Federal Aviation Administration

TM

# U.S. Terminal Procedures Publication

## East Central (EC) Vol 2 of 3

Effective: 0901Z

**05 NOV 2020**

to: 0901Z

**31 DEC 2020**

Consult the Change Notice (CN) effective 03 DEC 2020 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information

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# TABLE OF CONTENTS

Inoperative Components or Visual Aids Table....A1
Explanation of Terms/Landing Minima Data....B1
General Information....C1
Abbreviations....D1
Legend — IAP Planview....E1
Legend — IAP Profile....F1
Legend — Departure Procedures and Standard Terminal Arrival Charts....G1
Legend — Airport Diagram/Sketch....H1
Legend — Approach Lighting Systems....I1
Frequency Pairing....J1
Index of Terminal Charts and Minimums....K1
IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors)....L1
IFR Alternate Airport Minimums....M1
Radar Minimums....N1
Land and Hold-Short Operations (LAHSO)....O1
Hot Spots....P1
Standard Terminal Arrival Charts....Z1
Terminal Charts....Page 1
Rate of Climb/Descent Table....Inside Back Cover
Area of Coverage....Outside Back Cover

## CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 3424
Silver Spring, MD 20910
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

For inquiries regarding military charts, please contact aerohelp@nga.mil

FOR PROCUREMENT:
For digital products, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

For a list of approved FAA Print Providers, visit our website at:
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Frequently asked questions (FAQ) are answered on our website at https://www.faa.gov/go/ais
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4.

# INOP COMPONENTS 19339

## INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
## (For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

(1) ILS, PAR, LPV, GLS minima

| Inoperative Component or Visual Aid | Increase Visibility |
|---|---|
| All ALS types (except ODALS) | ¼ mile |

(2) ILS, LPV, GLS with visibility minima of RVR 1800†/2000*/2200*

| Inoperative Component or Visual Aid | Increase Visibility |
|---|---|
| ALSF 1 & 2, MALSR, SSALR | To RVR 4000†<br>To RVR 4500* |
| TDZL or RCLS | To RVR 2400# |
| RVR | To ½ mile |

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

| Inoperative Component or Visual Aid | Increase Visibility |
|---|---|
| ALSF 1 & 2, MALSR, SSALR | ½ mile |
| MALSF, MALS, SSALF, SSALS, SALSF, SALS | ¼ mile |

(4) Sidestep minima (CAT C-D)

| Inoperative Component or Visual Aid to Sidestep Runway | Increase Visibility |
|---|---|
| ALSF 1 & 2, MALSR, SSALR | ½ mile |

(5) All Approach Types, All lines of minima

| Inoperative Component or Visual Aid | Increase Visibility |
|---|---|
| ODALS (CAT A-B) | ¼ mile |
| ODALS (CAT C-D) | ⅛ mile |

INOP COMPONENTS 19339





EC-2, 05 NOV 2020 to 31 DEC 2020

# TERMS/LANDING MINIMA DATA 20142

## IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER).
In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

### LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

Visibility (RVR 100's of feet) — DA — Aircraft Approach Category — HAT

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 1352/24 | | 200 (200-½) | |
| S-LOC 27 | 1440/24 | 288 | (300-½) | 1440/50<br>288 (300-1) |
| CIRCLING | 1540-1<br>361 (400-1) | 1640-1<br>461 (500-1) | 1640-1½<br>461 (500-1½) | 1740-2<br>561 (600-2) |

Straight-in ILS to Runway 27

Straight-in with Glide Slope Inoperative or not used to Runway 27

All **weather** minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

MDA — HAA — Visibility in Statute Miles

### COPTER MINIMA ONLY

| CATEGORY | COPTER |
|---|---|
| H-176° | 680-½ 363 (400-½) |

Copter Approach Direction — Height of MDA/DA Above Landing Area (HAL) — No circling minimums are provided

NOTE: The W symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the W will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

### COLD TEMPERATURE AIRPORTS

NOTE: A ❄-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

### COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

| REPORTED TEMP °C | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1500 | 2000 | 3000 | 4000 | 5000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +10 | 10 | 10 | 10 | 10 | 20 | 20 | 20 | 20 | 20 | 30 | 40 | 60 | 80 | 90 |
| 0 | 20 | 20 | 30 | 30 | 40 | 40 | 50 | 50 | 60 | 90 | 120 | 170 | 230 | 280 |
| -10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 150 | 200 | 290 | 390 | 490 |
| -20 | 30 | 50 | 60 | 70 | 90 | 100 | 120 | 130 | 140 | 210 | 280 | 420 | 570 | 710 |
| -30 | 40 | 60 | 80 | 100 | 120 | 140 | 150 | 170 | 190 | 280 | 380 | 570 | 760 | 950 |
| -40 | 50 | 80 | 100 | 120 | 150 | 170 | 190 | 220 | 240 | 360 | 480 | 720 | 970 | 1210 |
| -50 | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 450 | 590 | 890 | 1190 | 1500 |

### AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

### MANEUVERING TABLE

| Approach Category | A | B | C | D | E |
|---|---|---|---|---|---|
| Speed (Knots) | 0-90 | 91-120 | 121-140 | 141-165 | Abv 165 |

TERMS/LANDING MINIMA DATA 20142



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# TERMS/LANDING MINIMA DATA 19339

## CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

### STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the C symbol on the circling line of minima.

| Circling MDA in feet MSL | Approach Category and Circling Radius (NM) | | | | |
|---|---|---|---|---|---|
| | CAT A | CAT B | CAT C | CAT D | CAT E |
| All Altitudes | 1.3 | 1.5 | 1.7 | 2.3 | 4.5 |

### C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the C symbol on the circling line of minima.

| Circling MDA in feet MSL | Approach Category and Circling Radius (NM) | | | | |
|---|---|---|---|---|---|
| | CAT A | CAT B | CAT C | CAT D | CAT E |
| 1000 or less | 1.3 | 1.7 | 2.7 | 3.6 | 4.5 |
| 1001-3000 | 1.3 | 1.8 | 2.8 | 3.7 | 4.6 |
| 3001-5000 | 1.3 | 1.8 | 2.9 | 3.8 | 4.8 |
| 5001-7000 | 1.3 | 1.9 | 3.0 | 4.0 | 5.0 |
| 7001-9000 | 1.4 | 2.0 | 3.2 | 4.2 | 5.3 |
| 9001 and above | 1.4 | 2.1 | 3.3 | 4.4 | 5.5 |

### Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

| RVR (feet) | Visibility (SM) | RVR (feet) | Visibility (SM) | RVR (feet) | Visibility (SM) | RVR (feet) | Visibility (SM) |
|---|---|---|---|---|---|---|---|
| 1600 | ¼ | 2400 | ½ | 3500 | ⅝ | 5500 | 1 |
| 1800 | ½ | 2600 | ½ | 4000 | ¾ | 6000 | 1¼ |
| 2000 | ½ | 3000 | ⅝ | 4500 | ⅞ | | |
| 2200 | ½ | 3200 | ⅝ | 5000 | 1 | | |

## RADAR MINIMA

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| PAR | 10 | 2.5°/42/1000 | ABCDE | **195**/16 | 100 | (100-¼) | | | | |
| | 28 | 2.5°/48/1068 | ABCDE | **187**/16 | 100 | (100-¼) | | | | |
| ASR | 10 | | ABC | **560**/40 | 463 | (500-¾) | DE | **560**/50 | 463 | (500-1) |
| | 28 | | AB | **600**/50 | 513 | (600-1) | CDE | **600**/60 | 513 | (600-1¼ ) |
| CIR | 10 | | AB | **560-**1¼ | 463 | (500-1¼ ) | CDE | **560-**1½ | 463 | (500-1½) |
| | 28 | | AB | **600-**1¼ | 503 | (600-1¼ ) | CDE | **600-**1½ | 503 | (600-1½) |

Visibility (RVR 100's of feet)

Visibility in Statute Miles

All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

A Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

A NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

T Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

TERMS/LANDING MINIMA DATA 19339





EC-2, 05 NOV 2020 to 31 DEC 2020

# GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-227 (USAF).

## CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number → Orig 31DEC09 ← Procedure Amendment Effective Date

FAA Procedure Amendment Number → Amdt 2B 12MAR09 ← Procedure Amendment Effective Date

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

## MISCELLANEOUS

★ Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

## STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

## PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARS and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure's navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure's PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

| | |
|---|---|
| PBN Requirements Box → | From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU. |
| Equipment Requirements Box → | DME required for LOC only. |
| Standard Procedure Notes Box → | T Circling to Rwy 25 NA at night.<br>#For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM. |

RNAV STAR and DP PBN/Equipment Requirements Notes Box

| | |
|---|---|
| PBN Requirements Box → | RNAV 1 - DME/DME/IRU or GPS |
| Equipment Requirements Box → | RADAR required |

## PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., A1, V, ✿
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name.

A star (★) indicates non-standard PCL, consult Chart Supplement, e.g., L★

To activate lights, use frequency indicated in the communication section of the chart with a L or the appropriate lighting system identification e.g., UNICOM 122.8 L, A1, V

| KEY MIKE | FUNCTION |
|---|---|
| 7 times within 5 seconds | Highest intensity available |
| 5 times within 5 seconds | Medium or lower intensity (Lower REIL or REIL-off) |
| 3 times within 5 seconds | Lowest intensity available (Lower REIL or REIL-off) |

## ABBREVIATIONS

AAUP.....Attention All Users Page
ADF..... Automatic Direction Finder
ADIZ..... Air Defense Identification Zone
AFIS..... Automatic Flight Information Service
ALS..... Approach Light System
ALSF..... Approach Light System with Sequenced Flashing Lights
AOB..... At Or Below
AP..... Autopilot System
APCH..... Approach
APP CON..... Approach Control
ARR..... Arrival
ASOS..... Automated Surface Observing System
ASR/PAR..... Published Radar Minimums at this Airport
ASSC..... Airport Surface Surveillance Systems
ATIS..... Automatic Terminal Information Service
AUNICOM.....Automated UNICOM
AWOS..... Automated Weather Observing System
AZ..... Azimuth
BC..... Back Course
BND..... Bound
C..... Circling
CAT..... Category
CCW..... Counter Clockwise
CDI..... Course Deviation Indicator
Chan.....Channel
CIFP..... Coded Instrument Flight Procedures
CIR.....Circling
CLNC DEL..... Clearance Delivery
CNF..... Computer Navigation Fix
CPDLC..... Controller Pilot Data Link Communication
CTAF..... Common Traffic Advisory Frequency
CW.....Clockwise
D-ATIS..... Digital-Automatic Terminal Information Service
DA.....Decision Altitude
DER.....Departure End of Runway
DH.....Decision Height
DME..... Distance Measuring Equipment
DTHR..... Displaced Threshold
DVA..... Diverse Vector Area
ELEV..... Elevation
EMAS..... Engineered Material Arresting System
FAF.....Final Approach Fix
FD.....Flight Director System
FM..... Fan Marker
FMS..... Flight Management System
GBAS..... Ground Based Augmentation System
GCO.....Ground Communications Outlet
GLS..... Ground Based Augmentation System Landing System
GP..... Glidepath
GPI.....Ground Point of Interception
GPS.....Global Positioning System
GS.....Glide Slope
HAA.....Height above Airport
HAL.....Height above Landing
HAT.....Height above Touchdown
HATh.....Height Above Threshold
HCH..... Heliport Crossing Height
HGS.....Head-up Guidance System
HIRL.....High Intensity Runway Lights
HUD.....Head-up Display
IAF.....Initial Approach Fix
ICAO.....International Civil Aviation Organization
IF.....Intermediate Fix
IM..... Inner Marker
INOP..... Inoperative
INT..... Intersection
K..... Knots
KIAS..... Knots Indicated Airspeed
LAAS..... Local Area Augmentation System
LDA..... Localizer Type Directional Aid
Ldg..... Landing
LIRL.....Low Intensity Runway Lights
LNAV.....Lateral Navigation
LOC.....Localizer
LP..... Localizer Performance
LPV..... Localizer Performance with Vertical Guidance
LR..... Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.
MAA.....Maximum Authorized Altitude
MALS..... Medium Intensity Approach Light System
MALSF..... Medium Approach Lighting System with Sequenced Flashers
MALSR..... Medium Intensity Approach Light System with RAIL
MAP.....Missed Approach Point
MDA..... Minimum Descent Altitude
MIRL..... Medium Intensity Runway Lights
MM..... Middle Marker
MRA..... Minimum Reception Altitude
N/A..... Not Applicable
NA..... Not Authorized
NDB..... Non-directional Radio Beacon
NM..... Nautical Mile
NoPT..... No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)







EC-2, 05 NOV 2020 to 31 DEC 2020

ODALS..... Omnidirectional Approach Light System
ODP..... Obstacle Departure Procedure
OM..... Outer Marker
PAR..... Precision Approach Radar
PDC..... Pre-Departure Clearance
PRM..... Precision Runway Monitor
R..... Radial
RA..... Radio Altimeter setting height
RAIL..... Runway Alignment Indicator Lights
RCLS..... Runway Centerline Light System
REIL..... Runway End Identifier Lights
RF..... Radius-to-Fix
RLLS..... Runway Lead-in Light System
RNAV..... Area Navigation
RNP..... Required Navigation Performance
RPI..... Runway Point of Intercept(ion)
RRL..... Runway Remaining Lights
Rwy..... Runway
RVR..... Runway Visual Range
S..... Straight-in
SALS..... Short Approach Light System
SALSF..... Short Approach Lighting System with Sequenced Flashing Lights
SSALF..... Simplified Short Approach Lighting System with Sequenced Flashers
SSALR..... Simplified Short Approach Light System with RAIL
SSALS..... Simplified Short Approach Lighting System
SDF..... Simplified Directional Facility
SM..... Statute Mile
SOIA..... Simultaneous Offset Instrument Approach
SR-SS..... Sunrise-Sunset
TAA..... Terminal Arrival Area
TAC..... TACAN
TCH..... Threshold Crossing Height (height in feet Above Ground level)
TDZ..... Touchdown Zone
TDZE..... Touchdown Zone Elevation
TDZ/CL..... Touchdown Zone and Runway Centerline Lighting
TDZL..... Touchdown Zone Lights
THR..... Threshold
TODA..... Takeoff Distance Available
TORA..... Takeoff Run Available
TR..... Track
VASI..... Visual Approach Slope Indicator
VCOA..... Visual Climb Over Airport
VDP..... Visual Descent Point
VGSI..... Visual Glide Slope Indicator
VNAV..... Vertical Navigation
WAAS..... Wide Area Augmentation System
WP/WPT..... Waypoint (RNAV)


EC-2, 05 NOV 2020 to 31 DEC 2020

# LEGEND 20086

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

## PLANVIEW SYMBOLS

### TERMINAL ROUTES

Procedure Track

Missed Approach

Visual Flight Path

165°
345°
Procedure Turn
(Type degree and point of turn optional)

3100 NoPT 5.6 NM to GS Intcpt
045°
(14.2 to LOM)
Minimum Route Altitude
2000
155°
Feeder Route
(15.1)
Mileage

### HOLDING PATTERNS

Missed Approach
090°
270°

Hold-in-lieu of Procedure Turn
090°
1 min
270°

090°
(IAS)
270°
4 NM

HOLD 8000
Arrival
090°
270°

Holding pattern with max. restricted airspeed:
(175K) applies to all altitudes.
(210K) applies to altitudes above 6000′ to and including 14000′.
Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.
Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.
DME fixes may be shown.

