

**FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE**

TITLE 14 CFR PART 97.23

Bearings, headings, courses, tracks 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 feet RVR.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for enroute operations in the particular area or as set forth below.

<u>AIRPORT</u> SOUTH BEND INTL	<u>AIRPORT ID</u> KSNB	<u>PROCEDURE NAME</u> VOR RWY 18	<u>ORIGINAL/AMENDMENT</u> 7E	<u>CITY</u> SOUTH BEND	<u>STATE</u> IN	
<u>AIRPORT ELEVATION</u> 798	<u>TDZE</u> 798	<u>SUPERSEDED</u> VOR RWY 18	<u>ORIGINAL/AMENDMENT</u> 7D	<u>DATED</u> 01/23/2003	<u>MAG VAR</u> 0E	<u>EPOCH YEAR</u> 1965
<u>FACILITY</u> GIJ	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
COALA/GIJ 8.00 DME CW	IAF	HEIST/GIJ 8.00 DME	NOPT				8.00 DME ARC		2400
CORKS/GIJ 8.00 DME CCW	IAF	HEIST/GIJ 8.00 DME	NOPT				8.00 DME ARC		2400
HEIST/GIJ 8.00 DME	IF	GIJ VORTAC					180.81	8.00 (GIJ R-001)	1900

MISSED APPROACH

MAP:

2.99 NM AFTER GIJ VORTAC OR AT GIJ 2.99 DME

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 2400 DIRECT GIJ VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT R **SIDE OF COURSE** 000.81 **OUTBOUND** 2400 **FT WITHIN** 10 **MILES OF** GIJ (IAF)
- 2.
3. **FAC:** 180.81 **FAF:** GIJ VORTAC **DIST FAF TO MAP:** 2.99 **DIST FAF TO THLD:** 2.99
4. **MIN ALT:** GIJ VORTAC 1900
8. **MSA FROM:** GIJ VORTAC 045-225 3000, 225-045 2300

EQUIPMENT REQUIREMENTS NOTES:

NOTES:

CHART NOTE: RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

ADDITIONAL FLIGHT DATA:



CHART CIRCLING ICON.
GIJ VORTAC TO RW18: 3.31/50.
CHART GIJ R-271 AT COALA.
CHART GIJ R-092 AT CORKS.
CHART VDP AT 1.82 DME
DISTANCE VDP TO THLD 1.17 NM
CHART FAS OBST: 930 TWR 414419N/0861820W.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/4

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-18	1260	1	462	1260	1	462	1260	1 3/8	462	1260	1 1/2	462			
CIRCLING	1280	1	482	1280	1	482	1440	1 3/4	642	1500	2 1/4	702			

