY, if no heading received, track 227°.

ST. LOUIS RGNL:

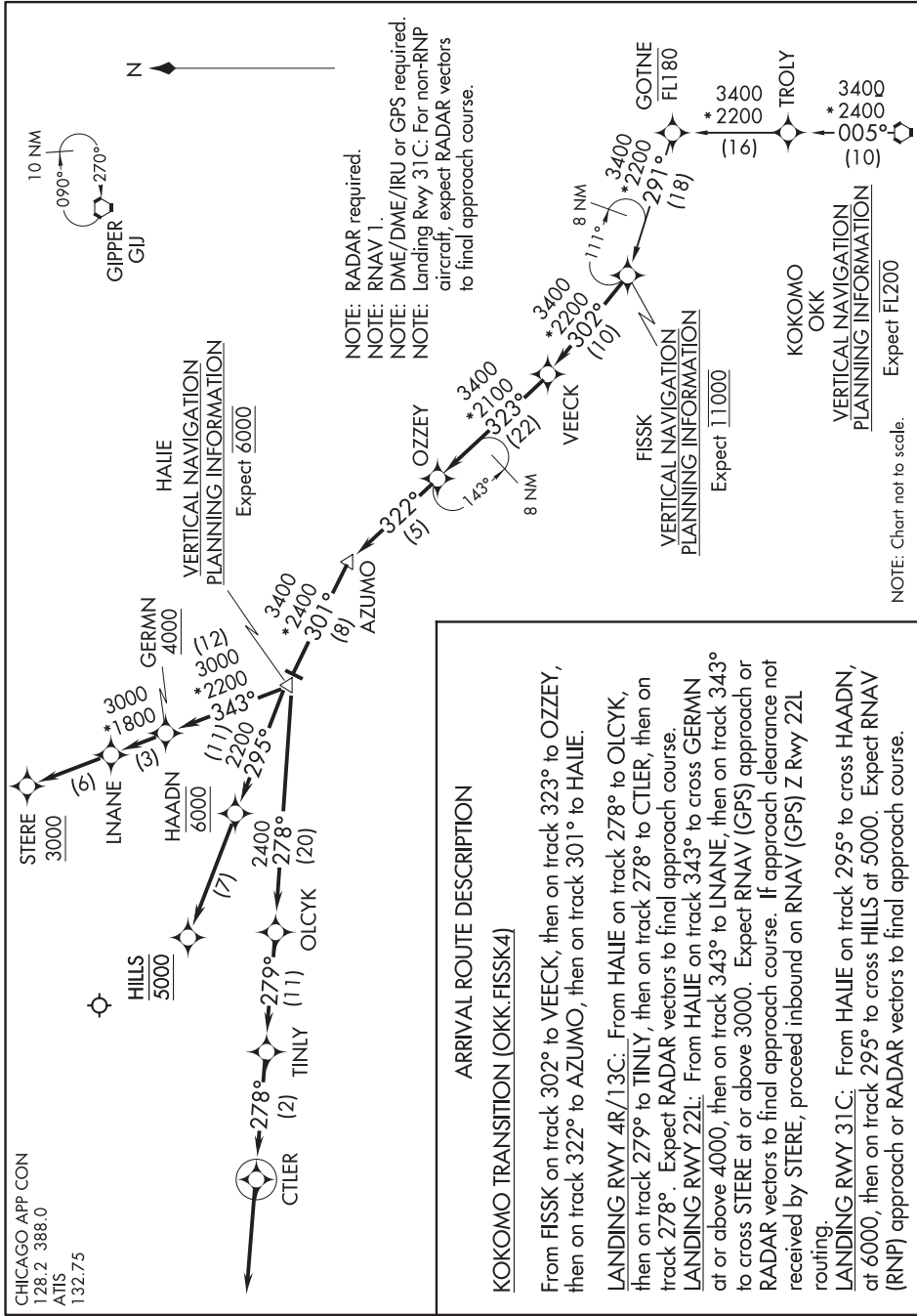
LANDING RWY 11: From FARMR on track 126° to FASHE, then on track 190° to PERCY. Expect radar vector prior to PERCY, if no heading received, track 191°.

LANDING RWY 29: From FARMR on track 126° to FASHE, then on track 122° to BKAAY. Expect radar vector prior to BKAAY, if no heading received, track 210°.

FARMR TWO ARRIVAL (RNAV)

BELLEVILLE, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017



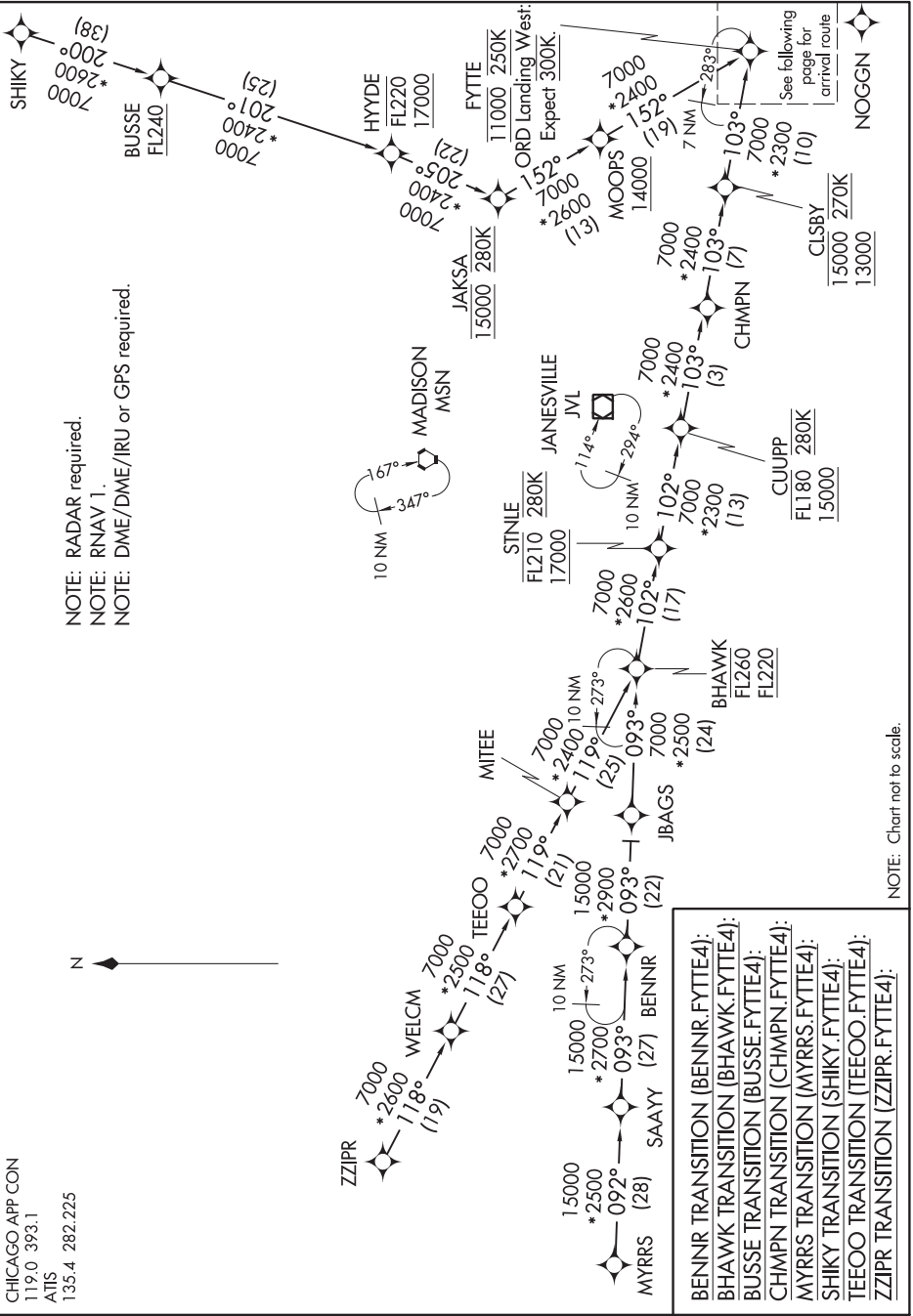
EC-3, 10 NOV 2016 to 05 JAN 2017

FYTTE FOUR ARRIVAL (RNAV) Transition Routes

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO.APP CON
119.0 393.1
ATIS
135.4 282.225

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.



- BENNR TRANSITION (BENNR.FYTTE4):
- BHAWK TRANSITION (BHAWK.FYTTE4):
- BUSSE TRANSITION (BUSSE.FYTTE4):
- CHMPN TRANSITION (CHMPN.FYTTE4):
- MYRRS TRANSITION (MYRRS.FYTTE4):
- SHIKY TRANSITION (SHIKY.FYTTE4):
- TEEOO TRANSITION (TEEOO.FYTTE4):
- ZZIPR TRANSITION (ZZIPR.FYTTE4):

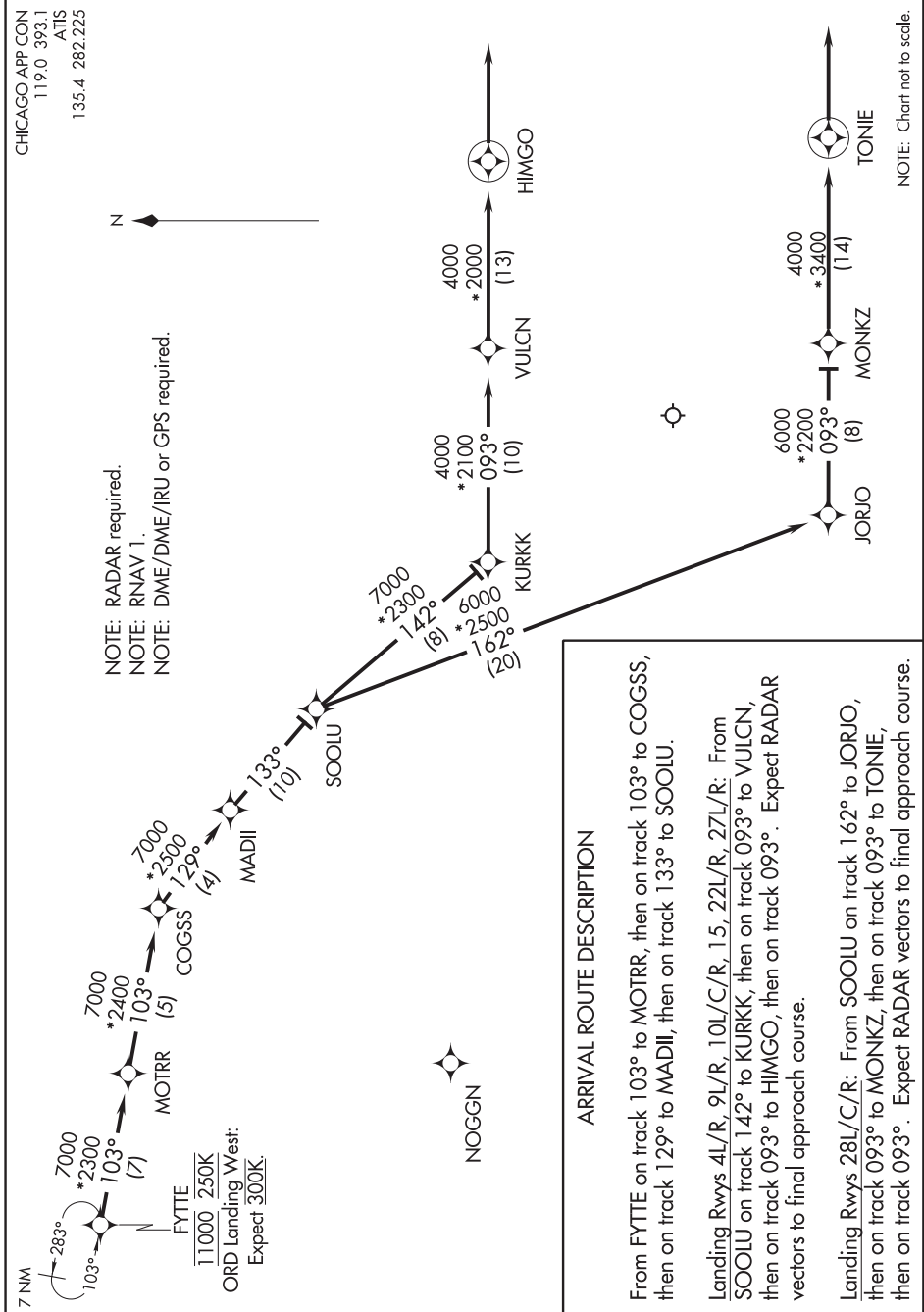
NOTE: Chart not to scale.

EC-3, 10 NOV 2016 to 05 JAN 2017

FYTTE FOUR ARRIVAL (RNAV) Transition Routes

FYTTE FOUR ARRIVAL (RNAV) Arrival Routes

EC-3, 10 NOV 2016 to 05 JAN 2017



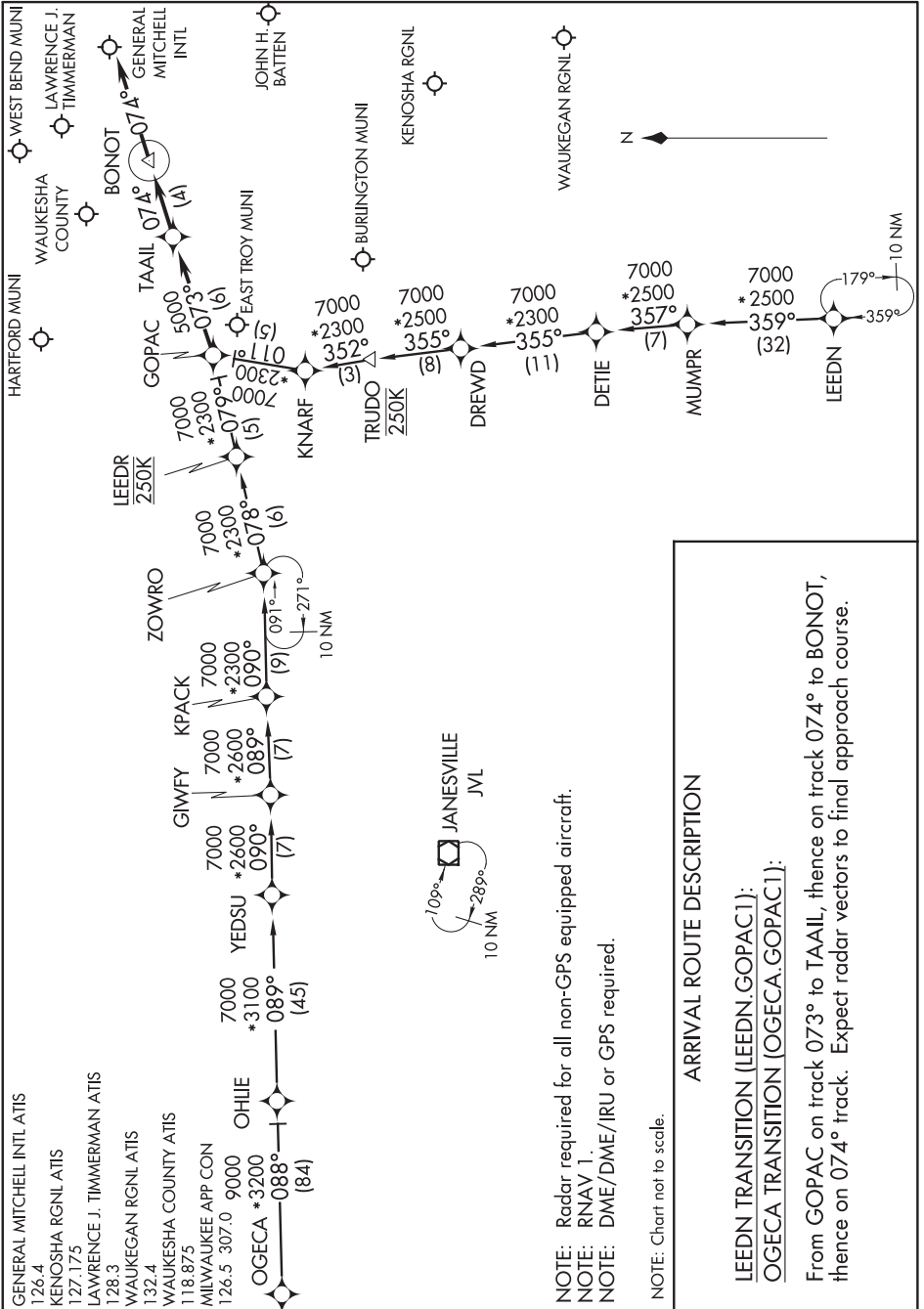
FYTTE FOUR ARRIVAL (RNAV) Arrival Routes

EC-3, 10 NOV 2016 to 05 JAN 2017

GOPAC ONE ARRIVAL (RNAV)

ST-262 (FAA)

MILWAUKEE, WISCONSIN



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

GOPAC ONE ARRIVAL (RNAV)

MILWAUKEE, WISCONSIN

NOTE: Radar required for all non-GPS equipped aircraft.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

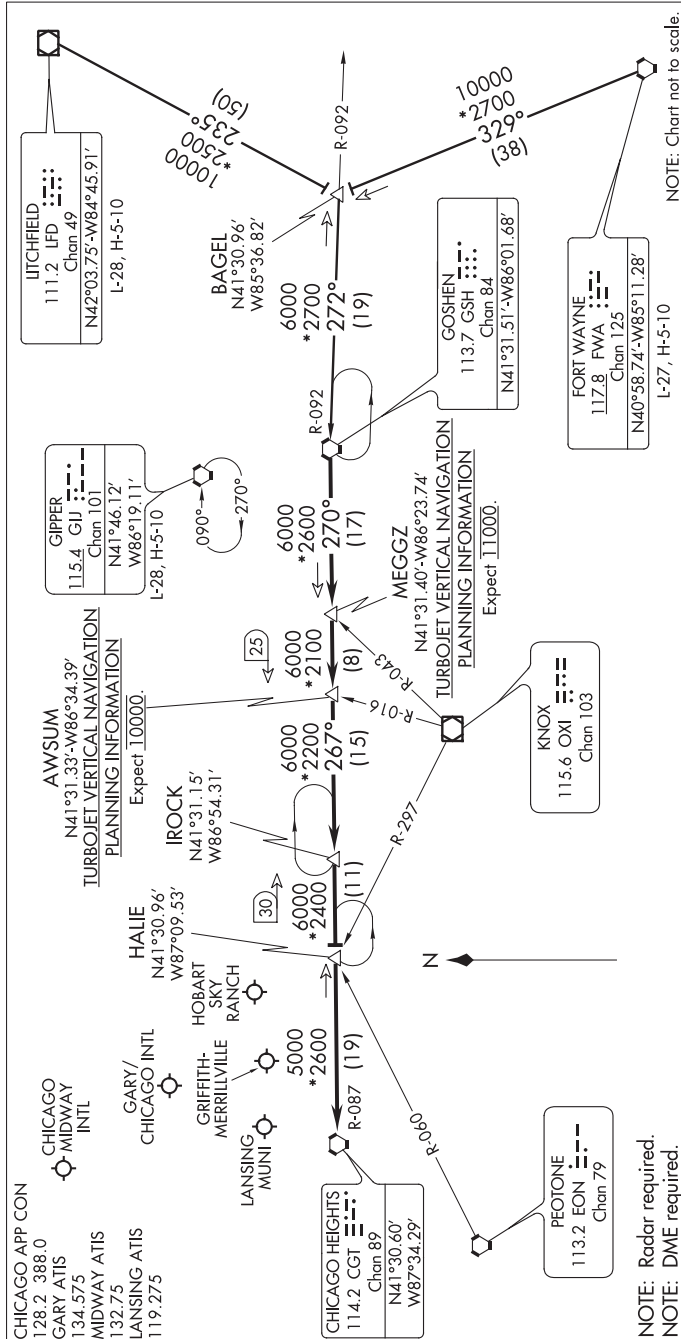
LEEDN TRANSITION (LEEDN.GOPAC1):

OGECA TRANSITION (OGECA.GOPAC1):

From GOPAC on track 073° to TAAIL, thence on track 074° to BONOT, thence on 074° track. Expect radar vectors to final approach course.

GOSHEN SIX ARRIVAL

EC-3, 10 NOV 2016 to 05 JAN 2017



ARRIVAL ROUTE DESCRIPTION

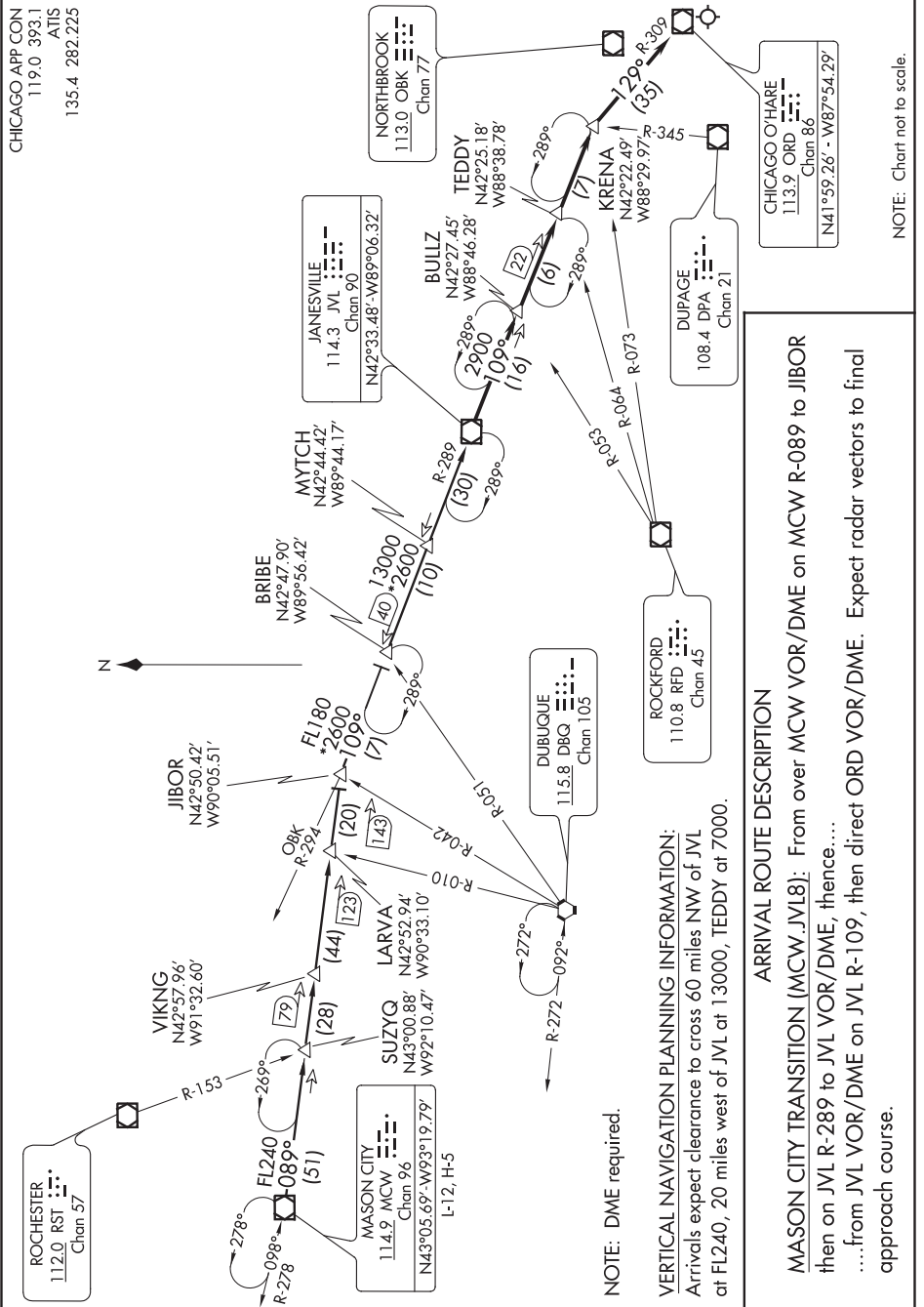
FORT WAYNE TRANSITION (FWA.GSH6): From over FWA VORTAC on FWA R-329 to BAGEL then on GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD 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.

GOSHEN SIX ARRIVAL

EC-3, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

MASON CITY TRANSITION (MCW.JVL8): From over MCW VOR/DME on MCW R-089 to JIBOR then on JVL R-289 to JVL VOR/DME, thence....
from JVL VOR/DME on JVL R-109, then direct ORD VOR/DME. Expect radar vectors to final approach course.

VERTICAL NAVIGATION PLANNING INFORMATION:

Arrivals expect clearance to cross 60 miles NW of JVL at FL240, 20 miles west of JVL at 13000, TEDDY at 7000.

EC-3, 10 NOV 2016 to 05 JAN 2017

KNOX SIX ARRIVAL

ST-166 (FAA)

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

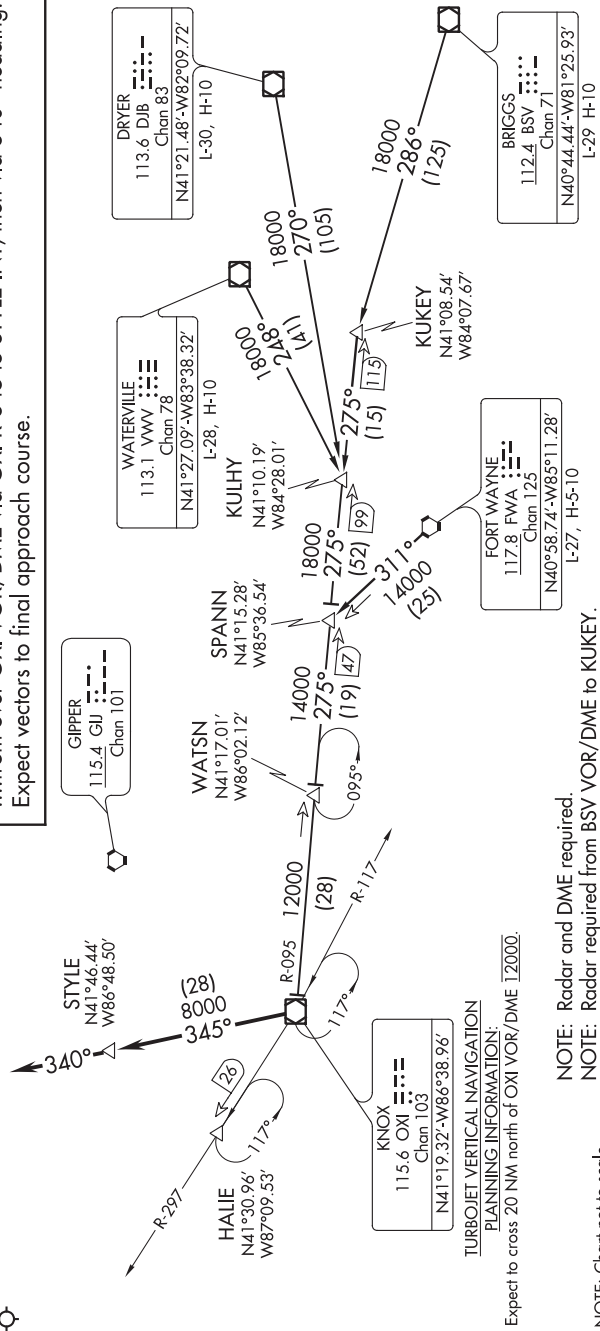
EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

ARRIVAL ROUTE DESCRIPTION

BRIGGS TRANSITION (BSV.OXI6): From over BSV VOR/DME via BSV R-286 to KUKEY/BSV 11.5 DME, then via OXI R-095 to OXI VOR/DME. Thence....
DRYER TRANSITION (DJB.OXI6): From over DJB VOR/DME via DJB R-270 to KULHY/OXI 99 DME, then via OXI R-095 to OXI VOR/DME. Thence....
FORT WAYNE TRANSITION (FWA.OXI6): From over FWA VORTAC via FWA R-311 to SPANN INT, then via OXI R-095 to OXI VOR/DME. Thence....
WATERVILLE TRANSITION (VWV.OXI6): From over VWV VOR/DME via VWV R-248 to KULHY/OXI 99 DME, then via OXI R-095 to OXI VOR/DME. Thence....

.... from over OXI VOR/DME via OXI R-345 to STYLE INT, then via 340° heading. Expect vectors to final approach course.



TURBOJET VERTICAL NAVIGATION

PLANNING INFORMATION:
Expect to cross 20 NM north of OXI VOR/DME 12000.

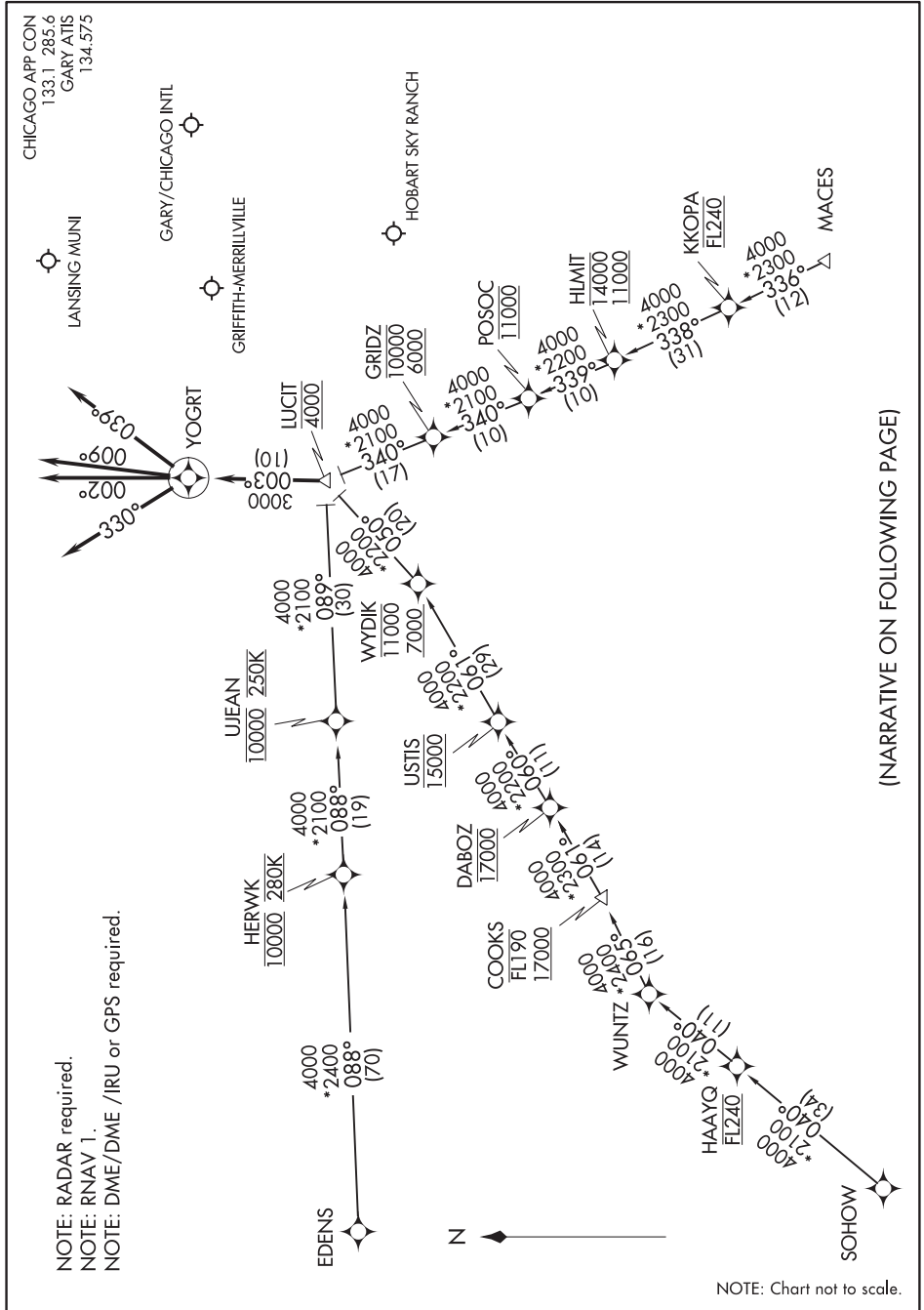
NOTE: Radar and DME required.
NOTE: Radar required from BSV VOR/DME to KUIKEY.

NOTE: Chart not to scale.

LUCIT ONE ARRIVAL (RNAV)

GARY, INDIANA

EC-3, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

EC-3, 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-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

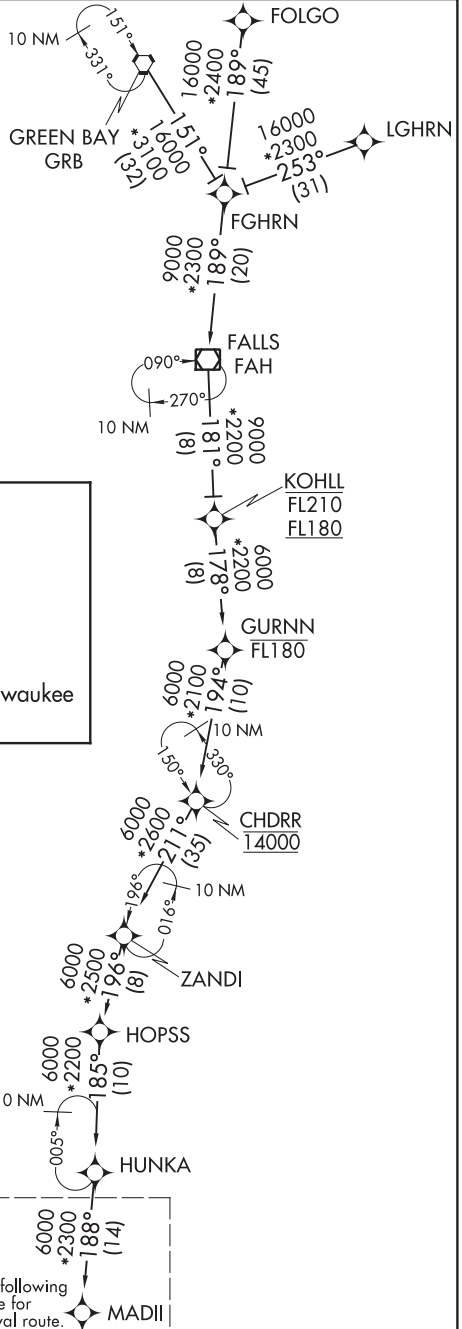
(MADII.MADII3) 16259

MADII THREE ARRIVAL (RNAV) Transition Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

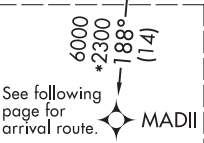
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.



- CHDRR TRANSITION (CHDRR.MADII3):
- FALLS TRANSITION (FAH.MADII3):
- FGHRN TRANSITION (FGHRN.MADII3):
- FOLGO TRANSITION (FOLGO.MADII3):
- GREEN BAY TRANSITION (GRB.MADII3):
- KOHL TRANSITION (KOHL.MADII3):
- LGHRN TRANSITION (LGHRN.MADII3):
- ZANDI TRANSITION (ZANDI.MADII3): (For Milwaukee terminal area departures only).

(CONTINUED ON FOLLOWING PAGE)

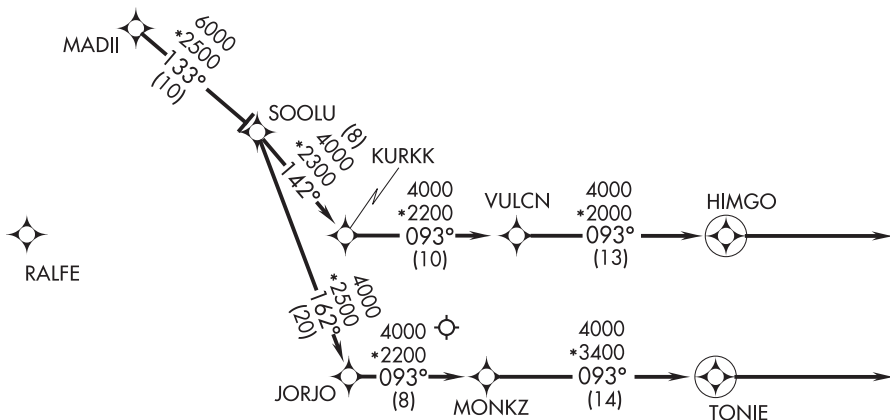
NOTE: Chart not to scale.



MADII THREE ARRIVAL (RNAV) Transition Routes
(MADII.MADII3) 15SEP16

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225



NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

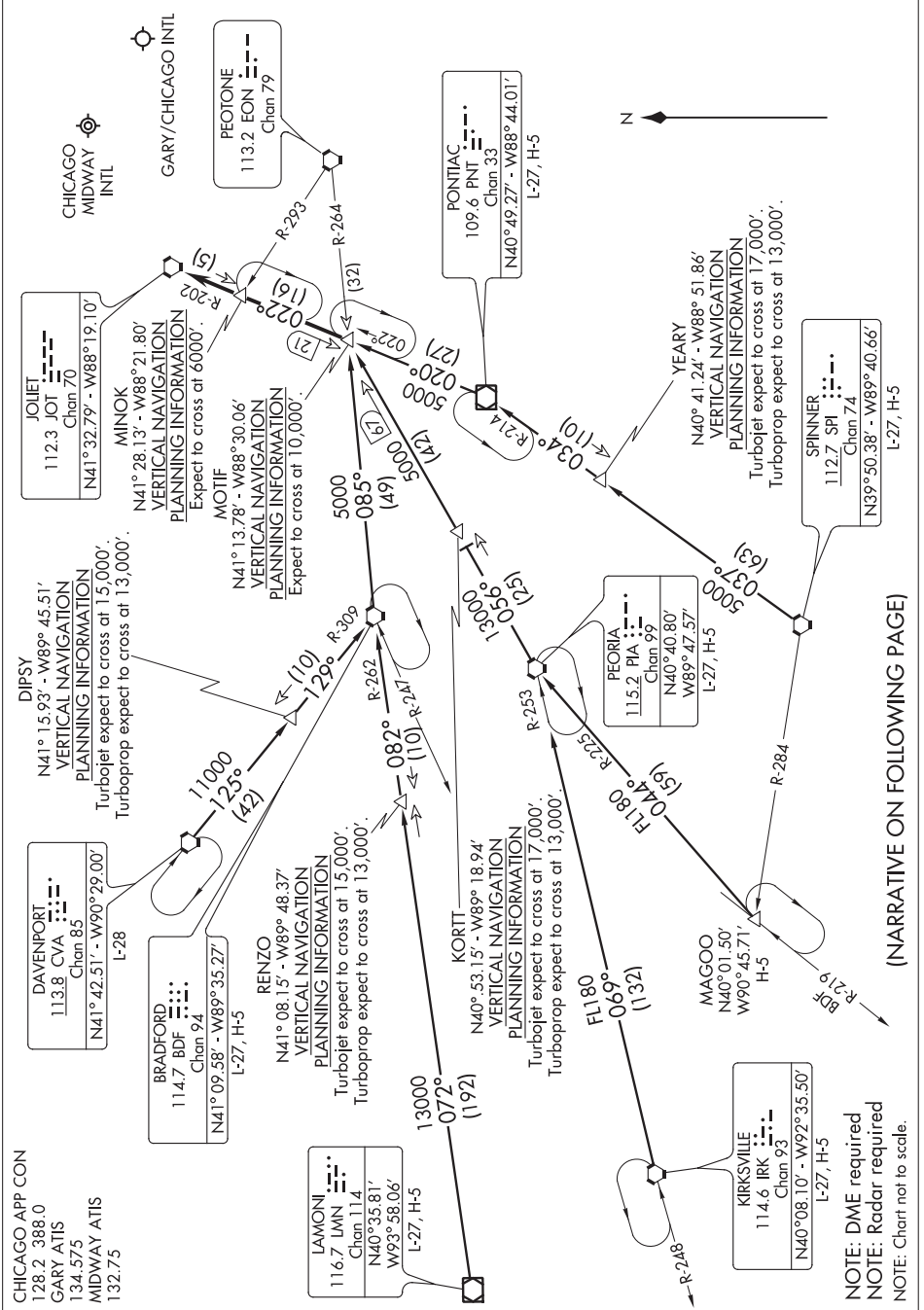
ARRIVAL ROUTE DESCRIPTION

From MADII on track 133° to SOOLU.

LANDING RUNWAYS 4L/R, 9L/R, 10L/C/R, 15, 22L/R, 27L/R: From SOOLU on track 142° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 28L/C/R: From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. Expect RADAR vectors to final approach course.

EC-3, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

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

EC-3, 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.

EC-3, 10 NOV 2016 to 05 JAN 2017

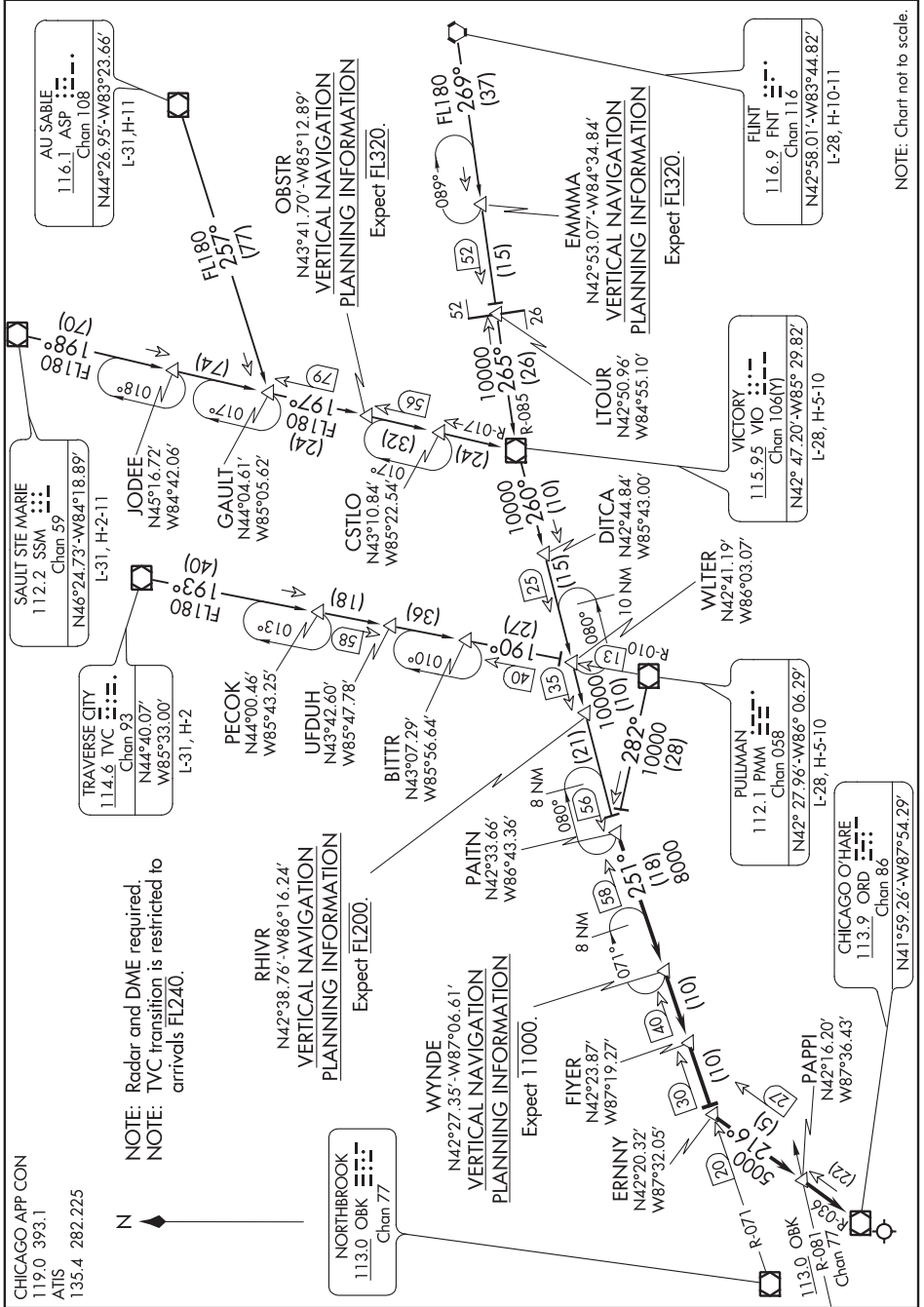
EC-3, 10 NOV 2016 to 05 JAN 2017

PAITN FOUR ARRIVAL

ST-166 (FAA)

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

EC-3, 10 NOV 2016 to 05 JAN 2017

PAITN FOUR ARRIVAL

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

ARRIVAL ROUTE DESCRIPTION

AU SABLE TRANSITION (ASP.PAITN4): From over ASP VOR/DME via ASP R-257 to GAULT, then via VIO R-017 to VIO VOR/DME, then via VIO R-260 to PAITN. Thence....

FLINT TRANSITION (FNT.PAITN4): From over FNT VORTAC via FNT R-269 to LTOUR, then via VIO R-085 to VIO VOR/DME, then via VIO R-260 to PAITN. Thence....

PULLMAN TRANSITION (PMM.PAITN4): From over PMM VOR/DME via PMM R-282 to PAITN. Thence....

SAULT STE MARIE TRANSITION (SSM.PAITN4): From over SSM VOR/DME via SSM R-198 to GAULT, then via VIO R-017 to VIO VOR/DME, then via VIO R-260 to PAITN. Thence....

TRAVERSE CITY TRANSITION (TVC.PAITN4): From over TVC VOR/DME via TVC R-193 to BITTR, then via PMM R-010 to WLTER, then via VIO R-260 to PAITN. Thence....

VICTORY TRANSITION (VIO.PAITN4): From over VIO VOR/DME via VIO R-260 to PAITN. Thence....

....From over PAITN via OBK R-071 to WYNDE/OBK 40 DME, then via OBK R-071 to FIYER/OBK 30 DME, then via OBK R-071 to ERNNY/OBK 20 DME, then via ORD R-036 to PAPPI/ORD 22 DME, then via ORD R-036 to ORD VOR/DME. Expect radar vectors to final approach course.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

BAGEL TRANSITION (BAGEL.PANGG3)

FORT WAYNE TRANSITION (FWA.PANGG3)

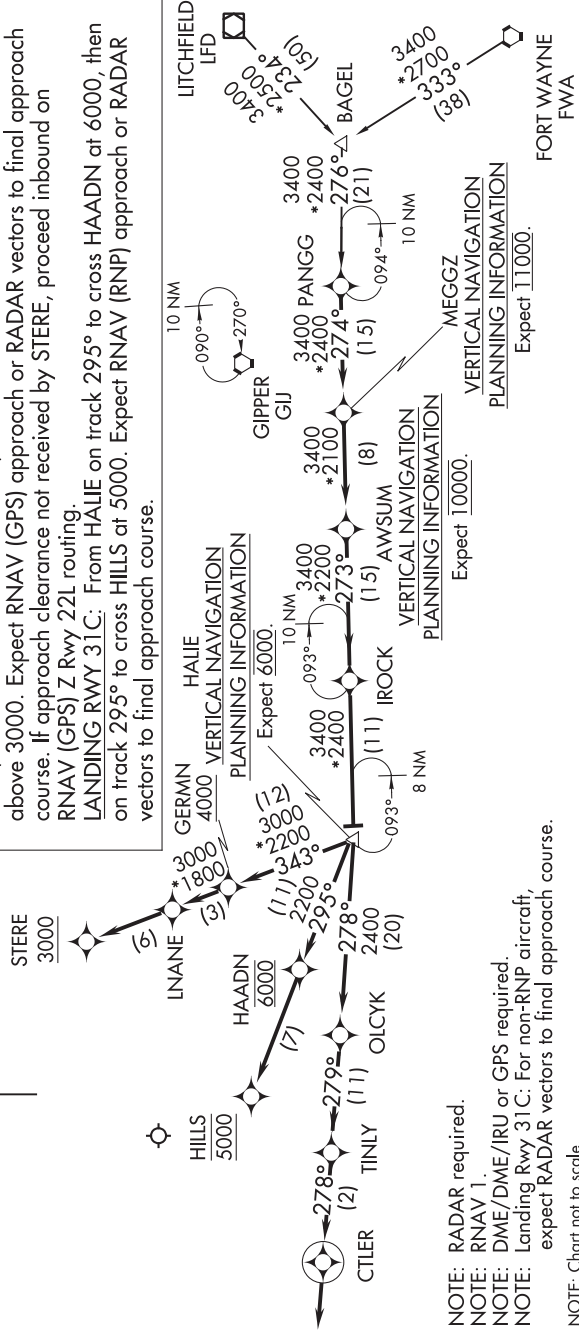
LITCHFIELD TRANSITION (LFD.PANGG3)

From PANGG on track 274° to MEGGZ, then on track 274° to AWSUM, then on track 273° to IROCK, then on track 273° to HALIE.

LANDING RWY 4R/13C: From HALIE on track 278° to OLCYK, then on track 279° to TINLY, then on track 278° to CTILER, then on track 278°. Expect RADAR vectors to final approach course.

LANDING RWY 22L: From HALIE on track 343° to cross GERMN at or above 4000, then on track 343° to LANE, then on track 343° to cross STERE at or above 3000. Expect RNAV (GPS) approach or RADAR vectors to final approach course. If approach clearance not received by STERE, proceed inbound on RNAV (GPS) Z Rwy 22L routing.

LANDING RWY 31C: From HALIE on track 295° to cross HAADN at 6000, then on track 295° to cross HILLS at 5000. Expect RNAV (RNP) approach or RADAR vectors to final approach course.



CHICAGO APP CON
128.2 388.0
ATIS
132.75

EC-3, 10 NOV 2016 to 05 JAN 2017

SHAIN ONE ARRIVAL (RNAV) Transition Routes

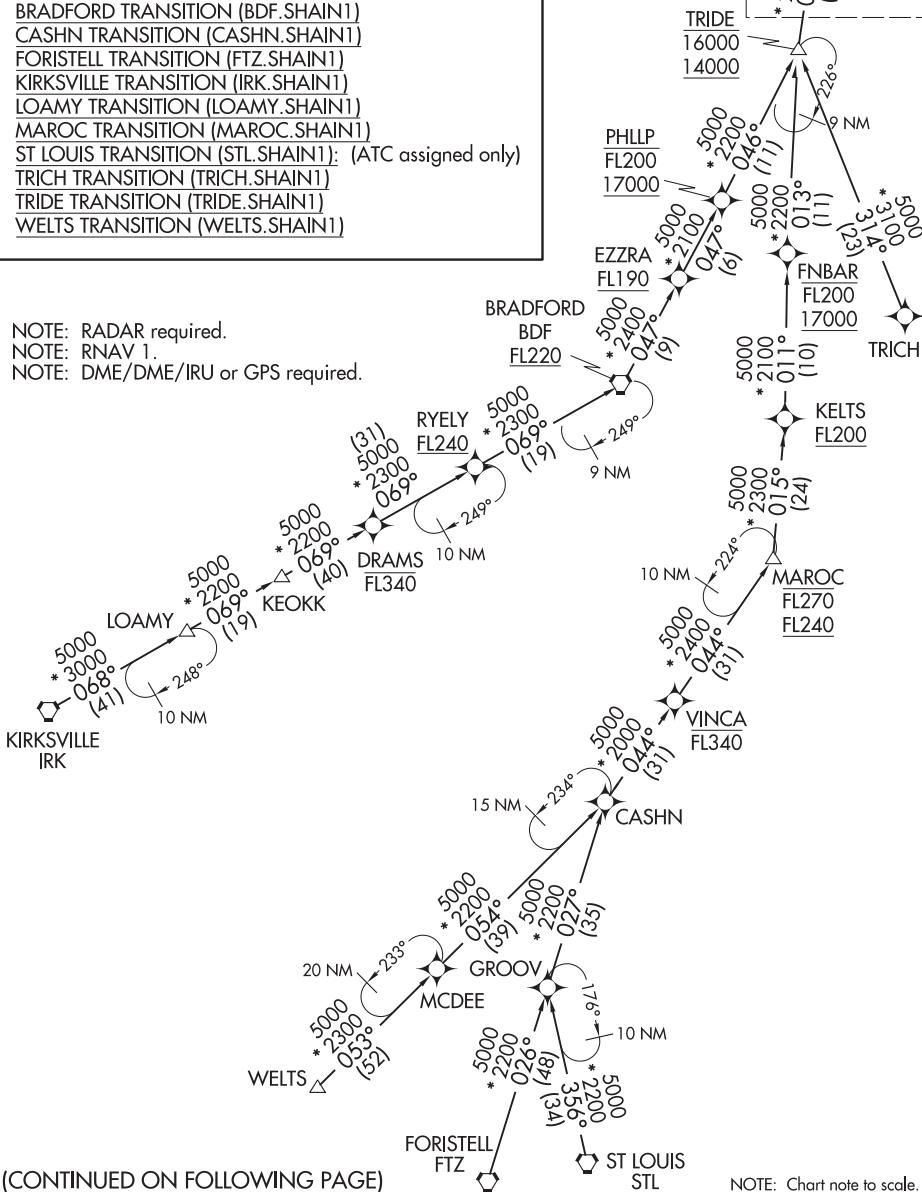
CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

See following page for Arrival Routes

SHAIN
12000

- BRADFORD TRANSITION (BDF.SHAIN1)
- CASHN TRANSITION (CASHN.SHAIN1)
- FORISTELL TRANSITION (FTZ.SHAIN1)
- KIRKSVILLE TRANSITION (IRK.SHAIN1)
- LOAMY TRANSITION (LOAMY.SHAIN1)
- MAROC TRANSITION (MAROC.SHAIN1)
- ST LOUIS TRANSITION (STL.SHAIN1): (ATC assigned only)
- TRICH TRANSITION (TRICH.SHAIN1)
- TRIDE TRANSITION (TRIDE.SHAIN1)
- WELTS TRANSITION (WELTS.SHAIN1)

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

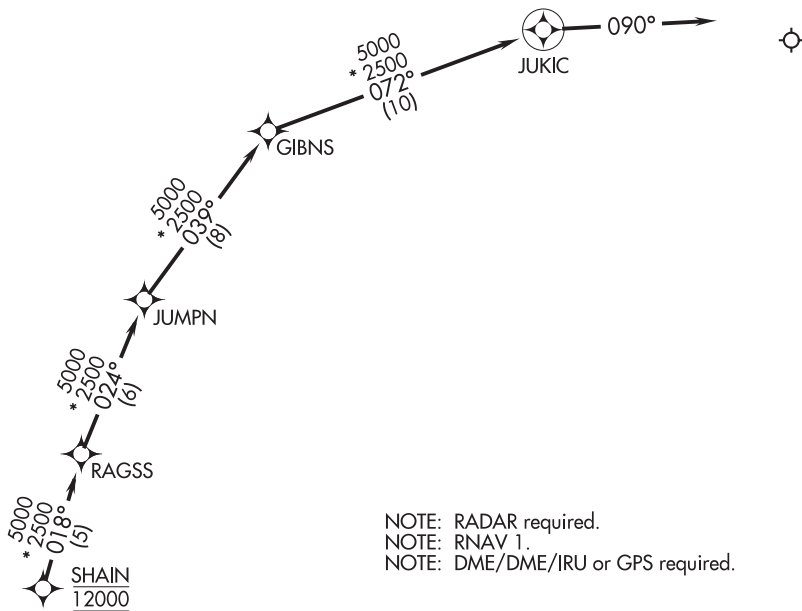
(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart note to scale.

SHAIN ONE ARRIVAL (RNAV) Transition Routes

SHAIN ONE ARRIVAL (RNAV) Arrival Routes

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart note to scale.

ARRIVAL ROUTE DESCRIPTION

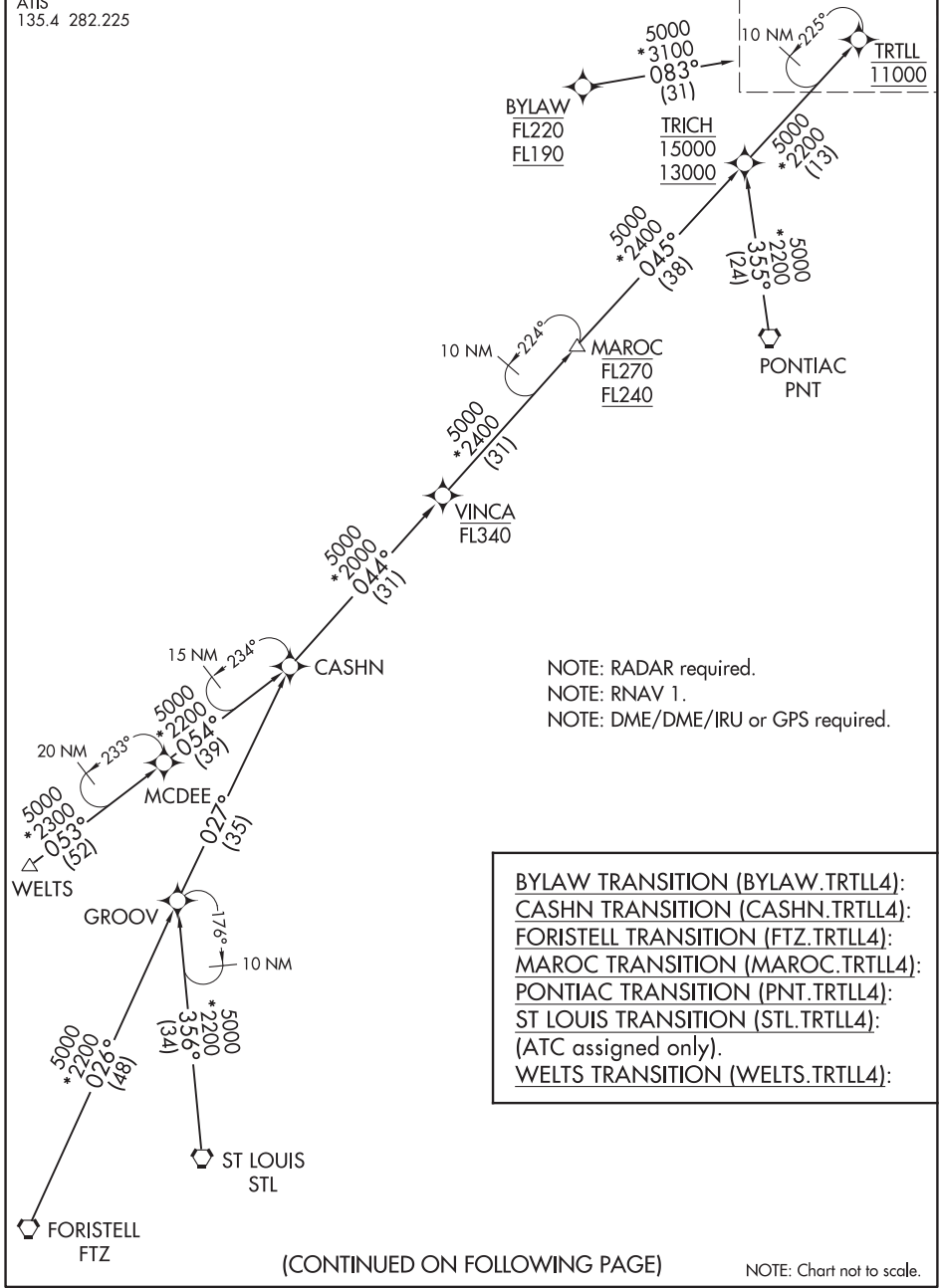
LANDING RWYS 9L/R, 10L/C/R: From SHAIN on track 018° to RAGSS, then on track 024° to JUMPN, then on track 039° to GIBNS, then on track 072° to JUKIC, then on track 090°. Expect RADAR vectors to final approach course.

TRTLL FOUR ARRIVAL (RNAV) Transition Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

See following page for
Arrival Routes



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

TRTLL FOUR ARRIVAL (RNAV) Transition Routes

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

TRTLL FOUR ARRIVAL (RNAV) Arrival Routes

ARRIVAL ROUTE DESCRIPTION

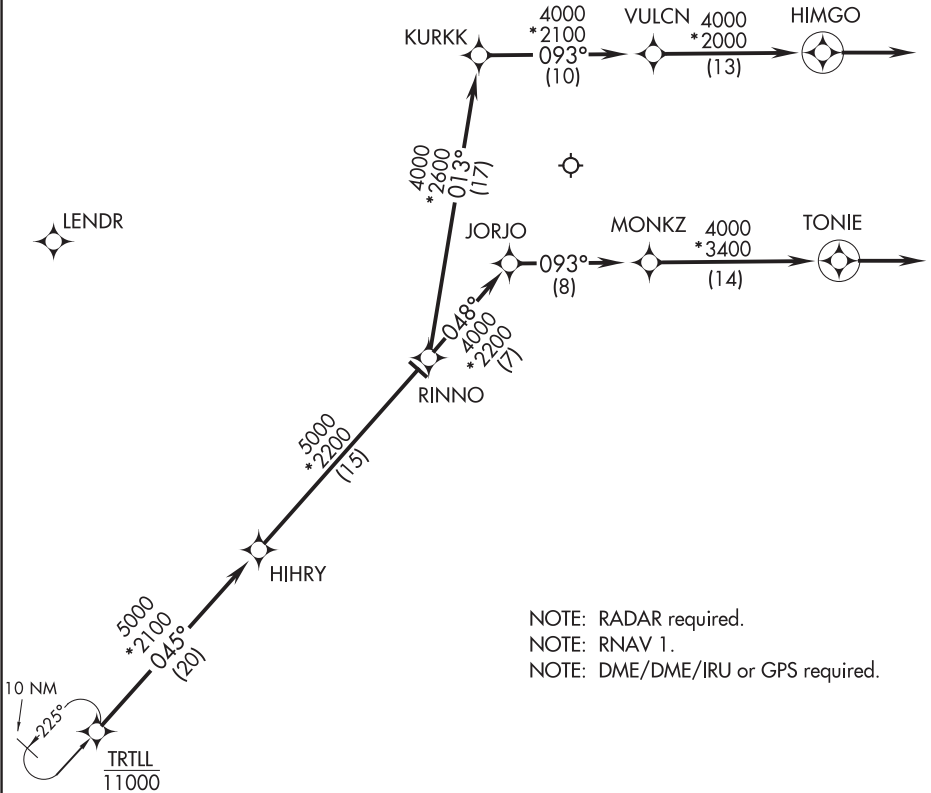
From TRTLL on track 045° to HIIHRY, then on track 045° to RINNO.

LANDING RWY 27R: From RINNO on track 013° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RWYS 4L/R, 9L/R, 10L/C/R, 15, 22L/R, 27L, 28L/C/R:

From RINNO on track 048° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. Expect RADAR vectors to final approach course.

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

TRTLL FOUR ARRIVAL (RNAV) Arrival Routes

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS APP CON
 126.95 335.5
 118.72 (MSP RWY 35)
 ANOKA COUNTY ATIS
 120.625
 CRYSTAL ATIS
 124.475
 FLYING CLOUD ATIS
 124.9
 MINNEAPOLIS ATIS
 135.35 239.275
 ST PAUL DOWNTOWN ATIS
 118.35

TRGET
 N44°13.88'-W93°27.73'
VERTICAL NAVIGATION
PLANNING INFORMATION
 MSP: Expect 11000
 All other airports:
 Turbojets: Expect 8000
 Turboprops: Expect 7000

FLYING CLOUD
 117.7 FCM
 Chan 124
 N44°49.52'-W93°26.56'

GOPHER
 117.3 GEP
 Chan 120

L O SIMENSTAD MUNI
 NEW RICHMOND RGNL
 ST PAUL DOWNTOWN HOLMAN FIELD

ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD)

SLIKK
 N44°47.90'
 W93°17.21'

FARMINGTON
 115.7 FGT
 Chan 104
 N44°37.86'-W93°10.92'

GDNEE
 N44°30.68'
 W93°15.98'

PIKLL
 N44°22.82'
 W93°21.49'

MANKATO
 110.8 MKT
 Chan 45

LYNKS
 N44°06.89'
 W93°28.39'

KGEEE
 N43°44.94'
 W93°30.47'

TWOLF
 N43°17.00'
 W93°33.09'

FORT DODGE
 113.5 FOD
 Chan 82
 N42°36.67'-W94°17.69'
 L-12, H-5

TICKT
 N42°53.71'
 W93°59.01'

NOTE: DME and RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TWOLF TWO ARRIVAL

(TWOLF.TWOLF2) 11FEB10

MINNEAPOLIS, MINNESOTA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence

. . . .From over TWOLF/GEP 112 DME via GEP R-178 to KGEED/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence. . . .

LANDING MSP RUNWAYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for RADAR vectors to final approach course.

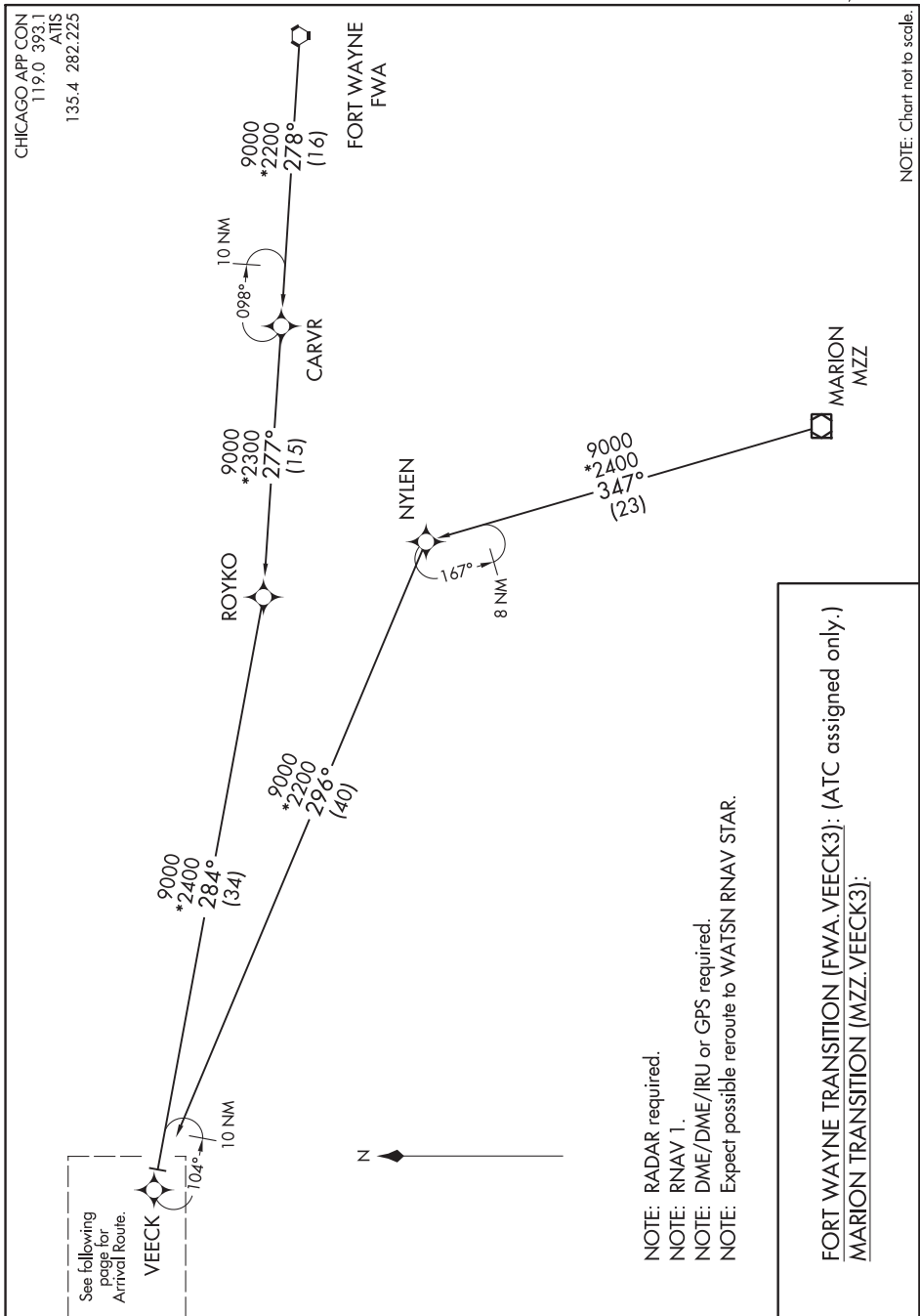
LANDING MSP RUNWAYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via RADAR vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect RADAR vectors to final approach course.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VEECK THREE ARRIVAL (RNAV) Transition Routes

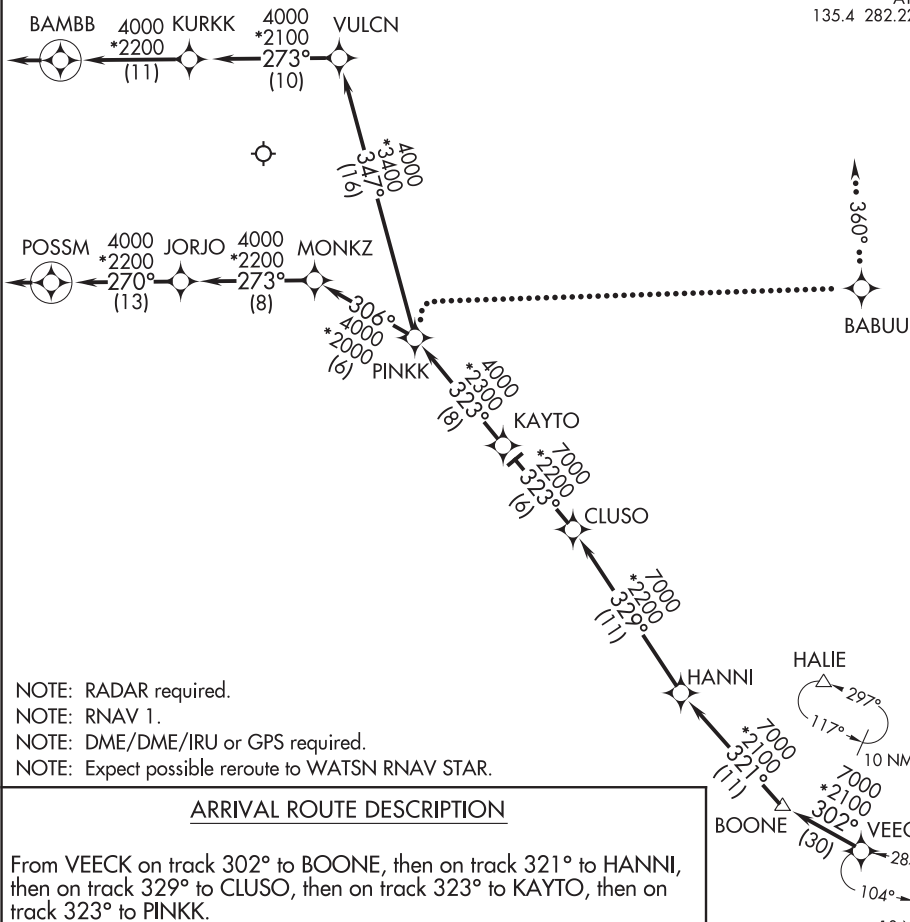


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VEECK THREE ARRIVAL (RNAV) Transition Routes

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Expect possible reroute to WATSN RNAV STAR.

ARRIVAL ROUTE DESCRIPTION

From VEECK on track 302° to BOONE, then on track 321° to HANNI, then on track 329° to CLUSO, then on track 323° to KAYTO, then on track 323° to PINKK.

LANDING RWYS 9L/R: From PINKK on track 347° to VULCN, then on track 273° to KURKK, then on track 273° to BAMBB, then on track 273°. Expect RADAR vectors to final approach course.

LANDING RWYS 4L/R, 10L/C/R, 15, 22L/R, 27L/R, 28L/C/R: From PINKK on track 306° to MONKZ, then on track 273° to JORJO, then on track 270° to POSSM, then on track 270°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

ORD AIRCRAFT LANDING WEST: At PINKK, turn right direct BABUU, maintain 5000, then on 360° heading, intercept localizer and execute ILS or LOC Rwy 28R approach.

ORD AIRCRAFT LANDING EAST: Standard.

NOTE: Chart not to scale.

EC-3, 10 NOV 2016 to 05 JAN 2017

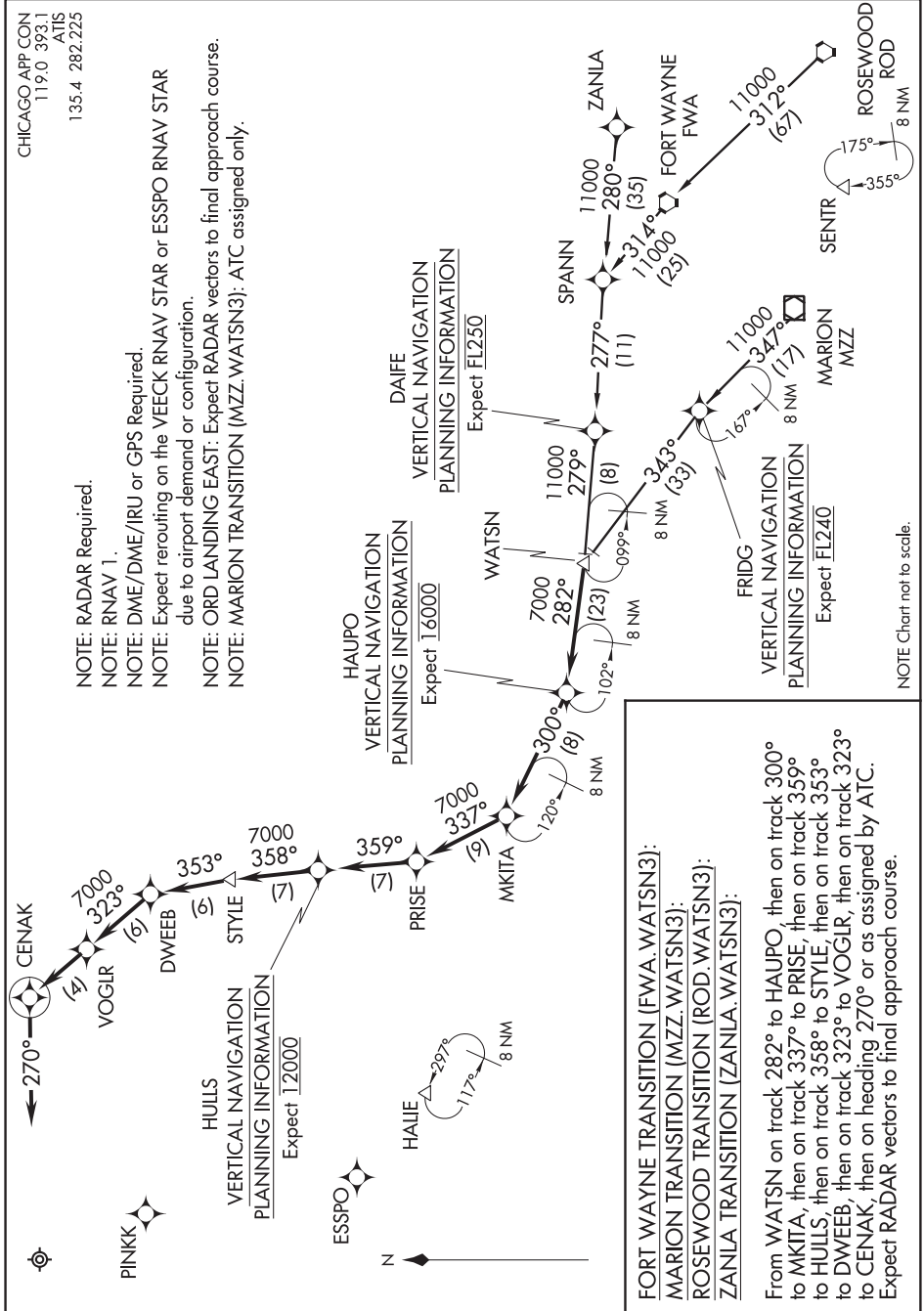
EC-3, 10 NOV 2016 to 05 JAN 2017

WATSN THREE ARRIVAL (RNAV)

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

- NOTE: RADAR Required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: Expect routing on the VEECK RNAV STAR or ESSPO RNAV STAR due to airport demand or configuration.
- NOTE: ORD LANDING EAST: Expect RADAR vectors to final approach course.
- NOTE: MARION TRANSITION (MZZ.WATSN3): ATC assigned only.



- FORT WAYNE TRANSITION (FWA.WATSN3):
- MARION TRANSITION (MZZ.WATSN3):
- ROSEWOOD TRANSITION (ROD.WATSN3):
- ZANLIA TRANSITION (ZANLIA.WATSN3):

From WATSN on track 282° to HAUPO, then on track 300° to MKITA, then on track 337° to PRISE, then on track 359° to HULLS, then on track 358° to STYLE, then on track 353° to DWEEEB, then on track 323° to VOGILR, then on track 323° to CENAK, then on heading 270° or as assigned by ATC. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

EC-3, 10 NOV 2016 to 05 JAN 2017

WATSN THREE ARRIVAL (RNAV)

WYNDE EIGHT ARRIVAL (RNAV) Arrival Routes

EC-3, 10 NOV 2016 to 05 JAN 2017

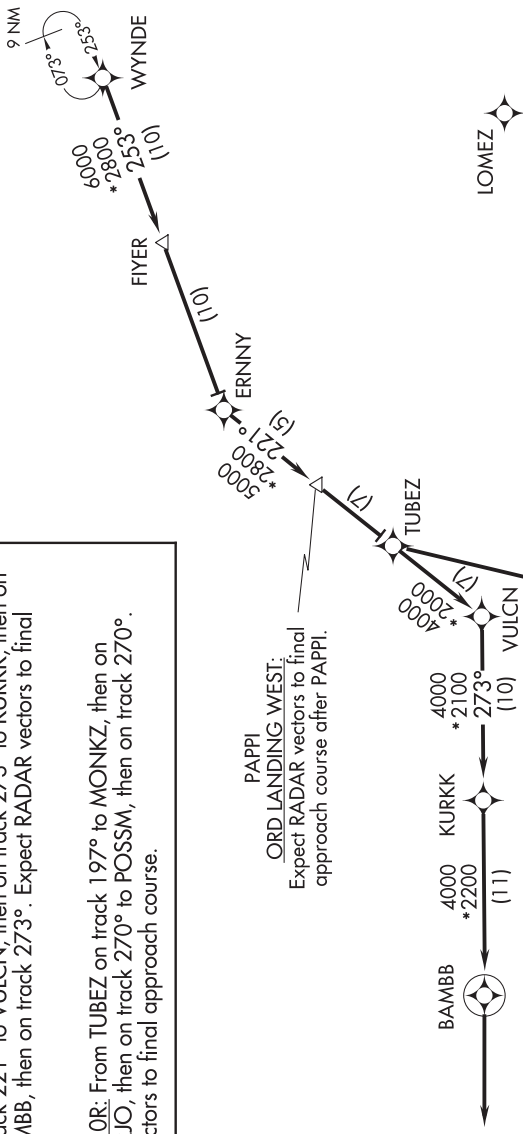
ARRIVAL ROUTE DESCRIPTION

From WYNDE on track 253° to FIYER, then on track 253° to ERNNY, then on track 221° to PAPPI, then on track 221° to TUBEZ.

LANDING RWYS 4L/R, 9L/R, 10L/C, 15, 22L/R, 27L/R, 28L/C/R:
From TUBEZ on track 221° to VULCN, then on track 273° to KURKK, then on track 273° to BAMB, then on track 273°. Expect RADAR vectors to final approach course.

LANDING RWY 10R: From TUBEZ on track 197° to MONKZ, then on track 273° to JORJO, then on track 270° to POSSM, then on track 270°. Expect RADAR vectors to final approach course.

PAPPI
ORD LANDING WEST:
Expect RADAR vectors to final approach course after PAPPI.



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

EC-3, 10 NOV 2016 to 05 JAN 2017

INTENTIONALLY

LEFT


BLANK

LOC/DME I-ALN 108.5 Chan 22	APP CRS 294°	Rwy Idg 8099	TDZE 531	Apt Elev 545
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ILS or LOC RWY 29

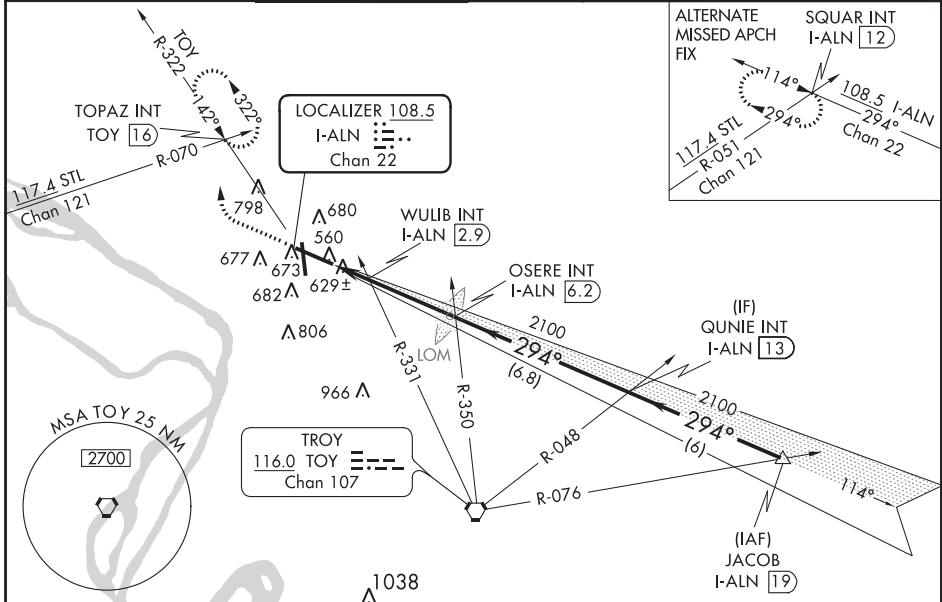
ST. LOUIS RGNL (ALN)

⚠ When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DA 51 feet and all MDA 60 feet, and increase S-LOC 29 and WULIB fix minimums S-LOC 29 Cat C and D visibility 1/8 mile.
When VGSI inoperative, Circling Rwy 17/35 NA at night.

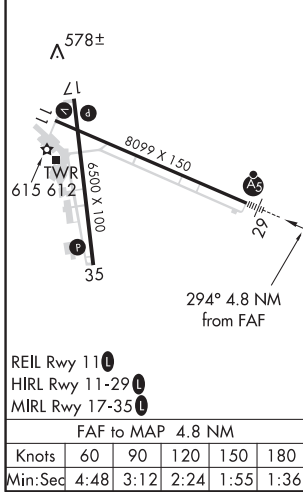
MALSR 

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 via heading 310° and TOY VORTAC R-322 to TOPAZ Int/TOY 16 DME and hold.

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER* 126.0 (CTAF) 0 239.0	GND CON 120.2	CLNC DEL 120.15 120.2 (when tower closed)	UNICOM 122.95
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ELEV 545	TDZE 531
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1000	2200	hdg 310°	TOY R-322	TOPAZ INT	* LOC only, 1040 when using Lambert-St Louis altimeter setting.		
				OSERE INT I-ALN 6.2	QUNIE INT I-ALN 13	JACOB I-ALN 19	
				WULIB INT I-ALN 2.9	2100	2100	
				I-ALN 1.5	980*	GS 3.00° TCH 55	
				1.4 NM	3.3 NM	6.8 NM	6 NM
CATEGORY	A	B	C	D			
S-ILS 29	731-1/2		200 (200-1/2)				
S-LOC 29	980-1/2	449 (500-1/2)	980-7/8	449 (500-7/8)			
CIRCLING	980-1	1000-1	1000-1 1/2	1100-2			
	435 (500-1)	455 (500-1)	455 (500-1 1/2)	555 (600-2)			
WULIB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)							
S-LOC 29	880-1/2	349 (400-1/2)	880-5/8	349 (400-5/8)			
CIRCLING	980-1	1000-1	1000-1 1/2	1100-2			
	435 (500-1)	455 (500-1)	455 (500-1 1/2)	555 (600-2)			

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ALTON/ST. LOUIS, ILLINOIS

AL-5178 (FAA)

16147

WAAS CH 90417 W11A	APP CRS 114°	Rwy Idg TDZE 539 Apt Elev 545	8099
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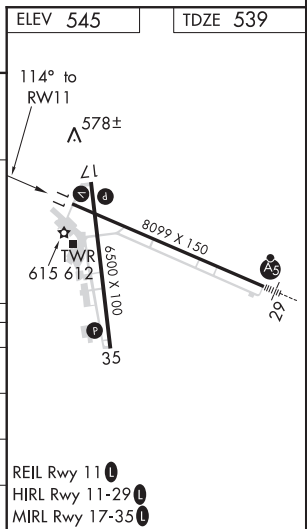
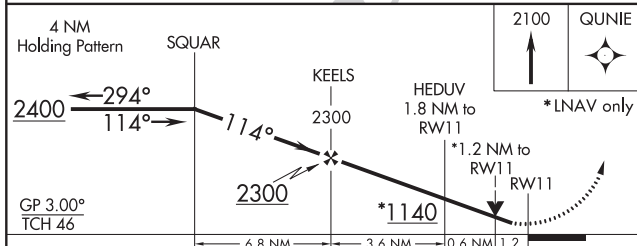
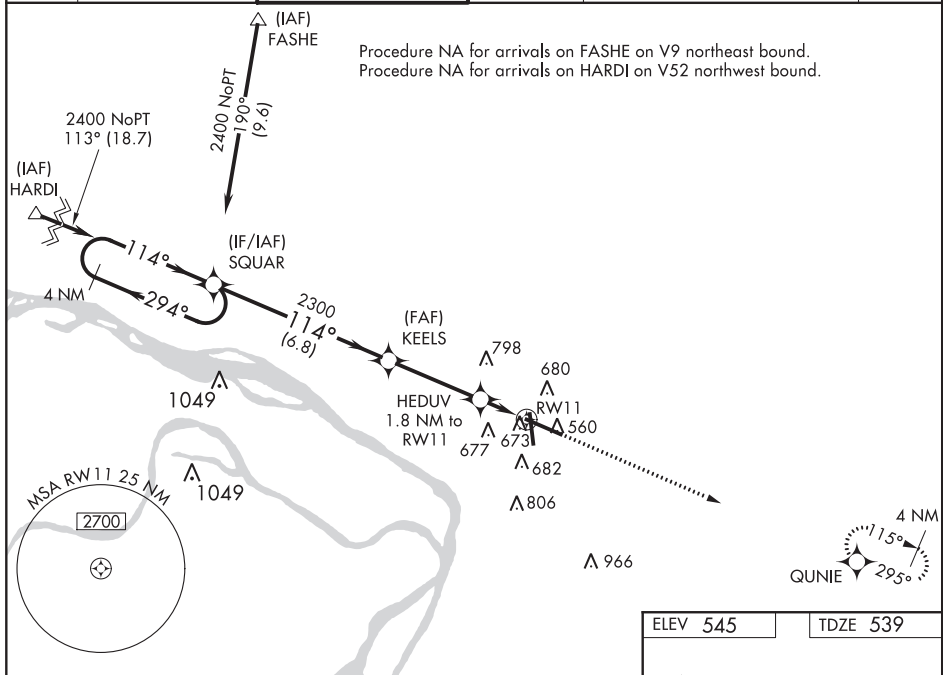
RNAV (GPS) RWY 11

ST. LOUIS RGNL (ALN)

▼ 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. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 51 feet and all MDA 60 feet, increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats visibility 1/4 mile. VDP and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting. When VGSI inoperative, Circling to Rwy 17/35 NA at night.

MISSED APPROACH:
Climb to 2100 direct
QUINIE and hold.

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER* 126.0 (CTAF) 0 239.0	GND CON 120.2	CLNC DEL 120.15 120.2 (when tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		794-7/8	255 (300-7/8)	
LNAV/VNAV DA		881-11/8	342 (400-11/8)	
LNAV MDA	980-1	441 (500-1)	980-13/8	441 (500-13/8)
CIRCLING	980-1 435 (500-1)	1000-1 455 (500-1)	1000-11/2 455 (500-11/2)	1100-2 555 (600-2)

ALTON/ST. LOUIS, ILLINOIS
Amdt 2A 05MAR15

38°53'N-90°03'W

RNAV (GPS) RWY 11

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6500
174°	TDZE	543
	Apt Elev	545

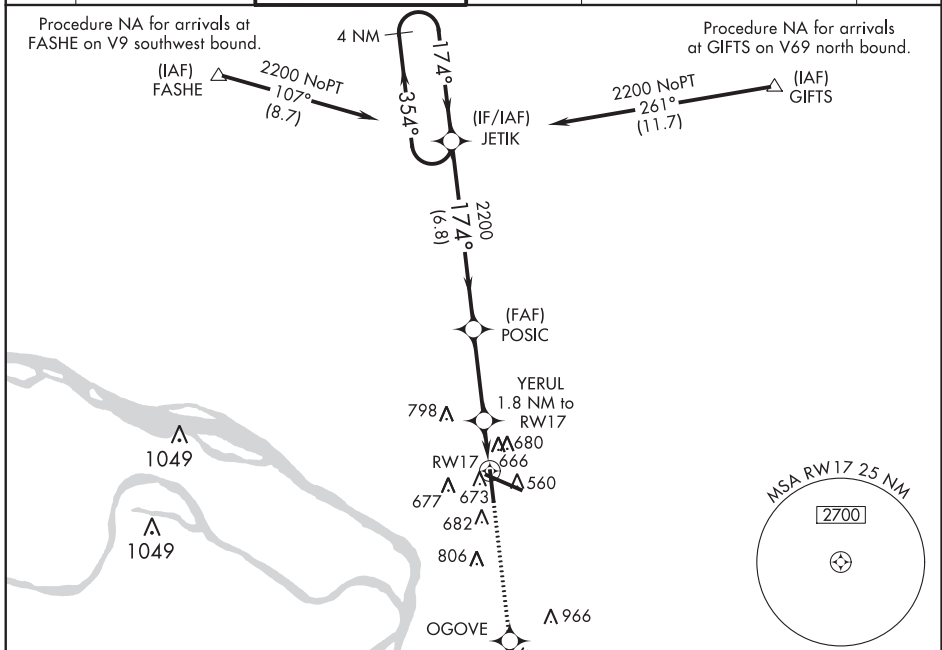
RNAV (GPS) RWY 17

ST. LOUIS RGNL (ALN)

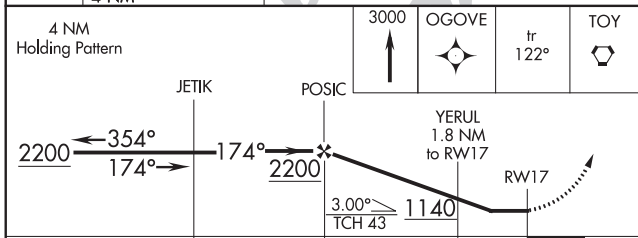
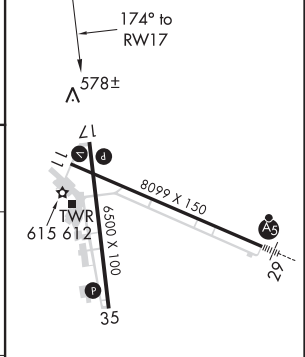
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all MDA 60 feet and increase LNAV Cat C and D visibility ¼ mile. When VGSI inoperative, Straight-in/Circling Rwy 17 procedure and Circling Rwy 35 NA at night.

⚠ MISSED APPROACH: Climb to 3000 direct OGOVE and on track 122° to TOY VORTAC and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER*	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) 0 239.0	120.2	120.15 120.2 (when tower closed)	122.95



ELEV	545	TDZE	543
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CATEGORY	A	B	C	D
LNAV MDA	920-1 377 (400-1)		920-1½ 377 (400-1½)	
CIRCLING	980-1 435 (500-1)	1000-1 455 (500-1)	1000-1½ 455 (500-1½)	1100-2 555 (600-2)

REIL Rwy 11	10
HIRL Rwy 11-29	10
MIRL Rwy 17-35	10

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ST. LOUIS, ILLINOIS

AL-5178 (FAA)

16147

WAAS CH 77507 W29A	APP CRS 294°	Rwy Idg TDZE Apt Elev	8099 531 545
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RNAV (GPS) RWY 29

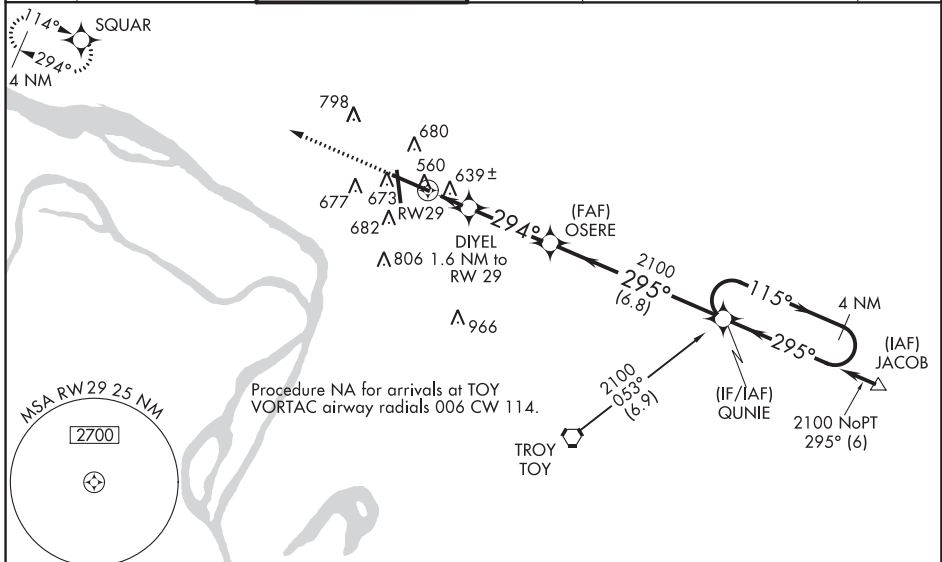
ST. LOUIS RGNL (ALN)

⚠ 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 and Baro-VNAV NA with Lambert-St. Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DA 51 feet and all MDA 60 feet, increase LNAV Cat C and D and LNAV/VNAV all Cats visibility 1/8 mile. When VGSI inoperative, Circling to RWY 17/35 NA at night.

MALSR
AS

MISSED APPROACH:
Climb to 2400 direct SQUAR and hold.

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER* 126.0 (CTAF) 239.0	GND CON 120.2	CLNC DEL 120.15 120.2 (when tower closed)	UNICOM 122.95
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ELEV 545 TDZE 531

REIL Rwy 11
HIRL Rwy 11-29
MIRL Rwy 17-35

1068

2400 SQUAR	DIYEL OSERE	QUNIE	4 NM Holding Pattern	
*LNAV only.	1.6 NM to RWY29	2100		
RWY29	*1 NM to RWY29	294°	295° 115° 2100	
	*1080	2100	GP 3.00° TCH 55	
	1 NM 0.6 NM 3.2 NM 6.8 NM			
CATEGORY	A	B	C	D
LPV DA		731-½	200 (200-½)	
LNAV/VNAV DA		825-½	294 (300-½)	
LNAV MDA	900-½	369 (400-½)	900-⅝	369 (400-⅝)
CIRCLING	980-1 435 (500-1)	1000-1 455 (500-1)	1000-1½ 455 (500-1½)	1100-2 555 (600-2)

ST. LOUIS, ILLINOIS
Amdt 1A 05MAR15

38°53'N-90°03'W

RNAV (GPS) RWY 29

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6500
354°	TDZE	544
	Apt Elev	545

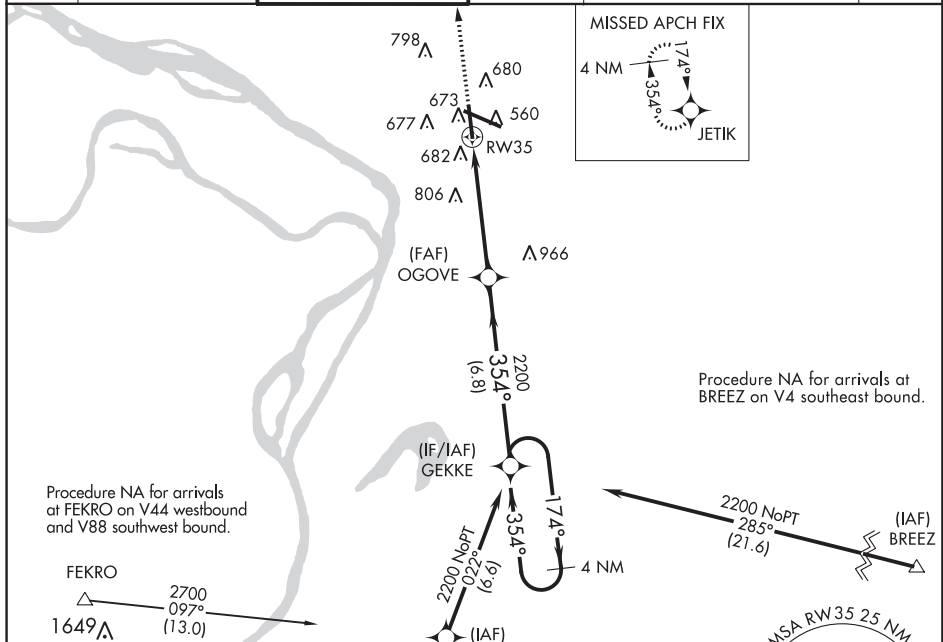
RNAV (GPS) RWY 35

ST. LOUIS RGNL (ALN)

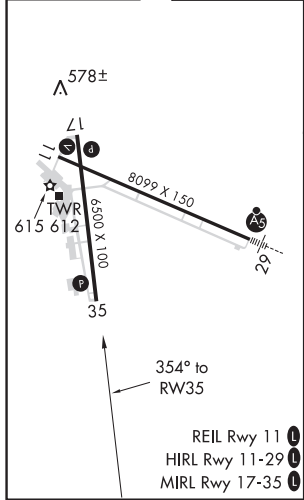
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDA 60 feet and increase LNAV Cat C and D visibility 1/8 mile. When VGSi inop, Straight-in/Circling Rwy 35 procedure and Circling Rwy 17 NA at night.

⚠ MISSED APPROACH: Climb to 2200 direct JETIK and hold.

ATIS	ST LOUIS APP CON	REGIONAL TOWER*	GND CON	CLNC DEL	UNICOM
128.0	124.2 353.9	126.0 (CTAF) 0 239.0	120.2	120.15 120.2 (when tower closed)	122.95



ELEV	545	TDZE	544
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2200	JETIK	OGOVE	GEGKE	4 NM Holding Pattern
↑	✧			
RW35		2200		2200
5.1 NM		6.8 NM		
CATEGORY	A	B	C	D
LNAV MDA	1020-1	476 (500-1)	1020-1 ³ / ₈	476 (500-1 ³ / ₈)
CIRCLING	1020-1	475 (500-1)	1020-1 ¹ / ₂	1100-2 555 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ST. LOUIS, ILLINOIS

AL-5178 (FAA)

16147

LOC/DME I-ALN 108.5 Chan 22	APP CRS 114°	Rwy Idg 8099	TDZE 539
		Apt Elev 545	

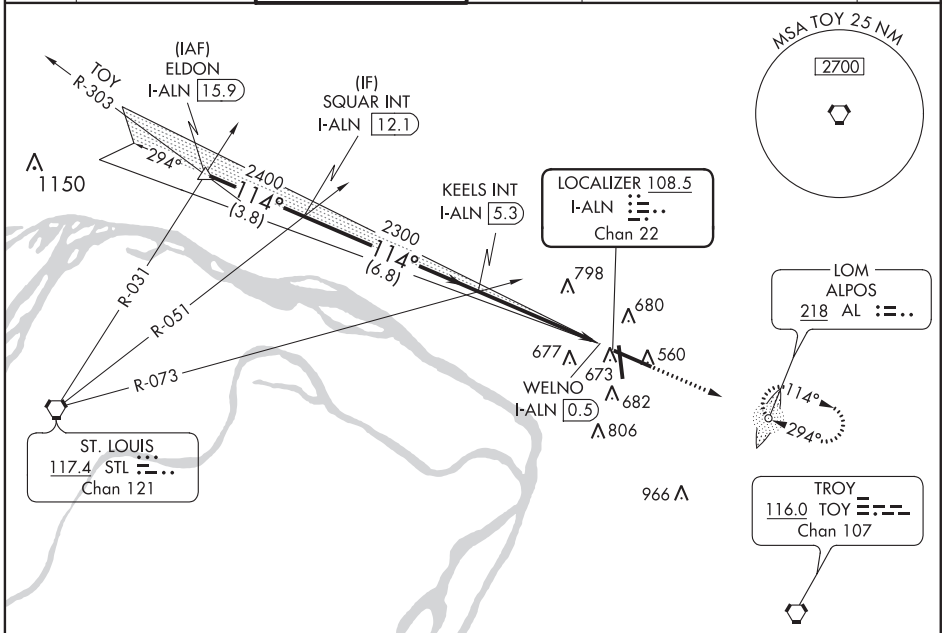
LOC BC RWY 11

ST. LOUIS RGNL (ALN)

▼ Visibility reduction by helicopters NA. ADF required. When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting, and increase all MDA 60 feet, and increase LNAV Cat C and D and Circling Cat C visibility 1/4 mile. VDP NA
 ▲ with Lambert-St. Louis Intl altimeter setting. When VGSI inoperative, Circling Rwy 17/35 NA at night.

MISSED APPROACH: Climb to 2100 direct AL LOM and hold.

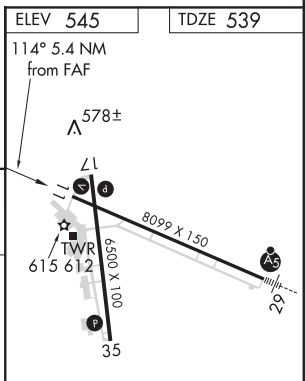
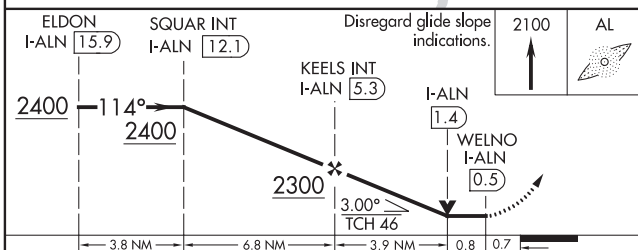
ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER* 126.0 (CTAF) 0 239.0	GND CON 120.2	CLNC DEL 120.15 120.2 (when tower closed)	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

BACK COURSE



CATEGORY	A	B	C	D
S-11	1060-1 521 (600-1)		1060-1½ 521 (600-1½)	
CIRCLING	1060-1 515 (600-1)		1060-1½ 515 (600-1½)	1100-2 555 (600-2)

ELEV 545	TDZE 539
114° 5.4 NM from FAF	
REIL Rwy 11	
HIRL Rwy 11-29	
MIRL Rwy 17-35	
FAF to MAP 4.7 NM	
Knots	60 90 120 150 180
Min:Sec	4:42 3:08 2:21 1:53 1:34

ST. LOUIS, ILLINOIS
Amdt 9A 05MAR15

38°53'N-90°03'W

ST. LOUIS RGNL (ALN) LOC BC RWY 11

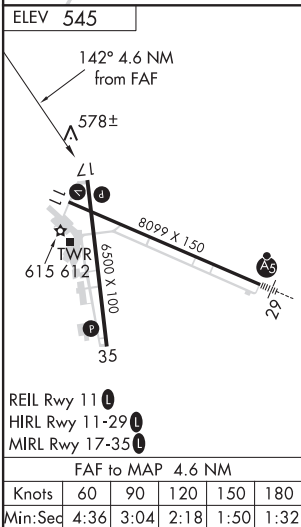
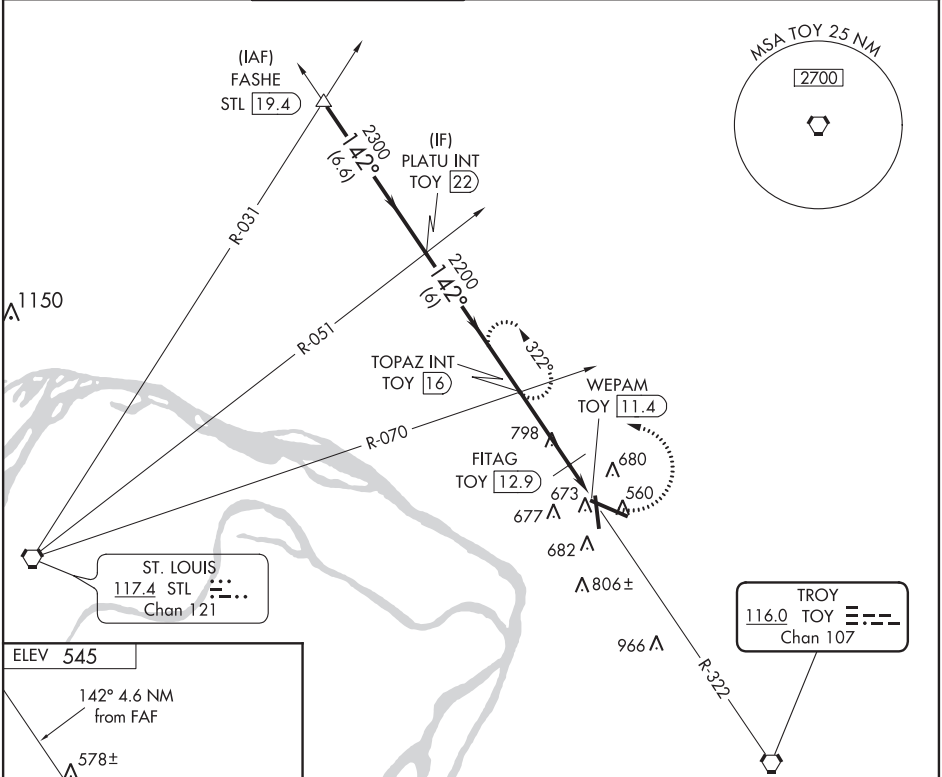
VORTAC TOY 116.0 Chan 107	APP CRS 142°	Rwy Idg TDZE Apt Elev N/A N/A 545
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VOR-A
ST. LOUIS RGNL (ALN)

⚠ When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDA 60 feet. When VGSI inop, Circling to Rwy 17/35 NA at night.

⚠ MISSED APPROACH: Climbing left turn to 2200 via TOY R-322 to TOPAZ INT/TOY 16 DME and hold.

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER* 126.0 (CTAF) 0 239.0	GND CON 120.2	CLNC DEL 120.15 120.2 (when tower closed)	UNICOM 122.95
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	FASHE STL 19.4 2700	PLATU INT TOY 22 2300	TOPAZ INT TOY 16 2200	FITAG TOY 12.9 2200	WEPAM TOY 11.4 2200	TOY R-322	TOPAZ INT
Procedure Turn	NA						
CATEGORY	A		B		C		D
CIRCLING	1100-1		555 (600-1)		1100-1½		1100-2
					555 (600-1½)		555 (600-2)
	FITAG FIX MINIMUMS						
CIRCLING	980-1		1000-1		1000-1½		1100-2
	435 (500-1)		455 (500-1)		455 (500-1½)		555 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ST. LOUIS, ILLINOIS

AL-5178 (FAA)

16147

NDB CVM 263	APP CRS 189°	Rwy Idg TDZE Apt Elev	6500 543 545
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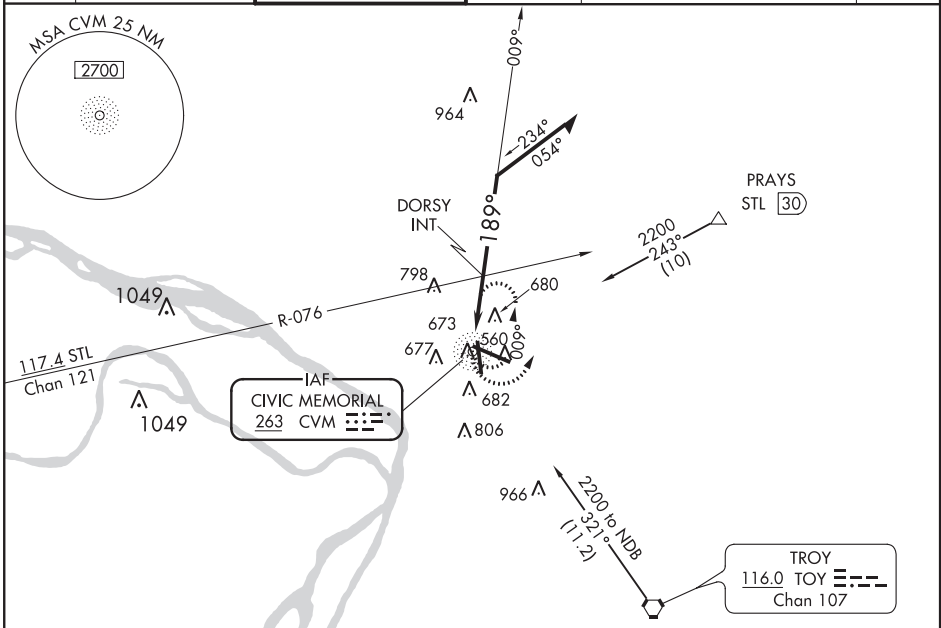
NDB RWY 17

ST. LOUIS RGNL (ALN)

⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDA 60 feet, increase S-17 Cat A and Circling Cat C and D visibility ¼ mile. DORSY fix minimums NA when using Lambert-St Louis Intl altimeter setting. When VGSI inop, Straight-in/ Circling Rwy 17 procedure and Circling Rwy 35 NA at night.

MISSED APPROACH: Climbing left turn to 2200 in CVM NDB holding pattern.

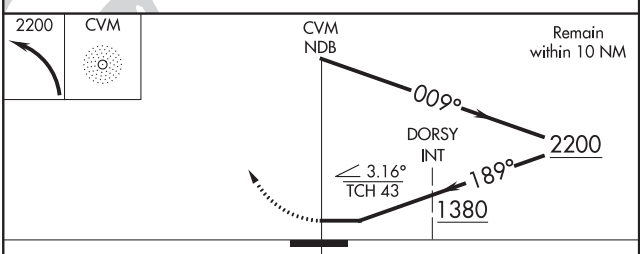
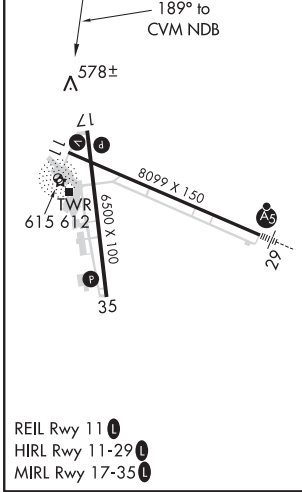
ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER* 126.0 (CTAF) 0 239.0	GND CON 120.2	CLNC DEL 120.15 120.2 (when tower closed)	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 545	TDZE 543
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CATEGORY	A	B	C	D
S-17	1380-1 837 (900-1)	1380-1¼ 837 (900-1¼)	1380-2½	837 (900-2½)
CIRCLING	1380-1¼	835 (900-1¼)	1380-2½ 835 (900-2½)	1380-2¾ 835 (900-2¾)
DORSY FIX MINIMUMS				
S-17	1120-1	577 (600-1)	1120-1¾	577 (600-1¾)
CIRCLING	1120-1	575 (600-1)	1120-1¾ 575 (600-1¾)	1120-2 575 (600-2)

ST. LOUIS, ILLINOIS
Amdt 12A 05MAR15

38°53'N-90°03'W

ST. LOUIS RGNL (ALN)
NDB RWY 17

16315

AIRPORT DIAGRAM

AL-5178 (FAA)

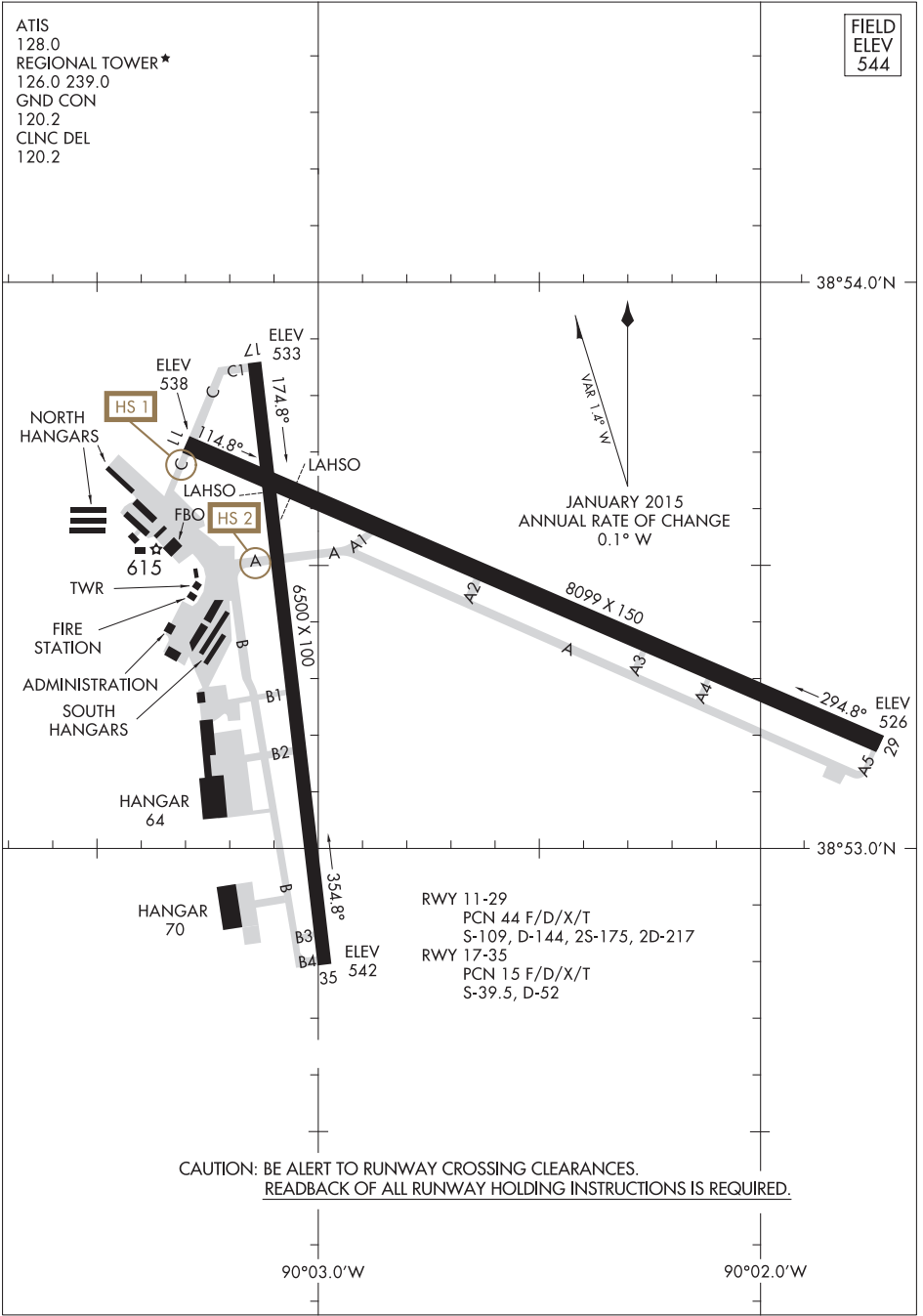
ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

ATIS
 128.0
 REGIONAL TOWER★
 126.0 239.0
 GND CON
 120.2
 CLNC DEL
 120.2

FIELD
 ELEV
 544

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

16315

ALTON/ST. LOUIS, ILLINOIS
ST. LOUIS RGNL (ALN)

BLUES FOUR DEPARTURE

SL-5178 (FAA)

ST. LOUIS RGNL (ALN)
ST. LOUIS, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

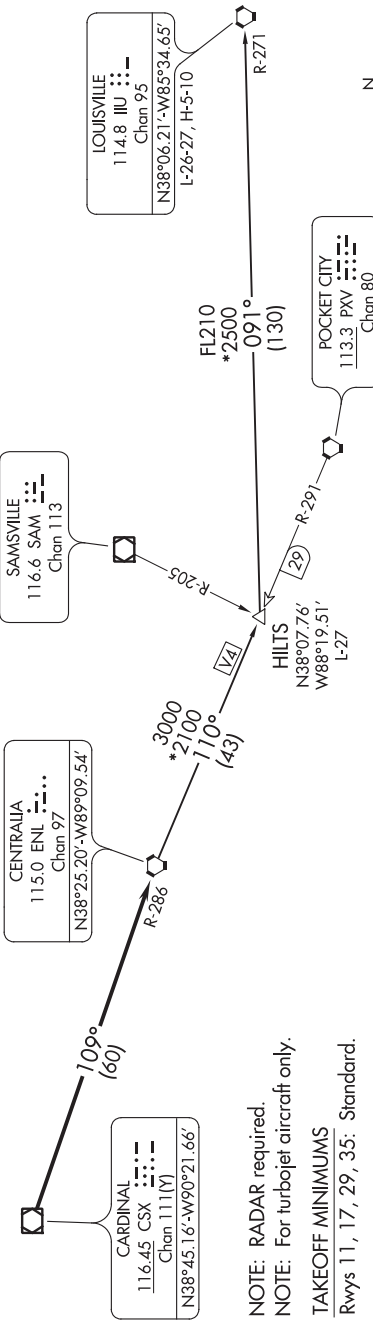
- Rwy 11: Tree and pole beginning 1066' from DER, 668' left of centerline, up to 76' AGL/575' MSL. Tree 2822' from DER, 933' right of centerline, 100' AGL/629' MSL.
- Rwy 17: Trees beginning 1063' from DER, 282' left of centerline, up to 67' AGL/606' MSL. Trees beginning 1321' from DER, 115' right of centerline, up to 100' AGL/621' MSL.
- Rwy 29: Trees and floodlight on hangar beginning 665' from DER, 472' left of centerline, up to 100' AGL/649' MSL.
- Rwy 35: Trees beginning 1570' from DER, 204' right of centerline, up to 75' AGL/604 MSL. Trees beginning 1286' from DER, 477' left of centerline, up to 67' AGL/596' MSL.

ATIS

128.0
CLNC DEL
120.15
120.2 (when tower closed)
GND CON
120.2

REGIONAL TOWER *

126.0 (CTAF) 239.0
ST LOUIS DEP CON
124.2 353.9



NOTE: RADAR required.

NOTE: For turbojet aircraft only.

TAKEOFF MINIMUMS

Rwys 11, 17, 29, 35: Standard.

DEPARTURE ROUTE DESCRIPTION

▲ Climb on assigned heading for vector to appropriate route, maintain 2500 or assigned altitude, thence
 . . . from over CSX VOR/DME on CSX R-109 and ENL R-286 to ENL VORTAC. Then on (transition) or (assigned route). Expect filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES4.HILTS): From over ENL VORTAC on ENL R-110 and PVX R-291 to HILTS INT.

LOUISVILLE TRANSITION (BLUES4.IUU): From over ENL VORTAC on ENL R-110 and PVX R-291 to HILTS INT, then on IUU R-271 to IUU VORTAC.

TOP ALTITUDE:

2500

NOTE: Chart not to scale.

BLUES FOUR DEPARTURE

CARDS NINE DEPARTURE

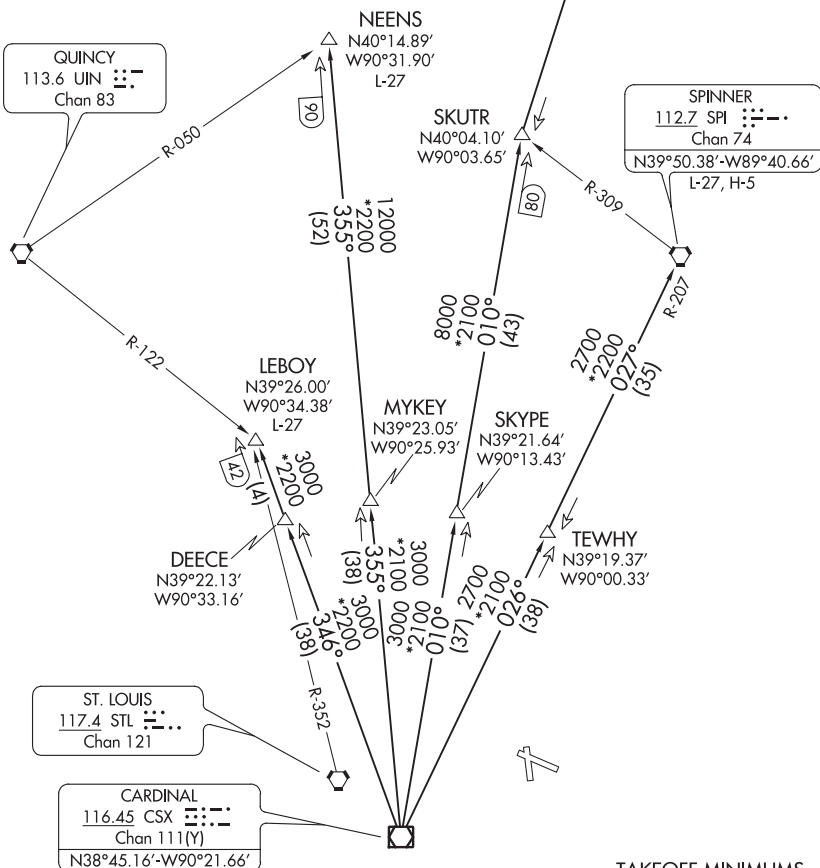
SL-5178 (FAA)

ST. LOUIS RGNL (A.L.N)
ST. LOUIS, ILLINOIS

ATIS
128.0
CLNC DEL
120.15
120.2 (when tower closed)
GND CON
120.2
REGIONAL TOWER *
126.0 (CTAF) 239.0
ST LOUIS DEP CON
124.2 353.9

BRADFORD
114.7 BDF
Chan 94
N41°09.58'-W89°35.27'
L-27, H-5

**TOP ALTITUDE:
2500**



TAKEOFF MINIMUMS

Rwys 11,17, 29, 35: Standard.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

CARDS NINE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 2500 or assigned altitude, thence

. . . . (transition). Expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS9.BDF): From over CSX VOR/DME on CSX R-010 to SKUTR INT, then on BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS9.LEBOY): From over CSX VOR/DME on CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS9.NEENS): From over CSX VOR/DME on CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS9.SPI): From over CSX VOR/DME on CSX R-026 to TEWHY INT, then on SPI R-207 to SPI VORTAC.

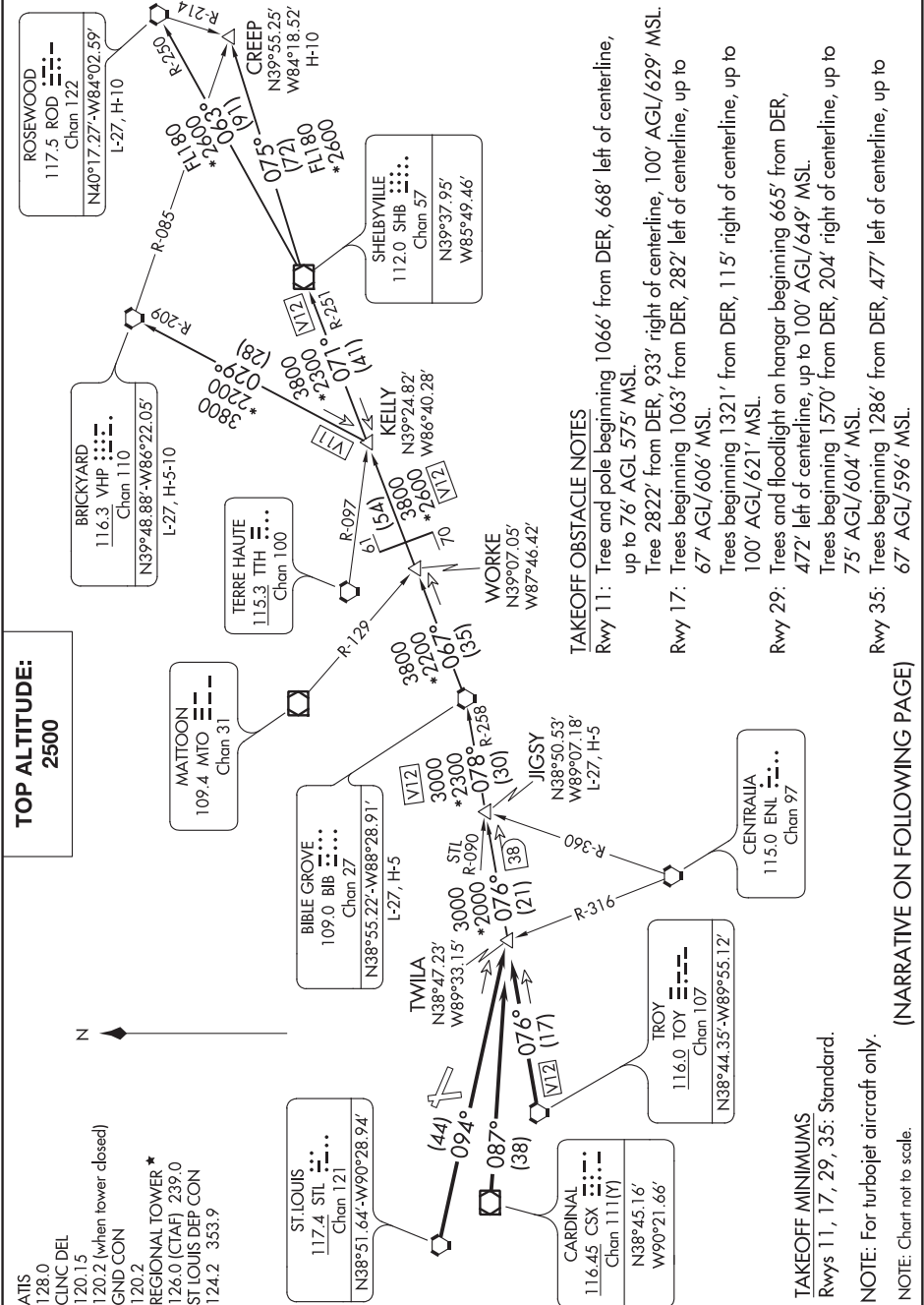
TAKEOFF OBSTACLE NOTES

- Rwy 11: Tree and pole beginning 1066' from DER, 668' left of centerline, up to 76' AGL/575' MSL.
Tree 2822' from DER, 933' right of centerline, 100' AGL/629' MSL.
- Rwy 17: Trees beginning 1063' from DER, 282' left of centerline, up to 67' AGL/606' MSL.
Trees beginning 1321' from DER, 115' right of centerline, up to 100' AGL/621' MSL.
- Rwy 29: Trees and floodlight on hangar beginning 665' from DER, 472' left of centerline, up to 100' AGL/649' MSL.
Trees beginning 1570' from DER, 204' right of centerline, up to 75' AGL/604' MSL.
- Rwy 35: Trees beginning 1286' from DER, 477' left of centerline, up to 67' AGL/596' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



EC-3, 10 NOV 2016 to 05 JAN 2017

(GATWY7.TWILA) 16315

GATEWAY SEVEN DEPARTURE

SL-5178 (FAA)

ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 2500 or assigned altitude, thence. . . .

. . . .from over CSX R-087 or over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY7.BIB): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY7.VHP): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY INT, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY7.CREEP): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY7.JIGSY): From over TWILA INT on TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY7.ROD): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

GATEWAY SEVEN DEPARTURE
(GATWY7.TWILA) 10NOV16ALTON/ST. LOUIS, ILLINOIS
ST. LOUIS RGNL (ALN)

LINDBERGH FIVE DEPARTURE

SL-5178 (FAA)

ST. LOUIS RGNL (ALN)
ST. LOUIS, ILLINOIS

ATIS
128.0
CLNC DEL
120.15
120.2 (when tower closed)
GND CON
120.2
REGIONAL TOWER *
126.0 (CTAF) 239.0
ST LOUIS DEP CON
124.2 353.9

**TOP ALTITUDE:
2500**

ST. LOUIS
117.4 STL
Chan 121
N38°51.64'-W90°28.94'

VICHY
117.7 VIH
Chan 124
N38°09.24'-W91°42.41'
L-16, H-5

KLAIR
N38°24.67'
W91°09.61'

SAGME
N38°18.78'
W90°58.09'

SAJOY
N38°11.75'
W90°33.36'

SAGZA
N38°13.67'
W90°45.13'

WESCO
N38°01.28'
W91°13.40'

TWRAY
N37°36.08'
W91°00.88'

FARMINGTON
115.7 FAM
Chan 104

MAPLES
113.4 MAP
Chan 81
N37°35.45'-W91°47.31'
L-16

MYERZ
N37°11.90'
W90°39.85'
H-5

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

WALNUT RIDGE
114.5 ARG
Chan 92
N36°06.60'
W90°57.22'
L-16, H-6

MALDEN
111.2 MAW
Chan 49
N36°33.31'
W89°54.69'
L-16, H-6

TAKEOFF MINIMUMS

Rwys 11, 17, 29, 35: Standard.

NOTE: DME and RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LINDBERGH FIVE DEPARTURE

ST. LOUIS, ILLINOIS
ST. LOUIS RGNL (ALN)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 2500 or assigned altitude, thence

. . . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY5.LIT): From over STL VORTAC on STL R-198 to TWRAY INT then on STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY5.MAW): From over STL VORTAC on STL R-184 to MYERZ INT, then on MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY5.MAP): From over STL VORTAC on STL R-214 to WESCO INT, then on MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY5.MYERZ): From over STL VORTAC on STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY5.VIH): From over STL VORTAC on STL R-229 to KLAIR INT, then on VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY5.ARG): From over STL VORTAC on STL R-184 to MYERZ INT, then on ARG R-008 to ARG VORTAC.

TAKEOFF OBSTACLE NOTES

- Rwy 11: Tree and pole beginning 1066' from DER, 668' left of centerline, up to 76' AGL/575' MSL.
Tree 2822' from DER, 933' right of centerline, 100' AGL/629' MSL.
- Rwy 17: Trees beginning 1063' from DER, 282' left of centerline, up to 67' AGL/606' MSL
Trees beginning 1321' from DER, 115' right of centerline, up to 100' AGL/621' MSL
- Rwy 29: Trees and floodlight on hangar beginning 665' from DER, 472' left of centerline, up to 100' AGL/649' MSL.
Trees beginning 1570' from DER, 204' right of centerline, up to 75' AGL/604' MSL
- Rwy 35: Trees beginning 1286' from DER, 477' left of centerline, up to 67' AGL/596' MSL

EC-3, 10 NOV 2016 to 05 JAN 2017

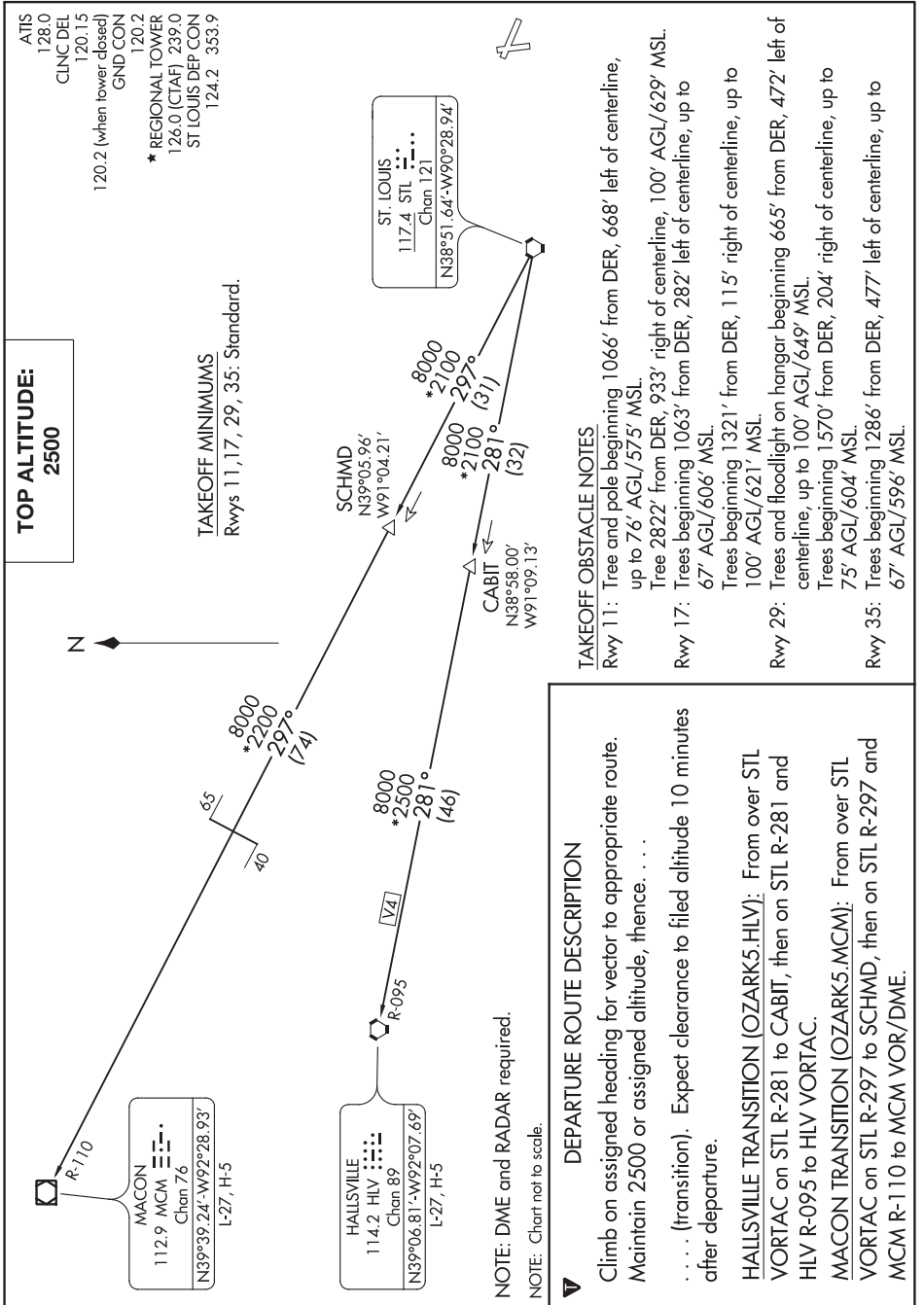
EC-3, 10 NOV 2016 to 05 JAN 2017

OZARK FIVE DEPARTURE

SL-5178 (FAA)

ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017



EC-3, 10 NOV 2016 to 05 JAN 2017

OZARK FIVE DEPARTURE

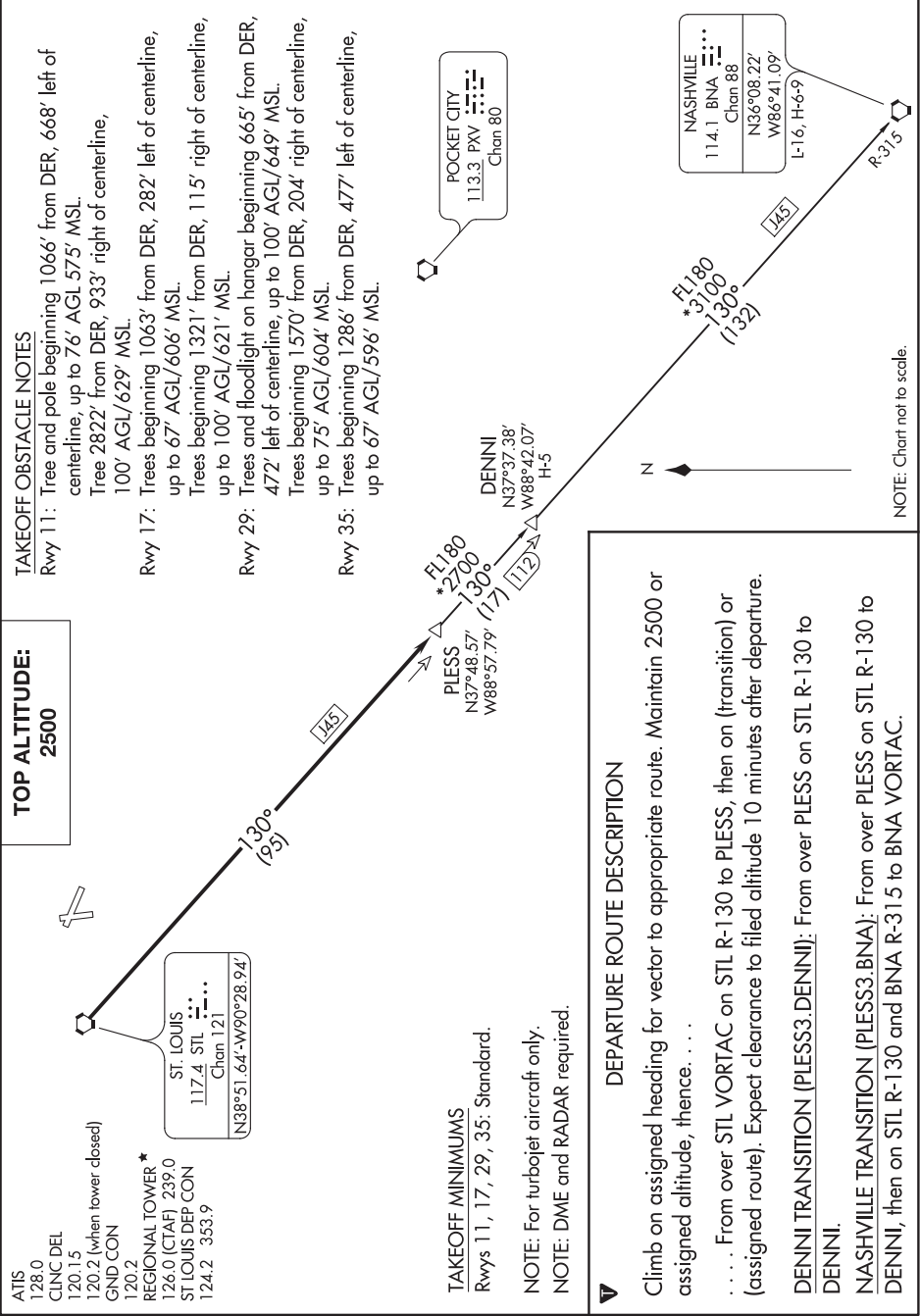
ALTON/ST. LOUIS, ILLINOIS
ST. LOUIS RGNL (ALN)

PLESS THREE DEPARTURE

SL-5178 (FAA)

ST. LOUIS RGNL (ALN)
ST. LOUIS, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017



PLESS THREE DEPARTURE

ST. LOUIS, ILLINOIS
ST. LOUIS RGNL (ALN)

EC-3, 10 NOV 2016 to 05 JAN 2017

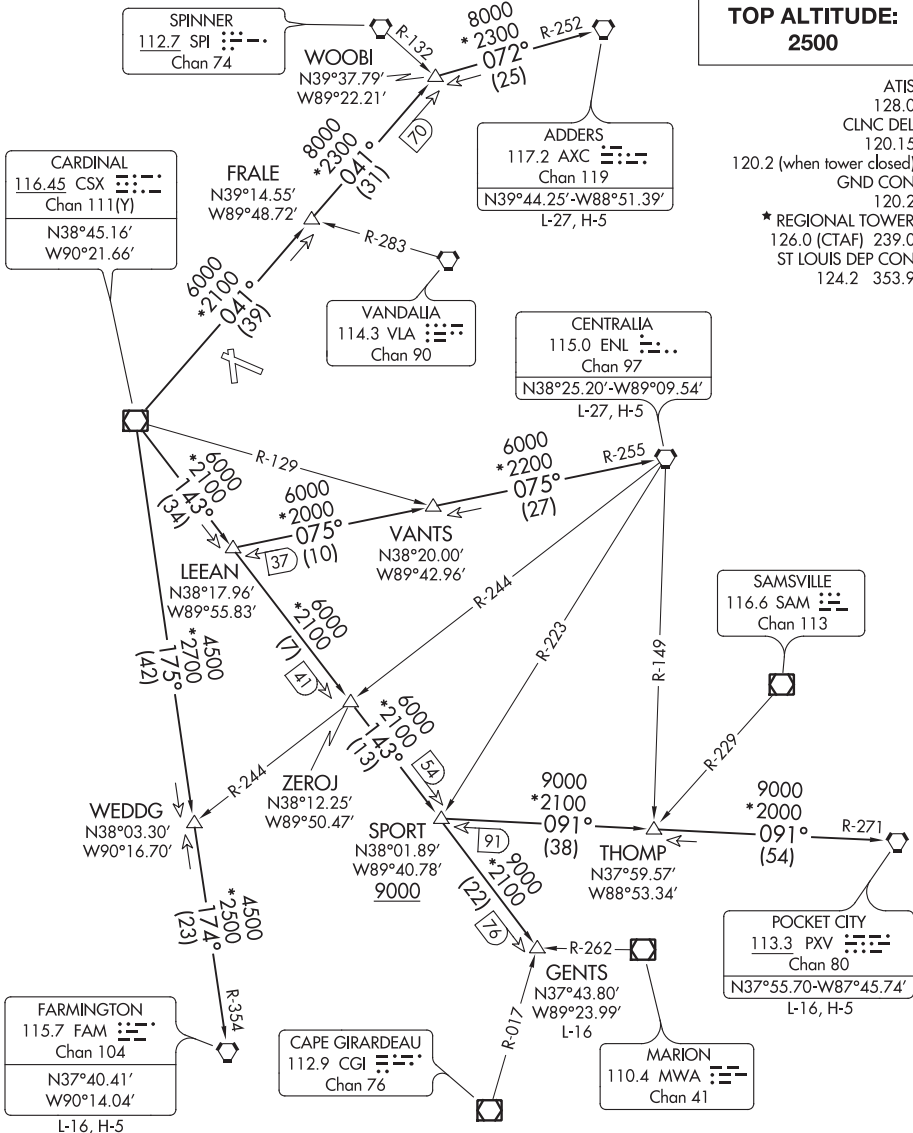
TURBO EIGHT DEPARTURE

SL-5178 (FAA)

ST. LOUIS RGNL (ALN)
ST. LOUIS, ILLINOIS

**TOP ALTITUDE:
2500**

ATIS 128.0
 CLNC DEL 120.15
 120.2 (when tower closed)
 GND CON 120.2
 * REGIONAL TOWER 126.0 (CTAF) 239.0
 ST LOUIS DEP CON 124.2 353.9



TAKEOFF MINIMUMS
 Rwy's 11, 17, 29, 35: Standard.

NOTE: RADAR required.
 NOTE: For turboprop/prop aircraft only.
 NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
 (NOTES CONTINUED ON FOLLOWING PAGE)

TURBO EIGHT DEPARTURE

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

(TURBO8.CSX) 16091

TURBO EIGHT DEPARTURE

SL-5178 (FAA)

ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500. Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO8.AXC): From over CSX VOR/DME on CSX R-041 to WOBI INT, then on AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO8.ENL): From over CSX VOR/DME on CSX R-143 to LEEAN INT, then on ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO8.FAM): From over CSX VOR/DME on CSX R-175 to WEDDG INT, then on FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO8.GENTS): From over CSX VOR/DME on CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO8.PXV): From over CSX VOR/DME on CSX R-143 to SPORT INT, then on PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO8.THOMP): From over CSX VOR/DME on CSX R-143 to SPORT INT, then on PXV R-271 to THOMP INT.

TAKEOFF OBSTACLE NOTES

Rwy 11: Tree and pole beginning 1066' from DER, 668' left of centerline, up to 76' AGL/575' MSL.
Tree 2822' from DER, 933' right of centerline, 100' AGL/629' MSL.

Rwy 17: Trees beginning 1063' from DER, 282' left of centerline, up to 67' AGL/606' MSL.
Trees beginning 1321' from DER, 115' right of centerline, up to 100' AGL/621' MSL.

Rwy 29: Trees and floodlight on hangar beginning 665' from DER, 472' left of centerline, up to 100' AGL/649' MSL.

Trees beginning 1570' from DER, 204' right of centerline, up to 75' AGL/604' MSL.

Rwy 35: Trees beginning 1286' from DER, 477' left of centerline, up to 67' AGL/596' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

TURBO EIGHT DEPARTURE

(TURBO8.CSX) 31MAR16

ALTON/ST. LOUIS, ILLINOIS
ST. LOUIS RGNL (ALN)

WAAS CH 77732 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	4000 1080 1088
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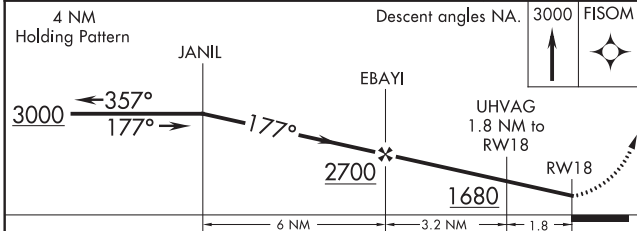
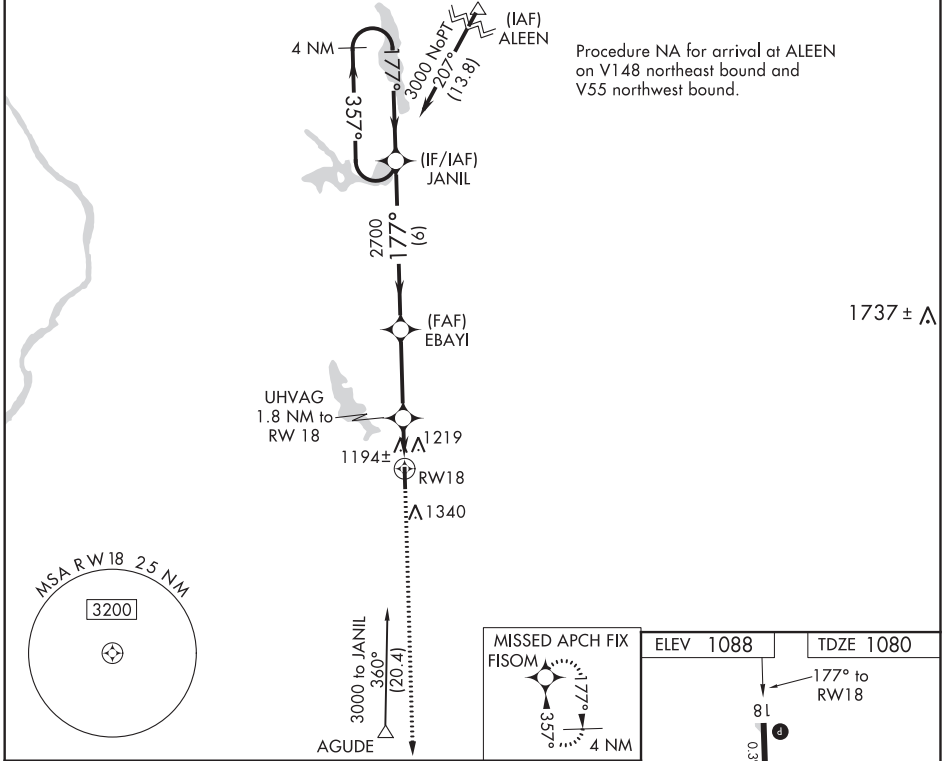
RNAV (GPS) RWY 18

AMERY MUNI (AHH)

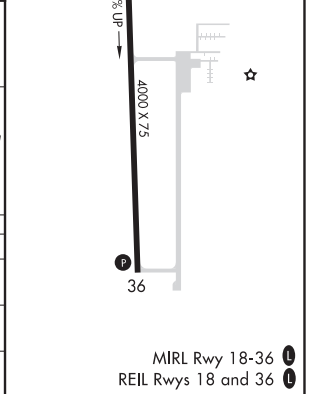
NA DME/DME RNP-0.3 NA. Procedure NA at night. Use New Richmond altimeter setting; when not received, use Osceola altimeter setting and increase all MDA 20 feet and LP/LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct FISOM and hold.

MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LP MDA	1500-1	420 (500-1)	1500-1 1/4 420 (500-1 1/4)	NA
LNAV MDA	1600-1	520 (600-1)	1600-1 1/2 520 (600-1 1/2)	NA
C CIRCLING	1740-1	652 (700-1)	1740-1 3/4 652 (700-1 3/4)	NA



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70433 W36A	APP CRS 357°	Rwy Idg TDZE Apt Elev	4000 1088 1088
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RNAV (GPS) RWY 36

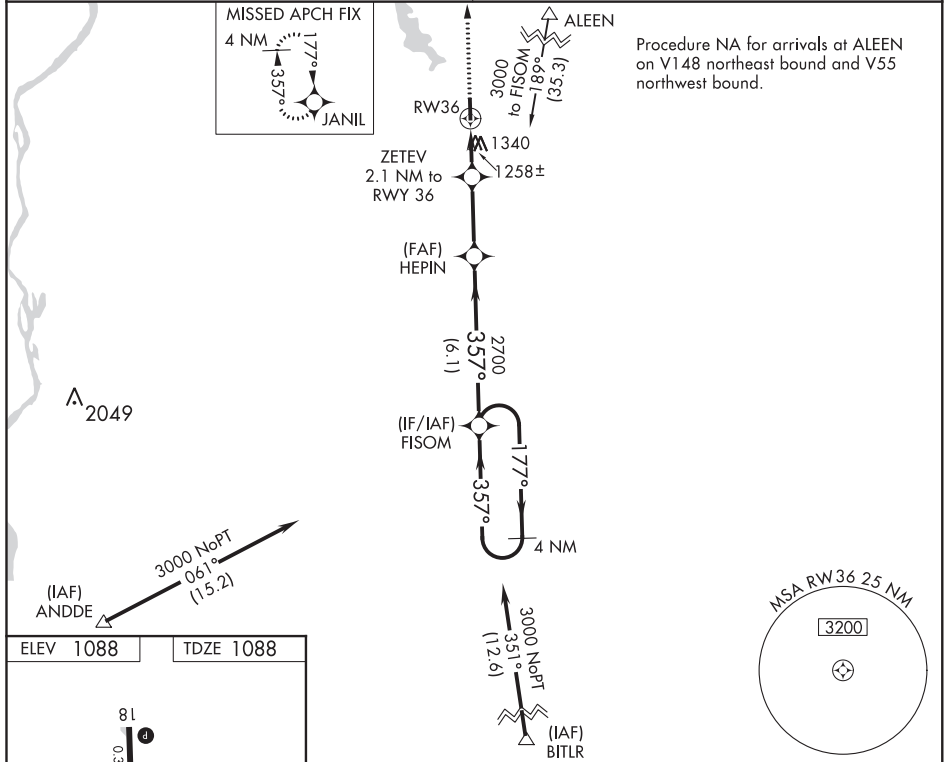
AMERY MUNI (AHH)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use New Richmond altimeter setting; when not received, use Osceola altimeter setting and increase all MDA 20 feet and Circling Cat C visibility 1/4 mile.

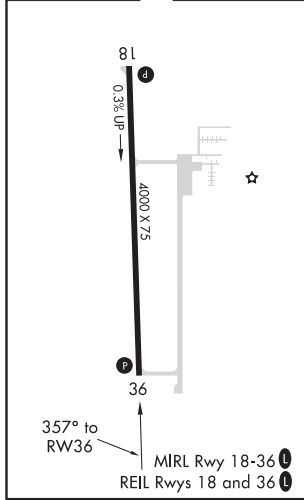
MISSED APPROACH: Climb to 3000 direct JANIL and hold.

MINNEAPOLIS CENTER **125.3 335.6**

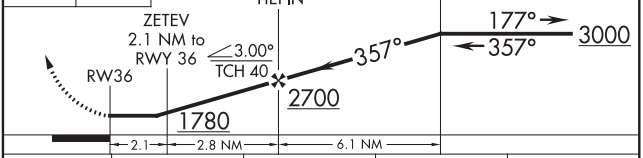
UNICOM **122.8 (CTAF) 0**



ELEV 1088 TDZE 1088



3000 JANIL VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 23). 4 NM Holding Pattern



CATEGORY	A	B	C	D
LP MDA	1560-1	472 (500-1)	1560-1 ³ / ₈ 472 (500-1 ³ / ₈)	NA
LNAV MDA	1680-1	592 (600-1)	1680-1 ³ / ₄ 592 (600-1 ³ / ₄)	NA
CIRCLING	1740-1	652 (700-1)	1740-1 ³ / ₄ 652 (700-1 ³ / ₄)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82130 W09A	APP CRS 085°	Rwy Idg 3400 TDZE 1522 Apt Elev 1523
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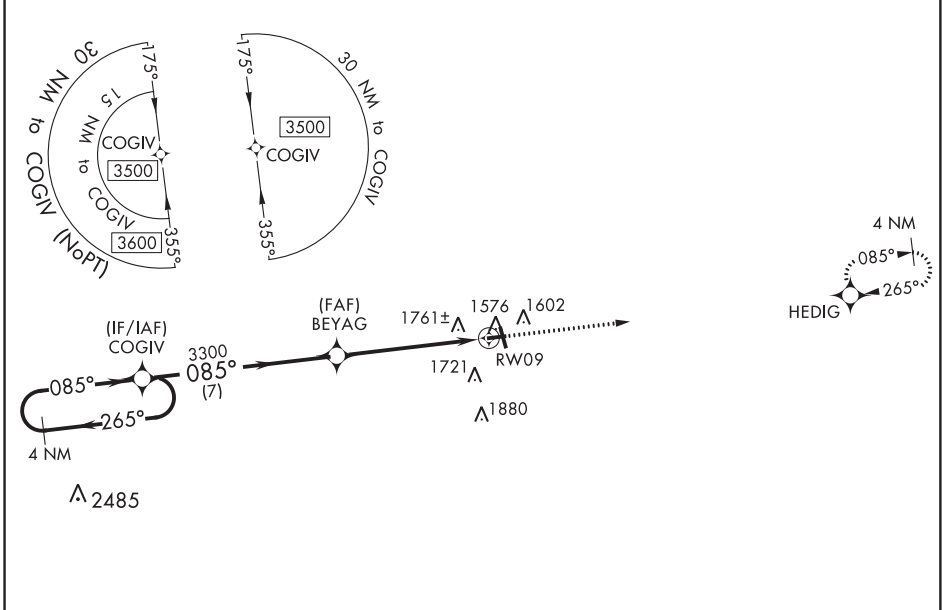
RNAV (GPS) RWY 9

LANGLADE COUNTY (AIG)

⚠ Baro-VNAV NA when using Wausau Downtown altimeter setting. 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. Procedure NA at night. Helicopter visibility reduction below 1SM NA. When local altimeter setting not received, use Wausau Downtown altimeter setting; increase all DA 105 feet and all LPV, LNAV/VNAV visibilities ¼ mile; increase all MDA 120 ft, LNAV Cat C and D visibilities ⅓ mile, Circling Cat C visibility ⅓ mile, and Cat D visibility ¼ mile.

MISSED APPROACH:
Climb to 3400 direct HEDIG and hold.

AWOS-3 119.075	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) ①
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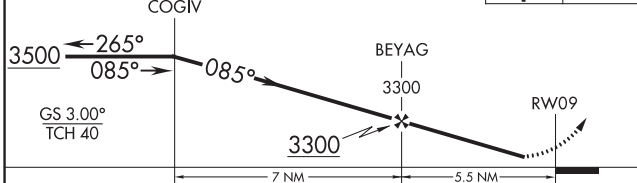


EC-3, 10 NOV 2016 to 05 JAN 2017

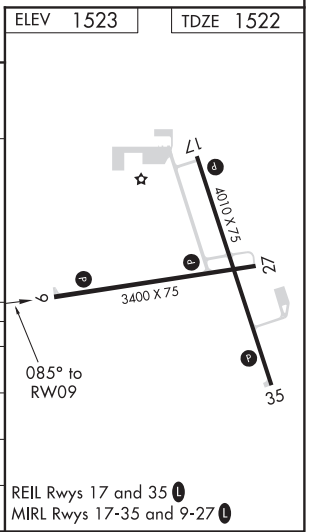
EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1523	TDZE 1522
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4 NM Holding Pattern
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).
3400 HEDIG



CATEGORY	A	B	C	D
LPV DA	1772-1		250 (300-1)	
LNAV/VNAV DA	2135-2¼		613 (700-2¼)	
LNAV MDA	2080-1 558 (600-1)		2080-1⅝ 558 (600-1⅝)	
CIRCLING	2120-1 597 (600-1)		2120-2 597 (600-2)	



REIL Rwy 17 and 35 **①**
MIRL Rwy 17-35 and 9-27 **①**

WAAS CH 49131 W17A	APP CRS 166°	Rwy Idg 4010 TDZE 1522 Apt Elev 1523
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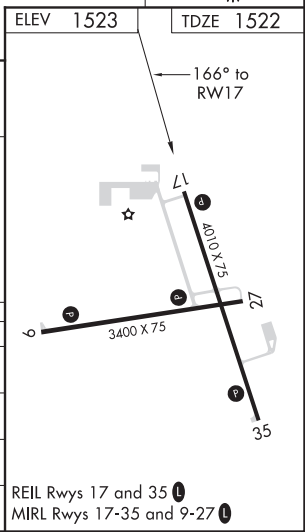
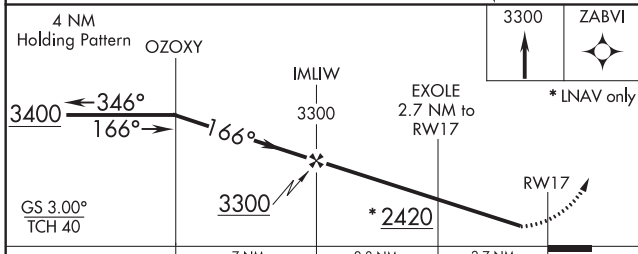
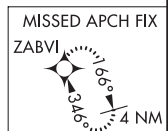
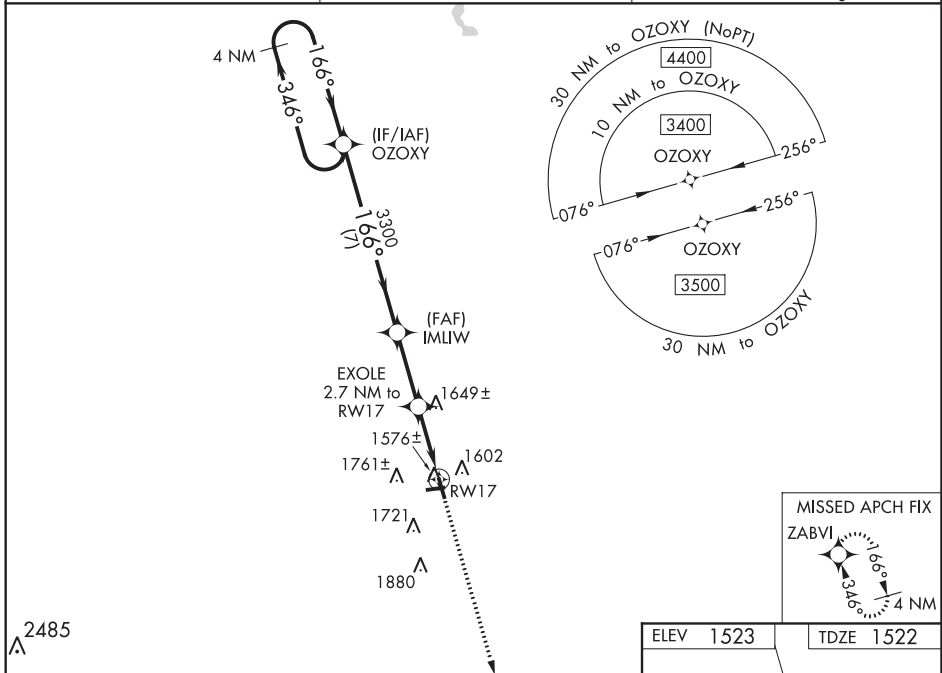
RNAV (GPS) RWY 17

LANGLADE COUNTY (AIG)

⚠ Baro-VNAV NA when using Wausau Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1.5M NA. When local altimeter setting not received, use Wausau Downtown altimeter setting; increase all DA 105 feet all LPV visibilities ¼ mile, and all LNAV/VNAV visibilities ⅓ mile; increase all MDA 120 ft, LNAV Cat C and D visibilities ¼ mile, Circling Cat C visibility ½ mile, and Cat D visibility ¼ mile.

MISSED APPROACH:
Climb to 3300 direct ZABVI and hold.

AWOS-3 119.075	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1772-1		250 (300-1)	
LNAV/VNAV DA	1924-1⅓		402 (400-1⅓)	
LNAV MDA	1920-1	398 (400-1)	1920-1⅓	398 (400-1⅓)
CIRCLING	2120-1	597 (600-1)	2120-1½	2120-2 597 (600-2)

REIL Rwy 17 and 35 ①
MIRL Rwy 17-35 and 9-27 ①

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45629 W27A	APP CRS 265°	Rwy Idg 3400 TDZE 1523 Apt Elev 1523
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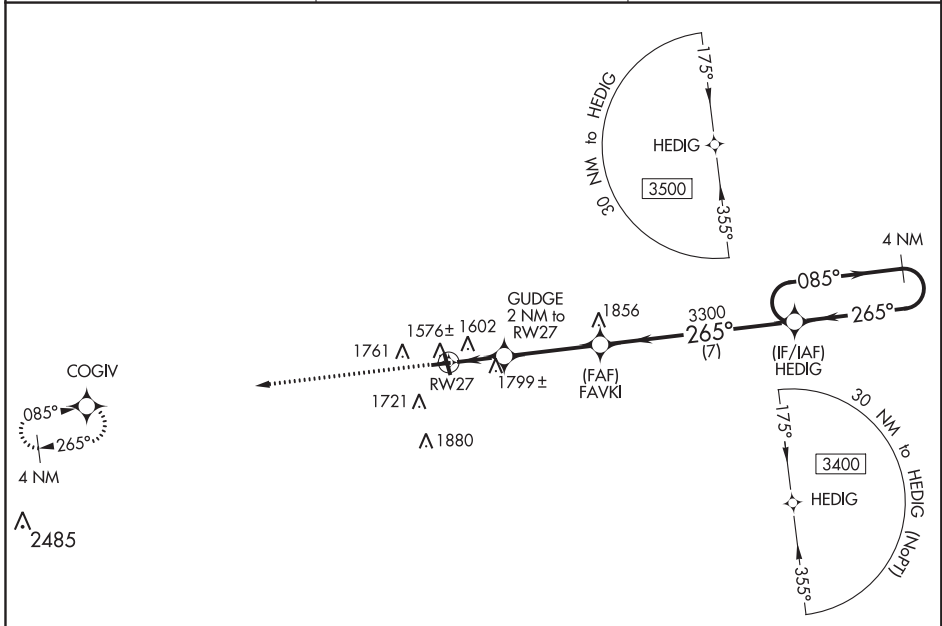
RNAV (GPS) RWY 27

LANGLADE COUNTY (AIG)

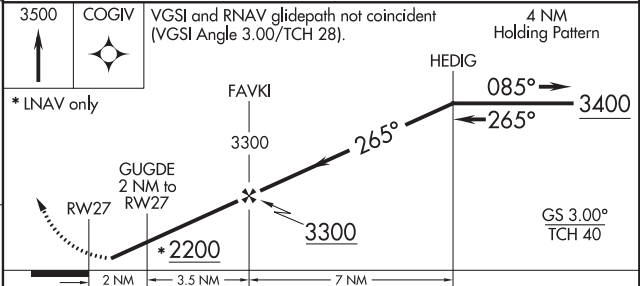
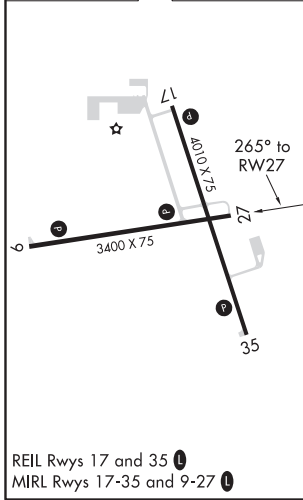
⚠ Baro-VNAV NA when using Wausau Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
⚠ Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Wausau Downtown altimeter setting; increase all DA 105 feet, all LPV visibilities ¾ mile, and all LNAV/VNAV visibilities ¼ mile; increase all MDA 120 ft, LNAV Cat C and D visibilities ¾ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH:
Climb to 3500 direct COGIV and hold.

AWOS-3 119.075	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 📻
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ELEV 1523	TDZE 1523
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CATEGORY	A	B	C	D
LPV DA	1773-¾		250 (300-¾)	
LNAV/VNAV DA	2137-2¼		614 (700-2¼)	
LNAV MDA	2060-1 537 (600-1)		2060-1½ 537 (600-1½)	
CIRCLING	2120-1 597 (600-1)		2120-2 597 (600-2)	

ANTIGO, WISCONSIN
Orig-A 26JUN14

45°09'N-89°07'W

LANGLADE COUNTY (AIG) RNAV (GPS) RWY 27

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45732 W35A	APP CRS 346°	Rwy Idg 4010 TDZE 1522 Apt Elev 1523
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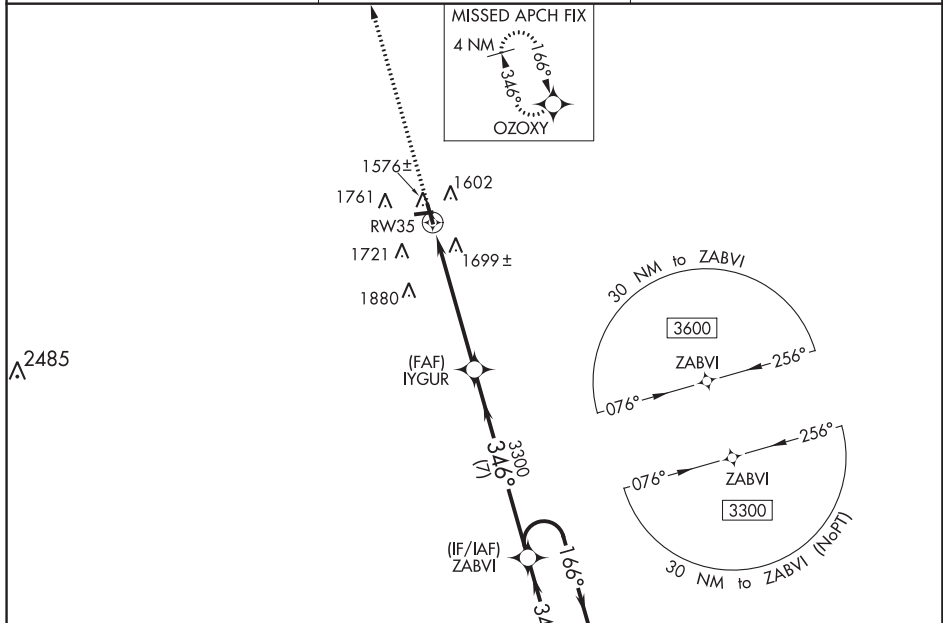
RNAV (GPS) RWY 35

LANGLADE COUNTY (AIG)

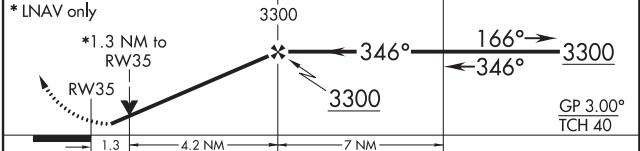
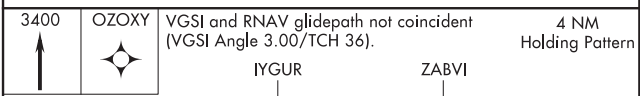
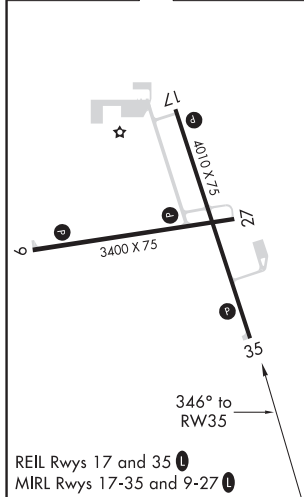
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wausau Downtown altimeter setting. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Wausau Downtown altimeter setting; increase all DA 105 feet and visibility LPV all Cats ¼ mile and LNAV/VNAV all Cats ¼ mile; increase all MDA 120 feet and visibility LNAV Cat C/D and Circling Cat C ½ mile and Circling Cat D ½ mile.

MISSED APPROACH: Climb to 3400 direct OZOXY and hold.

AWOS-3 119.075	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) ①
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ELEV 1523	TDZE 1522
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CATEGORY	A	B	C	D
LPV DA		1772-1	250 (300-1)	
LNAV/VNAV DA		2019-1¾	497 (500-1¾)	
LNAV MDA	1960-1	438 (500-1)	1960-1¼	438 (500-1¼)
CIRCLING	2120-1	597 (600-1)	2120-1½ 597 (600-1½)	2120-2 597 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017


LOC/DME I-ATW 109.1 Chan 28	APP CRS 028°	Rwy Idg 8002 TDZE 888 Apt Elev 918
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ILS or LOC RWY 3

APPLETON INTL (ATW)

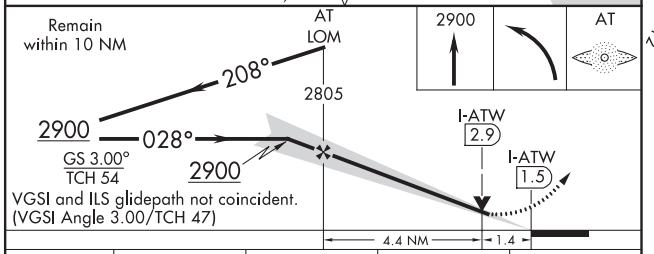
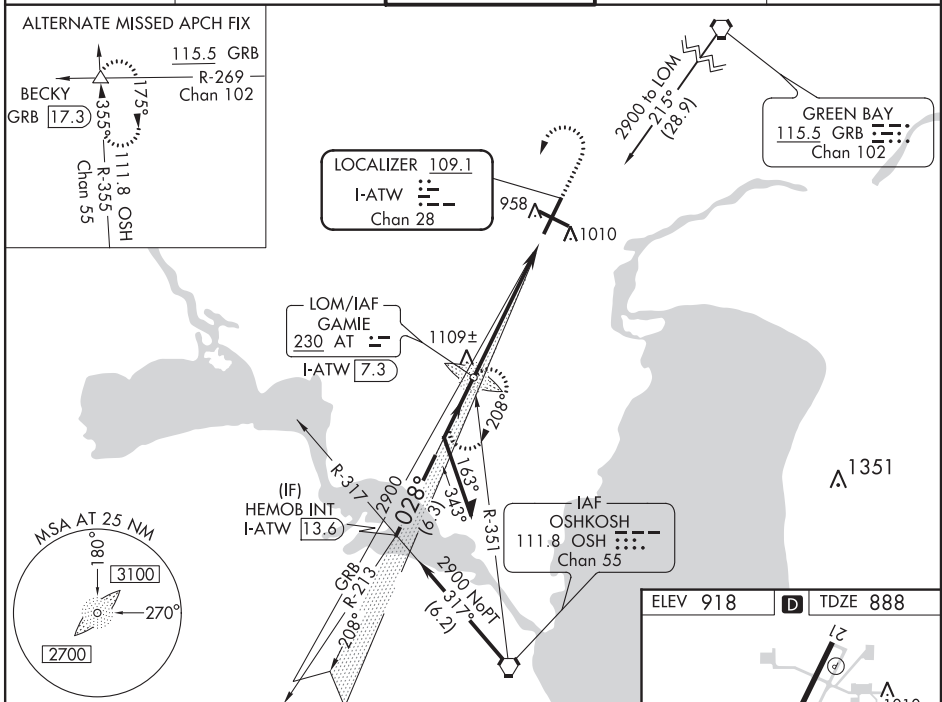
ADF REQUIRED. VDP NA when using Austin Straubel Intl altimeter setting.
When using Austin Straubel altimeter setting for inoperative MALSR increase S-ILS visibility ½ mile all Cats. When local altimeter setting not received, use Austin Straubel Intl altimeter setting and increase DA 81 feet all Cats; increase all MDA 100 feet and S-LOC Cat C and D ¼ mile.
 * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH:
Climb to 2900 then left turn direct GAMIE LOM and hold.

ATIS 127.15	GREEN BAY APP CON* 126.3 338.2	APPLETON TOWER* 119.6 (CTAF)	GND CON 121.7	UNICOM 122.95
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ELEV 918 TDZE 888

6501 X 150

8002 X 150

0.95 Up

30

1010 A

TWR 961

028° 5.8 NM from FAF

REIL Rwy 12 and 21

HIRL Rwy 12-30 and 3-21

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 3		* 1088/24	200 (200-½)	
S-LOC 3	1380/24	492 (500-½)	1380/40 492 (500-¾)	1380/50 492 (500-1)
CIRCLING	1380-1	462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-AQZ 109.7 Chan 34	APP CRS 298°	Rwy Idg TDZE Apt Elev	6501 875 918
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ILS or LOC RWY 30

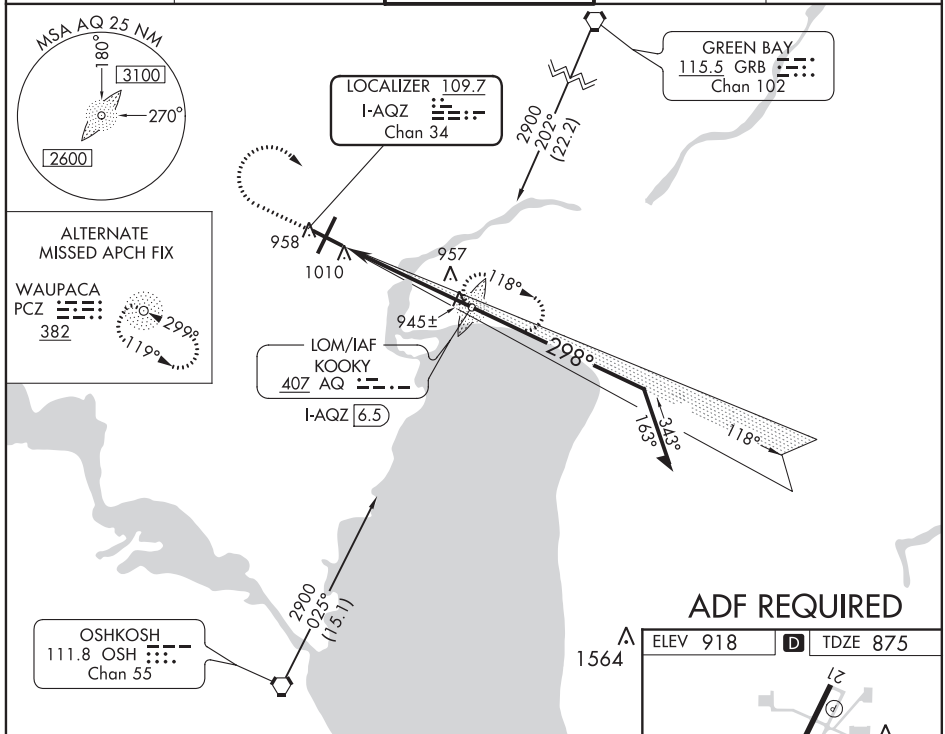
APPLETON INTL (ATW)

NA For inoperative MALSR when using Austin Straubel Intl altimeter setting, increase S-ILS all Cats visibility to 1 mile. ADF required. When local altimeter setting not received, use Austin Straubel Intl altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase S-LOC Cat C and D visibility ¼ mile. VDP NA when using Austin Straubel Intl altimeter setting.

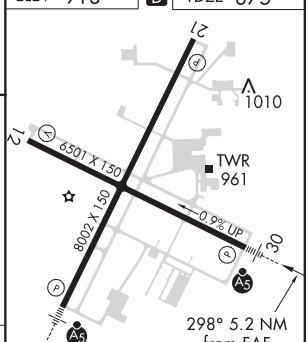
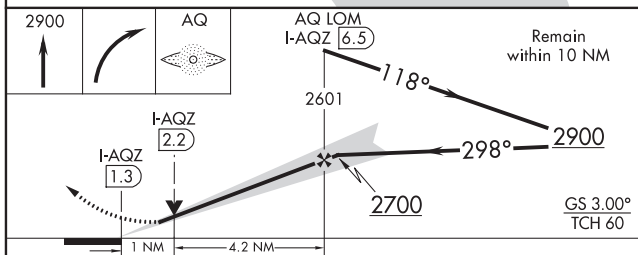


MISSED APPROACH:
Climb to 2900, then right turn direct KOOKY LOM/I-AQZ 6.5 DME and hold.

ATIS 127.15	GREEN BAY APP CON* 126.3 338.2	APPLETON TOWER* 119.6 (CTAF)	GND CON 121.7	UNICOM 122.95
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ADF REQUIRED
ELEV 918 TDZE 875



CATEGORY	A	B	C	D
S-ILS 30	1075-½		200 (200-½)	
S-LOC 30	1220-½ 345 (400-½)		1220-¾ 345 (400-¾)	
CIRCLING	1340-1 422 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)

REIL Rwys 12 and 21
HIRL Rws 12-30 and 3-21

FAF to MAP 5.2 NM

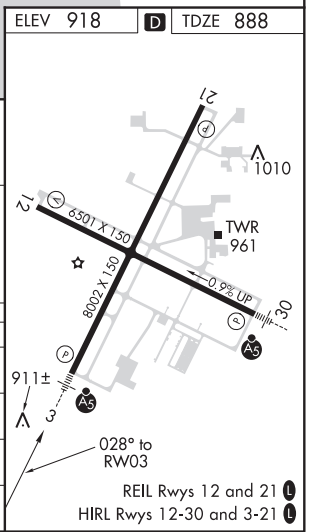
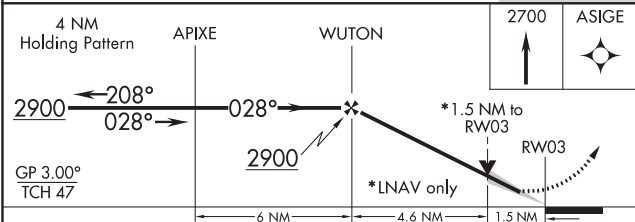
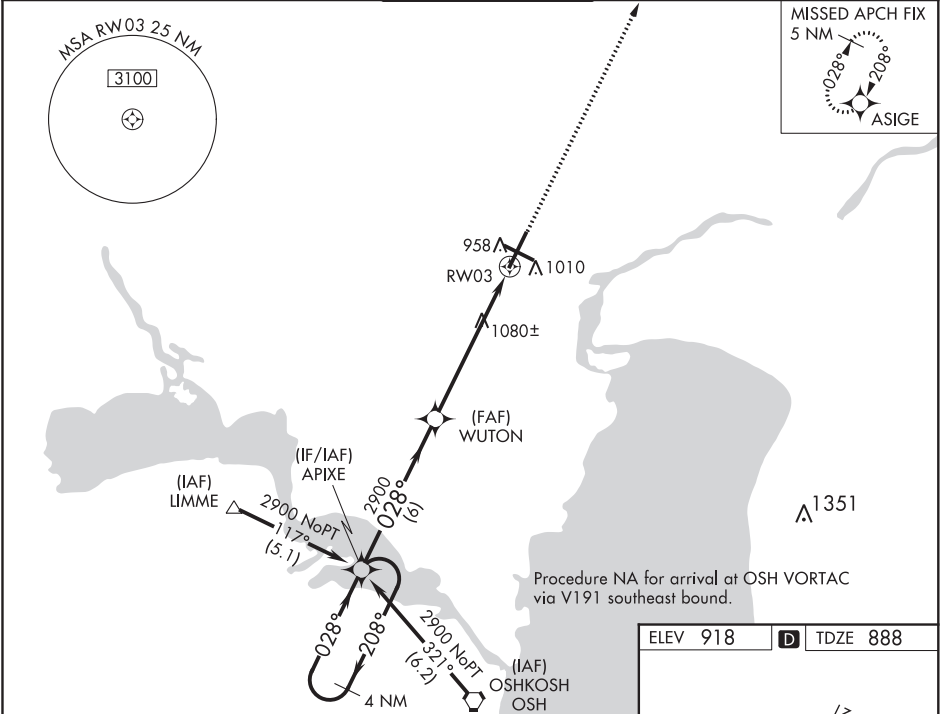
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

WAAS CH 56223 W03A	APP CRS 028°	Rwy Idg 8002 TDZE 888 Apt Elev 918
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RNAV (GPS) RWY 3

APPLETON INTL (ATW)

<p>▼ Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Austin Straubel Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro/VNAV and VDP NA when using Austin Straubel Intl altimeter setting. For inoperative MALSRS increase LPV visibility to RVR 4000 all Cats.</p>		<p>MALSRS</p>	<p>MISSED APPROACH: Climb to 2700 direct ASIGE and hold.</p>	
ATIS 127.15	GREEN BAY APP CON* 126.3 338.2	APPLETON TOWER* 119.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95



CATEGORY	A	B	C	D
LPV DA		1138/24	250 (300-½)	
RNAV/VNAV DA		1232/40	344 (400-¾)	
RNAV MDA	1400/24	512 (500-½)	1400/50 512 (500-1)	1400/60 512 (500-1¼)
CIRCLING	1400-1	482 (500-1)	1400-1½ 482 (500-1½)	1480-2 562 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82716 W12A	APP CRS 118°	Rwy Idg TDZE Apt Elev	6501 918 918
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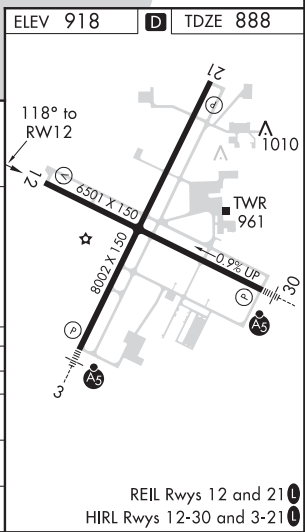
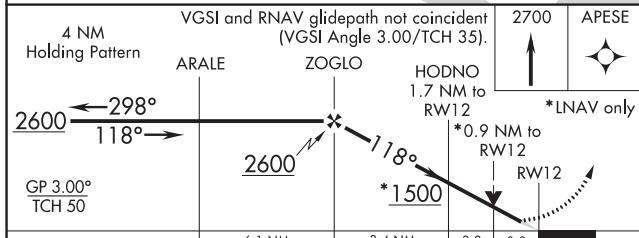
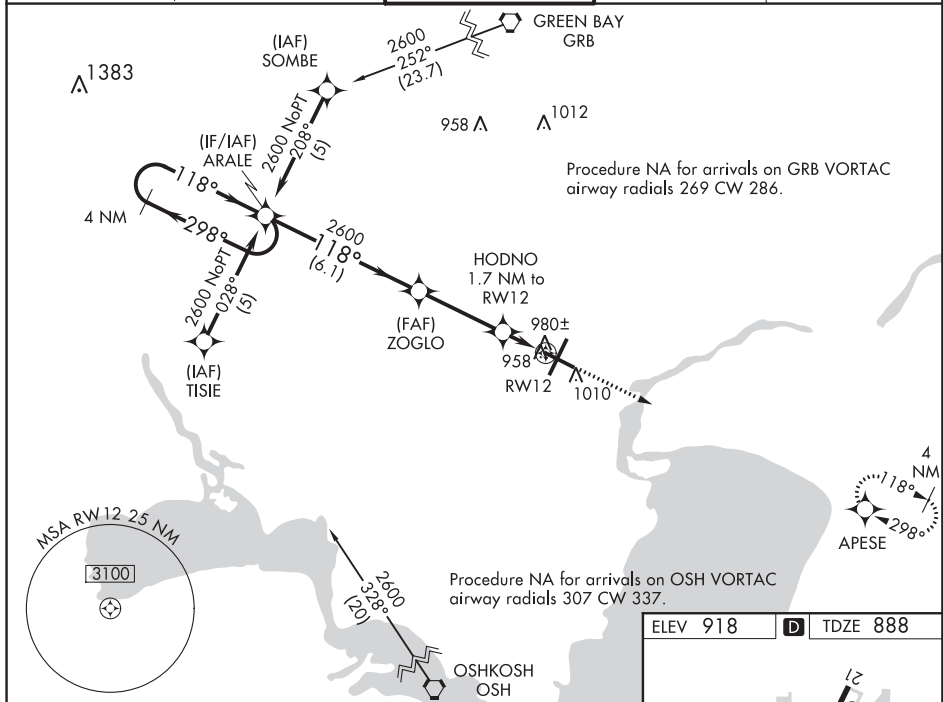
RNAV (GPS) RWY 12

APPLETON INTL (ATW)

⚠ 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 not received, use Austin Straubel Intl altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility 1/4 mile. Baro-VNAV and VDP NA when using Austin Straubel altimeter setting.

MISSED APPROACH:
Climb to 2700 direct APESE and hold.

ATIS 127.15	GREEN BAY APP CON* 126.3 338.2	APPLETON TOWER* 119.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1118-3/4	200 (200-3/4)	
LNAV/VNAV DA		1329-1 1/2	411 (500-1 1/2)	
LNAV MDA		1240-1	322 (400-1)	
CIRCLING	1340-1 422 (500-1)	1380-1 462 (500-1)	1380-1 1/2 462 (500-1 1/2)	1480-2 562 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93517 W21A	APP CRS 208°	Rwy Idg TDZE Apt Elev	8002 879 918
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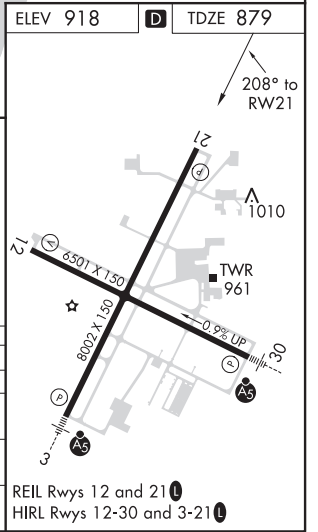
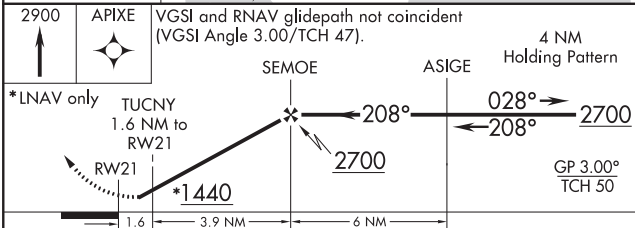
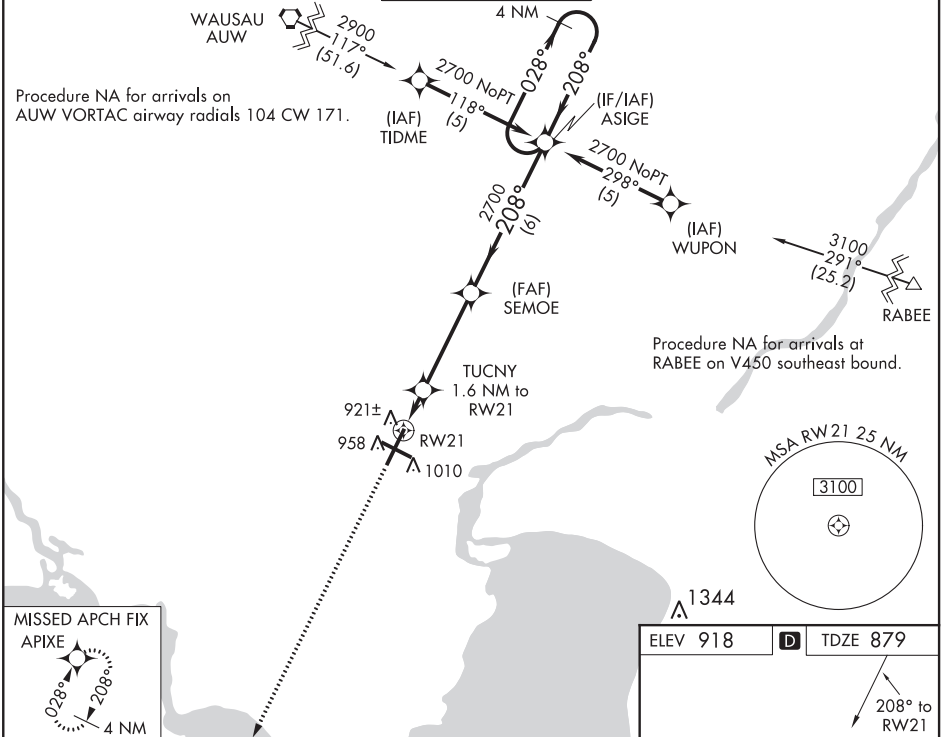
RNAV (GPS) RWY 21

APPLETON INTL (ATW)

▼ Baro-VNAV NA when using Austin Straubel 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 by helicopters NA. When local altimeter setting not received, use Austin Straubel Intl altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 2900 direct
APIXE and hold.

ATIS 127.15	GREEN BAY APP CON* 126.3 338.2	APPLETON TOWER* 119.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1129-1	250 (300-1)	
LNAV/VNAV DA		1246-1¼	367(400-1)	
LNAV MDA	1280-1	401(400-1)	1280-1¼	401 (400-1¼)
CIRCLING	1340-1 422 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APPLETON, WISCONSIN

AL-5216 (FAA)

15288

WAAS CH 42517 W30A	APP CRS 298°	Rwy Idg TDZE Apt Elev	6501 875 918
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RNAV (GPS) RWY 30

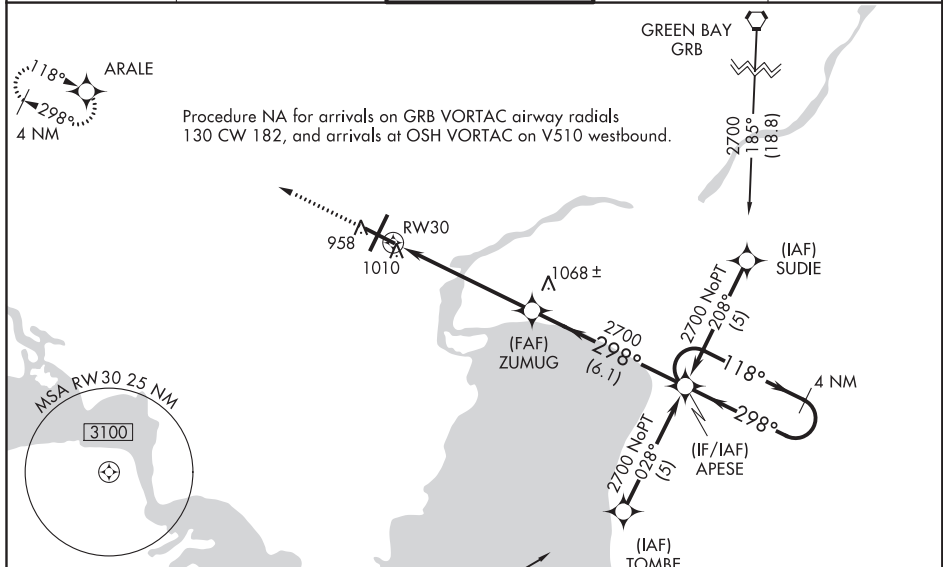
APPLETON INTL (ATW)

⚠ 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 MALSRS when using Austin Straubel Intl altimeter setting, increase LPV all Cats visibility to 1 mile. When local altimeter not received, use Austin Straubel Intl altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ½ mile. Baro-VNAV and VDP NA when using Austin Straubel Intl altimeter setting.

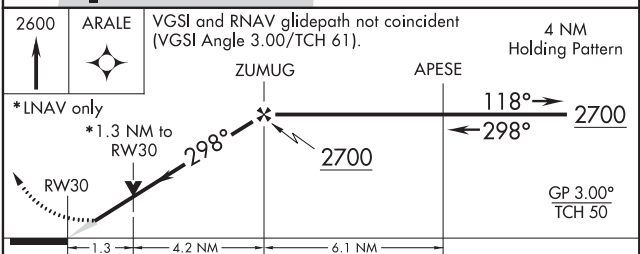
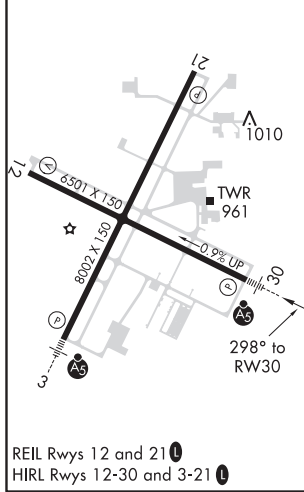


MISSED APPROACH:
Climb to 2600 direct ARALE WP hold.

ATIS 127.15	GREEN BAY APP CON* 126.3 338.2	APPLETON TOWER* 119.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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ELEV 918	D	TDZE 875
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CATEGORY	A	B	C	D
LPV DA		1075-½	200 (200-½)	
LNAV/VNAV DA		1310-1	435 (400-1)	
LNAV MDA	1320-½	445 (500-½)	1320-¾ 445 (500-¾)	1320-1 445 (500-1)
CIRCLING	1340-1 422 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)

APPLETON, WISCONSIN
Amdt 1A 15OCT15

44°15'N-88°31'W

APPLETON INTL (ATW) RNAV (GPS) RWY 30

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

15288

AIRPORT DIAGRAM

AL-5216 (FAA)

APPLETON INTL (ATW)
APPLETON, WISCONSIN

ATIS
127.15
APPLETON TOWER*
119.6
GND CON
121.7

NON MOVEMENT
AREA



D

ELEV 878

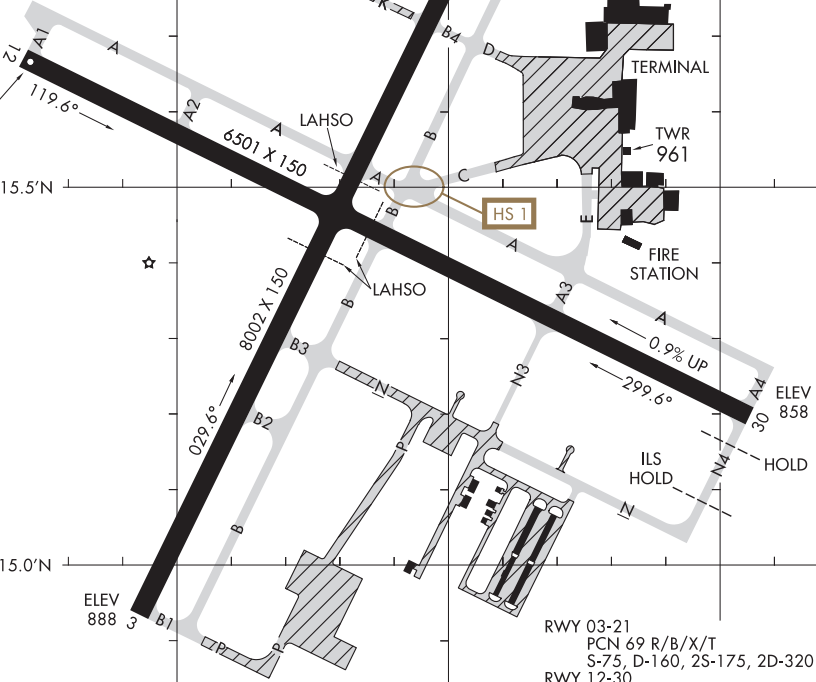
44°16.0'N

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

EC-3, 10 NOV 2016 to 05 JAN 2017

FIELD
ELEV
918

44°15.5'N



EC-3, 10 NOV 2016 to 05 JAN 2017

44°15.0'N

ELEV 888

RWY 03-21
PCN 69 R/B/X/T
S-75, D-160, 2S-175, 2D-320
RWY 12-30
PCN 60 R/B/X/T
S-75, D-160, 2S-175, 2D-320

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REARBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

88°31.5'W

88°31.0'W

88°30.5'W

AIRPORT DIAGRAM

15288

APPLETON, WISCONSIN
APPLETON INTL (ATW)

WAAS CH 72707 W02A	APP CRS 023°	Rwy Idg 5197
		TDZE 826
		Apt Elev 827

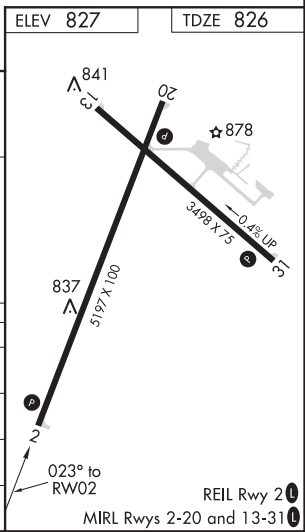
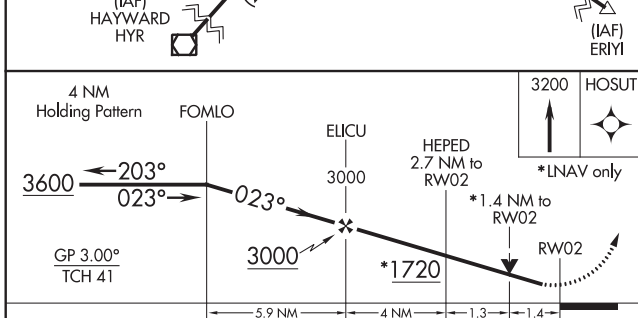
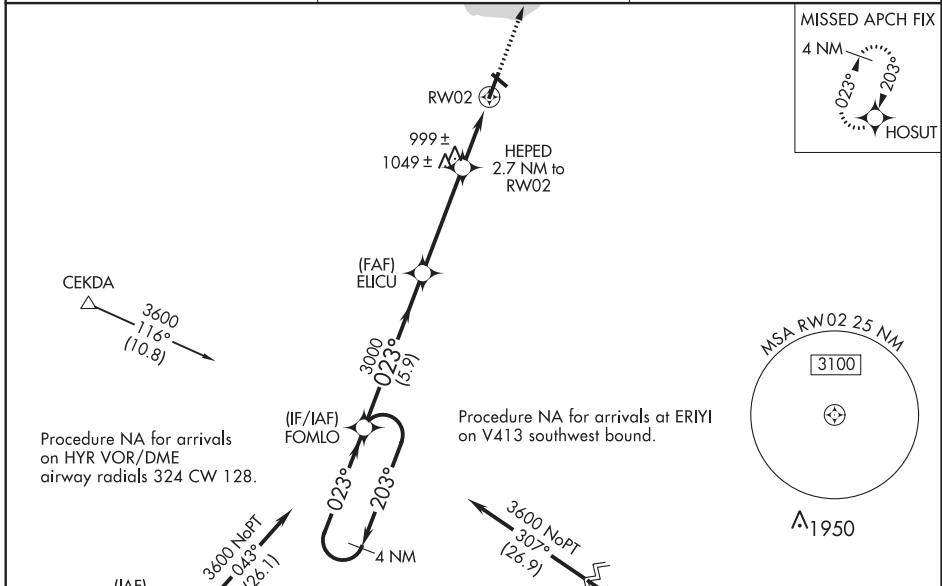
RNAV (GPS) RWY 2

JOHN F. KENNEDY MEMORIAL (ASX)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction ¾ below SM NA. Baro-VNAV and VDP NA when using Ironwood altimeter setting. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and all MDAs 140 feet; increase LPV all Cats and LNAV Cat C/D visibility ¾ mile, LNAV/VNAV all Cats and Circling Cat C/D visibility ½ mile.

MISSED APPROACH:
Climb to 3200 direct HOSUT and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1076-7/8	250 (300-7/8)	
LNAV/VNAV DA		1103-7/8	277 (300-7/8)	
LNAV MDA	1300-1	474 (500-1)	1300-1 3/8	474 (500-1 3/8)
C CIRCLING	1300-1	473 (500-1)	1440-1 3/4 613 (700-1 3/4)	1560-2 1/4 733 (800-2 1/4)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61107 W13A	APP CRS 132°	Rwy Idg TDZE Apt Elev	3498 827 827
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RNAV (GPS) RWY 13

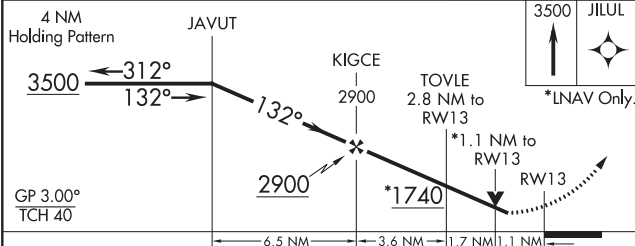
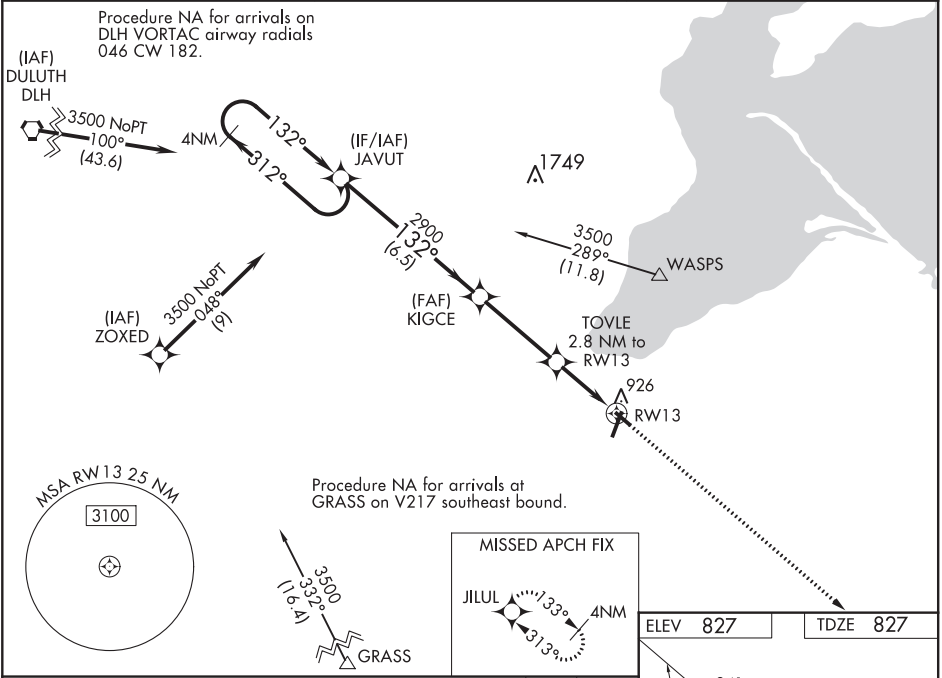
JOHN F. KENNEDY MEMORIAL (ASX)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Ironwood altimeter setting. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and all MDAs 140 feet; increase LPV, LNAV/VNAV all Cats, and LNAV Cat C/D visibility ¾ mile and Circling Cat C/D visibility ½ mile.

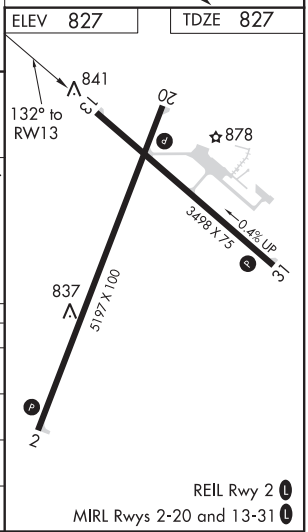
❄ -31°C/-24°F

MISSED APPROACH: Climb to 3500 direct JILUL and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		1077-7/8	250 (300-7%)	
LNAV/ VNAV DA		1110-1	283 (300-1)	
LNAV MDA		1200-1	373 (400-1)	
CIRCLING	1240-1	1280-1	1440-1¾	1560-2¼
	413 (500-1)	453 (500-1)	613 (700-1¾)	733 (800-2¼)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90307 W20A	APP CRS 203°	Rwy Idg 5197
		TDZE 827
		Apt Elev 827

RNAV (GPS) RWY 20

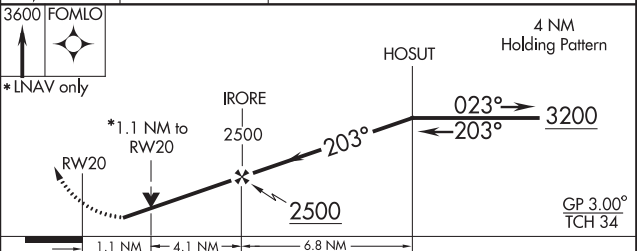
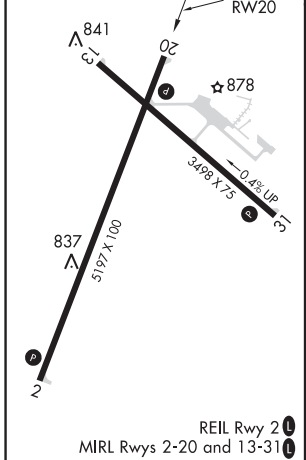
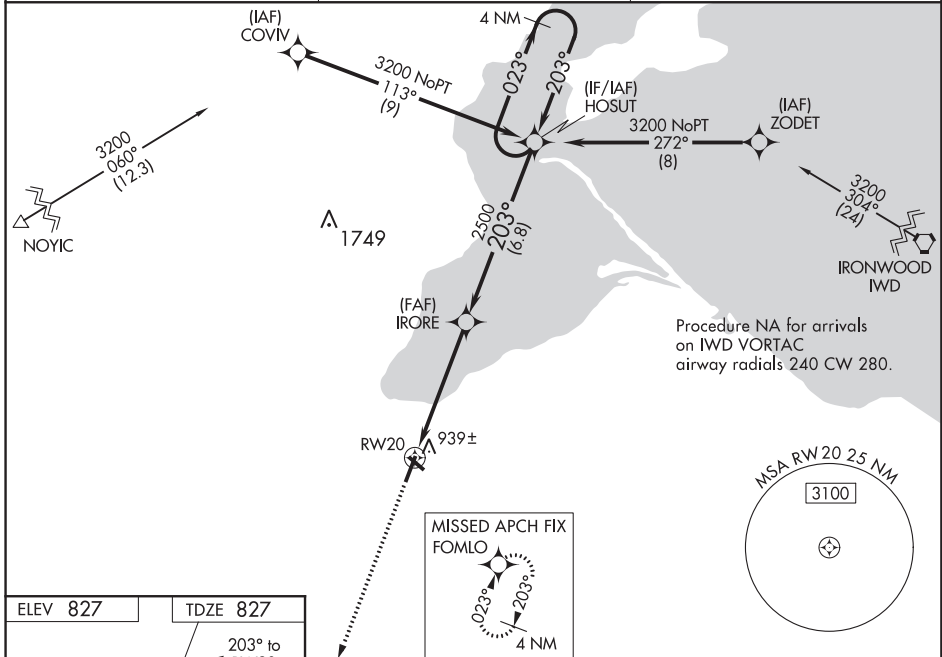
JOHN F. KENNEDY MEMORIAL (ASX)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Baro-VNAV and VDP NA when using Ironwood altimeter setting. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and all MDAs 140 feet; increase LPV, LNAV/VNAV all Cats and Circling Cat C/D visibility ½ mile, and LNAV Cat C/D visibility ⅓ mile.

❄ -31°C/-24°F

MISSED APPROACH: Climb to 3600 direct FOMLO and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		1128-1	301 (300-1)	
LNAV/VNAV DA		1124-1	297 (300-1)	
LNAV MDA		1200-1	373 (400-1)	
C CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1440-1¾ 613 (700-1¾)	1560-2¼ 733 (800-2¼)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65807 W31A	APP CRS 313°	Rwy Idg 3498	TDZE 827
		Apt Elev 827	

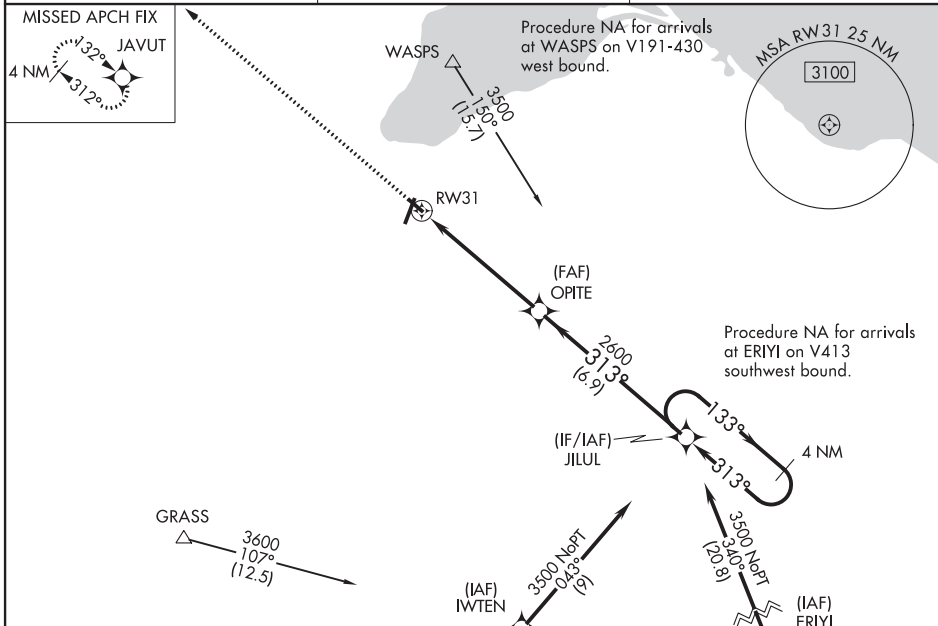
RNAV (GPS) RWY 31

JOHN F. KENNEDY MEMORIAL (ASX)

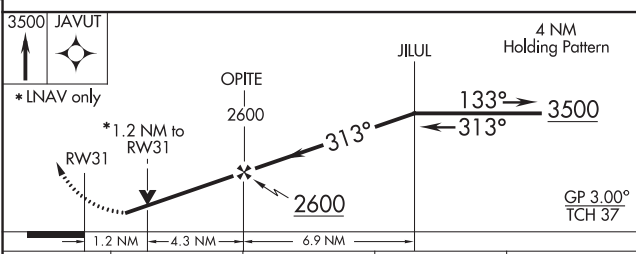
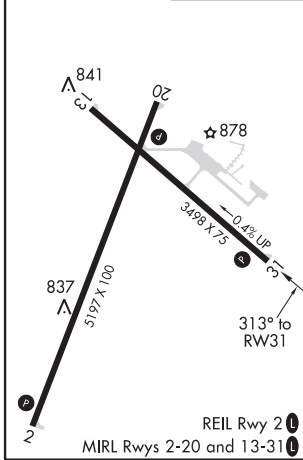
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Baro-VNAV and VDP NA when using Ironwood altimeter setting. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and all MDAs 140 feet; increase LPV all Cats and LNAV Cat C/D visibility ½ mile, LNAV/VNAV all Cats and Circling Cat C/D visibility ½ mile.

⚠ MISSED APPROACH: Climb to 3500 direct JAVUT and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF) 0
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ELEV 827	TDZE 827
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CATEGORY	A	B	C	D
LPV DA		1077-7/8	250 (300-7/8)	
LNAV/VNAV DA		1125-1	298 (300-1)	
LNAV MDA	1240-1	413 (500-1)	1240-1 1/4	413 (500-1 1/4)
C CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1440-1 3/4 613 (700-1 3/4)	1560-2 1/4 733 (800-2 1/4)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-ASX 109.3 Chan 30	APP CRS 023°	Rwy Idg TDZE Apt Elev	5197 826 827
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LOC/DME RWY 2

JOHN F. KENNEDY MEMORIAL (ASX)

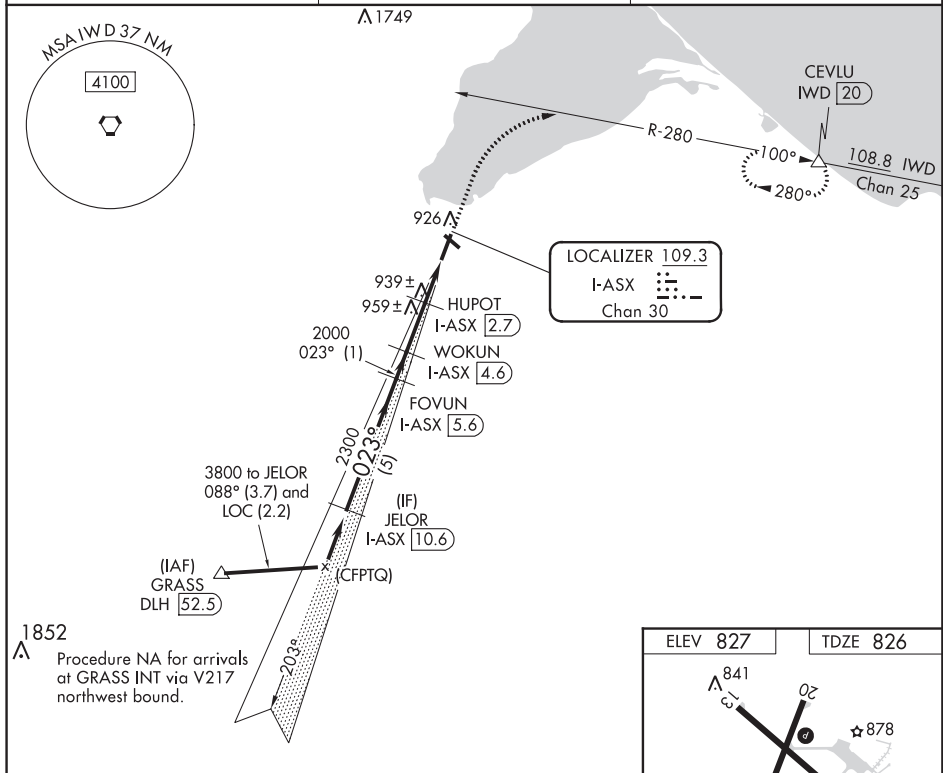
⚠ VDP NA with Ironwood altimeter setting. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Ironwood altimeter setting and increase all MDA 140 feet; increase S-LOC 2 Cat C/D visibility 3/8 mile and Circling Cat C/D visibility 1/2 mile.

⚠ NA

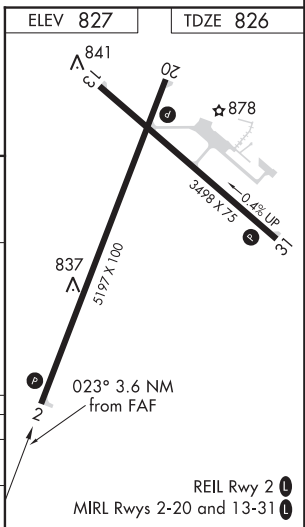
⚠ -31°C/-24°F

MISSED APPROACH: Climb to 2200 then climbing right turn to 3500 on IWD VORTAC R-280 to CEVLU/IWD 20 DME and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF) 1
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	JELOR I-ASX 10.6	FOVUN I-ASX 5.6	WOKUN I-ASX 4.6	HUPOT I-ASX 2.7	I-ASX 2.1	I-ASX 1
Procedure Turn NA	3800	2300	2000	1400		
	5 NM	1 NM	1.9 NM	0.6 NM	1.1 NM	
CATEGORY	A	B	C	D		
S-2	1200-1	374 (400-1)	1200-1 1/8	374 (400-1 1/8)		
C CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1440-1 1/4 613 (700-1 1/4)	1560-2 1/4 733 (800-2 1/4)		



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53304 W01A	APP CRS 010°	Rwy Idg 5010 TDZE 979 Apt Elev 979
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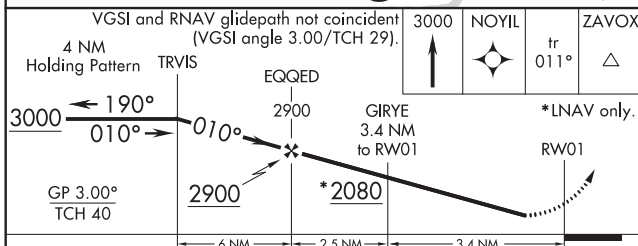
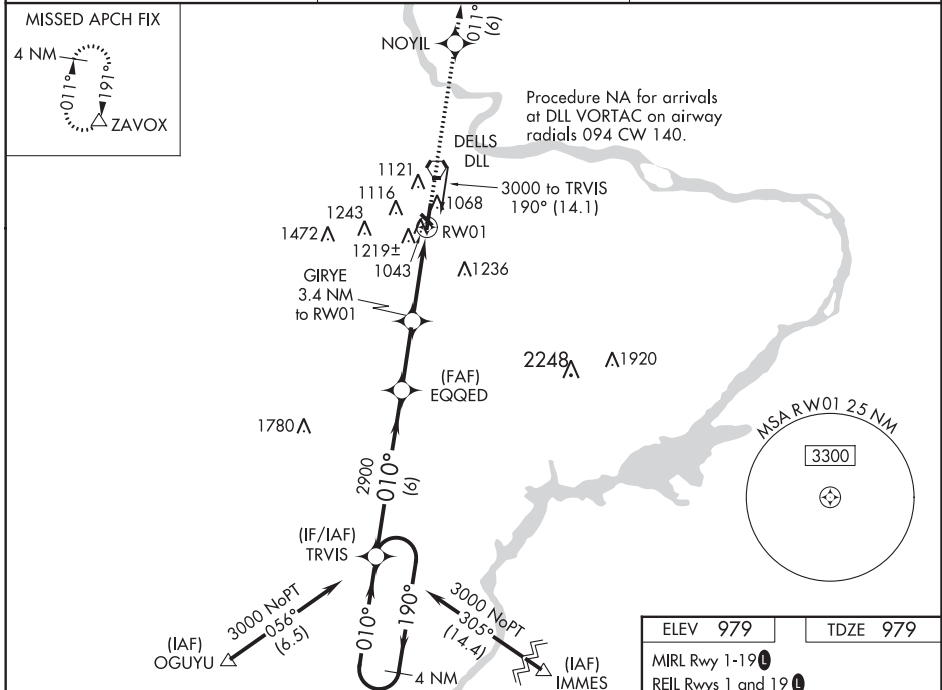
RNAV (GPS) RWY 1

BARABOO WISCONSIN DELLS (DLL)

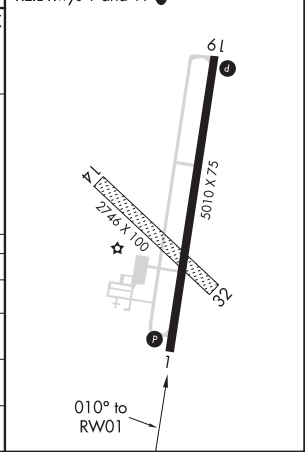
▼ Baro-VNAV NA when using Lone Rock altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lone Rock altimeter setting and increase all DA 97 feet/MDA 100 feet. Increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 3/8 mile, LNAV Cat C visibility 3/8 mile, and Circling Cat C visibility 1/2 mile. Circling NA to Rwy 14-32. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct NOYIL and on track 011° to ZAVOX and hold.

AWOS-3 118.325	MADISON APP CON★ 135.45 343.7	UNICOM 123.05 (CTAF)
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ELEV 979	TDZE 979
MIRL Rwy 1-19	REIL Rws 1 and 19



CATEGORY	A	B	C	D
LPV DA	1229-1	250 (300-1)		NA
LNAV/VNAV DA	1391-1 3/8	412 (500-1 3/8)		NA
LNAV MDA	1480-1 501 (600-1)		1480-1 3/8 501 (600-1 3/8)	NA
CIRCLING	1540-1 560 (600-1)		1560-1 1/2 580 (600-1 1/2)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

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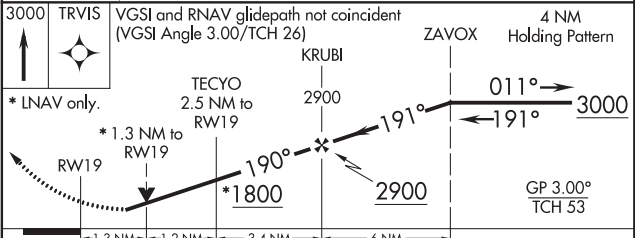
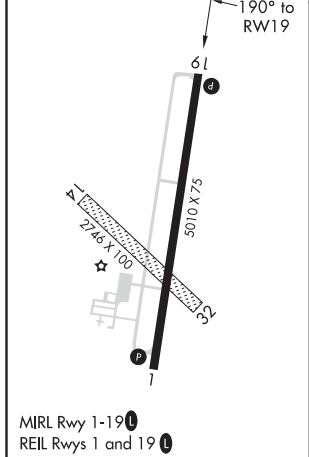
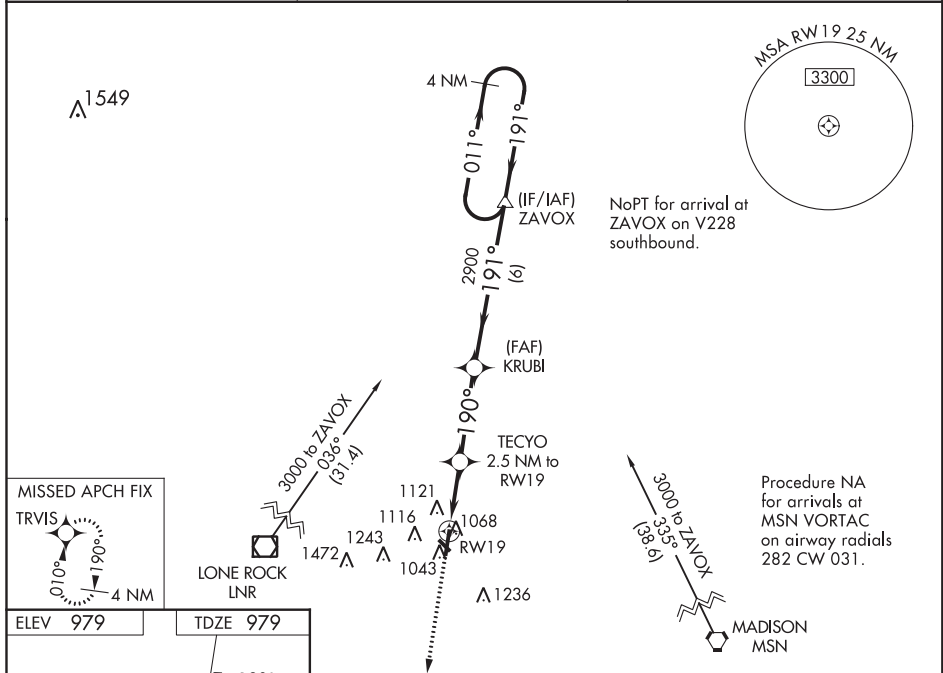
WAAS CH 78232 W19A	APP CRS 190°	Rwy Idg TDZE Apt Elev	5010 979 979
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RNAV (GPS) RWY 19
BARABOO WISCONSIN DELLS (DLL)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lone Rock altimeter setting and increase LPV DA to 1438 feet and LNAV/VNAV DA to 1399 feet, LPV visibility 3/8 mile, LNAV/VNAV visibility 1/4 mile; increase all MDA 100 feet, LNAV Cat C visibility 1/8 mile, Circling Cat C visibility 1/2 mile. Helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA with Lone Rock altimeter setting. Circling NA to Rwy 14 and 32.

⚠ MISSED APPROACH: Climb to 3000 direct TRVIS and hold.

AWOS-3 118.325	MADISON APP CON ★ 135.45 343.7	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1341-1 1/4	362 (400-1 1/4)		NA
LNAV/VNAV DA	1302-1 1/8	323 (400-1 1/8)		NA
LNAV MDA	1420-1 441 (500-1)	1420-1 3/8 441 (500-1 3/8)		NA
C CIRCLING	1540-1 561 (600-1)	1560-1 1/2 581 (600-1 1/2)		NA

LOC/DME I-DLL	APP CRS	Rwy Idg	5010
109.15	010°	TDZE	979
Chan 28(Y)		Apt Elev	979

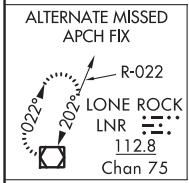
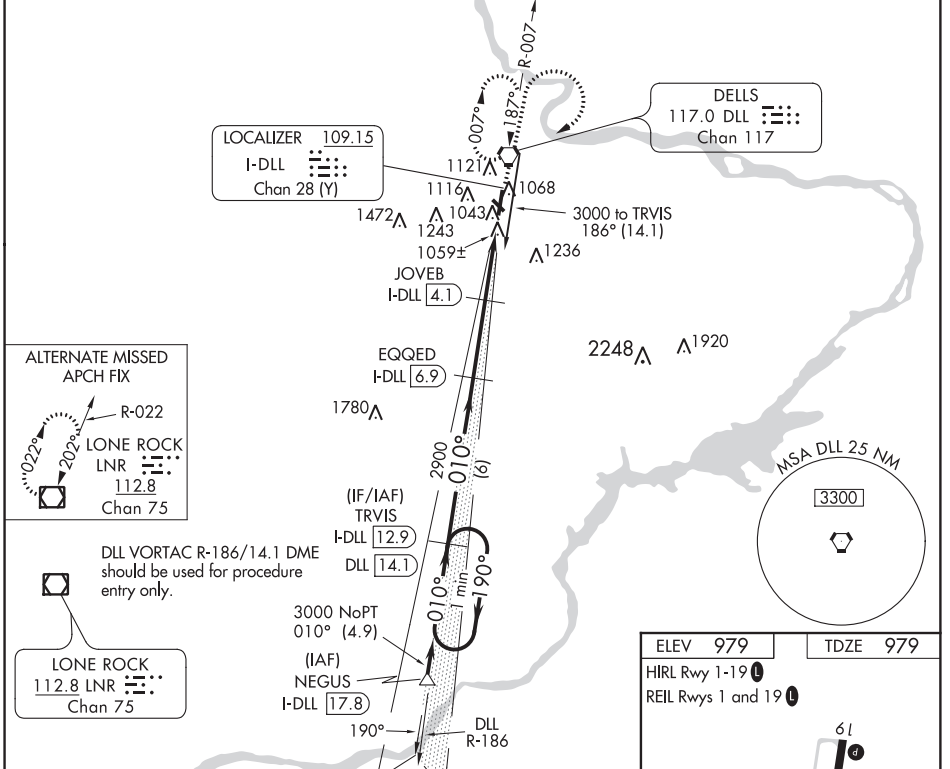
LOC/DME RWY 1

BARABOO WISCONSIN DELLS (DLL)

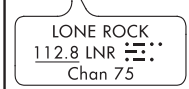
NA Circling NA to Rwys 14 and 32. When local altimeter setting not received, use Lone Rock altimeter setting and increase all MDA 100 feet, increase S-1 Cat C visibility 1/4 mile, increase Circling Cat C visibility 1/2 mile. VDP NA when using Lone Rock altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct DLL VORTAC and hold.

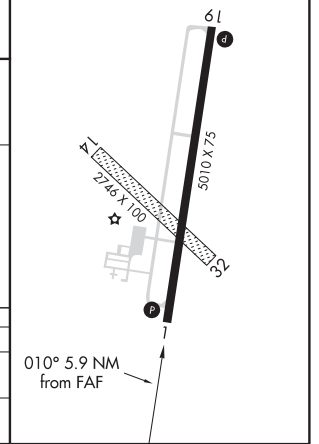
AWOS-3 118.325	MADISON APP CON ★ 135.45 343.7	UNICOM 123.05 (CTAF) 0
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DLL VORTAC R-186/14.1 DME should be used for procedure entry only.



ELEV 979	TDZE 979
HIRL Rwy 1-19 0	REIL Rws 1 and 19 0



Use I-DLL DME when on the localizer course.

One Minute Holding Pattern	TRVIS I-DLL 12.9	EQQED I-DLL 6.9	JOVEB I-DLL 4.1	I-DLL 2	I-DLL 1
3000	190°	010°	010°	3.00° TCH 40	2900
		2000			
		190°			
		6 NM	2.8 NM	2.1 NM	1 NM
CATEGORY	A	B	C	D	
S-1	1320-1 341 (400-1)			NA	
CIRCLING	1540-1 561 (600-1)		1560-1 581 (600-1 1/2)	NA	

EC-3, 10 NOV 2016 to 05 JAN 2017

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BARABOO, WISCONSIN

AL-5319 (FAA)

15288

VORTAC DLL 117.0 Chan 117	APP CRS 187°	Rwy Idg TDZE Apt Elev	N/A N/A 980
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VOR-A

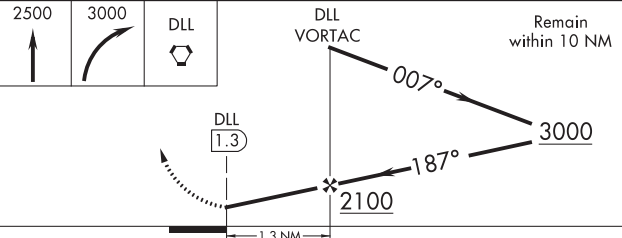
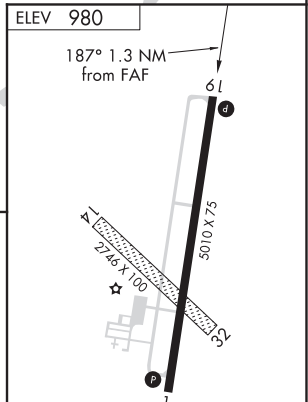
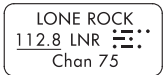
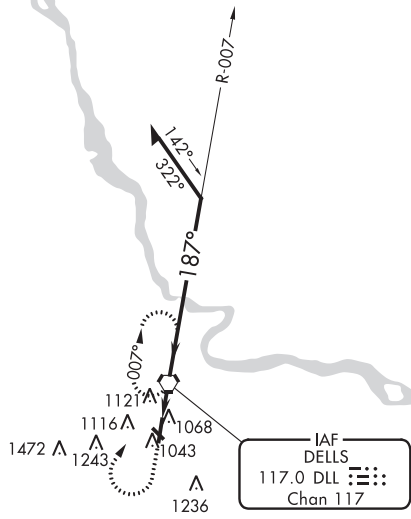
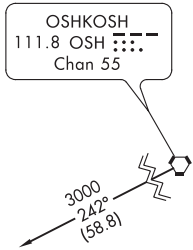
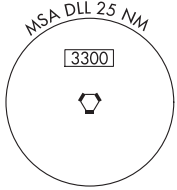
BARABOO WISCONSIN DELLS (DLL)

⚠ If local altimeter setting not received, use Tri-County Rgnl altimeter setting and increase all MDAs 100 feet. Circling NA to Rwy 14-32.
⚠ MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct DLL VORTAC and hold.

AWOS-3
118.325

MADISON APP CON *
135.45 343.7

UNICOM
123.05(CTAF) 0



CATEGORY	A	B	C	D	FAF to MAP 1.3 NM					
CIRCLING	1580-1	600 (600-1)	1580-1½ 600 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	1:18	0:52	0:39	0:31	0:26

BARABOO, WISCONSIN
Amdt 12 25OCT07

BARABOO WISCONSIN DELLS (DLL)

43°31'N-89°46'W

VOR-A

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-BTC 111.15 Chan 48 (Y)	APP CRS 139°	Rwy ldg 10000 TDZE 442 Apt Elev 459
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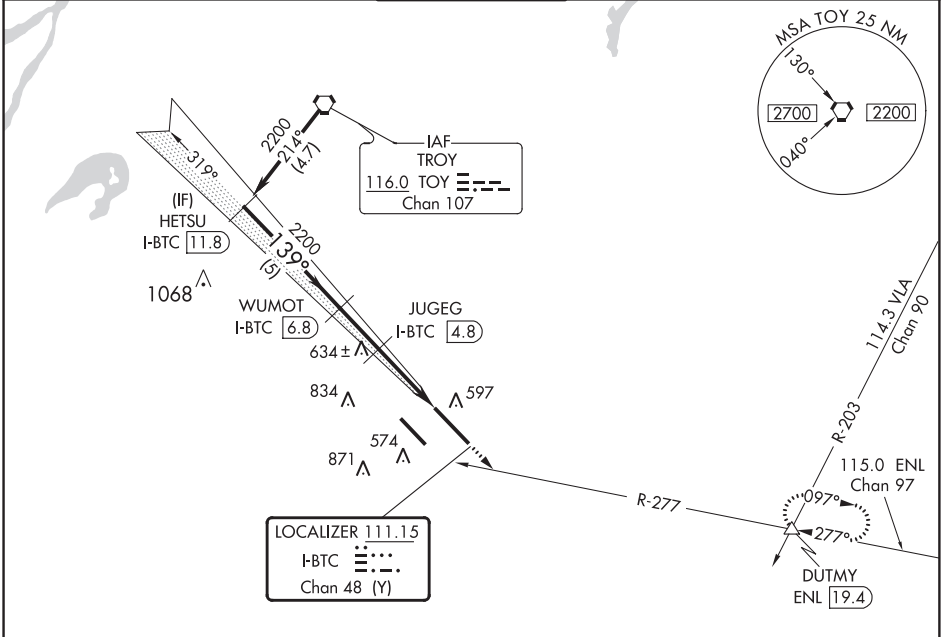
ILS or LOC RWY 14L

SCOTT AFB/MIDAMERICA (BLV)

ASR DME required. When local altimeter not received, use St Louis Downtown altimeter setting; increase DA to 684 and all MDA 60 feet; increase Circling Cats C/D/E visibility ¼ mile.

MISSED APPROACH: Climb to 2000 on heading 139° and ENL VORTAC R-277 to DUTMY INT/ ENL 19.4 DME and hold.

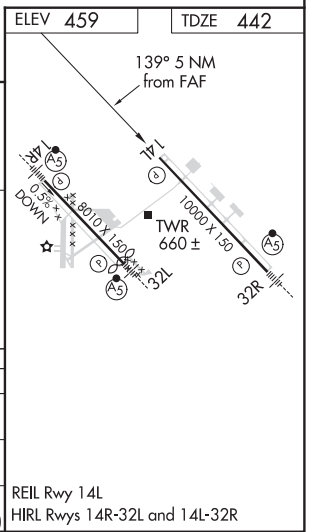
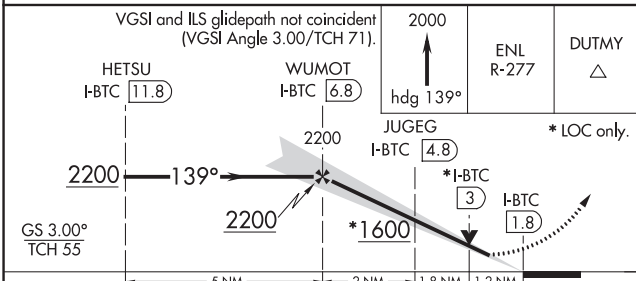
ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 225.4 263.025
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

DME REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 14L	642/40		200 (200-¾)		
S-LOC 14L	900/55 458 (500-1¼)		900-1⅜ 458 (500-1⅝)		
C CIRCLING	1000-1 541 (600-1)	1080-1 621 (700-1)	1240-2¼ 781 (800-2¼)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)

REIL Rwy 14L
HIRL Rws 14R-32L and 14L-32R

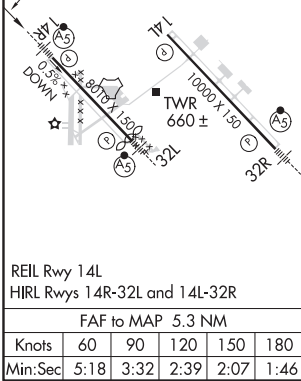
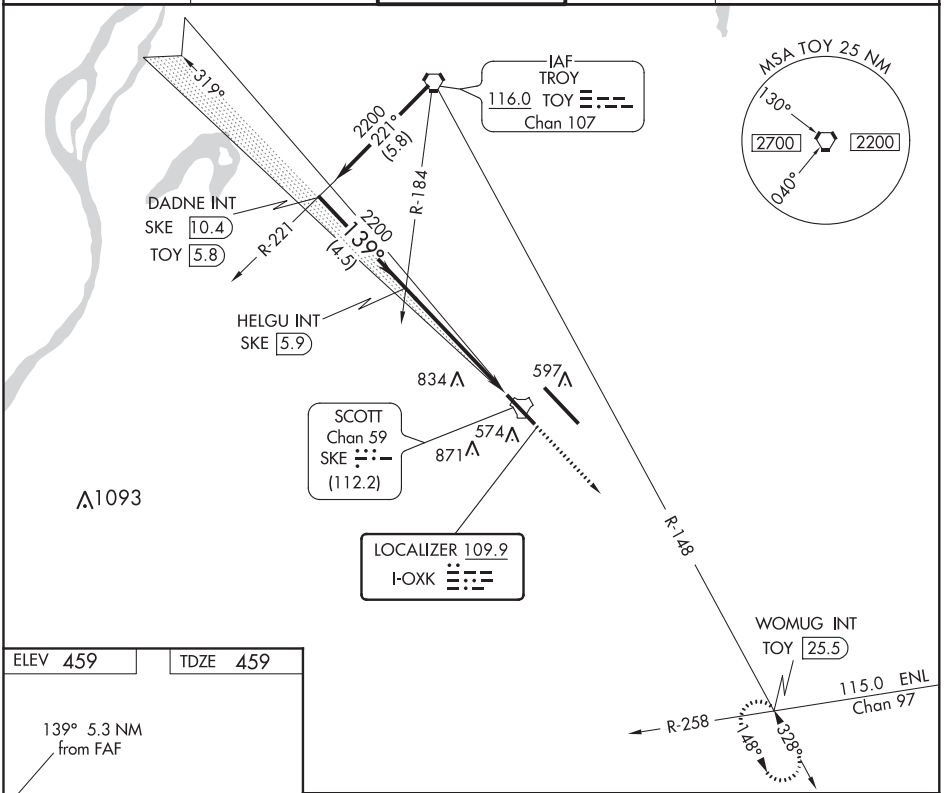
LOC I-OXK 109.9	APP CRS 139°	Rwy Idg 8010 TDZE 459 Apt Elev 459
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ILS or LOC RWY 14R

SCOTT AFB/MIDAMERICA (BLV)

	MALSR	MISSED APPROACH: Climb to 2200 then on TOY VORTAC R-148 to WOMUG INT and hold.

ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 225.4 263.025
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	DADNE INT SKE 10.4	HELGU INT SKE 5.9	2200	TOY R-148	WOMUG INT
	2200	139°	2200		SKE 0.6
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 65).					
	4.5 NM		5.3 NM		
CATEGORY	A	B	C	D	E
S-ILS 14R	* 659/24 200 (200-1/2)				
S-LOC 14R	1040/24	581 (600-1/2)	1040-1/4	581 (600-1/4)	1040-1/2 581 (600-1/2)
CIRCLING	1040-1 581 (600-1)	1080-1 621 (700-1)	1240-2/4 781 (800-2/4)	1240-2/2 781 (800-2/2)	1240-2/3/4 781 (800-2/3/4)

EC-3, 10 NOV 2016 to 05 JAN 2017

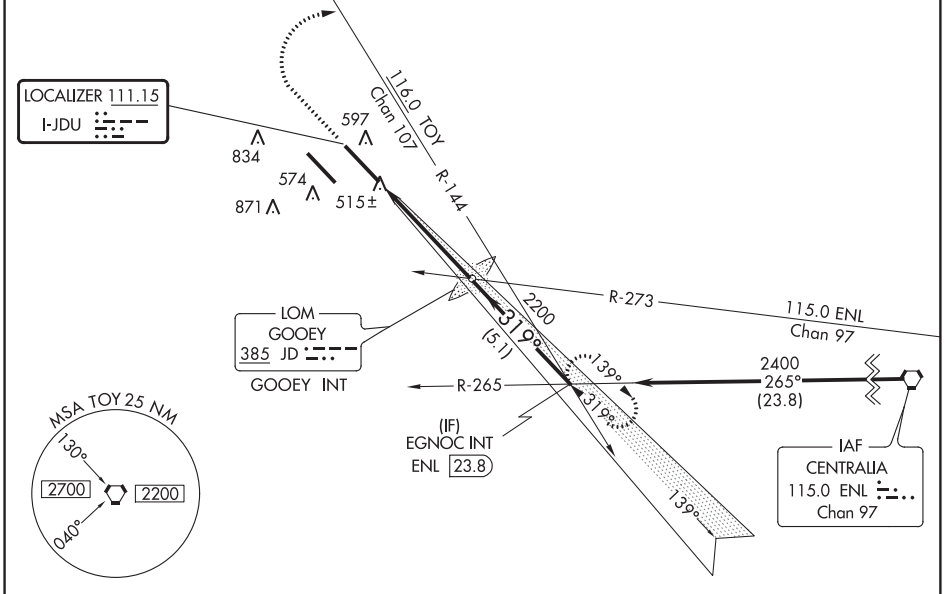
EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-JDU 111.15	APP CRS 319°	Rwy ldg 10000 TDZE 442 Apt Elev 459
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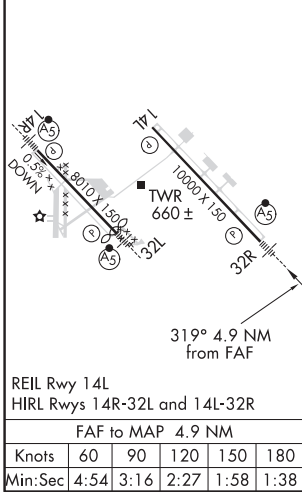
ILS or LOC RWY 32R

SCOTT AFB/MIDAMERICA (BLV)

<p>▽ ** RVR 1800 authorized with use of FD or AP or HUD to DA. When local climeter setting not received, use St Louis Downtown climeter setting; increase DA to 684 feet and all MDA 60 feet; increase S-LOC 32R Cat C/D/E visibility to RVR 3500 and increase Circling Cat C/D/E visibility ¼ mile. For inop MALS, increase S-ILS 32R Cat E visibility to RVR 4000 and increase S-LOC 32R Cat E visibility to RVR 5000. For inop MALS when using St Louis Downtown climeter setting, increase S-ILS 32R Cat E visibility to RVR 4000 and increase S-LOC 32R Cat E visibility to RVR 6000.</p> <p>▲ ASR</p>	MALS R	MISSED APPROACH: Climb to 1500 then climbing right turn to 2400 on heading 194° and TOY VORTAC R-144 to EGNOC INT and hold.		
	<p>ATIS ★</p> <p>128.7 256.7</p>	<p>ST LOUIS APP CON</p> <p>125.2 281.5</p>	<p>SCOTT TOWER</p> <p>128.25 253.5</p>	<p>GND CON</p> <p>119.2 275.8</p>



ELEV 459	TDZE 442
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1500	2400	TOY R-144	EGNOC INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).						
↑	hdg 194°			EGNOC INT						
				GOOEY LOM/INT						
				2064						
				2200						
				319°						
				2400						
				GS 3.00° TCH 55						
				4.9 NM						
				5.1 NM						
CATEGORY	A	B	C	D	E					
S-ILS 32R	**642/24					200 (200-½)				
S-LOC 32R	780/24		338 (400-½)		780/26 338 (400-¾)					
CIRCLING	1000-1		1080-1		1240-2¼		1240-2½		1240-2¾	
	541 (600-1)		621 (700-1)		781 (800-2¼)		781 (800-2½)		781 (800-2¾)	

BELLEVILLE, ILLINOIS
Orig-H 26MAY16

38°33'N-89°50'W

SCOTT AFB/MIDAMERICA (BLV)

ILS or LOC RWY 32R

EC-3, 10 NOV 2016 to 05 JAN 2017

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BELLEVILLE, ILLINOIS

AL-46 (FAA)

16147

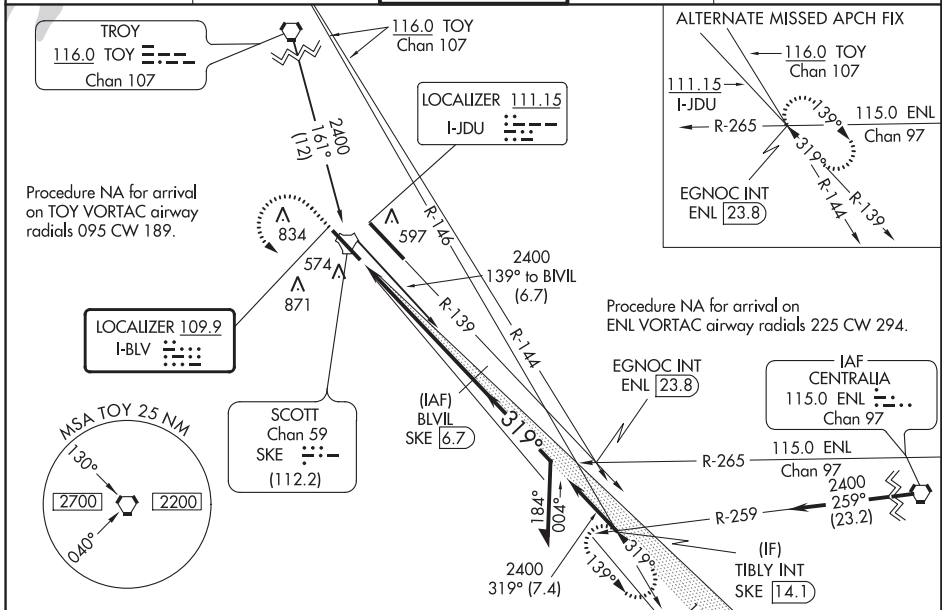
LOC I-BLV 109.9	APP CRS 319°	Rwy Idg TDZE Apt Elev	7801 439 459
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ILS or LOC/DME RWY 32L

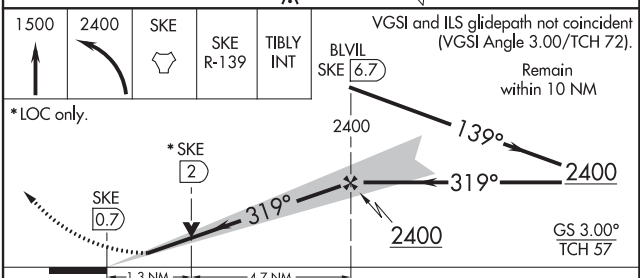
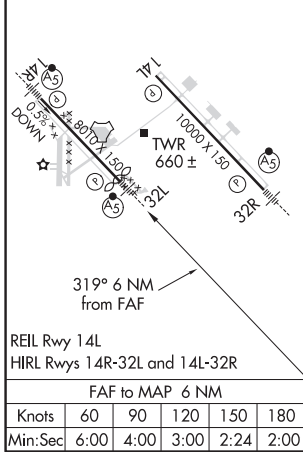
SCOTT AFB/MIDAMERICA (BLV)

<p>ASR</p> <p>**RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 32L Cat E visibility to RVR 4000 and S-LOC 32L Cat C/D/E visibility to 1$\frac{1}{2}$ mile. Procedure turn not authorized for Cat E aircraft. DME from SKE TACAN. Simultaneous reception of I-BLV and SKE DME required.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct SKE TACAN and on SKE R-139 to TIBLY INT/SKE 14.1 DME and hold.</p>
	<p>ASR</p>	

<p>ATIS ★</p> <p>128.7 256.7</p>	<p>ST LOUIS APP CON</p> <p>125.2 281.5</p>	<p>SCOTT TOWER</p> <p>128.25 253.5</p>	<p>GND CON</p> <p>119.2 275.8</p>	<p>CLNC DEL</p> <p>119.875 225.4 263.025</p>
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ELEV 459	TDZE 439
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<p>CIRCLING</p>	<p>1000-1 541 (600-1)</p>	<p>1080-1 621 (700-1)</p>	<p>1240-2$\frac{1}{4}$ 781 (800-2$\frac{1}{4}$)</p>	<p>1240-2$\frac{1}{2}$ 781 (800-2$\frac{1}{2}$)</p>	<p>1240-2$\frac{3}{4}$ 781 (800-2$\frac{3}{4}$)</p>
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BELLEVILLE, ILLINOIS
Amdt 2 26MAY16

38°33'N-89°50'W

SCOTT AFB/MIDAMERICA (BLV)

ILS or LOC/DME RWY 32L

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58218 W14A	APP CRS 139°	Rwy Idg 10000 TDZE 442 Apt Elev 459
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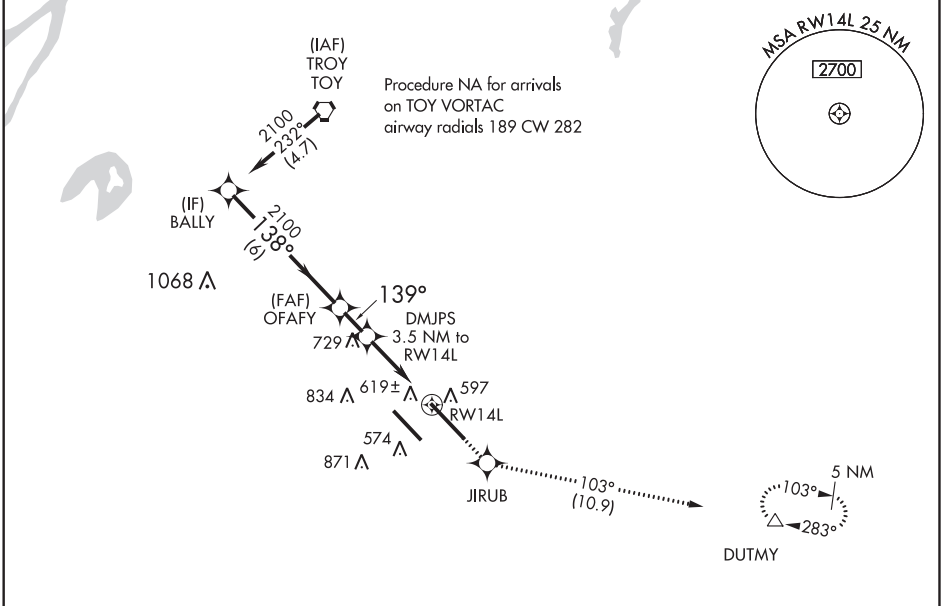
RNAV (GPS) RWY 14L

SCOTT AFB/MIDAMERICA (BLV)

ASR 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. Baro-VNAV and VDP NA when using St Louis Downtown altimeter setting. When local altimeter setting not received, use St Louis Downtown altimeter setting; increase LPV DA to 684 feet and LNAV/VNAV DA to 976 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and increase Circling Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 2300 direct JIRUB and on track 103° to DUTMY and hold.

ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 225.4 263.025
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		2300	JIRUB	tr 103°	DUTMY	ELEV 459	TDZE 442
		*LNAV only.					
CATEGORY	A	B	C	D			
LPV DA	642/40		200 (200-3/4)				
LNAV/VNAV DA	934-15/8		492 (500-15/8)				
LNAV MDA	900/55	458 (500-15/4)	900-13/8	458 (500-15/8)			
CIRCLING	1000-1 541 (600-1)	1080-1 621 (700-1)	1240-21/4 781 (800-21/4)	1240-21/2 781 (800-21/2)	REIL Rwy 14L HIRL Rws 14R-32L and 14L-32R		

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

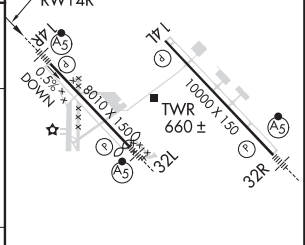
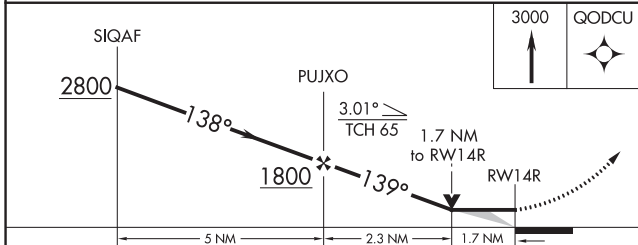
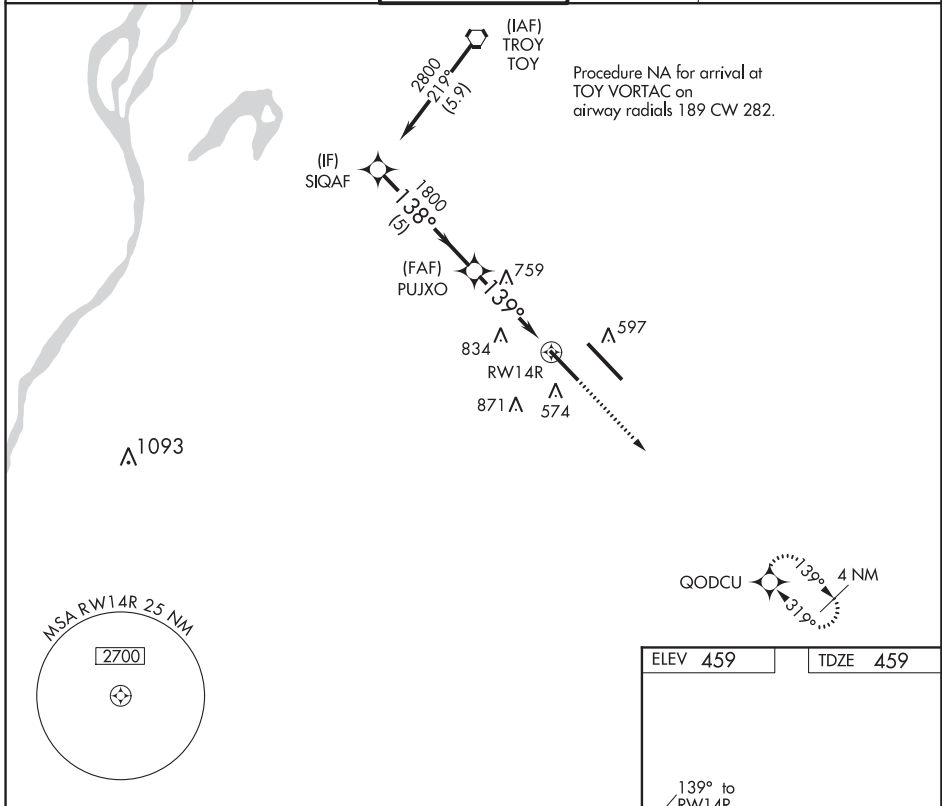
APP CRS 139°	Rwy Idg 8010
	TDZE 459
	Apt Elev 459

RNAV (GPS) RWY 14R

SCOTT AFB/MIDAMERICA (BLV)

	DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 1 3/4 mile.	MALSR 	MISSED APPROACH: Climb to 3000 direct QODCU and hold.
		(IF) NA ASR	

ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 225.4 263.025
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CATEGORY	A	B	C	D
LNAV MDA	1060/24	601 (700-1/2)	1060-1 3/8 601 (700-1 3/8)	1060-1 1/2 601 (700-1 1/2)
CIRCLING	1060-1 601 (700-1)	1080-1 621 (700-1)	1240-2 1/4 781 (800-2 1/4)	1240-2 1/2 781 (800-2 1/2)

REIL Rwy 14L
HIRL Rwys 14R-32L and 14L-32R

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 319°	Rwy Idg 7801
	TDZE 439
	Apt Elev 459

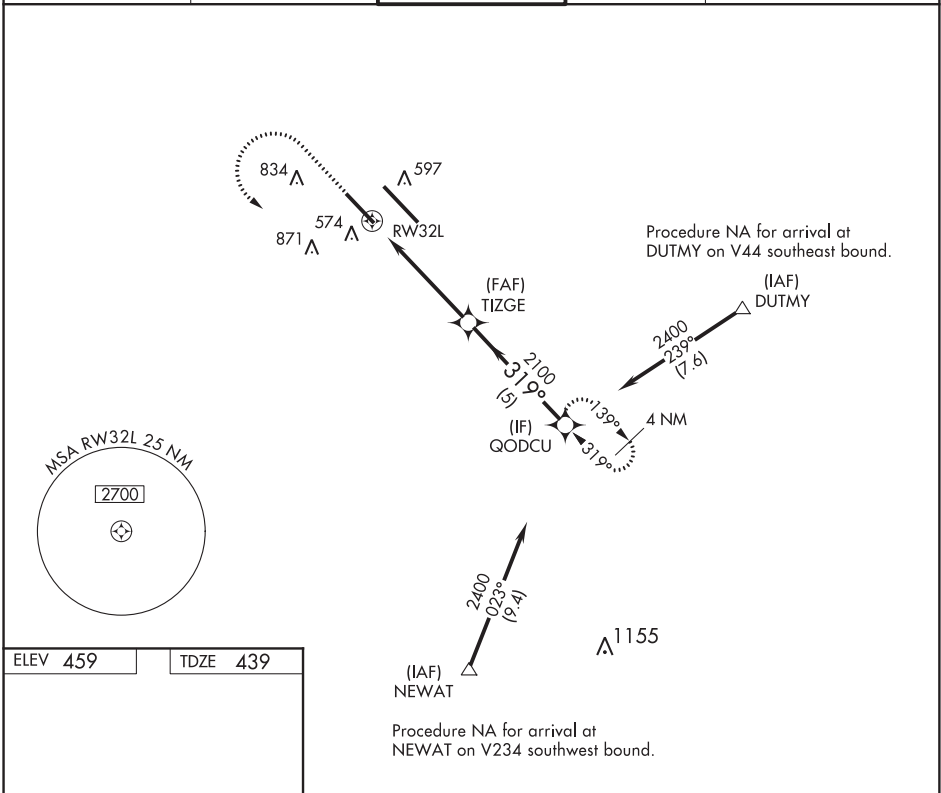
RNAV (GPS) RWY 32L

SCOTT AFB/MIDAMERICA (BLV)

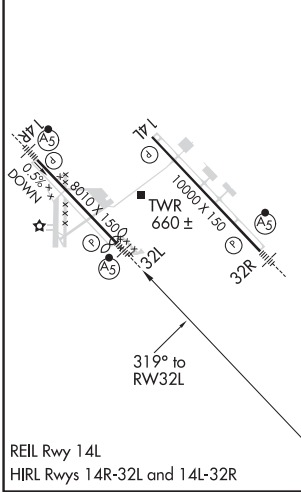
NA DME/DME RNP-0.3 NA. For inoperative MALS, increase LNAV Cat C/D visibility to 1 3/8 mile.

MALS MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct QODCU and hold.

ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 225.4 263.025
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ELEV 459	TDZE 439
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1500	2400	QODCU	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 72).	
		QODCU		
TIZGE		2400		
1.3 NM to RW32L		2100		
RW32L		319°		
1.3 NM		3.7 NM		5 NM
3.03° TCH 55				
CATEGORY	A	B	C	D
LNAV MDA	920/24	481 (500-1/2)	920/50	481 (500-1)
C CIRCLING	1000-1 541 (600-1)	1080-1 621 (700-1)	1240-2 1/4 781 (800-2 1/4)	1240-2 1/2 781 (800-2 1/2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50518 W32A	APP CRS 319°	Rwy Idg 10000 TDZE 442 Apt Elev 459
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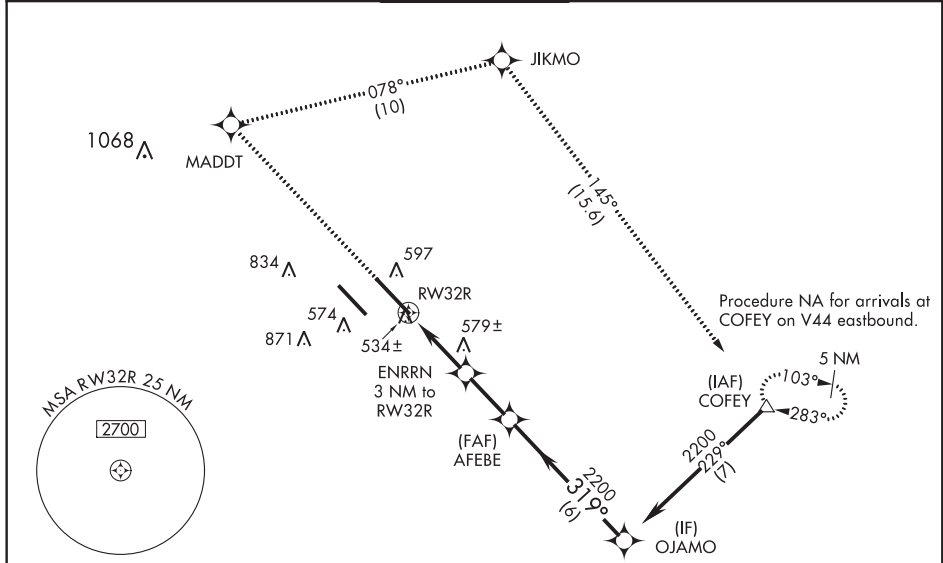
RNAV (GPS) RWY 32R

SCOTT AFB/MIDAMERICA (BLV)

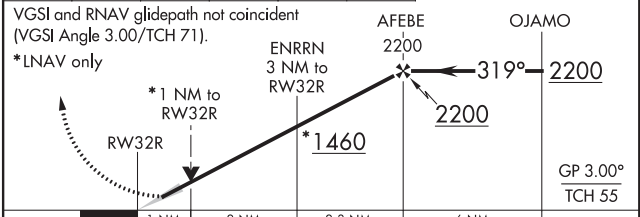
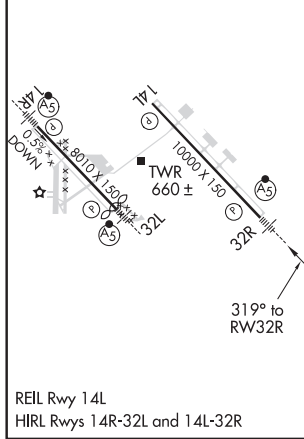
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using St Louis Downtown altimeter setting. When local altimeter setting not received, use St Louis Downtown altimeter setting: increase LPV DA to 684 feet and LNAV/VNAV DA to 846 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility to RVR 4500; increase Circling Cat C/D visibility ¼ mile. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 6000.

MALSR MISSED APPROACH: Climb to 2300 direct MADDT and right turn on track 078° to JIKMO and on track 145° to COFEY and hold.

ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 225.4 263.025
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ELEV 459	TDZE 442	2300	MADDT	JIKMO	COFEY
			tr 078°		tr 145°



CATEGORY	A	B	C	D
LPV DA		642/24	200 (200-½)	
LNAV/VNAV DA		804/40	362 (400-¾)	
LNAV MDA	840/24	398 (400-½)	840/35	398 (400-¾)
CIRCLING	1000-1 541 (600-1)	1080-1 621 (700-1)	1240-2¼ 781 (800-2¼)	1240-2½ 781 (800-2½)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

TACAN SKE Chan 59	APP CRS 230°	Rwy ldg TDZE Apt Elev	N/A N/A 459
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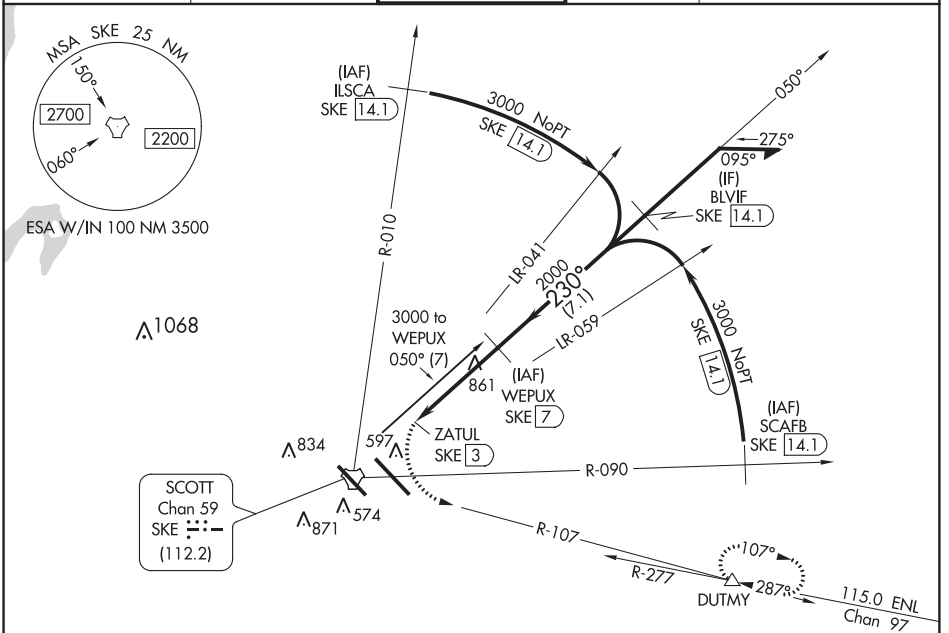
TACAN-A

SCOTT AFB/MIDAMERICA (BLV)

ASR **▲** RADAR required. When local altimeter setting not received, use St Louis Downtown altimeter setting; increase all MDA 60 feet; increase Circling Cat C/D/E visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 on heading 130° and SKE TACAN R-107 to DUTMY/SKE 14.1 DME and hold.

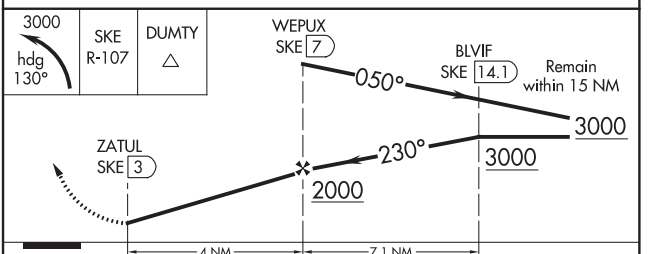
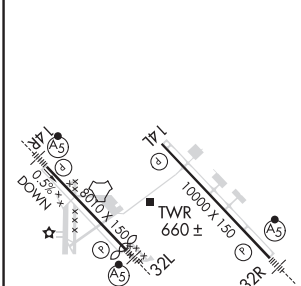
ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 225.4 263.025
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 459



REIL Rwy 14L
HIRL Rwy 14R-32L and 14L-32R

CATEGORY	A	B	C	D	E
CIRCLING	1180-2¼	721 (800-2¼)	1240-2¼ 781 (800-2¼)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)

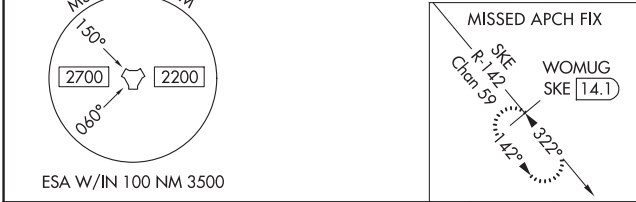
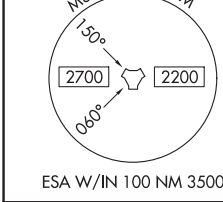
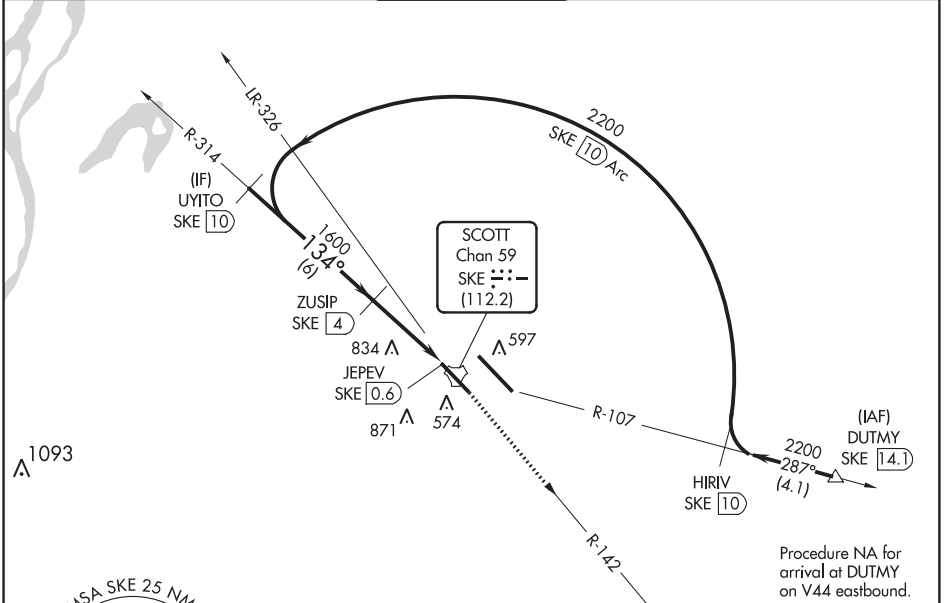
TACAN SKE Chan 59	APP CRS 134°	Rwy ldg TDZE 459 Apt Elev 459
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TACAN RWY 14R

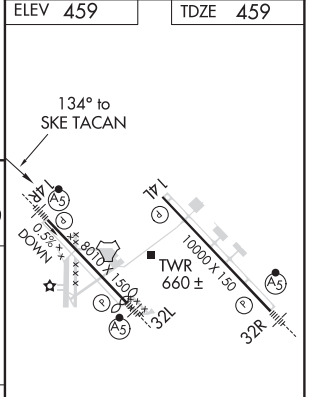
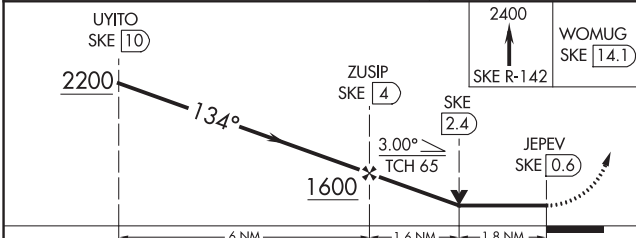
SCOTT AFB/MIDAMERICA (BLV)

<p>For inop MALS, increase S-14R Cat E visibility to 1 1/8 mile.</p>	MALS R	<p>MISSED APPROACH: Climb to 2400 on SKE R-142 to WOMUG/14.1 DME and hold.</p>

ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 225.4 263.025
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ELEV 459	TDZE 459
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CATEGORY	A	B	C	D	E
S-14R	1100/24	641 (700-1/2)	1100-1 3/8	641 (700-1 3/8)	
CIRCLING	1100-1	641 (700-1)	1240-2 1/4 781 (800-2 1/4)	1240-2 1/2 781 (800-2 1/2)	1240-2 3/4 781 (800-2 3/4)

REIL Rwy 14L
HIRL Rwy 14R-32L and 14L-32R

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

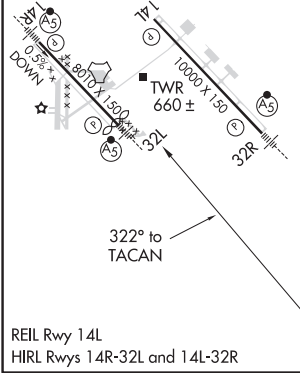
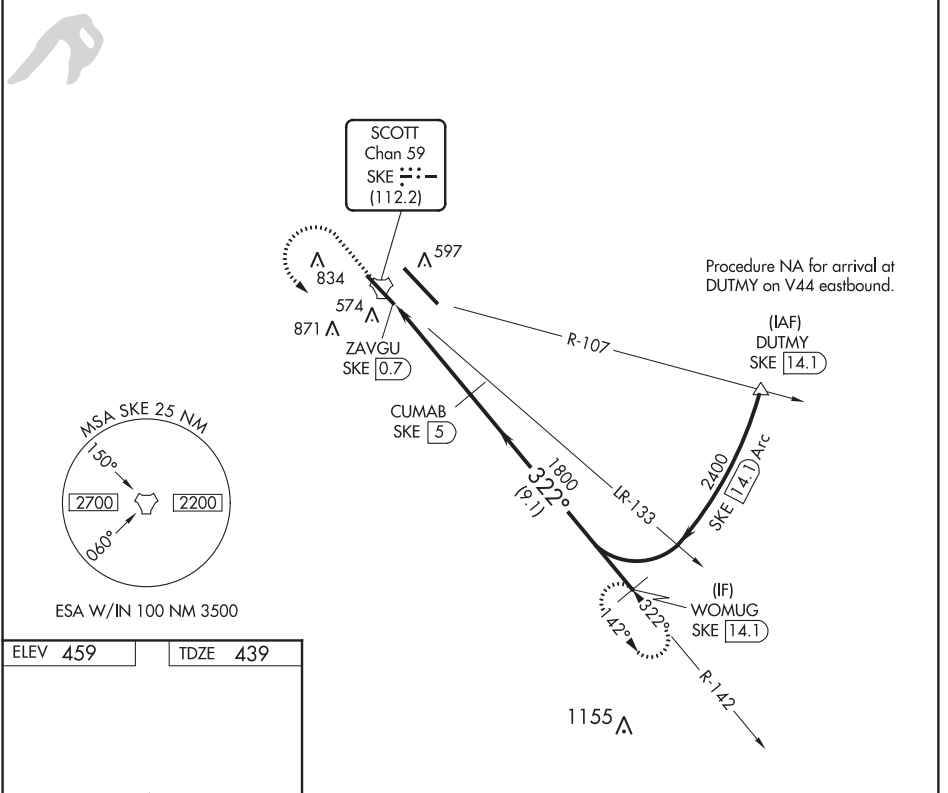
TACAN SKE Chan 59	APP CRS 322°	Rwy Idg 7801
		TDZE 439
		Apt Elev 459

TACAN RWY 32L

SCOTT AFB/MIDAMERICA (BLV)

NA ASR	For inoperative MALS, increase S-32L Cat C/D/E visibility to 1 3/8 mile.	MALS R AS	MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 on SKE R-142 to WOMUG/14.1 DME and hold.
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ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 225.4 263.025
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ELEV 459	TDZE 439				
1500	2400				
↑	WOMUG SKE [14.1]				
SKE R-142					
ZAVGU SKE [0.7]	CUMAB SKE [5]				
1800	2400				
2.81° TCH 72					
1.3 NM	3 NM				
9.1 NM					
WOMUG SKE [14.1]					
322°					
CATEGORY	A	B	C	D	E
S-32L	920/24	481 (500-1/2)	920/50	481 (500-1)	920/60 481 (500-1 1/4)
<input checked="" type="checkbox"/> CIRCLING	1000-1 541 (600-1)	1080-1 621 (700-1)	1240-2 1/4 781 (800-2 1/4)	1240-2 1/2 781 (800-2 1/2)	1240-2 3/4 781 (800-2 3/4)

EC-3, 10 NOV 2016 to 05 JAN 2017

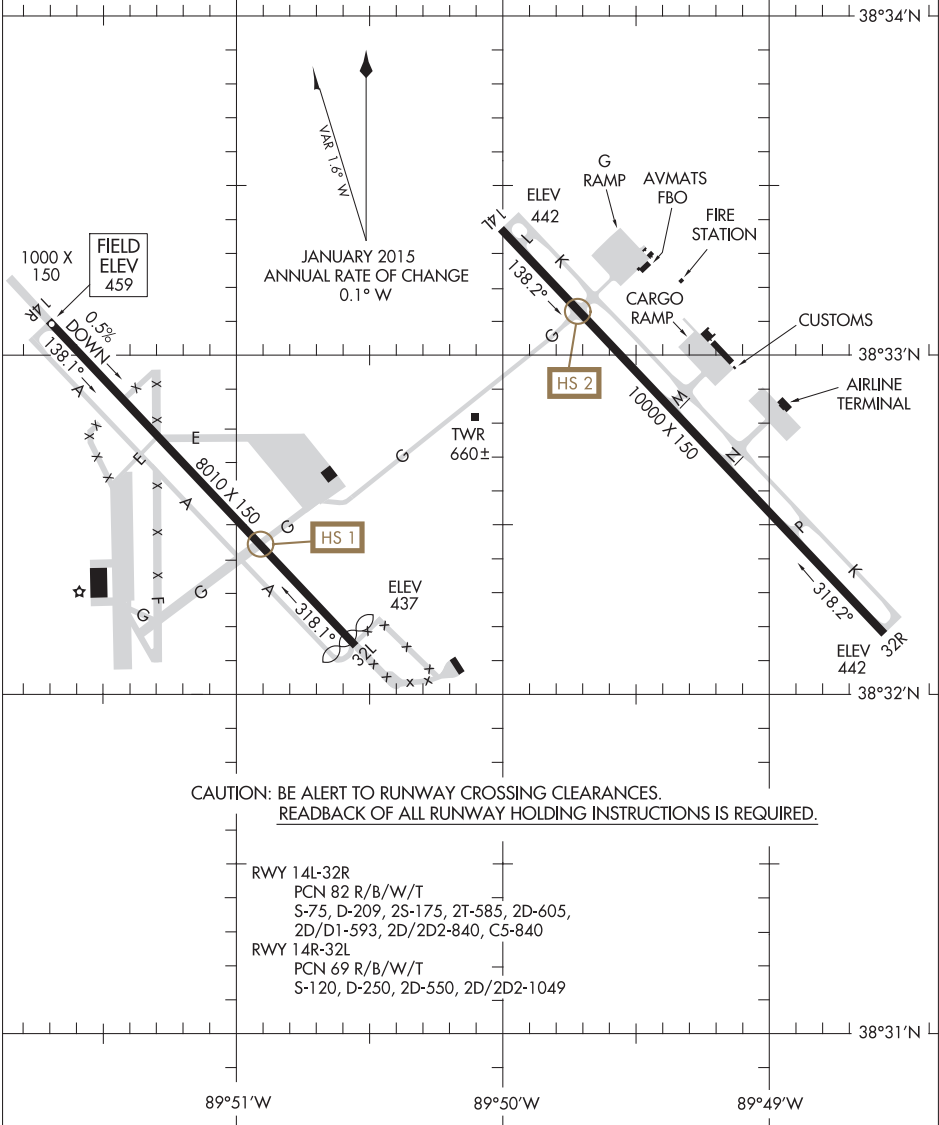
EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-46 (FAA)

SCOTT AFB/MIDAMERICA (BLV)
BELLEVILLE, ILLINOIS

ATIS ★
 128.7 256.7
 SCOTT TOWER
 128.25 253.5
 GND CON
 119.2 275.8
 CLNC DEL
 119.875 263.025
 225.4



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

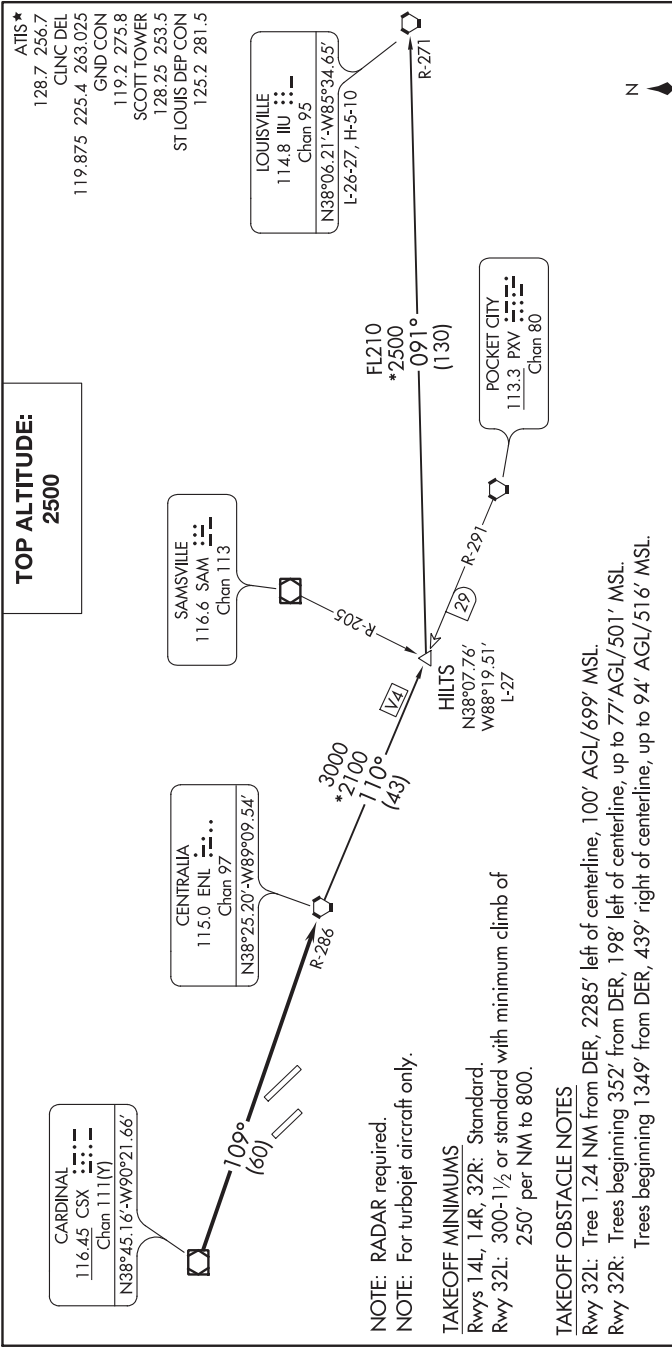
16203

BELLEVILLE, ILLINOIS
SCOTT AFB/MIDAMERICA (BLV)

BLUES FOUR DEPARTURE

SL-46 (FAA)

EC-3, 10 NOV 2016 to 05 JAN 2017



**TOP ALTITUDE:
2500**

ATIS*
 128.7 256.7
 CLNC DEL
 119.875 225.4 263.025
 GND CON
 119.2 275.8
 SCOTT TOWER
 128.25 253.5
 ST LOUIS DEP CON
 125.2 281.5

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

SAMSVILLE
 116.6 SAM ---
 Chan 113

CENTRALIA
 115.0 ENL ---
 Chan 97
 N38°25.20'-W89°09.54'

TAKEOFF MINIMUMS
 Rwy 14L, 14R, 32R: Standard.
 Rwy 32L: 300-1½ or standard with minimum climb of 250' per NM to 800.

TAKEOFF OBSTACLE NOTES
 Rwy 32L: Tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL.
 Rwy 32R: Trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL.
 Trees beginning 1349' from DER, 439' right of centerline, up to 94' AGL/516' MSL.

NOTE: RADAR required.
NOTE: For turboprop aircraft only.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route, maintain 2500 or assigned altitude, thence . . .
 . . . from over CSX VOR/DME on CSX R-109 and ENL R-286 to ENL VORTAC. Then on (transition) or (assigned route). Expect filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES4.HILTS): From over ENL VORTAC on ENL R-110 and PXV R-291 to HILTS INT.
LOUISVILLE TRANSITION (BLUES4.IJU): From over ENL VORTAC on ENL R-110 and PXV R-291 to HILTS INT, then on IJU R-271 to IJU VORTAC.

NOTE: Chart not to scale.

BLUES FOUR DEPARTURE

EC-3, 10 NOV 2016 to 05 JAN 2017

CARDS NINE DEPARTURE

SL-46 (FAA)

SCOTT AFB/MIDAMERICA (BLV)
BELLEVILLE, ILLINOIS

**TOP ALTITUDE:
3000**

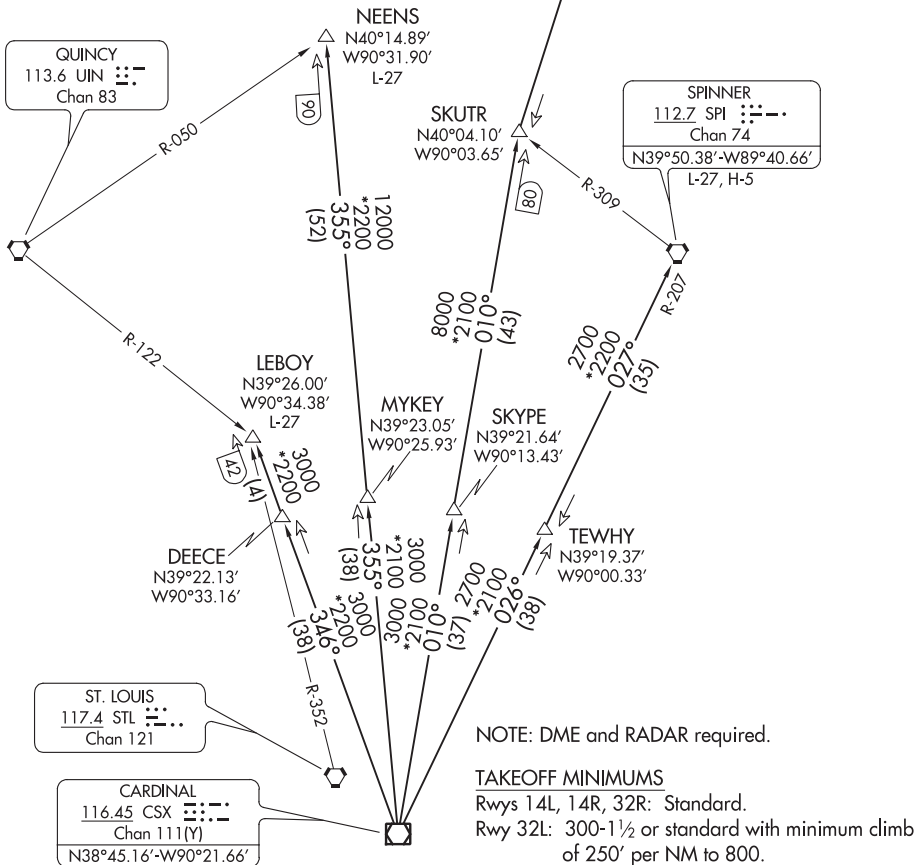
BRADFORD
114.7 BDF
Chan 94
N41°09.58'-W89°35.27'
L-27, H-5

TAKEOFF OBSTACLE NOTES

Rwy 32L: Tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL.

Rwy 32R: Trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL.
Trees beginning 1349' from DER, 439' right of centerline, up to 94' AGL/516' MSL.

ATIS*
128.7 256.7
CLNC DEL
119.875 225.4 263.025
GND CON
119.2 275.8
SCOTT TOWER
128.25 253.5
ST LOUIS DEP CON
125.2 281.5



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CARDS NINE DEPARTURE

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 3000 or assigned altitude, thence

. . . . (transition). Expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS9.BDF): From over CSX VOR/DME on CSX R-010 to SKUTR INT, then on BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS9.LEBOY): From over CSX VOR/DME on CSX R-346 to LEBOY INT.

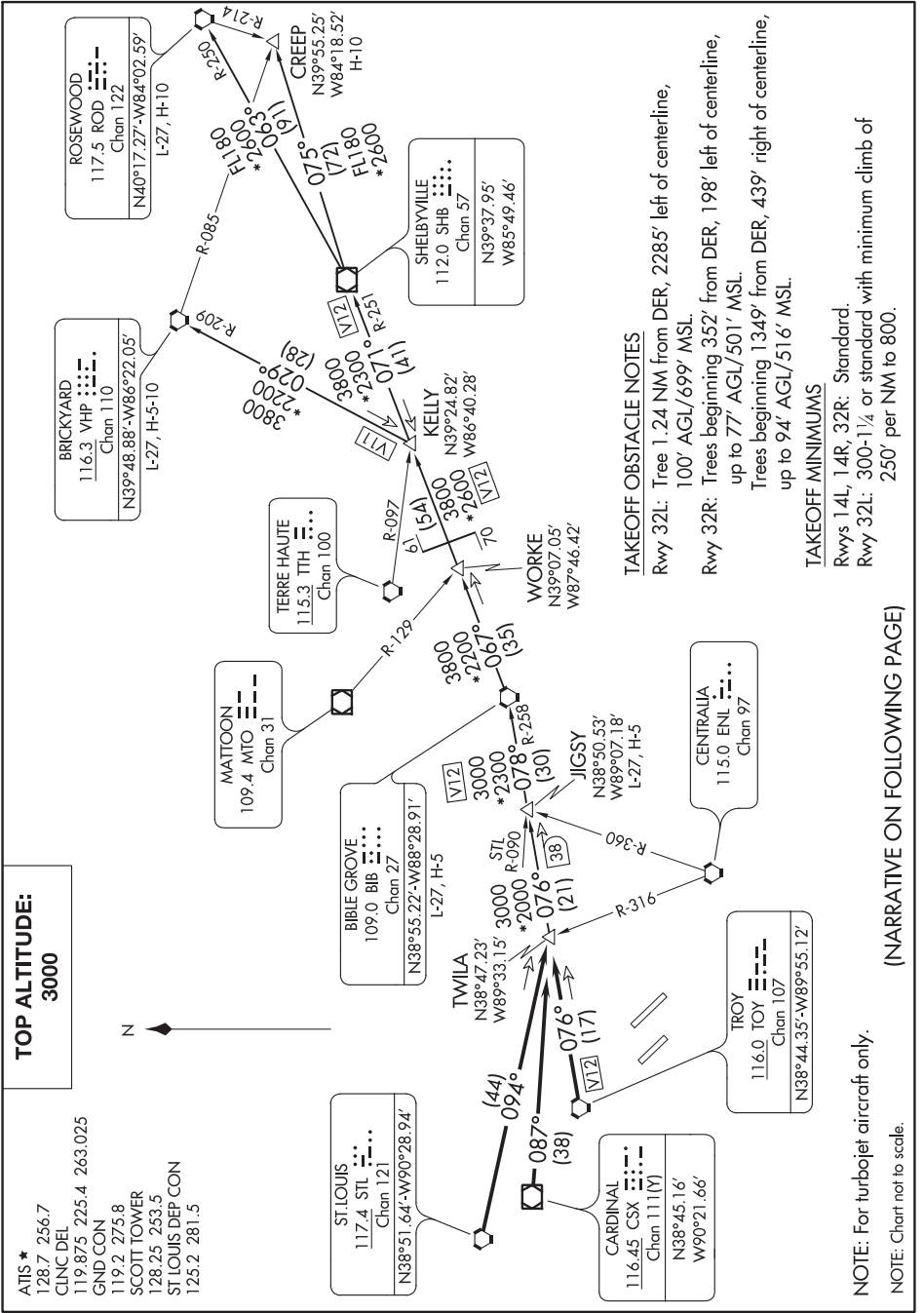
NEENS TRANSITION (CARDS9.NEENS): From over CSX VOR/DME on CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS9.SPI): From over CSX VOR/DME on CSX R-026 to TEWHY INT, then on SPI R-207 to SPI VORTAC.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



TAKEOFF OBSTACLE NOTES

Rwy 32L: Tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL.

Rwy 32R: Trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL.

Trees beginning 1349' from DER, 439' right of centerline, up to 94' AGL/516' MSL.

TAKEOFF MINIMUMS

Rwys 14L, 14R, 32R: Standard.

Rwy 32L: 300-1/4 or standard with minimum climb of 250' per NM to 800.

(NARRATIVE ON FOLLOWING PAGE)

EC-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 3000 or assigned altitude, thence. . . .

. . . .from over CSX R-087 or over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY7.BIB): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY7.VHP): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY INT, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY7.CREEP): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY7.JIGSY): From over TWILA INT on TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY7.ROD): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

(LINDY5.STL) 16091

LINDBERGH FIVE DEPARTURE

SL-46 (FAA)

SCOTT AFB/MIDAMERICA (BLV)

BELLEVILLE, ILLINOIS

ATIS *
 128.7 256.7
 CLNC DEL
 119.875 225.4 263.025
 GND CON
 119.2 275.8
 SCOTT TOWER
 128.25 253.5
 ST LOUIS DEP CON
 125.2 281.5

**TOP ALTITUDE:
 3000**

ST. LOUIS
 117.4 STL
 Chan 121
 N38°51.64'-W90°28.94'

VICHY
 117.7 VIH
 Chan 124
 N38°09.24'-W91°42.41'
 L-16, H-5

KLAIR
 N38°24.67'
 W91°09.61'

SAGME
 N38°18.78'
 W90°58.09'

SAJOY
 N38°11.75'
 W90°33.36'

SAGZA
 N38°13.67'
 W90°45.13'

WESCO
 N38°01.28'
 W91°13.40'

MAPLES
 113.4 MAP
 Chan 81
 N37°35.45'-W91°47.31'
 L-16

TWRAY
 N37°36.08'
 W91°00.88'

FARMINGTON
 115.7 FAM
 Chan 104

MYERZ
 N37°11.90'
 W90°39.85'
 H-5

LITTLE ROCK
 113.9 LIT
 Chan 86
 N34°40.66'-W92°10.83'
 L-18, H-6

WALNUT RIDGE
 114.5 ARG
 Chan 92
 N36°06.60'
 W90°57.22'
 L-16, H-6

MALDEN
 111.2 MAW
 Chan 49
 N36°33.31'
 W89°54.69'
 L-16, H-6

TAKEOFF MINIMUMS

Rwys 14L, 14R, 32R: Standard.
 Rwy 32L: 300-1½ or standard with minimum
 climb of 250' per NM to 800.

NOTE: DME and RADAR required.

(NARRATIVE ON FOLLOWING PAGE)
 (NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LINDBERGH FIVE DEPARTURE

(LINDY5.STL) 31MAR16

SCOTT AFB/MIDAMERICA (BLV)

BELLEVILLE, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 3000 or assigned altitude, thence

. . . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY5.LIT): From over STL VORTAC on STL R-198 to TWRAY INT then on STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY5.MAW): From over STL VORTAC on STL R-184 to MYERZ INT, then on MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY5.MAP): From over STL VORTAC on STL R-214 to WESCO INT, then on MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY5.MYERZ): From over STL VORTAC on STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY5.VIH): From over STL VORTAC on STL R-229 to KLAIR INT, then on VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY5.ARG): From over STL VORTAC on STL R-184 to MYERZ INT, then on ARG R-008 to ARG VORTAC.

TAKEOFF OBSTACLE NOTES

Rwy 32L: Tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL.

Rwy 32R: Trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL.

Trees beginning 1349' from DER, 439' right of centerline, up to 94' AGL/516' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

OZARK FIVE DEPARTURE

EC-3, 10 NOV 2016 to 05 JAN 2017

TOP ALTIITUDE:
3000

ATIS* 128.7 256.7
 CLNC DEL 119.875 225.4 263 025
 GND CON 119.2 275.8
 SCOTT TOWER 128.25 253.5
 ST LOUIS DEP CON 125.2 281.5

TAKEOFF OBSTACLE NOTES

Rwy 32L: Tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL.

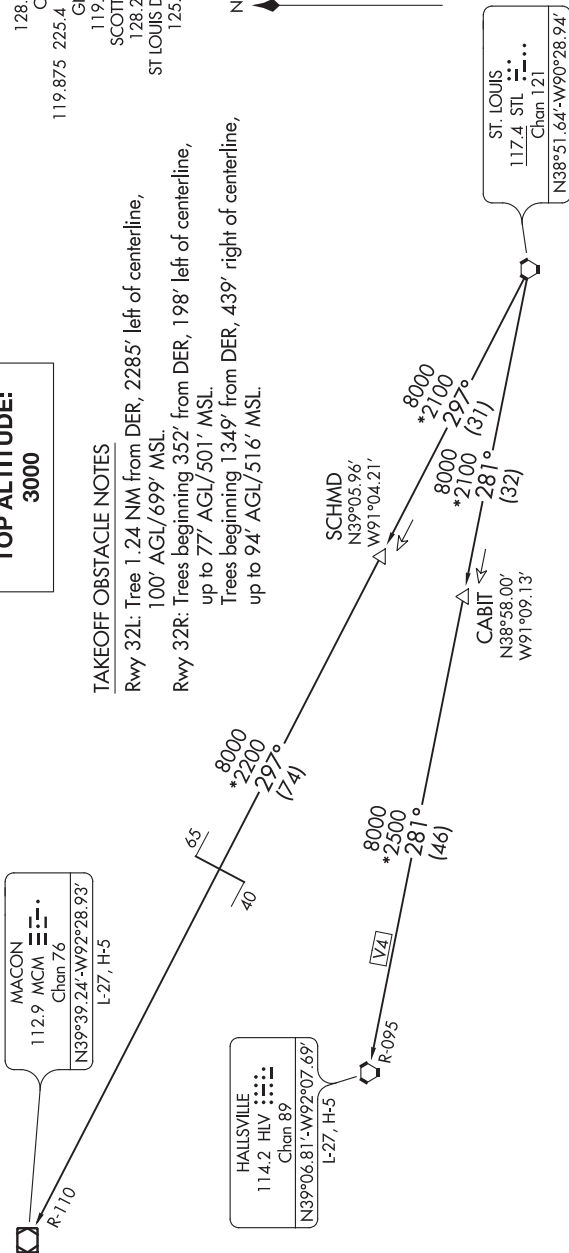
Rwy 32R: Trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL.

Trees beginning 1349' from DER, 439' right of centerline, up to 94' AGL/516' MSL.

MACON
 112.9 MCM
 Chan 76
 N39°39.24'-W92°28.93'
 L-27, H-5

HALLSVILLE
 114.2 HLV
 Chan 89
 N39°06.81'-W92°07.69'
 L-27, H-5

ST. LOUIS
 117.4 STL
 Chan 121
 N38°51.64'-W90°28.94'



DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 3000 or assigned altitude, thence
 (transition). Expect clearance to filed altitude 10 minutes after departure.

- HALLSVILLE TRANSITION [OZARK5.HLV]: From over STL VORTAC on STL R-281 to CABIT, then on STL R-281 and HLV R-095 to HLV VORTAC.
- MACON TRANSITION [OZARK5.MCM]: From over STL VORTAC on STL R-297 to SCHMD, then on STL R-297 and MCM R-110 to MCM VOR/DME.

TAKEOFF MINIMUMS

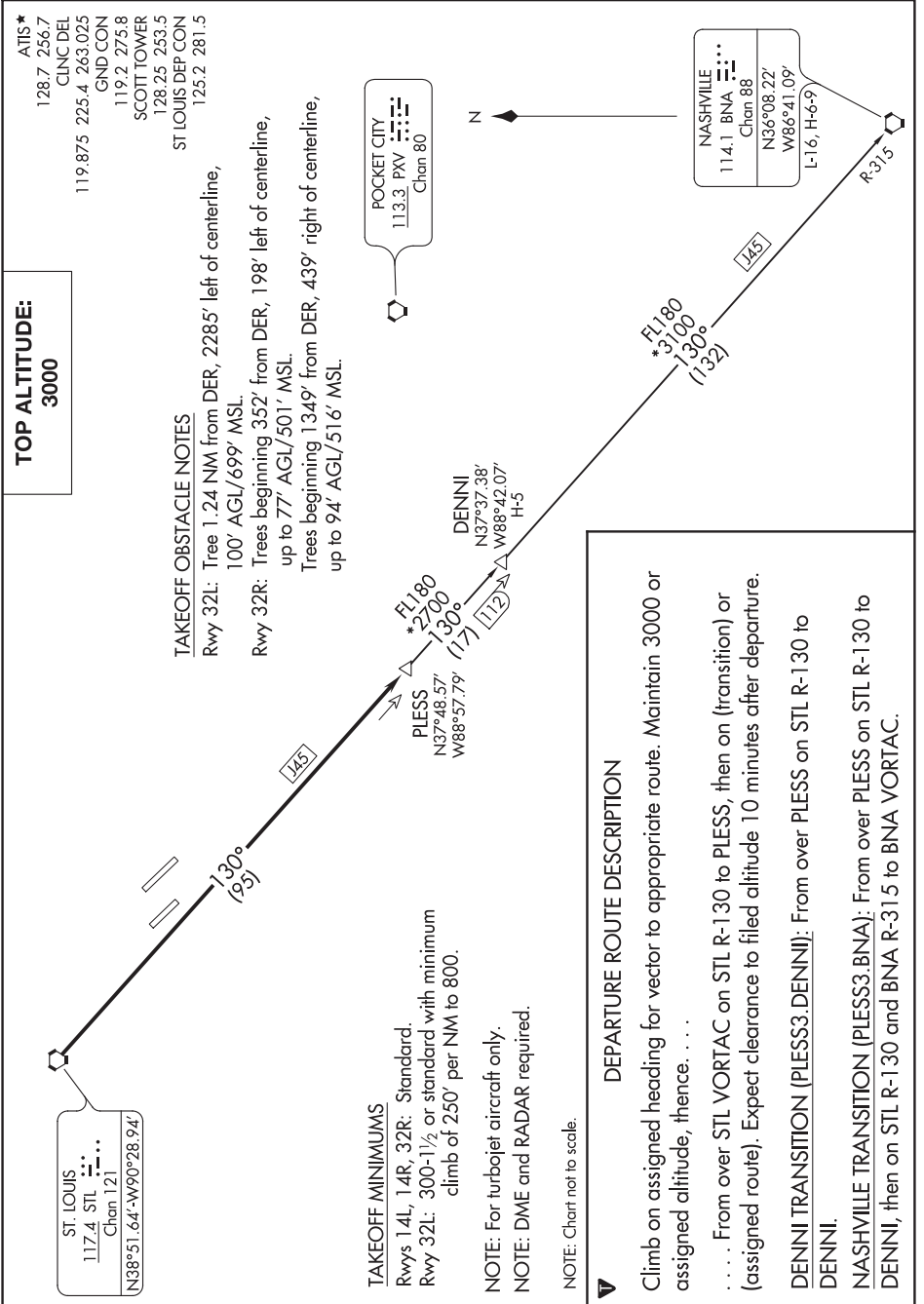
Rwys 14L, 14R, 32R: Standard.
 Rwy 32L: 300-1½ or standard with minimum climb of 250' per NM to 800.

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

EC-3, 10 NOV 2016 to 05 JAN 2017

PLESS THREE DEPARTURE

EC-3, 10 NOV 2016 to 05 JAN 2017



TOP ALTITUDE:
3000

ATIS* 128.7 256.7
 CLNC DEL 119.875 225.4 263.025
 GND CON 119.2 275.8
 SCOTT TOWER 128.25 253.5
 ST LOUIS DEP CON 125.2 281.5

TAKEOFF OBSTACLE NOTES

Rwy 32L: Tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL.
 Rwy 32R: Trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL.
 Trees beginning 1349' from DER, 439' right of centerline, up to 94' AGL/516' MSL.

TAKEOFF MINIMUMS

Rwys 14L, 14R, 32R: Standard.
 Rwy 32L: 300-1/2 or standard with minimum climb of 250' per NM to 800.

NOTE: For turbojet aircraft only.
 NOTE: DME and RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 3000 or assigned altitude, thence. . . .
 . . . From over STL VORTAC on STL R-130 to PLESS, then on (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure.
 DENNI TRANSITION (PLESS3.DENNI): From over PLESS on STL R-130 to DENNI.
 NASHVILLE TRANSITION (PLESS3.BNA): From over PLESS on STL R-130 to DENNI, then on STL R-130 and BNA R-315 to BNA VORTAC.

EC-3, 10 NOV 2016 to 05 JAN 2017

PLESS THREE DEPARTURE

BELOIT, WISCONSIN

AL-6180 (FAA)

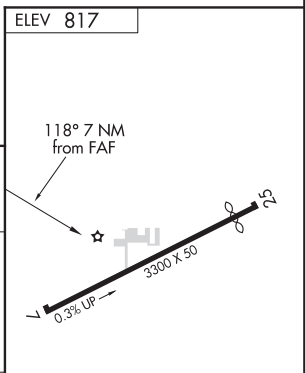
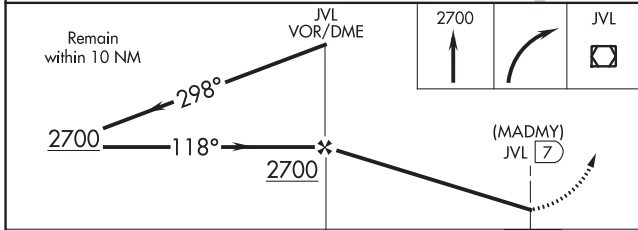
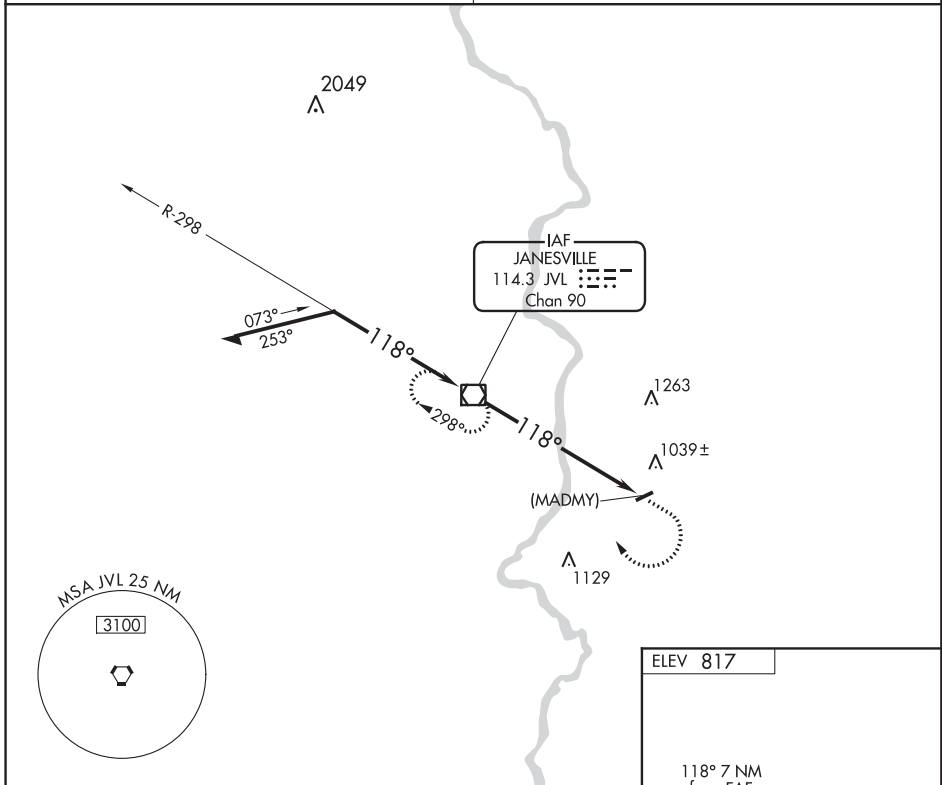
14317

VOR/DME JVL 114.3 Chan 90	APP CRS 118°	Rwy Idg TDZE Apt Elev	N/A N/A 817
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VOR or GPS-A

BELOIT (44C)

<p>▼ Use Janesville altimeter setting; when not received, use Rockford altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 2700 then right turn direct JVL VOR/DME and hold.</p>
<p>ROCKFORD APP CON 121.0 327.0</p>	<p>UNICOM 122.7 (CTAF) 0</p>



CATEGORY	A	B	C	D
CIRCLING	1380-1	563 (600-1)	NA	
ROCKFORD ALTIMETER SETTING MINIMUMS				
CIRCLING	1420-1	603 (700-1)	NA	

LIRL Rwy 7-25 0					
FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

BELOIT, WISCONSIN
Amdt 5B 28NOV02

42°30'N-88°58'W

BELOIT (44C) VOR or GPS-A

APP CRS	Rwy Idg	4002
181°	TDZE	444
	Apt Elev	444

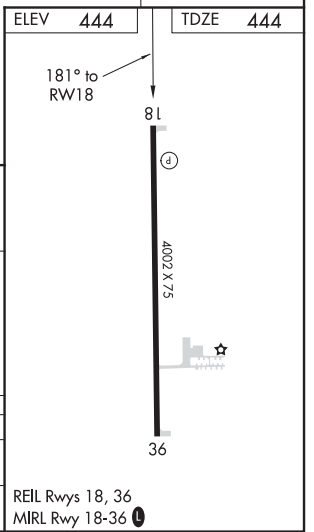
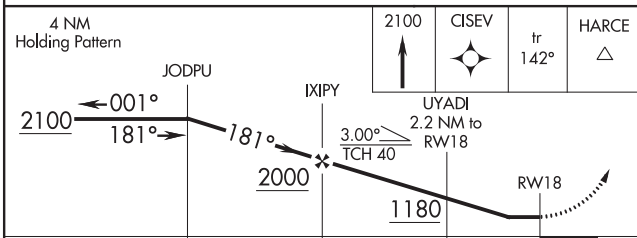
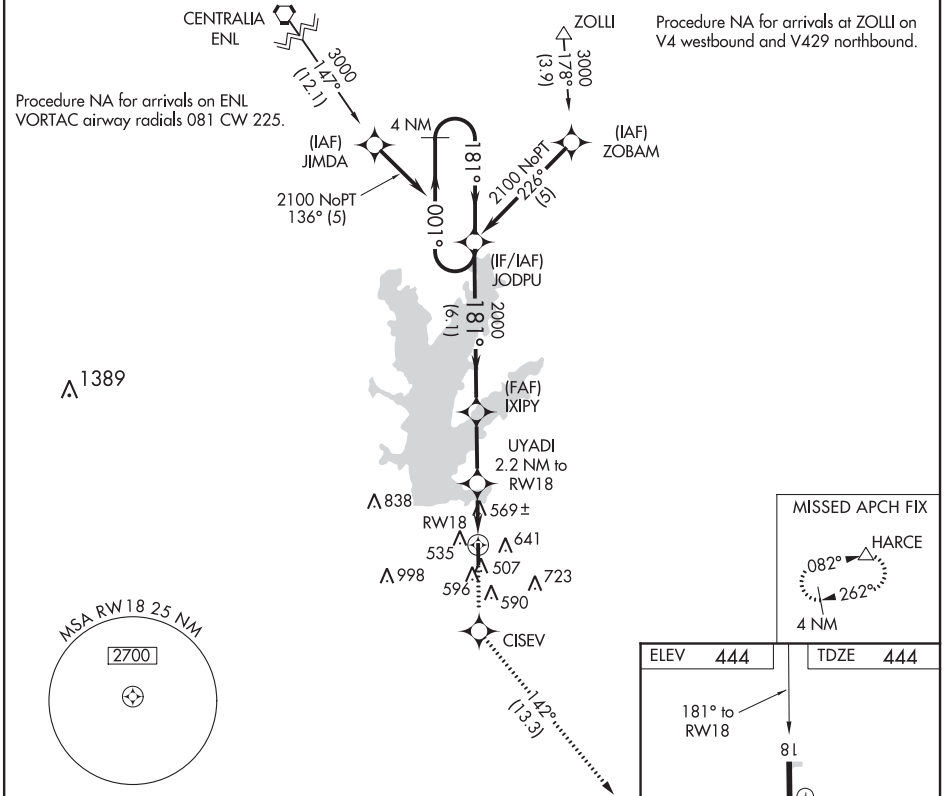
RNAV (GPS) RWY 18

BENTON MUNI (H96)

▼ DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below 3/4 SM NA.
▲NA Use Marion altimeter setting; when not received, use Mount Vernon altimeter setting and increase all MDA 20 feet and increase LNAV Cat C visibility to 1 1/4 mile. Circling Rwy 36 NA at night.

MISSED APPROACH: Climb to 2100 direct CISEV and on track 142° to HARCE and hold.

MARION AWOS-3 119.675	KANSAS CITY CENTER 127.47 346.27	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	860-1	416 (500-1)	860-1 1/8 416 (500-1 1/8)	NA
CIRCLING	1000-1	556 (600-1)	1000-1 1/2 556 (600-1 1/2)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78428 W08A	APP CRS 080°	Rwy ldg TDZE Apt Elev	4601 831 836
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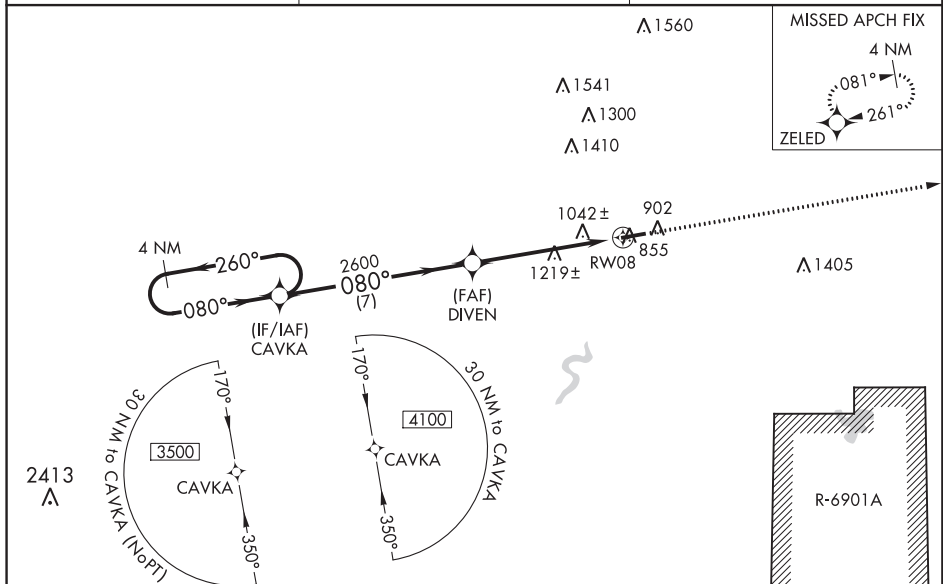
RNAV (GPS) RWY 8

BLACK RIVER FALLS AREA (BCK)

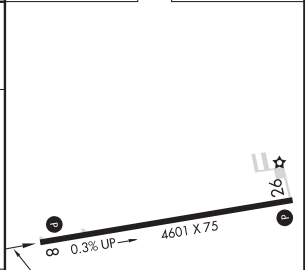
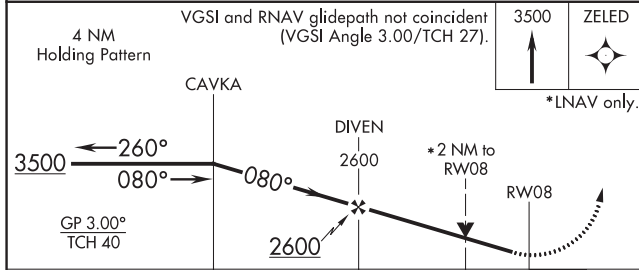
⚠ Baro-VNAV NA when using La Crosse altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with La Crosse altimeter setting. When local altimeter setting not received, use La Crosse altimeter setting and increase all DA 91 feet and all MDA 100 feet and increase LPV all Cats visibility to 1½ mile, LNAV/VNAV all Cats to 2¼ mile, LNAV Cat B to 1¼ mile, Cat C/D to 2 mile, and Circling Cat B to 1¼ mile, Cat C to 2¼ mile, and Cat D to 2½ mile.

MISSED APPROACH:
Climb to 3500 direct ZELED and hold.

AWOS-3PT 119.125	MINNEAPOLIS CENTER 128.6 363.0	CTAF 122.9
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ELEV 836	TDZE 831
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CATEGORY	A	B	C	D
LPV DA	1081-7/8		250 (300-7/8)	
LNAV/VNAV DA	1350-13/4		519 (600-13/4)	
LNAV MDA	1480-1 649 (700-1)		1480-17/8 649 (700-17/8)	
CIRCLING	1480-1 644 (700-1)		1480-17/8 644 (700-17/8)	1480-2 644 (700-2)

REIL Rwy 8 **Ⓛ**
MIRL Rwy 8-26 **Ⓛ**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86230 W26A	APP CRS 261°	Rwy Idg TDZE Apt Elev	4601 836 836
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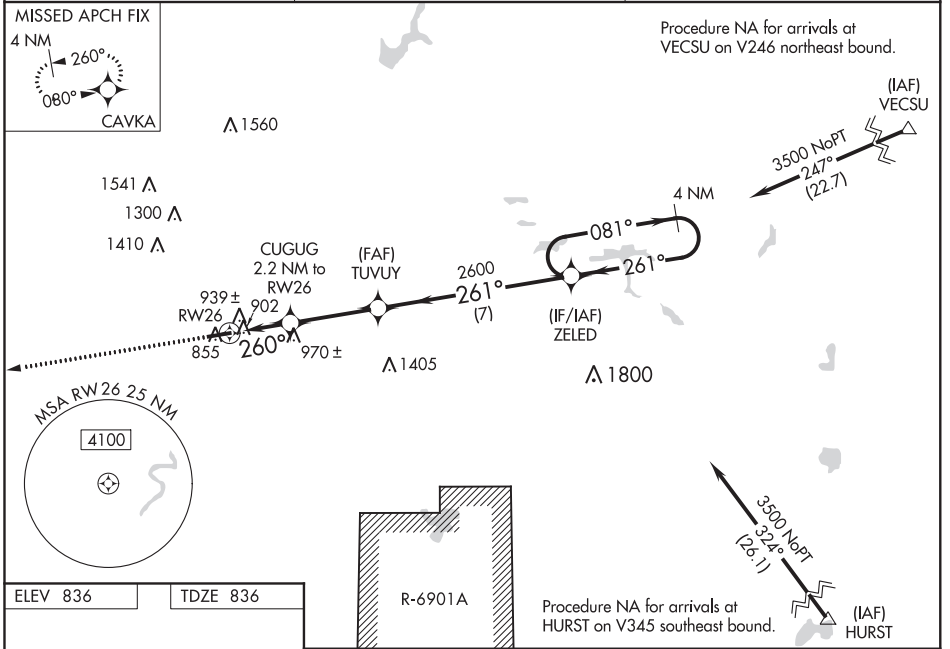
RNAV (GPS) RWY 26

BLACK RIVER FALLS AREA (BCK)

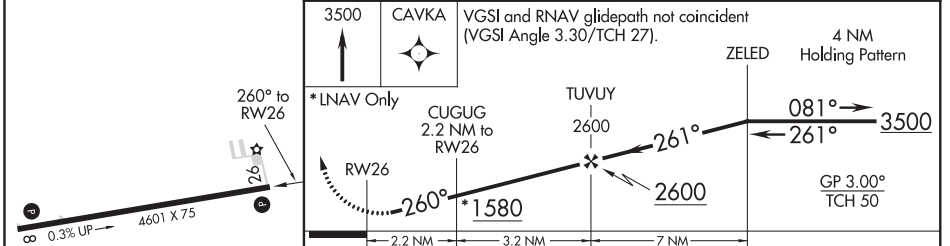
⚠ Baro-VNAV NA when using La Crosse altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F), DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inop, Straight-In/Circling Rwy 26 procedure NA at night. When local altimeter setting not received, use La Crosse altimeter setting and increase all DA 91 feet and all MDA 100 feet and increase LPV all Cats visibility to 1½ mile, LNAV/VNAV all Cats to 1¼ mile, LNAV Cat C/D to 1¾ mile, and Circling Cat C to 1¾ mile, and Cat D to 2¼ mile.

MISSED APPROACH: Climb to 3500 direct CAVKA and hold.

AWOS-3PT 119.125	MINNEAPOLIS CENTER 128.6 363.0	CTAF 122.9
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ELEV 836	TDZE 836
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CATEGORY	A	B	C	D
LPV DA		1087-1	251 (300-1)	
LNAV/VNAV DA		1120-1	284 (300-1)	
LNAV MDA		1200-1	364 (400-1)	
CIRCLING	1240-1	1360-1	1380-1½	1460-2
	404 (500-1)	524 (600-1)	544 (600-1½)	624 (700-2)

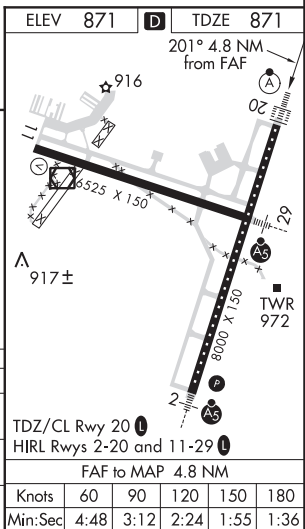
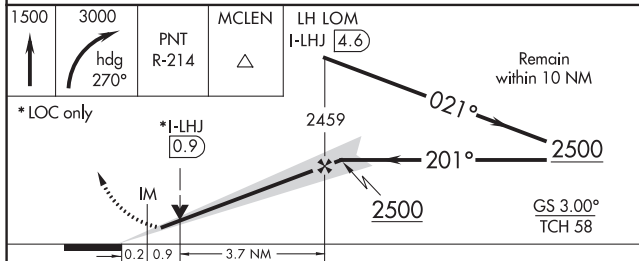
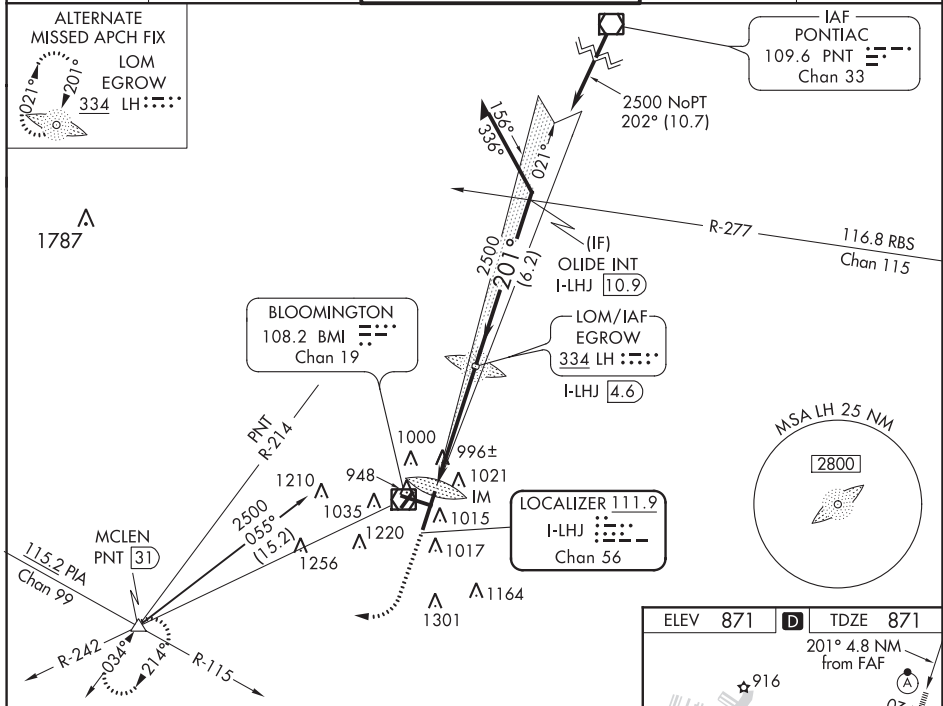
EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-LHJ 111.9 Chan 56	APP CRS 201°	Rwy Idg 8000 TDZE 871 Apt Elev 871
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ILS or LOC RWY 20

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

<p>⚠ VDP NA when using General Downing-Peoria Intl altimeter setting. When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting: increase all DA 116 feet and all MDA 120 feet; increase S-ILS all Cats visibility to RVR 2400, S-LOC Cat C and D visibility to RVR 5500, and Circling Cat C and D visibility ¼ mile. For inoperative ALSF-2 when using General Downing-Peoria Intl altimeter setting increase ILS all Cats visibility to RVR 5000.</p>	ALSF-2 A	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 270° and PNT VOR/DME R-214 to MCLEN INT/PNT 31 DME and hold.
	<p>ATIS 135.35 PEORIA APP CON 128.725 256.9 BLOOMINGTON TOWER * 124.6 (CTAF) 269.575 GND CON 121.65 UNICOM 122.95</p>	



CATEGORY	A	B	C	D
S-ILS 20	1071/18		200 (200-½)	
S-LOC 20	1260/24	389 (400-½)	1260/35	389 (400-¾)
C CIRCLING	1340-1	469 (500-1)	1620-2¼ 749 (800-2¼)	1620-2½ 749 (800-2½)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017


LOC/DME I-BMI	APP CRS	Rwy Idg	6525
110.95	291°	TDZE	871
Chan 46 (Y)		Apt Elev	871

ILS or LOC RWY 29

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

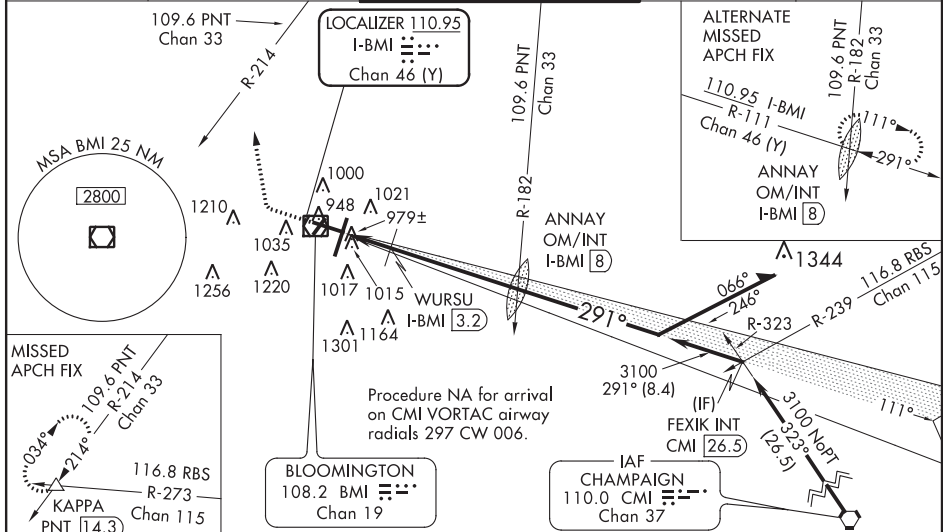
⚠ When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting: increase all DA 116 feet and all MDA 120 feet; S-LOC Cat C/D visibility 3/8 mile, and Circling Cat C/D visibility 1/4 mile; increase WURSU fix minimums S-LOC Cat C/D visibility 3/8 mile, and Circling Cat C/D visibility 1/4 mile.
**** RVR 1800 authorized with use of FD or AP or HUD to DA.**

MALS R

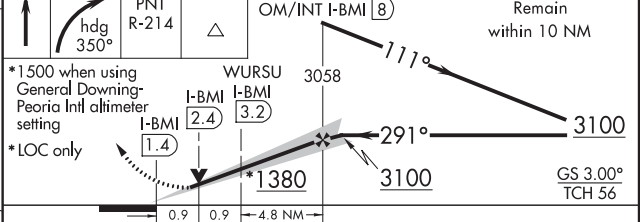
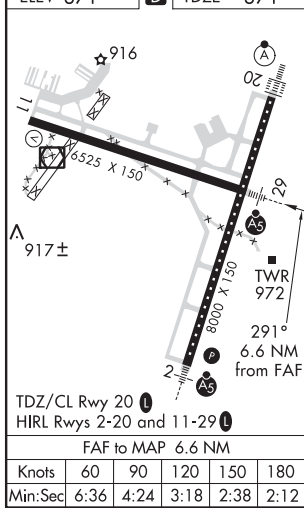


MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 350° and PNT VOR/DME R-214 to KAPPA INT/PNT 14.3 DME and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER * 124.6 (CTAF) 269.575	GND CON 121.65	UNICOM 122.95
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ELEV 871	D TDZE 871	1500	3000	PNT R-214	KAPPA	ANNAY OM/INT I-BMI 8	Remain within 10 NM
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CATEGORY	A	B	C	D
S-ILS 29	** 1071/24 200 (200-1/2)			
S-LOC 29	1380/24	509 (600-1/2)	1380/55	509 (600-1 1/4)
C CIRCLING	1380-1	509 (600-1)	1620-2 1/4	1620-2 1/2
WURSU FIX MINIMUMS				
S-LOC 29	1240/24	369 (400-1/2)	1240/40	369 (400-3/4)
C CIRCLING	1340-1	469 (500-1)	1620-2 1/4	1620-2 1/2

ILS or LOC RWY 29

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-TXN 111.9 Chan 56	APP CRS 021°	Rwy Idg 8000 TDZE 867 Apt Elev 871
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ILS or LOC/DME RWY 2

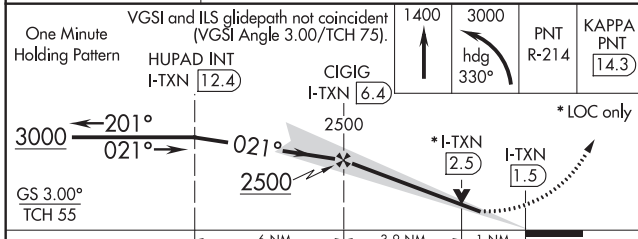
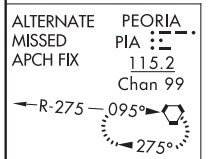
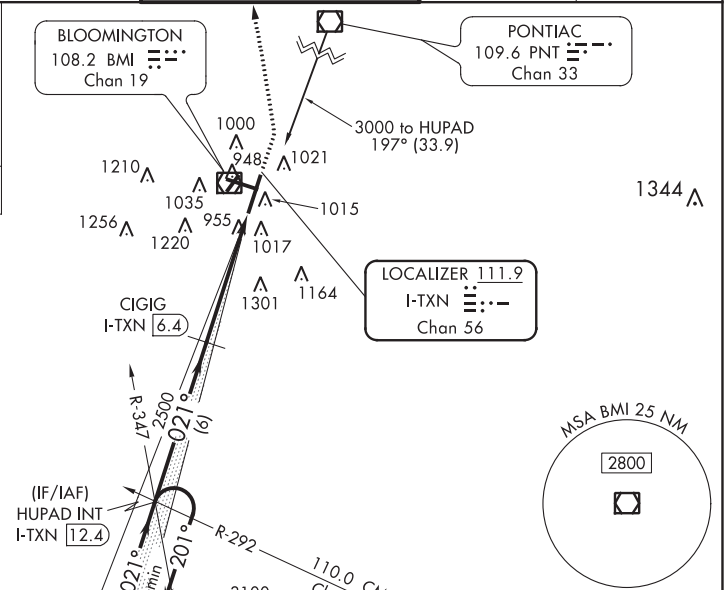
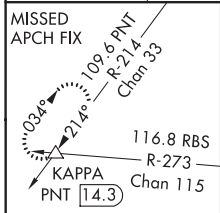
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

⚠ VDP NA with General Downing-Peoria Intl altimeter setting. Autopilot coupled approach NA below 1050. For inoperative MALSR when using General Downing-Peoria Intl altimeter setting, increase S-ILS 2 all Cats visibility to RVR 5000. When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting: increase all DA 116 feet and all MDA 120 feet; increase S-LOC Cat C and D visibility to RVR 5500 and Circling Cat C and D visibility ¼ mile.

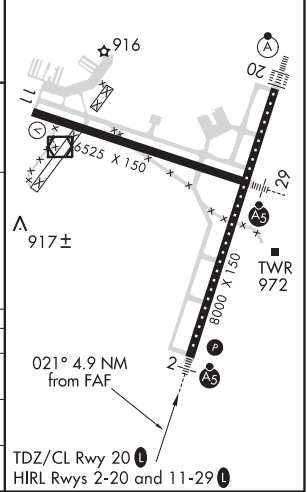
MALSR
A5

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via heading 330° and PNT VOR/DME R-214 to KAPPA INT/PNT 14.3 DME and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER * 124.6 (CTAF) 269.575	GND CON 121.65	UNICOM 122.95
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ELEV 871	TDZE 867
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CATEGORY	A	B	C	D
S-ILS 2	1067/24		200 (200-½)	
S-LOC 2	1260/24	393 (400-½)	1260/40	393 (400-¾)
C CIRCLING	1340-1	469 (500-1)	1620-2¼ 749 (800-2¼)	1620-2½ 749 (800-2½)

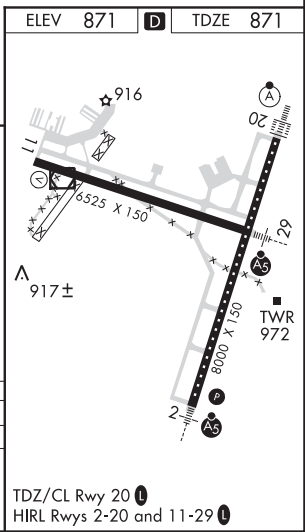
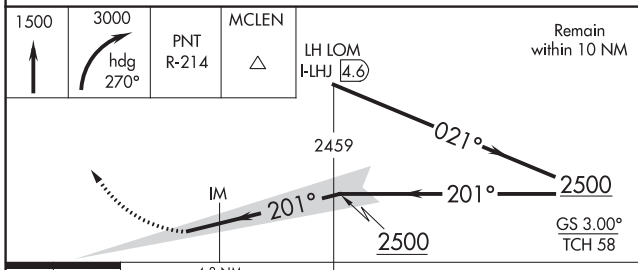
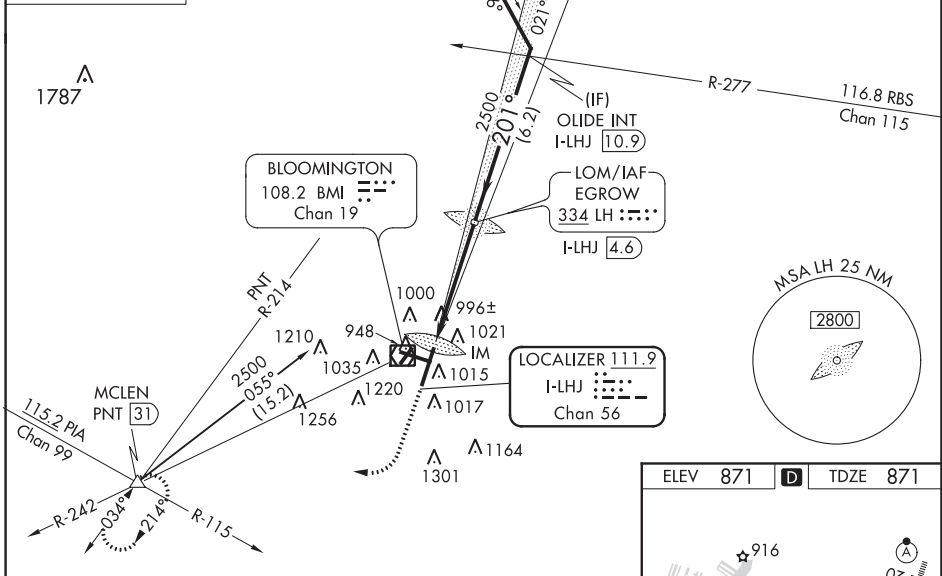
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-LHJ 111.9 Chan 56	APP CRS 201°	Rwy Idg 8000 TDZE 871 Apt Elev 871
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ILS RWY 20 (CAT II)
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 270° and PNT VOR/DME R-214 to MCLEN INT/PNT 31 DME and hold.			
	ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER * 124.6 (CTAF) 269.575	GND CON 121.65



CATEGORY	A	B	C	D
S-ILS-20	RA 122/12 100 DA 971			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 20 1
HIRL Rwy 2-20 and 11-29 1

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56303 W02A	APP CRS 021°	Rwy Idg 8000 TDZE 867 Apt Elev 871
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RNAV (GPS) RWY 2

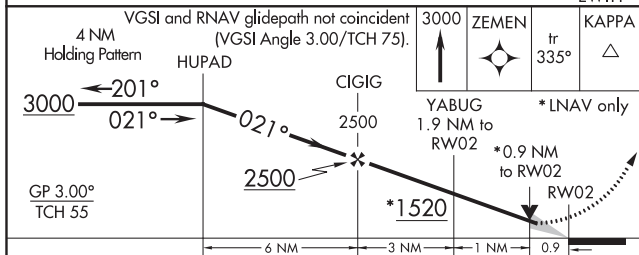
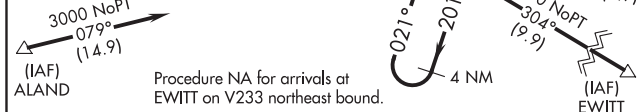
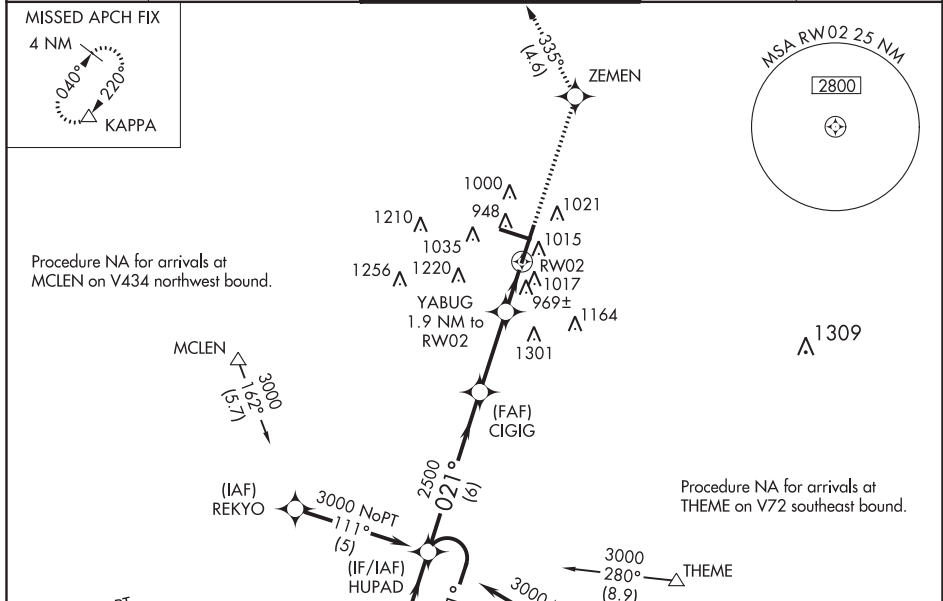
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

⚠ 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. Baro-VNAV and VDP NA when using General Downing-Peoria Intl altimeter setting. When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting: increase all DA 116 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cts visibility ½ mile, LNAV Cts C/D visibility ¾ mile, and Circling all Cts visibility ¼ mile. Inoperative table does not apply.

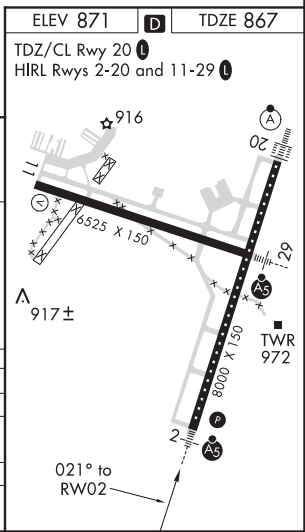
MALS 

MISSED APPROACH: Climb to 3000 direct ZEMEN then on track 335° to KAPPA and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER * 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1214-1¼	347 (400-1¼)	
LNAV/VNAV DA		1269-1¼	402 (400-1¼)	
LNAV MDA	1220-1	353 (400-1)	1220-1¼	353 (400-1¼)
C CIRCLING	1340-1	469 (500-1)	1620-2¼ 749 (800-2¼)	1620-2½ 749 (800-2½)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 2

WAAS CH 97617 W11A	APP CRS 111°	Rwy Idg 6525 TDZE 871 Apt Elev 871
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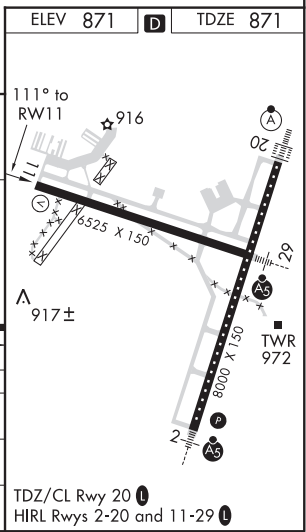
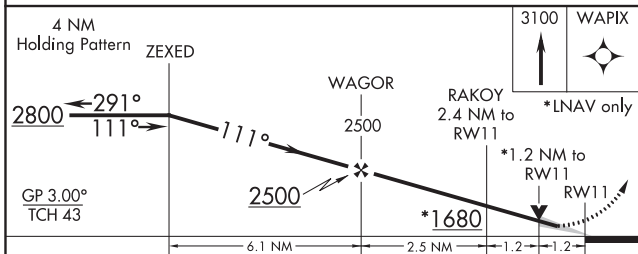
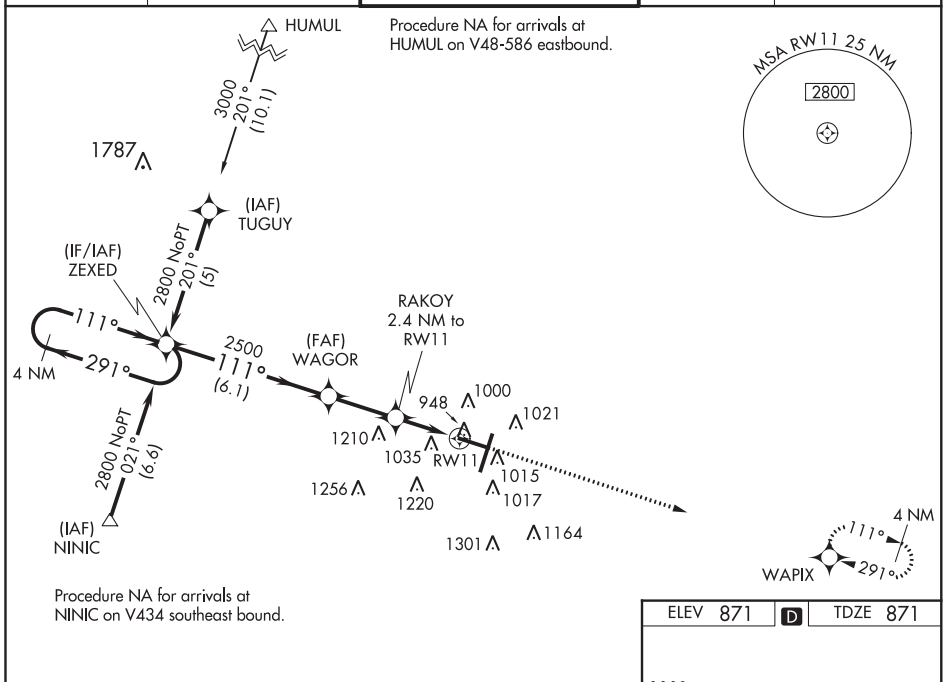
RNAV (GPS) RWY 11

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

⚠ 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. Baro-VNAV and VDP NA when using General Downing-Peoria Intl altimeter setting. When local altimeter setting not received, use General Downing-Peoria Intl setting: increase all DA 116 feet and all MDA 120 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cat C/D visibility ¾ mile, and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct WAPIX and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER * 124.6 (CTAF) 269.575	GND CON 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1121-3/4 250 (300-3/4)			
LNAV/VNAV DA	1341-15/8 470 (500-15/8)			
LNAV MDA	1280-1	409 (500-1)	1280-1 1/4	409 (500-1 1/4)
C CIRCLING	1340-1	469 (500-1)	1620-2 1/4	1620-2 1/2
			749 (800-2 1/4)	749 (800-2 1/2)

TDZ/CL Rwy 20
HIRL Rwy 2-20 and 11-29

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

BLOOMINGTON/NORMAL, ILLINOIS

AL-5058 (FAA)

15288


WAAS CH 99303 W20A	APP CRS 201°	Rwy Idg TDZE Apt Elev	8000 871 871
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RNAV (GPS) RWY 20

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

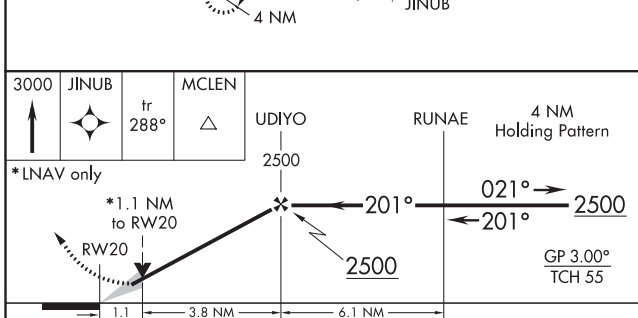
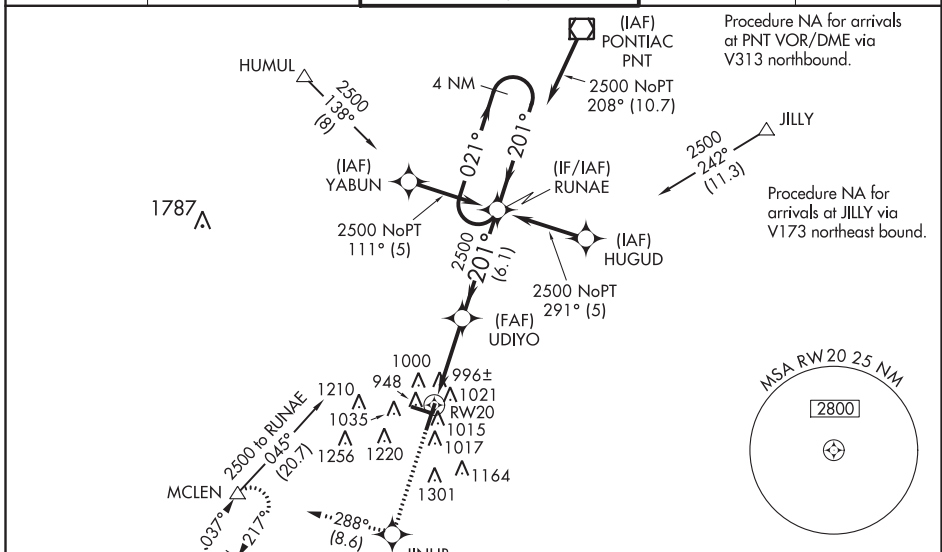
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using General Downing-Peoria Intl altimeter setting. When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting: increase all DA 116 feet and all MDA 120 feet; increase LPV all Cats visibility to 3/4 mile, LNAV/VNAV all Cats visibility to 1 3/8 mile, LNAV Cats C/D visibility to 1 mile, and Circling Cats C/D visibility 1/2 mile. For inop ALSF increase LNAV Cat C/D visibility to RVR 6000. For inoperative ALSF-2 when using General Downing-Peoria Intl altimeter setting increase LPV all Cats visibility to RVR 6000.

ALSF-2

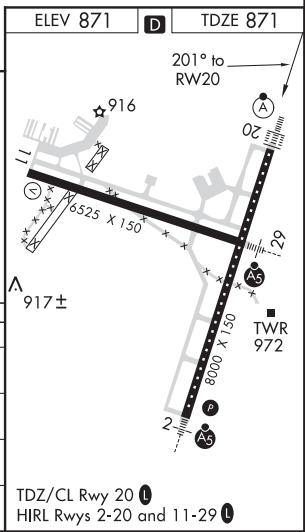


MISSED APPROACH:
Climb to 3000 direct JINUB and on track 288° to MCLEN and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER * 124.6 (CTAF) 269.575	GND CON 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1121/24	250 (300-1/2)	
LNAV/VNAV DA		1301/50	430 (500-1)	
LNAV MDA	1280/24	409 (500-1/2)	1280/40	409 (500-3/4)
C CIRCLING	1340-1	469 (500-1)	1620-2 1/4 749 (800-2 1/4)	1620-2 1/2 749 (800-2 1/2)



BLOOMINGTON/NORMAL, ILLINOIS
Amdt 1A 15OCT15

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

40°29'N-88°55'W

RNAV (GPS) RWY 20

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 60909 W29A	APP CRS 291°	Rwy Idg TDZE Apt Elev	6525 871 871
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RNAV (GPS) RWY 29

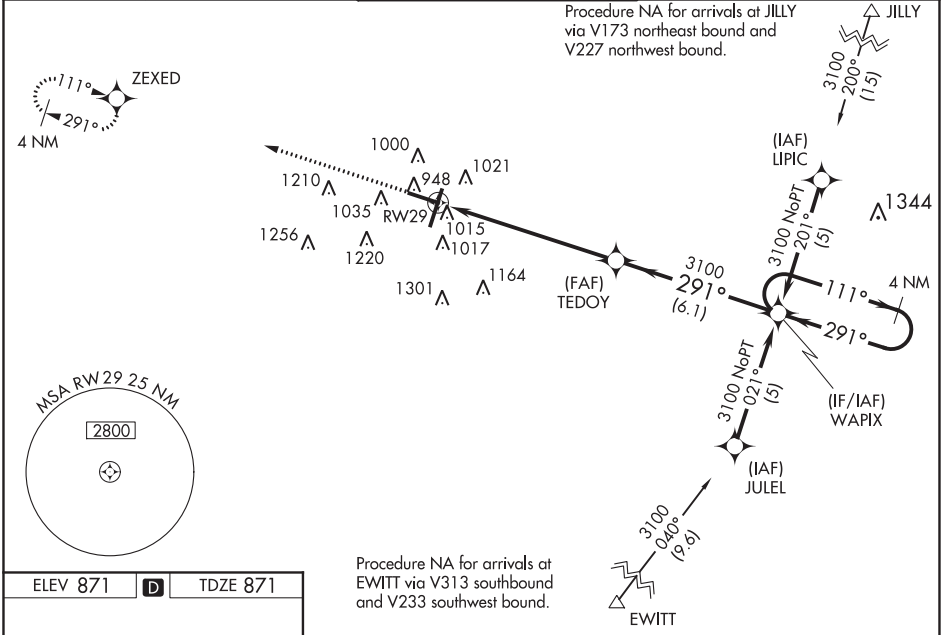
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

⚠ 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. Baro-VNAV and VDP NA when using General Downing-Peoria Intl altimeter setting. When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting: increase all DA 116 feet and all MDA 120 feet; increase LPV all Cats visibility to RVR 3500, LNAV/VNAV all Cats and LNAV Cats C/D visibility 3/4 mile, and Circling Cats C/D visibility 1/4 mile. For inoperative MALSRs when using General Downing-Peoria Intl Regional altimeter setting increase LPV all Cats visibility 1/2 mile, and LNAV Cat C/D visibility 3/4 mile.

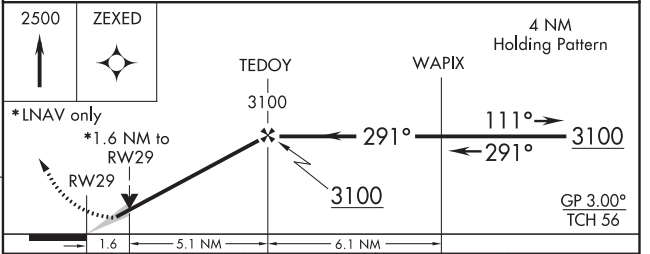
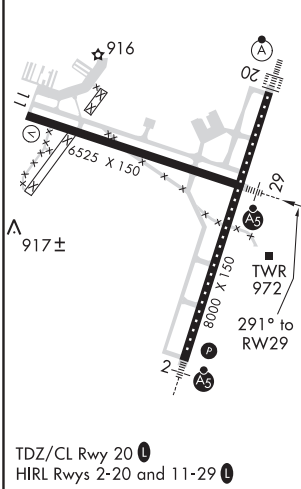


MISSED APPROACH:
Climb to 2500 direct ZEXED and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 269.575	GND CON 121.65	UNICOM 122.95
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ELEV 871	D	TDZE 871
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CATEGORY	A	B	C	D
LPV DA		1121/24	250 (300-1/2)	
LNAV/VNAV DA		1304/50	433 (500-1)	
LNAV MDA	1460/24	589 (600-1/2)	1460-1 1/4	589 (600-1 1/4)
C CIRCLING	1460-1	589 (600-1)	1620-2 1/4 749 (800-2 1/4)	1620-2 1/2 749 (800-2 1/2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-BMI 110.95 Chan 46 (Y)	APP CRS 111°	Rwy Idg TDZE Apt Elev	6525 871 871
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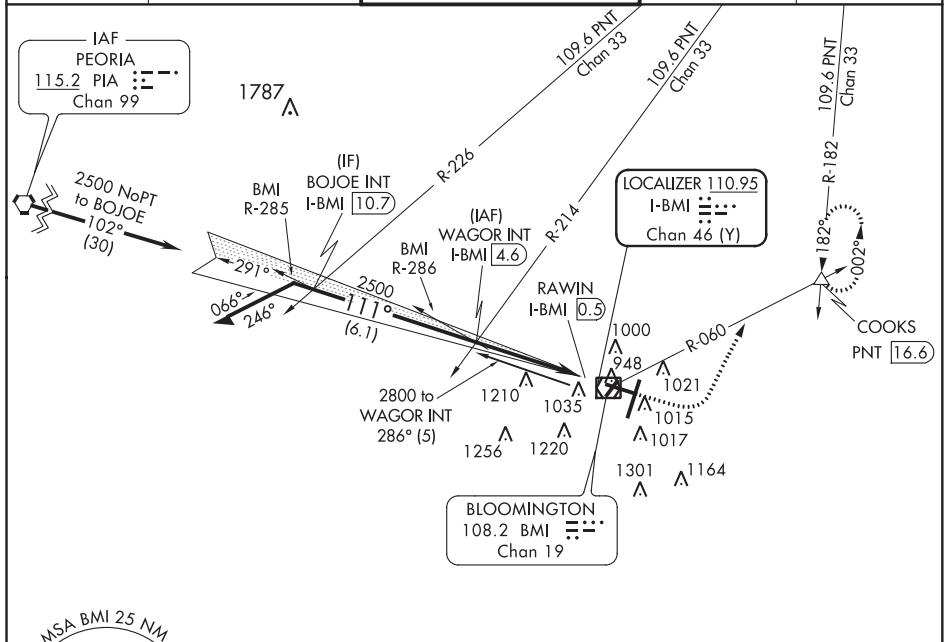
LOC BC RWY 11

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

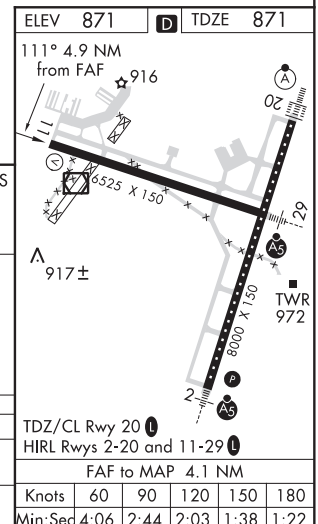
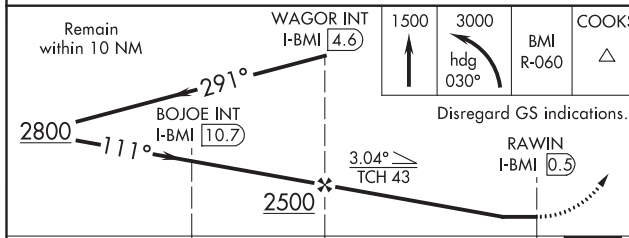
⚠ When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting: increase all MDA 120 feet, increase S-11 and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 030° and BMI VOR/DME R-060 to COOKS INT/PNT 16.6 DME and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER * 124.6 (CTAF) 269.575	GND CON 121.65	UNICOM 122.95
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BACK COURSE



CATEGORY	A	B	C	D
S-11	1260-1	389 (400-1)	1260-1½	389 (400-1½)
C CIRCLING	1340-1	469 (500-1)	1620-2¼ 749 (800-2¼)	1620-2½ 749 (800-2½)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

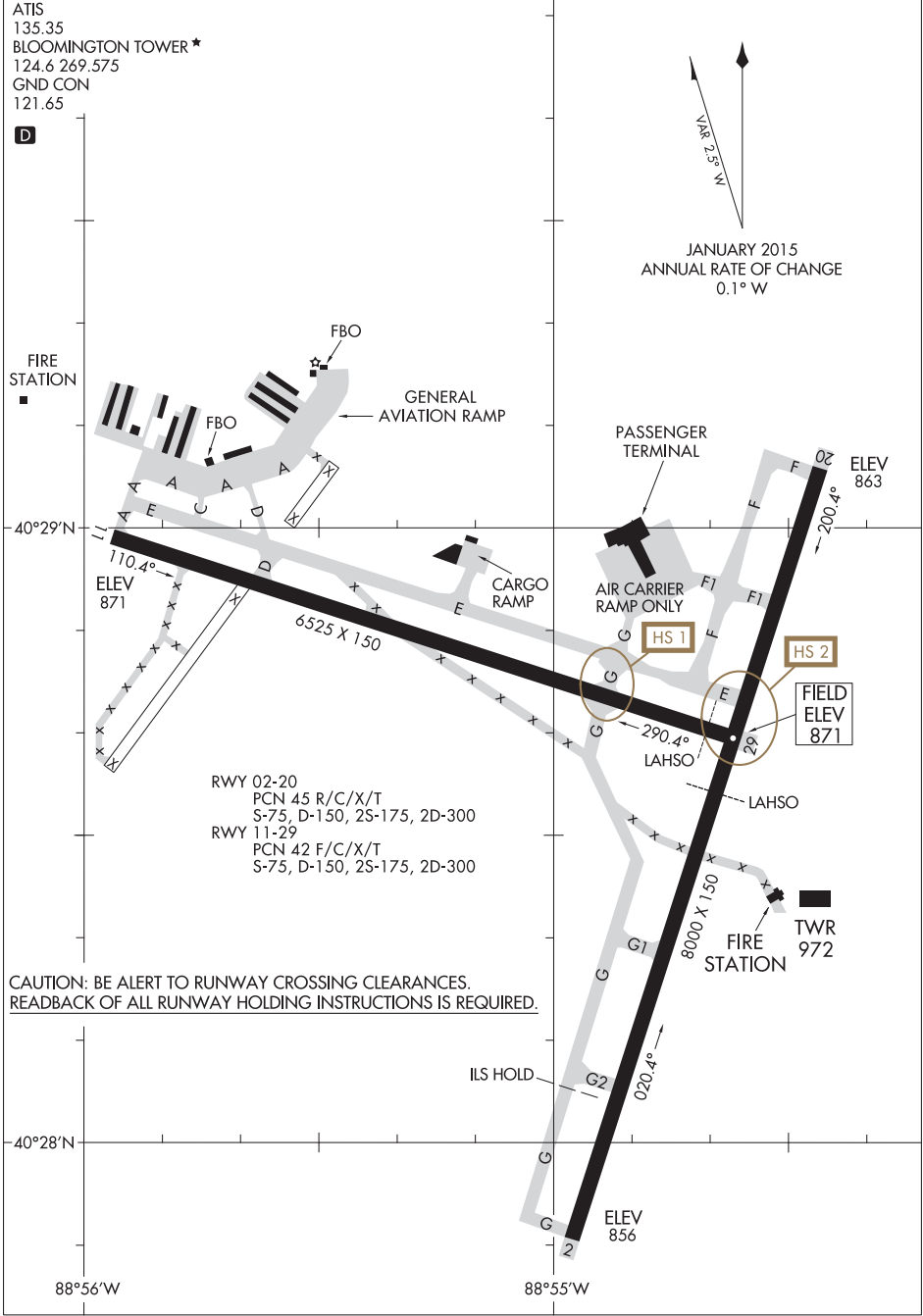
15288 **AIRPORT DIAGRAM** CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI) AL-5058 (FAA) BLOOMINGTON, ILLINOIS

ATIS
135.35
BLOOMINGTON TOWER *
124.6 269.575
GND CON
121.65

VAR 2.5° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM BLOOMINGTON, ILLINOIS CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI) 15288

BOLINGBROOK, ILLINOIS

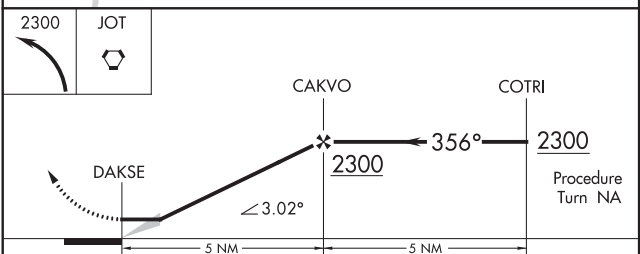
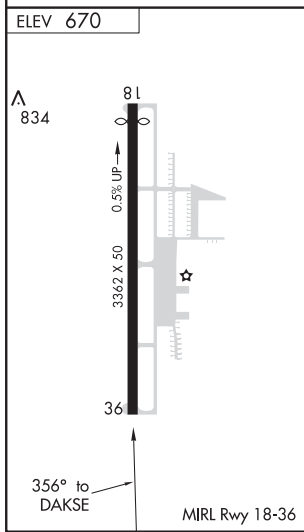
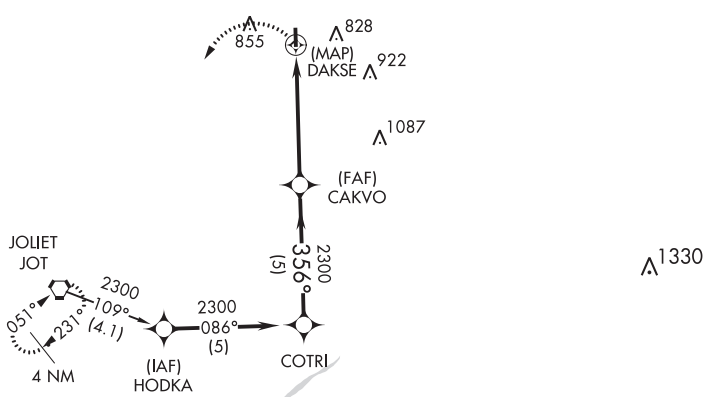
AL-6535 (FAA)

16091

APP CRS 356°	Rwy Idg TDZE Apt Elev	N/A N/A 670
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RNAV (GPS)-B
BOLINGBROOK'S CLOW INTL (1C5)

<p>▼ ▲ NA</p> <p>Use Chicago/Romeoville altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2300 direct JOT VORTAC and hold.</p>
<p>CHICAGO APP CON 119.35 354.075 388.0</p>	<p>CTAF 122.9</p>



CATEGORY	A	B	C	D
CIRCLING	1220-1	550 (600-1)	NA	

BOLINGBROOK, ILLINOIS
Orig 13JUN02

41°42'N-88°08'W

BOLINGBROOK'S CLOW INTL (1C5)
RNAV (GPS)-B

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

BOLINGBROOK, ILLINOIS

AL-6535 (FAA)

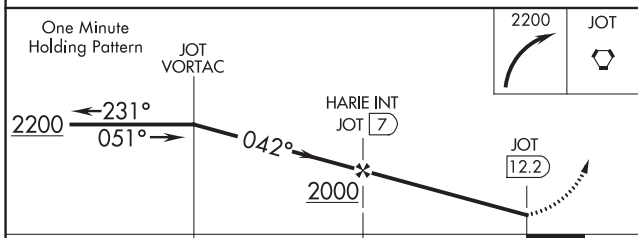
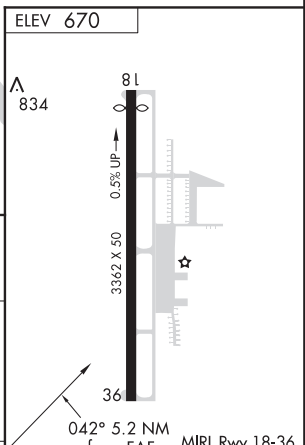
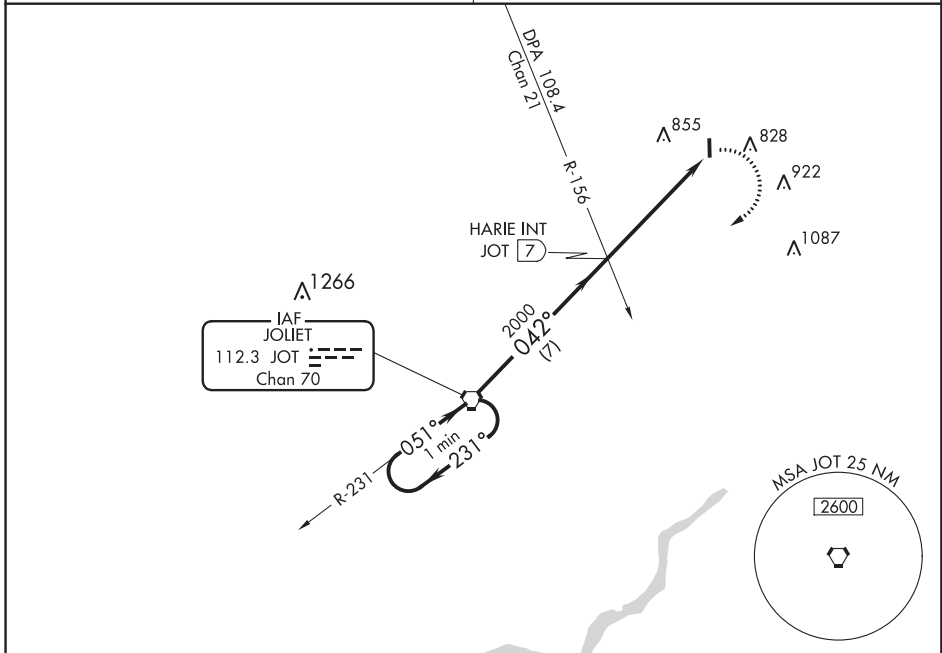
16091

VORTAC JOT 112.3 Chan 70	APP CRS 042°	Rwy Idg TDZE Apt Elev	N/A N/A 670
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VOR-A

BOLINGBROOK'S CLOW INTL (1C5)

NA Use Lewis University altimeter setting.	MISSED APPROACH: Climbing right turn to 2200 direct JOT VORTAC and hold.
CHICAGO APP CON 119.35 354.075 388.0	CTAF 122.9



CATEGORY	A	B	C	D	FAF to MAP 5.2 NM
CIRCLING	1 220-1	550 (600-1)	NA		Knots: 60 90 120 150 180 Min:Seq: 5:12 3:28 2:36 2:05 1:44

BOLINGBROOK, ILLINOIS
Orig 30NOV00

BOLINGBROOK'S CLOW INTL (1C5)

41°42'N - 88°08'W

VOR-A

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

BOSCOBEL, WISCONSIN

AL-6361 (FAA)

16203

WAAS CH 77902 W07A	APP CRS 068°	Rwy Idg TDZE Apt Elev	5000 670 673
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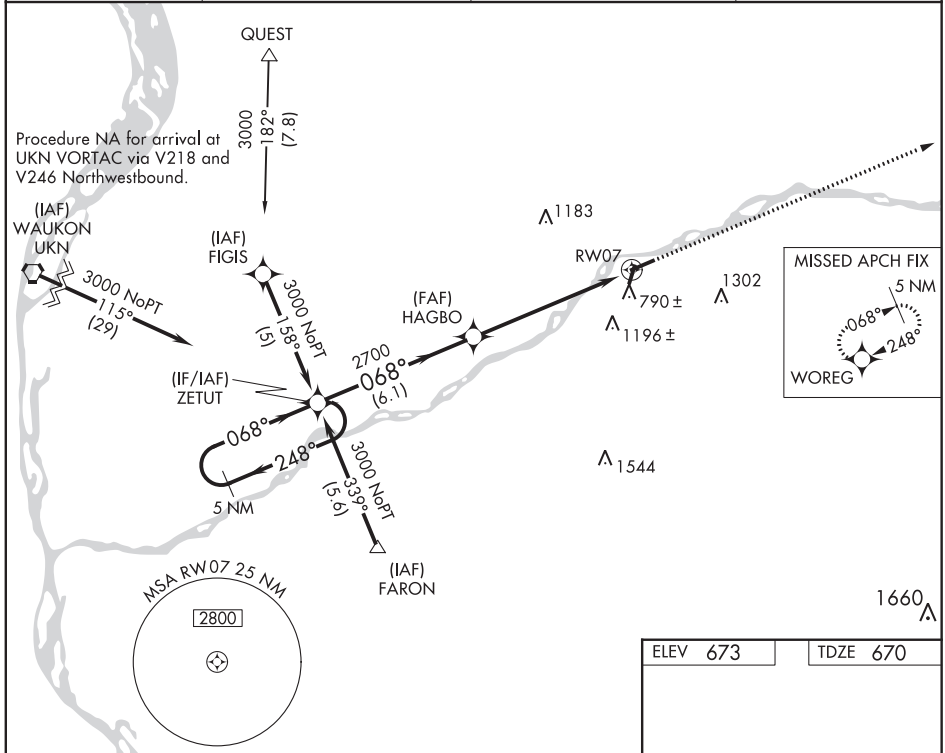
RNAV (GPS) RWY 7

BOSCOBEL (OVS)

⚠ If local altimeter setting not received, use Lone Rock altimeter setting and increase all DAs/MDAs 60 feet.
⚠ Visibility reduction by helicopters NA.
⚠ DME/DME RNP-0.3 NA.

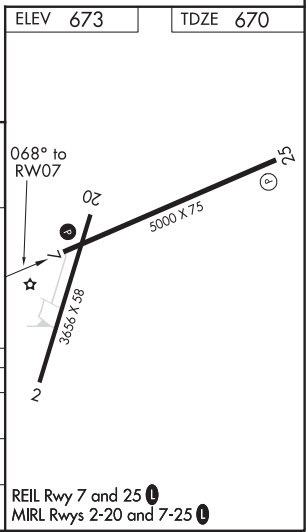
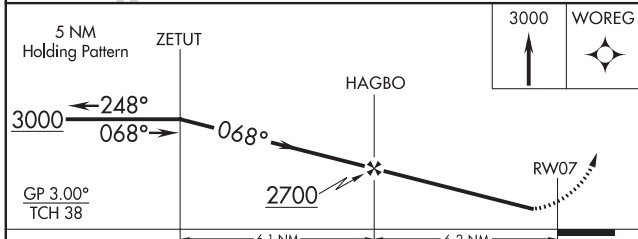
MISSED APPROACH: Climb to 3000 direct WOREG and hold.

ASOS 126.775	CHICAGO CENTER 133.3 380.35	GCO 121.725	UNICOM 122.8 (CTAF) 1
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1040-1¼ 370 (400-1¼)			NA
LNAV MDA	1560-1¼ 890 (900-1¼)		1560-2¾ 890 (900-2¾)	
CIRCLING	1560-1¼ 887 (900-1¼)		1580-2¾ 907 (1000-2¾)	

BOSCOBEL, WISCONSIN
Orig 30AUG07

43°10'N-90°41'W

RNAV (GPS) RWY 7

BOSCOBEL (OVS)

WAAS CH 82505 W25A	APP CRS 248°	Rwy Idg TDZE Apt Elev	5000 671 673
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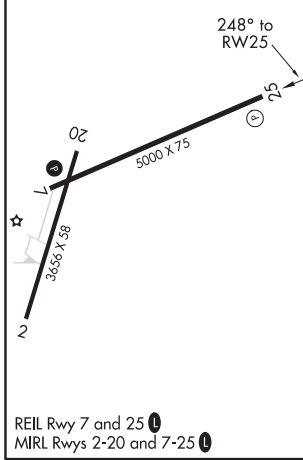
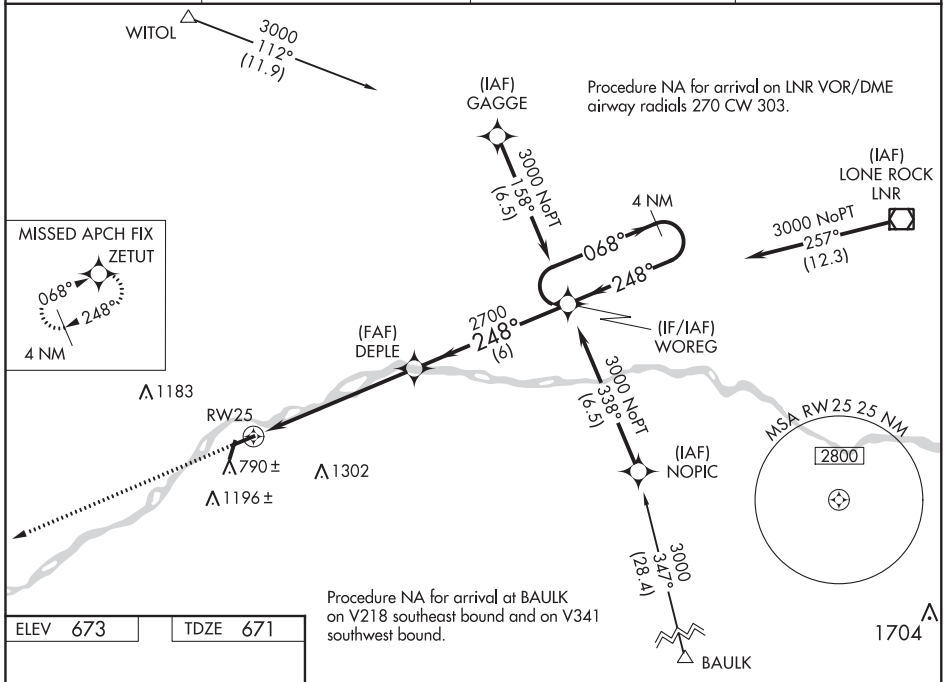
RNAV (GPS) RWY 25

BOSCOBEL (OVS)

▼ Baro-VNAV NA when using Lone Rock 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. VDP NA with Lone Rock altimeter setting. When local altimeter setting not received, use Lone Rock altimeter setting and increase all DA 57 feet and MDA 60 feet. Night landing: Rwy 2, 20 NA.
☒ -28°C/-18°F

MISSED APPROACH:
Climb to 3000 direct ZETUT and hold.

ASOS 126.775	CHICAGO CENTER 133.3 380.35	GCO 121.725	UNICOM 122.8 (CTAF) ☐
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CATEGORY	A	B	C	D
LPV DA	921-1 250 (300-1)			NA
LNAV/VNAV DA	1610-4 939 (1000-4)			NA
LNAV MDA	1560-1¼ 889 (900-1¼)	1560-2½ 889 (900-2½)		NA
☐ CIRCLING	1560-1¼ 887 (900-1¼)	1740-3 1067 (1100-3)		NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

BOSCOBEL, WISCONSIN

AL-6361 (FAA)

16203

VOR/DME LNR 112.8 Chan 75	APP CRS 252°	Rwy Idg TDZE Apt Elev	5000 671 673
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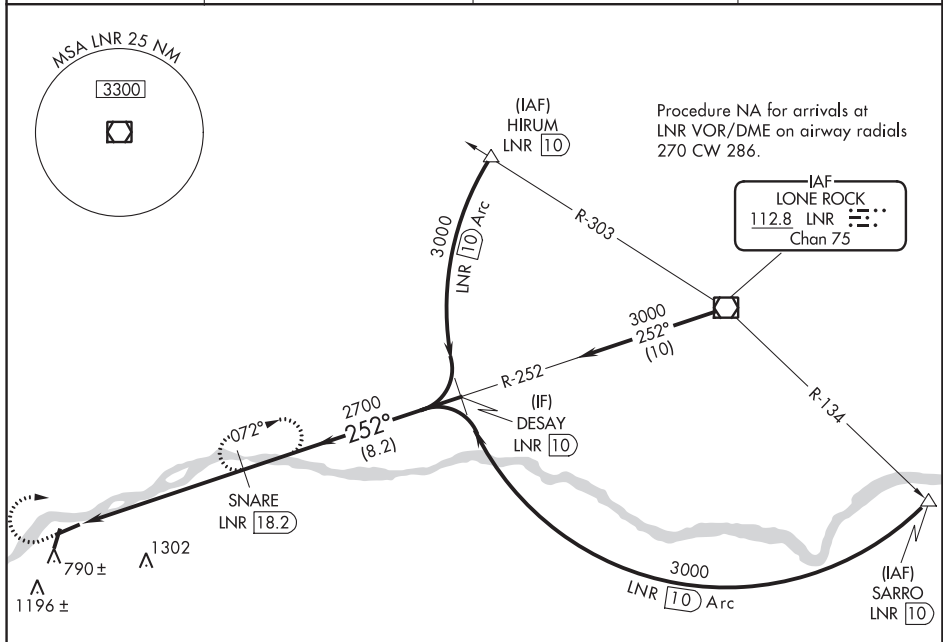
VOR/DME RWY 25

BOSCOBEL (OVS)

⚠ If local altimeter setting not received, use Lone Rock altimeter setting and increase all MDAs 60 feet.
⚠ -28°C/-18°F Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn via LNR VOR/DME R-252 to SNARE/LNR 18.2 DME and hold.

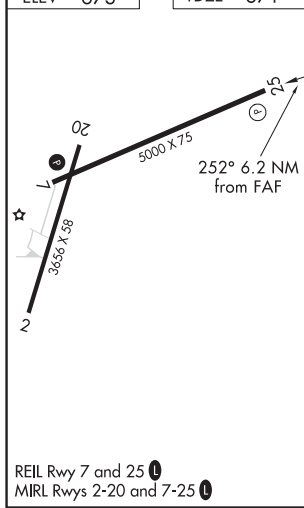
ASOS 126.775	CHICAGO CENTER 133.3 380.35	GCO 121.725	UNICOM 122.8 (CTAF) 📻
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 673	TDZE 671
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	2700	SNARE LNR 18.2	DESAY LNR 10	
	LNR R-252	SNARE LNR 18.2	2700	Procedure Turn NA
	6.2 NM	3.00°	8.2 NM	
	TCH 40			
CATEGORY	A	B	C	D
S-25	1620-1¼ 949 (1000-1¼)		1620-2¾ 949 (1000-2¾)	NA
CIRCLING	1620-1¼ 947 (1000-1¼)		1620-2¾ 947 (1000-2¾)	NA

BOSCOBEL, WISCONSIN
 Orig 30AUG07

43°10'N-90°41'W

VOR/DME RWY 25

BOSCOBEL (OVS)

APP CRS 083°	Rwy Idg 3299
	TDZE 964
	Apt Elev 967

RNAV (GPS) RWY 8

BOYCEVILLE MUNI (3T3)

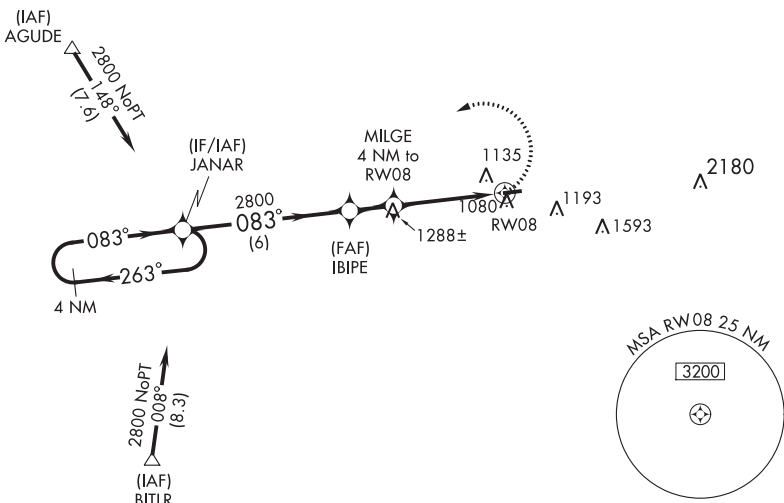
NA Use New Richmond Rgnl altimeter setting.
DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2800 direct JANAR and hold.

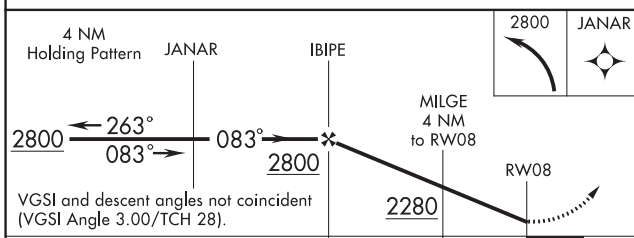
MINNEAPOLIS CENTER
125.3 335.6

UNICOM
122.8 (CTAF)

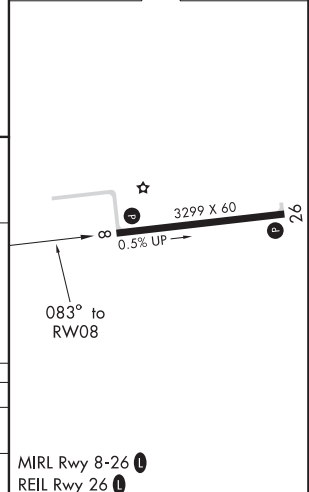
Procedure NA for arrivals at AGUDE via V78 Westbound.



ELEV 967	TDZE 964
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CATEGORY	A	B	C	D
LNNAV MDA	1580-1	616 (700-1)	1580-1 $\frac{3}{4}$ 616 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1680-1	713 (800-1)	1680-2 713 (800-2)	NA



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

BOYCEVILLE, WISCONSIN

AL-10056 (FAA)

15092

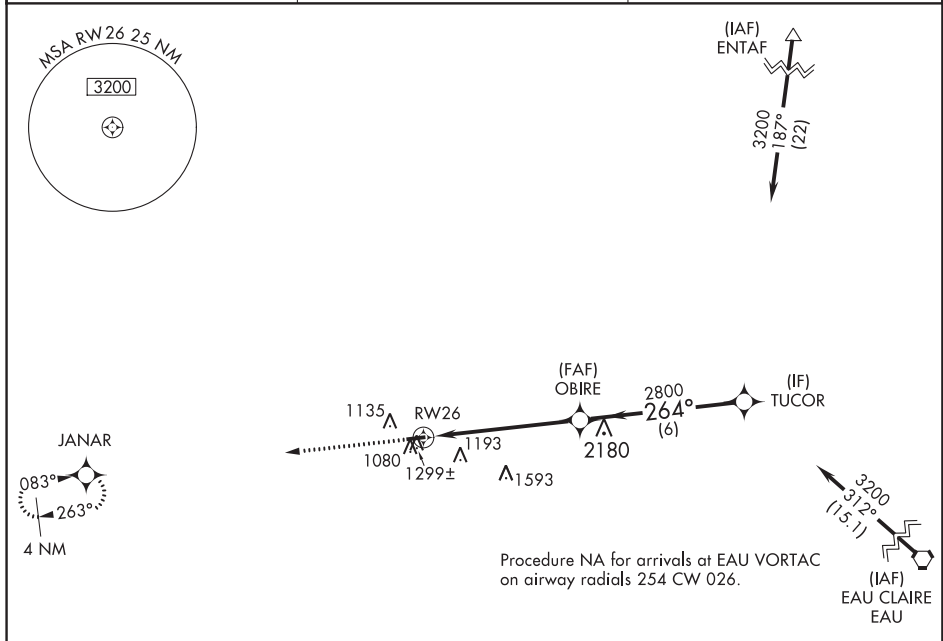
WAAS CH 70335 W26A	APP CRS 264°	Rwy Idg TDZE Apt Elev	3299 967 967
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RNAV (GPS) RWY 26

BOYCEVILLE MUNI (3T3)

▼ Baro-VNAV NA. Use New Richmond altimeter setting; when not received, use Menomonie altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.
▲ NA MISSED APPROACH: Climb to 2800 direct JANAR and hold.

NEW RICHMOND AWOS-3 120.0	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.8 (CTAF) 0
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ELEV 967	TDZE 967
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	2800	JANAR	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 23).		TUCOR
				OBIRE 2800	3200
				264°	GS 3.00° TCH 40
			5.6 NM	6 NM	
CATEGORY	A	B	C	D	
LPV DA	1333-1¼		366 (400-1¼)		NA
LNAV/VNAV DA	1526-2		559 (600-2)		NA
LNAV MDA	1620-1	653 (700-1)	1620-1⅞ 653 (700-1⅞)		NA
C CIRCLING	1680-1	713 (800-1)	1700-2 733 (800-2)		NA

BOYCEVILLE, WISCONSIN
Amdt 2A 02APR15

45°03'N-92°01'W

BOYCEVILLE MUNI (3T3) RNAV (GPS) RWY 26

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90134 W11A	APP CRS 112°	Rwy Idg 4300 TDZE 780 Apt Elev 780
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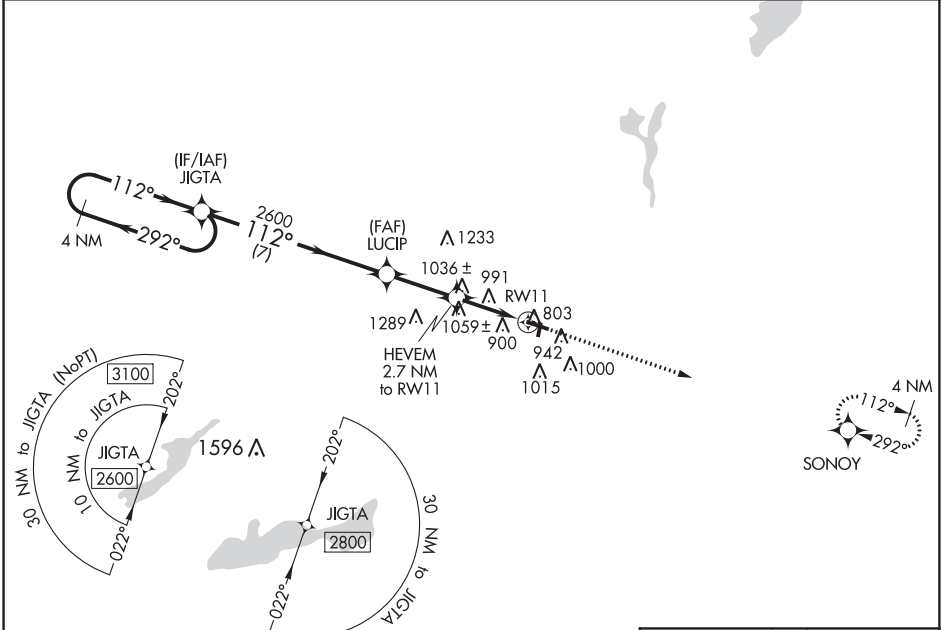
RNAV (GPS) RWY 11

BURLINGTON MUNI (BUU)

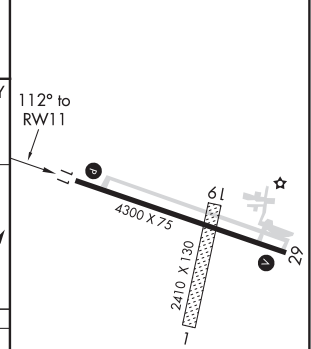
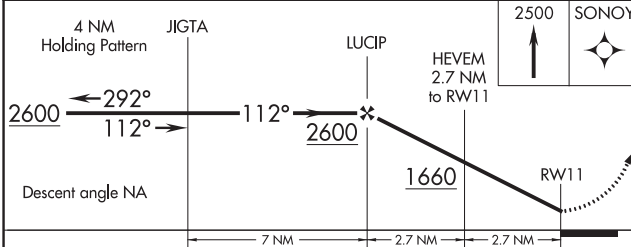
⚠ Circling to Rwy 29 NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDA 80 feet. Increase LP and LNAV Cat C/D visibility to 1/4 mile and Circling Cat C visibility to 2 miles and Circling Cat D visibility to 2 3/4 mile.

MISSED APPROACH:
Climb to 2500 direct SONOY and hold.

AWOS-3 114.5	MILWAUKEE APP CON 135.875 307.0	GCO 121.725	UNICOM 123.05 (CTAF) 0
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ELEV 780	TDZE 780
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CATEGORY	A	B	C	D
LP MDA	1300-1	520 (600-1)	1300-1 1/2	520 (600-1 1/2)
LNAV MDA	1320-1	540 (600-1)	1320-1 5/8	540 (600-1 5/8)
C CIRCLING	1320-1 540 (600-1)	1380-1 600 (600-1)	1380-1 5/8 600 (600-1 5/8)	1560-2 1/2 780 (800-2 1/2)

MIRL Rwy 11-29 **0**
REIL Rws 11 and 29 **0**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

BURLINGTON, WISCONSIN

AL-5901 (FAA)

16315

WAAS CH 82732 W29A	APP CRS 292°	Rwy Idg 4300 TDZE 780 Apt Elev 780
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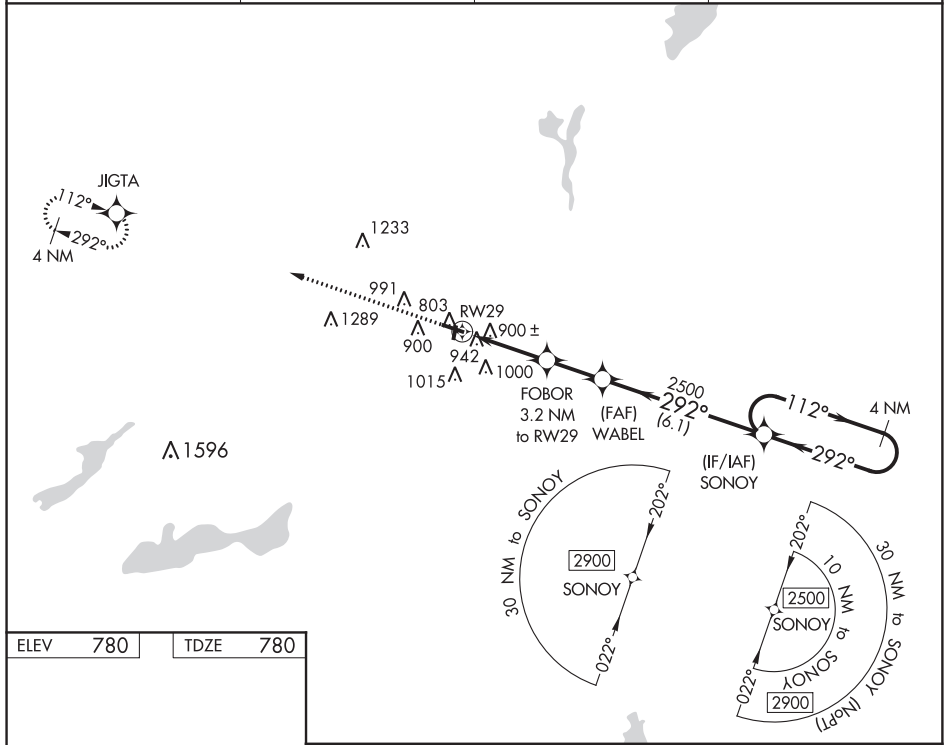
RNAV (GPS) RWY 29

BURLINGTON MUNI (BUU)

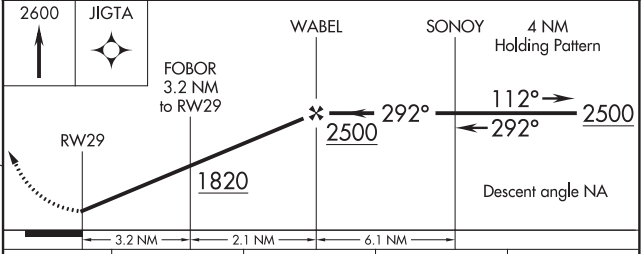
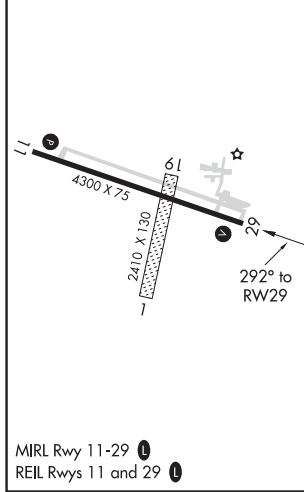
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDA 80 feet. Increase LP Cat C/D visibility to 1 3/4 mile, LNAV Cat C/D visibility to 1 3/4 mile, and Circling Cat D visibility to 2 3/4 mile. Rwy 29 Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climb to 2600 direct JIGTA and hold.

AWOS-3 114.5	MILWAUKEE APP CON 135.875 307.0	GCO 121.725	UNICOM 123.05 (CTAF) 0
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ELEV 780	TDZE 780
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CATEGORY	A	B	C	D
LP MDA	1160-1	380 (400-1)	1160-1 1/2	380 (400-1 1/2)
LNAV MDA	1280-1	500 (500-1)	1280-1 3/8	500 (500-1 3/8)
C CIRCLING	1300-1 520 (600-1)	1380-1 600 (600-1)	1380-1 1/2 600 (600-1 1/2)	1560-2 1/2 780 (800-2 1/2)

BURLINGTON, WISCONSIN
Amdt 1A 02APR15

42°41'N-88°18'W

BURLINGTON MUNI (BUU) RNAV (GPS) RWY 29

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

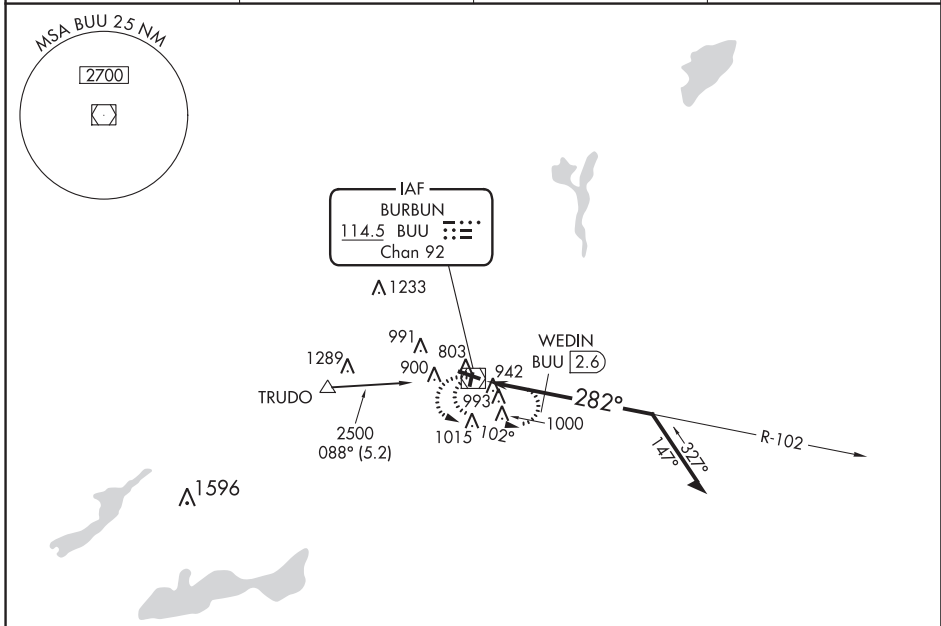
VOR/DME BUU 114.5 Chan 92	APP CRS 282°	Rwy Idg 4300 TDZE 780 Apt Elev 780
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VOR RWY 29
BURLINGTON MUNI (BUU)

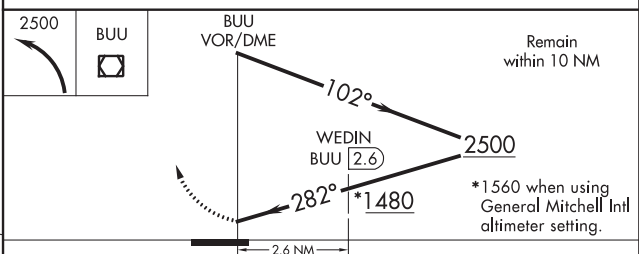
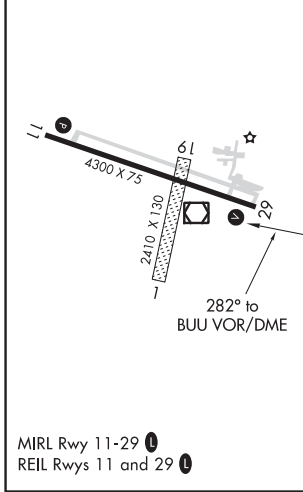
When local altimeter setting not received, use General Mitchell Infil altimeter setting and increase all MDAs 80 feet and increase S-29 and Circling Cats B,C and D visibilities ¼ mile, and WEDIN Fix minimums S-29 and Circling Cats C and D visibilities ¼ mile. Helicopter visibility reduction below 1 SM NA. Night landing Rwy 29 NA.

MISSED APPROACH: Climbing left turn to 2500 in BUU VOR/DME holding pattern.

AWOS-3 114.5	MILWAUKEE APP CON 135.875 307.0	GCO 121.725	UNICOM 123.05 (CTAF)
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ELEV 780	TDZE 780
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CATEGORY	A	B	C	D
S-29	1480-1	700 (700-1)	1480-2 700 (700-2)	1480-2¼ 700 (700-2¼)
CIRCLING	1480-1	700 (700-1)	1480-2 700 (700-2)	1480-2¼ 700 (700-2¼)
WEDIN FIX MINIMUMS				
S-29	1300-1	520 (600-1)	1300-1½ 520 (600-1½)	1300-1¾ 520 (600-1¾)
CIRCLING	1340-1 560 (600-1)	1360-1 580 (600-1)	1360-1½ 580 (600-1½)	1380-2 600 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

BURLINGTON, WISCONSIN

AL-5901 (FAA)

16315

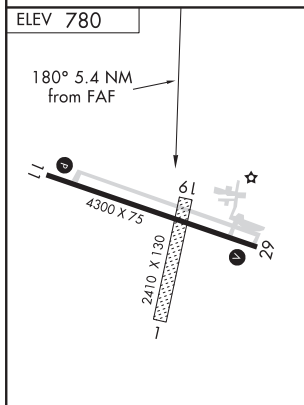
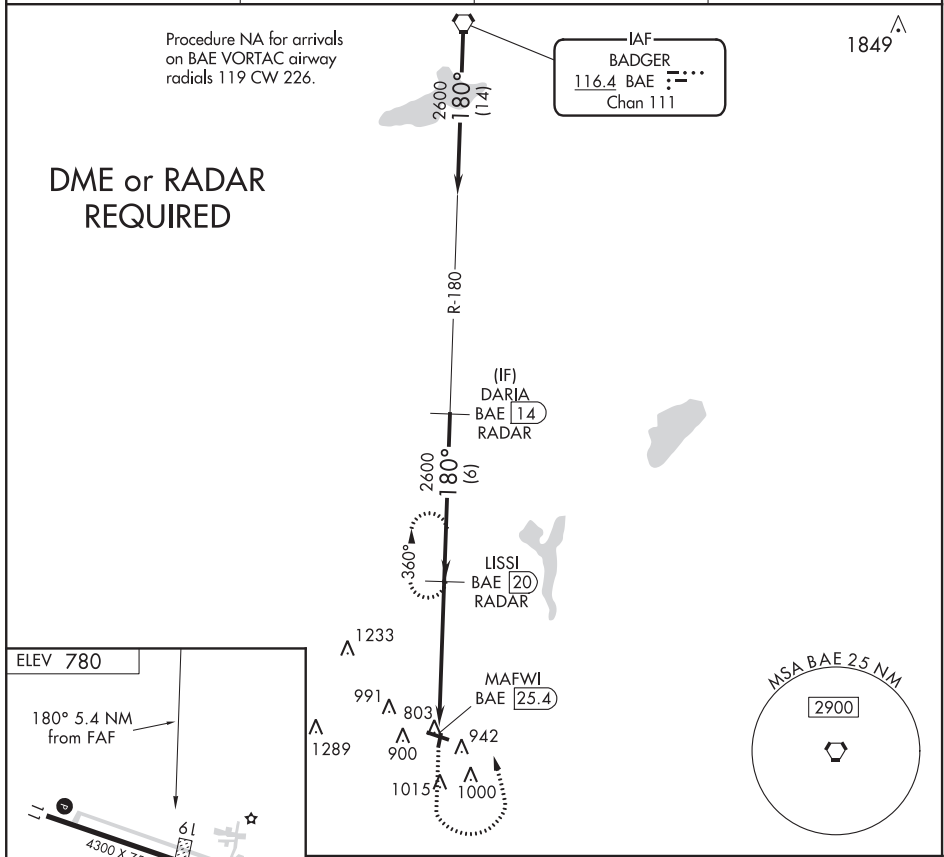
VORTAC BAE 116.4 Chan 111	APP CRS 180°	Rwy Idg TDZE Apt Elev	N/A N/A 780
---	------------------------	-----------------------------	--

VOR-A
BURLINGTON MUNI (BUU)

⚠ Circling to Rwy 29 NA at night. DME or Radar Required. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDA 80 feet; increase Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 then left turn on BAE VORTAC R-180 to LISSI/20 DME/RADAR and hold.

AWOS-3 114.5	MILWAUKEE APP CON 135.875 307.0	GCO 121.725	UNICOM 123.05 (CTAF)
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MIRL Rwy 11-29
REIL Rwys 11 and 29

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

2600	BAE R-180	LISSI BAE 20 RADAR	LISSI BAE 20 RADAR	DARIA BAE 14 RADAR
2600	MAFWI BAE 25.4	2600	180°	2600
5.4 NM		6 NM		
CATEGORY	A	B	C	D
C CIRCLING	1400-1	620 (700-1)	1400-1¾ 620 (700-1¾)	1560-2½ 780 (800-2½)

BURLINGTON, WISCONSIN
Amdt 2 19SEP13

42°41'N-88°18'W

BURLINGTON MUNI (BUU)
VOR-A

EC-3, 10 NOV 2016 to 05 JAN 2017

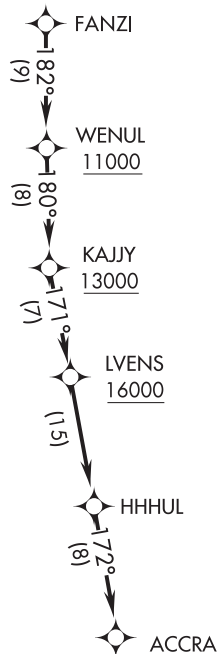
EC-3, 10 NOV 2016 to 05 JAN 2017

ACCRA TWO DEPARTURE (RNAV)

MILWAUKEE DEP CON
135.875 307.0
AWOS-3
114.5

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:
Rwys 1, 19: NA - Environmental
Rwys 11, 29: Standard with minimum climb of
500' per NM to 1300.



- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Advise ATC if unable to comply with crossing restrictions.

(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ACCRA TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 11, 29: Climb on assigned heading for RADAR vectors to FANZI, thence

. . . . on track 182° to cross WENUL at or above 11000, then on track 180° to cross KAJJY at or above 13000, then on track 171° to cross LVENS at or above 16000, then on track 171° to HHHUL, then on track 172° to ACCRA. Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 11: Numerous trees beginning 137' from DER, 41' right of centerline, up to 125' AGL/901' MSL. Building 1438' from DER, 415' right of centerline, 50' AGL/825' MSL. Vehicle on road, antenna, and buildings beginning 43' from DER, 3' left of centerline, up to 37' AGL/812' MSL. Numerous trees beginning 227' from DER, 46' left of centerline, up to 72' AGL/847 MSL.
- Rwy 29: Numerous trees beginning 11' from DER, 77' left of centerline, up to 161' AGL/938' MSL. Buildings beginning 3568' from DER, 1138' left of centerline, up to 122' AGL/899' MSL. Numerous trees beginning 177' from DER, 144' right of centerline, up to 37' AGL/812' MSL.

UECKR THREE DEPARTURE (RNAV)

AWOS-3
114.5
MILWAUKEE DEP CON
135.875 307.0

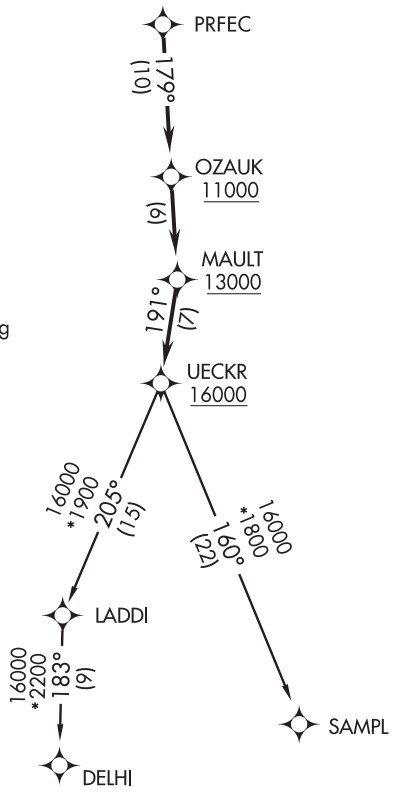
**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:

Rwys 1, 19: NA - Environmental
Rwys 11, 29: Standard with minimum climb of
500' per NM to 1300.



- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Notify ATC if unable to comply with crossing restrictions.



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

UECKR THREE DEPARTURE (RNAV)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

UECKR THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 11, 29: Climb on assigned heading for RADAR vectors to PRFEC, thence. . . .

. . . . on track 179° to cross OZAUK at or above 11000, then on track 179° to cross MAULT at or above 13000, then on track 191° to cross UECKR at or above 16000, then via (transition). Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR3.DELHI):

SAMPL TRANSITION (UECKR3.SAMPL):

TAKEOFF OBSTACLE NOTES:

Rwy 11: Numerous trees beginning 137' from DER, 41' right of centerline, up to 125' AGL/901' MSL. Building 1438' from DER, 415' right of centerline, 50' AGL/825' MSL. Vehicle on road, antenna, and buildings beginning 43' from DER, 3' left of centerline, up to 37' AGL/812' MSL. Numerous trees beginning 227' from DER, 46' left of centerline, up to 72' AGL/847 MSL.

Rwy 29: Numerous trees beginning 11' from DER, 77' left of centerline, up to 161' AGL/938' MSL. Buildings beginning 3568' from DER, 1138' left of centerline, up to 122' AGL/899' MSL. Numerous trees beginning 177' from DER, 144' right of centerline, up to 37' AGL/812' MSL.

APP CRS	Rwy Idg	3146
347°	TDZE	1357
	Apt Elev	1360

RNAV (GPS) RWY 35

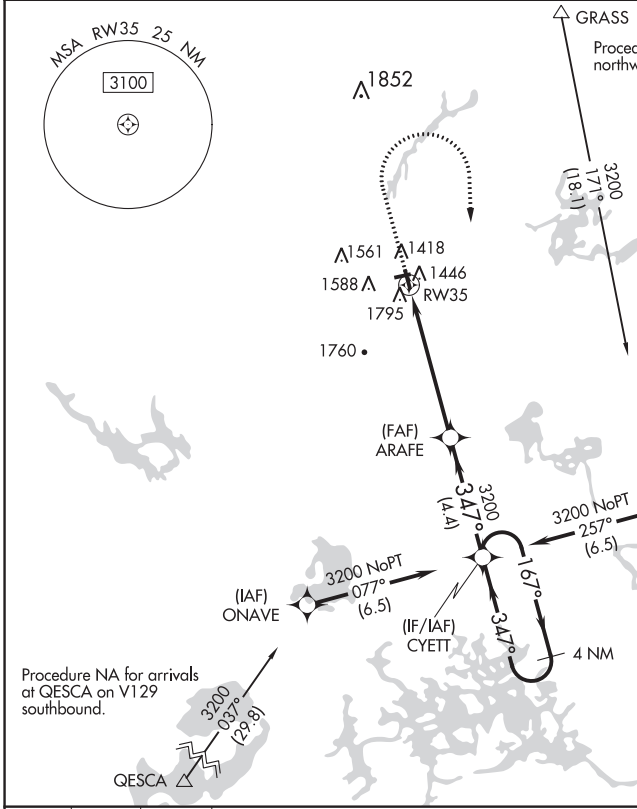
CABLE UNION (3CU)

▼ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Hayward altimeter setting; when not received, use Solon Springs altimeter and increase all MDA 60 feet and increase Circling Cat A and D visibility ¼ mile.

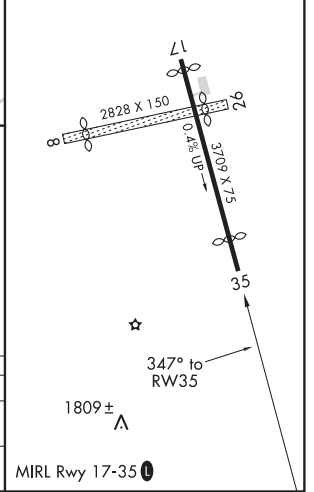
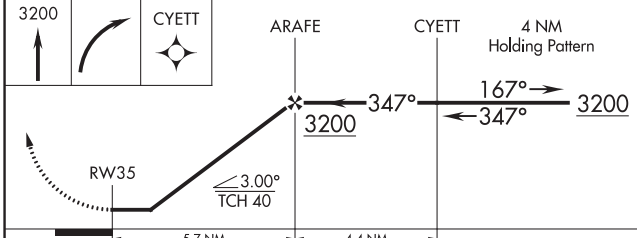
▲ NA Circling NA to Rwy 8, 26.

MISSED APPROACH:
Climb to 3200 then right turn direct CYETT and hold.

MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF) 0
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ELEV 1360	D TDZE 1357
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CATEGORY	A	B	C	D
LNVA MDA	2120-1 763 (800-1)	2120-1¼ 763 (800-1¼)	2120-2½	763 (800-2½)
C CIRCLING	2160-1 800 (800-1)	2160-1¼ 800 (800-1¼)	2160-2½	2200-2¾ 840 (900-2¾)

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-CPS 109.1	APP CRS 302°	Rwy Idg 7002
		TDZE 412
		Apt Elev 413

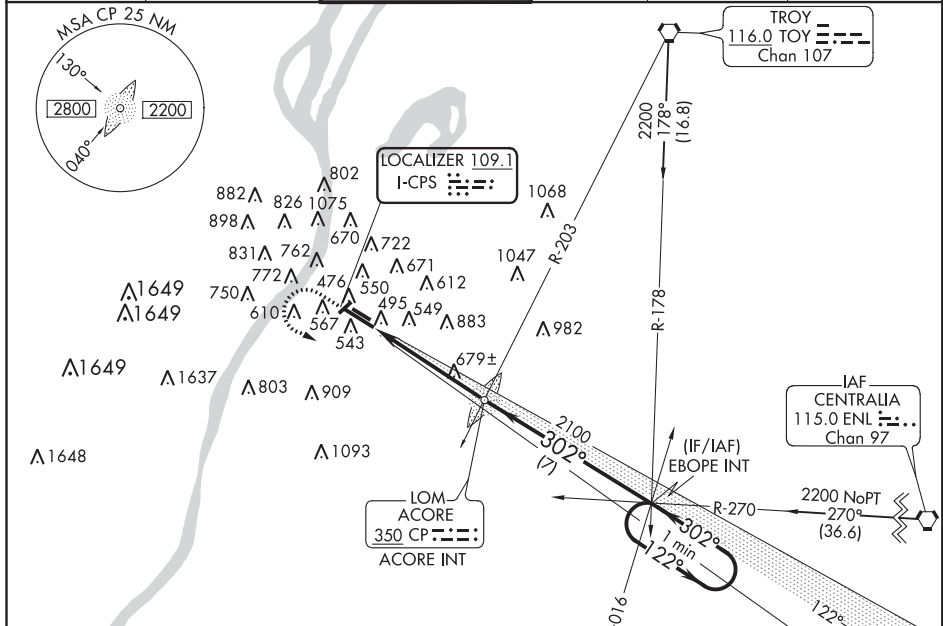
ILS or LOC RWY 30L

ST. LOUIS DOWNTOWN (CPS)

⚠ When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting; increase DA to 674, increase all MDAs 80 feet, S-LOC 30L and circling visibility Cat. C/D ½ mile. For inop MALSRL increase Lambert-St Louis Intl altimeter setting S-ILS visibility ½ mile. Night landing: Rwy 5 NA.

MALSRL  MISSED APPROACH: Climb to 1400 then climbing left turn to 2200 via heading 080° and via I-CPS SE course to EBOPE INT and hold.

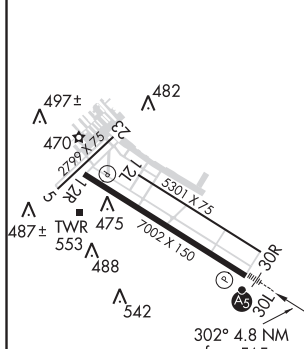
ATIS 121.45	ST LOUIS APP CON 123.7 371.875	DOWNTOWN TOWER * 119.925 (CTAF) 0 379.3	GND CON 121.8	CLNC DEL 118.275	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

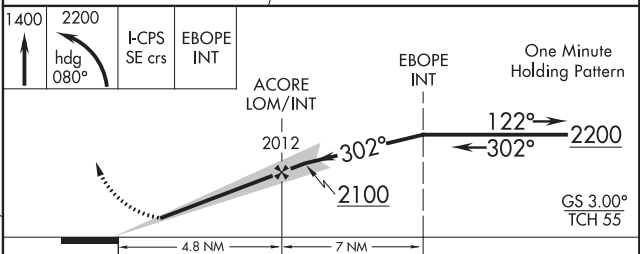
ELEV 413	D	TDZE 412
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HIRL Rwy 12R-30L
REIL Rws 12R, 12L and 30R
MIRL Rws 5-23, 12L-30R

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
S-ILS 30L		612-½	200 (200-½)	
S-LOC 30L	940-½	528 (600-½)	940-1 528 (600-1)	940-1¼ 528 (600-1¼)
CIRCLING	940-1	527 (600-1)	1000-1½ 587 (600-1½)	1080-2 667 (700-2)

APP CRS	Rwy Idg	7002
107°	TDZE	413
	Apt Elev	413

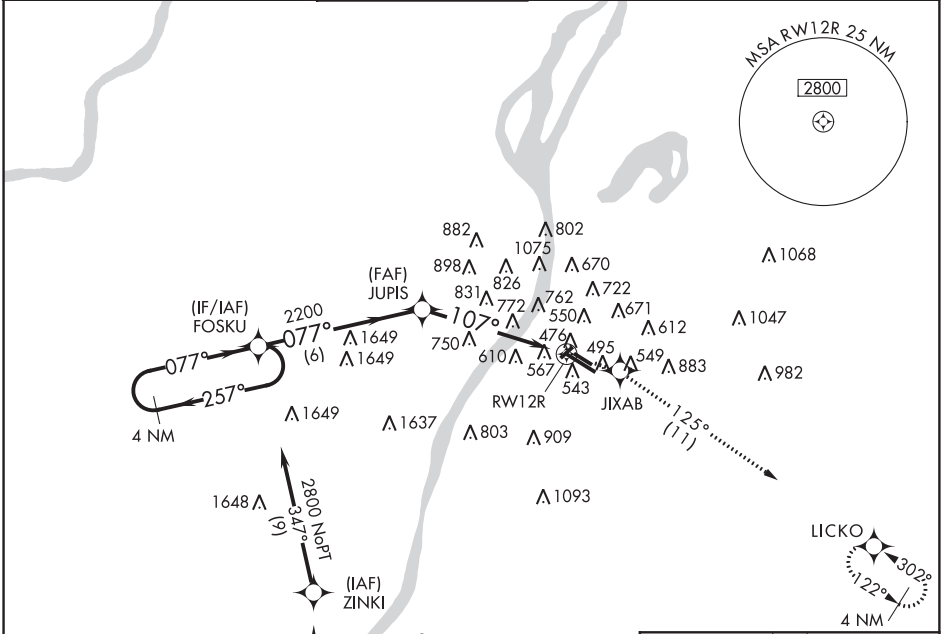
RNAV (GPS) RWY 12R

ST. LOUIS DOWNTOWN (CPS)

T When local altimeter setting not received, use Lambert-St Louis Intl, MO altimeter setting and increase all MDA 80 feet. Increase Cats B/C/D visibility ¼ mile. Night landing: Rwy 5, 30R NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

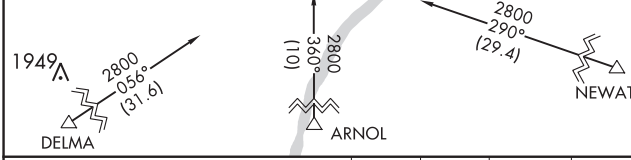
MISSED APPROACH: Climb to 2200 direct JIXAB and right turn via 125° track to LICKO and hold.

ATIS 121.45	ST LOUIS APP CON 123.7 371.875	DOWNTOWN TOWER * 119.925 (CTAF) 0 379.3	GND CON 121.8	CLNC DEL 118.275	UNICOM 122.95
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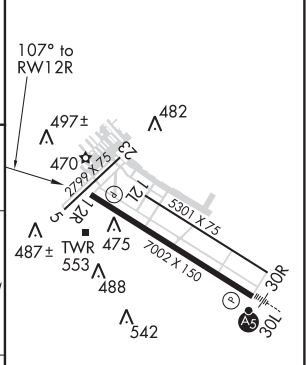
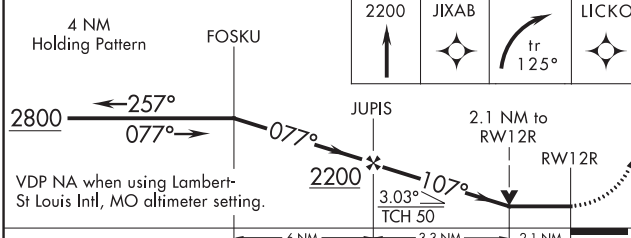


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV	413	TDZE	413
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CATEGORY	A	B	C	D
LNVA MDA	1140-1 727 (800-1)		1140-2 727 (800-2)	1140-2¼ 727 (800-2¼)
CIRCLING	1140-1 727 (800-1)		1140-2 727 (800-2)	1140-2¼ 727 (800-2¼)

HIRL Rwy 12R-30L
REIL Rws 12R, 12L and 30R
MIRL Rws 5/23, 12L-30R

WAAS CH 70521 W30A	APP CRS 302°	Rwy Idg TDZE 411 Apt Elev 413	7002
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RNAV (GPS) RWY 30L

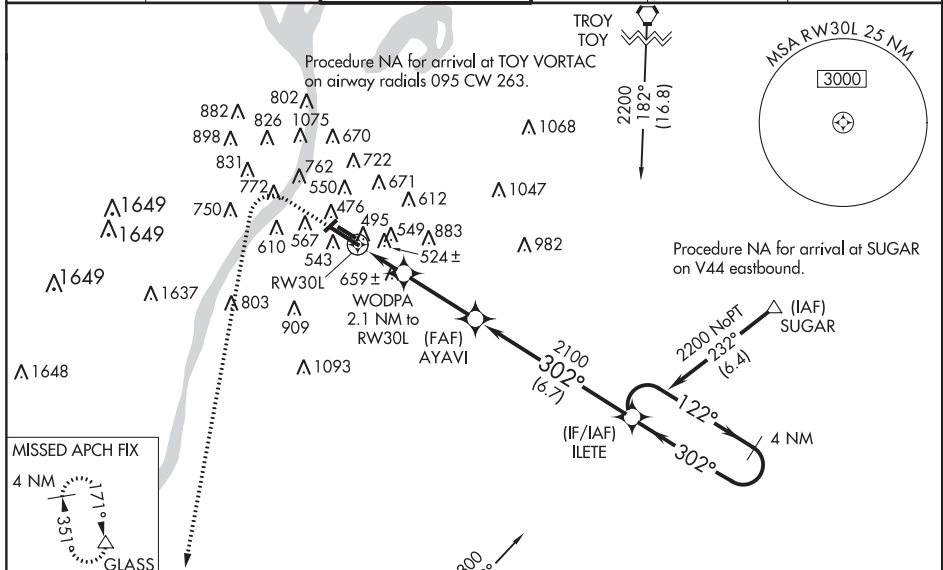
ST. LOUIS DOWNTOWN (CPS)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D visibility ⅜ mile, Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. VDP and Baro-VNAV NA with Lambert-St Louis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15C (5F) or above 41°C (105°F). When using Lambert-St Louis Intl altimeter setting; for inop MALS, increase LPV all Cats visibility to ⅜ mile and LNAV Cats C/D visibility to 1¼ mile. Night landing: Rwy 5 NA.

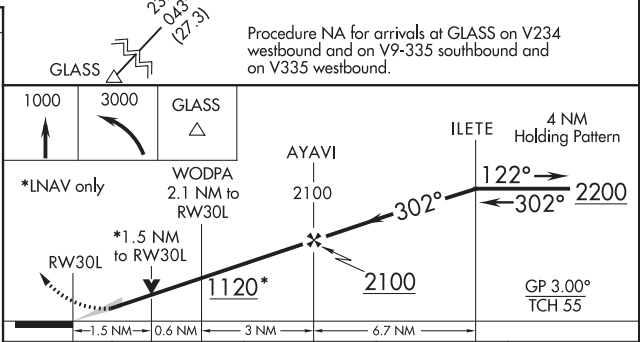
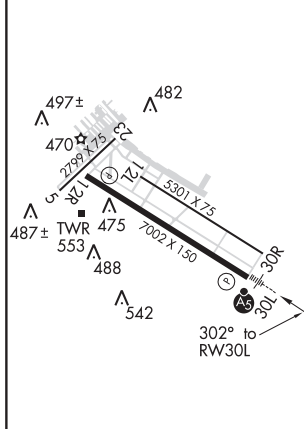
MALS

MISSED APPROACH:
Climb to 1000 then climbing left turn to 3000 direct GLASS and hold.

ATIS 121.45	ST LOUIS APP CON 123.7 371.875	DOWNTOWN TOWER * 119.925 (CTAF) 0 379.3	GND CON 121.8	CLNC DEL 118.275	UNICOM 122.95
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ELEV 413	D	TDZE 411
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CATEGORY	A	B	C	D
LPV DA		611-½	200 (200-½)	
LNAV/VNAV DA		827-⅞	416 (500-⅞)	
LNAV MDA	940-½	529 (600-½)	940-1	529 (600-1)
CIRCLING	940-1	527 (600-1)	1000-1½ 587 (600-1½)	1080-2 667 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5301
302°	TDZE	408
	Apt Elev	413

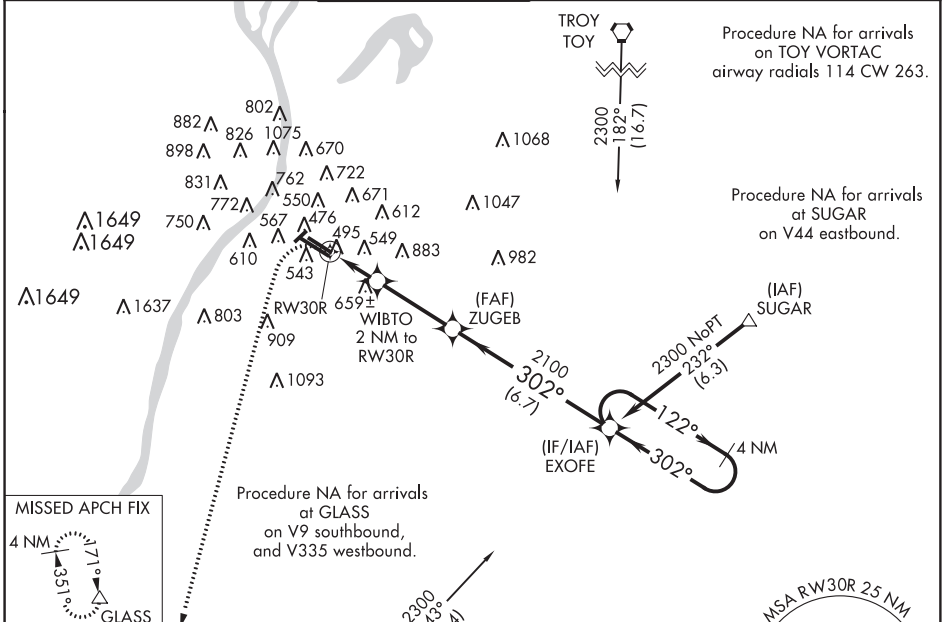
RNAV (GPS) RWY 30R

ST. LOUIS DOWNTOWN (CPS)

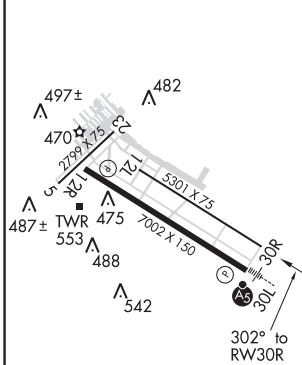
▼ Circling Rwy 5 NA at night. DME/DME RNP-0.3 NA. Rwy 30R helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all MDA 80 feet increasing LNAV Cat C and D visibility 3/8 mile, Circling Cat C visibility 1/4 mile and Circling Cat D visibility 1/2 mile.

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

ATIS 121.45	ST LOUIS APP CON 123.7 371.875	DOWNTOWN TOWER* 119.925 (CTAF) 379.3	GND CON 121.8	CLNC DEL 118.275	UNICOM 122.95
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ELEV	413	D	TDZE	408
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CATEGORY	A	B	C	D
LNAV MDA	920-1	512 (600-1)	920-1 3/8	512 (600-1 3/8)
CIRCLING	920-1	507 (600-1)	1000-1 1/2	1080-2
			587 (600-1 1/2)	667 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

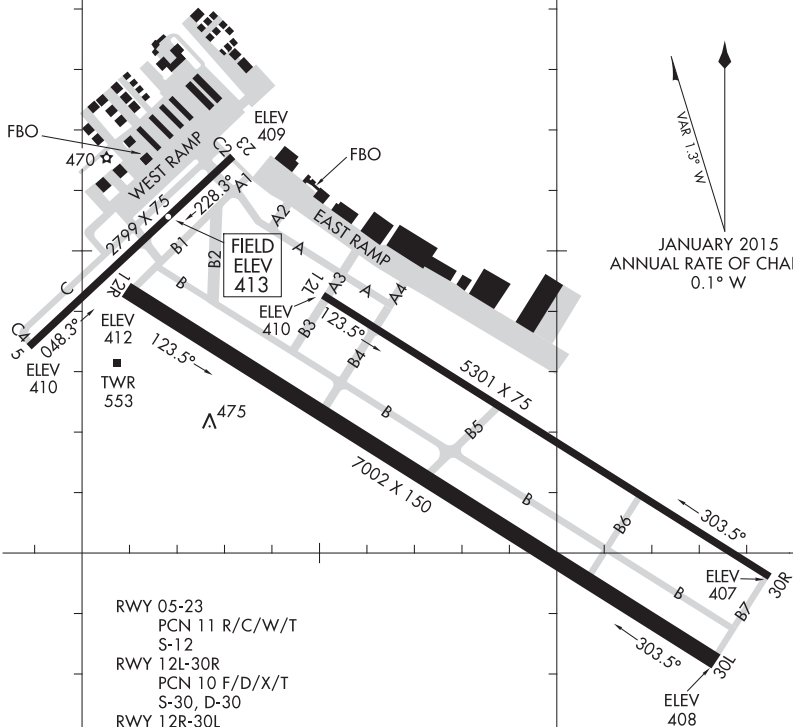
AL-5316 (FAA)

ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

ATIS
 121.45
 DOWNTOWN TOWER ★
 119.925 379.3
 GND CON
 121.8
 CLNC DEL
 118.275
 121.8 (When Twr Clsd)



38°35'N



JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.1° W

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

38°34'N

RWY 05-23
 PCN 11 R/C/W/T
 S-12
 RWY 12L-30R
 PCN 10 F/D/X/T
 S-30, D-30
 RWY 12R-30L
 PCN 48 F/D/X/T
 S-65, D-95, 2S-90, 2D-175

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

90°10'W

90°09'W

AIRPORT DIAGRAM

CAHOKIA/ST. LOUIS, ILLINOIS
ST. LOUIS DOWNTOWN (CPS)

BLUES FOUR DEPARTURE

SL-5316 (FAA)

ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
2500

TAKEOFF MINIMUMS

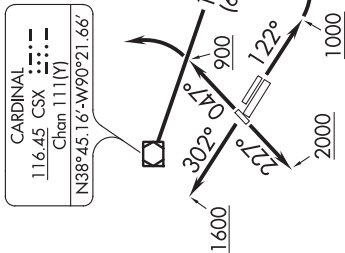
Rwys 12L, 12R, 23, 30R: Standard.

Rwy 5: 200-1¼ or standard with minimum climb of 343' per NM to 700.

Rwy 30L: 400-2½ or standard with minimum climb of 220' per NM to 900, or alternately,

with standard takeoff minimums and a normal 200' per NM climb gradient,

takeoff must occur no later than 2100' prior to DER.



CENTRALIA
115.0 ENL
Chan 97
N38°25.20'-W89°09.54'

SAMSVILLE
116.6 SAM
Chan 113

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

NOTE: RADAR required.
NOTE: For turbojet aircraft only.

TAKEOFF OBSTACLE NOTES

Rwy 5: OL on transmission tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL.

Transmission tower 324' from DER, 79' right of centerline, 78' AGL/487' MSL.

Rwy 12L: Tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL.

Rwy 12R: Tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL.

Rwy 23: Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL.

Multiple trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL.

Multiple trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL.

Rwy 30L: Multiple trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL.

Multiple trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BLUES FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 047° to 900 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAYS 12L, 12R: Climb heading 122° to 1000 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAY 23: Climb heading 227° to 2000 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1600 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

. . . . from over CSX VOR/DME on CSX R-109 and ENL R-286 to ENL VORTAC. Then on (transition) or (assigned route). Expect filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES4.HILTS): From over ENL VORTAC on ENL R-110 and PXV R-291 to HILTS INT.

LOUISVILLE TRANSITION (BLUES4.IIU): From over ENL VORTAC on ENL R-110 and PXV R-291 to HILTS INT, then on IIU R-271 to IIU VORTAC.

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

CARDS NINE DEPARTURE

SL-5316 (FAA)

ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

**TOP ALTITUDE:
2500**

BRADFORD
114.7 BDF 
Chan 94
N41°09.58'-W89°35.27'
L-27, H-5

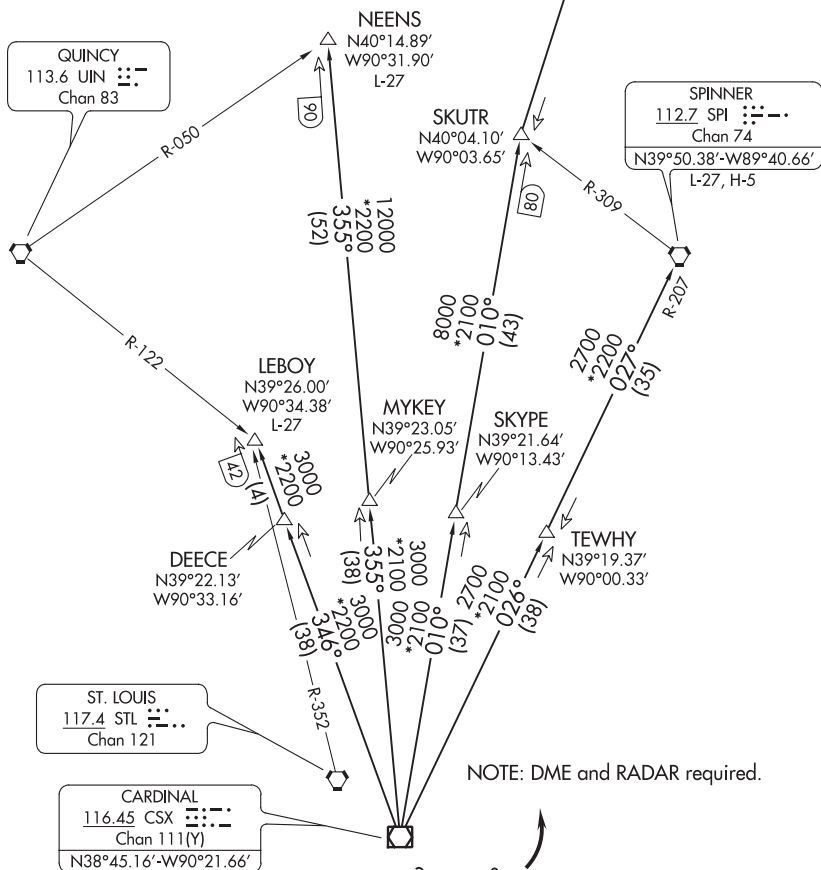
ATIS 121.45
CLNC DEL 118.275
GND CON 121.8
DOWNTOWN TOWER * 119.925 (CTAF) 379.3
ST LOUIS DEP CON 123.7 371.875

TAKEOFF MINIMUMS

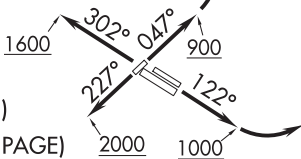
Rwys 12L, 12R, 23, 30R: Standard.

Rwy 5: 200-1¼ or standard with minimum climb of 343' per NM to 700.

Rwy 30L: 400-2½ or standard with minimum climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.



NOTE: DME and RADAR required.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

CARDS NINE DEPARTURE

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 047° to 900 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAYS 12L, 12R: Climb heading 122° to 1000 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAY 23: Climb heading 227° to 2000 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1600 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

. . . . (transition). Expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS9.BDF): From over CSX VOR/DME on CSX R-010 to SKUTR INT, then on BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS9.LEBOY): From over CSX VOR/DME on CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS9.NEENS): From over CSX VOR/DME on CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS9.SPI): From over CSX VOR/DME on CSX R-026 to TEWHY INT, then on SPI R-207 to SPI VORTAC.

TAKEOFF OBSTACLE NOTES

Rwy 5: Obstruction light on transmission tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL.

Transmission tower 324' from DER, 79' right of centerline, 78' AGL/487' MSL.

Rwy 12L: Tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL.

Rwy 12R: Tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL.

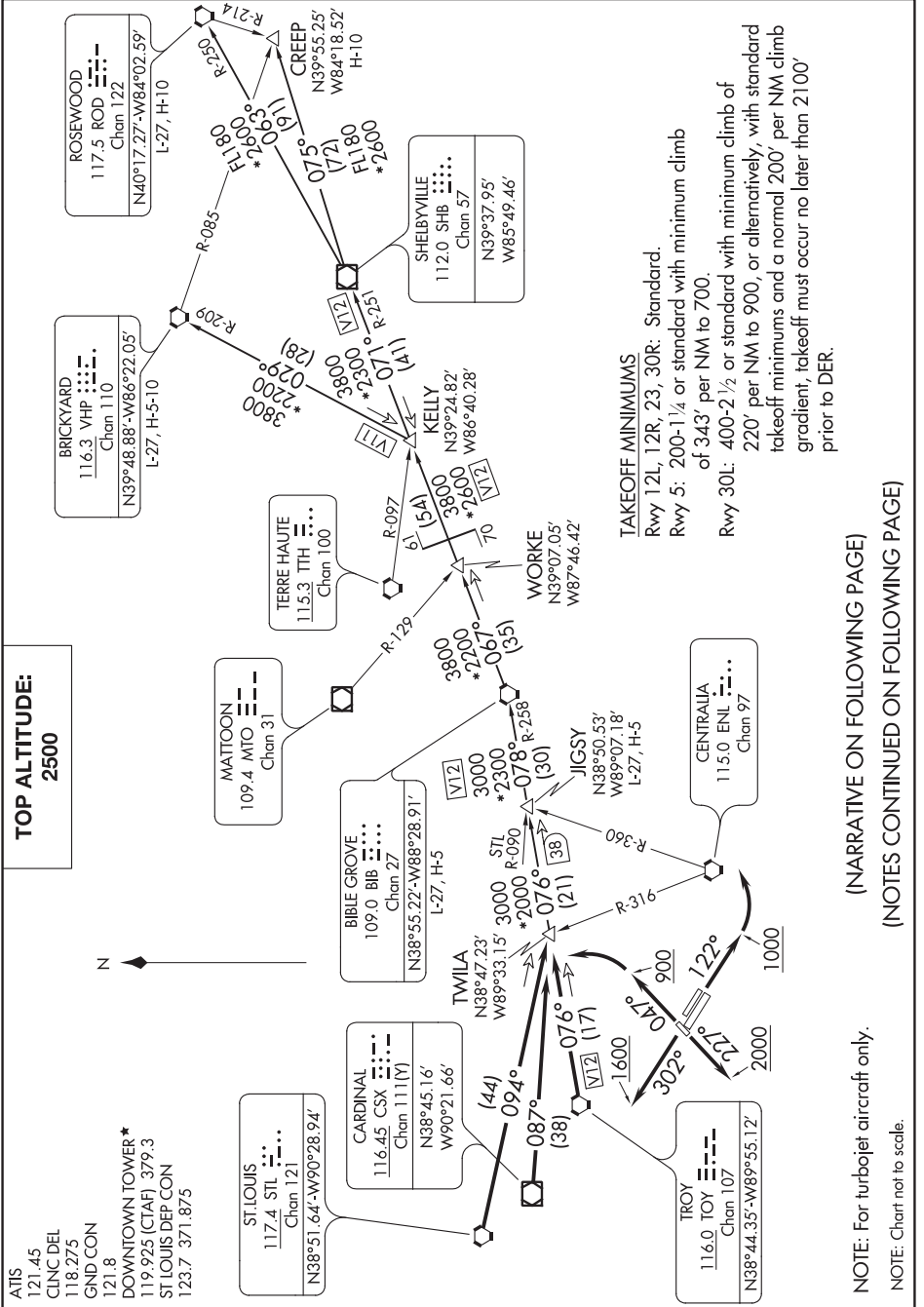
Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL.

Rwy 23: Multiple trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL.

Multiple trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL.

Rwy 30L: Multiple trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL.

Multiple trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 047° to 900 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAYS 12L, 12R: Climb heading 122° to 1000 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAY 23: Climb heading 227° to 2000 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1600 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

. . . .from over CSX R-087 or over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY7.BIB): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY7.VHP): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY INT, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY7.CREEP): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY7.JIGSY): From over TWILA INT on TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY7.ROD): From over TWILA INT on TOY R-076 to JIGSY INT, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE INT, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.

TAKEOFF OBSTACLE NOTES

Rwy 5: Obstruction light on transmission tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL.

Transmission tower 324' from DER, 79' right of centerline, 78' AGL/487' MSL.

Rwy 12L: Tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL.

Rwy 12R: Tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL.

Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL.

Rwy 23: Multiple trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL.

Multiple trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL.

Rwy 30L: Multiple trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL.

Multiple trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.

LINDBERGH FIVE DEPARTURE

SL-5316 (FAA)

ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

ATIS
121.45
CLNC DEL
118.275
GND CON
121.8
DOWNTOWN TOWER*
119.925 (CTAF) 379.3
ST LOUIS DEP CON
123.7 371.875

TOP ALTITUDE:
2500

ST. LOUIS
117.4 STL
Chan 121
N38°51.64'-W90°28.94'

VICHY
117.7 VIH
Chan 124
N38°09.24'-W91°42.41'
L-16, H-5

MAPLES
113.4 MAP
Chan 81
N37°35.45'-W91°47.31'
L-16

FARMINGTON
115.7 FAM
Chan 104

MALDEN
111.2 MAW
Chan 49
N36°33.31'-W89°54.69'
L-16, H-6

WALNUT RIDGE
114.5 ARG
Chan 92
N36°06.60'-W90°57.22'
L-16, H-6

TAKEOFF MINIMUMS

Rwys 12L, 12R, 23, 30R: Standard.
Rwy 5: 200-1¼ or standard with minimum climb of 343' per NM to 700.
Rwy 30L: 400-2½ or standard with minimum climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

NOTE: DME and RADAR required.

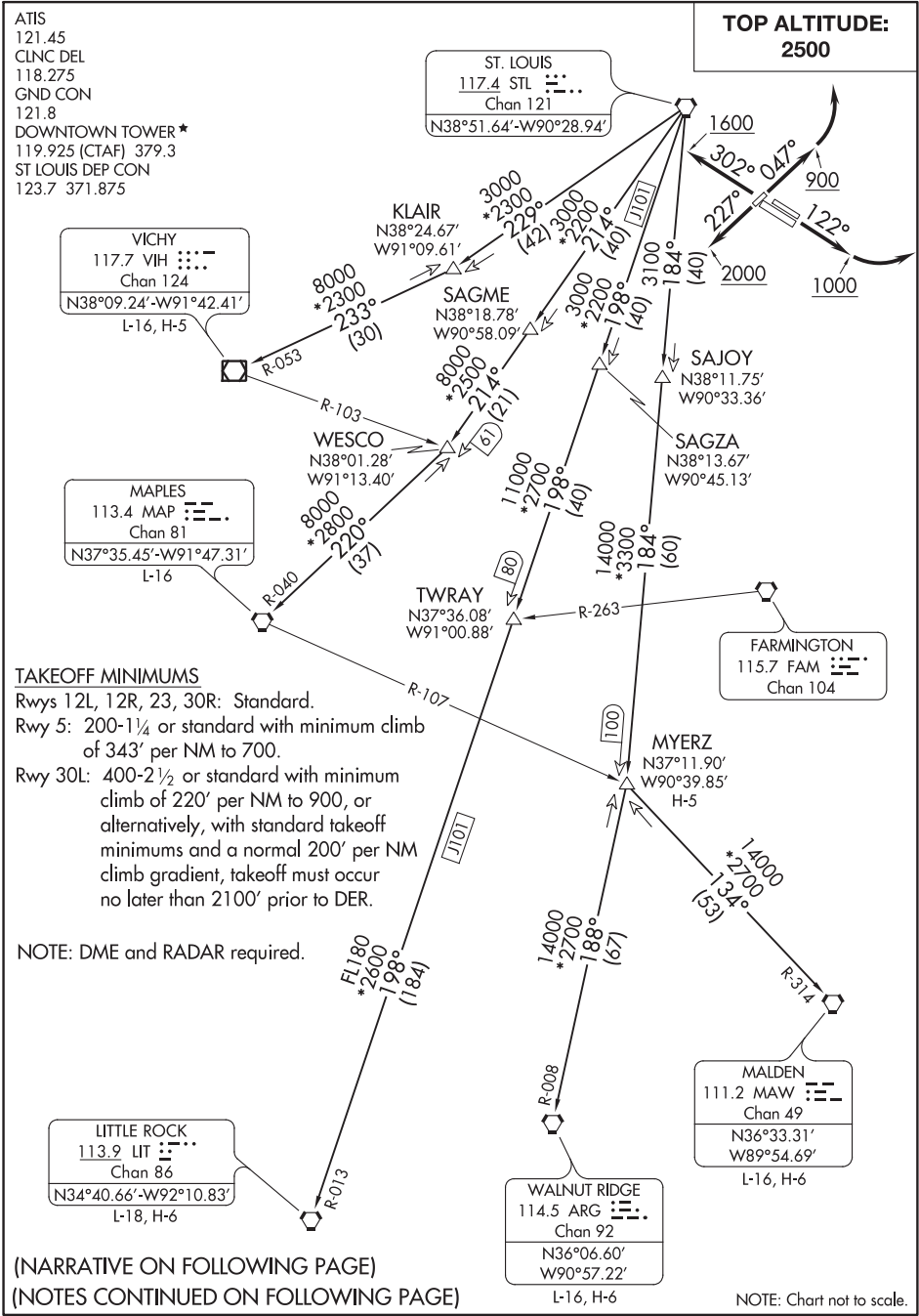
(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LINDBERGH FIVE DEPARTURE

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



(LINDY5.STL) 16091

LINDBERGH FIVE DEPARTURE

SL-5316 (FAA)

ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 047° to 900 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAYS 12L, 12R: Climb heading 122° to 1000 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAY 23: Climb heading 227° to 2000 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1600 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

. . . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY5.LIT): From over STL VORTAC on STL R-198 to TWRAY INT then on STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY5.MAW): From over STL VORTAC on STL R-184 to MYERZ INT, then on MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY5.MAP): From over STL VORTAC on STL R-214 to WESCO INT, then on MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY5.MYERZ): From over STL VORTAC on STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY5.VIH): From over STL VORTAC on STL R-229 to KLAIR INT, then on VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY5.ARG): From over STL VORTAC on STL R-184 to MYERZ INT, then on ARG R-008 to ARG VORTAC.

TAKEOFF OBSTACLE NOTES

Rwy 5: Obstruction light on transmission tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL.

Transmission tower 324' from DER, 79' right of centerline, 78' AGL/487' MSL.

Rwy 12L: Tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL.

Rwy 12R: Tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL.

Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL.

Rwy 23: Multiple trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL.

Multiple trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL.

Rwy 30L: Multiple trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL.

Multiple trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.

LINDBERGH FIVE DEPARTURE

(LINDY5.STL) 31MAR16

CAHOKIA/ST. LOUIS, ILLINOIS
ST. LOUIS DOWNTOWN (CPS)

OZARK FIVE DEPARTURE

SL-5316 (FAA)

ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017

TOP ALTITUDE:
2500

TAKEOFF MINIMUMS

Rwys 12L, 12R, 23, 30R: Standard.

Rwy 5: 200-1/4 or standard with minimum climb of 343' per NM to 700.

Rwy 30L: 400-2 1/2 or standard with minimum climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

Macon
112.9 MCM
Chan 76
N39°39.24'-W92°28.93'
L-27, H-5

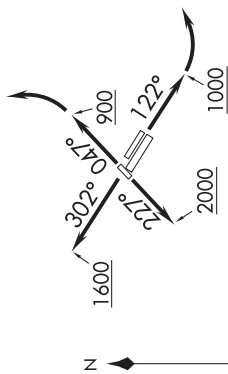
Hallsville
114.2 HLV
Chan 89
N39°06.81'-W92°07.69'
L-27, H-5

ST. LOUIS
117.4 STL
Chan 121
N38°51.64'-W90°28.94'

TAKEOFF OBSTACLE NOTES

- Rwy 5: Obstruction light on transmission tower: 1649' from DER, 19' left of centerline, 79' AGL/482' MSL.
- Rwy 12L: Tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL.
- Rwy 12R: Tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL.
- Rwy 23: Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL.
- Rwy 30L: Multiple trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL.
- Multiple trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL.
- Multiple trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL.
- Multiple trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.

NOTE: DME and RADAR required.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 047° to 900 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAYS 12L, 12R: Climb heading 122° to 1000 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAY 23: Climb heading 227° to 2000 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1600 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

. . . . (transition). Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK5.HLV): From over STL VORTAC on STL R-281 to CABIT, then on STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK5.MCM): From over STL VORTAC on STL R-297 to SCHMD, then on STL R-297 and MCM R-110 to MCM VOR/DME.

EC-3, 10 NOV 2016 to 05 JAN 2017

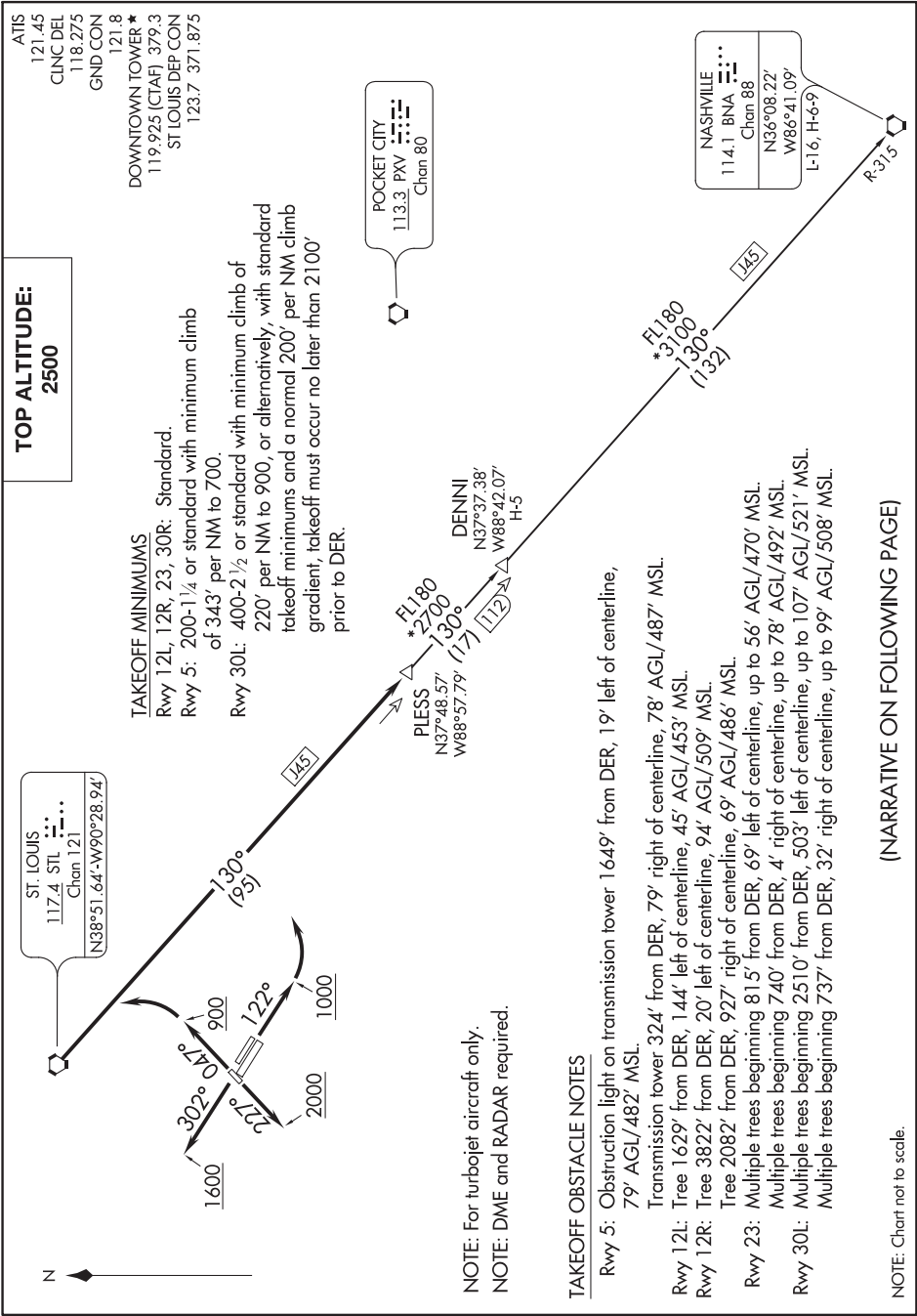
EC-3, 10 NOV 2016 to 05 JAN 2017

PLESS THREE DEPARTURE

SL-5316 (FAA)

ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017



TOP ALTITUDE:
2500

TAKEOFF MINIMUMS

Rwy 12L, 12R, 23, 30R: Standard.

Rwy 5: 200-1¼ or standard with minimum climb of 343' per NM to 700.

Rwy 30L: 400-2½ or standard with minimum climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

POCKET CITY
113.3 PKV
Chan 80

NASHVILLE
114.1 BNA
Chan 88
N36°08.22'
W86°41.09'
L-16, H-6-9

TAKEOFF OBSTACLE NOTES

- Rwy 5: Obstruction light on transmission tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL.
Transmission tower 324' from DER, 79' right of centerline, 78' AGL/487' MSL.
- Rwy 12L: Tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL.
- Rwy 12R: Tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL.
- Rwy 23: Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL.
- Rwy 30L: Multiple trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL.
Multiple trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL.
Multiple trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL.
Multiple trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.

NOTE: For turbojet aircraft only.
NOTE: DME and RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-3, 10 NOV 2016 to 05 JAN 2017

PLESS THREE DEPARTURE

CAHOKIA/ST. LOUIS, ILLINOIS
ST. LOUIS DOWNTOWN (CPS)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 047° to 900 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAYS 12L, 12R: Climb heading 122° to 1000 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAY 23: Climb heading 227° to 2000 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

TAKEOFF RUNWAYS 30L, 30R: Climb heading 302° to 1600 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence

. . . . From over STL VORTAC on STL R-130 to PLESS, then on (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS3.DENNI): From over PLESS on STL R-130 to DENNI.

NASHVILLE TRANSITION (PLESS3.BNA): From over PLESS on STL R-130 to DENNI, then on STL R-130 and BNA R-315 to BNA VORTAC.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

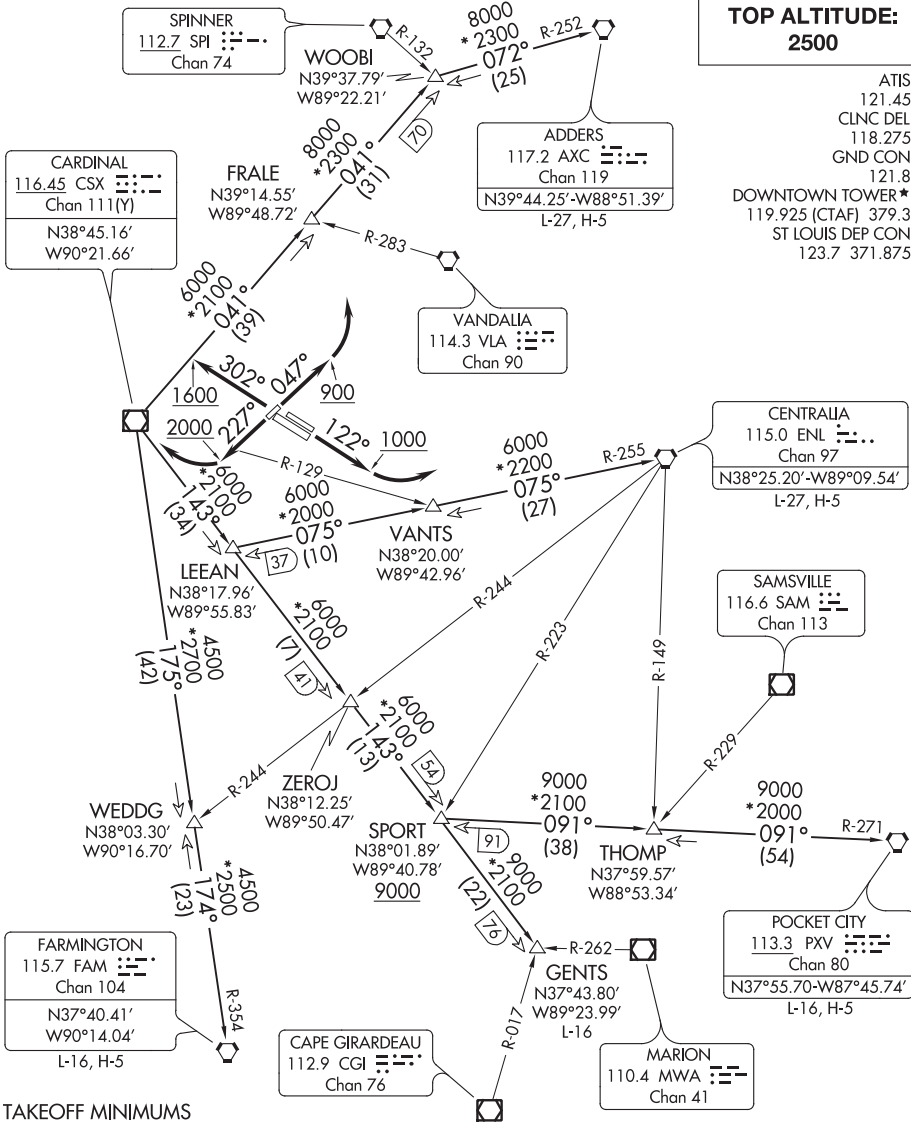
TURBO EIGHT DEPARTURE

SL-5316 (FAA)

ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

**TOP ALTITUDE:
2500**

ATIS 121.45
CLNC DEL 118.275
GND CON 121.8
DOWNTOWN TOWER* 119.925 (CTAF) 379.3
ST LOUIS DEP CON 123.7 371.875



TAKEOFF MINIMUMS

Rwys 12L, 12R, 23, 30R: Standard.
Rwy 5: 200-1 ¼ or standard with minimum climb of 343' per NM to 700.
Rwy 30L: 400-2 ½ or standard with minimum climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

NOTE: RADAR required.
NOTE: For turboprop/prop aircraft only.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

TURBO EIGHT DEPARTURE

(TURBO8.CSX) 16091

TURBO EIGHT DEPARTURE

SL-5316 (FAA)

ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 047° to 900 before turning left, then climb and maintain 2500. Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 12L, 12R: Climb on heading 122° to 1000 before turning left, then climb and maintain 2500. Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 23: Climb on heading 227° to 2000 before turning right, then climb and maintain 2500. Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAYS 30L, 30R: Climb on heading 302° to 1600 before turning, then climb and maintain 2500. Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO8.AXC): From over CSX VOR/DME on CSX R-041 to WOBI INT, then on AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO8.ENL): From over CSX VOR/DME on CSX R-143 to LEEAN INT, then on ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO8.FAM): From over CSX VOR/DME on CSX R-175 to WEDDG INT, then on FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO8.GENTS): From over CSX VOR/DME on CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO8.PXV): From over CSX VOR/DME on CSX R-143 to SPORT INT, then on PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO8.THOMP): From over CSX VOR/DME on CSX R-143 to SPORT INT, then on PXV R-271 to THOMP INT.

TAKEOFF OBSTACLE NOTES

- Rwy 5: Obstruction light on transmission tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL.
Transmission tower 324' from DER, 79' right of centerline, 78' AGL/487' MSL.
- Rwy 12L: Tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL.
- Rwy 12R: Tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL.
Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL.
- Rwy 23: Multiple trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL.
Multiple trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL.
- Rwy 30L: Multiple trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL.
Multiple trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.

TURBO EIGHT DEPARTURE

(TURBO8.CSX) 31MAR16

CAHOKIA/ST. LOUIS, ILLINOIS
ST. LOUIS DOWNTOWN (CPS)

WAAS CH 77932 W14A	APP CRS 141°	Rwy ldg TDZE Apt Elev	4001 322 322
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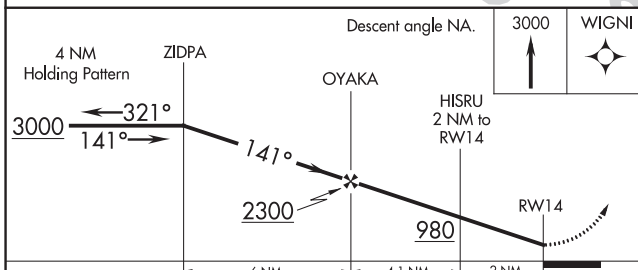
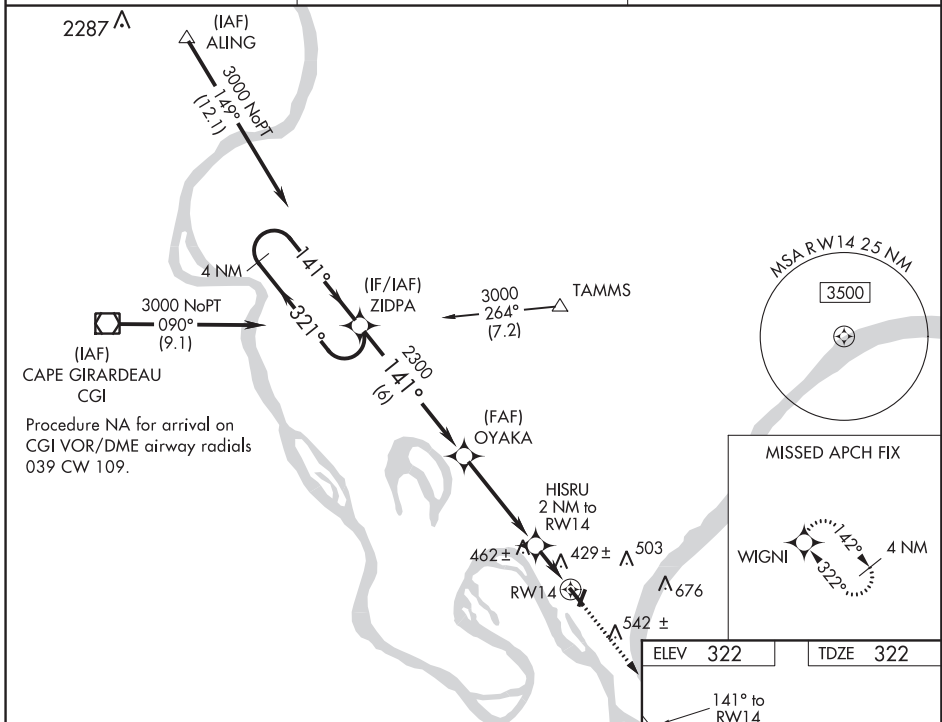
RNAV (GPS) RWY 14

CAIRO RGNL (CIR)

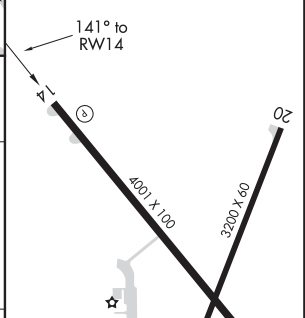
⚠ DME/DME RNP-0.3 NA. Rwy 14 Straight-In and Circling minimums NA at night. Circling to Rwy 20 and Rwy 32 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDA 60 ft and increase LP and LNAV Cat C and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct WIGNI and hold.

AWOS-3 118.025	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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ELEV 322	TDZE 322
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CATEGORY	A	B	C	D
LP MDA	680-1 358 (400-1)			NA
LNAV MDA	720-1	398 (400-1)	720-1 ½ 398 (400-1 ½)	NA
C CIRCLING	780-1 458 (500-1)	900-1 578 (600-1)	1020-2 698 (700-2)	NA

REIL Rwy 14
MIRL Rwy 2-20
MIRL Rwy 14-32 **0**

CAIRO, ILLINOIS

AL-5738 (FAA)

15092

APP CRS	Rwy Idg	4001
321°	TDZE	322
	Apt Elev	322

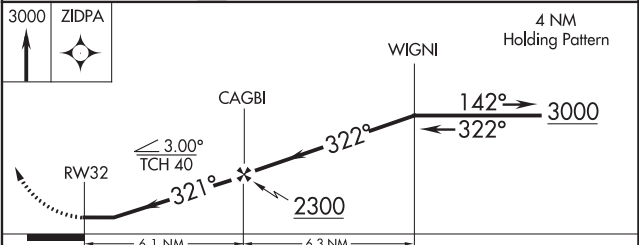
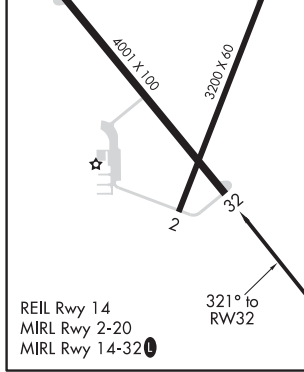
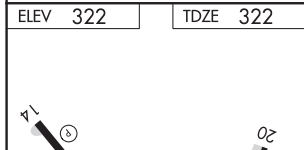
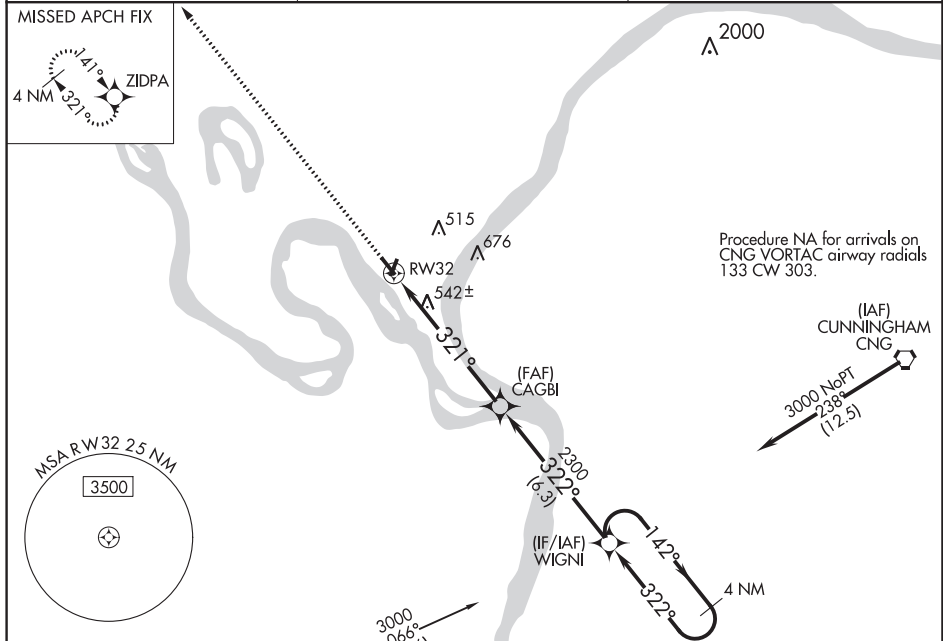
RNAV (GPS) RWY 32

CAIRO RGNL (CIR)

⚠ DME/DME RNP-0.3 NA. Rwy 32 Straight-In and Circling minimums NA at night. Circling to Rwy 14 and Rwy 20 NA at night. When local altimeter not received, use Cape Girardeau altimeter setting and raise all MDA 60 feet and increase S-32 Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct ZIDPA and hold.

AWOS-3 118.025	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNNAV MDA	860-1	538 (600-1)	860-1 1/8 538 (600-1 1/8)	NA
C CIRCLING	860-1 538 (600-1)	900-1 578 (600-1)	1020-2 698 (700-2)	NA

CAIRO, ILLINOIS
Orig-A 02APR15

37°04'N-89°13'W

CAIRO RGNL (CIR)
RNAV (GPS) RWY 32

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

NDB CIR	APP CRS	Rwy Idg	4001
397	150°	TDZE	322
		Apt Elev	322

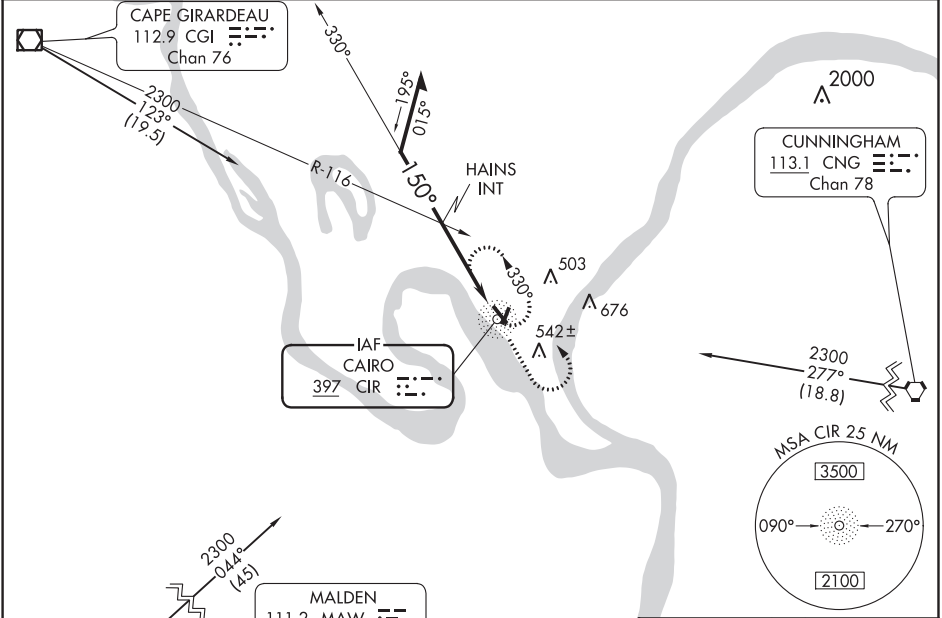
NDB RWY 14

CAIRO RGNL (CIR)

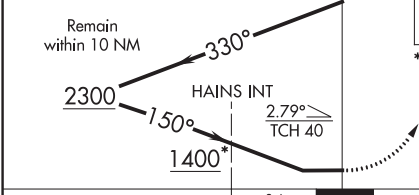
⚠ Rwy 14 Straight-In and Circling minimums NA at night. Circling to Rwy 20 and Rwy 32 NA at night. When local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDA 60 feet and increase HAINS fix minimums S-14 Cat C visibility 1/8 mile, and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH: Climb to 2300 then left turn direct CIR NDB and hold.

AWOS-3 118.025	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 26).

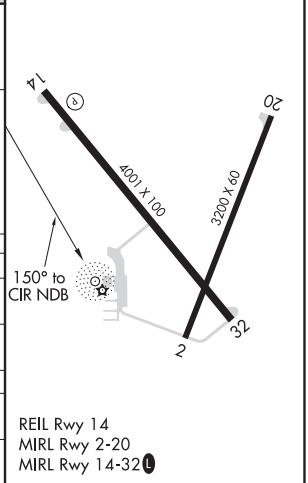


2300	CIR
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*1460 when using Cape Girardeau altimeter setting.

CATEGORY	A	B	C	D
S-14	1400-1¼ 1078 (1100-1¼)	1400-1½ 1078 (1100-1½)	1400-3 1078 (1100-3)	NA
C CIRCLING	1400-1¼ 1078 (1100-1¼)	1400-1½ 1078 (1100-1½)	1400-3 1078 (1100-3)	NA
HAINS FIX MINIMUMS				
S-14	960-1	638 (700-1)	960-1⅞ 638 (700-1⅞)	NA
C CIRCLING	960-1	638 (700-1)	1020-2 698 (700-2)	NA

ELEV 322	TDZE 322
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CANTON, ILLINOIS

AL-5900 (FAA)

16315

WAAS CH 93931 W18A	APP CRS 179°	Rwy Idg 3899 TDZE 682 Apt Elev 684
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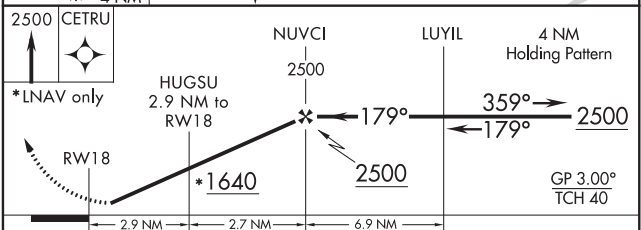
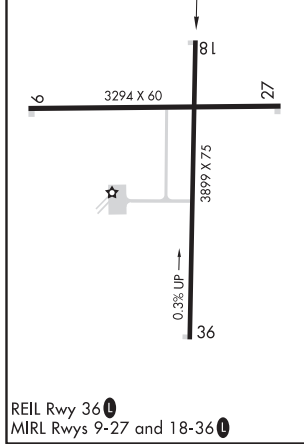
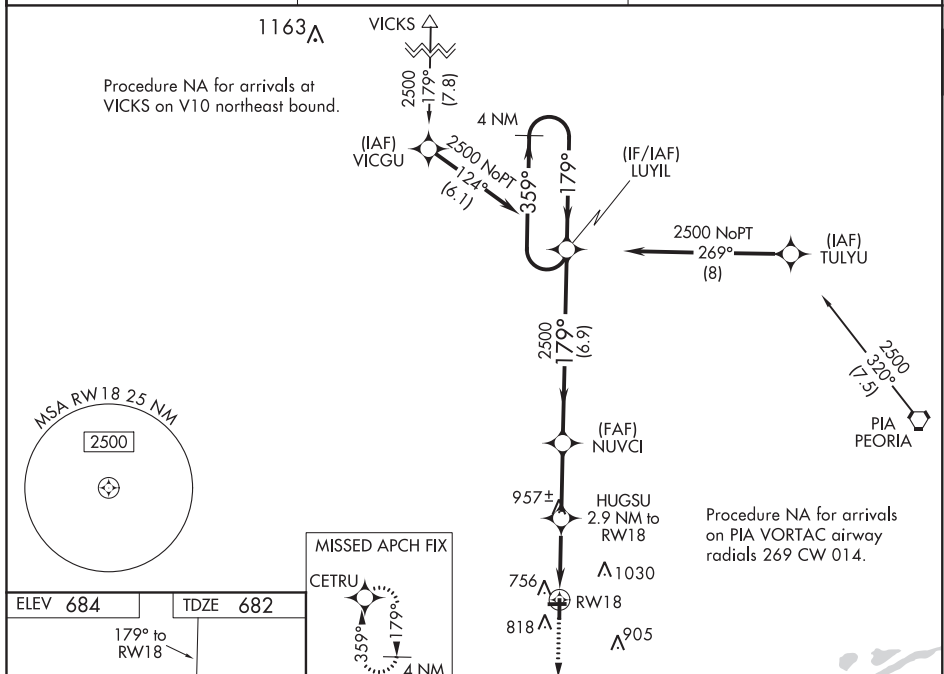
RNAV (GPS) RWY 18

INGERSOLL (CTK)

⚠ Baro-VNAV NA when using General Downing-Peoria Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter not received use General Downing-Peoria Intl altimeter setting and increase all DA 46 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Rwy 18 Straight-In and Circling and Rwy 9, 27 Circling NA at night. For uncompensated Baro-VNAV, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH:
Climb to 2500 direct CETRU and hold.

AWOS-A 122.8	PEORIA APP CON 124.675 269.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	949-1	267 (300-1)		NA
LNAV/VNAV DA	1082-1 3/8	400 (400-1 3/8)		NA
LNAV MDA	1220-1	538 (600-1)	1220-1 1/2 538 (600-1 1/2)	NA
CIRCLING	1220-1	536 (600-1)	1220-1 1/2 536 (600-1 1/2)	NA

CANTON, ILLINOIS
Amdt 1A 24JUL14

40°34'N-90°04'W

INGERSOLL (CTK)
RNAV (GPS) RWY 18

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78331 W36A	APP CRS 359°	Rwy Idg TDZE 680 Apt Elev 684	3899
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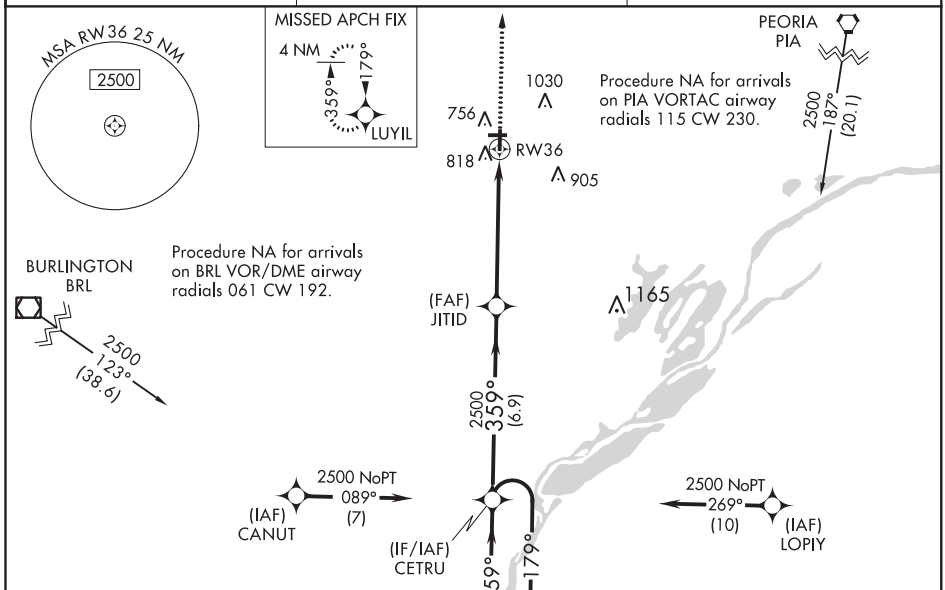
RNAV (GPS) RWY 36

INGERSOLL (CTK)

NA Night landing: Rwy 09, 18, 27 NA. Baro-VNAV NA when using General Downing-Peoria 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. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DA 46 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile. VDP NA when using General Downing-Peoria Intl altimeter setting.

MISSED APPROACH:
Climb to 2500 direct LUYIL and hold.

AWOS-A 122.8	PEORIA APP CON 124.675 269.2	UNICOM 122.8 (CTAF) 0
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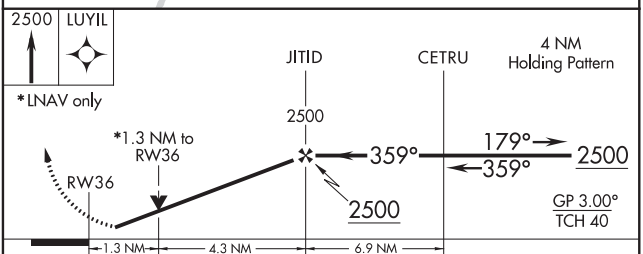
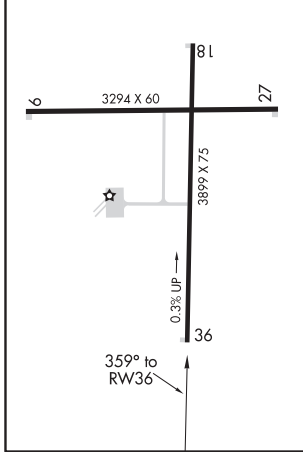


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 684	TDZE 680
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REIL Rwy 36 **0**
MIRL Rwy 9-27 and 18-36 **0**



CATEGORY	A	B	C	D
LPV DA	930-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	998-11/8	318 (400-11/8)		NA
LNAV MDA	1120-1	440 (500-1)	1120-13/8 440 (500-13/8)	NA
CIRCLING	1140-1	456 (500-1)	1140-11/2 456 (500-11/2)	NA

CANTON, ILLINOIS

AL-5900 (FAA)

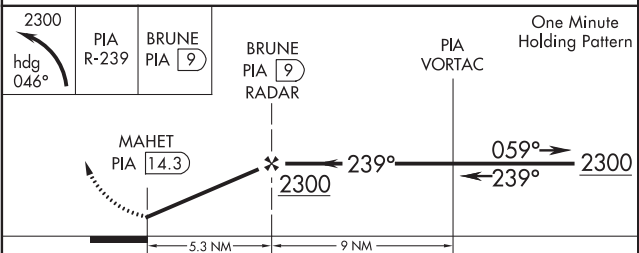
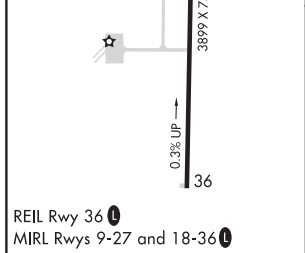
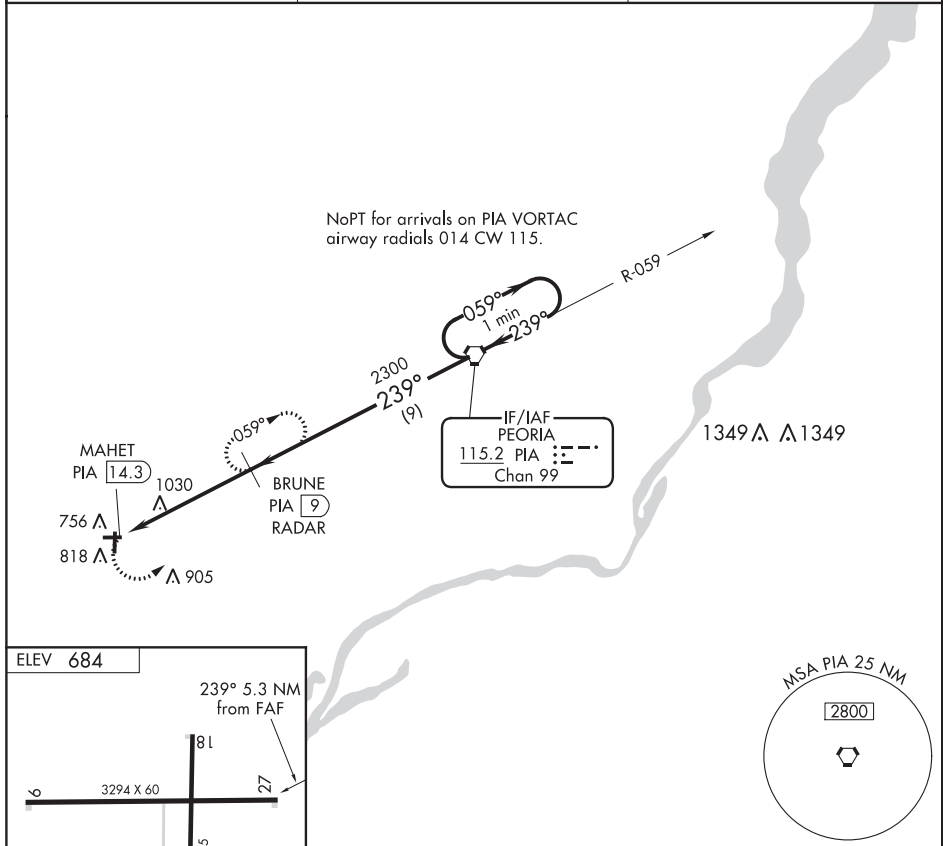
16315

VORTAC PIA 115.2 Chan 99	APP CRS 239°	Rwy Idg TDZE Apt Elev N/A N/A 684
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VOR-A
INGERSOLL (CTK)

<p>NA When local altimeter setting not received, use General Down- Peoria Intl altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile. DME or RADAR required.</p>	<p>MISSED APPROACH: Climbing left turn to 2300 via heading 046° and PIA R-239 to BRUNE/PIA 9 DME and hold.</p>
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AWOS-A 122.8	PEORIA APP CON 124.675 269.2	UNICOM 122.8 (CTAF) 0
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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
CIRCLING	1340-1		656 (700-1)		1340-1¾ 656 (700-1¾)	NA

CANTON, ILLINOIS
Amdt 8 31JUL08

40°34'N-90°04'W

INGERSOLL (CTK)
VOR-A

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-MDH 110.9	APP CRS 182°	Rwy Idg 6506 TDZE 407 Apt Elev 411
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ILS or LOC RWY 18L

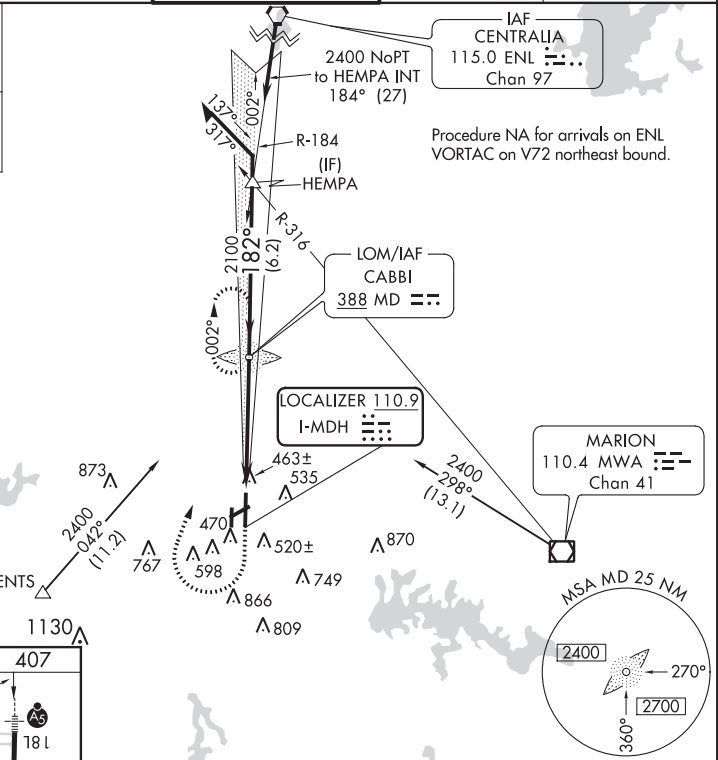
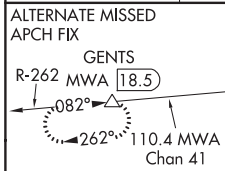
SOUTHERN ILLINOIS (MDH)

ADF Required. When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase DA 36 feet and all MDA 40 feet.
NA For inoperative MALSR, increase S-LOC 18L Cat D visibility to 1 mile.

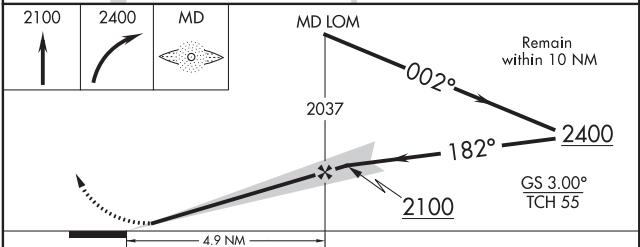
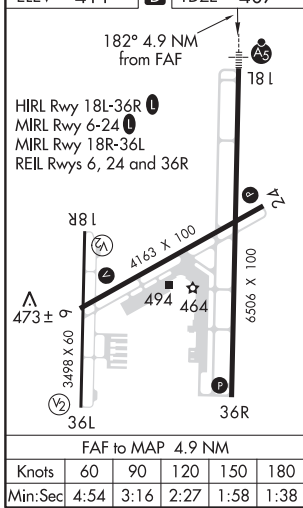
MALSR 

MISSED APPROACH: Climb to 2100 then climbing right turn to 2400 direct CABBI LOM and hold.

ATIS 119.725	KANSAS CITY CENTER 127.47 346.27	CARBONDALE TOWER ★ 125.35 (CTAF) 0 322.4	GND CON 121.8	UNICOM 122.95
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ELEV 411	D	TDZE 407
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CATEGORY	A	B	C	D
S-ILS 18L	607-½ 200 (200-½)			
S-LOC 18L	720-½ 313 (400-½)		720-¾ 313 (400-¾)	
CIRCLING	900-1 489 (500-1)		900-1½ 980-2 489 (500-1½) 569 (600-2)	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6506
182°	TDZE	407
	Apt Elev	411

RNAV (GPS) RWY 18L

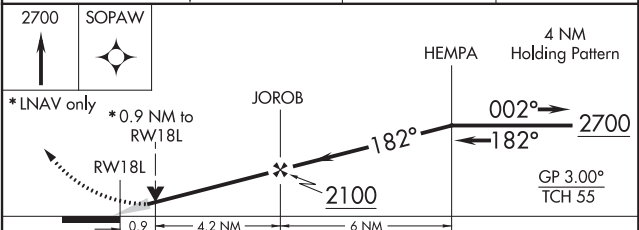
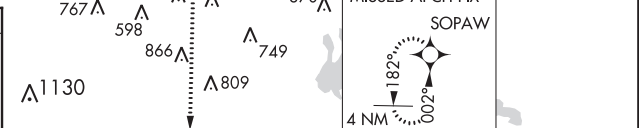
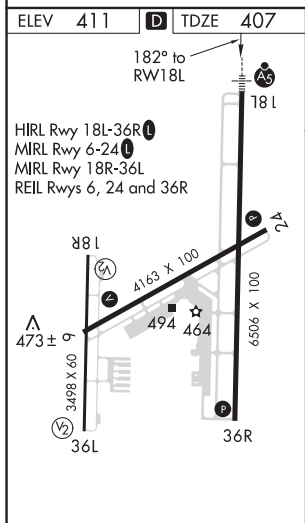
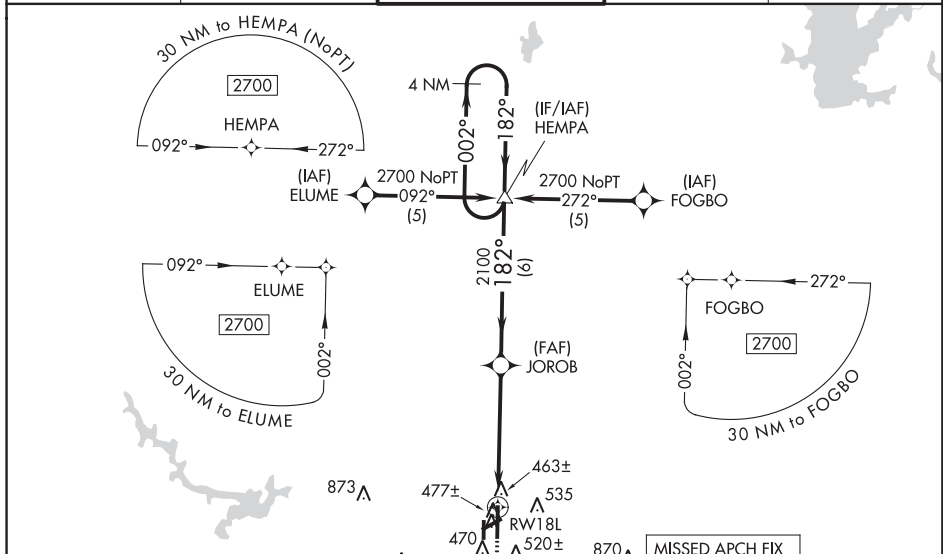
SOUTHERN ILLINOIS (MDH)

▼ Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F)
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase all DA 36 feet and all MDA 40 feet and increase LNAV/VNAV Cat A, B, C visibility ¼ mile. For inoperative MALSRS, increase LNAV/VNAV Cat D visibility to 1 mile. Baro-VNAV NA when using Williamson Co Rgnl altimeter setting. VDP NA when using Williamson Co Rgnl altimeter setting. For inoperative MALSRS when using Williamson Co Rgnl altimeter setting, increase LNAV Cat D visibility to 1¼ mile.



MISSED APPROACH:
Climb to 2700 direct SOPAW and hold.

ATIS 119.725	KANSAS CITY CENTER 127.47 346.27	CARBONDALE TOWER ★ 125.35 (CTAF) 0 322.4	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV/VNAV DA	726-½ 319 (400-½)			726-¾ 319 (400-¾)
LNAV MDA	740-½ 333 (400-½)			740-1 333 (400-1)
CIRCLING	900-1 489 (500-1)		900-1½ 489 (500-1½)	980-2 569 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6506
002°	TDZE	407
	Apt Elev	411

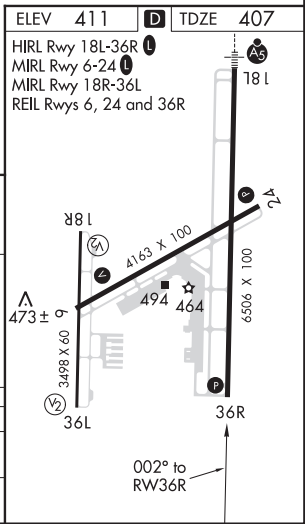
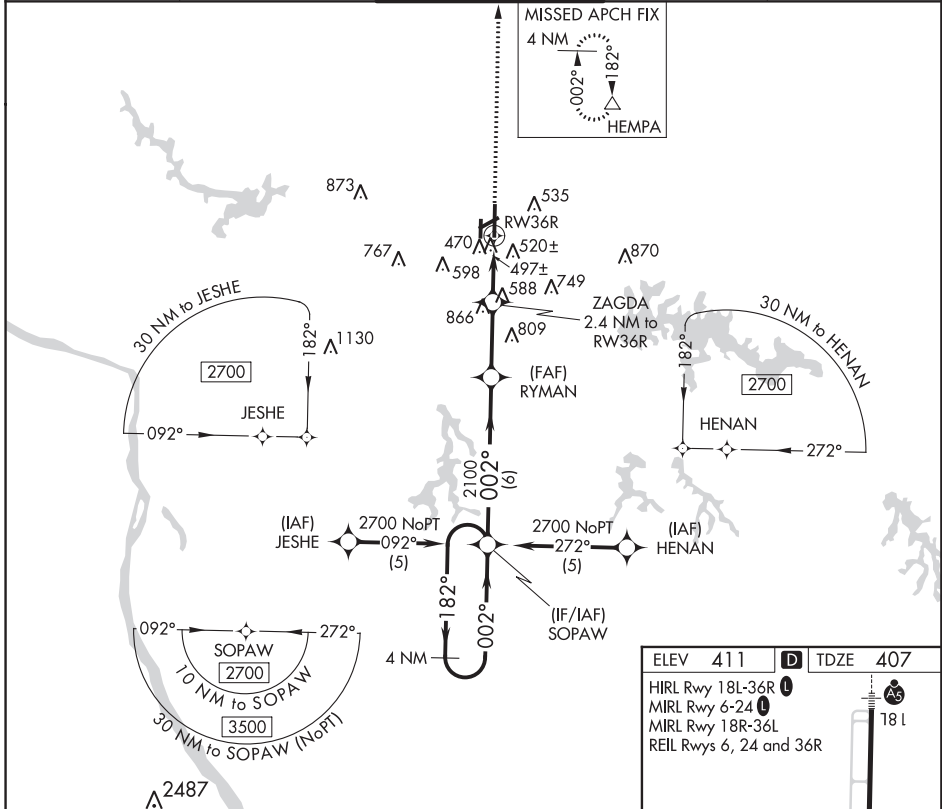
RNAV (GPS) RWY 36R

SOUTHERN ILLINOIS (MDH)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase all MDA 40 feet.
⚠ VDP NA when using Williamson Co Rgnl altimeter setting.

MISSED APPROACH:
 Climb to 2700 direct HEMPA and hold.

ATIS 119.725	KANSAS CITY CENTER 127.47 346.27	CARBONDALE TOWER ★ 125.35 (CTAF) 322.4	GND CON 121.8	UNICOM 122.95
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4 NM Holding Pattern	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 6°)		2700	HEMPA
SOPAW	RYMAN	ZAGDA	2.4 NM to RW36R	0.7 NM to RW36R
2700 ← 182°	002° →	002° →	3.04° TCH 55	1200
6 NM	2.7 NM	1.7	0.7	
CATEGORY	A	B	C	D
LNVA MDA	760-1 353 (400-1)			760-1¼ 353 (400-1¼)
CIRCLING	900-1 489 (500-1)		900-1½ 489 (500-1½)	980-2 569 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CARBONDALE-MURPHYSBORO, ILLINOIS

AL-5091 (FAA)

16315

LOM MD 388	APP CRS 182°	Rwy Idg 6506
		TDZE 407
		Apt Elev 411

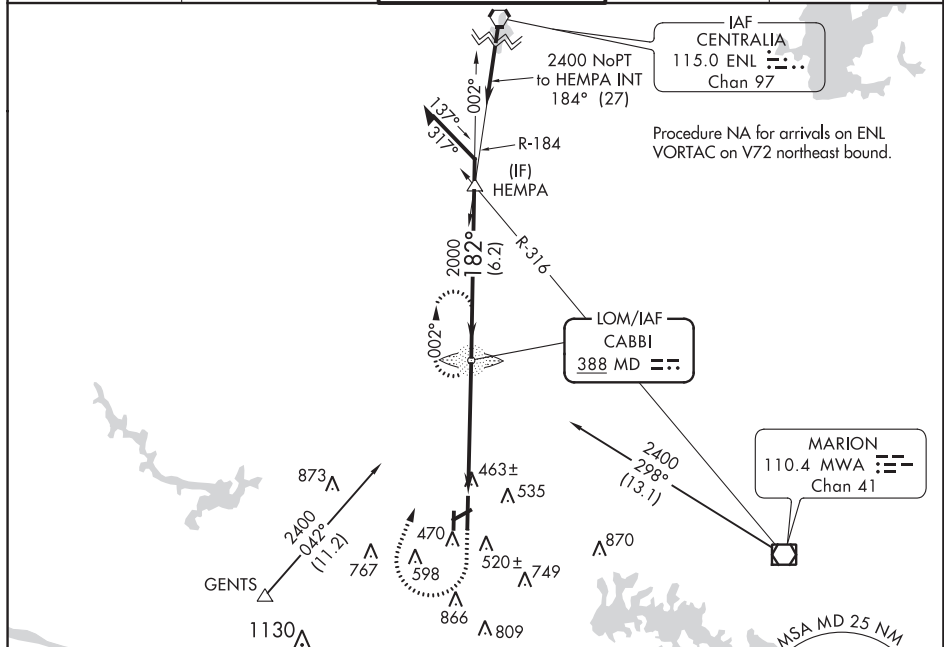
NDB RWY 18L

SOUTHERN ILLINOIS (MDH)

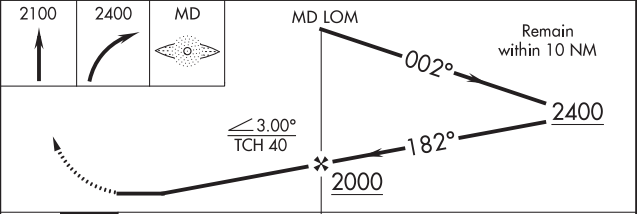
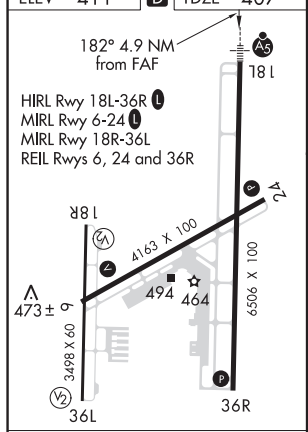
NA When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase all MDA 40 feet and increase S-18L Cat D visibility 1/4 mile.

MALSRL MISSED APPROACH: Climb to 2100 then climbing right turn to 2400 direct CABBI LOM and hold.

ATIS 119.725	KANSAS CITY CENTER 127.47 346.27	CARBONDALE TOWER ★ 125.35 (CTAF) 322.4	GND CON 121.8	UNICOM 122.95
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ELEV 411	D	TDZE 407
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CATEGORY	A	B	C	D
S-18L	820-3/4 413 (500-3/4)			820-1 413 (500-1)
CIRCLING	900-1	489 (500-1)	900-1 1/2 489 (500-1 1/2)	980-2 569 (600-2)

CARBONDALE-MURPHYSBORO, ILLINOIS
Amdt 13 11FEB10

37°47'N-89°15'W

SOUTHERN ILLINOIS (MDH) NDB RWY 18L

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

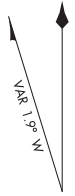
AL-5091 (FAA)

SOUTHERN ILLINOIS (MDH)
CARBONDALE-MURPHYSBORO, ILLINOIS

ATIS
119.725
CARBONDALE TOWER★
125.35 322.4
GND CON
121.8



FIELD
ELEV
411

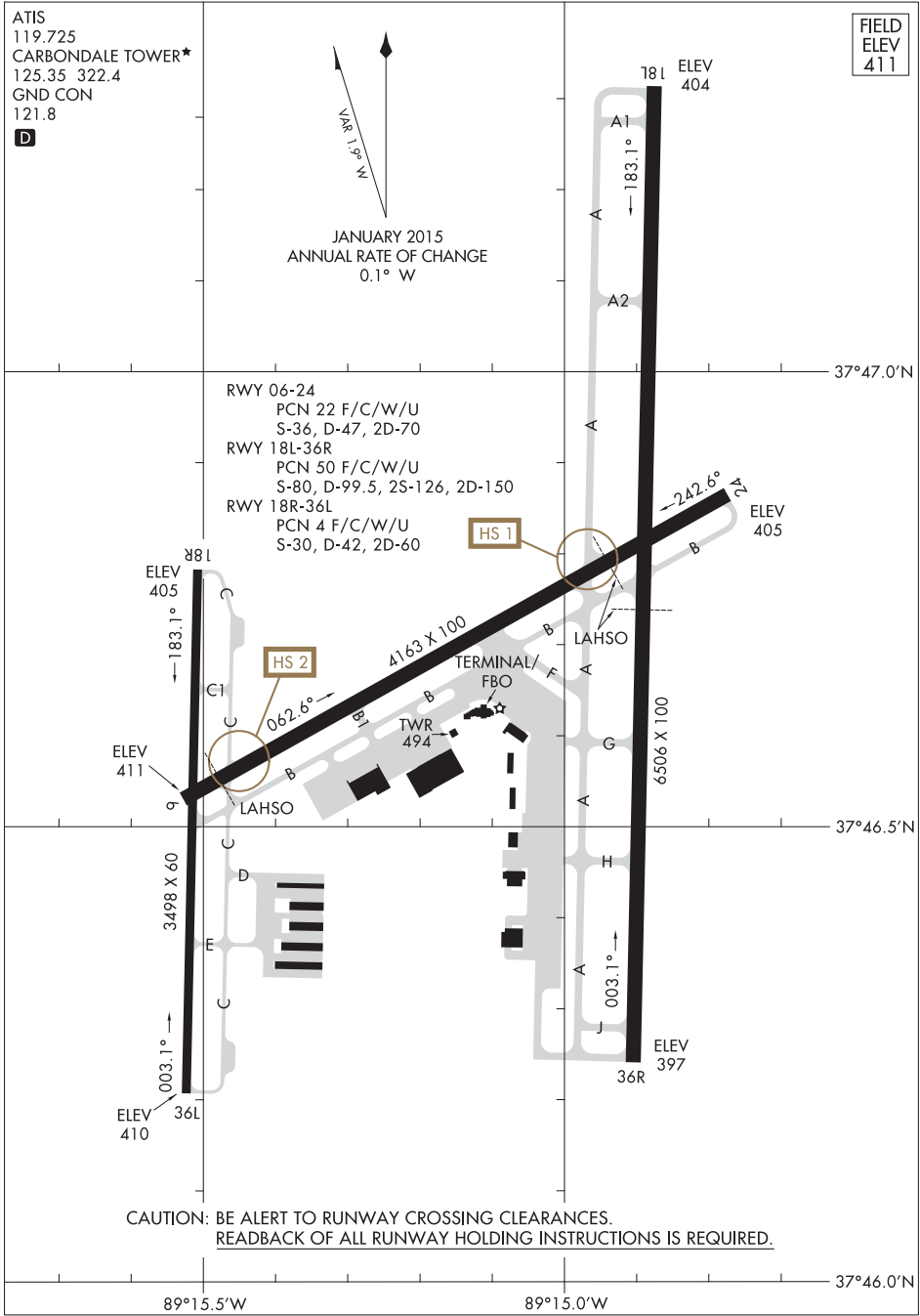


JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

RWY 06-24
PCN 22 F/C/W/U
S-36, D-47, 2D-70
RWY 18L-36R
PCN 50 F/C/W/U
S-80, D-99.5, 2S-126, 2D-150
RWY 18R-36L
PCN 4 F/C/W/U
S-30, D-42, 2D-60

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

CARMI, ILLINOIS

AL-6299 (FAA)

14345

WAAS CH 77625 W36A	APP CRS 001°	Rwy Idg TDZE 386 Apt Elev 388	4000
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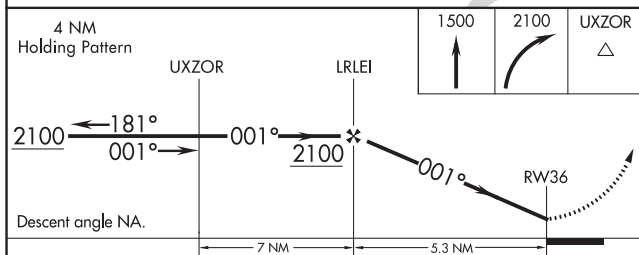
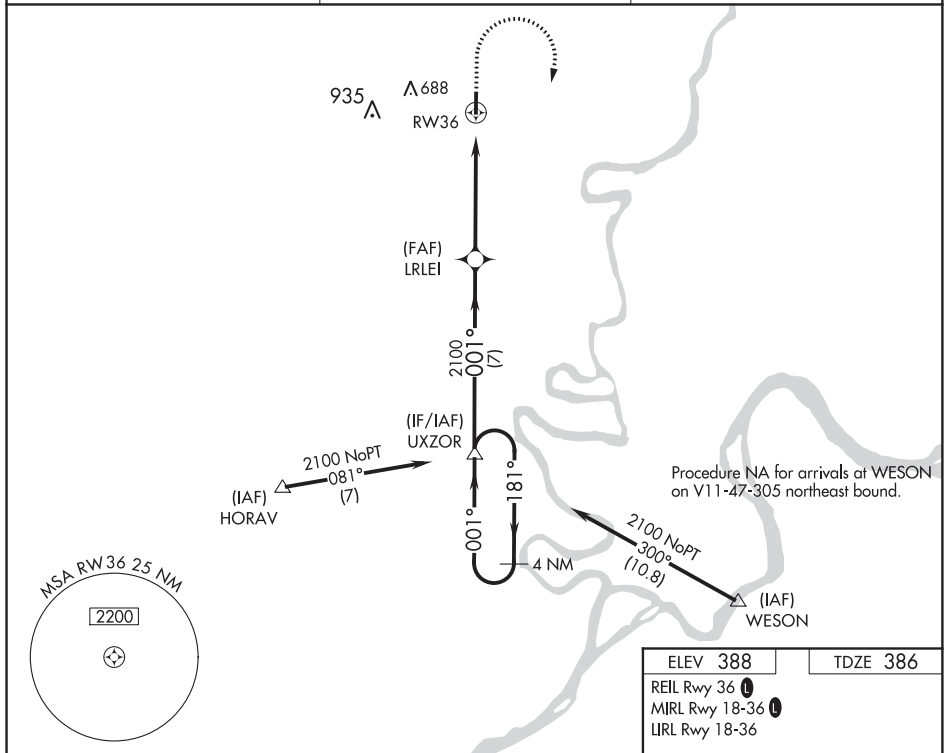
RNAV (GPS) RWY 36

CARMI MUNI (CUL)

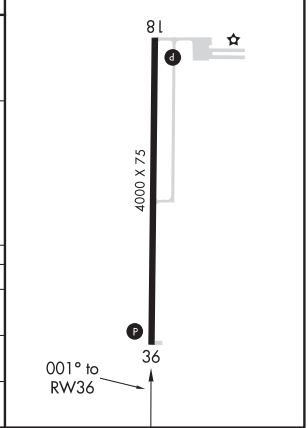
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase all MDA 80 feet and increase all Cat C visibilities to 1 1/8 mile. Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct UXZOR and hold.

AWOS-3 118,425	EVANSVILLE APP CON * 127.35 343.7	UNICOM 122.8 (CTAF) 📻
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ELEV 388	TDZE 386
REIL Rwy 36 📻	
MIRL Rwy 18-36 📻	
LIRL Rwy 18-36	



CATEGORY	A	B	C	D
LP MDA	880-1 494 (500-1)		880-1 1/8 494 (500-1 1/8)	NA
LNAV MDA	880-1 494 (500-1)		880-1 1/8 494 (500-1 1/8)	NA
CIRCLING	880-1 492 (500-1)		900-1 1/2 512 (600-1 1/2)	NA

CARMI, ILLINOIS
Orig-B 11DEC14

38°05'N-88°07'W

RNAV (GPS) RWY 36

CARMI MUNI (CUL)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 042°	Rwy Idg 4001
	TDZE 653
	Apt Elev 654

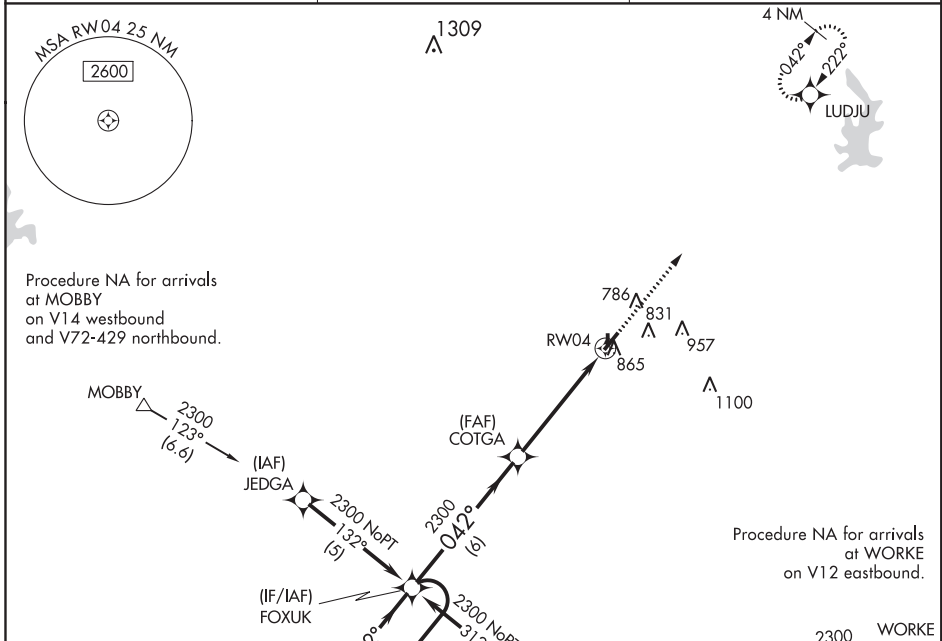
RNAV (GPS) RWY 4

CASEY MUNI (1H8)

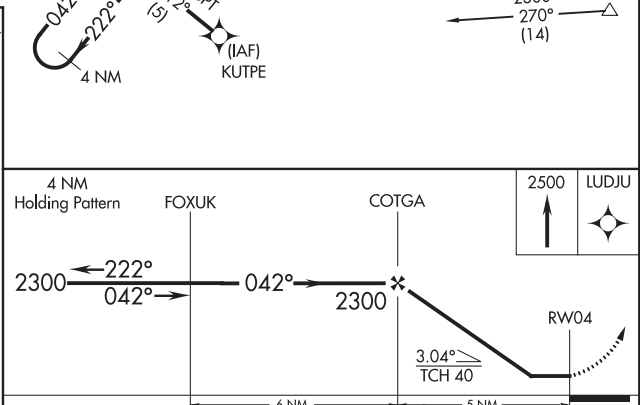
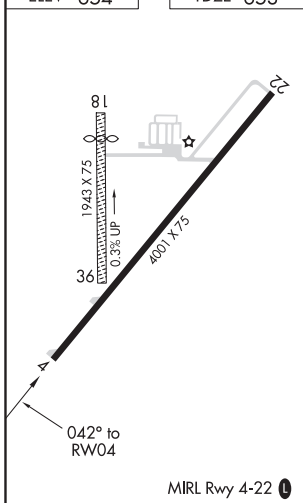
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Terre Haute Intl-Hulman Field altimeter setting; when not received, use Robinson altimeter setting.

MISSED APPROACH: Climb to 2500 direct LUDJU and hold.

TERRE HAUTE ASOS 127.5 284.4	HULMAN APP CON 125.45 263.125	UNICOM 122.8 (CTAF)
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ELEV 654	TDZE 653
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CATEGORY	A	B	C	D
LNAV MDA	1260-1	607 (700-1)	1260-1¾ 607 (700-1¾)	1260-2 607 (700-2)
CIRCLING	1320-1	666 (700-1)	1320-1¾ 666 (700-1¾)	1320-2 666 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CASEY, ILLINOIS

AL-6309 (FAA)

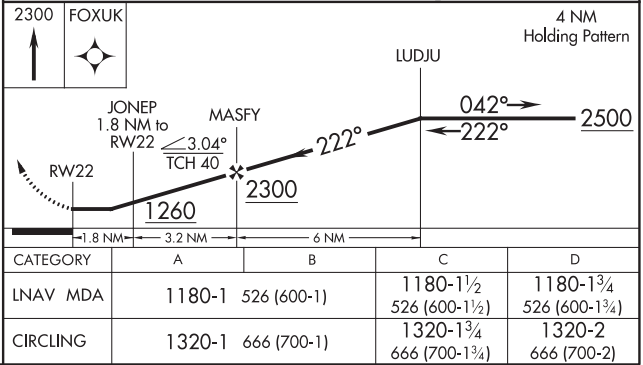
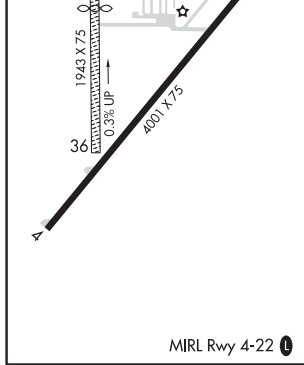
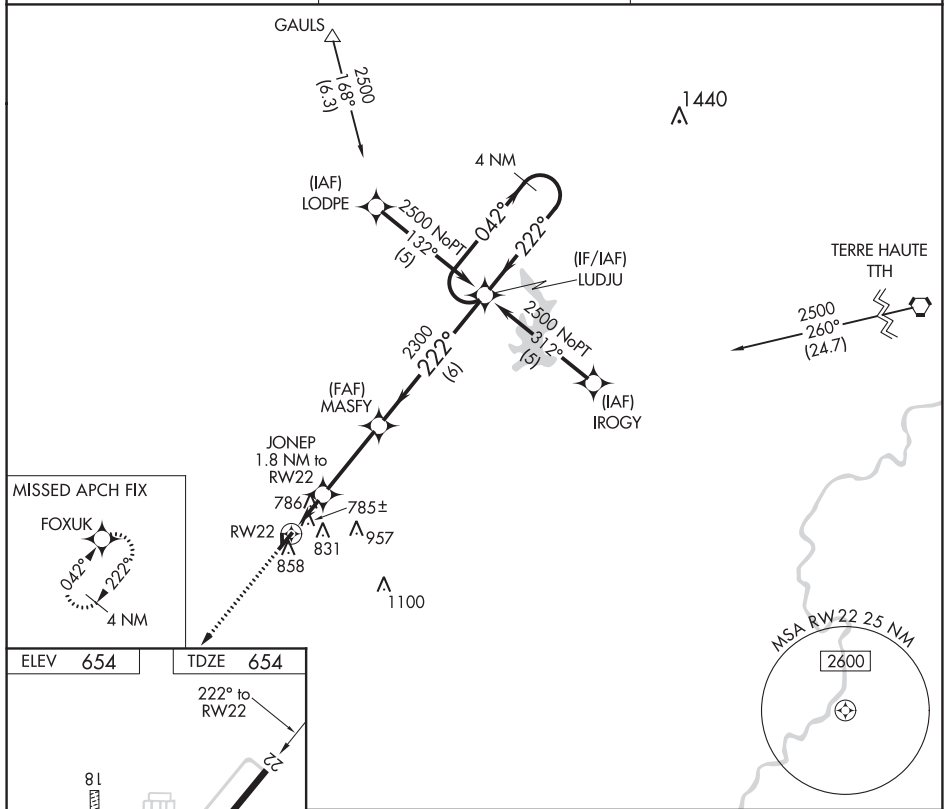
16315

APP CRS 222°	Rwy Idg 4001
	TDZE 654
	Apt Elev 654

RNAV (GPS) RWY 22

CASEY MUNI (1H8)

<p>NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Terre Haute Intl-Hulman Field altimeter setting; when not received, use Robinson altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2300 direct FOXUK and hold.</p>	
<p>TERRE HAUTE ASOS 127.5 284.4</p>	<p>HULMAN APP CON 125.45 263.125</p>	<p>UNICOM 122.8 (CTAF)</p>



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CASEY, ILLINOIS
Orig 29JUL10

39°18'N-88°00'W

RNAV (GPS) RWY 22

CASEY MUNI (1H8)

WAAS CH 77728 W18A	APP CRS 183°	Rwy Idg TDZE Apt Elev	5001 525 534
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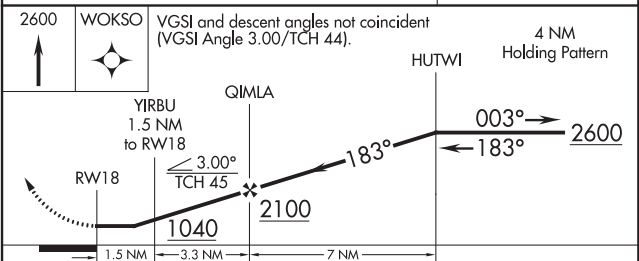
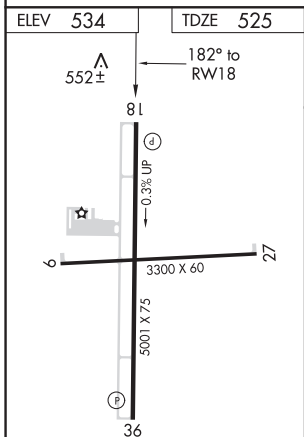
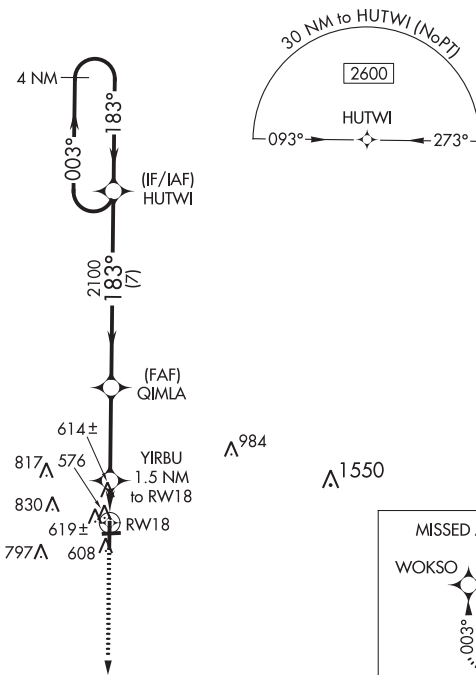
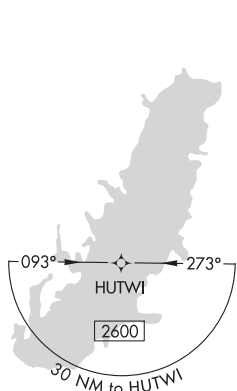
RNAV (GPS) RWY 18

CENTRALIA MUNI (ENL)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Solem altimeter setting and increase all MDA 40 feet, increase LP Cat C/D visibility 1/8 mile, LNAV Cat C/D visibility 1/4 mile and Circling Cat D visibility 1/4 mile. When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 2600 direct WOKSO and hold.

AWOS-3 121.125	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
LP MDA	880-1		355 (400-1)	
LNAV MDA	900-1		375 (400-1)	
CIRCLING	980-1 446 (500-1)	1000-1 466 (500-1)	1000-1½ 466 (500-1½)	1180-2 646 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61028 W36A	APP CRS 003°	Rwy Idg TDZE Apt Elev	5001 534 534
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RNAV (GPS) RWY 36

CENTRALIA MUNI (ENL)

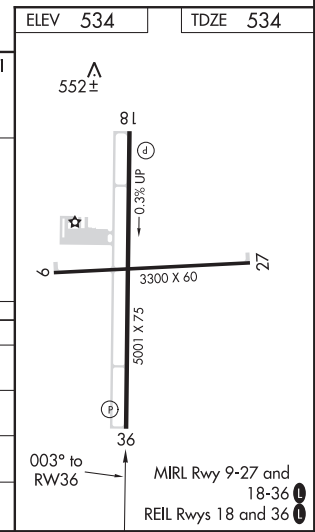
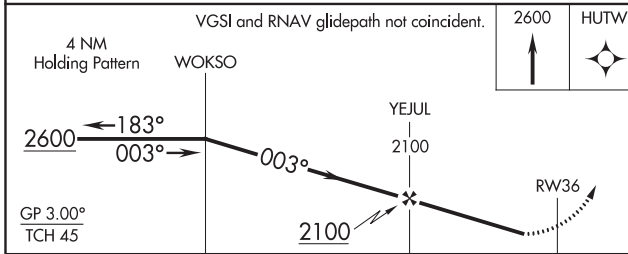
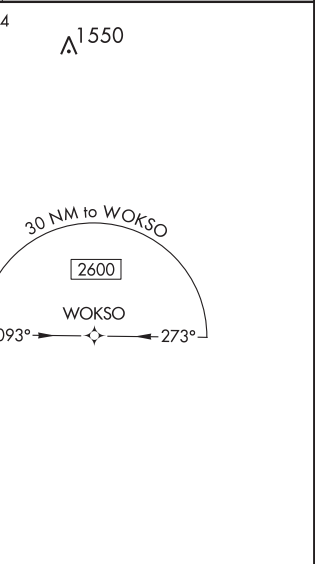
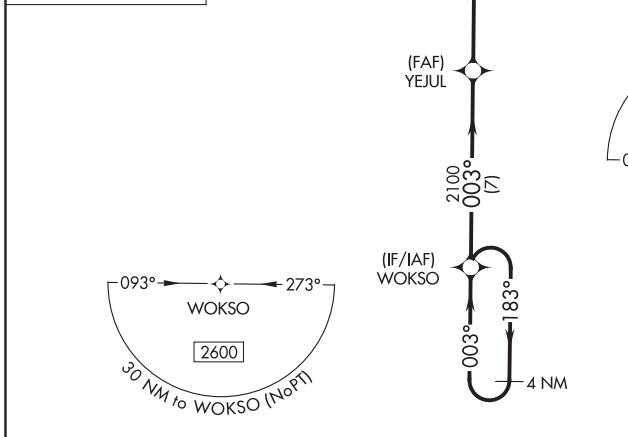
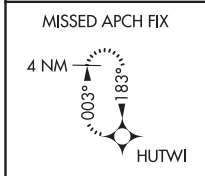
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inop, procedure NA at night. When local altimeter setting not received, use Salem altimeter setting and increase all DA 28 feet and all MDA 40 feet, increase LNAV and Circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Salem altimeter setting.

MISSED APPROACH: Climb to 2600 direct HUTWI and hold.

AWOS-3
121.125

KANSAS CITY CENTER
127.7 351.825

UNICOM
122.8 (CTAF) **0**



CATEGORY	A	B	C	D
LPV DA		784-1	250 (300-1)	
LNAV/VNAV DA		784-1	250 (300-1)	
LNAV MDA	1040-1	506 (600-1)	1040-1 3/8	506 (600-1 3/8)
CIRCLING	1040-1	506 (600-1)	1040-1 1/2	1180-2 646 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

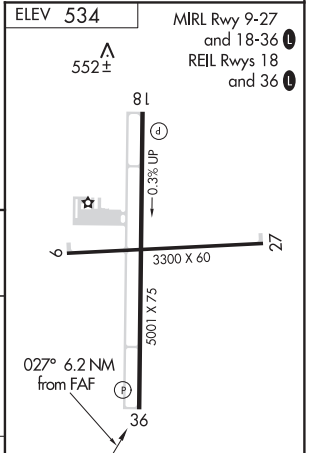
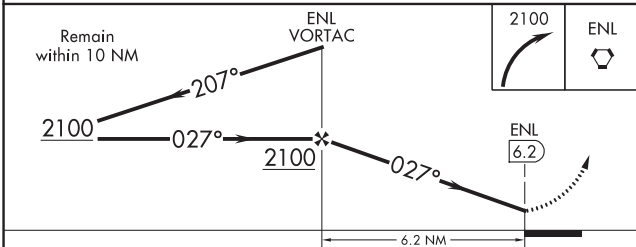
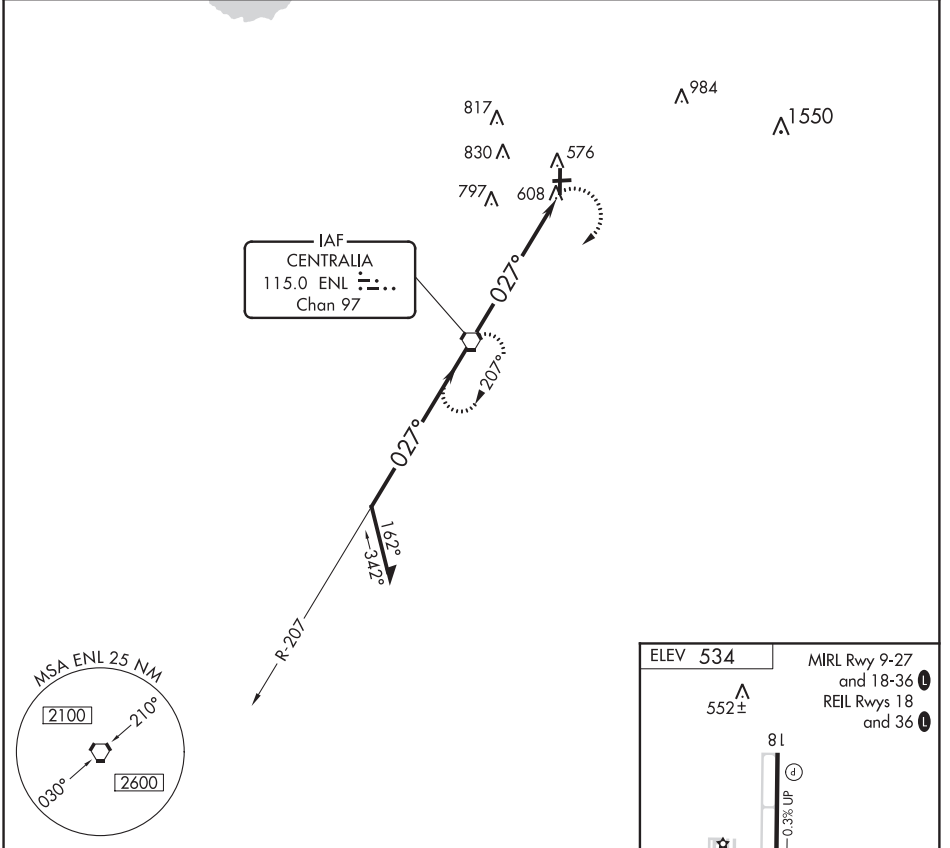
EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC ENL 115.0 Chan 97	APP CRS 027°	Rwy Idg TDZE Apt Elev	N/A N/A 534
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VOR-A
CENTRALIA MUNI (ENL)

▽ MISSED APPROACH: Climbing right turn to 2100 direct ENL VORTAC and hold.

AWOS-3 121.125	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.8 (CTAF) Ⓛ
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CATEGORY	A	B	C	D	FAF to MAP 6.2 NM					
CIRCLING	980-1 446 (500-1)	1000-1 466 (500-1)	1000-1½ 466 (500-1½)	1200-2 666 (700-2)	Knots	60	90	120	150	180
					Min:Sec	6:12	4:08	3:06	2:29	2:04

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHAMPAIGN-URBANA, ILLINOIS

AL-709 (FAA)

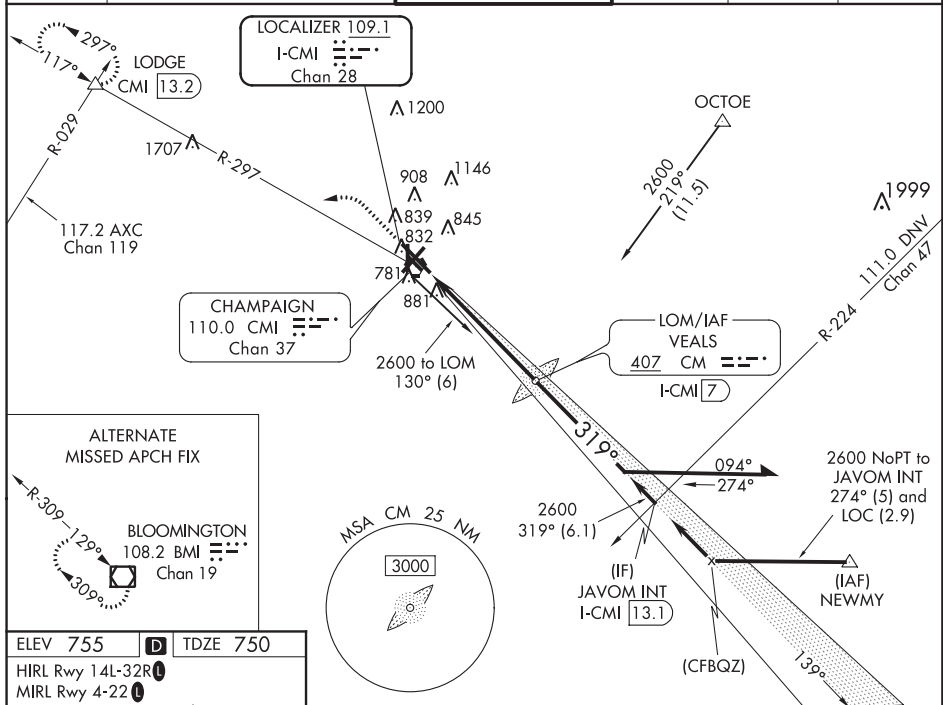
16091

LOC/DME I-CMI 109.1 Chan 28	APP CRS 319°	Rwy Idg 8102 TDZE 750 Apt Elev 755
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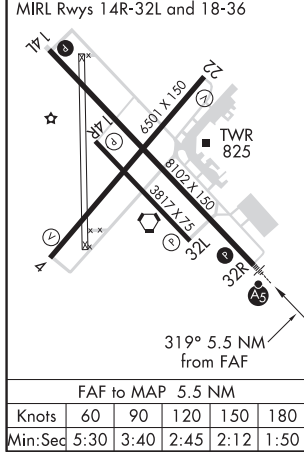
ILS or LOC RWY 32R
UNIVERSITY OF ILLINOIS-WILLARD (CMI)

	When local altimeter setting not received, use Rantoul altimeter setting and increase DA 41 feet, and all MDA 60 feet, increase S-LOC 32R Cat C/D visibility to RVR 5000. VDP NA with Rantoul altimeter setting. # RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 1200 then climbing left turn to 2800 on CMI VORTAC R-297 to LODGE INT/CMI VORTAC 13.2 DME and hold.
	# RVR 1800 authorized with the use of FD or AP or HUD to DA.		

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (316°-135°) 132.85 290.225 (136°-315°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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ELEV 755	D	TDZE 750
HIRL Rwy 14L-32R		
MIRL Rwy 4-22		
MIRL Rwy 14R-32L and 18-36		



1200	2800	LODGE	
↑	↻	△	
	CMI R-297		
*LOC only.			
	*I-CMI 2.7	2572	139°
	I-CMI 1.5		319°
		2600	2600
	1.1 NM	4.4 NM	
CATEGORY	A	B	C
S-ILS 32R	# 950/24 200 (200-½)		
S-LOC 32R	1160/24	410 (500-½)	1160/40 410 (500-¾)
C CIRCLING	1240-1	485 (500-1)	1500-2¼ 745 (800-2¼) 1500-2½ 745 (800-2½)

CHAMPAIGN-URBANA, ILLINOIS
Amdt 13 05MAR15

UNIVERSITY OF ILLINOIS-WILLARD (CMI)
40°02'N-88°17'W
ILS or LOC RWY 32R

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58311 W04A	APP CRS 041°	Rwy Idg TDZE Apt Elev	6501 751 755
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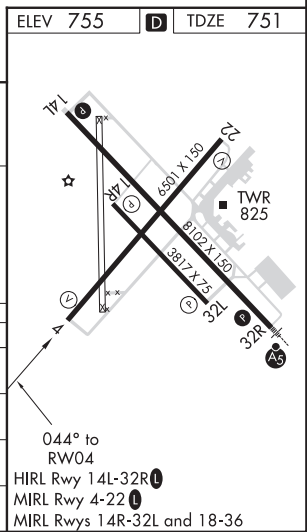
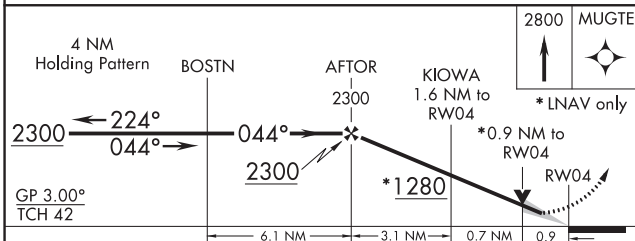
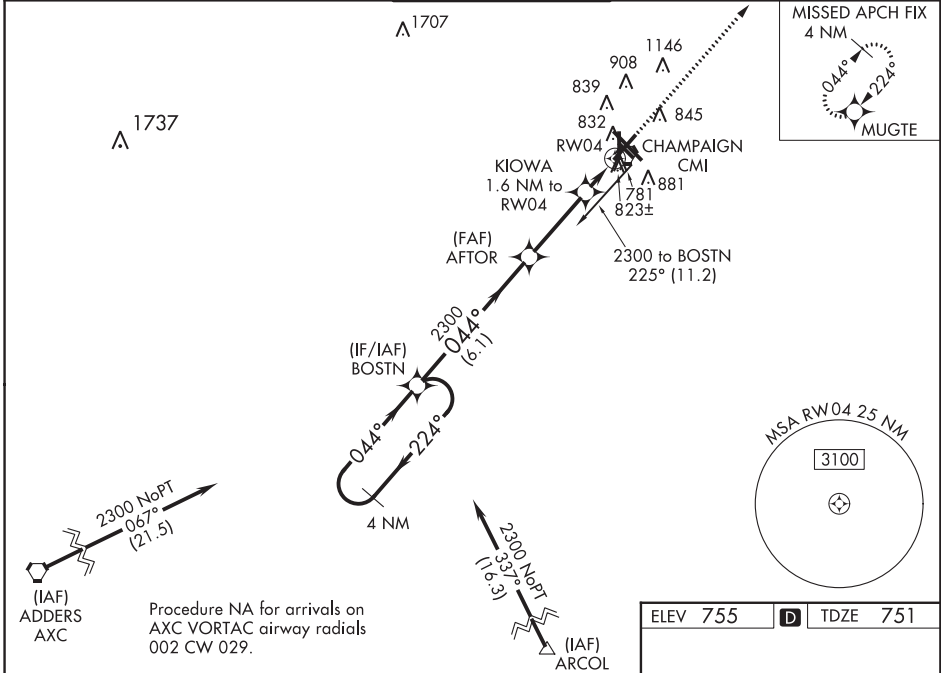
RNAV (GPS) RWY 4

UNIVERSITY OF ILLINOIS-WILLARD (CMI)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, and all MDA 60 feet. Increase LNAV Cat D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Rantoul altimeter setting.

MISSED APPROACH: Climb to 2800 direct MUGTE and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (316°-135°) 132.85 290.225 (136°-315°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1001-1	250 (300-1)	
LNAV/VNAV DA		1083-1¼	332 (400-1¼)	
LNAV MDA		1080-1	329 (400-1)	
C CIRCLING	1240-1	485 (500-1)	1500-2¼ 745 (800-2¼)	1500-2½ 745 (800-2½)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 14L

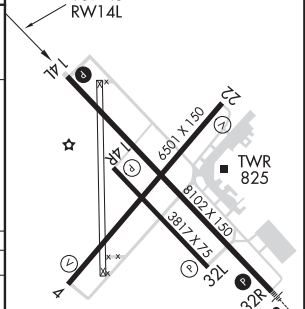
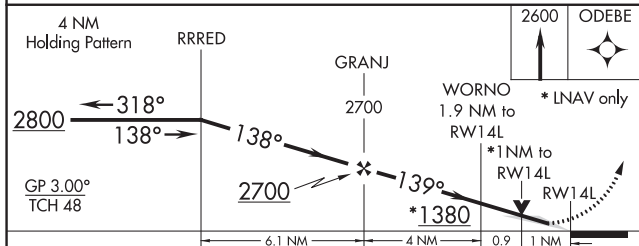
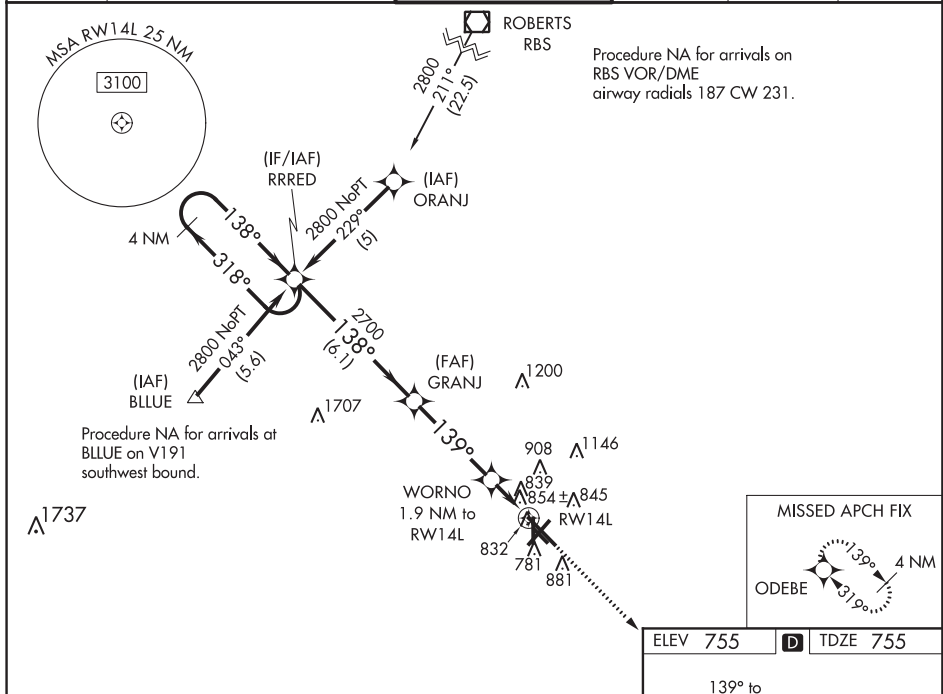
UNIVERSITY OF ILLINOIS-WILLARD (CMI)

WAAS CH 86419 W14A	APP CRS 139°	Rwy Idg 8102 TDZE 755 Apt Elev 755
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▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).
▲ When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Baro-VNAV and ASR VDP NA when using Rantoul altimeter setting.

MISSED APPROACH: Climb to 2600 direct ODEBE and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (316°-135°) 132.85 290.225 (136°-315°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		955-¾	200 (200-¾)	
LNAV/VNAV DA		1170-1½	415 (500-1½)	
LNAV MDA		1120-1 365 (400-1)		1120-1¼ 365 (400-1¼)
CIRCLING	1240-1	485 (500-1)	1500-2¼ 745 (800-2¼)	1500-2½ 745 (800-2½)

HIRL Rwy 14L-32R **1**
 MIRL Rwy 4-22 **1**
 MIRL Rwy 14R-32L and 18-36

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97619 W22A	APP CRS 224°	Rwy Idg TDZE Apt Elev	6501 750 755
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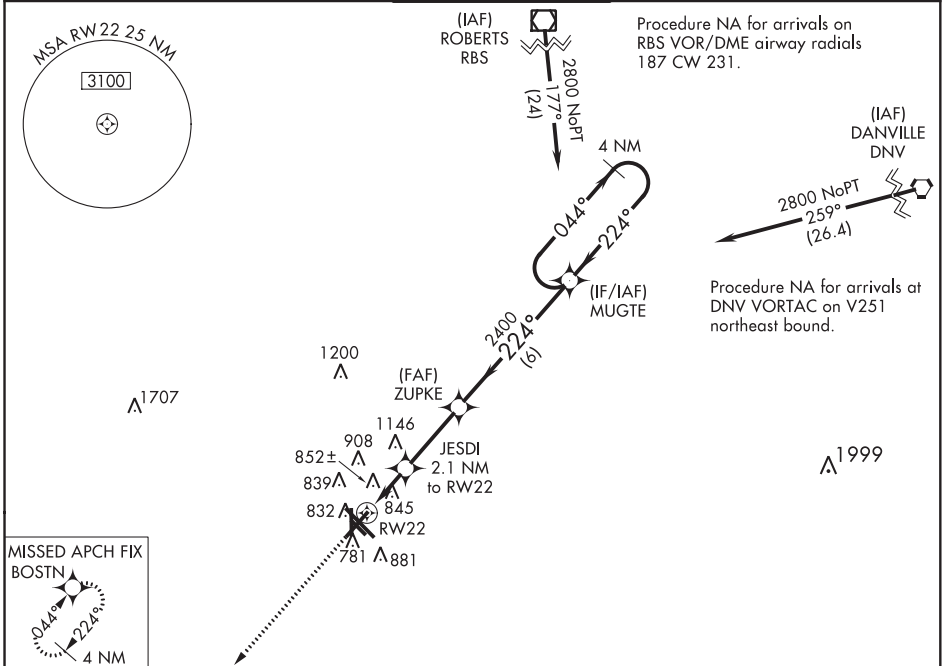
RNAV (GPS) RWY 22

UNIVERSITY OF ILLINOIS-WILLARD (CMI)

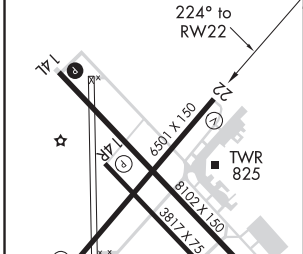
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rantoul altimeter setting.

MISSED APPROACH:
Climb to 2300 direct BOSTN and hold.

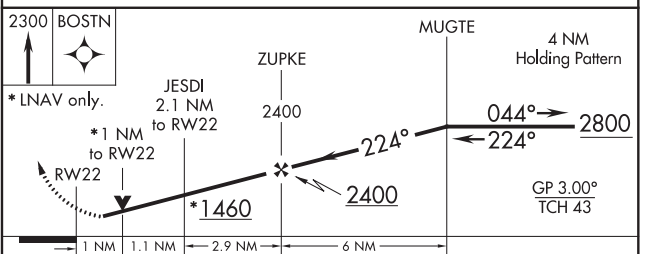
ATIS 124.85	CHAMPAIGN APP CON * 121.35 285.65 (316°-135°) 132.85 290.225 (136°-315°)	CHAMPAIGN TOWER * 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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ELEV	755	D	TDZE	750
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HIRL Rwy 14L-32R 1
MIRL Rwy 4-22 1
MIRL Rwy 14R-32L and 18-36



CATEGORY	A	B	C	D
LPV DA	1000-1		250 (300-1)	
LNAV/VNAV DA	1219-1¾ 469 (500-1¾)			
LNAV MDA	1120-1		370 (400-1)	
C CIRCLING	1240-1		485 (500-1)	
			1500-2¼	
			745 (800-2¼)	
			1500-2½	
			745 (800-2½)	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHAMPAIGN-URBANA, ILLINOIS

AL-709 (FAA)


16091

WAAS CH 61110 W32A	APP CRS 319°	Rwy Idg TDZE Apt Elev	8102 750 755
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RNAV (GPS) RWY 32R

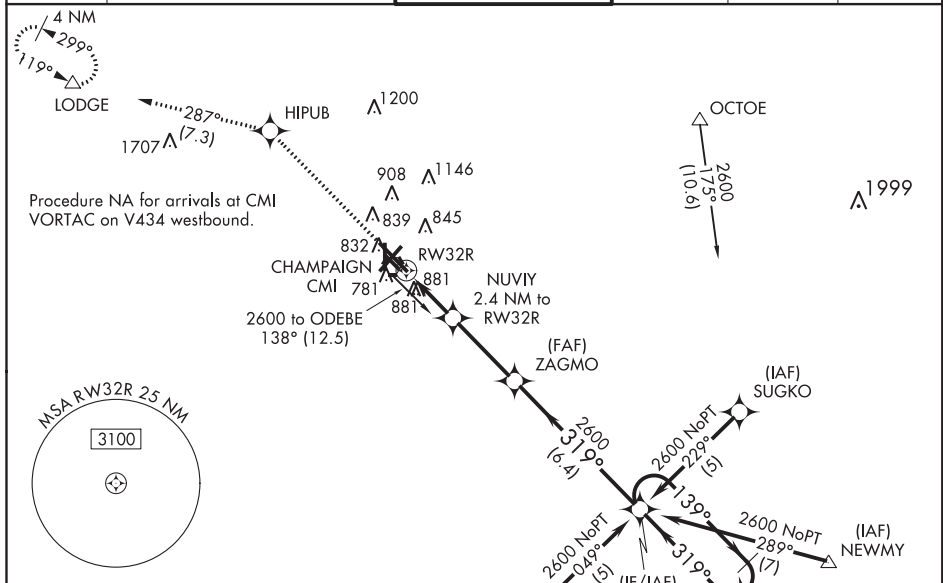
UNIVERSITY OF ILLINOIS-WILLARD (CMI)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1° C (-2° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Rantoul altimeter setting. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, all MDA 60 feet; increase LNAV Cat C/D visibility to RVR 5500. For inoperative MALS, when using local or Rantoul altimeter setting, increase LNAV Cat C/D visibility to 1 $\frac{3}{8}$ miles.

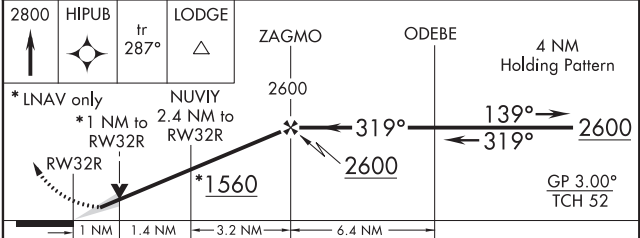
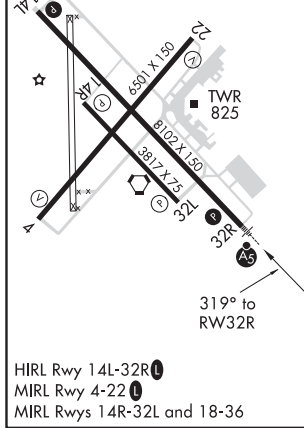
MALS 

MISSED APPROACH:
Climb to 2800 direct HIPUB and on track 287° to LODGE and hold.

ATIS 124.85	CHAMPAIGN APP CON * 121.35 285.65 (316°-135°) 132.85 290.225 (136°-315°)	CHAMPAIGN TOWER * 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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ELEV 755	D	TDZE 750
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CATEGORY	A	B	C	D
LPV DA		1000/24	250 (300-1/2)	
LNAV/VNAV DA		1159/50	409 (500-1)	
LNAV MDA	1200/24	450 (500-1/2)	1200/45	450 (500-3/8)
C CIRCLING	1240-1	485 (500-1)	1500-2 1/4 745 (800-2 1/4)	1500-2 1/2 745 (800-2 1/2)

CHAMPAIGN-URBANA, ILLINOIS
Orig-B 30APR15

40°02'N-88°17'W

UNIVERSITY OF ILLINOIS-WILLARD (CMI) RNAV (GPS) RWY 32R

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC CMI 110.0 Chan 37	APP CRS 142°	Rwy Idg TDZE 755 Apt Elev 755
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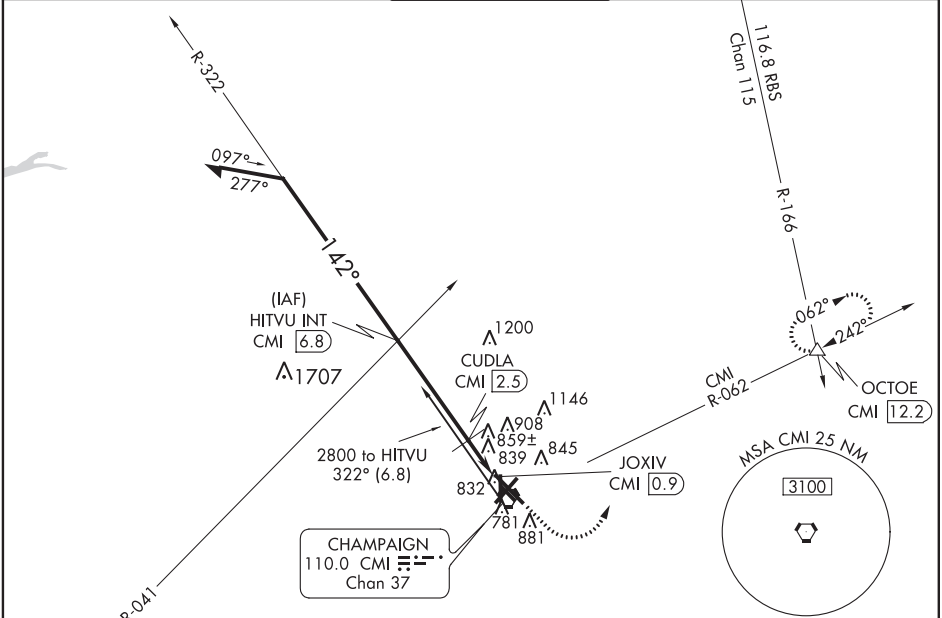
VOR/DME RWY 14L

UNIVERSITY OF ILLINOIS-WILLARD (CMI)

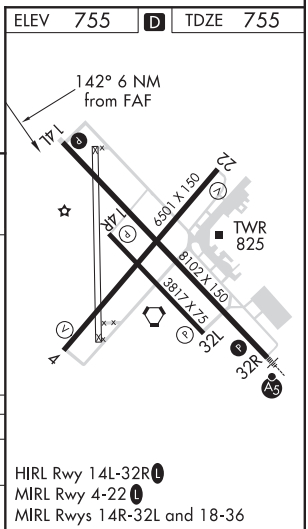
⚠ When local altimeter setting not received, use Rantoul Nail altimeter setting and increase all MDA 60 feet and increase Cat C visibility ¼ mile.
ASR VDP NA when using Rantoul Nail altimeter setting.

MISSED APPROACH: Climb to 2700 then left turn heading 020° and CMI R-062 to OCTOE Int/12.2 DME and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (316°-135°) 132.85 290.225 (136°-315°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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Remain within 10 NM 2800 → 322° → HITVU INT CMI (6.8) 2700 → 142° → CUDLA CMI (2.5) 1300 → 3.00° TCH 51 → JOXIV CMI (0.9) → CMI VORTAC	2700	hdg 020°	CMI R-062	OCTOE
	4.4 NM 0.6 NM 1 NM			
CATEGORY	A	B	C	D
S-14L	1120-1 365 (400-1)		1120-1¼ 365 (400-1¼)	
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC CMI	APP CRS	Rwy Idg	6501
110.0	207°	TDZE	749
Chan 37		Apt Elev	754

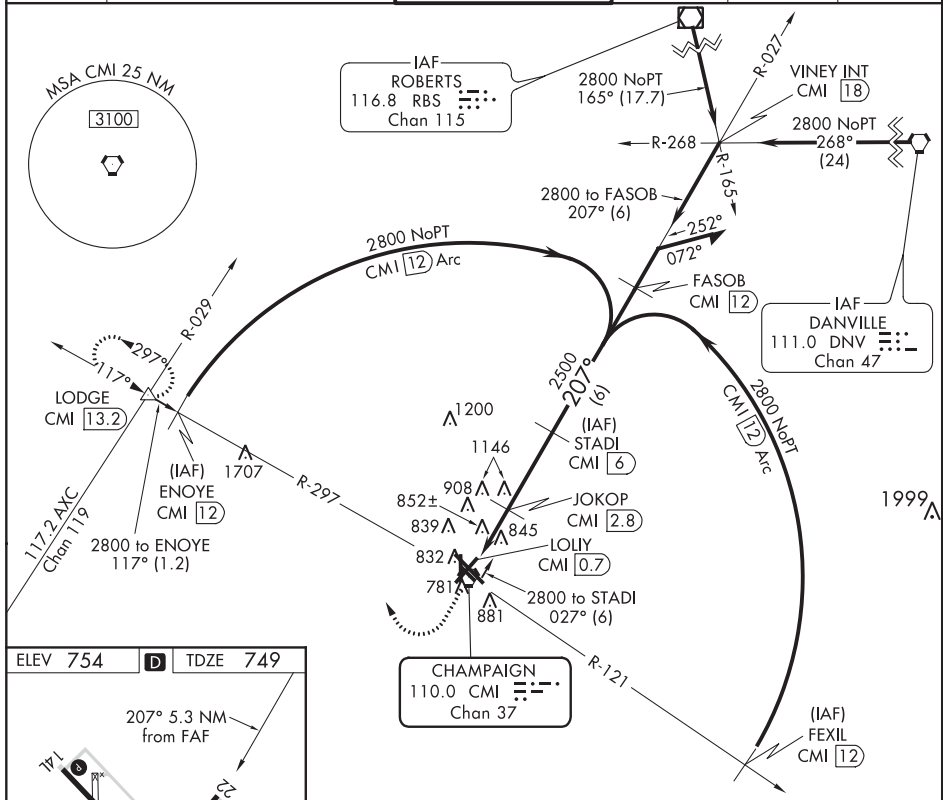
VOR/DME RWY 22

UNIVERSITY OF ILLINOIS-WILLARD (CMI)

ASR

MISSED APPROACH: Climb to 2800 then right turn via heading 340° and CMI R-297 to LODGE INT/CMI 13.2 DME and hold.

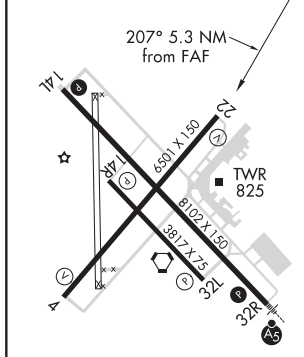
ATIS	CHAMPAIGN APP CON *	CHAMPAIGN TOWER *	GND CON	CLNC DEL	UNICOM
124.85	121.35 285.65 (316°-135°) 132.85 290.225 (136°-315°)	120.4 (CTAF) 229.4	121.8	128.75	122.95



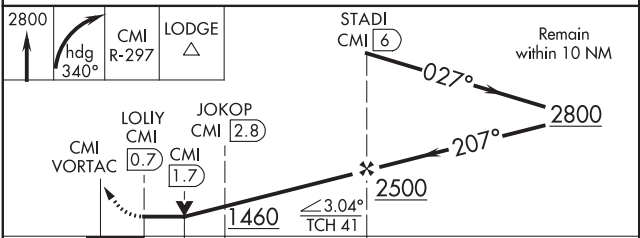
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 754	D	TDZE 749
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HIRL Rwy 14L-32R
MIRL Rwy 4-22
MIRL Rwy 14R-32L and 18-36



CATEGORY	A	B	C	D
S-22	1120-1	371 (400-1)		1120-1¼ 371 (400-1¼)
CIRCLING	1160-1 406 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

VORTAC CMI 110.0 Chan 37	APP CRS 052°	Rwy Idg TDZE 751 Apt Elev 755
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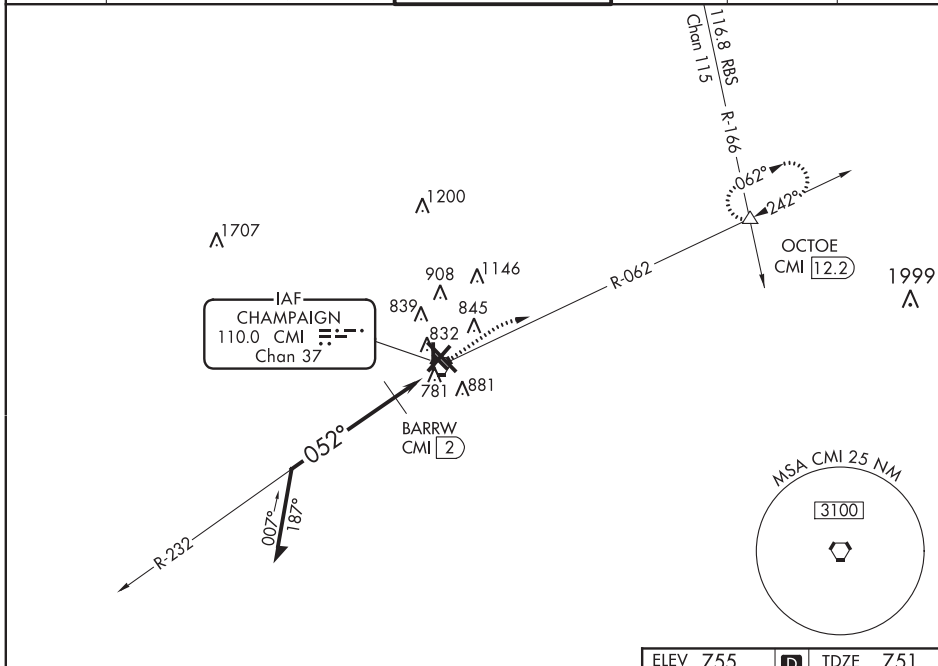
VOR RWY 4

UNIVERSITY OF ILLINOIS-WILLARD (CMI)

ASR When local altimeter setting not received, use Rantoul altimeter setting and increase all MDA 60 feet, increase S-4 Cat C/D visibility ¼ mile.

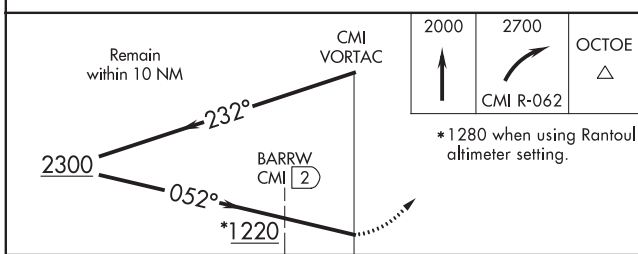
MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 via CMI VORTAC R-062 to OCTOE Int/CMI 12.2 DME and hold.

ATIS 124.85	CHAMPAIGN APP CON * 121.35 285.65 (316°-135°) 132.85 290.225 (136°-315°)	CHAMPAIGN TOWER * 120.4 (CTAF) 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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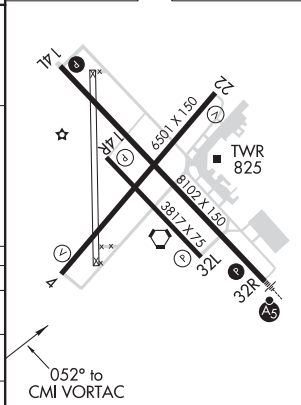
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 755	D	TDZE 751
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CATEGORY	A	B	C	D
S-4	1220-1	469 (500-1)	1220-1¼ 469 (500-1¼)	1220-1½ 469 (500-1½)
CIRCLING	1220-1	465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)
BARRW FIX MINIMUMS				
S-4	1140-1 389 (400-1)		1140-1¼ 389 (400-1¼)	
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)



HIRL Rwy 14L-32R **1**
MIRL Rwy 4-22 **1**
MIRL Rwy 14R-32L and 18-36

CHAMPAIGN-URBANA, ILLINOIS

AL-709 (FAA)

16091

LOM CM 407	APP CRS 319°	Rwy ldg TDZE Apt Elev	8102 750 755
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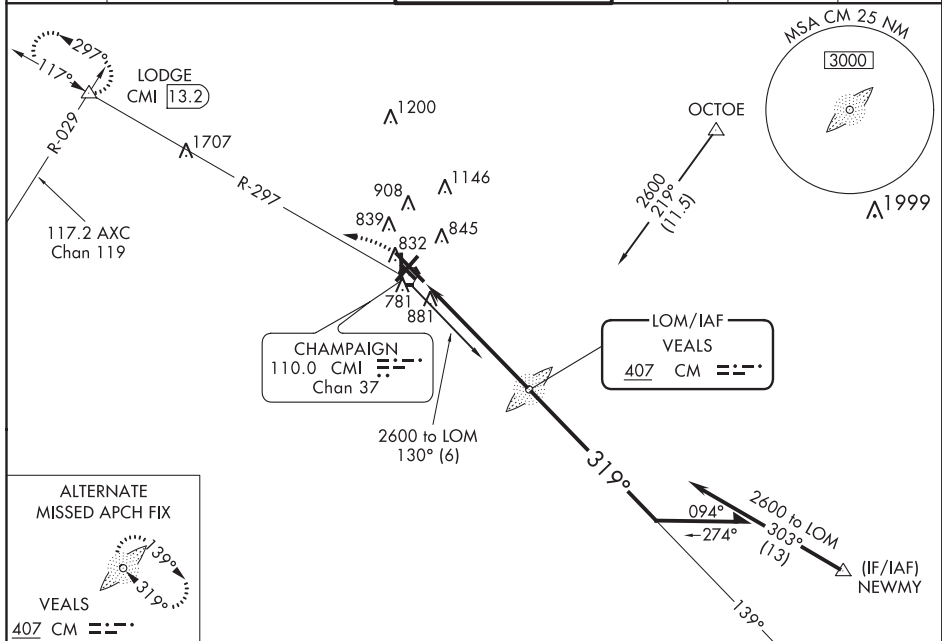
NDB RWY 32R

UNIVERSITY OF ILLINOIS-WILLARD (CMI)

ASR When local altimeter setting not received, use Rantoul altimeter setting and increase all MDA 60 feet. Increase S-32R Cat C visibility to RVR 5000 and Cat D visibility to 1½ mile.

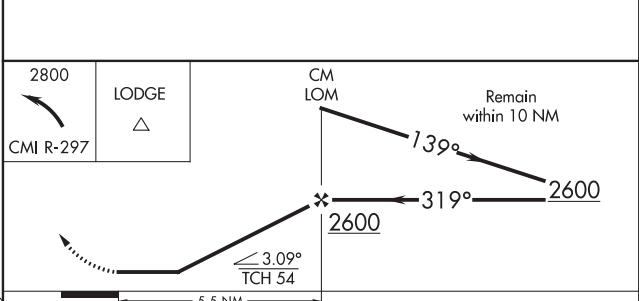
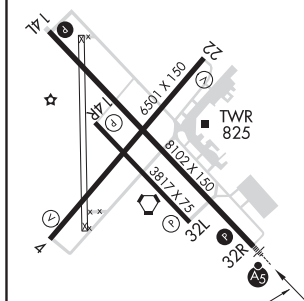
MALS MISSED APPROACH: Climbing left turn to 2800 on CMI VORTAC R-297 to LODGE INT/CMI 13.2 DME and hold.

ATIS 124.85	CHAMPAIGN APP CON * 121.35 285.65 (316°-135°) 132.85 290.225 (136°-315°)	CHAMPAIGN TOWER * 120.4 (CTAF) 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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ELEV 755 **D** TDZE 750

HIRL Rwy 14L-32R
MIRL Rwy 4-22
MIRL Rws 14R-32L and 18-36



CATEGORY	A	B	C	D
S-32R	1240/40 490 (500-¾)			1240/60 490 (500-1¼)
C CIRCLING	1240-1 485 (500-1)	1500-2¼ 745 (800-2¼)		1500-2½ 745 (800-2½)

CHAMPAIGN-URBANA, ILLINOIS
Amdt 11A 05MAR15

UNIVERSITY OF ILLINOIS-WILLARD (CMI) NDB RWY 32R

40°02'N-88°17'W

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-709 (FAA)

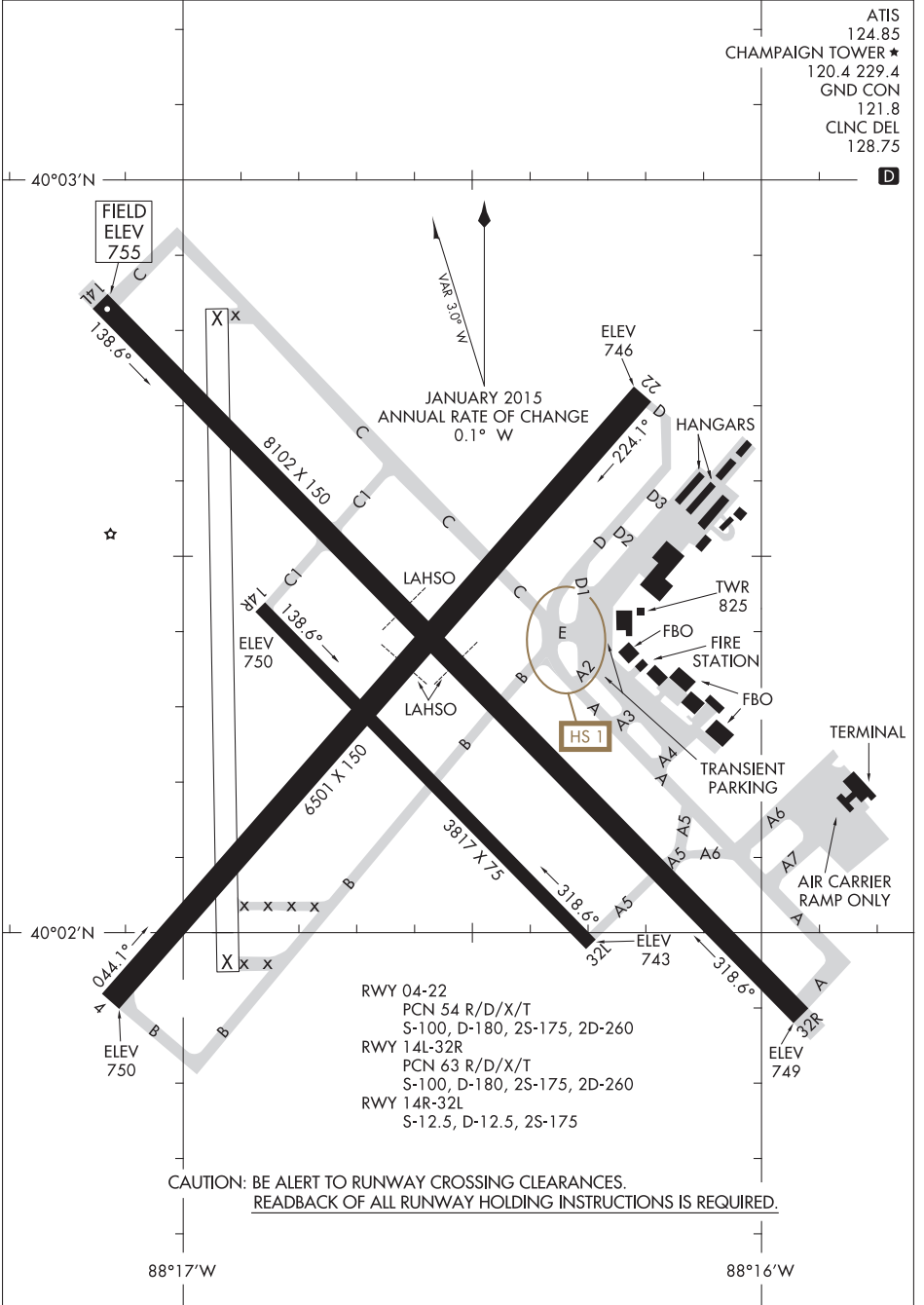
UNIVERSITY OF ILLINOIS-WILLARD (CMI)
CHAMPAIGN-URBANA, ILLINOIS

ATIS 124.85
 CHAMPAIGN TOWER ★ 120.4 229.4
 GND CON 121.8
 CLNC DEL 128.75

D

EC-3, 10 NOV 2016 to 05 JAN 2017

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AIRPORT DIAGRAM

CHAMPAIGN-URBANA, ILLINOIS
UNIVERSITY OF ILLINOIS-WILLARD (CMI)

CHETEK, WISCONSIN

15148

APP CRS	Rwy Idg	2801
175°	TDZE	1056
	Apt Elev	1056

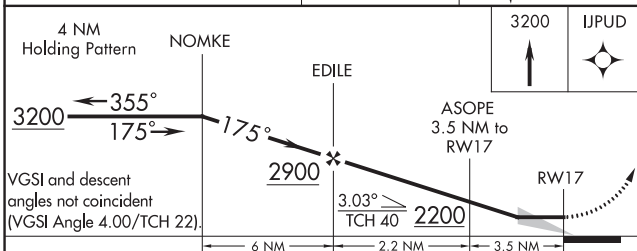
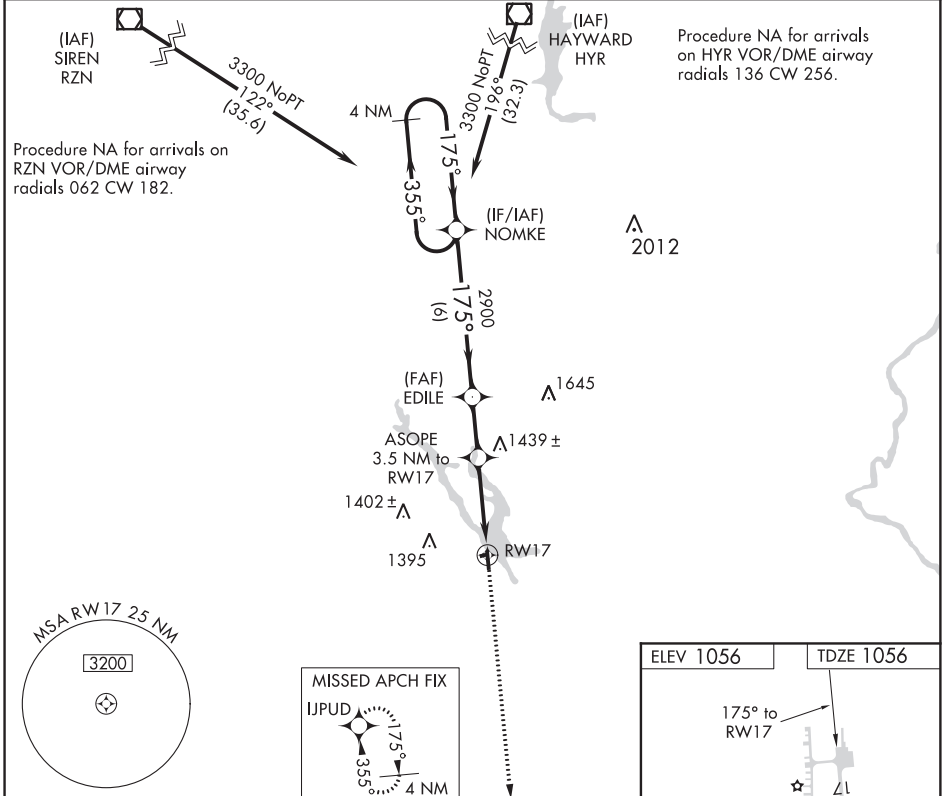
AL- 6935 (FAA)

RNAV (GPS) RWY 17

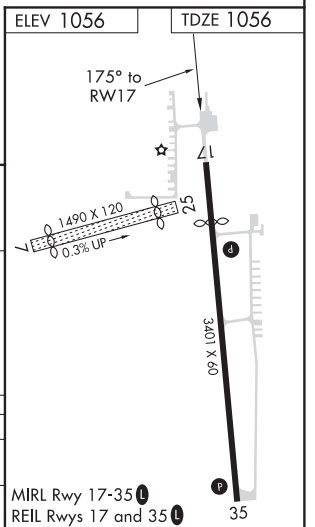
CHETEK MUNI-SOUTHWORTH (Y23)

<p>▽ DME/DME RNP-0.3 NA. Use Rice Lake altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 3200 direct IJPUD WP and hold.</p>
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<p>AWOS-3P 119.05</p>	<p>MINNEAPOLIS CENTER 125.3 335.6</p>	<p>CTAF 122.9</p>
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CATEGORY	A	B	C	D
RNAV MDA	1640-1	584 (600-1)	1640-1 ³ / ₄ 584 (600-1 ³ / ₄)	NA
CIRCLING	1640-1	584 (600-1)	1640-1 ³ / ₄ 584 (600-1 ³ / ₄)	NA



CHETEK, WISCONSIN
Orig-D 28MAY15

45° 18' N-91° 38' W

CHETEK MUNI-SOUTHWORTH (Y23)
RNAV (GPS) RWY 17

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EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3401
355°	TDZE	1056
	Apt Elev	1056

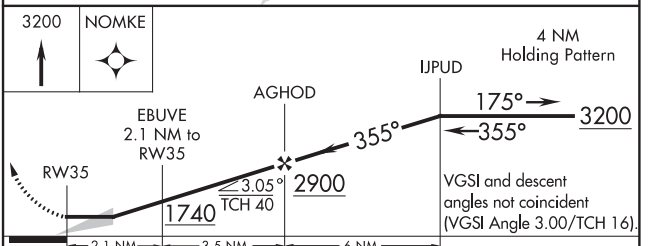
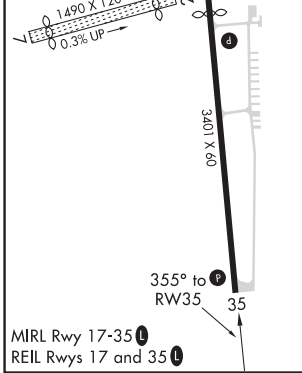
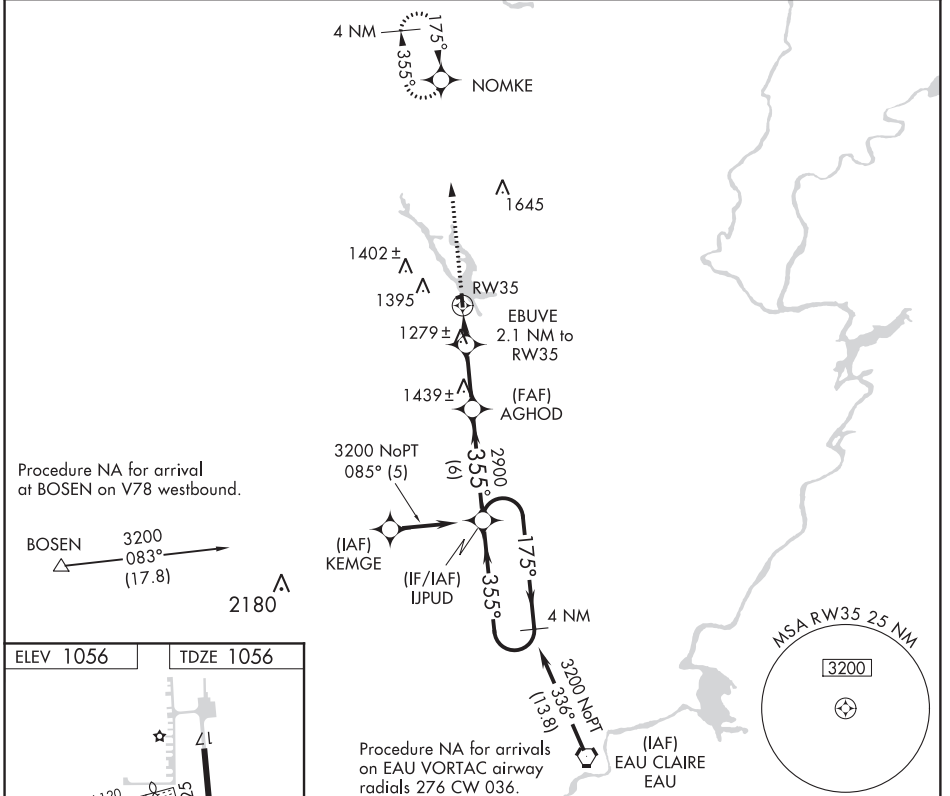
RNAV (GPS) RWY 35

CHETEK MUNI-SOUTHWORTH (Y23)

⚠ Use Rice Lake altimeter setting. DME/DME RNP-0.3 NA.
⚠ NA Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3200 direct NOMKE WP and hold.

AWOS-3P 119.05	MINNEAPOLIS CENTER 125.3 335.6	CTAF 122.9
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CATEGORY	A	B	C	D
LNAV MDA	1580-1	524 (600-1)	1580-1½ 524 (600-1½)	NA
CIRCLING	1640-1	584 (600-1)	1640-1½ 584 (600-1½)	NA

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EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-HKH 111.5 Chan 52	APP CRS 047°	Rwy Idg TDZE Apt Elev 5928 619 620
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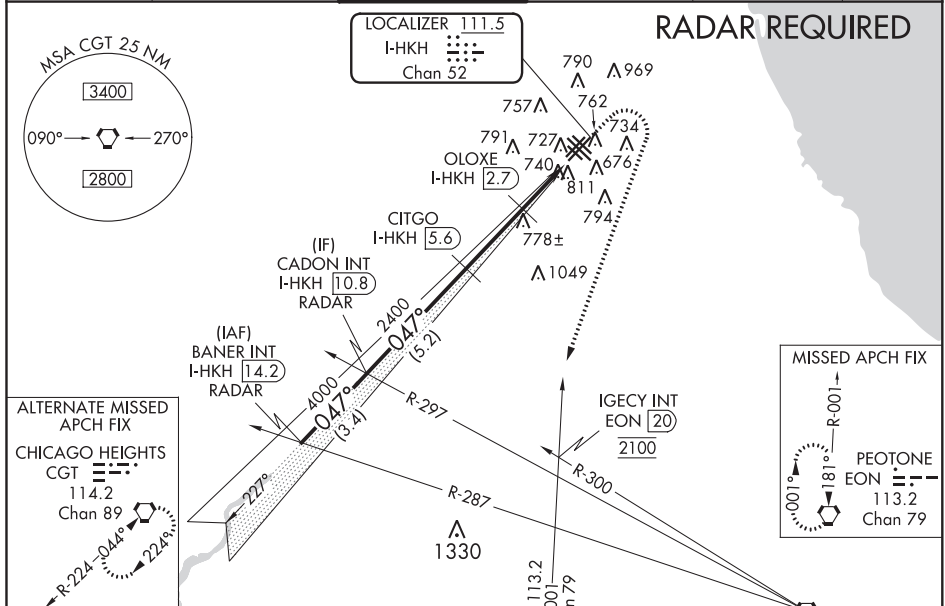
ILS or LOC/DME RWY 4R

CHICAGO MIDWAY INTL (MDW)

▼ Helicopter visibility reduction below RVR 4000 NA.
▲ Night landing: Rwy 31R NA, Rwy 4R Cat C and D operational VGSI required, remain on or above VGSI glidepath until threshold.

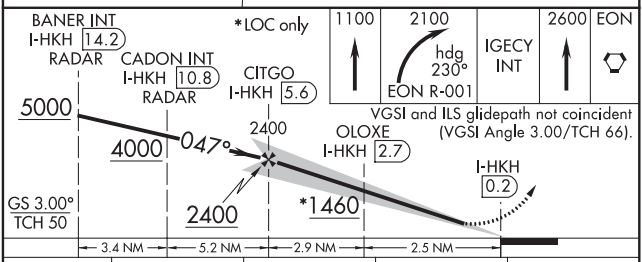
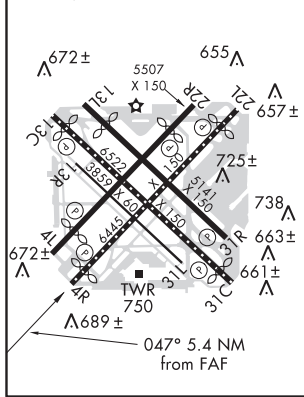
MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 on heading 230° and on EON VORTAC R-001 until crossing IGECY INT/EON 20 DME, then climb to 2600 to EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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ELEV 620	D	TDZE 619
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HIRL Rws 13C-31C and 4R-22L
 MIRL Rws 4L-22R, 13L-31R, and 13R-31L
 REIL Rws 4R, 22L, and 31C
 RLLS Rws 13C and 31C



CATEGORY	A	B	C	D
S-ILS 4R	869/40	250 (300-¾)	869/50	250 (300-1)
S-LOC 4R	1000/55	381 (400-1¼)	1000/60	381 (400-1¼)
C CIRCLING	1120-1	500 (500-1)	1340-2 720 (800-2)	1340-2¼ 720 (800-2¼)

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EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-MDW 109.9 Chan 36	APP CRS 138°	Rwy Idg TDZE Apt Elev	6059 611 620
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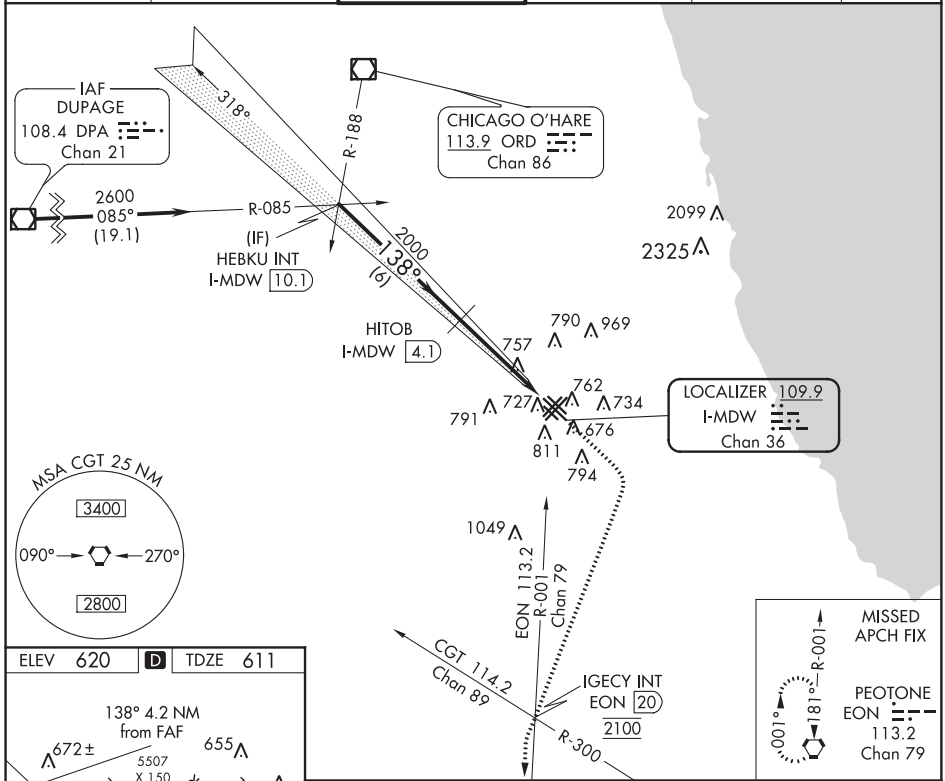
ILS or LOC/DME RWY 13C

CHICAGO MIDWAY INTL (MDW)

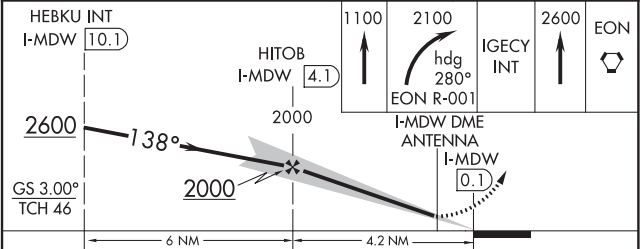
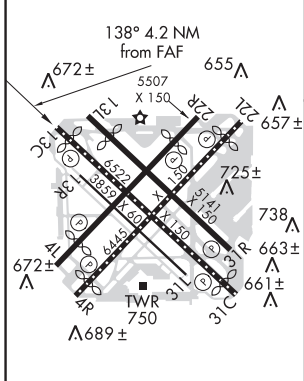
▼ Helicopter visibility reduction below RVR 4000 NA.
▲ Night landing: Rwy 31R NA, Rwy 13C Cat C and D operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 1100, then climbing right turn to 2100 on heading 280° and on EON VORTAC R-001 until crossing IGCY Int/EON 20 DME, then climb to 2600 to EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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ELEV 620	D	TDZE 611
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CATEGORY	A	B	C	D
S-ILS 13C	861/50 250 (300-1)			
S-LOC 13C	1020/55	409 (400-1½)	1020/60	409 (400-1¼)
C CIRCLING	1120-1	500 (500-1)	1340-2 720 (800-2)	1340-2¼ 720 (800-2¼)

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EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-81 (FAA)

16315

LOC/DME I-MXT 109.9 Chan 36	APP CRS 318°	Rwy Idg TDZE Apt Elev	5826 613 620
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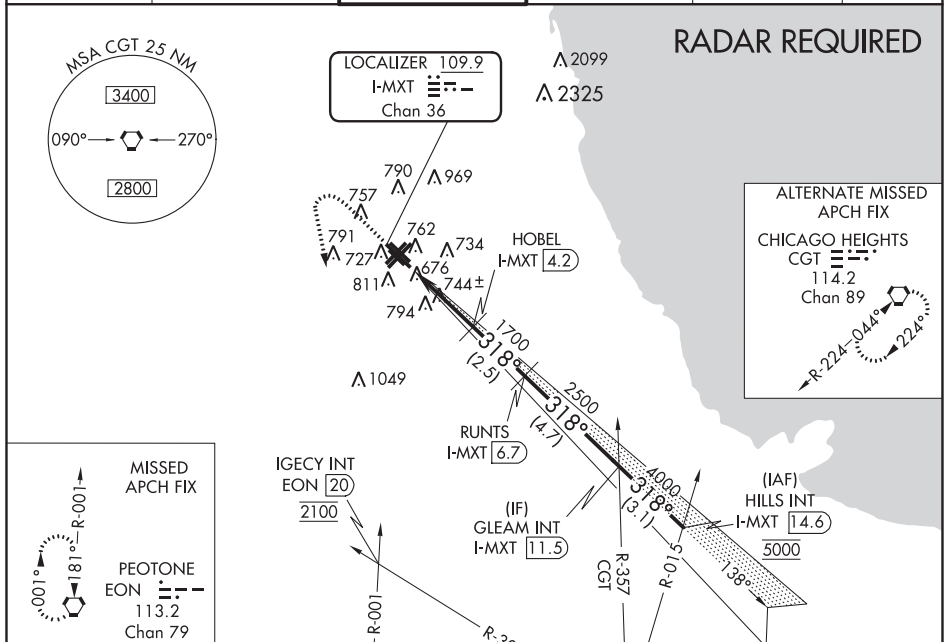
ILS or LOC/DME RWY 31C

CHICAGO MIDWAY INTL (MDW)

Night landing: Rwy 31R NA.

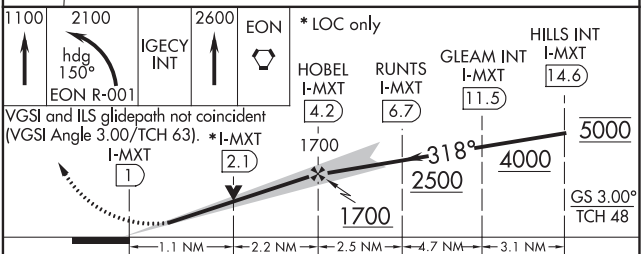
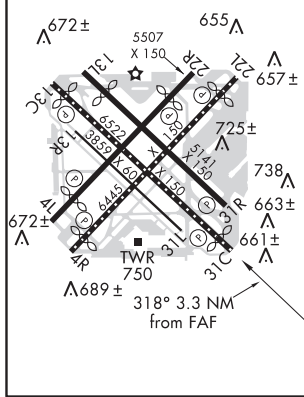
MISSED APPROACH: Climb to 1100, then climbing left turn to 2100 on heading 150° and EON VORTAC R-001 until crossing IGECY INT/EON 20 DME, then climb to 2600 to EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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ELEV 620 TDZE 613

HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and 13R-31L
REIL Rwy 4R, 22L, and 31C
RLS Rwy 13C and 31C



CATEGORY	A	B	C	D
S-LS 31C	863/40 250 (300-¾)			
S-LOC 31C	1020/55	407 (400-1¼)	1020/60	407 (400-1¼)
CIRCLING	1120-1	500 (500-1)	1340-2 720 (800-2)	1340-2 ¼ 720 (800-2 ¼)

CHICAGO, ILLINOIS
Amdt 3 24JUL14

41°47'N-87°45'W

CHICAGO MIDWAY INTL (MDW)

ILS or LOC/DME RWY 31C

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EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5812
228°	TDZE	611
	Apt Elev	620

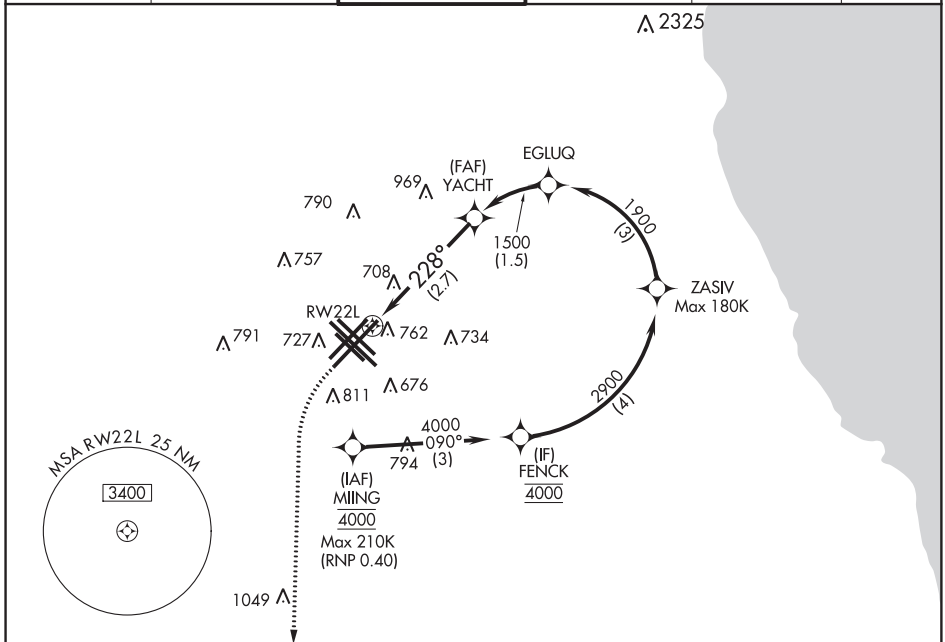
RNAV (RNP) X RWY 22L

CHICAGO MIDWAY INTL (MDW)

▼ For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). RF required. GPS required.

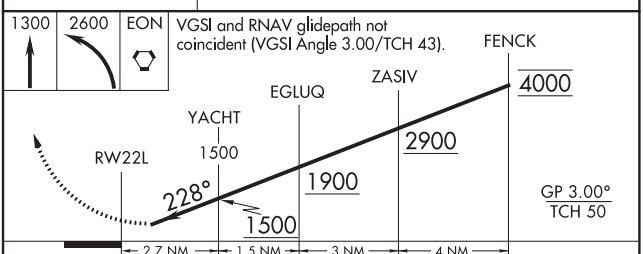
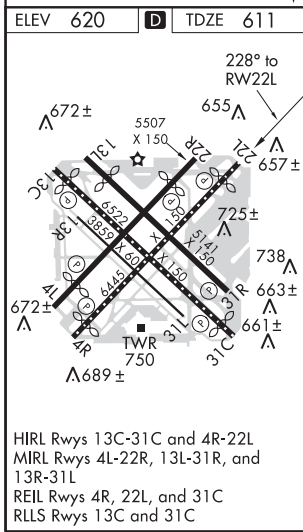
MISSED APPROACH: Climb to 1300 then climbing left turn to 2600 direct EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNP 0.18 DA		951-1 $\frac{1}{8}$	340 (400-1 $\frac{1}{8}$)	
RNP 0.30 DA		1001-1 $\frac{1}{4}$	390 (400-1 $\frac{1}{4}$)	

AUTHORIZATION REQUIRED

CHICAGO, ILLINOIS

AL-81 (FAA)

16315

APP CRS	Rwy Idg	5928
047°	TDZE	619
	Apt Elev	620

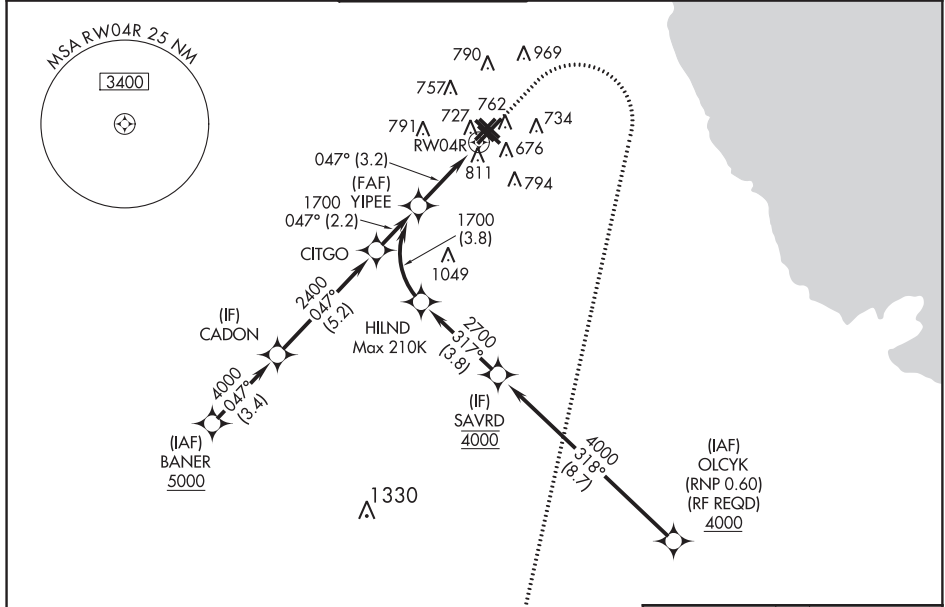
RNAV (RNP) Y RWY 4R

CHICAGO MIDWAY INTL (MDW)

▽ For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). GPS required. When Rwy 4R VGSIs inoperative, procedure NA at night.

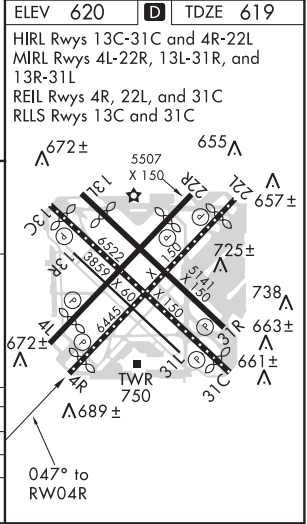
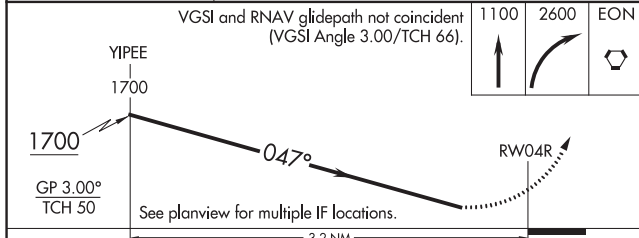
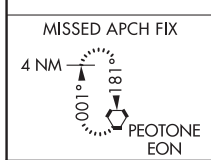
MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNP 0.18 DA		976/59	357 (400-1¼)	
RNP 0.30 DA		1088-1½	469 (500-1½)	

AUTHORIZATION REQUIRED

CHICAGO, ILLINOIS
Orig-A 24JUL14

41°47'N-87°45'W

CHICAGO MIDWAY INTL (MDW)
RNAV (RNP) Y RWY 4R

APP CRS	Rwy Idg	6059
138°	TDZE	611
	Apt Elev	620

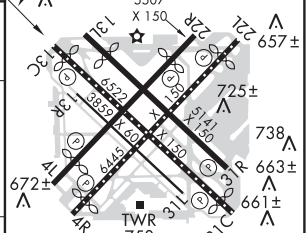
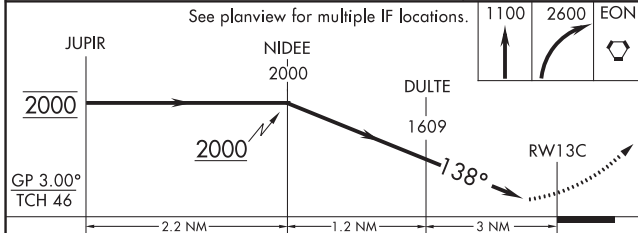
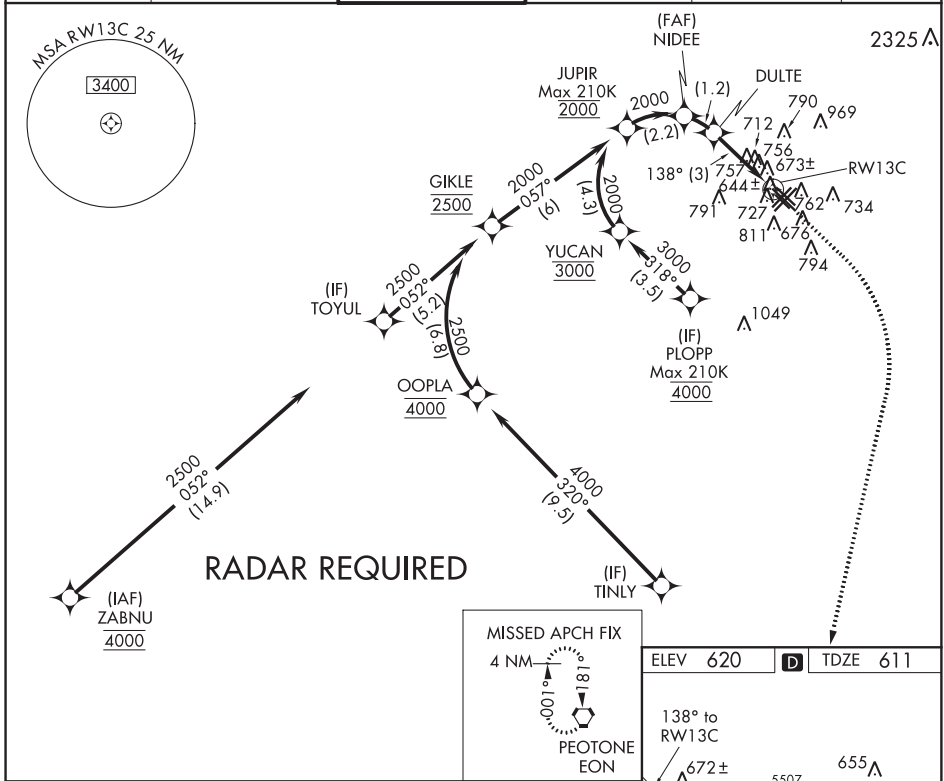
RNAV (RNP) Y RWY 13C

CHICAGO MIDWAY INTL (MDW)

▼ For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). RF required. GPS required. Night landing: Rwy 13C Cat C and D operational VGSIs required, remain on or above VGSIs glidepath until threshold.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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CATEGORY	A	B	C	D
RNP 0.11 DA		891/50	280 (300-1)	
RNP 0.18 DA		997-1¼	386 (400-1¼)	
RNP 0.30 DA		1049-1½	438 (500-1½)	

HIRL Rws 13C-31C and 4R-22L
 MIRL Rws 4L-22R, 13L-31R, and 13R-31L
 REIL Rws 4R, 22L, and 31C
 RLLS Rws 13C and 31C

AUTHORIZATION REQUIRED

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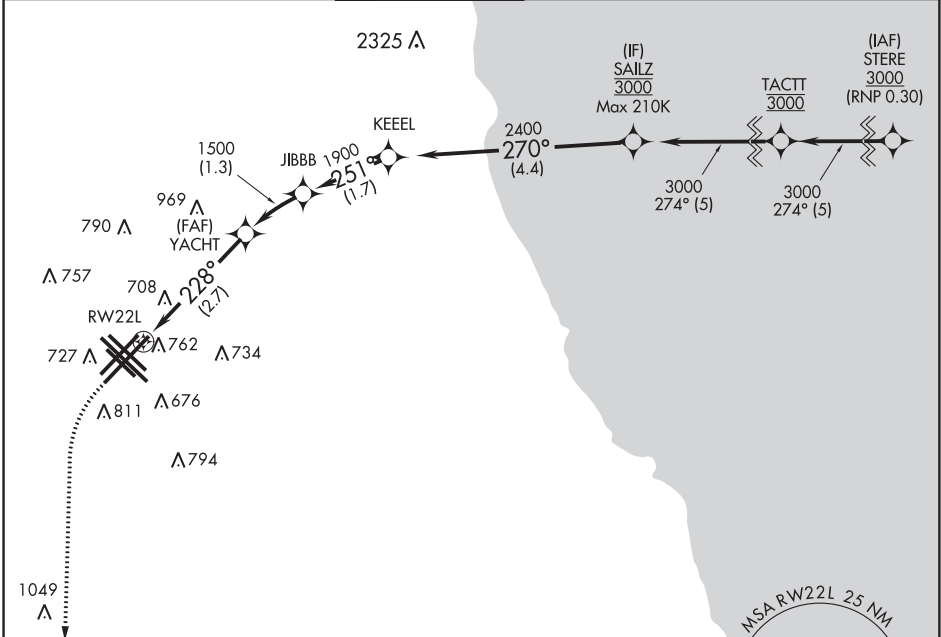
RNAV (RNP) Y RWY 22L
CHICAGO MIDWAY INTL (MDW)

APP CRS	Rwy Idg	5812
228°	TDZE	611
	Apt Elev	620

⚠ For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). RF required. GPS required.

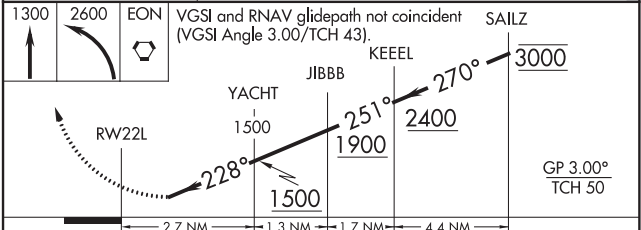
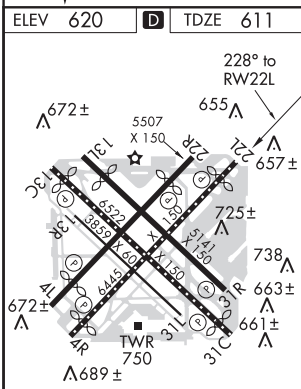
MISSED APPROACH: Climb to 1300 then climbing left turn to 2600 direct EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNP 0.18 DA		951-1½	340 (400-1½)	
RNP 0.30 DA		1001-1¼	390 (400-1¼)	

AUTHORIZATION REQUIRED

APP CRS 318°	Rwy Idg 5826
	TDZE 613
	Apt Elev 620

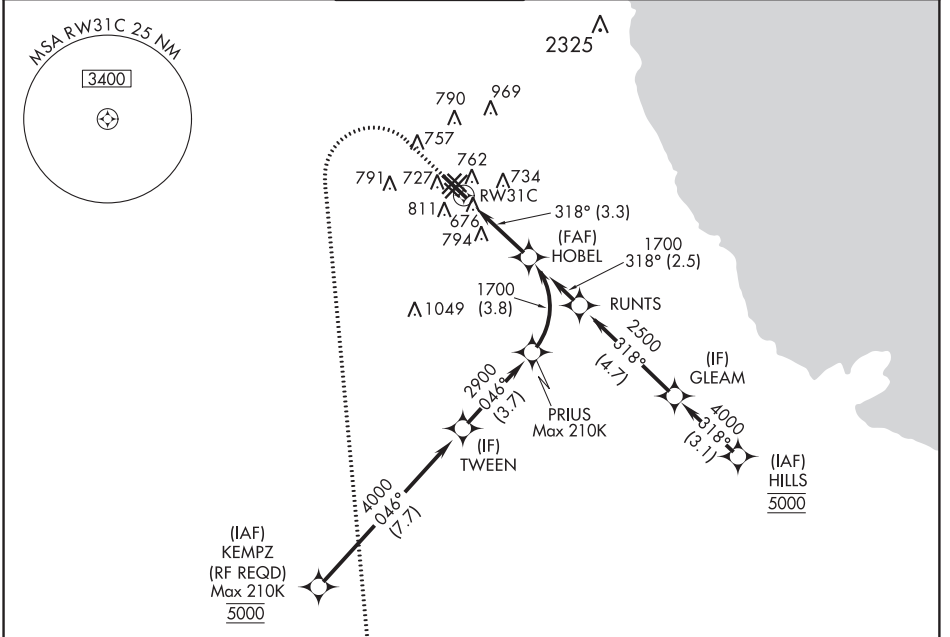
RNAV (RNP) Y RWY 31C

CHICAGO MIDWAY INTL (MDW)

▼ For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). GPS required.

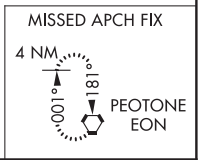
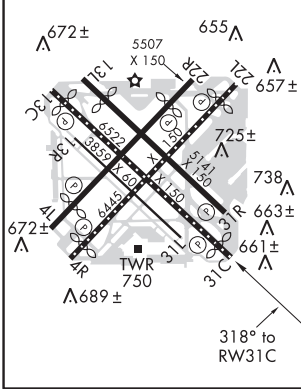
MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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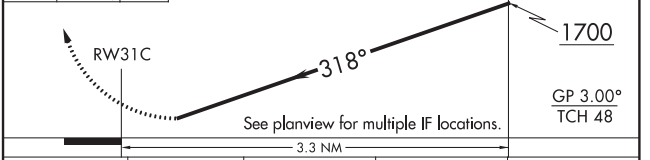


ELEV 620	D	TDZE 613
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HIRL Rws 13C-31C and 4R-22L
MIRL Rws 4L-22R, 13L-31R, and 13R-31L
REIL Rws 4R, 22L, and 31C
RLLS Rws 13C and 31C



1100 2600 EON
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 63).
HOBEL 1700



CATEGORY	A	B	C	D
RNP 0.30 DA	961/58 348 (400-1¼)			

AUTHORIZATION REQUIRED

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EC-3, 10 NOV 2016 to 05 JAN 2017

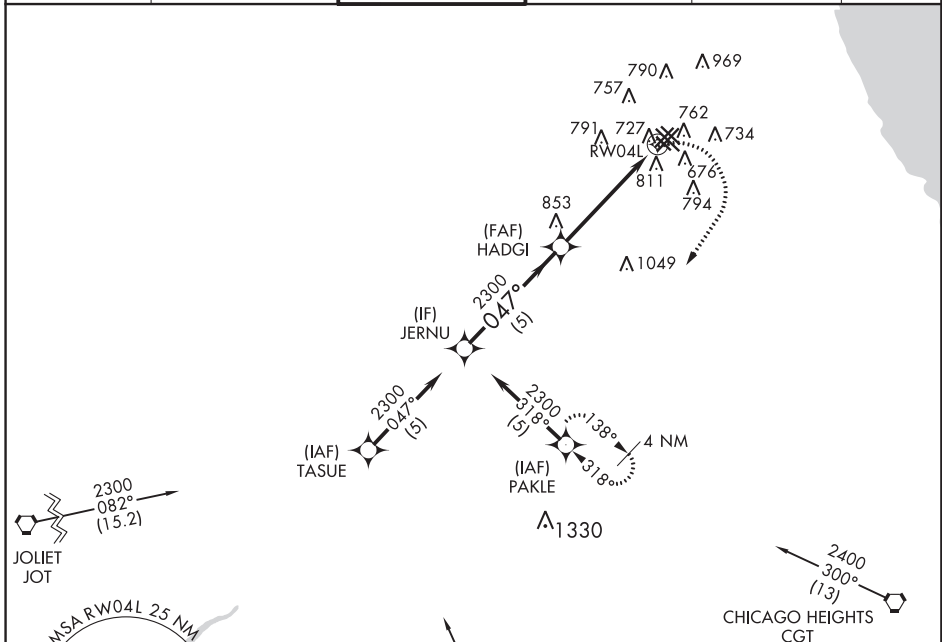
APP CRS	Rwy Idg	4749
047°	TDZE	617
	Apt Elev	620

RNAV (GPS) RWY 4L

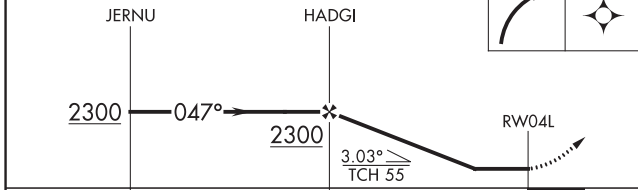
CHICAGO MIDWAY INTL (MDW)

	DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 31R NA.	MISSED APPROACH: Climbing right turn to 2400 direct PAKLE and hold.
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ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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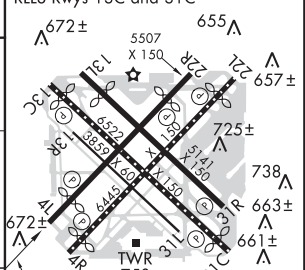


VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 39).



ELEV 620		TDZE 617
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HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and 13R-31L
REIL Rwy 4R, 22L, and 31C
RLS Rwy 13C and 31C



CATEGORY	A	B	C	D
LNVA MDA	1100-1	483 (500-1)	1100-1 $\frac{3}{8}$	483 (500-1 $\frac{3}{8}$)
CIRCLING	1120-1	500 (500-1)	1340-2 720 (800-2)	1340-2 $\frac{1}{4}$ 720 (800-2 $\frac{1}{4}$)

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EC-3, 10 NOV 2016 to 05 JAN 2017

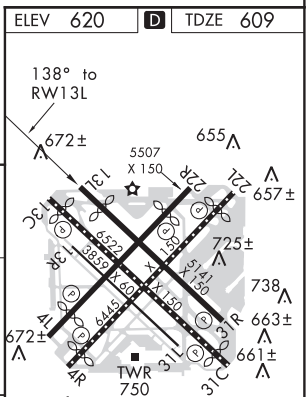
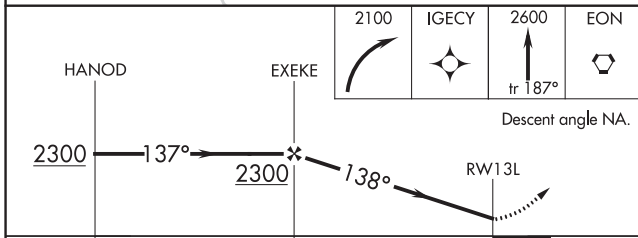
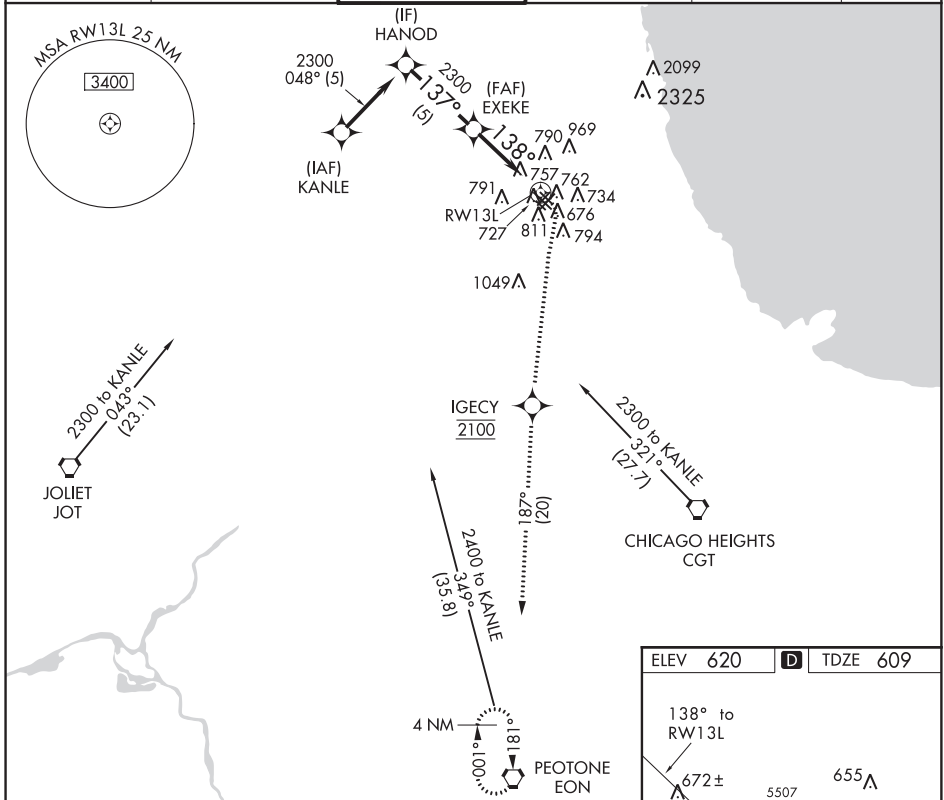
APP CRS	Rwy Idg	4389
138°	TDZE	609
	Apt Elev	620

RNAV (GPS) RWY 13L

CHICAGO MIDWAY INTL (MDW)

 	DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 13L Cat C and D, Rwy 31R NA.	MISSED APPROACH: Climbing right turn to 2100 direct IGENCY then climb to 2600 on track 187° to EON VORTAC and hold.
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ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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CATEGORY	A	B	C	D
LNAV MDA	1080-1 471 (500-1)		1080-1 3/8 471 (500-1 3/8)	
C CIRCLING	1120-1 500 (500-1)		1340-2 720 (800-2)	1340-2 1/4 720 (800-2 1/4)

HIRL Rwy 13C-31C and 4R-22L
 MIRL Rwy 4L-22R, 13L-31R, and 13R-31L
 REIL Rwy 4R, 22L, and 31C
 RLLS Rwy 13C and 31C

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-81 (FAA)

16315

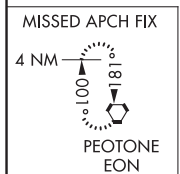
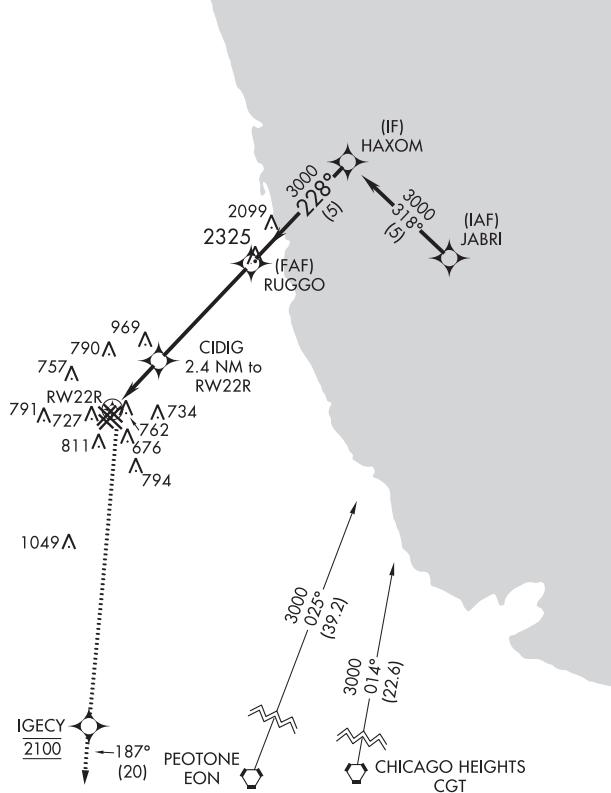
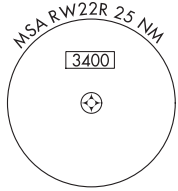
APP CRS 228°	Rwy Idg 4629
	TDZE 614
	Apt Elev 620

RNAV (GPS) RWY 22R

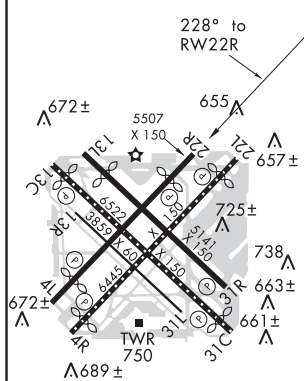
CHICAGO MIDWAY INTL (MDW)

<p>⚠ DME/DME RNP-0.3 NA. Night landing: Rwy 31R NA. Helicopter visibility reduction below 3/4 SM NA.</p>	<p>MISSED APPROACH: Climb to 2100 direct IGECY then climb to 3000 on track 187° to EON VORTAC and hold.</p>
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ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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ELEV 620	D	TDZE 614
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HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and 13R-31L
REIL Rwy 4R, 22L, and 31C
RLS Rwy 13C and 31C

2100	IGECY	3000	EON	VGSI and descent angles not coincident (VGSI Angle 3.00°/TCH 35).
↑	⬠	↑	⬠	RUGGO
		tr 187°		HAXOM
	RW22R	CIDIG		
	1.2 NM to RW22R	2.4 NM to RW22R		
		1440	3000	3000
	1.2 NM	1.2 NM	4.8 NM	5 NM
CATEGORY	A	B	C	D
LNAV MDA	1020-1	406 (400-1)	1020-1 1/8	406 (400-1 1/8)
C CIRCLING	1120-1	500 (500-1)	1340-2	1340-2 1/4
			720 (800-2)	720 (800-2 1/4)

CHICAGO, ILLINOIS
Orig-D 24JUL14

41°47'N-87°45'W

CHICAGO MIDWAY INTL (MDW) RNAV (GPS) RWY 22R

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 318°	Rwy Idg TDZE Apt Elev	5141 610 620
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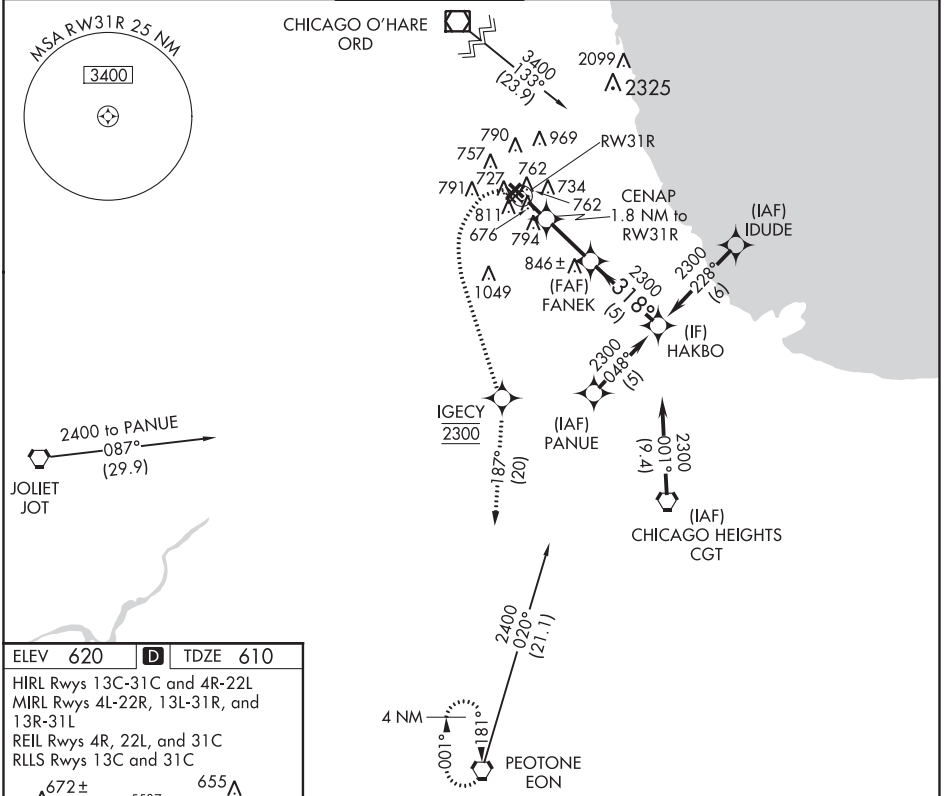
RNAV (GPS) RWY 31R

CHICAGO MIDWAY INTL (MDW)

⚠ DME/DME RNP-0.3 NA.
⚠ Helicopter visibility reduction below 1 SM NA.
 Night landing Rwy 31R NA.

MISSED APPROACH: Climbing left turn to 2300 direct IGECY then climb to 2600 on track 187° to EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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ELEV 620 **D** TDZE 610

HIRL Rwy 13C-31C and 4R-22L
 MIRL Rwy 4L-22R, 13L-31R, and 13R-31L
 REIL Rwy 4R, 22L, and 31C
 RLLS Rwy 13C and 31C

318° to RWY 31R

2300	IGECY	2600	EON	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).
		↑ tr 187°		FANEK
				HAKBO
				CENAP 1.8 NM to RWY 31R
				2300
				318°
				1240
				3.05° TCH 55
				1.8 NM 3.3 NM 5 NM
CATEGORY	A	B	C	D
LNAV MDA	1060-1	450 (500-1)	1060-1 ³ / ₈	450 (500-1 ³ / ₈)
C CIRCLING	1120-1	500 (500-1)	1340-2 720 (800-2)	1340-2 ¹ / ₄ 720 (800-2 ¹ / ₄)

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65614 W04A	APP CRS 047°	Rwy Idg TDZE Apt Elev	5928 619 620
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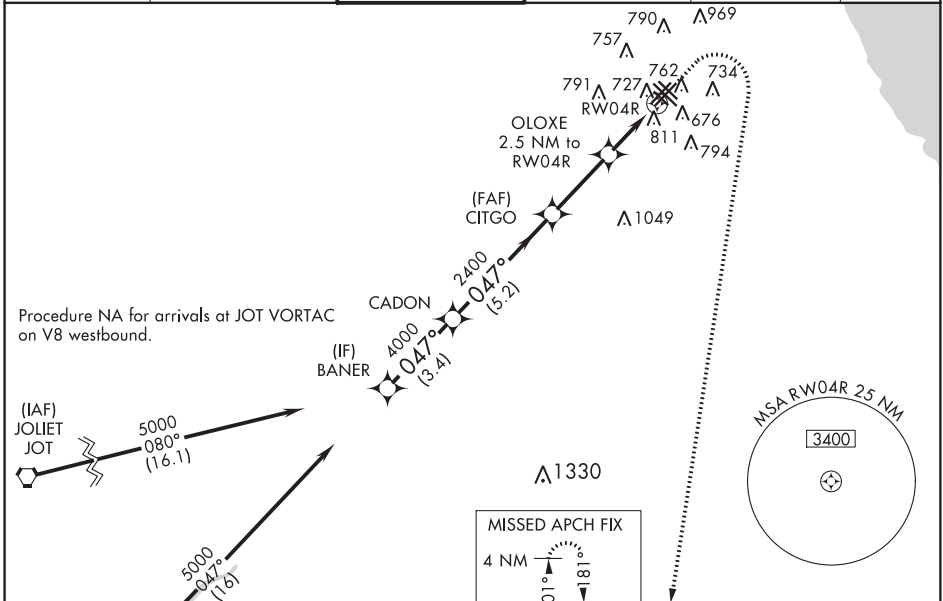
RNAV (GPS) Z RWY 4R

CHICAGO MIDWAY INTL (MDW)

T 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. Helicopter visibility reduction below RVR 4000 NA. Night landing: Rwy 31R NA, Rwy 4R Cat C and D operational VGSi required, remain on or above VGSi glidepath until threshold.

A MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

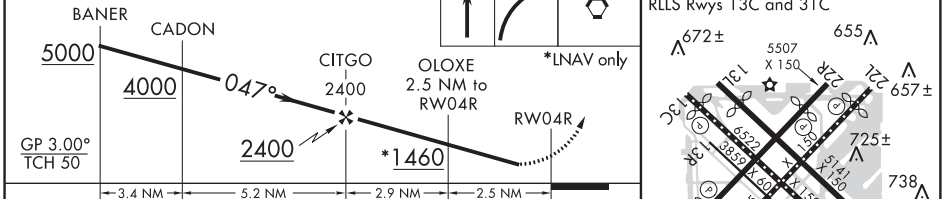
ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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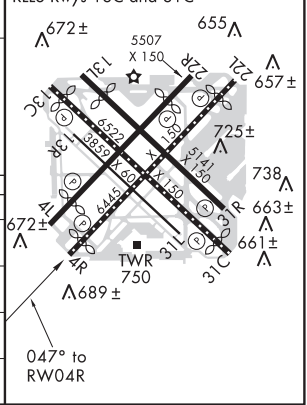
ELEV 620	D TDZE 619
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 66).

HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and 13R-31L
REIL Rwy 4R, 22L, and 31C
RLS Rwy 13C and 31C



CATEGORY	A	B	C	D
LPV DA	869/40	250 (300-¾)	869/50	250 (300-1)
LNAV/VNAV DA	1097-1½		478 (500-1½)	
LNAV MDA	1080/55	461 (500-1¼)	1080-1¾	461 (500-1¾)
C CIRCLING	1120-1	500 (500-1)	1340-2 720 (800-2)	1340-2¼ 720 (800-2¼)



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EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) Z RWY 13C

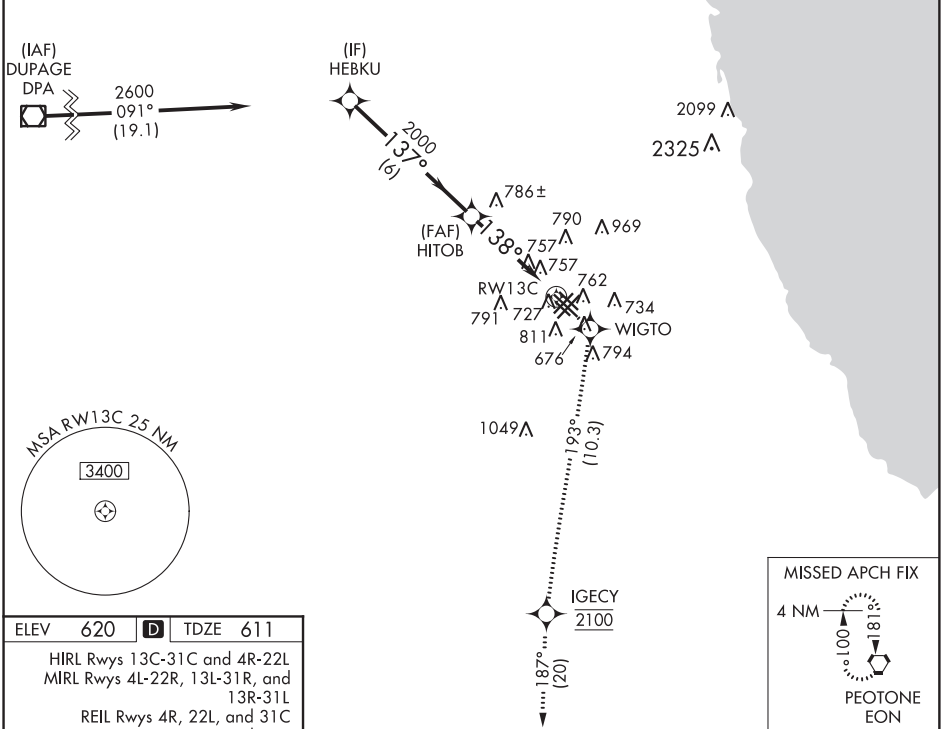
CHICAGO MIDWAY INTL (MDW)

APP CRS	Rwy Idg	6059
138°	TDZE	611
	Apt Elev	620

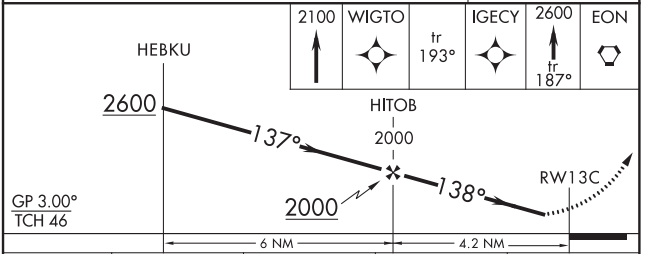
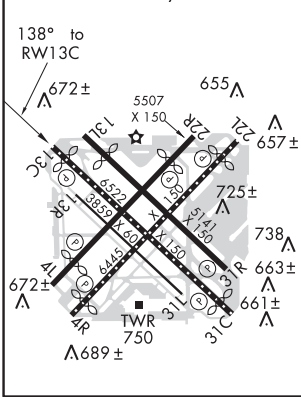
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 not authorized. Night landing: Rwy 31R NA, Rwy 13C Cat C and D operational. VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2100 direct WIGTO and on track 193° to IGECY, then climb to 2600 on track 187° to EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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ELEV	620	D	TDZE	611
HIRL Rws 13C-31C and 4R-22L MIRL Rws 4L-22R, 13L-31R, and 13R-31L REIL Rws 4R, 22L, and 31C RLLS Rws 13C and 31C				



CATEGORY	A	B	C	D
LNAV/VNAV DA	1045-1½ 434 (500-1½)			
LNAV MDA	1020/55	409 (400-1½)	1020/60	409 (400-1½)
C CIRCLING	1120-1	500 (500-1)	1340-2 720 (800-2)	1340-2½ 720 (800-2½)

EC-3, 10 NOV 2016 to 05 JAN 2017

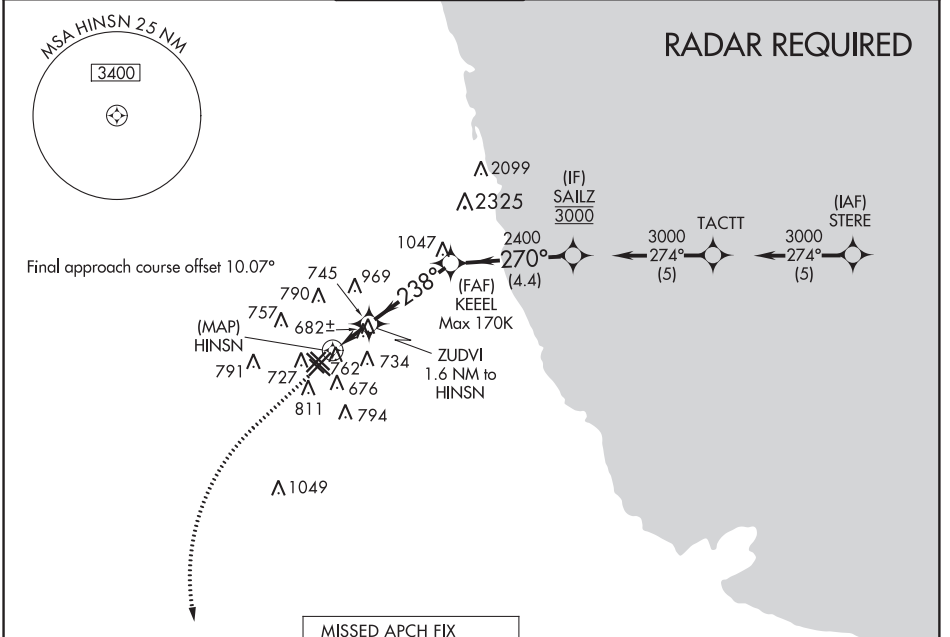
EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 87132 W22A	APP CRS 238°	Rwy Idg TDZE Apt Elev	5812 611 620
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RNAV (GPS) Z RWY 22L

CHICAGO MIDWAY INTL (MDW)

DME/DME RNP-0.3 NA. When Rwy 22L VGSI inop, Straight-in and Circling Rwy 22L NA at night. Night landing: Rwy 31R NA. Helicopter visibility reduction below 1 SM NA.				MISSED APPROACH: Climb to 1300 then climbing left turn to 2600 direct EON VORTAC and hold.	
ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC



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EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 620	D	TDZE 611					
<p>HIRL Rwy 13C-31C and 4R-22L MIRL Rwy 4L-22R, 13L-31R, and 13R-31L REIL Rwy 4R, 22L, and 31C RLLS Rwy 13C and 31C</p>			MISSED APCH FIX 4 NM PEOTONE EON			1300 2600 EON VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).	
			SAILZ 3000 KEEL ZUDVI 1.6 NM to HINSN HINSN 238° 270° 3.00° TCH 50				
CATEGORY		A	B	C	D		
LP MDA		940-1		329 (400-1)			
LNAV MDA		1020-1	409 (400-1)	1020-1½	409 (400-1½)		
C CIRCLING		1120-1	500 (500-1)	1340-2 720 (800-2)	1340-2½ 720 (800-2½)		

WAAS CH 50512 W31A	APP CRS 318°	Rwy Idg TDZE 5826 613 Apt Elev 620
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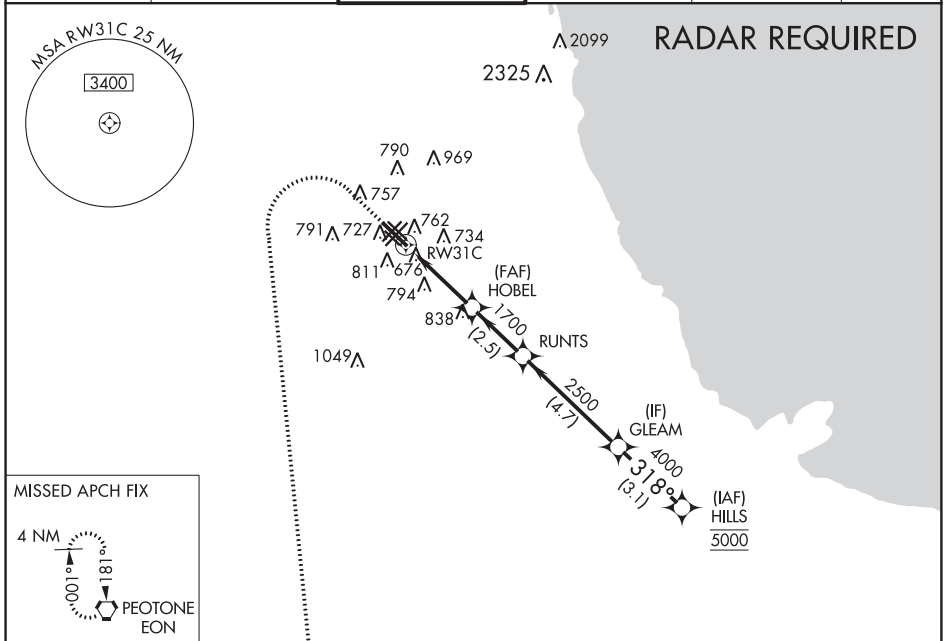
RNAV (GPS) Z RWY 31C

CHICAGO MIDWAY INTL (MDW)

⚠ 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. Night landing: Rwy 31R NA.

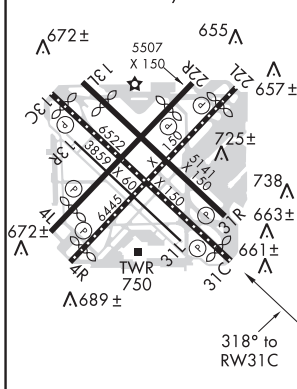
⚠ MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 128.2 388.0	MIDWAY TOWER 118.7 269.125	GND CON 121.65	CLNC DEL 124.625	CPDLC
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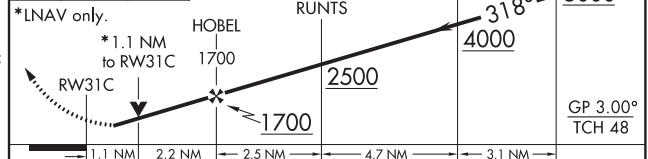


ELEV 620	D	TDZE 613
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HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and 13R-31L
REIL Rwy 4R, 22L, and 31C
RLS Rwy 13C and 31C



↑ 1100 2600 EON VGSIs and RNAV glidepath not coincident (VGSIs Angle 3.00/TCH 63).



CATEGORY	A	B	C	D
LPV DA		863/40	250 (300-¾)	
LNAV/VNAV DA		953/60	340 (400-1¼)	
LNAV MDA	1020/55	407 (400-1¼)	1020/60	407 (400-1¼)
C CIRCLING	1120-1	500 (500-1)	1340-2 720 (800-2)	1340-2¼ 720 (800-2¼)

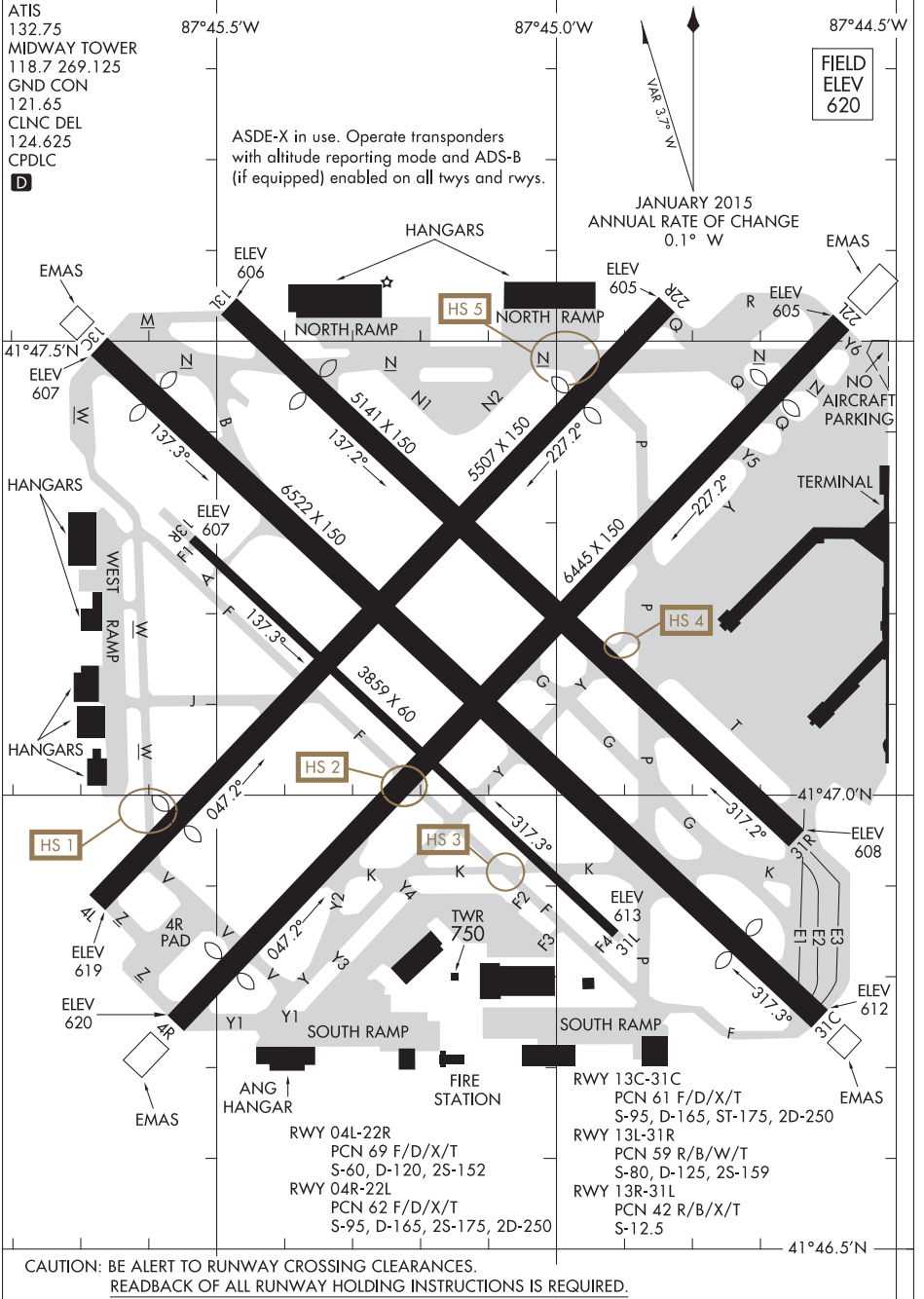
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS

AL-81 (FAA)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

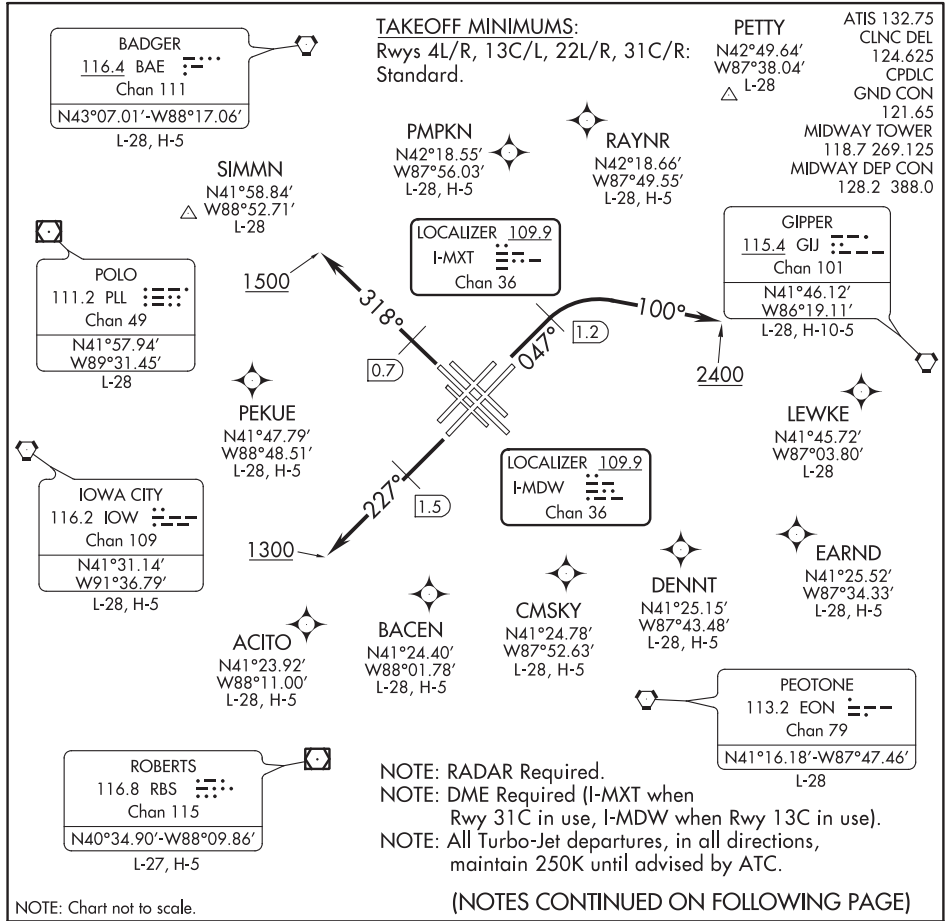
CHICAGO, ILLINOIS
CHICAGO MIDWAY INTL (MDW)

CICERO EIGHT DEPARTURE

SL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)

CHICAGO, ILLINOIS



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 4L/R: Northbound departures assigned headings 360° (CW) thru 080° climb heading 047° to 1.2 DME, then continue climbing right turn heading 100° to 2400, Thence

TAKEOFF RWY 22L: Climb heading 227° to 1.5 DME, then continue climb to 1300. Thence

TAKEOFF RWY 31C: Climb heading 318° to 0.7 DME, then continue climb to 1500. Thence

TAKEOFF RWYS 13C/L, 22R, 31R: Climb assigned heading to 1.2 DME. Thence

ALL AIRCRAFT: Expect RADAR vectors to first enroute fix. Maintain 3000 or assigned lower altitude. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure. Complete initially assigned turn within 4 DME.
. . . .on tower assigned heading/vector to assigned altitude.

CICERO EIGHT DEPARTURE

TAKEOFF OBSTACLE NOTES:

- Rwy 4L: Fence 18' from DER, 257' left of centerline, 12' AGL/616' MSL. Vehicle on road 143' from DER, 163' left of centerline, 16' AGL/620' MSL. Poles and building beginning 167' from DER, 64' left of centerline, 25' AGL/630' MSL. Rising terrain 10' from DER, 492' right of centerline, 606' MSL. Signs beginning 1596' from DER, left and right of centerline, up to 88' AGL/692' MSL. LT poles, trees, towers and pole beginning 281' from DER, left and right of centerline, up to 75' AGL/679' MSL.
- Rwy 4R: Navaid 300' from DER, on centerline, 9' AGL/614' MSL. Blast fence 278' from DER, 44' left of centerline, 9' AGL/613' MSL. Tower 3984' from DER, 1142' left of centerline, 109' AGL/708' MSL. Tramway 1491' from DER, 571' right of centerline, 48' AGL/654' MSL. Fence and wall beginning 249' from DER, left and right of centerline, up to 13' AGL/616' MSL. LT poles, T-L towers and poles beginning 40' from DER, left and right of centerline, up to 39' AGL/644' MSL. Trees and sign beginning 905' from DER, 416' left of centerline, up to 75' AGL/679' MSL. Trees and flgpl beginning 921' from DER, 67' right of centerline, up to 53' AGL/657' MSL. Tower 1823' from DER, 110' right of centerline, 61' AGL/672' MSL.
- Rwy 13C: Navaid 249' from DER, on centerline, 9' AGL/619' MSL. Building and trees beginning 37' from DER, 470' right of centerline, up to 27' AGL/641' MSL. Building and blast fence beginning 102' from DER, 51' left of centerline, up to 15' AGL/625' MSL. LT poles, sign and T-L towers beginning 179' from DER, left and right of centerline, up to 39' AGL/650' MSL. Buildings and trees beginning 271' from DER, 569' left of centerline, up to 70' AGL/680' MSL. Buildings beginning 565' from DER, left and right of centerline, up to 42' AGL/654' MSL. Trees beginning 823' from DER, left and right of centerline, up to 81' AGL/700' MSL.
- Rwy 13L: Buildings beginning 665' from DER, left and right of centerline, up to 33' AGL/641' MSL. Fence and wall beginning 178' from DER, 462' left of centerline, up to 15' AGL/622' MSL. LT poles, trees and T-L towers beginning 362' from DER, left and right of centerline, up to 75' AGL/684' MSL.
- Rwy 22L: Building and LT poles beginning 73' from DER, 489' left of centerline, up to 31' AGL/648' MSL. Buildings, LT poles, trees, and T-L towers beginning 211' from DER, left and right of centerline, up to 60' AGL/689' MSL. Tank 4100' from DER, 161' right of centerline, 113' AGL/728' MSL. Poles beginning 3991' from DER, 571' left of centerline, up to 107' AGL/743' MSL.
- Rwy 22R: Tank 4332' from DER, 763' left of centerline, 113' AGL/728' MSL. Fence and wall beginning 8' from DER, left and right of centerline, up to 13' AGL/630' MSL. Building 946' from DER, 568' left of centerline, 62' AGL/677' MSL. Building, LT poles, trees and T-L towers beginning 84' from DER, left and right of centerline, up to 43' AGL/659' MSL. Trees beginning 1' from DER, 306' right of centerline, up to 52' AGL/669' MSL. Trees beginning 493' from DER, 30' right of centerline, up to 75' AGL/689' MSL.
- Rwy 31C: Navaid 238' from DER, on centerline, 12' AGL/617' MSL. Navaid 182' from DER, 309' right of centerline, 19' AGL/624' MSL. Tank and water tower beginning 5575' from DER, 1418' right of centerline, 162' AGL/757' MSL. Spire 2213' from DER, 711' left of centerline, 77' AGL/682' MSL. Trees beginning 82' from DER, 107' left of centerline, up to 45' AGL/658' MSL. Trees, poles and building beginning 450' from DER, 37' left of centerline, up to 75' AGL/670' MSL. Trees and T-L towers beginning 83' from DER, 449' left of centerline, up to 66' AGL/670' MSL. Poles, trees and buildings beginning 141' from DER, 20' right of centerline, up to 39' AGL/647' MSL. Poles and trees beginning 1116' from DER, 12' right of centerline, up to 75' AGL/673' MSL.
- Rwy 31R: Navaid 614' from DER, 474' left of centerline, 19' AGL/624' MSL. Sign 494' from DER, 190' left of centerline, 23' AGL/638' MSL. Trees, poles and building beginning 16' from DER, 90' right of centerline, up to 34' AGL/638' MSL. Trees, poles and buildings beginning 208' from DER, 18' right of centerline, up to 63' AGL/667' MSL. Trees, poles and buildings beginning 256' from DER, 6' left of centerline, up to 33' AGL/650' MSL. Trees, poles and buildings beginning 574' from DER, 3' left of centerline, up to 60' AGL/664' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

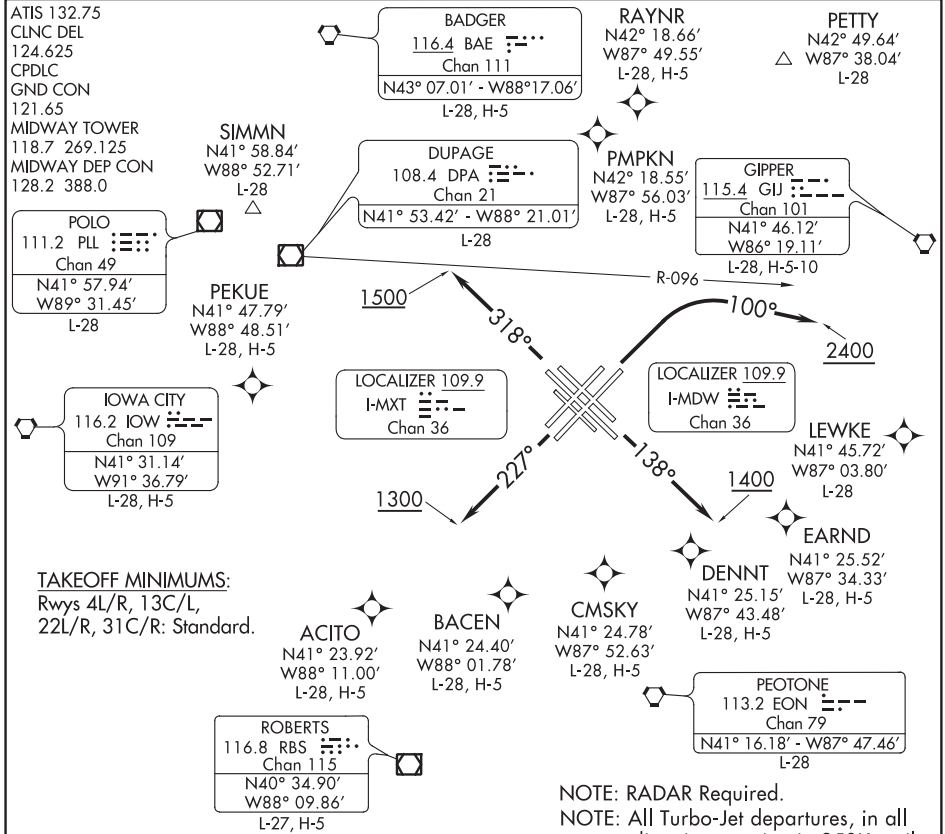
EC-3, 10 NOV 2016 to 05 JAN 2017

MIDWAY TWO DEPARTURE

SL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)

CHICAGO, ILLINOIS



(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT:

TAKEOFF RWYS 4L/R: Northbound departures assigned headings 360° (CW) thru 080°, climbing right turn to 2400 heading 100° before proceeding on course, thence. . . .

TAKEOFF RWY 13C/13L: Climb heading 138° to 1400 before turning, thence. . . .

TAKEOFF RWY 22L/22R: Climb heading 227° to 1300 before turning, thence. . . .

TAKEOFF RWY 31C/31R: Climb heading 318° to 1500 before turning, thence. . . .

DME EQUIPPED AIRCRAFT: Complete initially assigned turn within 4 DME (I-MXT when Rwy 31C in use, I-MDW when Rwy 13C in use). Maintain 3000 or assigned lower altitude, thence. . . .

NON-DME EQUIPPED AIRCRAFT: Complete initially assigned turn south of DPA R-096, maintain 3000 or assigned lower altitude, thence. . . .

. . . .expect RADAR vectors to first enroute fix. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure.

MIDWAY TWO DEPARTURE

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES:

- Rwy 4L: Fence 18' from DER, 257' left of centerline, 12' AGL/616' MSL. Vehicle on road 143' from DER, 163' left of centerline, 16' AGL/620' MSL. Poles and building beginning 167' from DER, 64' left of centerline, 25' AGL/630' MSL. Rising terrain 10' from DER, 492' right of centerline, 606' MSL. Signs beginning 1596' from DER, left and right of centerline, up to 88' AGL/692' MSL. LT poles, trees, towers and pole beginning 281' from DER, left and right of centerline, up to 75' AGL/679' MSL.
- Rwy 4R: Navaid 300' from DER, on centerline, 9' AGL/614' MSL. Blast fence 278' from DER, 44' left of centerline, 9' AGL/613' MSL. Tower 3984' from DER, 1142' left of centerline, 109' AGL/708' MSL. Tramway 1491' from DER, 571' right of centerline, 48' AGL/654' MSL. Fence and wall beginning 249' from DER, left and right of centerline, up to 13' AGL/616' MSL. LT poles, T-L towers and poles beginning 40' from DER, left and right of centerline, up to 39' AGL/644' MSL. Trees and sign beginning 905' from DER, 416' left of centerline, up to 75' AGL/679' MSL. Trees and flgpl beginning 921' from DER, 67' right of centerline, up to 53' AGL/657' MSL. Tower 1823' from DER, 110' right of centerline, 61' AGL/672' MSL.
- Rwy 13C: Navaid 249' from DER, on centerline, 9' AGL/619' MSL. Building and trees beginning 37' from DER, 470' right of centerline, up to 27' AGL/641' MSL. Building and blast fence beginning 102' from DER, 51' left of centerline, up to 15' AGL/625' MSL. LT poles, sign and T-L towers beginning 179' from DER, left and right of centerline, up to 39' AGL/650' MSL. Buildings and trees beginning 271' from DER, 569' left of centerline, up to 70' AGL/680' MSL. Buildings beginning 565' from DER, left and right of centerline, up to 42' AGL/654' MSL. Trees beginning 823' from DER, left and right of centerline, up to 81' AGL/700' MSL.
- Rwy 13L: Buildings beginning 665' from DER, left and right of centerline, up to 33' AGL/641' MSL. Fence and wall beginning 178' from DER, 462' left of centerline, up to 15' AGL/622' MSL. LT poles, trees and T-L towers beginning 362' from DER, left and right of centerline, up to 75' AGL/684' MSL.
- Rwy 22L: Building and LT poles beginning 73' from DER, 489' left of centerline, up to 31' AGL/648' MSL. Buildings, LT poles, trees, and T-L towers beginning 211' from DER, left and right of centerline, up to 60' AGL/689' MSL. Tank 4100' from DER, 161' right of centerline, 113' AGL/728' MSL. Poles beginning 3991' from DER, 571' left of centerline, up to 107' AGL/743' MSL.
- Rwy 22R: Tank 4332' from DER, 763' left of centerline, 113' AGL/728' MSL. Fence and wall beginning 8' from DER, left and right of centerline, up to 13' AGL/630' MSL. Building 946' from DER, 568' left of centerline, 62' AGL/677' MSL. Building, LT poles, trees and T-L towers beginning 84' from DER, left and right of centerline, up to 43' AGL/659' MSL. Trees beginning 1' from DER, 306' right of centerline, up to 52' AGL/669' MSL. Trees beginning 493' from DER, 30' right of centerline, up to 75' AGL/689' MSL.
- Rwy 31C: Navaid 238' from DER, on centerline, 12' AGL/617' MSL. Navaid 182' from DER, 309' right of centerline, 19' AGL/624' MSL. Tank and water tower beginning 5575' from DER, 1418' right of centerline, 162' AGL/757' MSL. Spire 2213' from DER, 711' left of centerline, 77' AGL/682' MSL. Trees beginning 82' from DER, 107' left of centerline, up to 45' AGL/658' MSL. Trees, poles and building beginning 450' from DER, 37' left of centerline, up to 75' AGL/670' MSL. Trees and T-L towers beginning 83' from DER, 449' left of centerline, up to 66' AGL/670' MSL. Poles, trees and buildings beginning 141' from DER, 20' right of centerline, up to 39' AGL/647' MSL. Poles and trees beginning 1116' from DER, 12' right of centerline, up to 75' AGL/673' MSL.
- Rwy 31R: Navaid 614' from DER, 474' left of centerline, 19' AGL/624' MSL. Sign 494' from DER, 190' left of centerline, 23' AGL/638' MSL. Trees, poles and building beginning 16' from DER, 90' right of centerline, up to 34' AGL/638' MSL. Trees, poles and buildings beginning 208' from DER, 18' right of centerline, up to 63' AGL/667' MSL. Trees, poles and buildings beginning 256' from DER, 6' left of centerline, up to 33' AGL/650' MSL. Trees, poles and buildings beginning 574' from DER, 3' left of centerline, up to 60' AGL/664' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-FJU 110.1	APP CRS 045°	Rwy ldg TDZE Apt Elev	8075 661 672
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ILS or LOC RWY 4R

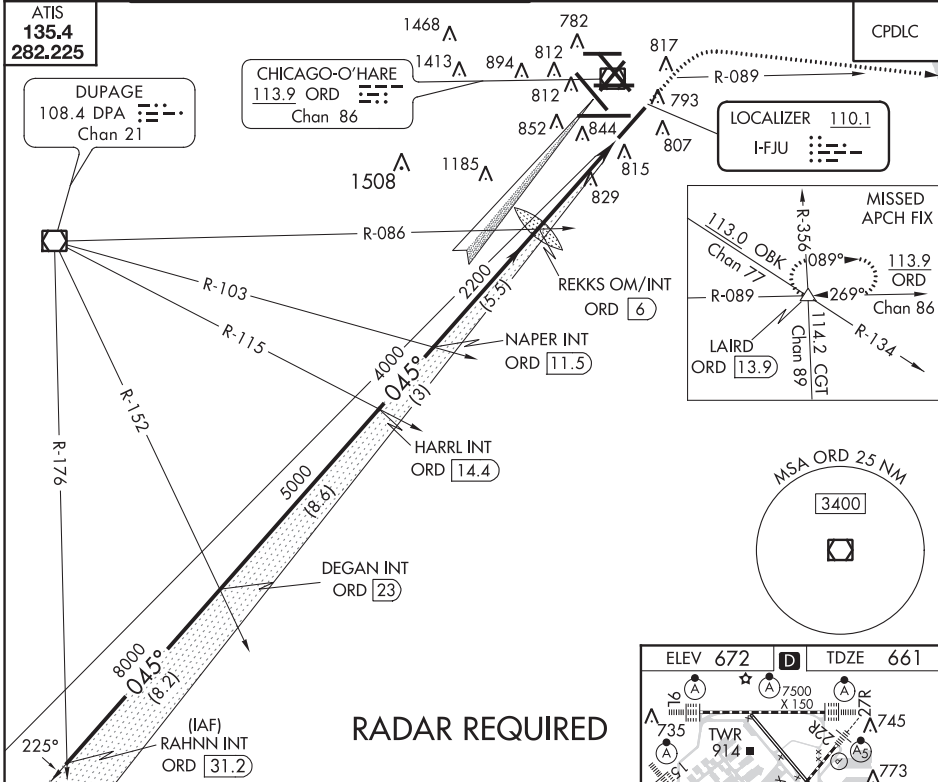
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 4L.

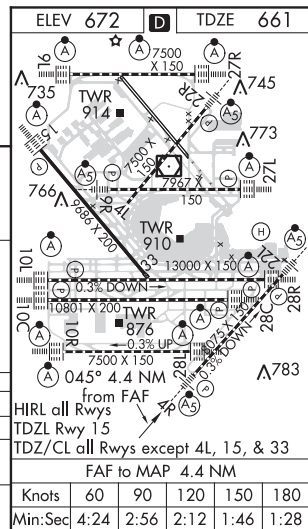
MALSRL

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 via ORD R-089 to LAIRD INT and hold.

CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) 121.75 (OBND) 121.9 (IBND) 134.15	CLNC DEL 121.6
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RAHNN INT	DEGAN INT	HARRL INT	NAPER INT	REKKS OM/INT	LAIRD
11000	8000	5000	4000	2128	△
GS 3.00° TCH 52	8.2 NM	8.6 NM	3 NM	5.5 NM	4.4 NM
CATEGORY	A	B	C	D	
S-ILS 4R		861/18	200 (200-½)		
S-LOC 4R	1260/24	599 (600-½)	1260/50 599 (600-1)	1260/60 599 (600-¼)	
CIRCLING	1260-1	588 (600-1)	1260-1½ 588 (600-½)	1260-2 588 (600-2)	



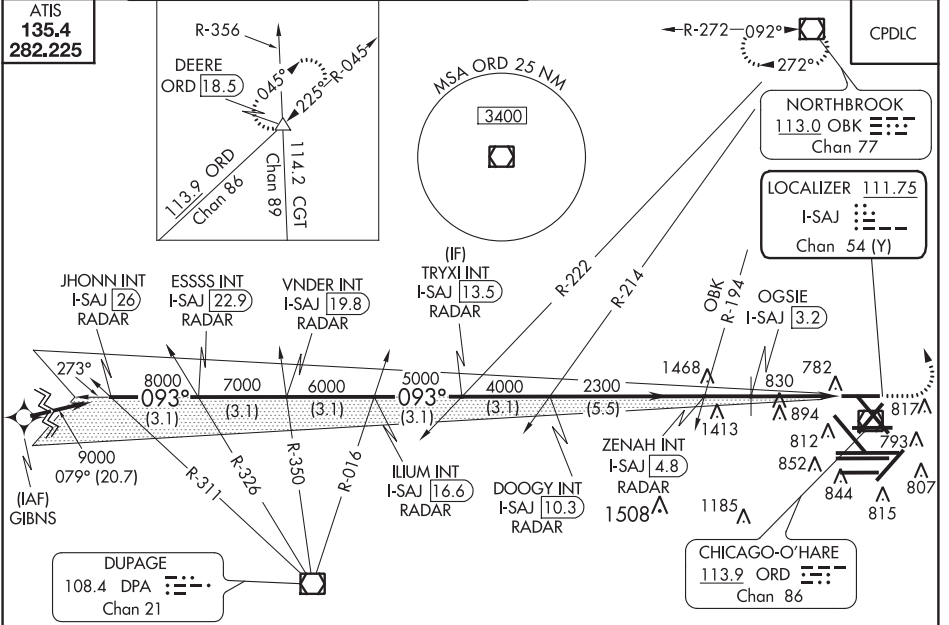
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-SAJ 111.75 Chan 54 (Y)	APP CRS 093°	Rwy Idg TDZE Apt Elev	7500 668 680
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ILS or LOC RWY 9L
CHICAGO-O'HARE INTL (ORD)

<p>Simultaneous approach authorized. For inop ALSF-2, increase OGSIE fix minimums S-LOC 9L Cat C/D visibility to RVR 6000.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.</p>	
			CHICAGO APP CON 119.0 393.1

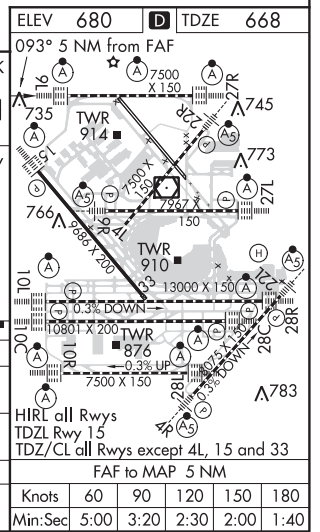


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

GPS or RADAR REQUIRED

JHONN INT I-SAJ 26 RADAR	VNDER INT I-SAJ 19.8 RADAR	TRYXI INT I-SAJ 13.5 RADAR	ZENAH INT I-SAJ 4.8 RADAR	1100	4000	OBK
ESSSS INT I-SAJ 22.9 RADAR	ILLUM INT I-SAJ 16.6 RADAR	DOOGY INT I-SAJ 10.3 RADAR	OGSIE I-SAJ 3.2	*LOC only		
9000	8000	7000	6000	5000	4000	2300
3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.5 NM	1.7 NM
GS 3.00° TCH 55		*I-SAJ 1		*I-SAJ 0.2		



CATEGORY	A	B	C	D	
S-ILS 9L	868/18		200 (200-½)		
S-LOC 9L	1760/40 1092 (1100-¾)	1760/55 1092 (1100-¼)	1760-2½	1092 (1100-2½)	
OGSIE FIX MINIMUMS (DME REQUIRED)					
S-LOC 9L	1080/24	412 (500-½)	1080/40	412 (500-¾)	
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LOC/DME I-JAV 110.5 Chan 42	APP CRS 093°	Rwy Idg TDZE Apt Elev	7709 660 680
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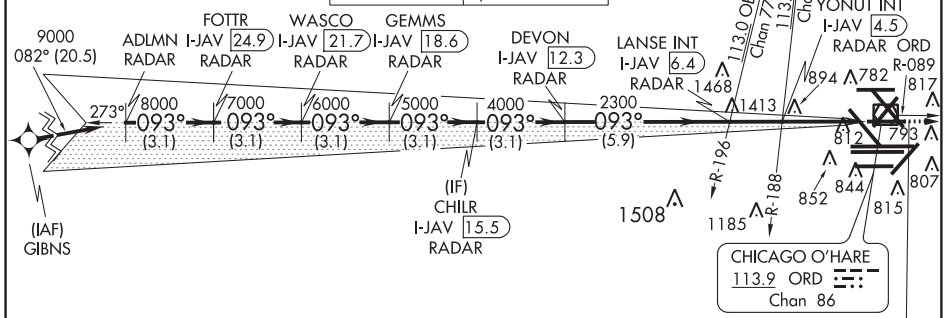
ILS or LOC RWY 9R

CHICAGO O'HARE INTL (ORD)

<p>Simultaneous approach authorized. DME or Radar required.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 4000 on ORD VOR/DME R-089 to GRABL INT/ORD 20.7 DME/RADAR and hold.</p>
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CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 126.9 132.7 348.0 (CENTER)	GND CON (TWR NORTH) 124.125 118.05 226.675 (ALL TWRs)	(TWR CENTER) 121.75 121.9 134.15 (OBND)	CLNC DEL 121.6
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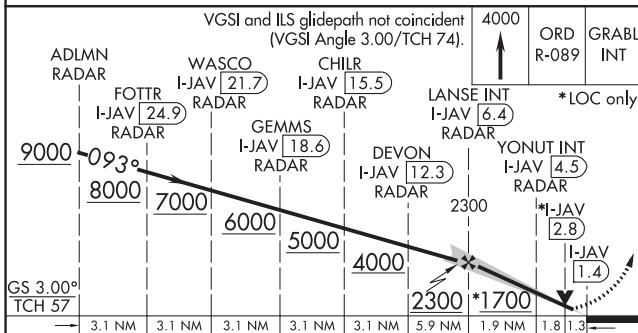
<p>ATIS 135.4 282.225</p>		<p>ALTERNATE MISSED APCH FIX</p>	<p>MISSED APCH FIX</p>	CPDLC
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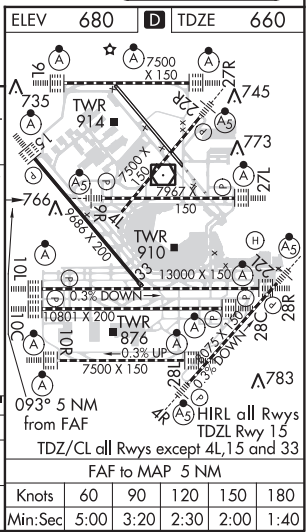
RADAR or GPS REQUIRED

CHICAGO O'HARE
113.9 ORD
Chan 86

LOCALIZER 110.5
I-JAV
Chan 42



CATEGORY	A	B	C	D
S-ILS 9R	860/18		200 (200-½)	
S-LOC 9R	1160/24	500 (500-½)	1160/50	500 (500-1)



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EC-3, 10 NOV 2016 to 05 JAN 2017

ILS or LOC RWY 10C

CHICAGO-O'HARE INTL (ORD)

LOC/DME I-SXH 108.95 Chan 26(Y)	APP CRS 093°	Rwy Idg TDZE 669 Apt Elev 680	10540
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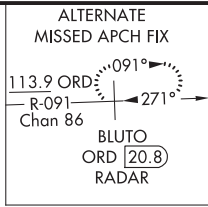
Simultaneous approach authorized. DME or RADAR required.



MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

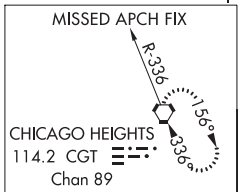
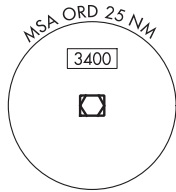
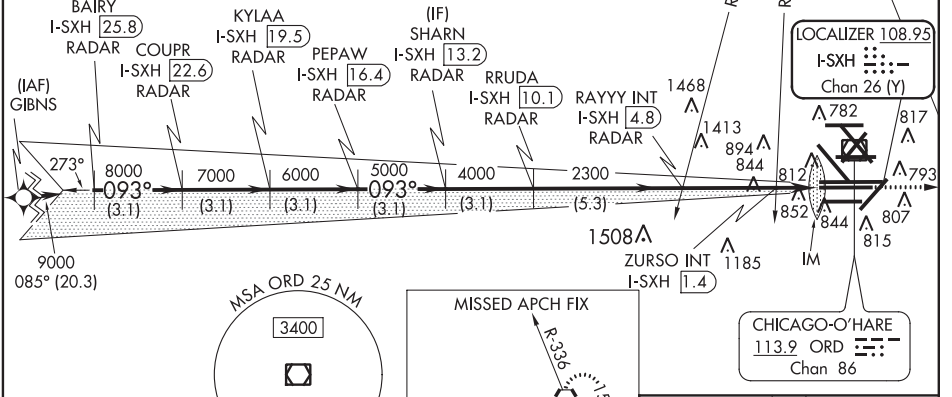
CHICAGO APP CON 119.0	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)	GND CON (TWR NORTH) 124.125	(TWR CENTER) 121.75 (OBND)	CLNC DEL 121.6
393.1	120.75 121.15 126.9 132.7 348.0 (CENTER)	(TWR SOUTH) 118.05	(IBND) 121.9	
		(ALL TWRs) 226.675	134.15	

ATIS 135.4 282.225
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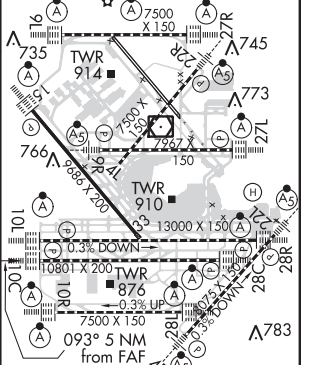
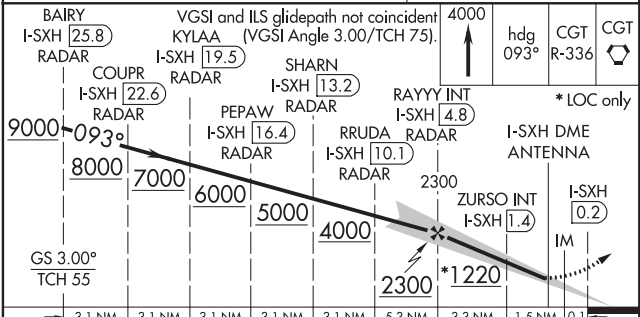


CPDLC

GPS or RADAR REQUIRED



ELEV 680	TDZE 669
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3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.3 NM	3.3 NM	1.5 NM	0.1 NM
CATEGORY A					CATEGORY B		CATEGORY C	
S-ILS 10C					869/18 200 (200-½)			
S-LOC 10C					1220/24 551 (600-½) 1220/60 551 (600-1¼)			
ZURSO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)								
S-LOC 10C					1100/24 431 (500-½) 1100/40 431 (500-¾)			

TDZL Rwy 15	HIRL all Rwys				
TDZ/CL all Rwys except 4L, 15 and 33	FAF to MAP 5 NM				
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-MED 111.1 Chan 48	APP CRS 093°	Rwy Idg 12246 TDZE 672 Apt Elev 680
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ILS or LOC RWY 10L

CHICAGO-O'HARE INTL (ORD)

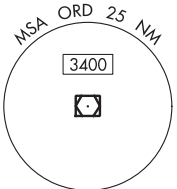
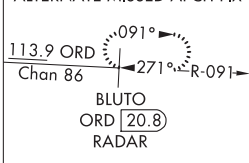
Simultaneous approach authorized. DME or radar required.
POPME fix minimums: For inop ALSF-2, increase S-LOC Cat C/D visibility to RVR 6000.

ALSF-2
MISSED APPROACH: Climb to 4000 on heading 093° and on CGT VORTAC R-336 to CGT VORTAC and hold.

CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR CENTER) 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (BND) 134.15	CLNC DEL 121.6
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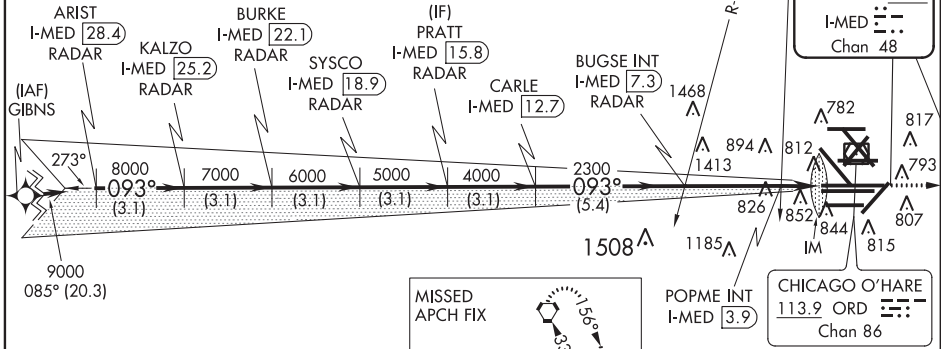
ATIS
135.4
282.225

ALTERNATE MISSED APCH FIX

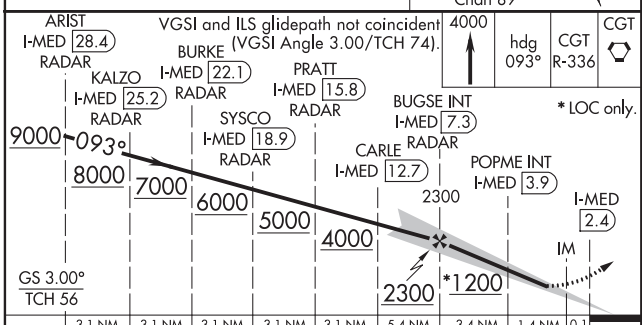


NORTHBROOK
113.0 OBK
Chan 77

CPDLC



RADAR or GPS REQUIRED



ELEV 680	TDZE 672
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*LOC only.
 FAF to MAP 4.9 NM
 TDZ/CL all Rwy's except 4L, 15 and 33

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

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EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-166 (FAA)

16315

LOC/DME I-BYW 110.9 Chan 46	APP CRS 091°	Rwy Idg 7500 TDZE 680 Apt Elev 680
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ILS or LOC RWY 10R

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized. DME or radar required.
Inop table does not apply to S-ILS 10R all Cats. For inop ALSF-2, increase S-LOC 10R Cat A and B visibility to 1 mile. Helicopter visibility reduction below 3/4 SM NA.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRS) 226.675	(TWR CENTER) 121.75 (OBND) 121.9 (BND) 134.15	CLNC DEL 121.6
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ATIS **135.4**
282.225

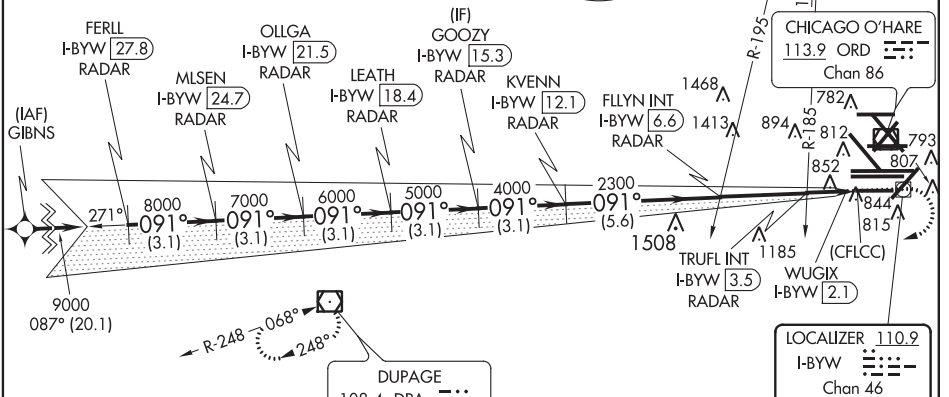
ALTERNATE MISSED APCH FIX

JOLIET
JOT
112.3
Chan 70
← R-246 066° 246°

MSA ORD 25 NM

CPDLC

113.0 OBK Chan 77
113.0 OBK Chan 77



GPS or RADAR REQUIRED

FERLL I-BYW [27.8] RADAR	OLLGA I-BYW [21.5] RADAR	GOOZY I-BYW [15.3] RADAR	FLYIN INT I-BYW [6.6] RADAR	TRUFL INT I-BYW [3.5] RADAR	WUGIX I-BYW [2.1] RADAR
9000	8000	7000	6000	5000	4000
3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	0.6 NM
A			B		C
S-ILS 10R			930-3/4		250 (300-3/4)
S-LOC 10R			1220-3/4		540 (600-3/4)
TRUFL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-LOC 10R			1120-3/4		440 (500-3/4)

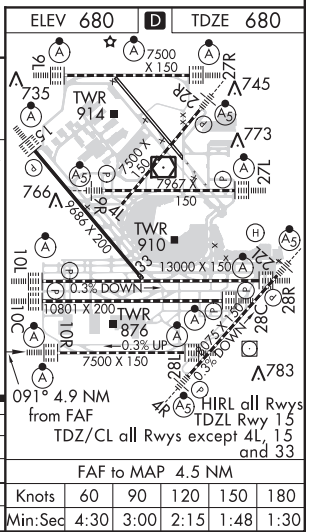
1200 4000 DPA

*LOC only.

GS 3.00° TCH 55

2300 *1220

(CFLCC)



CHICAGO, ILLINOIS
Orig 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD) ILS or LOC RWY 10R

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

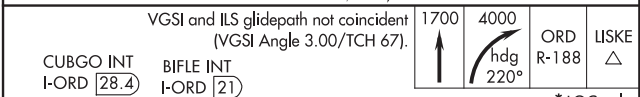
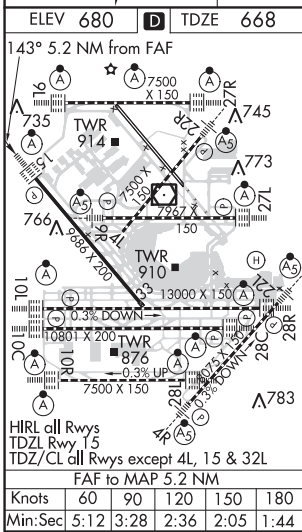
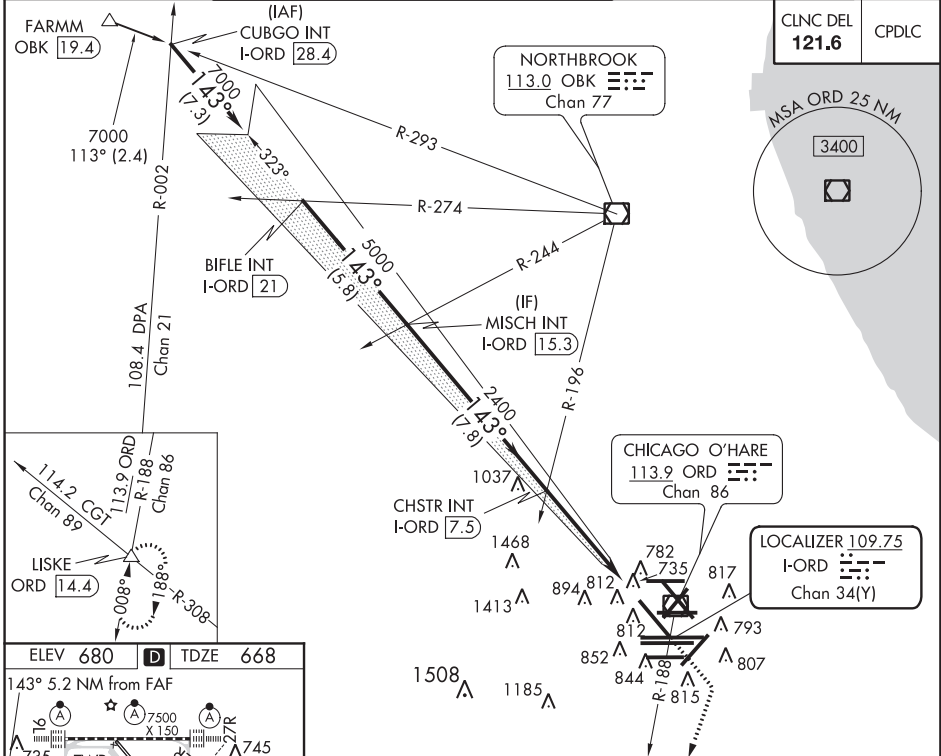
LOC/DME I-ORD 109.75 Chan 34 (Y)	APP CRS 143°	Rwy Idg TDZE Apt Elev	8650 668 680
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ILS or LOC RWY 15

CHICAGO-O'HARE INTL (ORD)

ALSIF-2 	MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 on heading 220° and ORD VOR/DME R-188 to LISKE INT/ORD 14.4 DME and hold.
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ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR CENTER) 121.75 (TWR NORTH) 121.75 (TWR SOUTH) 121.9 (IBND) 134.15 (ALL TWRs)
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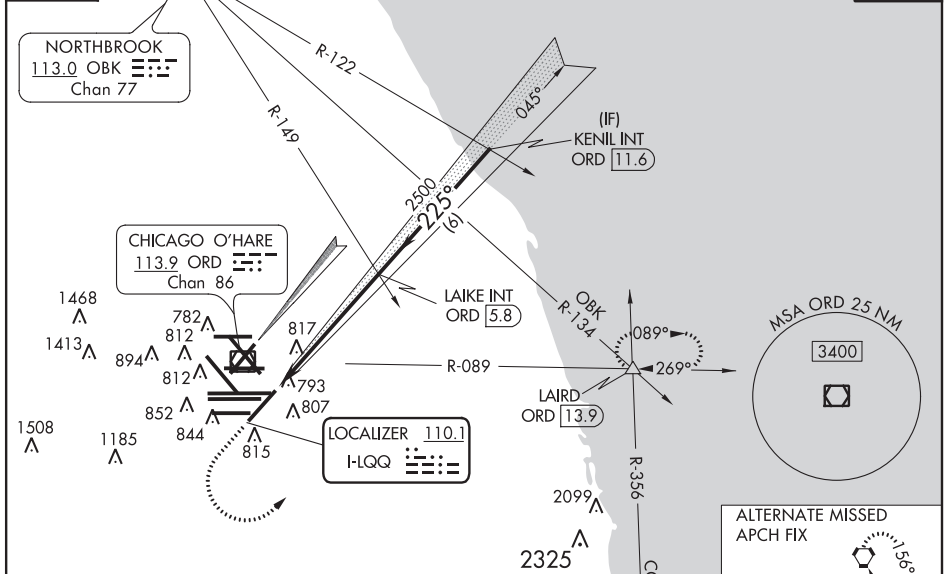
GS 3.00° TCH 56	7.3 NM	5.8 NM	7.8 NM	3.9 NM	1.3 NM
CATEGORY	A	B	C	D	
S-ILS 15		868/18	200 (200-1/2)		
S-LOC 15	1140/24	472 (500-1/2)	1140/50	472 (500-1)	
CIRCLING	1220-1	540 (600-1)	1220-1 1/2	1240-2	560 (600-2)

LOC I-LQQ 110.1	APP CRS 225°	Rwy ldg TDZE Apt Elev	8075 654 672
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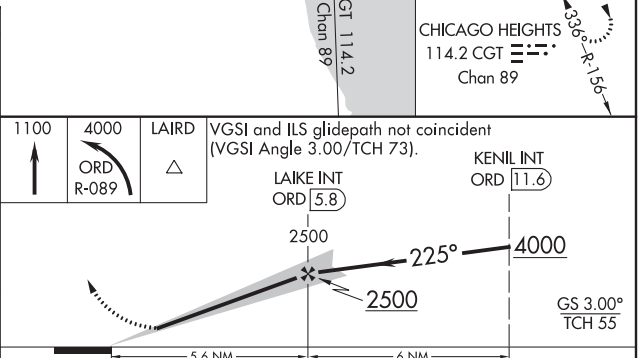
ILS or LOC RWY 22L

CHICAGO-O'HARE INTL (ORD)

<p>Simultaneous approach authorized with Rwy 22R.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on ORD VOR/DME R-089 to LAIRD INT/ORD 13.9 DME and hold.</p>	
		<p>CHICAGO APP CON</p> <p>119.0 393.1</p>	<p>O'HARE TOWERS</p> <p>128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)</p>



ELEV 672	TDZE 654
TDZL Rwy 15	
TDZ/CL all Rwys except 4L, 225° 5.6 NM from FAF	
15 & 33	
HIRL all Rwys	
FAF to MAP 5.6 NM	
Knots	60 90 120 150 180
Min:Sec	5:36 3:44 2:48 2:14 1:52



CATEGORY	A	B	C	D
S-ILS 22L	854/18 200 (200-½)			
S-LOC 22L	1120/24	466 (500-½)	1120/50	466 (500-1)
CIRCLING	1220-1	548 (600-1)	1220-1½ 548 (600-½)	1240-2 568 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

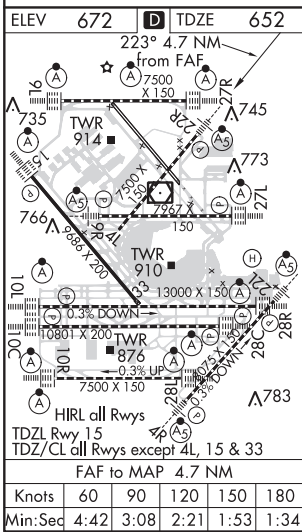
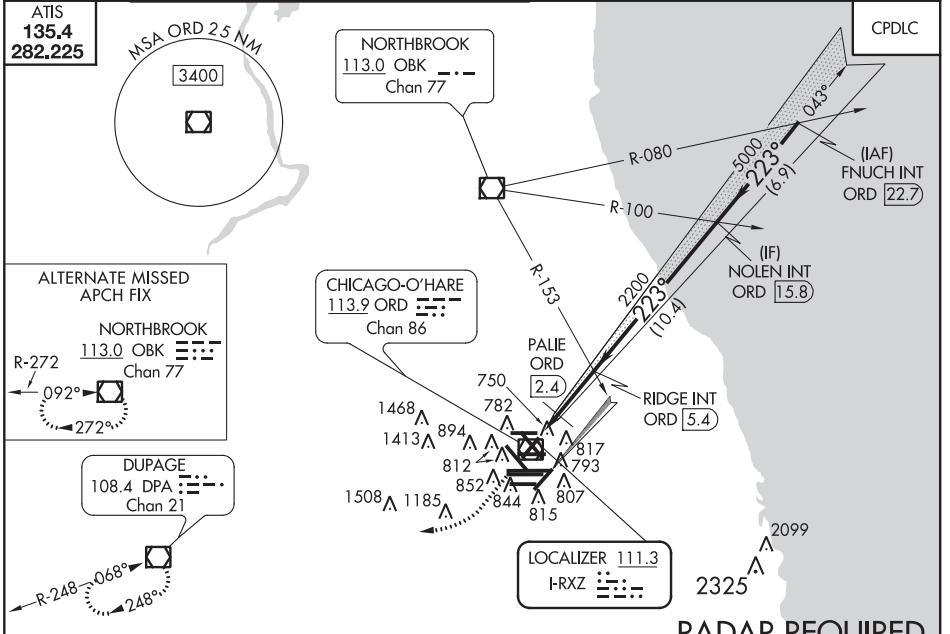
EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-RXZ 111.3	APP CRS 223°	Rwy ldg TDZE 7500 652	Apt Elev 672
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ILS or LOC RWY 22R

CHICAGO-O'HARE INTL (ORD)

CHICAGO APP CON 119.0 393.1		O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 348.0 (CENTER)		GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675		(TWR CENTER) 121.75 (OBND) 121.9 (IBND) 134.15		CLNC DEL 121.6
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ELEV 672	TDZE 652	1300 4000 DPA VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).		FNUCH INT ORD 22.7
#LOC only		RIDGE INT ORD 5.4	NOLEN INT ORD 15.8	7000
PALIE ORD 2.4		2200	5000	GS 3.00° TCH 49
#1220		1.7 NM	3 NM	10.4 NM
CATEGORY	A	B	C	D
S-ILS 22R	852/18 200 (200-½)			
S-LOC 22R	1220/24	568 (600-½)	1220-1¼	568 (600-1¼)
CIRCLING	1220-1	548 (600-1)	1220-1½	1240-2
*PALIE FIX MINIMUMS				
S-LOC 22R	980/24	328 (400-½)	980/26	328 (400-¾)
CIRCLING	1220-1	548 (600-1)	1220-1½	1240-2
		548 (600-1½)	568 (600-2)	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-HAC 110.5 Chan 42	APP CRS 273°	Rwy ldg 7782 TDZE 654 Apt Elev 680
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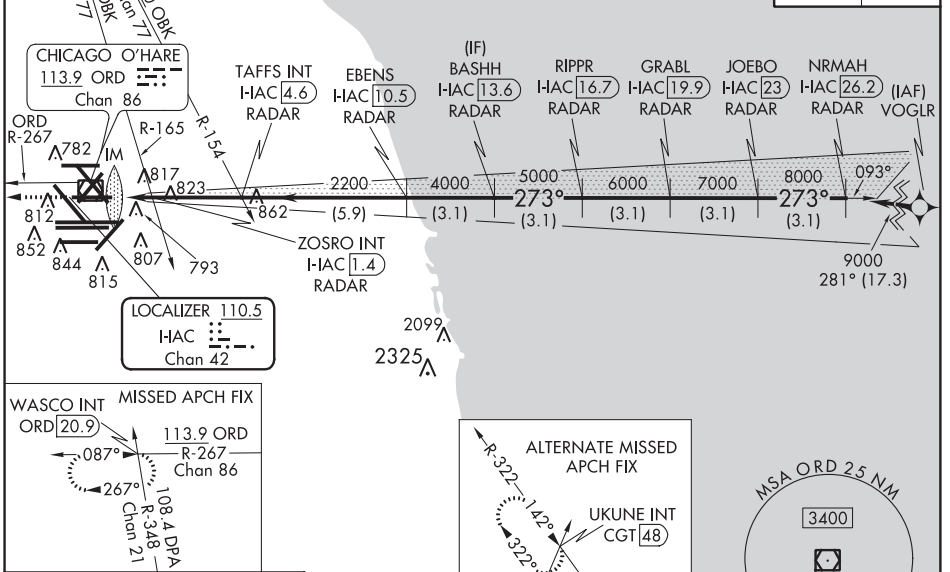
ILS or LOC RWY 27L

CHICAGO O'HARE INTL (ORD)

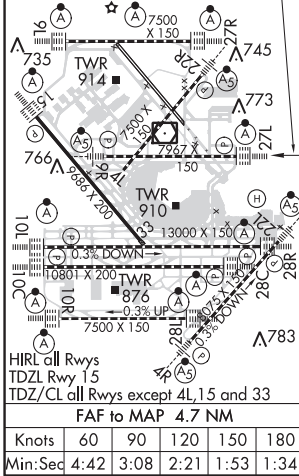
<p>Simultaneous approach authorized. DME or Radar required. For inop ALSF-2, increase S-LOC 27L Cat C/D visibility to 1½ mile.</p>			<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 4000 on ORD VOR/DME R-267 to WASCO INT/20.9 DME and hold.</p>
<p>ATIS 135.4 282.225</p>	<p>CHICAGO APP CON 119.0 393.1</p>	<p>O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)</p>	<p>GND CON (TWR CENTER) 121.75 (OBND) (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWS)</p>	<p>(TWR CENTER) 121.75 (OBND) (IBND) 134.15</p>

RADAR or GPS REQUIRED

CLNC DEL 121.6	CPDLC
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ELEV 680	TDZE 654
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4000	ORD R-267	WASCO INT	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 67).			
*LOC only.		TAFFS INT I-HAC 4.6	EBENS I-HAC 10.5	RIPPR I-HAC 16.7	GRABL I-HAC 19.9	NRMAH I-HAC 26.2
I-HAC ANTENNA		ZOSRO INT I-HAC 1.4	BASHH I-HAC 13.6	JOEBO I-HAC 23		
I-HAC 0.1		2200		9000		
0.1		1.4	3.2 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY	A	B	C	D		
S-ILS 27L	854/18 200 (200-½)					
S-LOC 27L	1160/24	506 (500-½)	1160/55	506 (500-1¼)		
ZOSRO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)						
S-LOC 27L	1080/24	426 (400-½)	1080/40	426 (400-¾)		

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

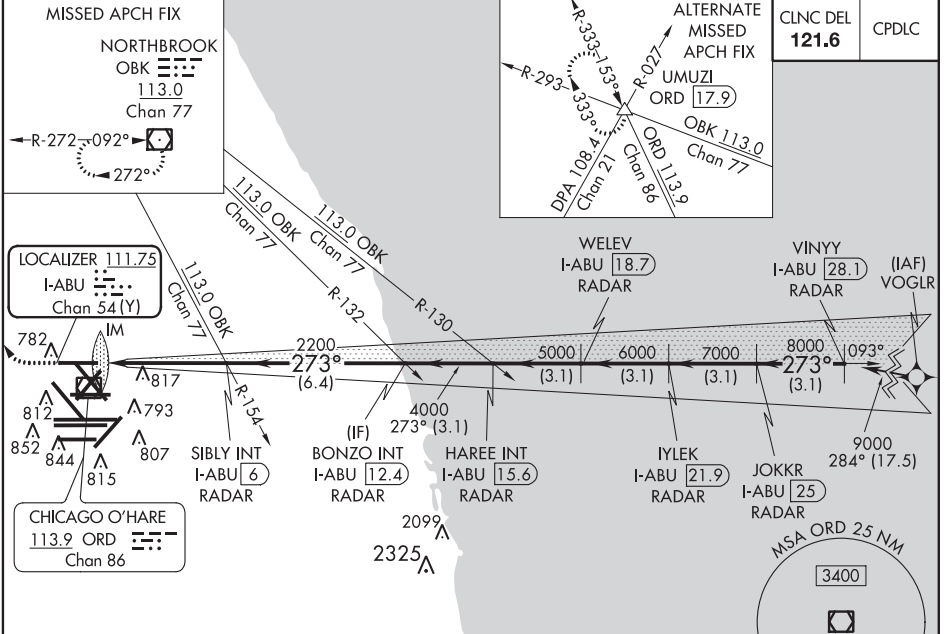
LOC/DME I-ABU 111.75 Chan 54 (Y)	APP CRS 273°	Rwy Idg 7500 TDZE 664 Apt Elev 680
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ILS or LOC RWY 27R

CHICAGO O'HARE INTL (ORD)

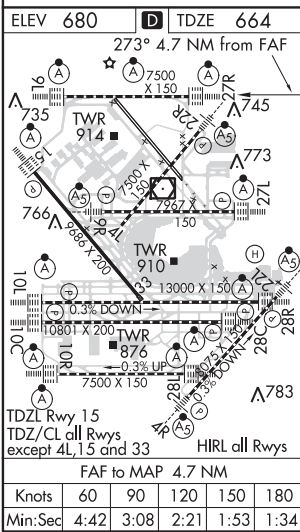
<p>Simultaneous approach authorized. Radar or DME required.</p>	<p>ALS-F2</p>	<p>MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.</p>
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ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR CENTER) 124.125 (TWR NORTH) 121.75 (OBND) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWRs) 134.15
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



RADAR or GPS REQUIRED

1100	4000	OBK					
↑	↘	☐					
*LOC only.							
I-ABU 2.6	BONZO INT I-ABU 12.4	WELEV I-ABU 18.7	IYLEK I-ABU 21.9	VINYY I-ABU 28.1			
SIBLY INT I-ABU 6	HAREE INT I-ABU 15.6	JOKKR I-ABU 25					
I-ABU 1.4	2200	4000	5000	6000	7000	8000	9000
IM	2200	4000	5000	6000	7000	8000	9000
0.2	1.0	3.4 NM	3.4 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY	A	B	C	D			
S-ILS 27R	864/18 200 (200-½)						
S-LOC 27R	1120/24	456 (500-½)	1120/45	456 (500-¾)			

GS 3.00° TCH 55

LOC/DME I-VZE 108.95 Chan 26 (Y)	APP CRS 273°	Rwy Idg TDZE Apt Elev 10801 651 680
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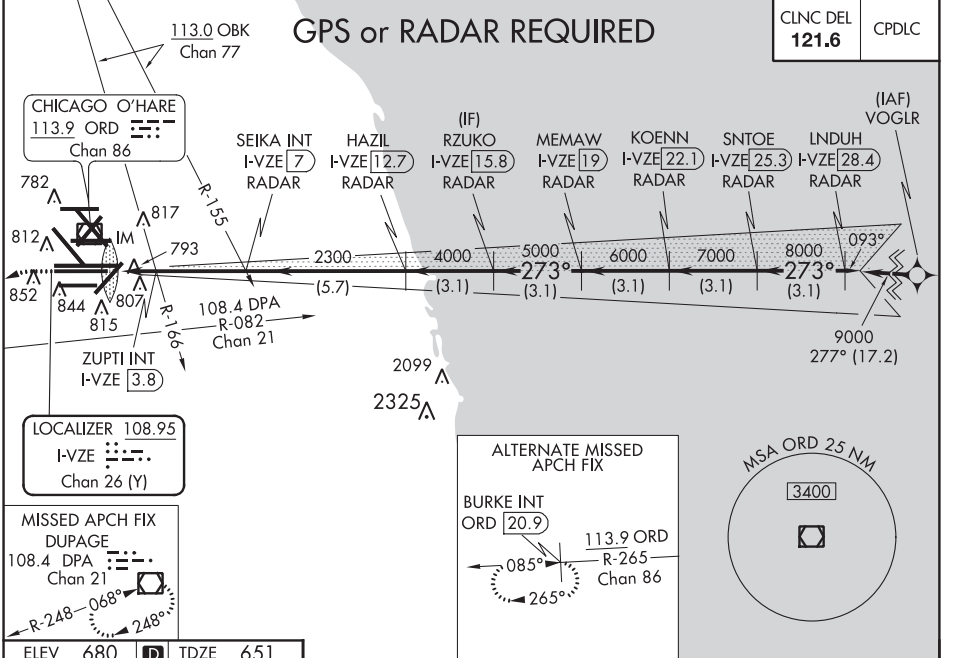
ILS or LOC RWY 28C

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized. DME or RADAR required. ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) 121.75 (OBND) (TWR INBD) 121.9 134.15
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ELEV 680	TDZE 651
HIRL all Rwys TDZL Rwy 15 TDZ/CL all Rwys except 4L, 15 and 33	
FAF to MAP 5 NM	
Knots	60 90 120 150 180
Min:Sec	5:00 3:20 2:30 2:00 1:40

1100	4000	DPA R-082	DPA	RZUKO I-VZE [15.8] RADAR	KOENN I-VZE [22.1] RADAR	INDUH I-VZE [28.4] RADAR
*LOC only.						
SEIKA INT I-VZE [7] RADAR		MEMAW I-VZE [19] RADAR		SNTOE I-VZE [25.3] RADAR		
ZUPTI INT I-VZE [3.8] RADAR		HAZIL I-VZE [12.7] RADAR		GS 3.00° TCH 55		
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 80).						
0.1	0.9	0.8	3.2 NM	5.7 NM	3.1 NM	3.1 NM
CATEGORY A B C D						
S-ILS 28C		851/18		200 (200-½)		
S-LOC 28C		1200/24		549 (600-½)		1200/60 549 (600-1¼)
ZUPTI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)						
S-LOC 28C		1040/24		389 (400-½)		1040/35 389 (400-¾)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-VQX 110.75 Chan 44(Y)	APP CRS 274°	Rwy ldg TDZE Apt Elev	7500 667 680
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ILS or LOC RWY 28L

CHICAGO-O'HARE INTL (ORD)

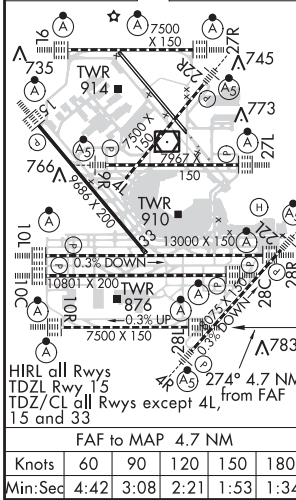
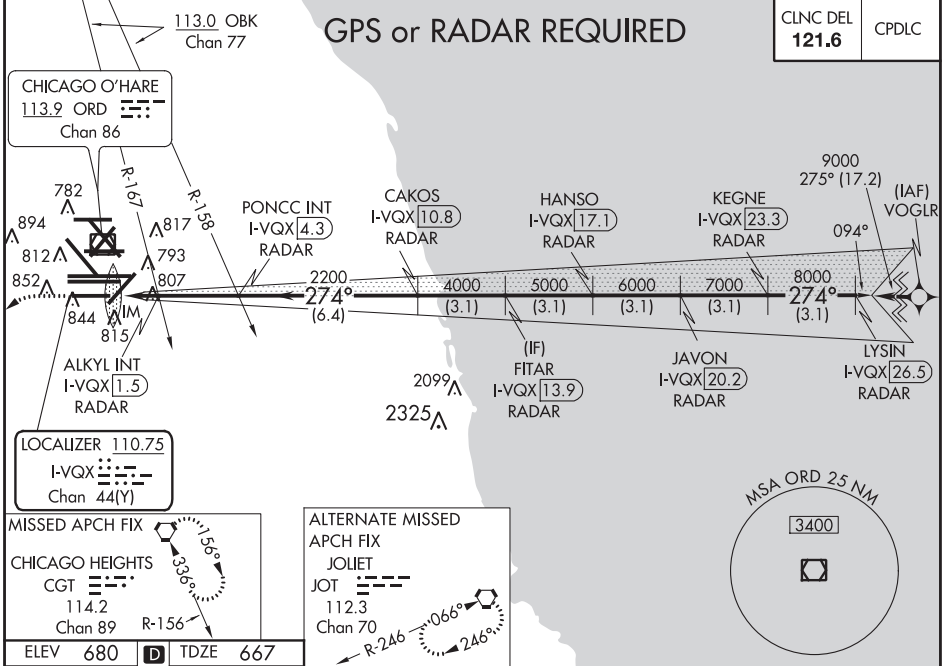
Simultaneous approach authorized.
For inop ASLF-2, increase S-LOC 28L Cat C and D visibility to 1½ mile.
DME or radar required.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR NORTH) 121.75 (TWR SOUTH) 121.9 (ALL TWRs) 134.15
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GPS or RADAR REQUIRED

CLNC DEL 121.6	CPDLC
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ELEV 680	TDZE 667	*LOC only.																		
<table border="1"> <tr> <td>1200</td> <td>4000</td> <td>CGT</td> </tr> </table>		1200	4000	CGT	<table border="1"> <tr> <td>FITAR I-VQX [13.9] RADAR</td> <td>JAVON I-VQX [20.2] RADAR</td> <td>LYSIN I-VQX [26.5] RADAR</td> </tr> <tr> <td>PONCC INT I-VQX [4.3] RADAR</td> <td>HANSO I-VQX [17.1] RADAR</td> <td>KEGNE I-VQX [23.3] RADAR</td> </tr> <tr> <td>ALKYL INT I-VQX [1.5] RADAR</td> <td>CAKOS I-VQX [10.8] RADAR</td> <td></td> </tr> </table>		FITAR I-VQX [13.9] RADAR	JAVON I-VQX [20.2] RADAR	LYSIN I-VQX [26.5] RADAR	PONCC INT I-VQX [4.3] RADAR	HANSO I-VQX [17.1] RADAR	KEGNE I-VQX [23.3] RADAR	ALKYL INT I-VQX [1.5] RADAR	CAKOS I-VQX [10.8] RADAR						
1200	4000	CGT																		
FITAR I-VQX [13.9] RADAR	JAVON I-VQX [20.2] RADAR	LYSIN I-VQX [26.5] RADAR																		
PONCC INT I-VQX [4.3] RADAR	HANSO I-VQX [17.1] RADAR	KEGNE I-VQX [23.3] RADAR																		
ALKYL INT I-VQX [1.5] RADAR	CAKOS I-VQX [10.8] RADAR																			
<table border="1"> <tr> <td>I-VQX [0.3]</td> <td>*I-VQX [0.8]</td> <td>*I-VQX [2.200]</td> <td>*I-VQX [2.200]</td> <td>274°</td> <td>9000</td> </tr> <tr> <td>0.2</td> <td>0.9</td> <td>0.7</td> <td>2.9 NM</td> <td>6.4 NM</td> <td>3.1 NM</td> </tr> </table>		I-VQX [0.3]	*I-VQX [0.8]	*I-VQX [2.200]	*I-VQX [2.200]	274°	9000	0.2	0.9	0.7	2.9 NM	6.4 NM	3.1 NM	<table border="1"> <tr> <td>3.1 NM</td> <td>3.1 NM</td> <td>3.1 NM</td> <td>3.1 NM</td> <td>3.1 NM</td> </tr> </table>		3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM
I-VQX [0.3]	*I-VQX [0.8]	*I-VQX [2.200]	*I-VQX [2.200]	274°	9000															
0.2	0.9	0.7	2.9 NM	6.4 NM	3.1 NM															
3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM																
S-ILS 28L		867/18 200 (200-½)																		
S-LOC 28L		1240/24 573 (600-½)		1240-1/4 573 (600-1¼)																
ALKYL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)																				
S-LOC 28L		1060/24 393 (400-½)		1060/35 393 (400-¾)																

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-TSL 111.1 Chan 48	APP CRS 273°	Rwy ldg 13000 TDZE 651 Apt Elev 680
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ILS or LOC RWY 28R

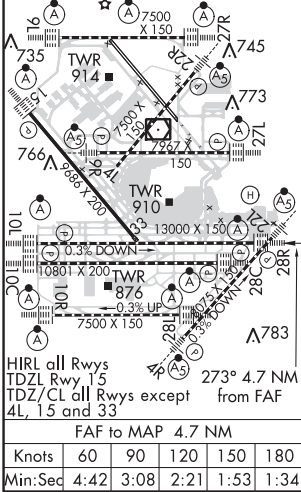
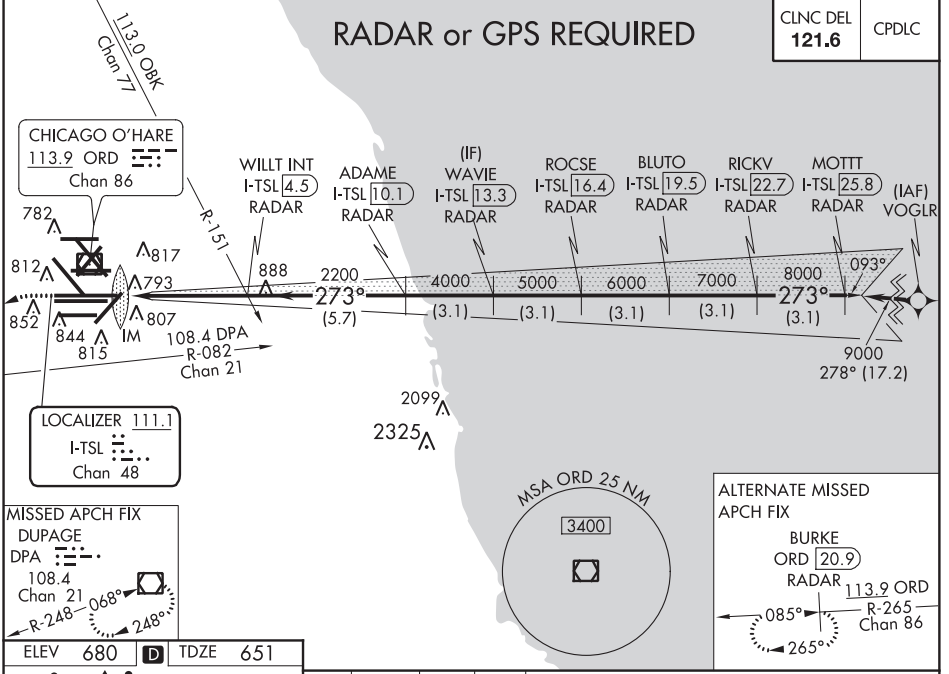
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized. DME or radar required. For inop ASLF-2, increase S-LOC 28R Cats C/D visibility to 1½ mile.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) 121.75 (OBND) (TWR INBD) 121.9 134.15
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1100 4000 DPA 1100 4000 DPA

↑ hdg R-082

215°

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

*LOC only.

	WILLT INT I-TSL 4.5 RADAR	ADAME I-TSL 10.1 RADAR	WAVIE I-TSL 13.3 RADAR	ROCSE I-TSL 16.4 RADAR	BLUTO I-TSL 19.5 RADAR	RICKV I-TSL 22.7 RADAR	MOTT I-TSL 25.8 RADAR		
	I-TSL DME ANTENNA I-TSL 0.3	*I-TSL 1	2200	4000	5000	6000	7000	8000	9000
	0.2 NM	1 NM	3.5 NM	5.7 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY	A		B		C		D		
S-ILS 28R	851/18 200 (200-½)								
S-LOC 28R	1120/24 469 (500-½)			1120/50 469 (500-1)					

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-SAJ 111.75 Chan 54 (Y)	APP CRS 093°	Rwy Idg TDZE Apt Elev	7500 668 680
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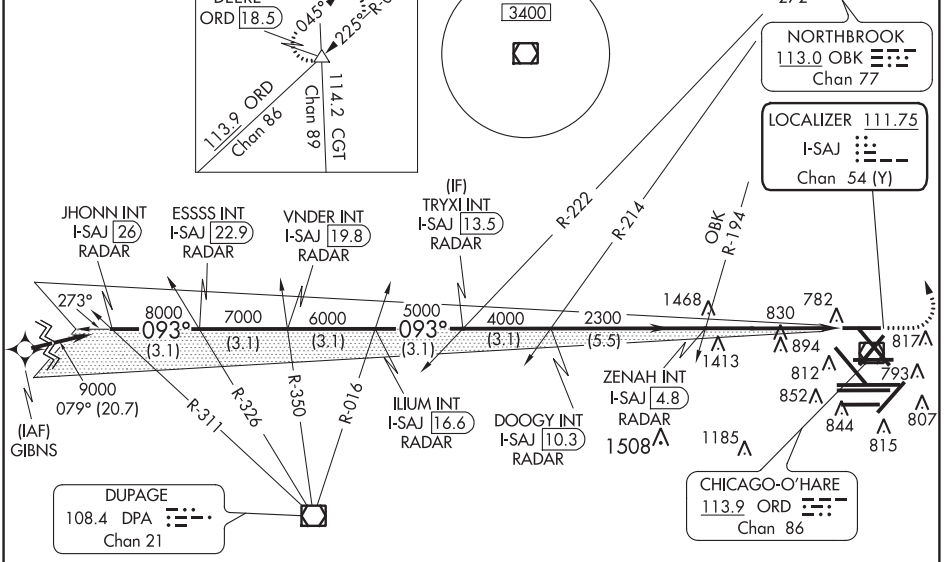
ILS RWY 9L (SA CAT I)

CHICAGO-O'HARE INTL (ORD)

<p>⚠ Simultaneous approach authorized. Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.</p>
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CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 126.9 348.0 (CENTER)	GND CON (TWR CENTER) 124.125 (TWR NORTH) 121.75 (OBND) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWRS) 134.15	CLNC DEL 121.6
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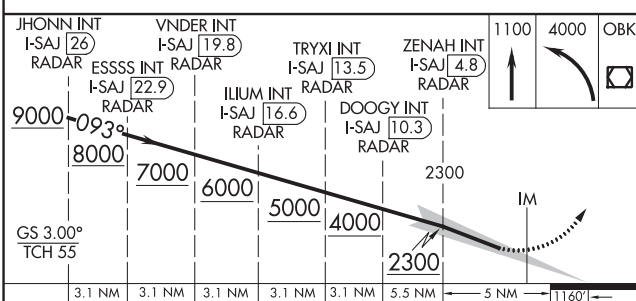
ATIS 135.4 282.225	ALTERNATE MISSED APCH FIX R-356 DEERE ORD 18.5 113.9 ORD Chan 86 114.2 CGT Chan 89 225°=R-045°	MSA ORD 25 NM 3400	←R-272-092° 272°	CPDLC
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EC-3, 10 NOV 2016 to 05 JAN 2017

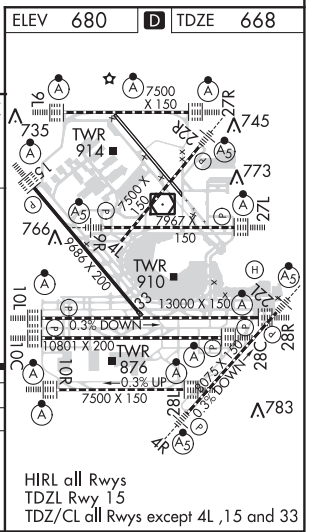
EC-3, 10 NOV 2016 to 05 JAN 2017

GPS or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 9L	RA 144/14		150 DA 818	

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZL Rwy 15
TDZ/CL all Rwys except 4L, 15 and 33

LOC/DME I-SXH 108.95 Chan 26(Y)	APP CRS 093°	Rwy Idg 10540 TDZE 669 Apt Elev 680
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ILS RWY 10C (SA CAT I)

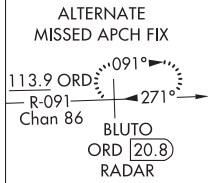
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized. DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2 MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR CENTER) 124.125 (TWR NORTH) 121.75 (OBND) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWRs) 134.15	CLNC DEL 121.6
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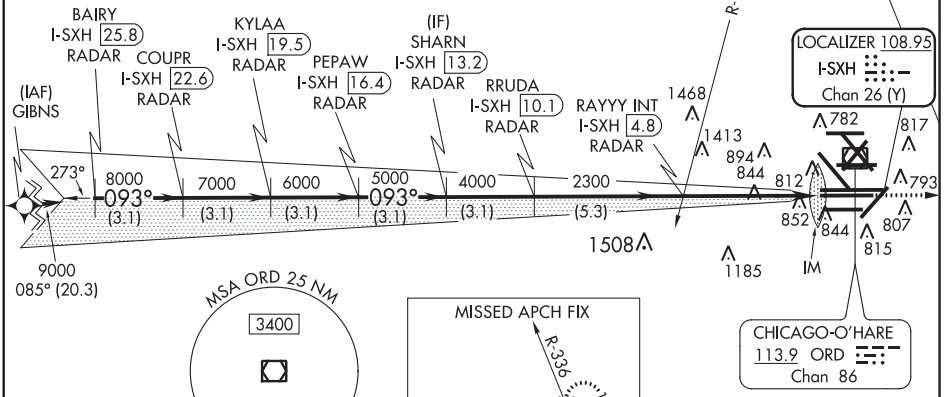
ATIS
135.4
282.225



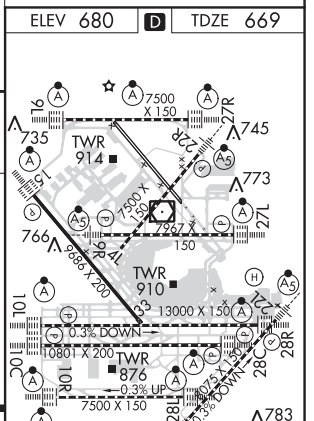
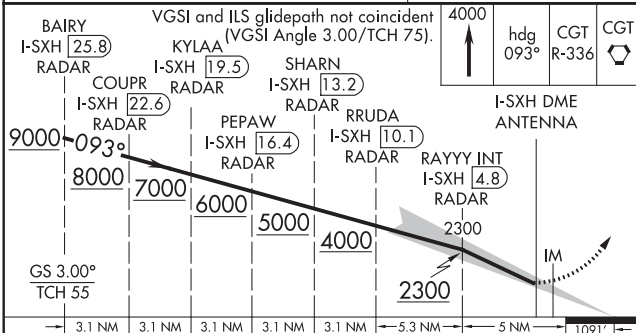
NORTHBROOK
113.0 OBK
Chan 77

CPDLC

GPS or RADAR REQUIRED



ELEV 680	TDZE 669
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SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZL Rwy 15
TDZ/CL all Rwys except 4L, 15 and 33

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-MED 111.1 Chan 48	APP CRS 093°	Rwy Idg 12246 TDZE 672 Apt Elev 680
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ILS RWY 10L (SA CAT I)

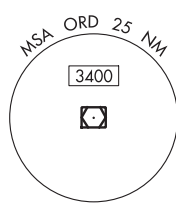
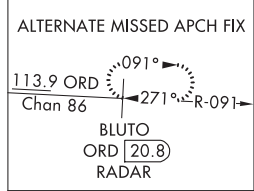
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized. DME or radar required.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

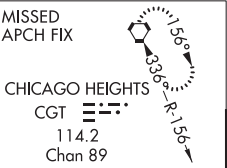
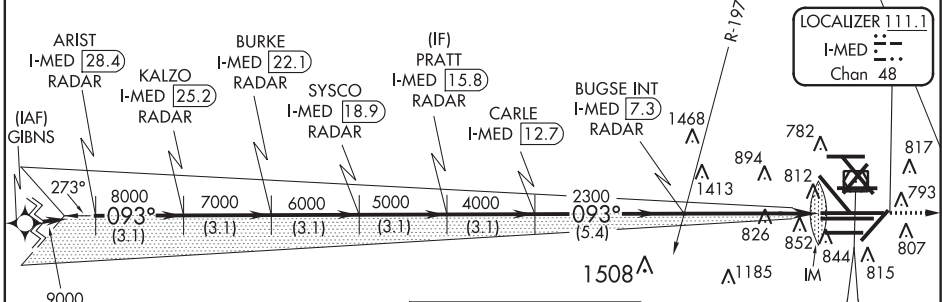
ALSF-2 MISSED APPROACH: Climb to 4000 on heading 093° and on CGT VORTAC R-336 to CGT VORTAC and hold.

CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR CENTER) 124.125 (TWR NORTH) 121.75 (OBND) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWRs) 134.15	CLNC DEL 121.6
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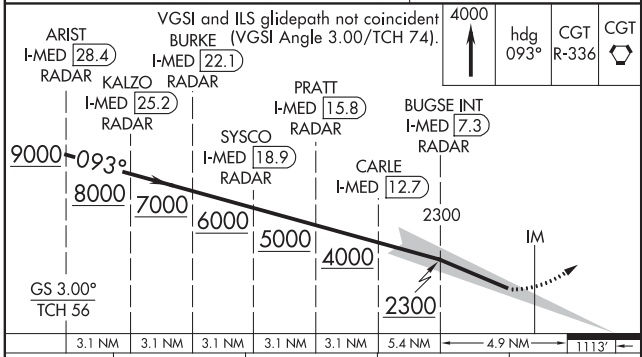
ATIS
135.4
282.225



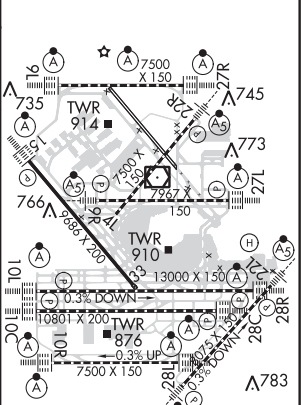
CPDLC



RADAR or GPS REQUIRED



ELEV 680		TDZE 672
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SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZL Rwy 15
TDZ/CL all Rwys except 4L, 15 and 33

EC-3, 10 NOV 2016 to 05 JAN 2017

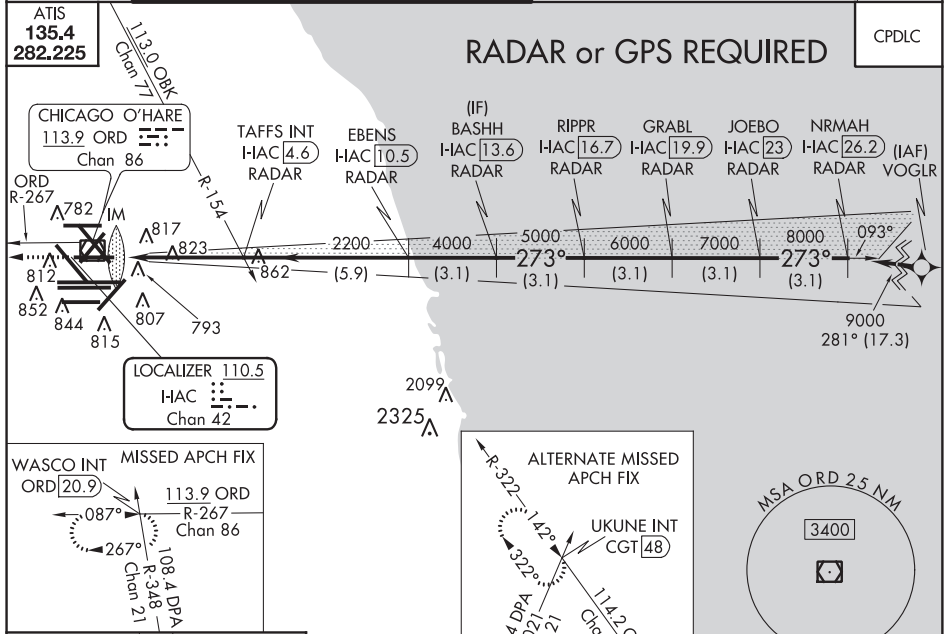
EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-HAC 110.5 Chan 42	APP CRS 273°	Rwy ldg 7782 TDZE 654 Apt Elev 680
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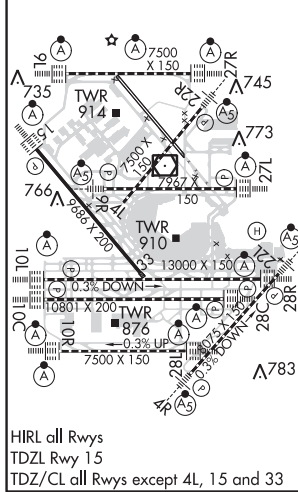
ILS RWY 27L (SA CAT I)

CHICAGO O'HARE INTL (ORD)

CHICAGO APP CON 119.0 393.1	O'HARE TOWERS				GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND) 134.15	CLNC DEL 121.6
	128.15	348.0 (Rwy 9L/27R)	133.0	348.0 (10R/28L)			



ELEV 680	D	TDZE 654
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4000	ORD R-267	WASCO INT	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 67).					
HAC DME ANTENNA		TAFS INT I-HAC 4.6 RADAR	EBENS I-HAC 10.5 RADAR	BASHH I-HAC 13.6 RADAR	RIPPR I-HAC 16.7 RADAR	GRABL I-HAC 19.9 RADAR	JOEBO I-HAC 23 RADAR	NRMAH I-HAC 26.2 RADAR
IM		2200	4000	5000	6000	7000	8000	9000
103°		4.7 NM	5.9 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY	A	B	C	D				
S-ILS 27L	RA 164/14 150 DA 804							

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-ABU 111.75 Chan 54 (Y)	APP CRS 273°	Rwy Idg 7500 TDZE 664 Apt Elev 680
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ILS RWY 27R (SA CAT I)

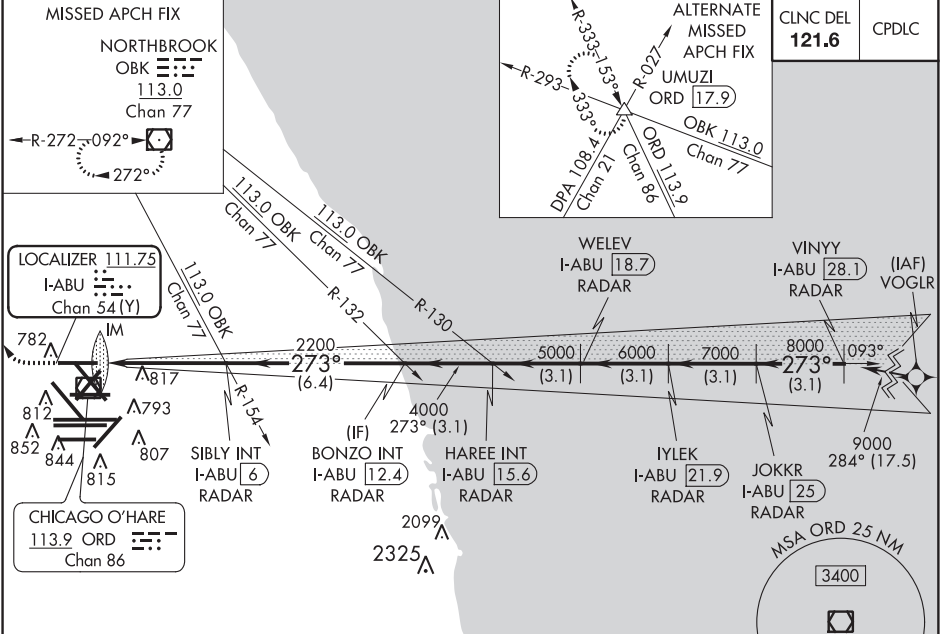
CHICAGO O'HARE INTL (ORD)

Simultaneous approach authorized. Radar or DME required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR CENTER) 124.125 (TWR NORTH) 121.75 (OBND) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWRs) 134.15
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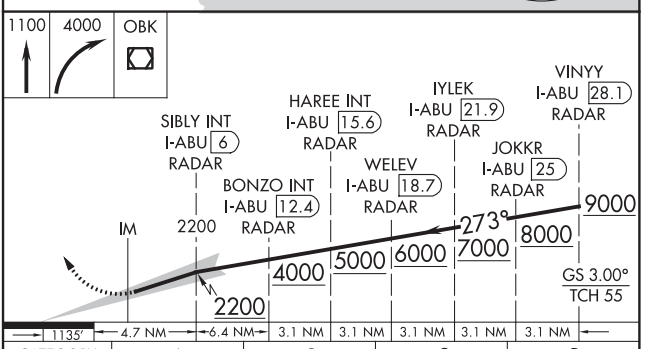
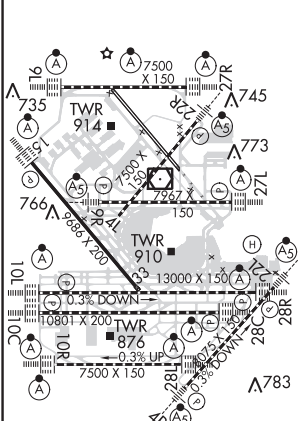


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 680	D	TDZE 664
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RADAR or GPS REQUIRED



CATEGORY	A	B	C	D
S-ILS-27R	RA 171/14 150 DA 814			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

AL-166 (FAA)

16315

LOC/DME I-VZE 108.95 Chan 26 (Y)	APP CRS 273°	Rwy ldg 10801 TDZE 651 Apt Elev 680
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ILS RWY 28C (SA CAT I)

CHICAGO-O'HARE INTL (ORD)

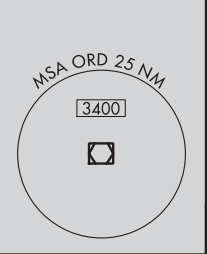
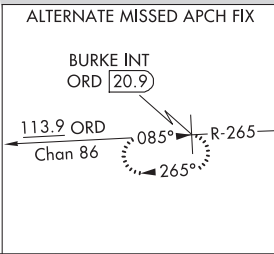
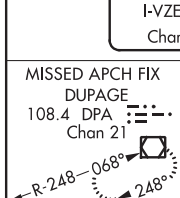
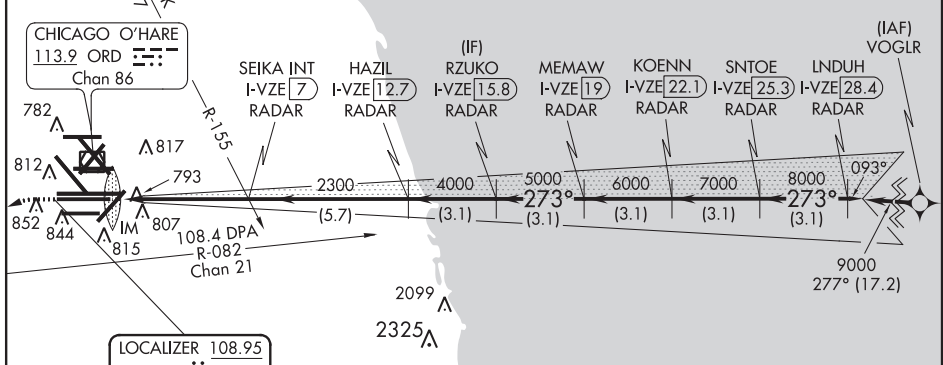
Simultaneous approach authorized.
DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



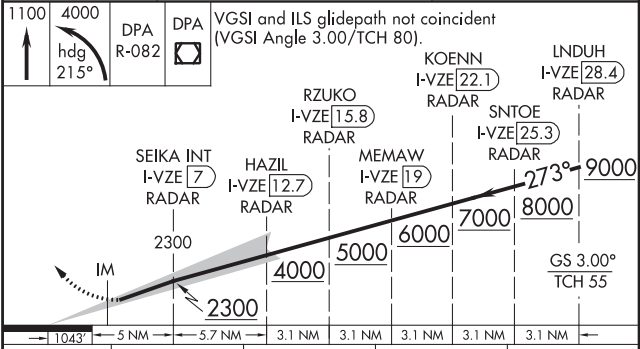
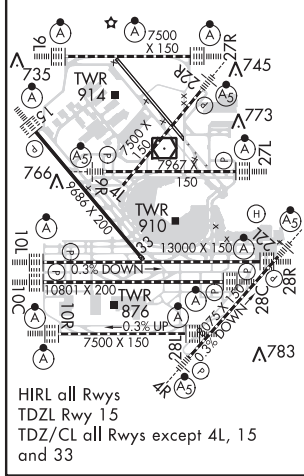
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR CENTER) 121.75 (OBND) (TWR NORTH) 121.05 (TWR SOUTH) 121.9 (IBND) (ALL TWRs) 226.675	CLNC DEL 121.6
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ATIS 135.4 282.225	GPS or RADAR REQUIRED	CPDLC
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ELEV 680	D	TDZE 651
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SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS
Amdt 1 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS RWY 28C (SA CAT I)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-VQX 110.75 Chan 44(Y)	APP CRS 274°	Rwy Idg TDZE Apt Elev	7500 667 680
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ILS RWY 28L (SA CAT I)
CHICAGO-O'HARE INTL (ORD)

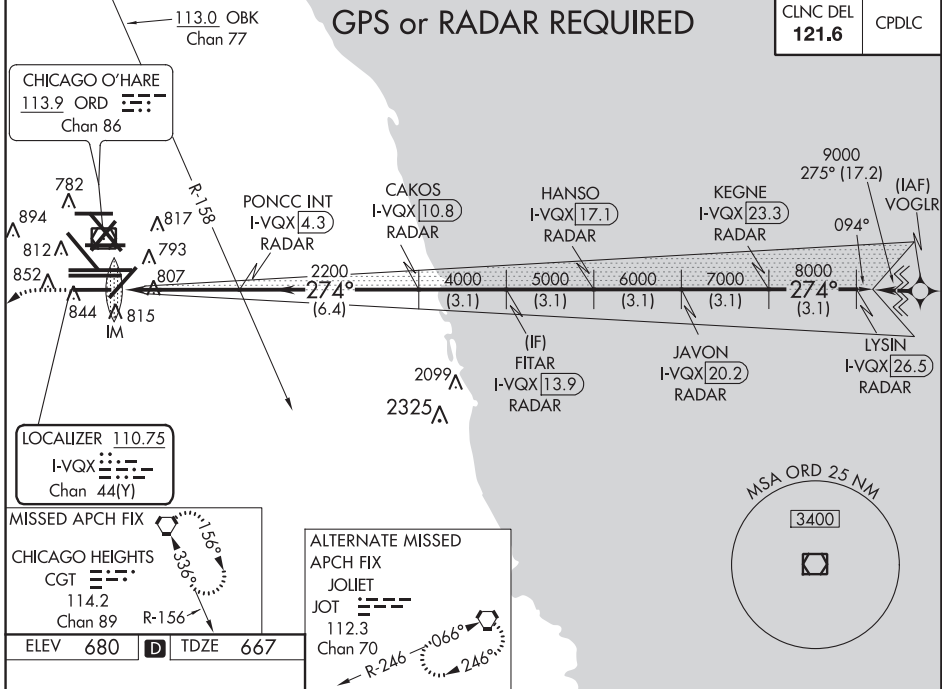
Simultaneous approach authorized. DME or radar required.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.

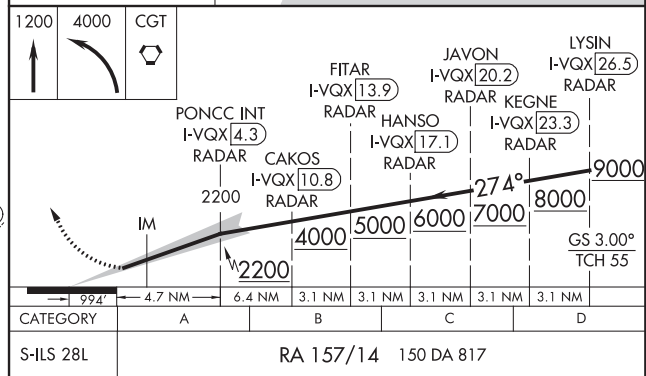
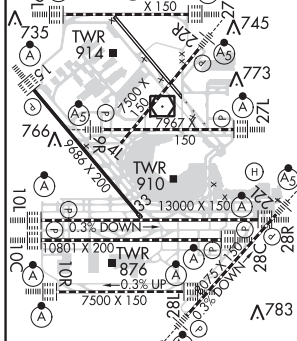
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR CENTER) 121.75 (TWR NORTH) (OBND) 118.05 (TWR SOUTH) (IBND) 226.675 (ALL TWRs) 134.15
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GPS or RADAR REQUIRED

CLNC DEL 121.6	CPDLC
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ELEV 680	D	TDZE 667
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SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-166 (FAA)

16315

LOC/DME I-TSL 111.1 Chan 48	APP CRS 273°	Rwy ldg 13000 TDZE 651 Apt Elev 680
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ILS RWY 28R (SA CAT I)

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized. DME or radar required. Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH.

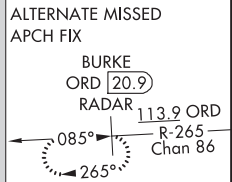
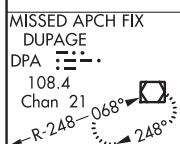
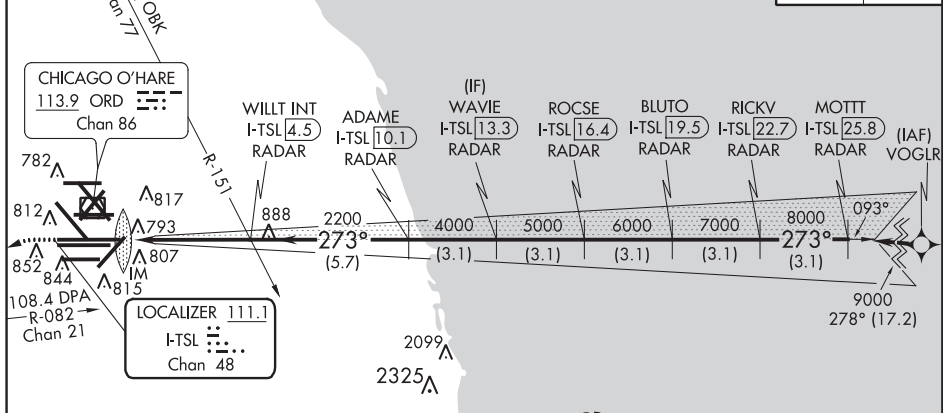
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) 121.75 (OBND) (TWR SOUTH) 121.9 (IBND) 134.15
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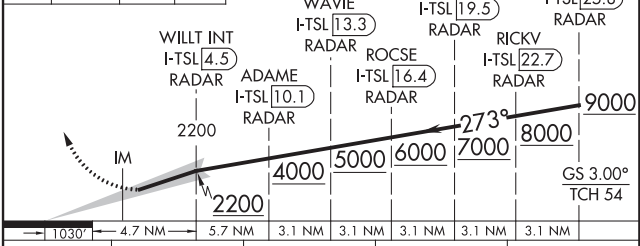
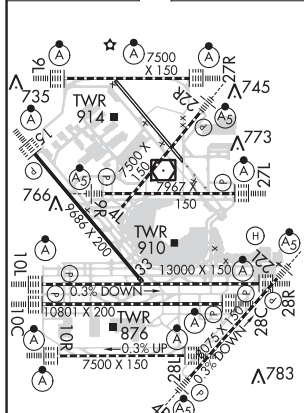
RADAR or GPS REQUIRED

CLNC DEL **121.6** CPDLC



ELEV 680	D	TDZE 651
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1100
4000
DPA R-082
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 74).
hdg 215°



CATEGORY	A	B	C	D
S-ILS 28R	RA 161/14 150 DA 801			

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT IDENTIFICATION REQUIRED

CHICAGO, ILLINOIS
Amdt 17 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS RWY 28R (SA CAT I)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-SAJ 111.75 Chan 54 (Y)	APP CRS 093°	Rwy Idg TDZE Apt Elev	7500 668 680
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ILS RWY 9L (CAT II & III)

CHICAGO-O'HARE INTL (ORD)

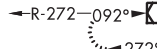
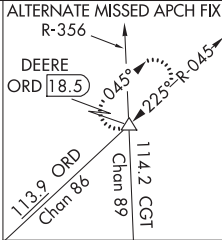
Simultaneous approach authorized.



MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 121.15 126.9 (CENTER)	GND CON (TWR CENTER) 121.75 (OBND) 121.9 (BND) 134.15	CLNC DEL 121.6
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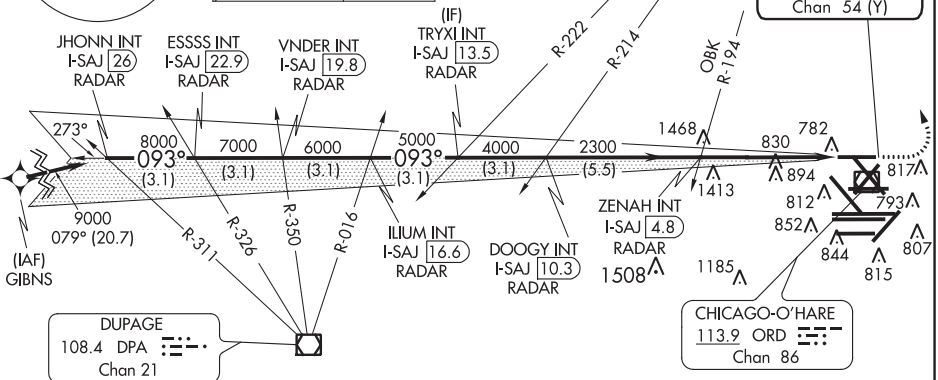
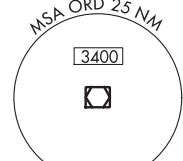
ATIS
135.4
282.225



CPDLC

NORTHBROOK
113.0 OBK
Chan 77

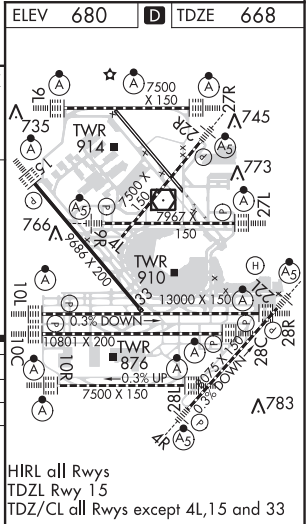
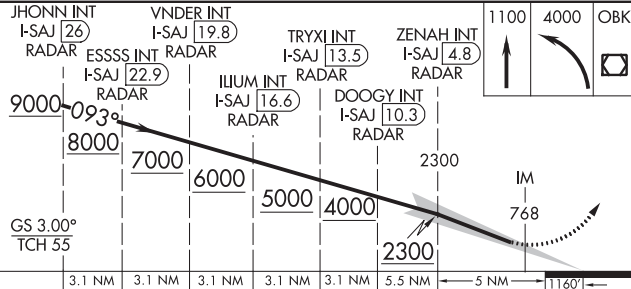
LOCALIZER 111.75
I-SAJ
Chan 54 (Y)



DUPAGE
108.4 DPA
Chan 21

CHICAGO-O'HARE
113.9 ORD
Chan 86

GPS or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 9L	CAT II RA 104/12 100 DA 768			
S-ILS 9L	CAT III RVR 06			

CATEGORY II and III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZL Rwy 15
TDZ/CL all Rwys except 4L, 15 and 33

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-166 (FAA)

16315

LOC/DME I-SXH 108.95 Chan 26(Y)	APP CRS 093°	Rwy Idg 10540 TDZE 669 Apt Elev 680
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ILS RWY 10C (CAT II & III)

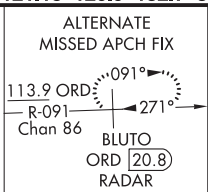
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized. DME or RADAR required. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2 MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)		GND CON (TWR CENTER) 124.125 (TWR NORTH) 121.75 (OBND) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWRS) 134.15	CLNC DEL 121.6
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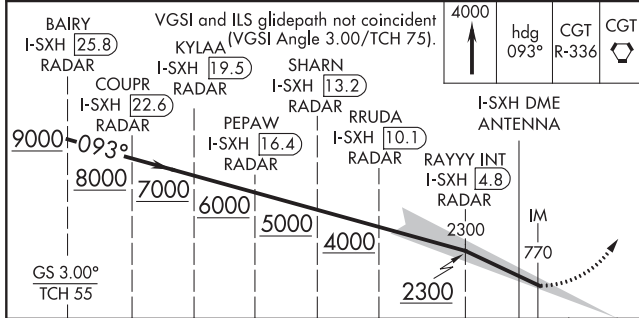
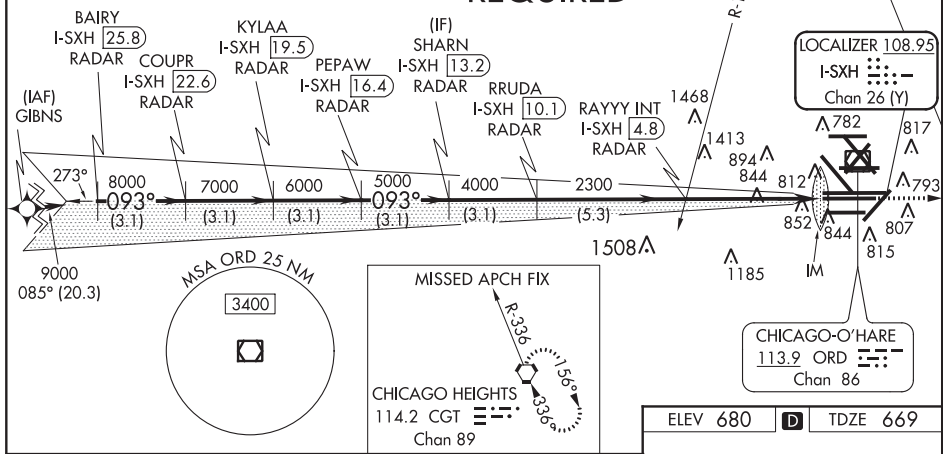
ATIS
135.4
282.225



NORTHBROOK
113.0 OBK
Chan 77

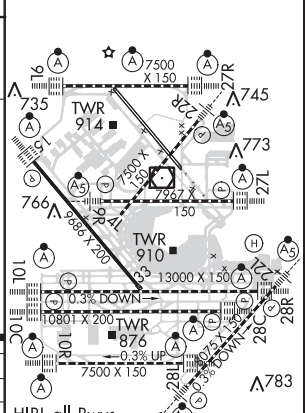
CPDLC

GPS or RADAR REQUIRED



3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.3 NM	5 NM	1091'
CATEGORY	A		B		C		D
S-ILS 10C	CAT II RA 102/12 100 DA 769						
S-ILS 10C	CAT III RVR 06						

ELEV 680 TDZE 669



HIRL all Rwys
TDZL Rwy 15
TDZ/CL all Rwys except 4L, 15 and 33

CATEGORY II and III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS
Amdt 1 15OCT15

CHICAGO-O'HARE INTL (ORD)
41°59'N-87°54'W
ILS RWY 10C (CAT II & III)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-MED 111.1 Chan 48	APP CRS 093°	Rwy Idg 12246 TDZE 672 Apt Elev 680
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ILS RWY 10L (CAT II & III)

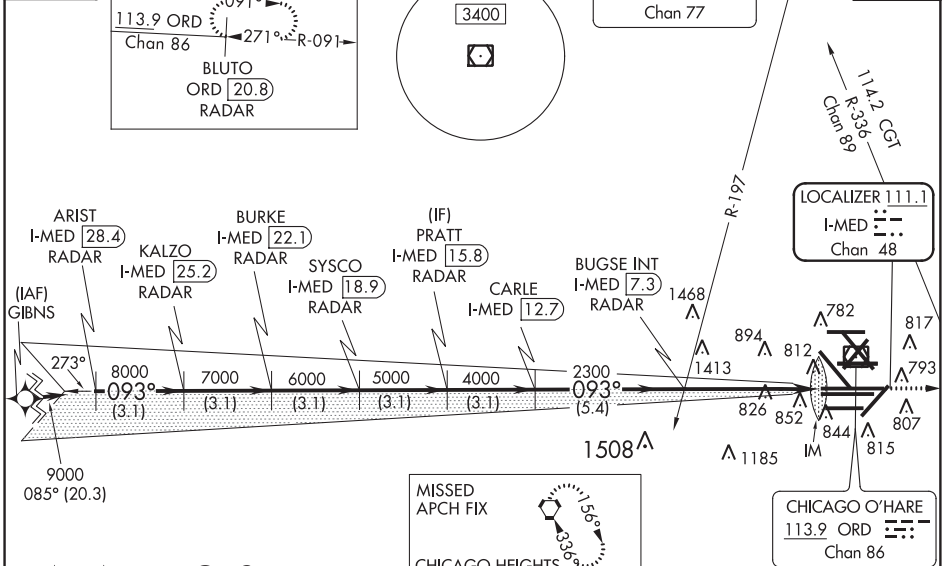
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized. DME or radar required. **ALSIF-2**

MISSED APPROACH: Climb to 4000 on heading 093° and on CGT VORTAC R-336 to CGT VORTAC and hold.

CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)				GND CON (TWR CENTER) 124.125 (TWR NORTH) 121.75 (OBND) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWRs)	134.15	CLNC DEL 121.6
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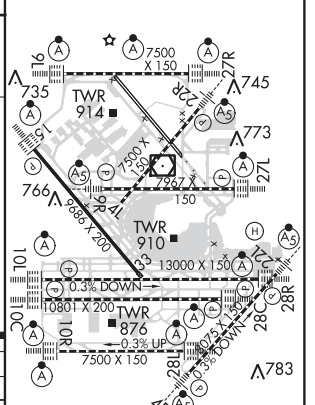
ATIS 135.4 282.225	ALTERNATE MISSED APCH FIX 113.9 ORD Chan 86 091° 271° R-091 BLUTO ORD 20.8 RADAR	MSA ORD 25 NM 3400	NORTHBROOK 113.0 OBK Chan 77	CPDLC
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RADAR or GPS REQUIRED

ARIST I-MED 28.4 RADAR	KALZO I-MED 25.2 RADAR	BURKE I-MED 22.1 RADAR	SYSCO I-MED 18.9 RADAR	PRATT I-MED 15.8 RADAR	CARLE I-MED 12.7 RADAR	BUGSE INT I-MED 7.3 RADAR	IM
3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.4 NM	4.9 NM	1113'
A		B		C		D	
S-ILS 10L		CAT II RA 95/12		100 DA 772			
S-ILS 10L		CAT III RVR 06					

ELEV 680	TDZE 672
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CATEGORY II and III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZL Rwy 15
TDZ/CL all Rwys except 4L, 15 and 33

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-166 (FAA)

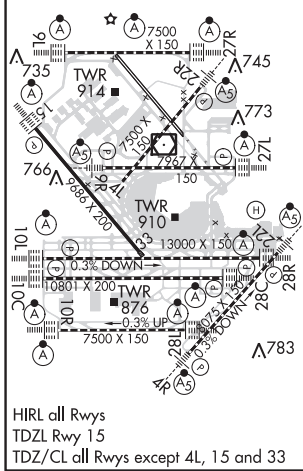
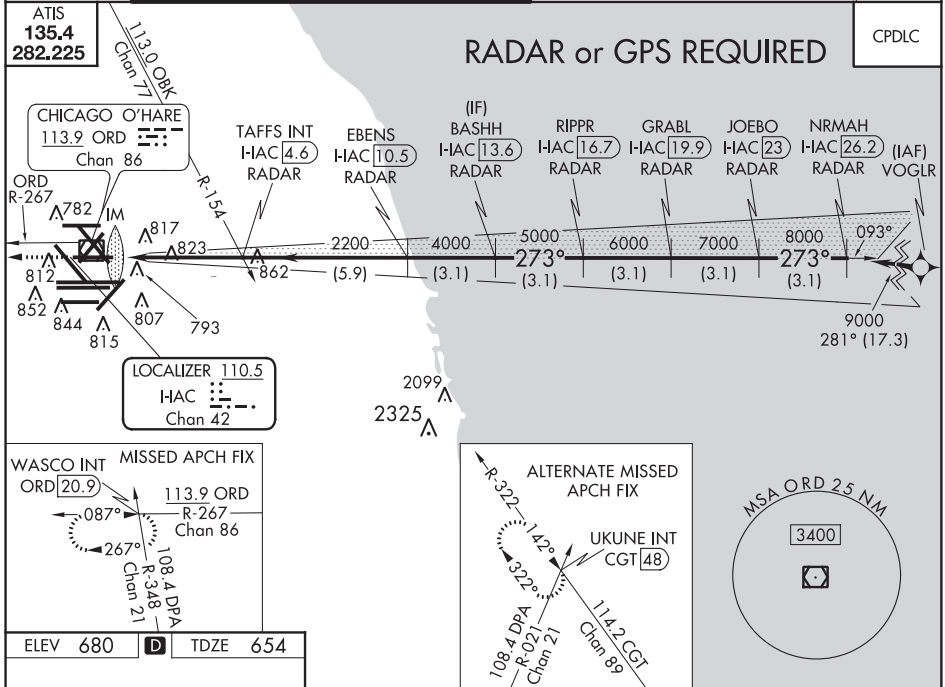
16315

LOC/DME I-HAC 110.5 Chan 42	APP CRS 273°	Rwy ldg 7782	TDZE 654	Apt Elev 680
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ILS RWY 27L (CAT II & III)

CHICAGO O'HARE INTL (ORD)

CHICAGO APP CON 119.0 393.1	O'HARE TOWERS				GND CON	(TWR CENTER)	CLNC DEL
	128.15	348.0 (Rwy 9L/27R)	133.0	348.0 (10R/28L)	124.125 (TWR NORTH)	121.75 (OBND)	121.6
	120.75	121.15	126.9	132.7	348.0 (CENTER)	118.05 (TWR SOUTH)	
					226.675 (ALL TWRS)	134.15	



ELEV 680	D	TDZE 654	
4000	ORD R-267	WASCO INT	VGSIs and ILS glidepath not coincident (VGSi Angle 3.00/TCH 67).
2200			
750			
4000			
5000			
6000			
7000			
9000			
1039'	4.7 NM	5.9 NM	3.1 NM
3.1 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY A	B	C	D
S-ILS 27L	CAT II RA 110/12 100 DA 754		
S-ILS 27L	CAT III RVR 06		

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS
Amdt 30 15OCT15

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS RWY 27L (CAT II & III)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-ABU 111.75 Chan 54 (Y)	APP CRS 273°	Rwy Idg 7500 TDZE 664 Apt Elev 680
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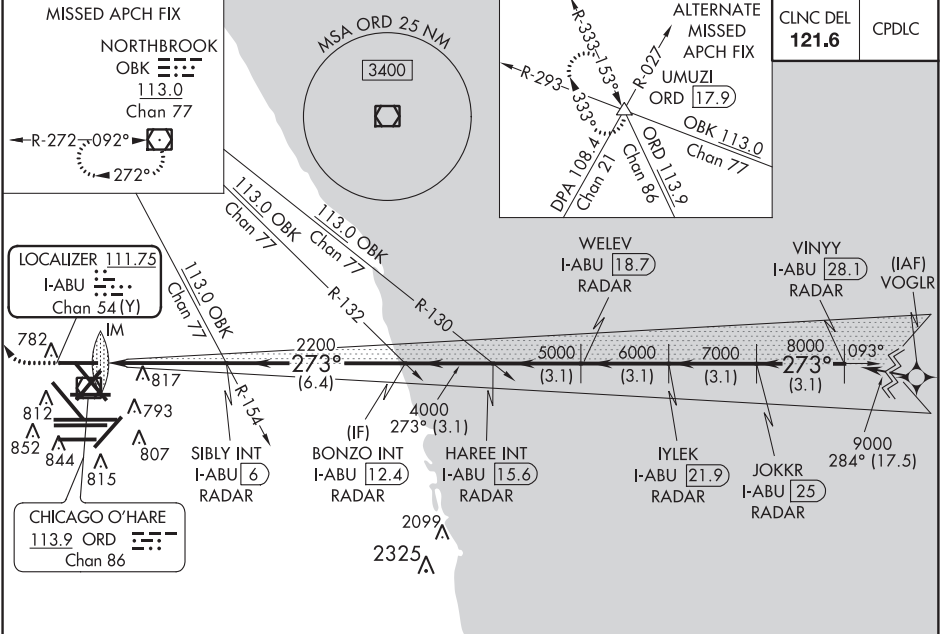
ILS RWY 27R (CAT II & III)

CHICAGO O'HARE INTL (ORD)

Simultaneous approach authorized. Radar or DME required. ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND) 134.15
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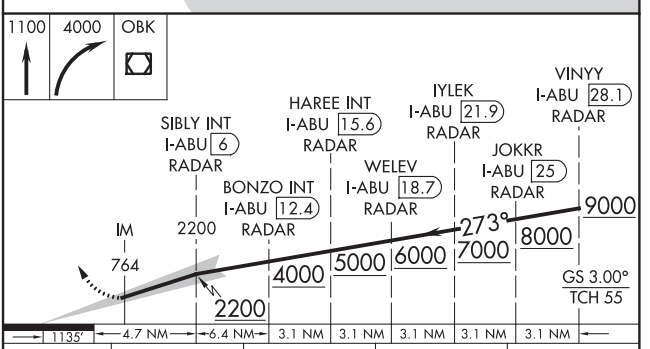
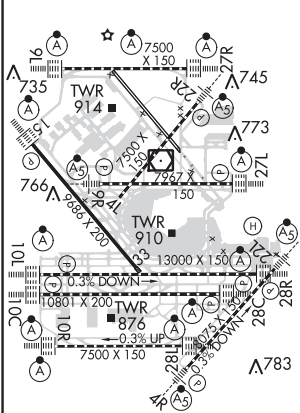


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 680	D	TDZE 664
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RADAR or GPS REQUIRED



CATEGORY	A	B	C	D
S-ILS-27R	CAT II RA 101/12 100 DA 764			
S-ILS-27R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC/DME I-VZE 108.95 Chan 26 (Y)	APP CRS 273°	Rwy ldg 10801	TDZE 651	Apt Elev 680
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ILS RWY 28C (CAT II & III)

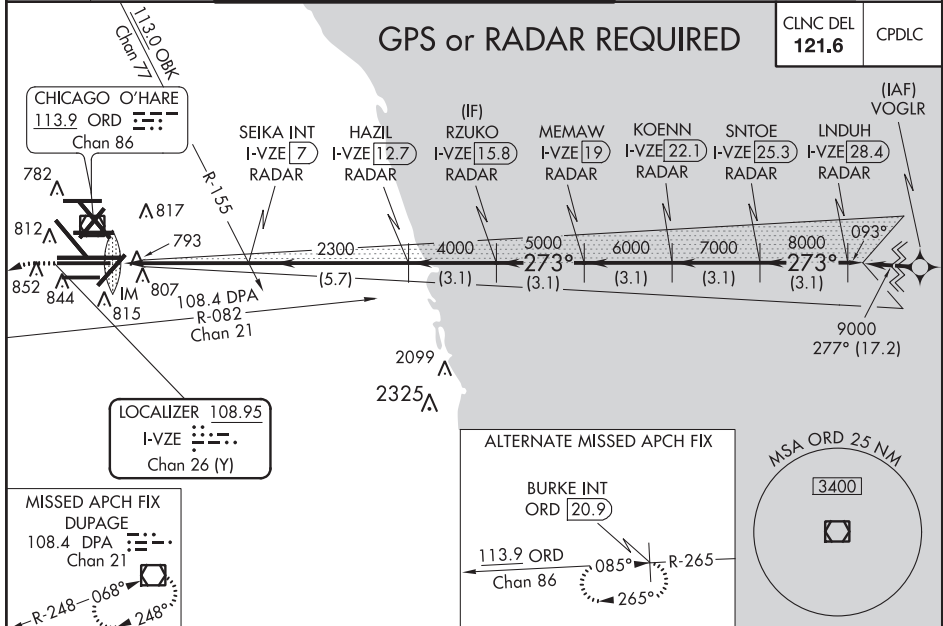
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized. DME or RADAR required.
RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

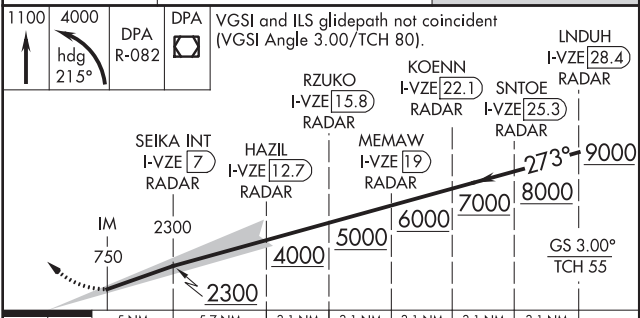
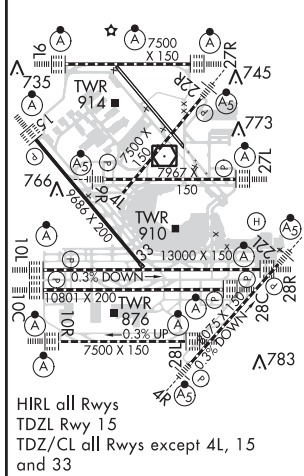
ALSIF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)				GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND) 134.15
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ELEV 680	D	TDZE 651
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CATEGORY	A	B	C	D
S-ILS 28C	CAT II RA 105/12 100 DA 751			
S-ILS 28C	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS
Amdt 1 15OCT15

CHICAGO-O'HARE INTL (ORD)
41°59'N-87°54'W
ILS RWY 28C (CAT II & III)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-VQX 110.75 Chan 44(Y)	APP CRS 274°	Rwy Idg TDZE Apt Elev	7500 667 680
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ILS RWY 28L (CAT II & III)

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized. DME or radar required.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

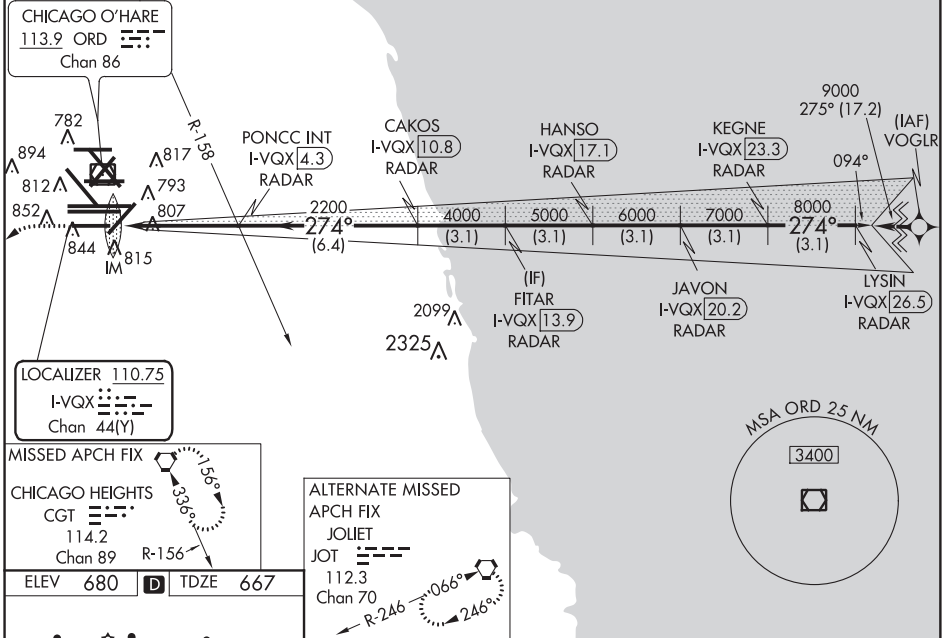
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.

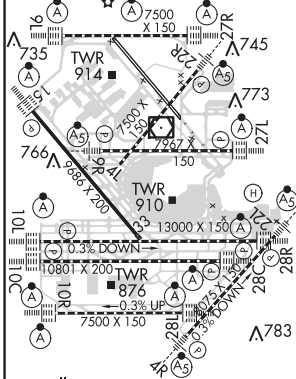
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)				GND CON (TWR CENTER) 121.75 (TWR NORTH) 121.75 (OBND) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWRs) 134.15
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GPS or RADAR REQUIRED

CLNC DEL 121.6	CPDLC
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ELEV 680	D	TDZE 667
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1200	4000	CGT								
			PONCC INT I-VQX [4.3] RADAR	CAKOS I-VQX [10.8] RADAR	HANSO I-VQX [17.1] RADAR	JAVON I-VQX [20.2] RADAR	KEGNE I-VQX [23.3] RADAR	LYSIN I-VQX [26.5] RADAR		
			IM 767	2200	4000	5000	6000	7000	8000	9000
			994°	4.7 NM	6.4 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY			A	B	C	D				
S-ILS 28L			CAT II RA 106/12 100 DA 767							
S-ILS 28L			CAT III RVR 06							

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-166 (FAA)

16315

LOC/DME I-TSL 111.1 Chan 48	APP CRS 273°	Rwy ldg 13000 TDZE 651 Apt Elev 680
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ILS RWY 28R (CAT II & III)

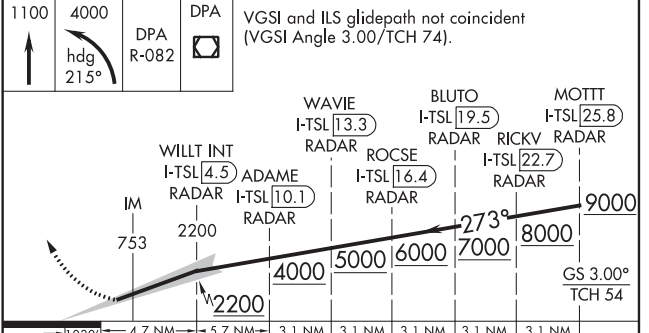
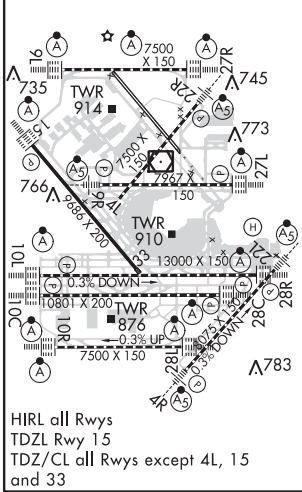
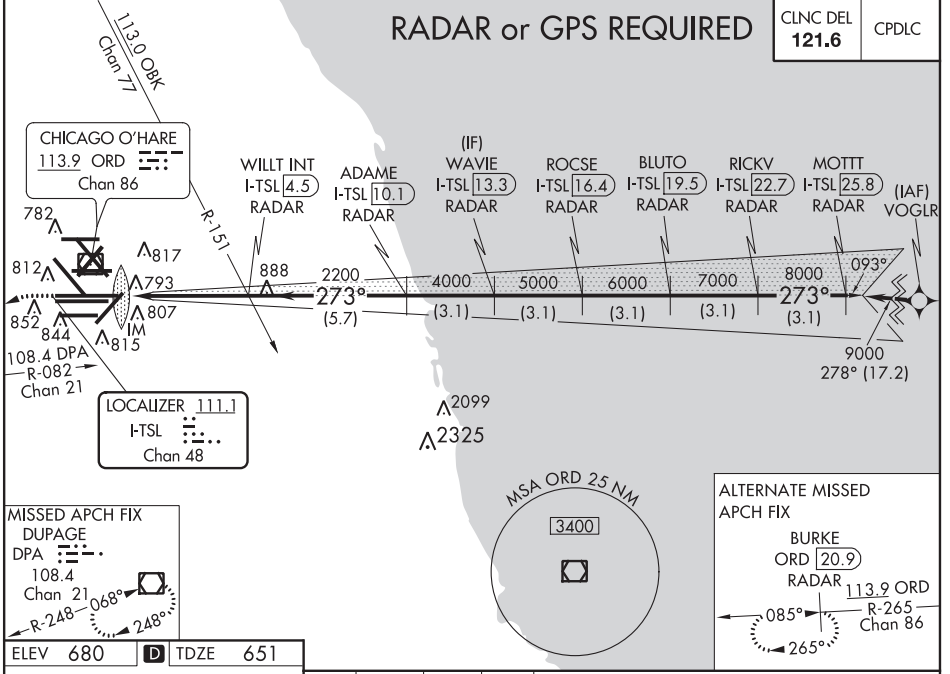
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized.
DME or radar required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR CENTER) 121.75 (OBND) (TWR NORTH) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWSR) 134.15
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CATEGORY	A	B	C	D
S-ILS 28R	CAT II RA 97/12 100 DA 751			
S-ILS 28R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS
Amdt 17 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS RWY 28R (CAT II & III)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

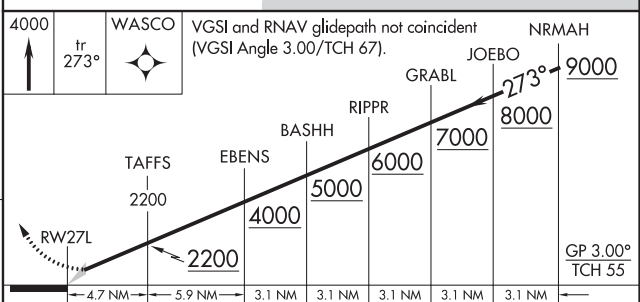
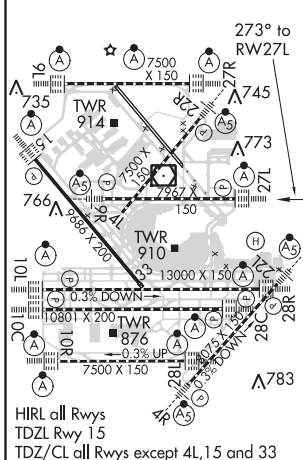
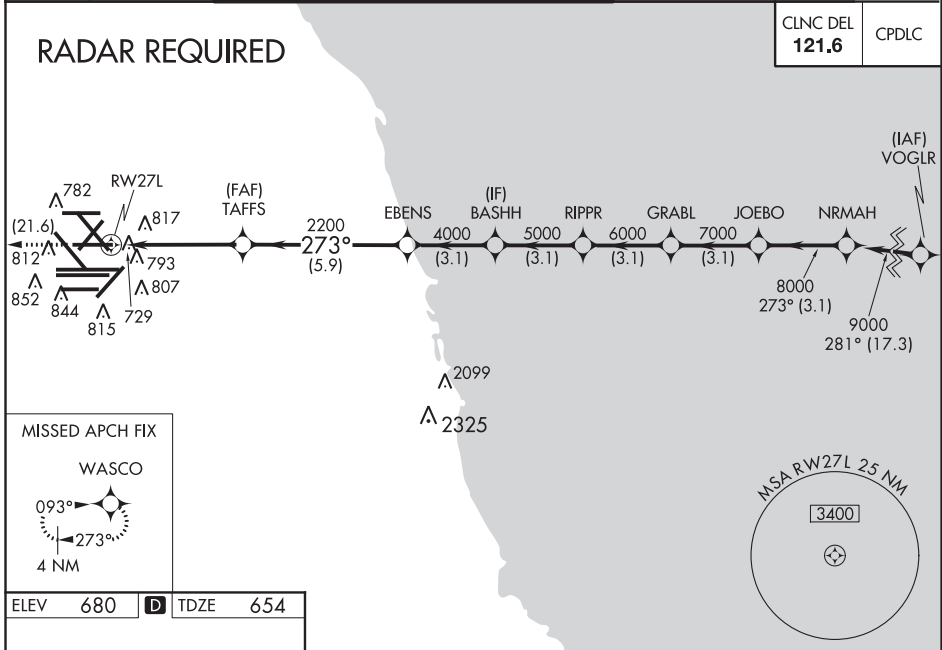
APP CRS 273°	Rwy Idg 7782
	TDZE 654
	Apt Elev 680

RNAV (RNP) Y RWY 27L

CHICAGO O'HARE INTL (ORD)

<p>For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 4000 on track 273° to WASCO and hold.</p>
	<p>ALSIF-2</p>	

ATIS 135.4	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)				GND CON (TWR NORTH) 124.125	(TWR CENTER) (OBND) 121.75
282.225					(TWR SOUTH) 118.05	(IBND) 121.9	
					(ALL TWRs) 226.675	134.15	



CATEGORY	A	B	C	D
RNP 0.15 DA		992/30	338 (400-%)	
RNP 0.30 DA		1162-1¼	508 (500-1¼)	

AUTHORIZATION REQUIRED

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-166 (FAA) RNAV (GPS) PRM RWY 28C (CLOSE PARALLEL) CHICAGO O'HARE INTL (ORD)

WAAS CH 53639 W28B	APP CRS 273°	Rwy Idg 10801 TDZE 651 Apt Elev 680
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▼ 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. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP.

ALSIF-2

MISSED APPROACH:
Climb to 1100 then climbing left turn to 4000 direct DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER) PRM 119.625	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRS) 226.675	(TWR CENTER) 121.75 (OBND) (IBND) 121.9 134.15
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CLNC DEL 121.6	CPDLC
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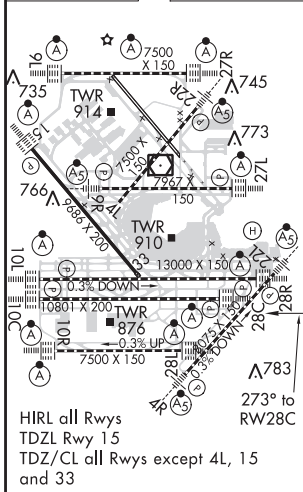
RADAR REQUIRED



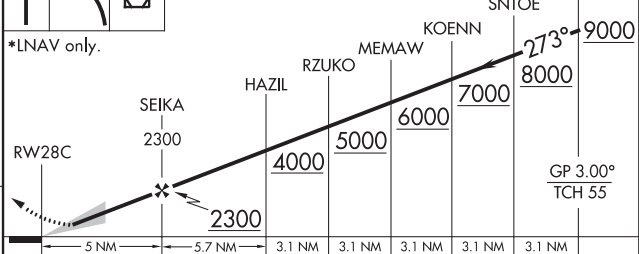
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 680	D	TDZE 651
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1100 4000 DPA
 VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 80).



CATEGORY	A	B	C	D
LPV DA		851/24	200 (200-½)	
LNAV/VNAV DA		1094/50	443 (500-1)	

CHICAGO, ILLINOIS
Orig 10NOV16

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

RNAV (GPS) PRM RWY 28C (CLOSE PARALLEL)

WAAS CH 62905 W04B	APP CRS 042°	Rwy Idg TDZE Apt Elev	7500 658 672
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RNAV (GPS) RWY 4L

CHICAGO-O'HARE INTL (ORD)

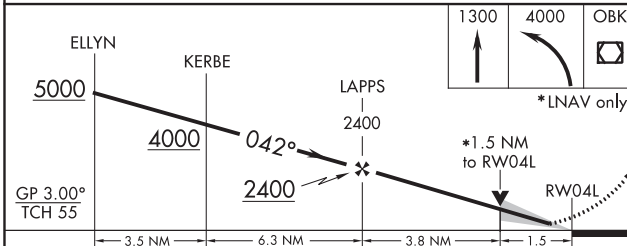
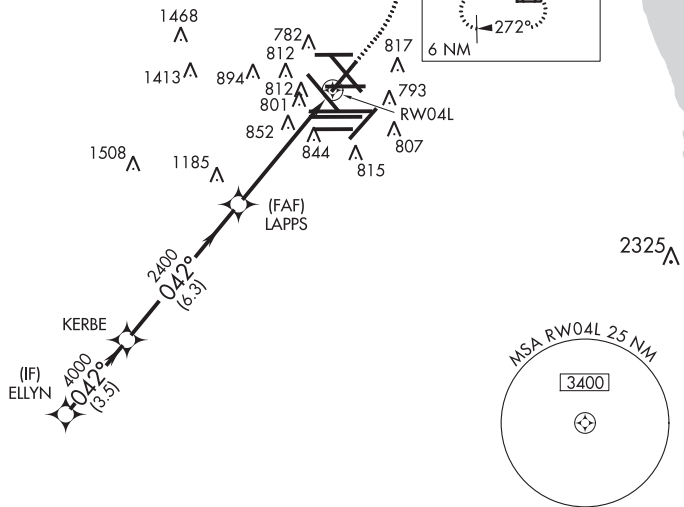
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 39°C (102°F). Simultaneous approach authorized with Rwy 4R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct OBK VOR/DME and hold.

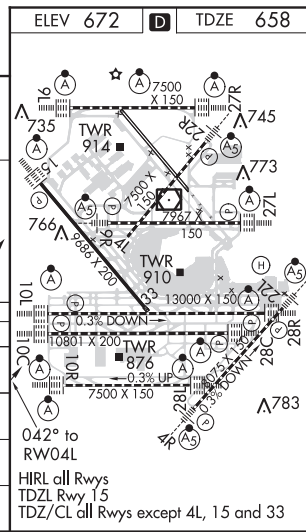
CHICAGO APP CON	O'HARE TOWERS			GND CON (TWR NORTH)	(TWR CENTER)	CLNC DEL
119.0 393.1	128.15	348.0 (Rwy 9L/27R)	133.0 348.0 (10R/28L)	124.125	121.75 (OBND)	121.6
	120.75	121.15	126.9 132.7 348.0 (CENTER)	118.05 (TWR SOUTH)	121.9 (IBND)	
				226.675 (ALL TWRs)	134.15	

ATIS
135.4
282.225

RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA		858/40	200 (200-¾)	
LNAV/VNAV DA		1117-1½	459 (500-1½)	
LNAV MDA	1180/55	522 (600-1¼)	1180-1½	522 (600-1½)
CIRCLING	1220-1	548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-166 (FAA)

16315

WAAS CH 81929 W04A	APP CRS 044°	Rwy Idg 8075 TDZE 661 Apt Elev 672
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RNAV (GPS) RWY 4R

CHICAGO-O'HARE INTL (ORD)

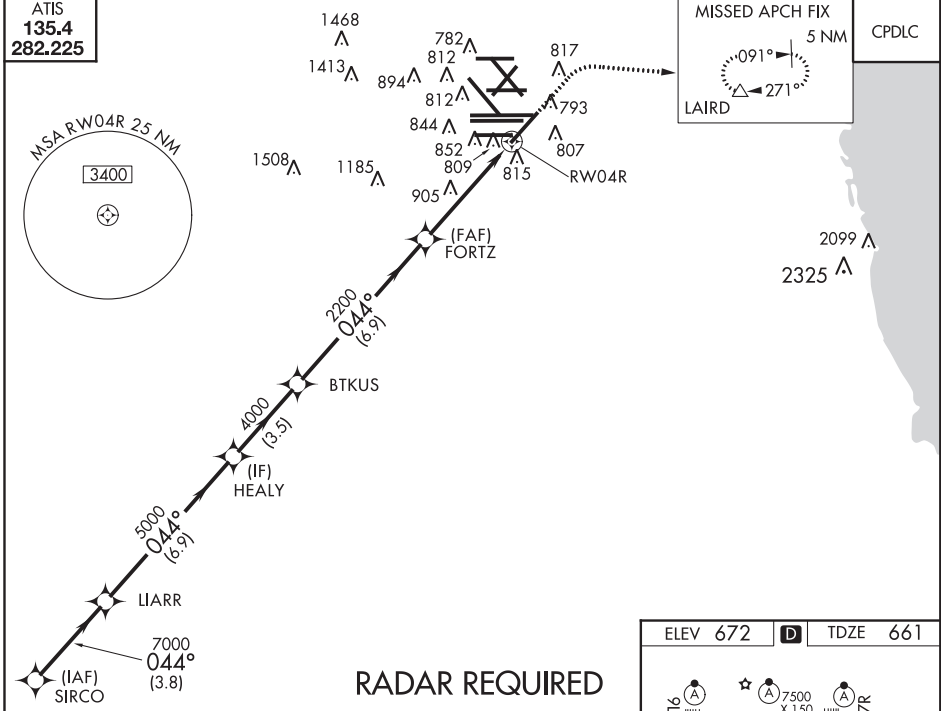
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 39°C (102°F). Simultaneous approach authorized with Rwy 4L. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct LAIRD and hold, continue climb-in-hold to 4000.

CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 124.125 118.05 (TWR NORTH) 226.675 (TWR SOUTH) 226.675 (ALL TWRs)	GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 134.15	CLNC DEL 121.6
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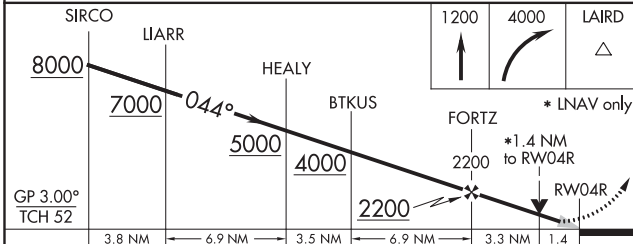
ATIS
135.4
282.225



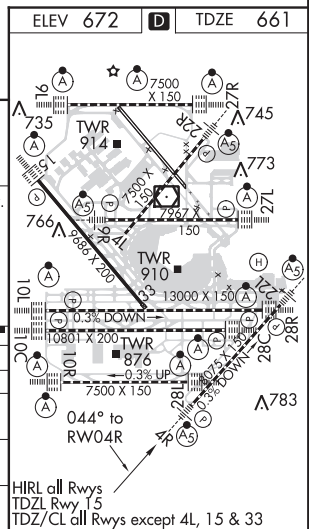
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA		861/24	200 (200-½)	
LNAV/VNAV DA		990/32	329 (400-⅓)	
LNAV MDA	1160/24	499 (500-½)	1160/50	499 (500-1)
CIRCLING	1220-1	548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)



CHICAGO, ILLINOIS
Amdt 1A 29MAY14

41°59'N-87°54'W


CHICAGO-O'HARE INTL (ORD) RNAV (GPS) RWY 4R

WAAS CH 99508 W09B	APP CRS 093°	Rwy ldg 7500 TDZE 668 Apt Elev 680
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RNAV (GPS) RWY 9L

CHICAGO O'HARE INTL (ORD)

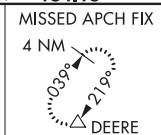
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF, increase LNAV/VNAV all Cats visibility to RVR 5000 and LNAV Cats C/D visibility to RVR 6000.

ALSF-2

MISSED APPROACH:
Climb to 1100 then climbing left turn to 4000 direct DEERE and hold.

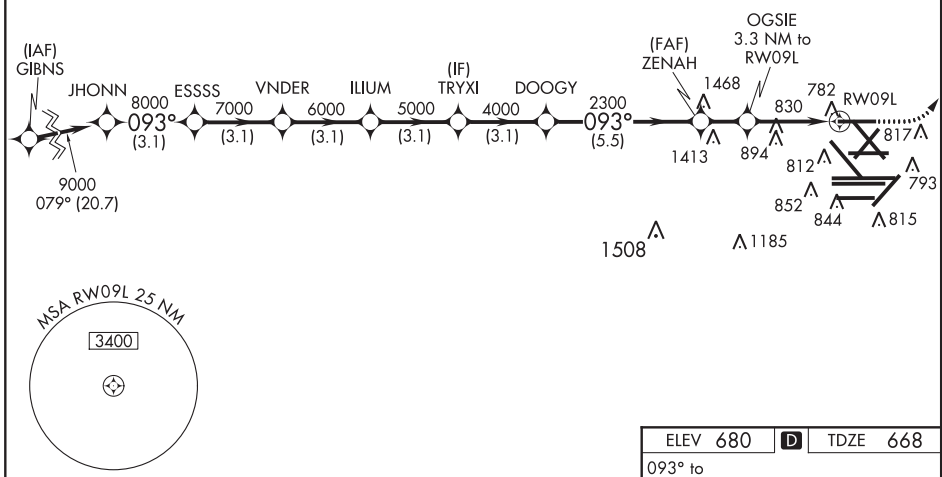
CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRS) 226.675	(TWR CENTER) 121.75 (OBND) (IBND) 121.9 134.15	CLNC DEL 121.6
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ATIS
135.4
282.225

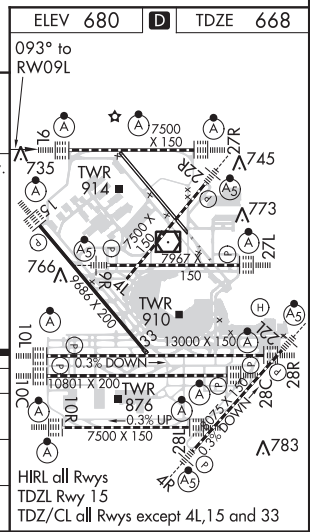
RADAR REQUIRED



CPDLC



	JHONN	ESSSS	VNDER	ILIUM	TRYXI	DOOGY	ZENAH	OGSIE	RW09L
	9000	8000	7000	6000	5000	4000	2300	3.3 NM to RW09L	1.1 NM to RW09L
	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.5 NM	1.7 NM	2.2	1.1
CATEGORY	A		B			C	D		
LPV DA			868/24			200 (200-½)			
LNAV/VNAV DA			989/30			321 (400-¾)			
LNAV MDA	1080/24		412 (500-½)			1080/40		412 (500-¾)	



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-166 (FAA)

16315

WAAS CH 78204 W09A	APP CRS 093°	Rwy Idg 7709 TDZE 660 Apt Elev 680
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RNAV (GPS) RWY 9R

CHICAGO O'HARE INTL (ORD)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. 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. For inop MALS, increase LNAV Cat C/D visibility to 1 $\frac{1}{8}$ mile.

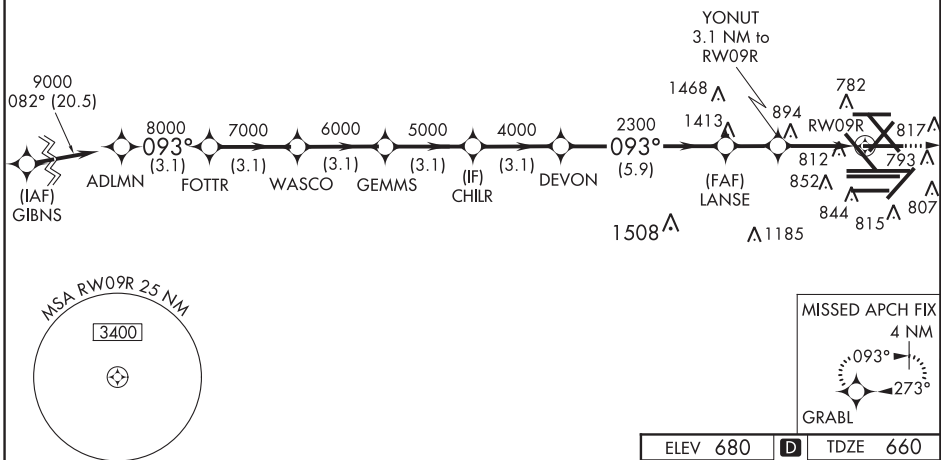


MISSED APPROACH:
Climb to 4000 direct GRABL and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)				GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) 121.75 (OBND) (TWR SOUTH) 121.9 (IBND) 134.15
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RADAR REQUIRED

CLNC DEL 121.6	CPDLC
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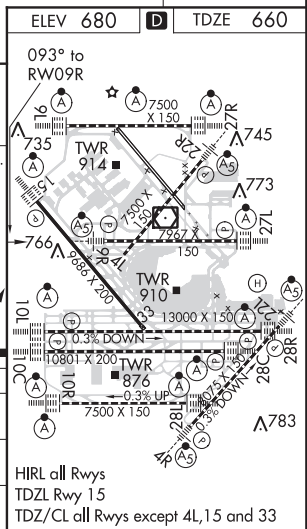


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).

4000 GRABL

* LNAV only.

ADLMN	FOTTR	WASCO	GEMMS	CHILR	DEVON	LANSE	YONUT	RWY09R
9000	8000	7000	6000	5000	4000	2300	1700	
GP 3.00° TCH 57								
	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.9 NM	1.9 NM	1.8
CATEGORY	A		B		C		D	
LPV DA	860/24		200 (200- $\frac{1}{2}$)					
LNAV/VNAV DA	1047/40		387 (400- $\frac{3}{4}$)					
LNAV MDA	1160/24		500 (500- $\frac{1}{2}$)		1160/50		500 (500-1)	



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS
Amdt 4 15OCT15

41°59'N-87°54'W


CHICAGO O'HARE INTL (ORD) RNAV (GPS) RWY 9R

WAAS CH 81934 W10B	APP CRS 093°	Rwy Idg 10540 TDZE 669 Apt Elev 680
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RNAV (GPS) RWY 10C

CHICAGO-O'HARE INTL (ORD)

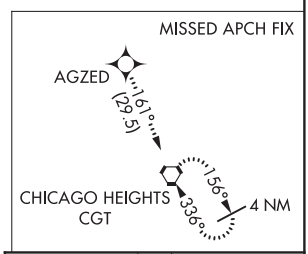
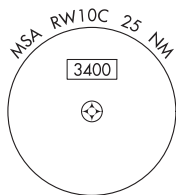
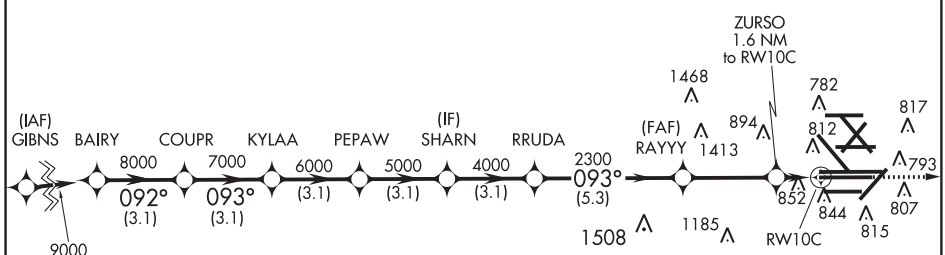
▼ DME/DME RNP-0.3 NA. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2  MISSED APPROACH: Climb to 4000 direct AGZED and on track 161° to CGT VORTAC and hold.

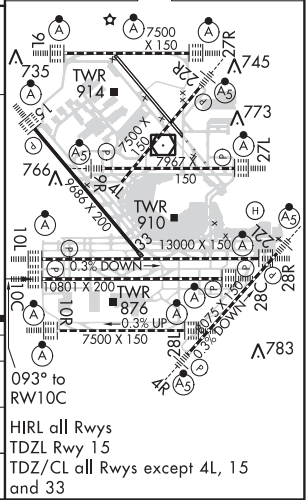
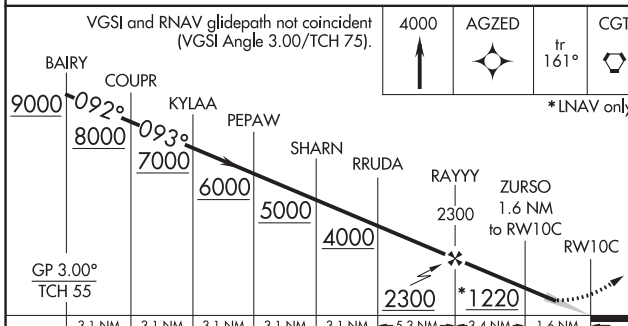
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) (OBND) 121.75 (IBND) 121.90 134.15
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RADAR REQUIRED

CLNC DEL 121.6	CPDLC
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ELEV 680	D	TDZE 669
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CATEGORY	A	B	C	D
LPV DA	869/24		200 (200-1/2)	
LNAV/VNAV DA	1056/40		387 (400-3/4)	
LNAV MDA	1120/24	451 (500-1/2)	1120/45	451 (500-3/8)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-166 (FAA)


16315

WAAS CH 48904 W10A	APP CRS 093°	Rwy Idg 12246 TDZE 672 Apt Elev 680
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RNAV (GPS) RWY 10L

CHICAGO-O'HARE INTL (ORD)

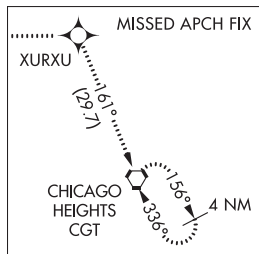
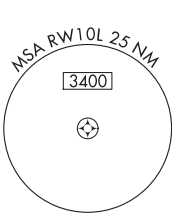
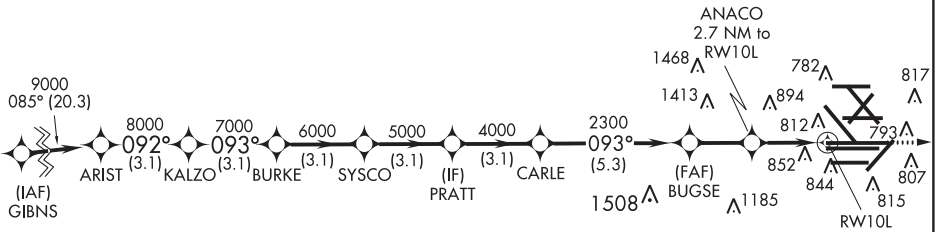
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 4000 direct XURXU and on track 161° to CGT VORTAC and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 128.15 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)				GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) 121.75 (OBND) (IBND) 121.9 134.15
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RADAR REQUIRED

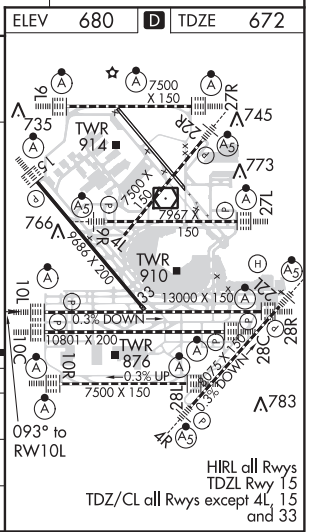
CLNC DEL 121.6	CPDLC
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).					4000	XURXU	tr 161°	CGT
ARIST 9000 092°					* LNAV only.			
KALZO 8000 093°					ANACO 2.7 NM to RWY 10L			
BURKE 7000					* 1.2 NM to RWY 10L			
SYSCO 6000					RWY 10L			
PRATT 5000					2300 * 1580			
CARLE 4000					1.5 1.2			
GP 3.00° TCH 56								
CATEGORY	A	B	C	D				
LPV DA	872/24		200 (200-½)					
LNAV/VNAV DA	1056/40		384 (400-¾)					
LNAV MDA	1120/24	448 (500-½)		1120/45	448 (500-¾)			



CHICAGO, ILLINOIS
Amdt 5 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD) RNAV (GPS) RWY 10L

HIRL all Rwys
TDZL Rwy 15
TDZ/CL all Rwys except 4L, 15 and 33

WAAS CH 93603 W15A	APP CRS 143°	Rwy Idg TDZE Apt Elev	8650 668 680
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RNAV (GPS) RWY 15

CHICAGO-O'HARE INTL (ORD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 35°C (95°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV visibility to RVR 6000 all Cats and LNAV Cat C/D visibility to 1½ mile.

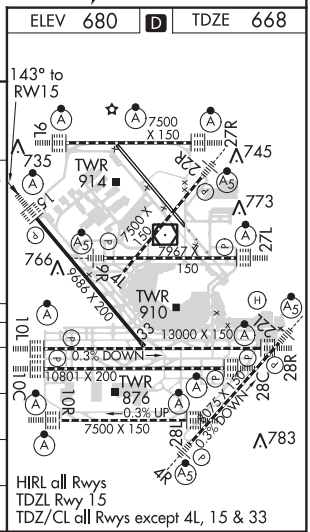
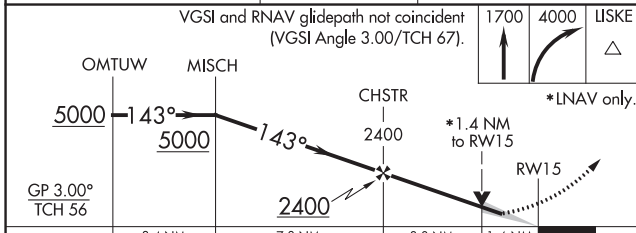
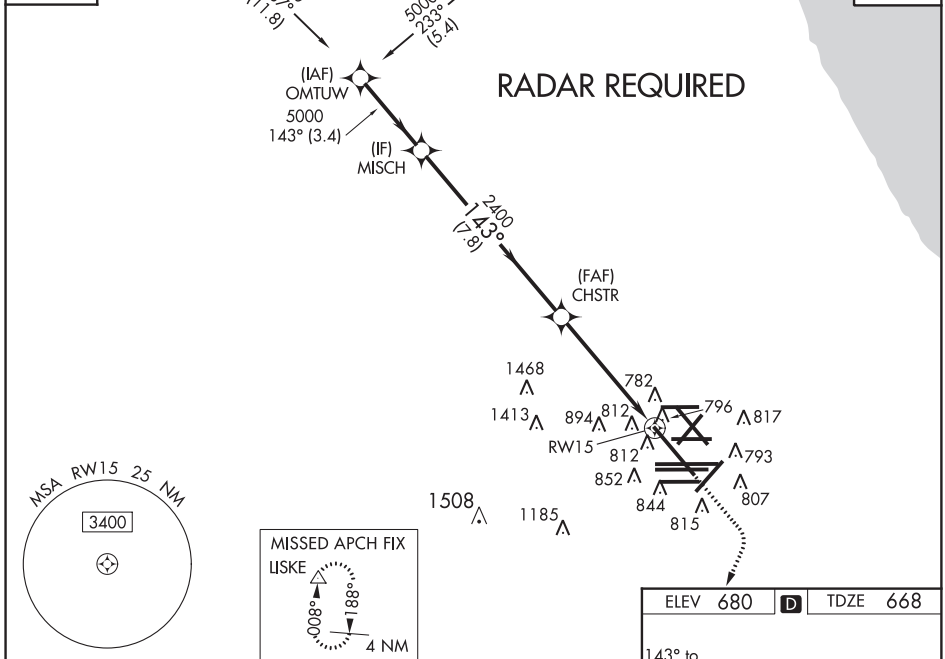


MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct LISKE and hold.

CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (Rwy 9L/27R) 128.15 348.0 (10R/28L) 133.0 348.0 (CENTER) 120.75 121.15 126.9 132.7 348.0	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRS) 226.675	(TWR CENTER) (OBND) 121.75 (IBND) 121.9 134.15	CLNC DEL 121.6
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ATIS 135.4 282.225
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CPDLC



CATEGORY	A	B	C	D
LPV DA		868/24	200 (200-½)	
LNAV/VNAV DA		1068/45	400 (400-¾)	
LNAV MDA	1180/24	512 (500-½)	1180/55	512 (500-1¼)
CIRCLING	1220-1	540 (600-1)	1220-1½ 540 (600-½)	1240-2 560 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50228 W22B	APP CRS 225°	Rwy Idg TDZE 654 Apt Elev 672	8075
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RNAV (GPS) RWY 22L

CHICAGO-O'HARE INTL (ORD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 39°C (102°F). Simultaneous approach authorized with Rwy 22R. 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.

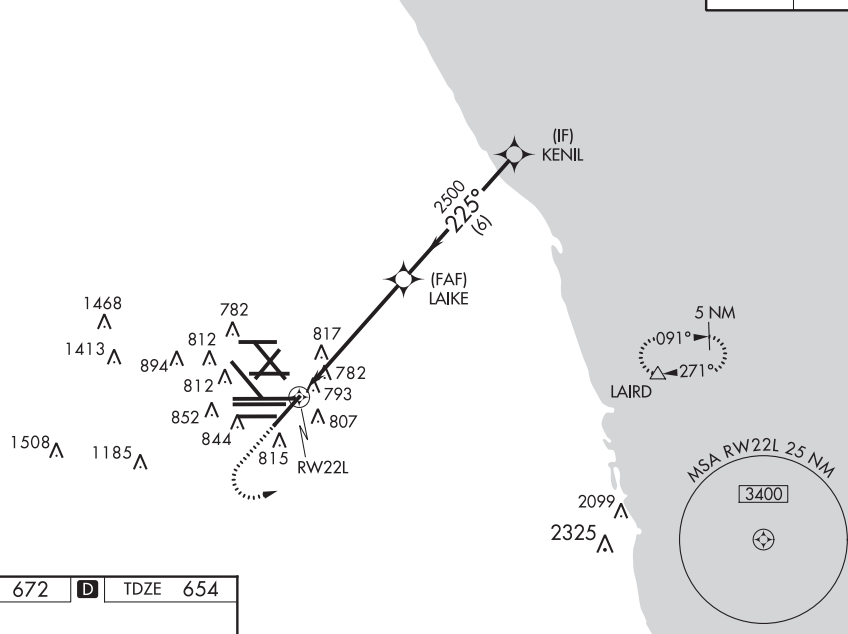


MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct LAIRD and hold, continue climb-in-hold to 4000.

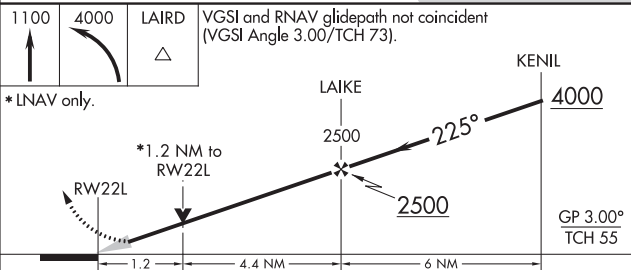
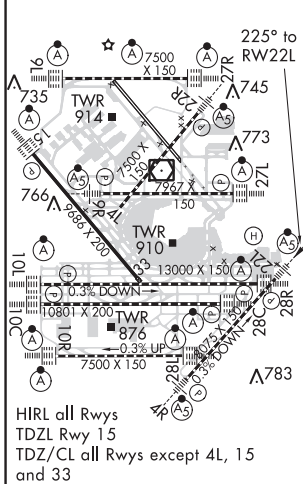
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) 121.75 (OBND) (TWR CENTER) 121.9 (IBND) 134.15
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RADAR REQUIRED

CLNC DEL 121.6	CPDLC
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ELEV 672	D	TDZE 654
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CATEGORY	A	B	C	D
LPV DA		854/24	200 (200-1/2)	
LNAV/VNAV DA		1066/45	412 (400-7/8)	
LNAV MDA	1120/24	466 (500-1/2)	1120/50	466 (500-1)
CIRCLING	1220-1	548 (600-1)	1220-1 1/2 548 (600-1 1/2)	1240-2 568 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-166 (FAA)

16315

WAAS CH 90504 W22A	APP CRS 223°	Rwy Idg 7500 TDZE 652 Apt Elev 672
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RNAV (GPS) RWY 22R

CHICAGO-O'HARE INTL (ORD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 39°C (102°F). Simultaneous approach authorized with Rwy 22L. 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.

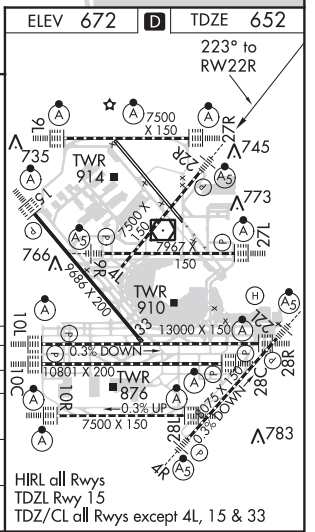
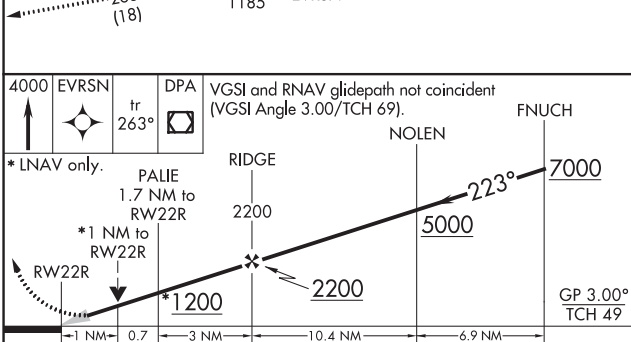
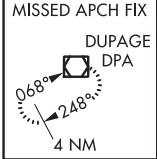
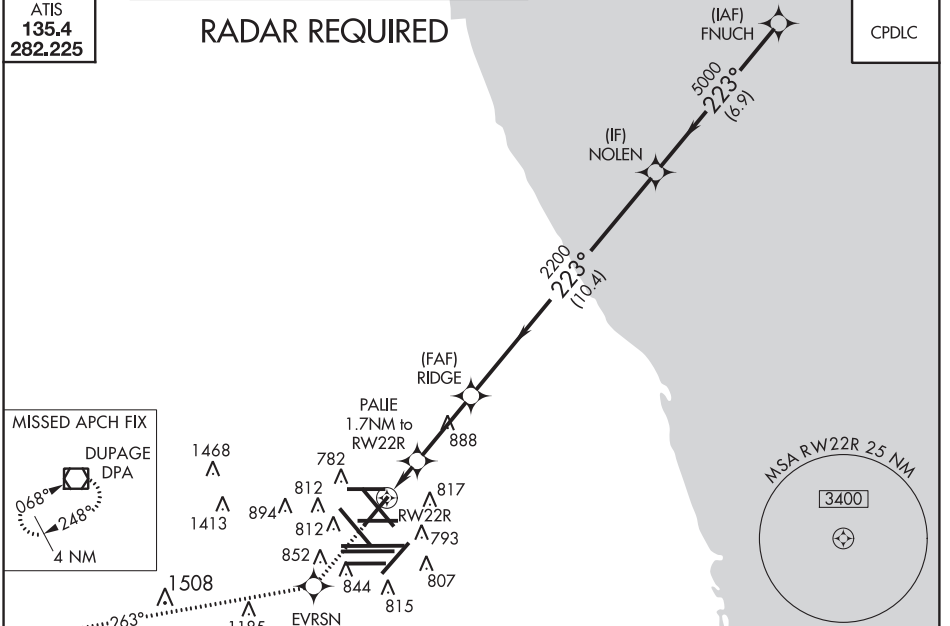


MISSED APPROACH: Climb to 4000 direct EVRSN and on track 263° to DPA VOR/DME and hold.

CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWS)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND) 134.15	CLNC DEL 121.6
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ATIS 135.4 282.225
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RADAR REQUIRED



4000 EVRSN	tr 263°	DPA	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 69).			
* LNAV only.	PALIE 1.7 NM to RW22R	RIDGE 2200	NOLEN	FNUCH 5000	7000	GP 3.00° TCH 49
	*1 NM to RW22R					
	-1 NM - 0.7	-3 NM	-10.4 NM	-6.9 NM		
CATEGORY	A	B	C	D		
LPV DA		852/24	200 (200-½)			
LNAV/VNAV DA		972/32	320 (300-¾)			
LNAV MDA	1040/24	388 (400-½)	1040/35	388 (400-¾)		
CIRCLING	1220-1	548 (600-1)	1220-1½	1240-2	568 (600-2)	

CHICAGO, ILLINOIS
Amdt 2A 29MAY14

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD) RNAV (GPS) RWY 22R

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69508 W27B	APP CRS 273°	Rwy Idg TDZE Apt Elev	7500 664 680
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RNAV (GPS) RWY 27R

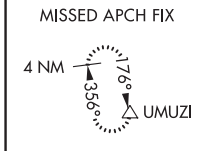
CHICAGO O'HARE INTL (ORD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. 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.



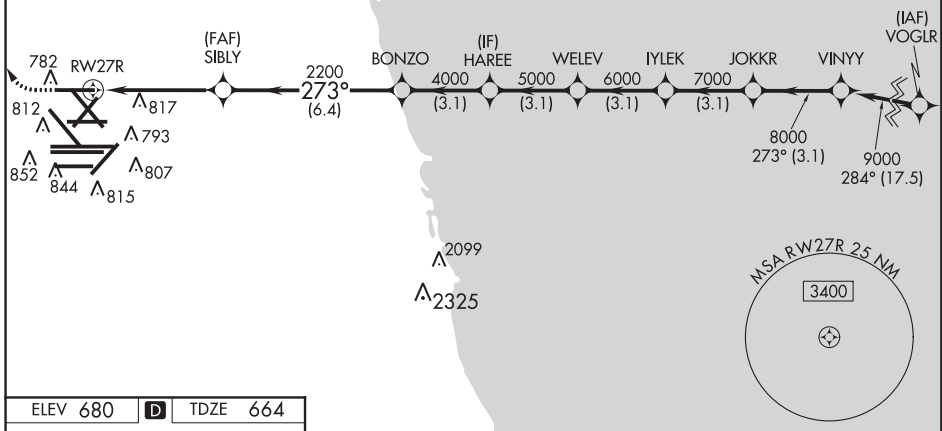
MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct UMUZI and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR CENTER) 124.125 (TWR NORTH) 121.75 (TWR SOUTH) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWRS) 134.15
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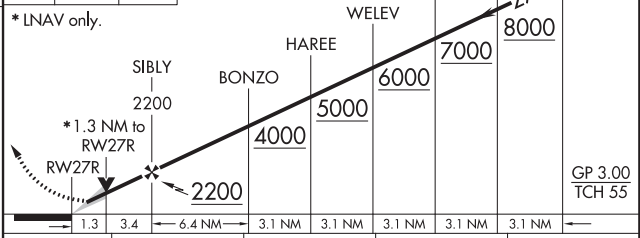
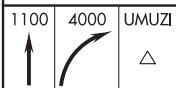
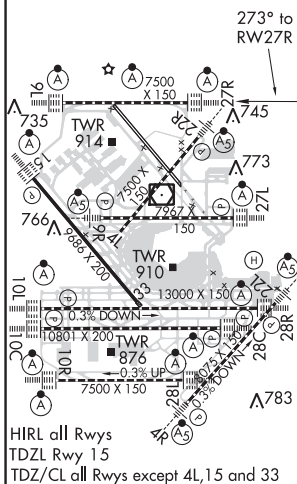


RADAR REQUIRED

CLNC DEL 121.6	CPDLC
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ELEV 680	D	TDZE 664
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CATEGORY	A	B	C	D
LPV DA		864/24	200 (200-1/2)	
LNAV/VNAV DA		961/24	297 (300-1/2)	
LNAV MDA	1120/24	456 (500-1/2)	1120/45	456 (500-7/8)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42634 W28B	APP CRS 273°	Rwy Idg 10801 TDZE 651 Apt Elev 680
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RNAV (GPS) RWY 28C

CHICAGO O'HARE INTL (ORD)

▼ DME/DME RNP-0.3 NA. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF, increase LNAV Cat C and D visibility to RVR 6000.