### FIXES/ATC REPORTING REQUIREMENTS

Reporting Point
▲ Name (Compulsory)
△ Name (Non-Compulsory)

Intersection

WAYPOINT (Compulsory)

WAYPOINT (Non-Compulsory)

FLYOVER POINT

MAP WP (Flyover)

Computer Navigation Fix (CNF) - No ATC Function
x (NAME) ("x" omitted when it conflicts with runway pattern)

15 DME Distance From Facility

AUSTN INT
ARC/DME/RNAV Fix

R-198 → Radial line and value

LR-198 → Lead Radial

LB-198 → Lead Bearing

### ALTITUDES

5500 Mandatory Altitude

2500 Minimum Altitude

4300 Maximum Altitude

3000 Recommended Altitude

5000 Mandatory Block
3000 Altitude

### INDICATED AIRSPEED

| 175K | 120K | 250K | 180K |
|---|---|---|---|
| Mandatory Airspeed | Minimum Airspeed | Maximum Airspeed | Recommended Airspeed |

### RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:

VOR, VORTAC, DME, NDB/DME, VOR/DME, TACAN, NDB

Non-Compulsory:

VOR, VORTAC, DME, NDB/DME, VOR/DME, TACAN, NDB

LOM/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure.

Localizer (LOC/LDA) Course
Right side shading- Front course; Left side shading- Back Course

SDF Course

LOC/DME

LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal postion off the end of the runway.)

Primary Navaid with Coordinate Values

LIMA
114.5 LIM
Chan 92
S12°00.80′
W77°07.00′

Secondary Navaid

LMM
LIMA
248 NT

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

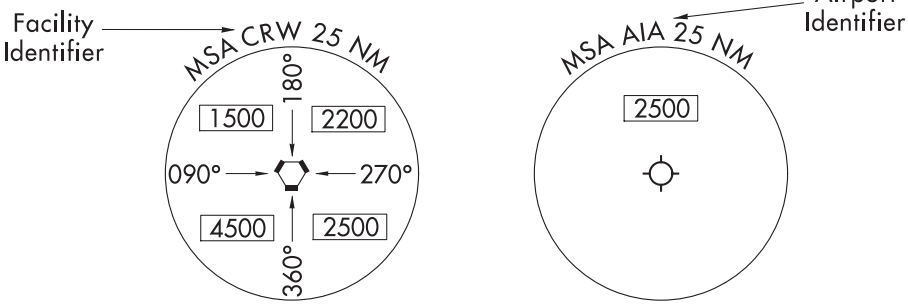


EC-2, 05 NOV 2020 to 31 DEC 2020

LEGEND 20086

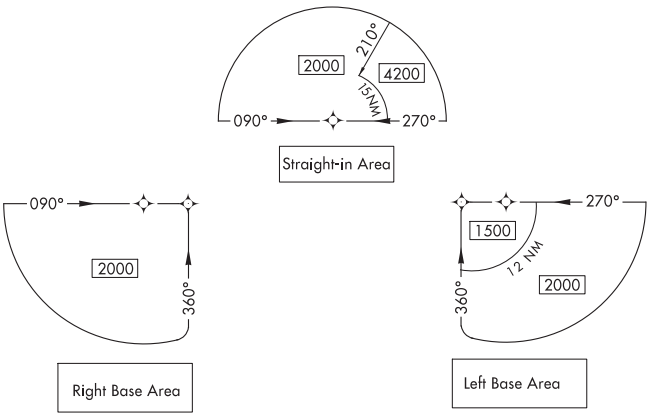
## PLANVIEW SYMBOLS

### MINIMUM SAFE ALTITUDE (MSA)




(arrows on distance circle identify sectors)

### TERMINAL ARRIVAL AREA (TAA)




### MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ — End of Rwy Coordinates (DOD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

### SPECIAL USE AIRSPACE

R-352

R-Restricted
P-Prohibited
W-Warning
A-Alert

### AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

### OBSTACLES

Spot Elevation

Obstacle

Highest Obstacle

Highest Spot Elevation

Group of Obstacles

Doubtful accuracy







EC-2, 05 NOV 2020 to 31 DEC 2020

# LEGEND 20198

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

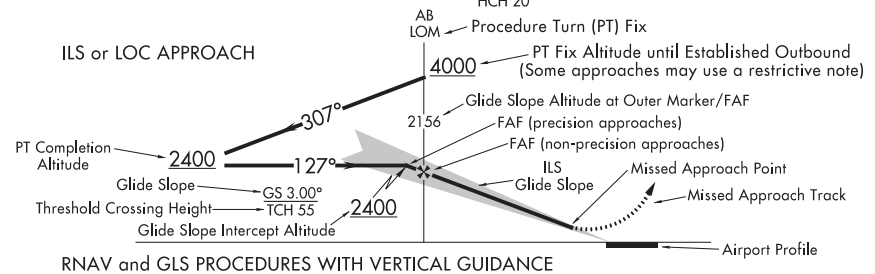
### PROFILE VIEW

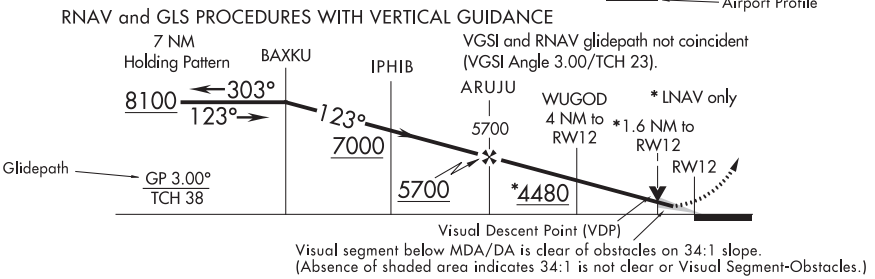
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

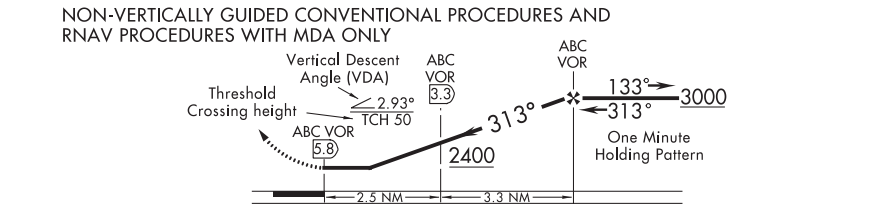
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°/TCH 55.

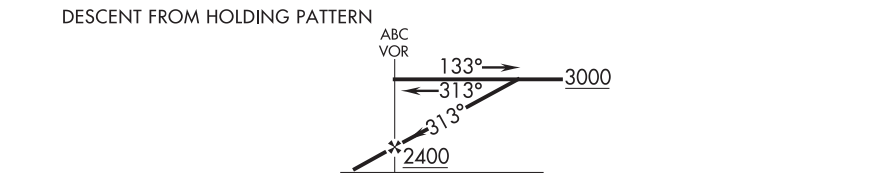
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°/TCH 50.

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: ∠3.00°/TCH 55. On Copter procedures this is depicted in the following format: ∠7.30°/HCH 20.




**ALTITUDES**

| | | | |
|---|---|---|---|
| 5500 | Mandatory Altitude | 3000 | Recommended Altitude |
| 2500 | Minimum Altitude | 5000/3000 | Mandatory Block Altitude |
| 4300 | Maximum Altitude | | |

**PROFILE SYMBOLS**

- 2400 — Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- ▼ Visual Descent Point (VDP)
- Visual Flight Path
- Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

LEGEND 20198





EC-2, 05 NOV 2020 to 31 DEC 2020

# LEGEND 19059

## LEGEND
### STANDARD TERMINAL ARRIVAL (STAR) CHARTS
### DEPARTURE PROCEDURE (DP) CHARTS

Applies to both STAR and DP Charts unless otherwise noted.

### RADIO AIDS TO NAVIGATION

Compulsory:

VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

Non-Compulsory:

VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

LMM, LOM (Compass locator)

Marker Beacon

LOC, LOC/DME (shown when installation is offset from its normal position off the end of the runway.) (DP)

Localizer Course

SDF Course

(T) indicates frequency protection range (STAR)

Identifier

(Y) TACAN must be placed in "Y" mode to receive distance information

Frequency

ORLANDO
112.25 (T) ORL
Chan 59 (Y)
N28°32.56′ - W81°20.10′

Geographic Position

L-19, H-5

DME or TACAN Channel

Underline indicates no voice transmitted on this frequency

Enroute Chart Reference

Coordinates

Waypoint Name

PRAYS
N38°58.30′ W89°51.50′
112.7 CAP 187.1°-56.2
590

Frequency

Identifier

Reference Facility Elevation

Radial-Distance (Facility to Waypoint)

### FIXES/ATC REPORTING REQUIREMENTS

Reporting Points
N00°00.00′
W00°00.00′

75 → DME Mileage (when not obvious)

▲ Fix-Compulsory and

△ Non-Compulsory Position Report

DME fix

WAYPOINT (Compulsory)

WAYPOINT (Non-Compulsory)

FLYOVER POINT

X Computer Navigation Fix (CNF) - No ATC Function
N00°00.00′
W00°00.00′

### ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route - Arrival Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path (DP)

V12 J80 Airway/Jet Route Identification

DP Holding Pattern (IAS)

STAR Holding Pattern (IAS)

Holding pattern with max. restricted airspeed
(175K) applies to all altitudes
(210K) applies to altitudes above 6000′ to and including 14000′

### SPECIAL USE AIRSPACE

R-352

R-Restricted W-Warning
P-Prohibited A-Alert
MOA-Military Operations Area

### ALTITUDES

| 5500 | 2300 | 4800 |
|---|---|---|
| Mandatory Altitude (Cross at) | Minimum Altitude (Cross at or above) | Maximum Altitude (Cross at or below) |

15000
12000
Block Altitude

Altitude change at other than Radio Aids (STAR)

### INDICATED AIRSPEED

| 175K | 120K | 250K |
|---|---|---|
| Mandatory Airspeed | Minimum Airspeed | Maximum Airspeed |

### AIRPORTS

(DP)

Heliport

Civil Military Joint Civil-Military

Airports not served by the procedure shown in screened color (STAR)

Civil Military Joint Civil-Military

### MISCELLANEOUS

Changeover Point

Distance not to scale (DP)

International Boundary (DP)

Air Defense Identification Zone

T Takeoff Minimums and (Obstacle) Departure Procedures entry published. (DP)

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

LEGEND 19059

19339

# LEGEND

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Stopways,Taxiways, Parking Areas | Metal Surface

Closed Runway | Closed Surface | Under Construction | Water Runway

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold.....
Hot Spot .....
Runway Holding Position Markings.....
Buildings.....
24-Hour Self-Serve Fuel ##.....
Tanks.....
Obstructions.....
Airport Beacon #.....
Runway
Radar Reflectors.....
Control Tower #..... TWR

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

## A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.....

NOTE:
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

Runway Slope.....0.8% UP ⟵ 0.3% DOWN ⟶
(shown when runway slope is greater than or equal to 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

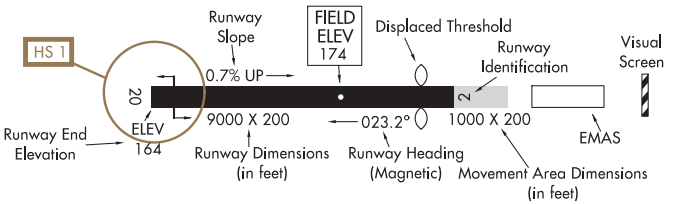
True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.




SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# LEGEND 15344

INSTRUMENT APPROACH PROCEDURES (CHARTS)

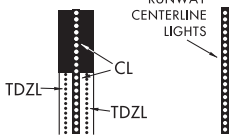
## APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., A2, V, etc.

A dot " • " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., A1. Negative symbology, e.g., A1, V indicates Pilot Controlled Lighting (PCL).

### RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

**TDZ/CL**

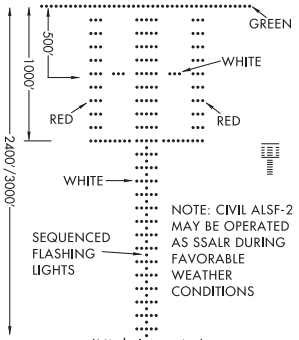



AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

### APPROACH LIGHTING SYSTEM

A

**ALSF-2**



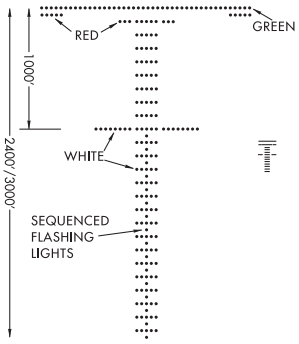

NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

(High Intensity)
LENGTH 2400/3000 FEET

### APPROACH LIGHTING SYSTEM

A1

**ALSF-1**




(High Intensity)
LENGTH 2400/3000 FEET

### SHORT APPROACH LIGHTING SYSTEM

A2

**SALS/SALSF**

(High Intensity)

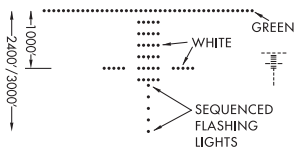
SAME AS INNER 1500' OF ALSF-1

### SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

A3

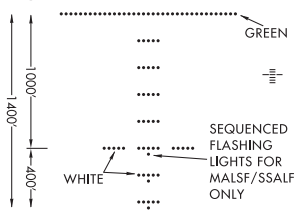
**SSALR**




(High Intensity)
LENGTH 2400/3000 FEET

### MEDIUM INTENSITY (**MALS** and **MALSF**) OR SIMPLIFIED SHORT (**SSALS** and **SSALF**) APPROACH LIGHTING SYSTEMS

A4




LENGTH 1400 FEET

### MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

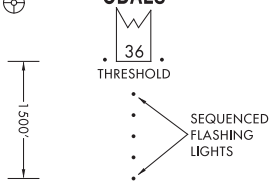
A5

**MALSR**

SAME LIGHT CONFIGURATION AS SSALR.

### OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

**ODALS**




LENGTH 1500 FEET

### VISUAL APPROACH SLOPE INDICATOR

V

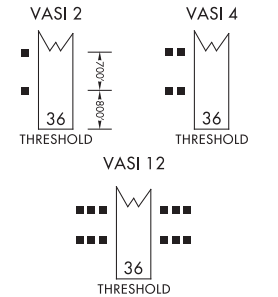
**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

ALL LIGHTS WHITE — TOO HIGH

FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE

ALL LIGHTS RED — TOO LOW

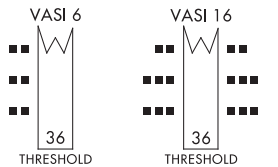



### VISUAL APPROACH SLOPE INDICATOR

V3

**VASI**

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.




