

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/02/2025	APWS Task ID: EC70D8574FF449B6BBCFDE45035B0E7F	APWS Project ID: 7276DB49E01C46CBAE5E7810018A97CC
Procedure: ILS OR LOC RWY 27L AMDT 38		Enroute: NO	Specialist: Keefer, John		Agreement Number:
Airport ID: KSBN			Airport City: SOUTH BEND		State: IN
Facility ID: SBN	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments:</div> <div>Used airport pending data dated 8-7-25.</div> <div>Add NORNA (IF) to MISHA LOM (FAF) to create an RNAV intermediate route.</div> <div>Approval Letter Request: 1200 RVR with no RVR Midpoint Sensor.</div> <div>Contact: Casimir Tabaka: 405-954-7931</div> <div><div>QUALITY 35 CHECKED</div><div>QUALITY 38 CHECKED</div></div>					

SOUTH BEND, INDIANA

AL-399 (FAA)

25163

LOC I-SBN 109.3	APP CRS 274°	Rwy Ldg TDZE Apt Elev	8412 774 798
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OLD

ILS or LOC RWY 27L
SOUTH BEND INTL (SBN)

ADF and RADAR required.

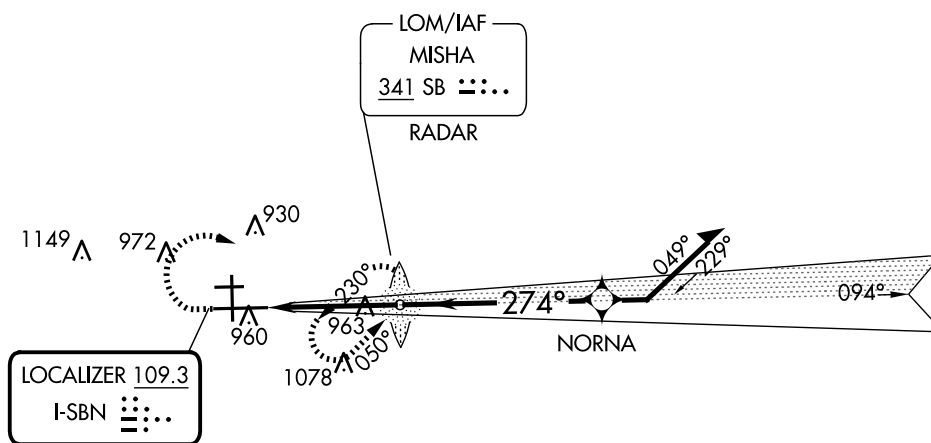
- Circling Rwy 27R NA at night.
 * RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

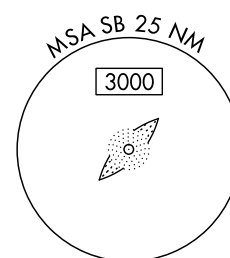


MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct MISHA LOM/RADAR and hold, continue climb-in-hold to 3000.

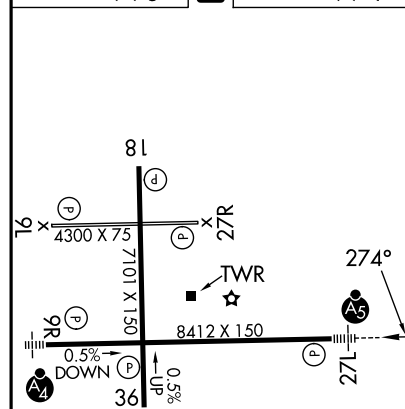
ATIS 120.675	SOUTH BEND APP CON ★ 118.55 257.8	SOUTH BEND TOWER ★ 135.675 (CTAF) 0 257.8	GND CON 121.7	CLNC DEL 121.9
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A1949



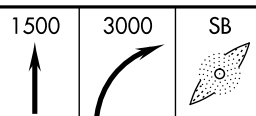
ELEV 798	D	TDZE 774
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HIRL Rwy 9R-27L **L**
 MIRL Rwy 18-36 **L**
 MIRL Rwy 9L-27R