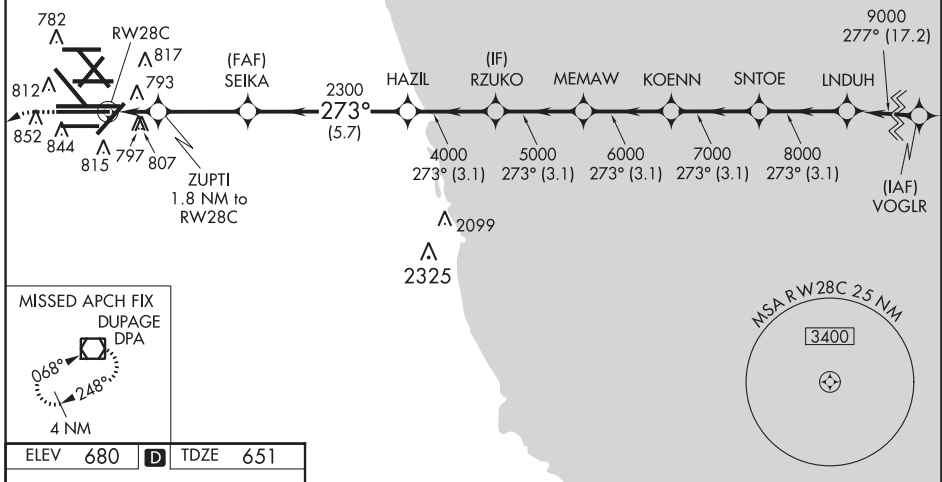


MISSED APPROACH:
Climb to 1100 then
climbing left turn to
4000 direct DPA
VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)				GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) (OBND) 121.75 (IBND) 121.9 134.15
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CLNC DEL 121.6	CPDLC
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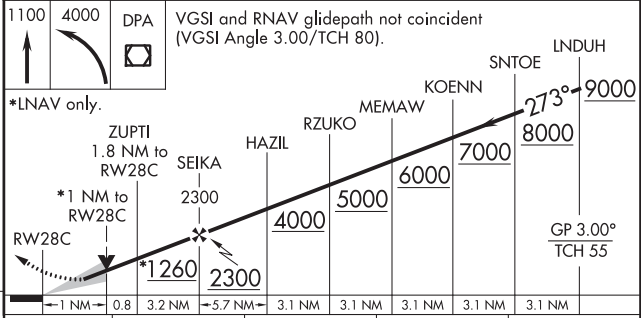
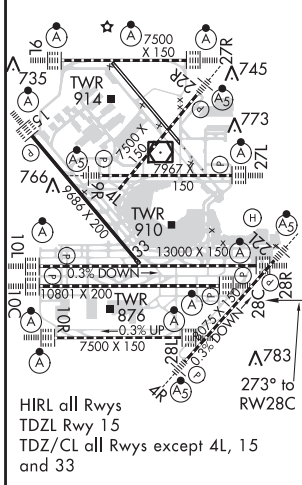
RADAR REQUIRED



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 680	D	TDZE 651
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CATEGORY	A	B	C	D
LPV DA		851/24	200 (200-½)	
LNAV/VNAV DA		1094/50	443 (500-1)	
LNAV MDA	1060/24	409 (400-½)	1060/40	409 (400-¾)

WAAS CH 42804 W28A	APP CRS 273°	Rwy Idg 13000 TDZE 651 Apt Elev 680
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RNAV (GPS) RWY 28R

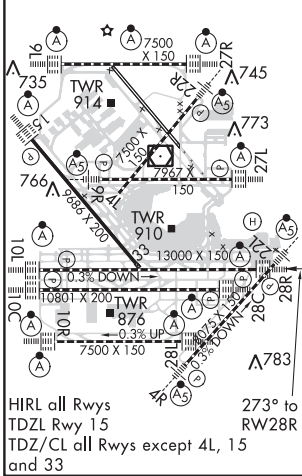
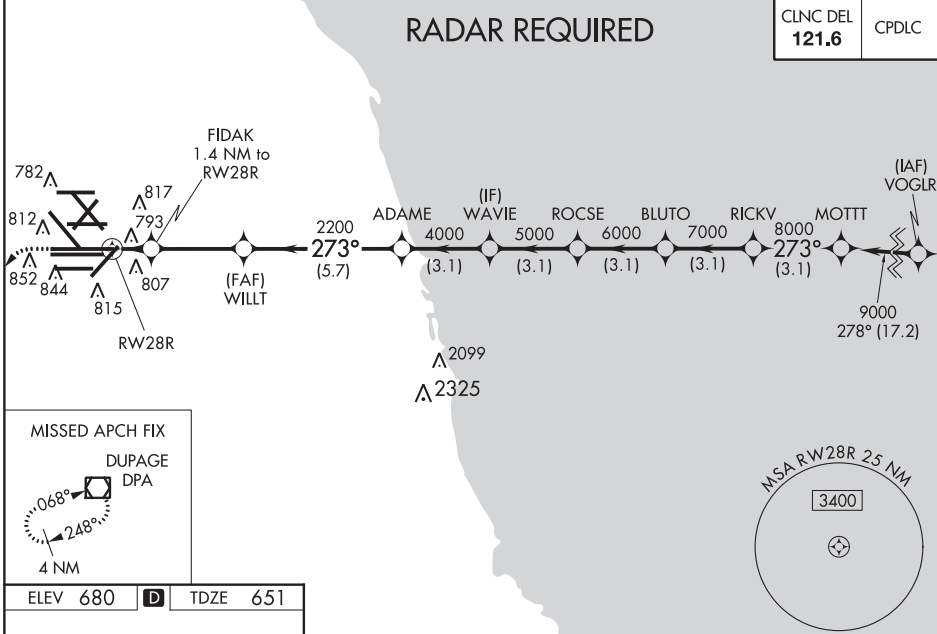
CHICAGO-O'HARE INTL (ORD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1 1/4 mile and LNAV Cats C/D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct DPA VOR/DME and hold.

ATIS 135.4	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) 121.75 (OBND) (IBND) 121.9 134.15
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1200	4000	DPA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 74).
*LNAV only.			
1.4	3.3 NM	5.7 NM	3.1 NM
CATEGORY	A	B	C
LPV DA	851/24		200 (200-1/2)
LNAV/VNAV DA	1041/45		390 (400-7/8)
LNAV MDA	1060/24	409 (400-1/2)	1060/40 409 (400-3/4)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-166 (FAA)

16315

WAAS CH 93839 W28E	APP CRS 275°	Rwy ldg TDZE Apt Elev	7500 667 680
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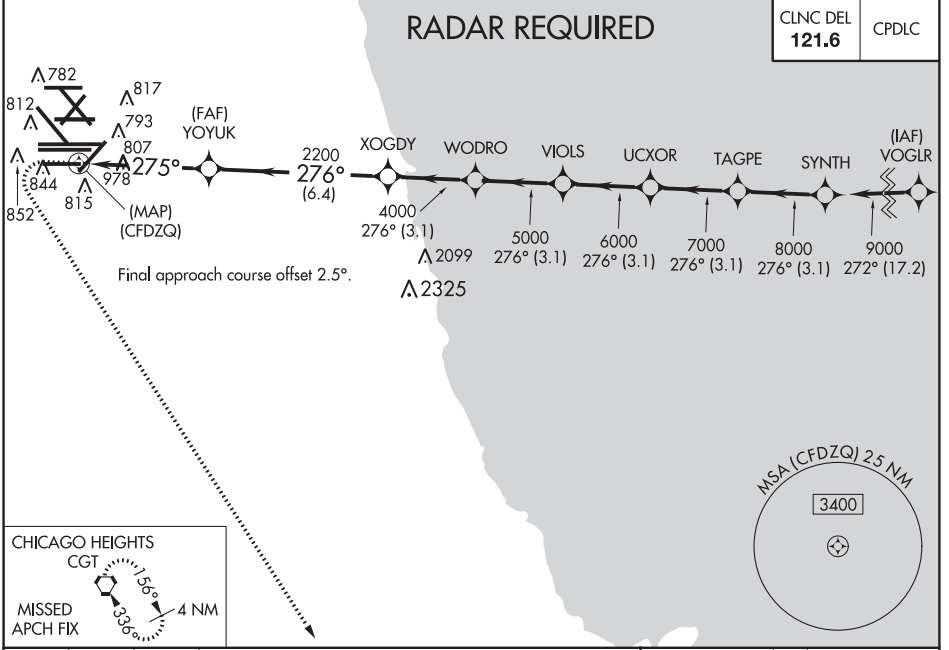
RNAV (GPS) Y RWY 28L

CHICAGO-O'HARE INTL (ORD)

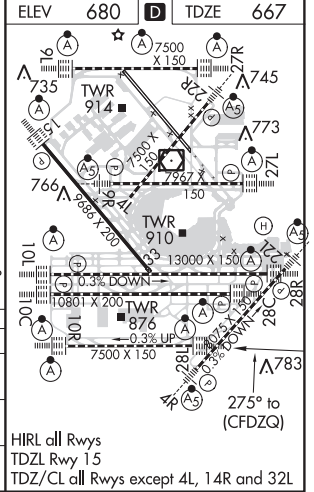
▼ DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-1°F) or above 54°C (130°F).

ALSF-2
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON (TWR CENTER) 124.125 (TWR NORTH) 121.75 (OBND) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWRs) 134.15
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1200	4000	CGT	SYNTH
↑	↶	⬠	
*LNAV only			
1.1	3.6 NM	6.4 NM	3.1 NM
YOYUK	XOGDY	WODRO	VIOLS
2200	4000	5000	6000
TAGPE	UCXOR	TAGPE	SYNTH
8000	7000	9000	
GP 3.00°	TCH 55		
LPV DA	917/24	250 (300-½)	
LNAV/VNAV MDA	995/30	328 (400-⅝)	
LNAV MDA	1060/24	393 (400-½)	1060/35 393 (400-¾)



CHICAGO, ILLINOIS
Orig 10NOV16

41°59'N-87°54'W

RNAV (GPS) Y RWY 28L

CHICAGO-O'HARE INTL (ORD)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77804 W27A	APP CRS 273°	Rwy Idg TDZE Apt Elev	7782 654 680
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RNAV (GPS) Z RWY 27L

CHICAGO O'HARE INTL (ORD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. 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. For inop ALSF-2, increase LNAV Cat C/D visibility to 1½ mile.

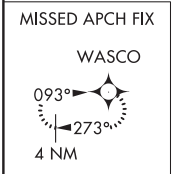
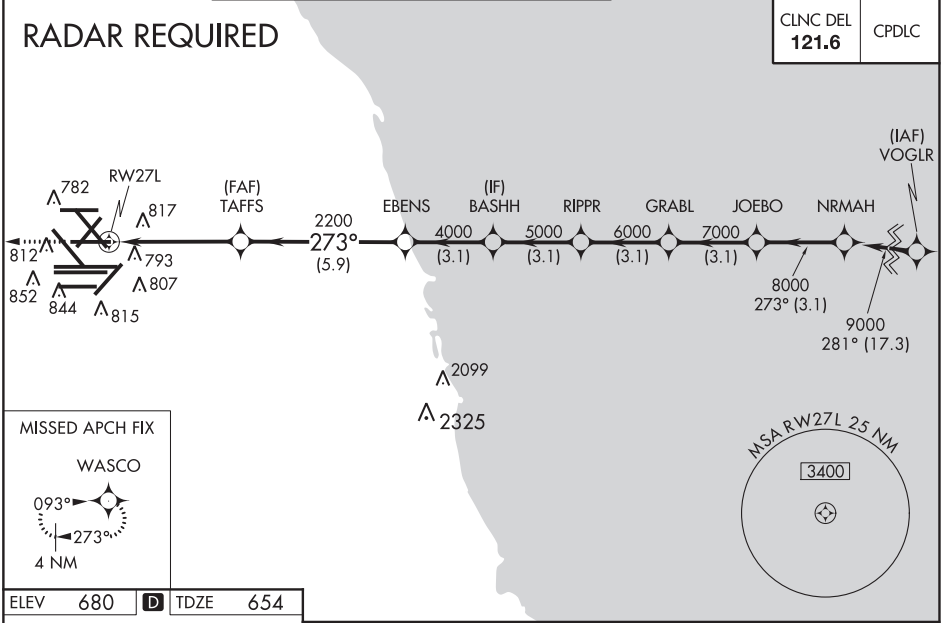


MISSED APPROACH:
Climb to 4000 direct WASC0 and hold.

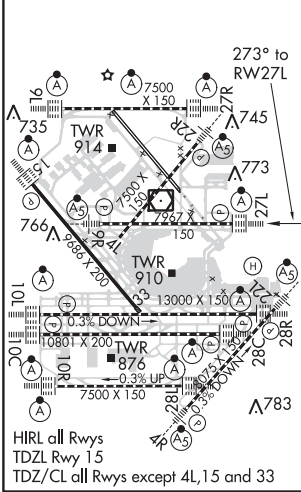
ATIS 135.4	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)				GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) (OBND) 121.75 (IBND) 121.9 134.15
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RADAR REQUIRED

CLNC DEL 121.6	CPDLC
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ELEV 680	D	TDZE 654
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4000	WASC0	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).			
*LNAV only.					
CATEGORY	A	B	C	D	
LPV DA	854/24		200 (200-½)		
LNAV/VNAV DA	1125/60		471 (500-1¼)		
LNAV MDA	1120/24		466 (500-½)		1120/50 466 (500-1)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-166 (FAA)

16315

WAAS CH 65837 W28D	APP CRS 273°	Rwy Idg TDZE Apt Elev	7500 667 680
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RNAV (GPS) Z RWY 28L

CHICAGO-O'HARE INTL (ORD)

▽ DME/DME RNP-0.3 NA. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

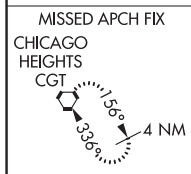
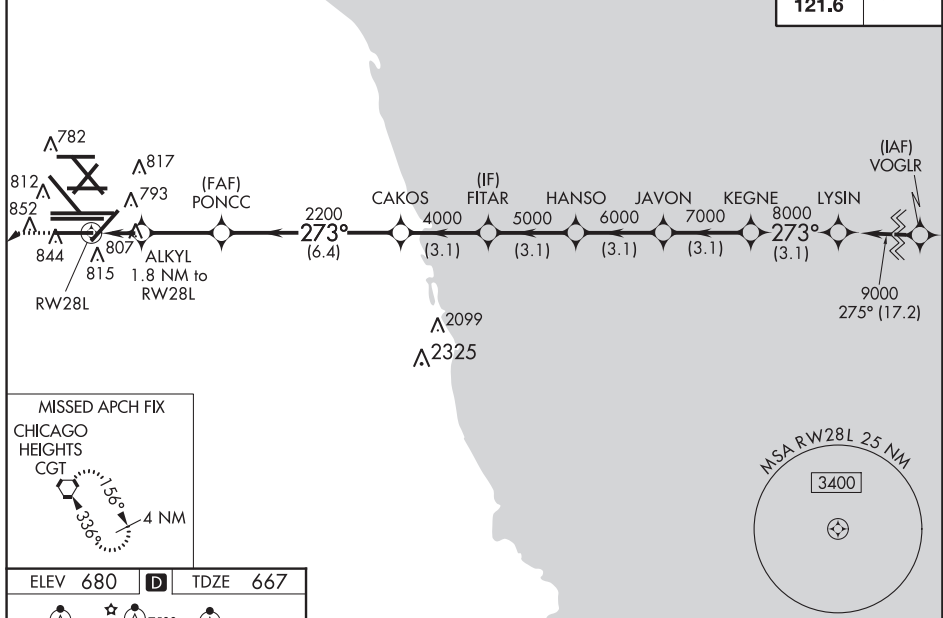
ALSF-2

MISSED APPROACH: Climb 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.

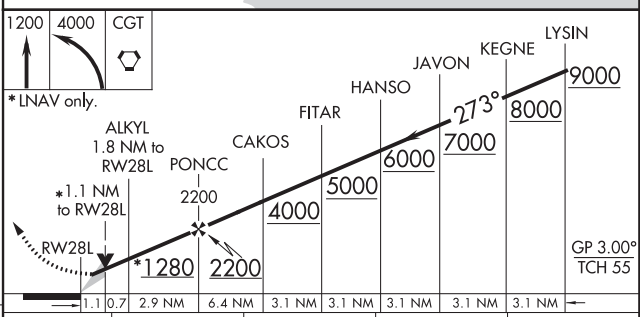
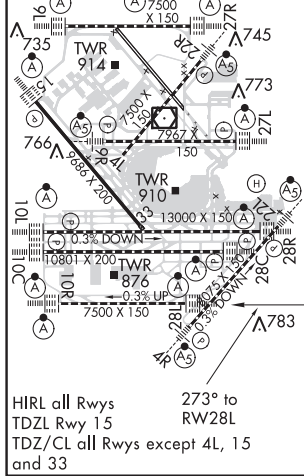
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)				GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) 121.75 (OBND) 121.9 (IBND) 134.15
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RADAR REQUIRED

CLNC DEL 121.6	CPDLC
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ELEV 680	D	TDZE 667
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CATEGORY	A	B	C	D
LPV DA	867/24		200 (200-1/2)	
LNAV/VNAV DA	995/30		328 (400-5/8)	
LNAV MDA	1060/24 393 (400-1/2)		1060/35 393 (400-3/4)	

CHICAGO, ILLINOIS
Orig-A 10NOV16

CHICAGO-O'HARE INTL (ORD)
41°59'N-87°54'W
RNAV (GPS) Z RWY 28L

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-HNA 111.3	APP CRS 042°	Rwy ldg TDZE Apt Elev	7500 658 672
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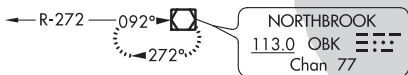
LOC RWY 4L

CHICAGO-O'HARE INTL (ORD)

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct OBK VOR/DME and hold.

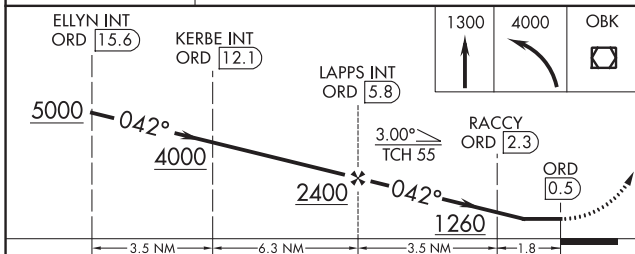
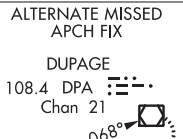
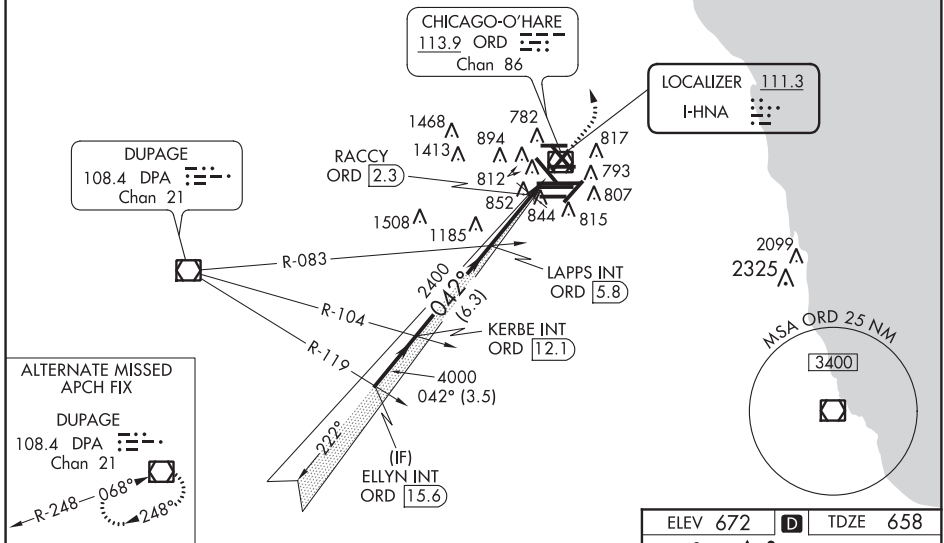
CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 120.75 121.15 126.9 132.7 348.0 (CENTER)	133.0 348.0 (10R/28L) 124.125 (TWR CENTER) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 134.15	CLNC DEL 121.6
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ATIS
135.4
282.225

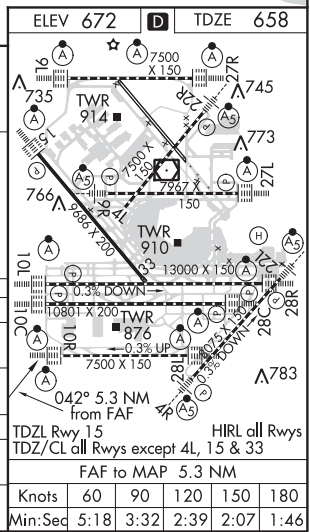


CPDLC

RADAR REQUIRED



CATEGORY	A	B	C	D
S-4L	1260/55 602 (600-1¼)		1260-1¾ 602 (600-1¾)	
CIRCLING	1260-1 588 (600-1)		1260-1¾ 588 (600-1¾)	1260-2 588 (600-2)
RACCY FIX MINIMUMS				
S-4L	1060/55 402 (500-1¼)		1060/60 402 (500-1¼)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-½)	1240-2 568 (600-2)



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ATTENTION ALL USERS PAGE (AAUP)

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ATC facility as soon as practical, but at least 120 miles from destination.

**ILS PRM Rwys 10C, 10R, 28C
RNAV (GPS) PRM Rwys 10C, 10R, 28L, 28C**

NOTE: Rwy 10R PRM and 28L PRM approaches are offset 2.5 degrees.

Briefing Points:

- When assigned a specific PRM approach, tune in the PRM monitor frequency on a secondary radio, set the audio volume, then deselect the audio until switched to the tower frequency. If no communications are heard on the PRM frequency, set the volume by turning to another frequency (i.e. the ATIS) to verify functionality of secondary radio, and return to the PRM monitor frequency.
- When instructed to switch to the tower frequency, select the PRM monitor frequency audio on.
- Descending on the glidepath ensures compliance with any charted crossing restrictions.

EXPANDED PROCEDURES (Optional, brief if necessary)

1. **ATIS.** When the ATIS broadcast advises that simultaneous PRM approaches are in progress, pilots should review the briefing points below in anticipation of the possible assignment of a PRM approach. If later advised to expect an ILS or RNAV (GPS) approach, the PRM chart may be used after noting the following:

- a. Minimums and missed approach procedures are unchanged.
- b. Monitor frequency no longer required.
- c. A lower glidepath intercept altitude may be assigned when advised to expect an ILS or RNAV (GPS) approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a tower and a PRM monitor frequency. The PRM monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. When in range, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communication radio so that transmissions on the PRM monitor frequency can be heard in the event the tower frequency is blocked. Then, deselect the PRM monitor audio. When instructed by ATC to contact the tower, reselect the PRM monitor frequency audio.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- a. **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below the minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance.
- b. **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

CHICAGO, ILLINOIS

AL-166 (FAA)

I LS PRM RWY 10C (CLOSE PARALLEL) CHICAGO-O'HARE INTL (ORD)

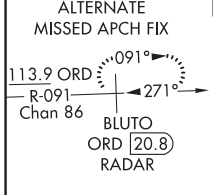
LOC/DME I-SXH 108.95 Chan 26(Y)	APP CRS 093°	Rwy Ldg 10540 TDZE 669 Apt Elev 680
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Simultaneous approach authorized. Procedure NA when glide slope not available. Dual VHF COMM required. See additional requirements on AAUP. DME or radar required.

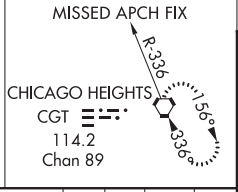
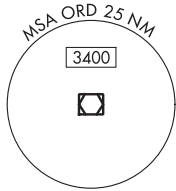
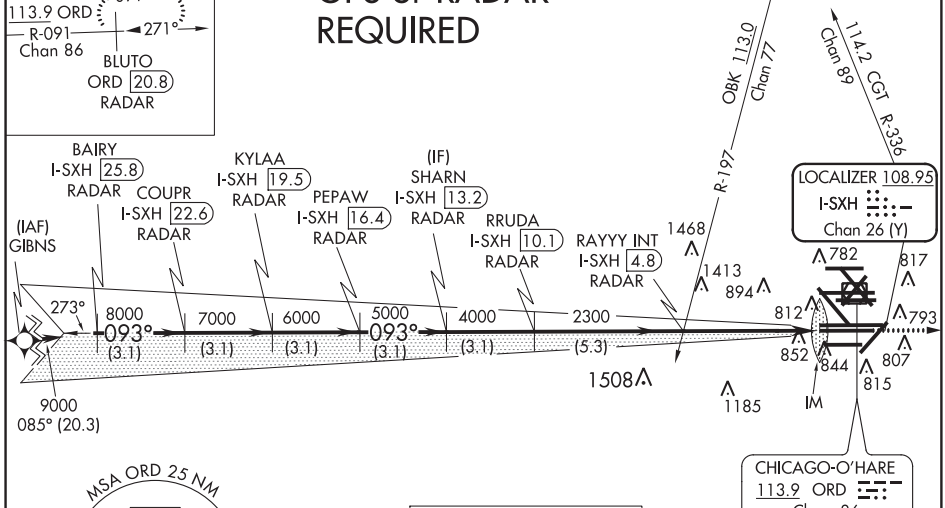
ALSF-2

MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

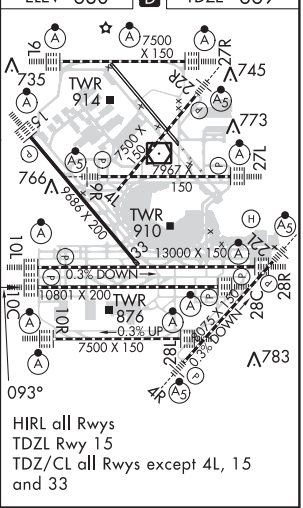
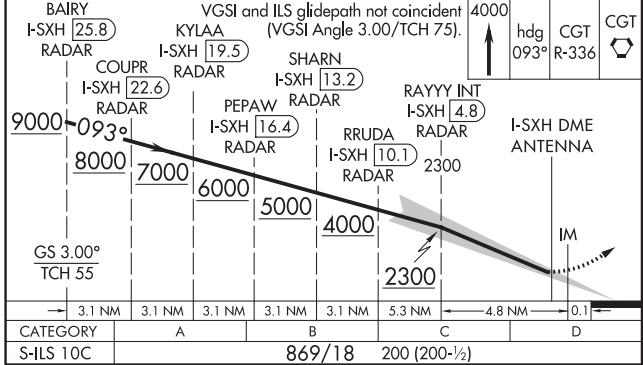
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER) PRM 119.625	GND CON (TWR CENTER) 124.125 (TWR NORTH) 121.75 (OBND) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWRS) 134.15
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GPS or RADAR REQUIRED		CLNC DEL 121.6	CPDLC
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ELEV 680	D	TDZE 669
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EC-3, 10 NOV 2016 to 05 JAN 2017

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CHICAGO, ILLINOIS

AL-166 (FAA)

16315

LOC/DME I-BYW 110.9 Chan 46	APP CRS 091°	Rwy Idg 7500	TDZE 680	Apt Elev 680
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ILS PRM RWY 10R (CLOSE PARALLEL)

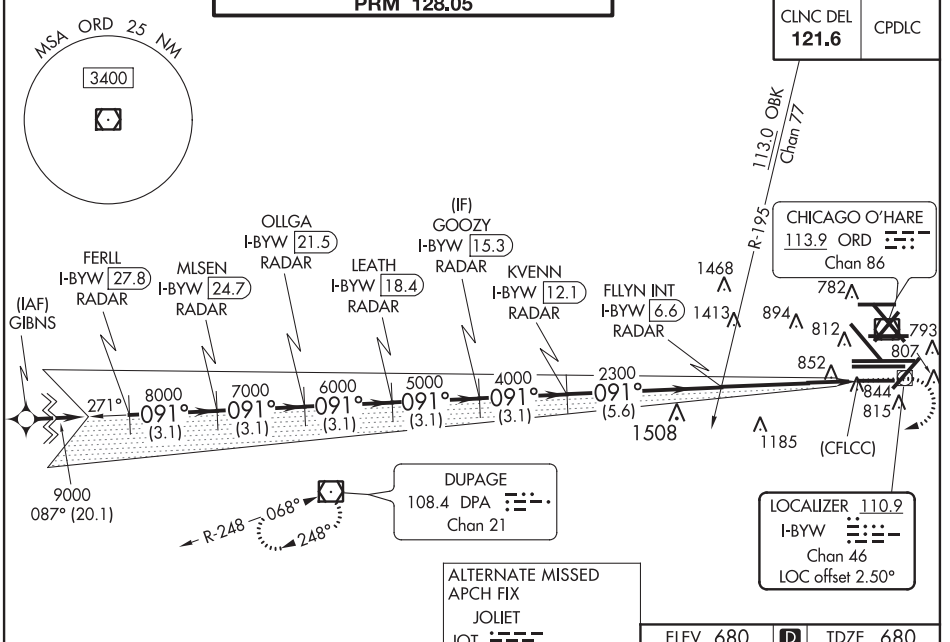
CHICAGO-O'HARE INTL (ORD)

▼ Simultaneous approach authorized. Procedure NA when glide slope not available. Dual VHF COMM required. See additional requirements on AAUP. DME or radar required. Inop table does not apply to S-ILS 10R all Cats. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

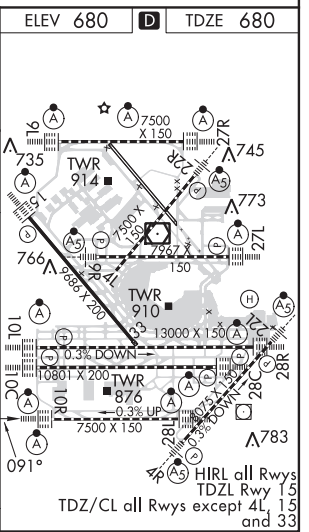
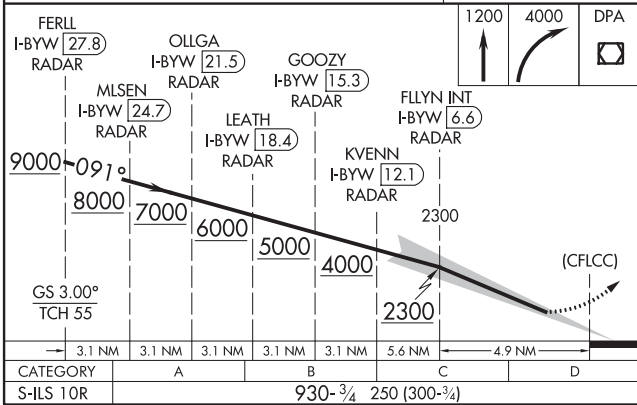
ALSIF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 348.0 (CENTER) PRM 128.05	GND CON (TWR CENTER) 124.125 (TWR NORTH) 121.75 (OBND) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWS) 134.15
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GPS or RADAR REQUIRED



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EC-3, 10 NOV 2016 to 05 JAN 2017

ILS PRM RWY 28C (CLOSE PARALLEL) CHICAGO-O'HARE INTL (ORD)

LOC/DME I-VZE 108.95 Chan 26 (Y)	APP CRS 273°	Rwy Idg 10801 TDZE 651 Apt Elev 680
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▼ DME or Radar required. Simultaneous approach authorized.
Procedure NA when glide slope not available. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2 MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

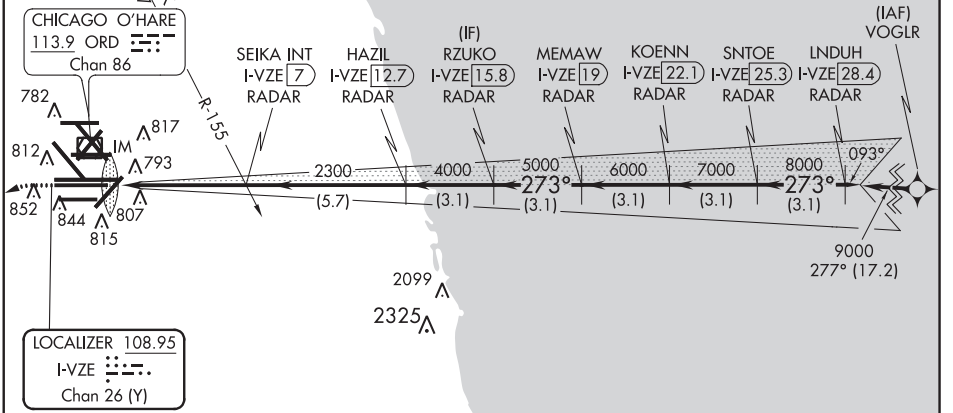
CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER) PRM 119.625	GND CON (TWR CENTER) 121.75 (OBND) (TWR NORTH) 121.9 (IBND) (TWR SOUTH) 134.15 226.675 (ALL TWRs)	CLNC DEL 121.6
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ATIS
135.4
282.225

113.0 ORK
Chan 7

GPS or RADAR REQUIRED

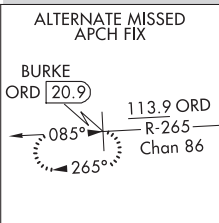
CPDLC



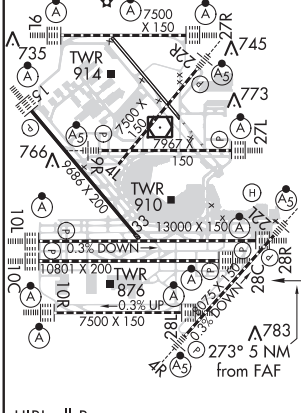
CHICAGO O'HARE
113.9 ORD
Chan 86

LOCALIZER 108.95
I-VZE
Chan 26 (Y)

MISSED APCH FIX
DUPAGE
108.4 DPA
Chan 21



ELEV 680	D	TDZE 651
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HIRL all Rwys
TDZL Rwy 15
TDZ/CL all Rwys except 4L, 15 and 33

1100	4000	DPA R-082	DPA	RZUKO I-VZE 15.8 RADAR	KOENN I-VZE 22.1 RADAR	LNDUH I-VZE 28.4 RADAR
hdg 215°			SEIKA INT I-VZE 7 RADAR	MEMAW I-VZE 19 RADAR	SNTOE I-VZE 25.3 RADAR	LNDUH I-VZE 28.4 RADAR
2300	4000	5000	6000	7000	8000	9000
IM	2300	4000	5000	6000	7000	8000
0.1	4.9 NM	5.7 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY A	B	C	D	GS 3.00° TCH 55		
S-ILS 28C	851/18 200 (200-1/2)					

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80).

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EC-3, 10 NOV 2016 to 05 JAN 2017

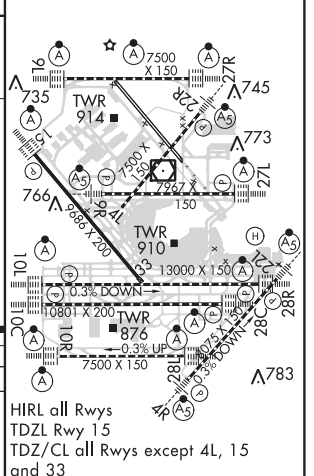
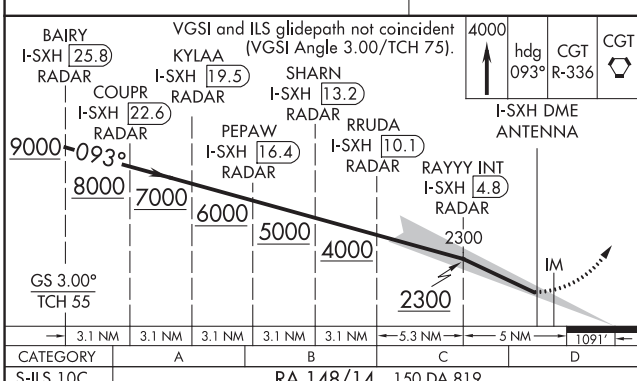
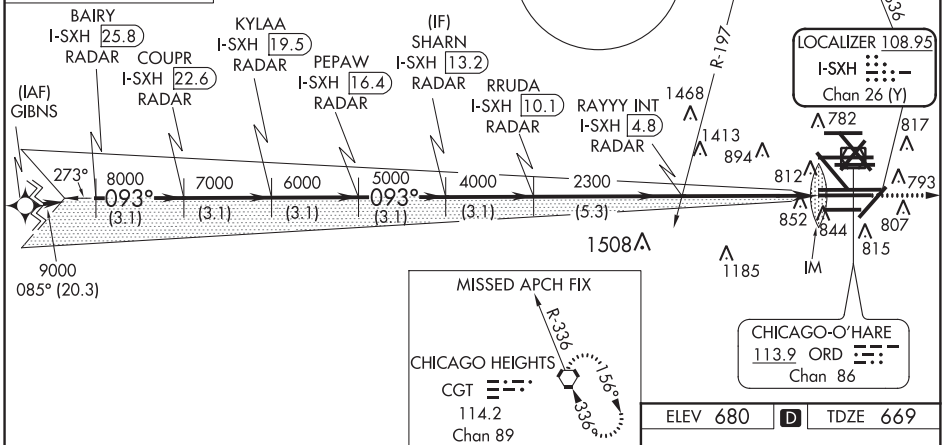
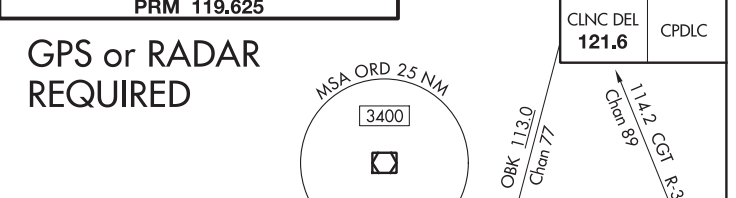
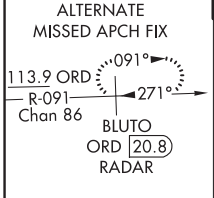
ILS PRM RWY 10C (SA CAT I) (CLOSE PARALLEL) CHICAGO-O'HARE INTL (ORD)

LOC/DME I-SXH 108.95 Chan 26(Y)	APP CRS 093°	Rwy Ldg 10540 TDZE 669 Apt Elev 680
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▽ Simultaneous approach authorized. Procedure NA when glide slope not available. Dual VHF COMM required. See additional requirements on AAUP. DME or radar required. Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH.

ALS-F-2
MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER) PRM 119.625	GND CON (TWR CENTER) 124.125 (TWR NORTH) 121.75 (IBND) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWRs) 134.15
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SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZL Rwy 15
TDZ/CL all Rwys except 4L, 15 and 33

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ILS PRM RWY 28C (SA CAT I)

(CLOSE PARALLEL)

CHICAGO-O'HARE INTL (ORD)

LOC/DME I-VZE 108.95 Chan 26 (Y)	APP CRS 273°	Rwy Idg 10801 TDZE 651 Apt Elev 680
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▼ DME or RADAR required. Simultaneous approach authorized. Procedure NA when glide slope not available. Dual VHF comm required. See additional requirements on AAUP. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

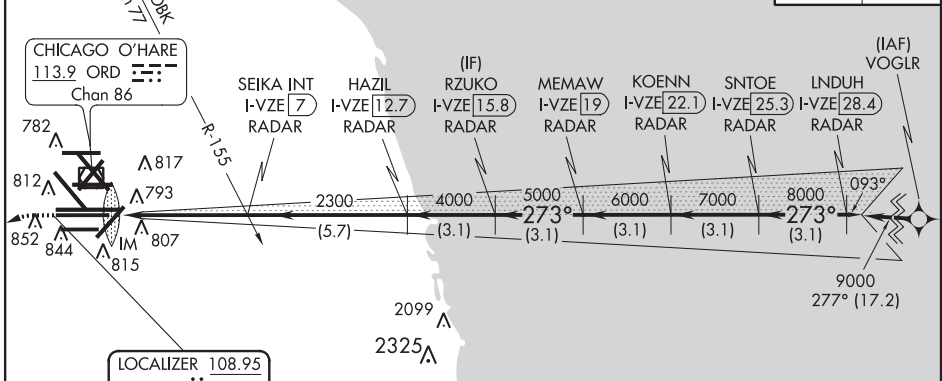
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1
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O'HARE TOWERS					
128.15	348.0 (Rwy 9L/27R)	133.0	348.0 (110R/28L)		
120.75	121.15	126.9	132.7	348.0 (CENTER)	
PRM 119.625					

GND CON (TWR CENTER)	121.75 (CBND)
(TWR NORTH)	121.9 (IBND)
(TWR SOUTH)	134.15
226.675 (ALL TWRs)	

CLNC DEL	CPDLC
121.6	

GPS or RADAR REQUIRED

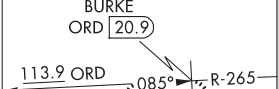


CHICAGO O'HARE 113.9 ORD Chan 86

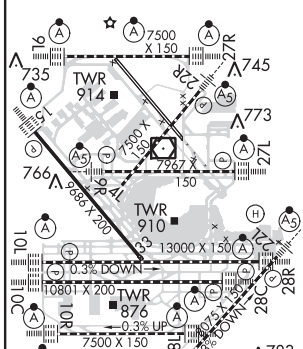
LOCALIZER 108.95 I-VZE Chan 26 (Y)

MISSED APCH FIX DUPAGE 108.4 DPA Chan 21
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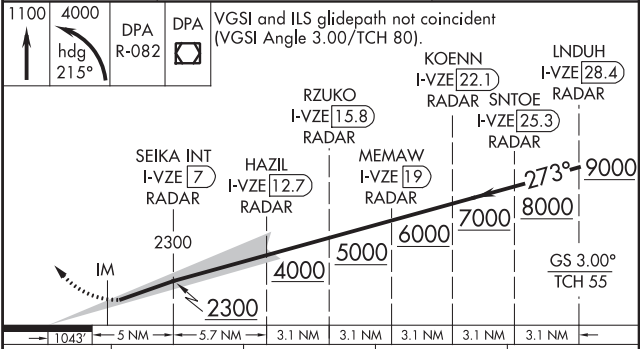
ALTERNATE MISSED APCH FIX



ELEV 680	D	TDZE 651
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HIRL all Rws
TDZL Rwy 15
TDZ/CL all Rws except 4L, 15 and 33



CATEGORY	A	B	C	D
S-ILS 28C	RA 155/14 150 DA 801			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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CHICAGO, ILLINOIS

AL-166 (FAA)

ILS PRM RWY 10C (CAT II & III) (CLOSE PARALLEL)

16315

CHICAGO-O'HARE INTL (ORD)

LOC/DME I-SXH 108.95 Chan 26(Y)	APP CRS 093°	Rwy Ldg TDZE Apt Elev	10540 669 680
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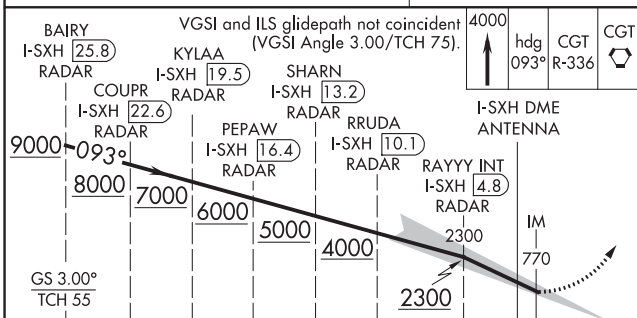
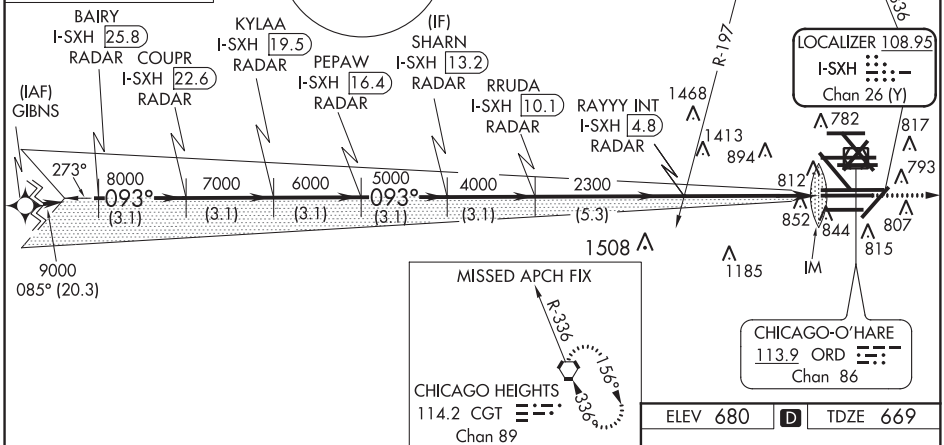
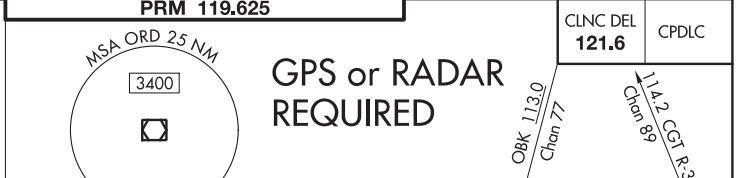
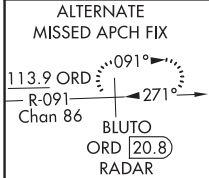
Simultaneous approach authorized. Procedure NA when glide slope not available. Dual VHF COMM required. See additional requirements on AAUP. DME or radar required. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approved and use of Autoland or HUD to touchdown.

ALSF-2
MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

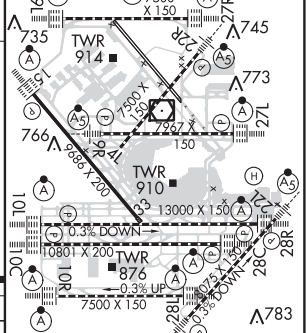
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1
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O'HARE TOWERS	
128.15 348.0 (Rwy 9L/27R)	133.0 348.0 (10R/28L)
120.75 121.15 126.9 132.7 348.0 (CENTER)	
PRM 119.625	

GND CON (TWR NORTH) 124.125	(TWR CENTER) 121.75 (OBND)
(TWR SOUTH) 118.05	(IBND) 121.9
226.675 (ALL TWRs)	
134.15	



ELEV 680	TDZE 669
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GS 3.00° TCH 55	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.3 NM	5 NM	1091'
CATEGORY	A		B		C		D	
S-ILS 10C	CAT II RA 102/12 100 DA 769							
S-ILS 10C	CAT III RVR 06							

HIRL all Rwy's
TDZL Rwy 15
TDZ/CL all Rwy's except 4L, 15 and 33

CHICAGO, ILLINOIS Orig 15OCT15 41°59'N-87°54'W CHICAGO-O'HARE INTL (ORD)

ILS PRM RWY 10C (CAT II & III) (CLOSE PARALLEL)

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EC-3, 10 NOV 2016 to 05 JAN 2017

ILS PRM RWY 28C (CAT II & III) (CLOSE PARALLEL) CHICAGO-O'HARE INTL (ORD)

LOC/DME I-VZE 108.95 Chan 26 (Y)	APP CRS 273°	Rwy Idg 10801 TDZE 651 Apt Elev 680
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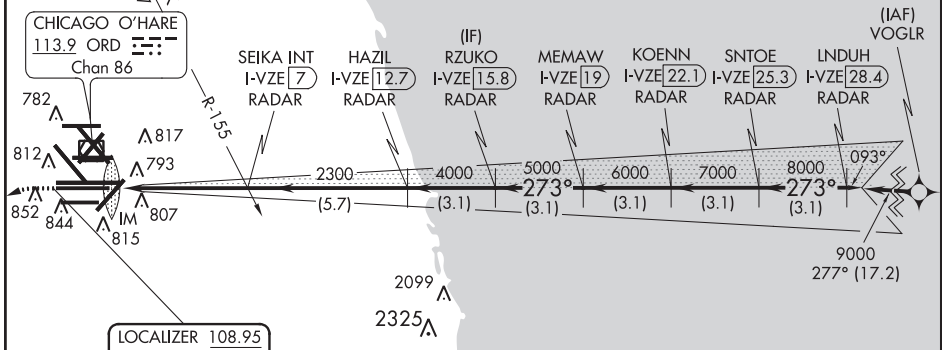
▼ DME or RADAR required. Simultaneous approach authorized. Procedure NA when glide slope not available. Dual VHF comm required. See additional requirements on AAUP. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALS-F-2
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS 135.4	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER) PRM 119.625	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWS)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND) 134.15
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GPS or RADAR REQUIRED

CLNC DEL **121.6** CPDLC

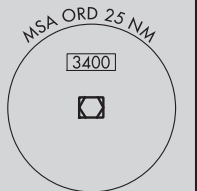
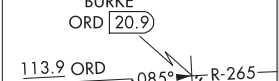


CHICAGO O'HARE
113.9 ORD
Chan 86

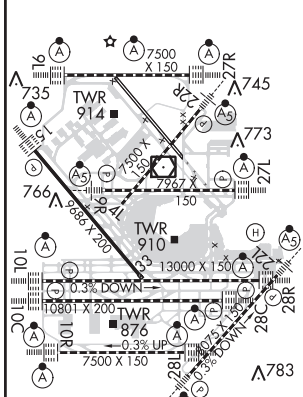
LOCALIZER **108.95**
I-VZE
Chan 26 (Y)

MISSED APCH FIX
DUPAGE
108.4 DPA
Chan 21

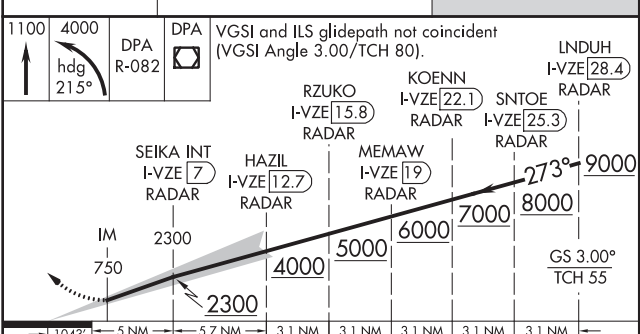
ALTERNATE MISSED APCH FIX



ELEV 680	D	TDZE 651
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HIRL all Rwys
TDZL Rwy 15
TDZ/CL all Rwys except 4L, 15 and 33



CATEGORY	A	B	C	D
S-ILS 28C	CAT II RA 105/12 100 DA 751			
S-ILS 28C	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS


AL-166 (FAA)

RNAV (GPS) PRM RWY 10C (CLOSE PARALLEL)

CHICAGO-O'HARE INTL (ORD)

WAAS CH 81934 W10B	APP CRS 093°	Rwy ldg 10540 TDZE 669 Apt Elev 680
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⚠ DME/DME RNP-0.3 NA. Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

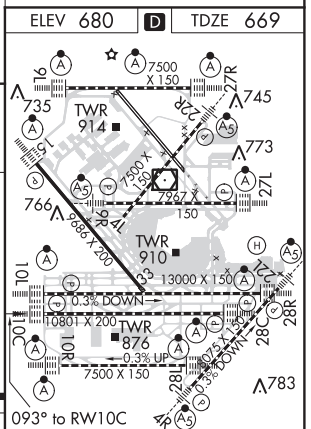
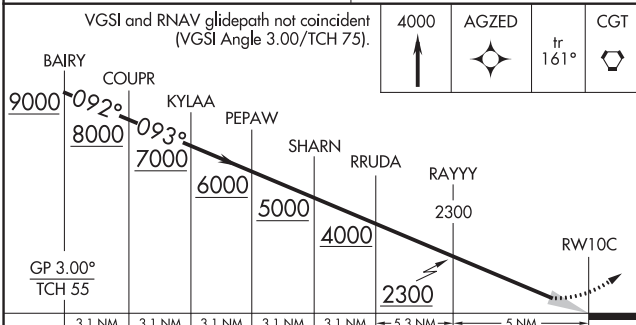
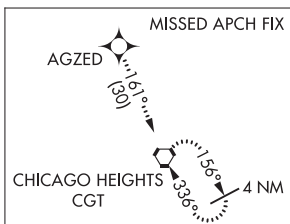
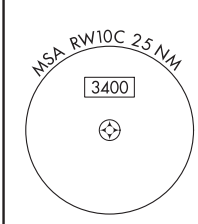
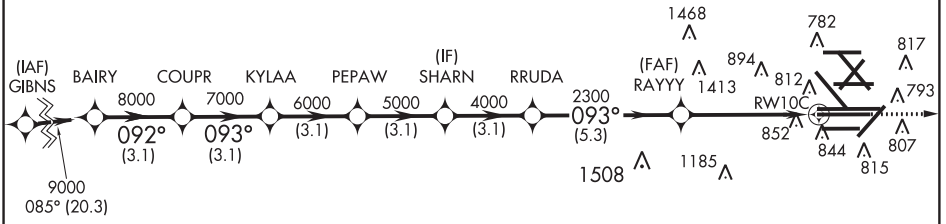
ALSF-2 

MISSED APPROACH: Climb to 4000 direct AGZED and on track 161° to CGT VORTAC and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER) PRM 119.625	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) (OBND) 121.75 (IBND) 121.9 134.15
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CLNC DEL 121.6	CPDLC
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RADAR REQUIRED



	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.3 NM	5 NM
CATEGORY	A		B			C	D
LPV DA			869/24			200 (200-1/2)	
LNAV/VNAV DA			1056/40			387 (400-3/4)	

HIRL all Rwys
TDZL Rwy 15
TDZ/CL all Rwys except 4L, 15 and 33

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS
Orig 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)

RNAV (GPS) PRM RWY 10C (CLOSE PARALLEL)

CHICAGO, ILLINOIS

RNAV (GPS) PRM RWY 10R

(CLOSE PARALLEL)

CHICAGO-O'HARE INTL (ORD)

WAAS CH 77937 W10D	APP CRS 090°	Rwy Idg 7500 TDZE 680 Apt Elev 680
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▼ DME/DME RNP-0.3 NA. Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. Inop table does not apply to LPV all Cats. Helicopter visibility reduction below 3/4 SM NA.

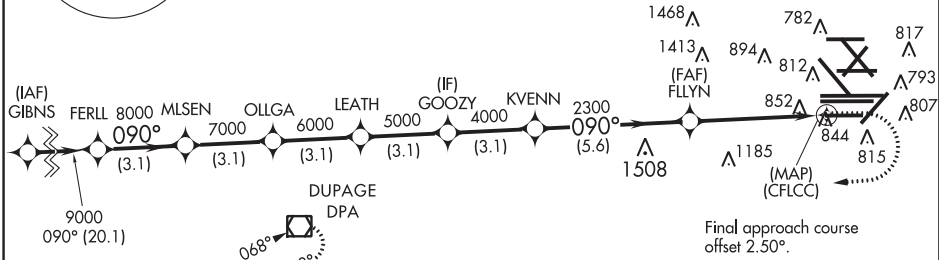
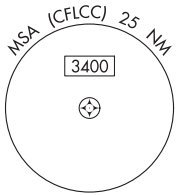
ALSF-2



MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER) PRM 128.05				GND CON (TWR CENTER) 124.125 (TWR NORTH) 121.75 (OBND) 118.05 (TWR SOUTH) 121.9 (IBND) 226.675 (ALL TWRS) 134.15
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CLNC DEL 121.6	CPDLC
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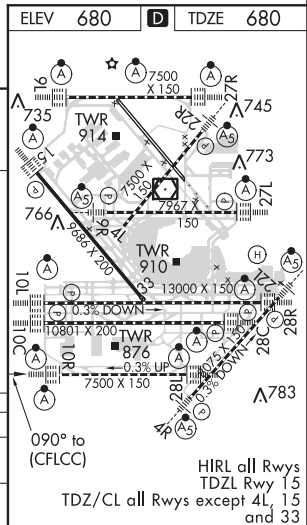


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

	FERLL	MLSN	OLLGA	LEATH	GOOZY	KVENN	FLYNN	(CFLLC)
	9000	8000	7000	6000	5000	4000	2300	
	GP 3.00							
	TCH 55							
	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.6 NM	4.9 NM	
CATEGORY	A		B		C		D	
LPV	DA		930-3/4		250 (300-3/4)			
LNAV/VNAV	DA		1157-1 1/8		477 (500-1 1/8)			



CHICAGO, ILLINOIS
Orig 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)

RNAV (GPS) PRM RWY 10R (CLOSE PARALLEL)

CHICAGO, ILLINOIS

AL-166 (FAA)

RNAV (GPS) PRM Y RWY 28L

(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

WAAS CH 93839 W28E	APP CRS 275°	Rwy Idg 7500 TDZE 667 Apt Elev 680
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▼ 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. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP.



MISSED APPROACH:
Climb to 1200 then climbing left turn to 4000 to CGT VORTAC and hold.

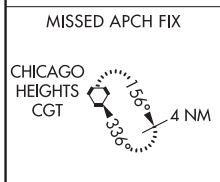
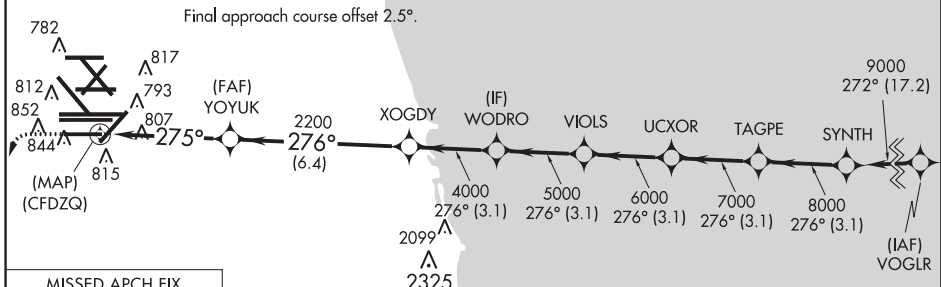
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1
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O'HARE TOWERS			
128.15	348.0 (Rwy 9L/27R)	133.0	348.0 (10R/28L)
120.75	121.15	126.9	132.7
348.0 (CENTER)			
PRM 128.05			

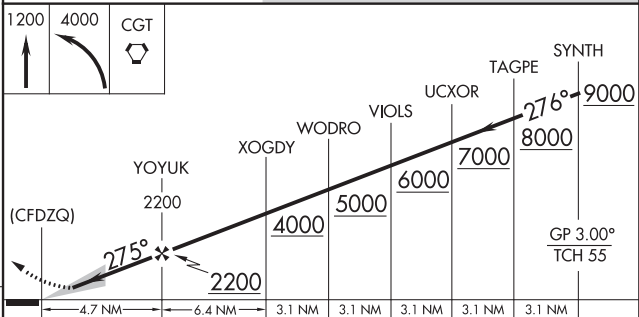
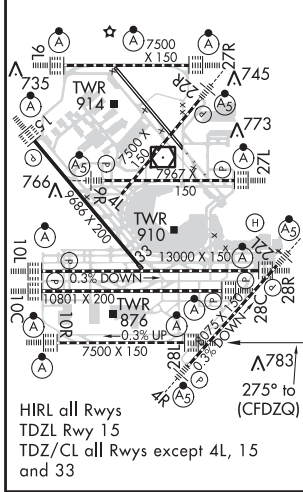
GND CON (TWR NORTH) 124.125	(TWR SOUTH) 118.05	(ALL TWRS) 226.675	(TWR CENTER) (TWR CENTER) 121.75 (OBND)	(TWR CENTER) (TWR CENTER) 121.9 (IBND)	134.15
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CLNC DEL 121.6	CPDLC
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RADAR REQUIRED



ELEV 680	D	TDZE 667
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CATEGORY	A	B	C	D
LPV DA		917/24	250 (300-½)	
LNAV/VNAV DA		995/30	328 (400-¾)	

CHICAGO, ILLINOIS
Orig 10NOV16

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

RNAV (GPS) PRM Y RWY 28L (CLOSE PARALLEL)

EC-3, 10 NOV 2016 to 05 JAN 2017

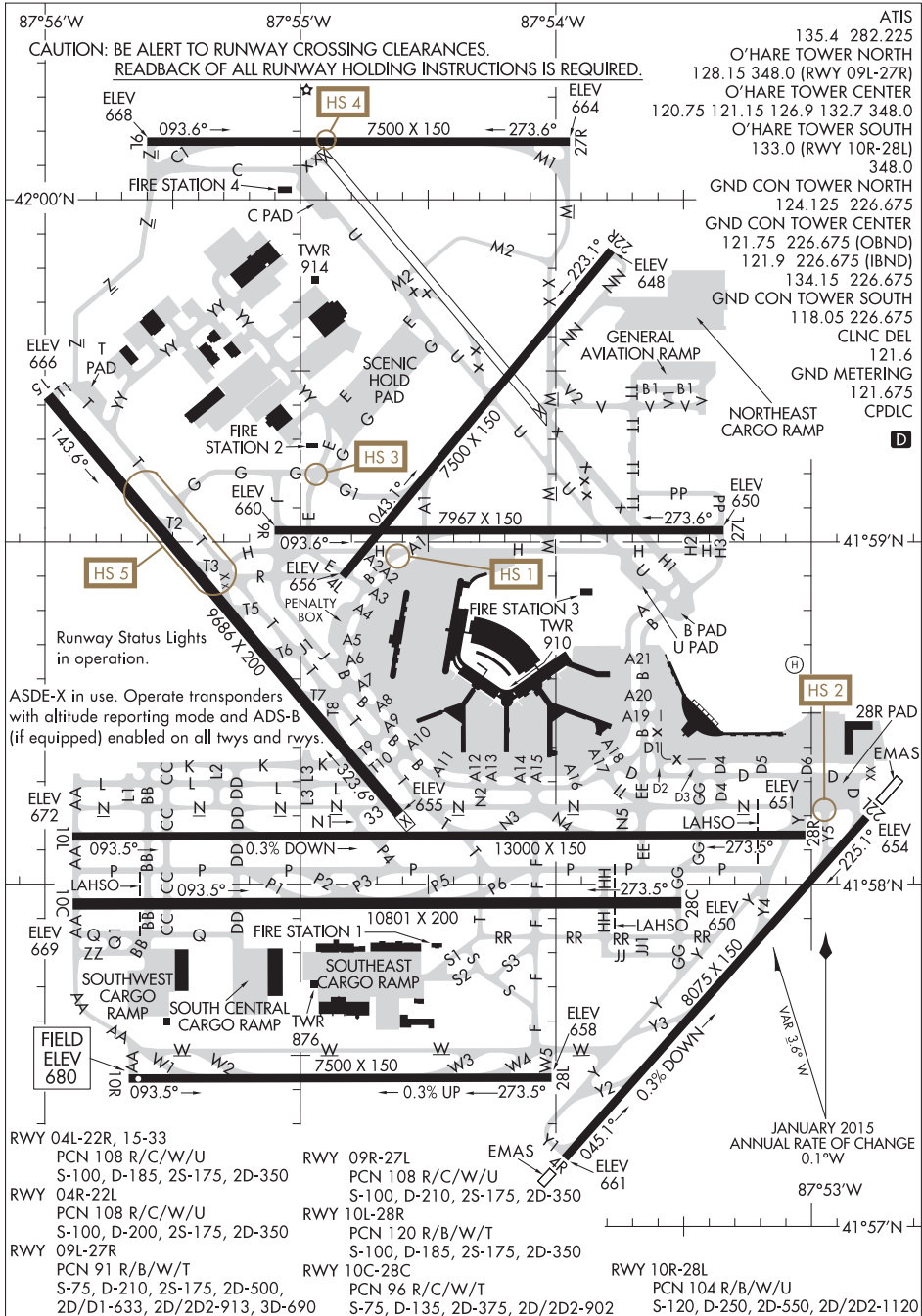
EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-166 (FAA)

CHICAGO O'HARE INTL (O.R.D)

CHICAGO, ILLINOIS



EC-3, 10 NOV 2016 to 05 JAN 2017

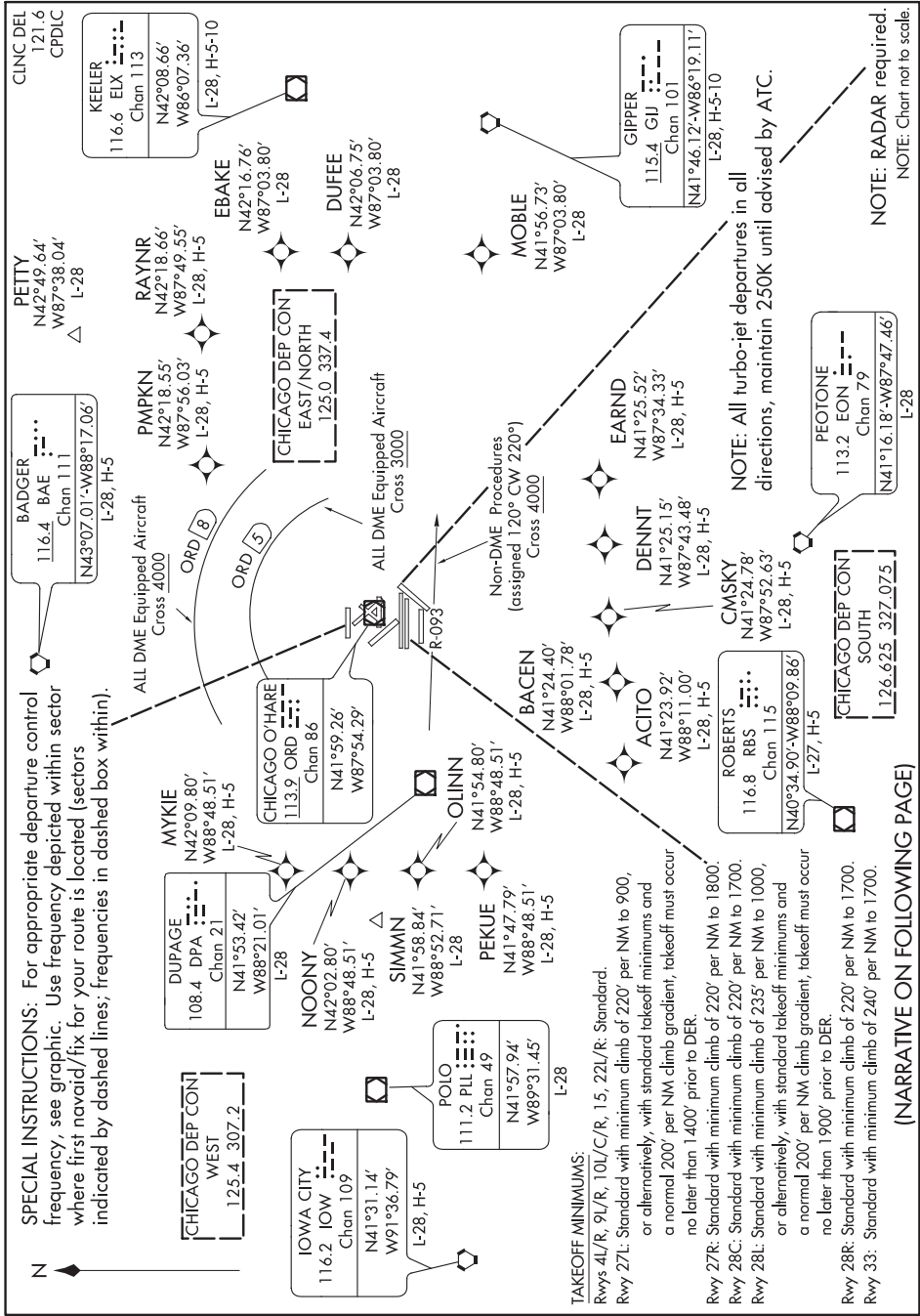
EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CHICAGO, ILLINOIS CHICAGO O'HARE INTL (O.R.D)

O'HARE TWO DEPARTURE

EC-3, 10 NOV 2016 to 05 JAN 2017



O'HARE TWO DEPARTURE

EC-3, 10 NOV 2016 to 05 JAN 2017

(NARRATIVE ON FOLLOWING PAGE)

O'HARE TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect RADAR vectors to first enroute navaid/fix.

Expect clearance to requested altitude/flight level ten minutes after departure.

ALL DME EQUIPPED AIRCRAFT: Cross 5 DME arc of ORD VOR/DME

at or above 3000 MSL, cross 8 DME arc of ORD VOR/DME at or above 4000, maintain 5000 or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

NON-DME PROCEDURES: Aircraft initially assigned heading 120 CW 220, cross DPA VOR/DME R-093 at or above 4000, maintain 5000 or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

TAKEOFF OBSTACLES NOTES:

- Rwy 4L: Tower on building 3301' from DER, 1207' right of centerline, 109' AGL/750' MSL.
- Rwy 4R: Taxiing aircraft 152' from DER, 328' left of centerline, up to 80' AGL/735' MSL.
Trees 809' from DER, 611' right of centerline, up to 36' AGL/675' MSL.
- Rwy 9L: Building 2771' from DER, 1233' right of centerline, 94' AGL/745' MSL.
- Rwy 9R: Pole 876' from DER, 688' right of centerline 29' AGL/673' MSL.
- Rwy 10C: Glideslope antenna 1170' from DER, 777' left of centerline, 41' AGL/694' MSL.
- Rwy 10L: Taxiing aircraft 32' from DER, 440' left of centerline, up to 80' AGL/735' MSL.
Sign and tower on building beginning 2517' from DER, 731' right of centerline, up to 88' AGL/732' MSL. Tower 3957' from DER, 1289' right of centerline, 127' AGL/771' MSL.
- Rwy 10R: Fences beginning 10' from DER, 44' right of centerline, up to 12' AGL/665' MSL.
Bush, fences, and poles beginning 34' from DER, 195' left of centerline, up to 26' AGL/686' MSL.
Trees beginning 2202' from DER, 587' right of centerline, up to 71' AGL/724' MSL.
Tower 4381' from DER, 1537' right of centerline, 138' AGL/783' MSL.
- Rwy 15: Taxiing aircraft 1105' from DER, 766' right of centerline, up to 80' AGL/736' MSL.
- Rwy 22R: Taxiing aircraft 34' from DER, 429' left of centerline, up to 80' AGL/736' MSL.
- Rwy 27L: Taxiing aircraft 70' from DER, 407' left of centerline, up to 80' AGL/740' MSL.
Pole 5553' from DER, 1833' left of centerline, 143' AGL/805' MSL.
- Rwy 27R: Obstruction light on tank 1509' from DER, 887' left of centerline, 56' AGL/726' MSL.
Elevator 2778' from DER, 1021' left of centerline, 111' AGL/776' MSL.
- Rwy 28C: Trees begining 2373' from DER, 696' left of centerline, up to 89' AGL/768' MSL.
Trees 2559' from DER, 256' right of centerline, up to 58' AGL/737' MSL.
- Rwy 28L: Terrain and bush beginning 5' from DER, 352' right of centerline, up to 4' AGL/692' MSL.
Poles beginning 244' from DER, 471' right of centerline, up to 38' AGL/707' MSL.
Railroad beginning 590' from DER, 639' left of centerline, up to 23' AGL/700' MSL.
Poles and trees beginning 1500' from DER, 721' left of centerline, up to 79' AGL/758' MSL.
- Rwy 33: Pole 1993' from DER, 790' left of centerline, 45' AGL/716' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

O'HARE TWO DEPARTURE

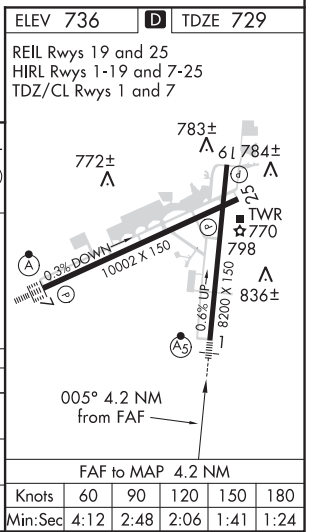
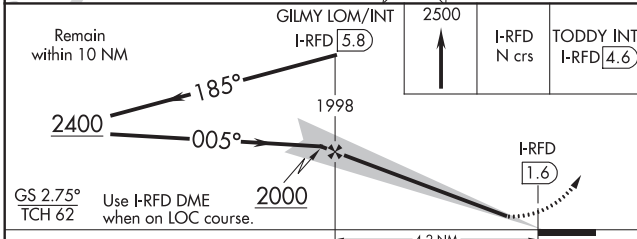
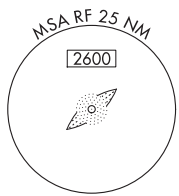
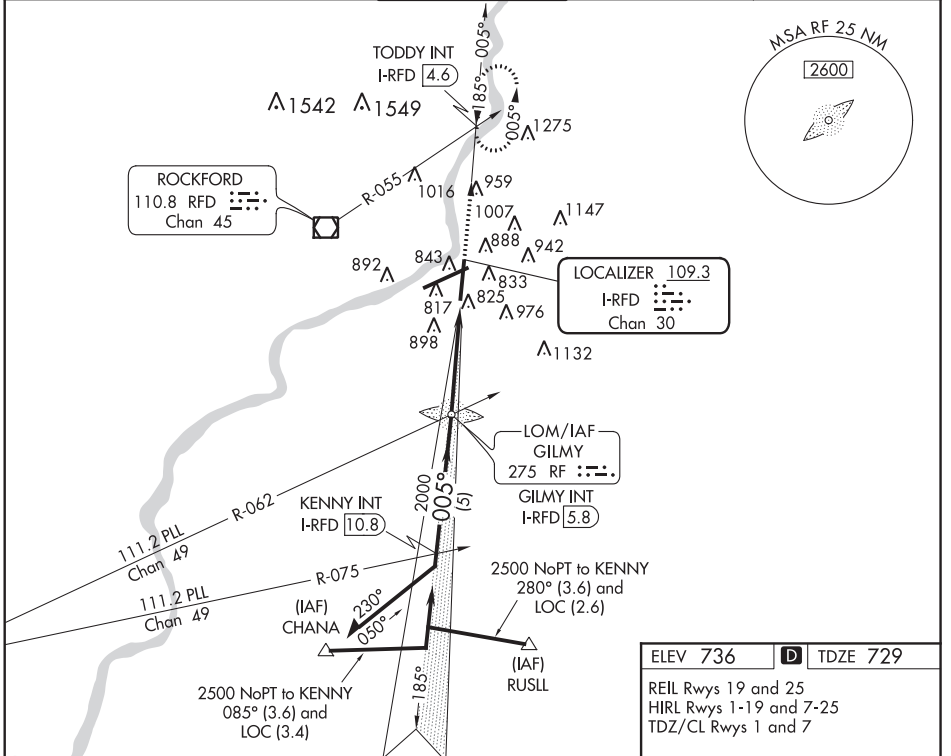
LOC/DME I-RFD 109.3 Chan 30	APP CRS 005°	Rwy Idg 8199 TDZE 729 Apt Elev 736
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ILS or LOC RWY 1

CHICAGO/ROCKFORD INTL (RFD)

ASR	MALSR	MISSED APPROACH: Climb to 2500 via I-RFD North course to TODDY INT/I-RFD 4.6 DME and hold.
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ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.1 239.0	GND CON 121.9 239.0	CLNC DEL 119.25
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CATEGORY	A	B	C	D
S-ILS 1	929/24		200 (200-½)	
S-LOC 1	1140/24	411 (500-½)	1140/40	411 (500-¾)
CIRCLING	1220-1 484 (500-1)	1240-1 504 (600-1)	1240-1½ 504 (600-1½)	1320-2 584 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

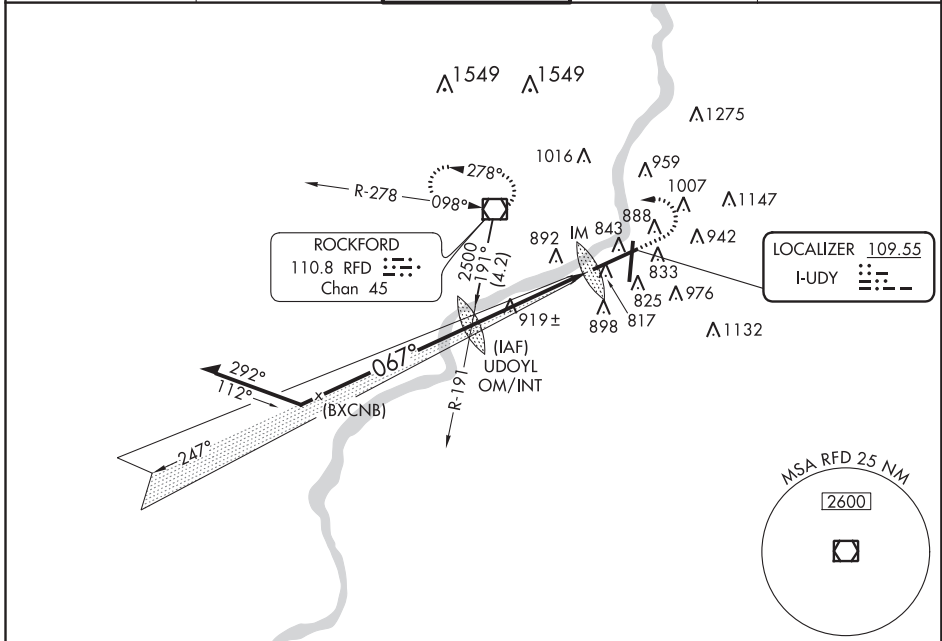
EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-UDY 109.55	APP CRS 067°	Rwy Idg 10002 TDZE 742 Apt Elev 742
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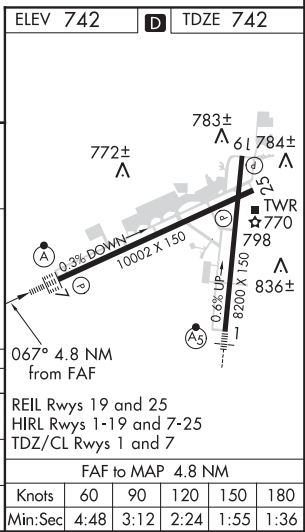
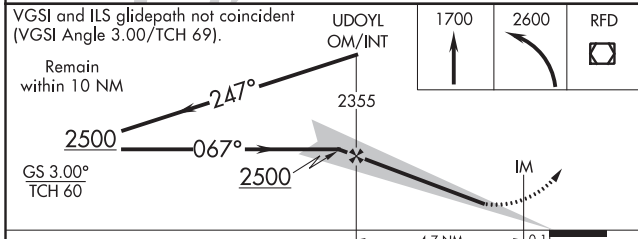
ILS or LOC RWY 7
CHICAGO/ROCKFORD INTL (RFD)

ASR	ALSIF-2	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.
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ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.1 239.0	GND CON 121.9 239.0	CLNC DEL 119.25
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ELEV 742		TDZE 742
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CATEGORY	A	B	C	D
S-ILS 7	942/18		200 (200-½)	
S-LOC 7	1200/24		458 (500-½)	
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

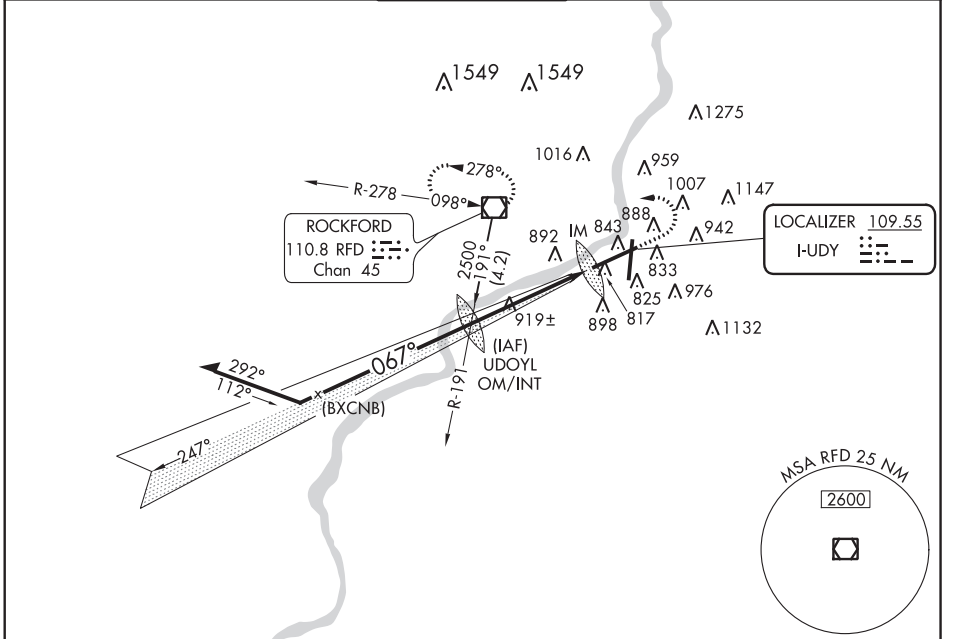
REIL Rwy 19 and 25	HIRL Rwy 1-19 and 7-25				
TDZ/CL Rwy 1 and 7					
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

LOC I-UDY	APP CRS	Rwy Idg	1000Z
109.55	067°	TDZE	742
		Apt Elev	742

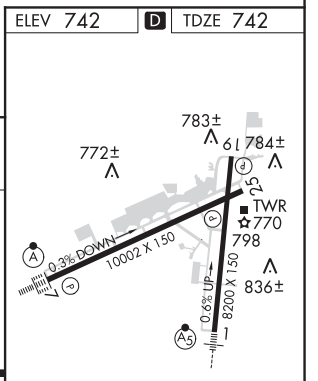
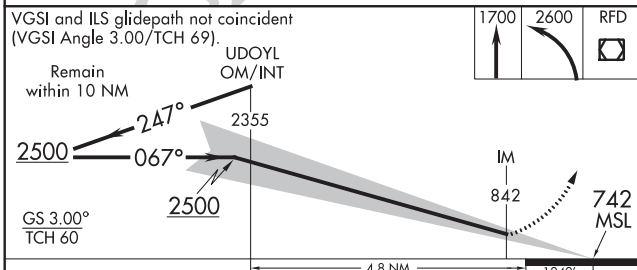
ILS RWY 7 (SA CAT I)
CHICAGO/ROCKFORD INTL (RFD)

 Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH.	 ALS-F-2	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.

ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.1 239.0	GND CON 121.9 239.0	CLNC DEL 119.25
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ELEV 742		TDZE 742
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CATEGORY	A	B	C	D
S-ILS 7	RA 164/14 150 DA 892			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25
TDZ/CL Rwy 1 and 7

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

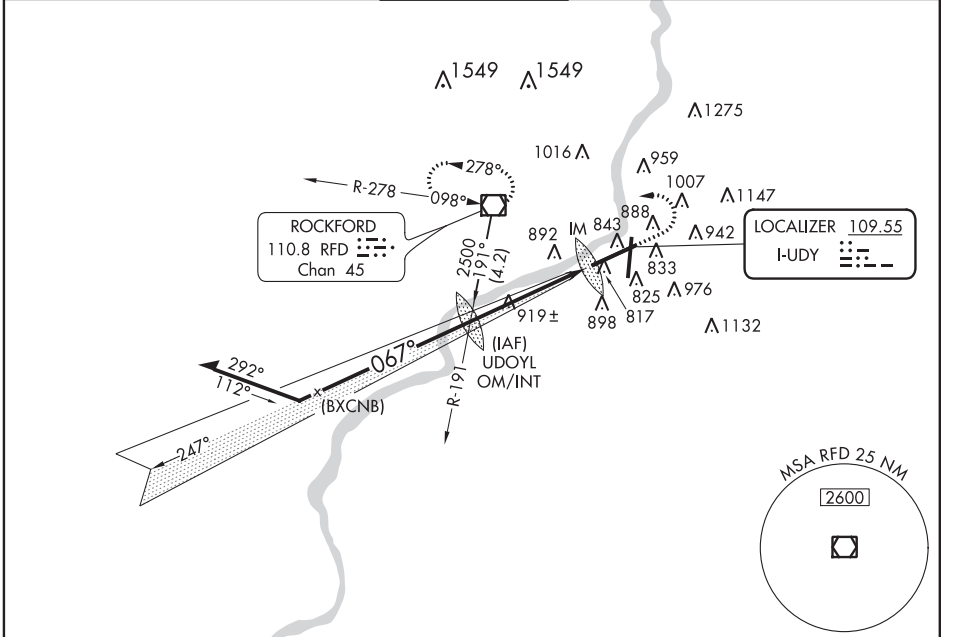
LOC I-UDY	APP CRS	Rwy Idg	10002
109.55	067°	TDZE	742
		Apt Elev	742

ILS RWY 7 (CAT II & III)

CHICAGO/ROCKFORD INTL (RFD)

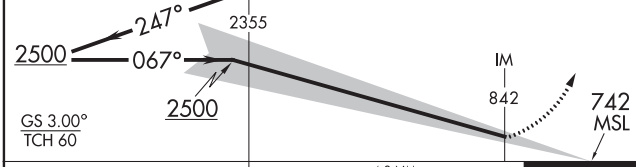
ASR	ALSF-2	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.		

ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.1 239.0	GND CON 121.9 239.0	CLNC DEL 119.25
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).

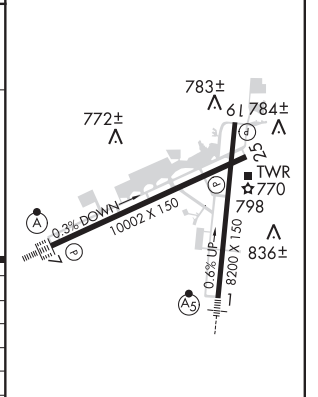
Remain within 10 NM



CATEGORY	A	B	C	D
S-ILS 7		CAT II RA 114/12	100 DA 842	
S-ILS 7		CAT IIIa RVR 07		
S-ILS 7		CAT IIIb RVR 06		
S-ILS 7		CAT IIIc NA		

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 742	TDZE 742
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REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25
TDZ/CL Rwy 1 and 7

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53621 W07A	APP CRS 065°	Rwy Idg 10002 TDZE 742 Apt Elev 742
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RNAV (GPS) RWY 7

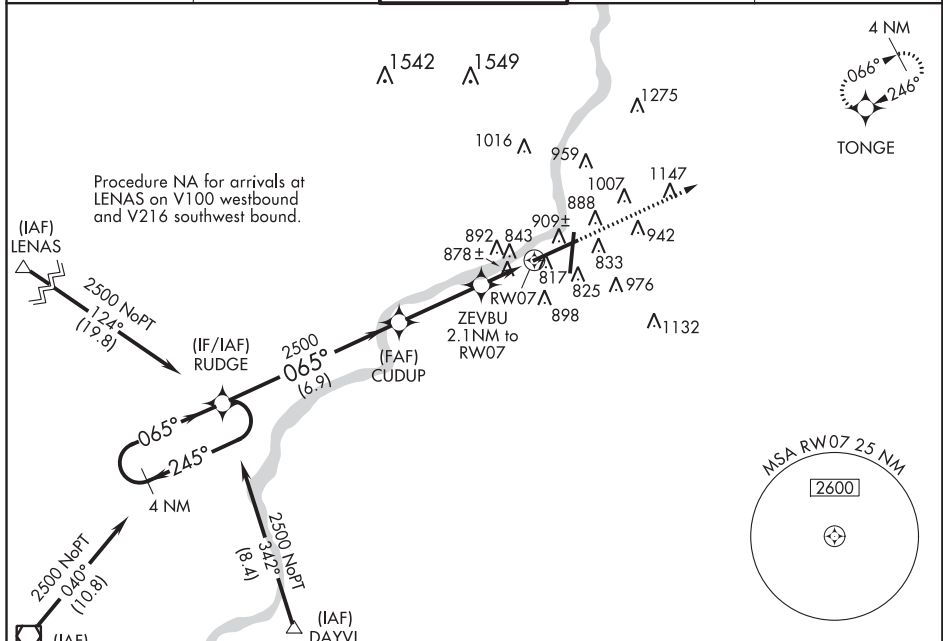
CHICAGO/ROCKFORD INTL (RFD)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.



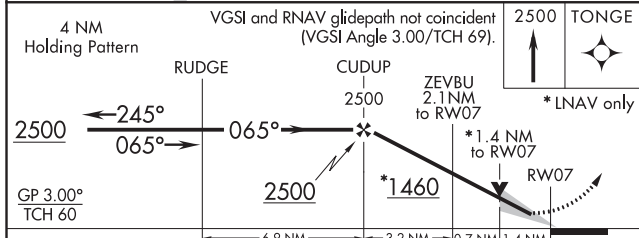
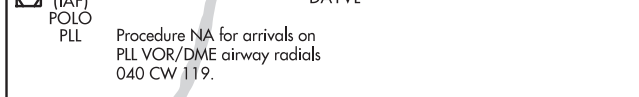
MISSED APPROACH: Climb to 2500 direct TONGE and hold.

ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.1 239.0	GND CON 121.9 239.0	CLNC DEL 119.25
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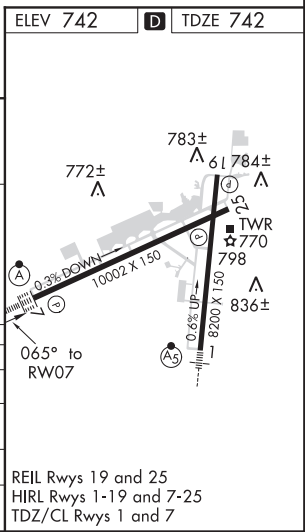


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		942/24	200 (200-½)	
LNAV/VNAV DA		1167/45	425 (500-¾)	
LNAV MDA	1240/24	498 (500-½)	1240/50	498 (500-1)
CIRCLING	1240-1	498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)



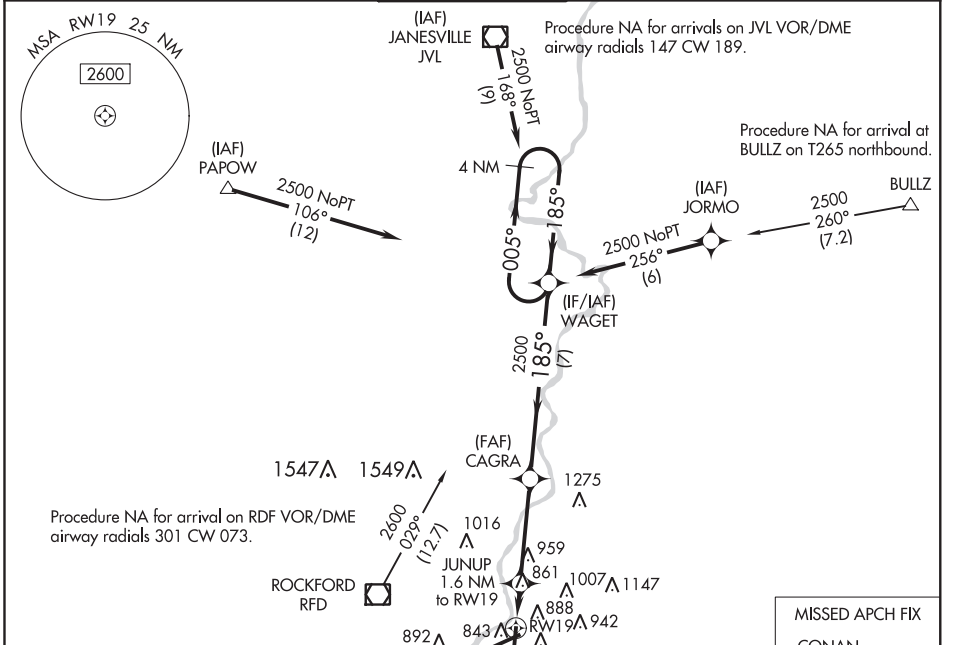
WAAS CH 40435 W19A	APP CRS 185°	Rwy Idg TDZE 736 Apt Elev 742
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RNAV (GPS) RWY 19

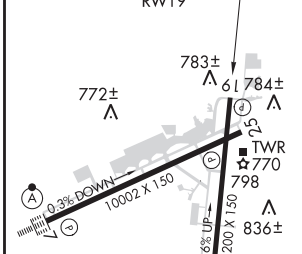
CHICAGO/ROCKFORD INTL (R.F.D)

ASR 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. MISSED APPROACH: Climb to 2500 direct CONAN and hold.

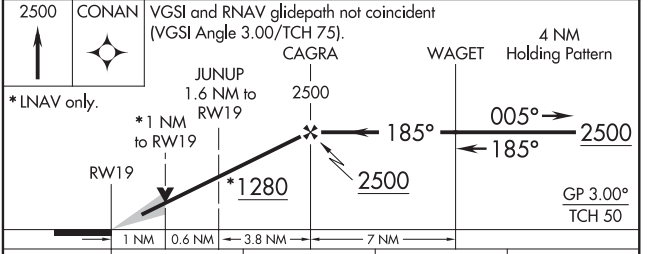
ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.1 239.0	GND CON 121.9 239.0	CLNC DEL 119.25
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ELEV 742	D	TDZE 736
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TDZ/CL Rwy 1, 7
REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25



CATEGORY	A	B	C	D
LPV DA		936-3/4	200 (200-3/4)	
LNAV/VNAV DA		1039-1	303 (300-1)	
LNAV MDA	1120-1	384 (400-1)	1120-1 1/8	384 (400-1 1/8)
CIRCLING	1220-1 478 (500-1)	1280-1 538 (600-1)	1320-1 1/2 578 (600-1 1/2)	1460-2 1/4 718 (800-2 1/4)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40128 W25A	APP CRS 246°	Rwy Idg 10002 TDZE 736 Apt Elev 742
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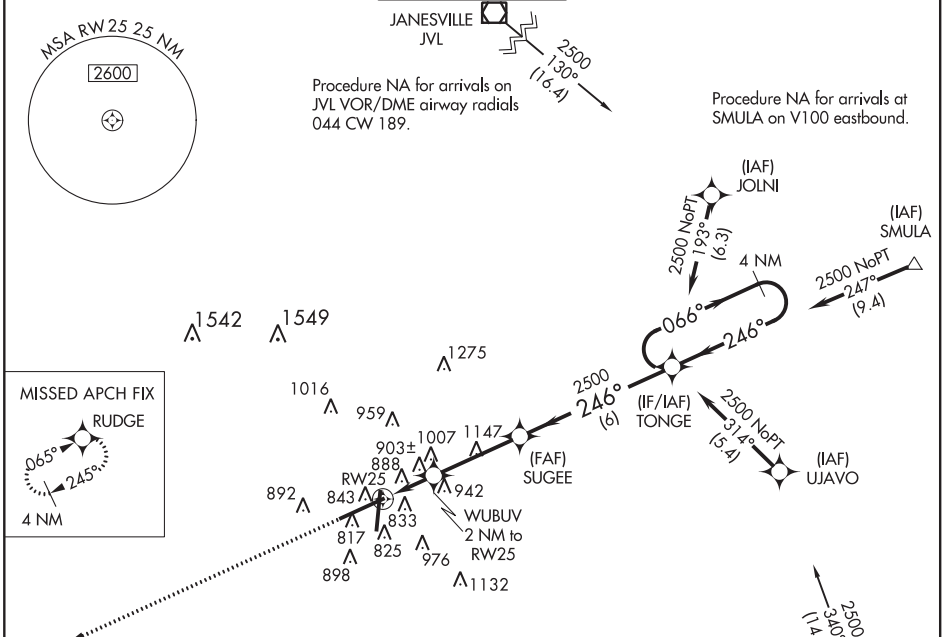
RNAV (GPS) RWY 25

CHICAGO/ROCKFORD INTL (R.F.D)

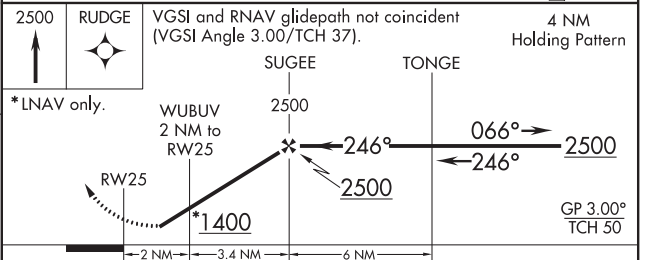
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 39°C (102°F). When VGSI inop, Straight-in/Circling Rwy 25 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct RUDGE and hold.

ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.1 239.0	GND CON 121.9 239.0	CLNC DEL 119.25
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ELEV 742	D	TDZE 736
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CATEGORY	A	B	C	D
LPV DA		986-1	250 (300-1)	
LNAV/VNAV DA		1049-1	313 (400-1)	
LNAV MDA	1160-1	424 (500-1)	1160-1¼	424 (500-1¼)
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25
TDZ/CL Rwy 1 and 7

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO/ROCKFORD, ILLINOIS

AL-954 (FAA)

16315

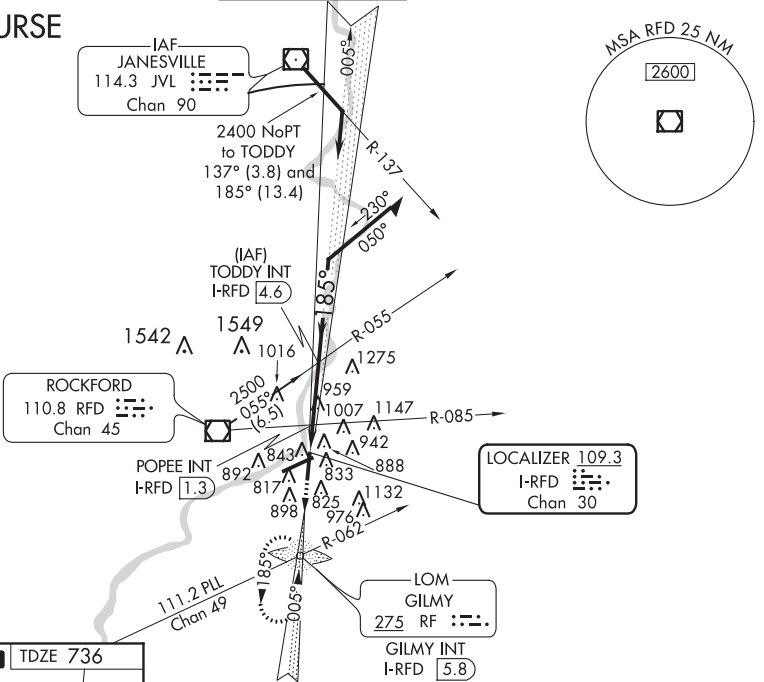
LOC/DME I-RFD 109.3 Chan 30	APP CRS 185°	Rwy Idg 8099 TDZE 736 Apt Elev 736
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LOC BC RWY 19
CHICAGO/ROCKFORD INTL (RFD)

ASR	MISSED APPROACH: Climb to 2500 via I-RFD LOC S course to GILMY LOM/INT/I-RFD 5.8 DME and hold.			
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ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.1 239.0	GND CON 121.9 239.0	CLNC DEL 119.25
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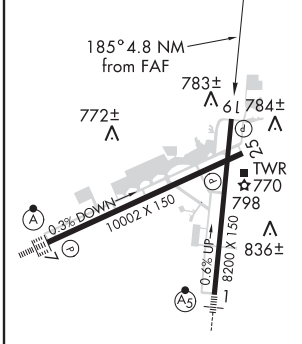
BACK COURSE



EC-3, 10 NOV 2016 to 05 JAN 2017

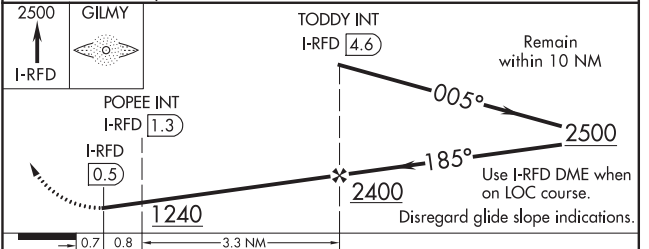
EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 736	D	TDZE 736
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REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25
TDZ/CL Rwy 1 and 7

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-19	1240-1	504 (500-1)	1240-1½	504 (500-1½)
CIRCLING	1240-1	504 (600-1)	1240-1½	584 (600-2)
POPEE INT/DME MINIMUMS				
S-19	1140-1	404 (400-1)	1140-1¼	404 (400-1¼)
CIRCLING	1220-1	504 (600-1)	1240-1½	584 (600-2)

CHICAGO/ROCKFORD, ILLINOIS
Amdt 15B 14OCT93

42° 12' N - 89° 06' W

CHICAGO/ROCKFORD INTL (RFD)
LOC BC RWY 19

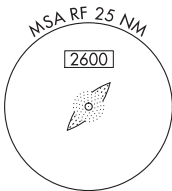
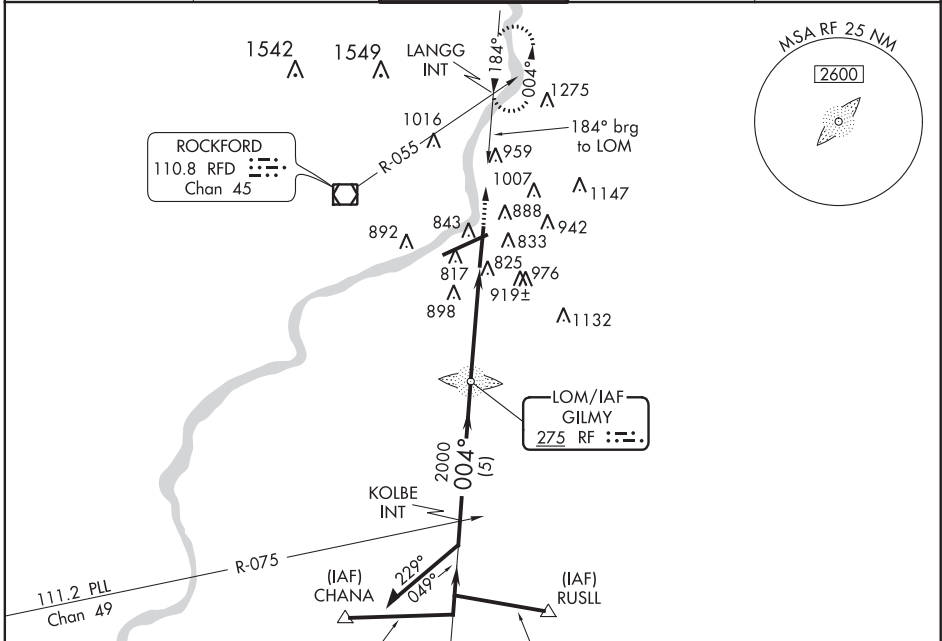
LOM RF 275	APP CRS 004°	Rwy Idg 8199
		TDZE 729
		Apt Elev 742

NDB RWY 1

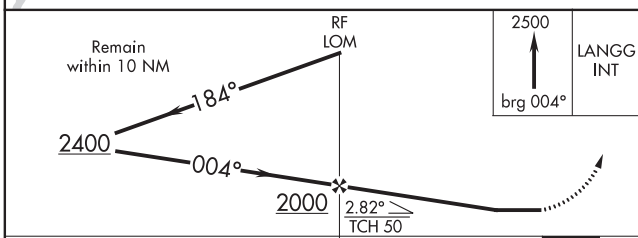
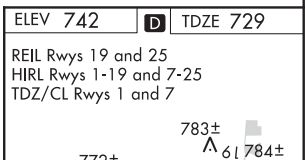
CHICAGO/ROCKFORD INTL (RFD)

		MISSED APPROACH: Climb to 2500 via 004° bearing from RF LOM to LANGG INT and hold.
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ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.1 239.0	GND CON 121.9 239.0	CLNC DEL 119.25
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ELEV 742	TDZE 729
REIL Rwy 19 and 25 HIRL Rwy 1-19 and 7-25 TDZ/CL Rwy 1 and 7	



CATEGORY	A	B	C	D						
S-1	1220/40 491 (500-¾)			1220/60 491 (500-1¼)	FAF to MAP 4.2 NM					
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)	Knots	60	90	120	150	180
					Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

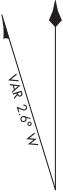
AIRPORT DIAGRAM

CHICAGO/ROCKFORD INTL (R.F.D)
CHICAGO/ROCKFORD, ILLINOIS

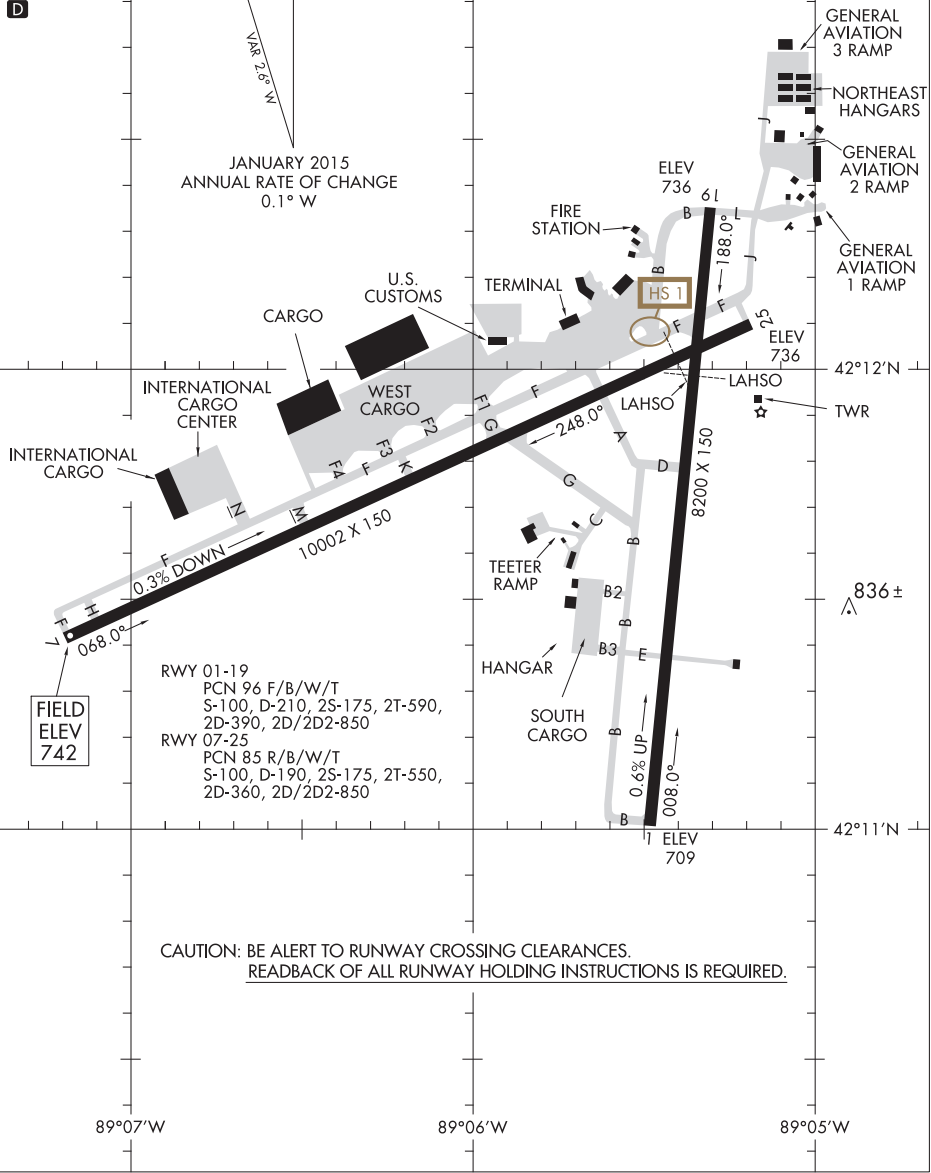
AL-954 (FAA)

ATIS
127.6
ROCKFORD TOWER
118.1 239.0
GND CON
121.9 239.0
CLNC DEL
119.25

D



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



FIELD
ELEV
742

RWY 01-19
PCN 96 F/B/W/T
S-100, D-210, 2S-175, 2T-590,
2D-390, 2D/2D2-850
07-25
PCN 85 R/B/W/T
S-100, D-190, 2S-175, 2T-550,
2D-360, 2D/2D2-850

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

89°07'W

89°06'W

89°05'W

AIRPORT DIAGRAM

CHICAGO/ROCKFORD, ILLINOIS
CHICAGO/ROCKFORD INTL (R.F.D)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3395
092°	TDZE	617
	Apt Elev	620

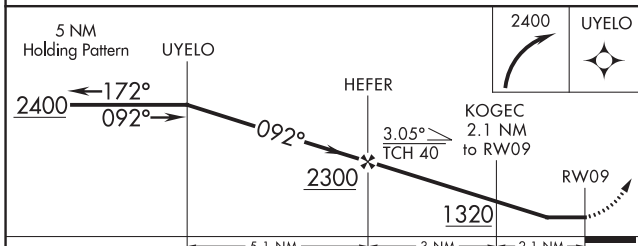
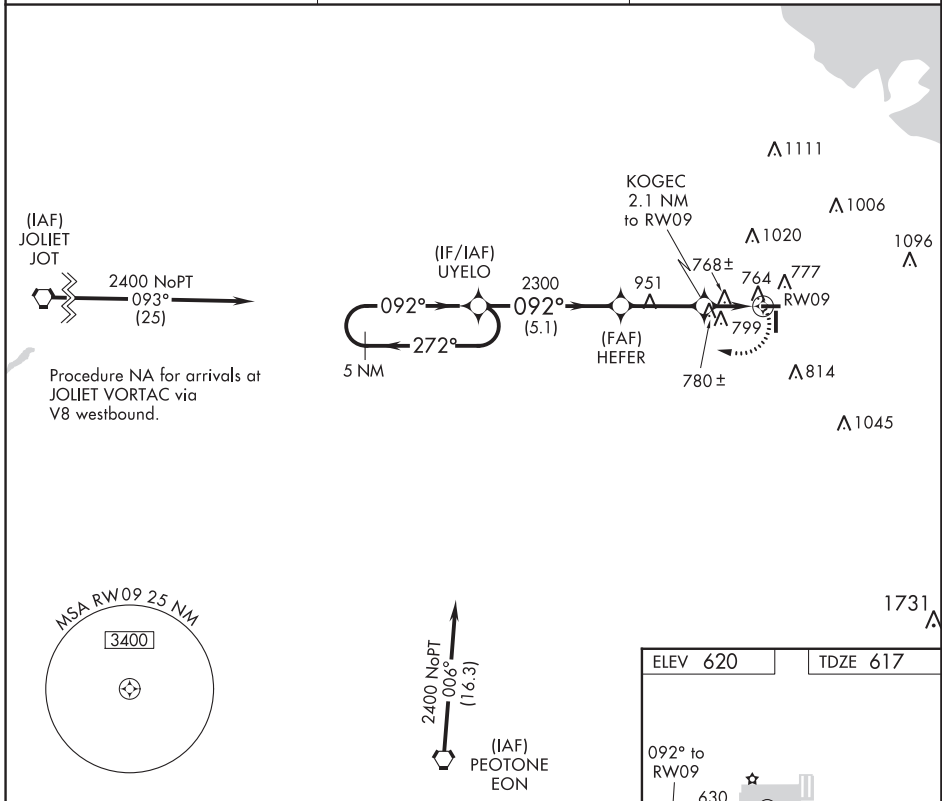
RNAV (GPS) RWY 9

LANSING MUNI (IGQ)

⚠ If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.
⚠ Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2400 direct UYELO and hold.

AWOS-3 119.275	CHICAGO APP CON 128.2 285.6	UNICOM 122.7 (CTAF) 0
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ELEV 620	TDZE 617
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092° to RWY 9
 630 MSL obstacle
 3395 x 75 RWY 9
 81 Taxiway
 4002 x 75 Taxiway
 36, 37 Parking Areas
 REIL Rwy 9, 18, 27, and 36
 MIRL Rwy 9-27 and 18-36

CATEGORY	A	B	C	D
RNAV MDA	1080-1	463 (500-1)	NA	
CIRCLING	1140-1	520 (600-1)	NA	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO, ILLINOIS

AL-5826 (FAA)

RNAV (GPS) RWY 27

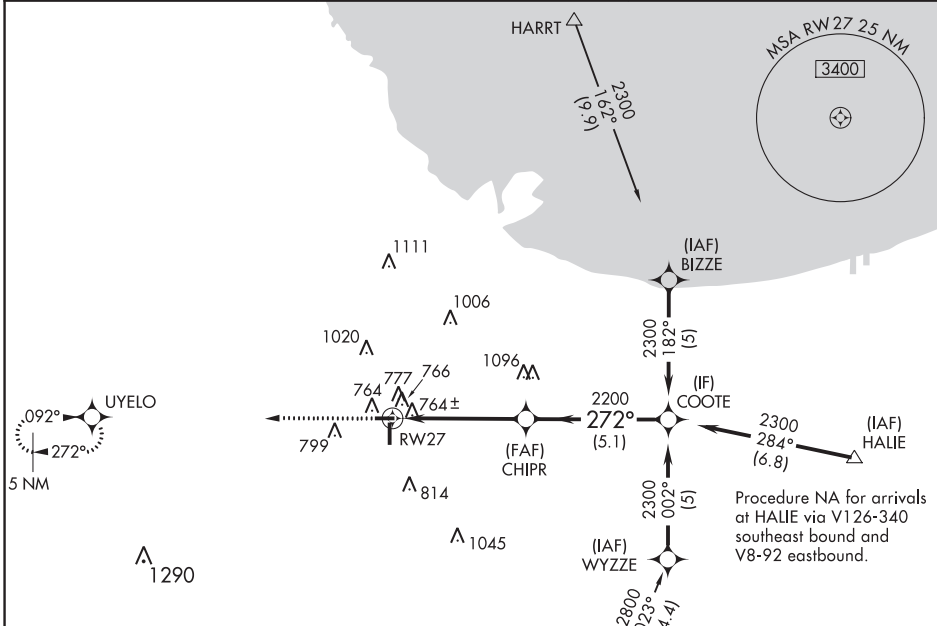
LANSING MUNI (IGQ)

WAAS CH 61303 W27A	APP CRS 272°	Rwy Idg TDZE Apt Elev	3395 617 620
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▼ If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all DAs 42 feet and all MDAs 60 feet. Baro-VNAV NA when using Chicago Midway Intl altimeter setting. VDP NA when using Chicago Midway 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.

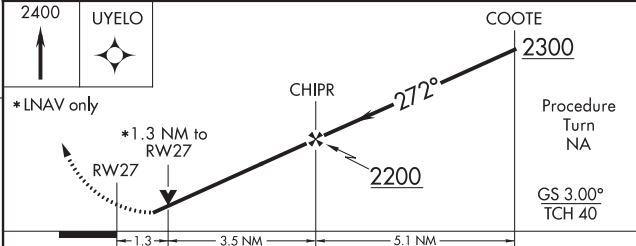
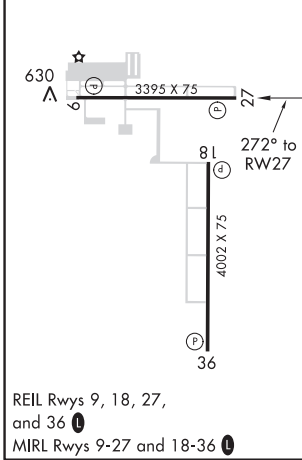
MISSED APPROACH:
Climb to 2400 direct UYELO and hold.

AWOS-3 119.275	CHICAGO APP CON 128.2 285.6	UNICOM 122.7 (CTAF) 0
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ELEV 620	TDZE 617
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Procedure NA for arrivals at LUCIT via V7-51-97 southeast bound.



CATEGORY	A	B	C	D
LPV DA	1016-1½	399 (400-1½)		NA
LNAV/VNAV DA	1072-1¾	455 (500-1¾)		NA
LNAV MDA	1080-1	463 (500-1)		NA
CIRCLING	1140-1	520 (600-1)		NA

REIL Rwy 9, 18, 27, and 36
 MIRL Rwy 9-27 and 18-36

CHICAGO, ILLINOIS
 Orig 14037

41° 32'N-87° 32'W

RNAV (GPS) RWY 27

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 36

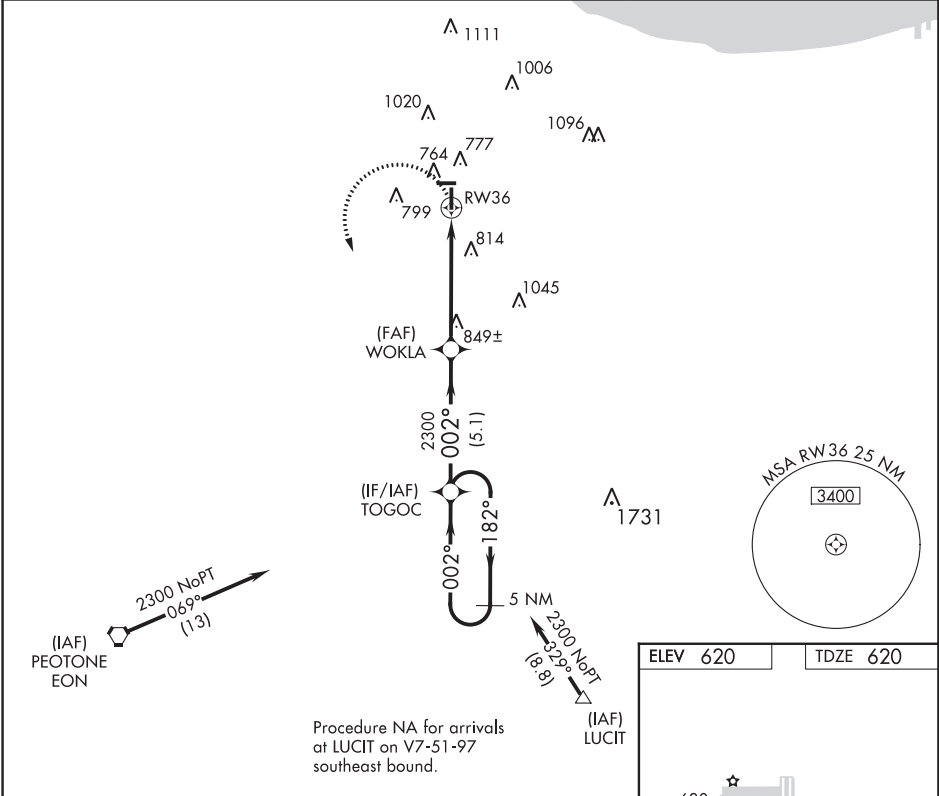
LANSING MUNI (IGQ)

APP CRS 002°	Rwy Idg 4002
	TDZE 620
	Apt Elev 620

⚠ If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Chicago Midway Intl altimeter setting.

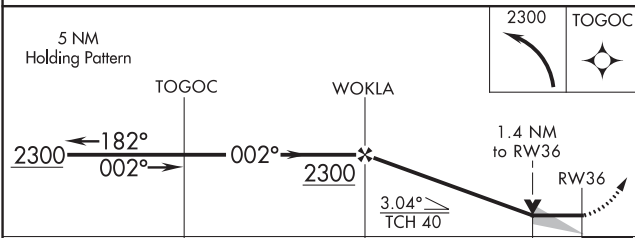
MISSED APPROACH: Climbing left turn to 2300 direct TOGOC and hold.

AWOS-3 119,275	CHICAGO APP CON 128.2 285.6	UNICOM 122.7 (CTAF) 0
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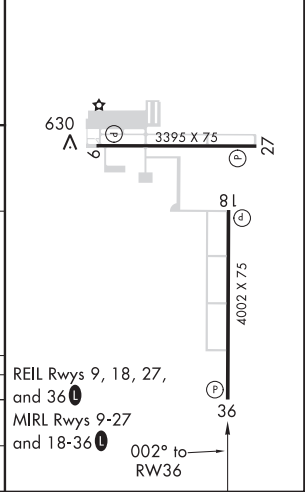


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 620	TDZE 620
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CATEGORY	A	B	C	D
LNNAV MDA	1100-1	480 (500-1)		NA
CIRCLING	1140-1	520 (600-1)		NA

REIL Rwy 9, 18, 27, and 36
MIRL Rwy 9-27 and 18-36
002° to RWY 36

CHICAGO, ILLINOIS

AL-5826 (FAA)

LOC/DME I-XJX 109.15 Chan 28 (Y)	APP CRS 002°	Rwy Idg TDZE Apt Elev	4002 620 620
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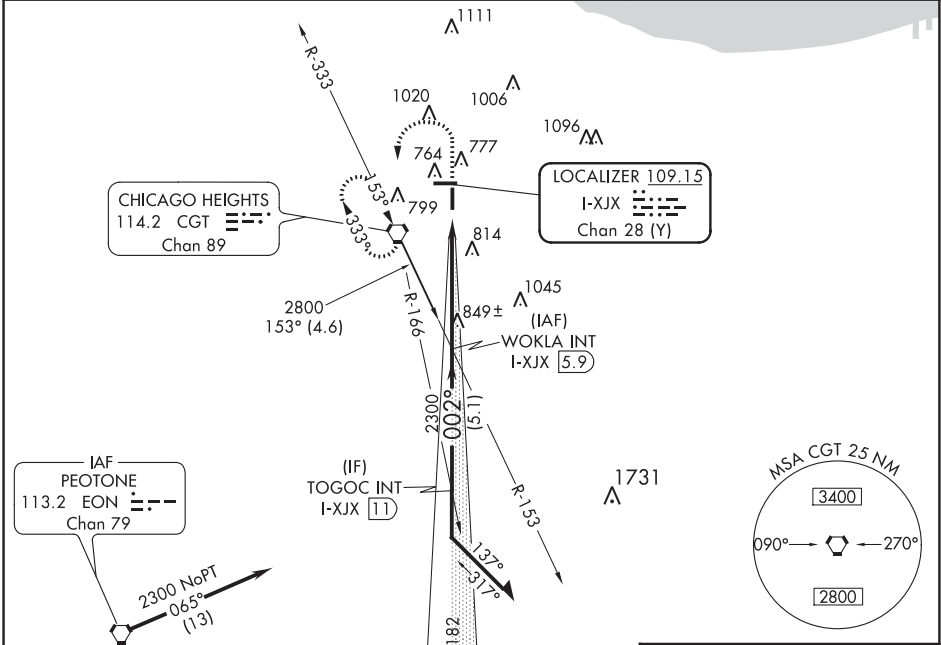
LOC RWY 36

LANSING MUNI (IGQ)

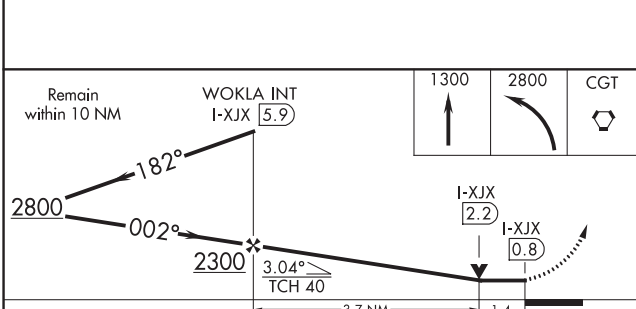
NA If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Chicago Midway Intl altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2800 direct CGT VORTAC and hold. Continue climb-in-hold to 2800.

AWOS-3 119.275	CHICAGO APP CON 128.2 285.6	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrivals at EON VORTAC via V38-156 westbound.



ELEV 620	TDZE 620
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REIL Rwy's 9, 18, 27, and 36
MRL Rwy's 9-27 and 18-36

002° 5.1 NM from FAF

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
S-36	1100-1 480 (500-1)			NA
CIRCLING	1140-1 520 (600-1)			NA

CHICAGO, ILLINOIS
Orig 14037

41° 32'N-87° 32'W

LANSING MUNI (IGQ)

LOC RWY 36

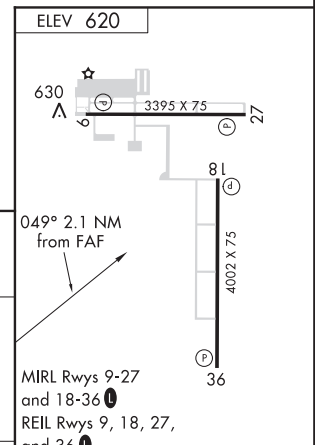
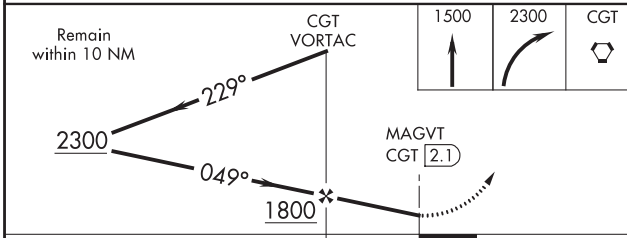
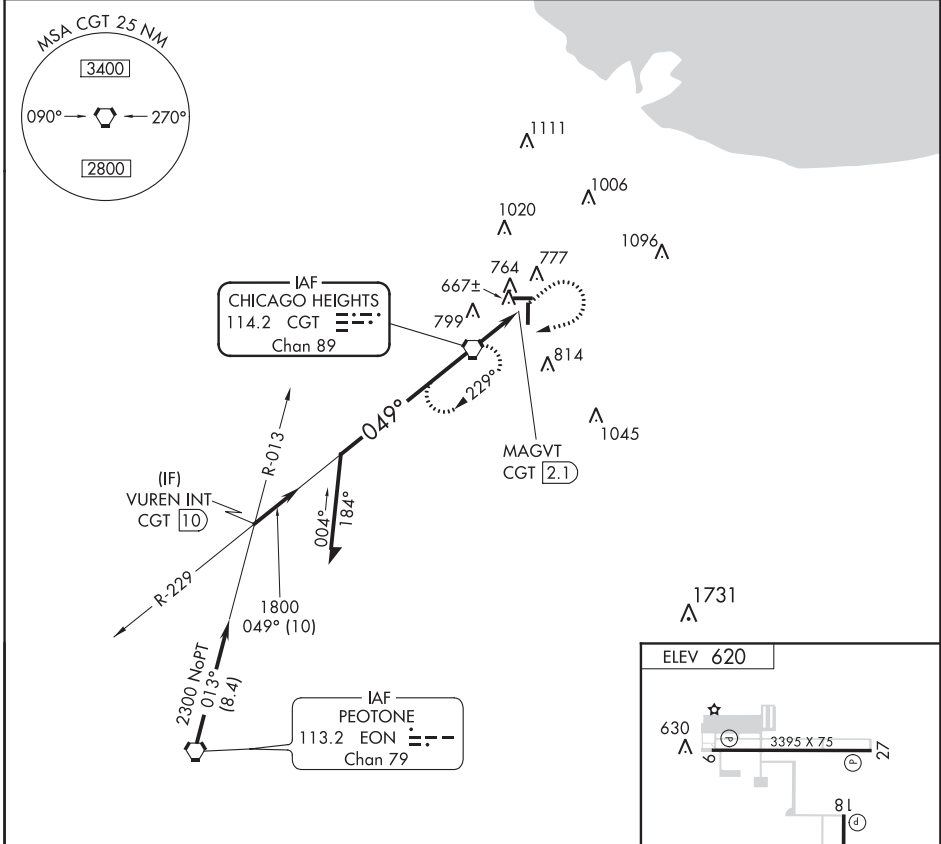
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC CGT 114.2 Chan 89	APP CRS 049°	Rwy Idg TDZE Apt Elev N/A N/A 620
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⚠ If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.
 MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CGT VORTAC and hold.

AWOS-3 119.275	CHICAGO APP CON 128.2 285.6	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 2.1 NM					
CIRCLING	1140-1 520 (600-1)		NA		Knots	60	90	120	150	180
					Min:Sec	2:06	1:24	1:03	0:50	0:42

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-DPA 109.5	APP CRS 097°	Rwy Idg 4750 TDZE 756 Apt Elev 759
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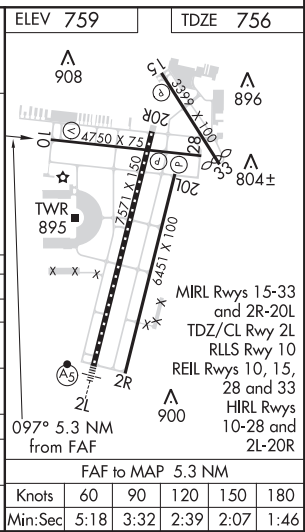
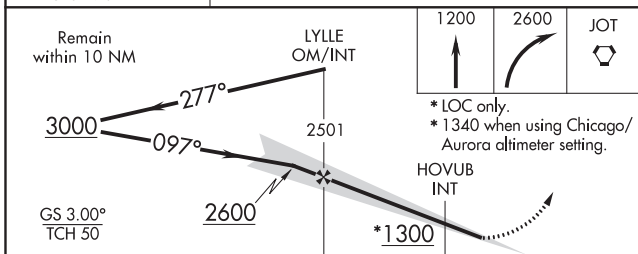
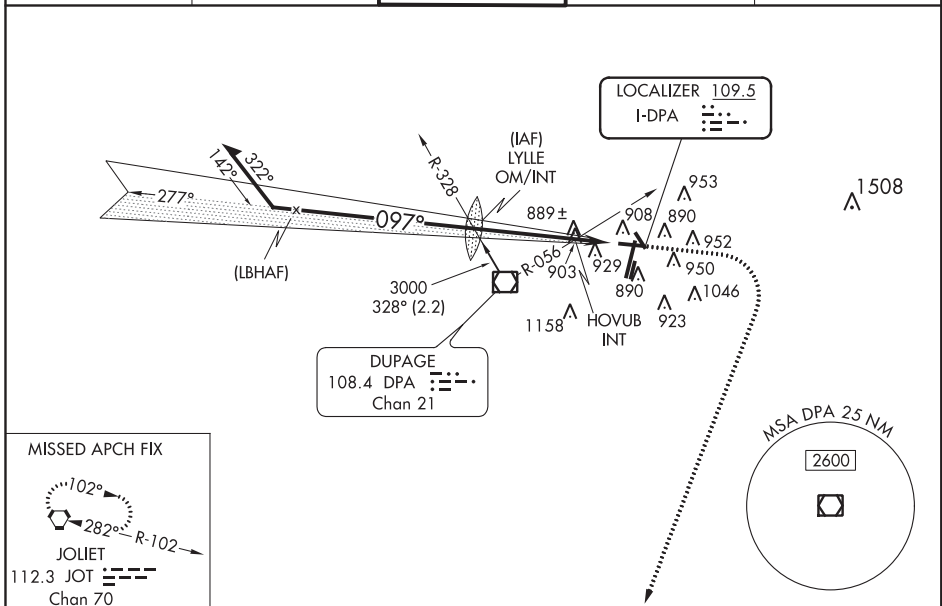
ILS or LOC RWY 10

DUPAGE (DPA)

⚠ When local altimeter setting not received, use Chicago/Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet, and increase S-LOC 10 Cats C and D and HOVUB INT minimums S-LOC 10 Cats C and D visibility 1/2 mile. Night landing: Rwy 15, 28, 33 NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 direct JOT VORTAC and hold.

ATIS 132.075	CHICAGO APP CON 133.5 349.0	DUPAGE TOWER 120.9 257.8	GND CON 121.8	CLNC DEL 119.75
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CATEGORY	A	B	C	D
S-ILS 10		956-3/4	200 (200-3/4)	
S-LOC 10	1300-1	544 (600-1)	1300-1 5/8	544 (600-1 5/8)
CIRCLING	1300-1	541 (600-1)	1360-1 3/4	1360-2
HOVUB INT MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 10	1220-1	464 (500-1)	1220-1 3/8	464 (500-1 3/8)
CIRCLING	1260-1	501 (600-1)	1360-1 3/4	1360-2

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86830 W02B	APP CRS 015°	Rwy Idg TDZE Apt Elev	7571 754 759
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RNAV (GPS) RWY 2L

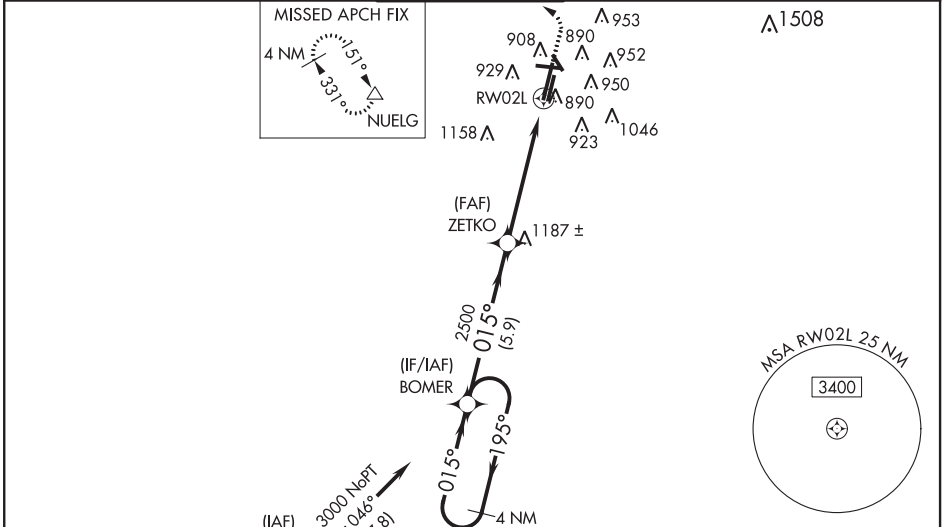
DUPAGE (DPA)

⚠ 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 Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cat C/D visibility 1/8 mile. For inop MALS, increase LNAV/VNAV all Cats visibility to 1 1/8 and LNAV Cat C/D visibility to 1 3/8 mile. For inop MALS when using Aurora altimeter setting, increase LNAV/VNAV all Cats visibility to 1 3/8 and LNAV Cat C/D visibility to 1 3/8 mile. VDP and Baro-VNAV NA when using Aurora altimeter setting. Night landing: Rwy 15, 28, 33 NA.

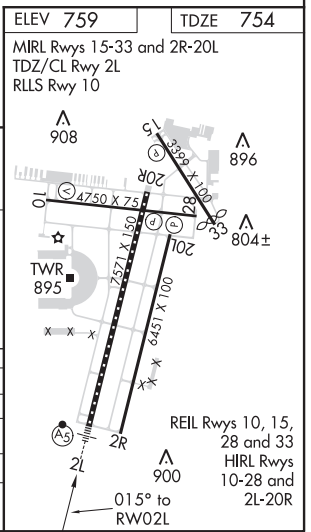
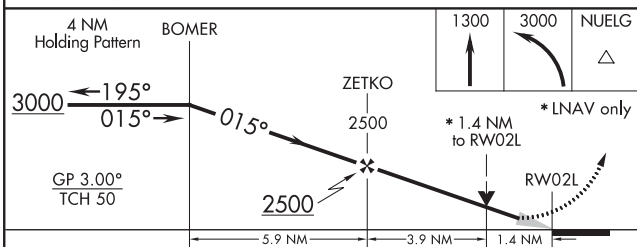
MALS

MISSED APPROACH:
Climb to 1300 then climbing left turn to 3000 direct NUELG and hold.

ATIS 132.075	CHICAGO APP CON 133.5 349.0	DUPAGE TOWER 120.9 257.8	GND CON 121.8	CLNC DEL 119.75
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Procedure NA for arrival on JOT VORTAC airway radials 314 CW 328.



CATEGORY	A	B	C	D
LPV DA		954-1/2	200 (200-1/2)	
LNAV/VNAV DA		1114-3/4	360 (400-3/4)	
LNAV MDA	1260-1/2	506 (600-1/2)	1260-1	506 (600-1)
CIRCLING	1260-1	501 (600-1)	1360-1 3/4	1360-2
			601 (700-1 3/4)	601 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53618 W10A	APP CRS 097°	Rwy Idg 4750 TDZE 756 Apt Elev 759
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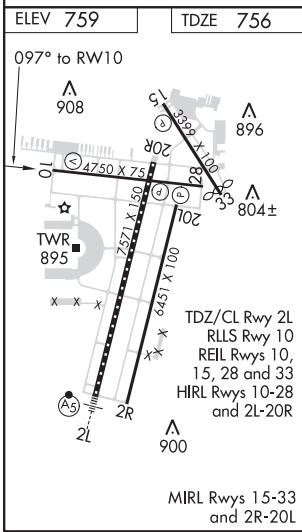
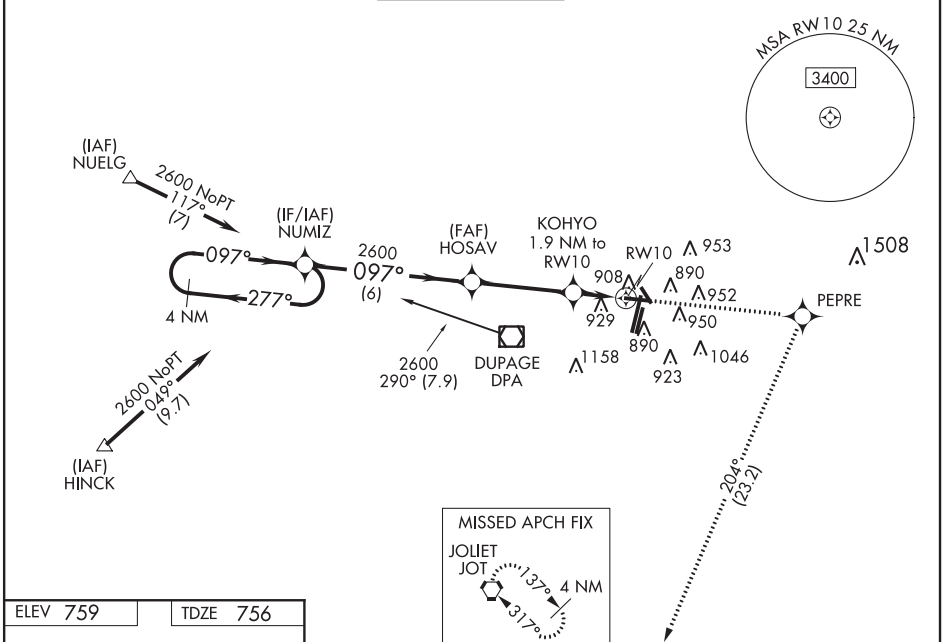
RNAV (GPS) RWY 10

DUPAGE (DPA)

⚠ 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 Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LNAV Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting. Night landing: Rwy 15, 28, 33 NA.

MISSED APPROACH: Climb to 2600 direct PEPRE and right turn on track 204° to JOT VORTAC and hold.

ATIS 132.075	CHICAGO APP CON 133.5 349.0	DUPAGE TOWER 120.9 257.8	GND CON 121.8	CLNC DEL 119.75
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4 NM Holding Pattern	2600	PEPRE	JOT
	↑	✦	tr 204°
NUMIZ	HOSAV	KOHYO	*LNAV only
2600	2600	1.9 NM to RW10	
GP 3.00° TCH 50	2600	*1.2 NM to RW10	
	6 NM	3.7 NM	0.7 1.2 NM
CATEGORY	A	B	C
LPV DA		956-¾	200 (200-¾)
LNAV/VNAV DA		1244-1¾	488 (500-1¾)
LNAV MDA	1180-1	424 (500-1)	1180-1¼ 424 (500-1¼)
CIRCLING	1260-1	501 (600-1)	1360-1¾ 601 (700-1¾) 1360-2 601 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 20L

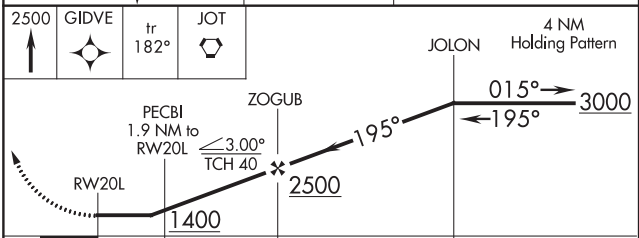
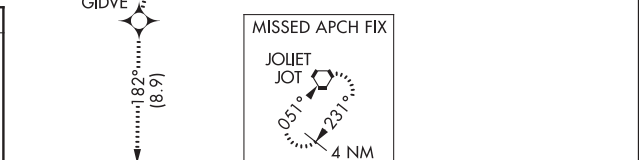
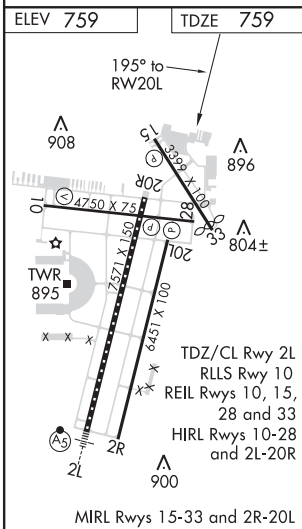
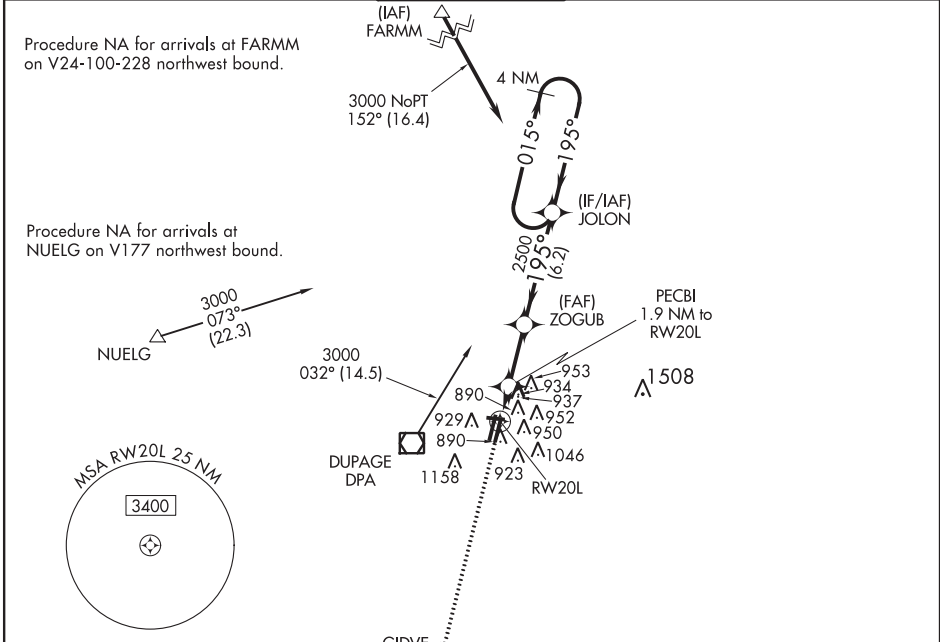
DUPAGE (DPA)

APP CRS 195°	Rwy Idg 6451
	TDZE 759
	Apt Elev 759

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 40 feet. Night landing: Rwy 15, 28, 33 NA.

MISSED APPROACH: Climb to 2500 direct GIDVE and on track 182° to JOT VORTAC and hold.

ATIS 132.075	CHICAGO APP CON 133.5 349.0	DUPAGE TOWER 120.9 257.8	GND CON 121.8	CLNC DEL 119.75
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CATEGORY	A	B	C	D
LNAV MDA	1200-1	441 (500-1)	1200-1 $\frac{3}{8}$	441 (500-1 $\frac{3}{8}$)
CIRCLING	1260-1	501 (600-1)	1360-1 $\frac{3}{4}$ 601 (700-1 $\frac{3}{4}$)	1360-2 601 (700-2)

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WAAS CH 45921 W20A	APP CRS 195°	Rwy Idg TDZE 757 Apt Elev 759
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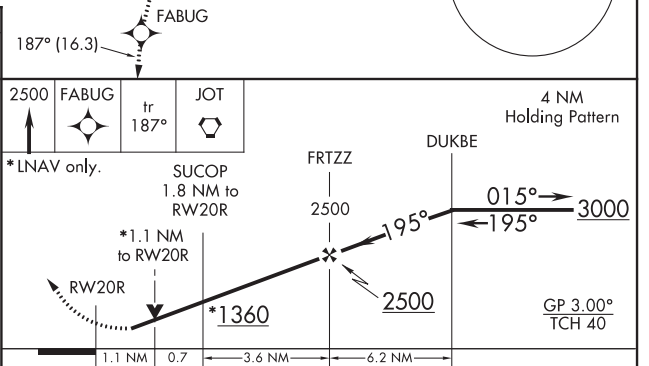
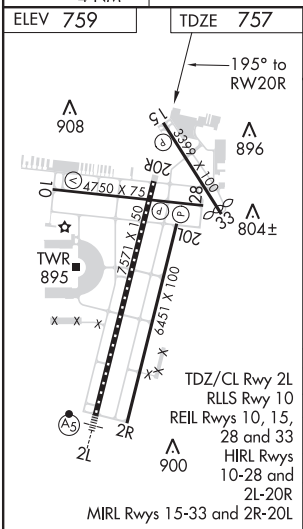
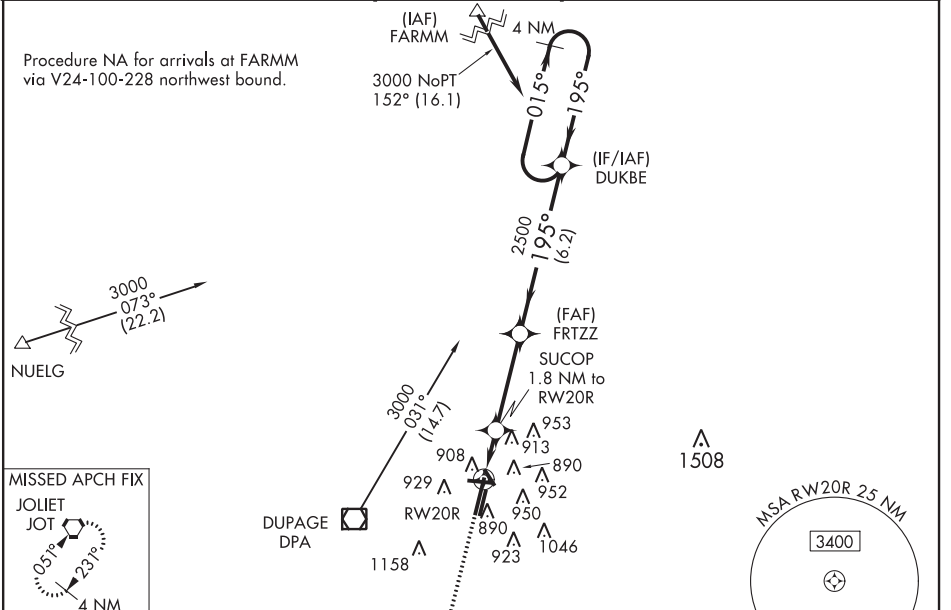
RNAV (GPS) RWY 20R

DUPAGE (DPA)

▼ 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 Aurora altimeter setting and increase all DA 37 feet, MDA 40 feet, increase LPV visibility all Cats 1/8 mile, LNAV Cat C/D visibility 1/4 mile. VDP and Baro-VNAV NA when using Aurora altimeter setting. Night landing: Rwy 15, 28, 33 NA.

MISSED APPROACH:
Climb to 2500 direct FABUG and on track 187° to JOT VORTAC and hold.

ATIS 132.075	CHICAGO APP CON 133.5 349.0	DUPAGE TOWER 120.9 257.8	GND CON 121.8	CLNC DEL 119.75
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2500 FABUG	JOT	4 NM Holding Pattern			
*LNAV only.		SUCOP 1.8 NM to RWY 20R			
*1.1 NM to RWY 20R		*1360			
1.1 NM		0.7		3.6 NM	
CATEGORY		A	B	C	D
LPV DA	1043-7/8 286 (300-7/8)				
LNAV/VNAV DA	1080-1 323 (400-1)				
LNAV MDA	1160-1 403 (500-1)		1160-1 1/8 403 (500-1 1/8)		
CIRCLING	1260-1 501 (600-1)		1360-1 3/4 601 (700-1 3/4)		1360-2 601 (700-2)

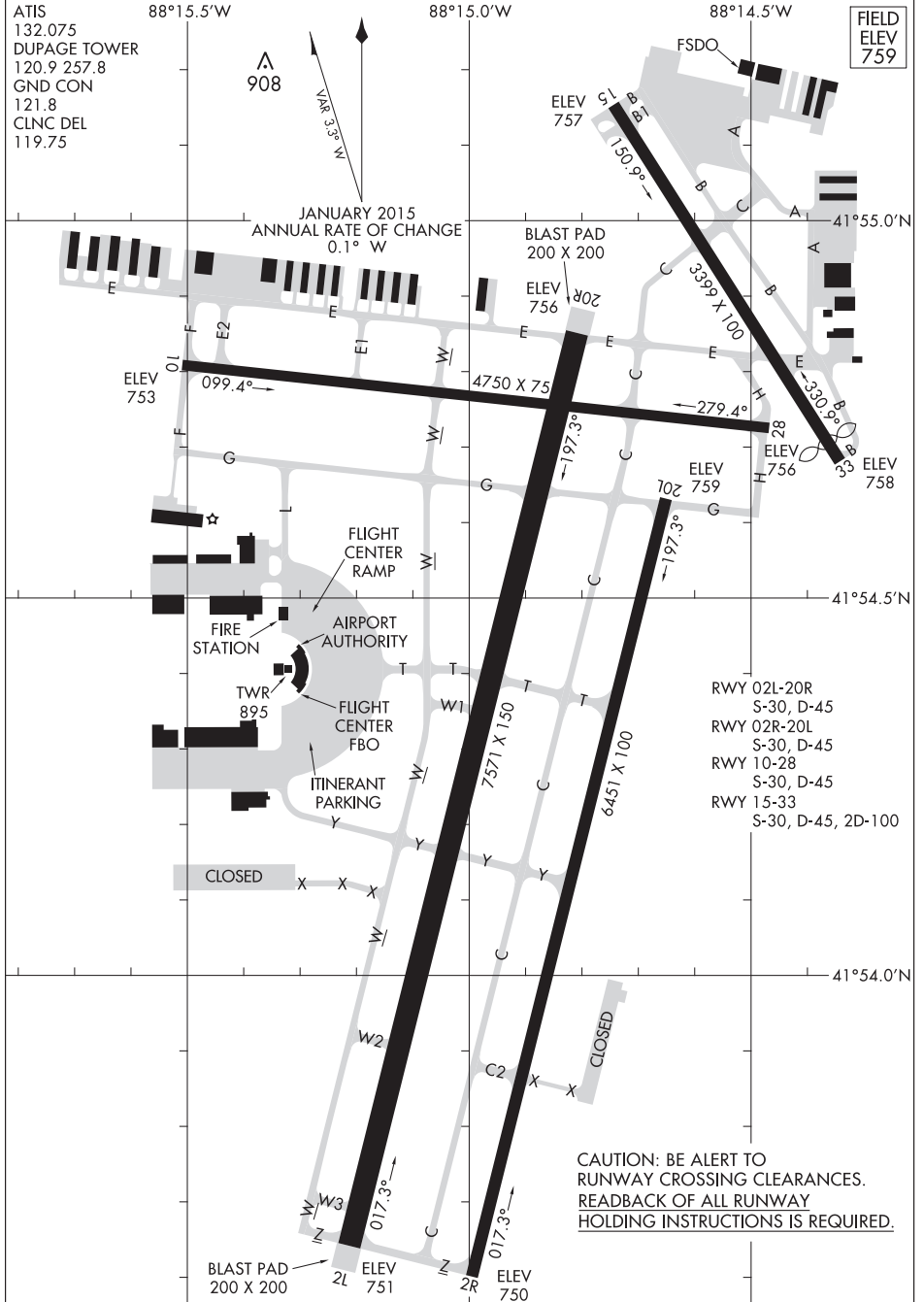
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5104 (FAA)

DUPAGE (DPA)
CHICAGO/WEST CHICAGO, ILLINOIS



EC-3, 10 NOV 2016 to 05 JAN 2017

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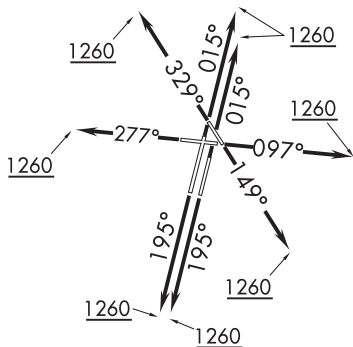
AIRPORT DIAGRAM

CHICAGO/WEST CHICAGO, ILLINOIS
DUPAGE (DPA)

ADELL FOUR DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

ATIS
132.075
GND CON
121.8
DUPAGE TOWER
120.9 257.8
CHICAGO DEP CON
133.5 349.0



TAKEOFF MINIMUMS:

Rwys 2L/R, 10, 15, 20L/R, 28, 33: Standard.

- 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)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/2R: Climb heading 015° to 1260, then as assigned by ATC, expect vectors to ACITO. Thence . . .

TAKEOFF RWY 10: Climb heading 097° to 1260, then as assigned by ATC, expect vectors to ACITO. Thence . . .

TAKEOFF RWY 15: Climb heading 149° to 1260, then as assigned by ATC, expect vectors to ACITO. Thence . . .

TAKEOFF RWYS 20L/20R: Climb heading 195° to 1260, then as assigned by ATC, expect vectors to ACITO. Thence . . .

TAKEOFF RWY 28: Climb heading 277° to 1260, then as assigned by ATC, expect vectors to ACITO. Thence . . .

TAKEOFF RWY 33: Climb heading 329° to 1260, 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, or PIA, or as assigned by ATC.)

ARLYN TRANSITION (ADELL4.ARLYN):

NOTE: Chart not to scale.

ADELL FOUR DEPARTURE (RNAV)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ADELL FOUR DEPARTURE (RNAV)

CHICAGO/WEST CHICAGO, ILLINOIS

TAKEOFF OBSTACLE NOTES:

- Rwy 2L: Airfield light 9' from DER, 61' left of centerline, 1' AGL/756' MSL.
Poles beginning 1075' from DER, 622' left of centerline, up to 44' AGL/799' MSL.
Trees beginning 1252' From DER, 368' left of centerline, up to 104' AGL/856' MSL.
Fence 1672' from DER, 807' left of centerline, 42' AGL/800' MSL.
- Rwy 10: REIL lights beginning 39' from DER, 77' left and right of centerline, up to 3' AGL/757' MSL.
Buildings beginning 630' from DER, 134' left and right of centerline, up to 45' AGL/801' MSL.
Antennae beginning 699' from DER, 632' left of centerline, up to 36' AGL/792' MSL.
Multiple trees beginning 845' from DER, 1' left and right of centerline, up to 93' AGL/849' MSL.
Stack 1638' from DER, 185' left of centerline, 54' AGL/810' MSL.
- Rwy 15: Fence 62' from DER, 385' left of centerline, 5' AGL/763' MSL.
Multiple trees beginning 3' from DER, 9' left and right of centerline, up to 95' AGL/850' MSL.
Vehicle on road beginning 89' from DER, 9' left and right of centerline, up to 15' AGL/773' MSL.
Buildings beginning 417' from DER, 481' right of centerline, up to 37' AGL/795' MSL.
Poles beginning 804' from DER, 235' right of centerline, up to 36' AGL/794' MSL.
Antenna 1.1 NM from DER, 1676' left of centerline, 169' AGL/927' MSL.
- Rwy 20L: Fence 209' from DER, 547' left of centerline, 7' AGL/757' MSL.
Multiple trees beginning 407' from DER, 392' left of centerline, up to 111' AGL/847' MSL.
Sign 22' from DER, 351' right of centerline, 2' AGL/752' MSL.
- Rwy 20R: Tree 645' from DER, 619' right of centerline, 17' AGL/768' MSL.
- Rwy 28: Multiple trees beginning 1228' from DER, 683' left and right of centerline, up to 84' AGL/837' MSL.
Sign 39' from DER, 455' right of centerline, 3' AGL/756' MSL.
Building 974' from DER, 681' right of centerline, 28' AGL/781' MSL.
- Rwy 33: REIL lights beginning 51' from DER, 95' left and right of centerline, up to 2' AGL/760' MSL.
Multiple poles beginning 407' from DER, 154' left and right of centerline, up to 61' AGL/817' MSL.
OL on poles beginning 532' from DER, 120' left and right of centerline, up to 39' AGL/796' MSL.
Vehicle on road beginning 460' from DER, 439' right of centerline, up to 15' AGL/772' MSL.
Multiple trees beginning 335' from DER, 11' left and right of centerline, up to 110' AGL/859' MSL.
Fence 346' from DER, 575' left of centerline, 48' AGL/800' MSL.
Buildings beginning 195' from DER, 425' right of centerline, up to 21' AGL/778' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ADELL FOUR DEPARTURE (RNAV)

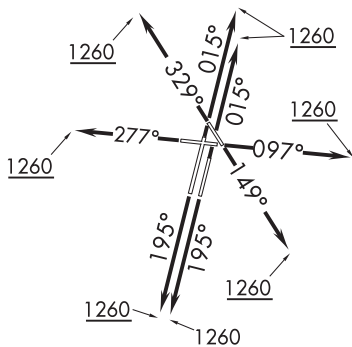
CHICAGO/WEST CHICAGO, ILLINOIS

BLOKR FOUR DEPARTURE (RNAV)

DUPAGE (DPA)
CHICAGO/WEST CHICAGO, ILLINOIS

ATIS
132.075
GND CON
121.8
DUPAGE TOWER
120.9 257.8
CHICAGO DEP CON
133.5 349.0

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS:

Rwys 2L/R, 10, 15, 20L/R, 28, 33: Standard.

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)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/2R: Climb heading 015° to 1260, then as assigned by ATC, expect vectors to BACEN. Thence. . .

TAKEOFF RWY 10: Climb heading 097° to 1260, then as assigned by ATC, expect vectors to BACEN. Thence. . .

TAKEOFF RWY 15: Climb heading 149° to 1260, then as assigned by ATC, expect vectors to BACEN. Thence. . .

TAKEOFF RWYS 20L/20R: Climb heading 195° to 1260, then as assigned by ATC, expect vectors to BACEN. Thence. . .

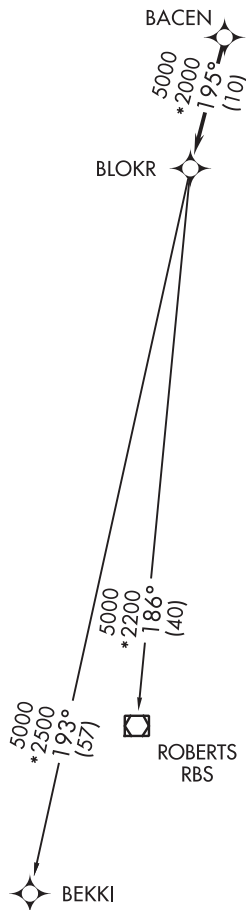
TAKEOFF RWY 28: Climb heading 277° to 1260, then as assigned by ATC, expect vectors to BACEN. Thence. . .

TAKEOFF RWY 33: Climb heading 329° to 1260, 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.)



NOTE: Chart not to scale.

BLOKR FOUR DEPARTURE (RNAV)

TAKEOFF OBSTACLE NOTES:

- Rwy 2L: Airfield light 9' from DER, 61' left of centerline, 1' AGL/756' MSL.
Poles beginning 1075' from DER, 622' left of centerline, up to 44' AGL/799' MSL.
Trees beginning 1252' from DER, 368' left of centerline, up to 104' AGL/856' MSL.
Fence 1672' from DER, 807' left of centerline, 42' AGL/800' MSL.
- Rwy 10: REIL lights beginning 39' from DER, 77' left and right of centerline, up to 3' AGL/757' MSL.
Buildings beginning 630' from DER, 134' left and right of centerline, up to 45' AGL/801' MSL.
Antennae beginning 699' from DER, 632' left of centerline, up to 36' AGL/792' MSL.
Multiple trees beginning 845' from DER, 1' left and right of centerline, up to 93' AGL/849' MSL.
Stack 1638' from DER, 185' left of centerline, 54' AGL/810' MSL.
- Rwy 15: Fence 62' from DER, 385' left of centerline, 5' AGL/763' MSL.
Multiple trees beginning 3' from DER, 9' left and right of centerline, up to 95' AGL/850' MSL.
Vehicle on road beginning 89' from DER, 9' left and right of centerline, up to 15' AGL/773' MSL.
Buildings beginning 417' from DER, 481' right of centerline, up to 37' AGL/795' MSL.
Poles beginning 804' from DER, 235' right of centerline, up to 36' AGL/794' MSL.
Antenna 1.1 NM from DER, 1676' left of centerline, 169' AGL/927' MSL.
- Rwy 20L: Fence 209' from DER, 547' left of centerline, 7' AGL/757' MSL.
Multiple trees beginning 407' from DER, 392' left of centerline, up to 111' AGL/847' MSL.
Sign 22' from DER, 351' right of centerline, 2' AGL/752' MSL.
- Rwy 20R: Tree 645' from DER, 619' right of centerline, 17' AGL/768' MSL.
- Rwy 28: Multiple trees beginning 1228' from DER, 683' left and right of centerline, up to 84' AGL/837' MSL.
Sign 39' from DER, 455' right of centerline, 3' AGL/756' MSL.
Building 974' from DER, 681' right of centerline, 28' AGL/781' MSL.
- Rwy 33: REIL lights beginning 51' from DER, 95' left and right of centerline, up to 2' AGL/760' MSL.
Multiple poles beginning 407' from DER, 154' left and right of centerline, up to 61' AGL/817' MSL.
OL on poles beginning 532' from DER, 120' left and right of centerline, up to 39' AGL/796' MSL.
Vehicle on road beginning 460' from DER, 439' right of centerline, up to 15' AGL/772' MSL.
Multiple trees beginning 335' from DER, 11' left and right of centerline, up to 110' AGL/859' MSL.
Fence 346' from DER, 575' left of centerline, 48' AGL/800' MSL.
Buildings beginning 195' from DER, 425' right of centerline, up to 21' AGL/778' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

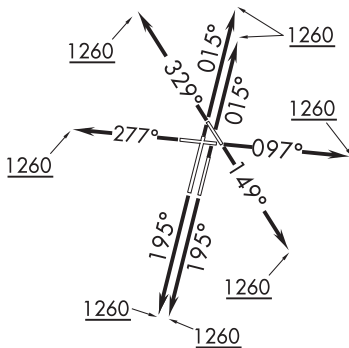
(CARYN4.CARYN) 15176

CARYN FOUR DEPARTURE (RNAV) SL-5104 (FAA)

DUPAGE (DPA)
CHICAGO/WEST CHICAGO, ILLINOIS

ATIS
132.075
GND CON
121.8
DUPAGE TOWER
120.9 257.8
CHICAGO DEP CON
133.5 349.0

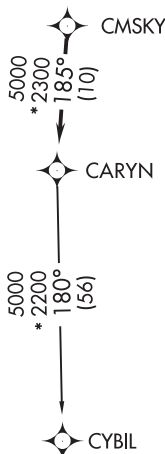
**TOP ALTITUDE:
3000**



- 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 2L/R, 10, 15, 20L/R, 28, 33: Standard.



NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/2R: Climb heading 015° to 1260, then as assigned by ATC, expect vectors to CMSKY. Thence. . . .

TAKEOFF RWY 10: Climb heading 097° to 1260, then as assigned by ATC, expect vectors to CMSKY. Thence. . . .

TAKEOFF RWY 15: Climb heading 149° to 1260, then as assigned by ATC, expect vectors to CMSKY. Thence. . . .

TAKEOFF RWYS 20L/20R: Climb heading 195° to 1260, then as assigned by ATC, expect vectors to CMSKY. Thence. . . .

TAKEOFF RWY 28: Climb heading 277° to 1260, then as assigned by ATC, expect vectors to CMSKY. Thence. . . .

TAKEOFF RWY 33: Climb heading 329° to 1260, 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):

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CARYN FOUR DEPARTURE (RNAV)

(CARYN4.CARYN) 15176

CHICAGO/WEST CHICAGO, ILLINOIS
DUPAGE (DPA)

TAKEOFF OBSTACLE NOTES:

- Rwy 2L: Airfield light 9' from DER, 61' left of centerline, 1' AGL/756' MSL.
Poles beginning 1075' from DER, 622' left of centerline, up to 44' AGL/799' MSL.
Trees beginning 1252' From DER, 368' left of centerline, up to 104' AGL/856' MSL.
Fence 1672' from DER, 807' left of centerline, 42' AGL/800' MSL.
- Rwy 10: REIL lights beginning 39' from DER, 77' left and right of centerline, up to 3' AGL/757' MSL.
Buildings beginning 630' from DER, 134' left and right of centerline, up to 45' AGL/801' MSL.
Antennae beginning 699' from DER, 632' left of centerline, up to 36' AGL/792' MSL.
Multiple trees beginning 845' from DER, 1' left and right of centerline, up to 93' AGL/849' MSL.
Stack 1638' from DER, 185' left of centerline, 54' AGL/810' MSL.
- Rwy 15: Fence 62' from DER, 385' left of centerline, 5' AGL/763' MSL.
Multiple trees beginning 3' from DER, 9' left and right of centerline, up to 95' AGL/850' MSL.
Vehicle on road beginning 89' from DER, 9' left and right of centerline, up to 15' AGL/773' MSL.
Buildings beginning 417' from DER, 481' right of centerline, up to 37' AGL/795' MSL.
Poles beginning 804' from DER, 235' right of centerline, up to 36' AGL/794' MSL.
Antenna 1.1 NM from DER, 1676' left of centerline, 169' AGL/927' MSL.
- Rwy 20L: Fence 209' from DER, 547' left of centerline, 7' AGL/757' MSL.
Multiple trees beginning 407' from DER, 392' left of centerline, up to 111' AGL/847' MSL.
Sign 22' from DER, 351' right of centerline, 2' AGL/752' MSL.
- Rwy 20R: Tree 645' from DER, 619' right of centerline, 17' AGL/768' MSL.
- Rwy 28: Multiple trees beginning 1228' from DER, 683' left and right of centerline, up to 84' AGL/837' MSL.
Sign 39' from DER, 455' right of centerline, 3' AGL/756' MSL.
Building 974' from DER, 681' right of centerline, 28' AGL/781' MSL.
- Rwy 33: REIL lights beginning 51' from DER, 95' left and right of centerline, up to 2' AGL/760' MSL.
Multiple poles beginning 407' from DER, 154' left and right of centerline, up to 61' AGL/817' MSL.
OL on poles beginning 532' from DER, 120' left and right of centerline, up to 39' AGL/796' MSL.
Vehicle on road beginning 460' from DER, 439' right of centerline, up to 15' AGL/772' MSL.
Multiple trees beginning 335' from DER, 11' left and right of centerline, up to 110' AGL/859' MSL.
Fence 346' from DER, 575' left of centerline, 48' AGL/800' MSL.
Buildings beginning 195' from DER, 425' right of centerline, up to 21' AGL/778' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

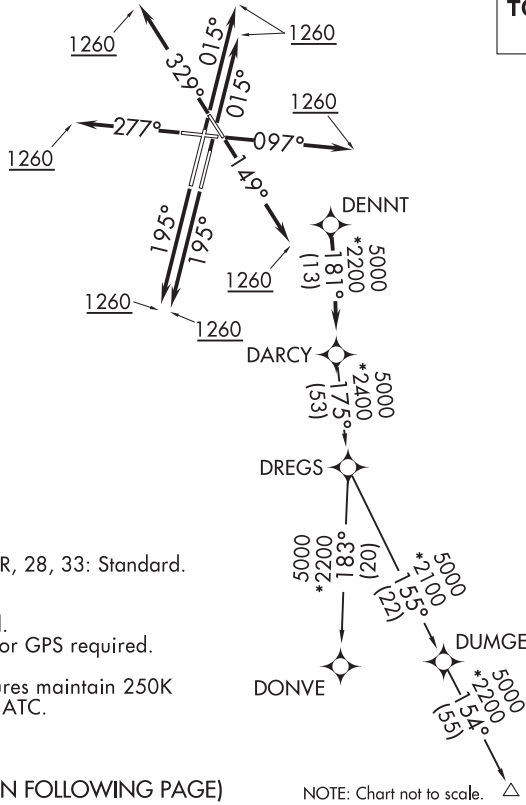
(DARCY4.DARCY) 15176

DARCY FOUR DEPARTURE (RNAV)

DUPAGE (DPA)
CHICAGO/WEST CHICAGO, ILLINOIS

ATIS
132.075
GND CON
121.8
DUPAGE TOWER
120.9 257.8
CHICAGO DEP CON
133.5 349.0

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS:

Rwys 2L/R, 10, 15, 20L/R, 28, 33: Standard.

- 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. △ SCOTO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/R: Climb heading 015° to 1260, then as assigned by ATC, expect vectors to DENNT. Thence

TAKEOFF RWY 10: Climb heading 097° to 1260, then as assigned by ATC, expect vectors to DENNT. Thence

TAKEOFF RWY 15: Climb heading 149° to 1260, then as assigned by ATC, expect vectors to DENNT. Thence

TAKEOFF RWYS 20L/R: Climb heading 195° to 1260, then as assigned by ATC, expect vectors to DENNT. Thence

TAKEOFF RWY 28: Climb heading 277° to 1260, then as assigned by ATC, expect vectors to DENNT. Thence

TAKEOFF RWY 33: Climb heading 329° to 1260, then as assigned by ATC, expect vectors to DENNT. Thence

. . . . on track 181° to DARCY, 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

CHICAGO/WEST CHICAGO, ILLINOIS
DUPAGE (DPA)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES:

- Rwy 2L: Airfield light 9' from DER, 61' left of centerline, 1' AGL/756' MSL.
Poles beginning 1075' from DER, 622' left of centerline, up to 44' AGL/799' MSL.
Trees beginning 1252' From DER, 368' left of centerline, up to 104' AGL/856' MSL.
Fence 1672' from DER, 807' left of centerline, 42' AGL/800' MSL.
- Rwy 10: REIL lights beginning 39' from DER, 77' left and right of centerline, up to 3' AGL/757' MSL.
Buildings beginning 630' from DER, 134' left and right of centerline, up to 45' AGL/801' MSL.
Antennae beginning 699' from DER, 632' left of centerline, up to 36' AGL/792' MSL.
Multiple trees beginning 845' from DER, 1' left and right of centerline, up to 93' AGL/849' MSL.
Stack 1638' from DER, 185' left of centerline, 54' AGL/810' MSL.
- Rwy 15: Fence 62' from DER, 385' left of centerline, 5' AGL/763' MSL.
Multiple trees beginning 3' from DER, 9' left and right of centerline, up to 95' AGL/850' MSL.
Vehicle on road beginning 89' from DER, 9' left and right of centerline, up to 15' AGL/773' MSL.
Buildings beginning 417' from DER, 481' right of centerline, up to 37' AGL/795' MSL.
Poles beginning 804' from DER, 235' right of centerline, up to 36' AGL/794' MSL.
Antenna 1.1 NM from DER, 1676' left of centerline, 169' AGL/927' MSL.
- Rwy 20L: Fence 209' from DER, 547' left of centerline, 7' AGL/757' MSL.
Multiple trees beginning 407' from DER, 392' left of centerline, up to 111' AGL/847' MSL.
Sign 22' from DER, 351' right of centerline, 2' AGL/752' MSL.
- Rwy 20R: Tree 645' from DER, 619' right of centerline, 17' AGL/768' MSL.
- Rwy 28: Multiple trees beginning 1228' from DER, 683' left and right of centerline, up to 84' AGL/837' MSL.
Sign 39' from DER, 455' right of centerline, 3' AGL/756' MSL.
Building 974' from DER, 681' right of centerline, 28' AGL/781' MSL.
- Rwy 33: REIL lights beginning 51' from DER, 95' left and right of centerline, up to 2' AGL/760' MSL.
Multiple poles beginning 407' from DER, 154' left and right of centerline, up to 61' AGL/817' MSL.
OL on poles beginning 532' from DER, 120' left and right of centerline, up to 39' AGL/796' MSL.
Vehicle on road beginning 460' from DER, 439' right of centerline, up to 15' AGL/772' MSL.
Multiple trees beginning 335' from DER, 11' left and right of centerline, up to 110' AGL/859' MSL.
Fence 346' from DER, 575' left of centerline, 48' AGL/800' MSL.
Buildings beginning 195' from DER, 425' right of centerline, up to 21' AGL/778' MSL.

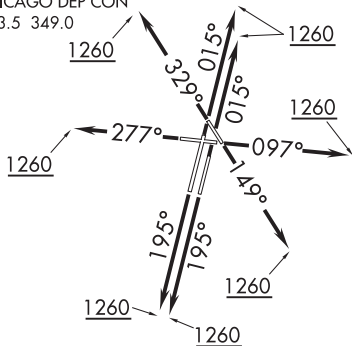
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELANR FOUR DEPARTURE (RNAV)

ATIS
132.075
GND CON
121.8
DUPAGE TOWER
120.9 257.8
CHICAGO DEP CON
133.5 349.0

**TOP ALTITUDE:
3000**



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2L/R: Climb heading 015° to 1260 then as assigned by ATC, expect vectors to EARND. Thence. . . .

TAKEOFF RWY 10: Climb heading 097° to 1260 then as assigned by ATC, expect vectors to EARND. Thence. . . .

TAKEOFF RWY 15: Climb heading 149° to 1260 then as assigned by ATC, expect vectors to EARND. Thence. . . .

TAKEOFF RWY 20L/R: Climb heading 195° to 1260 then as assigned by ATC, expect vectors to EARND. Thence. . . .

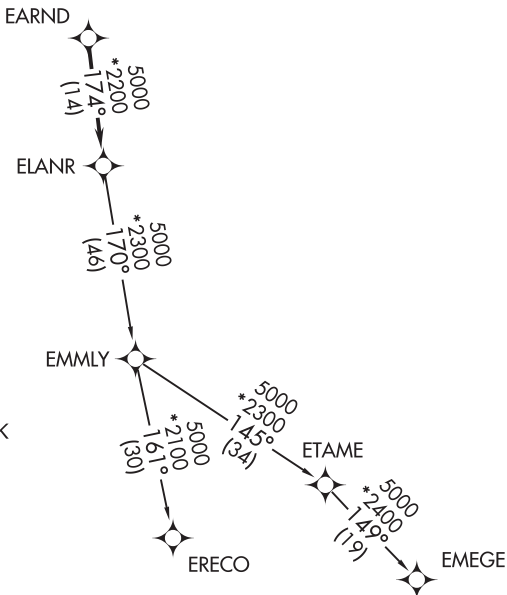
TAKEOFF RWY 28: Climb heading 277° to 1260 then as assigned by ATC, expect vectors to EARND. Thence. . . .

TAKEOFF RWY 33: Climb heading 329° to 1260 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.

TAKEOFF MINIMUMS:

Rwys 2L/R, 10, 15, 20L/R, 28, 33: Standard.



- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojet departures maintain 250K until advised by ATC.

(NOTES ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ELANR FOUR DEPARTURE (RNAV)

EMEGE TRANSITION (ELANR4.EMEGE):

EMMLY TRANSITION (ELANR4.EMMLY): (For aircraft inbound to Indianapolis Terminal Area, or as assigned by ATC.)

ERECO TRANSITION (ELANR4.ERECO):

TAKEOFF OBSTACLE NOTES:

- Rwy 2L: Airfield light 9' from DER, 61' left of centerline, 1' AGL/756' MSL.
Poles beginning 1075' from DER, 622' left of centerline, up to 44' AGL/799' MSL.
Trees beginning 1252' From DER, 368' left of centerline, up to 104' AGL/856' MSL.
Fence 1672' from DER, 807' left of centerline, 42' AGL/800' MSL.
- Rwy 10: REIL lights beginning 39' from DER, 77' left and right of centerline, up to 3' AGL/757' MSL.
Buildings beginning 630' from DER, 134' left and right of centerline, up to 45' AGL/801' MSL.
Antennae beginning 699' from DER, 632' left of centerline, up to 36' AGL/792' MSL.
Multiple trees beginning 845' from DER, 1' left and right of centerline, up to 93' AGL/849' MSL.
- Rwy 15: Stack 1638' from DER, 185' left of centerline, 54' AGL/810' MSL.
Fence 62' from DER, 385' left of centerline, 5' AGL/763' MSL.
Multiple trees beginning 3' from DER, 9' left and right of centerline, up to 95' AGL/850' MSL.
Vehicle on road beginning 89' from DER, 9' left and right of centerline, up to 15' AGL/773' MSL.
Buildings beginning 417' from DER, 481' right of centerline, up to 37' AGL/795' MSL.
Poles beginning 804' from DER, 235' right of centerline, up to 36' AGL/794' MSL.
Antenna 1.1 NM from DER, 1676' left of centerline, 169' AGL/927' MSL.
- Rwy 20L: Fence 209' from DER, 547' left of centerline, 7' AGL/757' MSL.
Multiple trees beginning 407' from DER, 392' left of centerline, up to 111' AGL/847' MSL.
Sign 22' from DER, 351' right of centerline, 2' AGL/752' MSL.
- Rwy 20R: Tree 645' from DER, 619' right of centerline, 17' AGL/768' MSL.
- Rwy 28: Multiple trees beginning 1228' from DER, 683' left and right of centerline, up to 84' AGL/837' MSL.
Sign 39' from DER, 455' right of centerline, 3' AGL/756' MSL.
Building 974' from DER, 681' right of centerline, 28' AGL/781' MSL.
- Rwy 33: REIL lights beginning 51' from DER, 95' left and right of centerline, up to 2' AGL/760' MSL.
Multiple poles beginning 407' from DER, 154' left and right of centerline, up to 61' AGL/817' MSL.
OL on poles beginning 532' from DER, 120' left and right of centerline, up to 39' AGL/796' MSL.
Vehicle on road beginning 460' from DER, 439' right of centerline, up to 15' AGL/772' MSL.
Multiple trees beginning 335' from DER, 11' left and right of centerline, up to 110' AGL/859' MSL.
Fence 346' from DER, 575' left of centerline, 48' AGL/800' MSL.
Buildings beginning 195' from DER, 425' right of centerline, up to 21' AGL/778' MSL.

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ELANR FOUR DEPARTURE (RNAV)

(OBENE2.OBENE) 15120

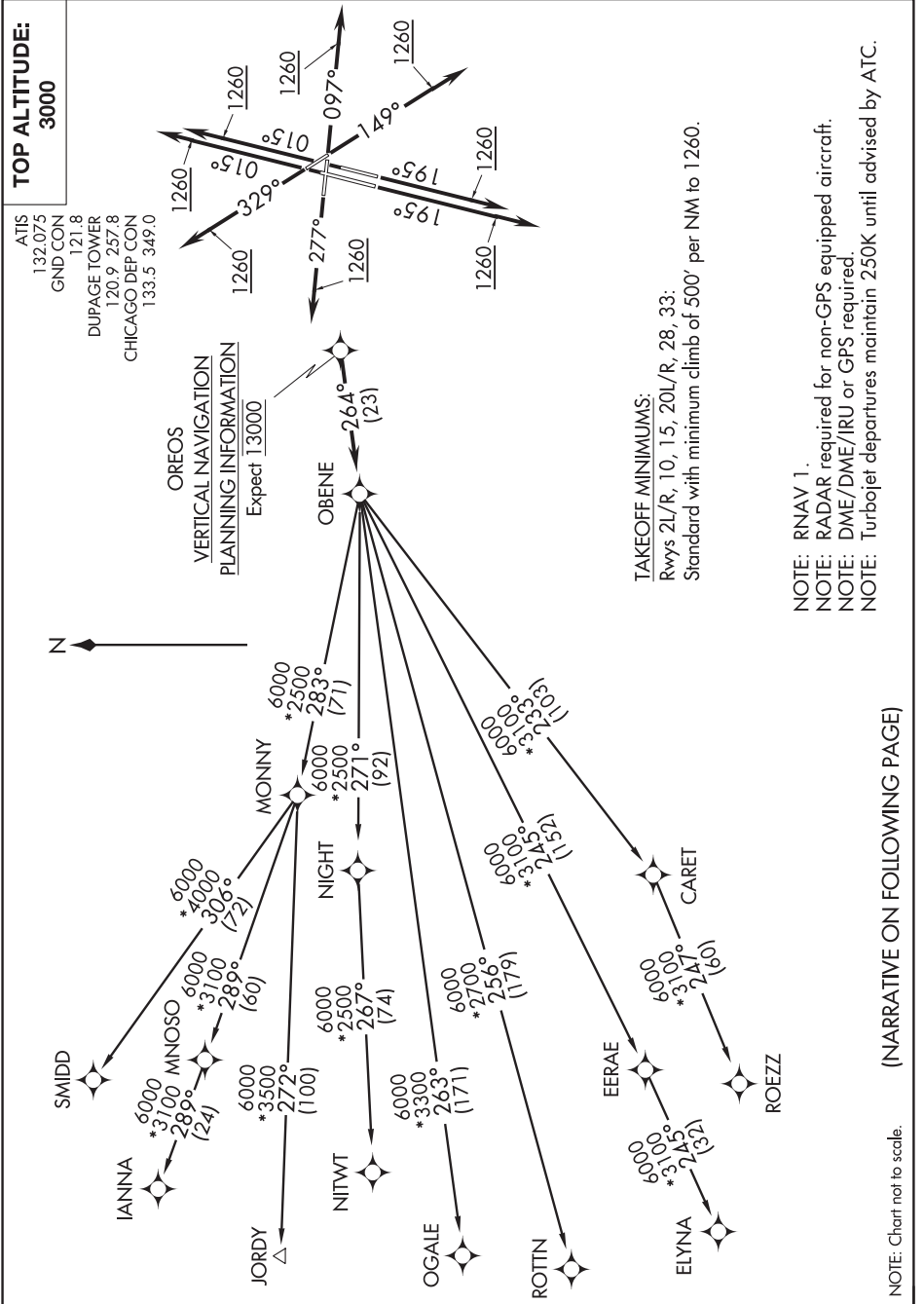
OBENE TWO DEPARTURE(RNAV)

SL-5104 (FAA)

DUPAGE (DPA)

CHICAGO/WEST CHICAGO, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017



EC-3, 10 NOV 2016 to 05 JAN 2017

OBENE TWO DEPARTURE(RNAV)

(OBENE2.OBENE) 15120

CHICAGO/WEST CHICAGO, ILLINOIS

DUPAGE (DPA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/R: Climb heading 015° to 1260, then continue climb on 015° heading or as assigned by ATC, expect vectors to OREOS. Thence

TAKEOFF RWY 10: Climb heading 097° to 1260, then continue climb on 097° heading or as assigned by ATC, expect vectors to OREOS. Thence

TAKEOFF RWY 15: Climb heading 149° to 1260, then continue climb on 149° heading or as assigned by ATC, expect vectors to OREOS. Thence

TAKEOFF RWYS 20L/R: Climb heading 195° to 1260, then continue climb on 195° heading or as assigned by ATC, expect vectors to OREOS. Thence

TAKEOFF RWY 28: Climb heading 277° to 1260, then continue climb on 277° heading or as assigned by ATC, expect vectors to OREOS. Thence

TAKEOFF RWY 33: Climb heading 329° to 1260, then continue climb on 329° heading or as assigned by ATC, expect vectors to OREOS. Thence

. . . . via depicted route to OBENE. Maintain 3000, expect filed altitude ten minutes after departure.

ELYNA TRANSITION (OBENE2.ELYNA)

IANNA TRANSITION (OBENE2.IANNA)

JORDY TRANSITION (OBENE2.JORDY)

MNOSO TRANSITION (OBENE2.MNOSO): For Minneapolis terminal area arrivals or as assigned by ATC.

NITWT TRANSITION (OBENE2.NITWT)

OGALE TRANSITION (OBENE2.OGALE)

ROEZZ TRANSITION (OBENE2.ROEZZ)

ROTTN TRANSITION (OBENE2.ROTTN)

SMIDD TRANSITION (OBENE2.SMIDD)

TAKEOFF OBSTACLES NOTES:

- Rwy 2L: Airfield light 9' from DER, 61' left of centerline, 1' AGL/756' MSL. Poles beginning 1075' from DER, 622' left of centerline, up to 44' AGL/799' MSL. Trees beginning 1252' from DER, 368' left of centerline, up to 104' AGL/856' MSL. Fence 1672' from DER, 807' left of centerline, 42' AGL/800' MSL.
- Rwy 10: REIL lights beginning 39' from DER, 77' left and right of centerline, up to 3' AGL/757' MSL. Buildings beginning 1495' from DER, 134' right of centerline, up to 45' AGL/801' MSL. Antennae beginning 699' from DER, 632' left of centerline, up to 36' AGL/792' MSL. Multiple trees beginning 845' from DER, 1' left and right of centerline, up to 93' AGL/849' MSL. Stack 1638' from DER, 185' left of centerline, 54' AGL/810' MSL. Building 630' from DER, 611' left of centerline, up to 45' AGL/777' MSL.
- Rwy 15: Fence 62' from DER, 385' left of centerline, 5' AGL/763' MSL. Multiple trees beginning 3' from DER, 9' left and right of centerline, up to 95' AGL/850' MSL. Vehicle on road beginning 89' from DER, 9' left and right of centerline, up to 15' AGL/773' MSL. Buildings beginning 417' from DER, 481' right of centerline, up to 37' AGL/795' MSL. Poles beginning 804' from DER, 235' right of centerline, up to 36' AGL/794' MSL. Antenna 1.1 NM from DER, 1676' left of centerline, 169' AGL/927' MSL.
- Rwy 20L: Fence 209' from DER, 547' left of centerline, 7' AGL/757' MSL. Multiple trees beginning 407' from DER, 392' left of centerline, up to 111' AGL/847' MSL. Sign 22' from DER, 351' right of centerline, 2' AGL/752' MSL.
- Rwy 20R: Tree 645' from DER, 619' right of centerline, 17' AGL/768' MSL.
- Rwy 28: Multiple trees beginning 1228' from DER, 683' left and right of centerline, up to 84' AGL/837' MSL. Sign 39' from DER, 455' right of centerline, 3' AGL/756' MSL. Building 974' from DER, 681' right of centerline, 28' AGL/781' MSL.
- Rwy 33: REIL lights beginning 51' from DER, 95' left and right of centerline, up to 2' AGL/760' MSL. Multiple poles beginning 407' from DER, 154' left and right of centerline, up to 61' AGL/817' MSL. OL on poles beginning 532' from DER, 120' left and right of centerline, up to 39' AGL/796' MSL. Vehicle on road beginning 532' from DER, 120' left and right of centerline, up to 15' AGL/772' MSL. Multiple trees beginning 335' from DER, 11' left and right of centerline, up to 110' AGL/859' MSL. Fence 346' from DER, 575' left of centerline, 48' AGL/800' MSL. Buildings beginning 195' from DER, 425' right of centerline, up to 21' AGL/778' MSL.

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EC-3, 10 NOV 2016 to 05 JAN 2017

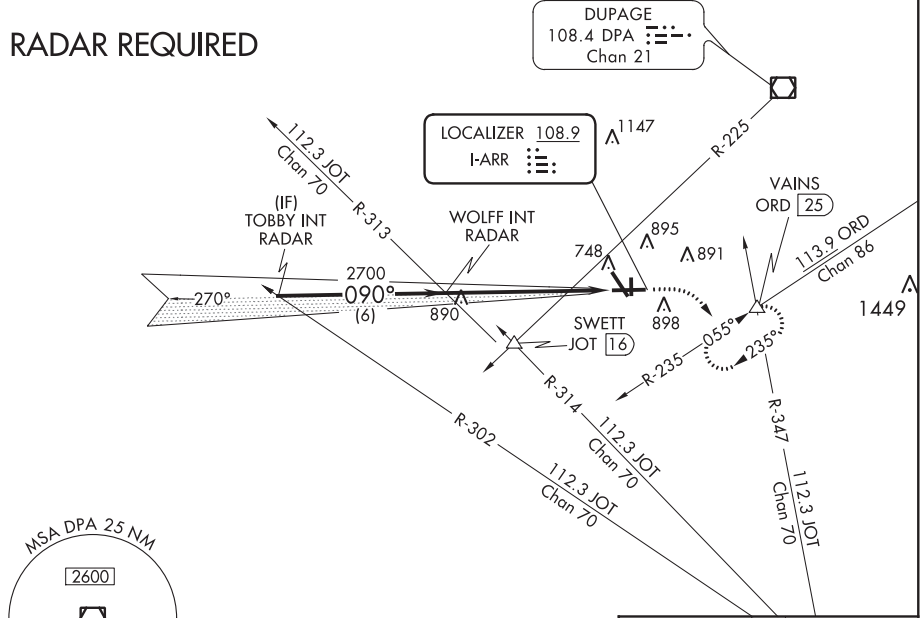
LOC I-ARR 108.9	APP CRS 090°	Rwy Idg TDZE Apt Elev	6501 707 712
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ILS or LOC RWY 9

AURORA MUNI (A.R.R.)

<p>⚠ If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DA/MDAs 80 feet. For inop MALSR when using Chicago O'Hare Intl altimeter setting, increase S-ILS 9 all Cats visibility to 1 mile.</p>		<p>MALSR A5</p>	<p>MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 via heading 120° and ORD R-235 to VAINS Int/25 DME and hold, continue climb-in-hold to 3000.</p>		
<p>ATIS 125.85</p>	<p>CHICAGO APP CON 133.5 349.0</p>	<p>AURORA TOWER ★ 120.6 (CTAF)</p>	<p>GND CON 121.7</p>	<p>CLNC DEL 121.7 (When tower closed)</p>	<p>UNICOM 122.95 123.5</p>

RADAR REQUIRED



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EC-3, 10 NOV 2016 to 05 JAN 2017

		ELEV 712	TDZE 707				
<p>TOBBY INT RADAR</p> <p>WOLFF INT RADAR</p> <p>GS 3.00° TCH 45</p> <p>2700 → 090° → 2700</p> <p>6 NM</p>		<p>1200</p> <p>3000</p> <p>hdg 120°</p> <p>ORD R-235</p> <p>VAINS Δ</p>	<p>51 5503 X 100 3198 X 75 6501 X 100 36 775 784 839 ±</p> <p>090° 6 NM from FAF</p>				
CATEGORY	A	B	C	D			
S-ILS 9	906-½ 200 (200-½)						
S-LOC 9	1220-½ 513 (600-½)	1220-1 513 (600-1)	1220-1¼ 513 (600-1¼)				
CIRCLING	1220-1 508 (600-1)	1220-1½ 508 (600-1½)	1280-2 568 (600-2)				
		<p>MIRL Rwy 18-36</p> <p>HIRL Rwy 15-33 and 9-27</p> <p>REIL Rwy 15, 18, 27, and 36</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

LOC/DME I-ROF 111.15 Chan 48(Y)	APP CRS 328°	Rwy Idg TDZE Apt Elev	5503 706 712
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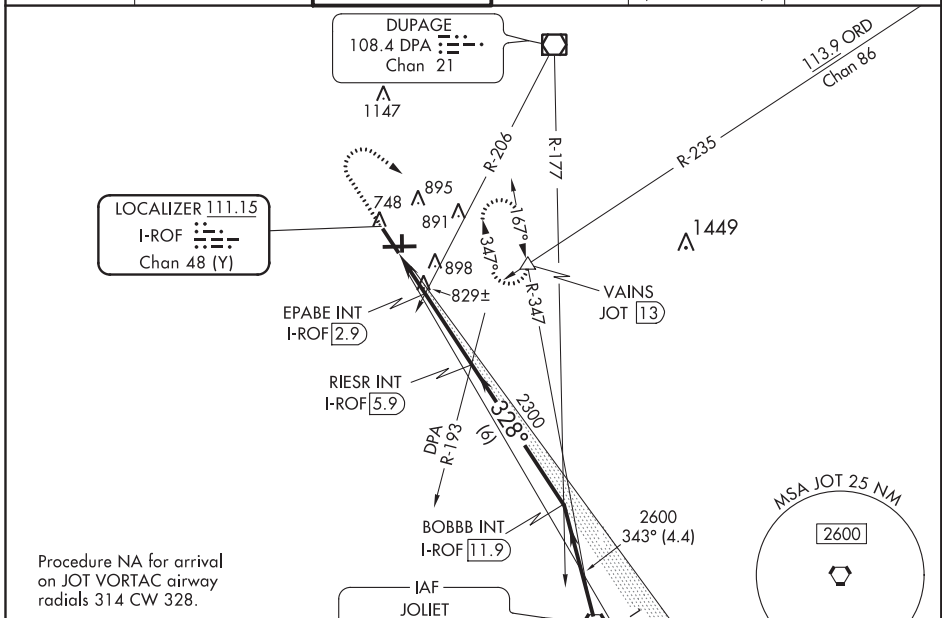
ILS or LOC RWY 33

AURORA MUNI (A.R.R.)

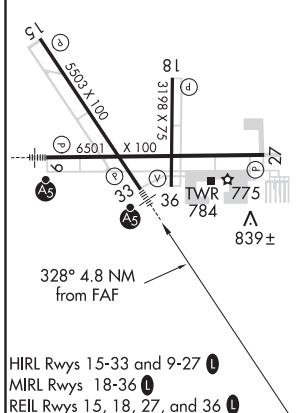
⚠ For inoperative MALSR, increase S-LOC 33 Cats A/B visibility to 1 mile, and EPABE fix minimums S-LOC 33 Cats A/B/C visibility to 1 mile. Visibility reduction by helicopters NA. VDP NA when using Chicago O'Hare Intl altimeter setting. If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DAs 72 feet/MDAs 80 feet.

MALSR MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via heading 120° and via JOT VORTAC R-347 to VAINS INT/13 DME and hold, continue climb-in-hold to 3000.

ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER* 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5
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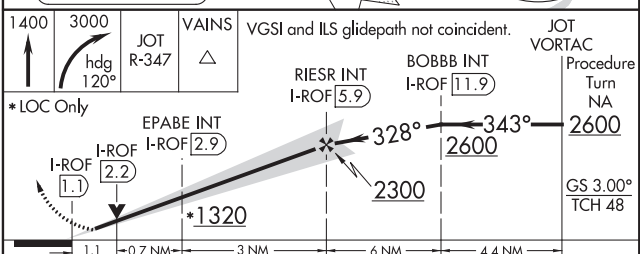
ELEV 712	TDZE 706
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HIRL Rwy 15-33 and 9-27 **0**
MIRL Rwy 18-36 **0**
REIL Rwy 15, 18, 27, and 36 **0**

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
S-ILS 33	956- ³ / ₄ 250 (300- ³ / ₄)			
S-LOC 33	1320- ³ / ₄ 614 (700- ³ / ₄)	1320-1 ¹ / ₄ 614 (700-1 ¹ / ₄)	1320-1 ¹ / ₂ 614 (700-1 ¹ / ₂)	
CIRCLING	1320-1 608 (700-1)	1320-1 ³ / ₄ 608 (700-1 ³ / ₄)	1320-2 608 (700-2)	
EPABE FIX MINIMUMS				
S-LOC 33	1080- ³ / ₄ 374 (400- ³ / ₄)			
CIRCLING	1200-1 488 (500-1)	1200-1 ¹ / ₂ 488 (500-1 ¹ / ₂)	1280-2 568 (600-2)	

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EC-3, 10 NOV 2016 to 05 JAN 2017


WAAS CH 45522 W09A	APP CRS 090°	Rwy Idg TDZE Apt Elev	6501 707 712
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RNAV (GPS) RWY 9

AURORA MUNI (A.R.R.)

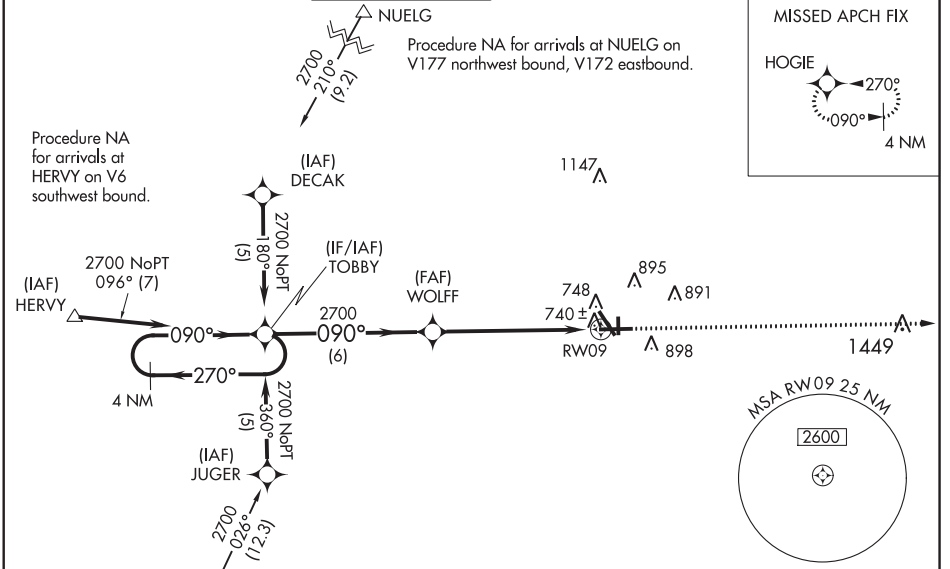
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Chicago O'Hare Intl altimeter setting. VDP NA with Chicago O'Hare Intl altimeter setting. When local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DA/MDA 80 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile. For inop MALSR when using Chicago O'Hare Intl altimeter setting increase LPV all Cats visibility to 1¼ mile.

MALSR

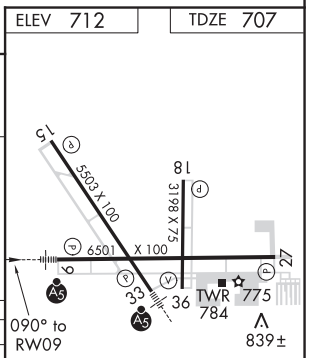
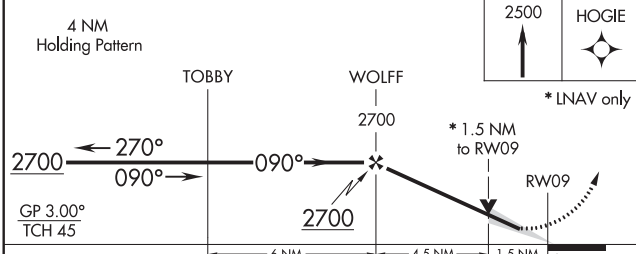


MISSED APPROACH:
Climb to 2500 direct HOGIE and hold.

ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER* 120.6 (CTAF)	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5
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ELEV 712	TDZE 707
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CATEGORY	A	B	C	D
LPV DA	957-1/2		250 (300-1/2)	
LNAV/VNAV DA	1035-3/4		328 (400-3/4)	
LNAV MDA	1220-1/2 513 (600-1/2)		1220-1 513 (600-1)	1220-1/4 513 (600-1/4)
CIRCLING	1220-1 508 (600-1)		1220-1/2 508 (600-1/2)	1280-2 568 (600-2)

MIRL Rwy 18-36 **Ⓛ**
HIRL Rwy 15-33 and 9-27 **Ⓛ**
REIL Rwy 15, 18, 27, and 36 **Ⓛ**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 148°	Rwy Idg TDZE Apt Elev	5503 712 712
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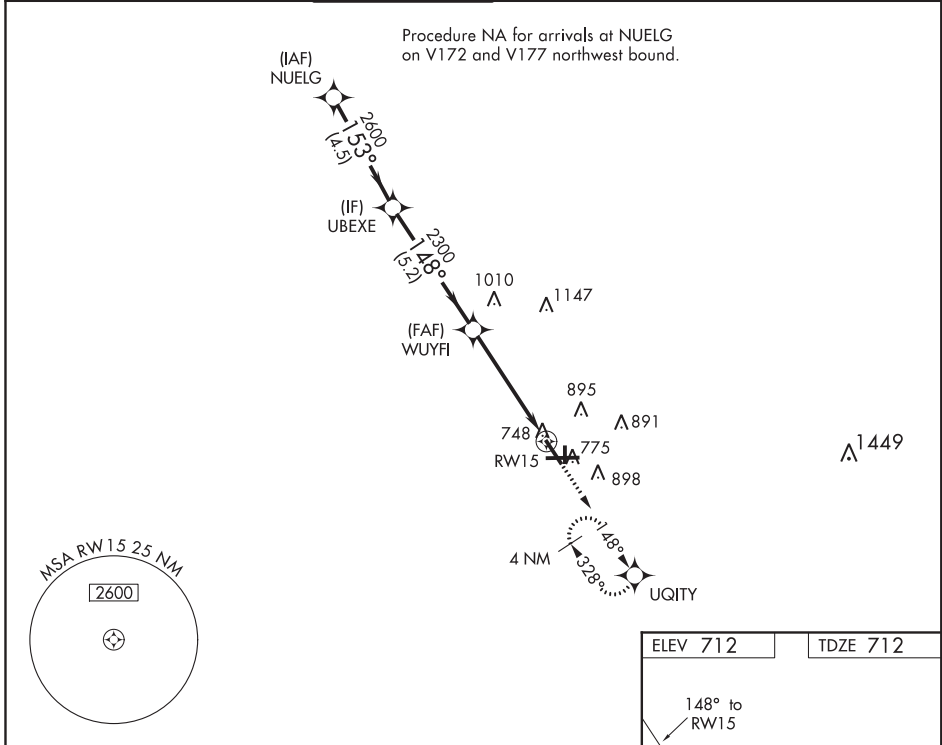
RNAV (GPS) RWY 15

AURORA MUNI (A.R.R.)

⚠ DME/DME RNP-0.3 NA. VDP NA with Chicago O'Hare Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all MDA 80 feet; increase LNAV Cat C/D and Circling Cat C visibility 1/8 mile.

MISSED APPROACH: Climb to 3000 direct UQITY and hold, continue climb-in-hold to 3000.

ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER* 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When lower closed)	UNICOM 122.95 123.5
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 34).

	ELEV 712		TDZE 712	
CATEGORY	A	B	C	D
LNAV MDA	1260-1	548 (600-1)	1260-1 1/8	548 (600-1 1/8)
CIRCLING	1260-1	548 (600-1)	1260-1 1/8	1280-2
			548 (600-1 1/8)	568 (600-2)

HIRL Rwy 15-33 and 9-27
MIRL Rwy 18-36
REL Rwy 15, 18, 27, and 36

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 48822 W27A	APP CRS 270°	Rwy Idg TDZE Apt Elev	6501 707 712
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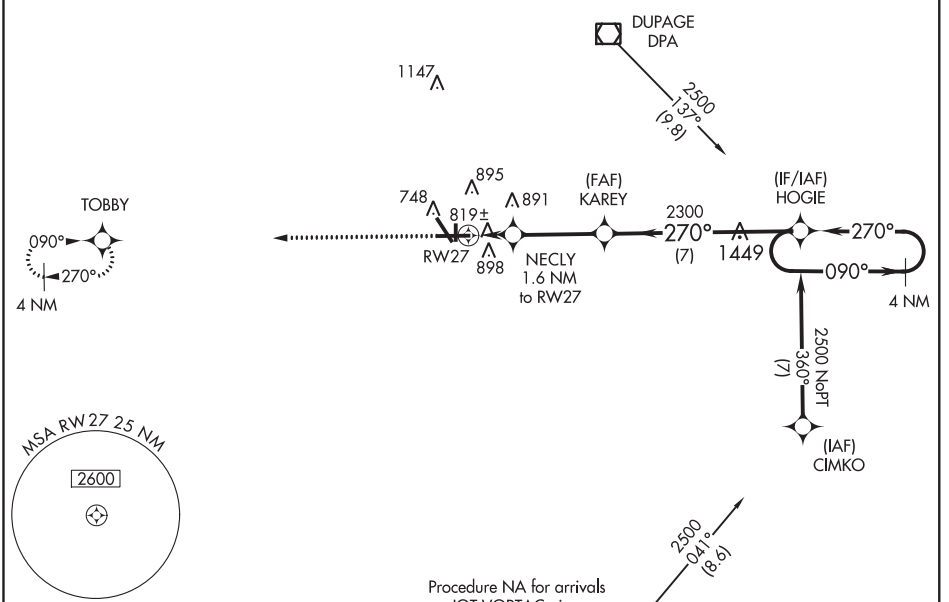
RNAV (GPS) RWY 27

AURORA MUNI (A.R.R.)

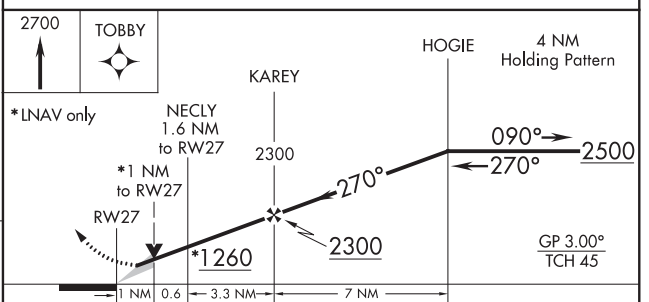
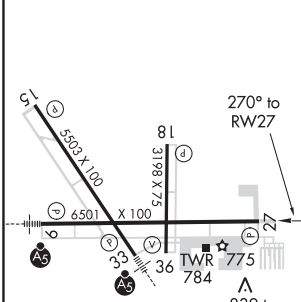
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F).
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DA 71 feet, all MDA 80 feet and increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/4 mile, and LNAV Cat C and D visibility 3/8 mile. VDP and Baro-VNAV NA with Chicago O'Hare Intl altimeter setting.

MISSED APPROACH:
Climb to 2700 direct TOBBY and hold.

ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER★ 120.6 (CTAF)	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5
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ELEV 712	TDZE 707
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CATEGORY	A	B	C	D
LPV DA		907-3/4	200 (200-3/4)	
LNAV/VNAV DA		1002-1	295 (300-1)	
LNAV MDA		1080-1	373 (400-1)	
CIRCLING	1200-1	488 (500-1)	1200-1 1/2 488 (500-1 1/2)	1280-2 568 (600-2)

MIRL Rwy 18-36

HIRL Rwy 15-33 and 9-27

REIL Rwy 15, 18, 27, and 36

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49105 W33A	APP CRS 328°	Rwy ldg TDZE Apt Elev	5503 706 712
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RNAV (GPS) RWY 33

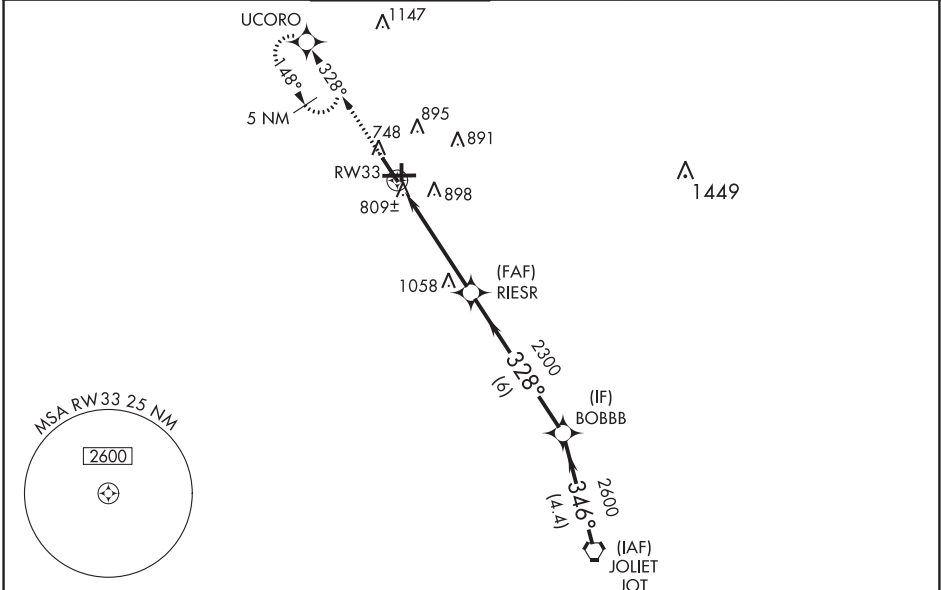
AURORA MUNI (A.R.R.)

⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA when using Chicago O'Hare Intl 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. VDP NA when using Chicago O'Hare Intl altimeter setting. If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DAs 72 feet/MDAs 80 feet. For inoperative MALSR, increase LPV visibility to 1¼ mile all Cats, LNAV Cats A/B visibility to 1 mile.



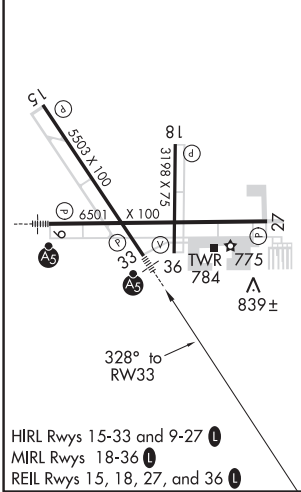
MISSED APPROACH:
 Climb to 3000 direct UCORO and hold, continue climb-in-hold to 3000.

ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER * 120.6 (CTAF)	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5
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ELEV 712	TDZE 706
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Procedure NA for arrival on JOT VORTAC
 airway radials 314 CW 328.



HIRL Rwy 15-33 and 9-27
 MIRL Rwy 18-36
 REIL Rwy 15, 18, 27, and 36

3000 UCORO	VGS and RNAV glidepath not coincident.			
*LNAV only	RW33	RIESR	BOBBB	JOT VORTAC Procedure Turn NA
	1.3 NM to RW33	328°	2600	346° 2600
	2300			GP 3.00° TCH 48
	1.3 NM	3.5 NM	6 NM	4.4 NM
CATEGORY	A	B	C	D
LPV DA	1042-¾		336 (400-¾)	
LNAV/VNAV DA	1194-1¼		488 (500-1¼)	
LNAV MDA	1140-¾		434 (500-¾)	
			1140-1 434 (500-1)	
CIRCLING	1200-1 488 (500-1)		1200-1½ 488 (500-1½)	
			1280-2 568 (600-2)	

EC-3, 10 NOV 2016 to 05 JAN 2017

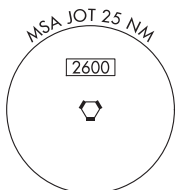
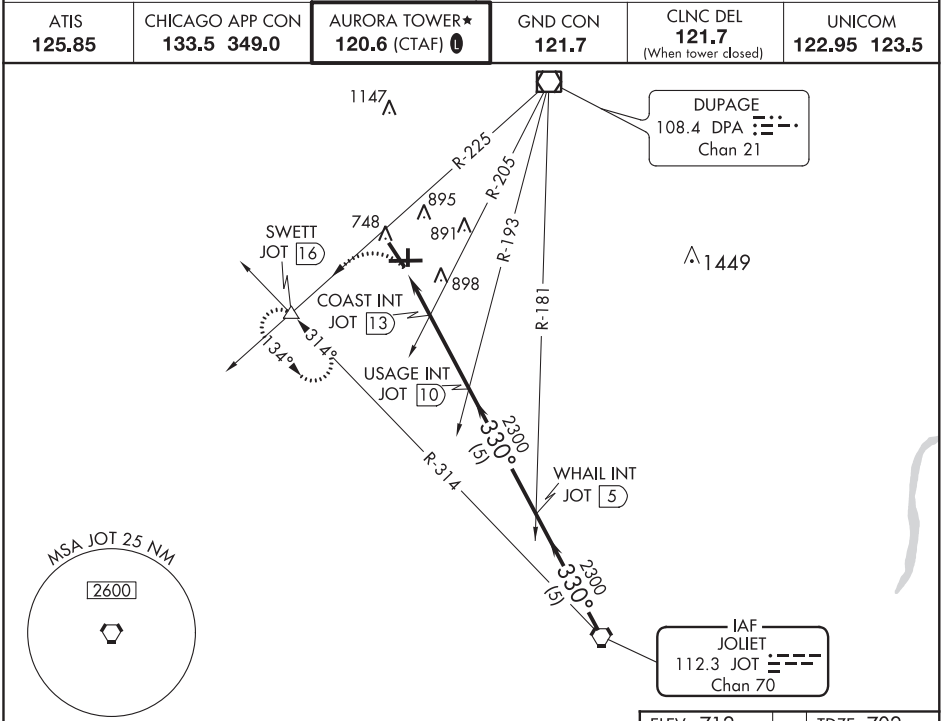
EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC JOT 112.3 Chan 70	APP CRS 330°	Rwy Idg TDZE 702 Apt Elev 712	3198
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VOR RWY 36

AURORA MUNI (A.R.R.)

ATIS **125.85**
CHICAGO APP CON **133.5 349.0**
AURORA TOWER* **120.6 (CTAF) 0**
GND CON **121.7**
CLNC DEL **121.7**
(When lower closed)
UNICOM **122.95 123.5**



3000	SWETT △	VGSIs and descent angles not coincident (VGSi Angle 3.00/TCH 34).		
DPA R-225		USAGE INT JOT (10)	WHALIE INT JOT (5)	JOT VORTAC
	COAST INT JOT (13)			
	JOT (15)			
	JOT (13.7)			
	1.3	0.7	3 NM	5 NM
			2300	2300
			330°	2300
			≤ 2.95°	Procedure Turn NA
			TCH 45	

ELEV 712 | TDZE 702

MIRL Rwy 18-36
HIRL Rwy 15-33 and 9-27
REIL Rwy 15, 18, 27, and 36

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

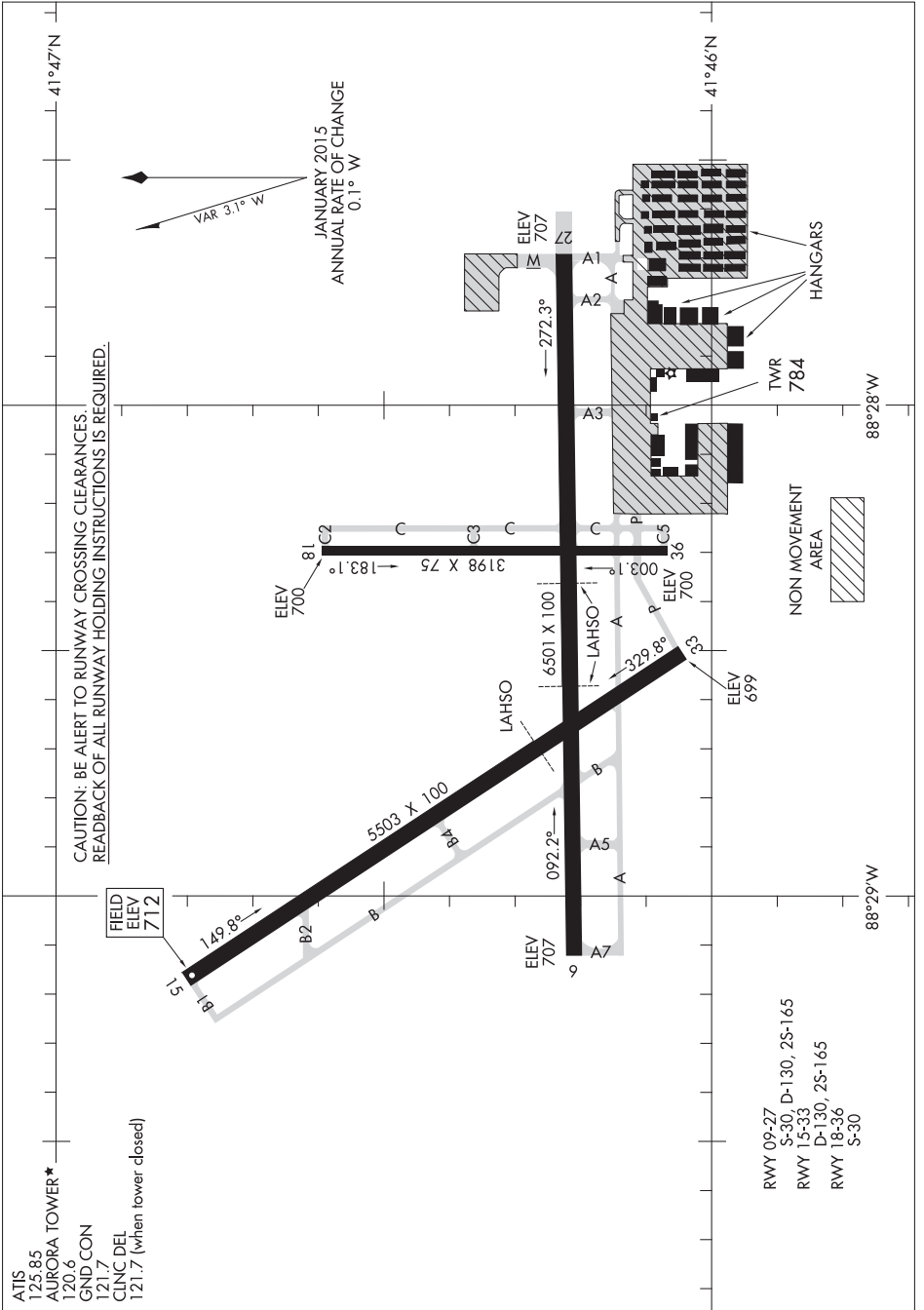
AIRPORT DIAGRAM

AL-5103 (FAA)

AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

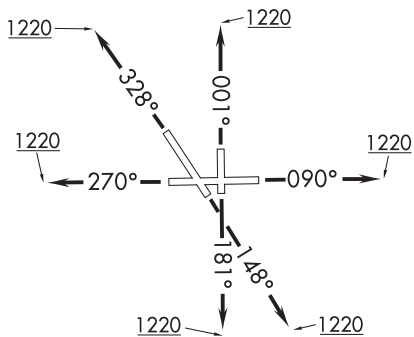
CHICAGO/AURORA, ILLINOIS
AURORA MUNI (ARR)

(ADELL4.ADELL) 15176

ADELL FOUR DEPARTURE (RNAV)

SL-5103 (FAA)

AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS



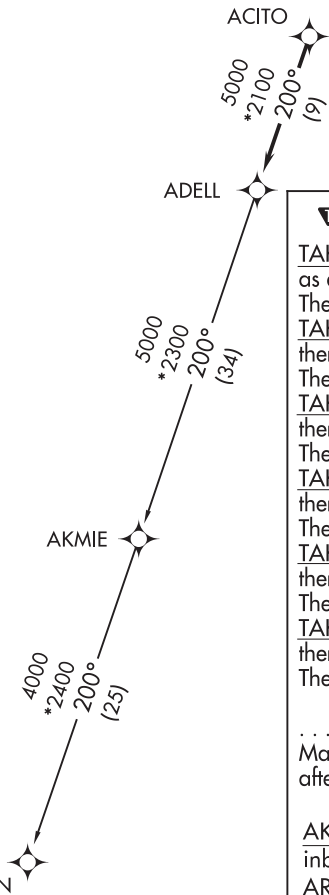
TOP ALTITUDE:
3000

ATIS
125.85
GND CON
121.7
AURORA TOWER ★
120.6
CHICAGO DEP CON
133.5 349.0

TAKEOFF MINIMUMS:
Rwys 9, 15, 18, 27, 33, 36: Standard.

- 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)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 090° to 1220, then as assigned by ATC, expect vectors to ACITO. Thence . . .

TAKEOFF RUNWAY 15: Climb heading 148° to 1220, then as assigned by ATC, expect vectors to ACITO. Thence . . .

TAKEOFF RUNWAY 18: Climb heading 181° to 1220, then as assigned by ATC, expect vectors to ACITO. Thence . . .

TAKEOFF RUNWAY 27: Climb heading 270° to 1220, then as assigned by ATC, expect vectors to ACITO. Thence . . .

TAKEOFF RUNWAY 33: Climb heading 328° to 1220, then as assigned by ATC, expect vectors to ACITO. Thence . . .

TAKEOFF RUNWAY 36: Climb heading 001° to 1220, 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, or PIA, or as assigned by ATC.)

ARLYN TRANSITION (ADELL4.ARLYN):

NOTE: Chart not to scale.

ADELL FOUR DEPARTURE (RNAV)

(ADELL4.ADELL) 15176

CHICAGO/AURORA, ILLINOIS
AURORA MUNI (ARR)

TAKEOFF OBSTACLE NOTES

- Rwy 9: Vehicle on road 794' from DER, right and left of centerline, 15' AGL/734' MSL.
Multiple trees beginning 4126' from DER, on centerline, up to 100' AGL/819' MSL.
- Rwy 15: Multiple trees, power poles, and road beginning 900' from DER, 47' right of centerline, up to 100' AGL/809' MSL.
Power pole 1313' from DER, 47' left of centerline, 34' AGL/733' MSL.
- Rwy 18: Multiple power poles beginning 1218' from DER, 190' right of centerline, up to 35' AGL/734' MSL.
Multiple trees beginning 3646' from DER, on centerline, up to 100' AGL/809' MSL.
- Rwy 27: Vehicle on road 1020' from DER, right and left of centerline, 15' AGL/734' MSL.
- Rwy 33: Multiple trees and road beginning 788' from DER, 238' right of centerline, up to 79' AGL/788' MSL.
Road and power pole beginning 577' from DER, 137' left of centerline, up to 38' MSL/747' MSL.
- Rwy 36: Tree, pole, and fence beginning 31' from DER, 169' left of centerline, up to 35' AGL/734' MSL.
Vehicle on road beginning 1099' from DER, right and left of centerline, 15' AGL/734' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

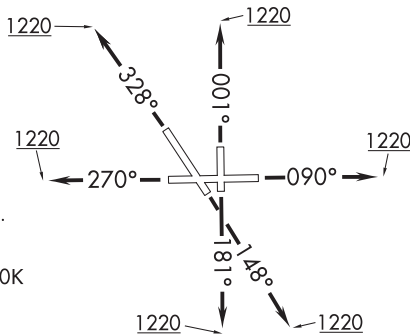
BLOKR FOUR DEPARTURE (RNAV)

ATIS
125.85
GND CON
121.7
AURORA TOWER*
120.6
CHICAGO DEP CON
133.5 349.0

**TOP ALTITUDE:
3000**

TAKEOFF MINIMUMS:
Rwys 9, 15, 18, 27, 33,
36: Standard.

- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojet departures maintain 250K until advised by ATC.



TAKEOFF OBSTACLE NOTES

- Rwy 9: Vehicle on road 794' from DER, right and left of centerline, 15' AGL/734' MSL. Multiple trees beginning 4126' from DER, on centerline, up to 100' AGL/819' MSL.
- Rwy 15: Multiple trees, power poles, and road beginning 900' from DER, 47' right of centerline, up to 100' AGL/809' MSL. Power pole 1313' from DER, 47' left of centerline, 34' AGL/733' MSL.
- Rwy 18: Multiple power poles beginning 1218' from DER, 190' right of centerline, up to 35' AGL/734' MSL. Multiple trees beginning 3646' from DER, on centerline, up to 100' AGL/809' MSL.
- Rwy 27: Vehicle on road 1020' from DER, right and left of centerline, 15' AGL/734' MSL.
- Rwy 33: Multiple trees and road beginning 788' from DER, 238' right of centerline, up to 79' AGL/788' MSL. Road and power pole beginning 577' from DER, 137' left of centerline, up to 38' AGL/747' MSL.
- Rwy 36: Tree, pole, and fence beginning 31' from DER, 169' left of centerline, up to 35' AGL/734' MSL. Vehicle on road beginning 1099' from DER, right and left of centerline, 15' AGL/734' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 090° to 1220, then as assigned by ATC, expect vectors to BACEN. Thence. . .

TAKEOFF RWY 15: Climb heading 148° to 1220, then as assigned by ATC, expect vectors to BACEN. Thence. . .

TAKEOFF RWY 18: Climb heading 181° to 1220, then as assigned by ATC, expect vectors to BACEN. Thence. . .

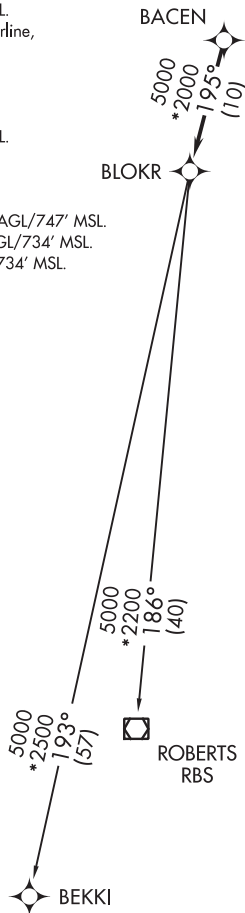
TAKEOFF RWY 27: Climb heading 270° to 1220, then as assigned by ATC, expect vectors to BACEN. Thence. . .

TAKEOFF RWY 33: Climb heading 328° to 1220, then as assigned by ATC, expect vectors to BACEN. Thence. . .

TAKEOFF RWY 36: Climb heading 001° to 1220, 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.)



NOTE: Chart not to scale.

BLOKR FOUR DEPARTURE (RNAV)

(CARYN4.CARYN) 15176

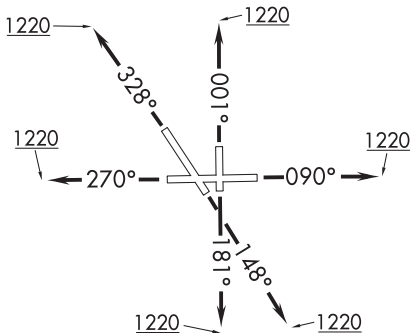
SL-5103 (FAA)

AURORA MUNI (A.R.R.)
CHICAGO/AURORA, ILLINOIS

CARYN FOUR DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

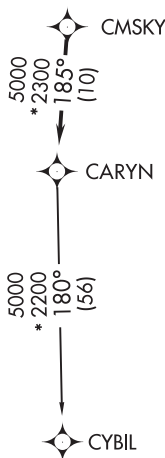
ATIS
125.85
GND CON
121.7
AURORA TOWER ★
120.6
CHICAGO DEP CON
133.5 349.0



- 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 9, 15, 18, 27, 33, 36: Standard.



(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 9: Climb heading 090° to 1220, then as assigned by ATC, expect vectors to CMSKY. Thence
 - TAKEOFF RUNWAY 15: Climb heading 148° to 1220, then as assigned by ATC, expect vectors to CMSKY. Thence
 - TAKEOFF RUNWAY 18: Climb heading 181° to 1220, then as assigned by ATC, expect vectors to CMSKY. Thence
 - TAKEOFF RUNWAY 27: Climb heading 270° to 1220, then as assigned by ATC, expect vectors to CMSKY. Thence
 - TAKEOFF RUNWAY 33: Climb heading 328° to 1220, then as assigned by ATC, expect vectors to CMSKY. Thence
 - TAKEOFF RUNWAY 36: Climb heading 001° to 1220, 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

CHICAGO/AURORA, ILLINOIS
AURORA MUNI (A.R.R.)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

(CARYN4.CARYN) 15176

CARYN FOUR DEPARTURE (RNAV) SL-5103 (FAA)

AURORA MUNI (A.R.R.)
CHICAGO/AURORA, ILLINOISTAKEOFF OBSTACLE NOTES:

- Rwy 9: Vehicle on road 794' from DER, right and left of centerline, 15' AGL/734' MSL.
Multiple trees beginning 4126' from DER, on centerline, up to 100' AGL/819' MSL.
- Rwy 15: Multiple trees, power poles, and road beginning 900' from DER, 47' right of centerline, up to 100' AGL/809' MSL.
Power pole 1313' from DER, 47' left of centerline, 34' AGL/733' MSL.
- Rwy 18: Multiple power poles beginning 1218' from DER, 190' right of centerline, up to 35' AGL/734' MSL.
Multiple trees beginning 3646' from DER, on centerline, up to 100' AGL/809' MSL.
- Rwy 27: Vehicle on road 1020' from DER, right and left of centerline, 15' AGL/734' MSL.
- Rwy 33: Multiple trees and road beginning 788' from DER, 238' right of centerline, up to 79' AGL/788' MSL.
Road and power pole beginning 577' from DER, 137' left of centerline, up to 38' MSL/747' MSL.
- Rwy 36: Tree, pole, and fence beginning 31' from DER, 169' left of centerline, up to 35' AGL/734' MSL.
Vehicle on road beginning 1099' from DER, right and left of centerline, 15' AGL/734' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

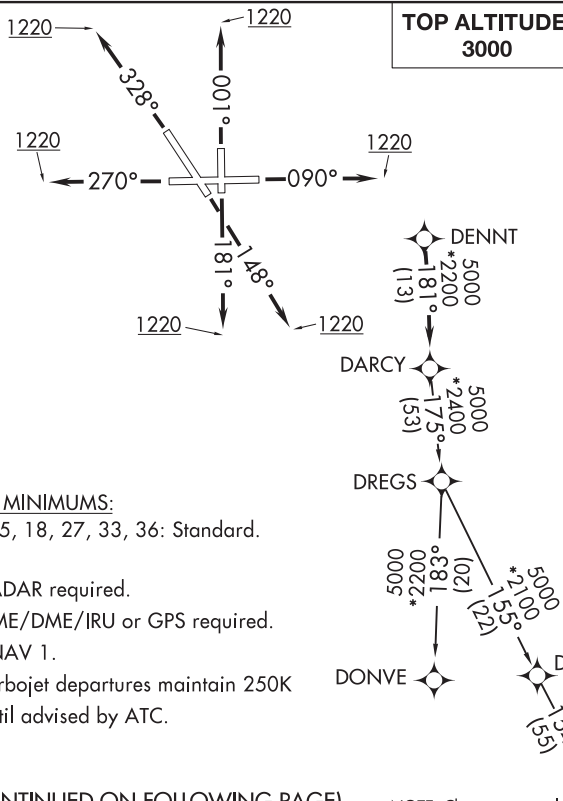
EC-3, 10 NOV 2016 to 05 JAN 2017

CARYN FOUR DEPARTURE (RNAV)
(CARYN4.CARYN) 15176CHICAGO/AURORA, ILLINOIS
AURORA MUNI (A.R.R.)

DARCY FOUR DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

ATIS
125.85
GND CON
121.7
AURORA TOWER ★
120.6
CHICAGO DEP CON
133.5 349.0



TAKEOFF MINIMUMS:
Rwys 9, 15, 18, 27, 33, 36: Standard.

- 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. △ SCOTO

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 9: Climb heading 090° to 1220, then as assigned by ATC, expect vectors to DENNT. Thence. . . .
- TAKEOFF RWY 15: Climb heading 148° to 1220, then as assigned by ATC, expect vectors to DENNT. Thence. . . .
- TAKEOFF RWY 18: Climb heading 181° to 1220, then as assigned by ATC, expect vectors to DENNT. Thence. . . .
- TAKEOFF RWY 27: Climb heading 270° to 1220, then as assigned by ATC, expect vectors to DENNT. Thence. . . .
- TAKEOFF RWY 33: Climb heading 328° to 1220, then as assigned by ATC, expect vectors to DENNT. Thence. . . .
- TAKEOFF RWY 36: Climb heading 001° to 1220, then as assigned by ATC, expect vectors to DENNT. Thence. . . .

. . . . on track 181° to DARCY, then on (transition). Maintain 3000.
Expect filed altitude 10 minutes after departure.

DONVE TRANSITION (DARCY4.DONVE):
SCOTO TRANSITION (DARCY4.SCOTO):

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EC-3, 10 NOV 2016 to 05 JAN 2017

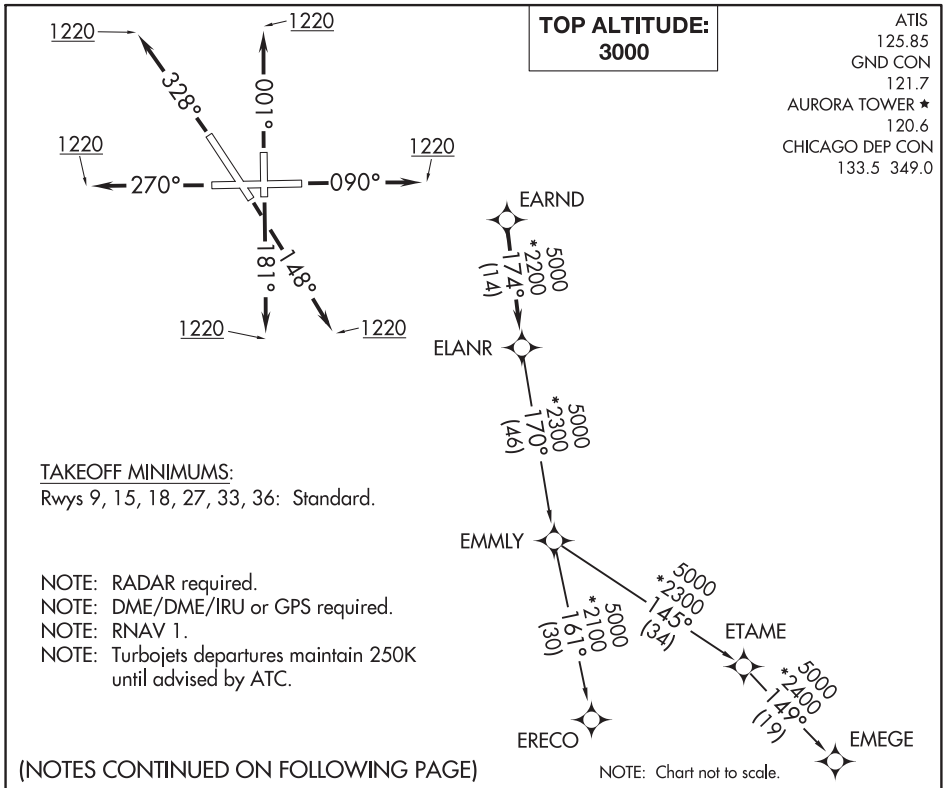
DARCY FOUR DEPARTURE (RNAV)TAKEOFF OBSTACLE NOTES:

- Rwy 9: Vehicle on road 794' from DER, right and left of centerline, 15' AGL/734' MSL.
Multiple trees beginning 4126' from DER, on centerline, up to 100' AGL/819' MSL.
- Rwy 15: Multiple trees, power poles, and road beginning 900' from DER, 47' right of centerline, up to 100' AGL/809' MSL.
Power pole 1313' from DER, 47' left of centerline, 34' AGL/733' MSL.
- Rwy 18: Multiple power poles beginning 1218' from DER, 190' right of centerline, up to 35' AGL/734' MSL.
Multiple trees beginning 3646' from DER, on centerline, up to 100' AGL/809' MSL.
- Rwy 27: Vehicle on road 1020' from DER, right and left of centerline, 15' AGL/734' MSL.
- Rwy 33: Multiple trees and road beginning 788' from DER, 238' right of centerline, up to 79' AGL/788' MSL.
Road and power pole beginning 577' from DER, 137' left of centerline, up to 38' MSL/747' MSL.
- Rwy 36: Tree, pole, and fence beginning 31' from DER, 169' left of centerline, up to 35' AGL/734' MSL.
Vehicle on road beginning 1099' from DER, right and left of centerline, 15' AGL/734' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELANR FOUR DEPARTURE (RNAV)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 9:** Climb heading 090° to 1220, then as assigned by ATC, expect vectors to EARND. Thence. . . .
- TAKEOFF RWY 15:** Climb heading 148° to 1220, then as assigned by ATC, expect vectors to EARND. Thence. . . .
- TAKEOFF RWY 18:** Climb heading 181° to 1220, then as assigned by ATC, expect vectors to EARND. Thence. . . .
- TAKEOFF RWY 27:** Climb heading 270° to 1220, then as assigned by ATC, expect vectors to EARND. Thence. . . .
- TAKEOFF RWY 33:** Climb heading 328° to 1220, then as assigned by ATC, expect vectors to EARND. Thence. . . .
- TAKEOFF RWY 36:** Climb heading 001° to 1220, 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 9: Vehicle on road 794' from DER, right and left of centerline, 15' AGL/734' MSL.
Multiple trees beginning 4126' from DER, on centerline, up to 100' AGL/819' MSL.
- Rwy 15: Multiple trees, power poles, and road beginning 900' from DER, 47' right of centerline, up to 100' AGL/809' MSL.
Power pole 1313' from DER, 47' left of centerline, 34' AGL/733' MSL.
- Rwy 18: Multiple power poles beginning 1218' from DER, 190' right of centerline, up to 35' AGL/734' MSL.
Multiple trees beginning 3646' from DER, on centerline, up to 100' AGL/809' MSL.
- Rwy 27: Vehicle on road 1020' from DER, right and left of centerline, 15' AGL/734' MSL.
- Rwy 33: Multiple trees and road beginning 788' from DER, 238' right of centerline, up to 79' AGL/788' MSL.
Road and power pole beginning 577' from DER, 137' left of centerline, up to 38' AGL/747' MSL.
- Rwy 36: Tree, pole, and fence beginning 31' from DER, 169' left of centerline, up to 35' AGL/734' MSL.
Vehicle on road beginning 1099' from DER, right and left of centerline, 15' AGL/734' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

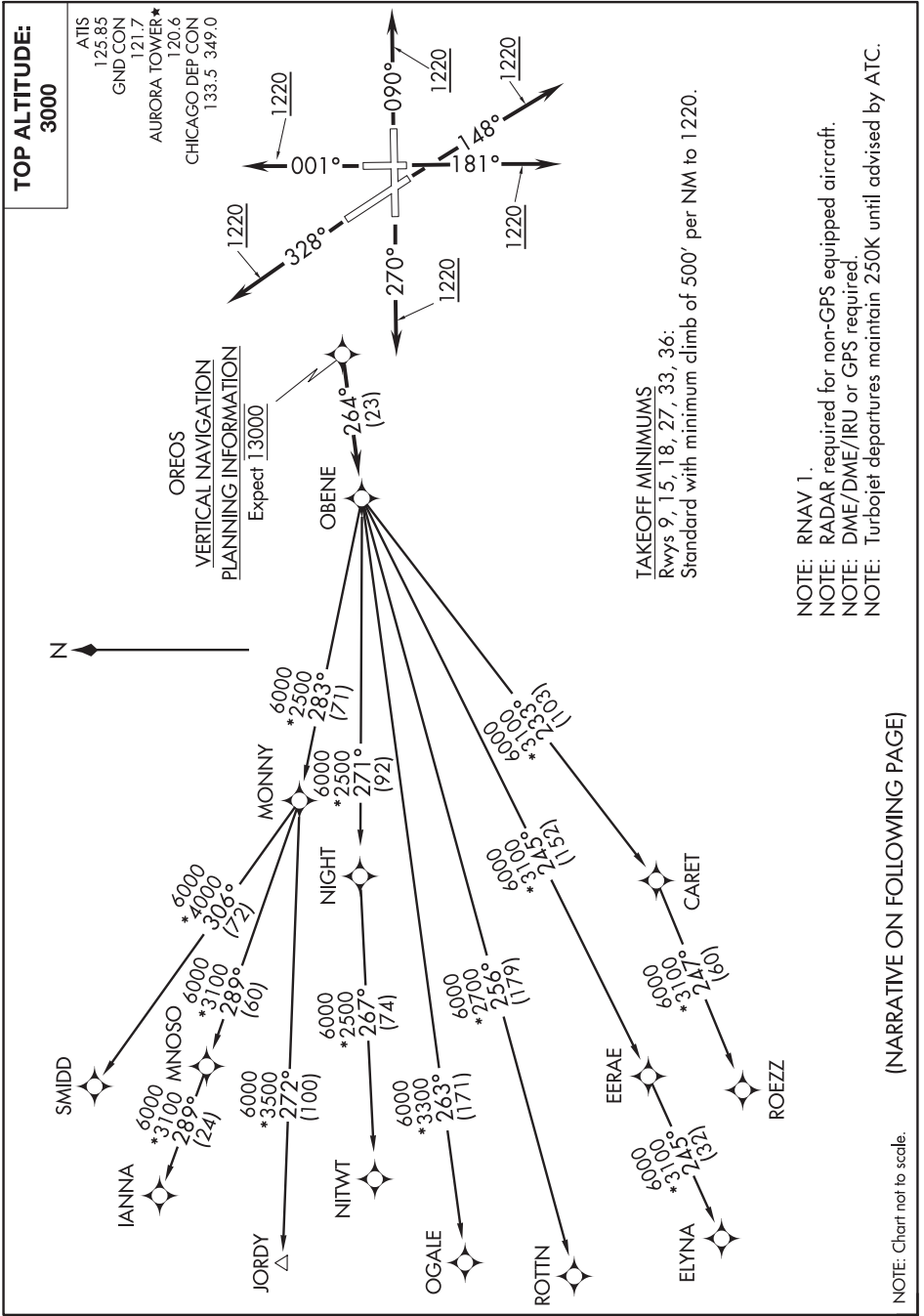
(OBENE2.OBENE) 15120

OBENE TWO DEPARTURE(RNAV)

SL-5103 (FAA)

AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017



OBENE TWO DEPARTURE(RNAV)
(OBENE2.OBENE) 15120

CHICAGO/AURORA, ILLINOIS
AURORA MUNI (ARR)

EC-3, 10 NOV 2016 to 05 JAN 2017

(OBENE2.OBENE) 15120

OBENE TWO DEPARTURE (RNAV) SL-5103 (FAA)

AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 090° to 1220, then continue climb on 090° heading or as assigned by ATC, expect vectors to OREOS. Thence

TAKEOFF RWY 15: Climb heading 148° to 1220, then continue climb on 148° heading or as assigned by ATC, expect vectors to OREOS. Thence

TAKEOFF RWY 18: Climb heading 181° to 1220, then continue climb on 181° heading or as assigned by ATC, expect vectors to OREOS. Thence

TAKEOFF RWY 27: Climb heading 270° to 1220, then continue climb on 270° heading or as assigned by ATC, expect vectors to OREOS. Thence

TAKEOFF RWY 33: Climb heading 328° to 1220, then continue climb on 328° heading or as assigned by ATC, expect vectors to OREOS. Thence

TAKEOFF RWY 36: Climb heading 001° to 1220, then continue climb on 001° heading or as assigned by ATC, expect vectors to OREOS. Thence

. . . . via depicted route to OBENE. Maintain 3000, expect filed altitude ten minutes after departure.

ELYNA TRANSITION (OBENE2.ELYNA)

IANNA TRANSITION (OBENE2.IANNA)

JORDY TRANSITION (OBENE2.JORDY)

MNOSO TRANSITION (OBENE2.MNOSO): For Minneapolis terminal area arrivals or as assigned by ATC.

NITWT TRANSITION (OBENE2.NITWT)

OGALE TRANSITION (OBENE2.OGALE)

ROEZZ TRANSITION (OBENE2.ROEZZ)

ROTTN TRANSITION (OBENE2.ROTTN)

SMIDD TRANSITION (OBENE2.SMIDD)

TAKEOFF OBSTACLES NOTES

Rwy 9: Vehicle on road 794' from DER, right and left of centerline, 15' AGL/734' MSL. Multiple trees beginning 4126' from DER, on centerline, 100' AGL/819' MSL.

Rwy 15: Multiple trees, power poles and road beginning 900' from DER, 47' right of centerline, up to 100' AGL/809' MSL. Power pole 1313' from DER, 47' left of centerline, 34' AGL/733' MSL.

Rwy 18: Multiple power poles beginning 1218' from DER, 190' right of centerline, up to 35' AGL/734' MSL. Multiple trees beginning 3646' from DER, on centerline, up to 100' AGL/809' MSL.

Rwy 27: Vehicle on road 1020' from DER, right and left of centerline, 15' AGL/734' MSL.

Rwy 33: Multiple trees and road beginning 788' from DER, 238' right of centerline, up to 79' AGL/747' MSL. Road and power pole beginning 577' from DER, 137' left of centerline, up to 38' AGL/747' MSL.

Rwy 36: Tree, pole and fence beginning 31' from DER, 169' left of centerline, up to 35' AGL/734' MSL. Vehicle on road beginning 1099' from DER, right and left of centerline, 15' AGL/734' MSL.

OBENE TWO DEPARTURE (RNAV)
(OBENE2.OBENE) 15120CHICAGO/AURORA, ILLINOIS
AURORA MUNI (ARR)

APP CRS 082°	Rwy Idg TDZE Apt Elev	3441 887 888
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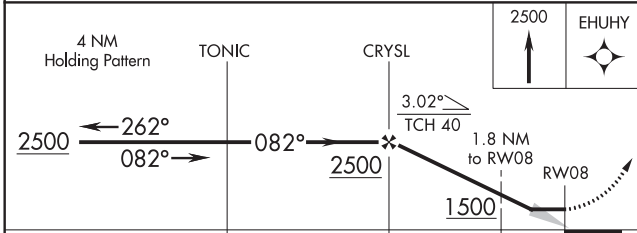
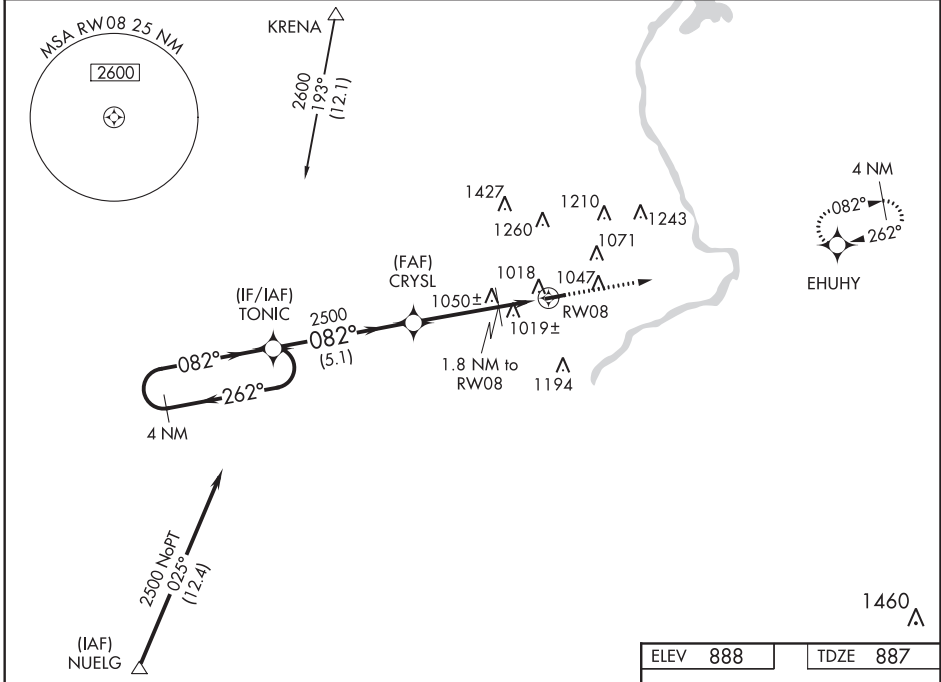
RNAV (GPS) RWY 8

LAKE IN THE HILLS (3CK)

▼ Obtain local altimeter setting on CTAF; when not received, use Chicago Du Page altimeter setting.
▲ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

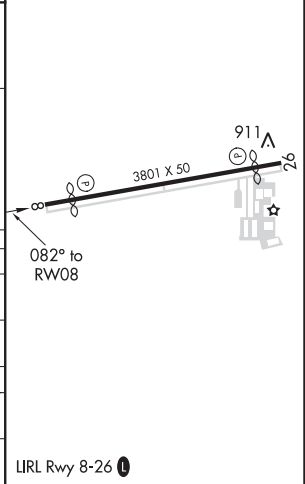
MISSED APPROACH: Climb to 2500 direct EHUHY WP and hold.

CHICAGO APP CON 120.55 306.925	UNICOM 123.05 (CTAF) 0
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ELEV 888	TDZE 887
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CATEGORY	A	B	C	D
LNVA MDA	1280-1 392 (400-1)			NA
CIRCLING	1380-1 492 (500-1)		1380-1½ 492 (500-1½)	
CHICAGO DU PAGE ALTIMETER SETTING MINIMUMS				
LNVA MDA	1340-1 452 (500-1)		1340-1¼ 452 (500-1¼)	
CIRCLING	1460-1 572 (600-1)		1460-1½ 572 (600-1½)	



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 262°	Rwy Idg 3419
	TDZE 887
	Apt Elev 888

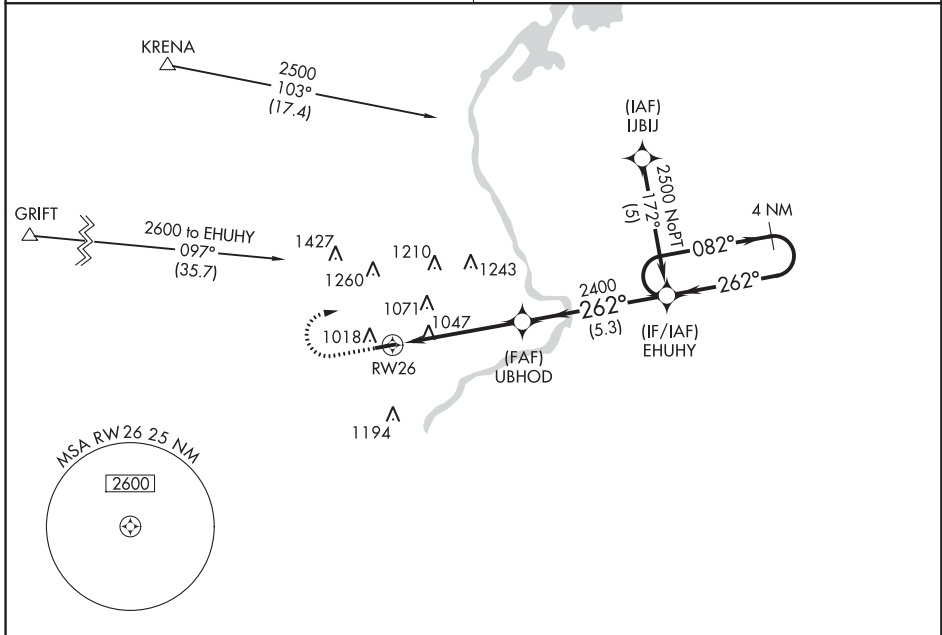
RNAV (GPS) RWY 26

LAKE IN THE HILLS (3CK)

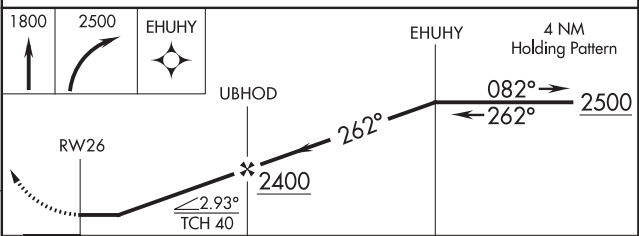
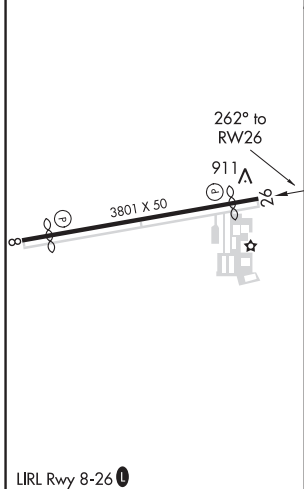
▽ Obtain local altimeter setting on CTAF; when not received use Chicago DuPage altimeter setting.
▲ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1800, then climbing right turn to 2500 direct EHUHY WP and hold.

CHICAGO APP CON 120.55 306.925	UNICOM 123.05 (CTAF) 0
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ELEV 888	TDZE 887
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CATEGORY	A	B	C	D
LNAV MDA	1300-1	412 (500-1)	1300-1¼ 412 (500-1¼)	NA
CIRCLING	1380-1	492 (500-1)	1380-1½ 492 (500-1½)	NA
CHICAGO DUPAGE ALTIMETER SETTING				
LNAV MDA	1360-1	472 (500-1)	1360-1¼ 472 (500-1¼)	NA
CIRCLING	1460-1	572 (600-1)	1460-1½ 572 (600-1½)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME OBK 113.0 Chan 77	APP CRS 269°	Rwy Idg THRE Apt Elev	3419 885 887
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VOR RWY 26

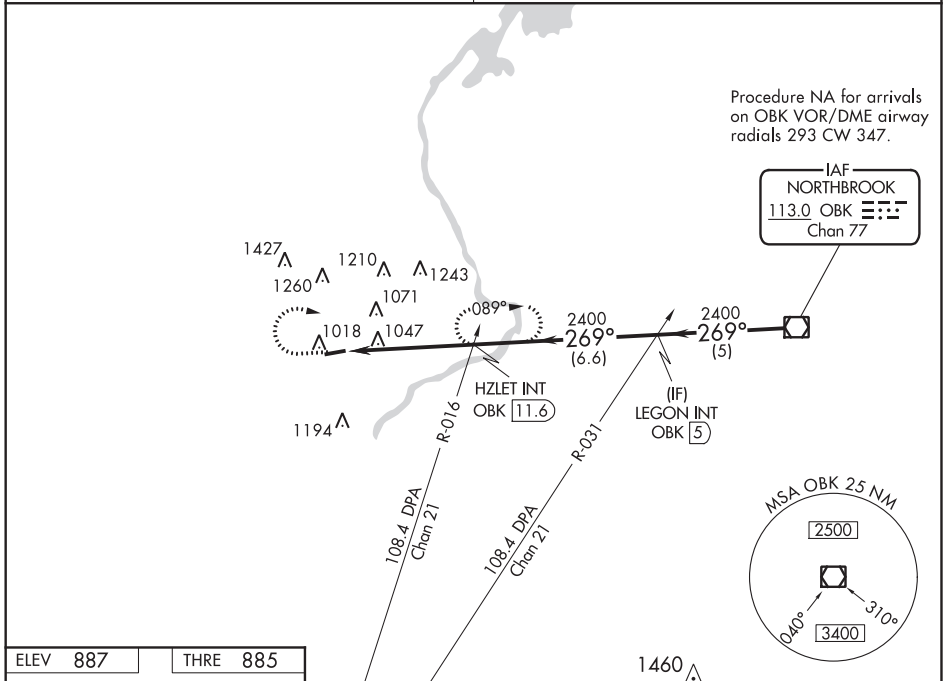
LAKE IN THE HILLS (3CK)

NA Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Chicago DuPage altimeter setting.

MISSED APPROACH: Climb to 1900, then climbing right turn to 2500 on heading 130° and OBK VOR/DME R-269 to HZLET INT/OBK 11.6 DME and hold.

CHICAGO APP CON
120.55 306.925

UNICOM
123.05 (CTAF) 0



Procedure NA for arrivals on OBK VOR/DME airway radials 293 CW 347.

ELEV 887	THRE 885
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269° 4.7 NM from FAF

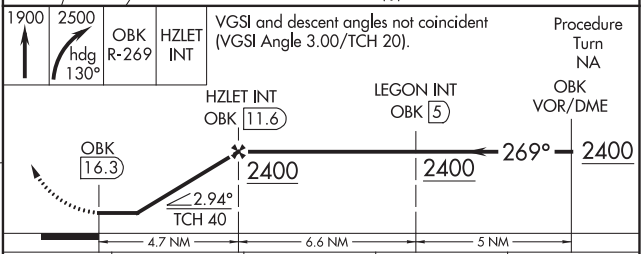
911 A

3801 X 50

LIRL Rwy 8-26 0

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-26	1380-1	495 (500-1)	1380-1 ³ / ₈ 495 (500-1 ³ / ₈)	NA
CIRCLING	1380-1	493 (500-1)	1380-1 ¹ / ₂ 493 (500-1 ¹ / ₂)	NA
CHICAGO DUPAGE ALTIMETER SETTING				
S-26	1440-1	555 (600-1)	1440-1 ⁵ / ₈ 555 (600-1 ⁵ / ₈)	NA
CIRCLING	1440-1	553 (600-1)	1440-1 ⁵ / ₈ 553 (600-1 ⁵ / ₈)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

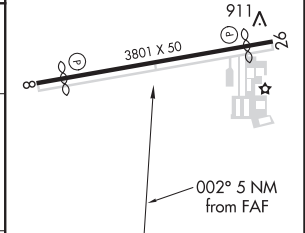
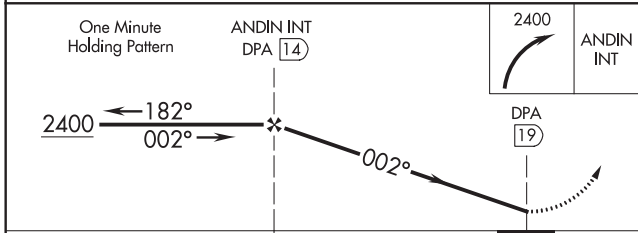
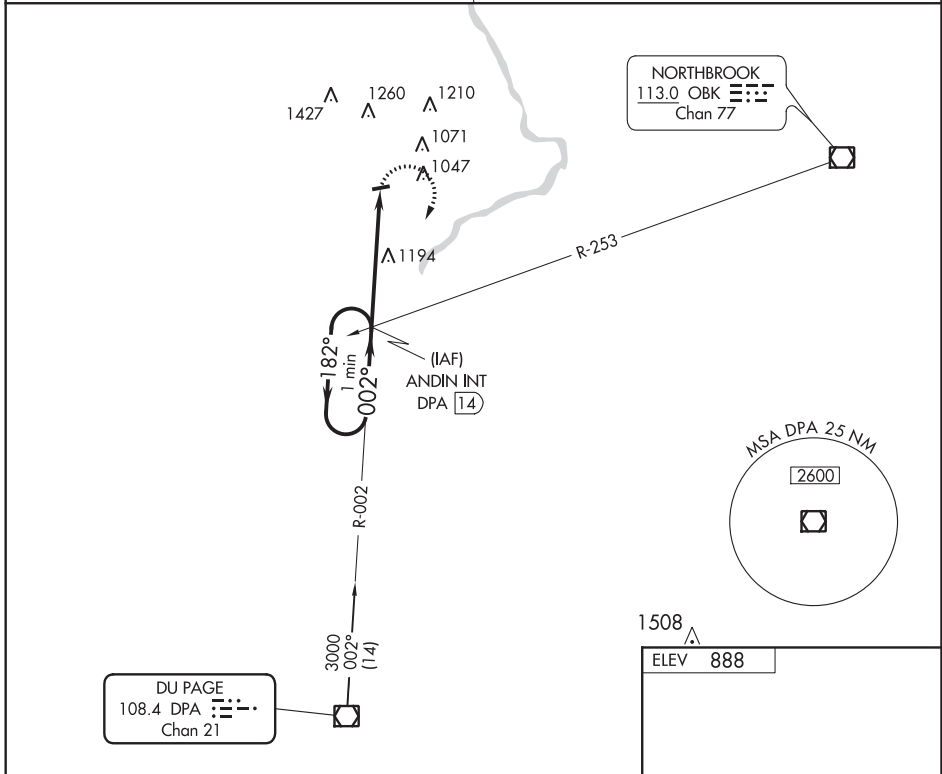
EC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME DPA 108.4 Chan 21	APP CRS 002°	Rwy Idg TDZE Apt Elev	N/A N/A 888
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VOR-A
LAKE IN THE HILLS (3CK)

<p>▼ Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing right turn to 2400 direct ANDIN Int and hold.</p>
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<p>CHICAGO APP CON 120.55 306.925</p>	<p>UNICOM 123.05 (CTAF) 0</p>
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CATEGORY	A	B	C	D
CIRCLING	1500-1	612 (700-1)	1500-1¾ 612 (700-1¾)	NA
CHICAGO DU PAGE ALTIMETER SETTING				
CIRCLING	1560-1	672 (700-1)	1560-2 672 (700-2)	NA

ELEV	888
LIRL Rwy 8-26	0
FAF to MAP 5 NM	
Knots	60 90 120 150 180
Min:Sec	5:00 3:20 2:30 2:00 1:40

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-PWK 111.9	APP CRS 161°	Rwy Idg 5001
		TDZE 643
		Apt Elev 647

ILS or LOC RWY 16

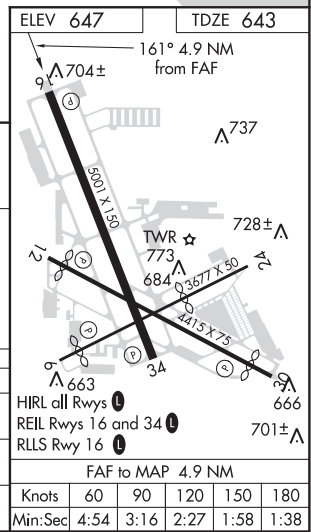
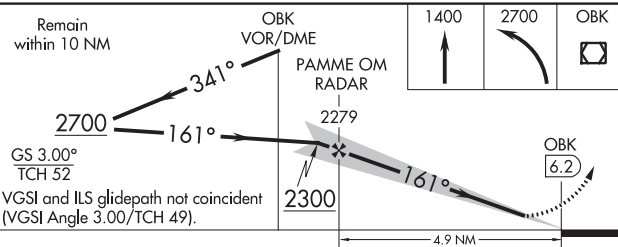
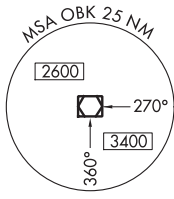
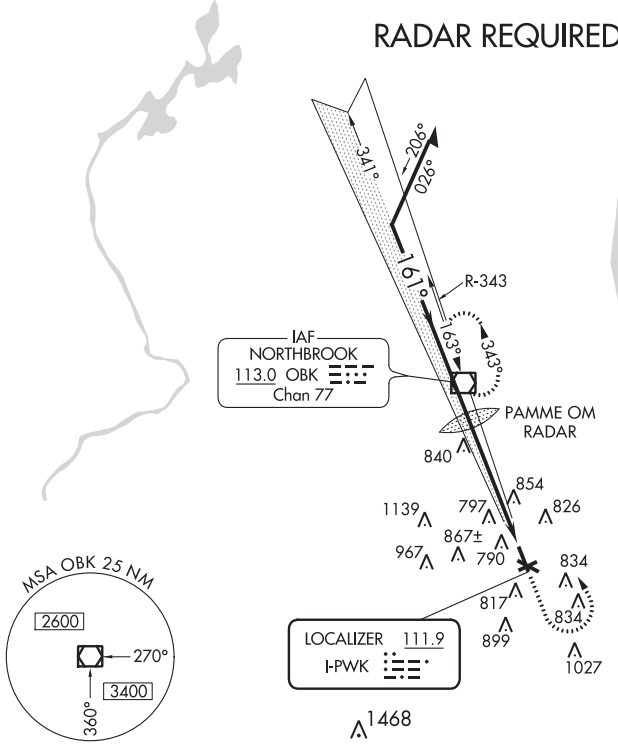
CHICAGO EXECUTIVE (PWK)

▽ If local altimeter setting not received, use Chicago-O'Hare Intl altimeter setting and increase all DAs 22 feet, and all visibilities ¼ mile; increase all MDAs 40 feet, and S-LOC Cat C and D visibilities ¼ mile. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 6, 12, 24 NA. Autopilot coupled approach NA below 1125.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS 124.2	CHICAGO APP CON 120.55 306.925	EXECUTIVE TOWER ★ 119.9 (CTAF) 0	GND CON 121.7	CLNC DEL 124.7	UNICOM 122.95
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RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 16	927-1 284 (300-1)			
S-LOC 16	1140-1 497 (500-1)	1140-1½ 497 (500-1¼)	1140-1½ 497 (500-1½)	
CIRCLING	1140-1 493 (500-1)	1160-1½ 513 (600-1½)	1200-2 553 (600-2)	

HIRL all Rwys	0
REIL Rwys 16 and 34	0
RLS Rwy 16	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-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45627 W16A	APP CRS 161°	Rwy Idg TDZE Apt Elev	5001 643 647
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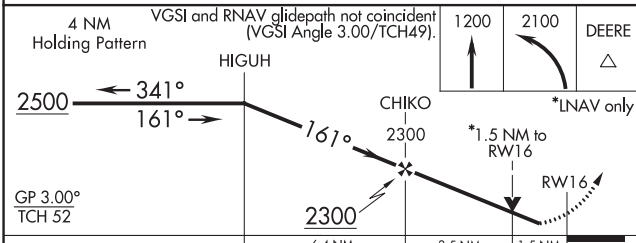
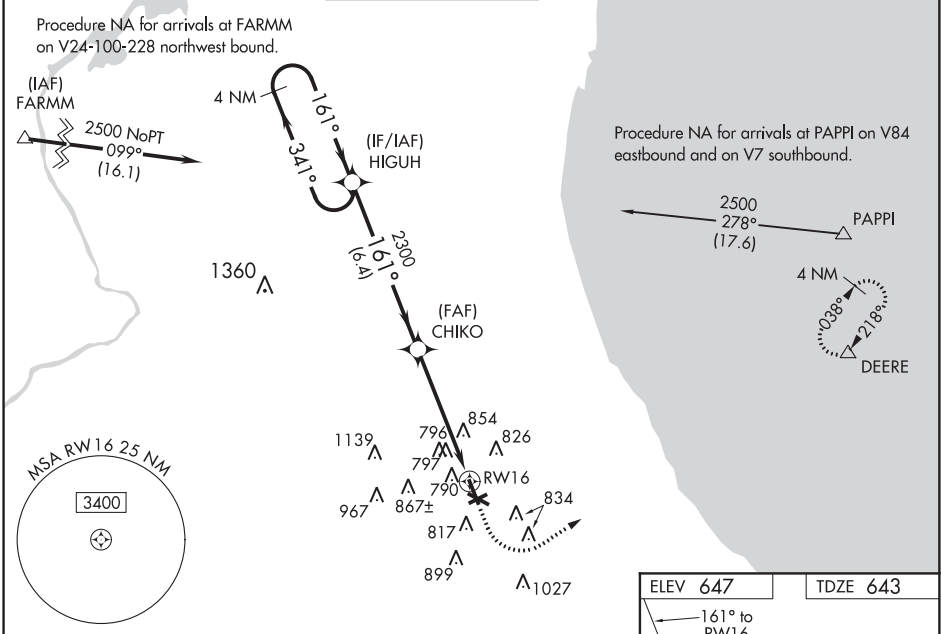
RNAV (GPS) RWY 16

CHICAGO EXECUTIVE (PWK)

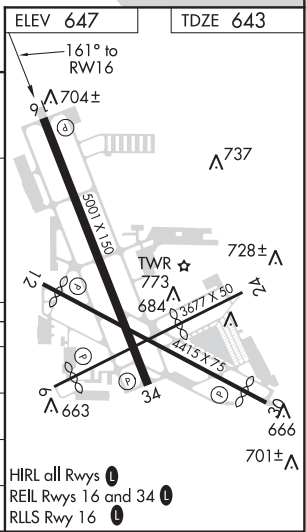
⚠ Night landing: Rwy 6, 12, 24 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DA 22 feet and all MDA 40 feet and increase LPV all Cats visibility 1/8 mile. LNAV Cats C and D visibility 1/4 mile, and Circling Cat C visibility 1/8 mile. Baro-VNAV NA with Chicago O'Hare Intl altimeter setting. VDP NA when using Chicago O'Hare Intl altimeter setting.

MISSED APPROACH:
Climb to 1200 then climbing left turn to 2100 direct DEERE and hold.

ATIS 124.2	CHICAGO APP CON 120.55 306.925	EXECUTIVE TOWER * 119.9 (CTAF) 0	GND CON 121.7	CLNC DEL 124.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	893-1 250 (300-1)			
LNAV/VNAV DA	1087-1½ 444 (500-1½)			
LNAV MDA	1160-1 517 (600-1)	1160-1⅓ 517 (600-1⅓)		
CIRCLING	1160-1 513 (600-1)	1160-1½ 513 (600-1½)	1200-2 553 (600-2)	



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

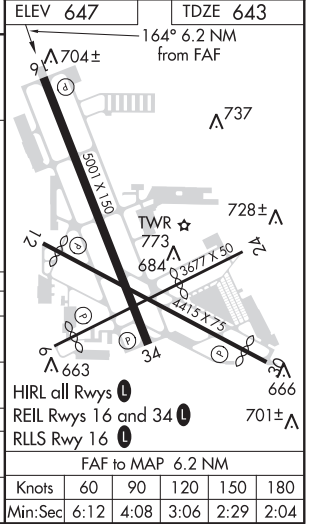
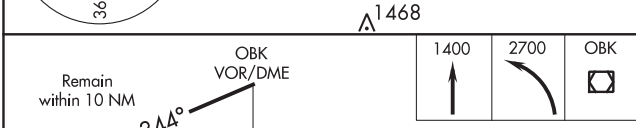
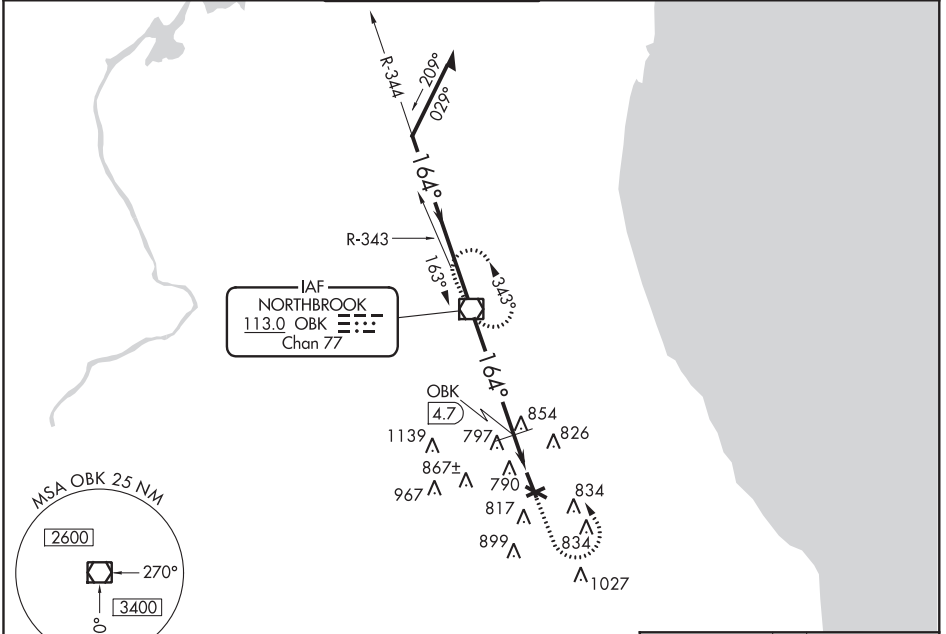
VOR/DME OBK 113.0 Chan 77	APP CRS 164°	Rwy Idg TDZE 5001 643 Apt Elev 647
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VOR RWY 16
CHICAGO EXECUTIVE (PWK)

▼ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Chicago-O'Hare Intl altimeter setting and increase all MDA 40 feet and increase DME minimums S-16 Cats C and D visibility 1/4 mile. Night landing: Rwy 6, 12, 24 NA.

MISSED APPROACH: Climb to 1400, then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS 124.2	CHICAGO APP CON 120.55 306.925	EXECUTIVE TOWER ★ 119.9 (CTAF) 0	GND CON 121.7	CLNC DEL 124.7	UNICOM 122.95
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CATEGORY	A		B		C		D	
	1200-1	557 (600-1)	1200-1	553 (600-1)	1200-1½	557 (600-1½)	1200-1¾	557 (600-1¾)
S-16	1200-1	557 (600-1)	1200-1	553 (600-1)	1200-1½	557 (600-1½)	1200-1¾	557 (600-1¾)
CIRCLING	1200-1	553 (600-1)	1200-1	553 (600-1)	1200-1½	553 (600-1½)	1200-2	553 (600-2)
DME MINIMUMS								
S-16	1120-1	477 (500-1)	1120-1¼	477 (500-1¼)	1120-1½	477 (500-1½)	1120-1¾	477 (500-1¾)
CIRCLING	1140-1	493 (500-1)	1160-1½	513 (600-1½)	1200-2	553 (600-2)	1200-2	553 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

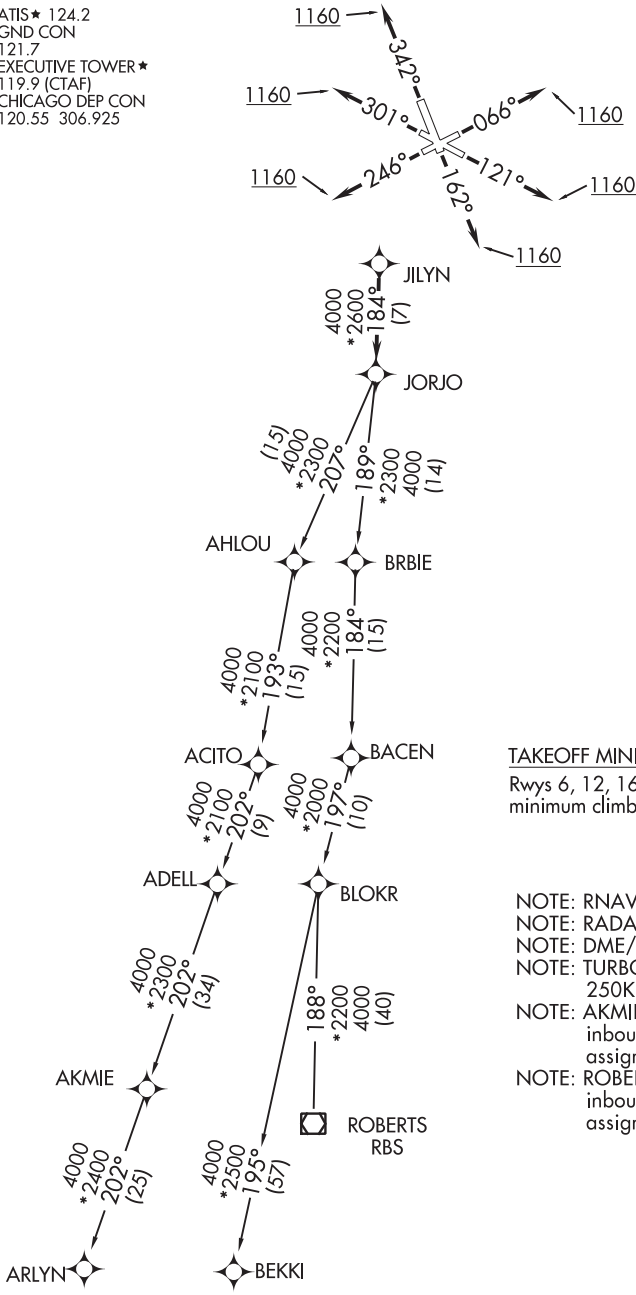
EC-3, 10 NOV 2016 to 05 JAN 2017

JORJO THREE DEPARTURE (RNAV)

CHICAGO EXECUTIVE (PWK)
CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS

ATIS★ 124.2
GND CON
121.7
EXECUTIVE TOWER★
119.9 (CTAF)
CHICAGO DEP CON
120.55 306.925

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS

Rwys 6, 12, 16, 24, 30, 34: Standard with minimum climb of 500' per NM to 1160.

- NOTE: RNAV1.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: TURBOJET departures maintain 250K until advised by ATC.
- NOTE: AKMIE transition: for aircraft inbound to BMI, SPI, or PIA, or as assigned by ATC.
- NOTE: ROBERTS transition: for aircraft inbound to CMI or STL, or as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

JORJO THREE DEPARTURE (RNAV)

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS
CHICAGO EXECUTIVE (PWK)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 066° or as assigned by ATC to at or above 1160, expect vectors to JILYN. Thence

TAKEOFF RWY 12: Climb heading 121° or as assigned by ATC to at or above 1160, expect vectors to JILYN. Thence

TAKEOFF RWY 16: Climb heading 162° or as assigned by ATC to at or above 1160, expect vectors to JILYN. Thence

TAKEOFF RWY 24: Climb heading 246° or as assigned by ATC to at or above 1160, expect vectors to JILYN. Thence

TAKEOFF RWY 30: Climb heading 301° or as assigned by ATC to at or above 1160, expect vectors to JILYN. Thence

TAKEOFF RWY 34: Climb heading 342° or as assigned by ATC to at or above 1160, expect vectors to JILYN. Thence

. . . . on track 184° to JORJO, then on (transition), Maintain 3000,
Expect filed altitude 10 minutes after departure.

AKMIE TRANSITION (JORJO3.AKMIE)

ARLYN TRANSITION (JORJO3.ARLYN)

BEKKI TRANSITION (JORJO3.BEKKI)

ROBERTS TRANSITION (JORJO3.RBS)

TAKEOFF OBSTACLES NOTES:

- Rwy 6: Trees beginning 10' from DER, left and right of centerline, up to 100' AGL/764' MSL. Vehicles on road beginning 102' from DER, left and right of centerline, up to 17' AGL/661' MSL.
- Rwy 12: Vehicles on roads beginning 6' from DER, left and right of centerline, up to 17' AGL/661' MSL. Trees beginning 34' from DER, left and right of centerline, up to 100' AGL/764' MSL. Multiple antennas, buildings and poles beginning 164' from DER, right and left of centerline, up to 174' AGL/834' MSL.
- Rwy 16: Multiple antennas, buildings, and poles beginning at 91' from DER, left and right of centerline, up to 30' AGL/675' MSL. Vehicles on road beginning 288' from DER, left and right of centerline, up to 17' AGL/658' MSL. Trees beginning 442' from DER, left and right of centerline, up to 68' AGL/712' MSL.
- Rwy 24: Vehicles on roads beginning 1' from DER, left and right of centerline, up to 17' AGL/666' MSL. Multiple buildings, poles, and tower beginning 63' from DER, left and right of centerline, up to 130' AGL/783' MSL. Trees beginning 842' from DER, left and right of centerline, up to 48' AGL/693' MSL.
- Rwy 30: Vehicles on road beginning 4' from DER, left and right of centerline, up to 17' AGL/666' MSL. Fence 63' from DER, 24' right of centerline, 12' AGL/652' MSL. Multiple buildings, poles and transmissions towers beginning at 70' from DER, left and right of centerline, up to 128' AGL/778' MSL. Trees beginning 77' from DER, left and right of centerline, up to 100' AGL/759' MSL. Antenna 5087' from DER, 759' right of centerline, 152' AGL/802' MSL.
- Rwy 34: Trees beginning 116' from DER, left and right of centerline, up to 85' AGL/725' MSL. Bldg 718' from DER, 541' right of centerline, 53' AGL/693' MSL.

(MONKZ3.MONKZ) 15176

MONKZ THREE DEPARTURE (RNAV)

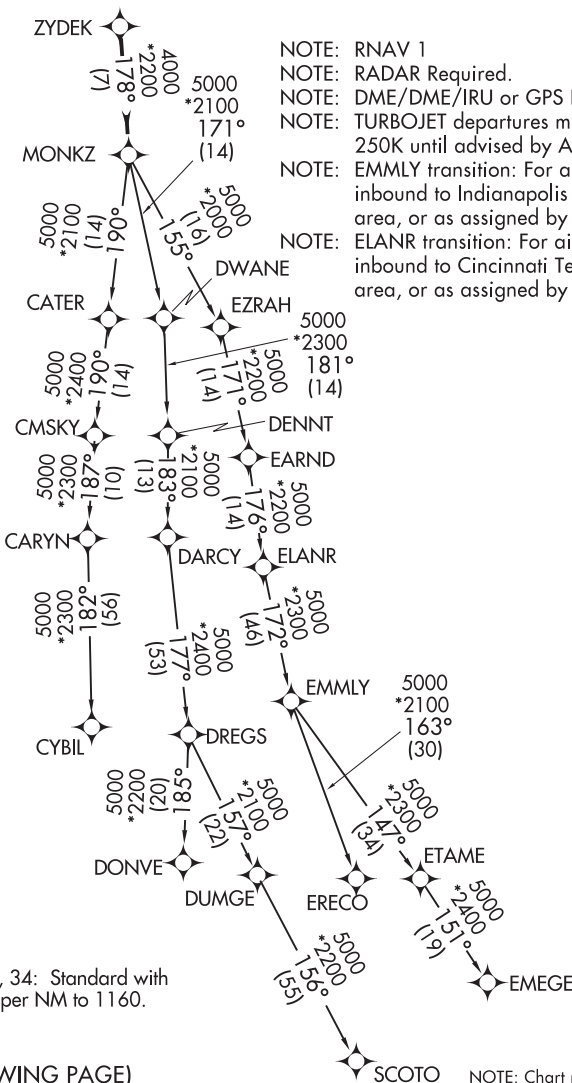
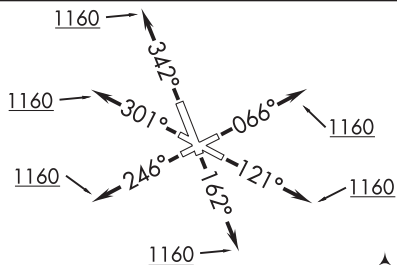
SL-5028 (FAA)

CHICAGO EXECUTIVE (PWK)

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS

**TOP ALTITUDE:
3000**

ATIS★ 124.2
GND CON
121.7
EXECUTIVE TOWER★
119.9 (CTAF)
CHICAGO DEP CON
120.55 306.925



TAKEOFF MINIMUMS

Rwys 6, 12, 16, 24, 30, 34: Standard with minimum climb of 500' per NM to 1160.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MONKZ THREE DEPARTURE (RNAV)

(MONKZ3.MONKZ) 15176

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS

CHICAGO EXECUTIVE (PWK)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

(MONKZ3.MONKZ) 15176

MONKZ THREE DEPARTURE (RNAV)

SL-5028 (FAA)

CHICAGO EXECUTIVE (PWK)

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 066° or as assigned by ATC to at or above 1160, expect vectors to ZYDEK. Thence

TAKEOFF RWY 12: Climb heading 121° or as assigned by ATC to at or above 1160, expect vectors to ZYDEK. Thence

TAKEOFF RWY 16: Climb heading 162° or as assigned by ATC to at or above 1160, expect vectors to ZYDEK. Thence

TAKEOFF RWY 24: Climb heading 246° or as assigned by ATC to at or above 1160, expect vectors to ZYDEK. Thence

TAKEOFF RWY 30: Climb heading 301° or as assigned by ATC to at or above 1160, expect vectors to ZYDEK. Thence

TAKEOFF RWY 34: Climb heading 342° or as assigned by ATC to at or above 1160, expect vectors to ZYDEK. Thence

. . . .on track 178° to MONKZ, then on (transition), Maintain 3000,

Expect filed altitude ten minutes after departure.

CYBIL TRANSITION (MONKZ3.CYBIL)

DONVE TRANSITION (MONKZ3.DONVE)

ELANR TRANSITION (MONKZ3.ELANR)

EMEGE TRANSITION (MONKZ3.EMEGE)

EMMLY TRANSITION (MONKZ3.EMMLY)

ERECO TRANSITION (MONKZ3.ERECO)

SCOTO TRANSITION (MONKZ3.SCOTO)

TAKEOFF OBSTACLES NOTES:

- Rwy 6: Trees beginning 10' from DER, left and right of centerline, up to 100' AGL/764' MSL. Vehicles on road beginning 102' from DER, left and right of centerline, up to 17' AGL/661' MSL.
- Rwy 12: Vehicles on roads beginning 6' from DER, left and right of centerline, up to 17' AGL/661' MSL. Trees beginning 34' from DER, left and right of centerline, up to 100' AGL/764' MSL. Multiple antennas, buildings and poles beginning 164' from DER, right and left of centerline, up to 174' AGL/834' MSL.
- Rwy 16: Multiple antennas, buildings, and poles beginning at 91' from DER, left and right of centerline, up to 30' AGL/675' MSL. Vehicles on road beginning 288' from DER, left and right of centerline, up to 17' AGL/658' MSL. Trees beginning 442' from DER, left and right of centerline, up to 68' AGL/712' MSL.
- Rwy 24: Vehicles on roads beginning 1' from DER, left and right of centerline, up to 17' AGL/666' MSL. Multiple buildings, poles, and tower beginning 63' from DER, left and right of centerline, up to 130' AGL/783' MSL. Trees beginning 842' from DER, left and right of centerline, up to 48' AGL/693' MSL.
- Rwy 30: Vehicles on road beginning 4' from DER, left and right of centerline, up to 17' AGL/666' MSL. Fence 63' from DER, 24' right of centerline, 12' AGL/652' MSL. Multiple buildings, poles and transmission towers beginning at 70' from DER, left and right of centerline, up to 128' AGL/778' MSL. Trees beginning 77' from DER, left and right of centerline, up to 100' AGL/759' MSL. Antenna 5087' from DER, 759' right of centerline, 152' AGL/802' MSL.
- Rwy 34: Trees beginning 116' from DER, left and right of centerline, up to 85' AGL/725' MSL. Bldg 718' from DER, 541' right of centerline, 53' AGL/693' MSL.

MONKZ THREE DEPARTURE (RNAV)
(MONKZ3.MONKZ) 15176

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS
CHICAGO EXECUTIVE (PWK)

PAL-WAUKEE TWO DEPARTURE

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS

ATIS★ 124.2
 CLNC DEL
 124.7
 GND CON
 121.7
 EXECUTIVE TOWER★
 119.9 (CTAF)
 CHICAGO DEP CON
 120.55 306.925

NO WIND						
BANK ANGLE	5°	10°	15°	20°	25°	30°
MAXIMUM TAS	70 kts	99 kts	122 kts	143 kts	162 kts	180 kts

DUBUQUE
 115.8 DBQ
 Chan 105
 N42° 24.09'
 W90° 42.54'
 L-28, H-5

BADGER
 116.4 BAE
 Chan 111
 N43° 07.01'-W88° 17.06'
 L-28, H-5

PETTY
 N42° 49.64'
 W87° 38.04'
 L-28

KEELER
 116.6 ELX
 Chan 113
 N42° 08.66'
 W86° 07.36'
 L-28, H-5-10

POLO
 111.2 PLL
 Chan 49
 N41° 57.94'
 W89° 31.45'
 L-28

SIMMN
 N41° 58.84'
 W88° 52.71'
 L-28

MUSKY
 N42° 09.20'
 W86° 56.23'
 L-28

UNBAR
 N42° 02.90'
 W85° 12.79'
 H-5-10

IOWA CITY
 116.2 IOW
 Chan 109
 N41° 31.14'
 W91° 36.80'
 L-28, H-5

HINCK
 N41° 49.48'
 W88° 40.56'
 L-28

CHICAGO O'HARE
 113.9 ORD
 Chan 86
 N41°57.50'-W87°54.29'
 H-5

GIPPER
 115.4 GIJ
 Chan 101
 N41° 46.12'
 W86° 19.11'
 L-28, H-5-10

BRADFORD
 114.7 BDF
 Chan 94
 N41° 09.58'
 W89° 35.27'
 L-27, H-5

NEWT
 N41° 03.54'
 W88° 04.60'
 L-27

WORDY
 N40° 40.54'
 W87° 38.00'
 H-5

PEOTON
 113.2 EON
 Chan 79
 N41° 16.18'
 W87° 47.46'
 L-28

WHETT
 N41° 09.61'
 W86° 35.05'
 H-5-10

ROBERTS
 116.8 RBS
 Chan 115
 N40° 34.90'-W88° 09.86'
 L-27, H-5

NOTE: A turn radius of less than 5,000' is required.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate navaid/fix; maintain 3000 feet or assigned altitude. Expect clearance to requested altitude/flight level (three minutes for jet/turbo engine or five minutes for piston engines) after departure.
TAKE-OFF RUNWAY 16: Start right turn within 1 NM of departure end of runway and complete turn to assigned heading east of R-345 of the ORD VOR/DME. This will insure separation from the runway 14R final approach course at O'Hare Intl. If unable to comply, advise Executive Tower prior to take-off.

PAL-WAUKEE TWO DEPARTURE

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS
CHICAGO EXECUTIVE (PWK)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS Ch 93520 W02A	APP CRS 016°	Rwy Idg 6500 TDZE 679 Apt Elev 679
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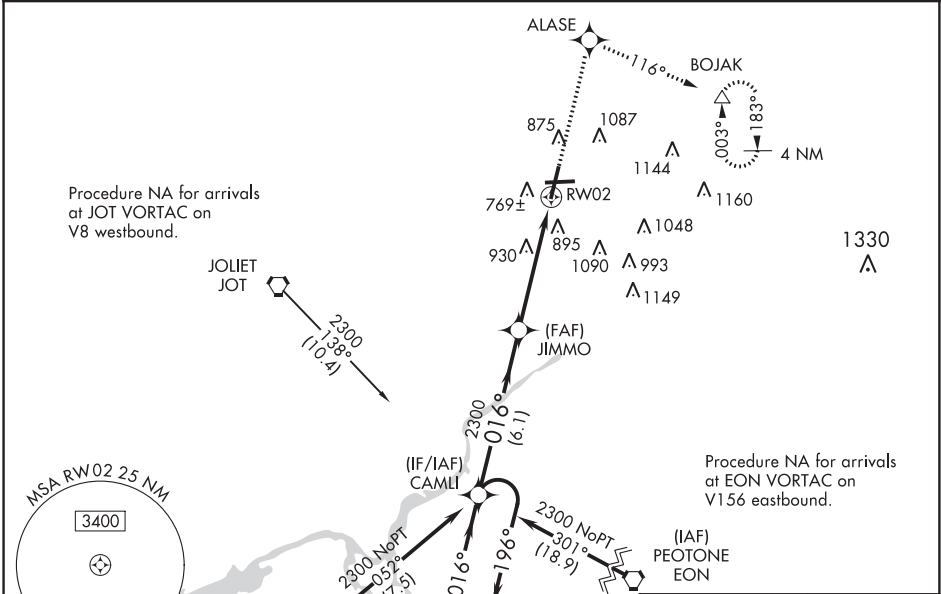
RNAV (GPS) RWY 2

LEWIS UNIVERSITY (LOT)

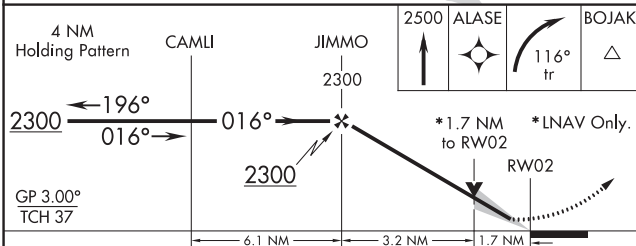
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Joliet Rgnl altimeter setting. When local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LNAV Cat C and D and circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2500 direct ALASE and right turn on track 116° to BOJAK and hold.

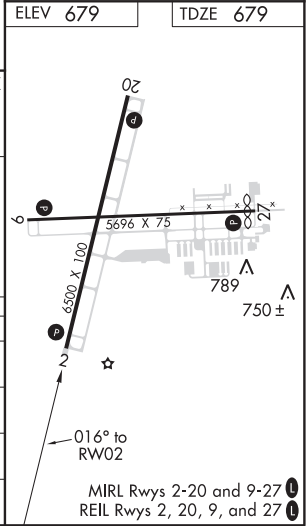
AWOS-3 118.525	CHICAGO APP CON 119.35 354.075	UNICOM 122.8 (CTAF) 0
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ELEV 679	TDZE 679
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CATEGORY	A	B	C	D
LPV DA		879-¾	200 (200-¾)	
LNAV/VNAV DA		1256-2	577 (600-2)	
LNAV MDA	1240-1	561 (600-1)	1240-1½ 561 (600-1½)	1240-1¾ 561 (600-1¾)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72604 W09A	APP CRS 090°	Rwy Idg TDZE Apt Elev	5696 673 679
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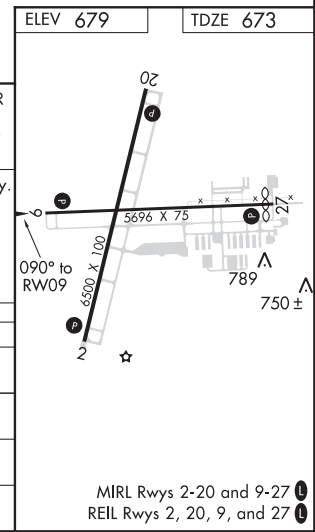
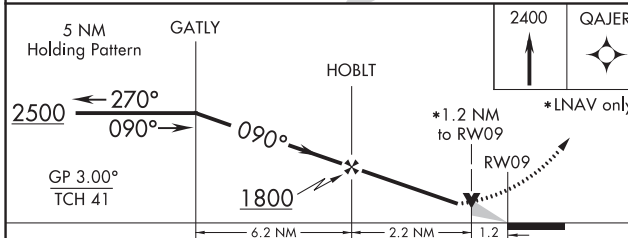
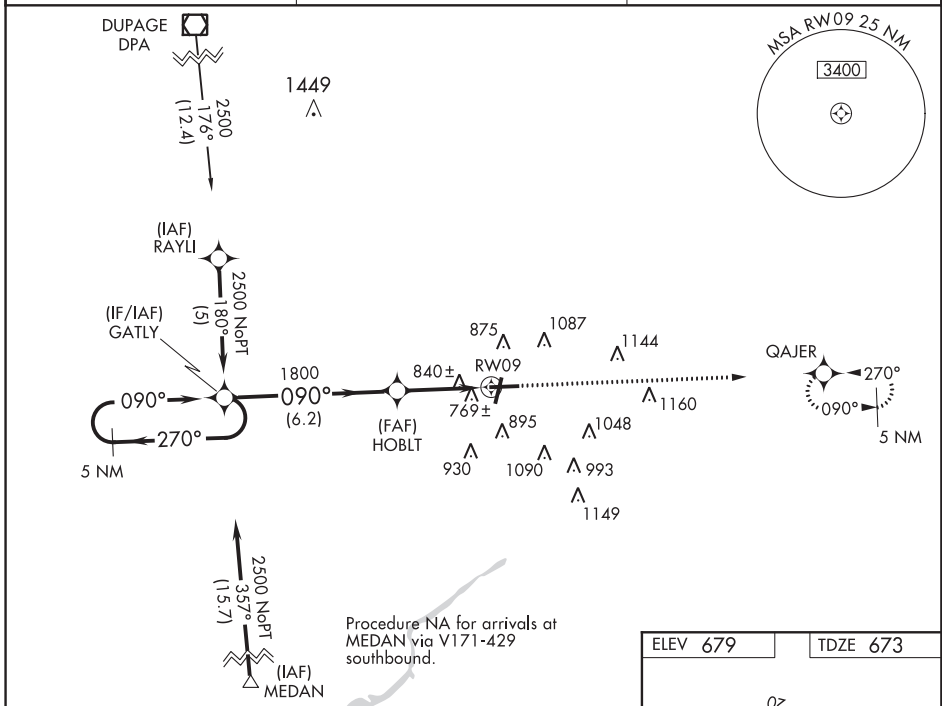
RNAV (GPS) RWY 9

LEWIS UNIVERSITY (LOT)

Baro-VNAV NA when using Joliet Rgnl altimeter setting. DME/DME RNP-0.3 NA. VDP NA when using Joliet Rgnl altimeter setting. If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).

MISSED APPROACH: Climb to 2400 direct QAJER and hold.

AWOS-3 118.525	CHICAGO APP CON 119.35 354.075	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		1124-1½	451 (500-1½)	
LNAV/VNAV DA		1153-1¾	480 (500-1¾)	
LNAV MDA	1100-1	427 (500-1)	1100-1¼ 427 (500-1¼)	1100-1½ 427 (500-1½)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

EC-3, 10 NOV 2016 to 05 JAN 2017

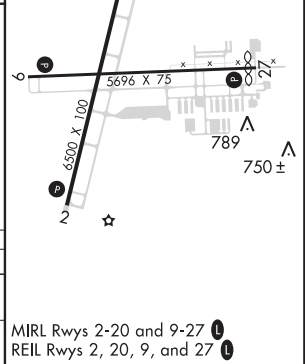
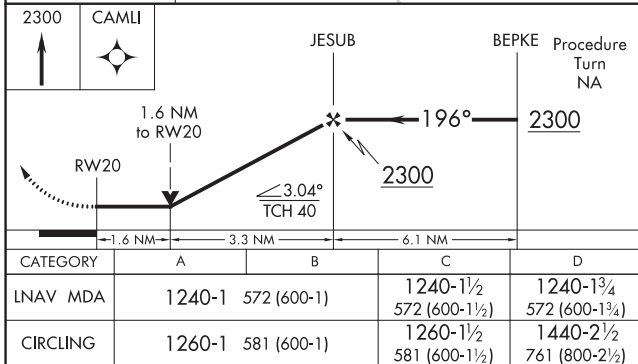
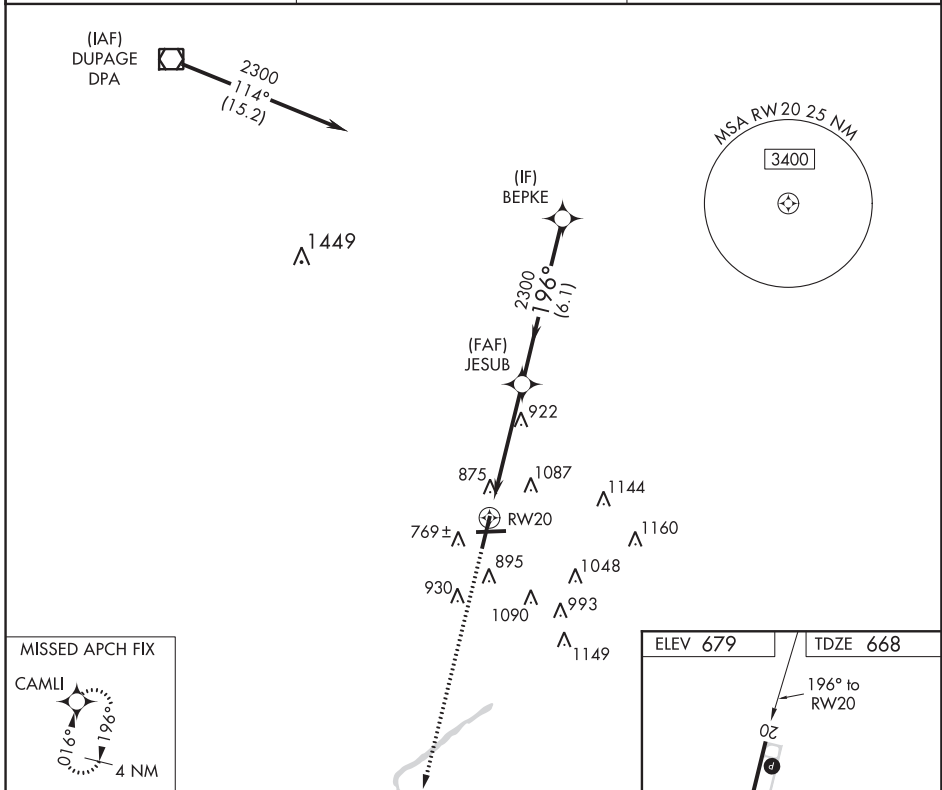
EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 196°	Rwy Idg 6500
	TDZE 668
	Apt Elev 679

RNAV (GPS) RWY 20

LEWIS UNIVERSITY (LOT)

<p>⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Joliet Rgnl altimeter setting. When local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet, increase Circling Cat C visibility ¼ mile.</p>		<p>MISSED APPROACH: Climb to 2300 direct CAMLI and hold.</p>
<p>AWOS-3 118.525</p>	<p>CHICAGO APP CON 119.35 354.075</p>	<p>UNICOM 122.8 (CTAF) 📶</p>



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78004 W27A	APP CRS 270°	Rwy Idg 5500 TDZE 668 Apt Elev 679
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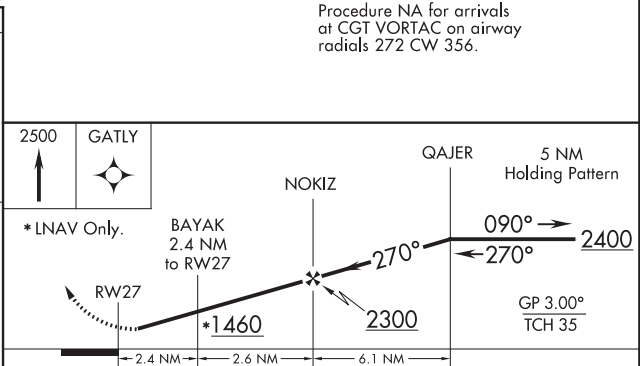
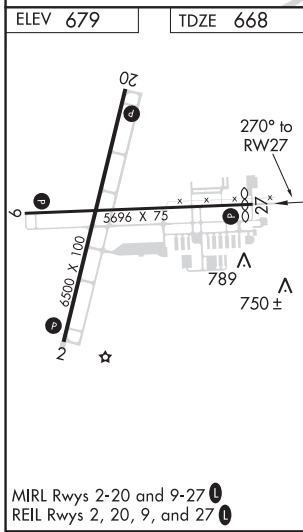
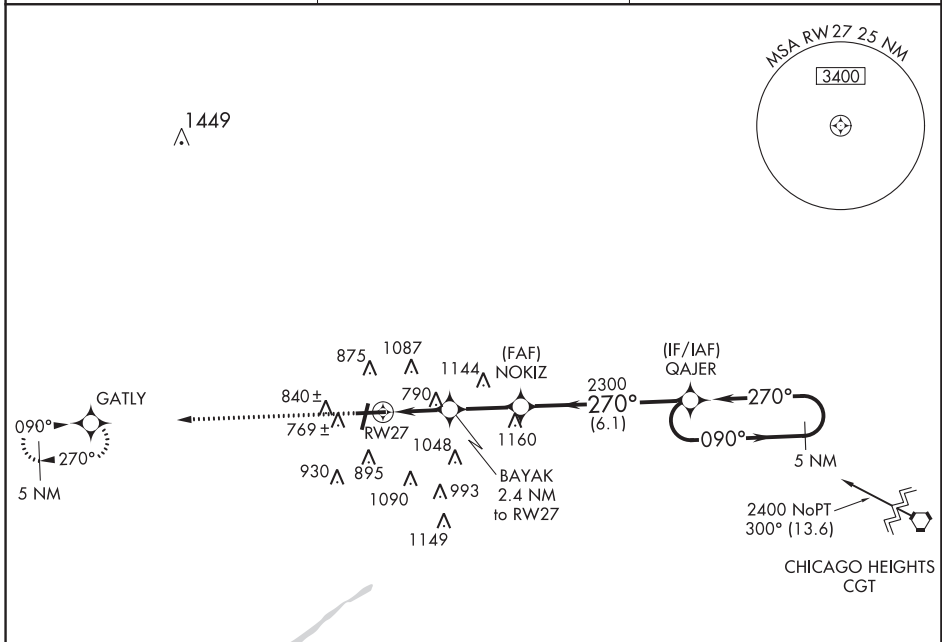
RNAV (GPS) RWY 27

LEWIS UNIVERSITY (LOT)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase Cat C circling visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 2500 direct GATLY and hold.

AWOS-3 118.525	CHICAGO APP CON 119.35 354.075	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	934-1 266 (300-1)			
LNAV MDA	1120-1	452 (500-1)	1120-1½ 452 (500-1½)	1120-1½ 452 (500-1½)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO/ROMEOVILLE, ILLINOIS

AL-6063 (FAA)

16091

LOC/DME I-LOT 111.95 Chan 56(Y)	APP CRS 090°	Rwy Idg 5696 TDZE 673 Apt Elev 679
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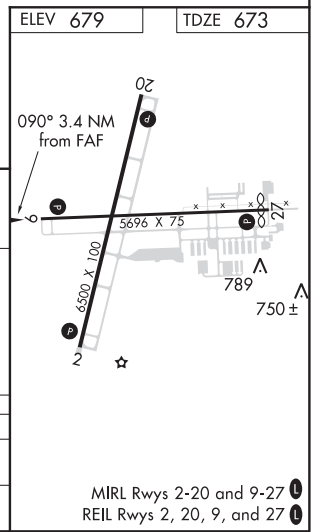
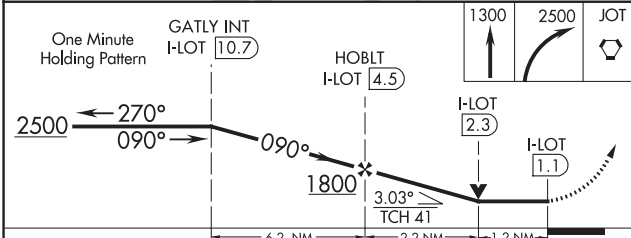
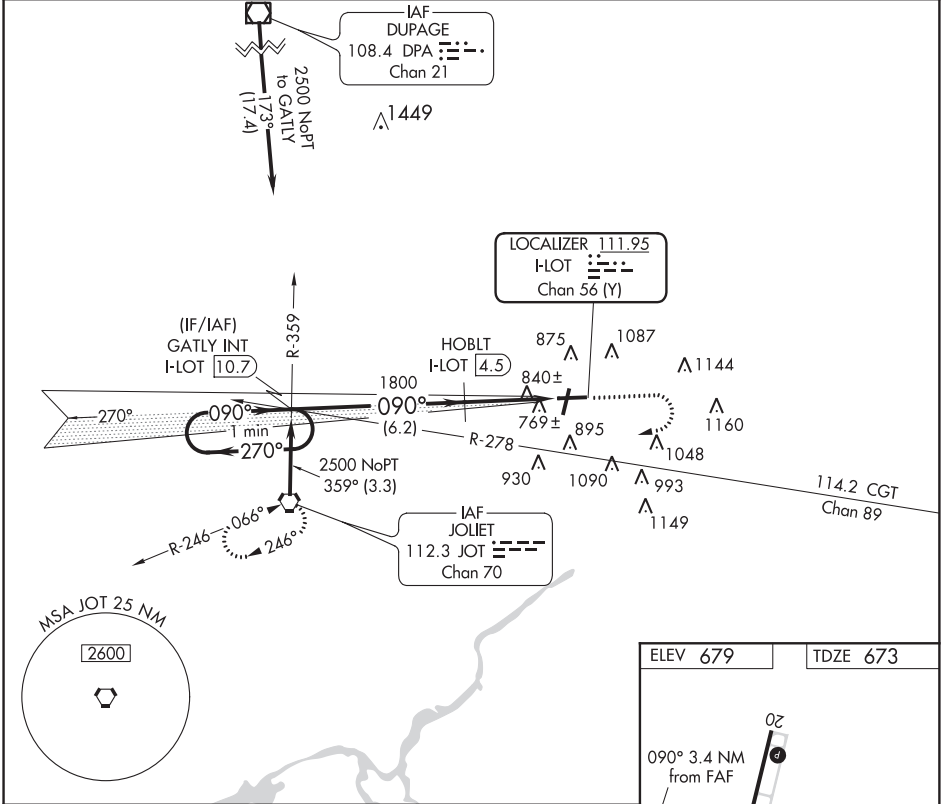
LOC/DME RWY 9

LEWIS UNIVERSITY (LOT)

⚠ If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet.
⚠ NA VDP NA when using Joliet Rgnl altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct JOT VORTAC and hold.

AWOS-3 118.525	CHICAGO APP CON 119.35 354.075	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-9	1100-1 427 (500-1)		1100-1½ 427 (500-1½)	1100-1½ 427 (500-1½)
CIRCLING	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

CHICAGO/ROMEOVILLE, ILLINOIS
 Amdt 1 30AUG07

41°36'N-88°06'W

LEWIS UNIVERSITY (LOT)
LOC/DME RWY 9

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-JQH	APP CRS	Rwy Idg	6500
108.55	016°	TDZE	679
Chan 22 (Y)		Apt Elev	679

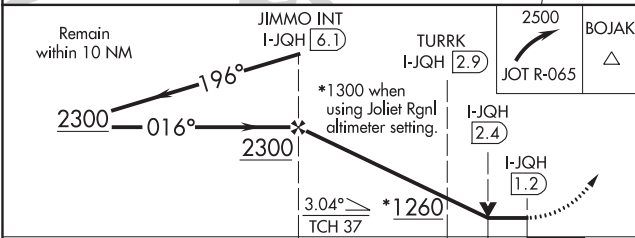
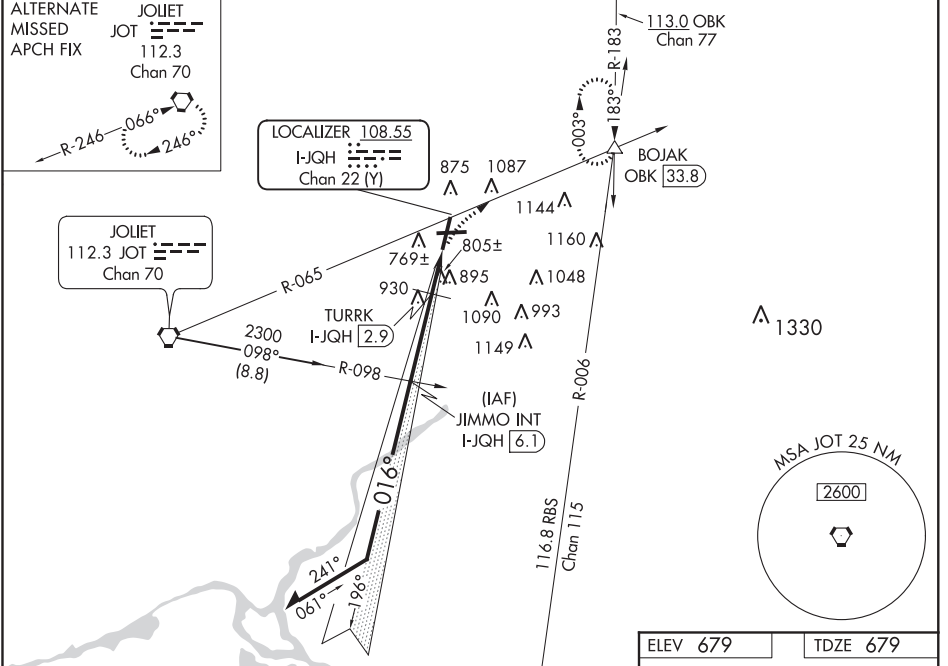
LOC RWY 2

LEWIS UNIVERSITY (L.O.T)

V VDP NA when using Joliet Rgnl altimeter setting. When local altimeter setting not received, use Joliet altimeter setting and increase all MDA 40 feet. Increase S-2 Cat C and D and Circling Cat C visibility 1/4 mile. TURRK Fix Minimums: Increase S-2 Cat D and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climbing right turn to 2500 via JOT VORTAC R-065 to BOJAK INT/ OBK 33.8 DME and hold.

AWOS-3 118.525	CHICAGO APP CON 119.35 354.075	UNICOM 122.8 (CTAF) 0
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ELEV 679	TDZE 679
016° 4.9 NM from FAF MIRL Rwy 2-20 and 9-27 REIL Rwy 2, 20, 9, and 27	
FAF to MAP 4.9 NM	
Knots	60 90 120 150 180
Min:Sec	4:54 3:16 2:27 1:58 1:38

CATEGORY	A	B	C	D
S-2	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1260-1¾ 581 (600-1¾)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)
TURRK FIX MINIMUMS				
S-2	1080-1	401 (500-1)	1080-1¼	401 (500-1¼)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

(ADELL4.ADELL) 15176

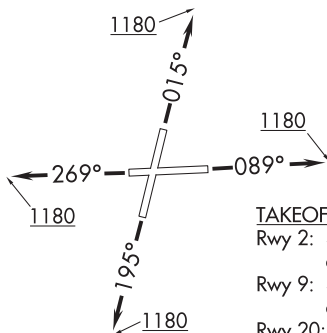
SL-6063 (FAA)

LEWIS UNIVERSITY (LOT)
CHICAGO/ROMEOVILLE, ILLINOIS

ADELL FOUR DEPARTURE (RNAV)

AWOS-3
118.525
CHICAGO DEP CON
119.35 354.075

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS:

- Rwy 2: Standard with minimum climb of 420' per NM to 2700.
- Rwy 9: Standard with minimum climb of 310' per NM to 2700.
- Rwy 20: Standard with minimum climb of 370' per NM to 2700.
- Rwy 27: Standard with minimum climb of 340' 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.

TAKEOFF OBSTACLE NOTES:

- Rwy 2: Multiple towers, tree, and stack beginning 1196' from DER, 49' left of centerline, up to 213' AGL/876' MSL.
- Rwy 9: Multiple trees and building beginning 243' from DER, 358' left of centerline, up to 64' AGL/735' MSL. Multiple light poles, trees, and sign beginning 112' from DER, 174' right of centerline, up to 77' AGL/721' MSL.
- Rwy 27: Multiple trees beginning 1143' from DER, 634' right of centerline, up to 70' AGL/723' MSL.

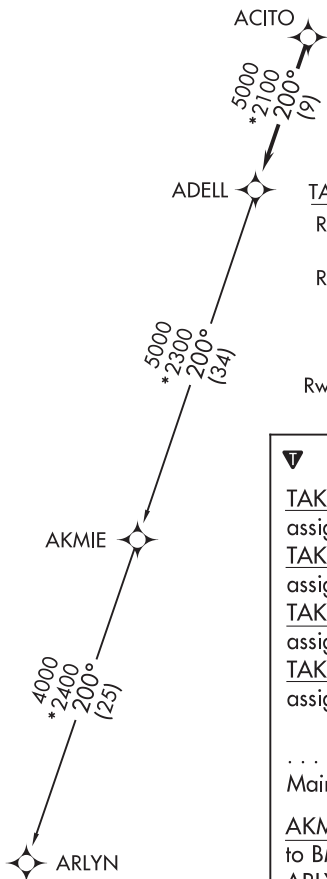
DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 2:** Climb heading 015° to 1180, then as assigned by ATC, expect vectors to ACITO. Thence. . .
- TAKEOFF RWY 9:** Climb heading 089° to 1180, then as assigned by ATC, expect vectors to ACITO. Thence. . .
- TAKEOFF RWY 20:** Climb heading 195° to 1180, then as assigned by ATC, expect vectors to ACITO. Thence. . .
- TAKEOFF RWY 27:** Climb heading 269° to 1180, 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, or PIA, or as assigned by ATC.)

ARLYN TRANSITION (ADELL4.ARLYN):



NOTE: Chart not to scale.

ADELL FOUR DEPARTURE (RNAV)

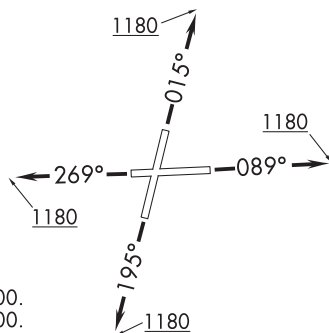
(ADELL4.ADELL) 15176

CHICAGO/ROMEOVILLE, ILLINOIS
LEWIS UNIVERSITY (LOT)

BLOKR FOUR DEPARTURE (RNAV)

AWOS-3
118.525
CHICAGO DEP CON
119.35 354.075

**TOP ALTITUDE:
3000**



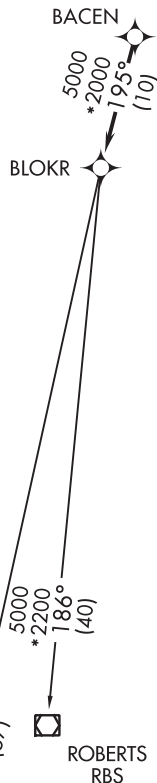
TAKEOFF MINIMUMS:

- Rwy 2: Standard with minimum climb of 420' per NM to 2700.
- Rwy 9: Standard with minimum climb of 380' per NM to 2700.
- Rwy 20: Standard with minimum climb of 410' per NM to 2700.
- Rwy 27: Standard with minimum climb of 370' 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.

TAKEOFF OBSTACLE NOTES:

- Rwy 2: Multiple towers, tree, and stack beginning 1196' from DER, 49' left of centerline, up to 213' AGL/876' MSL.
- Rwy 9: Multiple trees and building beginning 243' from DER, 358' left of centerline, up to 64' AGL/735' MSL. Multiple light poles, trees, and sign beginning 112' from DER, 174' right of centerline, up to 77' AGL/721' MSL.
- Rwy 27: Multiple trees beginning 1143' from DER, 634' right of centerline, up to 70' AGL/723' MSL.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 2: Climb heading 015° to 1180, then as assigned by ATC, expect vectors to BACEN. Thence. . .
- TAKEOFF RWY 9: Climb heading 089° to 1180, then as assigned by ATC, expect vectors to BACEN. Thence. . .
- TAKEOFF RWY 20: Climb heading 195° to 1180, then as assigned by ATC, expect vectors to BACEN. Thence. . .
- TAKEOFF RWY 27: Climb heading 269° to 1180, 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.)

NOTE: Chart not to scale.

EC-3, 10 NOV 2016 to 05 JAN 2017

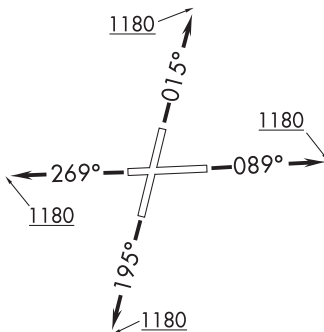
EC-3, 10 NOV 2016 to 05 JAN 2017

BLOKR FOUR DEPARTURE (RNAV)

CARYN FOUR DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

AWOS-3
118.525
CHICAGO DEP CON
119.35 354.075



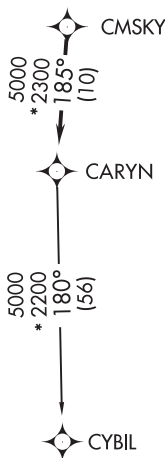
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojet departures maintain 250K until advised by ATC.

TAKEOFF MINIMUMS:

- Rwy 2: Standard with minimum climb of 420' per NM to 2700.
- Rwy 9: Standard with minimum climb of 260' per NM to 2700.
- Rwys 20, 27: Standard.

TAKEOFF OBSTACLE NOTES:

- Rwy 2: Multiple towers, tree, and stack beginning 1196' from DER, 49' left of centerline, up to 213' AGL/876' MSL.
- Rwy 9: Multiple trees and building beginning 243' from DER, 358' left of centerline, up to 64' AGL/735' MSL. Multiple light poles, trees, and sign beginning 112' from DER, 174' right of centerline, up to 77' AGL/721' MSL.
- Rwy 27: Multiple trees beginning 1143' from DER, 634' right of centerline, up to 70' AGL/723' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 2: Climb heading 015° to 1180, then as assigned by ATC, expect vectors to CMSKY. Thence. . .
- TAKEOFF RWY 9: Climb heading 089° to 1180, then as assigned by ATC, expect vectors to CMSKY. Thence. . .
- TAKEOFF RWY 20: Climb heading 195° to 1180, then as assigned by ATC, expect vectors to CMSKY. Thence. . .
- TAKEOFF RWY 27: Climb heading 269° to 1180, 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)

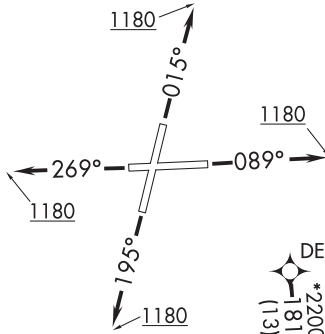
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

DARCY FOUR DEPARTURE (RNAV)

AWOS-3
118.525
CHICAGO DEP CON
119.35 354.075

**TOP ALTITUDE:
3000**



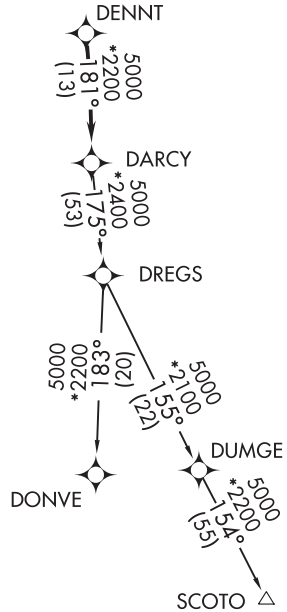
TAKEOFF MINIMUMS:

Rwys 9, 20, 27: Standard.
Rwy 2: Standard with minimum climb of 420' per NM to 1200.

- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojet departures maintain 250K until advised by ATC.

TAKEOFF OBSTACLE NOTES:

- Rwy 2: Multiple towers, tree, and stack beginning 1196' from DER, 49' left of centerline, up to 213' AGL/876' MSL.
- Rwy 9: Multiple trees and building beginning 243' from DER, 358' left of centerline, up to 64' AGL/735' MSL. Multiple light poles, trees, and sign beginning 112' from DER, 174' right of centerline, up to 77' AGL/721' MSL.
- Rwy 27: Multiple trees beginning 1143' from DER, 634' right of centerline, up to 70' AGL/723' MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 2: Climb heading 015° to 1180, then as assigned by ATC, expect vectors to DENNT. Thence. . . .
- TAKEOFF RWY 9: Climb heading 089° to 1180, then as assigned by ATC, expect vectors to DENNT. Thence. . . .
- TAKEOFF RWY 20: Climb heading 195° to 1180, then as assigned by ATC, expect vectors to DENNT. Thence. . . .
- TAKEOFF RWY 27: Climb heading 269° to 1180, then as assigned by ATC, expect vectors to DENNT. Thence. . . .

. . . . on track 181° to DARCY, then on (transition). Maintain 3000.
Expect filed altitude 10 minutes after departure.

- DONVE TRANSITION (DARCY4.DONVE):
- SCOTO TRANSITION (DARCY4.SCOTO):

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

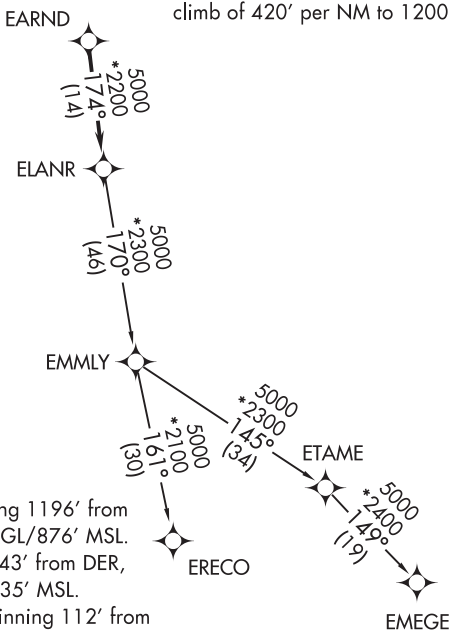
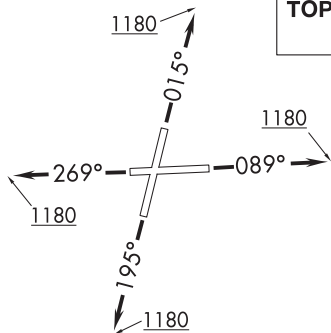
ELANR FOUR DEPARTURE (RNAV)

**TOP ALTITUDE:
3000**

AWOS-3
118.525
CHICAGO DEP CON
119.35 354.075

TAKEOFF MINIMUMS:

Rwys 9, 20, 27: Standard.
Rwy 2: Standard with minimum
climb of 420' per NM to 1200.



- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojet departures maintain 250K until advised by ATC.

TAKEOFF OBSTACLE NOTES:

- Rwy 2: Multiple towers, tree, and stack beginning 1196' from DER, 49' left of centerline, up to 213' AGL/876' MSL.
- Rwy 9: Multiple trees and building beginning 243' from DER, 358' left of centerline, up to 64' AGL/735' MSL. Multiple light poles, trees, and sign beginning 112' from DER, 174' right of centerline, up to 77' AGL/721' MSL.
- Rwy 27: Multiple trees beginning 1143' from DER, 634' right of centerline, up to 70' AGL/723' MSL.

NOTE: Chart not to scale.

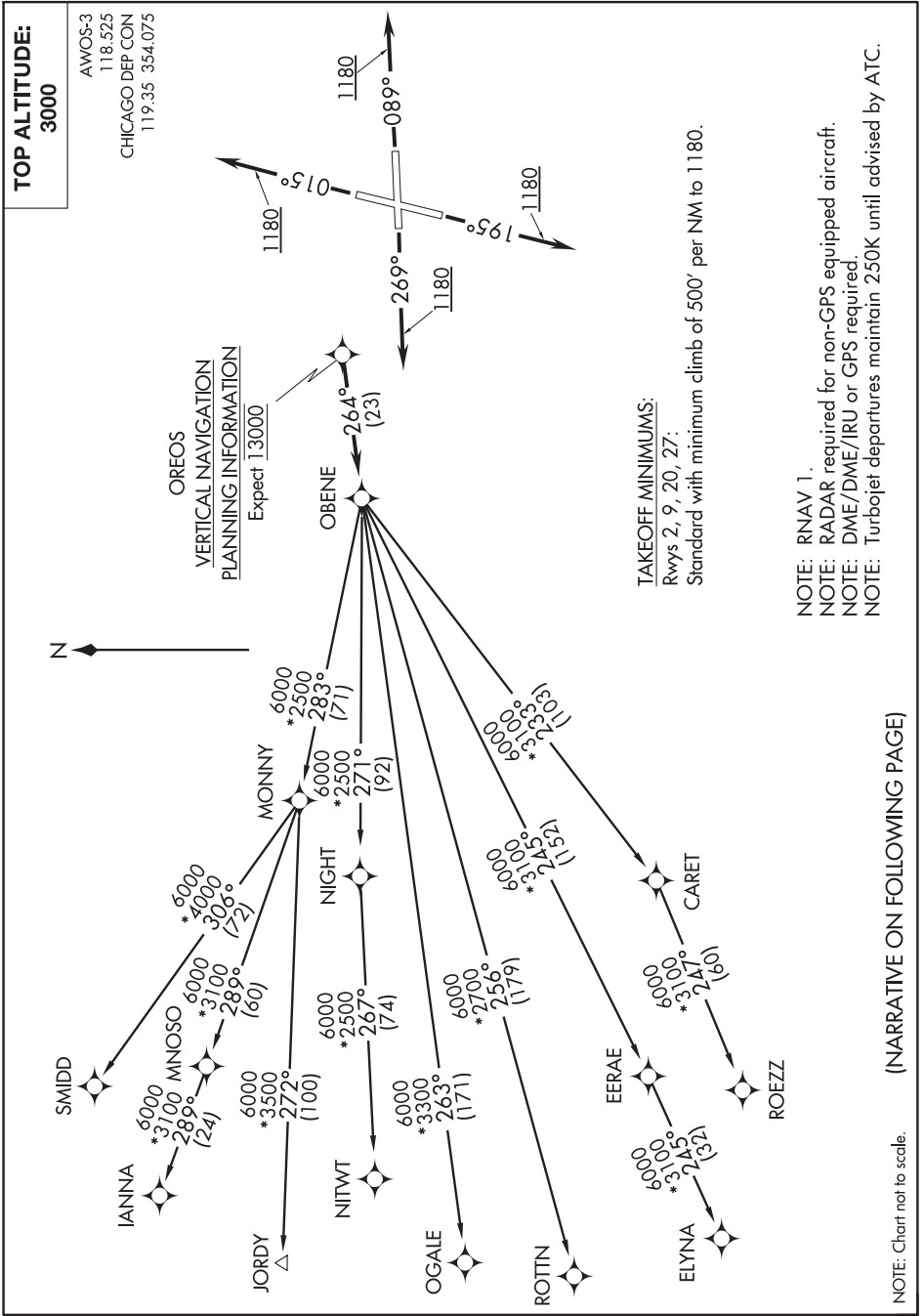
DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RWY 2: Climb heading 015° to 1180, then as assigned by ATC, expect vectors to EARND. Thence. . . .
- TAKEOFF RWY 9: Climb heading 089° to 1180, then as assigned by ATC, expect vectors to EARND. Thence. . . .
- TAKEOFF RWY 20: Climb heading 195° to 1180, then as assigned by ATC, expect vectors to EARND. Thence. . . .
- TAKEOFF RWY 27: Climb heading 269° to 1180, 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)



(OBENE2.OBENE) 15120

OBENE TWO DEPARTURE (RNAV) SL-6063 (FAA)

LEWIS UNIVERSITY (LOT)
CHICAGO/ROMEEOVILLE, ILLINOIS

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 015° to 1180, then continue climb on 015° heading or as assigned by ATC, expect vectors to OREOS. Thence

TAKEOFF RWY 9: Climb heading 089° to 1180, then continue climb on 089° heading or as assigned by ATC, expect vectors to OREOS. Thence

TAKEOFF RWY 20: Climb heading 195° to 1180, then continue climb on 195° heading or as assigned by ATC, expect vectors to OREOS. Thence

TAKEOFF RWY 27: Climb heading 269° to 1180, then continue climb on 269° heading or as assigned by ATC, expect vectors to OREOS. Thence

. . . . via depicted route to OBENE. Maintain 3000, expect filed altitude ten minutes after departure.

ELYNA TRANSITION (OBENE2.ELYNA)

IANNA TRANSITION (OBENE2.IANNA)

JORDY TRANSITION (OBENE2.JORDY)

MNOSO TRANSITION (OBENE2.MNOSO): For Minneapolis terminal area arrivals or as assigned by ATC.

NITWT TRANSITION (OBENE2.NITWT)

OGALE TRANSITION (OBENE2.OGALE)

ROEZZ TRANSITION (OBENE2.ROEZZ)

ROTTN TRANSITION (OBENE2.ROTTN)

SMIDD TRANSITION (OBENE2.SMIDD)

TAKEOFF OBSTACLE NOTES

Rwy 2: Multiple towers, tree, and stack beginning 1196' from DER, 49' left of centerline, up to 213' AGL/876' MSL.

Rwy 9: Multiple trees and building beginning 243' from DER, 358' left of centerline, up to 64' AGL/735' MSL. Multiple light poles, trees, and sign beginning 112' from DER, 174' right of centerline, up to 77' AGL/721' MSL.

Rwy 27: Multiple trees beginning 1143' from DER, 634' right of centerline, up to 70' AGL/723' MSL.

OBENE TWO DEPARTURE (RNAV)
(OBENE2.OBENE) 15120CHICAGO/ROMEEOVILLE, ILLINOIS
LEWIS UNIVERSITY (LOT)

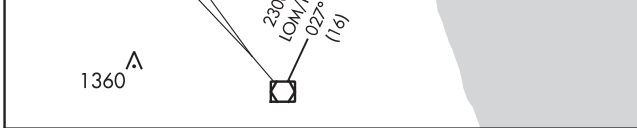
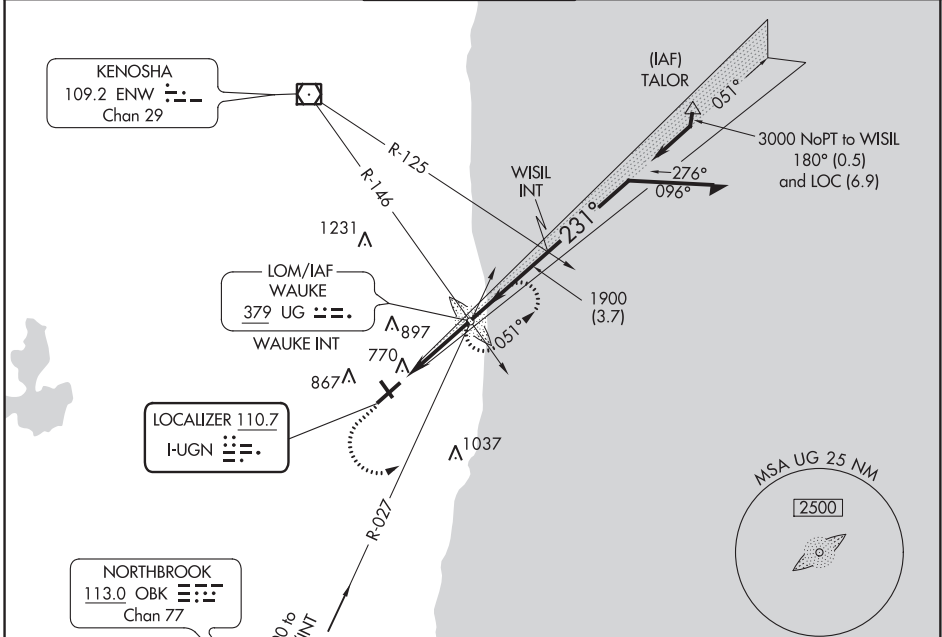
ILS RWY 23

WAUKEGAN RGNL (UGN)

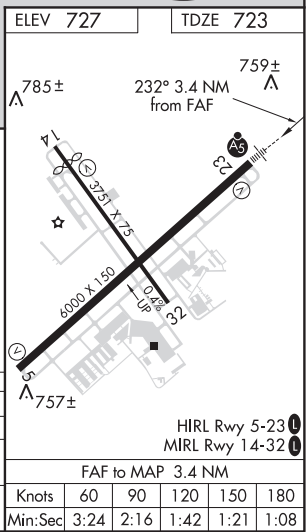
LOC I-UGN 110.7	APP CRS 231°	Rwy Idg TDZE Apt Elev 6000 723 727
---------------------------	------------------------	--

	MALS R	MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 to intercept OBK R-027 to LOM/INT and hold.
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ATIS 132.4	CHICAGO APP CON 120.55 290.2	WAUKEGAN TOWER ★ 120.05 (CTAF) 273.55	GND CON 121.65	UNICOM 122.95
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	1600	2300	OBK R-027	UG	WAUKE LOM/INT	Remain within 10 NM
	↑	↷				
MM	0.5		2.9 NM		1869	051°
					1900	231°
					2300	
CATEGORY	A	B	C	D		
S-ILS 23	923-1/2		200 (200-1/2)			
S-LOC 23	1140-1/2		417 (500-1/2)		1140-3/4	417 (500-3/4)
CIRCLING	1180-1		453 (500-1)		1180-1/2	1280-2
					453 (500-1/2)	553 (600-2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO/WAUKEGAN, ILLINOIS

AL-5324 (FAA)

RNAV (GPS) RWY 5

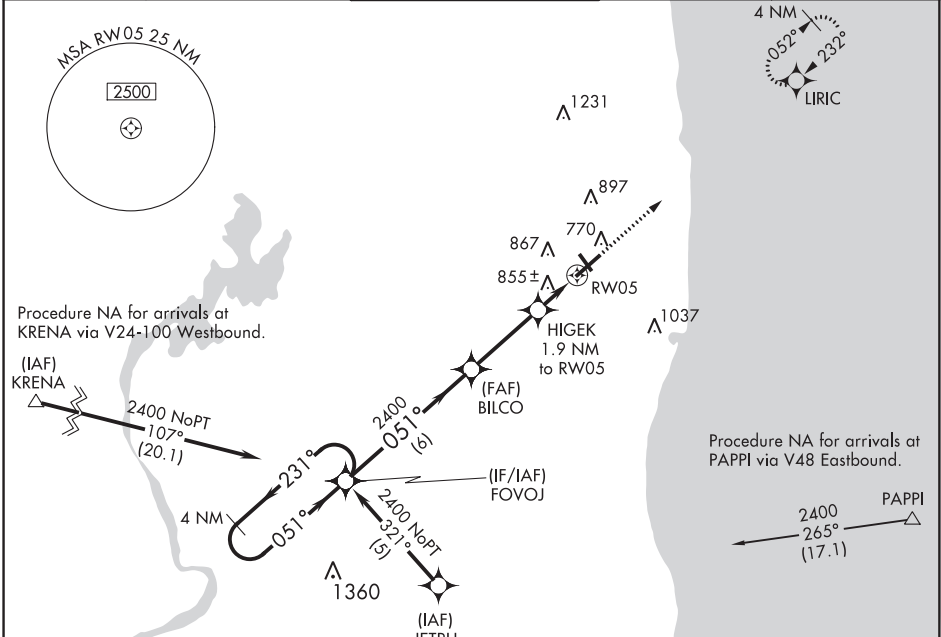
WAUKEGAN RGNL (UGN)

WAAS CH 81812 W05A	APP CRS 051°	Rwy Idg 6000 TDZE 725 Apt Elev 727
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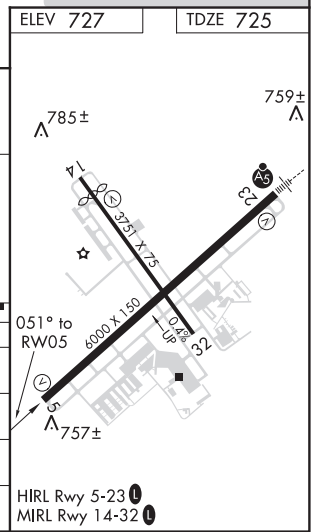
▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4° F).
When VGSI inoperative, straight-in/circling to Rwy 5 NA at night.
Circling to Rwy 14/32 NA at night.

MISSED APPROACH: Climb to 2300 direct LIRIC and hold.

ATIS 132.4	CHICAGO APP CON 120.55 290.2	WAUKEGAN TOWER ★ 120.05 (CTAF) 273.55	GND CON 121.65	UNICOM 122.95
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	ELEV 727		TDZE 725	
	4 NM Holding Pattern		FOVOJ	
	2300 LIRIC		BILCO	
	2400 ← 231°		051° →	
	GS 3.00° TCH 40		2400	
	6 NM		3.2 NM	
	1360		RW05	
	HIGEK 1.9 NM to RW05			
CATEGORY	A	B	C	D
LPV DA	990-1 265 (300-1)			
LNAV/VNAV DA	1140-1½ 415 (500-1½)			
LNAV MDA	1120-1 395 (400-1)		1120-1¼ 395 (400-1¼)	
CIRCLING	1180-1½ 453 (500-1½)		1280-2 553 (600-2)	



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CHICAGO/WAUKEGAN, ILLINOIS
Orig 14037

42°25'N-87°52'W

WAUKEGAN RGNL (UGN)
RNAV (GPS) RWY 5

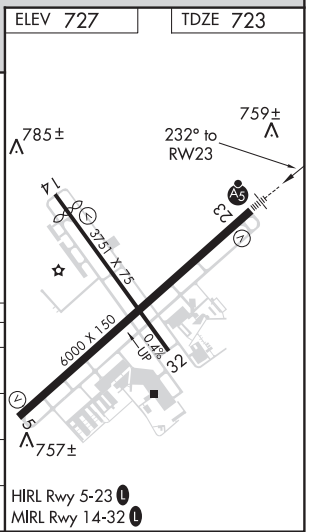
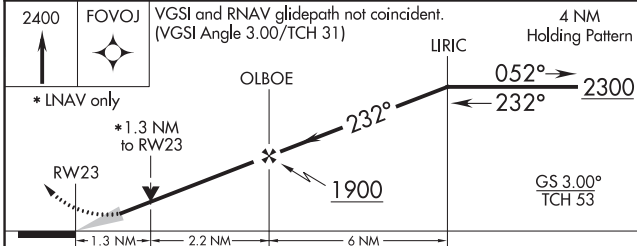
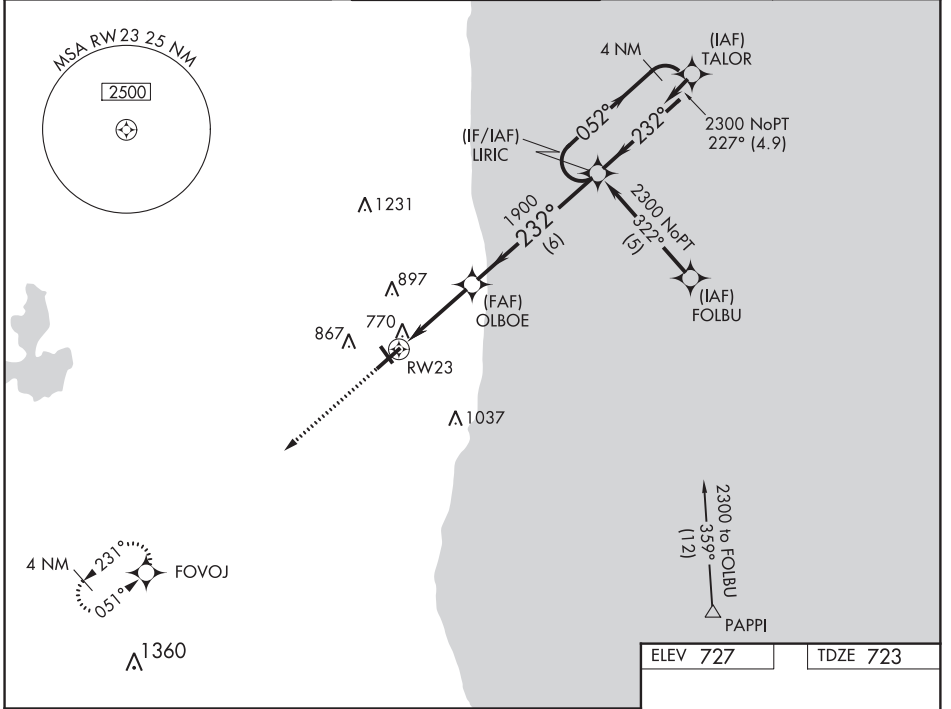
RNAV (GPS) RWY 23

WAUKEGAN RGNL (UGN)

WAAS CH 86211 W23A	APP CRS 232°	Rwy Idg 6000 TDZE 723 Apt Elev 727
--	------------------------	---

<p>▽ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4° F). Circling to Rwy 14/32 NA at night. For inoperative MALSR increase LPV visibility to 3/4 all Cats., and increase LNAV/VNAV Cat. D visibility to 1.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2400 direct FOVOJ and hold.</p>
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ATIS 132.4	CHICAGO APP CON 120.55 290.2	WAUKEGAN TOWER * 120.05 (CTAF) 273.55	GND CON 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	980-1/2 257 (300-1/2)			
LNAV/VNAV DA	1020-1/2 297 (300-1/2)		1020-3/4 297 (300-3/4)	
LNAV MDA	1160-1/2 437 (500-1/2)		1160-3/4 437 (500-3/4)	
CIRCLING	1180-1 453 (500-1)		1180-1/2 453 (500-1/2)	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5324 (FAA)

WAUKEGAN RGNL (UGN)
CHICAGO/WAUKEGAN, ILLINOIS

ATIS
132.4
WAUKEGAN TOWER ★
120.05 273.55
GND CON
121.65

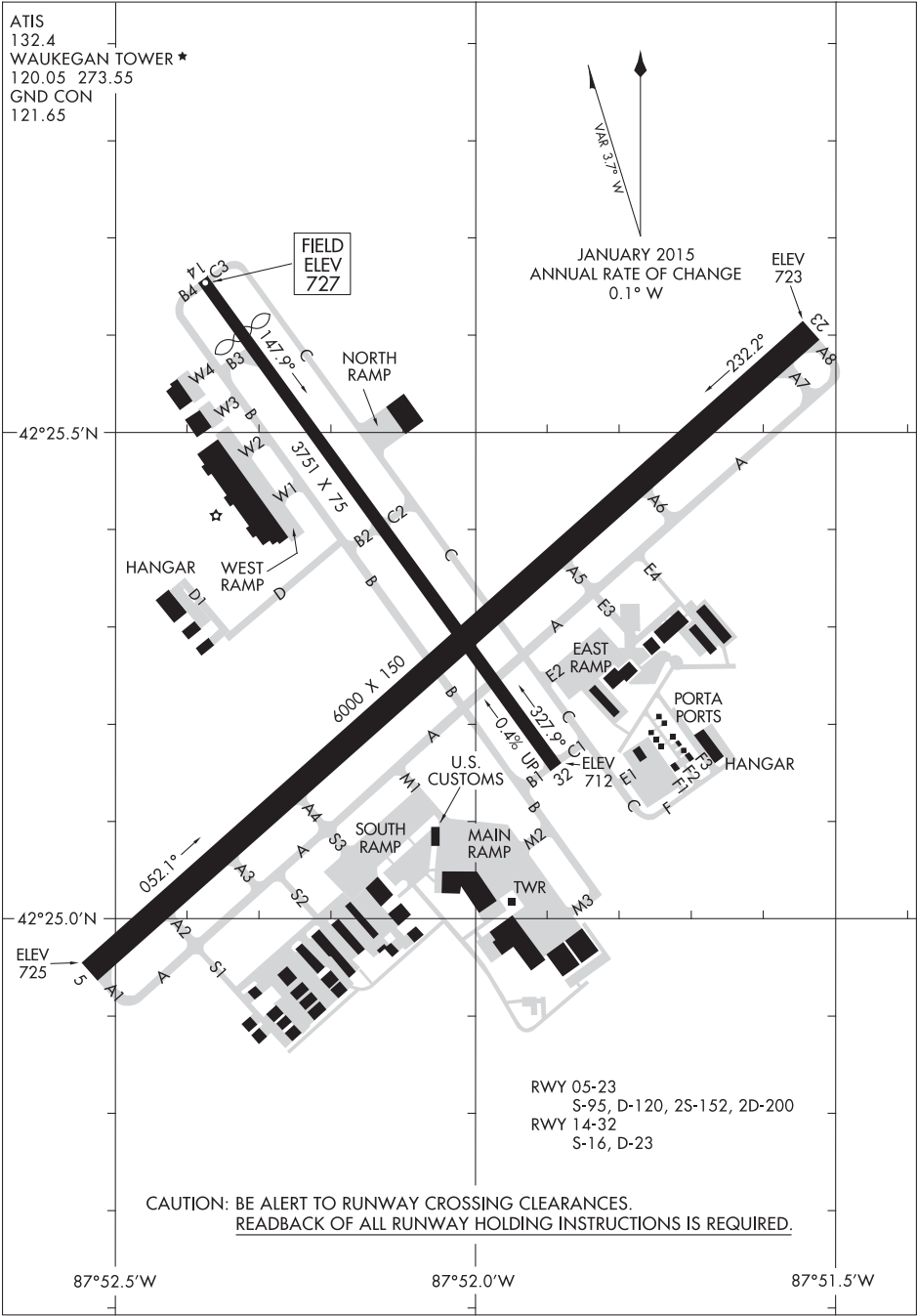
VAR 3° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
727

ELEV
723

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



RWY 05-23
S-95, D-120, 2S-152, 2D-200
RWY 14-32
S-16, D-23

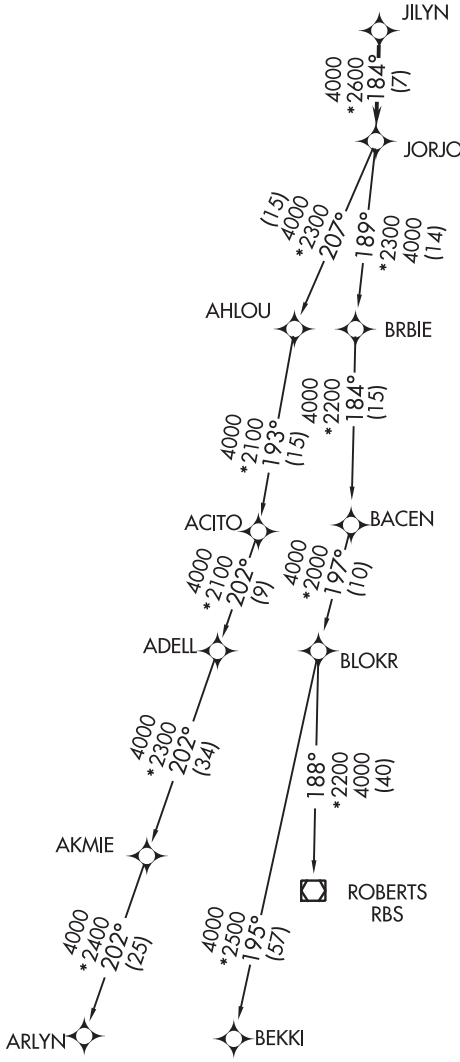
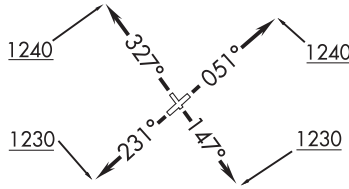
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

JORJO THREE DEPARTURE (RNAV)

ATIS
132.4
GND CON
121.65
WAUKEGAN TOWER*
120.05 273.55
DEP CON
120.55

**TOP ALTITUDE:
3000**



TAKEOFF MINIMUMS

Rwys 5, 32: Standard with minimum climb of 500' per NM to 1240.
 Rwys 14, 23: Standard with minimum climb of 500' per NM to 1230.

- NOTE: RNAV 1.
- NOTE: RADAR required.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: TURBOJET departures maintain 250K until advised by ATC.
- NOTE: AKMIE transition: for aircraft inbound to BMI, SPI, or PIA, or as assigned by ATC.
- NOTE: ROBERTS transition: for aircraft inbound to CMI or STL, or as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

JORJO THREE DEPARTURE (RNAV)

JORJO THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 051° or as assigned by ATC to at or above 1240, expect vectors to JILYN. Thence

TAKEOFF RWY 14: Climb heading 147° or as assigned by ATC to at or above 1230, expect vectors to JILYN. Thence

TAKEOFF RWY 23: Climb heading 231° or as assigned by ATC to at or above 1230, expect vectors to JILYN. Thence

TAKEOFF RWY 32: Climb heading 327° or as assigned by ATC to at or above 1240, expect vectors to JILYN. Thence

. . . . on track 184° to JORJO, then on (transition), Maintain 3000,
Expect filed altitude 10 minutes after departure.

AKMIE TRANSITION (JORJO3.AKMIE)

ARLYN TRANSITION (JORJO3.ARLYN)

BEKKI TRANSITION (JORJO3.BEKKI)

ROBERTS TRANSITION (JORJO3.RBS)

TAKEOFF OBSTACLES NOTES:

Rwy 5: Trees beginning 328' from DER, 493' left of centerline, up to 58' AGL/759' MSL.

Rwy 14: Hangar 196' from DER, 453' left of centerline, 30' AGL/749' MSL.

Bush 362' from DER, 130' left of centerline, 17' AGL/728' MSL.

Bush 371' from DER, 161' right of centerline, 14' AGL/725' MSL.

Hangar 920' from DER, 452' right of centerline, 30' AGL/749' MSL.

Rwy 23: Trees beginning 89' from DER, 344' right of centerline, up to 59' AGL/780' MSL.

Trees beginning 212' from DER, 372' left of centerline, up to 44' AGL/758' MSL.

Trees beginning 925' from DER, left and right of centerline, up to 73' AGL/797' MSL.

Rwy 32: Terrain beginning 7' from DER, 112' left of centerline, up to 738' MSL.

Terrain 122' from DER, 249' right of centerline, 734' MSL.

Vehicle on road 232' from DER, 124' right of centerline, up to 15' AGL/752' MSL.

Trees, bush, and windvane on building beginning 246' from DER, left and right of centerline, up to 54' AGL/784' MSL.

Tree 1560' from DER, 259' right of centerline, 70' AGL/801' MSL.

(MONKZ3.MONKZ) 15176

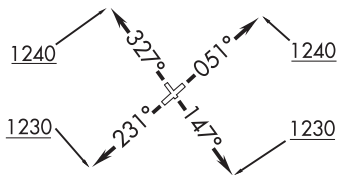
MONKZ THREE DEPARTURE (RNAV) SL-5324 (FAA)

WAUKEGAN RGNL (UGN)

CHICAGO/WAUKEGAN, ILLINOIS

**TOP ALTITUDE:
3000**

ATIS
132.4
GND CON
121.65
WAUKEGAN TOWER★
120.05 273.55
DEP CON
120.55

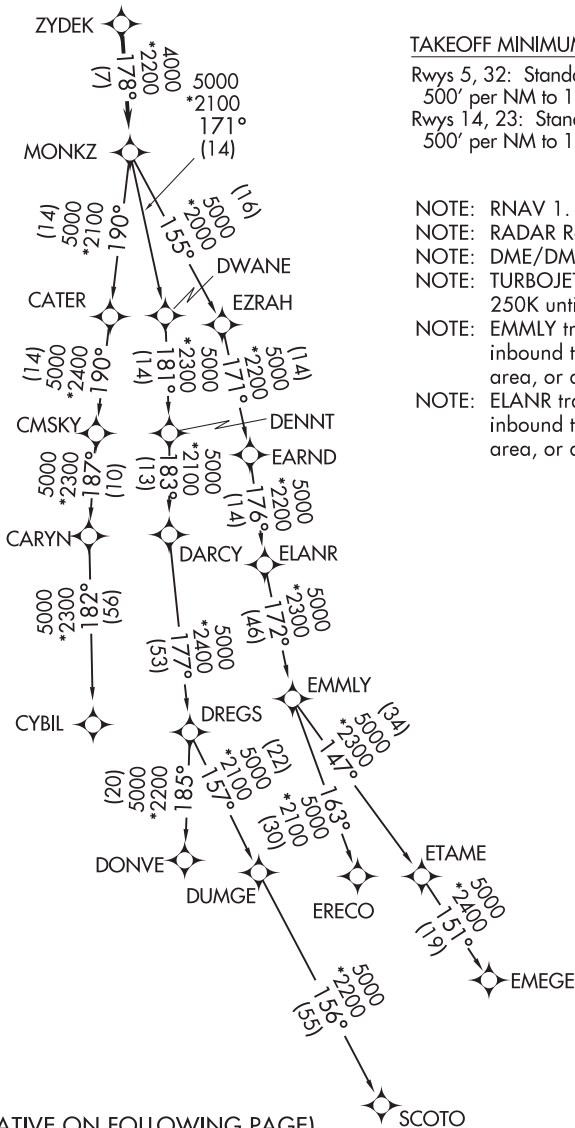


TAKEOFF MINIMUMS

Rwys 5, 32: Standard with minimum climb of 500' per NM to 1240.

Rwys 14, 23: Standard with minimum climb of 500' per NM to 1230.

- NOTE: RNAV 1.
- NOTE: RADAR Required.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: TURBOJET departures maintain 250K until advised by ATC.
- NOTE: EMLLY transition: For aircraft inbound to Indianapolis Terminal area, or as assigned by ATC.
- NOTE: ELANR transition: For aircraft inbound to Cincinnati Terminal area, or as assigned by ATC.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MONKZ THREE DEPARTURE (RNAV)
(MONKZ3.MONKZ) 15176

CHICAGO/WAUKEGAN, ILLINOIS
WAUKEGAN RGNL (UGN)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

MONKZ THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 051° or as assigned by ATC to at or above 1240, expect vectors to ZYDEK. Thence. . . .

TAKEOFF RWY 14: Climb heading 147° or as assigned by ATC to at or above 1230, expect vectors to ZYDEK. Thence. . . .

TAKEOFF RWY 23: Climb heading 231° or as assigned by ATC to at or above 1230, expect vectors to ZYDEK. Thence. . . .

TAKEOFF RWY 32: Climb heading 327° or as assigned by ATC to at or above 1240, expect vectors to ZYDEK. Thence. . . .

. . . .on track 178° to MONKZ, then on (transition), Maintain 3000, Expect filed altitude ten minutes after departure.

CYBIL TRANSITION (MONKZ3.CYBIL)

DONVE TRANSITION (MONKZ3.DONVE)

ELANR TRANSITION (MONKZ3.ELANR)

EMEGE TRANSITION (MONKZ3.EMEGE)

EMMLY TRANSITION (MONKZ3.EMMLY)

ERECO TRANSITION (MONKZ3.ERECO)

SCOTO TRANSITION (MONKZ3.SCOTO)

TAKEOFF OBSTACLE NOTES:

Rwy 5: Trees beginning 328' from DER, 493' left of centerline, up to 58' AGL/759' MSL.

Rwy 14: Hangar 196' from DER, 453' left of centerline, 30' AGL/749' MSL.

Bush 362' from DER, 130' left of centerline, 17' AGL/728' MSL.

Bush 371' from DER, 161' right of centerline, 14' AGL/725' MSL.

Hangar 920' from DER, 452' right of centerline, 30' AGL/749' MSL.

Rwy 23: Trees beginning 89' from DER, 344' right of centerline, up to 59' AGL/780' MSL.

Trees beginning 212' from DER, 372' left of centerline, up to 44' AGL/758' MSL.

Trees beginning 925' from DER, left and right of centerline, up to 73' AGL/797' MSL.

Rwy 32: Terrain beginning 7' from DER, 112' left of centerline, up to 738 MSL.

Terrain 122' from DER, 249' right of centerline, 734' MSL.

Vehicle on road 232' from DER, 124' right of centerline, up to 15' AGL/752'

MSL. Trees, bush, and windvane on building beginning 246' from DER, left

and right of centerline, up to 54' AGL/784' MSL. Tree 1560' from DER, 259' right of centerline, 70' AGL/801' MSL.

WAAS CH 86516 W04A	APP CRS 045°	Rwy Idg TDZE Apt Elev	3300 822 822
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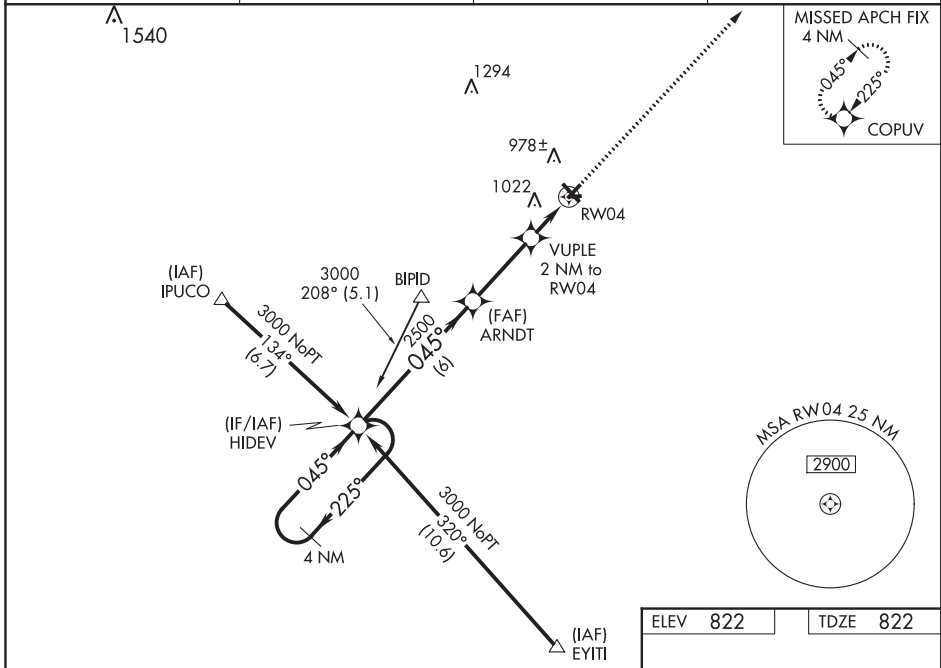
RNAV (GPS) RWY 4

CLINTONVILLE MUNI (CLI)

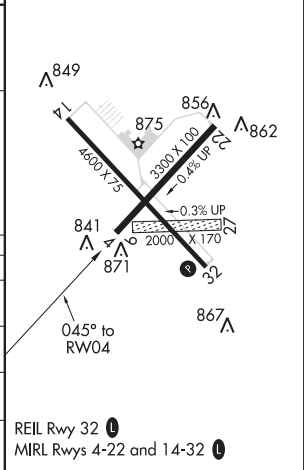
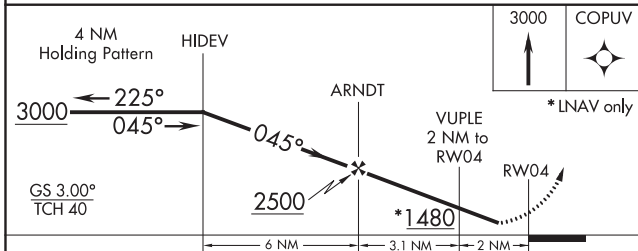
⚠ Baro-VNAV NA when using Green Bay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 Circling to Rwy 4-22 NA for Cat C. When local altimeter setting not received, use Green Bay altimeter setting and increase all DA/MDA 80 feet. Increase LPV all Cats visibility ¼ mile.

MISSED APPROACH:
 Climb to 3000 direct
 COPUV and hold.

AWOS-3 120.675	GREEN BAY APP CON * 126.3 338.2	GCO 121.725	UNICOM 122.8 (CTAF) 📻
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ELEV 822	TDZE 822
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CATEGORY	A	B	C	D
LPV DA	1179-1¼	357 (400-1¼)		NA
LNAV/VNAV DA	1366-2	544 (600-2)		NA
LNAV MDA	1260-1	438 (500-1)		NA
CIRCLING	1340-1	518 (600-1)	1340-1½ 518 (600-1½)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42816 W14A	APP CRS 139°	Rwy Idg TDZE Apt Elev	4600 819 822
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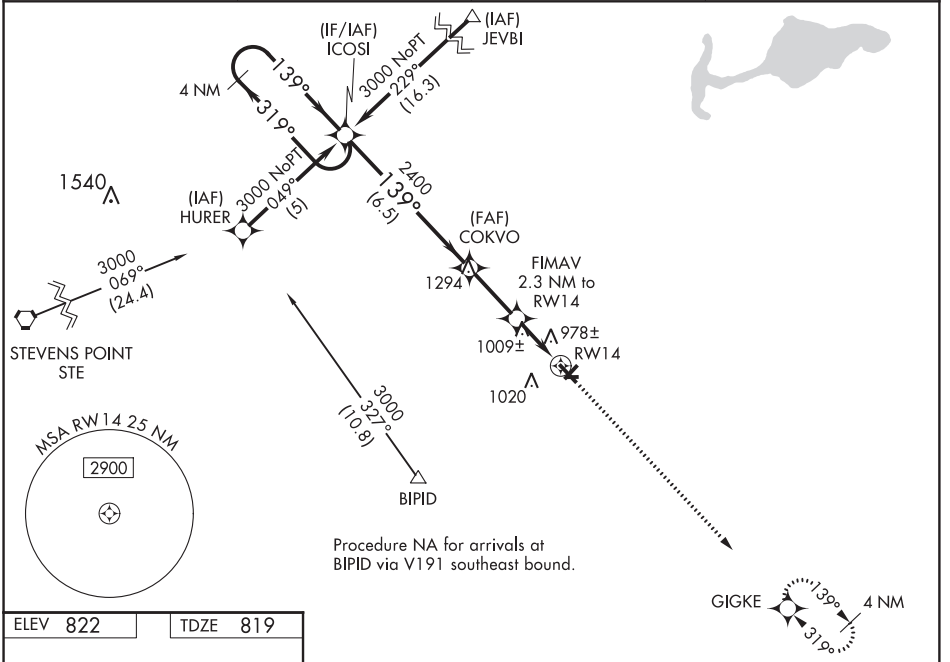
RNAV (GPS) RWY 14

CLINTONVILLE MUNI (CLI)

⚠ Baro-VNAV NA when using Green Bay 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. Circling to Rwy 4-22 NA for Cat C.
 When local altimeter setting not received, use Green Bay altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct GIGKE and hold.

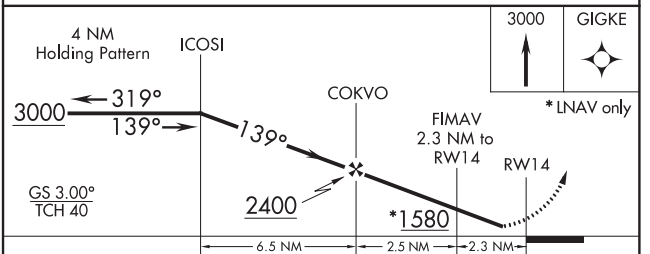
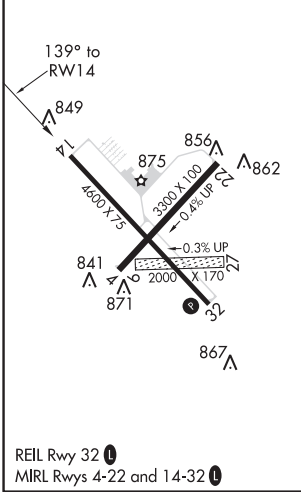
AWOS-3 120.675	GREEN BAY APP CON* 126.3 338.2	GCO 121.725	UNICOM 122.8 (CTAF) 📻
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 822	TDZE 819
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CATEGORY	A	B	C	D
LPV DA		1122-1 303 (300-1)		NA
LNAV/VNAV DA		1289-1¾ 470 (500-1¾)		NA
LNAV MDA	1260-1 441 (500-1)		1260-1¼ 441 (500-1¼)	NA
CIRCLING	1340-1 518 (600-1)		1340-1½ 518 (600-1½)	NA

WAAS CH 40316 W22A	APP CRS 225°	Rwy Idg TDZE Apt Elev	3300 821 822
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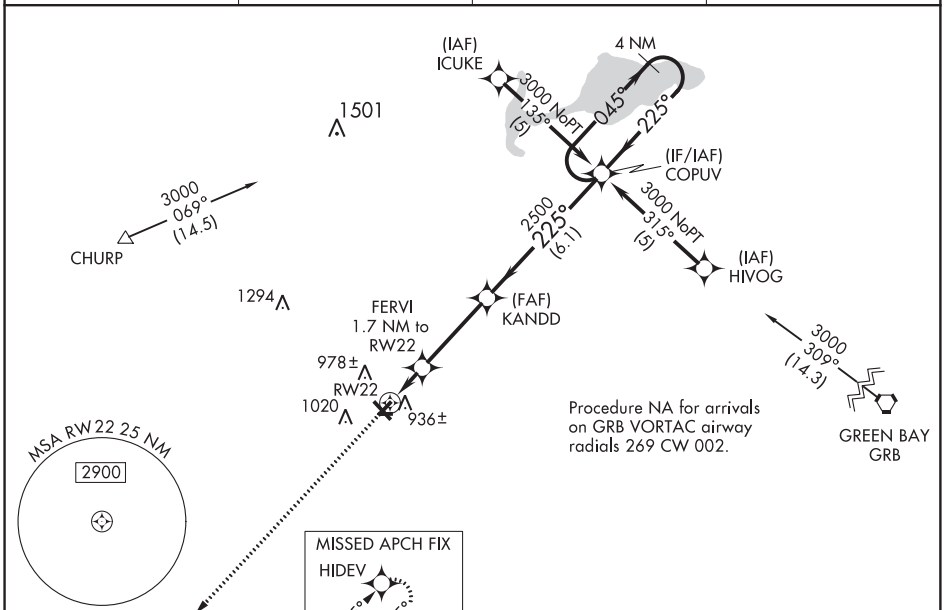
RNAV (GPS) RWY 22

CLINTONVILLE MUNI (CLI)

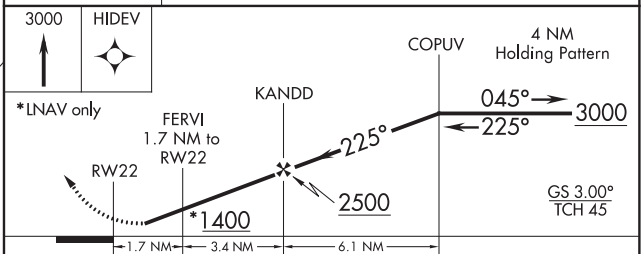
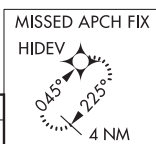
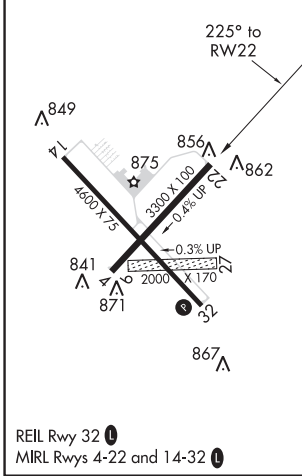
⚠ Baro-VNAV NA when using Green Bay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 4-22 NA for Cat C. When local altimeter setting not received, use Green Bay altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct HIDEV and hold.

AWOS-3 120.675	GREEN BAY APP CON* 126.3 338.2	GCO 121.725	UNICOM 122.8 (CTAF) 📻
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ELEV 822	TDZE 821
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CATEGORY	A	B	C	D
LPV DA	1183-1¼	362 (400-1¼)		NA
LNAV/VNAV DA	1236-1½	415 (500-1½)		NA
LNAV MDA	1220-1	399 (400-1)		NA
CIRCLING	1340-1	518 (600-1)	1340-1½ 518 (600-1½)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CLINTONVILLE, WISCONSIN

AL-5280 (FAA)

13178

WAAS CH 87016 W32A	APP CRS 319°	Rwy Idg TDZE Apt Elev	4600 818 822
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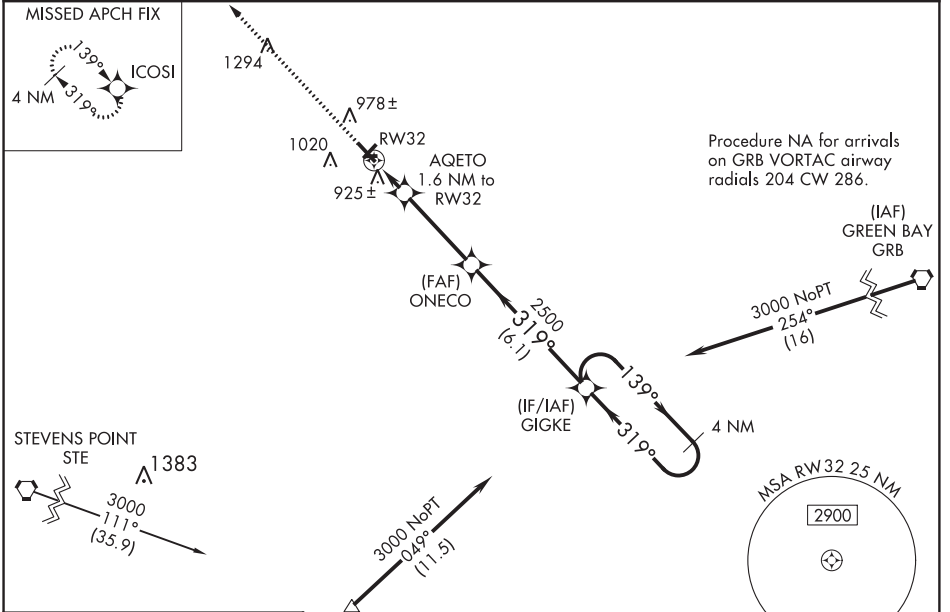
RNAV (GPS) RWY 32

CLINTONVILLE MUNI (CLI)

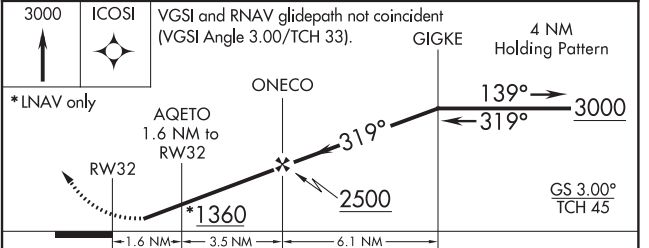
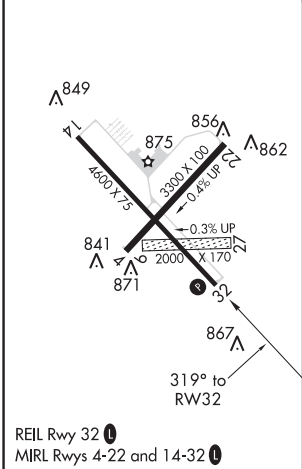
⚠ Baro-VNAV NA when using Green Bay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 4-22 NA for Cat C. When local altimeter setting not received, use Green Bay altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct ICOSI and hold.

AWOS-3 120.675	GREEN BAY APP CON* 126.3 338.2	GCO 121.725	UNICOM 122.8 (CTAF) 📻
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ELEV 822	TDZE 818
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CATEGORY	A	B	C	D
LPV DA	1141-1¼	323 (400-1¼)		NA
LNAV/VNAV DA	1225-1½	407 (500-1½)		NA
LNAV MDA	1200-1	382 (400-1)		NA
CIRCLING	1340-1	518 (600-1)	1340-1½ 518 (600-1½)	NA

CLINTONVILLE, WISCONSIN
Amdt 1 11FEB10

44°37'N-88°44'W

CLINTONVILLE MUNI (CLI) RNAV (GPS) RWY 32

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58036 W12A	APP CRS 115°	Rwy Idg TDZE 1650 Apt Elev 1650	3550
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RNAV (GPS) RWY 12

CRANDON/STEVE CONWAY MUNI (Y55)

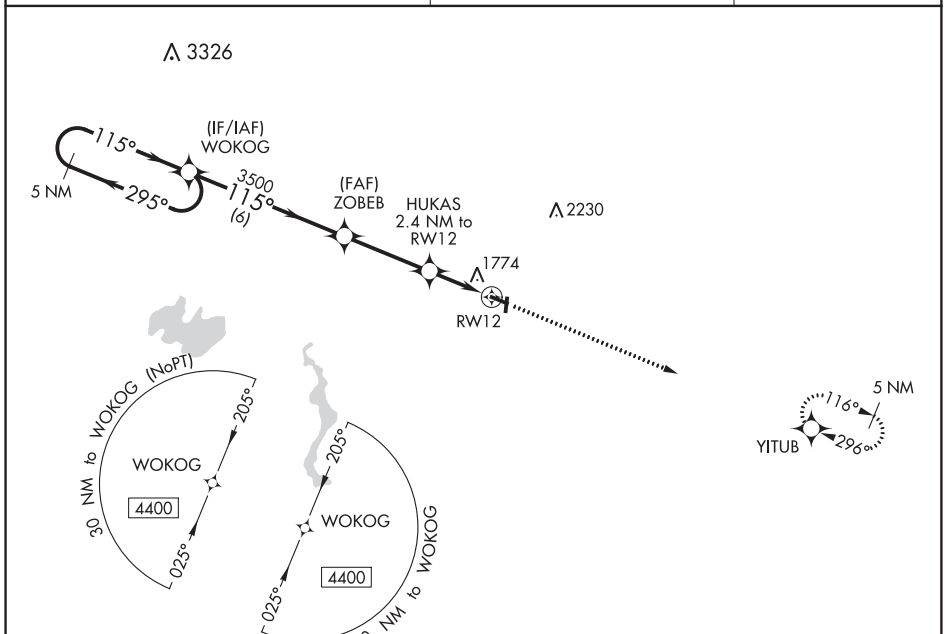
Baro-VNAV NA. DME/DME RNP-0.3 NA. Night landing: Rwy 30 NA. Use Rhinelanders altimeter setting, when not received use Eagle River altimeter setting and increase all DA 9 feet and MDA 20 feet. Helicopter visibility reduction below 3/4 SM NA. Circling to Rwys 1, 19 NA.

MISSED APPROACH:
Climb to 4400 direct YITUB and hold.

RHINELANDER-ONEIDA COUNTY ASOS
126.825

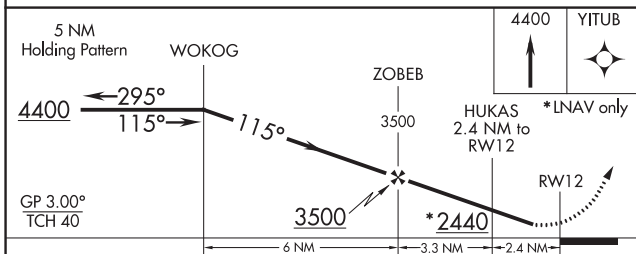
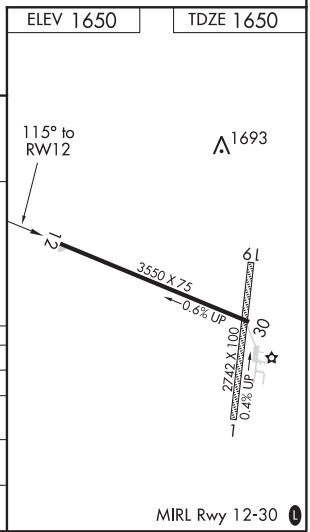
MINNEAPOLIS CENTER
133.65 281.5

CTAF
122.9 0



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	2054-1 3/8	404 (500-1 3/8)		NA
LNAV/VNAV DA	2350-2 1/2	700 (700-2 1/2)		NA
LNAV MDA	2260-1	610 (700-1)	2260-1 3/8 610 (700-1 3/8)	NA
C CIRCLING	2300-1 650 (700-1)	2340-1 690 (700-1)	2360-2 710 (800-2)	NA

WAAS CH 62936 W30A	APP CRS 296°	Rwy Idg TDZE 1647 Apt Elev 1650	3550
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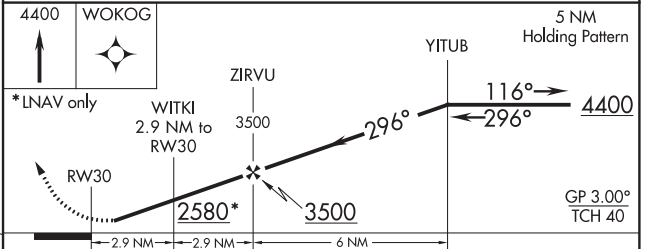
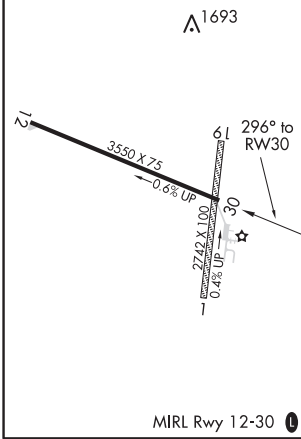
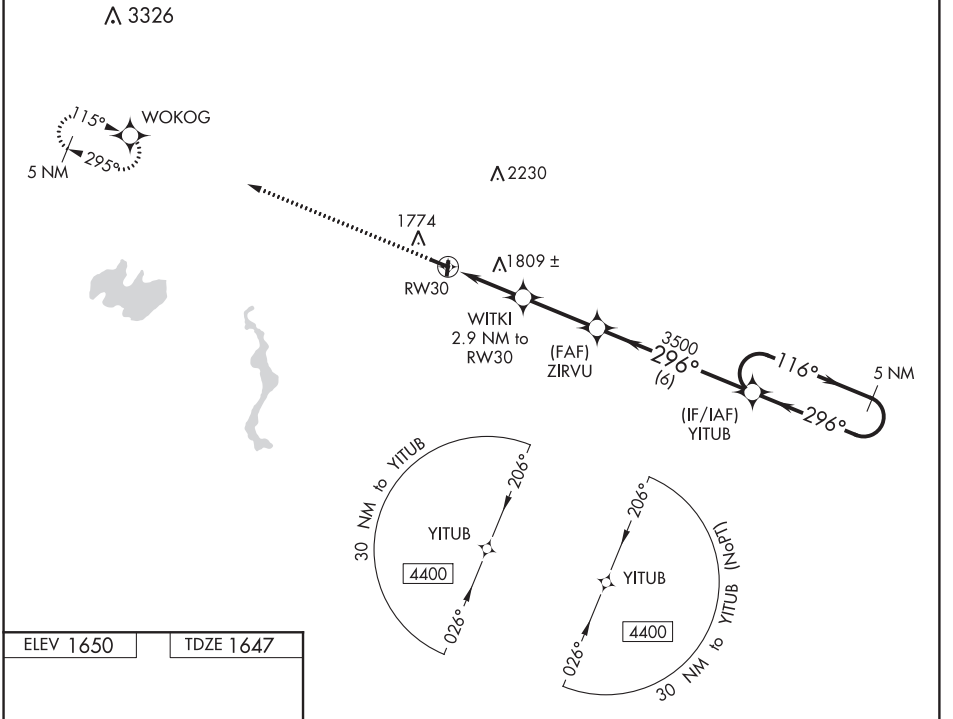
RNAV (GPS) RWY 30

CRANDON/STEVE CONWAY MUNI (Y55)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Night landing: Rwy 30 NA. Helicopter visibility reduction below 1 SM NA. Use Rhinelander climeter setting, when not received use Eagle River climeter setting and increase all DA 9 feet and all MDA 20 feet, increase LPV all cats visibility 1/8 mile. Circling to Rwys 1, 19 NA.

MISSED APPROACH: Climb to 4400 direct WOKOG and hold.

RHINELANDER-ONEIDA COUNTY ASOS 126.825	MINNEAPOLIS CENTER 133.65 281.5	CTAF 122.9
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CATEGORY	A	B	C	D
LPV DA	1955-1 308 (400-1)			NA
LNAV/VNAV DA	2005-1¼ 358 (400-1¼)			NA
LNAV MDA	2120-1	473 (500-1)	2120-1¾ 473 (500-1¾)	NA
CIRCLING	2300-1 650 (700-1)	2340-1 690 (700-1)	2360-2 710 (800-2)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49138 W09A	APP CRS 089°	Rwy Idg 4043 TDZE 1243 Apt Elev 1243
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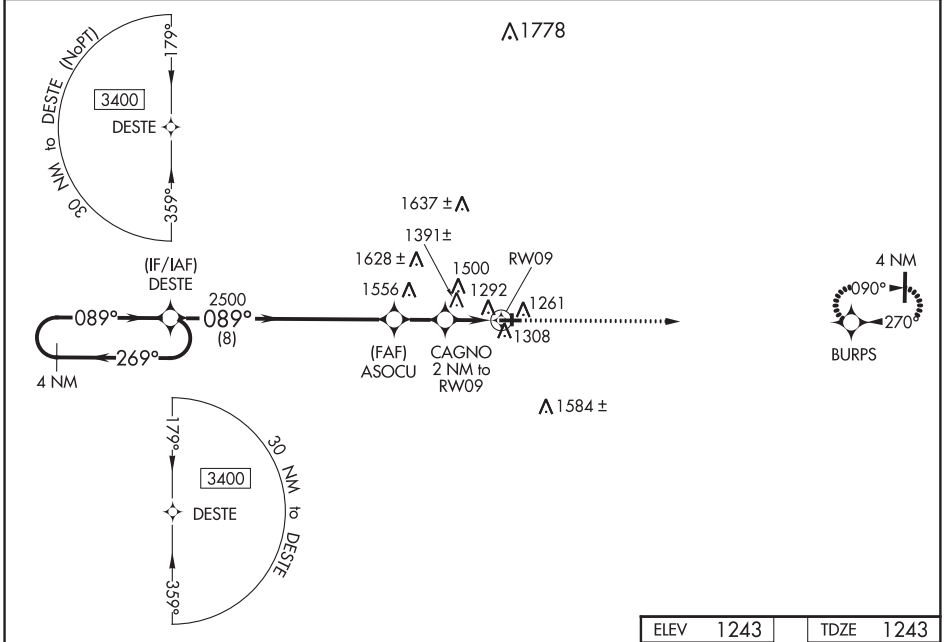
RNAV (GPS) RWY 9

CUMBERLAND MUNI (UBE)

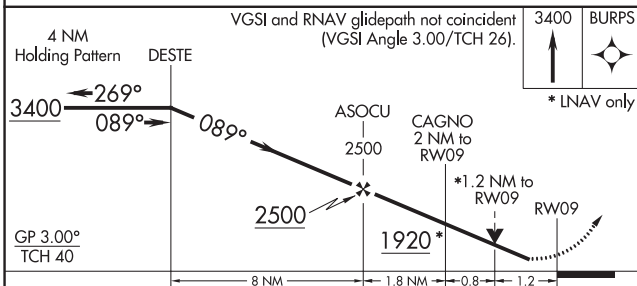
⚠ Baro-VNAV NA when using Rice Lake altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. VDP NA when using Rice Lake altimeter setting. When local altimeter setting not received, use Rice Lake altimeter setting; increase LPV DA to 1536 feet and LNAV/VNAV DA to 1562 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ½ mile and increase LNAV Cat C/D visibility and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3400 direct BURPS and hold.

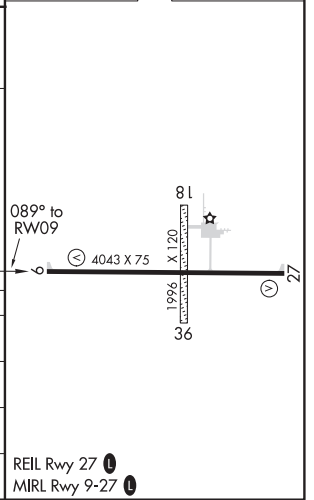
AWOS-3PT 119.175	GCO 121.725	GREEN BAY RADIO 122.3	UNICOM 122.8 (CTAF) 0
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ELEV	1243	TDZE	1243
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CATEGORY	A	B	1.9 NM C	D
LPV DA		1493-1	250 (300-1)	
LNAV/VNAV DA		1519-1	276 (300-1)	
LNAV MDA	1660-1	417 (500-1)	1660-1½	417 (500-1½)
C CIRCLING	1660-1 417 (500-1)	1940-1 697 (700-1)	1940-2 697 (700-2)	1980-2¼ 737 (800-2¼)



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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93838 W27A	APP CRS 270°	Rwy Idg 4043 TDZE 1240 Apt Elev 1243
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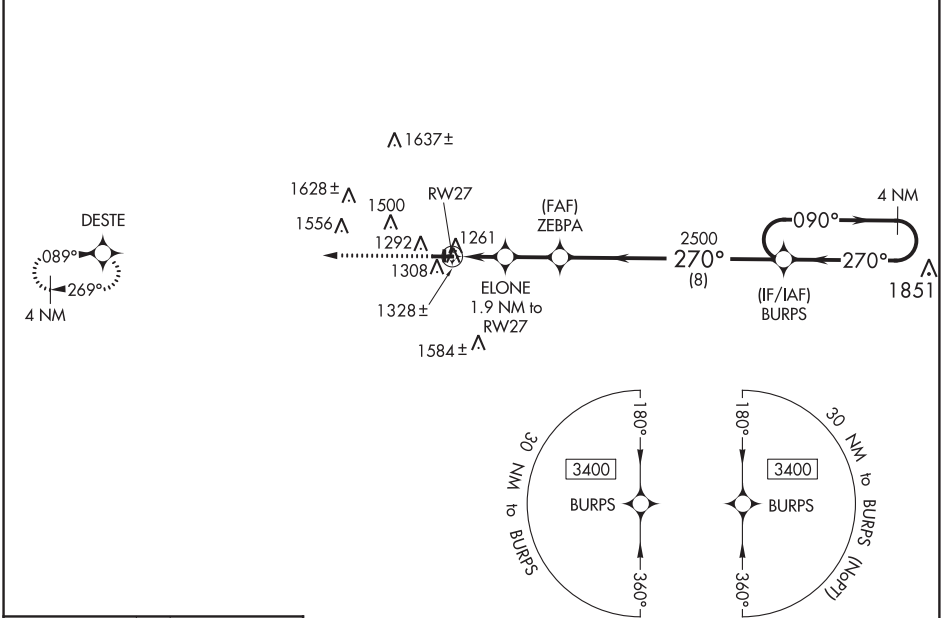
RNAV (GPS) RWY 27

CUMBERLAND MUNI (UBE)

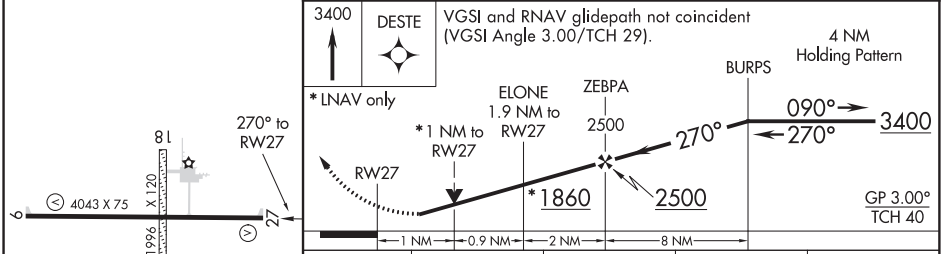
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Rice Lake altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Rice Lake altimeter setting; increase LPV DA to 1533 feet and LNAV/VNAV DA to 1549 feet and all MDA 60 feet; increase LPV all Cats visibility and LNAV Cat C/D visibility ½ mile; increase Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3400 direct DESTE and hold.

AWOS-3PT 119.175	GCO 121.725	GREEN BAY RADIO 122.3	UNICOM 122.8 (CTAF) U
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ELEV 1243	TDZE 1240
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CATEGORY	A	B	C	D
LPV DA		1490-1	250 (300-1)	
LNAV/VNAV DA		1506-1	266 (300-1)	
LNAV MDA		1580-1	340 (400-1)	
C CIRCLING	1640-1 397 (400-1)	1940-1 697 (700-1)	1940-2 697 (700-2)	1980-2 ¼ 737 (800-2 ¼)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

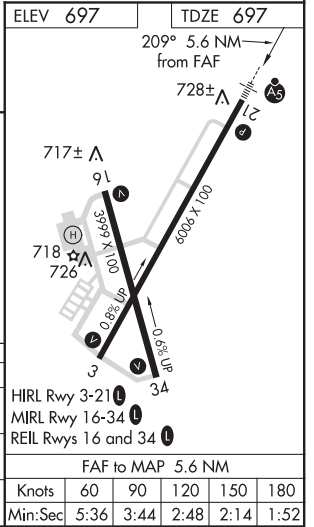
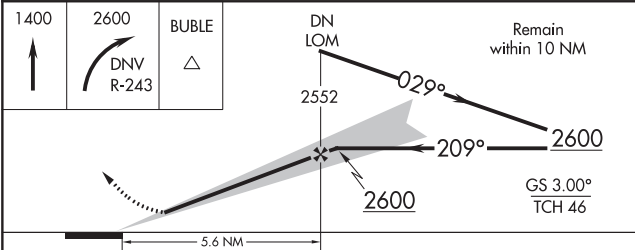
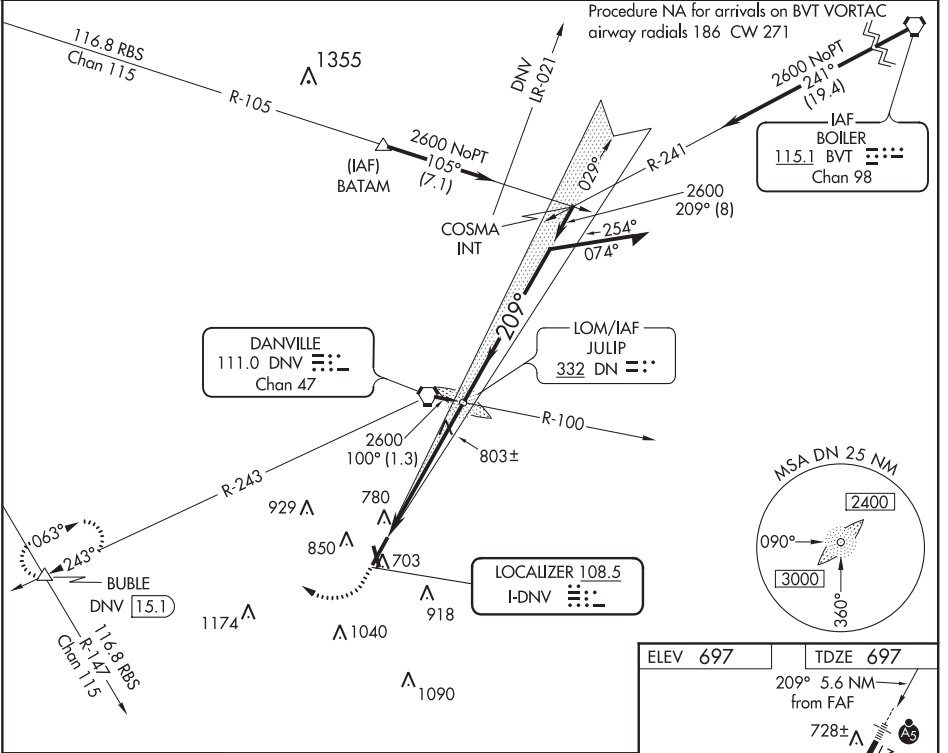
LOC I-DNV 108.5	APP CRS 209°	Rwy Idg TDZE Apt Elev	6006 697 697
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ILS or LOC RWY 21

VERMILION RGNL (DNV)

<p>⚠ If local altimeter not received, use University of Illinois-Willard altimeter setting, and increase all DAs/MDAs 100 feet.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1400, then climbing right turn to 2600 via DNV R-243 to BUBLE INT and hold.</p>
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AWOS-3 119.275	CHAMPAIGN APP CON * 121.35 285.65	CLNC DEL 121.7	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 21	897-½ 200 (200-½)			
S-LOC 21	1080-½ 383 (400-½)		1080-¾ 383 (400-¾)	
CIRCLING	1160-1 463 (500-1)		1160-1½ 1260-2 463 (500-1½) 563 (600-2)	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

DANVILLE, ILLINOIS

AL-5117 (FAA)

14037

RNAV (GPS) RWY 3

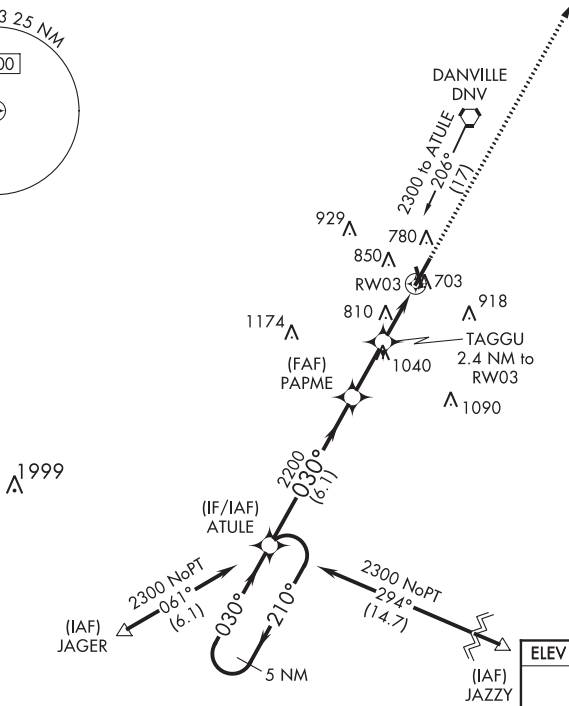
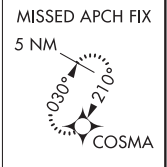
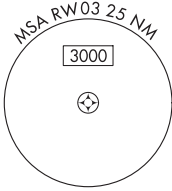
VERMILION RGNL (DNTV)

APP CRS	Rwy Idg	6006
030°	TDZE	674
	Apt Elev	697

⚠ If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2600 direct COSMA and hold.

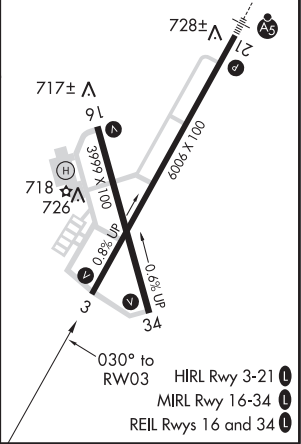
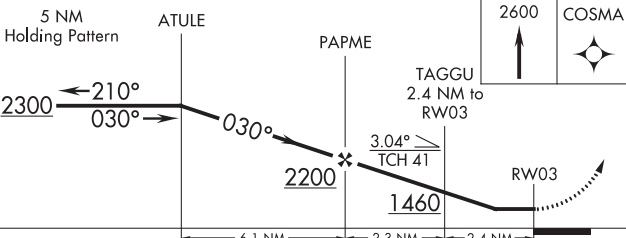
AWOS-3 119.275	CHAMPAIGN APP CON ★ 121.35 285.65	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 0
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 697	TDZE 674
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CATEGORY	A	B	C	D
LNAV MDA	1120-1	446 (500-1)	1120-1¼ 446 (500-1¼)	1120-1½ 446 (500-1½)
CIRCLING	1160-1	463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)

DANVILLE, ILLINOIS
Orig-A 25JUL13

40°12'N-87°36'W

VERMILION RGNL (DNTV) RNAV (GPS) RWY 3

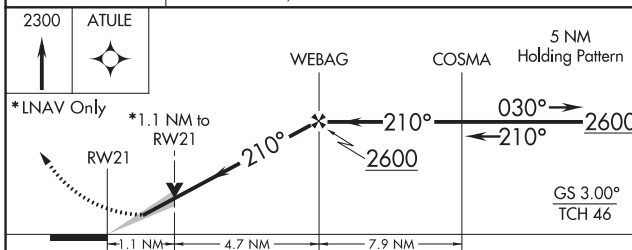
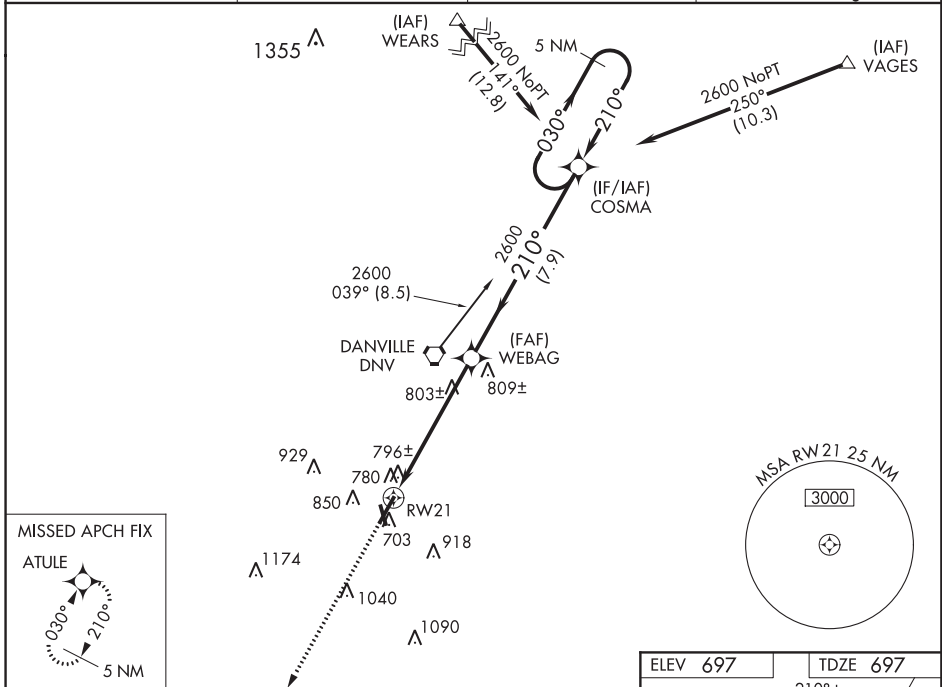
- HIRL Rwy 3-21 **0**
- MIRL Rwy 16-34 **0**
- REIL Rws 16 and 34 **0**

WAAS CH 58004 W21A	APP CRS 210°	Rwy Idg TDZE 697 Apt Elev 697	6006
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RNAV (GPS) RWY 21

VERMILION RGNL (D.V)

<p>▼ If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using University of Illinois-Willard altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. DME/DME RNP-0.3 NA.</p>		<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2300 direct ATULE and hold.</p>
AWOS-3 119,275	CHAMPAIGN APP CON ★ 121.35 285.65	CLNC DEL 121.7	UNICOM 122.7 (CTAF) ①



ELEV 697	TDZE 697
<p>210° to RWY 21</p> <p>728± A5</p> <p>717± A 91</p> <p>718 A 91</p> <p>726 A 91</p> <p>0.08 UP</p> <p>0.08 UP</p> <p>34</p>	
<p>HIRL Rwy 3-21 ①</p> <p>MIRL Rwy 16-34 ①</p> <p>REL Rwy 16 and 34 ①</p>	

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EC-3, 10 NOV 2016 to 05 JAN 2017

DANVILLE, ILLINOIS

AL-5117 (FAA)

14037

APP CRS 345°	Rwy Idg TDZE Apt Elev	3999 667 697
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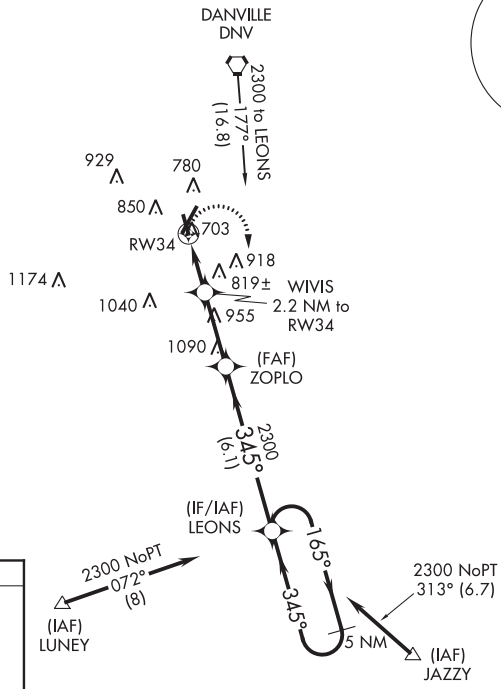
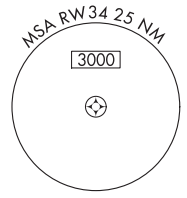
RNAV (GPS) RWY 34

VERMILION RGNL (DNTV)

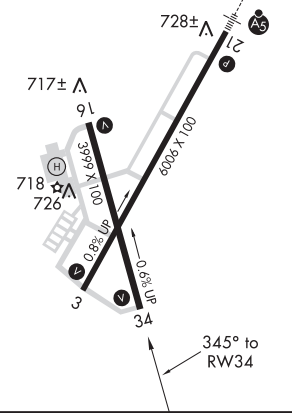
⚠ If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climbing right turn to 2300 direct LEONS and hold.

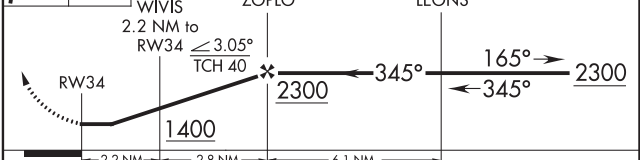
AWOS-3 119.275	CHAMPAIGN APP CON ★ 121.35 285.65	CLNC DEL 121.7	UNICOM 122.7 (CTAF)
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ELEV 697	TDZE 667
HIRL Rwy 3-21	
MIRL Rwy 16-34	
REIL Rws 16 and 34	



2300 LEONS VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 14). 5 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1080-1	413 (400-1)	1080-1¼	413 (400-1¼)
CIRCLING	1160-1	463 (500-1)	1160-1½	1260-2 463 (500-1½) 563 (600-2)

DANVILLE, ILLINOIS
Orig-A 25JUL13

40°12'N-87°36'W

RNAV (GPS) RWY 34

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EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC DNV 111.0 Chan 47	APP CRS 016°	Rwy Idg 6006 TDZE 674 Apt Elev 697
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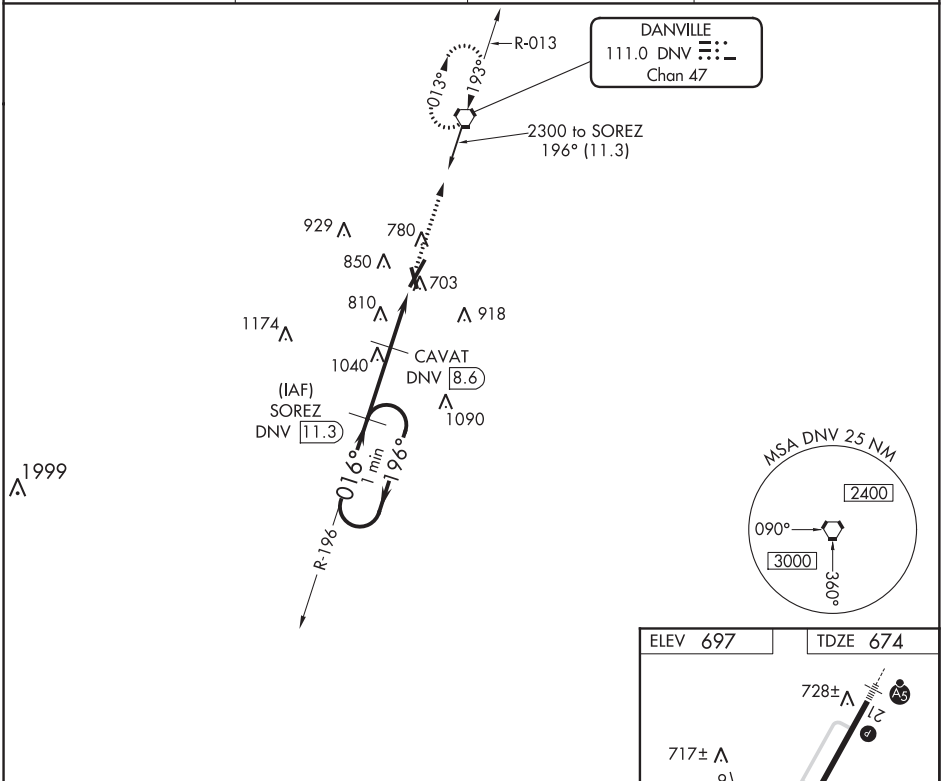
VOR/DME RWY 3

VERMILION RGNL (DNV)

⚠ If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet.
⚠ Helicopter visibility reduction below ¾ SM NA.

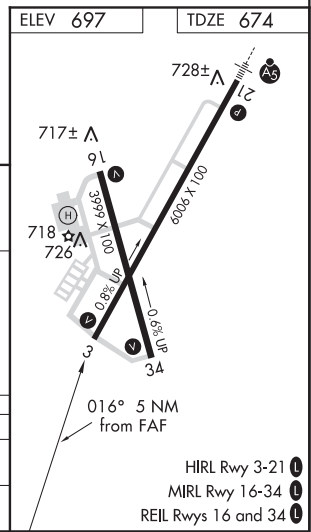
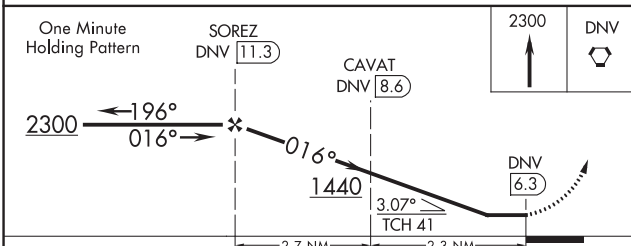
MISSED APPROACH: Climb to 2300 direct DNV VORTAC and hold.