LEGEND 15344





EC-2, 05 NOV 2020 to 31 DEC 2020

LEGEND 18256

INSTRUMENT APPROACH PROCEDURES (CHARTS)

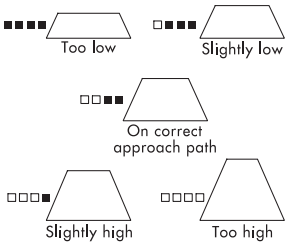
# APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V) etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

## (P) PRECISION APPROACH PATH INDICATOR

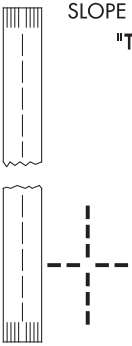
**PAPI**




Legend: □ White ■ Red

## (V1) "T"-VISUAL APPROACH SLOPE INDICATOR

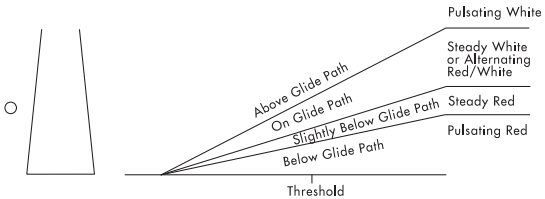
**"T"-VASI**



"T" ON BOTH SIDES OF RWY ALL LIGHTS VARIABLE WHITE. CORRECT APPROACH SLOPE-ONLY CROSS BAR VISIBLE. UPRIGHT "T"- FLY UP. INVERTED "T"- FLY DOWN. RED "T"- GROSS UNDERSHOOT.

## (V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

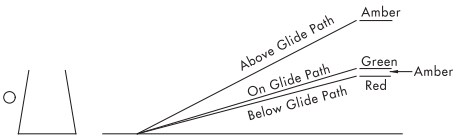
**PVASI**




CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

## (V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

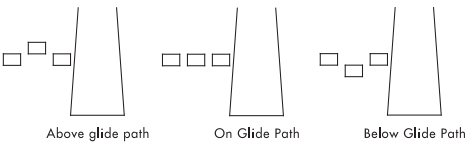
**TRCV**




CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

## (V5) ALIGNMENT OF ELEMENTS SYSTEMS

**APAP**




Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.



EC-2, 05 NOV 2020 to 31 DEC 2020

LEGEND 18256

# FREQ PAIRING 20198

## FREQUENCY PAIRING TABLE

| TACAN CHANNEL | VHF FREQUENCY | TACAN CHANNEL | VHF FREQUENCY | TACAN CHANNEL | VHF FREQUENCY |
|---|---|---|---|---|---|
| 17Y | 108.05 | 40X | 110.30 | 88Y | 114.15 |
| 18X | 108.10 | 40Y | 110.35 | 89Y | 114.25 |
| 18Y | 108.15 | 41Y | 110.45 | 90Y | 114.35 |
| 19Y | 108.25 | 42X | 110.50 | 91Y | 114.45 |
| 20X | 108.30 | 42Y | 110.55 | 92Y | 114.55 |
| 20Y | 108.35 | 43Y | 110.65 | 93Y | 114.65 |
| 21Y | 108.45 | 44X | 110.70 | 94Y | 114.75 |
| 22X | 108.50 | 44Y | 110.75 | 95Y | 114.85 |
| 22Y | 108.55 | 45Y | 110.85 | 96Y | 114.95 |
| 23Y | 108.65 | 46X | 110.90 | 97Y | 115.05 |
| 24X | 108.70 | 46Y | 110.95 | 98Y | 115.15 |
| 24Y | 108.75 | 47Y | 111.05 | 99Y | 115.25 |
| 25Y | 108.85 | 48X | 111.10 | 100Y | 115.35 |
| 26X | 108.90 | 48Y | 111.15 | 101Y | 115.45 |
| 26Y | 108.95 | 49Y | 111.25 | 102Y | 115.55 |
| 27Y | 109.05 | 50X | 111.30 | 103Y | 115.65 |
| 28X | 109.10 | 50Y | 111.35 | 104Y | 115.75 |
| 28Y | 109.15 | 51Y | 111.45 | 105Y | 115.85 |
| 29Y | 109.25 | 52X | 111.50 | 106Y | 115.95 |
| 30X | 109.30 | 52Y | 111.55 | 107Y | 116.05 |
| 30Y | 109.35 | 53Y | 111.65 | 108Y | 116.15 |
| 31Y | 109.45 | 54X | 111.70 | 109Y | 116.25 |
| 32X | 109.50 | 54Y | 111.75 | 110Y | 116.35 |
| 32Y | 109.55 | 55Y | 111.85 | 111Y | 116.45 |
| 33Y | 109.65 | 56X | 111.90 | 112Y | 116.55 |
| 34X | 109.70 | 56Y | 111.95 | 113Y | 116.65 |
| 34Y | 109.75 | 80Y | 113.35 | 114Y | 116.75 |
| 35Y | 109.85 | 81Y | 113.45 | 115Y | 116.85 |
| 36X | 109.90 | 82Y | 113.55 | 116Y | 116.95 |
| 36Y | 109.95 | 83Y | 113.65 | 117Y | 117.05 |
| 37Y | 110.05 | 84Y | 113.75 | 118Y | 117.15 |
| 38X | 110.10 | 85Y | 113.85 | 119Y | 117.25 |
| 38Y | 110.15 | 86Y | 113.95 | | |
| 39Y | 110.25 | 87Y | 114.05 | | |

See the Chart Supplement for a complete listing.

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

FREQ PAIRING 20198

# INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

## AKRON, OH
### AKRON FULTON INTL(AKR)
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... BRWNZ THREE (RNAV) ..... Z5
HUUVR ONE (RNAV) ..... Z22
ZZIPS ONE (RNAV) ..... Z47
IAPS ..... RNAV (GPS) RWY 25 ..... 1
LOC RWY 25 ..... 2
NDB RWY 25 ..... 3
AIRPORT DIAGRAM ..... 4
### AKRON-CANTON RGNL(CAK)
TAKEOFF MINIMUMS ..... L
LAHSO ..... O
HOT SPOT ..... P
STARS ..... BRWNZ THREE (RNAV) ..... Z5
HUUVR ONE (RNAV) ..... Z22
ZZIPS ONE (RNAV) ..... Z47
IAPS ..... ILS OR LOC RWY 01 ..... 5
ILS OR LOC RWY 05 ..... 6
ILS OR LOC RWY 19 ..... 7
ILS OR LOC RWY 23 ..... 8
RNAV (GPS) RWY 01 ..... 9
RNAV (GPS) RWY 05 ..... 10
RNAV (GPS) RWY 19 ..... 11
RNAV (GPS) RWY 23 ..... 12
VOR RWY 05 ..... 13
VOR RWY 23 ..... 14
AIRPORT DIAGRAM ..... 15

### AKRON-CANTON RGNL
**---SEE AKRON, OH**

### ALDERMAN
**---SEE ST CLAIRSVILLE, OH**

### ALEXANDER SALAMON
**---SEE WEST UNION, OH**

## ANDERSON, IN
### ANDERSON MUNI-DARLINGTON FIELD(AID)
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 30 ..... 16
RNAV (GPS) RWY 30 ..... 17
NDB RWY 30 ..... 18
AIRPORT DIAGRAM ..... 19

## ANGOLA, IN
### TRI-STATE STEUBEN COUNTY(ANQ)
IAPS ..... RNAV (GPS) RWY 05 ..... 20
RNAV (GPS) RWY 23 ..... 21

### ARENS FIELD
**---SEE WINAMAC, IN**

## ASHLAND, OH
### ASHLAND COUNTY(3G4)
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 19 ..... 22

## ASHTABULA, OH
### NORTHEAST OHIO RGNL(HZY)
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 09 ..... 23
RNAV (GPS) RWY 27 ..... 24
VOR RWY 27 ..... 25
VOR-A ..... 26

## ATHENS (ALBANY), OH
### OHIO UNIVERSITY(UNI)
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 25 ..... 27
RNAV (GPS) RWY 07 ..... 28
RNAV (GPS) RWY 25 ..... 29
NDB RWY 25 ..... 30

## AUBURN, IN
### DE KALB COUNTY(GWB)
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 27 ..... 31
RNAV (GPS) RWY 09 ..... 32
RNAV (GPS) RWY 27 ..... 33
VOR-A ..... 34

## BARNESVILLE, OH
### BARNESVILLE-BRADFIELD(6G5)
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 27 ..... 35
VOR/DME RWY 27 ..... 36

## BATAVIA, OH
### CLERMONT COUNTY(I69)
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... BRUSH FOUR ..... Z3
CINCE NINE ..... Z9
HARDU FIVE ..... Z18
HEDEE FOUR ..... Z20
SHELBYVILLE SIX ..... Z37
IAPS ..... RNAV (GPS) RWY 04 ..... 37
RNAV (GPS) RWY 22 ..... 38
VOR-B ..... 39

## BEDFORD, IN
### VIRGIL I GRISSOM MUNI(BFR)
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 13 ..... 40
RNAV (GPS) RWY 31 ..... 41
VOR/DME RWY 13 ..... 42

## BELLEFONTAINE, OH
### BELLEFONTAINE RGNL(EDJ)
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 07 ..... 43
RNAV (GPS) RWY 25 ..... 44
VOR/DME RWY 25 ..... 45
VOR RWY 07 ..... 46

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**BLOOMINGTON, IN**
**MONROE COUNTY(BMG)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
LAHSO ....O
IAPS ..... ILS OR LOC/DME RWY 35 ....47
RNAV (GPS) RWY 06 ....48
RNAV (GPS) RWY 17 ....49
RNAV (GPS) RWY 24 ....50
RNAV (GPS) RWY 35 ....51
VOR/DME RWY 06 ....52
VOR RWY 17 ....53
AIRPORT DIAGRAM ....54

**BLUFFTON, OH**
**BLUFFTON(5G7)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 23 ....55
VOR RWY 23 ....56

**BOLTON FIELD**
**---SEE COLUMBUS, OH**

**BOWLING GREEN, OH**
**WOOD COUNTY(1G0)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 10 ....57
RNAV (GPS) RWY 18 ....58
RNAV (GPS) RWY 28 ....59
RNAV (GPS) RWY 36 ....60

**BRAZIL, IN**
**BRAZIL CLAY COUNTY(0I2)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 27 ....61

**BROWN COUNTY**
**---SEE GEORGETOWN, OH**

**BRYAN, OH**
**WILLIAMS COUNTY(0G6)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 07 ....62
RNAV (GPS) RWY 25 ....63

**BUCYRUS, OH**
**PORT BUCYRUS-CRAWFORD COUNTY(17G)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 04 ....64
RNAV (GPS) RWY 22 ....65
VOR RWY 22 ....66

**BURKE LAKEFRONT**
**---SEE CLEVELAND, OH**

**BUTLER COUNTY RGNL-HOGAN FIELD**
**---SEE HAMILTON, OH**

**CADIZ, OH**
**HARRISON COUNTY(8G6)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 13 ....67
RNAV (GPS) RWY 31 ....68

**CALDWELL, OH**
**NOBLE COUNTY(I10)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 23 ....69

**CAMBRIDGE, OH**
**CAMBRIDGE MUNI(CDI)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 04 ....70
RNAV (GPS) RWY 22 ....71

**CARROLL COUNTY-TOLSON**
**---SEE CARROLLTON, OH**

**CARROLLTON, OH**
**CARROLL COUNTY-TOLSON(TSO)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 07 ....72
VOR-A ....73

**CELINA, OH**
**LAKEFIELD(CQA)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 08 ....74
RNAV (GPS) RWY 26 ....75

**CHILLICOTHE, OH**
**ROSS COUNTY(RZT)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 23 ....76
VOR RWY 23 ....77

**CINCINNATI, OH**
**CINCINNATI MUNI AIRPORT LUNKEN FIELD(LUK)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
HOT SPOT ....P
STARS ..... BRUSH FOUR ....Z3
CINCE NINE ....Z9
HARDU FIVE ....Z18
HEDEE FOUR ....Z20
SHELBYVILLE SIX ....Z37
IAPS ..... ILS OR LOC RWY 21L ....78
RNAV (GPS) RWY 03R ....79
RNAV (GPS) RWY 21L ....80
RNAV (GPS) RWY 25 ....81
LOC BC RWY 03R ....82
AIRPORT DIAGRAM ....83
DPS ..... ROCKT ONE (RNAV) ....84

**CINCINNATI WEST**
**---SEE HARRISON, OH**

**CIRCLEVILLE, OH**
**PICKAWAY COUNTY MEMORIAL(CYO)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 01 ....86
RNAV (GPS) RWY 19 ....87
VOR RWY 19 ....88

# INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**CLARK RGNL**
**---SEE JEFFERSONVILLE, IN**

**CLERMONT COUNTY**
**---SEE BATAVIA, OH**

## CLEVELAND, OH
### BURKE LAKEFRONT(BKL)
TAKEOFF MINIMUMS ....L
DIVERSE VECTOR AREA ....L
ALTERNATE MINIMUMS ....M
STARS ..... BRWNZ THREE (RNAV) .... Z5
ROKNN THREE (RNAV) .... Z34
ROLLN TWO (RNAV) .... Z36
TRYBE FOUR (RNAV) .... Z45
IAPS ..... ILS OR LOC RWY 24R ....89
RNAV (GPS) RWY 24R ....90
AIRPORT DIAGRAM ....91
DPS ..... AHMET FOUR (RNAV) ....92
CAVVS FOUR (RNAV) ....93
GTLKE FOUR (RNAV) ....94
MYCAR FOUR (RNAV) ....96
ZAAPA FIVE (RNAV) ....97

### CLEVELAND-HOPKINS INTL(CLE)
TAKEOFF MINIMUMS ....L
HOT SPOT ....P
STARS ..... BRWNZ THREE (RNAV) .... Z5
ROKNN THREE (RNAV) .... Z34
ROLLN TWO (RNAV) .... Z36
TRYBE FOUR (RNAV) .... Z45
IAPS ..... ILS OR LOC RWY 06L ....98
ILS OR LOC RWY 06R ....99
ILS OR LOC RWY 24L ....100
ILS OR LOC RWY 24R ....101
ILS OR LOC RWY 28 ....102
ILS RWY 24R (SA CAT I) ....103
ILS RWY 06L (CAT II - III) ....104
ILS RWY 24R (CAT II - III) ....105
ILS RWY 06R (SA CAT II) ....106
ILS RWY 24L (SA CAT II) ....107
RNAV (RNP) Z RWY 06L ....108
RNAV (RNP) Z RWY 06R ....109
RNAV (RNP) Z RWY 24L ....110
RNAV (RNP) Z RWY 24R ....111
RNAV (GPS) RWY 10 ....112
RNAV (GPS) RWY 28 ....113
RNAV (GPS) Y RWY 06L ....114
RNAV (GPS) Y RWY 06R ....115
RNAV (GPS) Y RWY 24L ....116
RNAV (GPS) Y RWY 24R ....117
AIRPORT DIAGRAM ....118
DPS ..... CAVVS FOUR (RNAV) ....119
GTLKE FOUR (RNAV) ....120
KKIDS ONE (RNAV) ....122
PFLYD ONE (RNAV) ....123
ZAAPA FIVE (RNAV) ....125

## CLEVELAND, OH
### CUYAHOGA COUNTY(CGF)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... BRWNZ THREE (RNAV) ....Z5
ROKNN THREE (RNAV) ....Z34
ROLLN TWO (RNAV) ....Z36
TRYBE FOUR (RNAV) ....Z45
IAPS ..... ILS OR LOC RWY 24 ....127
RNAV (GPS) RWY 06 ....128
RNAV (GPS) RWY 24 ....129
AIRPORT DIAGRAM ....130
DPS ..... AHMET FOUR (RNAV) ....131
CAVVS FOUR (RNAV) ....132
GTLKE FOUR (RNAV) ....133
MYCAR FOUR (RNAV) ....134
ZAAPA FIVE (RNAV) ....135

**CLINTON FIELD**
**---SEE WILMINGTON, OH**

**COLUMBIANA COUNTY**
**---SEE EAST LIVERPOOL, OH**

## COLUMBUS, IN
### COLUMBUS MUNI(BAK)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
HOT SPOT ....P
IAPS ..... ILS OR LOC RWY 23 ....136
RNAV (GPS) RWY 05 ....137
RNAV (GPS) RWY 14 ....138
RNAV (GPS) RWY 23 ....139
RNAV (GPS) RWY 32 ....140
AIRPORT DIAGRAM ....141

