

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
ILS STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.29**

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.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
SBN	ILS OR LOC RWY 9R	11	SOUTH BEND	IN		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
798	790	ILS OR LOC RWY 9R	10D	09/07/2023	5W	2025
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-UXW			ROUTINE			

**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>
PRAIR/RADAR	IF	KNUTE OM/RADAR					093.79 (I-UXW)	5.85	2600

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 5.34 NM AFTER KNUTE OM/RADAR

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3000 DIRECT MISHA LOM/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. PROFILE STARTS AT PRAIR/RADAR					
3. FAC: 093.79	FAF: KNUTE OM/RADAR		DIST FAF TO MAP: 5.34	DIST FAF TO THLD: 5.34	
4. MIN ALT: PRAIR/RADAR 2600, KNUTE OM/RADAR 2600					
5. DIST TO THLD FROM OM: 5.34	MM: IM:	150 HAT:	GS ANT: 1150		
6. MIN GS INCPT: 2600	GS ALT AT PFAF: KNUTE OM/RADAR 2600		OM: 2546	MM: IM:	
7. GS ANGLE: 3.00	34:1: 20:1:	TCH: 54.8			
8. MSA FROM: MISHA LOM 3000					



EQUIPMENT REQUIREMENTS NOTES:

ADF AND RADAR REQUIRED.

NOTES:

CHART NOTE: RWY 9R HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 09R VISIBILITY ALL CATS TO RVR 5500, INCREASE S-LOC 09R CATS C/D VISIBILITY TO RVR 6000.  
CHART NOTE: CIRCLING RWY 27R NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

HOLD E, RT, 273.81 INBOUND.  
CHART FAS OBST: 944 TREE (18-068012) 414212N/0862121W.  
CHART 949 TOWER (18-001015) 414228N/0862655W.  
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN CONTROL TOWER CLOSED.

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-ILS 09R	1135	4000	345	1135	4000	345	1135	4000	345	1135	4000	345			
S-LOC 09R	1200	4000	410	1200	4000	410	1200	5000	410	1200	5000	410			
CIRCLING	1280	1	482	1280	1	482	1440	1 3/4	642	1520	2 1/4	722			

CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED MISHA LOM FEEDER - PER ATC REQUEST.
2. TERMINAL ROUTES: REMOVED INT FROM PRAIR AND KNUTE AND ADDED RADAR - GIJ VORTAC VOR MON.
3. TERMINAL ROUTES: CHANGED IF SEGMENT DISTANCE FROM 5.90 TO 5.85 - IF AND FAF RELOCATED BASED ON GPA/TCH.
4. MISSED APPROACH: CHANGED LOC FROM "5.34 NM AFTER KNUTE INT" TO "5.34 NM AFTER KNUTE OM/RADAR" - GIJ VORTAC VOR MON.
5. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 3000 DIRECT MISHA LOM/INT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000" TO " CLIMB TO 3000 DIRECT MISHA LOM/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000" - GIJ VORTAC VOR MON.
6. REMOVED ALTERNATE MISSED APPROACH INSTRUCTIONS - GIJ VORTAC VOR MON.
7. ROFILE LINE 1: REMOVED PROCEDURE TURN - PER ATC REQUEST.
8. PROFILE LINE 2: ADDED "PROFILE STARTS AT PRAIR/RADAR" - PER 8260.19J, PARA 8-6-7B(3)(A).
9. PROFILE LINE 3: CHANGED FAF FROM "KNUTE OM/INT" TO "KNUTE OM/RADAR" - GIJ VORTAC VOR MON.
10. PROFILE LINE 4: CHANGED FROM "PRAIR INT 2600, KNUTE OM/INT 2600" TO "PRAIR/RADAR 2600, KNUTE OM/RADAR 2600" - GIJ VORTAC VOR MON.
11. PROFILE LINE 6: ADDED GS ALT AT PFAF "KNUTE OM/RADAR 2600" - PER 8260.19J, PARA 8-6-7F(3).
12. PROFILE LINE 6: CHANGED OM FROM 2570 TO 2546 - FAF RELOCATED BASED ON GPA/TCH.
13. EQUIPMENT REQUIREMENT NOTES: REPLACED "ADF REQUIRED" WITH "ADF AND RADAR REQUIRED" - ADF REQUIRED FOR MISSED, RADAR REQUIRED FOR PROCEDURE ENTRY.
14. CHANGED CHART NOTE FROM "RWY 9R HELICOPTER VISIBILITY REDUCTION BELOW RVR 3/4 NOT AUTHORIZED" TO "RWY 9R HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED" - PER UPDATED 8260.3E VIS TABLES.
15. ADDITIONAL FLIGHT DATA: REMOVED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD N GIJ VORTAC, LT, 180.87 INBOUND" - ALTERNATE MISSED APPROACH REMOVED FROM PROCEDURE DUE TO GIJ VORTAC VOR MON.
16. ADDITIONAL FLIGHT DATA: REMOVED "CHART IN PLANVIEW: GIJ VORTAC" - GIJ VORTAC VOR MON PROGRAM.
17. ADDITIONAL FLIGHT DATA: CHANGED 7:1 OBSTACLE FROM "1019 INDUSTRIAL\_SYSTEM 414155N/0862749W" TO "949 TOWER (18-001015) 414228N/0862655W" - NEW OBSTACLE EVALUATION.
18. CHANGED CIRCLING CAT D MDA/HAA FROM 1500/702 TO 1520/722 - UPDATED OBSTACLE EVALUATION.



