

ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.											
US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION															
TERMINAL ROUTES				MISSED APPROACH											
FROM	TO	COURSE AND DISTANCE	ALTITUDE	ILS: DA LOC: 4.55 NM AFTER LILRE/I-FWA 6.02 DME/RADAR OR AT I-FWA 1.47 DME CLIMB TO 3000 THEN LEFT TURN ON FWA VORTAC R-285 TO TELEY INT/FWA 17.48 DME AND HOLD. ALTERNATE MA (DO NOT CHART): CLIMB TO 3500 THEN CLIMBING LEFT TURN TO 4000 ON GSH VORTAC R-130 TO WERBU INT/GSH 31.17 DME AND HOLD. ADDITIONAL FLIGHT DATA: HOLD W, RT, 105.25 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NW WERBU INT/GSH 31.17 DME, RT, 130.47 INBOUND. CHART FAS OBST: 900 TREE 405745N/0850935W CHART: ASR. CHART FWA R-174 AT ZULUG. CHART IN PLANVIEW: WERBU INT/GSH 31.17 DME. CHART CIRCLING ICON. CHART PLANVIEW NOTE: DME OR RADAR REQUIRED.											
FWA VORTAC	LILRE/I-FWA 6.02 DME/RADAR	139.35 / 4.75	2900												
ZULUG INT/FWA 16.00 DME CCW (IAF)	JEGPU/I-FWA 17.26 DME/RADAR (NOPT)	16.00 DME ARC (FWA LR-148)	2400												
JEGPU/I-FWA 17.26 DME/RADAR (IF)	LILRE/I-FWA 6.02 DME/RADAR	320.76 / 11.25 (I-FWA)	2300												
1. PT <u>L</u> SIDE OF COURSE <u>140.76</u> OUTBOUND <u>2400</u> FT WITHIN <u>10</u> MILES OF <u>LILRE</u> (IAF) 2. _____ 3. FAC: <u>320.76</u> FAF: <u>LILRE/I-FWA 6.02 DME/RADAR</u> DIST FAF TO MAP: <u>4.55</u> THLD: <u>4.55</u> 4. MIN. ALT: <u>LILRE/I-FWA 6.02 DME/RADAR 2300, ZINOM/I-FWA 2.87 DME 1280*</u> 5. DIST TO THLD FROM OM: <u>-</u> MM: <u>-</u> IM: <u>-</u> 150 HAT: <u>-</u> 100 HAT: <u>-</u> GS ANT: <u>1051</u> 6. MIN GS INCPT: <u>2300</u> GS ALT AT: <u>LILRE 2300</u> OM: <u>-</u> MM: <u>-</u> IM: <u>-</u> 7. GS ANGLE: <u>3.00</u> TCH: <u>55.6</u> 8. MSA FROM: <u>FWA VORTAC 2700</u>				MAG VAR: <u>6W</u> EPOCH YEAR: <u>2020</u>											
MINIMUMS															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT				ALTERNATE: <u>NA</u>		ILS: <u>STANDARD #</u> LOC: <u>STANDARD @</u>									
CATEGORY <u>=====</u>	A		B		C		D		E						
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 32**	1000	2400	200	1000	2400	200	1000	2400	200	1000	2400	200	1000	2400	200
S-LOC 32	1160	2400	360	1160	2400	360	1160	4000	360	1160	4000	360	1160	4000	360
CIRCLING	1300	1	485	1300	1	485	1420	1 3/4	605	1520	2 1/4	705	1520	2 1/2	705
NOTES: CHART NOTE: **RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. CHART NOTE: DME REQUIRED. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON FWA VORTAC AIRWAY RADIALS 097 CW 198. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). (CONTINUED ON PAGE 2)															
CITY AND STATE		ELEVATION: 815 TDZE: 800		FACILITY IDENTIFIER: I-FWA		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:		<div style="color: green; font-weight: bold; transform: rotate(45deg); display: inline-block;"> QUALITY 10 CHECKED </div>			
FORT WAYNE, IN		AIRPORT NAME:				ILS OR LOC RWY 32, AMDT 31, 04/27/2017				AMDT: 30A					
		FORT WAYNE INTL								DATED 04/30/2015					