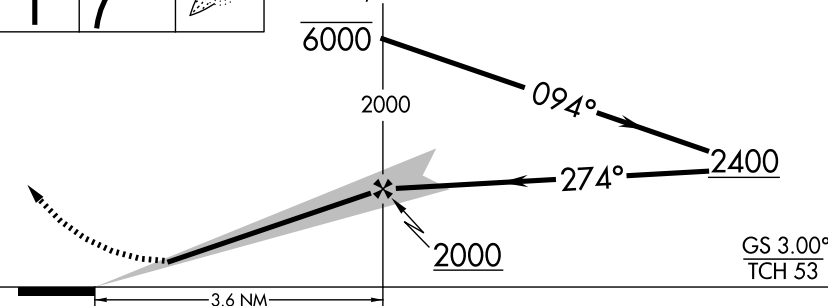
FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



MISHA LOM/RADAR

Remain within 10 NM



CATEGORY	A	B	C	D
S-ILS 27L *	974/24 200 (200-½)			
S-LOC 27L	1220/24 446 (500-½)	1220/45 446 (500-¾)		
C CIRCLING	1280-1 482 (500-1)	1440-1¾ 642 (700-1¾)	1520-2¼ 722 (800-2¼)	

SOUTH BEND, INDIANA

Amdt 37 12JUN25

41°42'N-86°19'W

SOUTH BEND INTL (SBN)

ILS or LOC RWY 27L

EC-2, 12 JUN 2025 to 10 JUL 2025

EC-2, 12 JUN 2025 to 10 JUL 2025

SOUTH BEND, INDIANA

AL-399 (FAA)

25163

LOC I-SBN 109.3	APP CRS 274°	Rwy Ldg TDZE Apt Elev	8412 774 798
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OLD

ILS RWY 27L (SA CAT I & II)
SOUTH BEND INTL (SBN)

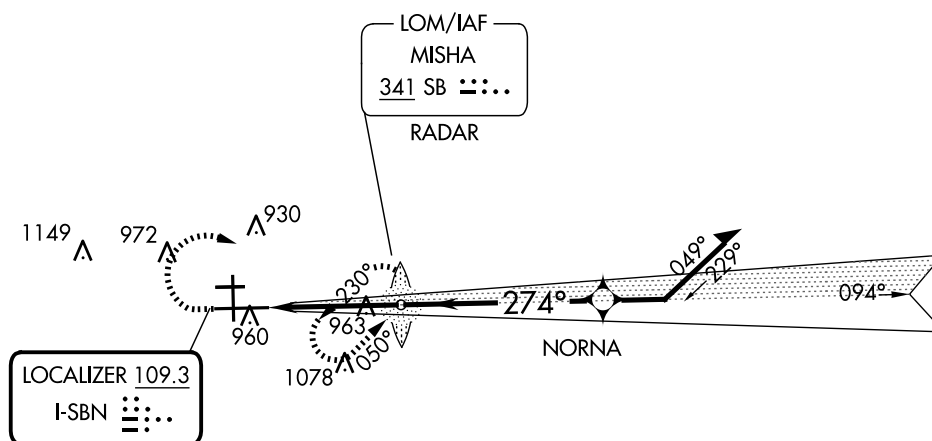
ADF and RADAR required.

- T** Procedure NA when tower closed. Requires specific OPSPEC, MSPEC, or LOA approval.
- A**

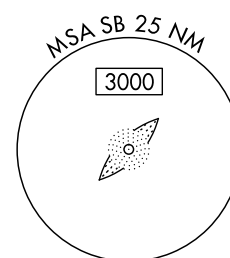
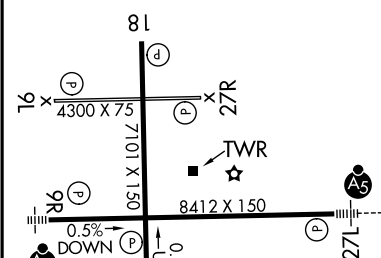


