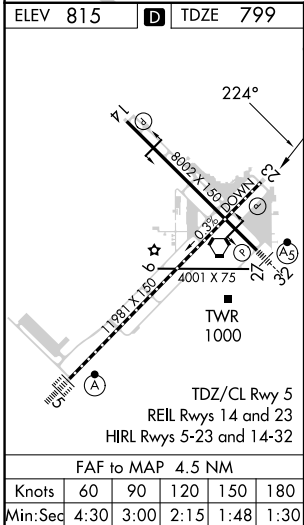
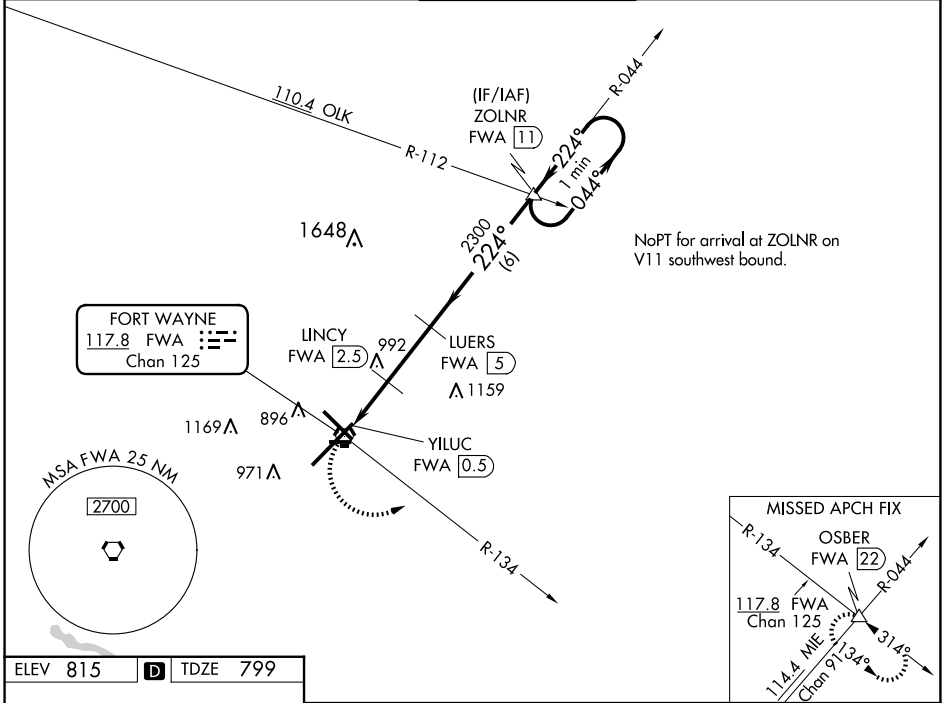






| | | | |
|------------|---------|----------|-------|
| VORTAC FWA | APP CRS | Rwy Idg | 11981 |
| 117.8 | 224° | TDZE | 799 |
| Chan 125 | | Apt Elev | 815 |

VOR or TACAN RWY 23

FORT WAYNE INTL (FWA)

| | | | | |
|---|--------------------|--|-------------|----------|
| <div><div><div><div></div><div></div></div><div>ASR</div></div></div> | | MISSED APPROACH: Climbing left turn to 3000 on FWA VORTAC R-134 to OSBER INTL/FWA 22 DME and hold. | | |
| ATIS | FORT WAYNE APP CON | FORT WAYNE TOWER | GND CON | CLNC DEL |
| 121.25 360.825 | 127.2 284.6 | 119.1 269.325 | 121.9 348.6 | 124.75 |



| | | | | | | | | | |
|--|---------|---|--|-----|-------------------------|------|-------------------------|--|-------------------------|
| <div>3000</div> <div></div> <div>FWA R-134</div> | | <div>OSBER</div> <div></div> | <div><div>LUERS</div><div>FWA (5)</div></div> <div><div>LINCY</div><div>FWA (2.5)</div></div> <div><div>ZOLNR</div><div>FWA (11)</div></div> <div>One Minute Holding Pattern</div> | | | | | | |
| <div><div>YILUC</div><div>FWA (0.5)</div></div> <div><div>FWA</div><div>(1.8)</div></div> <div><div>3.04°</div><div>TCH 55</div></div> <div>1400</div> <div>2300</div> <div>224°</div> <div>044°</div> <div>3000</div> <div>224°</div> <div>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 76).</div> | | | | | | | | | |
| 1.3 | | 0.7 NM | | 2.5 | | 6 NM | | | |
| CATEGORY | A | | B | | C | | D | | E |
| S-23 | 1400/55 | | 601 (600-1) | | 1400-1¾ | | 601 (600-1¾) | | |
|  CIRCLING | 1400-1 | | 585 (600-1) | | 1420-1¾ 605 (700-1¾) | | 1520-2¼ 705 (800-2¼) | | 1520-2½ 705 (800-2½) |
| LINCY FIX MINIMUMS | | | | | | | | | |
| S-23 | 1300/55 | | 501 (500-1) | | 1300-1⅜ | | 501 (500-1⅜) | | |
|  CIRCLING | 1300-1 | | 485 (500-1) | | 1420-1¾ 605 (700-1¾) | | 1520-2¼ 705 (800-2¼) | | 1520-2½ 705 (800-2½) |