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

## COLUMBUS, OH
### BOLTON FIELD(TZR)
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... BREMN FIVE ..... Z1
GAILL THREE (RNAV) ..... Z13
GUNNE FOUR ..... Z16
IAPS ..... ILS OR LOC RWY 04 ..... 142
RNAV (GPS) RWY 04 ..... 143
RNAV (GPS) RWY 22 ..... 144
NDB RWY 04 ..... 145
AIRPORT DIAGRAM ..... 146
### JOHN GLENN COLUMBUS INTL(CMH)
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... BREMN FIVE ..... Z1
GAILL THREE (RNAV) ..... Z13
GUNNE FOUR ..... Z16
IAPS ..... ILS OR LOC RWY 10L ..... 147
ILS OR LOC RWY 10R ..... 148
ILS OR LOC RWY 28L ..... 149
ILS OR LOC RWY 28R ..... 150
ILS RWY 10R (SA CAT I - II) ..... 151
ILS RWY 28L (SA CAT I - II) ..... 152
RNAV (RNP) Z RWY 10L ..... 153
RNAV (RNP) Z RWY 10R ..... 154
RNAV (RNP) Z RWY 28L ..... 155
RNAV (RNP) Z RWY 28R ..... 156
RNAV (GPS) Y RWY 10L ..... 157
RNAV (GPS) Y RWY 10R ..... 158
RNAV (GPS) Y RWY 28L ..... 159
RNAV (GPS) Y RWY 28R ..... 160
AIRPORT DIAGRAM ..... 161
### OHIO STATE UNIVERSITY(OSU)
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... BREMN FIVE ..... Z1
GAILL THREE (RNAV) ..... Z13
GUNNE FOUR ..... Z16
IAPS ..... ILS OR LOC RWY 09R ..... 162
RNAV (GPS) RWY 09R ..... 163
RNAV (GPS) RWY 27L ..... 164
NDB RWY 09R ..... 165
AIRPORT DIAGRAM ..... 166
### RICKENBACKER INTL(LCK)
ALTERNATE MINIMUMS ..... M
STARS ..... BREMN FIVE ..... Z1
GAILL THREE (RNAV) ..... Z13
GUNNE FOUR ..... Z16
IAPS ..... ILS OR LOC RWY 05L ..... 167
ILS OR LOC RWY 05R ..... 168
ILS OR LOC RWY 23L ..... 169
ILS RWY 05R (SA CAT I) ..... 170
ILS RWY 05R (CAT II) ..... 171
RNAV (GPS) RWY 05L ..... 172
RNAV (GPS) RWY 05R ..... 173
RNAV (GPS) RWY 23L ..... 174
RNAV (GPS) RWY 23R ..... 175
AIRPORT DIAGRAM ..... 176
DPS ..... LOCKBOURNE FIVE ..... 177

**CONCORD AIRPARK**
**---SEE PAINESVILLE, OH**

## CONNERSVILLE, IN
### METTEL FIELD(CEV)
TAKEOFF MINIMUMS ..... L
IAPS ..... ILS OR LOC RWY 18 ..... 178
RNAV (GPS) RWY 18 ..... 179
RNAV (GPS) RWY 36 ..... 180

## COSHOCTON, OH
### RICHARD DOWNING(I40)
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 04 ..... 181
RNAV (GPS) RWY 22 ..... 182

## CRAWFORDSVILLE, IN
### CRAWFORDSVILLE RGNL(CFJ)
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 ..... 183
RNAV (GPS) RWY 22 ..... 184
NDB RWY 04 ..... 185

**CUYAHOGA COUNTY**
**---SEE CLEVELAND, OH**

**DARKE COUNTY**
**---SEE VERSAILLES, OH**

**DAVIESS COUNTY**
**---SEE WASHINGTON, IN**

## DAYTON, OH
### DAYTON-PHILLIPSBURG(3I7)
TAKEOFF MINIMUMS ..... L
IAPS ..... VOR OR GPS RWY 21 ..... 186
### DAYTON-WRIGHT BROTHERS(MGY)
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... DANEI THREE ..... Z11
IAPS ..... RNAV (GPS) RWY 02 ..... 187
RNAV (GPS) RWY 20 ..... 188
LOC RWY 20 ..... 189
NDB-A ..... 190
### GREENE COUNTY-LEWIS A JACKSON RGNL(I19)
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 07 ..... 191
RNAV (GPS) RWY 25 ..... 192

## INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

### DAYTON, OH
**JAMES M COX DAYTON INTL(DAY)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
HOT SPOT ....P
STARS ..... DANEI THREE .... Z11
KEKEE FOUR .... Z25
IAPS ..... ILS OR LOC RWY 06L ....193
ILS OR LOC RWY 18 ....194
ILS OR LOC RWY 24L ....195
ILS OR LOC RWY 24R ....196
ILS RWY 06L (CAT II - III) ....197
RNAV (RNP) Y RWY 06L ....198
RNAV (RNP) Y RWY 24R ....199
RNAV (GPS) RWY 06R ....200
RNAV (GPS) RWY 18 ....201
RNAV (GPS) RWY 24L ....202
RNAV (GPS) RWY 36 ....203
RNAV (GPS) Z RWY 06L ....204
RNAV (GPS) Z RWY 24R ....205
AIRPORT DIAGRAM ....206
DPS ..... DAYTON SEVEN ....207

**DAYTON, OH**
**---SEE WRIGHT-PATTERSON AFB**

**DAYTON-PHILLIPSBURG**
**---SEE DAYTON, OH**

**DE KALB COUNTY**
**---SEE AUBURN, IN**

### DEFIANCE, OH
**DEFIANCE MEMORIAL(DFI)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 12 ....209

### DELAWARE, OH
**DELAWARE MUNI - JIM MOORE FIELD(DLZ)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 10 ....210
RNAV (GPS) RWY 28 ....211
VOR RWY 28 ....212

**DELAWARE COUNTY RGNL**
**---SEE MUNCIE, IN**

**EAGLE CREEK AIRPARK**
**---SEE INDIANAPOLIS, IN**

### EAST LIVERPOOL, OH
**COLUMBIANA COUNTY(02G)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 25 ....213

### ELKHART, IN
**ELKHART MUNI(EKM)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 27 ....214
RNAV (GPS) RWY 09 ....215
RNAV (GPS) RWY 18 ....216
RNAV (GPS) RWY 27 ....217
RNAV (GPS) RWY 36 ....218
VOR RWY 09 ....219
AIRPORT DIAGRAM ....220

### ELYRIA, OH
**ELYRIA(1G1)**
TAKEOFF MINIMUMS ....L
IAPS ..... VOR OR GPS-A ....221

**ERIE-OTTAWA INTL**
**---SEE PORT CLINTON, OH**

**EUGENE F KRANZ TOLEDO EXPRESS**
**---SEE TOLEDO, OH**

### EVANSVILLE, IN
**EVANSVILLE RGNL(EVV)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
RADAR MINIMUMS ....N
HOT SPOT ....P
IAPS ..... ILS OR LOC RWY 04 ....222
ILS OR LOC RWY 22 ....223
RNAV (GPS) RWY 04 ....224
RNAV (GPS) RWY 18 ....225
RNAV (GPS) RWY 22 ....226
RNAV (GPS) RWY 36 ....227
VOR RWY 04 ....228
AIRPORT DIAGRAM ....229

**FAIRFIELD COUNTY**
**---SEE LANCASTER, OH**

**FAYETTE COUNTY**
**---SEE WASHINGTON COURT HOUSE, OH**

### FINDLAY, OH
**FINDLAY(FDY)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 07 ....230
RNAV (GPS) RWY 18 ....231
RNAV (GPS) RWY 25 ....232
RNAV (GPS) RWY 36 ....233
VOR RWY 07 ....234

# INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

## FORT WAYNE, IN
### FORT WAYNE INTL(FWA)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
RADAR MINIMUMS ....N
IAPS ..... ILS OR LOC RWY 05 ....235
ILS OR LOC RWY 32 ....236
ILS RWY 05 (CAT II) ....237
RNAV (GPS) RWY 05 ....238
RNAV (GPS) RWY 14 ....239
RNAV (GPS) RWY 23 ....240
RNAV (GPS) RWY 32 ....241
VOR OR TACAN RWY 05 ....242
VOR OR TACAN RWY 14 ....243
VOR OR TACAN RWY 23 ....244
AIRPORT DIAGRAM ....245
### SMITH FIELD(SMD)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 05 ....246
RNAV (GPS) RWY 13 ....247
RNAV (GPS) RWY 23 ....248
RNAV (GPS) RWY 31 ....249
VOR RWY 13 ....250

## FOSTORIA, OH
### FOSTORIA METROPOLITAN(FZI)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 09 ....251
RNAV (GPS) RWY 27 ....252
VOR-A ....253

## FRANKFORT, IN
### FRANKFORT MUNI(FKR)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 09 ....254
RNAV (GPS) RWY 27 ....255

**FREEMAN MUNI**
**---SEE SEYMOUR, IN**

## FREMONT, OH
### FREMONT(14G)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 09 ....256
### SANDUSKY COUNTY RGNL(S24)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 06 ....257
RNAV (GPS) RWY 24 ....258

## FRENCH LICK, IN
### FRENCH LICK MUNI(FRH)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 08 ....259
RNAV (GPS) RWY 26 ....260

**FULTON COUNTY**
**---SEE ROCHESTER, IN**

**FULTON COUNTY**
**---SEE WAUSEON, OH**

## GALION, OH
### GALION MUNI(GQQ)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 05 ....261
RNAV (GPS) RWY 23 ....262
VOR RWY 23 ....263

**GALLIA-MEIGS RGNL**
**---SEE GALLIPOLIS, OH**

## GALLIPOLIS, OH
### GALLIA-MEIGS RGNL(GAS)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 23 ....264

## GARY, IN
### GARY/CHICAGO INTL(GYY)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... GOSHEN SEVEN ....Z15
LUCIT ONE (RNAV) ....Z28
MOTIF SIX ....Z30
IAPS ..... ILS OR LOC RWY 30 ....265
RNAV (RNP) Z RWY 12 ....266
RNAV (RNP) Z RWY 30 ....267
RNAV (GPS) RWY 02 ....268
RNAV (GPS) RWY 20 ....269
RNAV (GPS) Y RWY 12 ....270
RNAV (GPS) Y RWY 30 ....271
COPTER ILS OR LOC RWY 30 ....272
AIRPORT DIAGRAM ....273
DPS ..... ADELL SIX (RNAV) ....274
BLOKR SIX (RNAV) ....275
CARYN SIX (RNAV) ....276
DARCY SIX (RNAV) ....277
ELANR SIX (RNAV) ....278

**GARY/CHICAGO INTL**
**---SEE GARY, IN**

**GEAUGA COUNTY**
**---SEE MIDDLEFIELD, OH**

## GEORGETOWN, OH
### BROWN COUNTY(GEO)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 36 ....279
VOR/DME-A ....280

## GOSHEN, IN
### GOSHEN MUNI(GSH)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 27 ....281
RNAV (GPS) RWY 09 ....282
RNAV (GPS) RWY 27 ....283
VOR RWY 09 ....284

**GREATER PORTSMOUTH RGNL**
**---SEE PORTSMOUTH, OH**


EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**GREENCASTLE, IN**
**PUTNAM COUNTY RGNL(GPC)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 18 ....285
RNAV (GPS) RWY 36 ....286
VOR-A ....287

**GREENE COUNTY-LEWIS A JACKSON RGNL**
**---SEE DAYTON, OH**

**GREENSBURG, IN**
**GREENSBURG MUNI(I34)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 36 ....288
VOR-A ....289

**GRIFFITH, IN**
**GRIFFITH-MERRILLVILLE(05C)**
TAKEOFF MINIMUMS ....L
STARS ..... GOSHEN SEVEN .... Z15
LUCIT ONE (RNAV) .... Z28
IAPS ..... RNAV (GPS) RWY 08 ....290
RNAV (GPS) RWY 26 ....291
VOR RWY 08 ....292

**GRIMES FIELD**
**---SEE URBANA, OH**

**GRISSOM ARB(KGUS)**
**PERU, IN**
IAPS ..... ILS OR LOC RWY 05 ....293
ILS OR LOC RWY 23 ....294
RNAV (GPS) RWY 05 ....295
RNAV (GPS) RWY 23 ....296
TACAN OR VOR RWY 05 ....297
TACAN OR VOR RWY 23 ....298
AIRPORT DIAGRAM ....299

**HAMILTON, OH**
**BUTLER COUNTY RGNL-HOGAN FIELD(HAO)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... BRUSH FOUR .... Z3
CINCE NINE .... Z9
HARDU FIVE .... Z18
HEDEE FOUR .... Z20
SHELBYVILLE SIX .... Z37
IAPS ..... ILS OR LOC RWY 29 ....300
RNAV (GPS) RWY 11 ....301
RNAV (GPS) RWY 29 ....302

**HARDIN COUNTY**
**---SEE KENTON, OH**

**HARRISON, OH**
**CINCINNATI WEST(I67)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 19 ....303
VOR RWY 19 ....304

**HARRISON COUNTY**
**---SEE CADIZ, OH**

**HARRY CLEVER FIELD**
**---SEE NEW PHILADELPHIA, OH**

**HENDRICKS COUNTY-GORDON GRAHAM FLD**
**---SEE INDIANAPOLIS, IN**

**HENRY COUNTY**
**---SEE NAPOLEON, OH**

**HIGHLAND COUNTY**
**---SEE HILLSBORO, OH**

**HILLSBORO, OH**
**HIGHLAND COUNTY(HOC)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 23 ....305

**HOBART, IN**
**HOBART SKY RANCH(3HO)**
STARS ..... GOSHEN SEVEN ....Z15
LUCIT ONE (RNAV) ....Z28

**HOLMES COUNTY**
**---SEE MILLERSBURG, OH**

**HUNTINGBURG, IN**
**HUNTINGBURG(HNB)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 09 ....306
RNAV (GPS) RWY 27 ....307

**HUNTINGTON, IN**
**HUNTINGTON MUNI(HHG)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 09 ....308
RNAV (GPS) RWY 27 ....309
VOR-A ....310

**INDIANAPOLIS, IN**
**EAGLE CREEK AIRPARK(EYE)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... CLANG SEVEN ....Z10
RACYR FIVE ....Z32
IAPS ..... RNAV (GPS) RWY 21 ....311
LOC RWY 21 ....312
VOR-A ....313
DPS ..... DAWNN ONE ....314
HOOSIER FIVE ....316
MAREO FIVE ....317
MEARZ SIX ....318
ROCKY ONE ....320
**HENDRICKS COUNTY-GORDON GRAHAM FLD (2R2)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 18 ....321
RNAV (GPS) RWY 36 ....322
**INDIANAPOLIS DOWNTOWN(8A4)**
IAPS ..... COPTER RNAV (GPS) 291 ....323
COPTER VOR/DME 287 ....324


