

VOR/DME SHB <b>112.0</b> Chan <b>57</b>	APP CRS <b>330°</b>	Rwy Idg TDZE <b>811</b> Apt Elev <b>811</b>	<b>4004</b> <b>811</b> <b>811</b>
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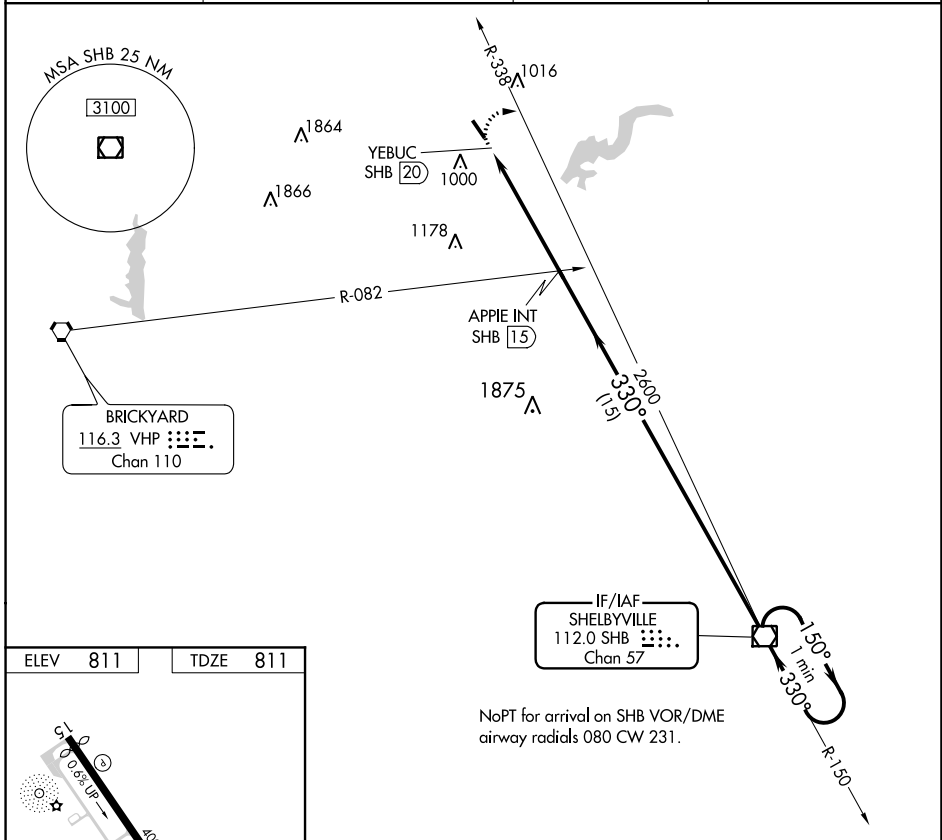
# VOR RWY 33

INDIANAPOLIS METROPOLITAN (UMP)

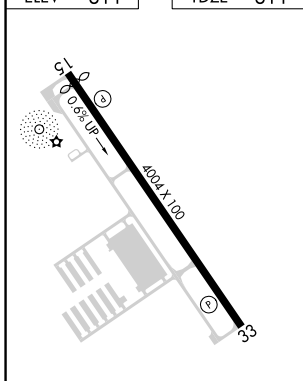
**NA** When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase S-33 and Circling Cat C visibility to 1 $\frac{3}{4}$ . Rwy 33 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MISSED APPROACH: Climbing right turn to 2600 on SHB VOR/DME R-338 direct SHB VOR/DME and hold.

AWOS-3 <b>119.375</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>121.625</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
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ELEV <b>811</b>	TDZE <b>811</b>
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MIRL Rwy 15-33 **1**  
REIL Rwys 15 and 33 **1**  
FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

2600	SHB	APPIE INT SHB (15)	SHB VOR/DME	One Minute Holding Pattern
SHB R-338				
YEBUC SHB (20)		2600	330°	150° → 2600
		≤ 3.00° TCH 40		← 330°
				VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 27).
	0.5	5 NM	15 NM	
CATEGORY	A	B	C	D
S-33	1340-1	529 (600-1)	1340-1 $\frac{1}{2}$ 529 (600-1 $\frac{1}{2}$ )	NA
<b>C</b> CIRCLING	1340-1	529 (600-1)	1340-1 $\frac{1}{2}$ 529 (600-1 $\frac{1}{2}$ )	NA

EC-2, 16 JUL 2020 to 13 AUG 2020

EC-2, 16 JUL 2020 to 13 AUG 2020