AWOS-3 119.275	CHAMPAIGN APP CON ★ 121.35 285.65	CLNC DEL 121.7	UNICOM 122.7 (CTAF) ①
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EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-3	1120-1	446 (500-1)	1120-1¼ 446 (500-1¼)	1120-1½ 446 (500-1½)
CIRCLING	1160-1	463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)


- HIRL Rwy 3-21 ①
- MIRL Rwy 16-34 ①
- REIL Rws 16 and 34 ①


LOC/DME I-DJK 109.95 Chan 36 (Y)	APP CRS 022°	Rwy Idg 7026 TDZE 913 Apt Elev 914
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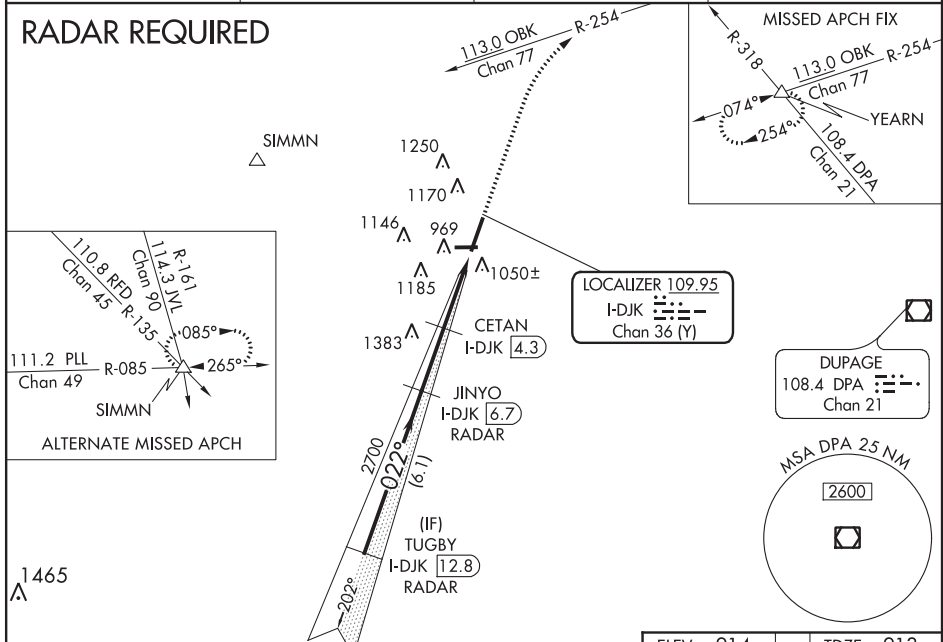
ILS or LOC RWY 2

DE KALB TAYLOR MUNI (DKB)

⚠ VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet, CETAN fix minimums increase Circling Cat C/D visibility 1/4 mile. For inoperative MALSR, increase S-ILS 2 all Cats visibility to 7/8 mile. CETAN fix minimums: For inoperative MALSR, increase S-LOC 2 Cat C/D visibility to 1 mile.


MALSR  MISSED APPROACH: Climb to 3000 on heading 022° and OBK VOR/DME R-254 to YEARN Int and hold.

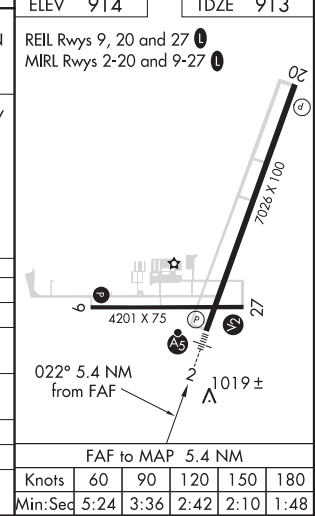
AWOS-3 119.075	CHICAGO APP CON 133.5 349.0	GCO 121.725	UNICOM 122.7 (CTAF) 
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

TUGBY I-DJK 12.8 RADAR	JINYO I-DJK 6.7 RADAR	CETAN I-DJK 4.3	OBK R-254	YEARN 
2700		2700	3000	hdg 022°
GS 3.00° TCH 55		*1900	*I-DJK 2.4	I-DJK 1.3
6.1 NM		2.4 NM	1.9 NM	1.1 NM
CATEGORY	A	B	C	D
S-ILS 2	1113-1/2		200 (200-1/2)	
S-LOC 2	1900-3/4 987 (1000-3/4)	1900-1 987 (1000-1)	1900-2 1/2	987 (1000-2 1/2)
CIRCLING	1900-1 1/4 986 (1000-1 1/4)	1900-1 1/2 986 (1000-1 1/2)	1900-3	986 (1000-3)
CETAN FIX MINIMUMS				
S-LOC 2	1280-1/2	367 (400-1/2)	1280-5/8	367 (400-5/8)
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1 3/4 626 (700-1 3/4)	1540-2 626 (700-2)



WAAS CH 58109 W02A	APP CRS 021°	Rwy Idg TDZE Apt Elev	7026 913 914
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RNAV (GPS) RWY 2

DE KALB TAYLOR MUNI (DKB)

⚠ Baro-VNAV NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ¼ mile. For inoperative MALSR, increase LPV all Cats visibility to 1.

MALSR

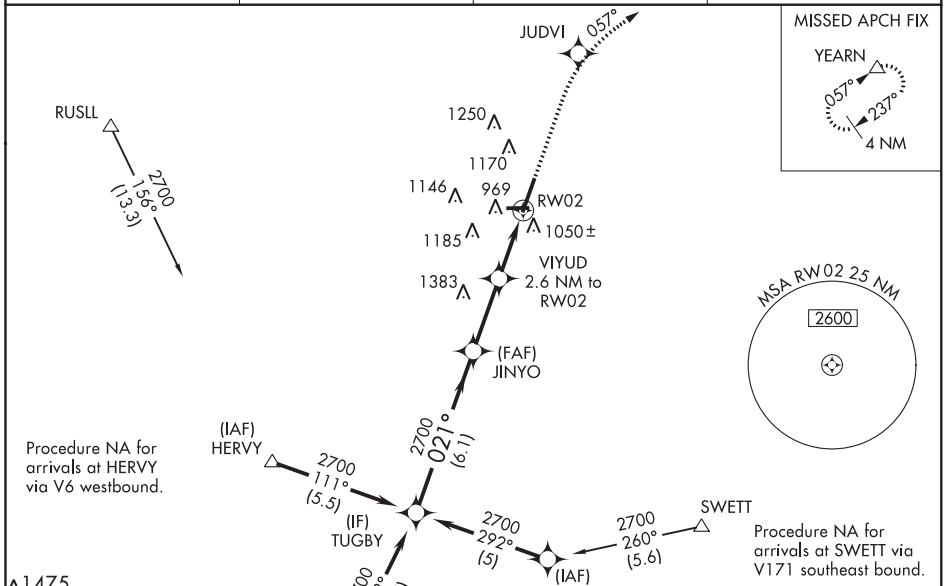
MISSED APPROACH:
Climb to 3000 direct JUDVI and via 057° track to YEARN and hold.

AWOS-3
119.075

CHICAGO APP CON
133.5 349.0

GCO
121.725

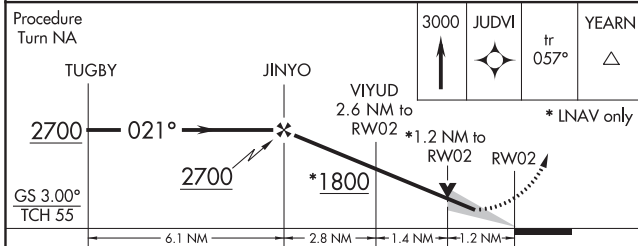
UNICOM
122.7 (CTAF) 0



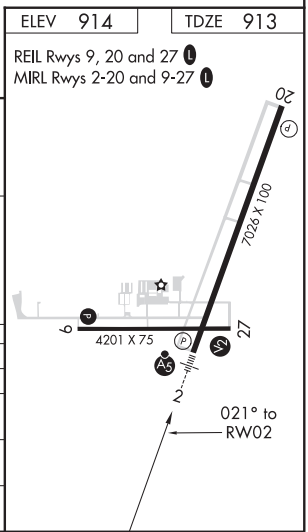
Procedure Turn NA

TUGBY	JINYO	JUDVI	YEARN
3000	tr 057°	⬠	⬠

* LNAV only



CATEGORY	A	B	C	D
LPV DA		1207-½	294 (300-½)	
LNAV/VNAV DA		1360-1	447 (500-1)	
LNAV MDA	1360-½	447 (500-½)	1360-¾ 447 (500-¾)	1360-1 447 (500-1)
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-¾)	1540-2 626 (700-2)



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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82208 W09A	APP CRS 092°	Rwy Idg TDZE Apt Elev	4201 912 914
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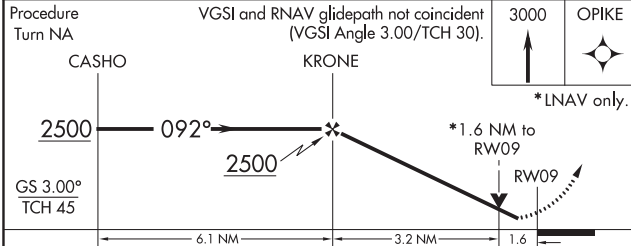
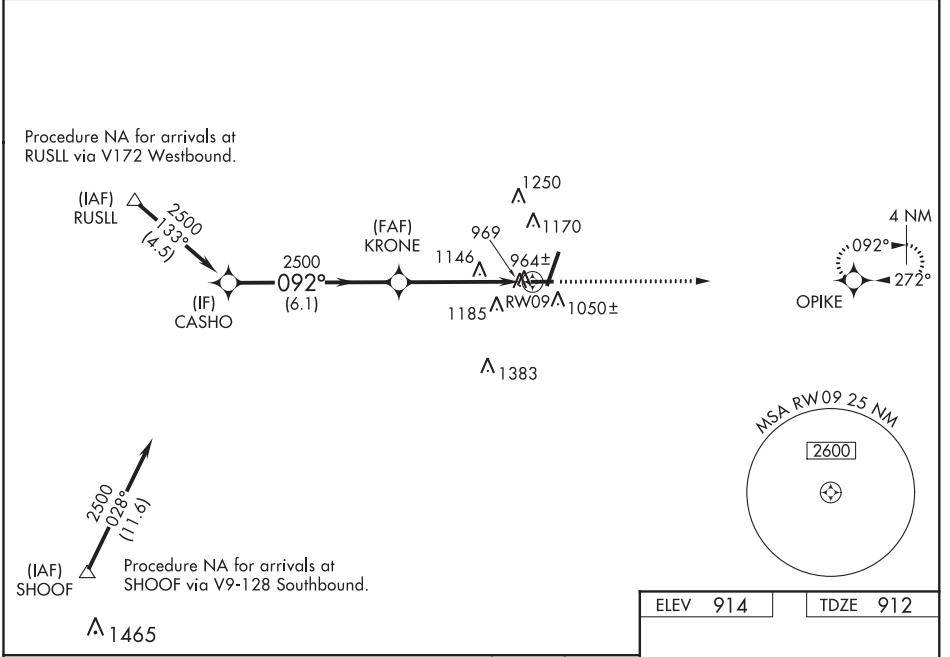
RNAV (GPS) RWY 9

DE KALB TAYLOR MUNI (DKB)

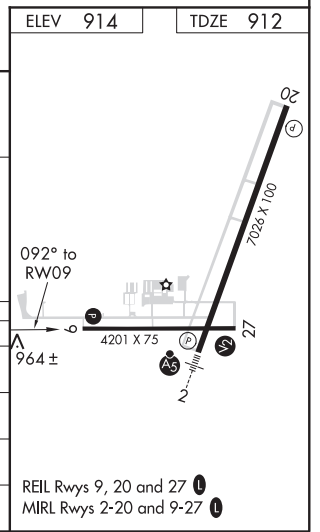
When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ¼ mile. Baro-VNAV NA when using Aurora altimeter setting. VDP NA when using Aurora 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 3000 direct OPIKE and hold.

AWOS-3 119.075	CHICAGO APP CON 133.5 349.0	GCO 121.725	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1186-1 274 (300-1)			
LNAV/VNAV DA	1543-2¼ 631 (700-2¼)			
LNAV MDA	1460-1 548 (600-1)	1460-1½ 548 (600-1½)	1460-1¾ 548 (600-1¾)	1460-2 548 (600-2)
CIRCLING	1460-1 546 (600-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)



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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50409 W20A	APP CRS 202°	Rwy Idg TDZE Apt Elev	7026 905 914
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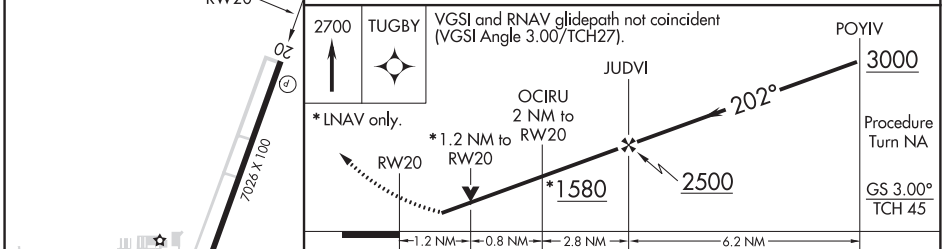
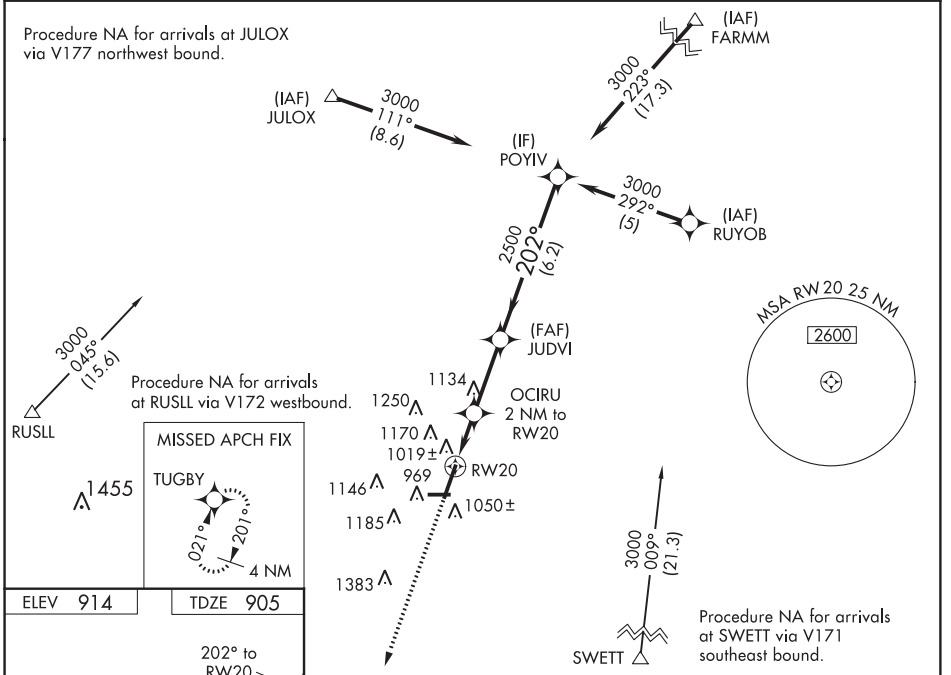
RNAV (GPS) RWY 20

DE KALB TAYLOR MUNI (DKB)

Baro-VNAV NA when using Aurora 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. VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cat. D visibility, and Circling Cats. C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 2700 direct TUGBY and hold.

AWOS-3 119.075	CHICAGO APP CON 133.5 349.0	GCO 121.725	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1155-¾	250 (300-¾)	
LNAV/VNAV DA		1430-1¾	525 (600-1¾)	
LNAV MDA	1320-1	415 (500-1)	1320-1¾	415 (500-1¾)
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)

DE KALB, ILLINOIS
Orig 25SEP08

41°56'N-88°42'W

DE KALB TAYLOR MUNI (DKB) RNAV (GPS) RWY 20

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72709 W27A	APP CRS 272°	Rwy Idg TDZE Apt Elev	4201 912 914
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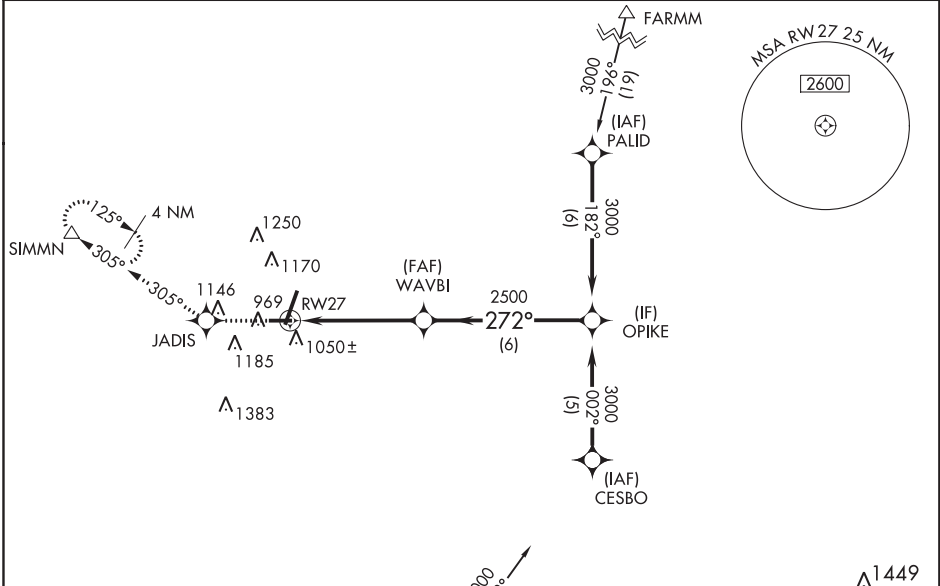
RNAV (GPS) RWY 27

DE KALB TAYLOR MUNI (DKB)

When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ¼ mile. Baro-VNAV NA when using Aurora altimeter setting. VDP NA when using Aurora 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.

MISSED APPROACH: Climb to 3000 direct JADIS and via 305° track to SIMMN and hold.

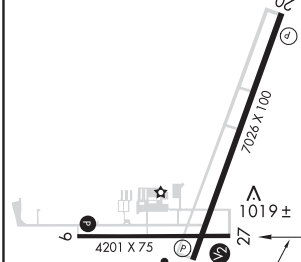
AWOS-3 119.075	CHICAGO APP CON 133.5 349.0	GCO 121.725	UNICOM 122.7 (CTAF) 0
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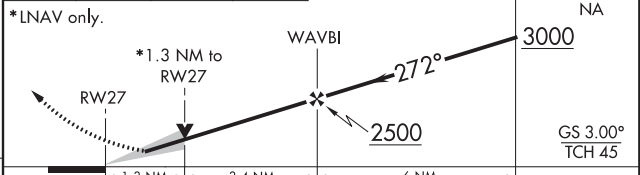
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 914	TDZE 912
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3000	JADIS	305° TRK	SIMMN	Procedure Turn NA
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CATEGORY	A	B	C	D
LPV DA	1162- ³ / ₄ 250 (300- ³ / ₄)			
LNAV/VNAV DA	1317-1 ¹ / ₂ 405 (500-1 ¹ / ₂)			
LNAV MDA	1360-1	448 (500-1)	1360-1 ¹ / ₄ 448 (500-1 ¹ / ₄)	1360-1 ¹ / ₂ 448 (500-1 ¹ / ₂)
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1 ³ / ₄ 626 (700-1 ³ / ₄)	1540-2 626 (700-2)

LOC/DME I-DEC 110.9 Chan 46	APP CRS 060°	Rwy Idg TDZE Apt Elev	8496 677 682
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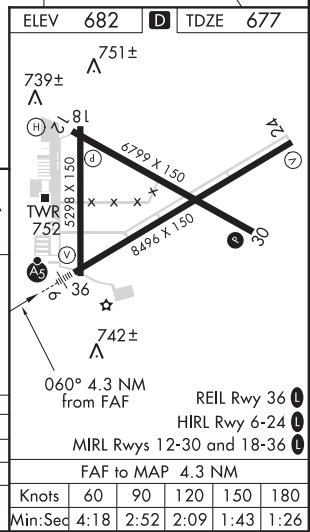
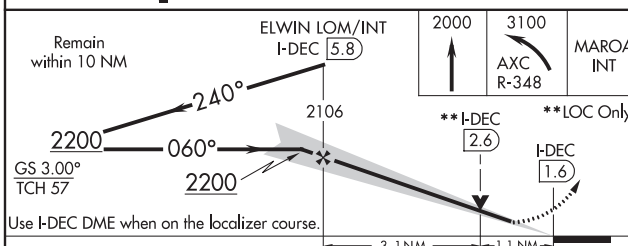
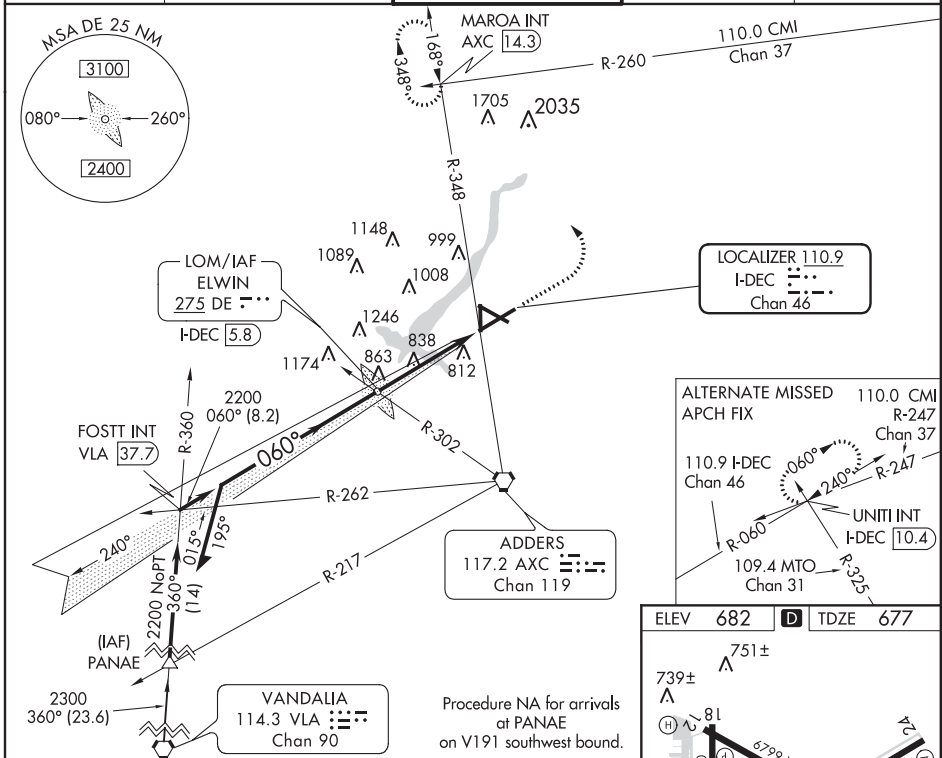
ILS or LOC RWY 6

DECATUR (DEC)

⚠ *RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received use Logan County altimeter setting and increase all DA/MDA 80 feet, increase S-LOC & Cat C/D visibility to RVR 5000 and Circling Cat C/D visibility ¼ mile. For inoperative MALS R when using Logan County altimeter setting increase S-ILS & all Cats visibility to RVR 5000. VDP NA with Logan County altimeter setting. Circling to Rwy 12 NA at night.

MALS  MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 via AXC VORTAC R-348 to MAROA INT/AXC 14.3 DME and hold.

ATIS 126.35	CHAMPAIGN APP CON* 132.85 290.225	DECATUR TOWER* 118.9(CTAF) 291.775	GND CON 121.75 291.775	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 6	*877/24		200 (200-½)	
S-LOC 6	1100/24	423 (500-½)	1100/40	423 (500-¾)
CIRCLING	1200-1	518 (600-1)	1240-1½ 558 (600-1½)	1320-2 638 (700-2)

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EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 6 DECATUR (DEC)

WAAS CH 86207 W06A	APP CRS 060°	Rwy Idg TDZE 677 Apt Elev 682	8496
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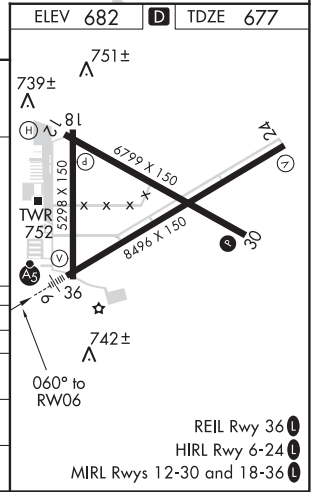
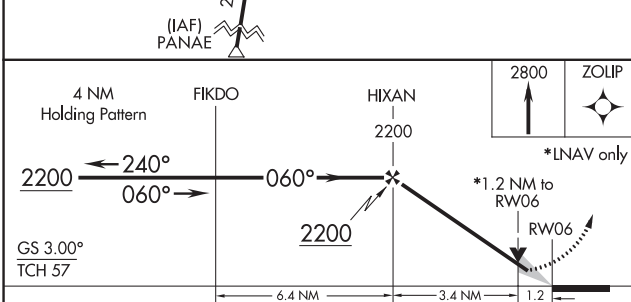
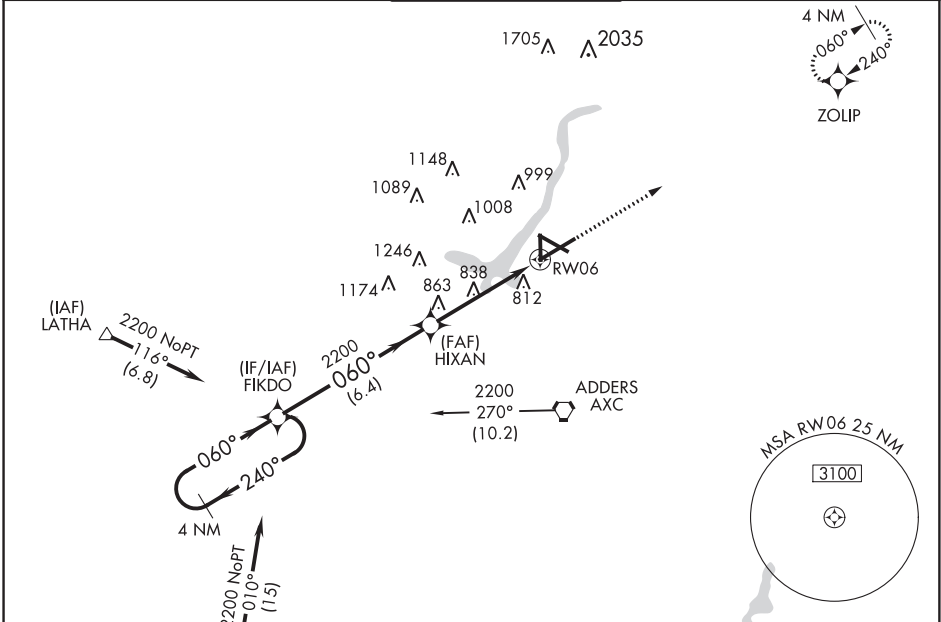
⚠ For inoperative MALS, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA/MDA 80 feet, increase all Cats LPV and LNAV/VNAV visibility 1/4 mile. Increase LNAV Cat C and Circling Cats C/D visibility 1/4 mile. For inoperative MALS when using Logan County altimeter setting increase LPV visibility to 1/4 mile. Circling to Rwy 12 NA at night.

MALS



MISSED APPROACH:
Climb to 2800 direct ZOLIP and hold.

ATIS 126.35	CHAMPAIGN APP CON* 132.85 290.225	DECATUR TOWER* 118.9(CTAF) 291.775	GND CON 121.75 291.775	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	951/24 274 (300-1/2)			
LNAV/VNAV DA	1101/50 424 (500-1)			
LNAV MDA	1100/24 423 (500-1/2)	1100/40 423 (500-3/4)	1100/50 423 (500-1)	
CIRCLING	1200-1 518 (600-1)	1240-1 558 (600-1/2)	1320-2 638 (700-2)	

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70627 W12A	APP CRS 120°	Rwy Idg TDZE Apt Elev	6799 680 682
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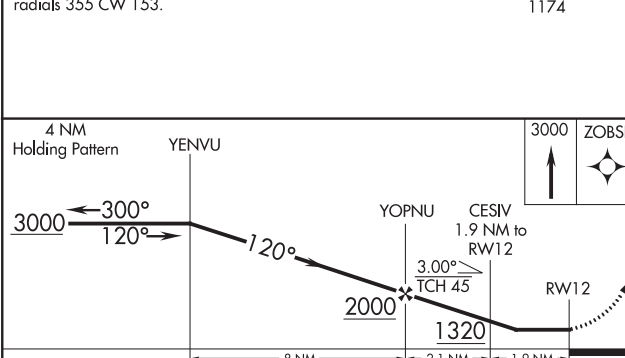
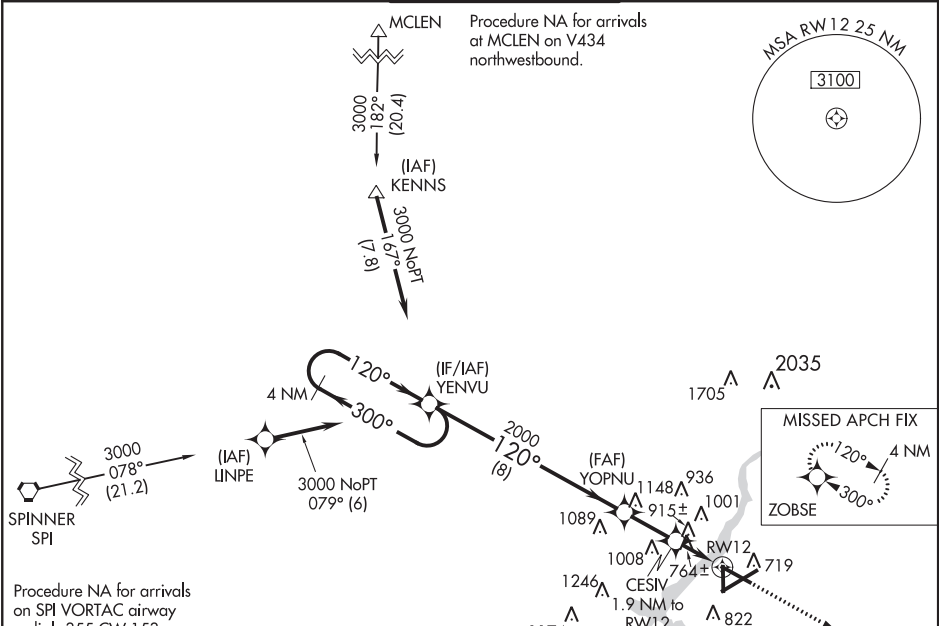
RNAV (GPS) RWY 12

DECATUR (DEC)

⚠ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 80 feet, increase LP Cats C and D visibility to 1 miles, LNAV Cats C and D and Circling Cat C visibility to 1 3/4 miles and Circling Cat D visibility to 2 1/4 miles.

MISSED APPROACH: Climb to 3000 direct ZOBSE and hold.

ATIS 126.35	CHAMPAIGN APP CON* 132.85 290.225	DECATUR TOWER* 118.9 (CTAF) 0 291.775	GND CON 121.75 291.775	UNICOM 122.95
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ELEV 682	TDZE 680
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REIL Rwy 36
HIRL Rwy 6-24
MIRL Rwy 12-30 and 18-36

CATEGORY	A	B	C	D
LP MDA	1020-1 340 (300-1)			
LNAV MDA	1180-1	500 (500-1)	1180-1 3/8	500 (500-1 3/8)
CIRCLING	1200-1	518 (600-1)	1240-1 1/2	1320-2
			558 (600-1 1/2)	638 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

DECATUR, ILLINOIS

AL-710 (FAA)

16091

WAAS CH 82038 W18A	APP CRS 180°	Rwy Idg TDZE 680 Apt Elev 682	5298
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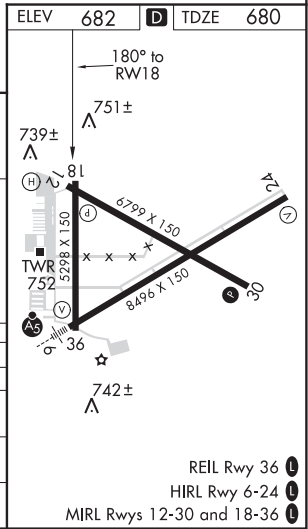
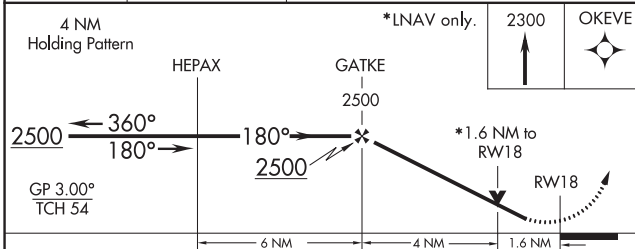
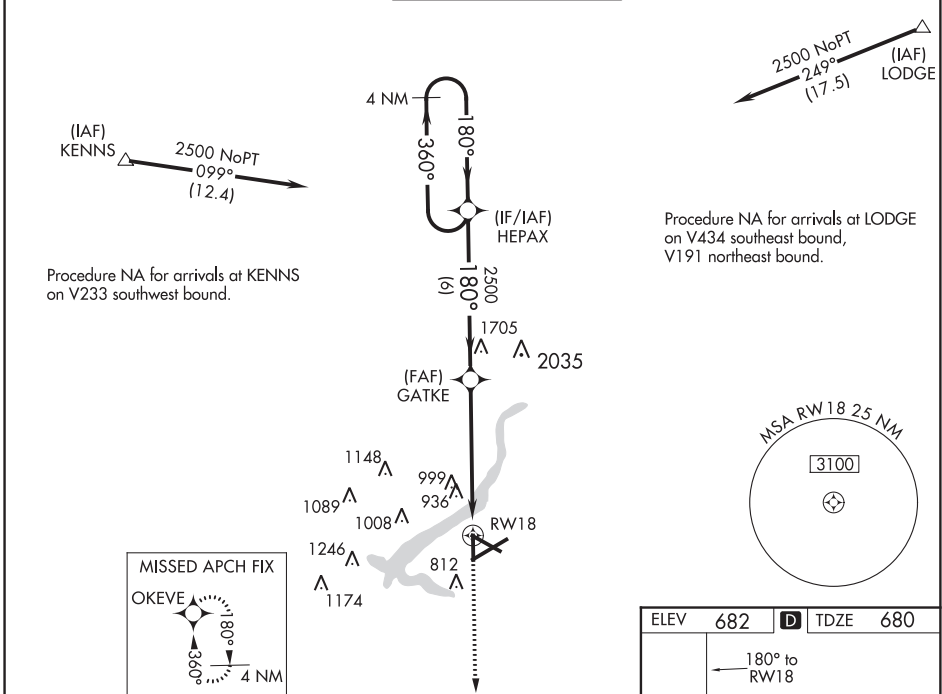
RNAV (GPS) RWY 18

DECATUR (DEC)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Logan County altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Logan County altimeter setting: Increase LPV DA to 1032 feet and visibility all Cats 1/4 mile, LNAV/VNAV DA to 1326 feet and visibility all Cats 3/8 mile; increase all MDA 80 feet and LNAV visibility Cats C/D 1/8 mile, Circling Cat C/D visibility 1/4 mile. Night landing: Rwy 12 NA.

MISSED APPROACH:
Climb to 2300 direct OKEVE and hold.

ATIS 126.35	CHAMPAIGN APP CON * 132.85 290.225	DECATUR TOWER * 118.9 (CTAF) 291.775	GND CON 121.75 291.775	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		952-7/8	272 (300-7/8)	
LNAV/VNAV DA		1246-17/8	566 (600-17/8)	
LNAV MDA	1240-1	560 (600-1)	1240-1 5/8	560 (600-1 5/8)
C CIRCLING	1240-1	558 (600-1)	1360-2	1360-2 1/4
			678 (700-2)	678 (700-2 1/4)

DECATUR, ILLINOIS
Amdt 1 31MAR16

39°50'N-88°52'W

RNAV (GPS) RWY 18

DECATUR (DEC)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93738 W24A	APP CRS 240°	Rwy Idg TDZE 682 Apt Elev 682	8496
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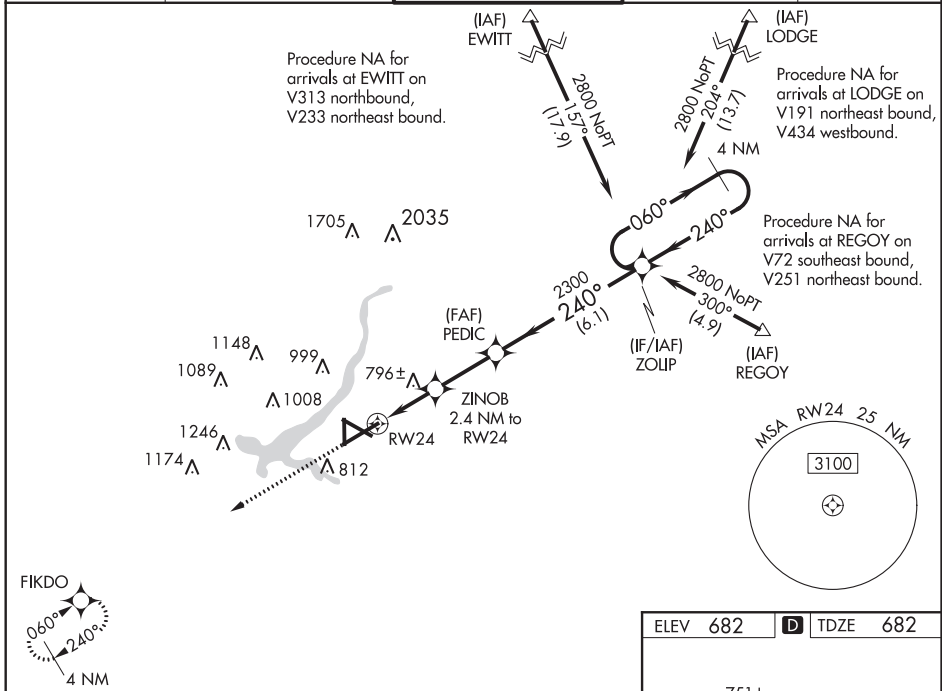
RNAV (GPS) RWY 24

DECATUR (DEC)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F).
⚠ Baro-VNAV and VDP NA when using Logan County altimeter setting. DME/DME RNP-0.3 NA.
 When local altimeter setting not received, use Logan County altimeter setting; increase LPV DA to 1012 feet and visibility all Cats ¼ mile, LNAV/VNAV DA to 1168 feet and visibility all Cats ¼ mile; increase all MDA 80 feet and LNAV visibility Cats C/D ¾ mile, Circling visibility Cats C/D ¼ mile.
 Night landing: Rwy 12 NA.

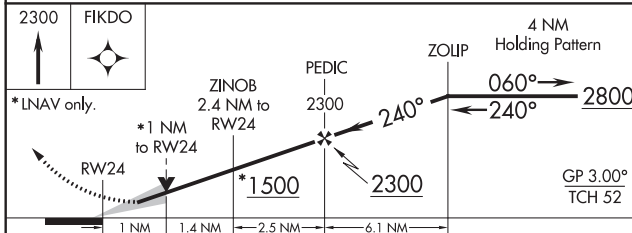
MISSED APPROACH:
 Climb to 2300 direct
 FIKDO and hold.

ATIS 126.35	CHAMPAIGN APP CON* 132.85 290.225	DECATUR TOWER* 118.9 (CTAF) 0 291.775	GND CON 121.75 291.775	UNICOM 122.95
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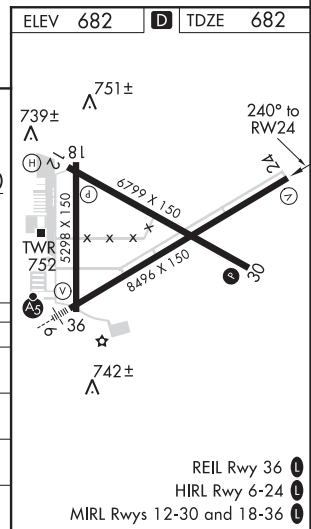


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		932-¾	250 (300-¾)	
LNAV/VNAV DA		1088-1⅜	406 (500-1⅜)	
LNAV MDA		1060-1	378 (400-1)	
CIRCLING	1140-1	1240-1	1360-2	1360-2¼
	458 (500-1)	558 (600-1)	678 (700-2)	678 (700-2¼)



WAAS CH 49127 W30A	APP CRS 300°	Rwy Idg TDZE 679 Apt Elev 682	6799
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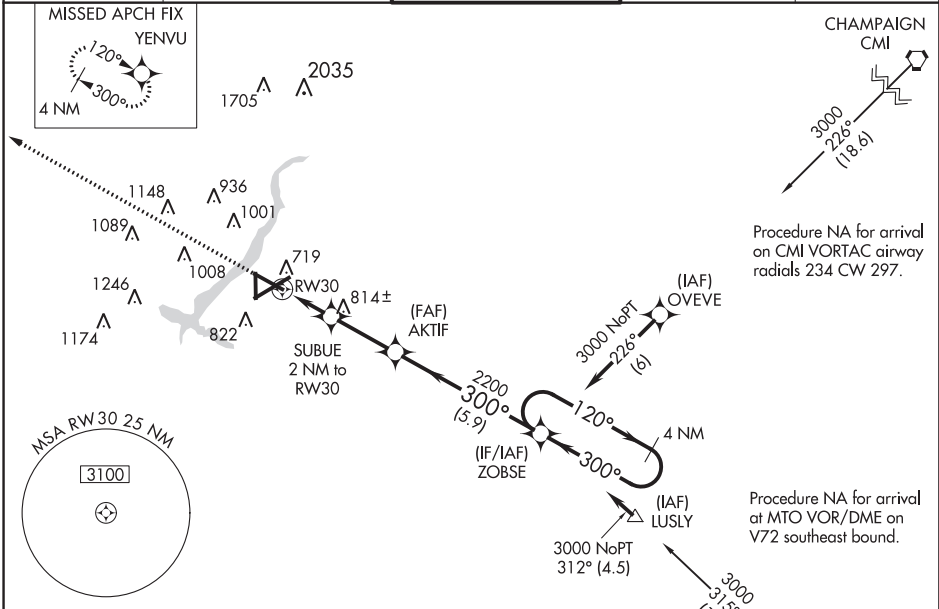
RNAV (GPS) RWY 30

DECATUR (DEC)

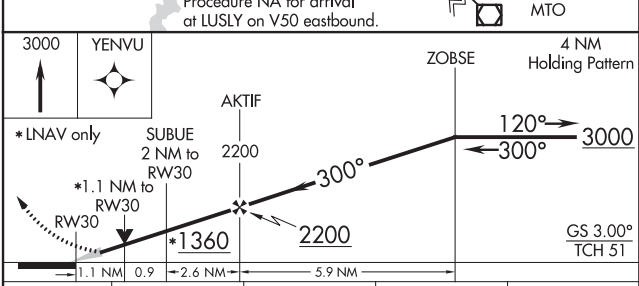
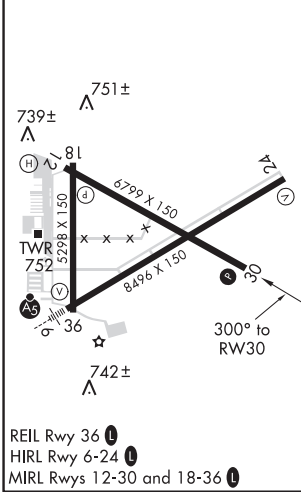
⚠ Circling to Rwy 12 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Lincoln altimeter setting. When local altimeter setting not received, use Lincoln altimeter setting and increase all DA/MDA 80 feet, increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats visibility 3/8 mile and Circling Cat C and D visibility 1/4 mile.

MISSED APPROACH:
Climb to 3000 direct YENVU and hold.

ATIS 126.35	CHAMPAIGN APP CON* 132.85 290.225	DECATUR TOWER* 118.9 (CTAF) 0 291.775	GND CON 121.75 291.775	UNICOM 122.95
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ELEV 682	D	TDZE 679
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CATEGORY	A	B	C	D
LPV DA		879-3/4	200 (200-3/4)	
LNAV/VNAV DA		929-3/4	250 (300-3/4)	
LNAV MDA	1080-1	401 (400-1)	1080-1 1/8	401 (400-1 1/8)
CIRCLING	1200-1	518 (600-1)	1240-1 1/2	1320-2
			558 (600-1 1/2)	638 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45738 W36A	APP CRS 360°	Rwy Idg 5298
		TDZE 678
		Apt Elev 682

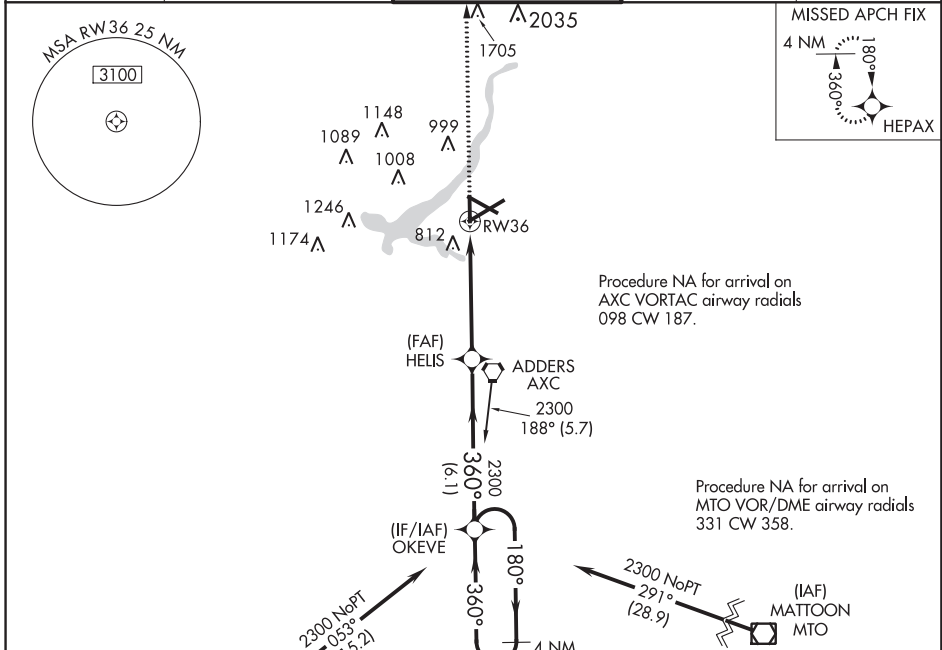
RNAV (GPS) RWY 36

DECATUR (DEC)

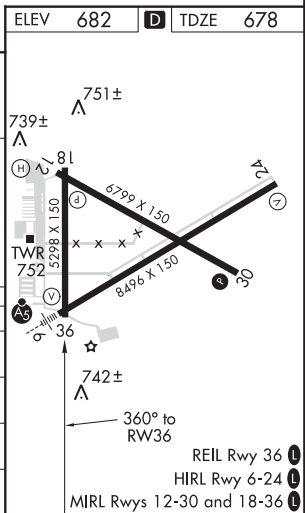
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Logan County altimeter setting, DME/DME RNP-0.3 NA. When local altimeter setting not received, use Logan County altimeter setting; increase LPV DA to 1065 and visibility all Cats ¼ mile, LNAV/VNAV DA to 1194 and visibility all Cats ¼ mile; increase all MDA 80 feet and LNAV Cat C/D and Circling Cat C/D visibility ¼ mile. Night landing: Rwy 12 NA.

⚠ MISSED APPROACH: Climb to 3100 direct HEPAX and hold.

ATIS 126.35	CHAMPAIGN APP CON* 132.85 290.225	DECATUR TOWER* 118.9(CTAF) 0 291.775	GND CON 121.75 291.775	UNICOM 122.95
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	ELEV 682	TDZE 678		
4 NM Holding Pattern	OKEVE	HEPAX		
2300 ← 180°	360° →	3100		
GP 3.00°	2300	*LNAV only		
TCH 58	HEPAX			
	6.1 NM	3.3 NM		
		1.6 NM		
CATEGORY	A	B	C	D
LPV DA	985-1		307 (400-1)	
LNAV/VNAV DA	1114-1½		436 (500-1½)	
LNAV MDA	1240-1	562 (600-1)	1240-1½	562 (600-1½)
C CIRCLING	1240-1	558 (600-1)	1360-2	1360-2¼
			678 (700-2)	678 (700-2¼)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-DEC 110.9 Chan 46	APP CRS 240°	Rwy Idg TDZE Apt Elev	8496 682 682
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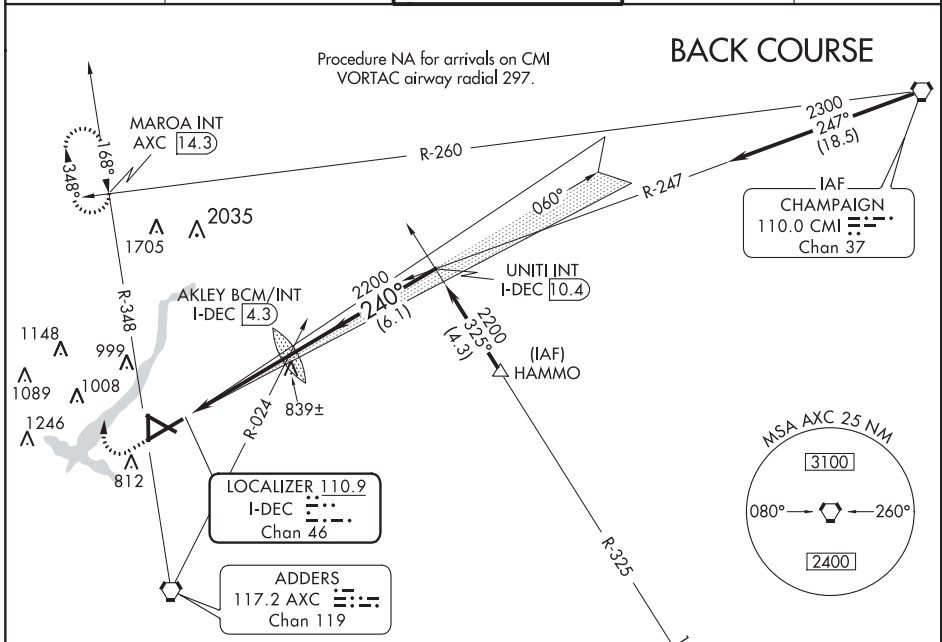
LOC BC RWY 24

DECATUR (DEC)

⚠ When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet. Increase Cat C/D visibility ¼ mile. Circling to Rwy 12 NA at night.

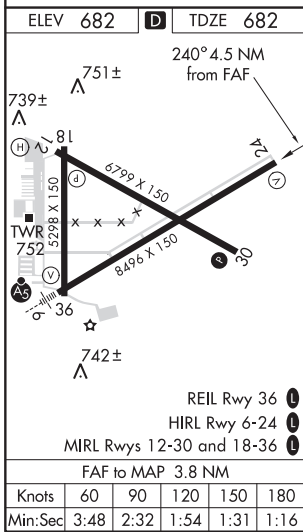
MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 via AXC R-348 to MAROA INT and hold.

ATIS 126.35	CHAMPAIGN APP CON* 132.85 290.225	DECATUR TOWER* 118.9(CTAF) 291.775	GND CON 121.75 291.775	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



2000	3100	MAROA INT	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 52).	
↑	ARC R-348	AKLEY BCM/INT I-DEC [4.3]	UNITI INT I-DEC [0.4]	
Disregard glide slope indications.		2200	240°	
Use I-DEC DME when on localizer course.		2200	Procedure Turn NA	
0.7		3.8 NM	6.1 NM	
CATEGORY	A	B	C	D
S-24	1060-1 378 (400-1)			1060-1¼ 378 (400-1¼)
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1320-2 638 (700-2)

VORTAC AXC 117.2 Chan 119	APP CRS 169°	Rwy Idg 5298 TDZE 680 Apt Elev 682
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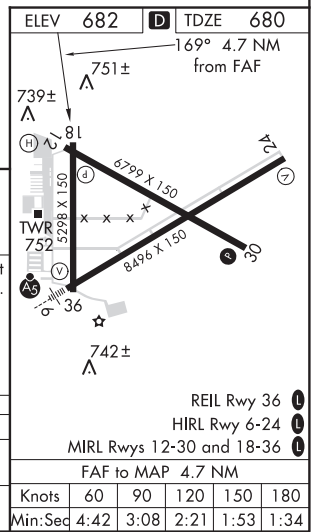
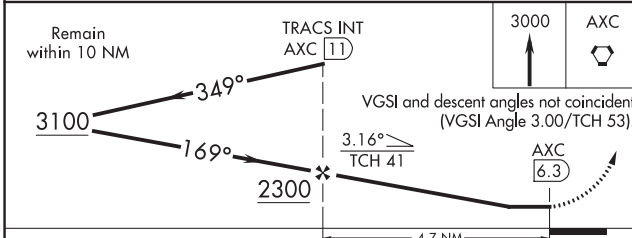
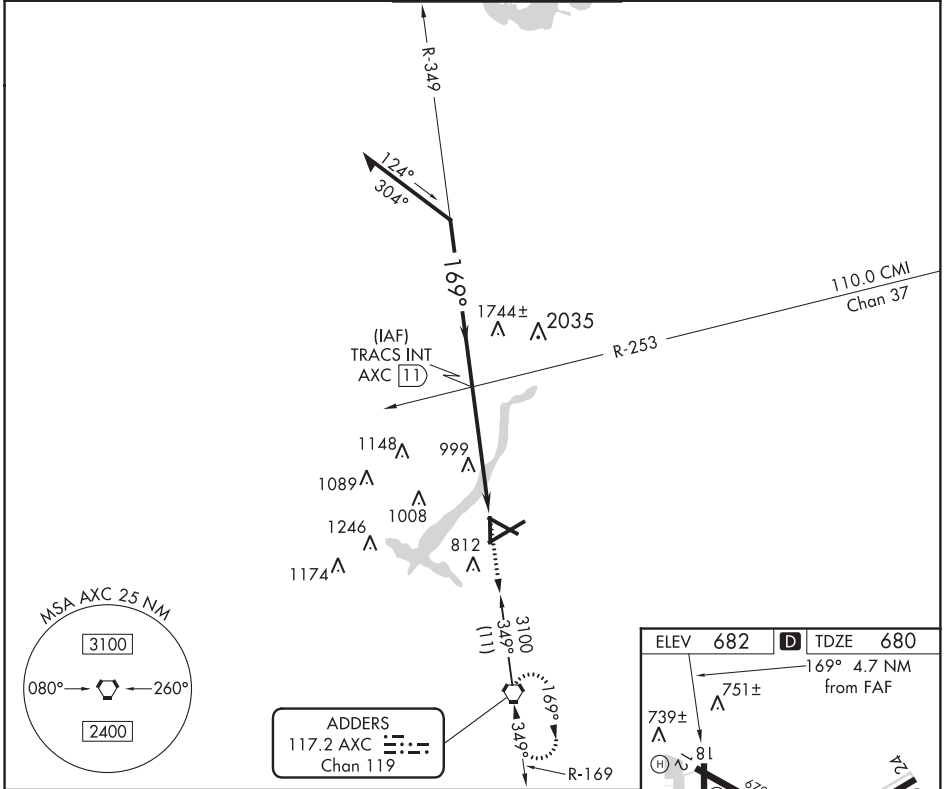
VOR RWY 18

DECATUR (DEC)

▼ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet, increase S-18 Cat C/D and Circling Cat C/D visibility ¼ mile. Rwy 18 Straight-in and Circling to Rwy 12 NA at night.

MISSED APPROACH: Climb to 3000 direct AXC VORTAC and hold, continue climb-in-hold to 3000.

ATIS 126.35	CHAMPAIGN APP CON ★ 132.85 290.225	DECATUR TOWER ★ 118.9 (CTAF) 0 291.775	GND CON 121.75 291.775	UNICOM 122.95
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CATEGORY	A	B	C	D
S-18	1260-1 580 (600-1)		1260-1½ 580 (600-1½)	1260-1¾ 580 (600-1¾)
CIRCLING	1260-1 578 (600-1)		1260-1½ 578 (600-1½)	1320-2 638 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC AXC 117.2 Chan 119	APP CRS 348°	Rwy Idg 5298 TDZE 678 Apt Elev 682
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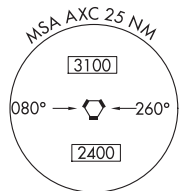
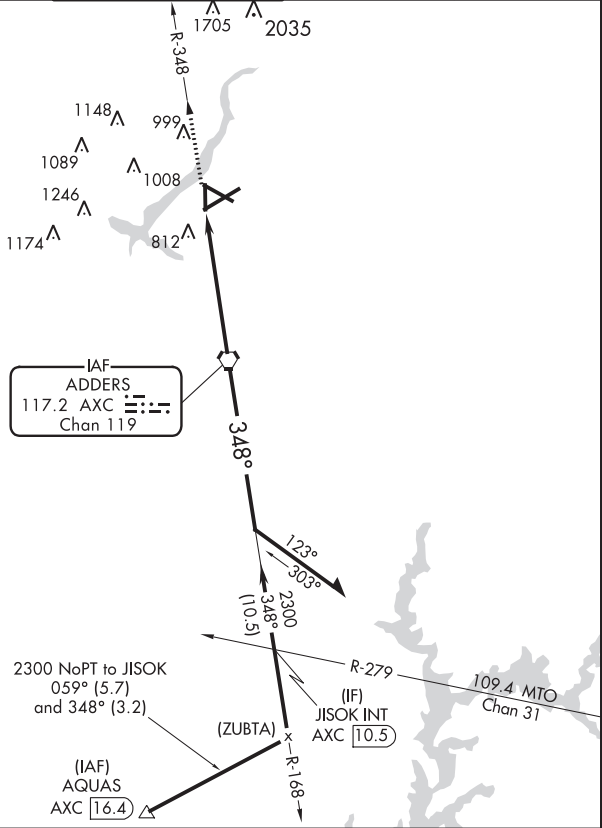
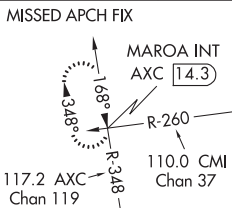
VOR RWY 36

DECATUR (DEC)

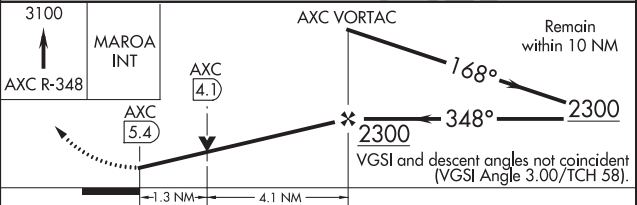
⚠ Visibility reduction by helicopters below 3/4 SM NA. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet, increase S-36 Cat C/D and Circling Cat C/D visibility 1/4 mile. VDP NA when using Logan County altimeter setting. Circling to Rwy 12 NA at night.

MISSED APPROACH: Climb to 3100 via AXC VORTAC R-348 to MAROA INT/AXC 14.3 DME and hold.

ATIS 126.35	CHAMPAIGN APP CON ★ 132.85 290.225	DECATUR TOWER ★ 118.9 (CTAF) 0 291.775	GND CON 121.75 291.775	UNICOM 122.95
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ELEV 682	D	TDZE 678
REIL Rwy 36	751±	
HIRL Rwy 6-24	739±	
MIRL Rwys 12-30 and 18-36	81	
	6799 X 150	
	8496 X 150	
	742±	
	348° 5.4 NM from FAF	
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-36	1160-1 482 (500-1)		1160-1 1/4 482 (500-1 1/4)	1160-1 1/2 482 (500-1 1/2)
CIRCLING	1200-1 518 (600-1)		1240-1 1/2 558 (600-1 1/2)	1320-2 638 (700-2)

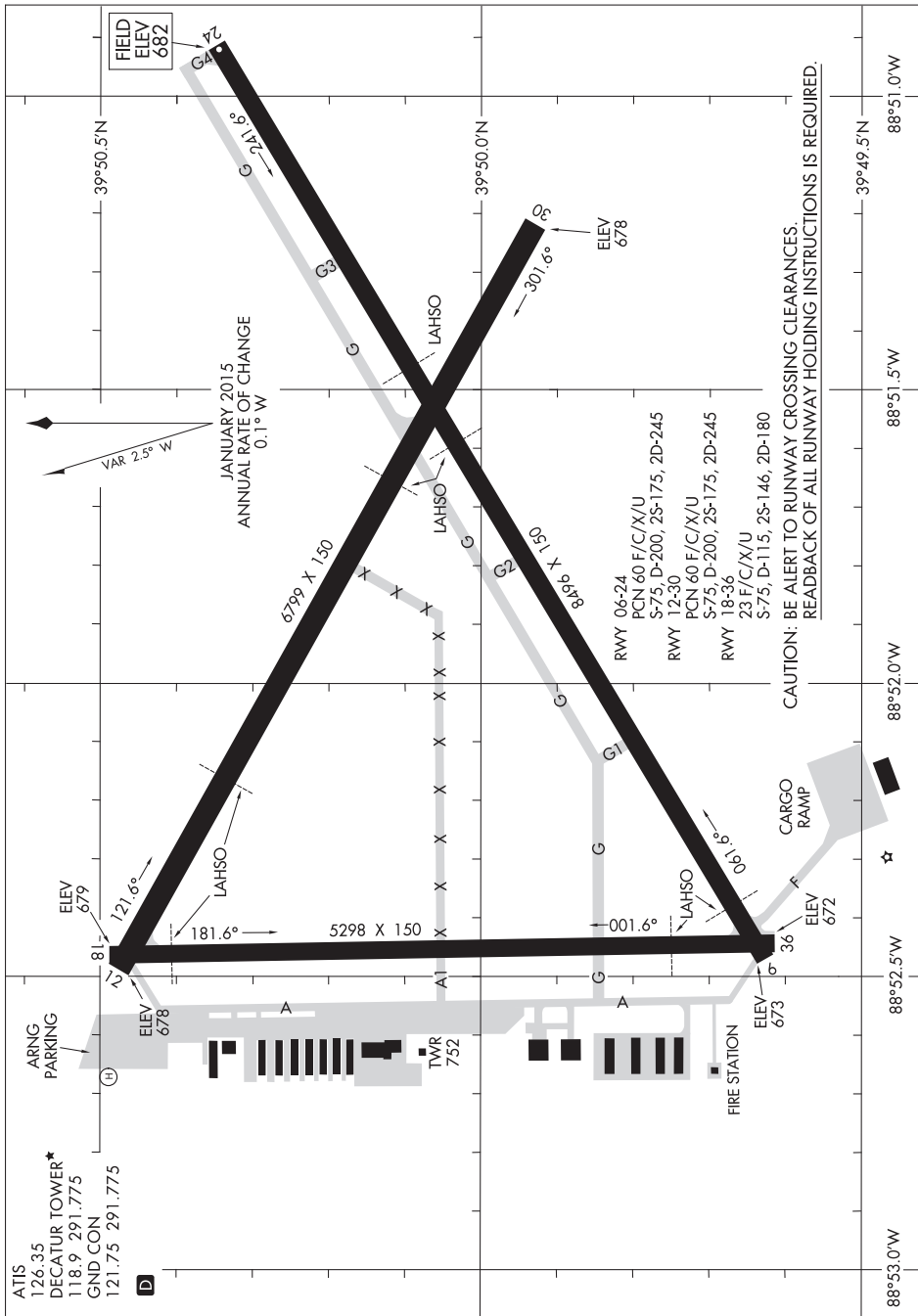
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-710 (FAA)

DECATUR (DEC)
DECATUR, ILLINOIS



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

DECATUR, ILLINOIS
DECATUR (DEC)

DIXON, ILLINOIS

AL-5285 (FAA)

15288

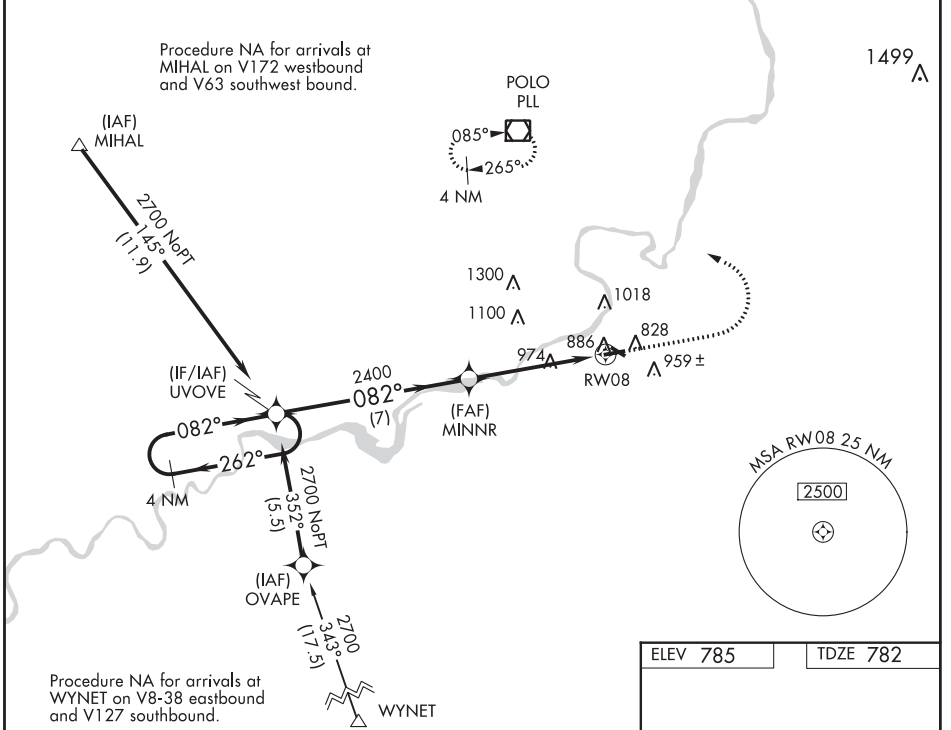
WAAS CH 42821 W08A	APP CRS 082°	Rwy Idg TDZE Apt Elev	3897 782 785
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RNAV (GPS) RWY 8

DIXON MUNI-CHARLES R WALGREEN FIELD (C73)

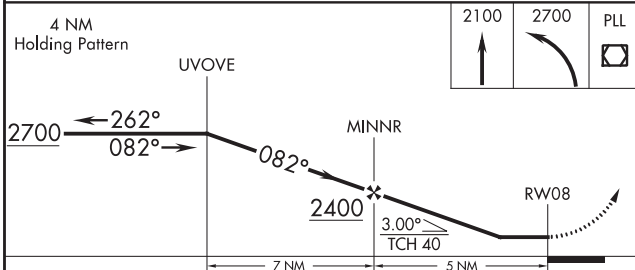
▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Rochelle altimeter setting. Procedure NA at night.	▲ NA	MISSED APPROACH: Climb to 2100 then climbing left turn to 2700 direct PLL VOR/DME and hold.
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ROCHELLE AWOS-3 125.2	AWOS-AV 118.575	ROCKFORD APP CON 126.0 327.0	UNICOM 123.05 (CTAF) ☇
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 785	TDZE 782
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REIL Rwy 8 **☇**
MIRL Rwy 8-26 and 12-30 **☇**

DIXON, ILLINOIS
Amdt 1B 15OCT15

DIXON MUNI-CHARLES R WALGREEN FIELD (C73)
41°50'N-89°27'W
RNAV (GPS) RWY 8

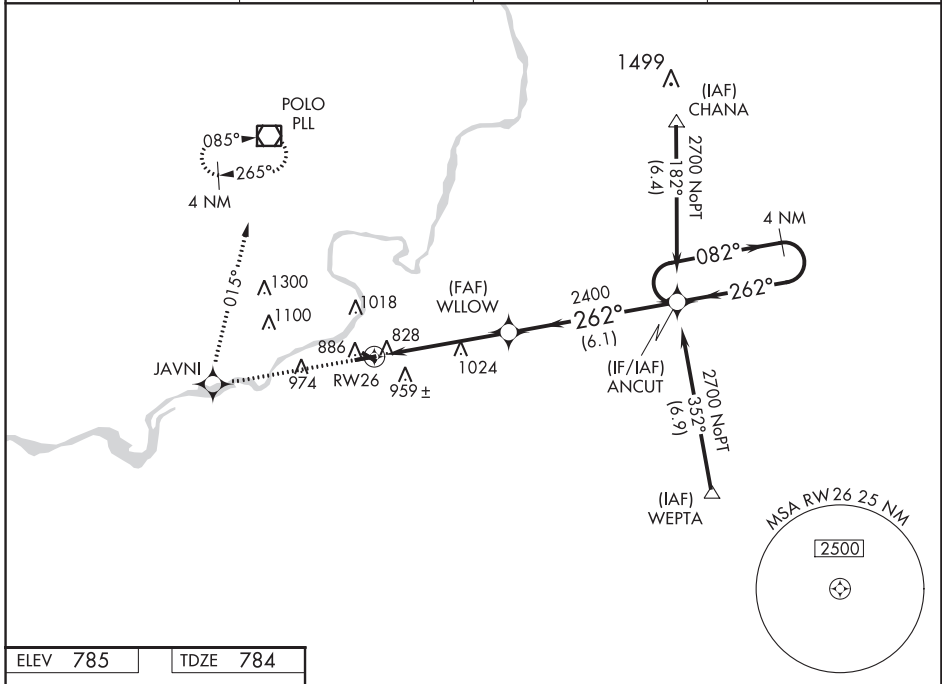
WAAS CH 65712 W26A	APP CRS 262°	Rwy Idg TDZE Apt Elev	3897 784 785
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RNAV (GPS) RWY 26

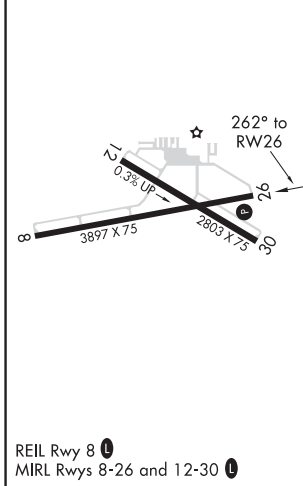
DIXON MUNI-CHARLES R WALGREEN FIELD (C73)

<p>▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Rochelle altimeter setting. Night landing: Rwy 8, 26 NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 2700 direct JAVNI and right turn via track 015° to PLL VOR/DME and hold.</p>
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ROCHELLE AWOS-3 125.2	AWOS-AV 118.575	ROCKFORD APP CON 126.0 327.0	UNICOM 123.05 (CTAF) 0
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ELEV 785	TDZE 784
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2700	JAVNI	PLL	4 NM Holding Pattern	
	tr 015°			
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21).				
	WILLOW	ANCUR	2700	
	RW26		GP 3.00° TCH 40	
	4.9 NM	6.1 NM		
CATEGORY	A	B	C	D
LPV DA	1107-1¼	323 (400-1¼)		NA
LNAV/VNAV DA	1377-2	593 (600-2)		NA
LNAV MDA	1340-1	556 (600-1)	1340-1½ 556 (600-1½)	NA
CIRCLING	1500-1 715 (800-1)	1520-1 735 (800-1)	1520-2 735 (800-2)	NA

DIXON, ILLINOIS
Orig-B 15OCT15

DIXON MUNI-CHARLES R WALGREEN FIELD (C73)
41°50'N-89°27'W
345
RNAV (GPS) RWY 26

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

DIXON, ILLINOIS

AL-5285 (FAA)

15288

VOR/DME PLL 111.2 Chan 49	APP CRS 153°	Rwy Idg TDZE Apt Elev	N/A N/A 785
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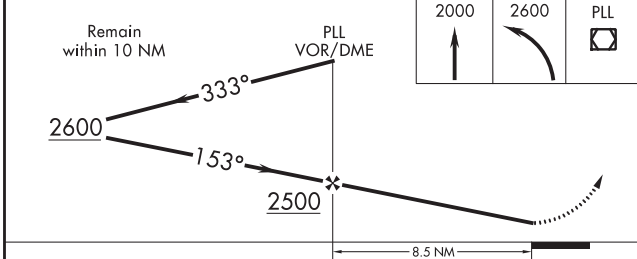
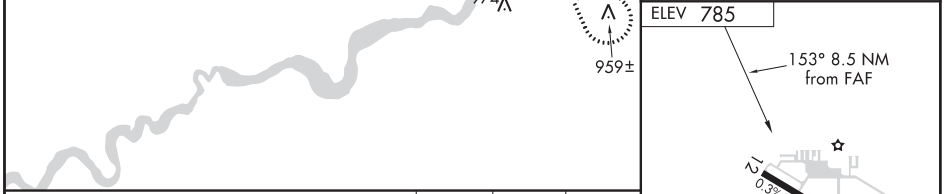
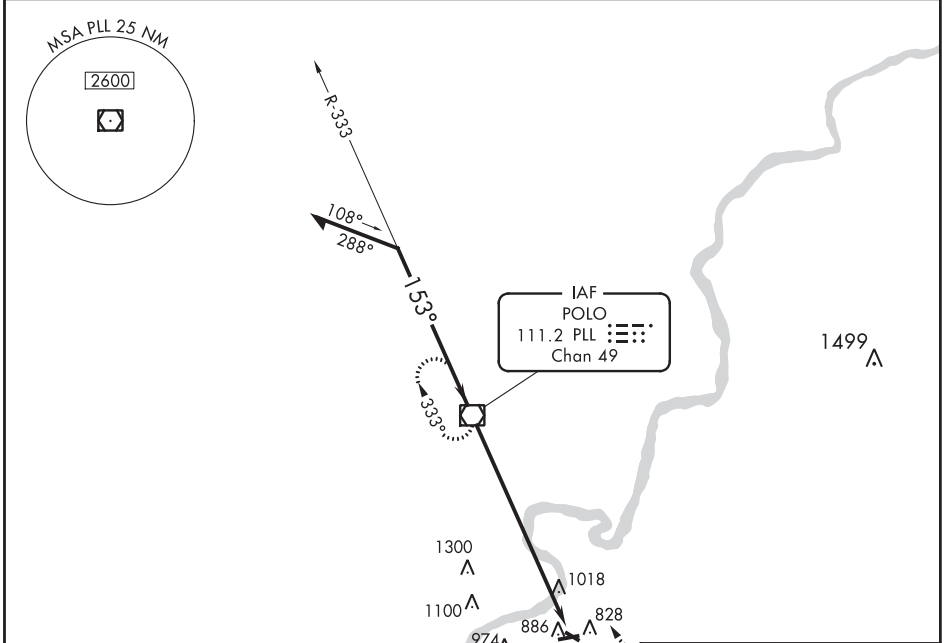
VOR-A

DIXON MUNI-CHARLES R WALGREEN FIELD (C73)

⚠ When local altimeter setting not received, Use Rochelle altimeter setting. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 8, 26 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct PLL VOR/DME and hold.

ROCHELLE AWOS-3 125.2	AWOS-AV 118.575	ROCKFORD APP CON 126.0 327.0	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 8.5 NM					
CIRCLING	1500-1 715 (800-1)	1520-1 735 (800-1)	NA		Knots	60	90	120	150	180
					Min:Sec	8:30	5:40	4:15	3:24	2:50

DIXON, ILLINOIS
Amdt 10B 15OCT15

DIXON MUNI-CHARLES R WALGREEN FIELD (C73)
41°50'N-89°27'W

VOR-A

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	2064
270°	TDZE	629
	Apt Elev	632

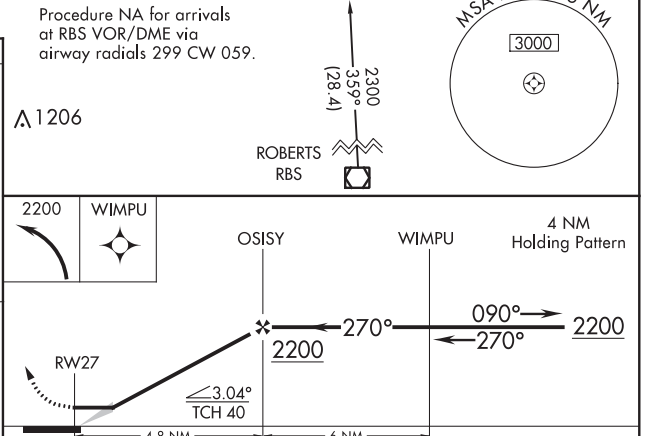
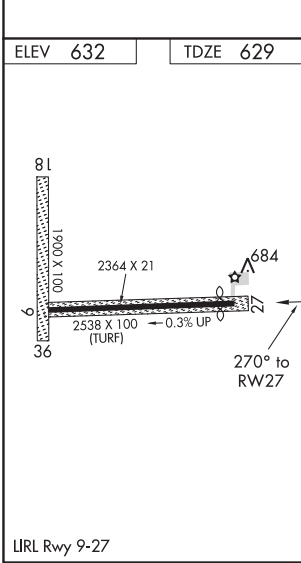
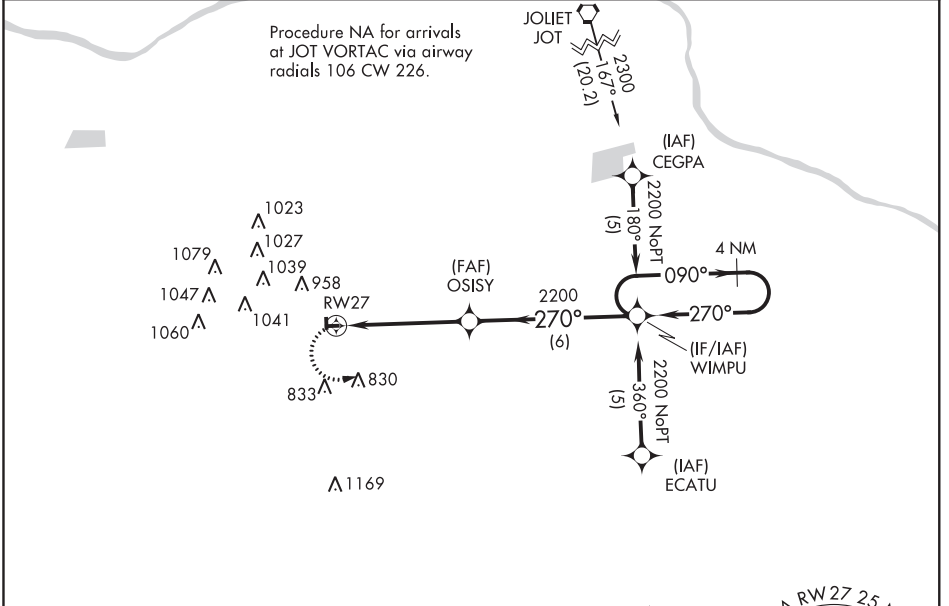
RNAV (GPS) RWY 27

DWIGHT (DTG)

⚠ Use Pontiac altimeter setting; if not received, use Morris altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.
⚠ Procedure NA at night. Circling NA north of Rwy 9-27.

MISSED APPROACH: Climbing left turn to 2200 direct WIMPU and hold.

PONTIAC AWOS-3 119.675	CHICAGO CENTER 123.75 259.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1120-1	491 (500-1)	NA	
CIRCLING	1120-1	488 (500-1)	NA	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82002 W04A	APP CRS 047°	Rwy Idg TDZE 1642 Apt Elev 1642	5000
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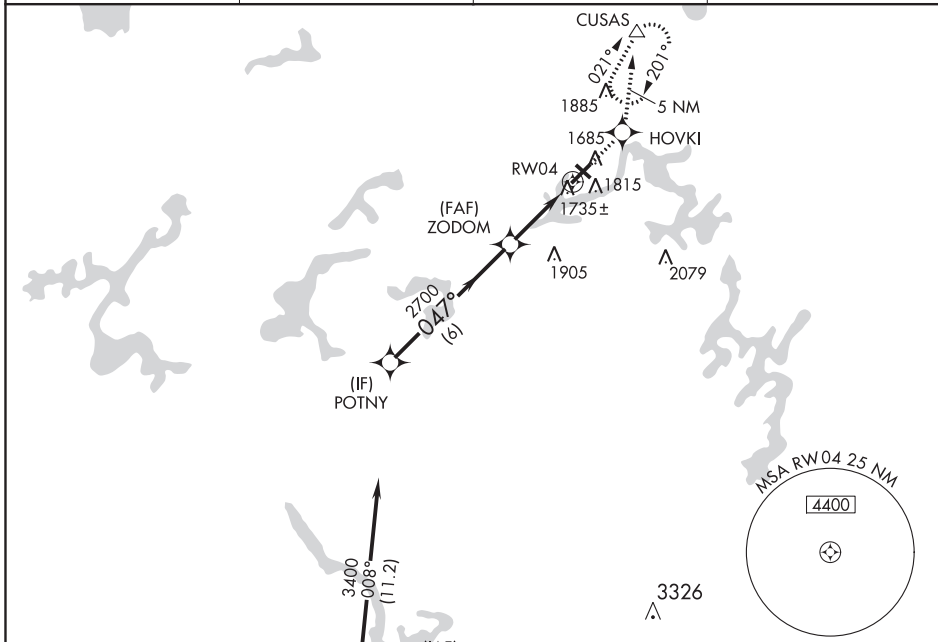
RNAV (GPS) RWY 4

EAGLE RIVER UNION (EGV)

V DME/DME RNP-0.3 NA. Baro-VNAV NA when using Minocqua-Woodruff altimeter setting
A If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C (0° F) or above 44° C (112° F). Visibility reduction for helicopters NA.

MISSED APPROACH: Climb to 3500 direct HOVKI and via 010° track to CUSAS and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF)
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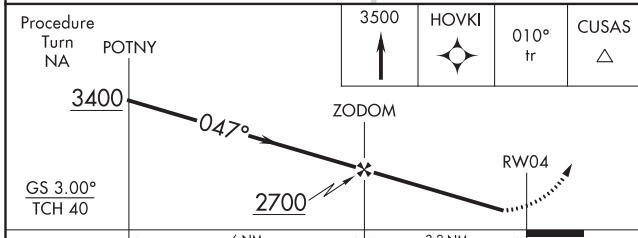


EC-3, 10 NOV 2016 to 05 JAN 2017

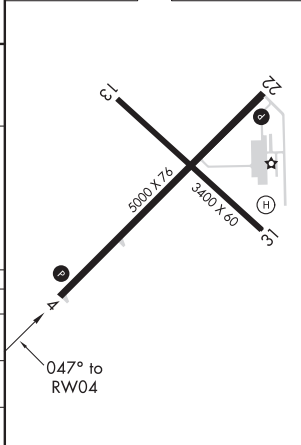
EC-3, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals at RHI VORTAC on airway radials 331 CW 021.

ELEV 1642	TDZE 1642
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CATEGORY	A	B	C	D
LPV DA	1970-1¼		328 (400-1¼)	
LNAV/VNAV DA	2005-1¼		363 (400-1¼)	
LNAV MDA	2080-1	438 (500-1)	2080-1¼ 438 (500-1¼)	2080-1½ 438 (500-1½)
CIRCLING	2120-1¼	478 (500-1¼)	2120-1½ 478 (500-1½)	2200-2 558 (600-2)



REIL Rws 4 and 22 **1**
 MIRL Rws 4-22 and 13-31 **1**

WAAS CH 99304 W22A	APP CRS 227°	Rwy Idg TDZE 1642 Apt Elev 1642
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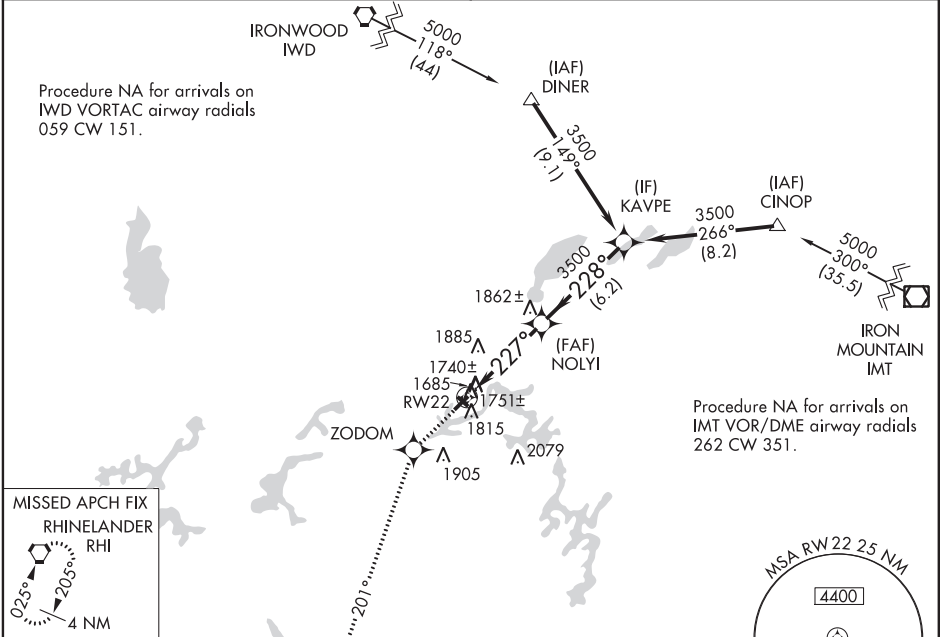
RNAV (GPS) RWY 22

EAGLE RIVER UNION (EGV)

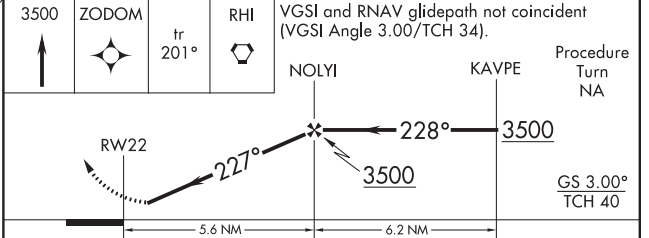
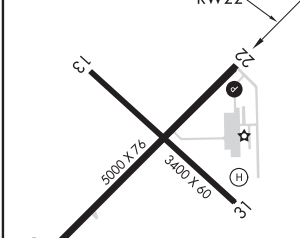
⚠ If local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DAs 47 feet and all MDAs 60 feet. Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C (0° F) or above 45° C (113° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

⚠ MISSED APPROACH: Climb to 3500 direct ZODOM and via 201° track to RHI VORTAC and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF)
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ELEV 1642	TDZE 1642
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CATEGORY	A	B	C	D
LPV DA		2012-1¼	370 (400-1¼)	
LNAV/VNAV DA		2038-1½	396 (400-1½)	
LNAV MDA		2040-1	398 (400-1)	2040-1¼ 398 (400-1¼)
CIRCLING	2120-1	478 (500-1)	2120-1½ 478 (500-1½)	2200-2 558 (600-2)

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EC-3, 10 NOV 2016 to 05 JAN 2017

EAGLE RIVER, WISCONSIN

AL-5884 (FAA)

14317

LOC/DME I-LBJ 110.7 Chan 44	APP CRS 047°	Rwy Idg 5000 TDZE 1642 Apt Elev 1642
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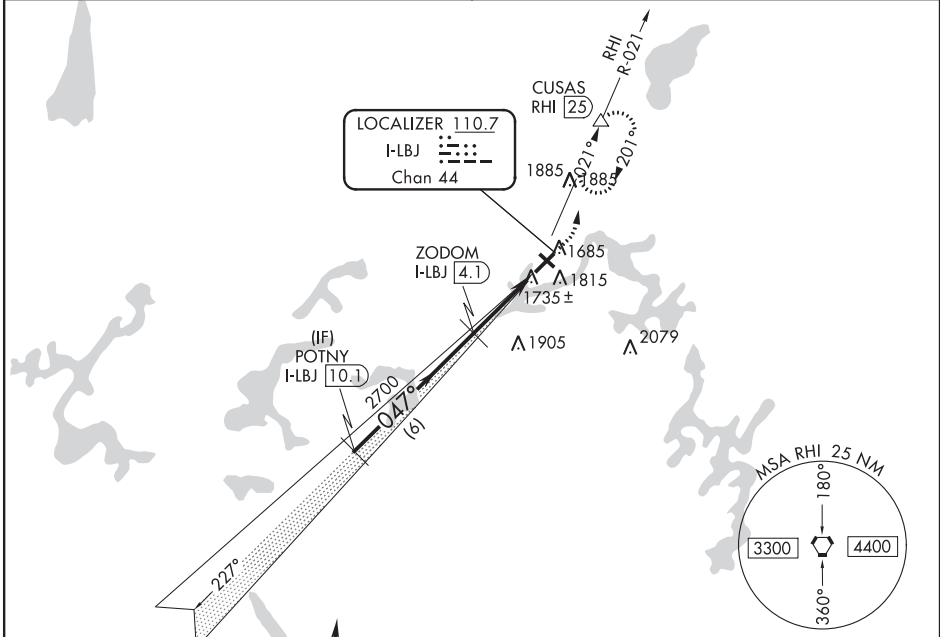
LOC/DME RWY 4

EAGLE RIVER UNION (EGV)

▼ Visibility reduction by helicopters NA.
 ▲ NA When local altimeter setting not received, use Minocqua-Woodruff altimeter and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3500 via heading 015° and RHI R-021 to CUSAS/RHI 25 DME and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF) 0
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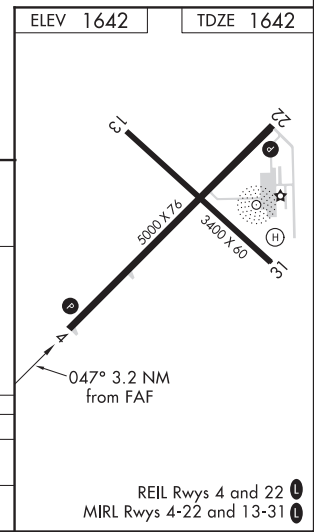
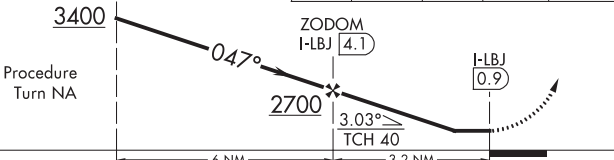


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

Procedure NA for arrivals at RHI VORTAC via V191 Southeast bound, V63 Southbound.

VSGI and descent angles not coincident (VSGI Angle 3.00/TCH 45). POTNY I-LBJ 10.1	2100	3500	hdg 015°	RHI R-021	CUSAS △
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CATEGORY	A	B	C	D
S-4	2000-1 358 (400-1)			
CIRCLING	2120-1 478 (500-1)		2200-2 558 (600-2)	

EAGLE RIVER, WISCONSIN
Orig-A 16DEC10

45°56'N-89°16'W

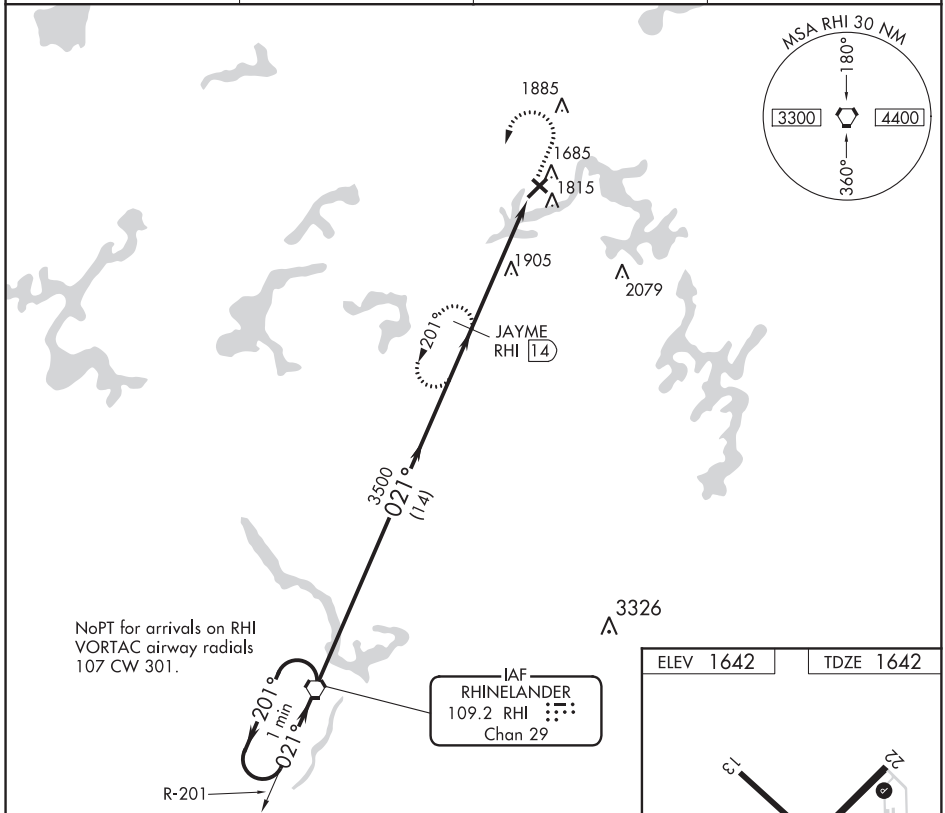
EAGLE RIVER UNION (EGV) LOC/DME RWY 4

VORTAC RHI 109.2 Chan 29	APP CRS 021°	Rwy Idg TDZE Apt Elev	5000 1642 1642
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VOR/DME RWY 4

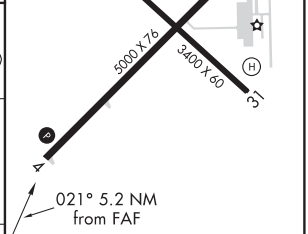
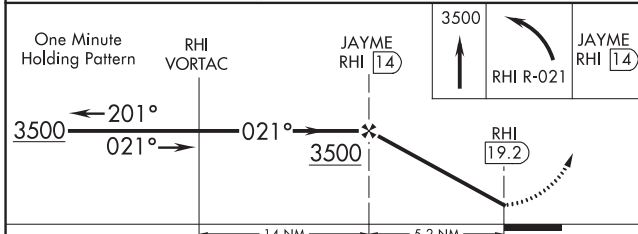
EAGLE RIVER UNION (EGV)

		MISSED APPROACH: Climb to 3500 then left turn via RHI R-021 to JAYME and hold.	
AWOS-3 118.325	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF)



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EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-4	2260-1	618 (700-1)	2260-1 ³ / ₄ 618 (700-1 ³ / ₄)	2260-2 618 (700-2)
CIRCLING	2260-1	618 (700-1)	2260-1 ³ / ₄ 618 (700-1 ³ / ₄)	2260-2 618 (700-2)

REIL Rwy 4 and 22

MIRL Rwy 4-22 and 13-31

WAAS CH 78423 W08A	APP CRS 081°	Rwy Idg TDZE Apt Elev	3900 851 860
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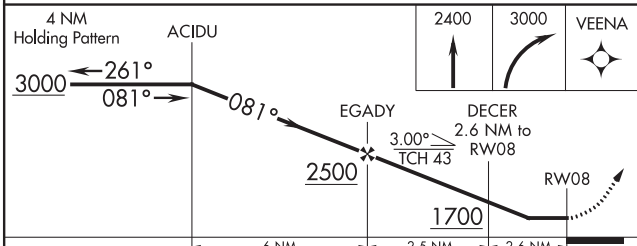
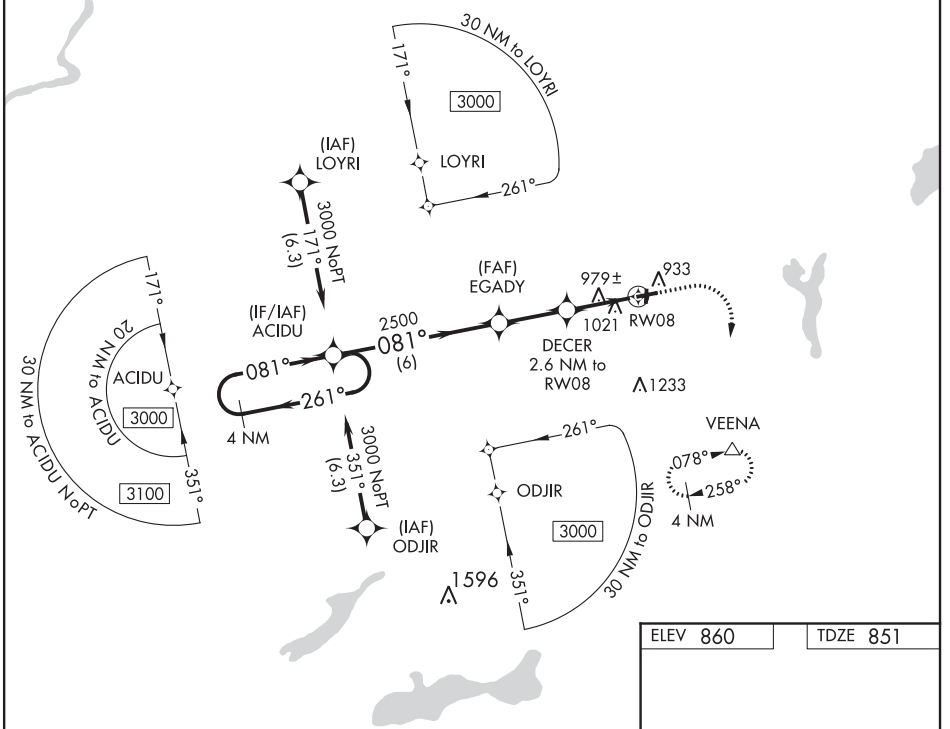
RNAV (GPS) RWY 8

EAST TROY MUNI (57C)

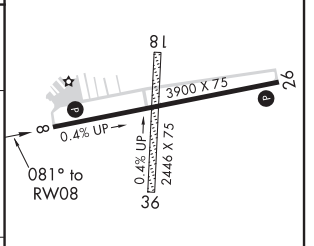
▽ Obtain local altimeter setting on CTAF; when not received use General Mitchell
▲ NA Intl. altimeter setting and increase all MDA 80 feet. DME/DME RNP-0.3 NA.
 Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH:
 Climb to 2400 then climbing right turn to 3000 direct VEENA and hold.

AWOS-3PT 118.125	MILWAUKEE APP CON 125.35 307.0	GCO 121.725	UNICOM 123.0 (CTAF) 1
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ELEV 860	TDZE 851
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CATEGORY	A	B	C	D
LP MDA	1240-1	389 (400-1)		NA
LNAV MDA	1280-1	429 (500-1)		NA
CIRCLING	1340-1	480 (500-1)		NA

MIRL Rwy 8-26 1
 REIL Rws 8 and 26 1

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 73023 W26A	APP CRS 261°	Rwy Idg TDZE 860 Apt Elev 860	3900
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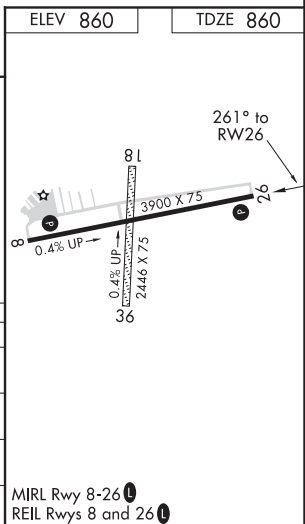
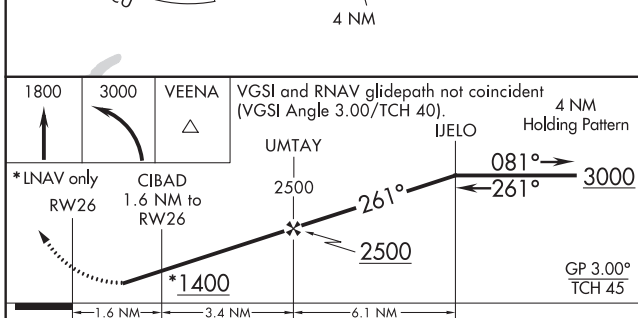
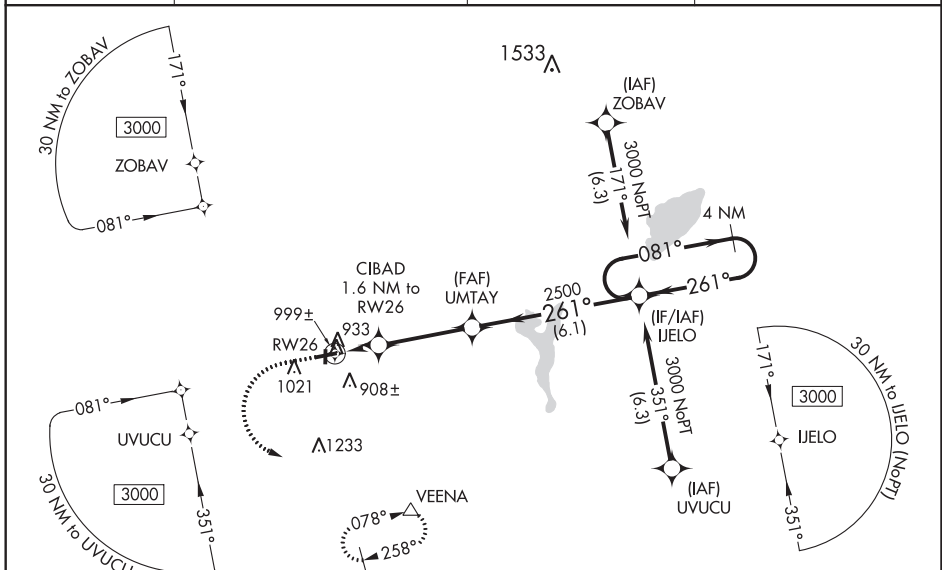
RNAV (GPS) RWY 26

EAST TROY MUNI (57C)

NA Baro-VNAV NA when using General Mitchell Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Obtain local altimeter setting on CTAF; when not received, use General Mitchell Intl altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct VEENA and hold.

AWOS-3PT 118.125	MILWAUKEE APP CON 125.35 307.0	GCO 121.725	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1110-1 250 (300-1)			NA
LNAV/VNAV DA	1161-1 301 (400-1)			NA
LNAV MDA	1260-1 400 (500-1)			NA
CIRCLING	1340-1 480 (500-1)			NA

EC-3, 10 NOV 2016 to 05 JAN 2017

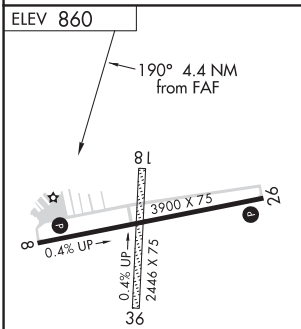
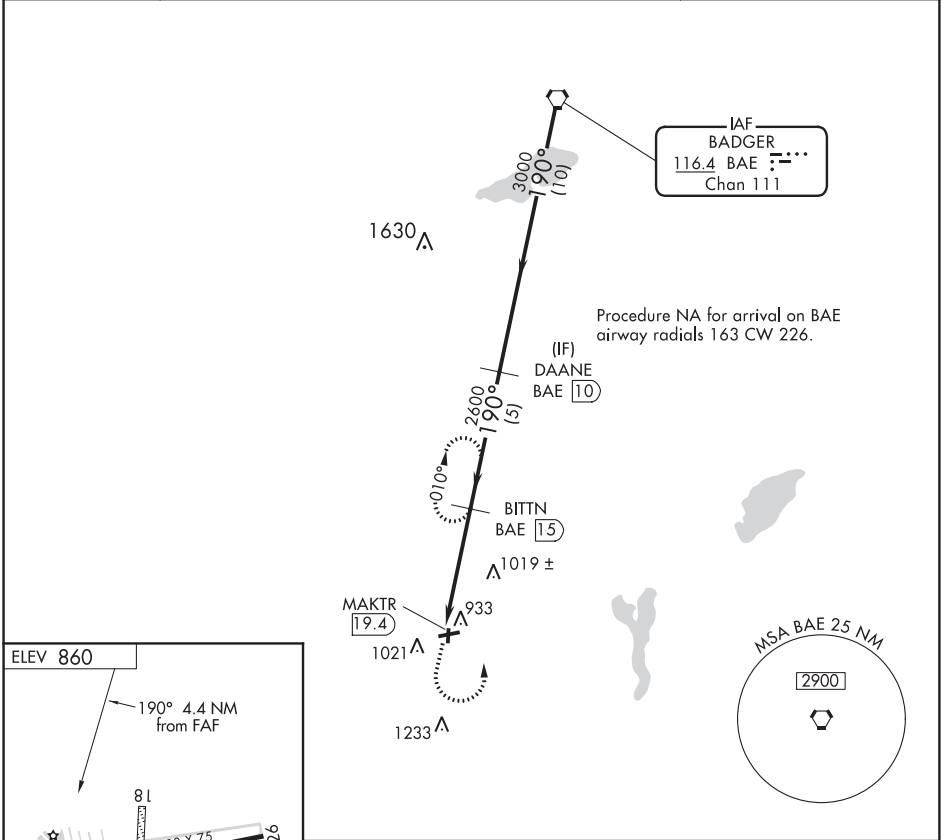
EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC BAE 116.4 Chan 111	APP CRS 190°	Rwy Idg TDZE Apt Elev N/A N/A 860
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VOR/DME-A
EAST TROY MUNI (57C)

<p>▽ Visibility reduction by helicopters NA. △ NA Procedure NA at night.</p>	<p>MISSED APPROACH: Climb to 2600 then left turn on BAE VORTAC R-190 to BITTN/15 DME and hold.</p>
--	--

AWOS-3PT 118,125	MILWAUKEE APP CON 125.35 307.0	GCO 121.725	UNICOM 123.0 (CTAF) 0
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MIRL Rwy 8-26 **0**
REIL Rwys 8 and 26 **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

2600	BAE R-190	BITTN	DAANE BAE 10	BAE VORTAC
	MAKTR 19.4	ZARGU 17.7	BITTN BAE 15	
	1800	2600	3000	3000
	1.7 NM	2.7 NM	5 NM	10 NM
CATEGORY	A	B	C	D
CIRCLING	1340-1	480 (500-1)	NA	

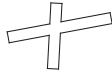
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ACCRA TWO DEPARTURE (RNAV)

MILWAUKEE DEP CON
125.35 307.0

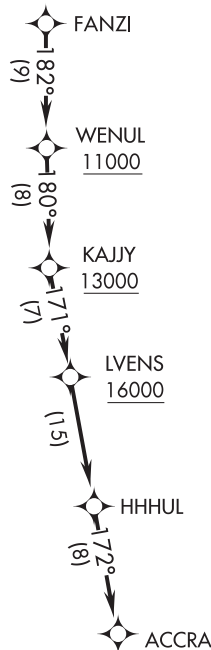
**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS:

Rwys 18, 36: NA - Environmental
Rwys 8, 26: Standard with minimum climb of
500' per NM to 1380.

- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Advise ATC if unable to comply with crossing restrictions.



(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ACCRA TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 8, 26: Climb on assigned heading for vectors to FANZI, thence. . . .

. . . on track 182° to cross WENUL at or above 11000, then on track 180° to cross KAJJY at or above 13000, then on track 171° to cross LVENS at or above 16000, then on track 171° to HHHUL, then on track 172° to ACCRA. Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 8: Trees beginning 106' from DER, 45' right of centerline, up to 100' AGL/979' MSL. Trees beginning 34' from DER, 6' left of centerline, up to 100' AGL/908' MSL.

Rwy 26: Vehicle on road 346' from DER, 17' right of centerline, up to 15' AGL/865' MSL. Vehicle on road 561' from DER, 588' left of centerline, up to 15' AGL/865' MSL. Vehicle on road 607' from DER, 46' right of centerline, up to 17' AGL/867' MSL. Trees beginning 1850' from DER, 131' right of centerline, up to 100' AGL/989' MSL. Trees beginning 2870' from DER, 431' left of centerline, up to 100' AGL/959' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

UECKR THREE DEPARTURE (RNAV)

AWOS-3PT
118.125
MILWAUKEE DEP CON
125.35 307.0

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS:

Rwys 18, 36: NA - Environmental

Rwys 8, 26: Standard with minimum climb of
500' per NM to 1380.

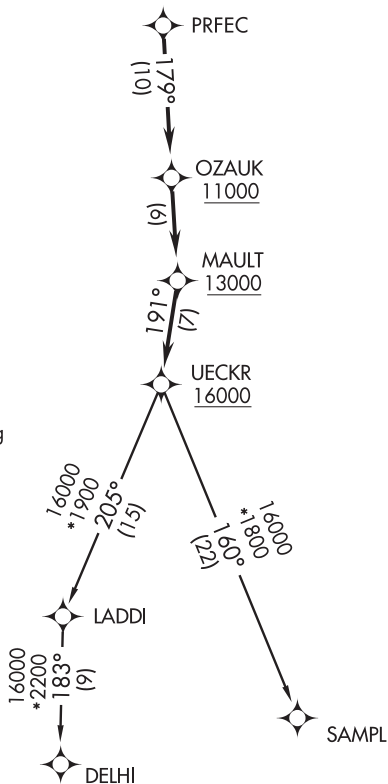
NOTE: RNAV 1.

NOTE: GPS or DME/DME/IRU required.

NOTE: RADAR required.

NOTE: Turbojet aircraft maintain 250K
until advised by ATC.

NOTE: Notify ATC if unable to comply with crossing
restrictions.



(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

UECKR THREE DEPARTURE (RNAV)

UECKR THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 8, 26: Climb on assigned heading for RADAR vectors to PRFEC, thence

. . . . on track 179° to cross OZAUK at or above 11000, then on track 179° to cross MAULT at or above 13000, then on track 191° to cross UECKR at or above 16000, then via (transition). Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR3.DELHI):

SAMPL TRANSITION (UECKR3.SAMPL):

TAKEOFF OBSTACLE NOTES:

Rwy 8: Trees beginning 106' from DER, 45' right of centerline, up to 100' AGL/979' MSL. Trees beginning 34' from DER, 6' left of centerline, up to 100' AGL/908' MSL.

Rwy 26: Vehicle on road 346' from DER, 17' right of centerline, up to 15' AGL/865' MSL. Vehicle on road 561' from DER, 588' left of centerline, up to 15' AGL/865' MSL. Vehicle on road 607' from DER, 46' right of centerline, up to 17' AGL/867' MSL. Trees beginning 1850' from DER, 131' right of centerline, up to 100' AGL/989' MSL. Trees beginning 2870' from DER, 431' left of centerline, up to 100' AGL/959' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-EAU 109.5 Chan 32	APP CRS 224°	Rwy Idg 7301 TDZE 913 Apt Elev 913
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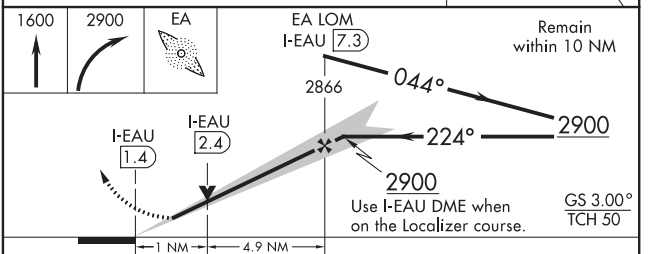
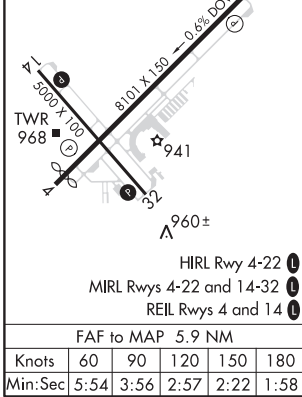
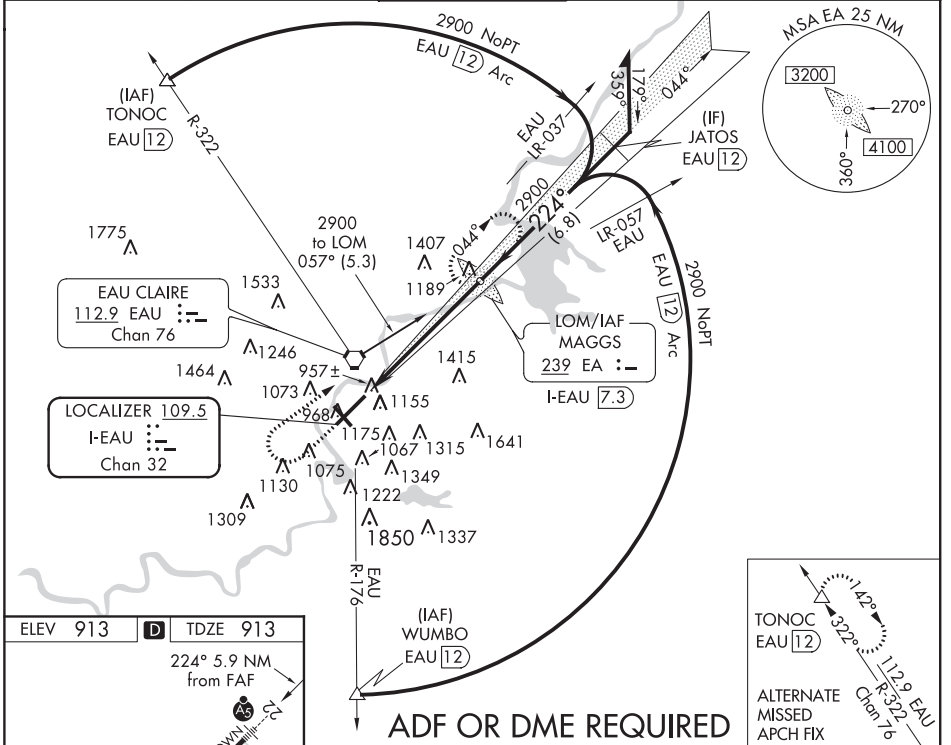
ILS or LOC RWY 22

CHIPPEWA VALLEY RGNL (EAU)

⚠ For inoperative MALSRS when using Rice Lake altimeter setting, increase S-ILS 22 visibility to 1 mile all Cats. When local altimeter setting not received, use Rice Lake altimeter setting and increase DA 109 feet and all MDA 120 feet, increase S-LOC 22 Cat C and D and Circling Cat D visibility ½ mile and increase Circling Cat C visibility ½ mile.

MALSRS  MISSED APPROACH: Climb to 1600 then climbing right turn to 2900 direct EA LOM and hold.

ATIS 126.025	MINNEAPOLIS CENTER 125.3 335.6	EAU CLAIRE TOWER ★ 118.575 (CTAF) 0	GND CON 120.925	UNICOM 122.95
------------------------	--	---	---------------------------	-------------------------



CATEGORY	A	B	C	D
S-ILS 22	1113-½ 200 (200-½)			
S-LOC 22	1280-½	367 (400-½)	1280-¾ 367 (400-¾)	
CIRCLING	1480-1 567 (600-1)	1500-1 587 (600-1)	1500-1½ 587 (600-1½)	1660-2½ 747 (800-2½)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69217 W04A	APP CRS 044°	Rwy Idg TDZE Apt Elev	7301 889 913
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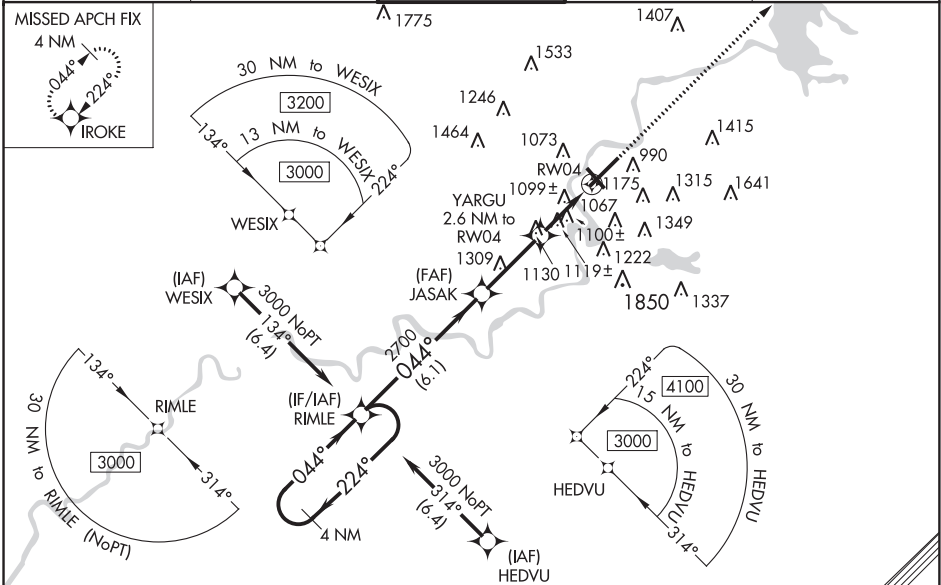
RNAV (GPS) RWY 4

CHIPPEWA VALLEY RGNL (EAU)

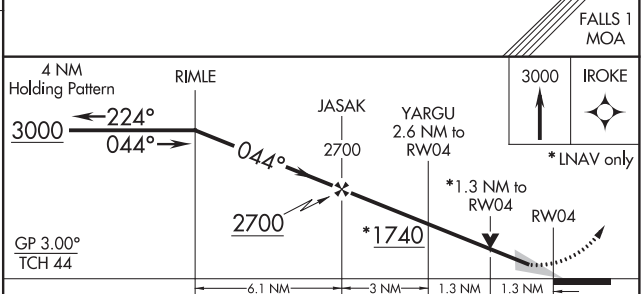
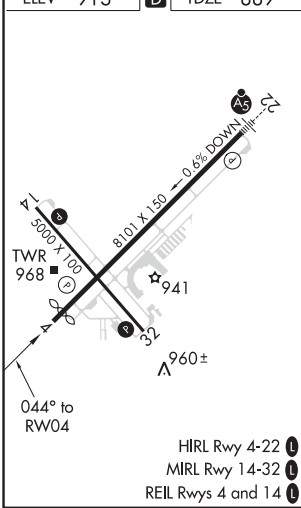
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Rice Lake Rgnl-Carl's Field altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rice Lake Rgnl-Carl's Field altimeter setting and increase LPV DA to 1199, LNAV/VNAV DA to 1489 and all visibilities $\frac{7}{8}$ SM. Increase all MDA 120 feet and LNAV Cat C/D and Circling Cat C visibility $\frac{1}{4}$ SM. Circling Rwy 32 NA at night.

MISSED APPROACH:
Climb to 3000 direct IROKE and hold.

ATIS 126.025	MINNEAPOLIS CENTER 125.3 335.6	EAU CLAIRE TOWER* 118.575 (CTAF) 📻	GND CON 120.925	UNICOM 122.95
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ELEV 913	D	TDZE 889
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CATEGORY	A	B	C	D
LPV DA		1089- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)	
LNAV/VNAV DA		1379-1 $\frac{5}{8}$	490 (500-1 $\frac{5}{8}$)	
LNAV MDA	1360-1	471 (500-1)	1360-1 $\frac{3}{8}$	471 (500-1 $\frac{3}{8}$)
C CIRCLING	1480-1 567 (600-1)	1540-1 627 (700-1)	1660-2 $\frac{1}{4}$ 747 (800-2 $\frac{1}{4}$)	2200-3 1287 (1300-3)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC EAU 112.9 Chan 76	APP CRS 184°	Rwy ldg TDZE Apt Elev	N/A N/A 913
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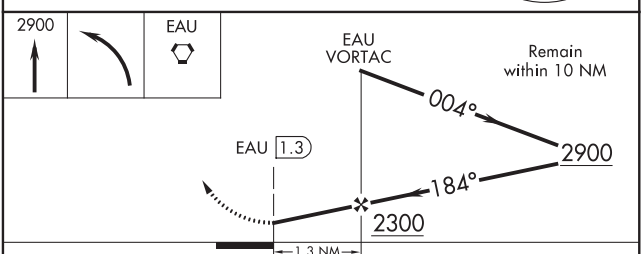
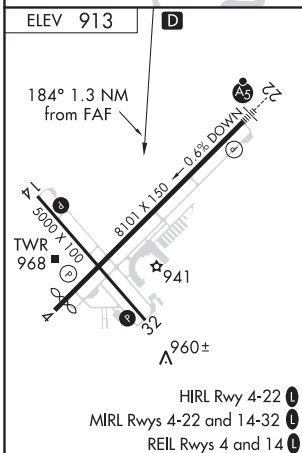
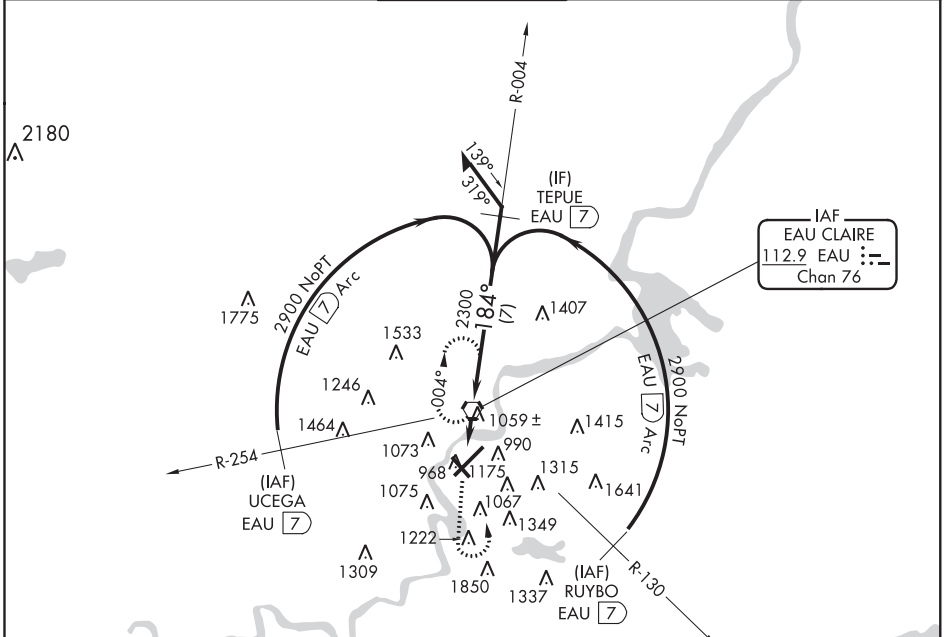
VOR-A
CHIPPEWA VALLEY RGNL (EAU)



Visibility reduction by helicopters NA. When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDA 120 feet, increase Circling Cat A and B visibility 1/4 mile and Cat C visibility 1/2 mile.

MISSED APPROACH: Climb to 2900 then left turn direct EAU VORTAC and hold.

ATIS 126.025	MINNEAPOLIS CENTER 125.3 335.6	EAU CLAIRE TOWER ★ 118.575 (CTAF) 0	GND CON 120.925	UNICOM 122.95
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FAF to MAP 1.3 NM					
Knots	60	90	120	150	180
Min:Sec	1:18	0:52	0:39	0:31	0:26
CATEGORY	A	B	C	D	
CIRCLING	1780-1 867 (900-1)	1780-1 1/4 867 (900-1 1/4)	1780-2 1/2 867 (900-2 1/2)	1820-3 907 (1000-3)	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CHIPPEWA VALLEY RGNL (EAU)
EAU CLAIRE, WISCONSIN

AL-937 (FAA)

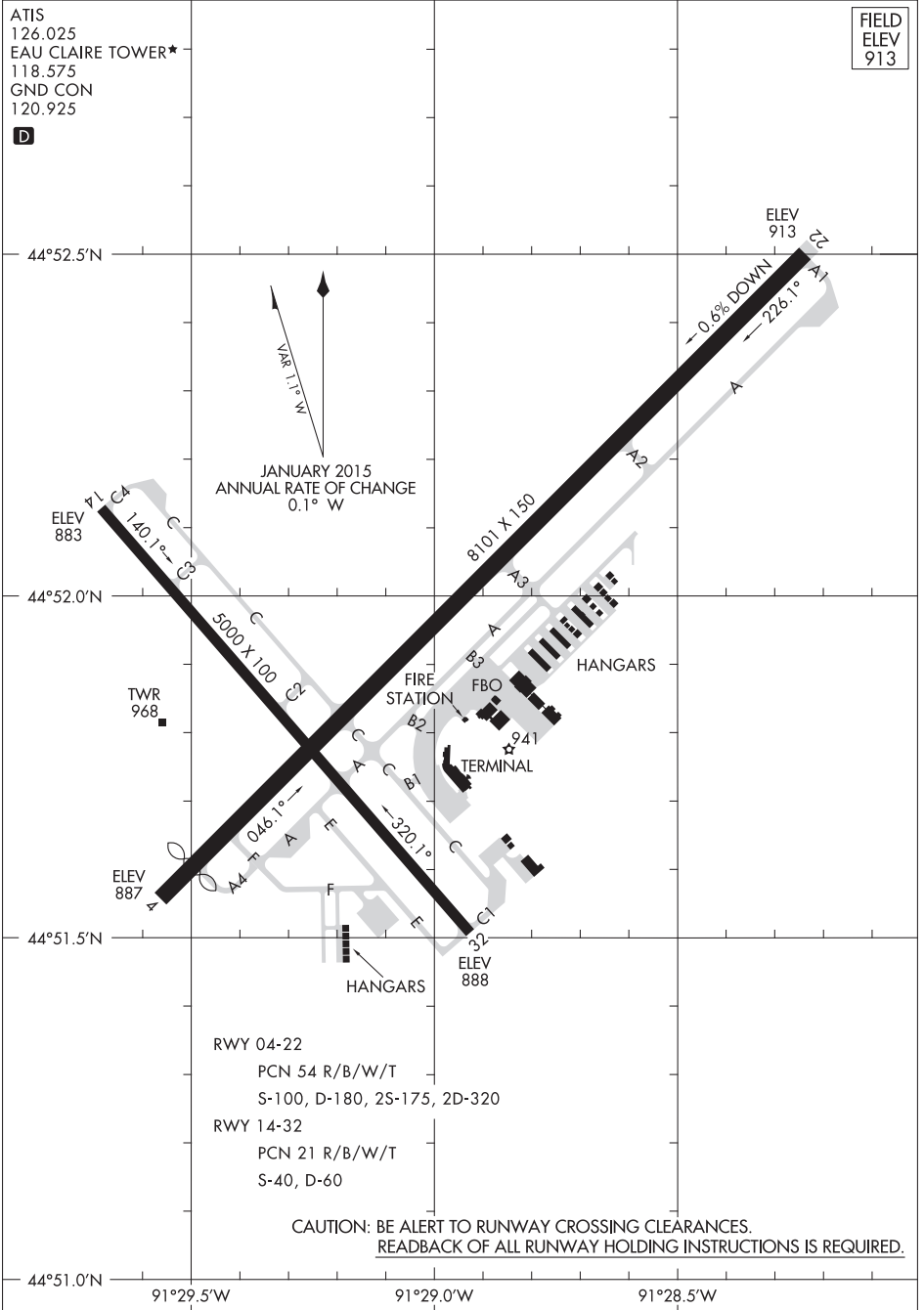
ATIS
126.025
EAU CLAIRE TOWER*
118.575
GND CON
120.925

FIELD
ELEV
913

D

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



RWY 04-22
PCN 54 R/B/W/T
S-100, D-180, 2S-175, 2D-320

RWY 14-32
PCN 21 R/B/W/T
S-40, D-60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

EAU CLAIRE, WISCONSIN
CHIPPEWA VALLEY RGNL (EAU)

WAAS CH 99439 W11A	APP CRS 114°	Rwy Idg TDZE Apt Elev	5103 585 585
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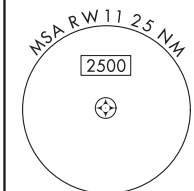
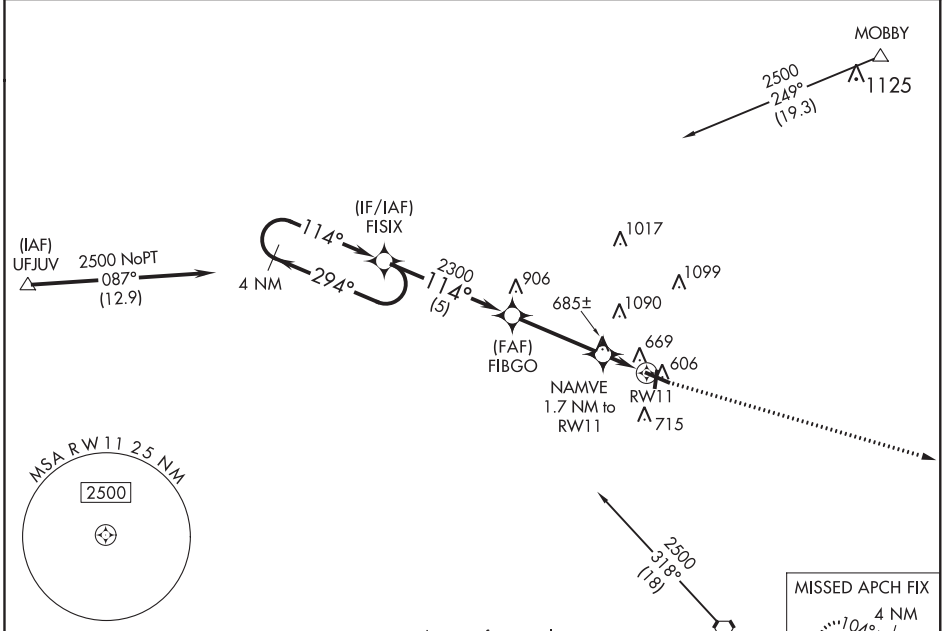
RNAV (GPS) RWY 11

EFFINGHAM COUNTY MEMORIAL (1H2)

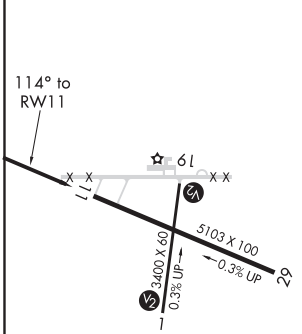
⚠ Night landing: Rwy 1, 19 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct JOVAR and hold.

AWOS-3 118.375	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) Ⓛ
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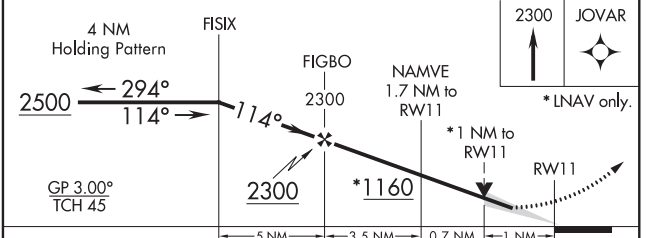
ELEV 585	TDZE 585
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Procedure NA for arrivals at BIB VORTAC on V12 eastbound.

BIBLE GROVE BIB

MISSED APCH FIX
JOVAR
4 NM
104°
284°



CATEGORY	A	B	C	D
LPV DA		835-1	250 (300-1)	
LNAV/VNAV DA		856-1	271 (300-1)	
LNAV MDA		940-1	355 (400-1)	
C CIRCLING	1020-1 435 (500-1)	1080-1 495 (500-1)	1440-2½ 855 (900-2½)	1440-2¾ 855 (900-2¾)

REIL Rwy 29 **Ⓛ**
MIRL Rwy 1-19 and 11-29 **Ⓛ**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

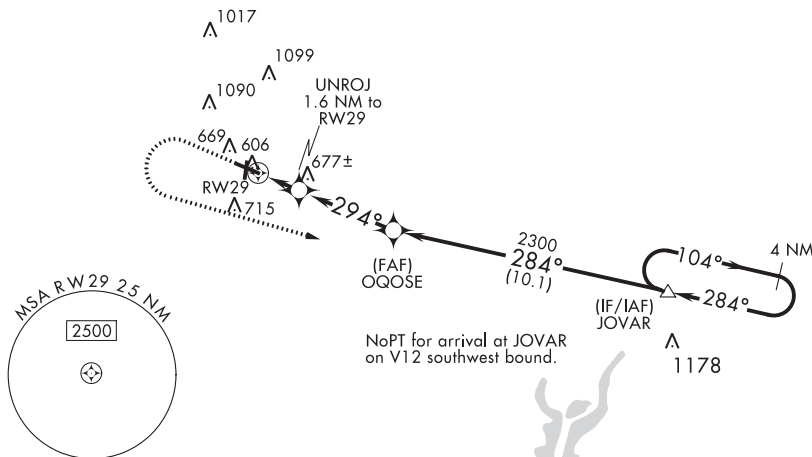
WAAS CH 93933 W29A	APP CRS 294°	Rwy Idg 5103 TDZE 579 Apt Elev 585
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RNAV (GPS) RWY 29
EFFINGHAM COUNTY MEMORIAL (1H2)

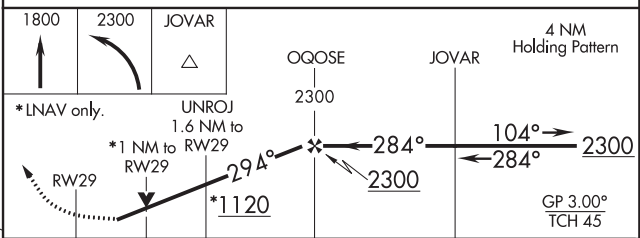
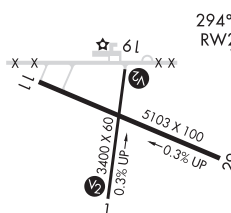
⚠ Night landing Rwy 1, 19 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Olney-Noble altimeter setting. When local altimeter setting not received, use Olney-Noble altimeter setting and increase all DA 77 feet and all MDA 80 feet; increase LPV all Cats and Circling Cat C/D visibility 1/4 mile, LNAV/VNAV all Cats and LNAV Cat C/D visibility 3/8 mile.

MISSED APPROACH:
Climb to 1800 then climbing left turn to 2300 direct JOVAR and hold.

AWOS-3 118.375	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) 0
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ELEV 585	TDZE 579
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CATEGORY	A	B	C	D
LPV DA		838-7/8	259 (300-7/8)	
LNAV/VNAV DA		859-7/8	280 (300-7/8)	
LNAV MDA		940-1	361 (400-1)	
C CIRCLING	1020-1 435 (500-1)	1080-1 495 (500-1)	1440-2½ 855 (900-2½)	1440-2¾ 855 (900-2¾)

REIL Rwy 29 **0**
MIRL Rwy 1-19 and 11-29 **0**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

EFFINGHAM, ILLINOIS

AL-5930 (FAA)

15288

VORTAC BIB 109.0 Chan 27	APP CRS 341°	Rwy ldg TDZE Apt Elev	5103 580 585
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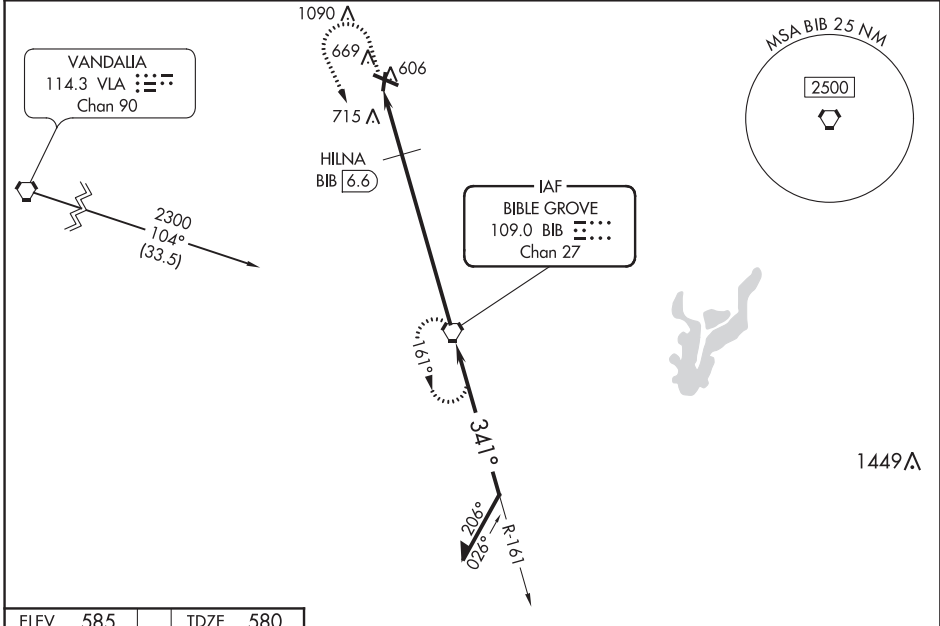
VOR RWY 1

EFFINGHAM COUNTY MEMORIAL (1H2)

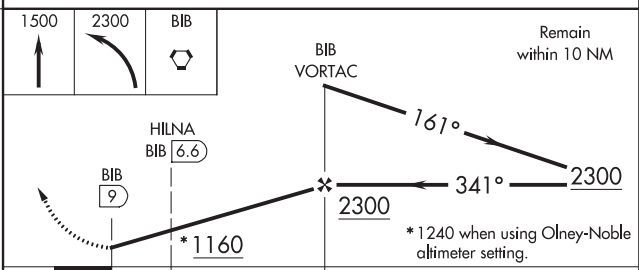
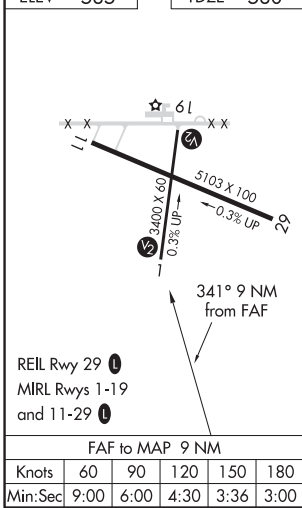
⚠ Night landing Rwy 1, 19 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Olney-Noble altimeter setting and increase all MDA 80 feet and increase S-1 Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile and HILNA fix minimums: S-1 Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct BIB VORTAC and hold.

AWOS-3 118.375	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) ①
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ELEV 585	TDZE 580
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CATEGORY	A	B	C	D
S-1	1160-1	580 (600-1)	1160-1 3/4 580 (600-1 3/4)	NA
C CIRCLING	1160-1	575 (600-1)	1440-2 1/2 855 (900-2 1/2)	NA
HILNA FIX MINIMUMS				
S-1	1020-1	440 (500-1)	1020-1 3/8 440 (500-1 3/8)	NA
C CIRCLING	1020-1 435 (500-1)	1080-1 495 (500-1)	1440-2 1/2 855 (900-2 1/2)	NA

EFFINGHAM, ILLINOIS
Amdt 10C 15OCT15

39°04'N-88°32'W

EFFINGHAM COUNTY MEMORIAL (1H2)
VOR RWY 1

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	2697
140°	TDZE	762
	Apt Elev	773

RNAV (GPS) RWY 14

EPHRAIM-GIBRALTAR (3D2)

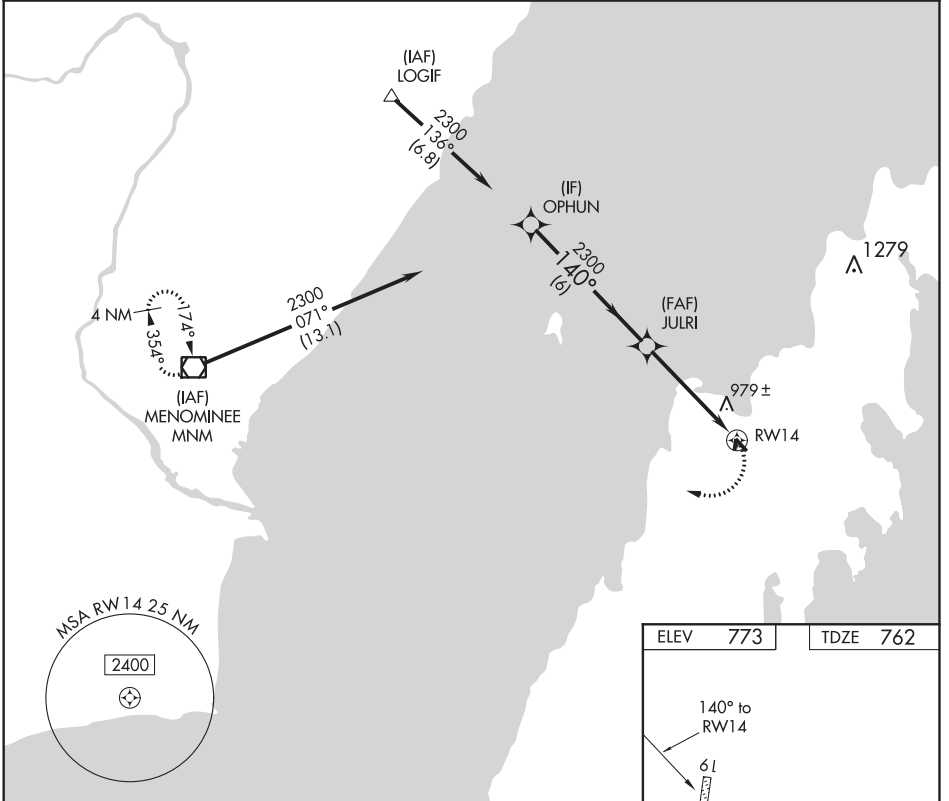
NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Door County Cherryland altimeter setting; when not received, use Menominee altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 3000 direct MNM VOR/DME and hold.

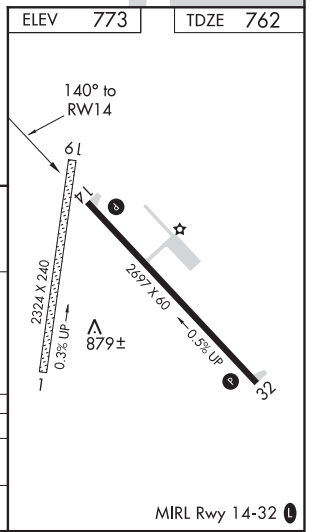
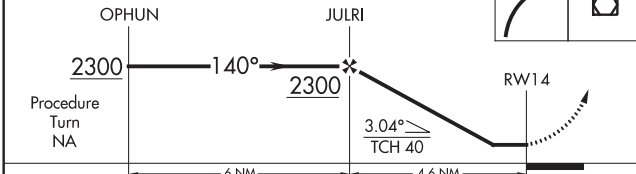
AWOS-3PT
124.175

GREEN BAY APP CON★
120.3 338.2

UNICOM
123.0 (CTAF) 0



VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 24).



CATEGORY	A	B	C	D
LNVA MDA	1300-1	538 (600-1)	1300-1½ 538 (600-1½)	NA
CIRCLING	1340-1	567 (600-1)	1340-1½ 567 (600-1½)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	2697
320°	TDZE	762
	Apt Elev	773

RNAV (GPS) RWY 32

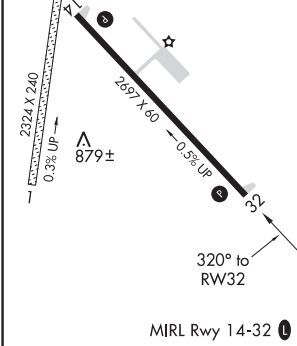
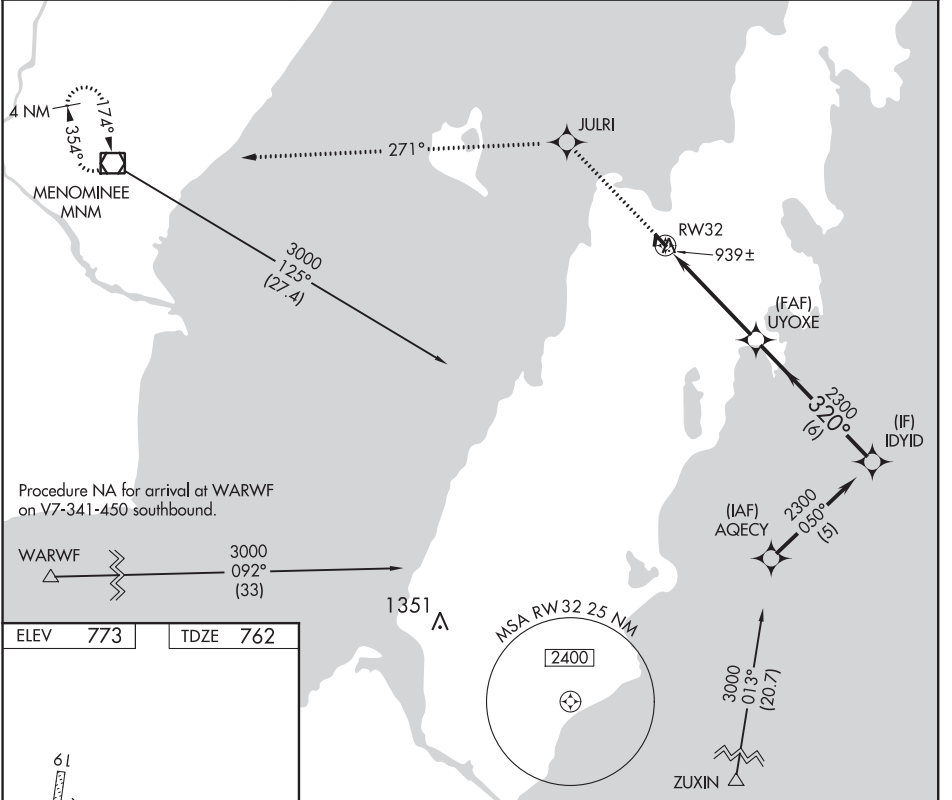
EPHRAIM-GIBRALTAR (3D2)

▽ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Door County Cherryland altimeter setting; when not received, use Menominee altimeter setting and increase all MDA 20 feet.

△ NA

MISSED APPROACH: Climb to 3000 direct JULRI and on track 271° to MNM VOR/DME and hold.

AWOS-3PT 124.175	GREEN BAY APP CON* 120.3 338.2	UNICOM 123.0 (CTAF) 0
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3000	JULRI	tr 271°	MNM	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25). UYOXE	IDYID
↑	✧		◻		
RW32		2300		320°	
4.7 NM		6 NM		2300	
CATEGORY	A	B	C	D	
LNAV MDA	1260-1	498 (500-1)	1260-1¼ 498 (500-1¼)	NA	
CIRCLING	1340-1	567 (600-1)	1340-1½ 567 (600-1½)	NA	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 091°	Rwy Idg 4000
	TDZE 434
	Apt Elev 434

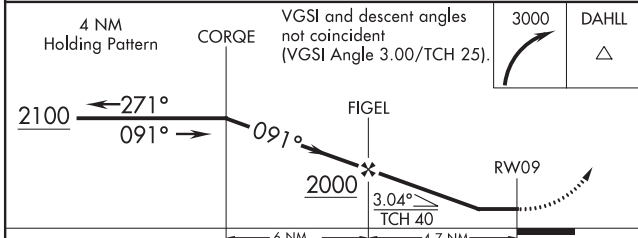
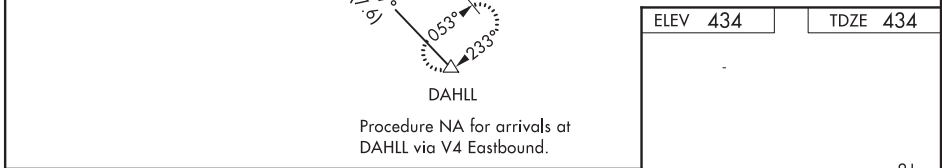
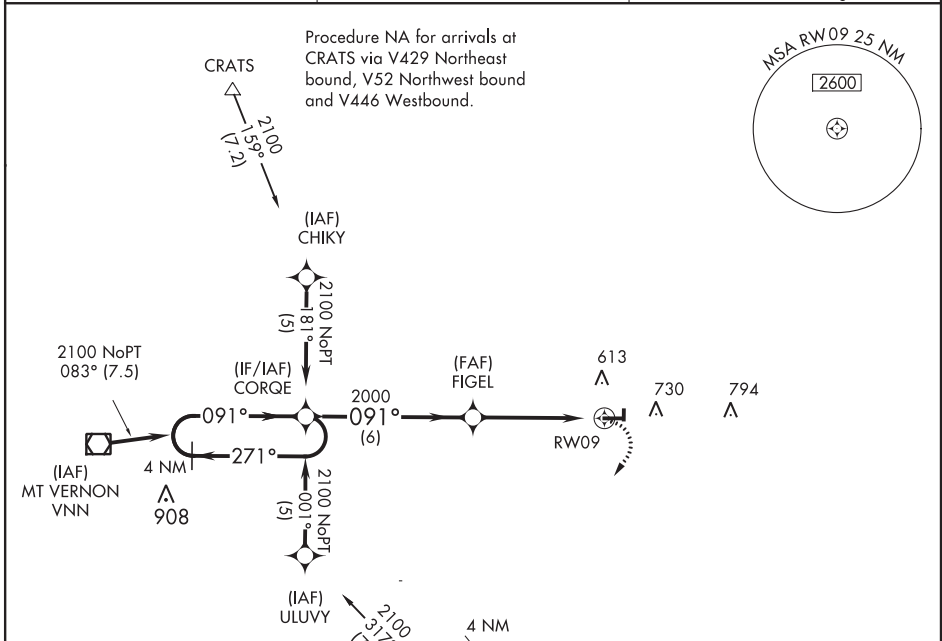
RNAV (GPS) RWY 9

FAIRFIELD MUNI (FWC)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Flora altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility 1/2 mile. Night landing: Rwy 9, 27, 36 NA. Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climbing right turn to 3000 direct DAHLL and hold.

AWOS-3 119.425	KANSAS CITY CENTER 127.7 351.825	UNICOM 123.05 (CTAF) 0
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ELEV 434	TDZE 434
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REIL Rwy 9 0
MIRL Rwy 9 18-36 and 9-27 0

CATEGORY	A	B	C	D
LNAV MDA	880-1	446 (500-1)	880-1 1/4 446 (500-1 1/4)	NA
CIRCLING	1040-1	606 (700-1)	1040-1 3/4 606 (700-1 3/4)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

FAIRFIELD, ILLINOIS

AL-5961 (FAA)

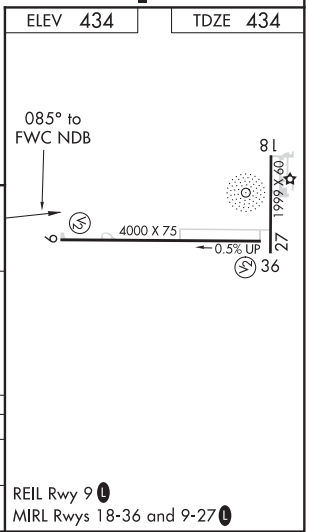
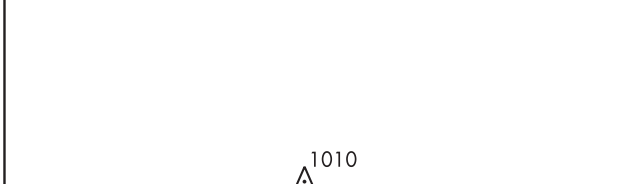
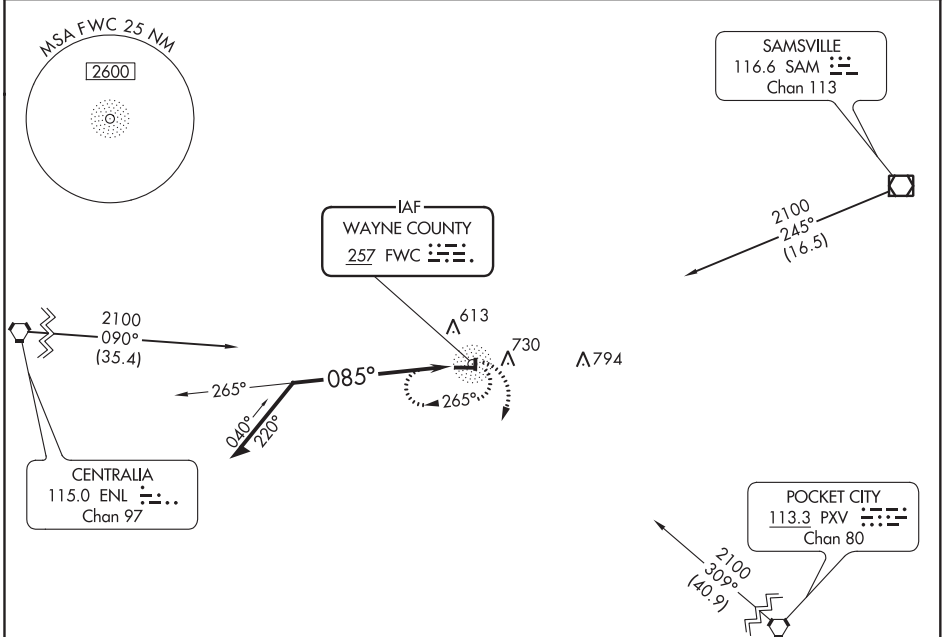
16175

NDB FWC 257	APP CRS 085°	Rwy Idg TDZE Apt Elev	4000 434 434
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NDB RWY 9
FAIRFIELD MUNI (FWC)

▼ Night landing: Rwy 9, 27, 36 NA. Helicopter visibility reduction below 1 SM NA. MISSED APPROACH: Climbing right turn to 2100 in the FWC NDB holding pattern.

AWOS-3 119.425	KANSAS CITY CENTER 127.7 351.825	UNICOM 123.05 (CTAF)
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Remain within 10 NM	FWC NDB			
2100	265°	085°	2100 FWC	

CATEGORY	A	B	C	D
S-9	1100-1	666 (700-1)	1100-1¾ 666 (700-1¾)	NA
CIRCLING	1100-1	666 (700-1)	1100-1¾ 666 (700-1¾)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

FAIRFIELD, ILLINOIS
Amdt 3B 23JUN16

38°23'N-88°25'W

FAIRFIELD MUNI (FWC)
NDB RWY 9

WAAS CH 82428 W03A	APP CRS 031°	Rwy Idg 5003 TDZE 473 Apt Elev 473
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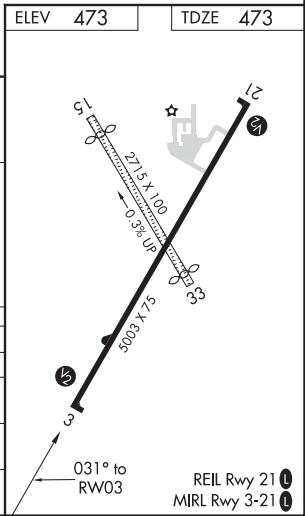
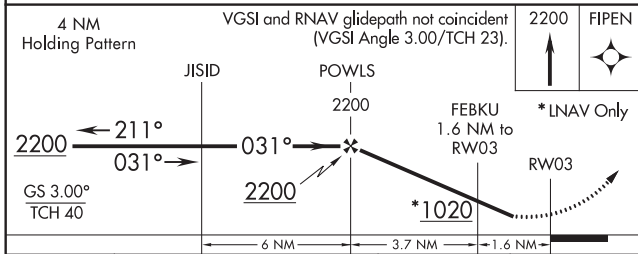
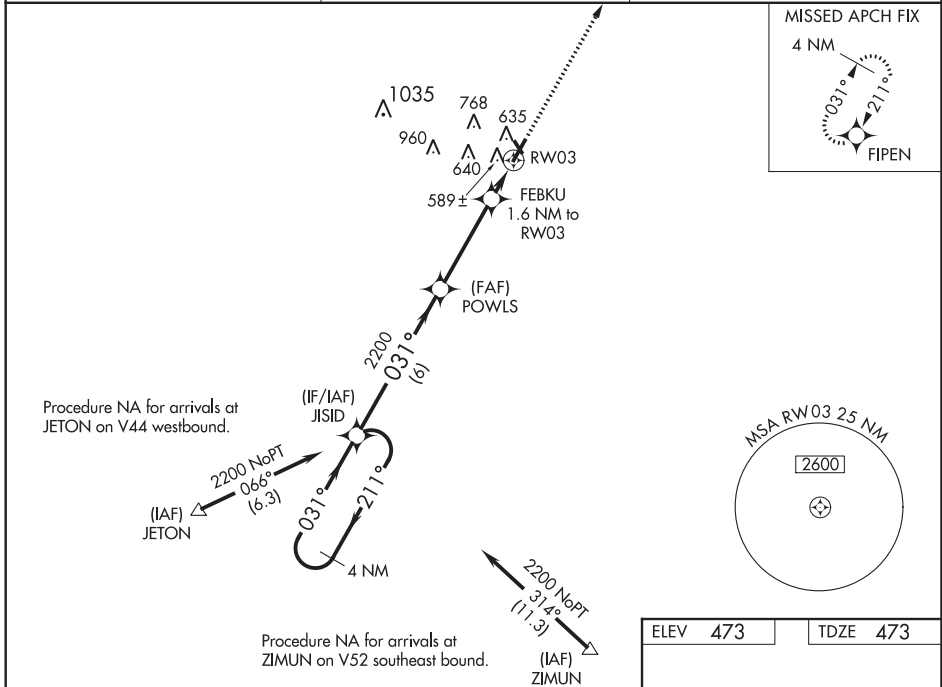
RNAV (GPS) RWY 3

FLORA MUNI (F.O.A.)

⚠ Circling to Rwy 15/33 NA at night. When VGSI inop, Circling Rwy 21 NA at night. Baro-VNAV NA when using Olney-Noble 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. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Olney-Noble altimeter setting and increase all DA 33 feet and all MDA 40 feet; increase LPV visibility all Cats, and LNAV Cat C visibility ½ mile, Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2200 direct
FIPEN and hold.

AWOS-3 120.175	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	783-1	310 (400-1)		NA
LNAV/VNAV DA	859-1 3/8	386 (400-1 3/8)		NA
LNAV MDA	860-1	387 (400-1)	860-1 1/8 387 (400-1 1/8)	NA
CIRCLING	940-1	467 (500-1)	1120-1 3/4 647 (700-1 3/4)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 21

FLORA MUNI (F.O.A.)

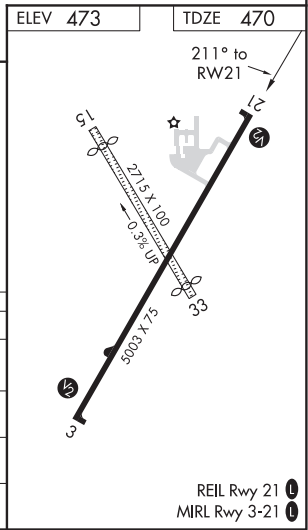
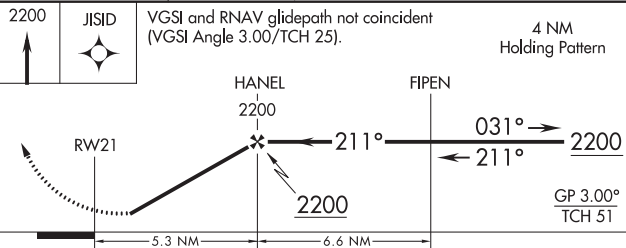
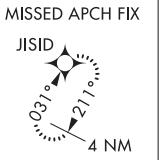
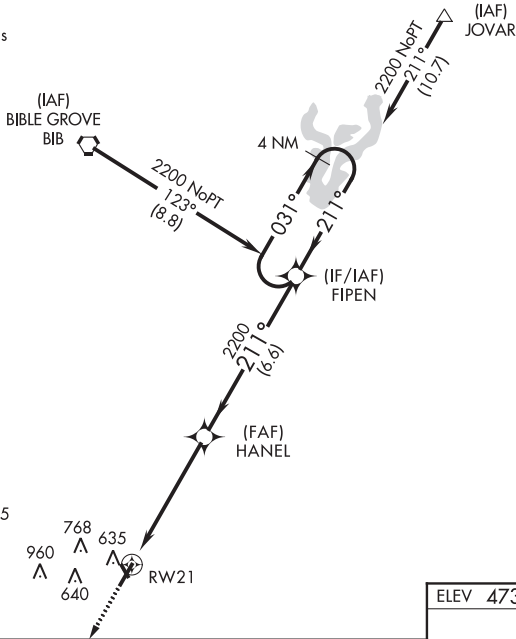
WAAS CH 86428 W21A	APP CRS 211°	Rwy Idg 5003 TDZE 470 Apt Elev 473
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⚠ Baro-VNAV NA when using Olney-Noble altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Olney-Noble altimeter setting and increase all DA 33 feet and all MDA 40 feet; increase LNAV/VNAV visibility 1/8 mile all Cats, and Circling Cat C visibility 1/4 mile. Night landing: Rwy 21 NA. Circling to Rws 15 and 33 NA.

MISSED APPROACH:
Climb to 2200 direct JISID and hold.

AWOS-3 120.175	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrivals on BIB VORTAC airway radials 078 CW 204.



CATEGORY	A	B	C	D
LPV DA		746-1 276 (300-1)		NA
LNAV/VNAV DA		788-1 318 (400-1)		NA
LNAV MDA	920-1	450 (500-1)	920-1 3/8 450 (500-1 3/8)	NA
CIRCLING	940-1	467 (500-1)	1120-1 3/4 647 (700-1 3/4)	NA

REIL Rwy 21 0
MIRL Rwy 3-21 0

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-RTT 108.55 Chan 22 (Y)	APP CRS 211°	Rwy Idg 5003 TDZE 470 Apt Elev 472
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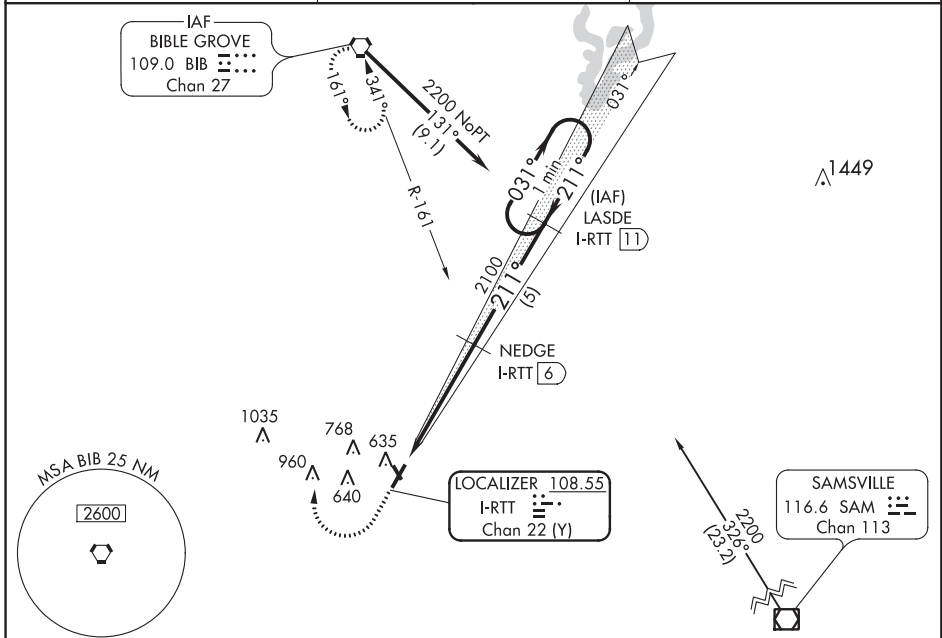
LOC/DME RWY 21

FLORA MUNI (F.O.A)

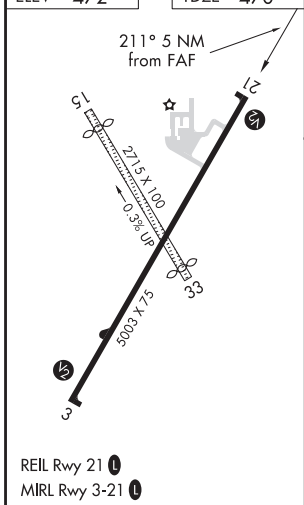
When local altimeter setting not received, use Olney-Noble altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2300 direct to BIB VORTAC and hold.

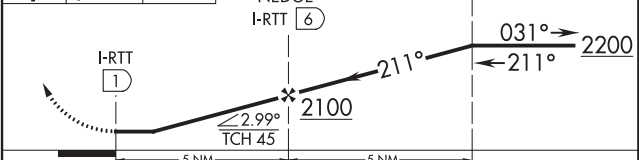
AWOS-3 120.175	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.7 (CTAF) 0
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ELEV 472	TDZE 470
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1200 2300 BIB VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25). LASDE I-RTT (11) One Minute Holding Pattern



CATEGORY	A	B	C	D
S-21	820-1	350 (400-1)		NA
CIRCLING	940-1 468 (500-1)	1120-1 648 (700-1)	1120-1¾ 648 (700-1¾)	NA

WAAS CH 99638 W18A	APP CRS 184°	Rwy Idg TDZE Apt Elev	5941 791 808
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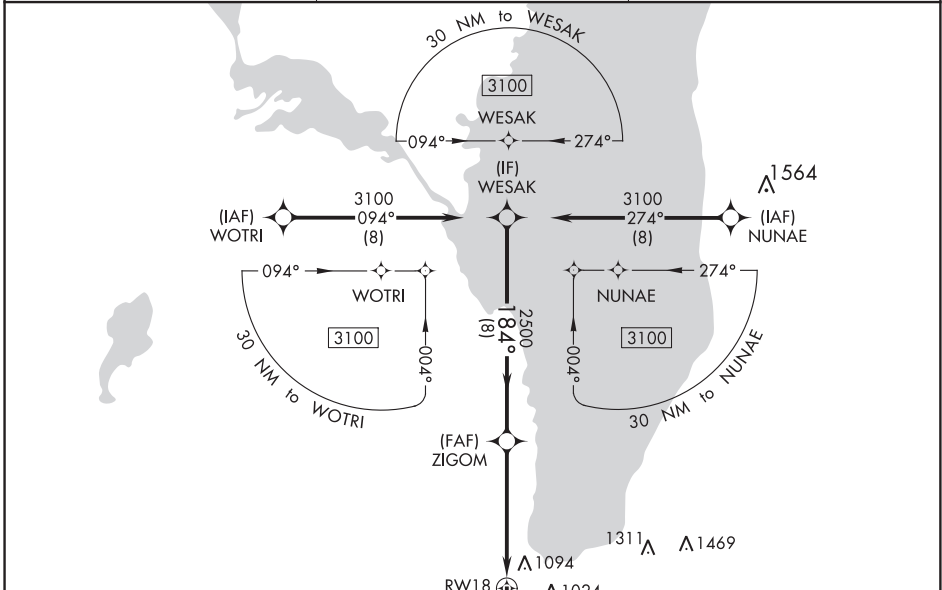
RNAV (GPS) RWY 18

FOND DU LAC COUNTY (FLD)

⚠ Night landing: Rwy 9, 27 NA. Baro-VNAV NA when using Oshkosh 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 Oshkosh altimeter setting: increase LPV DA to 1072 feet and LNAV/VNAV DA to 1314 feet and all MDA 60 feet; increase LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cat C/D visibility 1/8 mile; increase Circling Cat D visibility 1/4 mile.

MISSED APPROACH:
Climb to 1300 then climbing right turn 3000 direct BADAN and hold.

ASOS 134.0	MILWAUKEE APP CON 127.0 263.075	UNICOM 123.05 (CTAF) 0
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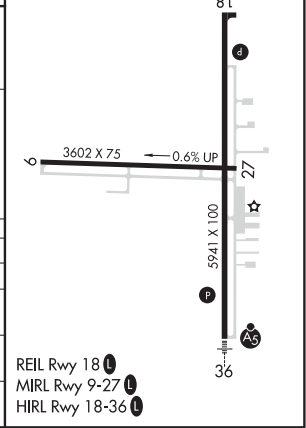
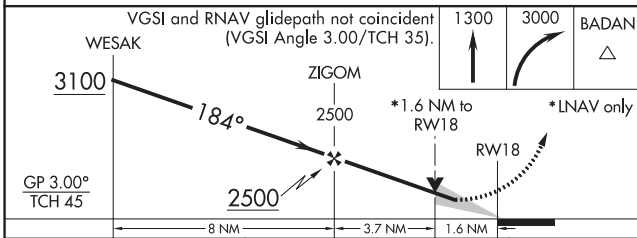


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 808	TDZE 791
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CATEGORY	A	B	C	D
LPV DA		1041-7/8	250 (300-7/8)	
LNAV/VNAV DA		1283-13/4	492 (500-13/4)	
LNAV MDA	1320-1	529 (600-1)	1320-1/2	529 (600-1/2)
C CIRCLING	1400-1	592 (600-1)	1520-2 712 (800-2)	1520-2 1/4 712 (800-2 1/4)


REIL Rwy 18 **0**
MIRL Rwy 9-27 **1**
HIRL Rwy 18-36 **1**

WAAS CH 93800 W36A	APP CRS 004°	Rwy Idg TDZE Apt Elev	5941 795 808
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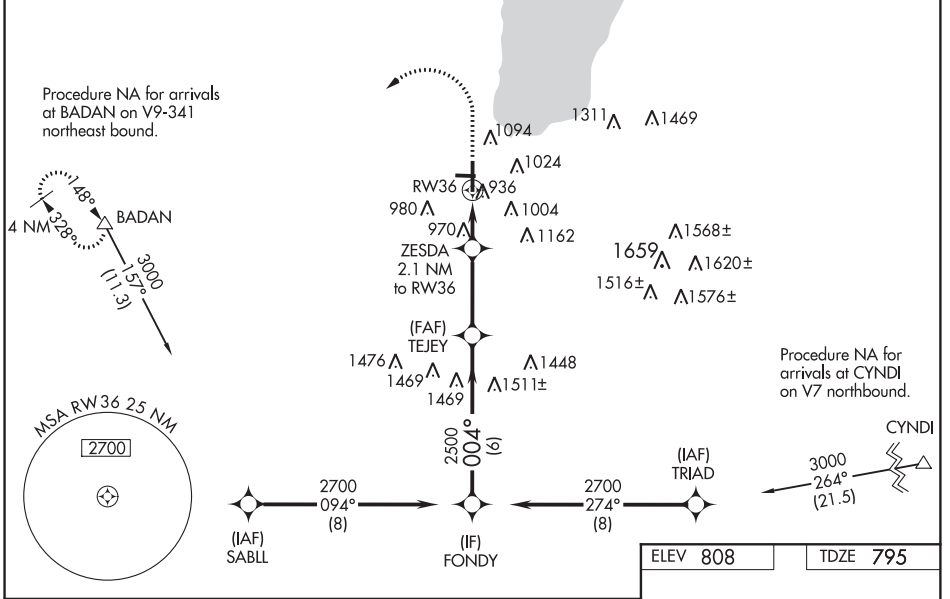
RNAV (GPS) RWY 36

FOND DU LAC COUNTY (F.L.D)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Oshkosh altimeter setting.
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Oshkosh altimeter setting: increase LPV DA to 1202 feet and LNAV/VNAV DA to 1260 feet and all MDA 40 feet; increase LPV visibility all Cats and LNAV/VNAV visibility all Cats ½ mile, increase Circling Cat C/D visibility ¼ mile. For inop MALS/R, increase LPV all Cats visibility 1 ¼ mile and increase LNAV Cat A/B visibility to 1 mile, and LNAV Cat C/D visibility to 1 ¾ mile. For inop MALS/R when using Oshkosh altimeter setting, increase LPV all Cats visibility to 1 ¾ mile and increase LNAV Cat A/B visibility to 1 mile. Night Landing: Rwy 9, 27 NA.

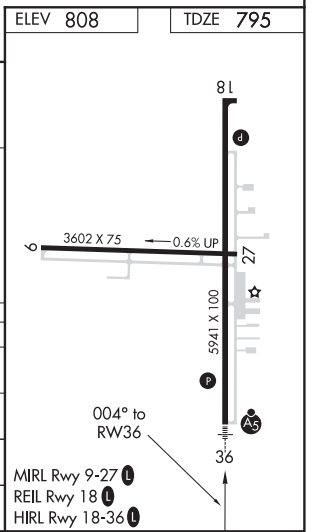
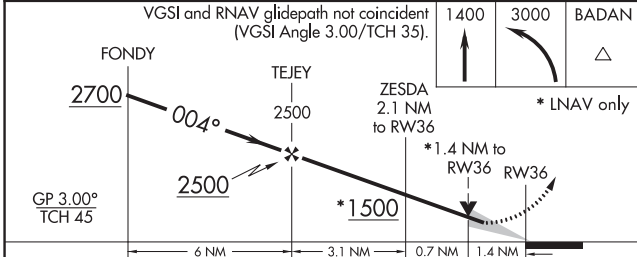
MALS/R

MISSED APPROACH:
 Climb to 1400 then climbing left turn to 3000 direct BADAN and hold.

ASOS 134.0	MILWAUKEE APP CON 127.0 263.075	UNICOM 123.05 (CTAF) 0
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1171-¾		376 (400-¾)	
LNAV/VNAV DA	1229-1		434 (500-1)	
LNAV MDA	1280-¾	485 (500-¾)	1280-1	485 (500-1)
C CIRCLING	1400-1 592 (600-1)		1520-2 712 (800-2)	1520-2 ¼ 712 (800-2 ¼)

LOC/DME I-FLD 108.3 Chan 20	APP CRS 002°	Rwy Idg TDZE 5941 795	Apt Elev 808
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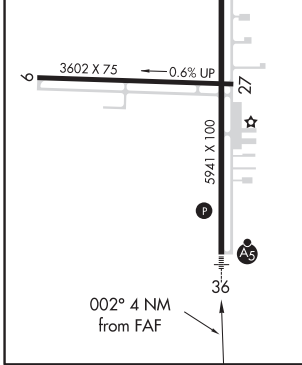
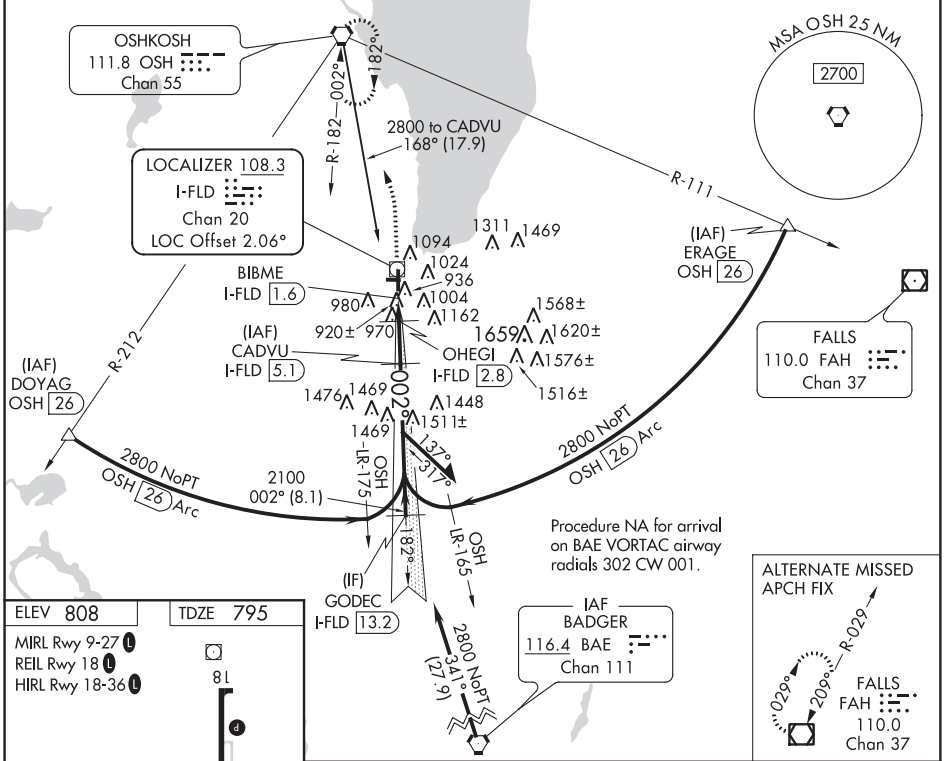
LOC RWY 36

FOND DU LAC COUNTY (F'LD)

NA When local altimeter setting not received, use Oshkosh altimeter setting: increase all MDA 40 feet and increase Circling Cat C/D visibility 1/4 mile. For inop MALSR, increase S-LOC 36 Cat A/B visibility to 1 mile, and S-LOC 36 Cat C/D visibility to 1 1/2 mile. For inop MALSR when using Oshkosh altimeter setting, increase S-LOC 36 Cat A/B visibility 1 mile. VDP NA when using Oshkosh altimeter setting. Night Landing: Rwy 9, 27 NA. DME Required.

MALSR MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OSH VORTAC.

ASOS 134.0	MILWAUKEE APP CON 127.0 263.075	UNICOM 123.05 (CTAF)
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2000	3000	OSH	CADVU I-FLD [5.1]	Remain within 15 NM
OHEGI I-FLD [2.8]		2800		
BIBME I-FLD [2.7]		2100		Use I-FLD DME when on the localizer course.
I-FLD [1.6]		1360		
0.5 1.2 NM 0.1 NM 2.2 NM				
CATEGORY	A	B	C	D
S-LOC 36	1180-3/4 385 (400-3/4)			
C CIRCLING	1400-1	592 (600-1)	1520-2 712 (800-2)	1520-2 1/4 712 (800-2 1/4)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

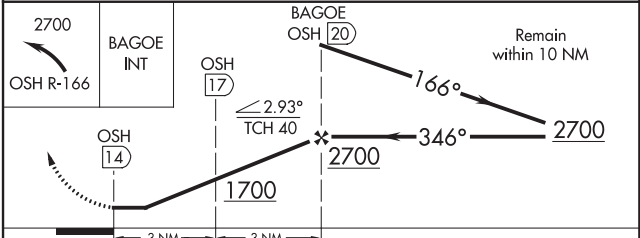
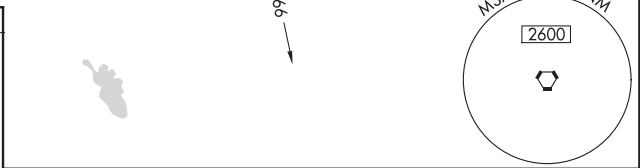
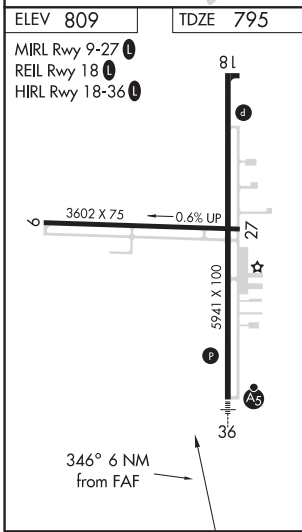
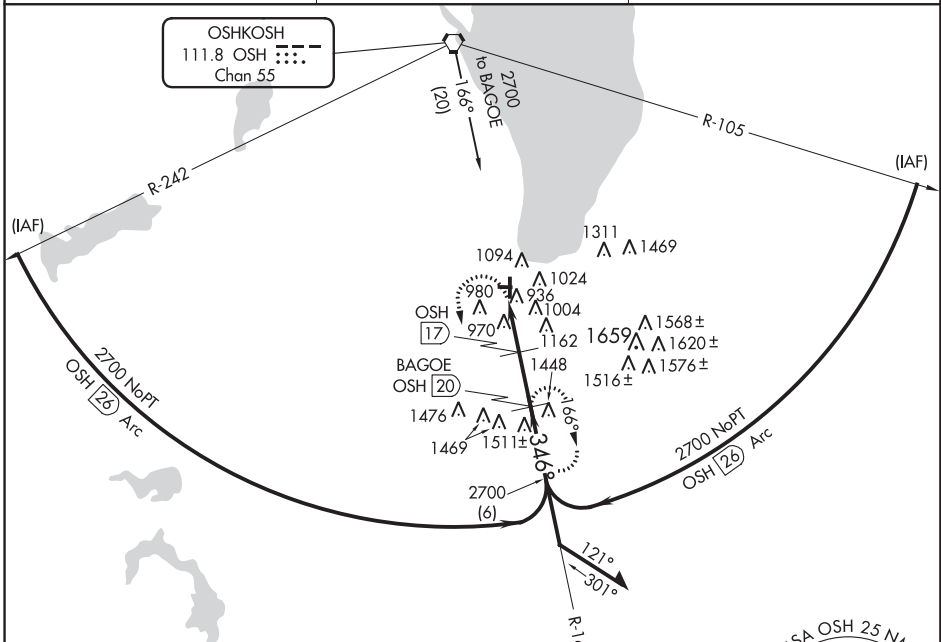
VORTAC OSH 111.8 Chan 55	APP CRS 346°	Rwy Idg TDZE 795 Apt Elev 809
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VOR/DME RWY 36

FOND DU LAC COUNTY (F.L.D.)

	MALS R 36	MISSED APPROACH: Climbing left turn to 2700 via OSH R-166 to BAGOE 20 DME and hold.
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ASOS 134.0	MILWAUKEE APP CON 127.0 263.075	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
S-36	1420-1/2 625 (700-1/2)	1420-1 611 (700-1)	1420-1 1/4 625 (700-1 1/4)	1420-1 1/2 625 (700-1 1/2)
CIRCLING	1420-1	611 (700-1)	1420-1 3/4 611 (700-1 3/4)	1420-2 611 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

FOND DU LAC, WISCONSIN

AL-5231 (FAA)

16175

VORTAC OSH 111.8 Chan 55	APP CRS 165°	Rwy Idg TDZE Apt Elev	5941 791 808
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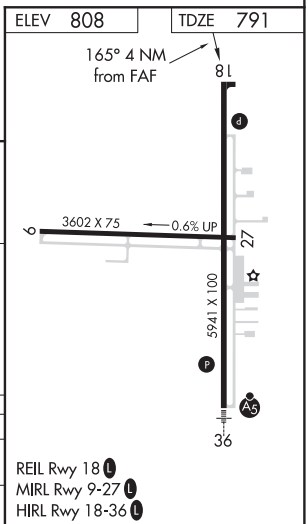
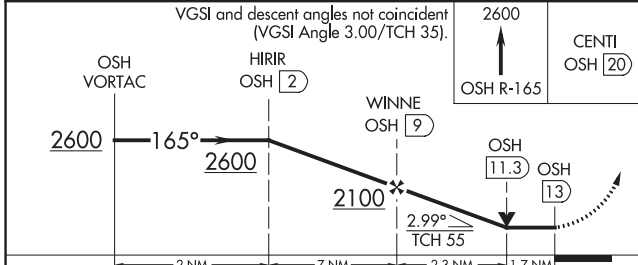
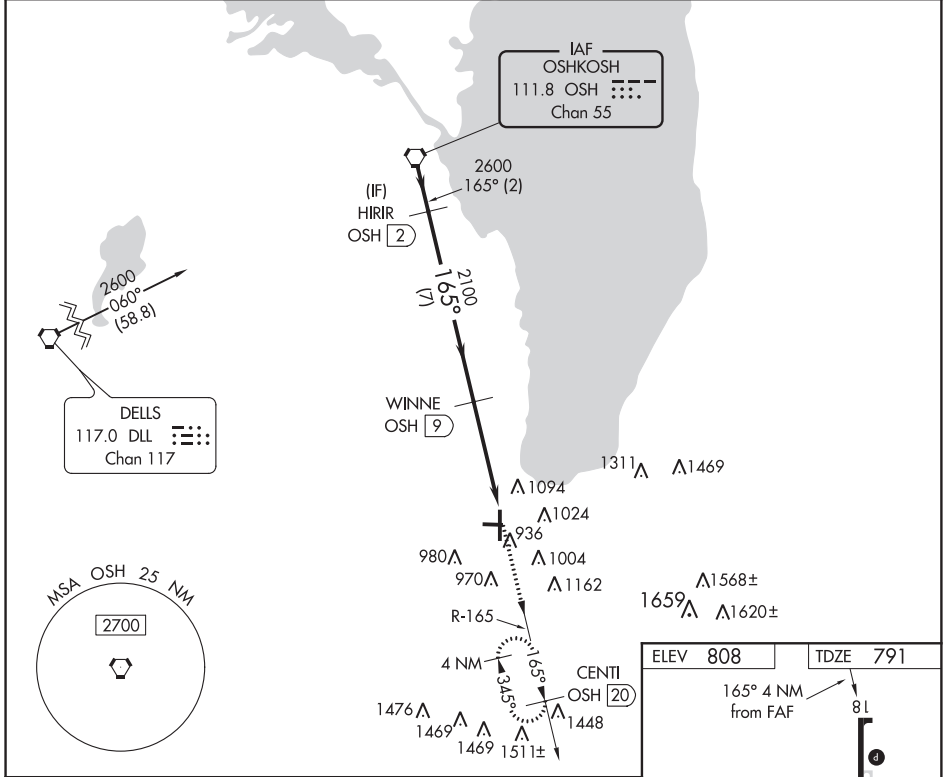
VOR RWY 18

FOND DU LAC COUNTY (F.L.D.)

⚠ Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Oshkosh altimeter setting: increase all MDA 40 feet; increase S-18 Cat C/D visibility 1/8 mile, and increase Circling Cat C/D visibility 1/4 mile. Night Landing: Rwy 9, 27 NA. VDP NA when using Oshkosh altimeter setting. DME Required.

MISSED APPROACH: Climb to 2600 on OSH VORTAC R-165 to CENTI/OSH 20 DME and hold.

ASOS 134.0	MILWAUKEE APP CON 127.0 263.075	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
S-18	1360-1	569 (600-1)	1360-1 5/8	569 (600-1 5/8)
C CIRCLING	1400-1	592 (600-1)	1520-2 712 (800-2)	1520-2 1/4 712 (800-2 1/4)

FOND DU LAC, WISCONSIN
Amdt 7 23JUN16

43°46'N-88°29'W

VOR RWY 18

FOND DU LAC COUNTY (F.L.D.)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 3

FORT ATKINSON MUNI (61C)

APP CRS	Rwy Idg	3800
030°	TDZE	800
	Apt Elev	800

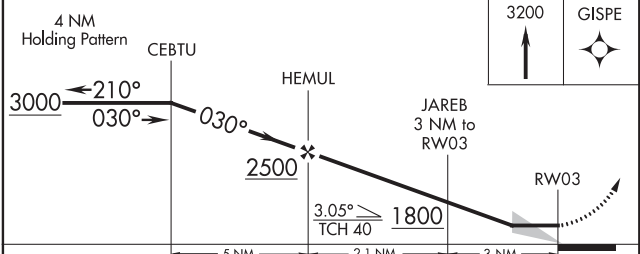
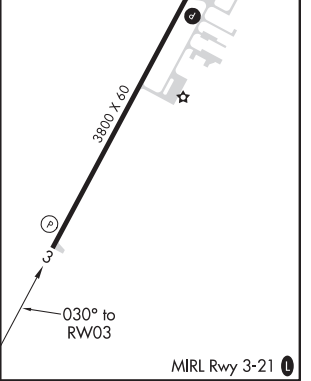
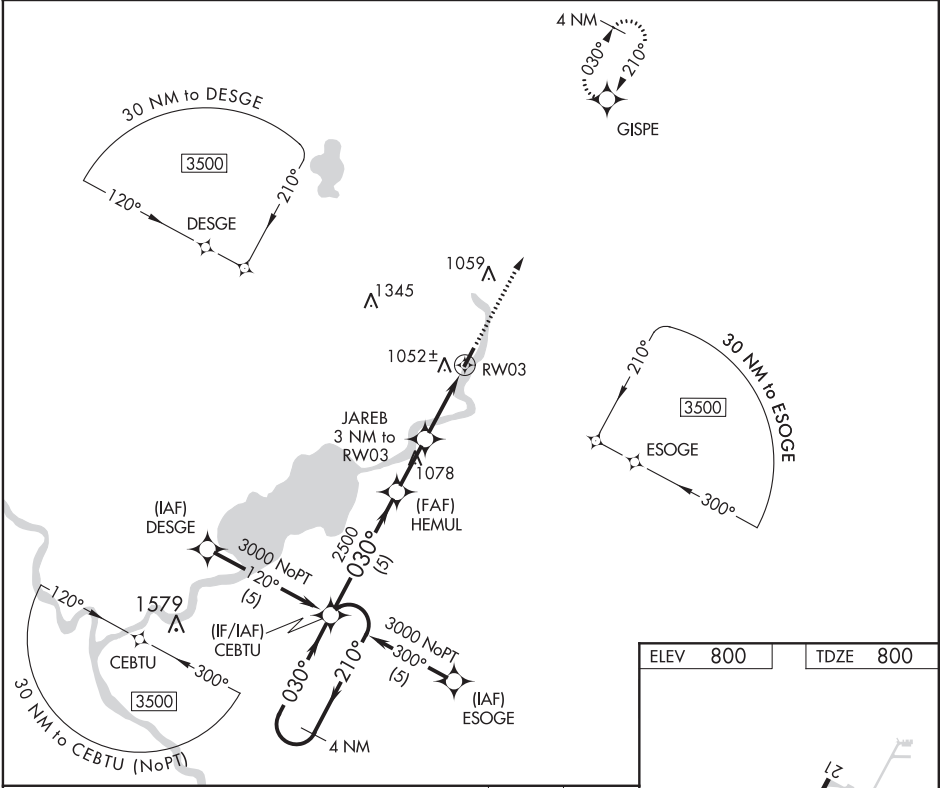
NA Use Watertown Muni altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3200 direct GISPE WP and hold.

WATERTOWN AWOS-3
119.975

MADISON APP CON *
120.1 350.3

CTAF
122.9



CATEGORY	A	B	C	D
LNNAV MDA	1340-1	540 (600-1)	1340-1½ 540 (600-1½)	NA
CIRCLING	1400-1	600 (700-1)	1400-1½ 600 (700-1½)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3800
210°	TDZE	800
	Apt Elev	800

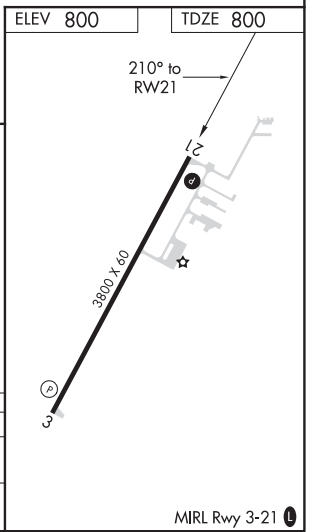
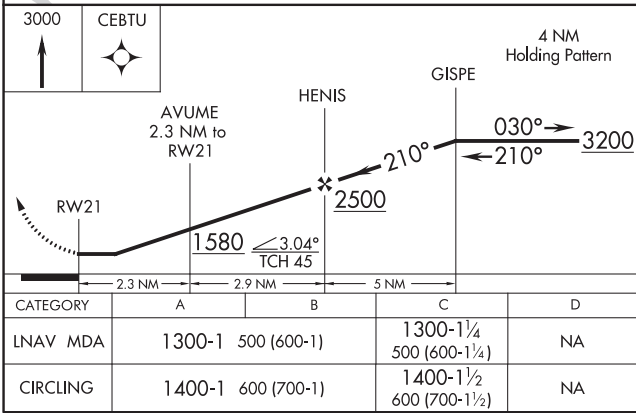
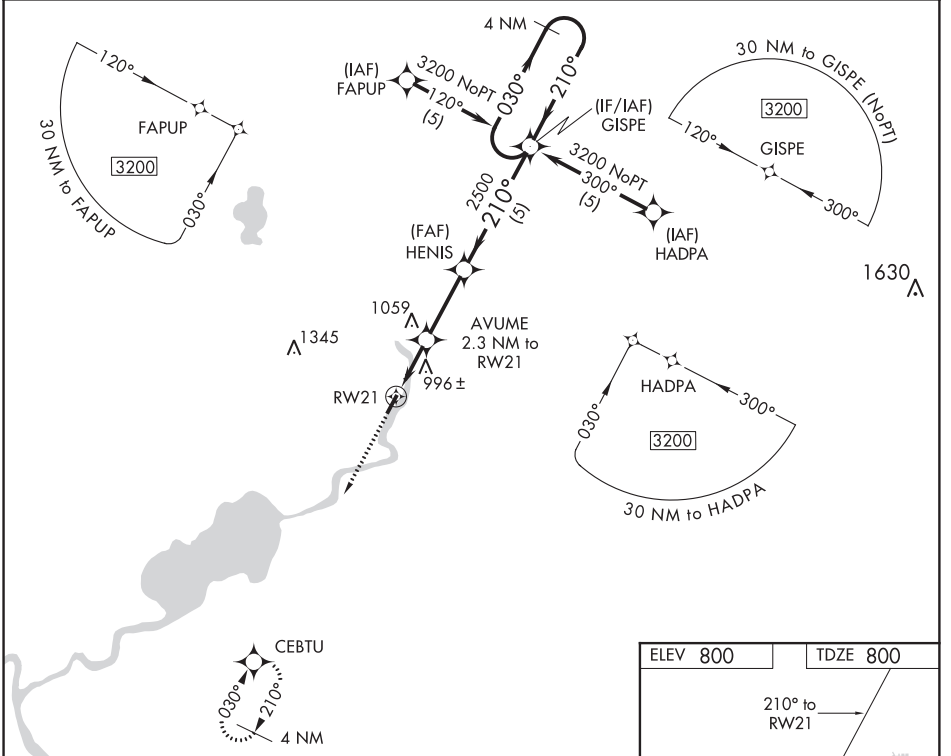
RNAV (GPS) RWY 21

FORT ATKINSON MUNI (61C)

▼ Use Watertown Muni alimeter setting. DME/DME RNP-0.3 NA.
▲ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3200 direct CEBTU WP and hold.

WATERTOWN AWOS-3 119.975	MADISON APP CON * 120.1 350.3	CTAF 122.9 0
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CATEGORY	A	B	C	D
LNVA MDA	1300-1	500 (600-1)	1300-1¼ 500 (600-1¼)	NA
CIRCLING	1400-1	600 (700-1)	1400-1½ 600 (700-1½)	NA

FORT ATKINSON, WISCONSIN
 Orig-A 30MAY13

42°58'N-88°49'W

FORT ATKINSON MUNI (61C)
RNAV (GPS) RWY 21

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

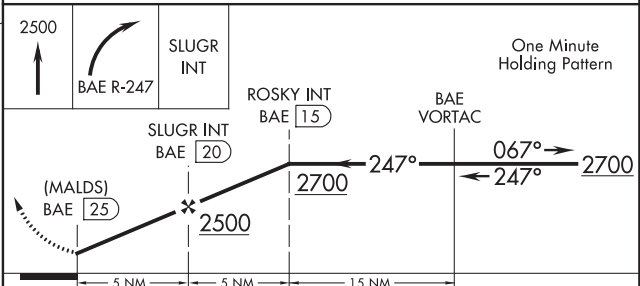
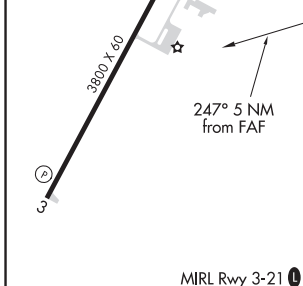
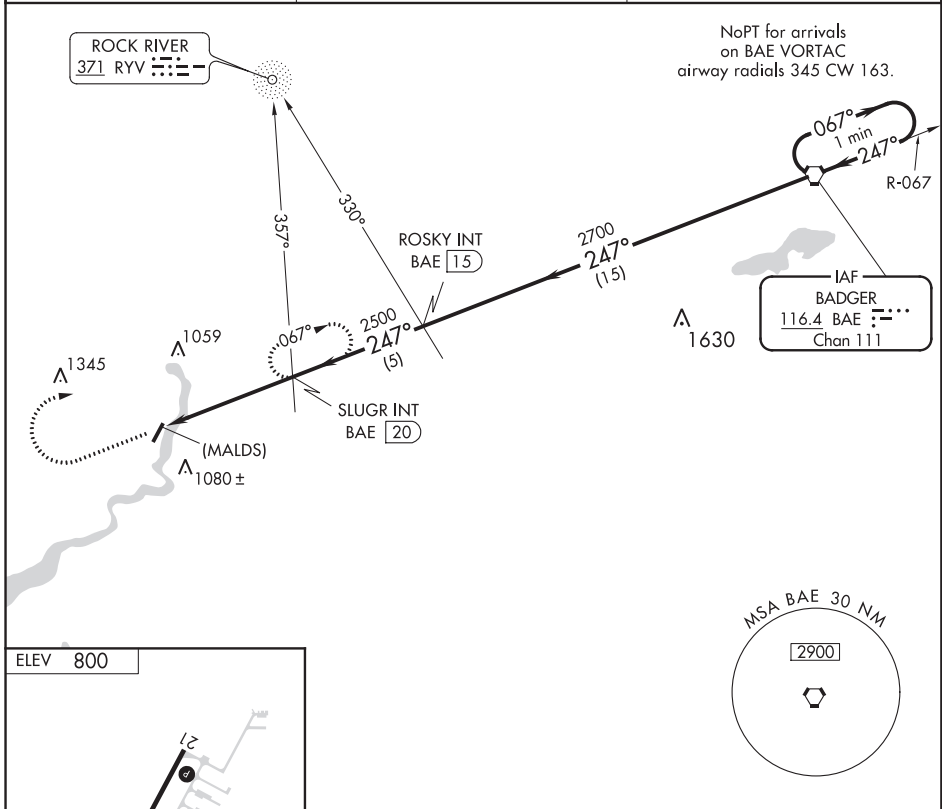
VORTAC BAE 116.4 Chan 111	APP CRS 247°	Rwy Idg TDZE Apt Elev	N/A N/A 800
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VOR-A

FORT ATKINSON MUNI (61C)

▼ Use Watertown altimeter setting. ADF or DME REQUIRED.
▲ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
 MISSED APPROACH: Climb to 2500 then right turn via BAE R-247 to SLUGR Int and hold.

WATERTOWN AWOS-3 119.975	MADISON APP CON * 120.1 350.3	CTAF 122.9
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FAF to MAP 5 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180	1420-1	1420-1¼	1420-1¾	NA
Min:Sec	5:00	3:20	2:30	2:00	1:40	620 (700-1)	620 (700-1¼)	620 (700-1¾)	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

FREEPORT, ILLINOIS

AL-5641 (FAA)

16091

LOC/DME I-PJE 108.3 Chan 20	APP CRS 234°	Rwy Idg 5504
		TDZE 847
		Apt Elev 859

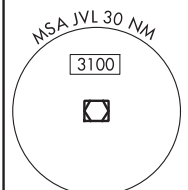
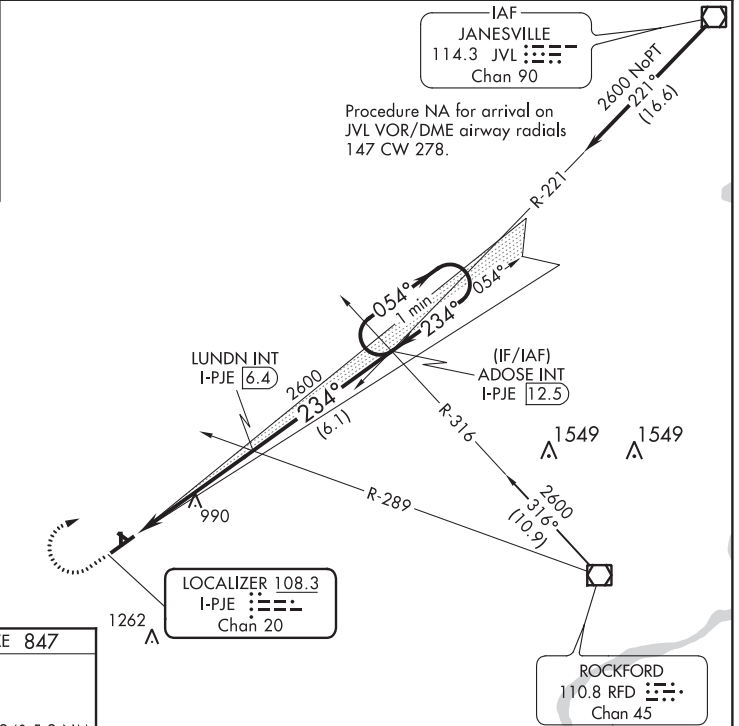
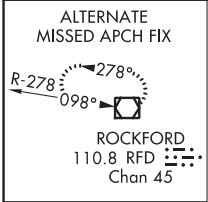
ILS or LOC RWY 24

ALBERTUS (F/EP)

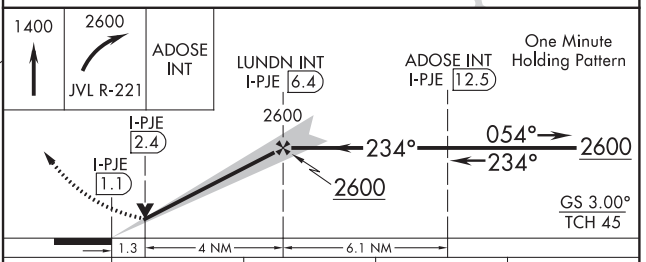
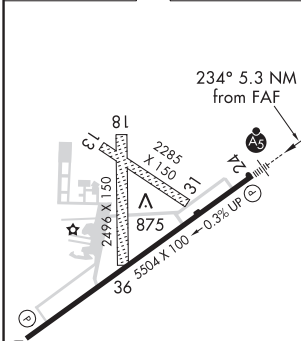
NA For inoperative MALS R when using Rockford altimeter setting, increase S-ILS 24 all Cats visibility to 7/8 mile. When local altimeter setting not received, use Rockford altimeter setting: increase all DA to 1114 feet; increase all MDA 80 feet and S-LOC 24 Cat C/D visibility 1/8 mile and Circling Cat C 1/4 mile. Circling NA to Rwy's 13, 18, 31, 36.

MALS R MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via JVL VOR/DME R-221 to ADOSE INT/I-PJE 12.5 DME and hold.

AWOS-3 120.525	ROCKFORD APP CON 126.0 327.0	CLNC DEL 121.85	UNICOM 122.8 (CTAF)
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ELEV 859	TDZE 847
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CATEGORY	A	B	C	D
S-ILS 24	1047-1/2		200 (200-1/2)	
S-LOC 24	1300-1/2	453 (500-1/2)	1300-7/8	453 (500-7/8)
CIRCLING	1300-1 441 (500-1)	1340-1 481 (500-1)	1380-1 1/2 521 (600-1 1/2)	1440-2 581 (600-2)

FREEPORT, ILLINOIS
Orig-A 31MAR16

42°15'N-89°35'W

ILS or LOC RWY 24

ALBERTUS (F/EP)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78403 W24A	APP CRS 234°	Rwy Idg TDZE Apt Elev	5504 847 859
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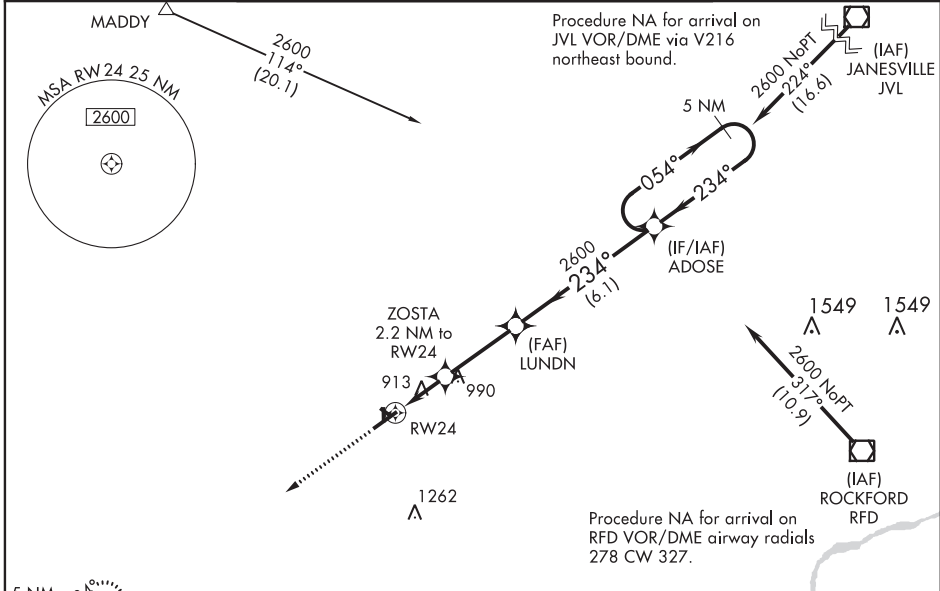
RNAV (GPS) RWY 24

ALBERTUS (FEP)

⚠ When local altimeter setting not received, use Rockford altimeter setting; increase LPV and LNAV/VNAV DA to 1164 feet and all visibilities ½ mile; increase all MDA 80 feet and LNAV Cat C/D and Circling Cat C visibility ¼ mile. 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 Rockford altimeter setting. For inoperative MALSRS, increase LPV and LNAV/VNAV all Cats visibility to ½ mile. For inoperative MALSRS when using Rockford altimeter setting, increase LPV all Cats and LNAV C/D visibility to ½ mile. Circling NA to Rwy's 13, 18, 31, 36.

MALSRS
 MISSED APPROACH: Climb to 2600 direct HANKS and hold.

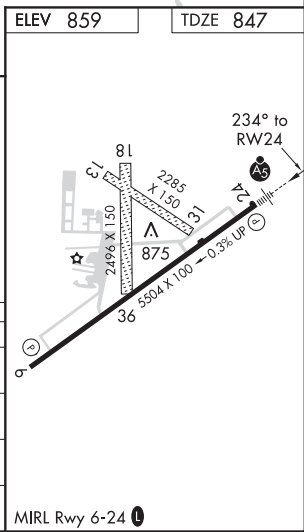
AWOS-3 120.525	ROCKFORD APP CON 126.0 327.0	CLNC DEL 121.85	UNICOM 122.8 (CTAF)
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 859	TDZE 847
2600 HANKS	5 NM Holding Pattern
*LNAV only.	ZOSTA 2.2 NM to RW24
*0.9 NM to RW24	LUNDN → ADOSE → 2600
RW24	GP 3.00° TCH 45
0.9 1.3 NM 3.1 NM 6.1 NM	
CATEGORY	A B C D
LPV DA	1097-½ 250 (300-½)
LNAV/ VNAV DA	1097-½ 250 (300-½)
LNAV MDA	1180-½ 333 (400-½) 1180-½ 333 (400-½)
CIRCLING	1300-1 441 (500-1) 1340-1 481 (500-1) 1380-1½ 521 (600-1½) 1440-2 581 (600-2)



VOR/DME JVL 114.3 Chan 90	APP CRS 225°	Rwy Idg TDZE Apt Elev	5004 847 859
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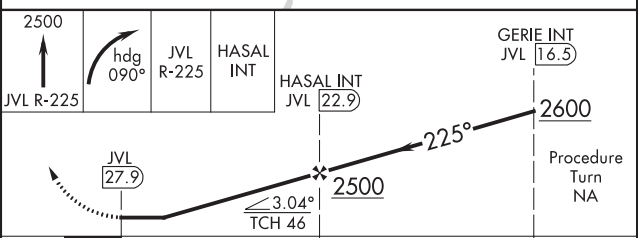
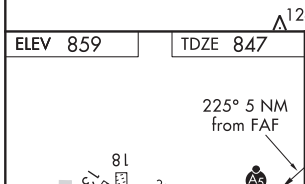
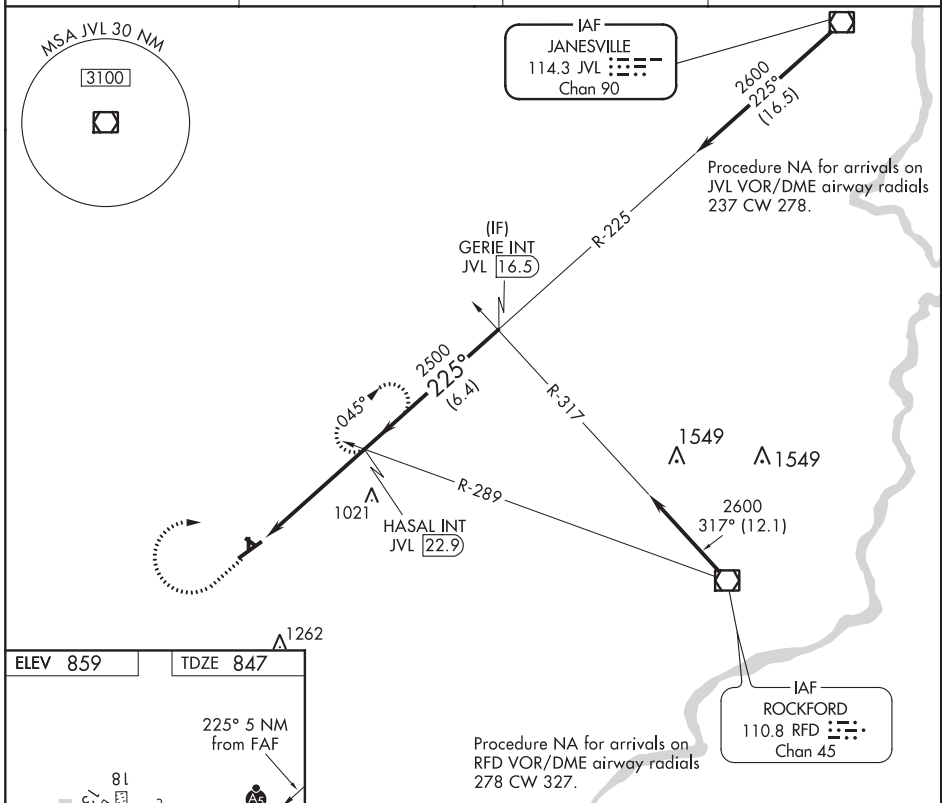
VOR RWY 24

ALBERTUS (F/EP)

⚠ When local altimeter setting not received, use Rockford altimeter setting and increase all MDA 80 feet and Circling Cat C visibility ¼ mile.
 ⚠ Circling NA to Rwy's 13,18,31,36. Inoperative table does not apply.

MALSR
 MISSED APPROACH: Climb to 2500 via JVL VOR/DME R-225 then right turn via heading 090° and JVL VOR/DME R-225 to HASAL INT 22.9 DME and hold.

AWOS-3 120.525	ROCKFORD APP CON 126.0 327.0	CLNC DEL 121.85	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-24	1280-1 433 (500-1)	1280-1¼ 433 (500-1¼)	1280-1½ 433 (500-1½)	1280-2 433 (500-2)
CIRCLING	1300-1 441 (500-1)	1340-1¼ 481 (500-1¼)	1380-1½ 521 (500-1½)	1440-2 581 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

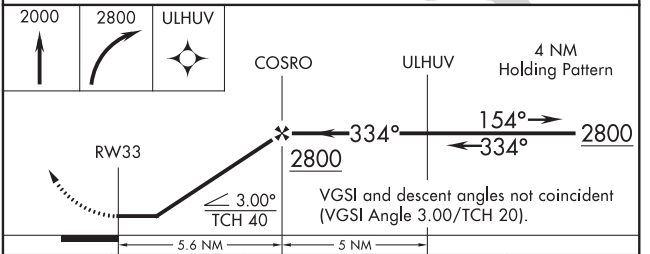
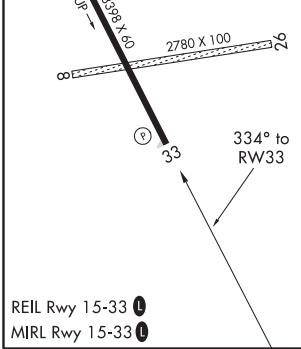
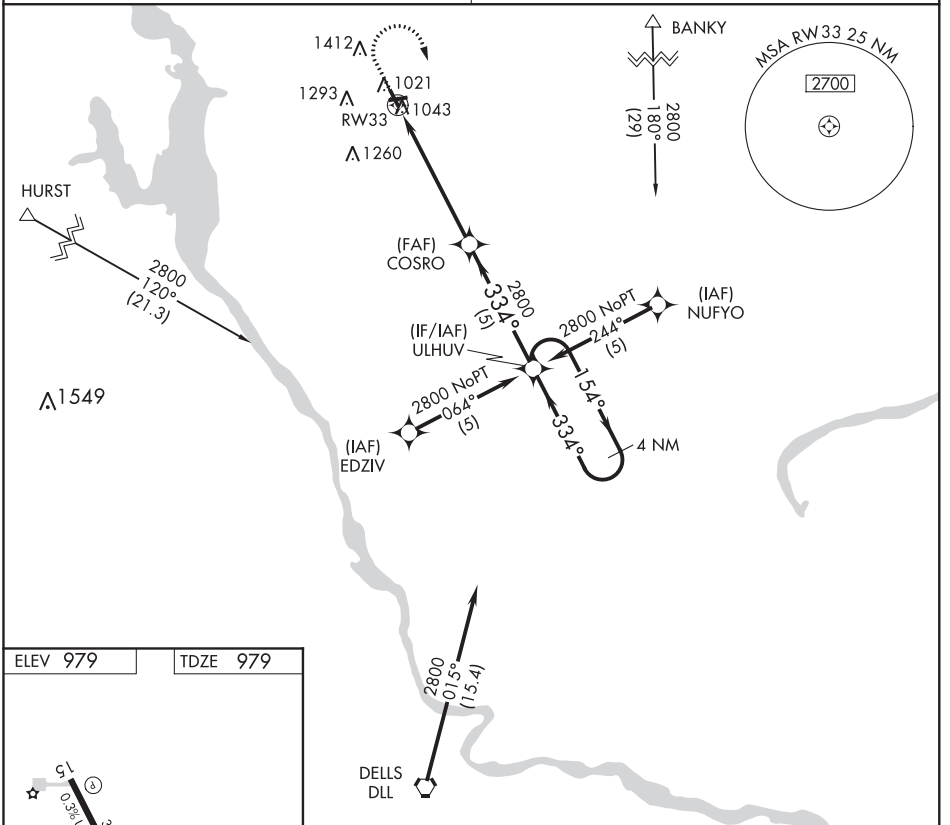
APP CRS 334°	Rwy Idg 3398
	TDZE 979
	Apt Elev 979

RNAV (GPS) RWY 33
ADAMS COUNTY LEGION FIELD (63C)

NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling to Rwy 8/26 NA. DME/DME RNP-0.3 NA. Use Baraboo Wisconsin Dells altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct ULHUV WP and hold.

VOLK APP CON★ 135.25 244.875	CTAF 122.9
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CATEGORY	A	B	C	D
LNAV MDA	1500-1	521 (600-1)		NA
CIRCLING	1640-1 661 (700-1)	1760-1¼ 781 (800-1¼)		NA

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

ILS or LOC/DME RWY 3

GALESBURG MUNI (GBG)

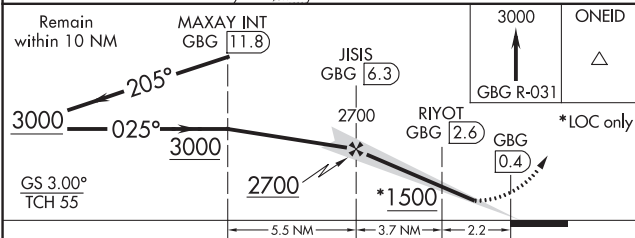
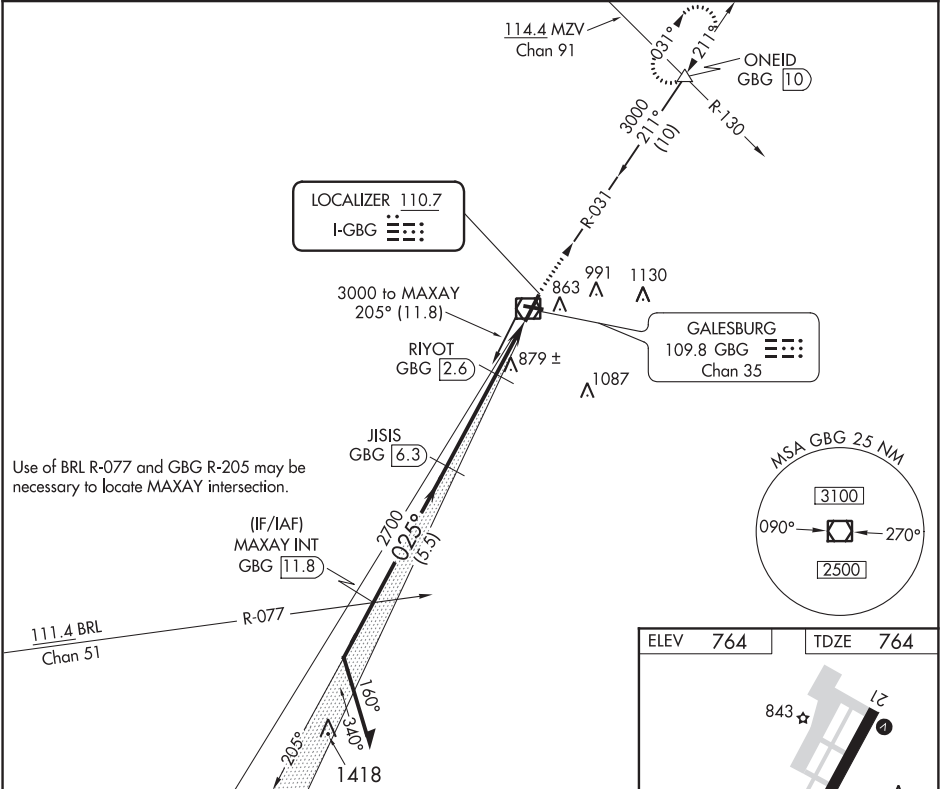
LOC I-GBG 110.7	APP CRS 025°	Rwy Idg TDZE Apt Elev	5792 764 764
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⚠ Circling to Rwy 10 NA at night. For inoperative MALSR, increase S-LOC 3 Cat C/D visibility to 1 $\frac{1}{8}$. For inoperative MALSR when using Macomb altimeter setting, increase S-ILS 3 all Cats visibility to $\frac{7}{8}$, increase S-LOC 3 Cat C/D visibility to 1 $\frac{1}{8}$. When local altimeter setting not received, use Macomb altimeter setting and increase all DA 71 feet, and all MDA 80 feet, increase S-LOC 3 Cat C/D to 1.

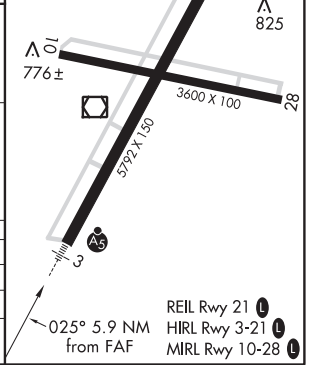
MALSR


MISSED APPROACH:
Climb to 3000 on GBG VOR/DME R-031 to ONEID INT/GBG 10 DME and hold.

AWOS-3 118.975	QUAD CITY APP CON * 133.275 257.8	CLNC DEL 120.7	UNICOM 123.0 (CTAF) 
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CATEGORY	A	B	C	D
S-ILS 3	964- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 3	1160- $\frac{1}{2}$	396 (400- $\frac{1}{2}$)	1160- $\frac{3}{4}$	396 (400- $\frac{3}{4}$)
CIRCLING	1220-1	456 (500-1)	1220- $\frac{1}{2}$	1340-2 576 (600-2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93629 W03A	APP CRS 025°	Rwy Idg TDZE Apt Elev	5792 764 764
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RNAV (GPS) RWY 3

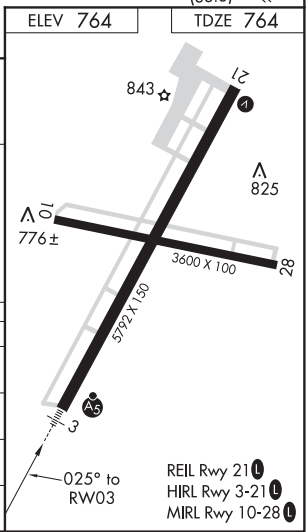
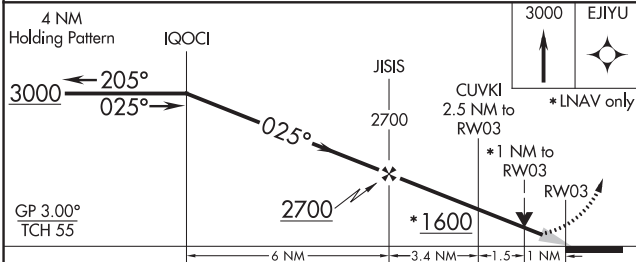
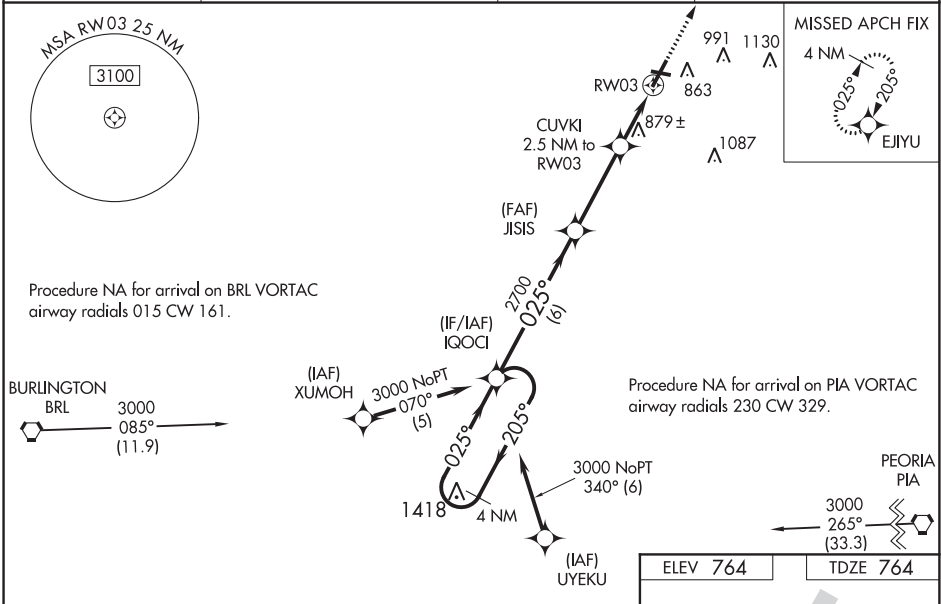
GALESBURG MUNI (GBG)

⚠ DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Macomb altimeter setting. When local altimeter setting not received, use Macomb altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LNAV/VNAV visibility to ¾ all Cats, increase LNAV Cat C/D visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). Circling to Rwy 10 NA at night. For inoperative MALSR, increase LNAV/VNAV visibility to 7/8 all Cats. For inoperative MALSR when using Macomb altimeter setting, increase LPV visibility to 7/8 all Cats, increase LNAV Cats C/D visibility to 1 3/8.

MALSR
A5

MISSED APPROACH:
Climb to 3000 direct EJIYU and hold.

AWOS-3 118.975	QUAD CITY APP CON * 133.275 257.8	CLNC DEL 120.7	UNICOM 123.0 (CTAF) 📞
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CATEGORY	A	B	C	D
LPV DA		964-1/2	200 (200-1/2)	
LNAV/VNAV DA		1060-1/2	296 (300-1/2)	
LNAV MDA	1140-1/2	376 (400-1/2)	1140-5/8	376 (400-5/8)
CIRCLING	1220-1	456 (500-1)	1220-1 1/2	1340-2
			456 (500-1 1/2)	576 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50428 W21A	APP CRS 205°	Rwy Idg TDZE Apt Elev	5792 764 764
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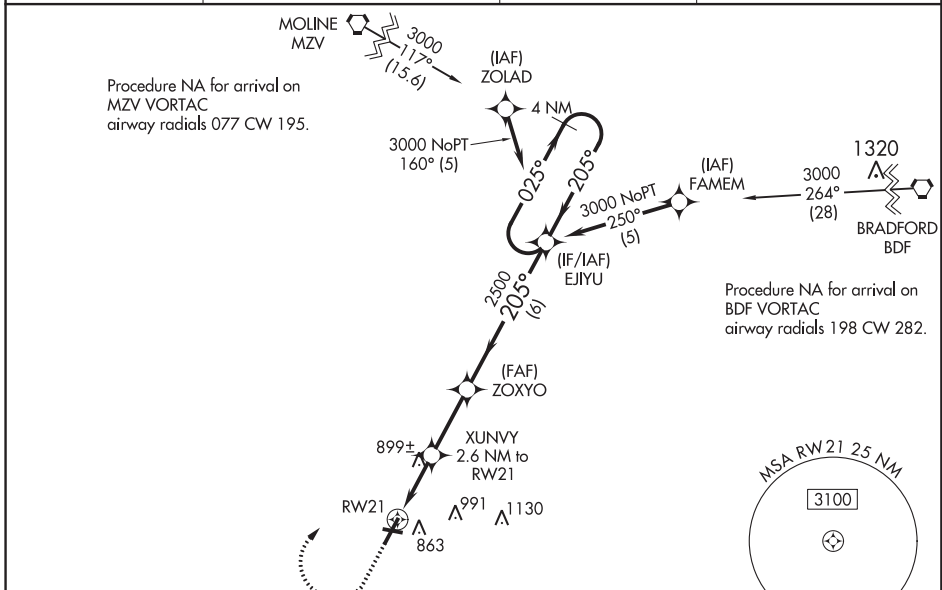
RNAV (GPS) RWY 21

GALESBURG MUNI (GBG)

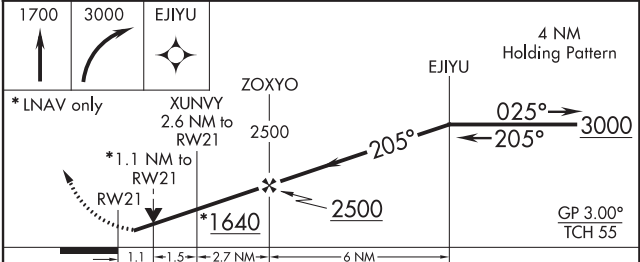
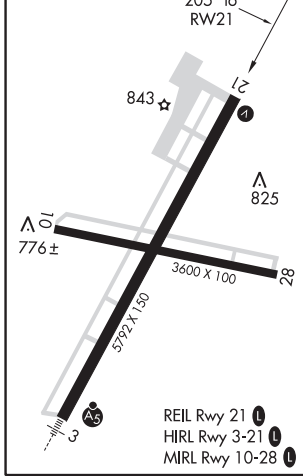
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Macomb altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). When local altimeter setting note received, use Macomb altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV visibility to 7/8 all Cats, increase LNAV/VNAV visibility to 1 1/4 all Cats, increase LNAV Cats C/D visibility to 1 3/8. Circling to Rwy 10 NA at night.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct EJYU and hold.

AWOS-3 118.975	QUAD CITY APP CON ★ 133.275 257.8	CLNC DEL 120.7	UNICOM 123.0 (CTAF) 0
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ELEV 764	TDZE 764
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CATEGORY	A	B	C	D
LPV DA		964-3/4	200 (200-3/4)	
LNAV/VNAV DA		1060-7/8	296 (300-7/8)	
LNAV MDA	1160-1	396 (400-1)	1160-1 1/8	396 (400-1 1/8)
CIRCLING	1220-1	456 (500-1)	1220-1 1/2 456 (500-1 1/2)	1340-2 576 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

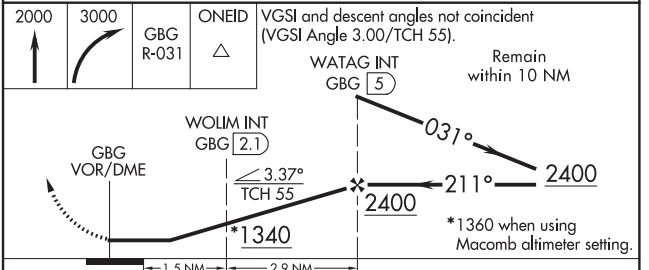
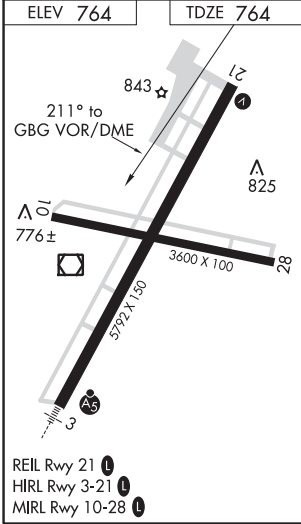
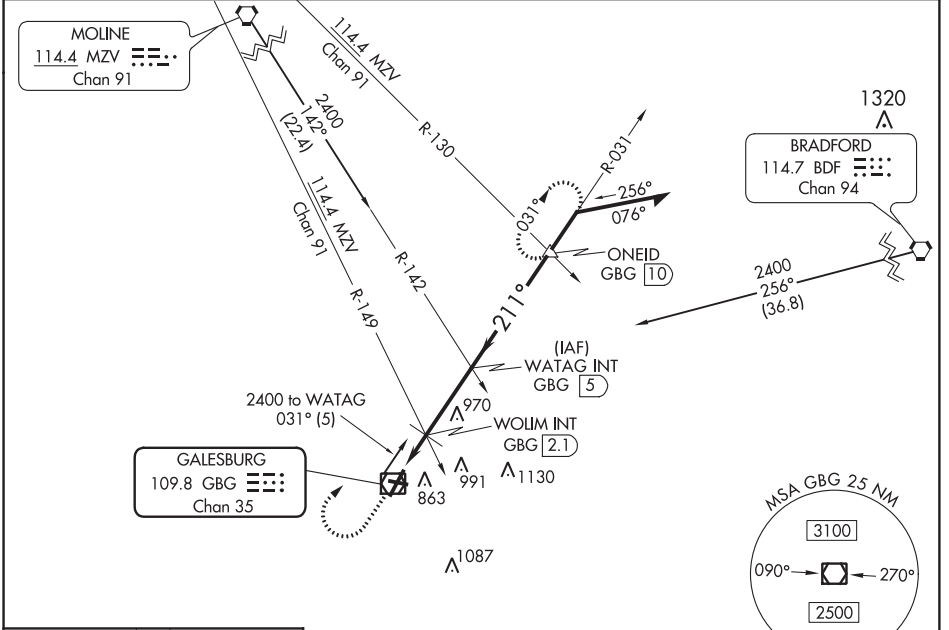
VOR/DME GBG 109.8 Chan 35	APP CRS 211°	Rwy Idg TDZE Apt Elev	5792 764 764
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VOR RWY 21
GALESBURG MUNI (GBG)

⚠ Visibility reduction by helicopters NA. Circling to Rwy 10 NA at night. When local altimeter setting not received, use Macomb altimeter setting and increase all MDA 80 feet, increase S-21 Cats C/D and Circling Cat C visibility to 1½, increase WOLJM fix minimums S-21 Cats C/D visibility to 1½.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 on GBG VOR/DME R-031 to ONEID INT/GBG 10 DME and hold.

AWOS-3 118.975	QUAD CITY APP CON * 133.275 257.8	CLNC DEL 120.7	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-21	1340-1	576 (600-1)	1340-1½	576 (600-1½)
CIRCLING	1340-1	576 (600-1)	1340-1½ 576 (600-1½)	1340-2 576 (600-2)
WOLJM FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-21	1220-1	456 (500-1)	1220-1½	456 (500-1½)
CIRCLING	1220-1	456 (500-1)	1220-1½ 456 (500-1½)	1340-2 576 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

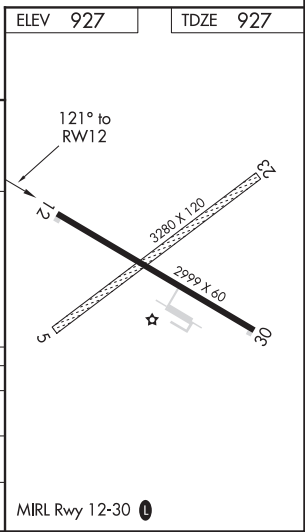
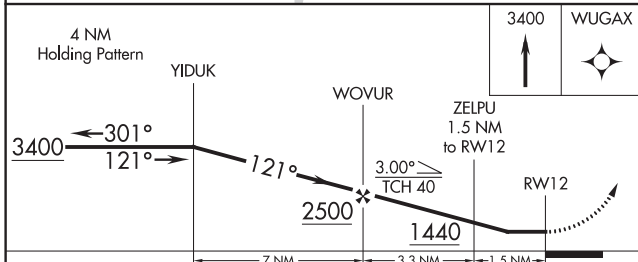
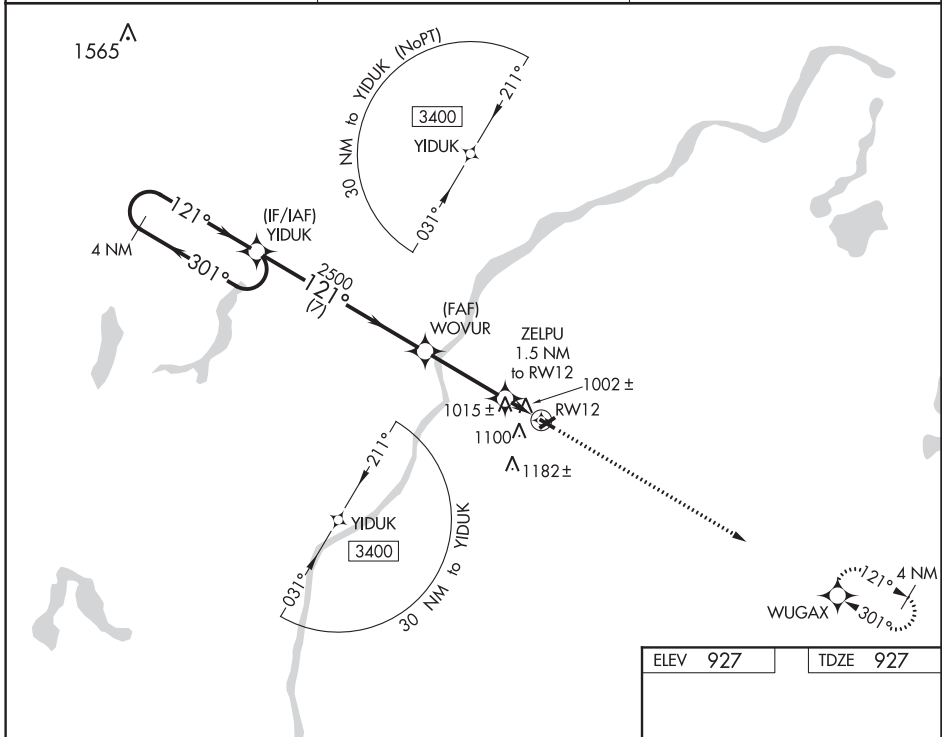
WAAS CH 70533 W12A	APP CRS 121°	Rwy Idg 2999 TDZE 927 Apt Elev 927
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RNAV (GPS) RWY 12

GRANTSBURG MUNI (GTG)

<p>▽ NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Rush City altimeter setting; when not received, use Siren altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3400 direct WUGAX and hold.</p>
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RUSH CITY REGIONAL AWOS-3 118.8	MINNEAPOLIS CENTER 121.05 397.9	CTAF 122.9 0
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CATEGORY	A	B	C	D
LP MDA	1300-1 373 (400-1)			NA
LNVA MDA	1320-1	393 (400-1)	1320-1 $\frac{1}{8}$ 393 (400-1 $\frac{1}{8}$)	NA
C CIRCLING	1480-1 553 (600-1)	1580-1 653 (700-1)	1580-1 $\frac{3}{4}$ 653 (700-1 $\frac{3}{4}$)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

GRANTSBURG, WISCONSIN

AL-6605 (FAA)

15092

WAAS CH 49033 W30A	APP CRS 301°	Rwy Idg TDZE Apt Elev	2999 927 927
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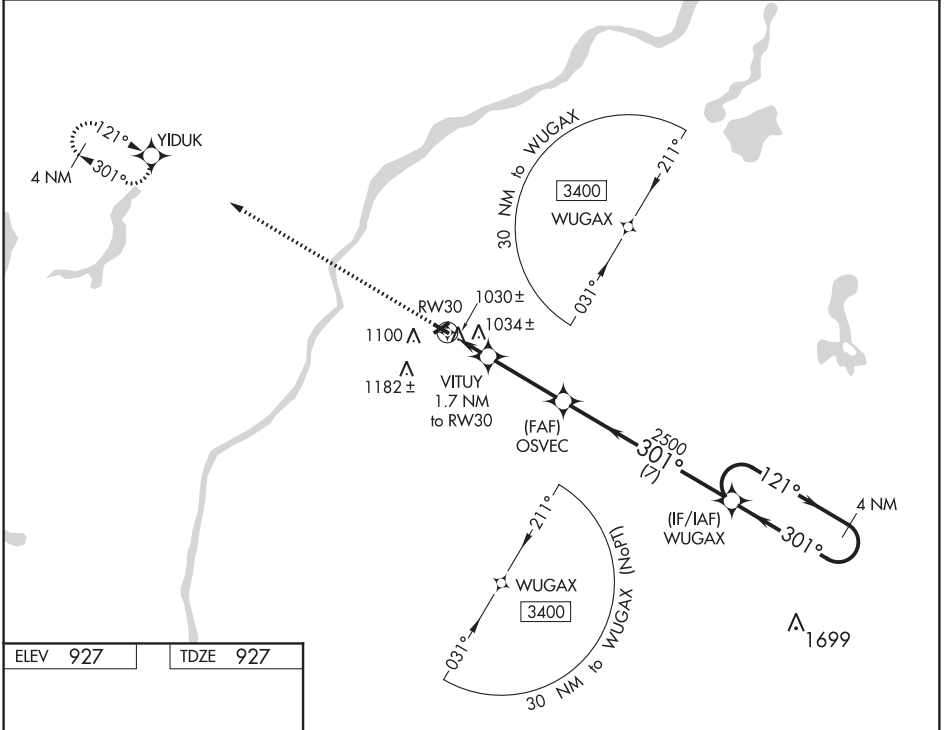
RNAV (GPS) RWY 30

GRANTSBURG MUNI (GTG)

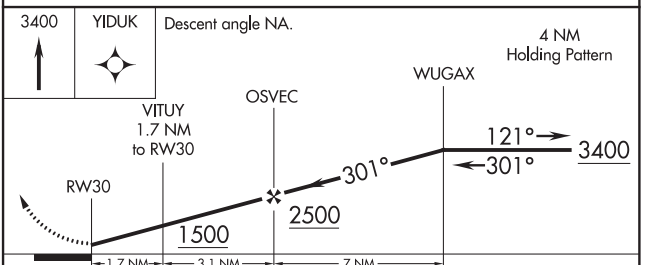
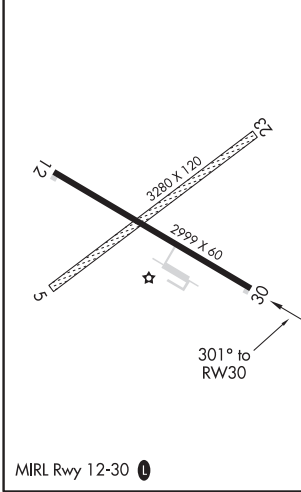
NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Rush City altimeter setting; when not received, use Siren altimeter setting.

MISSED APPROACH: Climb to 3400 direct YIDUK and hold.

RUSH CITY REGIONAL AWOS-3 118.8	MINNEAPOLIS CENTER 121.05 397.9	CTAF 122.9 0
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ELEV 927	TDZE 927
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CATEGORY	A	B	C	D
LP MDA	1320-1	393 (400-1)	1320-1 $\frac{1}{8}$ 393 (400-1 $\frac{1}{8}$)	NA
LNAV MDA	1340-1	413 (500-1)	1340-1 $\frac{1}{8}$ 413 (500-1 $\frac{1}{8}$)	NA
C CIRCLING	1480-1 553 (600-1)	1580-1 653 (700-1)	1580-1 $\frac{3}{4}$ 653 (700-1 $\frac{3}{4}$)	NA

GRANTSBURG, WISCONSIN
Orig-A 02APR15

45°48'N-92°40'W

GRANTSBURG MUNI (GTG) RNAV (GPS) RWY 30

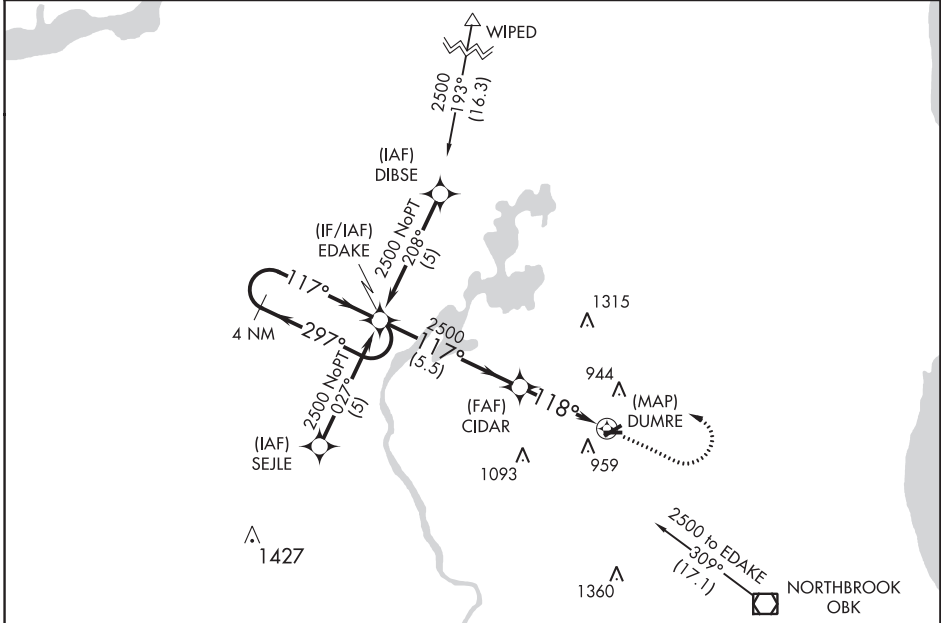
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS)-B
CAMPBELL (C81)

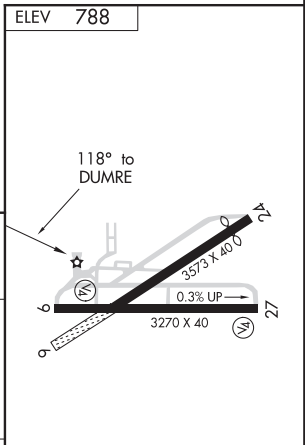
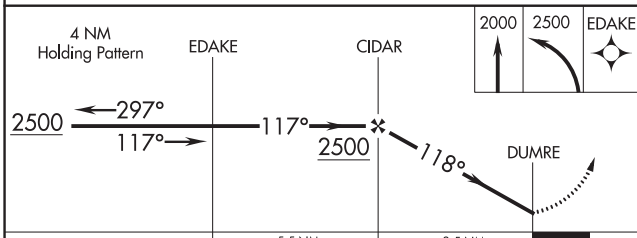
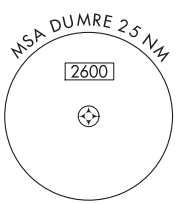
APP CRS	Rwy Idg	N/A
118°	TDZE	N/A
	Apt Elev	788

<p>▼ Use Chicago O'Hare altimeter setting. ▲ NA GPS or RNP-0.3 Required. DME/DME-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 2000, then climbing left turn to 2500 direct EDAKE WP and hold.</p>
<p>CHICAGO APP CON 120.55 306.925</p>	<p>UNICOM 122.7 (CTAF)</p>



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



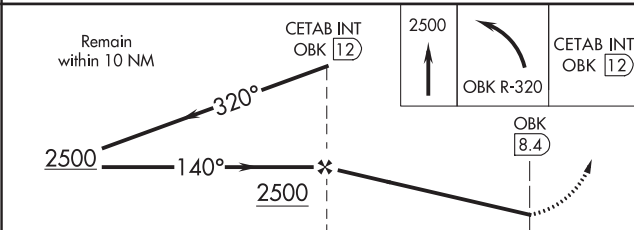
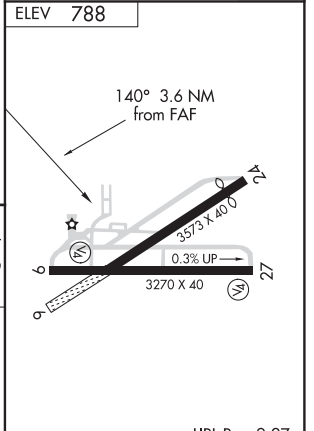
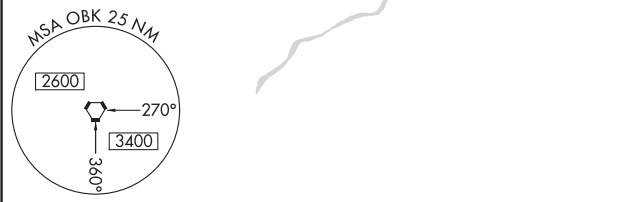
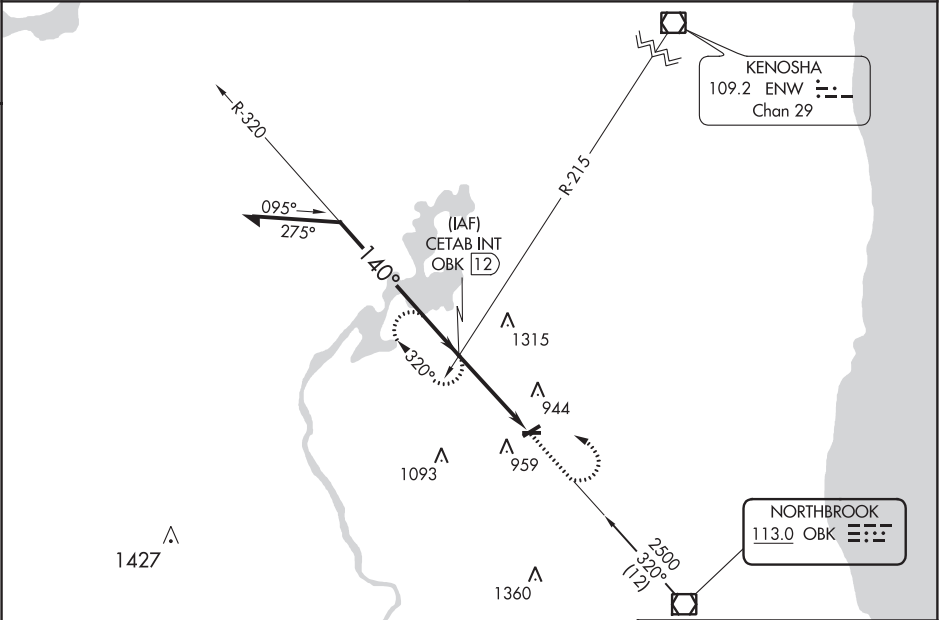
CATEGORY	A	B	C	D
CIRCLING	1380-1 592 (600-1)		1380-1½ 592 (600-1½)	NA

LRL Rwy 9-27

VOR/DME OBK 113.0 Chan 77	APP CRS 140°	Rwy Idg TDZE Apt Elev	N/A N/A 788
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VOR-A
CAMPBELL (C81)

  NA Use Chicago O'Hare altimeter setting.	MISSED APPROACH: Climb to 2500 then left turn via OBK R-320 to CETAB Int/12 DME and hold.
CHICAGO APP CON 120.55 306.925	UNICOM 122.7 (CTAF)



CATEGORY	A	B	C	D	FAF to MAP 3.6 NM						
	1500-1	712 (800-1)	1500-2	712 (800-2)	NA	Knots	60	90	120	150	180
CIRCLING						Min:Sec	3:36	2:24	1:48	1:26	1:12

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

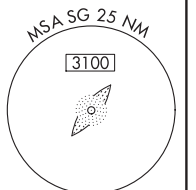
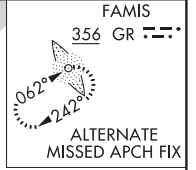
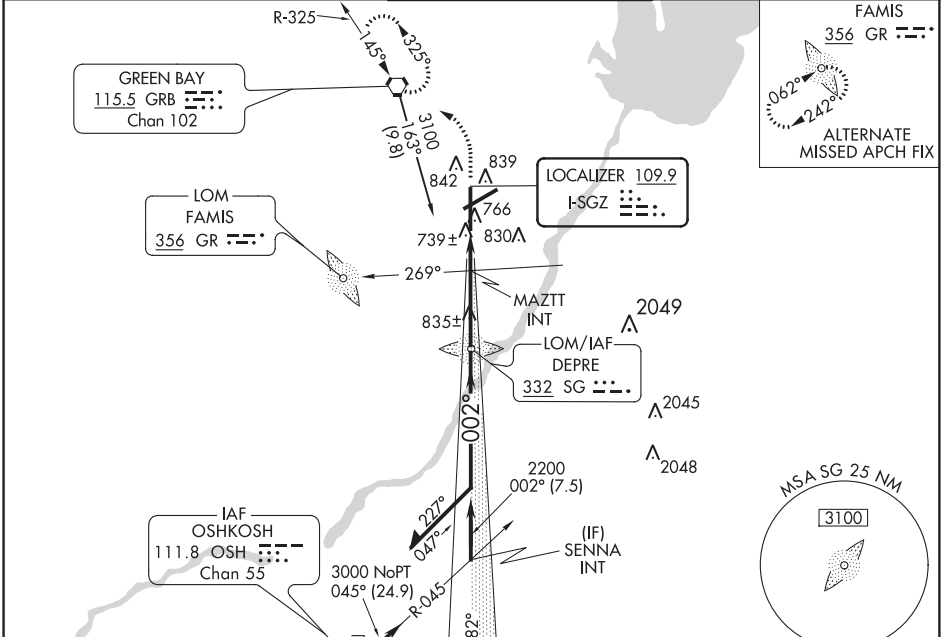
LOC I-SGZ 109.9	APP CRS 002°	Rwy Idg 8201	TDZE 684
		Apt Elev 695	

ILS or LOC RWY 36

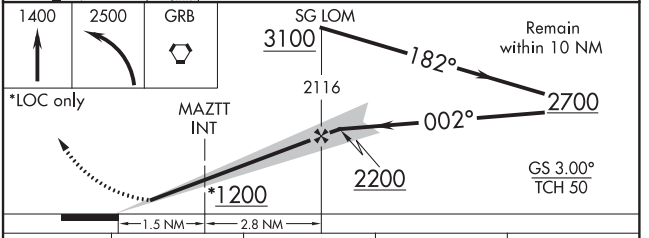
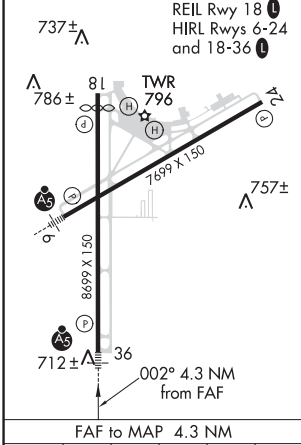
AUSTIN STRAUBEL INTL (GRB)

<p>NA For inoperative MALSR, increase S-LOC 36 MAZTT fix minimums Cat D visibility to RVR 5000.</p> <p>ASR ** RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 direct GRB VORTAC and hold.</p>
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ATIS 124.1	GREEN BAY APP CON * 119.4 338.2	GREEN BAY TOWER * 118.7 (CTAF) 257.8	GND CON 121.9	CINC DEL 121.75
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ELEV 695	TDZE 684
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CATEGORY	A	B	C	D
S-ILS 36	**884/24 200 (200-½)			
S-LOC 36	1200/24	516 (600-½)	1200/50 516 (600-1)	1200/60 516 (600-1½)
CIRCLING	1200-1	505 (600-1)	1200-1½ 505 (600-1½)	1260-2 565 (600-2)
MAZTT FIX MINIMUMS				
S-LOC 36	980/24 296 (300-½)			980/40 296 (300-¾)
CIRCLING	1200-1	505 (600-1)	1200-1½ 505 (600-1½)	1260-2 565 (600-2)

GREEN BAY, WISCONSIN
Amdt 9 24SEP09

44°29'N-88°08'W

AUSTIN STRAUBEL INTL (GRB)

ILS or LOC RWY 36

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42802 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	8201 695 695
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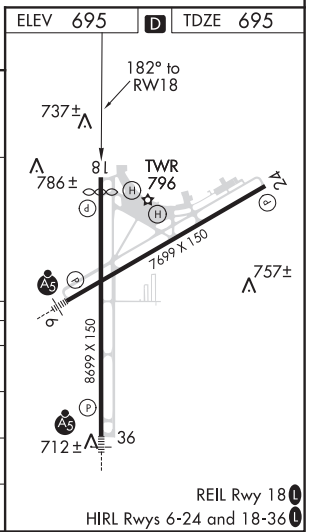
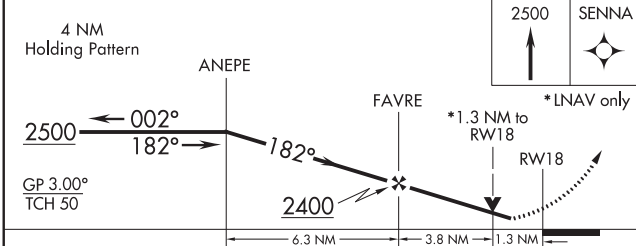
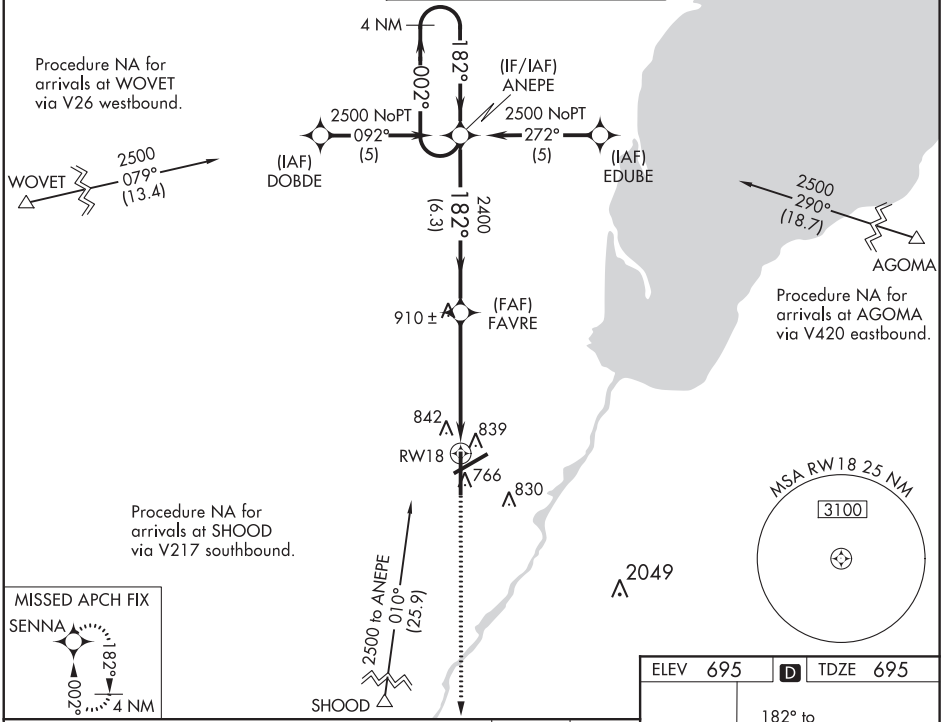
RNAV (GPS) RWY 18

AUSTIN STRAUBEL INTL (G.R.B)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (117° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct SENNA and hold.

ATIS 124.1	GREEN BAY APP CON* 119.4 338.2	GREEN BAY TOWER* 118.7 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.75
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CATEGORY	A	B	C	D
LPV DA	979-1 284 (300-1)			
LNAV/VNAV DA	1187-1¾ 492 (500-1¾)			
LNAV MDA	1160-1 465 (500-1)	1160-1¼ 465 (500-1¼)		1160-1½ 465 (500-1½)
CIRCLING	1200-1 505 (600-1)	1200-1½ 505 (600-1½)		1260-2 565 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99515 W24A	APP CRS 242°	Rwy Idg TDZE Apt Elev	7699 681 695
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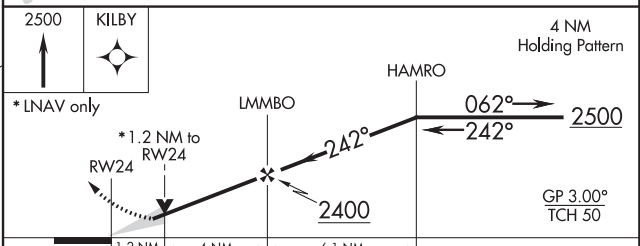
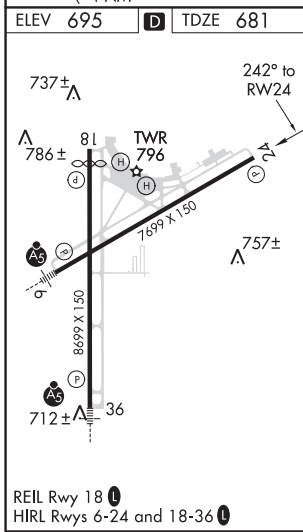
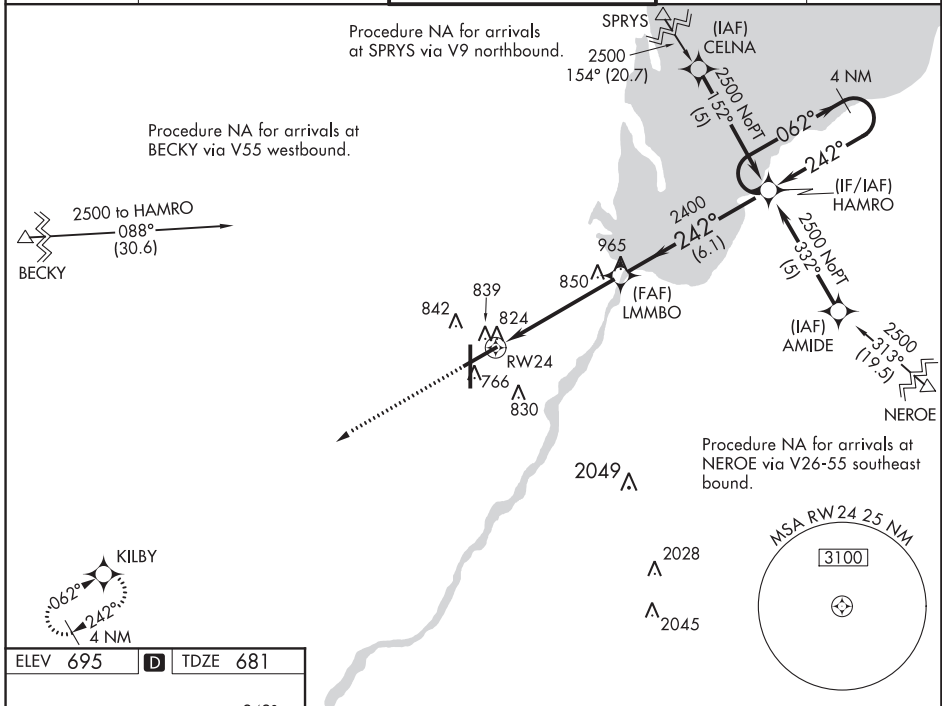
RNAV (GPS) RWY 24

AUSTIN STRAUBEL INTL (GRB)

ASR 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.

MISSED APPROACH: Climb to 2500 direct KILBY and hold.

ATIS 124.1	GREEN BAY APP CON * 119.4 338.2	GREEN BAY TOWER * 118.7 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.75
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CATEGORY	A	B	C	D
LPV DA	970-1		289 (300-1)	
LNAV/VNAV DA	1143-1½		462 (500-1½)	
LNAV MDA	1100-1	419 (500-1)	1100-1¼	419 (500-1¼)
CIRCLING	1200-1	505 (600-1)	1200-1½ 505 (600-1½)	1260-2 565 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

GREEN BAY, WISCONSIN

AL-873 (FAA)

16315

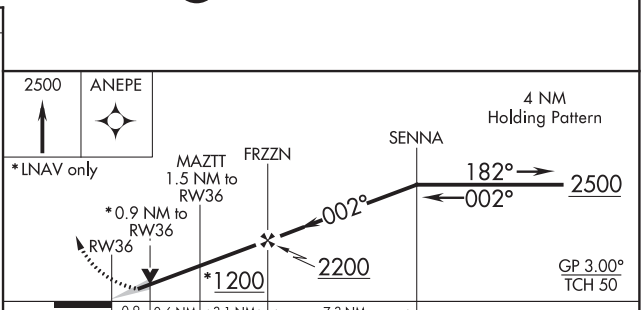
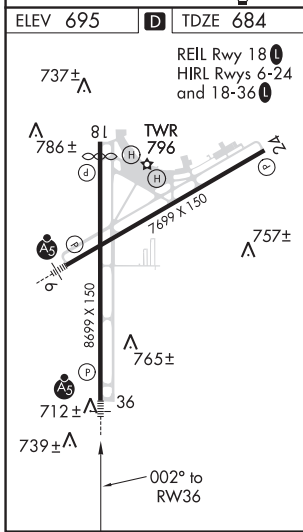
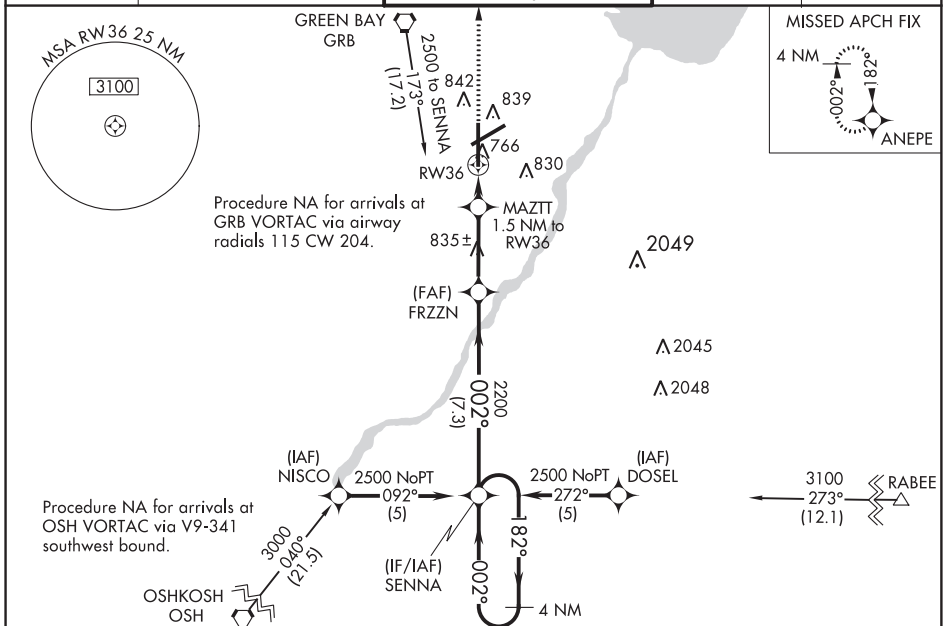
WAAS CH 42902 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	8201 684 695
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RNAV (GPS) RWY 36

AUSTIN STRAUBEL INTL (GRB)

ASR	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. Inoperative table does not apply to LNAV Cat D.	MALSR	MISSED APPROACH: Climb to 2500 direct ANEPE and hold.

ATIS 124.1	GREEN BAY APP CON* 119.4 338.2	GREEN BAY TOWER* 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.75
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CATEGORY	A	B	C	D
LPV DA	884/24 200 (200-½)			
LNAV/VNAV DA	1097/50 413 (500-1)			
LNAV MDA	1020/24 336 (400-½)		1020/50 336 (400-1)	
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½) 1260-2 565 (600-2)	

GREEN BAY, WISCONSIN
Amdt 3 24SEP09

44°29'N-88°08'W

AUSTIN STRAUBEL INTL (GRB) RNAV (GPS) RWY 36

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-GRB 109.5 Chan 32	APP CRS 242°	Rwy ldg TDZE Apt Elev	7699 681 695
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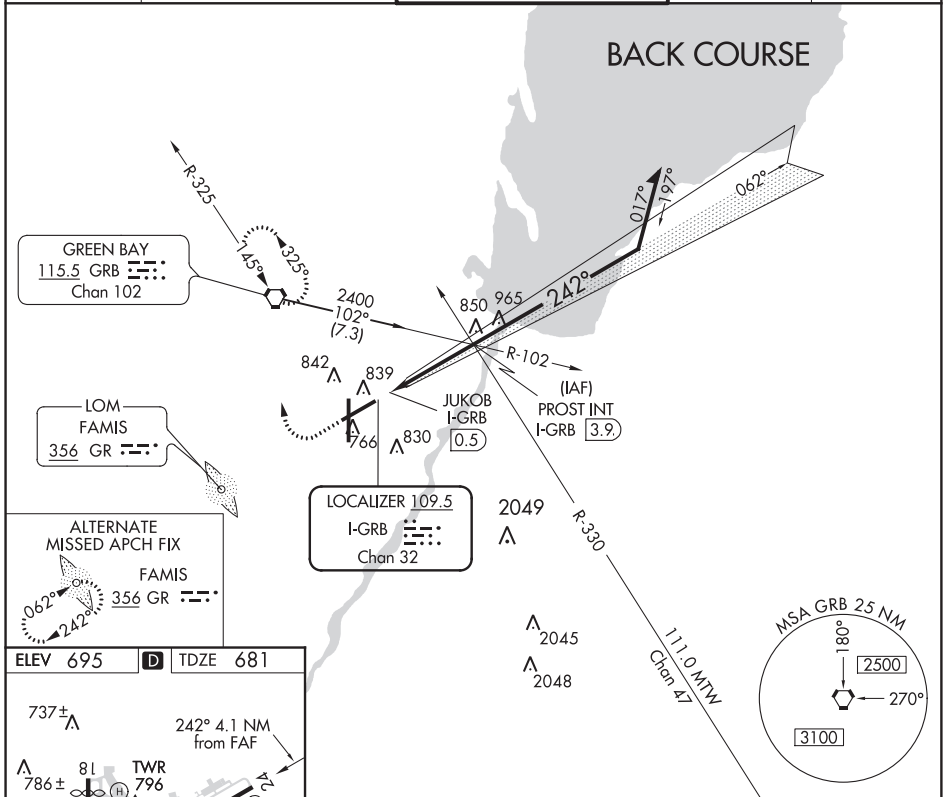
LOC BC RWY 24

AUSTIN STRAUBEL INTL (GRB)

ASR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct GRB VORTAC and hold.

ATIS 124.1	GREEN BAY APP CON* 119.4 338.2	GREEN BAY TOWER* 118.7 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.75
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CATEGORY	A	B	C	D
S-24	1100-1 419 (500-1)		1100-1½ 419 (500-1½)	
CIRCLING	1200-1 505 (600-1)		1200-1½ 505 (600-1½)	1260-2 565 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

GREEN BAY, WISCONSIN

AL-873 (FAA)

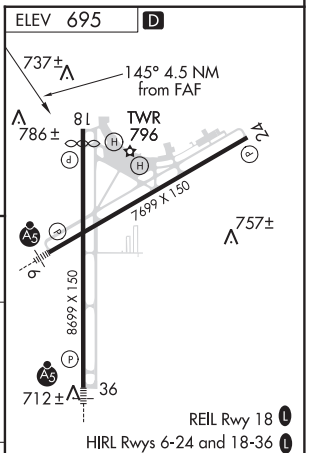
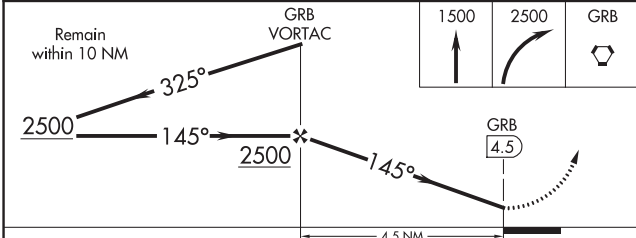
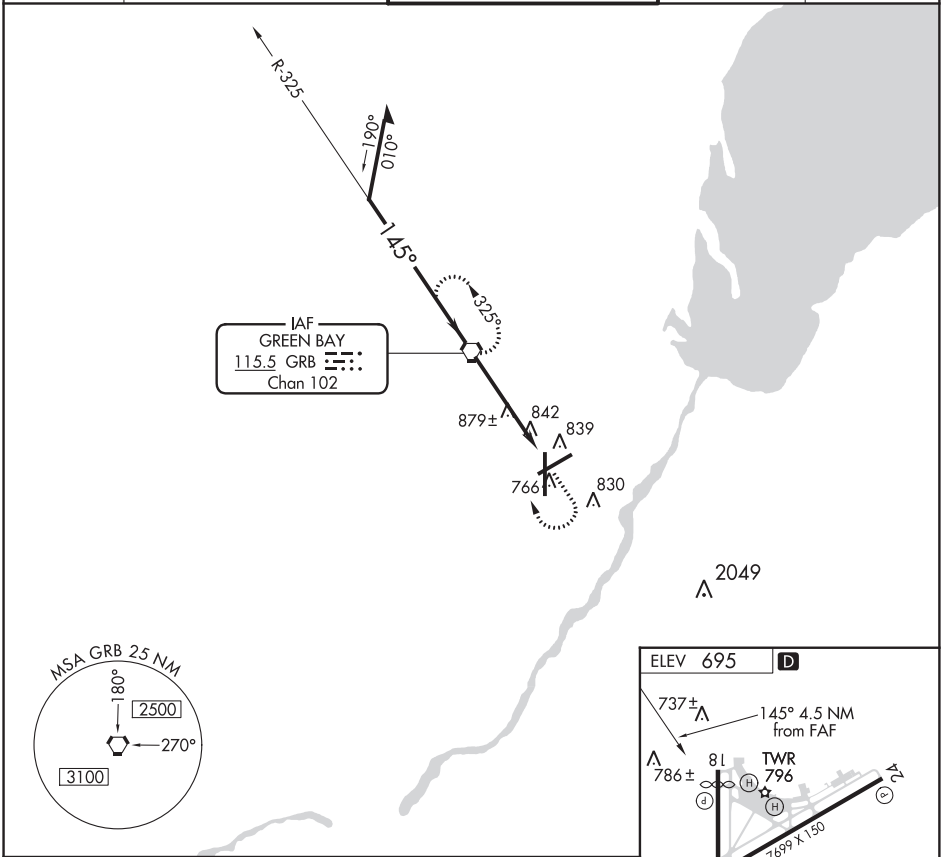
16315

VORTAC GRB 115.5 Chan 102	APP CRS 145°	Rwy Idg TDZE Arprt Elev	N/A N/A 695
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VOR-A
AUSTIN STRAUBEL INTL (GRB)

ASR MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct GRB VORTAC and hold.

ATIS 124.1	GREEN BAY APP CON★ 119.4 338.2	GREEN BAY TOWER★ 118.7 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.75
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CATEGORY	A	B	C	D	FAF to MAP 4.5 NM					
CIRCLING	1200-1	505 (600-1)	1200-1½ 505 (600-1½)	1260-2 565 (600-2)	Knots	60	90	120	150	180
					Min:Sec	4:30	3:00	2:15	1:48	1:30

GREEN BAY, WISCONSIN
Orig-A 03JUL08

44°29'N-88°08'W

AUSTIN STRAUBEL INTL (GRB)
VOR-A

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69638 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	4002 541 541
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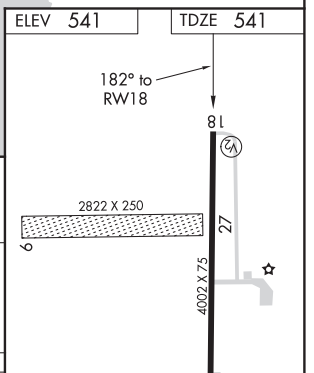
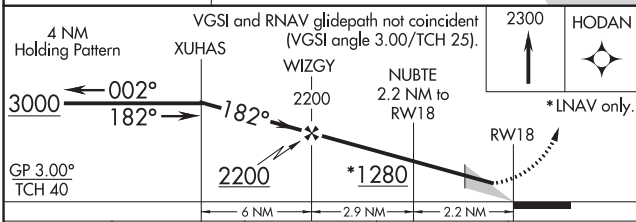
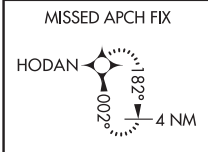
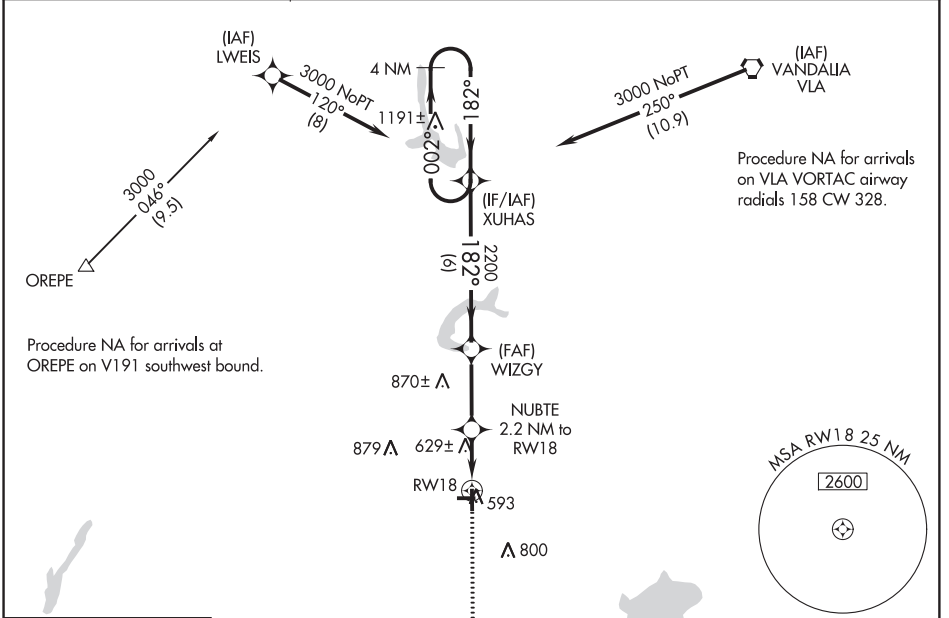
RNAV (GPS) RWY 18

GREENVILLE (G.R.E.)

NA Circling NA to Rwys 9 and 27. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Salem altimeter setting, when not received, use Centralia altimeter setting.

MISSED APPROACH: Climb to 2300 direct HODAN and hold.

AWOS-A 123.05	SALEM AWOS-3 118.525	UNICOM 123.05 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA		848-1	307 (400-1)	
LNAV/VNAV DA		848-1	307 (400-1)	
LNAV MDA	940-1	399 (400-1)	940-1 1/8	399 (400-1 1/8)
C CIRCLING	980-1 439 (500-1)	1000-1 459 (500-1)	1220-2 679 (700-2)	1240-2 1/4 699 (700-2 1/4)

REIL Rwy 18 and 36
MIRL Rwy 18-36 **1**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 73038 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	4002 540 541
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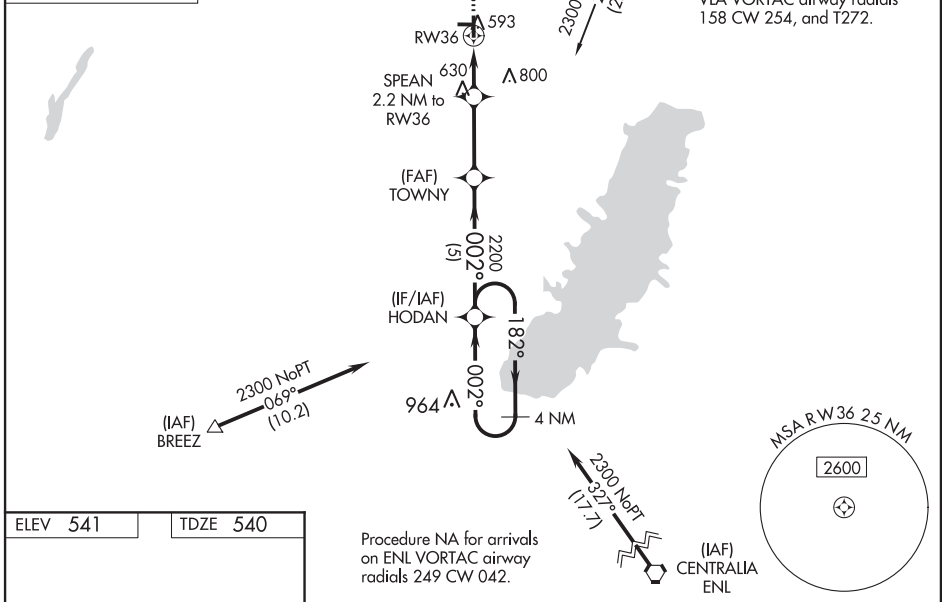
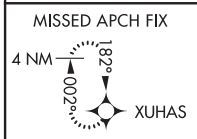
RNAV (GPS) RWY 36

GREENVILLE (G.R.E)

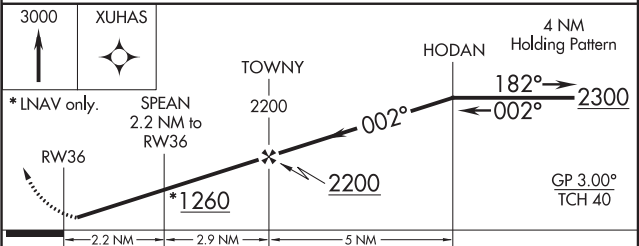
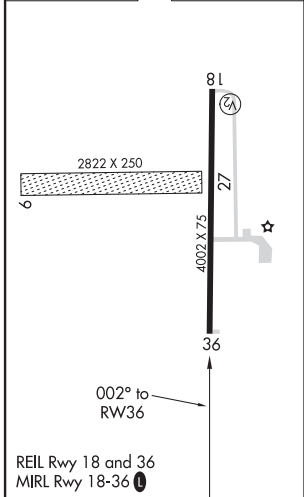
NA Circling NA to Rwys 9 and 27. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Use Salem altimeter setting; when not received, use Centralia altimeter setting.

MISSED APPROACH: Climb to 3000 direct XUHAS and hold.

AWOS-A 123.05	SALEM AWOS-3 118.525	UNICOM 123.05 (CTAF) 0
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ELEV 541	TDZE 540
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CATEGORY	A	B	C	D
LPV DA		853-1 1/8	313 (400-1 1/8)	
LNAV/VNAV DA		847-1	307 (400-1)	
LNAV MDA	940-1	400 (400-1)	940-1 1/8	400 (400-1 1/8)
C CIRCLING	980-1 439 (500-1)	1000-1 459 (500-1)	1220-2 679 (700-2)	1240-2 1/4 699 (700-2 1/4)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

GREENVILLE, ILLINOIS

AL-5503 (FAA)

16203

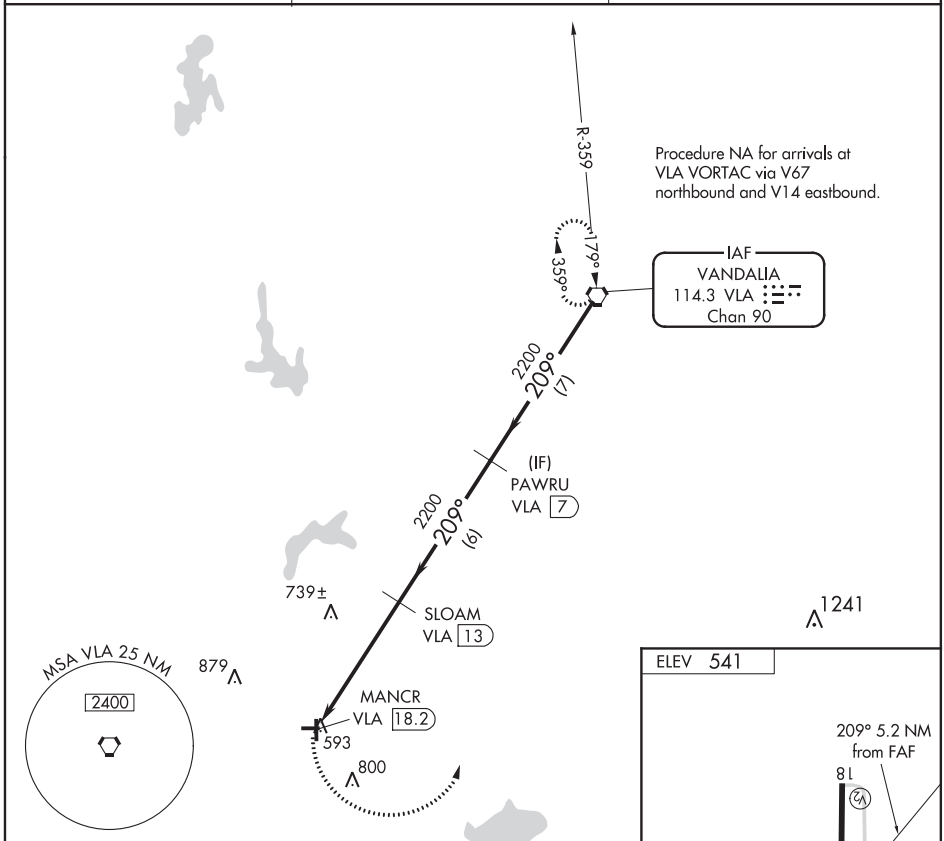
VORTAC VLA 114.3 Chan 90	APP CRS 209°	Rwy Idg TDZE Apt Elev	N/A N/A 541
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VOR/DME-A
GREENVILLE (GR)E

▼ **NA** Use Salem-Leckrone altimeter setting. When not received, use Centralia altimeter setting.

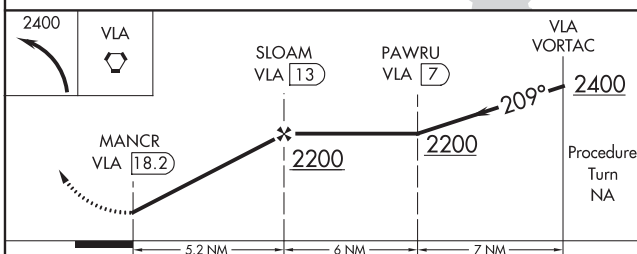
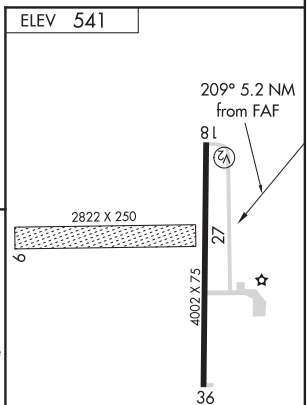
MISSED APPROACH: Climbing left turn to 2400 direct VLA VORTAC and hold.

AWOS-A 123.05	SALEM AWOS-3 118.525	UNICOM 123.05 (CTAF) U
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Procedure NA for arrivals at VLA VORTAC via V67 northbound and V14 eastbound.

IAF
VANDALIA
114.3 VLA
Chan 90



CATEGORY	A	B	C	D
CIRCLING	1060-1	519 (600-1)	1060-1½ 519 (600-1½)	1220-2¼ 679 (700-2¼)

REIL Rwy 18 and 36
MIRL Rwy 18-36 **U**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

GREENVILLE, ILLINOIS
Amdt 3 11MAR10

38°50'N-89°23'W

GREENVILLE (GR)E
VOR/DME-A

RNAV (GPS)-B GALT FIELD (10C)

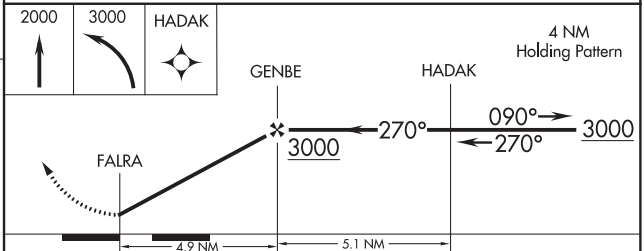
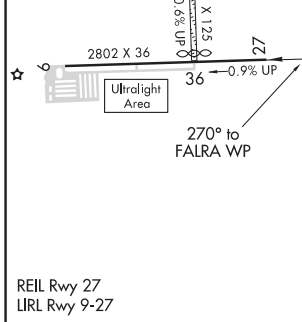
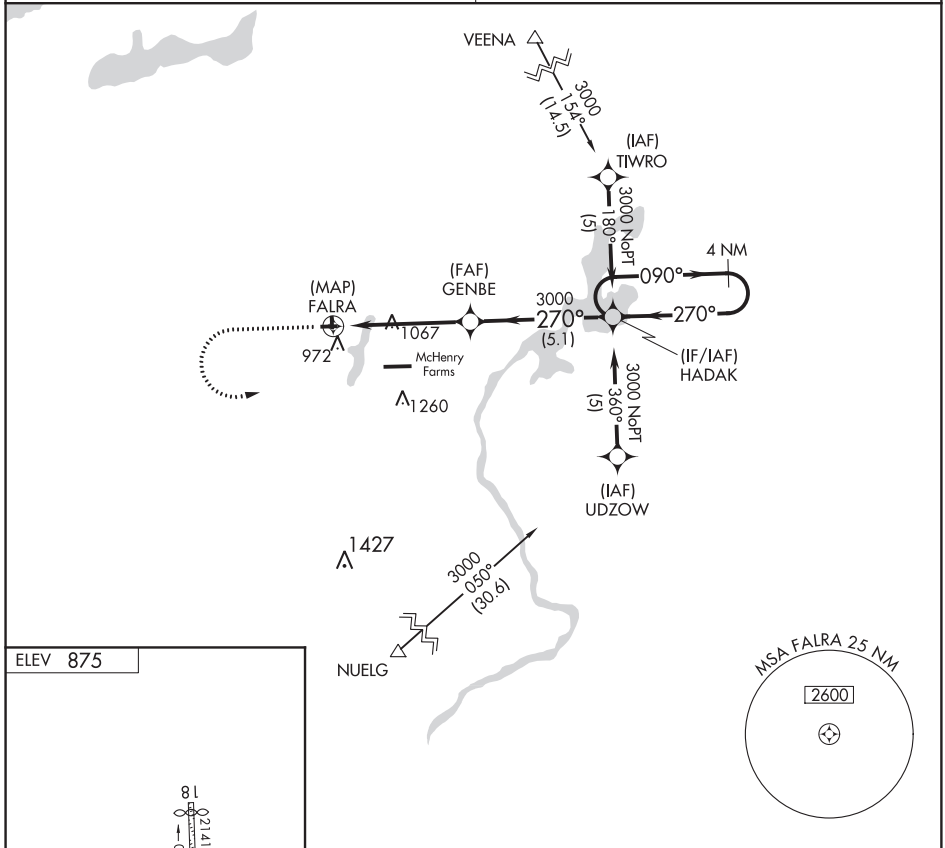
APP CRS 270°	Rwy Idg TDZE Apt Elev	N/A N/A 875
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▼ Use Waukegan Rgnl altimeter setting.
▲ NA GPS or RNP-0.3 Required.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HADAK WP and hold.

CHICAGO APP CON
120.55 306.925

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1480-1	605 (700-1)	1480-1 ³ / ₄ 605 (700-1 ³ / ₄)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

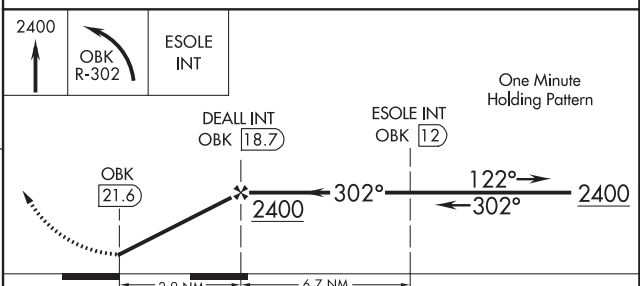
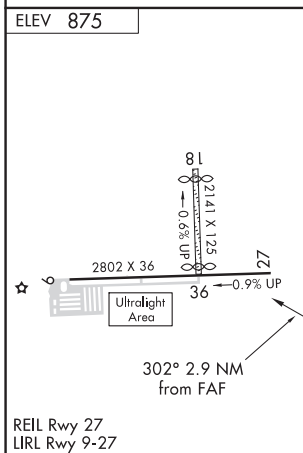
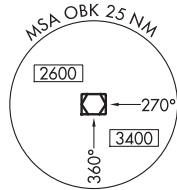
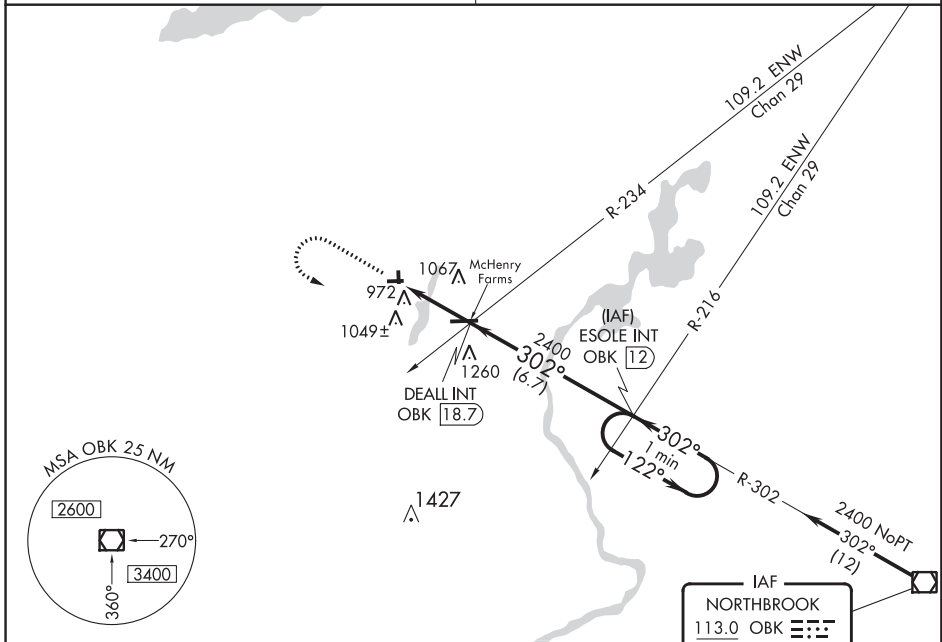
GREENWOOD/WONDER LAKE, ILLINOIS

AL-6106 (FAA)

VOR/DME OBK 113.0 Chan 77	APP CRS 302°	Rwy Idg TDZE Apt Elev N/A N/A 875
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VOR-A
GALT FIELD (10C)

<p>▼ Use Waukegan Rgnl altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 2400, then left turn via OBK R-302 to ESOLE INT/12 DME and hold.</p>
<p>CHICAGO APP CON 120.55 306.925</p>	<p>UNICOM 122.8 (CTAF)</p>



FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58
CATEGORY	A	B	C	D	
CIRCLING	1440-1 565 (600-1)	1440-1¼ 565 (600-1¼)	1440-1½ 565 (600-1½)	NA	

GREENWOOD/WONDER LAKE, ILLINOIS
Amdt 10 14037

42°24'N-88°23'W

GALT FIELD (10C)
VOR-A

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63119 W06A	APP CRS 063°	Rwy Idg TDZE Apt Elev	5013 394 398
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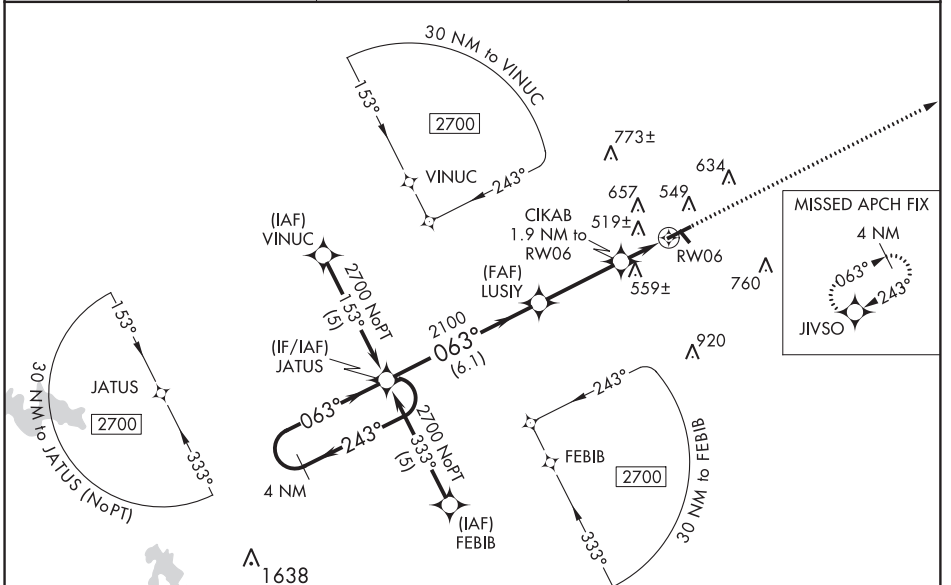
RNAV (GPS) RWY 6

HARRISBURG-RALEIGH (HSB)

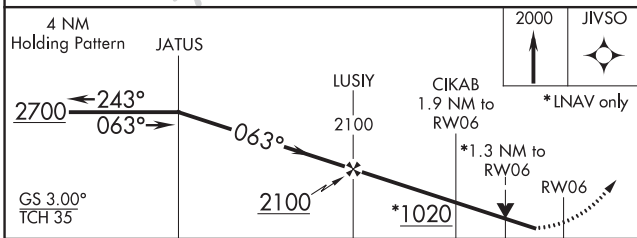
⚠ Baro-VNAV NA when using Williamson County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamson County Rgnl altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ mile. VDP NA with Williamson County Rgnl altimeter setting.

MISSED APPROACH:
Climb to 2000 direct JIVSO and hold.

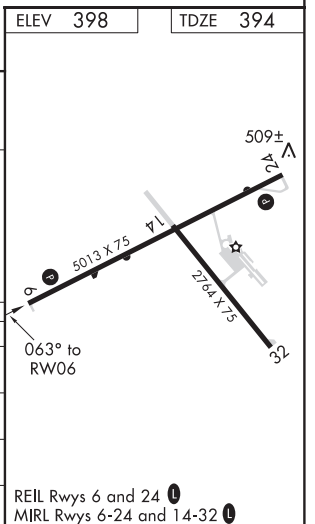
AWOS-3 135.925	KANSAS CITY CENTER 127.47 346.27	UNICOM 122.8 (CTAF) 0
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ELEV 398	TDZE 394
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CATEGORY	A	B	C	D
LPV DA		682-1	288 (300-1)	
LNAV/VNAV DA		958-2	564 (600-2)	
LNAV MDA	820-1	426 (500-1)	820-1¼	426 (500-1¼)
CIRCLING	880-1 482 (500-1)	1020-1 622 (700-1)	1020-1¾ 622 (700-1¾)	1020-2 622 (700-2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77926 W11A	APP CRS 113°	Rwy Idg TDZE 1054 Apt Elev 1069	3000
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RNAV (GPS) RWY 11

HARTFORD MUNI (HXF)

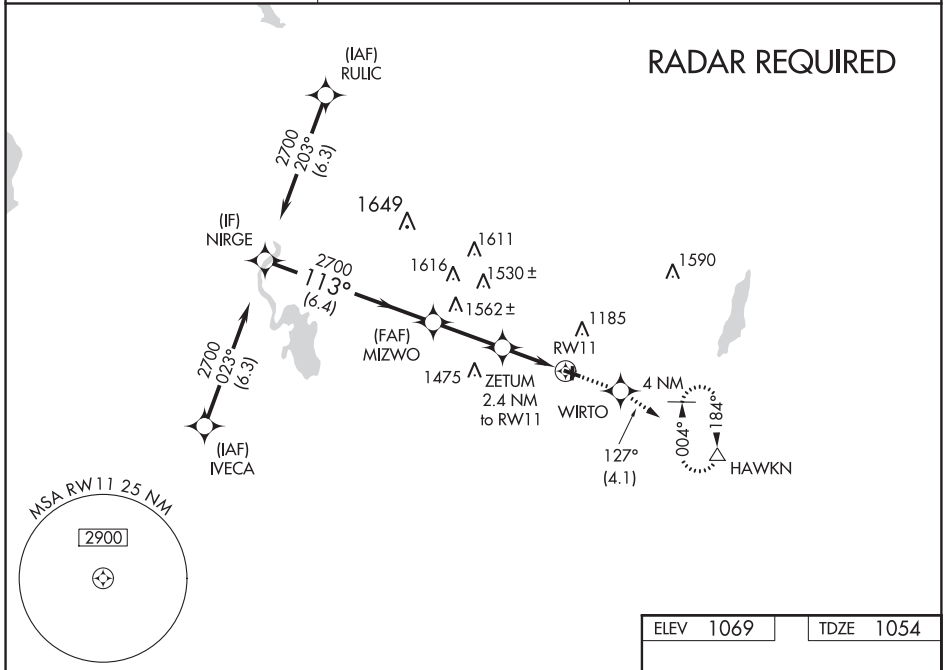
NA DME/DME RNP-0.3 NA. Circling to Rwy 29 NA at night. Visibility reduction by helicopters NA. Use West Bend altimeter setting, when not received, use General Mitchell Intl altimeter setting and increase all DA 69 feet, all MDA 80 feet and increase LPV and LNAV/VNAV all Cats visibility 1/4 mile. Baro-VNAV NA.

MISSED APPROACH: Climb to 3000 direct WIRTO and on track 127° to HAWKN and hold.

WEST BEND AWOS-3
120.0

MILWAUKEE APP CON
125.35 307.0

UNICOM
123.0 (CTAF)



			ELEV 1069	TDZE 1054
			3000	WIRTO
			tr 127°	HAWKN
			*LNAV only.	
			*1840	
			ZETUM 2.4 NM to RW11	
			RW11	
			113° to RW11	
			3000 X 75	
			2250 X 196	
			1.65 UP	
			81	
			36	
			29	
			MIRL Rwy 11-29	
CATEGORY	A	B	C	D
LPV DA	1358-1	304 (300-1)		NA
LNAV/VNAV DA	1358-1	304 (300-1)		NA
LNAV MDA	1540-1	486 (500-1)		NA
CIRCLING	1540-1 471 (500-1)	1600-1 531 (600-1)		NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

HARTFORD, WISCONSIN

AL-6088 (FAA)

15092

WAAS CH 58226 W29A	APP CRS 293°	Rwy ldg TDZE Apt Elev	3000 1054 1069
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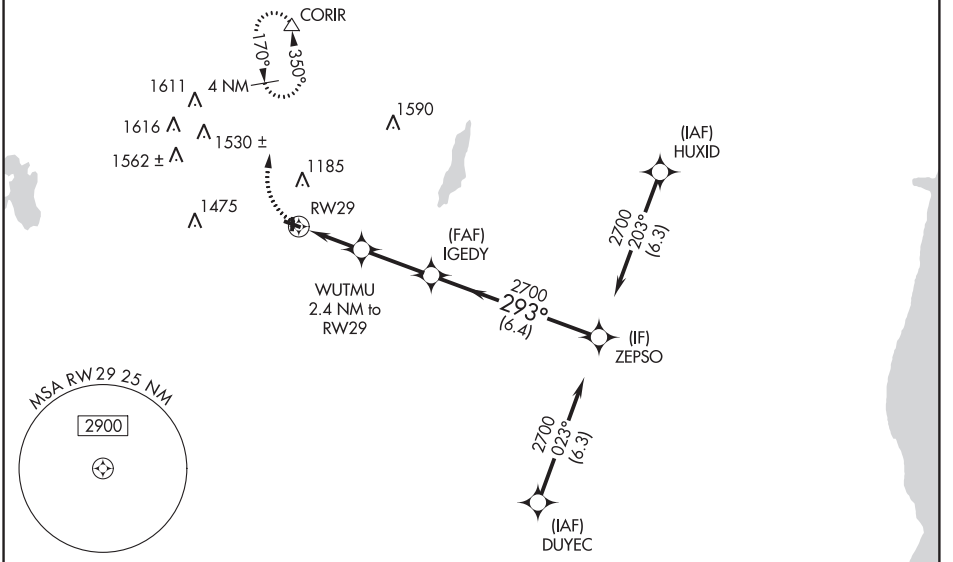
RNAV (GPS) RWY 29

HARTFORD MUNI (HXF)

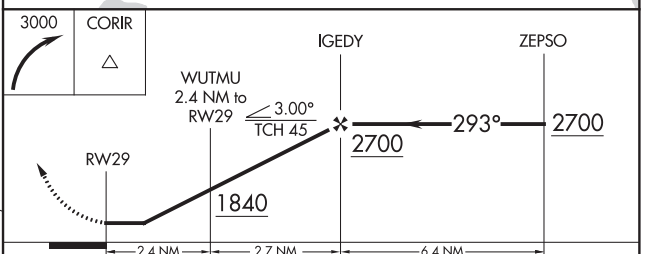
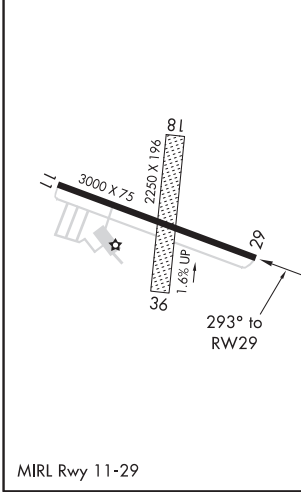
NA DME/DME RNP-0.3 NA. Straight-In/Circling Rwy 29 procedure NA at night. Use West Bend Muni altimeter setting, when not received, use General Mitchell Intl altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA. MISSED APPROACH: Climbing right turn to 3000 direct CORIR and hold.

WEST BEND AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	UNICOM 123.0 (CTAF)
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RADAR REQUIRED



ELEV 1069	TDZE 1054
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CATEGORY	A	B	C	D
LP MDA	1600-1	546 (600-1)		NA
LNAV MDA	1620-1	566 (600-1)		NA
CIRCLING	1620-1	551 (600-1)		NA

HARTFORD, WISCONSIN
Orig-A 02APR15

43°21'N-88°23'W

RNAV (GPS) RWY 29

EC-3, 10 NOV 2016 to 05 JAN 2017

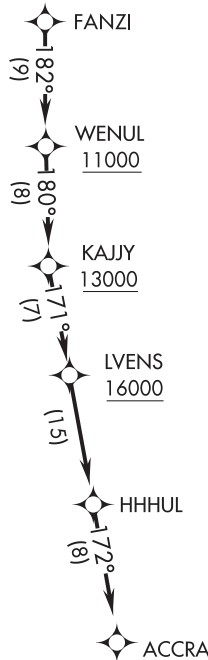
EC-3, 10 NOV 2016 to 05 JAN 2017

ACCRA TWO DEPARTURE (RNAV)

MILWAUKEE DEP CON
125.35 307.0

**TOP ALTITUDE:
ASSIGNED BY ATC**

- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Advise ATC if unable to comply with crossing restrictions.



TAKEOFF MINIMUMS:

Rwys 1, 19: NA - Environmental.
 Rwys 11, 29: Standard with minimum climb of 500' per NM to 1580.

(NOTES CONTINUED ON FOLLOWING PAGE)
 (NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ACCRA TWO DEPARTURE (RNAV)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ACCRA TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 11, 29: Climb on assigned heading for RADAR vectors to FANZI, thence

. . . . on track 182° to cross WENUL at or above 11000, then on track 180° to cross KAJJY at or above 13000, then on track 171° to cross LVENS at or above 16000, then on track 171° to HHHUL, then on track 172° to ACCRA. Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 11: Trees beginning abeam DER, 478' left of centerline, up to 100' AGL/1159' MSL.
Trees beginning abeam DER, 233' right of centerline, up to 100' AGL/1139' MSL.
Trees beginning 265' from DER, left and right of centerline, up to 100' AGL/1149' MSL.
Transmission lines beginning 1316' from DER, left and right of centerline, up to 100' AGL/1169' MSL. Powerlines beginning 1821' from DER, left and right of centerline, up to 30' AGL/1099' MSL.
- Rwy 29: Terrain beginning 22' from DER, 249' right of centerline, 1060' MSL. Silo 2841' from DER, 536' right of centerline, 68' AGL/1127' MSL.

(UECKR3.UECKR) 16091

SL-6088 (FAA)

HARTFORD MUNI (HXF)
HARTFORD, WISCONSIN

UECKR THREE DEPARTURE (RNAV)

MILWAUKEE DEP CON
125.35 307.0

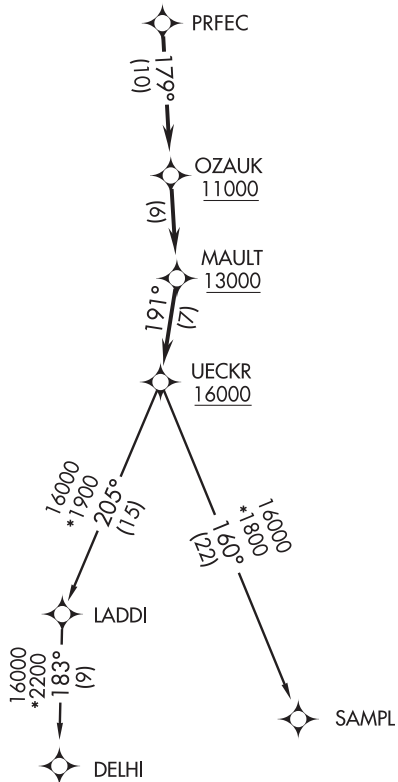
**TOP ALTITUDE:
ASSIGNED BY ATC**

- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Notify ATC if unable to comply with crossing restrictions.



TAKEOFF MINIMUMS:

Rwys 18, 36: NA - Environmental.
Rwys 11, 29: Standard with minimum climb of 500' per NM to 1580.



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

UECKR THREE DEPARTURE (RNAV)

(UECKR3.UECKR) 31MAR16

HARTFORD, WISCONSIN
HARTFORD MUNI (HXF)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

UECKR THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 11, 29: Climb on assigned heading for RADAR vectors to PRFEC, thence. . . .

. . . . on track 179° to cross OZAUk at or above 11000, then on track 179° to cross MAULT at or above 13000, then on track 191° to cross UECKR at or above 16000, then via (transition). Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR3.DELHI):
SAMPL TRANSITION (UECKR3.SAMPL):

TAKEOFF OBSTACLE NOTES:

- Rwy 11: Trees beginning abeam DER, 478' left of centerline, up to 100' AGL/1159' MSL.
Trees beginning abeam DER, 233' right of centerline, up to 100' AGL/1139' MSL.
Trees beginning 265' from DER, left and right of centerline, up to 100' AGL/1149' MSL.
Transmission lines beginning 1316' from DER, left and right of centerline, up to 100' AGL/1169' MSL. Powerlines beginning 1821' from DER, left and right of centerline, up to 30' AGL/1099' MSL.
- Rwy 29: Terrain beginning 22' from DER, 249' right of centerline, 1060' MSL. Silo 2841' from DER, 536' right of centerline, 68' AGL/1127' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-HTY 108.5 Chan 22	APP CRS 205°	Rwy ldg TDZE Apt Elev	5002 1216 1216
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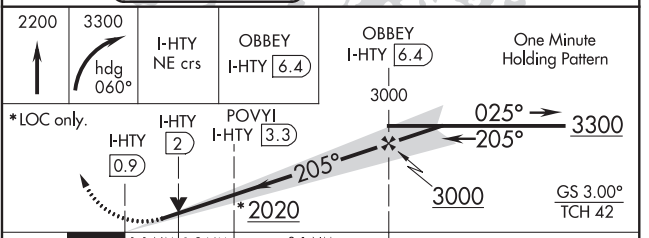
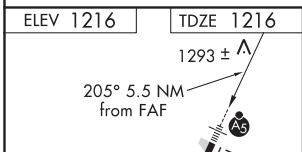
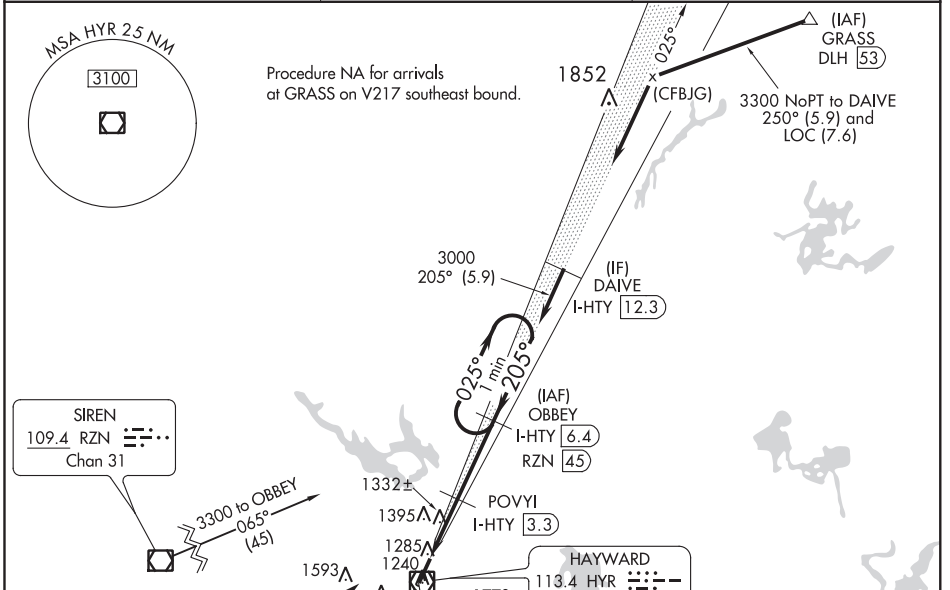
ILS or LOC/DME RWY 20

SAWYER COUNTY (HYR)

NA For inop MALS, increase S-LOC Cat A and B visibility to 1 mile and Cat C and D visibility to 1 1/8 mile. When local altimeter setting not received, use Ashland altimeter setting and increase all DA 143 feet and all MDA 160 feet and increase S-ILS all Cats visibility 3/8 mile, S-LOC Cat C and D visibility 3/8 mile, and Circling Cat B and D visibility 1/4 mile and Cat C visibility 1/2 mile. For inop MALS, when using Ashland altimeter setting, increase S-ILS all Cats visibility to 1 1/2 mile and S-LOC Cat A and B visibility to 1 mile. VDP NA when using Ashland altimeter setting. Helicopter visibility reduction below 3/4 SM NA. DME required.

MALS Climb to 2200 then climbing right turn to 3300 on heading 060° and I-HTY northeast course to OBBEY/I-HTY 6.4 DME and hold.

ASOS 113.4	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF)
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ELEV 1216	TDZE 1216
1293 ±	205° 5.5 NM from FAF
3002 ± 100	1088 X 120
34	REIL Rwy 3
	MIRL Rwy 3-21

CATEGORY	A	B	C	D
S-ILS 20		1518-3/4	302 (400-3/4)	
S-LOC 20		1600-3/4	384 (400-3/4)	
C CIRCLING	1840-1 624 (700-1)	2000-1 784 (800-1)	2080-2 1/2 864 (900-2 1/2)	2080-2 3/4 864 (900-2 3/4)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 90400 W03A	APP CRS 025°	Rwy Idg TDZE Apt Elev	5002 1214 1216
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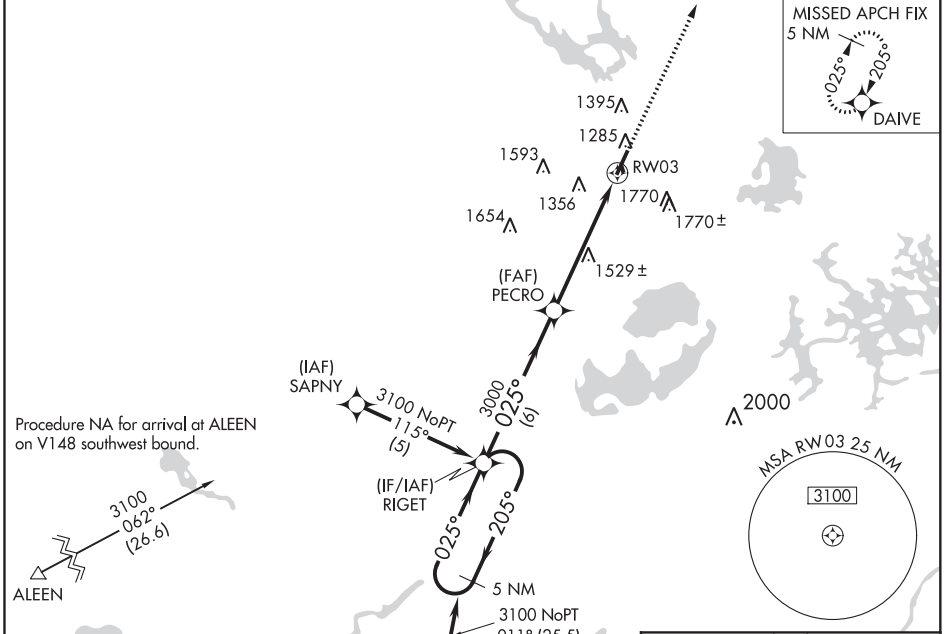
RNAV (GPS) RWY 3

SAWYER COUNTY (HYR)

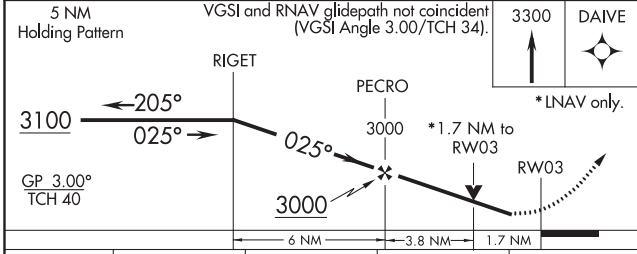
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Ashland altimeter setting, DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local climeter setting not received, use Ashland altimeter setting and increase all DA 143 feet and all visibility ½ mile, increase all MDA 160 feet, increase LNAV Cat C/D visibility ¾ mile, Circling Cat C visibility ½ mile, and Circling Cat D visibility ¼ mile. Circling NA to Rwys 16 and 34.

MISSED APPROACH:
Climb to 3300 direct DAIVE and hold.

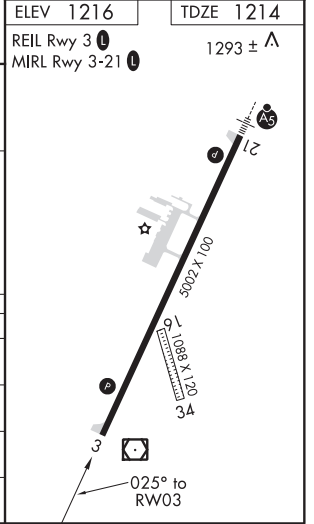
ASOS 113.4	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF)
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ELEV 1216	TDZE 1214
REIL Rwy 3	1293 ±
MIRL Rwy 3-21	



CATEGORY	A	B	C	D
LPV DA	1514-1 300 (300-1)			
LNAV/VNAV DA	1916-2½ 702 (700-2½)			
LNAV MDA	1780-1	566 (600-1)	1780-1½ 566 (600-1½)	1780-1¾ 566 (600-1¾)
C CIRCLING	1840-1 624 (700-1)	2000-1 784 (800-1)	2080-2½ 864 (900-2½)	2080-2¾ 864 (900-2¾)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49000 W21A	APP CRS 205°	Rwy Idg TDZE Apt Elev	5002 1216 1216
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RNAV (GPS) RWY 21

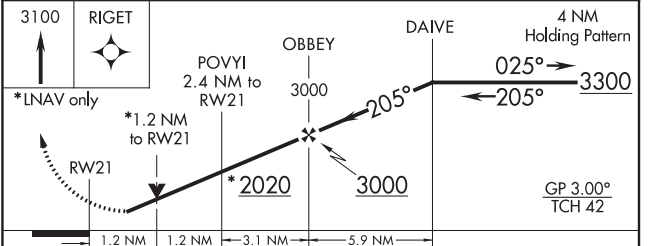
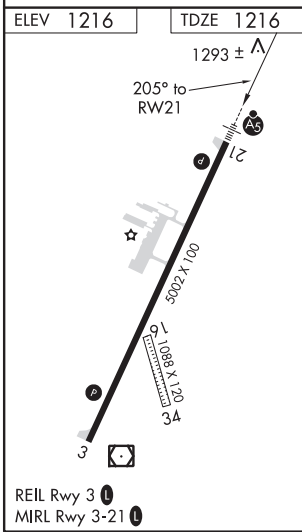
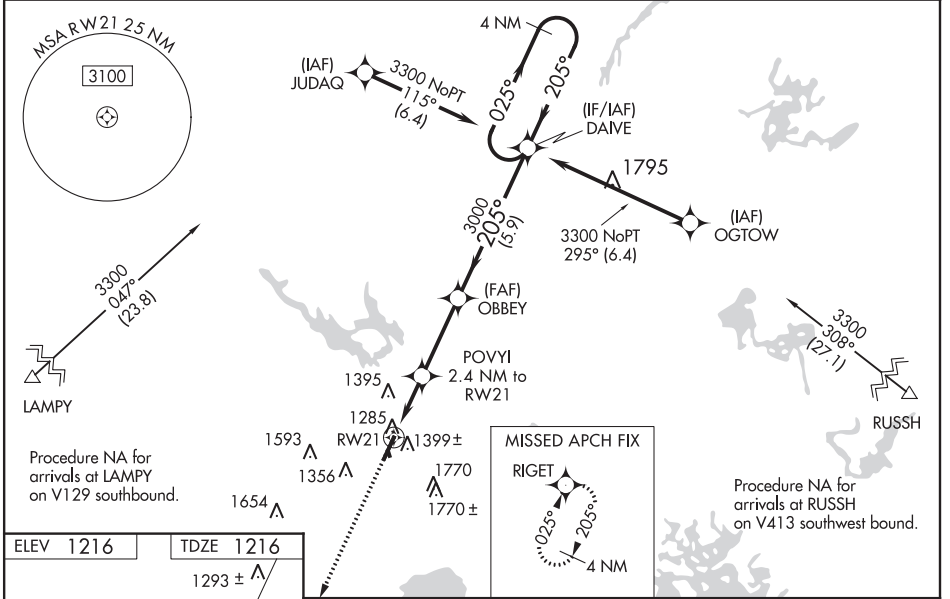
SAWYER COUNTY (HYR)

⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cat A and B visibility to 1 mile. When local altimeter setting not received, use Ashland altimeter setting and increase all DA 143 feet and all MDA 160 feet and increase LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats and LNAV Cat C and D and Circling Cat C visibility ½ mile, and Circling Cats B and D visibility ¼ mile. For inop MALSR, when using Ashland altimeter setting, increase LPV all Cats visibility to 1½ mile, LNAV/VNAV all Cats visibility to 1¾ mile, and LNAV Cat A and B visibility to 1 mile. Baro-VNAV and VDP NA when using Ashland altimeter setting. Helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy's 16 and 34.

MALSR

MISSED APPROACH:
Climb to 3100 direct RIGET and hold.

ASOS 113.4	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		1518-¾	302 (400-¾)	
LNAV/VNAV DA		1560-¾	344 (400-¾)	
LNAV MDA		1640-¾	424 (500-¾)	
C CIRCLING	1840-1 624 (700-1)	2000-1 784 (800-1)	2080-2½ 864 (900-2½)	2080-2¾ 864 (900-2¾)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

JACKSONVILLE, ILLINOIS

AL-5686 (FAA)

15344

APP CRS	Rwy Idg	4001
042°	TDZE	620
	Apt Elev	624

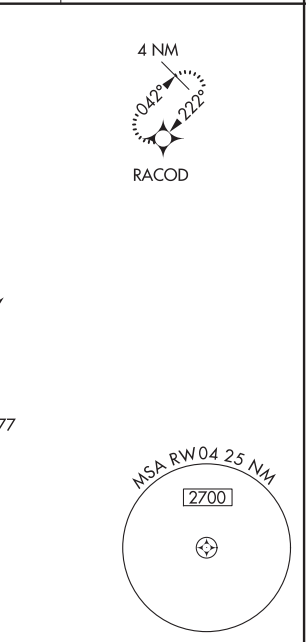
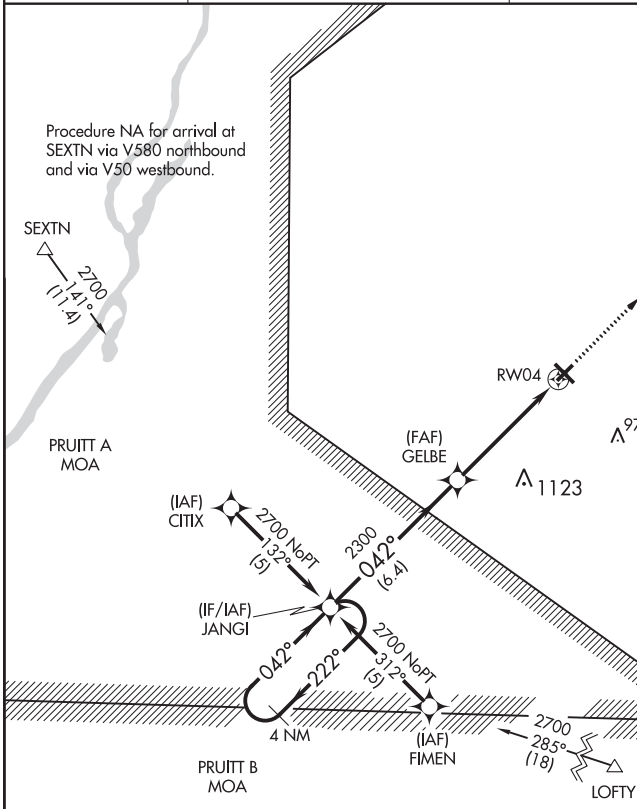
RNAV (GPS) RWY 4

JACKSONVILLE MUNI (IJX)

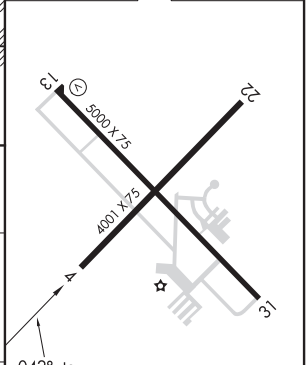
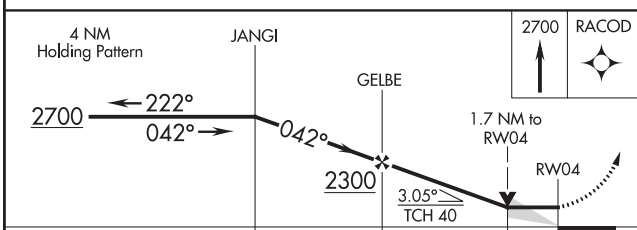
V VDP NA with Springfield, IL altimeter setting. DME/DME RNP-0.3 NA.
A If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDA's 80 feet.

MISSED APPROACH: Climb to 2700 direct RACOD and hold.

AWOS-3 120.525	SPRINGFIELD APP CON ★ 118.45 126.15 323.0	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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ELEV 624	TDZE 620
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CATEGORY	A	B	C	D
LNVA MDA	1220-1	600 (600-1)	1220-1½ 600 (600-1½)	1220-1¾ 600 (600-1¾)
CIRCLING	1220-1	596 (600-1)	1220-1½ 596 (600-1½)	1220-2 596 (600-2)

REIL Rwy's 13, 22 and 31 **0**
 MIRL Rwy's 4-22 and 13-31 **0**

JACKSONVILLE, ILLINOIS
 Orig-A 22DEC05

39°46'N-90°14'W

JACKSONVILLE MUNI (IJX) RNAV (GPS) RWY 4

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5000
132°	TDZE	622
	Apt Elev	624

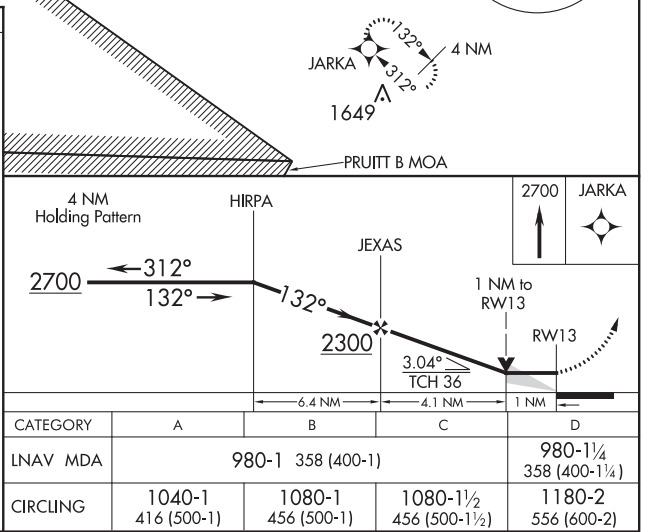
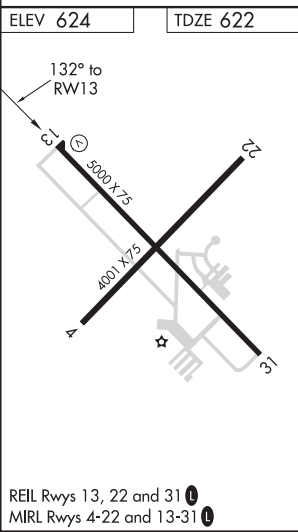
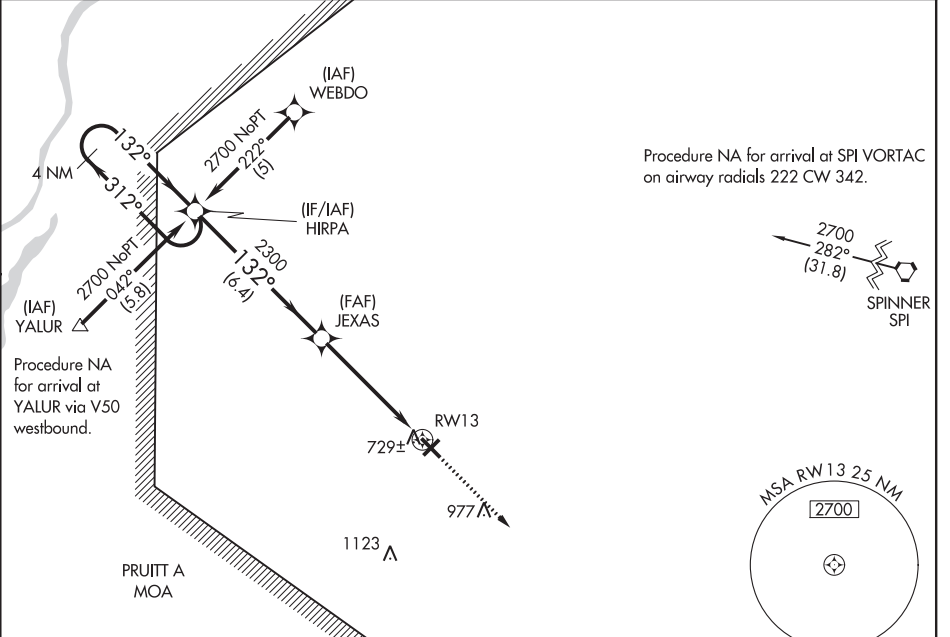
RNAV (GPS) RWY 13

JACKSONVILLE MUNI (IJX)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.
▲ VDP NA with Springfield, IL altimeter setting.

MISSED APPROACH: Climb to 2700 direct JARKA and hold.

AWOS-3 120.525	SPRINGFIELD APP CON ★ 118.45 126.15 323.0	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4001
222°	TDZE	620
	Apt Elev	624

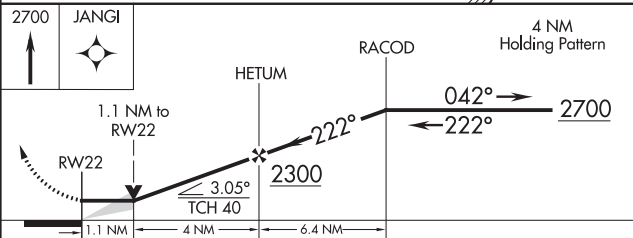
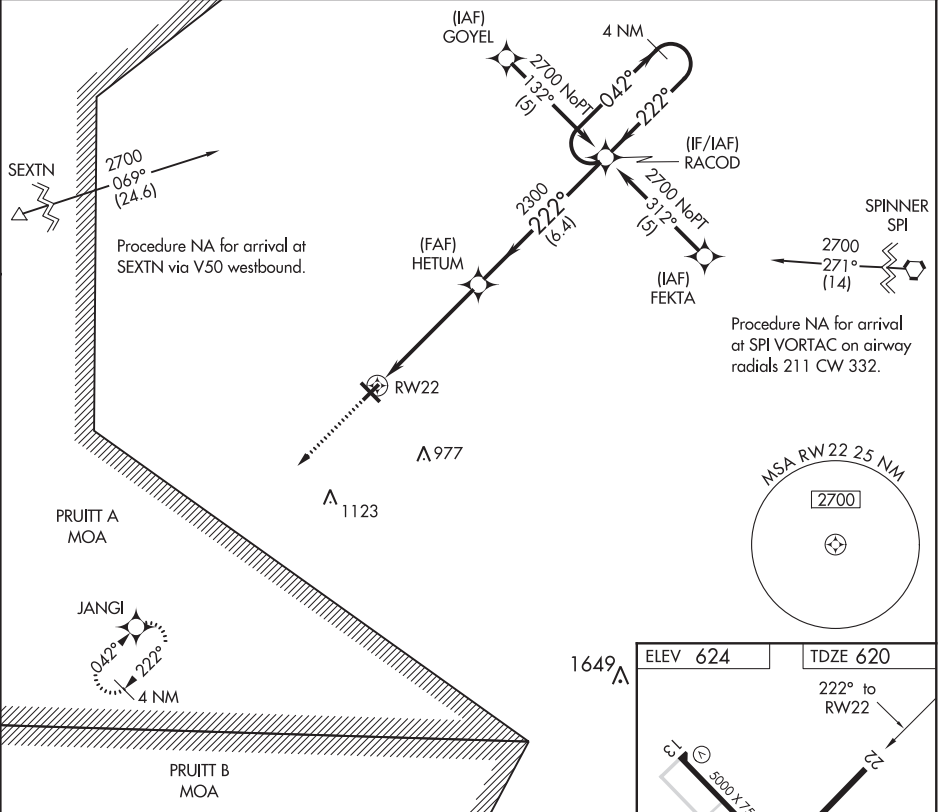
RNAV (GPS) RWY 22

JACKSONVILLE MUNI (IJX)

⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.
⚠ VDP NA with Springfield, IL altimeter setting.

MISSED APPROACH: Climb to 2700 direct JANGI and hold.

AWOS-3 120.525	SPRINGFIELD APP CON ★ 118.45 126.15 323.0	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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ELEV 624	TDZE 620
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222° to RW22

5000x75

4000x75

31

REIL Rwy 13, 22 and 31 0

MIRL Rwy 4-22 and 13-31 0

CATEGORY	A	B	C	D
LNVA MDA	1020-1 400 (400-1)			1020-1½ 400 (400-1½)
CIRCLING	1040-1 416 (500-1)	1080-1 456 (500-1)	1080-1½ 456 (500-1½)	1180-2 556 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 312°	Rwy Idg 5000
	TDZE 624
	Apt Elev 624

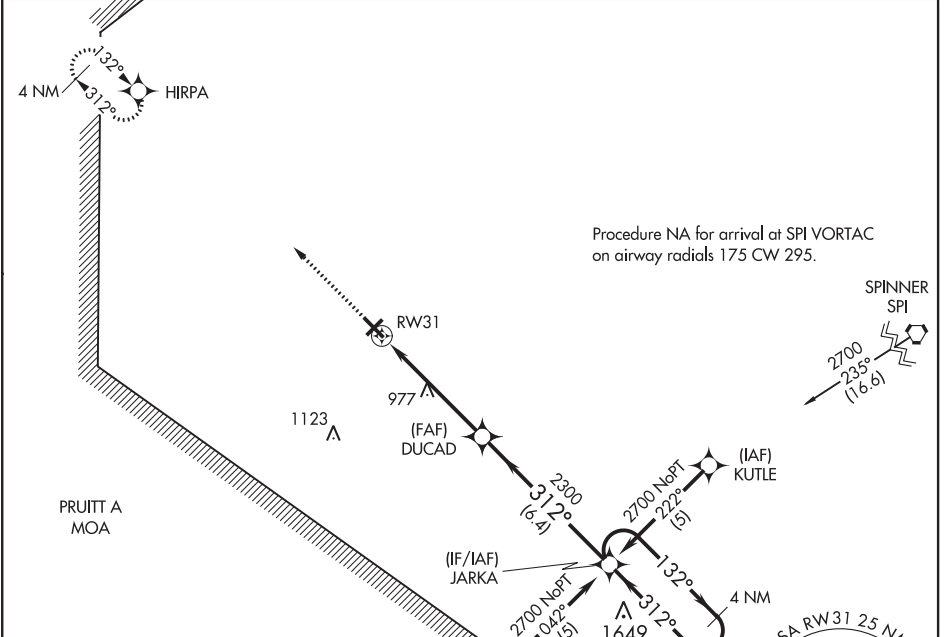
RNAV (GPS) RWY 31

JACKSONVILLE MUNI (IJX)

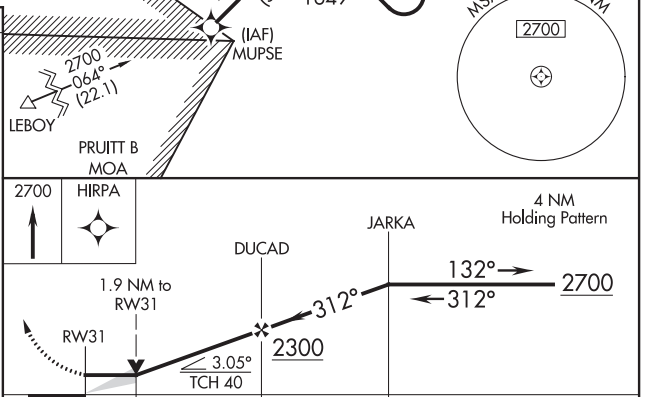
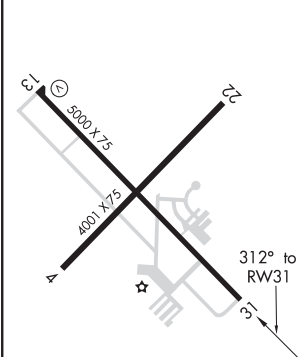
▼ VDP NA when using Springfield, IL altimeter setting. DME/DME RNP-0.3 NA.
▲ If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2700 direct HIRPA and hold.

AWOS-3 120.525	SPRINGFIELD APP CON ★ 118.45 126.15 323.0	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
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ELEV 624	TDZE 624
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CATEGORY	A	B	C	D
LNAV MDA	1280-1	656 (700-1)	1280-1¾ 656 (700-1¾)	1280-2 656 (700-2)
CIRCLING	1280-1	656 (700-1)	1280-1¾ 656 (700-1¾)	1280-2 656 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-JVL 109.1	APP CRS 044°	Rwy Idg 6701 TDZE 806 Apt Elev 808
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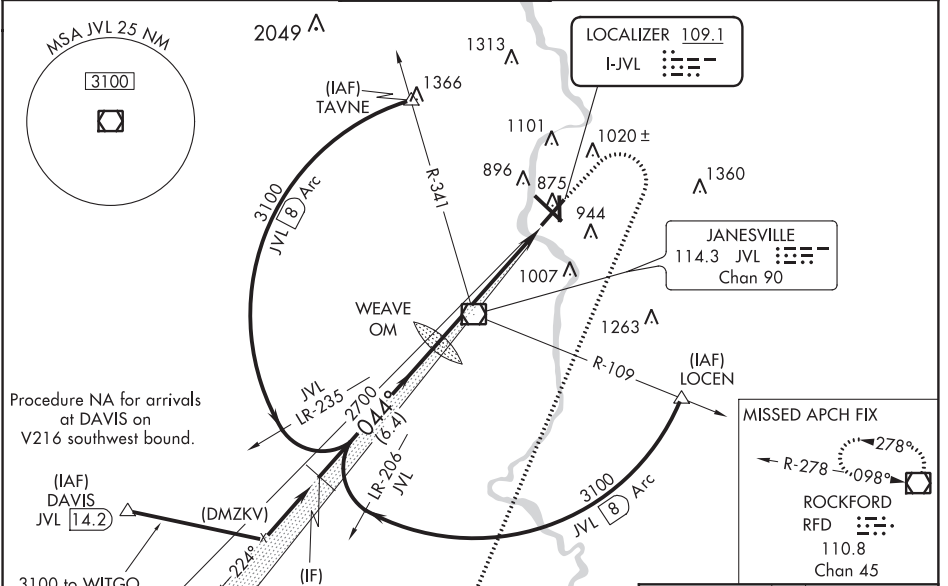
ILS or LOC RWY 4


SOUTHERN WISCONSIN RGNL (JVL)

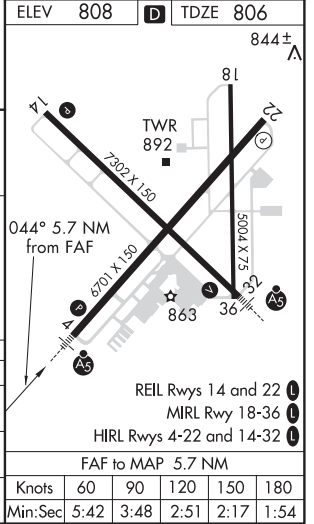
⚠ Circling to Rwy 18 NA at night. When local altimeter setting not received, use Rockford altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase S-LOC 4 Cats C/D and Circling Cat C visibility ½ mile, and Circling Cat D ¼ mile. For inoperative MALSRR when using Rockford altimeter setting increase S-ILS 4 all Cats visibility to 1 mile.

MALSRR  MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 direct RFD VOR/DME and hold.

ATIS 128.25	ROCKFORD APP CON 121.0 327.0	JANESVILLE TOWER ★ 118.8(CTAF) 225.4	GND CON 121.65	CLNC DEL 121.65	UNICOM 122.95
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WITGO JVL [B]	WEAVE OM	1700	3100	RFD
3100	2686	↑	↷	
Procedure Turn NA	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 54).			
GS 3.00° TCH 50				
	6.4 NM	5.7 NM		



CATEGORY	A	B	C	D
S-ILS 4	1006-½		200 (200-½)	
S-LOC 4	1400-½	594 (600-½)	1400-1 594 (600-1)	1400-1¼ 594 (600-1¼)
CIRCLING	1400-1	592 (600-1)	1400-1½ 592 (600-1½)	1420-2 612 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

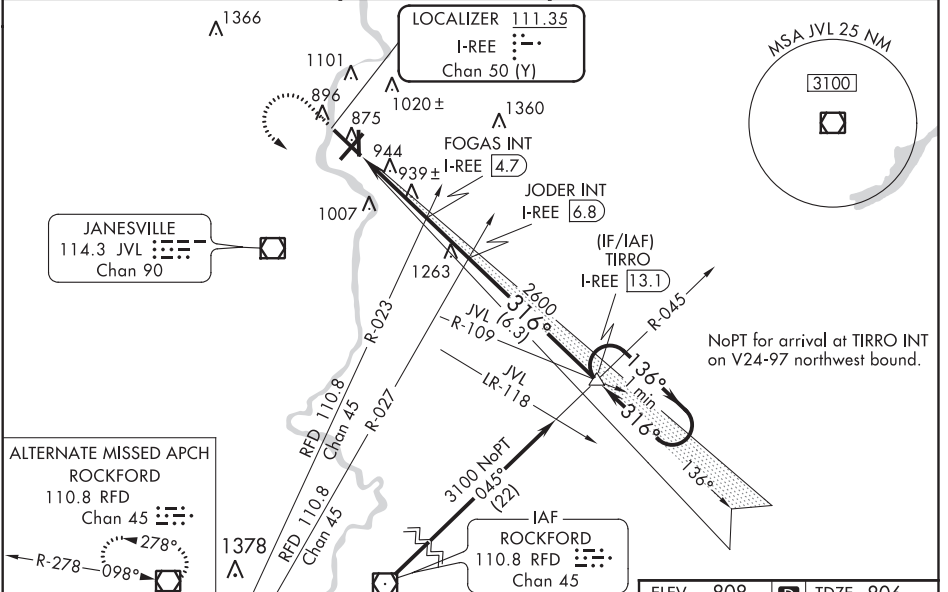
LOC/DME I-REE 111.35 Chan 50 (Y)	APP CRS 316°	Rwy Idg 7302 TDZE 806 Apt Elev 808
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ILS or LOC RWY 32
SOUTHERN WISCONSIN RGNL (JVL)

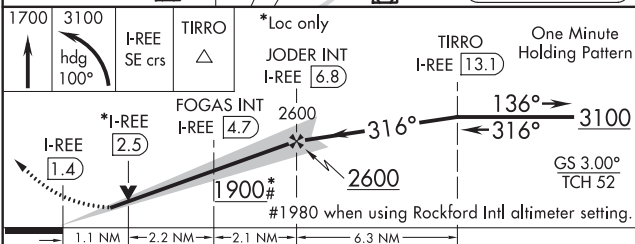
▼ Circling to Rwy 18 NA at night. When local altimeter setting not received, use Rockford Intl altimeter setting and increase DA to 1075, increase all MDA 80 feet. Increase FOGAS FIX minimums S-LOC 32 Cats C and D visibility ¼ mile. For inoperative MALSRR when using Rockford Intl altimeter setting, increase S-ILS-32 all Cats visibility to 1 mile. VDP NA when using Rockford Intl altimeter setting.

MALSRR
AS
MISSED APPROACH: Climb to 1700 then climbing left turn to 3100 via heading 100° and I-REE SE course to TIRRO INT/13.1 DME and hold.

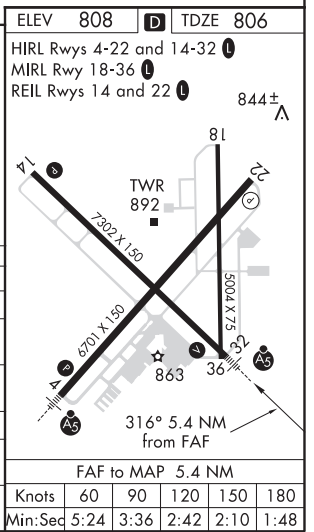
ATIS 128.25	ROCKFORD APP CON 121.0 327.0	JANESVILLE TOWER ★ 118.8 (CTAF) 225.4	GND CON 121.65	CLNC DEL 121.65	UNICOM 122.95
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ALTERNATE MISSED APCH ROCKFORD
110.8 RFD
Chan 45
278°
R-278 098°



CATEGORY	A	B	C	D
S-ILS 32	1006-½ 200 (200-½)			
S-LOC 32	1900-¾ 1094 (1100-¾)	1900-1 1094 (1100-1)	1900-2½ 1094 (1100-2½)	
CIRCLING	1900-1¼ 1092 (1100-1¼)	1900-1½ 1092 (1100-1½)	1900-3 1092 (1100-3)	
FOGAS FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 32	1200-½ 394 (400-½)		1200-¾ 394 (400-¾)	
CIRCLING	1260-1 452 (500-1)		1280-1½ 472 (500-1½) 1420-2 612 (700-2)	



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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82617 W04A	APP CRS 043°	Rwy Idg TDZE 806 Apt Elev 808	6701
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RNAV (GPS) RWY 4

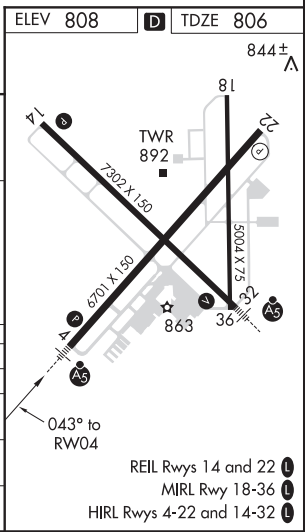
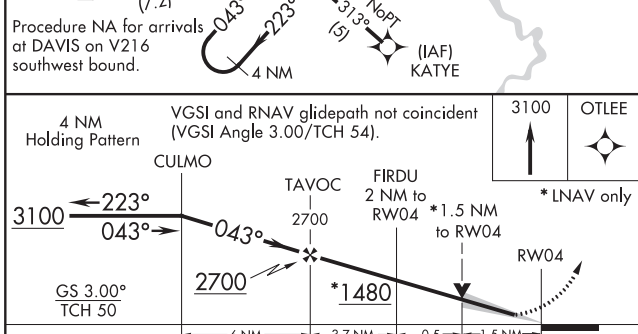
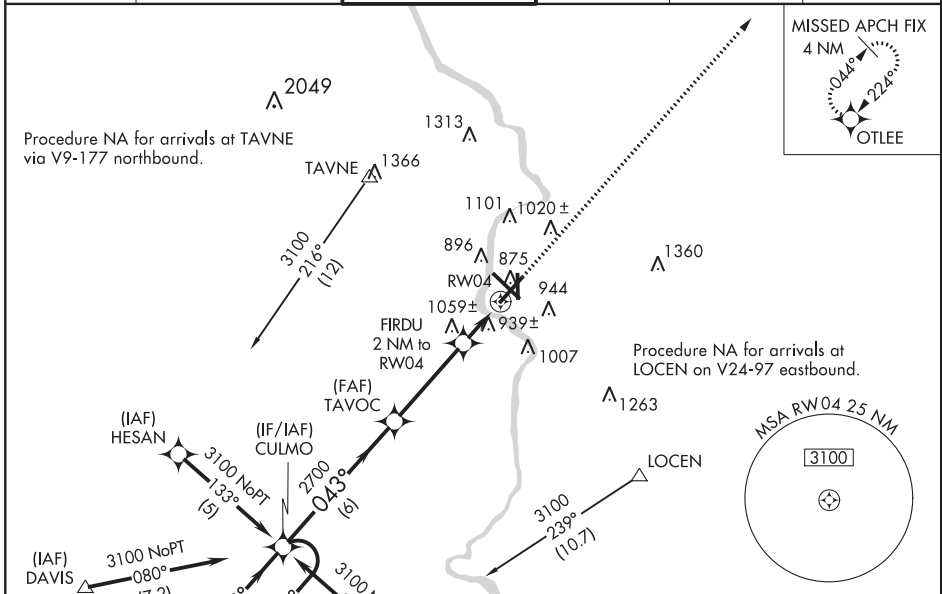
SOUTHERN WISCONSIN RGNL (JVL)

⚠ Circling to Rwy 18 NA at night. Baro-VNAV NA when using Rockford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA with Rockford altimeter setting. When local altimeter setting not received, use Rockford altimeter setting and increase all DA 69 feet and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ¼ mile and Circling Cat D visibility ¼ mile. For inoperative MALSR, when using Rockford altimeter setting increase LPV all Cats visibility to 1 mile.

MALSR

MISSED APPROACH:
Climb to 3100 direct
OTLEE and hold.

ATIS 128.25	ROCKFORD APP CON 121.0 327.0	JANESVILLE TOWER ★ 118.8 (CTAF) 0 225.4	GND CON 121.65	CLNC DEL 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1006-½	200 (200-½)	
LNAV/VNAV DA		1245-1	439 (500-1)	
LNAV MDA	1320-½ 514 (600-½)		1320-1 514 (600-1)	1320-1¼ 514 (600-1¼)
CIRCLING	1320-1 512 (600-1)		1320-½ 512 (600-½)	1420-2 612 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86617 W14A	APP CRS 135°	Rwy Idg TDZE Apt Elev	7302 803 808
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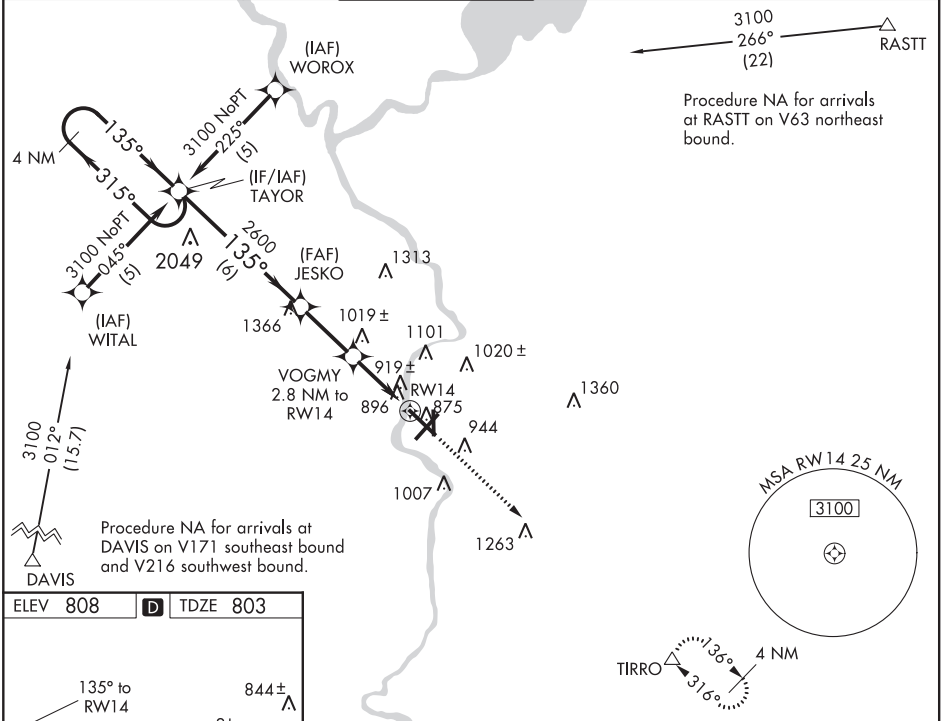
RNAV (GPS) RWY 14

SOUTHERN WISCONSIN RGNL (JVL)

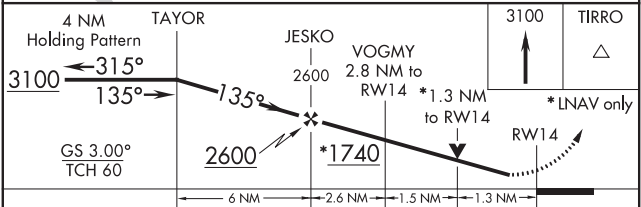
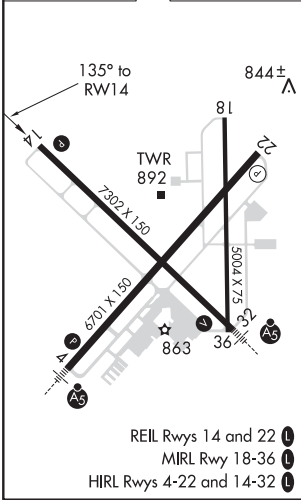
⚠ Circling to Rwy 18 NA at night. Baro-VNAV NA when using Rockford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rockford altimeter setting and increase all DA 69 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat D visibility ¼ mile. VDP NA with Rockford altimeter setting.

MISSED APPROACH:
Climb to 3100 direct TIRRO and hold.

ATIS 128.25	ROCKFORD APP CON 121.0 327.0	JANESVILLE TOWER ★ 118.8(CTAF) 0 225.4	GND CON 121.65	CLNC DEL 121.65	UNICOM 122.95
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ELEV 808	D	TDZE 803
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CATEGORY	A	B	C	D
LPV DA		1003-3/4	200 (200-3/4)	
LNAV/VNAV DA		1222-1 1/2	419 (500-1 1/2)	
LNAV MDA	1280-1	477 (500-1)	1280-1 1/4 477 (500-1 1/4)	1280-1 1/2 477 (500-1 1/2)
CIRCLING	1280-1	472 (500-1)	1280-1 1/2 472 (500-1 1/2)	1420-2 612 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40417 W22A	APP CRS 224°	Rwy Idg TDZE Apt Elev	6701 805 808
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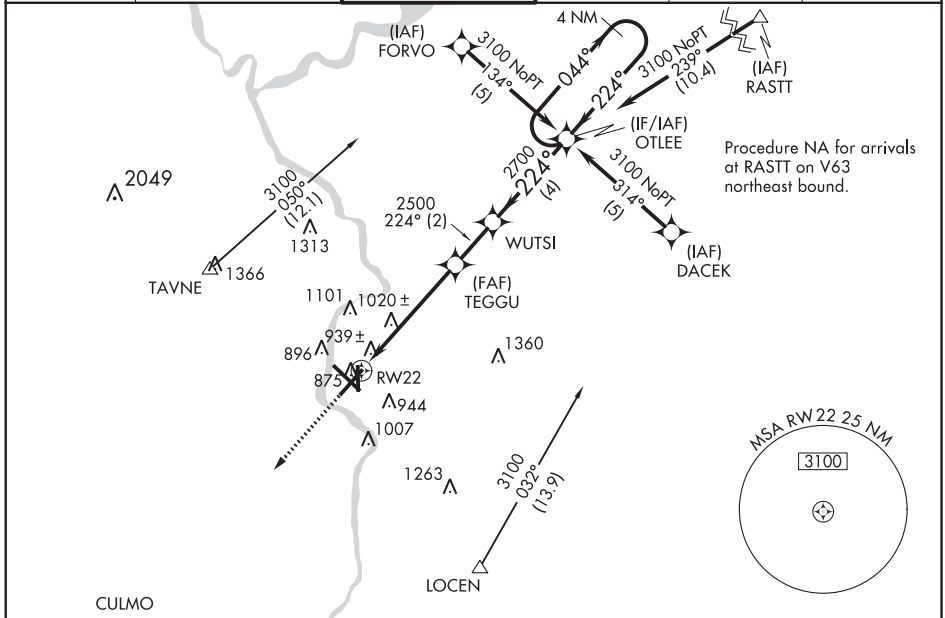
RNAV (GPS) RWY 22

SOUTHERN WISCONSIN RGNL (JVL)

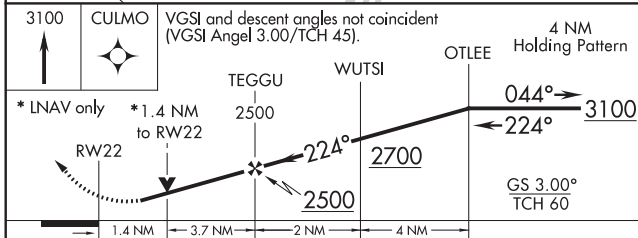
▼ Circling to Rwy 18 NA at night. Baro-VNAV NA when using Rockford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rockford altimeter setting and increase all DA 69 feet and all MDA 80 feet; increase LPV all Cats visibility, LNAV/VNAV all Cats visibility and Circling Cat D visibility ¼ mile. VDP NA with Rockford altimeter setting.

MISSED APPROACH:
Climb to 3100 direct CULMO and hold.

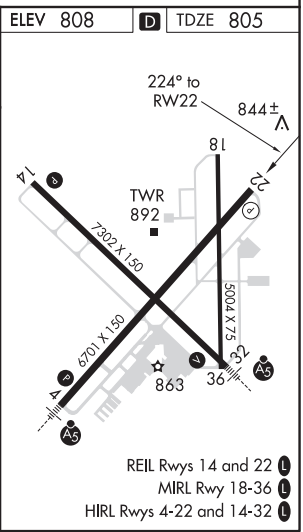
ATIS 128.25	ROCKFORD APP CON 121.0 327.0	JANESVILLE TOWER ★ 118.8 (CTAF) 0 225.4	GND CON 121.65	CLNC DEL 121.65	UNICOM 122.95
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Procedure NA for arrivals at RASTT on V63 northeast bound.



CATEGORY	A	B	C	D
LPV DA		1120-1	315 (400-1)	
LNAV/VNAV DA		1244-1½	439 (500-1½)	
LNAV MDA	1320-1	515 (600-1)	1320-1½ 515 (600-1½)	1320-1¾ 515 (600-1¾)
CIRCLING	1320-1	512 (600-1)	1320-1½ 512 (600-1½)	1420-2 612 (700-2)



REIL Rwy 14 and 22
MIRL Rwy 18-36
HIRL Rwy 4-22 and 14-32

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	7302
316°	TDZE	806
	Apt Elev	808

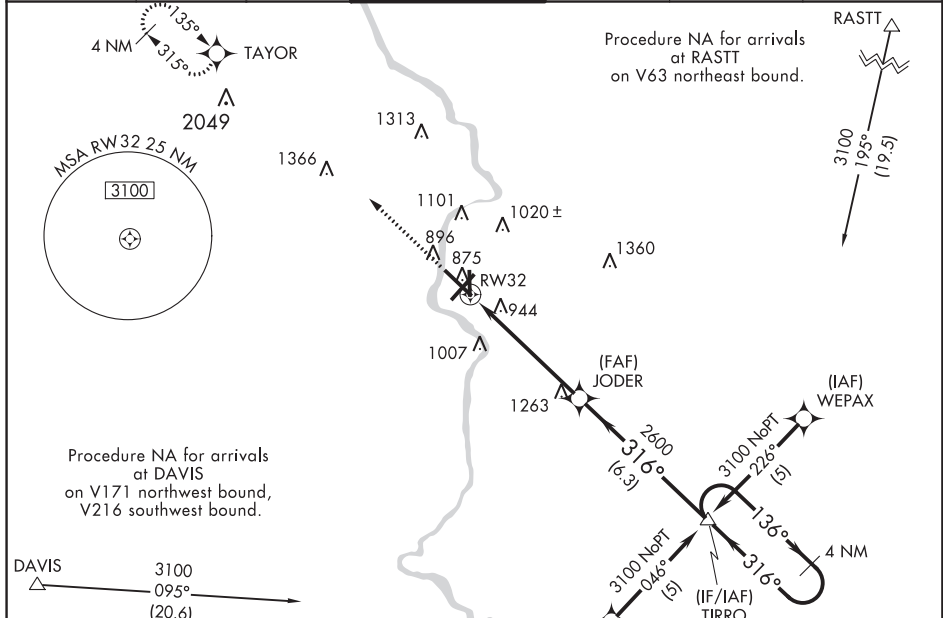
RNAV (GPS) RWY 32

SOUTHERN WISCONSIN RGNL (JVL)

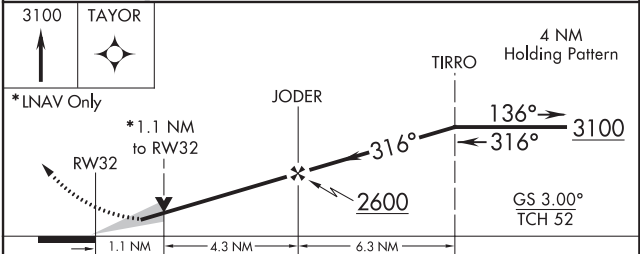
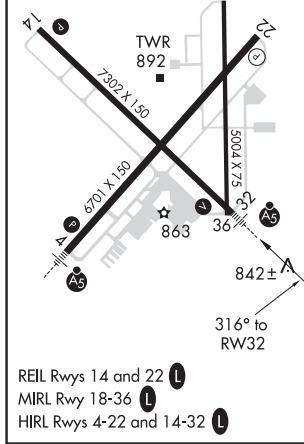
NA Baro-VNAV NA below -17° C (3° F). Baro-VNAV and VDP NA with Rockford altimeter setting. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat A/B/C visibility to 1. When control tower closed, obtain local altimeter setting on UNICOM; when not received use Rockford altimeter setting and increase all DA/MDAs 80 feet. Circling not authorized at night to Rwy 18.

MALSR
 MISSED APPROACH: Climb to 3100 direct TAYOR WP and hold.

ATIS 128.25	ROCKFORD APP CON 121.0 327.0	JANESVILLE TOWER ★ 118.8(CTAF) 0 225.4	GND CON 121.65	CLNC DEL 121.65	UNICOM 122.95
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ELEV 808	D	TDZE 806
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1220-1 414 (500-1)			
LNAV MDA	1200-3/4 394 (400-3/4)		1200-1 394 (400-1)	
CIRCLING	1260-1 452 (500-1)		1280-1/2 472 (500-1/2) 1420-2 612 (700-2)	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

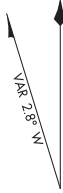
AL-938 (FAA)

SOUTHERN WISCONSIN RGNL (JVL)
JANESVILLE, WISCONSIN

ATIS
 128.25
 JANESVILLE TOWER ★
 118.8 225.4
 GND CON
 121.65
 CLNC DEL
 121.65

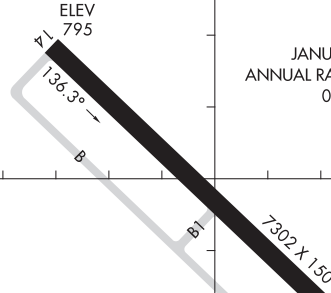
D

42°38.0'N



FIELD
ELEV
808

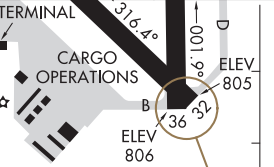
42°37.5'N



RWY 04-22
 PCN 17 F/C/X/T
 S-95, D-130, 2S-165
 RWY 14-32
 PCN 17 R/B/W/T
 S-85, D-190, 2S-175
 RWY 18-36
 PCN 6 F/B/X/T
 S-40, D-50



42°37.0'N



42°36.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

89°03.0'W

89°02.5'W

89°02.0'W

AIRPORT DIAGRAM

JANESVILLE, WISCONSIN
SOUTHERN WISCONSIN RGNL (JVL)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

JUNEAU, WISCONSIN

AL-5452 (FAA)

15344

WAAS CH 87107 W02A	APP CRS 018°	Rwy Idg TDZE Apt Elev	4028 933 934
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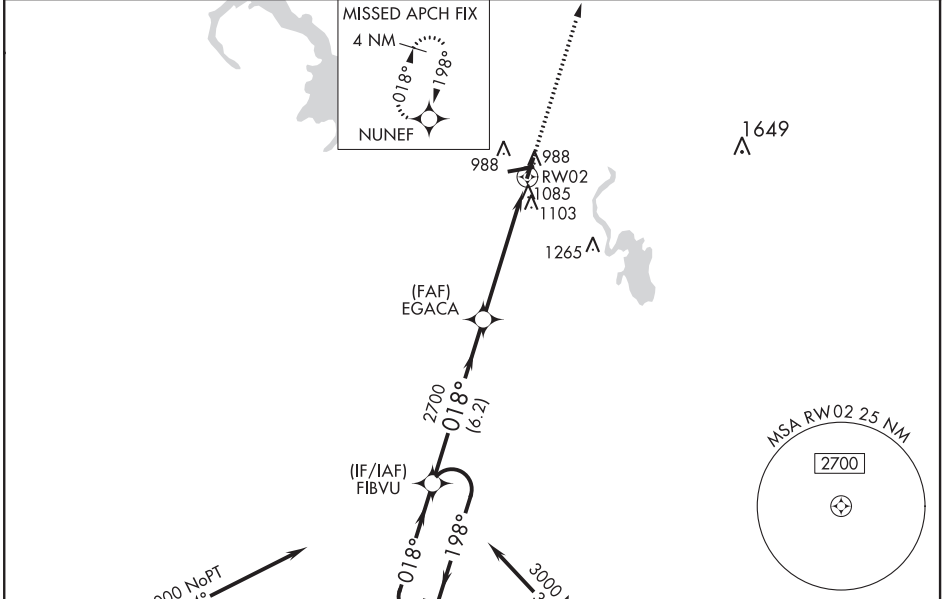
RNAV (GPS) RWY 2

DODGE COUNTY (UNU)

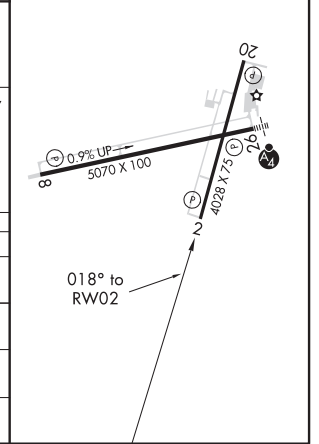
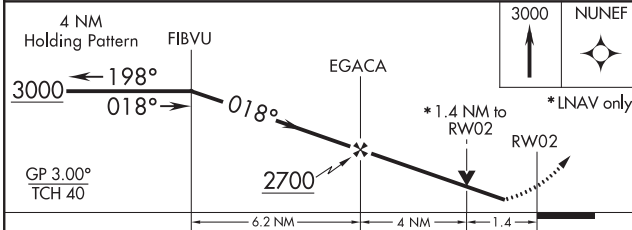
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all DA/MDA 100 feet, increase all visibilities ½ mile. VDP and Baro-VNAV NA when using Dane County Rgnl-Truax Field altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 3000 direct NUNEF and hold.

AWOS-3 120.825	MADISON APP CON 119.15 343.7	GCO 121.725	UNICOM 122.7 (CTAF) ①
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ELEV 934	TDZE 933
REIL Rwy 2 and 20 ①	
MIRL Rwy 8-26 and 2-20 ①	



CATEGORY	A	B	C	D
LPV DA	1189-1 256 (300-1)			NA
LNAV/VNAV DA	1432-1¾ 499 (500-1¾)			NA
LNAV MDA	1400-1 467 (500-1)		1400-1¼ 467 (500-1¼)	NA
CIRCLING	1440-1 506 (600-1)		1440-1½ 506 (600-1½)	NA

JUNEAU, WISCONSIN
Amdt 1 31JUL08

43°26'N-88°42'W

DODGE COUNTY (UNU) RNAV (GPS) RWY 2

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5070
081°	TDZE	913
	Apt Elev	934

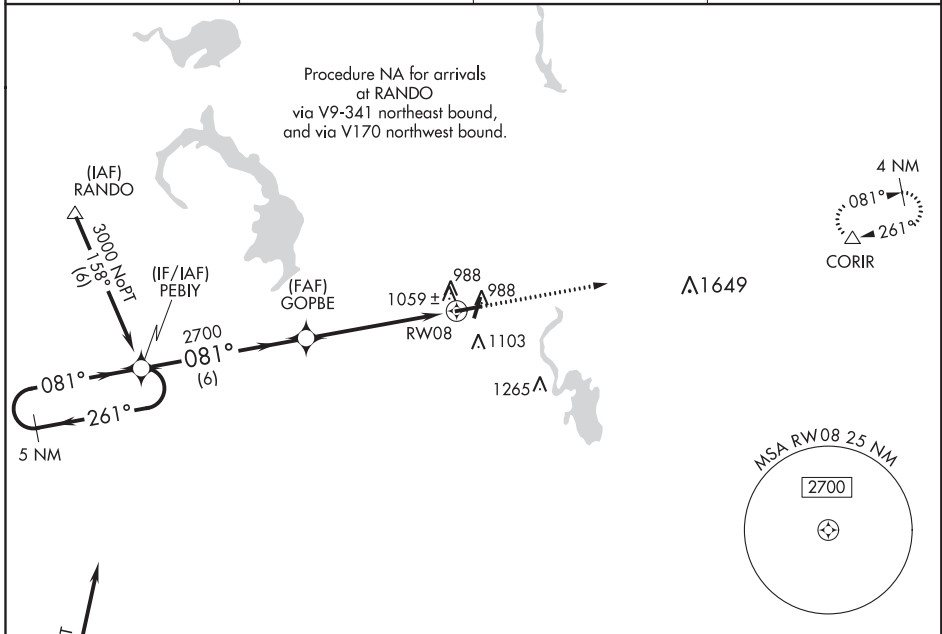
RNAV (GPS) RWY 8

DODGE COUNTY(UNU)

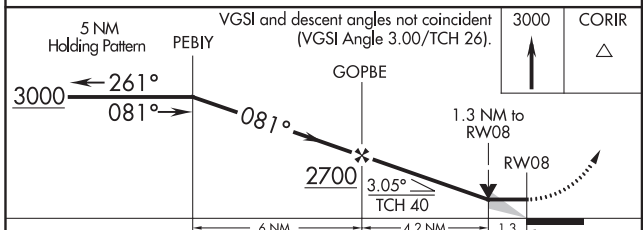
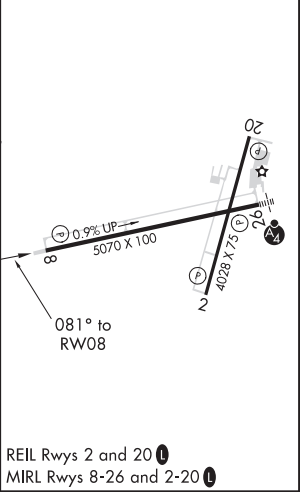
▽ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet.
▲ VDP NA when using Dane County Rgnl-Truax Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct CORIR and hold.

AWOS-3 120.825	MADISON APP CON 119.15 343.7	GCO 121.725	UNICOM 122.7 (CTAF) 0
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ELEV 934	TDZE 913
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CATEGORY	A	B	C	D
RNAV MDA	1320-1	407 (400-1)	1320-1¼ 407 (400-1¼)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

REIL Rwy 2 and 20
 MIRL Rwy 8-26 and 2-20

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61307 W20A	APP CRS 198°	Rwy Idg TDZE Apt Elev	4028 934 934
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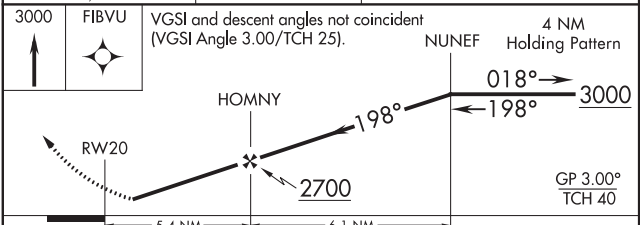
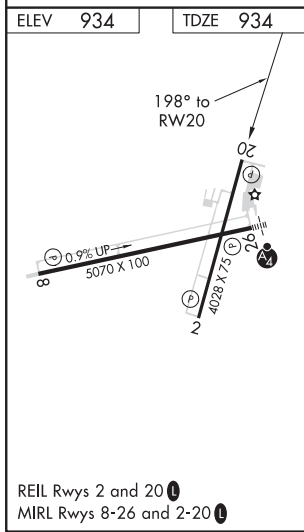
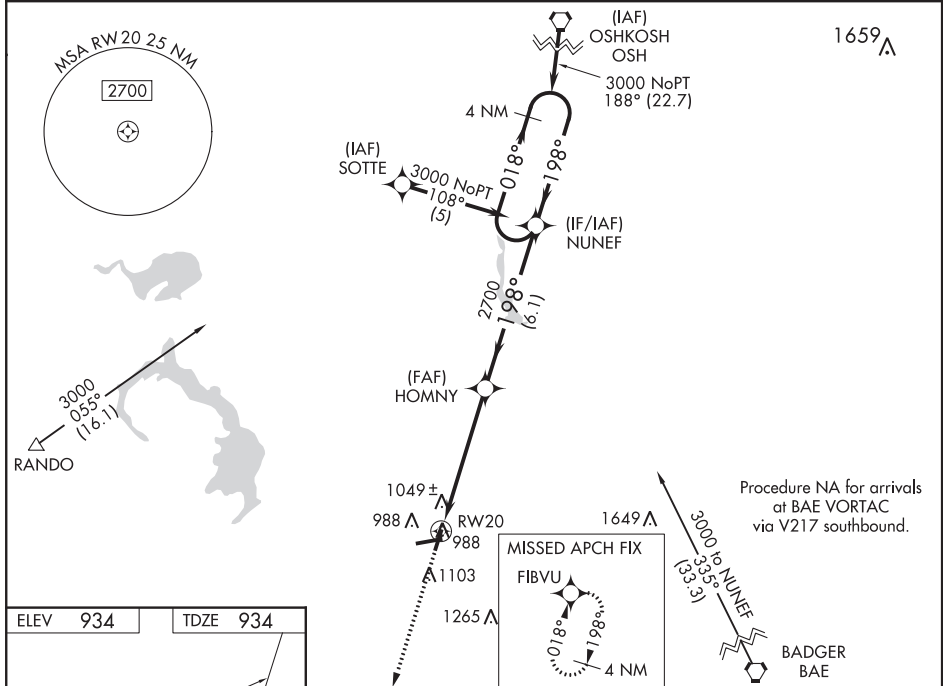
RNAV (GPS) RWY 20

DODGE COUNTY (UNU)

⚠ 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 Dane County Rgnl-Truax Field altimeter setting and increase all DA/MDA 100 feet, increase visibilities ¼ mile. Baro-VNAV NA when using Dane County Rgnl-Truax Field altimeter setting. Visibility reduction by helicopters NA.

⚠ MISSED APPROACH: Climb to 3000 direct FIBVU and hold.

AWOS-3 120.825	MADISON APP CON 119.15 343.7	GCO 121.725	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1214-1	280 (300-1)	NA
LNAV/VNAV DA		1350-1½	416 (500-1½)	NA
LNAV MDA		1300-1	366 (400-1)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5070
261°	TDZE	934
	Apt Elev	934

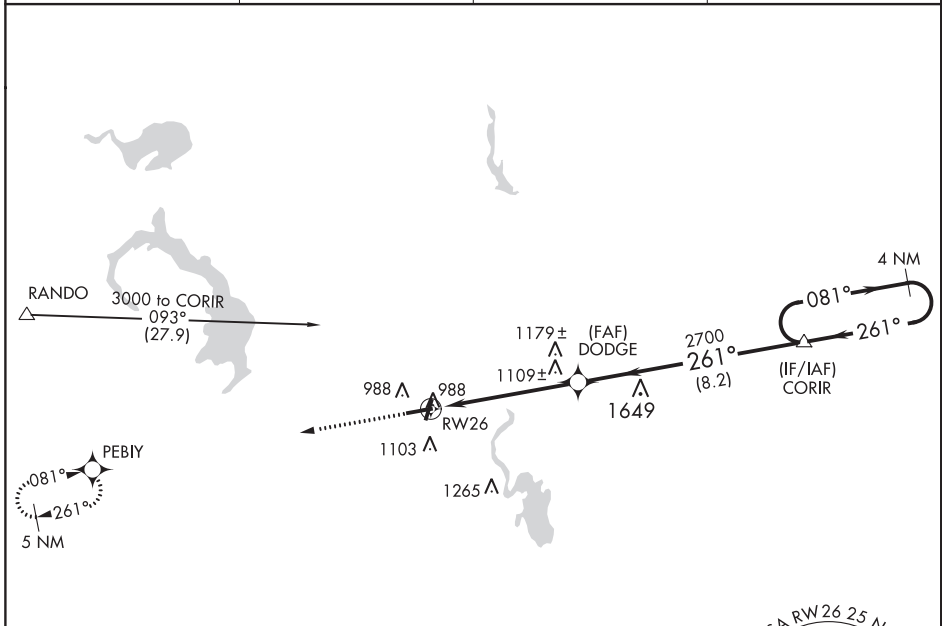
RNAV (GPS) RWY 26

DODGE COUNTY (UNU)

⚠ If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply.

MALSF MISSED APPROACH: Climb to 3000 direct PEBIY and hold.

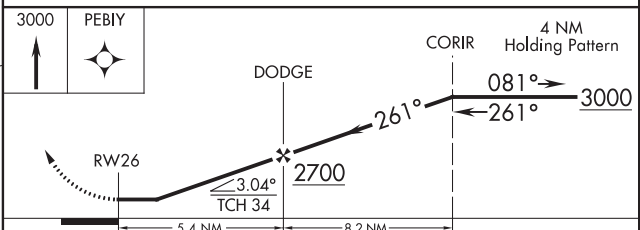
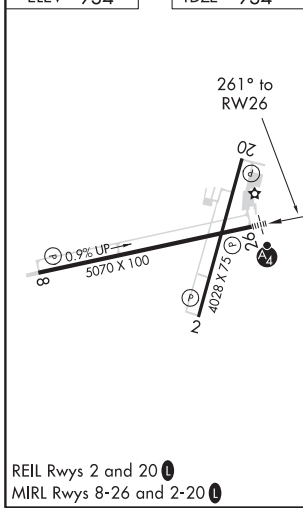
AWOS-3 120.825	MADISON APP CON 119.15 343.7	GCO 121.725	UNICOM 122.7 (CTAF)
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 934	TDZE 934
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CATEGORY	A	B	C	D
LNAV MDA	1360-1	426 (500-1)	1360-1¼ 426 (500-1¼)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

JUNEAU, WISCONSIN

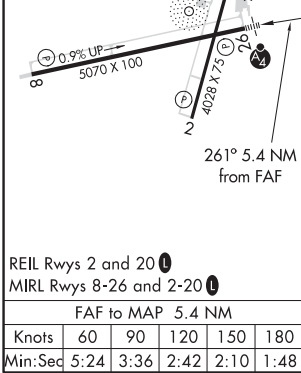
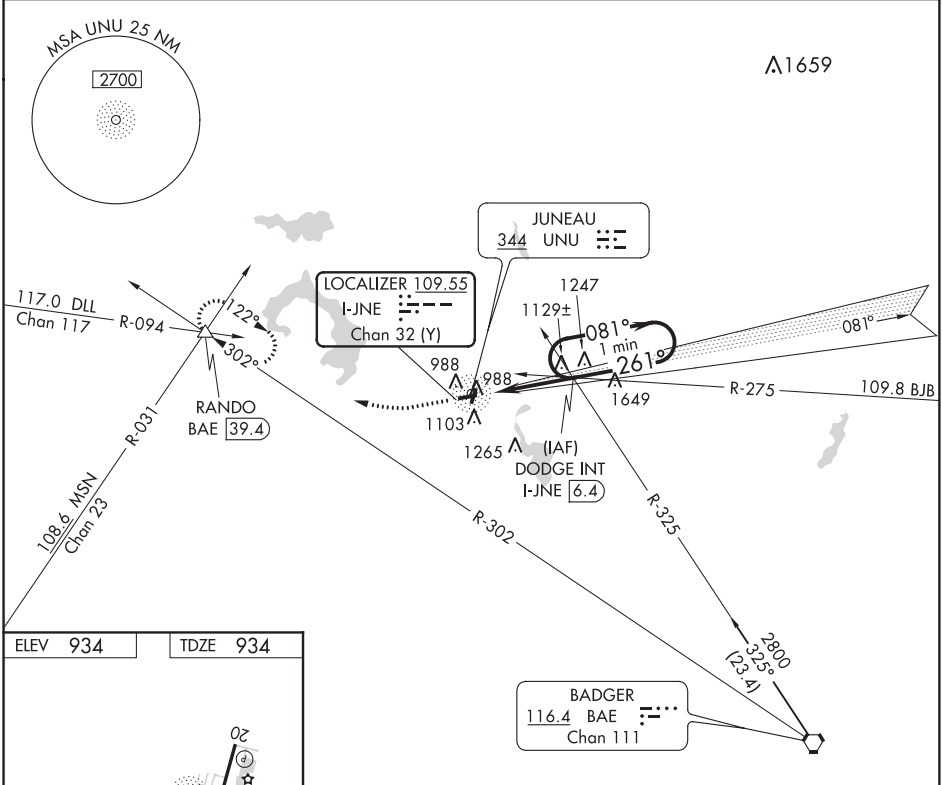
AL-5452 (FAA)

15344

LOC/DME I-JNE 109.55 Chan 32 (Y)	APP CRS 261°	Rwy Idg TDZE Apt Elev	5070 934 934
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LOC RWY 26
DODGE COUNTY (UNU)

<p>▼ If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.</p>	<p>MALSF</p>	<p>MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 via BAE VORTAC R-302 to RANDO Int/BAE 39.4 DME and hold.</p>	
<p>AWOS-3 120.825</p>	<p>MADISON APP CON 119.15 343.7</p>	<p>GCO 121.725</p>	<p>UNICOM 122.7 (CTAF) 0</p>



2800	3000	RANDO	DODGE INT I-JNE 6.4	One Minute Holding Pattern
↑	BAE R-302	△		
CATEGORY	A	B	C	D
S-26	1380-1	446 (500-1)	1380-1¼ 446 (500-1¼)	NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

JUNEAU, WISCONSIN
Amdt 1 10MAY07

43°26'N-88°42'W

DODGE COUNTY (UNU)
LOC RWY 26

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

JUNEAU, WISCONSIN

AL-5452 (FAA)

15344

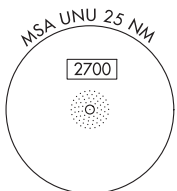
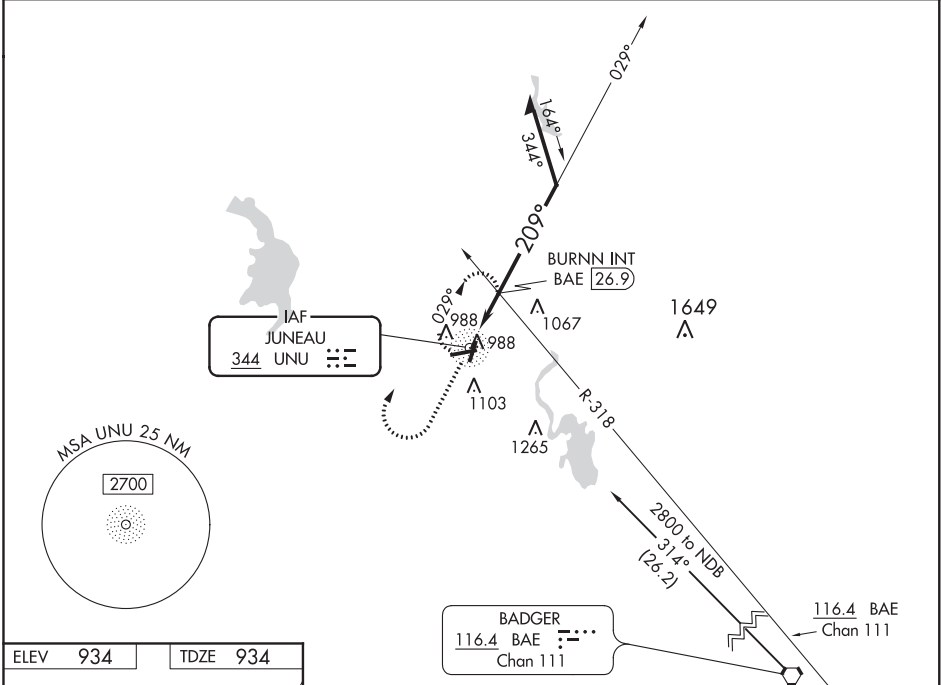
NDB UNU	APP CRS	Rwy Idg	4028
344	209°	TDZE	934
		Apt Elev	934

NDB RWY 20
DODGE COUNTY (UNU)

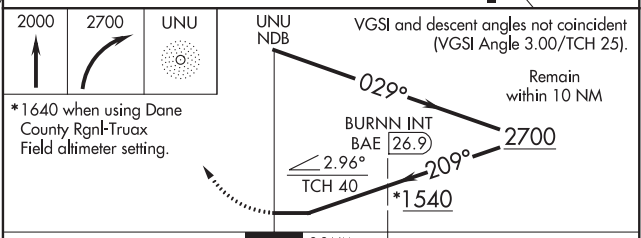
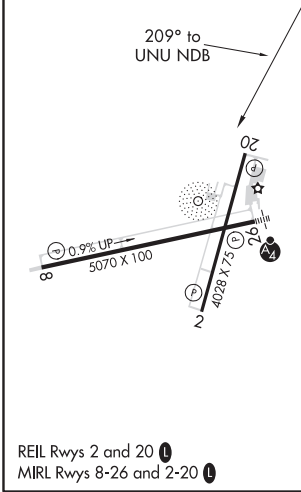
▼ If local altimeter setting not received, use Dane County Rgnl-Truax Field altimeter setting and increase all MDAs 100 feet.
 ▲ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct UNU NDB and hold.

AWOS-3 120.825	MADISON APP CON 119.15 343.7	GCO 121.725	UNICOM 122.7 (CTAF) 0
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ELEV	934	TDZE	934
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CATEGORY	A	B	C	D
S-20	1540-1	606 (700-1)	1540-1 ³ / ₄ 606 (700-1 ³ / ₄)	NA
CIRCLING	1540-1	606 (700-1)	1540-1 ³ / ₄ 606 (700-1 ³ / ₄)	NA
BURNN FIX MINIMUMS				
S-20	1420-1	486 (500-1)	1420-1 ¹ / ₄ 486 (500-1 ¹ / ₄)	NA
CIRCLING	1440-1	506 (600-1)	1440-1 ¹ / ₂ 506 (600-1 ¹ / ₂)	NA

JUNEAU, WISCONSIN
Orig 10MAY07

43°26'N-88°42'W

DODGE COUNTY (UNU)
NDB RWY 20

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I- IKK 108.7	APP CRS 038°	Rwy ldg TDZE Apt Elev	5981 624 630
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ILS or LOC RWY 4

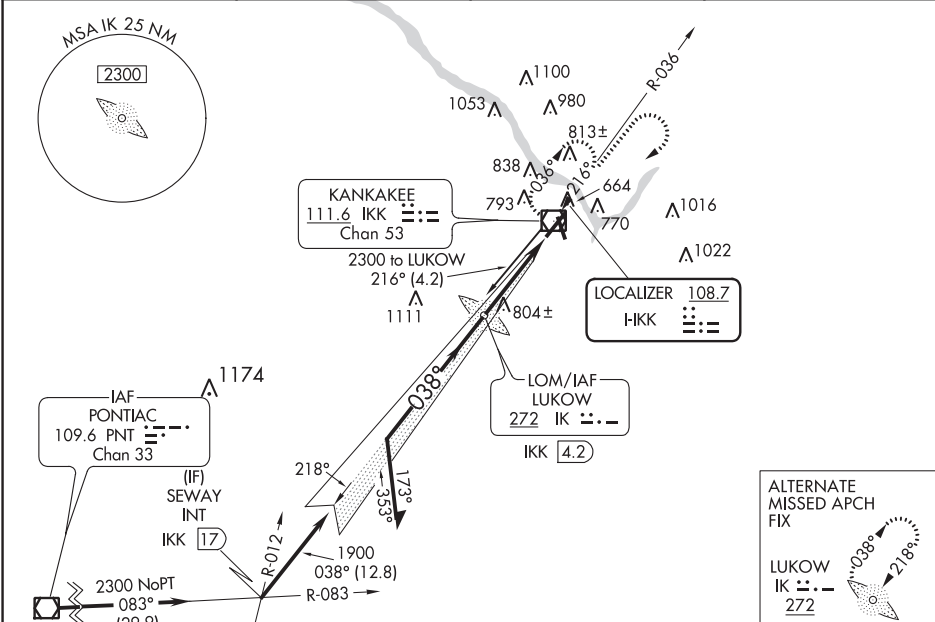
GREATER KANKAKEE (IKK)

⚠ Circling to Rwy 16 and 34 NA at night. When local altimeter setting not received, use Pontiac altimeter setting: increase DA to 913 feet; increase all MDAs 100 feet and S-LOC 4 visibility Cats C and D ¼ mile. For inop MALSAR when using Pontiac altimeter setting, increase S-ILS 4 all Cats visibility to ⅓ mile.

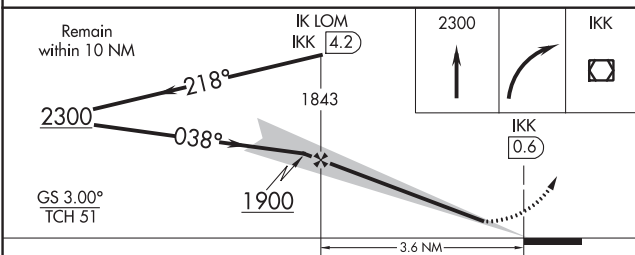
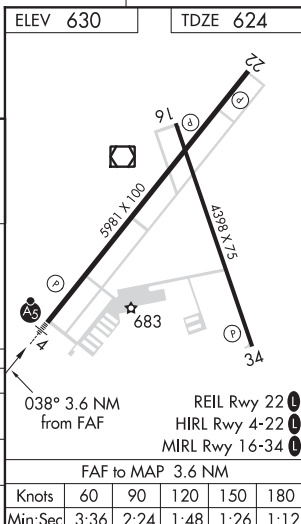


MISSED APPROACH:
Climb to 2300 then right turn direct IKK VOR/DME and hold.

AWOS-3 128.475	CHICAGO CENTER 132.5 258.1	KANKAKEE RCO (RADIO) 121.5 122.2 255.4	UNICOM 123.0 (CTAF) 0
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ELEV 630	TDZE 624
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CATEGORY	A	B	C	D
S-ILS 4	824-½ 200 (200-½)			
S-LOC 4	1060-½ 436 (500-½)	1060-¾ 436 (500-¾)		
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42799 W04A	APP CRS 038°	Rwy Idg TDZE Apt Elev	5981 624 630
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RNAV (GPS) RWY 4

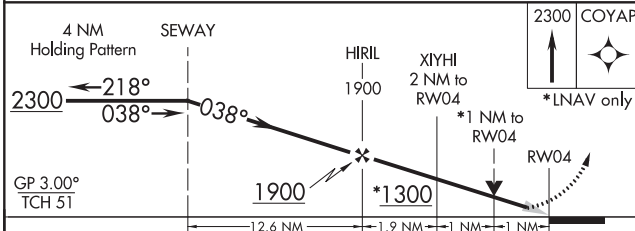
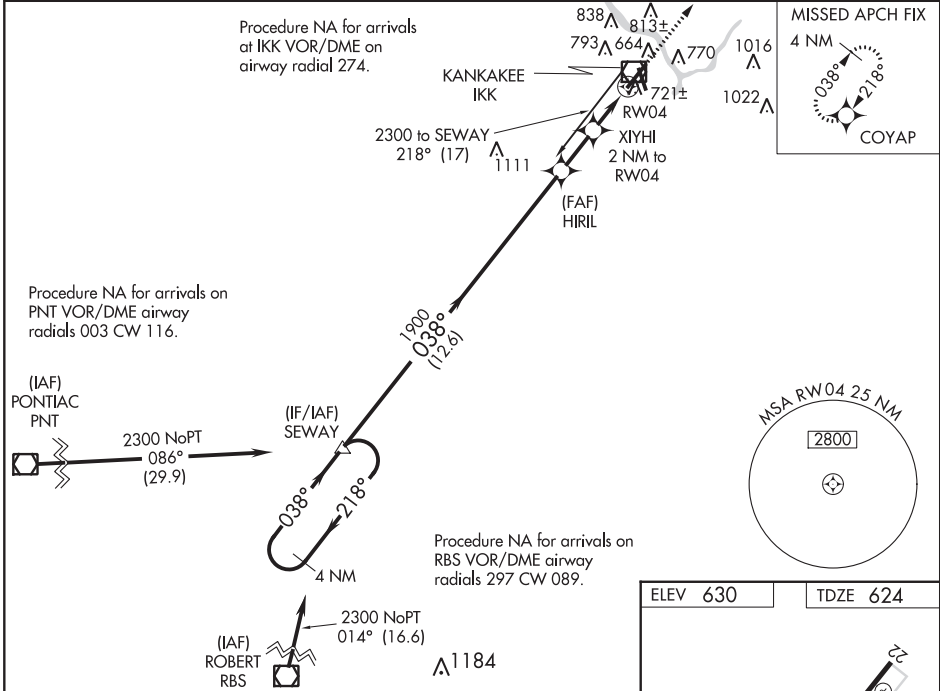
GREATER KANKAKEE (IKK)

⚠ Circling to Rwy 16 and 34 NA at night. 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 Pontiac altimeter setting increase all DA 89 feet and MDA 100 feet; increase LNAV/VNAV visibility all Cats and LNAV Cat C/D visibility 1/4 mile. For inop MALSRL when using Pontiac altimeter setting, increase LPV all Cats visibility to 3/8 mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Pontiac altimeter setting. For inop MALSRL, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 mile.

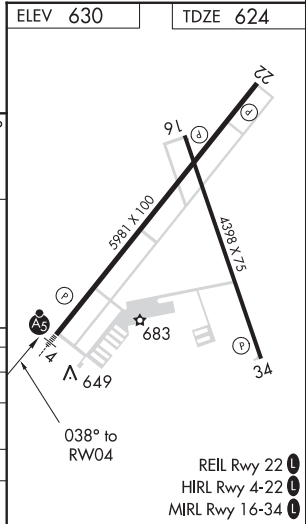
MALSRL

MISSED APPROACH:
Climb to 2300 direct COYAP and hold.

AWOS-3 128.475	CHICAGO CENTER 132.5 258.1	KANKAKEE RCO (RADIO) 121.5 122.2 255.4	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		824-1/2	200 (200-1/2)	
LNAV/VNAV DA		951-5/8	327 (400-3/8)	
LNAV MDA	980-1/2	356 (400-1/2)	980-3/8	356 (400-3/8)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1 1/2 470 (500-1 1/2)	1180-2 550 (600-2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56232 W16A	APP CRS 161°	Rwy Idg TDZE 622 Apt Elev 630	4398
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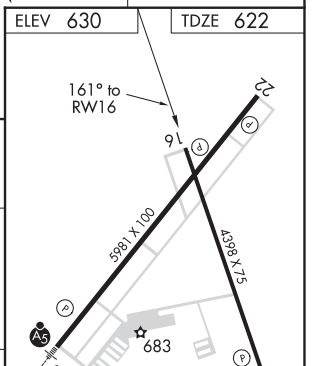
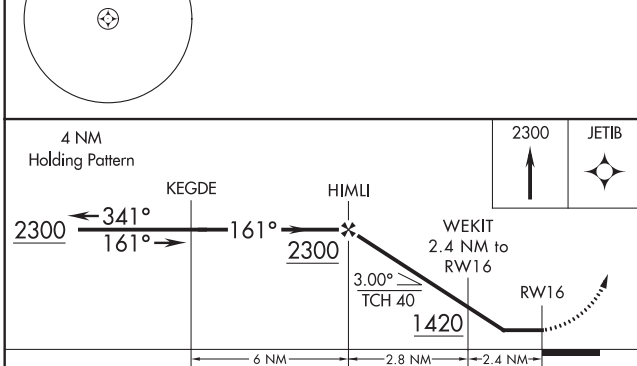
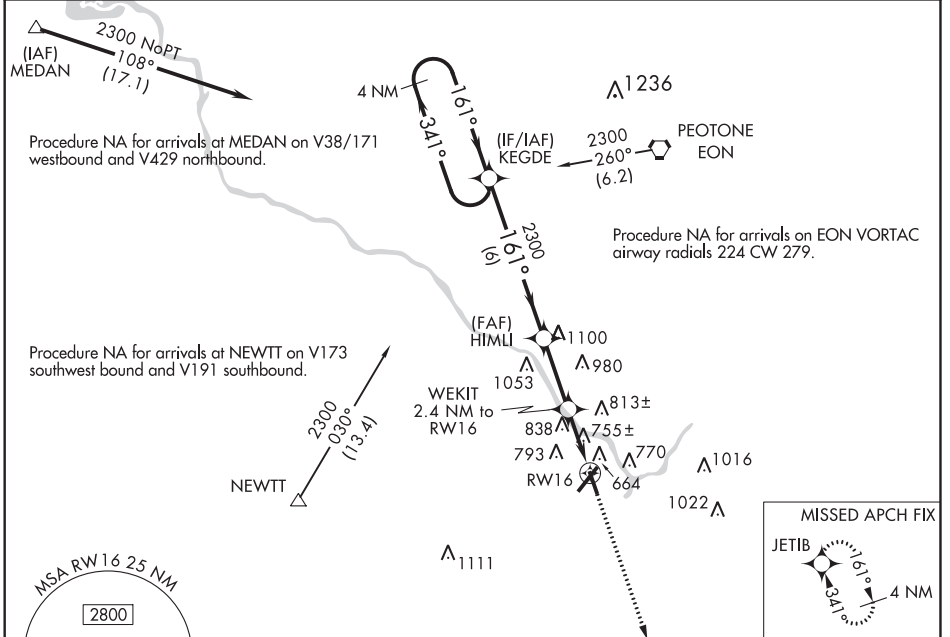
RNAV (GPS) RWY 16

GREATER KANKAKEE (IKK)

⚠ When local altimeter setting not received, use Pontiac altimeter setting and increase all MDAs 100 feet and LP and LNAV Cats C and D visibilities ¼ mile, and increase Circling Cat C visibility ½ mile. DME/DME RNP-0.3 NA. Rwy 16 Straight-in and Circling and Circling to Rwy 34 NA at night. Helicopter visibility reduction below 1SM NA.

⚠ MISSED APPROACH: Climb to 2300 direct JETIB and hold.

AWOS-3 128.475	CHICAGO CENTER 132.5 258.1	KANKAKEE RCO (RADIO) 121.5 122.2 255.4	CTAF 123.0 0
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CATEGORY	A	B	C	D
LP MDA	1020-1	398 (400-1)	1020-1½	398 (400-1½)
LNAV MDA	1100-1	478 (500-1)	1100-1¾	478 (500-1¾)
CIRCLING	1100-1	470 (500-1)	1100-1½	1180-2 470 (500-1½) 550 (600-2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72730 W22A	APP CRS 218°	Rwy Idg TDZE 5981 630 Apt Elev 630
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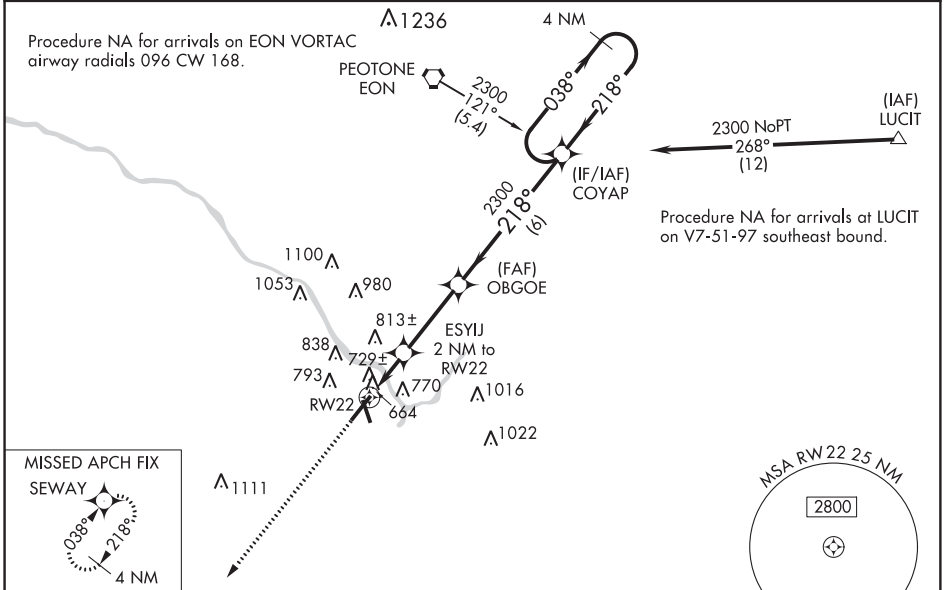
RNAV (GPS) RWY 22

GREATER KANKAKEE (IKK)

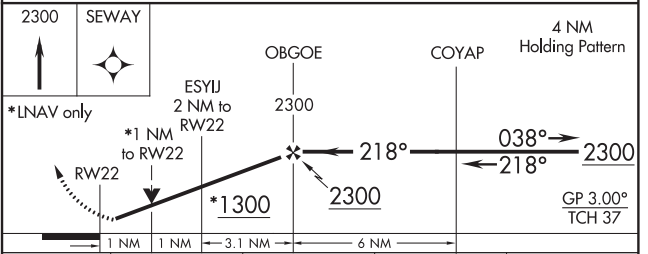
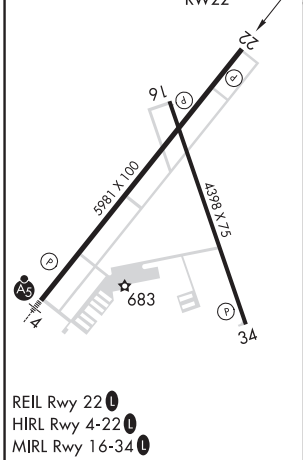
⚠ Circling to Rwy 16 and 34 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Pontiac altimeter setting and increase DA 89 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile; increase all MDAs 100 feet and LNAV Cats C and D visibility ⅓ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Pontiac altimeter setting.

MISSED APPROACH:
Climb to 2300 direct SEWAY and hold.

AWOS-3 128.475	CHICAGO CENTER 132.5 258.1	KANKAKEE RCO (RADIO) 121.5 122.2 255.4	CTAF 123.0
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ELEV 630	TDZE 630
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CATEGORY	A	B	C	D
LPV DA		880-7/8	250 (300-7/8)	
LNAV/VNAV DA		910-1	280 (300-1)	
LNAV MDA		980-1	350 (400-1)	
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86731 W34A	APP CRS 341°	Rwy Idg TDZE Apt Elev	4398 620 630
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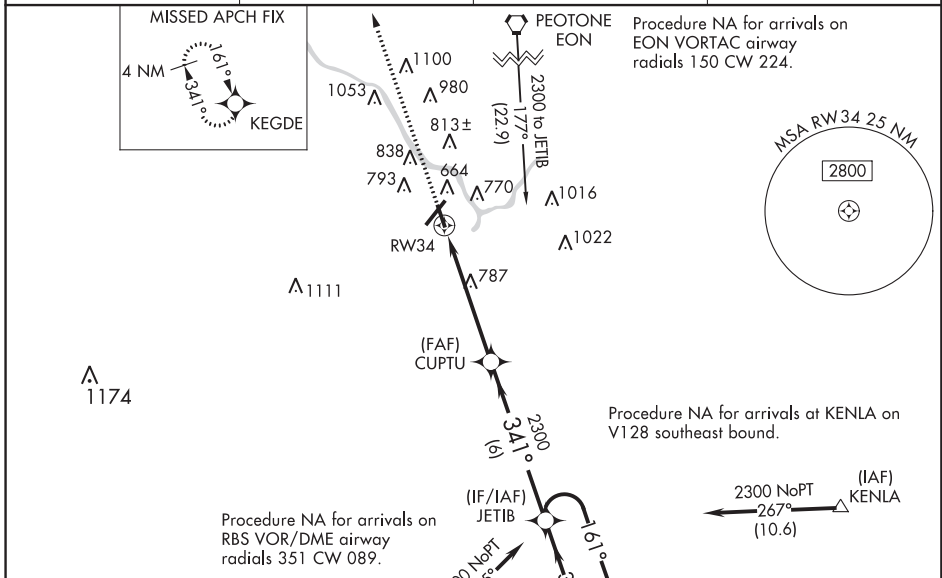
RNAV (GPS) RWY 34

GREATER KANKAKEE (IKK)

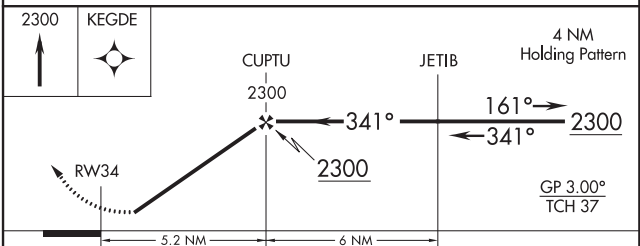
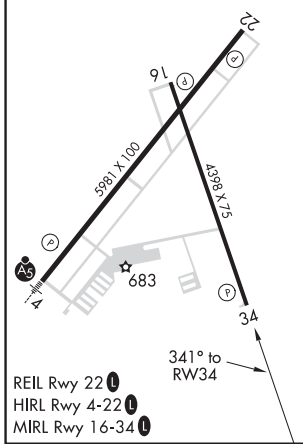
⚠ Baro-VNAV NA when using Pontiac altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Pontiac altimeter setting and increase all DA 89 feet and LPV visibility all Cats ½ mile; LNAV/VNAV visibility ¼ mile; increase all MDA 100 feet and LNAV Cats C and D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility below 1 SM NA. Rwy 34 Straight-In and Circling and Circling to Rwy 16 NA at night.

MISSED APPROACH:
Climb to 2300 direct KEGDE and hold.