EC-2, 05 NOV 2020 to 31 DEC 2020

# INDEX OF TERMINAL CHARTS AND MINIMUMS


| NAME | PROC | SECT PG |
|---|---|---|
| **INDIANAPOLIS, IN(CON'T)** | | |
| **INDIANAPOLIS EXECUTIVE(TYQ)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| STARS | RACYR FIVE | Z32 |
| IAPS | ILS OR LOC RWY 36 | 325 |
| | RNAV (GPS) RWY 18 | 326 |
| | RNAV (GPS) RWY 36 | 327 |
| | VOR RWY 18 | 328 |
| DPS | DAWNN ONE | 329 |
| | HOOSIER FIVE | 331 |
| | MAREO FIVE | 332 |
| | MEARZ SIX | 333 |
| | ROCKY ONE | 334 |
| **INDIANAPOLIS INTL(IND)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| STARS | CLANG SEVEN | Z10 |
| | GIIBS THREE (RNAV) | Z14 |
| | JAKKS TWO (RNAV) | Z23 |
| | KOLTS TWO (RNAV) | Z26 |
| | RACYR FIVE | Z32 |
| | SMUKE TWO (RNAV) | Z39 |
| | SNKPT TWO (RNAV) | Z42 |
| IAPS | ILS OR LOC RWY 05L | 335 |
| | ILS OR LOC RWY 05R | 336 |
| | ILS OR LOC RWY 14 | 337 |
| | ILS OR LOC RWY 23L | 338 |
| | ILS OR LOC RWY 23R | 339 |
| | ILS OR LOC RWY 32 | 340 |
| | ILS RWY 05L (SA CAT I) | 341 |
| | ILS RWY 05R (SA CAT I) | 342 |
| | ILS RWY 23R (SA CAT I - II) | 343 |
| | ILS RWY 05L (CAT II - III) | 344 |
| | ILS RWY 05R (CAT II - III) | 345 |
| | RNAV (RNP) Z RWY 05L | 346 |
| | RNAV (RNP) Z RWY 05R | 347 |
| | RNAV (RNP) Z RWY 14 | 348 |
| | RNAV (RNP) Z RWY 23L | 349 |
| | RNAV (RNP) Z RWY 23R | 350 |
| | RNAV (RNP) Z RWY 32 | 351 |
| | RNAV (GPS) Y RWY 05L | 352 |
| | RNAV (GPS) Y RWY 05R | 353 |
| | RNAV (GPS) Y RWY 14 | 354 |
| | RNAV (GPS) Y RWY 23L | 355 |
| | RNAV (GPS) Y RWY 23R | 356 |
| | RNAV (GPS) Y RWY 32 | 357 |
| AIRPORT DIAGRAM | | 358 |
| DPS | DAWNN ONE | 359 |
| | HOOSIER FIVE | 361 |
| | INDY NINE | 363 |
| | MAREO FIVE | 365 |
| | MEARZ SIX | 367 |
| | ROCKY ONE | 369 |
| **INDIANAPOLIS METROPOLITAN(UMP)** | | |
| TAKEOFF MINIMUMS | | L |
| STARS | RACYR FIVE | Z32 |
| IAPS | RNAV (GPS) RWY 15 | 371 |
| | RNAV (GPS) RWY 33 | 372 |
| | VOR RWY 33 | 373 |
| | NDB RWY 15 | 374 |
| DPS | DAWNN ONE | 375 |
| | HOOSIER FIVE | 377 |
| | MAREO FIVE | 378 |
| | MEARZ SIX | 379 |
| | ROCKY ONE | 381 |
| **INDIANAPOLIS, IN** | | |
| **INDIANAPOLIS RGNL(MQJ)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| STARS | CLANG SEVEN | Z10 |
| | RACYR FIVE | Z32 |
| IAPS | ILS OR LOC RWY 25 | 382 |
| | RNAV (GPS) RWY 16 | 383 |
| | RNAV (GPS) RWY 25 | 384 |
| | RNAV (GPS) RWY 34 | 385 |
| | VOR RWY 34 | 386 |
| DPS | DAWNN ONE | 387 |
| | HOOSIER FIVE | 389 |
| | MAREO FIVE | 390 |
| | MEARZ SIX | 391 |
| | ROCKY ONE | 393 |
| **INDY SOUTH GREENWOOD(HFY)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| STARS | RACYR FIVE | Z32 |
| IAPS | RNAV (GPS) RWY 01 | 394 |
| | RNAV (GPS) RWY 19 | 395 |
| | VOR-A | 396 |
| DPS | DAWNN ONE | 397 |
| | HOOSIER FIVE | 399 |
| | MAREO FIVE | 400 |
| | MEARZ SIX | 401 |
| | ROCKY ONE | 403 |
| **INDY SOUTH GREENWOOD ---SEE INDIANAPOLIS, IN** | | |
| **JACKSON, OH** | | |
| **JAMES A RHODES(I43)** | | |
| TAKEOFF MINIMUMS | | L |
| IAPS | RNAV (GPS) RWY 01 | 404 |
| | RNAV (GPS) RWY 19 | 405 |
| | VOR/DME-A | 406 |
| **JAMES A RHODES ---SEE JACKSON, OH** | | |
| **JAMES M COX DAYTON INTL ---SEE DAYTON, OH** | | |
| **JASPER COUNTY ---SEE RENSSELAER, IN** | | |
| **JEFFERSON COUNTY AIRPARK ---SEE STEUBENVILLE, OH** | | |
| **JEFFERSONVILLE, IN** | | |
| **CLARK RGNL(JVY)** | | |
| TAKEOFF MINIMUMS | | L |
| ALTERNATE MINIMUMS | | M |
| STARS | CHERI FOUR | Z8 |
| | DARBY SEVEN | Z12 |
| | REDSTONE SIX | Z33 |
| IAPS | ILS OR LOC RWY 18 | 407 |
| | RNAV (GPS) RWY 18 | 408 |
| | NDB RWY 18 | 409 |
| **JOHN GLENN COLUMBUS INTL ---SEE COLUMBUS, OH** | | |


EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

## KENDALLVILLE, IN
### KENDALLVILLE MUNI(C62)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 10 ....410
RNAV (GPS) RWY 28 ....411

## KENT, OH
### KENT STATE UNIVERSITY(1G3)
TAKEOFF MINIMUMS ....L
STARS ..... BRWNZ THREE (RNAV) .... Z5
HUUVR ONE (RNAV) .... Z22
ZZIPS ONE (RNAV) .... Z47
IAPS ..... RNAV (GPS) RWY 01 ....412
RNAV (GPS) RWY 19 ....413
VOR-A ....414
NDB RWY 01 ....415

## KENTLAND, IN
### KENTLAND MUNI(50I)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 27 ....416

## KENTON, OH
### HARDIN COUNTY(I95)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 04 ....417
RNAV (GPS) RWY 22 ....418

## KNOX, IN
### STARKE COUNTY(OXI)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 18 ....419

**KNOX COUNTY**
**---SEE MOUNT VERNON, OH**

## KOKOMO, IN
### KOKOMO MUNI(OKK)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 23 ....420
RNAV (GPS) RWY 05 ....421
RNAV (GPS) RWY 14 ....422
RNAV (GPS) RWY 23 ....423
RNAV (GPS) RWY 32 ....424
VOR RWY 32 ....425

## LA PORTE, IN
### LA PORTE MUNI(PPO)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 02 ....426
RNAV (GPS) RWY 20 ....427

## LAFAYETTE, IN
### PURDUE UNIVERSITY(LAF)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
LAHSO ....O
HOT SPOT .... P
IAPS ..... ILS OR LOC RWY 10 ....428
RNAV (GPS) RWY 10 ....429
RNAV (GPS) RWY 28 ....430
VOR-A ....431
AIRPORT DIAGRAM ....432

**LAKE COUNTY EXECUTIVE**
**---SEE WILLOUGHBY, OH**

**LAKEFIELD**
**---SEE CELINA, OH**

## LANCASTER, OH
### FAIRFIELD COUNTY(LHQ)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... GAILL THREE (RNAV) ....Z13
GUNNE FOUR ....Z16
IAPS ..... RNAV (GPS) RWY 10 ....433
RNAV (GPS) RWY 28 ....434
VOR OR GPS-A ....435

## LEBANON, OH
### WARREN COUNTY/JOHN LANE FIELD(I68)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 01 ....436
RNAV (GPS) RWY 19 ....437
NDB-A ....438

## LIMA, OH
### LIMA ALLEN COUNTY(AOH)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 28 ....439
RNAV (GPS) RWY 10 ....440
RNAV (GPS) RWY 28 ....441

## LOGANSPORT, IN
### LOGANSPORT/CASS COUNTY(GGP)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 09 ....442
RNAV (GPS) RWY 27 ....443
VOR-A ....444

**LOGANSPORT/CASS COUNTY**
**---SEE LOGANSPORT, IN**

## LONDON, OH
### MADISON COUNTY(UYF)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 09 ....445
RNAV (GPS) RWY 27 ....446

**LORAIN COUNTY RGNL**
**---SEE LORAIN/ELYRIA, OH**

## INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

### LORAIN/ELYRIA, OH
**LORAIN COUNTY RGNL(LPR)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... BRWNZ THREE (RNAV) ..... Z5
ROKNN THREE (RNAV) ..... Z34
ROLLN TWO (RNAV) ..... Z36
IAPS ..... ILS OR LOC RWY 07 ..... 447
RNAV (GPS) RWY 07 ..... 448
VOR-A ..... 449
DPS ..... AHMET FOUR (RNAV) ..... 450
CAVVS FOUR (RNAV) ..... 451
GTLKE FOUR (RNAV) ..... 452
MYCAR FOUR (RNAV) ..... 453
ZAAPA FIVE (RNAV) ..... 454

### MADISON, IN
**MADISON MUNI(IMS)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) Y RWY 03 ..... 455
RNAV (GPS) Z RWY 03 ..... 456

### MADISON COUNTY
**---SEE LONDON, OH**

### MANSFIELD, OH
**MANSFIELD LAHM RGNL(MFD)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
LAHSO ..... O
IAPS ..... ILS OR LOC RWY 32 ..... 457
RNAV (GPS) RWY 05 ..... 458
RNAV (GPS) RWY 14 ..... 459
RNAV (GPS) RWY 23 ..... 460
RNAV (GPS) RWY 32 ..... 461
VOR RWY 14 ..... 462
VOR RWY 32 ..... 463
NDB RWY 32 ..... 464
AIRPORT DIAGRAM ..... 465

### MARION, IN
**MARION MUNI(MZZ)**
TAKEOFF MINIMUMS ..... L
IAPS ..... ILS OR LOC RWY 04 ..... 466
RNAV (GPS) RWY 04 ..... 467
RNAV (GPS) RWY 15 ..... 468
RNAV (GPS) RWY 22 ..... 469
RNAV (GPS) RWY 33 ..... 470
VOR RWY 15 ..... 471

### MARION, OH
**MARION MUNI(MNN)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 07 ..... 472
RNAV (GPS) RWY 13 ..... 473
RNAV (GPS) RWY 25 ..... 474
VOR-A ..... 475

### MARYSVILLE, OH
**UNION COUNTY(MRT)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 09 ..... 476
RNAV (GPS) RWY 27 ..... 477

### MEDINA, OH
**MEDINA MUNI(1G5)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 09 ..... 478
RNAV (GPS) RWY 27 ..... 479
VOR RWY 27 ..... 480

### METTEL FIELD
**---SEE CONNERSVILLE, IN**

### MIAMI UNIVERSITY
**---SEE OXFORD, OH**

### MICHIGAN CITY, IN
**MICHIGAN CITY MUNI-PHILLIPS FIELD(MGC)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 20 ..... 481

### MIDDLEFIELD, OH
**GEAUGA COUNTY(7G8)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 11 ..... 482
RNAV (GPS) RWY 29 ..... 483

### MIDDLETOWN, OH
**MIDDLETOWN RGNL/HOOK FIELD(MWO)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... DANEI THREE ..... Z11
IAPS ..... RNAV (GPS) RWY 05 ..... 484
RNAV (GPS) RWY 23 ..... 485
LOC RWY 23 ..... 486

### MILLERSBURG, OH
**HOLMES COUNTY(10G)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 09 ..... 487
RNAV (GPS) RWY 27 ..... 488

### MONROE COUNTY
**---SEE BLOOMINGTON, IN**

### MONROE COUNTY
**---SEE WOODSFIELD, OH**

### MONTICELLO, IN
**WHITE COUNTY(MCX)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 ..... 489
RNAV (GPS) RWY 36 ..... 490

### MORROW COUNTY
**---SEE MOUNT GILEAD, OH**


EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

## INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

**MOUNT GILEAD, OH**
**MORROW COUNTY(4I9)**
TAKEOFF MINIMUMS ....L
IAPS ..... VOR-A ....491

**MOUNT VERNON, OH**
**KNOX COUNTY(4I3)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 10 ....492
RNAV (GPS) RWY 28 ....493
VOR-A ....494

**MUNCIE, IN**
**DELAWARE COUNTY RGNL(MIE)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
LAHSO ....O
IAPS ..... ILS OR LOC RWY 32 ....495
RNAV (GPS) RWY 03 ....496
RNAV (GPS) RWY 14 ....497
RNAV (GPS) RWY 21 ....498
RNAV (GPS) RWY 32 ....499
VOR RWY 14 ....500
VOR RWY 21 ....501
AIRPORT DIAGRAM ....502

**NAPOLEON, OH**
**HENRY COUNTY(7W5)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 28 ....503

**NAPPANEE, IN**
**NAPPANEE MUNI(C03)**
TAKEOFF MINIMUMS ....L
IAPS ..... VOR OR GPS-B ....504

**NEIL ARMSTRONG**
**---SEE WAPAKONETA, OH**

**NEW CASTLE, IN**
**NEW CASTLE HENRY COUNTY MARLATT FIELD (UWL)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 10 ....505
RNAV (GPS) RWY 28 ....506
NDB RWY 10 ....507

**NEW LEXINGTON, OH**
**PERRY COUNTY(I86)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 26 ....508
VOR/DME RWY 26 ....509

**NEW PHILADELPHIA, OH**
**HARRY CLEVER FIELD(PHD)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 15 ....510
RNAV (GPS) RWY 33 ....511
VOR-A ....512

**NEWARK, OH**
**NEWARK-HEATH(VTA)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... GAILL THREE (RNAV) ....Z13
GUNNE FOUR ....Z16
IAPS ..... RNAV (GPS) RWY 09 ....513
RNAV (GPS) RWY 27 ....514
LOC RWY 09 ....515
VOR-A ....516

**NOBLE COUNTY**
**---SEE CALDWELL, OH**

**NORTH VERNON, IN**
**NORTH VERNON(OVO)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 05 ....517
RNAV (GPS) Y RWY 23 ....518
RNAV (GPS) Z RWY 23 ....519

**NORTHEAST OHIO RGNL**
**---SEE ASHTABULA, OH**

**NORWALK, OH**
**NORWALK-HURON COUNTY(5A1)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 28 ....520

**OHIO STATE UNIVERSITY**
**---SEE COLUMBUS, OH**

**OHIO UNIVERSITY**
**---SEE ATHENS (ALBANY), OH**

**OTTAWA, OH**
**PUTNAM COUNTY(OWX)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 09 ....521
RNAV (GPS) RWY 27 ....522
VOR RWY 27 ....523

**OXFORD, OH**
**MIAMI UNIVERSITY(OXD)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 05 ....524
RNAV (GPS) RWY 23 ....525

**PAINESVILLE, OH**
**CONCORD AIRPARK(2G1)**
TAKEOFF MINIMUMS ....L
IAPS ..... VOR OR GPS-A ....526

**PERRY COUNTY**
**---SEE NEW LEXINGTON, OH**

**PERRY COUNTY MUNI**
**---SEE TELL CITY, IN**

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**PERU, IN**
**PERU MUNI(I76)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 01 ....527
RNAV (GPS) RWY 19 ....528
VOR RWY 01 ....529