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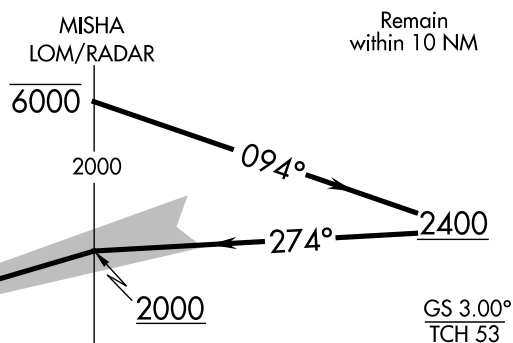
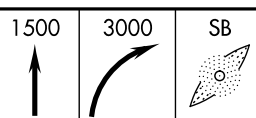
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A1949

ELEV 798 **D** TDZE 774

HIRL Rwy 9R-27L **L**
MIRL Rwy 18-36 **L**
MIRL Rwy 9L-27R



CATEGORY	A	B	C	D
S-ILS 27L	SA CAT I	RA 209/14	150 DA 924	
S-ILS 27L	SA CAT II	RA 125/12	101 DA 875	

**SA CATEGORY I & II - ILS SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

SOUTH BEND, INDIANA

Amdt 37 12JUN25

41°42'N-86°19'W

SOUTH BEND INTL (SBN)
ILS RWY 27L (SA CAT I & II)

EC-2, 12 JUN 2025 to 10 JUL 2025

EC-2, 12 JUN 2025 to 10 JUL 2025



Federal Aviation Administration

Memorandum

Date: June 9, 2025

To: Manager, Flight Procedure Standards

From: John DePhillips, Aviation Safety Inspector, Flight Procedures and Airspace Group

Subject: Approval Request: SOUTH BEND INTL/, SOUTH BEND, IN (KSBN), ILS RWY 27L (SA CAT I & II)

KSBN ILS Runway 27L; Visual Range (RVR) Sensor Requirements approval to establish RVR 1200 absent a midpoint RVR sensor for SA CAT II.

FAA Order 8400.13F, Chapter 5, requires a midpoint RVR sensor to be present to establish SA CAT II operations that support an RVR less than 1600 to a runway that is longer than 8,000 ft. The landing length of KSBN RWY 27L is 8412 ft and RVR 1200 was established by instrument procedure publication in 2018 without AFS-400 approval. This approval satisfies the requirement outlined below and serves to cancel FDC 5/2996 which increases the RVR to 1600.