AWOS-3 128.475	CHICAGO CENTER 132.5 258.1	KANKAKEE RCO (RADIO) 121.5 122.2 255.4	CTAF 123.0
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ELEV 630	TDZE 620
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CATEGORY	A	B	C	D
LPV DA		870-1	250 (300-1)	
LNAV/VNAV DA		885-1	265 (300-1)	
LNAV MDA	1040-1	420 (500-1)	1040-1¼	420 (500-1¼)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

KANKAKEE, ILLINOIS

AL-5278 (FAA)

15204

VOR/DME IKK 111.6 Chan 53	APP CRS 032°	Rwy Idg TDZE Apt Elev	5981 624 630
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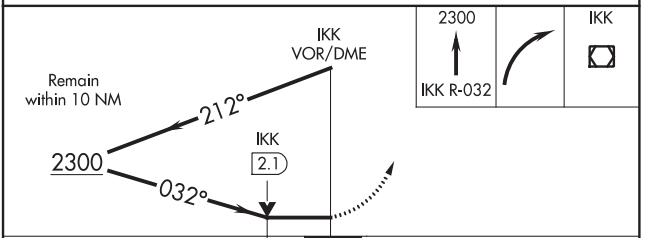
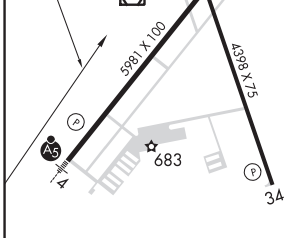
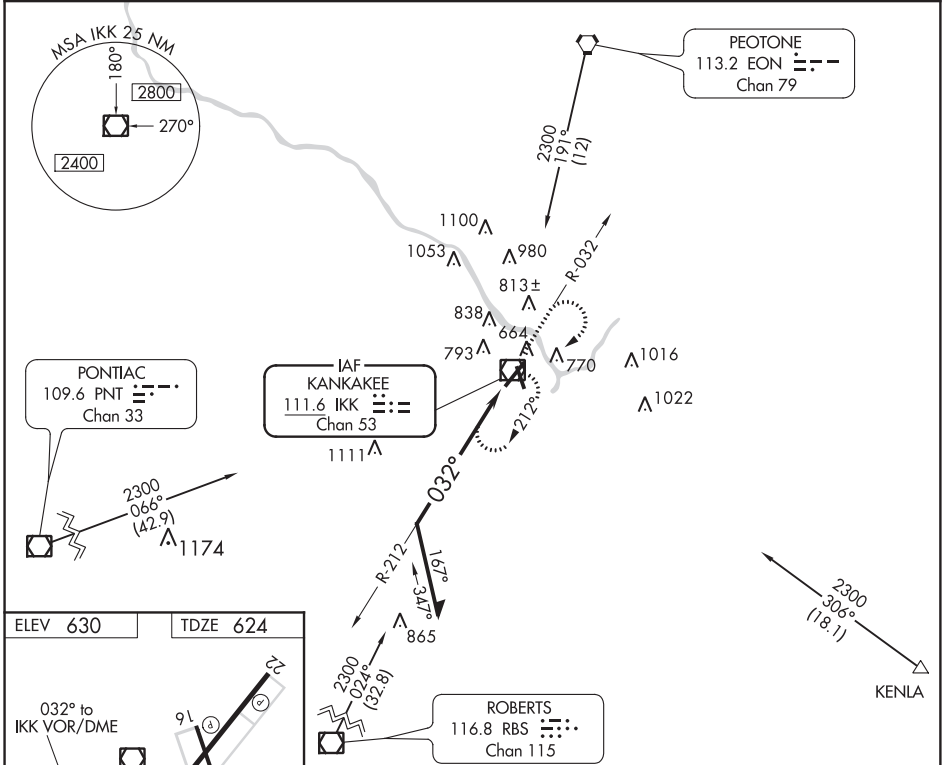
VOR RWY 4

GREATER KANKAKEE (IKK)

⚠ When local altimeter setting not received, use Pontiac altimeter setting and increase all MDA 100 feet and S-4 Cat C/D and Circling Cat C visibility ¼ mile. VDP NA with Pontiac altimeter setting. Circling Rwy 16 and 34 NA at night.

MALSRL  MISSED APPROACH: Climb to 2300 on IKK VOR/DME R-032 then right turn direct IKK VOR/DME and hold.

AWOS-3 128.475	CHICAGO CENTER 132.5 258.1	KANKAKEE RCO (RADIO) 121.5 122.2 255.4	CTAF 123.0
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CATEGORY	A	B	C	D
S-4	1180-1/2	556 (600-1/2)	1180-1 1/8	556 (600-1 1/8)
CIRCLING	1180-1	550 (600-1)	1180-1 5/8	1180-2
			550 (600-1 5/8)	550 (600-2)

REIL Rwy 22 **Ⓛ**
HIRL Rwy 4-22 **Ⓛ**
MIRL Rwy 16-34 **Ⓛ**

KANKAKEE, ILLINOIS
Amdt 6C 23JUL15

41°04'N-87°51'W

GREATER KANKAKEE (IKK)

VOR RWY 4

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

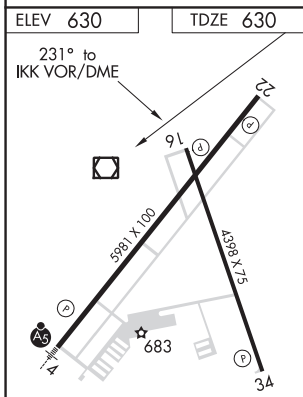
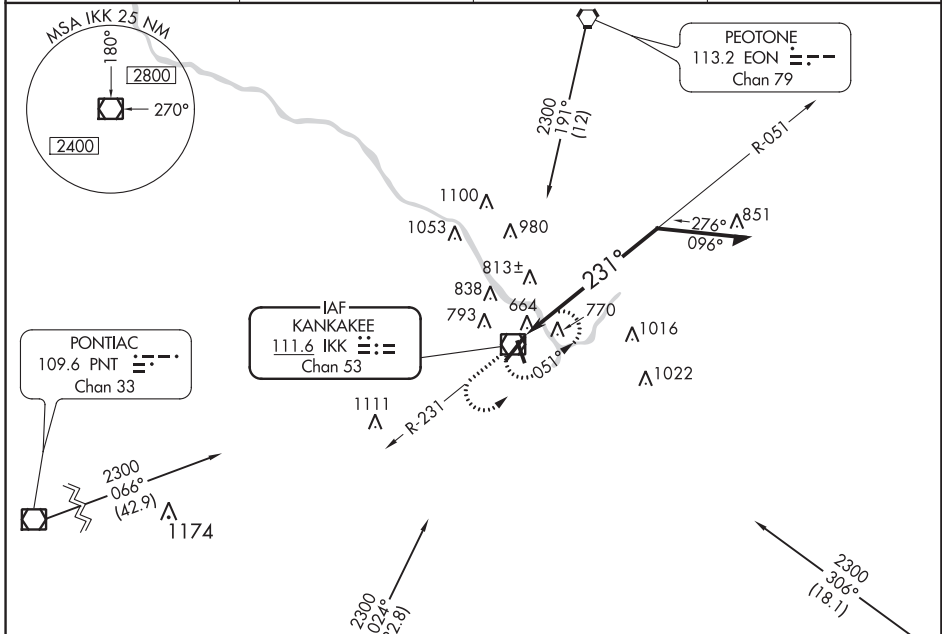
VOR/DME IKK 111.6 Chan 53	APP CRS 231°	Rwy Idg TDZE Apt Elev	5981 630 630
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VOR RWY 22
GREATER KANKAKEE (IKK)

⚠ When local altimeter setting not received, use Pontiac altimeter setting and increase all MDAs 100 feet and S-22 visibility Cats C and D, Circling Cat C visibility ¼ mile. VDP NA with Pontiac altimeter setting. Circling Rwy 16 and 34 NA at night. Helicopter visibility reduction below ¾ SM NA.

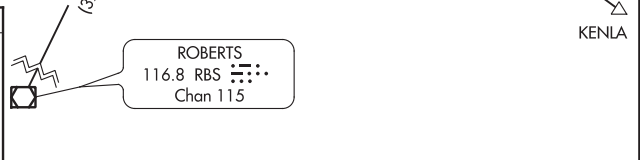
MISSED APPROACH: Climb to 2300 on IKK VOR/DME R-231, then left turn direct IKK VOR/DME and hold.

AWOS-3 128.475	CHICAGO CENTER 132.5 258.1	KANKAKEE RCO (RADIO) 121.5 122.2 255.4	CTAF 123.0
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ELEV 630 TDZE 630

REIL Rwy 22
HIRL Rwy 4-22
MIRL Rwy 16-34



2300 ↑ IKK R-231	IKK ☐	IKK VOR/DME ☐	Remain within 10 NM
		051°	2300
		231°	
		1.6	

CATEGORY	A	B	C	D
S-22	1160-1	530 (600-1)	1160-1½	530 (600-1½)
CIRCLING	1160-1	530 (600-1)	1160-1½ 530 (600-1½)	1180-2 550 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

KENOSHA, WISCONSIN

AL-5449 (FAA)

16315

LOC I-ENW 109.35	APP CRS 066°	Rwy Idg 5499
		TDZE 742
		Apt Elev 742

ILS or LOC RWY 7L

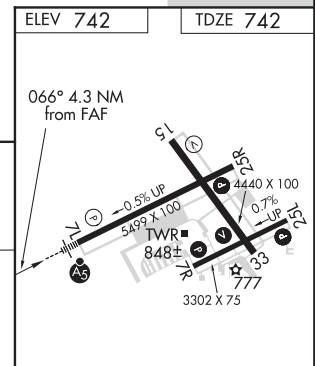
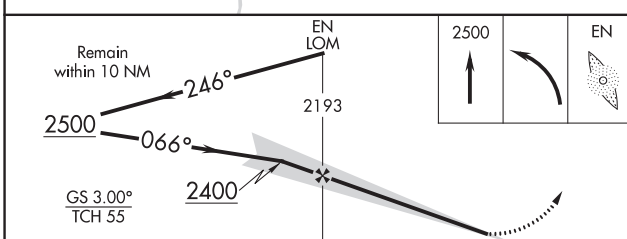
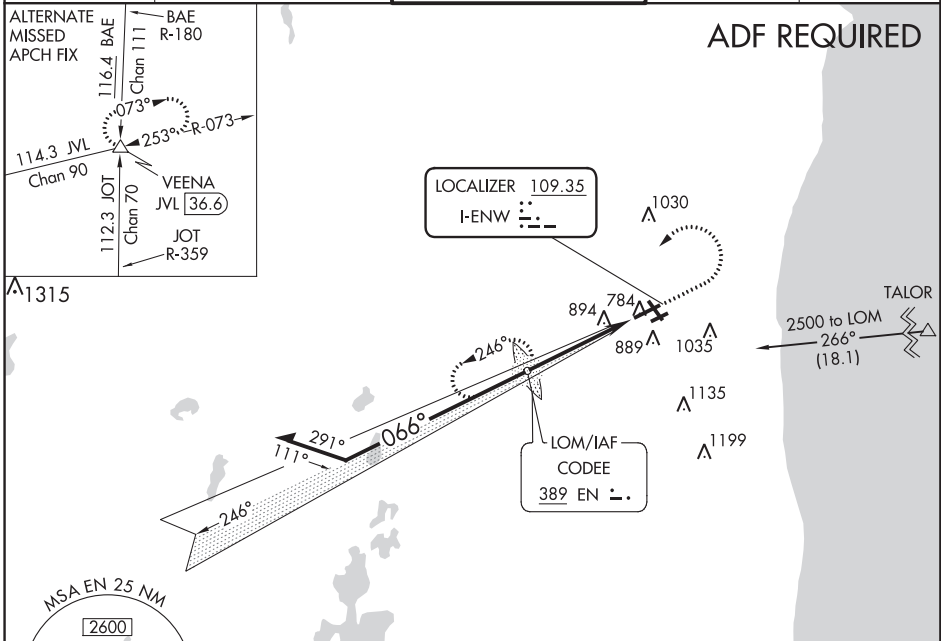
KENOSHA RGNL (ENW)

ADF Required. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all DA 27 feet and all MDA 40 feet.



MISSED APPROACH: Climb to 2500 then left turn direct EN LOM and hold.

ATIS 127.175	MILWAUKEE APP CON 135.875 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 0 353.6	GND CON 121.875	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 7L		942-1/2 200 (200±)		
S-LOC 7L	1180-1/2 438 (500-1/2)		1180-3/4 438 (500-3/4)	1180-1 438 (500-1)
CIRCLING	1200-1 458 (500-1)		1200-1/2 458 (500-1/2)	1340-2 598 (600-2)

ELEV 742	TDZE 742
MIRL Rwy 7R-25L 0	
HIRL Rwy 7L-25R and 15-33 0	
FAF to MAP 4.3 NM	
Knots	60 90 120 150 180
Min:Sec	4:18 2:52 2:09 1:43 1:26

KENOSHA, WISCONSIN
Amdt 3 27AUG09

42°36'N-87°56'W

KENOSHA RGNL (ENW)

ILS or LOC RWY 7L

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50314 W07A	APP CRS 066°	Rwy Idg 5499 TDZE 742 Apt Elev 742
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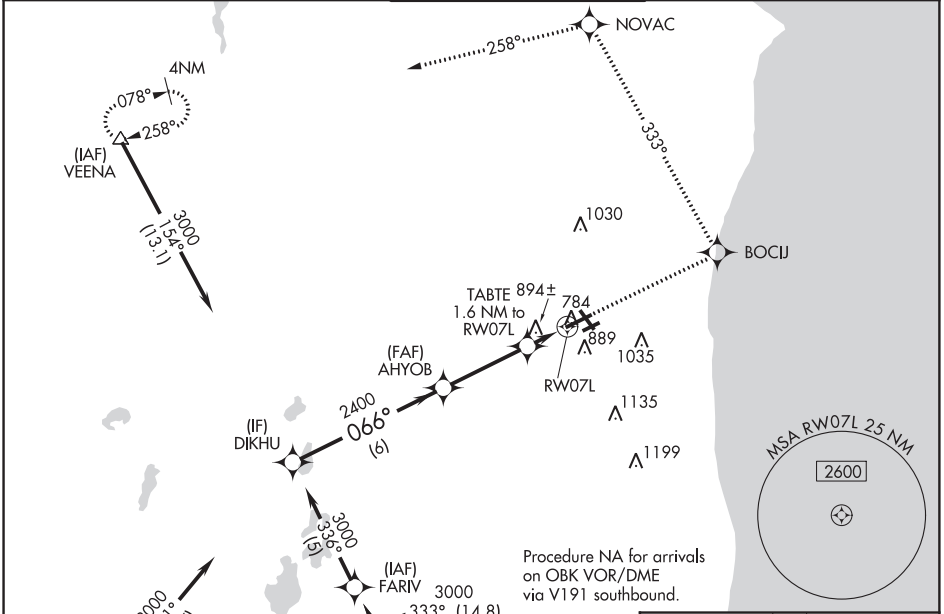
RNAV (GPS) RWY 7L

KENOSHA RGNL (E,N,W)

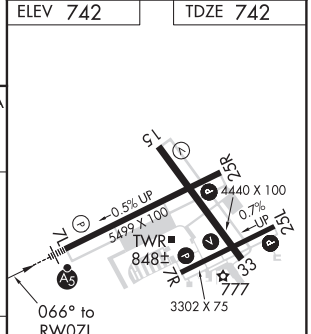
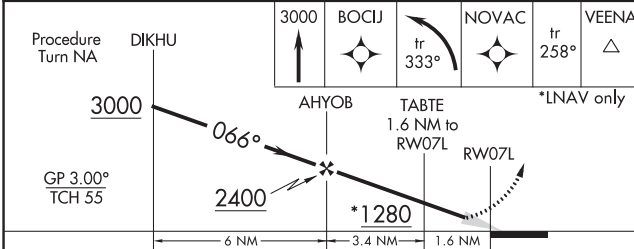
⚠ For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.
⚠ Baro-VNAV NA when using Waukegan Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
 DME/DME RNP-0.3 NA. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all DA 27 feet and all MDA 40 feet.

MALSR
 MISSED APPROACH:
 Climb to 3000 direct BOCIJ and left turn via track 333° to NOVAC and via track 258° to VEENA and hold.

ATIS 127.175	MILWAUKEE APP CON 135.875 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 0 353.6	GND CON 121.875	UNICOM 122.95
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ELEV 742	TDZE 742
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CATEGORY	A	B	C	D
LPV DA	942-½ 200 (200-½)			
LNAV/VNAV DA	1179-1 437 (500-1)			
LNAV MDA	1160-½ 418 (500-½)	1160-¾ 418 (500-¾)	1160-1 418 (500-1)	1160-1 418 (500-1)
CIRCLING	1200-1 458 (500-1)	1200-1½ 458 (500-½)	1340-2 598 (600-2)	1340-2 598 (600-2)

MIRL Rwy 7R-25L **⓪**
 HIRL Rwy 7L-25R and 15-33 **⓪**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

KENOSHA, WISCONSIN

AL-5449 (FAA)

16315

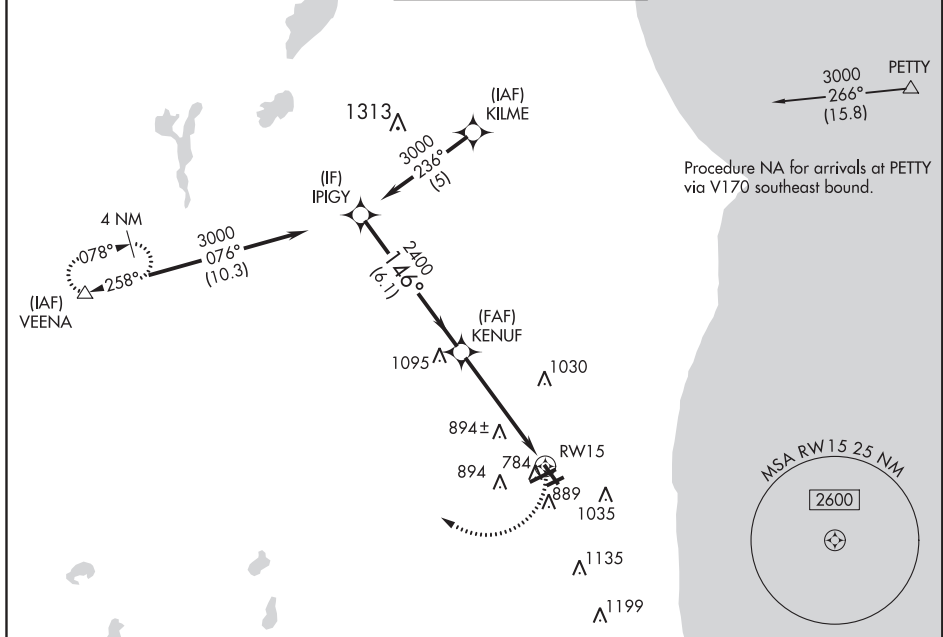
APP CRS	Rwy Idg	4440
146°	TDZE	721
	Apt Elev	742

RNAV (GPS) RWY 15

KENOSHA RGNL (E,N,W)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. ▲ When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all MDA 40 feet and increase LNAV Cats C/D visibility ¼ mile.</p>	<p>MISSED APPROACH: Climbing right turn to 3000 direct VEENA and hold.</p>
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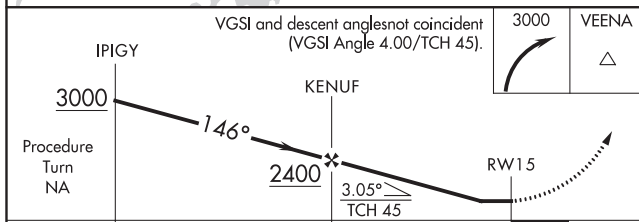
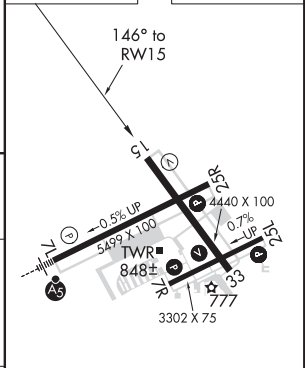
ATIS 127.175	MILWAUKEE APP CON 135.875 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 0 353.6	GND CON 121.875	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 742	TDZE 721
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CATEGORY	A	B	C	D
LNAV MDA	1200-1	479 (500-1)	1200-1¼ 479 (500-1¼)	1200-1½ 479 (500-1½)
CIRCLING	1200-1	458 (500-1)	1200-1½ 458 (500-1½)	1340-2 598 (600-2)

MIRL Rwy 7R-25L
 HIRL Rlys 7L-25R and 15-33

KENOSHA, WISCONSIN
 Orig 07MAR13

42°36'N-87°56'W

KENOSHA RGNL (E,N,W)

RNAV (GPS) RWY 15

WAAS CH 49014 W25A	APP CRS 246°	Rwy Idg TDZE 732 Apt Elev 742	5499
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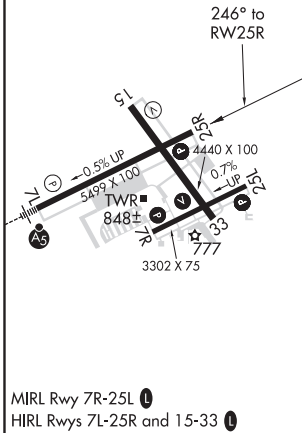
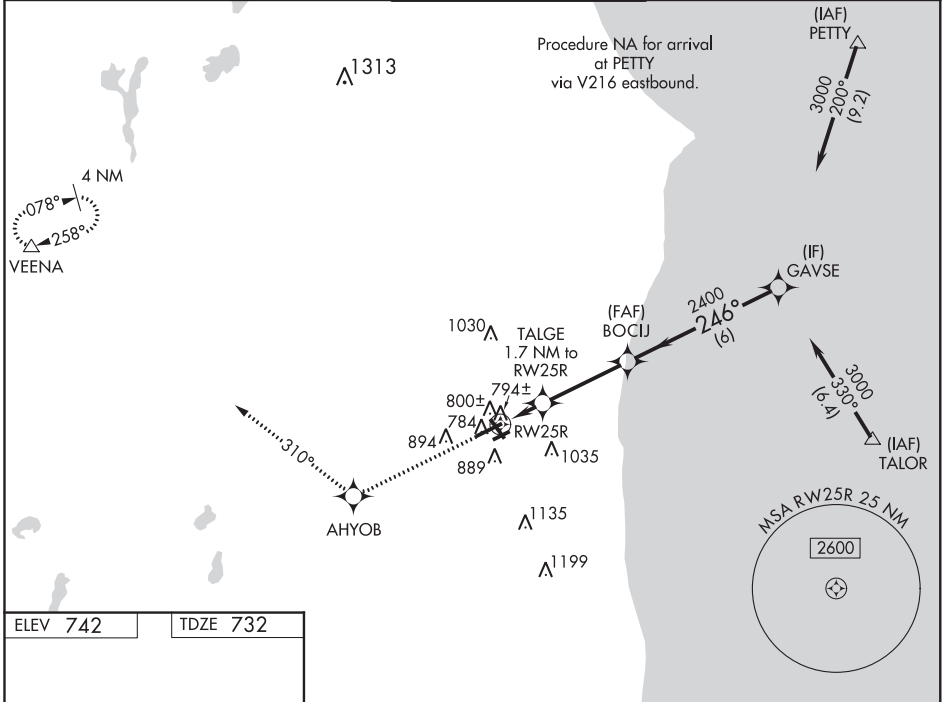
RNAV (GPS) RWY 25R

KENOSHA RGNL (ENW)

T Baro-VNAV NA when using Waukegan Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all DA 27 feet and all MDA 40 feet and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
 Climb to 3000 direct AHYOB and via track 310° to VEENA and hold.

ATIS 127.175	MILWAUKEE APP CON 135.875 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 353.6	GND CON 121.875	UNICOM 122.95
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3000	AHYOB	tr 310°	VEENA	GAVSE	Procedure Turn NA
*LNAV only					
	TALGE 1.7 NM to RW25R	BOCIJ		3000	GP 3.00° TCH 45
	RW25R	*1280	2400	246°	
	1.7	3.4 NM	6 NM		
CATEGORY	A	B	C	D	
LPV DA	982-1		250 (300-1)		
LNAV/VNAV DA	1064-1¼		332 (400-1¼)		
LNAV MDA	1100-1		368 (400-1)		1100-1¼ 368 (400-1¼)
CIRCLING	1200-1		458 (500-1)		1200-1½ 458 (500-1½)
					1340-2 598 (600-2)

RNAV (GPS) RWY 25R

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

KENOSHA, WISCONSIN

AL-5449 (FAA)

16315

APP CRS 326°	Rwy Idg 4440 TDZE 721 Apt Elev 742
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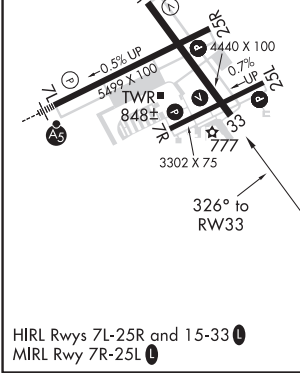
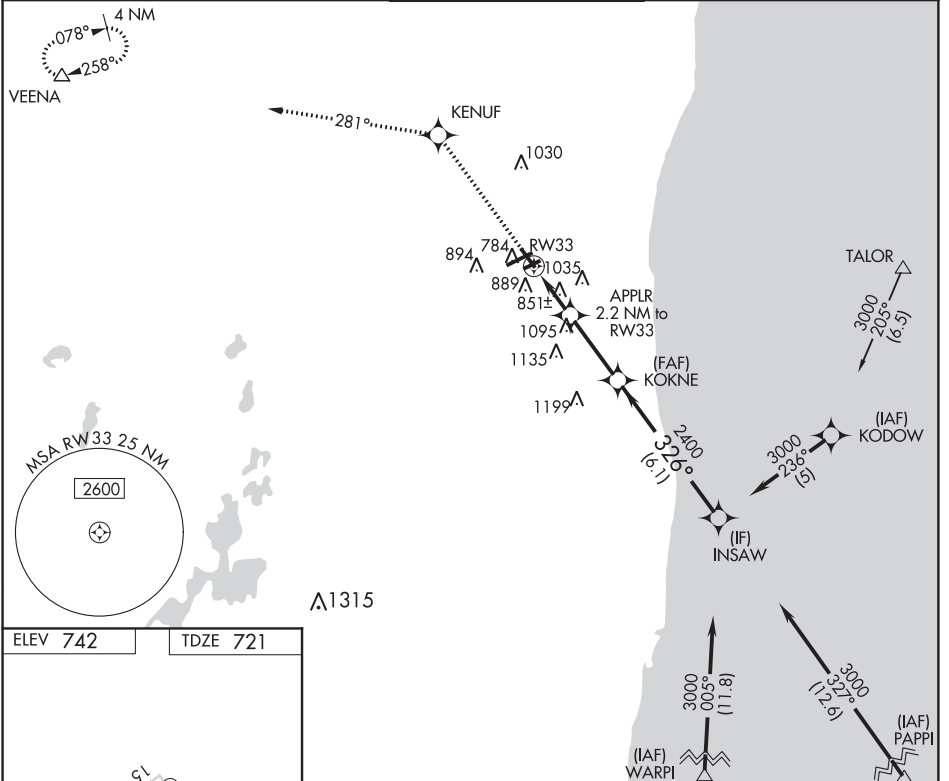
RNAV (GPS) RWY 33

KENOSHA RGNL (E.N.W)

▽ DME/DME RNP-0.3 NA.
△ When local altimeter setting is not received, use Waukegan Rgnl altimeter setting and increase all MDA 40 feet.
VDP NA when using Waukegan Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct KENUF and via track 281° to VEENA and hold.

ATIS 127.175	MILWAUKEE APP CON 135.875 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 0 353.6	GND CON 121.875	UNICOM 122.95
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3000	KENUF	tr	VEENA	Procedure Turn
↑	★	281°	△	NA
CATEGORY	A	B	C	D
LNAV MDA	1160-1	439 (500-1)	1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1200-1	458 (500-1)	1200-1½ 458 (500-1½)	1340-2 598 (600-2)

KENOSHA, WISCONSIN
Orig 15NOV12

42°36'N-87°56'W

RNAV (GPS) RWY 33

KENOSHA RGNL (E.N.W)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME ENW 109.2 Chan 29	APP CRS 256°	Rwy Idg 5499 TDZE 732 Apt Elev 742
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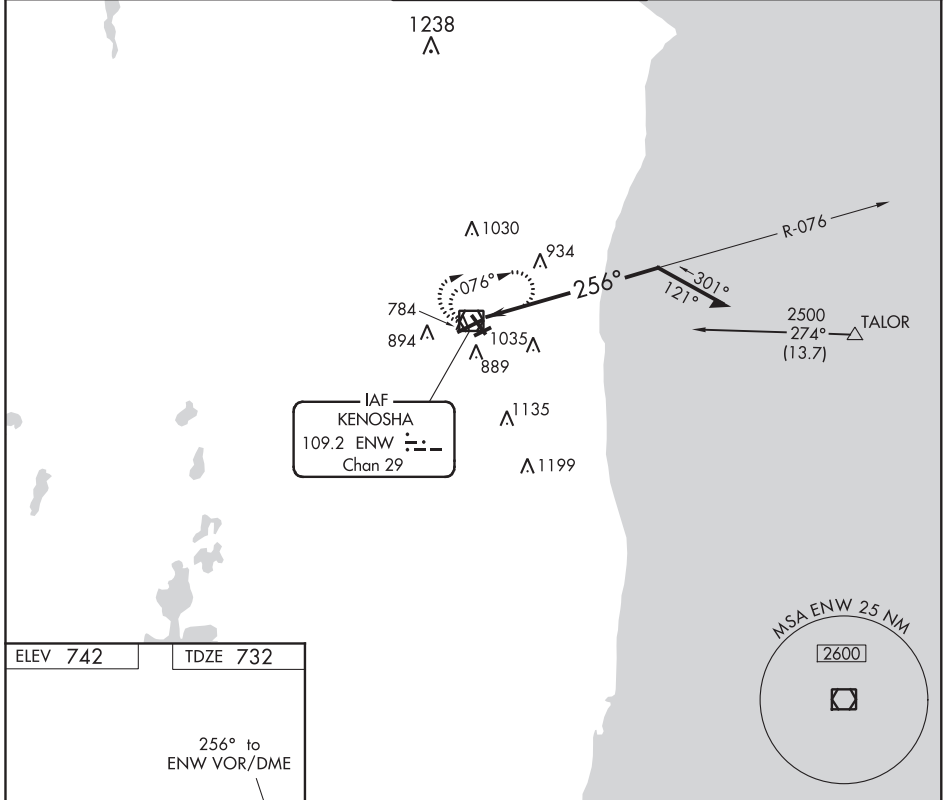
VOR RWY 25R

KENOSHA RGNL (ENW)

⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Waukegan Rgnl altimeter setting and increase all MDA 40 feet and increase S-25R Cats C/D visibility ¼ mile.

⚠ MISSED APPROACH: Climbing right turn to 2500 in ENW VOR/DME holding pattern, continue climb-in-hold to 2500.

ATIS 127.175	MILWAUKEE APP CON 135.875 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 353.6	GND CON 121.875	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5449 (FAA)

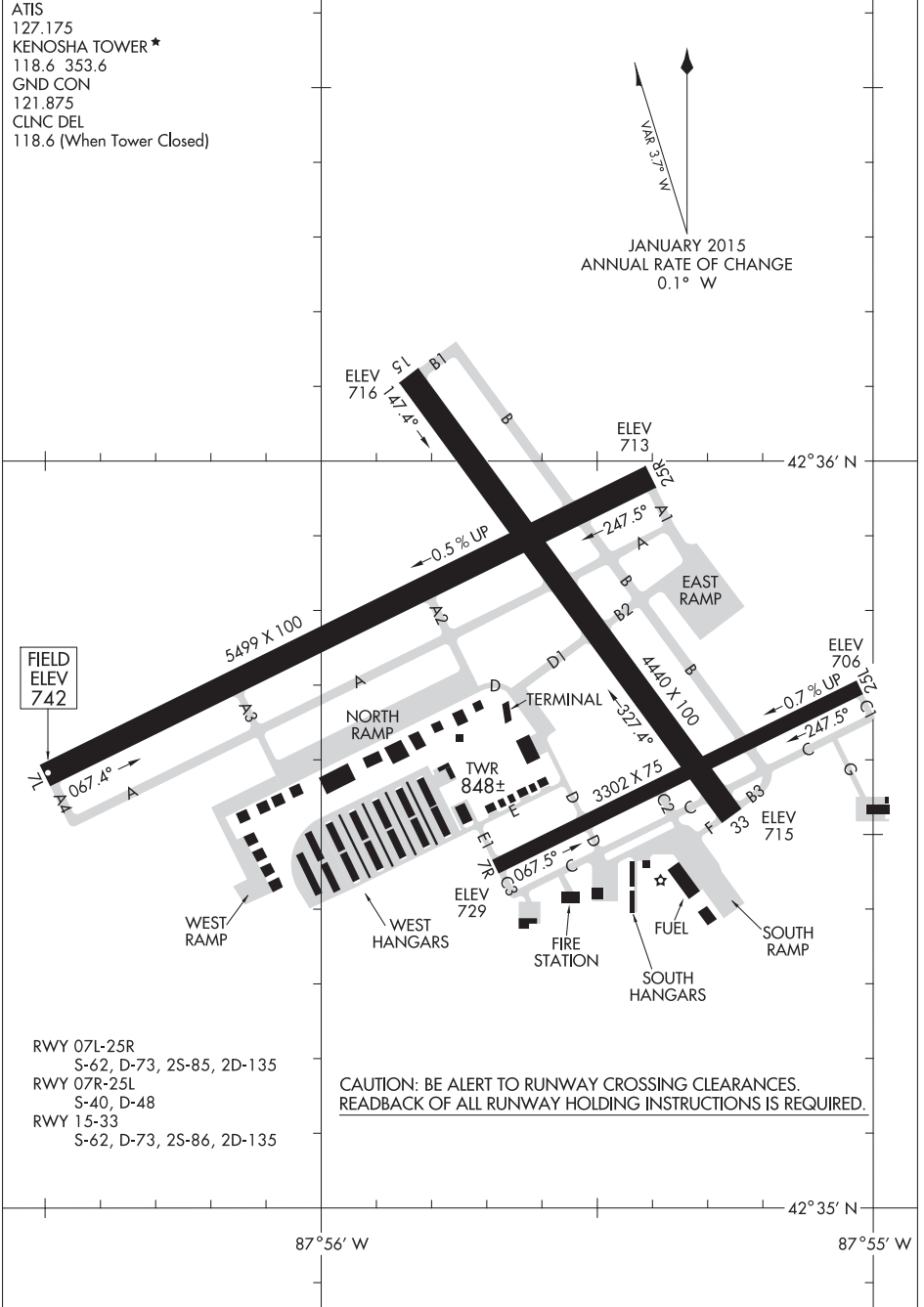
KENOSHA RGNL (E,N,W)
KENOSHA, WISCONSIN

ATIS
127.175
KENOSHA TOWER ★
118.6 353.6
GND CON
121.875
CLNC DEL
118.6 (When Tower Closed)

VAR 3° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



FIELD
ELEV
742

RWY 07L-25R
S-62, D-73, 2S-85, 2D-135
RWY 07R-25L
S-40, D-48
RWY 15-33
S-62, D-73, 2S-86, 2D-135

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

AIRPORT DIAGRAM

16203

KENOSHA, WISCONSIN
KENOSHA RGNL (E,N,W)

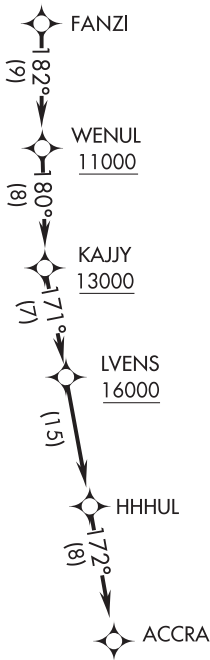
ACCRA TWO DEPARTURE (RNAV)

MILWAUKEE DEP CON
135.875 317.725
ATIS
127.175
CLNC DEL
118.6 (when tower closed)
GND CON
121.875

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:

Rwys 7L/R, 15, 25L/R, 33: Standard with minimum climb of 500' per NM to 1260.



- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Advise ATC if unable to comply with crossing restrictions.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ACCRA TWO DEPARTURE (RNAV)

(ACCRA2.ACCRA) 04FEB16

ACCRA TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 7L/R, 15, 25L/R, 33: Climb on assigned heading for RADAR vectors to FANZI, thence. . . .

. . . . on track 182° to cross WENUL at or above 11000, then on track 180° to cross KAJJY at or above 13000, then on track 171° to cross LVENS at or above 16000, then on track 171° to HHHUL, then on track 172° to ACCRA. Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 7R: Multiple light poles beginning 560' from DER, 342' right of centerline, up to 26' AGL/729' MSL. Multiple trees and pole beginning 569' from DER, 248' left of centerline, up to 54' AGL/760' MSL.

Rwy 7L: Multiple trees beginning 156' from DER, 324' left of centerline up to 52' AGL/761' MSL.

Rwy 25L: Multiple trees and hangars beginning 10' from DER, 209' right of centerline up to 11' MSL/760' MSL. Tree 22' from DER, 378' left of centerline 24' AGL/763' MSL. Fence 200' from DER, 456' left of centerline, 8' AGL/737' MSL. Vehicle on road 889' from DER, 187' left of centerline, 14' AGL/753' MSL.

Rwy 33: Multiple trees beginning 808' from DER, 39' right of centerline up to 81' AGL/810' MSL. Multiple trees 1171' from DER, 78' left of centerline, up to 84' AGL/810' MSL.

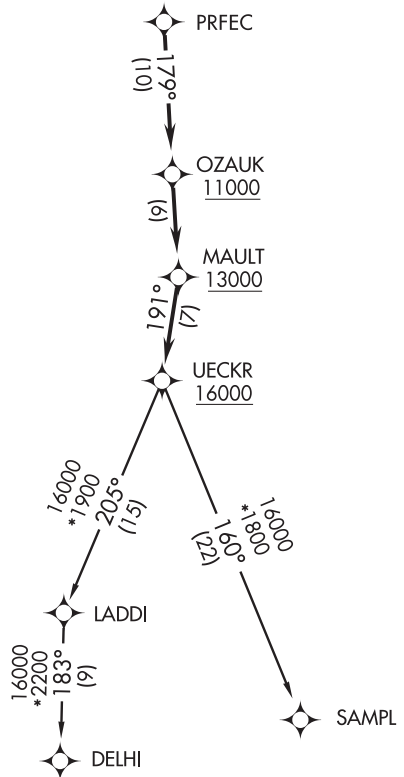
Rwy 25R: Trees 2800' from DER, 603' left and right of centerline, 100' AGL/819' MSL.

UECKR THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
ASSIGNED BY ATC**

ATIS
127.175
CLNC DEL
118.6 (when tower closed)
GND CON
121.875
MILWAUKEE DEP CON
135.875 317.725

TAKEOFF MINIMUMS:
Rwys 7L/R, 15, 25L/R, 33: Standard with minimum
climb of 500' per NM to 1260.



- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Notify ATC if unable to comply with crossing restrictions.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

UECKR THREE DEPARTURE (RNAV)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

UECKR THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 7L/R, 15, 25L/R, 33: Climb on assigned heading for RADAR vectors to PRFEC, thence

. . . . on track 179° to cross OZAUk at or above 11000, then on track 179° to cross MAULT at or above 13000, then on track 191° to cross UECKR at or above 16000, then via (transition). Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR3.DELHI):
SAMPL TRANSITION (UECKR3.SAMPL):

TAKEOFF OBSTACLE NOTES:

- Rwy 7R: Multiple light poles beginning 560' from DER, 342' right of centerline, up to 26' AGL/729' MSL. Multiple trees and pole beginning 569' from DER, 248' left of centerline, up to 54' AGL/760' MSL.
- Rwy 7L: Multiple trees beginning 156' from DER, 324' left of centerline up to 52' AGL/761' MSL.
- Rwy 25L: Multiple trees and hangars beginning 10' from DER, 209' right of centerline up to 11' AGL/760' MSL. Tree 22' from DER, 378' left of centerline 24' AGL/763' MSL. Fence 200' from DER, 456' left of centerline, 8' AGL/737' MSL. Vehicle on road 889' from DER, 187' left of centerline, 14' AGL/753' MSL.
- Rwy 33: Multiple trees beginning 808' from DER, 39' right of centerline up to 81' AGL/810' MSL. Multiple trees 1171' from DER, 78' left of centerline, up to 84' AGL/810' MSL.
- Rwy 25R: Trees 2800' from DER, 603' left to right of centerline, 100' AGL/819' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50333 W01A	APP CRS 013°	Rwy Idg TDZE Apt Elev	3200 857 858
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RNAV (GPS) RWY 1

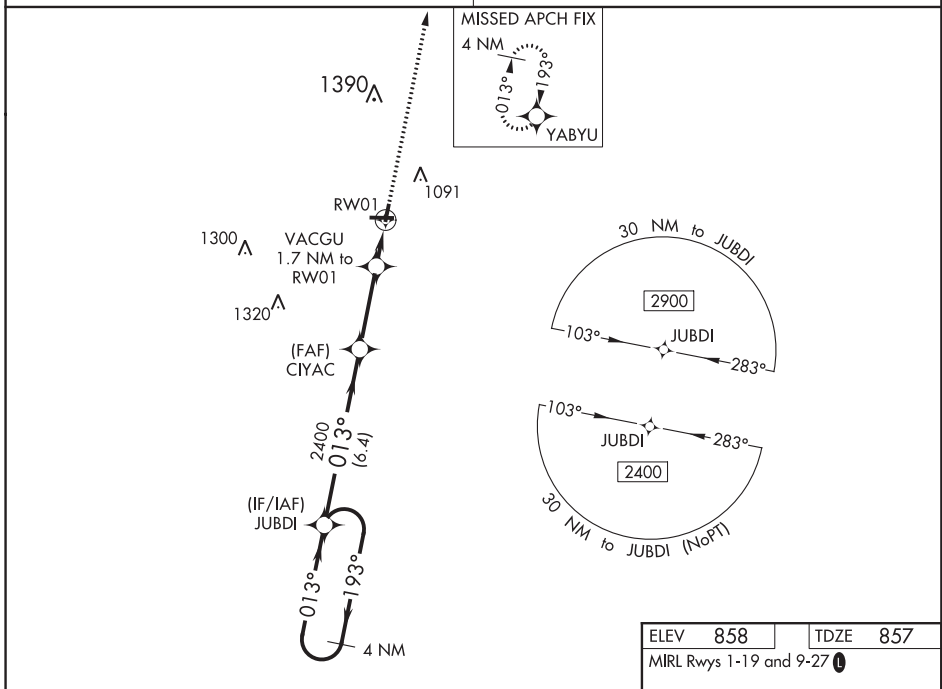
KEWANEE MUNI (EZI)

▽ Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.
▲ NA Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all Cats visibility $\frac{1}{8}$ mile, and Circling Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH:
Climb to 2400 direct YABYU and hold.

QUAD CITY APP CON ★
133.275 257.8

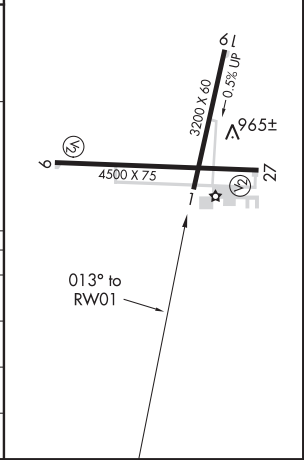
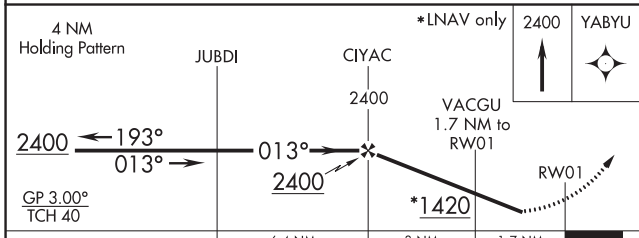
UNICOM
122.8 (CTAF) ①



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 858	TDZE 857
MIRL Rwys 1-19 and 9-27 ①	



CATEGORY	A	B	C	D
LPV DA	1182-1 $\frac{1}{8}$	325 (400-1 $\frac{1}{8}$)		NA
RNAV/VNAV DA	1212-1 $\frac{1}{4}$	355 (400-1 $\frac{1}{4}$)		NA
RNAV MDA	1300-1	443 (500-1)	1300-1 $\frac{1}{8}$ 443 (500-1 $\frac{1}{8}$)	NA
C CIRCLING	1340-1 482 (500-1)	1520-1 662 (700-1)	1520-1 $\frac{3}{4}$ 662 (700-1 $\frac{3}{4}$)	NA

WAAS CH 97533 W19A	APP CRS 193°	Rwy Idg TDZE Apt Elev	3200 857 858
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RNAV (GPS) RWY 19

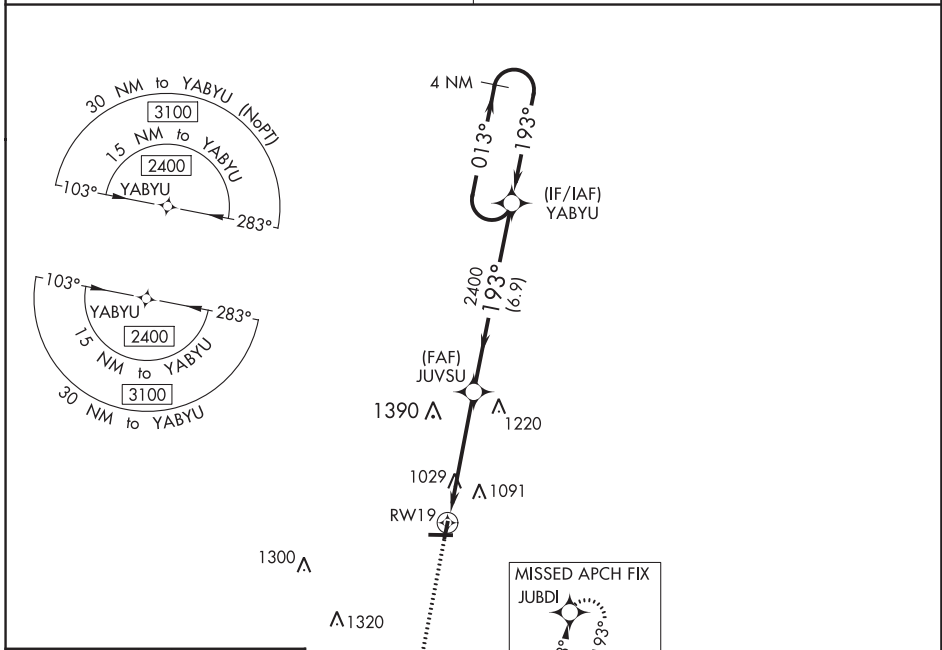
KEWANEE MUNI (EZI)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all Cats and LNAV Cat C visibility 1/8 mile, and Circling Cat C visibility 1/4 mile.

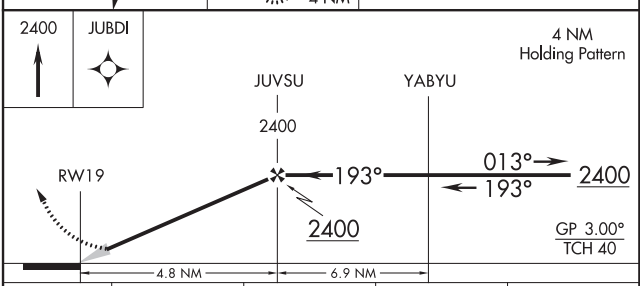
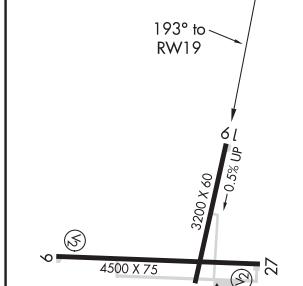
MISSED APPROACH: Climb to 2400 direct JUBDI and hold.

QUAD CITY APP CON ★
133.275 257.8

UNICOM
122.8 (CTAF) 📻



ELEV 858	TDZE 857
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CATEGORY	A	B	C	D
LPV DA	1182-1 1/8 325 (400-1 1/8)			NA
LNAV/VNAV DA	1416-2 559 (600-2)			NA
LNAV MDA	1400-1	543 (600-1)	1400-1 1/8 543 (600-1 1/8)	NA
CIRCLING	1400-1 542 (600-1)	1520-1 662 (700-1)	1520-1 3/4 662 (700-1 3/4)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56433 W27A	APP CRS 273°	Rwy Idg TDZE Apt Elev	4500 858 858
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RNAV (GPS) RWY 27

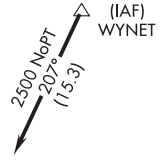
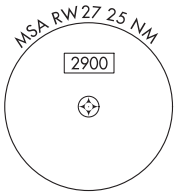
KEWANEE MUNI (EZI)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all Cats and LNAV Cat C visibility 1/8 mile, and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 2400 direct WIKOK and hold.

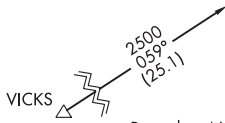
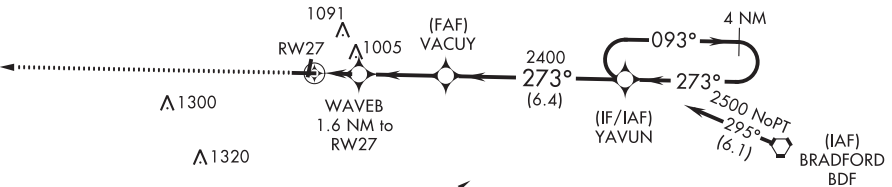
QUAD CITY APP CON *
133.275 257.8

UNICOM
122.8 (CTAF)



Procedure NA for arrivals at WYNET on V8-38 eastbound.

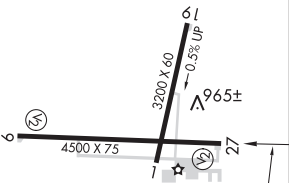
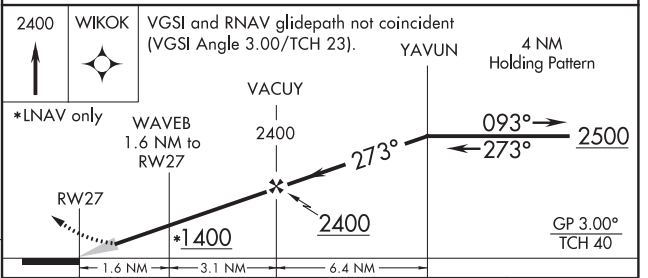
A1390



Procedure NA for arrivals at VICKS on V434 northwest bound.

Procedure NA for arrivals at BDF VORTAC on V156 eastbound.

ELEV 858	TDZE 858
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CATEGORY	A	B	C	D
LPV DA	1183-1 ¹ / ₈	325 (400-1 ¹ / ₈)		NA
LNAV/VNAV DA	1212-1 ¹ / ₄	354 (400-1 ¹ / ₄)		NA
LNAV MDA	1340-1	482 (500-1)	1340-1 ³ / ₈ 482 (500-1 ³ / ₈)	NA
CIRCLING	1340-1 482 (500-1)	1520-1 662 (700-1)	1520-1 ³ / ₄ 662 (700-1 ³ / ₄)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017


LOC I-LSE 111.1	APP CRS 180°	Rwy Idg 8536
		TDZE 653
		Apt Elev 656

ILS or LOC RWY 18

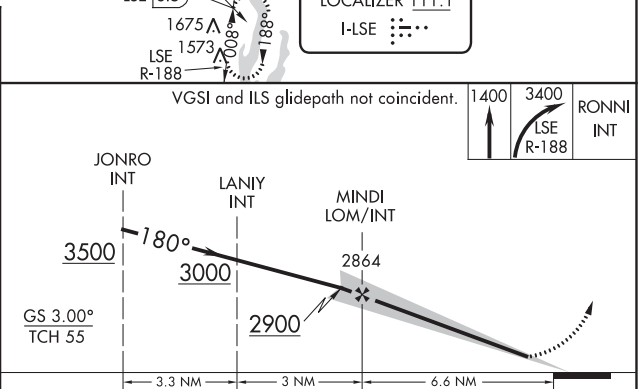
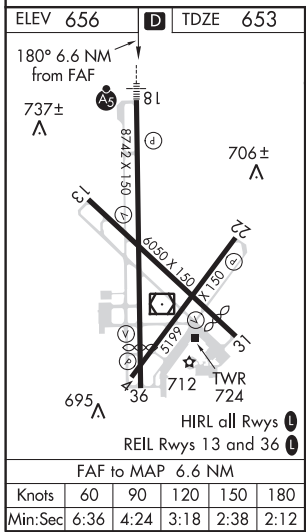
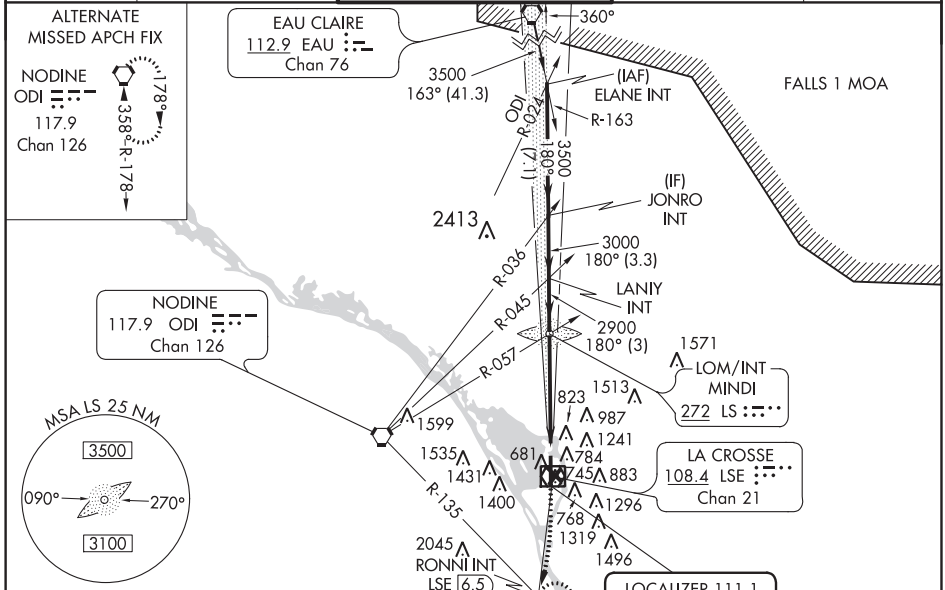
LA CROSSE RGNL (LSE)

⚠ Circling to Rwy 22 NA at night. When local altimeter setting not received, use Winona altimeter setting and increase all DA/MDA 60 feet; increase S-LOC 18 Cat A visibility to 3/4.

⚠ -19°C/-2°F

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3400 on LSE VOR/DME R-188 to RONNI INT/LSE 6.5 DME and hold, continue climb-in-hold to 3400.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 18	853-1/2 200 (200-1/2)			
S-LOC 18	1520-1/2 867 (900-1/2)	1520-3/4 867 (900-3/4)	1520-2	867 (900-2)
CIRCLING	1520-1/4	864 (900-1/4)	1760-3 1104 (1200-3)	1820-3 1164 (1200-3)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82622 W04A	APP CRS 037°	Rwy Idg TDZE Apt Elev	5199 654 656
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RNAV (GPS) RWY 4

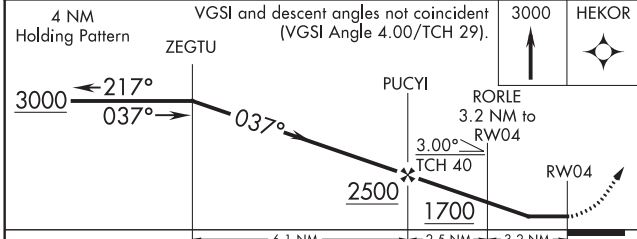
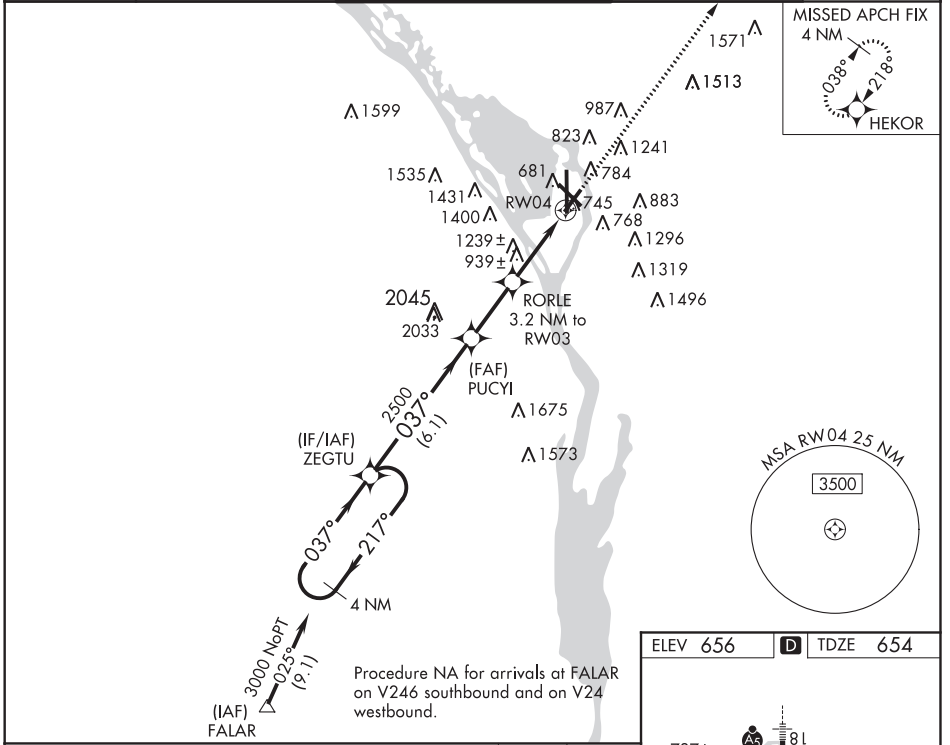
LA CROSSE RGNL (LSE)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet; increase LP Cats C and D visibility 1/8 mile. Circling Rwy 22 NA at night. Helicopter visibility reduction below 3/4 SM NA.

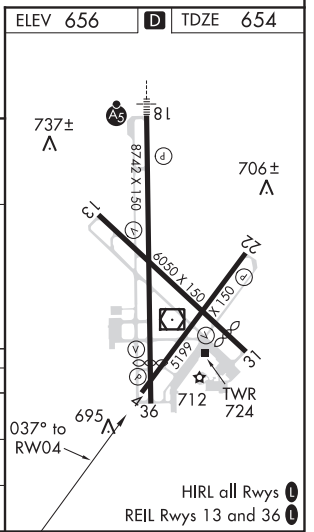
⚠ MISSED APPROACH: Climb to 3000 direct HEKOR and hold.

❄ -19°C/-2°F

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA	1200-1	546 (600-1)	1200-1½	546 (600-1½)
LNAV MDA	1620-1¼ 966 (1000-1¼)	1620-1½ 966 (1000-1½)	1620-3	966 (1000-3)
C CIRCLING	1620-1¼ 964 (1000-1¼)	1620-1½ 964 (1000-1½)	1760-3 1104 (1200-3)	1820-3 1164 (1200-3)



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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56509 W13A	APP CRS 135°	Rwy Idg TDZE Apt Elev	5310 656 656
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RNAV (GPS) RWY 13

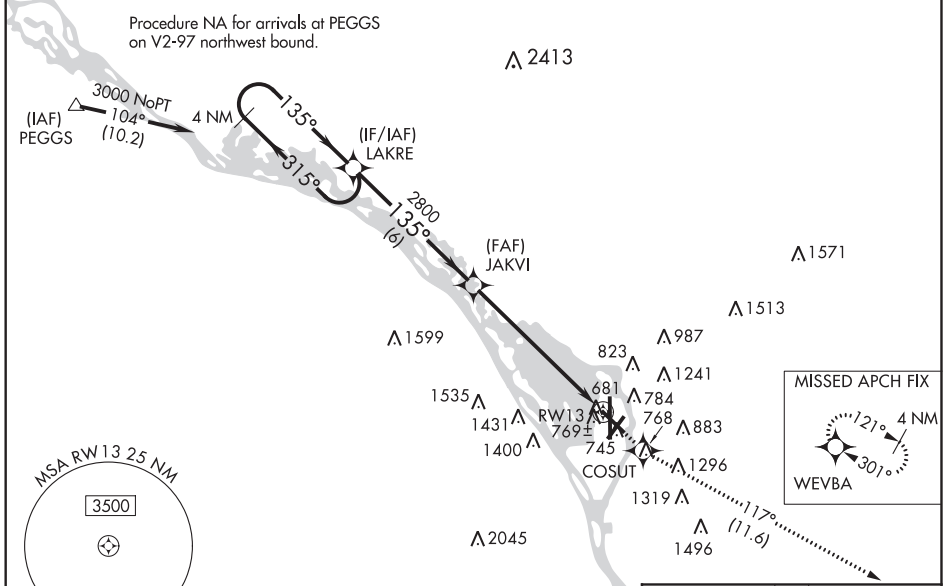
LA CROSSE RGNL (LSE)

⚠ Baro-VNAV NA when using Winona altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27° C (-16° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Circling to Rwy 22 NA at night. When local altimeter setting not received, use Winona altimeter setting and increase DA 53 feet, increase LPV and LNAV/VNAV visibility 1/4 mile all Cats, increase all MDA 60 feet, increase LNAV Cats C/D and Circling Cat B visibility 1/4 mile.

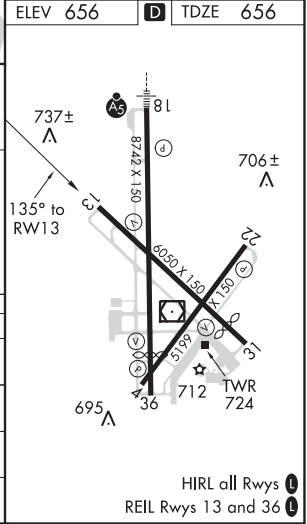
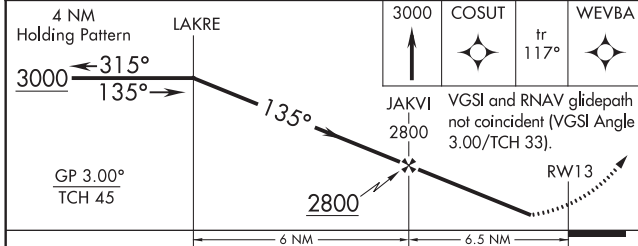
❄ -19°C/-2°F

MISSED APPROACH: Climb to 3000 direct COSUT and on track 117° to WEVBA and hold.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER * 118.45 (CTAF) 0 251.075	GND CON 121.8	UNICOM 122.95
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ELEV 656	D TDZE 656
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CATEGORY	A	B	C	D
LPV DA	958-1 302 (400-1)			
LNAV/VNAV DA	1020-1 1/4 364 (400-1 1/4)			
LNAV MDA	1140-1 484 (500-1)	1140-1 3/8 484 (500-1 3/8)	1140-1 1/2 484 (500-1 1/2)	
C CIRCLING	1140-1 484 (500-1)	1460-1 804 (900-1)	1760-3 1104 (1200-3)	1820-3 1164 (1200-3)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017


WAAS CH 72809 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	8536 653 656
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RNAV (GPS) RWY 18

LA CROSSE RGNL (LSE)

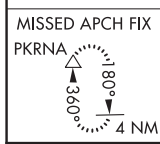
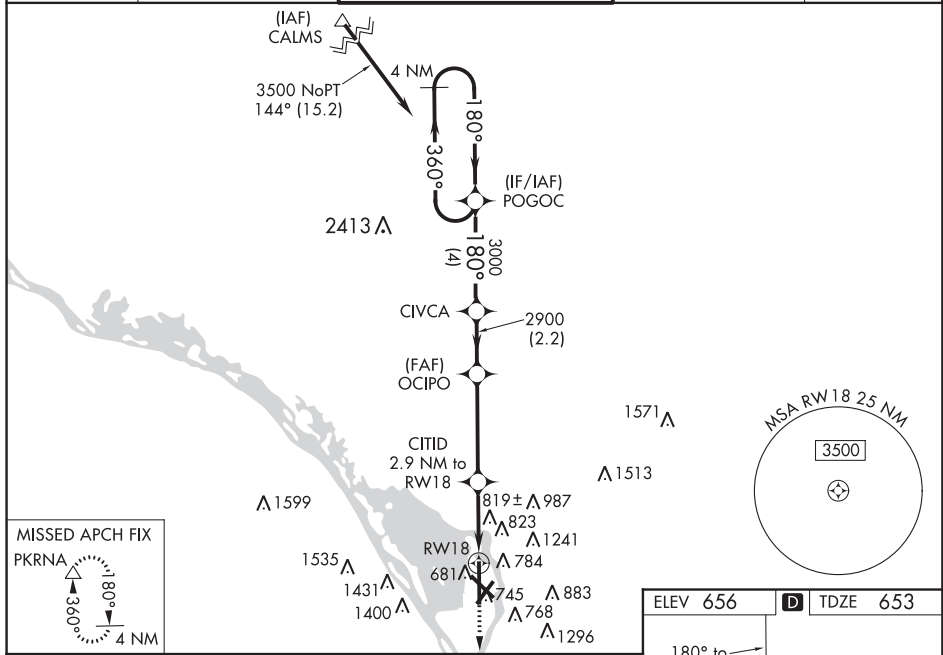
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27° C (-16° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winona altimeter setting: increase LPV DA to 987 feet, LNAV/VNAV DA to 1257 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ½ SM and Circling Cat C visibility ½ SM. For inoperative MALS/R, increase LPV all Cats visibility ½ SM. LNAV minimums NA with Winona altimeter setting. Baro-VNAV and VDP NA when using Winona altimeter setting. Circling to Rwy 21 NA at night.

✳ -19°C/-2°F

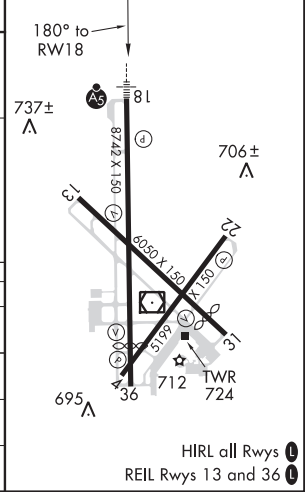
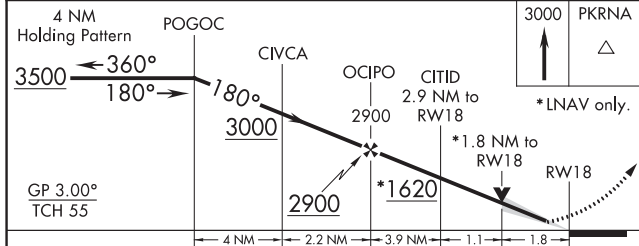
MALS/R 

MISSED APPROACH: Climb to 3000 direct PKRNA and hold.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
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ELEV 656	D	TDZE 653
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CATEGORY	A	B	C	D
LPV DA		925-½	272 (300-½)	
LNAV/VNAV DA		1204-1½	551 (600-1½)	
LNAV MDA	1360-½	707 (800-½)	1360-1½	1360-1¾
	704 (800-1)	804 (900-1)	707 (800-1½)	707 (800-1¾)
C CIRCLING	1360-1	1460-1	1760-3	1820-3
	704 (800-1)	804 (900-1)	1104 (1200-3)	1164 (1200-3)

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EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 217°	Rwy Idg 5199
	TDZE 654
	Apt Elev 656

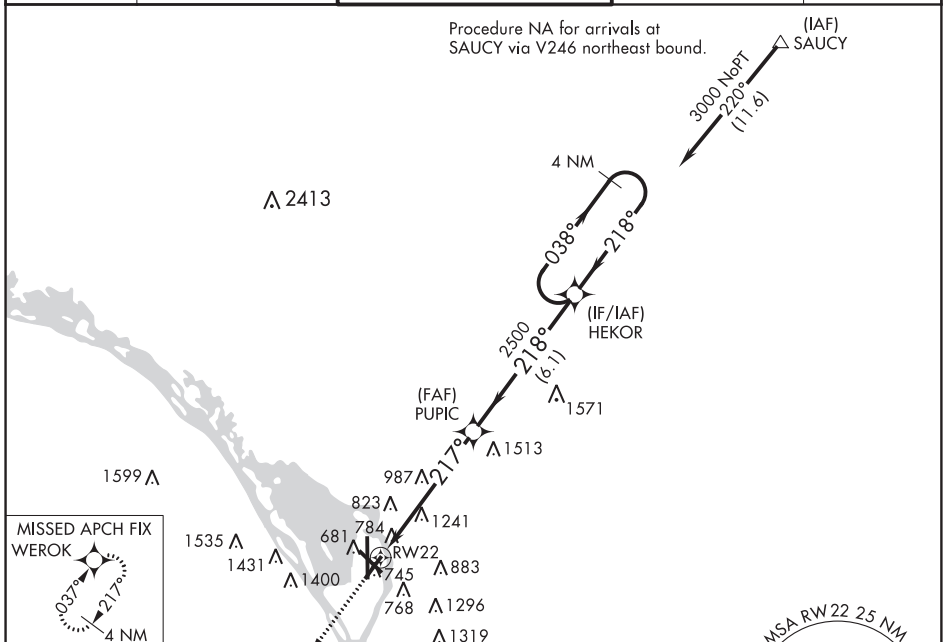
RNAV (GPS) RWY 22

LA CROSSE RGNL (LSE)

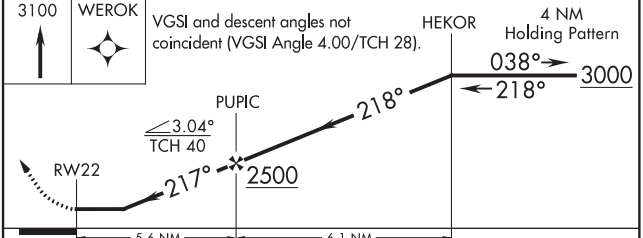
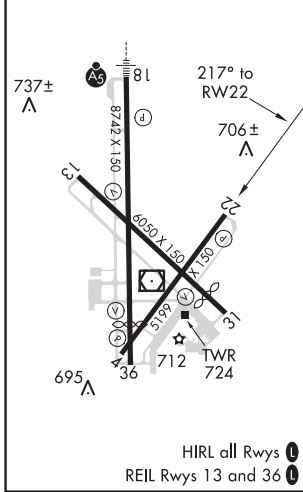
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

⚠ MISSED APPROACH: Climb to 3100 direct WEROK and hold.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
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ELEV 656	D	TDZE 654
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CATEGORY	A	B	C	D
LNAV MDA	1820-1/4 1166 (1200-1/4)	1820-1/2 1166 (1200-1/2)	1820-3	1166 (1200-3)
C CIRCLING	1820-1/4 1164 (1200-1/4)	1820-1/2 1164 (1200-1/2)	1820-3	1164 (1200-3)

EC-3, 10 NOV 2016 to 05 JAN 2017

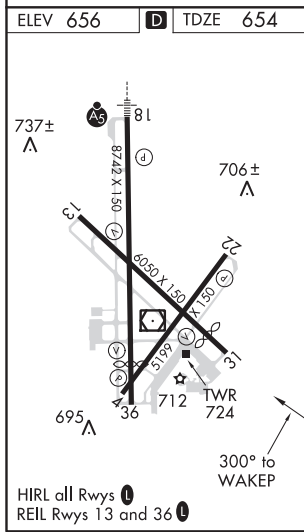
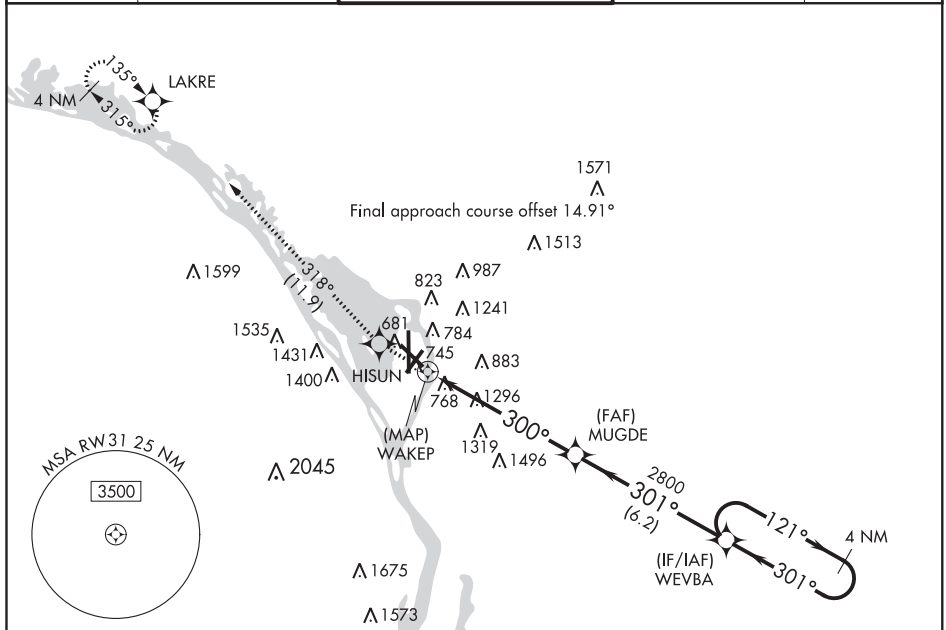
EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5310
300°	TDZE	654
	Apt Elev	656

RNAV (GPS) RWY 31

LA CROSSE RGNL (LSE)

	DME/DME RNP-0.3 NA. Circling Rwy 22 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet.		MISSED APPROACH: Climb to 3000 direct HISUN and on track 318° to LAKRE and hold.	
	-19°C/-2°F			
ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER * 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95



3000	HISUN	tr 318°	LAKRE	WEVBA	4 NM Holding Pattern
			MUGDE		
	WAKEP		2800		Visual Segments - Obstacles.
CATEGORY		A	B	C	D
LNAV MDA		1720-1¼ 1066 (1100-1¼)	1720-1½ 1066 (1100-1½)	1720-3	1066 (1100-3)
CIRCLING		1720-1¼ 1064 (1100-1¼)	1720-1½ 1064 (1100-1½)	1760-3	1820-3 1164 (1200-3)

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86509 W36A	APP CRS 360°	Rwy Idg TDZE 653 Apt Elev 656	7426
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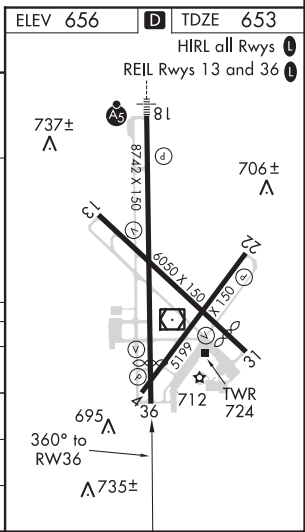
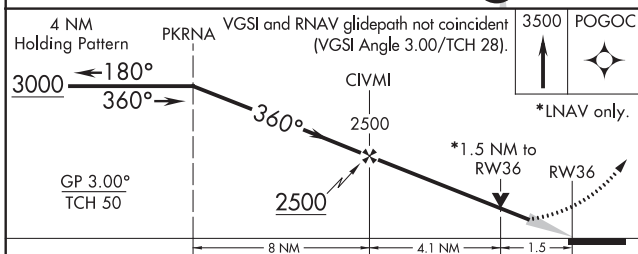
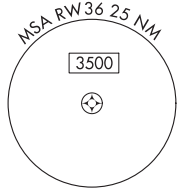
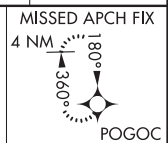
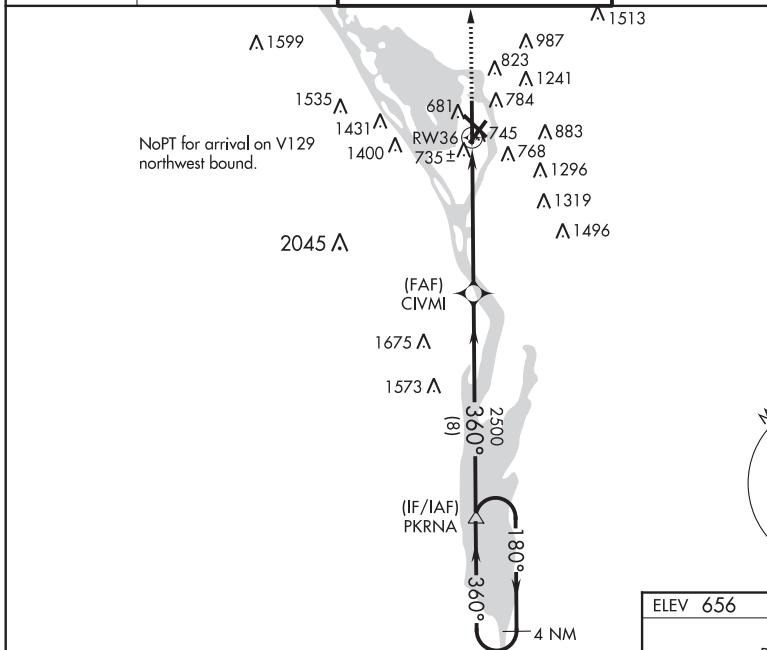
RNAV (GPS) RWY 36

LA CROSSE RGNL (LSE)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27° C (-16° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winona altimeter setting: increase LPV DA to 1006 feet, LNAV/VNAV DA to 1256 feet and all MDA 60 feet. Increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C/D visibility SM and Circling Cat C visibility ¼ SM. Circling to Rwy 21 NA at night. VGSI and RNAV glidepath not coincident. Baro-VNAV and VDP NA when using Winona altimeter setting.

MISSED APPROACH:
Climb to 3500 direct POGOC and hold.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER * 118.45 (CTAF) 0 251.075	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		953-1	300 (300-1)	
LNAV/VNAV DA		1203-2	550 (600-2)	
LNAV MDA	1140-1	487 (500-1)	1140-1½ 487 (500-1¼)	1140-1½ 487 (500-1½)
C CIRCLING	1140-1 484 (500-1)	1460-1 804 (900-1)	1760-3 1104 (1200-3)	1820-3 1164 (1200-3)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

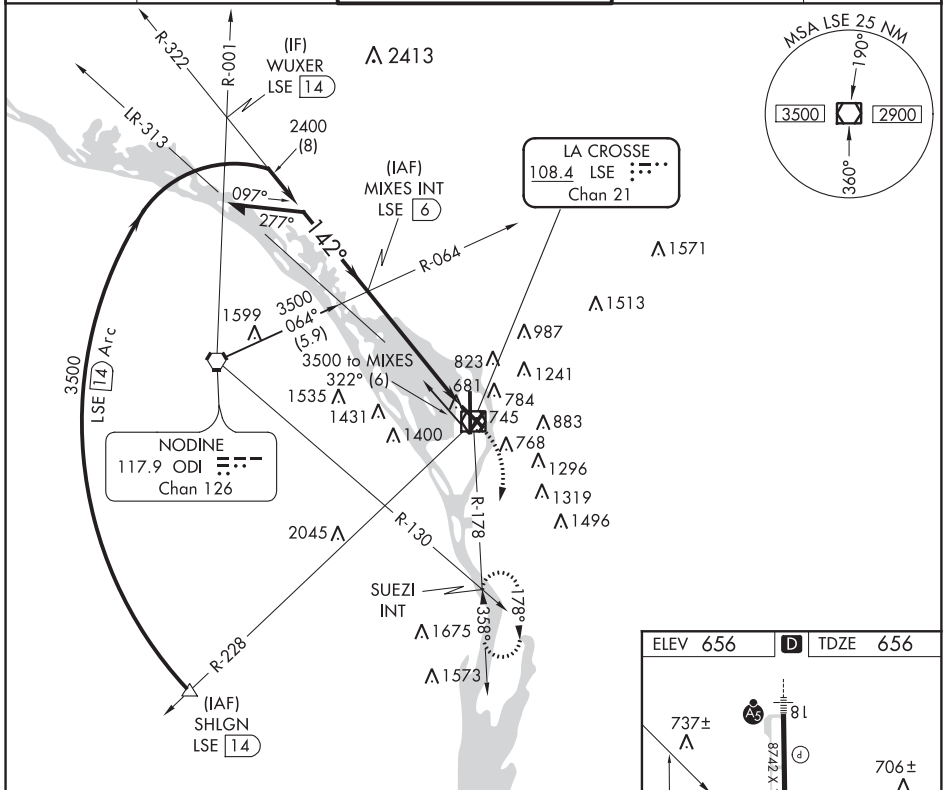
VOR/DME LSE	APP CRS	Rwy Idg	5310
108.4	142°	TDZE	656
Chan 21		Apt Elev	656

VOR RWY 13
LA CROSSE RGNL (LSE)

⚠ VDP NA with Winona altimeter setting. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet, increase S-13 Cat C/D and Circling Cat B visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Circling to Rwy 22 NA at night.

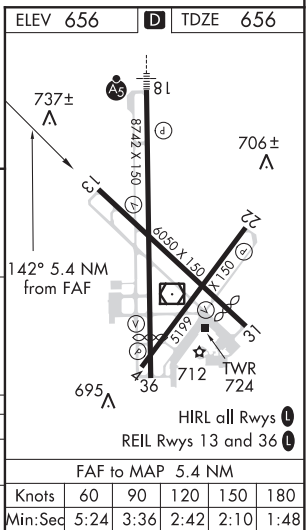
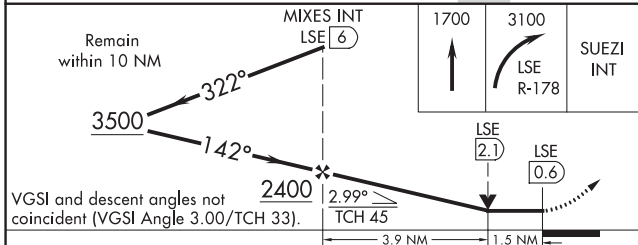
MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 on LSE VOR/DME R-178 to SUEZI INT and hold, continue climb-in-hold to 3100.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



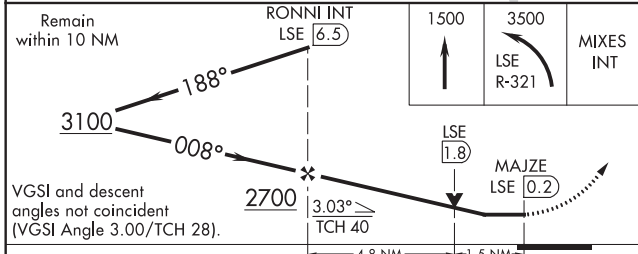
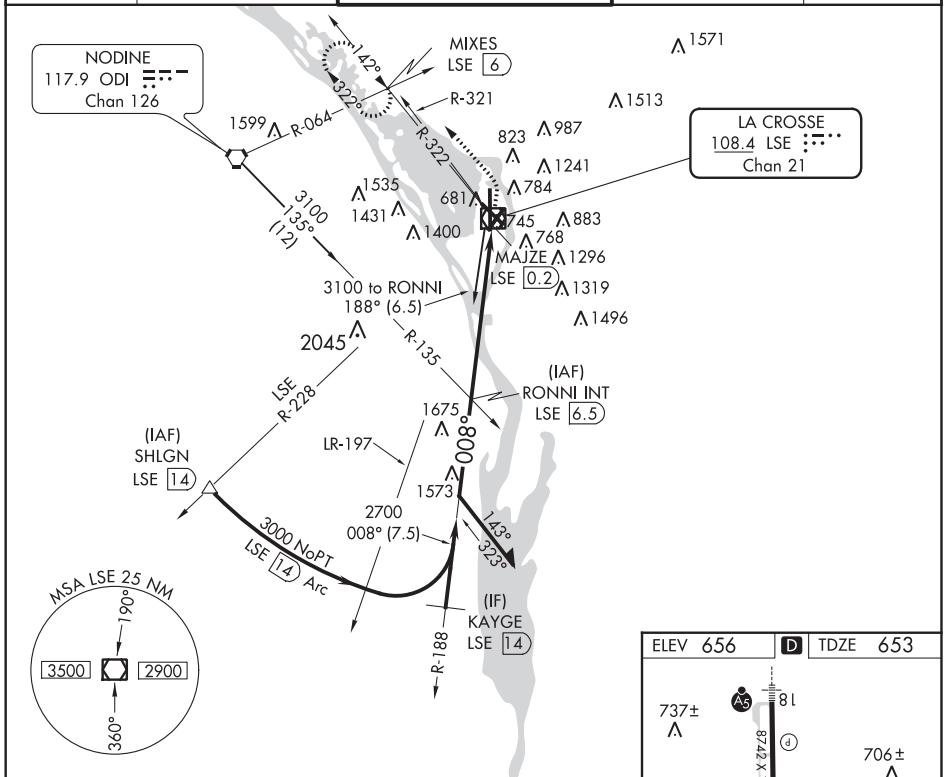
CATEGORY	A	B	C	D
S-13	1160-1	504 (600-1)	1160-1 3/8	504 (600-1 3/8)
C CIRCLING	1180-1 524 (600-1)	1460-1 804 (900-1)	1760-3 1104 (1200-3)	1820-3 1164 (1200-3)

VOR/DME LSE 108.4 Chan 21	APP CRS 008°	Rwy Idg 7426 TDZE 653 Apt Elev 656
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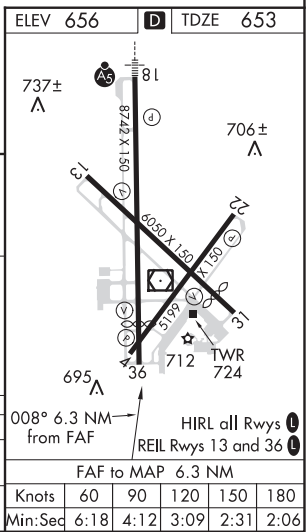
VOR RWY 36

LA CROSSE RGNL (LSE)

<p>⚠ VPD NA with Winona altimeter setting. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet, increase S-36 Cats C/D and Circling Cat B visibility ¼ mile. Helicopter visibility reduction below ¼ SM NA. Circling to Rwy 22 NA at night.</p>		<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 on LSE VOR/DME R-321 to MIXES/LSE 6 DME and hold, continue climb-in-hold to 3500.</p>		
ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95



CATEGORY	A	B	C	D
	S-36	1160-1 507 (600-1)	1160-1 ³ / ₈ 507 (600-1 ³ / ₈)	
C CIRCLING	1160-1 504 (600-1)	1460-1 804 (900-1)	1760-3 1104 (1200-3)	1820-3 1164 (1200-3)



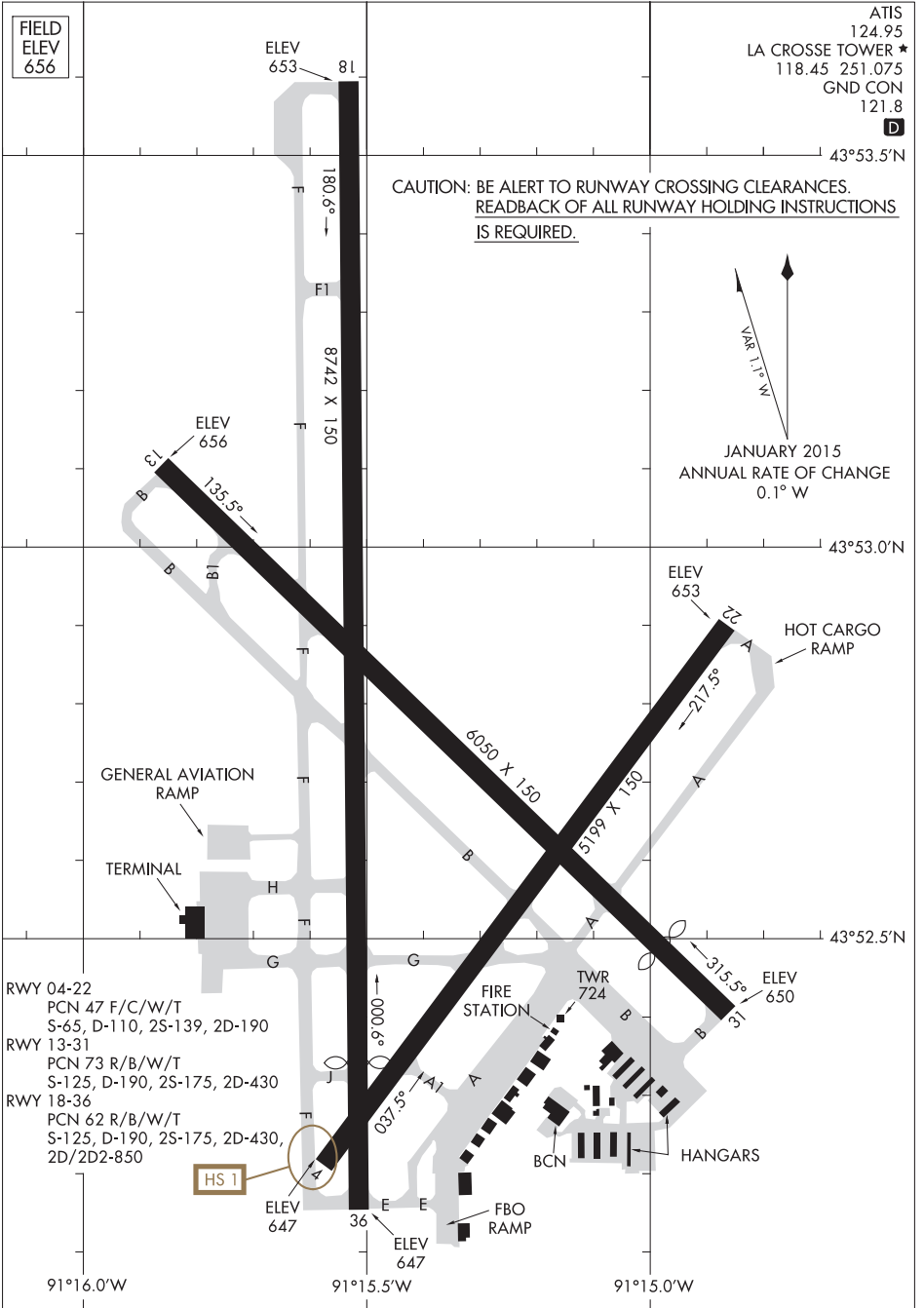
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-219 (FAA)

LA CROSSE RGNL (LSE)
LA CROSSE, WISCONSIN



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

LA CROSSE, WISCONSIN
LA CROSSE RGNL (LSE)

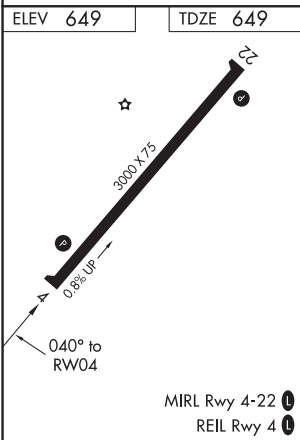
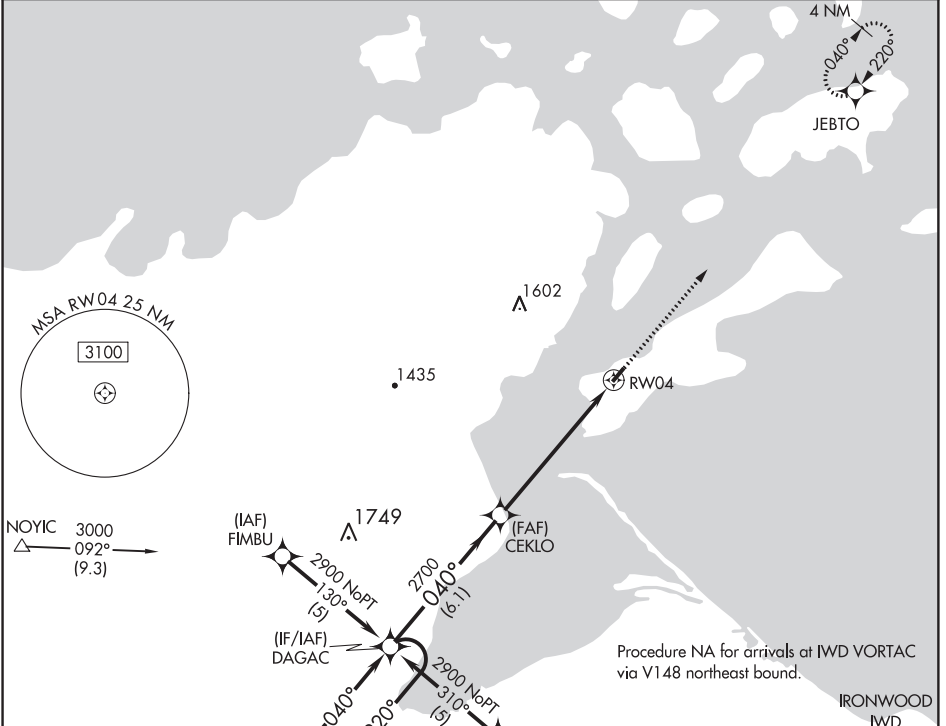
APP CRS	Rwy Idg	3000
040°	TDZE	649
	Apt Elev	649

RNAV (GPS) RWY 4

MAJOR GILBERT FIELD (4R5)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Ashland altimeter setting; when not received, use Superior altimeter setting and increase all MDAs 80
⚠ NA MISSED APPROACH: Climb to 2900 direct JEBTO and hold.
⚠ -29°C/-20°F feet and LNAV Cat C visibility ½ mile, Circling Cat C visibility ¼ mile. Procedure NA at night.

AWOS-3PT 119.375	ASHLAND ASOS 126.775	MINNEAPOLIS APP CON 133.55	CTAF 122.9 Ⓛ
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Procedure NA for arrivals at IWD VORTAC via V148 northeast bound.

IRONWOOD IWD 3300 275° (30.6)

4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 45).

2900 JEBTO

2900 ← 220° / 040° →

040°

2700

3.05° TCH 40

6.1 NM 6.3 NM

CATEGORY	A	B	C	D
LNAV MDA	1240-1	591 (600-1)	1240-1½ 591 (600-1½)	NA
CIRCLING	1240-1	591 (600-1)	1280-1¾ 631 (700-1¾)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3000
220°	TDZE	649
	Apt Elev	649

RNAV (GPS) RWY 22

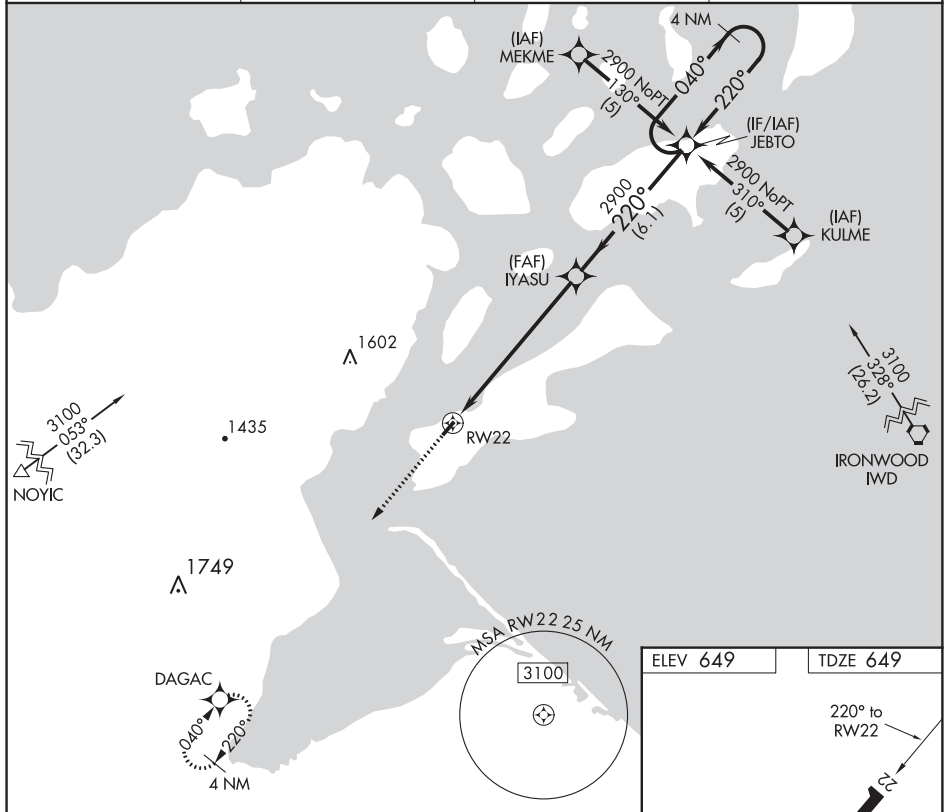
MAJOR GILBERT FIELD (4R5)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Ashland altimeter setting: when not received, use Superior altimeter setting and increase all **MISSED APPROACH: Climb to 2900 direct DAGAC and hold.**

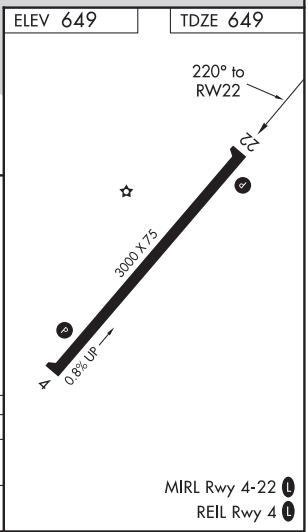
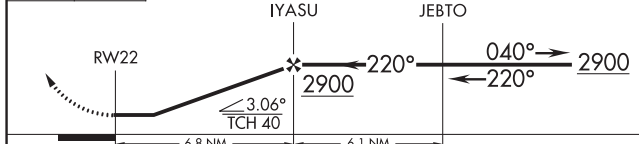
⚠ NA

⚠ -29°C/-20°F MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile. Procedure NA at night.

AWOS-3PT 119.375	ASHLAND ASOS 126.775	MINNEAPOLIS APP CON 133.55	CTAF 122.9
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2900 **DAGAC** VGSIs and descent angles not coincident (VGSIs Angle 3.75/TCH 45). **4 NM Holding Pattern**



CATEGORY	A	B	C	D
LNAV MDA	1300-1	651 (700-1)	1300-1¾ 651 (700-1¾)	NA
CIRCLING	1300-1	651 (700-1)	1300-1¾ 651 (700-1¾)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

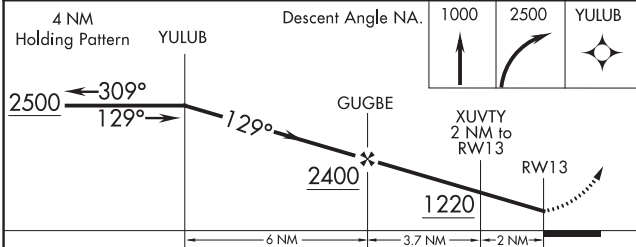
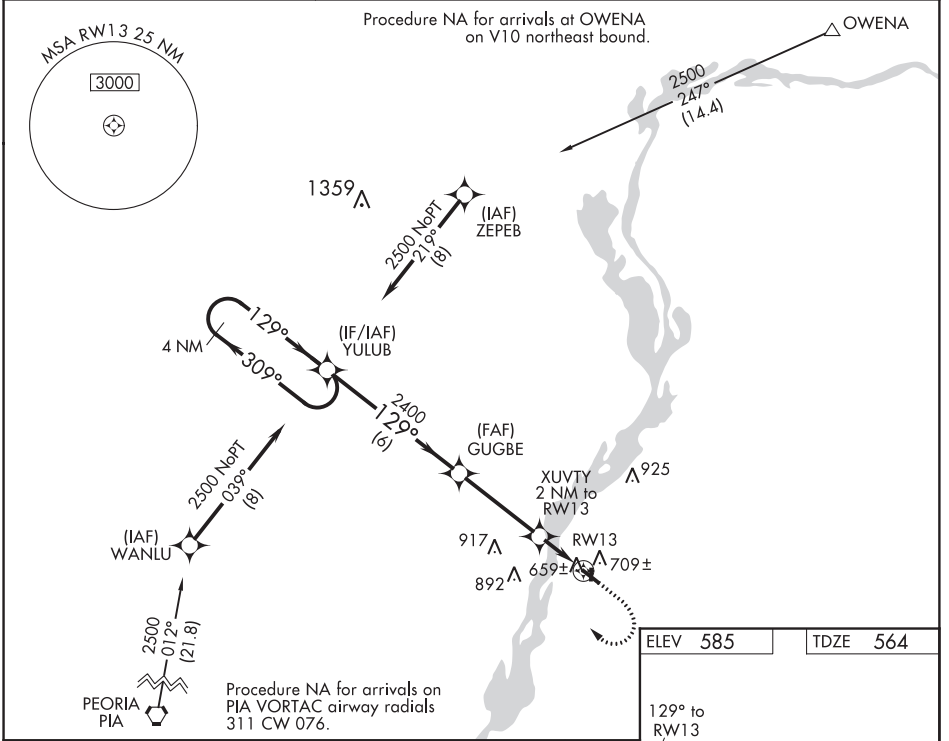
EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 66035 W13A	APP CRS 129°	Rwy Idg 4003 TDZE 564 Apt Elev 585
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RNAV (GPS) RWY 13

MARSHALL COUNTY (C75)

<p>⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Peru altimeter setting and increase all MDA 80 feet and increase LP and Circling Cat C visibilities ¼ mile and LNAV Cat C visibility ½ mile. Night landing: Rwy 18, 31, 36 NA.</p>		<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct YULUB and hold.</p>
AWOS-3 119.425	CHICAGO CENTER 124.55 398.9	UNICOM 122.8 (CTAF)



ELEV 585	TDZE 564
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REIL Rwy 13
MIRL Rwy 13-31
LIRL Rwy 18-36

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LACON, ILLINOIS

AL-6240 (FAA)

16259

VORTAC BDF 114.7 Chan 94	APP CRS 133°	Rwy Idg 4003 TDZE 564 Apt Elev 585
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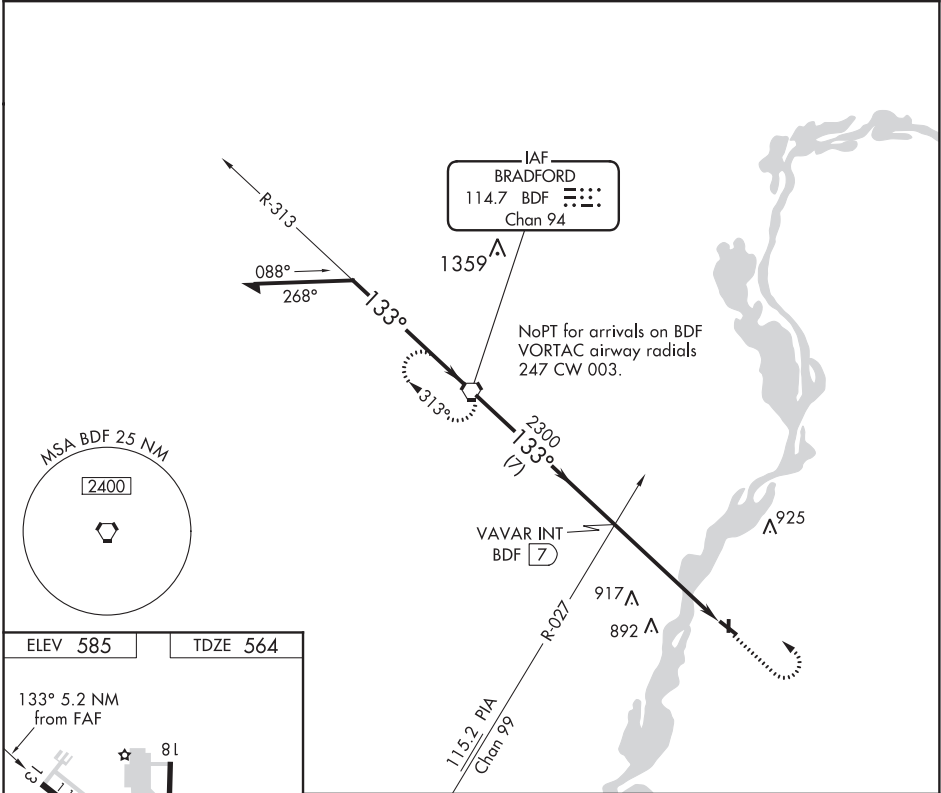
VOR RWY 13

MARSHALL COUNTY (C75)

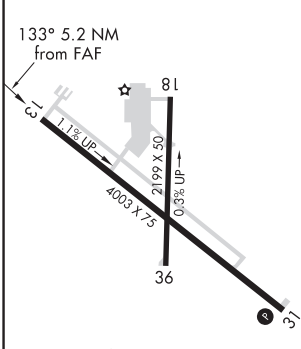
⚠ When local altimeter not received, use Peru climeter setting and increase all MDA 80 feet, increase S-13 Cat C visibility to 1 7/8, and Circling Cat C visibility to 2. Night landing: Rwy 18, 31, 36 NA.
Helicopter visibility reduction below 3/4 SM NA.

⚠ MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct BDF VORTAC and hold.

AWOS-3 119.425	CHICAGO CENTER 124.55 398.9	UNICOM 122.8 (CTAF)
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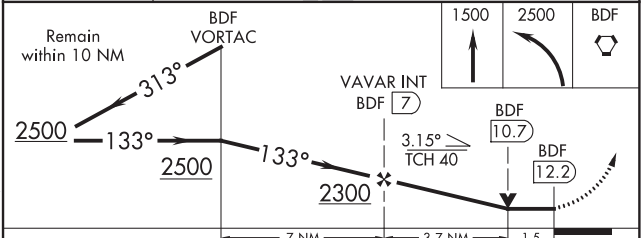
ELEV 585	TDZE 564
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REIL Rwy 13
MIRL Rwy 13-31
LIRL Rwy 18-36

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-13	1140-1	576 (600-1)	1140-1 5/8 576 (600-1 5/8)	NA
CIRCLING	1140-1	572 (600-1)	1200-1 3/4 615 (700-1 3/4)	NA

LACON, ILLINOIS
Amdt 2C 25JUN15

41°01'N-89°23'W

MARSHALL COUNTY (C75) VOR RWY 13

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77921 W14A	APP CRS 140°	Rwy Idg TDZE Apt Elev	4001 1237 1240
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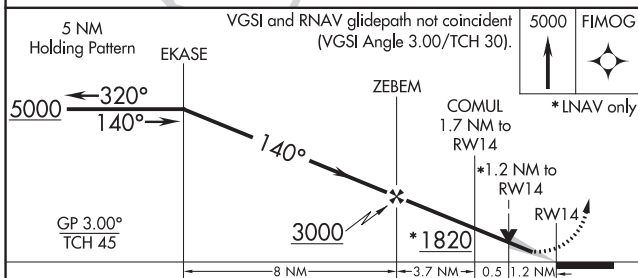
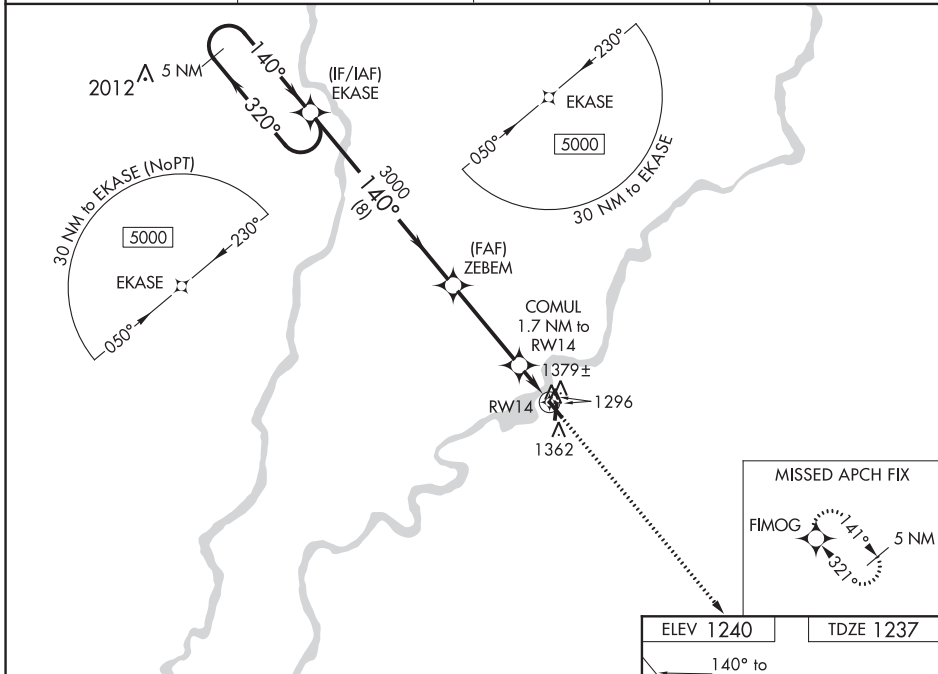
RNAV (GPS) RWY 14

RUSK COUNTY (RCX)

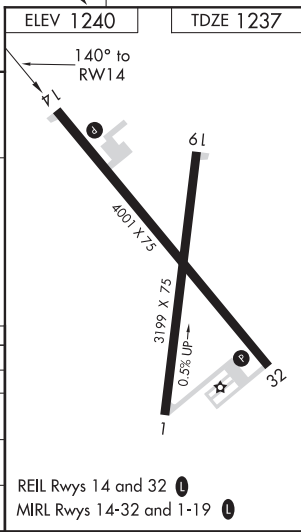
⚠ Circling to Rwy 1/19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Rice Lake altimeter setting and increase all DA/MDA 100 feet, increase LPV all Cats visibility to 1½, LNAV/VNAV all Cats visibility to 1½. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Rice Lake altimeter setting.

MISSED APPROACH: Climb to 5000 direct FIMOG and hold, continue climb-in-hold to 5000.

AWOS-3 118.125	GREEN BAY RADIO 122.3	GCO 121.725	UNICOM 122.8 (CTAF) 0
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CATEGORY		A	B	C	D
LPV DA		1487-¾	250 (300-¾)		NA
LNAV/VNAV DA		1572-1½	335 (400-1½)		NA
LNAV MDA		1640-1	403 (400-1)		NA
CIRCLING		1680-1 440 (500-1)	1700-1 460 (500-1)		NA



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70721 W32A	APP CRS 321°	Rwy Idg TDZE Apr Elev	4001 1233 1240
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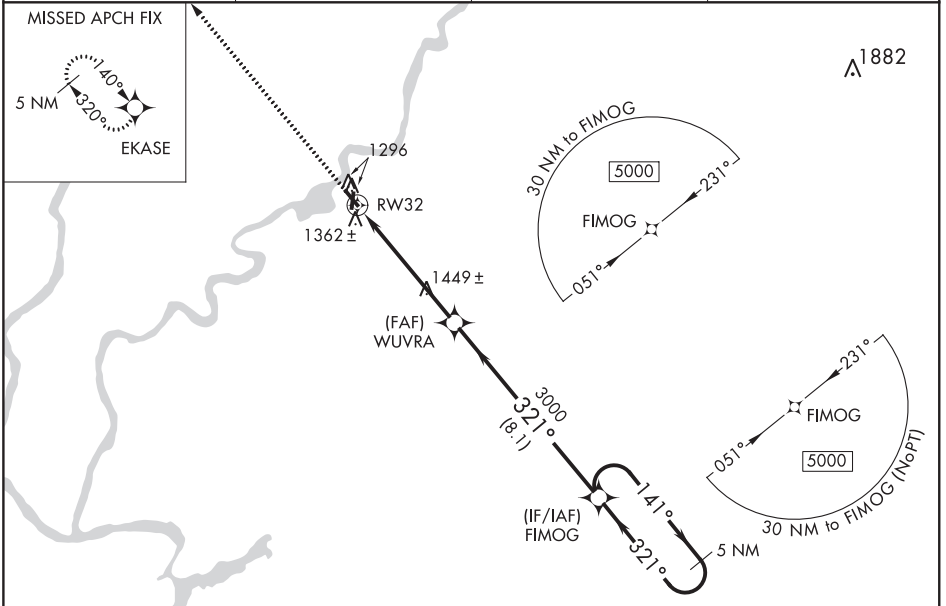
RNAV (GPS) RWY 32

RUSK COUNTY (RCX)

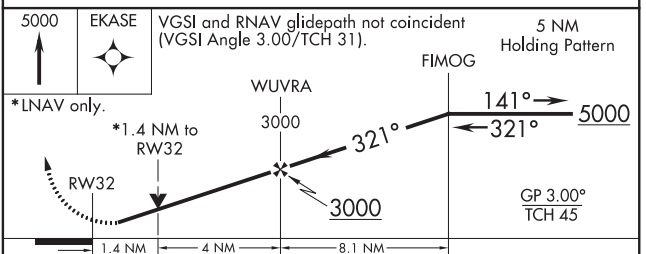
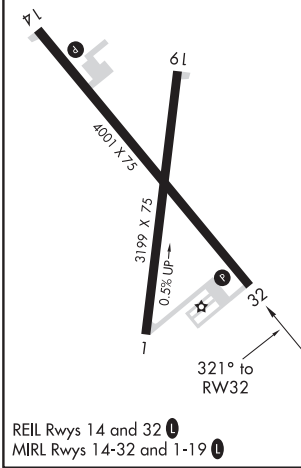
⚠ Circling to Rwy 1/19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Rice Lake altimeter setting and increase all DA/MDA 100 feet, increase LPV all Cats visibility to 1 $\frac{1}{8}$. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Rice Lake altimeter setting. Helicopter visibility below $\frac{3}{4}$ SM NA.

⚠ MISSED APPROACH: Climb to 5000 direct EKASE and hold, continue climb-in-hold to 5000.

AWOS-3 118.125	GREEN BAY RADIO 122.3	GCO 121.725	UNICOM 122.8 (CTAF) ⓪
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ELEV 1240	TDZE 1233
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CATEGORY	A	B	C	D
LPV DA	1483- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		NA
LNAV/VNAV DA	1510- $\frac{7}{8}$	277 (300- $\frac{7}{8}$)		NA
LNAV MDA	1700-1	467 (500-1)		NA
CIRCLING	1700-1	460 (500-1)		NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

NDB RCX	APP CRS	Rwy Idg	4001
356	330°	TDZE	1233
		Apt Elev	1240

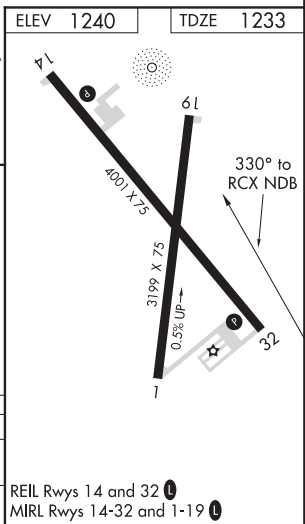
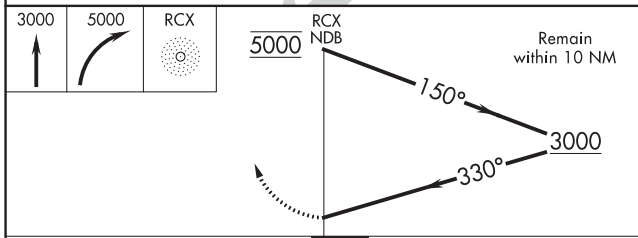
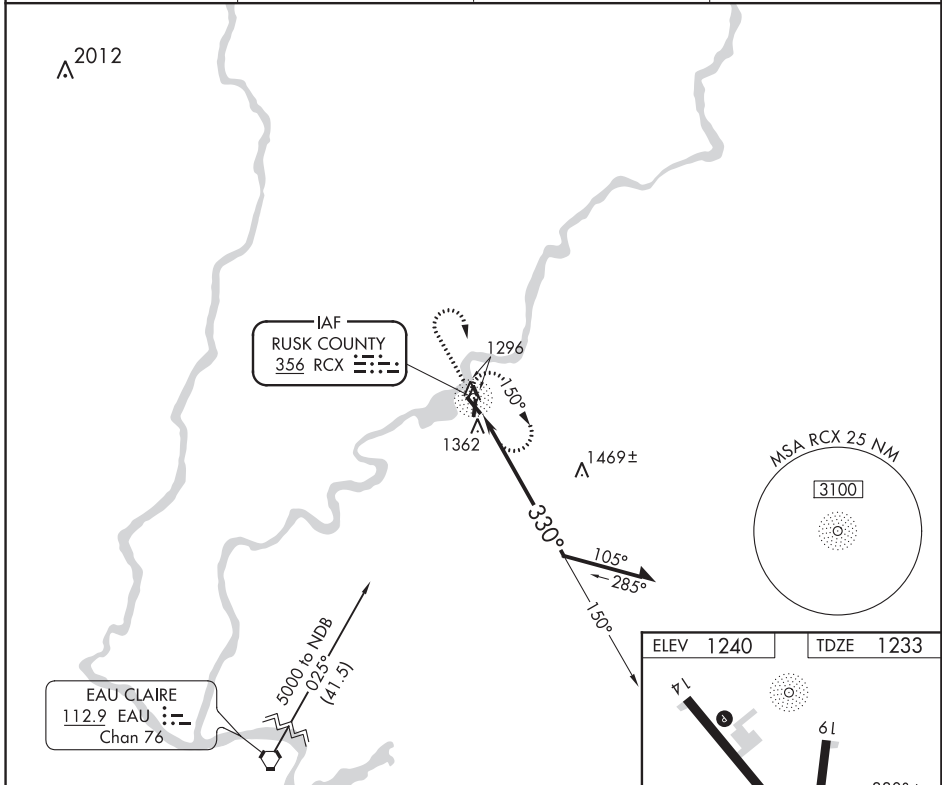
NDB RWY 32

RUSK COUNTY (RCX)

⚠ Circling to Rwy 1/19 NA at night. When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDA 100 feet. When VGS1 inop, Straight-in/Circling Rwy 32 procedure NA at night. Visibility reduction by helicopters NA.

⚠ MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct RCX NDB and hold, continue climb-in-hold to 5000.

AWOS-3 118.125	GREEN BAY RADIO 122.3	GCO 121.725	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-32	1820-1	587 (600-1)		NA
CIRCLING	1820-1	580 (600-1)		NA

REIL Rwy 14 and 32
MIRL Rwy 14-32 and 1-19

EC-3, 10 NOV 2016 to 05 JAN 2017

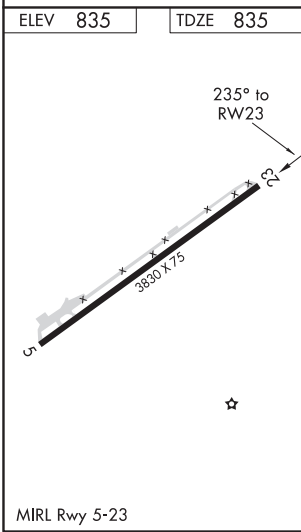
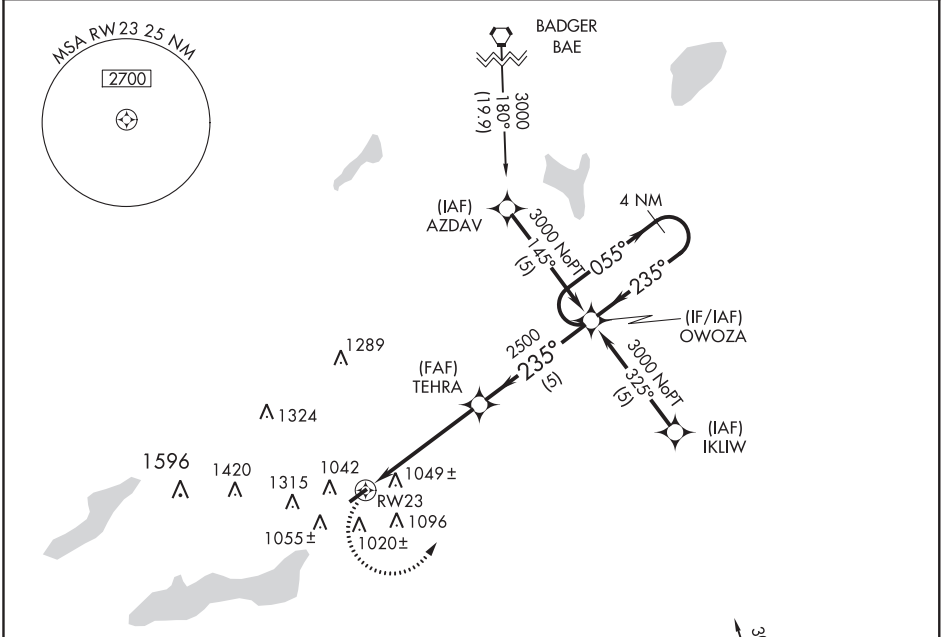
EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 235°	Rwy Idg 3830
	TDZE 835
	Apt Elev 835

RNAV (GPS) RWY 23

GRAND GENEVA RESORT (C02)

<p>▽ NA</p> <p>DME/DME RNP-0.3 NA. Use Kenosha altimeter setting. Procedure NA at night.</p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct OWOZA WP and hold.</p>
<p>MILWAUKEE APP CON</p> <p>135.875</p>	<p>UNICOM</p> <p>122.8 (CTAF)</p>



ELEV 835	TDZE 835															
<p>3000 OWOZA</p> <p>4 NM Holding Pattern</p>	<p>TEHRA</p> <p>2500</p> <p>3.00° TCH 40</p> <p>5.1 NM</p> <p>5 NM</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>LNAV MDA</td> <td>1360-1</td> <td>525 (600-1)</td> <td>1360-1½ 525 (600-1½)</td> <td>NA</td> </tr> <tr> <td>CIRCLING</td> <td>1500-1 665 (700-1)</td> <td>1520-1 685 (700-1)</td> <td>1520-2 685 (700-2)</td> <td>NA</td> </tr> </tbody> </table>	CATEGORY	A	B	C	D	LNAV MDA	1360-1	525 (600-1)	1360-1½ 525 (600-1½)	NA	CIRCLING	1500-1 665 (700-1)	1520-1 685 (700-1)	1520-2 685 (700-2)	NA	<p>MIRL Rwy 5-23</p>
CATEGORY	A	B	C	D												
LNAV MDA	1360-1	525 (600-1)	1360-1½ 525 (600-1½)	NA												
CIRCLING	1500-1 665 (700-1)	1520-1 685 (700-1)	1520-2 685 (700-2)	NA												

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3802 (day)
145°	TDZE	3601 (night)
	Apt Elev	1704

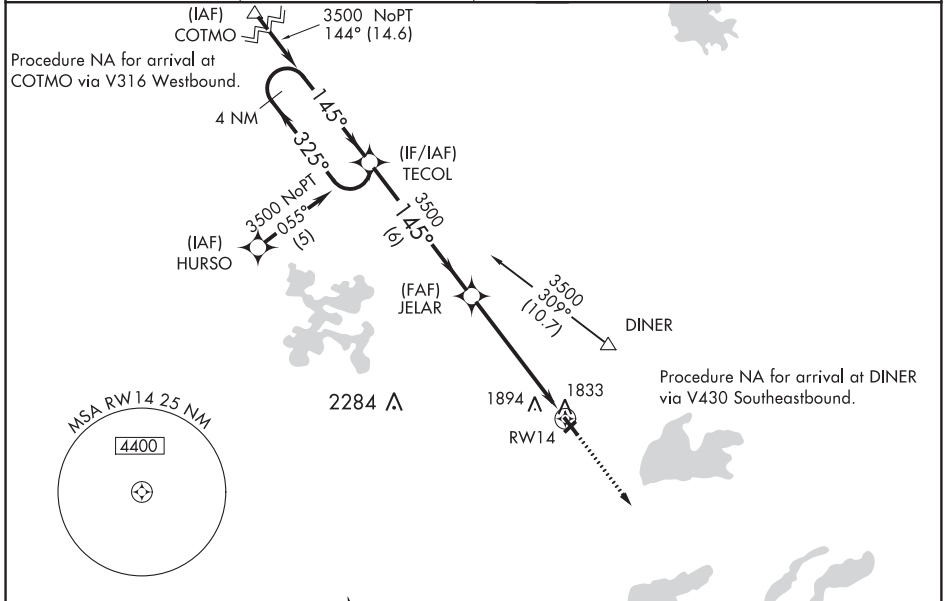
RNAV (GPS) RWY 14

KINGS LAND O'LAKES (LNL)

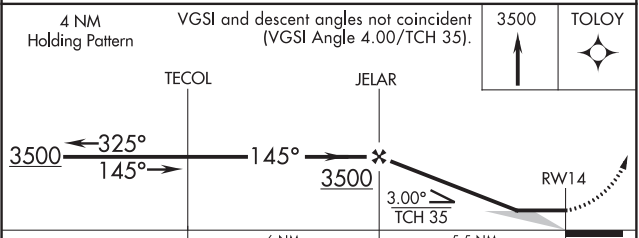
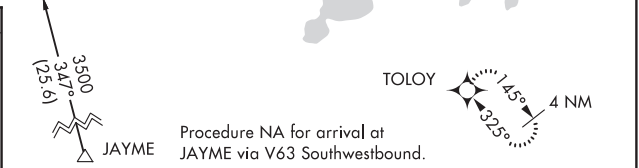
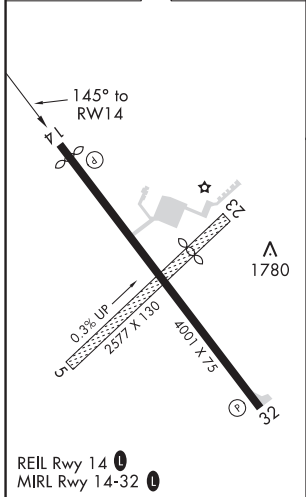
⚠ If local altimeter setting not received, use Eagle River Union altimeter setting and increase all MDAs 40 feet.
⚠ Helicopter visibility reduction below 1 SM NA. Circling Rwy 32 NA at night. Circling NA to Rwy 5 and 23.
 DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3500 direct TOLOY and hold.

AWOS-3 119.525	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF)
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ELEV 1704	TDZE 1704
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CATEGORY	A	B	C	D
RNAV MDA	2220-1	516 (600-1)	2220-1½ 516 (600-1½)	NA
CIRCLING	2220-1 516 (600-1)	2240-1 536 (600-1)	2240-1½ 536 (600-1½)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 325°	Rwy Idg 4001
	TDZE 1704
	Apt Elev 1704

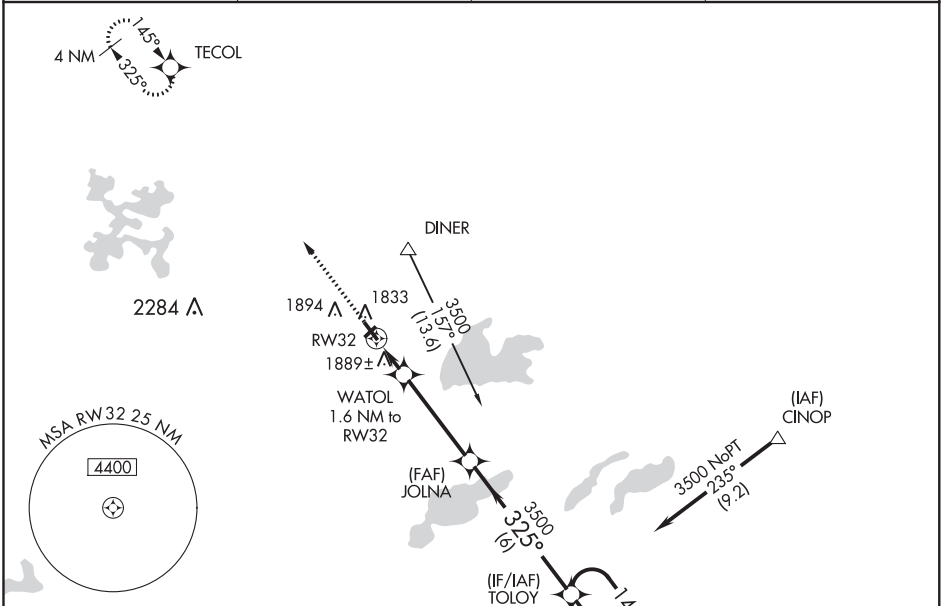
RNAV (GPS) RWY 32

KINGS LAND O'LAKES (L.N.L.)

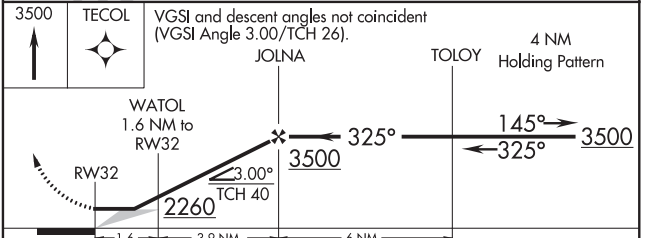
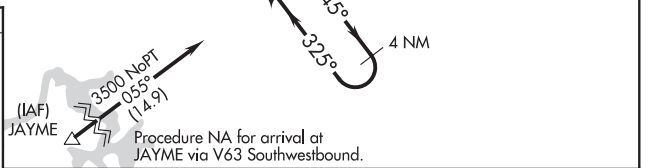
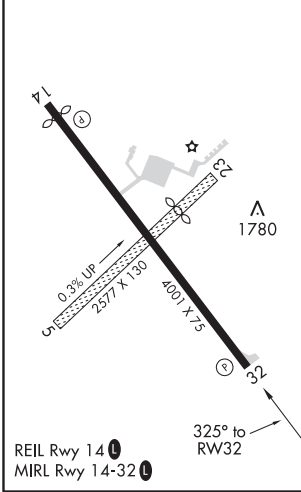
⚠ If local altimeter setting not received, use Eagle River Union altimeter setting and increase all MDAs 40 feet.
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 5 and 23.
 Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 3500 direct TECOL and hold.

AWOS-3 119.525	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF) 0
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ELEV 1704	TDZE 1704
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CATEGORY	A	B	C	D
RNAV MDA	2140-1	436 (500-1)	2140-1¼ 436 (500-1¼)	NA
CIRCLING	2200-1 496 (500-1)	2240-1 536 (600-1)	2240-1½ 536 (600-1½)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93728 W09A	APP CRS 090°	Rwy ldg 5198 TDZE 428 Apt Elev 430
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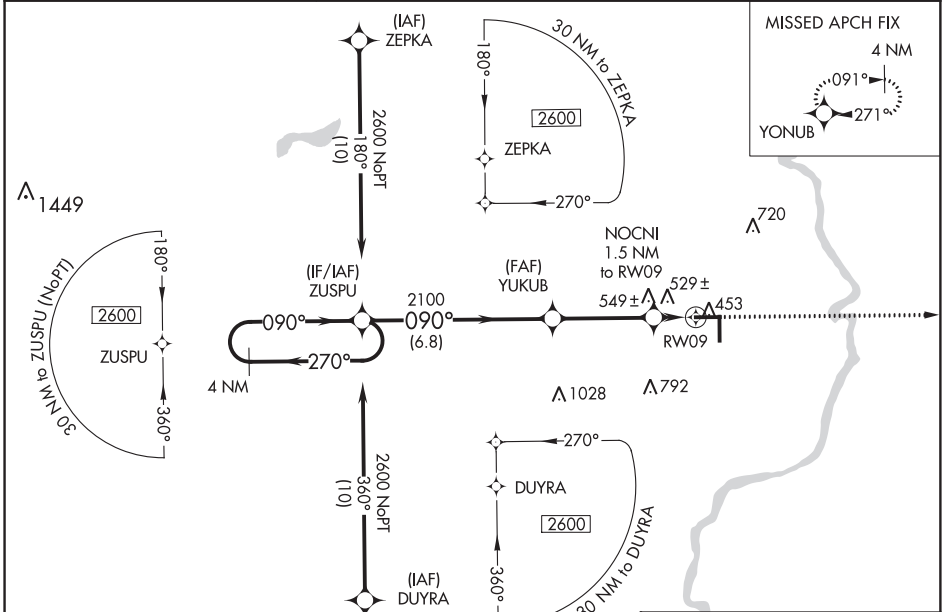
RNAV (GPS) RWY 9

VINCENNES INTL (LWV)

⚠ Baro-VNAV NA when using Mount Carmel altimeter setting. 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.
⚠ When local altimeter setting not received use Mount Carmel altimeter setting and increase all DA 26 feet and all MDA 40 feet: increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C/D visibilities 1/8 mile. Circling to Rwy 36 NA at night.

MISSED APPROACH:
Climb to 2600 direct YONUB and hold.

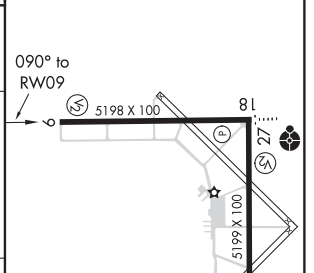
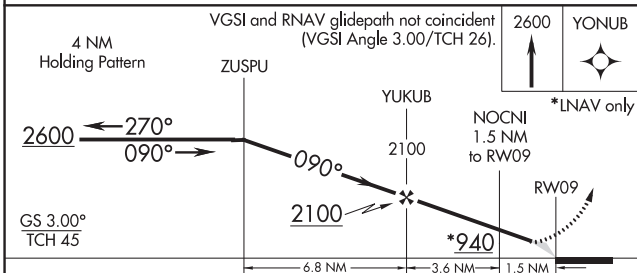
ASOS 118.0	EVANSVILLE APP CON * 125.6 343.7	UNICOM 122.8 (CTAF) 0
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 430	TDZE 428
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CATEGORY	A	B	C	D
LPV DA		678-3/4	250 (300-3/4)	
LNAV/VNAV DA		829-13/8	401 (400-13/8)	
LNAV MDA	820-1	392 (400-1)	820-11/8	392 (400-11/8)
CIRCLING	880-1	450 (500-1)	900-11/2	980-2 550 (600-2)

REIL Rwy 9, 27, 18 and 36
 MIRL Rwy 9-27 and 18-36

LAWRENCEVILLE, ILLINOIS

AL-229 (FAA)

15092

WAAS CH 53528 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	5199 430 430
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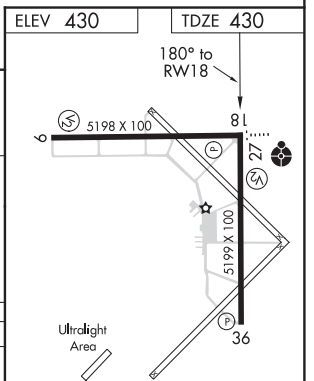
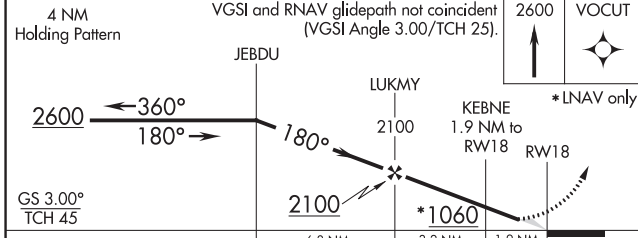
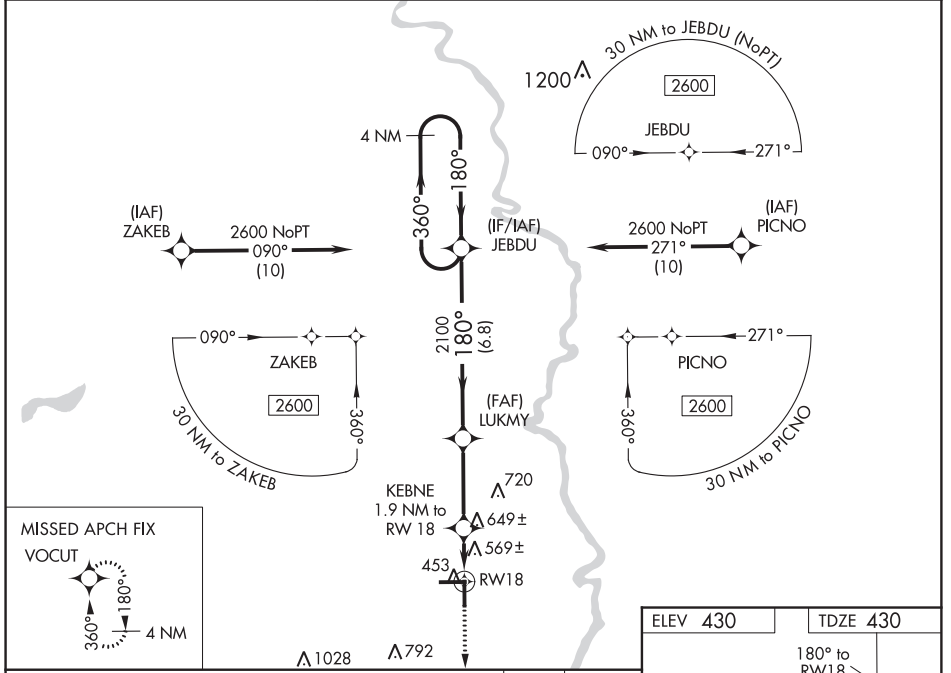
RNAV (GPS) RWY 18

VINCENNES INTL (LWV)

⚠ 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. Baro-VNAV and VDP NA when using Mount Carmel altimeter setting.
 When local altimeter setting not received, use Mount Carmel altimeter setting; increase all DA 26 feet, and all MDA 40 feet; increase LNAV/VNAV visibility all Cats ½ mile, LNAV visibility Cats C and D ¼ mile, and Circling visibility Cat C ½ mile. Circling to Rwy 36 NA at night.

MISSED APPROACH:
 Climb to 2600 direct
 VOCUT and hold.

ASOS 118.0	EVANSVILLE APP CON * 125.6 343.7	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		630-¾	200 (200-¾)	
LNAV/VNAV DA		876-1½	446 (500-1½)	
LNAV MDA	940-1	510 (600-1)	940-1¾	510 (600-1¾)
CIRCLING	940-1	510 (600-1)	940-1½	980-2 550 (600-2)

REIL Rwy 9, 27, 18 and 36 **①**
 MRL Rwy 9-27 and 18-36 **②**

LAWRENCEVILLE, ILLINOIS

Amdt 1B 02APR15

38°46'N - 87°36'W

RNAV (GPS) RWY 18

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63028 W27A	APP CRS 271°	Rwy Idg 5198 TDZE 430 Apt Elev 430
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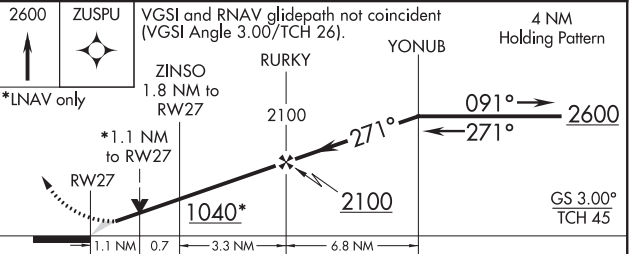
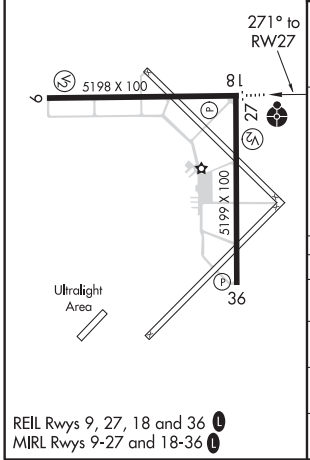
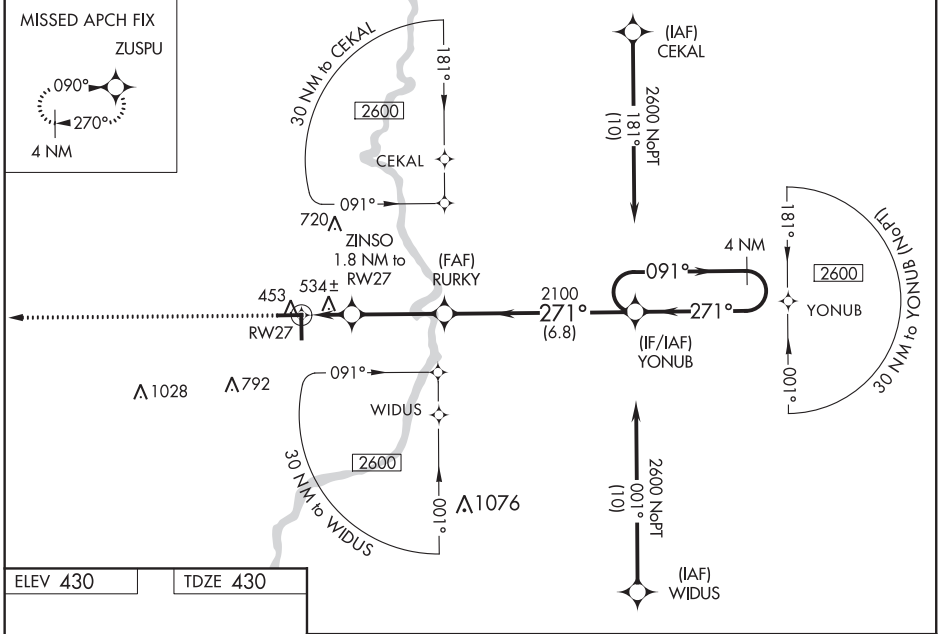
RNAV (GPS) RWY 27

VINCENNES INTL (LWV)

⚠ 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. Baro-VNAV and VDP NA when using Mount Carmel altimeter setting. When local altimeter setting not received use Mount Carmel altimeter setting and increase all DA 26 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/2 mile. Inop table does not apply to LNAV Cat C. For inop ODALS increase LNAV/VNAV all Cats visibility to 1 3/8 miles. For inop ODALS when using Mount Carmel altimeter setting increase LPV all Cats visibility to 7/8 mile, LNAV/VNAV all Cats visibility to 1 1/2 miles and LNAV Cats C and D visibility to 1 1/8 miles. Circling to Rwy 36 NA at night.

ODALS MISSED APPROACH:
 Climb to 2600 direct ZUSPU and hold.

ASOS 118.0	EVANSVILLE APP CON ★ 125.6 343.7	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		680-3/4	250 (300-3/4)	
LNAV/VNAV DA		832-1 1/4	402 (500-1 1/4)	
LNAV MDA	800-3/4	370 (400-3/4)	800-1	370 (400-1)
CIRCLING	880-1	450 (500-1)	900-1 1/2 470 (500-1 1/2)	980-2 550 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99528 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	5199 428 430
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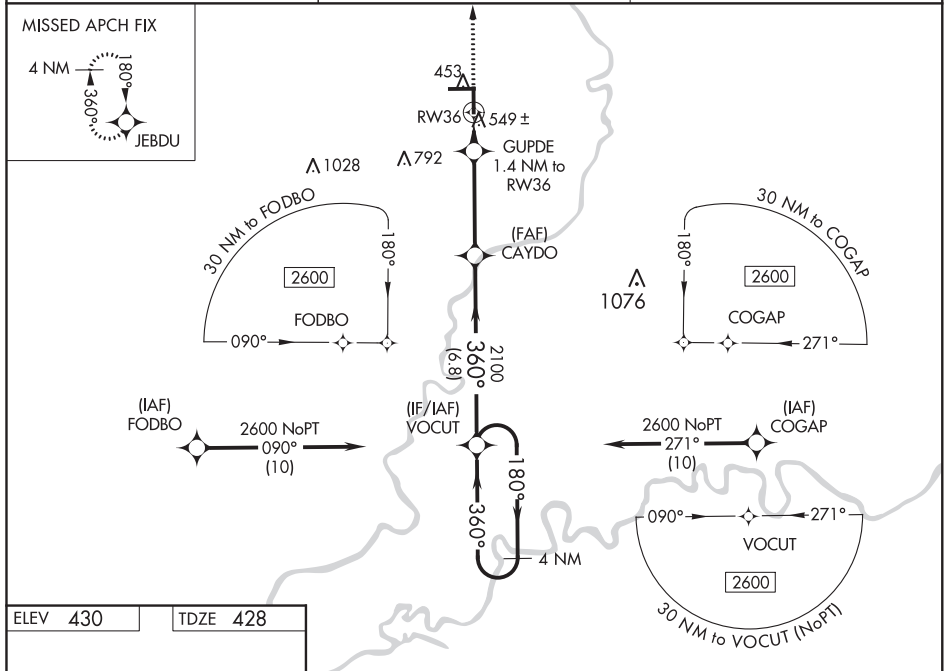
RNAV (GPS) RWY 36

VINCENNES INTL (LWV)

⚠ Baro-VNAV NA when using Mount Carmel altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). Rwy 36 Straight-In and Circling minimums NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Mount Carmel altimeter setting; increase all DA 26 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats ½ mile and LNAV visibility Cats C and D ½ mile.

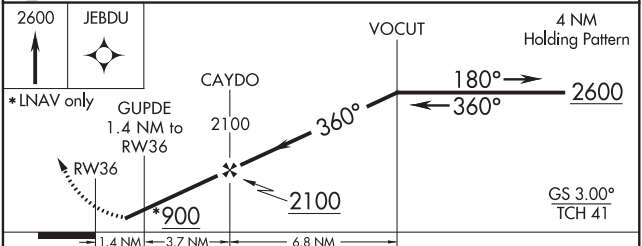
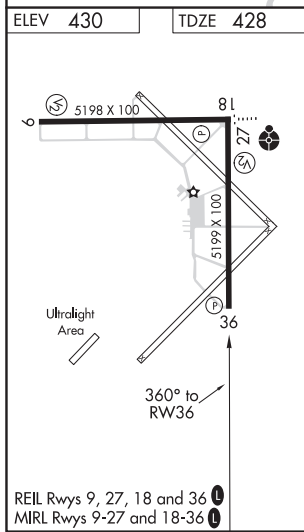
MISSED APPROACH: Climb to 2600 direct JEBDU and hold.

ASOS 118.0	EVANSVILLE APP CON ★ 125.6 343.7	UNICOM 122.8 (CTAF) 0
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		678-1	250 (300-1)	
LNAV/VNAV DA		824-1½	396 (400-1½)	
LNAV MDA		800-1	372 (400-1)	
CIRCLING	880-1	450 (500-1)	900-1½ 470 (500-1½)	980-2 550 (600-2)

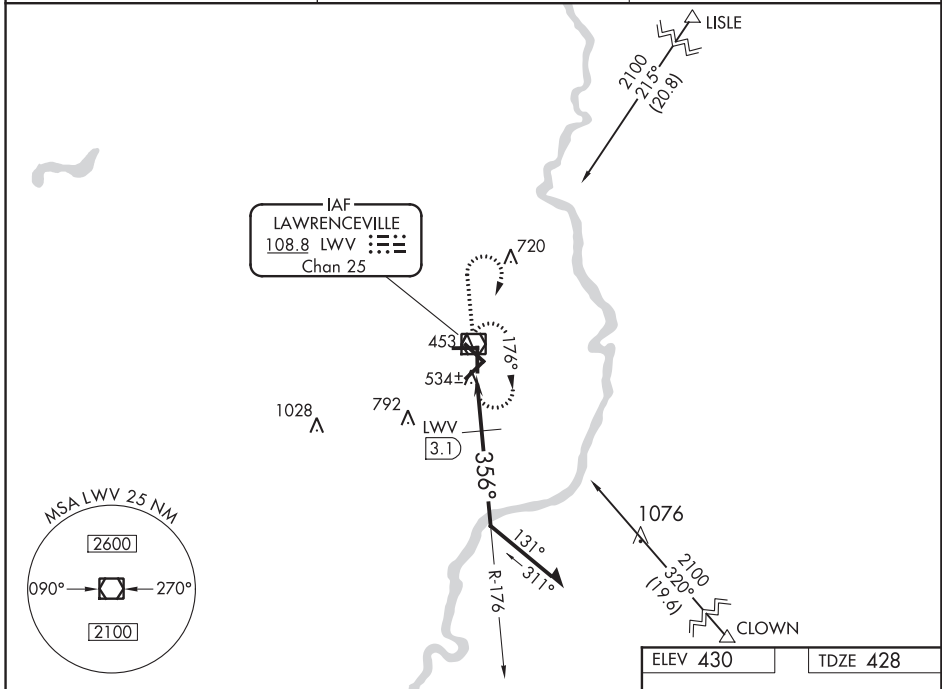
VOR/DME LWV 108.8 Chan 25	APP CRS 356°	Rwy Idg TDZE 428 Apt Elev 430
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VOR RWY 36
VINCENNES INTL (LWV)

▼ Rwy 36 straight-in and Circling minimums NA at night.
▲ Helicopter visibility reduction below 1 SM NA.

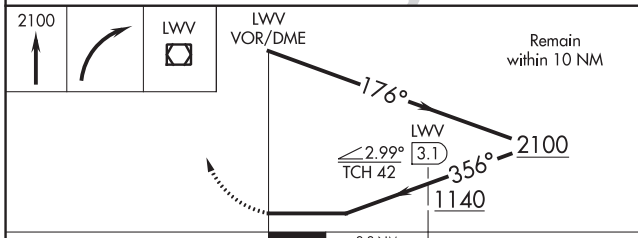
MISSED APPROACH: Climb to 2100, then right turn direct LWV VOR/DME and hold.

ASOS 118.0	EVANSVILLE APP CON ★ 125.6 343.7	UNICOM 122.8 (CTAF) 0
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 430	TDZE 428
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Diagram details: 5198 X 100, 81, 27, 36, Ultralight Area, 356° to LWV VOR/DME, REIL Rwy 9, 27, 18 and 36, MIRL Rwy 9-27 and 18-36.

CATEGORY	A	B	C	D
S-36	1140-1	712 (800-1)	1140-2 712 (800-2)	1140-2¼ 712 (800-2¼)
CIRCLING	1140-1	710 (800-1)	1140-2 710 (800-2)	1140-2¼ 710 (800-2¼)
DME MINIMUMS				
S-36	800-1 372 (400-1)		800-1¼ 372 (400-1¼)	
CIRCLING	880-1	450 (500-1)	880-1½ 450 (500-1½)	980-2 550 (600-2)

LINCOLN, ILLINOIS

AL-5697 (FAA)

RNAV (GPS) RWY 3

LOGAN COUNTY (AAA)

APP CRS	Rwy Idg	4000
035°	TDZE	596
	ApI Elev	597

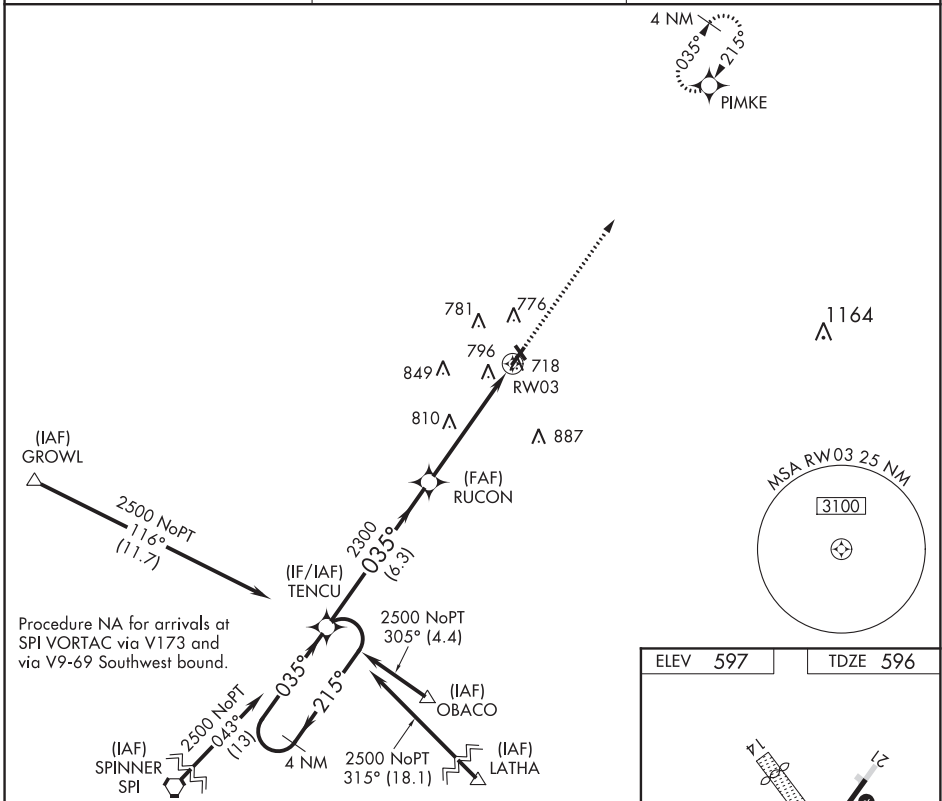
⚠ DME/DME RNP-0.3 NA. Circling to Rwy 14/32 NA at night. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet. VDP NA with Springfield, IL altimeter setting.

MISSED APPROACH: Climb to 2700 direct PIMKE and hold.

AWOS-3
118.775

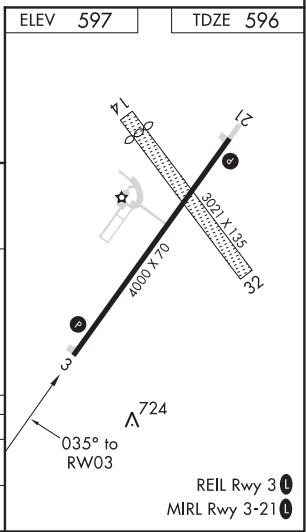
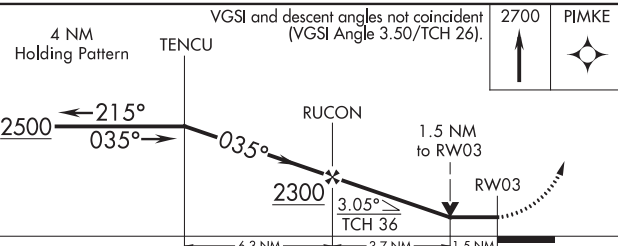
SPRINGFIELD APP CON *
126.15 323.0

UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals at SPI VORTAC via V173 and via V9-69 Southwest bound.

ELEV 597	TDZE 596
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CATEGORY	A	B	C	D
LNNAV MDA	1120-1	524 (600-1)	1120-1½ 524 (600-1½)	1120-1¾ 524 (600-1¾)
CIRCLING	1140-1	543 (600-1)	1140-1½ 543 (600-1½)	1160-2 563 (600-2)

LINCOLN, ILLINOIS
Orig 14149

40°10'N-89°20'W

RNAV (GPS) RWY 3

LOGAN COUNTY (AAA)

REIL Rwy 3 0
MIRL Rwy 3-21 0

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 21

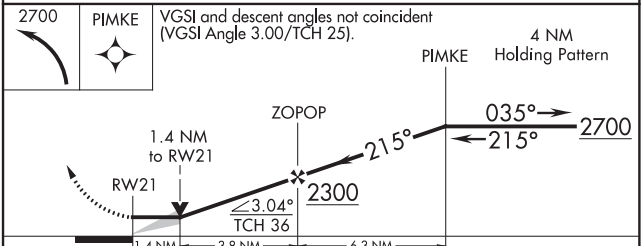
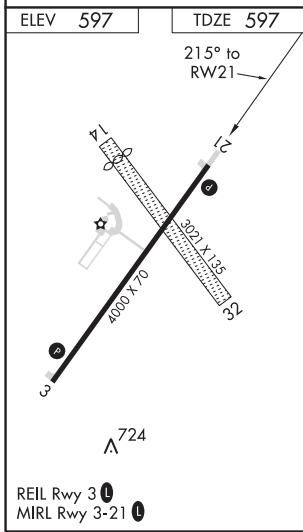
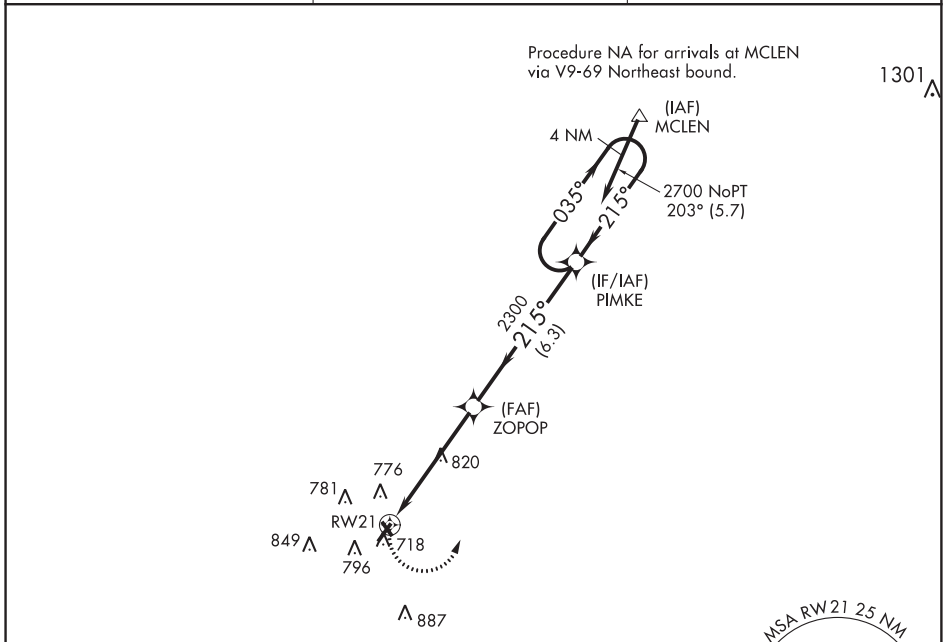
LOGAN COUNTY (AAA)

APP CRS	Rwy Idg	4000
215°	TDZE	597
	Apt Elev	597

⚠ DME/DME RNP-0.3 NA. Circling to Rwy 14/32 NA at night. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet. VDP NA with Springfield, IL altimeter setting.

MISSED APPROACH: Climbing left turn to 2700 direct PIMKE and hold.

AWOS-3 118.775	SPRINGFIELD APP CON ★ 126.15 323.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1080-1	483 (500-1)	1080-1¼ 483 (500-1¼)	1080-1½ 483 (500-1½)
CIRCLING	1140-1	543 (600-1)	1140-1½ 543 (600-1½)	1160-2 563 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LINCOLN, ILLINOIS

AL-5697 (FAA)

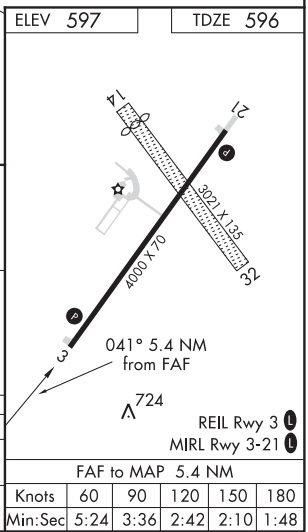
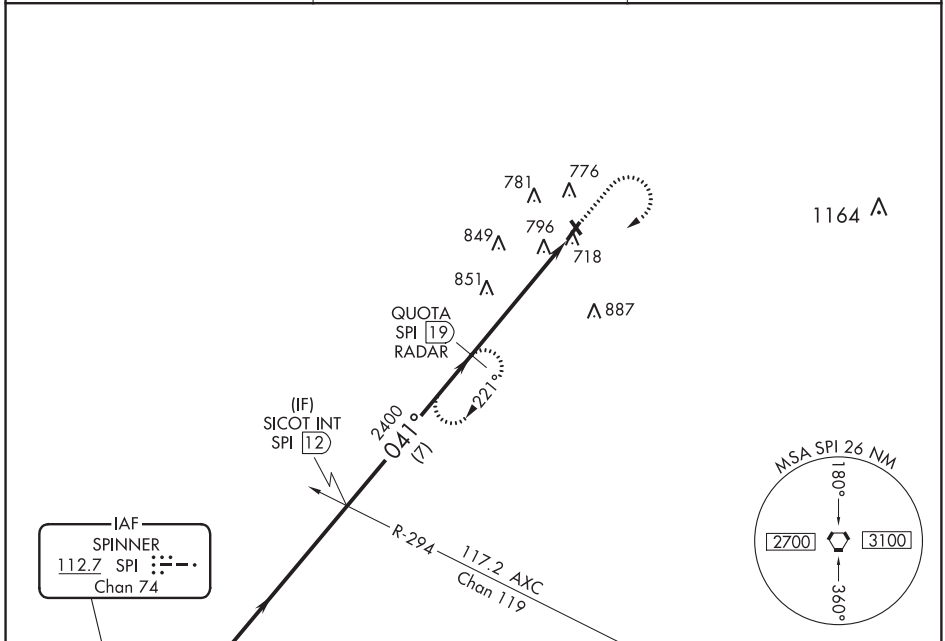
VOR RWY 3
LOGAN COUNTY (AAA)

VORTAC SPI 112.7 Chan 74	APP CRS 041°	Rwy Idg 4000 TDZE 596 Apt Elev 597
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⚠ If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDA's 60 feet. Circling to Rwy 14/32 NA at night. DME or RADAR REQUIRED.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 via SPI R-041 to QUOTA/19 DME/RADAR and hold.

AWOS-3 118.775	SPRINGFIELD APP CON ★ 126.15 323.0	UNICOM 122.8 (CTAF) 📞
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Procedure Turn NA	2000	2400	QUOTA SPI 19	
SPI VORTAC	SICOT INT SPI 12	QUOTA SPI 19 RADAR	QUOTA SPI 19	
2400 — 041° —	2400	SPI 24.4		
12 NM	7 NM	5.4 NM		
CATEGORY	A	B	C	D
S-3	1120-1 524 (600-1)	1120-1¼ 524 (600-1¼)	1120-1½ 524 (600-1½)	1120-1¾ 524 (600-1¾)
CIRCLING	1140-1 543 (600-1)	1140-1¼ 543 (600-1¼)	1140-1½ 543 (600-1½)	1160-2 563 (600-2)

LINCOLN, ILLINOIS
Amdt 7 14149

40°10'N-89°20'W

LOGAN COUNTY (AAA)
VOR RWY 3

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

NDB RWY 21

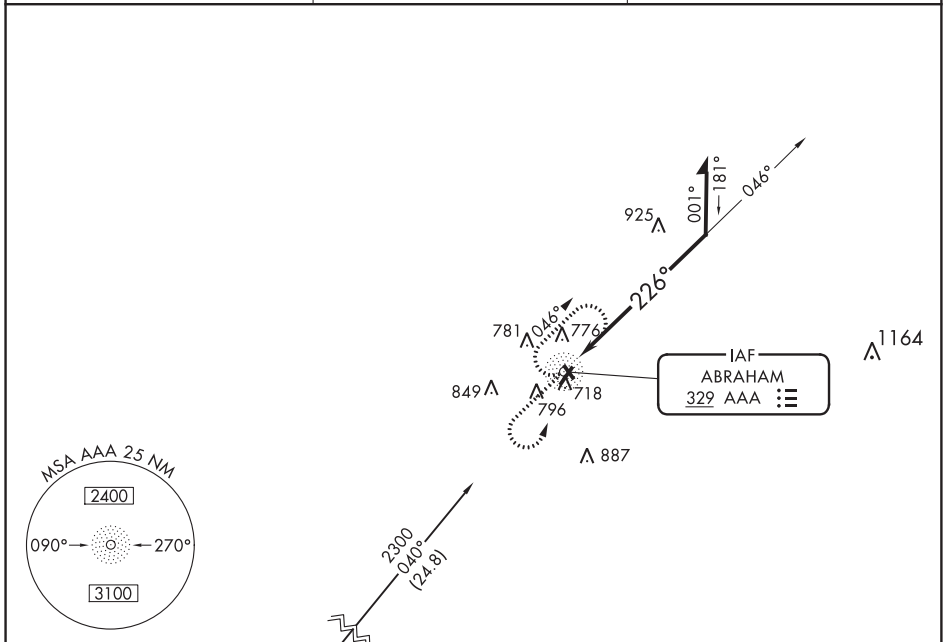
LOGAN COUNTY (AAA)

NDB AAA	APP CRS	Rwy Idg	4000
329	226°	TDZE	597
		Apt Elev	597

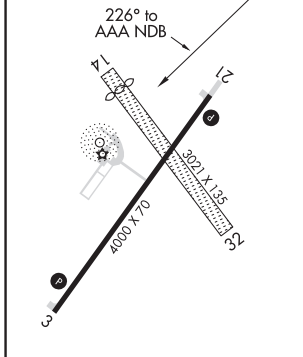
⚠ If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDA's 60 feet.
⚠ Circling to Rwy 14/32 NA at night.

MISSED APPROACH: Climb to 2300 then left turn direct AAA NDB and hold.

AWOS-3 118.775	SPRINGFIELD APP CON ★ 126.15 323.0	UNICOM 122.8 (CTAF) 0
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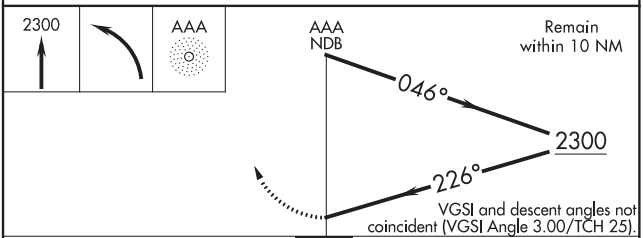


ELEV	597	TDZE	597
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REIL Rwy 3 0
MIRL Rwy 3-21 0

SPINNER
112.7 SPI
Chan 74



CATEGORY	A	B	C	D
S-21	1340-1 743 (800-1)	1340-1¼ 743 (800-1¼)	1340-2¼ 743 (800-2¼)	1340-2½ 743 (800-2½)
CIRCLING	1340-1 743 (800-1)	1340-1¼ 743 (800-1¼)	1340-2¼ 743 (800-2¼)	1340-2½ 743 (800-2½)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LITCHFIELD, ILLINOIS

AL-6318 (FAA)

15120

APP CRS 089°	Rwy Idg 3900
	TDZE 690
	Apt Elev 690

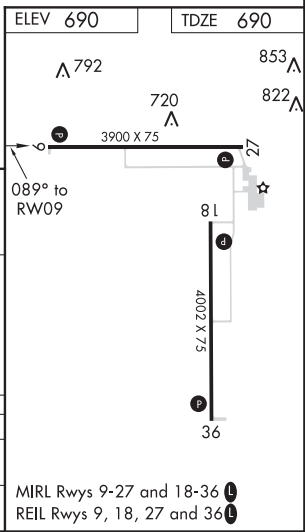
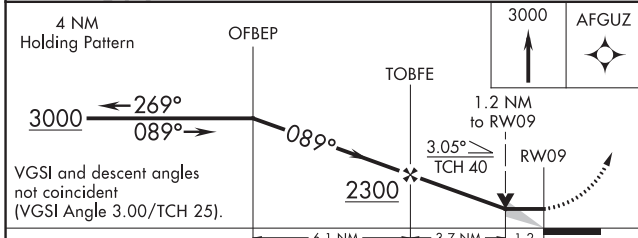
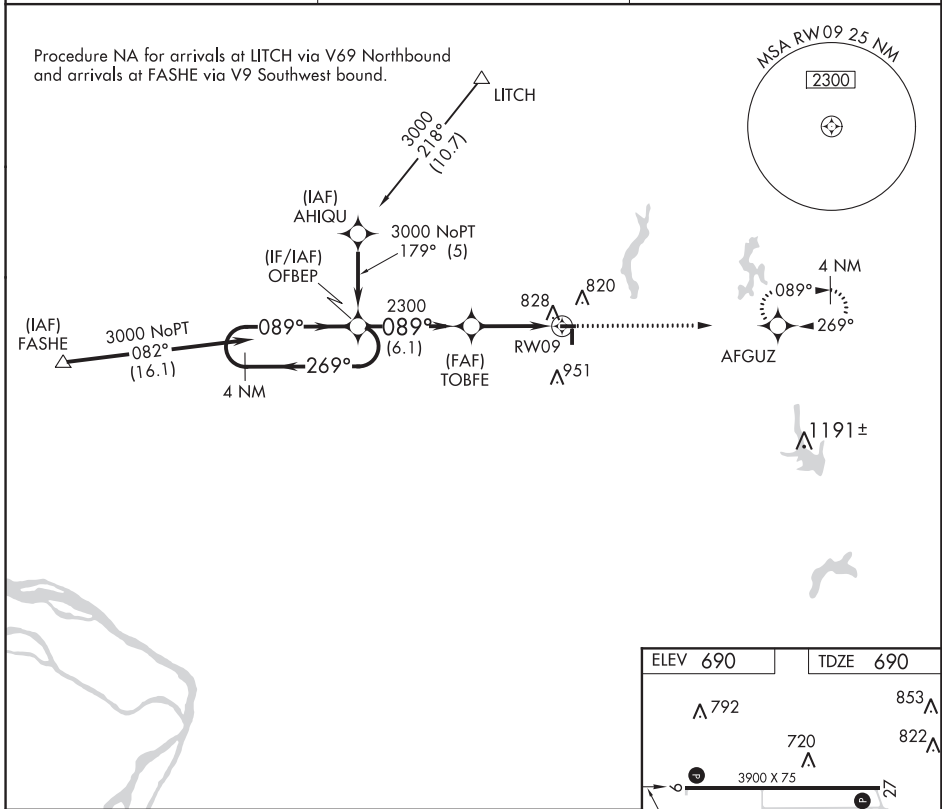
RNAV (GPS) RWY 9

LITCHFIELD MUNI (3LF)

NA If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet. VDP NA with Taylorville altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct AFGUZ and hold.

AWOS-3 118.175	ST. LOUIS APP CON 124.2 353.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
RNAV MDA	1140-1	450 (500-1)	1140-1¼ 450 (500-1¼)	NA
CIRCLING	1160-1	470 (500-1)	1160-1½ 470 (500-1½)	NA

LITCHFIELD, ILLINOIS
Orig 27OCT05

39°10'N-89°40'W

RNAV (GPS) RWY 9

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58203 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	4002 685 690
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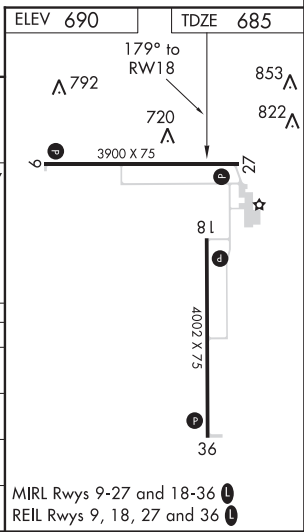
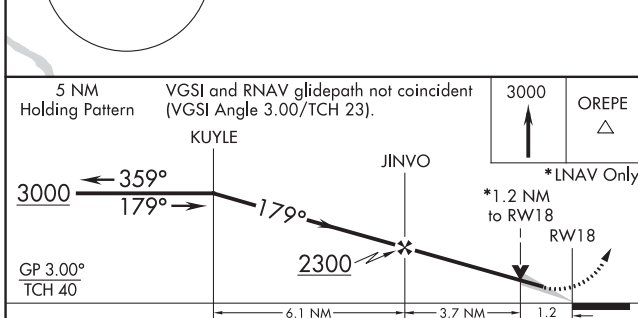
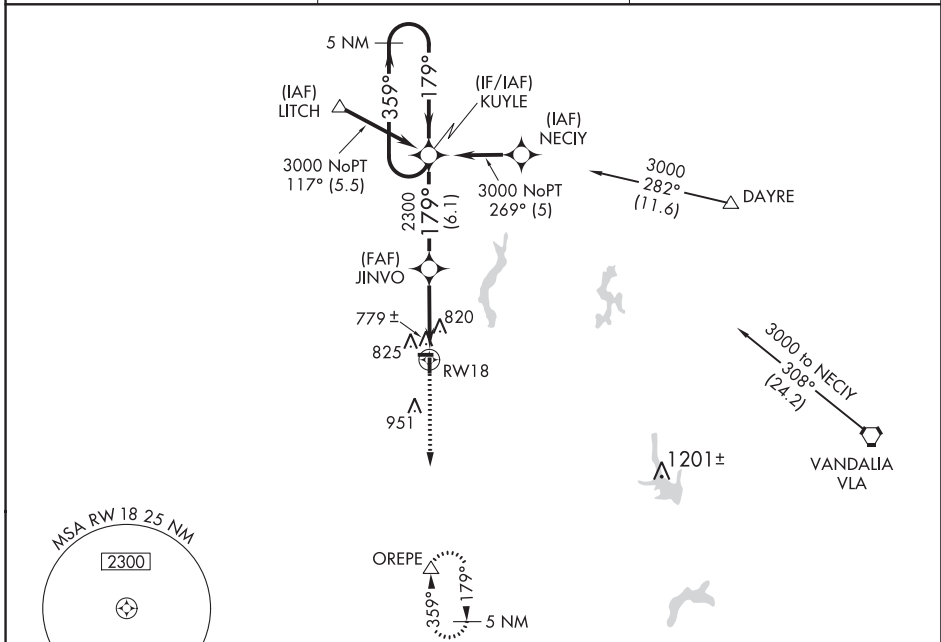
RNAV (GPS) RWY 18

LITCHFIELD MUNI (3LF)

⚠ If local altimeter setting not received, use Taylorville altimeter setting and increase all DAs 73 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Taylorville 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.

MISSED APPROACH: Climb to 3000 direct OREPE and hold.

AWOS-3 118.175	ST. LOUIS APP CON 124.2 353.9	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
LPV DA	997-1 312 (400-1)			NA
LNAV/VNAV DA	1112-1½ 427 (500-1½)			NA
LNAV MDA	1100-1 415 (500-1)	1100-1¼ 415 (500-1¼)		NA
CIRCLING	1160-1 470 (500-1)	1160-1½ 470 (500-1½)		NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 269°	Rwy Idg 3900
	TDZE 690
	Apt Elev 690

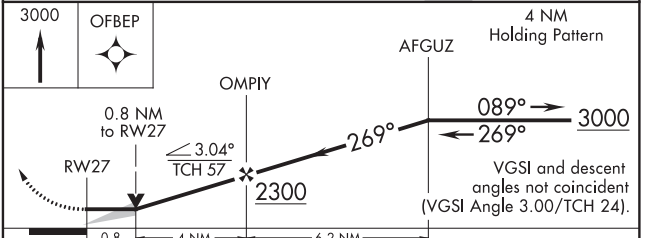
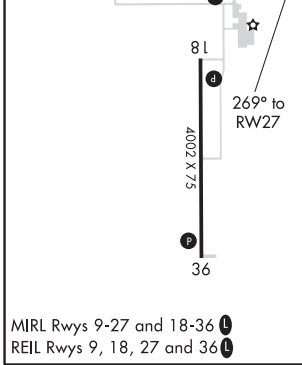
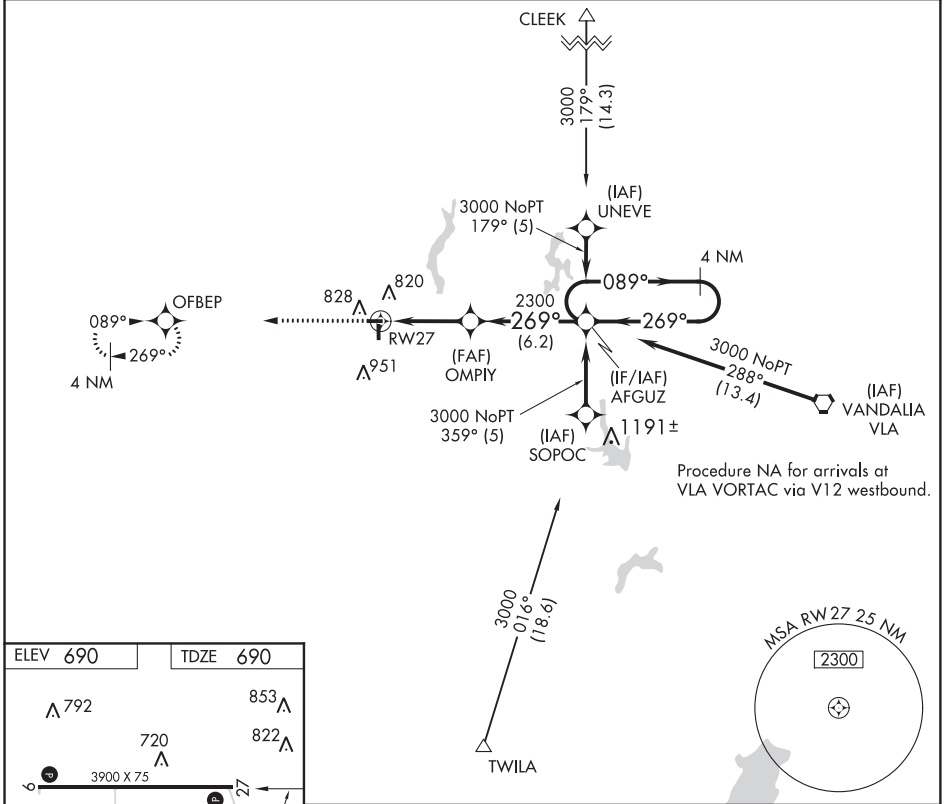
RNAV (GPS) RWY 27

LITCHFIELD MUNI (3LF)

⚠ If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet. VDP NA with Taylorville altimeter setting.
⚠ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OFBEP and hold.

AWOS-3 118.175	ST. LOUIS APP CON 124.2 353.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1100-1	410 (500-1)	1100-1¼ 410 (500-1¼)	NA
CIRCLING	1160-1	470 (500-1)	1160-1½ 470 (500-1½)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40403 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	4002 682 690
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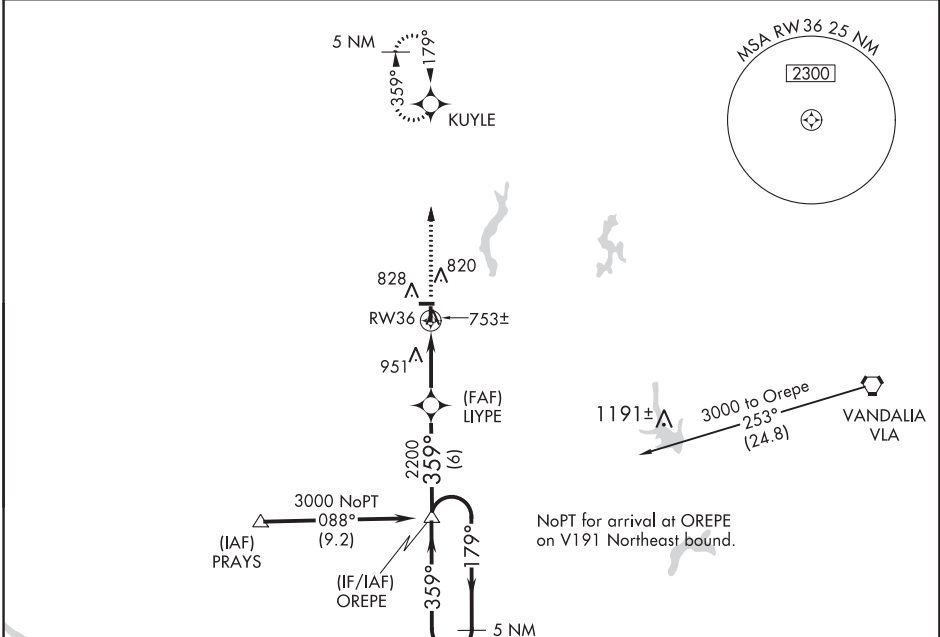
RNAV (GPS) RWY 36

LITCHFIELD MUNI (3LF)

⚠ If local altimeter setting not received, use Taylorville altimeter setting and increase all DAs 73 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Taylorville 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.

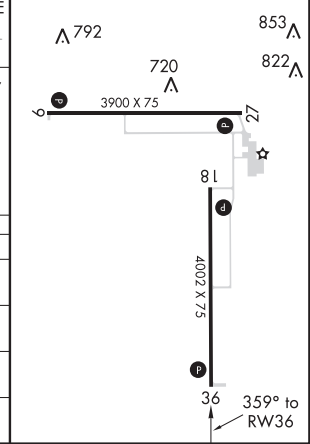
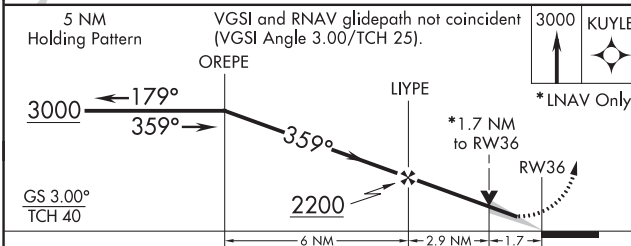
MISSED APPROACH: Climb to 3000 direct KUYLE and hold.

AWOS-3 118.175	ST. LOUIS APP CON 124.2 353.9	UNICOM 122.8 (CTAF)
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ELEV 690	TDZE 682
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MIRL Rwy 9-27 and 18-36
REIL Rwy 9, 18, 27 and 36



CATEGORY	A	B	C	D
LPV DA	958-1 276 (300-1)			NA
LNAV/VNAV DA	1013-1¼ 331 (400-1¼)			NA
LNAV MDA	1260-1 578 (600-1)	1260-1½ 578 (600-1½)		NA
CIRCLING	1260-1 570 (600-1)	1260-1½ 570 (600-1½)		NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LONE ROCK, WISCONSIN

AL-235 (FAA)

15120

WAAS CH 78206 W09A	APP CRS 090°	Rwy ldg TDZE Apf Elev	5000 717 717
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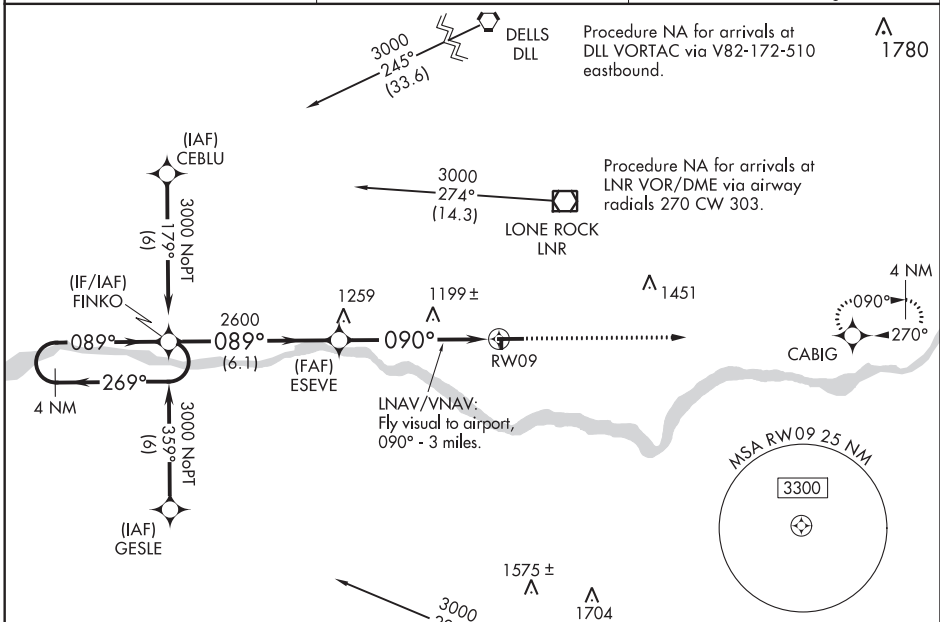
RNAV (GPS) RWY 9

TRI-COUNTY RGNL (LNR)

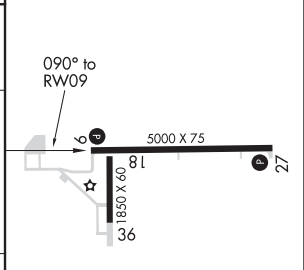
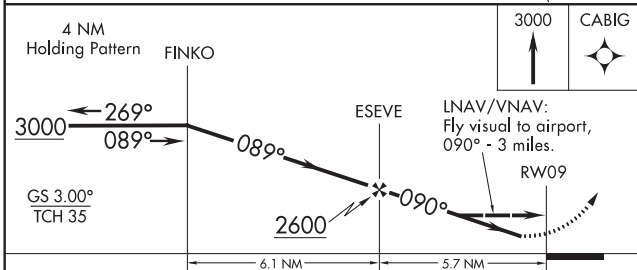
⚠ Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Boscomb altimeter setting and increase all DAs/MDAs 60 feet, and all visibilities ¼ mile.
⚠ -26°C/-15°F Baro-VNAV NA when using Boscomb altimeter setting. Night landing: Rwy 18 NA.

MISSED APPROACH:
Climb to 3000 direct CABIG and hold.

ASOS 119.425	MADISON APP CON * 135.45 343.7	UNICOM 123.0 (CTAF)
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ELEV 717	TDZE 717
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CATEGORY	A	B	C	D
LPV DA	994-1 277 (300-1)			NA
LNAV/VNAV DA	1659-2	942 (1000-2)	1659-2¾ 942 (1000-2¾)	NA
LNAV MDA	1460-1 743 (800-1)	1460-1¼ 743 (800-1¼)	1460-2¼ 743 (800-2¼)	NA
CIRCLING	1520-1 803 (900-1)	1520-1¼ 803 (900-1¼)	1520-2¼ 803 (900-2¼)	NA

REIL Rwy 27 **⚠**
MIRL Rwy 9-27 and 18-36 **⚠**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LONE ROCK, WISCONSIN
Orig-A 30APR15

43°13'N-90°11'W

TRI-COUNTY RGNL (LNR) RNAV (GPS) RWY 9

WAAS CH 69506 W27A	APP CRS 270°	Rwy ldg TDZE Apt Elev	5000 717 717
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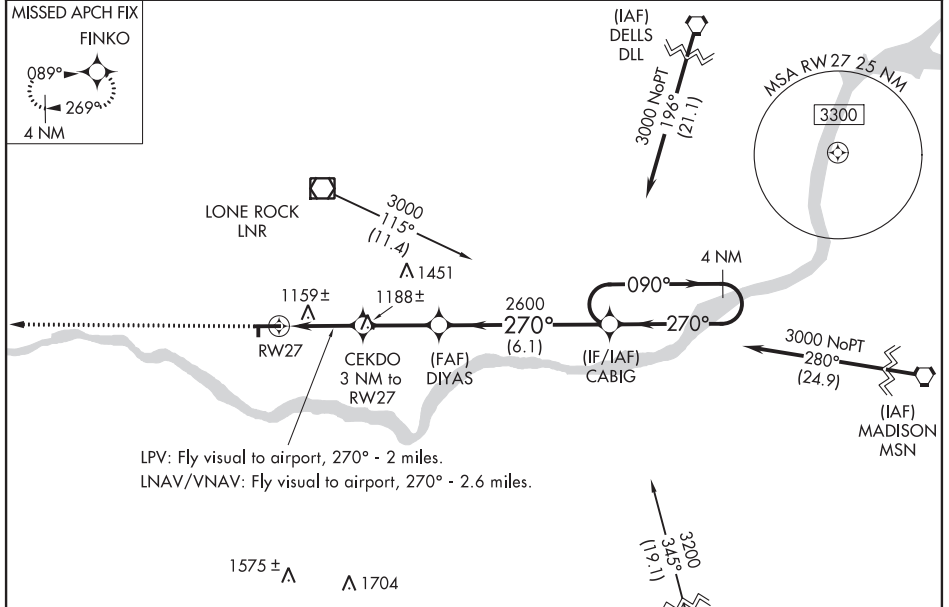
RNAV (GPS) RWY 27

TRI-COUNTY RGNL (LNR)

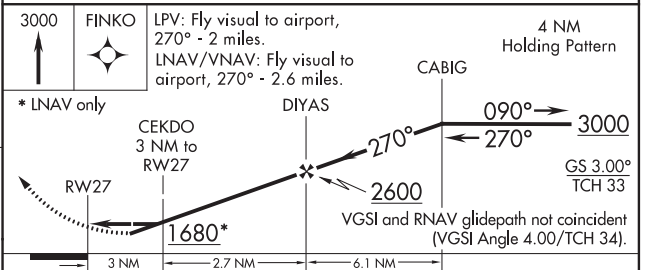
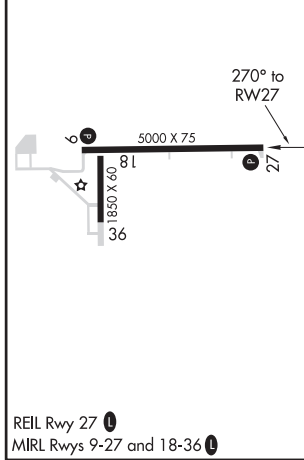
⚠ Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Boscobel altimeter setting and increase all DAs/MDAs 60 feet, and all visibilities ¼ mile.
⚠ -26°C/-15°F Baro-VNAV NA when using Boscobel altimeter setting. Night landing: Rwy 18 NA.

MISSED APPROACH:
Climb to 3000 direct FINKO and hold.

ASOS 119.425	MADISON APP CON * 135.45 343.7	UNICOM 123.0 (CTAF)
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ELEV 717	TDZE 717
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CATEGORY	A	B	C	D
LPV DA	1375-2 658 (700-2)			NA
LNAV/VNAV DA	1584-2	867 (900-2)	1584-2½ 867 (900-2½)	NA
LNAV MDA	1420-1	703 (800-1)	1420-2 703 (800-2)	NA
CIRCLING	1520-1 803 (900-1)	1520-1¼ 803 (900-1¼)	1520-2¼ 803 (900-2¼)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LONE ROCK, WISCONSIN

AL-235 (FAA)

15120

LOC/DME I-LNR 108.35 Chan 20 (Y)	APP CRS 270°	Rwy Idg 5000 TDZE 717 Apt Elev 717
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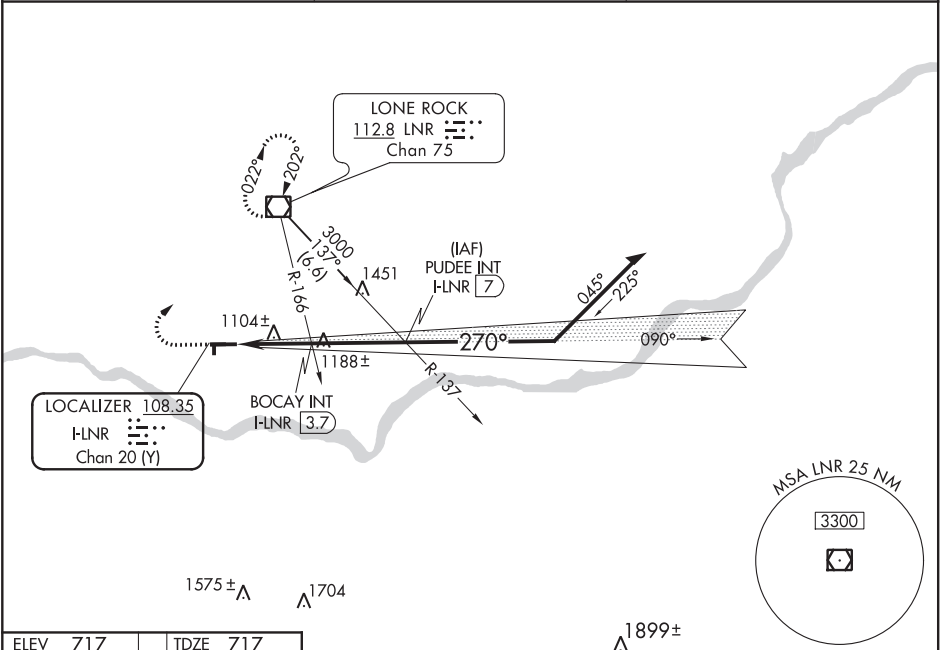
LOC RWY 27

TRI-COUNTY RGNL (LNR)

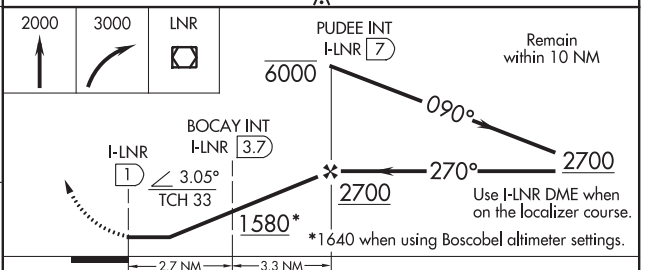
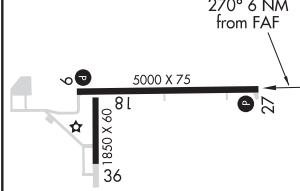
NA If local altimeter setting not received, use Boscobel altimeter setting and increase all MDAs 60 feet. Helicopter visibility reduction below 3/4 NA. Night landing: Rwy 18 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct LNR VOR/DME and hold.

ASOS 119.425	MADISON APP CON * 135.45 343.7	UNICOM 123.0 (CTAF) 0
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ELEV 717	TDZE 717
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CATEGORY	A	B	C	D
S-27	1580-1 863 (900-1)	1580-1¼ 863 (900-1¼)	1580-2½ 863 (900-2½)	NA
CIRCLING	1580-1 863 (900-1)	1580-1¼ 863 (900-1¼)	1580-2½ 863 (900-2½)	NA
BOCAY FIX MINIMUMS				
S-27	1360-1	643 (700-1)	1360-1¼ 643 (700-1¼)	NA
CIRCLING	1500-1 783 (800-1)	1500-1¼ 783 (800-1¼)	1500-2¼ 783 (800-2¼)	NA

REIL Rwy 27 0
MIRL Rwys 9-27 and 18-36 0
FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

LONE ROCK, WISCONSIN
Orig-A 30APR15

43° 13'N-90° 11'W

TRI-COUNTY RGNL (LNR)
LOC RWY 27

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

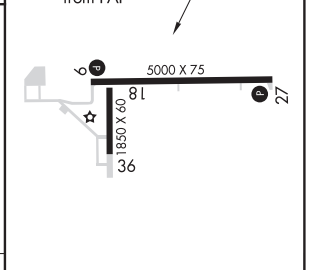
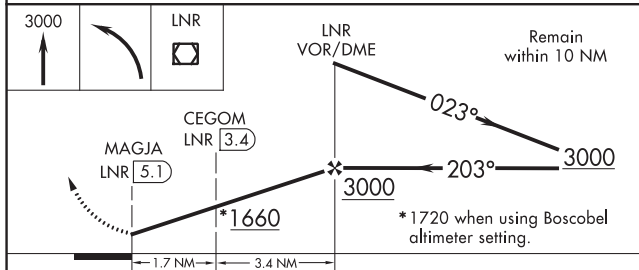
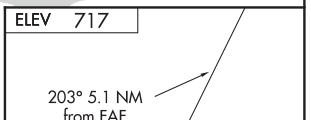
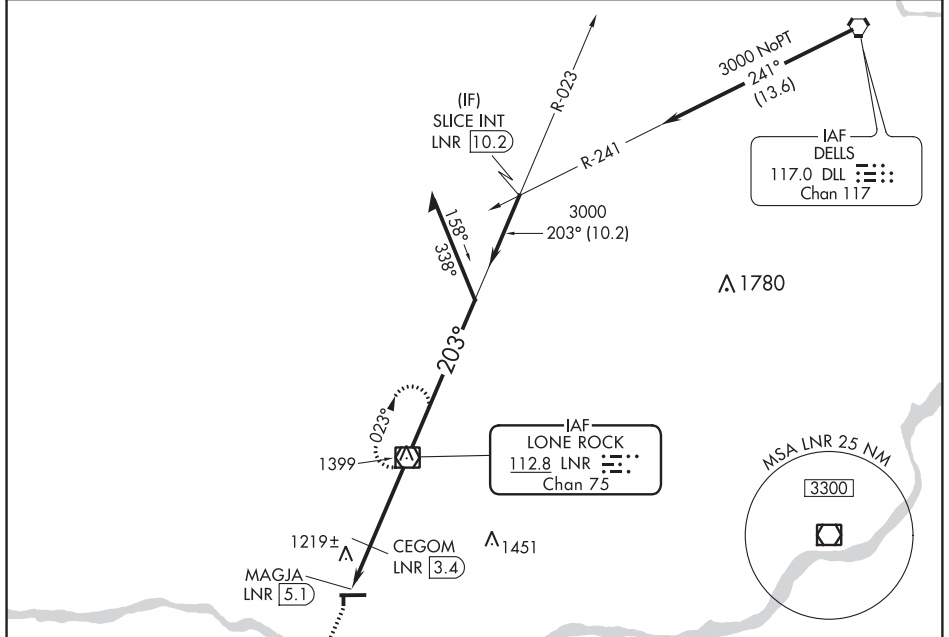
VOR/DME LNR 112.8 Chan 75	APP CRS 203°	Rwy Idg TDZE Apt Elev N/A N/A 717
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VOR-A
TRI-COUNTY RGNL (LNR)

⚠ When local altimeter setting not received, use Boscobel altimeter setting and increase all MDAs 60 feet, and all visibilities ¼ mile. Night landing: **⚠** -26°C/-15°F Rwy 18 NA. Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climb to 3000 then left turn direct LNR VOR/DME and hold.

ASOS 119.425	MADISON APP CON ★ 135.45 343.7	UNICOM 123.0 (CTAF) ⓪
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CATEGORY	A	B	C	D
CIRCLING	1660-1¼ 943 (1000-1¼)		1660-2¾ 943 (1000-2¾)	NA
CEGOM FIX MINIMUMS				
CIRCLING	1520-1 803 (900-1)	1520-1¼ 803 (900-1¼)	1520-2¼ 803 (900-2¼)	NA

ELEV	717
REIL Rwy 27	⓪
MRL Rws 9-27 and 18-36	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

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82531 W09A	APP CRS 089°	Rwy Idg TDZE Apt Elev	5100 706 706
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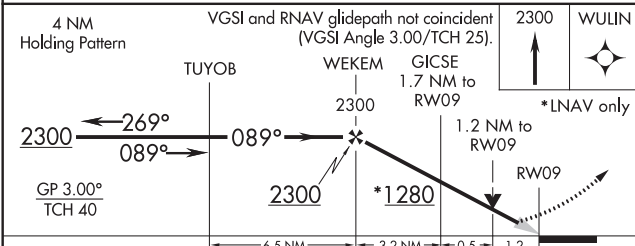
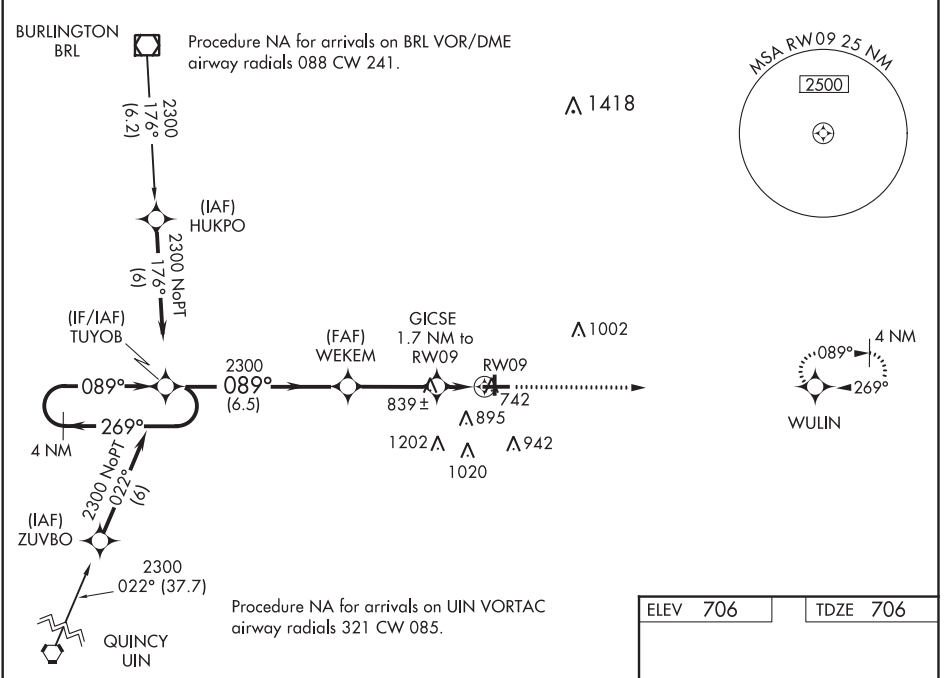
RNAV (GPS) RWY 9

MACOMB MUNI (MQB)

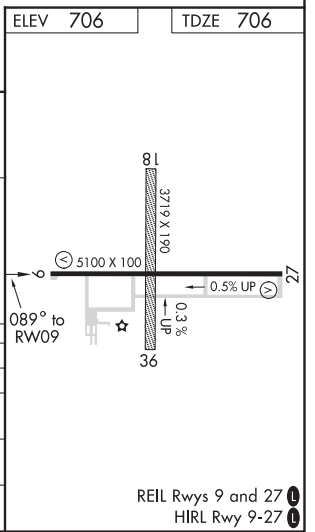
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Burlington, IA altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV visibility 1/8 mile all Cats, LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C/D visibility 1/4 mile. Baro-VNAV and VDP NA when using Burlington, IA altimeter setting.

MISSED APPROACH:
Climb to 2300 direct WULIN and hold.

AWOS-3 119.025	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		906-3/4	200 (200-3/4)	
LNAV/VNAV DA		1110-13/8	404 (500-13/8)	
LNAV MDA	1100-1	394 (400-1)	1100-11/8	394 (400-11/8)
CIRCLING	1120-1 414 (500-1)	1260-1 554 (600-1)	1260-11/2 554 (600-11/2)	1300-2 594 (600-2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40331 W27A	APP CRS 269°	Rwy Idg TDZE Apt Elev	5100 686 706
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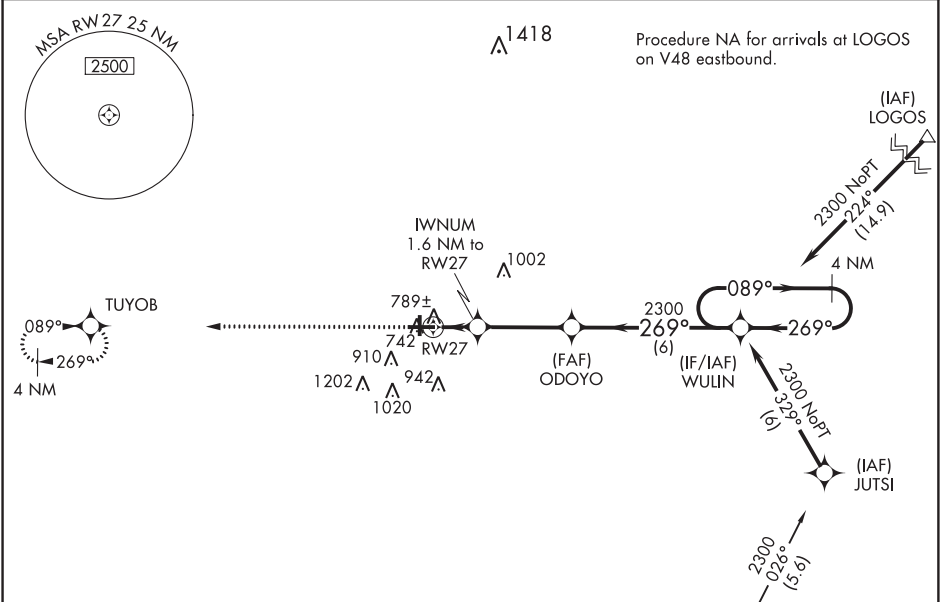
RNAV (GPS) RWY 27

MACOMB MUNI (MQB)

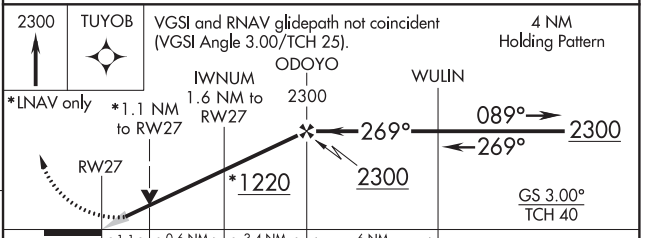
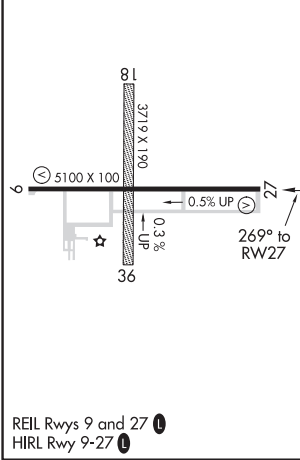
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Burlington, IA altimeter setting and increase all DA 63 feet and all MDA 80 feet; increase LPV visibility 1/8 mile all Cats, LNAV/VNAV 1/4 mile all Cats, LNAV Cat C/D 3/8 mile, and Circling Cat C/D 1/4 mile. Baro-VNAV and VDP NA when using Burlington, IA altimeter setting.

MISSED APPROACH:
Climb to 2300 direct TUYOB and hold.

AWOS-3 119,025	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF) 0
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ELEV 706	TDZE 686
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CATEGORY	A	B	C	D
LPV DA		886-3/4	200 (200-3/4)	
LNAV/VNAV DA		977-1	291 (300-1)	
LNAV MDA		1040-1	354 (400-1)	
CIRCLING	1120-1 414 (500-1)	1260-1 554 (600-1)	1260-1 1/2 554 (600-1 1/2)	1300-2 594 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-MQB 110.3	APP CRS 269°	Rwy Idg 5100
		TDZE 686
		Apt Elev 706

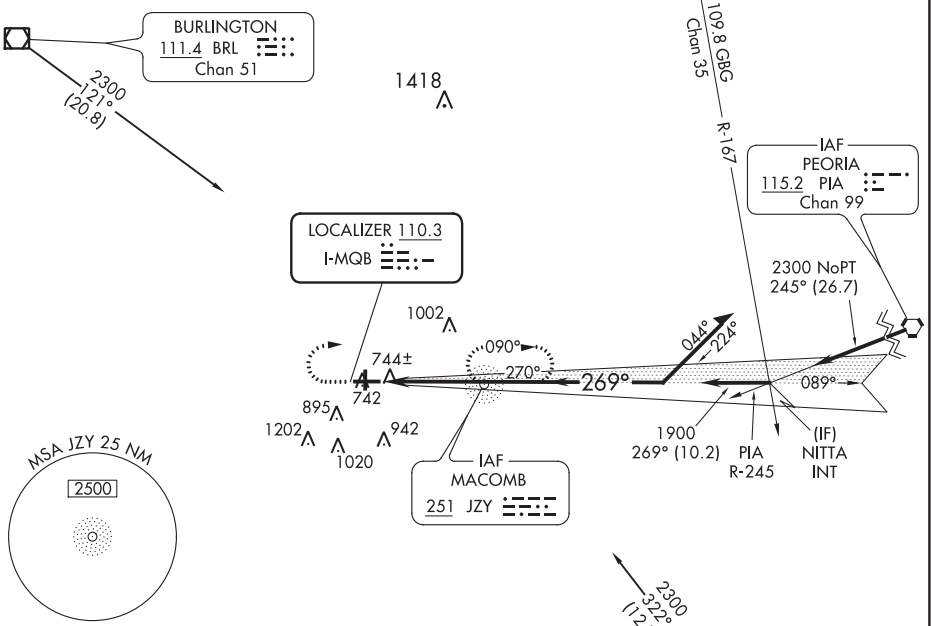
LOC RWY 27

MACOMB MUNI (MQB)

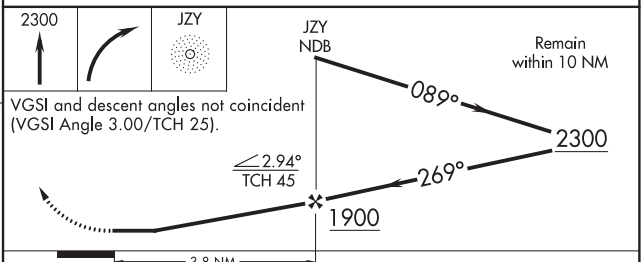
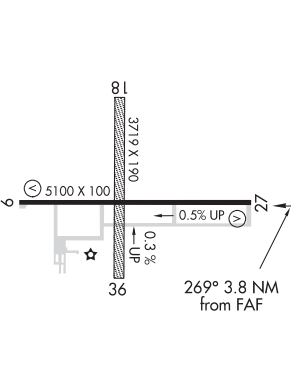
⚠ If local altimeter setting not received, use Burlington, IA altimeter setting and increase all MDA's 80 feet.
⚠ ADF required.

MISSED APPROACH: Climb to 2300 then right turn direct JZY NDB and hold.

AWOS-3 119.025	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF) 0
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ELEV 706	TDZE 686
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REIL Rwy 9 and 27 **0**
HIRL Rwy 9-27 **0**

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
S-27	1000-1 314 (300-1)			
CIRCLING	1120-1 414 (500-1)	1260-1 554 (600-1)	1260-1½ 554 (600-1½)	1300-2 594 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC MSN 108.6 Chan 23	APP CRS 106°	Rwy Idg TDZE Apt Elev 920	N/A N/A 920
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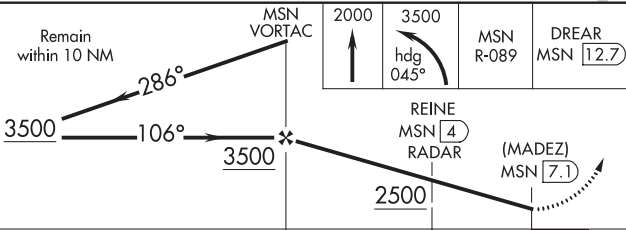
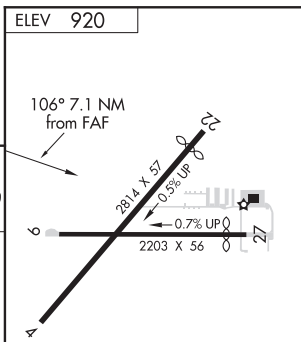
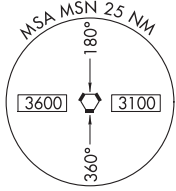
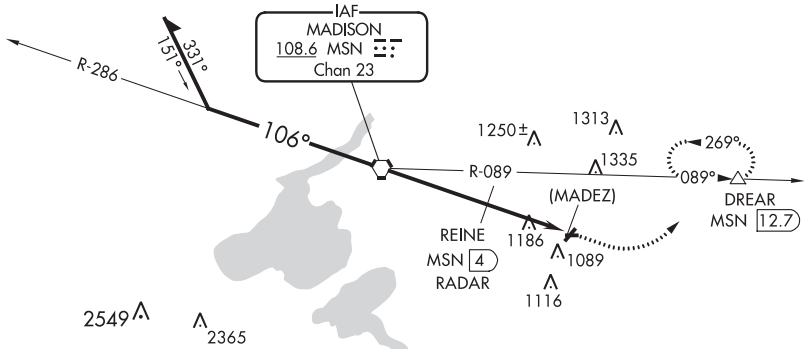
VOR or GPS-A
BLACKHAWK AIRFIELD (87Y)

NA Use Dane County Truax Field altimeter setting. DME required. MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 via heading 045° and MSN R-089 to DREAR/MSN 12.7 DME and hold.

MADISON APP CON*
120.1 343.7

UNICOM
122.7 (CTAF)

NoPT for arrivals on MSN VORTAC radials 231 CW 351.



CATEGORY	A	B	C	D
CIRCLING	2500-1¼ 1580 (1600-1¼)	2500-1½ 1580 (1600-1½)	NA	NA
REINE FIX MINIMUMS				
CIRCLING	1520-1 600 (600-1)	1560-1 640 (700-1)	NA	NA

LIRL Rwy 9-27					
FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

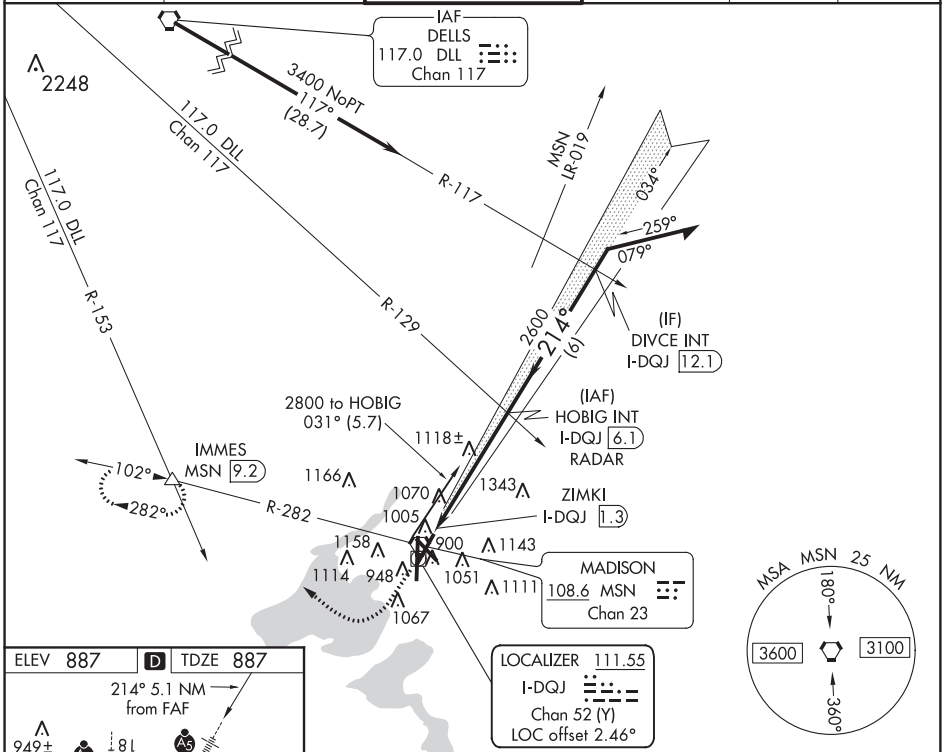
LOC/DME I-DQJ 111.55 Chan 52 (Y)	APP CRS 214°	Rwy Idg TDZE Apt Elev	7015 887 887
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ILS or LOC RWY 21

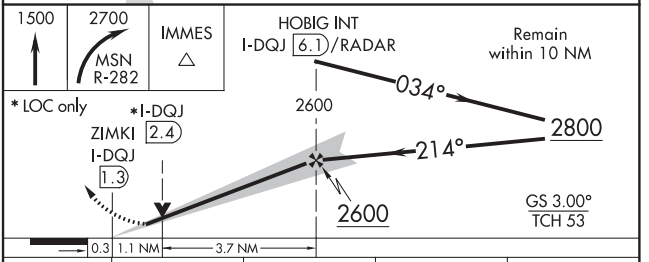
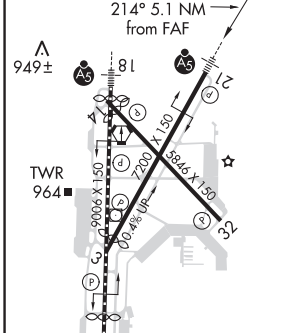
DANE COUNTY RGNL-TRUAX FIELD (MSN)

For inop MALSR, increase S-LOC 21 Cat C/D visibility to 1 3/8 mile.	MALSR	MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 on MSN VORTAC R-282 to IMMES INT/MSN 9.2 DME and hold.			
		ASR			

ATIS 124.65 278.3	MADISON APP CON * 135.45 343.7	MADISON TOWER * 119.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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ELEV 887	D TDZE 887
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CATEGORY	A	B	C	D
S-ILS 21	1137-1/2 250 (300-1/2)			
S-LOC 21	1380-1/2	493 (500-1/2)	1380-1	493 (500-1)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1 1/2 573 (600-1 1/2)	1700-2 3/4 813 (900-2 3/4)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

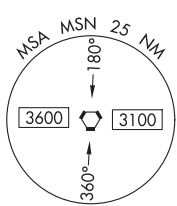
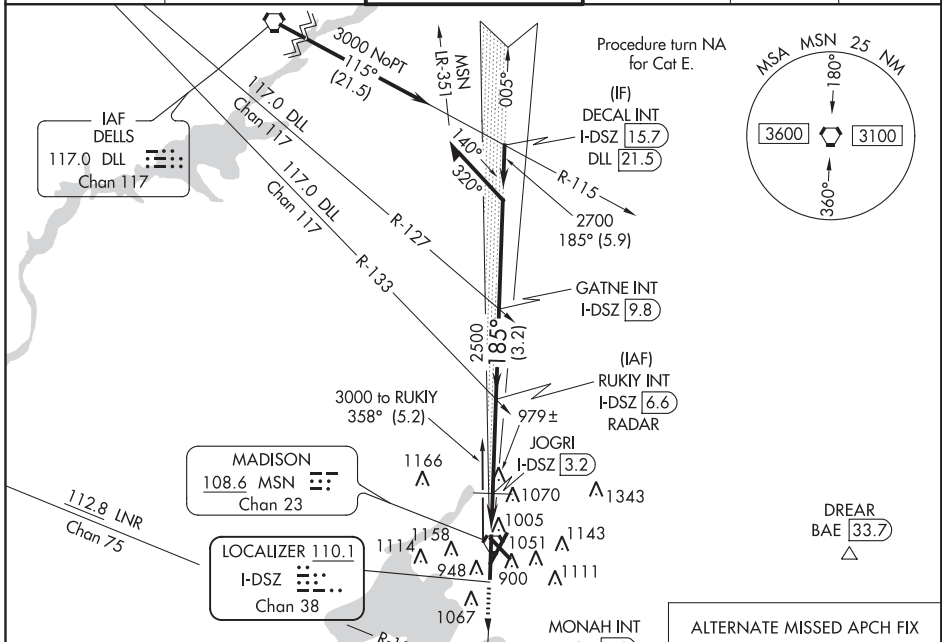
LOC/DME I-DSZ 110.1 Chan 38	APP CRS 185°	Rwy Idg 8606 TDZE 864 Apt Elev 887
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ILS or LOC/DME RWY 18

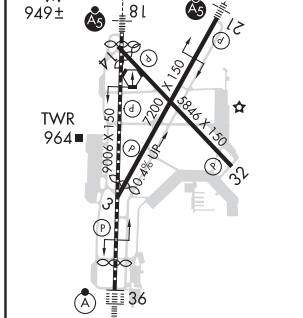
DANE COUNTY RGNL-TRUAX FIELD (MSN)

<p>⚠ For inop MALSRR, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cats C/D/E visibility to RVR 5500.</p> <p>ASR **RVR 1800 authorized with use of FD or AP or HUD to DA.</p>	<p>MALSRR</p>	<p>MISSED APPROACH: Climb to 2700 on MSN VORTAC R-180 to MONAH INT/ MSN VORTAC 4.9 DME/RADAR and hold.</p>
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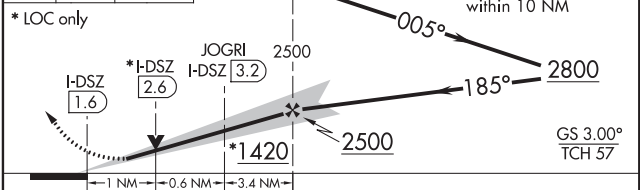
<p>ATIS 124.65 278.3</p>	<p>MADISON APP CON * 135.45 343.7</p>	<p>MADISON TOWER * 119.3 (CTAF) 0 257.8</p>	<p>GND CON 121.9 348.6</p>	<p>CLNC DEL 121.62</p>	<p>UNICOM 122.95</p>
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ELEV 887	D	TDZE 864
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<p>2700</p> <p>↑ MSN R-180</p>	<p>MONAH INT</p>	<p>RUKIY INT I-DSZ 6.6 RADAR</p>	<p>Use I-DSZ DME when on the localizer course.</p>
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CATEGORY	A	B	C	D	E
S-ILS 18	** 1064/24 200 (200-½)				
S-LOC 18	1240/24	376 (400-½)	1240/35	376 (400-¾)	
C CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1700-2¾ 813 (900-2¾)	1700-3 813 (900-3)

HIRL all Rwys **Ⓛ**
REIL Rwys 3 and 32 **Ⓛ**
REIL Rwy 14

MADISON, WISCONSIN
Amdt 2 04FEB16

43°08'N-89°20'W
505

DANE COUNTY RGNL-TRUAX FIELD (MSN)

ILS or LOC/DME RWY 18

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

MADISON, WISCONSIN

AL-245 (FAA)

16259

LOC/DME I-MSN 110.1 Chan 38	APP CRS 005°	Rwy Idg 8005 TDZE 862 Apt Elev 887
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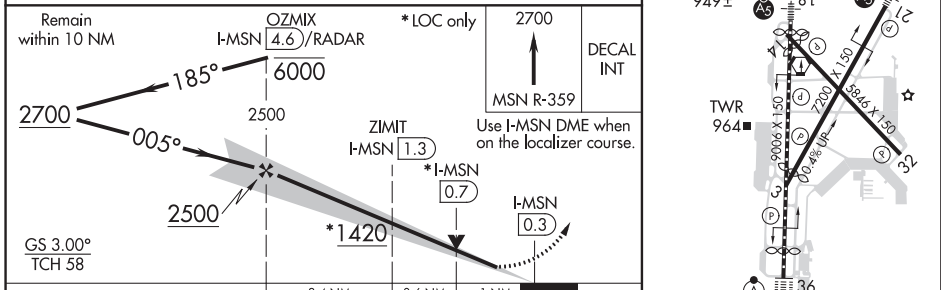
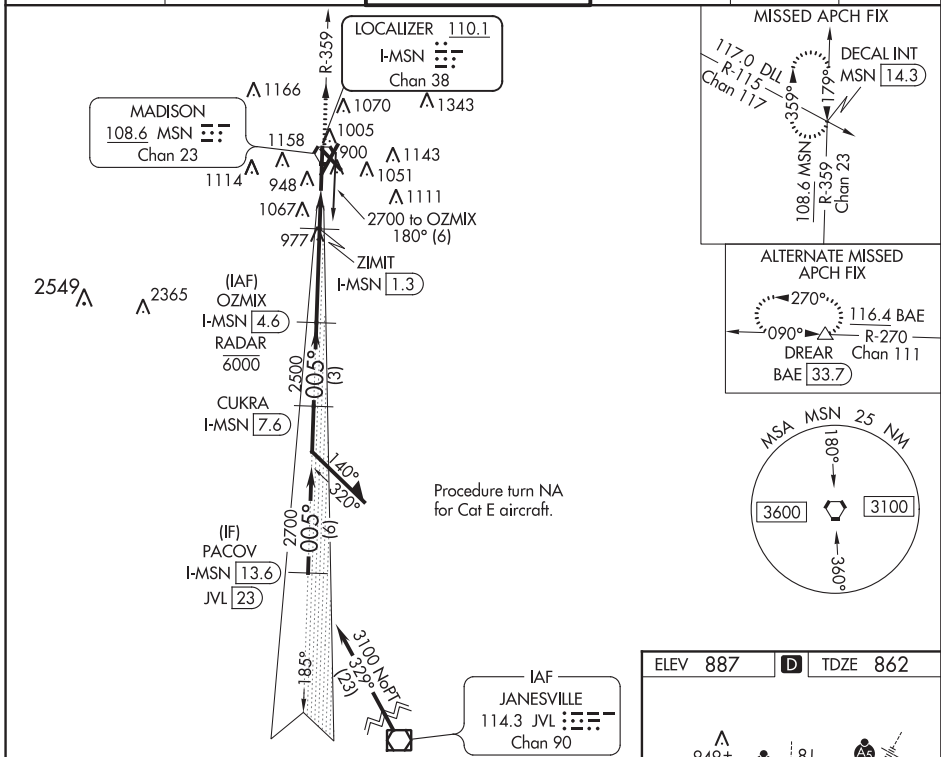
ILS OR LOC/DME RWY 36

DANE COUNTY RGNL-TRUAX FIELD (MSN)

ALSIF-2 MISSED APPROACH: Climb to 2700 on MSN VORTAC R-359 to DECAL INT/MSN 14.3 DME and hold.

ASR DME or RADAR required. For inop ALSIF-2, increase S-ILS 36 Cat E visibility to RVR 4000 and S-LOC 36 Cat C/D/E visibility to RVR 5500.

ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-ILS 36	1062/18 200 (200-½)				
S-LOC 36	1240/24	378 (400-½)	1240/35	378 (400-¾)	
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1700-2¾ 813 (900-¾)	1700-3 813 (900-3)

HIRL all Rwy 3 and 32
REIL Rwy 3 and 32
REIL Rwy 14

MADISON, WISCONSIN
Amdt 2 04FEB16

43°08'N-89°20'W

DANE COUNTY RGNL-TRUAX FIELD (MSN)

ILS OR LOC/DME RWY 36

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-MSN 110.1 Chan 38	APP CRS 005°	Rwy Idg TDZE Apt Elev	8005 862 887
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ILS RWY 36 (SA CAT I)

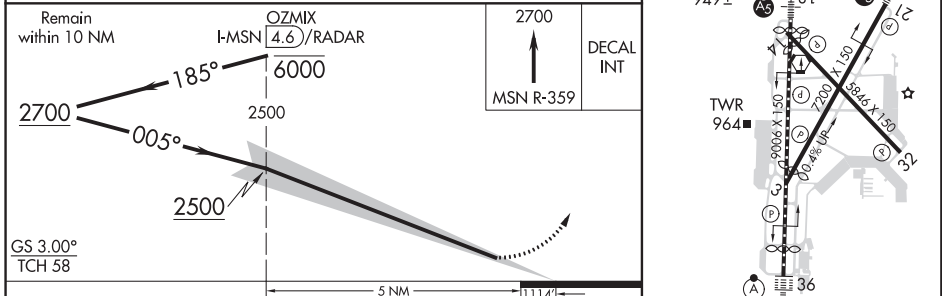
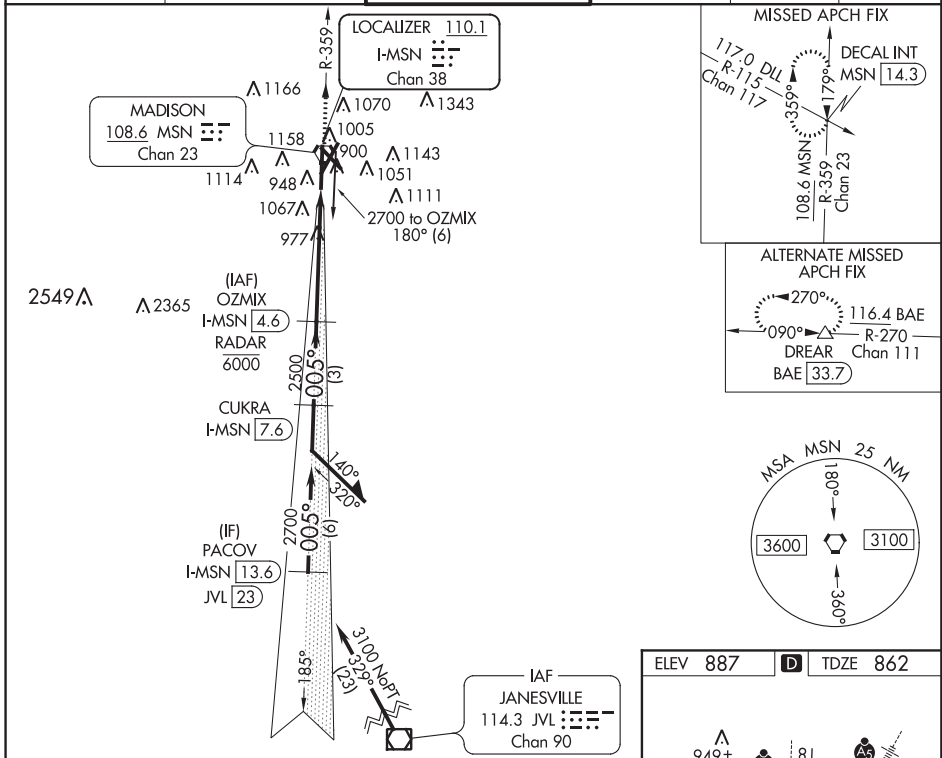
DANE COUNTY RGNL-TRUAX FIELD (MSN)

ASR DME or RADAR required.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. S-ILS R36 NA when control tower closed.

ALSF-2

MISSED APPROACH: Climb to 2700 on MSN VORTAC R-359 to DECAL INT/MSN 14.3 DME and hold.

ATIS 124.65 278.3	MADISON APP CON * 135.45 343.7	MADISON TOWER * 119.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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ELEV 887	D	TDZE 862		
CATEGORY	A	B	C	D
S-ILS 36	RA 159/14 150 DA 1012			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwws
REIL Rwws 3 and 32
REIL Rwy 14

EC-3, 10 NOV 2016 to 05 JAN 2017

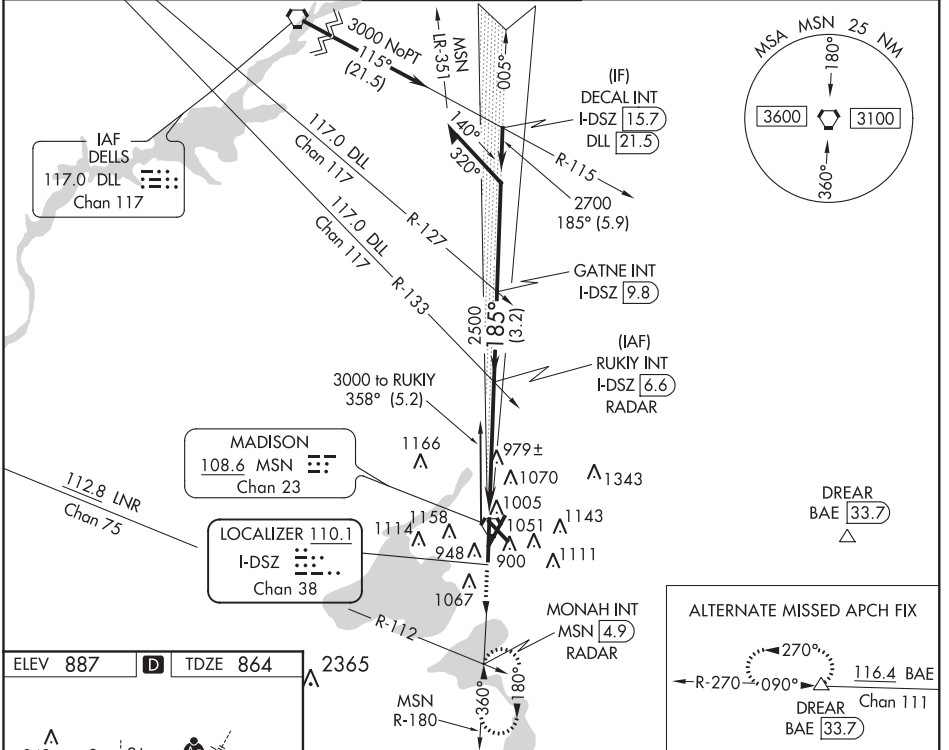
EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-DSZ 110.1 Chan 38	APP CRS 185°	Rwy Idg 8606 TDZE 864 Apt Elev 887
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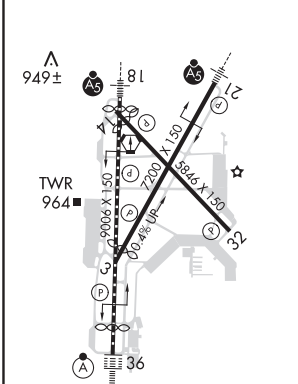
ILS RWY 18 (SA CAT I & II)
DANE COUNTY RGNL-TRUAX FIELD (MSN)

	S-ILS R18 NA when control tower closed. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC MSPEC, or LOA approval and use of autoland or HUD to touchdown.	MALSR 	MISSED APPROACH: Climb to 2700 on MSN VORTAC R-180 to MONAH INT/ MSN VORTAC 4.9 DME/RADAR and hold.
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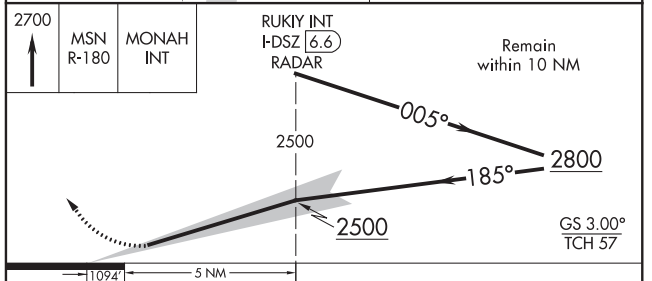
ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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ELEV 887	D	TDZE 864
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HIRL all Rwsys
 REIL Rwsys 3 and 32
 REIL Rwy 14



CATEGORY	A	B	C	D
S-ILS 18	SA CAT I	RA 153/14	150 DA 1014	
S-ILS 18	SA CAT II	RA 103/12	100 DA 964	

SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

MADISON, WISCONSIN

AL-245 (FAA)

16259

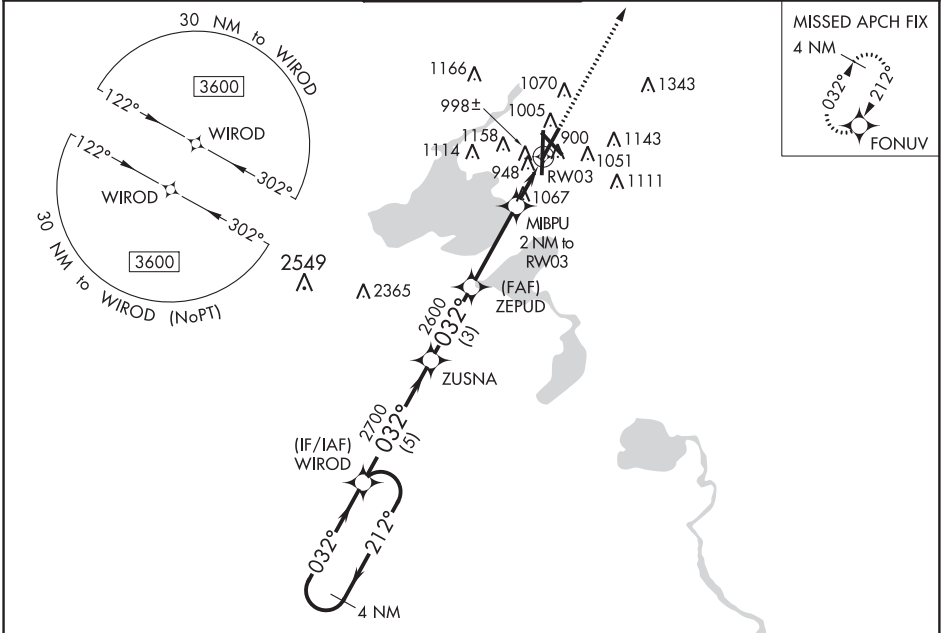
WAAS CH 87029 W03A	APP CRS 032°	Rwy Idg TDZE Apt Elev	6769 860 887
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RNAV (GPS) RWY 3

DANE COUNTY RGNL-TRUAX FIELD (MSN)

<p>ASR</p>	<p>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.</p>	<p>MISSED APPROACH: Climb to 3600 direct FONUV and hold.</p>
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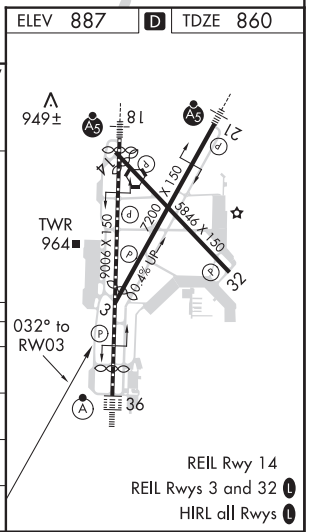
ATIS 124.65 278.3	MADISON APP CON * 135.45 343.7	MADISON TOWER * 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

4 NM Holding Pattern		WIROD		ZUSNA		ZEPUD		MIBPU 2 NM to RW03		*1.3 NM to RW03		*1.540		*LNAV only	
3600		←212°		032°→		032°		2700		2600		2600		2600	
GP 3.00°		TCH 49		5 NM		3 NM		3.3 NM		0.7		1.3		3600 FONUV	
CATEGORY	A	B	C	D											
LPV DA		1060-¾	200 (200-¾)												
LNAV/VNAV DA		1179-1	319 (300-1)												
LNAV MDA	1320-1	460 (500-1)	1320-1¾	460 (500-1¾)											
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1700-2¾ 813 (900-2¾)											



MADISON, WISCONSIN
Orig-C 04FEB16

43°08'N-89°20'W

RNAV (GPS) RWY 3

WAAS CH 86821 W14A	APP CRS 139°	Rwy Idg TDZE Apt Elev	5369 861 887
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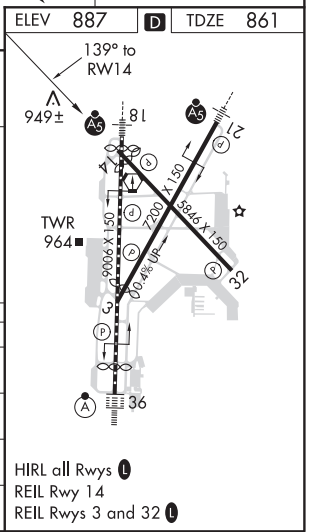
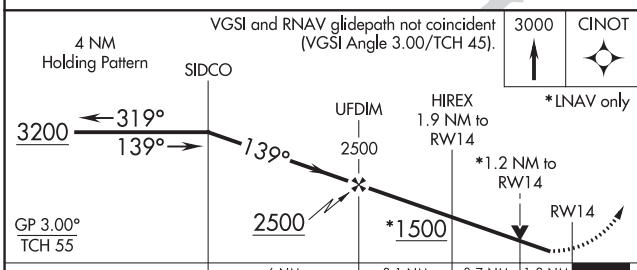
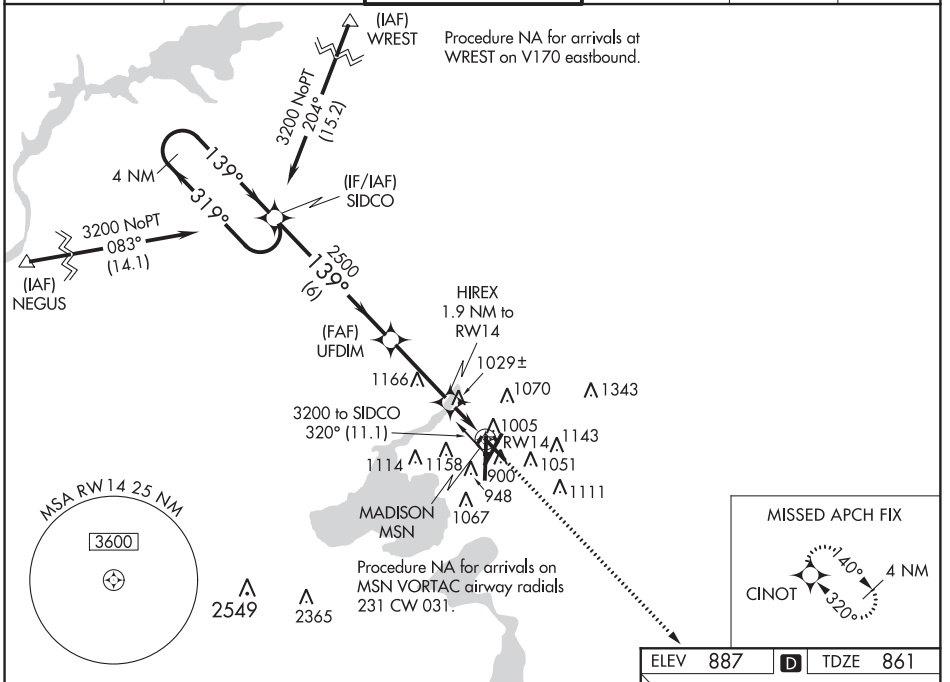
RNAV (GPS) RWY 14

DANE COUNTY RGNI-TRUAX FIELD (MSN)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CINOT and hold.

ATIS 124.65 278.3	MADISON APP CON * 135.45 343.7	MADISON TOWER * 119.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1111-¾	250 (300-¾)	
LNAV/VNAV DA		1246-1¼	385 (400-1¼)	
LNAV MDA	1280-1	419 (400-1)	1280-1¼	419 (400-1¼)
C CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1700-2¾ 813 (900-2¾)

EC-3, 10 NOV 2016 to 05 JAN 2017

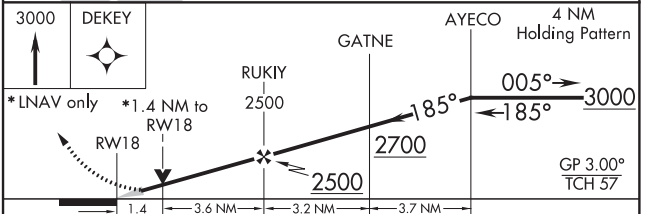
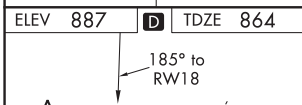
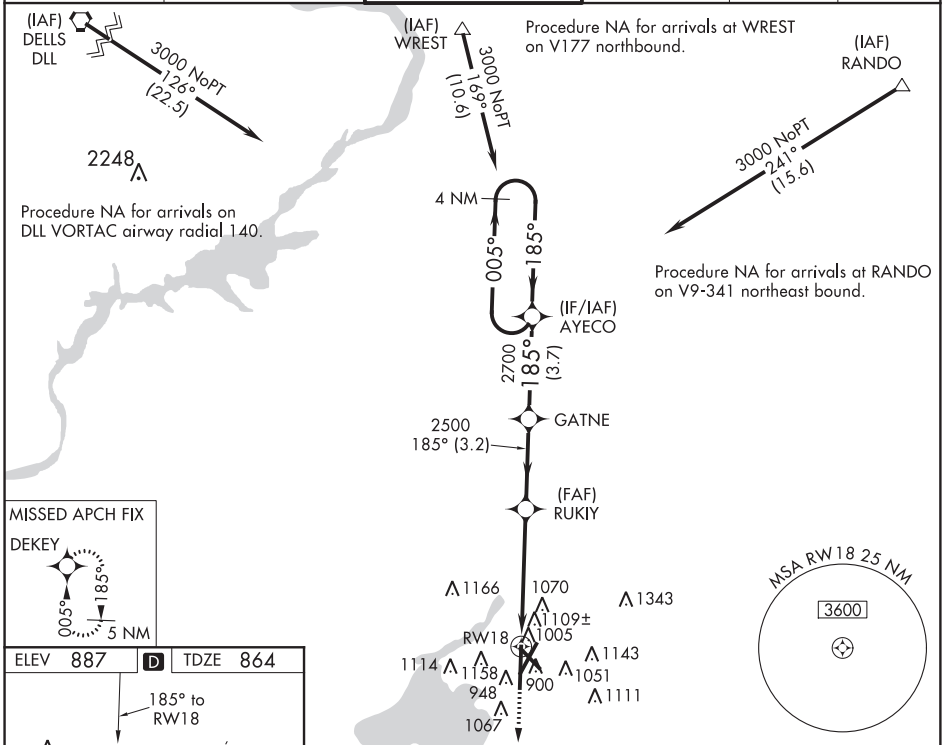
EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42522 W18A	APP CRS 185°	Rwy Idg 8606 TDZE 864 Apt Elev 887
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RNAV (GPS) RWY 18
DANE COUNTY RGNL-TRUAX FIELD (MSN)

ASR 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. For inop MALS, increase LNAV/VNAV all Cats visibility to 1 3/8 mile and LNAV Cat C/D visibility to 1 3/8 miles.	MALS 	MISSED APPROACH: Climb to 3000 direct DEKEY and hold.
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ATIS 124.65 278.3	MADISON APP CON * 135.45 343.7	MADISON TOWER * 119.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1064/24	200 (200-1/2)	
LNAV/VNAV DA		1360-1 1/4	496 (500-1 1/4)	
LNAV MDA	1360/24	496 (500-1/2)	1360/55	496 (500-1 1/4)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1 1/2 573 (600-1 1/2)	1700-2 3/4 813 (900-2 3/4)

EC-3, 10 NOV 2016 to 05 JAN 2017

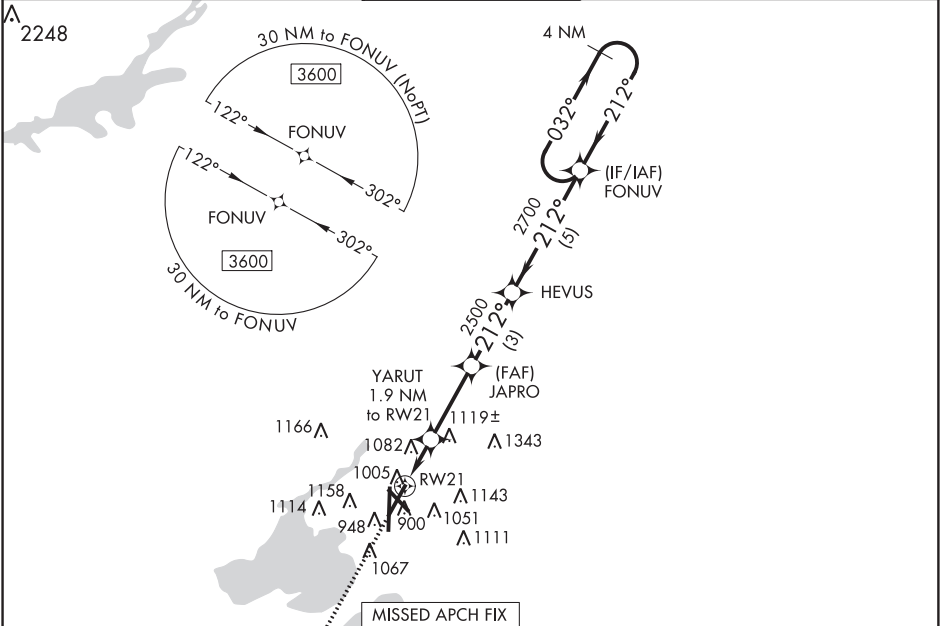
EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42829 W21A	APP CRS 212°	Rwy Idg TDZE Apt Elev	7015 887 887
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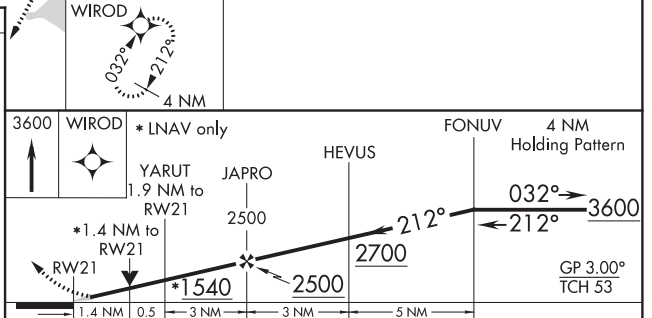
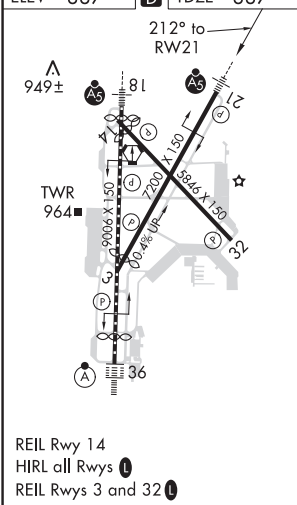
RNAV (GPS) RWY 21
DANE COUNTY RGNL-TRUAX FIELD (MSN)

<p>⚠ 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. For inop MALS, increase LNAV/VNAV all Cats visibility to 1 3/4 mile and LNAV Cat C/D visibility to 1 1/2 mile.</p> <p>ASR</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 3600 direct WIROD and hold.</p>

ATIS 124.65 278.3	MADISON APP CON * 135.45 343.7	MADISON TOWER * 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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ELEV 887	D TDZE 887
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<p>3600 WIROD * LNAV only</p> <p>YARUT 1.9 NM to RW21</p> <p>JAPRO 2500</p> <p>HEVUS</p> <p>FONUV 4 NM Holding Pattern</p> <p>GP 3.00° TCH 53</p>	<p>212° to RW21</p> <p>2700</p> <p>2500</p> <p>212°</p> <p>032°</p> <p>3600</p>																													
<table border="1"> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> <tr> <td>LPV DA</td> <td colspan="2">1087-1/2</td> <td colspan="2">200 (200-1/2)</td> </tr> <tr> <td>LNAV/VNAV DA</td> <td colspan="2">1412-1 3/8</td> <td colspan="2">525 (600-1 3/8)</td> </tr> <tr> <td>LNAV MDA</td> <td colspan="2">1380-1/2 493 (500-1/2)</td> <td colspan="2">1380-1 493 (500-1)</td> </tr> <tr> <td rowspan="2">C CIRCLING</td> <td>1420-1</td> <td>1460-1</td> <td>1460-1 1/2</td> <td>1700-2 3/4</td> </tr> <tr> <td>533 (600-1)</td> <td>573 (600-1)</td> <td>573 (600-1 1/2)</td> <td>813 (900-2 3/4)</td> </tr> </table>	CATEGORY	A	B	C	D	LPV DA	1087-1/2		200 (200-1/2)		LNAV/VNAV DA	1412-1 3/8		525 (600-1 3/8)		LNAV MDA	1380-1/2 493 (500-1/2)		1380-1 493 (500-1)		C CIRCLING	1420-1	1460-1	1460-1 1/2	1700-2 3/4	533 (600-1)	573 (600-1)	573 (600-1 1/2)	813 (900-2 3/4)	
CATEGORY	A	B	C	D																										
LPV DA	1087-1/2		200 (200-1/2)																											
LNAV/VNAV DA	1412-1 3/8		525 (600-1 3/8)																											
LNAV MDA	1380-1/2 493 (500-1/2)		1380-1 493 (500-1)																											
C CIRCLING	1420-1	1460-1	1460-1 1/2	1700-2 3/4																										
	533 (600-1)	573 (600-1)	573 (600-1 1/2)	813 (900-2 3/4)																										

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

MADISON, WISCONSIN

AL-245 (FAA)

16259

WAAS CH 58021 W32A	APP CRS 320°	Rwy Idg TDZE Apt Elev	5846 862 887
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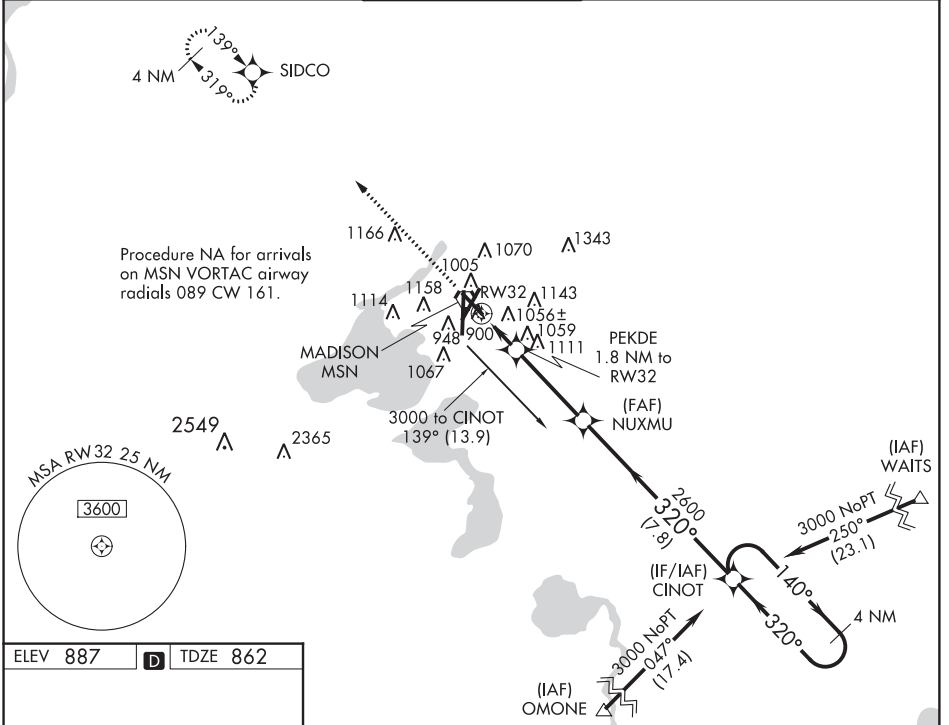
RNAV (GPS) RWY 32

DANE COUNTY RGNI-TRUAX FIELD (MSN)

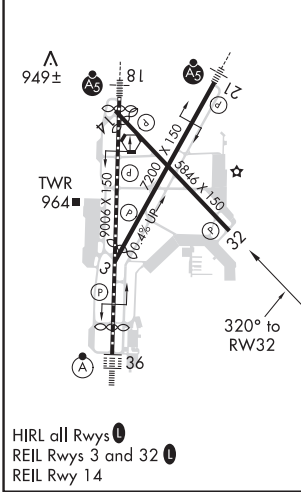
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3200 direct SIDCO and hold.

ATIS 124.65 278.3	MADISON APP CON * 135.45 343.7	MADISON TOWER * 119.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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ELEV 887	D	TDZE 862
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3200	SIDCO	4 NM Holding Pattern		
*LNAV only	PEKDE 1.8 NM to RW32	3000		
RW32	NUXMU 2600	140° → 3000		
*1480	2600	← 320°		
1.8 NM	3.5 NM	7.8 NM		
CATEGORY	A	B	C	D
LPV DA	1232-1¼		370 (400-1¼)	
LNAV/VNAV DA	1237-1¼		375 (400-1¼)	
LNAV MDA	1360-1		498 (500-1)	
	1360-1 3/8		498 (500-1 3/8)	
C CIRCLING	1420-1	1460-1	1460-1 1/2	1700-2 3/4
	533 (600-1)	573 (600-1)	573 (600-1 1/2)	813 (900-2 3/4)

MADISON, WISCONSIN
Amdt 2E 04FEB16

43°08'N-89°20'W

RNAV (GPS) RWY 32

DANE COUNTY RGNI-TRUAX FIELD (MSN)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82721 W36A	APP CRS 005°	Rwy Idg TDZE Apt Elev	8005 862 887
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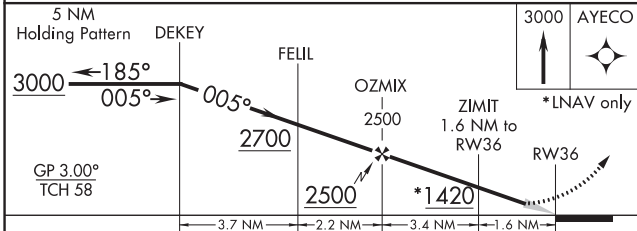
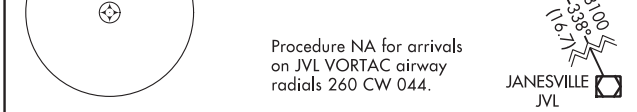
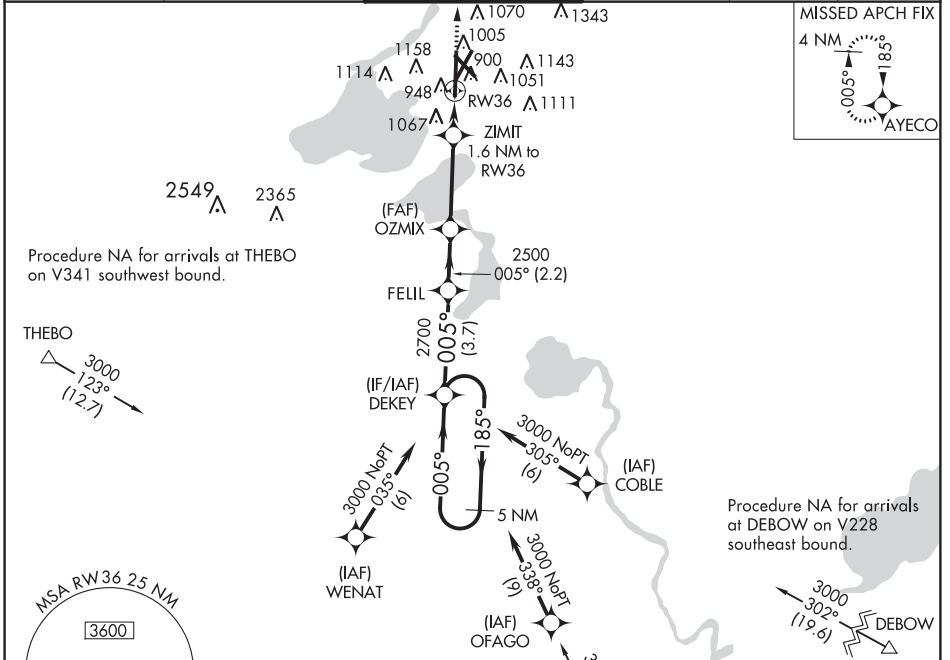
RNAV (GPS) RWY 36

DANE COUNTY RGNI-TRUAX FIELD (MSN)

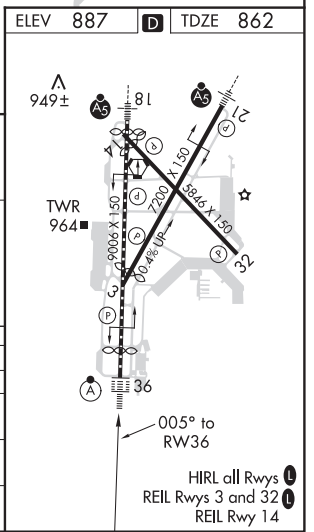
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase ASR LNAV/VNAV all Cats visibility to 1½ miles.

ALSF-2 MISSED APPROACH: Climb to 3000 direct AYEKO and hold.

ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1062/24	200 (200-½)	
LNAV/VNAV DA		1331/60	469 (500-1¼)	
LNAV MDA	1300/24	438 (500-½)	1300/40	438 (500-¾)
C CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1700-2¾ 813 (900-2¾)



EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC MSN 108.6 Chan 23	APP CRS 171°	Rwy Idg TDZE Apt Elev	8606 864 887
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VOR RWY 18

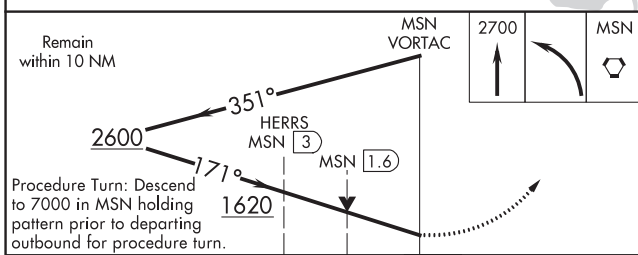
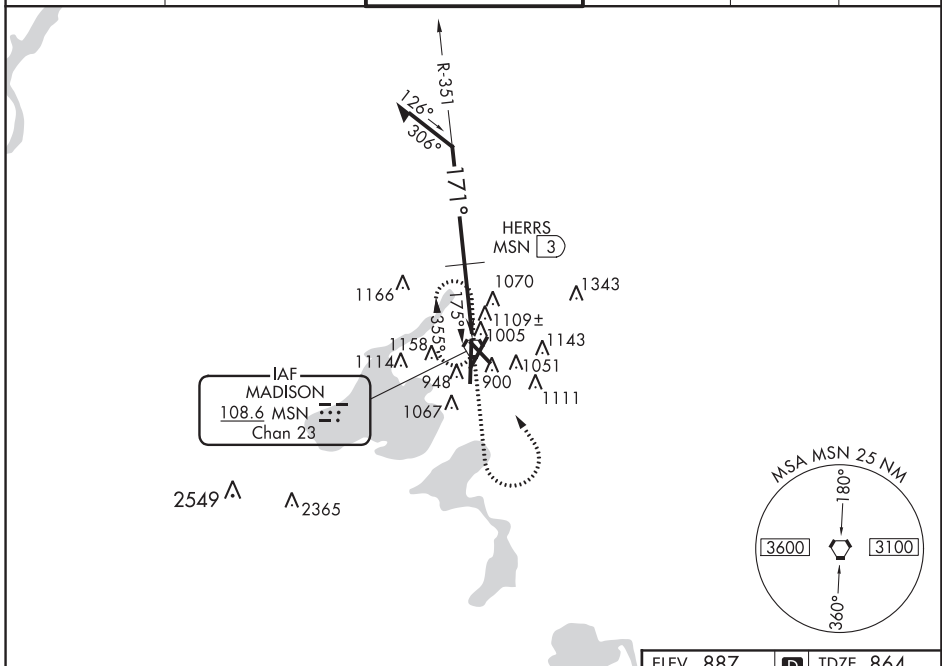
DANE COUNTY RGNL-TRUAX FIELD (MSN)

⚠ For inoperative MALSR, increase S-18 Cat C/D visibility to 2½ mile. For inoperative MALSR, increase S-18 HERRS fix minimums Cat C and D visibility to 1¾ mile. When VGSI inoperative, Circling Rwy 32 NA at night.

MALSR 

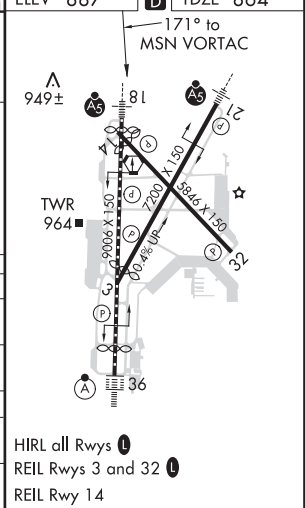
MISSED APPROACH: Climb to 2700 then left turn direct MSN VORTAC and hold.

ATIS 124.65 278.3	MADISON APP CON * 135.45 343.7	MADISON TOWER * 119.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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ELEV 887 **D** TDZE 864

CATEGORY	A	B	C	D
S-18	1620-24 756 (800-½)	1620-40 756 (800-¾)	1620-1¾	756 (800-1¼)
CIRCLING	1620-1 733 (800-1)	1620-1¼ 733 (800-1¼)	1620-2 733 (800-2)	1620-2¼ 733 (800-2¼)
HERRS FIX MINIMUMS				
S-18	1360/24	496 (500-½)	1360/55	496 (500-1¼)
CIRCLING	1520-1	633 (700-1)	1520-1¾ 633 (700-1¾)	1520-2 633 (700-2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

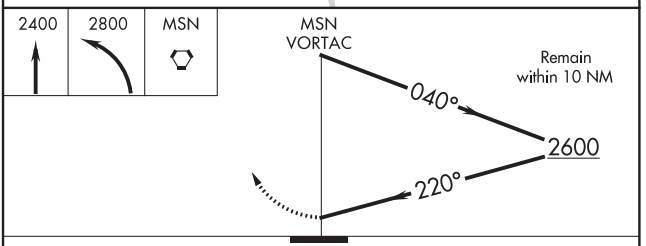
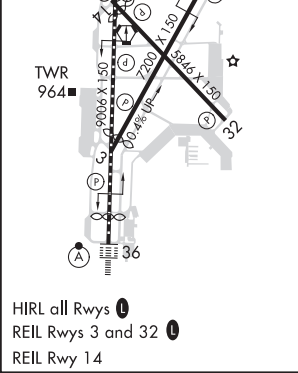
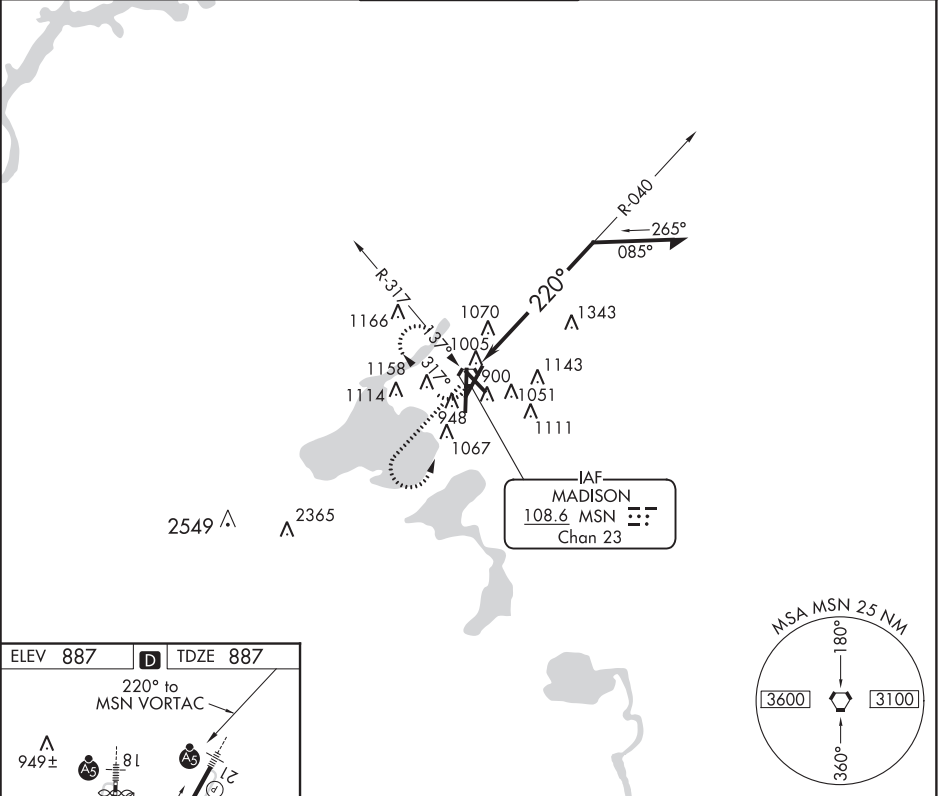
VORTAC MSN 108.6 Chan 23	APP CRS 220°	Rwy Idg 7015 TDZE 887 Apt Elev 887
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VOR RWY 21

DANE COUNTY RGNL-TRUAX FIELD (MSN)

 ASR	 MALSR	MISSED APPROACH: Climb to 2400 then climbing left turn to 2800 direct MSN VORTAC and hold.			
		 ASR	 MALSR	 ASR	 MALSR

ATIS 124.65 278.3	MADISON APP CON * 135.45 343.7	MADISON TOWER * 119.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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CATEGORY	A	B	C	D
S-21	1700-1 813 (900-1)	1700-1¼ 813 (900-1¼)	1700-2½ 813 (900-2½)	1700-2¾ 813 (900-2¾)
CIRCLING	1700-1 813 (900-1)	1700-1¼ 813 (900-1¼)	1700-2½ 813 (900-2½)	1700-2¾ 813 (900-2¾)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC MSN 108.6 Chan 23	APP CRS 310°	Rwy Idg 5846 TDZE 862 Apt Elev 887
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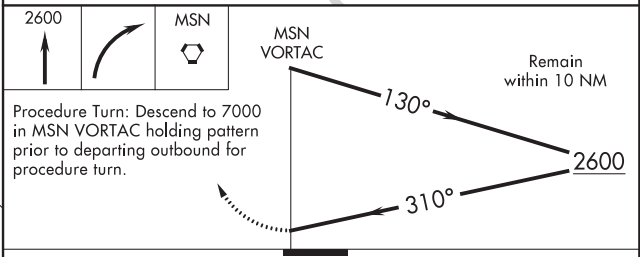
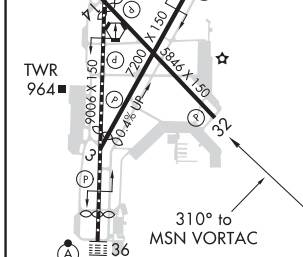
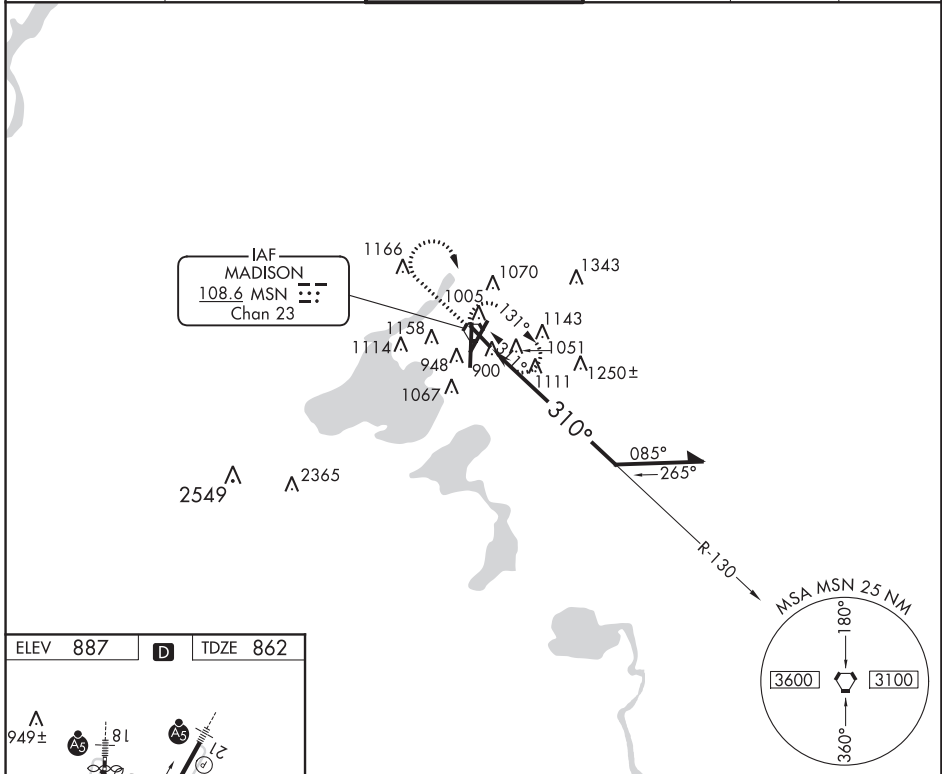
VOR RWY 32

DANE COUNTY RGNI-TRUAX FIELD (MSN)

ASR When VGSI inoperative, Straight-In and Circling Rwy 32 procedures NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 then right turn direct MSN VORTAC and hold.

ATIS 124.65 278.3	MADISON APP CON * 135.45 343.7	MADISON TOWER * 119.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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ELEV 887	D	TDZE 862		
<p>HIRL all Rwys 1</p> <p>REIL Rws 3 and 32 1</p> <p>REIL Rwy 14 1</p>	<p>2600</p> <p>MSN</p> <p>Procedure Turn: Descend to 7000 in MSN VORTAC holding pattern prior to departing outbound for procedure turn.</p>	<p>MSN VORTAC</p> <p>Remain within 10 NM</p>		
CATEGORY	A	B	C	D
S-32	1560-1	698 (700-1)	1560-2	698 (700-2)
CIRCLING	1560-1	673 (700-1)	1560-2 673 (700-2)	1560-2¼ 673 (700-2¼)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

MADISON, WISCONSIN

AL-245 (FAA)

16259

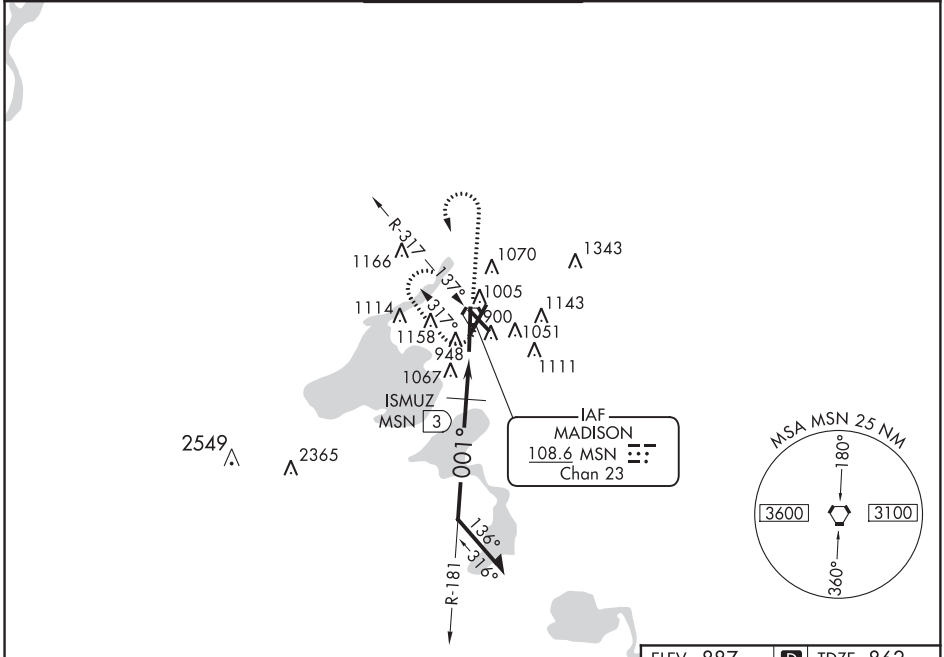
VORTAC MSN 108.6 Chan 23	APP CRS 001°	Rwy Idg TDZE 862 Apt Elev 887
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VOR RWY 36

DANE COUNTY RGNI-TRUAX FIELD (MSN)

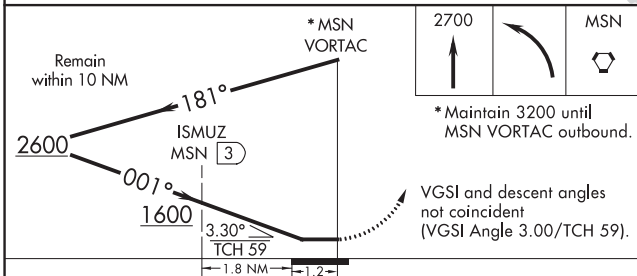
NA ASR	ALSIF-2 	MISSED APPROACH: Climb to 2700 then left turn direct MSN VORTAC and hold.
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ATIS 124.65 278.3	MADISON APP CON * 135.45 343.7	MADISON TOWER * 119.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.62	UNICOM 122.95
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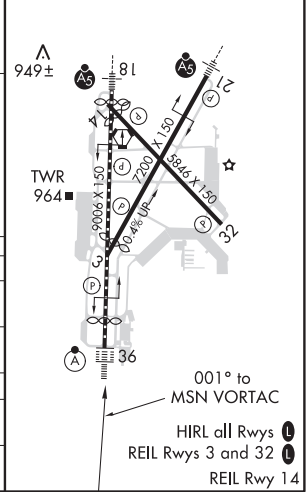


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 887		TDZE 862
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CATEGORY	A	B	C	D
S-36	1600/50	738 (800-1)	1600-1½ 738 (800-1½)	1600-1¾ 738 (800-1¾)
CIRCLING	1600-1	713 (800-1)	1600-2 713 (800-2)	1600-2¼ 713 (800-2¼)
ISMUZ FIX MINIMUMS				
S-36	1320/50	458 (500-1)	1320-1½ 458 (500-1½)	1320-1¾ 458 (500-1¾)
CIRCLING	1520-1	633 (700-1)	1520-1¾ 633 (700-1¾)	1520-2 633 (700-2)

MADISON, WISCONSIN
Orig-A 22AUG13

43°08'N-89°20'W

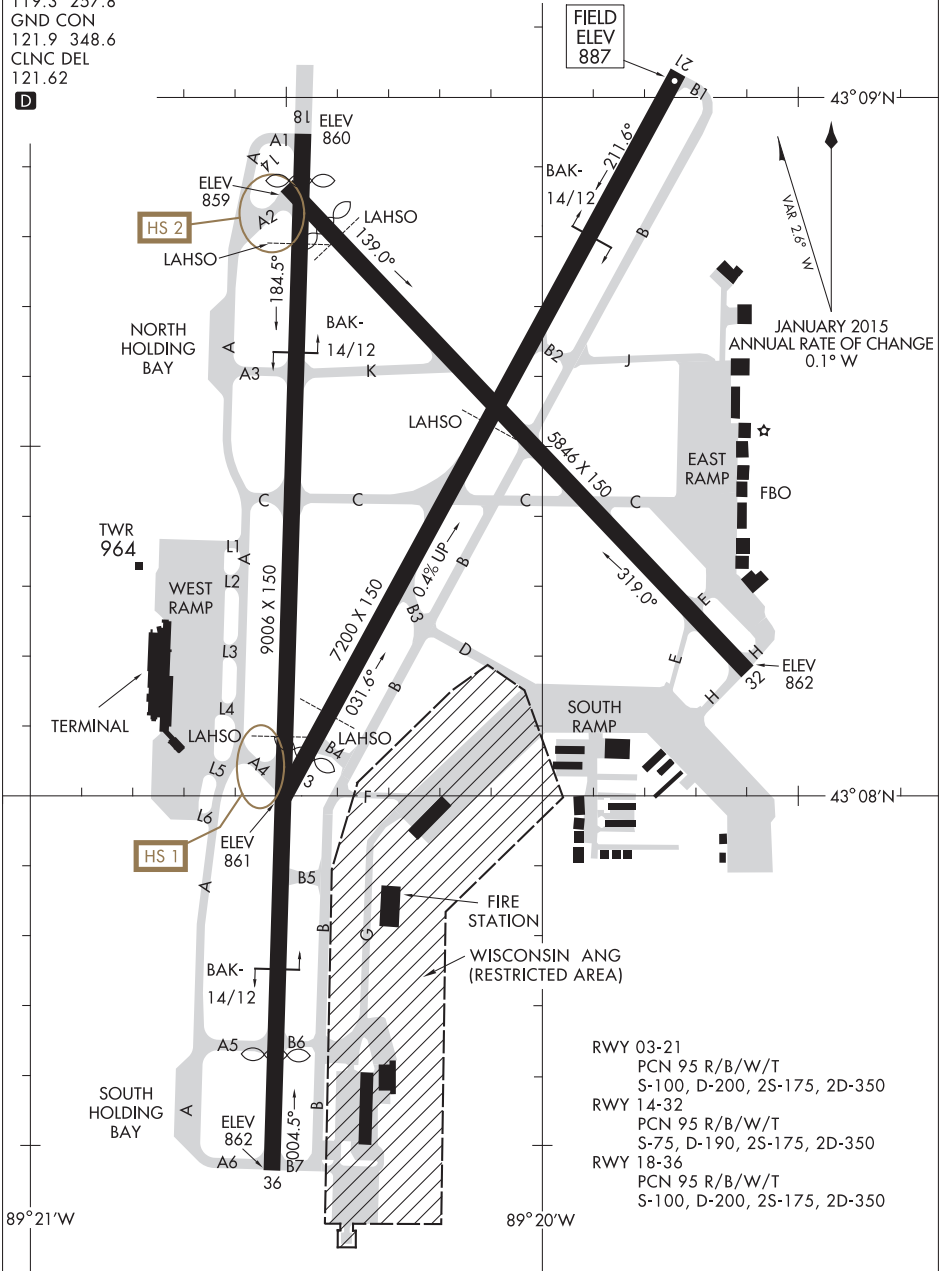
DANE COUNTY RGNI-TRUAX FIELD (MSN)

VOR RWY 36

16259 **AIRPORT DIAGRAM** DANE COUNTY RGNL TRUAX FIELD (MSN)
 AL-245 (FAA) MADISON, WISCONSIN

ATIS
 124.65 278.3
 MADISON TOWER*
 119.3 257.8
 GND CON
 121.9 348.6
 CLNC DEL
 121.62

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM MADISON, WISCONSIN
 16259 DANE COUNTY RGNL TRUAX FIELD (MSN)

APP CRS	Rwy Idg	3498
142°	TDZE	1610
	Apt Elev	1610

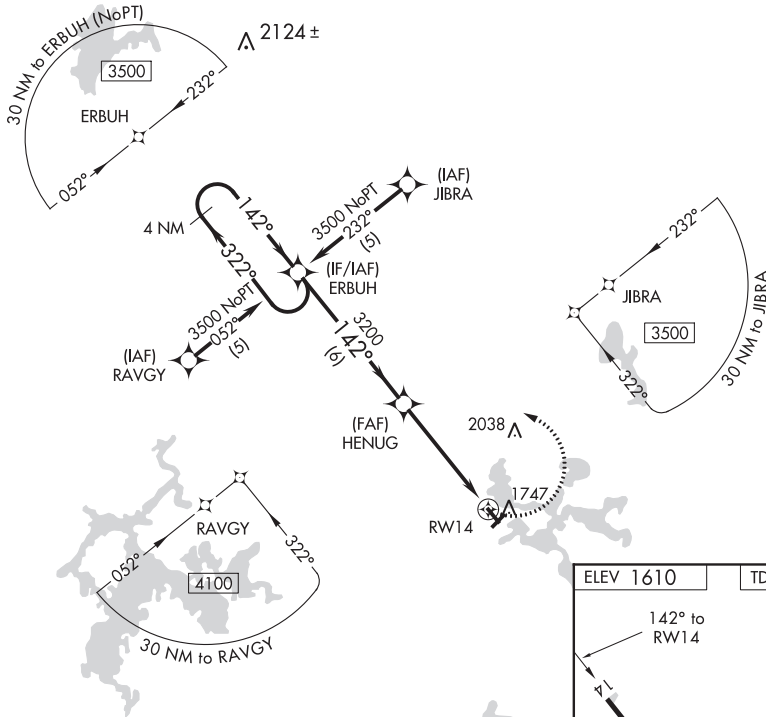
RNAV (GPS) RWY 14

MANITOWISH WATERS (D25)

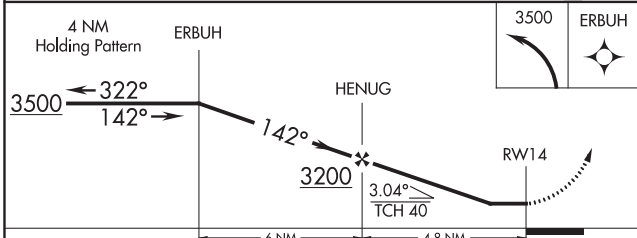
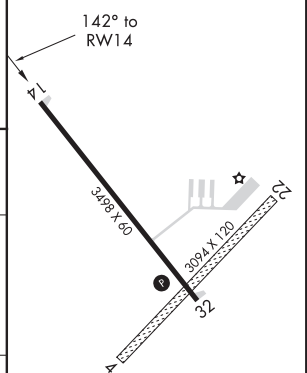
▽ DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy's 4 and 22. Use Minocqua-Woodruff altimeter setting. When not received, use Rhinelander altimeter setting and increase all MDA 60 feet and all Cat C visibilities ¼ mile.

▲ MISSED APPROACH:
Climbing left turn to 3500 direct ERBUH and hold.

AWOS-3 118.375	MINOCQUA-WOODRUFF AWOS-3 121.125	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF) ①
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ELEV 1610	TDZE 1610
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CATEGORY	A	B	C	D
LNVA MDA	2160-1	550 (600-1)	2160-1½ 550 (600-1½)	NA
CIRCLING	2160-1	550 (600-1)	2160-1½ 550 (600-1½)	NA

MIRL Rwy 14-32 **①**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 322°	Rwy Idg 3498
	TDZE 1610
	Apt Elev 1610

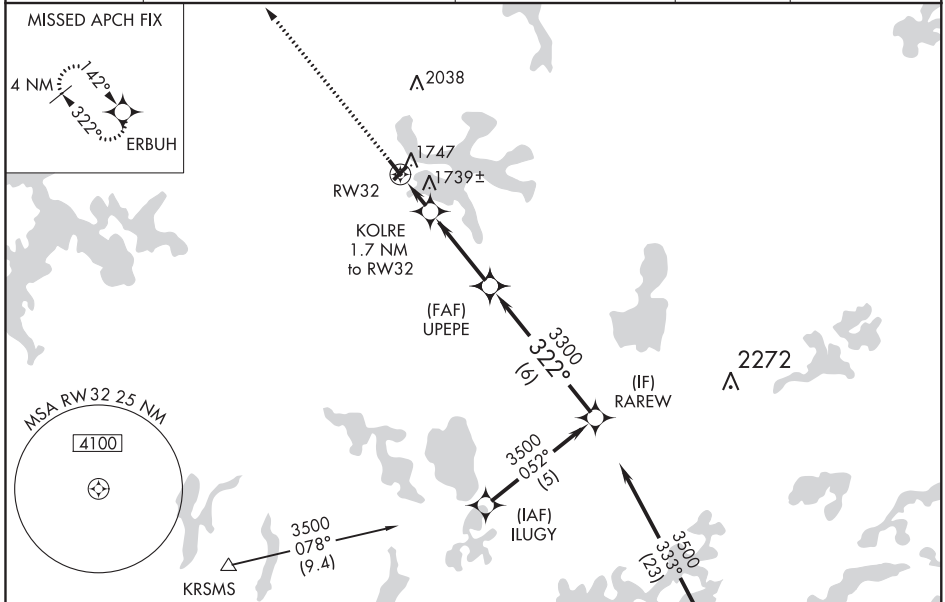
RNAV (GPS) RWY 32

MANITOWISH WATERS (D25)

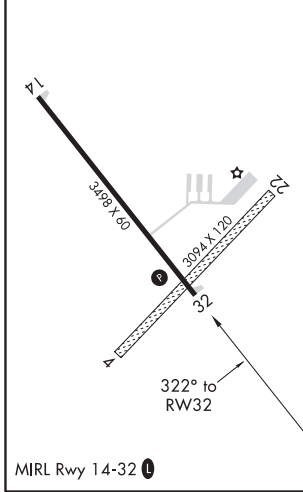
▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
▲ NA Use Minocqua-Woodruff altimeter setting. When not received, use Rhinelander altimeter setting and increase all MDA 60 feet.
 Circling NA to Rwys 4 and 22. Procedure NA at night.

MISSED APPROACH:
 Climb to 3500 direct ERBUH and hold.

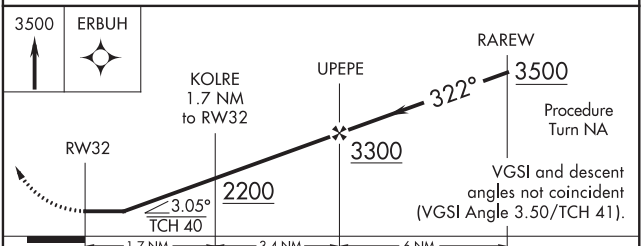
AWOS-3 118.375	MINOCQUA-WOODRUFF AWOS-3 121.125	MINNEAPOLIS CENTER 133.65 281.5	GCO 121.725	UNICOM 122.8 (CTAF) 0
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ELEV 1610	TDZE 1610
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Procedure NA for arrival on RHI VORTAC
 airway radials 331 CW 021.



CATEGORY	A	B	C	D
RNAV MDA	2040-1	430 (500-1)	2040-1¼ 430 (500-1½)	NA
CIRCLING	2080-1	470 (500-1)	2080-1½ 470 (500-1½)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-MTW	APP CRS	Rwy ldg	5001
111.3	172°	TDZE	651
		Apt Elev	651

ILS or LOC RWY 17

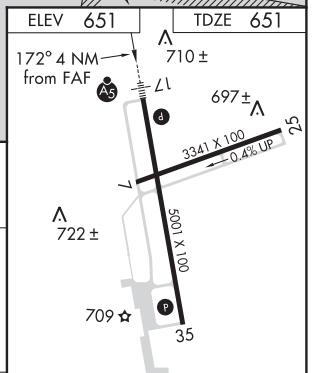
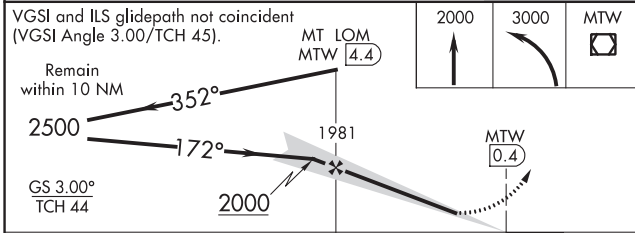
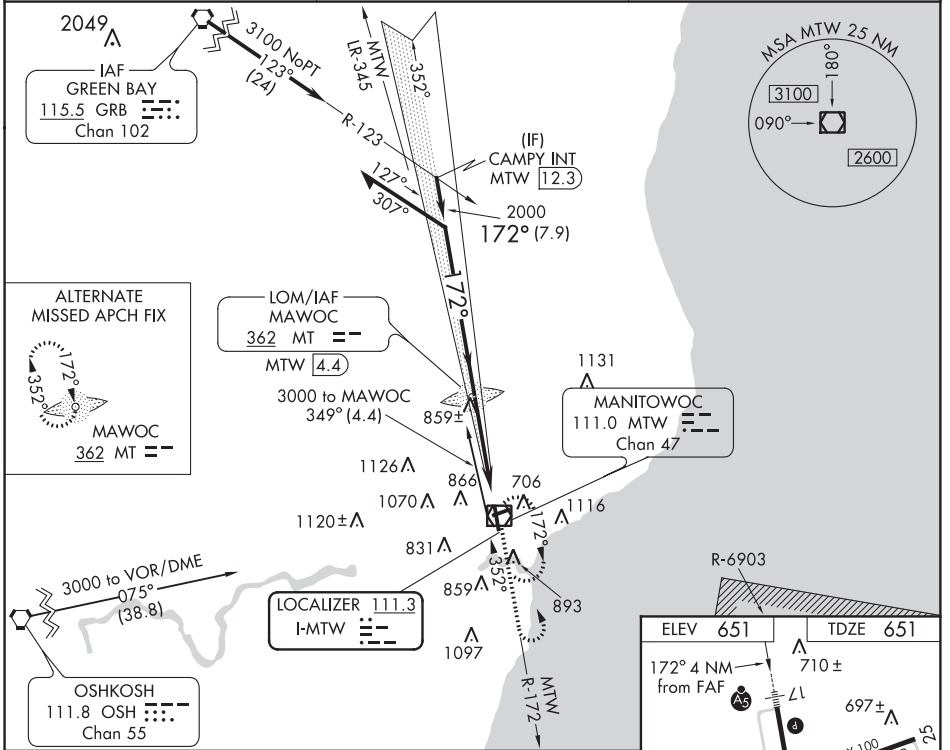
MANITOWOC COUNTY (MTW)

When local altimeter setting not received, use Sheboygan altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase S-LOC 17 Cats. C and D and Circling Cats. C and D visibility 1/4 mile.

When using Sheboygan altimeter setting: For inoperative MALSR, increase S-ILS 17 all Cats. visibility to 1.

MALSR
 MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MTW VOR/DME and hold.

AWOS-3PT 111.0	GREEN BAY APP CON* 120.2 338.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 17		851-1/2	200 (200-1/2)	
S-LOC 17	1120-1/2	469 (500-1/2)	1120-3/4 469 (500-3/4)	1120-1 469 (500-1)
CIRCLING	1200-1	549 (600-1)	1200-1 1/2 549 (600-1 1/2)	1420-2 1/2 769 (800-2 1/2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63111 W17A	APP CRS 172°	Rwy Idg TDZE 651 Apt Elev 651	5001
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RNAV (GPS) RWY 17

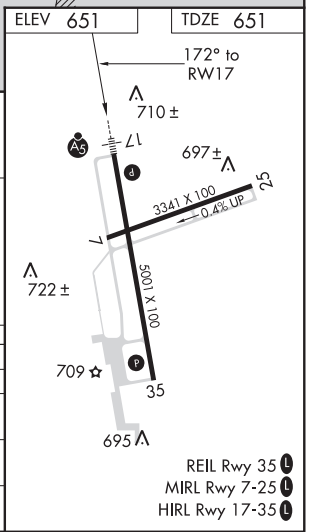
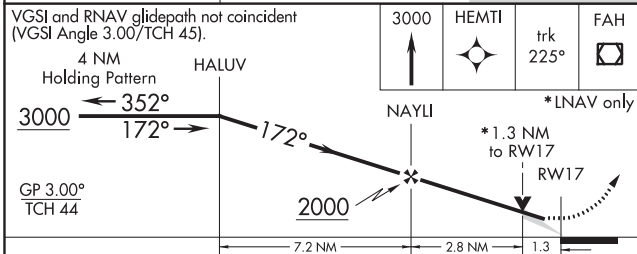
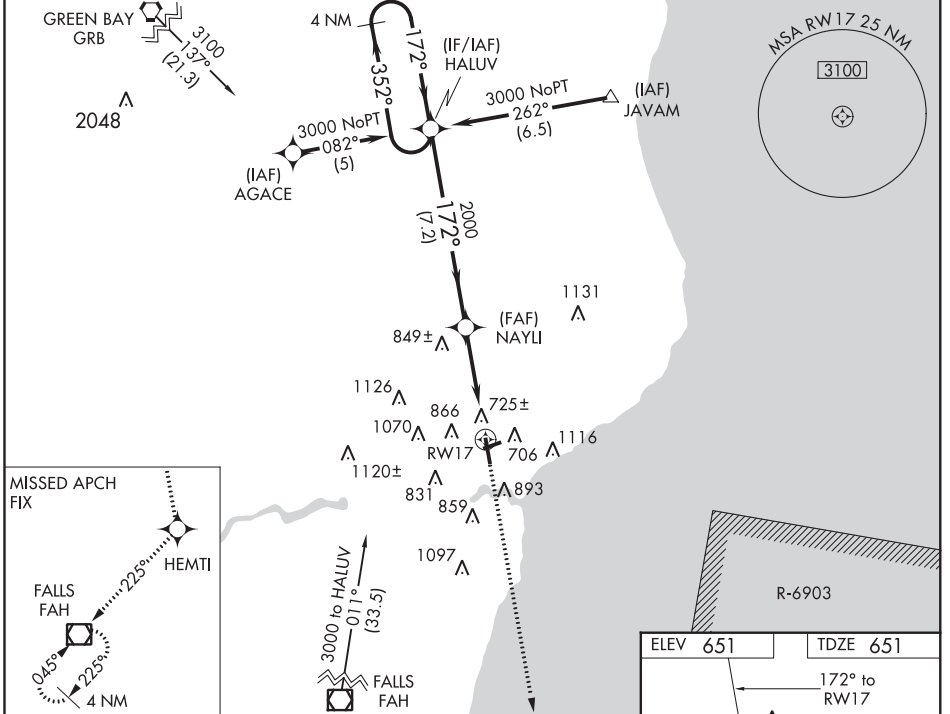
MANITOWOC COUNTY (MTW)

⚠ For inoperative MALSR when using Sheboygan altimeter setting, increase LPV all Cats. visibility to 1 mile. For uncompensated Baro-VNAV systems, procedure 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 Sheboygan altimeter setting. When local altimeter setting not received, use Sheboygan altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV all Cats., LNAV Cat. C and D, and Circling Cat. C and D visibility ¼ mile.

MALSR
A5

MISSED APPROACH:
Climb to 3000 direct HEMTI and via 225° track to FAH VOR/DME and hold.

AWOS-3PT 111.0	GREEN BAY APP CON * 120.2 338.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		851-½	200 (200-½)	
LNAV/VNAV DA		993-¾	342 (400-¾)	
LNAV MDA	1100-½	449 (500-½)	1100-¾ 449 (500-¾)	1100-1 449 (500-1)
CIRCLING	1200-1	549 (600-1)	1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

- REIL Rwy 35
- MIRL Rwy 7-25
- HIRL Rwy 17-35

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82611 W35A	APP CRS 352°	Rwy Idg TDZE Apt Elev	5001 651 651
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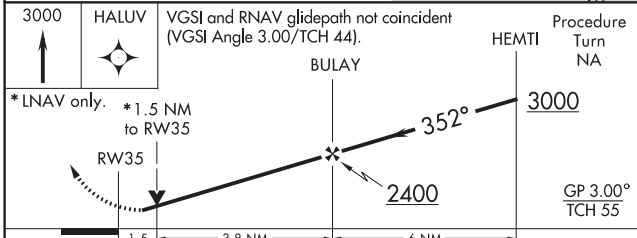
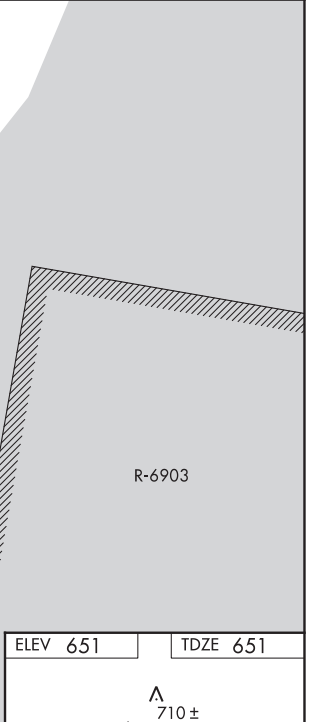
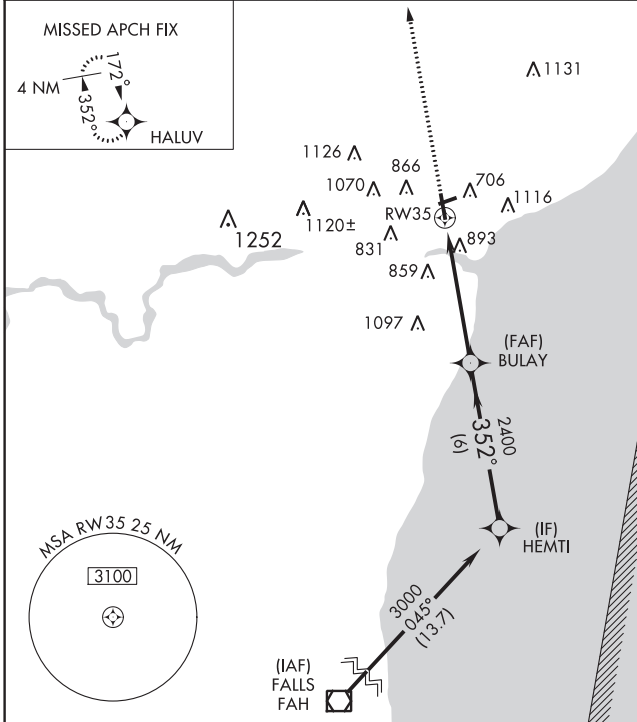
RNAV (GPS) RWY 35

MANITOWOC COUNTY (MTW)

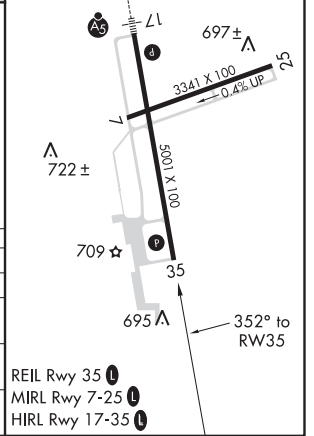
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Sheboygan altimeter setting. When local altimeter setting not received, use Sheboygan altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. D, and Circling Cat. C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct HALUV and hold.

AWOS-3PT 111.0	GREEN BAY APP CON* 120.2 338.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1006-1¼ 355 (400-1¼)			
LNAV/VNAV DA	1199-2 548 (600-2)			
LNAV MDA	1160-1 509 (600-1)	1160-1½ 509 (600-1½)		
CIRCLING	1200-1 549 (600-1)	1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)	



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME MTW 111.0 Chan 47	APP CRS 357°	Rwy Idg TDZE Apt Elev	5001 651 651
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VOR/DME RWY 35

MANITOWOC COUNTY (MTW)

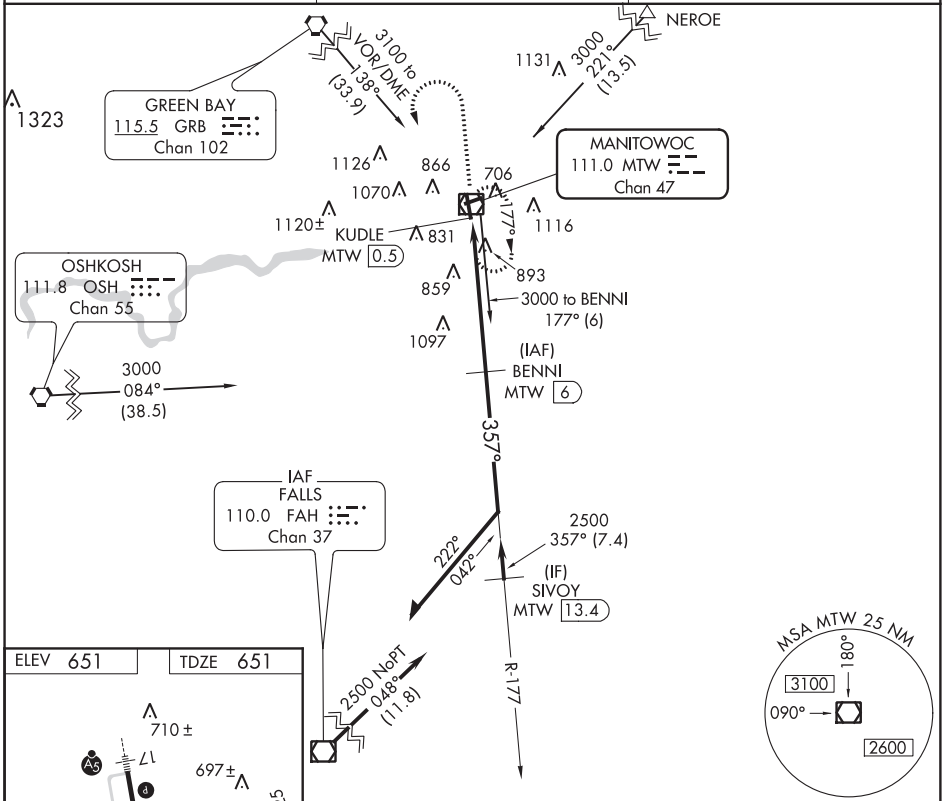
⚠ Visibility reduction by helicopters NA. VDP NA when using Sheboygan altimeter setting. When local altimeter setting not received, use Sheboygan altimeter setting and increase all MDA 80 feet, increase S-35 Cat. D and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MTW VOR/DME and hold.

AWOS-3PT
111.0

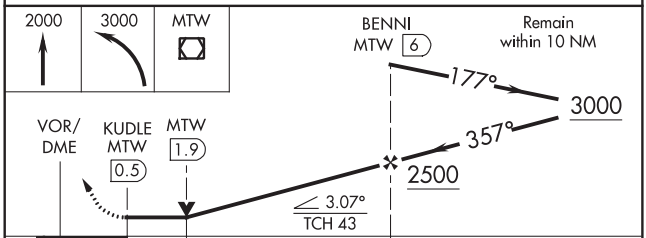
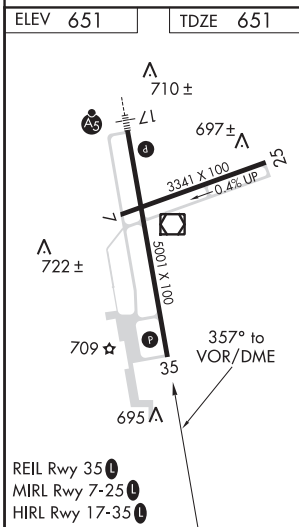
GREEN BAY APP CON ★
120.2 338.2

UNICOM
122.8 (CTAF) 0



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

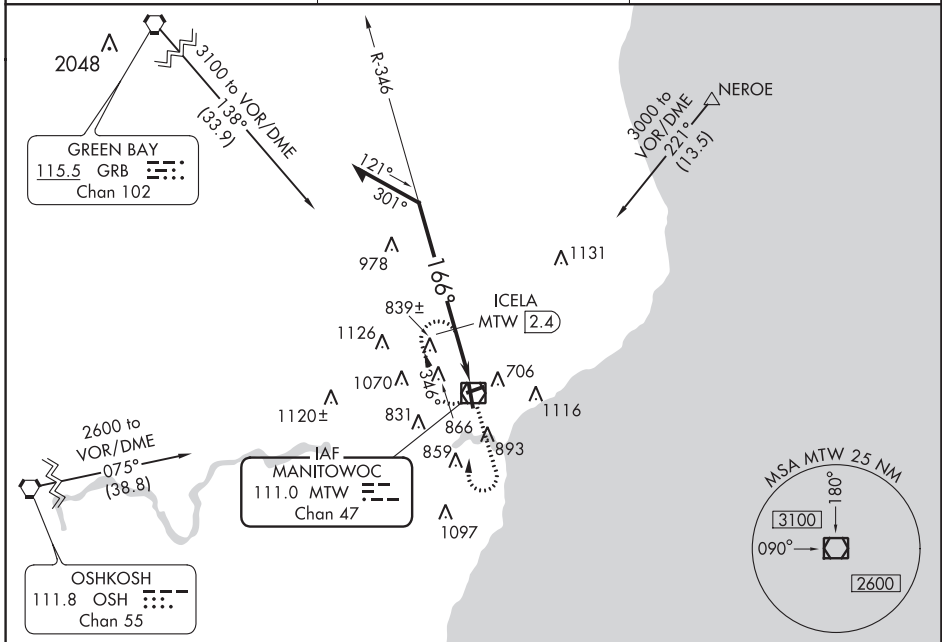


CATEGORY	A	B	C	D
S-35	1160-1 509 (600-1)		1160-1½ 509 (600-1½)	
CIRCLING	1200-1 549 (600-1)		1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

VOR/DME MTW 111.0 Chan 47	APP CRS 166°	Rwy Idg TDZE Apt Elev	5001 651 651
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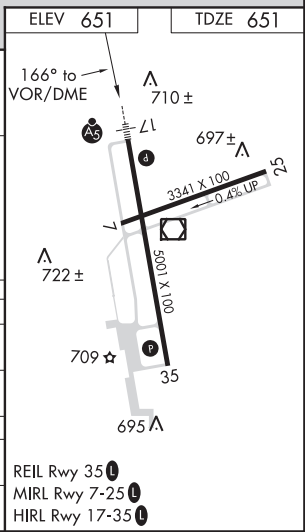
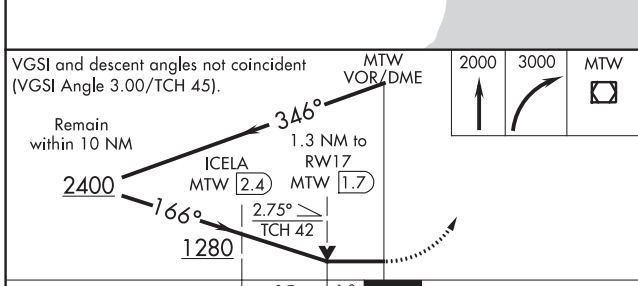
VOR RWY 17
MANITOWOC COUNTY (MTW)

		MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct MTW VOR/DME and hold.



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-17	1280-½	629 (700-½)	1280-1½	629 (700-1½)
CIRCLING	1280-1	629 (700-1)	1280-1¾ 629 (700-1¾)	1420-2½ 769 (800-2½)
DME MINIMUMS				
S-17	1100-½	449 (500-½)	1100-¾ 449 (500-¾)	1100-1 449 (500-1)
CIRCLING	1200-1	549 (600-1)	1200-1½ 549 (600-1½)	1420-2½ 769 (800-2½)

REIL Rwy 35
MIRL Rwy 7-25
HIRL Rwy 17-35

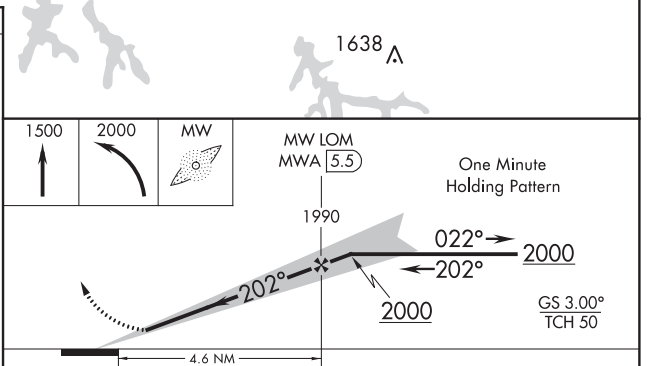
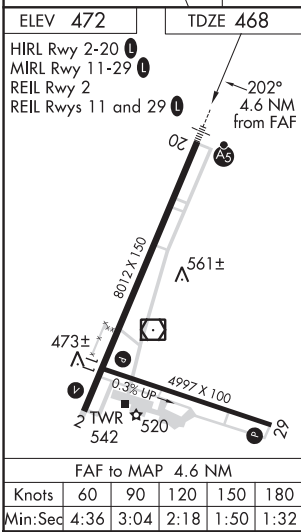
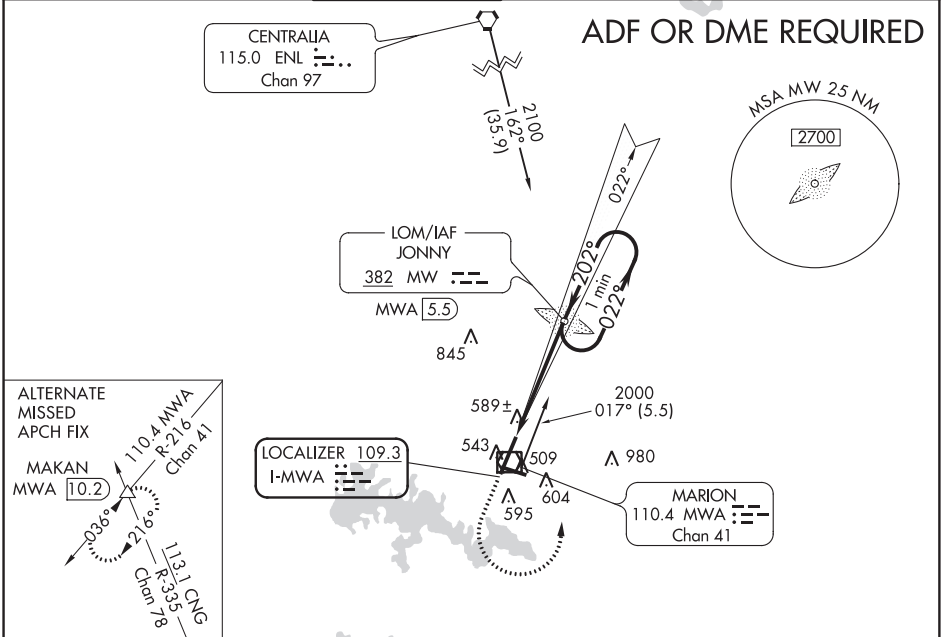
LOC I-MWA 109.3	APP CRS 202°	Rwy Idg 8012 TDZE 468 Apt Elev 472
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ILS or LOC RWY 20
WILLIAMSON COUNTY RGNL (MWA)

⚠ If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all DA/MDAs 40 feet. ADF required. Night landing: Rwy 11 NA.

MALSR MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JONNY LOM and hold.

AWOS-3 119.675	KANSAS CITY CENTER 127.47 346.27	MARION TOWER * 128.4 (CTAF) 0	KANSAS CITY CLNC DEL 127.47 (when tower closed)	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 20	668-½		200 (200-½)	
S-LOC 20	840-½	372 (400-½)		840-¾ 372 (400-¾)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61230 W02A	APP CRS 022°	Rwy Idg TDZE 466 Apt Elev 472	8012
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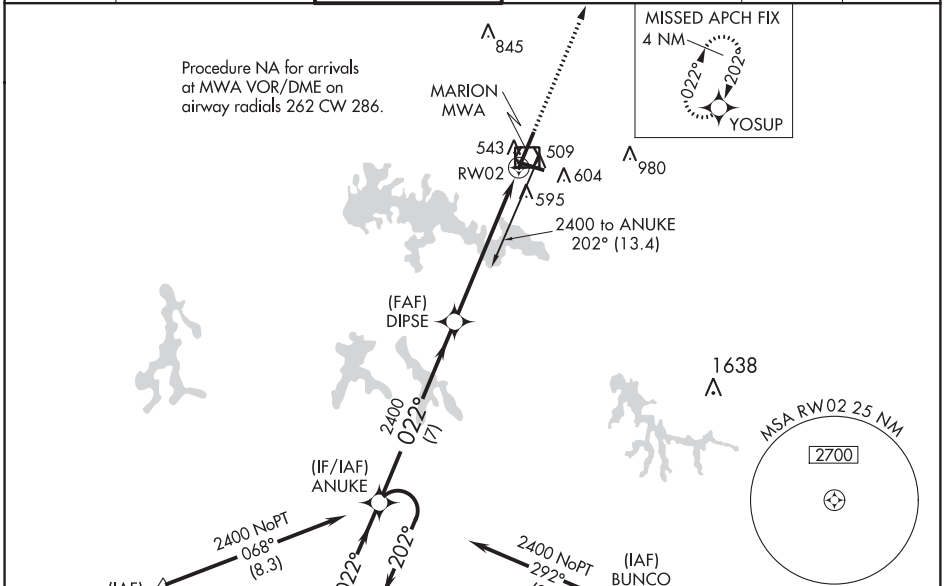
RNAV (GPS) RWY 2

WILLIAMSON COUNTY RGNL (MWA)

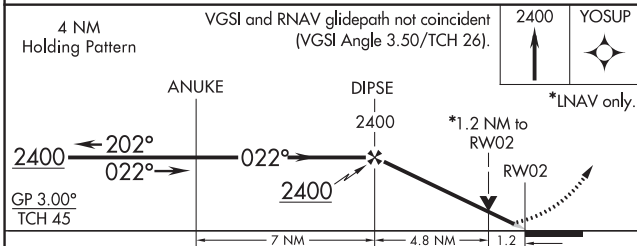
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Carbondale/Murphysboro altimeter setting and increase all DA/MDA 40 feet, Increase LNAV/VNAV all Cats and LNAV Cat C and D visibility 1/8 mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Carbondale/Murphysboro altimeter setting. Night landing: Rwy 11 NA.

MISSED APPROACH:
Climb to 2400 direct YOSUP and hold.

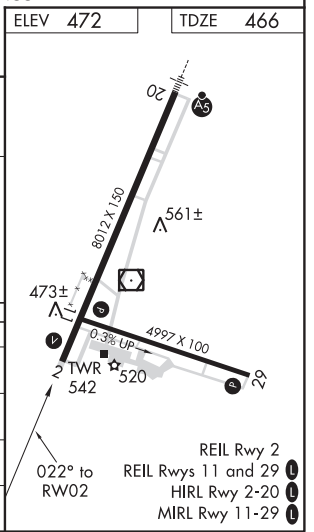
AWOS-3 119.675	KANSAS CITY CENTER 127.47 346.27	MARION TOWER★ 128.4 (CTAF) 0	KANSAS CITY CLNC DEL 127.47 (when tower closed)	GND CON 121.7	UNICOM 122.95
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ELEV 472	TDZE 466
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CATEGORY	A	B	C	D
LPV DA		666-3/4	200 (200-3/4)	
LNAV/VNAV DA		753-1	287 (300-1)	
LNAV MDA	940-1	474 (500-1)	940-1 3/8	474 (500-1 3/8)
CIRCLING	940-1	468 (500-1)	940-1 1/2	1040-2 568 (600-2)



EC-3, 10 NOV 2016 to 05 JAN 2017

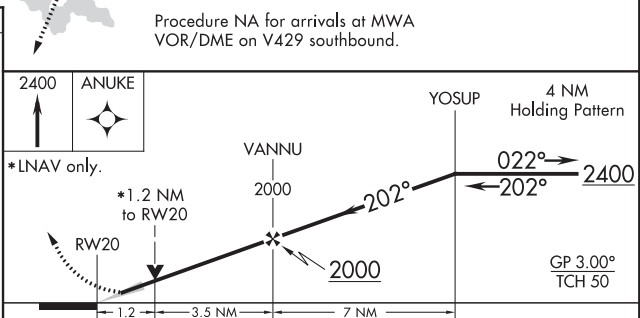
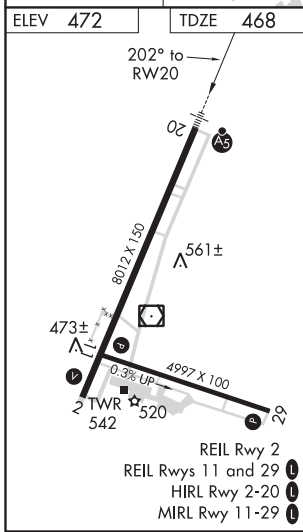
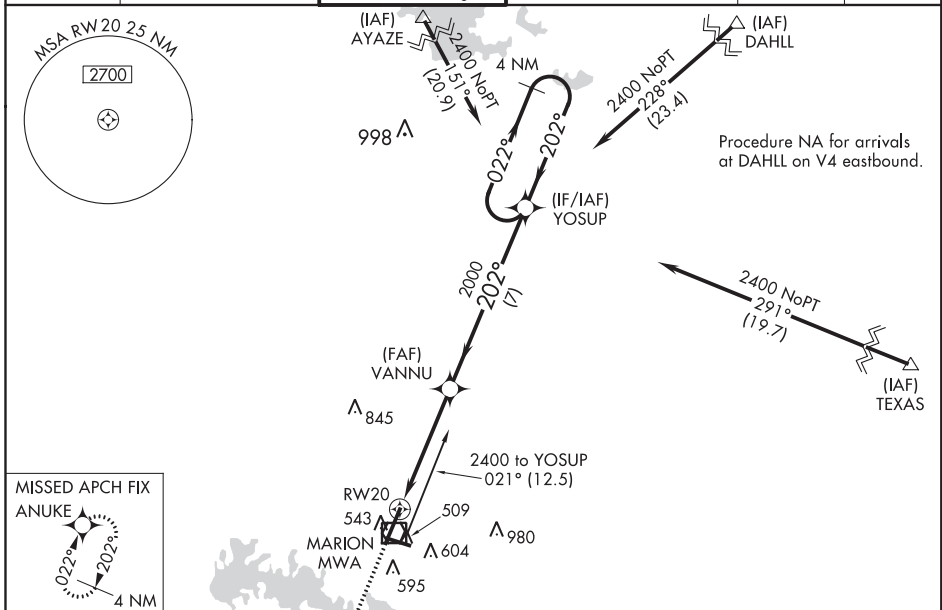
EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 57904 W20A	APP CRS 202°	Rwy Idg TDZE Apt Elev	8012 468 472
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RNAV (GPS) RWY 20

WILLIAMSON COUNTY RGNL (MWA)

<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Carbondale/Murphysboro altimeter setting and increase all DA/MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cat C/D visibility 1/8 mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Carbondale/Murphysboro altimeter setting. Night landing: Rwy 11 NA.</p>		<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2400 direct ANUKE and hold.</p>		
AWOS-3 119.675	KANSAS CITY CENTER 127.47 346.27	MARION TOWER ★ 128.4 (CTAF)	KANSAS CITY CLNC DEL 127.47 (when tower closed)	GND CON 121.7	UNICOM 122.95



CATEGORY	A	B	C	D
LPV DA		668-1/2	200 (200-1/2)	
LNAV/VNAV DA		773-1/2	305 (300-1/2)	
LNAV MDA	880-1/2	412 (500-1/2)	880-3/4	412 (500-3/4)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1 1/2 468 (500-1 1/2)	1040-2 568 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

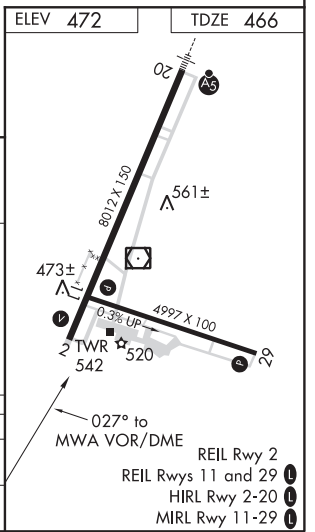
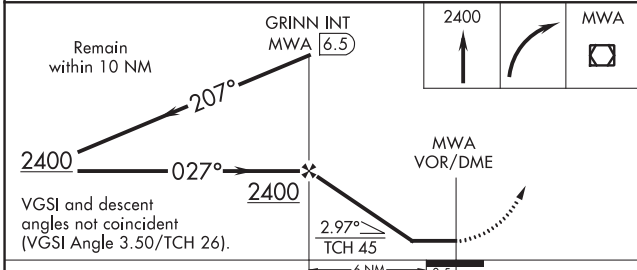
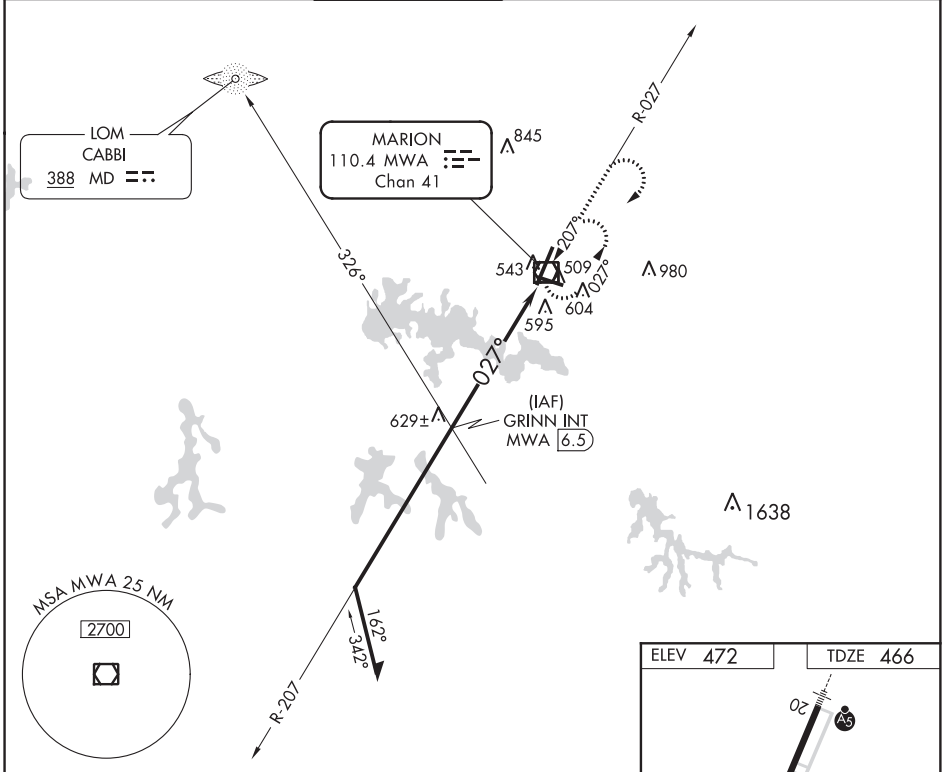
VOR/DME MWA 110.4 Chan 41	APP CRS 027°	Rwy Idg 8012 TDZE 466 Apt Elev 472
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VOR RWY 2
WILLIAMSON COUNTY RGNL (MWA)

⚠ If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet. Helicopter visibility reduction below ¼ SM NA. ADF or DME required. Night landing: Rwy 11 NA.

MISSED APPROACH: Climb to 2400 then right turn direct MWA VOR/DME and hold.

AWOS-3 119.675	KANSAS CITY CENTER 127.47 346.27	MARION TOWER ★ 128.4 (CTAF) 0	KANSAS CITY CLNC DEL 127.47 (when tower closed)	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
S-2	900-1 434 (500-1)	900-1¼ 434 (500-1¼)	900-1½ 434 (500-1½)	900-1¾ 434 (500-1¾)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME MWA 110.4 Chan 41	APP CRS 190°	Rwy Idg 8002 TDZE 468 Apt Elev 472
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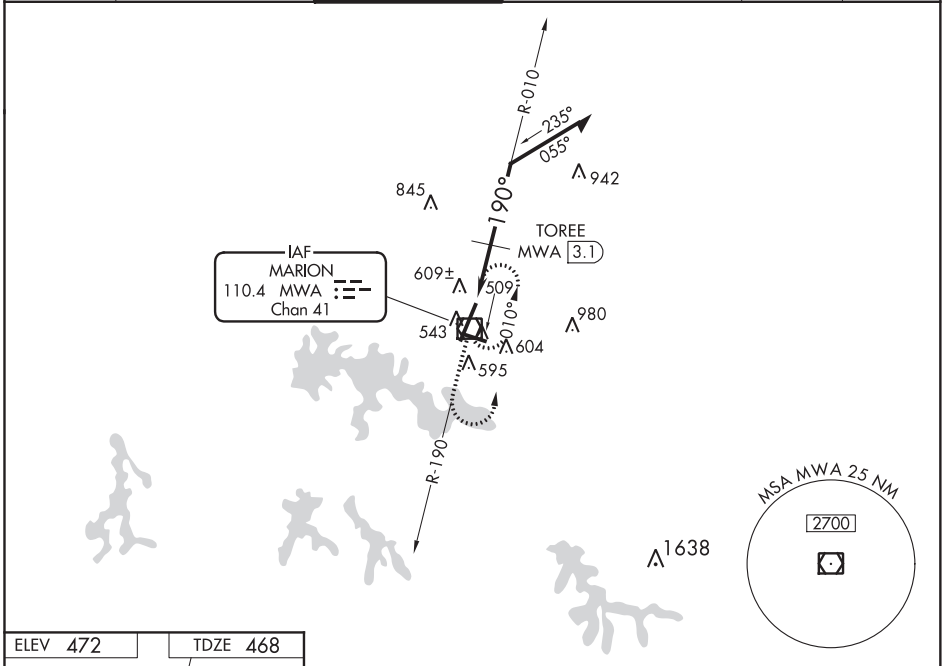
VOR RWY 20
WILLIAMSON COUNTY RGNL (MWA)

⚠ If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet. VDP NA when using Carbondale-Murphysboro altimeter setting. TORRE Fix Minimums: For inoperative MALSR increase S-20 Cat D visibility to 1¼. Night landing: Rwy11 NA.

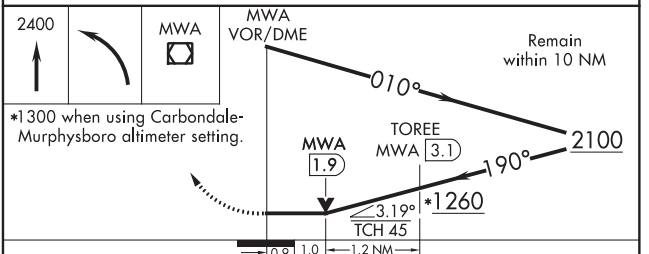
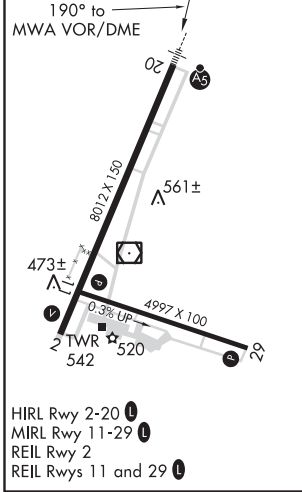


MISSED APPROACH: Climb to 2400 then left turn direct MWA VOR/DME and hold.

AWOS-3 119.675	KANSAS CITY CENTER 127.47 346.27	MARION TOWER ★ 128.4 (CTAF) 0	KANSAS CITY CLNC DEL 127.47 (when tower closed)	GND CON 121.7	UNICOM 122.95
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ELEV 472	TDZE 468
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CATEGORY	A	B	C	D
S-20	1260-1/2 792 (800-1/2)	1260-3/4 792 (800-3/4)	1260-1 3/4 792 (800-1 3/4)	1260-2 792 (800-2)
CIRCLING	1260-1 788 (800-1)	1260-1 1/4 788 (800-1 1/4)	1260-2 1/4 788 (800-2 1/4)	1260-2 1/2 788 (800-2 1/2)
TORRE FIX MINIMUMS				
S-20	860-1/2 392 (400-1/2)		860-1 392 (400-1)	
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1 1/2 468 (500-1 1/2)	1040-2 568 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

MARION, ILLINOIS

AL-5215 (FAA)

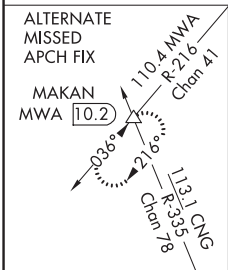
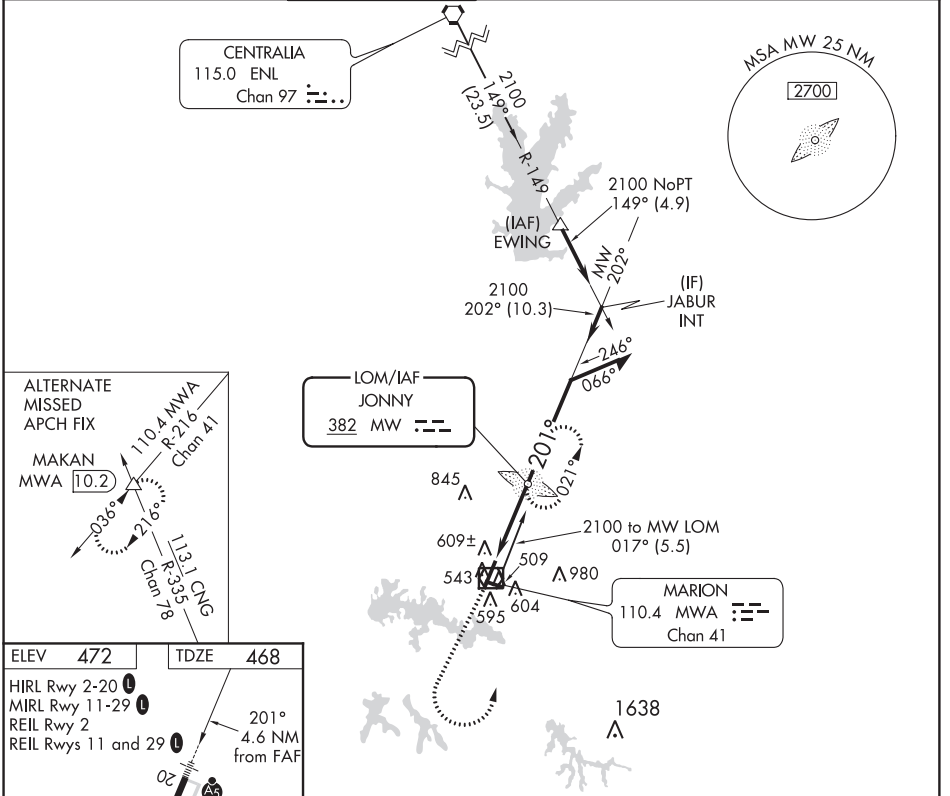
14205

LOM MW 382	APP CRS 201°	Rwy Idg 8012
		TDZE 468
		Apt Elev 472

NDB RWY 20
WILLIAMSON COUNTY RGNL (MWA)

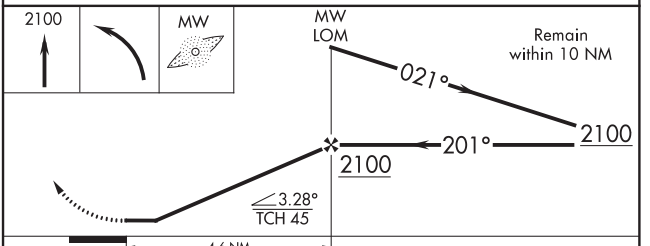
<p>▼ If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDA's 40 feet. Night landing: Rwy 11 NA.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 2100 then left turn direct MW LOM and hold.</p>

AWOS-3 119.675	KANSAS CITY CENTER 127.47 346.27	MARION TOWER ★ 128.4 (CTAF)	KANSAS CITY CLNC DEL 127.47 (when tower closed)	GND CON 121.7	UNICOM 122.95
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ELEV 472	TDZE 468
HIRL Rwy 2-20	201° 4.6 NM from FAF
MIRL Rwy 11-29	
REIL Rwy 2	
REIL Rwy 11 and 29	

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-20	920-3/4 452 (500-3/4)			920-1/4 452 (500-1/4)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1/2 468 (500-1/2)	1040-2 568 (600-2)

MARION, ILLINOIS
Amdt 10C 01MAY14

37°45'N-89°01'W

WILLIAMSON COUNTY RGNL (MWA)
NDB RWY 20

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50532 W05A	APP CRS 046°	Rwy Idg TDZE 1258 Apt Elev 1278
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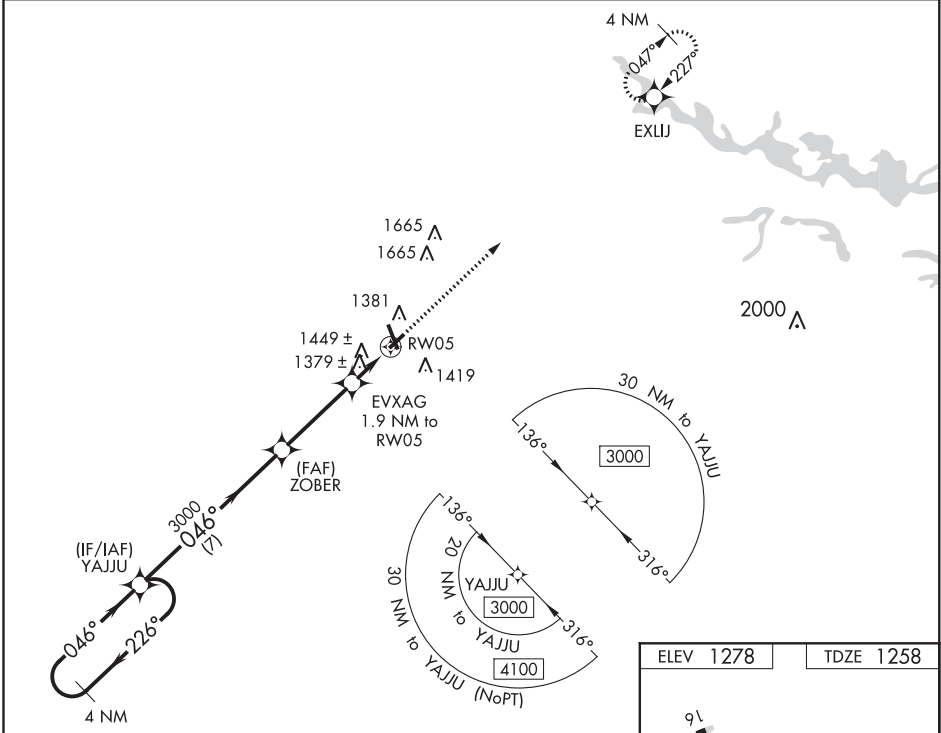
RNAV (GPS) RWY 5

MARSHFIELD MUNI (MFI)

▽ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Central Wisconsin altimeter setting and increase all MDA 60 feet, increase visibility LP Cat C/D ¼.

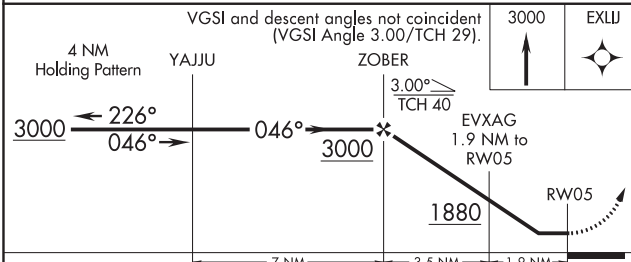
MISSED APPROACH:
Climb to 3000 direct EXLU and hold.

ASOS 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 123.0 (CTAF) ①
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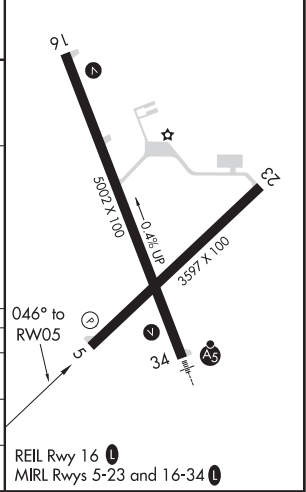


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 1278	TDZE 1258
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CATEGORY	A	B	C	D
LP MDA	1640-1	382 (400-1)	1640-1 1/8	382 (500-1 1/8)
LNAM MDA	1700-1	442 (500-1)	1700-1 3/8	442 (500-1 3/8)
C CIRCLING	1760-1	482 (500-1)	2020-2 1/4 742 (800-2 1/4)	2020-2 1/2 742 (800-2 1/2)

WAAS CH 99501 W16A	APP CRS 159°	Rwy Idg 5002 TDZE 1278 Apt Elev 1278
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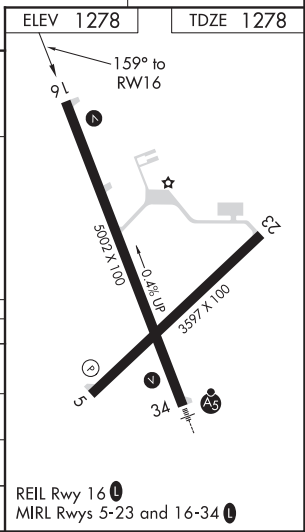
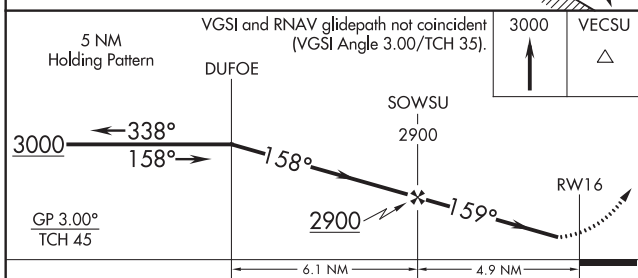
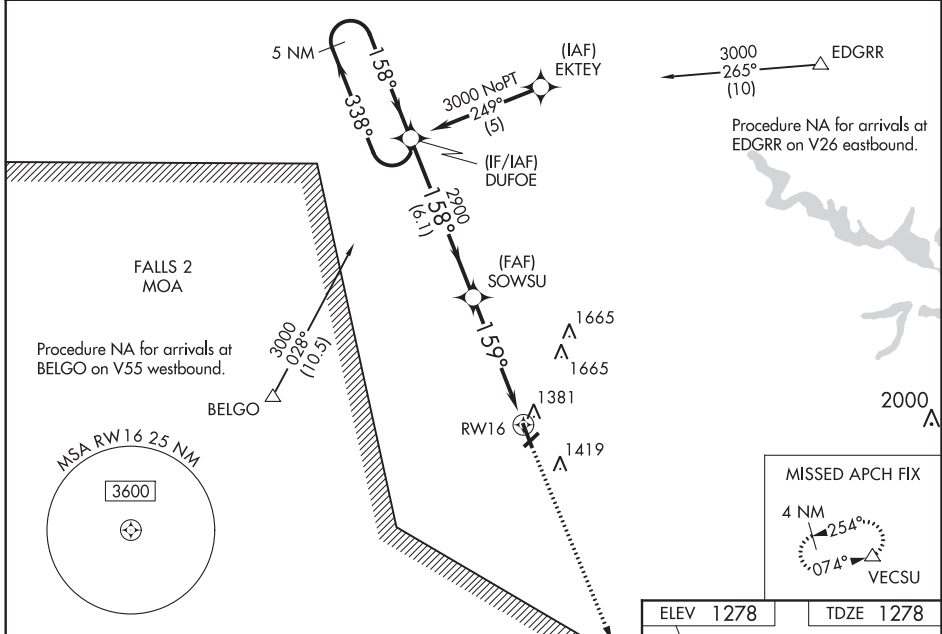
RNAV (GPS) RWY 16

MARSHFIELD MUNI (MFI)

⚠ Baro-VNAV NA when using Moinee 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 Moinee altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV all Cats visibility ½ mile; LNAV/VNAV all Cats ½ mile; LNAV Cat C/D ½ mile. Helicopters visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct VECSU and hold.

ASOS 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 123.0 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		1639-1¼	361 (400-1¼)	
LNAV/VNAV DA		1679-1¾	401 (500-1¾)	
LNAV MDA	1760-1	482 (500-1)	1760-1¾	482 (500-1¾)
C CIRCLING	1760-1	482 (500-1)	2020-2¼ 742 (800-2¼)	2020-2½ 742 (800-2½)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70732 W23A	APP CRS 227°	Rwy Idg 3597 TDZE 1258 Apt Elev 1278
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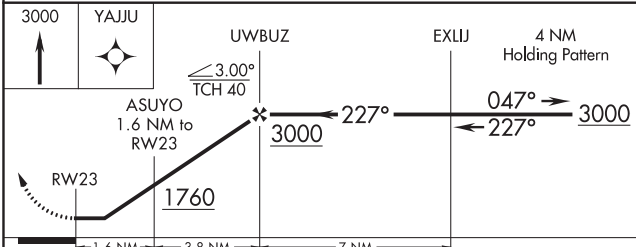
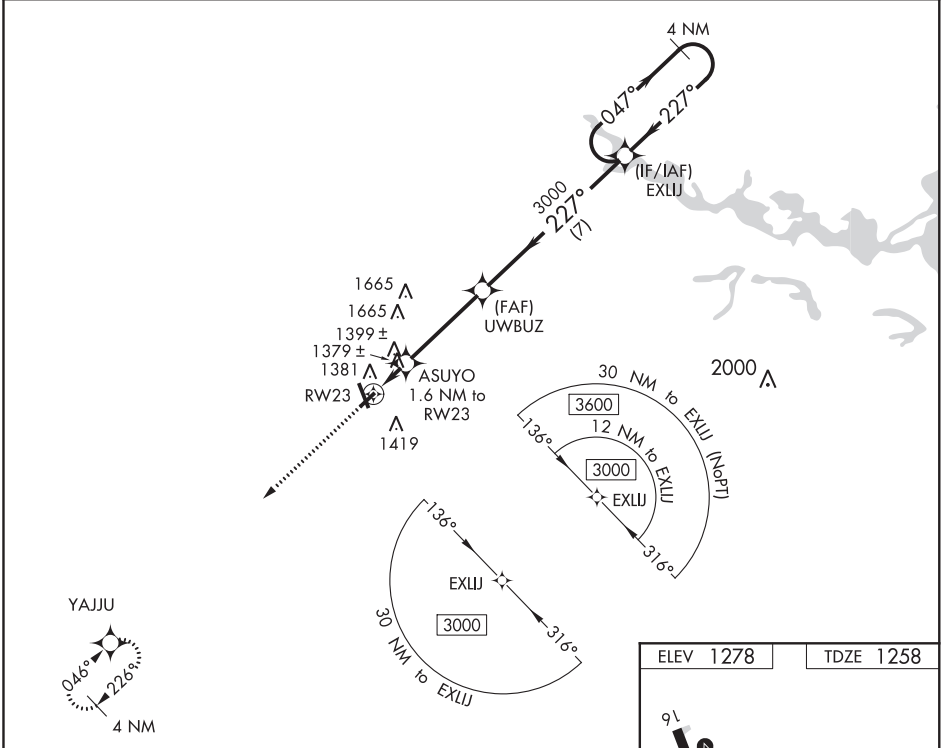
RNAV (GPS) RWY 23

MARSHFIELD MUNI (MFI)

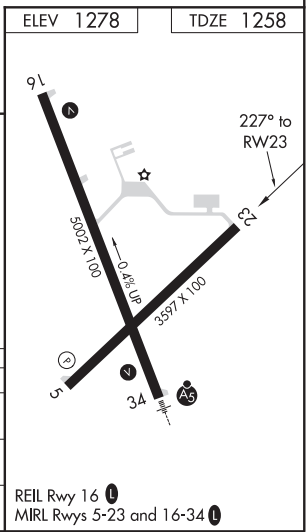
▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Central Wisconsin altimeter setting and increase all MDA 60 feet, increase LP and LNAV visibility Cat C/D 1/4 mile.

MISSED APPROACH:
Climb to 3000 direct YAJJU and hold.

ASOS 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 123.0 (CTAF) ①
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CATEGORY	A	B	C	D
LP MDA	1640-1	382 (400-1)	1640-1 1/8	382 (400-1 1/8)
LNAV MDA	1660-1	402 (400-1)	1660-1 1/8	402 (400-1 1/8)
C CIRCLING	1760-1	482 (500-1)	2020-2 1/4 742 (800-2 1/4)	2020-2 1/2 742 (800-2 1/2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58101 W34A	APP CRS 339°	Rwy Idg TDZE 1258 Apt Elev 1278	5002
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RNAV (GPS) RWY 34

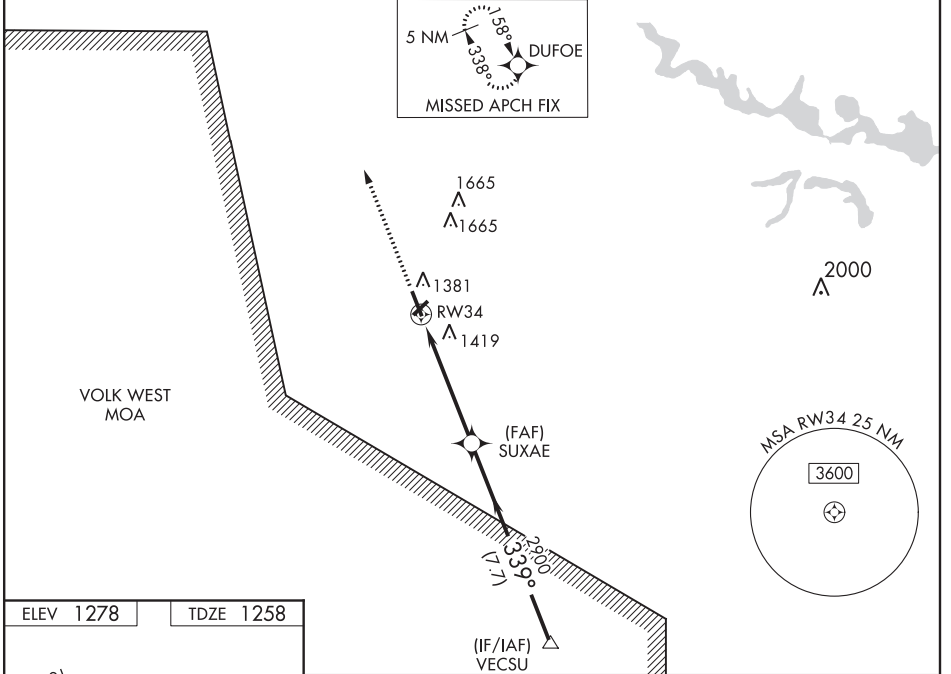
MARSHFIELD MUNI (MFI)

For inoperative MALSR increase LPV all Cats visibility to 1, increase LNAV Cats A and B to 1 and Cat D to 1/4. If local altimeter setting not received, use Central Wisconsin altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Central Wisconsin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (115° F). DME/DME RNP-0.3 NA.

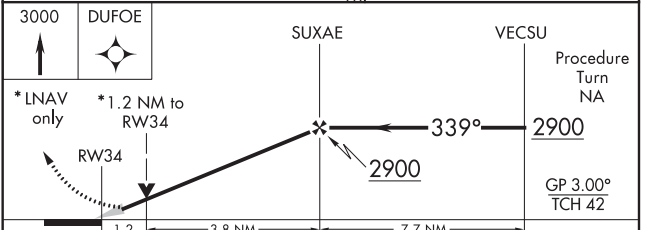
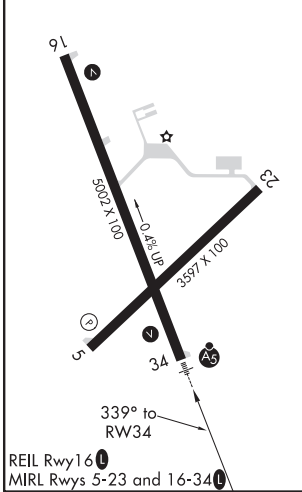


MISSED APPROACH: Climb to 3000 direct DUFOE and hold.

ASOS 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 123.0 (CTAF)
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ELEV 1278	TDZE 1258
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CATEGORY	A	B	C	D
LPV DA	1508-3/4		250 (300-3/4)	
LNAV/VNAV DA	1718-1/4		460 (500-1/4)	
LNAV MDA	1680-3/4		422 (500-3/4)	
			1680-1 422 (500-1)	
C CIRCLING	1760-1 3/4		2020-2 1/4	
	482 (500-1 3/4)		742 (800-2 1/4)	
			2020-2 1/2	
			742 (800-2 1/2)	

EC-3, 10 NOV 2016 to 05 JAN 2017

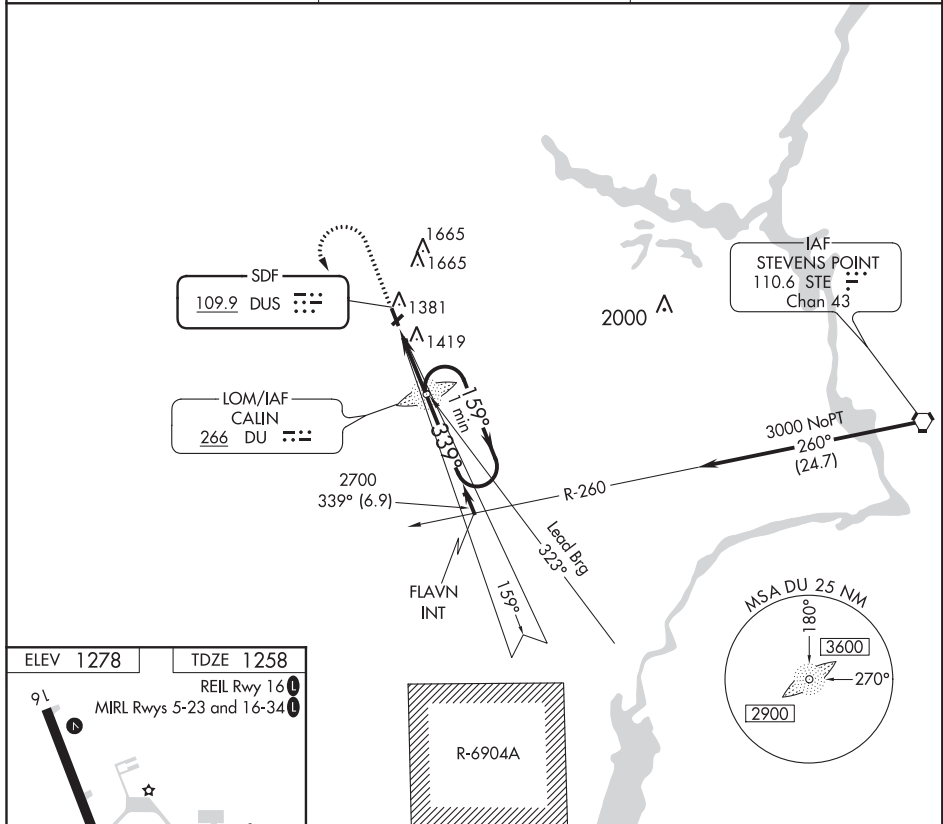
EC-3, 10 NOV 2016 to 05 JAN 2017

SDF DUS 109.9	APP CRS 339°	Rwy Idg 5002
		TDZE 1258
		Apt Elev 1278

SDF RWY 34
MARSHFIELD MUNI (MFI)

For inoperative MALS, increase S-34 Cat D visibility to 1¼. ADF REQUIRED	MALS AS	MISSED APPROACH: Climb to 3000 then left turn direct CALIN LOM and hold.
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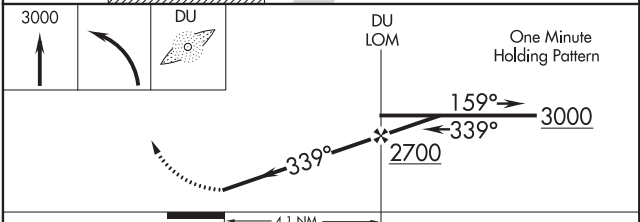
ASOS 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 123.0 (CTAF)
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ELEV 1278	TDZE 1258
REIL Rwy 16	MIRL Rws 5-23 and 16-34

Diagram of runway layout showing RWY 34, RWY 5, RWY 16, and RWY 23. Distances and bearings are indicated: 5002 X 100, 0.46 Lip, 3597 X 100, 339° 4.1 NM from FAF.

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-34	1640-½ 382 (400-½)			1640-1 382 (400-1)
CIRCLING	1760-1	482 (500-1)	2020-2¼ 742 (800-2¼)	2020-2½ 742 (800-2½)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

NDB MFI 391	APP CRS 036°	Rwy Idg TDZE Apt Elev	3597 1258 1278
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NDB RWY 5

MARSHFIELD MUNI (MFI)

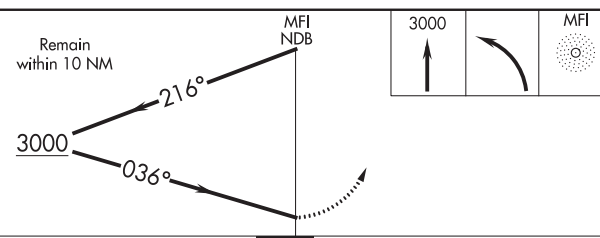
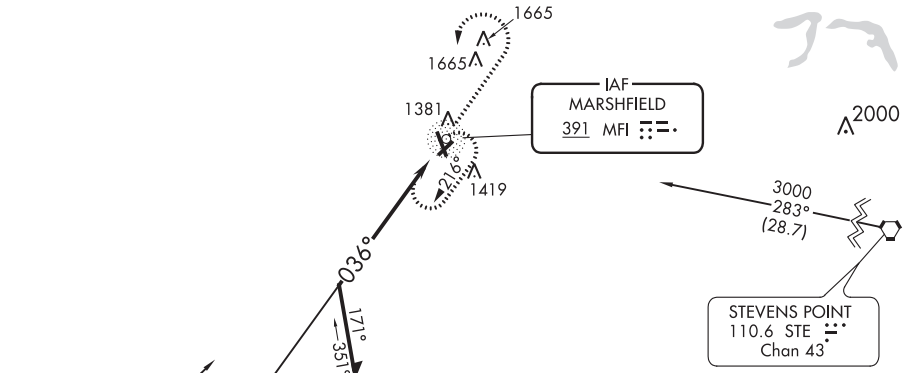
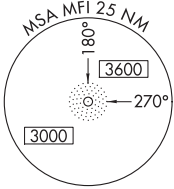
▽ When local altimeter setting not received, use Central Wisconsin altimeter setting:
▲ NA increase all MDAs 60 feet. Increase S-5 Cat B and Circling Cat B/D visibility ¼ mile.
 When VGSI inoperative, Circling Rwy 16 NA at night.

MISSED APPROACH:
 Climb to 3000 then left turn direct MFI NDB and hold.

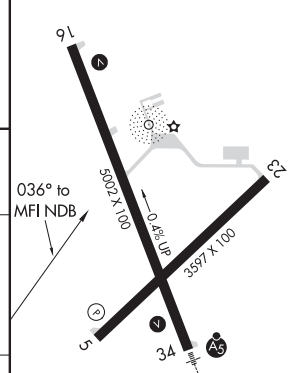
ASOS
121.575

MINNEAPOLIS CENTER
124.4 317.7

UNICOM
123.0 (CTAF) 0



ELEV 1278	TDZE 1258
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CATEGORY	A	B	C	D
S-5	1940-1	682 (700-1)	1940-2	682 (700-2)
C CIRCLING	1940-1	662 (700-1)	2020-2¼ 742 (800-2¼)	2020-2½ 742 (800-2½)

REIL Rwy 16 **0**
 MRL Rwys 5-23 and 16-34 **0**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

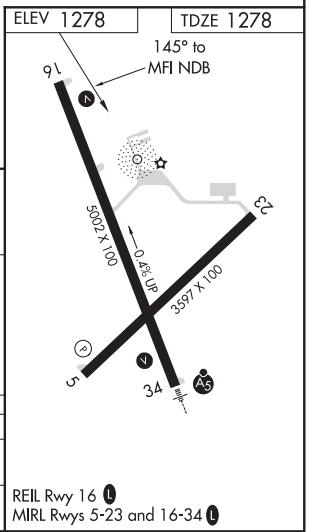
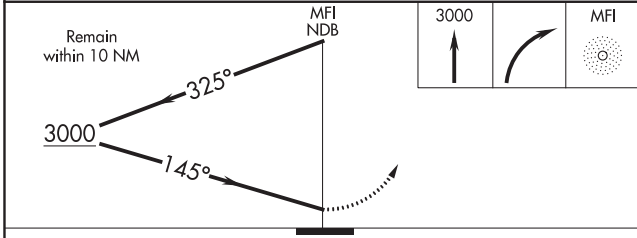
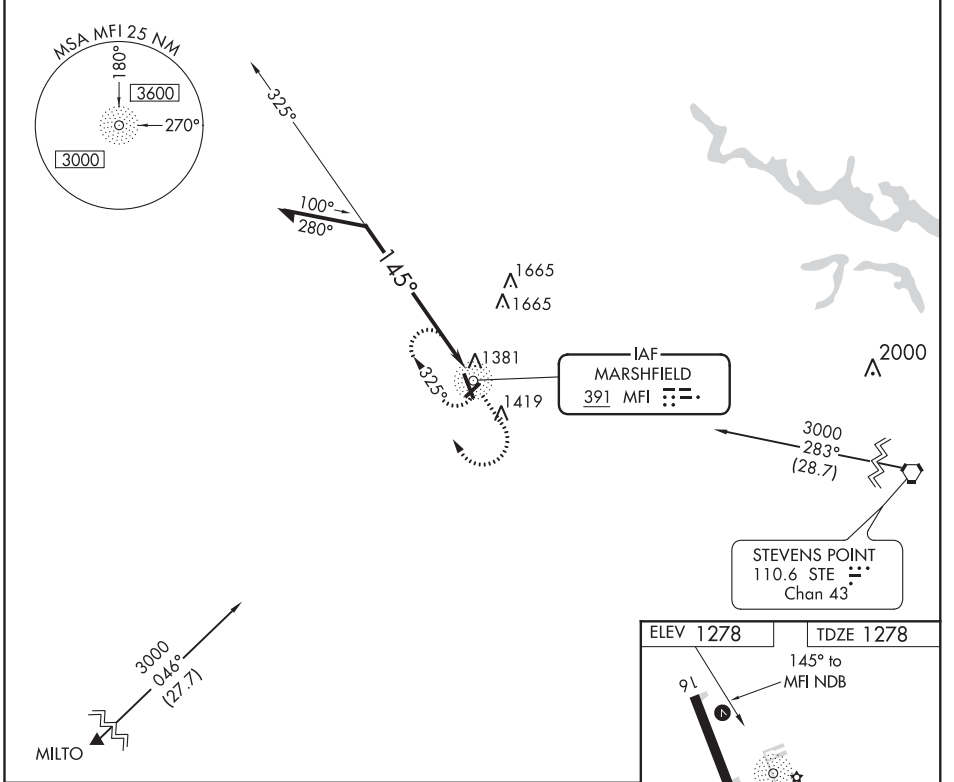
NDB MFI 391	APP CRS 145°	Rwy Idg TDZE Apt Elev	5002 1278 1278
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NDB RWY 16
MARSHFIELD MUNI (MFI)

▽ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Central Wisconsin altimeter setting: increase all MDAs 60 feet. Increase S-16 Cat C/D visibility 1/8 mile, Circling Cat C 1/8 mile and Cat D 1/4 mile. When VGSI inoperative, Straight-in/Circling Rwy 16 procedure NA at night.

MISSED APPROACH:
Climb to 3000 then right turn direct MFI NDB and hold.

ASOS 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-16	1940-1	662 (700-1)	1940-1 7/8	662 (700-1 7/8)
C CIRCLING	1940-1	662 (700-1)	2020-2 1/4 742 (800-2 1/4)	2020-2 1/2 742 (800-2 1/2)

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-MTO 111.1	APP CRS 296°	Rwy Idg TDZE Apt Elev	6501 718 722
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ILS or LOC RWY 29

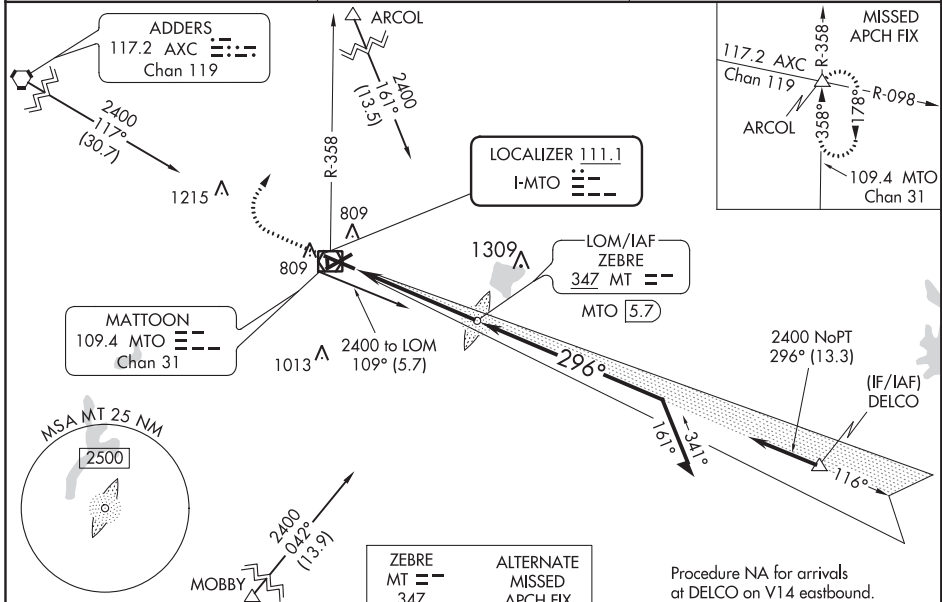
COLES COUNTY MEMORIAL (MTO)

NA When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase DA 82 feet, and all MDA 100 feet, increase S-LOC 29 Cat C and D visibility 1/8 mile and Circling Cat D visibility 1/4 mile. For inop MALSRR when using Champaign/Urbana altimeter setting increase S-ILS 29 visibility to 3/8 mile. ADF or DME required.

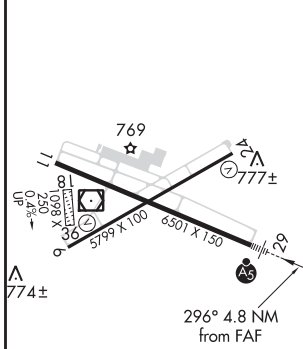
MALSRR 




MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 on MTO R-358 to ARCOL INT and hold.

ASOS 109.4	CHAMPAIGN APP CON* 132.85 290,225	UNICOM 122.7 (CTAF) 
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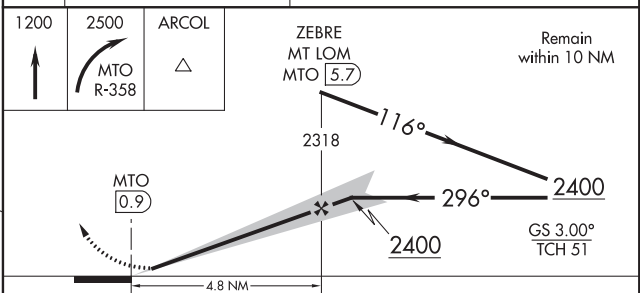


ELEV 722	D	TDZE 718
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MIRL Rwy 6-24 
 HIRL Rwy 11-29 
 REIL Rwys 6, 11, and 24 
 FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 29		918-1/2	200 (200-1/2)	
S-LOC 29	1160-1/2	442 (500-1/2)	1160-7/8	442 (500-7/8)
C CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1240-1 1/2 518 (600-1/2)	1380-2 658 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86537 W11A	APP CRS 116°	Rwy Idg TDZE 718 Apt Elev 722
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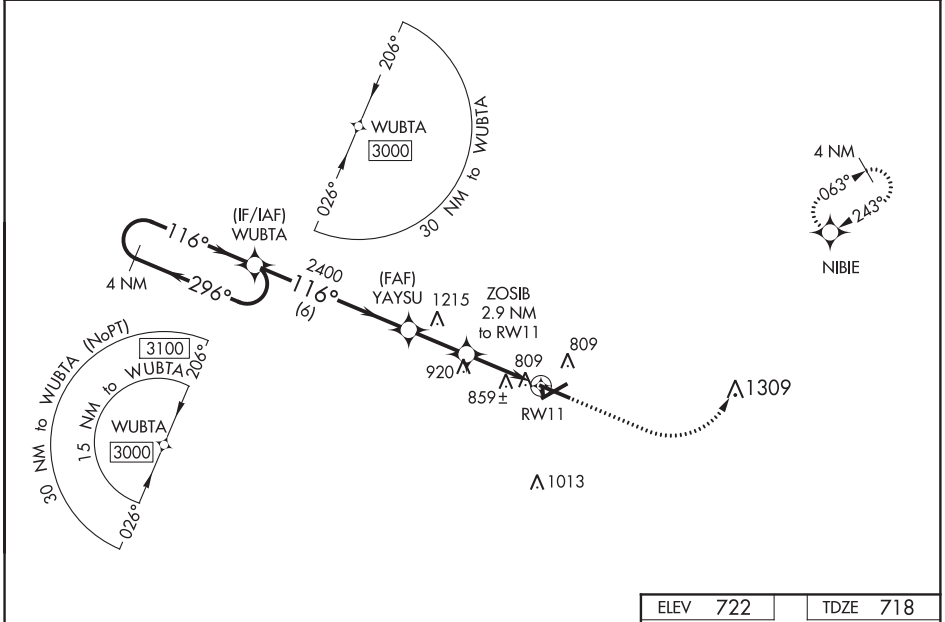
RNAV (GPS) RWY 11

COLES COUNTY MEMORIAL (MTO)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all DA 82 feet, increase all MDA 100 feet, and increase LPV all Cats visibility $\frac{1}{8}$ mile, LNAV/VNAV all Cats visibility $\frac{3}{8}$ mile, LNAV Cats C and D and Circling Cat C visibility $\frac{1}{4}$ mile, and Circling D visibility $\frac{1}{2}$ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19C (-2F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Champaign/Urbana altimeter setting.

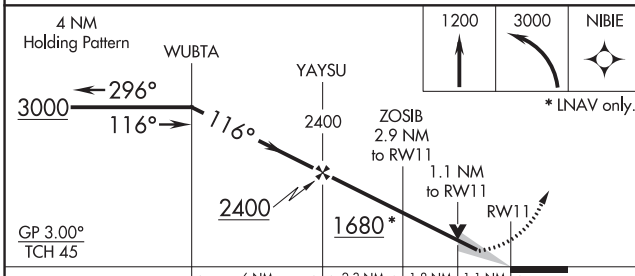
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct NIBIE and hold.

ASOS 109.4	CHAMPAIGN APP CON ★ 132.85 290.225	UNICOM 122.7 (CTAF)
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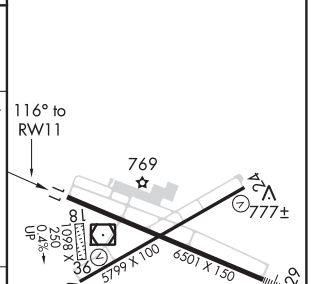


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 722	TDZE 718
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CATEGORY	A	B	C	C
LPV DA	918- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
LNAV/VNAV DA	1175-1 $\frac{1}{2}$ 457 (500-1 $\frac{1}{2}$)			
LNAV MDA	1120-1	402 (400-1)	1120-1 $\frac{1}{8}$	402 (400-1 $\frac{1}{8}$)
C CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1240-1 $\frac{1}{2}$ 518 (600-1 $\frac{1}{2}$)	1380-2 658 (700-2)

A 774±

MIRL Rwy 6-24

HILL Rwy 11-29

REIL Rwy 6, 11, and 24

WAAS CH 82537	APP CRS 243°	Rwy Idg TDZE Apt Elev	5799 719 722
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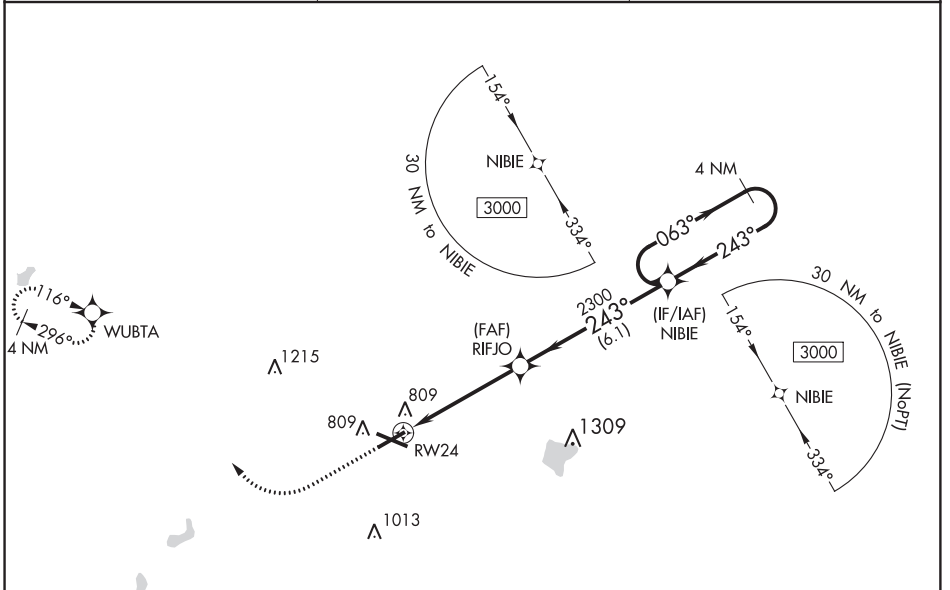
RNAV (GPS) RWY 24

COLES COUNTY MEMORIAL (MTO)

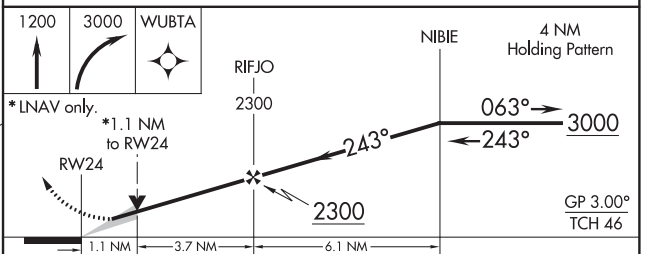
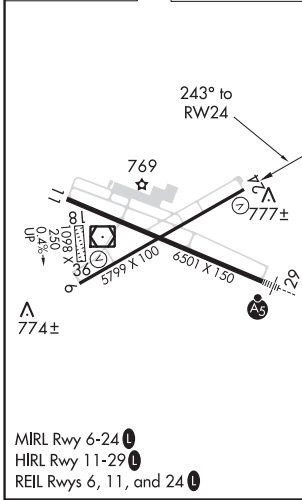
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all DA 82 feet, increase all MDA 100 feet, increase LPV all Cats visibility $\frac{1}{8}$ mile, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat D visibility $\frac{1}{4}$ mile. Baro-VNAV and VDP NA when using Champaign/Urbana altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F)

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct WUBTA and hold.

ASOS 109.4	CHAMPAIGN APP CON* 132.85 290.225	UNICOM 122.7 (CTAF)
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ELEV 722	D	TDZE 719
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CATEGORY	A	B	C	D
LPV DA		969- $\frac{7}{8}$	250 (300- $\frac{7}{8}$)	
LNAV/VNAV DA		1017-1	298 (300-1)	
LNAV MDA	1120-1	408 (500-1)	1120-1 $\frac{1}{8}$	408 (500-1 $\frac{1}{8}$)
C CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1240-1 $\frac{1}{2}$ 518 (600-1 $\frac{1}{2}$)	1380-2 658 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017


WAAS CH 93510 W29A	APP CRS 296°	Rwy Idg TDZE Apt Elev	6501 718 722
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RNAV (GPS) RWY 29

COLES COUNTY MEMORIAL (MTO)

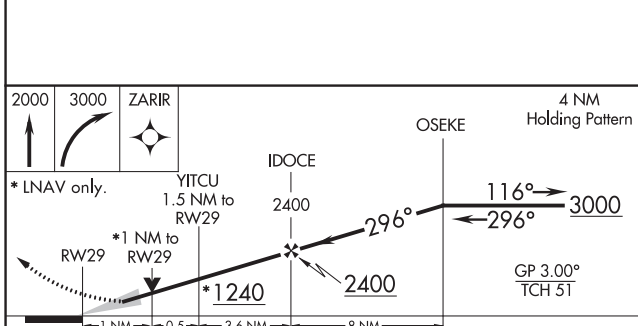
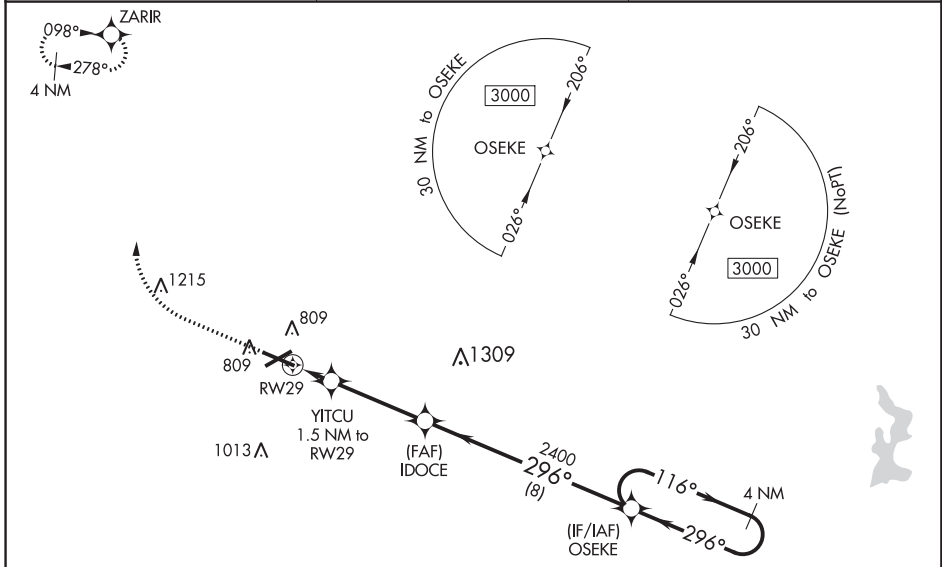
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all DA 82 feet, increase all MDA 100 feet, increase LNAV/VNAV visibility all Cats ¼ mile and LNAV Cat C/D visibility ⅓ mile and Circling visibility Cat C ¼, Cat D ½. For inoperative MALSR when using Champaign/Urbana altimeter setting, increase LPV all Cats visibility to ⅓ mile. Baro-VNAV and VDP NA when using Champaign/Urbana altimeter setting.

MALSR



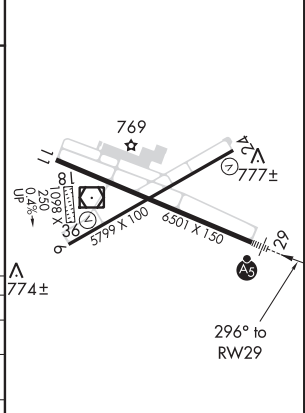
MISSED APPROACH:
Climb to 2000 then climbing right turn to 3000 direct ZARIR and hold.

ASOS 109.4	CHAMPAIGN APP CON ★ 132.85 290,225	UNICOM 122.7 (CTAF) 0
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ELEV 722	D	TDZE 718
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CATEGORY	A	B	C	D
LPV DA		918-½	200 (200-½)	
LNAV/VNAV DA		1014-½	296 (300-½)	
LNAV MDA	1080-½ 362 (400-½)		1080-⅝ 362 (400-⅝)	
C CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1240-1½ 518 (600-1½)	1380-2 658 (700-2)



MIRL Rwy 6-24 0
HIRL Rwy 11-29 0
REIL Rws 6, 11, and 24 0

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME MTO 109.4 Chan 31	APP CRS 045°	Rwy Idg TDZE Apt Elev	5799 722 722
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VOR RWY 6
COLES COUNTY MEMORIAL (MTO)

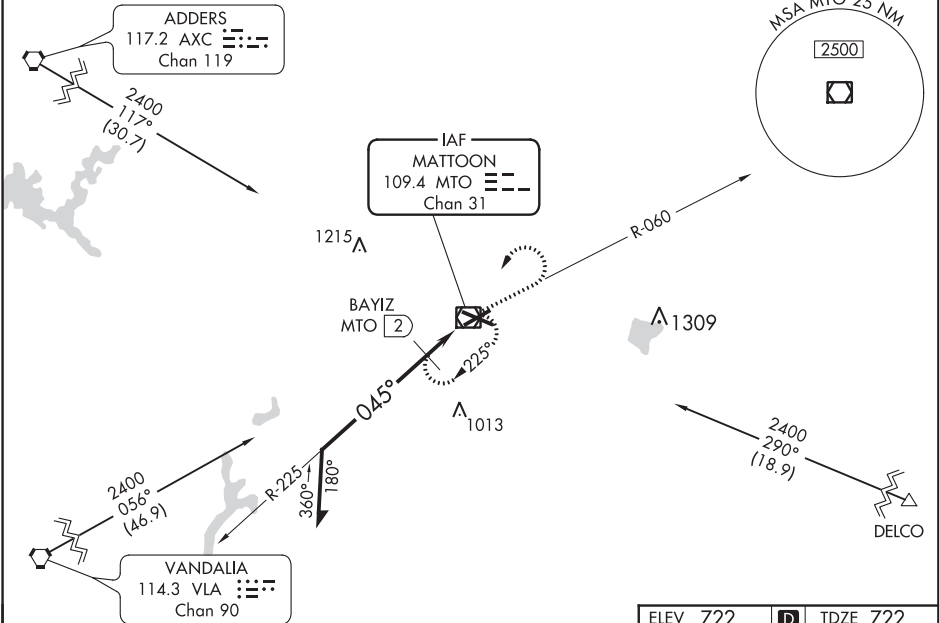
- ▼ When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all MDA 100 feet, increase S-6 Cats C and D visibility ¼ mile and BAYIZ FIX minimums S-6 Cats C and D visibility ¼ mile.
- ▲

MISSED APPROACH: Climb to 2300 via MTO VOR/DME R-060 then climbing left turn to 2400 direct MTO VOR/DME and hold.

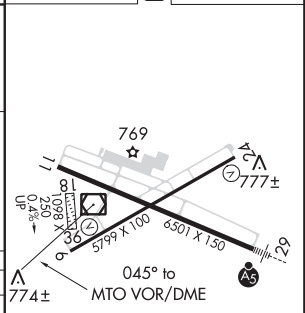
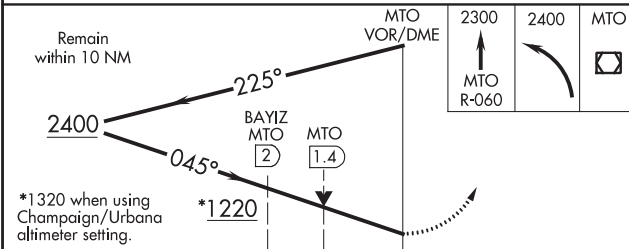
ASOS
109.4

CHAMPAIGN APP CON ★
132.85 290,225

UNICOM
122.7 (CTAF) 0



ELEV 722 **D** TDZE 722



CATEGORY	A	B	C	D
S-6	1220-1	498 (500-1)	1220-1¼ 498 (500-1¼)	1220-1½ 498 (500-1½)
CIRCLING	1220-1	498 (500-1)	1220-1½ 498 (500-1½)	1280-2 558 (600-2)
BAYIZ FIX MINIMUMS				
S-6	1120-1 398 (400-1)		1120-1¼ 398 (400-1¼)	
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

MIRL Rwy 6-24 **0**
HIREL Rwy 11-29 **0**
REIL Rws 6, 11, and 24 **0**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

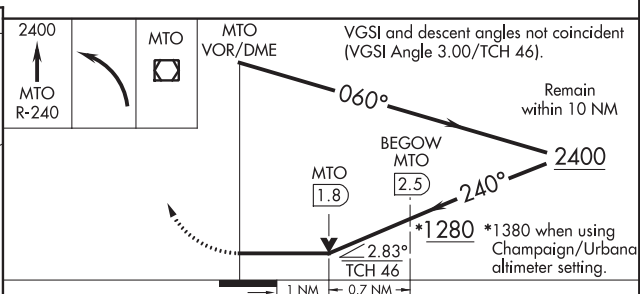
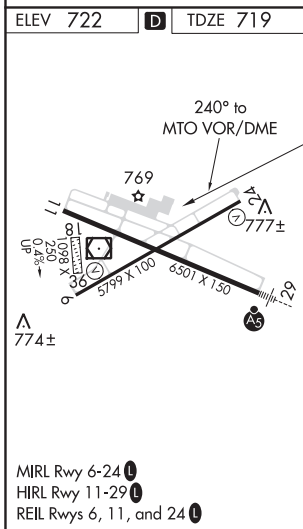
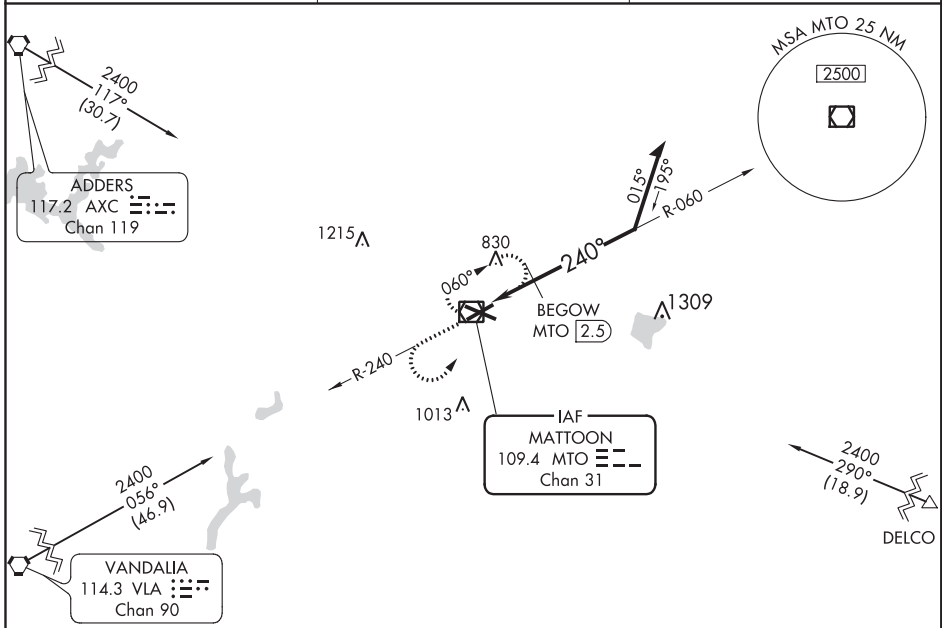
VOR/DME MTO 109.4 Chan 31	APP CRS 240°	Rwy Idg 5799 TDZE 719 Apt Elev 722
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VOR RWY 24
COLES COUNTY MEMORIAL (MTO)

⚠ When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all MDA 100 feet, and increase S-24 Cat C and D and Circling Cat C visibility ¼ mile, BEGOW FIX minimums S-24 increase Cats C and D visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 2400 via MTO VOR/DME R-240 then left turn direct MTO VOR/DME and hold.

ASOS 109.4	CHAMPAIGN APP CON★ 132.85 290.225	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-24	1280-1	561 (600-1)	1280-1½ 561 (600-1½)	1280-1¾ 561 (600-1¾)
CIRCLING	1280-1	558 (600-1)	1280-1½ 558 (600-1½)	1280-2 558 (600-2)
BEGOW FIX MINIMUMS				
S-24	1080-1 361 (400-1)			1080-1½ 361 (400-1½)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5180 (FAA)

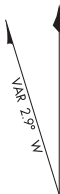
COLES COUNTY MEMORIAL (MTO)

MATTOON/CHARLESTON, ILLINOIS

ASOS
109.4
CTAF/UNICOM
122.7

FIELD
ELEV
722

D

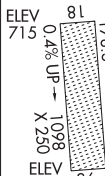
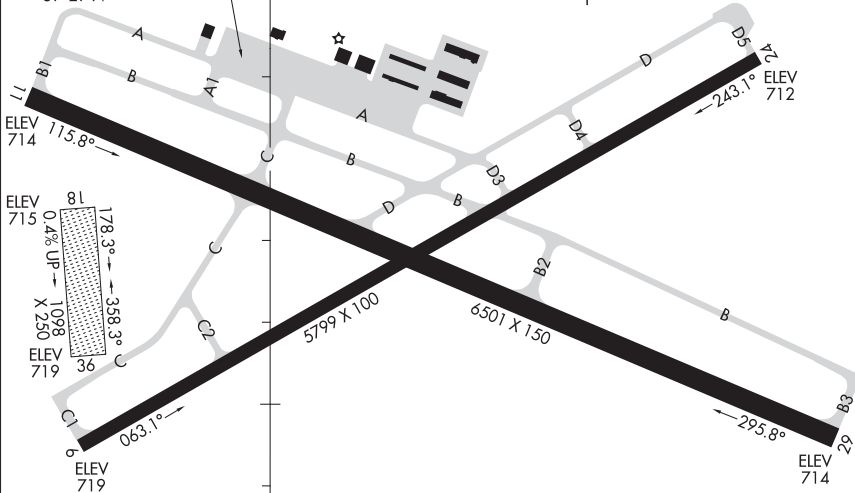


JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

780

APRON

39°29'N



RWY 06-24
PCN 23 F/D/X/U
S-50, D-70, 2S-89, 2D-117
RWY 11-29
PCN 51 F/D/X/U
S-100, D-180, 2S-175, 2D-280

39°28'N

088°17'W

088°16'W

AIRPORT DIAGRAM

MATTOON/CHARLESTON, ILLINOIS
COLES COUNTY MEMORIAL (MTO)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99331 W09A	APP CRS 089°	Rwy Idg TDZE 1469 Apt Elev 1478	6000
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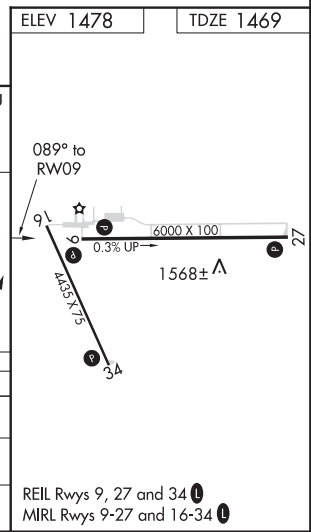
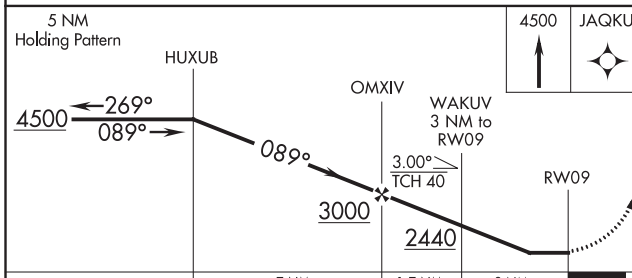
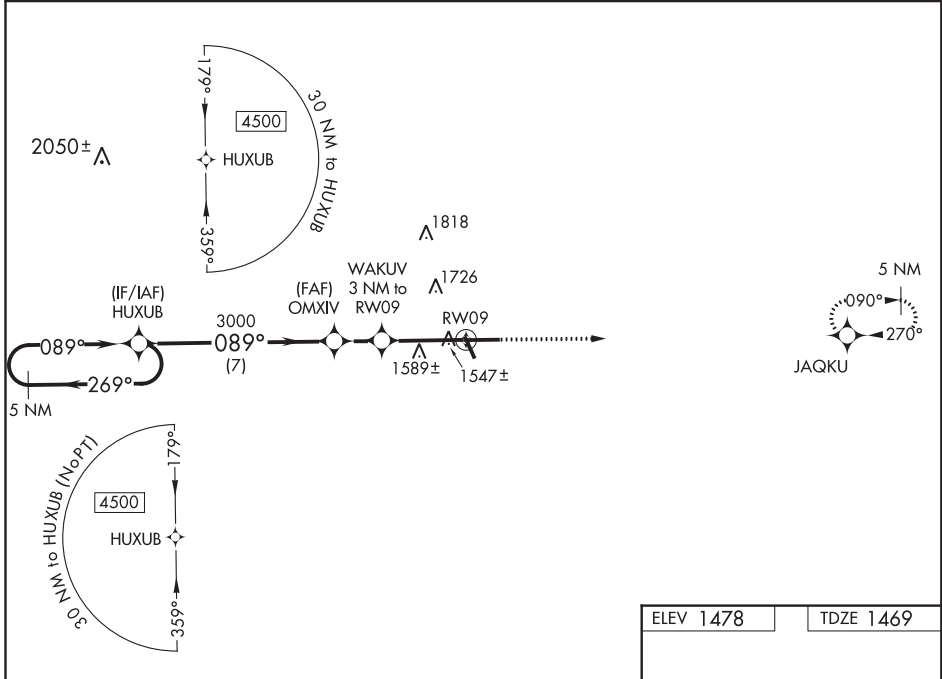
RNAV (GPS) RWY 9

TAYLOR COUNTY (MDZ)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Merrill altimeter setting and increase all MDA 100 feet, and increase LP Cat C, D visibilities ¼ mile, and increase LNAV Cat C, D visibilities ⅜ mile. When VGSI inop, Straight-in/Circling Rwy 9 procedure NA at night. When VGSI inop, Circling Rwy 16 and Rwy 34 NA at night.

⚠ MISSED APPROACH: Climb to 4500 direct JAQKU and hold.

AWOS-3 119.025	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF) L
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CATEGORY	A	B	C	D
LP MDA		1800-1	331 (400-1)	
LNAV MDA		1840-1	371 (400-1)	
CIRCLING	1880-1 402 (500-1)	1940-1 462 (500-1)	1940-1½ 462 (500-1½)	2080-2 602 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86231 W16A	APP CRS 156°	Rwy Idg TDZE Apt Elev	4435 1459 1478
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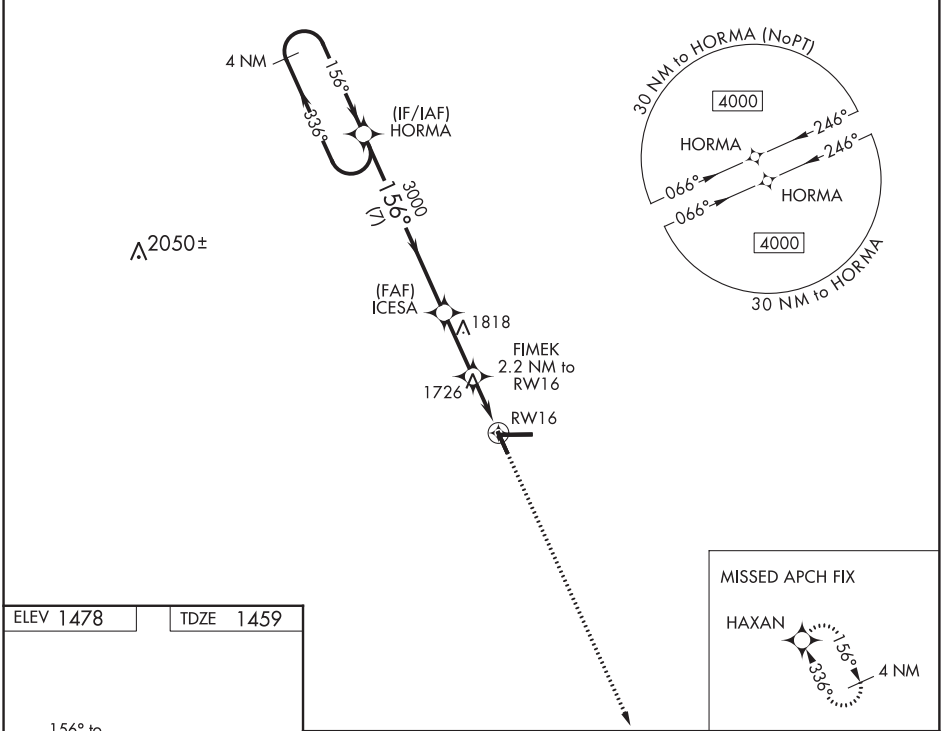
RNAV (GPS) RWY 16

TAYLOR COUNTY (MDZ)

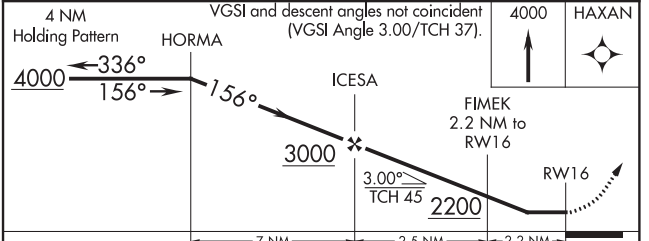
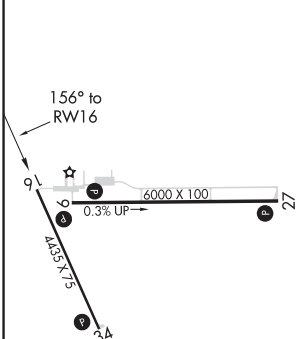
⚠ When VGSI inop, Circling Rwy 9/34 NA at night.
⚠ When VGSI inop, Straight-In/Circling Rwy 16 procedure NA at night.
 DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
 When local altimeter setting not received, use Merrill altimeter setting and increase all MDA 100 feet and increase all Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct HAXAN and hold.

AWOS-3 119.025	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF) Ⓛ
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ELEV 1478	TDZE 1459
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	A	B	C	D
CATEGORY	A	B	C	D
LP MDA	2040-1	581 (600-1)	2040-1¾	581 (600-1¾)
LNAV MDA	2060-1	601 (600-1)	2060-1¾	601 (600-1¾)
CIRCLING	2060-1	582 (600-1)	2060-1¾	2080-2 602 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 27

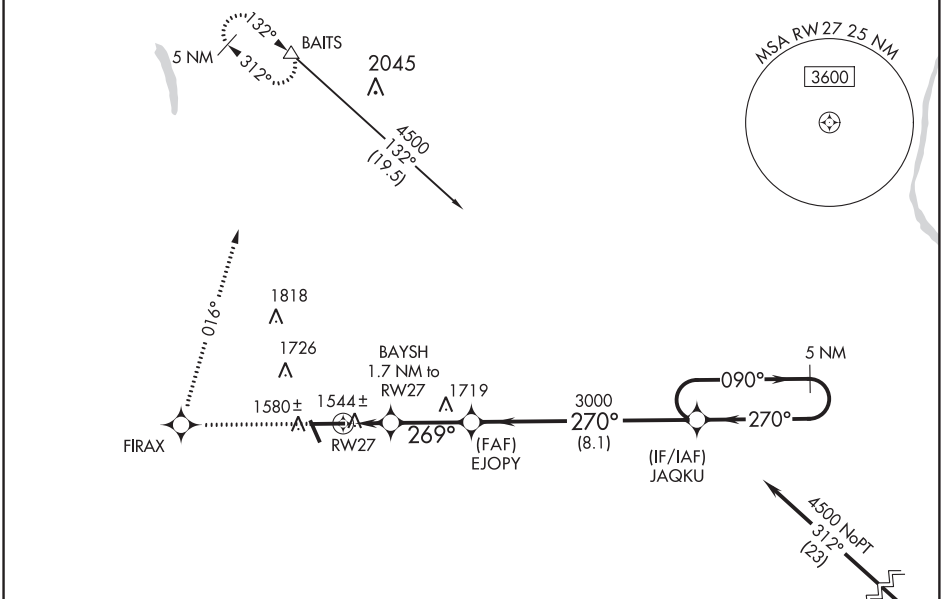
TAYLOR COUNTY (MDZ)

WAAS CH 66011 W27A	APP CRS 269°	Rwy Idg TDZE 1478 Apt Elev 1478	6000
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▼ 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. When local altimeter setting not received, use Merrill altimeter setting and increase all DA 82 feet, and all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C/D, and Circling Cat D visibilities ¼ mile. VDP and Baro-VNAV NA when using Merrill altimeter setting.

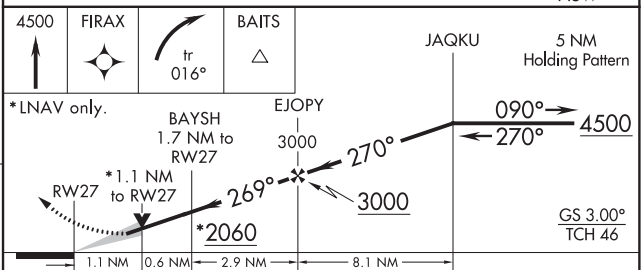
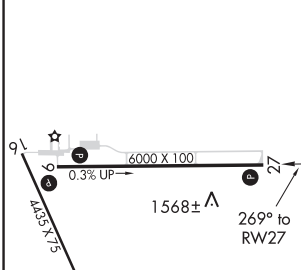
⚠ MISSED APPROACH: Climb to 4500 direct FIRAX and right turn via 016° track to BAITS and hold.

AWOS-3 119.025	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF) Ⓛ
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ELEV 1478	TDZE 1478
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Procedure NA for arrivals on AUW VORTAC airway radials 271 CW 005.



CATEGORY	A	B	C	D
LPV DA		1778-1	300 (300-1)	
LNAV/VNAV DA		1814-1¼	336 (400-1¼)	
LNAV MDA	1880-1	402 (500-1)	1880-1¼	402 (500-1¼)
CIRCLING	1940-1	462 (500-1)	1940-1½	2080-2
			462 (500-1½)	602 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 73029 W34A	APP CRS 336°	Rwy Idg TDZE 1459 Apt Elev 1478	4435
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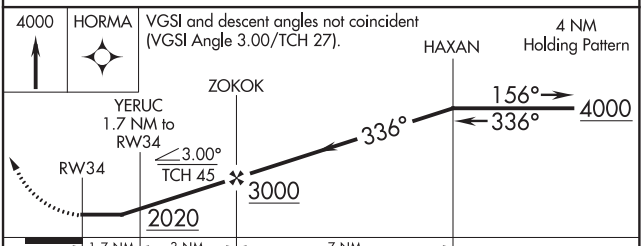
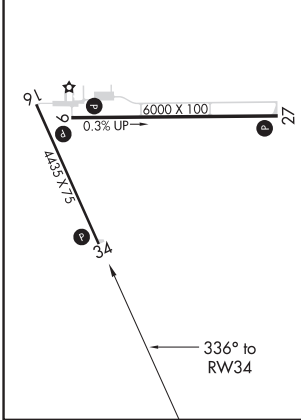
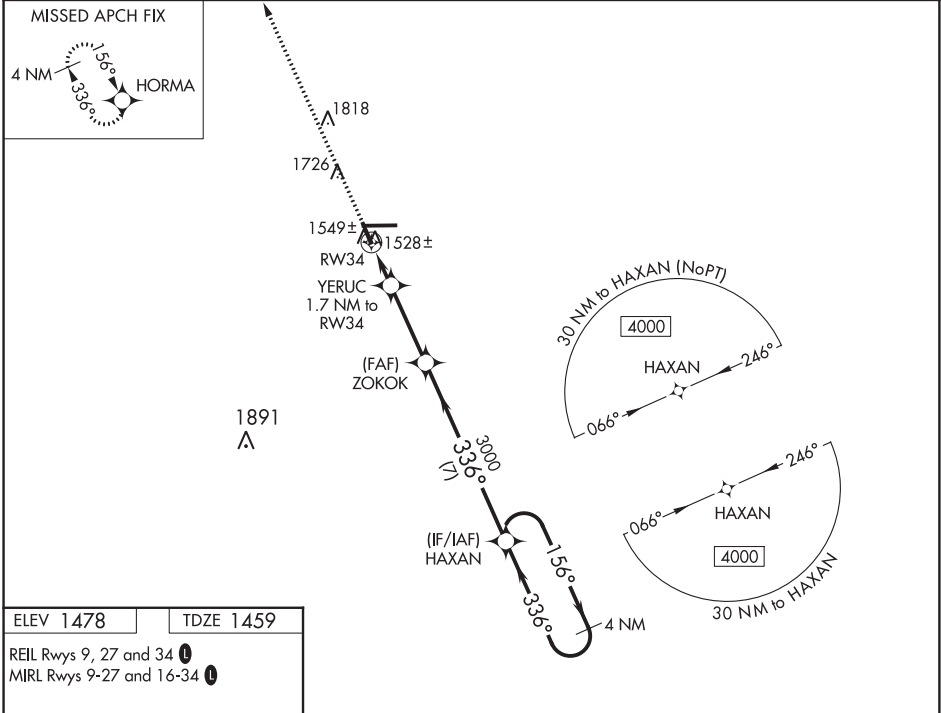
RNAV (GPS) RWY 34

TAYLOR COUNTY (MDZ)

⚠ When VGSI inop, Circling Rwy 9/16 NA at night. When VGSI inop, Straight-In/Circling Rwy 34 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Merrill altimeter setting and increase all MDA 100 feet. Increase LP Cat C/D visibility ¼ mile, LNAV Cat C/D visibility ⅜ mile, and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct HORMA and hold.

AWOS-3 119.025	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF) Ⓛ
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CATEGORY	A	B	C	D
LP MDA	1780-1 321 (400-1)			
LNAV MDA	1800-1 341 (400-1)			
CIRCLING	1940-1	462 (500-1)	1940-1½ 462 (500-1½)	2080-2 602 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

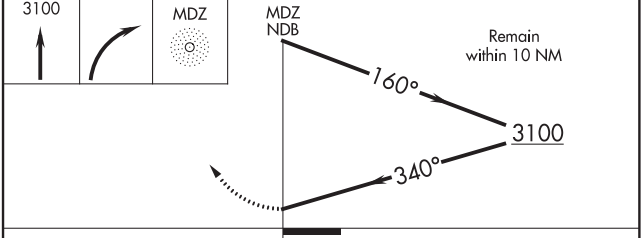
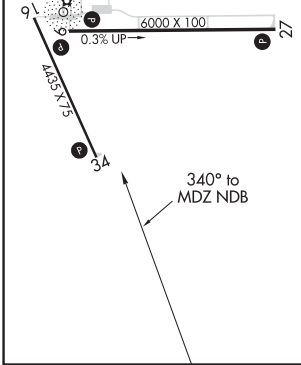
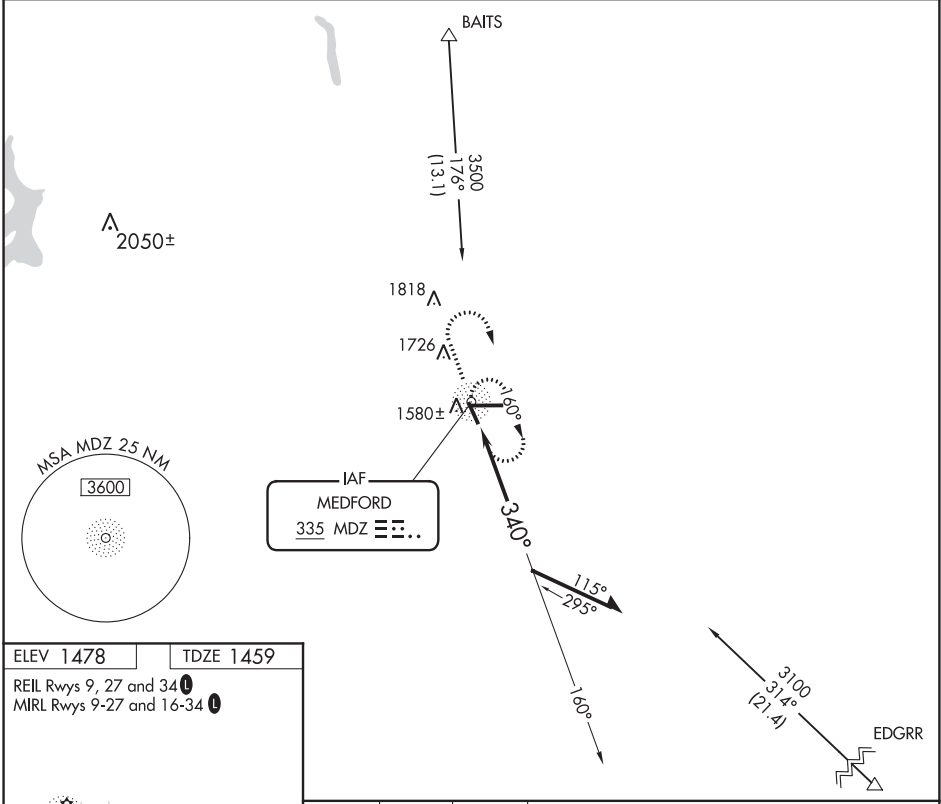
NDB RWY 34
TAYLOR COUNTY (MDZ)

NDB MDZ	APP CRS	Rwy Idg	4435
335	340°	TDZE	1459
		Apt Elev	1478

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Merrill altimeter setting and increase all MDA 100 feet, and all Cat C/D visibility ¼ mile.
 ▲ NA

MISSED APPROACH: Climb to 3100 then right turn direct MDZ NDB and hold.