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE 04/27/2017							
COORDINATED WITH: <table style="width:100%; margin-top: 5px;"> <tr> <td style="text-align: center;">ATA <input checked="" type="checkbox"/></td> <td style="text-align: center;">AAT <input type="checkbox"/></td> <td style="text-align: center;">ALPA <input checked="" type="checkbox"/></td> <td style="text-align: center;">APA <input checked="" type="checkbox"/></td> <td style="text-align: center;">AOPA <input checked="" type="checkbox"/></td> <td style="text-align: center;">NBAA <input checked="" type="checkbox"/></td> <td style="text-align: center;">OTHER (specify) <input checked="" type="checkbox"/> <u>ZAU, FWA APP CON, FWA ATCT, AMGR</u></td> </tr> </table>			ATA <input checked="" type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input checked="" type="checkbox"/>	APA <input checked="" type="checkbox"/>	AOPA <input checked="" type="checkbox"/>	NBAA <input checked="" type="checkbox"/>	OTHER (specify) <input checked="" type="checkbox"/> <u>ZAU, FWA APP CON, FWA ATCT, AMGR</u>
ATA <input checked="" type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input checked="" type="checkbox"/>	APA <input checked="" type="checkbox"/>	AOPA <input checked="" type="checkbox"/>	NBAA <input checked="" type="checkbox"/>	OTHER (specify) <input checked="" type="checkbox"/> <u>ZAU, FWA APP CON, FWA ATCT, AMGR</u>			
FLIGHT CHECKED BY									
NAME: PENDING	FIFO	DATE:							
DEVELOPED BY									
NAME: PABLO ORTIZ	FIFO AJV-5423	DATE: 05/31/2016							
APPROVED BY									
NAME: TONY R LAWSON	FIFO AJV-5420	DATE:							
CHANGES: <div style="margin-top: 10px;"> 1. UPDATED TERMINAL ROUTE FROM FWA VORTAC TO HOAGY OM/I-FWA 5.52 DME/RADAR COURSE AND DISTANCE 133.19/4.26 TO FWA VORTAC TO LILRE/I-FWA 6.02 DME/RADAR COURSE AND DISTANCE 133.35/4.75. 2. UPDATED TERMINAL ROUTE FROM JEGPU/I-FWA 17.26 DME/RADAR (IF) TO HOAGY OM/I-FWA 5.52 DME/RADAR COURSE AND DISTANCE 317.76/11.74 TO JEGPU/I-FWA 17.26 DME/RADAR (IF) TO LILRE/I-FWA 6.02 DME/RADAR COURSE AND DISTANCE 320.76/11.25. 3. UPDATED PT SIDE OF COURSE FROM 137.76 TO 140.76. 4. UPDATED FAC FROM 317.76 TO 320.76, FAF FROM HOAGY OM/I-FWA 5.52 DME/RADAR TO LILRE/I-FWA 6.02 DME/RADAR AND DIST FAF TO MAP/THLD FROM 4.06 TO 4.55. 5. UPDATED MIN ALT FROM HOAGY OM 2300 TO LILRE/I-FWA 6.02 DME/RADAR 2300. 6. UPDATED MIN ALT FROM ZINOM/I-FWA 2.70 DME 1280* TO ZINOM/I-FWA 2.87 DME 1280*. 7. REMOVED DIST TO THLD FROM OM 4.06 AND MIN GS ALT AT OM 2159. 8. UPDATED DIST TO THLD FROM GS ANT FROM 1050 TO 1051. 9. ADDED MIN GS ALT AT LILRE 2300. 10. UPDATED MISSED APPROACH LOC FROM 4.06 MILES AFTER HOAGY OM/I-FWA 5.52 DME/RADAR OR AT I-FWA 1.47 DME FIX TO 4.55 NM AFTER LILRE/I-FWA 6.02 DME/RADAR OR AT I-FWA 1.47 DME FIX. (SEE FORM 8260-10) </div>									
REASONS: <div style="margin-top: 10px;"> 1, 2, 3, 5, 7. HOAGY OM IS BEING DECOMMISSIONED. 4. ILS MAG VAG UPDATED FROM 3W/1986 TO 6W/2020, HOAGY OM IS BEING DECOMMISSIONED AND NEW LOCATION OF PFAF/FAF. 6. ALLOW FOR OPTIMUM DESCENT FROM NEW PFAF/FAF LOCATION. 8. PER AIRNAV DATA SHEET. 9. REQUIRED FOR VERTICALLY GUIDED PROCEDURES. 10. HOAGY OM IS BEING DECOMMISSIONED AND NEW LOCATION OF PFAF/FAF. 11. CURRENT FINAL CONTROLLING OBSTRUCTION. 12. MAG VAR OUT OF TOLERANCE. 13. DME IS NOW REQUIRED TO FLY PROCEDURE AND VIS TO CURRENT VISIBILITY VALUES. 14, 17, 18. DME IS NOW REQUIRED TO FLY PROCEDURE. 15. REQUIRED PER CURRENT CRITERIA. 16. PER CURRENT CRITERIA AND TO CURRENT VISIBILITY VALUES. 19. PER 8260-19G PARA 8-3-4C(3). (SEE FORM 8260-10) </div>									

QUALITY
10
CHECKED

ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

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NOTES, (CONT.):
*LOC ONLY
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 32 CAT E VISIBILITY TO RVR 4000, S-LOC 32 CAT E VISIBILITY TO RVR 6000.
CHART NOTE: USE I-FWA DME WHEN ON THE LOCALIZER COURSE.
CHART PLANVIEW NOTE: CAT E PROCEDURE TURN NA.