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZAU ARTCC, SBN ATCT, AMGR

FLIGHT CHECKED BY

SCOTT WIEBE

Digitally signed by

CASIMIR L TABAKA

Mar 11, 2025

OFFICE

AJF

DATE

03/07/2025

DEVELOPED BY

CASIMIR L. TABAKA (SILVIA YOUNG)

Digitally signed by

CASIMIR L TABAKA

Feb 24, 2025

OFFICE

AJV-A432

DATE

11/08/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

CASIMIR L TABAKA

Feb 24, 2025

OFFICE

AJV-A432

DATE

TITLE

MANAGER



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

<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>
SBN	ILS OR LOC RWY 9R	11	SOUTH BEND	IN	798	I-UXW

**PART A: OBSTRUCTION DATA SEGMENTS**

**INTERMEDIATE**

**FROM** PRAIR/RADAR **TO** KNUTE OM/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	5.85										
<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>
TOWER (18-000073)	414228.00N/0862906.00W	1179	250	50	4D	500				AT921	2600
TERRAIN	414006.00N/0862945.00W	892 (900)								AS1500	2400

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**FINAL: ILS**

**FROM** GP INTCP **TO** RW09R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.40		DA				345				
<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>
TREE (18-068464)	414215.89N/0862039.14W	904	20	3	1A		34.00:1			MA76	1135

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

QUALITY  
10  
CHECKED

FINAL: LOC

FROM

KNUTE OM/RADAR

TO

5.34 NM AFTER KNUTE OM/RADAR

RNP

DISTANCE

5.34

PAT

MAP

5.34 NM AFTER KNUTE OM/RADAR

HAT

410

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (18-068012)	414212.12N/0862120.76W	944	20	3	1A	250					1200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

MISHA LOM/RADAR

RNP

DISTANCE

PAT

MAP

HAT

HMAS

903

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (18-068464)	414215.89N/0862039.14W	904	20	3	1A		ASC				3000
AAO	414312.00N/0861315.00W	1008	215	8	4B	1000					2100
TERRAIN	414215.00N/0862057.00W	843 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

5.34 NM AFTER KNUTE OM/RADAR

TO

MISHA LOM/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
							950				
<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>
							ASC				3000
AAO	414312.00N/0861315.00W	1008	215	8	4B	1000					2100
TERRAIN	414215.00N/0862057.00W	843 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