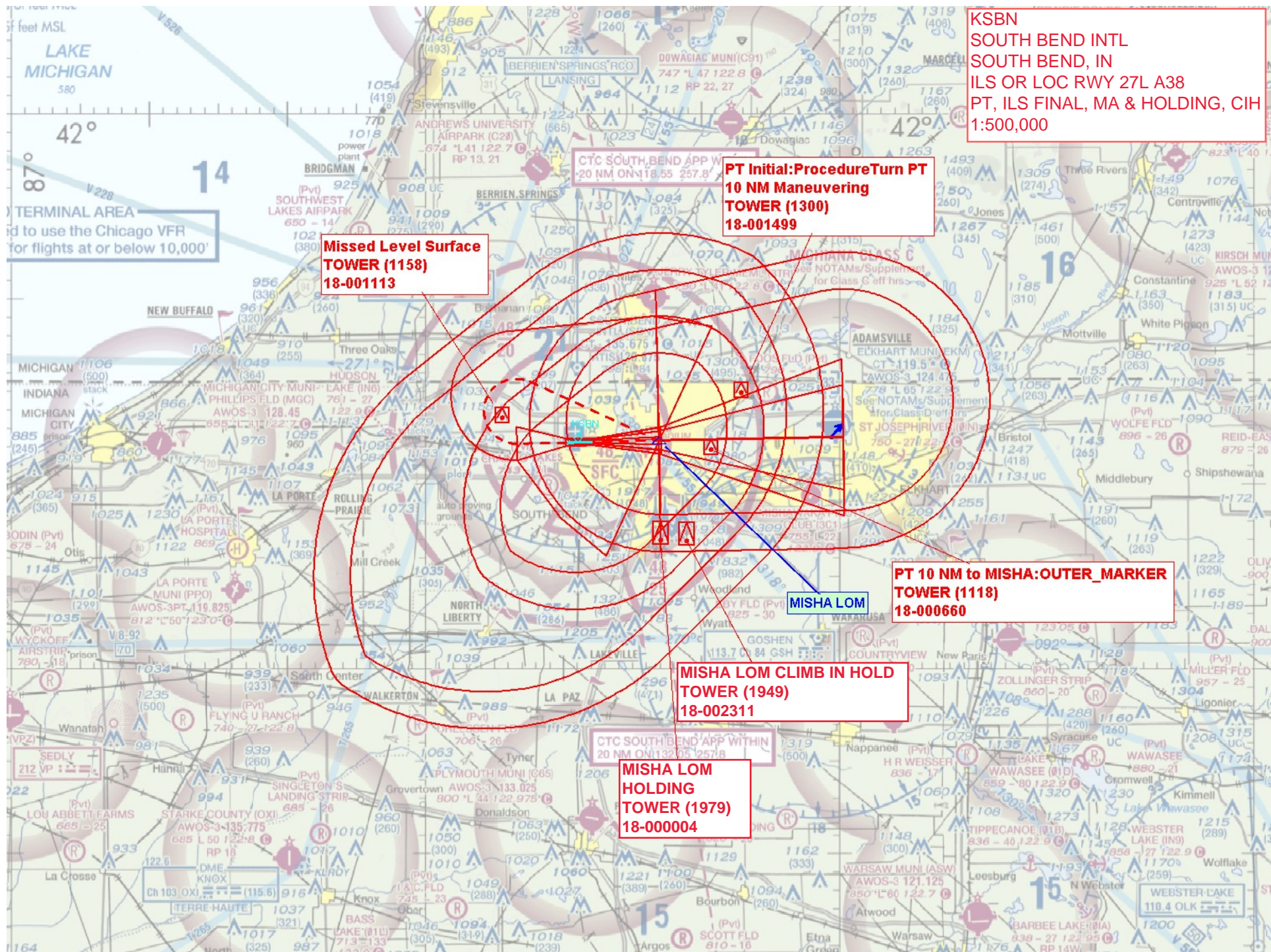
Applicable Reference:

FAA Order 8400.13F, Chapter 5.4(a): SA CAT II Operations.

SA CAT II operations at RVR 1600 require a touchdown zone (TDZ) sensor of an RVR reporting system. SA CAT II operations at RVR 1200 require not less than two sensors of an RVR reporting system, and one of the required sensors must be for the TDZ. When the runway is in excess of 8,000 feet in length, a midpoint RVR sensor is required in addition to the touchdown and rollout sensors for CAT II operations below RVR 1600. The Flight Technologies and Procedures Division may approve CAT II operations on a runway in excess of 8,000 feet with a single TDZ and rollout sensor on a case-by-case basis.

Impacts if Disapproved:

If approval is not granted, KSBN throughput will reduce by approximately 100 operations per year during low visibility events where RVR decreases below 1600. Note: This reduction is a combination of departures and arrivals. Additionally, if this approval is disapproved and if RVR continues to be NOTAM'd to 1600 RVR, KSBN has no funding or plans to install midpoint RVR sensors at this time.