CITY AND STATE FORT WAYNE, IN	ELEVATION: 815 AIRPORT NAME: FORT WAYNE INTL	TDZE: 800	FACILITY IDENTIFIER: I-FWA	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 32, AMDT 31, 04/27/2017	SUP:
					AMDT: 30A
					DATED: 04/30/2015

QUALITY
10
CHECKED

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input type="checkbox"/></div>	
APA <div><input type="checkbox"/></div>		AOPA <div><input type="checkbox"/></div>		NBAA <div><input type="checkbox"/></div>	
OTHER (specify)		<div><input type="checkbox"/></div>		<div><input type="checkbox"/></div>	
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
<div>CHANGES:</div> <div>CHANGES CONT.</div> <div>11. UPDATED CHART FAS OBST FROM 891 TREE TO 900 TREE.</div> <div>12. UPDATED MAG VAR EPOCH YEAR FROM 3W/1985 TO 6W/2020.</div> <div>13. MOVED ZINOM FIX MINIMUMS S-LOC 32 TO S-LOC 32 LINE OF MINIMUMS AND UPDATED CATS C/D/E VIS FROM RVR 3500 TO 4000.</div> <div>14. REMOVED ZINOM FIX MINIMUMS.</div> <div>15. ADDED (VGSI ANGLE {ANGLE}/TCH {FEET}) TO VGSI NOT COINCIDENT NOTE.</div> <div>16. COMBINED S-ILS 32 AND S-LOC 32 FOR INOPERATIVE MALSR NOTES AND CHANGED MALSR TO ALS AND S-LOC 32 CATS C/D/E VISIBILITY FROM 1 3/8 TO RVR 5500.</div> <div>17. REMOVED FOR INOPERATIVE MALSR ZINOM FIX MINIMUMS.</div> <div>18. ADDED CHART NOTE DME REQUIRED.</div> <div>19. PREVIOUSLY CHARTED CHANGES FROM P-NOTAM ACTIONS FOR AMENDMENTS 30A HAVE BEEN INCORPORATED ON THIS FORM.</div>					
<div>REASONS:</div> <div>REASONS CONT.</div> <div>10/26/16: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 05/31/16.</div> <div>1. UPDATED ALL COURSE AND RADIALS UTILIZING FWA VORTAC PLUS 6 DEGREES.</div> <div>2. UPDATED LOC MISSED APPROACH FROM LOC: 4.55 NM AFTER LILRE/I-FWA 6.02 DME/RADAR OR AT I-FWA 1.47 DME FIX TO LOC: 4.55 NM AFTER LILRE/I-FWA 6.02 DME/RADAR OR AT I-FWA 1.47 DME.</div>					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.	
FEEDER	FWA VORTAC	LILRE/I-FWA 6.02	1. TOWER (18-000023)	410012.00N/0850559.00W	1159 (4D)	1000	AT741	2900	
		DME/RADAR	2. TERRAIN	405327.00N/0850936.00W	837 (800)		AS1500	2300	
INITIAL: ARC	ZULUG INT/FWA	JEGPU/I-FWA	3. TOWER (18-001340)	404615.00N/0845605.00W	1223 (3C)	1000		2300	
	16.00 DME CCW	17.26 DME/RADAR	4. TERRAIN	404154.00N/0850339.00W	890 (900)		AS1500	2400	
INTERMEDIATE	JEGPU/I-FWA 17.26	LILRE/I-FWA 6.02	5. TOWER (18-000947)	404914.17N/0845511.87W	1209 (5D)	500		1800	
	DME/RADAR	DME/RADAR	6. TERRAIN	404509.00N/0845954.00W	840 (800)		AS1500	2300	
INTERMEDIATE: PT	10 NM	LILRE/I-FWA 6.02	7. TOWER (18-000829)	404954.00N/0845531.00W	1101 (5D)	500		1700	
		DME/RADAR	8. TERRAIN	405106.00N/0850409.00W	837 (800)		AS1500	2300	
FINAL: ILS	LILRE/I-FWA 6.02	RW32				ASC		1000/200	
	DME/RADAR								
FINAL: LOC	LILRE/I-FWA 6.02	ZINOM/I-FWA 2.87	9. AAO	405447.60N/0850658.97W	1019 (2C)	250		1280	
	DME/RADAR	DME							
2. PROCEDURE TURN	LILRE	10 NM	11. TOWER (18-001086)	405714.00N/0845307.00W	1248 (5D)	1000		2300	
			12. TERRAIN	404954.00N/0851030.00W	860 (900)		AS1500	2400	
3. MISSED APPROACH	MAP: DA / 4.55 NM	TELEY INT/FWA				ASC		3000	
	AFTER	17.48 DME	13. TOWER (18-000724)	410625.00N/0852134.00W	1249 (5D)	1000		2300	
	ELEV: 828/910		14. TERRAIN	410348.00N/0852545.00W	903 (900)		AS1500	2400	
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.							
CATEGORY A	1.3 NM	REQUIRED 350	ACTUAL 485	16. ATCT (18-002642)	405819.62N/0851115.84W	1000 (1A)	300	1300	
CATEGORY B	1.5 NM	450	485	16. ATCT (18-002642)	405819.62N/0851115.84W	1000 (1A)	300	1300	
CATEGORY C	1.7 NM	450	605	17. TOWER (18-001956)	405504.00N/0851126.00W	1061 (5D)	300	AC50 1420	
CATEGORY D	2.3 NM	550	705	18. TOWER (18-001314)	405854.70N/0851640.70W	1169 (5D)	300	AC50 1520	
CATEGORY E	4.5 NM	550	705	18. TOWER (18-001314)	405854.70N/0851640.70W	1169 (5D)	300	AC50 1520	
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAID: FWA VORTAC								
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
360-360	TWR (18-000045)	009/06.9	1648 (4D)	2700					
CITY AND STATE	ELEVATION: 815			FACILITY	PROCEDURE AND AMENDMENT NO:			REGION	
FORT WAYNE, IN	AIRPORT NAME:			I-FWA	ILS OR LOC RWY 32, AMDT 31, 04/27/2017			10	
	FORT WAYNE INTL							AGL	

