

25163

ILS or LOC RWY 28L
JOHN GLENN COLUMBUS INTL (CMH)

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct BU LOM and hold.

- T** Simultaneous approach authorized.
- A** For inop ALS, increase S-LOC 28L Cat C/D visibility to $1\frac{3}{8}$ SM.

ALTERNATE MISSED APCH FIX

APPLETON
APE 116.7
Chan 114

LOCALIZER 111.75
I-CMH
Chan 54(Y)

Procedure NA for arrival on APE VORTAC
airway radials 143 CW 264.

APPLETON
116.7 APE
Chan 114

Procedure NA for arrival on APE VORTAC
airway radials 143 CW 264.

1503
A

1280
A

1196
A

ZIGTI
I-CMH 4
RADAR

(IF) BKEYE
I-CMH 9.5
RADAR

3300
281°(2.1)

4000
281°
(3.5)

101°

1113
A

1066
A

1094
A

LMJTD
I-CMH 6.3
RADAR

(IAF) VUZLI
I-CMH 11.7
APE 10.8
RADAR

HAMON
I-CMH 15.2
RADAR

1400
A

1748
A

1116
A

1166
A

LOM
BOUTN
230 BU

218°
238°

MSA APE 25 NM
3100

ELEV 815 TDZE 815

Diagram illustrating the layout of the runway system, showing the TWR 1026, runway dimensions (8000 X 150 and 10114 X 150), and various navigation aids (A5, 10L, 10R, 28L, 28R). A bearing of 281° is indicated.

Figure 1 illustrates a scenario where the VGS (Visual Glide Slope) and ILS (Instrument Landing System) glidepaths are not coincident. The diagram shows a 3D perspective of the aircraft's glide path (dashed line) and the ILS glide path (solid line). The VGS glide path is 3.00° and the ILS glide path is 2.81°. The vertical separation at 2300 feet is 1560 feet. The horizontal distance from the runway to the 2300 feet point is 1.3 NM. The horizontal distance from the 2300 feet point to the 2300 feet point is 0.9 NM. The horizontal distance from the 2300 feet point to the 2300 feet point is 2.3 NM. The horizontal distance from the 2300 feet point to the 2300 feet point is 3.2 NM. The horizontal distance from the 2300 feet point to the 2300 feet point is 2.1 NM. The diagram also shows the ILS and VGS glide paths and the 2300 feet point.

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40°00'N-82°54'W

EC-2, 07 AUG 2025 to 04 SEP 2025