KSNB
SOUTH BEND INTL
SOUTH BEND, IN
ILS OR LOC RWY 27L A38
LOC RWY 27L
INTERMEDIATE (RNAV)
1:500,000

CTC SOUTH BEND APP WITHIN
20 NM ON 118.55 257.8

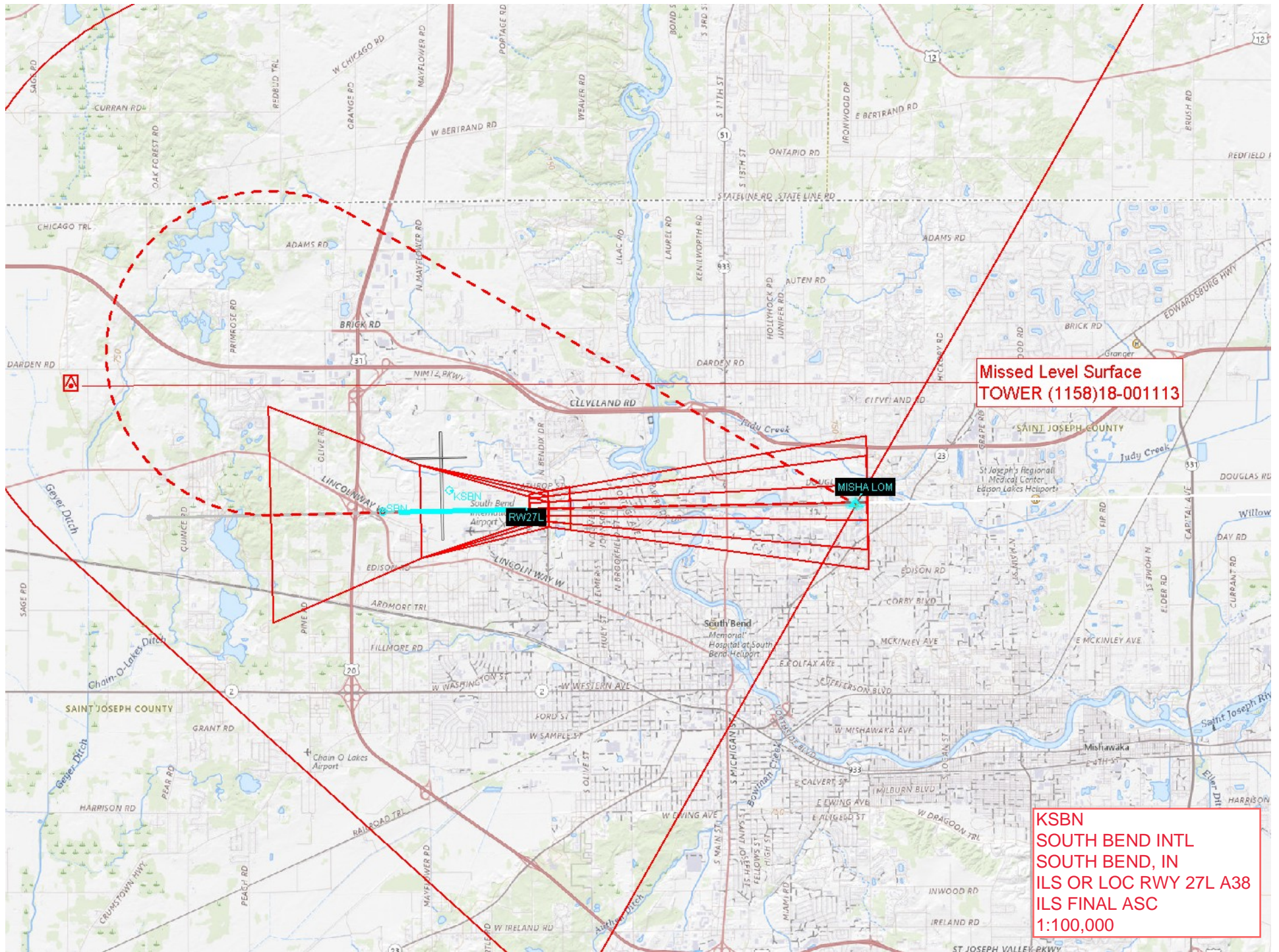
MISHA LOM

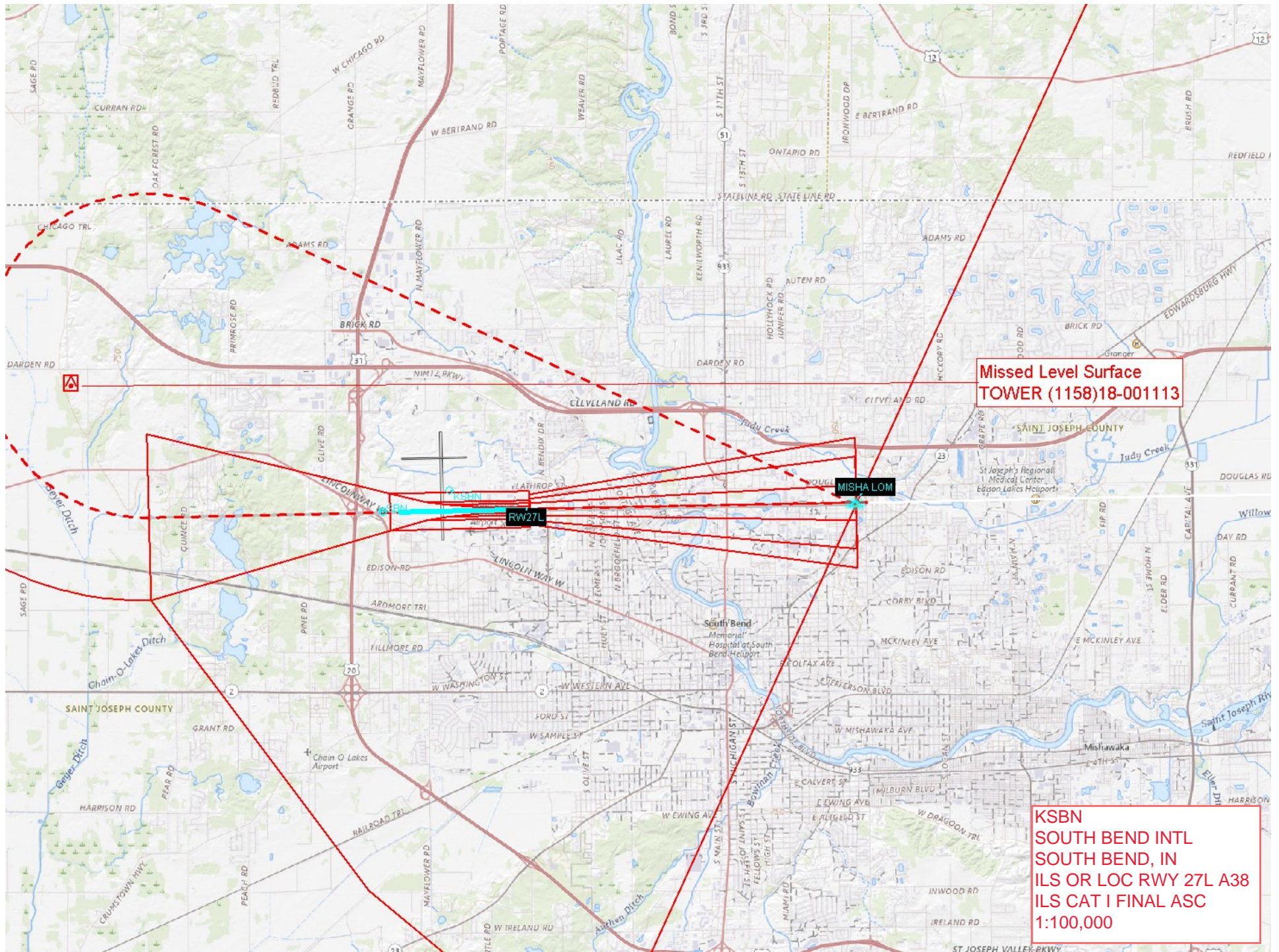
NORNA

**LOC MISHA LOM to RW27L
BUILDING (963)
18-040246**

**INTERMEDIATE (RNAV)
NORNA to MISHA LOM
TOWER (1118)
18-000660**

CTC SOUTH BEND APP WITHIN
20 NM ON 132.05 257.8





Missed Level Surface
TOWER (1158)18-001113

KSNB
SOUTH BEND INTL
SOUTH BEND, IN
ILS OR LOC RWY 27L A38
ILS CAT I FINAL ASC
1:100,000