**PERU, IN**
**---SEE GRISSOM ARB**

**PICKAWAY COUNTY MEMORIAL**
**---SEE CIRCLEVILLE, OH**

**PIKE COUNTY**
**---SEE WAVERLY, OH**

**PIQUA, OH**
**PIQUA AIRPORT - HARTZELL FIELD(I17)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 08 ....530
RNAV (GPS) RWY 26 ....531
VOR RWY 26 ....532
VOR-A ....533

**PLYMOUTH, IN**
**PLYMOUTH MUNI(C65)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 10 ....534
RNAV (GPS) RWY 28 ....535
VOR RWY 28 ....536

**PORT BUCYRUS-CRAWFORD COUNTY**
**---SEE BUCYRUS, OH**

**PORT CLINTON, OH**
**ERIE-OTTAWA INTL(PCW)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 09 ....537
RNAV (GPS) RWY 27 ....538
NDB RWY 27 ....539

**PORTAGE COUNTY**
**---SEE RAVENNA, OH**

**PORTER COUNTY RGNL**
**---SEE VALPARAISO, IN**

**PORTLAND, IN**
**PORTLAND MUNI(PLD)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 09 ....540
RNAV (GPS) RWY 27 ....541

**PORTSMOUTH, OH**
**GREATER PORTSMOUTH RGNL(PMH)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 18 ....542
RNAV (GPS) RWY 36 ....543
VOR/DME-A ....544

**PURDUE UNIVERSITY**
**---SEE LAFAYETTE, IN**

**PUTNAM COUNTY**
**---SEE OTTAWA, OH**

**PUTNAM COUNTY RGNL**
**---SEE GREENCASTLE, IN**

**RANDOLPH COUNTY**
**---SEE WINCHESTER, IN**

**RAVENNA, OH**
**PORTAGE COUNTY(POV)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 09 ....545
RNAV (GPS) RWY 27 ....546
VOR-A ....547

**RENSSELAER, IN**
**JASPER COUNTY(RZL)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 18 ....548
RNAV (GPS) RWY 36 ....549

**RICHARD DOWNING**
**---SEE COSHOCTON, OH**

**RICHMOND, IN**
**RICHMOND MUNI(RID)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 06 ....550
RNAV (GPS) RWY 24 ....551
RNAV (GPS) RWY 33 ....552

**RICKENBACKER INTL**
**---SEE COLUMBUS, OH**

**ROCHESTER, IN**
**FULTON COUNTY(RCR)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 11 ....553
RNAV (GPS) RWY 29 ....554

**ROSS COUNTY**
**---SEE CHILLICOTHE, OH**

**ST CLAIRSVILLE, OH**
**ALDERMAN(2P7)**
TAKEOFF MINIMUMS ....L
IAPS ..... VOR-A ....555

**SALEM, OH**
**SALEM AIRPARK INC(38D)**
TAKEOFF MINIMUMS ....L
IAPS ..... VOR OR GPS-A ....556

**SANDUSKY COUNTY RGNL**
**---SEE FREMONT, OH**

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

## SEBRING, OH
**TRI-CITY(3G6)**
TAKEOFF MINIMUMS ..... L
IAPS ..... VOR RWY 17 ..... 557

**SENECA COUNTY**
**---SEE TIFFIN, OH**

## SEYMOUR, IN
**FREEMAN MUNI(SER)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 05 ..... 558
RNAV (GPS) RWY 14 ..... 559
RNAV (GPS) RWY 23 ..... 560
RNAV (GPS) RWY 32 ..... 561

## SHELBY, OH
**SHELBY COMMUNITY(12G)**
TAKEOFF MINIMUMS ..... L
IAPS ..... VOR-A ..... 562

## SHELBYVILLE, IN
**SHELBYVILLE MUNI(GEZ)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 01 ..... 563
RNAV (GPS) RWY 19 ..... 564
VOR RWY 19 ..... 565
DPS ..... DAWNN ONE ..... 566
HOOSIER FIVE ..... 568
MAREO FIVE ..... 569
MEARZ SIX ..... 570
ROCKY ONE ..... 572

## SHERIDAN, IN
**SHERIDAN(5I4)**
IAPS ..... RNAV (GPS) RWY 05 ..... 573
RNAV (GPS) RWY 23 ..... 574
VOR-A ..... 575

## SIDNEY, OH
**SIDNEY MUNI(SCA)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 10 ..... 576
RNAV (GPS) RWY 28 ..... 577
VOR-A ..... 578

**SKY KING**
**---SEE TERRE HAUTE, IN**

**SMITH FIELD**
**---SEE FORT WAYNE, IN**

## SOUTH BEND, IN
**SOUTH BEND INTL(SBN)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 09R ..... 579
ILS OR LOC RWY 27L ..... 580
ILS RWY 27L (SA CAT I - II) ..... 581
RNAV (GPS) RWY 09L ..... 582
RNAV (GPS) RWY 09R ..... 583
RNAV (GPS) RWY 18 ..... 584
RNAV (GPS) RWY 27L ..... 585
RNAV (GPS) RWY 27R ..... 586
RNAV (GPS) RWY 36 ..... 587
VOR RWY 18 ..... 588
AIRPORT DIAGRAM ..... 589

## SPRINGFIELD, OH
**SPRINGFIELD-BECKLEY MUNI(SGH)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... DANEI THREE ..... Z11
KEKEE FOUR ..... Z25
IAPS ..... RNAV (GPS) RWY 06 ..... 590
RNAV (GPS) RWY 24 ..... 591
NDB RWY 24 ..... 592
AIRPORT DIAGRAM ..... 593

**STARKE COUNTY**
**---SEE KNOX, IN**

## STEUBENVILLE, OH
**JEFFERSON COUNTY AIRPARK(2G2)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 14 ..... 594
RNAV (GPS) RWY 32 ..... 595

## SULLIVAN, IN
**SULLIVAN COUNTY(SIV)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 18 ..... 596
RNAV (GPS) RWY 36 ..... 597

## TELL CITY, IN
**PERRY COUNTY MUNI(TEL)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 13 ..... 598
RNAV (GPS) RWY 31 ..... 599

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

### TERRE HAUTE, IN
**SKY KING(3I3)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS)-A ....600
**TERRE HAUTE RGNL(HUF)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
RADAR MINIMUMS ....N
LAHSO ....O
IAPS ..... ILS OR LOC RWY 05 ....601
RNAV (GPS) RWY 05 ....602
RNAV (GPS) RWY 14 ....603
RNAV (GPS) RWY 23 ....604
RNAV (GPS) RWY 32 ....605
VOR RWY 05 ....606
VOR RWY 23 ....607
AIRPORT DIAGRAM ....608

### TIFFIN, OH
**SENECA COUNTY(16G)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 06 ....609
RNAV (GPS) RWY 24 ....610
VOR RWY 06 ....611
NDB RWY 24 ....612

### TOLEDO, OH
**EUGENE F KRANZ TOLEDO EXPRESS(TOL)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
RADAR MINIMUMS ....N
IAPS ..... ILS Z OR LOC Z RWY 07 ....613
ILS Z OR LOC Z RWY 25 ....614
RNAV (GPS) RWY 07 ....615
RNAV (GPS) RWY 16 ....616
RNAV (GPS) RWY 25 ....617
RNAV (GPS) RWY 34 ....618
AIRPORT DIAGRAM ....619
**TOLEDO EXECUTIVE(TDZ)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 04 ....620
RNAV (GPS) RWY 32 ....621

**TRI-CITY**
**---SEE SEBRING, OH**

**TRI-STATE STEUBEN COUNTY**
**---SEE ANGOLA, IN**

**UNION COUNTY**
**---SEE MARYSVILLE, OH**

### UPPER SANDUSKY, OH
**WYANDOT COUNTY(56D)**
TAKEOFF MINIMUMS ....L
IAPS ..... VOR-A ....622

### URBANA, OH
**GRIMES FIELD(I74)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 02 ....623
RNAV (GPS) RWY 20 ....624
VOR-A ....625

### VALPARAISO, IN
**PORTER COUNTY RGNL(VPZ)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS RWY 27 ....626
RNAV (GPS) RWY 09 ....627
RNAV (GPS) RWY 18 ....628
RNAV (GPS) RWY 27 ....629
AIRPORT DIAGRAM ....630

### VAN WERT, OH
**VAN WERT COUNTY(VNW)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 09 ....631
RNAV (GPS) RWY 27 ....632

### VERSAILLES, OH
**DARKE COUNTY(VES)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 09 ....633
RNAV (GPS) RWY 27 ....634

**VIRGIL I GRISSOM MUNI**
**---SEE BEDFORD, IN**

### WABASH, IN
**WABASH MUNI(IWH)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 09 ....635
RNAV (GPS) RWY 27 ....636
VOR-A ....637

### WADSWORTH, OH
**WADSWORTH MUNI(3G3)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 02 ....638
RNAV (GPS) RWY 20 ....639

### WAPAKONETA, OH
**NEIL ARMSTRONG(AXV)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 08 ....640
RNAV (GPS) RWY 26 ....641
VOR-A ....642

**WARREN COUNTY/JOHN LANE FIELD**
**---SEE LEBANON, OH**

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**WARSAW, IN**
**WARSAW MUNI(ASW)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ILS OR LOC/DME RWY 27 ....643
RNAV (GPS) RWY 09 ....644
RNAV (GPS) RWY 27 ....645
VOR RWY 09 ....646

**WASHINGTON, IN**
**DAVIESS COUNTY(DCY)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS RNAV (GPS) RWY 18 ....647

**WASHINGTON COURT HOUSE, OH**
**FAYETTE COUNTY(I23)**
TAKEOFF MINIMUMS ....L
IAPS RNAV (GPS) RWY 23 ....648
NDB RWY 23 ....649

**WAUSEON, OH**
**FULTON COUNTY(USE)**
TAKEOFF MINIMUMS ....L
IAPS RNAV (GPS) RWY 09 ....650
RNAV (GPS) RWY 27 ....651

**WAVERLY, OH**
**PIKE COUNTY(EOP)**
TAKEOFF MINIMUMS ....L
IAPS RNAV (GPS) RWY 07 ....652
RNAV (GPS) RWY 25 ....653
NDB RWY 25 ....654

**WAYNE COUNTY**
**---SEE WOOSTER, OH**

**WEST UNION, OH**
**ALEXANDER SALAMON(AMT)**
TAKEOFF MINIMUMS ....L
IAPS RNAV (GPS) RWY 05 ....655
RNAV (GPS) RWY 23 ....656

**WHITE COUNTY**
**---SEE MONTICELLO, IN**

**WILLARD, OH**
**WILLARD(8G1)**
TAKEOFF MINIMUMS ....L
IAPS RNAV (GPS)-A ....657

**WILLIAMS COUNTY**
**---SEE BRYAN, OH**

**WILLOUGHBY, OH**
**LAKE COUNTY EXECUTIVE(LNN)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS BRWNZ THREE (RNAV) ....Z5
ROKNN THREE (RNAV) ....Z34
ROLLN TWO (RNAV) ....Z36
TRYBE FOUR (RNAV) ....Z45
IAPS RNAV (GPS) RWY 05 ....658
RNAV (GPS) RWY 10 ....659
RNAV (GPS) RWY 23 ....660
RNAV (GPS) RWY 28 ....661
NDB RWY 10 ....662
DPS AHMET FOUR (RNAV) ....663
CAVVS FOUR (RNAV) ....664
GTLKE FOUR (RNAV) ....665
MYCAR FOUR (RNAV) ....666
ZAAPA FIVE (RNAV) ....667

**WILMINGTON, OH**
**CLINTON FIELD(I66)**
TAKEOFF MINIMUMS ....L
IAPS RNAV (GPS) RWY 03 ....668
RNAV (GPS) RWY 21 ....669
**WILMINGTON AIR PARK(ILN)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ILS OR LOC RWY 04L ....670
ILS OR LOC RWY 04R ....671
ILS OR LOC RWY 22R ....672
ILS OR LOC RWY 22L ....673
ILS RWY 22R (SA CAT I) ....674
ILS RWY 22L (CAT II) ....675
ILS RWY 22R (CAT II - III) ....676
RNAV (GPS) RWY 04L ....677
RNAV (GPS) RWY 22R ....678
AIRPORT DIAGRAM ....679

**WINAMAC, IN**
**ARENS FIELD(RWN)**
TAKEOFF MINIMUMS ....L
IAPS RNAV (GPS) RWY 09 ....680
RNAV (GPS) RWY 27 ....681
VOR/DME-A ....682

**WINCHESTER, IN**
**RANDOLPH COUNTY(I22)**
TAKEOFF MINIMUMS ....L
IAPS RNAV (GPS) RWY 08 ....683
RNAV (GPS) RWY 26 ....684
VOR-A ....685

**WOOD COUNTY**
**---SEE BOWLING GREEN, OH**

**WOODSFIELD, OH**
**MONROE COUNTY(4G5)**
TAKEOFF MINIMUMS ....L
IAPS RNAV (GPS) RWY 25 ....686
VOR/DME RWY 25 ....687

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

### WOOSTER, OH
**WAYNE COUNTY(BJJ)**
TAKEOFF MINIMUMS .....L
ALTERNATE MINIMUMS .....M
IAPS ..... RNAV (GPS) RWY 10 .....688
RNAV (GPS) RWY 28 .....689
VOR RWY 10 .....690
VOR RWY 28 .....691

### WRIGHT-PATTERSON AFB(KFFO)
**DAYTON, OH**
TAKEOFF MINIMUMS .....L
STARS ..... DANEI THREE ..... Z11
KEKEE FOUR ..... Z25
IAPS ..... ILS OR LOC RWY 05L .....692
ILS OR LOC RWY 23R .....693
RNAV (GPS) RWY 05L .....694
RNAV (GPS) RWY 05R .....695
RNAV (GPS) RWY 23L .....696
RNAV (GPS) RWY 23R .....697
TACAN RWY 05L .....698
TACAN RWY 05R .....699
TACAN RWY 23L .....700
TACAN RWY 23R .....701
AIRPORT DIAGRAM .....702

**WYANDOT COUNTY**
**---SEE UPPER SANDUSKY, OH**

### YOUNGSTOWN, OH
**YOUNGSTOWN ELSER METRO(4G4)**
TAKEOFF MINIMUMS .....L
IAPS ..... RNAV (GPS) RWY 10 .....703
RNAV (GPS) RWY 28 .....704
VOR-C .....705

### YOUNGSTOWN-WARREN, OH
**YOUNGSTOWN-WARREN RGNL(YNG)**
TAKEOFF MINIMUMS .....L
ALTERNATE MINIMUMS .....M
RADAR MINIMUMS .....N
HOT SPOT .....P
IAPS ..... ILS OR LOC RWY 14 .....706
ILS OR LOC RWY 32 .....707
RNAV (GPS) RWY 14 .....708
RNAV (GPS) RWY 32 .....709
VOR-A .....710
NDB RWY 32 .....711
AIRPORT DIAGRAM .....712

### ZANESVILLE, OH
**ZANESVILLE MUNI(ZZV)**
TAKEOFF MINIMUMS .....L
ALTERNATE MINIMUMS .....M
IAPS ..... ILS OR LOC RWY 22 .....713
RNAV (GPS) RWY 04 .....714
RNAV (GPS) RWY 22 .....715
VOR RWY 04 .....716
VOR RWY 22 .....717

# IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or radar vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow radar vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

## AKRON, OH

### AKRON-CANTON RGNL (CAK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** multiple trees beginning 2756’ from DER, 447’ left of centerline, up to 116’ AGL/1316’ MSL.
Power lines beginning 3215’ from DER, left and right of centerline, up to 80’ AGL/1289’ MSL.
**Rwy 5,** multiple trees beginning 840’ from DER, 550’ right of centerline, up to 116’ AGL/1336’ MSL.
Tree 577’ from DER, 561’ left of centerline, 46’ AGL/1256’ MSL.
**Rwy 19,** trees beginning 1998’ from DER, 817’ left of centerline, up to 100’ AGL/1290’ MSL.