AWOS-3 119.025	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-34	2060-1	601 (600-1)	2060-1¾ 601 (600-1¾)	2060-2 601 (600-2)
CIRCLING	2060-1	582 (600-1)	2060-1¾ 582 (600-1¾)	2080-2 602 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40304 W09A	APP CRS 088°	Rwy Idg TDZE Apt Elev	5074 894 895
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RNAV (GPS) RWY 9

MENOMONIE MUNI-Score FIELD (LUM)

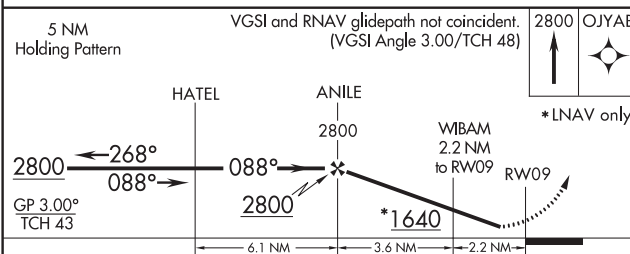
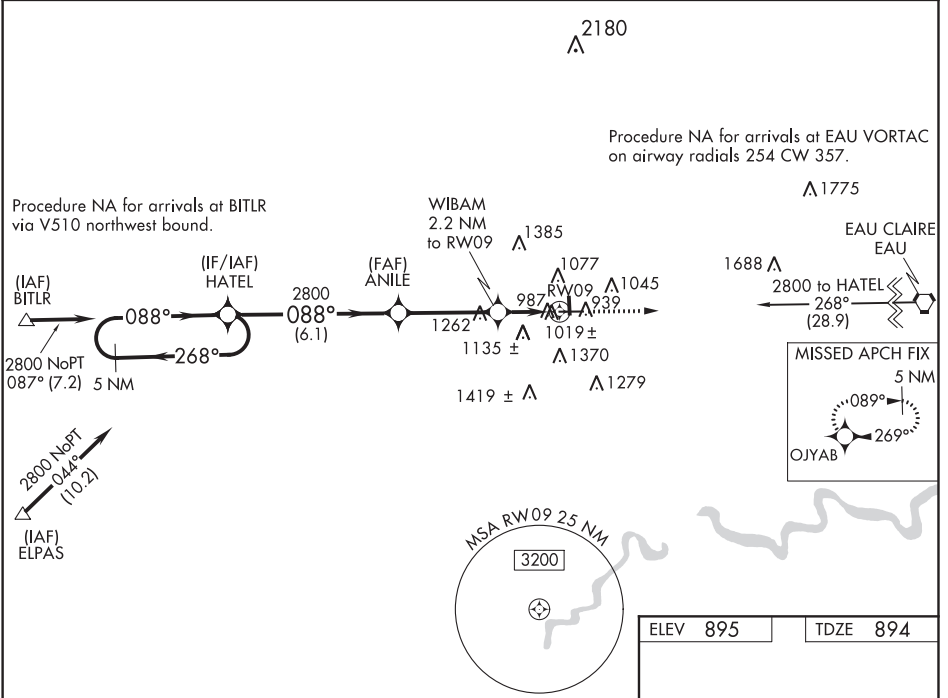
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When VGSI inop, Straight-in/Circling Rwy 9 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. LNAV/VNAV minimums NA when using Chippewa Valley Rgnl altimeter setting. When local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase LPV DA 41 feet and all MDA 60 feet.

MISSED APPROACH:
Climb to 2800 direct OJYAB and hold.

AWOS-3
118.025

MINNEAPOLIS CENTER
125.3 335.6

UNICOM
122.7 (CTAF) ①



ELEV 895	TDZE 894
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Obstacle 1: 81' height, 3470 x 75' dimensions.

Obstacle 2: 36' height, 5074 x 75' dimensions.

REIL Rwy 9 and 27 ①
MRL Rwy 9-27 and 18-36 ①

CATEGORY	A	B	C	D
LPV DA	1193-1	299 (300-1)		NA
LNAV/VNAV DA	1279-1¼	385 (400-1¼)		NA
LNAV MDA	1360-1	466 (500-1)	1360-1¼ 466 (500-1¼)	NA
CIRCLING	1440-1	545 (600-1)	1520-1¾ 625 (700-1¾)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97604 W27A	APP CRS 268°	Rwy Idg 5074 TDZE 894 Apt Elev 895
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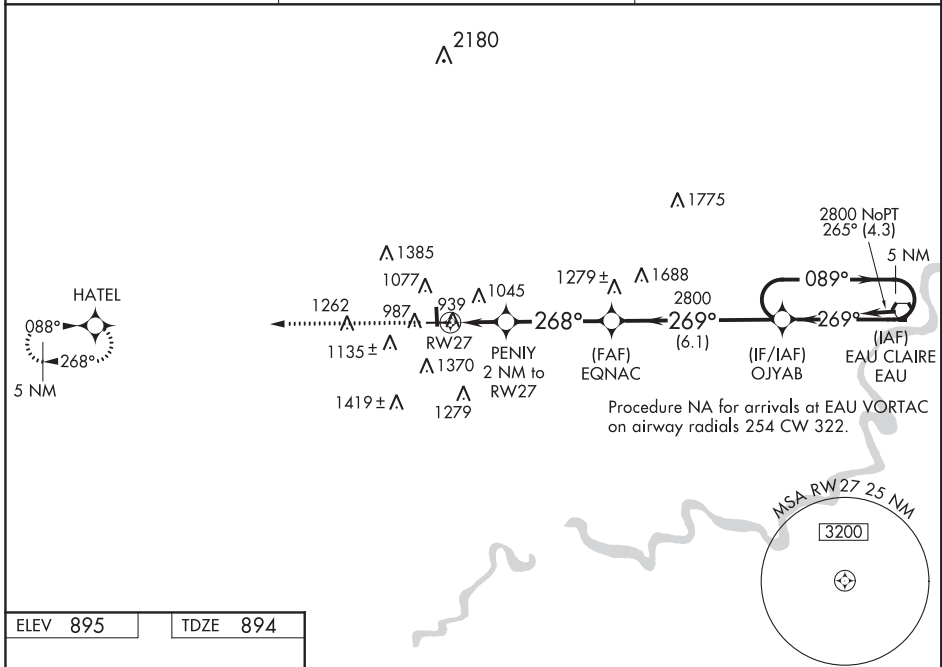
RNAV (GPS) RWY 27

MENOMONIE MUNI-SCORE FIELD (LUM)

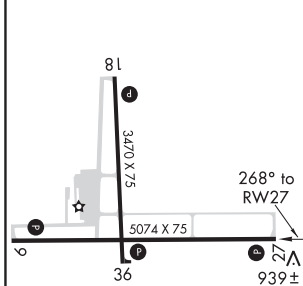
⚠ Baro-VNAV NA when using Chippewa Valley Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Chippewa Valley Rgnl altimeter setting. When local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all DA 41 feet and all MDA 60 feet.

MISSED APPROACH: Climb to 2800 direct HATEL and hold.

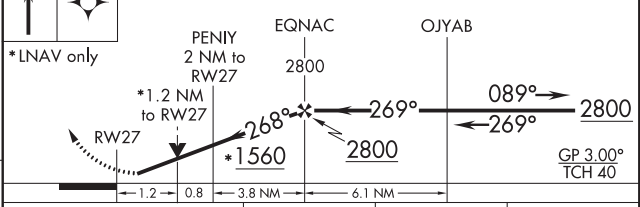
AWOS-3 118.025	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.7 (CTAF) 0
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ELEV 895	TDZE 894
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2800 HATEL VGSi and RNAV glidepath not coincident. (VGSi Angle 3.00/TCH 45) 5 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1144-1	250 (300-1)		NA
LNAV/VNAV DA	1430-2	536 (600-2)		NA
LNAV MDA	1300-1	406 (500-1)	1300-1¼ 406 (500-1¼)	NA
CIRCLING	1440-1	545 (600-1)	1520-1¾ 625 (700-1¾)	NA

REIL Rwy 9 and 27
MIRL Rwy 9-27 and 18-36

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

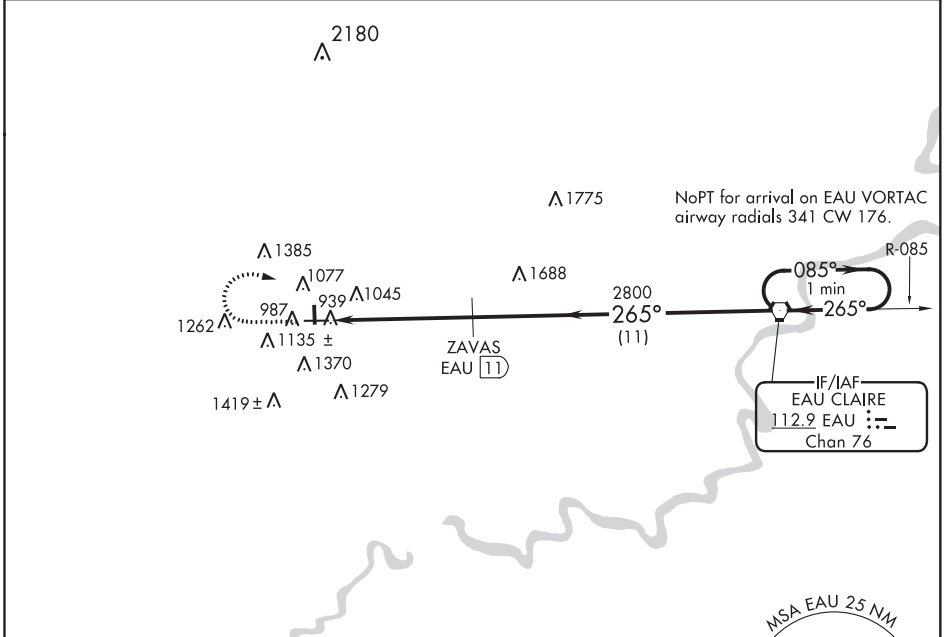
VORTAC EAU 112.9 Chan 76	APP CRS 265°	Rwy Idg TDZE Apt Elev	5074 894 895
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VOR/DME RWY 27
MENOMONIE MUNI-SCORE FIELD (LUM)

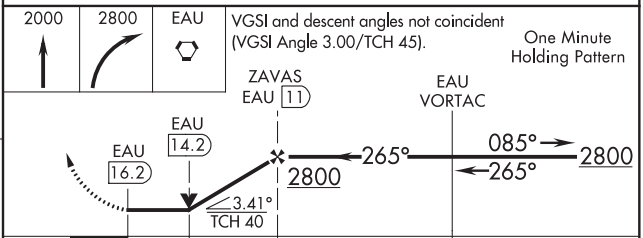
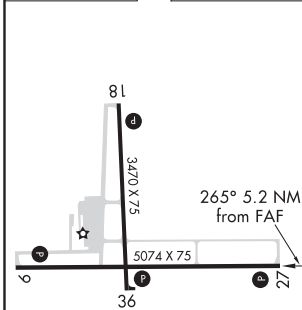
⚠ If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. VDP NA when using Chippewa Valley Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct EAU VORTAC and hold.

AWOS-3 118.025	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.7 (CTAF)
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ELEV 895	TDZE 894
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CATEGORY	A	B	C	D
S-27	1560-1	666 (700-1)	1560-1¾ 666 (700-1¾)	NA
CIRCLING	1560-1	665 (700-1)	1560-1¾ 665 (700-1¾)	NA

REIL Rwy 9 and 27
MIRL Rwy 9-27 and 18-36

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 7

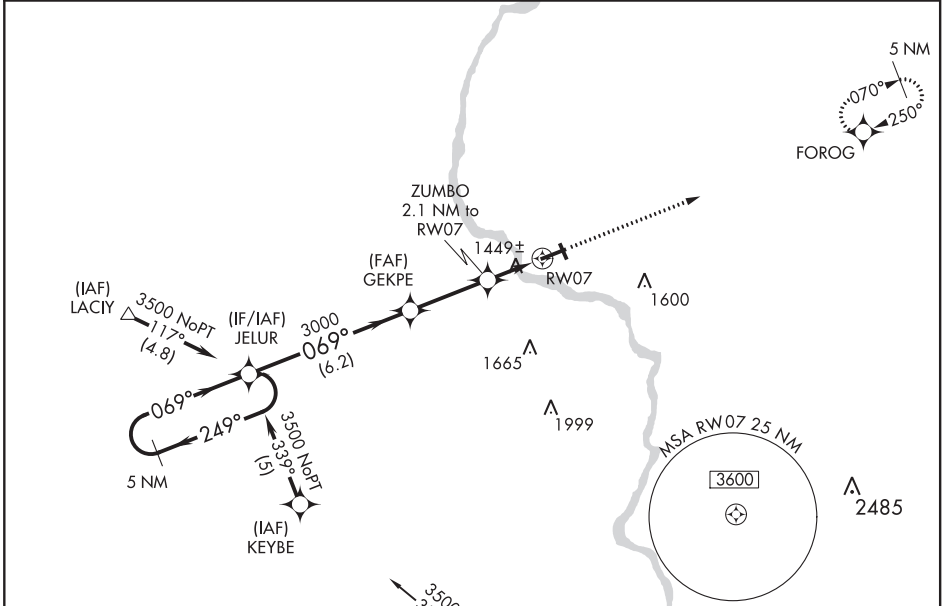
MERRILL MUNI (R.R.L)

WAAS CH 70604 W07A	APP CRS 069°	Rwy Idg TDZE Apt Elev	5100 1318 1318
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⚠ Circling to Rwy 16-34 NA at night. Baro-VNAV NA when using Wausau altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA. VDP NA when using Wausau altimeter setting.
 ⚠ If local altimeter setting not received, use Wausau altimeter setting, increase all DAs 55 feet and all MDAs 60 feet. DME/DME RNP-0.3 NA.

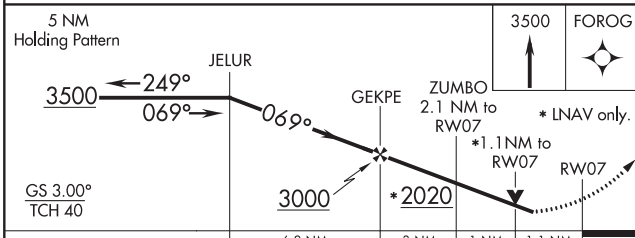
MISSED APPROACH:
Climb to 3500 direct FOROG and hold.

AWOS-3 119.925	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF) 📞
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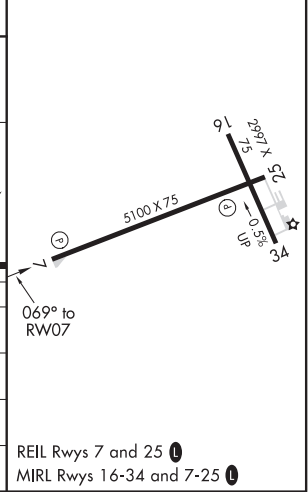


Procedure NA for arrivals at AUV
VORTAC via airway radials 271 CW 005.

ELEV 1318	TDZE 1318
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CATEGORY	A	B	C	D
LPV DA	1635-1¼	317 (400-1¼)		NA
LNAV/VNAV DA	1754-1½	436 (500-1½)		NA
LNAV MDA	1700-1	382 (400-1)		NA
CIRCLING	1760-1 442 (500-1)	1780-1 462 (500-1)	1780-1½ 462 (500-1½)	NA



REIL Rwy 7 and 25 **📞**
MIRL Rwy 16-34 and 7-25 **📞**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

MERRILL, WISCONSIN

AL-5718 (FAA)

RNAV (GPS) RWY 25

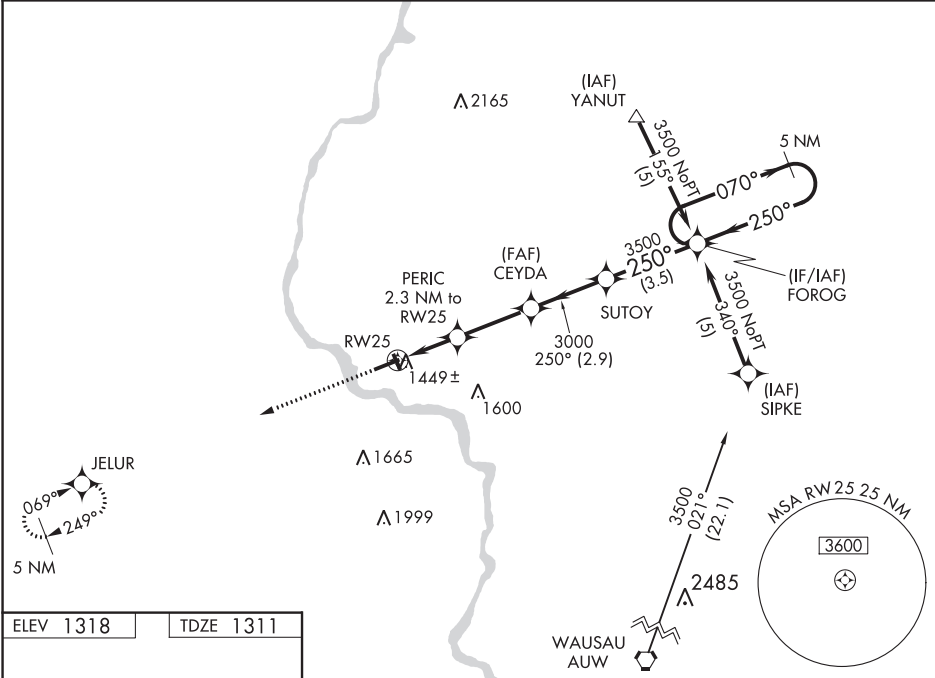
MERRILL MUNI (R.R.L.)

WAAS CH 49104 W25A	APP CRS 250°	Rwy Idg TDZE Apt Elev	5100 1311 1318
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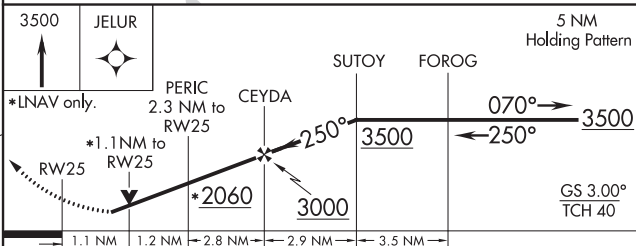
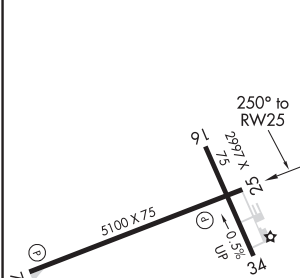
Circling to Rwy 16-34 NA at night. Baro-VNAV NA when using Wausau altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Wausau altimeter setting. If local altimeter setting not received, use Wausau altimeter setting, increase all DAs 55 feet; increase all MDAs 60 feet.

MISSED APPROACH:
 Climb to 3500 direct JELUR and hold.

AWOS-3 119.925	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF)
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ELEV 1318	TDZE 1311
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CATEGORY	A	B	C	D
LPV DA	1640-1¼	329 (400-1¼)		NA
LNAV/VNAV DA	1719-1½	408 (500-1½)		NA
LNAV MDA	1700-1	389 (400-1)		NA
CIRCLING	1760-1 442 (500-1)	1780-1 462 (500-1)	1780-1½ 462 (500-1½)	NA

REIL Rwy 7 and 25
 MIRL Rwy 16-34 and 7-25

MERRILL, WISCONSIN
 Amdt 1 14093

45° 12' N - 89° 43' W

RNAV (GPS) RWY 25

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 62912 W10A	APP CRS 101°	Rwy Idg TDZE Apt Elev	4000 928 928
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RNAV (GPS) RWY 10

MIDDLETON MUNI - MOREY FIELD (C29)

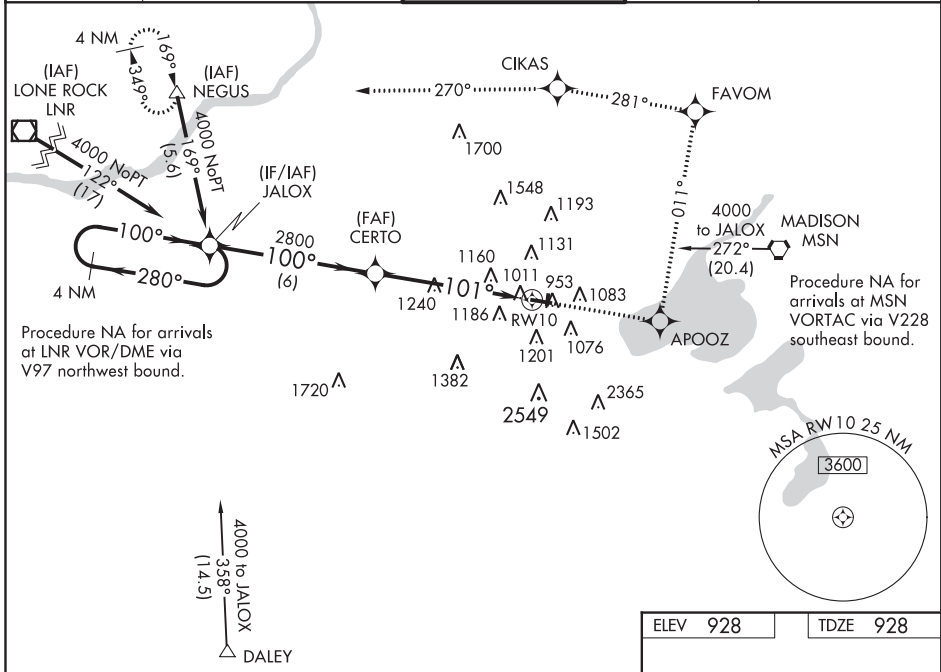
T Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Dane County Rgnl-Truax Field altimeter setting, when not received use Baraboo Wisconsin Dells altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Circling NA to Rwys 1 and 19.

A NA

S -24°C/-11°F

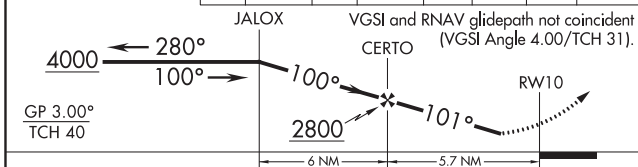
MISSED APPROACH: Climb to 4000 direct APOOZ and via 011° track to FAVOM and via 281° track to CIKAS and via 270° track to NEGUS and hold.

AWOS-3 118.675	DANE COUNTY RGNL ATIS 124.65 278.3	MADISON APP CON * 135.45 343.7	GCO 121.725	UNICOM 123.0 (CTAF) 1
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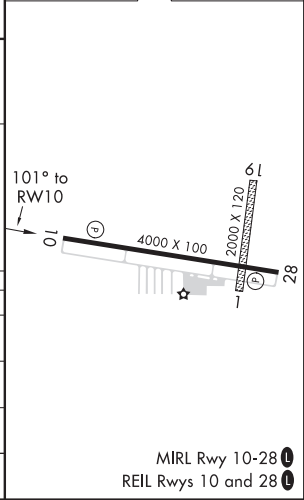


4000	APOOZ	FAVOM	CIKAS	NEGUS
↑	011° tr	281° tr	270° tr	△

4 NM Holding Pattern



ELEV 928	TDZE 928
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CATEGORY	A	B	C	D
LPV DA	1450-1¾	522 (600-1¾)		NA
LNAV/VNAV DA	1559-2¼	631 (700-2¼)		NA
LNAV MDA	1580-1	652 (700-1)	1580-1¾ 652 (700-1¾)	NA
CIRCLING	1580-1 652 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA

LOC/DME I-CFQ 110.35 Chan 40 (Y)	APP CRS 101°	Rwy ldg TDZE Apt Elev 4000 928 928
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LOC/DME RWY 10

MIDDLETON MUNI - MOREY FIELD (C29)

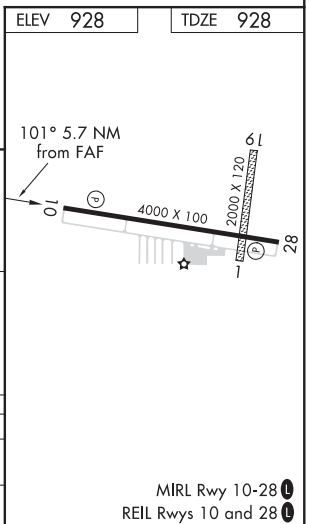
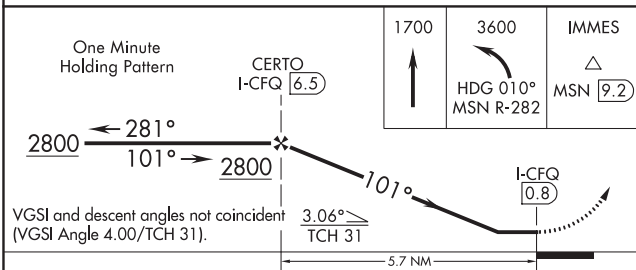
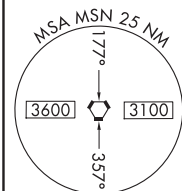
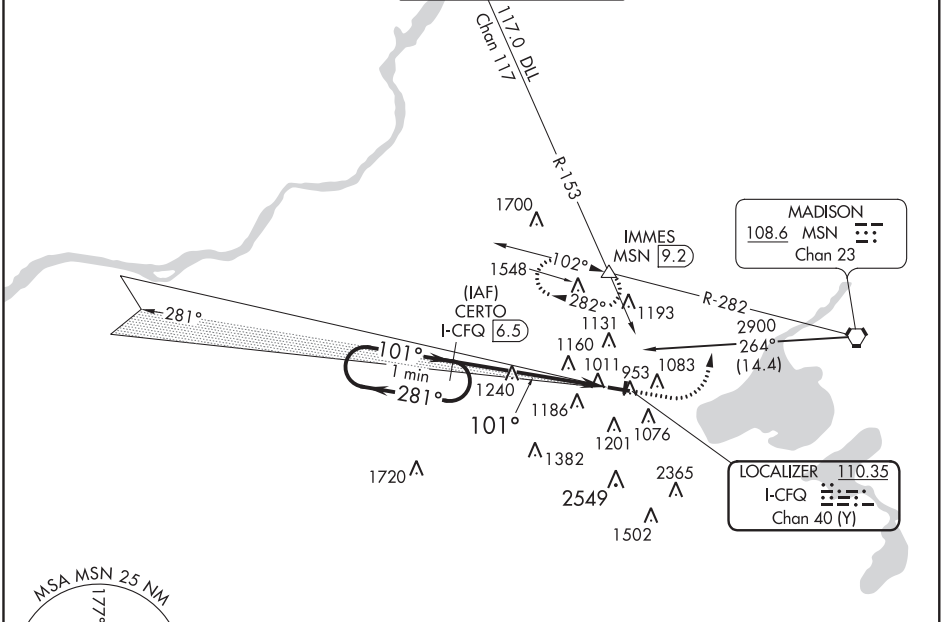
⚠ Helicopter visibility reduction below 3/4 SM NA. Use Dane County Rgnl-Truax Field altimeter setting, when not received use Baraboo Wisconsin Dells altimeter setting and increase all MDA 60 feet, and increase S-10 Cat C visibility 1/4 mile. Circling NA to Rwy 1 and 19.

⚠ NA

⚠ -24°C/-11°F

MISSED APPROACH: Climb to 1700 then climbing left turn to 3600 via heading 010° and MSN VORTAC R-282 to IMMES Int/MSN 9.2 DME and hold, continue climb-in-hold to 3600.

AWOS-3 118.675	DANE COUNTY RGNL ATIS 124.65 278.3	MADISON APP CON * 135.45 343.7	GCO 121.725	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-10	1580-1	652 (700-1)	1580-1 1/4 652 (700-1 1/4)	NA
CIRCLING	1580-1 652 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC MSN 108.6 Chan 23	APP CRS 254°	Rwy Idg TDZE Apt Elev	4000 928 928
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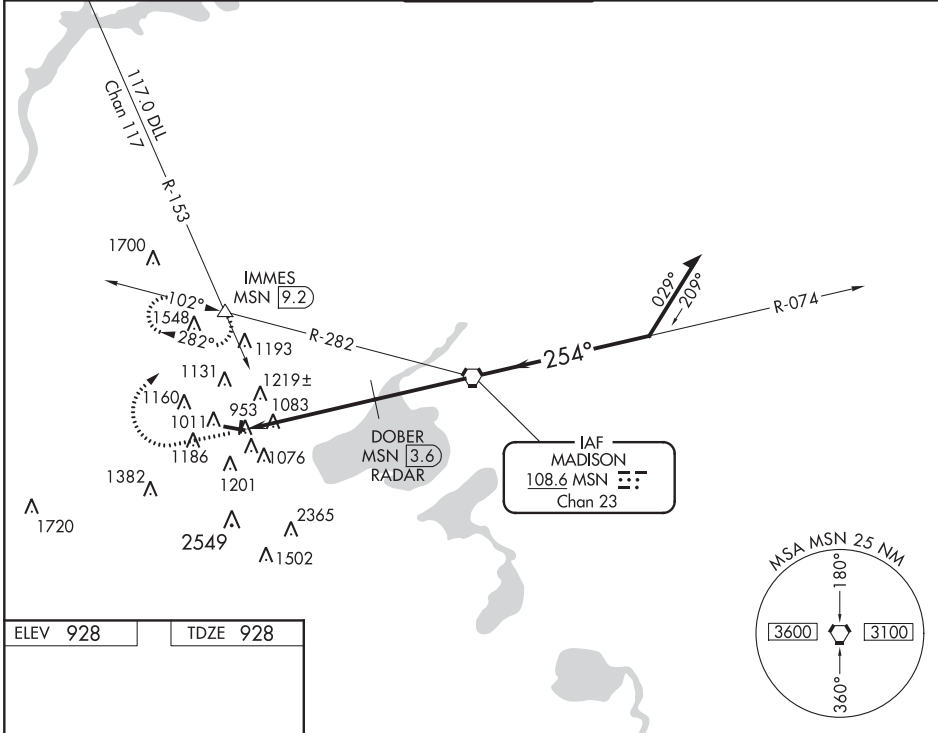
VOR RWY 28

MIDDLETON MUNI - MOREY FIELD (C29)

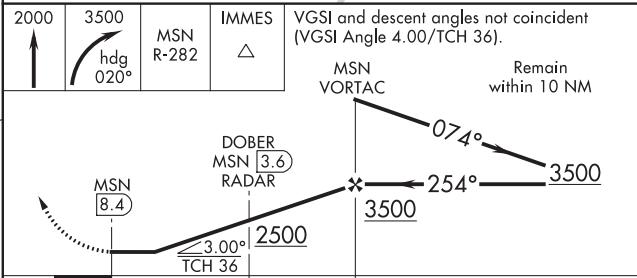
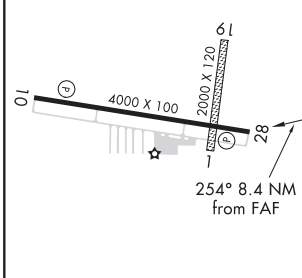
NA Use Dane County Rgnl-Truax Field altimeter setting, if not received use Baraboo Wisconsin Dells altimeter setting and increase all MDAs 60 feet. RADAR or DME REQUIRED. Circling NA to Rwys 1 and 19. Rwy 28 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 via heading 020° and MSN R-282 to IMMES INT/9.2 DME and hold.

AWOS-3 118.675	DANE COUNTY RGNL ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	GCO 121.725	UNICOM 123.0 (CTAF)
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ELEV 928	TDZE 928
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MIRL Rwy 10-28
REIL Rwys 10 and 28
FAF to MAP 8.4 NM

Knots	60	90	120	150	180
Min:Sec	8:24	5:36	4:12	3:22	2:48

CATEGORY	A	B	C	D
S-28	1500-1	572 (600-1)	1500-1½ 572 (600-1½)	NA
CIRCLING	1560-1 632 (700-1)	1600-1 672 (700-1)	1600-2 672 (700-2)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-GMF 111.5 Chan 52	APP CRS 074°	Rwy Idg 8012 TDZE 729 Apt Elev 729
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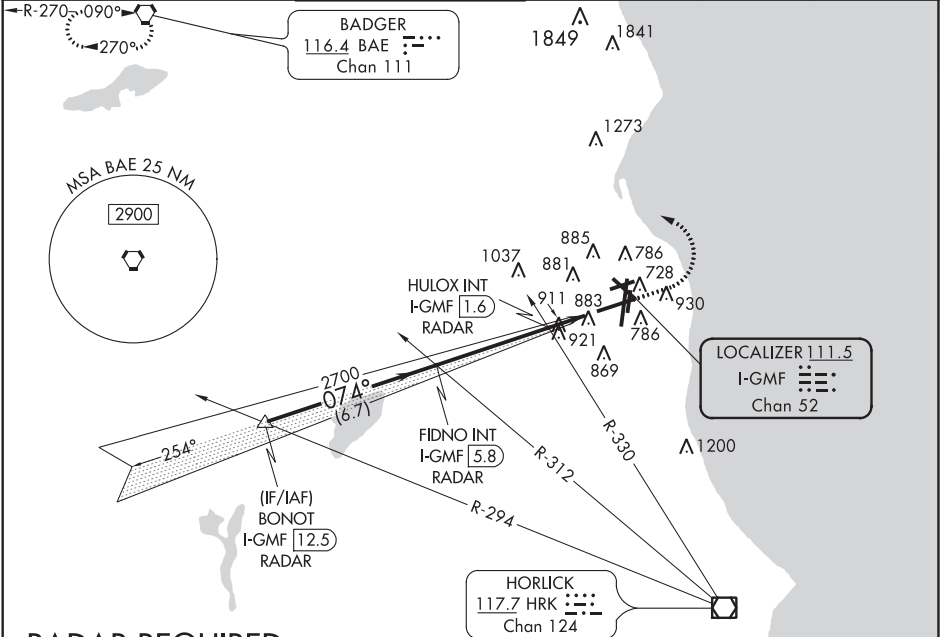
ILS or LOC RWY 7R

GENERAL MITCHELL INTL (MKE)

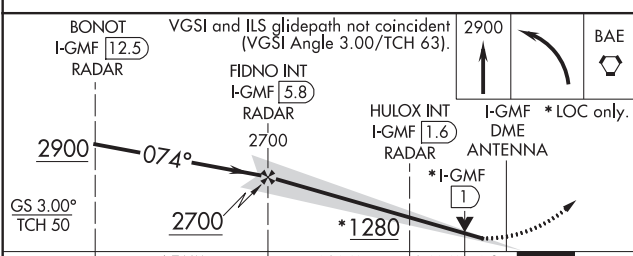
MALSR MISSED APPROACH: Climb to 2900 then left turn direct BAE VORTAC and hold.

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

ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CLNC DEL 120.8	CPDLC
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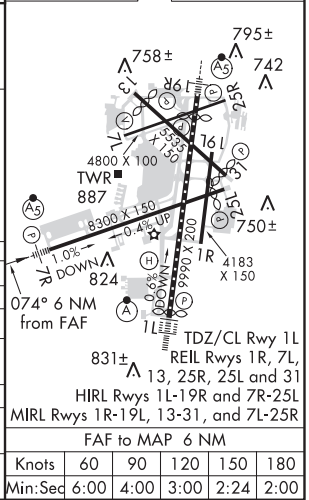


RADAR REQUIRED



ELEV 729	D	TDZE 729
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CATEGORY	A	B	C	D
S-ILS 7R **	929/24 200 (200-½)			
S-LOC 7R	1280/24	551 (600-½)	1280/60	551 (600-1)
CIRCLING	1280-1	551 (600-1)	1280-1½ 551 (600-1½)	1280-2 551 (600-2)
HULOX FIX MINIMUMS (DUAL VOR RECEIVERS OR DME OR RADAR REQUIRED)				
S-LOC 7R	1180/24	451 (500-½)	1180/45	451 (500-¾)
CIRCLING	1240-1	511 (600-1)	1240-1½ 511 (600-½)	1280-2 551 (600-2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	8012
074°	TDZE	729
	Apt Elev	729

RNAV (RNP) Y RWY 7R

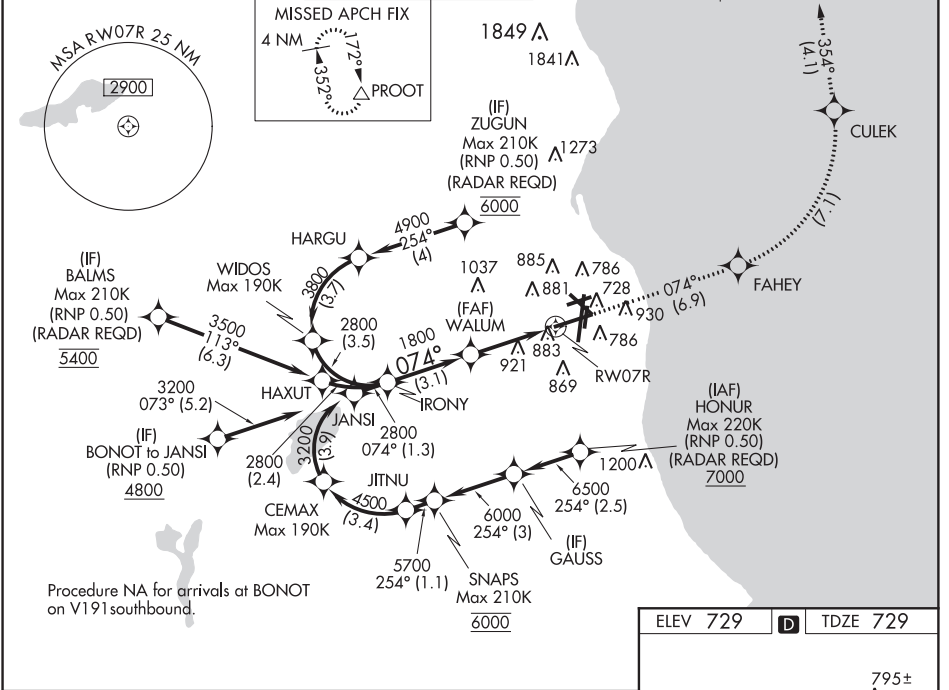
GENERAL MITCHELL INTL (MKE)

For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). For inop MALS, increase RNP 0.10 all Cats visibility to 1¼. For inop MALS, increase RNP 0.15 all Cats visibility to 1½. For inop MALS, increase RNP 0.30 all Cats visibility to 1¾. GPS required. RF required.

MALS

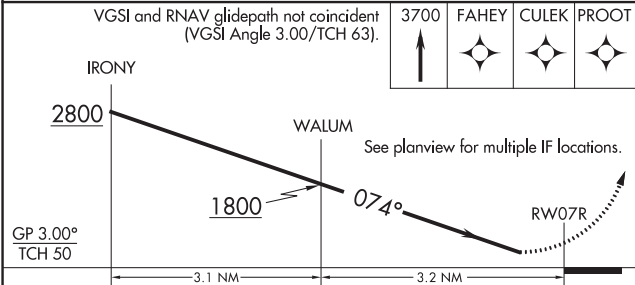
MISSED APPROACH: Climb to 3700 on the RNAV missed approach route to PROOT and hold.

ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CLNC DEL 120.8	CPDLC
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
RNP 0.10 DA		1119/45	390 (400-¾)	
RNP 0.15 DA		1203/60	474 (500-1¼)	
RNP 0.30 DA		1255-1¾	526 (600-1¾)	

ELEV 729 TDZE 729

AUTHORIZATION REQUIRED

TDZ/CL Rwy 1L
REIL Rwy 1R, 7L, 13, 25R, 25L and 31
HIRL Rwy 1L-19R and 7R-25L
MIRL Rwy 1R-19L, 13-31 and 7L-25R

RNAV (RNP) Y RWY 25L

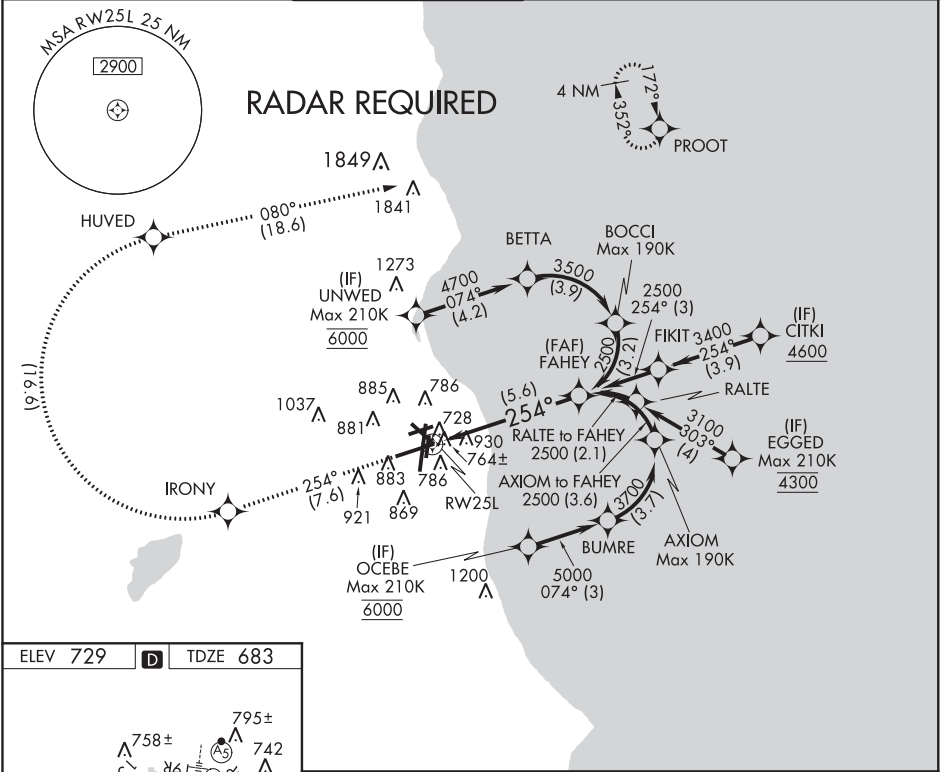
GENERAL MITCHELL INTL (MKE)

APP CRS	Rwy Idg	7868
254°	TDZE	683
	Apt Elev	729

▽ For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F). GPS required. RF required. When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 3700 on the RNAV missed approach route to PROOT and hold.

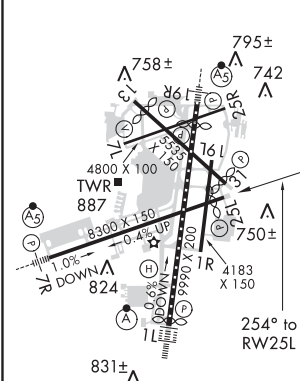
ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CLNC DEL 120.8	CPDLC
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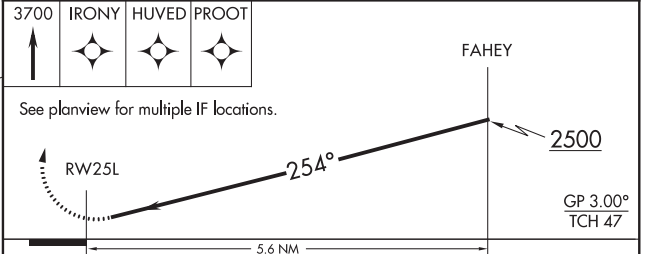
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 729	D	TDZE 683
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TDZ/CL Rwy 1L
REIL Rws 1R, 7L,
13, 25R, 25L and 31
HIRL Rws 1L-19R and 7R-25L
MIRL Rws 1R-19L, 13-31 and 7L-25R



CATEGORY	A	B	C	D
RNP 0.10 DA		1087-1 ³ / ₈	404 (400-1 ³ / ₈)	
RNP 0.30 DA		1256-2	573 (600-2)	

AUTHORIZATION REQUIRED

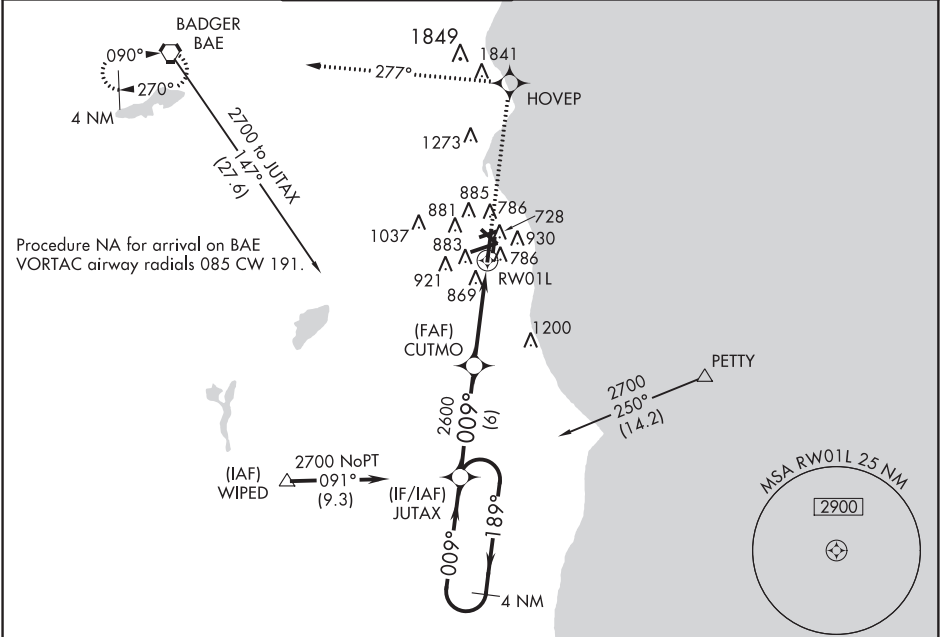
WAAS CH 62816 W01A	APP CRS 009°	Rwy Idg TDZE Apt Elev	9080 704 729
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RNAV (GPS) RWY 1L

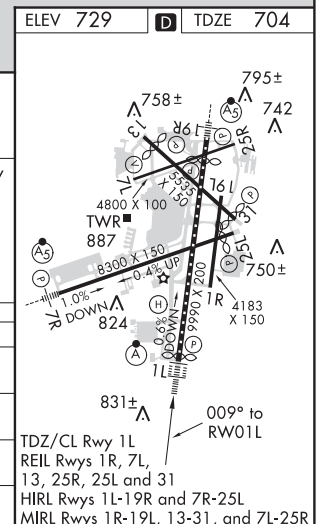
GENERAL MITCHELL INTL (MKE)

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 ALSF-2, increase LNAV Cat D visibility to RVR 6000.	ALSF-2 	MISSED APPROACH: Climb to 2900 direct HOVEP then left turn via track 277° to BAE VORTAC and hold.

ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CLNC DEL 120.8	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72). 4 NM Holding Pattern JUTAX		2900 HOVEP	BAE	
2700 ← 189° 009° →	CUTMO *1.1 NM to RW01L *RNAV only	RW01L 2900	tr 277°	
GP 3.00° TCH 57	2600 6 NM	4.6 NM	1.1 NM	
CATEGORY	A	B	C	D
LPV DA	904/24		200 (200-½)	
LNAV/VNAV DA	1175/50		471 (500-1)	
LNAV MDA	1120/24	416 (400-½)	1120/40 416 (400-¾)	1120/50 416 (400-1)
CIRCLING	1240-1	511 (600-1)	1240-1½ 511 (600-1½)	1280-2 551 (600-2)



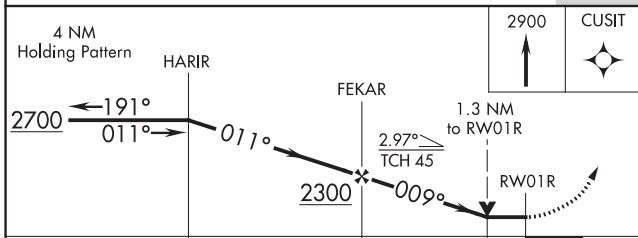
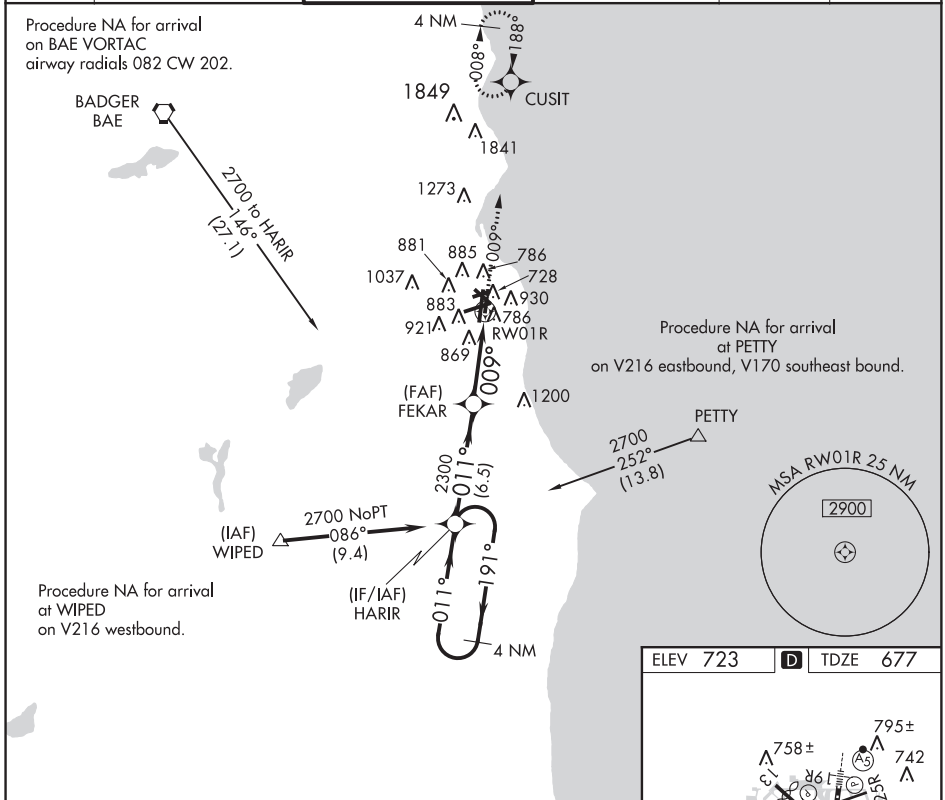
APP CRS	Rwy Idg	4183
009°	TDZE	677
	Apt Elev	723

RNAV (GPS) RWY 1R

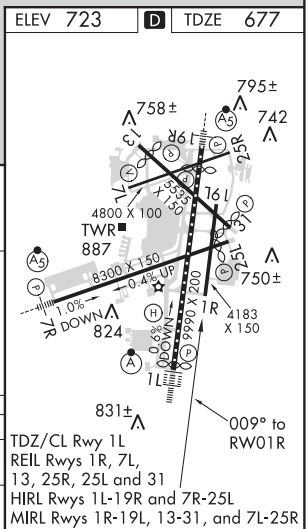
GENERAL MITCHELL INTL (MKE)

▽ NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2900 direct CUSIT WP and hold.
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ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CLNC DEL 120.8	CPDLC
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CATEGORY	A	B	C	D
LNVA MDA	1120-1	443 (400-1)	1120-1½ 443 (400-1½)	1120-1½ 443 (400-1½)
CIRCLING	1240-1	517 (600-1)	1240-1½ 517 (600-1½)	1280-2 557 (600-2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

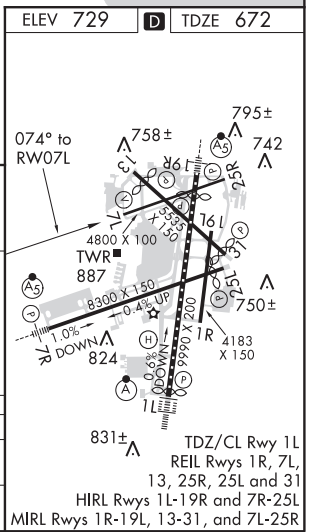
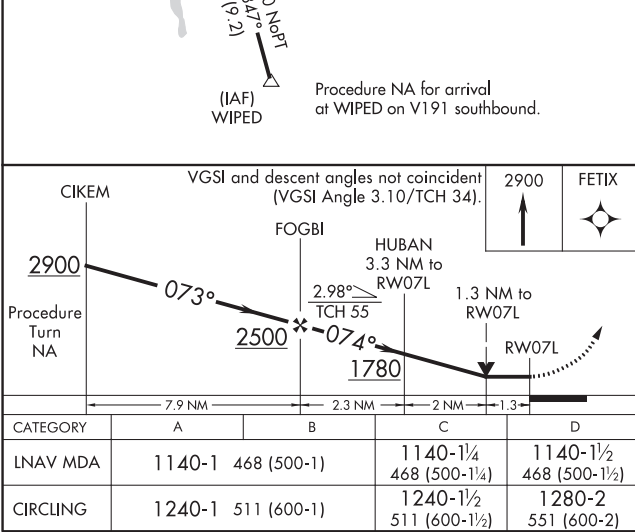
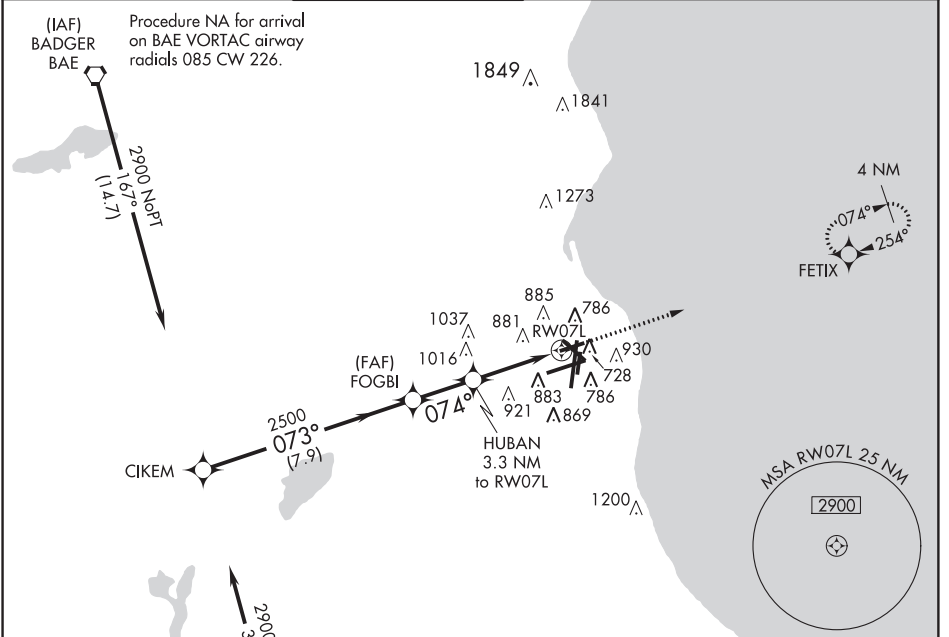
APP CRS	Rwy Idg	4800
074°	TDZE	672
	Apt Elev	729

RNAV (GPS) RWY 7L

GENERAL MITCHELL INTL (MKE)

▽	DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2900 direct FETIX WP and hold.
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ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL	CPDLC
126.4	126.5 307.0	124.575 269.05	121.8 263.125	120.8	



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

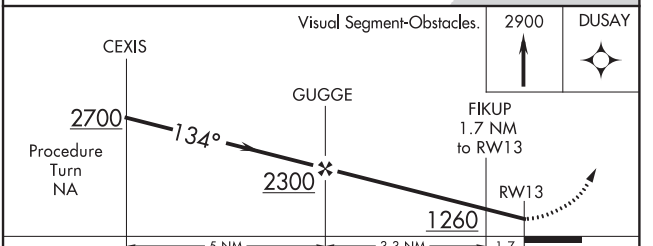
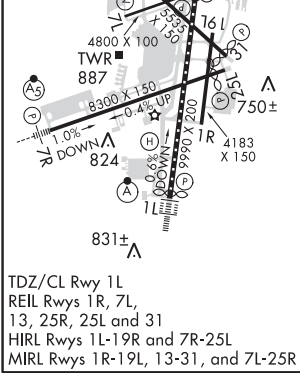
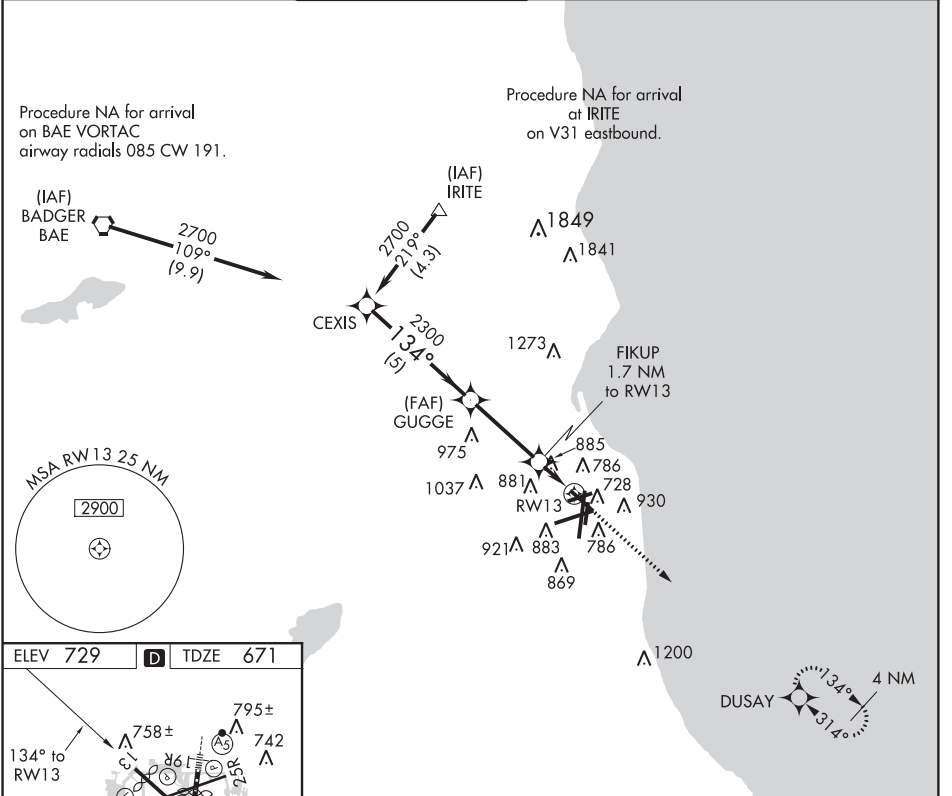
APP CRS	Rwy Idg	4797
134°	TDZE	671
	Apt Elev	729

RNAV (GPS) RWY 13

GENERAL MITCHELL INTL (MKE)

	Helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2900 direct DUSAY WP and hold.
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ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CLNC DEL 120.8	CPDLC
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CATEGORY	A	B	C	D
LNAV MDA	1140-1	469 (500-1)	1140-1½ 469 (500-1½)	1140-1½ 469 (500-1½)
CIRCLING	1240-1	511 (600-1)	1240-1½ 511 (600-1½)	1280-2 551 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99322 W19A	APP CRS 189°	Rwy Idg TDZE Apt Elev	9205 672 729
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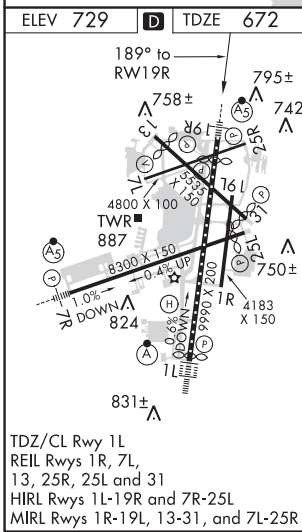
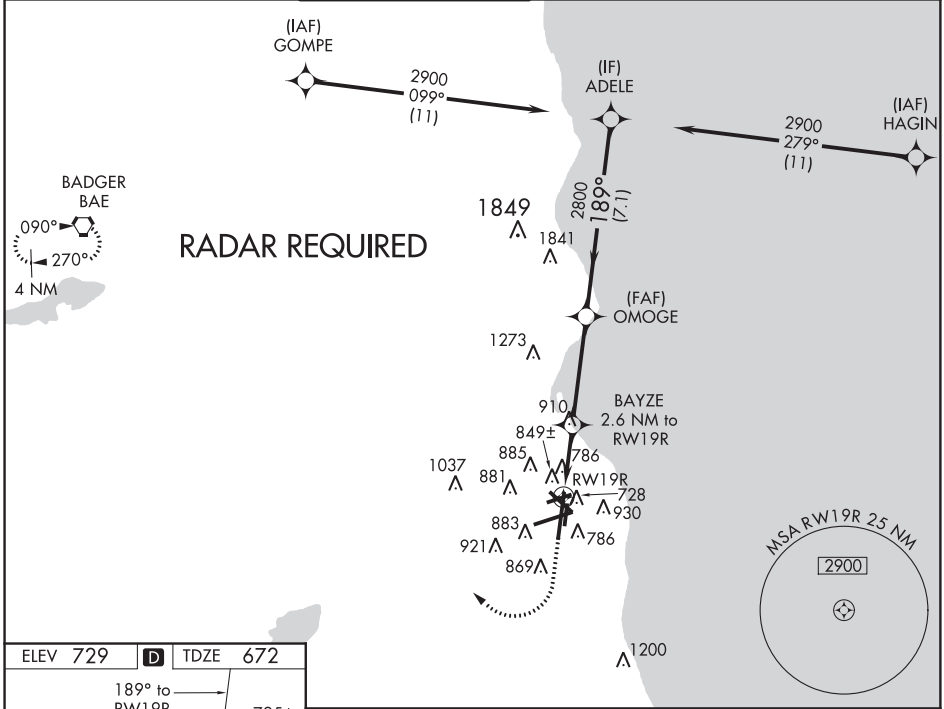
RNAV (GPS) RWY 19R

GENERAL MITCHELL INTL (MKE)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 39°C (102°F). For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1/2 mile. DME/DME RNP-0.3 NA.

MALSR MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct BAE VORTAC and hold.

ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CLNC DEL 120.8	CPDLC
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ELEV 729	D	TDZE 672	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 75). *LNAV only *1.1 NM to RWY 19R			
2000 2800 BAE 189° to RWY 19R			ADELE 2900 OMOGE 2800 BAYZE 2600 RWY 19R			
1.1 NM 1.5 NM 3.9 NM 7.1 NM			*1540 GP 3.00° TCH 54			
CATEGORY	A	B	C	D		
LPV DA	872/24		200 (200-1/2)			
LNAV/VNAV DA	1031/40		359 (400-3/4)			
LNAV MDA	1100/24	428 (400-1/2)	1100/40	428 (400-3/4)		
CIRCLING	1240-1	511 (600-1)	1240-1 1/2 511 (600-1 1/2)	1280-2 551 (600-2)		

EC-3, 10 NOV 2016 to 05 JAN 2017

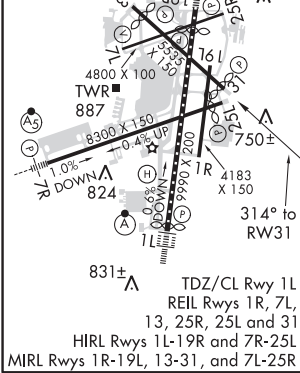
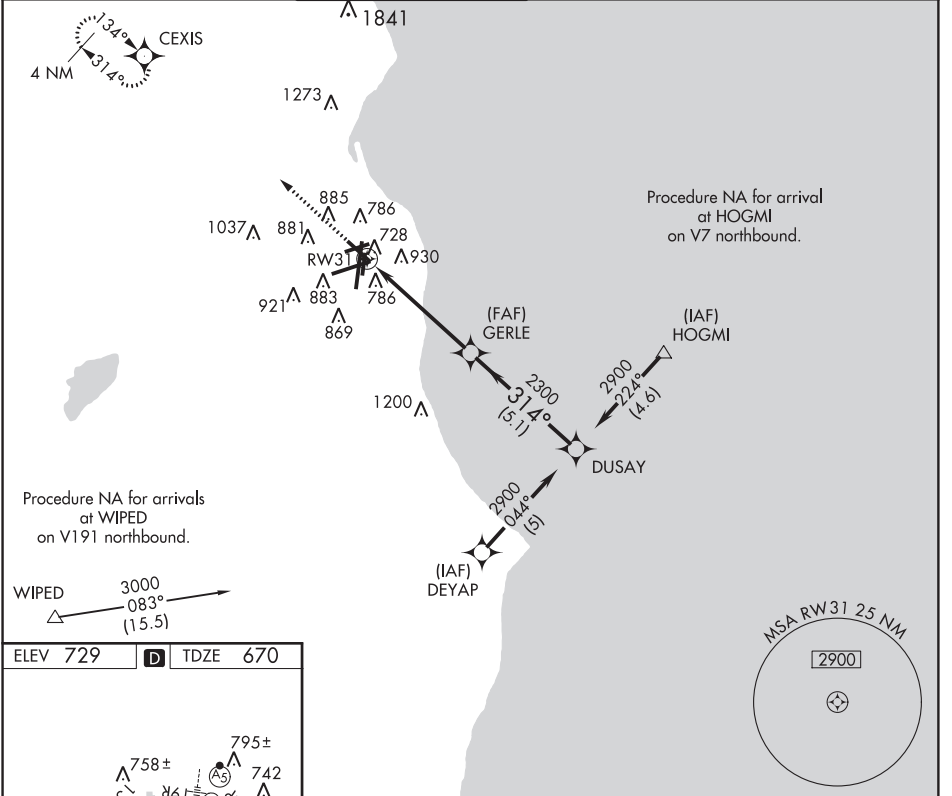
EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 314°	Rwy ldg 5334
	TDZE 670
	Apt Elev 729

RNAV (GPS) RWY 31

GENERAL MITCHELL INTL (MKE)

		MISSED APPROACH: Climb to 2900 direct CEXIS WP and hold.			
ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CLNC DEL 120.8	CPDLC



2900 CEXIS 1.3 NM to RW31 1.3 3.7 5.1 NM 314° 2300 Procedure Turn NA	RW31 1.3	GERLE 3.7	DUSAY 5.1
	CATEGORY A	B	C
LNAV MDA 1140-1 470 (500-1)	1140-1½ 470 (500-1½)	1240-1½ 511 (600-1)	1280-2 551 (600-2)
CIRCLING 1240-1 511 (600-1)	1240-1½ 511 (600-1½)	1240-1½ 511 (600-1½)	1280-2 551 (600-2)

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69226 W07A	APP CRS 074°	Rwy Idg TDZE Apt Elev	8012 729 729
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RNAV (GPS) Z RWY 7R

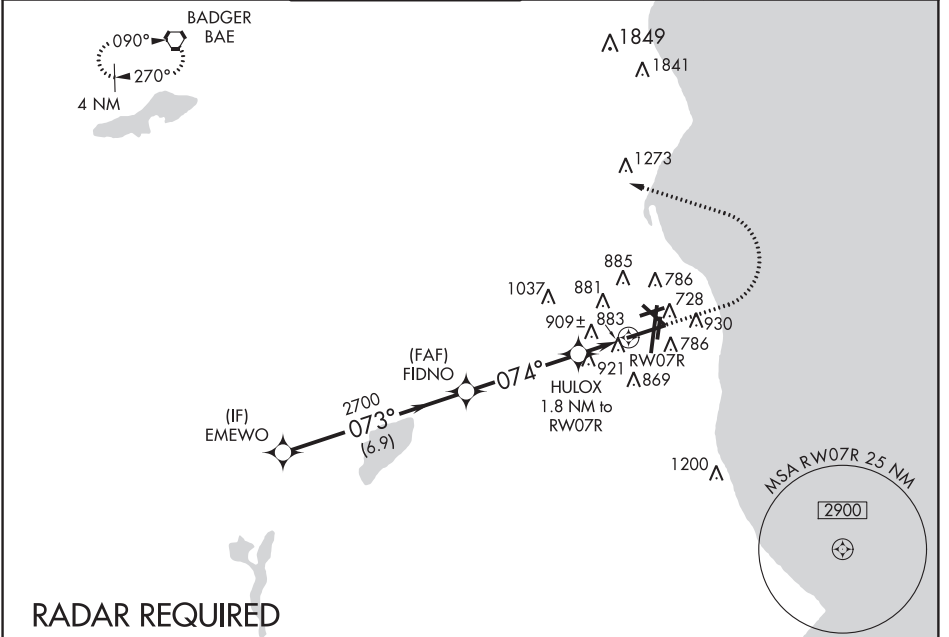
GENERAL MITCHELL INTL (MKE)

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.

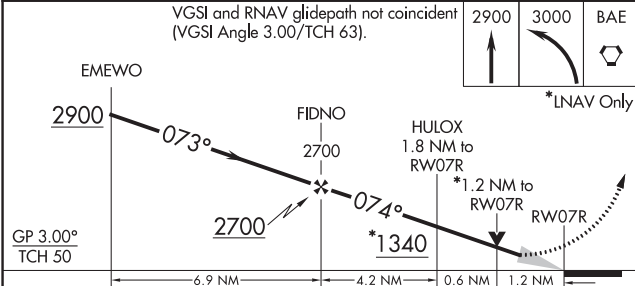
MALSR 

MISSED APPROACH: Climb to 2900 then climbing left turn to 3000 direct BAE VORTAC and hold.

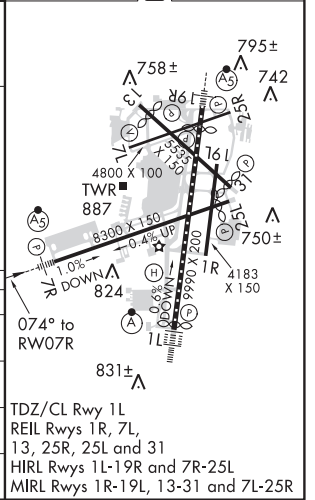
ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CLNC DEL 120.8	CPDLC
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ELEV 729	D	TDZE 729
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CATEGORY	A	B	C	D
LPV DA		929/24	200 (200-½)	
LNAV/VNAV DA		1232-1¼	503 (600-1¼)	
LNAV MDA	1180/24	451 (500-½)	1180/45	451 (500-¾)
CIRCLING	1240-1	511 (600-1)	1240-1½ 511 (600-1½)	1280-2 551 (600-2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

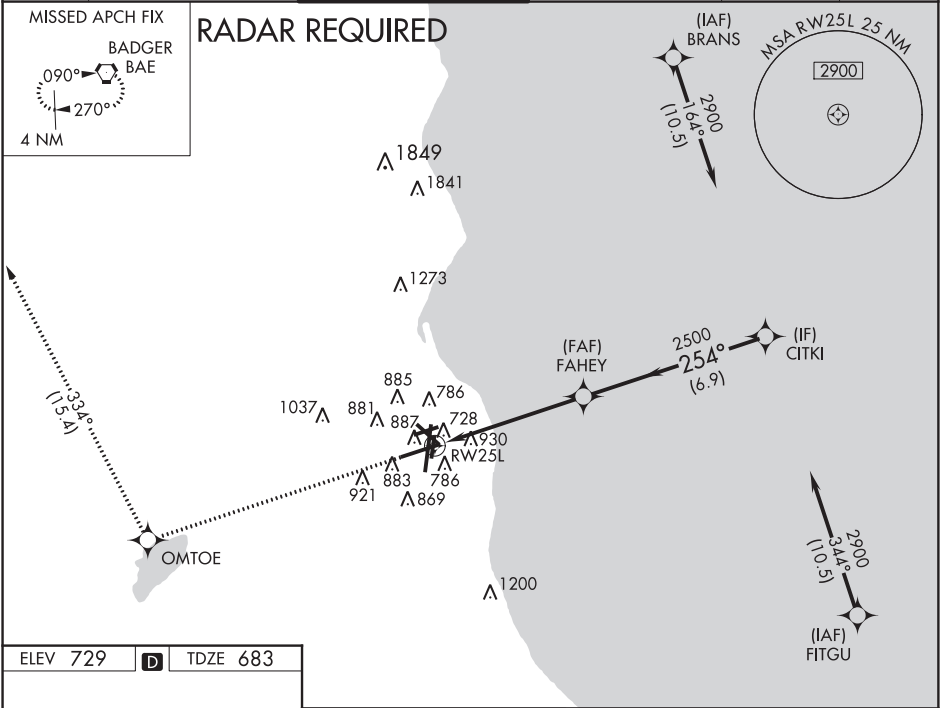
WAAS CH 62826 W25A	APP CRS 254°	Rwy Idg 7868 TDZE 683 Apt Elev 729
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RNAV (GPS) Z RWY 25L

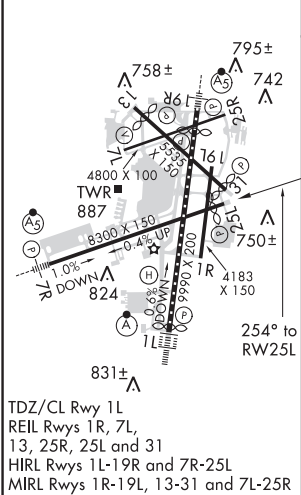
GENERAL MITCHELL INTL (MKE)

<p>▽ 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. Helicopter visibility reduction below 3/4 SM NA.</p>	<p>MISSED APPROACH: Climb to 2900 direct OMTOE and on track 334° to BAE VORTAC and hold.</p>
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ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CLNC DEL 120.8	CPDLC
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ELEV 729	D	TDZE 683
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2900	OMTOE	tr 334°	BAE	*LNAV Only	CITKI	
				FAHEY 2500	2900	
				2500	GP 3.00° TCH 47	
				1.5	4.1 NM	6.9 NM
CATEGORY	A	B	C	D		
LPV DA		973-1	290 (300-1)			
LNAV/VNAV DA		1262-2	579 (600-2)			
LNAV MDA	1180-1	497 (500-1)	1180-1 3/8	497 (500-1 3/8)		
CIRCLING	1240-1	511 (600-1)	1240-1 1/2	511 (600-1 1/2)	1280-2	
					551 (600-2)	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

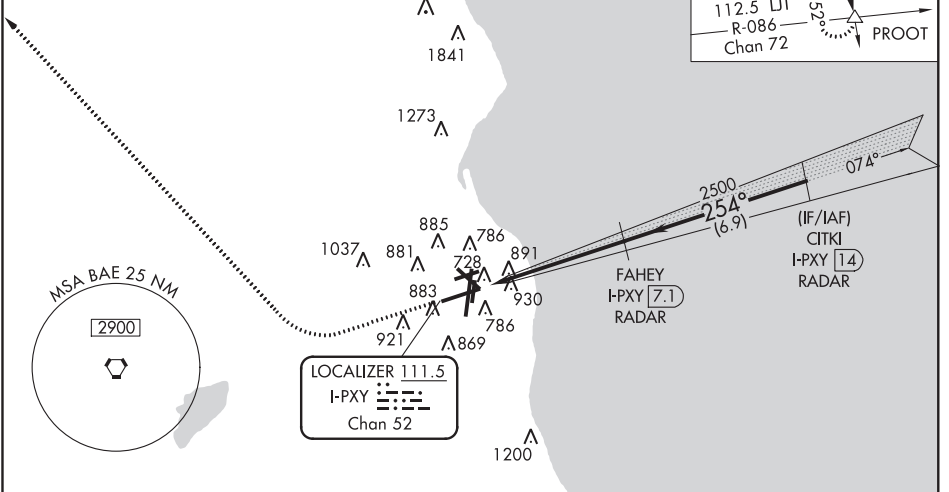
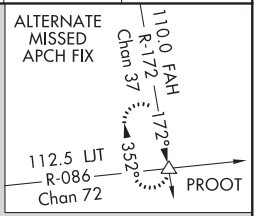
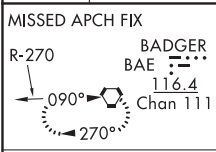
LOC/DME I-PXY 111.5 Chan 52	APP CRS 254°	Rwy Idg TDZE Apt Elev	7868 683 729
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LOC RWY 25L

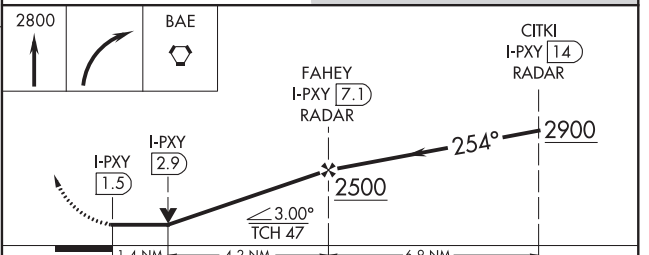
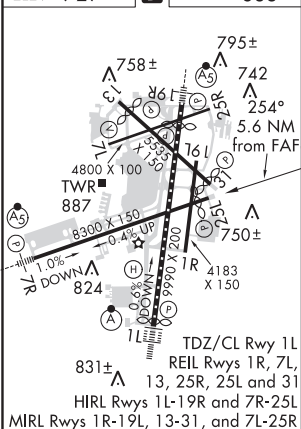
GENERAL MITCHELL INTL (MKE)

Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 2800 then right turn direct BAE VORTAC and hold.

ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CLNC DEL 120.8	CPDLC
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ELEV 729	D	TDZE 683
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CATEGORY	A	B	C	D
S-25L	1160-1	477 (500-1)	1160-1 $\frac{1}{3}$	477 (500-1 $\frac{1}{3}$)
CIRCLING	1240-1	511 (600-1)	1240-1 $\frac{1}{2}$	1280-2 511 (600-1 $\frac{1}{2}$)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-262 (FAA)

GENERAL MITCHELL INTL (MIKE) MILWAUKEE, WISCONSIN

ATIS
126.4
MILWAUKEE TOWER
124.575 269.05
GND CON
121.8 263.125
CLNC DEL
120.8
CPDLC
D

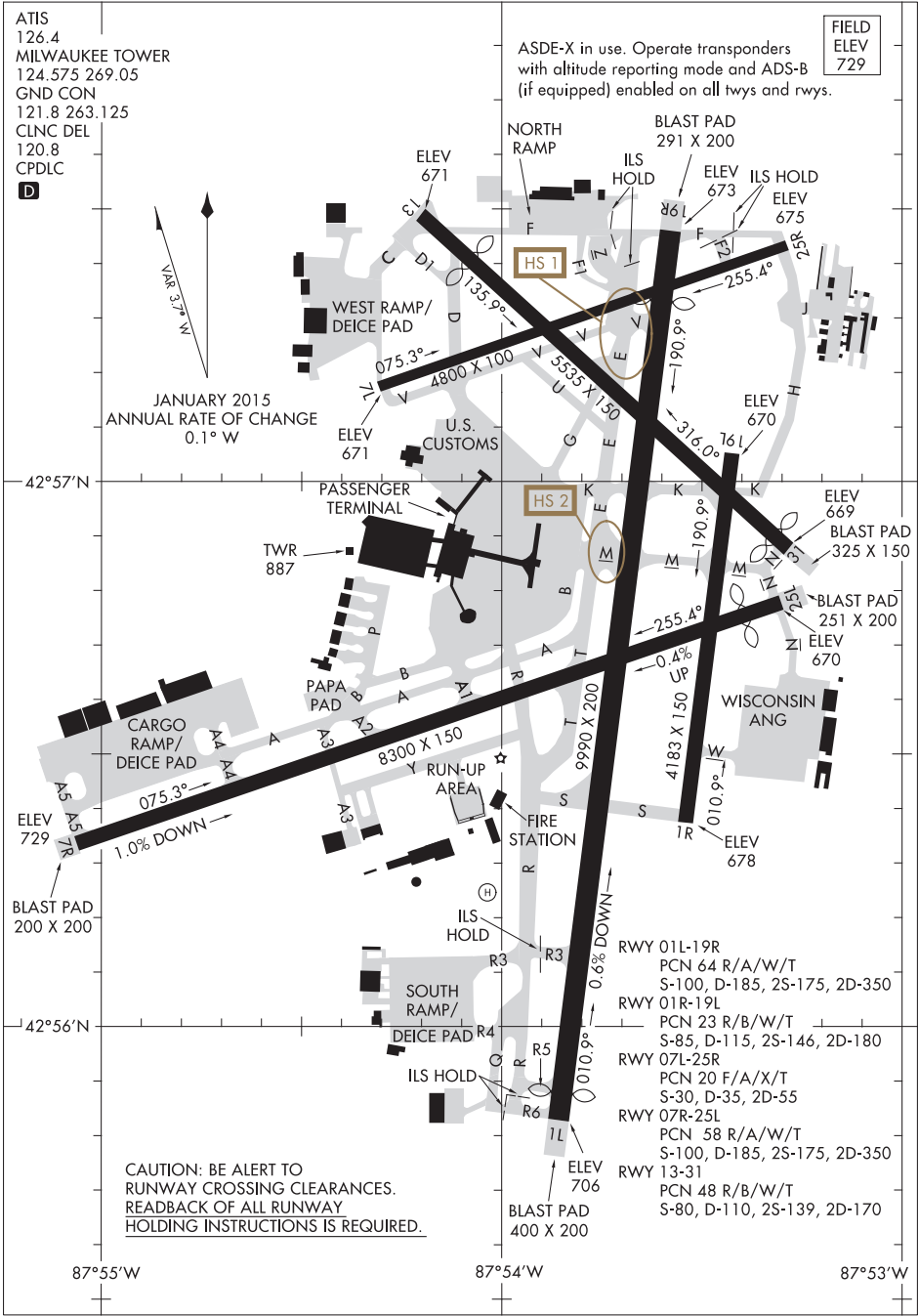
FIELD
ELEV
729

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all twys and rwys.

VNR 3.7° W
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

- RWY 01L-19R
PCN 64 R/A/W/T
S-100, D-185, 2S-175, 2D-350
- RWY 01R-19L
PCN 23 R/B/W/T
S-85, D-115, 2S-146, 2D-180
- RWY 07L-25R
PCN 20 F/A/X/T
S-30, D-35, 2D-55
- RWY 07R-25L
PCN 58 R/A/W/T
S-100, D-185, 2S-175, 2D-350
- RWY 13-31
PCN 48 R/B/W/T
S-80, D-110, 2S-139, 2D-170

AIRPORT DIAGRAM

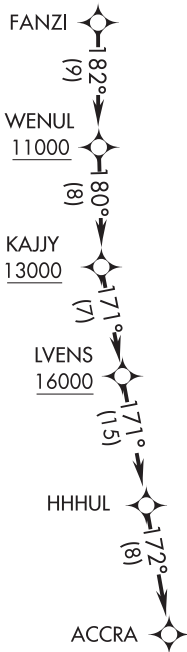
MILWAUKEE, WISCONSIN GENERAL MITCHELL INTL (MIKE)

ACCRA TWO DEPARTURE (RNAV)

TOP ALTITUDE:
5000

ATIS
126.4
CLNC DEL
120.8
CPDLC
GND CON
121.8 263.125
MILWAUKEE DEP CON
135.875 317.725 (E)
125.35 307.0 (W)

- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Advise ATC if unable to comply with crossing restrictions.



TAKEOFF MINIMUMS:

Rwys 1L, 1R, 7L, 7R, 13, 19L, 19R, 25L, 25R, 31:
Standard with minimum climb of 500' per NM to 4000.

(NOTES CONTINUED ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1L/1R, 7L/7R, 13, 19L/19R, 25L/25R, 31:
Climb on assigned heading for RADAR vectors to FANZI, thence

. . . . on track 182° to cross WENUL at or above 11000, then on track 180° to cross KAJJY at or above 13000, then on track 171° to cross LVENS at or above 16000, then on track 171° to HHHUL, then on track 172° to ACCRA. Maintain 5000, expect filed altitude ten minutes after departure.

NOTE: Chart not to scale.

ACCRA TWO DEPARTURE (RNAV)

(ACCRA2.ACCRA) 04FEB16

MILWAUKEE, WISCONSIN
GENERAL MITCHELL INTL (MKE)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ACCRA TWO DEPARTURE (RNAV)

TAKEOFF OBSTACLE NOTES:

- Rwy 1L: Fence 148' from DER, 390' left of centerline, 8' AGL/978' MSL.
Pole 576' from DER, 593' left of centerline, 19' AGL/689' MSL.
MM 1928' from DER, 2' right of centerline, 17' AGL/727' MSL.
Trees, poles and tower beginning 1860' from DER, 154' right of centerline, up to 76' AGL/776' MSL.
Trees and poles beginning 2493' from DER, 444' left of centerline, up to 50' AGL/780' MSL.
- Rwy 1R: Rod 580' from DER, 599' left of centerline, 49' AGL/719' MSL.
Tree 4335' from DER, 461' right of centerline, 65' AGL/795' MSL.
- Rwy 7L: Hanger 318' from DER, 455' right of centerline, 26' AGL/696' MSL.
Tree 3816' from DER, 176' right of centerline, 85' AGL/785' MSL.
Poles beginning 1726' from DER, 48' left of centerline, up to 61' AGL/751' MSL.
- Rwy 7R: Runway light and sign 11' from DER, 85' left of centerline, up to 2' AGL/671' MSL.
Trees and poles beginning 708' from DER, 67' right of centerline, up to 94' AGL/764' MSL.
Trees and poles beginning 1052' from DER, 200' left of centerline, up to 72' AGL/742' MSL.
Railroad beginning 818' from DER, 10' right of centerline, 23' AGL/711' MSL.
Stack 1.2 NM from DER, 2099' right of centerline, 211' AGL/926' MSL
Stack 1.3 NM from DER, 1165' left of centerline, 180' AGL/891' MSL.
- Rwy 13: Runway light 647' from DER, 614' left of centerline, 49' AGL/709' MSL.
Poles, trees, and railroad beginning 668' from DER, 158' left of centerline, up to 40' AGL/711' MSL.
Poles, trees, and railroad 1172' from DER, 7' right of centerline, up to 57' AGL/717' MSL.
Trees beginning 2172' from DER, 208' left of centerline, up to 79' AGL/750' MSL.
Tree 2227' from DER, 1035' left of centerline, 79' AGL/750' MSL.
- Rwy 19L: Tower 1837' from DER, 559' right of centerline, 71' AGL/749' MSL.
- Rwy 25L: Tree 2679' from DER, 304' right of centerline, 69' AGL/799' MSL.
DME 217' from DER, 300' right of centerline, 15' AGL/735' MSL.
Tree and antenna 2789' from DER, 1199' right of centerline, up to 70' AGL/820' MSL.
- Rwy 25R: Pole 604' from DER, 336' left of centerline, 38' AGL/709' MSL.
Hangar 625' from DER, 363' right of centerline, 31' AGL/702' MSL.
Tree 1297' from DER, 187' left of centerline, 45' AGL/716' MSL.
Pole 1605' from DER, 301' right of centerline, 49' AGL/720' MSL.
- Rwy 31: Fence 197' from DER, left and right of centerline, up to 10' AGL/681' MSL.
Sign 219' from DER, 450' right of centerline, 51' AGL/730' MSL.
Poles 265' from DER, left and right of centerline, up to 55' AGL/735' MSL.
Trees beginning 1362' from DER, 390' left of centerline, up to 52' AGL/731' MSL.
Trees and pole beginning 1351' from DER, 341' right of centerline, up to 69' AGL/758' MSL.
Trees and pole beginning 2390' from DER, 345' right of centerline, up to 56' AGL/775' MSL.
Transmission tower 4854' from DER, 1622' right of centerline, 81' AGL/ 802' MSL.
Tank 1.1 NM from DER, 741' right of centerline, 167' AGL/885' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ACCRA TWO DEPARTURE (RNAV)

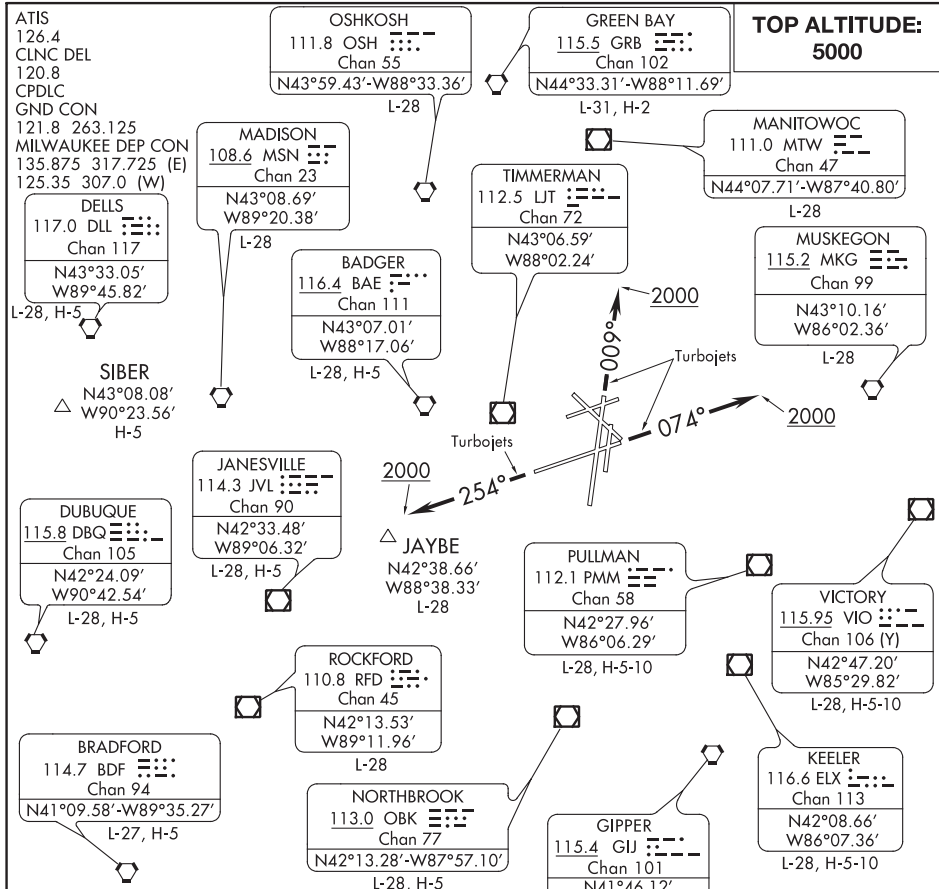
(ACCRA2.ACCRA) 04FEB16

MILWAUKEE, WISCONSIN
GENERAL MITCHELL INTL (MKE)

MITCHELL FOUR DEPARTURE

SL-262 (FAA)

GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSIN



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS:

Rwys 1L, 1R, 13, 19L, 19R, 25L, 25R: Standard.
 Rwy 7R: 300-1½ or standard with a minimum climb of 290' per NM to 1100.
 Rwy 31: 300-1½ or standard with a minimum climb of 255' per NM to 1000.

NOTE: RADAR required.

SPECIAL INSTRUCTIONS: For all Turbojet aircraft:

- TAKEOFF Runway 1L: Climb heading 009° to 2000, then turn to assigned heading.
- TAKEOFF Runway 7R: Climb heading 074° to 2000, then turn to assigned heading.
- TAKEOFF Runway 19R: Turn to assigned heading.
- TAKEOFF Runway 25L: Climb heading 254° to 2000, then turn to assigned heading.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

All aircraft expect RADAR vectors to join filed/assigned route. Maintain 5000 or assigned lower altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

MITCHELL FOUR DEPARTURE

(MITCH4.MITCH) 16035

MITCHELL FOUR DEPARTURE

SL-262 (FAA)

GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSINTAKEOFF OBSTACLE NOTES:

- Rwy 1L: Fence 148' from DER, left and right of centerline, up to 10' AGL/678' MSL. Pole 575' from DER, 594' left of centerline, 18' AGL/689' MSL. Pole 1859' from DER, 912' right of centerline, 18' AGL/734' MSL. Antenna 1928' from DER, 1' right of centerline, 15' AGL/727' MSL. Terrain beginning 1671' from DER, 751' left of centerline, up to 726' MSL. Tower and poles beginning 2284' from DER, 463' right of centerline, up to 31' AGL/750' MSL. Trees beginning 2492' from DER, 901' left of centerline, up to 59' AGL/780' MSL. Trees 3256' from DER, 445' left of centerline, up to 68' AGL/769' MSL. Trees beginning 3697' from DER, 154' right of centerline, up to 84' AGL/776' MSL.
- Rwy 1R: Terrain 11' from DER, left and right of centerline, up to 673' MSL. Rod 581' from DER, 600' left of centerline, 48' AGL/719' MSL. Tree 4336' from DER, 462' right of centerline, 64' AGL/795' MSL.
- Rwy 7L: Terrain beginning 177' from DER, 145' right of centerline, 683' MSL. Terrain beginning 61' from DER, 143' left of centerline, 686' MSL. Building, 319' from DER, 456' right of centerline, 25' AGL/696' MSL. Poles beginning 1727' from DER, 48' left of centerline, up to 60' AGL/751' MSL. Trees beginning 1407' from DER, 458' left of centerline, up to 93' AGL/822' MSL. Tree 3817' from DER, 176' right of centerline, 84' AGL/785' MSL.
- Rwy 7R: Lights, signs, and terrain beginning 23' from DER, 85' left of centerline, up to 2' AGL/672' MSL. Poles and railroad 708' from DER, left and right of centerline, up to 23' AGL/711' MSL. Trees beginning 2194' from DER, 250' left of centerline, up to 71' AGL/742' MSL. Trees beginning 2244' from DER, 124' right of centerline, up to 93' AGL/764' MSL. Stack 1.2 NM from DER, 2099' right of centerline, 215' AGL/930' MSL. Stack 1.3 NM from DER, 1166' left of centerline, 180' AGL/891' MSL.
- Rwy 13: Terrain 19' from DER, 223' left of centerline, 673' MSL. Terrain 59' from DER, 152' right of centerline, 673' MSL. Poles, trees and railroad beginning 966' from DER, 208' left of centerline, up to 40' AGL/711' MSL. Poles, trees and railroad 1172' from DER, 7' right of centerline, up to 46' AGL/717' MSL. Trees beginning 2172' from DER, 208' left of centerline, up to 79' AGL/750' MSL. Tree 2227' from DER, 1035' left of centerline, 79' AGL/750' MSL.
- Rwy 19L: Tower 1837' from DER, 559' right of centerline, 71' AGL/749' MSL.
- Rwy 19R: Terrain beginning 174' from DER, left and right of centerline, up to 712' MSL.
- Rwy 25L: Antenna, 217' from DER, 300' right of centerline, 14' AGL/735' MSL. Tree 2679' from DER, 305' right of centerline, 68' AGL/799' MSL. Antenna and tree 2790' from DER, 1200' right of centerline, up to 71' AGL/820' MSL.
- Rwy 25R: Pole 604' from DER, 336' left of centerline, 88' AGL/709' MSL. Hangar 625' from DER, 363' right of centerline, 31' AGL/702' MSL. Tree 1297' from DER, 187' left of centerline, 45' AGL/716' MSL. Pole 1605' from DER, 301' right of centerline, 49' AGL/720' MSL.
- Rwy 31: Terrain 31' from DER, 70' right of centerline, 676' MSL. Fence 197' from DER, left and right of centerline, up to 10' AGL/681' MSL. Sign 219' from DER, 450' right of centerline, 51' AGL/730' MSL. Poles 265' from DER, left and right of centerline, up to 25' AGL/706' MSL. Trees beginning 1362' from DER, 390' left of centerline, up to 52' AGL/731' MSL. Trees and pole beginning 1351' from DER, 341' right of centerline, up to 69' AGL/758' MSL. Trees and pole beginning 2390' from DER, 345' right of centerline, up to 56' AGL/775' MSL. Tank 1.1 NM from DER, 742' right of centerline, 167' AGL/885' MSL. Transmission tower 4854' from DER, 1622' right of centerline, 81' AGL/802' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

MITCHELL FOUR DEPARTURE

(MITCH4.MITCH) 04FEB16

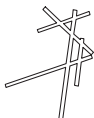
MILWAUKEE, WISCONSIN
GENERAL MITCHELL INTL (MKE)

UECKR THREE DEPARTURE (RNAV)

GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSIN

**TOP ALTITUDE:
5000**

ATIS
126.4
CLNC DEL
120.8
CPDLC
GND CON
121.8 263.125
MILWAUKEE DEP CON
135.875 317.725 (E)
125.35 307.0 (W)



(NARRATIVE ON FOLLOWING PAGE)

TAKEOFF MINIMUMS:

Rwys 1L, 1R, 7L, 7R, 13, 19L, 19R, 25L, 25R, 31:
Standard with minimum climb of 500' per NM
to 4000.

TAKEOFF OBSTACLE NOTES:

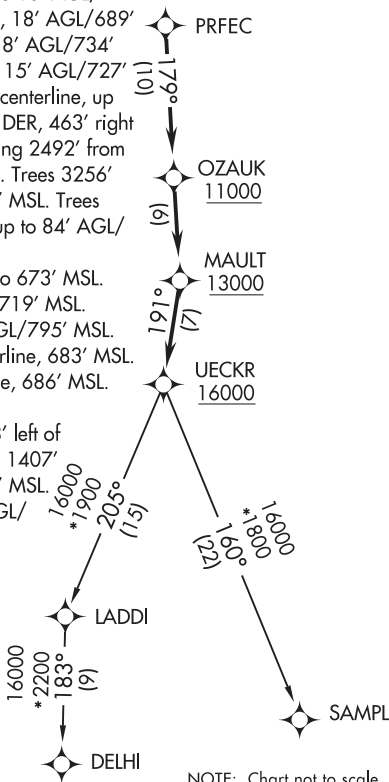
Rwy 1L: Fence 148' from DER, left and right of centerline, up to 10' AGL/
678' MSL. Pole 575' from DER, 594' left of centerline, 18' AGL/689'
MSL. Pole 1859' from DER, 912' right of centerline, 18' AGL/734'
MSL. Antenna 1928' from DER, 1' right of centerline, 15' AGL/727'
MSL. Terrain beginning 1671' from DER, 751' left of centerline, up
to 726' MSL. Tower and poles beginning 2284' from DER, 463' right
of centerline, up to 31' AGL/750' MSL. Trees beginning 2492' from
DER, 901' left of centerline, up to 59' AGL/780' MSL. Trees 3256'
from DER, 445' left of centerline, up to 68' AGL/769' MSL. Trees
beginning 3697' from DER, 154' right of centerline, up to 84' AGL/
776' MSL.

Rwy 1R: Terrain 11' from DER, left and right of centerline, up to 673' MSL.
Rod 581' from DER, 600' left of centerline, 48' AGL/719' MSL.
Tree 4336' from DER, 462' right of centerline, 64' AGL/795' MSL.

Rwy 7L: Terrain beginning 177' from DER, 145' right of centerline, 683' MSL.
Terrain beginning 61' from DER, 143' left of centerline, 686' MSL.
Building 319' from DER, 456' right of centerline, 25'
AGL/696' MSL. Poles beginning 1727' from DER, 48' left of
centerline, up to 60' AGL/751' MSL. Trees beginning 1407'
from DER, 458' left of centerline, up to 93' AGL/822' MSL.
Tree 3817' from DER, 176' right of centerline, 84' AGL/
785' MSL.

(NOTES CONTINUED ON FOLLOWING PAGE)

- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K
until advised by ATC.
- NOTE: Notify ATC if unable to comply with crossing
restrictions.



NOTE: Chart not to scale.

UECKR THREE DEPARTURE (RNAV)

MILWAUKEE, WISCONSIN
GENERAL MITCHELL INTL (MKE)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

UECKR THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1L/1R, 7L/7R, 13, 19L/19R, 25L/25R, 31:

Climb on assigned heading for RADAR vectors to PRFEC, thence

. . . . on track 179° to cross OZAUK at or above 11000, then on track 179° to cross MAULT at or above 13000, then on track 191° to cross UECKR at or above 16000, then via (transition). Maintain 5000, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR3.DELHI):

SAMPL TRANSITION (UECKR3.SAMPL):

TAKEOFF OBSTACLE NOTES (CONT):

- Rwy 7R: Lights, signs, and terrain beginning 23' from DER, 85' left of centerline, up to 2' AGL/672' MSL. Poles and railroad 708' from DER, left and right of centerline, up to 23' AGL/711' MSL. Trees beginning 2194' from DER, 250' left of centerline, up to 71' AGL/742' MSL. Trees beginning 2244' from DER, 124' right of centerline, up to 93' AGL/764' MSL. Stack 1.2 NM from DER, 2099' right of centerline, 215' AGL/930' MSL. Stack 1.3 NM from DER, 1166' left of centerline, 180' AGL/891' MSL.
- Rwy 13: Terrain 19' from DER, 223' left of centerline, 673' MSL. Terrain 59' from DER, 152' right of centerline, 673' MSL. Poles, trees, and railroad beginning 966' from DER, 208' left of centerline, up to 40' AGL/711' MSL. Poles, trees, and railroad 1172' from DER, 7' right of centerline, up to 46' AGL/717' MSL. Trees beginning 2172' from DER, 208' left of centerline, up to 79' AGL/750' MSL. Tree 2227' from DER, 1035 left of centerline, 79' AGL/750' MSL.
- Rwy 19L: Tower 1837' from DER, 559' right of centerline, 71' AGL/749' MSL.
- Rwy 19R: Terrain beginning 174' from DER, left and right of centerline, up to 712' MSL.
- Rwy 25L: Antenna 217' from DER, 300' right of centerline, 14' AGL/735' MSL. Tree 2679' from DER, 305' right of centerline, 68' AGL/799' MSL. Antenna and tree 2790' from DER, 1200' right of centerline, up to 71' AGL/820' MSL.
- Rwy 25R: Pole 604' from DER, 336' left of centerline, 38' AGL/709' MSL. Hangar 625' from DER, 363' right of centerline, 31' AGL/702' MSL. Tree 1297' from DER, 187' left of centerline, 45' AGL/716' MSL. Pole 1605' from DER, 301' right of centerline, 49' AGL/720' MSL.
- Rwy 31: Terrain 31' from DER, 70' right of centerline, 676' MSL. Fence 197' from DER, left and right of centerline, up to 10' AGL/681' MSL. Sign 219' from DER, 450' right of centerline, 51' AGL/730' MSL. Poles 265' from DER, left and right of centerline, up to 25' AGL/706' MSL. Trees beginning 1362' from DER, 390' left of centerline, up to 52' AGL/731' MSL. Trees and pole beginning 1351' from DER, 341' right of centerline, up to 69' AGL/758' MSL. Trees and pole beginning 2390' from DER, 345' right of centerline, up to 56' AGL/775' MSL. Tank 1.1 NM from DER, 742' right of centerline, 167' AGL/885' MSL. Transmission tower 4854' from DER, 1622' right of centerline, 81' AGL/802' MSL.

WAAS CH 90520 W04A	APP CRS 038°	Rwy Idg TDZE Apt Elev	3201 738 745
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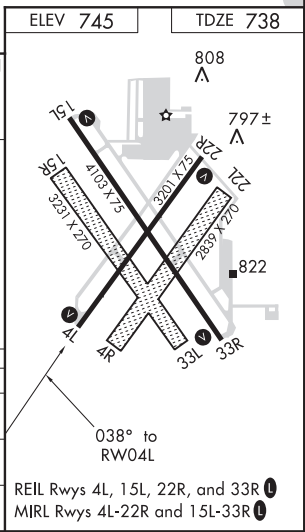
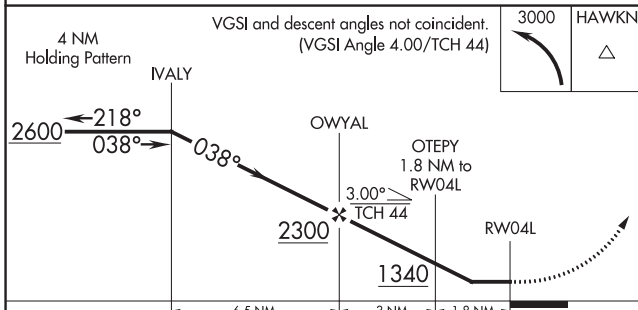
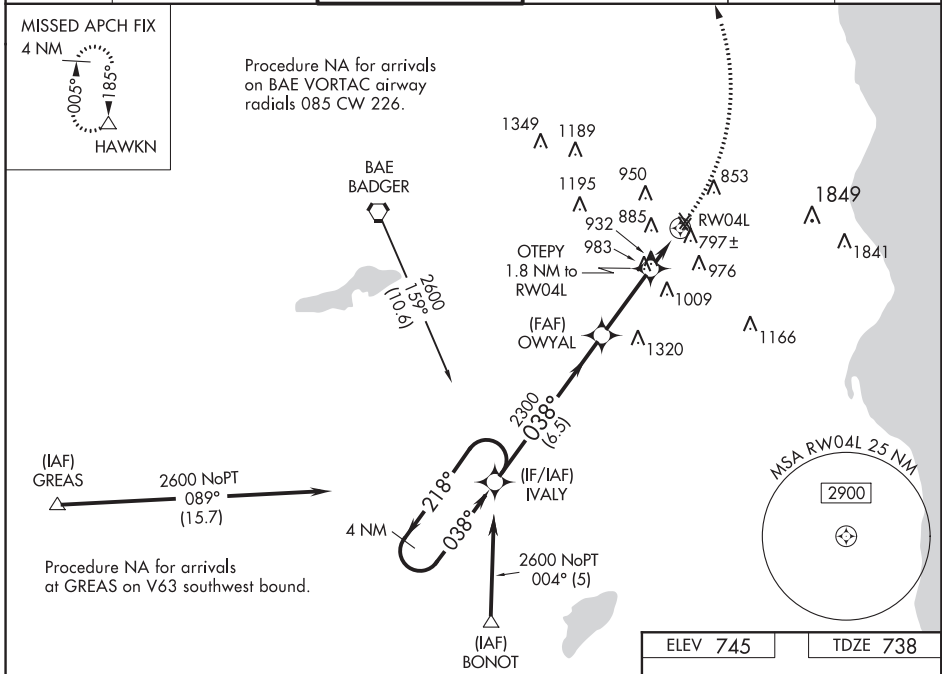
RNAV (GPS) RWY 4L

LAWRENCE J. TIMMERMAN (MWC)

⚠ Circling to Rwy 4R, 15R, 22L, 33L NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative procedure NA at night. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDA 40 feet, LP Cat C and D visibility ¼ mile, LNAV Cat C and D visibility ½ mile, and Circling Cat C visibility ½ mile.

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

ATIS 128.3	MILWAUKEE APP CON 125.35 307.0	TIMMERMAN TOWER ★ 120.5 (CTAF) 0	MILWAUKEE CLNC DEL 121.7 (when tower closed)	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA	1240-1	502 (500-1)	1240-1⅓	502 (500-1⅓)
LNAV MDA	1300-1	562 (600-1)	1300-1⅓	562 (600-1⅓)
CIRCLING	1300-1 555 (600-1)	1340-1 595 (600-1)	1340-1⅓ 595 (600-1⅓)	1340-2 595 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 15L

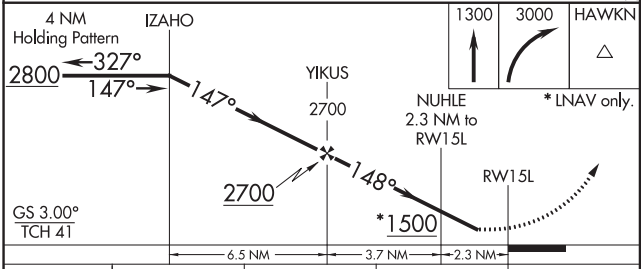
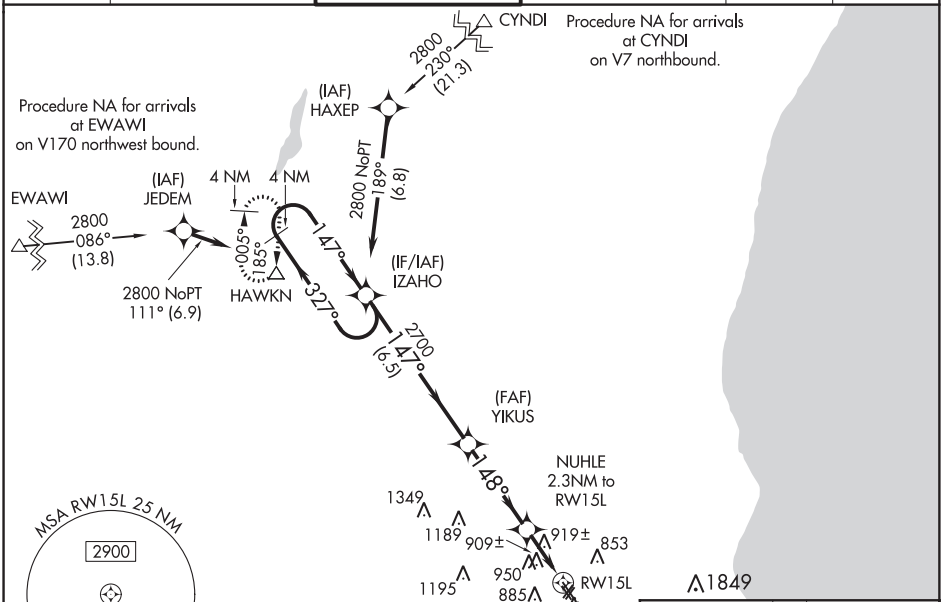
LAWRENCE J. TIMMERMAN (MWC)

WAAS CH 63020 W15A	APP CRS 148°	Rwy Idg 4103 TDZE 745 Apt Elev 745
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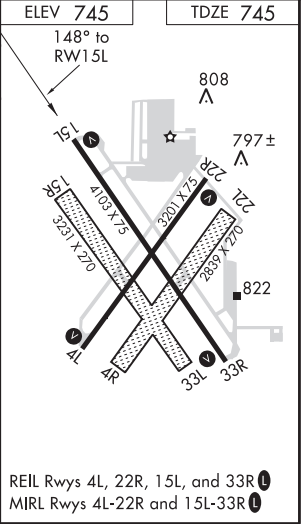
⚠ Circling to Rwy 4R, 15R, 22L, 33L NA at night. Baro-VNAV NA when using General Mitchell Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all DA 30 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct HAWKN and hold.

ATIS 128.3	MILWAUKEE APP CON 125.35 307.0	TIMMERMAN TOWER * 120.5 (CTAF) 0	MILWAUKEE CLNC DEL 121.7 (when tower closed)	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		995-1	250 (300-1)	
LNAV/VNAV DA		1222-1½	477 (500-1½)	
LNAV MDA	1180-1	435 (500-1)	1180-1¼	435 (500-1¼)
CIRCLING	1220-1 475 (500-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)



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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69524 W22A	APP CRS 218°	Rwy Idg TDZE Apt Elev	3201 739 745
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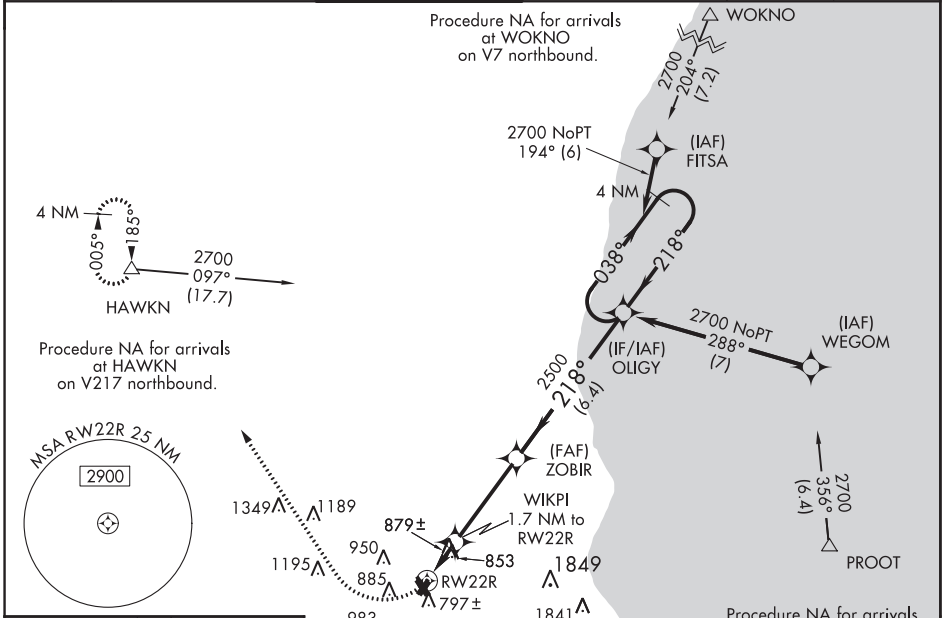
RNAV (GPS) RWY 22R

LAWRENCE J. TIMMERMAN (MWC)

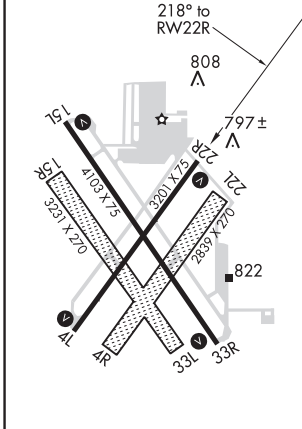
⚠ Circling to Rwy 4R, 15R, 22L, 33L NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night. When local altimeter setting not received use General Mitchell Intl altimeter setting: increase all MDA 40 feet, increase LP and LNAV visibility Cats C and D $\frac{1}{8}$ mile; increase Circling visibility Cat C $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing right turn to 3000 direct HAWKN and hold.

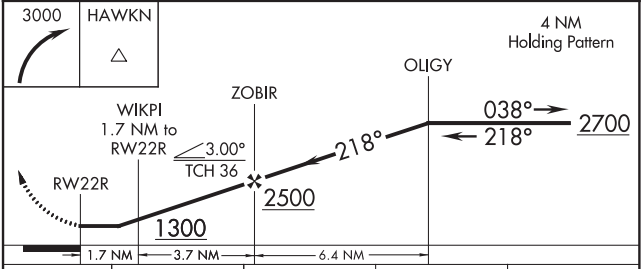
ATIS 128.3	MILWAUKEE APP CON 125.35 307.0	TIMMERMAN TOWER ★ 120.5 (CTAF) 0	MILWAUKEE CLNC DEL 121.7 (when tower closed)	GND CON 121.7	UNICOM 122.95
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ELEV 745	TDZE 739
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REIL Rwy 4L, 22R, 15L and 33R
MIRL Rwy 4L-22R and 15L-33R



CATEGORY	A	B	C	D
LP MDA	1160-1	421 (500-1)	1160-1 $\frac{1}{4}$	421 (500-1 $\frac{1}{4}$)
LNAV MDA	1160-1	421 (500-1)	1160-1 $\frac{1}{4}$	421 (500-1 $\frac{1}{4}$)
CIRCLING	1220-1 475 (500-1)	1340-1 595 (600-1)	1340-1 $\frac{1}{2}$ 595 (600-1 $\frac{1}{2}$)	1340-2 595 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-MWC 108.5	APP CRS 148°	Rwy Idg TDZE 745 Apt Elev 745
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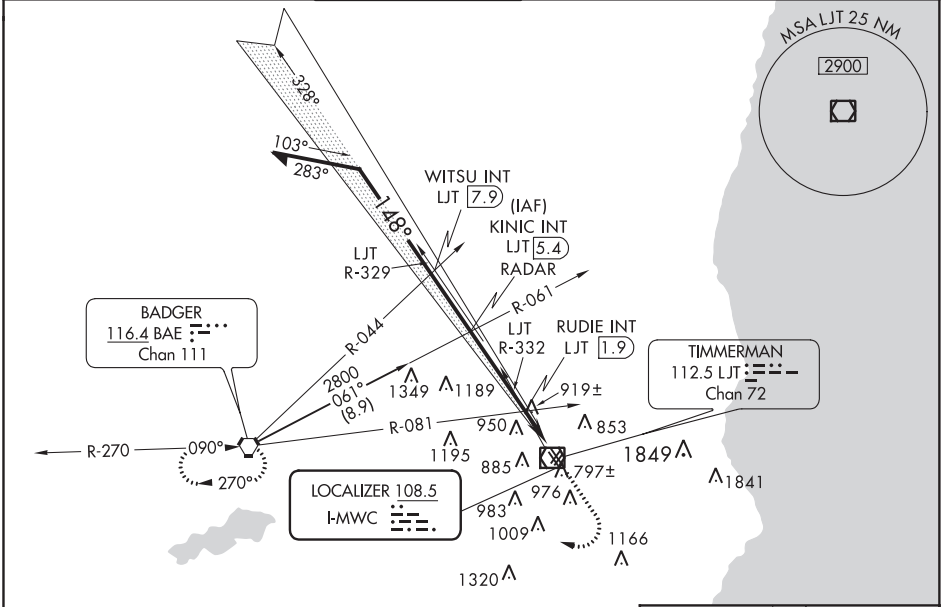
LOC RWY 15L

LAWRENCE J. TIMMERMAN (MWC)

⚠ Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 4L/R, 15L, 22L/R, 33L/R NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDA 40 feet; increase S-LOC 15L Cat C and D visibility 1/8 mile and Circling Cat C 1/4 mile, increase RUDIE FIX minimums S-LOC 15L Cat C and D visibility 1/8 mile and Circling Cat C 1/4 mile. # DME from LJT VOR/DME.

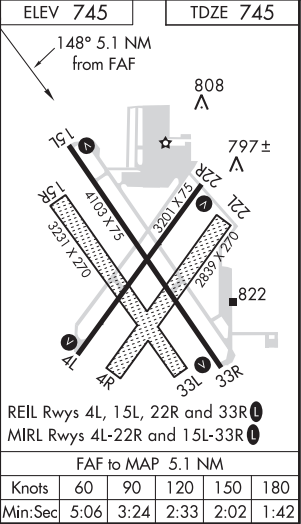
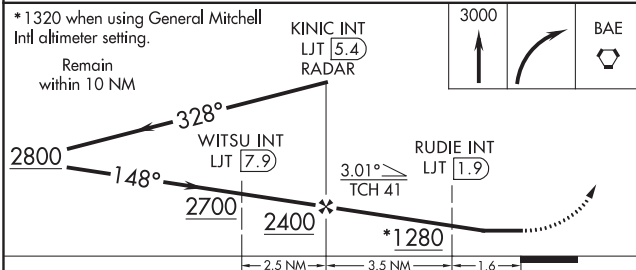
MISSED APPROACH:
Climb to 3000 then right turn direct BAE VORTAC and hold.

ATIS 128.3	MILWAUKEE APP CON 125.35 307.0	TIMMERMAN TOWER ★ 120.5 (CTAF) 0	MILWAUKEE CLNC DEL 121.7 (when tower closed)	GND CON 121.7	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-LOC 15L	1280-1	535 (600-1)	1280-1½	535 (600-1½)
CIRCLING	1280-1 535 (600-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)
RUDIE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED #)				
S-LOC 15L	1180-1	435 (500-1)	1180-1¼	435 (500-1¼)
CIRCLING	1220-1 475 (500-1)	1340-1 595 (600-1)	1340-1½ 595 (600-1½)	1340-2 595 (600-2)

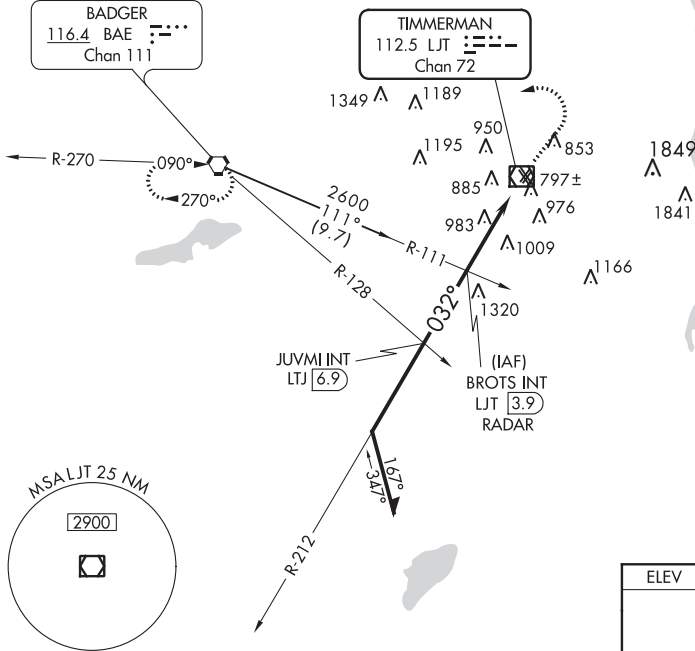
VOR/DME LJT 112.5 Chan 72	APP CRS 032°	Rwy Idg TDZE Apt Elev	3201 738 745
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VOR RWY 4L
LAWRENCE J. TIMMERMAN (MWC)

⚠ Circling to Rwy 4R, 15R, 22L, 33L NA at night. When VGSI inoperative, procedure NA at night. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDA 40 feet and S-4L Cat C and D visibility 1/8 mile, and Circling Cat C visibility 1/8 mile. Visibility reduction by helicopters NA.

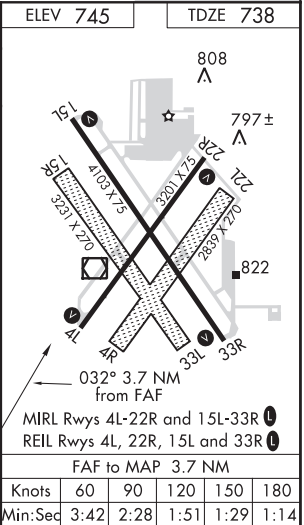
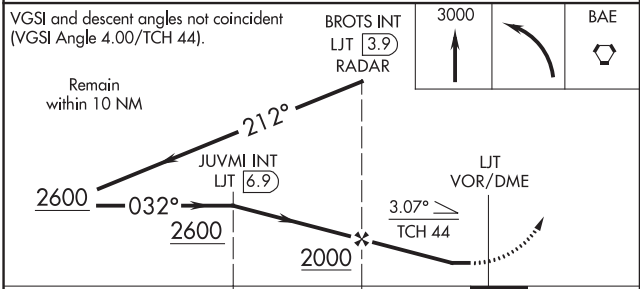
MISSED APPROACH: Climb to 3000 then left turn direct BAE VORTAC and hold.

ATIS 128.3	MILWAUKEE APP CON 125.35 307.0	TIMMERMAN TOWER ★ 120.5 (CTAF) 0	MILWAUKEE CLNC DEL 121.7 (when tower closed)	GND CON 121.7	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

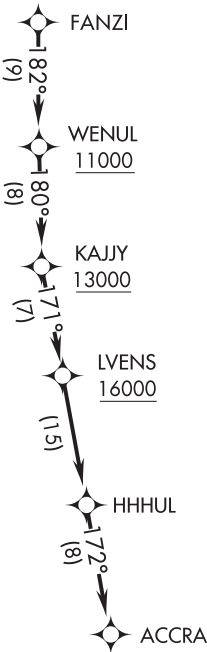


CATEGORY	A	B	C	D
S-4L	1300-1	562 (600-1)	1300-1 1/8	562 (600-1 1/8)
CIRCLING	1300-1 555 (600-1)	1340-1 595 (600-1)	1340-1 1/8 595 (600-1 1/8)	1340-2 595 (600-2)

ACCRA TWO DEPARTURE (RNAV)

**TOP ALTITUDE:
ASSIGNED BY ATC**

ATIS
128.3
CLNC DEL
121.7 (when tower closed)
GND CON
121.7
MILWAUKEE DEP CON
125.35 307.0



TAKEOFF MINIMUMS:

Rwys 4L, 15L, 22R, 33R: Standard with minimum climb of 500' per NM to 2000.
Rwys 4R, 15R, 22L, 33L: NA - Environmental.

NOTE: RNAV 1.

NOTE: GPS or DME/DME/IRU required.

NOTE: RADAR required.

NOTE: Turbojet aircraft maintain 250K until advised by ATC.

NOTE: Advise ATC if unable to comply with crossing restrictions.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ACCRA TWO DEPARTURE (RNAV)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ACCRA TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 4L, 15L, 22R, 33R: Climb on assigned heading for RADAR vectors to FANZI, thence

. . . . on track 182° to cross WENUL at or above 11000, then on track 180° to cross KAJJY at or above 13000, then on track 171° to cross LVENS at or above 16000, then on track 171° to HHHUL, then on track 172° to ACCRA. Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 4L: Building 75' from DER, 480' left of centerline, 33' AGL/771' MSL. Fence 197' from DER, 381' left of centerline, 6' AGL/745' MSL. Billboard 565' from DER, 178' left of centerline, 17' AGL/715' MSL. AC equipment 926' from DER, 731' left of centerline, 70' AGL/808' MSL. Tree 1106' from DER, 731' right of centerline, 70' AGL/808' MSL. Building 887' from DER, 641' left of centerline, 67' AGL/805' MSL. Numerous trees beginning 623' from DER, right and left of centerline, up to 100' AGL/820' MSL. Vehicle on roads 517' from DER, on centerline, 17' AGL/755' MSL.
- Rwy 15L: Antenna on building 437' from DER, 264' left of centerline, 12' AGL/756' MSL. Numerous trees beginning 487' from DER, right and left of centerline, up to 100' AGL/856' MSL. Vehicle on road 627' from DER, 337' left of centerline, 24' AGL/786' MSL. Billboard 816' from DER, 297' left of centerline, 31' AGL/775 MSL.
- Rwy 22R: Trees beginning 553' from DER, right and left of centerline, up to 100' AGL/820' MSL.
- Rwy 33R: Trees beginning 495' from DER, 18' left of centerline, up to 100' AGL/797' MSL. Tree 1257' from DER, 130' right of centerline, 100' AGL/783' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

UECKR THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
ASSIGNED BY ATC**

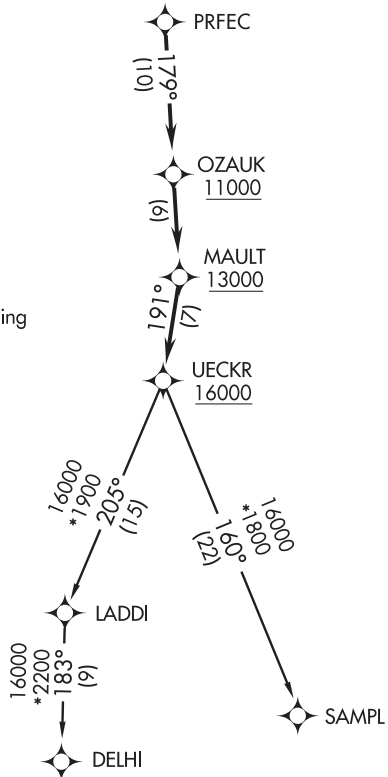
ATIS
128.3
CLNC DEL
121.7 (when tower closed)
GND CON
121.7
MILWAUKEE DEP CON
125.35 307.0



TAKEOFF MINIMUMS:

Rwy 4R, 16R, 22L, 33L: NA- Environmental.
Rwy 4L, 15L, 22R, 33R: Standard with minimum
climb of 500' per NM to 1260.

- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Notify ATC if unable to comply with crossing restrictions.



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

UECKR THREE DEPARTURE (RNAV)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

UECKR THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 4L, 15L, 22R, 33R: Climb on assigned heading for RADAR vectors to PRFEC, thence

. . . . on track 179° to cross OZAUK at or above 11000, then on track 179° to cross MAULT at or above 13000, then on track 191° to cross UECKR at or above 16000, then via (transition). Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR3.DELHI):

SAMPL TRANSITION (UECKR3.SAMPL):

TAKEOFF OBSTACLE NOTES:

- Rwy 4L: Transmission line 5082' from DER, 917' left of centerline, 133' AGL/878' MSL.
Building 75' from DER, 480' left of centerline, 33' AGL/771' MSL. Fence 197' from DER, 381' left of centerline, 6' AGL/745' MSL. Billboard 565' from DER, 176' left of centerline, 17' AGL/755' MSL. AC equipment 926' from DER, 741' left of centerline, 70' AGL/808' MSL. Tree 1106' from DER, 731' right of centerline, 70' AGL/808' MSL. Building 887' from DER, 641' left of centerline, 67' AGL/805' MSL. Numerous trees beginning 623' from DER, right and left of centerline, up to 100' AGL/820' MSL. Vehicle on road 517' from DER on centerline, 17' AGL/755' MSL.
- Rwy 15L: Vehicles on road beginning 628' from DER, 186' left of centerline, up to 31' AGL/780' MSL. Pole 1549' from DER, 462' right of centerline, 41' AGL/796' MSL. Poles and lights beginning 958' from DER, 281' left of centerline, up to 51' AGL/801' MSL. Lights beginning 1421' from DER, 512' right of centerline, up to 42' AGL/797' MSL. Antenna on building 437' from DER, 264' left of centerline, 12' AGL/756' MSL. Billboard 816' from DER, 297' left of centerline, 31' AGL/775' MSL. Trees beginning 487' from DER, 397' left of centerline, up to 67' AGL/817' MSL. Trees beginning 1203' from DER, 247' left of centerline, up to 85' AGL/835' MSL. Trees beginning 583' from DER, 165' right of centerline, up to 50' AGL/791' MSL. Trees beginning 1186' from DER, 184' right of centerline, up to 76' AGL/831' MSL. Trees beginning 2297' from DER, left and right of centerline, up to 86' AGL/841' MSL.
- Rwy 22R: Trees beginning 553' from DER, right and left of centerline, up to 100' AGL/820' MSL.
- Rwy 33R: Trees beginning 495' from DER, 18' left of centerline, up to 100' AGL/797' MSL. Tree 1257' from DER, 130' right of centerline, 100' AGL/783' MSL.

WAAS CH 93530 W04A	APP CRS 040°	Rwy Idg TDZE Apt Elev	3600 1168 1171
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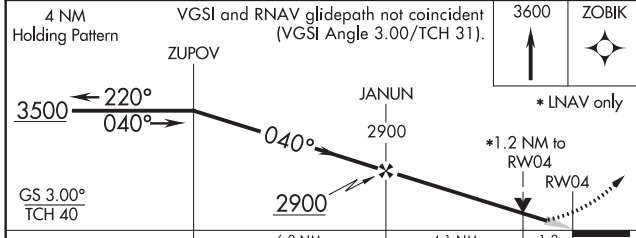
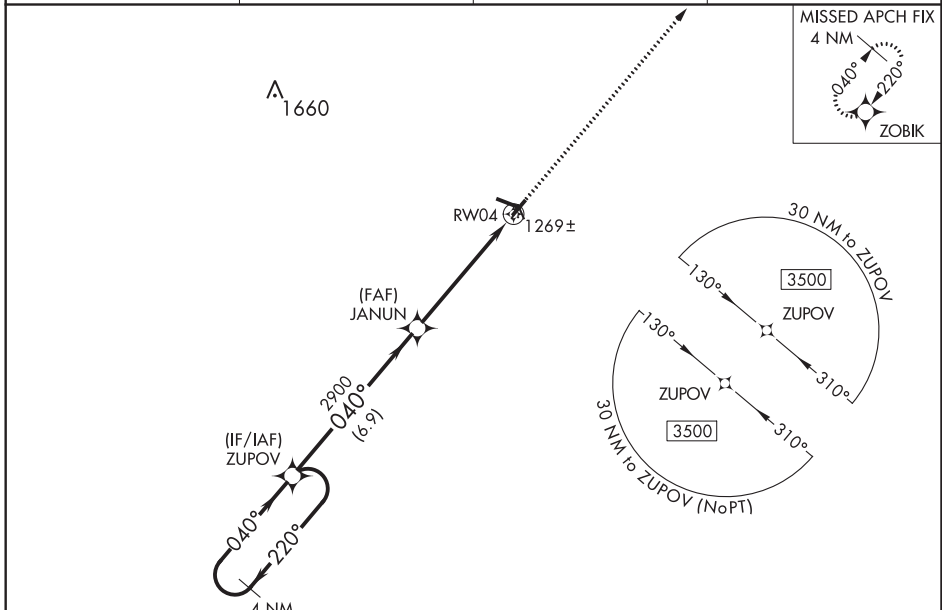
RNAV (GPS) RWY 4

IOWA COUNTY (MRJ)

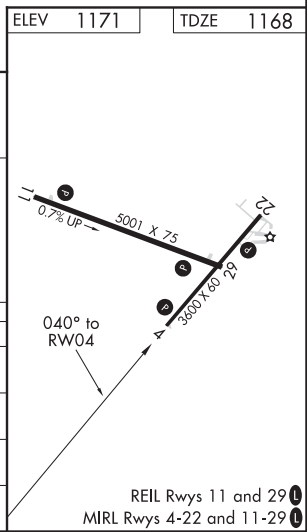
Baro-VNAV NA when using Platteville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Platteville altimeter setting and increase all DA 55 feet, increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats visibility 1/4 mile, increase all MDA 60 feet, and LNAV Cat C visibility 1/4 mile. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3600 direct ZOBIK and hold.

AWOS-3 118.525	CHICAGO CENTER 133.95 281.4	GCO 121.725	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1368-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	1443-7/8	275 (300-7/8)		NA
LNAV MDA	1580-1	412 (500-1)	1580-1 1/8 412 (500-1 1/8)	NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1 1/2 469 (500-1 1/2)	NA



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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72630 W11A	APP CRS 111°	Rwy Idg TDZE 1152 Apt Elev 1171	5001
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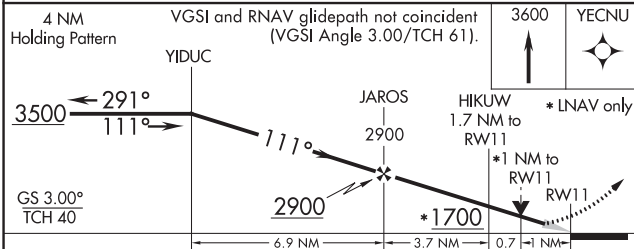
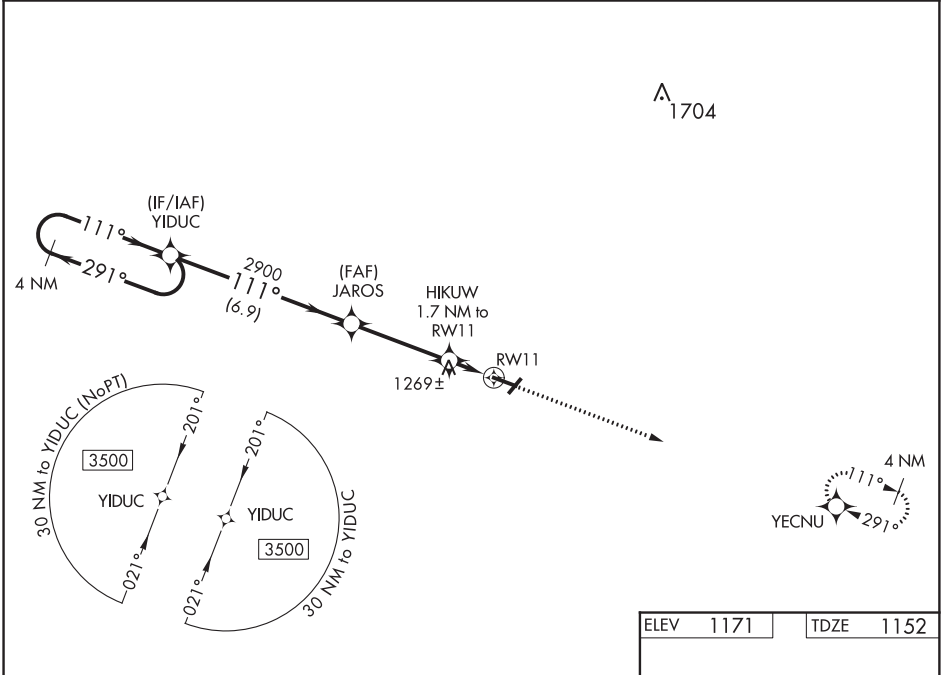
RNAV (GPS) RWY 11

IOWA COUNTY (MRJ)

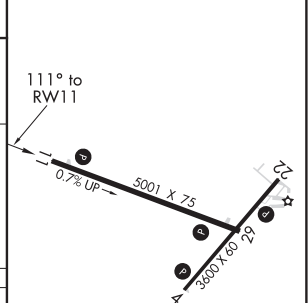
⚠ Baro-VNAV NA when using Platteville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Platteville altimeter setting and increase all DA 55 feet, increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, increase all MDA 60 feet, and LNAV Cat C visibility 1/4 mile. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3600 direct YECNU and hold.

AWOS-3 118.525	CHICAGO CENTER 133.95 281.4	GCO 121.725	UNICOM 122.8 (CTAF) Ⓛ
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ELEV 1171	TDZE 1152
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CATEGORY	A	B	C	D
LPV DA	1352-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	1402-7/8	250 (300-7/8)		NA
LNAV MDA	1520-1	368 (400-1)	1520-1 1/8 368 (400-1 1/8)	NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1 1/2 469 (500-1 1/2)	NA

REIL Rwy 11 and 29 **Ⓛ**
MIRL Rwy 4-22 and 11-29 **Ⓛ**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 57930 W22A	APP CRS 220°	Rwy Idg TDZE 1171 Apt Elev 1171	3600
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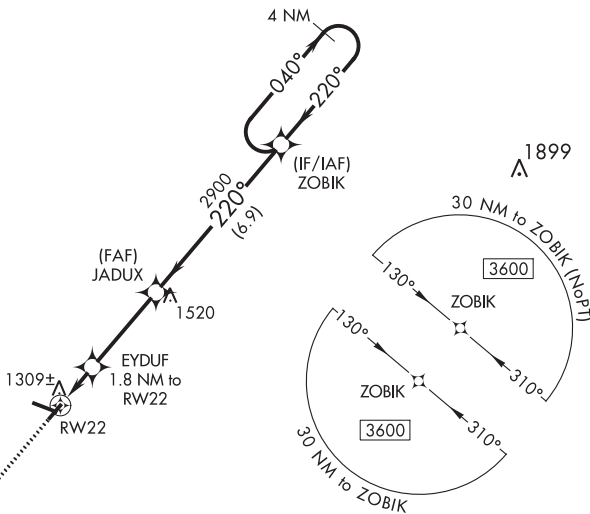
RNAV (GPS) RWY 22

IOWA COUNTY (MRJ)

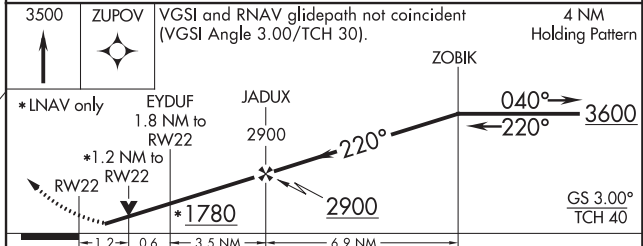
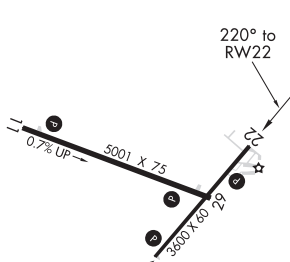
Baro-VNAV NA when using Platteville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Platteville altimeter setting and increase all DA 55 feet, increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats visibility 1/4 mile, increase all MDA 60 feet, and LNAV Cat C visibility 1/4 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 3500 direct ZUPOV and hold.

AWOS-3 118.525	CHICAGO CENTER 133.95 281.4	GCO 121.725	UNICOM 122.8 (CTAF)
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ELEV 1171	TDZE 1171
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CATEGORY	A	B	C	D
LPV DA	1371-3/4		200 (200-3/4)	NA
LNAV/VNAV DA	1479-1		308 (400-1)	NA
LNAV MDA	1580-1	409 (500-1)	1580-1 1/8 409 (500-1 1/8)	NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1 1/2 469 (500-1 1/2)	NA

REIL Rwy 11 and 29
MIRL Rwy 4-22 and 11-29

MINERAL POINT, WISCONSIN
Amdt 1A 21AUG14

42°53'N-90°14'W
601

RNAV (GPS) RWY 22

IOWA COUNTY (MRJ)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82330 W29A	APP CRS 291°	Rwy Idg TDZE Apt Elev	5001 1164 1171
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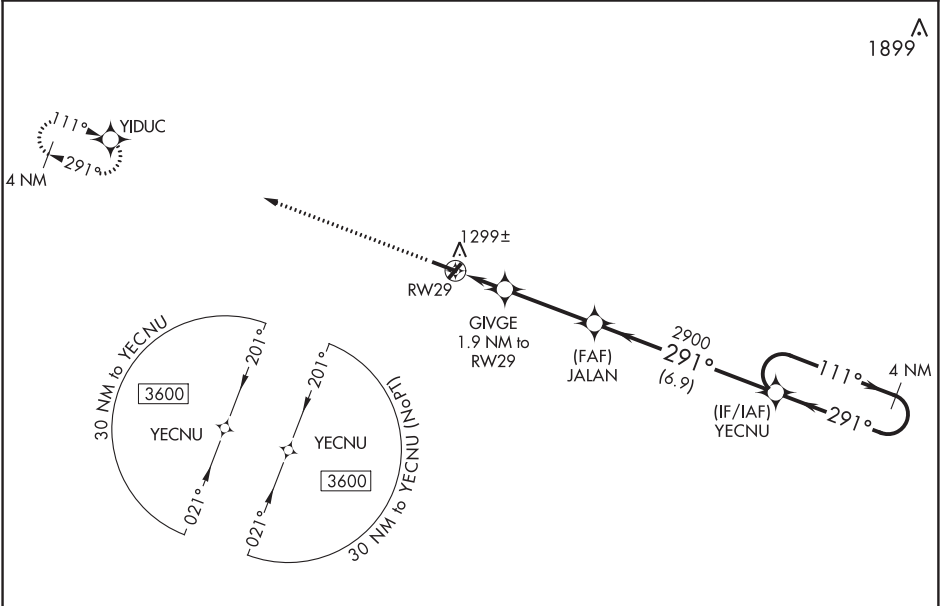
RNAV (GPS) RWY 29

IOWA COUNTY (MRJ)

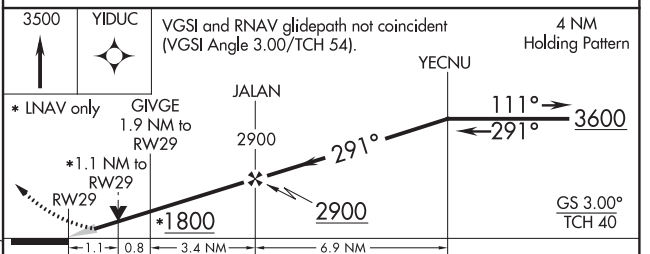
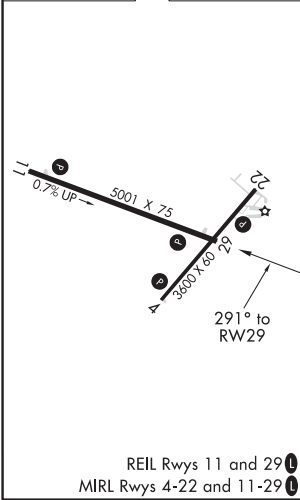
⚠ Baro-VNAV NA when using Platteville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Platteville altimeter setting and increase all DA 55 feet, increase LPV all Cats visibility 1/8 mile and LNAV/VNAV all Cats visibility 1/4 mile, increase all MDA 60 feet and LNAV Cat C visibility 1/4 mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct YIDUC and hold.

AWOS-3 118.525	CHICAGO CENTER 133.95 281.4	GCO 121.725	UNICOM 122.8 (CTAF) ⓪
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ELEV 1171	TDZE 1164
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CATEGORY	A	B	C	D
LPV DA	1414-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1469-1	305 (300-1)		NA
LNAV MDA	1580-1	416 (500-1)	1580-1 1/8 416 (500-1 1/8)	NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1 1/2 469 (500-1 1/2)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

NDB MRJ 365	APP CRS 210°	Rwy Idg TDZE Apt Elev	3600 1171 1171
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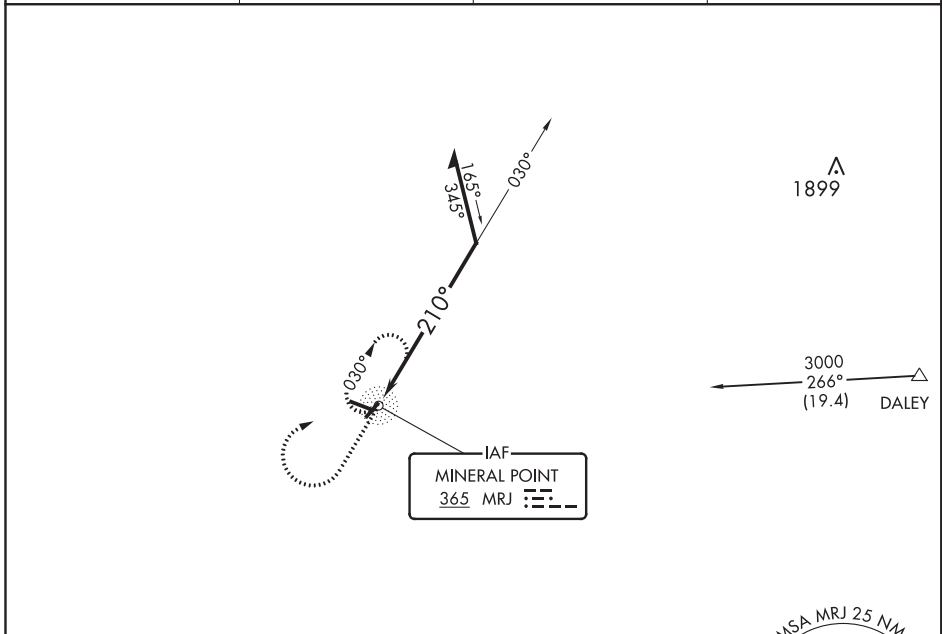
NDB RWY 22

IOWA COUNTY (MRJ)

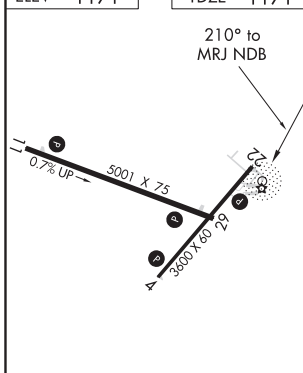
When local altimeter setting not received, use Platteville altimeter setting and increase all MDA 60 feet; increase S-22 Cat C visibility ½ mile and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 direct MRJ NDB and hold.

AWOS-3 118.525	CHICAGO CENTER 133.95 281.4	GCO 121.725	UNICOM 122.8 (CTAF)
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ELEV 1171	TDZE 1171
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2300	3000	MRJ	MRJ NDB	Remain within 10 NM
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CATEGORY	A	B	C	D
S-22	1920-1 749 (800-1)	1920-1¼ 749 (800-1¼)	1920-2 749 (800-2)	NA
CIRCLING	1920-1 749 (800-1)	1920-1¼ 749 (800-1¼)	1920-2¼ 749 (800-2¼)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72915 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev	5150 1630 1630
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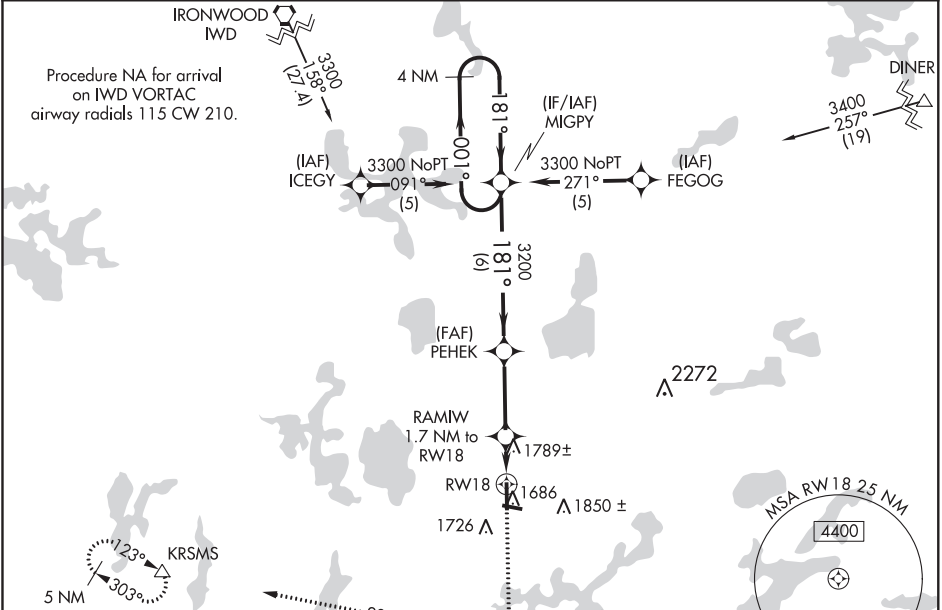
RNAV (GPS) RWY 18

LAKELAND/NOBLE F LEE MEMORIAL FIELD (A.R.V)

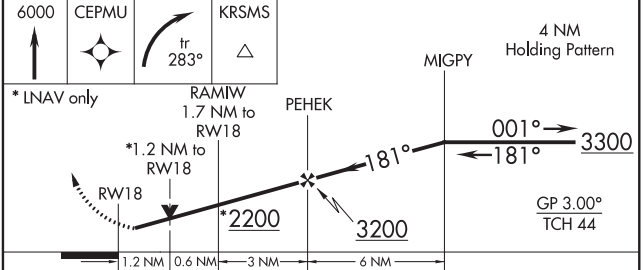
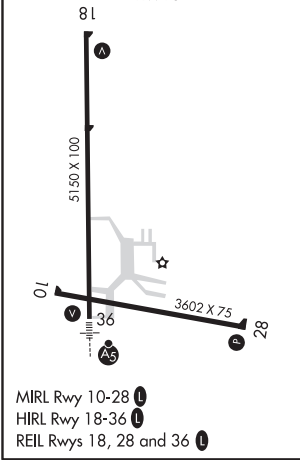
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Eagle River altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LNAV Cat D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Eagle River altimeter setting. Circling Rwy 10, 28 NA at night.

MISSED APPROACH: Climb to 6000 direct CEPMU and right turn via track 283° to KRSMS and hold, continue climb-in-hold to 6000.

AWOS-3 121.125	MINNEAPOLIS CENTER 133.65 281.5	GREEN BAY RADIO 122.6	UNICOM 122.7 (CTAF) 0
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ELEV 1630	TDZE 1630
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CATEGORY	A	B	C	D
LPV DA		1974-1¼	344 (400-1¼)	
LNAV/VNAV DA		2101-1¾	471 (500-1¾)	
LNAV MDA	2040-1	410 (500-1)	2040-1¼	410 (500-1¼)
CIRCLING	2100-1	470 (500-1)	2200-1½ 570 (600-1½)	2200-2 570 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3602
283°	THRE	1625
	Apt Elev	1629

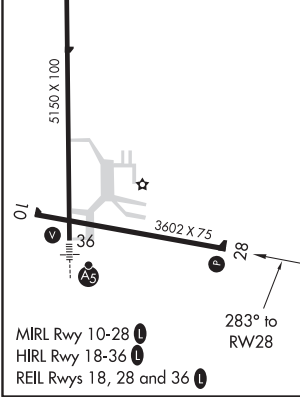
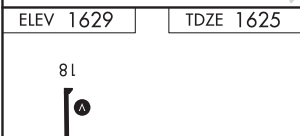
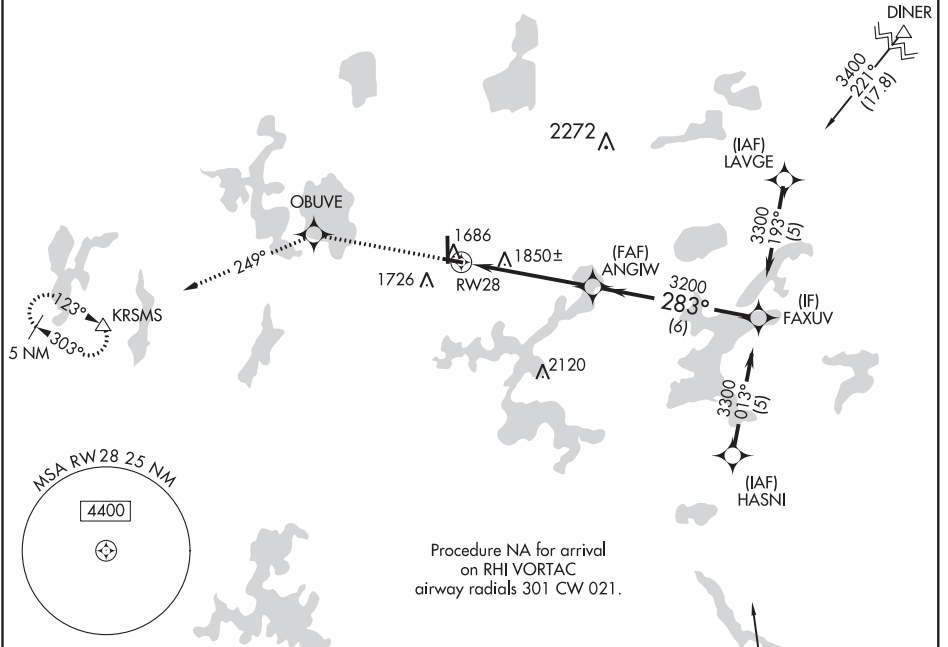
RNAV (GPS) RWY 28

LAKELAND/NOBLE F LEE MEMORIAL FIELD (A.R.V)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Eagle River altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile. VDP NA when using Eagle River altimeter setting.

⚠ MISSED APPROACH: Climb to 6000 direct OBUVE and via track 249° to KRSMS and hold.

AWOS-3 121.125	MINNEAPOLIS CENTER 133.65 281.5	GREEN BAY RADIO 122.6	UNICOM 122.7 (CTAF)
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6000	OBUVE	tr 249°	KRSMS	
				FAXUV
			ANGIW	3300
				Procedure Turn NA
CATEGORY	A	B	C	D
RNAV MDA	2140-1	515 (600-1)	2140-1½ 515 (600-1½)	2140-1¾ 515 (600-1¾)
CIRCLING	2140-1	511 (600-1)	2200-1½ 571 (600-1½)	2200-2 571 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49115 W36A	APP CRS 001°	Rwy Idg THRE 5150 1627 Apt Elev 1629
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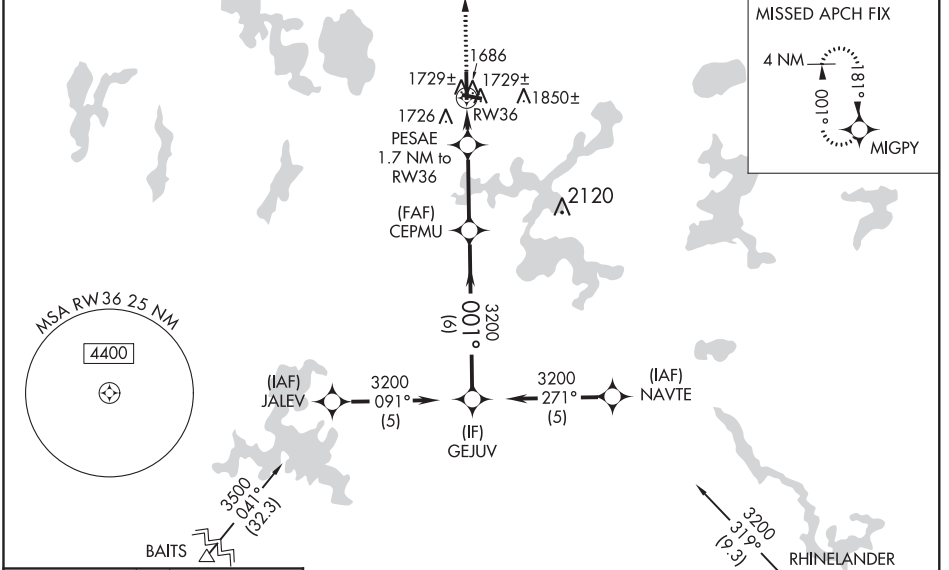
RNAV (GPS) RWY 36

LAKELAND/NOBLE F LEE MEMORIAL FIELD (A.R.V)

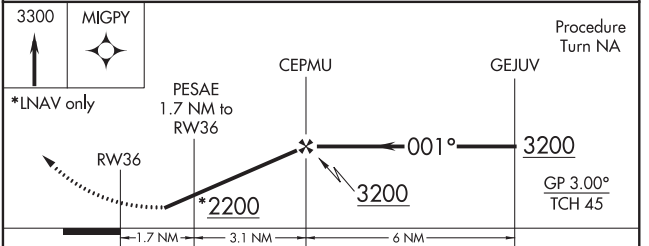
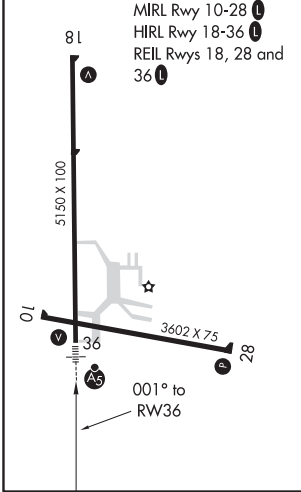
⚠ Baro-VNAV NA when using Eagle River altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply to LNAV Cats A, B, C. For inoperative MALSR, increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile. When local altimeter setting not received, use Eagle River altimeter setting and increase all DA 47 feet and all MDA 60 feet and increase Circling Cat C visibility ¼ mile. Inoperative table does not apply to LNAV Cats A, B when using Eagle River altimeter setting. For inoperative MALSR when using Eagle River altimeter setting, increase LNAV Cats C, D, visibility ¼ mile.

MALSR
 MISSED APPROACH:
Climb to 3300 direct
MIGPY and hold.

AWOS-3 121.125	MINNEAPOLIS CENTER 133.65 281.5	GREEN BAY RADIO 122.6	UNICOM 122.7 (CTAF)
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ELEV 1629	TDZE 1627
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CATEGORY	A	B	C	D
LPV DA		1948-1	321 (400-1)	
LNAV/VNAV DA		1999-1	372 (400-1)	
LNAV MDA		1980-1	353 (400-1)	
CIRCLING	2100-1	471 (500-1)	2200-1½ 571 (600-1½)	2200-2 571 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-DOF 111.7	APP CRS 001°	Rwy Idg 5150
Chan 54		THRE 1627
		Apt Elev 1629

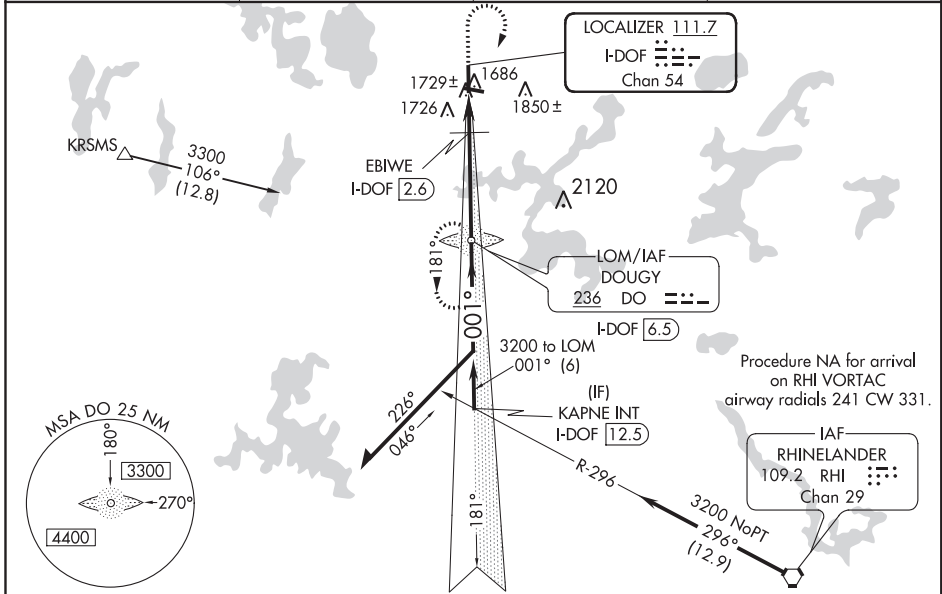
LOC RWY 36

LAKELAND/NOBLE F LEE MEMORIAL FIELD (A.R.V)

NA ADF Required. Visibility reduction by helicopters NA. Inoperative table does not apply to S-36 Cats A, B and EBIWE FIX minimums S-36 Cats A, B, C. For inoperative MALSRL, increase S-36 Cat C visibility 1/4 mile and EBIWE FIX minimums Cat D visibility 1/4 mile. When local altimeter setting not received, use Eagle River altimeter setting and increase all MDA 60 feet and increase S-36 Cat D visibility 1/4 mile. For inoperative MALSRL when using Eagle River altimeter setting, increase EBIWE FIX minimums Cats C, D visibility 1/4 mile.

MALSRL MISSED APPROACH: Climb to 3300 then right turn direct DO LOM and hold.

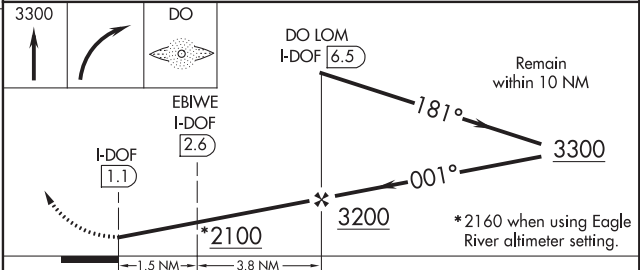
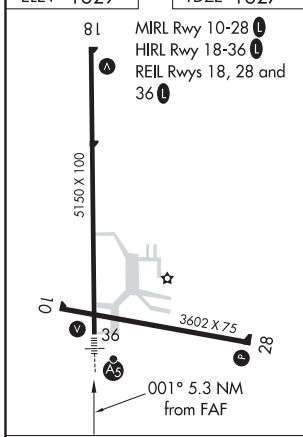
AWOS-3 121.125	MINNEAPOLIS CENTER 133.65 281.5	GREEN BAY RADIO 122.6	UNICOM 122.7 (CTAF) 0
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1629	TDZE 1627
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CATEGORY	A	B	C	D
S-36	2100-1 473 (500-1)			
CIRCLING	2100-1	471 (500-1)	2200-1½ 571 (600-1½)	2200-2 571 (600-2)
EBIWE FIX MINIMUMS				
S-36	1980-1 353 (400-1)			
CIRCLING	2100-1	471 (500-1)	2200-1½ 571 (600-1½)	2200-2 571 (600-2)

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

NDB ARV 221	APP CRS 291°	Rwy Idg THRE Apt Elev 3602 1625 1629
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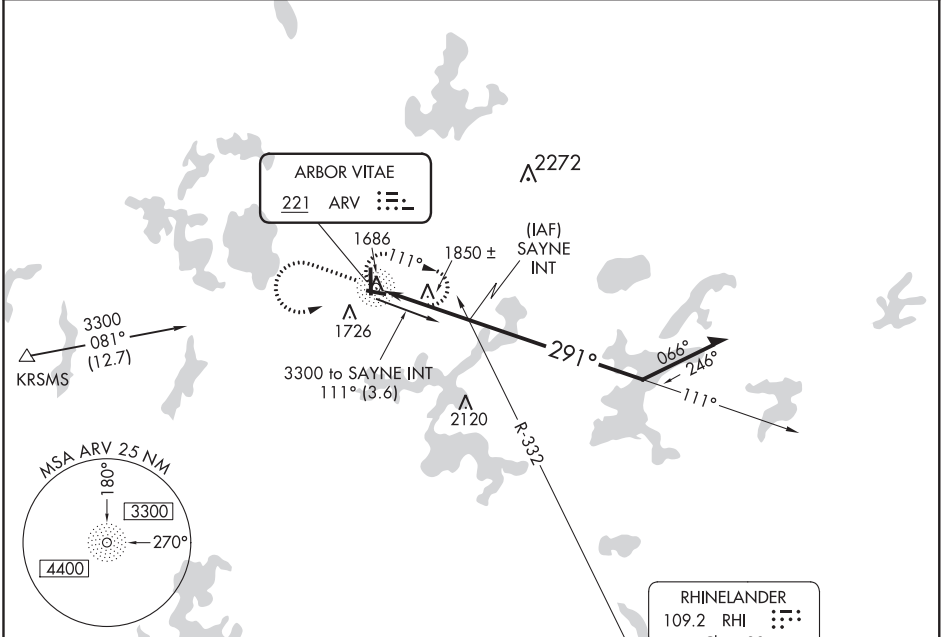
NDB RWY 28

LAKELAND/NOBLE F LEE MEMORIAL FIELD (ARV)

⚠ When local altimeter setting not received, use Eagle River altimeter setting and increase all MDA 60 feet, increase S-28 Cats C and D and Circling Cat C visibility ¼ mile.

⚠ NA MISSED APPROACH: Climb to 3300 then left turn direct ARV NDB and hold.

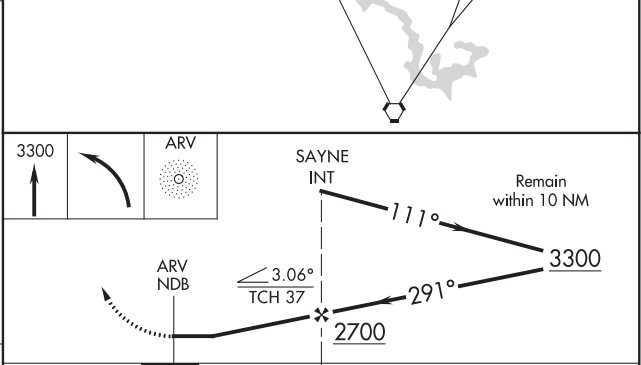
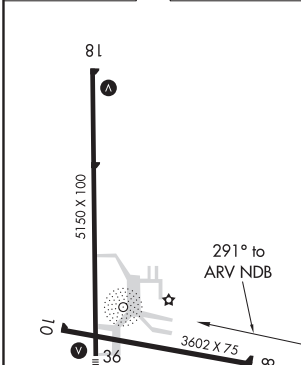
AWOS-3 121.125	MINNEAPOLIS CENTER 133.65 281.5	GREEN BAY RADIO 122.6	UNICOM 122.7 (CTAF)
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1629	TDZE 1625
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CATEGORY	A	B	C	D
S-28	2200-1 575 (600-1)		2200-1½ 575 (600-1¾)	2200-1¾ 575 (600-1¾)
CIRCLING	2200-1 571 (600-1)		2200-1½ 571 (600-1½)	2200-2 571 (600-2)

LOC/DME I-MLI 110.5 Chan 42	APP CRS 090°	Rwy Idg 1000Z TDZE 587 Apt Elev 590
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ILS or LOC RWY 9

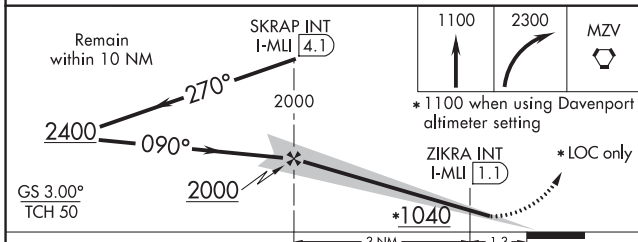
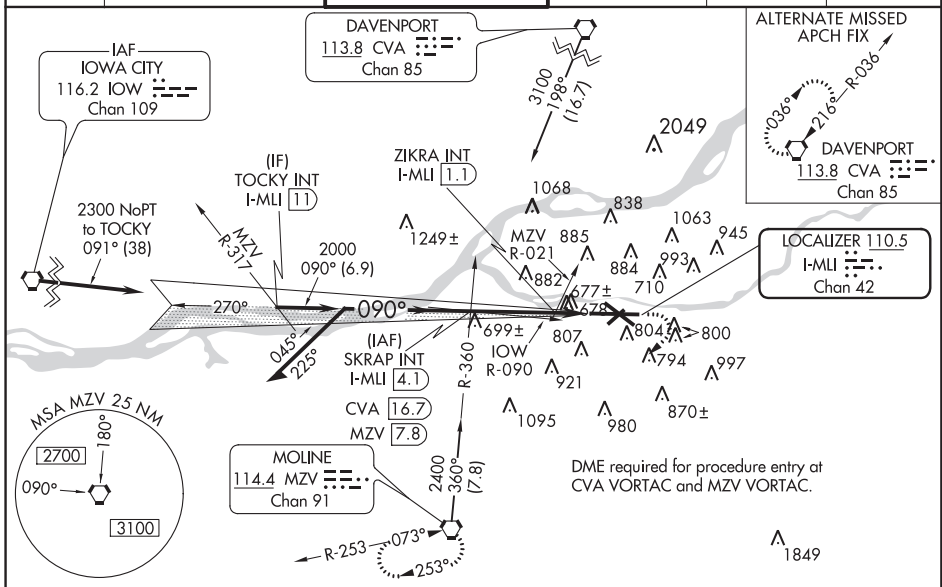
QUAD CITY INTL (MLI)

⚠ Circling to Rwy 5 NA at night. When local altimeter setting not received, use Davenport altimeter setting: increase DA to 825 feet, increase all MDA 60 feet, and Circling visibility Cats C and D ¼ mile. For inoperative MALS, increase S-LOC 09 Cats C and D visibility to 1 ½ mile. ZIKRA Minimums: For inoperative MALS, increase S-LOC Cats C and D visibility to 1 mile.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

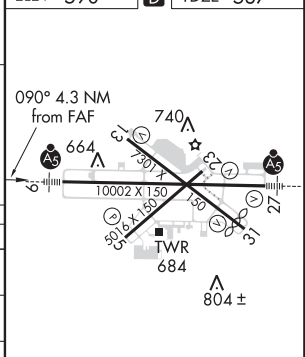
MALS 

MISSED APPROACH: Climb to 1100, then climbing right turn to 2300 direct MZV VORTAC and hold.

ATIS 121.2	QUAD CITY APP CON * 125.95 257.8	QUAD CITY TOWER * 119.4(CTAF) 269.55	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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ELEV 590	D	TDZE 587
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CATEGORY	A	B	C	D
S-ILS 9		# 787/24	200 (200-½)	
S-LOC 9	1040/24	453 (500-½)	1040/50	453 (500-1)
CIRCLING	1140-1 550 (600-1)	1160-1 570 (600-1)	1160-1½ 570 (600-1½)	1260-2 670 (700-2)
ZIKRA MINIMUMS (Dual VOR receivers or DME required)				
S-LOC 9	940/24	353 (400-½)	940/35	353 (400-¾)
CIRCLING	1140-1 550 (600-1)	1160-1 570 (600-1)	1160-1½ 570 (600-1½)	1260-2 670 (700-2)

MIRL Rwy 5-23
REIL Rwys 13 and 31
HIRL Rwys 9-27 and 13-31
FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-GEQ 110.5 Chan 42	APP CRS 270°	Rwy Idg 10002 TDZE 581 Apt Elev 590
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ILS or LOC RWY 27

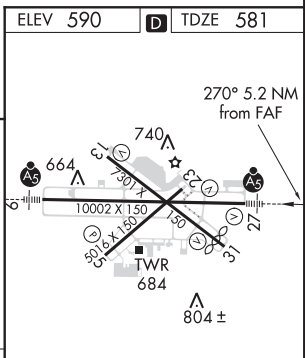
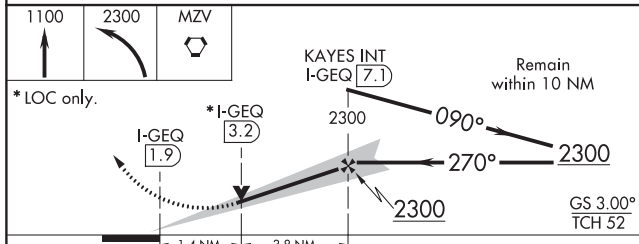
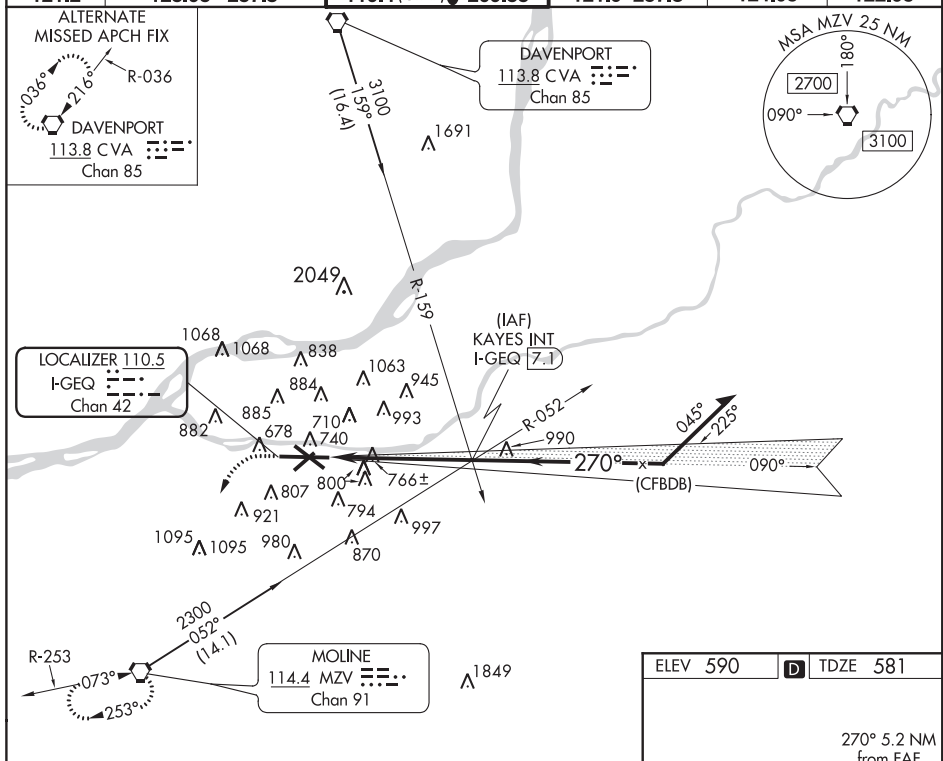
QUAD CITY INTL (MLI)

⚠ Circling to Rwy 05/13/23 NA at night. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase S-LOC-27 and Circling Cat C/D visibility ¼ mile.
**** 1800 RVR authorized with use of FD or AP or HUD to DA.**

MALSR


MISSED APPROACH: Climb to 1100, then climbing left turn to 2300 direct MZV VORTAC and hold.

ATIS 121.2	QUAD CITY APP CON * 125.95 257.8	QUAD CITY TOWER * 119.4 (CTAF) 0 269.55	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 27	** 781/24 200 (200-½)			
S-LOC 27	1060/24 479 (500-½)	1060/40 479 (500-¾)	1060/50 479 (500-1)	
CIRCLING	1140-1 550 (600-1)	1140-1½ 550 (600-1½)	1260-2 670 (700-2)	

HIRL Rws 9-27 and 13-31
 MIRL Rwy 5-23
 REIL Rws 13 and 31

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61123 W09A	APP CRS 090°	Rwy Idg TDZE 587 Apt Elev 590	10002
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RNAV (GPS) RWY 9

QUAD CITY INTL (MLI)

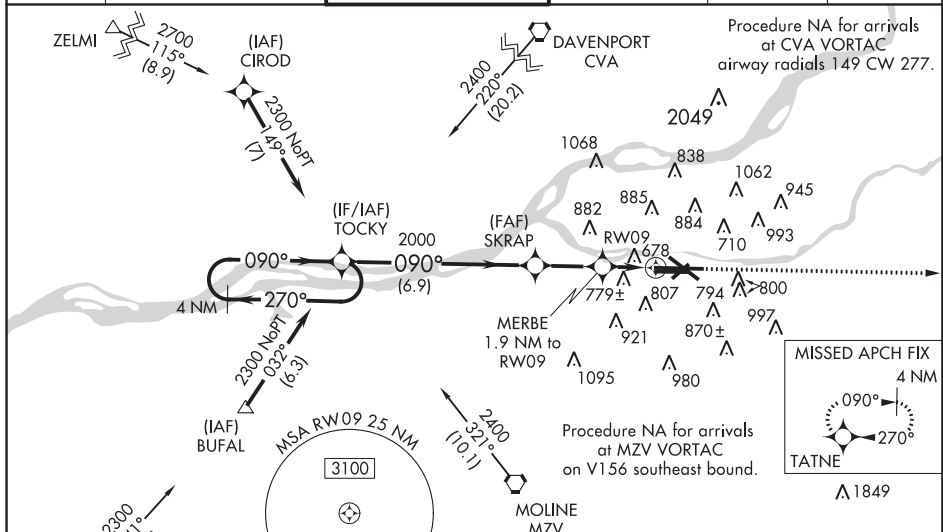
⚠ Circling to Rwy 05/13/23 NA at night. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Davenport altimeter setting. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and LNAV/VNAV visibility all Cats ½ mile; increase all MDA 60 feet and visibility, Cats C and D ½ mile, Circling Cats C and D ¼ mile. For inoperative MALSR, increase LNAV visibility Cats C and D to 1 ½ mile. When using Davenport altimeter increase LNAV/VNAV visibility all Cats to 2 miles, LNAV visibility Cats C and D to 1 ½ mile.

MALSR



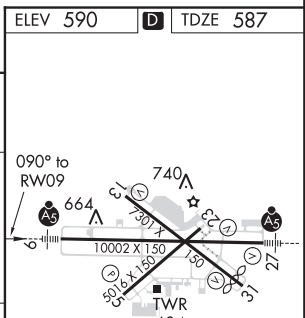
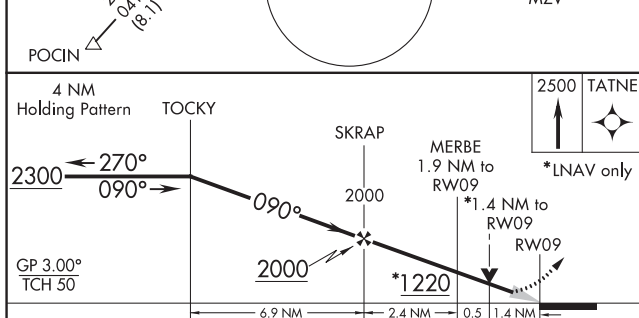
MISSED APPROACH:
Climb to 2500 direct
TATNE and hold.

ATIS 121.2	QUAD CITY APP CON ★ 125.95 257.8	QUAD CITY TOWER ★ (CTAF) 0	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	787/24		200 (200-½)	
LNAV/VNAV DA	1122-1 ⅜		535 (600-1 ⅜)	
LNAV MDA	1060/24	473 (500-½)	1060/50	473 (500-1)
CIRCLING	1140-1 550 (600-1)	1160-1 570 (600-1)	1160-1 ½ 570 (600-1 ½)	1260-2 670 (700-2)

MIRL Rwy 5-23
REIL Rwys 13 and 31
HIRL Rwys 9-27 and 13-31

WAAS CH 42515 W13A	APP CRS 126°	Rwy Idg TDZE Apt Elev	7046 590 590
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RNAV (GPS) RWY 13

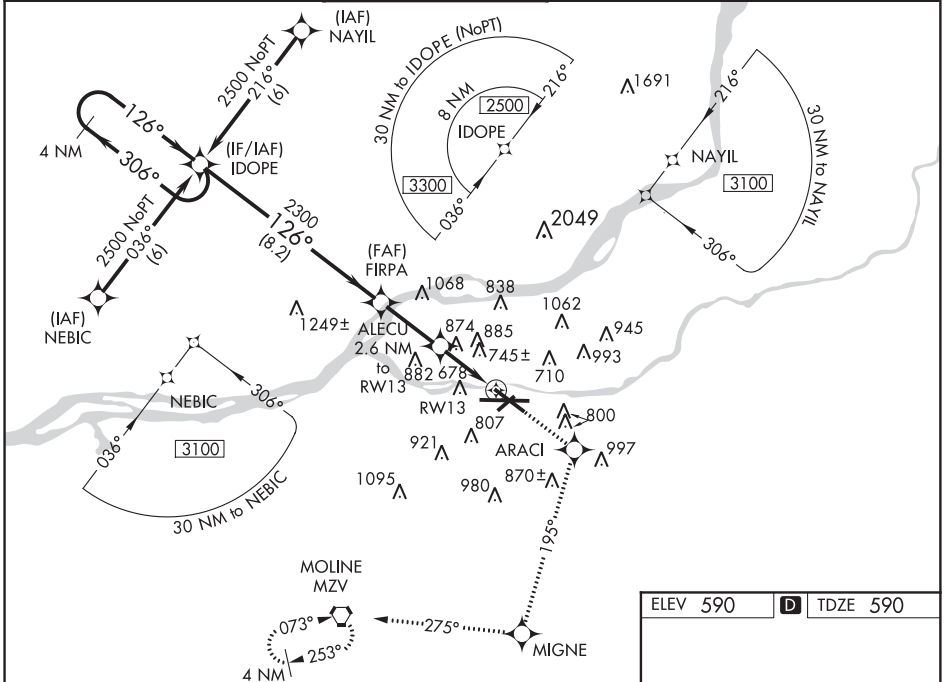
QUAD CITY INTL (MLI)

▼ Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

▲ Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Night landing: Rwy 5 NA.

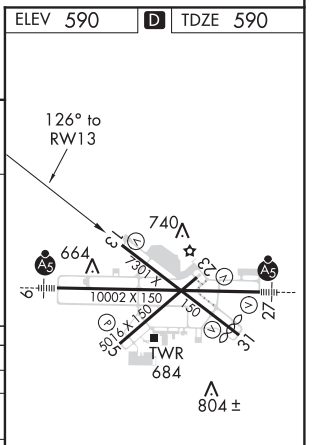
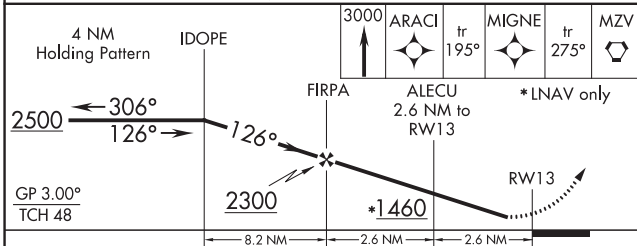
MISSED APPROACH: Climb to 3000 direct ARACI and via track 195° to MIGNE and via track 275° to MZV VORTAC and hold.

ATIS 121.2	QUAD CITY APP CON * 125.95 257.8	QUAD CITY TOWER * 119.4(CTAF) 0 269.55	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		908-1	318 (400-1)	
LNAV/VNAV DA		1292-2½	702 (800-2½)	
LNAV MDA	1140-1	550 (600-1)	1140-1½ 550 (600-1½)	1140-1¾ 550 (600-1¾)
CIRCLING	1140-1	550 (600-1)	1140-1½ 550 (600-1½)	1260-2 670 (700-2)

HIRL Rws 9-27 and 13-31
MIRL Rwy 5-23
REIL Rws 13 and 31

WAAS CH 86824 W27A	APP CRS 270°	Rwy Idg TDZE 581 Apt Elev 590	10002
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RNAV (GPS) RWY 27

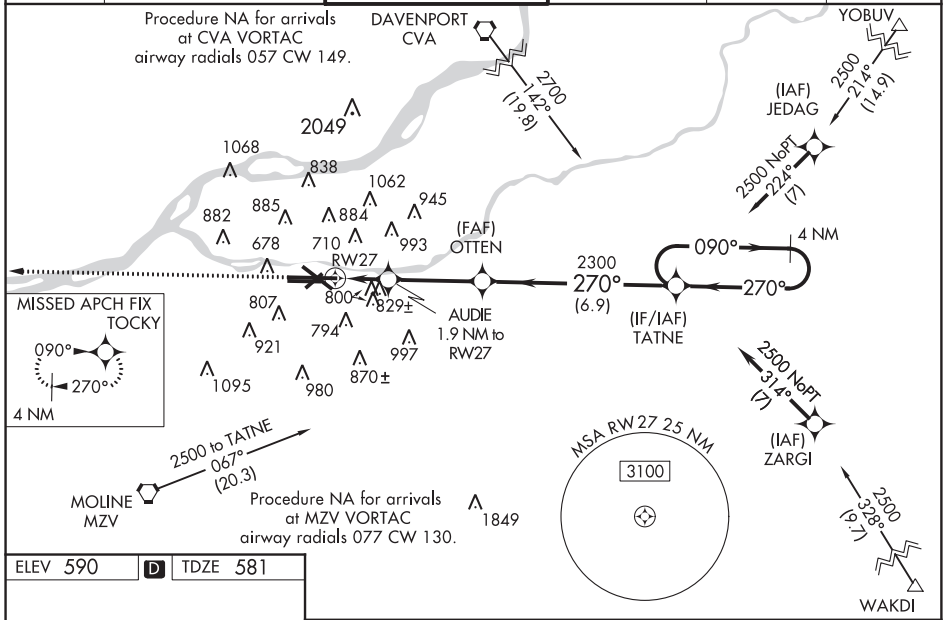
QUAD CITY INTL (MLI)

⚠ Circling to Rwy 05/13/23 NA at night. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Davenport altimeter setting: increase all DA 47 feet and LNAV/VNAV visibility all Cats ½ mile; increase all MDA 60 feet and visibility, Cats C and D ¼ mile, Circling visibility Cats C and D ¼ mile. For inoperative MALSR, increase LNAV/VNAV visibility all Cats to 2 miles, LNAV visibility Cats C and D to 1½ mile. When using Davenport altimeter increase LNAV visibility Cats C and D to 1½ mile.

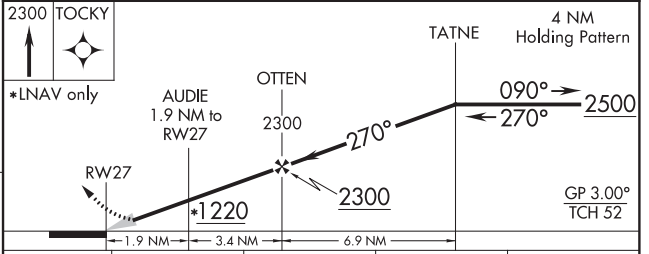
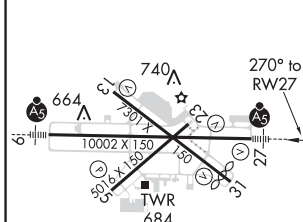
MALSR

MISSED APPROACH:
Climb to 2300 direct
TOCKY and hold.

ATIS 121.2	QUAD CITY APP CON * 125.95 257.8	QUAD CITY TOWER * 119.4(CTAF) 269.55	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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ELEV 590	D	TDZE 581
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	A	B	C	D
CATEGORY	A	B	C	D
LPV DA		781/24	200 (200-½)	
LNAV/VNAV DA		1186-1½	605 (600-1½)	
LNAV MDA	1080/24	499 (500-½)	1080/55	499 (500-1¼)
CIRCLING	1140-1 550 (600-1)	1160-1 570 (600-1)	1160-1½ 570 (600-1½)	1260-2 670 (700-2)

MIRL Rwy 5-23
REIL Rwy 13 and 31
HIRL Rwy 9-27 and 13-31

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86715 W31A	APP CRS 306°	Rwy Idg TDZE 583 Apt Elev 590	6504
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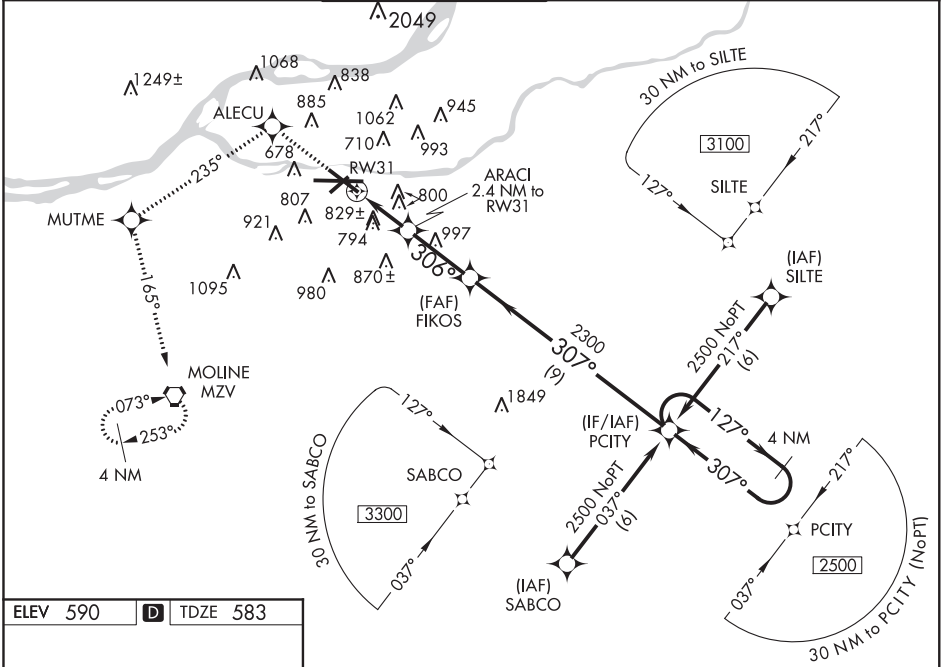
RNAV (GPS) RWY 31

QUAD CITY INTL (MLI)

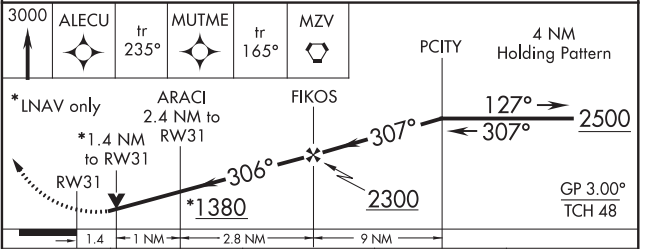
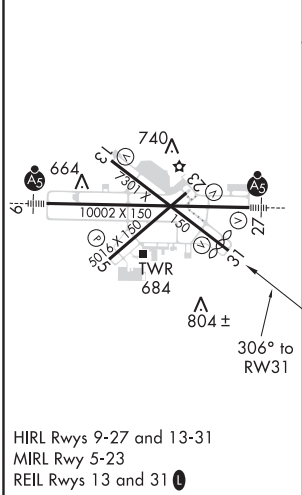
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Davenport altimeter setting. Night landing: Rwy 5 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct ALECU and via track 235° to MUTME and via track 165° to MZV VORTAC and hold.

ATIS 121.2	QUAD CITY APP CON * 125.95 257.8	QUAD CITY TOWER * 119.4 (CTAF) 0 269.55	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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ELEV 590	D	TDZE 583
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CATEGORY	A	B	C	D
LPV DA		1031-1½	448 (500-1½)	
LNAV/VNAV DA		1160-2	577 (600-2)	
LNAV MDA	1080-1	497 (500-1)	1080-1¼ 497 (500-1¼)	1080-1½ 497 (500-1½)
CIRCLING	1140-1	550 (600-1)	1140-1½ 550 (600-1½)	1260-2 670 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

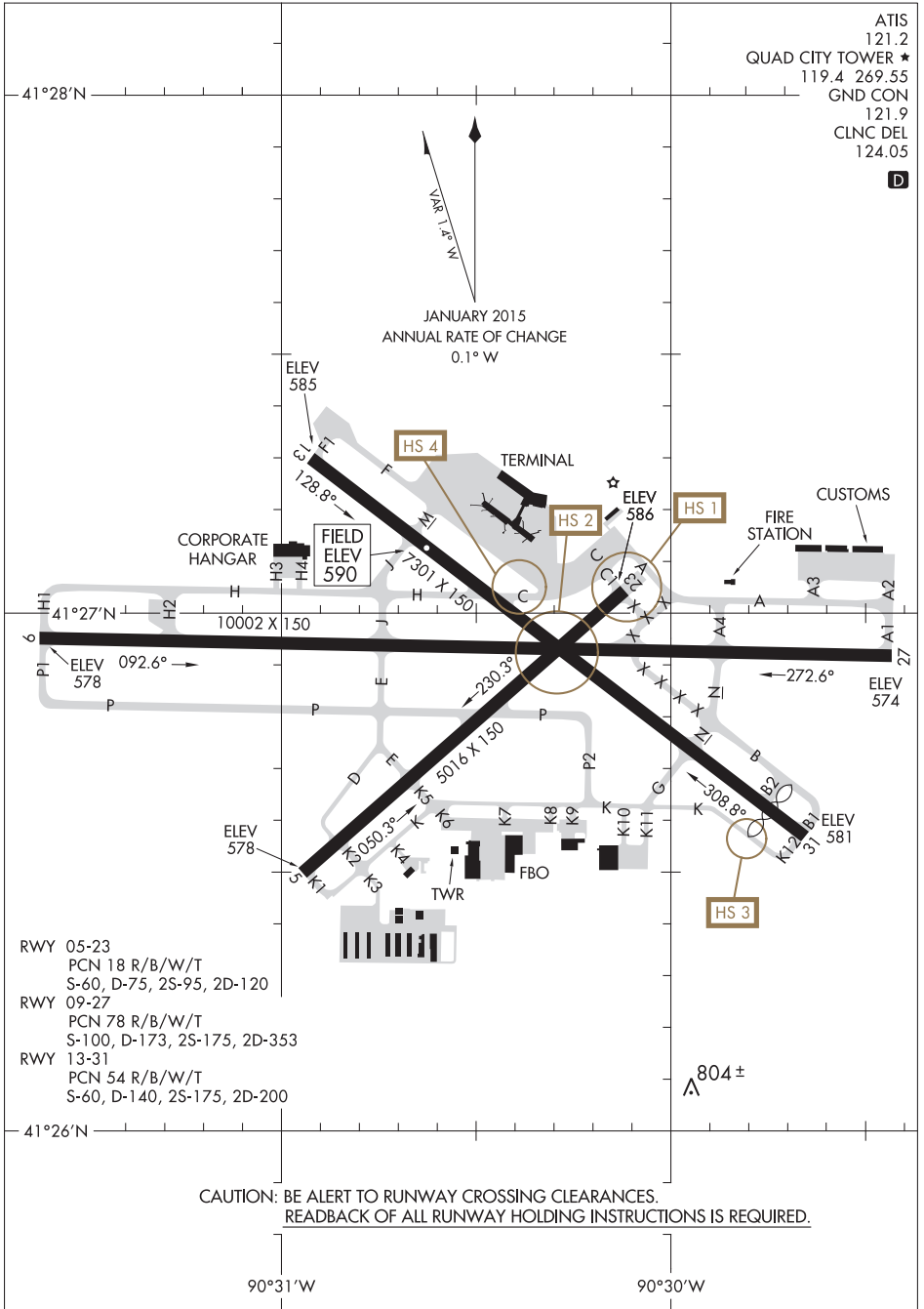
16147

AL-269 (FAA)

QUAD CITY INTL (MLI)
MOLINE, ILLINOIS

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

16147

QUAD CITY INTL (MLI)
MOLINE, ILLINOIS

APP CRS	Rwy Idg	5001
093°	TDZE	790
	Apt Elev	790

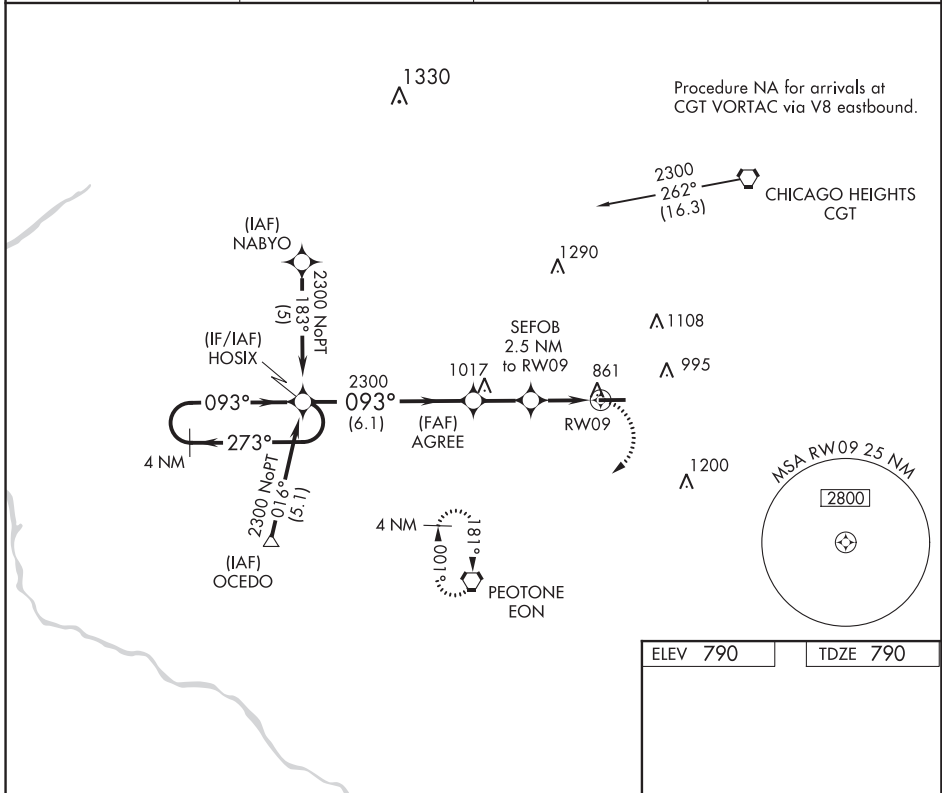
RNAV (GPS) RWY 9

BULT FIELD (C56)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting; when not received, use Chicago Midway Intl altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2600 direct EON VORTAC and hold.

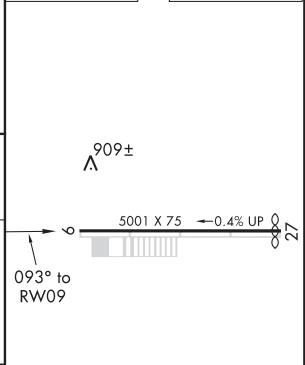
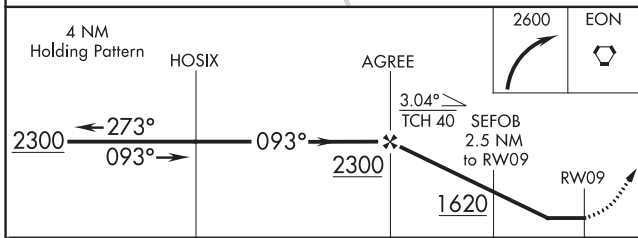
AWOS-AV 119.125	LANSING AWOS-3 119.275	CHICAGO CENTER 132.5 258.1	UNICOM 123.0 (CTAF)
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 790	TDZE 790
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CATEGORY	A	B	C	D
LNAV MDA	1220-1	430 (500-1)	1220-1¼ 430 (500-1¼)	NA
CIRCLING	1260-1	470 (500-1)	1260-1½ 470 (500-1½)	NA

MONEE, ILLINOIS
Orig-A 31MAR16

41°23'N-87°41'W

RNAV (GPS) RWY 9

LIRL Rwy 9-27

APP CRS 273°	Rwy Idg 4850
	TDZE 778
	Apt Elev 790

RNAV (GPS) RWY 27

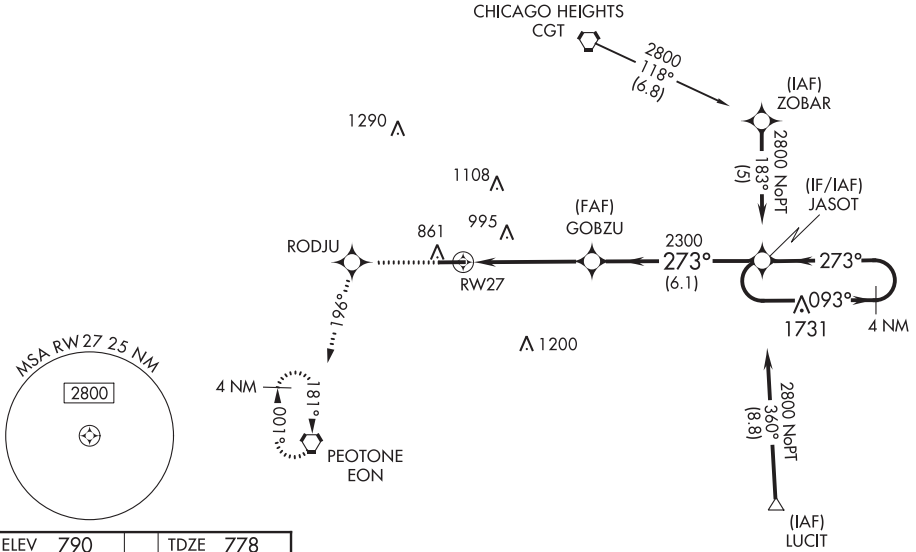
BULT FIELD (C56)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting, when not received, use Chicago Midway Intl altimeter setting and increase all MDA 40 feet. Procedure NA at night.

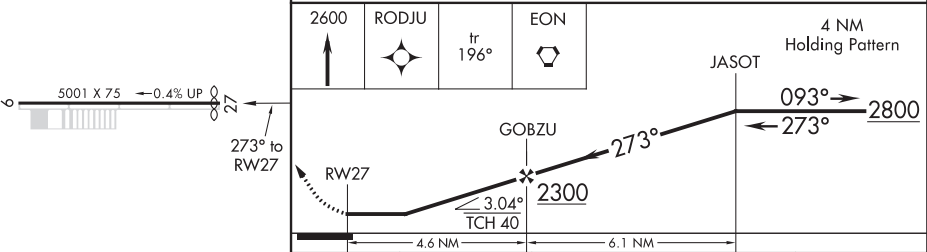
MISSED APPROACH: Climb to 2600 direct RODJU and via 196° track to EON VORTAC and hold.

AWOS-AV 119.125	LANSING AWOS-3 119.275	CHICAGO CENTER 132.5 258.1	UNICOM 123.0 (CTAF)
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Procedure NA for arrivals on CGT VORTAC airway radials 087 CW 115.



ELEV 790	TDZE 778
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CATEGORY	A	B	C	D
LNAV MDA	1320-1	542 (600-1)	1320-1½ 542 (600-1½)	NA
CIRCLING	1320-1	530 (600-1)	1320-1½ 530 (600-1½)	NA

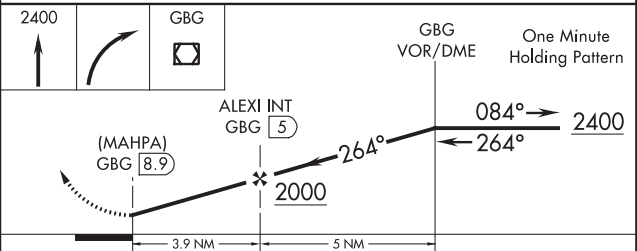
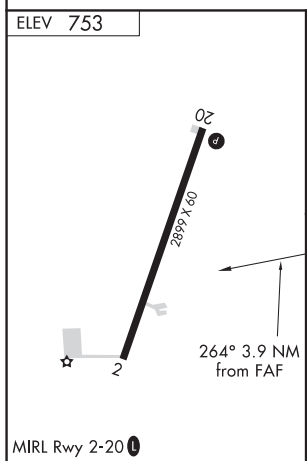
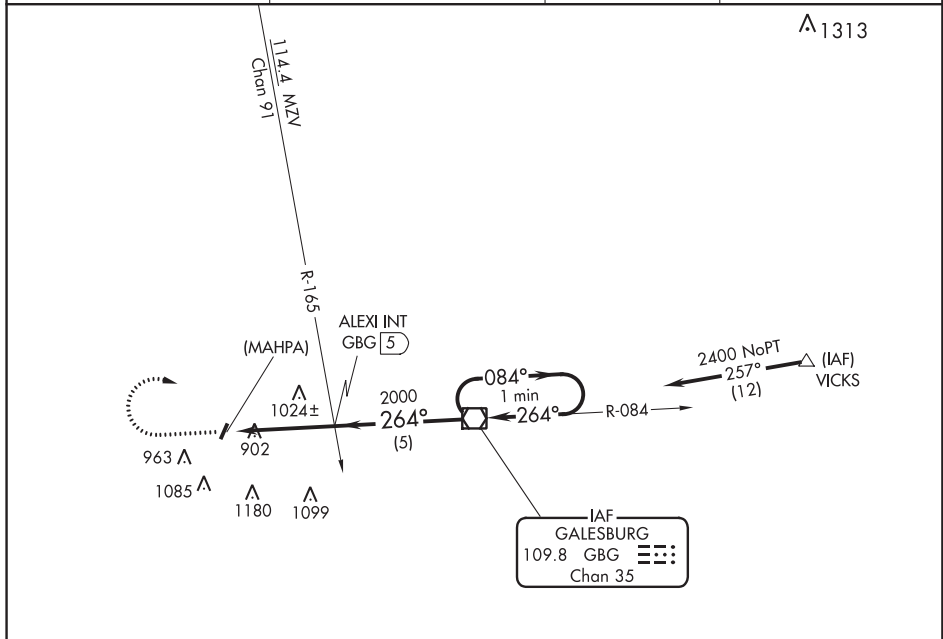
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME GBG 109.8 Chan 35	APP CRS 264°	Rwy Idg TDZE Apt Elev	N/A N/A 753
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VOR or GPS-A
MONMOUTH MUNI (C66)

<p>NA Use Galesburg altimeter setting; if not received, use Moline altimeter setting and increase all MDAs 60 feet.</p>		<p>MISSED APPROACH: Climb to 2400 then right turn direct GBG VOR/DME and hold.</p>	
GALESBURG AWOS-3 118.975	QUAD CITY APP CON ★ 133.275 257.8	CLNC DEL 120.7	UNICOM 122.8 (CTAF) U



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18
CATEGORY	A	B	C	D	
CIRCLING	1360-1	607 (700-1)	1360-1¾ 607 (700-1¾)	NA	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5000
121°	TDZE	1086
	Apt Elev	1086

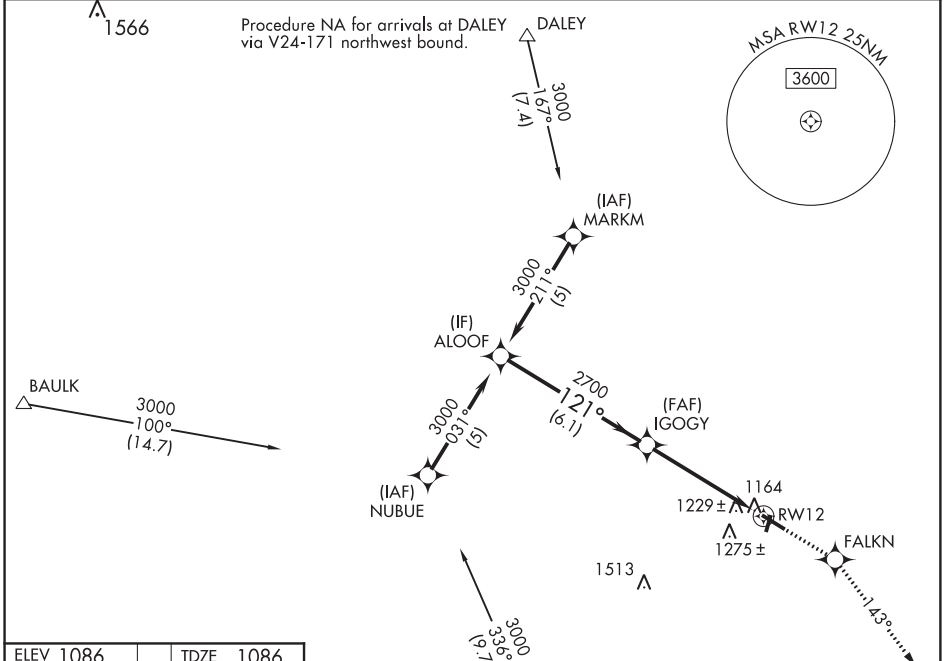
RNAV (GPS) RWY 12

MONROE MUNI (EFT)

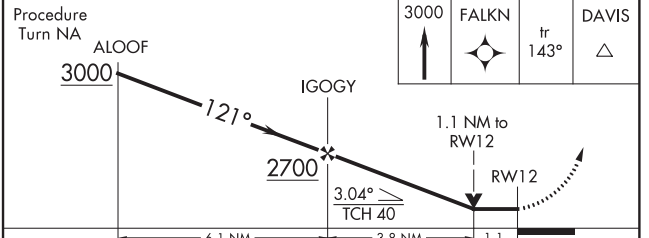
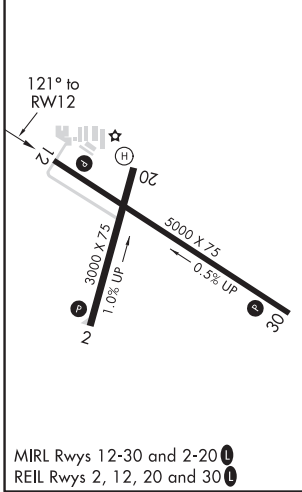
⚠ DME/DME RNP-0.3 NA, VDP NA when using Albetrus altimeter setting. When local altimeter setting not received, use Albetrus altimeter setting and increase all MDA 100 feet, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct FALKN and via 143° track to DAVIS and hold.

AWOS-3 118.375	ROCKFORD APP CON 126.0 327.0	GCO 121.725	UNICOM 123.05 (CTAF) 0
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ELEV 1086	TDZE 1086
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CATEGORY	A	B	C	D
LNAV MDA	1480-1			394 (400-1)
CIRCLING	1540-1 454 (500-1)	1640-1 554 (600-1)	1640-1½ 554 (600-1½)	1480-1½ 394 (400-1½)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5000
301°	TDZE	1070
	Apt Elev	1086

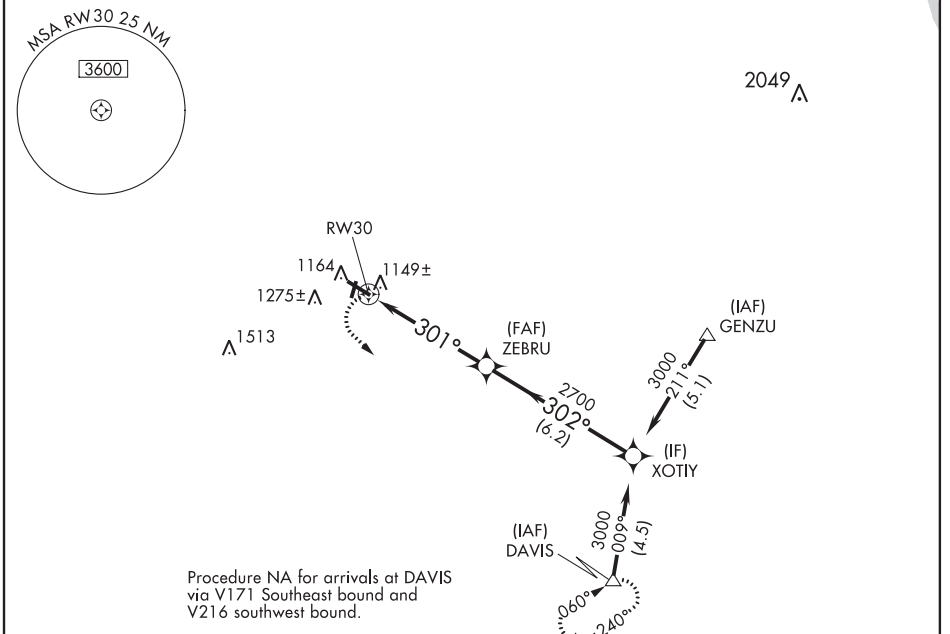
RNAV (GPS) RWY 30

MONROE MUNI (EFT)

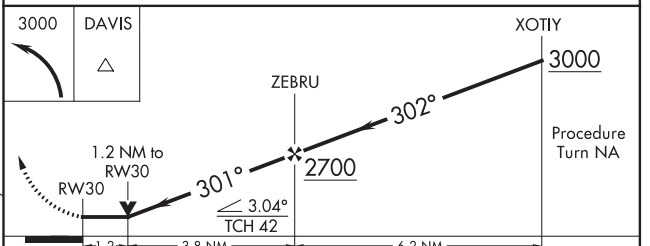
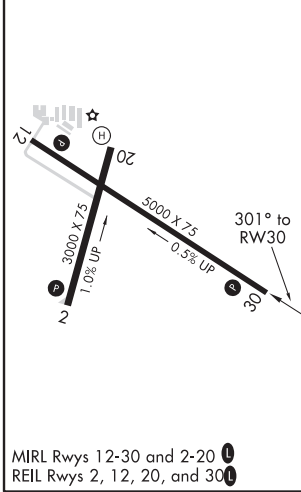
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albetrus altimeter setting and increase all MDA 100 feet, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile. VDP NA when using Albetrus altimeter setting. Helicopter visibility reduction below ¼ SM NA.

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

AWOS-3 118.375	ROCKFORD APP CON 126.0 327.0	GCO 121.725	UNICOM 123.05 (CTAF) 0
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ELEV 1086	TDZE 1070
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CATEGORY	A	B	C	D
LNAV MDA	1480-1	410 (400-1)	1480-1¼	410 (400-1¼)
CIRCLING	1540-1 454 (500-1)	1640-1 554 (600-1)	1640-1½ 554 (600-1½)	1640-2 554 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME JVL 114.3 Chan 90	APP CRS 276°	Rwy Idg TDZE Apt Elev	5000 1070 1086
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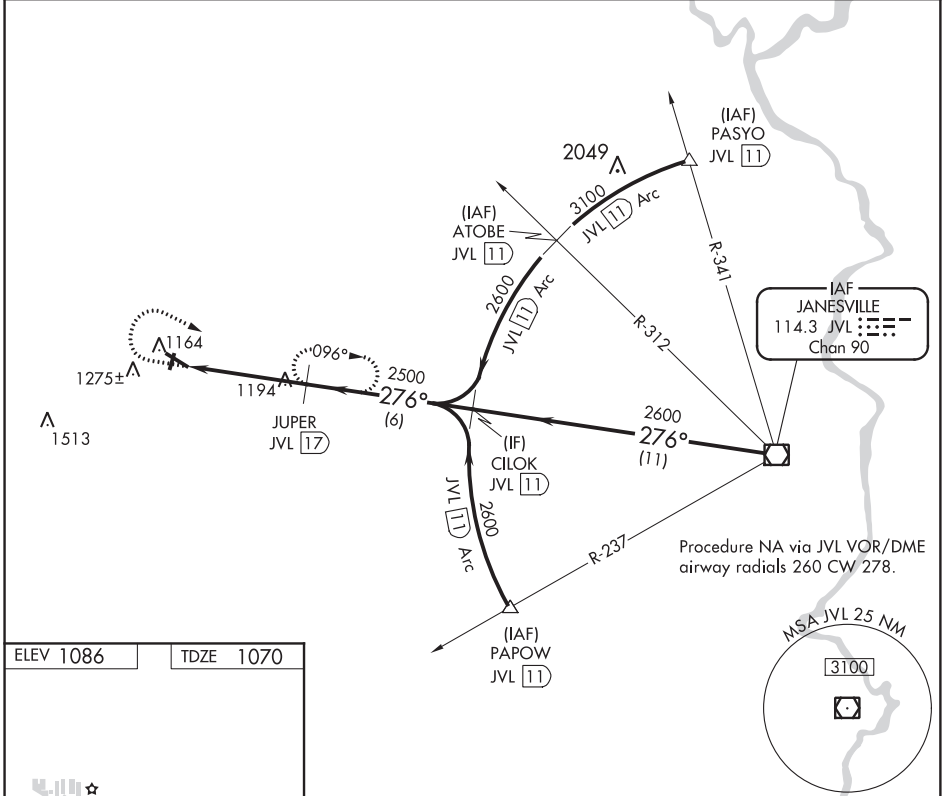
VOR/DME RWY 30

MONROE MUNI (EFT)

⚠ When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 via JVL VOR/DME R-276 to JUPER/JVL 17 DME and hold.

AWOS-3 118.375	ROCKFORD APP CON 126.0 327.0	GCO 121.725	UNICOM 123.05 (CTAF) 📻
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ELEV 1086	TDZE 1070
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MIRL Rwy 12-30 and 2-20 **📻**
REIL Rwy 2, 12, 20 and 30 **📻**

1800	2600	JUPER JVL 17	JVL VOR/DME	
↑	↻	JVL R-276		
JVL 21.3		JUPER JVL 17	JVL 2700	
3.04°		CILOK JVL 11	276°	
4.3 NM		6 NM	11 NM	
CATEGORY	A	B	C	D
S-30	1460-1 390 (400-1)	1460-1¼ 390 (400-1½)	1460-1½ 390 (400-1½)	1460-1¾ 390 (400-1¾)
CIRCLING	1540-1 454 (500-1)	1640-1¼ 554 (600-1½)	1640-1½ 554 (600-1½)	1640-2 554 (600-2)

Procedure Turn NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

MONTECELLO, ILLINOIS

AL-6911 (FAA)

15232

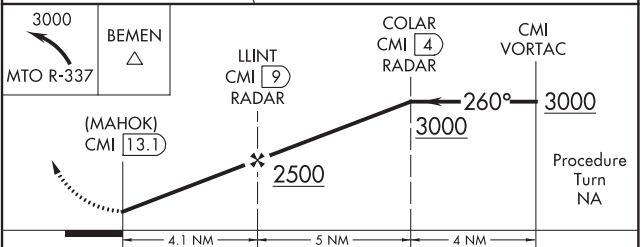
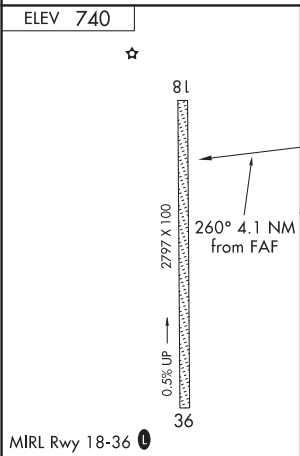
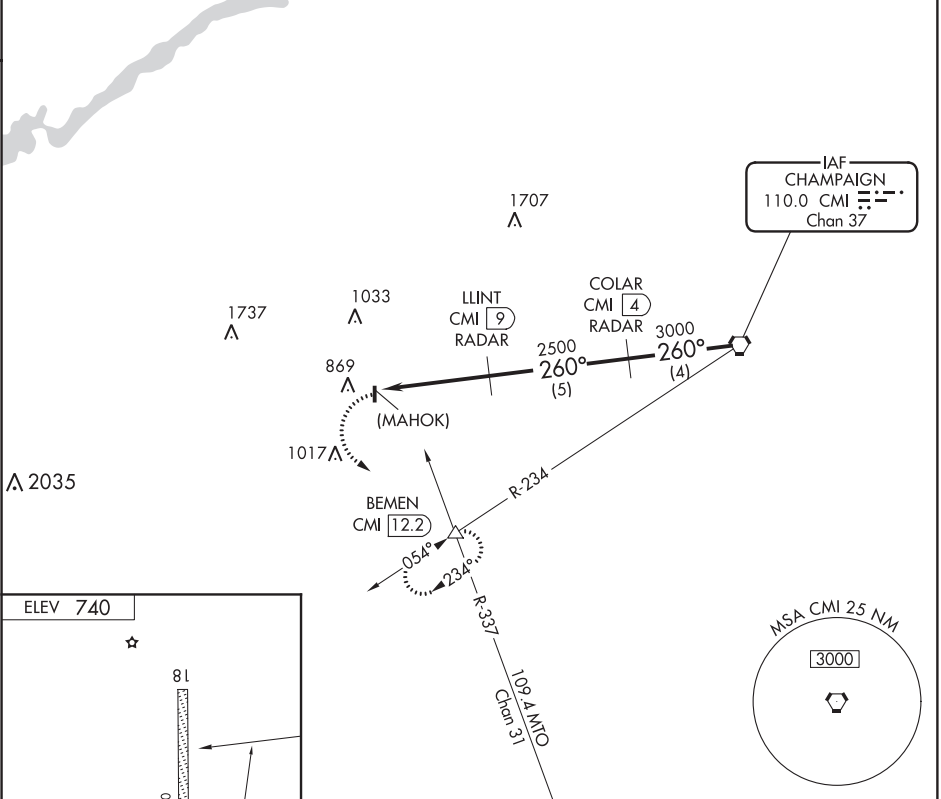
VORTAC CMI 110.0 Chan 37	APP CRS 260°	Rwy Idg TDZE Apt Elev	N/A N/A 740
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VOR or GPS-A
PIATT COUNTY (2K0)

<p>▼ Use Champaign altimeter setting, when not available, use Decatur altimeter setting. Procedure NA at night.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing left turn to 3000 via MTO R-337 to BEMEN INT and hold.</p>
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<p>CHAMPAIGN APP CON *</p> <p>132.85 290.225</p>	<p>CTAF</p> <p>122.9 0</p>
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DME or RADAR REQUIRED



FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22
CATEGORY	A	B	C	D	
CIRCLING	1240-1	500 (500-1)	1240-1½ 500 (500-1½)	NA	

MONTECELLO, ILLINOIS

PIATT COUNTY (2K0)

Amdt 1A 20AUG15

40°00'N-88°34'W

VOR or GPS-A

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 177°	Rwy Idg 5000
	TDZE 584
	Apt Elev 584

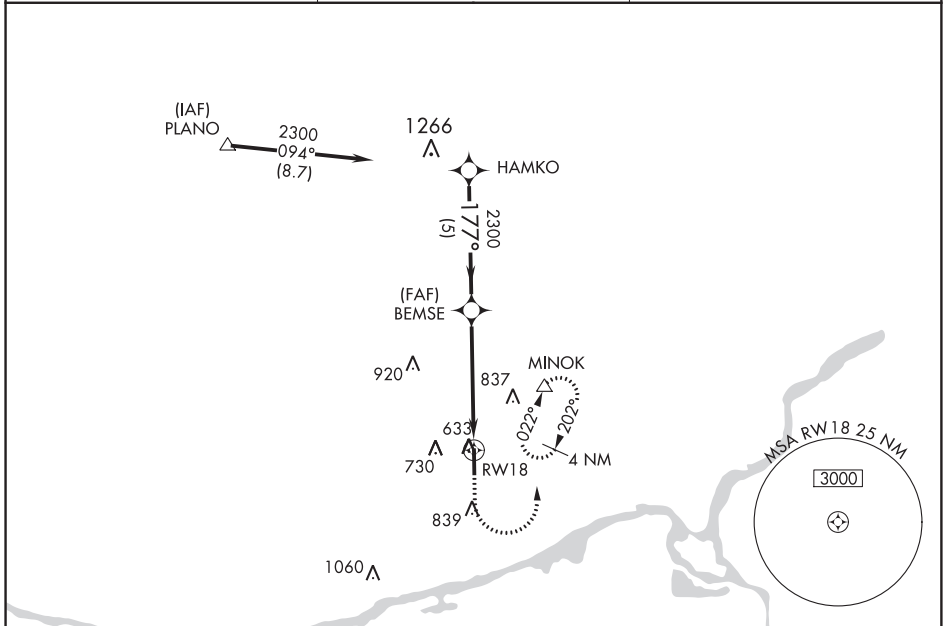
RNAV (GPS) RWY 18

MORRIS MUNI-JAMES R WASHBURN FIELD (C09)

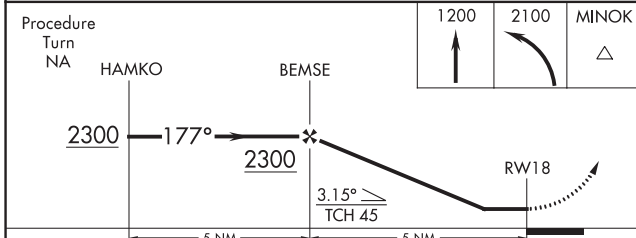
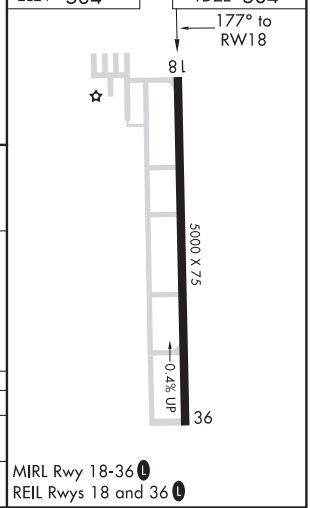
⚠ Procedure NA at night. Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received, use Joliet altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 1200 then climbing left turn to 2100 direct MINOK WP and hold.

AWOS-3 118.175	CHICAGO APP CON 119.35 354.075	UNICOM 122.8 (CTAF) 0
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ELEV 584	TDZE 584
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CATEGORY	A	B	C	D
LNVA MDA	1020-1	436 (500-1)	1020-1¼ 436 (500-1¼)	NA
CIRCLING	1080-1 496 (500-1)	1200-1 616 (700-1)	1200-1¾ 616 (700-1¾)	NA

RNAV (GPS) RWY 18

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5000
357°	TDZE	570
	Apt Elev	584

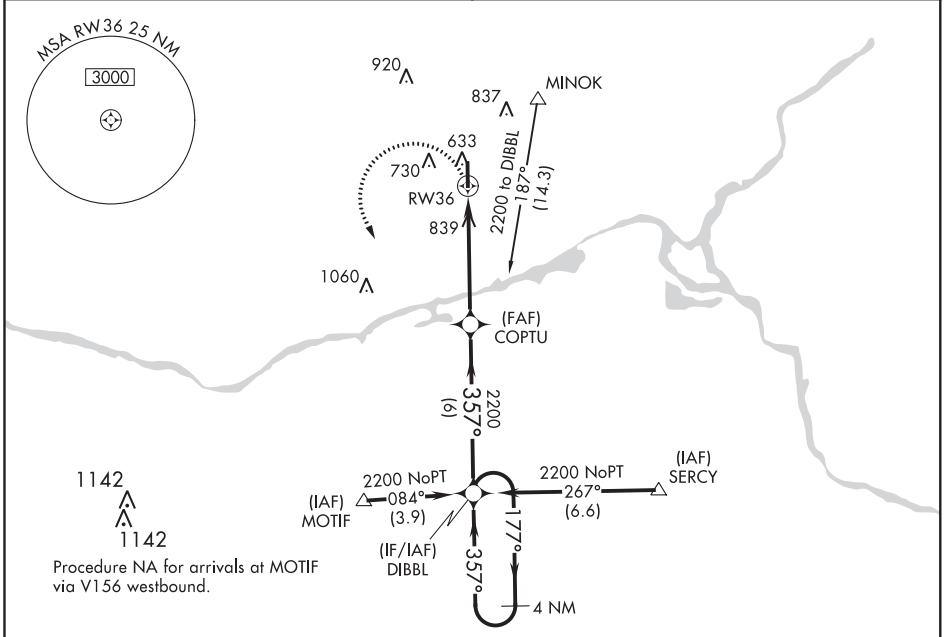
RNAV (GPS) RWY 36

MORRIS MUNI-JAMES R WASHBURN FIELD (C09)

⚠ When local altimeter setting not received, use Joliet altimeter setting and increase all MDA 40 feet, and increase LNAV Cat C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2200 direct DIBBL and hold.

AWOS-3 118.175	CHICAGO APP CON 119.35 354.075	UNICOM 122.8 (CTAF) 0
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 584	TDZE 570
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2200	DIBBL	COPTU	DIBBL	4 NM Holding Pattern
		2200	2200	2200
		357°	177°	357°
		4.9 NM	6 NM	

CATEGORY	A	B	C	D
LNAV MDA	1140-1	570 (600-1)	1140-1½ 570 (600-1½)	NA
CIRCLING	1140-1 556 (600-1)	1200-1 616 (700-1)	1200-1¾ 616 (700-1¾)	NA

VORTAC JOT 112.3 Chan 70	APP CRS 210°	Rwy Idg TDZE Apt Elev 584	N/A N/A 584
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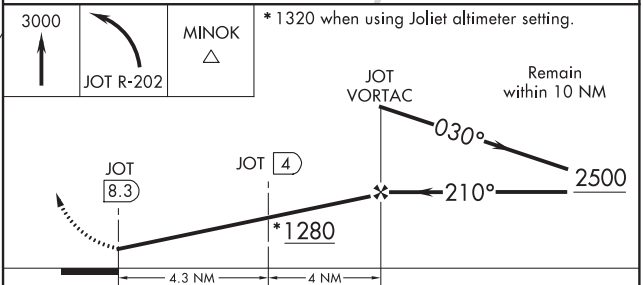
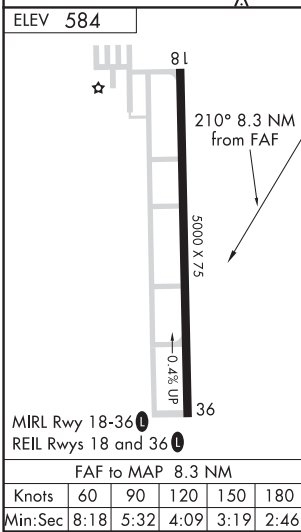
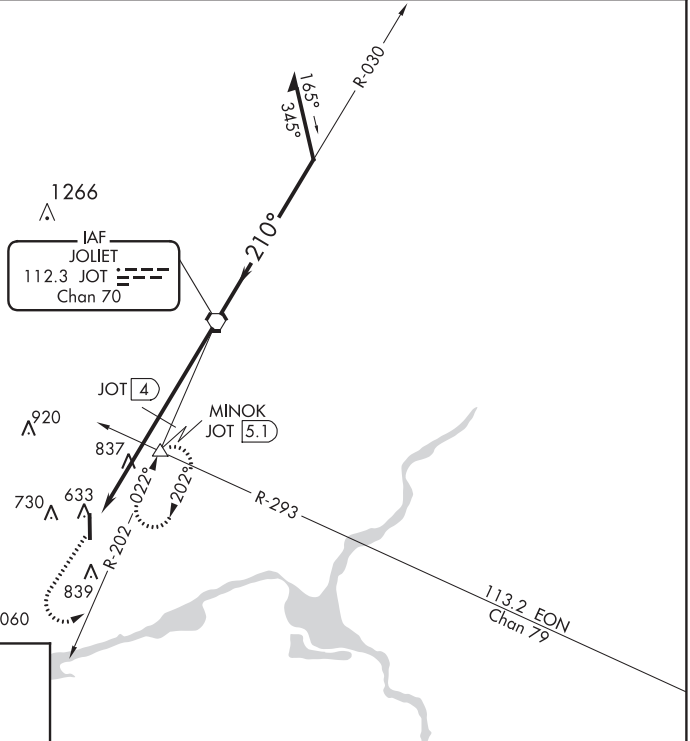
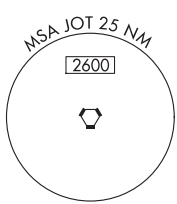
VOR-A

MORRIS MUNI-JAMES R WASHBURN FIELD (C09)

When local altimeter setting not received, use Joliet altimeter setting and increase all MDA 40 feet. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then left turn via JOT R-202 to MINOK INT/JOT 5.1 DME and hold.

AWOS-3 118.175	CHICAGO APP CON 119.35 354.075	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	1280-1	696 (700-1)	1280-2	NA
DME MINIMUMS				
CIRCLING	1100-1 516 (600-1)	1200-1 616 (700-1)	1200-1¼ 616 (700-1¼)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-CWA 110.3 Chan 40	APP CRS 077°	Rwy Idg TDZE Apt Elev	7647 1274 1277
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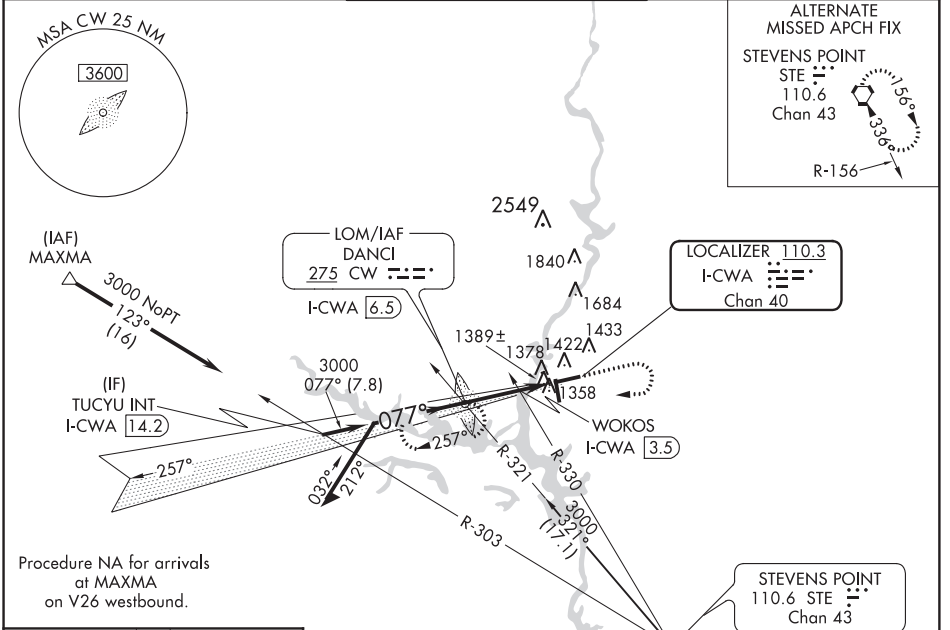
ILS or LOC RWY 8

CENTRAL WISCONSIN(CWA)

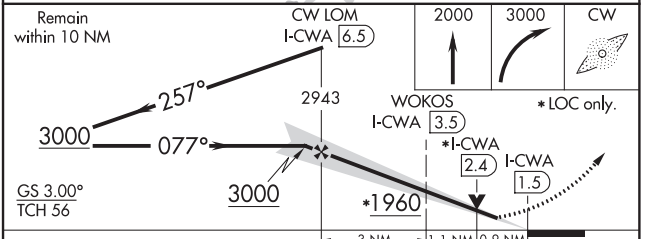
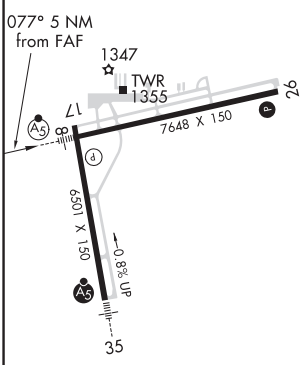
NA **ADF** Required. VDP NA with Wausau altimeter setting. When local altimeter setting not received, use Wausau altimeter setting and increase all DA 32 feet and all MDA 40 feet and increase S-LOC Cats C and D visibility 1/2 mile. For inoperative MALSR, increase S-LOC Cats C and D visibility to 1 mile.

MALSR **MISSED APPROACH:** Climb to 2000 then climbing right turn to 3000 direct DANCE LOM and hold.

ATIS 127.45	MINNEAPOLIS CENTER 124.4 317.7	CWA TOWER* 119.75 (CTAF) 360.7	GND CON 121.9 360.7	UNICOM 122.95
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ELEV 1277	D	TDZE 1274
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REIL Rwy 17 and 26				
HIRL Rwy 8-26 and 17-35				
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-ILS 8	1474-1/2 200 (200-1/2)			
S-LOC 8	1640-1/2	366 (400-1/2)	1640-5/8	366 (400-5/8)
CIRCLING	1740-1	463 (500-1)	1740-1/2	1840-2 563 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

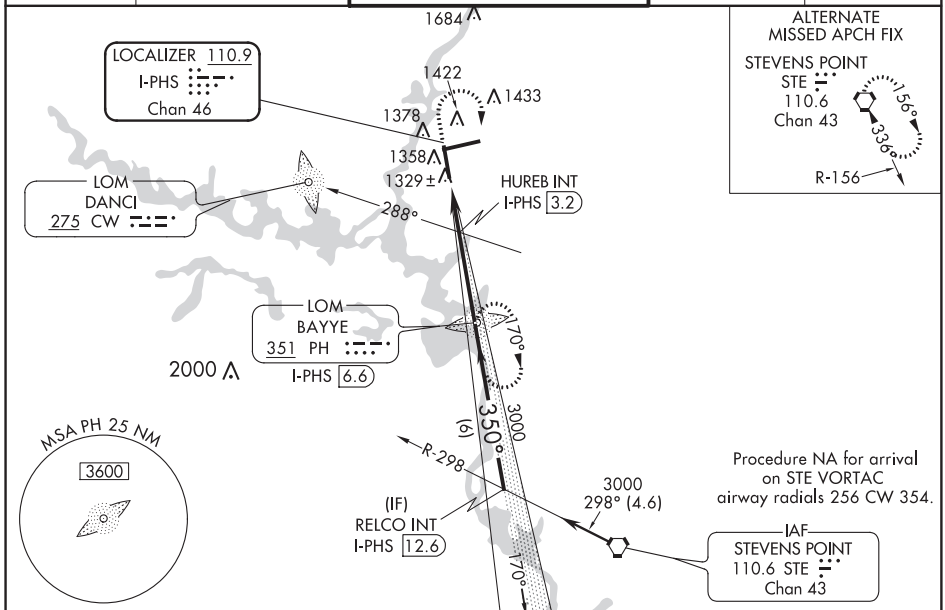
LOC/DME I-PHS 110.9 Chan 46	APP CRS 350°	Rwy Idg TDZE 6498 1251 Apt Elev 1277
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ILS or LOC RWY 35

CENTRAL WISCONSIN(CWA)

<p>⚠ ADF required. VDP NA with Wausau altimeter setting. When local altimeter setting not received, use Wausau altimeter setting and increase all DA 32 feet and all MDA 40 feet, and increase S-LOC 35 Cats C and D and Circling Cat C visibility 1/8 mile. For inoperative MALSR, increase S-LOC 35 Cats C and D visibility to 1/8 mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct BAYYE LOM and hold.</p>
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ATIS 127.45	MINNEAPOLIS CENTER 124.4 317.7	CWA TOWER * 119.75(CTAF) 360.7	GND CON 121.9 360.7	UNICOM 122.95
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ELEV 1277	D	TDZE 1251	2000	3000	PH	RELCO INT I-PHS 12.6	Procedure Turn NA
REIL Rwy 17 and 26		HIRL Rwy 8-26 and 17-35				PH LOM	
			*LOC only. I-PHS 1.2	HUREB INT I-PHS 3.2	2992	350°	3000
			1 NM	1 NM	3.3 NM	6 NM	GS 3.00° TCH 50
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 35	1451-1/2		200 (200-1/2)				
S-LOC 35	1900-1/2	649 (700-1/2)	1900-1/2	649 (700-1/2)			
CIRCLING	1900-1	623 (700-1)	1900-1 7/8	623 (700-1 7/8)	1900-2	623 (700-2)	
HUREB FIX MINIMUMS							
S-LOC 35	1580-1/2	329 (400-1/2)	1580-5/8	329 (400-5/8)			
CIRCLING	1740-1	463 (500-1)	1740-1 1/2	463 (500-1 1/2)	1840-2	563 (600-2)	

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42820 W08A	APP CRS 077°	Rwy Idg TDZE Apt Elev	7647 1274 1277
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RNAV (GPS) RWY 8

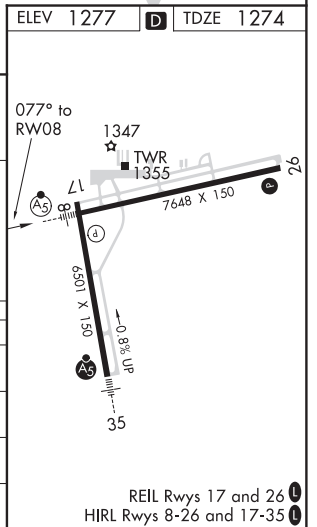
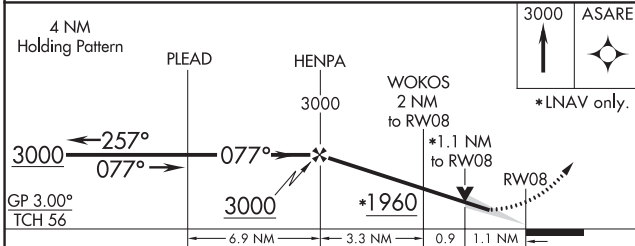
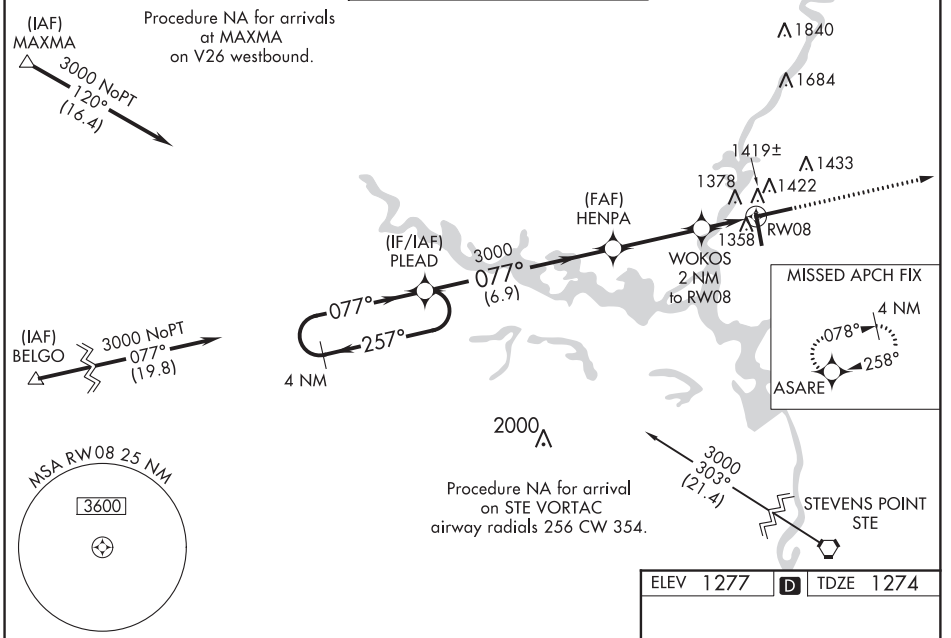
CENTRAL WISCONSIN(CWA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wasau altimeter setting and increase all DA 32 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility 1/8 mile. For inoperative MALSR increase LNAV/VNAV all Cats visibility to 1 mile and increase LNAV Cats C and D visibility to 1 1/8 mile. Baro-VNAV and VDP NA when using Wasau altimeter setting.

MALSR


MISSED APPROACH:
Climb to 3000 direct ASARE and hold.

ATIS 127.45	MINNEAPOLIS CENTER 124.4 317.7	CWA TOWER* 119.75 (CTAF) 360.7	GND CON 121.9 360.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1474-1/2	200 (200-1/2)	
LNAV/VNAV DA		1601-5/8	327 (400-5/8)	
LNAV MDA	1680-1/2	406 (500-1/2)	1680-3/4	406 (500-3/4)
CIRCLING	1740-1	463 (500-1)	1740-1 1/2 463 (500-1 1/2)	1840-2 563 (600-2)

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53321 W17A	APP CRS 170°	Rwy Idg TDZE Apt Elev	6501 1277 1277
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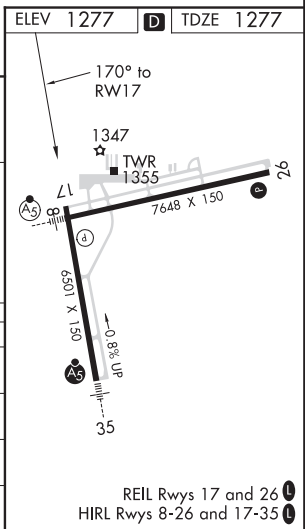
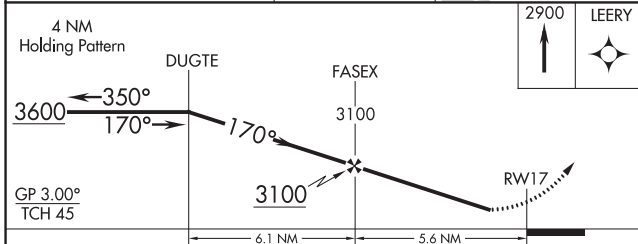
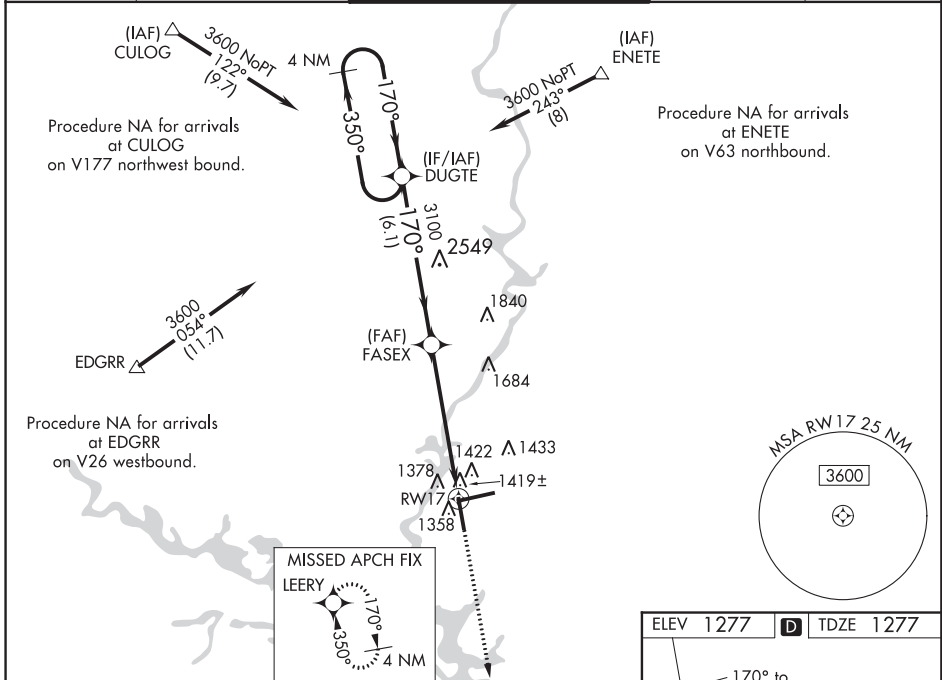
RNAV (GPS) RWY 17

CENTRAL WISCONSIN (CWA)

⚠ Baro-VNAV NA when using Wausau altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Wausau altimeter setting and increase all DA 32 feet and all MDA 40 feet, and increase LNAV Cats C and D visibility 1/4 mile.

⚠ MISSED APPROACH: Climb to 2900 direct LEERY and hold.

ATIS 127.45	MINNEAPOLIS CENTER 124.4 317.7	CWA TOWER ★ 119.75 (CTAF) 360.7	GND CON 121.9 360.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1534-1	257 (300-1)	
LNAV/VNAV DA		1600-1 1/8	323 (400-1 1/8)	
LNAV MDA	1680-1	403 (500-1)	1680-1 1/8	403 (500-1 1/8)
CIRCLING	1740-1	463 (500-1)	1740-1 1/2	1840-2 563 (600-2)

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58220 W26A	APP CRS 257°	Rwy Idg TDZE Apt Elev	7647 1260 1277
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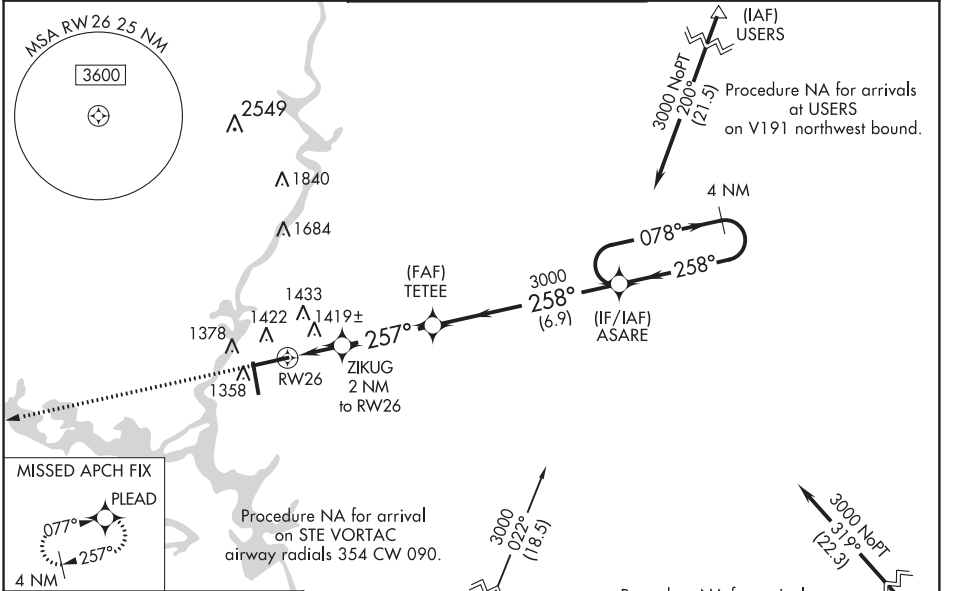
RNAV (GPS) RWY 26

CENTRAL WISCONSIN (CWA)

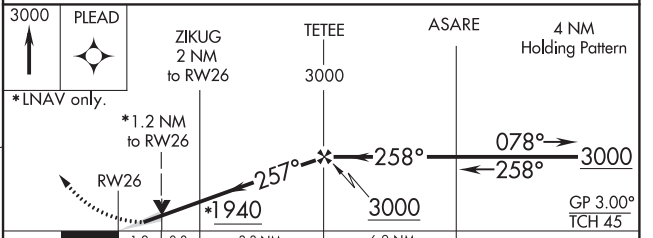
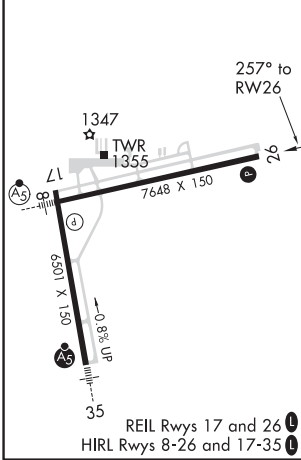
⚠ Baro-VNAV NA when using Wausau altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wausau altimeter setting and increase all DA 32 feet and all MDA 40 feet; and increase LPV and LNAV/VNAV all Cals visibility 1/8 mile and LNAV Cat C/D 1/4 mile. VDP NA when using WAUSAU altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
PLEAD and hold.

ATIS 127.45	MINNEAPOLIS CENTER 124.4 317.7	CWA TOWER ★ 119.75 (CTAF) 0 360.7	GND CON 121.9 360.7	UNICOM 122.95
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ELEV 1277	D	TDZE 1260
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CATEGORY	A	B	C	D
LPV DA		1510-3/4	250 (300-3/4)	
LNAV/VNAV DA		1730-1 1/8	470 (500-1 1/8)	
LNAV MDA	1680-1	420 (500-1)	1680-1 1/8	420 (500-1 1/8)
CIRCLING	1740-1	463 (500-1)	1740-1 1/2 463 (500-1 1/2)	1840-2 563 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

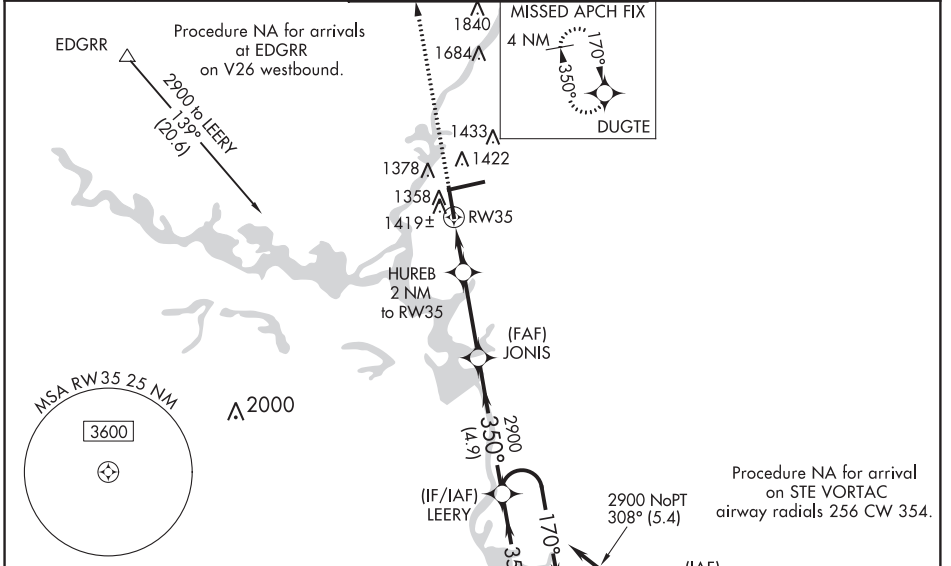
WAAS CH 93521 W35A	APP CRS 350°	Rwy Idg TDZE Apt Elev	6498 1251 1277
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RNAV (GPS) RWY 35

CENTRAL WISCONSIN(CWA)

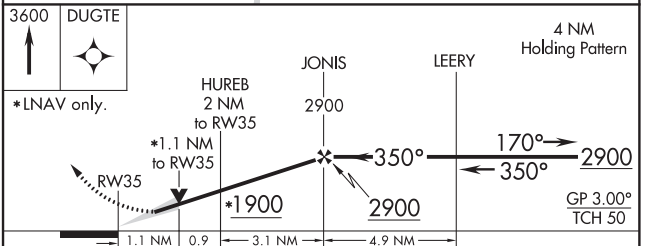
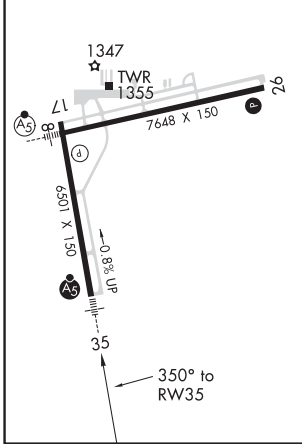
<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wausau altimeter setting and increase all DA 32 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility ½ mile. For inoperative MALSR increase LNAV/VNAV all Cats visibility to 1 mile. Baro-VNAV and VDP NA when using Wausau altimeter setting.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3600 direct DUGTE and hold.</p>
	<p>Procedure NA for arrivals at EDGRR on V26 westbound.</p> <p>2900 to LEERY (20.6)</p>	

ATIS 127.45	MINNEAPOLIS CENTER 124.4 317.7	CWA TOWER* 119.75 (CTAF) 0 360.7	GND CON 121.9 360.7	UNICOM 122.95
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ELEV 1277	D	TDZE 1251
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REIL Rwy 17 and 26
HIRL Rwy 8-26 and 17-35



CATEGORY	A	B	C	D
LPV DA		1451-½	200 (200-½)	
LNAV/VNAV DA		1576-⅝	325 (300-⅝)	
LNAV MDA	1620-½	369 (400-½)	1620-⅝	369 (400-⅝)
CIRCLING	1740-1	463 (500-1)	1740-1½ 463 (500-1½)	1840-2 563 (600-2)

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EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CENTRAL WISCONSIN (CWA)
MOSINEE, WISCONSIN

AL-5674 (FAA)

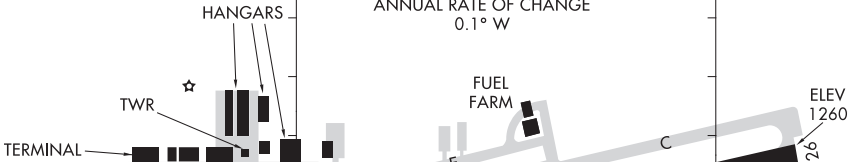
ATIS
127.45
CWA TOWER*
119.75 360.7
GND CON
121.9 360.7

D

▲
1422 ±



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



FIELD
ELEV
1277

HS 1

ELEV 1273

L1

B

B

172.6°

R

B

R

B

6501 X 150

B

R

B

0.8% UP

352.6°

ELEV 1225

35

ELEV 1260

26

44° 47' N

44° 46' N

89° 40' W

89° 39' W

7648 X 150

← 260.0°

080.0°

RWY 08-26
PCN 67 R/B/W/T
S-120, D-227, 2S-175, 2D-409

RWY 17-35
PCN 59 R/B/W/T
S-120, D-204, 2S-133, 2D-358

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

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EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

MOSINEE, WISCONSIN
CENTRAL WISCONSIN (CWA)

RNAV (GPS) RWY 4

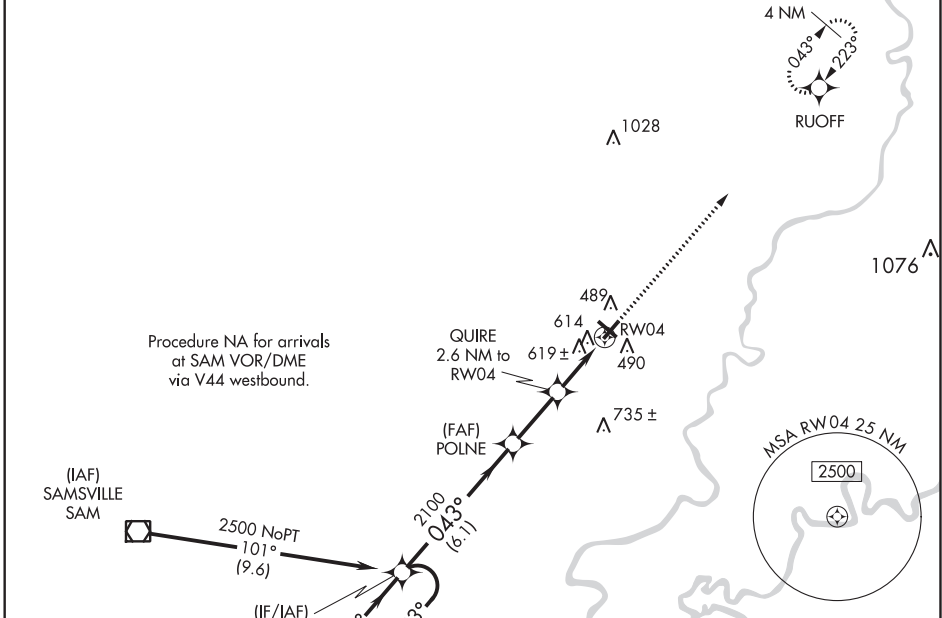
MOUNT CARMEL MUNI (AJG)

APP CRS	Rwy Idg	4000
043°	TDZE	429
	Apt Elev	429

⚠ Baro-VNAV NA when using Lawrenceville altimeter setting. 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. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 26 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility 1/4 mile.

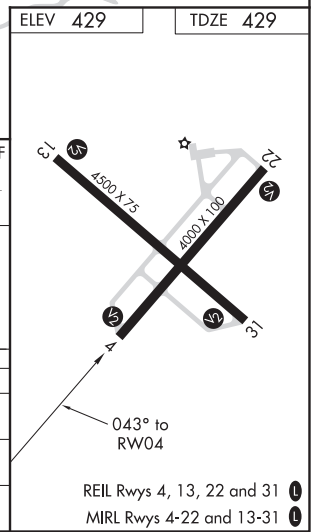
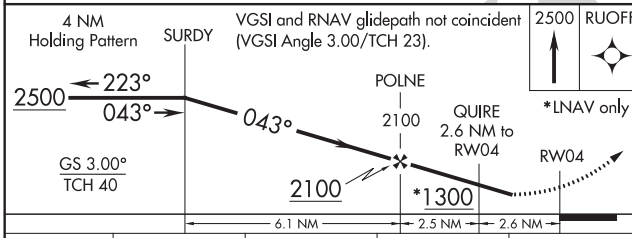
MISSED APPROACH:
Climb to 2500 direct RUOFF and hold.

AWOS-3 134.9	EVANSVILLE APP CON* 125.6 343.7	UNICOM 122.7 (CTAF) ①
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Procedure NA for arrivals at SAM VOR/DME via V44 westbound.

ELEV 429	TDZE 429
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CATEGORY	A	B	C	D
LNAV/VNAV DA	937-1 3/4 508 (600-1 1/2)			NA
LNAV MDA	920-1	491 (500-1)	920-1 1/4 491 (500-1 1/4)	NA
CIRCLING	980-1	551 (600-1)	980-1 1/2 551 (600-1 1/2)	NA

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53317 W22A	APP CRS 223°	Rwy Idg TDZE 4000 Apt Elev 429
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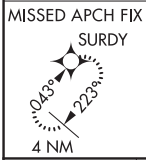
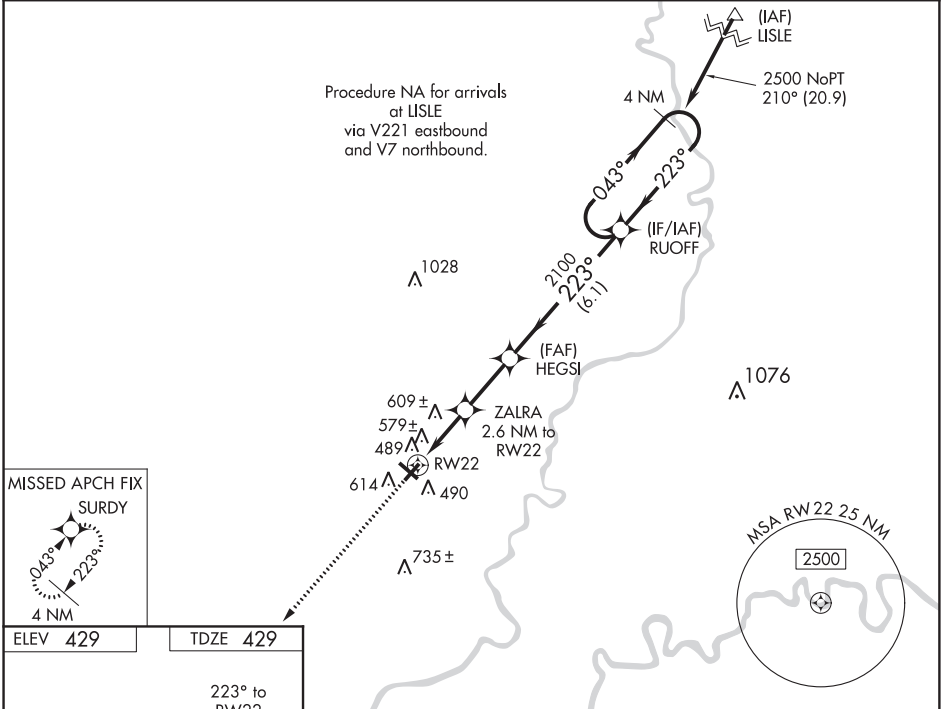
RNAV (GPS) RWY 22

MOUNT CARMEL MUNI (AJG)

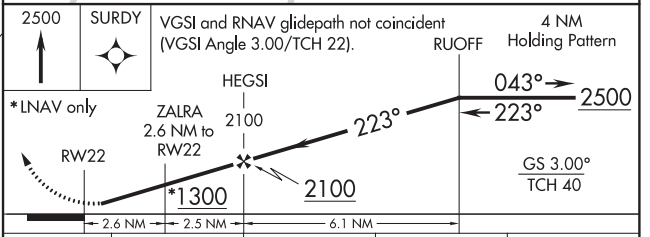
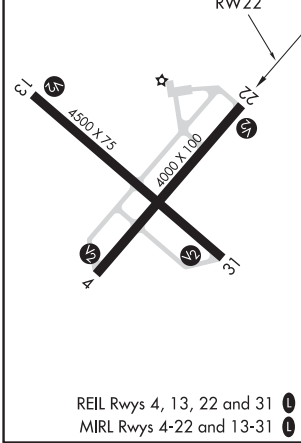
⚠ When VGSI inoperative, Straight-in/Circling Rwy 22 procedure NA at night. When VGSI inoperative, Circling Rwy 4 NA at night. Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 26 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2500 direct SURDY and hold.

AWOS-3 134.9	EVANSVILLE APP CON* 125.6 343.7	UNICOM 122.7 (CTAF) 0
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ELEV 429	TDZE 429
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CATEGORY	A	B	C	D
LPV DA	679-1	250 (300-1)		NA
LNAV/VNAV DA	888-1¾	459 (500-1¾)		NA
LNAV MDA	860-1	431 (500-1)	860-1¼ 431 (500-1¼)	NA
CIRCLING	980-1	551 (600-1)	980-1½ 551 (600-1½)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

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MOUNT CARMEL, ILLINOIS

AL-6159 (FAA)

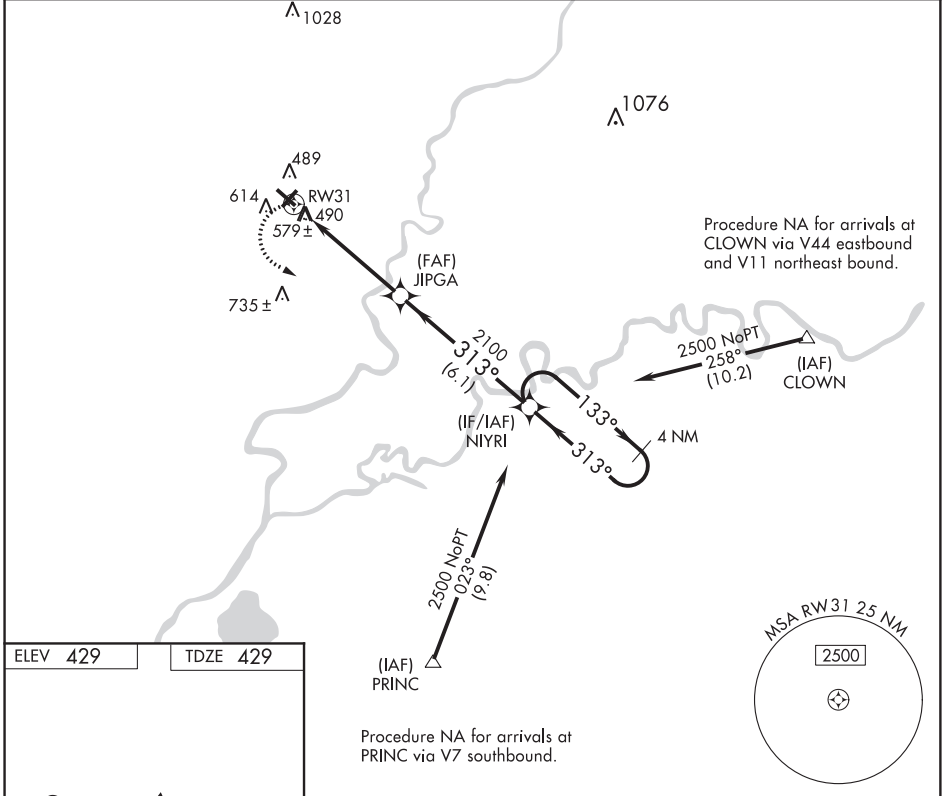
RNAV (GPS) RWY 31

MOUNT CARMEL MUNI (AJG)

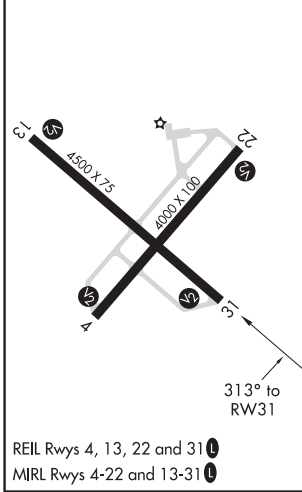
APP CRS 313°	Rwy Idg 4500
	TDZE 429
	Apt Elev 429

<p>⚠ NA</p> <p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 40 feet and increase LNAV Cat. D visibility ¼ mile.</p>	<p>MISSED APPROACH: Climbing left to turn 2500 direct NIYRI and hold.</p>
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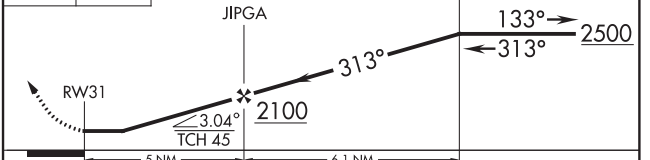
AWOS-3 134.9	EVANSVILLE APP CON★ 125.6 343.7	UNICOM 122.7 (CTAF) 0
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ELEV 429	TDZE 429
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2500	NIYRI	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).	4 NM Holding Pattern
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CATEGORY	A	B	C	D
LNAV MDA	840-1	411 (500-1)	840-1¼	411 (500-1¼)
CIRCLING	980-1	551 (600-1)	980-1½	980-2 551 (600-1½)

MOUNT CARMEL, ILLINOIS
Orig 14205

38°36'N-87°44'W
635

MOUNT CARMEL MUNI (AJG)

RNAV (GPS) RWY 31

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EC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME LWV 108.8 Chan 25	APP CRS 211°	Rwy Ldg TDZE Apt Elev	4000 429 429
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VOR/DME RWY 22

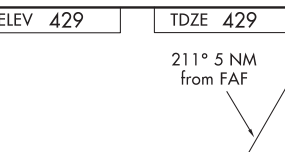
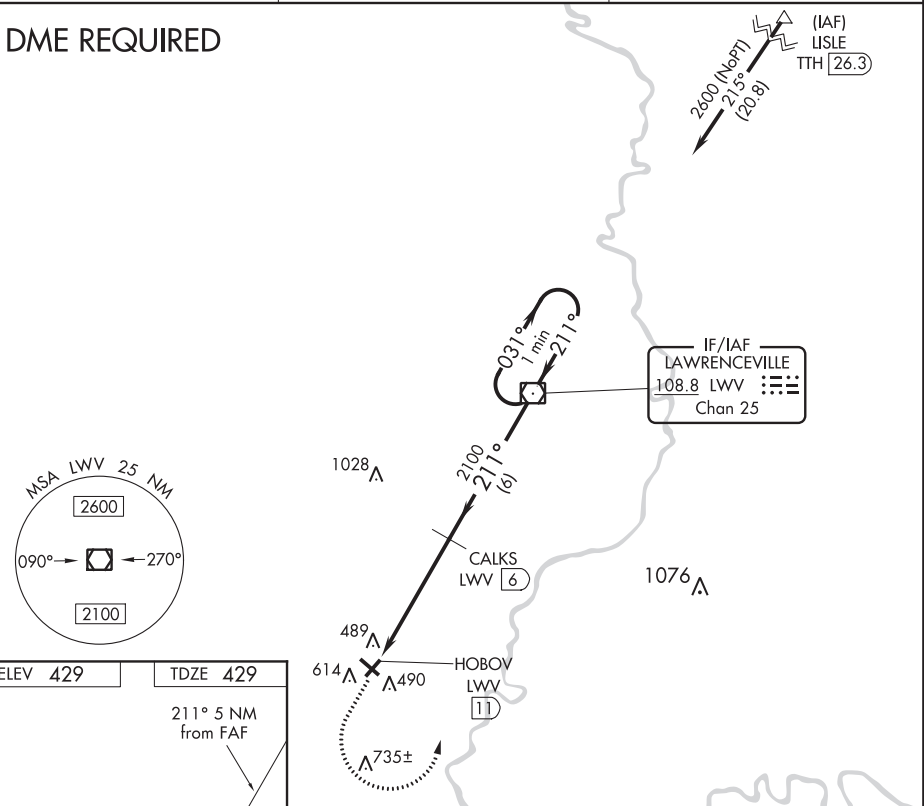
MOUNT CARMEL MUNI (AJG)

⚠ When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 40 feet and all Cat C visibility $\frac{1}{8}$ mile.
⚠ Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

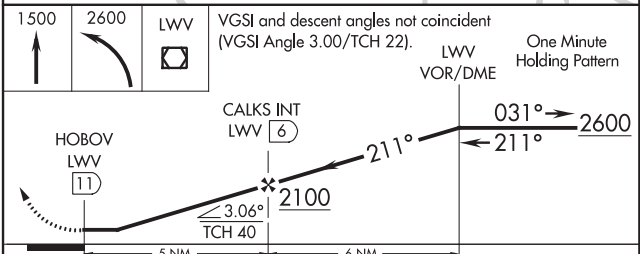
MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct LWV VOR/DME and hold.

AWOS-3 134.9	EVANSVILLE APP CON* 125.6 343.7	UNICOM 122.7 (CTAF) 0
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DME REQUIRED



ELEV 429	TDZE 429
REIL Rws 4, 13, 22 and 31	
MIRL Rws 4-22 and 13-31	
FAF to MAP 5 NM	
Knots	60 90 120 150 180
Min:Sec	5:00 3:20 2:30 2:00 1:40



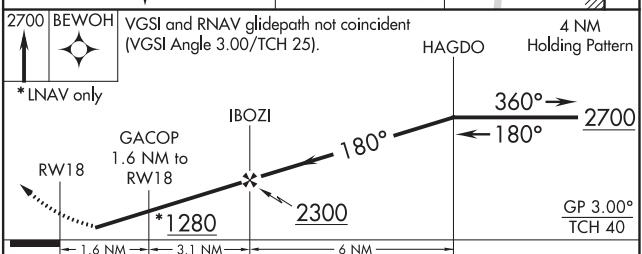
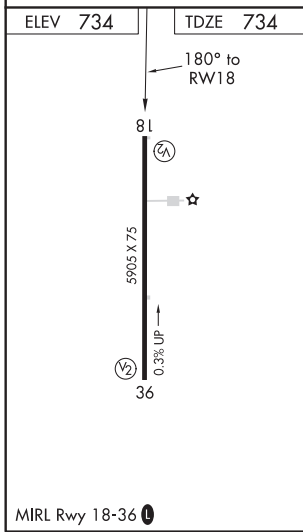
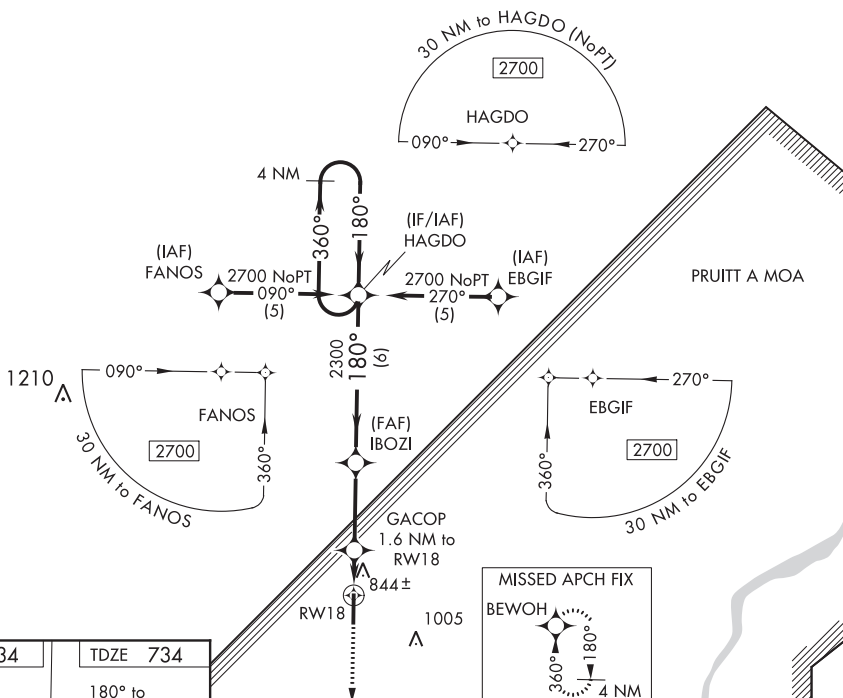
CATEGORY	A	B	C	D
S-22	1000-1 571 (600-1)		1000-1 $\frac{1}{8}$ 571 (600-1 $\frac{1}{8}$)	NA
CIRCLING	1000-1 571 (600-1)		1000-1 $\frac{1}{8}$ 571 (600-1 $\frac{1}{8}$)	NA

WAAS CH 45912 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	5905 734 734
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RNAV (GPS) RWY 18

MOUNT STERLING MUNI (I63)

<p>▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase all DA 5 feet, increase all MDA 20 feet and LNAV Cat D visibility ¼ mile.</p>		<p>MISSED APPROACH: Climb to 2700 direct BEWOH and hold.</p>	
AWOS-3PT 118.325	QUINCY ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA		1066-1¼	332 (400-1¼)	
LNAV/VNAV DA		1191-1¾	457 (500-1¾)	
LNAV MDA	1160-1	426 (500-1)	1160-1¼	426 (500-1¼)
CIRCLING	1200-1	466 (500-1)	1200-1½ 466 (500-1½)	1300-2 566 (600-2)

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97712 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	5905 725 734
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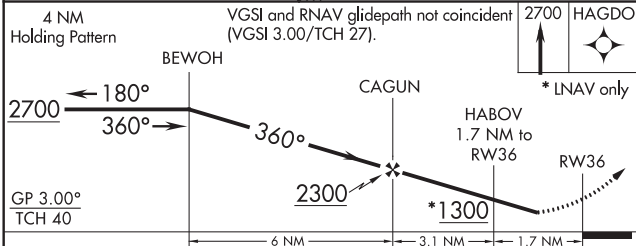
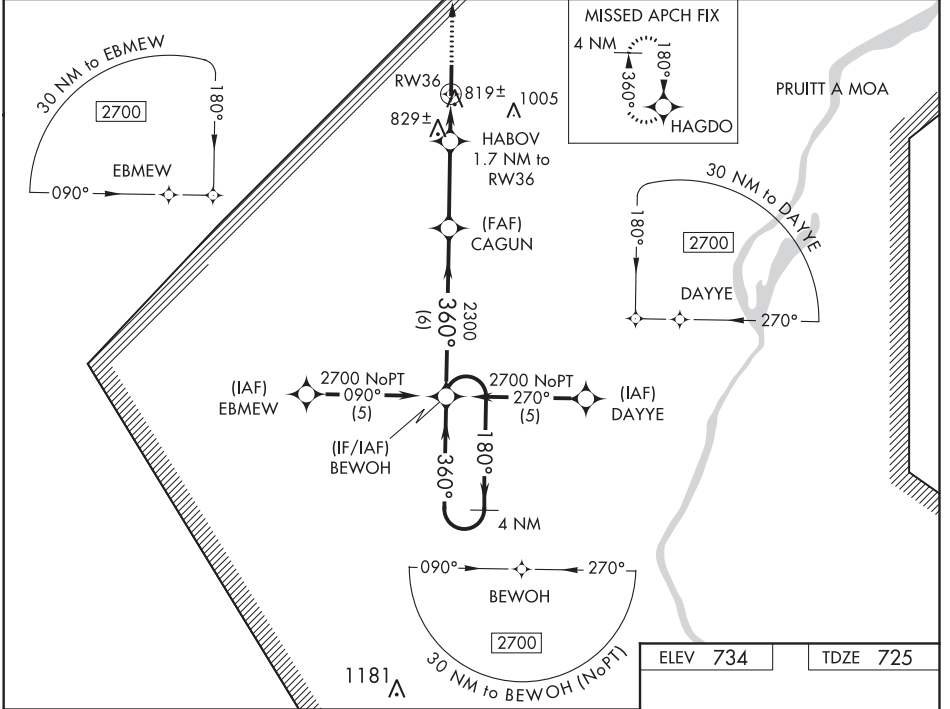
RNAV (GPS) RWY 36

MOUNT STERLING MUNI (I63)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase all DA 5 feet, increase all MDA 20 feet and LNAV Cat D visibility ¼ mile.

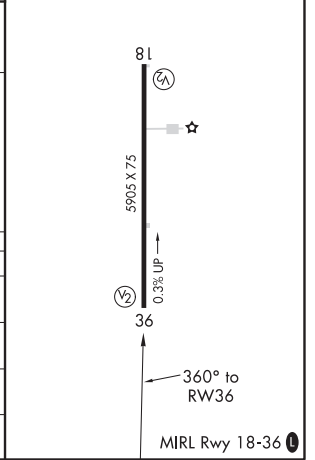
MISSED APPROACH: Climb to 2700 direct HAGDO and hold.

AWOS-3PT 118.325	QUINCY ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF)
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ELEV 734	TDZE 725
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CATEGORY	A	B	C	D
LPV DA		1074-1¼	349 (400-1¼)	
LNAV/VNAV DA		1136-1½	411 (500-1½)	
LNAV MDA	1140-1	415 (500-1)	1140-1¼	415 (500-1¼)
CIRCLING	1200-1	466 (500-1)	1200-1½	1300-2 566 (600-2)



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EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC UIN 113.6 Chan 83	APP CRS 064°	Rwy Idg TDZE Apt Elev N/A N/A 734
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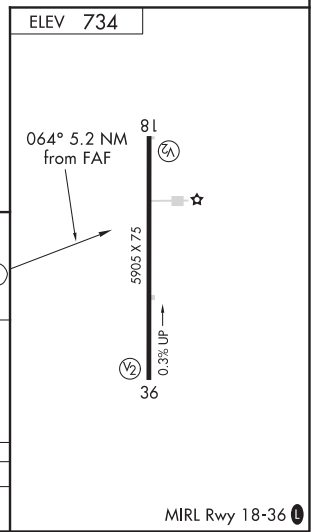
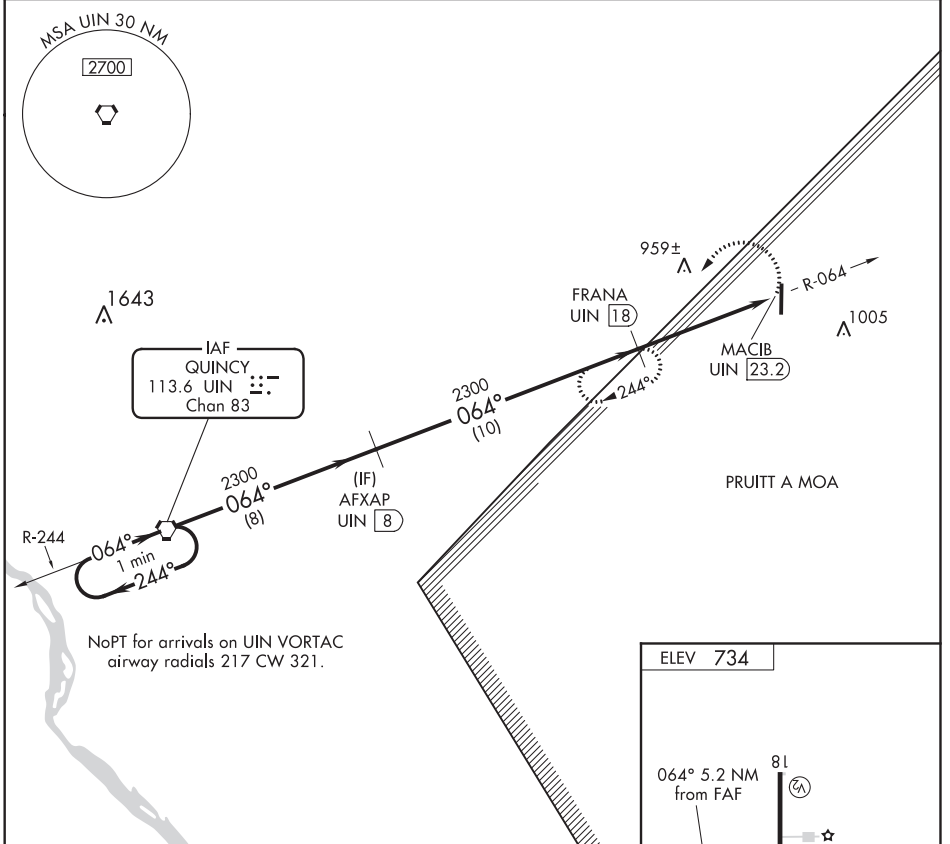
VOR/DME-A

MOUNT STERLING MUNI (I63)

NA Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase Circling Cats A/B/C MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2300 via heading 190° and UIN VORTAC R-064 to FRANA/18 DME and hold.

AWOS-3PT 118.325	QUINCY ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern	← 244°	→ 064°	→ 064°	→ 064°
	2300	2300	2300	2300
	8 NM	10 NM	5.2 NM	
CATEGORY	A	B	C	D
CIRCLING	1260-1 526 (600-1)	1260-1¼ 526 (600-1¼)	1260-1½ 526 (600-1½)	1300-2 566 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-MVN 111.7	APP CRS 231°	Rwy Idg 5572
		TDZE 471
		Apt Elev 480

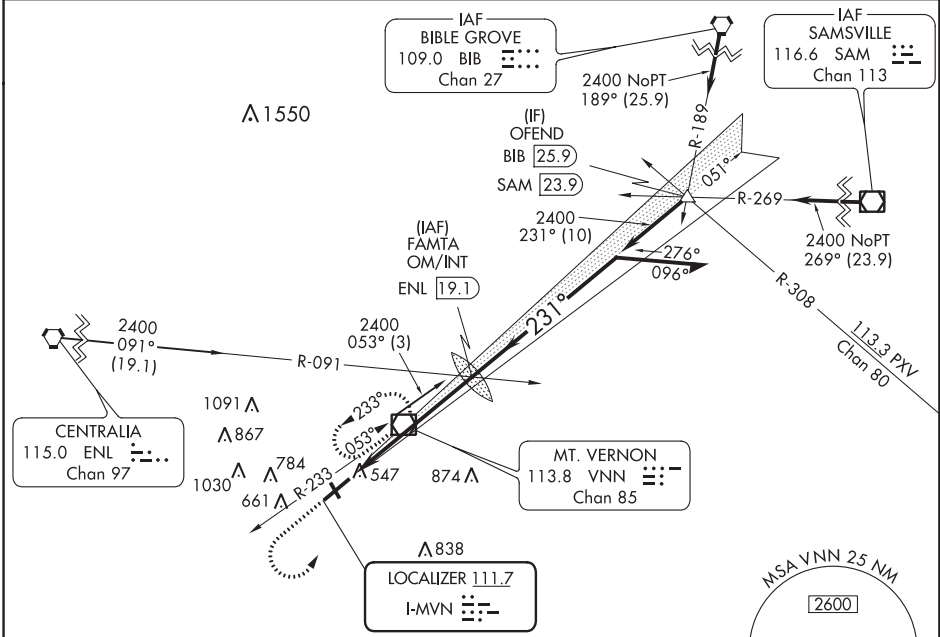
ILS or LOC RWY 23

MOUNT VERNON (MVN)

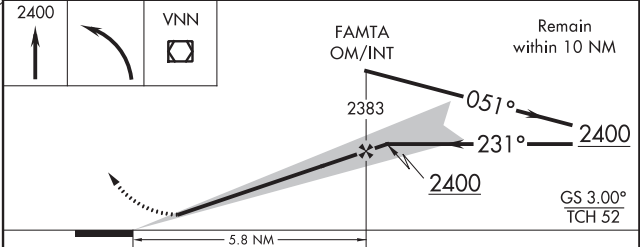
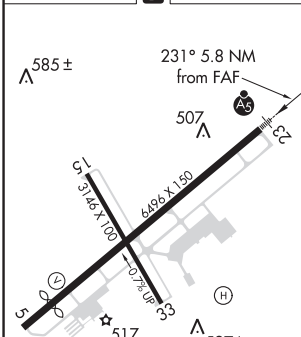
⚠ Circling to Rwy 15/33 NA at night. When local altimeter setting not received, use Centralia altimeter setting and increase all DA 45 feet and all MDA 60 feet, and increase S-LOC 23 Cat C/D and Circling Cat C visibility ¼ mile.

MALSR MISSED APPROACH: Climb to 2400 then left turn direct VNN VOR/DME and hold.

AWOS-3 113.8	KANSAS CITY CENTER 127.7 351.825	UNICOM 123.0(CTAF)
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ELEV 480	D	TDZE 471
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CATEGORY	A	B	C	D
S-ILS 23	671-½ 200 (200-½)			
S-LOC 23	1020-½	549 (600-½)	1020-1⅛	549 (600-1⅛)
C CIRCLING	1020-1	540 (600-1)	1140-1¾ 660 (700-1¾)	1380-3 900 (1000-3)

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-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 48910 W05A	APP CRS 051°	Rwy Idg 5722 TDZE 470 Apt Elev 480
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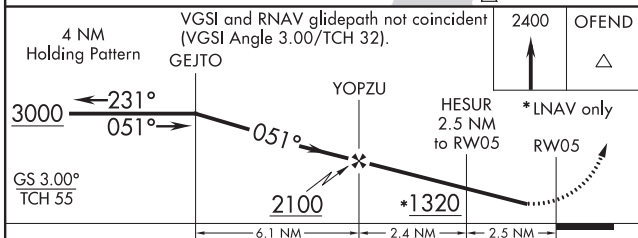
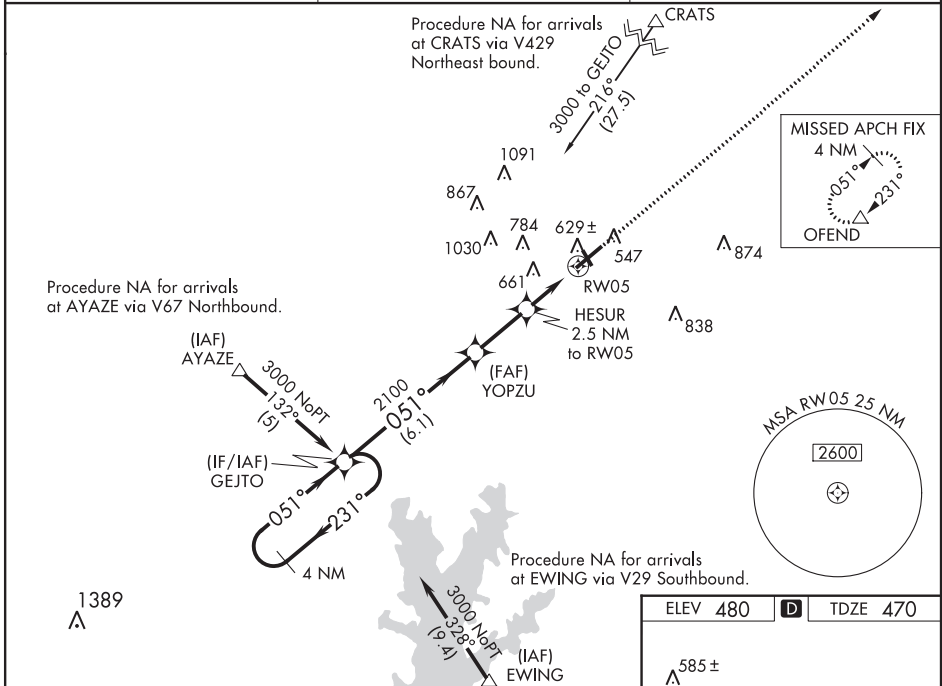
RNAV (GPS) RWY 5

MOUNT VERNON (MVN)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting and increase all DA 45 feet, all MDA 60 feet, and increase LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Centralia altimeter setting. Circling to Rwy 15/33 NA at night.

MISSED APPROACH:
Climb to 2400 direct OFEND and hold.

AWOS-3 113.8	KANSAS CITY CENTER 127.7 351.825	UNICOM 123.0(CTAF) 0
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ELEV 480	D	TDZE 470
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Runway: 5, 33

Taxiway: 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Obstacles: 585±, 507, 568±, 517, 527±.

Angles: 051° to RW05.

HIRL Rwy 5-23 **0**

MIRL Rwy 15-33 **0**

CATEGORY	A	B	C	D
LPV DA		802-1¼	332 (400-1¼)	
LNAV/VNAV DA		838-1¼	368 (400-1¼)	
LNAV MDA	880-1	410 (400-1)	880-1¼	410 (400-1¼)
CIRCLING	1000-1	520 (600-1)	1000-1½	1140-2 660 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58010 W23A	APP CRS 231°	Rwy Idg 5572 TDZE 471 Apt Elev 480
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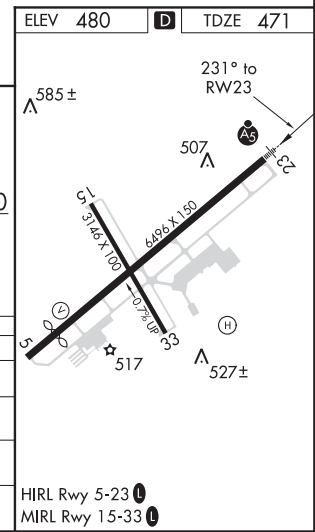
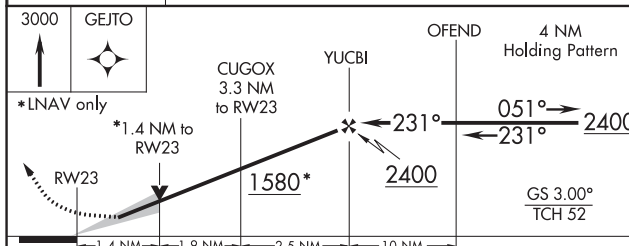
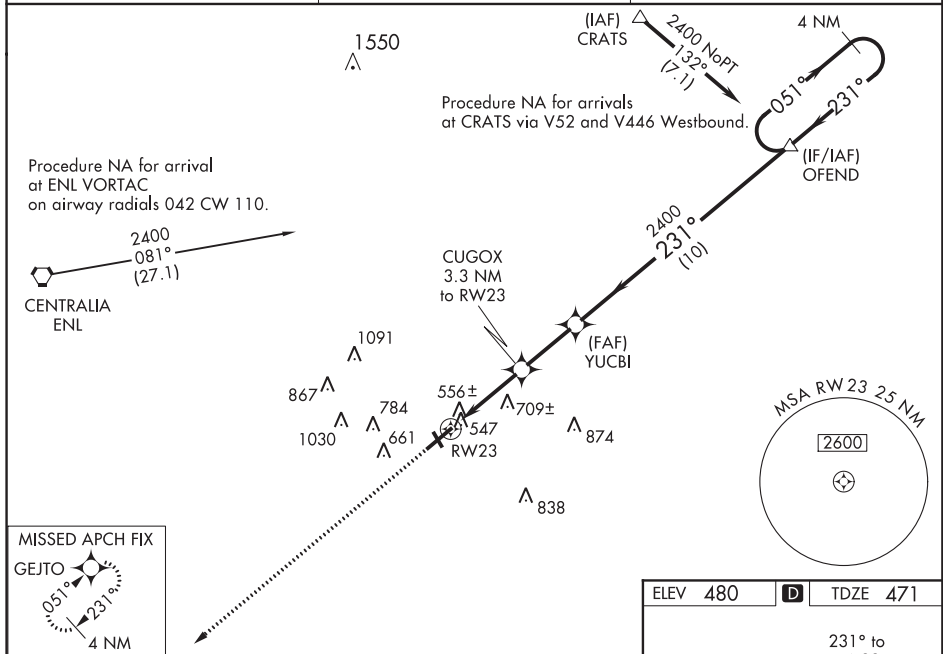
RNAV (GPS) RWY 23

MOUNT VERNON (MVN)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Centralia altimeter setting and increase all DA 45 feet and all MDA 60 feet, and increase LNAV Cat C/D and Circling Cat D visibility ¼ mile. For inop MALSRL, when using Centralia altimeter setting, increase LPV all Cats visibility to 1 mile. VDP and Baro-VNAV NA when using Centralia altimeter setting. Circling to Rwy 15/33 NA at night.

MALSRL

MISSED APPROACH: Climb to 3000 direct GEJTO and hold.

AWOS-3 113.8	KANSAS CITY CENTER 127.7 351.825	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		721-½	250 (300-½)	
LNAV/VNAV DA		873-1	402 (400-1)	
LNAV MDA	960-½ 489 (500-½)		960-¾ 489 (500-¾)	960-1 489 (500-1)
CIRCLING	1000-1 520 (600-1)		1000-1½ 520 (600-1½)	1140-2 660 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME VNN 113.8 Chan 85	APP CRS 045°	Rwy Idg 5722 TDZE 469 Apt Elev 480
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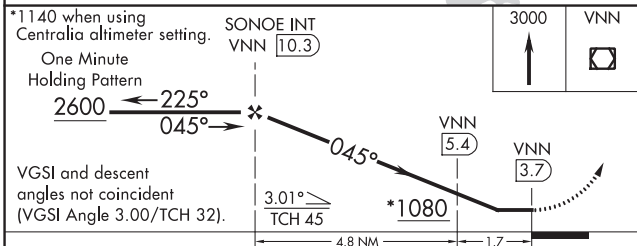
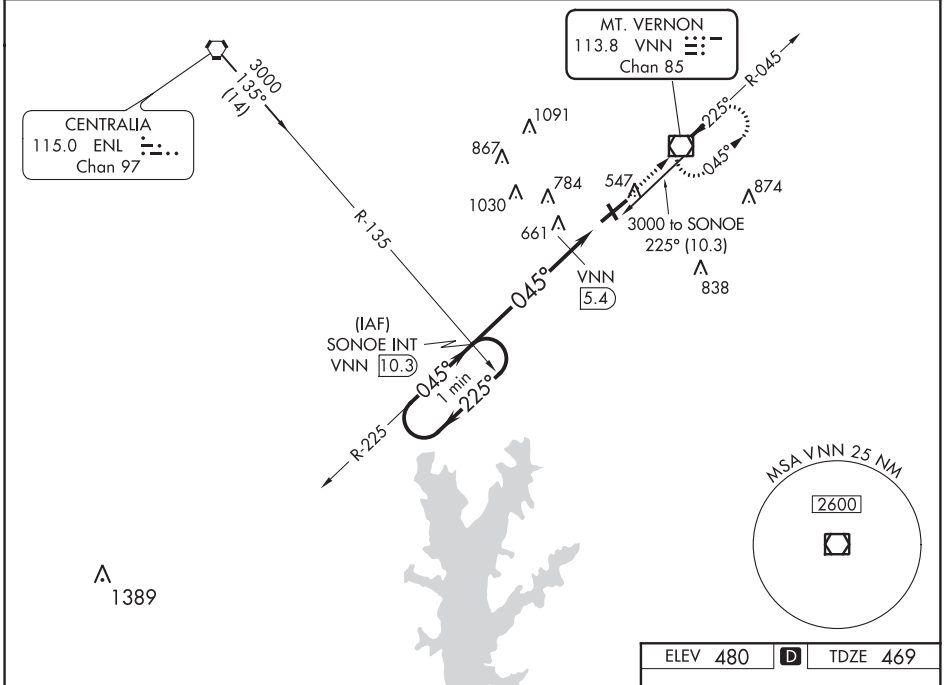
VOR RWY 5

MOUNT VERNON (MVN)

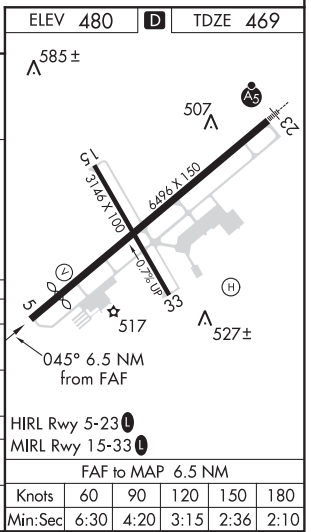
When local altimeter setting not received, use Centralia altimeter setting and increase all MDA 60 feet and increase Circling Cat D visibility ¼ mile. Circling to Rwy 15/33 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct VNN VOR/DME and hold.

AWOS-3 113.8	KANSAS CITY CENTER 127.7 351.825	UNICOM 123.0(CTAF)
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CATEGORY	A	B	C	D
S-5	1080-1	611 (600-1)	1080-1¾ 611 (600-1¾)	1080-2 611 (600-2)
CIRCLING	1080-1	600 (600-1)	1080-1¾ 600 (600-1¾)	1140-2 660 (700-2)
DME MINIMUMS				
S-5	920-1	451 (500-1)	920-1¼ 451 (500-1¼)	920-1½ 451 (500-1½)
CIRCLING	1000-1	520 (600-1)	1000-1½ 520 (600-1½)	1140-2 660 (700-2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5317 (FAA)

MOUNT VERNON (MVN)
MOUNT VERNON, ILLINOIS

AWOS-3
113.8
CTAF/UNICOM
123.0



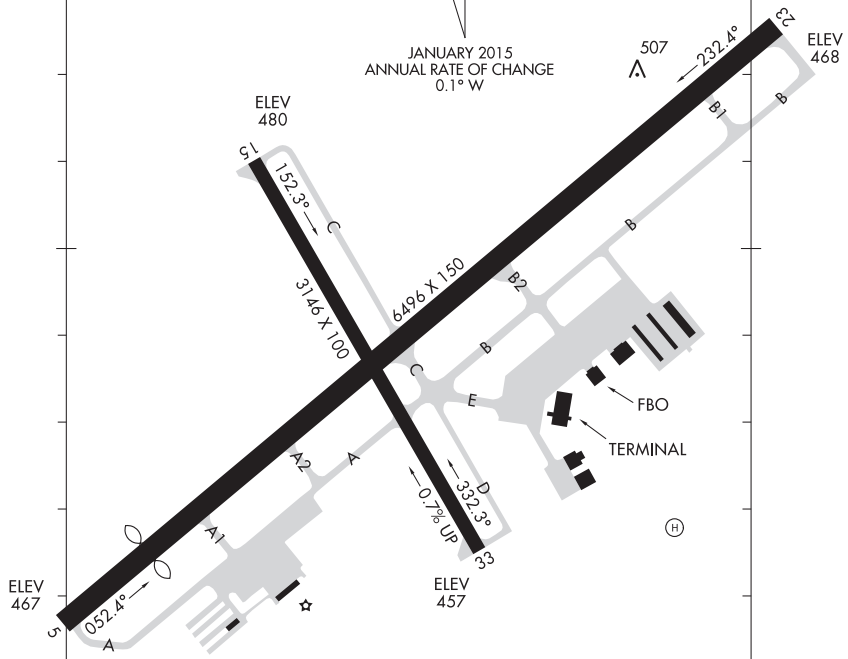
FIELD
ELEV
480

38°20'N

↑
VAR 2.3° N
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



RWY 05-23
PCN 33 F/C/X/U
S-80, D-108, 2D-190
RWY 15-33
PCN 3 F/B/Y/U
S-12

38°19'N

88°52'W

88°51'W

AIRPORT DIAGRAM

MOUNT VERNON, ILLINOIS
MOUNT VERNON (MVN)

APP CRS	Rwy Idg	2721
001°	TDZE	919
	Apt Elev	919

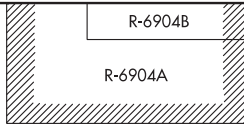
RNAV (GPS) RWY 36

NECEDAH (DAF)

▼ Use Wisconsin Rapids altimeter setting.
▲ NA DME/DME RNP-0.3 NA. Procedure NA at night.
 Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2800 direct AJEPO WP and hold.

ALEXANDER FIELD SOUTH WOOD COUNTY ASOS 126.575	VOLK APP CON ★ 135.25 244.875	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrival at BANKY via V228 northbound.

BANKY

3200
271°
(33.3)

Procedure NA for arrival at bearings from CMY NDB 048 CW 168.

MC COY
CMY

3200
108°
(20.1)

▲ 2170

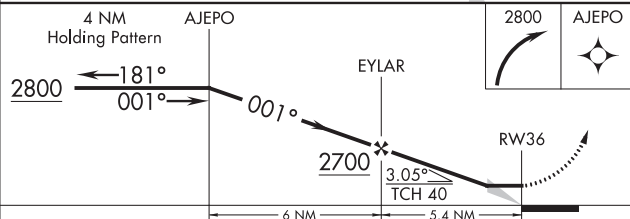
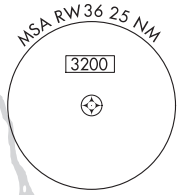
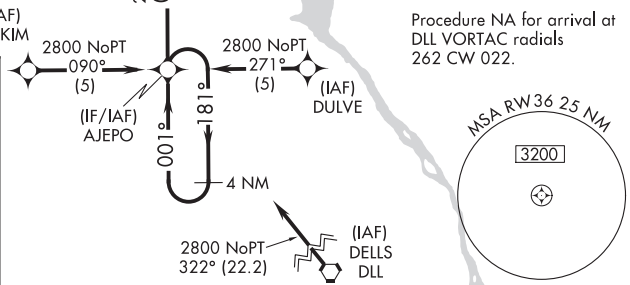
Procedure NA for arrival at DLL VORTAC radials 262 CW 022.

ELEV 919	TDZE 919
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001° to RWY36

NECEDAH, WISCONSIN
Orig-C 10NOV16



CATEGORY	A	B	C	D
LNAV MDA	1540-1	621 (700-1)		NA
CIRCLING	1580-1	661 (700-1)		NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

NEILLSVILLE, WISCONSIN

AL-6508 (FAA)

15288

WAAS CH 90131 W10A	APP CRS 097°	Rwy Idg TDZE Apt Elev	3400 1236 1238
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RNAV (GPS) RWY 10

NEILLSVILLE MUNI (VIQ)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Use Marshfield altimeter setting; when not received, use Wisconsin Rapids altimeter setting and increase all DA 63 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV Cats A/B visibility 1/4 mile.

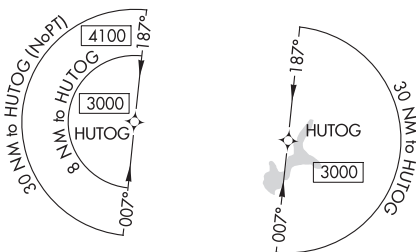
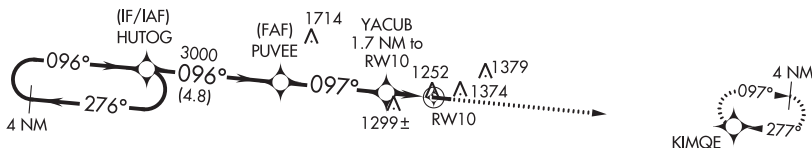
MISSED APPROACH: Climb to 3000 direct KIMQE and hold.

MARSHFIELD ASOS-3
121.575

MINNEAPOLIS CENTER
124.4 317.7

UNICOM
122.8 (CTAF) 1

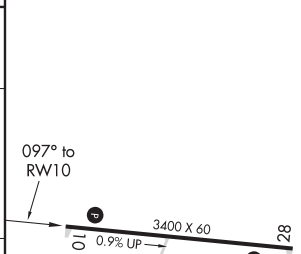
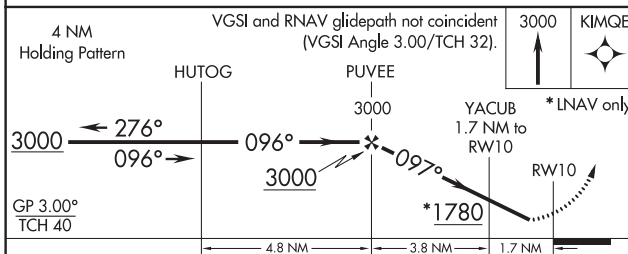
3095



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1238	TDZE 1236
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CATEGORY	A	B	C	D
LPV DA	1526-1	290 (300-1)		NA
LNAV/VNAV DA	1526-1	290 (300-1)		NA
LNAV MDA	1600-1	364 (400-1)		NA
CIRCLING	1720-1	482 (500-1)		NA

LIRL Rwy 10-28 1

NEILLSVILLE, WISCONSIN
Orig-A 28MAY15

44°33'N-90°31'W

NEILLSVILLE MUNI (VIQ) RNAV (GPS) RWY 10

APP CRS 277°	Rwy Idg 3400
	TDZE 1237
	Apt Elev 1238

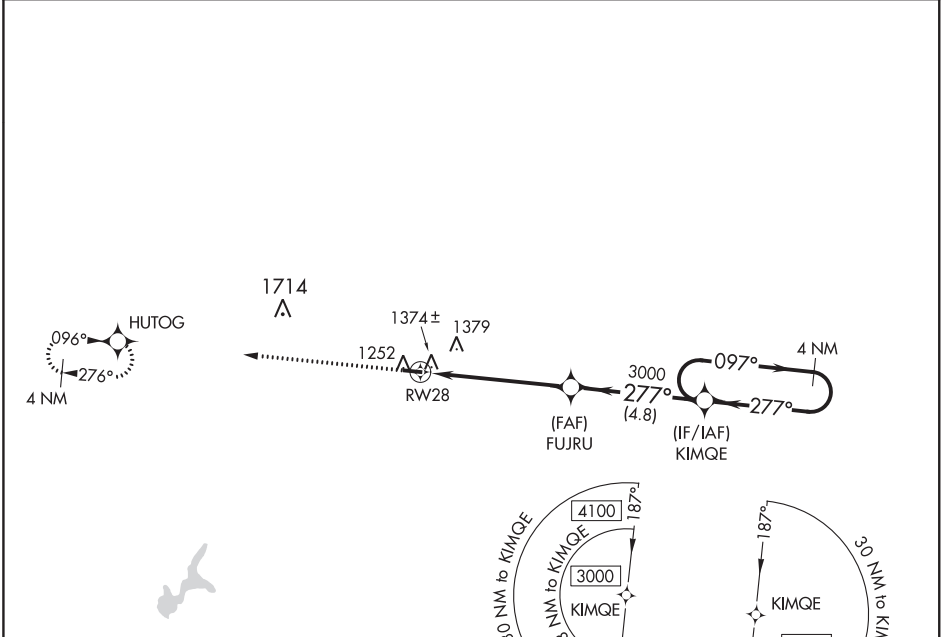
RNAV (GPS) RWY 28

NEILLSVILLE MUNI (VIQ)

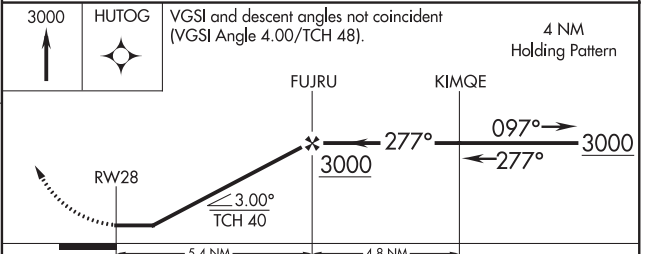
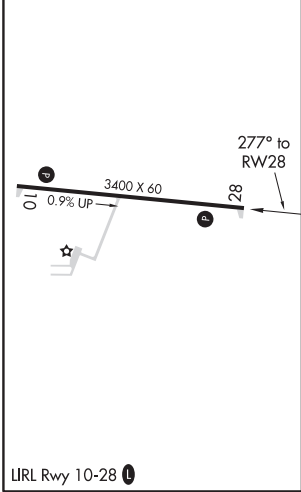
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Marshfield altimeter setting; when not received, use Wisconsin Rapids altimeter setting and increase all MDA 80 feet.

⚠ NA MISSED APPROACH: Climb to 3000 direct HUTOG and hold.

MARSHFIELD ASOS-3 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 1
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ELEV 1238	TDZE 1237
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CATEGORY	A	B	C	D
LNAV MDA	1680-1	443 (500-1)	NA	
CIRCLING	1720-1	482 (500-1)	NA	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

NEILLSVILLE, WISCONSIN

AL-6508 (FAA)

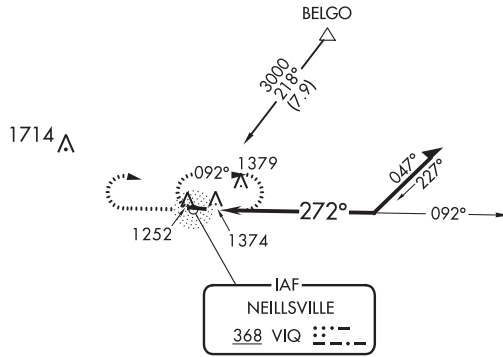
15288

NDB VIQ 368	APP CRS 272°	Rwy Idg 3400	TDZE 1237
		Apt Elev 1238	

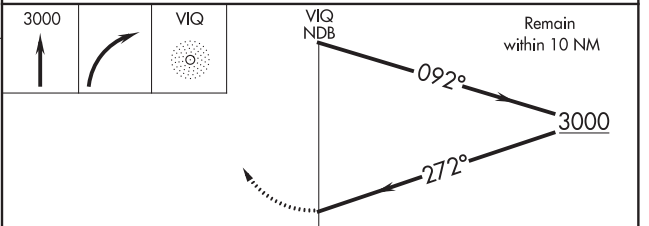
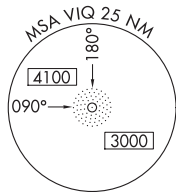
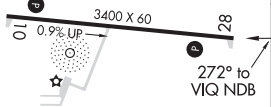
NDB RWY 28
NEILLSVILLE MUNI (VIQ)

▼ Helicopter visibility reduction below 3/4 SM NA. Use Marshfield altimeter setting; when not received, use Wisconsin Rapids altimeter setting and increase all MDA 80 feet and increase S-28 and Circling Cat B visibility 1/4 mile.
▲ NA MISSED APPROACH: Climb to 3000 then right turn direct VIQ NDB and hold.

MARSHFIELD ASOS-3 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 0
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ELEV 1238 TDZE 1237



CATEGORY	A	B	C	D
S-28	1940-1	703 (800-1)		NA
CIRCLING	1940-1	702 (800-1)		NA

NEILLSVILLE, WISCONSIN
Amdt 7A 28MAY15

44°33'N-90°31'W

NEILLSVILLE MUNI (VIQ)
NDB RWY 28

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99625 W14A	APP CRS 144°	Rwy Idg TDZE 977 Apt Elev 992	3600
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RNAV (GPS) RWY 14

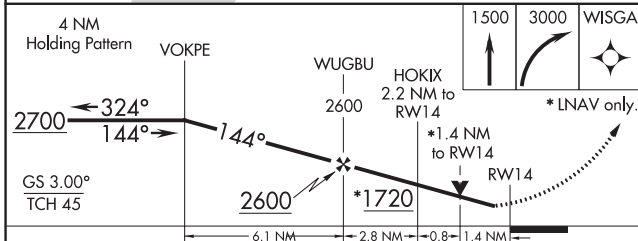
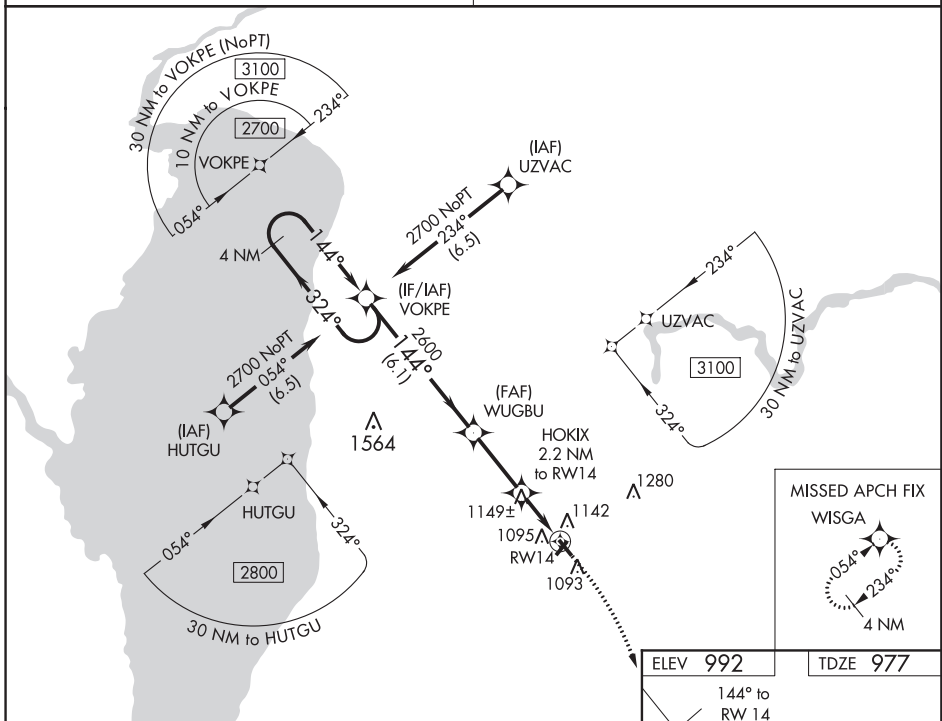
NEW HOLSTEIN MUNI (8D1)

NA Circling NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Use Oshkosh altimeter setting, when not received use Appleton altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct WISGA and hold.

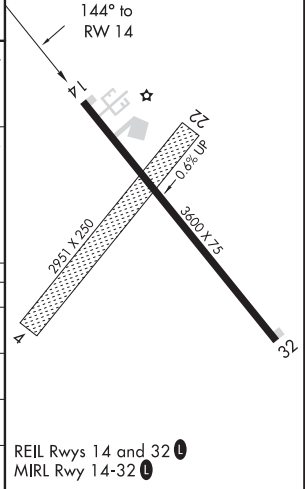
MILWAUKEE APP CON
127.0 263.075

UNICOM
123.0 (CTAF)



ELEV 992	TDZE 977
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CATEGORY	A	B	C	D
LPV DA	1326-1 1/8	349 (400-1 1/8)		NA
LNNAV/VNAV DA	1367-1 1/4	390 (400-1 1/4)		NA
LNNAV MDA	1480-1	503 (500-1)		NA
CIRCLING	1540-1	548 (600-1)		NA



REIL Rwy 14 and 32 **1**
MIRL Rwy 14-32 **1**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58225 W32A	APP CRS 324°	Rwy Idg TDZE Apt Elev	3600 977 992
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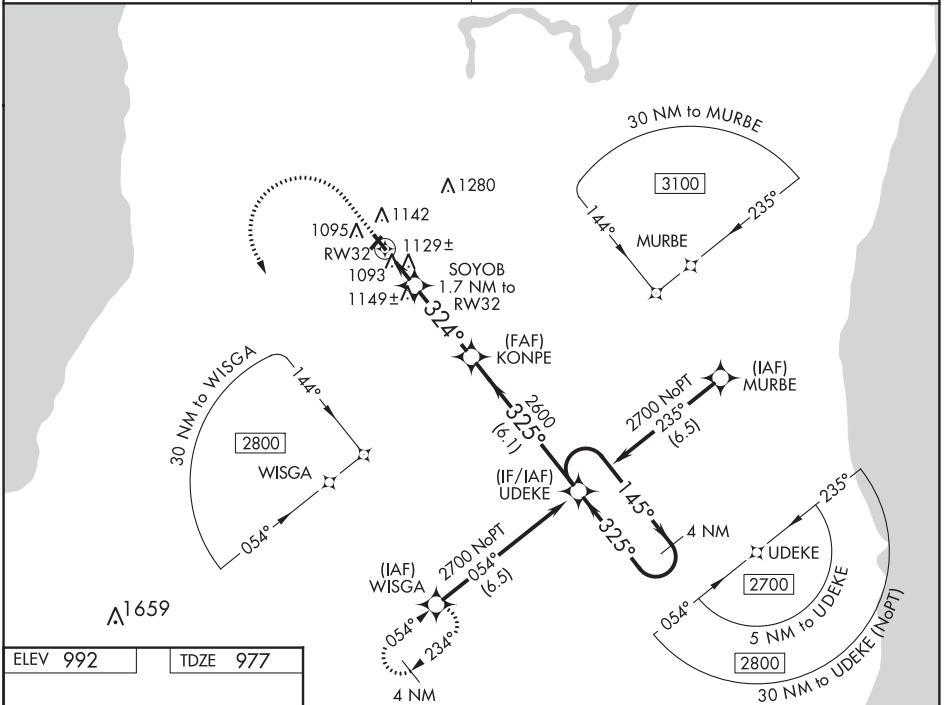
RNAV(GPS) RWY 32

NEW HOLSTEIN MUNI (8D1)

<p>⚠ NA Circling NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Oshkosh altimeter setting, when not received use Appleton altimeter setting.</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct WISGA and hold.</p>
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MILWAUKEE APP CON
127.0 263.075

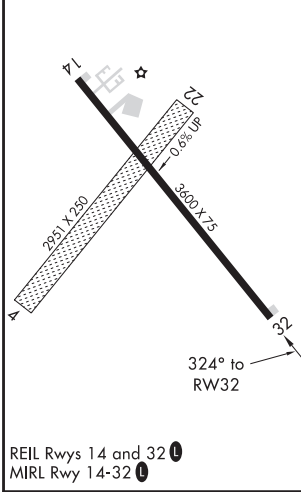
UNICOM
123.0 (CTAF)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 992	TDZE 977
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REIL Rwy 14 and 32
MIRL Rwy 14-32

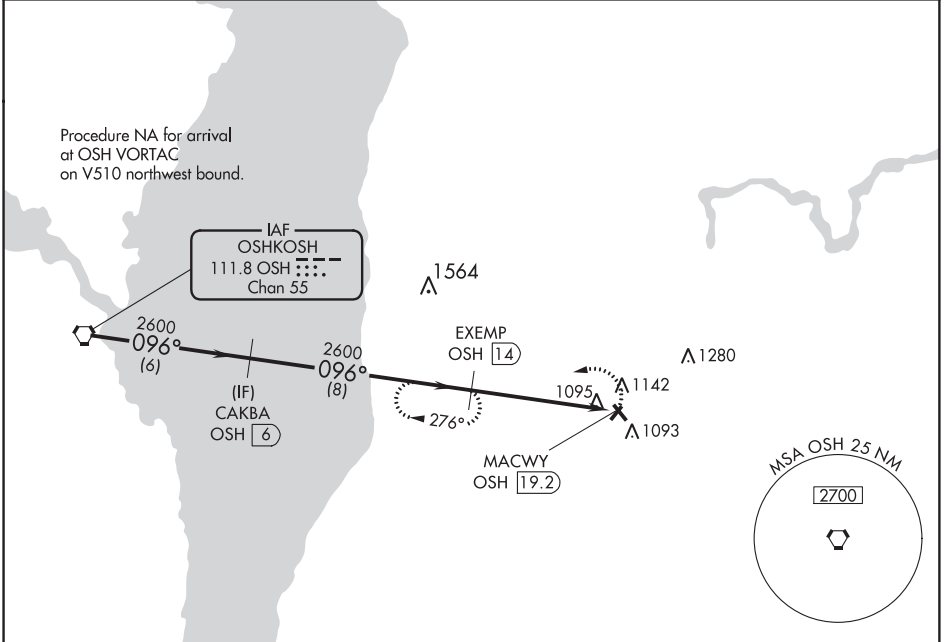
<p>1500 3000 WISGA *LNAV only.</p> <p>↑ ↻ ⬠</p>	<p>UDEKE 4 NM Holding Pattern</p> <p>145° → 2700</p> <p>← 325°</p> <p>GS 3.00° TCH 45</p>																									
<p>SOYOB 1.7 NM to RW32</p> <p>KONPE 2600</p> <p>RW32 *1560 2600</p> <p>1.7 NM 3.3 NM 6.1 NM</p>																										
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>LPV DA</td> <td>1376-1$\frac{3}{8}$</td> <td>399 (400-1$\frac{3}{8}$)</td> <td></td> <td>NA</td> </tr> <tr> <td>LNAV/VNAV DA</td> <td>1509-1$\frac{7}{8}$</td> <td>532 (600-1$\frac{7}{8}$)</td> <td></td> <td>NA</td> </tr> <tr> <td>LNAV MDA</td> <td>1480-1</td> <td>503 (500-1)</td> <td></td> <td>NA</td> </tr> <tr> <td>CIRCLING</td> <td>1540-1</td> <td>548 (600-1)</td> <td></td> <td>NA</td> </tr> </tbody> </table>	CATEGORY	A	B	C	D	LPV DA	1376-1 $\frac{3}{8}$	399 (400-1 $\frac{3}{8}$)		NA	LNAV/VNAV DA	1509-1 $\frac{7}{8}$	532 (600-1 $\frac{7}{8}$)		NA	LNAV MDA	1480-1	503 (500-1)		NA	CIRCLING	1540-1	548 (600-1)		NA	
CATEGORY	A	B	C	D																						
LPV DA	1376-1 $\frac{3}{8}$	399 (400-1 $\frac{3}{8}$)		NA																						
LNAV/VNAV DA	1509-1 $\frac{7}{8}$	532 (600-1 $\frac{7}{8}$)		NA																						
LNAV MDA	1480-1	503 (500-1)		NA																						
CIRCLING	1540-1	548 (600-1)		NA																						

VORTAC OSH 111.8 Chan 55	APP CRS 096°	Rwy Idg TDZE Apt Elev	N/A N/A 992
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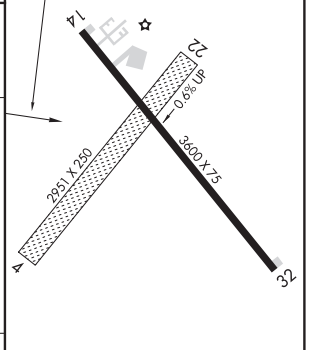
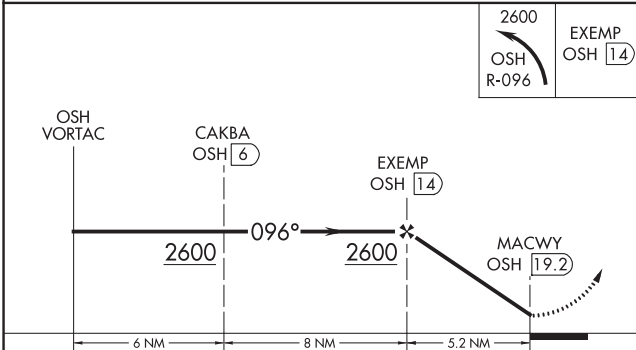
VOR/DME-A
NEW HOLSTEIN MUNI (8D1)

<p>NA Circling to Rwy 32 NA at night. Visibility reduction by helicopters NA. Use Oshkosh altimeter setting, when not received use Appleton altimeter setting. Circling NA to Rwy 04/22.</p>	<p>MISSED APPROACH: Climbing left turn to 2600 on OSH VORTAC R-096 to EXEMP/14 DME and hold.</p>
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MILWAUKEE APP CON 127.0 263.075	UNICOM 123.0 (CTAF)
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ELEV 992	096° 5.2 NM from FAF
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CATEGORY	A	B	C	D
CIRCLING	1560-1	568 (600-1)	NA	

REIL Rws 14 and 32
MIRL Rwy 14-32

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78329 W14A	APP CRS 140°	Rwy Idg TDZE Apt Elev	3688 908 908
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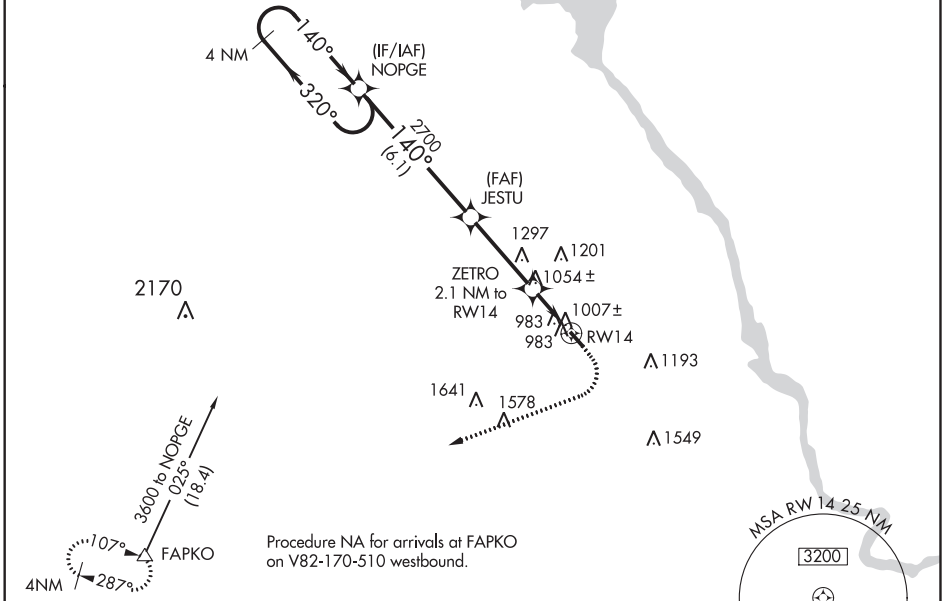
RNAV (GPS) RWY 14

MAUSTON-NEW LISBON UNION (82C)

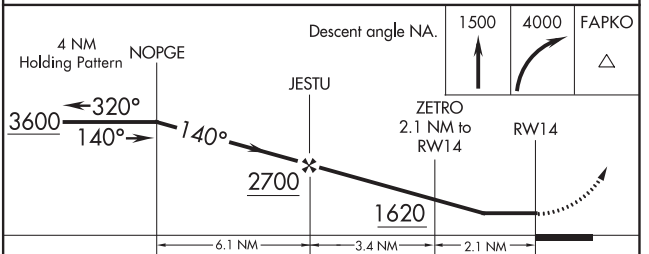
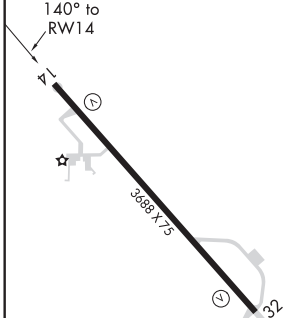
NA DME/DME RNP-0.3 NA. Use Volk Field altimeter setting; when not received use Wisconsin Dells altimeter setting and increase all MDA 60 feet and all Cat C visibilities ¼ mile. Night landing Rwy 14/32 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct FAPKO and hold.

AWOS-3 123.925	VOLK APP CON ★ 135.25 244.875	CTAF 122.9
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ELEV 908	TDZE 908
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CATEGORY	A	B	C	D
LP MDA	1280-1 372 (400-1)			NA
LNAV MDA	1340-1	432 (500-1)	1340-1¼ 432 (500-1¼)	NA
CIRCLING	1560-1	652 (700-1)	1620-2 712 (800-2)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49129 W32A	APP CRS 320°	Rwy Idg TDZE Apt Elev	3688 905 908
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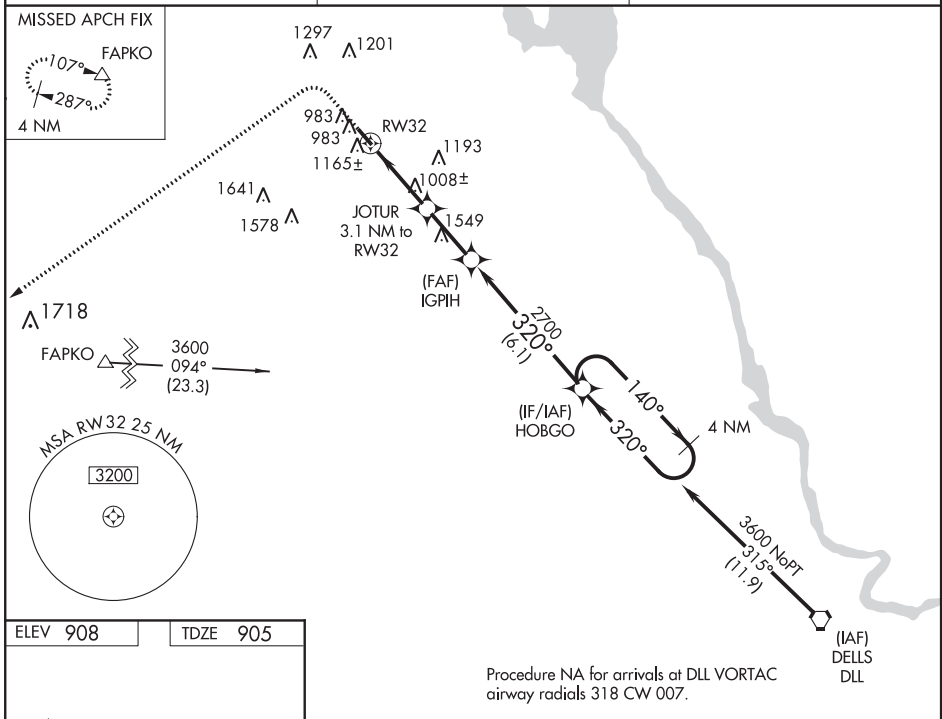
RNAV (GPS) RWY 32

MAUSTON-NEW LISBON UNION (82C)

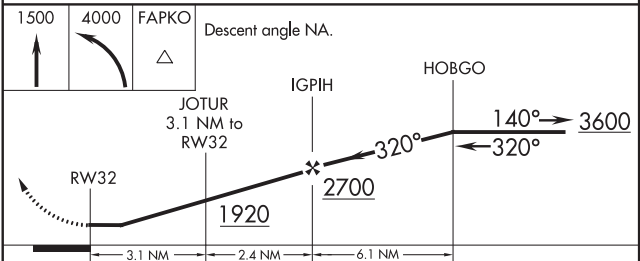
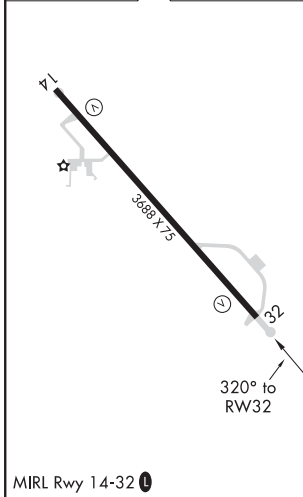
NA DME/DME RNP-0.3 NA. Use Volk Field altimeter setting; when not received use Wisconsin Dells altimeter setting and increase all MDA 60 feet and all Cat C visibilities ¼ mile. Night landing: Rwy 14/32 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct FAPKO and hold.

AWOS-3 123.925	VOLK APP CON ★ 135.25 244.875	CTAF 122.9
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ELEV 908	TDZE 905
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CATEGORY	A	B	C	D
LP MDA	1280-1	375 (400-1)	1280-1½ 375 (400-1½)	NA
LNAV MDA	1440-1	535 (600-1)	1440-1½ 535 (600-1½)	NA
CIRCLING	1560-1	652 (700-1)	1620-2 712 (800-2)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82425 W14A	APP CRS 141°	Rwy Idg 5507 TDZE 998 Apt Elev 998
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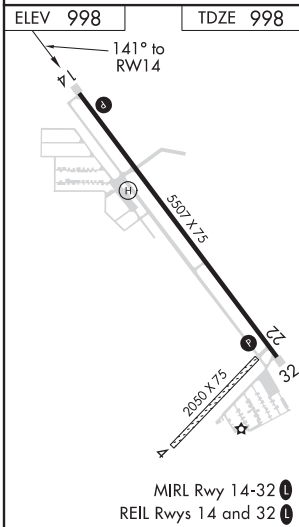
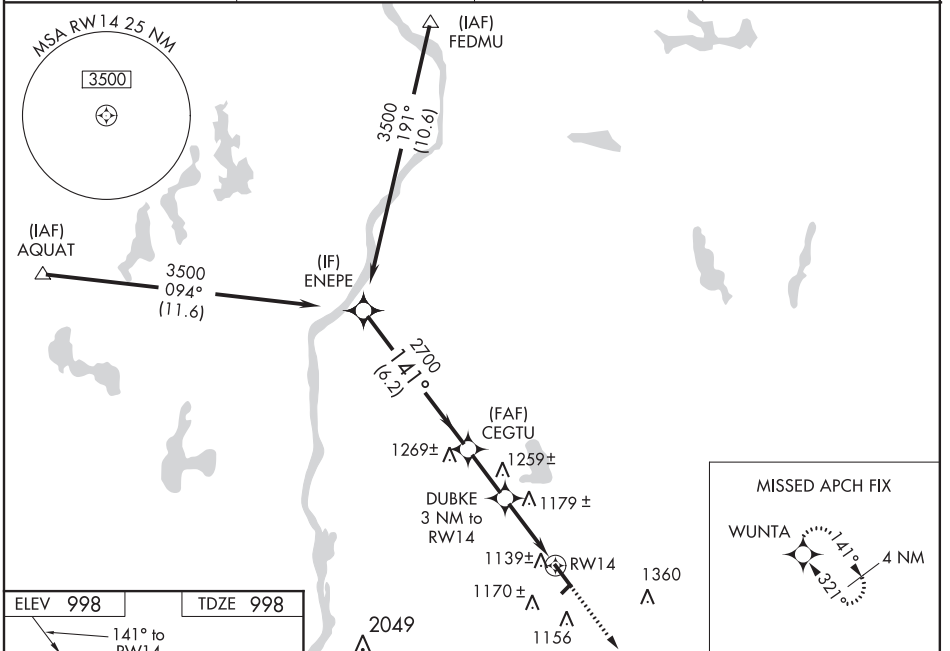
RNAV (GPS) RWY 14

NEW RICHMOND RGNL (R.NH)

⚠ Baro-VNAV NA when using Osceola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 37°C (98°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Osceola altimeter setting and increase all DA/MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/4 mile. Circling to Rwy 4, 22 NA.

⚠ MISSED APPROACH: Climb to 3500 direct WUNTA and hold.

AWOS-3 120.0	MINNEAPOLIS APP CON 121.2 357.4	GCO 121.725	UNICOM 122.975 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH40).

	ENEPE	CEGTU	DUBKE 3 NM to RWY 14	RWY 14
	3500	2700	2000*	
	GP 3.00° TCH 50			
	6.2 NM	2.2 NM	3 NM	
CATEGORY	A	B	C	D
LPV DA		1272-1	274 (300-1)	
LNAV/VNAV DA		1320-1	322 (400-1)	
LNAV MDA	1440-1	442 (500-1)	1440-1 3/8	442 (500-1 3/8)
CIRCLING	1520-1	522 (600-1)	1520-1 1/2	1560-2 562 (600-2)

3500 WUNTA
*LNAV only

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

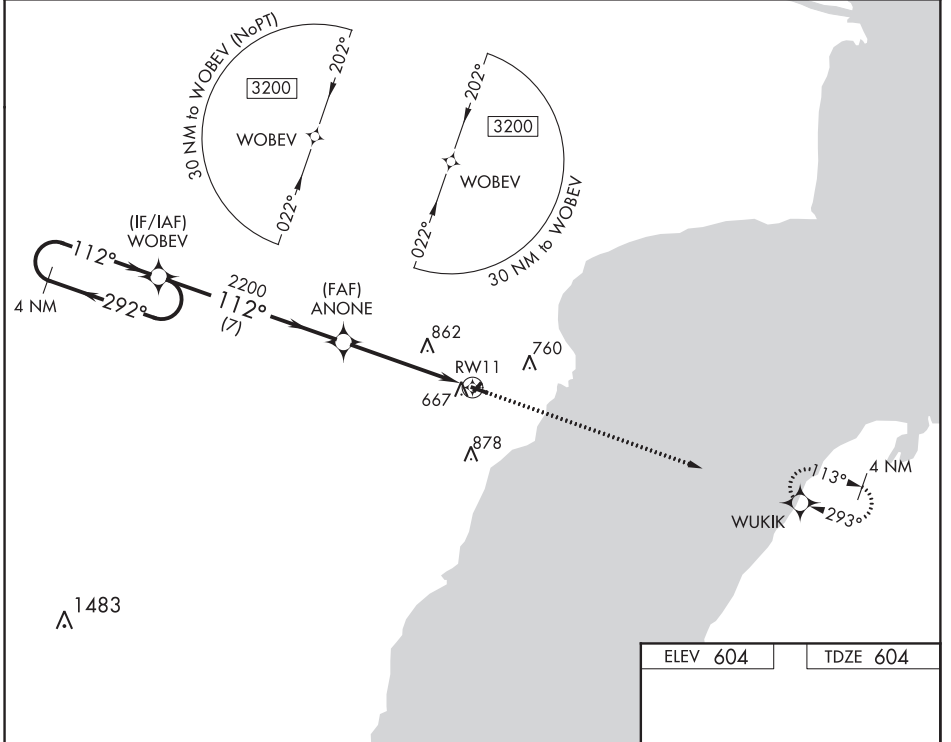
WAAS CH 99629 W11A	APP CRS 112°	Rwy Idg 3198 TDZE 604 Apt Elev 604
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RNAV (GPS) RWY 11

OCONTO-J DOUGLAS BAKE MUNI (OCQ)

<p>▼ Use Menominee, MI altimeter setting; when not received, use Green Bay altimeter setting and increase all DA/MDA 40 feet; increase Circling Cat C visibility 1/8 mile. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 3200 direct WUKIK and hold.</p>
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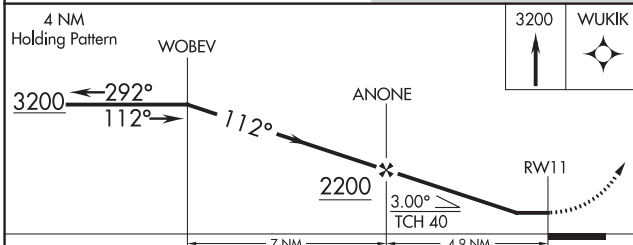
AWOS-3 120.925	MENOMINEE AWOS-3 109.6	GREEN BAY APP CON ★ 120.3 338.2	UNICOM 122.8 (CTAF) 0
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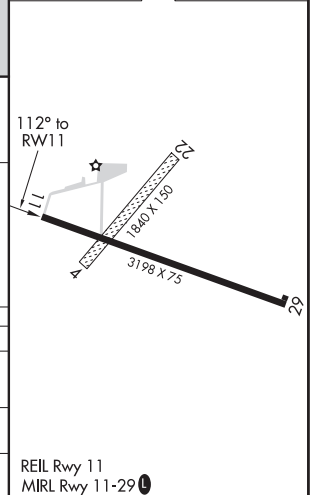
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 604	TDZE 604
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CATEGORY	A	B	C	D
LP MDA	1200-1	596 (600-1)	1200-1¾ 596 (600-1¾)	NA
LNAV MDA	1220-1	616 (700-1)	1220-1¾ 616 (700-1¾)	NA
CIRCLING	1220-1	616 (700-1)	1240-1¾ 636 (700-1¾)	NA



REIL Rwy 11
MIRL Rwy 11-29 0

APP CRS	Rwy Idg	3198
293°	TDZE	604
	Apt Elev	604

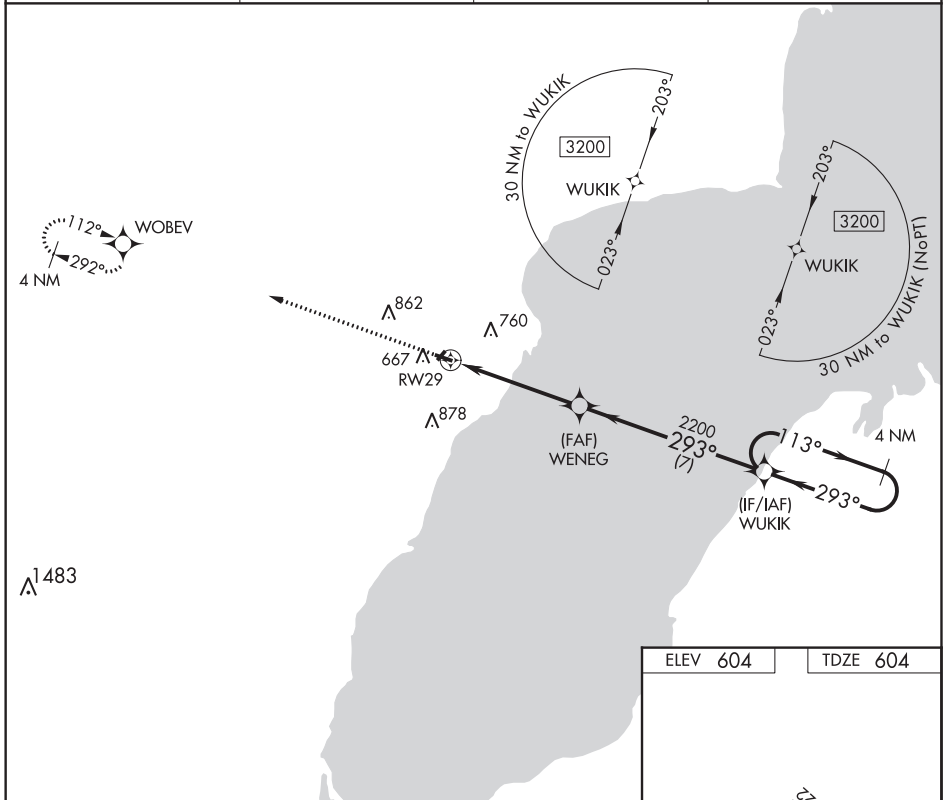
RNAV (GPS) RWY 29

OCONTO-J DOUGLAS BAKE MUNI (OCQ)

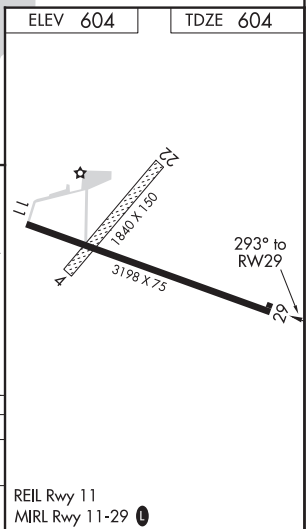
▼ Use Menominee altimeter setting; when not received, use Green Bay altimeter setting and increase all MDA 40 feet; increase LNAV/Circling Cat C visibility 1/4 mile. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

▲ NA MISSED APPROACH: Climb to 3200 direct WOBVE and hold.

AWOS-3 120.925	MENOMINEE AWOS-3 109.6	GREEN BAY APP CON ★ 120.3 338.2	UNICOM 122.8 (CTAF) 0
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3200	WOBVE	WUKIK	4 NM Holding Pattern
↑	✧		
RWY 29		WENEG	3200
3.00° TCH 40		2200	
4.9 NM		7 NM	
CATEGORY	A	B	C
LNAV MDA	1120-1	516 (600-1)	1120-1 3/8 516 (600-1 3/8)
CIRCLING	1120-1 516 (600-1)	1160-1 556 (600-1)	1240-1 3/4 636 (700-1 3/4)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3598
039°	TDZE	472
	Apf Elev	482

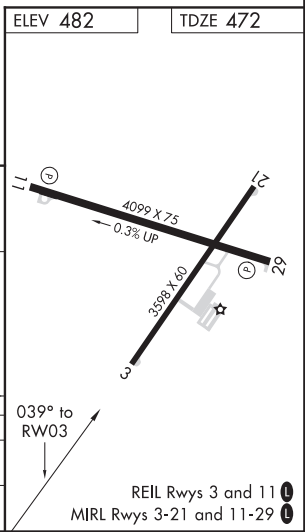
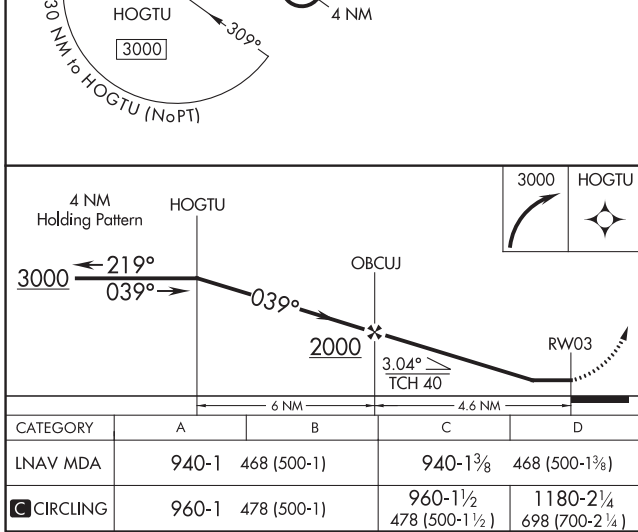
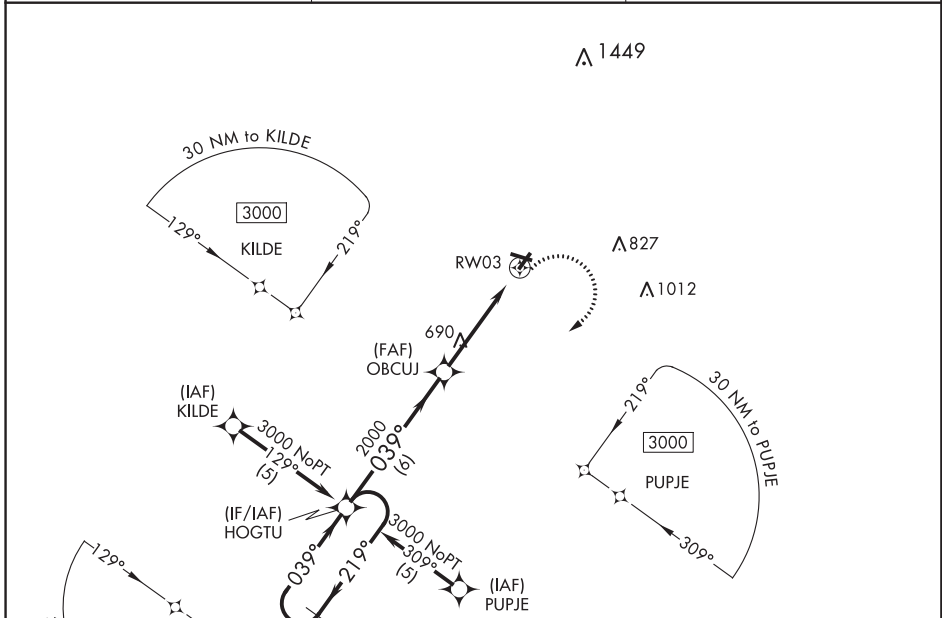
RNAV (GPS) RWY 3

OLNEY-NOBLE (OLY)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase all MDA 140 feet and increase LNAV Cat C/D and Circling Cat C/D visibility ½ mile. Helicopter visibility reduction below 1 SM NA. Night landing Rwy 03, 21, 29 NA.

MISSED APPROACH:
Climbing right turn to 3000 direct HOGTU and hold.

AWOS-3 119.275	KANSAS CITY CENTER 124.3 269.15	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	940-1	468 (500-1)	940-1 $\frac{3}{8}$	468 (500-1 $\frac{3}{8}$)
C CIRCLING	960-1	478 (500-1)	960-1 $\frac{1}{2}$ 478 (500-1 $\frac{1}{2}$)	1180-2 $\frac{1}{4}$ 698 (700-2 $\frac{1}{4}$)

REIL Rws 3 and 11 0
MIRL Rws 3-21 and 11-29 0

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82231 W11A	APP CRS 110°	Rwy Idg 4099
		TDZE 482
		Apt Elev 482

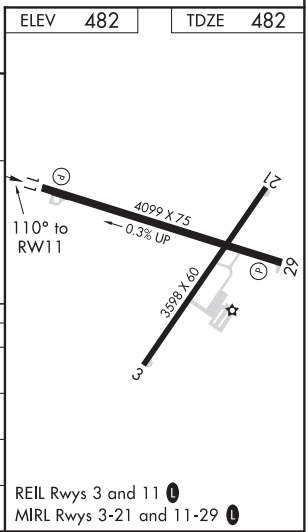
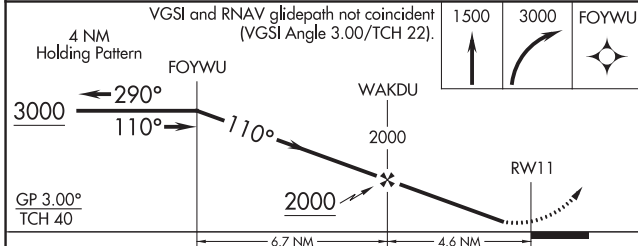
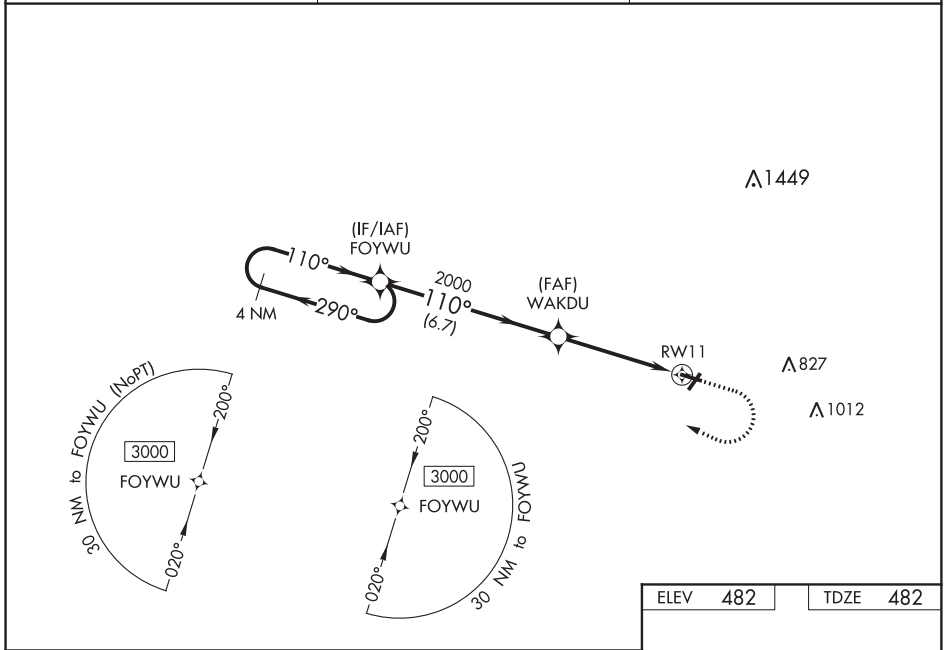
RNAV (GPS) RWY 11

OLNEY-NOBLE (OLY)

⚠ Baro-VNAV NA when using Evansville altimeter setting. 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. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 126 feet, MDA 140 feet; increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¾ mile all Cats, LNAV visibility ⅜ mile Cat C/D and Circling visibility ½ mile Cat C/D.
Night landing Rwy 03, 21, 29 NA.

MISSED APPROACH:
Climb to 1500 then climbing right turn to 3000 direct FOYWU and hold.

AWOS-3 119,275	KANSAS CITY CENTER 124.3 269.15	UNICOM 123.0 (CTAF) Ⓛ
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CATEGORY	A	B	C	D
LPV DA	732-1		250 (300-1)	
LNAV/VNAV DA	962-1½		480 (500-1½)	
LNAV MDA	920-1	438 (500-1)	920-1¼	438 (500-1¼)
C CIRCLING	960-1	478 (500-1)	960-1½ 478 (500-1½)	1180-2¼ 698 (700-2¼)

REIL Rws 3 and 11 Ⓛ
MIRL Rws 3-21 and 11-29 Ⓛ

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-LZW 110.5 Chan 42	APP CRS 107°	Rwy Idg 4099 TDZE 482 Apt Elev 482
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LOC RWY 11

OLNEY-NOBLE (OLY)

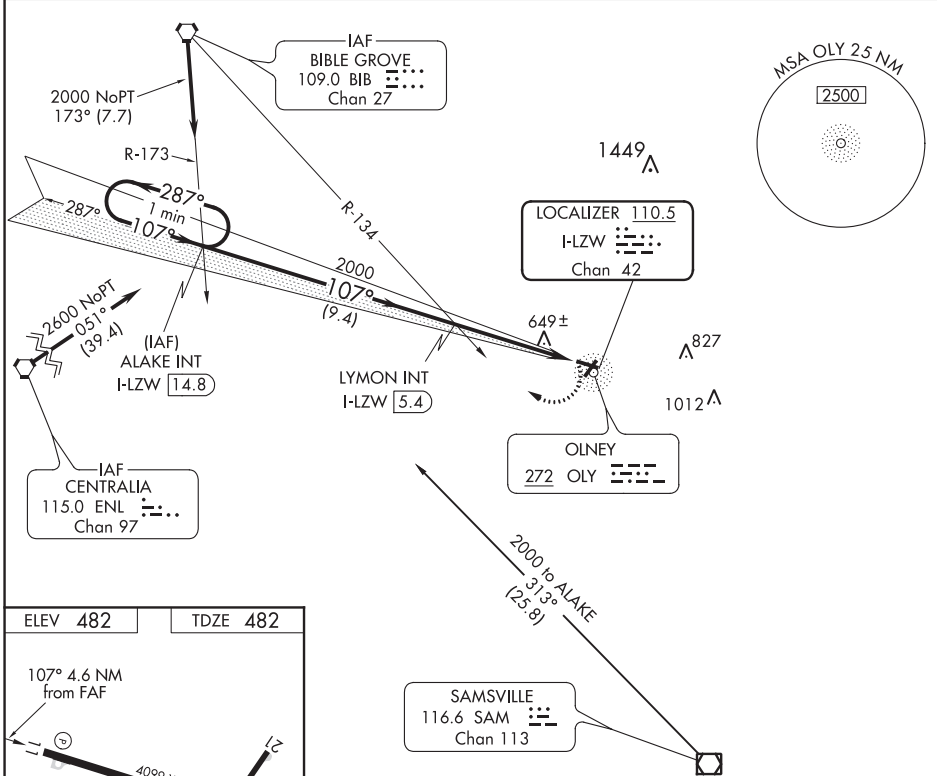
NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Evansville altimeter setting and increase all MDA 140 feet and increase S-11 Cat C visibility ¼ mile and Cat D ½ mile. Increase Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 via heading 320° and I-LZW West course to ALAKE INT/ I-LZW 14.8 DME and hold.

AWOS-3
119.275

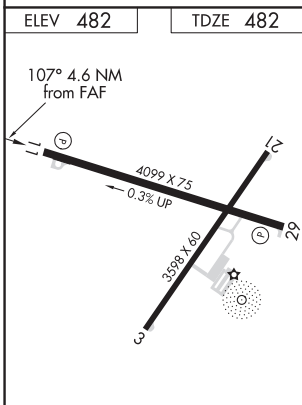
KANSAS CITY CENTER
127.7 351.825

UNICOM
123.0 (CTAF) **0**



EC-3, 10 NOV 2016 to 05 JAN 2017

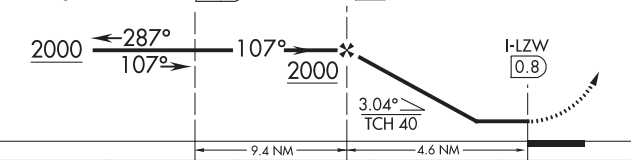
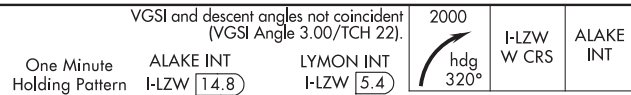
EC-3, 10 NOV 2016 to 05 JAN 2017



REIL Rwy 3 and 11
MIRL Rwy 3-21 and 11-29

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-11	900-1 418 (500-1)		900-1¼ 418 (500-1¼)	
CIRCLING	960-1 478 (500-1)		960-1½ 478 (500-1½)	1040-2 558 (600-2)

NDB OLY 272	APP CRS 048°	Rwy Idg 3598
		TDZE 472
		Apt Elev 482

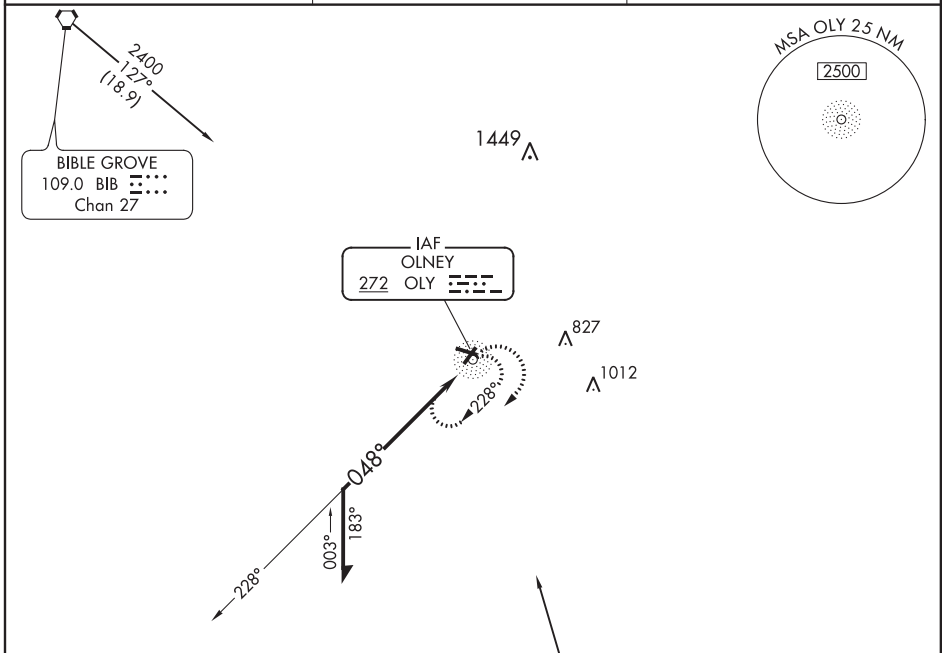
NDB RWY 3

OLNEY-NOBLE (OLY)

⚠ When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet and increase S-3 Cat C and D and Circling Cat C visibility $\frac{3}{8}$ mile and Circling Cat D visibility $\frac{1}{2}$ mile. Night Landing Rwy 03, 21, 29 NA. Helicopter visibility reduction below 1 SM NA.

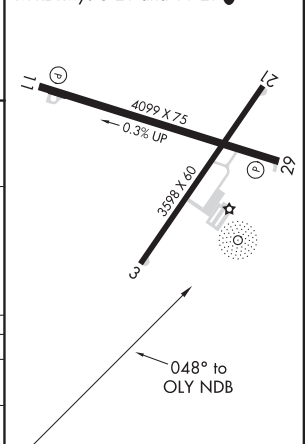
MISSED APPROACH: Climbing right turn to 2400 in OLY NDB holding pattern.

AWOS-3 119.275	KANSAS CITY CENTER 124.3 269.15	UNICOM 123.0 (CTAF) 0
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ELEV 482	TDZE 472
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REIL Rwy 3 and 11
MIRL Rwy 3-21 and 11-29



CATEGORY	A	B	C	D
S-3	1040-1	568 (600-1)	1040-1 $\frac{5}{8}$	568 (600-1 $\frac{1}{2}$)
C CIRCLING	1040-1	558 (600-1)	1040-1 $\frac{5}{8}$ 558 (600-1 $\frac{1}{2}$)	1180-2 $\frac{1}{4}$ 698 (700-2 $\frac{1}{4}$)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69532 W10A	APP CRS 103°	Rwy Idg 5006
		TDZE 897
		Apt Elev 906

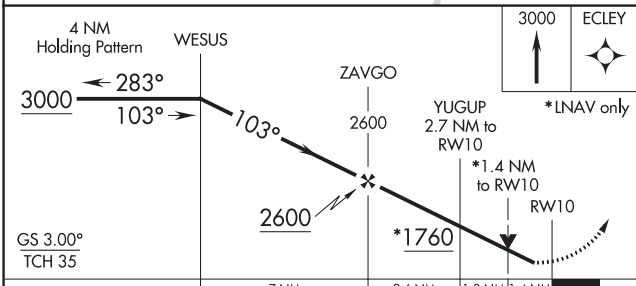
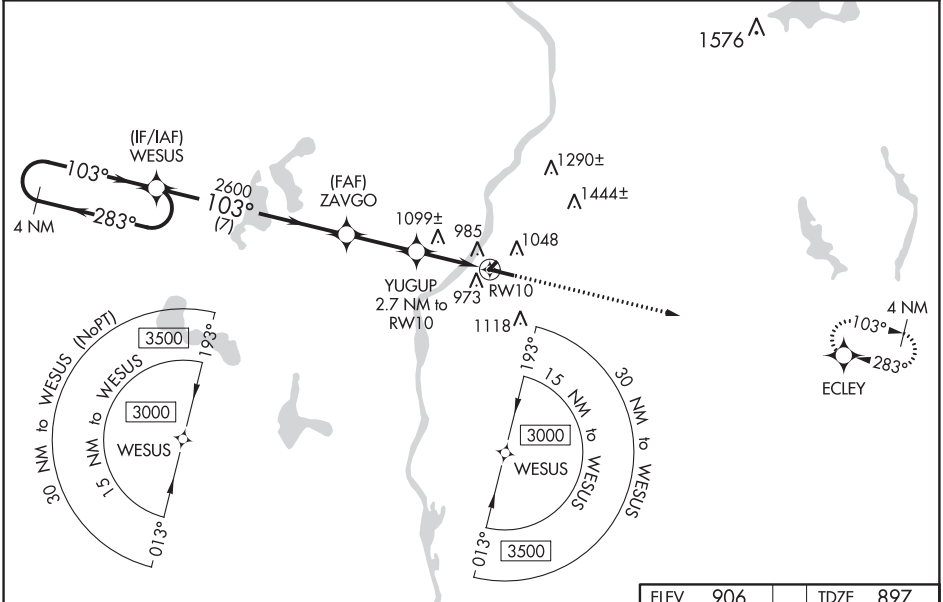
RNAV (GPS) RWY 10

L.O. SIMENSTAD MUNI (O/E/O)

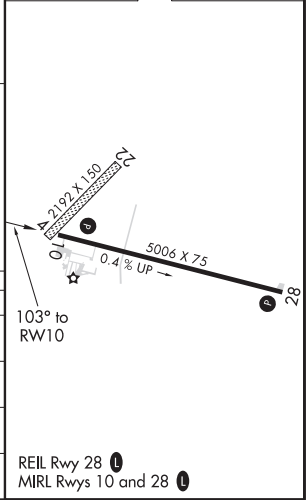
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Anoka County-Blaine Arpt (Janes Field) altimeter setting. When local altimeter setting not received, use Anoka County-Blaine Arpt (Janes Field) altimeter setting and increase all DA 57 feet and all MDA 60 feet. Increase LPV all Cats and LNAV Cat C visibility 1/8 mile, LNAV/VNAV all Cats and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 3000 direct ECLELY and hold.

AWOS-3 119.925	MINNEAPOLIS APP CON 121.2	GCO 121.725	CTAF 122.9 0
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ELEV	906	TDZE	897
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CATEGORY	A	B	C	D
LPV DA	1147-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	1190-1	293 (300-1)		NA
LNAV MDA	1360-1	463 (500-1)	1360-1 3/8 463 (500-1 3/8)	NA
C CIRCLING	1360-1 454 (500-1)	1500-1 594 (600-1)	1520-1 3/4 614 (700-1 3/4)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97731 W28A	APP CRS 283°	Rwy Idg TDZE Apt Elev	5006 906 906
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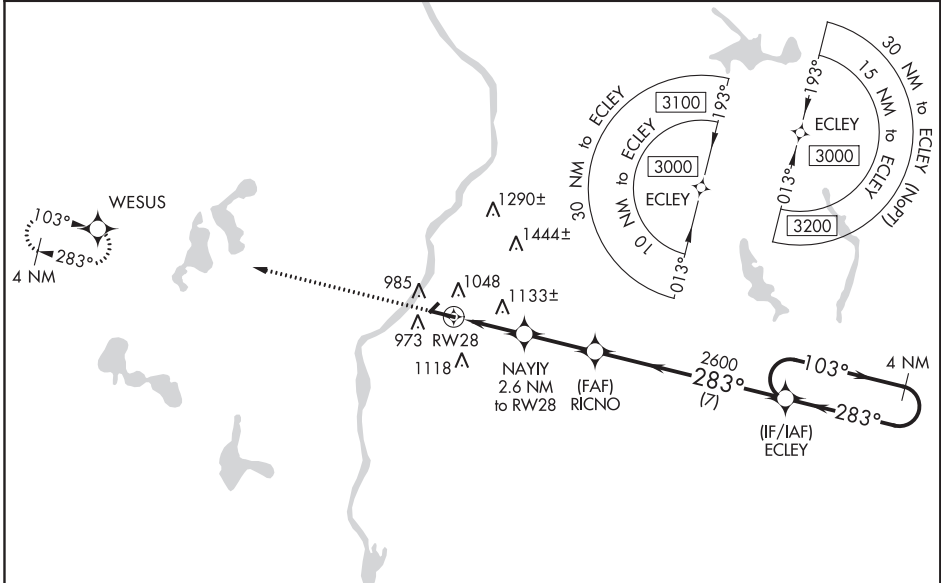
RNAV (GPS) RWY 28

L.O. SIMENSTAD MUNI (O/E/O)

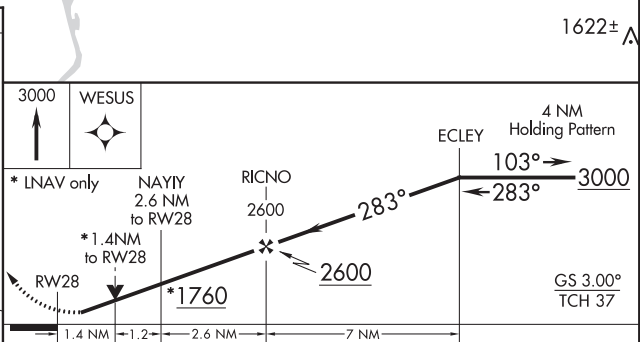
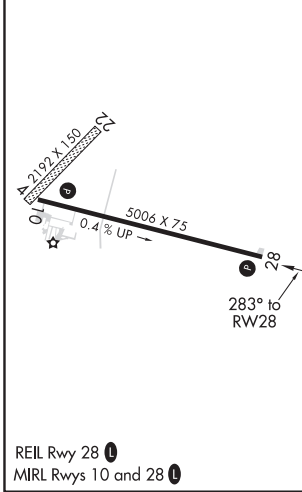
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Anoka County-Blaine Arpt (Jones Field) altimeter setting. Helicopter visibility reduction below 3/4 SM NA.
 When local altimeter setting not received, use Anoka County-Blaine Arpt (Jones Field) altimeter setting and increase all DA 57 feet and all MDA 60 feet. Increase LPV all Cats visibility 1/8 mile, LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
 Climb to 3000 direct WESUS and hold.

AWOS-3 119.925	MINNEAPOLIS APP CON 121.2	GCO 121.725	CTAF 122.90
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ELEV 906	TDZE 906
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CATEGORY	A	B	C	D
LPV DA	1106-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	1179-7/8	273 (300-7/8)		NA
LNAV MDA	1400-1	494 (500-1)	1400-1 3/8 494 (500-1 3/8)	NA
C CIRCLING	1400-1 494 (500-1)	1500-1 594 (600-1)	1520-1 3/4 614 (700-1 3/4)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

OSHKOSH, WISCONSIN


AL-730 (FAA)

16259

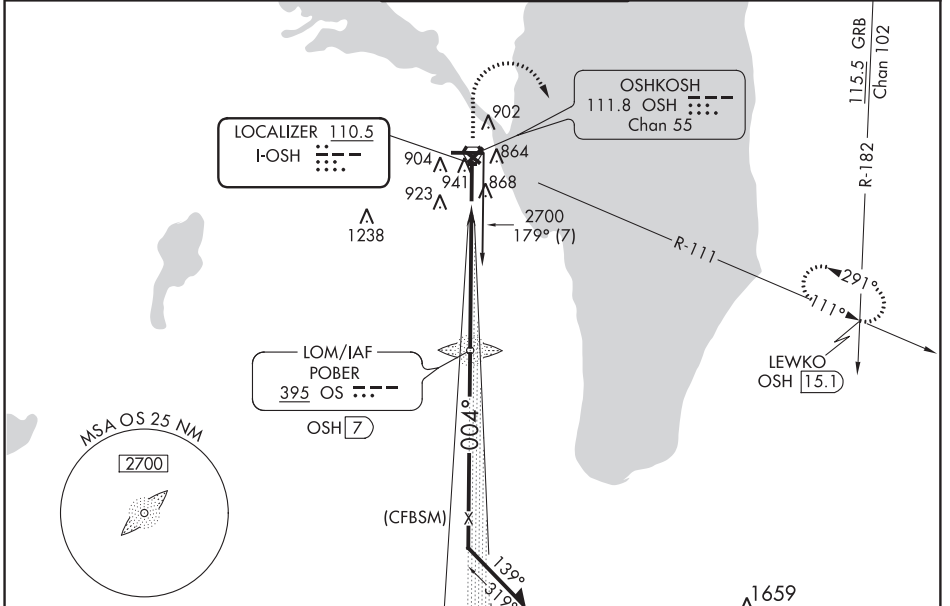
LOC I-OSH 110.5	APP CRS 004°	Rwy Idg 8002
		TDZE 808
		Apt Elev 808

ILS or LOC RWY 36

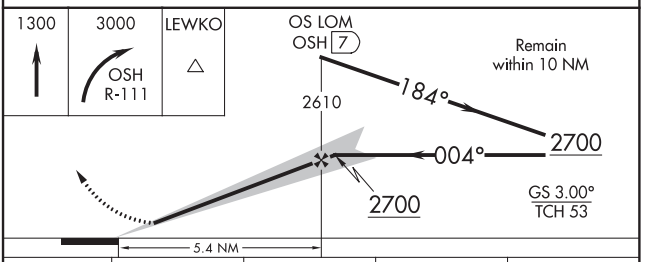
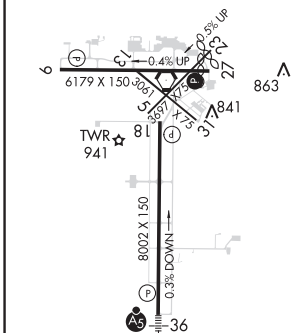
WITTMAN RGNL (OSH)

<p>⚠ When local altimeter setting not received, use Fond Du Lac altimeter setting and increase DA 31 feet and all MDA 40 feet; increase S-LOC 36 Cat C/D and Circling Cat C/D visibilities 1/4 mile. For inop MALSRS when using Fond Du Lac altimeter setting, increase S-LOC 36 Cat C/D visibility to 1 1/8 mile. Circling to Rwy 5, 23, and 31 NA at night. * RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>	<p>MALSRS</p>  <p>MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on OSH R-111 to LEWKO INT/OSH 15 DME and hold.</p>
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ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 290.9	GND CON 121.9	UNICOM 122.95
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ELEV 808	TDZE 808
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CATEGORY	A	B	C	D
S-ILS 36 *	1008/24 200 (200-1/2)			
S-LOC 36	1340/24	532 (600-1/2)	1340/55	532 (600-1/4)
C CIRCLING	1340-1	532 (600-1)	1360-1 1/2	1440-2
			552 (600-1/2)	632 (700-2)

OSHKOSH, WISCONSIN
Amdt 7B 21JUL16

43°59'N-88°33'W

WITTMAN RGNL (OSH)

ILS or LOC RWY 36

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86734 W09A	APP CRS 093°	Rwy Idg TDZE 797 Apt Elev 808	5648
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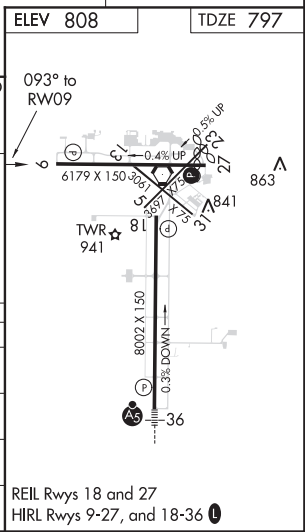
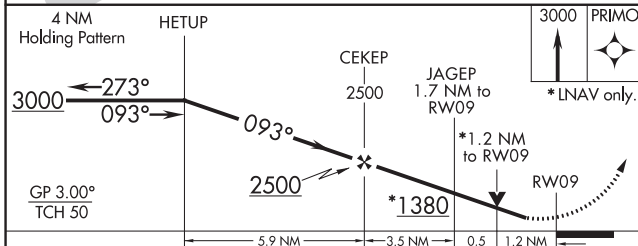
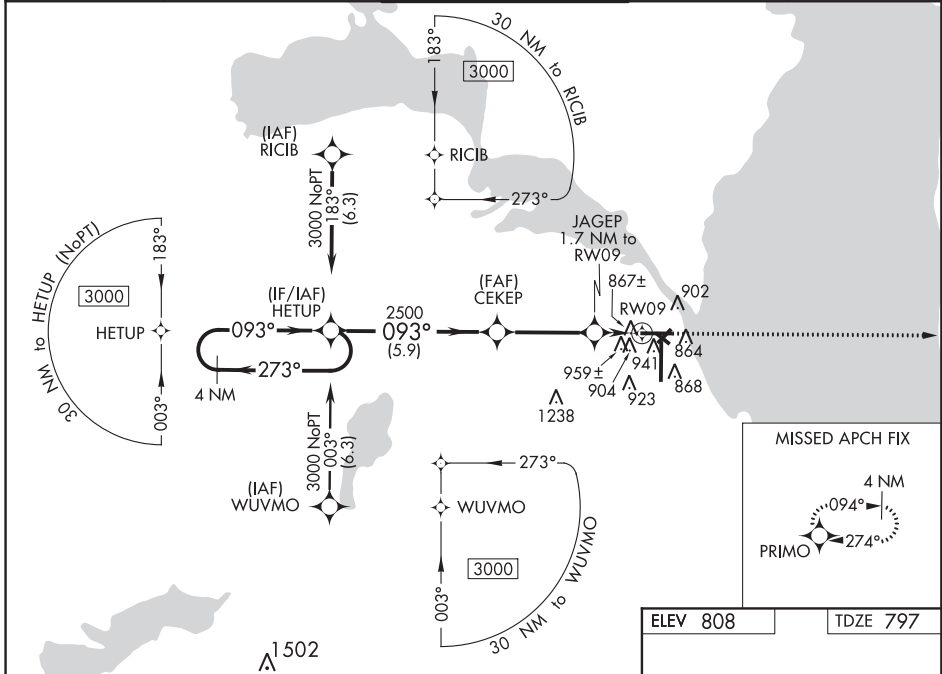
RNAV (GPS) RWY 9

WITTMAN RGNL (OSH)

⚠ Circling to Rwy 5, 23, 31 NA at night. 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. VDP and Baro-VNAV NA with using Fond Du Lac County altimeter setting. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility and LNAV Cats C/D visibility 1/8 mile, increase Circling Cat D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 3000 direct PRIMO and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5(CTAF) 290.9	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1055-3/4	258 (300-3/4)	
LNAV/VNAV DA		1140-1 1/8	343 (400-1 1/8)	
LNAV MDA	1220-1	423 (500-1)	1220-1 1/4	423 (500-1 1/4)
CIRCLING	1280-1 472 (500-1)	1300-1 492 (500-1)	1360-1 1/2 552 (600-1 1/2)	1440-2 632 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

OSHKOSH, WISCONSIN

AL-730 (FAA)

16259

WAAS CH 58333 W18A	APP CRS 184°	Rwy Idg 8002 TDZE 794 Apt Elev 808
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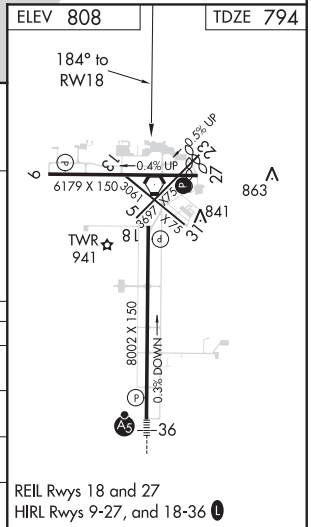
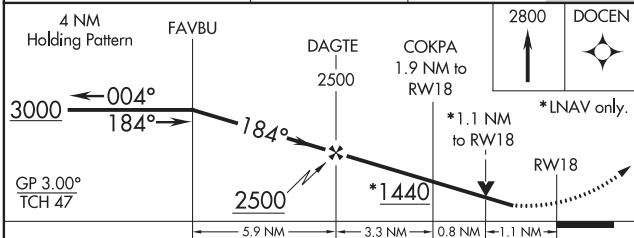
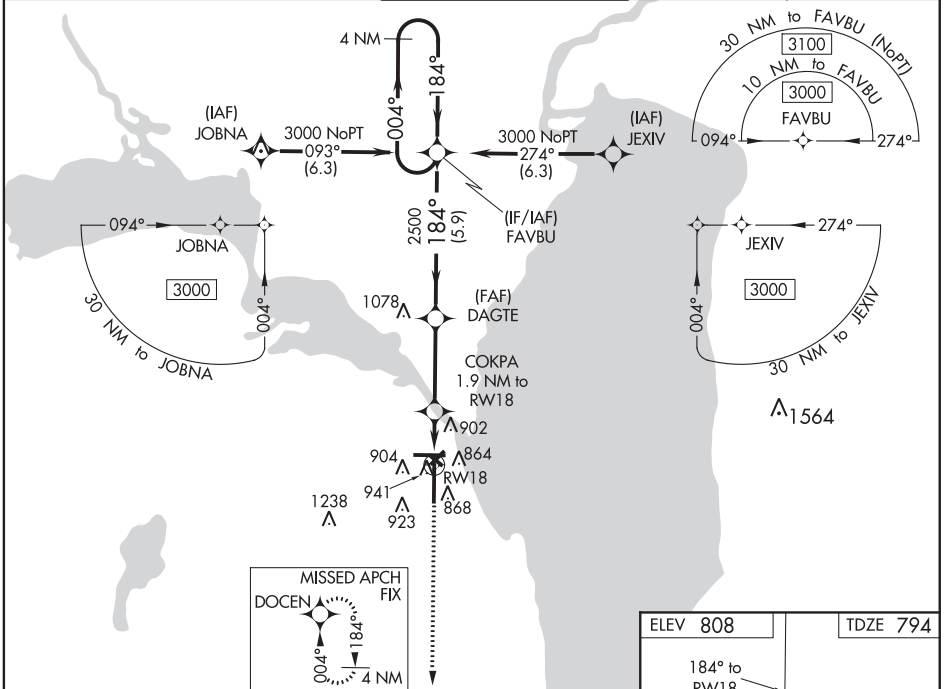
RNAV (GPS) RWY 18

WITTMAN RGNL (OSH)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). VDP and Baro-VNAV NA when using Fond Du Lac altimeter setting. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, increase LNAV Cat C/D and Circling Cat D visibility 1/4 mile. Helicopter visibility reduction below 1/4 NM NA. Circling to Rwy 5, 23 and 31 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 2800 direct DOCEN and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 290.9	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1044-3/4	250 (300-3/4)	
LNAV/ VNAV DA		1122-1 1/8	328 (400-1 1/8)	
LNAV MDA	1200-1	406 (400-1)	1200-1 1/8	406 (400-1 1/8)
CIRCLING	1280-1 472 (500-1)	1300-1 492 (500-1)	1360-1 1/2 552 (600-1 1/2)	1440-2 632 (700-2)

OSHKOSH, WISCONSIN
Amdt 1A 02APR15

43°59'N-88°33'W

WITTMAN RGNL (OSH) RNAV (GPS) RWY 18

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93534 W27A	APP CRS 274°	Rwy Idg TDZE 786 Apt Elev 808	5648
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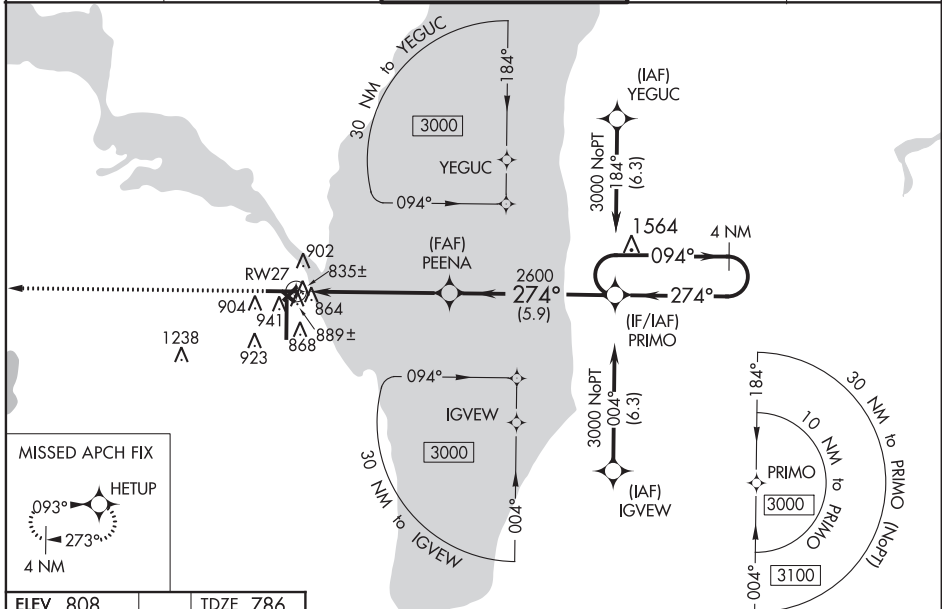
RNAV (GPS) RWY 27

WITTMAN RGNL (OSH)

⚠ 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 Fond Du Lac altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility 1/8 mile, increase Circling Cat D 1/4 mile. Baro-VNAV and VDP NA with Fond Du Lac altimeter setting. Circling to Rwy 5, 23, and 31 NA at night. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 3000 direct HETUP and hold.

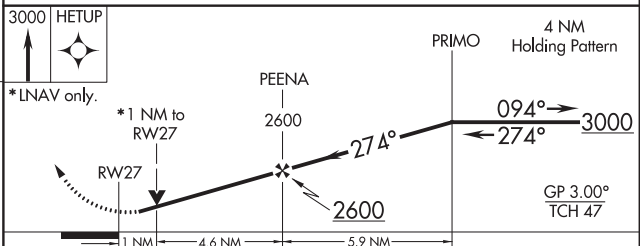
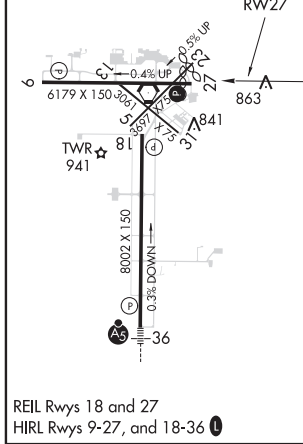
ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 0 290.9	GND CON 121.9	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 808	TDZE 786
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CATEGORY	A	B	C	D
LPV DA		1036-3/4	250 (300-3/4)	
LNAV/VNAV DA		1078-1	292 (300-1)	
LNAV MDA		1140-1	354 (400-1)	
C CIRCLING	1280-1 472 (500-1)	1300-1 492 (500-1)	1360-1 1/2 552 (600-1 1/2)	1440-2 632 (700-2)

OSHKOSH, WISCONSIN
Amdt 1A 02APR15

43°59'N-88°33'W
667

WITTMAN RGNL (OSH) RNAV (GPS) RWY 27

WAAS CH 65602 W36A	APP CRS 004°	Rwy Idg 8002 TDZE 808 Apt Elev 808
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RNAV (GPS) RWY 36

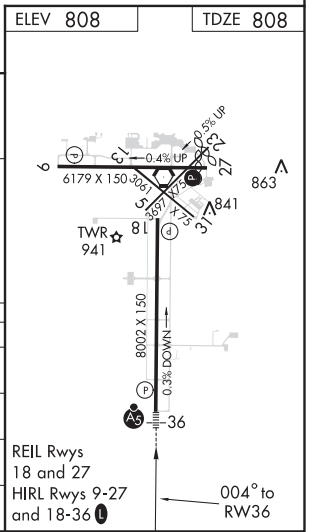
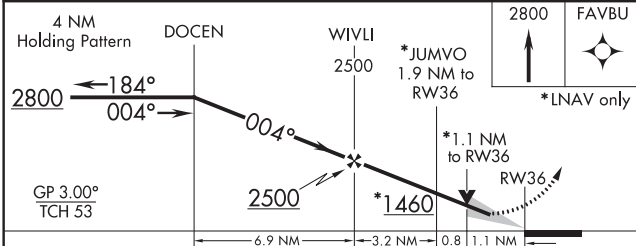
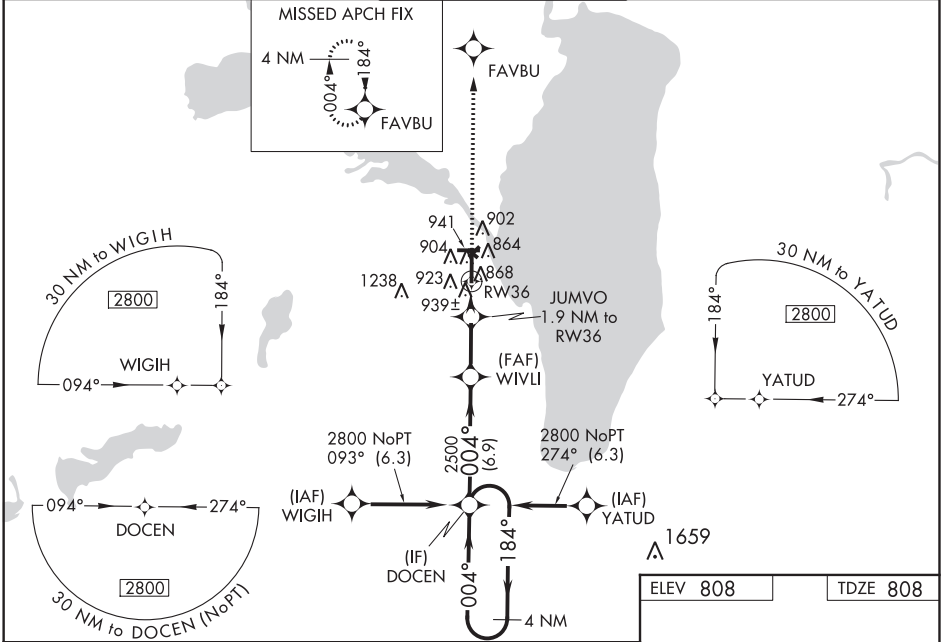
WITTMAN RGNL (OSH)

⚠ 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 Fond Du Lac altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility to RVR 5600, increase LNAV Cat C/D visibility to RVR 4000, increase Circling Cat D visibility ¼ mile. For inop MALSR when using Fond Du Lac altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cats C/D to RVR 6000. Baro-VNAV and VDP NA when using Fond Du Lac altimeter setting. Circling to Rwy 3, 23 and 31 NA at night.

MALSR

MISSED APPROACH:
Climb to 2800 direct FAVBU and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 290.9	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1008/24 200 (200-½)			
LNAV/VNAV DA	1247/50 439 (500-1)			
LNAV MDA	1200/24	392 (400-½)	1200/35	392 (400-¾)
C CIRCLING	1280-1 472 (500-1)	1300-1 492 (500-1)	1360-1½ 552 (600-½)	1440-2 632 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-OSH 110.5	APP CRS 184°	Rwy Idg 8002
		TDZE 794
		Apt Elev 808

LOC/DME BC RWY 18

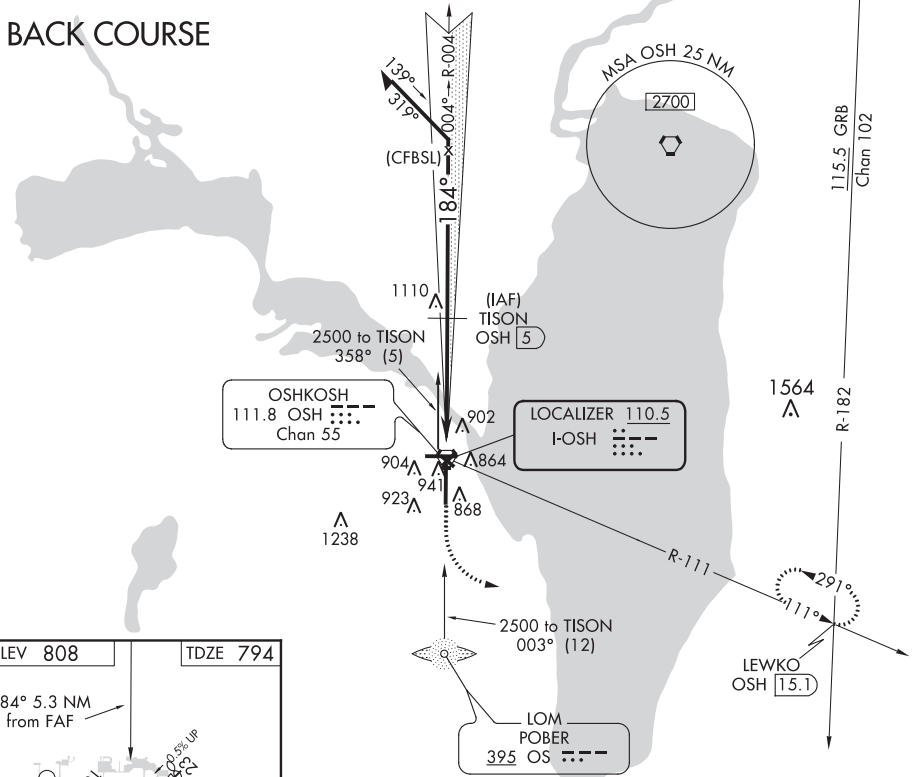
WITTMAN RGNL (OSH)

⚠ Simultaneous reception of I-OSH and OSH DME required. DME from OSH VORTAC. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase Circling Cat D visibility ¼ mile. Circling to Rwy 5, 23, and 31 NA at night. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on OSH R-111 to LEWKO INT/OSH 1.5.1 DME and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 290.9	GND CON 121.9	UNICOM 122.95
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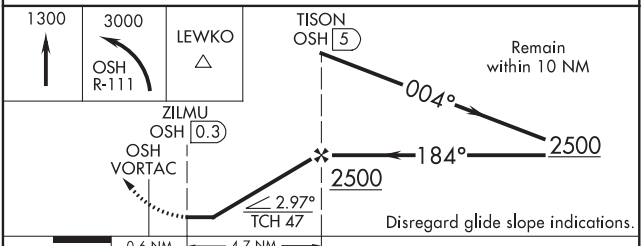
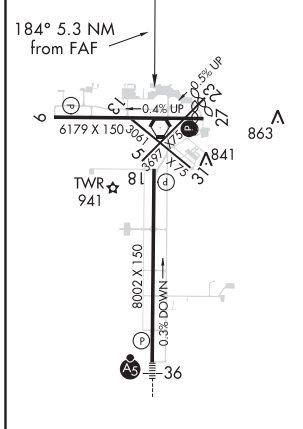
BACK COURSE



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 808	TDZE 794
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CATEGORY	A	B	C	D
S-18	1240-1	446 (500-1)	1240-1 ³ / ₈	446 (500-1 ³ / ₈)
C CIRCLING	1280-1 472 (500-1)	1300-1 492 (500-1)	1360-1 ¹ / ₂ 552 (600-1 ¹ / ₂)	1440-2 632 (700-2)

REIL Rws 18 and 27
HIRL Rws 9-27 and 18-36

OSHKOSH, WISCONSIN
Amdt 7A 02APR15

43°59'N-88°33' W
669

WITTMAN RGNL (OSH) LOC/DME BC RWY 18

VORTAC OSH 111.8 Chan 55	APP CRS 186°	Rwy Idg TDZE 794 Apt Elev 808
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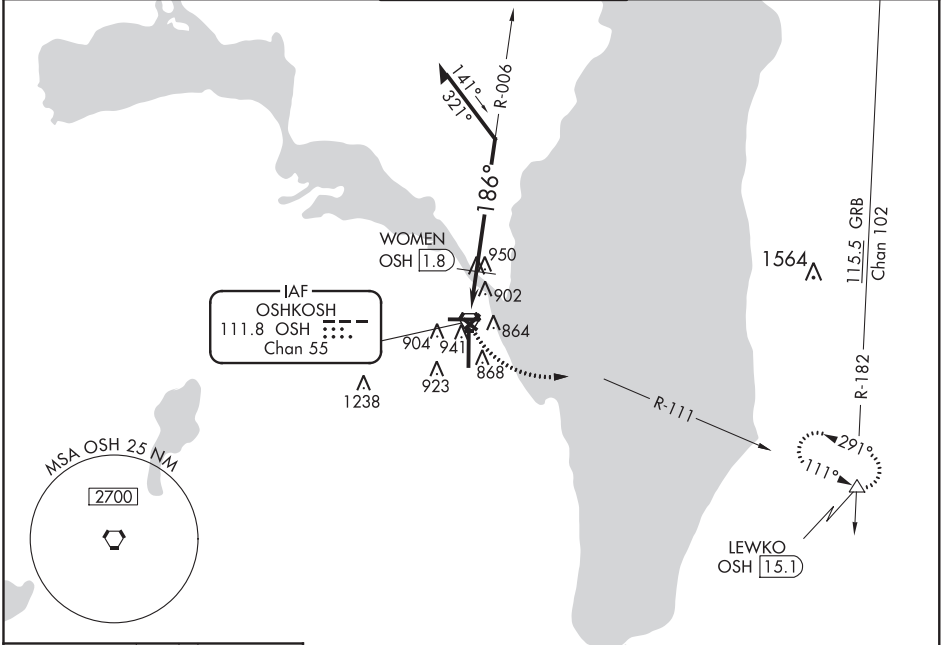
VOR RWY 18

WITTMAN RGNL (OSH)

⚠ Circling to Rwy 5, 23, and 31 NA at night. VDP NA with Fond Du Lac County altimeter setting. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase WOMEN fix minimums Circling Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

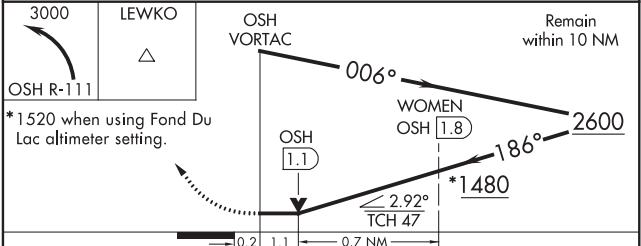
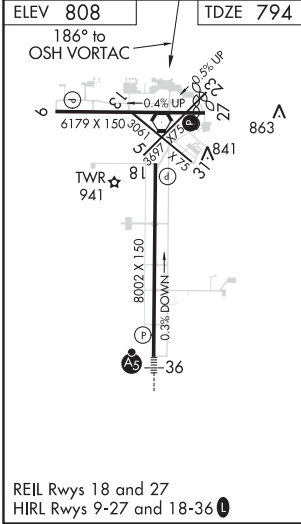
MISSED APPROACH: Climbing left turn to 3000 on OSH VORTAC R-111 to LEWKO INT/OSH 15.1 DME and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 0 290.9	GND CON 121.9	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-18	1480-1	686 (700-1)	1480-2	686 (700-2)
C CIRCLING	1480-1	672 (700-1)	1480-2 672 (700-2)	1480-2¼ 672 (700-2¼)
WOMEN FIX MINIMUMS				
S-18	1260-1	466 (500-1)	1260-1⅓	466 (500-1⅓)
C CIRCLING	1280-1 472 (500-1)	1300-1 492 (500-1)	1360-1½ 552 (600-1½)	1440-2 632 (700-2)

OSHKOSH, WISCONSIN

AL-730 (FAA)

16259

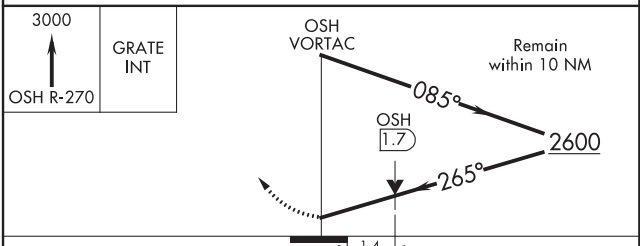
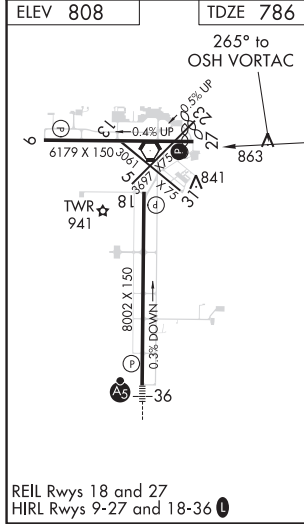
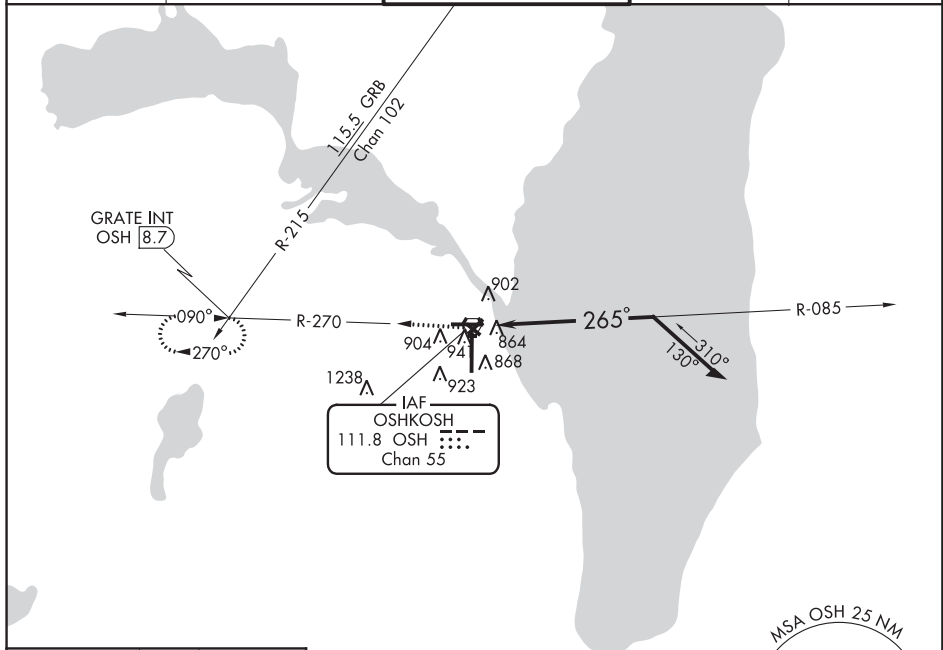
VORTAC OSH 111.8 Chan 55	APP CRS 265°	Rwy Idg TDZE 786 Apt Elev 808
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VOR RWY 27
WITTMAN RGNL (OSH)

⚠ Circling for Rwy 5, 23, and 31 NA at night. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase S-27 Cats C and D visibility ¼ mile and Circling Cat C visibility ½ mile, and Cat D ¼ mile. VDP NA with Fond Du Lac altimeter setting. Helicopter visibility reduction below ¾ SM NA.