CHANGES - REASONS

1. CHANGED MISSED APPROACH CLIMB-TO ALTITUDE FROM 2300 MSL TO 2400 MSL. - WHEN ADDING AIRSPACE TO HIGHEST TERRAIN WITHIN THE MISSED APPROACH SEGMENT, A MINIMUM ALTITUDE OF 2400' MSL IS REQUIRED.
2. ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA. - NEW CIRCLING CRITERIA APPLIED/EVALUATED, QUALIFYING PROCEDURE FOR CIRCLING ICON NOTE.
3. ADDED CHART NOTE: RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. - 34:1 PENETRATIONS EXIST FOR RWY 18.
4. RAISED CAT A CIRCLING MDA/HAA FROM 1260/461 TO 1280/482. - NEW CONTROLLING OBSTRUCTION & NEWLY CALCULATED AIRPORT ELEVATION RESULTED IN DIFFERENT MDA/HAA.
5. RAISED CAT C CIRCLING MDA/HAA FROM 1280/481 TO 1440/642. - NEW CONTROLLING OBSTRUCTION & NEWLY CALCULATED AIRPORT ELEVATION RESULTED IN DIFFERENT MDA/HAA.
6. RAISED CAT D CIRCLING MDA/HAA FROM 1360/561 TO 1500/702. - NEW CONTROLLING OBSTRUCTION & NEWLY CALCULATED AIRPORT ELEVATION RESULTED IN DIFFERENT MDA/HAA.
7. CHANGED S-18 CAT C VISIBILITY FROM 1 1/4 SM TO 1 3/8 SM. - VISIBILITIES CALCULATED USING NEWEST VISIBILITY CRITERIA FROM 8260.3C SECTION 3-3 AND ASSOCIATED VISIBILITY MINIMUM TABLES.
8. CHANGED CAT C CIRCLING VISIBILITY FROM 1 1/2 SM TO 1 3/4 SM. - VISIBILITIES CALCULATED USING NEWEST VISIBILITY CRITERIA FROM 8260.3C SECTION 3-3 AND ASSOCIATED VISIBILITY MINIMUM TABLES.
9. CHANGED CAT D CIRCLING VISIBILITY FROM 2 SM TO 2 1/4 SM. - VISIBILITIES CALCULATED USING NEWEST VISIBILITY CRITERIA FROM 8260.3C SECTION 3-3 AND ASSOCIATED VISIBILITY MINIMUM TABLES.
10. IN TERMINAL ROUTES, CHANGED GIJ R-271/8.00 DME CW TO COALA/GIJ 8.00 DME CW. - CREATED FIX NAME FOR CODING.
11. IN TERMINAL ROUTES, CHANGED GIJ R-001/8.00 DME TO HEIST/GIJ 8.00 DME. - CREATED FIX NAME FOR CODING.
12. IN TERMINAL ROUTES, CHANGED GIJ R-092/8.00 DME CCW TO CORKS/GIJ 8.00 DME CCW. - CREATED FIX NAME FOR CODING.
13. IN TERMINAL ROUTES, ADDED 8.00 DME ARC TO COURSE FOR THE TWO IAF LINES. - REQUIRED ENTRY PER 8260.19H.
14. IN TERMINAL ROUTES, CHANGED IF COURSE FROM 180.87 TO 180.81. - MOST CURRENT COURSE CALCULATIONS.
15. IN TERMINAL ROUTES, CHANGED IF DISTANCE FROM 8.00 TO 8.00 (GIJ R-001). - UPDATED FORMAT TO COMPLY WITH 8260.19H REQUIREMENTS.
16. CHANGED MAP FROM RW18 TO 2.99 NM AFTER GIJ VORTAC OR AT GIJ 2.99 DME. - UPDATED FORMAT TO COMPLY WITH 8260.19H REQUIREMENTS.
17. IN PROFILE, CHANGED PT SIDE OF COURSE FROM 000.87 TO 000.81. - MOST CURRENT COURSE CALCULATIONS.
18. CHANGED FAC FROM 180.87 TO 180.81. - MOST CURRENT COURSE CALCULATIONS.
19. IN ADDITIONAL FLIGHT DATA, ADDED "CHART VDP AT 1.82 DME." - REQUIRED ADDITIONAL FLIGHT DATA INFORMATION PER 8260.19H.
20. IN ADDITIONAL FLIGHT DATA, ADDED "DISTANCE VDP TO THRESHOLD 1.17 NM." - REQUIRED ADDITIONAL FLIGHT DATA INFORMATION PER 8260.19H.
21. IN ADDITIONAL FLIGHT DATA, ADDED "CHART FAS OBST: 930 TOWER 414419N/0861820W. - NON-PRECISION FINAL OBSTACLE MUST BE DOCUMENTED PER 8260.19H.
22. IN MINIMUMS, ADDED "CAT D 800- 2 1/4" - PROCEDURE QUALIFIES FOR ALTERNATE MINIMA.
23. CHANGED S-18 MDA FROM 1240 TO 1260. - MISSED APPROACH PENETRATION REQUIRED MDA INCREASE.
24. CHANGED S-18 HAT FROM 442 TO 462. - MISSED APPROACH PENETRATION REQUIRED MDA INCREASE.