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											
TREE (18-068300)	414313.57N/0862056.29W	1.30	482	975	20	3	1A	300			1280
CATEGORY B											
WATER_TOWER (18-068338)	414335.46N/0862129.92W	1.83	482	976	20	10	1B	300			1280
CATEGORY C											
BLDG (18-000388)	414037.00N/0861509.00W	2.88	642	1078	500	50	5D	300		AC50	1440
CATEGORY D											
TOWER (18-001113)	414337.40N/0862431.00W	3.77	722	1158	250	50	4D	300		AC50	1520

CIRCLING REMARKS:

MSA

CENTER

SB NDB

RADIUS

25



SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (18-002311)	413655.00N/0861107.00W	169	5.6	1949	500	50	5D	1000			3000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

SBN TOWER, SBN APP CON, ZAU ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	SBN	24	SBN	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

NO BACKUP ALTIMETER SOURCE. REDUNDANT WX SOURCE AVAILABLE.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-UXW	SBN ATCT	TOWER OPEN	1
		TOWER CLOSED	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW09L - MIRL, PAPI-2L	NPI-G	
RW18 - MIRL (PCL), PAPI-4L	NPI-G	
RW27R - MIRL, PAPI-2L	NPI-G	
RW36 - MIRL (PCL), PAPI-4L	NPI-G	
RW09R - MALSF (PCL), HIRL (PCL), PAPI-4L	PIR-G	APPROACH
RW27L - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	789.9	54.8	782.2	1150	3.00	55.7

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<div>X</div>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<div>X</div>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
---------------------	----------------------	------------	----------------

CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 27R
20:1	
846 TREE (18-066915) 414250.4900N/0861829.3200W (9.13)	844 TREE (18-039768) 414249.5000N/0861828.8200W (5.34)

<u>AIRPORT ID</u> SBN	<u>PROCEDURE NAME</u> ILS OR LOC RWY 9R	<u>AMDT NO.</u> 11	<u>CITY</u> SOUTH BEND	<u>STATE</u> IN	<u>AIRPORT ELEVATION</u> 798	<u>FACILITY</u> I-UXW
FINAL TYPE	ILS/LOC RWY 9R					
34:1						
898 TREE (18-067402) 414208.5700N/0862031.2500W (12.38)			900 TREE (18-066248) 414209.3900N/0862033.3500W (9.75)			
891 TREE (18-023766) 414209.3400N/0862031.4300W (5.03)			889 TREE (18-067105) 414211.1600N/0862031.5900W (2.79)			
899 TREE (18-066291) 414209.2300N/0862036.2900W (2.18)			889 TREE (18-066352) 414212.2300N/0862032.1900W (1.52)			
904 TREE (18-068464) 414215.8900N/0862039.1400W (1.25)						
<u>PENETRATIONS REMARKS:</u>						

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

<u>PENETRATIONS REMARKS:</u>

**PART C: GENERAL REMARKS:**

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.  
PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
VEGETATION: 100' PER FPT.

ORDER 8260.3 CHAPTER 2 APPLIED TO 949 TOWER (18-001015) 414228.43N/0862655.39W.  
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.





<u>AIRPORT ID</u> SBN	<u>PROCEDURE NAME</u> ILS OR LOC RWY 9R	<u>AMDT NO.</u> 11	<u>CITY</u> SOUTH BEND	<u>STATE</u> IN	<u>AIRPORT ELEVATION</u> 798	<u>FACILITY</u> I-UXW
--------------------------	--	-----------------------	---------------------------	--------------------	---------------------------------	--------------------------

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	3.00
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.87
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	088.79
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	800
DISTANCE FROM	THLD	TO 1500FT POINT	4.74
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.24
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	088.79
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	800

THRESHOLD COORDINATES (IF STR-IN)

414215.58N/0861945.90W

ARP COORDINATES

414229.61N/0861902.42W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 27L DISTANCE 0.87 NM

FAF COORDINATES

414208.61N/0862653.66W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
CASIMIR L. TABAKA (SILVIA YOUNG)	AJV-A432	11/08/2024	AERONAUTICAL INFORMATION SPECIALIST