⚠ MISSED APPROACH: Climb to 3000 on OSH VORTAC R-270 to GRATE INT/OSH 8.7 DME and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 290.9	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-27	1280-1	494 (500-1)	1280-1⅓	494 (500-1⅓)
C CIRCLING	1280-1 472 (500-1)	1300-1 492 (500-1)	1360-1½ 552 (600-1½)	1440-2 632 (700-2)

OSHKOSH, WISCONSIN
Amdt 5A 02APR15

43°59'N-88°33'W

WITTMAN RGNL (OSH)
VOR RWY 27

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC OSH 111.8 Chan 55	APP CRS 360°	Rwy Idg TDZE Apt Elev	8002 808 808
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VOR RWY 36

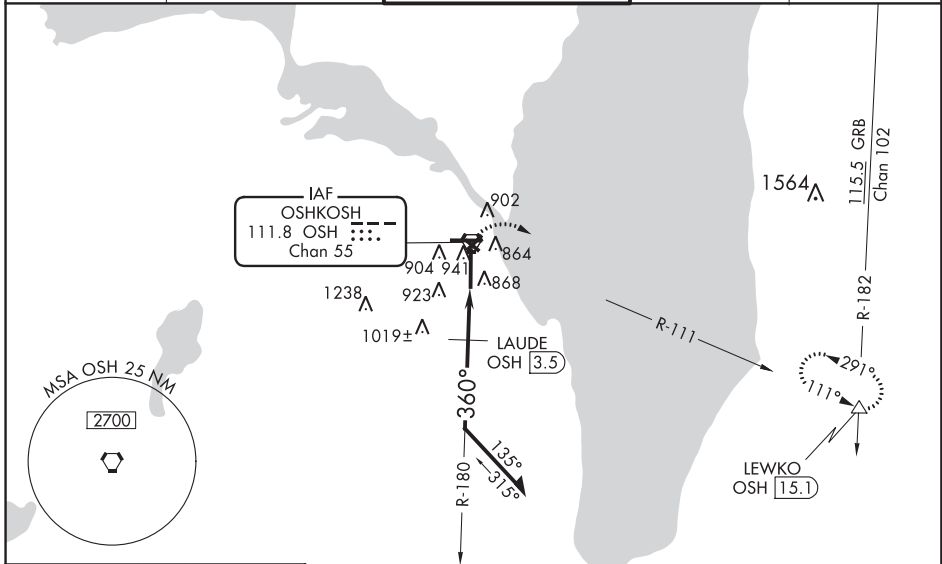
WITTMAN RGNL (OSH)

⚠ Circling to Rwy 5, 23, and 31 NA at night. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase S-36 Cats C/D visibility and, Circling Cat C visibility 1/8 mile, increase Circling Cat D visibility 1/4 mile, LAUDE fix minimums increase S-36 Cats C/D visibility to RVR 5500 and Circling Cat D visibility to 2 1/4 mile. For inop MALSRL, when using Fond Du Lac altimeter setting, increase LAUDE fix minimums S-36 Cats C/D visibility to 1 3/8 mile. VDP NA with Fond Du Lac altimeter setting.

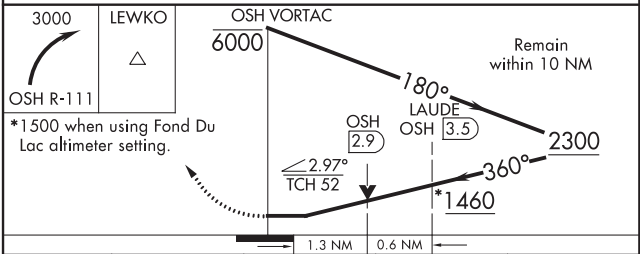
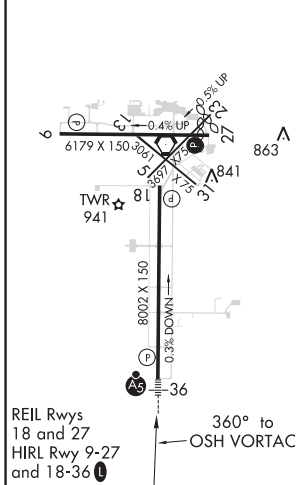
MALSRL

MISSED APPROACH:
Climbing right turn to 3000 on OSH VORTAC R-111 to LEWKO INT/ OSH 15.1 DME and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 290.9	GND CON 121.9	UNICOM 122.95
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ELEV 808	TDZE 808
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CATEGORY	A	B	C	D
S-36	1460/24	652 (700-1/2)	1460-1 3/8	652 (700-1 3/8)
C CIRCLING	1460-1	652 (700-1)	1460-1 7/8	1460-2
			652 (700-1 1/8)	652 (700-2)
LAUDE FIX MINIMUMS				
S-36	1280/24	472 (500-1/2)	1280/50	472 (500-1)
C CIRCLING	1280-1	1300-1	1360-1 1/2	1440-2
	472 (500-1)	492 (500-1)	552 (600-1 1/2)	632 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOM OS 395	APP CRS 003°	Rwy Idg 8002
		TDZE 808
		Apt Elev 808

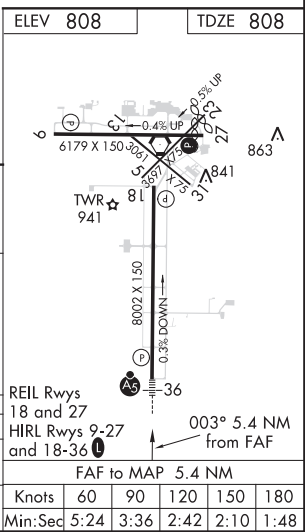
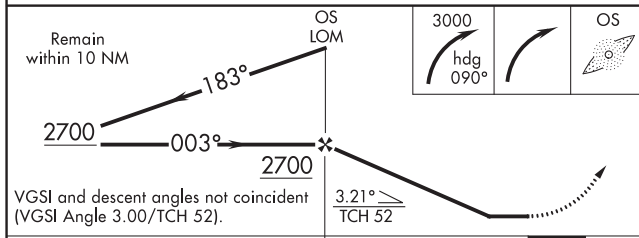
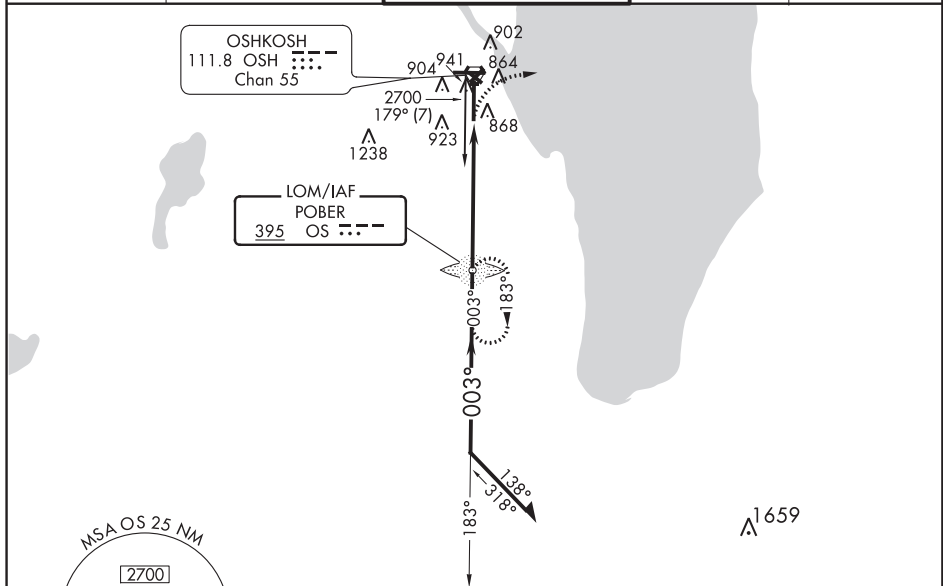
NDB RWY 36

WITTMAN RGNL (OSH)

NA When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase S-36 Cat C/D and Circling Cat C visibilities 1/8 mile, increase Circling Cat D visibility 1/4 mile. For inop MALSRL, increase S-36 Cat D visibility to 1 1/8 mile. For inop MALSRL when using Fond Du Lac altimeter setting, increase S-36 Cat D visibility to 2 miles. Circling to Rwy 5, 23, and 31 NA at night.

MALSRL
MISSED APPROACH:
Climbing right turn to 3000 on heading 090° then right turn direct POBER LOM and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 290.9	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-36	1460/40	652 (700-3/4)	1460-1 3/8	652 (700-1 1/8)
C CIRCLING	1460-1	652 (700-1)	1460-1 7/8	1460-2
			652 (700-1 1/8)	652 (700-2)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

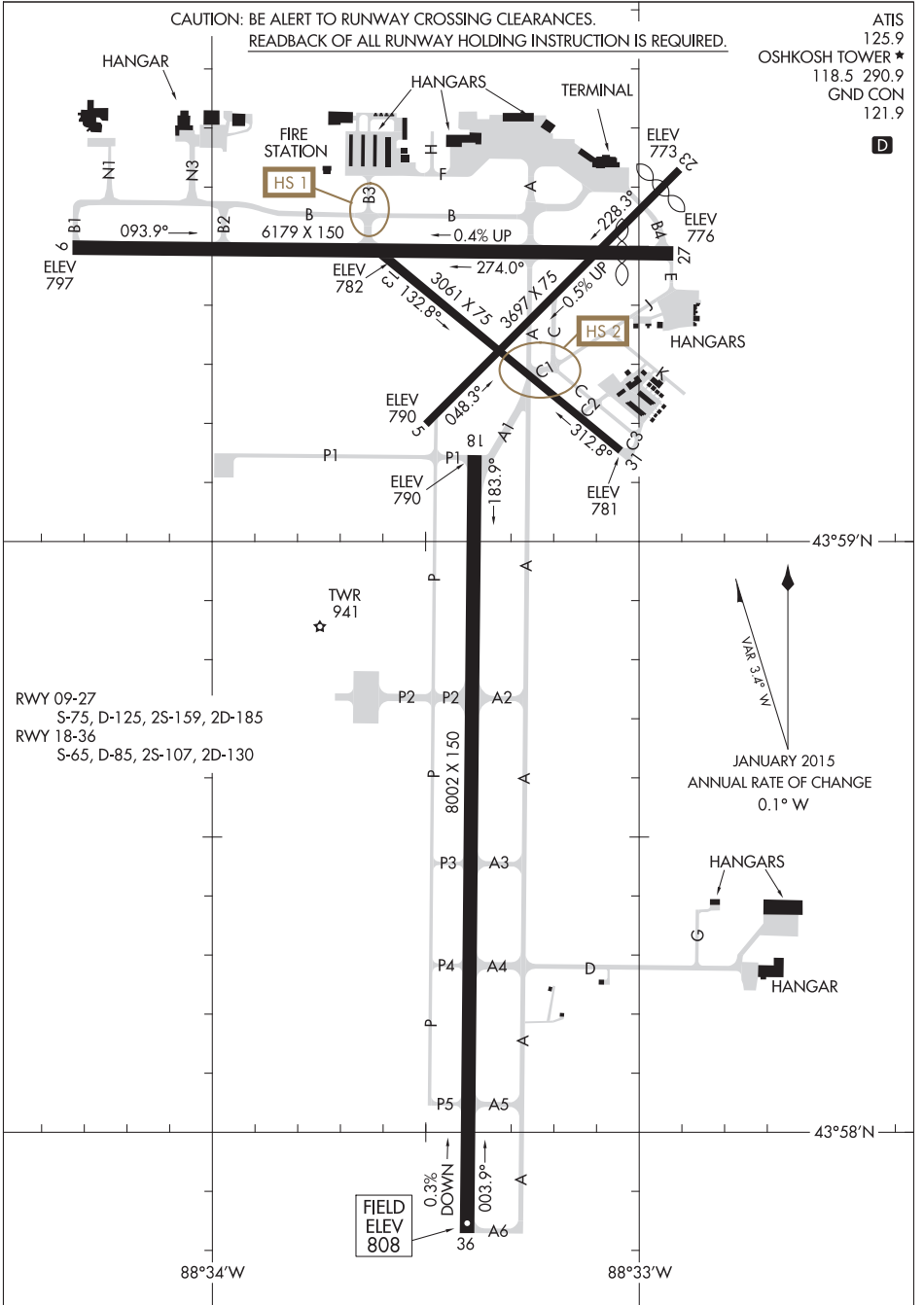
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

WITTMAN RGNL (OSH)
OSHKOSH, WISCONSIN

AL-730 (FAA)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

OSHKOSH, WISCONSIN
WITTMAN RGNL (OSH)

PARIS, ILLINOIS

AL-6298 (FAA)

16315

WAAS CH 50439 W09A	APP CRS 092°	Rwy Idg TDZE Apt Elev	4501 654 654
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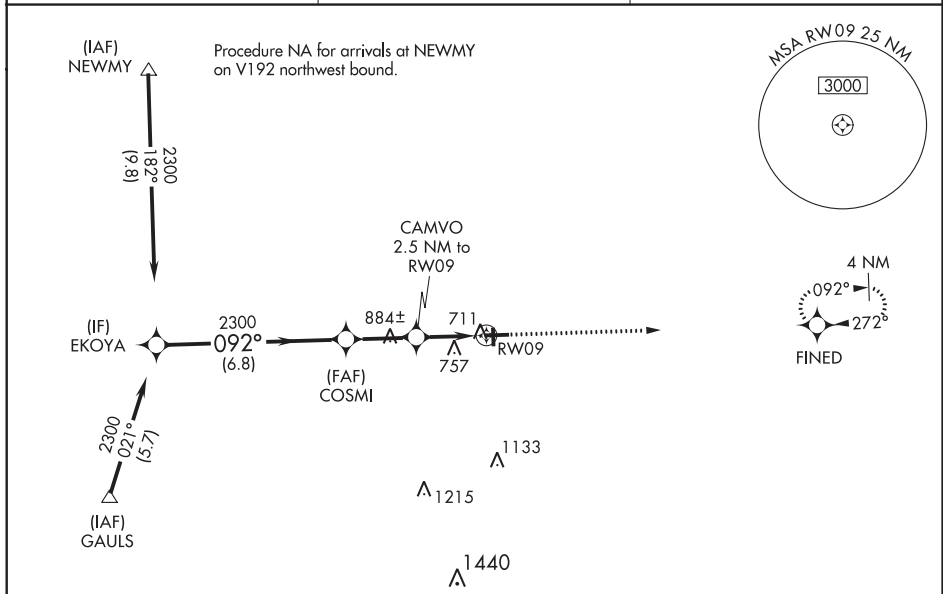
RNAV (GPS) RWY 9

EDGAR COUNTY (PRG)

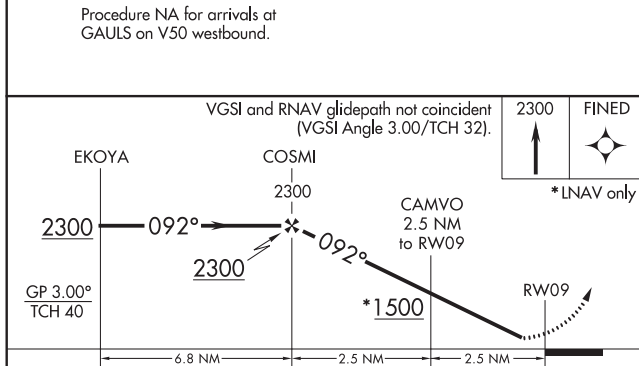
▼ Baro-VNAV NA when using Terre Haute Intl-Hulman Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 9 Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting: increase all DA to 965 feet and all MDA 80 feet and visibility LNAV Cat C and D $\frac{3}{8}$ SM and Circling Cat D $\frac{1}{2}$ SM. Straight-in Rwy 9 NA at night, Circling Rwy 9, 18 NA at night.

MISSED APPROACH:
Climb to 2300 direct
FINED and hold.

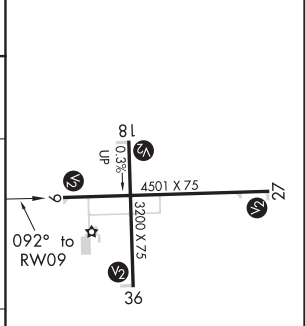
AWOS-3 124.175	HULMAN APP CON 125.45 339.8	UNICOM 123.0 (CTAF) 1
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Procedure NA for arrivals at GAULS on V50 westbound.



ELEV 654	TDZE 654
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CATEGORY	A	B	C	D
LPV DA		904-1	250 (300-1)	
LNAV/VNAV DA		904-1	250 (300-1)	
LNAV MDA		1020-1	366 (400-1)	
CIRCLING	1080-1 426 (500-1)	1120-1 466 (500-1)	1120-1½ 466 (500-1½)	1320-2 666 (700-2)

REIL Rwy 27
MIRL Rwy 9-27 and 18-36 1

PARIS, ILLINOIS
Amdt 1 21JUL16

39°42'N-87°40'W

EDGAR COUNTY (PRG)
RNAV (GPS) RWY 9

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82639 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	3200 654 654
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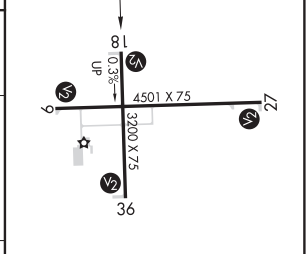
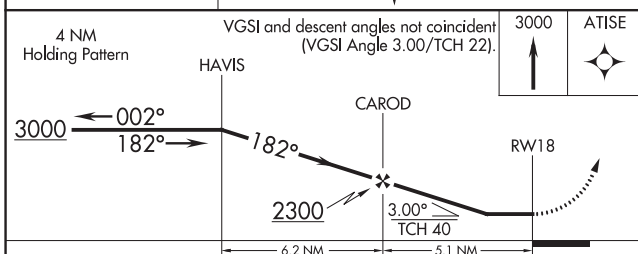
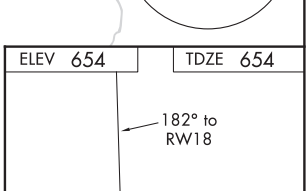
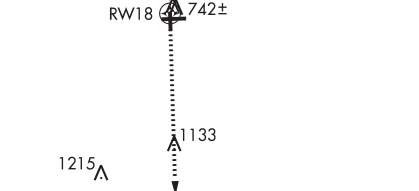
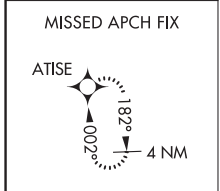
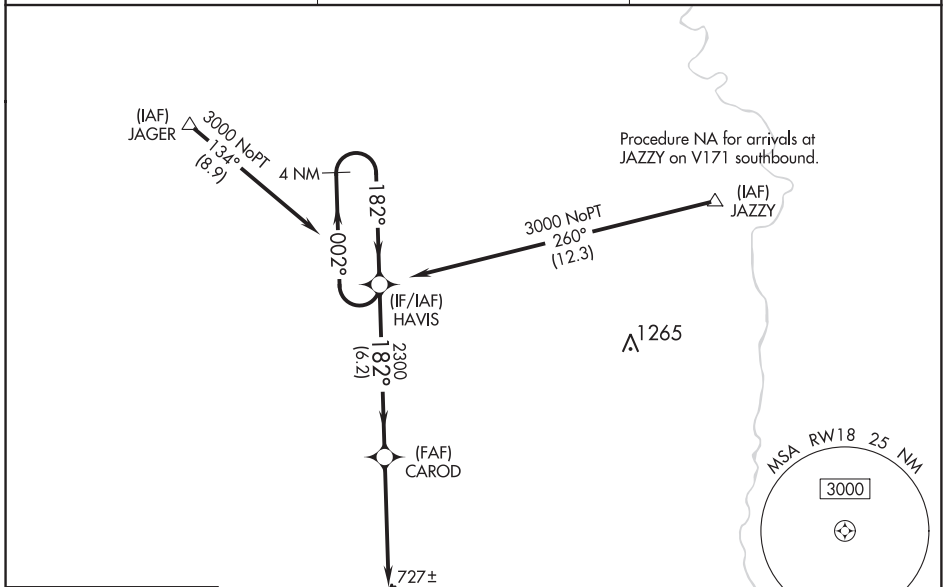
RNAV (GPS) RWY 18

EDGAR COUNTY (PRG)

⚠ DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting; increase all MDA 80 feet and visibility LP Cat C and D 1/8 SM, LNAV Cat C and D 1/4 SM and Circling Cat D 1/2 SM. Straight-in Rwy 18 NA at night, Circling Rwy 9, 18 NA at night.

⚠ MISSED APPROACH: Climb to 3000 direct ATISE and hold.

AWOS-3 124.175	HULMAN APP CON 125.45 339.8	UNICOM 123.0 (CTAF) ①
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CATEGORY	A	B	C	D
LP MDA		980-1	326 (400-1)	
LNAV MDA		1000-1	346 (400-1)	
C CIRCLING	1080-1 426 (500-1)	1120-1 466 (500-1)	1120-1½ 466 (500-1½)	1320-2 666 (700-2)

REIL Rwy 27
MIRL Rwy 9-27 and 18-36 ①

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61239 W27A	APP CRS 272°	Rwy Idg TDZE Apt Elev	4501 651 654
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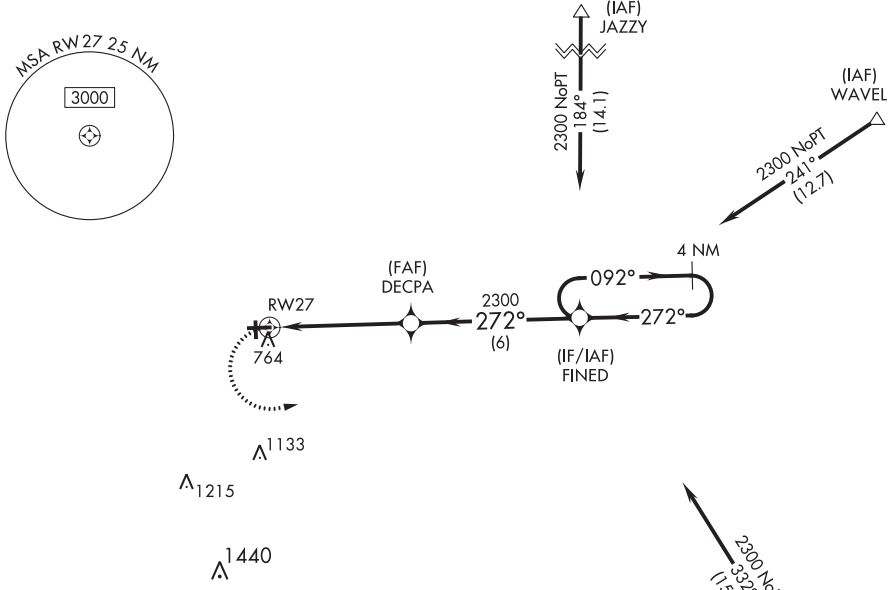
RNAV (GPS) RWY 27

EDGAR COUNTY (PRG)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting.
⚠ DME/DME RNP-0.3 NA. Rwy 27 Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting: increase all DA to 962 feet and all MDA 80 feet and visibility LNAV Cat C and D ¾ SM, and Circling Cat D ½ SM. Circling Rwy 9, 18 NA at night.

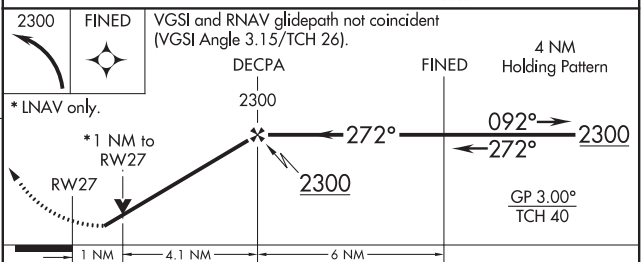
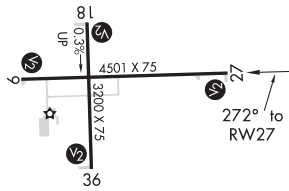
MISSED APPROACH:
Climbing left turn to 2300 direct FINED and hold.

AWOS-3 124.175	HULMAN APP CON 125.45 339.8	UNICOM 123.0 (CTAF) ①
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ELEV 654	TDZE 651
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Procedure NA for arrivals on TTH VORTAC airway radials 254 CW 303.



CATEGORY	A	B	C	D
LPV DA		901-1	250 (300-1)	
LNAV/VNAV DA		901-1	250 (300-1)	
LNAV MDA		1020-1	369 (400-1)	
C CIRCLING	1080-1 426 (500-1)	1120-1 466 (500-1)	1120-1½ 466 (500-1½)	1320-2 666 (700-2)

REIL Rwy 27
MIRL Rwy 9-27 and 18-36 ①

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78339 W36A	APP CRS 002°	Rwy Idg TDZE 654 Apt Elev 654	3200 654 654
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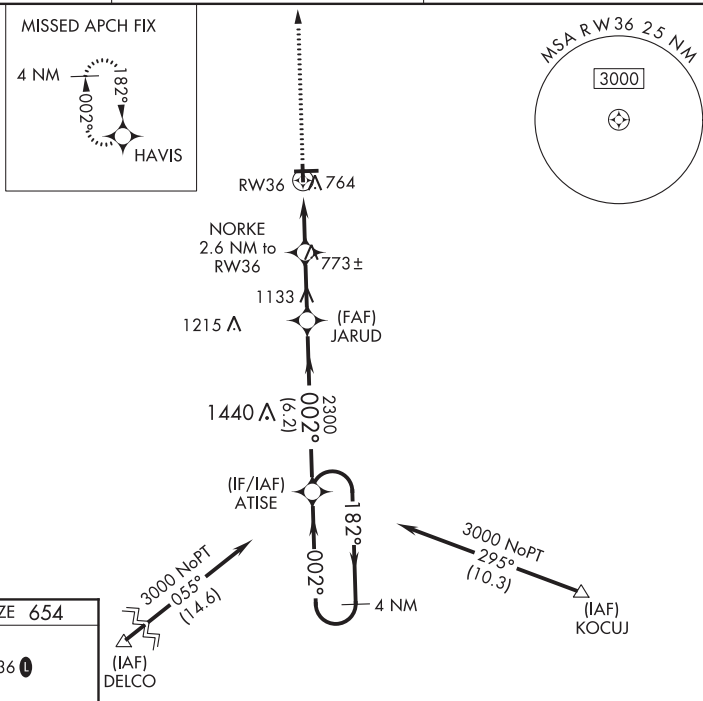
RNAV (GPS) RWY 36

EDGAR COUNTY (PRG)

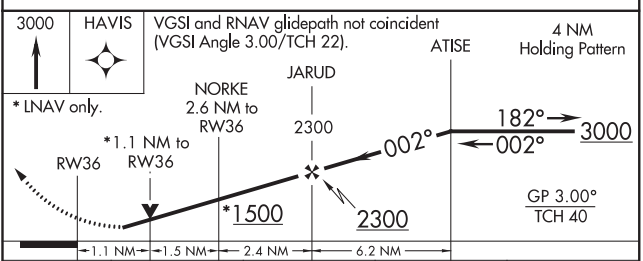
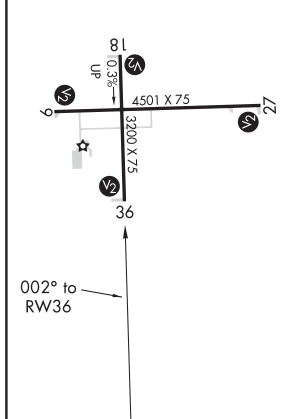
⚠ Baro-VNAV NA when using Terre Haute Intl-Hulman Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting: increase all DA to 965 and MDA 80 feet and visibility LNAV Cat C and D ¾ SM, Circling Cat D ½ SM. Circling Rwy 9, 18 NA at night.

⚠ MISSED APPROACH: Climb to 3000 direct HAVIS and hold.

AWOS-3 124.175	HULMAN APP CON 125.45 339.8	UNICOM 123.0 (CTAF) ①
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ELEV 654	TDZE 654
REIL Rwy 27 MIRL Rwys 9-27 and 18-36 ①	



CATEGORY	A	B	C	D
LPV DA		904-1	250 (300-1)	
LNAV/VNAV DA		904-1	250 (300-1)	
LNAV MDA		1020-1	366 (400-1)	
CIRCLING	1080-1	1120-1	1120-1½	1320-2
	426 (500-1)	466 (500-1)	466 (500-1½)	666 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

PARIS, ILLINOIS

AL-6298 (FAA)

16315

VORTAC TTH 115.3 Chan 100	APP CRS 301°	Rwy Idg TDZE Apt Elev	N/A N/A 654
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VOR/DME-A

EDGAR COUNTY (PRG)

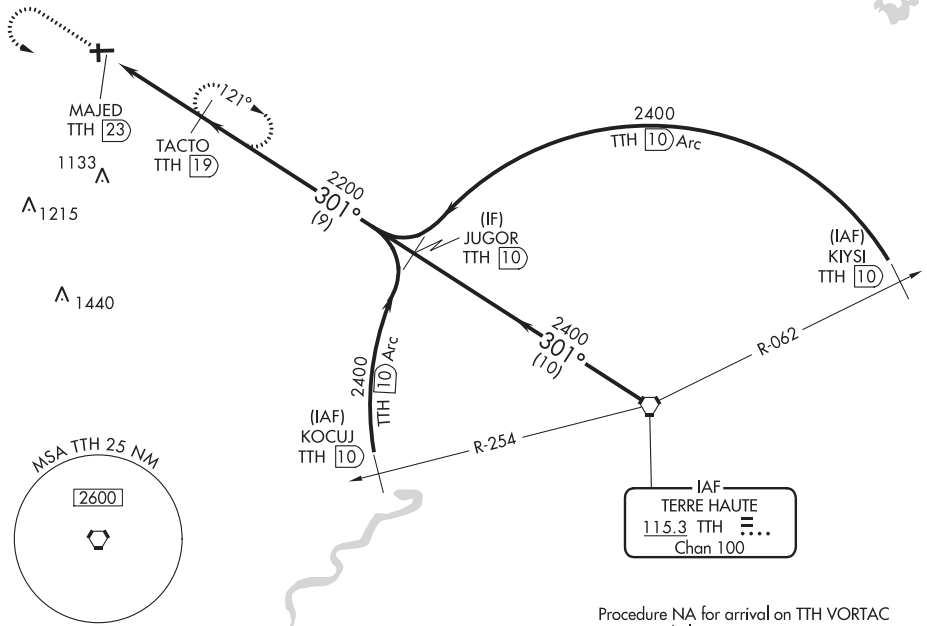
When local altimeter setting not received, use Terre Haute Intl-Hulman Field, IN altimeter setting and increase all MDA 80 feet; increase Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 then left turn heading 080° and TTH VORTAC R-301 to TACTO/TTH 19 DME and hold.

AWOS-3
124.175

HULMAN APP CON
125.45 339.8

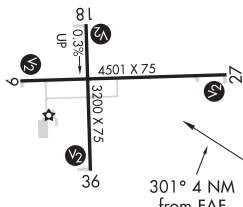
UNICOM
123.0 (CTAF)



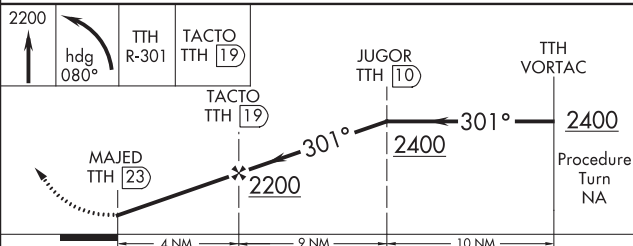
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 654



A 1549



CATEGORY	A	B	C	D
CIRCLING	1300-1 646 (700-1)	1300-1¼ 646 (700-1¼)	1300-1¾ 646 (700-1¾)	NA

REIL Rwy 27
MIRL Rwy 9-27 and 18-36

PARIS, ILLINOIS
Amdt 8 23SEP10

39°42'N-87°40'W

EDGAR COUNTY (PRG)
VOR/DME-A

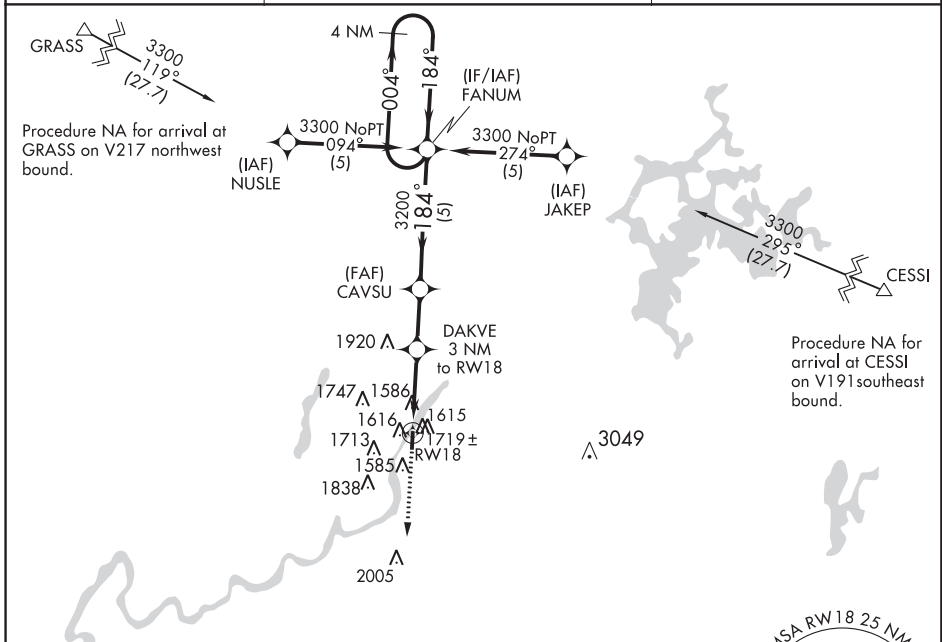
APP CRS	Rwy Idg	3200
184°	TDZE	1494
	Apt Elev	1500

RNAV (GPS) RWY 18

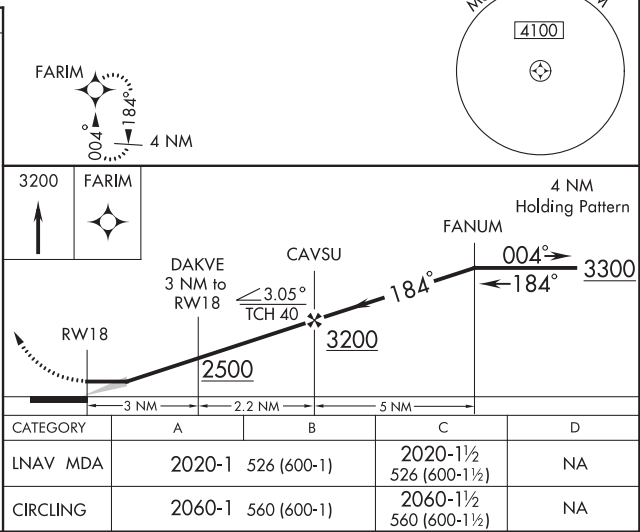
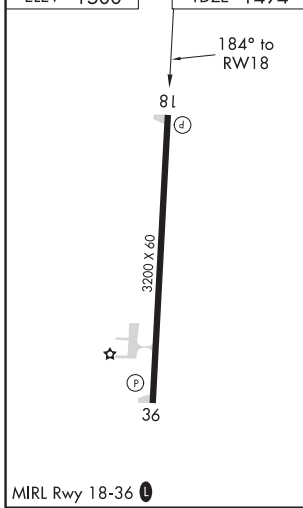
PARK FALLS MUNI (PKF)

▼ NA	Use Phillips altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.	MISSED APPROACH: Climb to 3200 direct FARIM WP and hold.
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PHILLIPS AWOS-3 125.875	MINNEAPOLIS CENTER 133.65 281.5	CTAF 122.9
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ELEV 1500	TDZE 1494
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CATEGORY	A	B	C	D
LNAV MDA	2020-1	526 (600-1)	2020-1½ 526 (600-1½)	NA
CIRCLING	2060-1	560 (600-1)	2060-1½ 560 (600-1½)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

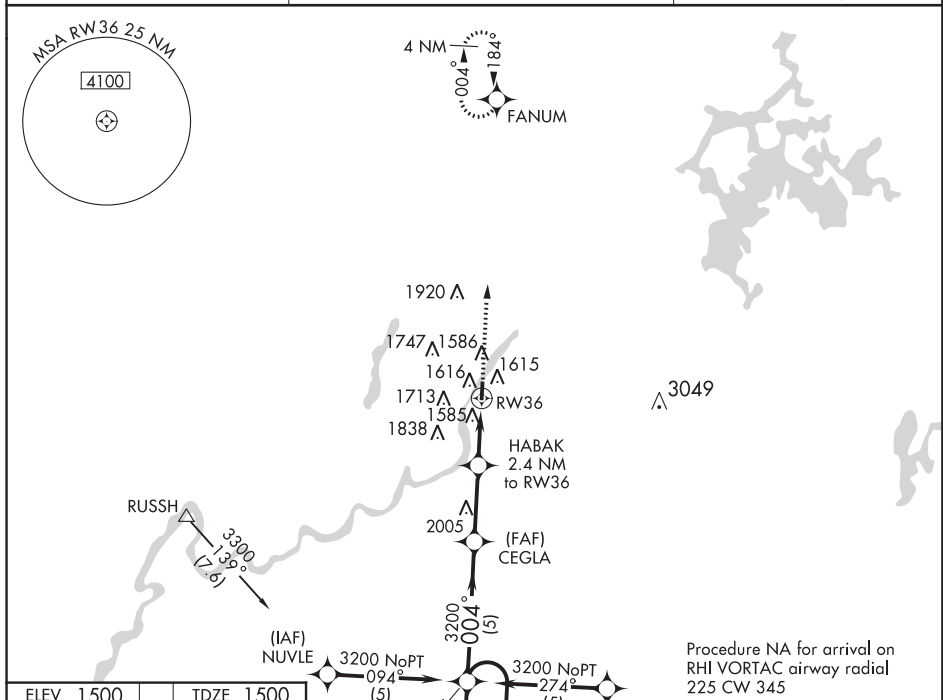
APP CRS	Rwy Idg	3200
004°	TDZE	1500
	Apt Elev	1500

RNAV (GPS) RWY 36

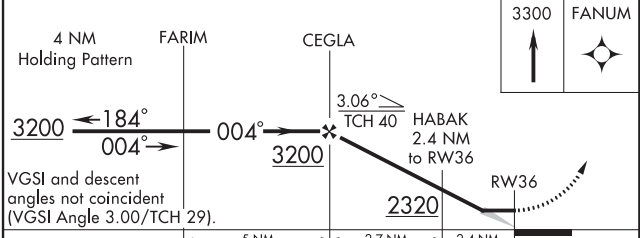
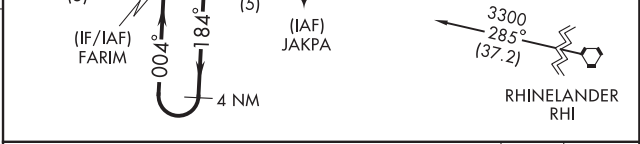
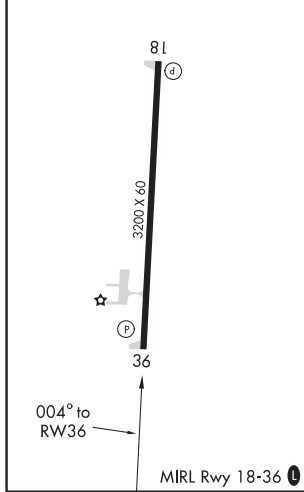
PARK FALLS MUNI (PKF)

NA DME/DME RNP-0.3 NA. Use Phillips altimeter setting. Procedure NA at night. MISSED APPROACH: Climb to 3300 direct FANUM WP and hold.

PHILLIPS AWOS-3 125.875	MINNEAPOLIS CENTER 133.65 281.5	CTAF 122.90
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ELEV 1500	TDZE 1500
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CATEGORY	A	B	C	D
LNAV MDA	2000-1	500 (500-1)	2000-1¼ 500 (500-1¼)	NA
CIRCLING	2060-1	560 (600-1)	2060-1½ 560 (600-1½)	NA

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NDB PKF	APP CRS	Rwy Idg	3200
371	336°	TDZE	1500
		Apt Elev	1500

NDB RWY 36

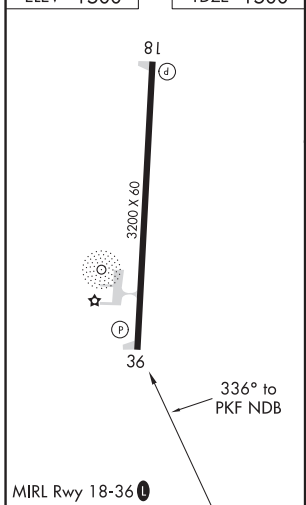
PARK FALLS MUNI (PKF)

 	Use Phillips altimeter setting. Procedure NA at night.	MISSED APPROACH: Climb to 2600 then climbing left turn to 3200 direct PKF NDB and hold.
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PHILLIPS AWOS-3 125.875	MINNEAPOLIS CENTER 133.65 281.5	CTAF 122.9 0
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ELEV 1500	TDZE 1500
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2600 	3200 	PKF 	PKF NDB 	Remain within 10 NM
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CATEGORY	A	B	C	D
S-36	2200-1	700 (700-1)	NA	NA
CIRCLING	2200-1	700 (700-1)	NA	NA

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EC-3, 10 NOV 2016 to 05 JAN 2017

PAXTON, ILLINOIS

AL-6857 (FAA)

15344

APP CRS	Rwy Idg	2609
183°	TDZE	777
	Apt Elev	779

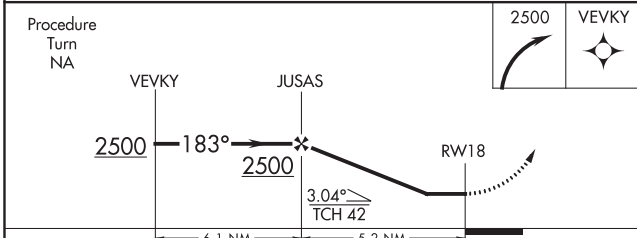
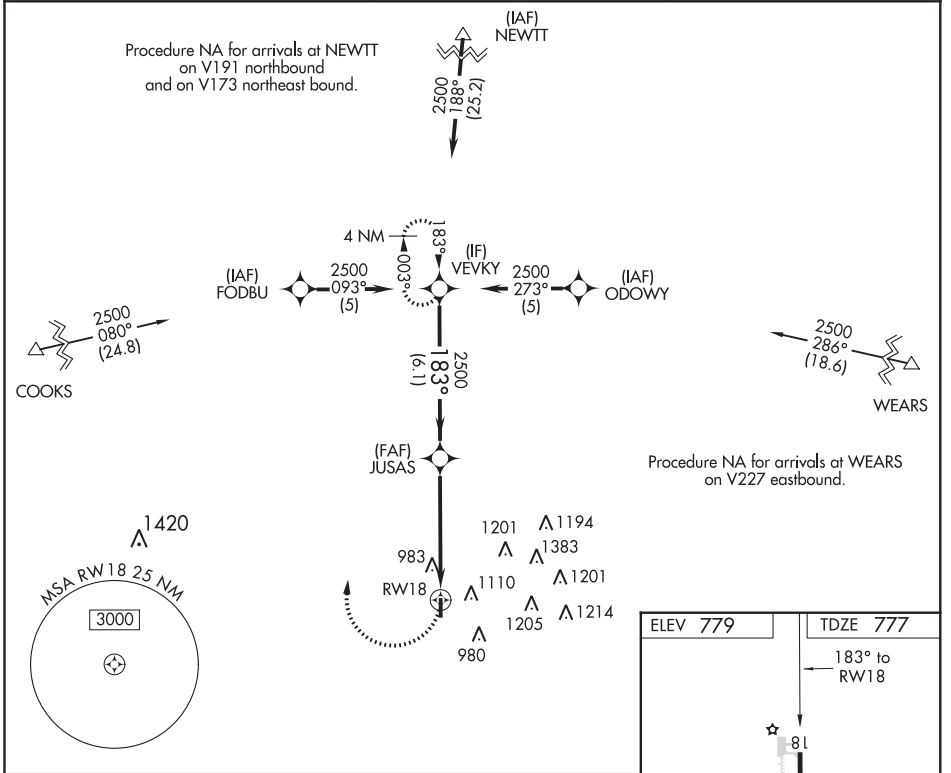
RNAV (GPS) RWY 18

PAXTON (1C1)

NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Champaign-Urbana altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 80 feet; increase LNAV and Circling Cat C visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct VEVKY and hold.

CHAMPAIGN-URBANA ASOS 124.85	CHAMPAIGN APP CON * 121.35 285.65	UNICOM 122.8 (CTAF)
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ELEV 779	TDZE 777
183° to RW18	
81	
3400 x 50	
0.7% UP	
36	

CATEGORY	A	B	C	D
LNAV MDA	1400-1	623 (700-1)	1400-1¾ 623 (700-1¾)	NA
CIRCLING	1540-1 761 (800-1)	1540-1¼ 761 (800-1¼)	1540-2¼ 761 (800-2¼)	NA

LIRL Rwy 18-36
REIL Rwy 18

PAXTON, ILLINOIS
Orig-A 25JUN15

40°27'N-88°08'W

RNAV (GPS) RWY 18

PAXTON (1C1)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME RBS 116.8 Chan 115	APP CRS 166°	Rwy Idg 2609 TDZE 777 Apt Elev 779
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VOR RWY 18

PAXTON (1C1)

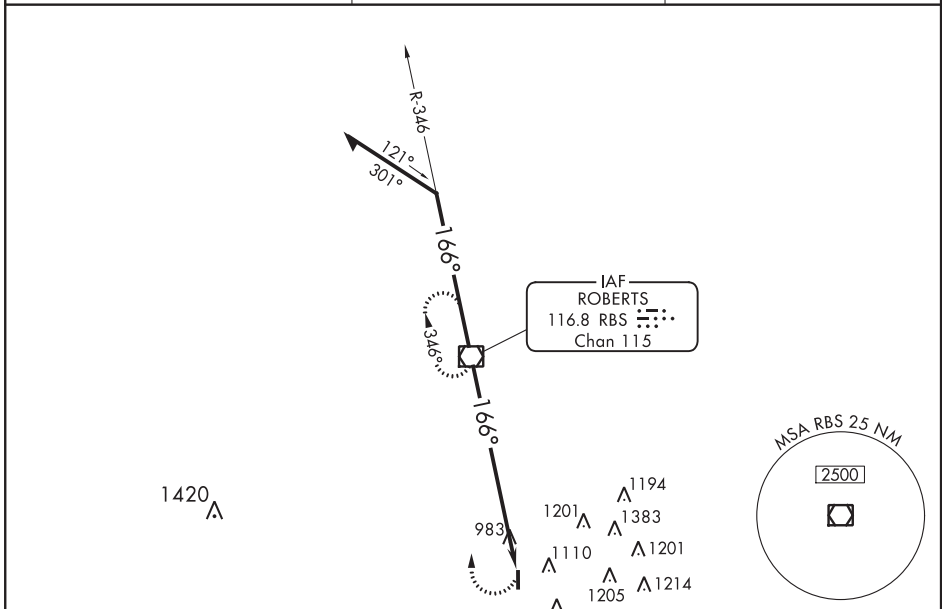
⚠ NA Helicopter visibility reduction below 1 SM NA. Use Champaign-Urbana altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 80 feet; increase S-18 and Circling Cat A visibility ¼ mile and S-18 Circling Cat C visibility ½ mile. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct RBS VOR/DME and hold.

CHAMPAIGN-URBANA ASOS
124.85

CHAMPAIGN APP CON*
121.35 285.65

UNICOM
122.8 (CTAF)

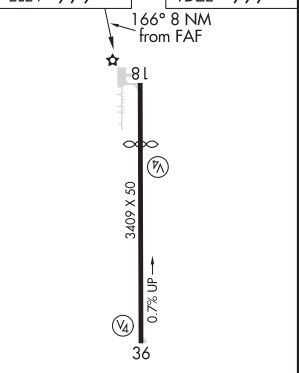


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 779 TDZE 777



2500	346°	RBS VOR/DME	2500	RBS
2500	166°		2500	8
8 NM				

CATEGORY	A	B	C	D
S-18	1580-1 803 (900-1)	1580-1¼ 803 (900-1¼)	1580-2¼ 803 (900-2¼)	NA
CIRCLING	1580-1 801 (900-1)	1580-1¼ 801 (900-1¼)	1580-2¼ 801 (900-2¼)	NA

LIRL Rwy 18-36					
REIL Rwy 18					
FAF to MAP 8 NM					
Knots	60	90	120	150	180
Min:Sec	8:00	5:20	4:00	3:12	2:40

PEKIN, ILLINOIS

AL-5812 (FAA)

14149

WAAS CH 53509 W09A	APP CRS 091°	Rwy Idg TDZE Apt Elev	5000 530 530
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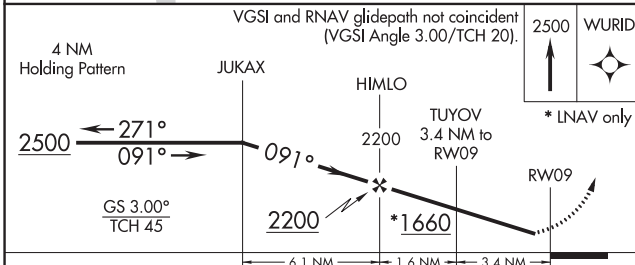
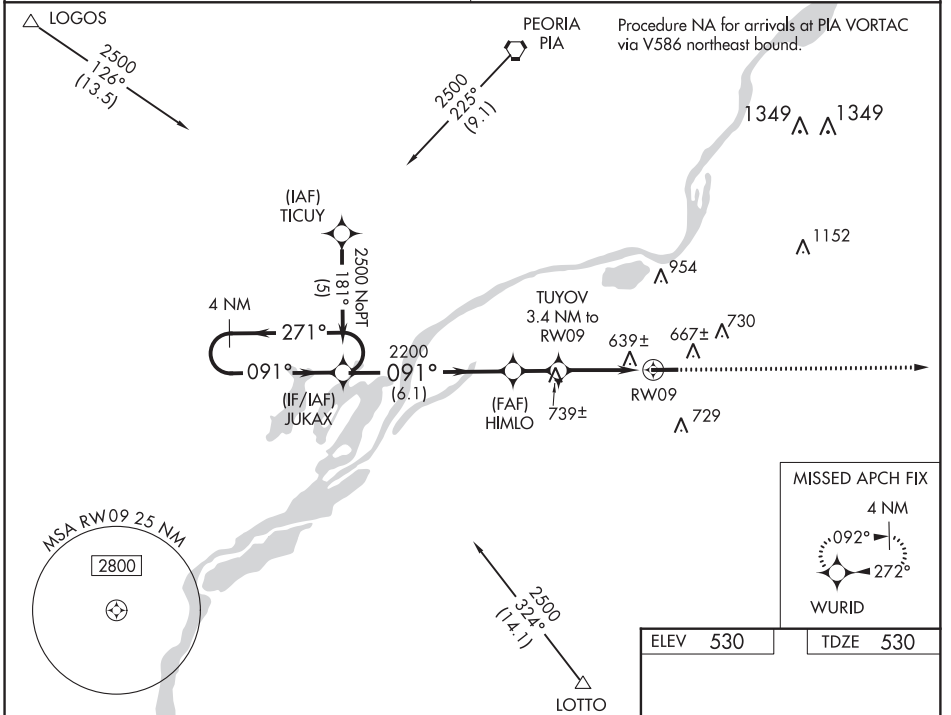
RNAV (GPS) RWY 9

PEKIN MUNI (C15)

▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Greater Peoria Rgnl altimeter setting; when not received use Logan County altimeter setting and increase all DA 25 feet and all MDA 40 feet; increase LNAV/VNAV visibility ¼ mile and LNAV Cat D visibility ¼ mile.

▲ NA MISSED APPROACH: Climb to 2500 direct WURID and hold.

PEORIA APP CON **124.675 269.2** UNICOM **122.8** (CTAF) **0**



ELEV 530	TDZE 530
MIRL Rwy 9-27 0	

CATEGORY	A	B	C	D
LPV DA		862-1¼	332 (400-1¼)	
LNAV/VNAV DA		982-1½	452 (500-1½)	
LNAV MDA	940-1	410 (500-1)	940-1¼	410 (500-1¼)
CIRCLING	1060-1	530 (600-1)	1060-1½	1080-2
			530 (600-1½)	550 (600-2)

PEKIN, ILLINOIS
Orig-A 10FEB11

40°29'N - 89°41'W

PEKIN MUNI (C15)
RNAV (GPS) RWY 9

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99509 W27A	APP CRS 272°	Rwy Idg TDZE 525 Apt Elev 530
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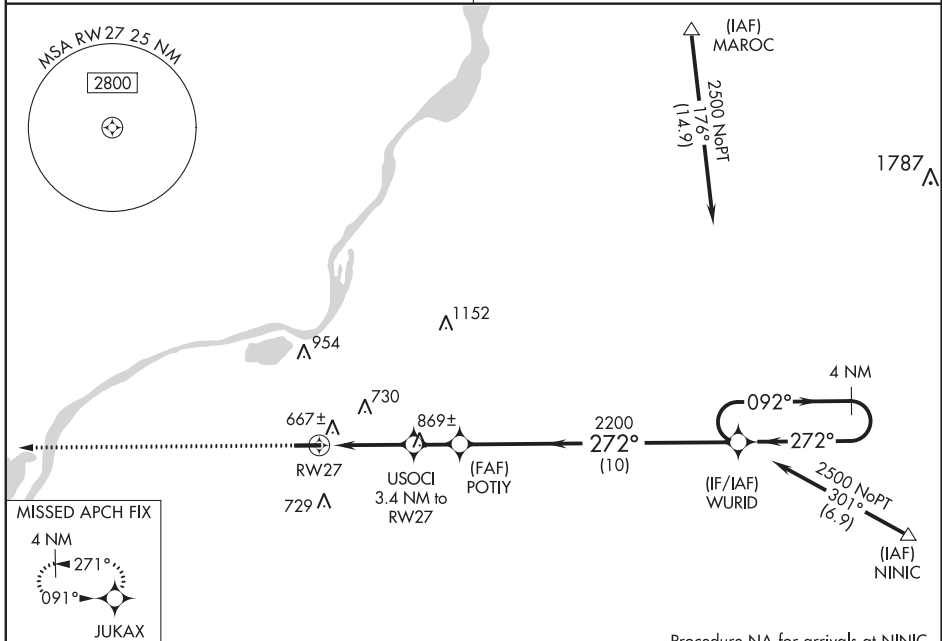
RNAV (GPS) RWY 27

PEKIN MUNI (C15)

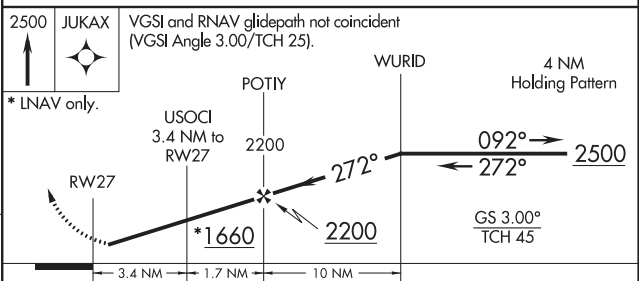
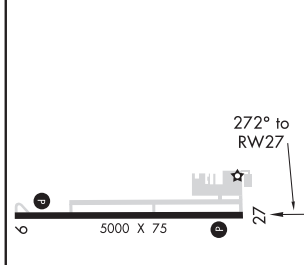
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 Use Greater Peoria Rgnl altimeter setting; when not received use Logan County
 altimeter setting and increase all DA 25 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2500 direct JUKAX and hold.

PEORIA APP CON 124.675 269.2	UNICOM 122.8 (CTAF) 1
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ELEV 530	TDZE 525
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CATEGORY	A	B	C	D
LPV DA	864-1 ¼ 339 (400-1 ¼)			
LNAV/VNAV DA	1010-1 ¾ 485 (500-1 ¾)			
LNAV MDA	1020-1	495 (500-1)	1020-1 ¼ 495 (500-1 ¼)	1020-1 ½ 495 (500-1 ½)
CIRCLING	1060-1	530 (600-1)	1060-1 ½ 530 (600-1 ½)	1080-2 550 (600-2)

MIRL Rwy 9-27 **1**

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EC-3, 10 NOV 2016 to 05 JAN 2017

PEKIN, ILLINOIS

AL-5812 (FAA)

14149

VORTAC PIA 115.2 Chan 99	APP CRS 151°	Rwy Idg TDZE Apt Elev 530	N/A N/A 530
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VOR-A
PEKIN MUNI (C15)

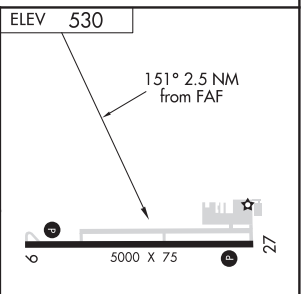
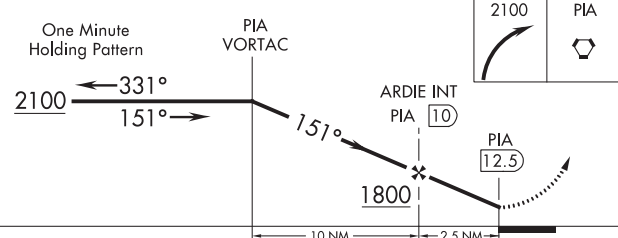
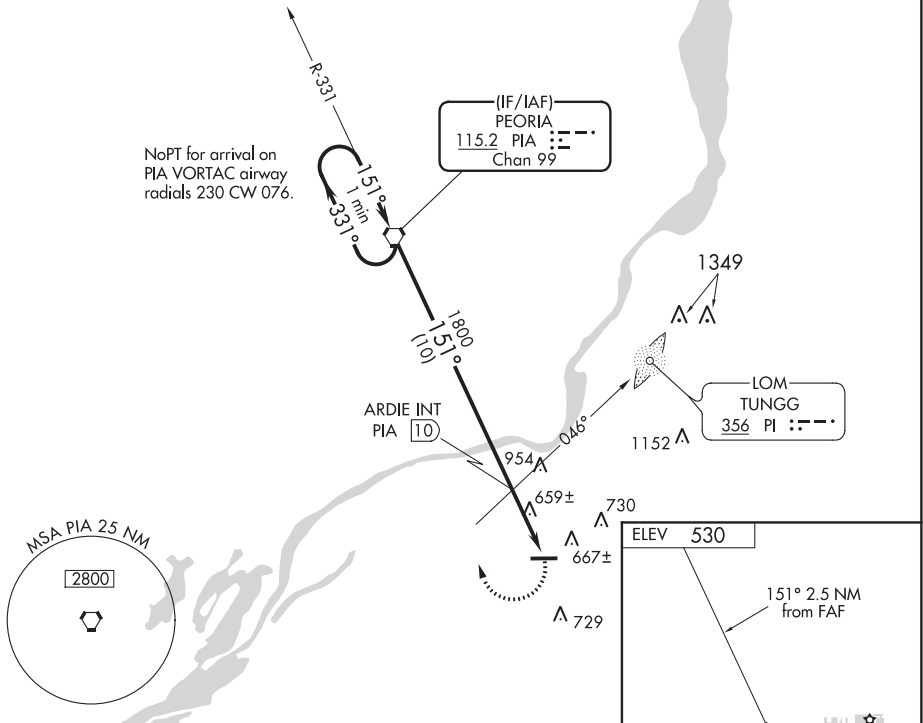
NA Use Greater Peoria Rgnl altimeter setting; when not received use Logan County altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2100 direct PIA VORTAC and hold.

PEORIA APP CON **124.675 269.2**

UNICOM **122.8 (CTAF)**

ADF or DME REQUIRED



CATEGORY	A	B	C	D	FAF to MAP 2.5 NM					
CIRCLING	1060-1 530 (600-1)		1060-1½ 530 (600-1½)	1080-2 550 (600-2)	Knots	60	90	120	150	180
					Min:Sec	2:30	1:40	1:15	1:00	0:50

PEKIN, ILLINOIS
Amdt 7A 10FEB11

40°29'N-89°41'W

PEKIN MUNI (C15)
VOR-A

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-RNX 110.55 Chan 42 (Y)	APP CRS 041°	Rwy Idg 7862 TDZE 652 Apt Elev 661
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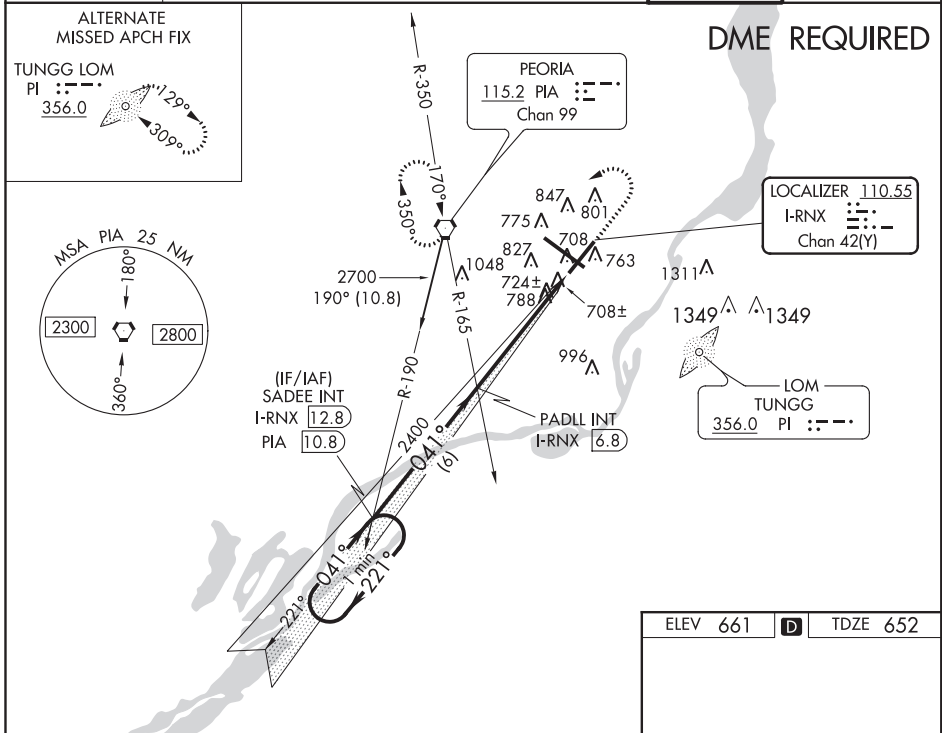
ILS or LOC RWY 4
GENERAL DOWNING-PEORIA INTL(PIA)

⚠ DME required. VDP NA with Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase S-LOC Cat C and D visibility ¼ mile, and Circling Cat C ¼ mile and Cat D ½ mile. For inoperative MALSR using Logan County altimeter setting, increase S-ILS all Cats visibility to 1 mile.



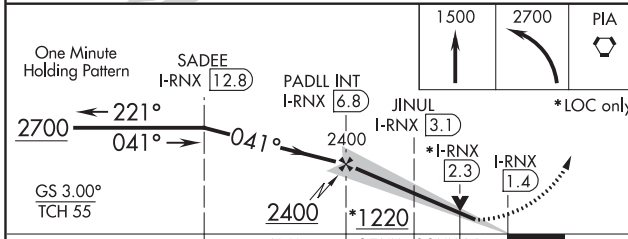
MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PIA VORTAC and hold.

ATIS 126.10 282.2	PEORIA APP CON 125.8 269.2 (305°-125°)	124.675 317.55 (126°-304°)	PEORIA TOWER 124.0 353.85	GND CON 121.85 348.6
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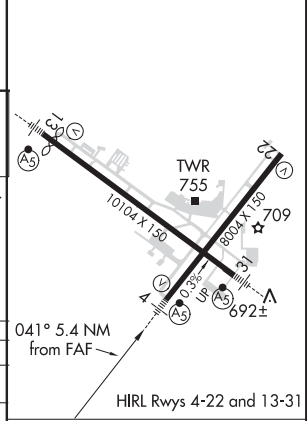


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 661	D	TDZE 652
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CATEGORY	A	B	C	D
S-ILS 4		856-½	204 (200-½)	
S-LOC 4		980-½	328 (400-½)	
C CIRCLING	1160-1	499 (500-1)	1180-1½ 519 (600-1½)	1400-2¼ 739 (800-2¼)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

LOC I-GZX 109.9	APP CRS 129°	Rwy Idg 9604
		TDZE 636
		Apt Elev 661

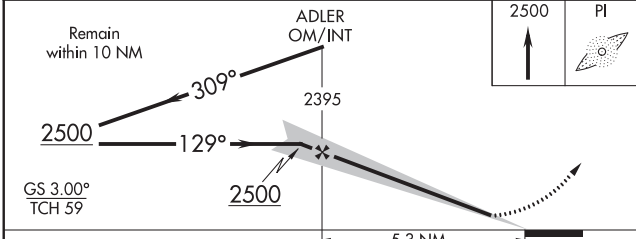
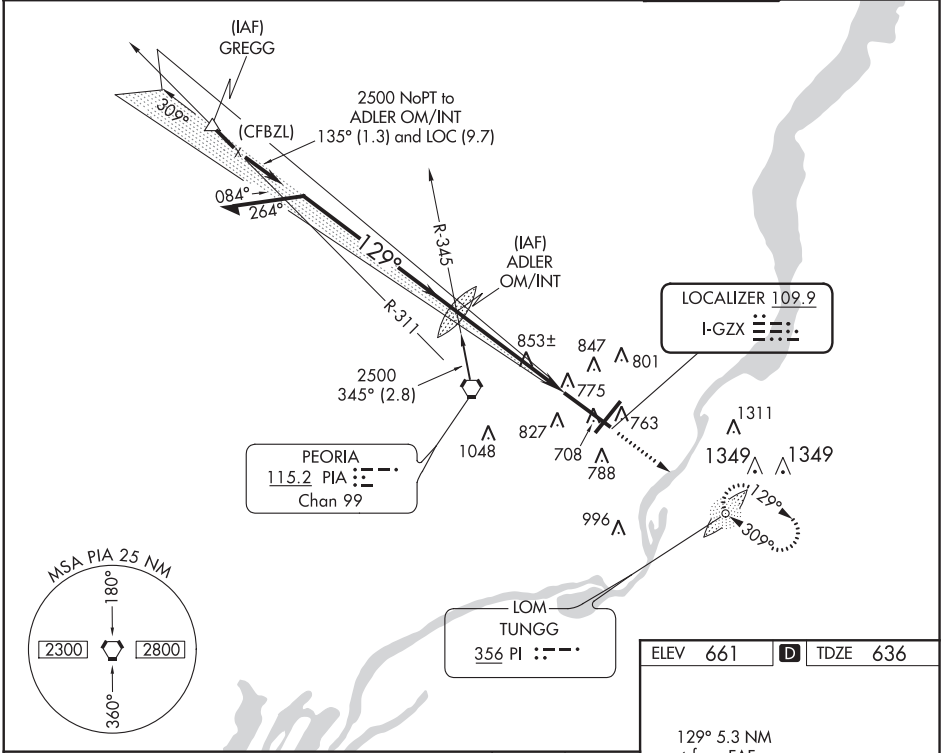
ILS or LOC RWY 13

GENERAL DOWNING-PEORIA INTL (PIA)

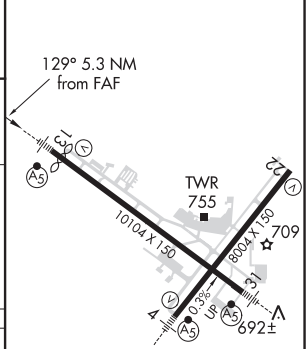
ADP required. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase S-LOC Cat C and D visibility ¼ mile, and Circling Cat C ¼ mile and Cat D ½ mile. For inoperative MALSRS, increase S-LOC 13 Cat C/D visibility to 1¾ mile. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSRS **MISSED APPROACH:** Climb to 2500 direct PI LOM and hold.

ATIS 126.10 282.2	PEORIA APP CON (305°-125°) 124.675 317.55 (126°-304°)	PEORIA TOWER 124.0 353.85	GND CON 121.85 348.6
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ELEV 661	D TDZE 636
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CATEGORY	A	B	C	D
S-ILS 13	*836/24		200 (200-½)	
S-LOC 13	1120/24	484 (500-½)	1120/50	484 (500-1)
C CIRCLING	1160-1	499 (500-1)	1180-1½ 519 (600-1½)	1400-2¼ 739 (800-2¼)

HIRL Rwy 4-22 and 13-31

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-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

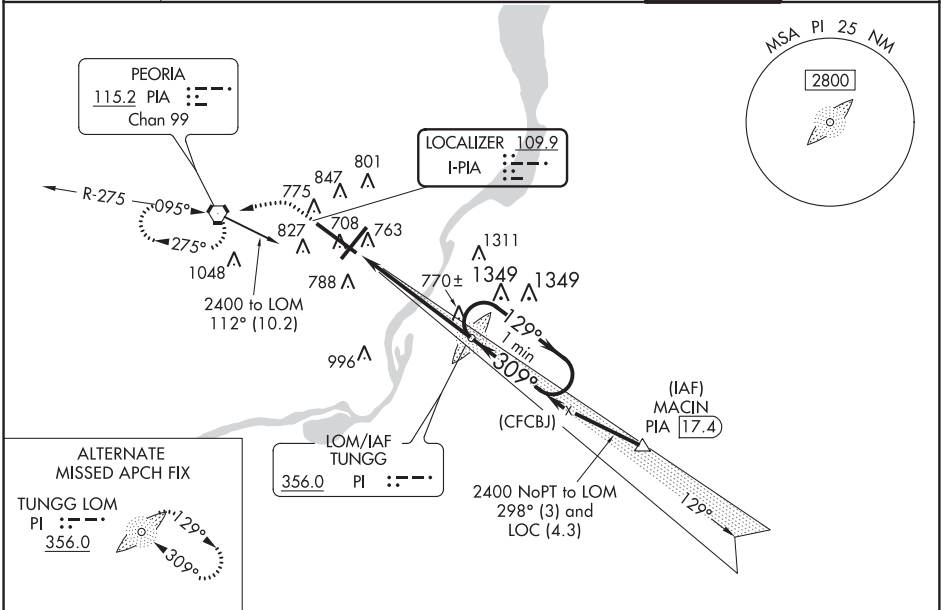
LOC I-PIA 109.9	APP CRS 309°	Rwy ldg 10104 TDZE 650 Apt Elev 661
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ILS or LOC RWY 31
GENERAL DOWNING-PEORIA INTL (PIA)

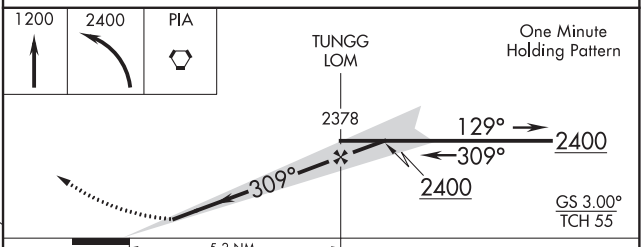
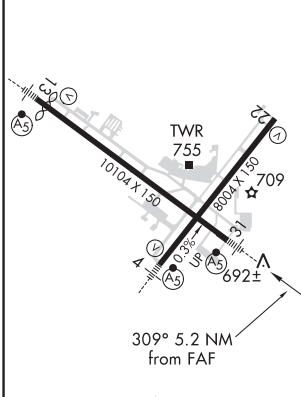
⚠ When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase S-LOC Cat C and D visibility ¼ mile, and Circling Cat C ¼ mile and Cat D ½ mile.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR
(AS)
MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct PIA VORTAC and hold.

ATIS 126.10 282.2	PEORIA APP CON 125.8 269.2 (305°-125°)	124.675 317.55 (126°-304°)	PEORIA TOWER 124.0 353.85	GND CON 121.85 348.6
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ELEV 661	D	TDZE 650
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CATEGORY	A	B	C	D
S-ILS 31	*850/24 200 (200-½)			
S-LOC 31	1200/24	550 (600-½)	1200/60	550 (600-1¼)
C CIRCLING	1200-1	539 (600-1)	1200-1½ 539 (600-1½)	1400-2¼ 739 (800-2¼)

HIRL Rwy 4-22 and 13-31
FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

PEORIA, ILLINOIS
Amdt 7C 30APR15

GENERAL DOWNING-PEORIA INTL (PIA)
40°40'N-89°42'W
691

ILS or LOC RWY 31

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56210 W04A	APP CRS 041°	Rwy Idg TDZE Apt Elev	7862 652 661
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RNAV (GPS) RWY 4

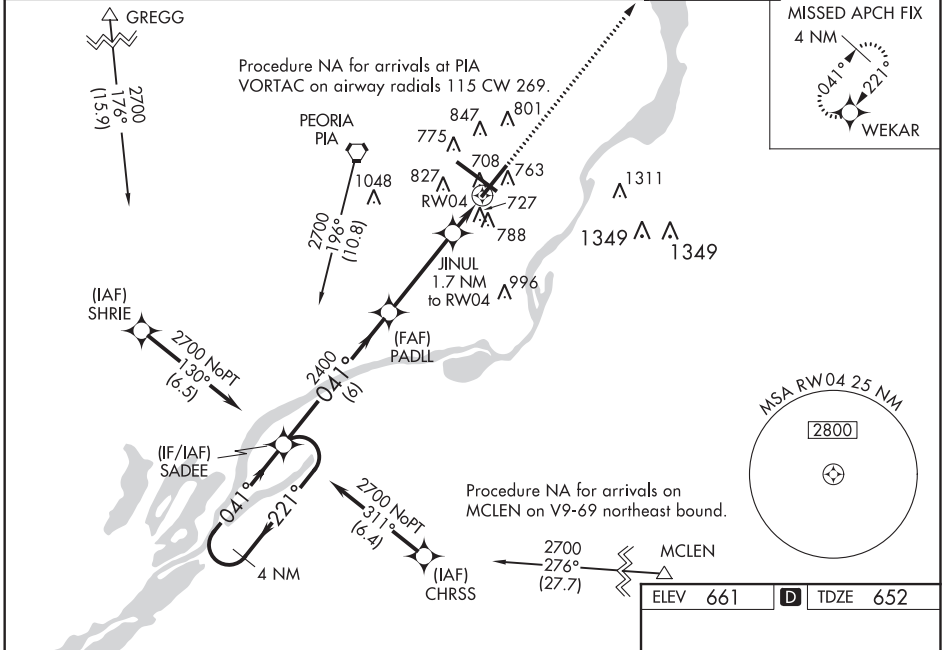
GENERAL DOWNING-PEORIA INTL (PIA)

⚠ 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. VDP and Baro-VNAV NA with Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cat C and D visibility 1/4 mile, and Circling Cat C 1/4 mile and Cat D 1/2 mile. For inoperative MALSR using Logan County altimeter setting, increase LPV all Cats visibility to 1 mile.

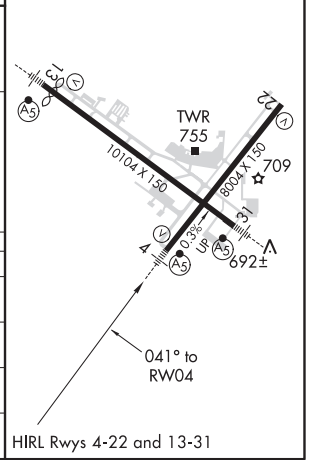
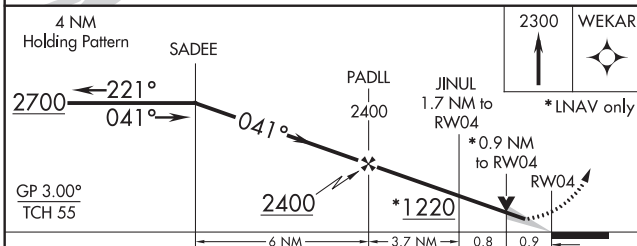


MISSED APPROACH:
Climb to 2300 direct WEKAR and hold.

ATIS 126.10 282.2	PEORIA APP CON 125.8 269.2 (305°-125°)	124.675 317.55 (126°-304°)	PEORIA TOWER 124.0 353.85	GND CON 121.85 348.6
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ELEV 661	D	TDZE 652
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CATEGORY	A	B	C	D
LPV DA		857-1/2	205 (200-1/2)	
LNAV/VNAV DA		905-1/2	253 (300-1/2)	
LNAV MDA		980-1/2	328 (400-1/2)	
C CIRCLING	1160-1	499 (500-1)	1180-1 1/2 519 (600-1 1/2)	1400-2 1/4 739 (800-2 1/4)

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 60922 W13A	APP CRS 128°	Rwy Idg TDZE 636 Apt Elev 661	9604
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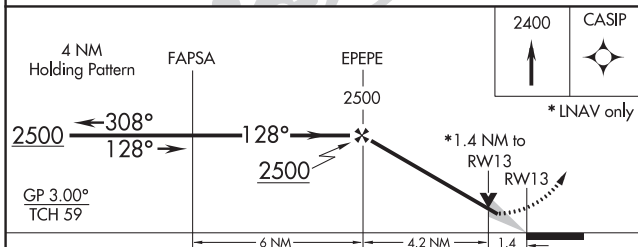
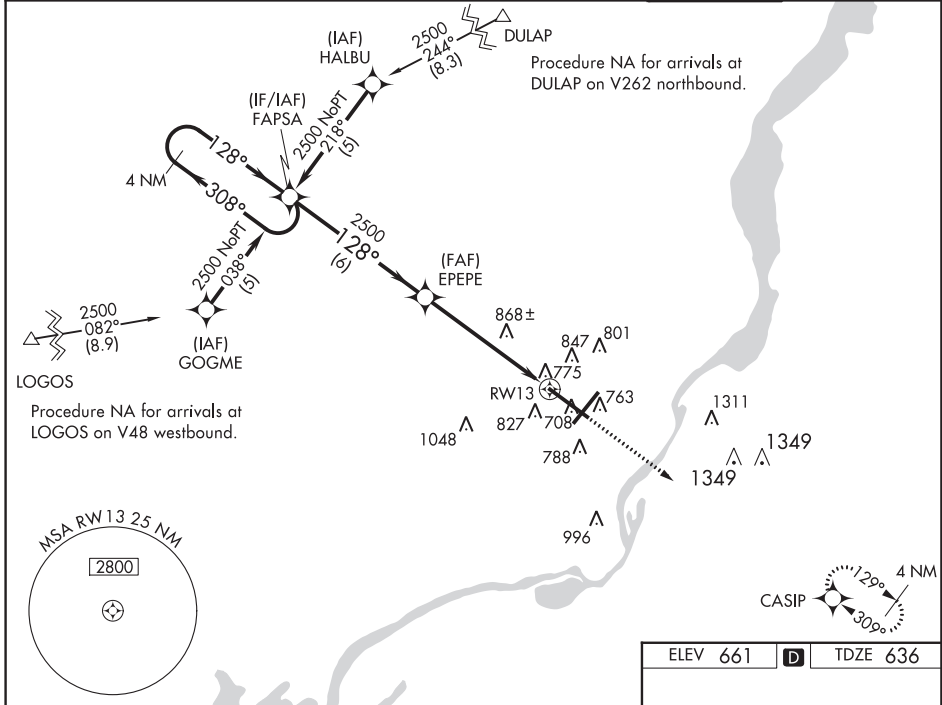
RNAV (GPS) RWY 13

GENERAL DOWNING-PEORIA INTL (PIA)

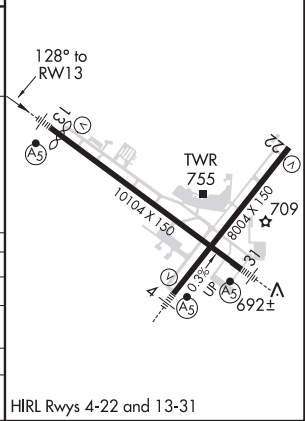
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV DA all Cats visibility to 1½ mile, LNAV/VNAV DA all Cats visibility to 1¾ mile, LNAV MDA Cat C and D visibility to 1¼ mile, and Circling Cat C ¼ mile and Cat D ½ mile. Baro-VNAV and VDP NA when using Logan County altimeter setting.

MALS
 MISSED APPROACH:
 Climb to 2400 direct CASIP and hold.

ATIS 126.10 282.2	PEORIA APP CON 125.8 269.2 (305°-125°) 124.675 317.55 (126°-304°)	PEORIA TOWER 124.0 353.85	GND CON 121.85 348.6
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ELEV 661	D	TDZE 636
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CATEGORY	A	B	C	D
LPV DA		1025-¾	389 (400-¾)	
LNAV/VNAV DA		1083-1	447 (500-1)	
LNAV MDA	1120-½	484 (500-½)	1120-1	484 (500-1)
C CIRCLING	1160-1	499 (500-1)	1180-1½ 519 (600-1½)	1400-2¼ 739 (800-2¼)

HIRL Rwy 4-22 and 13-31

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 221°	Rwy Idg 8004
	TDZE 661
	Apt Elev 661

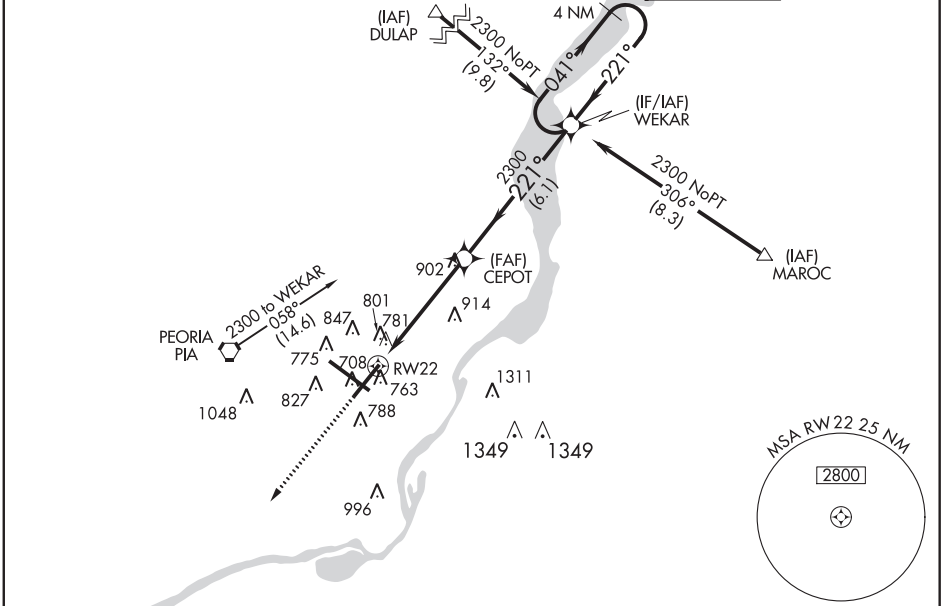
RNAV (GPS) RWY 22

GENERAL DOWNING-PEORIA INTL (PIA)

⚠ 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. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV DA all Cats visibility to 1½ mile, LNAV MDA Cat C and D visibility to 1¼ mile, and Circling Cat C ¾ mile and Cat D ½ mile. Baro-VNAV and VDP NA when using Logan County altimeter setting. Helicopter visibility reduction below ¾ SM NA.

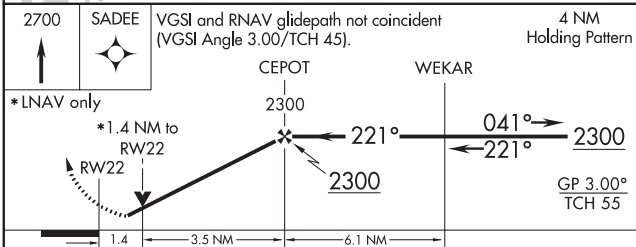
MISSED APPROACH:
Climb to 2700 direct SADEE and hold.

ATIS 126.10 282.2	PEORIA APP CON 125.8 269.2 (305°-125°)	124.675 317.55 (126°-304°)	PEORIA TOWER 124.0 353.85	GND CON 121.85 348.6
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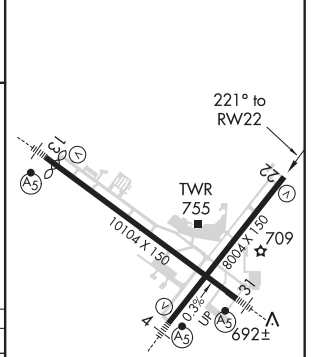
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV/VNAV DA	1093-1⅜		432 (500-1⅜)	
LNAV MDA	1160-1	499 (500-1)	1160-1⅜	499 (500-1⅜)
C CIRCLING	1160-1	499 (500-1)	1180-1½ 519 (600-1½)	1400-2¼ 739 (800-2¼)

ELEV 661	D	TDZE 661
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HIRL Rwy 4-22 and 13-31

WAAS CH 77509 W31A	APP CRS 309°	Rwy Idg 10104 TDZE 650 Apt Elev 661
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RNAV (GPS) RWY 31

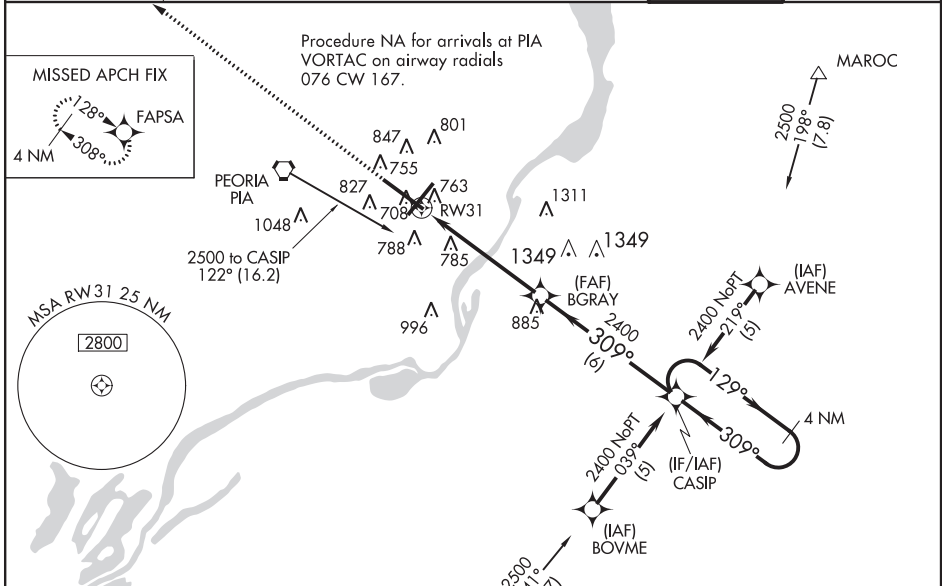
GENERAL DOWNING-PEORIA INTL (PIA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). For inoperative MALS, increase LPV all Cats visibility to 4500. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV DA all Cats visibility to RVR 3500, LNAV/VNAV DA all Cats visibility to 1 1/4 mile, LNAV MDA Cat C and D visibility to RVR 5000, and Circling Cat C 1/4 mile and Cat D 1/2 mile. Baro-VNAV and VDP NA when using Logan County altimeter setting.

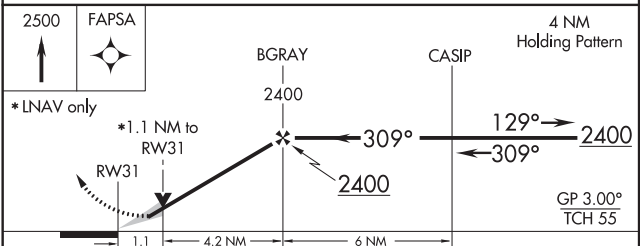
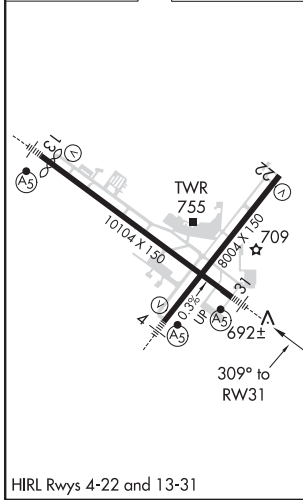


MISSED APPROACH:
Climb to 2500 direct
FAPSA and hold.

ATIS 126.1 282.2	PEORIA APP CON (305°-125°) 124.675 317.55 (126°-304°)	PEORIA TOWER 124.0 353.85	GND CON 121.85 348.6
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ELEV 661	D	TDZE 650
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CATEGORY	A	B	C	D
LPV DA		939/24	289 (300-1/2)	
LNAV/VNAV DA		1122/60	472 (500-1 1/4)	
LNAV MDA	1040/24	390 (400-1/2)	1040/35	390 (400-3/4)
C CIRCLING	1160-1	499 (500-1)	1180-1 1/2 519 (600-1 1/2)	1400-2 1/4 739 (800-2 1/4)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

PEORIA, ILLINOIS

AL-597 (FAA)

VOR/DME or TACAN RWY 31

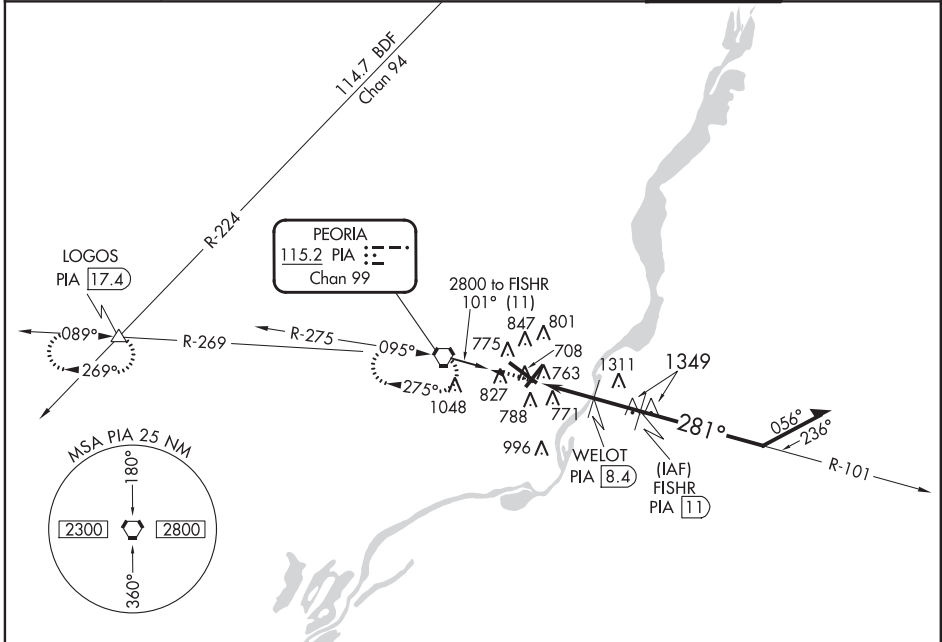
GENERAL DOWNING-PEORIA INTL (PIA)

VORTAC PIA 115.2 Chan 99	APP CRS 281°	Rwy Idg 10104 TDZE 651 Apt Elev 660
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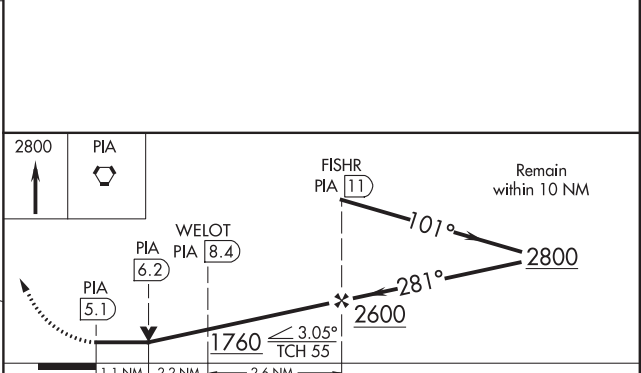
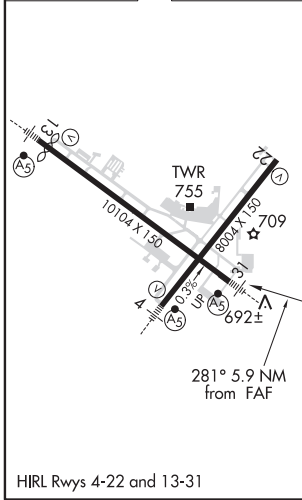
⚠ If local altimeter setting not available, use Logan County altimeter setting and increase all MDAs 100 feet. VDP NA when using Logan County altimeter setting. Inoperative table does not apply.

MALSR MISSED APPROACH: Climb to 2800 direct PIA VORTAC and hold, continue climb-in-hold to 2800. (TACAN aircraft continue via PIA R-269 to LOGOS Int/PIA 17.4 DME and hold west, right turn, 089° inbound).

ATIS 126.10 282.2	PEORIA APP CON 125.8 269.2 (305°-125°) 124.675 317.55 (126°-304°)	PEORIA TOWER 124.0 353.85	GND CON 121.85 348.6
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ELEV 660	D	TDZE 651
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CATEGORY	A	B	C	D
S-31	1040/50 389 (400-1)			1040/60 389 (400-1½)
CIRCLING	1160-1	500 (500-1)	1160-1½ 500 (500-1½)	1220-2 560 (600-2)

PEORIA, ILLINOIS
Amdt 9 14205

GENERAL DOWNING-PEORIA INTL (PIA)
40°40'N-89°42'W **VOR/DME or TACAN RWY 31**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

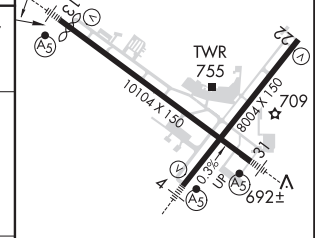
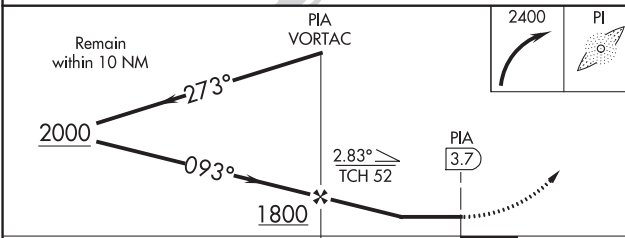
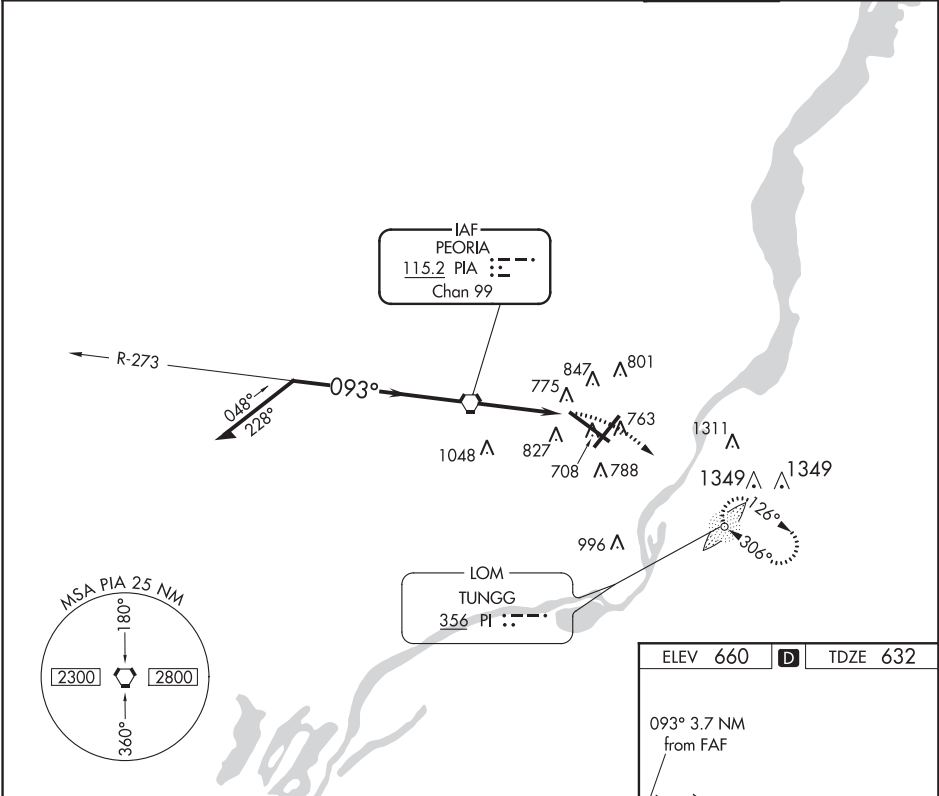
VORTAC PIA 115.2 Chan 99	APP CRS 093°	Rwy Idg 9604 TDZE 632 Apt Elev 660
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VOR or TACAN RWY 13

GENERAL DOWNING-PEORIA INTL (PIA)

<p>Inoperative table does not apply. Night Landing: Rwy 13 NA. Helicopter visibility reduction below RVR 5000 NA. ADF required.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climbing right turn to 2400 direct PI LOM and hold.</p>
	<p>ATIS 126.10 282.2</p>	

PEORIA APP CON 124.675 317.55 (126°-304°)	PEORIA TOWER 124.0 353.85	GND CON 121.85 348.6
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CATEGORY	A	B	C	D	HIRL Rlys 4-22 and 13-31
S-13	1120/50	488 (500-1)	1120/60 488 (500-1¼)	1120-1½ 488 (500-1½)	FAF to MAP 3.7 NM
CIRCLING	1160-1	500 (500-1)	1160-1½ 500 (500-1½)	1220-2 560 (600-2)	Knots: 60 90 120 150 180 Min:Sec: 3:42 2:28 1:51 1:29 1:14

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

PEORIA, ILLINOIS

AL-597 (FAA)

15120

LOM PI	APP CRS	Rwy Idg	10104
356	309°	TDZE	650
		Apt Elev	661

NDB RWY 31

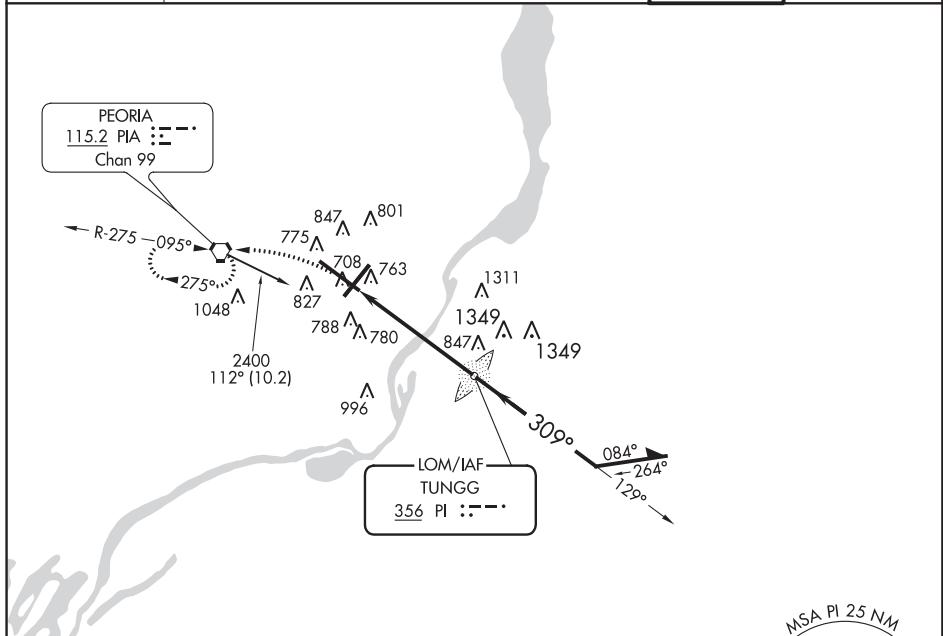
GENERAL DOWNING-PEORIA INTL (PIA)

⚠ For inoperative MALSR, increase S-31 Cats A, B visibility to 5500, Cats C, D to 1 3/8 mile. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 100 ft, increase S-31 Cat C and D visibility 1/4 mile, and Circling Cat C 1/4 mile and Cat D 1/2 mile.

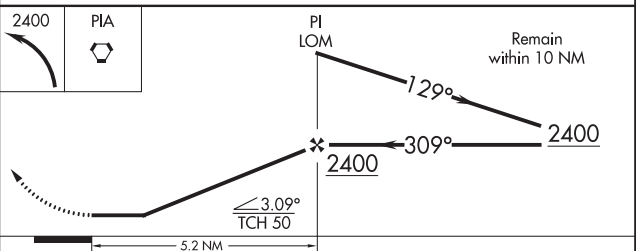
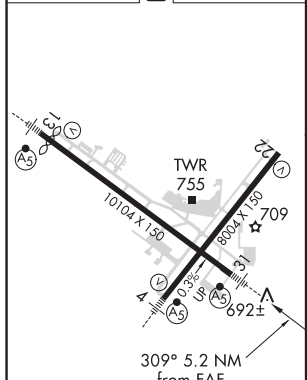


MISSED APPROACH: Climbing left turn 2400 direct PIA VORTAC and hold.

ATIS	PEORIA APP CON	PEORIA TOWER	GND CON
126.10 282.2	(305°-125°) 124.675 317.55 (126°-304°)	124.0 353.85	121.85 348.6



ELEV 661	D	TDZE 650
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HIRL Rwy 4-22 and 13-31	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-31	1140/40	490 (500-3/4)	1140/50	490 (500-1)
C CIRCLING	1160-1	499 (500-1)	1180-1 1/2 519 (600-1 1/2)	1400-2 1/4 739 (800-2 1/4)

PEORIA, ILLINOIS
Amdt 15B 30APR15

GENERAL DOWNING-PEORIA INTL (PIA)
40°40'N-89°42'W

NDB RWY 31

EC-3, 10 NOV 2016 to 05 JAN 2017

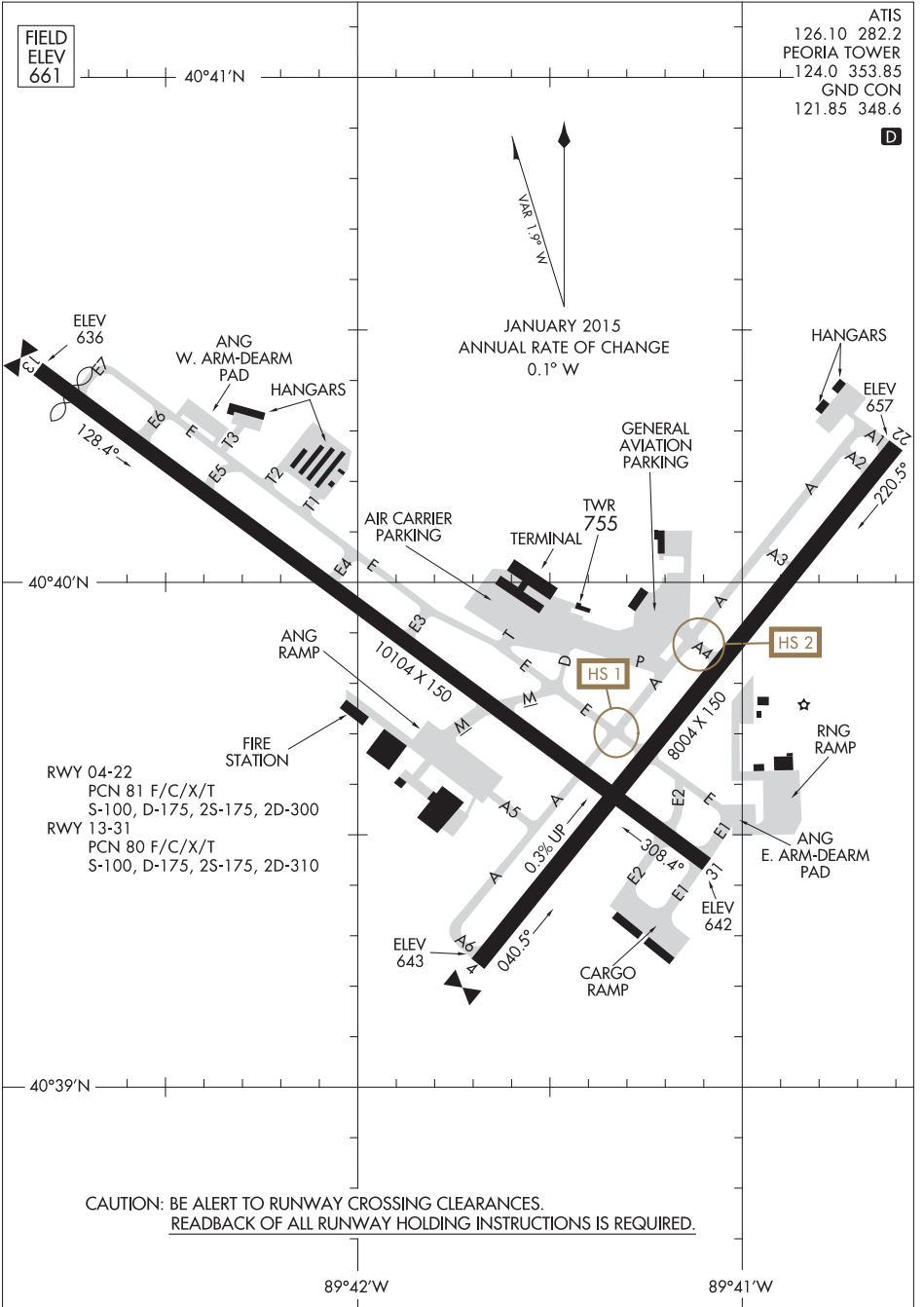
EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-597 (FAA)

GENERAL DOWNING-PEORIA INTL (PIA)

PEORIA, ILLINOIS



AIRPORT DIAGRAM

GENERAL DOWNING-PEORIA INTL (PIA)

PEORIA, ILLINOIS

PEORIA, ILLINOIS

AL-6351 (FAA)

15344

WAAS CH 69434 W18A	APP CRS 177°	Rwy Idg TDZE 794 Apt Elev 794	4001
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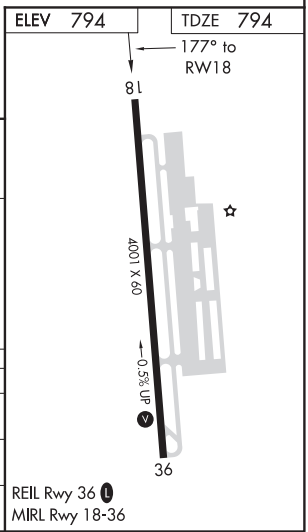
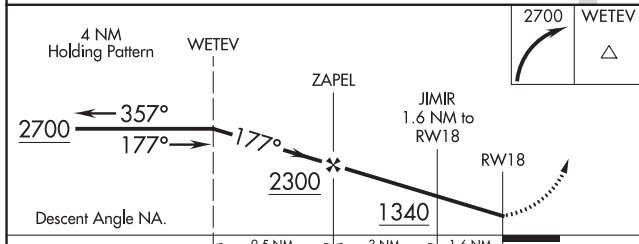
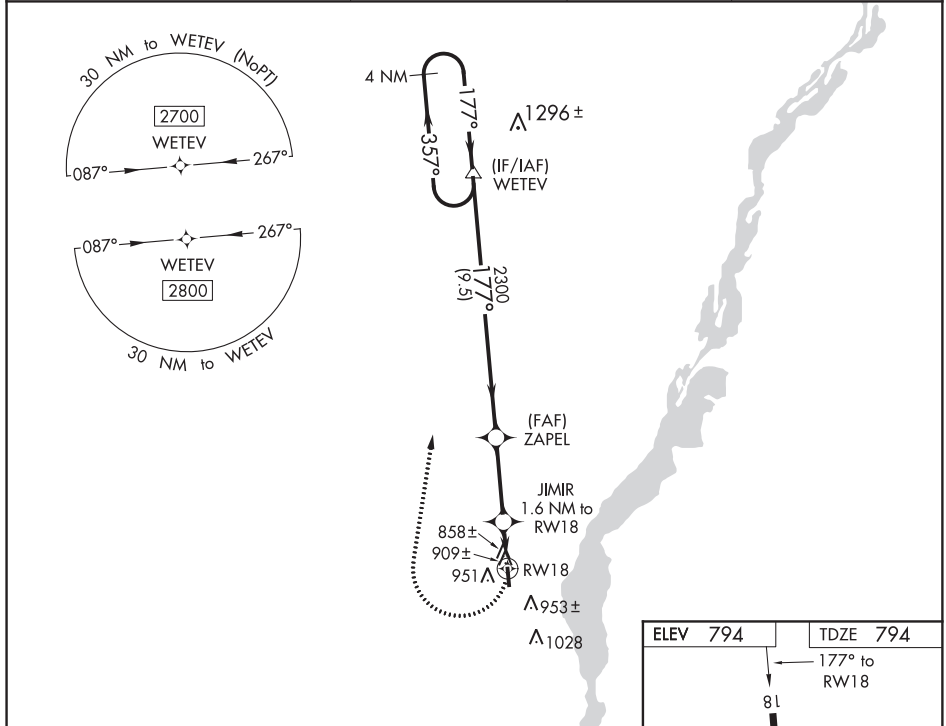
RNAV (GPS) RWY 18

MT. HAWLEY AUXILIARY (3MY)

▽ DME/DME RNP-0.3 NA. Use General Downing-Peoria Intl altimeter setting, when not received, use Lacon altimeter setting and increase all MDA 40 feet, increase LP Cat C visibility ¼ mile and LNAV Cat C visibility ½ mile. Helicopter visibility reduction below 1 SM NA. Rwy 18 Straight-in and Circling minimums NA at night.

△ NA MISSED APPROACH: Climbing right turn to 2700 direct WETEV and hold.

GENERAL DOWNING-PEORIA ATIS 126.1 282.2	PEORIA APP CON 125.8 269.2	CLINC DEL 121.6	UNICOM 122.7 (CTAF) ①
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CATEGORY	A	B	C	D
LP MDA	1200-1	406 (500-1)	1200-1 1/8 406 (500-1 1/8)	NA
LNAV MDA	1220-1	426 (500-1)	1220-1 1/4 426 (500-1 1/4)	NA
C CIRCLING	1360-1	566 (600-1)	1420-1 3/4 626 (700-1 3/4)	NA

PEORIA, ILLINOIS
Amdt 1A 05MAR15

40°48'N-89°37'W

MT. HAWLEY AUXILIARY (3MY)

RNAV (GPS) RWY 18

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

PEORIA, ILLINOIS

AL-6351 (FAA)

16119

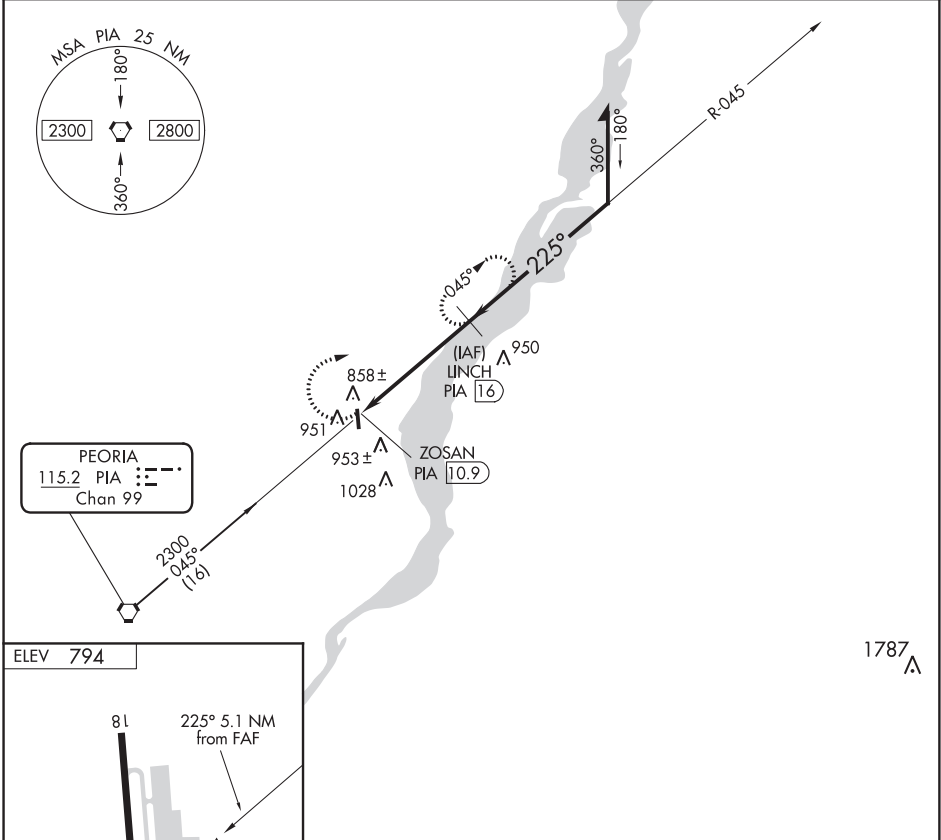
VORTAC PIA 115.2 Chan 99	APP CRS 225°	Rwy Idg TDZE Apt Elev	N/A N/A 794
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VOR/DME-A
MOUNT HAWLEY AUXILIARY (3MY)

NA Use General Downings-Peoria Infil altimeter setting, when not received, use Marshall County altimeter setting and increase all MDA 40 feet and increase Cat C visibility ¼ mile.

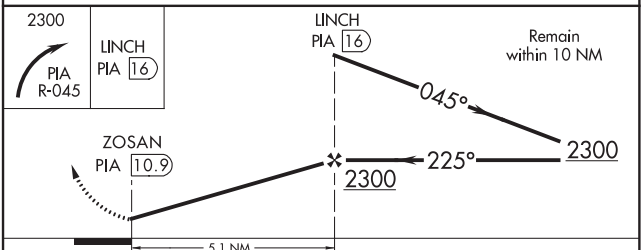
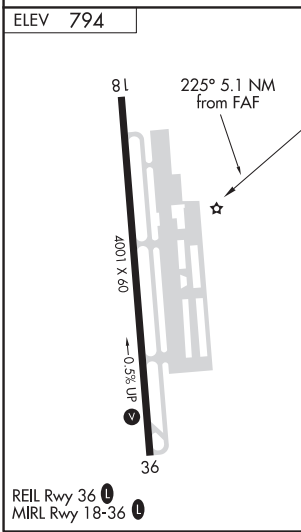
MISSED APPROACH: Climbing right turn to 2300 on PIA VORTAC R-045 to LINCH/PIA 16 DME and hold.

PEORIA APP CON 125.8 269.2	CLINC DEL 121.6	UNICOM 122.7 (CTAF)
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
C CIRCLING	1360-1	566 (600-1)	1420-1¾ 626 (700-1¾)	NA

PEORIA, ILLINOIS
Orig-A 28APR16

40°48'N-89°37'W
701

MOUNT HAWLEY AUXILIARY (3MY)
VOR/DME-A

PERU, ILLINOIS

AL-6866 (FAA)

15288

WAAS CH 86937 W18A	APP CRS 183°	Rwy Idg TDZE Apt Elev	5999 654 654
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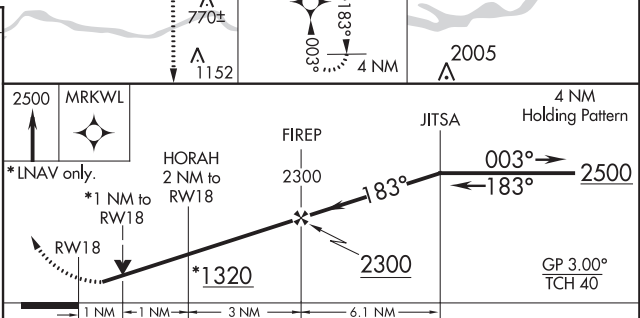
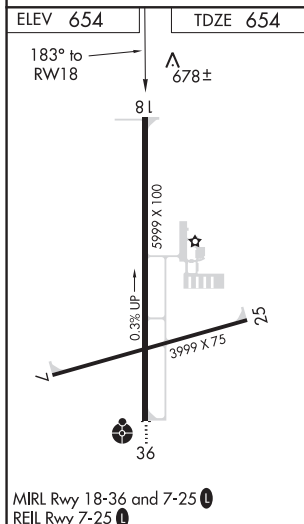
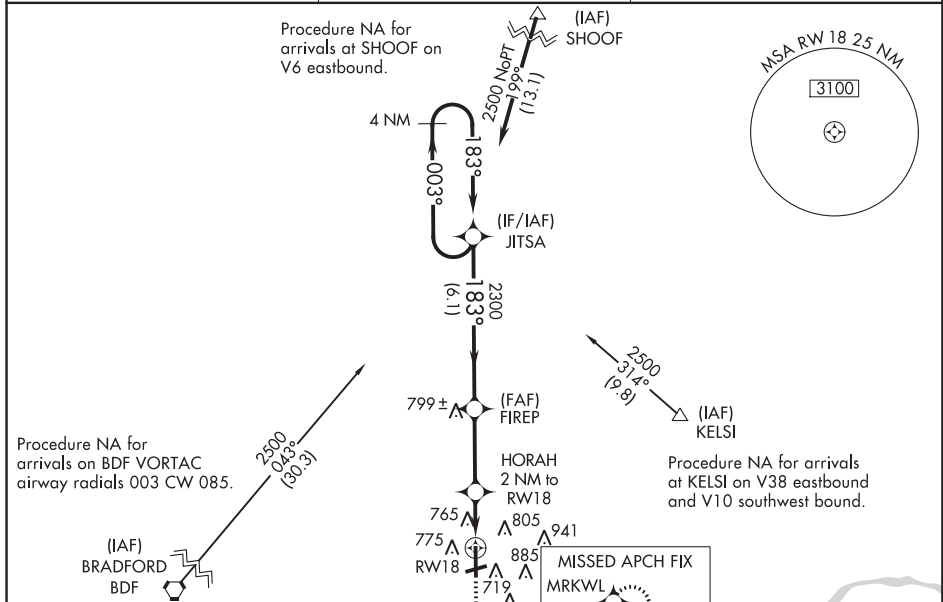
RNAV (GPS) RWY 18

ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marshall County altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LNAV Cats C/D visibility to 1 $\frac{1}{8}$, Circling Cat C visibility to 2 and Circling Cat D visibility to 3. VDP and Baro-VNAV NA with Marshall County altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 2500 direct MRKWL and hold.

AWOS-3 120.025	CHICAGO CENTER 123.75 259.1	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		904-1	250 (300-1)	
LNAV/VNAV DA		926-1	272 (300-1)	
LNAV MDA		1020-1	366 (400-1)	
CIRCLING	1120-1 466 (500-1)	1240-1 586 (600-1)	1260-1 $\frac{3}{4}$ 606 (700-1 $\frac{3}{4}$)	1460-2 $\frac{1}{2}$ 806 (900-2 $\frac{1}{2}$)

PERU, ILLINOIS
Amdt 1 15OCT15

ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)
41°21'N-89°09'W

RNAV (GPS) RWY 18

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82037 W36A	APP CRS 003°	Rwy Idg 5999 TDZE 650 Apt Elev 654
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RNAV (GPS) RWY 36

ILLINOIS VALLEY RGNL-WALTER A DUNCAN FIELD (VYS)

▼ 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 Marshall County altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LNAV Cats C/D visibility to 1 1/8 miles, Circling Cat C visibility to 2 miles and Circling Cat D visibility to 3 miles. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV. For inoperative ODALS when using Marshall County altimeter setting, inoperative table does not apply to LNAV Cats A/B; increase LNAV Cat D visibility to 1 3/8. VDP and Baro-VNAV NA with Marshall County altimeter setting.

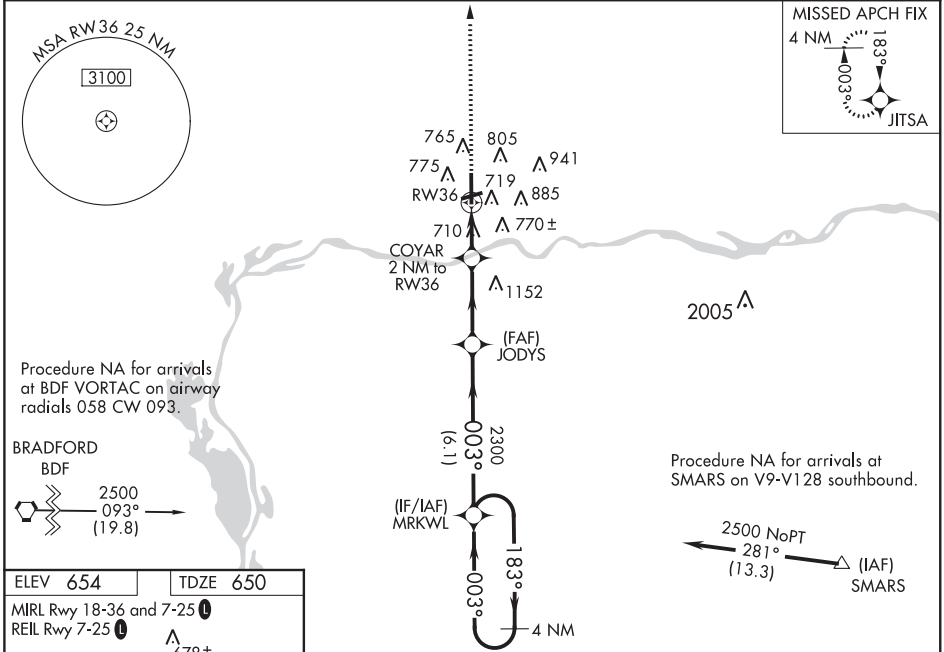
ODALS

MISSED APPROACH: Climb to 2500 direct JITSA and hold.

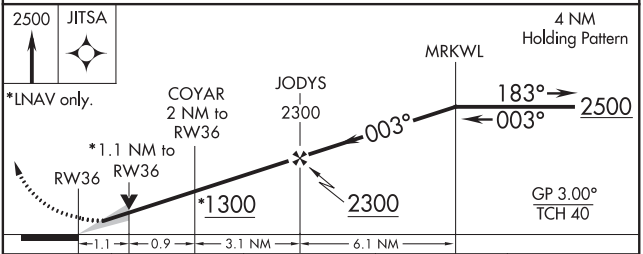
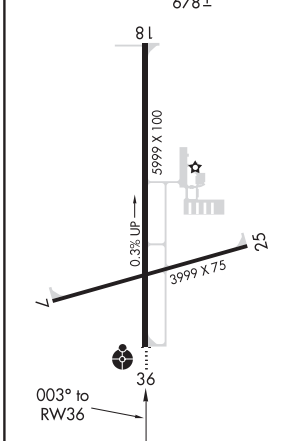
AWOS-3
120.025

CHICAGO CENTER
123.75 259.1

UNICOM
123.0 (CTAF)



ELEV 654	TDZE 650
MIRL Rwy 18-36 and 7-25	678±
REIL Rwy 7-25	



CATEGORY	A	B	C	D
LPV DA		900-1	250 (300-1)	
LNAV/VNAV DA		900-1	250 (300-1)	
LNAV MDA		1020-1	370 (400-1)	
CIRCLING	1120-1 466 (500-1)	1240-1 586 (600-1)	1260-1 3/4 606 (700-1 3/4)	1460-2 1/2 806 (900-2 1/2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

PERU, ILLINOIS

AL-6866 (FAA)

15288

LOC I-PYU 110.35	APP CRS 003°	Rwy Idg 5999
		TDZE 650
		Apt Elev 654

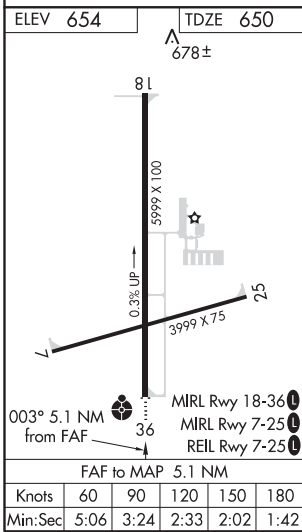
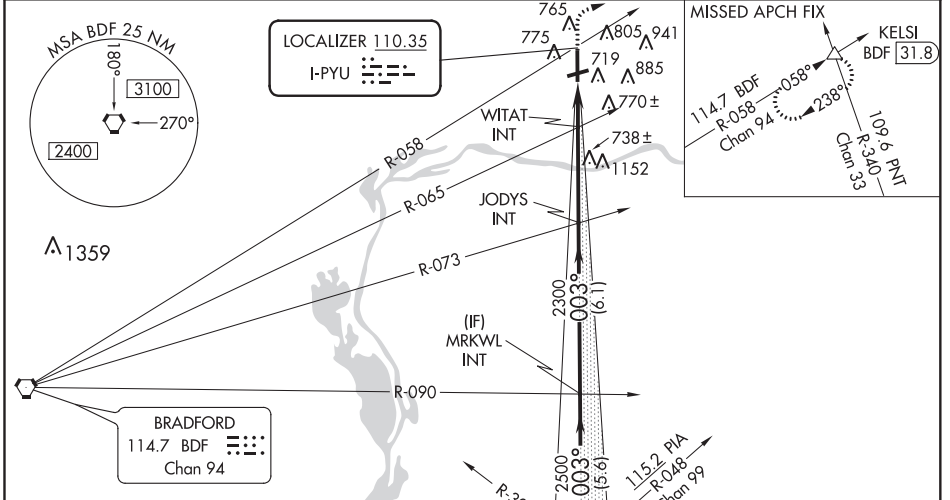
LOC RWY 36

ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

NA When local altimeter setting not received, use Marshall County altimeter setting and increase all MDA 80 feet; increase S-36 Cats C and D visibility 1 1/2 miles, increase Circling Cat C visibility to 2 miles and Circling Cat D visibility to 3 miles. WITAT fix minimums: increase S-36 Cats C and D visibility to 1 1/2 miles, increase Circling Cat C visibility to 2 miles and Cat D visibility to 3 miles. Inop table does not apply to Cats A and B. For inop ODALS, increase Cats C and D visibility to 1 3/4 miles. WITAT fix minimums: Inop table does not apply. For inop ODALS when using Marshall County altimeter setting, inop table does not apply to Cats A and B. For inop ODALS, increase Cats C and D visibility to 1 3/4 miles. WITAT fix minimums: inop table does not apply to Cats A and B, increase Cats C and D visibility to 1 1/2 miles.

ODALS MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 063° and on BDF VORTAC R-058 to KELSI INT/BDF 31.8 DME and hold.

AWOS-3 120.025	CHICAGO CENTER 123.75 259.1	UNICOM 123.0 (CTAF)
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1100	3000	KELSI	* 1220 when using Marshall County altimeter setting.	MRKWL INT	OTTNS INT
↑	hdg 063°	BDF R-058			3000
WITAT INT		JODYS INT	003°	2500	
1.7 NM ≤ 3.00° to RW36		TCH 40	2300		
1.7 NM		3.4 NM	6.1 NM	C	D
CATEGORY	A	B	C	D	
S-36	1140-1	490 (500-1)	1140-1 1/4	490 (500-1 1/4)	
CIRCLING	1140-1	1240-1	1260-1 3/4	1460-2 1/2	
	486 (500-1)	586 (600-1)	606 (700-1 3/4)	806 (900-2 1/2)	
WITAT FIX MINIMUMS					
S-36	1000-1		350 (400-1)		
CIRCLING	1120-1	1240-1	1260-1 3/4	1460-2 1/2	
	466 (500-1)	586 (600-1)	606 (700-1 3/4)	806 (900-2 1/2)	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

PERU, ILLINOIS

Amtd 4 15OCT15

ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

41°21'N-89°09'W

LOC RWY 36

WAAS CH 56305 W01A	APP CRS 007°	Rwy Idg TDZE Apt Elev	5000 1483 1497
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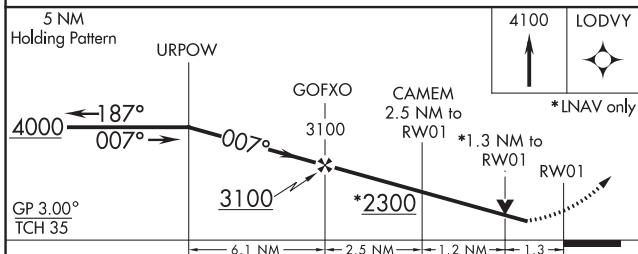
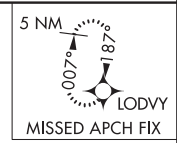
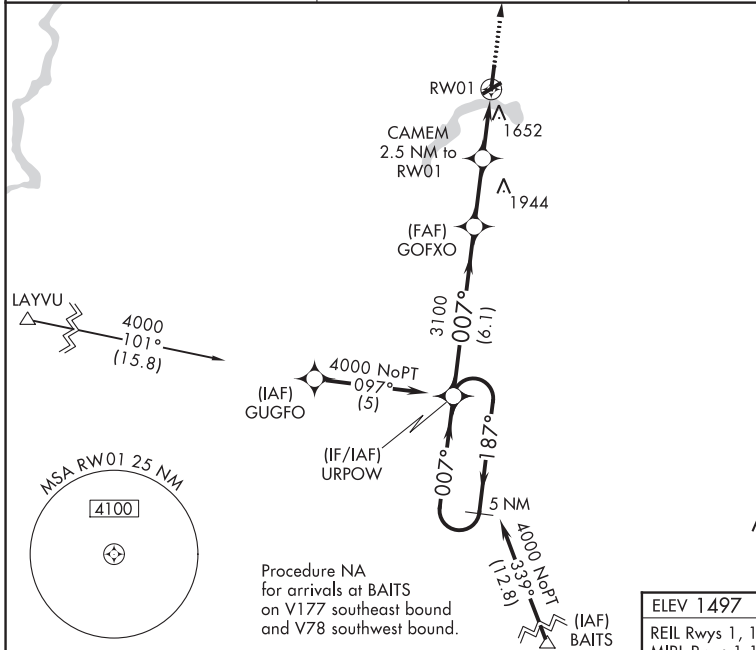
RNAV (GPS) RWY 1

PRICE COUNTY (PBH)

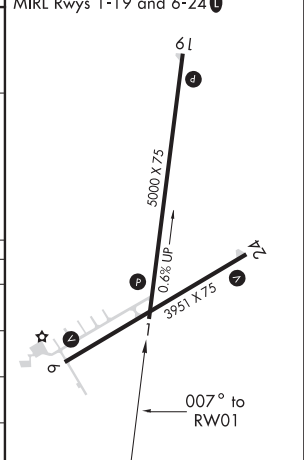
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night Landing: Rwy 6, 24 NA. Baro-VNAV and VDP NA when using Minocqua-Woodruff altimeter setting. Helicopter visibility reduction 3/4 SM NA. When local altimeter setting not reviewed, use Minocqua-Woodruff altimeter setting and increase all DA 91 feet and all Cats visibility 1/4 mile, increase all MDA 100 feet, LNAV all Cats and Circling Cat C/D visibility 1/4 mile.

MISSED APPROACH:
Climb to 4100 direct LODVY and hold.

AWOS-3 125.875	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0
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ELEV 1497	TDZE 1483
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CATEGORY	A	B	C	D
LPV DA		1808-1 1/8	325 (400-1 1/8)	
LNAV/VNAV DA		1944-1 5/8	461 (500-1 5/8)	
LNAV MDA	1920-1	437 (500-1)	1920-1 3/8	437 (500-1 3/8)
CIRCLING	2100-1	603 (700-1)	2100-1 3/4	2100-2 603 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49126 W06A	APP CRS 059°	Rwy Idg TDZE Apt Elev	3951 1471 1497
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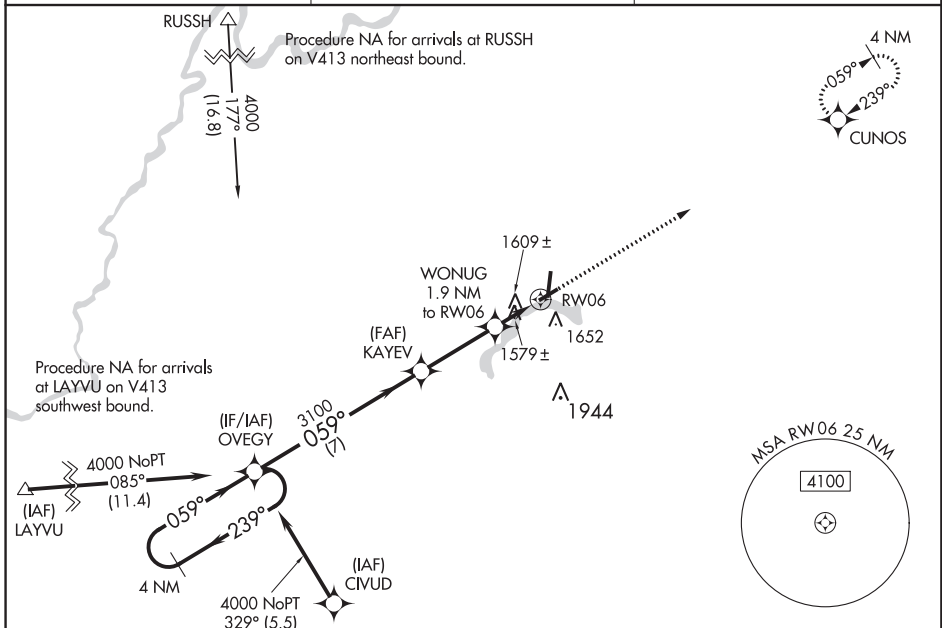
RNAV (GPS) RWY 6

PRICE COUNTY (PBH)

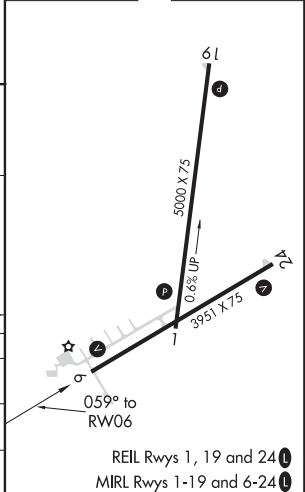
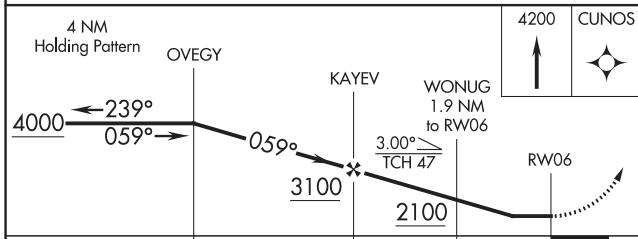
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDA 100 feet, increase LP Cats C and D visibility 3/8 mile and LNAV and Circling Cats C and D visibility 1/4 mile. Straight-in Rwy 6 NA at night, Circling Rwy 6, 24 NA at night.

MISSED APPROACH: Climb to 4200 direct CUNOS and hold.

AWOS-3 125.875	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) Ⓛ
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ELEV 1497	TDZE 1471
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CATEGORY	A	B	C	D
LP MDA	1840-1 369 (400-1)			
LNAV MDA	1860-1	389 (400-1)	1860-1 1/8	389 (400-1 1/8)
CIRCLING	2100-1	603 (700-1)	2100-1 3/4	2100-2
			603 (700-1 3/4)	603 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97405 W19A	APP CRS 187°	Rwy Idg TDZE 1497 Apt Elev 1497	5000
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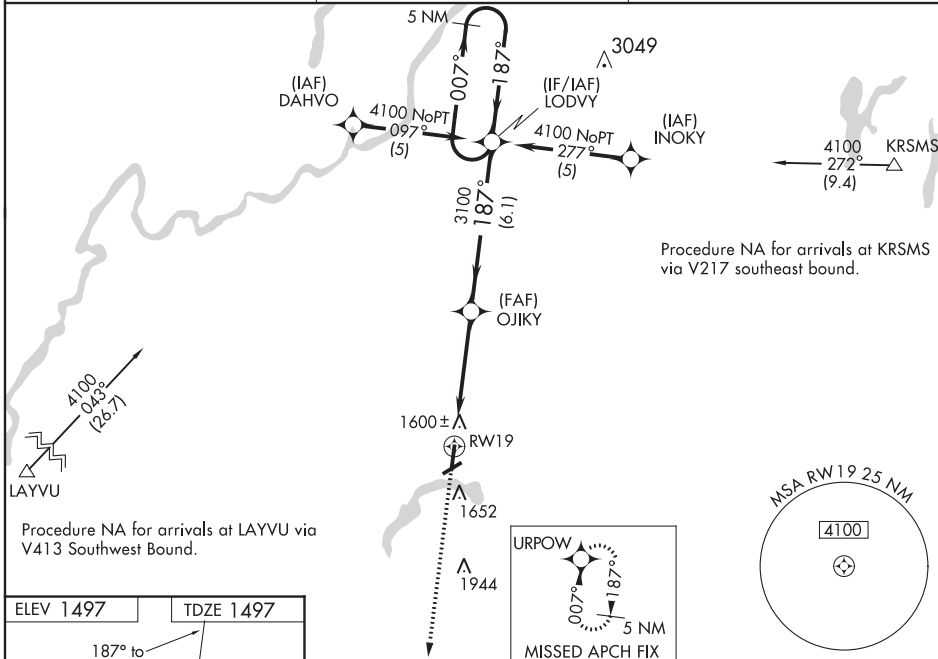
RNAV (GPS) RWY 19

PRICE COUNTY (PBH)

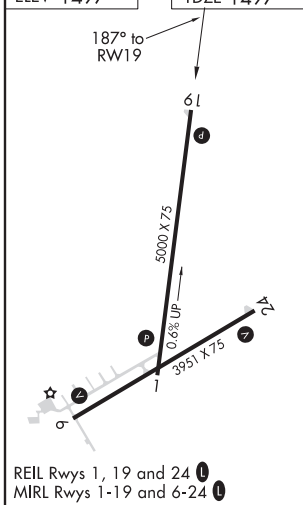
Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DA 91 feet and all Cats visibility $\frac{3}{8}$ mile, increase all MDA 100 feet and all Cats C and D visibility $\frac{1}{4}$ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 34°C (93°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. Night landing: Rwy 6, 24 NA.

MISSED APPROACH:
Climb to 4000 direct URPOW and hold.

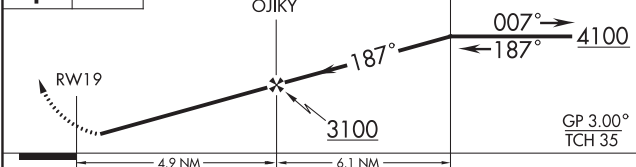
AWOS-3 125.875	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0
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ELEV 1497 TDZE 1497



4000 URPOW VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 30). 5 NM Holding Pattern LODVY



CATEGORY	A	B	C	D
LPV DA		1843-1 $\frac{1}{8}$	346 (400-1 $\frac{1}{8}$)	
LNAV/VNAV DA		1886-1 $\frac{3}{8}$	389 (400-1 $\frac{3}{8}$)	
LNAV MDA	1920-1	423 (500-1)	1920-1 $\frac{1}{4}$	423 (500-1 $\frac{1}{4}$)
CIRCLING	2100-1	603 (700-1)	2100-1 $\frac{3}{4}$ 603 (700-1 $\frac{3}{4}$)	2100-2 603 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53726 W24A	APP CRS 239°	Rwy Idg TDZE 1472 Apt Elev 1497	3951
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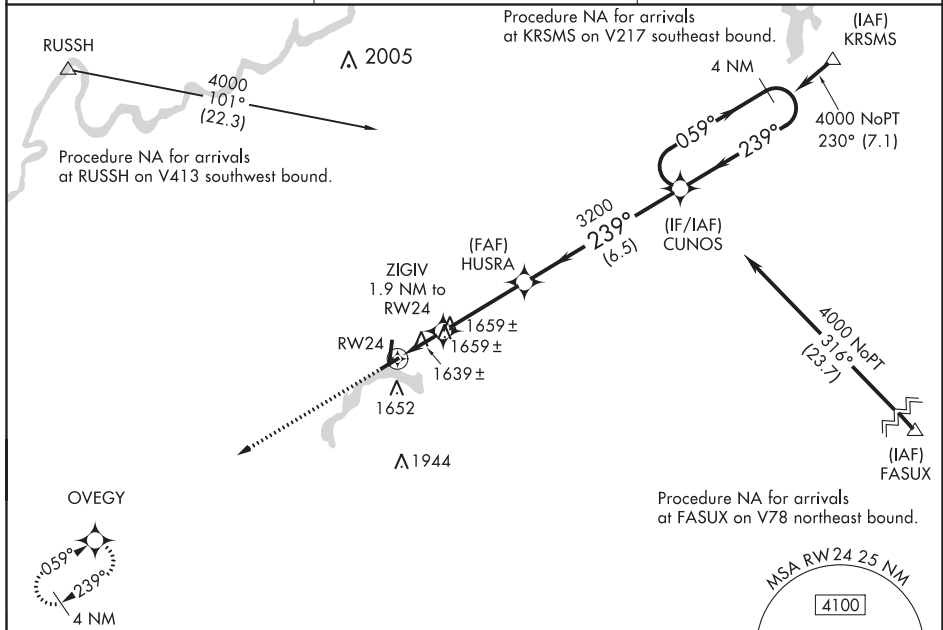
RNAV (GPS) RWY 24

PRICE COUNTY (PBH)

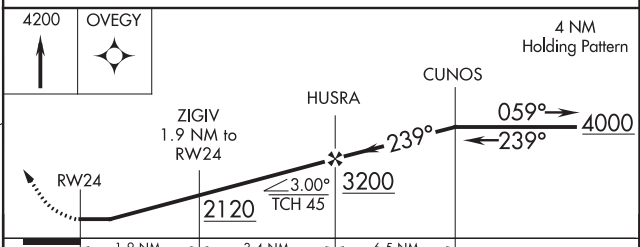
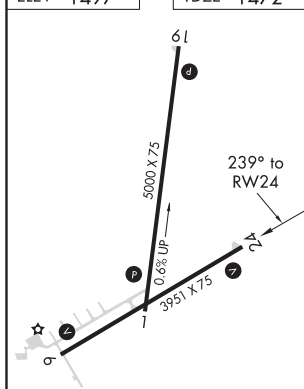
⚠ DME/DME RNP-0.3 NA. Visibility reduction below 1 SM NA. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDA 100 feet and all Cats C and D visibility ¼ mile. Straight-in Rwy 24 NA at night, Circling Rwy 6, 24 NA at night.

⚠ MISSED APPROACH: Climb to 4200 direct OVEGY and hold.

AWOS-3 125.875	MINNEAPOLIS CENTER 132.65 281.5	UNICOM 122.8 (CTAF) 0
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ELEV 1497	TDZE 1472
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CATEGORY	A	B	C	D
LP MDA	1900-1	428 (500-1)	1900-1¼	428 (500-1¼)
LNAV MDA	1920-1	448 (500-1)	1920-1⅜	448 (500-1⅜)
CIRCLING	2100-1	603 (700-1)	2100-1¾ 603 (700-1¾)	2100-2 603 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 57932 W18A	APP CRS 181°	Rwy Idg 3999 TDZE 400 Apt Elev 400
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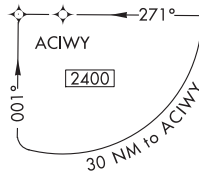
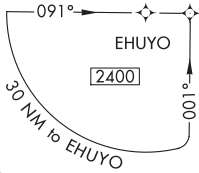
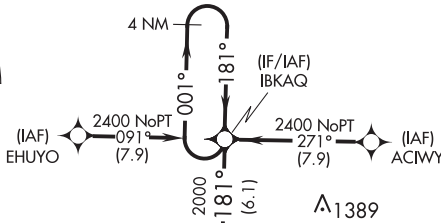
RNAV (GPS) RWY 18
PINCKNEYVILLE-DU QUOIN (PJY)

⚠ DME/DME RNP-0.3 NA. Use Carbondale-Murphysboro altimeter setting; when not received, use Sparta altimeter setting and increase all DA 32 feet and all MDA 40 feet. Rwy 18 Straight-in and Circling and Circling to Rwy 36 NA at night. Helicopter visibility reduction below 1SM NA.

MISSED APPROACH:
Climb to 2400 direct IFEWO and hold

KANSAS CITY CENTER
127.47 346.27

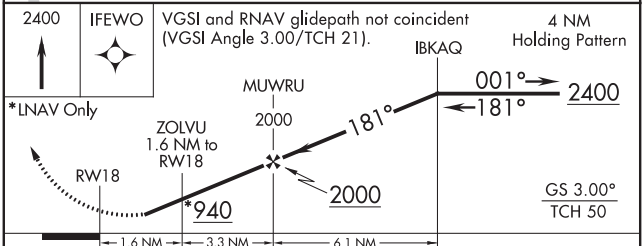
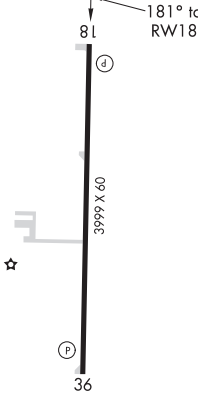
UNICOM
122.8(CTAF) 0



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 400	TDZE 400
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CATEGORY	A	B	C	D
LPV DA		682-1	282 (300-1)	
LNAV/VNAV DA		693-1	293 (300-1)	
LNAV MDA	860-1	460 (500-1)	860-1½	460 (500-1½)
CIRCLING	920-1	520 (600-1)	920-1½ 520 (600-1½)	1080-2¼ 680 (700-2¼)

MIRL Rwy 18-36 0

APP CRS	Rwy Idg	3999
001°	TDZE	394
	Apt Elev	400

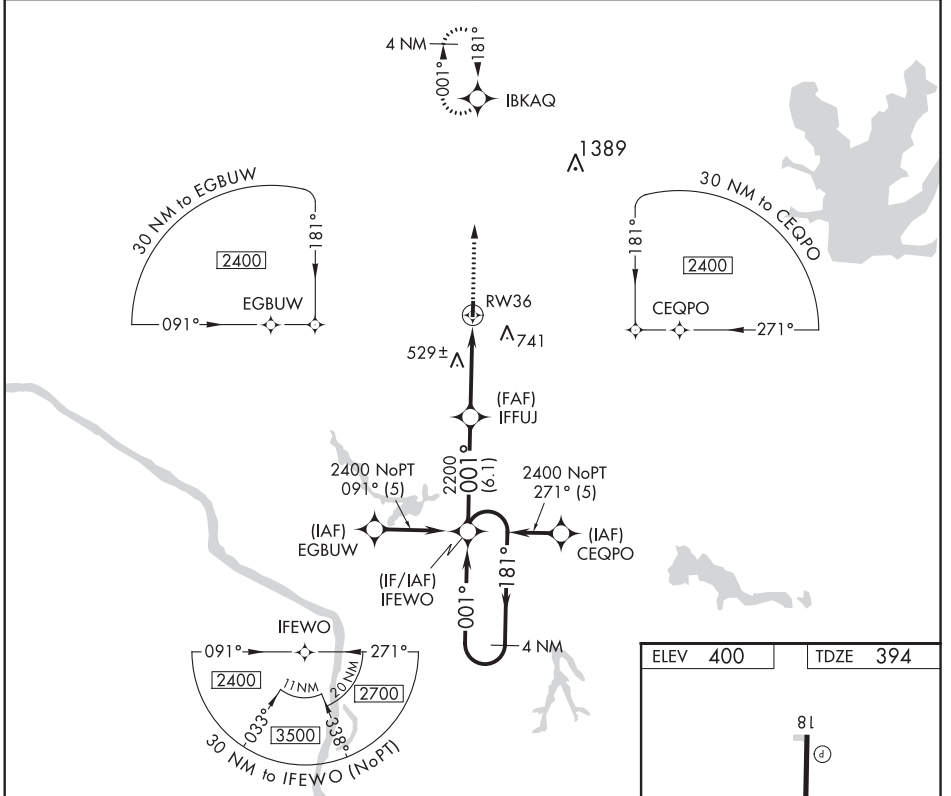
RNAV (GPS) RWY 36

PINCKNEYVILLE-DU QUOIN (PJY)

NA Use Carbondale-Murphysboro altimeter setting; when not received, use Sparta Community-Hunter Field altimeter setting and increase all MDA 40 feet and LNAV Cat C/D visibility $\frac{1}{8}$ mile. Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility below 1 SM NA.

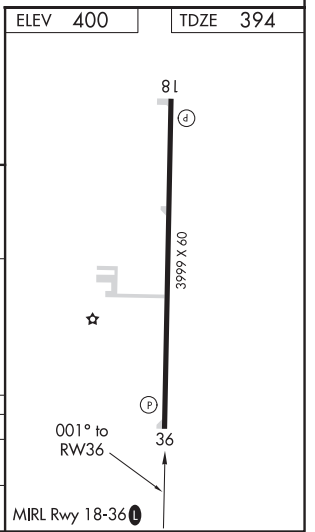
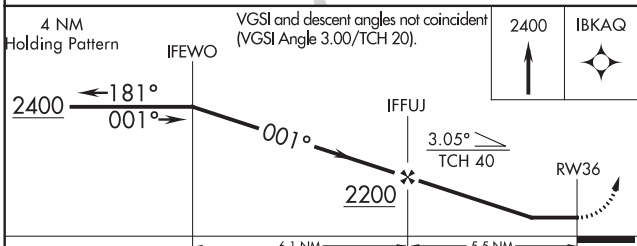
MISSED APPROACH: Climb to 2400 direct IBKAQ and hold

KANSAS CITY CENTER 127.47 346.27	UNICOM 122.8 (CTAF)
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	820-1 426 (500-1)		820-1¼ 426 (500-1¼)	
CIRCLING	920-1 520 (600-1)		920-1½ 520 (600-1½)	1080-2¼ 680 (700-2¼)

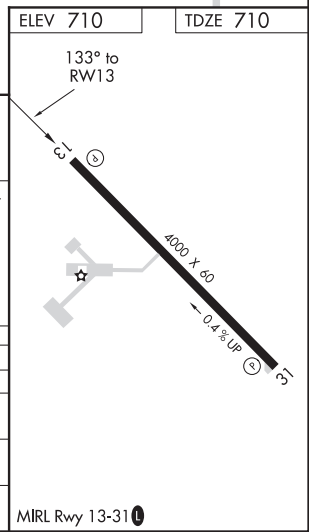
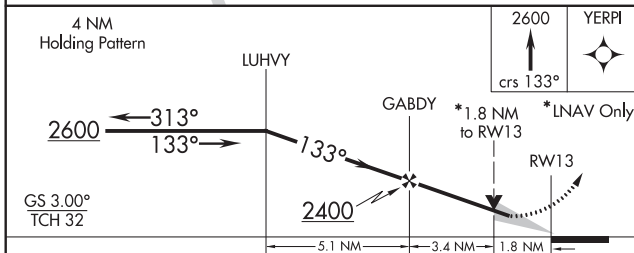
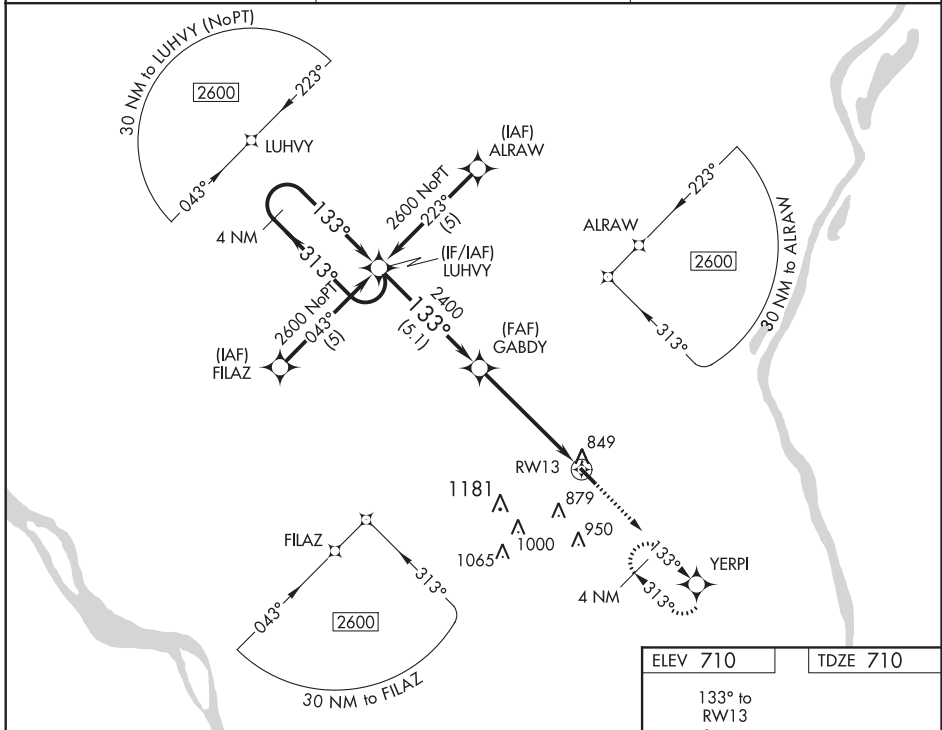
APP CRS	Rwy Idg	4000
133°	TDZE	710
	Apt Elev	710

RNAV (GPS) RWY 13

PITTSFIELD PENSTONE MUNI (PPQ)

<p>▼ Baro-VNAV NA below -16°C (3°F). DME/DME RNP-0.3 NA.</p>	<p>MISSED APPROACH: Climb to 2600 via 133° course to YERPI WP and hold.</p>
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<p>AWOS-3 118.525</p>	<p>KANSAS CITY CENTER 126.225 317.775</p>	<p>UNICOM 122.8 (CTAF) ①</p>
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1168-1¾ 458 (500-1½)		NA	
LNAV MDA	1300-1 590 (600-1)		1300-1½ 590 (600-1½) NA	
CIRCLING	1300-1 590 (600-1)		1300-1½ 590 (600-1½) NA	

EC-3, 10 NOV 2016 to 05 JAN 2017

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PITTSFIELD, ILLINOIS

AL-6310 (FAA)

RNAV (GPS) RWY 31

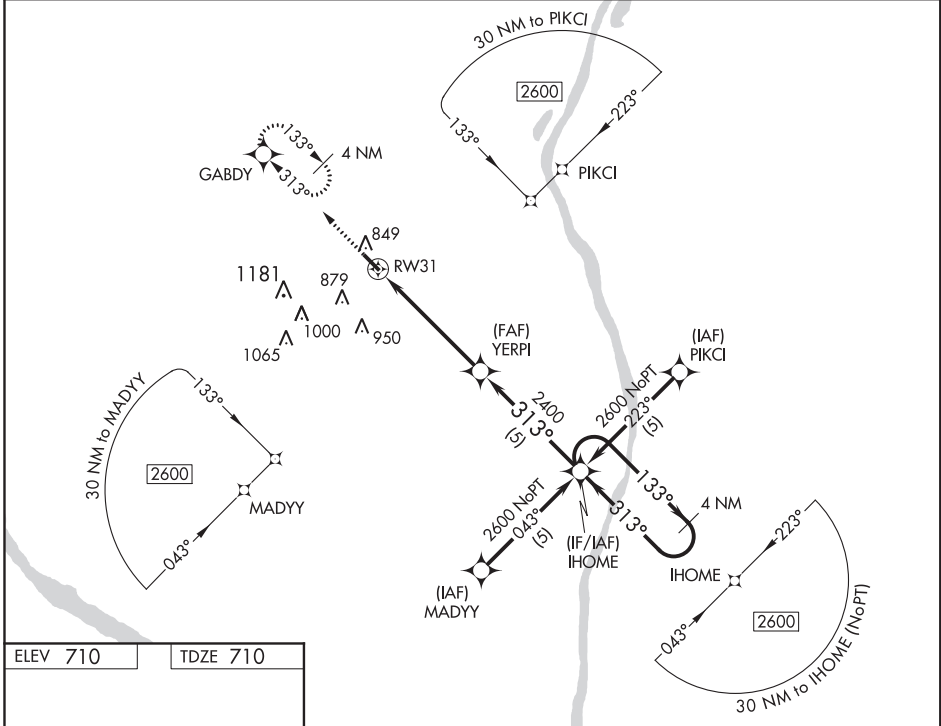
PITTSFIELD PENSTONE MUNI (PPQ)

APP CRS 313°	Rwy Idg 4000
	TDZE 710
	Apt Elev 710

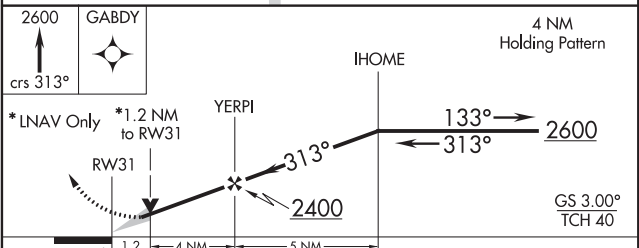
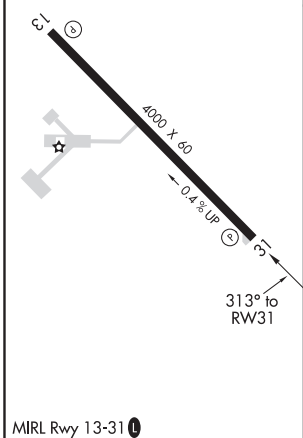
NA Baro-VNAV NA below -16° C (3° F).
GPS or RNP-0.3 Required. DME/DME-0.3 NA.

MISSED APPROACH: Climb to 2600 via 313° course to GABDY WP and hold.

AWOS-3 118.525	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF)
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ELEV 710	TDZE 710
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060-1¼	350 (400-1¼)		NA
LNAV MDA	1100-1	390 (400-1)		NA
CIRCLING	1160-1¼	450 (500-1¼)	1160-1½ 450 (500-1½)	NA

PITTSFIELD, ILLINOIS
Orig 1312Z

39°38' N - 90°47' W

PITTSFIELD PENSTONE MUNI (PPQ)
RNAV (GPS) RWY 31

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PITTSFIELD, ILLINOIS

AL-6310 (FAA)

VORTAC UIN 113.6 Chan 83	APP CRS 113°	Rwy Idg TDZE 710 Apt Elev 710	4000
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VOR/DME RWY 13

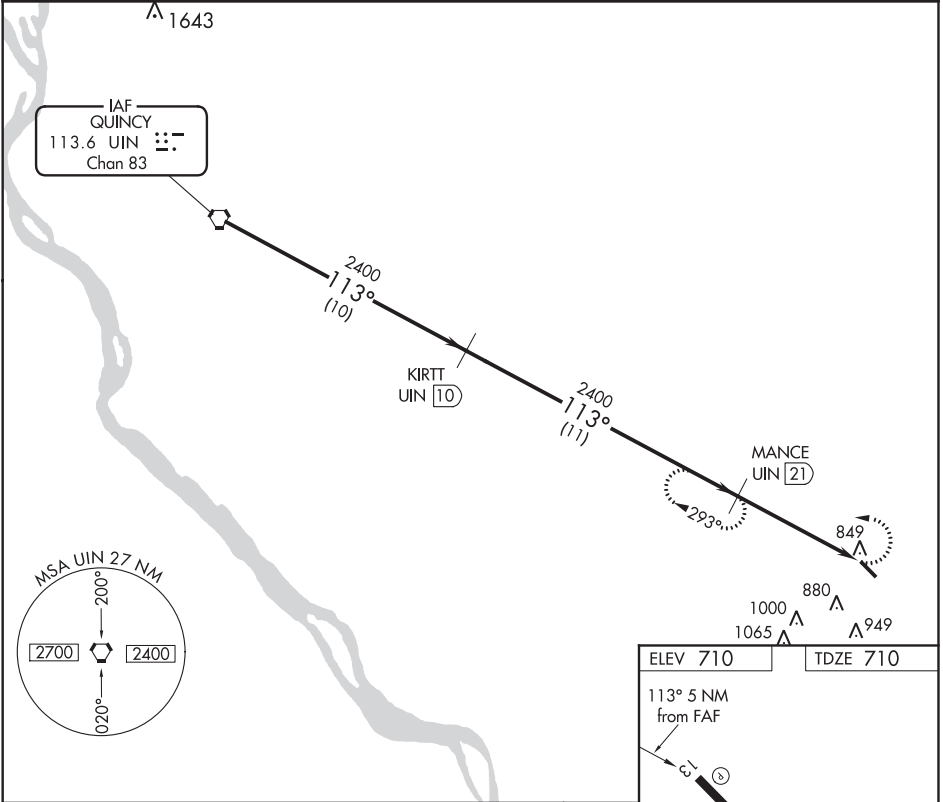
PITTSFIELD PENSTONE MUNI (PPQ)

MISSED APPROACH: Climbing left turn to 2400 via UIN R-113 to MANCE 21 DME and hold.

AWOS-3
118.525

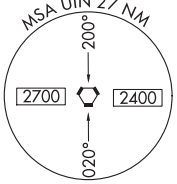
KANSAS CITY CENTER
126.225 317.775

UNICOM
122.8 (CTAF)

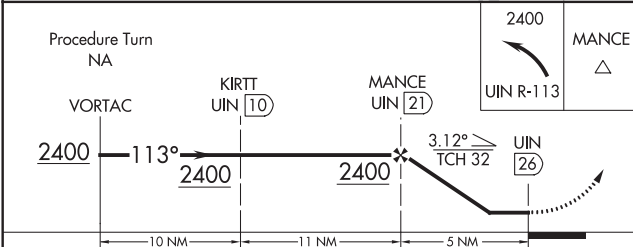
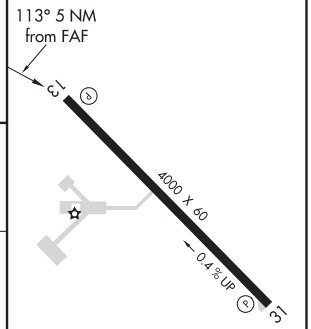


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 710 TDZE 710



CATEGORY	A	B	C	D
S-13	1300-1 590 (600-1)	1300-1¼ 590 (600-1¼)	1300-1½ 590 (600-1½)	NA
CIRCLING	1300-1 590 (600-1)	1300-1¼ 590 (600-1¼)	1300-1½ 590 (600-1½)	NA

MIRL Rwy 13-31

PITTSFIELD, ILLINOIS
Amdt 4 13122

39°38'N - 90°47'W

PITTSFIELD PENSTONE MUNI (PPQ) VOR/DME RWY 13

PLATTEVILLE, WISCONSIN

AL-5875 (FAA)

15148

WAAS CH 82315 W07A	APP CRS 069°	Rwy Idg TDZE Apt Elev	3599 1016 1025
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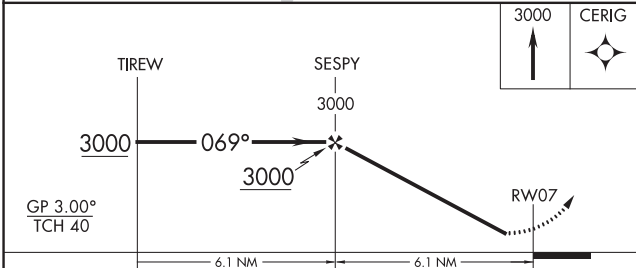
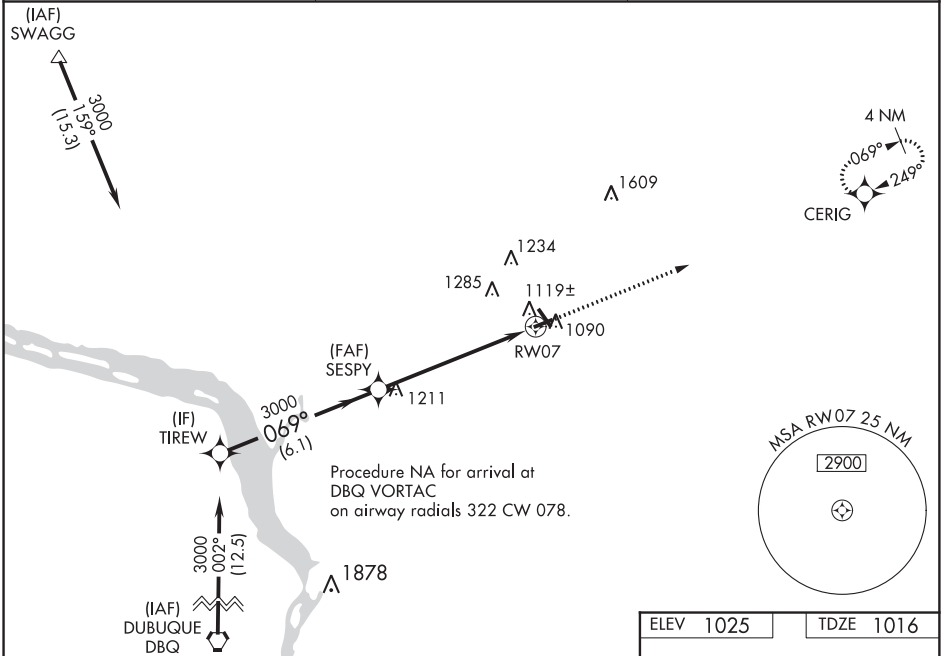
RNAV (GPS) RWY 7

PLATTEVILLE MUNI (PVB)

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 Dubuque altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Dubuque altimeter setting.

MISSED APPROACH:
Climb to 3000 direct CERIG and hold.

AWOS-3 120.575	CHICAGO CENTER 133.95 281.4	UNICOM 122.7 (CTAF) 0
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ELEV 1025	TDZE 1016
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3000

3599 X.75

3999 X.75

0.6% UP

33

REIL Rwy 15 and 33 0

MRL Rwy 7-25 and 15-33 0

CATEGORY	A	B	C	D
LPV DA	1283-1	267 (300-1)		NA
LNAV/VNAV DA	1406-1½	390 (400-1½)		NA
LNAV MDA	1380-1	364 (400-1)		NA
CIRCLING	1440-1 415 (500-1)	1480-1 455 (500-1)	1480-1½ 455 (500-1½)	NA

PLATTEVILLE, WISCONSIN
Orig-B 28MAY15

42°41'N - 90°27'W

PLATTEVILLE MUNI (PVB) RNAV (GPS) RWY 7

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42615 W15A	APP CRS 146°	Rwy Idg TDZE Apt Elev	3999 1025 1025
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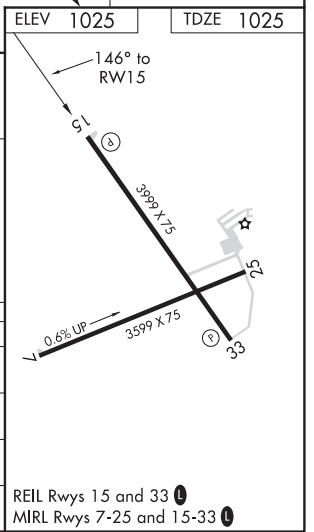
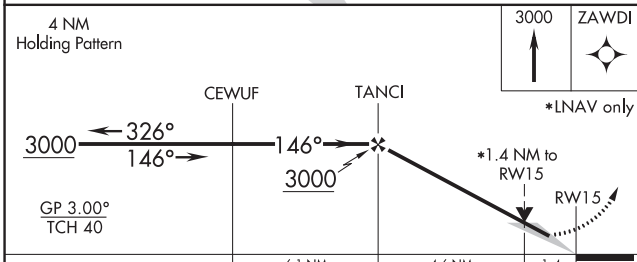
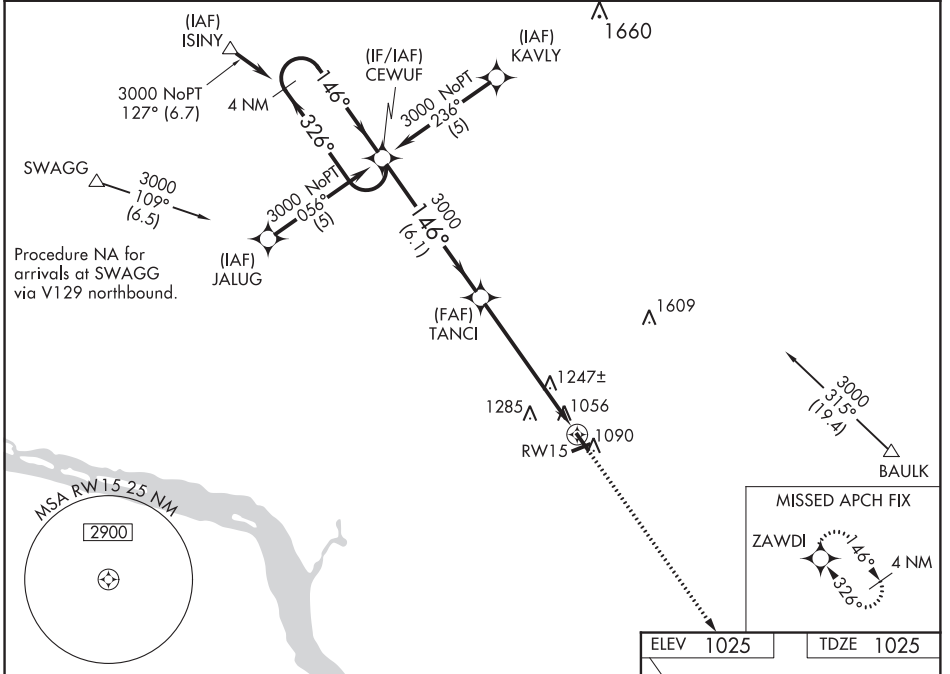
RNAV (GPS) RWY 15

PLATTEVILLE MUNI (PVB)

⚠ 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 Dubuque altimeter setting and increase all DA 56 feet, all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dubuque altimeter setting.

⚠ MISSED APPROACH: Climb to 3000 direct ZAWDI and hold.

AWOS-3 120.575	CHICAGO CENTER 133.95 281.4	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1275-1	250 (300-1)		NA
LNAV/VNAV DA	1338-1	313 (400-1)		NA
LNAV MDA	1500-1	475 (500-1)	1500-1½ 475 (500-1½)	NA
CIRCLING	1500-1	475 (500-1)	1500-1½ 475 (500-1½)	NA

REIL Rwy 15 and 33 0
MIRL Rwy 7-25 and 15-33 0

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

PLATTEVILLE, WISCONSIN

AL-5875 (FAA)

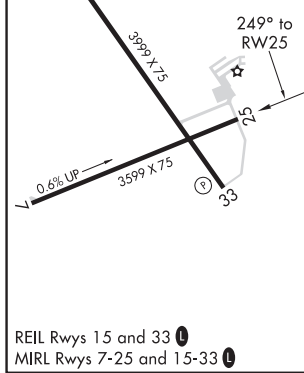
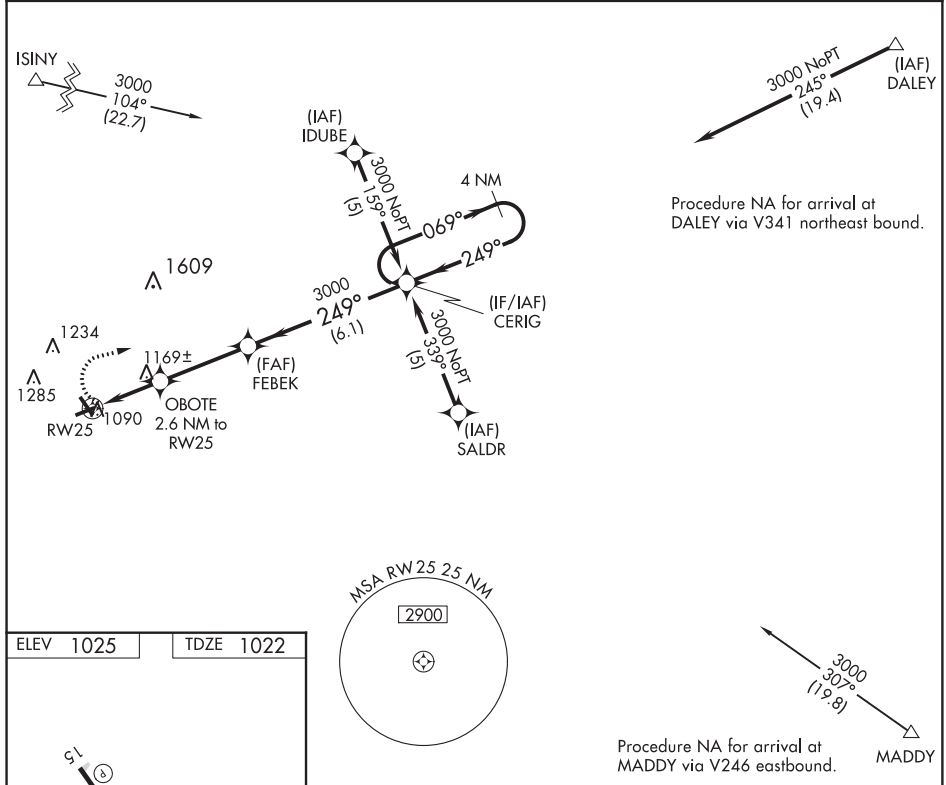
15176

APP CRS	Rwy Idg	3599
249°	TDZE	1022
	Apt Elev	1025

RNAV (GPS) RWY 25

PLATTEVILLE MUNI (PVB)

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. ▲ When local altimeter setting not received, use Dubuque altimeter setting and increase all MDA 60 feet.</p>	<p>MISSED APPROACH: Climbing right turn to 3000 direct CERIG and hold.</p>	
<p>AWOS-3 120.575</p>	<p>CHICAGO CENTER 133.95 281.4</p>	<p>UNICOM 122.7 (CTAF) 0</p>



CATEGORY	A	B	C	D
RNAV MDA	1440-1	418 (500-1)	1440-1¼ 418 (500-1¼)	NA
CIRCLING	1440-1 415 (500-1)	1480-1 455 (500-1)	1480-1½ 455 (500-1½)	NA

PLATTEVILLE, WISCONSIN
Orig 02MAY13

42°41'N - 90°27'W

PLATTEVILLE MUNI (PVB) RNAV (GPS) RWY 25

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40115 W33A	APP CRS 326°	Rwy Idg TDZE Apt Elev	3999 1025 1025
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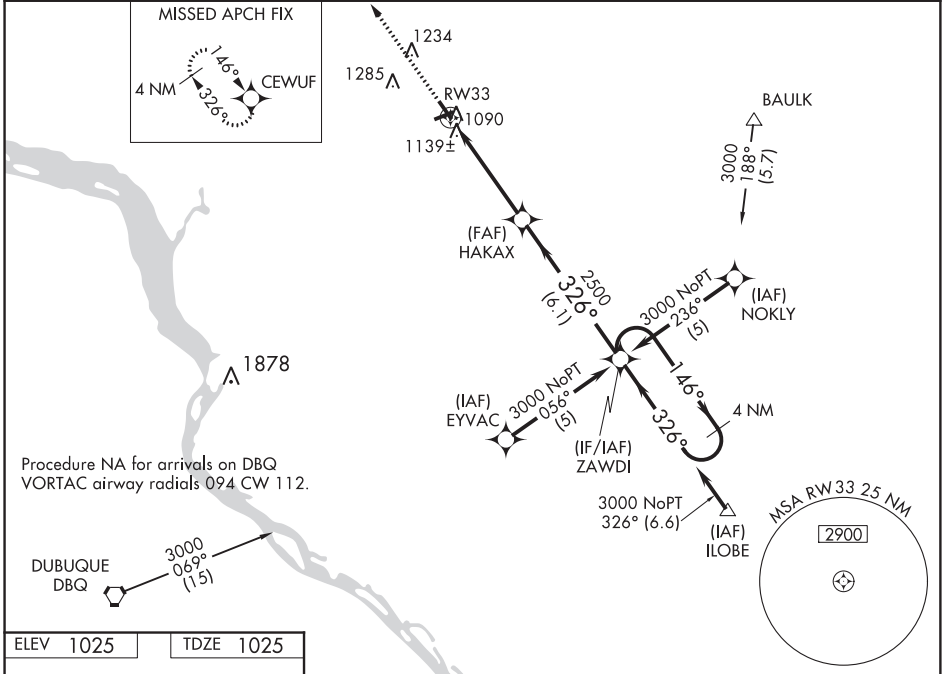
RNAV (GPS) RWY 33

PLATTEVILLE MUNI (PVB)

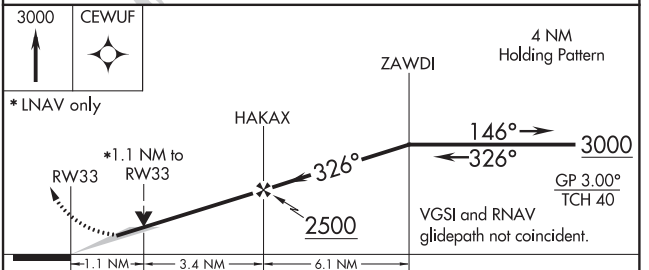
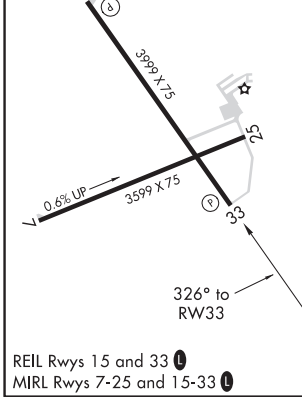
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dubuque altimeter setting and increase all DA 56 feet, all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dubuque altimeter setting.

MISSED APPROACH:
Climb to 3000 direct CEWUF and hold.

AWOS-3 120.575	CHICAGO CENTER 133.95 281.4	UNICOM 122.7 (CTAF)
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ELEV 1025	TDZE 1025
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CATEGORY	A	B	C	D
LPV DA	1275-1	250 (300-1)		NA
LNAV/VNAV DA	1441-1½	416 (500-1½)		NA
LNAV MDA	1400-1	375 (400-1)		NA
CIRCLING	1440-1 415 (500-1)	1480-1 455 (500-1)	1480-1½ 455 (500-1½)	NA

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EC-3, 10 NOV 2016 to 05 JAN 2017

PONTIAC, ILLINOIS

AL-9119 (FAA)

15176

WAAS CH 86708 W06A	APP CRS 060°	Rwy Idg TDZE Apt Elev	5000 657 666
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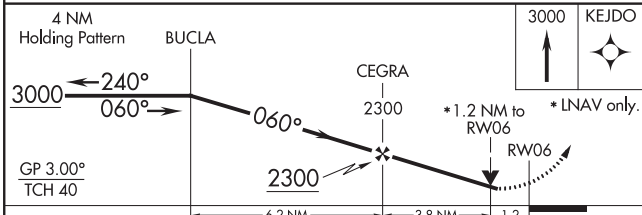
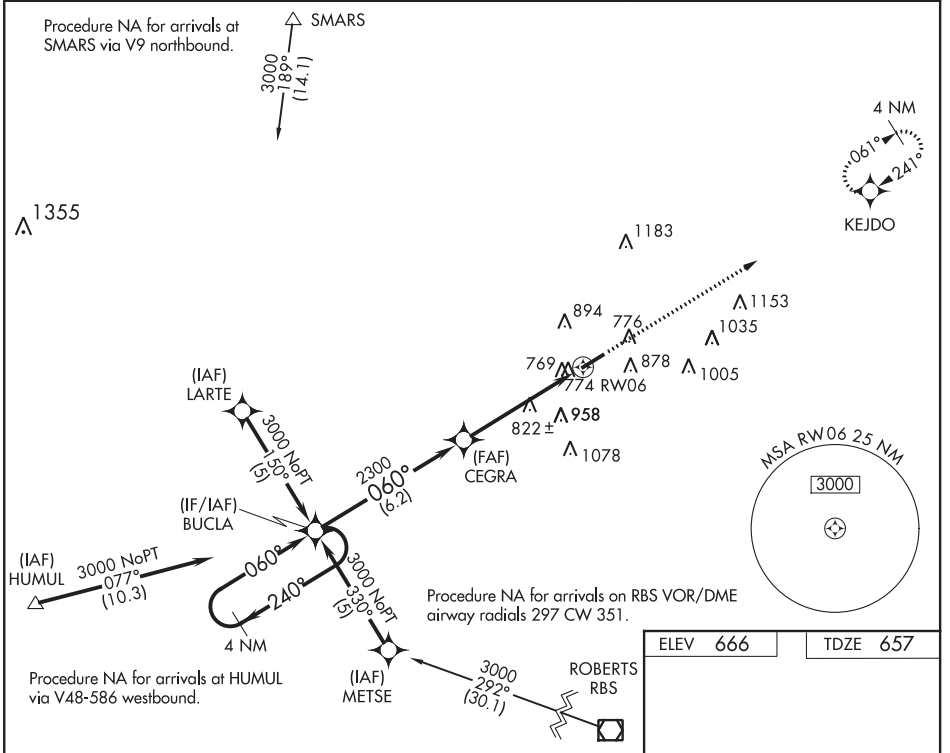
RNAV (GPS) RWY 6

PONTIAC MUNI (P'NT)

⚠ 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). Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase LPV DA to 1138, LNAV/VNAV DA to 1339 and all MDA 100 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV 1 mile all Cats, Circling Cat C ¼ mile. Visibility reduction by helicopters NA.

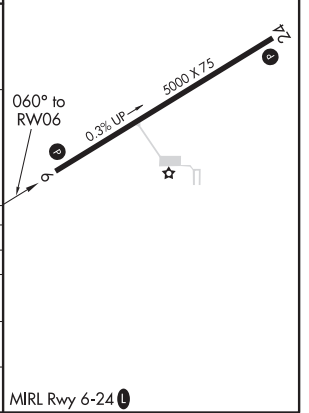
MISSED APPROACH: Climb to 3000 direct KEJDO and hold.

AWOS-3 119.675	CHICAGO CENTER 124.55 398.9	UNICOM 122.8 (CTAF) 0
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ELEV 666	TDZE 657
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CATEGORY	A	B	C	D
LPV DA	1040-1½	383 (400-1½)		NA
LNAV/VNAV DA	1071-1½	414 (500-1½)		NA
LNAV MDA	1080-1	423 (500-1)	1080-1¼ 423 (500-1¼)	NA
CIRCLING	1180-1	514 (600-1)	1200-1½ 534 (600-1½)	NA



PONTIAC, ILLINOIS
Orig-A 21OCT10

40°55'N-88°38'W

RNAV (GPS) RWY 6

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50308 W24A	APP CRS 241°	Rwy Idg 5000
		TDZE 666
		Apt Elev 666

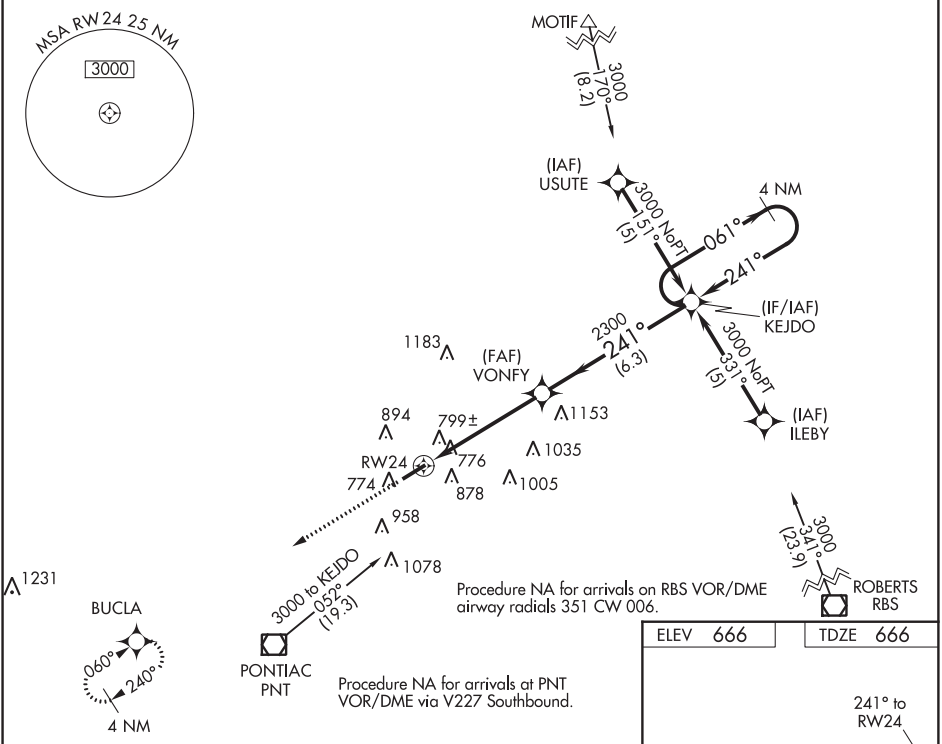
RNAV (GPS) RWY 24

PONTIAC MUNI (PNT)

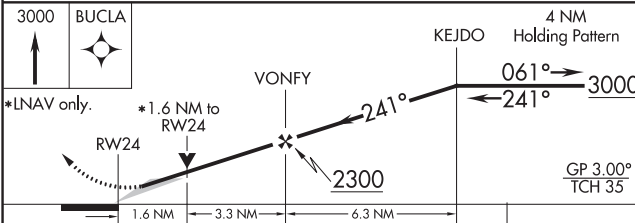
⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase all DA 98 feet and all MDA 100 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting.

MISSED APPROACH:
Climb to 3000 direct BUCLA and hold.

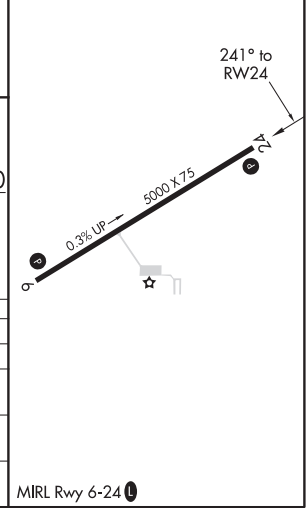
AWOS-3 119.675	CHICAGO CENTER 124.55 398.9	UNICOM 122.8 (CTAF) 0
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ELEV 666	TDZE 666
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CATEGORY	A	B	C	D
LPV DA	916-1		250 (300-1)	NA
LNAV/VNAV DA	1139-1¾		473 (500-1¾)	NA
LNAV MDA	1220-1	554 (600-1)	1220-1½ 554 (600-1½)	NA
CIRCLING	1220-1	554 (600-1)	1220-1½ 554 (600-1½)	NA



MIRL Rwy 6-24 0

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PONTIAC, ILLINOIS

AL-9119 (FAA)

15204

VOR/DME PNT 109.6 Chan 33	APP CRS 217°	Rwy Idg 5000 TDZE 666 Apt Elev 666
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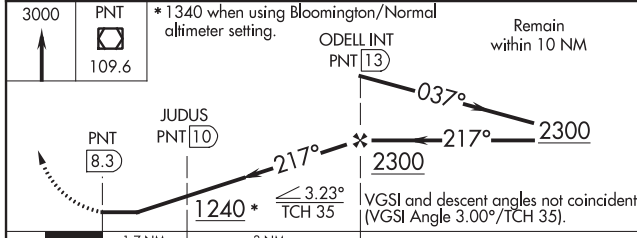
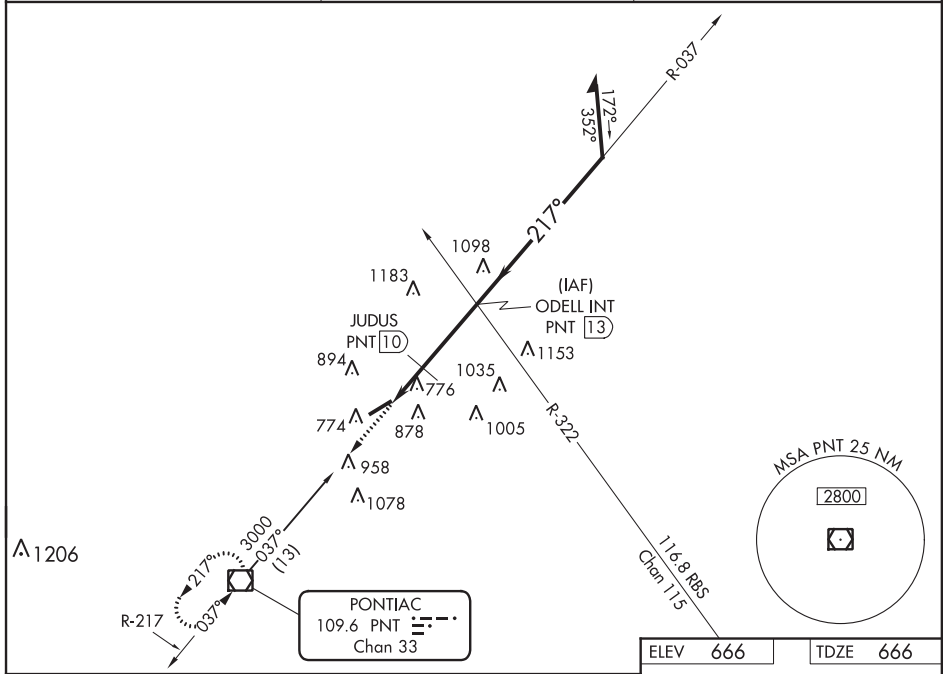
VOR RWY 24

PONTIAC MUNI (PNT)

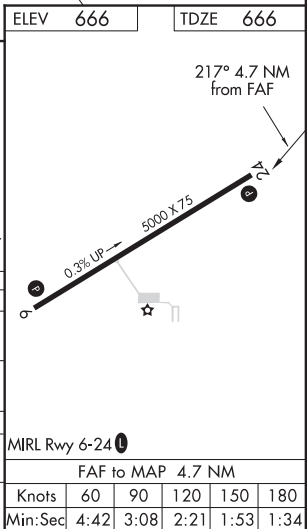
⚠ When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase all MDA 100 feet, increase S-24 and Circling Cat C visibility ½ mile, and JUDUS fix minimums S-24 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct PNT VOR/DME and hold.

AWOS-3 119.675	CHICAGO CENTER 124.55 398.9	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
S-24	1240-1	574 (600-1)	1240-1½ 574 (600-1½)	NA
CIRCLING	1240-1	574 (600-1)	1240-1½ 574 (600-1½)	NA
JUDUS FIX MINIMUMS				
S-24	1140-1	474 (500-1)	1140-1¼ 474 (500-1¼)	NA
CIRCLING	1180-1	514 (600-1)	1220-1½ 554 (600-1½)	NA



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EC-3, 10 NOV 2016 to 05 JAN 2017

PONTIAC, ILLINOIS
Amdt 2 31JUL08

40°55'N-88°38'W

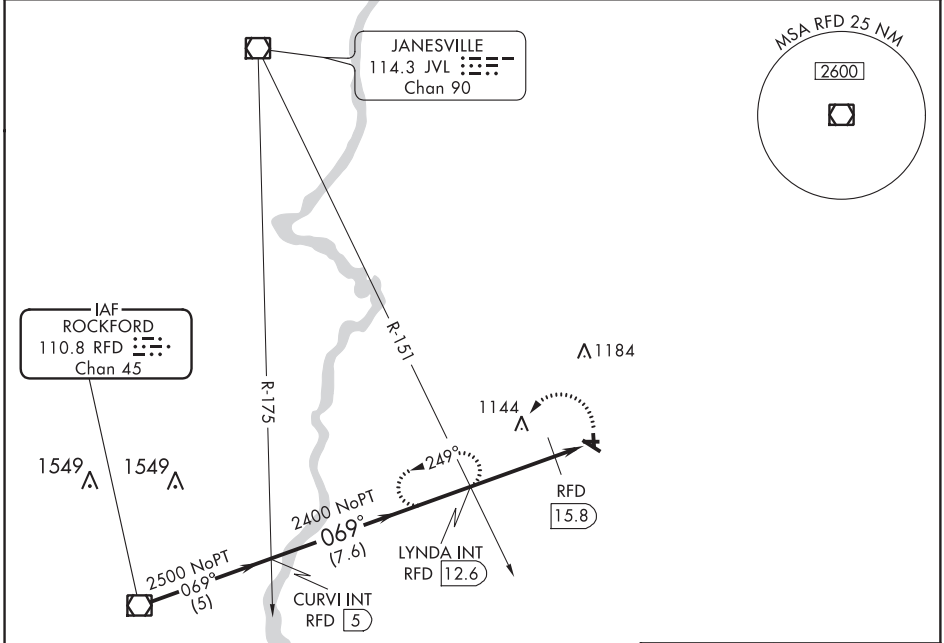
PONTIAC MUNI (PNT)

VOR RWY 24

VOR-A
POPLAR GROVE (C77)

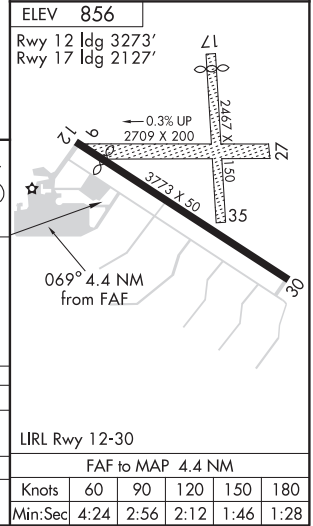
VOR/DME RFD 110.8 Chan 45	APP CRS 069°	Rwy Idg TDZE Apt Elev N/A N/A 856
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<p>▼ ▲ NA</p> <p>Use Rockford, IL altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2400 via RFD R-069 to LYNDA Int 12.6 DME and hold.</p>
<p>ROCKFORD APP CON 121.0 327.0</p>	<p>UNICOM 122.8 (CTAF)</p>



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EC-3, 10 NOV 2016 to 05 JAN 2017



	CURVI INT RFD (5)		2400		LYNDA INT RFD (12.6)	
VOR/DME	2500		2500		2400	
Procedure Turn NA						
	5 NM		7.6 NM		3.2 NM	
CATEGORY	A		B		C	
CIRCLING	1500-1		644 (700-1)		1500-1¼ 644 (700-1¼)	
DME MINIMUMS						
CIRCLING	1380-1		524 (600-1)		1380-1½ 524 (600-1½)	
LIRL Rwy 12-30						
FAF to MAP 4.4 NM						
Knots	60	90	120	150	180	
Min:Sec	4:24	2:56	2:12	1:46	1:28	

APP CRS	Rwy Idg	N/A
087°	TDZE	N/A
	Apt Elev	824

RNAV (GPS)-A

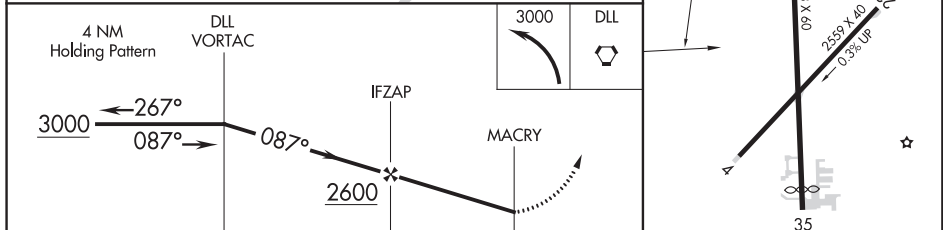
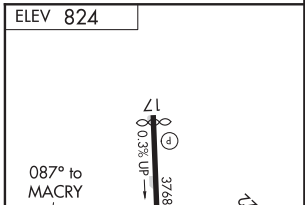
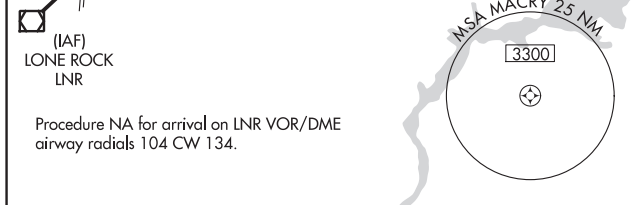
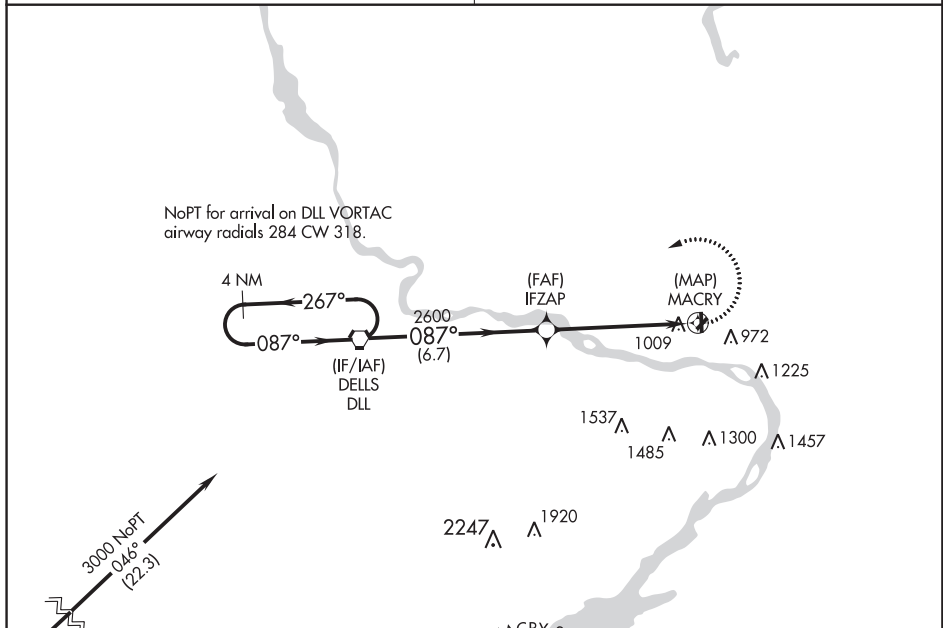
PORTAGE MUNI (C47)

NA Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Use Baraboo altimeter setting; when not received, use Dane County Rgnl-Truax Field altimeter setting; increase all MDA 20 feet.

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

MADISON APP CON* **135.45 343.7**

UNICOM **122.7** (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1420-1	596 (600-1)	NA	

ELEV 824

REIL Rwy 17
MIRL Rwy 17-35

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EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC DLL 117.0 Chan 117	APP CRS 175°	Rwy Idg 3676 TDZE 819 Apt Elev 824
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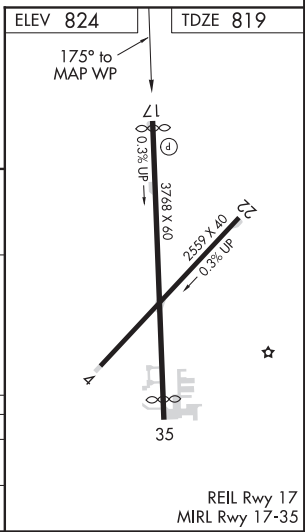
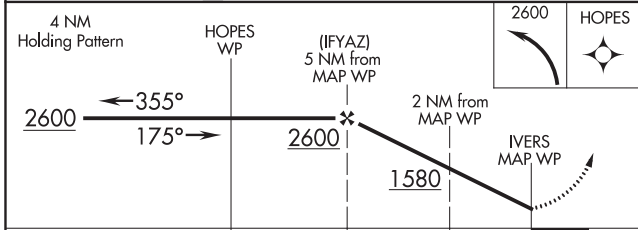
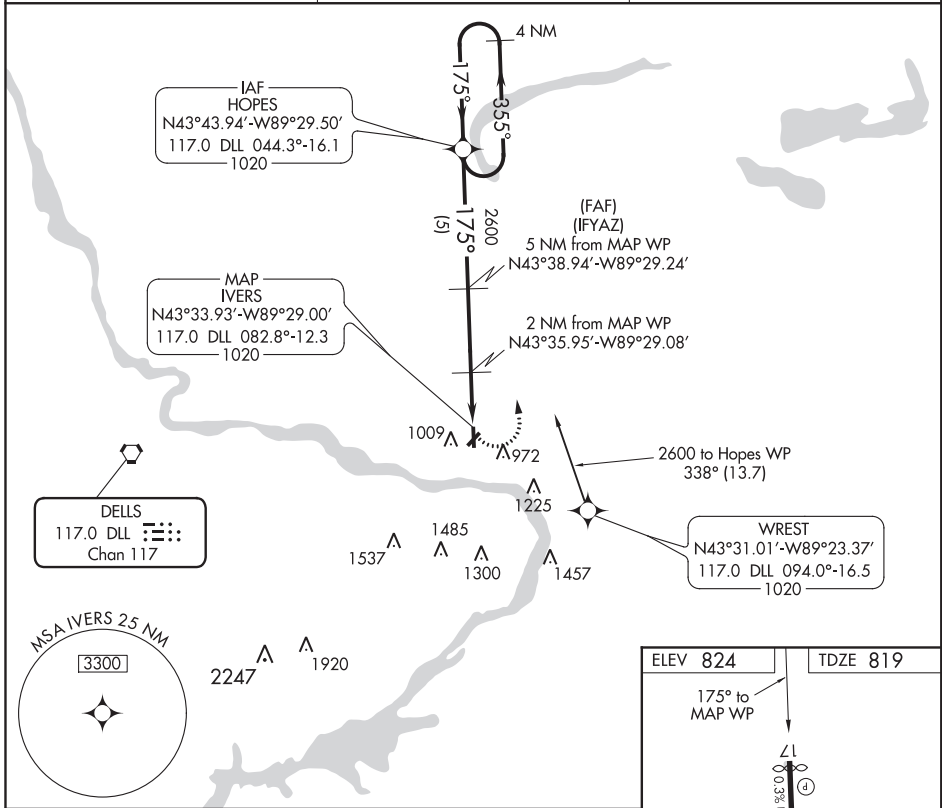
VOR/DME RNAV or GPS RWY 17

PORTAGE MUNI (C47)

Procedure NA at night. Visibility reduction by helicopters NA.
Use Baraboo altimeter setting, when not received use Lone Rock altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 2600 direct HOPES WP and hold.

BARABOO AWOS-3 118.325	MADISON APP CON ★ 135.45 343.7	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-17	1400-1	581 (600-1)		NA
CIRCLING	1440-1	616 (700-1)		NA

VOR/DME RNAV or GPS RWY 17

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

REIL Rwy 17
MIRL Rwy 17-35

PRAIRIE DU CHIEN, WISCONSIN

AL-6037 (FAA)

15316

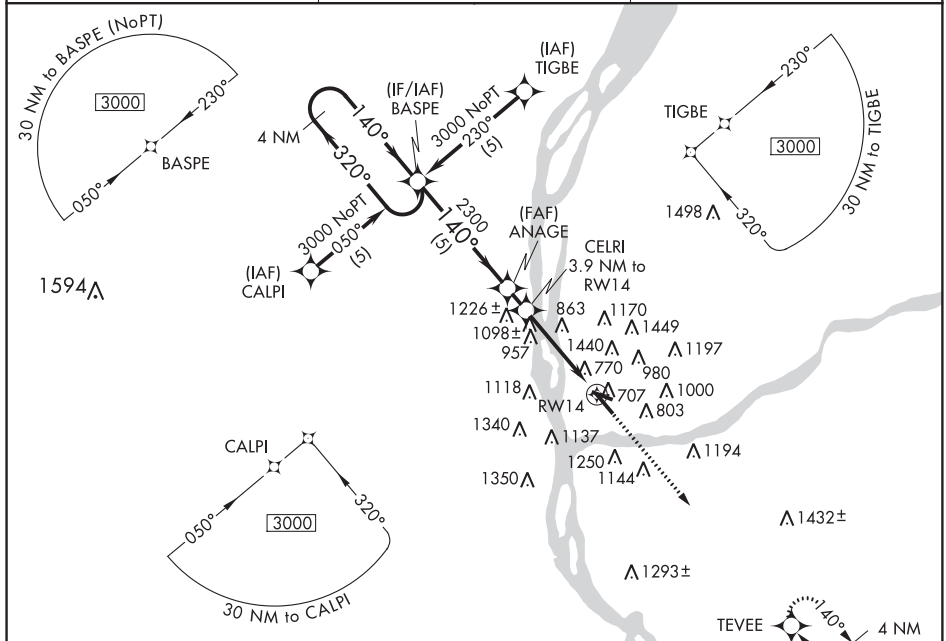
APP CRS 140°	Rwy Idg 5000
	TDZE 655
	Apt Elev 660

RNAV (GPS) RWY 14

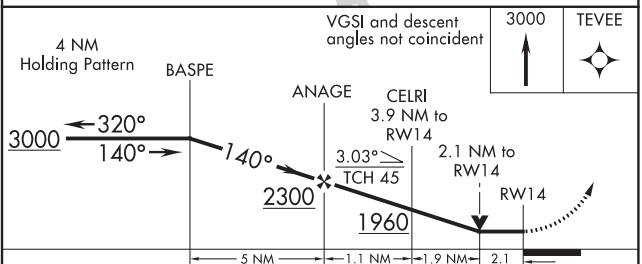
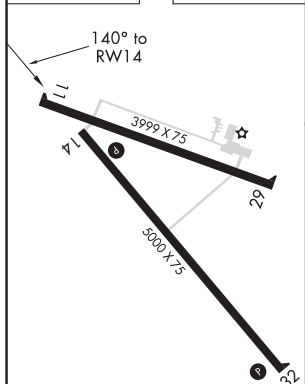
PRAIRIE DU CHIEN MUNI (PDC)

<p>-27°C/-17°F</p>	<p>DME/DME RNP-0.3 NA. Night Landing: Rwy 11, 32 NA. Helicopter visibility reduction below 3/4 SM NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct TEVEE and hold.</p>
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<p>AWOS-3 119.925</p>	<p>CHICAGO CENTER 133.95 281.4</p>	<p>UNICOM 122.8 (CTAF)</p>
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ELEV 660	TDZE 655
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CATEGORY	A	B	C	D
LNAV MDA	1360-1	705 (700-1)	1360-2	705 (700-2)
CIRCLING	1580-1¼	920 (1000-1¼)	1800-2	1140 (1200-2)

PRAIRIE DU CHIEN, WISCONSIN
Orig-C 12NOV15

43° 01' N-91° 07' W

PRAIRIE DU CHIEN MUNI (PDC) RNAV (GPS) RWY 14

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 290°	Rwy Idg 3999
	TDZE 660
	Apt Elev 660

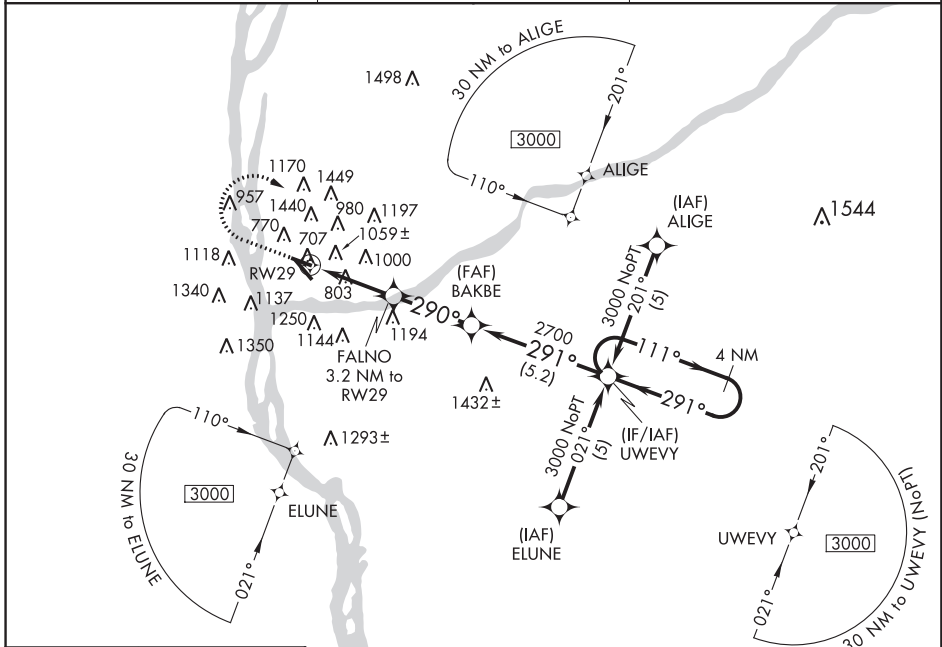
RNAV (GPS) RWY 29

PRAIRIE DU CHIEN MUNI (PDC)

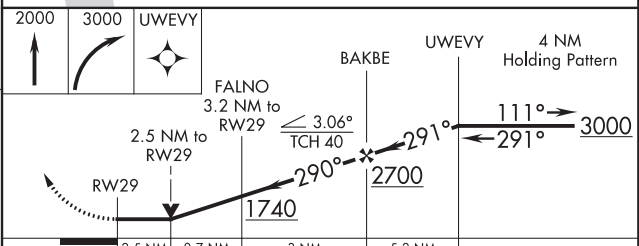
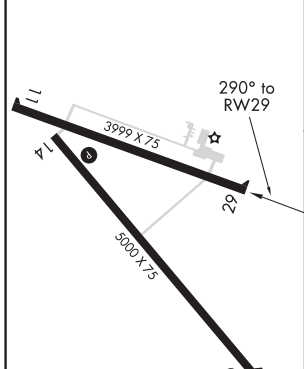
▽ DME/DME RNP-0.3 NA.
▲ Night landing: Rwy 11, 32 NA.
✈ -27°C/-17°F Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct UWEVY and hold.

AWOS-3 119.925	CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF) 0
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ELEV 660	TDZE 660
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CATEGORY	A	B	C	D
LNAV MDA	1520-1 860 (900-1)	1520-1¼ 860 (900-1¼)	1520-2½	860 (900-2½)
CIRCLING	1580-1¼	920 (1000-1¼)	1800-3	1140 (1200-3)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

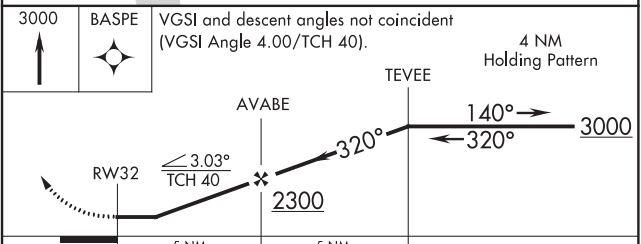
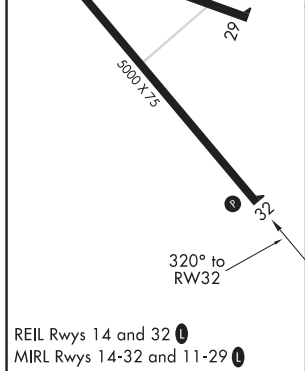
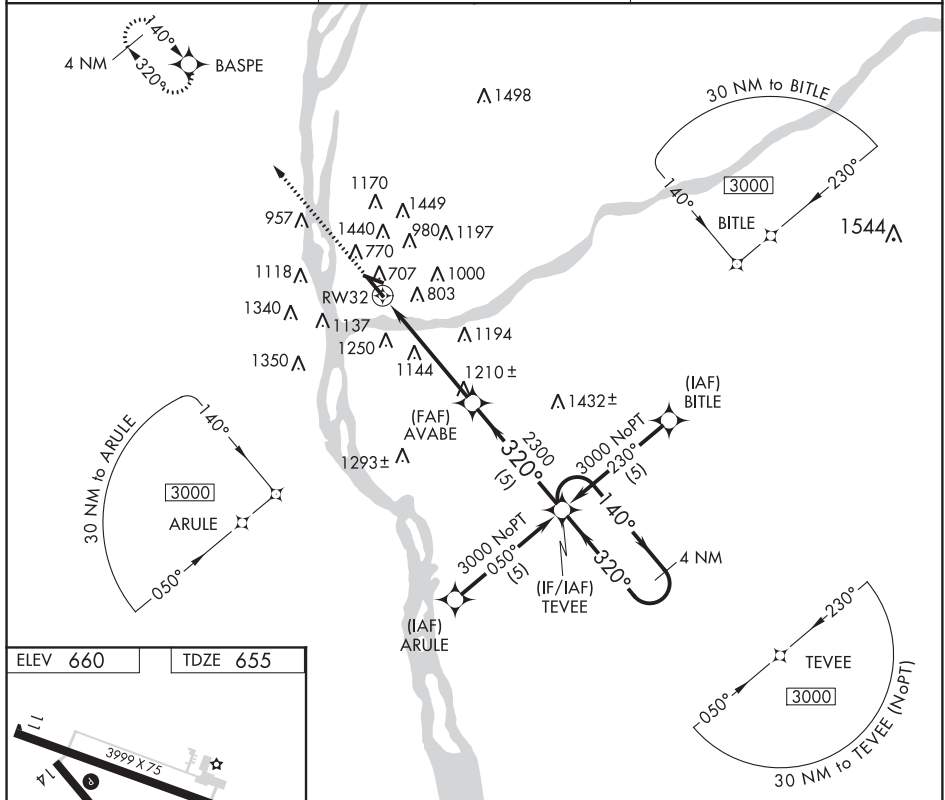
APP CRS 320°	Rwy Idg 5000
	TDZE 655
	Apt Elev 660

RNAV (GPS) RWY 32

PRAIRIE DU CHIEN MUNI (PDC)

DME/DME RNP-0.3 NA. Night landing: Rwy 11, 32 NA. -27°C/-17°F Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3000 direct BASPE and hold.
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AWOS-3 119.925	CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1560-1¼	905 (900-1¼)	1560-2½	905 (900-2½)
CIRCLING	1580-1¼	920 (1000-1¼)	1800-3	1140 (1200-3)

VORTAC UKN 116.6 Chan 113	APP CRS 305°	Rwy Idg TDZE 660 Apt Elev 661	3999
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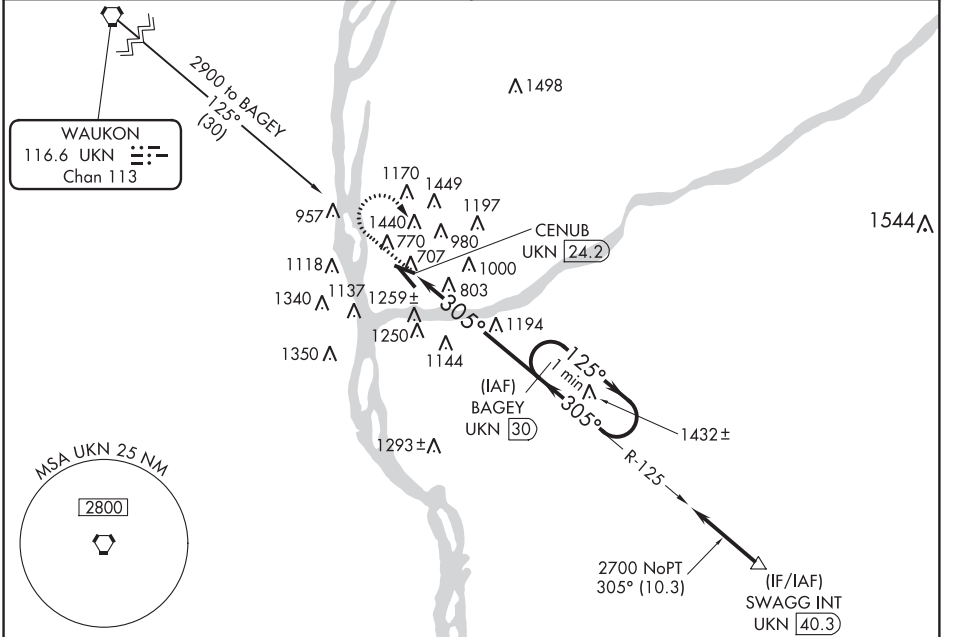
VOR/DME RWY 29

PRAIRIE DU CHIEN MUNI (PDC)

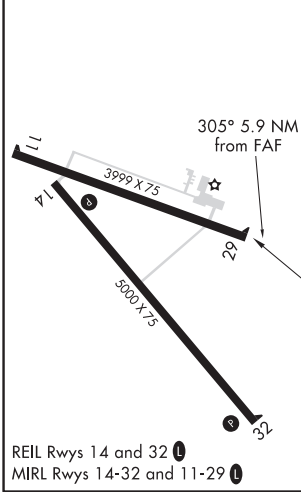
Visibility reduction by helicopters NA.
 -27°C/-17°F

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 on UKN VORTAC R-125 to BAGEY/30 DME and hold.

AWOS-3 119.925	CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF)
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ELEV 661	TDZE 660
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	2000	2900	BAGEY UKN 30	BAGEY UKN 30	One Minute Holding Pattern	
			UKN R-125			
					125° →	
					← 305°	
					3.22° TCH 40	
					5.9 NM	
CATEGORY	A		B		C	D
S-29	1600-1¼ 940 (1000-1¼)		1600-2½ 940 (1000-2½)			
CIRCLING	1600-1¼ 939 (1000-1¼)		1800-3 1139 (1200-3)			

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EC-3, 10 NOV 2016 to 05 JAN 2017

PRAIRIE DU SAC, WISCONSIN

AL-10335 (FAA)

RNAV (GPS) RWY 18

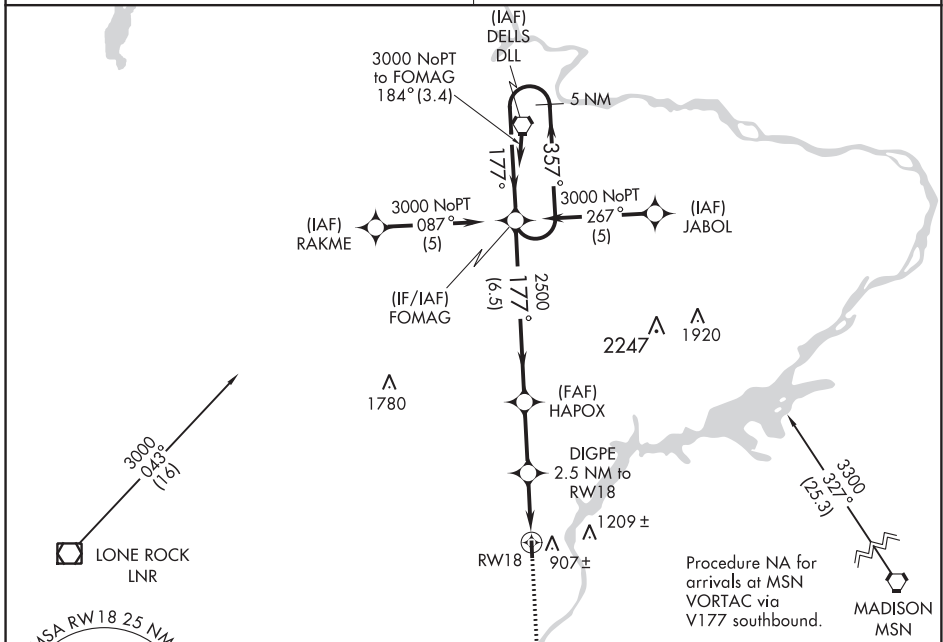
SAUK-PRAIRIE (91C)

APP CRS	Rwy Idg	2936
177°	TDZE	832
	Apt Elev	832

NA Use Dane County Rgnl-Truax Field altimeter setting; if not received use Baraboo altimeter setting. DME/DME RNP-0.3 NA.

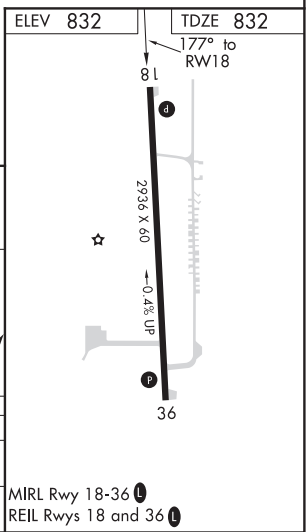
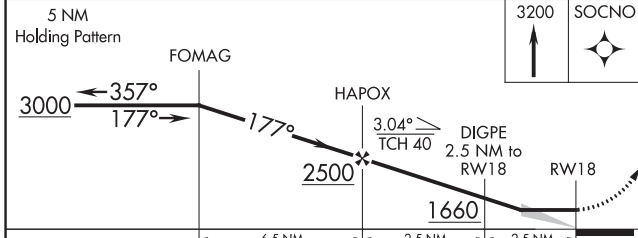
MISSED APPROACH: Climb to 3200 direct SOCNO and hold.

MADISON APP CON* 135.45 343.7	CTAF 122.9
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNVA MDA	1400-1	568 (600-1)		NA
CIRCLING	1400-1	568 (600-1)		NA

PRAIRIE DU SAC, WISCONSIN
Orig-A 14093

43° 18' N-89° 45' W

RNAV (GPS) RWY 18

SAUK-PRAIRIE (91C)

MIRL Rwy 18-36
REIL Rws 18 and 36

RNAV (GPS) RWY 36

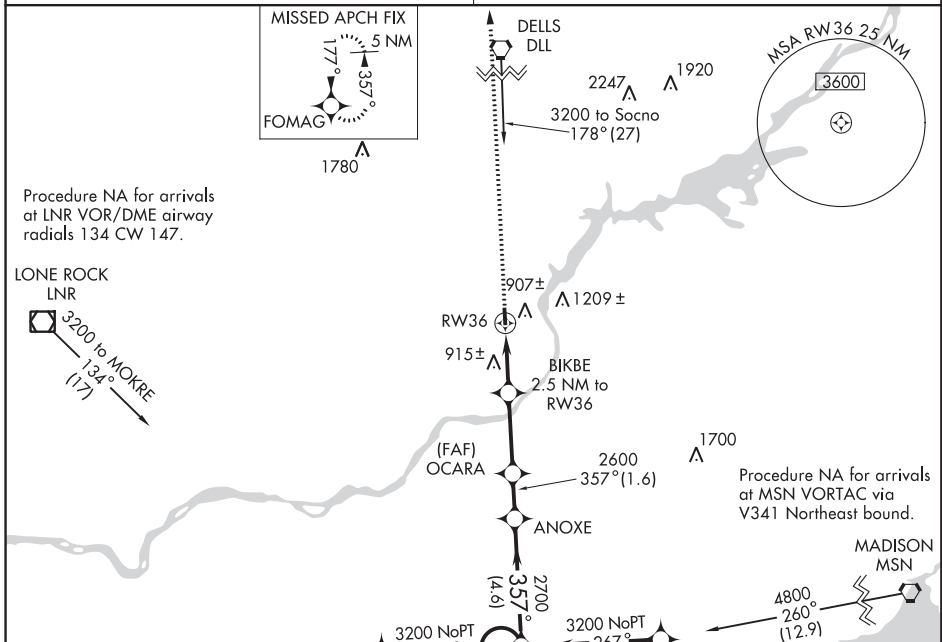
SAUK-PRAIRIE (91C)

APP CRS	Rwy Idg	2936
357°	TDZE	832
	Apt Elev	832

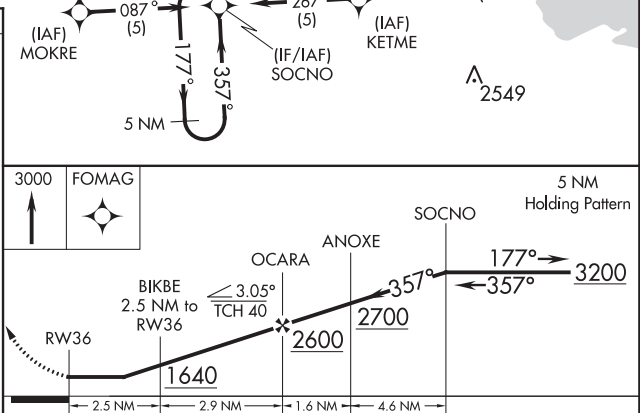
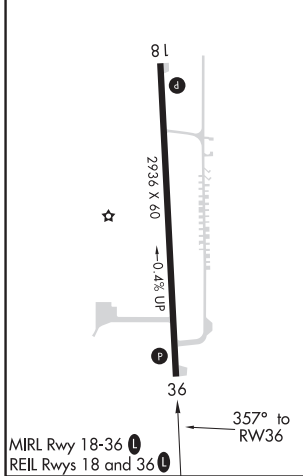
▲ Use Dane County Rgnl-Truax Field altimeter setting; if not received, use Baraboo altimeter setting.
▲ NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct FOMAG and hold.

MADISON APP CON* 135,45 343,7	CTAF 122.9
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ELEV 832	TDZE 832
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CATEGORY	A	B	C	D
LNAV MDA	1400-1	568 (600-1)		NA
CIRCLING	1400-1	568 (600-1)		NA

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EC-3, 10 NOV 2016 to 05 JAN 2017

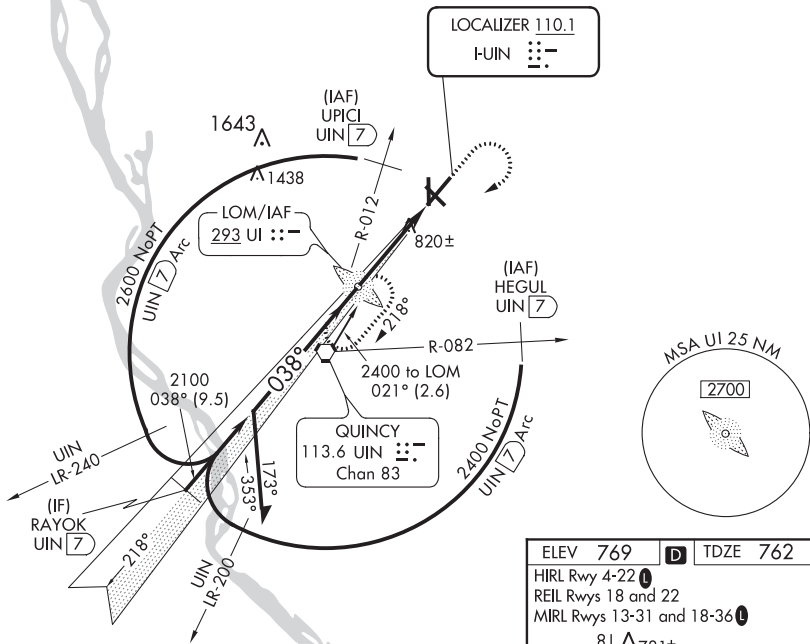
LOC I- <u>UIN</u> 110.1	APP CRS 038°	Rwy Idg TDZE Apt Elev	7098 762 769
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ILS or LOC RWY 4
QUINCY RGNL-BALDWIN FIELD (UIN)

<p>▼ For inoperative MALS/R, increase S-LOC 4 ▲ NA Cat. D visibility 1/4 mile. ADF REQUIRED.</p>	<p>MALS/R AS</p>	<p>MISSED APPROACH: Climb to 1500, then climbing right turn to 2300 direct UI LOM and hold.</p>
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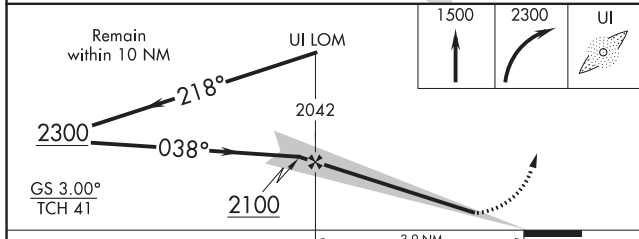
<p>ASOS 121.425</p>	<p>KANSAS CITY CENTER 126.225 317.775</p>	<p>UNICOM 123.0 (CTAF) 0</p>
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ADF or DME REQUIRED



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 769	D	TDZE 762			
<p>HIRL Rwy 4-22 REIL Rws 18 and 22 MIRL Rws 13-31 and 18-36</p>					
<p>FAF to MAP 3.9 NM</p>					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18


CATEGORY	A	B	C	D
S-ILS 4	962-1/2 200 (200-1/2)			
S-LOC 4	1080-1/2 318 (400-1/2)		1080-3/4 318 (400-3/4)	
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1 1/2 451 (500-1 1/2)	1320-2 551 (600-2)

RNAV (GPS) RWY 4

QUINCY RGNL-BALDWIN FIELD (UIN)

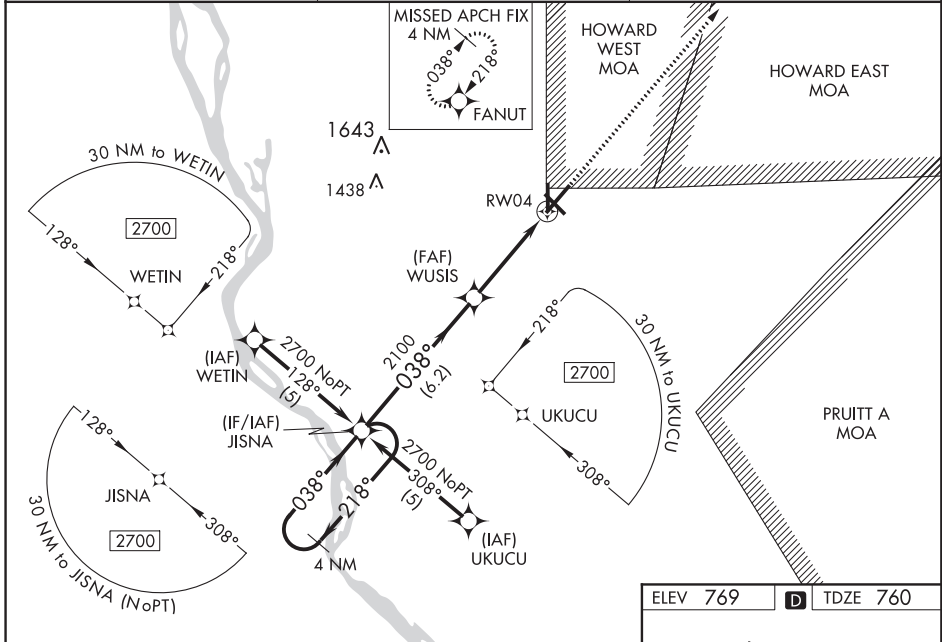
WAAS CH 53510 W04A	APP CRS 038°	Rwy Idg TDZE 760 Apt Elev 769	7098
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ miles. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats. ¼ mile and LNAV Cat. C ¼ mile. For inoperative MALSR when using Pittsfield altimeter setting, increase LPV visibility all Cats. to 1 mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MALSR 

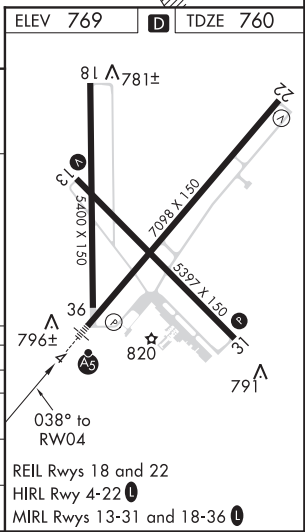
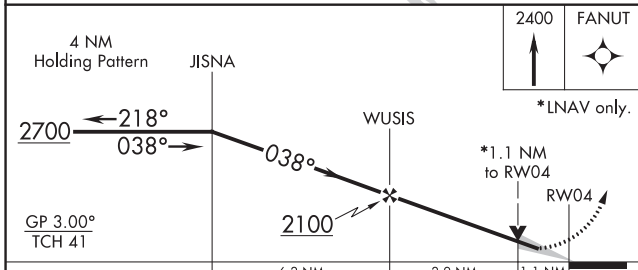
MISSED APPROACH:
Climb to 2400 direct
FANUT and hold

ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF) 
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017





CATEGORY	A	B	C	D
LPV DA		960-½	200 (200-½)	
LNAV/VNAV DA		1139-¾	379 (400-¾)	
LNAV MDA	1160-½	400 (400-½)		1160-1 400 (400-1)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

QUINCY, ILLINOIS
Orig 15JAN09

39°57'N-91°12'W
731

QUINCY RGNL-BALDWIN FIELD (UIN)
RNAV (GPS) RWY 4

REIL Rwy 18 and 22
HIRL Rwy 4-22 
MIRL Rwy 13-31 and 18-36 

WAAS CH 65910 W13A	APP CRS 133°	Rwy Idg 5123 TDZE 767 Apt Elev 769
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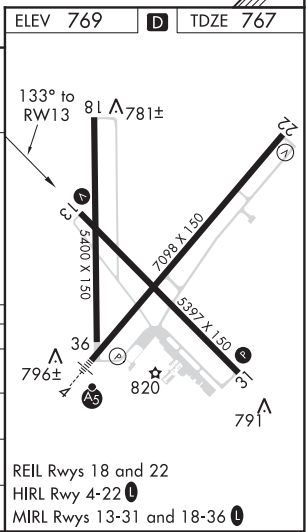
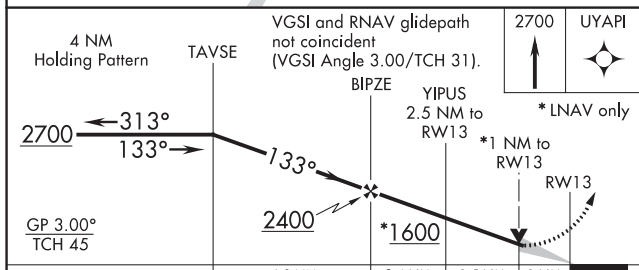
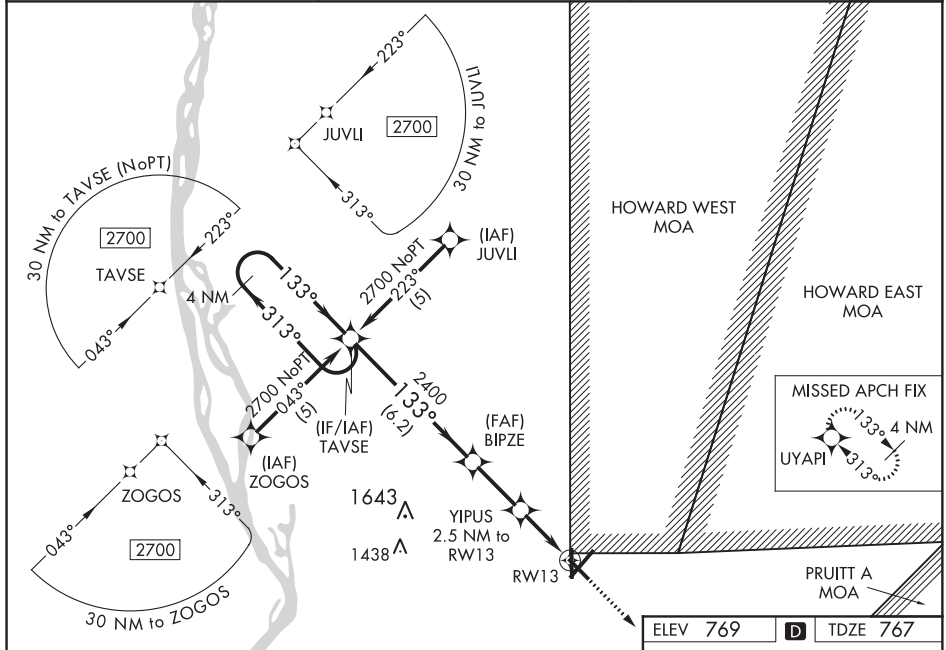
RNAV (GPS) RWY 13

QUINCY RGNL-BALDWIN FIELD (UIN)

⚠ 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 Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ½ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MISSED APPROACH:
Climb to 2700 direct UYAPI and hold.

ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1116-1¼	349 (400-1¼)	
LNAV/ VNAV DA		1139-1¼	372 (400-1¼)	
LNAV MDA	1120-1	353 (400-1)		1120-1¼ 353 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56510 W18A	APP CRS 177°	Rwy ldg 5400 TDZE 760 Apt Elev 769
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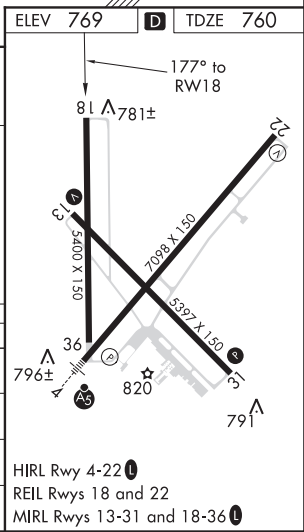
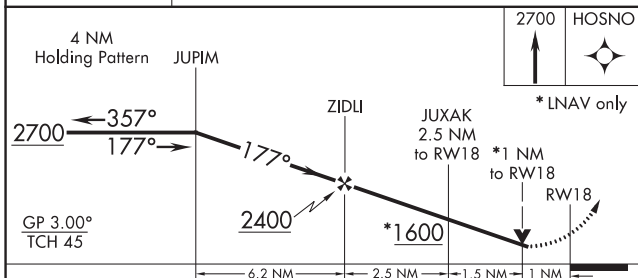
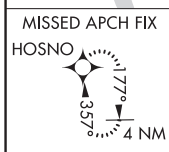
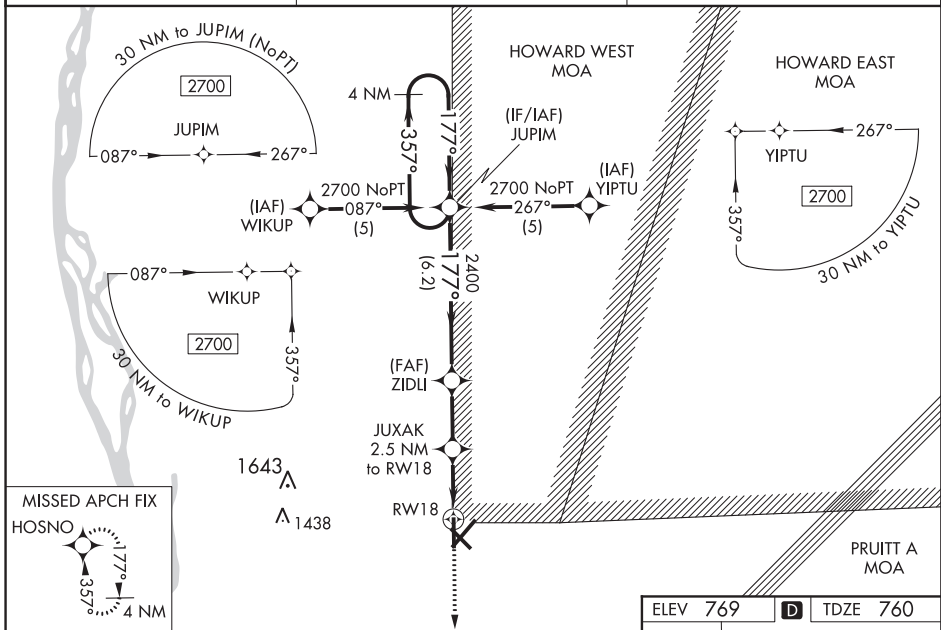
RNAV (GPS) RWY 18

QUINCY RGNL-BALDWIN FIELD (UIN)

▼ Baro-VNAV NA when using Pittsfield 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 Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cats. C, D ¼ mile. VDP NA when using Pittsfield altimeter setting.

MISSED APPROACH: Climb to 2700 direct HOSNO and hold.

ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1115-1¼	355 (400-1¼)	
LNAV/VNAV DA		1129-1¼	369 (400-1¼)	
LNAV MDA	1120-1	360 (400-1)		1120-1¼ 360 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

HIRL Rwy 4-22
 REIL Rws 18 and 22
 MRL Rws 13-31 and 18-36

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

QUINCY, ILLINOIS

AL-862 (FAA)

15288

WAAS CH 45705 W22A	APP CRS 218°	Rwy Idg TDZE Apt Elev	7098 749 768
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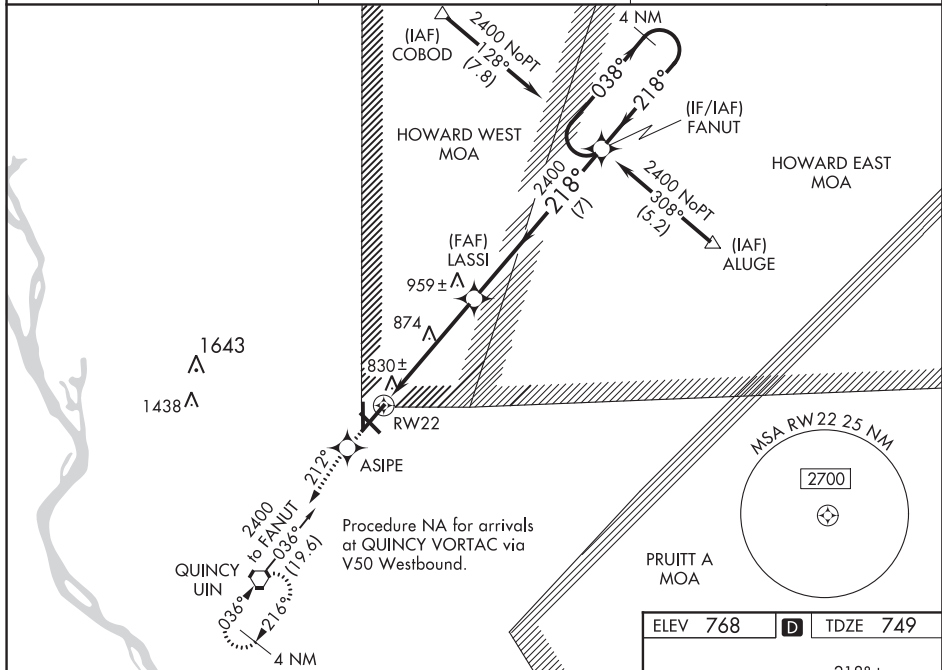
RNAV (GPS) RWY 22

QUINCY RGNL-BALDWIN FIELD (UIN)

Baro-VNAV NA when using Pittsfield altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. VDP NA when using Pittsfield altimeter setting. If local altimeter setting not received, use Pittsfield altimeter setting and increase all DAs 70 feet and all MDAs 80 feet.

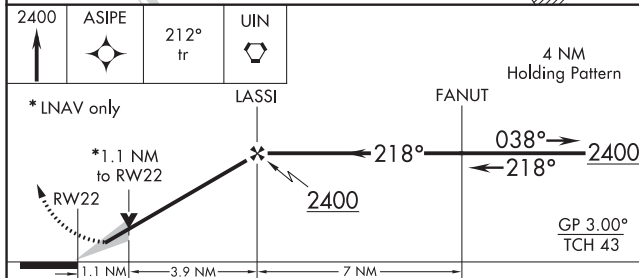
MISSED APPROACH: Climb to 2400 direct ASIPE and via 212° track to UIN VORTAC and hold.

ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF) 0
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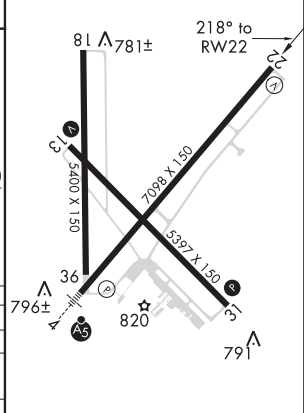


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 768	D	TDZE 749
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CATEGORY	A	B	C	D
LPV DA		999-1	250 (300-1)	
LNAV/VNAV DA		1161-1½	412 (400-1½)	
LNAV MDA	1140-1	391 (400-1)		1140-1¼ 391 (400-1¼)
CIRCLING	1200-1 432 (500-1)	1220-1 452 (500-1)	1220-1½ 452 (500-1½)	1320-2 552 (600-2)

REIL Rwy 18 and 22
HIRL Rwy 4-22 0
MIRL Rwy 13-31 and 18-36 0

QUINCY, ILLINOIS
Orig 30AUG07

39°57'N-91°12'W

QUINCY RGNL-BALDWIN FIELD (UIN)

RNAV (GPS) RWY 22

WAAS CH 61210 W31A	APP CRS 313°	Rwy ldg 5146 TDZE 769 Apt Elev 769
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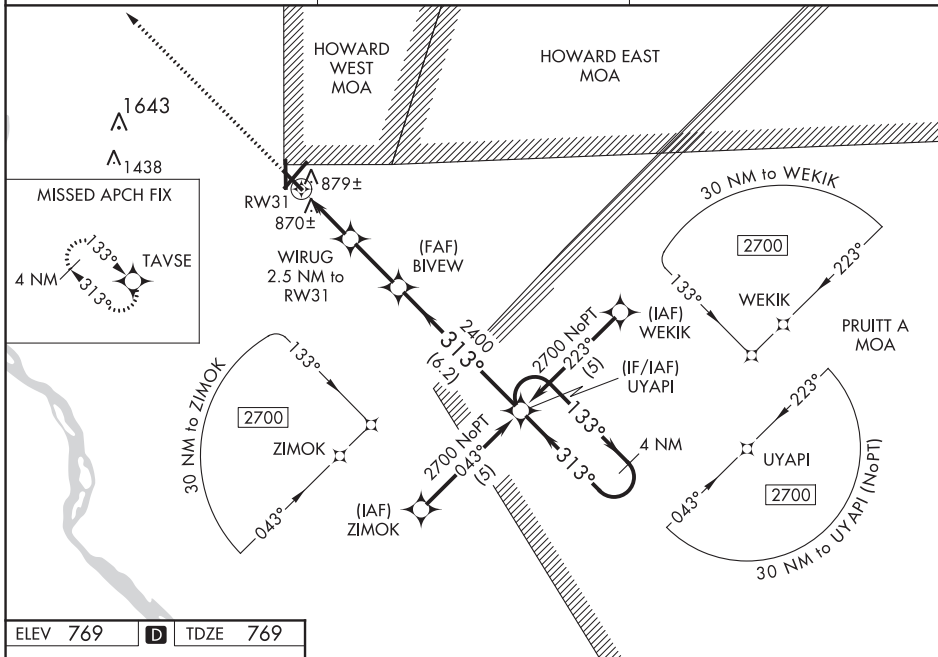
RNAV (GPS) RWY 31

QUINCY RGNL-BALDWIN FIELD (UIN)

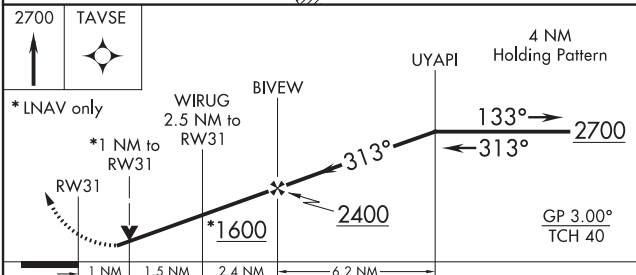
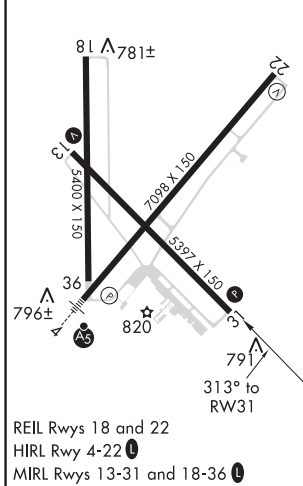
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ¼ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MISSED APPROACH:
Climb to 2700 direct
TAVSE and hold

ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF) 0
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ELEV 769	D	TDZE 769
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CATEGORY	A	B	C	D
LPV DA	1057-1		288 (300-1)	
LNAV/VNAV DA	1168-1½		399 (400-1½)	
LNAV MDA	1140-1		371 (400-1)	
CIRCLING	1180-1	1220-1	1220-1½	1320-2
	411 (500-1)	451 (500-1)	451 (500-1½)	551 (600-2)

QUINCY, ILLINOIS

AL-862 (FAA)

15288

RNAV (GPS) RWY 36

QUINCY RGNL-BALDWIN FIELD (UIN)

WAAS CH 97610 W36A	APP CRS 357°	Rwy Idg TDZE 759 Apt Elev 769	5400
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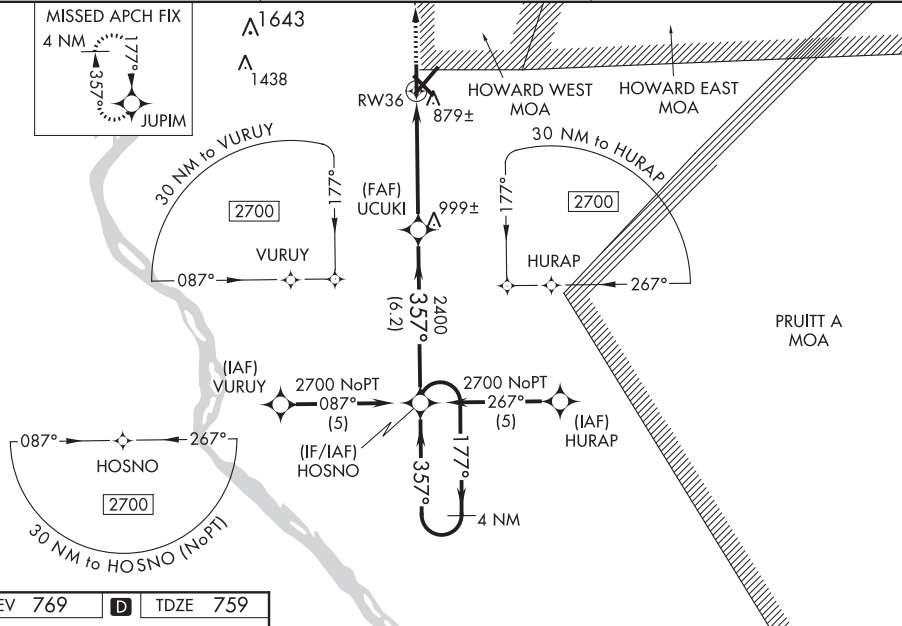
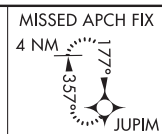
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ¼ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MISSED APPROACH:
Climb to 2700 direct JUPIM and hold.

ASOS
121.425

KANSAS CITY CENTER
126.225 317.775

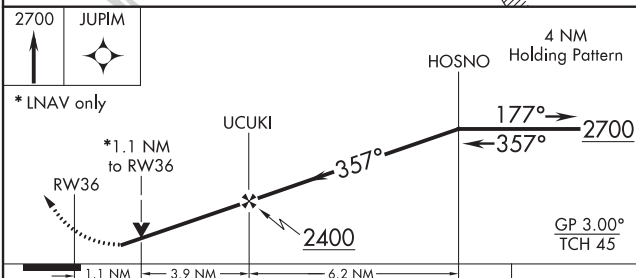
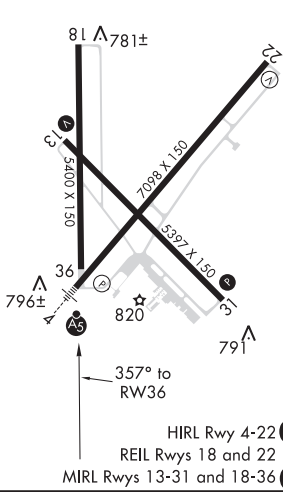
UNICOM
123.0 (CTAF) 0



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 769	D	TDZE 759
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CATEGORY	A	B	C	D
LPV DA	1073-1		314 (400-1)	
LNAV/VNAV DA	1181-1½		422 (500-1½)	
LNAV MDA	1140-1		381 (400-1)	
			1140-1¼ 381 (400-1¼)	
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

QUINCY, ILLINOIS
Orig 15JAN09

39°57'N-91°12'W

QUINCY RGNL-BALDWIN FIELD (UIN)

RNAV (GPS) RWY 36

LOC I-UIIN 110.1	APP CRS 218°	Rwy Idg TDZE Apt Elev	7098 749 769
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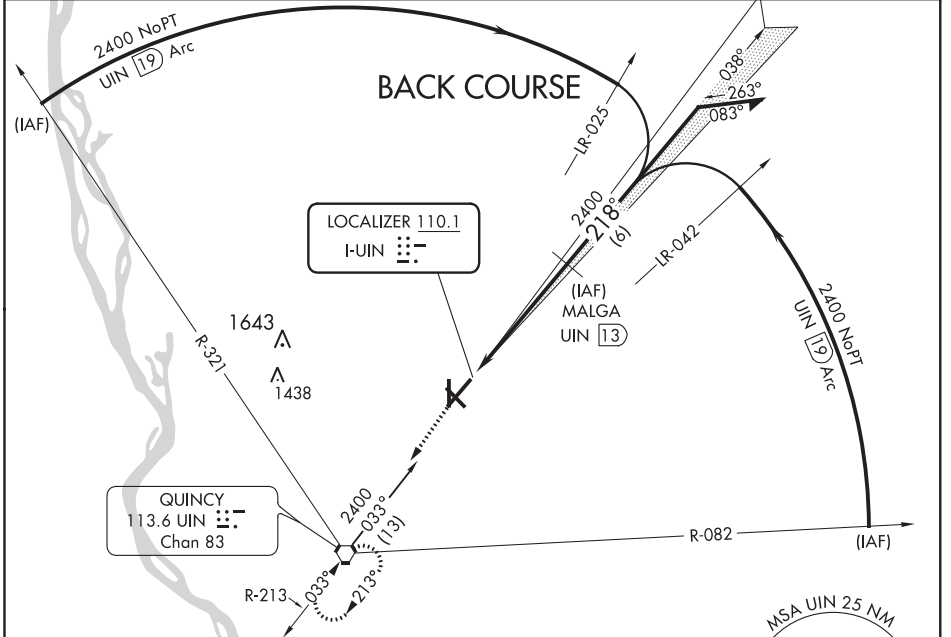
LOC/DME BC RWY 22

QUINCY RGNL-BALDWIN FIELD (UIN)

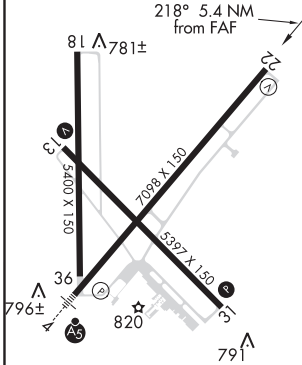
Simultaneous reception of I-UIIN and UIN DME Required.
DME from UIN VORTAC.

MISSED APPROACH: Climb to 2400
direct UIN VORTAC and hold.

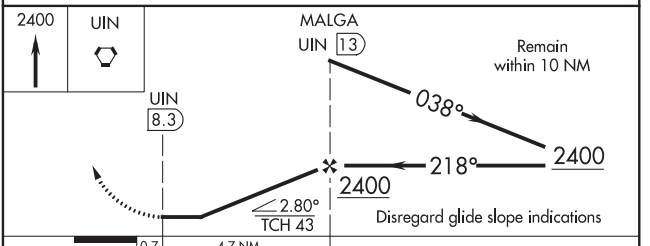
ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF)
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ELEV 769	D	TDZE 749
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REIL Rws 18 and 22
HIRL Rwy 4-22
MIRL Rws 13-31 and 18-36



CATEGORY	A	B	C	D
S-22	1140-1	391 (400-1)		1140-1¼ 391 (400-1¼)
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

QUINCY, ILLINOIS

AL-862 (FAA)

15288

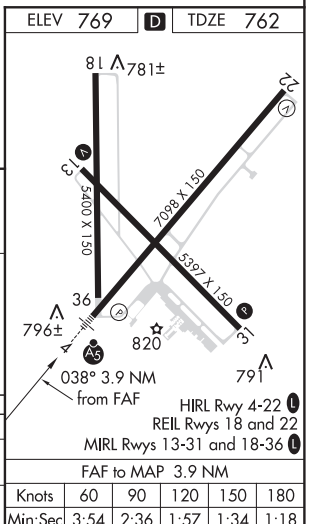
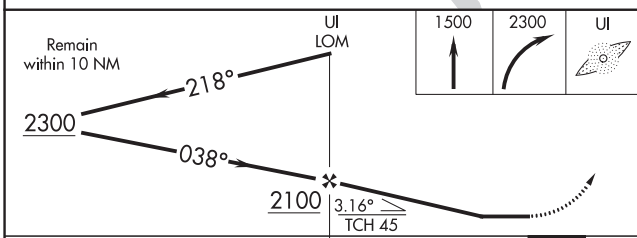
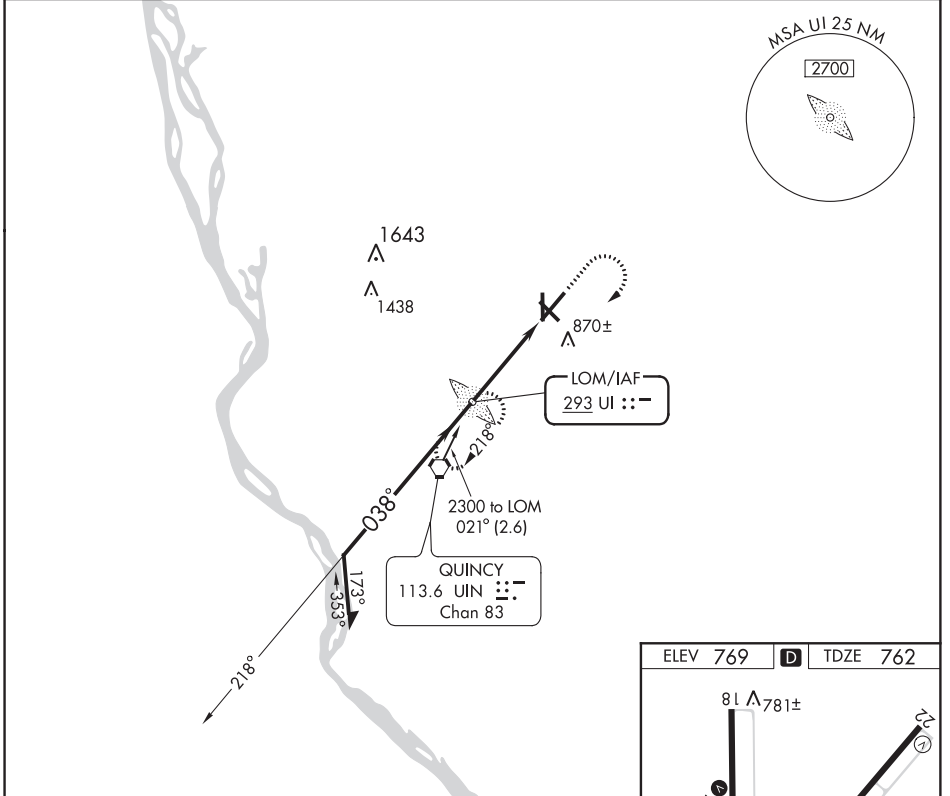
LOM UI	APP CRS	Rwy Idg	7098
293	038°	TDZE	762
		Apt Elev	769

NDB RWY 4

QUINCY RGNL-BALDWIN FIELD (UIN)

NA	MALSR AS	MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct UI LOM and hold
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ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-4	1180-3/4 418 (500-3/4)			1180-1 418 (500-1)
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1 1/2 451 (500-1 1/2)	1320-2 551 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

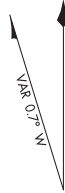
QUINCY RGNL-BALDWIN FIELD (UIN)
QUINCY, ILLINOIS

AL-862 (FAA)

ASOS
121.425
CTAF/UNICOM
123.0



FIELD
ELEV
769

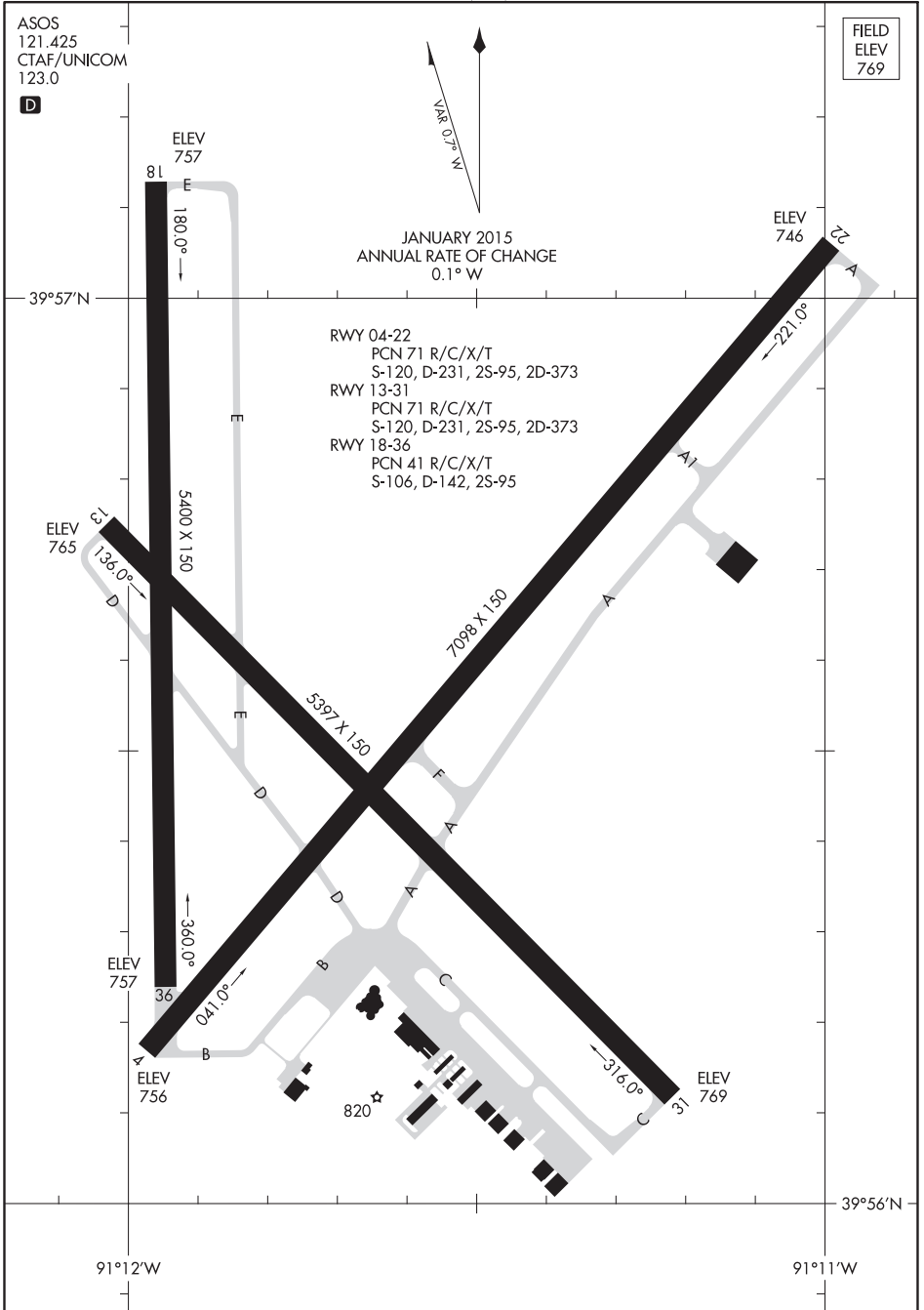


JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

- RWY 04-22
PCN 71 R/C/X/T
S-120, D-231, 2S-95, 2D-373
- RWY 13-31
PCN 71 R/C/X/T
S-120, D-231, 2S-95, 2D-373
- RWY 18-36
PCN 41 R/C/X/T
S-106, D-142, 2S-95

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

QUINCY, ILLINOIS
QUINCY RGNL-BALDWIN FIELD (UIN)

LOC I-RAC 108.7	APP CRS 041°	Rwy Idg 5840
		TDZE 668
		Apt Elev 674

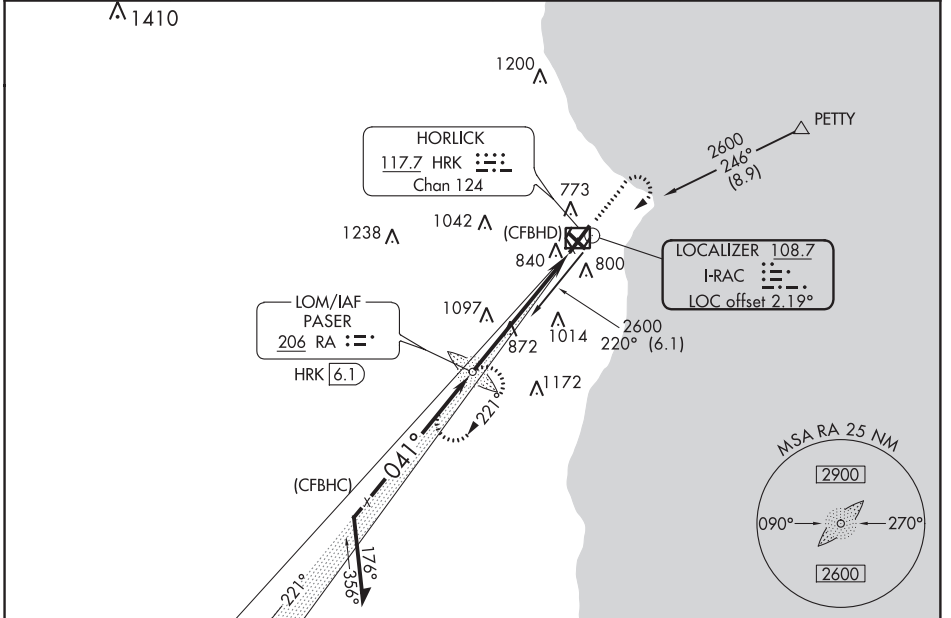
ILS or LOC RWY 4

JOHN H. BATTEN (RAC)

NA Circling to Rwy 32 NA at night. When VGSI inop, Circling Rwy 14, and Rwy 22 NA at night. Inoperative table does not apply. ADF required. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all DA 34 feet and all MDA 40 feet. Visibility reduction by helicopters NA. When VGSI inop, straight-in minimums NA at night.

MALSF MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct PASER LOM and hold.

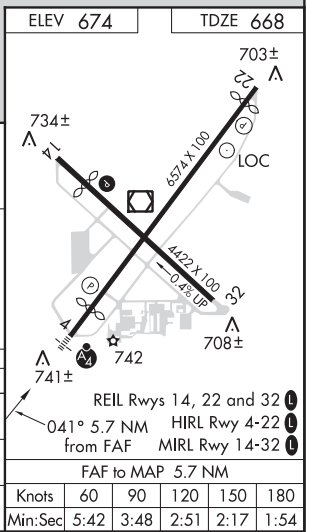
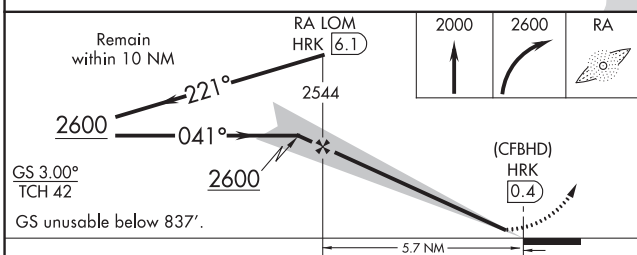
ASOS 117.7	MILWAUKEE APP CON 135.875 (SOUTH) 317.725	CLNC DEL 120.15	UNICOM 123.075 (CTAF)
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ADF, RADAR or DME REQUIRED




WAAS CH 97516 W04A	APP CRS 039°	Rwy Idg TDZE Apt Elev	5840 668 674
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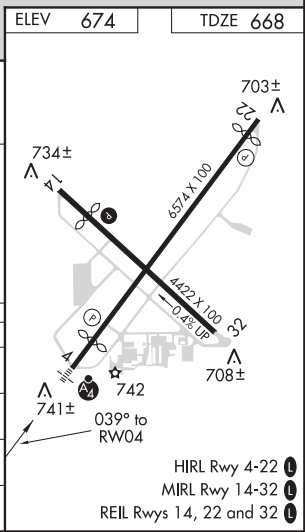
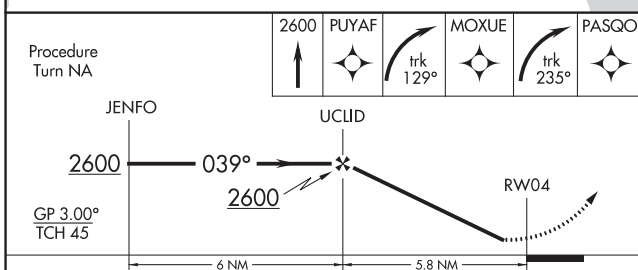
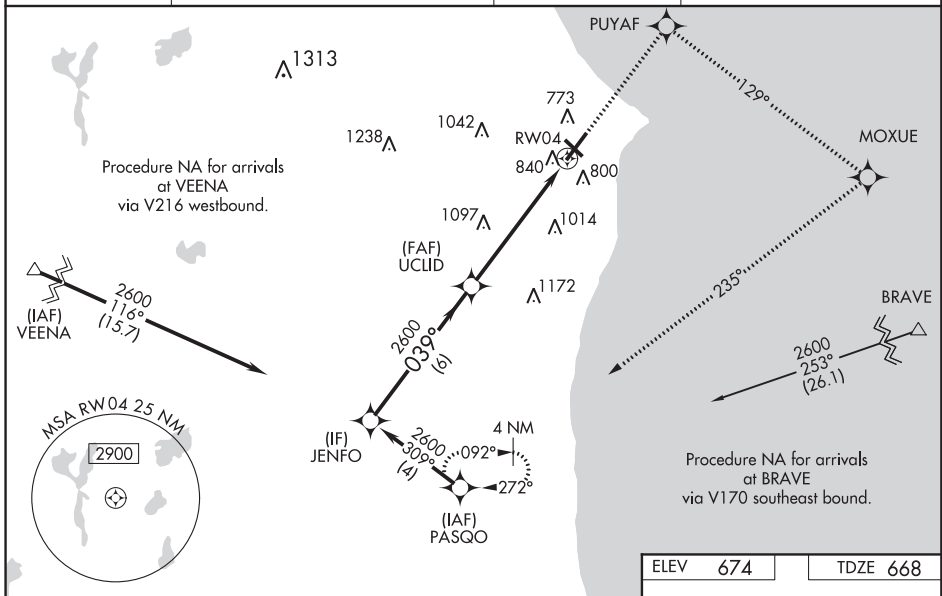
RNAV (GPS) RWY 4

JOHN H. BATTEN (RAC)

⚠ Baro-VNAV NA when using General Mitchell Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°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 General Mitchell Intl altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile; LNAV Cats C and D visibility ¼ mile. Inoperative table does not apply. When VGSI inop, Straight-in/Circling Rwy 4 procedure NA at night. When VGSI inop, Circling Rwy 14 and Rwy 22 NA at night. Circling Rwy 32 NA at night.

MALSF

MISSED APPROACH: Climb to 2600 direct PUYAF and right turn via track 129° to MOXUE and right turn via track 235° to PASQO and hold.

ASOS 117.7	MILWAUKEE APP CON 135.875 (SOUTH) 317.725	CLNC DEL 120.15	UNICOM 123.075 (CTAF) 
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CATEGORY	A	B	C	D
LPV DA	988-1 320 (400-1)			
LNAV/VNAV DA	1100-1½ 432 (500-1½)			
LNAV MDA	1160-1 492 (500-1)	1160-1¼ 492 (500-1¼)	1160-1½ 492 (500-1½)	
CIRCLING	1160-1 486 (500-1)	1160-1½ 486 (500-1½)	1240-2 566 (600-2)	

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53516 W22A	APP CRS 219°	Rwy ldg 6184 TDZE 666 Apt Elev 674
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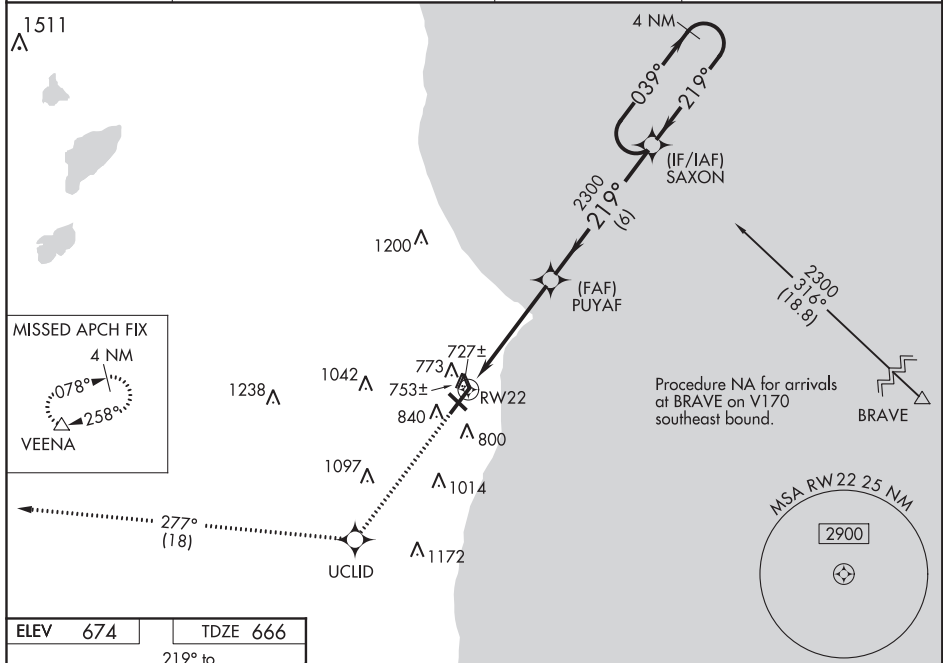
RNAV (GPS) RWY 22

JOHN H. BATTEN (RAC)

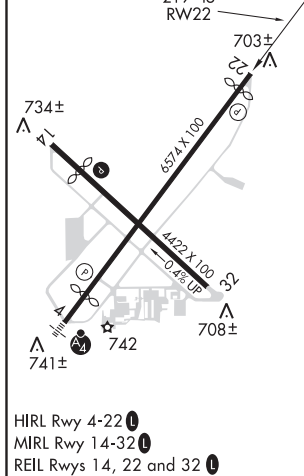
⚠ Baro-VNAV NA when using General Mitchell Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When VGSI inop, Circling Rwy 14 procedure NA at night. When VGSI inop, Straight-in/Circling Rwy 22 procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all DA 34 feet, all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile. Circling Rwy 32 procedure NA at night.

MISSED APPROACH: Climb to 3000 direct UCLID and on track 277° to VEENA and hold.

ASOS 117.7	MILWAUKEE APP CON 135,875 (SOUTH) 317.725	CLNC DEL 120.15	UNICOM 123.075 (CTAF) 0
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ELEV 674	TDZE 666
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3000	UCLID	trk 277°	VEENA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 46).
			PUYAF	SAXON
			2300	2300
			4.9 NM	6 NM
CATEGORY	A	B	C	D
LPV DA		949-1	283 (300-1)	
LNAV/VNAV DA		997-1	331 (400-1)	
LNAV MDA		1020-1	354 (400-1)	1020-1½ 354 (400-1½)
CIRCLING	1140-1	466 (500-1)	1140-1½ 466 (500-1½)	1240-2 566 (600-2)

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EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4422
315°	TDZE	667
	Apt Elev	674

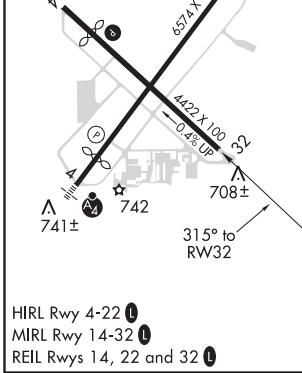
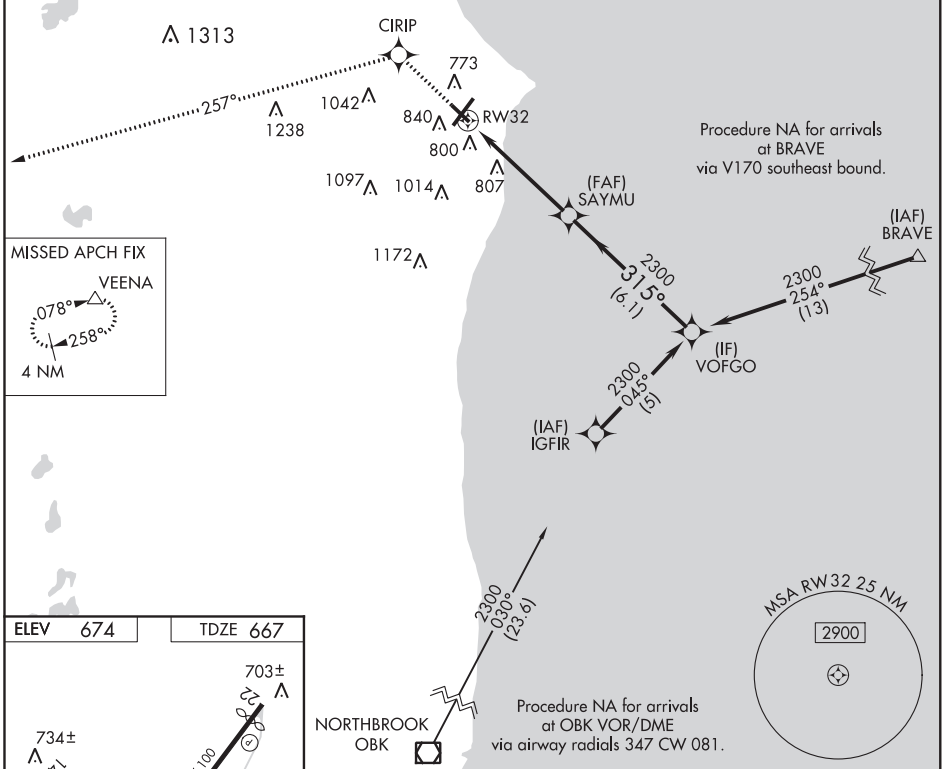
RNAV (GPS) RWY 32

JOHN H. BATTEN (RAC)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDA 40 feet and LNAV Cat C and D visibility ¼ mile. Straight-in/Circling Rwy 32 procedure NA at night. When VGSI inop, Circling Rwy 14 and 22 NA at night.

▲ MISSED APPROACH: Climb to 3000 direct CIRIP and via track 257° to VEENA and hold.

ASOS	MILWAUKEE APP CON	CLNC DEL	UNICOM
117.7	135.875 (SOUTH) 317.725	120.15	123.075 (CTAF) ☎



3000	CIRIP	VEENA	Procedure Turn NA	
↑	✧	tr 257°	SAYMU	VOFGO
RWY 32		315°	2300	2300
5 NM		6.1 NM		
CATEGORY	A	B	C	D
LNAV MDA	1060-1 393 (400-1)			1060-1½ 393 (400-1½)
CIRCLING	1140-1	466 (500-1)	1140-1½ 466 (500-1½)	1240-2 566 (600-2)

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EC-3, 10 NOV 2016 to 05 JAN 2017

VOR/DME HRK 117.7 Chan 124	APP CRS 038°	Rwy Idg 5840 TDZE 668 Apt Elev 674
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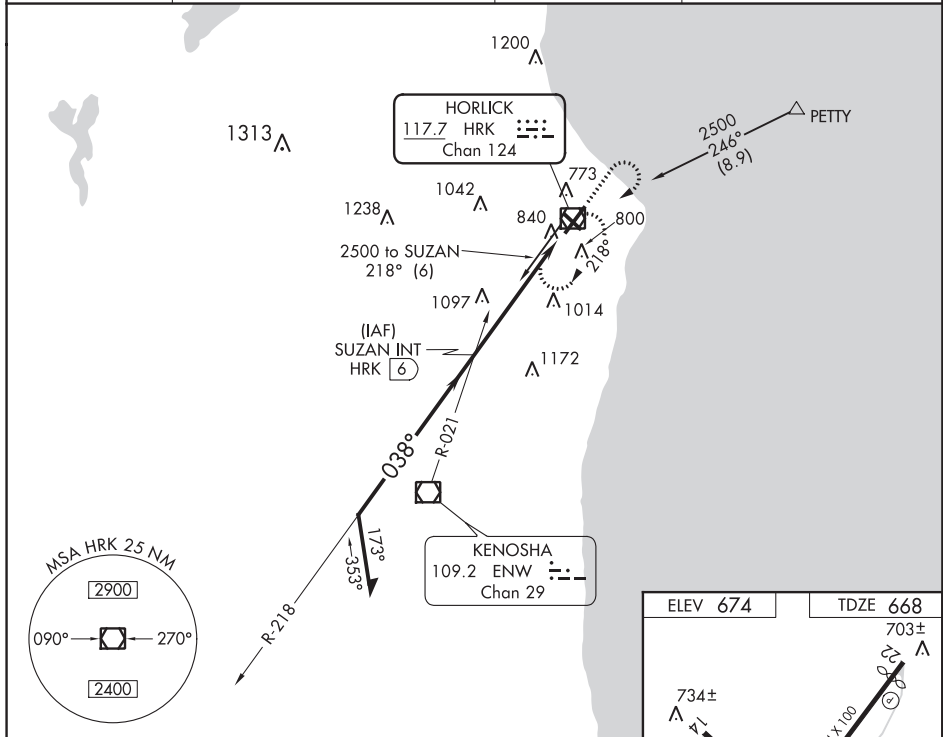
VOR RWY 4

JOHN H. BATTEN (RAC)

▽ Visibility reduction by helicopters NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDA 40 feet. Inoperative table does not apply. When VGSI inop Straight-in/ Circling Rwy 4 procedure NA at night. When VGSI inop Circling Rwy 14 and Rwy 22 NA at night. Circling Rwy 32 NA at night.

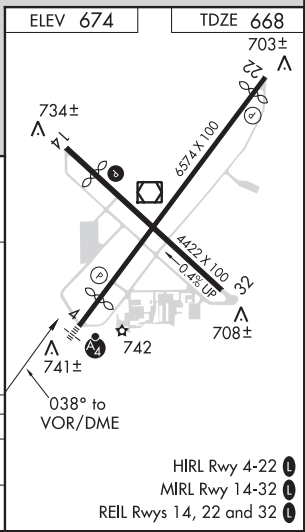
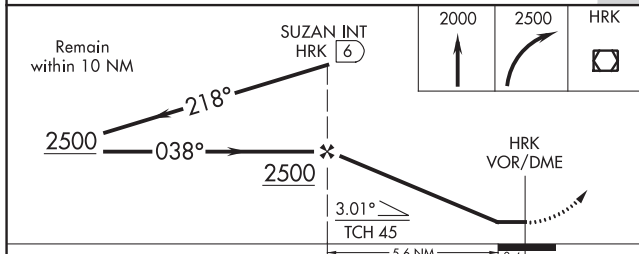
▲ MISLSF MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct HRK VOR/DME and hold.

ASOS 117.7	MILWAUKEE APP CON 135.875 (SOUTH) 317.725	CLNC DEL 120.15	UNICOM 123.075 (CTAF) 0
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EC-3, 10 NOV 2016 to 05 JAN 2017



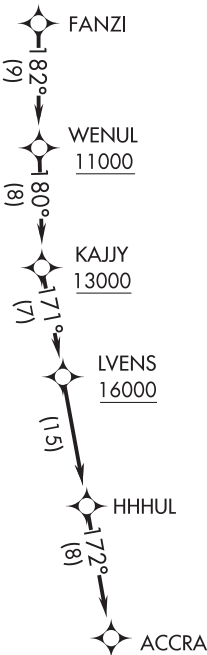
CATEGORY	A	B	C	D
S-4	1360-1	692 (700-1)	1360-2	692 (700-2)
CIRCLING	1360-1	686 (700-1)	1360-2 686 (700-2)	1360-2¼ 686 (700-2¼)

HIRL Rwy 4-22
 MIRL Rwy 14-32
 REIL Rws 14, 22 and 32

ACCRA TWO DEPARTURE(RNAV)

MILWAUKEE DEP CON
135.875 317.725
CLNC DEL
120.15

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS:

Rwys 4, 14, 22, 32: Standard with minimum climb of 500' per NM to 1180.

- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Advise ATC if unable to comply with crossing restrictions.

(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ACCRA TWO DEPARTURE(RNAV)

(ACCRA2.ACCRA) 04FEB16

RACINE, WISCONSIN
JOHN H. BATTEN (RAC)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ACCRA TWO DEPARTURE(RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 4, 14, 22, 32: Climb on assigned heading for RADAR vectors to FANZI, thence. . . .

. . . on track 182° to cross WENUL at or above 11000, then on track 180° to cross KAJJY at or above 13000, then on track 171° to cross LVENS at or above 16000, then on track 171° to HHHUL, then on track 172° to ACCRA. Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 32: Blast fence 18' from DER, 103' left of centerline, 10' AGL/682' MSL. Vehicle on road 11' from DER, left and right of centerline, 15' AGL/688' MSL. Antennas beginning 143' from DER, 209' left of centerline, up to 63' AGL/736' MSL. OL on pole 215' from DER, 116' right of centerline, 25' AGL/698' MSL. Trees beginning 97' from DER, 66' left of centerline, up to 72' AGL/748' MSL. Trees beginning 357' from DER, 292' right of centerline up to 59' AGL/732' MSL.
- Rwy 14: Vehicle on road beginning 184' from DER, right and left of centerline, up to 15' AGL/672' MSL. Tree 19' from DER, 314' left of centerline, 55' AGL/702' MSL. Trees beginning 71' from DER, 2' right of centerline, up to 100' AGL/753' MSL. OL on light stand 361' from DER, 525' right of centerline, 60' AGL/717' MSL. Antenna 821' from DER, 375' left of centerline, 48' AGL/698' MSL.
- Rwy 4: Railroad beginning 18' from DER, right and left of centerline up to 23' AGL/676' MSL. Trees beginning 195' from DER, 124' left of centerline, up to 52' AGL/712' MSL. Vehicle on road beginning 159' from DER, left and right of centerline, up to 15' AGL/675' MSL. Trees beginning 64' from DER, 96' right of centerline up to 65' AGL/711' MSL. Poles beginning 220' from DER, 309' left of centerline, up to 45' AGL/695' MSL. Pole 688' from DER, 419' right of centerline, 53' AGL/697' MSL.
- Rwy 22: Vehicle on road, 26' from DER, right and left of centerline, 15' AGL/691' MSL. Light standard, 35' from DER, 426' left of centerline, 21' AGL/694' MSL. Trees beginning 252' from DER, 168' left of centerline, up to 86' AGL/713' MSL. Trees beginning 205' from DER, 37' right of centerline, up to 87' AGL/763' MSL. Antenna 3842' from DER, 1213' right of centerline, 104' AGL/797' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

UECKR THREE DEPARTURE (RNAV)

ASOS
117.7
CLNC DEL
120.15
MILWAUKEE DEP CON
135.875 317.725

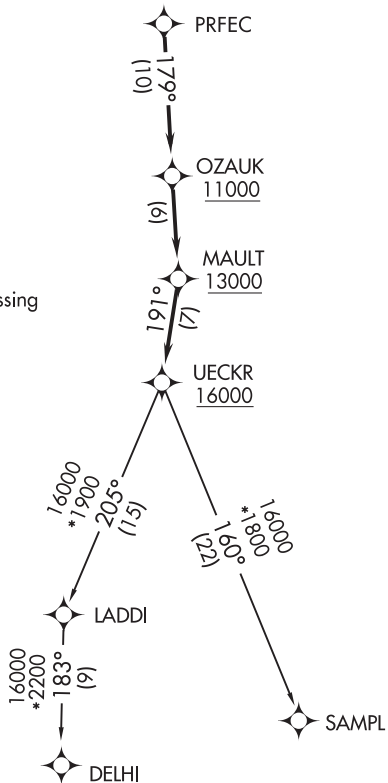
**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:

Rwys 4, 14, 22, 32: Standard with minimum
climb of 500' per NM to 1180.



- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Notify ATC if unable to comply with crossing restrictions.



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

UECKR THREE DEPARTURE (RNAV)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

UECKR THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 4, 14, 22, 32: Climb on assigned heading for RADAR vectors to PRFEC, thence. . . .

. . . on track 179° to cross OZAUK at or above 11000, then on track 179° to cross MAULT at or above 13000, then on track 191° to cross UECKR at or above 16000, then via (transition). Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR3.DELHI):

SAMPL TRANSITION (UECKR3.SAMPL):

TAKEOFF OBSTACLE NOTES:

- Rwy 32: Blast fence 18' from DER, 103' left of centerline, 10' AGL/682' MSL. Vehicle on road 11' from DER, left and right of centerline, 15' AGL/688' MSL. Antennas beginning 143' from DER, 209' left of centerline, up to 63' AGL/736' MSL. OL on pole 215' from DER, 116' right of centerline, 25' AGL/698' MSL. Trees beginning 97' from DER, 66' left of centerline, up to 72' AGL/748' MSL. Trees beginning 357' from DER, 292' right of centerline up to 59' AGL/732' MSL.
- Rwy 14: Vehicle on road beginning 184' from DER, right and left of centerline, up to 15' AGL/672' MSL. Tree 19' from DER, 314' left of centerline, 55' AGL/702' MSL. Trees beginning 71' from DER, 2' right of centerline, up to 100' AGL/753' MSL. OL on light stand 361' from DER, 525' right of centerline, 60' AGL/717' MSL. Antenna 821' from DER, 375' left of centerline, 48' AGL/698' MSL.
- Rwy 4: Railroad beginning 18' from DER, right and left of centerline up to 23' AGL/676' MSL. Trees beginning 195' from DER, 124' left of centerline, up to 52' AGL/712' MSL. Vehicle on road beginning 159' from DER, left and right of centerline, up to 15' AGL/675' MSL. Trees beginning 64' from DER, 96' right of centerline up to 65' AGL/711' MSL. Poles beginning 220' from DER, 309' left of centerline, up to 45' AGL/695' MSL. Pole 688' from DER, 419' right of centerline, 53' AGL/697' MSL.
- Rwy 22: Vehicle on road, 26' from DER, right and left of centerline, 15' AGL/691' MSL. Light standard, 35' from DER, 426' left of centerline, 21' AGL/694' MSL. Trees beginning 252' from DER, 168' left of centerline, up to 86' AGL/713' MSL. Trees beginning 205' from DER, 37' right of centerline, up to 87' AGL/763' MSL. Antenna 3842' from DER, 1213' right of centerline, 104' AGL/797' MSL.

WAAS CH 62937 W09A	APP CRS 091°	Rwy Idg TDZE 735 Apt Elev 738	5001 735 738
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RNAV (GPS) RWY 9

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

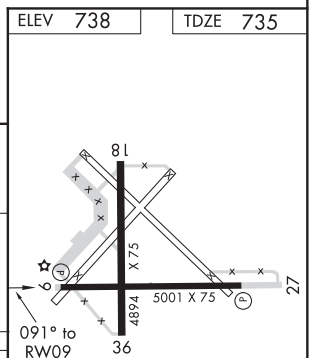
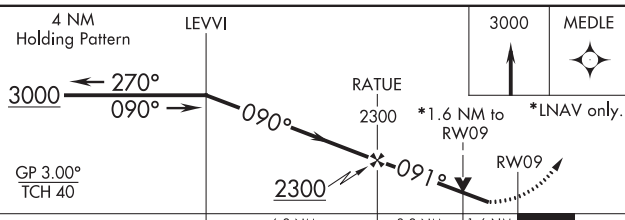
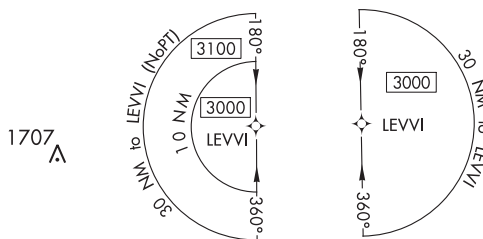
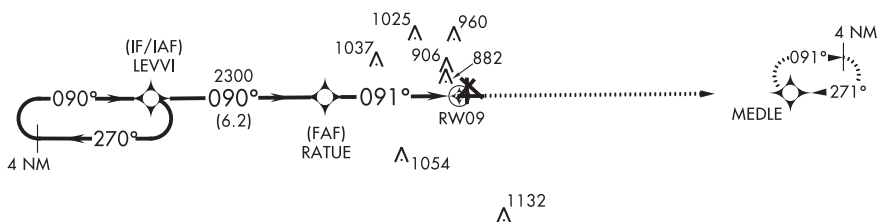
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 1/8 mile and Circling Cats C/D visibility 1/4 mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 3000 direct
MEDLE and hold.

AWOS-3
119.025

CHAMPAIGN APP CON ★
121.35 285.65

UNICOM
123.0 (CTAF) ①



CATEGORY	A	B	C	D
LPV DA	985-1		250 (300-1)	
LNAV/VNAV DA	1167-1½		432 (500-1½)	
LNAV MDA	1280-1 545 (600-1)		1280-1½ 545 (600-1½)	
C CIRCLING	1280-1 542 (600-1)		1380-1¾ 642 (700-1¾) 1420-2¼ 682 (700-2¼)	

REIL Rwy 9 and 27 ①
MIRL Rwy 9-27 and 18-36 ①

RANTOUL, ILLINOIS

AL-9195 (FAA)

16203

WAAS CH 90239 W18A	APP CRS 181°	Rwy Idg 4894 TDZE 738 Apt Elev 738
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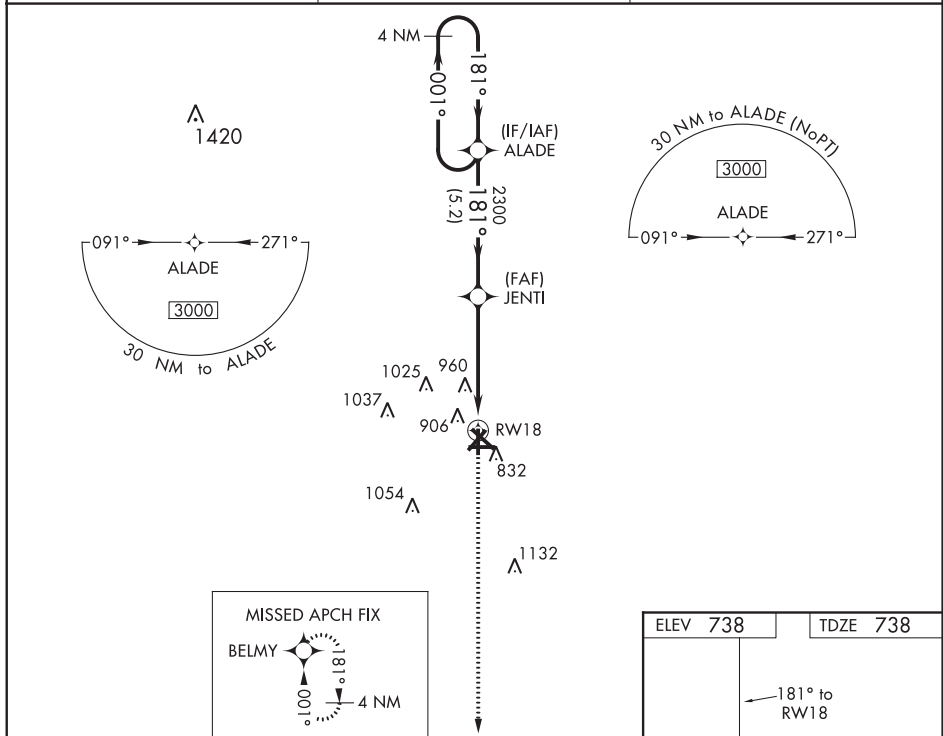
RNAV (GPS) RWY 18

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

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 Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase LPV DA to 1056 and all visibilities to 1½ mile, increase LNAV/VNAV DA to 1312 and all visibilities to 2 mile; increase all MDA 60 feet; increase LNAV and Circling Cats C/D visibility ¼ mile.

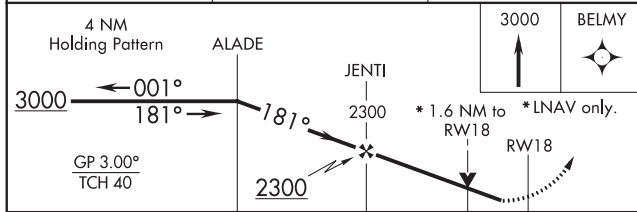
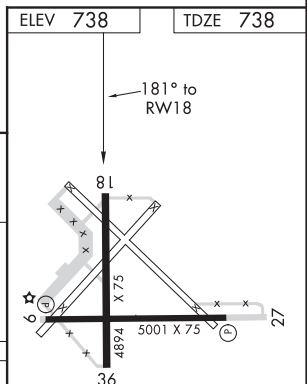
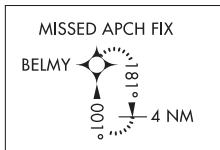
MISSED APPROACH: Climb to 3000 direct BELMY and hold.

AWOS-3 119.025	CHAMPAIGN APP CON ★ 121.35 285.65	UNICOM 123.0 (CTAF) 0
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	1015-1		277 (300-1)	
LNAV/VNAV DA	1271-17/8		533 (600-17/8)	
LNAV MDA	1280-1	542 (600-1)	1280-17/8	542 (600-17/8)
CIRCLING	1280-1	542 (600-1)	1380-13/4	1420-21/4
			642 (700-13/4)	682 (700-21/4)

REIL Rwy 9 and 27 0
MIRL Rwy 9-27 and 18-36 0

RANTOUL, ILLINOIS

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

Amdt 2 21JUL16

40°18'N-88°09'W

RNAV (GPS) RWY 18

WAAS CH 42737 W27A	APP CRS 271°	Rwy Idg TDZE Apt Elev	5001 733 738
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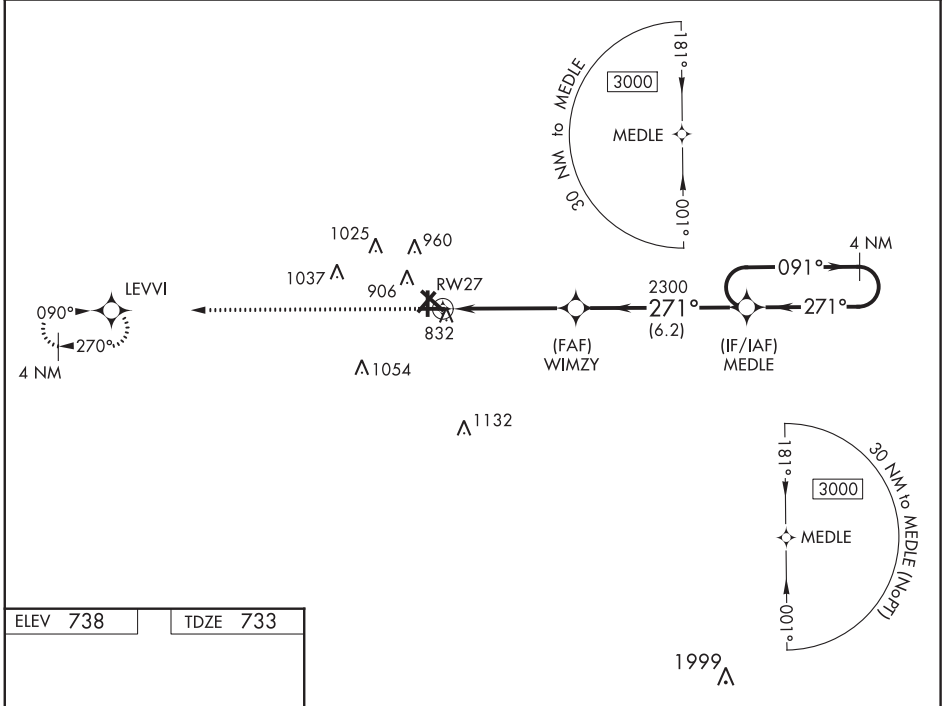
RNAV (GPS) RWY 27

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

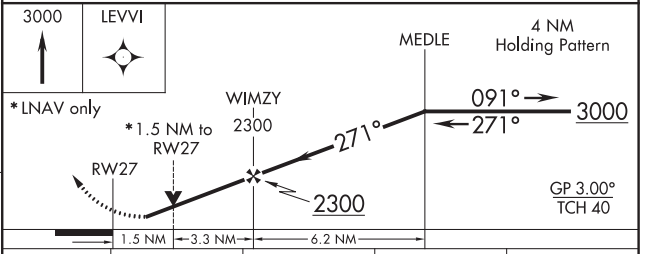
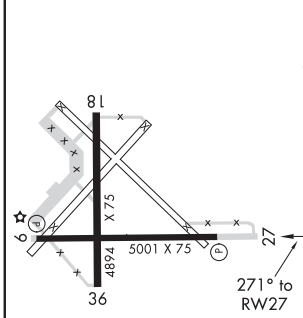
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile and LNAV and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. Helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH: Climb to 3000 direct LEVVI and hold.

AWOS-3 119.025	CHAMPAIGN APP CON ★ 121.35 285.65	UNICOM 123.0 (CTAF) ①
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ELEV 738	TDZE 733
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CATEGORY	A	B	C	D
LPV DA	983-1		250 (300-1)	
LNAV/VNAV DA	1029-1		296 (300-1)	
LNAV MDA	1240-1 507 (600-1)		1240-1 3/8 507 (600-1 3/8)	
C CIRCLING	1240-1 502 (600-1)	1280-1 542 (600-1)	1380-1 3/4 642 (700-1 3/4)	1420-2 1/4 682 (700-2 1/4)

REIL Rwy 9 and 27 **①**
MIRL Rwy 9-27 and 18-36 **①**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RANTOUL, ILLINOIS

AL-9195 (FAA)

15288

WAAS CH 61137 W36A	APP CRS 001°	Rwy ldg TDZE 736 Apt Elev 738	4894
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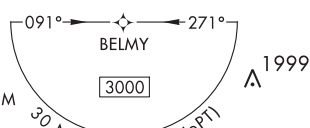
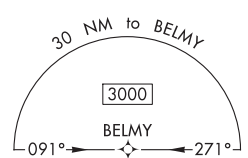
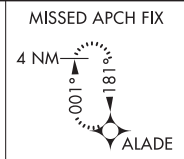
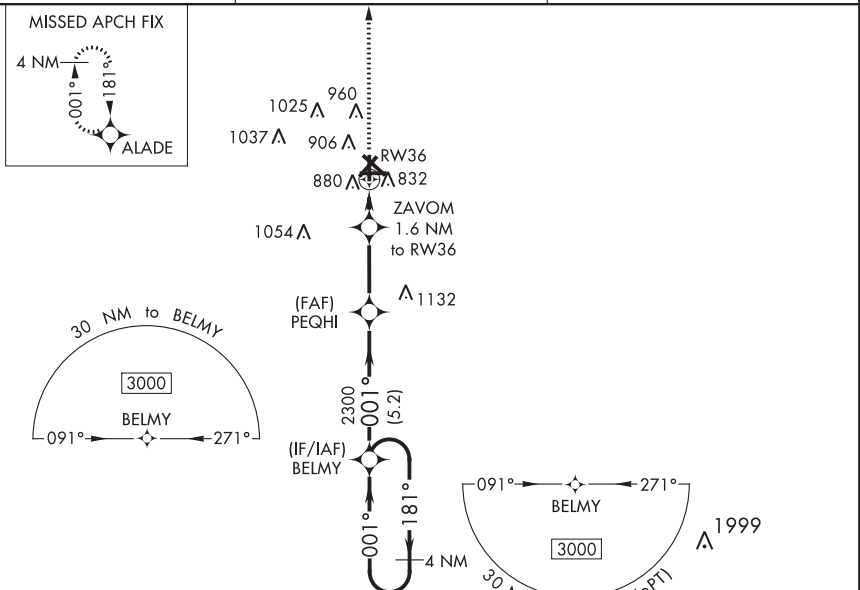
RNAV (GPS) RWY 36

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

⚠ Baro-VNAV NA when using Champaign Urbana altimeter setting. 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 Champaign Urbana altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV and Circling Cats C/D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

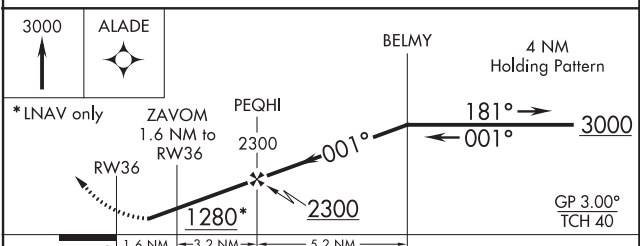
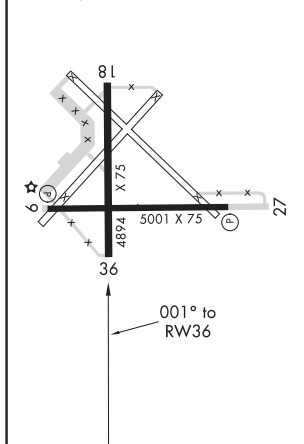
MISSED APPROACH:
Climb to 3000 direct ALADE and hold.

AWOS-3 119.025	CHAMPAIGN APP CON * 121.35 285.65	UNICOM 123.0 (CTAF) 0
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ELEV 738	TDZE 736
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REIL Rwy 9 and 27
MIRL Rwy 9-27 and 18-36



CATEGORY	A	B	C	D
LPV DA	986-1 250 (300-1)			
LNAV/VNAV DA	1147-1 3/8 411 (500-1 3/8)			
LNAV MDA	1140-1 404 (500-1)		1140-1 3/8 404 (500-1 3/8)	
C CIRCLING	1220-1 482 (500-1)	1280-1 542 (600-1)	1380-1 3/4 642 (700-1 3/4)	1420-2 1/4 682 (700-2 1/4)

RANTOUL, ILLINOIS
Amdt 1 15OCT15

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)
40°18'N-88°09'W

RNAV (GPS) RWY 36

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

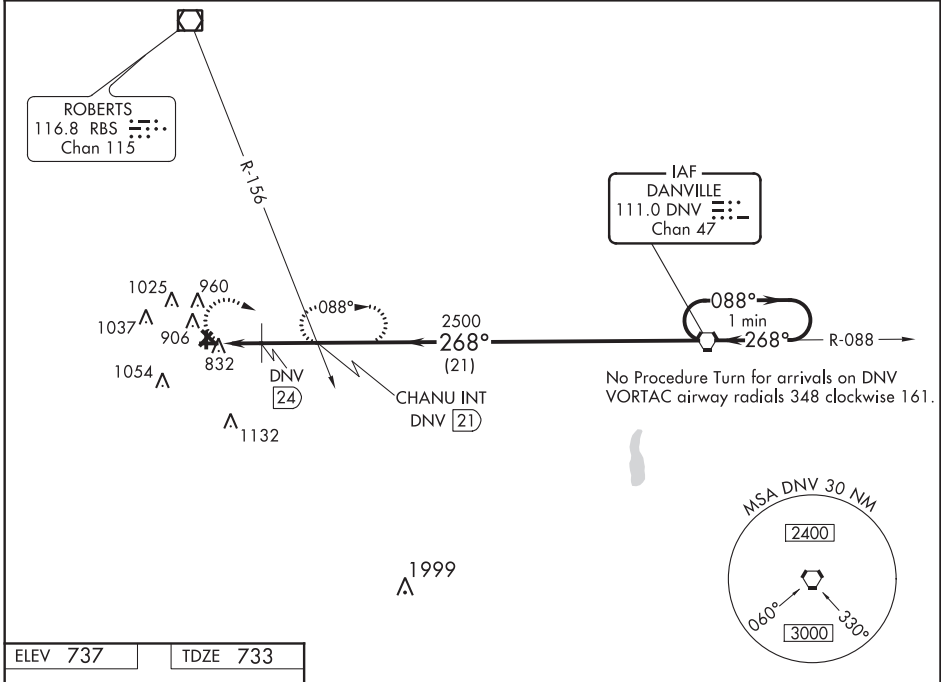
VORTAC DNV 111.0 Chan 47	APP CRS 268°	Rwy Idg TDZE Apt Elev	5001 733 737
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VOR RWY 27

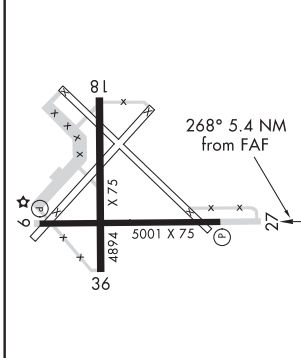
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

MISSED APPROACH: Climbing right turn to 2500 via DNV R-268 to CHANU Int and hold.

AWOS-3 119.025	CHAMPAIGN APP CON ★ 121.35 285.65	UNICOM 123.0 (CTAF) 0
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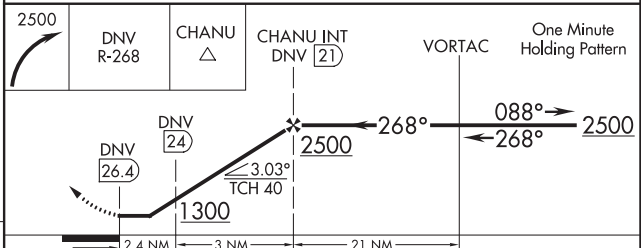
ELEV 737	TDZE 733
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REIL Rws 9 and 27
MRL Rws 9-27 and 18-36

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-27	1300-1 567 (600-1)		1300-1½ 567 (600-1½)	1300-1¾ 567 (600-1¾)
CIRCLING	1300-1 563 (600-1)		1320-1½ 583 (600-1½)	1320-2 583 (600-2)
DME MINIMUMS				
S-27	1160-1 427 (500-1)		1160-1¼ 427 (500-1¼)	1160-1½ 427 (500-1½)
CIRCLING	1220-1 483 (500-1)	1260-1 523 (600-1)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

REEDSBURG, WISCONSIN

AL-6176 (FAA)

15344

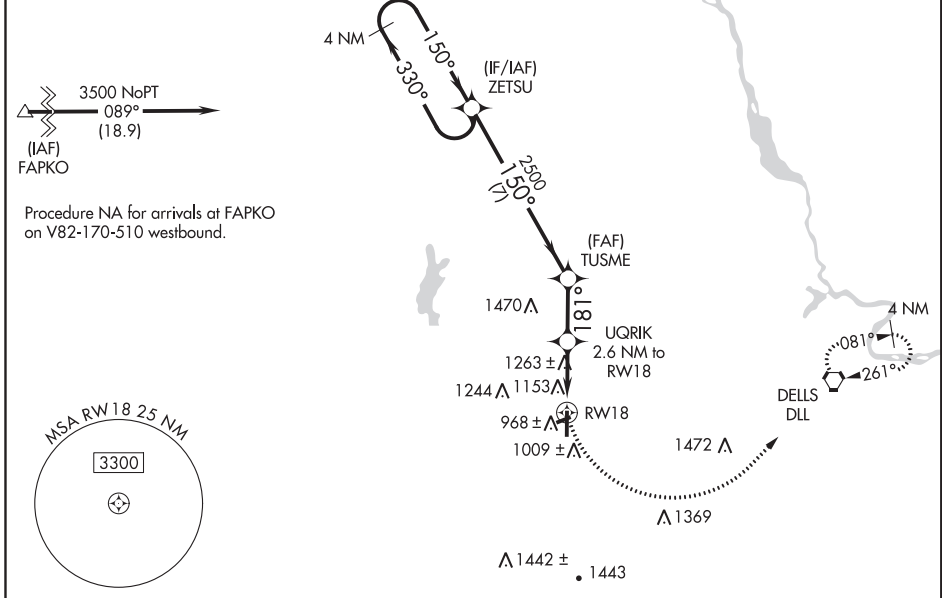
WAAS CH 78427 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev	4100 905 906
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RNAV (GPS) RWY 18

REEDSBURG MUNI (C35)

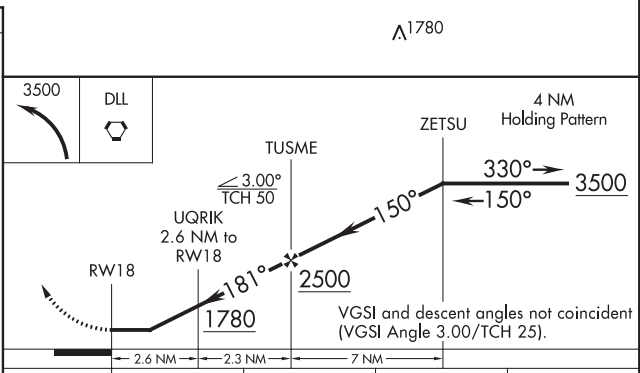
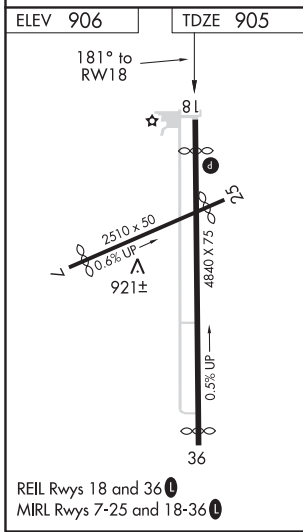
⚠ Use Baraboo altimeter setting; when not received, use Lone Rock altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.	MISSED APPROACH: Climbing left turn to 3500 direct DLL VORTAC and hold.			
AWOS-3PT 118.95	BARABOO AWOS-3 118.325	MADISON APP CON★ 135.45 343.7	GCO 121.725	UNICOM 122.8 (CTAF) 0

△1821



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LP MDA	1560-1	655 (700-1)		NA
LNAV MDA	1580-1	675 (700-1)		NA
CIRCLING	1600-1	694 (700-1)		NA

REEDSBURG, WISCONSIN
Orig-A 02APR15

43°32'N-89°59'W

REEDSBURG MUNI (C35) RNAV (GPS) RWY 18

WAAS CH 82727 W36A	APP CRS 360°	Rwy Idg 4100 TDZE 903 Apt Elev 906
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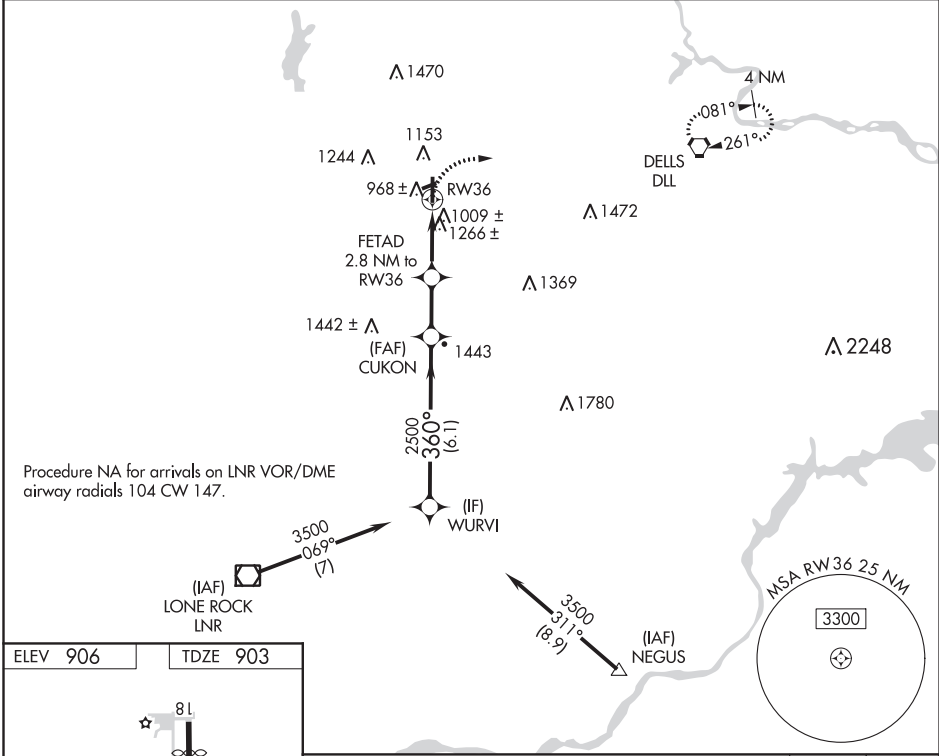
RNAV (GPS) RWY 36

REEDSBURG MUNI (C35)

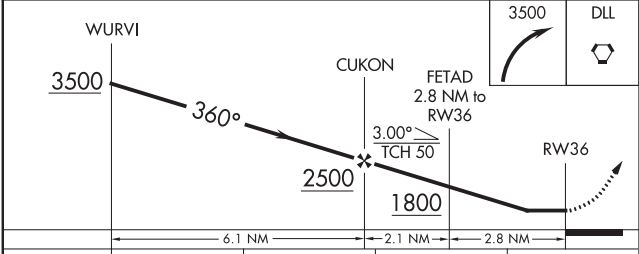
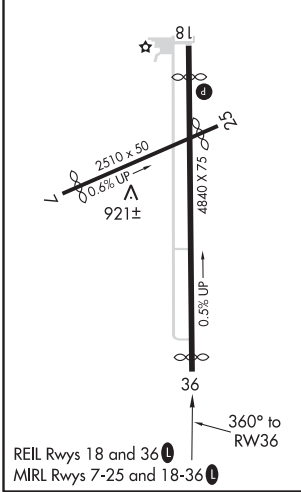
▼ Use Baraboo altimeter setting; when not received, use Lone Rock altimeter setting and increase all MDA 60 feet, increase LNAV and Circling Cat B visibility to 1¼.
▲ NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3500 direct DLL VORTAC and hold.

AWOS-3PT 118.95	BARABOO AWOS-3 118.325	MADISON APP CON ★ 135.45 343.7	GCO 121.725	UNICOM 122.8 (CTAF) 0
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ELEV 906	TDZE 903
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	A	B	C	D
CATEGORY				
LP MDA	1560-1	657 (700-1)		NA
LNAV MDA	1580-1	677 (700-1)		NA
CIRCLING	1600-1	694 (700-1)		NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

REEDSBURG, WISCONSIN

AL-6176 (FAA)

15092

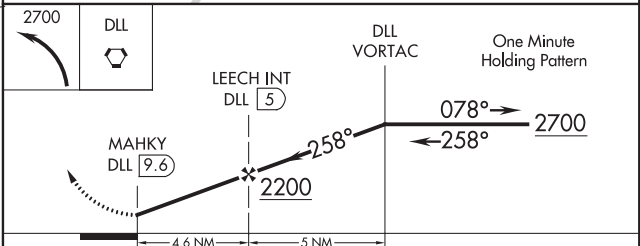
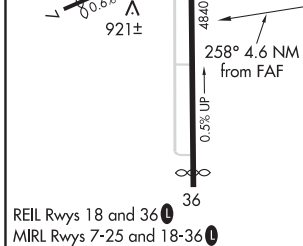
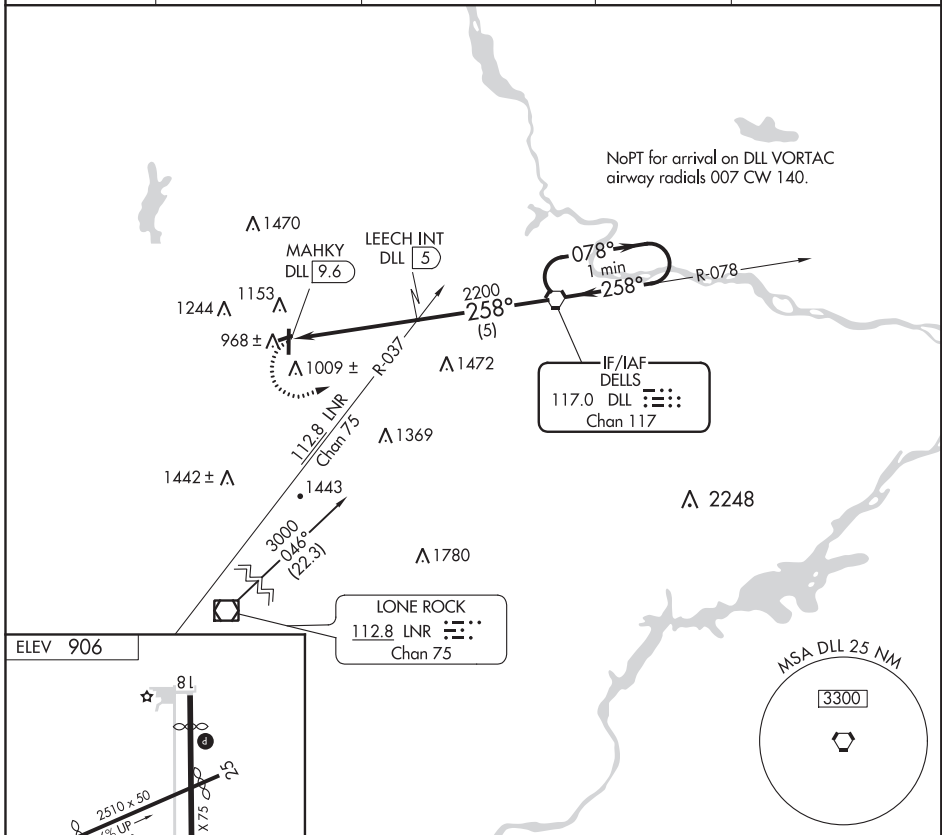
VORTAC DLL 117.0 Chan 117	APP CRS 258°	Rwy Ldg TDZE Apt Elev N/A N/A 906
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VOR-A
REEDSBURG MUNI (C35)

NA Procedure NA at night. Visibility reduction by helicopters NA. Use Baraboo altimeter setting, when not received use Lone Rock altimeter setting and increase all MDA 40 feet and increase all visibilities to 1/4 mile.

MISSED APPROACH: Climbing left turn to 2700 direct DLL VORTAC and hold.

AWOS-3PT 118.95	BARABOO AWOS-3 118.325	MADISON APP CON ★ 135.45 343.7	GCO 121.725	UNICOM 122.8 (CTAF) 0
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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	
CIRCLING	1700-1		794 (800-1)		NA

REEDSBURG, WISCONSIN
Amdt 5 05APR12

43°32'N-89°59'W

REEDSBURG MUNI (C35)
VOR-A

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-RHI 111.3	APP CRS 091°	Rwy Idg 6799
		TDZE 1624
		Apt Elev 1624

ILS or LOC RWY 9
RHINELANDER-ONEIDA COUNTY (RHI)

ADF REQUIRED. When local altimeter setting not received, use Tomahawk altimeter setting and increase DA 59 feet and MDA 60 feet, increase S-LOC 9 and Circling Cats C and D visibility ¼ mile, and increase ZINGI Fix Minimums S-LOC 9 and Circling Cats C and D visibility ¼ mile.
**DME from RHI VORTAC.

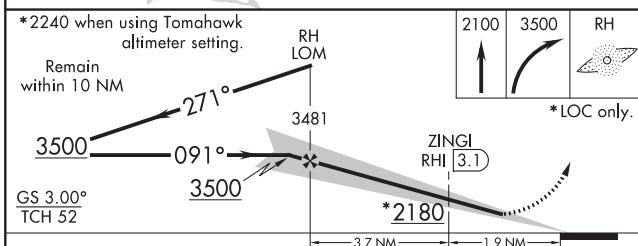
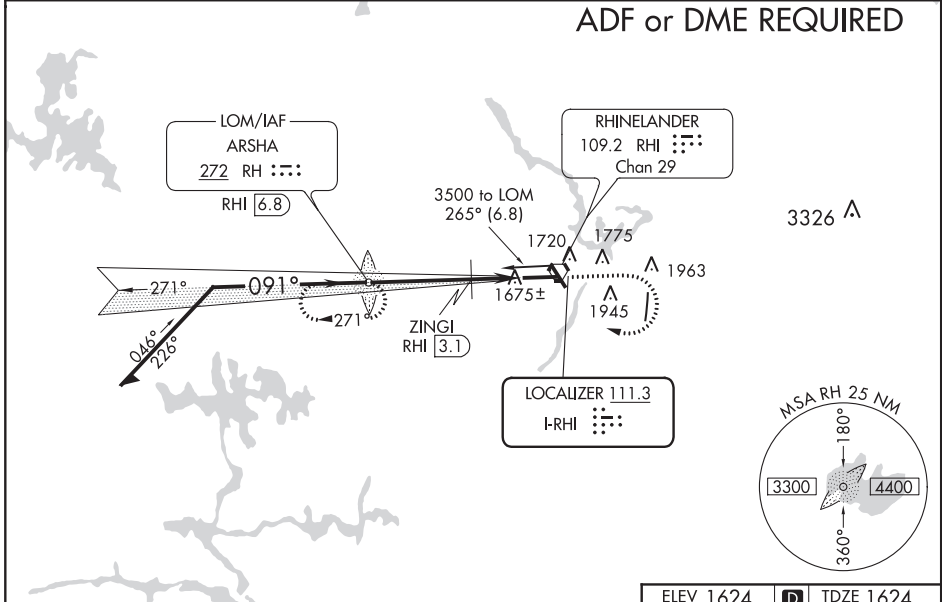


MISSED APPROACH: Climb to 2100 then climbing right turn to 3500 direct ARSHA LOM/RHI 6.8 DME and hold.

ASOS
126.825

MINNEAPOLIS CENTER
133.65 281.5

UNICOM
123.0 (CTAF)



ELEV 1624	D	TDZE 1624
HIRL Rwys 9-27 and 15-33		
REIL Rwy 15, 27 and 33		
FAF to MAP 5.6 NM		
Knots	60	90 120 150 180
Min:Sec	5:36	3:44 2:48 2:14 1:52

CATEGORY	A	B	C	D
S-ILS 9	1824-½ 200 (200-½)			
S-LOC 9	2180-½	556 (600-½)	2180-1	2180-1¼
CIRCLING	2180-1	2220-1	2260-1¾	2260-2
	556 (600-1)	596 (600-1)	636 (700-1¾)	636 (700-2)
ZINGI FIX MINIMUMS**				
S-LOC 9	2020-½ 396 (400-½)		2020-¾	
CIRCLING	2060-1	2220-1	2260-1¾	2260-2
	436 (500-1)	596 (600-1)	636 (700-1¾)	636 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97715 W09A	APP CRS 091°	Rwy Idg 6799 TDZE 1624 Apt Elev 1624
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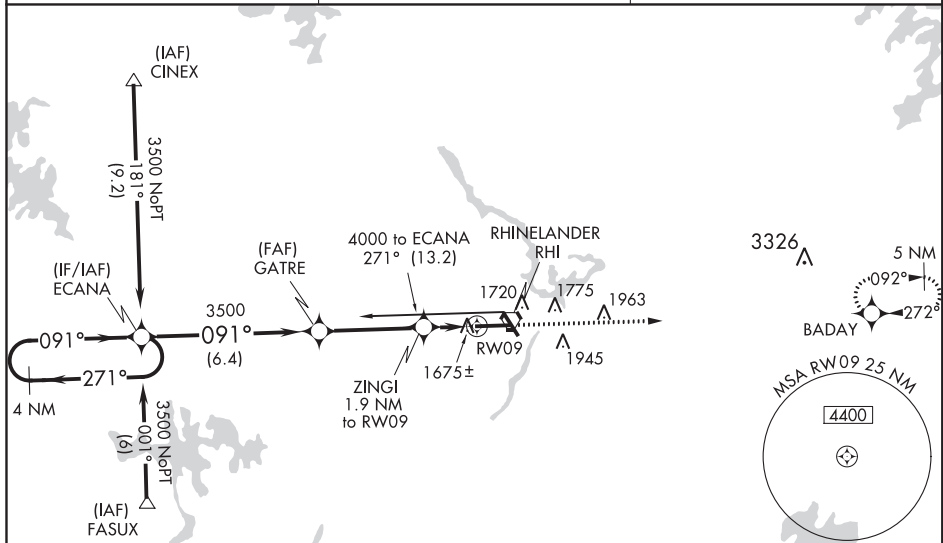
RNAV (GPS) RWY 9
RHINELANDER-ONEIDA COUNTY (RHI)

⚠ Baro-VNAV NA when using Tomahawk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tomahawk altimeter setting: increase LPV all Cats DA to 1883 feet, LNAV/VNAV all Cats DA to 2109 feet and LNAV/VNAV all Cats visibility 1/8 mile; increase all MDA 60 feet and LNAV Cat C/D and Circling Cat C/D visibilities 1/4 mile. VDP NA when using Tomahawk altimeter setting. For inop MALS, increase LNAV/VNAV all Cats visibility to 1 3/8 mile.

MALS

MISSED APPROACH:
Climb to 4500 direct BADAY and hold.

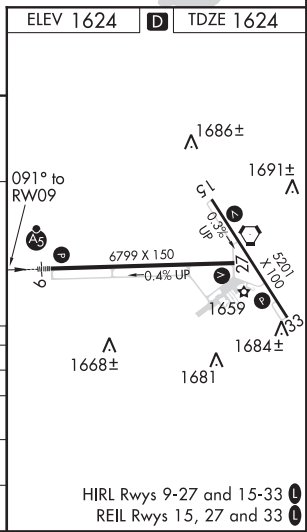
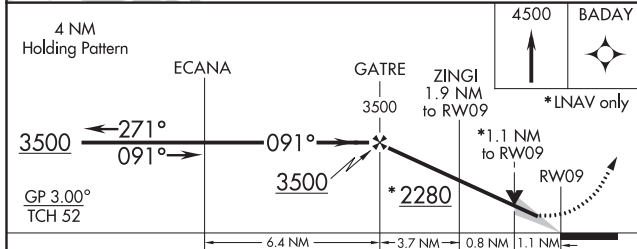
ASOS 126.825	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 123.0 (CTAF)
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1624	D TDZE 1624
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CATEGORY	A	B	C	D
LPV DA	1824-1/2		200 (200-1/2)	
LNAV/VNAV DA	2050-1		426 (500-1)	
LNAV MDA	2020-1/2	396 (400-1/2)	2020-5/8	396 (400-5/8)
CIRCLING	2060-1 436 (500-1)	2220-1 596 (600-1)	2260-1 3/4 636 (700-1 3/4)	2260-2 636 (700-2)

HIRL Rwy 9-27 and 15-33
REIL Rwy 15, 27 and 33

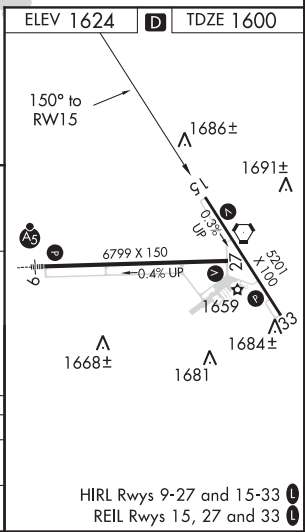
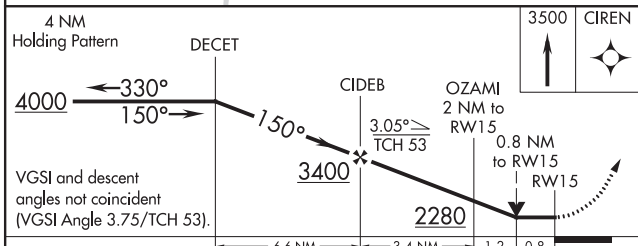
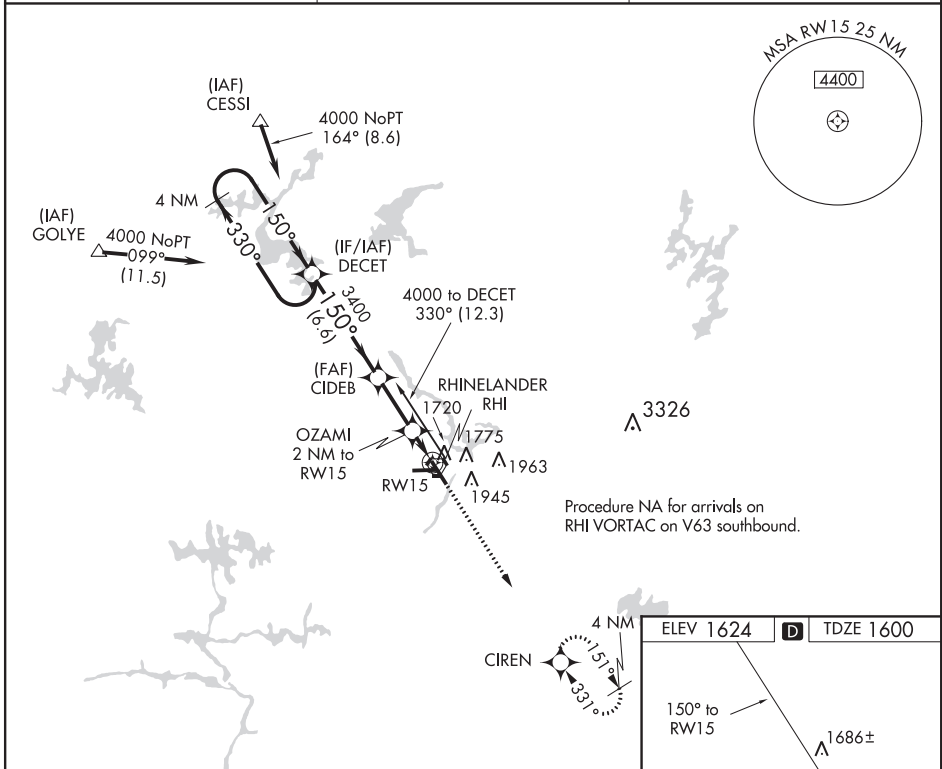
APP CRS	Rwy Idg	5201
150°	TDZE	1600
	Apt Elev	1624

RNAV (GPS) RWY 15

RHINELANDER-ONEIDA COUNTY (RHI)

<p>T A * -30°C/-22°F</p>	<p>DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Tomahawk altimeter setting and increase all MDA 60 feet, increase LNAV and Circling visibility Cats C/D ¼ mile.</p>	<p>MISSED APPROACH: Climb to 3500 direct CIREN and hold.</p>
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<p>ASOS 126.825</p>	<p>MINNEAPOLIS CENTER 133.65 281.5</p>	<p>UNICOM 123.0 (CTAF)</p>
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CATEGORY	A	B	C	D
LNAV MDA	1980-1 380 (400-1)			1980-1¼ 380 (400-1¼)
CIRCLING	2060-1 436 (500-1)	2220-1 596 (600-1)	2260-1¾ 636 (700-1¾)	2260-2 636 (700-2)

HIRL Rwy 9-27 and 15-33
REIL Rwy 15, 27 and 33

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 50217 W27A	APP CRS 271°	Rwy Idg TDZE Apt Elev	6799 1606 1624
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RNAV (GPS) RWY 27

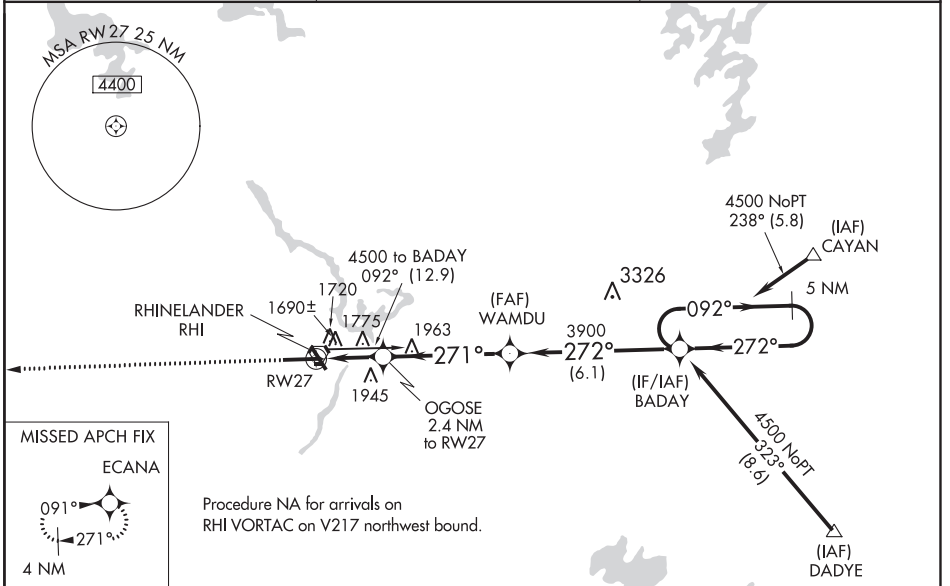
RHINELANDER-ONEIDA COUNTY (RHI)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tomahawk altimeter setting and increase all DA and MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats, LNAV and Circling visibility Cats C/D ¼ mile. Baro-VNAV and VDP NA when using Tomahawk altimeter setting.

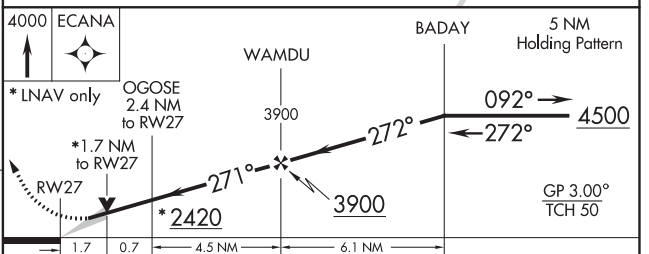
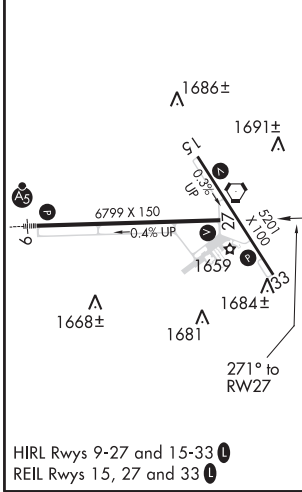
❄ -30°C/-22°F

MISSED APPROACH:
Climb to 4000 direct ECANA and hold.

ASOS 126.825	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 123.0 (CTAF) 0
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ELEV 1624	D	TDZE 1606
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CATEGORY	A	B	C	D
LPV DA	1806-¾ 200 (200-¾)			
LNAV/VNAV DA	1983-1¼ 377 (400-1¼)			
LNAV MDA	2180-1	574 (600-1)	2180-1½ 574 (600-1½)	2180-1¾ 574 (600-1¾)
CIRCLING	2180-1 556 (600-1)	2220-1 596 (600-1)	2260-1¾ 636 (700-1¾)	2260-2 636 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69407 W33A	APP CRS 330°	Rwy Idg TDZE Apt Elev	5201 1612 1624
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RNAV (GPS) RWY 33

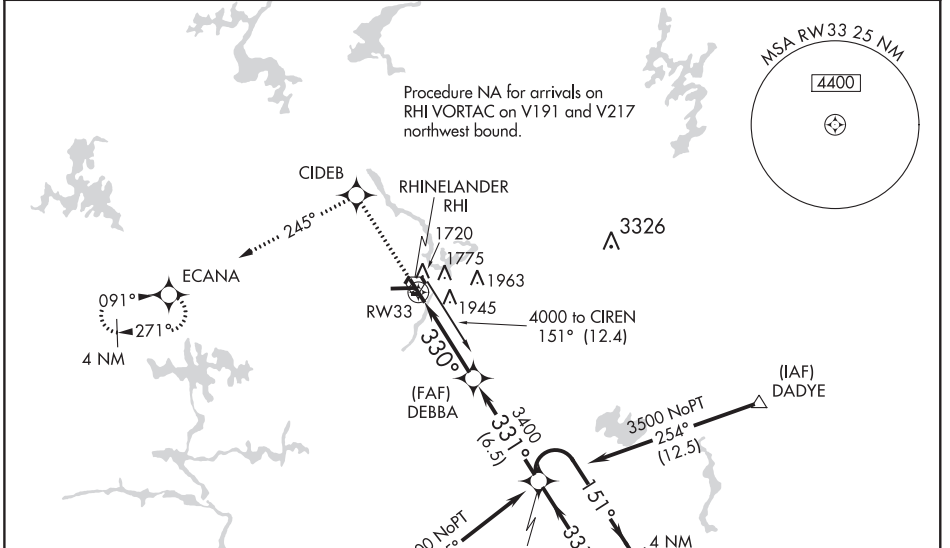
RHINELANDER-ONEIDA COUNTY (RHI)

⚠ Baro-VNAV NA when using Tomahawk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Tomahawk altimeter setting and increase all DA and MDA 60 feet, increase visibility LNAV/VNAV all Cats ¼, LNAV Cat D and Circling Cats C/D ¼ mile.

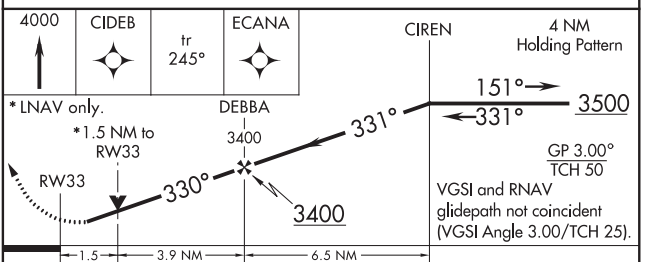
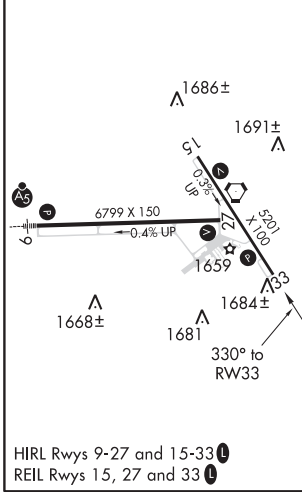
❄ -30°C/-22°F

MISSED APPROACH: Climb to 4000 direct CIDEB and via track 245° to ECANA and hold.

ASOS 126.825	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 123.0 (CTAF)
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ELEV 1624	D	TDZE 1612
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CATEGORY	A	B	C	D
LPV DA	1862-1 250 (300-1)			
LNAV/VNAV DA	2257-2 ¼ 645 (700-2 ¼)			
LNAV MDA	2120-1 508 (500-1)		2120-1 ½ 508 (500-1 ½)	
CIRCLING	2120-1 496 (500-1)	2220-1 596 (600-1)	2260-1 ¾ 636 (700-1 ¾)	2260-2 636 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC RHI 109.2 Chan 29	APP CRS 281°	Rwy Idg TDZE Apt Elev	6799 1606 1624
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VOR/DME RWY 27

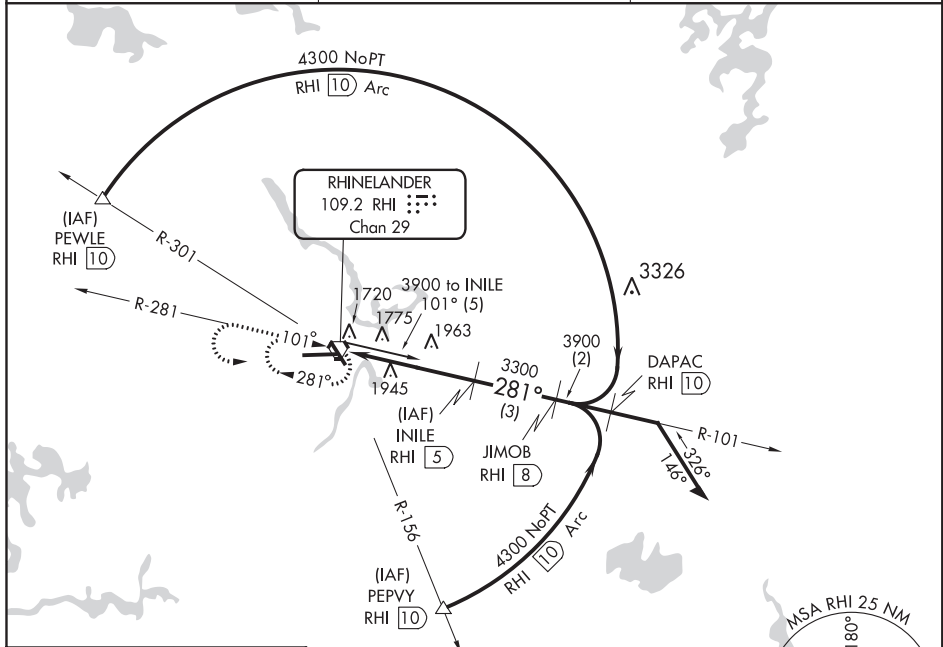
RHINELANDER-ONEIDA COUNTY (RHI)

When local altimeter setting not received, use Tomahawk altimeter setting and increase all MDA 60 feet and Cat C/D visibility 1/4 mile.

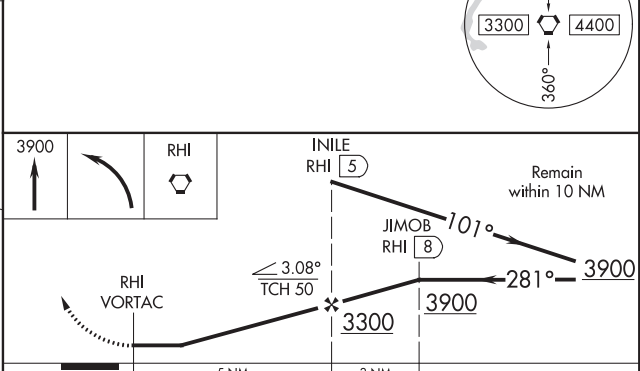
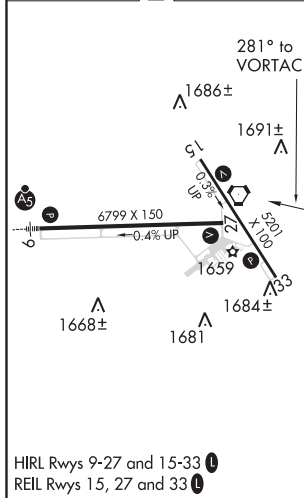
-30°C/-22°F

MISSED APPROACH: Climb to 3900 then left turn direct RHI VORTAC and hold.

ASOS 126.825	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 123.0 (CTAF)
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ELEV 1624		TDZE 1606
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CATEGORY	A	B	C	D
S-27	2220-1	614 (600-1)	2220-1¾	614 (600-1¾)
CIRCLING	2220-1	596 (600-1)	2260-1¾ 636 (700-1¾)	2280-2 656 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

15064

AIRPORT DIAGRAM

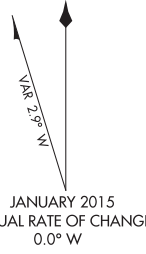
AL-5085 (FAA)

RHINELANDER-ONEIDA COUNTY(R.H.I)
RHINELANDER, WISCONSIN

ASOS
126.825
CTAF/UNICOM
123.0

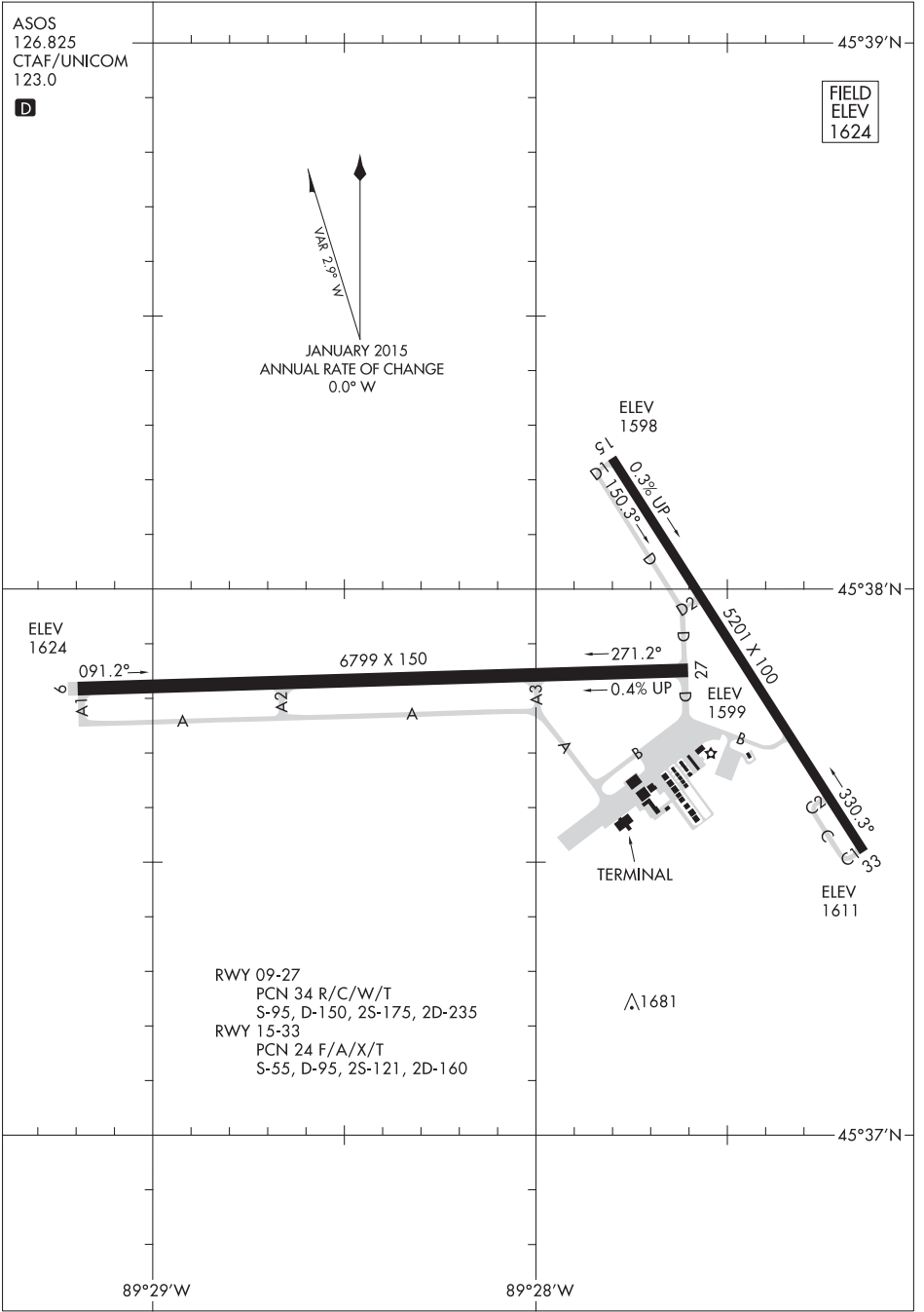
D

FIELD
ELEV
1624



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

15064

RHINELANDER, WISCONSIN
RHINELANDER-ONEIDA COUNTY(R.H.I)

RICE LAKE, WISCONSIN

AL-9210 (FAA)


16203

LOC I-RPD 108.3	APP CRS 010°	Rwy Idg 6500
		TDZE 1101
		Apt Elev 1107

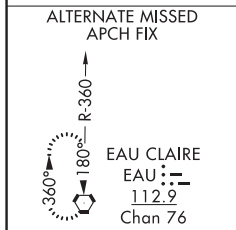
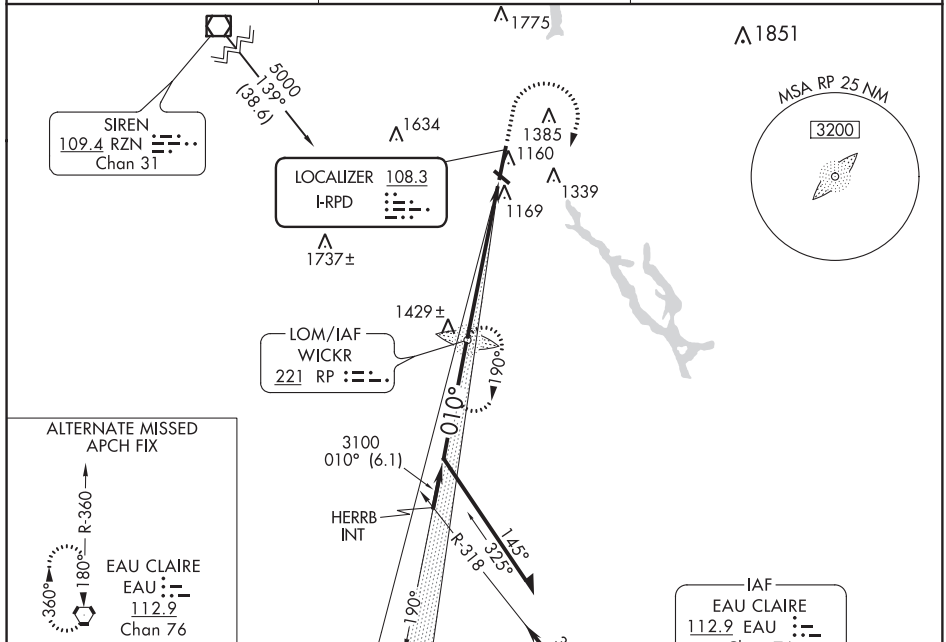
ILS or LOC RWY 1

RICE LAKE RGNI-CARL'S FIELD (RPD)

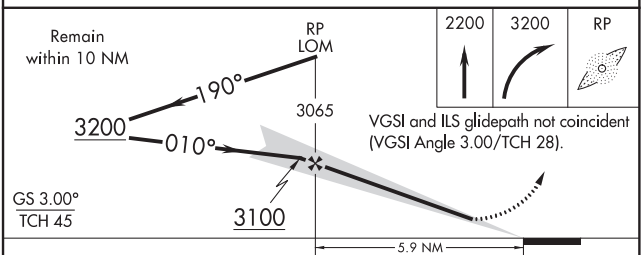
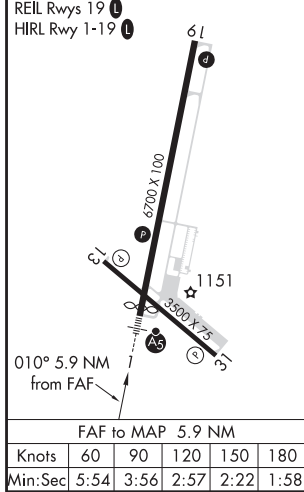
If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting; increase DA to 1410 feet and increase all MDAs 120 feet.
 -35°C/-31°F Circling to Rwy 13-31 NA at night. ADF REQUIRED.

MALSR  MISSED APPROACH: Climb to 2200 then climbing right turn to 3200 direct WICKR LOM and hold.

AWOS-3 120.525	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.7 (CTAF) 
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ELEV 1107	TDZE 1101
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CATEGORY	A	B	C	D
S-ILS 1	1301-1/2		200 (200-1/2)	
S-LOC 1	1620-1/2	519 (600-1/2)	1620-1 519 (600-1)	1620-1 1/4 519 (600-1 1/4)
CIRCLING	1620-1	513 (600-1)	1640-1 1/2 533 (600-1 1/2)	1740-2 633 (700-2)

RICE LAKE, WISCONSIN
 Orig 12MAY05

45°25'N-91°46'W

RICE LAKE RGNI-CARL'S FIELD (RPD) ILS or LOC RWY 1

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86217 W01A	APP CRS 010°	Rwy ldg 6500
		TDZE 1101
		Apt Elev 1107

RNAV (GPS) RWY 1

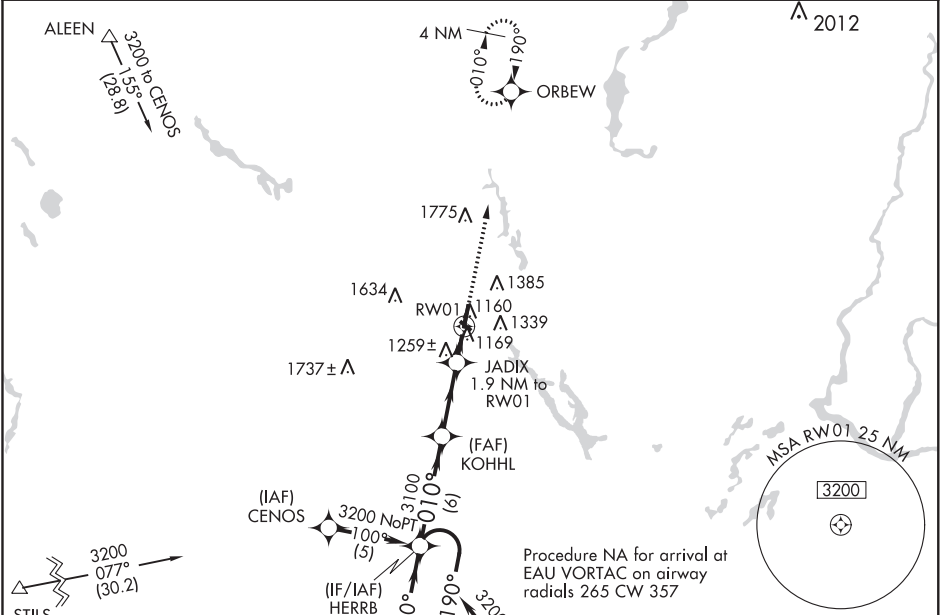
RICE LAKE RGNL-CARL'S FIELD (RPD)

⚠ If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all DAs/MDAs 120 feet. DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (3°F). Baro VNAV and VDP NA when using Chippewa Valley Rgnl altimeter setting. For inoperative MALS/R, increase LPV visibility to 1 and LNAV Cat D visibility to 1¼.

✖ -35°C/-31°F

MALS/R MISSED APPROACH: Climb to 3200 direct ORBEW and hold.

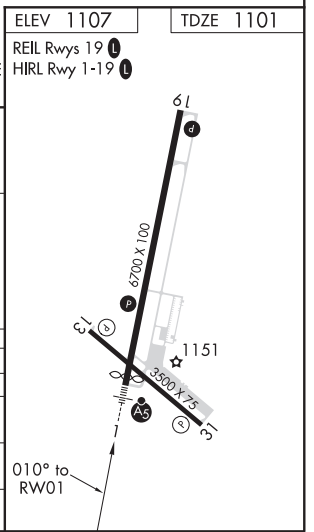
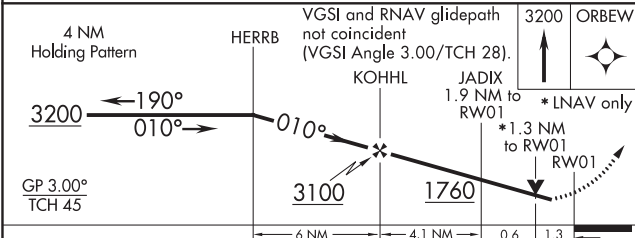
AWOS-3 120.525	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.7(CTAF)
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1107	TDZE 1101
REIL Rwy 19	HIRL Rwy 1-19



CATEGORY	A	B	C	D
LPV DA		1390-½	289 (300-½)	
LNAV/ VNAV		1440-¾	339 (400-¾)	
LNAV MDA	1520-½	419 (500-½)	1520-¾ 419 (500-¾)	1520-1 419 (500-1)
CIRCLING	1600-1¼	493 (500-1¼)	1640-1½ 533 (600-1½)	1740-2 633 (700-2)

RICE LAKE, WISCONSIN

AL-9210 (FAA)

15344

APP CRS	Rwy Idg	6700
190°	TDZE	1109
	Apt Elev	1109

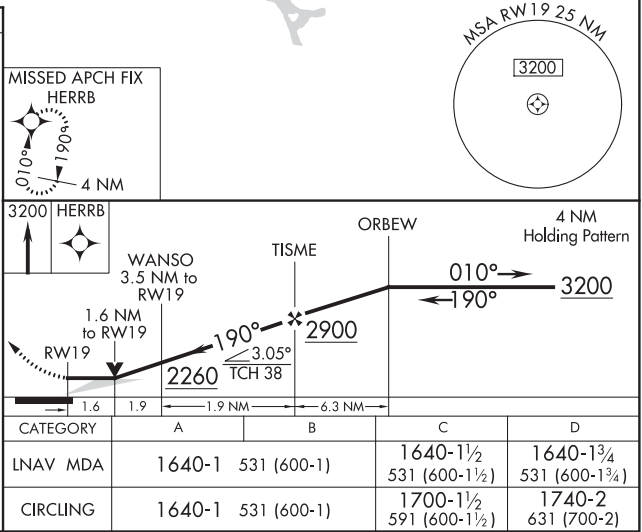
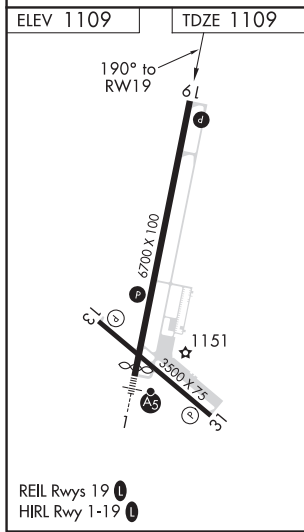
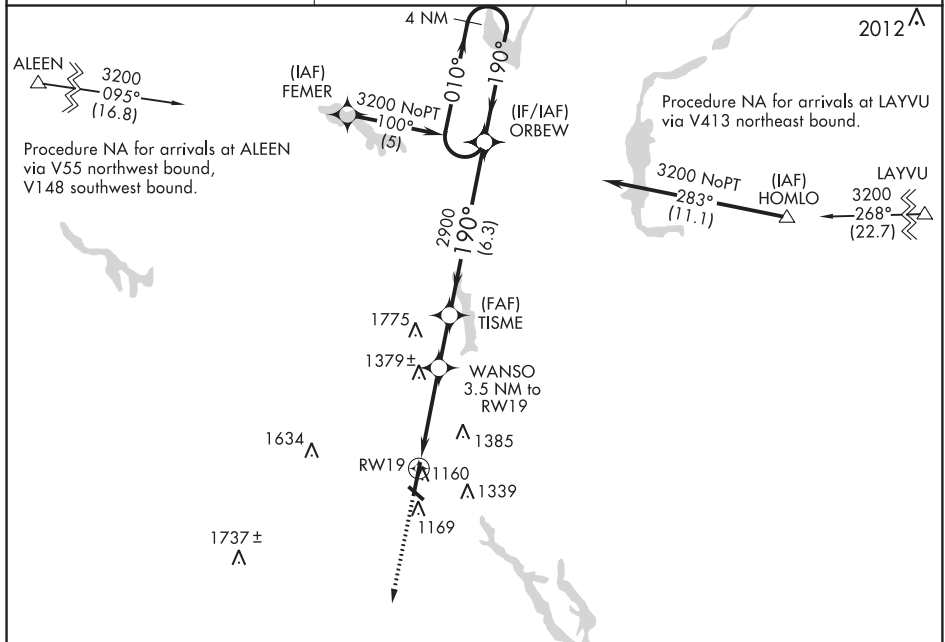
RNAV (GPS) RWY 19

RICE LAKE RGNL-CARL'S FIELD (R/PD)

⚠ When local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDAs 120 feet, increase LNAV Cat C/D visibility ¼ mile and circling Cat C/D visibility ½ mile. DME/DME RNP-0.3 NA.
⚠ -35°C/-31°F VDP NA when using Chippewa Valley Rgnl altimeter setting.

MISSED APPROACH: Climb to 3200 direct HERRB and hold.

AWOS-3 120.525	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.7 (CTAF)
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RICE LAKE, WISCONSIN
Amdt 2 14FEB08

45°25'N-91°46'W

RNAV (GPS) RWY 19

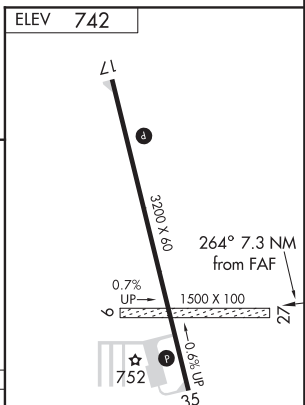
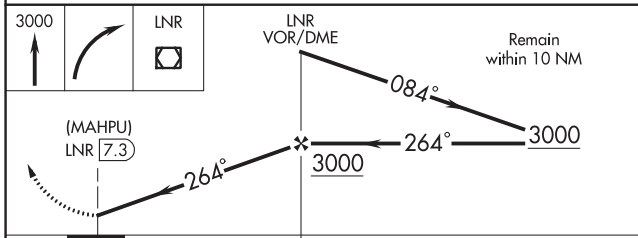
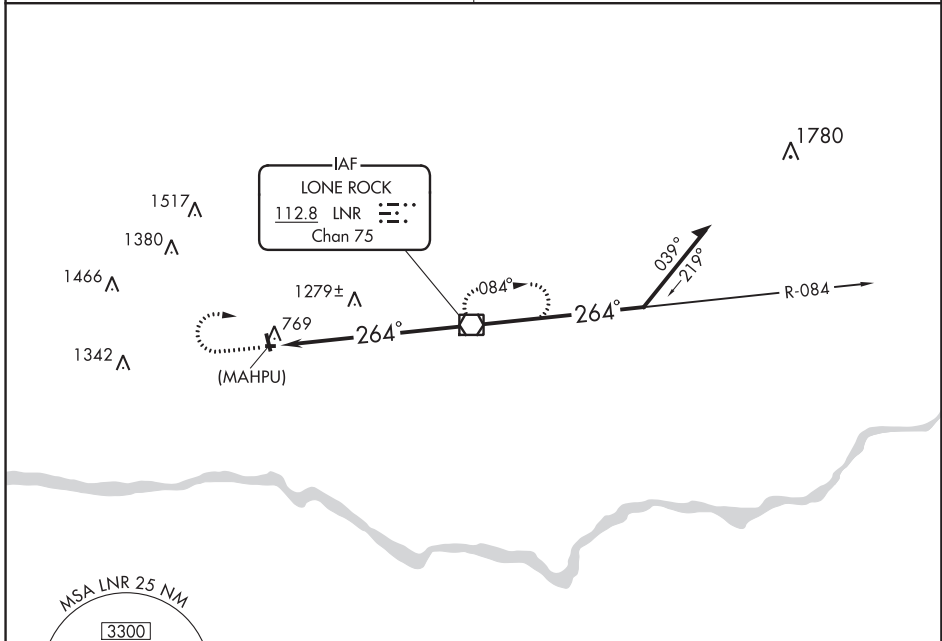
VOR/DME LNR 112.8 Chan 75	APP CRS 264°	Rwy Idg TDZE Apt Elev N/A N/A 742
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VOR or GPS-A

RICHLAND (93C)

<p>V NA NA -29°C/20°F</p>	<p>Use Lone Rock altimeter setting; if not received, use Madison altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 then right turn direct LNR VOR/DME and hold.</p>
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<p>CHICAGO CENTER 133.3 380.35</p>	<p>CTAF 122.9</p>
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CATEGORY	A	B	C	D
CIRCLING	1620-1 878 (900-1)	1620-1¼ 878 (900-1¼)		NA
MADISON ALTIMETER SETTING MINIMUMS				
CIRCLING	1800-1¼ 1058 (1100-1¼)	1800-1½ 1058 (1100-1½)		NA

MRL Rwy 17-35	
REIL Rwys 17 and 35	
FAF to MAP 7.3 NM	
Knots	60 90 120 150 180
Min:Sec	7:18 4:52 3:39 2:55 2:26

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49109 W09A	APP CRS 095°	Rwy Idg 5108 TDZE 461 Apt Elev 461
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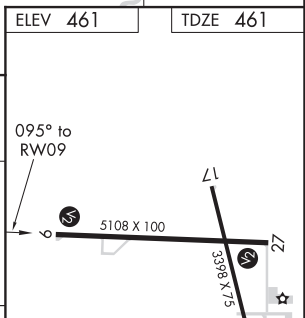
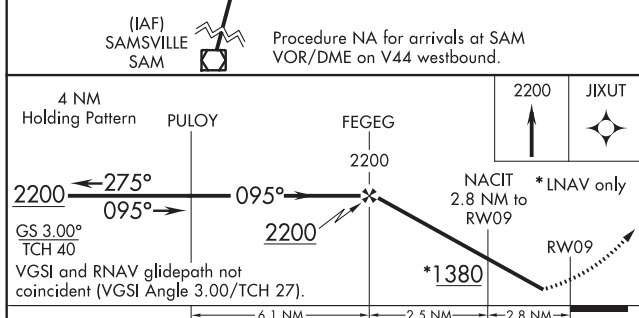
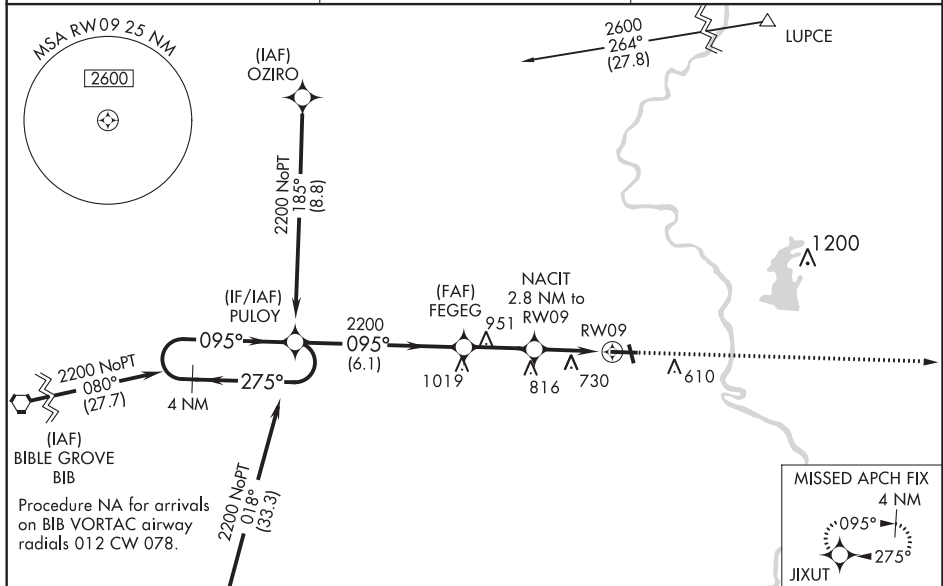
RNAV (GPS) RWY 09

CRAWFORD CO (RSV)

⚠ Baro-VNAV NA when using Terre Haute Intl-Hulman Field altimeter setting. 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. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV Cats C/D visibility ¼ mile and Circling Cats C/D ½ mile. Helicopter visibility reduction below 1 SM NA. Rwy 09 Straight-in minimums NA at night.

MISSED APPROACH:
Climb to 2200 direct JIXUT and hold.

AWOS-3 120.50	HULMAN APP CON 119.25 339.8	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		805-1 1/8	344 (400-1 1/8)	
LNAV/VNAV DA		1103-2 1/2	642 (700-2 1/2)	
LNAV MDA	1040-1	579 (600-1)	1040-1 5/8	579 (600-1 5/8)
CIRCLING	1040-1 579 (600-1)	1080-1 619 (700-1)	1120-1 3/4 659 (700-1 3/4)	1180-2 1/4 719 (800-2 1/4)

REIL Rwy 17, 9 and 27 **0**
MIRL Rwy 9-27 and 17-35 **0**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63033 W17A	APP CRS 169°	Rwy Idg TDZE Apt Elev	3398 455 461
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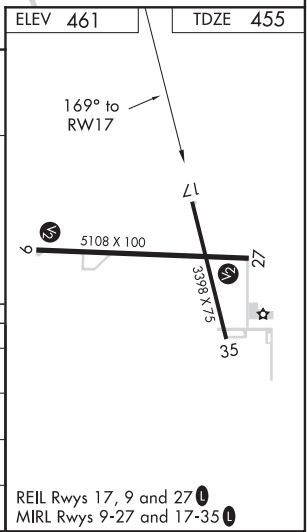
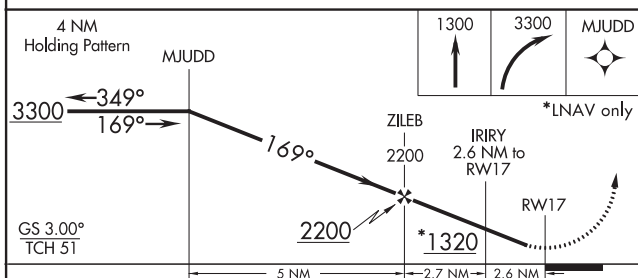
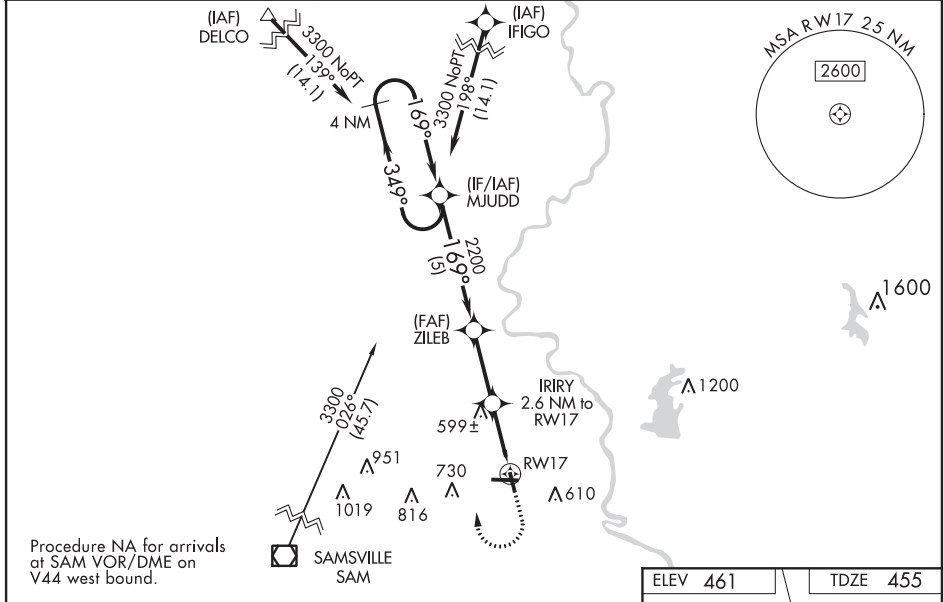
RNAV (GPS) RWY 17

CRAWFORD CO (RSV)

⚠ Baro-VNAV NA when using Terre Haute Intl-Hulman altimeter setting. 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. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ⅓ mile, increase LNAV Cat C visibility ¼ mile and increase Circling Cat C visibility ½ mile. Rwy 17 Straight-in minimums NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3300 direct MJUDD and hold.

AWOS-3 120.50	HULMAN APP CON 119.25 339.8	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	734-1	279 (300-1)		NA
LNAV/VNAV DA	812-1½	357 (400-1½)		NA
LNAV MDA	860-1	405 (400-1)	860-1½ 405 (400-1½)	NA
C CIRCLING	940-1 479 (500-1)	1080-1 619 (700-1)	1120-1¾ 659 (700-1¾)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69509 W27A	APP CRS 275°	Rwy Idg 5108 TDZE 455 Apt Elev 461
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RNAV (GPS) RWY 27

CRAWFORD CO (RSV)

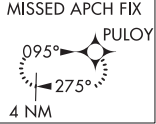
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility 1/8 mile, increase LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV Cats C/D 1/2 mile and increase Circling Cats C/D 1/2 mile. Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting.

MISSED APPROACH:
Climb to 3000 direct PULOY and hold.

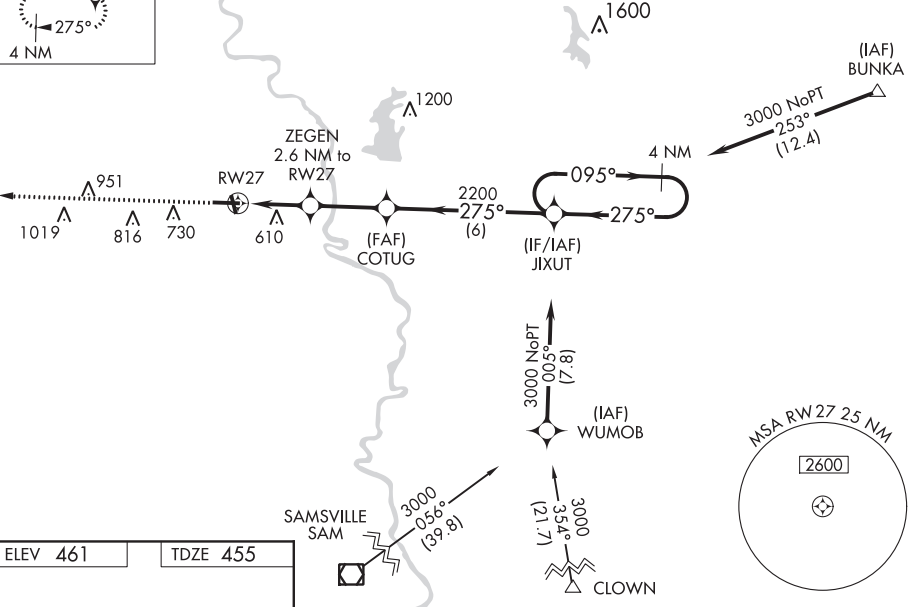
AWOS-3
120.50

HULMAN APP CON
119.25 339.8

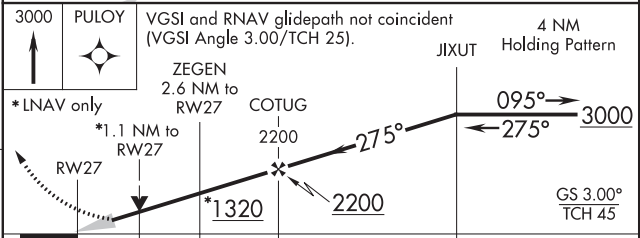
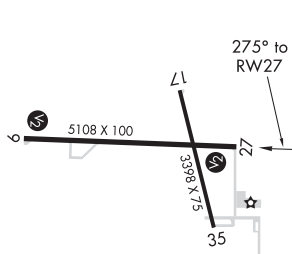
UNICOM
123.0 (CTAF) 0



Procedure NA for arrivals at BUNKA on V243 northwest bound and on V221 eastbound.



ELEV 461	TDZE 455
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CATEGORY	A	B	C	D
LPV DA	705-1		250 (300-1)	
LNAV/VNAV DA	845-1 1/4		390 (400-1 1/4)	
LNAV MDA	840-1 385 (400-1)		840-1 1/8 385 (400-1 1/8)	
C CIRCLING	940-1 479 (500-1)	1080-1 619 (700-1)	1120-1 3/4 659 (700-1 3/4)	1180-2 1/4 719 (800-2 1/4)

REIL Rwy 17, 9 and 27 **0**
MIRL Rwy 9-27 and 17-35 **0**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

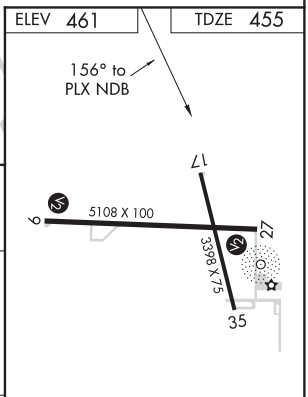
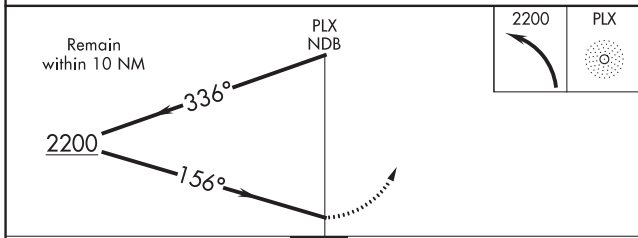
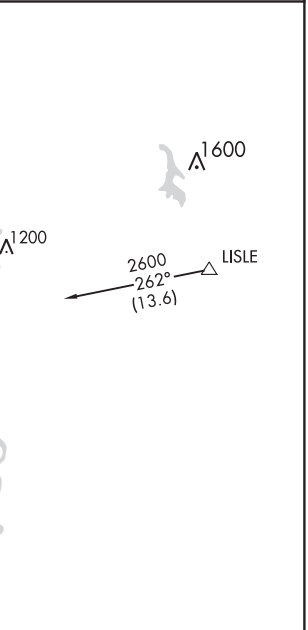
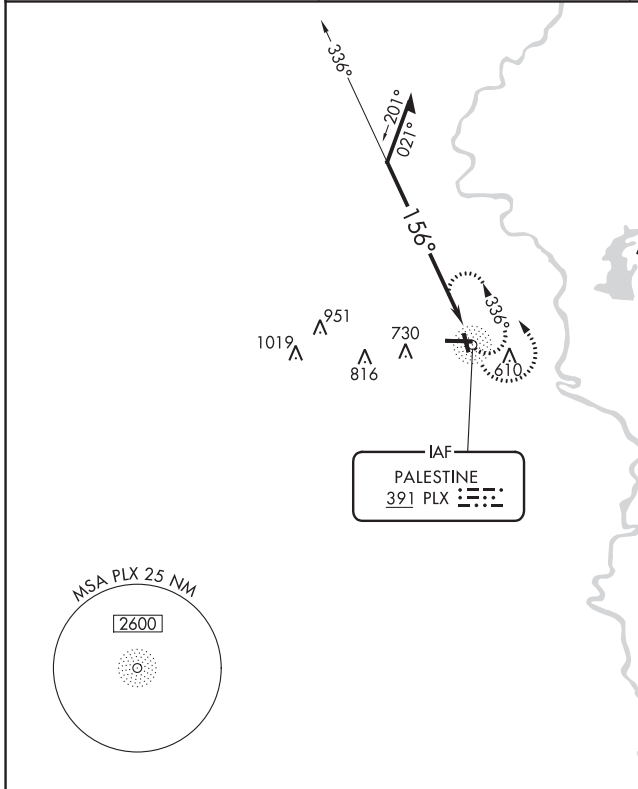
NDB PLX 391	APP CRS 156°	Rwy Idg TDZE Apt Elev	3398 455 461
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NDB RWY 17
CRAWFORD CO (RSV)

⚠ When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 100 feet; increase S-17 Cat B visibility ¼ mile and Cats C/D visibility ½ mile; increase Circling Cat B visibility ¼ mile and Cats C/D visibility ½ mile. Helicopter visibility reduction below 1 SM NA. Rwy 17 Straight-in and Circling minimums NA at night.

MISSED APPROACH:
Climbing left turn to 2200 in PLX NDB holding pattern.

AWOS-3 120.50	HULMAN APP CON 119.25 339.8	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	1160-1	705 (700-1)	1160-2	705 (700-2)
C CIRCLING	1160-1	699 (700-1)	1160-2 699 (700-2)	1180-2¼ 719 (800-2¼)

REIL Rwy 9, 17 and 27 **L**
MIRL Rwy 9-27 and 17-35 **L**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ROCHELLE, ILLINOIS

AL-5990 (FAA)

15344

WAAS CH 78228 W07A	APP CRS 071°	Rwy Idg TDZE Apt Elev	5001 775 781
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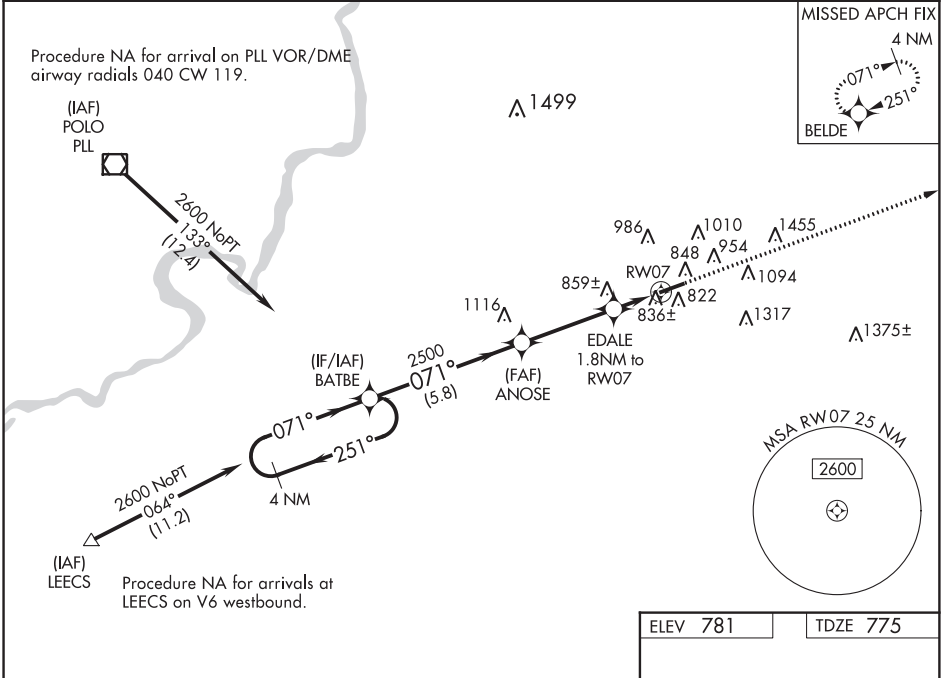
RNAV (GPS) RWY 7

ROCHELLE MUNI AIRPORT-KORITZ FIELD (R.P.J)

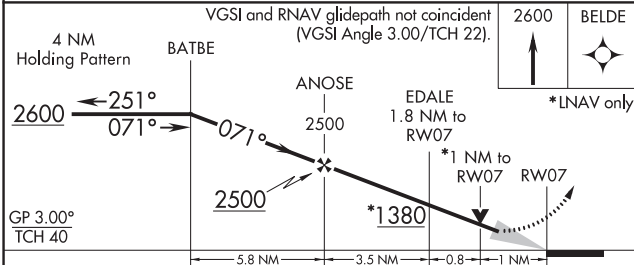
⚠ Baro-VNAV NA when using Chicago/Rockford Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chicago/Rockford Intl altimeter setting: increase all DA to 1073 feet and all MDA 60 feet; increase LNAV visibility Cats C/D ¼ mile; increase Circling Cat C visibility ¼ mile. VDP NA when using Chicago/Rockford Intl altimeter setting.

MISSED APPROACH:
Climb to 2600 direct BELDE and hold.

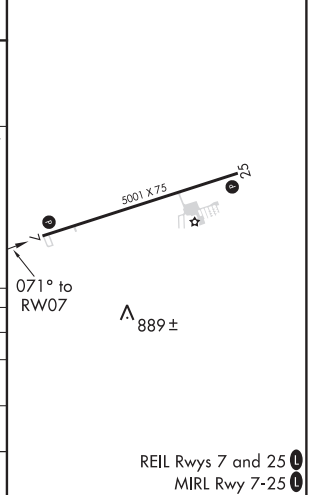
AWOS-3 125.2	ROCKFORD APP CON 126.0 327.0	UNICOM 122.975 (CTAF) 0
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ELEV 781	TDZE 775
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CATEGORY	A	B	C	D
LPV DA		1025-1	250 (300-1)	
LNAV/VNAV DA		1025-1	250 (300-1)	
LNAV MDA		1120-1	345 (400-1)	
C CIRCLING	1260-1 479 (500-1)	1360-1 579 (600-1)	1680-2¾ 899 (900-2¾)	1820-3 1039 (1100-3)



ROCHELLE, ILLINOIS
Amdt 2 10DEC15

RNAV (GPS) RWY 7

41°54'N-89°05'W

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40328 W25A	APP CRS 251°	Rwy Idg TDZE 781 Apt Elev 781	5001
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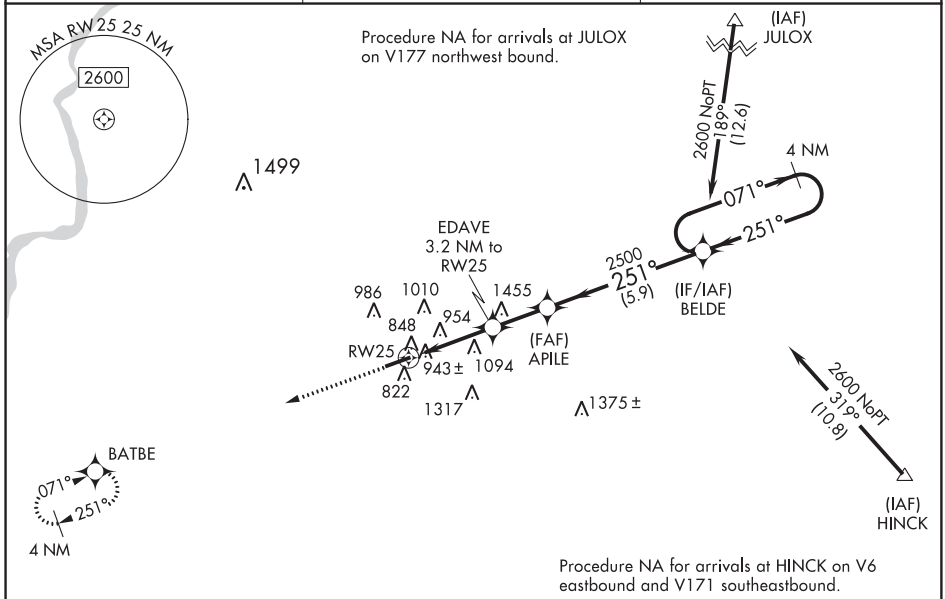
RNAV (GPS) RWY 25

ROCHELLE MUNI AIRPORT-KORITZ FIELD (R.P.J)

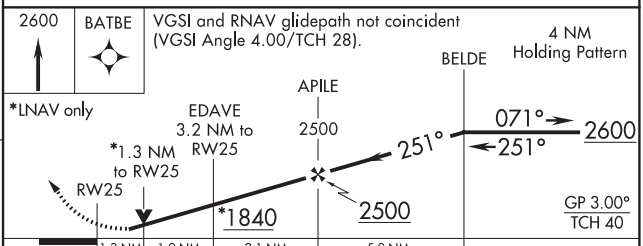
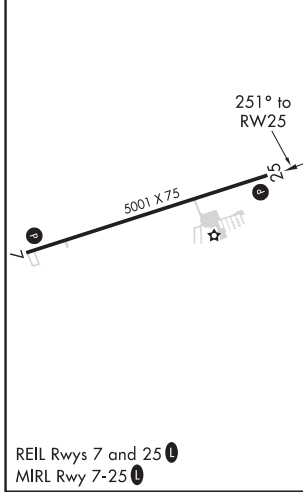
⚠ Baro-VNAV NA when using Chicago/Rockford Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chicago/Rockford Intl altimeter setting: increase LPV DA to 1079 feet and LNAV/VNAV DA to 1152 feet and all MDA 60 feet; increase LNAV/VNAV visibility all Cats and LNAV Cat C/D visibility 1/8 mile; increase Cat C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Chicago/Rockford Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct BATBE and hold.

AWOS-3 125.2	ROCKFORD APP CON 126.0 327.0	UNICOM 122.975 (CTAF) 📻
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ELEV 781	TDZE 781
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CATEGORY	A	B	C	D
LPV DA		1031-1	250 (300-1)	
LNAV/VNAV DA		1104-1 1/8	323 (400-1 1/8)	
LNAV MDA	1360-1	579 (600-1)	1360-1 5/8	579 (600-1 1/8)
C CIRCLING	1360-1	579 (600-1)	1680-2 3/4 899 (900-2 3/4)	1820-3 1039 (1100-3)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ROCHELLE, ILLINOIS

AL-5990 (FAA)

15232

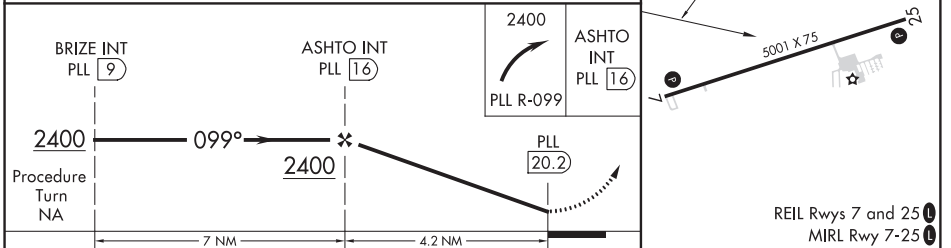
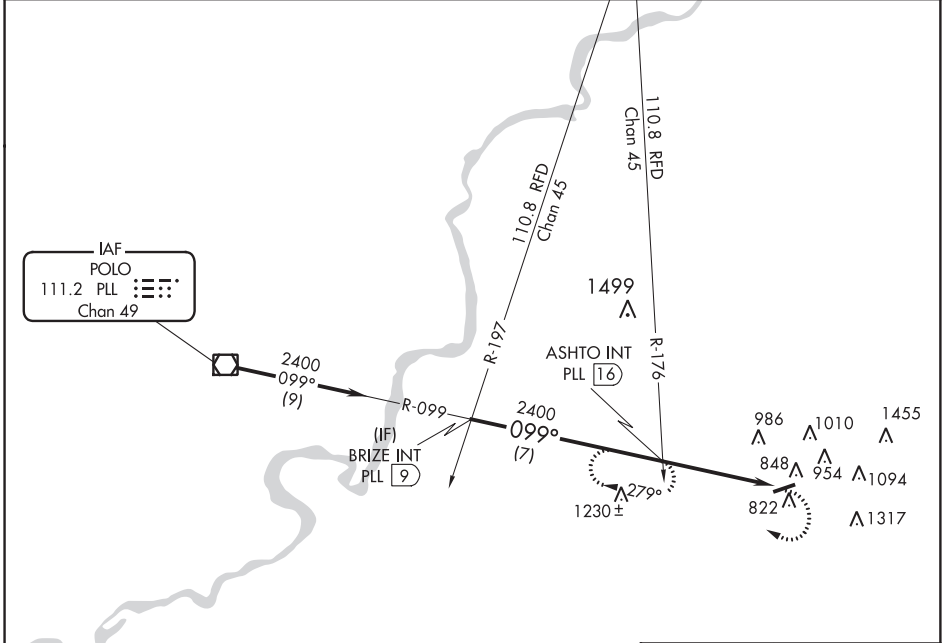
VOR/DME PLL 111.2 Chan 49	APP CRS 099°	Rwy Idg TDZE Apt Elev	N/A N/A 781
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VOR-A

ROCHELLE MUNI AIRPORT-KORITZ FIELD (R.PJ)

<p>NA</p>	<p>MISSED APPROACH: Climbing right turn to 2400 via PLL VOR/DME R-099 to ASHTO INT/16 DME and hold.</p>
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<p>AWOS-3 125.2</p>	<p>ROCKFORD APP CON 126.0 327.0</p>	<p>UNICOM 122.975 (CTAF) 0</p>
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CATEGORY	A	B	C	D	FAF to MAP 4.2 NM					
CIRCLING	1300-1 519 (600-1)	1300-1¼ 519 (600-1¼)	1340-1½ 559 (600-1½)	1400-2 619 (700-2)	Knots	60	90	120	150	180
					Min:Sec	4:12	2:48	2:06	1:41	1:24

ROCHELLE, ILLINOIS
Amdt 8A 17DEC09

ROCHELLE MUNI AIRPORT-KORITZ FIELD (R.PJ)

41°54'N-89°05'W

VOR-A

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 318°	Rwy Idg TDZE Apt Elev	N/A N/A 477
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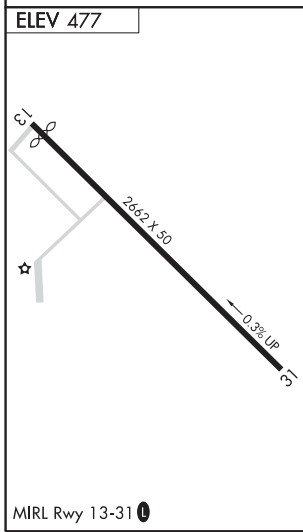
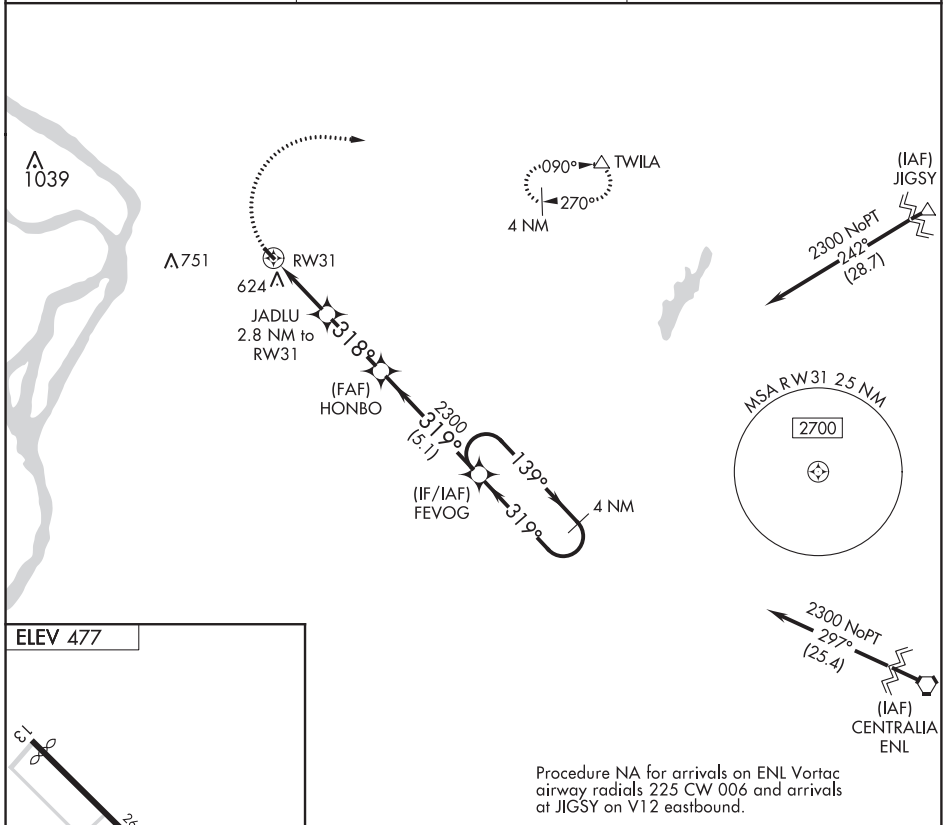
RNAV (GPS)-A

ST JACOB/ST LOUIS METRO-EAST/SHAFAER FIELD (3K6)

NA Procedure NA at night. DME/DME RNP-0.3 NA. Use Belleville altimeter setting; when not received, use Cohokia/St Louis altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2300 direct TWILA and hold.

BELLEVILLE ATIS* 128.7 256.7	ST LOUIS APP CON 124.2 353.9	UNICOM 122.8 (CTAF) 0
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2300	TWILA	4 NM Holding Pattern			
2300	JADLU 2.8 NM to RW31	HONBO	FEVOG		
1400	3.00 TCH 45	319°	139°	2300	
2.8 NM	2.8 NM	5.1 NM			
CATEGORY	A	B	C	D	
CIRCLING	1020-1	543 (600-1)	1020-1½ 543 (600-1½)	NA	

RNAV (GPS)-A

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ST. JACOB, ILLINOIS

AL-6694 (FAA)

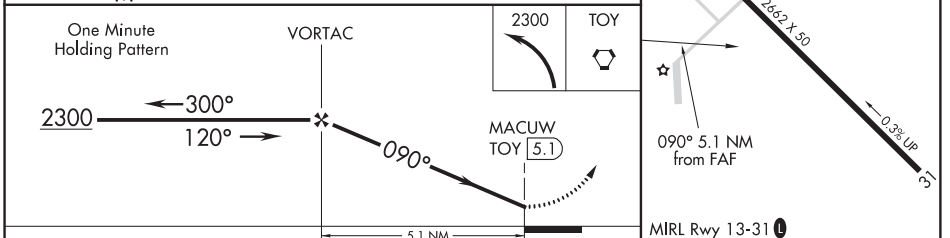
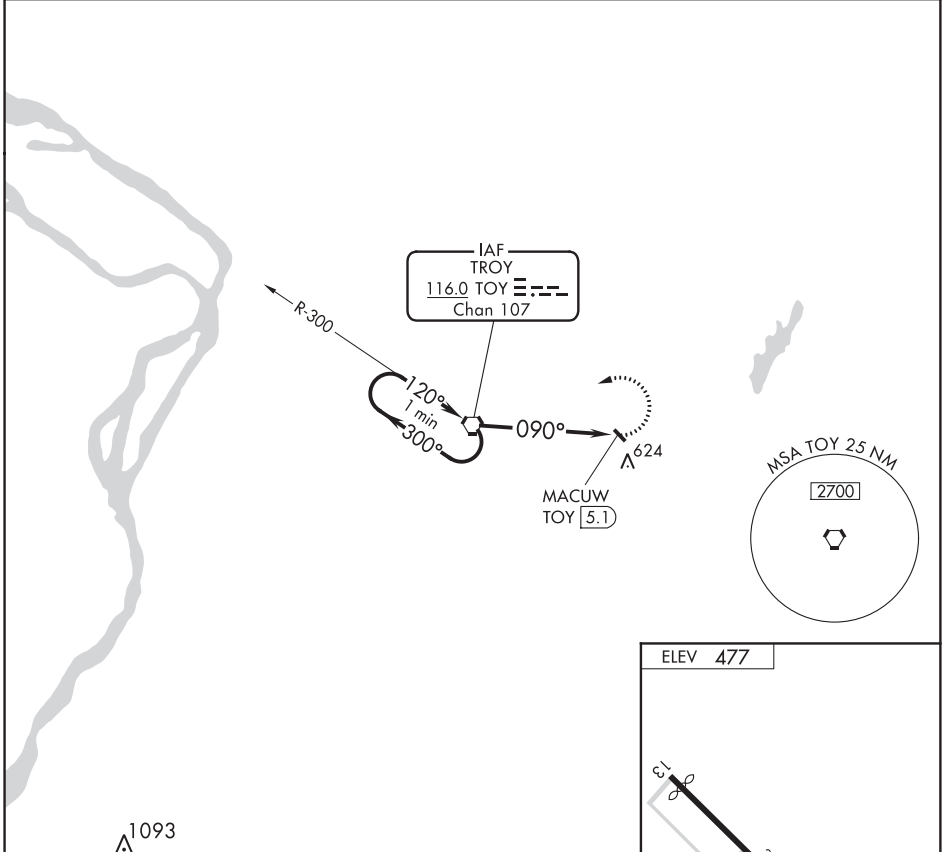
13122

VORTAC TOY 116.0 Chan 107	APP CRS 090°	Rwy Idg TDZE Apt Elev	N/A N/A 477
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ST JACOB/ST LOUIS METRO-EAST/SHAFAER FIELD (3K6)

VOR-A

NA Procedure NA at night. Use Belleville altimeter setting; when not received, use Cohokia/St. Louis altimeter setting; increase all MDA 40 feet and Circling Cat C visibility ¼ mile.	MISSED APPROACH: Climbing left turn to 2300 direct TOY VORTAC and hold.	
BELLEVILLE ATIS* 128.7 256.7	ST LOUIS APP CON 124.2 353.9	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D	FAF to MAP 5.1 NM					
CIRCLING	1060-1	583 (600-1)	1060-1½ 583 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	5:06	3:24	2:33	2:02	1:42

ST. JACOB, ILLINOIS
Amdt 4 02MAY13

ST JACOB/ST LOUIS METRO-EAST/SHAFAER FIELD (3K6)
38°44'N-89°48'W

VOR-A

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78032 W18A	APP CRS 181°	Rwy Idg TDZE Apt Elev	4098 573 573
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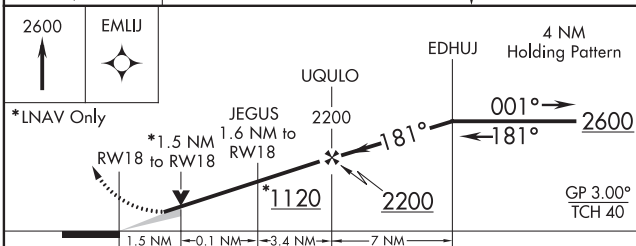
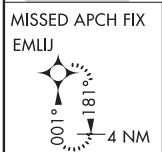
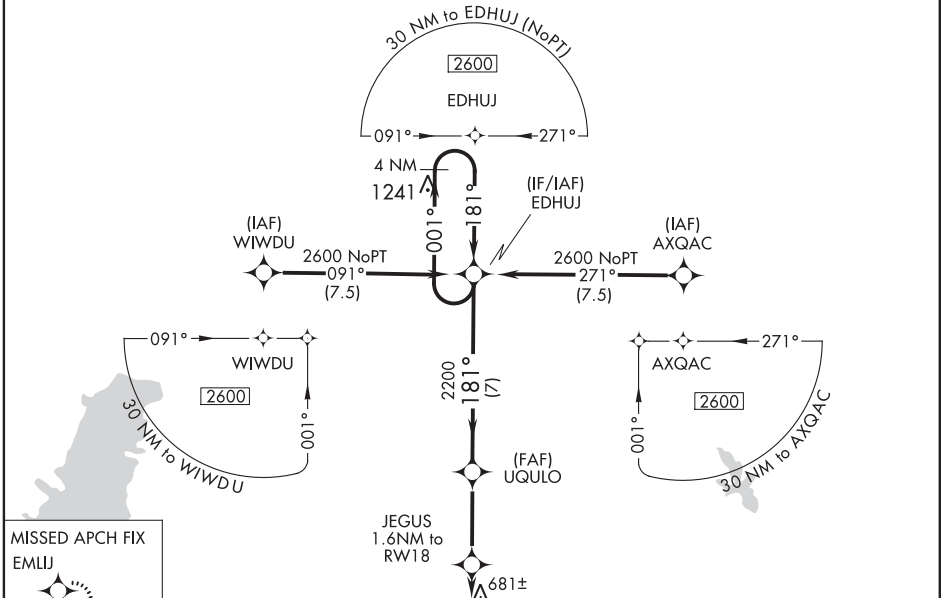
RNAV (GPS) RWY 18

SALEM-LECKRONE (SLO)

⚠ Baro-VNAV NA when using Centralia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting not received, use Centralia altimeter setting and increase all DA 28 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cats C/D visibility 1/8 mile, Circling Cat D visibility 1/4 mile. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 2600 direct EMLIJ and hold.