<u>AIRPORT</u> SOUTH BEND INTL	<u>AIRPORT ID</u> KSBN	<u>PROCEDURE NAME</u> VOR RWY 18	<u>ORIGINAL/AMENDMENT</u> 7E	<u>CITY</u> SOUTH BEND	<u>STATE</u> IN
<u>COORDINATED WITH:</u>					
A4A <input checked="" type="checkbox"/> ALPA <input checked="" type="checkbox"/> AOPA <input checked="" type="checkbox"/> APA <input checked="" type="checkbox"/> HAI <input type="checkbox"/> NBAA <input checked="" type="checkbox"/> <u>OTHER:</u> ZAU ARTCC, SBN ATCT, AMGR, ATA					
<u>FLIGHT CHECKED BY</u>			<u>OFFICE</u>	<u>DATE</u>	
			AVN-200	11/09/2001	
<u>DEVELOPED BY</u>			<u>OFFICE</u>	<u>DATE</u>	
JOSHUA LEETE			AJV-5422	06/14/2018	
<u>APPROVED BY</u>			<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
JULIE MORGAN			AJV-5420		MANAGER



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
SOUTH BEND INTL	KSBN	VOR RWY 18	7E	SOUTH BEND	IN	798	GIJ

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL: ARC

FROM
COALA/GIJ 8.00 DME CW

TO
HEIST/GIJ 8.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.TOWER	414921.00N/0862714.00W	1100	20	3	1A	1000				AS1500	2400

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT
REMARKS:

INITIAL: ARC

FROM
CORKS/GIJ 8.00 DME CCW

TO
HEIST/GIJ 8.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
2.TOWER	415204.00N/0860743.00W	1070	20	3	1A	1000				AS1500	2400

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT
REMARKS:



PROCEDURE TURN

FROM

GIJ VORTAC

TO

10 NM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.TOWER	415251.00N/0861813.00W		1250	20	3	1A	1000				AS150	2400

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT
REMARKS:

MISSED APPROACH

FROM

2.99 NM AFTER GIJ VORTAC OR AT GIJ 2.99 DME

TO

GIJ VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> 1	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 1010					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
5.TREE (18-039178)	414310.44N/0862054.24W		964	20	3	1A		ASC				2400
6.TOWER (18-001113)	414337.40N/0862431.00W		1149	500	50	5D	1000				AC50	2200
7.TERRAIN	414645.00N/0862242.00W		919 (900)								AS1500	2400

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT
REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
8.TREE (18-036737)	414312.60N/0862057.09W	1.30	482	966	20	3	1A	300			1280
CATEGORY B											
9.TANK (18-002286)	414335.00N/0862130.00W	1.83	482	972	50	20	2C	300			1280
CATEGORY C											
10.BUILDING (18-000388)	414037.00N/0861509.00W	2.88	642	1078	500	50	5D	300		AC50	1440
CATEGORY D											
6.TOWER (18-001113)	414337.40N/0862431.00W	3.77	702	1149	500	50	5D	300		AC50	1500

CIRCLING REMARKS:

MSA

CENTER	RADIUS
GIJ VORTAC	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
045-225	TWR (15-2311)	413655.00N/0861107.00W	147	11.0	1949	500	50	5D	1000			3000
225-045	TWR (23-0381)	420454.00N/0855503.00W	044	26.0	1300	250	50	4D	1000			2300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
SBN TOWER, SBN APP CON



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
SOUTH BEND INTL	KSBN	VOR RWY 18	7E	SOUTH BEND	IN	798	GIJ

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PART C: GENERAL REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
SOUTH BEND INTL	KSBN	VOR RWY 18	7E	SOUTH BEND	IN	798	GIJ

PART D: AIRSPACE
DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.67
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.03
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	177.81
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	820
DISTANCE FROM	THLD	TO 1500FT POINT	4.14
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	2.17
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	177.81
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	820

THRESHOLD
COORDINATES
(IF STR-IN)

ARP COORDINATES 414229.60N/0861902.40W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP RUNWAY 27L DISTANCE 0.87 NM

FAF
COORDINATES 414607.00N/0861906.42W

FIX NAME
COORDINATES

REMARKS



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
SOUTH BEND INTL	KSBN	VOR RWY 18	7E	SOUTH BEND	IN	798	GIJ

PART E: PREPARED BY							
<u>NAME</u>			<u>OFFICE</u>	<u>DATE</u>		<u>TITLE</u>	
JOSHUA LEETE			AJV-5422	06/14/2018		AERONAUTICAL INFORMATION SPECIALIST	