### AKRON FULTON INTL (AKR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1,** 300-1 or std. w/min. climb of 490’ per NM to 1300.
**Rwy 7,** 300-1½. or std. w/min. climb of 230’ per NM to 1400 or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1800’ prior to DER.
**Rwy 19,** 300-1 5/8 or std. w/min. climb of 400’ per NM to 1400.
**Rwy 25,** 300-1 5/8 or std. climb of 685’ per NM to 1500.

DEPARTURE PROCEDURE:

**Rwy 25,** climb heading 249° to 2600 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** trees, buildings, poles, antennas, and parking lots beginning 68’ from DER, 236’ left of centerline, up to 48’ AGL/1085’ MSL.
Trees, poles, buildings and antennas beginning 793’ from DER, 2’ left of centerline, up to 99’ AGL/1135’ MSL.
Trees, poles, buildings, vehicles on roads and parking lot beginning 286’ from DER, 132’ right of centerline, up to 78’ AGL/1121’ MSL.
Trees, poles and buildings beginning 1481’ from DER, 5’ right of centerline, up to 99’ AGL/1210’ MSL.
**Rwy 7,** rising terrain beginning 45’ from DER, left and right of centerline, 1119’ MSL.
Vehicles on roads and parking lot, trees, fences, bushes and poles beginning 62’ from DER, 10’ right of centerline, up to 21’ AGL/1127’ MSL.
Vehicles on road and parking lot, trees, fences, signs, buildings and poles beginning 1459’ from DER, 4’ right of centerline, up to 69’ AGL/1258’ MSL.

**CON’T**

## AKRON, OH (CON'T)

AKRON FULTON INTL (AKR) (CON'T)

**Rwy 7 (CON'T),** vehicles on roads, trees, fences and poles beginning 251' from DER, 318' left of centerline, up to 48' AGL/1134' MSL.
Vehicles on roads, trees, fences, antennas and poles beginning 692' from DER, on centerline and left of centerline, up to 93' AGL/1213' MSL.
**Rwy 19,** rising terrain beginning 3' from DER, left and right of centerline, up to 1183' MSL.
Trees, poles, vehicles, fences, and goalpost beginning 119' from DER, 36' left of centerline, up to 30' AGL/1082' MSL.
Trees, buildings, poles, vehicles, traffic lights and parking lots beginning 1019' from DER, 4' left of centerline, up to 83' AGL/1192' MSL.
Trees, poles, and buildings beginning 3940' from DER, 1' left of centerline, up to 102' AGL/1260' MSL.
Trees, buildings and lights beginning 681' from DER, 431' right of centerline, up to 70' AGL/1115' MSL.
Trees, towers, lights, buildings, fences, poles and vehicles on road beginning 1690' from DER, 3' right of centerline, up to 99' AGL/1262' MSL.
**Rwy 25,** rising terrain beginning 70' from DER, left and right of centerline, up to 1177' MSL.
Railroad track with train beginning 66' from DER, crossing centerline right to left, 23' AGL/1096' MSL.
Trees, fences and vehicles on roads beginning 53' from DER, 352' right of centerline, up to 71' AGL/1165' MSL.
Trees, bushes, poles, lights, antennas, fences, vehicles on roads and parking lots beginning 1405' from DER, 5' right of centerline, up to 102' AGL/1229' MSL.
Trees beginning 503' from DER, 375' left of centerline, up to 77' AGL/1157' MSL.
Trees, bushes, poles, fences and vehicles on road beginning 1293' from DER, on centerline and left of centerline, up to 106' AGL/1227' MSL.
Towers and antenna beginning 1.4 NM from DER, 216' left of centerline, up to 309' AGL/1343' MSL.

## ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD (AID)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT1 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:
**Rwy 30,** 300-1¼ or std. w/min. climb of 220' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

TAKEOFF OBSTACLE NOTES:
**Rwy 12,** pole and trees beginning 509' from DER, 519' left of centerline, up to 100' AGL/1005' MSL.
Trees beginning 1947' from DER, 446' right of centerline, up to 100' AGL/1010' MSL.
Railroad 944' from DER, left and right of centerline, up to 23' AGL/945' MSL.
**Rwy 18,** trees beginning 437' from DER, 169' left of centerline, up to 100' AGL/951' MSL.
Trees beginning 440' from DER, 159' right of centerline, up to 100' AGL/1015' MSL.
Vehicles on road beginning 373' from DER, left and right of centerline, up to 15' AGL/922' MSL.
Terrain 417' from DER, 299' left of centerline, 0' AGL/918' MSL.
**Rwy 30,** tower and trees beginning 1516' from DER, 519' left of centerline, up to 161' AGL/1057' MSL.
Trees beginning 389' from DER, 344' right of centerline, up to 100' AGL/1009' MSL.
Vehicles on road beginning 152' from DER, left and right of centerline, up to 15' AGL/884' MSL.
**Rwy 36,** trees beginning 850' from DER, 133' left of centerline, up to 100' AGL/999' MSL.
Building and trees beginning 277' from DER, 361' right of centerline, up to 100' AGL/1009' MSL.
Vehicles on road beginning 165' from DER, left and right of centerline, up to 15' AGL/925' MSL.

## ASHLAND, OH

ASHLAND COUNTY (3G4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 06MAY10 (10126) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 1,** trees beginning 61' from DER, 194' right of centerline, up to 50' AGL/1249' MSL.
**Rwy 19,** trees beginning 5' from DER, 167' left of centerline, up to 50' AGL/1259' MSL.

## ASHTABULA, OH

NORTHEAST OHIO RGNL (HZY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12OCT17 (17285) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 9,** tree 492' from DER, 507' left of centerline, 23' AGL/942' MSL.
Tree 904' from DER, 708' left of centerline, 5' AGL/962' MSL.
Tree 1187' from DER, 650' left of centerline, 14' AGL/966' MSL.
Trees beginning 1259' from DER, 629' left of centerline, up to 40' AGL/967' MSL.
Tree 1370' from DER, 739' left of centerline, 76' AGL/995' MSL.
Trees beginning 1464' from DER, 619' left of centerline, up to 83' AGL/1002' MSL.
Trees beginning 1613' from DER, 699' left of centerline, up to 90' AGL/1010' MSL.
Trees beginning 1737' from DER, 575' left of centerline, up to 103' AGL/1023' MSL.
Trees beginning 1778' from DER, 468' left of centerline, up to 105' AGL/1026' MSL.
Tree 2099' from DER, 816' right of centerline, 49' AGL/981' MSL.
Tree 2139' from DER, 748' right of centerline, 73' AGL/999' MSL.
Trees beginning 2201' from DER, 169' right of centerline, up to 75' AGL/1003' MSL.
**CON'T**

## ASHTABULA, OH (CON'T)

NORTHEAST OHIO RGNL (HZY) (CON'T)

**Rwy 27,** trees beginning 746' from DER, 646' right of centerline, up to 45' AGL/939' MSL.
Pole 801' from DER, 484' left of centerline, 29' AGL/937' MSL.
Pole 818' from DER, 645' left of centerline, 35' AGL/938' MSL.
Trees beginning 1059' from DER, 678' right of centerline, up to 59' AGL/949' MSL.
Trees beginning 1134' from DER, 646' right of centerline, up to 84' AGL/978' MSL.
Trees beginning 1182' from DER, 740' left of centerline, up to 72' AGL/966' MSL.
Trees beginning 1978' from DER, 546' right of centerline, up to 92' AGL/991' MSL.
Tree 3418' from DER, 811' left of centerline, 97' AGL/995' MSL.
Tree 3717' from DER, 1073' left of centerline, 105' AGL/1003' MSL

## ATHENS (ALBANY), OH

OHIO UNIVERSITY (UNI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 23JUL15 (15204) (FAA)

TAKEOFF MINIMUMS:
**Rwy 7,** 200-1 or std. w/ min. climb of 310' per NM to 1000.
**Rwy 25,** 200-1 or std. w/ min. climb of 360' per NM to 1000.

TAKEOFF OBSTACLE NOTES:
**Rwy 7,** trees beginning 4439' from DER, 1034' left of centerline, up to 100' AGL/933' MSL.
Trees beginning 2869' from DER, 1171' right of centerline, up to 100' AGL/879' MSL.
Vehicle abeam DER 451' left of centerline, 17' AGL/769' MSL.
**Rwy 25,** trees beginning 3371' from DER, 425' left of centerline, up to 100' AGL/925' MSL.
Trees beginning 1221' from DER, 624' right of centerline, up to 100' AGL/999' MSL.

## AUBURN, IN

DE KALB COUNTY(GWB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28SEP06 (06271) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 9,** multiple trees beginning 428' from DER, 227' right of centerline, up to 100' AG/979' MSL.
**Rwy 27,** multiple trees beginning 83' from DER, 207' left of centerline, up to 100' AGL/939' MSL.
Multiple tree beginning 1377' from DER, 316' right of centerline, up to 100' AGL/930' MSL.

## BARNESVILLE, OH

BARNESVILLE-BRADFIELD (6G5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24OCT85 (85297) (FAA)

TAKEOFF MINIMUMS:
**Rwys 9, 27,** 300-1.

## BATAVIA, OH

CLERMONT COUNTY (I69)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03MAY12 (12124) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 4,** terrain 8' from DER, 311' left of centerline, 813' MSL.
Trees beginning 89' from DER, left and right of centerline, up to 100' AGL/899' MSL.
Fence 195' from DER, 276' left of centerline, up to 19' AGL/819' MSL.
Vehicles on roadway beginning 237' from DER, left and right of centerline, up to 15' AGL/824' MSL.
Windsock 408' from DER, 225' right of centerline, up to 24' AGL/824' MSL.
**Rwy 22,** buildings 55' from DER, left and right of centerline, up to 22' AGL/862' MSL.
Trees beginning 81' from DER, left and right of centerline, up to 100' AGL/ 967' MSL.
Fences beginning 102' from DER, left and right of centerline, up to 17' AGL/857' MSL.
Poles beginning 195' from DER, left and right of centerline, up to 45' AGL/ 885' MSL.
Vehicles on roadway beginning 216' from DER, left and right of centerline, up to 15' AGL/866' MSL.
Sign 441' from DER, 231' left of centerline, up to 19' AGL/859' MSL.

## BEDFORD, IN

VIRGIL I GRISSOM MUNI (BFR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22SEP11 (11265) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 6,** trees beginning 321' from DER, left and right of centerline, up to 112' AGL/830' MSL.
**Rwy 13,** trees beginning 78' from DER, left and right of centerline, up to 110' AGL/849' MSL.
**Rwy 24,** trees beginning 534' from DER, left and right of centerline, up to 100' AGL/800' MSL.
**Rwy 31,** trees beginning 27' from DER, left and right of centerline, up to 107' AGL/806' MSL.

**BELLEFONTAINE, OH**
BELLEFONTAINE RGNL (EDJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 18OCT12 (12292) (FAA)
TAKEOFF MINIMUMS:
**Rwy 7,** std. w/min. climb of 245' per NM to 2100.
DEPARTURE PROCEDURE:
**Rwy 7,** climb heading 074° to 2100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 7,** trees beginning 2172' from DER, 43' right of centerline, up to 99' AGL/ 1224' MSL.
Trees beginning 2252' from DER, 77' left of centerline, up to 89' AGL/1228' MSL.
**Rwy 25,** tree 508' from DER, 539' right of centerline, 35' AGL/ 1144' MSL.
Ground 66' from DER, 494' right of centerline, 1107' MSL.

**BLOOMINGTON, IN**
MONROE COUNTY (BMG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 25AUG11 (11237) (FAA)
TAKEOFF MINIMUMS:
**Rwy 24,** 300-1.
TAKEOFF OBSTACLE NOTES:
**Rwy 6,** poles and building beginning 424' from DER, 332' left of centerline, up to 29' AGL/874' MSL.
Trees beginning 491' from DER, left and right of centerline, up to 72' AGL/972' MSL.
Fence 181' from DER, 115' right of centerline, 6' AGL/846' MSL.
Vehicle on road beginning 89' from DER, left and right of centerline,15' AGL/862' MSL.
**Rwy 17,** vehicle on road 187' from DER, 18' right of centerline, 15' AGL/850' MSL.
Tree 1263' from DER, 625' right of centerline, 32' AGL/871' MSL.
Bush 855' from DER, 594' left of centerline, 25' AGL/862' MSL.
**Rwy 24,** trees and poles beginning 158' from DER, left and right of centerline, up to 85' AGL/1021' MSL.
Fence 394' from DER, 72' left of centerline, 9' AGL/849' MSL.
Buildings beginning 1990' from DER, 321' right of centerline, up to 25' AGL/952' MSL.
Vehicle on road beginning 45' from DER, left and right of centerline, 15' AGL/945' MSL.
**Rwy 35,** trees beginning 2119' from DER, 120' left and right of centerline, up to 85' AGL/975' MSL.

**BLUFFTON, OH**
BLUFFTON (5G7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 15OCT15 (15288) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** runway lights beginning 9' from DER, left and right of centerline, up to 3' AGL/848' MSL.
Road and pole beginning 53' from DER, left and right of centerline, up to 42' AGL/889' MSL.
Roads beginning 211' from DER, 330' right of centerline, up to 17' AGL/881' MSL.
Poles, road and tree beginning 497' from DER, up to 100' AGL/883' MSL.
Trees and poles beginning 1205' from DER, left and right of centerline, up to 100' AGL/911' MSL.
**Rwy 23,** runway lights beginning 8' from DER, left and right of centerline, up to 4' AGL/852' MSL.
Tree 91' from DER, 167' left of centerline, 100' AGL/853' MSL.
Tree 298' from DER, 506' right of centerline, 100' AGL/866' MSL.
Trees beginning 405 from DER, left and right of centerline, up to 100' AGL/900' MSL.
Trees beginning 1007' from DER, left and right of centerline, up to 100' AGL/932' MSL.

**BOWLING GREEN, OH**
WOOD COUNTY (1G0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 15MAR07 (07074) (FAA)
TAKEOFF MINIMUMS:
**Rwy 18,** 300-1.
TAKEOFF OBSTACLE NOTES:
**Rwy 18,** building/tower 3581' from DER, 254' right of centerline, 141' AGL/841' MSL.

**BRAZIL, IN**
BRAZIL CLAY COUNTY (0I2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
TAKEOFF MINIMUMS:
**Rwys 9, 27,** 300-1.

## BRYAN, OH

WILLIAMS COUNTY (0G6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** vehicles on road beginning 49' from DER, from left to right of centerline, up to 15' AGL/734' MSL.
Tree 160' from DER, 323' left of centerline 30' AGL/759' MSL.
Trees beginning 324' from DER, 403' right of centerline, up to 101' AGL/829' MSL.
**Rwy 25,** vehicles on road beginning 203' from DER, from right to left of centerline, up to 15' AGL744' MSL.
Pole 285' from DER, 329' right of centerline, 37' AGL/767' MSL.
Trees beginning 2787' from DER, 769' right of centerline, up to 100' AGL/829' MSL.