AWOS-3 118.525	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.8 (CTAF) 0
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ELEV 573	TDZE 573
REIL Rwy 18-36 0	MIRL Rwy 18-36 0

CATEGORY	A	B	C	D
LPV DA		773-1	200 (200-1)	
LNAV/VNAV DA		862-1	289 (300-1)	
LNAV MDA		940-1	367 (400-1)	
CIRCLING	1040-1	467 (500-1)	1040-1½ 467 (500-1½)	1240-2 667 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

SALEM, ILLINOIS

AL-5364 (FAA)

16315

WAAS CH 82332 W36A	APP CRS 001°	Rwy Idg 4098 TDZE 572 Apt Elev 573
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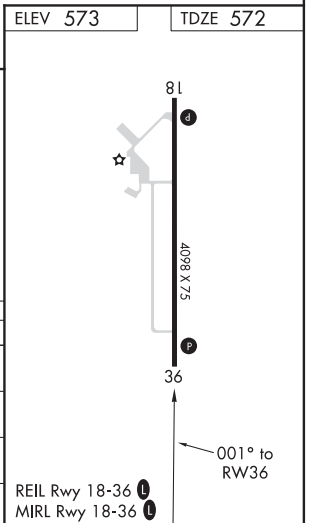
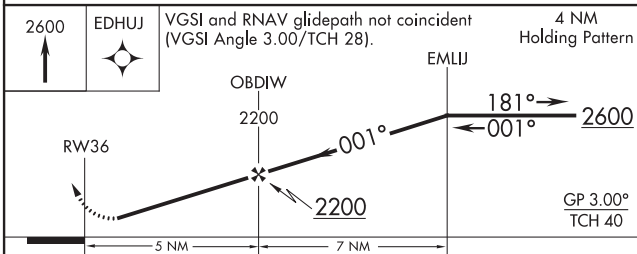
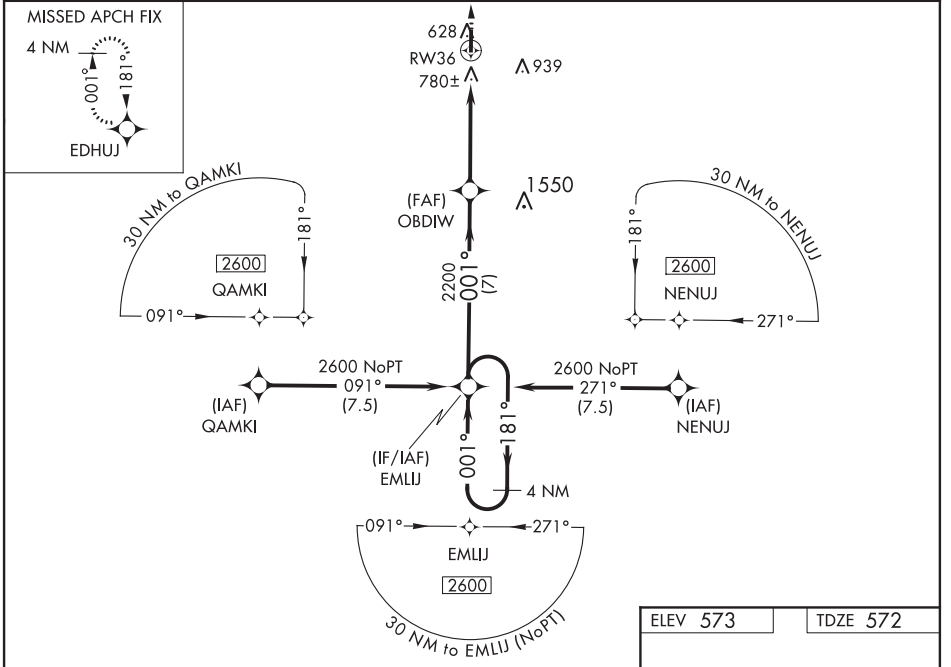
RNAV (GPS) RWY 36

SALEM-LECKRONE (SLO)

⚠ Baro-VNAV NA when using Centralia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting not received, use Centralia altimeter setting and increase all DA 28 feet and all MDA 40 feet; increase LPV all Cats visibility 1/8 mile, Circling Cat D visibility 1/4 mile. Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2600 direct EDHUJ and hold.

AWOS-3 118.525	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		1017-1½	445 (500-1½)	
LNAV/VNAV DA		1065-1¾	493 (500-1¾)	
LNAV MDA	1040-1	468 (500-1)	1040-1¾	468 (500-1¾)
CIRCLING	1040-1	467 (500-1)	1040-1½	1240-2 667 (700-2)

SALEM, ILLINOIS

Amdt 1A 28MAY15

38°39'N-88°58'W

SALEM-LECKRONE (SLO) RNAV (GPS) RWY 36

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

SALEM, ILLINOIS

AL-5364 (FAA)

16315

NDB SLO 400	APP CRS 192°	Rwy Idg TDZE Apt Elev	4098 573 573
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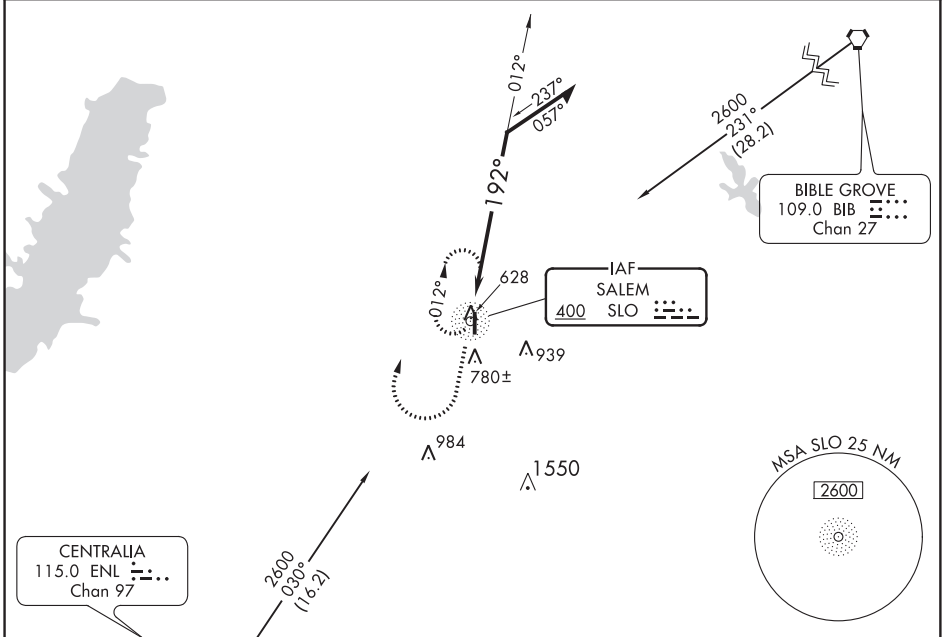
NDB RWY 18

SALEM-LECKRONE (SLO)

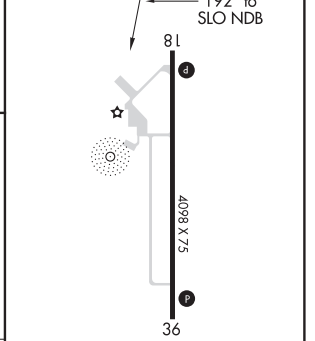
NA

MISSED APPROACH: Climb to 1900, then climbing right turn to 2600 to SLO NDB and hold.

AWOS-3 118.525	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.8 (CTAF)
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ELEV 573	TDZE 573
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1900	2600	SLO	NDB	Remain within 10 NM
↑	↷	⊙	↖ 012°	↖ 012°
			↘ 192°	↘ 192°
				* Maintain 2600 or above until established outbound on procedure turn.

CATEGORY	A	B	C	D
S-18	1260-1	687 (700-1)	1260-2 687 (700-2)	1260-2¼ 687 (700-2¼)
CIRCLING	1260-1	687 (700-1)	1260-2 687 (700-2)	1260-2¼ 687 (700-2¼)

REIL Rwy 18-36 **0**
MIRL Rwy 18-36 **0**

SALEM, ILLINOIS
Amdt 10B 12208

38°39'N-88°58'W
779

SALEM-LECKRONE (SLO)
NDB RWY 18

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 61328 W13A	APP CRS 134°	Rwy Idg TDZE Apt Elev	4001 616 616
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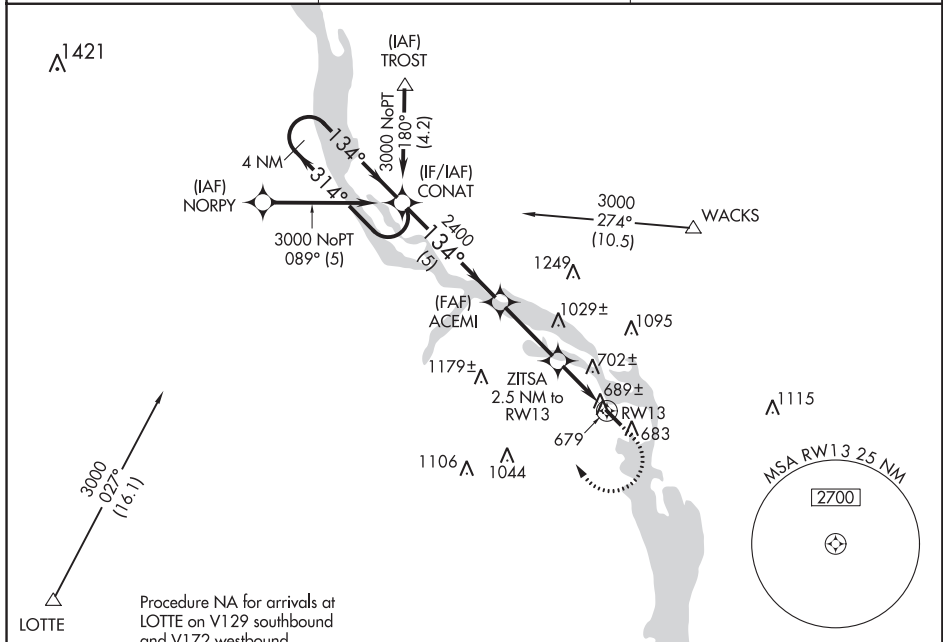
RNAV (GPS) RWY 13

TRI-TOWNSHIP (SFY)

⚠ When local altimeter setting not received, use Sterling/Rockfalls altimeter setting and increase all MDA 80 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 direct CONAT and hold.

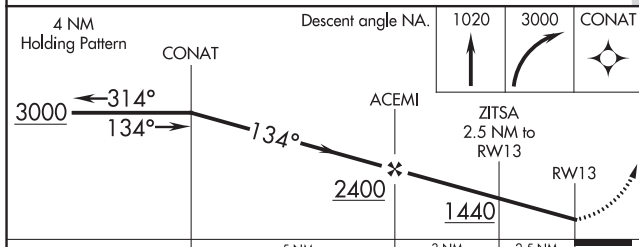
AWOS-3 118.650	QUAD CITY APP CON★ 125.95 257.8	UNICOM 122.7 (CTAF) 0
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 616	TDZE 616
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MIRL Rwy 13-31 0

CATEGORY	A	B	C	D
LP MDA	940-1	324 (400-1)		NA
LNAV MDA	960-1	344 (400-1)		NA
CIRCLING	1160-1	544 (600-1)		NA

VORTAC CVA 113.8 Chan 85	APP CRS 036°	Rwy Idg TDZE Apt Elev	N/A N/A 616
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VOR/DME-A

TRI-TOWNSHIP (SF^Y)

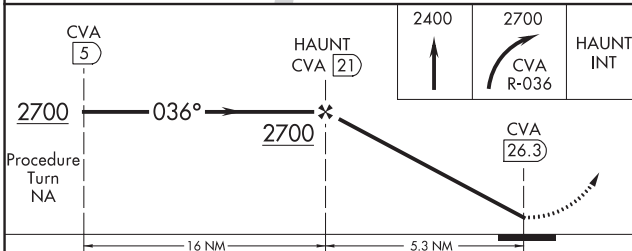
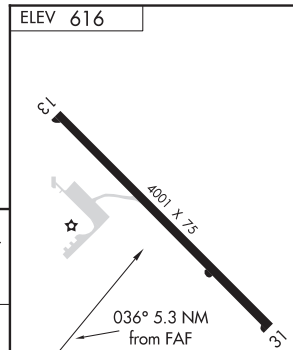
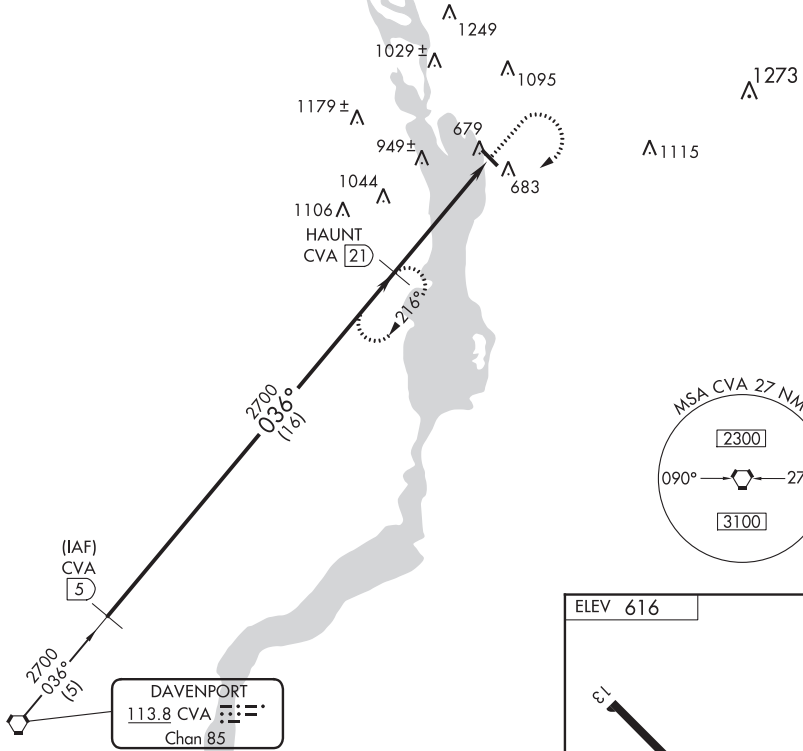
NA When local altimeter setting not received, use Sterling/Rockfalls altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2400 then climbing right turn to 2700 via CVA VORTAC R-036 to HAUNT and hold.

AWOS-3
118.650

QUAD CITY APP CON*
125.95 257.8

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1280-1 664 (700-1)	1280-1¼ 664 (700-1¼)	NA	

MIRL Rwy 13-31

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

SHAWANO, WISCONSIN

AL-9009 (FAA)

15092

WAAS CH 86429 W12A	APP CRS 114°	Rwy Idg TDZE Apt Elev	3899 811 813
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RNAV (GPS) RWY 12

SHAWANO MUNI (E/ZS)

⚠ Baro-VNAV NA when using Green Bay 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. Visibility reduction by helicopters NA. Straight-In/Circling Rwy 12 procedure NA at night. Circling to Rwy 35 NA at night. When local altimeter setting not received, use Green Bay altimeter setting and increase all DA 77 feet and all MDA 80 feet and increase LPV all Cats visibility $\frac{1}{8}$ mile, LNAV/VNAV all Cats visibility $\frac{1}{4}$ mile, and LNAV and Circling Cats C and D visibility $\frac{1}{4}$ mile.

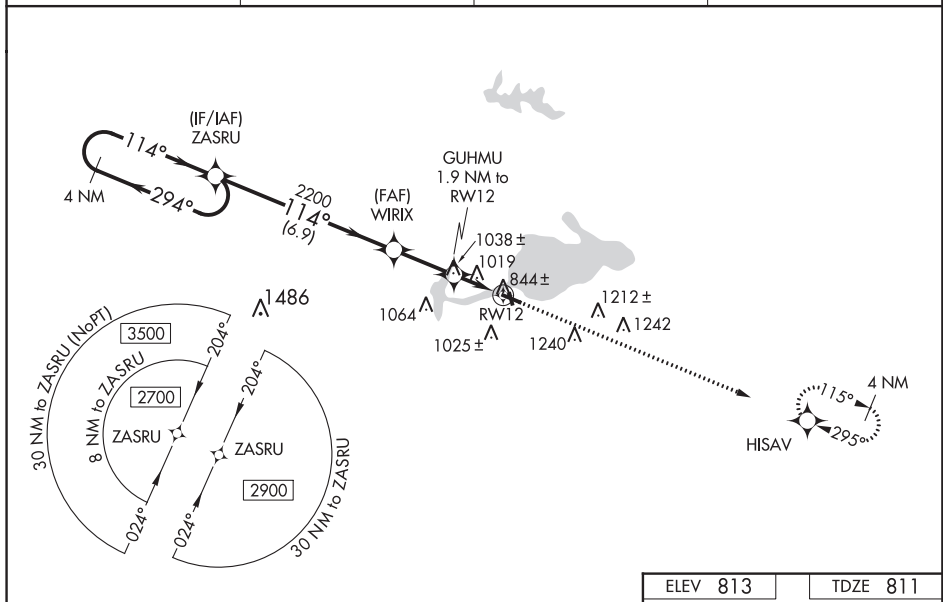
MISSED APPROACH:
Climb to 2500 direct HISAV and hold.

AWOS-3
118.65

GREEN BAY APP CON ★
119.4 338.2

GCO
121.725

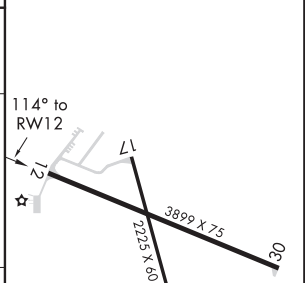
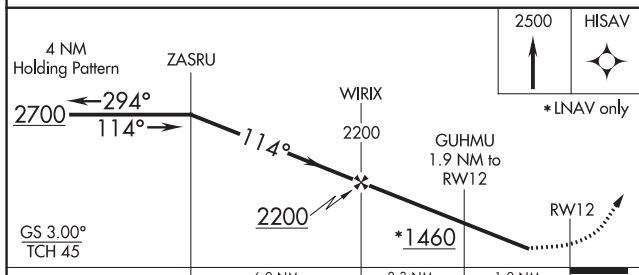
UNICOM
122.8 (CTAF) **📵**



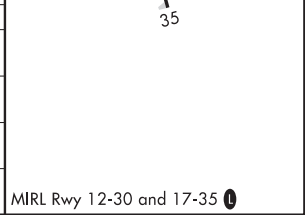
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 813	TDZE 811
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CATEGORY	A	B	C	D
LPV DA		1082-1	271 (300-1)	
LNAV/VNAV DA		1378-2	567 (600-2)	
LNAV MDA	1300-1	489 (500-1)	1300- $\frac{1}{8}$	489 (500- $\frac{1}{8}$)
CIRCLING	1340-1 527 (600-1)	1440-1 627 (700-1)	1440- $\frac{1}{4}$ 627 (700- $\frac{1}{4}$)	1560- $\frac{1}{2}$ 747 (800- $\frac{1}{2}$)



SHAWANO, WISCONSIN
Orig-A 02APR15

44°47'N-88°34'W

SHAWANO MUNI (E/ZS) RNAV (GPS) RWY 12

WAAS CH 77729 W30A	APP CRS 295°	Rwy Idg TDZE Apt Elev	3899 810 813
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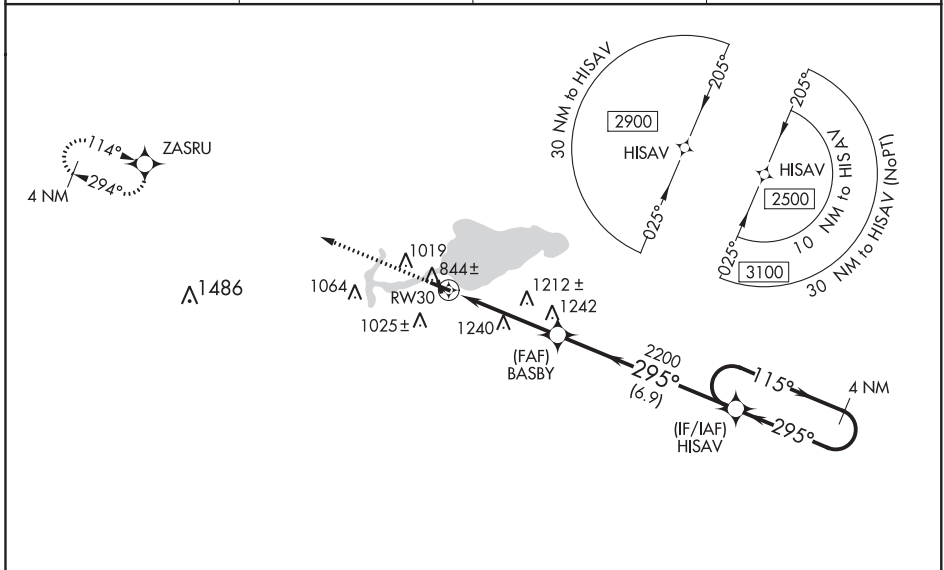
RNAV (GPS) RWY 30

SHAWANO MUNI (E/ZS)

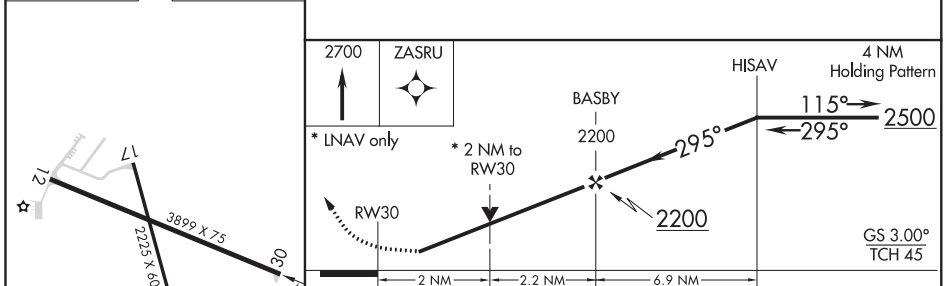
⚠ Baro-VNAV and VDP NA when using Green Bay altimeter setting. Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Circling to Rwy 12 and 35 NA at night. When local altimeter setting not received, use Green Bay altimeter setting and increase all DA 77 feet and all MDA 80 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat B, and Circling Cats B and D visibility 1/4 mile, increase LNAV Cat C and D and Circling Cat C visibility 1/2 mile.

⚠ MISSED APPROACH: Climb to 2700 direct ZASRU and hold.

AWOS-3 118.65	GREEN BAY APP CON * 119.4 338.2	GCO 121.725	UNICOM 122.8 (CTAF) 0
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ELEV 813	TDZE 810
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CATEGORY	A	B	C	D
LPV DA		1097-1	287 (300-1)	
LNAV/VNAV DA		1456-2 1/4	646 (700-2 1/4)	
LNAV MDA	1500-1	690 (700-1)	1500-2	690 (700-2)
CIRCLING	1500-1	687 (700-1)	1500-2 687 (700-2)	1560-2 1/2 747 (800-2 1/2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

SHEBOYGAN, WISCONSIN

AL-5379 (FAA)


16259

LOC/DME I-HEV 110.7 Chan 44	APP CRS 217°	Rwy Idg TDZE 743 Apt Elev 755
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ILS or LOC/DME RWY 22

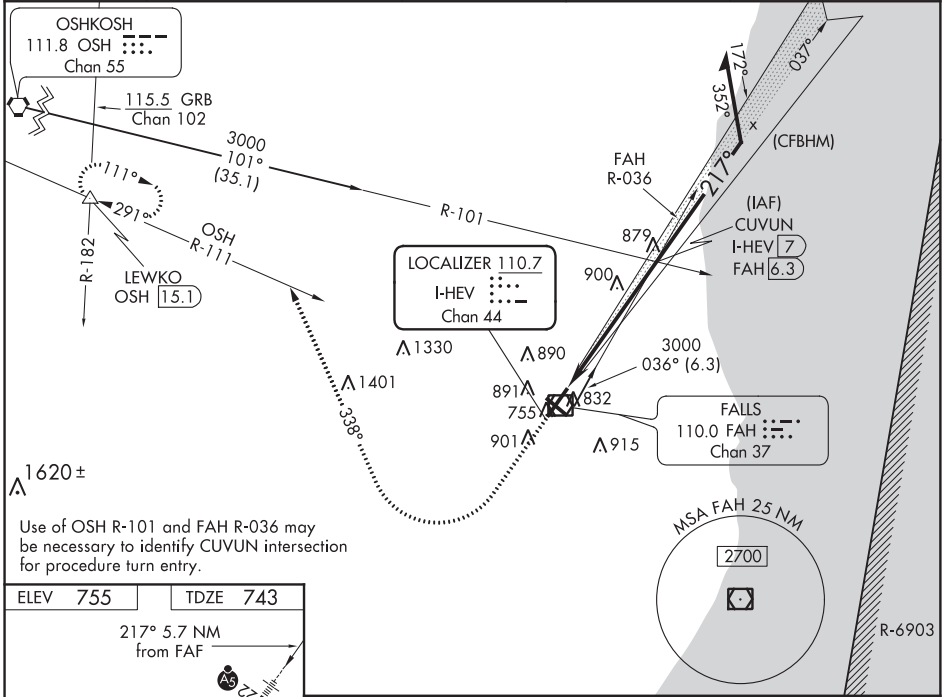
SHEBOYGAN COUNTY MEMORIAL (SBM)

NA When VGSi inop, Circling Rwy 13/31 NA at night. When local altimeter setting not received, use Manitowoc altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase S-ILS 22 all Cats visibility 1/8 mile and S-LOC 22 Cats C/D visibility 1/4 mile. For inop MALSRS when using Manitowoc altimeter setting, increase S-ILS 22 all Cats visibility to 1 mile. VDP NA when using Manitowoc altimeter setting.

MALSRS 

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 338° and OSH VORTAC R-111 to LEWKO INT/OSH 15.1 DME and hold.

ASOS 110.0	MILWAUKEE APP CON 127.375 263.075	GCO 121.725	CLNC DEL 127.375	UNICOM 122.7 (CTAF) 1
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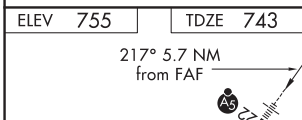


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

A 1620±

Use of OSH R-101 and FAH R-036 may be necessary to identify CUVUN intersection for procedure turn entry.



1400	3000	OSH R-111	LEWKO	CUVUN I-HEV 7	Remain within 10 NM
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*LOC only.

CATEGORY	A	B	C	D
S-ILS 22	993-1/2 250 (300-1/2)			
S-LOC 22	1120-1/2 377 (400-1/2)	1120-5/8 377 (400-5/8)		
CIRCLING	1220-1 465 (500-1)	1220-1 1/2 465 (500-1 1/2)	1320-2 565 (600-2)	

SHEBOYGAN, WISCONSIN
Amdt 5A 29MAY14

43°46'N-087°51'W

SHEBOYGAN COUNTY MEMORIAL (SBM)

ILS or LOC/DME RWY 22

WAAS CH 61104 W04A	APP CRS 037°	Rwy Idg TDZE Apt Elev	6800 744 755
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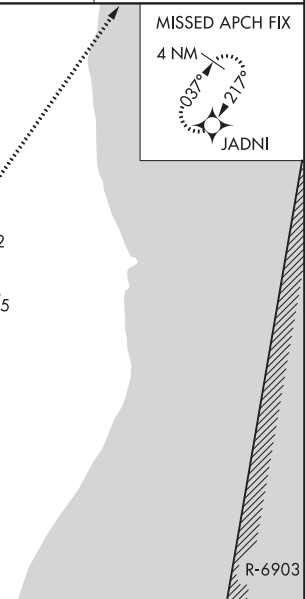
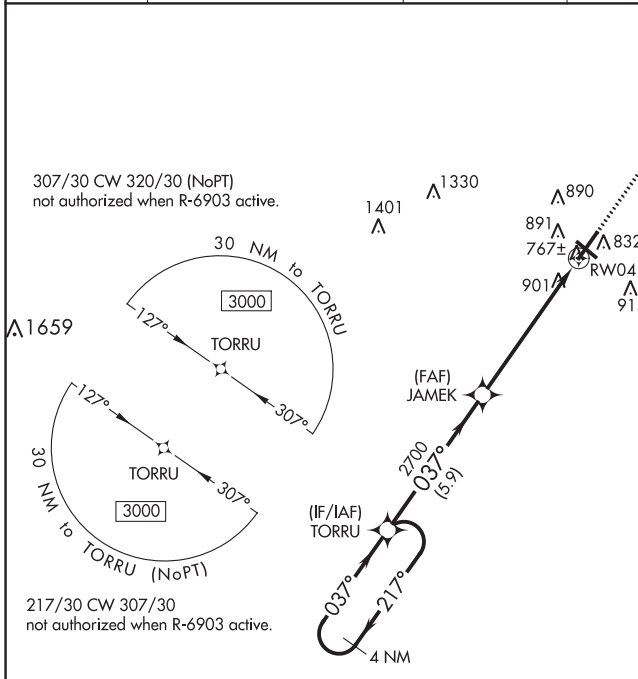
RNAV (GPS) RWY 4

SHEBOYGAN COUNTY MEMORIAL (SBM)

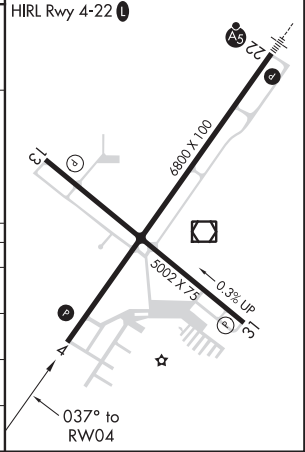
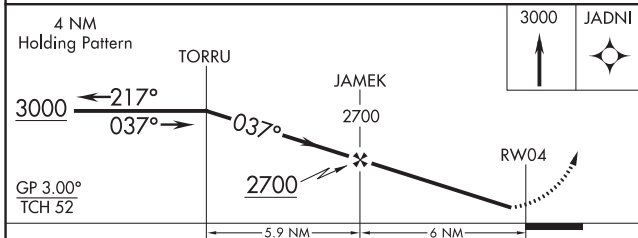
⚠ When VGSi inop, Circling Rwy 13/31 NA at night. Baro-VNAV NA when using Manitowoc altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F). When local altimeter setting not received, use Manitowoc altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile. When VGSi inop, Straight-in/Circling Rwy 04 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct JADNI and hold.

ASOS 110.0	MILWAUKEE APP CON 127.375 263.075	GCO 121.725	CLNC DEL 127.375	UNICOM 122.7 (CTAF) Ⓛ
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ELEV 755	TDZE 744
REIL Rwy 4 Ⓛ	MIRL Rwy 13-31 Ⓛ
HIRL Rwy 4-22 Ⓛ	



CATEGORY	A	B	C	D
LPV DA		994-1	250 (300-1)	
LNAV/VNAV DA		1193-1½	449 (500-1½)	
LNAV MDA	1160-1	416 (500-1)	1160-1⅛	416 (500-1⅛)
CIRCLING	1220-1	465 (500-1)	1220-1½	1320-2 565 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

SHEBOYGAN, WISCONSIN

AL-5379 (FAA)

16259

APP CRS	Rwy Idg	5002
131°	TDZE	755
	Apt Elev	755

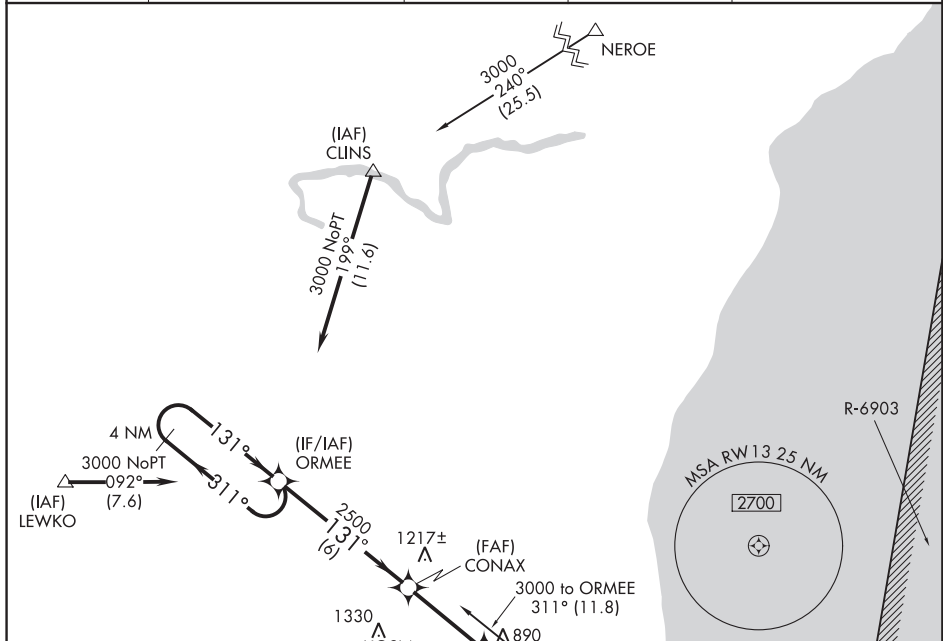
RNAV (GPS) RWY 13

SHEBOYGAN COUNTY MEMORIAL (SBM)

⚠ When VGSI inop, straight-in/circling Rwy13-31 procedure NA at night. If local altimeter setting not received, use Manitowoc County altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

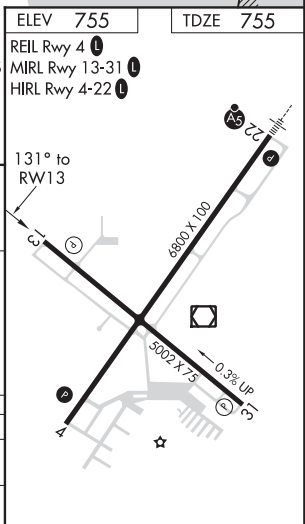
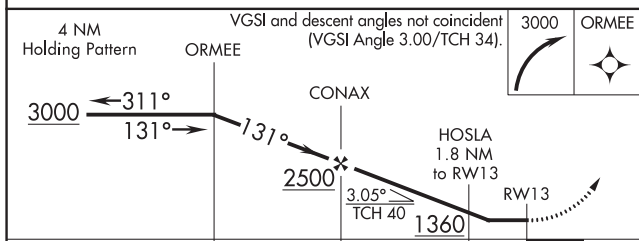
⚠ MISSED APPROACH: Climbing right turn to 3000 direct ORMEE and hold.

ASOS 110.0	MILWAUKEE APP CON 127.375 263.075	GCO 121.725	CLNC DEL 127.375	UNICOM 122.7 (CTAF)
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ELEV	755	TDZE	755
REIL Rwy 4	Ⓛ	MIRL Rwy 13-31	Ⓛ
HIRL Rwy 4-22	Ⓛ		

⚠ 1576±



CATEGORY	A	B	C	D
LNVA MDA	1160-1	405 (500-1)	1160-1¼	405 (500-1¼)
CIRCLING	1220-1	465 (500-1)	1220-1½	1320-2 565 (600-2)

SHEBOYGAN, WISCONSIN
Orig-A 11MAR10

43°46'N-87°51'W

RNAV (GPS) RWY 13

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65904 W22A	APP CRS 217°	Rwy Idg TDZE Apt Elev	6800 743 755
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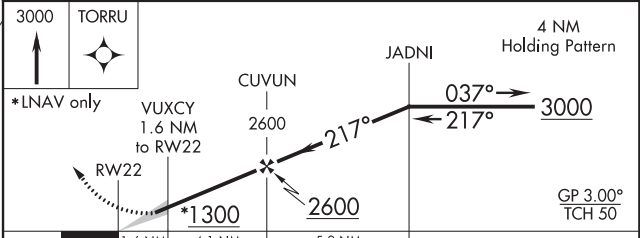
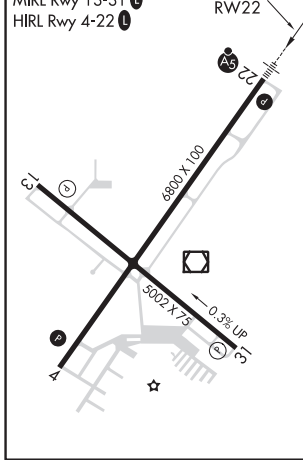
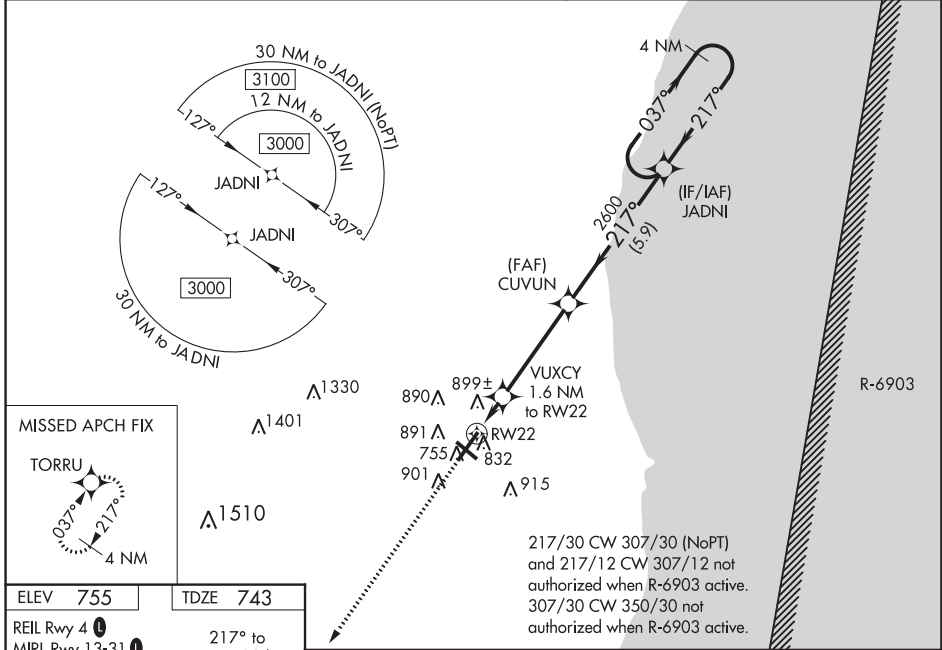
RNAV (GPS) RWY 22

SHEBOYGAN COUNTY MEMORIAL (SBM)

⚠ When VGSi inop, Circling Rwy 13/31 NA at night. Baro-VNAV NA when using Manitowoc altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Manitowoc altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile. For inop MALSRS when using Manitowoc altimeter setting, increase LPV all Cats visibility to ⅜ mile.

MALSRS

MISSED APPROACH:
 Climb to 3000 direct TORRU and hold.

ASOS 110.0	MILWAUKEE APP CON 127.375 263.075	GCO 121.725	CLNC DEL 127.375	UNICOM 122.7 (CTAF) L
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CATEGORY	A	B	C	D
LPV DA		943-1/2	200 (200-1/2)	
LNAV/VNAV DA		1080-5/8	337 (400-5/8)	
LNAV MDA	1160-1/2	417 (500-1/2)	1160-3/4	417 (500-3/4)
CIRCLING	1220-1	465 (500-1)	1220-1 1/2 465 (500-1 1/2)	1320-2 565 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 311°	Rwy Idg 5002 TDZE 744 Apt Elev 754
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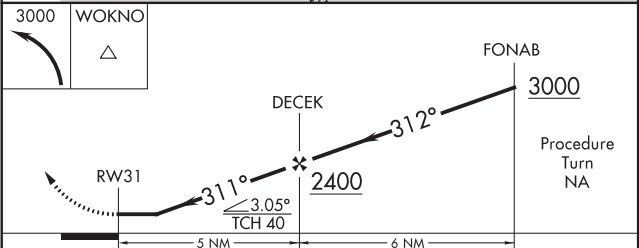
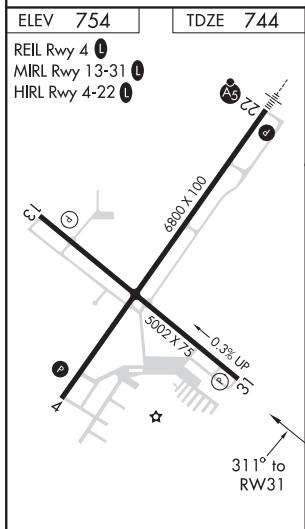
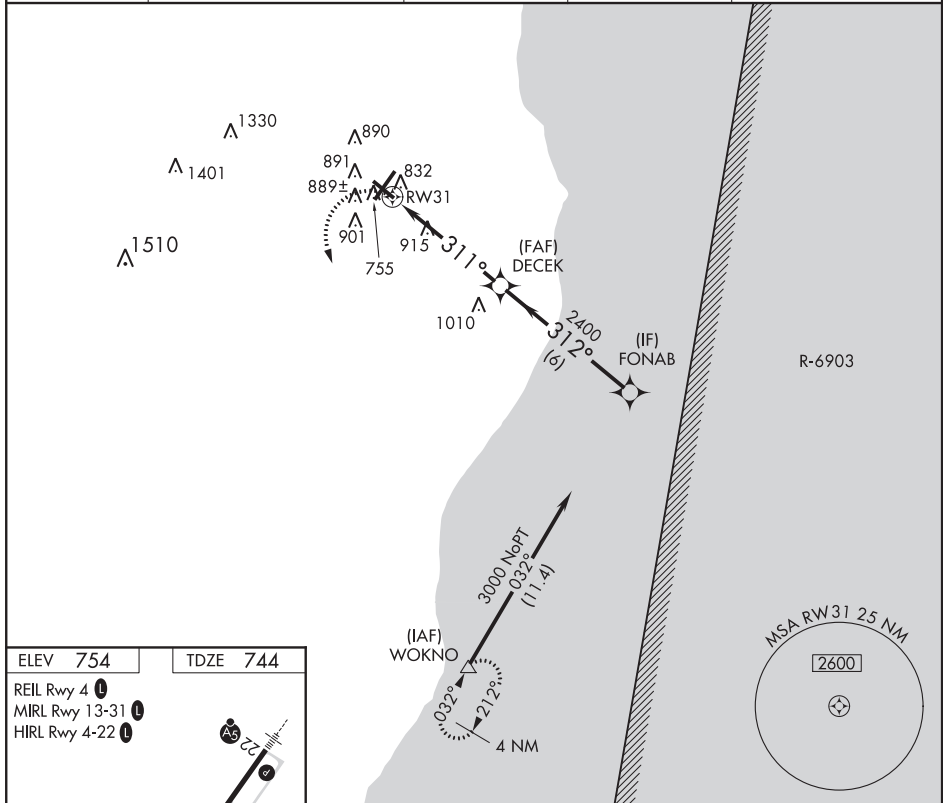
RNAV (GPS) RWY 31

SHEBOYGAN COUNTY MEMORIAL (SBM)

▼ If local altimeter setting not received, use Manitowoc County altimeter setting and increase all MDAs 80 feet. When VGSi inop, Straight-in/Circling Rwy 13-31 procedure NA at night.
▲ DME/DME RNP-0.3 NA. Helicopters visibility reduction below 1 SM NA.

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

ASOS 110.0	MILWAUKEE APP CON 127.375 263.075	GCO 121.725	CLNC DEL 127.375	UNICOM 122.7 (CTAF) L
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CATEGORY	A	B	C	D
LNAV MDA	1220-1 474 (500-1)	1220-1¼ 474 (500-1¼)	1220-1½ 474 (500-1½)	1220-1½ 474 (500-1½)
CIRCLING	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

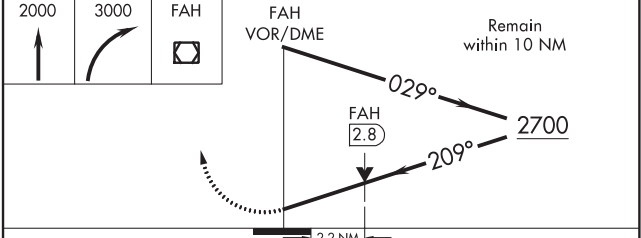
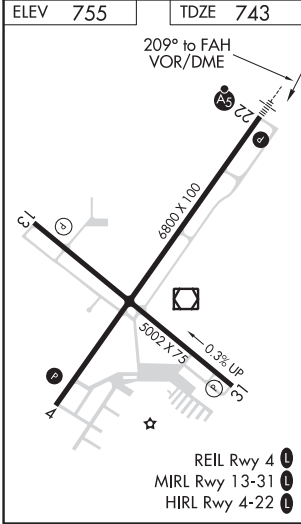
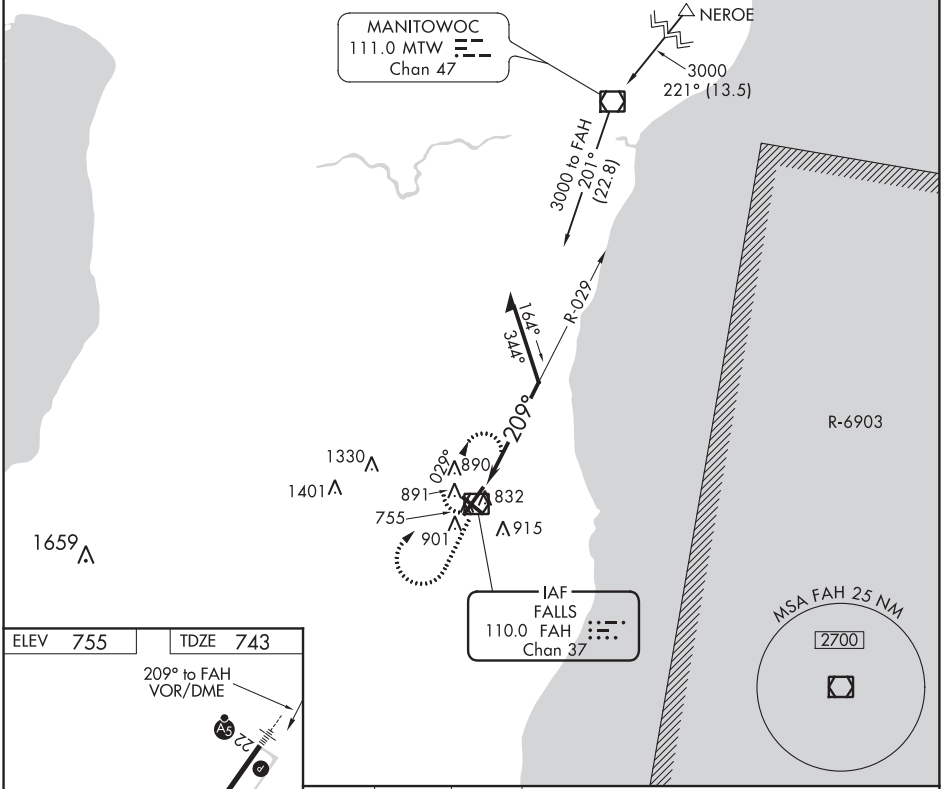
VOR/DME FAH 110.0 Chan 37	APP CRS 209°	Rwy Idg 6800	TDZE 743
		Apt Elev 755	

VOR RWY 22

SHEBOYGAN COUNTY MEMORIAL (SBM)

<p>When VGSI inop, Circling Rwy 13/31 NA at night. When local altimeter setting not received, use Manitowoc altimeter setting and increase all MDA 80 feet, increase S-22 Cat C/D visibility 1/4 mile. VDP NA with Manitowoc altimeter setting.</p>	<p>MALSRL</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct FAH VOR/DME and hold.</p>

ASOS 110.0	MILWAUKEE APP CON 127.375 263.075	GCO 121.725	CLNC DEL 127.375	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-22	1500-1/2 757 (800-1/2)	1500-3/4 757 (800-3/4)	1500-1 3/4	757 (800-1 3/4)
CIRCLING	1500-1	745 (800-1)	1500-2 1/4 745 (800-2 1/4)	1500-2 1/2 745 (800-2 1/2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 36

SHELBY COUNTY (2H \emptyset)

APP CRS	Rwy Idg	4098
002°	TDZE	618
	Apt Elev	618

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Decatur altimeter setting, when not received use Mattoon/Charleston altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2400 direct EROXY and hold.

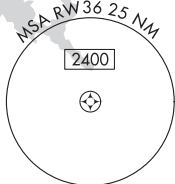
KANSAS CITY CENTER
124.3 269.15

UNICOM
122.8 (CTAF)

Procedure NA for arrival on AXC VORTAC airway radials 187 CW 217.

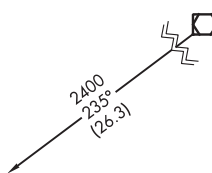
ADDESS
AXC

2400 to EROXY
(181°)
(31.3)



Procedure NA for arrivals at MTO VOR/DME on V72-429 northbound.

MATTOON
MTO



749±
RW36

776
917

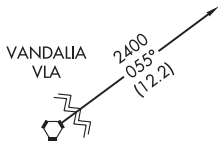
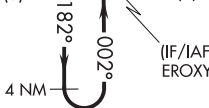
CIVAM
1.6 NM to RW36

1307
(FAF)
AZBIX

2400
002°
(6:1)

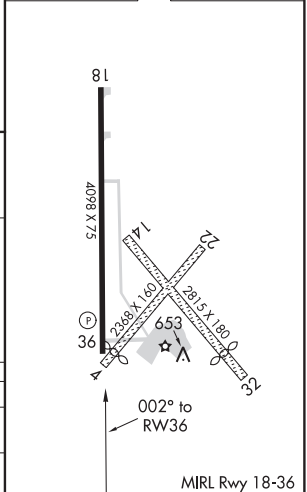
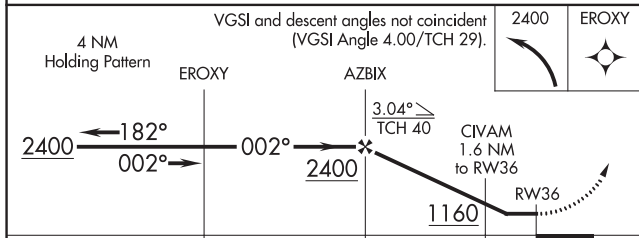
(IAF) HEDKO
2400 NoPT
092°
(5)

(IAF) CITIG
2400 NoPT
272°
(5)



Procedure NA for arrivals at VLA VORTAC on V14 westbound.

ELEV 618	TDZE 618
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CATEGORY	A	B	C	D
RNAV MDA	1080-1	462 (500-1)	1080-1¼ 462 (500-1¼)	NA
CIRCLING	1200-1	582 (600-1)	1220-1¾ 602 (700-1¾)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

NDB SYZ	APP CRS	Rwy Idg	N/A
365	010°	TDZE	N/A
		Apt Elev	618


NDB-A
SHELBY COUNTY (2H(0))

▽ Use Decatur altimeter setting, when not received use Mattoon/
△ NA Charleston altimeter setting and increase all MDA 20 feet.


MISSED APPROACH: Climbing left turn to 2400 in SYZ NDB holding pattern.


KANSAS CITY CENTER
124.3 269.15

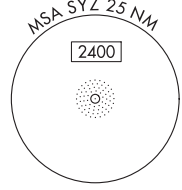
UNICOM
122.8 (CTAF)

ADDERS
117.2 AXC 
Chan 119

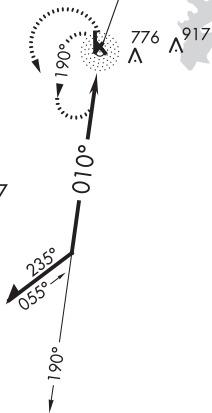
MATTOON
109.4 MTO 
Chan 31

IAF
SHELBYVILLE
365 SYZ 

VANDALIA
114.3 VLA 
Chan 90

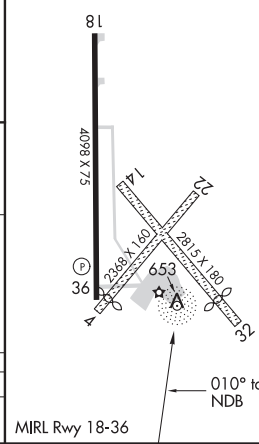
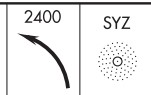
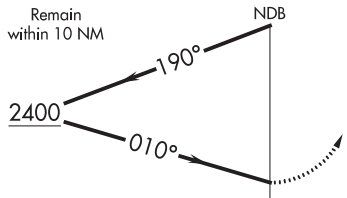


1307
△



ELEV 618

Remain within 10 NM



CATEGORY	A	B	C	D
CIRCLING	1300-1	682 (700-1)	1300-2 682 (700-2)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	2881
136°	TDZE	1233
	Apt Elev	1232

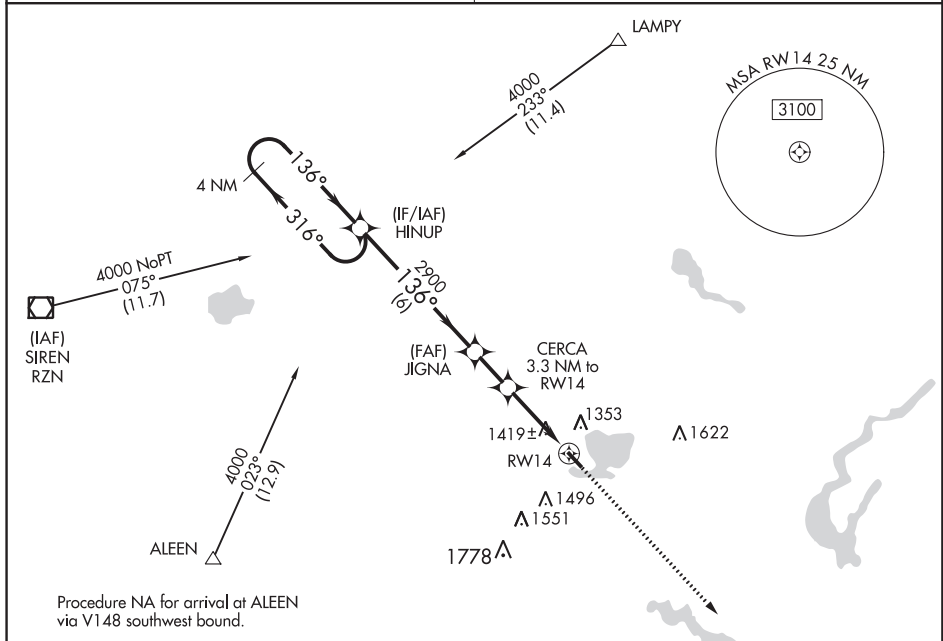
RNAV (GPS) RWY 14

SHELL LAKE MUNI (SSQ)

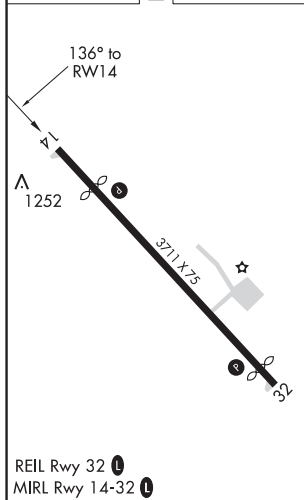
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Rice Lake altimeter setting; when not received, use Siren altimeter setting and increase all MDAs 20 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct QESCA and hold.

MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF)
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ELEV	1232	D	TDZE	1233
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4 NM Holding Pattern	HINUP		JIGNA		CERCA 3.3 NM to RW14		4000	QESCA	
	← 316°		→ 136°		→ 136°		↑	△	
VGSIs and descent angles not coincident (VGSi Angle 4.00/TCH 22).									
6 NM		1.7 NM		3.3 NM					
CATEGORY	A		B		C		D		
LNAV MDA	1740-1 507 (600-1)		1740-1½ 507 (600-1½)						
CIRCLING	1840-1 608 (700-1)		1840-1¾ 608 (700-1¾)		1860-2 628 (700-2)				

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3500
316°	TDZE	1233
	Apt Elev	1232

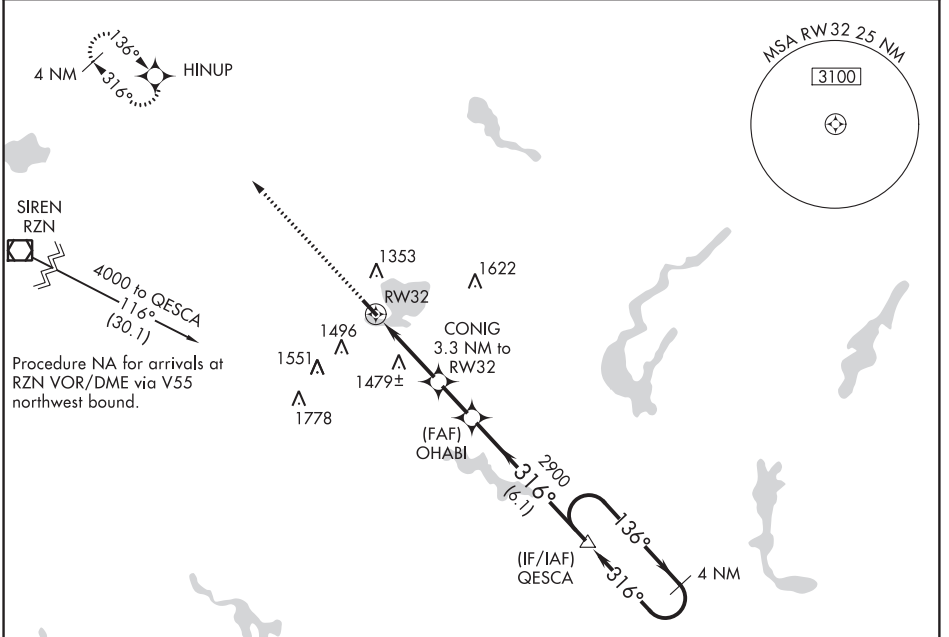
RNAV (GPS) RWY 32

SHELL LAKE MUNI (SSQ)

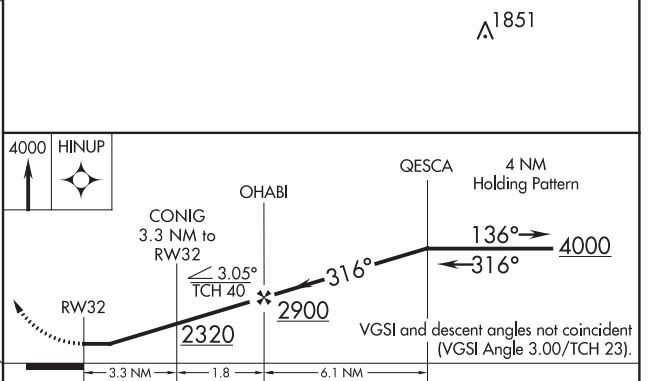
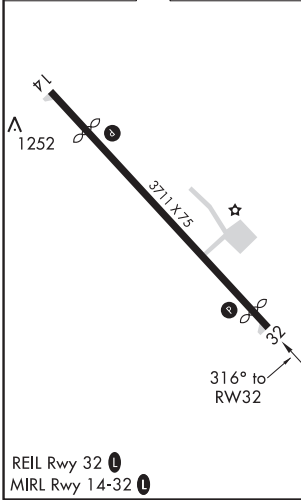
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Rice Lake altimeter setting; when not received use Siren altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 4000 direct HINUP and hold.

MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF)
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ELEV	1232	D	TDZE	1233
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CATEGORY	A	B	C	D
LNAV MDA	1800-1 567 (600-1)	1800-1½ 567 (600-1½)	1800-1¾ 567 (600-1¾)	1800-2 567 (600-2)
CIRCLING	1840-1 608 (700-1)	1840-1½ 608 (700-1½)	1840-1¾ 608 (700-1¾)	1860-2 628 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

SIREN, WISCONSIN

AL-6889 (FAA)

15120

APP CRS	Rwy Idg	3900
046°	TDZE	989
	Apt Elev	989

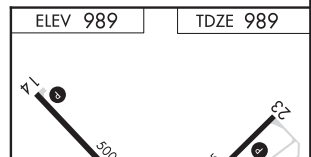
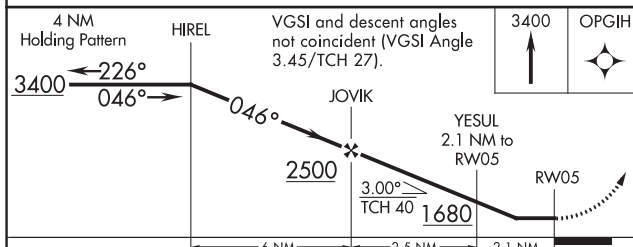
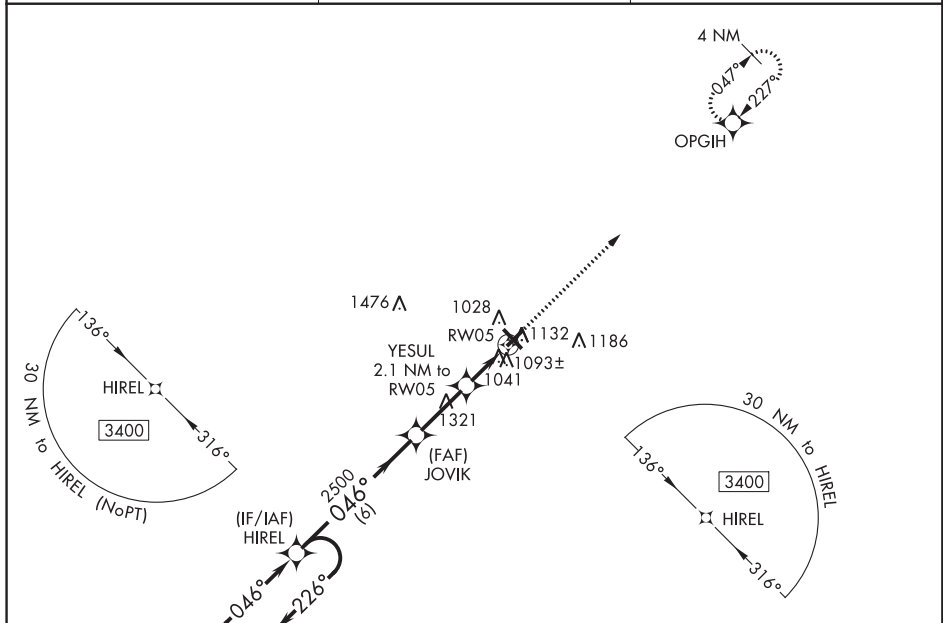
RNAV (GPS) RWY 5

BURNETT COUNTY (RZN)

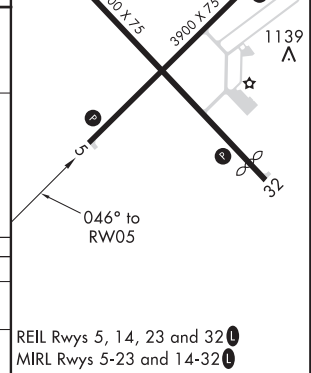
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
⚠ Night Landing: Rwy 5, 23, 32 NA. When local altimeter setting not received, use Rush City, MN altimeter setting and increase all MDA 80 feet; increase LNAV Cat C/D visibility 3/8 mile, and Circling Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 3400 direct OPGIH and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 121.05 397.9	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
LNAV MDA	1360-1 371 (400-1)			
C CIRCLING	1440-1 451 (500-1)	1540-1½ 551 (600-1½)	1680-2¼ 691 (700-2¼)	



SIREN, WISCONSIN
 Orig 30APR15

45°49'N-92°22'W

BURNETT COUNTY (RZN)

RNAV (GPS) RWY 5

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5000
138°	TDZE	988
	Apt Elev	989

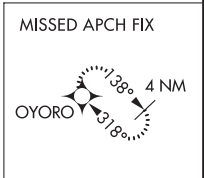
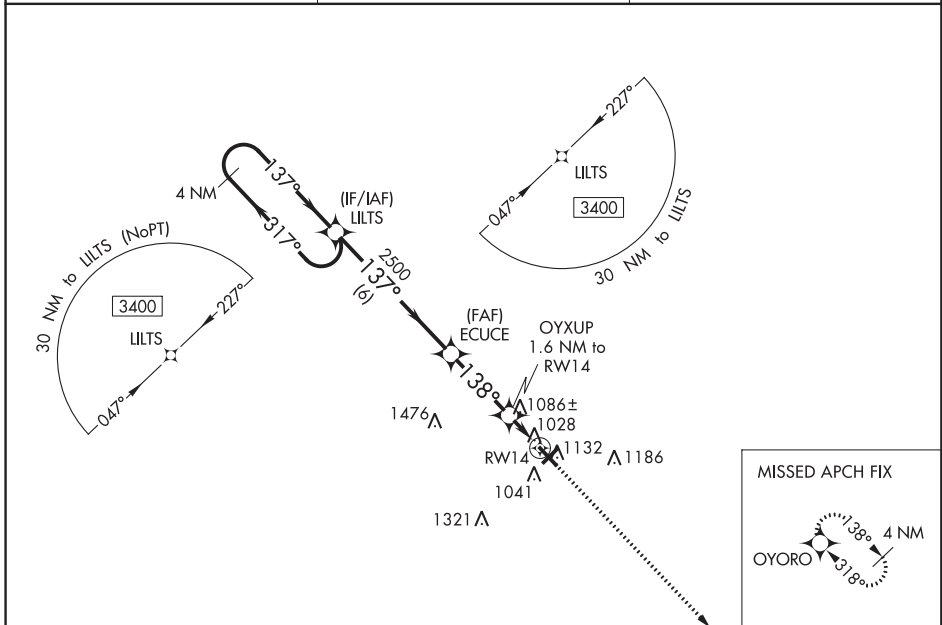
RNAV (GPS) RWY 14

BURNETT COUNTY (RZN)

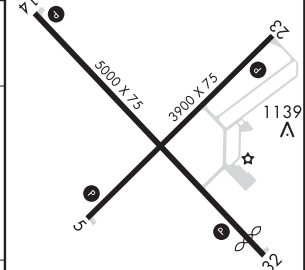
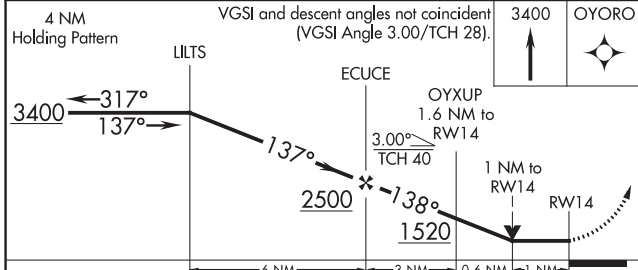
⚠ DME/DME RNP-0.3 NA. VDP NA with Rush City, MN altimeter setting.
⚠ When local altimeter setting not received, use Rush City, MN altimeter setting and increase all MDA 80 feet; increase LNAV Cat C/D visibility and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 5, 23, 32 NA.

MISSED APPROACH: Climb to 3400 direct OYORO and hold.

AWOS-3 118,325	MINNEAPOLIS CENTER 121.05 397.9	UNICOM 122.8 (CTAF) Ⓛ
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ELEV 989	TDZE 988
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CATEGORY	A	B	C	D
LNAV MDA	1340-1 352 (400-1)			
C CIRCLING	1440-1 451 (500-1)	1540-1½ 551 (600-1½)	1680-2¼ 691 (700-2¼)	

REIL Rwys 5, 14, 23 and 32 **Ⓛ**
 MIRL Rwys 5-23 and 14-32 **Ⓛ**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

SIREN, WISCONSIN

AL-6889 (FAA)

15120

APP CRS	Rwy Idg	3900
226°	TDZE	989
	Apt Elev	989

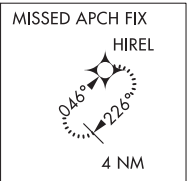
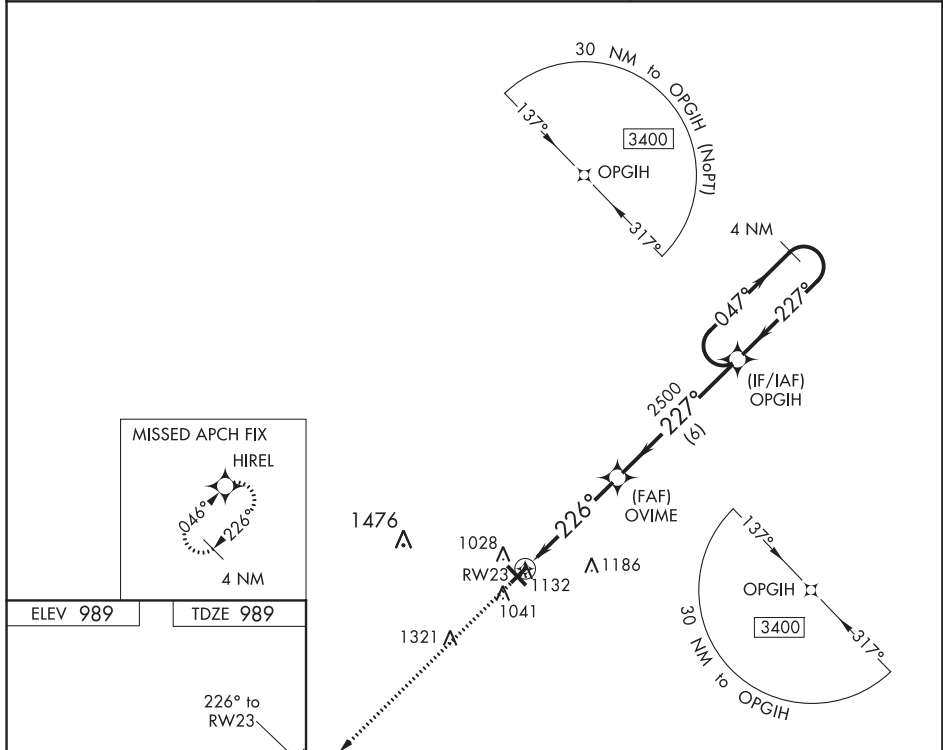
RNAV (GPS) RWY 23

BURNETT COUNTY (RZN)

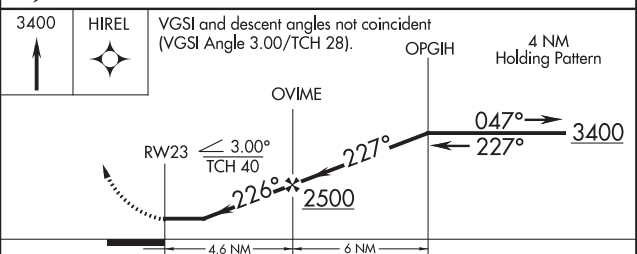
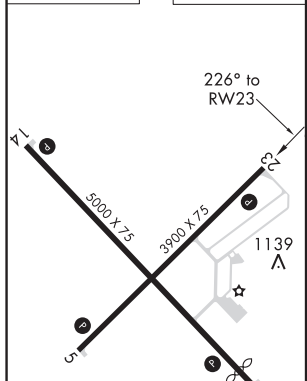
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ruch City, MN altimeter setting and increase all MDA 80 feet; increase LNAV Cat C/D visibility $\frac{1}{8}$ mile, and Circling Cat C/D visibility $\frac{1}{4}$ mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 5, 23, 32, NA.

⚠ MISSED APPROACH: Climb to 3400 direct HIREL and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 121.05 397.9	UNICOM 122.8 (CTAF) 0
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ELEV 989	TDZE 989
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CATEGORY	A	B	C	D
LNAV MDA	1 440-1	451 (500-1)	1 440- $\frac{1}{8}$	451 (500- $\frac{1}{8}$)
C CIRCLING	1 440-1	451 (500-1)	1 540- $\frac{1}{2}$ 551 (600- $\frac{1}{2}$)	1 680- $\frac{1}{4}$ 691 (700- $\frac{1}{4}$)

SIREN, WISCONSIN
Orig 30APR15

45°49'N-92°22'W

RNAV (GPS) RWY 23

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 318°	Rwy Idg TDZE Apt Elev	4660 988 989
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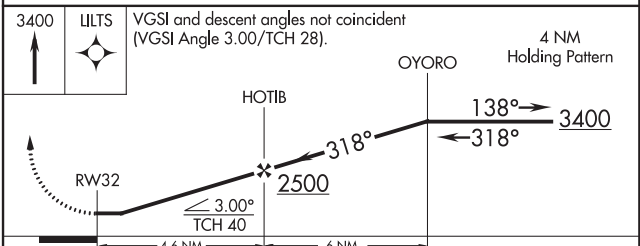
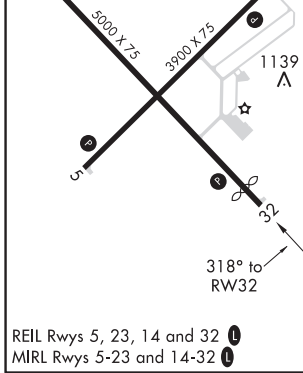
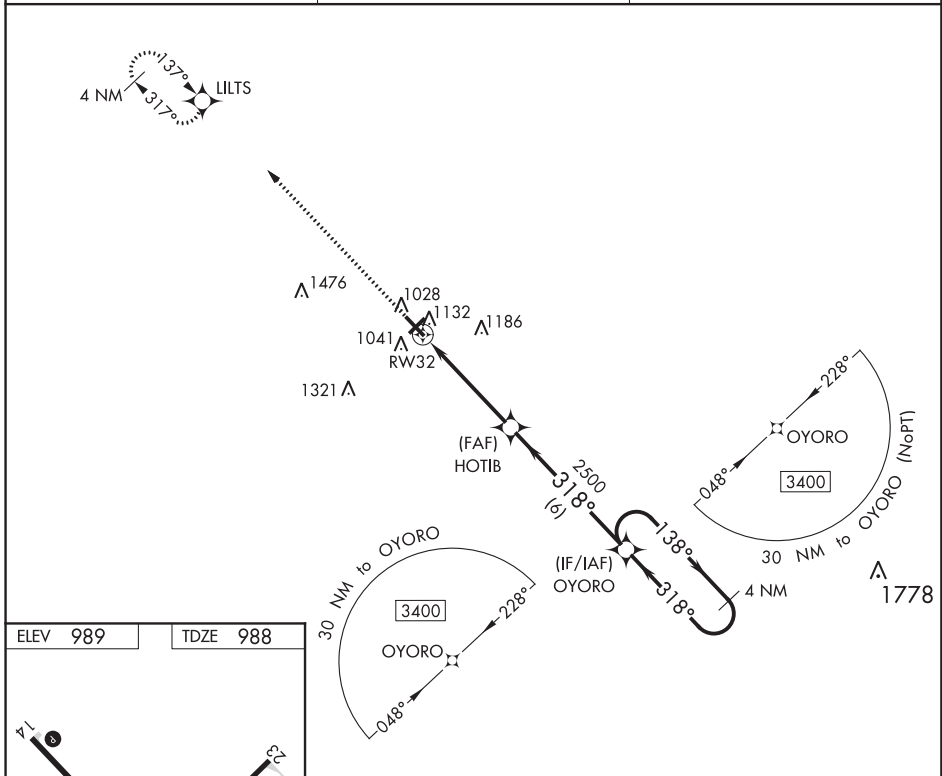
RNAV (GPS) RWY 32

BURNETT COUNTY (RZN)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rush City, MN altimeter setting and increase all MDA 80 feet; increase LNAV Cat C/D visibility 1/4 mile, and Circling Cat C/D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 5, 23, 32 NA.

MISSED APPROACH: Climb to 3400 direct LILTS and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 121.05 397.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1440-1 452 (500-1)		1440-1 1/3 452 (500-1 1/3)	
C CIRCLING	1440-1 451 (500-1)		1540-1 1/2 551 (600-1 1/2)	1680-2 1/4 691 (700-2 1/4)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

SIREN, WISCONSIN

AL-6889 (FAA)

16203

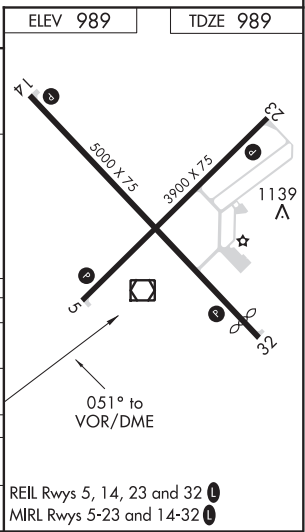
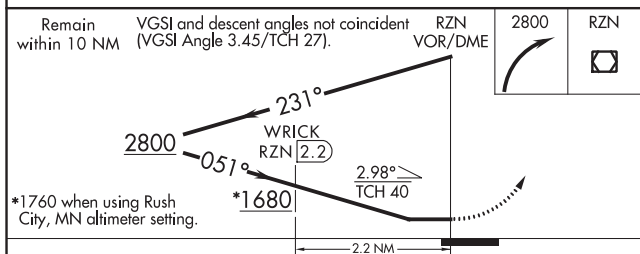
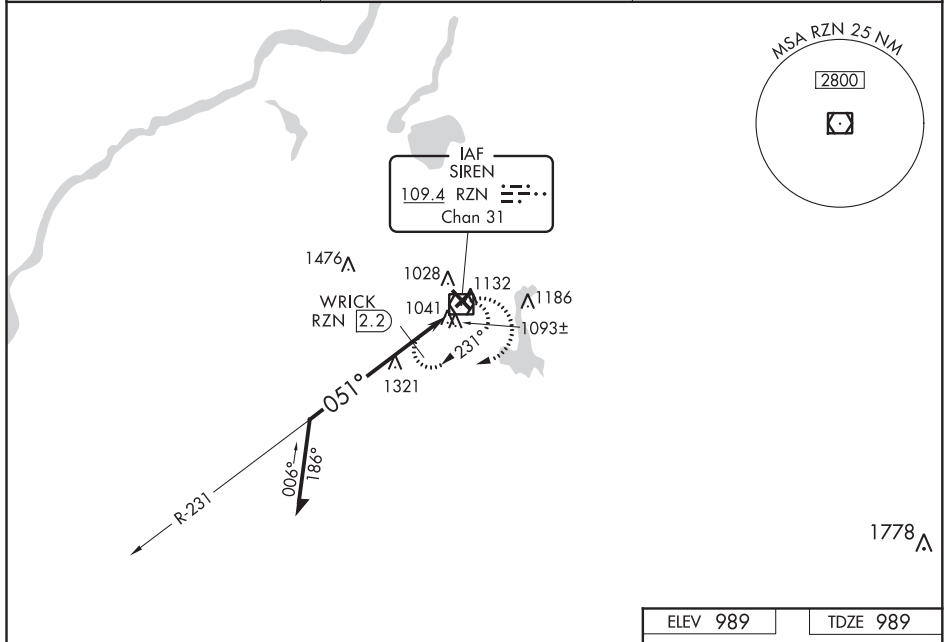
VOR/DME RZN 109.4 Chan 31	APP CRS 051°	Rwy Idg TDZE Apt Elev	3900 989 989
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VOR RWY 5
BURNETT COUNTY (RZN)

⚠ When local altimeter setting not received, use Rush City, MN altimeter setting and increase all MDA 80 feet; increase S-5 and Circling Cat B visibility ¼ mile, S-5 and Circling Cat C/D visibility ½ mile; WRICK DME Fix minimums: increase Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 5, 23, 32 NA.

MISSED APPROACH:
Climbing right turn to 2800 in RZN VOR/DME holding pattern.

AWOS-3 118.325	MINNEAPOLIS CENTER 121.05 397.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-5	1680-1	691 (700-1)	1680-2	691 (700-2)
C CIRCLING	1680-1	691 (700-1)	1680-2 691 (700-2)	1680-2¼ 691 (700-2¼)
WRICK DME FIX MINIMUMS				
S-5	1620-1	631 (700-1)	1620-1¾	631 (700-1¾)
C CIRCLING	1620-1	631 (700-1)	1620-1¾ 631 (700-1¾)	1680-2¼ 691 (700-2¼)

SIREN, WISCONSIN
Amdt 3 30APR15

45°49'N-92°22'W

BURNETT COUNTY (RZN)
VOR RWY 5

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	3099
187°	TDZE	1102
	Apt Elev	1102

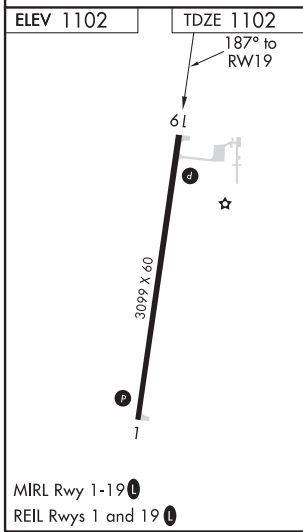
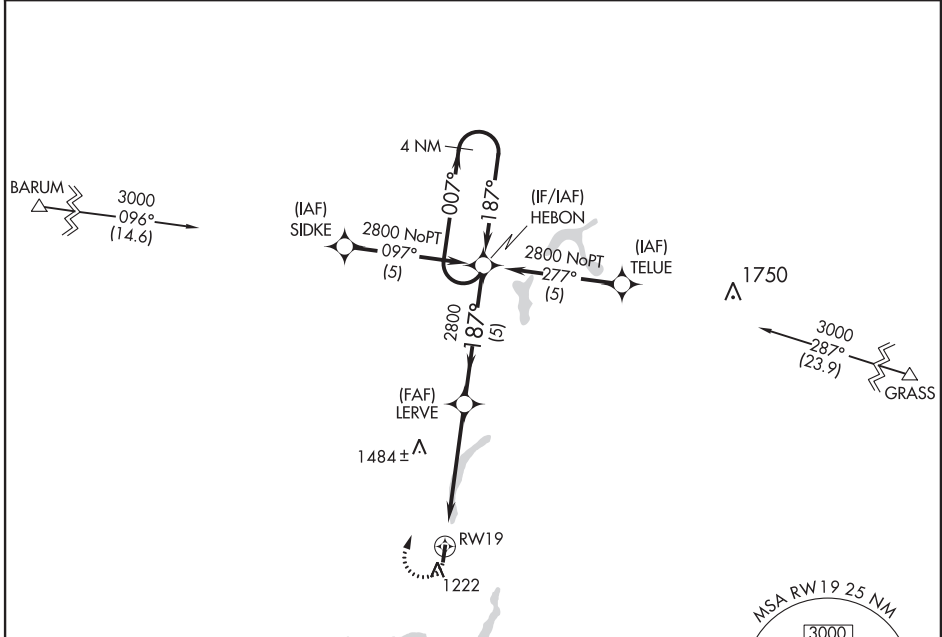
RNAV (GPS) RWY 19

SOLON SPRINGS MUNI (OLG)

⚠ Night landing: Rwy 19 NA. When local altimeter setting not received, use Duluth/Sky Harbor, MN altimeter setting. DME/DME RNP-0.3 NA.
⚠ NA Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2800 direct HEBON WP and hold.

AWOS-3 119.6	DULUTH APP CON 125.45 233.7	CTAF 122.9
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2800	HEBON	Visual Segment - Obstacles.	4 NM Holding Pattern	
LERVE	HEBON			
CATEGORY	A	B	C	D
LNAV MDA	1800-1	698 (700-1)	1800-2 698 (700-2)	NA
CIRCLING	1800-1	698 (700-1)	1800-2 698 (700-2)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93630 W18A	APP CRS 179°	Rwy Idg 4002 TDZE 538 Apt Elev 538
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RNAV (GPS) RWY 18

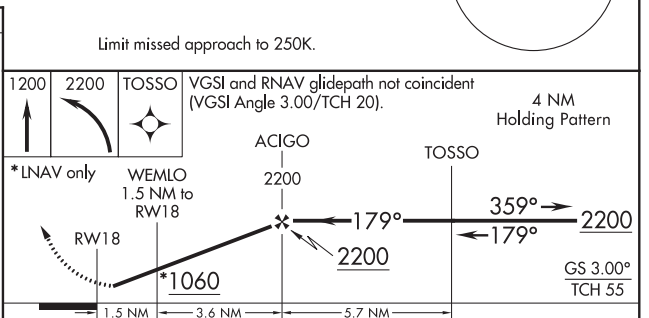
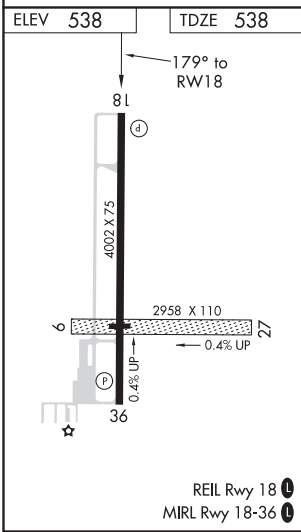
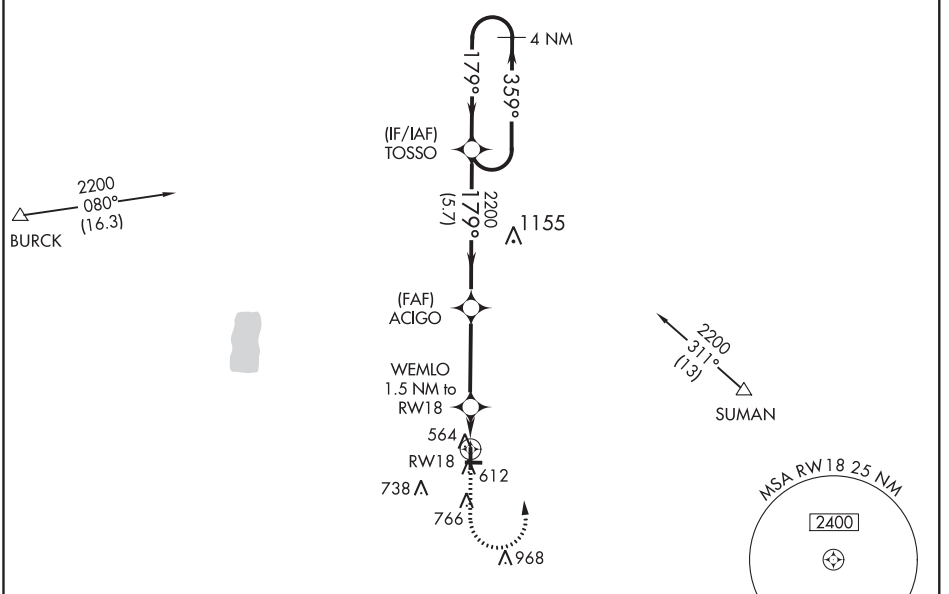
SPARTA COMMUNITY-HUNTER FIELD (S.A.R.)

⚠ Baro-VNAV NA when using Scott AFB/Midamerica 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. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Scott AFB/Midamerica altimeter setting and increase all DA 68 feet and all MDA 80 feet, increase LNAV and circling Cat C/D visibility ¼ mile. Circling NA to Rwy 9/27.

⚠ NA

MISSED APPROACH: Climb to 1200 then climbing left turn to 2200 direct TOSSO and hold.

AWOS-3 118,375	ST. LOUIS APP CON 125.2 281.5	UNICOM 123,075 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		788-1	250 (300-1)	
LNAV/VNAV DA		788-1	250 (300-1)	
LNAV MDA		880-1	342 (400-1)	
CIRCLING	980-1 442 (500-1)	1140-1 602 (700-1)	1140-1¾ 602 (700-1¾)	1140-2 602 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4002
359°	TDZE	533
	Apt Elev	538

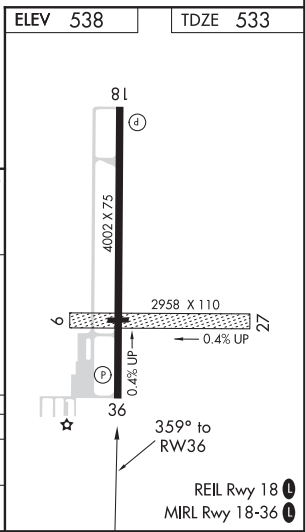
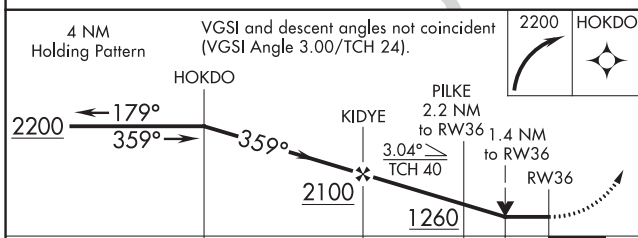
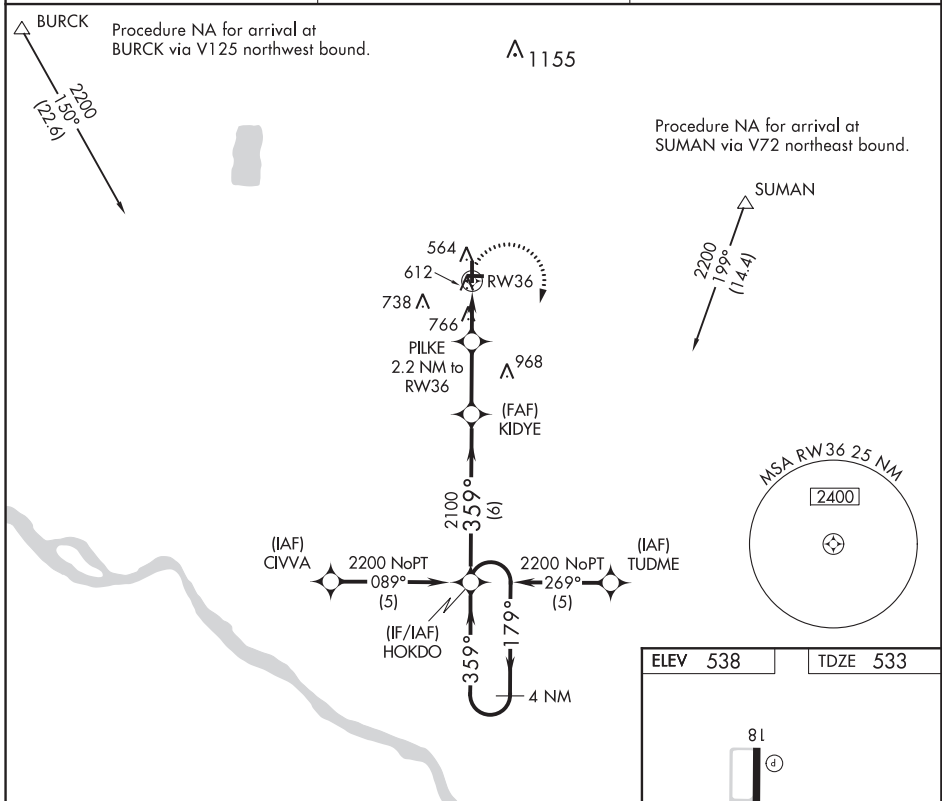
RNAV (GPS) RWY 36

SPARTA COMMUNITY-HUNTER FIELD (S.A.R.)

⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Scott AFB/Midamerica altimeter setting and increase all MDAs 80 feet. Helicopter visibility reduction below 3/4 SM NA. Circling NA to Rwy 9/27. VDP NA when using Scott AFB/Midamerica altimeter setting.

⚠ MISSED APPROACH: Climbing right turn to 2200 direct HOKDO and hold.

AWOS-3 118.375	ST. LOUIS APP CON 125.2 281.5	UNICOM 123.075(CTAF) 0
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CATEGORY	A	B	C	D
LNVA MDA	1080-1	547 (600-1)	1080-1½ 547 (600-1½)	1080-1¾ 547 (600-1¾)
CIRCLING	1080-1 542 (600-1)	1140-1 602 (700-1)	1140-1¾ 602 (700-1¾)	1140-2 602 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65721 W11A	APP CRS 112°	Rwy Idg 4697 TDZE 829 Apt Elev 838
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RNAV (GPS) RWY 11

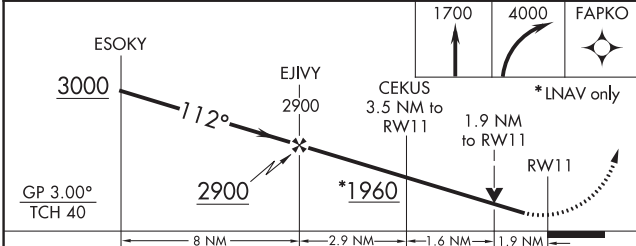
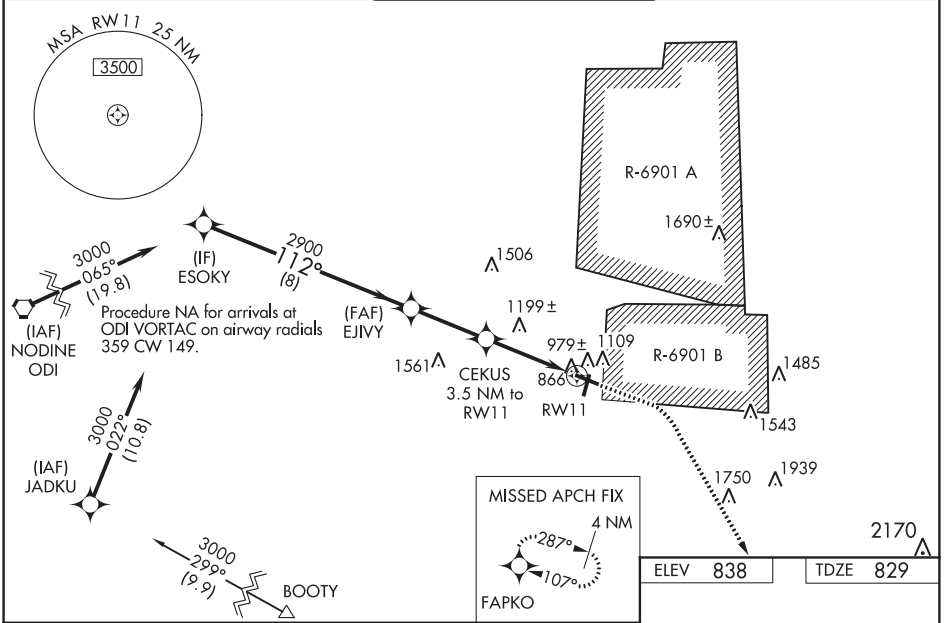
SPARTA/FORT MC COY (CMY)

⚠ Circling to Rwy 19 NA at night. Baro-VNAV NA when using La Crosse 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 La Crosse altimeter setting. When local altimeter setting not received, use La Crosse altimeter setting and increase all DA 79 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cats C/D visibility 1/4 mile. Procedure not authorized when R-6901B active.

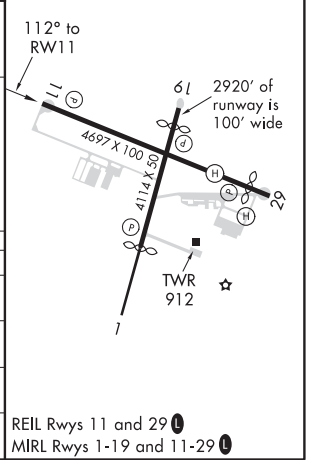
⚠ MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct FAPKO and hold.

⚠ -33°C/-27°F

AWOS-3 119.775	VOLK APP CON * 135.25 244.875	SPARTA/MC COY TOWER * 124.6 241.0	GND CON 123.1	CTAF 124.6
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CATEGORY	A	B	C	D
LPV DA		1079-7/8	250 (300-7/8)	
LNAV/VNAV DA		1190-1 1/4	361 (400-1 1/4)	
LNAV MDA	1460-1	631 (700-1)	1460-1 3/4	631 (700-1 3/4)
CIRCLING	1520-1 682 (700-1)	1540-1 702 (800-1)	1580-2 1/4 742 (800-2 1/4)	1620-2 1/2 782 (800-2 1/2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56318 W29A	APP CRS 292°	Rwy Idg TDZE Apt Elev	4265 831 838
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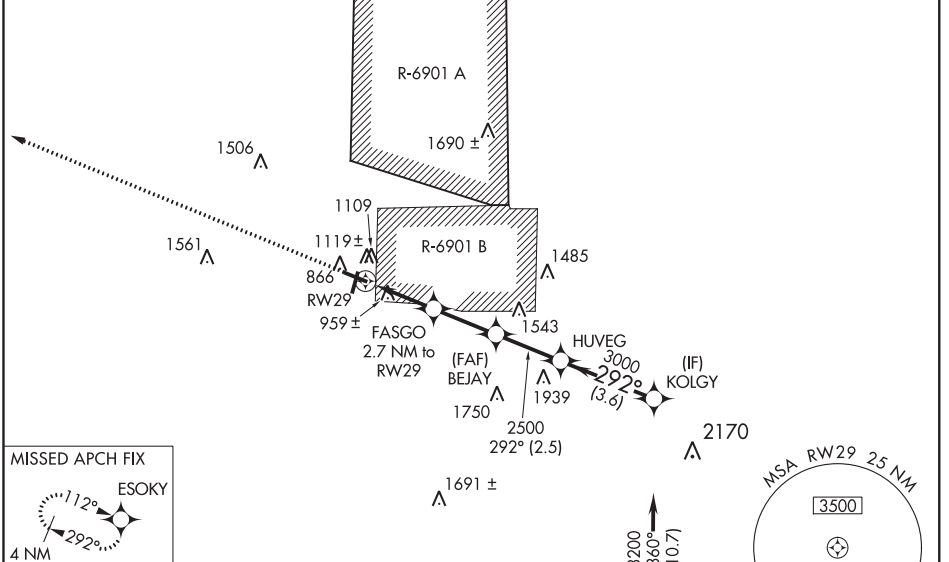
RNAV (GPS) RWY 29

SPARTA/FORT MC COY (CMY)

⚠ Circling to Rwy 19 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. Helicopter visibility reduction below 1 SM not authorized. Baro-VNAV and VDP NA when using La Crosse altimeter setting. When local altimeter setting not received, use La Crosse altimeter setting and increase all DA 79 feet and all MDA 80 feet; increase LPV all Cats visibility 3/8 mile, and LNAV/VNAV all Cats and LNAV and Circling Cats C/D visibility 1/4 mile. Procedure not authorized when R-6901B is active.

⚠ MISSED APPROACH: Climb to 4000 direct ESOKY and hold.

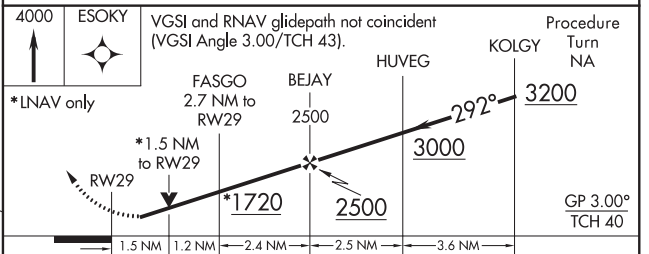
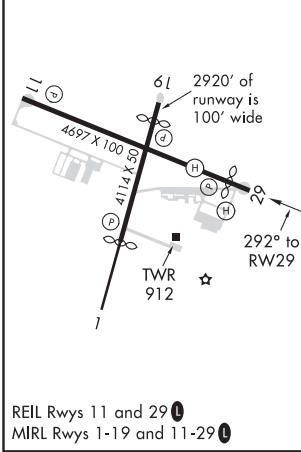
AWOS-3 119.775	VOLK APP CON * 135.25 244.875	SPARTA/MC COY TOWER * 124.6 241.0	GND CON 123.1	CTAF 124.6
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ELEV 838	TDZE 831
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Procedure NA for arrivals at FAPKO on V82-170-510 eastbound.

(IAF) FAPKO
3200
360° (10.7)



CATEGORY	A	B	C	D
LPV DA		1107-7/8	276 (300-7/8)	
LNAV/VNAV DA		1263-1 1/2	432 (500-1 1/2)	
LNAV MDA	1320-1	489 (500-1)	1320-1 3/8	489 (500-1 3/8)
CIRCLING	1520-1 682 (700-1)	1540-1 702 (800-1)	1580-2 1/4 742 (800-2 1/4)	1620-2 1/2 782 (800-2 1/2)

EC-3, 10 NOV 2016 to 05 JAN 2017

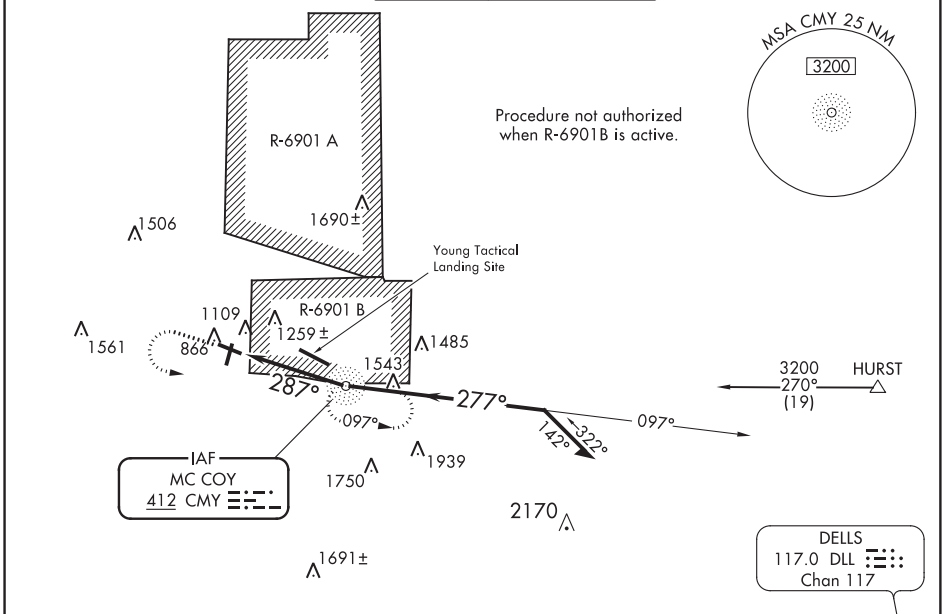
EC-3, 10 NOV 2016 to 05 JAN 2017

NDB	CMY	APP CRS	Rwy Idg	4265
		287°	TDZE	831
			Apt Elev	838

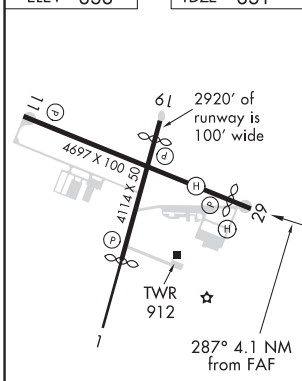
NDB RWY 29

SPARTA/FORT MC COY (CMY)

<p>⚠ Circling to Rwy 19 NA at night. When local altimeter setting not received, use La Crosse altimeter setting and increase all MDA 80 feet and visibility S-29 Cat B ¼ mile and Cat C ½ mile, Circling Cat B and C ¼ mile. Helicopter visibility reduction below 1 SM not authorized.</p>		<p>MISSED APPROACH: Climb to 2100 then climbing left turn to 3200 direct CMY NDB and hold.</p>		
AWOS-3	VOLK APP CON *	SPARTA/MC COY TOWER *	GND CON	CTAF
119.775	135.25 244.875	124.6 241.0	123.1	124.6 Ⓛ



ELEV 838	TDZE 831
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2100	3200	CMY	
VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 43).			
3.56° TCH 40		CMY NDB	
4.1 NM			

REIL Rwys 11 and 29					
MIRL Rwys 1-19 and 11-29					
FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-29	1560-1	729 (800-1)	1560-2 729 (800-2)	NA
CIRCLING	1560-1	722 (800-1)	1580-2¼ 742 (800-2¼)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

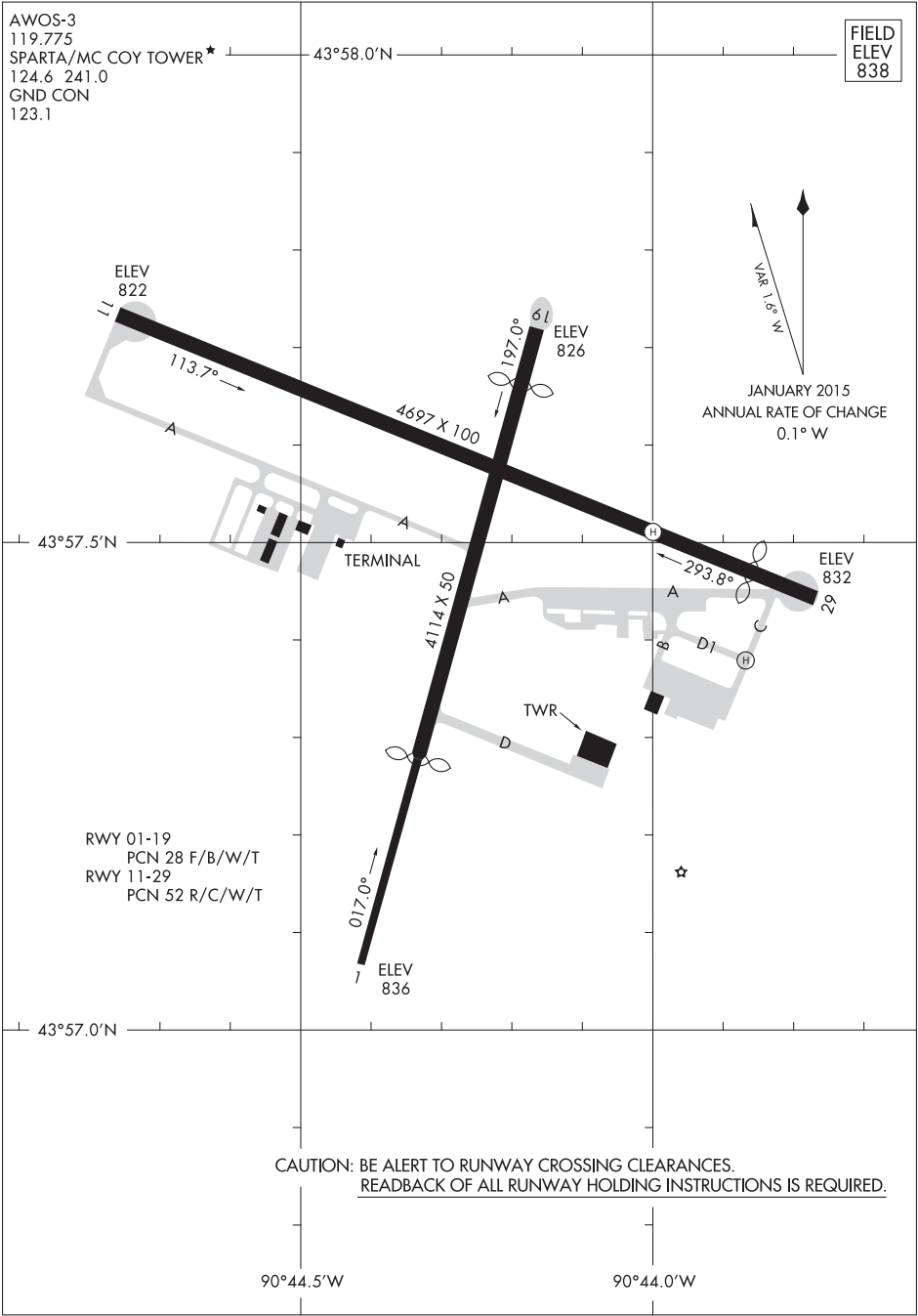
AIRPORT DIAGRAM

AL-6902 (FAA)

SPARTA/FORT MC COY (CMY)
SPARTA, WISCONSIN

AWOS-3
119.775
SPARTA/MC COY TOWER*
124.6 241.0
GND CON
123.1

FIELD
ELEV
838



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

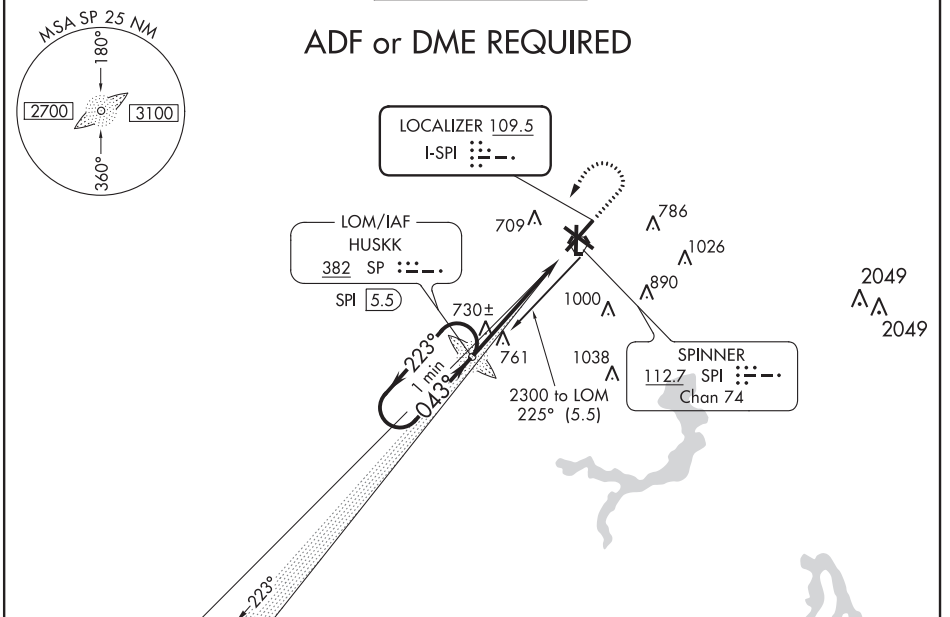
AIRPORT DIAGRAM

SPARTA, WISCONSIN
SPARTA/FORT MC COY (CMY)

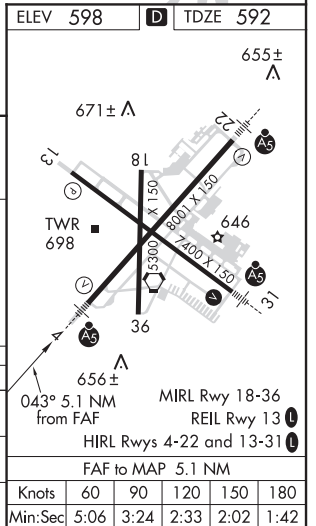
LOC I-SPI 109.5	APP CRS 043°	Rwy Idg TDZE Apt Elev	7927 592 598
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ILS or LOC RWY 4
ABRAHAM LINCOLN CAPITAL (SPI)

	When local altimeter setting not received, use Lincoln altimeter setting and increase all DA 57 feet, all MDA 60 feet, increase S-LOC and Circling Cat C/D visibility 1/4 mile. ADF REQUIRED. *RVR 1800 authorized with the use of FD or AP or HUD to DA.			MALSR 	MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct HUSKK LOM and hold.	
	ATIS 127.65 270.1	SPRINGFIELD APP CON * 126.15 323.0	SPRINGFIELD TOWER * 121.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95



One Minute Holding Pattern 	SP LOM SPI 5.5	1500	2300	SP
	2297			
GS 3.00° TCH 56	2300 ← 223° 043° → 2300			
← 5.1 NM →				
CATEGORY	A	B	C	D
S-ILS 4	* 792/24 200 (200-1/2)			
S-LOC 4	1020/24	428 (500-1/2)	1020/40	428 (500-3/4)
CIRCLING	1040-1	442 (500-1)	1360-2 1/4 762 (800-2 1/4)	1380-2 1/2 782 (800-2 1/2)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-LQY 111.7	APP CRS 223°	Rwy Idg TDZE Apt Elev	8001 598 598
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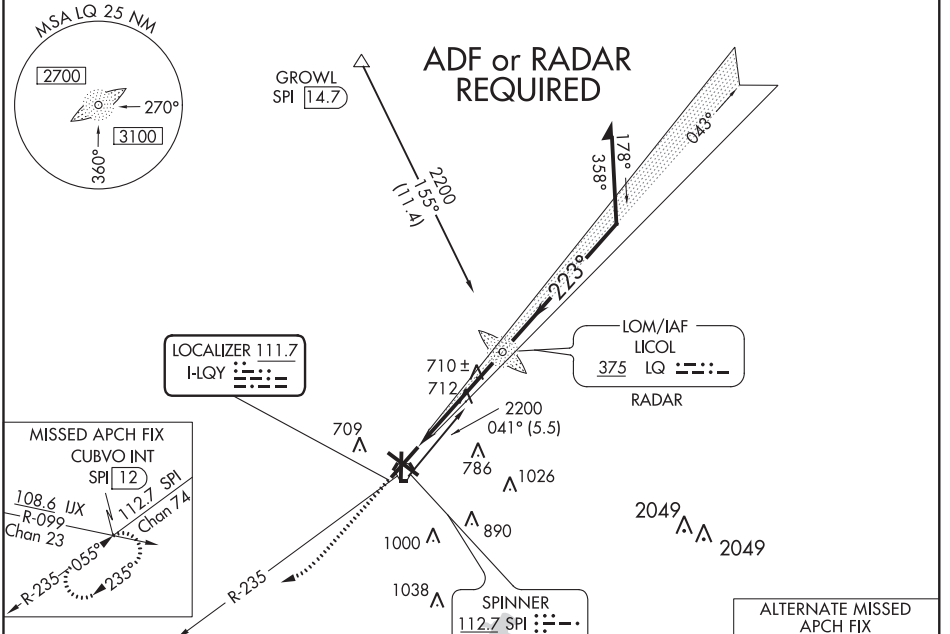
ILS or LOC RWY 22

ABRAHAM LINCOLN CAPITAL (SPI)

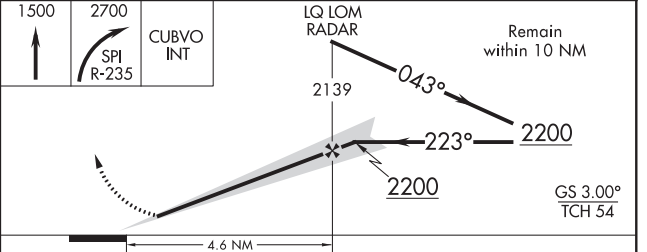
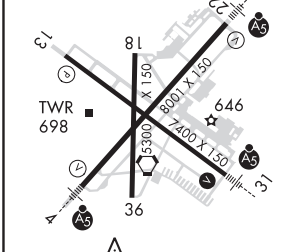
ADF or RADAR Required. When local altimeter setting not received, use Lincoln altimeter setting and increase call DA 57 feet, all MDA 60 feet, and increase S-LOC 22 Cat C/D and Circling Cat C visibility 1/4 mile.

MALSR MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 via SPI VORTAC R-235 to CUBVO INT/SPI 12 DME and hold.

ATIS 127.65 270.1	SPRINGFIELD APP CON * 126.15 323.0	SPRINGFIELD TOWER * 121.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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ELEV 598	D	TDZE 598
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CATEGORY	A	B	C	D
S-ILS 22	798-1/2 200 (200-1/2)			
S-LOC 22	980-1/2 382 (400-1/2)	980-5/8 382 (400-5/8)		
CIRCLING	1160-1 562 (600-1)	1160-1 1/2 562 (600-1 1/2)	1200-2 602 (700-2)	

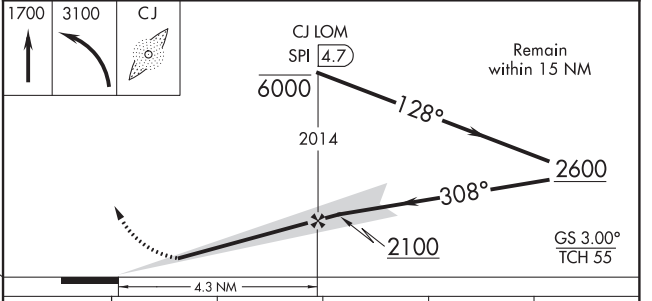
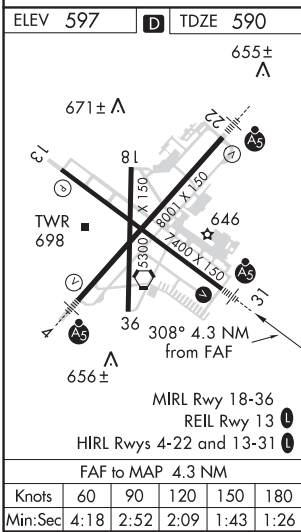
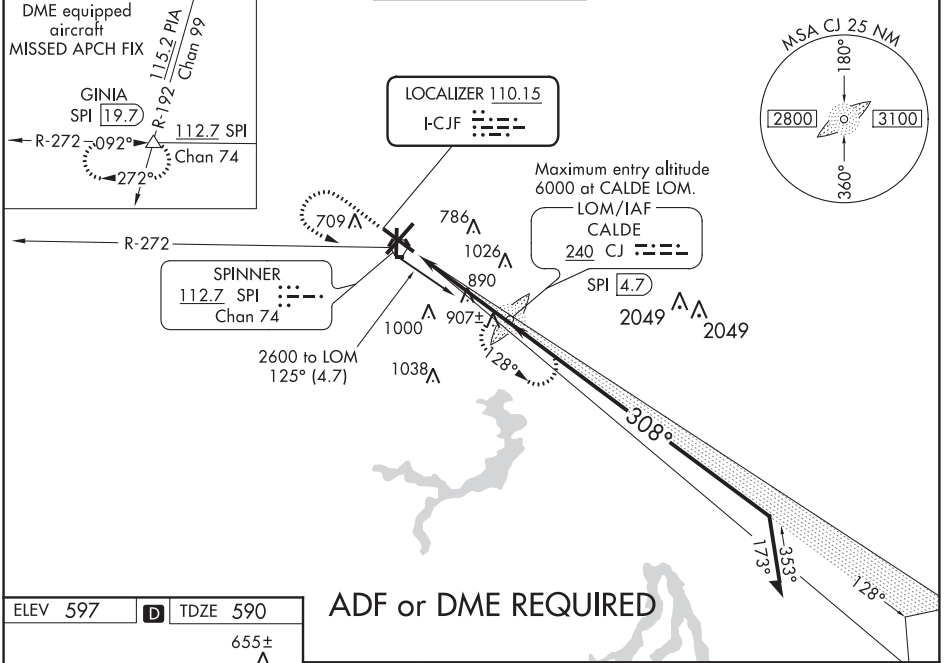
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-CJF 110.15	APP CRS 308°	Rwy Idg TDZE Apt Elev	7000 590 597
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ILS or LOC RWY 31
ABRAHAM LINCOLN CAPITAL (SPI)

<p>ADF or DME REQUIRED. If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. ASR For inoperative MALSR, increase S-ILS-31 Cat E visibility to 3/4 and S-LOC-31 Cat E visibility to 2 1/4.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1700 then climbing left turn to 3100 direct CALDE LOM and hold. (DME equipped aircraft climb to 1700, then climbing left turn to 3200 via SPI R-272 to GINIA INT/SPI 19.7 DME and hold.)</p>			
<p>ATIS 127.65 270.1</p>	<p>SPRINGFIELD APP CON * 126.15 323.0</p>	<p>SPRINGFIELD TOWER * 121.3 (CTAF) 257.8</p>	<p>GND CON 121.9 348.6</p>	<p>CLNC DEL 121.7</p>	<p>UNICOM 122.95</p>



CATEGORY	A	B	C	D	E
S-ILS 31	790-1/2 200 (200-1/2)				
S-LOC 31	1200-1/2 610 (700-1/2)	1200-1/4 610 (700-1/4)	1200-1/2 610 (700-1/2)	1200-1/4 610 (700-1/4)	1200-3/4 610 (700-3/4)
CIRCLING	1200-1 603 (700-1)	1200-1 603 (700-1)	1200-2 603 (700-2)	1200-2 603 (700-2)	1380-2 783 (800-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

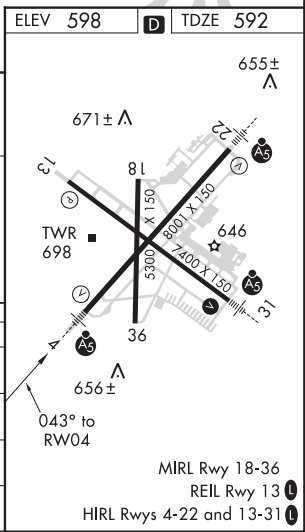
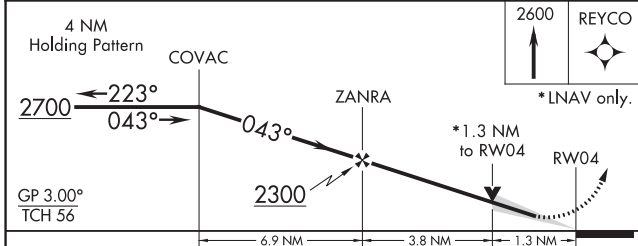
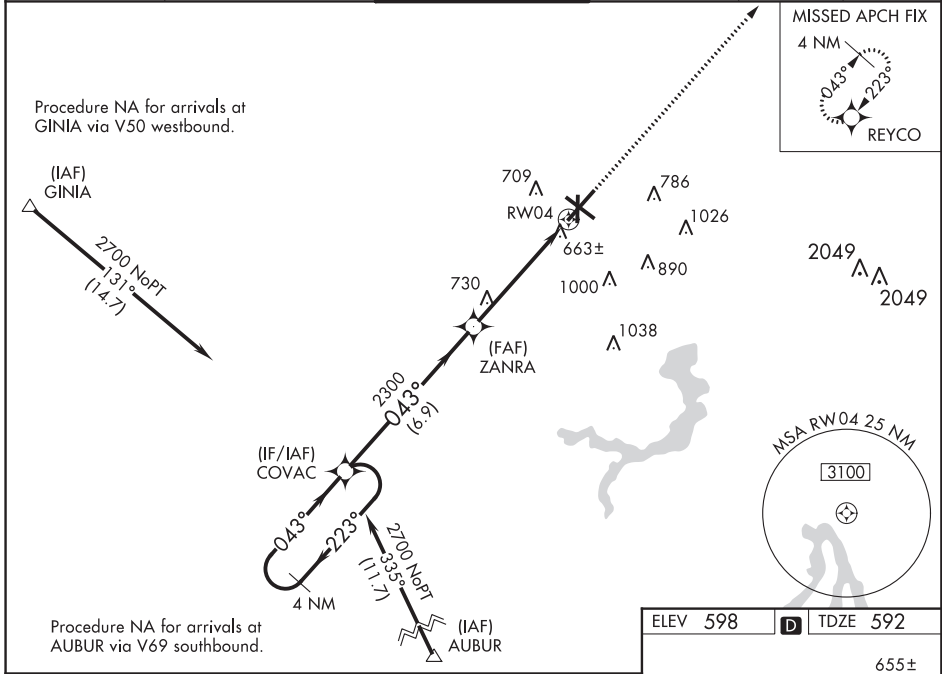
WAAS CH 70309 W04A	APP CRS 043°	Rwy Idg TDZE Apt Elev	7927 592 598
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RNAV (GPS) RWY 4

ABRAHAM LINCOLN CAPITAL (SPI)

	DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -16°C (4°F) and above 47°C (116°F). When local altimeter setting not received, use Lincoln altimeter setting and increase all DA 57 feet, all MDA 60 feet, and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Lincoln altimeter setting. For inoperative MALSRL increase LPV all Cats visibility to RVR 5000.		MISSED APPROACH: Climb to 2600 direct REYCO and hold.

ATIS 127.65 270.1	SPRINGFIELD APP CON * 126.15 323.0	SPRINGFIELD TOWER * 121.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	854/24		262 (300-½)	
LNAV/VNAV DA	931/40		339 (400-¾)	
LNAV MDA	1060/24 468 (500-½)		1060/50 468 (500-1)	
CIRCLING	1160-1 562 (600-1)		1160-1½ 562 (600-1½) 1200-2 602 (700-2)	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99616 W13A	APP CRS 128°	Rwy Idg TDZE Apt Elev	7217 592 598
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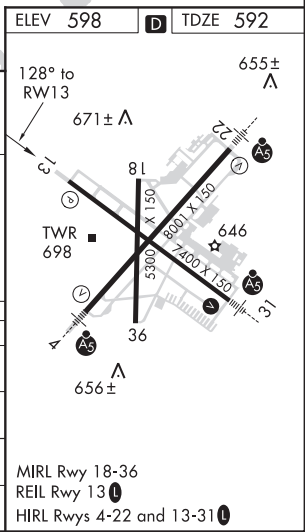
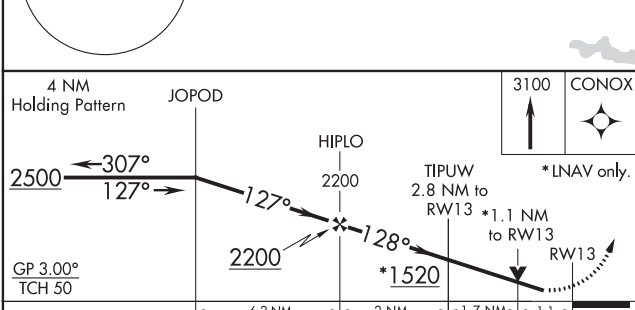
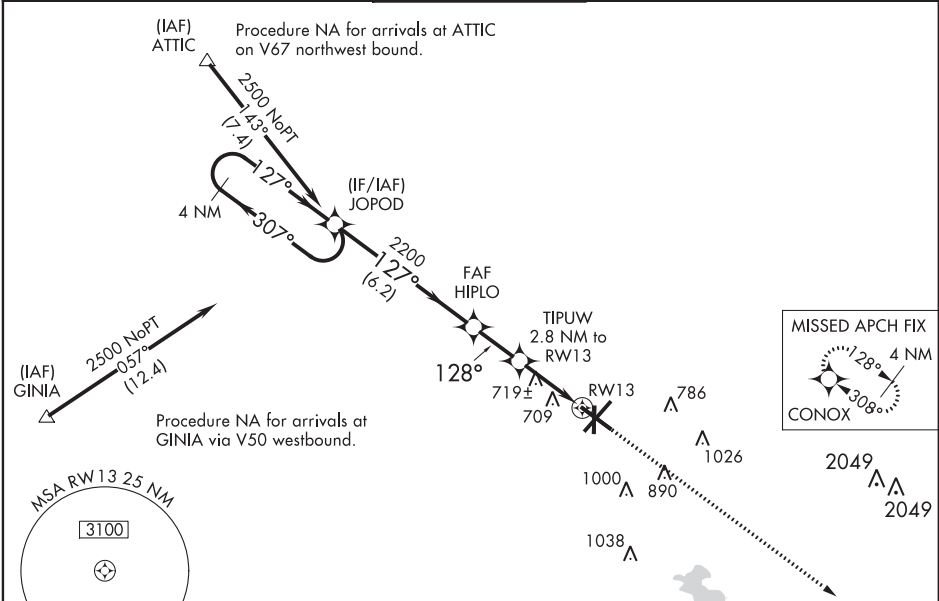
RNAV (GPS) RWY 13

ABRAHAM LINCOLN CAPITAL (SPI)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°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 Lincoln altimeter setting and increase all DA 57 feet, all MDA 60 feet, and increase LPV and LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Lincoln altimeter setting. VDP NA when using Lincoln altimeter setting.

MISSED APPROACH:
Climb to 3100 direct CONOX and hold.

ATIS 127.65 270.1	SPRINGFIELD APP CON * 126.15 323.0	SPRINGFIELD TOWER * 121.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	875-1 283 (300-1)			
LNAV/VNAV DA	1011-1½ 419 (500-1½)			
LNAV MDA	980-1 388 (400-1)		980-1¼ 388 (400-1¼)	
CIRCLING	1160-1 562 (600-1)		1160-1½ 562 (600-1½)	
			1200-2 602 (700-2)	

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 81809 W22A	APP CRS 223°	Rwy Idg TDZE 598 Apt Elev 598	8001
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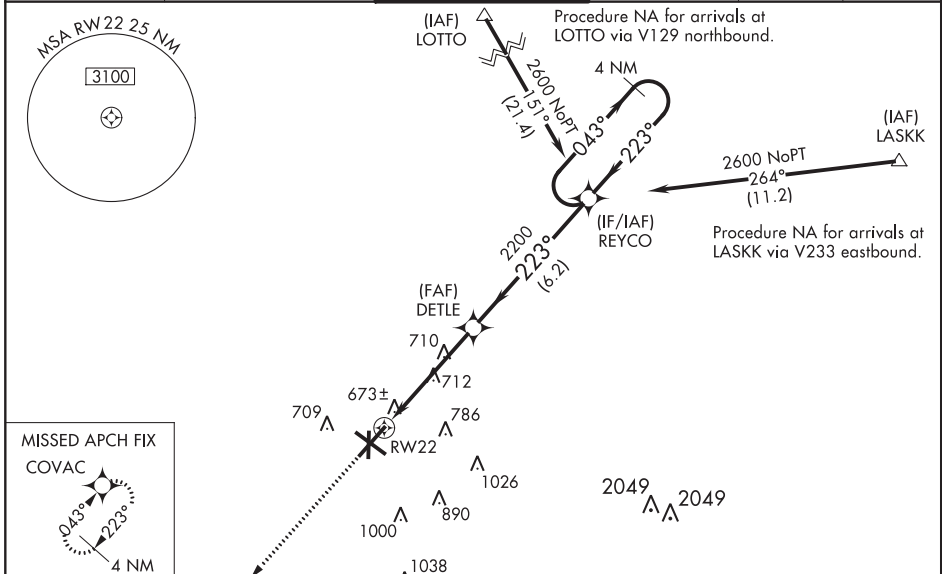
RNAV (GPS) RWY 22

ABRAHAM LINCOLN CAPITAL (SPI)

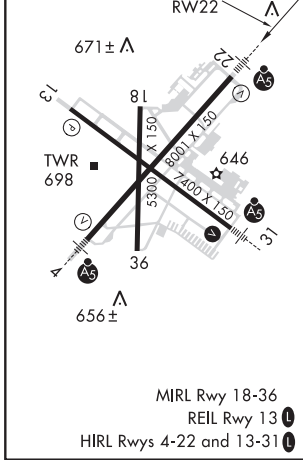
ASR **MAISR** MISSED APPROACH: Climb to 2700 direct COVAC and hold.

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -16°C (4°F) and above 47°C (116°F). When local altimeter setting not received, use Lincoln altimeter setting and increase all DA 57 feet, all MDA 60 feet, and increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Lincoln altimeter setting. For inoperative MAISR, increase LPV all Cats visibility to 1 mile. For inoperative MAISR when using Lincoln altimeter setting increase LPV all Cats visibility to 1 ½, LNAV/VNAV all Cats visibility to 1 ¾, LNAV Cats C/D visibility to 1 ¼.

ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 126.15 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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ELEV 598	D	TDZE 598
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CATEGORY	A	B	C	D
LPV DA		884-½	286 (300-½)	
LNAV/VNAV DA		1050-1	452 (500-1)	
LNAV MDA	960-½	382 (400-½)	960-⅝	382 (400-⅝)
CIRCLING	1160-1¼	562 (600-1¼)	1160-1½	1200-2 602 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

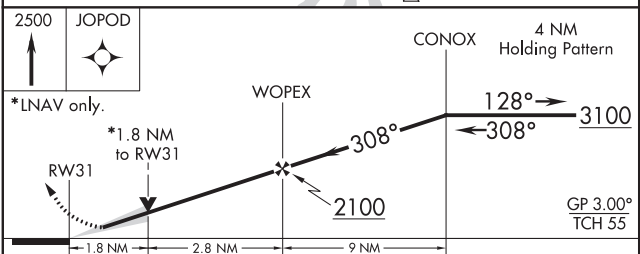
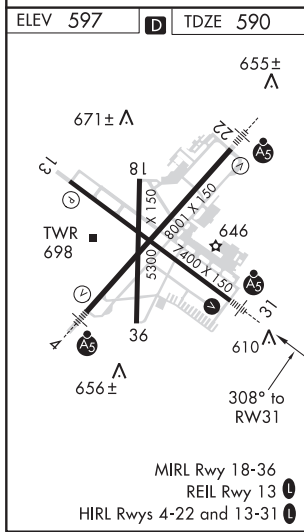
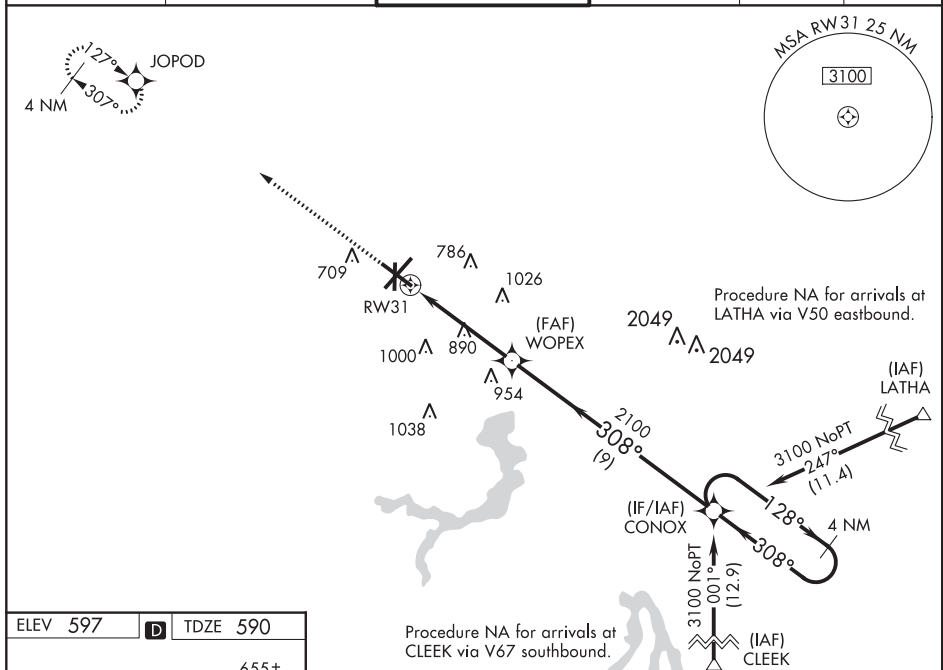
WAAS CH 90124 W31A	APP CRS 308°	Rwy Idg TDZE Apt Elev	7000 590 597
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RNAV (GPS) RWY 31

ABRAHAM LINCOLN CAPITAL (SPI)

 	DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to 3/4 all Cats, increase LNAV/VNAV Cat D visibility to 1.	MALSR 	MISSED APPROACH: Climb to 2500 direct JOPOD and hold.
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ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 126.15 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	840-1/2 250 (300-1/2)			
LNAV/VNAV DA	865-1/2 275 (300-1/2)			865-3/4 275 (300-3/4)
LNAV MDA	1200-1/2 610 (700-1/2)	1200-1/4 610 (700-1/4)		1200-1/2 610 (700-1/2)
CIRCLING	1200-1 603 (700-1)	1200-1 3/4 603 (700-1 3/4)		1200-2 603 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC SPI 112.7 Chan 74	APP CRS 055°	Rwy Idg TDZE Apt Elev	7927 592 598
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VOR/DME RWY 4

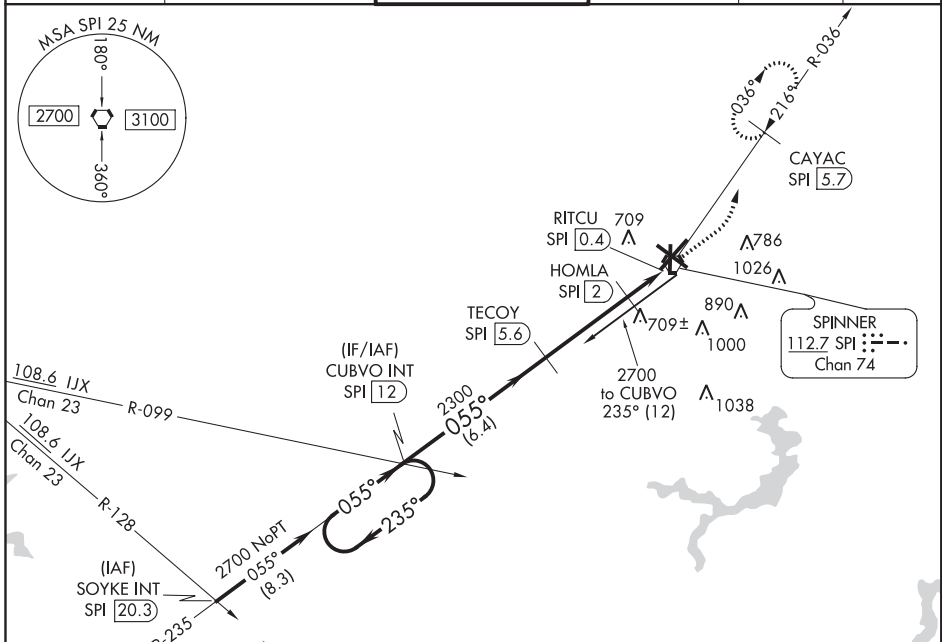
ABRAHAM LINCOLN CAPITAL (SPI)

ASR When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 60 feet, increase Circling Cat C/D visibility ¼ mile. For inoperative MALSR, increase S-4 Cat D visibility to RVR 6000. VDP NA when using Lincoln altimeter setting.

MALSR 

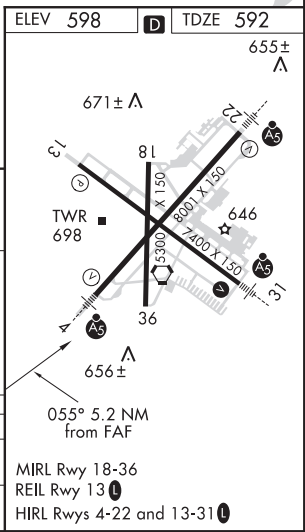
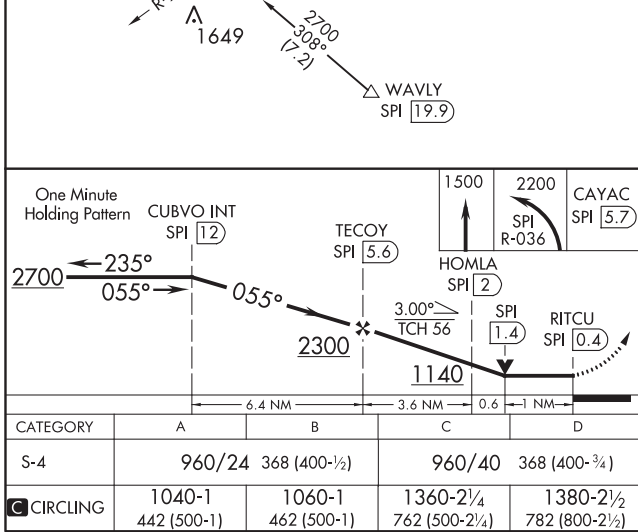
MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 via SPI VORTAC R-036 to CAYAC/5.7 DME and hold.

ATIS 127.65 270.1	SPRINGFIELD APP CON * 126.15 323.0	SPRINGFIELD TOWER * 121.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



SPRINGFIELD, ILLINOIS

AL-518 (FAA)

15176

VORTAC SPI 112.7 Chan 74	APP CRS 134°	Rwy Idg TDZE 592 Apt Elev 598	7217
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VOR/DME RWY 13

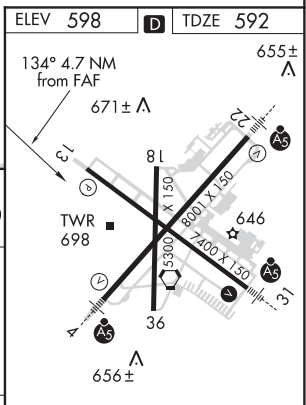
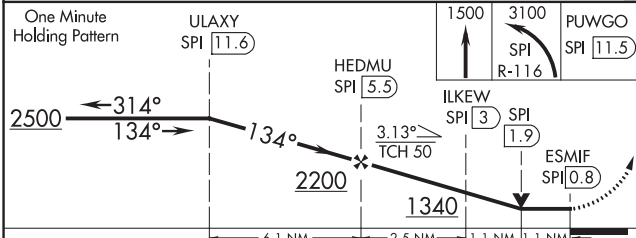
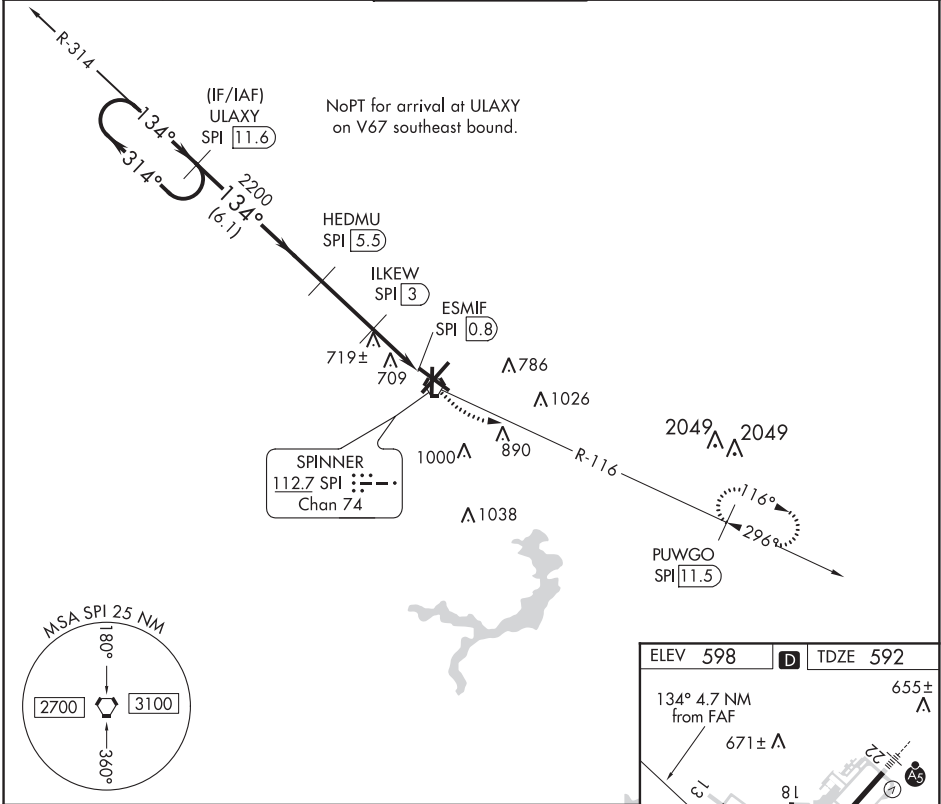
ABRAHAM LINCOLN CAPITAL (SPI)

ASR

Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 60 feet and increase S-13 Cats C/D and Circling Cat C 1/4 mile. VDP NA when using Lincoln altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3100 via SPI VORTAC R-116 to PUWGO/SPI 11.5 DME and hold.

ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 126.15 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
S-13	980-1 388 (400-1)		980-1 1/8 388 (400-1 1/8)	
CIRCLING	1160-1 562 (600-1)		1160-1 1/2 562 (600-1 1/2)	1200-2 602 (700-2)

MIRL Rwy 18-36
REIL Rwy 13
HIRL Rwy 4-22 and 13-31

SPRINGFIELD, ILLINOIS
Orig-B 21AUG14

39°51'N-89°41'W

ABRAHAM LINCOLN CAPITAL (SPI) VOR/DME RWY 13

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC SPI 112.7 Chan 74	APP CRS 296°	Rwy ldg TDZE Apt Elev	7000 590 598
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VOR/DME RWY 31

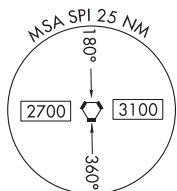
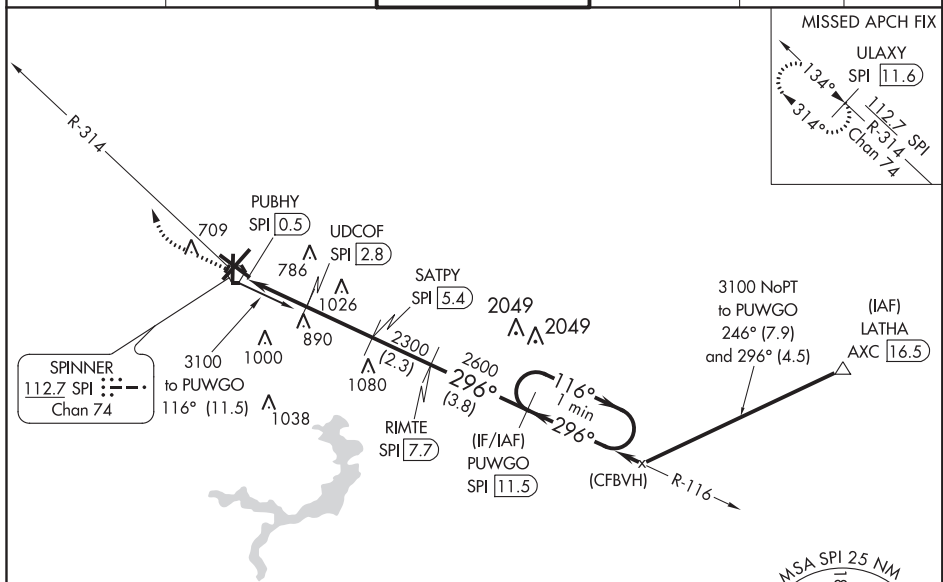
ABRAHAM LINCOLN CAPITAL (SPI)

⚠ When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 60 feet; increase S-31 Cat C/D visibility 1/8 mile and Circling Cat C/D visibility 1/4 mile. For inoperative MALSRS, increase S-31 Cat C/D visibility to 1 1/4 mile. When using Lincoln altimeter setting increase S-31 Cat C/D visibility to 1 1/8 mile. VDP NA with Lincoln altimeter setting.

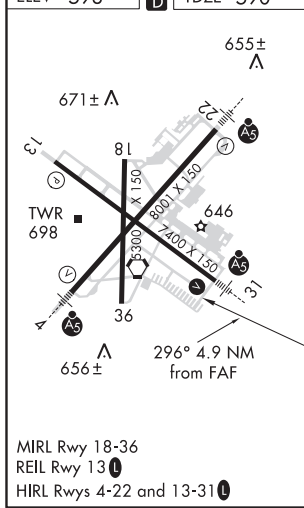
MALSRS


MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 on SPI VORTAC R-314 to ULAXY/SPI 11.6 DME and hold.

ATIS 127.65 270.1	SPRINGFIELD APP CON * 126.15 323.0	SPRINGFIELD TOWER * 121.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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ELEV 598	D	TDZE 590
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1500	2500	ULAXY SPI 11.6	RIMTE SPI 7.7	PUWGO SPI 11.5	One Minute Holding Pattern
R-314	UDCOF SPI 2.8	SATPY SPI 5.4	3.18° TCH 54	1420	2300
PUBHY SPI 0.5	1420	2300	2600	296°	116°
1.8	0.5	2.6 NM	2.3 NM	3.8 NM	
CATEGORY	A		B		C
S-31	1200-1/2 610 (700-1/2)		1200-1 3/8 610 (700-1 3/8)		610 (700-1 3/8)
C CIRCLING	1200-1 602 (700-1)		1360-2 1/4 762 (800-2 1/4)		1380-2 1/2 782 (800-2 1/2)

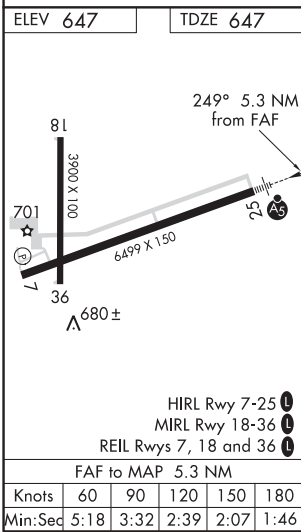
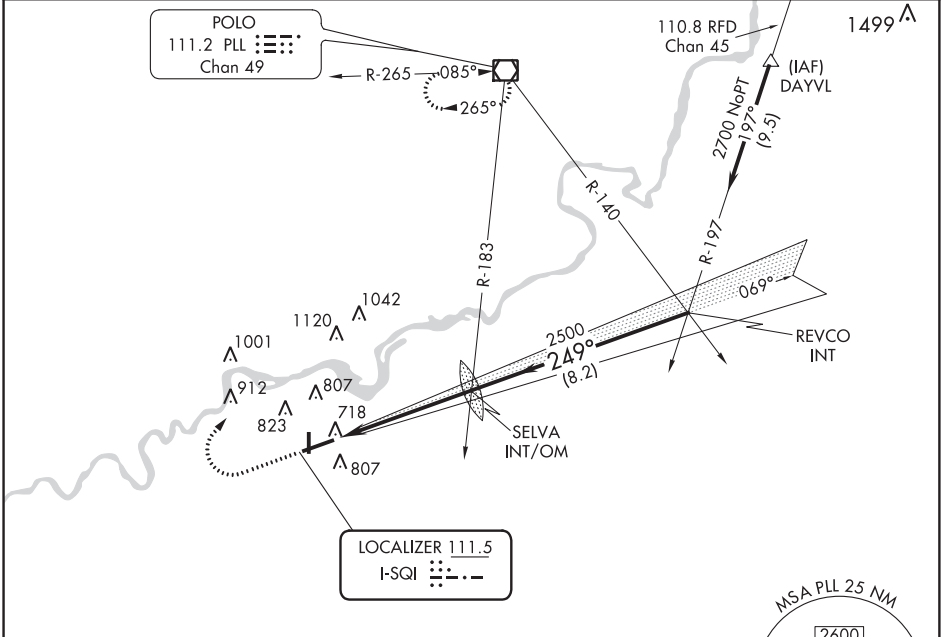
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-SQI 111.5	APP CRS 249°	Rwy Idg 6499
		TDZE 647
		Apt Elev 647

WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI) **ILS RWY 25**

NA	MALSR	MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct PLL VOR/DME and hold.	
AWOS-3PT 119.175	ROCKFORD APP CON 126.0 327.0	CLNC DEL 128.0	UNICOM 123.0 (CTAF)



	2000	2700	PLL	SELVA INT/OM	REVCO INT
				2413	2700
			2500	GS 3.00°	TCH 54
	5.3 NM		8.2 NM		
CATEGORY	A	B	C	D	
S-ILS 25	847-1/2 200 (200-1/2)				
S-LOC 25	1120-1/2	473 (500-1/2)	1120-3/4 473 (500-3/4)	1120-1 473 (500-1)	
CIRCLING	1140-1	493 (500-1)	1140-1 1/2 493 (500-1 1/2)	1200-2 553 (600-2)	

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6499
069°	TDZE	648
	Apt Elev	648

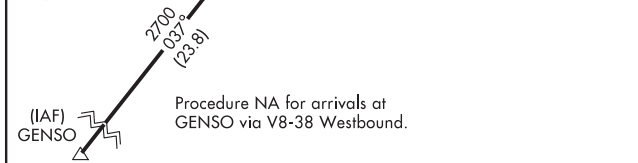
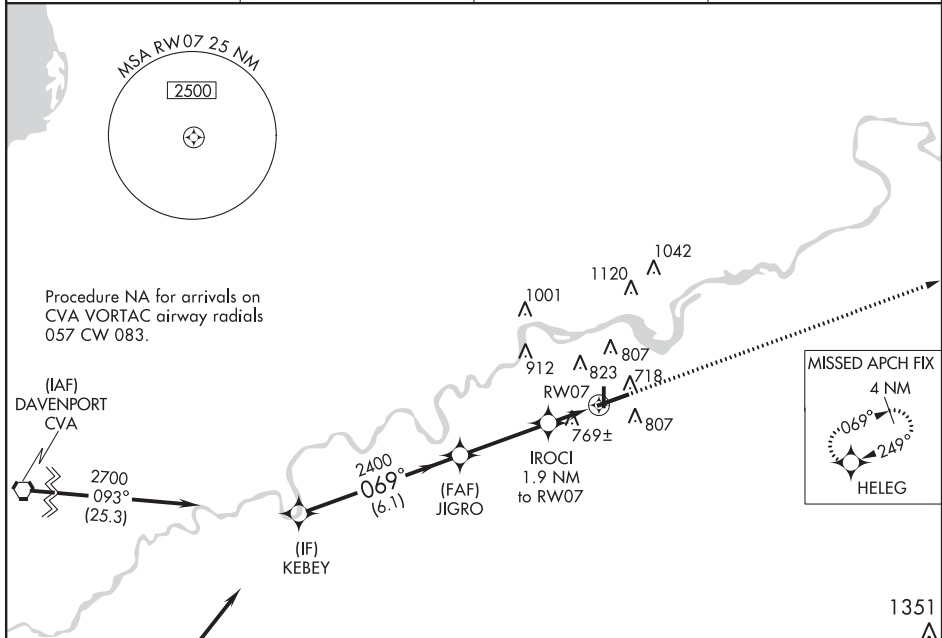
RNAV (GPS) RWY 7

WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

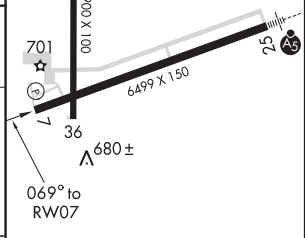
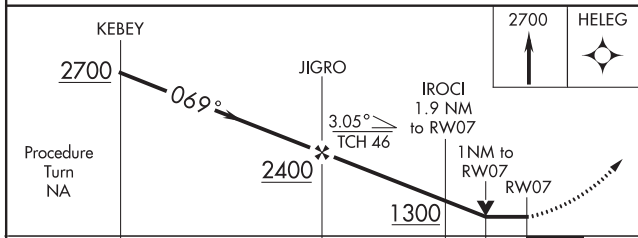
⚠ When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet and increase LNAV
⚠ Cat. C and D visibility $\frac{1}{4}$ mile. Visibility reduction by helicopters NA.
 DME/DME RNP-0.3 NA. VDP NA when using Clinton altimeter setting.

MISSED APPROACH: Climb to 2700 direct HELEG and hold.

AWOS-3PT 119.175	ROCKFORD APP CON 126.0 327.0	CLNC DEL 128.0	UNICOM 123.0 (CTAF) 0
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ELEV 648	TDZE 648
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CATEGORY	A	B	C	D
LNAV MDA	1020-1 372 (400-1)		1020-1 $\frac{1}{4}$ 372 (400-1 $\frac{1}{4}$)	
CIRCLING	1140-1 492 (500-1)		1140-1 $\frac{1}{2}$ 492 (500-1 $\frac{1}{2}$)	
			1200-2 552 (600-2)	

HIRL Rwy 7-25
 MIRL Rwy 18-36
 REIL Rws 7, 18 and 36

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 57910 W25A	APP CRS 249°	Rwy Idg TDZE 647 Apt Elev 648	6499
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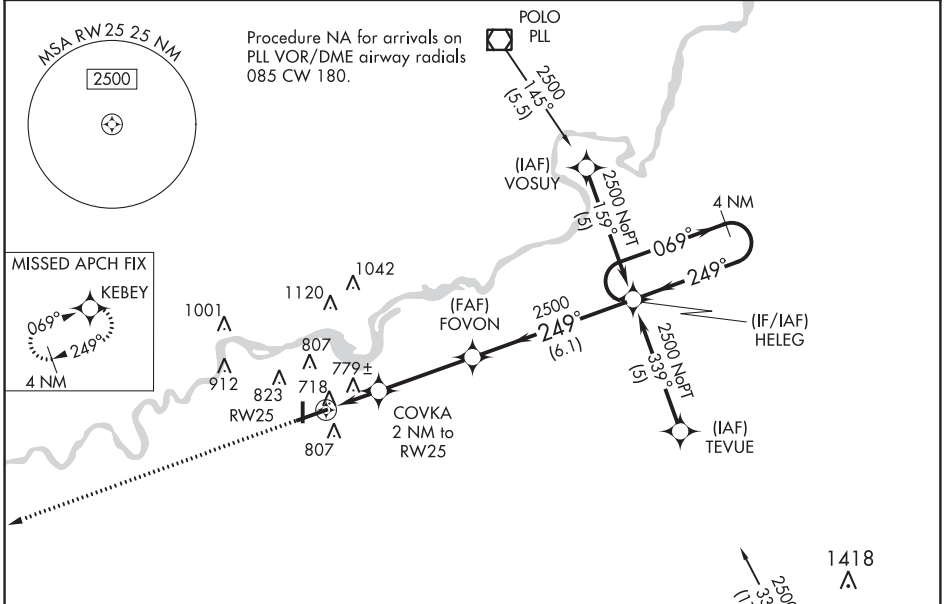
RNAV (GPS) RWY 25
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

When local altimeter setting not received, use Clinton altimeter setting and increase all DA and MDA 80 feet and increase LNAV/VNAV visibility all Cats. 1/4 mile. 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 Clinton altimeter setting. For inoperative MALSR, increase LNAV Cat. D visibility to 1/4 mile.

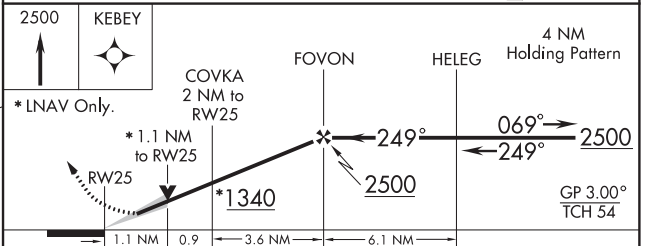
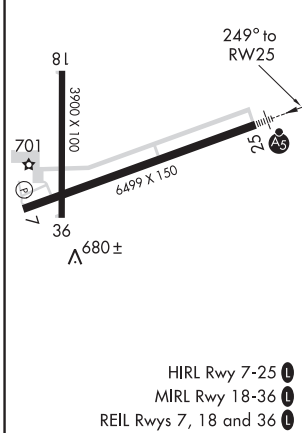


MISSED APPROACH: Climb to 2500 direct KEBEY and hold.

AWOS-3PT 119.175	ROCKFORD APP CON 126.0 327.0	CLNC DEL 128.0	UNICOM 123.0 (CTAF)
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ELEV 648	TDZE 647
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CATEGORY	A	B	C	D
LPV DA		897-1/2	250 (300-1/2)	
LNAV/VNAV DA		1084-1	437 (500-1)	
LNAV MDA	1060-1/2	413 (500-1/2)	1060-3/4 413 (500-3/4)	1060-1 413 (500-1)
CIRCLING	1140-1	492 (500-1)	1140-1/2 492 (500-1/2)	1200-2 552 (600-2)

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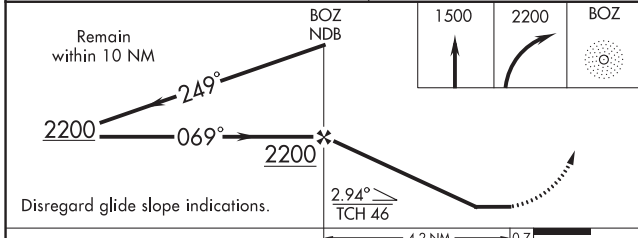
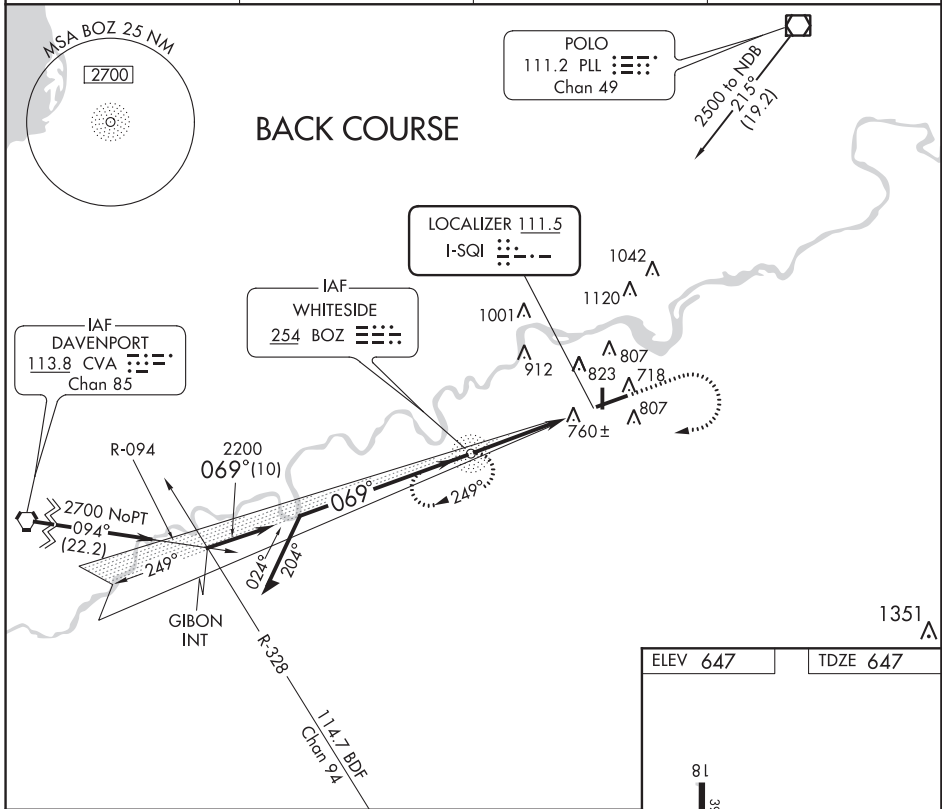
EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-SQI 111.5	APP CRS 069°	Rwy Idg TDZE Apt Elev	6499 647 647
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LOC BC RWY 7

WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

<p>ADF required.</p>		<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct BOZ NDB and hold.</p>	
AWOS-3PT 119.175	ROCKFORD APP CON 126.0 327.0	CLNC DEL 128.0	UNICOM 123.0 (CTAF)



ELEV 647	TDZE 647
<p>MIRL Rwy 18-36 1</p> <p>HIRL Rwy 7-25 1</p> <p>REIL Rwys 7, 18 and 36 1</p> <p>FAF to MAP 4.2 NM</p>	
Knots	60 90 120 150 180
Min:Sec	4:12 2:48 2:06 1:41 1:24

EC-3, 10 NOV 2016 to 05 JAN 2017

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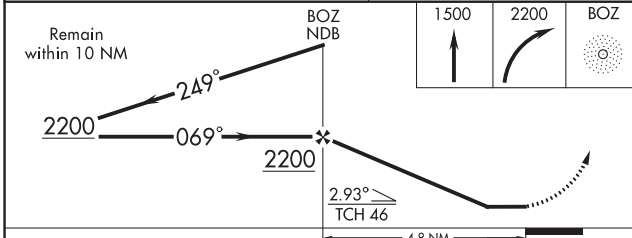
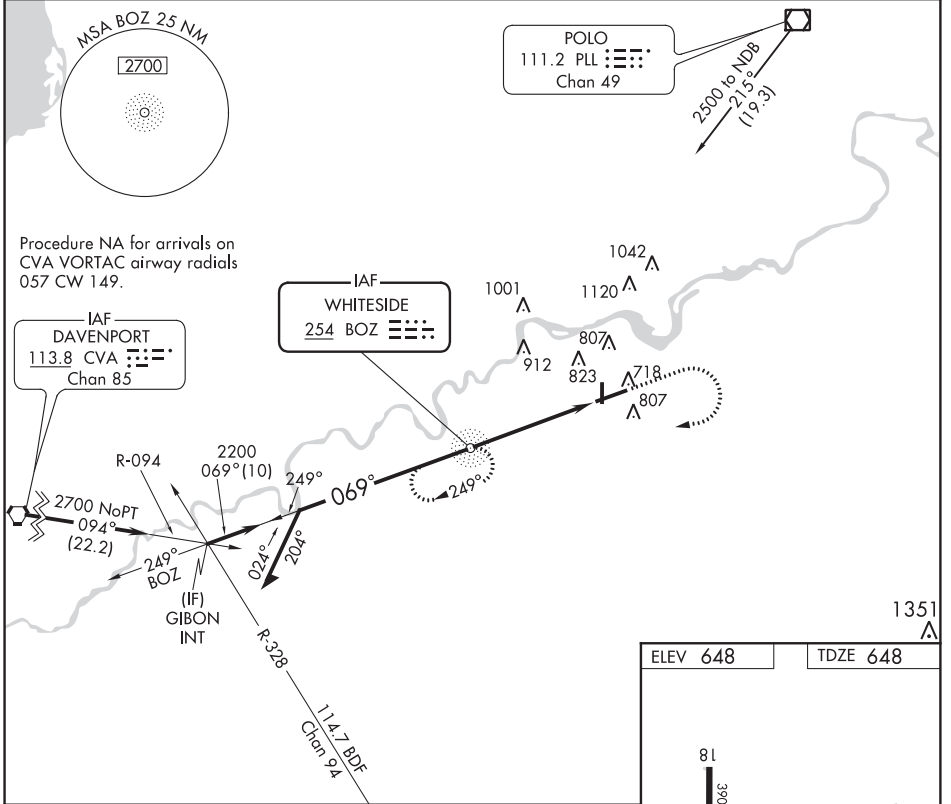
NDB BOZ 254	APP CRS 069°	Rwy Idg 6499
		TDZE 648
		Apt Elev 648

NDB RWY 7

WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

<p>⚠ When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet.</p> <p>⚠ Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct BOZ NDB and hold.</p>
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<p>AWOS-3PT 119.175</p>	<p>ROCKFORD APP CON 126.0 327.0</p>	<p>CLNC DEL 128.0</p>	<p>UNICOM 123.0 (CTAF) 0</p>
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ELEV 648	TDZE 648
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81

3000 X 100

6499 X 150

680±

069° 4.8 NM from FAF

HIRL Rwy 7-25

MIRL Rwy 18-36

REIL Rws 7, 18 and 36

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
S-7	1160-1 512 (600-1)		1160-1½ 512 (600-1½)	1160-1¾ 512 (600-1¾)
CIRCLING	1160-1 512 (600-1)		1160-1½ 512 (600-1½)	1200-2 552 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

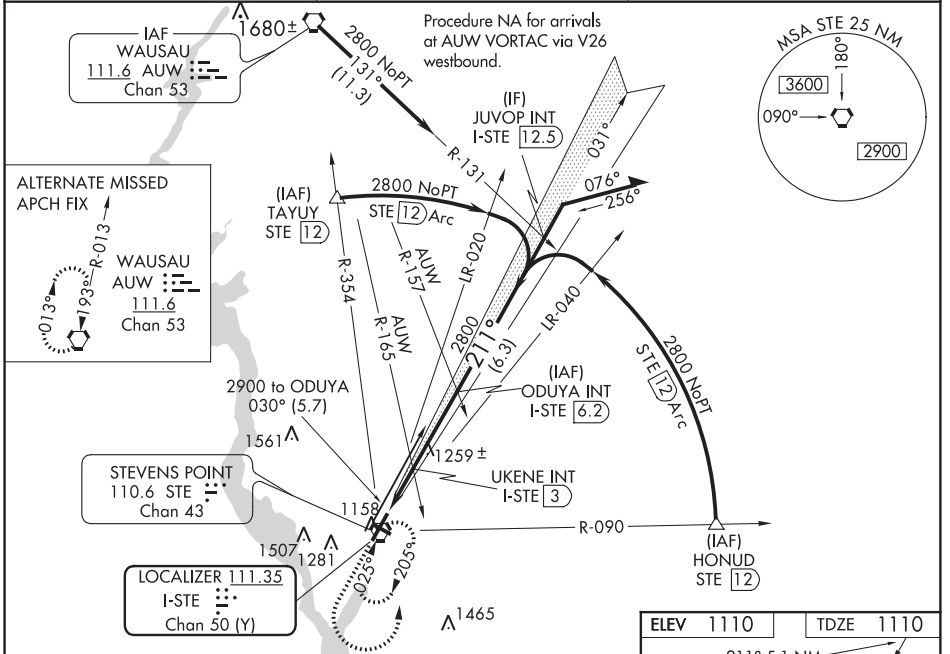
EC-3, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-STE	APP CRS	Rwy Ldg	6028
111.35	211°	TDZE	1110
Chan 50(Y)		Apt Elev	1110

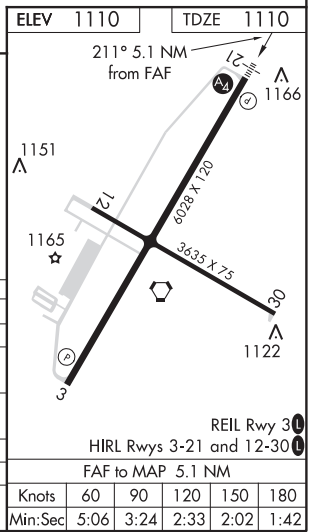
ILS or LOC RWY 21

STEVENS POINT MUNI (STE)

<p>Inoperative table does not apply to S-LOC 21 Cat C.</p> <p>When local altimeter setting not received, use Mosinee altimeter setting and increase all DA and all UKENE FIX minimums MDA 60 feet, increase S-ILS 21 all Cats visibility ¼ mile. UKENE FIX minimums: increase S-LOC 21 Cat D and Circling Cats C and D visibility ¼ mile. VDP NA when using Mosinee altimeter setting.</p>		<p>MALS</p>	<p>MISSED APPROACH: Climb to 2800 then left turn direct STE VORTAC and hold.</p>
AWOS-3	MINNEAPOLIS CENTER	UNICOM	
119.275	124.4 317.7	122.7 (CTAF)	



2800	STE	GS 3.00°	ODUYA INT I-STE [6.2]	Remain within 10 NM
		TCH 44		
Use I-STE DME when on localizer course.				
I-STE [1.1]	I-STE [2.3]	I-STE [3]	UKENE INT I-STE [3]	2800
1760		2800		
1.2 NM		0.7 NM		
		3.2 NM		
CATEGORY	A	B	C	D
S-ILS 21	1310-¾ 200 (200-¾)			
S-LOC 21	1760-¾ 650 (700-¾)	1760-1¾ 650 (700-1¾)	1760-2 650 (700-2)	
CIRCLING	1760-1 650 (700-1)	1760-1¾ 650 (700-1¾)	1800-2¼ 690 (700-2¼)	
UKENE FIX MINIMUMS				
S-LOC 21	1520-¾ 410 (500-¾)	1520-1¼ 410 (500-1¼)		
CIRCLING	1580-1 470 (500-1)	1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)	



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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77910 W03A	APP CRS 031°	Rwy Idg TDZE 1108 Apt Elev 1110	6028 1108 1110
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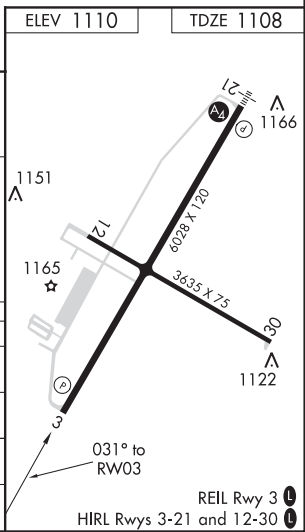
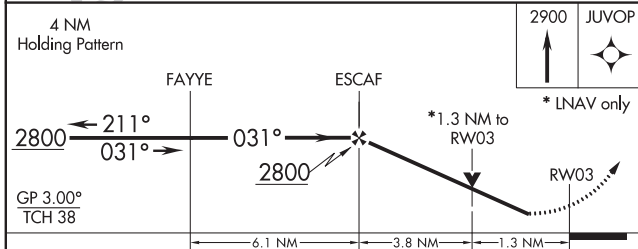
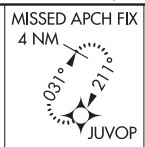
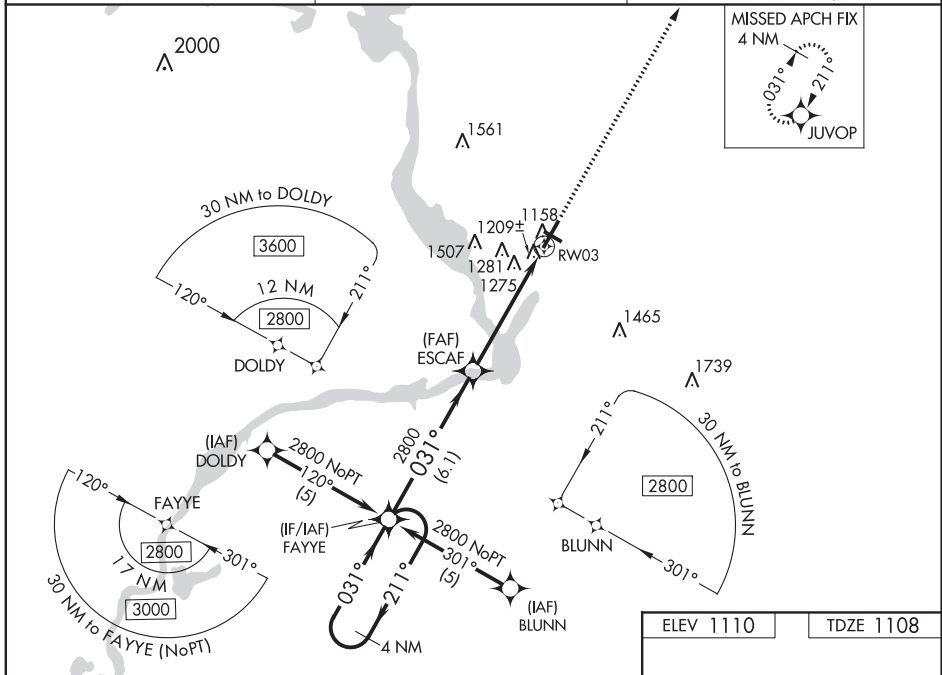
RNAV (GPS) RWY 3

STEVENS POINT MUNI (STP)

⚠ 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. When local altimeter setting not received, use Mosinee altimeter setting and increase LPV DA to 1468 feet, LNAV/VNAV DA to 1643 feet, increase all MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats ¼ mile, increase LNAV Cat C visibility ¼ mile and Circling Cat C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Mosinee altimeter setting.

MISSED APPROACH: Climb to 2900 direct JUVOP and hold.

AWOS-3 119.275	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1409-1 301 (300-1)			
LNAV/VNAV DA	1584-1¾ 476 (500-1¾)			
LNAV MDA	1540-1	432 (500-1)	1540-1¼ 432 (500-1¼)	1540-1½ 432 (500-1½)
CIRCLING	1580-1	470 (500-1)	1660-1½ 550 (600-1½)	1800-2¼ 690 (700-2¼)

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EC-3, 10 NOV 2016 to 05 JAN 2017

REIL Rwy 3 **0**
HIRL Rwy 3-21 and 12-30 **0**

APP CRS	Rwy Idg	3635
121°	TDZE	1108
	Apt Elev	1110

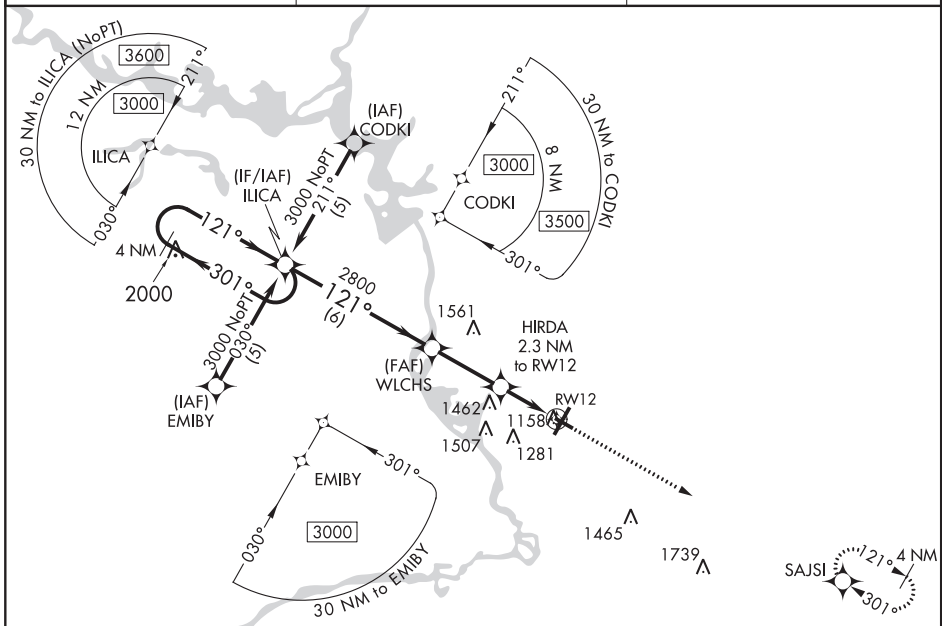
RNAV (GPS) RWY 12

STEVENS POINT MUNI (STE)

⚠ DME/DME RNP-0.3 NA. Rwy 12 helicopter visibility reduction below 3/4 SM NA.
⚠ When local altimeter setting not received, use Mosinee altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D visibility 1/4 mile and Circling Cat C and D visibility 1/2 mile. VDP NA when using Mosinee altimeter setting.

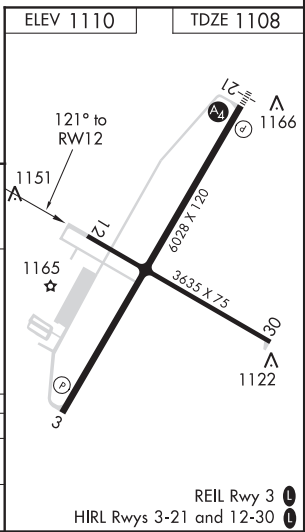
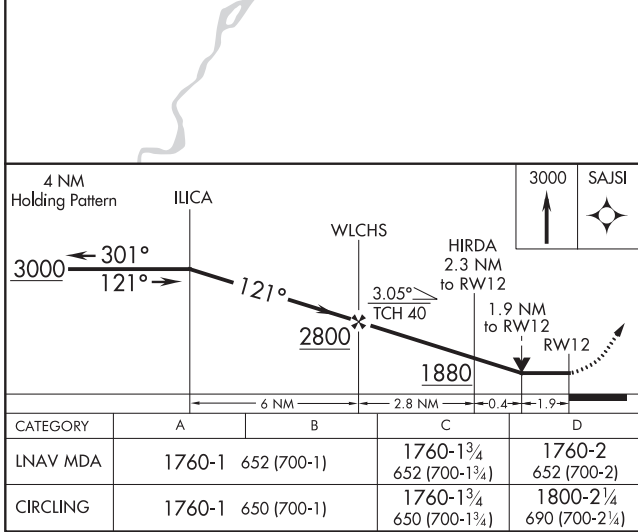
MISSED APPROACH: Climb to 3000 direct SAJSI and hold.

AWOS-3 119.275	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF)
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WAAS CH 86511 W21A	APP CRS 211°	Rwy Idg TDZE 1110 Apt Elev 1110	6028
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RNAV (GPS) RWY 21

STEVENS POINT MUNI (STP)

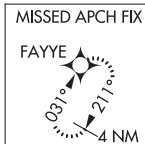
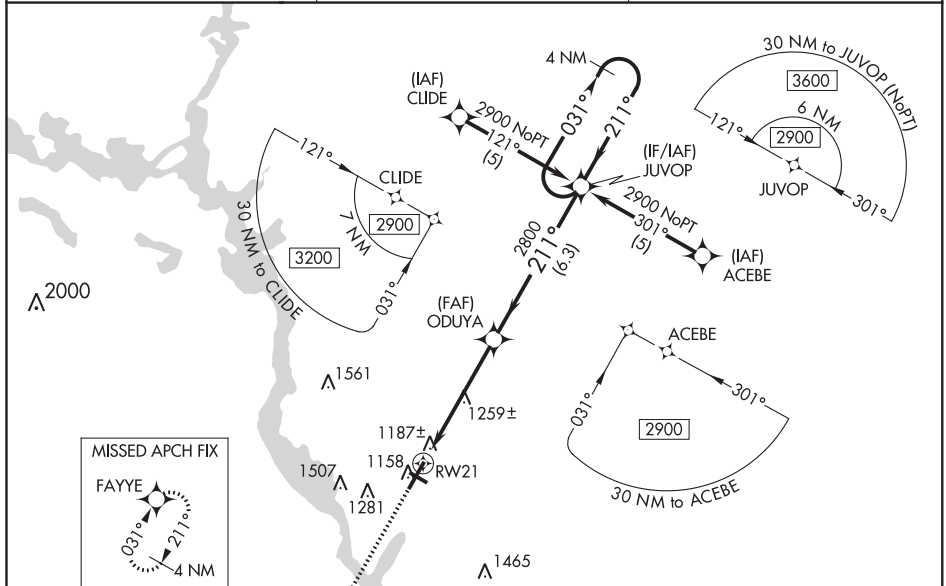
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mosinee altimeter setting and increase LPV DA to 1369, LNAV/VNAV DA to 1516, all MDA 60 feet, and increase LPV and LNAV/VNAV visibility all Cats. ¼ mile, increase LNAV Cat. D visibility ¼ mile and Circling Cat. C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Mosinee altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats. and LNAV Cat. C.

MALS

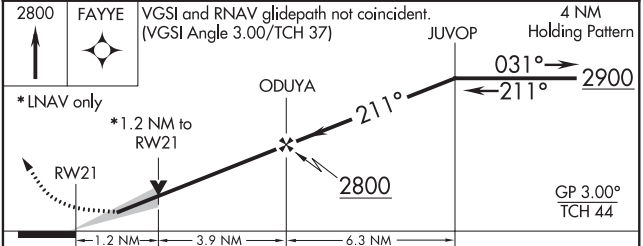


MISSED APPROACH:
Climb to 2800 direct FAYYE and hold.

AWOS-3 119.275	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF)
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ELEV 1110	TDZE 1110
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CATEGORY	A	B	C	D
LPV DA	1310-¾		200 (200-¾)	
LNAV/VNAV DA	1457-1¼		347 (400-1¼)	
LNAV MDA	1520-¾ 410 (500-¾)		1520-1¼ 410 (500-1¼)	
CIRCLING	1580-1 470 (500-1)		1660-1½ 550 (600-1½) 1800-2¼ 690 (700-2¼)	

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APP CRS **301°**
 Rwy Idg **3635**
 TDZE **1108**
 Apt Elev **1110**

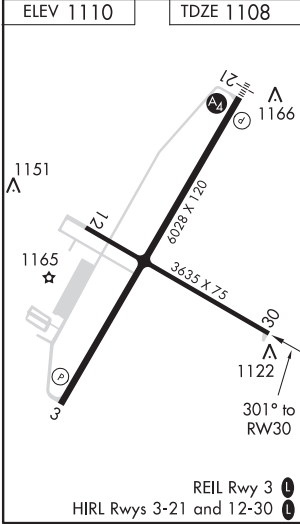
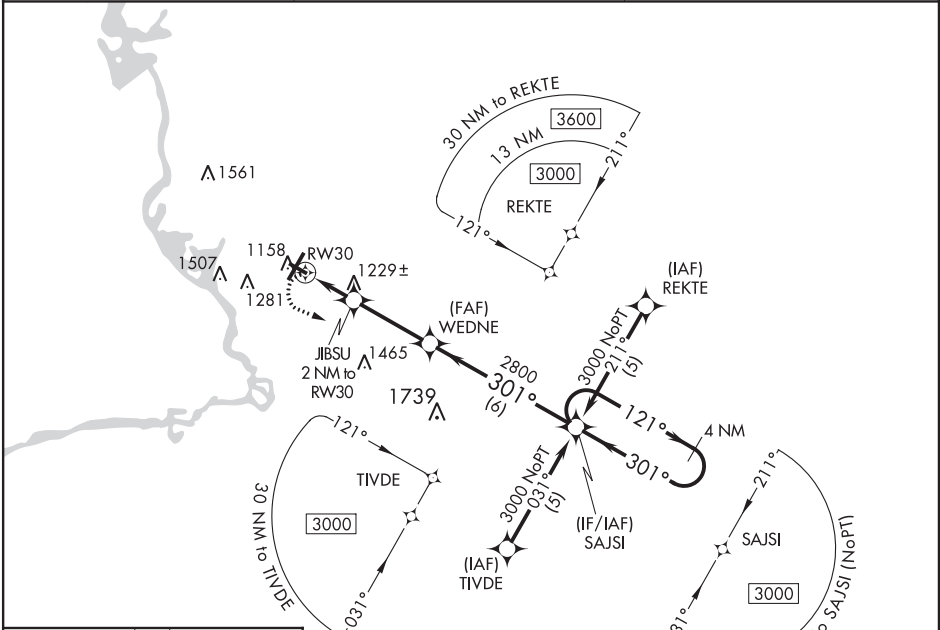
RNAV (GPS) RWY 30

STEVENS POINT MUNI (STP)

⚠ DME/DME RNP-0.3 NA. Rwy 30 helicopter visibility reduction below 3/4 SM NA.
⚠ When local altimeter setting not received, use Mosinee altimeter setting and increase all MDA 60 feet, increase LNAV Cat D visibility 1/4 mile and Circling Cat C and D visibility 1/4 mile. VDP NA when using Mosinee altimeter setting.

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

AWOS-3 119.275	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF)
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ELEV 1110	TDZE 1108
CATEGORY	A B C D
LNAV MDA	1520-1 412 (500-1) 1520-1 1/4 412 (500-1 1/4)
CIRCLING	1580-1 470 (500-1) 1660-1 1/2 1800-2 1/4 550 (600-1 1/2) 690 (700-2 1/4)

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WAAS CH 81904 W02A	APP CRS 016°	Rwy Idg TDZE Apt Elev	4599 724 724
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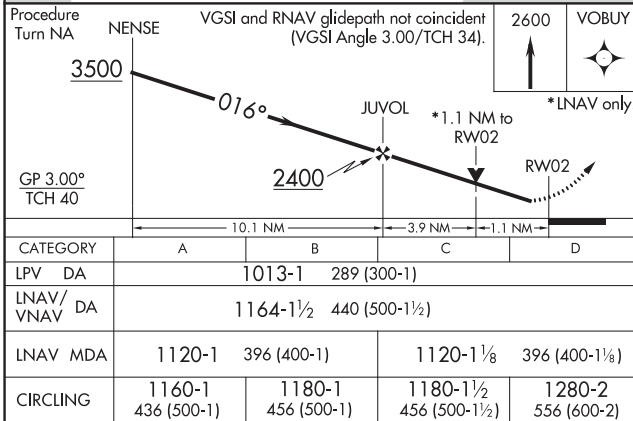
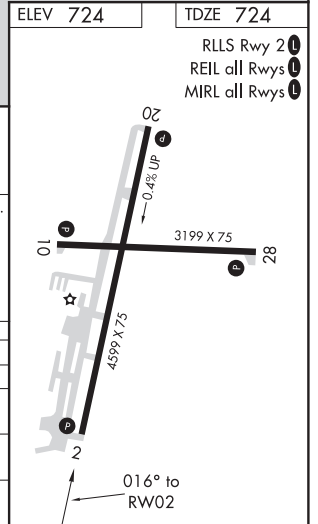
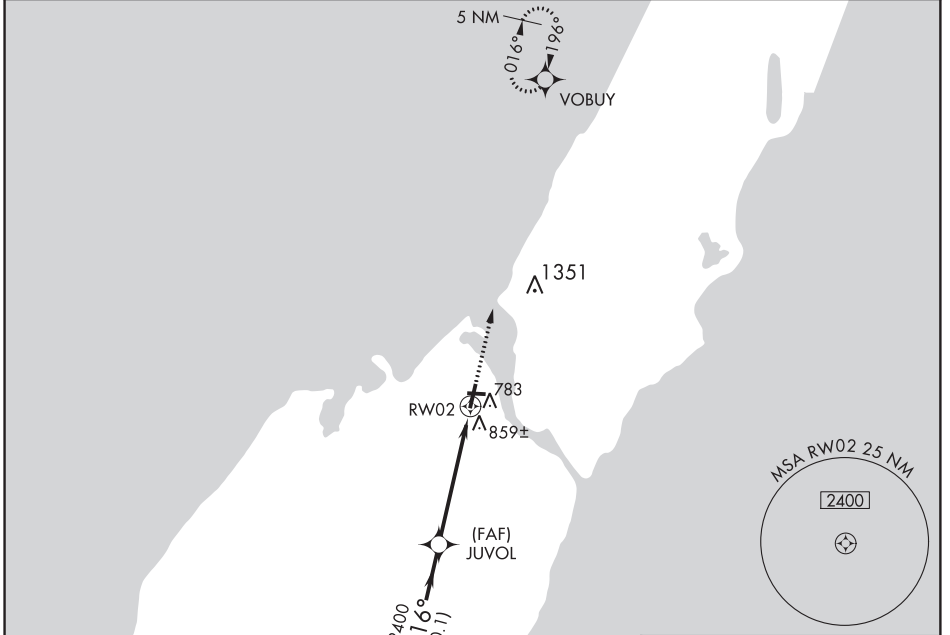
RNAV (GPS) RWY 2

DOOR COUNTY CHERRYLAND (SUE)

Baro-VNAV and VDP NA when using Menominee altimeter setting. When local altimeter setting not received, use Menominee altimeter setting and increase all DA/MDA 60 feet, and LPV, LNAV/VNAV and LNAV Cat C/D visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Helicopter visibility reduction below ¼ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct VOBUY and hold.

AWOS-3PT 128.325	GREEN BAY APP CON * 119.25 338.2	UNICOM 122.7(CTAF) 0
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APP CRS	Rwy Idg	3199
096°	TDZE	720
	Apt Elev	724

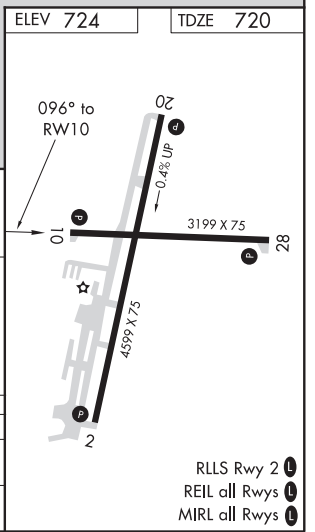
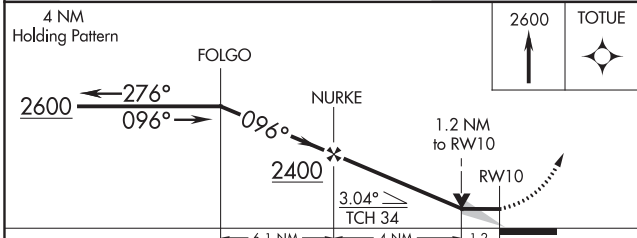
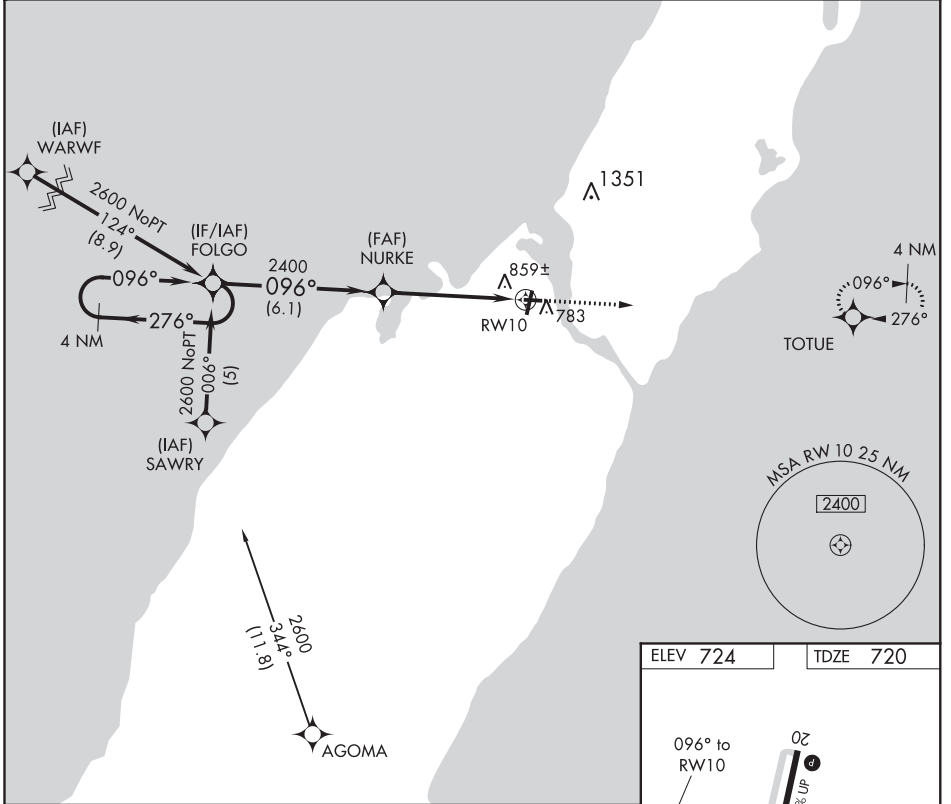
RNAV (GPS) RWY 10

DOOR COUNTY CHERRYLAND (SUE)

⚠ When local altimeter setting not received, use Menominee altimeter setting and increase all MDA 60 feet, and LNAV Cat C visibility ¼ mile.
⚠ VDP NA when using Menominee altimeter setting. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2600 direct TOTUE and hold.

AWOS-3PT 128.325	GREEN BAY APP CON ★ 119.25 338.2	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1120-1 400 (400-1)		1120-1½ 400 (400-1½)	NA
CIRCLING	1160-1 436 (500-1)	1180-1 456 (500-1)	1180-1½ 456 (500-1½)	NA

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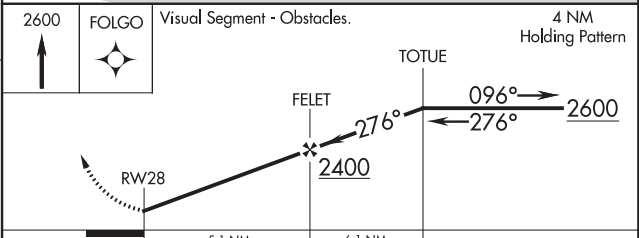
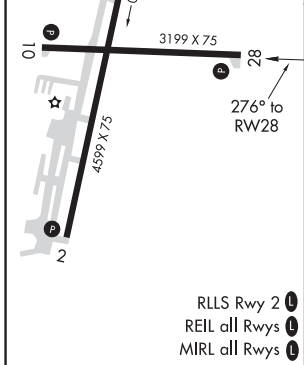
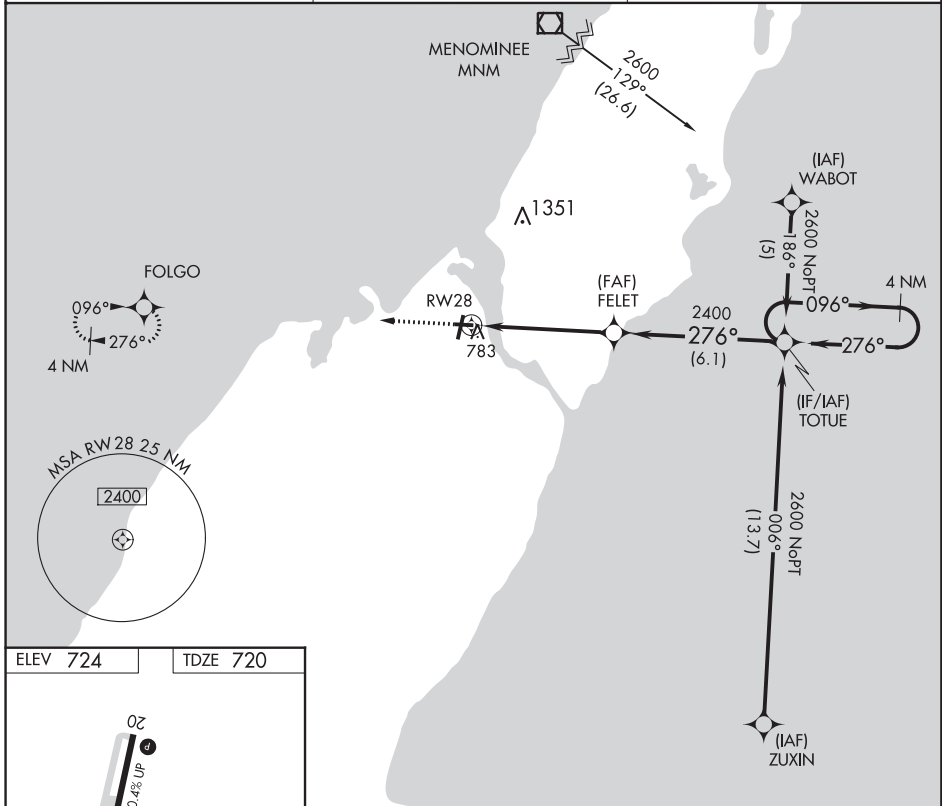
APP CRS 276°	Rwy Idg 3199
	TDZE 720
	Apt Elev 724

RNAV (GPS) RWY 28

DOOR COUNTY CHERRYLAND (SUE)

<p>⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Menominee altimeter setting and increase all MDA 60 feet, and LNAV Cat C visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA.</p>	<p>MISSED APPROACH: Climb to 2600 direct FOLGO and hold.</p>
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<p>AWOS-3PT 128.325</p>	<p>GREEN BAY APP CON * 119.25 338.2</p>	<p>UNICOM 122.7 (CTAF)</p>
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CATEGORY	A	B	C	D
LNAV MDA	1200-1	480 (500-1)	1200-1 ³ / ₈ 480 (500-1 ³ / ₈)	NA
CIRCLING	1200-1	476 (500-1)	1200-1 ¹ / ₂ 476 (500-1 ¹ / ₂)	NA

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SUPERIOR, WISCONSIN

AL-6083 (FAA)

16315

WAAS CH 63029 W04A	APP CRS 038°	Rwy Idg 5100 TDZE 670 Apt Elev 674
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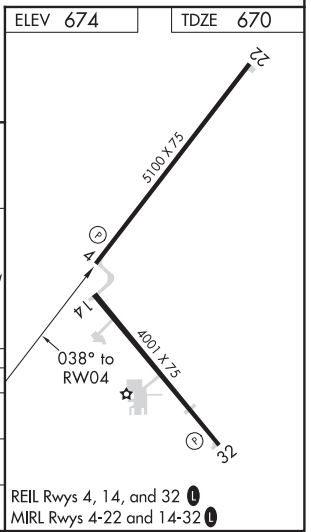
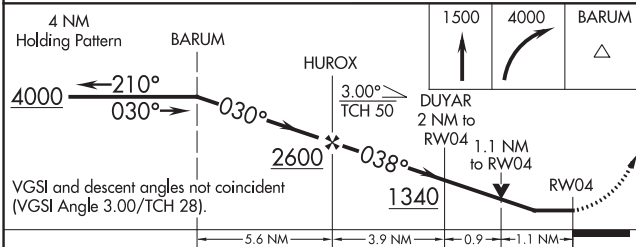
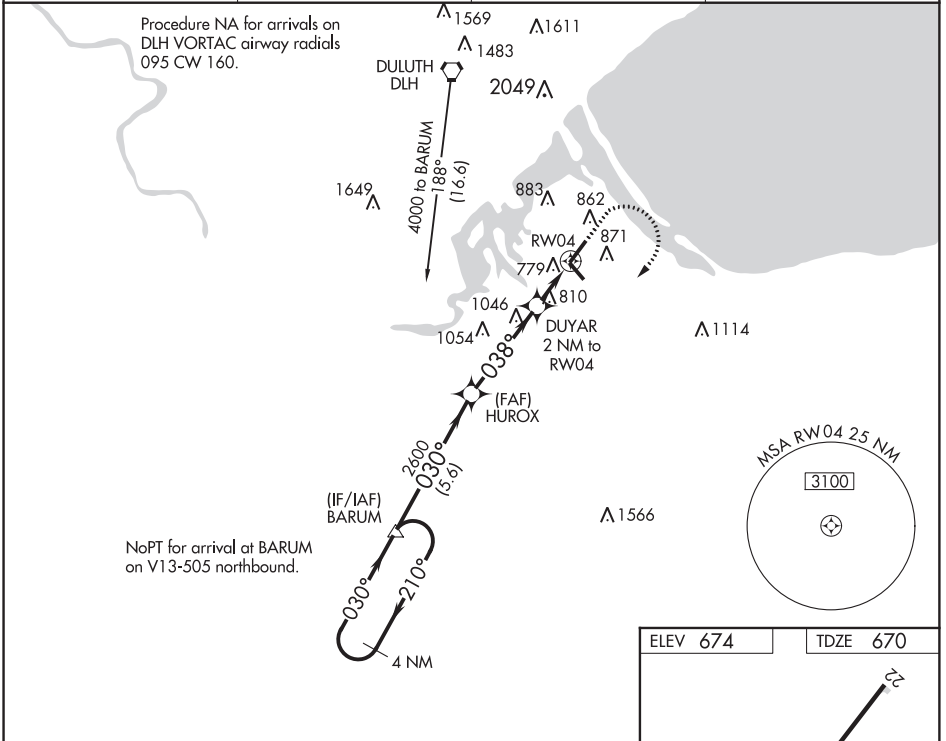
RNAV (GPS) RWY 4

SUPERIOR/RICHARD I. BONG (SUW)

⚠ Circling to Rwy 22 NA at night. When VGSI inop, Circling Rwy 32 NA at night.
⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Sky Harbor altimeter setting. When local altimeter setting not received, use Sky Harbor altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct BARUM and hold, continue climb-in-hold to 4000.

AWOS-3 120.35	DULUTH APP CON 125.45 233.7	CLNC DEL * 124.8	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1060-1	390 (400-1)	1060-1 1/8	390 (400-1 1/8)
LNAV MDA	1080-1	410 (500-1)	1080-1 1/8	410 (500-1 1/8)
CIRCLING	1180-1	506 (600-1)	1180-1 1/2	1240-2 506 (600-1 1/2) 566 (600-2)

SUPERIOR, WISCONSIN
 Orig-A 26JUN14

46°41'N-92°06'W

SUPERIOR/RICHARD I. BONG (SUW)
RNAV (GPS) RWY 4

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WAAS CH 49029 W14A	APP CRS 141°	Rwy Idg TDZE Apt Elev	4001 674 674
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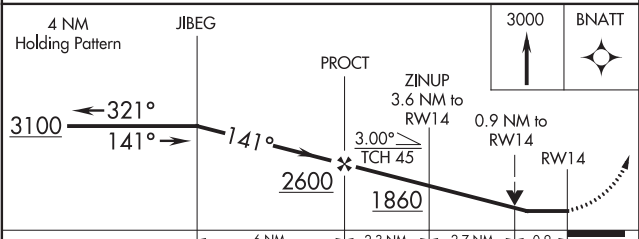
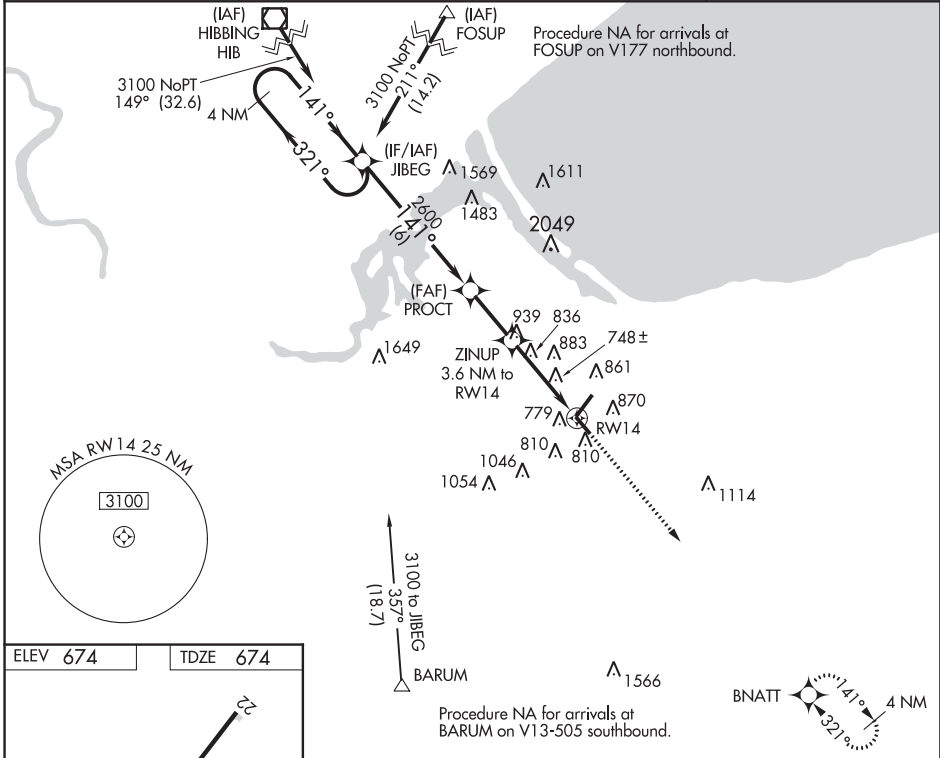
RNAV (GPS) RWY 14

RICHARD I. BONG (SUW)

⚠ Circling to Rwy 22 NA at night. When VGSI inop, Circling Rwy 32 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Sky Harbor altimeter setting. When local altimeter setting not received, use Sky Harbor altimeter setting.

⚠ MISSED APPROACH: Climb to 3000 direct BNATT and hold.

AWOS-3 120.35	DULUTH APP CON 125.45 233.7	CLNC DEL * 124.8	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1000-1 326 (400-1)			
LNAV MDA	1140-1	466 (500-1)	1140-1 ³ / ₅	466 (500-1 ³ / ₅)
CIRCLING	1180-1	506 (600-1)	1180-1 ¹ / ₂ 506 (600-1 ¹ / ₂)	1240-2 566 (600-2)

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69429 W22A	APP CRS 218°	Rwy Idg TDZE Apt Elev	5100 666 674
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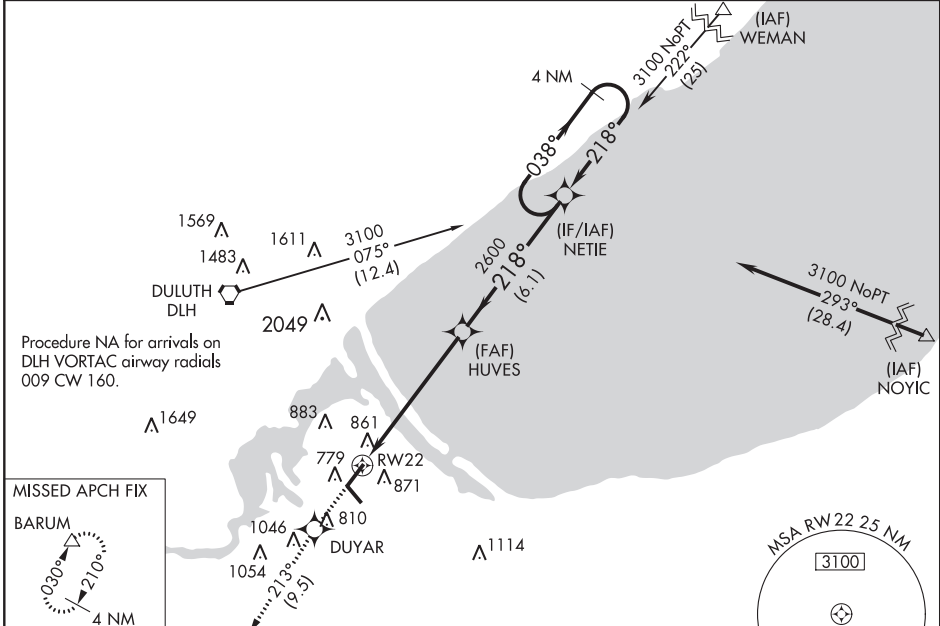
RNAV (GPS) RWY 22

RICHARD I. BONG (SUW)

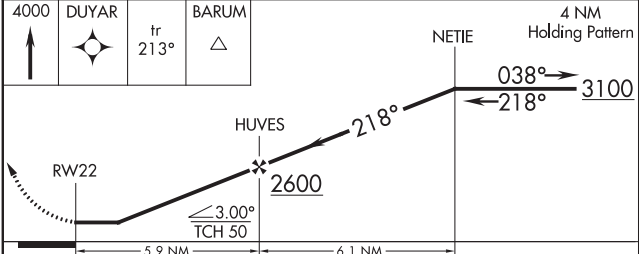
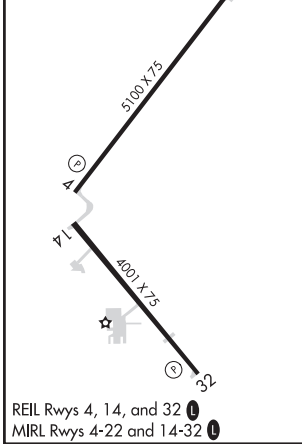
⚠ When VGSJ inop, Circling Rwy 32 NA at night. DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Sky Harbor altimeter setting. Straight-in/Circling Rwy 22 procedure NA at night.

MISSED APPROACH: Climb to 4000 direct DUYAR and on track 213° to BARUM and hold, continue climb-in-hold to 4000.

AWOS-3 120.35	DULUTH APP CON 125.45 233.7	CLNC DEL * 124.8	UNICOM 122.7 (CTAF) 0
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ELEV 674	TDZE 666
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CATEGORY	A	B	C	D
LP MDA	1060-1	394 (400-1)	1060-1½	394 (400-1½)
LNAV MDA	1240-1	574 (600-1)	1240-1½	574 (600-1½)
CIRCLING	1240-1	566 (600-1)	1240-1½ 566 (600-1½)	1240-2 566 (600-2)

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72829 W32A	APP CRS 321°	Rwy Idg TDZE Apt Elev	4001 674 674
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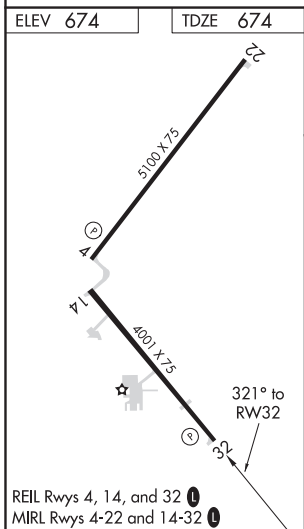
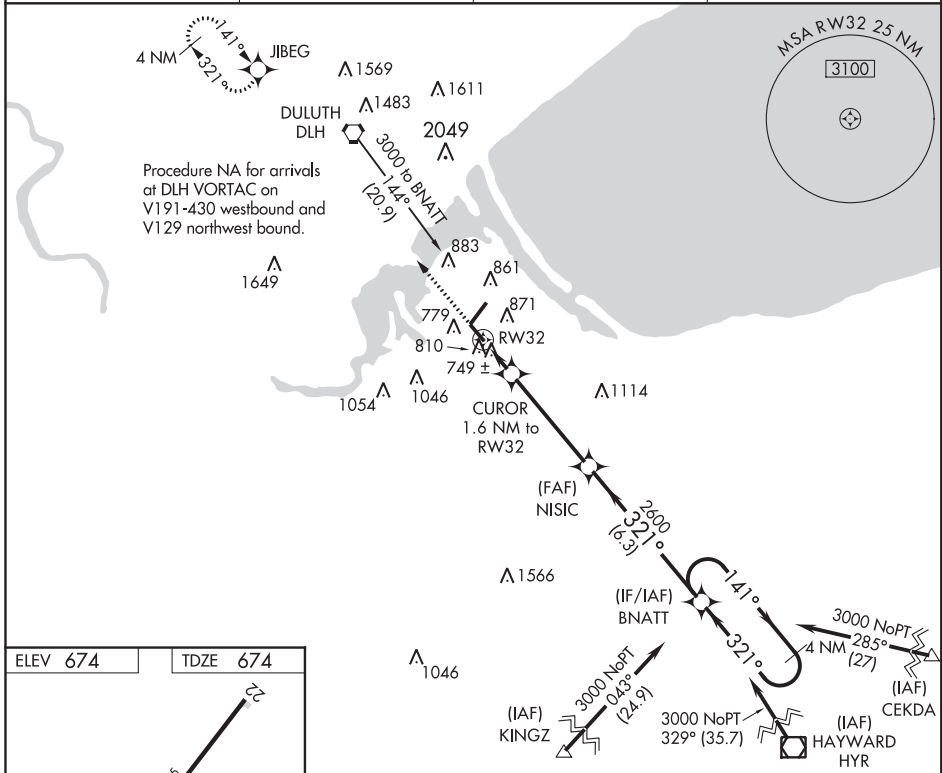
RNAV (GPS) RWY 32

RICHARD I. BONG (SUW)

⚠ Circling to Rwy 22 NA at night. When VGSJ inop, Straight-in/Circling Rwy 32 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Sky Harbor altimeter setting.

⚠ MISSED APPROACH: Climb to 3100 direct JIBEG and hold.

AWOS-3 120.35	DULUTH APP CON 125.45 233.7	CLNC DEL * 124.8	UNICOM 122.7 (CTAF) 0
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3100	JIBEG	VGSJ and descent angles not coincident.		4 NM
				BNATT Holding Pattern
		CUROR 1.6 NM to RWY 32	≤ 3.00° TCH 45	
		RWY 32	2600	141° → 3000
		1.6 NM	4.3 NM	6.3 NM
CATEGORY	A	B	C	D
LP MDA	1000-1 326 (400-1)			
LNAV MDA	1060-1	386 (400-1)	1060-1½	386 (400-1½)
CIRCLING	1180-1	506 (600-1)	1180-1½	1240-2
			506 (600-1½)	566 (600-2)

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TAYLORVILLE, ILLINOIS

AL-6536 (FAA)

12040

APP CRS 179°	Rwy Idg 4001
	TDZE 620
	Apt Elev 622

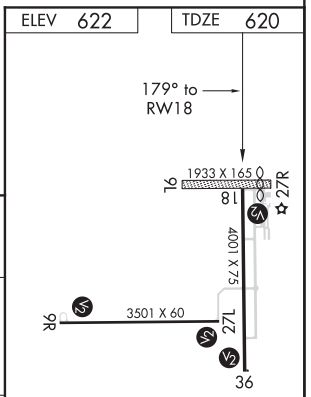
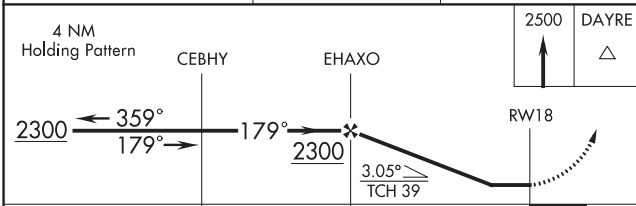
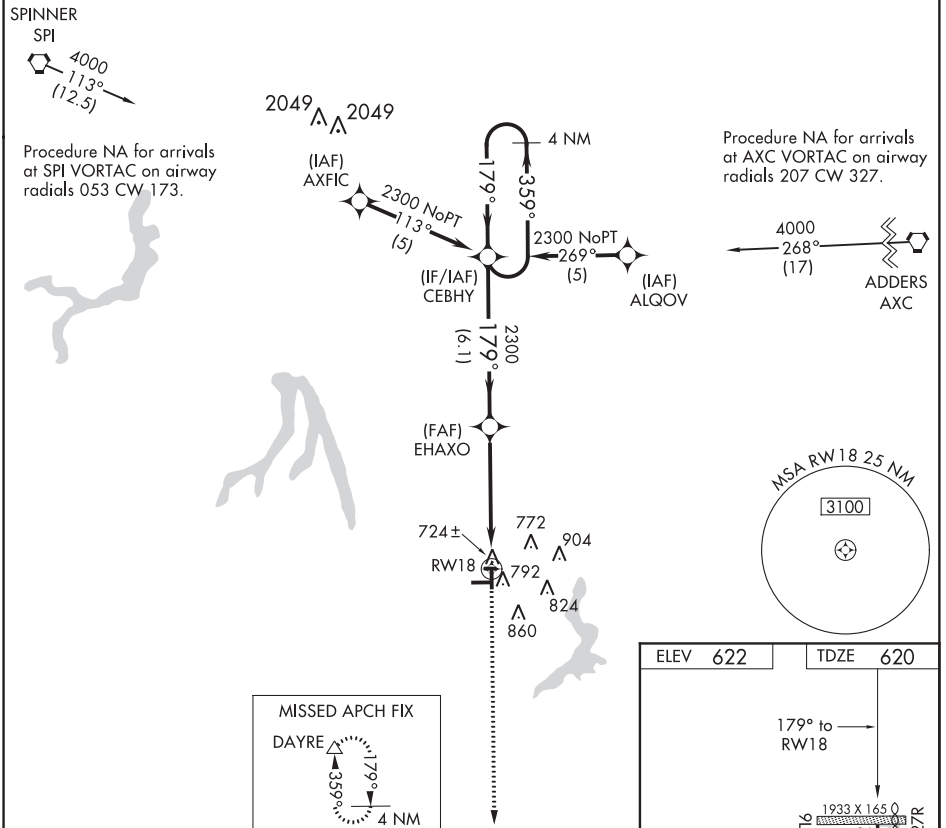
RNAV (GPS) RWY 18

TAYLORVILLE MUNI (TAZ)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 80 feet, LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

⚠ MISSED APPROACH: Climb to 2500 direct DAYRE and hold.

AWOS-3 123.875 395.0	SPRINGFIELD APP CON ★ 126.15 323.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1080-1	460 (500-1)	1080-1¼ 460 (500-1¼)	NA
CIRCLING	1160-1	538 (600-1)	1160-1½ 538 (600-1½)	NA

REIL Rwy 9R, 27L and 18 **0**
MIRL Rwy 9R-27L and 18-36 **0**

TAYLORVILLE, ILLINOIS
Orig-A 23SEP10

39° 32' N - 89° 20' W

TAYLORVILLE MUNI (TAZ) RNAV (GPS) RWY 18

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 36

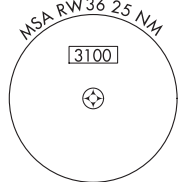
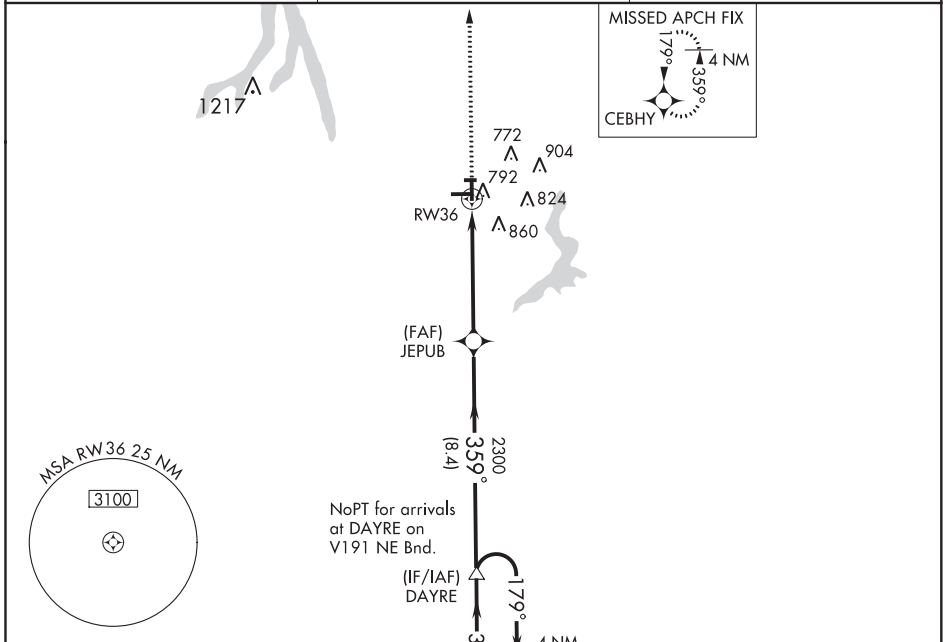
TAYLORVILLE MUNI (TAZ)

APP CRS 359°	Rwy Idg 4001
	TDZE 622
	Apt Elev 622

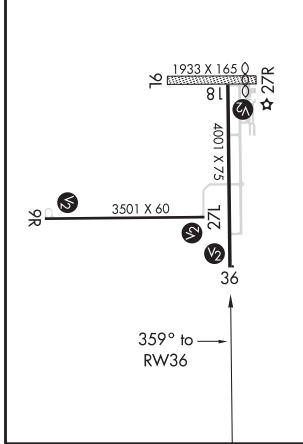
⚠ If local altimeter setting not received, use Springfield altimeter setting and increase all MDAs 80 feet. When VGSI inop, circling Rwy 18 NA at night.
⚠ DME/DME RNP-0.3 NA. LNAV MDA minimums NA at night.

MISSED APPROACH: Climb to 2300 direct CEBHY and hold.

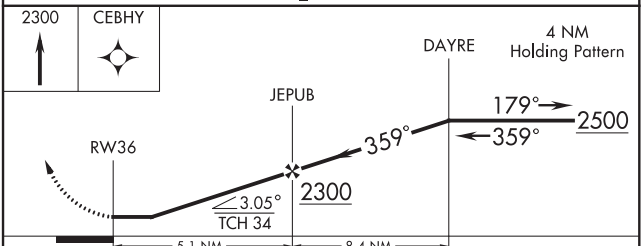
AWOS-3 123.875 395.0	SPRINGFIELD APP CON ★ 126.15 323.0	UNICOM 122.8 (CTAF) 0
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ELEV 622	TDZE 622
REIL Rwy 9R, 27L and 18L	
MIRL Rwy 9R-27L and 18-36L	



Procedure NA for arrivals at VLA VORTAC on arrival radials 269 CW 029.
 (IF/IAF) VANDALIA VLA



CATEGORY	A	B	C	D
LNAV MDA	1100-1	478 (500-1)	1100-1¼ 478 (500-1¼)	NA
CIRCLING	1160-1	538 (600-1)	1160-1½ 538 (600-1½)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

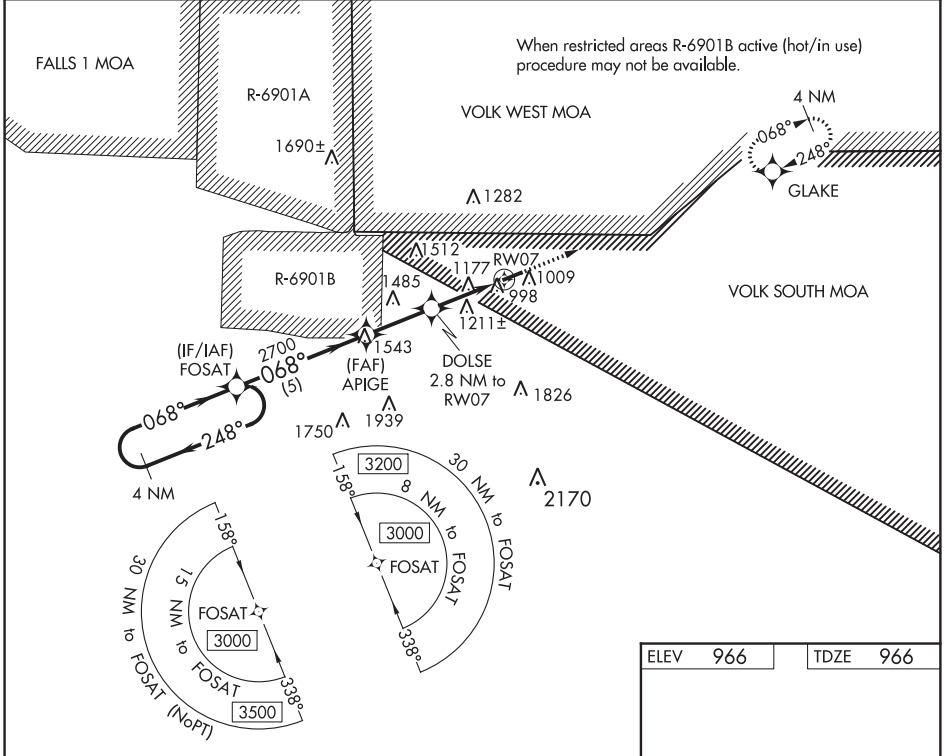
WAAS CH 97737 W07A	APP CRS 068°	Rwy Idg TDZE Apt Elev	3900 966 966
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RNAV (GPS) RWY 7

BLOYER FIELD (Y72)

NA DME/DME RNP-0.3 NA. Use Camp Douglas altimeter setting; when not received, use Sparta/Fort McCoy altimeter setting and increase all MDA 20 feet, increase LNAV Cat C visibility 1/8 mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. **MISSED APPROACH:** Climb to 3000 direct GLAKE and hold.

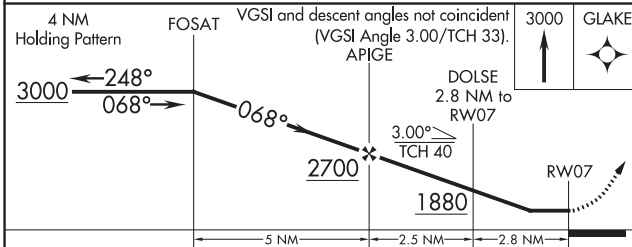
VOLK APP CON ★ 135.25 244.875	VOLK CTAF 127.5	VOLK WEST MOA	APP WEST MOA 122.9
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ELEV 966	TDZE 966
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MISSED APPROACH: Climb to 3000 direct GLAKE and hold.

MIRL Rwy 7-25
REIL Rwy 7 and 25



CATEGORY	A	B	C	D
LP MDA	1460-1	494 (500-1)	1460-1 3/8 494 (500-1 3/8)	NA
LNAV MDA	1500-1	534 (600-1)	1500-1 1/2 534 (600-1 1/2)	NA
C CIRCLING	1540-1 574 (600-1)	1560-1 594 (600-1)	1660-2 694 (700-2)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56637 W25A	APP CRS 248°	Rwy Idg TDZE Apt Elev	3900 966 966
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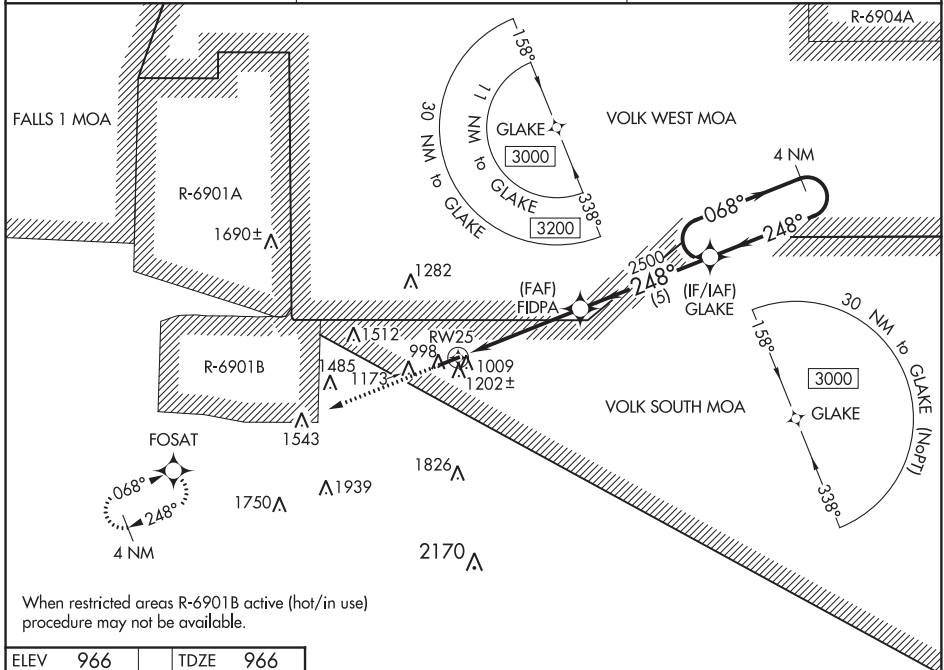
RNAV (GPS) RWY 25

BLOYER FIELD (Y72)

NA DME/DME RNP-0.3 NA. Use Camp Douglas altimeter setting; when not received, use Sparta/Fort McCoy altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct FOSAT and hold.

VOLK APP CON ★ 135.25 244.875	VOLK CTAF 127.5	CTAF 122.9 0
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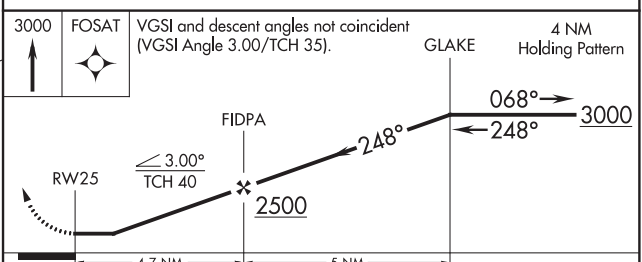
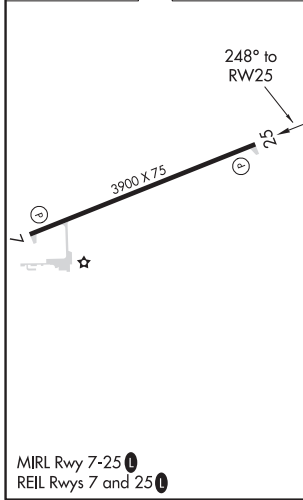


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

When restricted areas R-6901B active (hot/in use) procedure may not be available.

ELEV 966	TDZE 966
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CATEGORY	A	B	C	D
LP MDA	1440-1	474 (500-1)	1440-1 ³ / ₈ 474 (500-1 ³ / ₈)	NA
LNAV MDA	1480-1	514 (600-1)	1480-1 ³ / ₈ 514 (600-1 ³ / ₈)	NA
CIRCLING	1540-1 574 (600-1)	1560-1 594 (600-1)	1660-2 694 (700-2)	NA

WAAS CH 45728 W27A	APP CRS 272°	Rwy Idg TDZE 1487 Apt Elev 1487	3998
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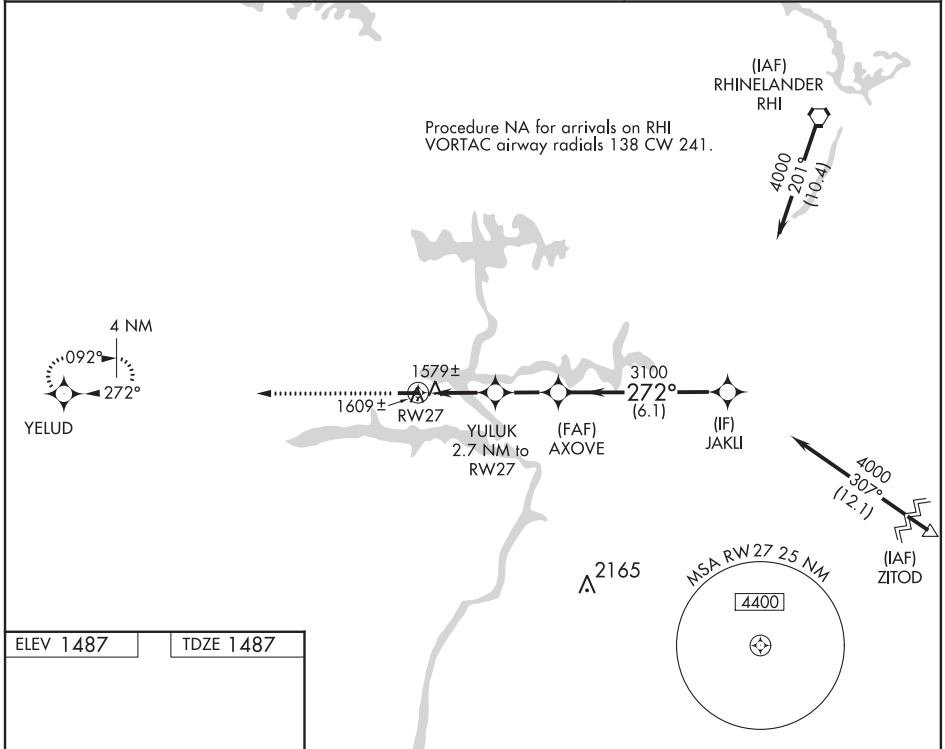
RNAV (GPS) RWY 27

TOMAHAWK RGNL (TKV)

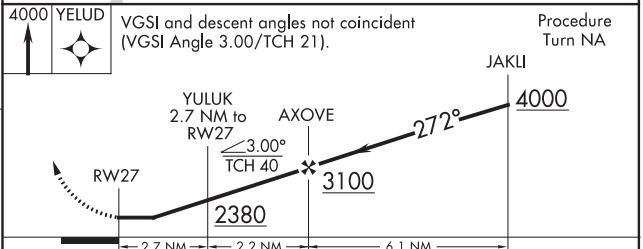
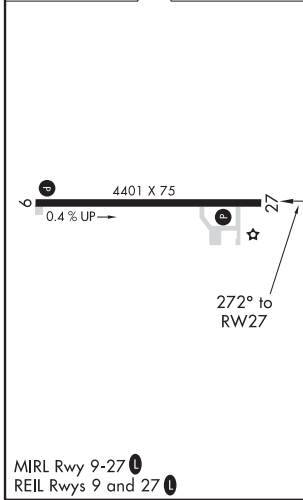
⚠ When VGSI inop, Circling Rwy 9 NA at night. When VGSI inop, Straight-In/Circling Rwy 27 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rhinelander altimeter setting and increase all MDA 60 feet and increase LP Cat C and D visibility 1/8 mile and LNAV Cat C and D visibility 1/4 mile.

MISSED APPROACH:
Climb to 4000 direct YELUD and hold.

AWOS-3 118.250	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0
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ELEV 1487	TDZE 1487
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CATEGORY	A	B	C	D
LP MDA		1840-1	353 (400-1)	
LNAV MDA		1860-1	373 (400-1)	
CIRCLING	1920-1	1940-1	1960-1½	2040-2
	433 (500-1)	453 (500-1)	473 (500-1½)	553 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

URBANA, ILLINOIS

AL-5341 (FAA)

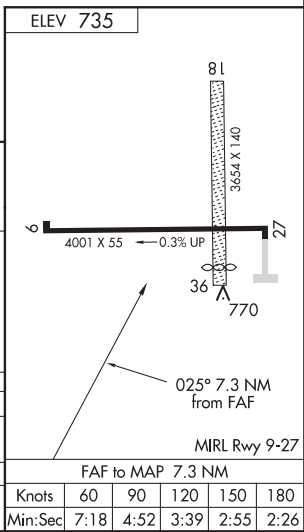
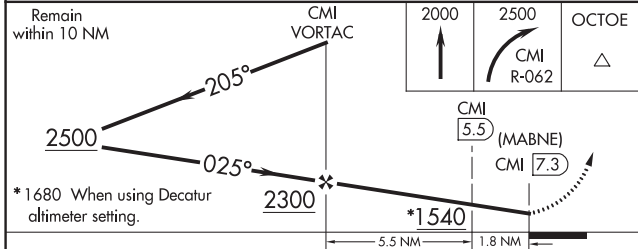
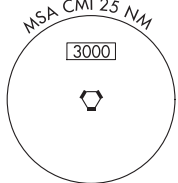
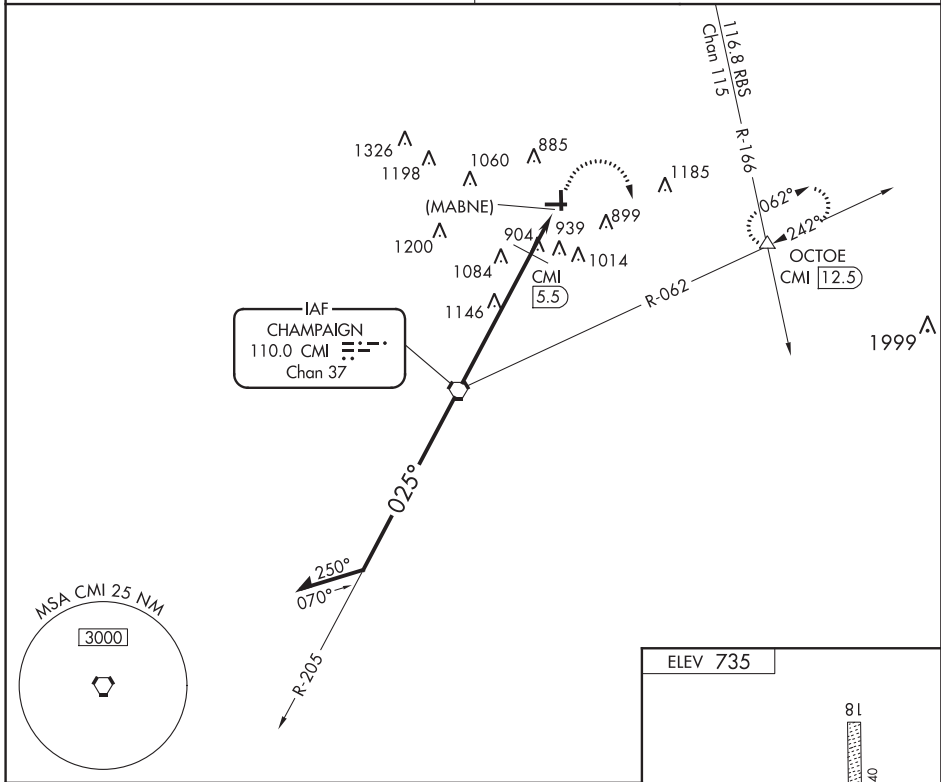
14093

VORTAC CMI 110.0 Chan 37	APP CRS 025°	Rwy Idg TDZE Apt Elev N/A N/A 735
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VOR or GPS-A

FRASCA FIELD (C16)

NA	Use Champaign altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 140 feet and visibilities ½ mile. Circling to Rwy 36 NA at night.	MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 via CMI R-062 to OCTOE Int and hold.
CHAMPAIGN APP CON ★ 121.35 285.65		UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1540-1 805 (900-1)	1540-1¼ 805 (900-1¼)	1540-2¼ 805 (900-2¼)	1540-2½ 805 (900-2½)
DME MINIMUMS				
CIRCLING	1260-1	525 (600-1)	1260-1½ 525 (600-1½)	1340-2 605 (700-2)

URBANA, ILLINOIS
Amdt 11A 10MAR11

40°09'N-88°12'W

FRASCA FIELD (C16)

VOR or GPS-A

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 18

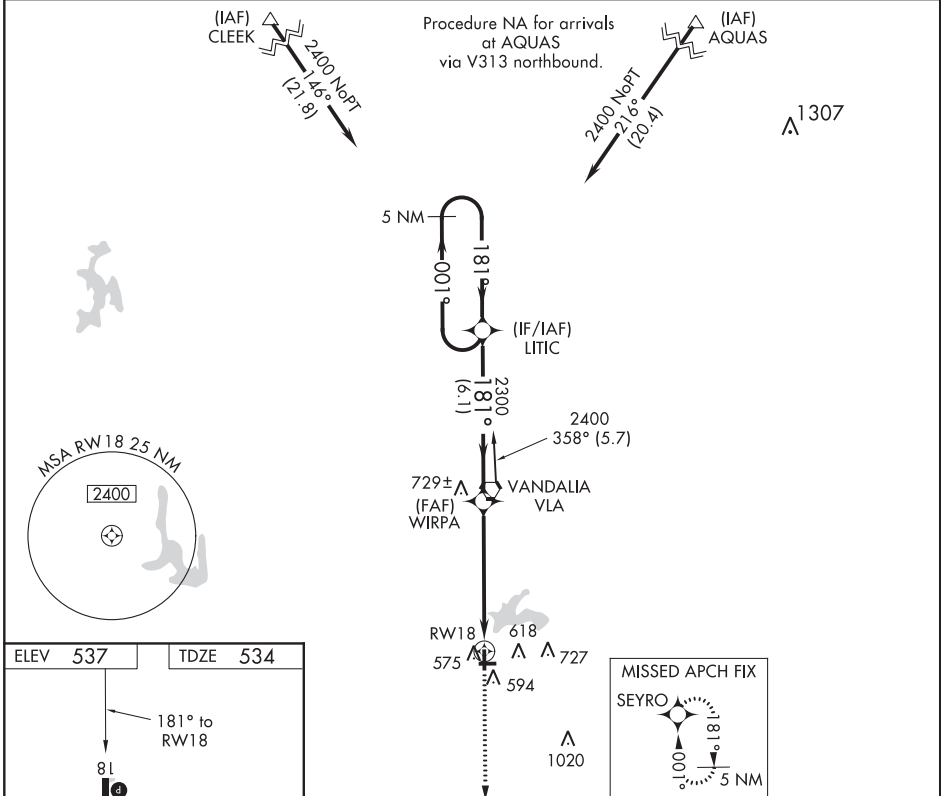
VANDALIA MUNI (VLA)

APP CRS 181°	Rwy Idg 4001
	TDZE 534
	Apt Elev 537

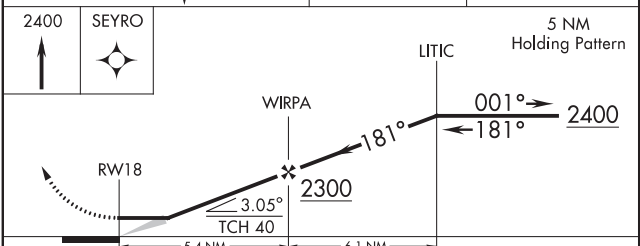
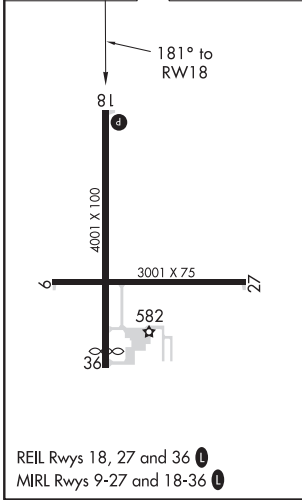
NA DME/DME RNP -0.3 NA.
 Use Salem-Leckrone altimeter setting; if not received, use Centralia Muni altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2400 direct SEYRO and hold.

AWOS-A 122.8	SALEM-LECKRONE AWOS-3 118.525	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) 0
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ELEV 537	TDZE 534
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CATEGORY	A	B	C	D
LNAV MDA	1040-1	506 (600-1)	1040-1½	506 (600-1½)
CIRCLING	1040-1	503 (600-1)	1040-1½ 503 (600-1½)	1140-2 603 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VANDALIA, ILLINOIS

AL-743 (FAA)

RNAV (GPS) RWY 36

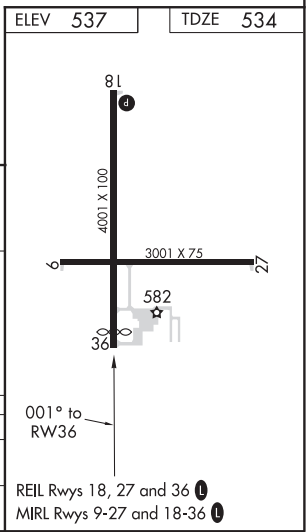
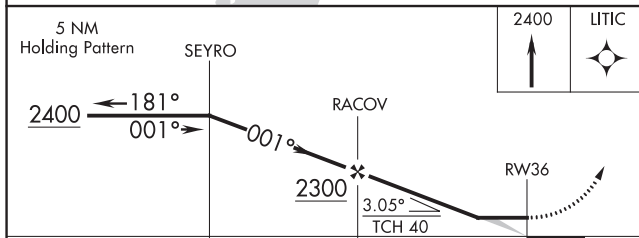
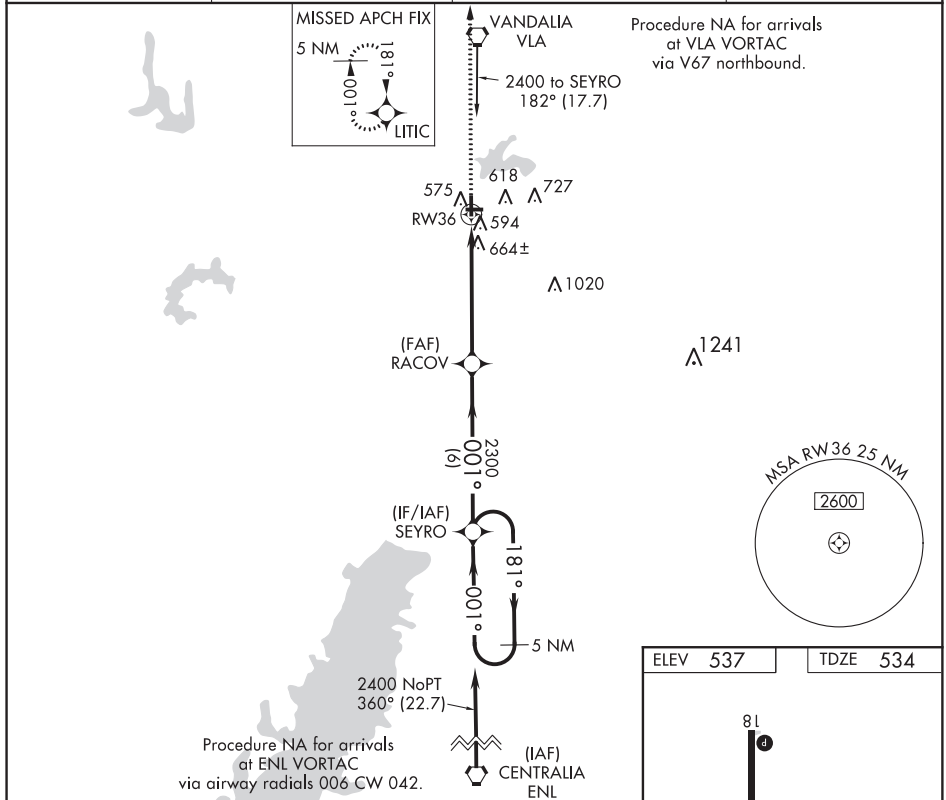
VANDALIA MUNI (VLA)

APP CRS	Rwy Idg	3751
001°	TDZE	534
	Apt Elev	537

▽ DME/DME RNP-0.3 NA.
Use Salem-Leckrone altimeter setting; if not received, use
▲ NA Centralia Muni altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2400 direct LITIC and hold.

AWOS-A 122.8	SALEM-LECKRONE AWOS-3 118.525	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
RNAV MDA	980-1	446 (500-1)	980-1½ 446 (500-1½)	980-1½ 446 (500-1½)
CIRCLING	1040-1	503 (600-1)	1040-1½ 503 (600-1½)	1140-2 603 (700-2)

VANDALIA, ILLINOIS
Orig 14149

38°59'N-89°10'W

RNAV (GPS) RWY 36

VANDALIA MUNI (VLA)

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EC-3, 10 NOV 2016 to 05 JAN 2017

VORTAC VLA 114.3 Chan 90	APP CRS 179°	Rwy Idg TDZE 534 Apt Elev 537	4001
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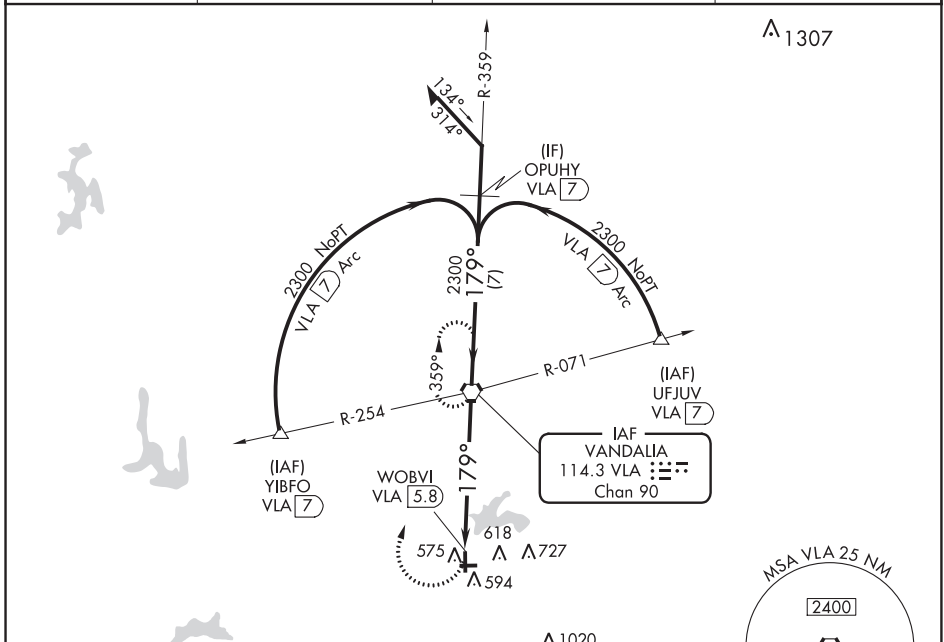
VOR RWY 18

VANDALIA MUNI (VLA)

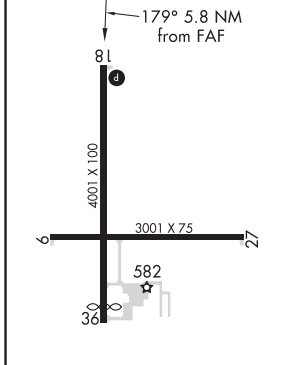
NA Use Salem altimeter setting, when not received use Centralia altimeter setting and increase all MDA 20 feet.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2300 direct VLA VORTAC and hold.

AWOS-A 122.8	SALEM-LECKRONE AWOS-3 118.525	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) 1
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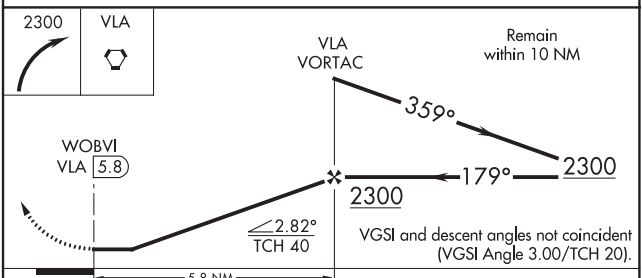
ELEV 537	TDZE 534
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REIL Rwy 18, 27 and 36 **1**
MIRL Rwy 9-27 and 18-36 **1**

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-18	1140-1	606 (700-1)	1140-1 ³ / ₄ 606 (700-1 ³ / ₄)	NA
C CIRCLING	1160-1	623 (700-1)	1160-1 ³ / ₄ 623 (700-1 ³ / ₄)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 295°	Rwy Idg 4000
	TDZE 1292
	Apt Elev 1292

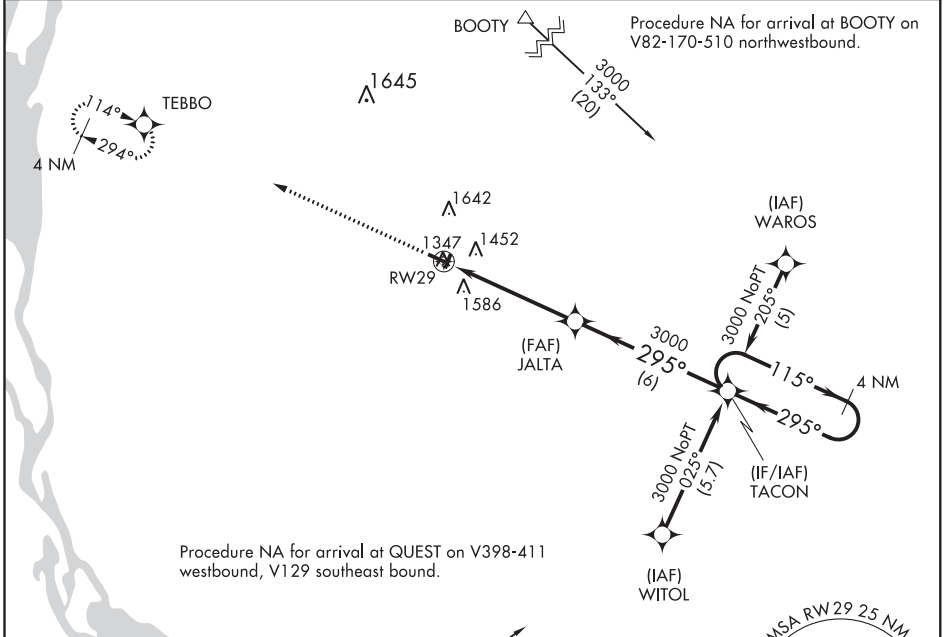
RNAV (GPS) RWY 29

VIROQUA MUNI (Y51)

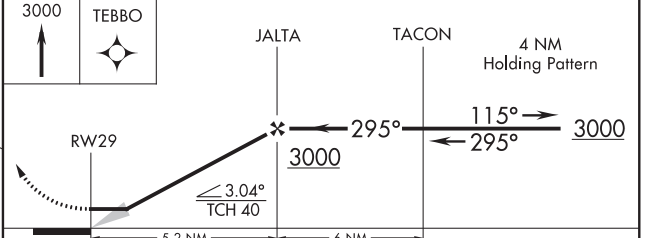
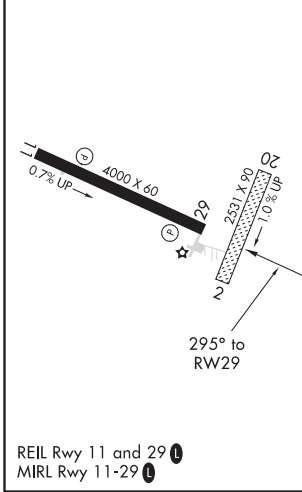
NA DME/DME RNP-0.3 NA. Procedure NA at night. Use La Crosse altimeter setting. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 2 and 20.

MISSED APPROACH: Climb to 3000 direct TEBBO WP and hold.

AWOS-3P 118.975	MINNEAPOLIS CENTER 128.6 363.0	CTAF 122.9
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ELEV 1292	TDZE 1292
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CATEGORY	A	B	C	D
LNAV MDA	1980-1	688 (700-1)	1980-2 688 (700-2)	NA
CIRCLING	2060-1 768 (800-1)	2060-1¼ 768 (800-1¼)	2120-2½ 828 (900-2½)	NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CAMP DOUGLAS, WISCONSIN

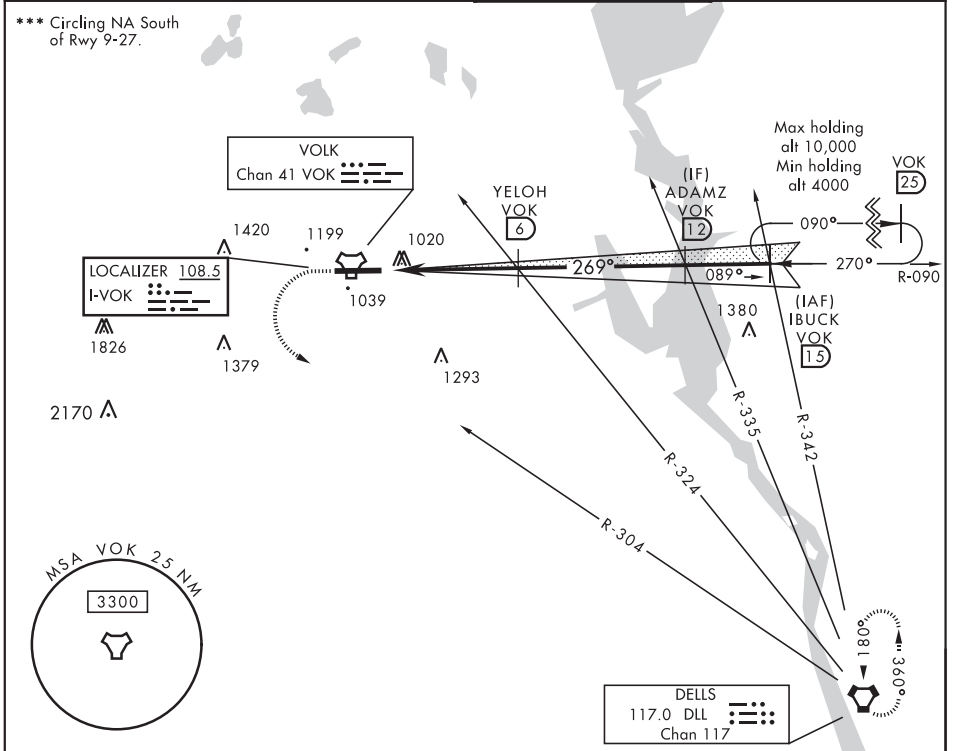
ILS or LOC/DME RWY 27

LOC I-VOK 108.5	APCH CRS 269°	Rwy Idg THRE Arprt Elev 9000 904 912	AL-714 [USAF]	VOLK FIELD (KVOK)
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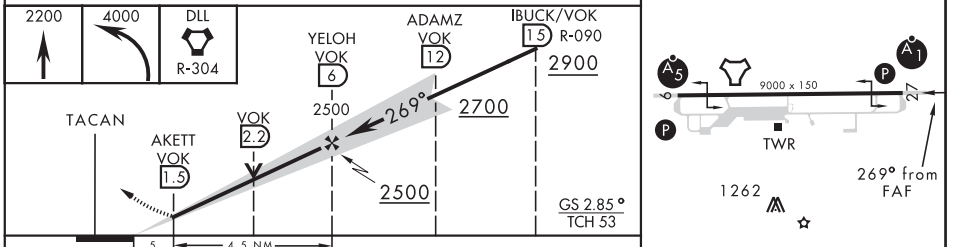
▼ * When ALS inop, increase vis to ¾ mile.
 ** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.

ALSF-1 MISSED APPROACH: Climb to 2200, then climbing left turn to 4000 via DLL VORTAC R-304 direct DLL and hold.

ATIS 120.475 257.85	VOLK APP CON 135.25 244.875	VOLK TOWER ★ 127.5 (CTAF) 239.25 (0)	GND CON 121.9 275.8
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EMERG SAFE ALT 100 NM 4200	ELEV 912	THRE 904
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CATEGORY	A	B	C	D	E
S-ILS 27 *	1 104/24		200	(200-½)	
S-LOC 27 **	1 320/24	416 (500-½)	1 320/40		416 (500-¾)
CIRCLING ***	1 400-1 488 (500-1)	1 500-1 588 (600-1)	1 500-1½ 588 (600-1½)	1 500-2 588 (600-2)	1 580-2¼ 668 (700-2¼)

HIRL Rwy 9-27 (0)					
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CAMP DOUGLAS, WISCONSIN 43°56'N-90°15'W VOLK FIELD (KVOK)
 Amdt 4 14149

ILS or LOC/DME RWY 27

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CAMP DOUGLAS, WISCONSIN

RNAV (GPS) RWY 9

APCH CRS	Rwy Idg	9000
089°	THRE	912
	Arpt Elev	912

AL-714 [USAF]

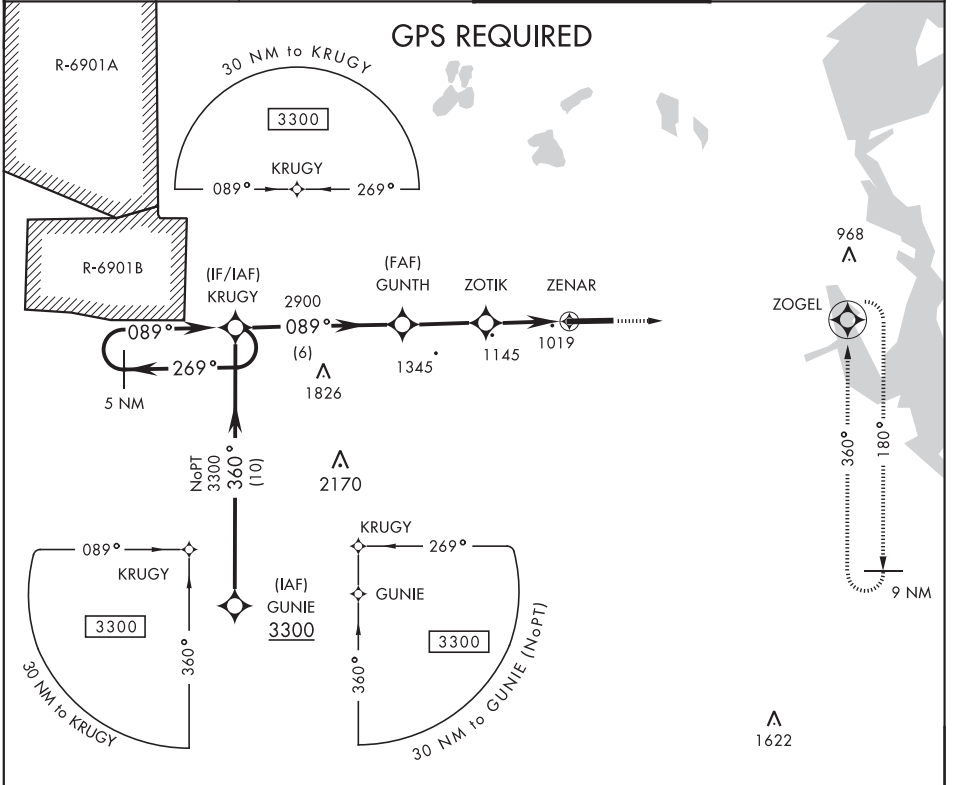
VOLK FIELD (KVOK)

▼ *When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 3/4 miles.
 Procedure not authorized when R-6901B active.
 DME/DME RNP-0.3 NA.
 RNAV-1.



MISSED APPROACH: Climb to 4000 direct ZOGEL and hold, continue climb-in-hold to 4000.

ATIS 120.475 257.85	VOLK APP CON 135.25 244.875	VOLK TOWER ★ 127.5 (CTAF) 239.25 (0)	GND CON 121.9 275.8
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EMERG SAFE ALT 100 NM 4200

	4000		ZOGEL	ELEV 912	THRE 912
CATEGORY	A	B	C	D	E
LNAV MDA *	1500-3/4 588 (600-3/4)		1500-1 1/4 588 (600-1 1/4)		
CIRCLING	NOT AUTHORIZED				
				HIRL Rwy 9-27 (0)	

CAMP DOUGLAS, WISCONSIN

43°56'N-90°15'W

VOLK FIELD (KVOK)

Amdt 1 14149

RNAV (GPS) RWY 9

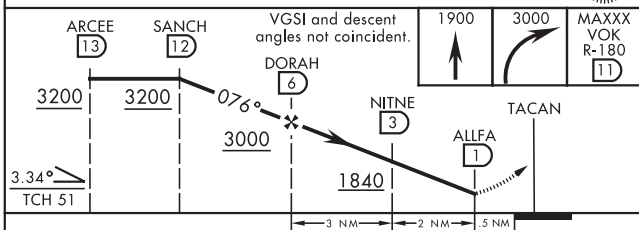
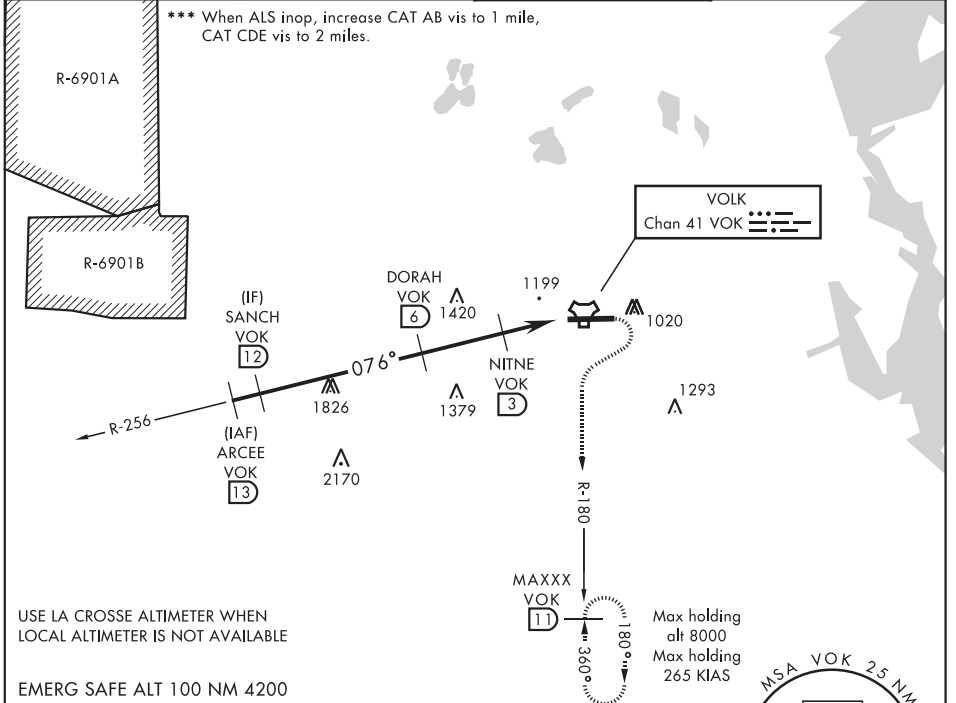
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

TACAN VOK Chan 41	APCH CRS 076°	Rwy ldg THRE Arpt Elev 9000 912 912	AL-714 [USAF]	VOLK FIELD (KVOK)
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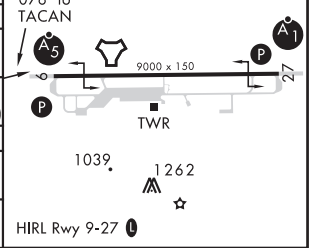
A5 * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 3/4 miles.
 ** Circling not authorized South of Rwy 9-27.
 MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 intercept VOK R-180 to MAXXX and hold.

ATIS 120.475 257.85	VOLK APP CON 135.25 244.875	VOLK TOWER ★ 127.5 (CTAF) 239.25	GND CON 121.9 275.8
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ELEV 912	THRE 912
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CATEGORY	A	B	C	D	E
S-9*	1500-3/4	588 (600-3/4)	1500-1 1/4	588 (600-1 1/4)	
CIRCLING **	1500-1	588 (600-1)	1500-1 3/4 588 (600-1 3/4)	1500-2 588 (600-2)	1580-2 1/4 668 (700-2 1/4)
LA CROSSE ALTIMETER SETTING MINIMUMS					
S-9***	1640-3/4	728 (800-3/4)	1640-1 5/8	728 (800-1 5/8)	
CIRCLING **	1640-1	728 (800-1)	1640-2 728 (800-2)	1640-2 1/4 728 (800-2 1/4)	1720-2 3/4 808(900-2 3/4)



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

CAMP DOUGLAS, WISCONSIN

TACAN RWY 27

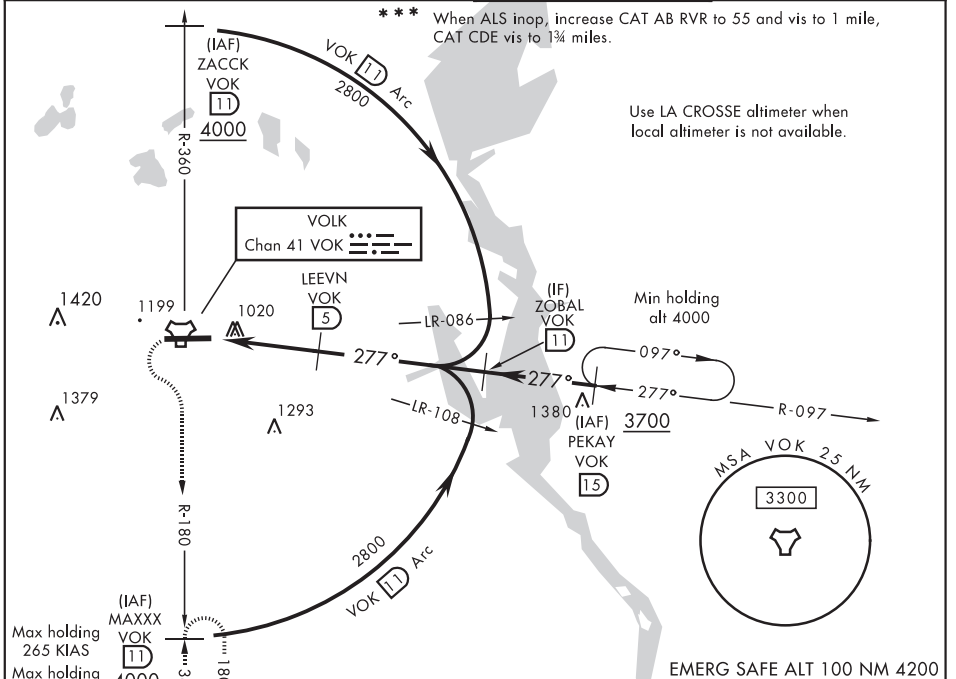
TACAN VOK Chan 41	APCH CRS 277°	Rwy ldg THRE 904 Arpt Elev 912	AL-714 [USAF]	VOLK FIELD (KVOK)
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▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.
 ** Circling not authorized South of Rwy 9-27.

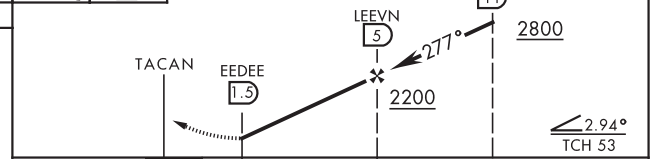
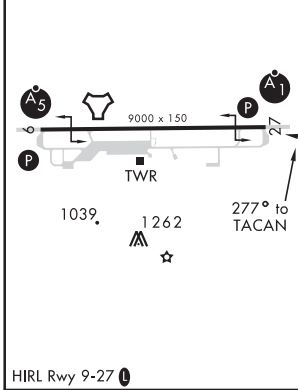


⊖ MISSED APPROACH: Climbing left turn to 3000, intercept VOK TACAN R-180 to MAXXX and hold.

ATIS 120.475 257.85	VOLK APP CON 135.25 244.875	VOLK TOWER * 127.5 (CTAF) 239.25 (0)	GND CON 121.9 275.8
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ELEV 912 THRE 904



CATEGORY	A	B	C	D	E
S-27 *	1360/24	456 (500-½)	1360/45	456 (500-¾)	
CIRCLING **	1400-1 488 (500-1)	1500-1 588 (600-1)	1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)
LA CROSSE ALTIMETER SETTING MINIMUMS					
S-27 ***	1500/24	596 (600-½)	1500-1¼	596 (600-1¼)	
CIRCLING **	1540-1 628 (700-1)	1640-1 728 (800-1)	1640-2 728 (800-2)	1640-2¼ 728 (800-2¼)	1720-2¾ 808 (900-2¾)

CAMP DOUGLAS, WISCONSIN

43°56'N-90°15'W

VOLK FIELD (KVOK)

Orig 14233

TACAN RWY 27

EC-3, 10 NOV 2016 to 05 JAN 2017

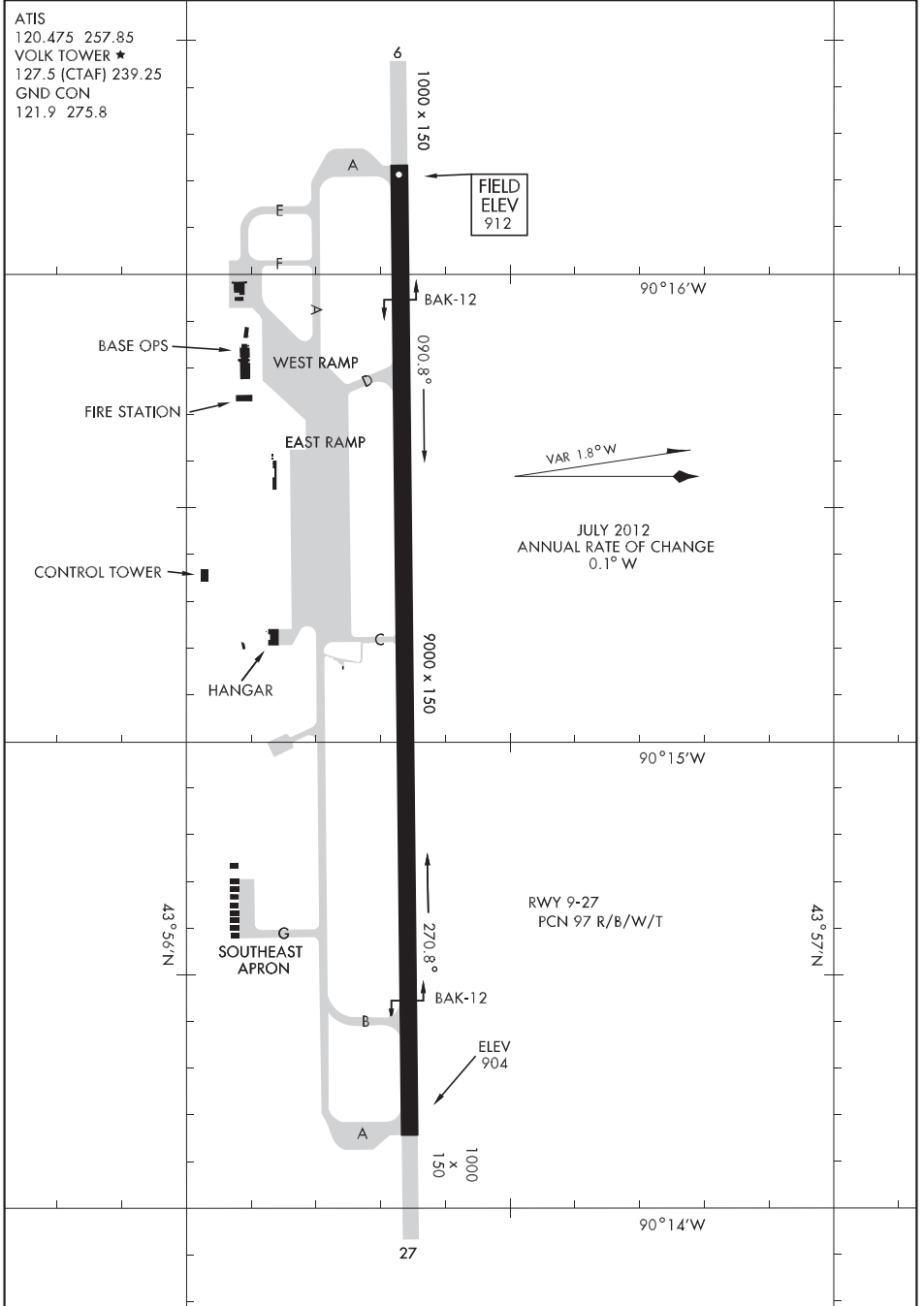
EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-714 [USAF]

VOLK FIELD (KVOK)
CAMP DOUGLAS, WISCONSIN

ATIS
120.475 257.85
VOLK TOWER ★
127.5 (CTAF) 239.25
GND CON
121.9 275.8



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CAMP DOUGLAS, WISCONSIN
VOLK FIELD (KVOK)

APP CRS	Rwy Idg	4239
054°	TDZE	821
	Apt Elev	833

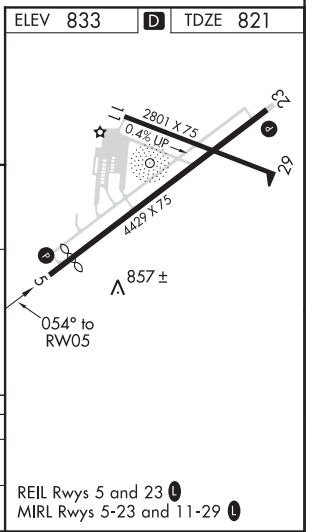
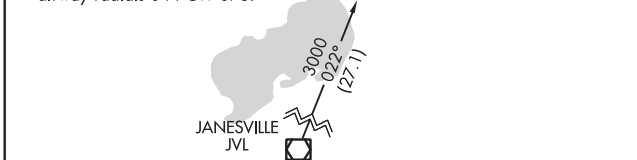
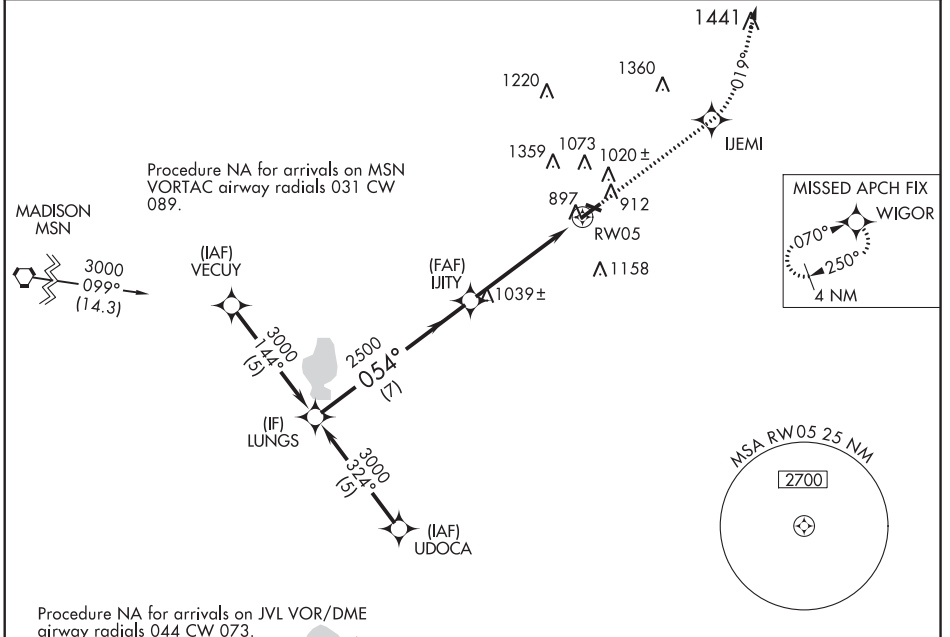
RNAV (GPS) RWY 5

WATERTOWN MUNI (RYV)

⚠ DME/DME RNP-0.3 NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting. Straight-in minimums to Rwy 5 and Circling to Rwy 5/23 NA at night.

⚠ MISSED APPROACH: Climb to 3000 direct IJEMI and left turn via 019° track to WIGOR and hold.

AWOS-3 119.975	MADISON APP CON * 119.15 343.7	UNICOM 122.8 (CTAF) 📻
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	3000	IJEMI	WIGOR
	↑	📻	📻
		TRK 019°	
LUNGS	3000	IJITY	RWY05
	054°	2500	
		3.04 TCH 50	
	7 NM		5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1440-1	619 (700-1)	1440-1¾ 619 (700-1¾)	1440-2 619 (700-2)
CIRCLING	1440-1	607 (700-1)	1440-1¾ 607 (700-1¾)	1720-3 887 (900-3)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 113°	Rwy Idg 2801
	TDZE 833
	Apt Elev 833

RNAV (GPS) RWY 11

WATERTOWN MUNI (RYV)

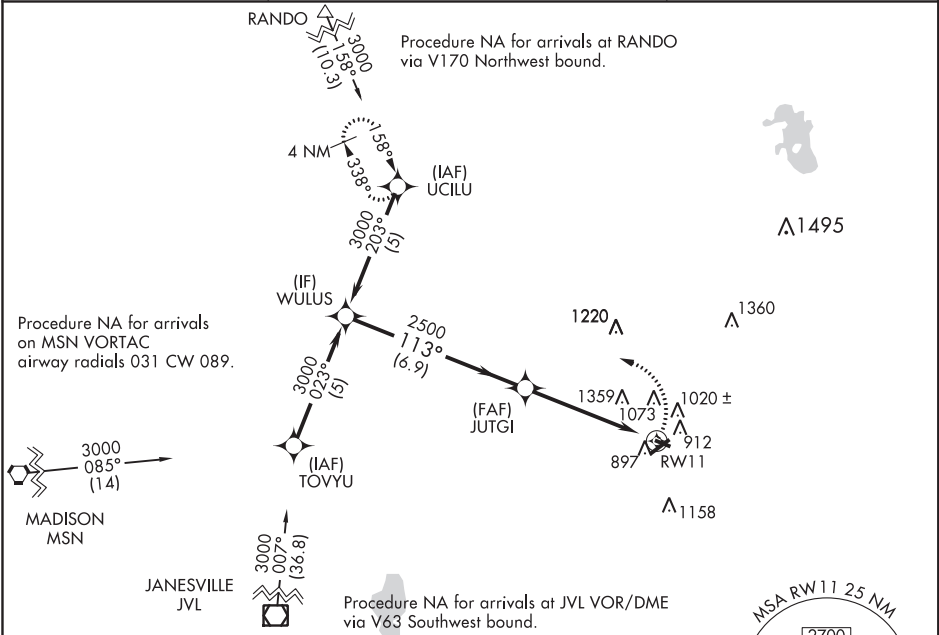
⚠ DME/DME RNP-0.3 NA When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, increase LNAV visibility Cat. C and D ¼ mile, increase Circling visibility Cat. C ¼ mile. VDP NA when using Dodge County altimeter setting. Circling to Rwy 5/23 NA at night.

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

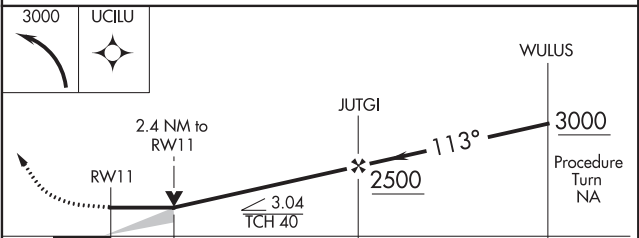
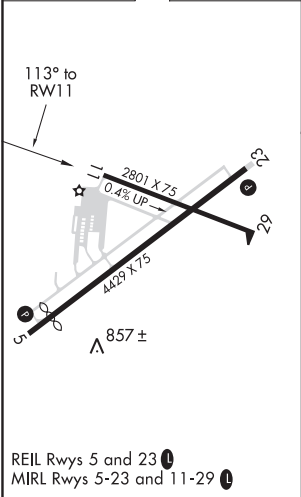
AWOS-3
119.975

MADISON APP CON *
119.15 343.7

UNICOM
122.8 (CTAF)



ELEV 833 **D** TDZE 833



CATEGORY	A	B	C	D
LNAV MDA	1640-1 807 (900-1)	1640-1¼ 807 (900-1¼)	1640-2¼ 807 (900-2¼)	1640-2½ 807 (900-2½)
CIRCLING	1640-1 807 (900-1)	1640-1¼ 807 (900-1¼)	1640-2¼ 807 (900-2¼)	1720-3 887 (900-3)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	4429
234°	TDZE	823
	Apt Elev	833

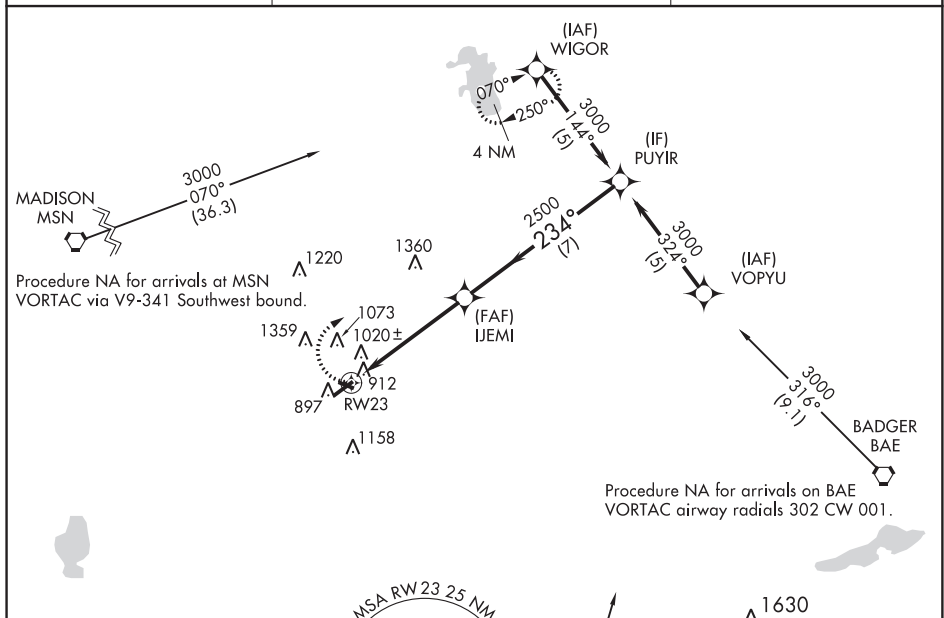
RNAV (GPS) RWY 23

WATERTOWN MUNI (RYV)

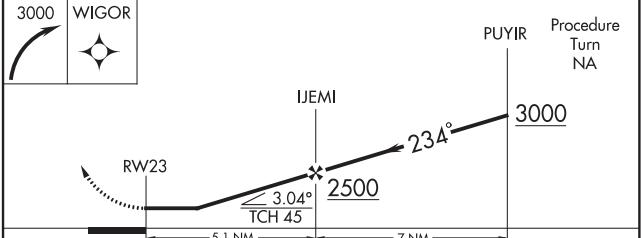
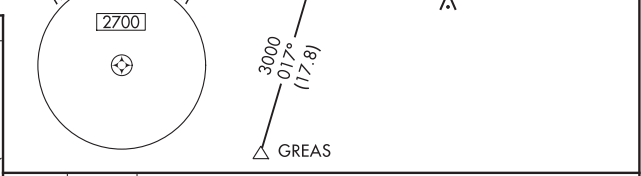
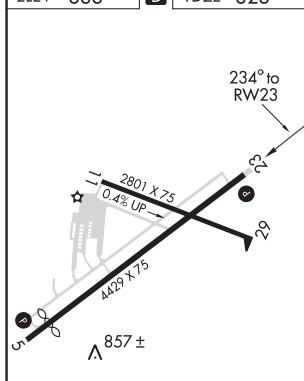
T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, and increase LNAV Cat. C and D visibility ¼ mile. Straight-in minimums to Rwy 23 and Circling to Rwy 5/23 NA at night.

A MISSED APPROACH: Climbing right turn to 3000 direct WIGOR and hold.

AWOS-3 119.975	MADISON APP CON ★ 119.15 343.7	UNICOM 122.8 (CTAF)
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ELEV 833	D	TDZE 823
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CATEGORY	A	B	C	D
LNAV MDA	1420-1	597 (600-1)	1420-1½ 597 (600-1½)	1420-1¾ 597 (600-1¾)
CIRCLING	1420-1 587 (600-1)	1440-1 607 (700-1)	1440-1¾ 607 (700-1¾)	1720-3 887 (900-3)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	2801
293°	TDZE	833
	Apt Elev	833

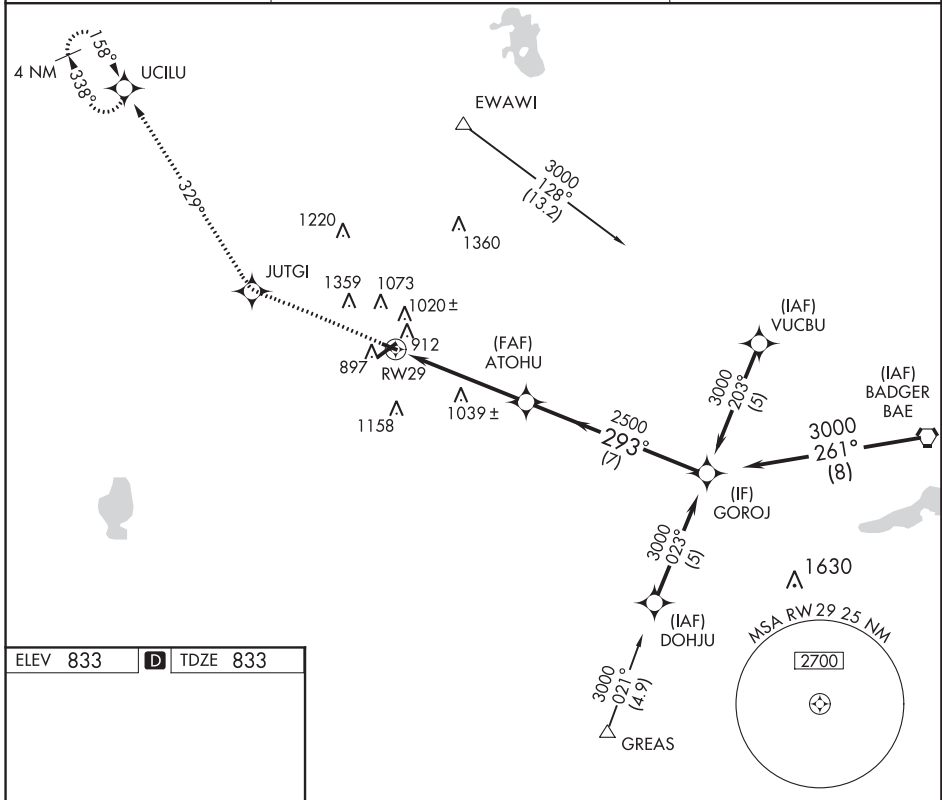
RNAV (GPS) RWY 29

WATERTOWN MUNI (RYV)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, increase LNAV Cat. C and D visibility ¼ mile.

⚠ MISSED APPROACH: Climb to 3000 direct JUTGI and right turn via 329° track to UCILU and hold.

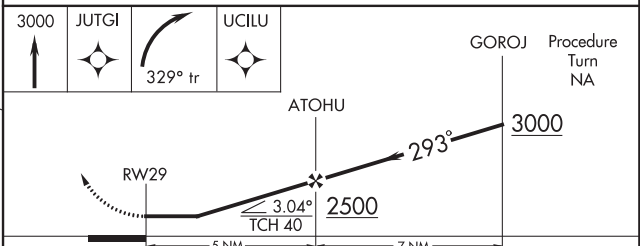
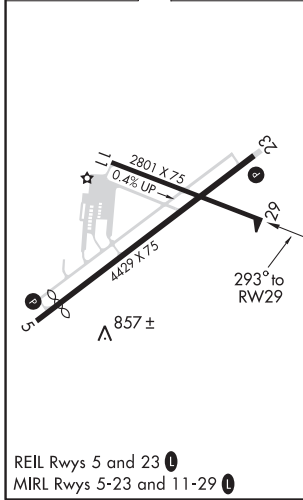
AWOS-3 119.975	MADISON APP CON * 119.15 343.7	UNICOM 122.8 (CTAF) ①
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 833	D	TDZE 833
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CATEGORY	A	B	C	D
LNAV MDA	1400-1	567 (600-1)	1400-1½ 567 (600-1½)	1400-1¾ 567 (600-1¾)
CIRCLING	1400-1 567 (600-1)	1440-1 607 (700-1)	1440-1¾ 607 (700-1¾)	1720-3 887 (900-3)

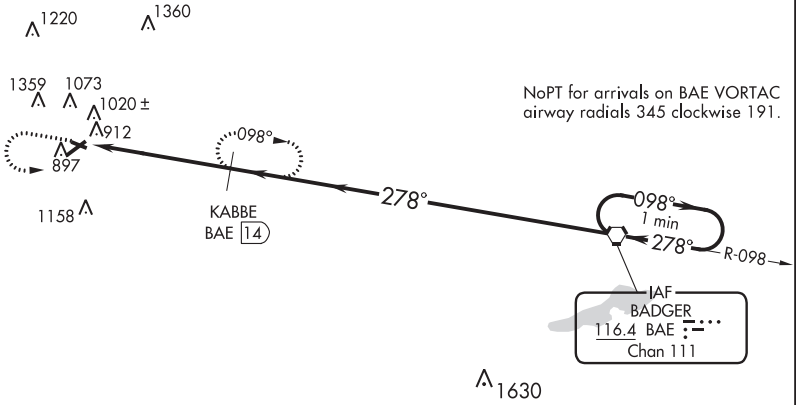
VORTAC BAE 116.4 Chan 111	APP CRS 278°	Rwy Idg TDZE Apt Elev 2801 833 833
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VOR/DME RWY 29

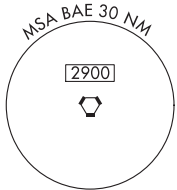
WATERTOWN MUNI (RYV)

MISSED APPROACH: Climb to 2500 then left turn via BAE R-278 to KABBE 14 DME and hold.

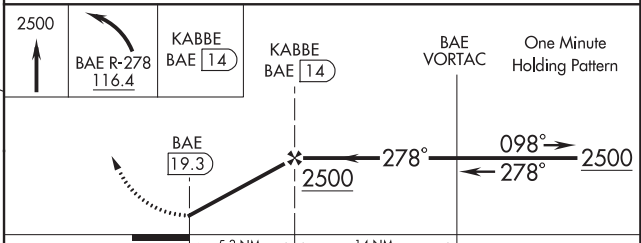
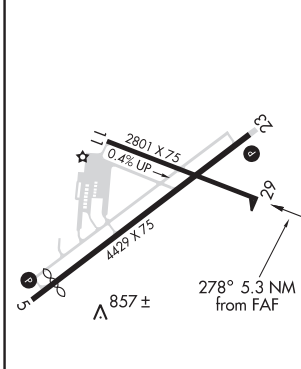
AWOS-3 119.975	MADISON APP CON ★ 119.15 343.7	UNICOM 122.8 (CTAF) 0
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IAF
BADGER
116.4 BAE :
Chan 111



ELEV 833	D	TDZE 833
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CATEGORY	A	B	C	D
S-29	1420-1	587 (600-1)	1420-1½ 587 (600-1½)	1420-1¾ 587 (600-1¾)
CIRCLING	1420-1 587 (600-1)	1440-1 607 (700-1)	1440-1¾ 607 (700-1¾)	1720-3 887 (900-3)

REIL Rws 5 and 23
MIRL Rws 5-23 and 11-29

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

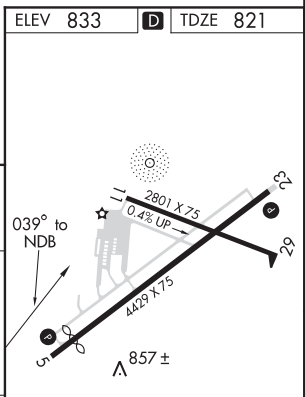
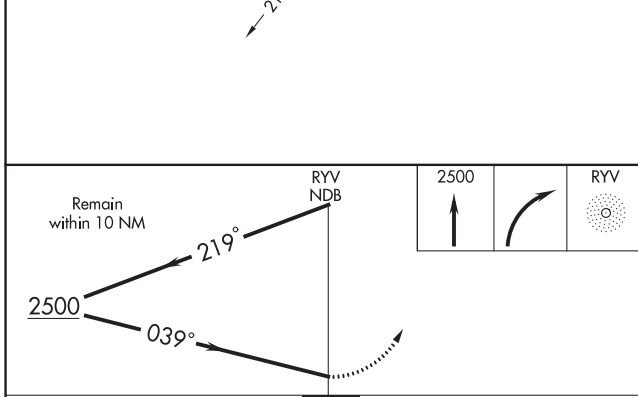
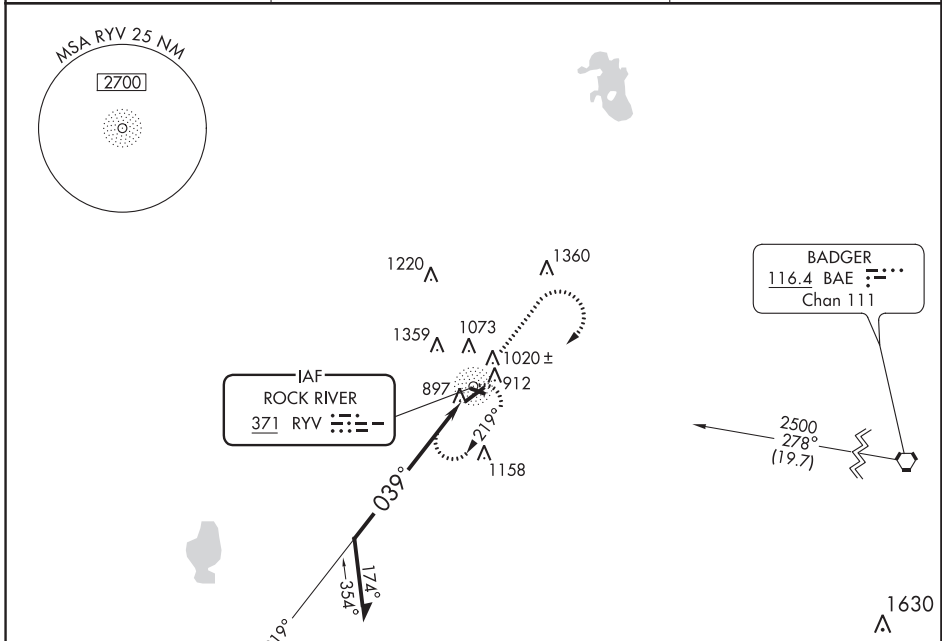
NDB RYV	APP CRS	Rwy Idg	4239
371	039°	TDZE	821
		Apt Elev	833

NDB RWY 5

WATERTOWN MUNI (RYV)

	MISSED APPROACH: Climb to 2500 then right turn direct RYV NDB and hold.
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AWOS-3 119.975	MADISON APP CON * 119.15 343.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-5	1440-1	619 (700-1)	1440-1¾ 619 (700-1¾)	1440-2 619 (700-2)
CIRCLING	1440-1	607 (700-1)	1440-1½ 607 (700-1½)	1720-3 887 (900-3)

REIL Rwy 5 and 23 0

MIRL Rwy 5-23 and 11-29 0

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WATERTOWN, WISCONSIN

AL-6179 (FAA)

15288

NDB RYV	APP CRS	Rwy Idg	4429
371	254°	TDZE	823
		Apt Elev	833

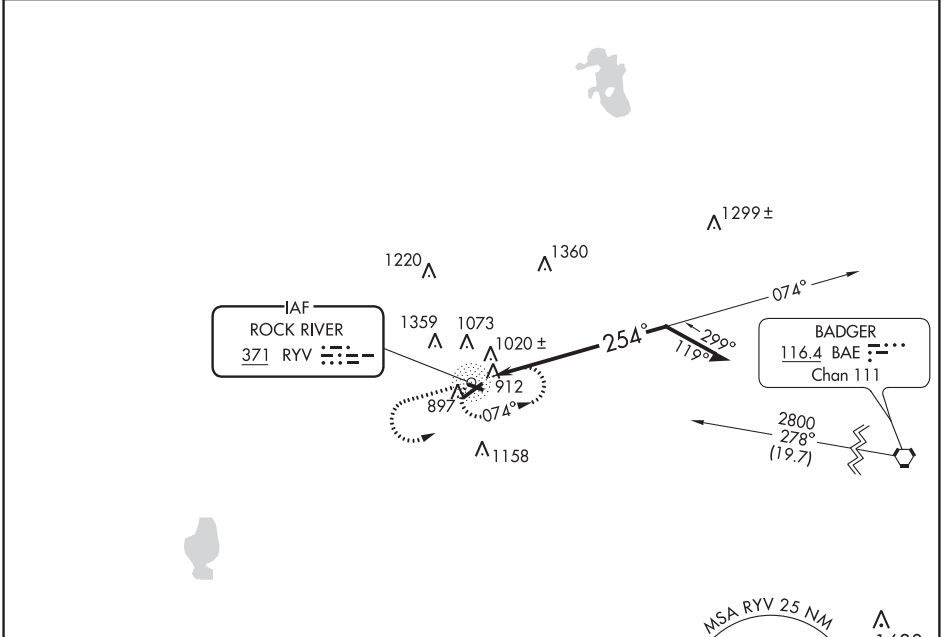
NDB RWY 23

WATERTOWN MUNI (RYV)

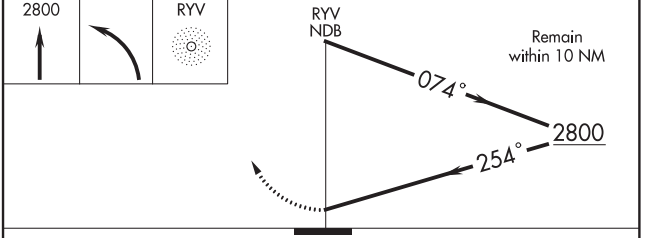
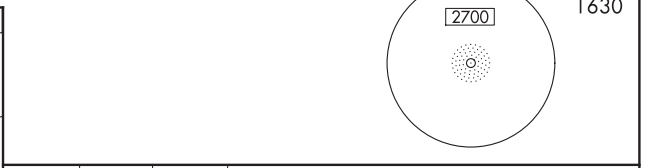
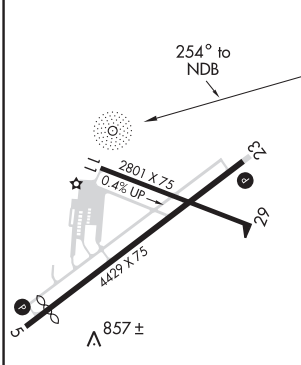
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, and increase visibility Cat. A, C and D ¼ mile.

MISSED APPROACH: Climb to 2800 then left turn direct RYV NDB and hold.

AWOS-3 119.975	MADISON APP CON * 119.15 343.7	UNICOM 122.8 (CTAF) ①
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ELEV 833	D	TDZE 823
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CATEGORY	A	B	C	D
S-23	1660-1 837 (900-1)	1660-1¼ 837 (900-1¼)	1660-2½ 837 (900-2½)	1660-2¾ 837 (900-2¾)
CIRCLING	1660-1 827 (900-1)	1660-1¼ 827 (900-1¼)	1660-2½ 827 (900-2½)	1720-3 887 (900-3)

WATERTOWN, WISCONSIN
Amdt 2 12MAR09

43° 10' N-88° 43' W

WATERTOWN MUNI (RYV) NDB RWY 23

EC-3, 10 NOV 2016 to 05 JAN 2017


EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53411 W10A	APP CRS 103°	Rwy Idg 5849 TDZE 901 Apt Elev 911
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RNAV (GPS) RWY 10

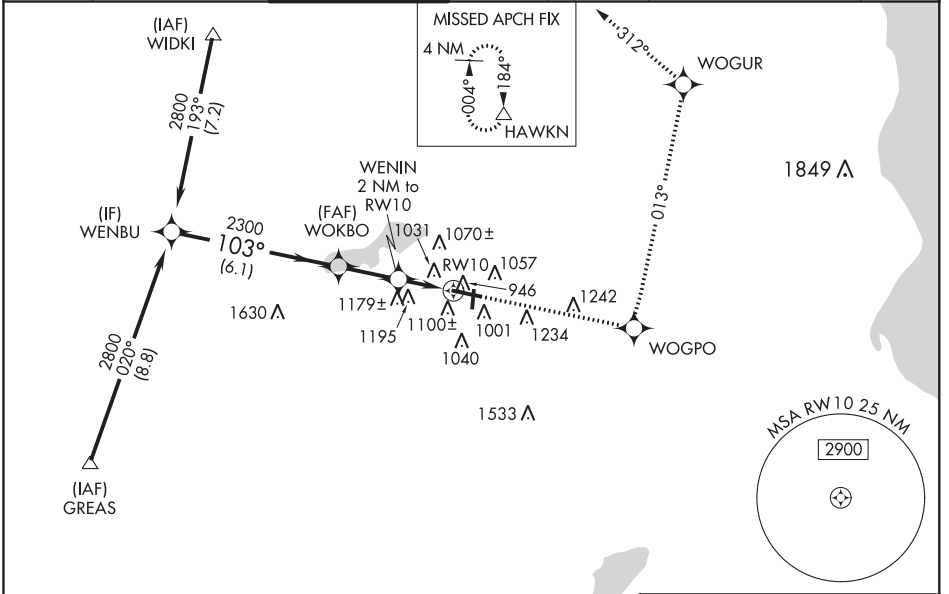
WAUKESHA COUNTY (UES)

⚠ Baro-VNAV NA when using Lawrence J Timmerman 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 Lawrence J Timmerman altimeter setting and increase all DA 46 feet and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile; increase Circling Cat D visibility ¼ mile.

MALSR 

MISSED APPROACH: Climb to 3000 direct WOGPO and left turn on track 013° to WOGUR and track 312° to HAWKN and hold.

ATIS 118.875	MILWAUKEE APP CON 125.35 307.0	WAUKESHA TOWER * 123.7 (CTAF) 	GND CON 121.6	CLNC DEL 121.6	MILWAUKEE CLNC DEL 128.7 (When tower closed)	UNICOM 122.95
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

Procedure Turn NA	3000	WOGPO	tr 013°	WOGUR	tr 312°	HAWKN
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WENBU 2800 → 103° → WOKBO 2300 → *1580 → RW10 → WOGPO → WOGUR → HAWKN

*WENIN 2 NM to RW10

*NNAV only

CATEGORY	A	B	C	D
LPV DA		1101-½	200 (200-½)	
LNAV/VNAV DA		1537-¾	636 (700-¾)	
LNAV MDA	1440-½	539 (600-½)	1440-1 539 (600-1)	1440-¼ 539 (600-¼)
CIRCLING	1460-1 549 (600-1)	1480-1 569 (600-1)	1520-¾ 609 (700-¾)	1600-2¼ 689 (700-2¼)

ELEV 911 | TDZE 901

HIRL Rwy 10-28 
MIRL Rwy 18-36 
REIL Rwy 18, 28 and 36 

APP CRS	Rwy Idg	5849
270°	TDZE	906
	Apt Elev	911

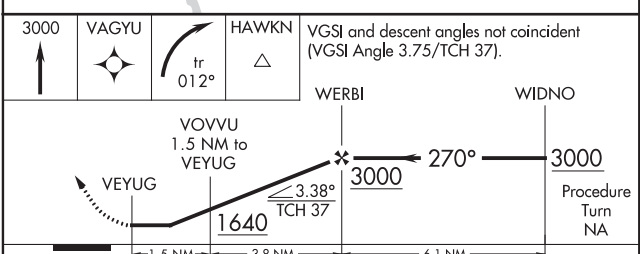
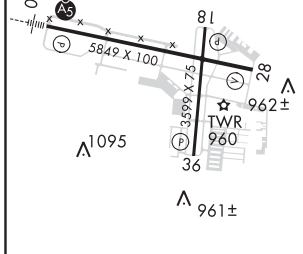
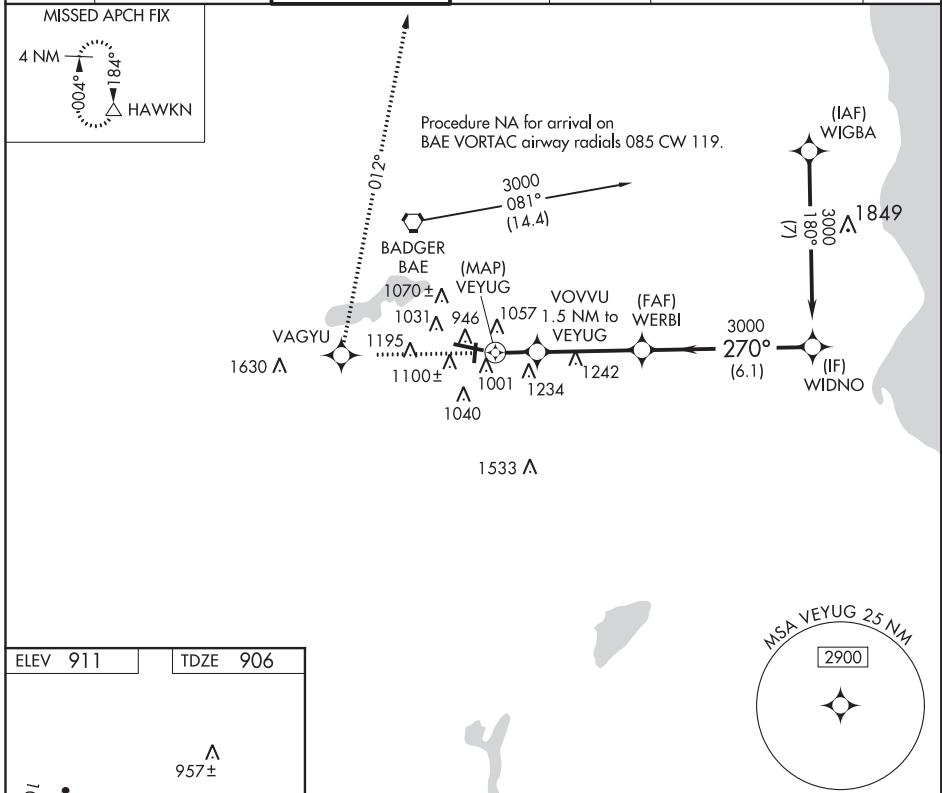
RNAV (GPS) RWY 28

WAUKESHA COUNTY (UES)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrence J Timmerman altimeter setting and increase all MDA 60 feet, increase Circling Cat C and D visibility ¼ mile.

△ MISSED APPROACH: Climb to 3000 direct VAGYU and right turn via 012° track to HAWKN and hold.

ATIS 118.875	MILWAUKEE APP CON 125.35 307.0	WAUKESHA TOWER ★ 123.7 (CTAF) 0	GND CON 121.6	CLNC DEL 121.6	MILWAUKEE CLNC DEL 128.7 (When tower closed)	UNICOM 122.95
------------------------	--	---	-------------------------	--------------------------	--	-------------------------



	A	B	C	D
CATEGORY	A	B	C	D
LNAV MDA	1420-1	514 (600-1)	1420-1½ 514 (600-1½)	1420-1¾ 514 (600-1¾)
CIRCLING	1460-1 549 (600-1)	1480-1 569 (600-1)	1520-1¾ 609 (700-1¾)	1600-2¼ 689 (700-2¼)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAUKESHA, WISCONSIN

AL-5078 (FAA)

16259

VORTAC BAE 116.4 Chan 111	APP CRS 153°	Rwy Idg TDZE Apt Elev	N/A N/A 911
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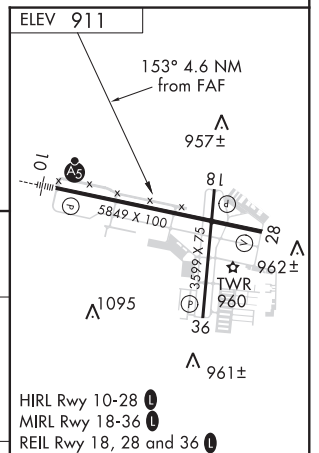
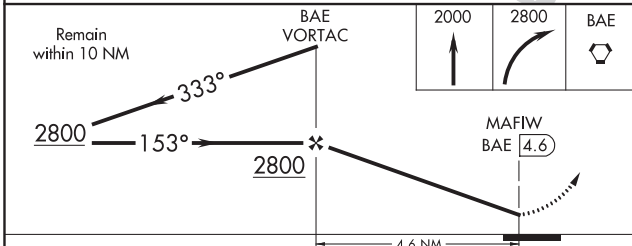
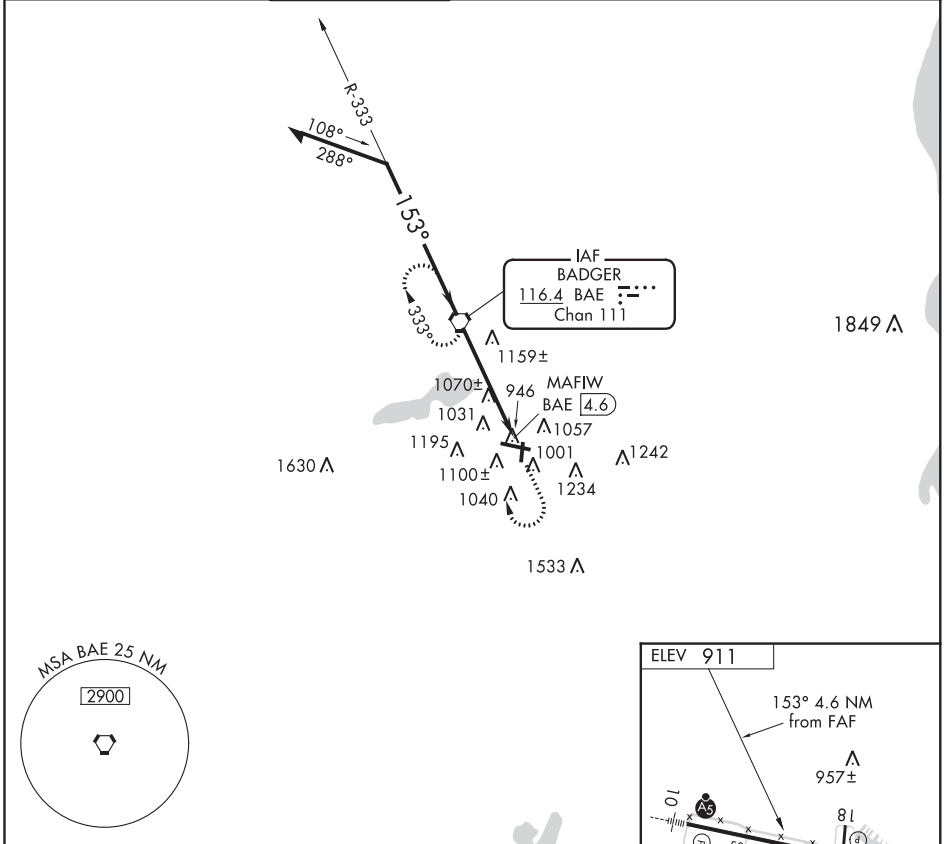
VOR-A

WAUKESHA COUNTY (UES)

⚠ When local altimeter setting not received, use Lawrence J Timmerman altimeter setting and increase all MDA 60 feet, increase Circling Cat D visibility 1/4 mile.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 direct BAE VORTAC and hold.

ATIS 118.875	MILWAUKEE APP CON 125.35 307.0	WAUKESHA TOWER ★ 123.7 (CTAF) 0	GND CON 121.6	CLNC DEL 121.6	MILWAUKEE CLNC DEL 128.7 (When tower closed)	UNICOM 122.95
------------------------	--	--	-------------------------	--------------------------	--	-------------------------



CATEGORY	A	B	C	D	FAF to MAP 4.6 NM					
CIRCLING	1460-1 549 (600-1)	1480-1 569 (600-1)	1520-1¾ 609 (700-1¾)	1600-2¼ 689 (700-2¼)	Knots	60	90	120	150	180
					Min:Sec	4:36	3:04	2:18	1:50	1:32

WAUKESHA, WISCONSIN
Amdt 16 07MAY09

43°02'N - 88°14'W

WAUKESHA COUNTY (UES)

VOR-A

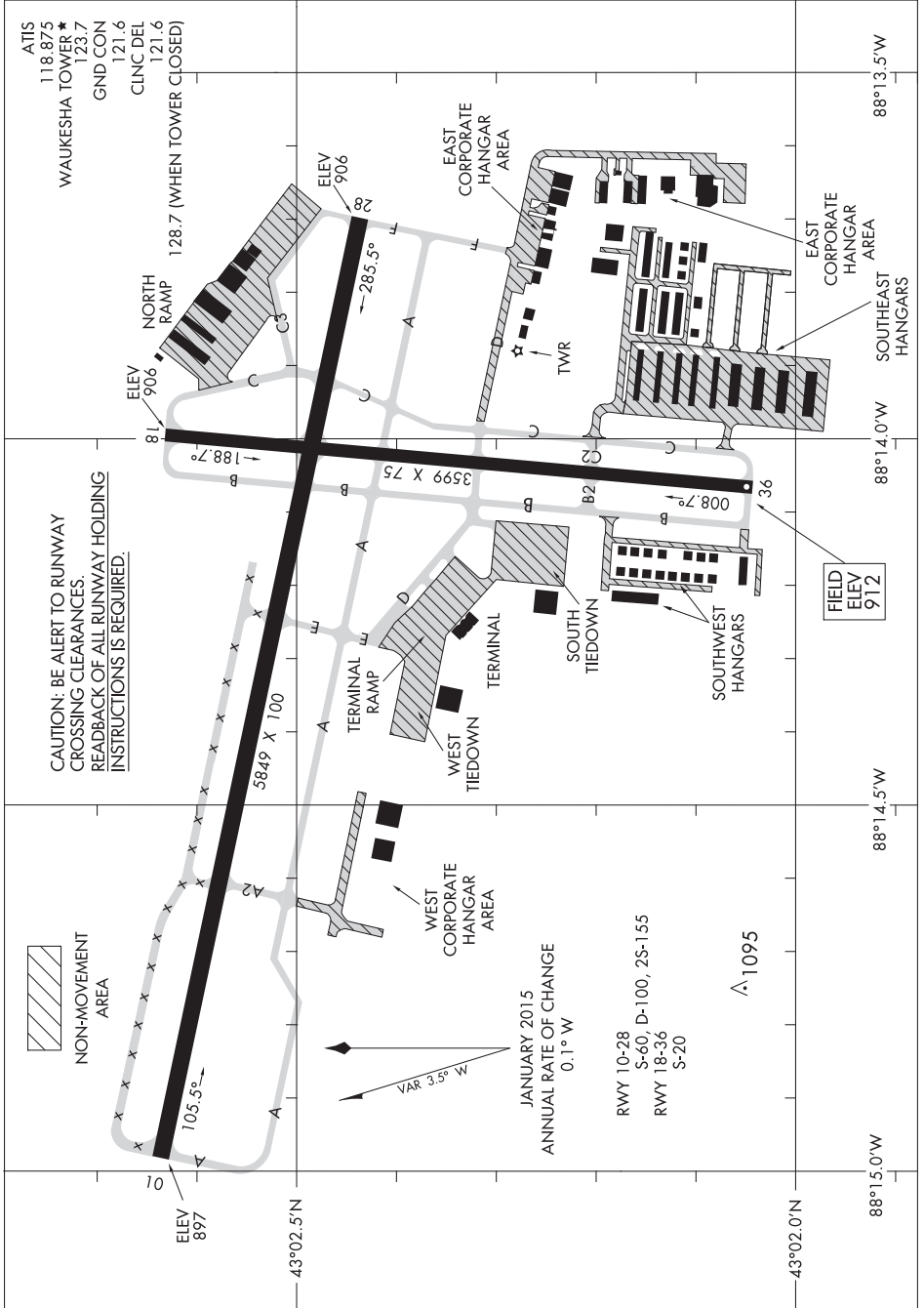
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-5078 (FAA)

WAUKESHA COUNTY (UES)
WAUKESHA, WISCONSIN



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

WAUKESHA, WISCONSIN
WAUKESHA COUNTY (UES)

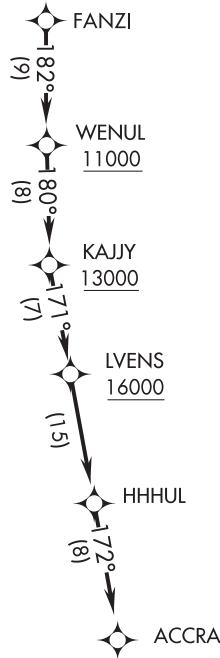
ACCRA TWO DEPARTURE (RNAV)

MILWAUKEE DEP CON
125.35 307.0
ATIS
118.875
CLNC DEL
121.6
128.7 (when tower closed)
GND CON
121.6

**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS:

Rwys 10, 18, 28, 36: Standard with minimum
climb of 500' per NM to 3000.



- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Advise ATC if unable to comply with crossing restrictions.

(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ACCRA TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 10, 18, 28, 36: Climb on assigned heading for RADAR vectors to FANZI, thence

. . . . on track 182° to cross WENUL at or above 11000, then on track 180° to cross KAJJY at or above 13000, then on track 171° to cross LVENS at or above 16000, then on track 171° to HHHUL, then on track 172° to ACCRA. Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 10: Light pole 146' from DER, 326' left of centerline, 9' AGL/918' MSL. Light pole 560' from DER, 597' left of centerline, 17' AGL/936' MSL. Pipe on building 229' from DER, 275' left of centerline, 16' AGL/925' MSL. Trees beginning 1652' from DER, 171' right of centerline, up to 70' AGL/1029' MSL. Trees beginning 1868' from DER, 16' left of centerline, up to 54' AGL/983' MSL. Tower 1.0 NM from DER, 1571' right of centerline, 219' AGL/1148' MSL. Tower 1.1 NM from DER, 1140' right of centerline, 177' AGL/1126' MSL. Tower 1.8 NM from DER, 3455' right of centerline, 272' AGL/1238' MSL.
- Rwy 18: Vehicle on road beginning 618' from DER, 162' left of centerline, 15' AGL/946' MSL. Bush 746' from DER, 107' right of centerline, 9' AGL/938' MSL. Trees beginning 753' from DER, 187' right of centerline, up to 18' AGL/957' MSL. Tree 757' from DER, 182' left of centerline, 17' AGL/946' MSL. Tree 1188' from DER, 27' left of centerline, 27' AGL/956' MSL. Pole 1976' from DER, 304' left of centerline, 48' AGL/967' MSL. Pole 2026' from DER, 196' right of centerline, 62' AGL/981' MSL. Tower 2010' from DER, 932' left of centerline, 66' AGL/984' MSL. Rod on stack 4489' from DER, 657' left of centerline, 118' AGL/1037' MSL.
- Rwy 28: Vehicle on road 877' from DER, 541' left of centerline, 15' AGL/924' MSL. Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL.
- Rwy 36: Rod on pole 401' from DER, 555' left of centerline, 46' AGL/945' MSL. Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' MSL. Trees beginning 486' from DER, 175' right of centerline, up to 81' AGL/970' MSL. Trees beginning 999' from DER, 124' left of centerline, up to 72' AGL/962' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

(UECKR3.UECKR) 16259

UECKR THREE DEPARTURE (RNAV)

WAUKESHA COUNTY (UES)
WAUKESHA, WISCONSIN

ATIS
118.875
CLNC DEL
121.6
128.7 (when tower closed)
GND CON
121.6
MILWAUKEE DEP CON
125.35 307.0

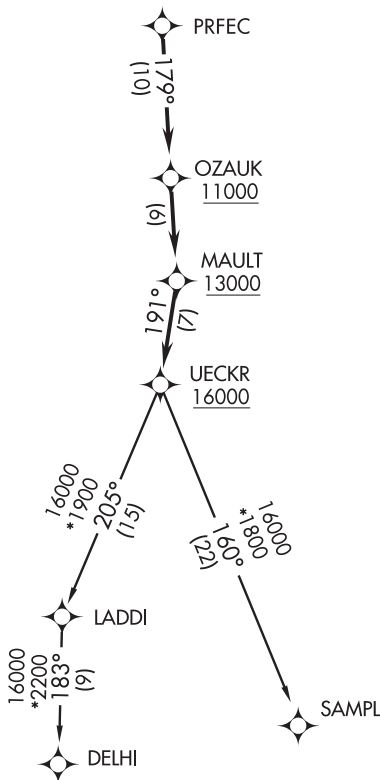
**TOP ALTITUDE:
ASSIGNED BY ATC**



- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Notify ATC if unable to comply with crossing restrictions.

TAKEOFF MINIMUMS:

Rwys 10, 18, 28, 36: Standard with minimum climb of 500' per NM to 1420.



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

UECKR THREE DEPARTURE (RNAV)

(UECKR3.UECKR) 31MAR16

WAUKESHA, WISCONSIN
WAUKESHA COUNTY (UES)

UECKR THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 10, 18, 28, 36: Climb on assigned heading for RADAR vectors to PRFEC, thence

. . . . on track 179° to cross OZAUK at or above 11000, then on track 179° to cross MAULT at or above 13000, then on track 191° to cross UECKR at or above 16000, then via (transition). Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR3.DELHI):

SAMPL TRANSITION (UECKR3.SAMPL):

TAKEOFF OBSTACLE NOTES:

Rwy 10: Light pole 146' from DER, 326' left of centerline, 9' AGL/918' MSL. Light pole 560' from DER, 597' left of centerline, 17' AGL/936' MSL. Pipe on building 229' from DER, 275' left of centerline, 16' AGL/925' MSL. Trees beginning 1652' from DER, 171' right of centerline, up to 70' AGL/1029' MSL. Trees beginning 1868' from DER, 16' left of centerline, up to 54' AGL/983' MSL. Tower 1.0 NM from DER, 1571' right of centerline, 219' AGL/1148' MSL. Tower 1.1 NM from DER, 1140' right of centerline, 177' AGL/1126' MSL. Tower 1.8 NM from DER, 3455' right of centerline, 272' AGL/1238' MSL.

Rwy 18: Vehicle on road beginning 618' from DER, 162' left of centerline, 15' AGL/946' MSL. Bush 746' from DER, 107' right of centerline, 9' AGL/938' MSL. Trees beginning 753' from DER, 187' right of centerline, up to 18' AGL/957' MSL. Tree 757' from DER, 182' left of centerline, 17' AGL/946' MSL. Tree 1188' from DER, 27' left of centerline, 27' AGL/956' MSL. Pole 1976' from DER, 304' left of centerline, 48' AGL/967' MSL. Pole 2026' from DER, 196' right of centerline, 62' AGL/981' MSL. Tower 2010' from DER, 932' left of centerline, 66' AGL/984' MSL. Rod on stack, 4489' from DER, 657' left of centerline, 118' AGL/1037' MSL.

Rwy 28: Vehicle on road 877' from DER, 541' left of centerline, 15' AGL/924' MSL. Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL.

Rwy 36: Rod on pole 401' from DER, 555' left of centerline, 46' AGL/945' MSL. Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' MSL. Trees beginning 486' from DER, 175' right of centerline, up to 81' AGL/970' MSL. Trees beginning 999' from DER, 124' left of centerline, up to 72' AGL/962' MSL.

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 63120 W10A	APP CRS 094°	Rwy Idg TDZE Apt Elev	5200 840 840
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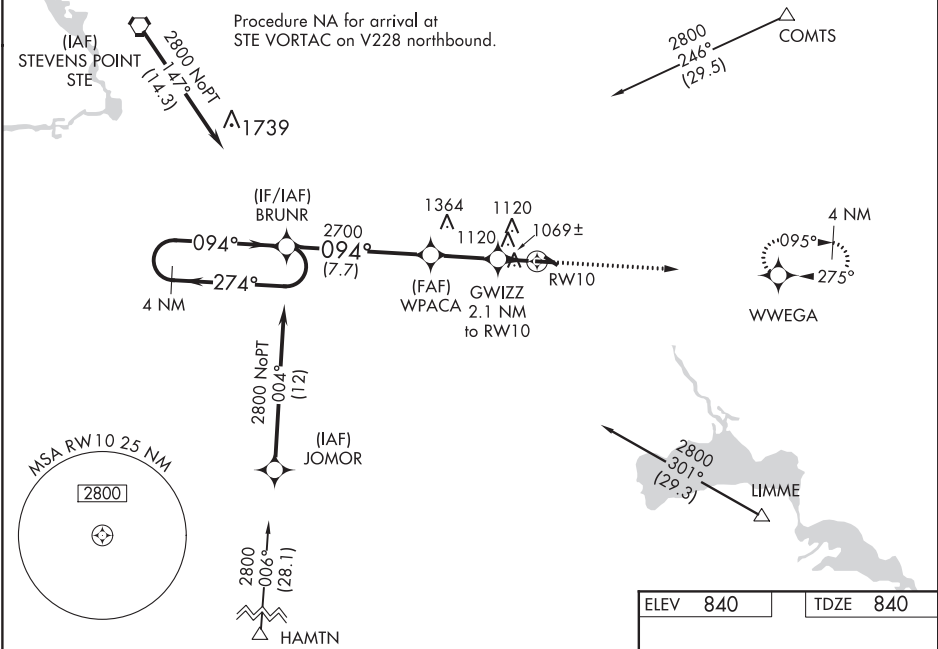
RNAV (GPS) RWY 10

WAUPACA MUNI (PCZ)

▼ Baro-VNAV NA when using Appleton 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. When **▲** VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Appleton altimeter setting and increase all DAs 62 feet and all MDAs 80 feet. Increase LNAV/VNAV all Cats visibility 3/8 mile, LNAV Cats C/D and Circling Cat C visibility 1/4 mile. When VGSI inoperative, Circling NA at night.

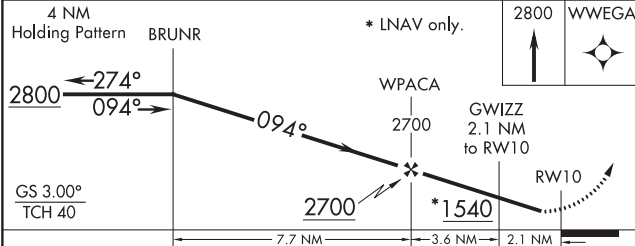
MISSED APPROACH:
Climb to 2800 direct
WWEGA and hold.

AWOS-3 118.625	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF)
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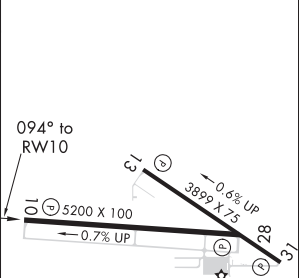


EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017



ELEV 840	TDZE 840
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CATEGORY	A	B	C	D
LPV DA	1090-1 250 (300-1)			
LNAV/VNAV DA	1383-1 7/8 543 (600-1 1/2)			
LNAV MDA	1380-1 540 (600-1)	1380-1 1/2 540 (600-1 1/2)		540 (600-1 1/2)
CIRCLING	1420-1 580 (600-1)	1420-1 1/2 580 (600-1 1/2)	1420-2 580 (600-2)	

REIL Rwy 10 and 28	13	28	31
MIRL Rwy 10-28 and 13-31	13	28	31

WAAS CH 42621 W28A	APP CRS 275°	Rwy Idg TDZE Apt Elev	5200 827 840
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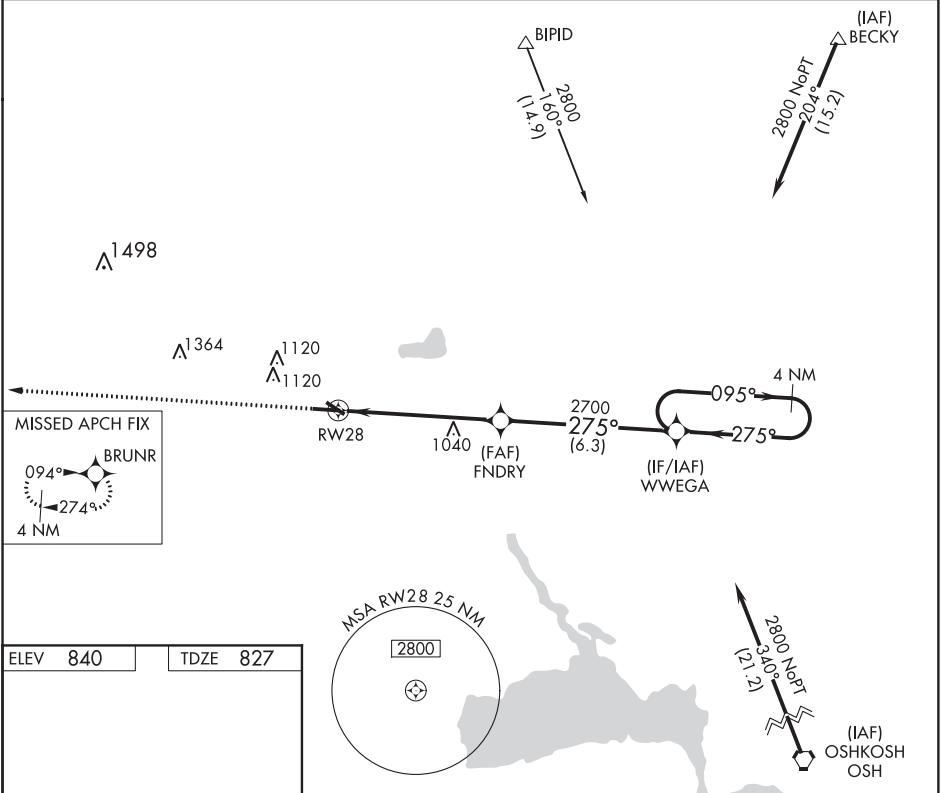
RNAV (GPS) RWY 28

WAUPACA MUNI (PCZ)

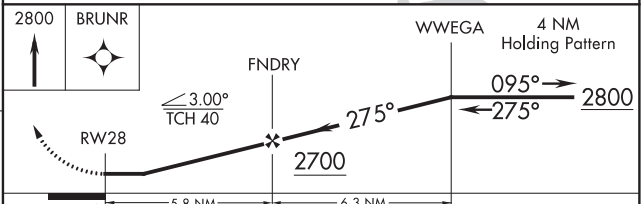
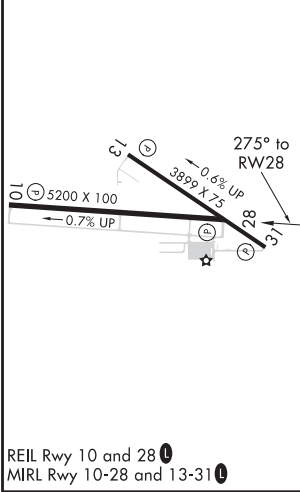
⚠ When VGSI inoperative, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Appleton altimeter setting and increase all MDAs 80 feet and increase LP and LNAV Cats C/D visibility ¼ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2800 direct BRUNR and hold.

AWOS-3 118.625	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF)
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ELEV 840	TDZE 827
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	A	B	C	D
CATEGORY	A	B	C	D
LP MDA	1280-1	453 (500-1)	1280-1 ³ / ₈	453 (500-1 ³ / ₈)
LNAV MDA	1340-1	513 (600-1)	1340-1 ¹ / ₂	513 (600-1 ¹ / ₂)
CIRCLING	1420-1	580 (600-1)	1420-1 ¹ / ₂ 580 (600-1 ¹ / ₂)	1420-2 580 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAUPACA, WISCONSIN

AL-6330 (FAA)

15316

NDB PCZ	APP CRS	Rwy Idg	3899
382	300°	TDZE	819
		Apt Elev	840

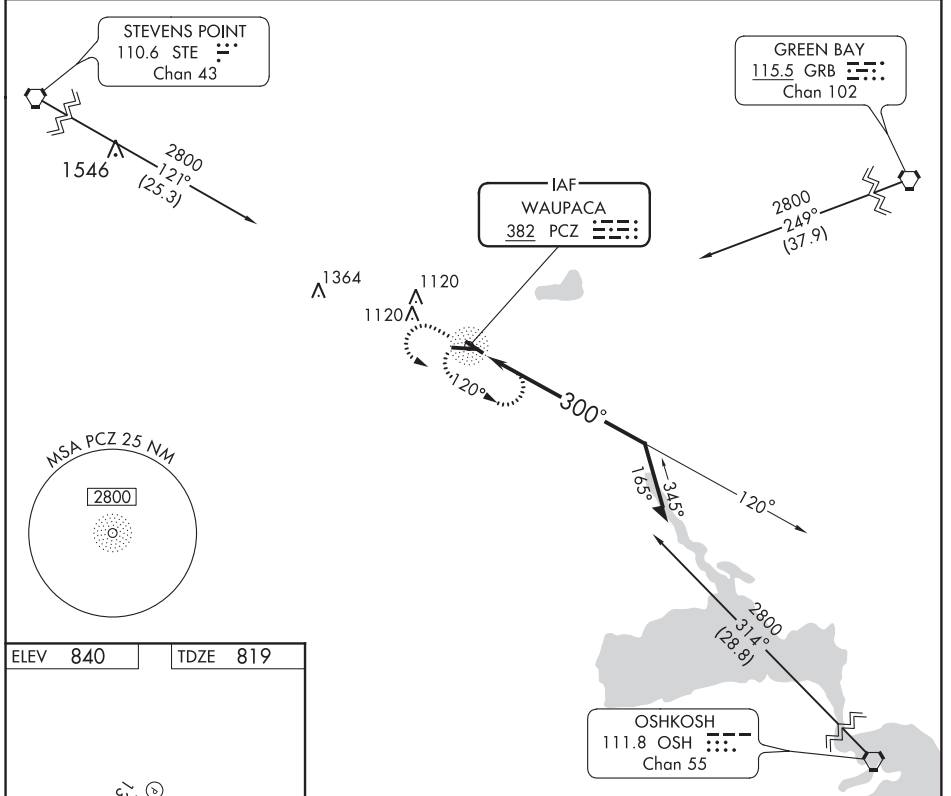
NDB RWY 31

WAUPACA MUNI (PCZ)

⚠ NA If local altimeter setting not received, use Appleton Intl altimeter setting and increase all MDAs 80 feet.
 Circling to Rwy 13 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct PCZ NDB and hold.

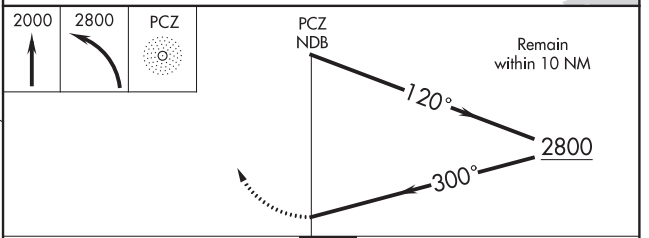
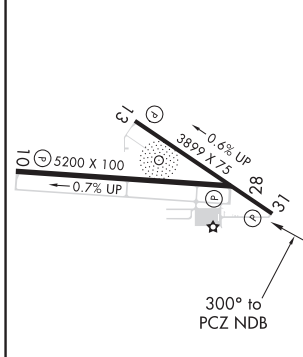
AWOS-3 118.625	MINNEAPOLIS CENTER 124.4 317.7	GCO 121.725	UNICOM 122.8 (CTAF) 📻
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 840	TDZE 819
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CATEGORY	A	B	C	D
S-31	1440-1	621 (600-1)	1440-1¾ 621 (600-1¾)	1440-2 621 (600-2)
CIRCLING	1440-1	600 (600-1)	1440-1¾ 600 (600-1¾)	1440-2 600 (600-2)

WAUPACA, WISCONSIN
 Orig 20JAN05

44°20'N-89°01'W

WAUPACA MUNI (PCZ)

NDB RWY 31

WAAS CH 90330 W13A	APP CRS 127°	Rwy Idg 5200 TDZE 1196 Apt Elev 1201
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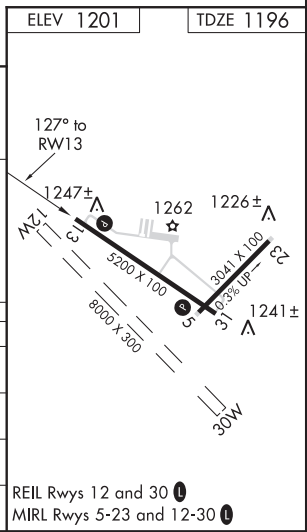
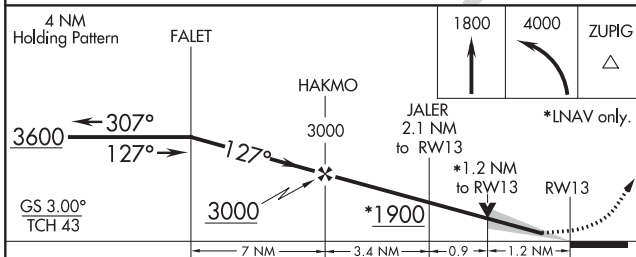
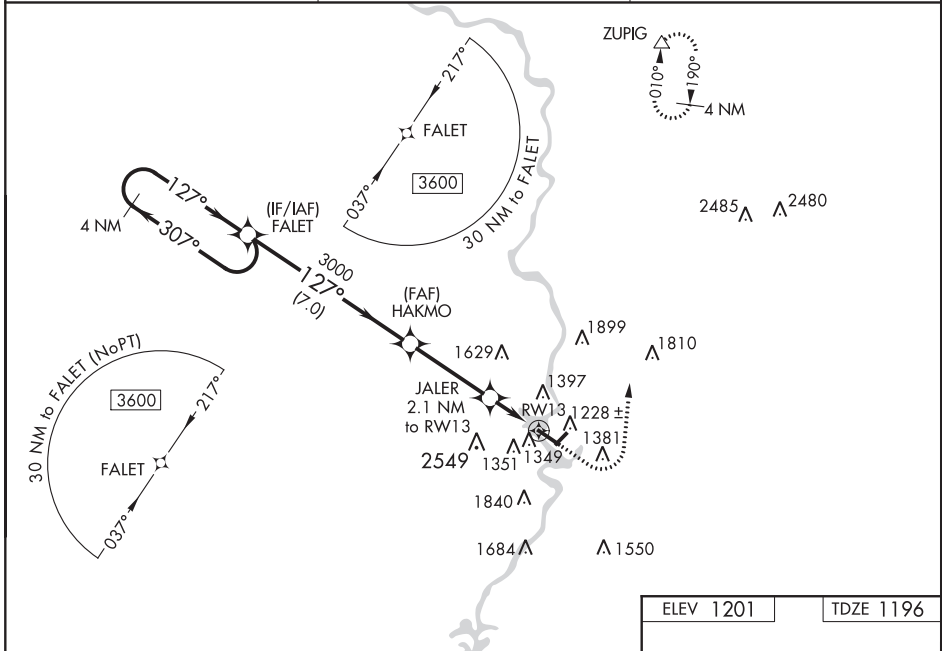
RNAV (GPS) RWY 13

WAUSAU DOWNTOWN (AUW)

⚠ Baro-VNAV NA when using Mosinee altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA southwest of Rwy 13-31. DME/DME RNP-0.3 NA. VDP NA with Mosinee altimeter setting. When local altimeter setting not received use Mosinee altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV-VNAV all Cats visibility 1/8 mile and LNAV and Circling Cats C/D visibility 1/4 mile.

MISSED APPROACH:
Climb to 1800 then climbing left turn to 4000 direct ZUPIG and hold.

ASOS 125.925	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA		1396-3/4	200 (200-3/4)	
LNAV/VNAV DA		1534-1 1/8	338 (400-1 1/8)	
LNAV MDA	1600-1	404 (400-1)	1600-1 1/8	404 (400-1 1/8)
CIRCLING	1840-1	639 (700-1)	1840-1 3/4 639 (700-1 3/4)	1840-2 639 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45730 W31A	APP CRS 307°	Rwy Idg 5200 TDZE 1195 Apt Elev 1201
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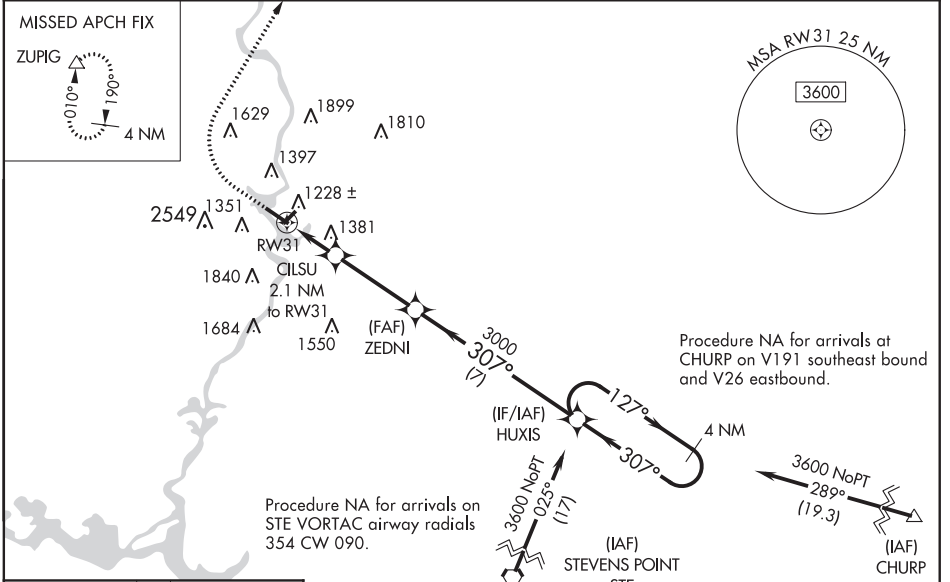
RNAV (GPS) RWY 31

WAUSAU DOWNTOWN (AUW)

Baro-VNAV NA when using Mosinee altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA southwest of Rwy 13-31. ****** Missed approach requires a minimum climb of 328 feet per NM to 2300. DME/DME RNP-0.3 NA. VDP NA with Mosinee altimeter setting. When local altimeter setting not received, use Mosinee altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV ******/LNAV/VNAV all Cats visibility 1/8 mile and LNAV Cats C/D and Circling Cats C/D visibility 1/4 mile.

MISSED APPROACH:
Climb to 1700 then climbing right turn to 4000 direct ZUPIG and hold.

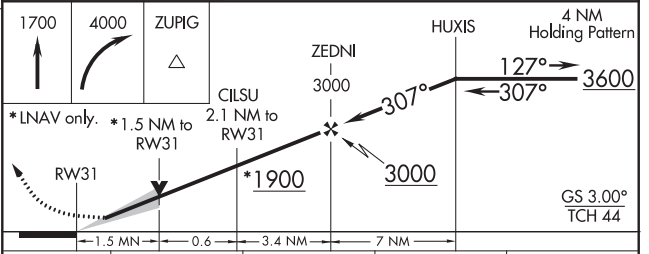
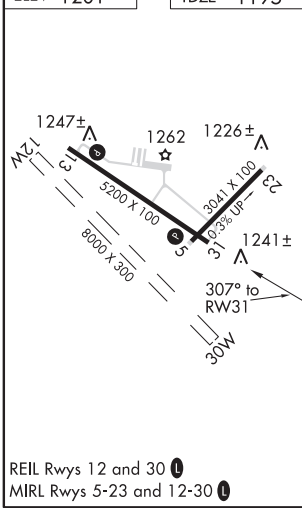
ASOS 125.925	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF) 0
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EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 1201	TDZE 1195
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CATEGORY	A	B	C	D
LPV DA		1395-3/4	200 (200-3/4)	
LNAV/VNAV DA		** 1505-1	310 (300-1)	
LNAV/VNAV DA		1651-1 1/2	456 (500-1 1/2)	
LNAV MDA	1700-1	505 (500-1)	1700-1 3/8	505 (500-1 3/8)
CIRCLING	1840-1	639 (700-1)	1840-1 3/4 639 (700-1 3/4)	1840-2 639 (700-2)

WAAS CH 82029 W13A	APP CRS 134°	Rwy Idg 3300 TDZE 859 Apt Elev 859
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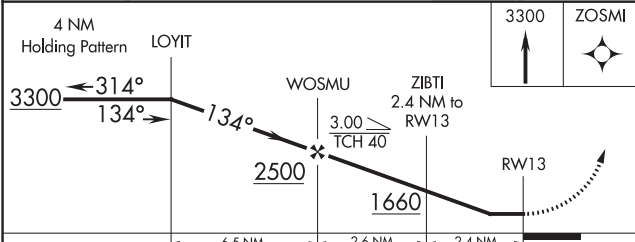
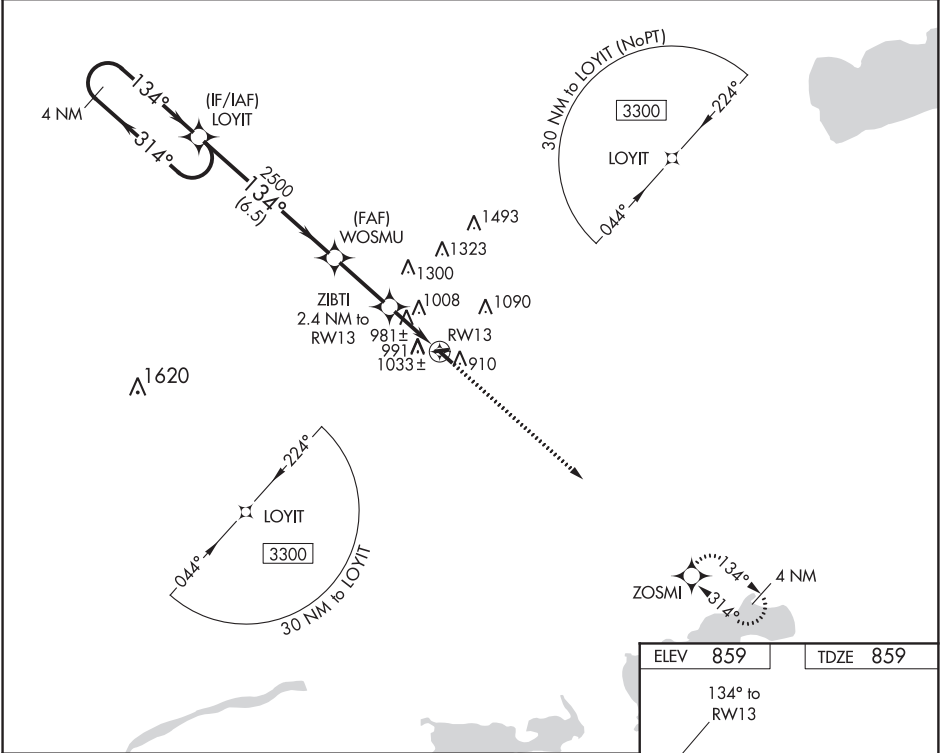
RNAV (GPS) RWY 13

WAUTOMA MUNI (Y50)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Oshkosh altimeter setting and increase all MDA 100 feet. Procedure NA at night.

⚠ MISSED APPROACH: Climb to 3300 direct ZOSMI and hold.

AWOS-3PT 119.475	MILWAUKEE APP CON 127.0 263.075	UNICOM 122.8 (CTAF) 📻
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ELEV 859	TDZE 859
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MIRL Rwy 13-31 **📻**

CATEGORY	A	B	C	D
LP MDA	1240-1	381 (400-1)		NA
LNAV MDA	1300-1	441 (500-1)		NA
CIRCLING	1340-1 481 (500-1)	1380-1 521 (600-1)		NA

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAUTOMA, WISCONSIN

AL-9011 (FAA)

16203

WAAS CH 78229 W31A	APP CRS 314°	Rwy Idg TDZE Apt Elev	3300 859 859
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RNAV (GPS) RWY 31

WAUTOMA MUNI (Y50)

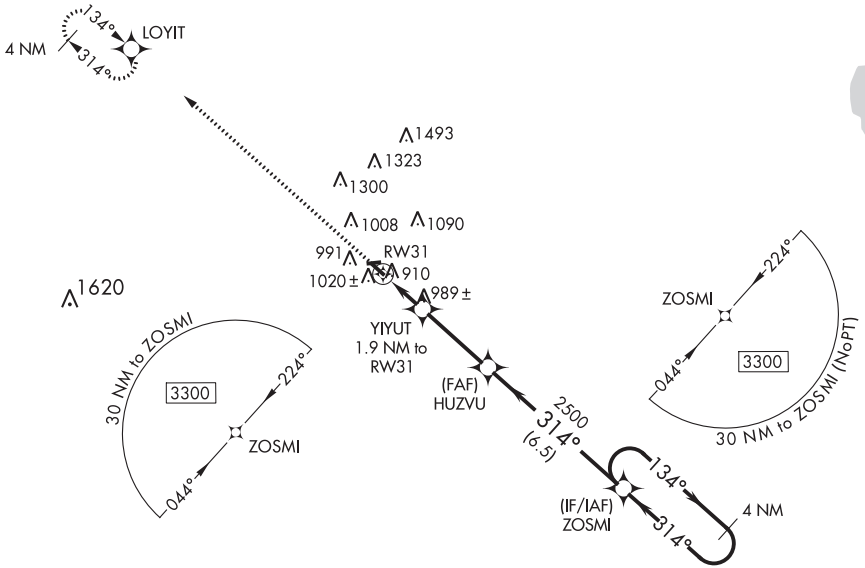
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Oshkosh altimeter setting and increase all MDA 100 feet.
⚠ Procedure NA at night.

MISSED APPROACH:
Climb to 3300 direct LOYIT and hold.

AWOS-3PT
119.475

MILWAUKEE APP CON
127.0 263.075

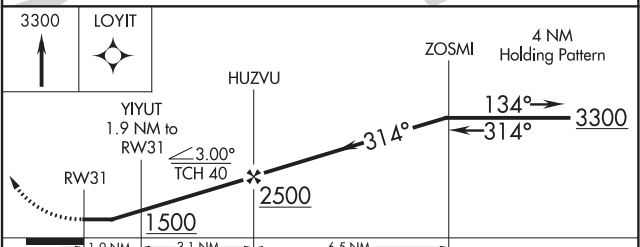
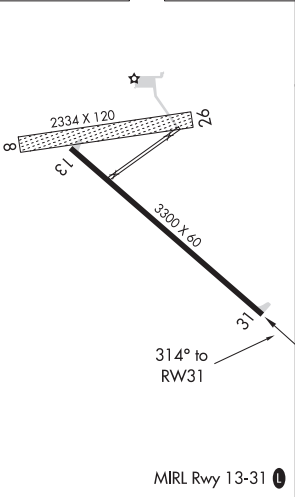
UNICOM
122.8 (CTAF) 0



EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ELEV 859	TDZE 859
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CATEGORY	A	B	C	D
LP MDA	1240-1	381 (400-1)		NA
LNAV MDA	1280-1	421 (500-1)		NA
CIRCLING	1340-1 481 (500-1)	1380-1 521 (600-1)		NA

WAUTOMA, WISCONSIN
Orig-A 28MAY15

44°03'N-89°18'W

RNAV (GPS) RWY 31

WAUTOMA MUNI (Y50)

APP CRS	Rwy Idg	3897
060°	TDZE	887
	Apt Elev	887

RNAV (GPS) RWY 6

WEST BEND MUNI (E/TB)

- ▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Milwaukee/Lawrence J.
- ▲** Timmerman altimeter setting and increase all MDA 80 feet and LNAV and Circling Cat C/D visibility ¼ mile. Night landing: Rwy 6 NA. Helicopter visibility reduction below 1 SM NA.

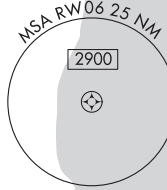
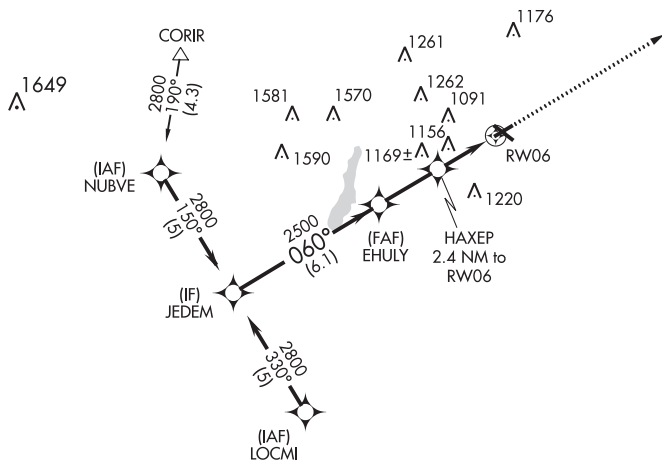
MISSED APPROACH:
Climb to 3000 direct
KEKSE and hold.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 122.8 (CTAF) ①
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Procedure NA for arrivals
at CORIR
via V63-191 northbound.



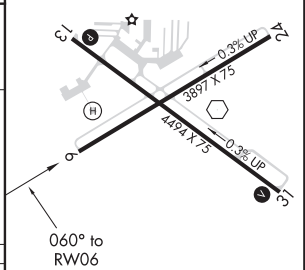
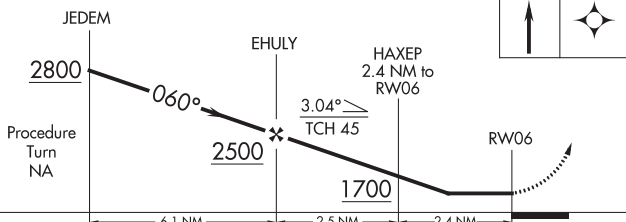
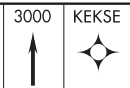
KEKSE



Procedure NA for arrivals
on BAE VORTAC
airway radials 302 CW 001.



ELEV 887	TDZE 887
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CATEGORY	A	B	C	D
LNAV MDA	1420-1	533 (600-1)	1420-1½ 533 (600-1½)	1420-1¾ 533 (600-1¾)
CIRCLING	1420-1	533 (600-1)	1460-1½ 573 (600-1½)	1520-2 633 (700-2)

REIL Rwy 13 and 31 ①
MIRL Rwy 6-24 and 13-31 ①

EC-3, 10 NOV 2016 to 05 JAN 2017

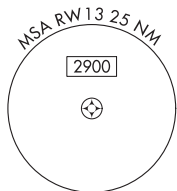
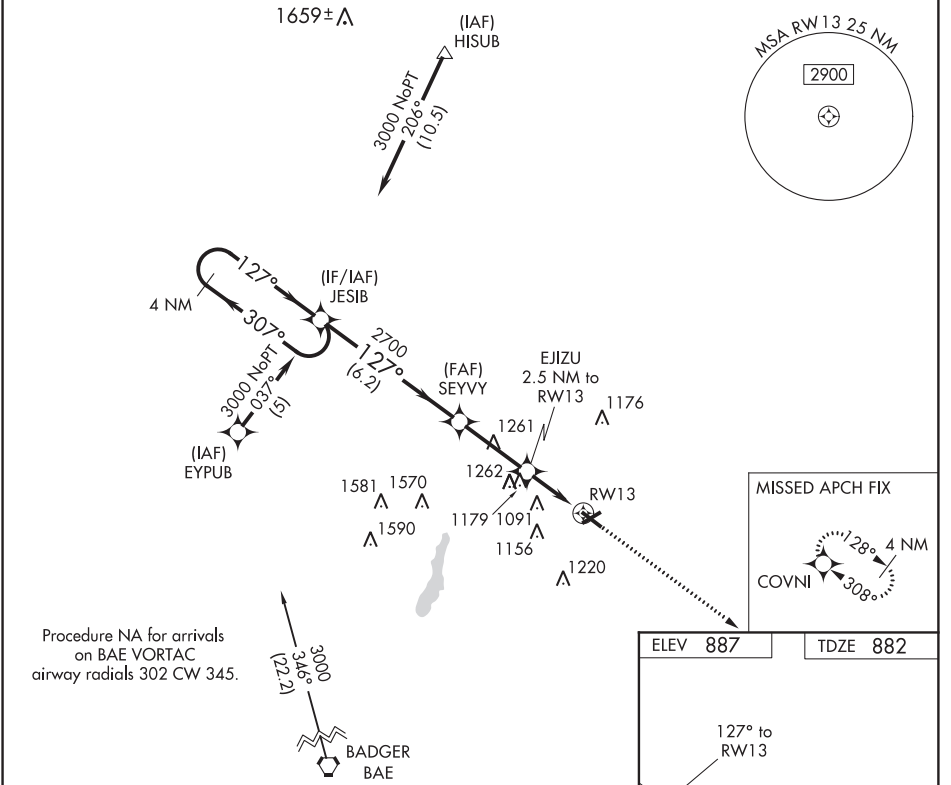
EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 127°	Rwy Idg 4494
	TDZE 882
	Apt Elev 887

RNAV (GPS) RWY 13

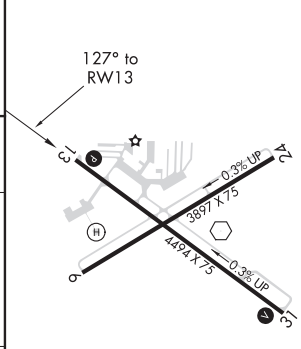
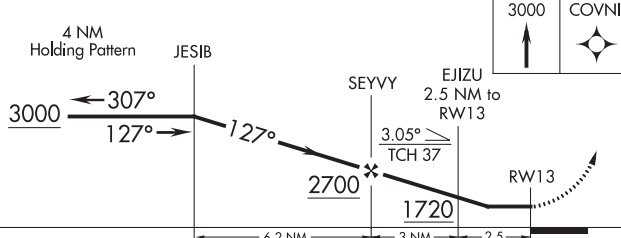
WEST BEND MUNI (ETB)

<p>⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Milwaukee/Lawrence J. Timmerman altimeter setting and increase all MDA 80 feet, and increase LNAV Cats C/D and Circling Cat C visibility ½ mile, and Circling Cat D visibility ¼ mile. Night landing: Rwy 6 NA. Helicopter visibility reduction below ¾ SM NA.</p>		<p>MISSED APPROACH: Climb to 3000 direct COVNI and hold.</p>	
AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 122.8 (CTAF) 0



Procedure NA for arrivals on BAE VORTAC airway radials 302 CW 345.

ELEV 887	TDZE 882
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CATEGORY	A	B	C	D
LNAV MDA	1480-1 598 (600-1)		1480-1½ 598 (600-1½)	1480-1¾ 598 (600-1¾)
CIRCLING	1480-1 593 (600-1)		1480-1½ 593 (600-1½)	1520-2 633 (700-2)

REIL Rwy 13 and 31 0
MIRL Rwy 6-24 and 13-31 0

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70716 W24A	APP CRS 240°	Rwy Idg TDZE Apt Elev	3897 884 887
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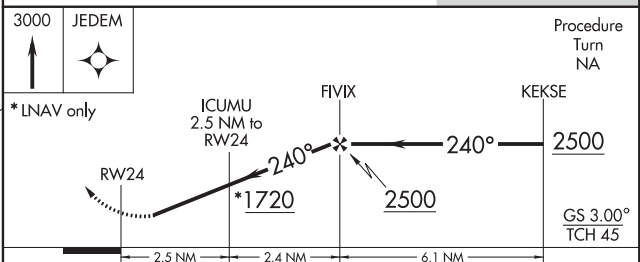
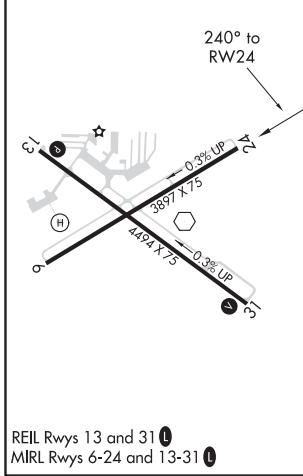
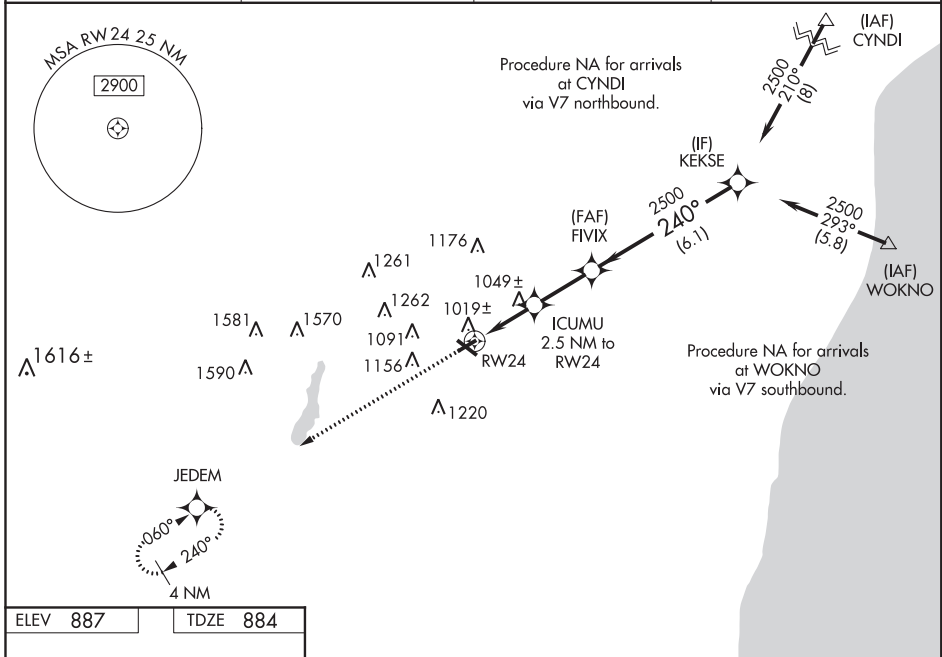
RNAV (GPS) RWY 24

WEST BEND MUNI (E/TB)

⚠ Baro-VNAV NA when using Milwaukee 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.
⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Milwaukee altimeter setting and increase all DA 64 feet, all MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼ mile, LNAV Cat D visibility ¼ mile, Circling Cat C/D visibility ¼ mile. Night landing: Rwy 6, 24 NA.

MISSED APPROACH:
Climb to 3000 direct JEDEM and hold.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1196-1 312 (400-1)			
LNAV/VNAV DA	1369-1¾ 485 (500-1¾)			
LNAV MDA	1300-1	416 (500-1)	1300-1¼	416 (500-1¼)
CIRCLING	1420-1	533 (600-1)	1460-1½ 573 (600-1½)	1520-2 633 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93816 W31A	APP CRS 308°	Rwy Idg TDZE Apt Elev	4494 879 887
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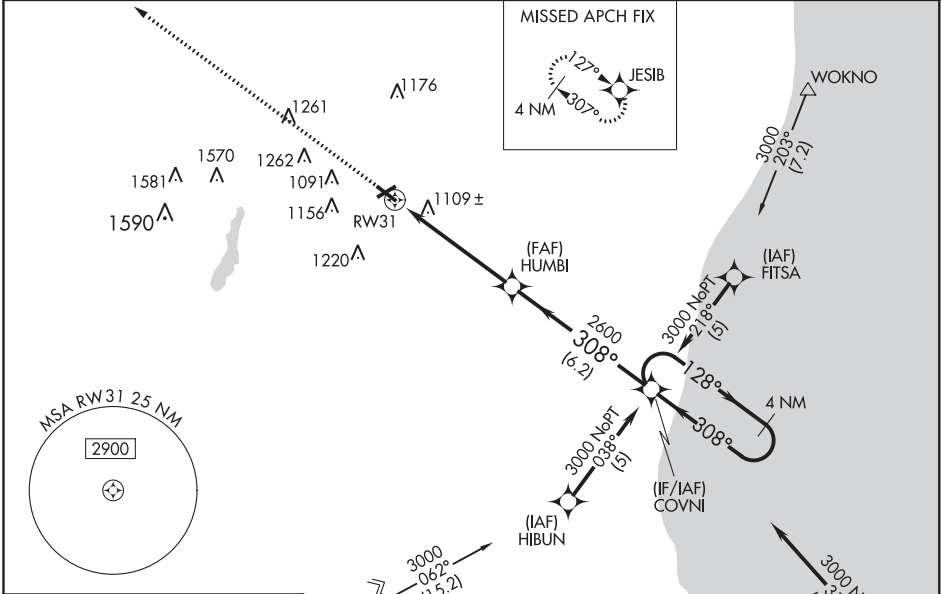
RNAV (GPS) RWY 31

WEST BEND MUNI (E/TB)

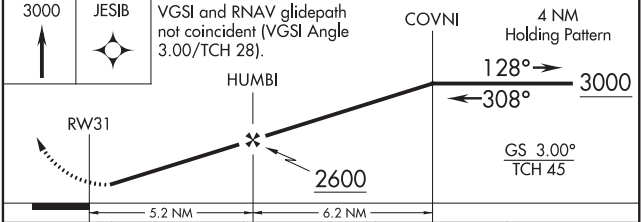
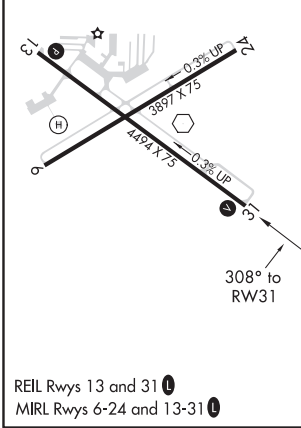
⚠ Baro-VNAV NA when using Milwaukee/Lawrence J. Timmerman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Milwaukee/Lawrence J. Timmerman altimeter setting and increase all DA 64 feet and all MDA 80 feet. Increase LPV all Cats and LNAV and Circling Cats C/D visibility ¼ mile. Night landing: Rwy 6 NA.

MISSED APPROACH:
Climb to 3000 direct JESIB and hold.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 122.8 (CTAF) 0
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ELEV 887	TDZE 879
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CATEGORY	A	B	C	D
LPV DA		1175-1	296 (300-1)	
LNAV/VNAV DA		1482-2	603 (600-2)	
LNAV MDA	1420-1	541 (600-1)	1420-1½ 541 (600-1½)	1420-1¾ 541 (600-1¾)
CIRCLING	1420-1	533 (600-1)	1460-1½ 573 (600-1½)	1520-2 633 (700-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOC I-ETB 108.9	APP CRS 309°	Rwy Idg 4494
		TDZE 879
		Apt Elev 887

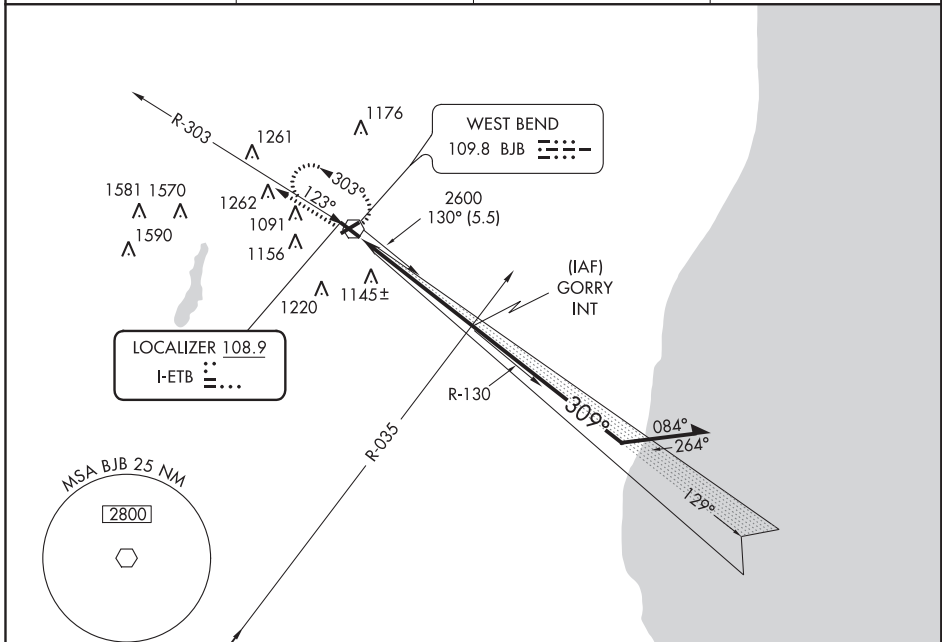
LOC RWY 31

WEST BEND MUNI (E/TB)

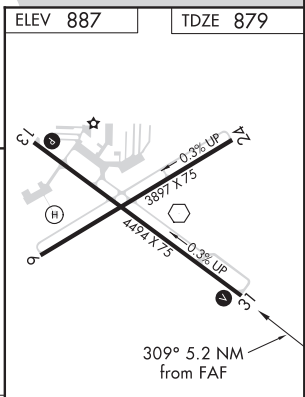
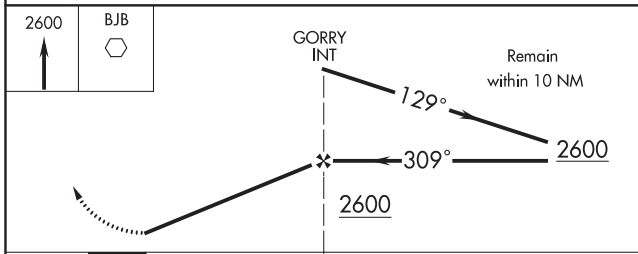
▼ Night landing: Rwy 6 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Milwaukee/Lawrence J. Timmerman altimeter setting and increase all
▲ NA MDA 80 feet and all Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 2600 then direct BJB VOR and hold.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 122.8 (CTAF) 0
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ELEV 887	TDZE 879
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CATEGORY	A	B	C	D
S-31	1400-1 521 (600-1)		1400-1½ 521 (600-1½)	1400-1¾ 521 (600-1¾)
CIRCLING	1400-1 513 (600-1)	1420-1 533 (600-1)	1460-1½ 573 (600-1½)	1520-2 633 (700-2)

REIL Rws 13 and 31
 MRI Rws 6-24 and 13-31
 FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VOR BJB 109.8	APP CRS 123°	Rwy Idg 4494
		TDZE 882
		Apt Elev 887

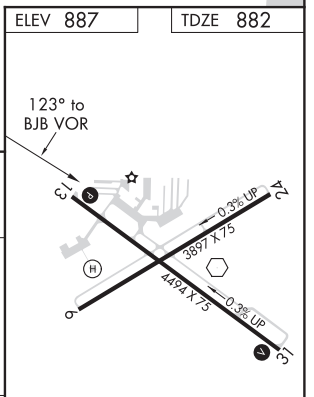
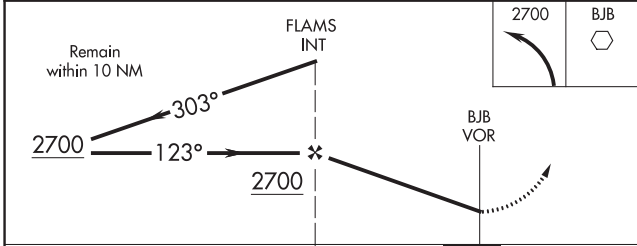
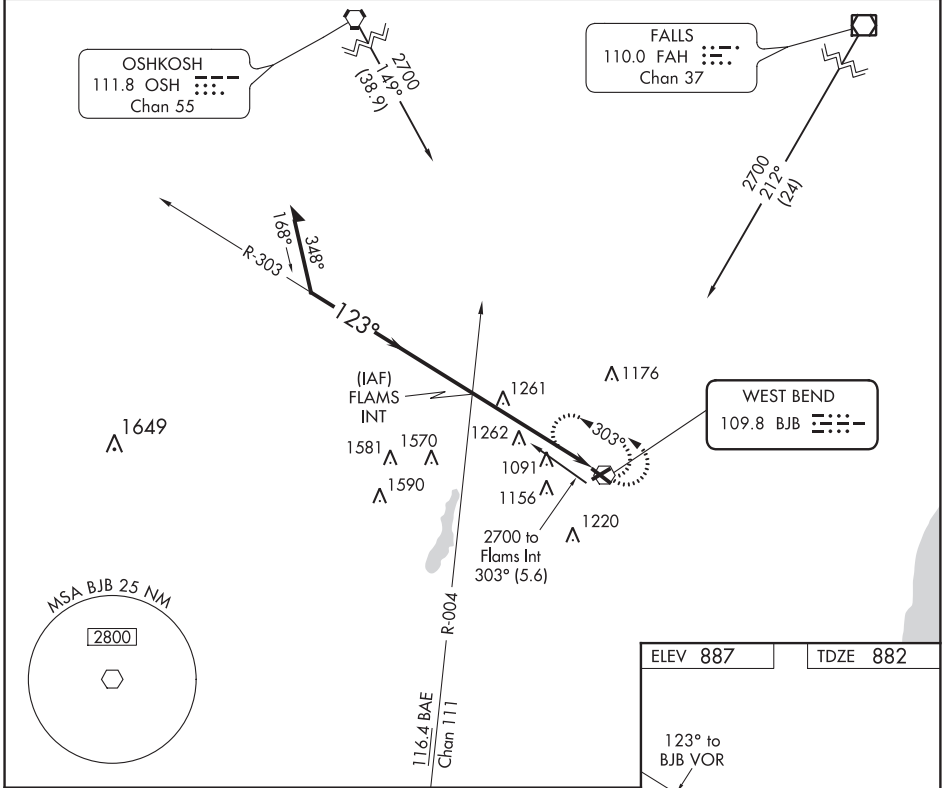
VOR RWY 13

WEST BEND MUNI (E/TB)

⚠ Night landing: Rwy 6 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Milwaukee/Lawrence J. Timmerman altimeter setting and increase all MDA 80 feet and all Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climbing left turn to 2700 in BJB VOR holding pattern.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
S-13	1540-1	658 (700-1)	1540-1 3/4 658 (700-1 3/4)	1540-2 658 (700-2)
CIRCLING	1540-1	653 (700-1)	1540-1 3/4 653 (700-1 3/4)	1540-2 653 (700-2)

REIL Rwy 13 and 31 **①**
MIRL Rwy 6-24 and 13-31 **①**

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

VOR BJB 109.8	APP CRS 232°	Rwy Idg 3897 TDZE 884 Apt Elev 887
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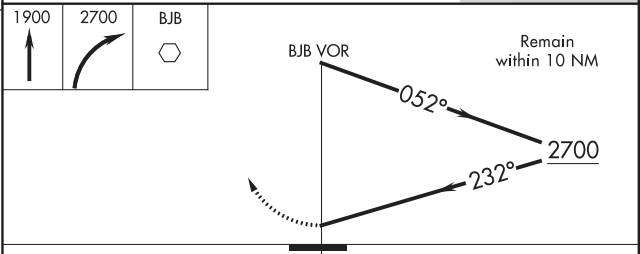
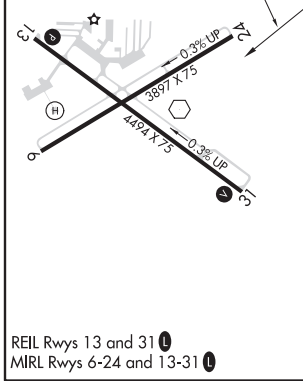
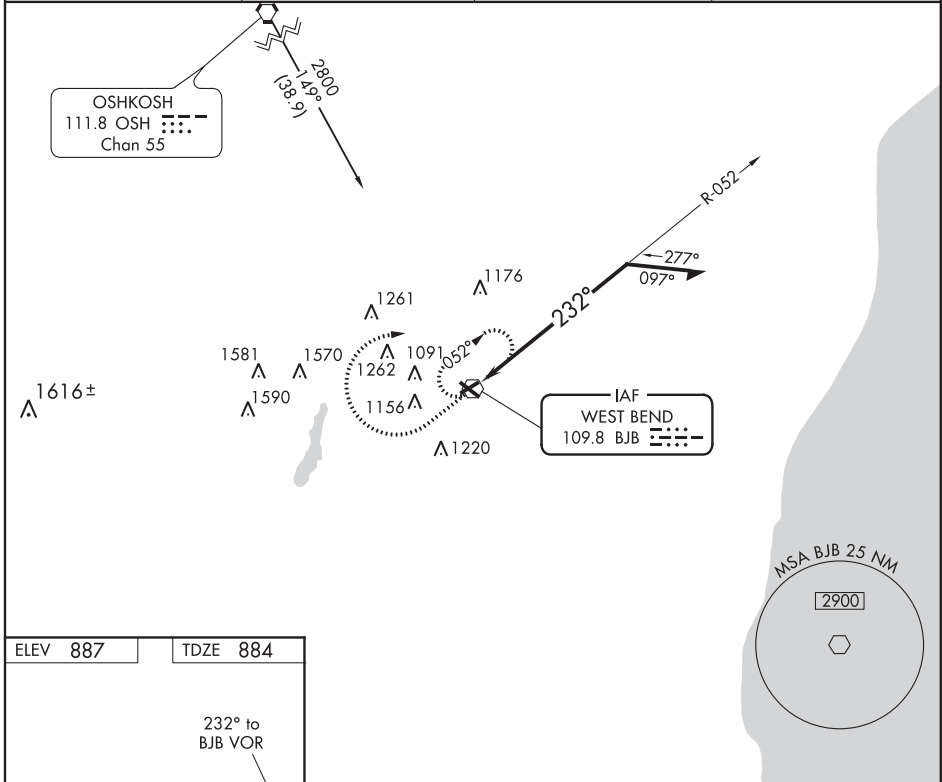
VOR RWY 24

WEST BEND MUNI (E/TB)

⚠ Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Milwaukee/Lawrence J. Timmerman altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities ¼ mile. Night landing: Rwy 6, 24 NA.

⚠ MISSED APPROACH: Climb to 1900 then climbing right turn 2700 direct BJB VOR and hold, continue climb-in-hold to 2700.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-24	1500-1	616 (700-1)	1500-1¾ 616 (700-1¾)	1500-2 616 (700-2)
CIRCLING	1500-1	613 (700-1)	1500-1¾ 613 (700-1¾)	1520-2 633 (700-2)

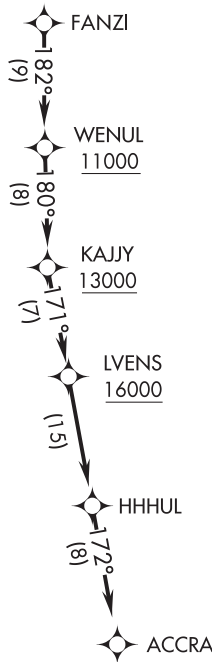
EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ACCRA TWO DEPARTURE (RNAV)

MILWAUKEE DEP CON
125.35 307.0
CLNC DEL
124.75

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS:

Rwys 6, 13, 24, 31: Standard with minimum climb of 500' per NM to 1400.

- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Advise ATC if unable to comply with crossing restrictions.

(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ACCRA TWO DEPARTURE (RNAV)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

ACCRA TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 6, 13, 24, 31: Climb on assigned heading for RADAR vectors to FANZI, thence. . . .

. . . . on track 182° to cross WENUL at or above 11000, then on track 180° to cross KAJJY at or above 13000, then on track 171° to cross LVENS at or above 16000, then on track 171° to HHHUL, then on track 172° to ACCRA. Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

- Rwy 6: Vehicle on roads beginning 15' from DER, 251' left of centerline, up to 17' AGL/959' MSL. Trees beginning 85' from DER, 2' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 47' from DER, 91' right of centerline up to 100' AGL/886' MSL.
- Rwy 13: Trees beginning 452' from DER, 127' left of centerline, up to 100' AGL/1109' MSL. Trees beginning 214' from DER, 179' right of centerline, up to 100' AGL/1049' MSL.
- Rwy 24: Trees beginning 114' from DER, 74' from DER, up to 100' AGL/1029' MSL. Trees beginning 89' from DER, 120' right of centerline, up to 100' AGL/969' MSL. Tower 1.9 NM from DER, 2572' right of centerline, 196' AGL/1156' MSL.
- Rwy 31: Vehicle on road 99' from DER, 492' left of centerline, 15' AGL/904' MSL. Trees beginning 550' from DER, 173' left of centerline, up to 100' AGL/1039' MSL. Vehicle on road 61' from DER, 498' right of centerline, 15' AGL/906' MSL. Trees beginning 832' from DER, 236' right of centerline, up to 100' AGL/1009' MSL.

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EC-3, 10 NOV 2016 to 05 JAN 2017

UECKR THREE DEPARTURE (RNAV)

AWOS-3
120.0
CLNC DEL
124.75
MILWAUKEE DEP CON
125.35 307.0

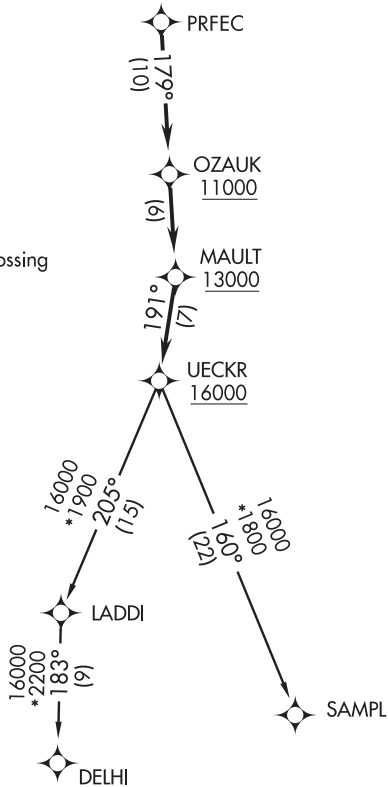
**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS:

Rwys 6, 13, 24, 31: Standard with minimum climb of 500' per NM to 1400.

- NOTE: RNAV 1.
- NOTE: GPS or DME/DME/IRU required.
- NOTE: RADAR required.
- NOTE: Turbojet aircraft maintain 250K until advised by ATC.
- NOTE: Notify ATC if unable to comply with crossing restrictions.



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

UECKR THREE DEPARTURE (RNAV)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

UECKR THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 6, 13, 24, 31: Climb on assigned heading for RADAR vectors to PRFEC, thence

. . . . on track 179° to cross OZAUK at or above 11000, then on track 179° to cross MAULT at or above 13000, then on track 191° to cross UECKR at or above 16000, then via (transition). Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR3.DELHI):
SAMPL TRANSITION (UECKR3.SAMPL):

TAKEOFF OBSTACLE NOTES:

- Rwy 6: Vehicle on roads beginning 15' from DER, 251' left of centerline, up to 17' AGL/959' MSL. Trees beginning 85' from DER, 2' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 47' from DER, 91' right of centerline up to 100' AGL/886' MSL.
- Rwy 13: Trees beginning 452' from DER, 127' left of centerline, up to 100' AGL/1109' MSL. Trees beginning 214' from DER, 179' right of centerline, up to 100' AGL/1049' MSL.
- Rwy 24: Trees beginning 114' from DER, 74' from DER, up to 100' AGL/1029' MSL. Trees beginning 89' from DER, 120' right of centerline, up to 100' AGL/969' MSL. Tower 1.9 NM from DER, 2572' right of centerline, 196' AGL/1156' MSL.
- Rwy 31: Vehicle on road 99' from DER, 492' left of centerline, 15' AGL/904' MSL. Trees beginning 550' from DER, 173' left of centerline, up to 100' AGL/1039' MSL. Vehicle on road 61' from DER, 498' right of centerline, 15' AGL/906' MSL. Trees beginning 832' from DER, 236' right of centerline, up to 100' AGL/1009' MSL.

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EC-3, 10 NOV 2016 to 05 JAN 2017

WAAS CH 77731 W02A	APP CRS 018°	Rwy Idg TDZE Apt Elev	5500 1018 1021
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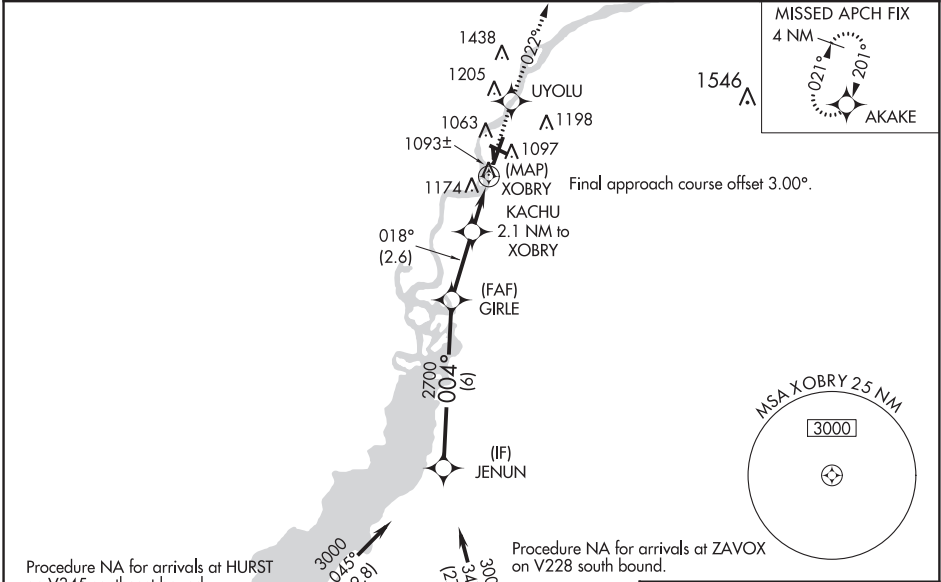
RNAV (GPS) RWY 2

ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

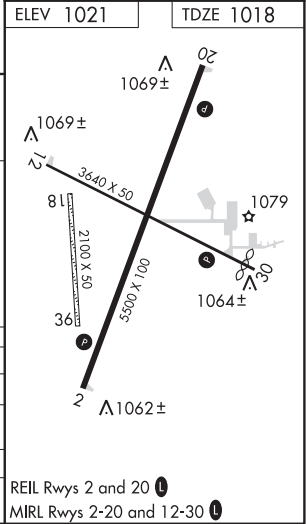
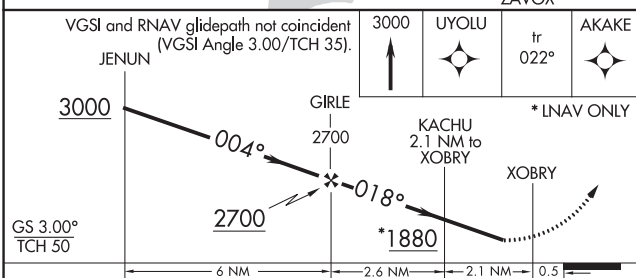
⚠ Baro-VNAV NA when using Stevens Point altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Stevens Point altimeter setting and increase LPV DA to 1344 and visibility to 1½ mile all Cats, LNAV/VNAV DA to 1539 and visibility to 1¾ mile all Cats, increase all MDAs 60 feet and LNAV visibility Cats C and D to 1¾ mile. DME/DME RNP -0.3 NA. Rwy 2 Straight-In and Circling to Rwy 20/30 NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct UYOLU and on track 022° to AKAKE and hold, continue climb-in hold to 3000.

ASOS 126.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 0
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ELEV 1021	TDZE 1018
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CATEGORY	A	B	C	D
LPV DA	1298-1		280 (300-1)	
LNAV/VNAV DA	1493-1½		475 (500-1½)	
LNAV MDA	1440-1	422 (500-1)	1440-1¼	422 (500-1¼)
CIRCLING	1480-1	459 (500-1)	1520-1½ 499 (500-1½)	1620-2 599 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

APP CRS 201°	Rwy Idg 5500
	TDZE 1021
	Apt Elev 1021

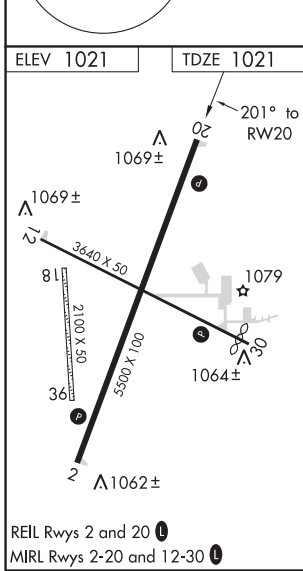
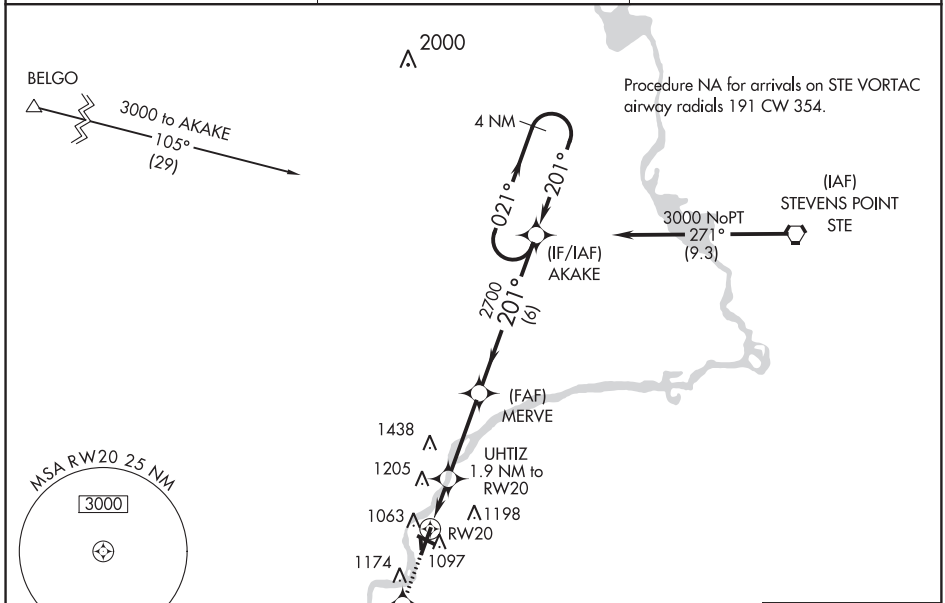
RNAV (GPS) RWY 20

ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

⚠ When local altimeter setting not received, use Stevens Point altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D visibility 1/8 mile. DME/DME RNP-0.3 NA. Rwy 20 Straight-In and Circling to Rwy 20/30 NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct SIKBE and on track 188° to JENUN and hold.

ASOS 126.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 0
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3000	SIKBE	JENUN	4 NM Holding Pattern
↑	↑ 188°	↑	4 NM
RW20	UHTIZ 1.9 NM to RW20	MERVE	AKAKE
1660	3.00° TCH 36	2700	3000
← 1.9 NM	← 3.3 NM	← 6 NM	← 201°
CATEGORY	A	B	C
LNAV MDA	1460-1	439 (500-1)	1460-1 1/4 439 (500-1 1/4)
CIRCLING	1480-1	459 (500-1)	1520-1 1/2 499 (500-1 1/2) 1620-2 599 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

SDF EKP 108.7	APP CRS 021°	Rwy Idg TDZE Apt Elev	5500 1018 1021
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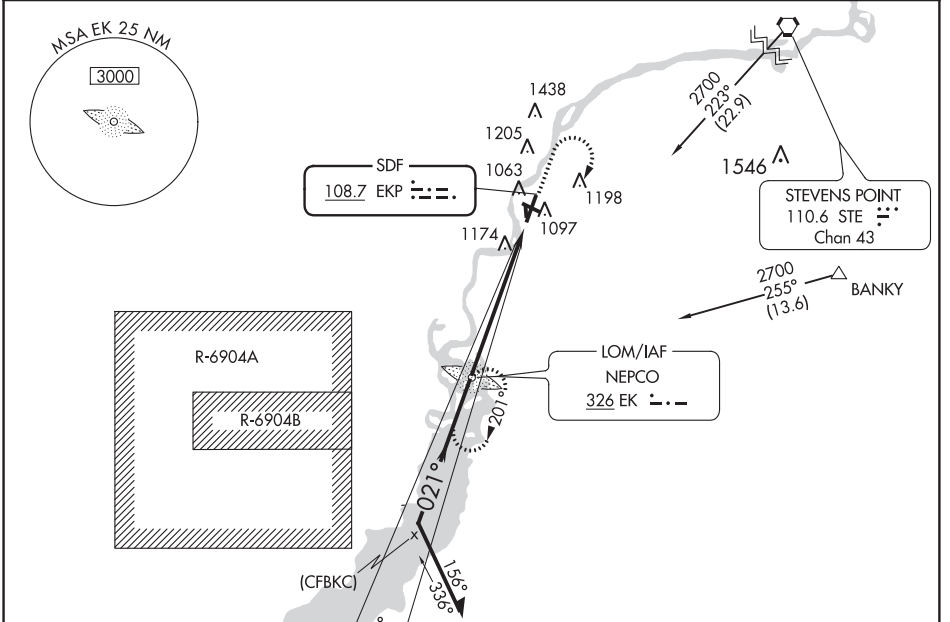
SDF RWY 2

ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

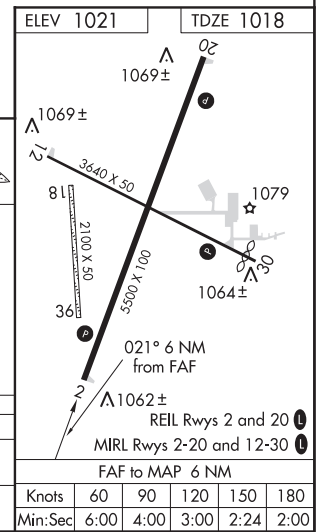
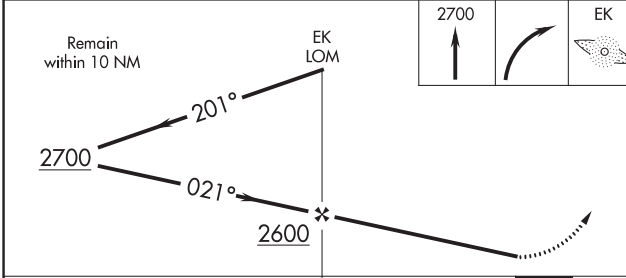
NA Procedure NA when R-6904 A/B active. When local altimeter setting not received, use Stevens Point altimeter setting and increase all MDA 60 feet, increase S-2 Cat C and D visibility 1/8 mile. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH:
Climb to 2700 then right turn direct NEPCO LOM and hold.

ASOS 126.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 0
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ADF REQUIRED



CATEGORY	A	B	C	D
S-2	1480-1	462 (500-1)	1480-1 1/3	462 (500-1 1/3)
CIRCLING	1480-1	459 (500-1)	1520-1 1/2	1620-2
			499 (500-1 1/2)	599 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 10 NOV 2016 to 05 JAN 2017

LOM EK	APP CRS	Rwy Idg	5500
326	020°	TDZE	1018
		Apt Elev	1021

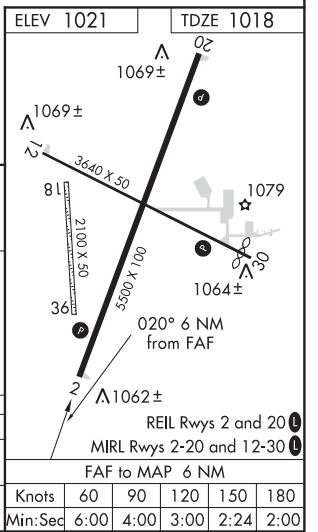
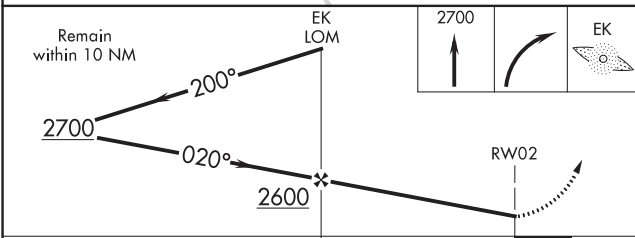
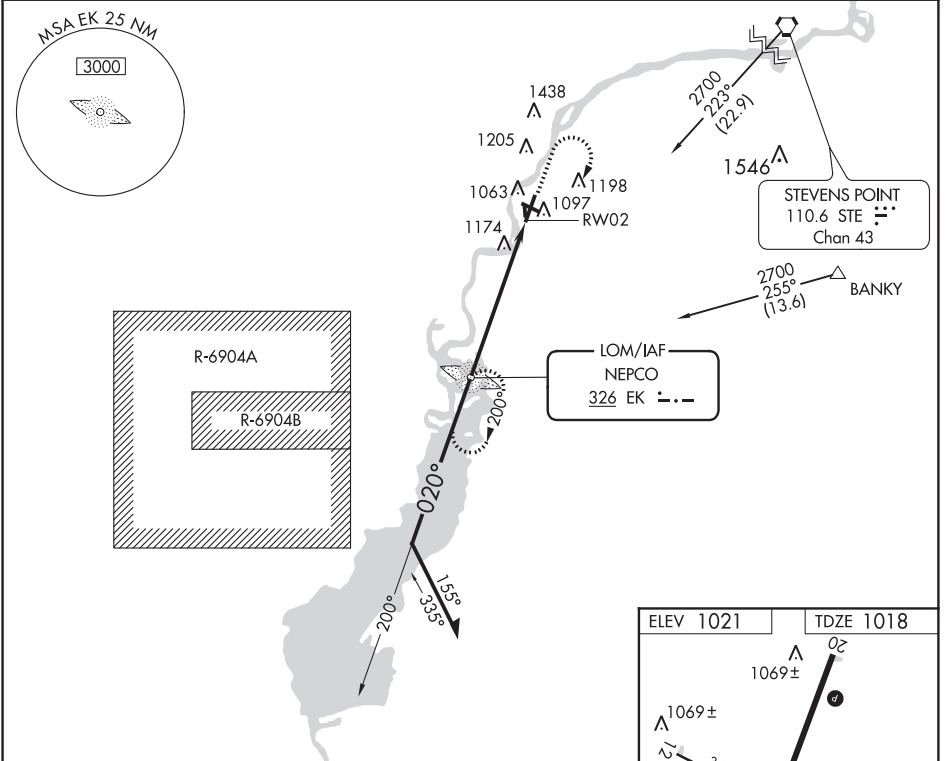
NDB RWY 2

ALEXANDER FIELD SOUTH WOOD COUNTY (ISW)

NA Procedure not authorized when R-6904 A and B active. Rwy 2 Straight-In and Circling to Rwy 20/30 NA at night. When local altimeter setting not received, use Stevens Point altimeter setting and increase all MDA 60 feet, increase S-2 Cat C and D visibility ¼ mile, Circling Cat C ½ mile. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH: Climb to 2700 then right turn direct NEPCO LOM and hold.

ASOS 126.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-2	1520-1	502 (500-1)	1520-1½	502 (500-1½)
CIRCLING	1520-1	499 (500-1)	1520-1½	1620-2 599 (600-2)

EC-3, 10 NOV 2016 to 05 JAN 2017

EC-3, 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

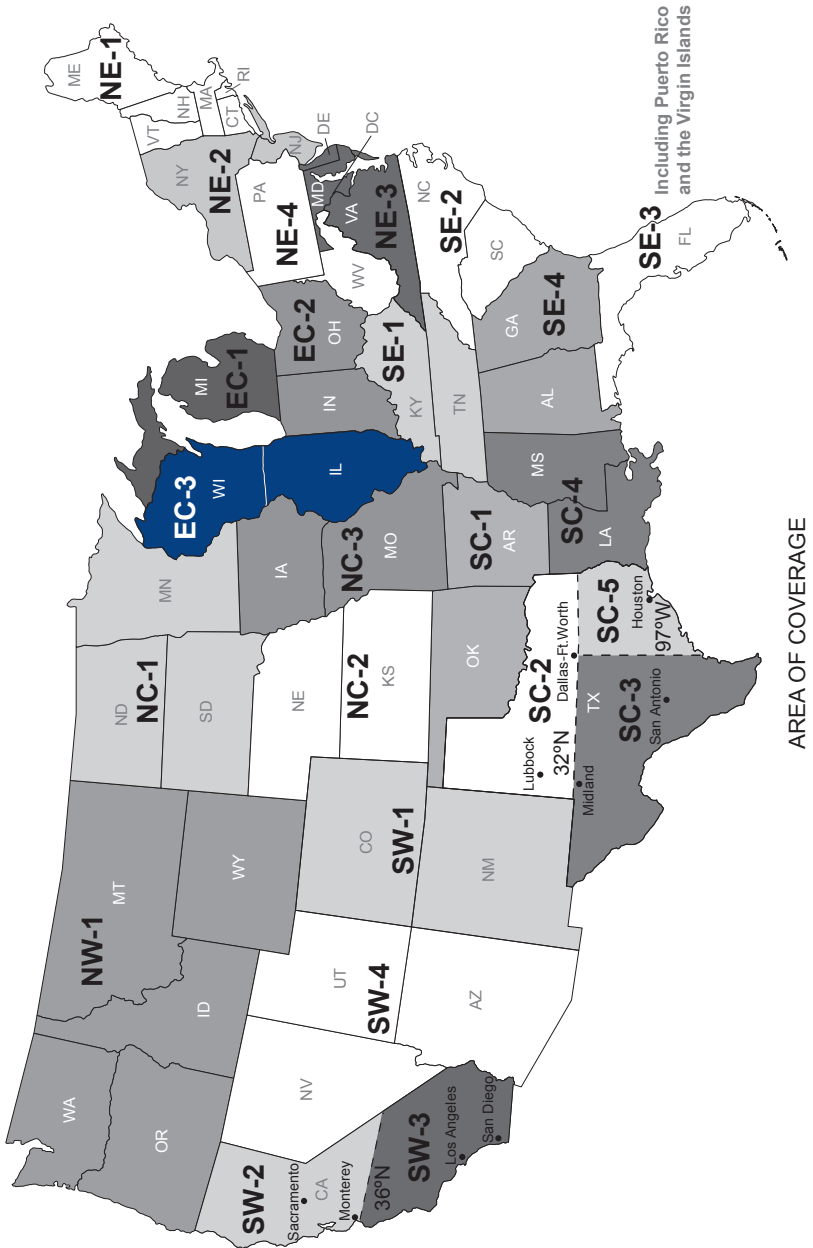
(ft. per min)

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



FAA Product ID: BTPPEC3



NSN 7641015059758

NGA REF. NO. OK-10-2859 TERMXFAABTPPEC3



EFF. DATE 16315