PART B - SUPPLEMENTAL DATA										
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING			
FWA APP CON FWA TOWER ZAU ARTCC						N W S F A A A / C	OTHER: ASOS SOURCE:KFWA DISTANCE: HOURS REMOTE OPERATION:			
SATISFACTORY ON:										
X	V	H	F	X	U	H	F	LOCATION: KFWA		ADJUSTMENT: 0
4. MONITOR STATUS		PRIMARY NAVAID: I-FWA								
		MONITOR POINT: ATCT								
		HRS		CAT 1		24				
		OPTN:		CAT 3						
5. APPROACH & RUNWAY LIGHTING		X		ALSF-2 05						
				(S) SALS						
		X		MALSR 32						
		X		HIRL 05, 14, 23, 32						
				MIRL						
		X		REIL 14, 23						
		X		TDZ 05						
		X		C/L 05, 23						
		X		OTHER (SPECIFY) PAPI-4L 14, 23, 32						
6. RUNWAY MARKINGS		BASIC BSC-G 09, 27								
		ALL WEATHER PIR-G 05, 14, 23, 32								
		INSTRUMENT								
7. RUNWAY VISUAL RANGE		APPROACH 05, 23, 32								
		MIDFIELD 05, 23								
		ROLL OUT 05, 23								
8. GLIDE PATH		GP ANGLE: 3.00				ELEV RWY THRESHOLD:796.4				
		DISTANCE FROM RWY: 1051				ELEV GP ANTENNA: 792.7				
						THRESHOLD CROSSING HEIGHT:55.6				
9. FINAL APPROACH COURSE AIMING			X		RUNWAY THRESHOLD					FT. FROM THRESHOLD
			X		ON CENTERLINE					FT. FROM CENTERLINE
10. WAIVERS: NONE										
PART D - PREPARED BY: PABLO ORTIZ							DATE: 05/31/2016			
TITLE: AERONAUTICAL INFORMATION SPECIALIST							OFFICE: AJV-5423			

PART C - REMARKS:

VDP NOT ESTABLISHED - VDP IS LESS THAN 0.5 NM AFTER STERDOWN FIX.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.
CAT A: 1.30NM
CAT B: 1.83NM
CAT C: 2.88NM
CAT D: 3.77NM
CAT E: 4.71NM

SEE ATTACHED AIRSPACE LETTER.

BACK UP ALTIMETER NOT PUBLISHED, REDUNDANT WEATHER SOURCES AVAILABLE

KFWA ASOS IS ON WMSCR AND OPERATED 24 HOURS

70 FT VEGETATION USED PER FPT CHECKLIST

VGSI DATA: 3.00/75.70

#6 ALTITUDE DETERMINED BY QUAD MAP STUDY

#10 KFWAT000422

PER ATCT THEY ARE 24 HR FACILITY

MISSED APPROACH OBSTACLES CONT.
ALTERNATE:
ASC 4000
13. TOWER (18-000724) 410625.00N/0852134.00W 1249 (5D) 1000 2300
15. TERRAIN 411612.00N/0852600.00W 995 (1000) AS1500 2500

QUALITY
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STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD	
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PART - A OBSTRUCTION DATA

[illegible]