## BUCYRUS, OH

PORT BUCYRUS-CRAWFORD COUNTY (17G)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4,** 300-1½ or std. w/ min. climb of 297' per NM to 1300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** terrain 4' from DER, 484' right of centerline, up to 1008' MSL.
Aircraft on ramp beginning 47' from DER, 289' right of centerline, up to 15' AGL/1019' MSL.
Terrain beginning 93' from DER, 245' left of centerline, up to 1008' MSL.
Vehicle on road beginning 107' from DER, 487' right of centerline, 15' AGL/1019' MSL.
Trees 229' from DER, 261' left of centerline, up to 100' AGL/1099' MSL.
Trees 2777' from DER,1207' left of centerline, up to 100' AGL/1109' MSL.
Trees 2933' from DER, 330' right of centerline, up to 100' AGL/1124' MSL.
Tower 1.1 NM from DER, 1798' left of centerline, 165' AGL/1175' MSL.
**Rwy 22,** buildings beginning 4' from DER, 352' right of centerline, up to 40' AGL/1044' MSL.
Vehicle on road beginning 243' from DER, 552' left of centerline, 15' AGL/1019' MSL.
Trees 426' from DER, 382' left of centerline, up to 100' AGL/1104' MSL.
Trees 733' from DER, 466' right of centerline, up to 100' AGL/1099' MSL.


EC-2, 05 NOV 2020 to 31 DEC 2020

## CADIZ, OH

HARRISON COUNTY (8G6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:

**Rwy 13,** 300-1⅞ or std. w/min. climb of 274' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

**Rwy 13,** tree, vegetation beginning 31' from DER, 98' left of centerline, up to 1133' MSL.
Building, tree beginning 55' from DER, 163' right of centerline, up to 17' AGL/1127' MSL.
Pole, tree beginning 190' from DER, 114' left of centerline, up to 39' AGL/1148' MSL.
Trees beginning 225' from DER, 154' right of centerline, up to 1132' MSL.
Tree, pole beginning 407' from DER, 82' left of centerline, up to 1175' MSL.
Tree 656' from DER, 449' right of centerline, 1137' MSL.
Tree 697' from DER, 281' right of centerline, 1139' MSL.
Tree 722' from DER, 647' right of centerline, 1144' MSL.
Tree 811' from DER, 450' right of centerline, 1156' MSL.
Trees beginning 858' from DER, 179' right of centerline, up to 1158' MSL.
Trees beginning 927' from DER, 58' right of centerline, up to 1169' MSL.
Tree, terrain, pole, fence beginning 1068' from DER, 44' right of centerline, up to 1199' MSL.
Tree 1530' from DER, 151' left of centerline, 1195' MSL.
Trees beginning 1620' from DER, 221' left of centerline, up to 1204' MSL.
Trees beginning 1727' from DER, 4' left of centerline, up to 1215' MSL.
Terrain, tree beginning 1927' from DER, 22' right of centerline, up to 1208' MSL.
Trees beginning 2703' from DER, 87' left of centerline, up to 1220' MSL.
Tree, terrain beginning 2811' from DER, 228' right of centerline, up to 1224' MSL.
Tree, terrain beginning 2944' from DER, 68' right of centerline, up to 1230' MSL.
Tree 3047' from DER, 126' left of centerline, 1222' MSL.
Tree, terrain beginning 3080' from DER, 43' right of centerline, up to 1232' MSL.
Trees beginning 3277' from DER, 401' right of centerline, up to 1233' MSL.
Trees beginning 3399' from DER, 104' right of centerline, up to 1234' MSL.
Tree 5966' from DER, 2009' right of centerline, 1273' MSL.
Tree 1 NM from DER, 2037' right of centerline, 1309' MSL.
Trees beginning 1 NM from DER, 1544' right of centerline, up to 1325' MSL.
Tree 1.3 NM from DER, 428' left of centerline, 1312' MSL.
Trees beginning 1.3 NM from DER, 343' left of centerline, up to 1329' MSL.
Trees beginning 1.4 NM from DER, 1568' left of centerline, up to 1339' MSL.
Tree 1.4 NM from DER, 1705' left of centerline, 1340' MSL.
Trees beginning 1.5 NM from DER, 1653' left of centerline, up to 1350' MSL.
Trees beginning 1.5 NM from DER, 1592' left of centerline, up to 1350' MSL.
**Rwy 31,** terrain 40' from DER, 175' right of centerline, 1198' MSL.
Terrain 71' from DER, 374' left of centerline, 1188' MSL.
Terrain 89' from DER, 287' right of centerline, 1219' MSL.
Terrain 99' from DER, 195' left of centerline, 1194' MSL.
Trees and fence beginning 136' from DER, 5' right of centerline, up to 1229' MSL.
Terrain 196' from DER, 494' left of centerline, 1213' MSL.
Trees beginning 204' from DER, 200' left of centerline, up to 1214' MSL.
Fence beginning 341' from DER, 97' left of centerline, up to 3' AGL/1218' MSL.
Trees and fence beginning 403' from DER, 1' right of centerline, up to 1235' MSL.
Fence beginning 485' from DER, 100' left of centerline, up to 4' AGL/1219' MSL.
Fence beginning 802' from DER, 109' left of centerline, up to 4' AGL/1224' MSL.
Fence and vegetation beginning 964' from DER, 41' left of centerline, up to 4' AGL/1226' MSL.
Trees and fence beginning 991' from DER, 88' left of centerline, up to 1229' MSL.

## CALDWELL, OH

NOBLE COUNTY (I10)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22MAY97 (97146) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5, 23,** 400-1.

DEPARTURE PROCEDURE:

**Rwy 23,** climb runway heading to 1500 before turning.

## CAMBRIDGE, OH

CAMBRIDGE MUNI (CDI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05MAR15 (15064) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4,** 400-2 or std. w/min. climb of 397' per NM to 1400.

**Rwy 22,** 300-1½ or std. w/min. climb of 685' per NM to 1100.

DEPATURE PROCEDURE:

**Rwy 4,** climb heading 040° to 1300 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** multiple trees beginning 161' from DER, 179' left of centerline, up to 51' AGL/849' MSL.
Multiple trees beginning 672' from DER, 563' right of centerline, up to 62' AGL/860' MSL.
Multiple poles beginning 301' from DER, 519' right of centerline, up to 31' AGL/973' MSL.
Multiple towers beginning 794' from DER, 659' left of centerline, up to 43' AGL/835' MSL.
Building 639' from DER, 386' right of centerline, 25' AGL/825' MSL.
Multiple poles beginning 990' from DER, 26' left of centerline, up to 36' AGL/826' MSL.
Multiple trees beginning 1147' from DER, 144' right of centerline, up to 74' AGL/872' MSL.
Multiple trees beginning 1307' from DER, 2' left of centerline, up to 89' AGL/887' MSL.
Multiple towers, poles beginning 1040' from DER, 336' right of centerline, up to 48' AGL/843' MSL.
Multiple towers, poles beginning 1089' from DER, 613' left of centerline, up to 36' AGL/833' MSL.
Sign 1029' from DER, 623' left of centerline, 35' AGL/832' MSL.
Monument 1.5 NM from DER, 402' left of centerline, 120' AGL/1098' MSL.
Multiple trees beginning 1.5 NM from DER, 738' right of centerline, up to 100' AGL/1126' MSL.
Tower 2.8 NM from DER, 4400' left of centerline, 233' AGL/1106' MSL.
**Rwy 22,** multiple trees beginning 204' from DER, 309' right of centerline, up to 100' AGL/931' MSL.
Multiple poles beginning 366' from DER, 43' right of centerline, up to 35' AGL/834' MSL.
NAVAID 300' from DER, 1' right of centerline, 9' AGL/807' MSL.
Obstruction light on DME 477' from DER, 168' right of centerline, 19' AGL/817' MSL.
Multiple trees beginning 1004' from DER, 395' left of centerline, up to 100' AGL/1023' MSL.
Multiple poles beginning 1165' from DER, 93' left of centerline, up to 34' AGL/1021' MSL.
Building 1272' from DER, 426' right of centerline, 21' AGL/881' MSL.

## CARROLLTON, OH

CARROLL COUNTY-TOLSON (TSO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 20MAY99 (99140) (FAA)

TAKEOFF MINIMUMS:

**Rwy 7, 25,** 300-1.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** 100' AGL trees 1800' from DER, 400' left of centerline.
**Rwy 25,** 100' AGL trees 200' from DER, 400' left of centerline.

## CELINA, OH

LAKEFIELD (CQA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 11FEB10 (10042) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** trees beginning 782' from DER, 7' right of centerline, up to 100' AGL/969' MSL.
Trees beginning 57' from DER, 130' left of centerline, up to 100' AGL/976' MSL.
**Rwy 26,** vehicle 63' from DER, 469' right of centerline, 15' AGL/909' MSL.
Poles beginning 127' from DER, 145' right of centerline, up to 51' AGL/941' MSL.
Antenna 653' from DER, 498' right of centerline, 33' AGL/923' MSL.
Trees beginning 1194' from DER, 319' right of centerline, up to 100' AGL/952' MSL.

## CHILLICOTHE, OH

ROSS COUNTY (RZT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 17NOV11 (11321) (FAA)

TAKEOFF MINIMUMS:

**Rwy 23,** 400-1 or std. with min. climb of 340' per NM to 1300.

DEPARTURE PROCEDURE:

**Rwy 5,** climb runway heading to 1500 before turning right.
**Rwy 23,** climb runway heading to 1500 before turning left.

## CINCINNATI, OH

### CINCINNATI MUNI AIRPORT LUNKEN FIELD (LUK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 15 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3L,** 400-2 w/min. climb of 226' per NM to 1300 or std. w/min. climb of 423' per NM to 1000 or 1700-3 for VCOA.
**Rwy 3R,** 400-2 w/min. climb of 233' per NM to 1300 or std. w/min. climb of 384' per NM to 1100 or 1700-3 for VCOA.
**Rwy 7,** 400-1¾ w/min. climb of 279' per NM to 1000 or std. w/min. climb of 451' per NM to 1000 or 1700-3 for VCOA.
**Rwy 21L,** 500-2½ w/min. climb of 254' per NM to 1100 or std. w/min. climb of 439' per NM to 1000 or 1700-3 for VCOA.
**Rwy 21R,** 500-2¾ w/min. climb of 226' per NM to 1100 or std. w/min. climb of 489' per NM to 1100 or 1700-3 for VCOA.
**Rwy 25,** 600-2½ w/min. climb of 268' per NM to 1100 or 1700-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 3L,** climb heading 027° to 1200 before proceeding on course.
**Rwy 3R,** climb heading 025° to 1400 before proceeding on course.
**Rwy 7,** climb heading 066° to 1300 before proceeding on course.
**Rwy 21L,** climb heading 205° to 1400 before proceeding on course.
**Rwy 21R,** climb heading 207° to 1500 before proceeding on course.
**Rwy 25,** climb heading 246° to 1900 before proceeding on course.

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Cincinnati Muni Airport Lunken Field at or above 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 3L,** buildings beginning 108' from DER, 259' left of centerline, up to 514' MSL.
Pole 510' from DER, 595' right of centerline, 501' MSL.
Buildings beginning 609' from DER, 308' left of centerline, up to 41' AGL/520' MSL.
Buildings, trees beginning 660' from DER, 428' right of centerline, up to 63' AGL/542' MSL.
Tree 1145' from DER, 319' left of centerline, 545' MSL.
Tree 1561' from DER, 734' right of centerline, 543' MSL.
Tree 1710' from DER, 653' left of centerline, 566' MSL.
Trees beginning 1786' from DER, 270' right of centerline, up to 545' MSL.
Building, elevator, trees beginning 2808' from DER, 435' left of centerline, up to 612' MSL.
Trees beginning 3597' from DER, 862' right of centerline, up to 574' MSL.
Trees beginning 3788' from DER, 402' right of centerline, up to 585' MSL.
Stack 5180' from DER, 1104' left of centerline, 634' MSL.
Tree 5305' from DER, 1642' left of centerline, 737' MSL.
Tree 6007' from DER, 1547' left of centerline, 740' MSL.
Trees beginning 1 NM from DER, 1604' left of centerline, up to 814' MSL.
Trees, buildings, terrain beginning 1.1 NM from DER, 583' left of centerline, up to 850' MSL.
Trees beginning 1.2 NM from DER, 598' left of centerline, up to 856' MSL.
Trees, building, terrain beginning 1.2 NM from DER, 413' left of centerline, up to 864' MSL.
Trees, terrain beginning 1.3 NM from DER, 301' left of centerline, up to 869' MSL.
Trees, terrain, poles, building beginning 1.4 NM from DER, 112' left of centerline, up to 875' MSL.
Tree 1.7 NM from DER, 734' left of centerline, 108' AGL/775' MSL.
**Rwy 3R,** terrain 30' from DER, 476' left of centerline, 476' MSL.
Trees beginning 513' from DER, 335' right of centerline, up to 521' MSL.
Trees beginning 913' from DER, 579' left of centerline, up to 508' MSL.
Trees beginning 1084' from DER, 185' left of centerline, up to 527' MSL.
Trees beginning 1573' from DER, 128' right of centerline, up to 50' AGL/524' MSL.
Trees beginning 1662' from DER, 177' left of centerline, up to 529' MSL.
Trees beginning 1885' from DER, 285' right of centerline, up to 531' MSL.
Tree 1969' from DER, 501' right of centerline, 532' MSL.
Tree 2015' from DER, 979' right of centerline, 58' AGL/533' MSL.
Trees beginning 2058' from DER, 385' right of centerline, up to 539' MSL.
Trees beginning 2437' from DER, 896' right of centerline, up to 549' MSL.
Tree 2448' from DER, 749' left of centerline, 538' MSL.
Trees beginning 2621' from DER, 587' right of centerline, up to 551' MSL.
Tree 2641' from DER, 1000' left of centerline, 543' MSL.
Trees beginning 2649' from DER, 424' right of centerline, up to 558' MSL.
Trees beginning 2698' from DER, 196' right of centerline, up to 572' MSL.
Trees beginning 2814' from DER, 98' right of centerline, up to 574' MSL.
Trees beginning 2833' from DER, 984' left of centerline, up to 553' MSL.
Tree 2914' from DER, 316' left of centerline, 556' MSL.
Trees beginning 2954' from DER, 439' left of centerline, up to 561' MSL.
Trees beginning 3128' from DER, 730' left of centerline, up to 574' MSL.
Trees beginning 3336' from DER, 167' left of centerline, up to 585' MSL.
Trees beginning 3363' from DER, 537' right of centerline, up to 576' MSL.
Trees beginning 3596' from DER, 627' right of centerline, up to 578' MSL.
Trees beginning 3695' from DER, 589' right of centerline, up to 579' MSL.
Trees beginning 3843' from DER, 730' right of centerline, up to 103' AGL/584' MSL.
Trees beginning 1.1 NM from DER, 2296' left of centerline, up to 695' MSL.
Trees beginning 1.1 NM from DER, 2295' left of centerline, up to 709' MSL.
Trees, terrain beginning 1.2 NM from DER, 2302' left of centerline, up to 717' MSL.
Trees beginning 1.2 NM from DER, 2223' left of centerline, up to 730' MSL.
Trees beginning 1.2 NM from DER, 2272' left of centerline, up to 759' MSL.
Trees beginning 1.2 NM from DER, 2192' left of centerline, up to 807' MSL.

**CON'T**

## CINCINNATI, OH (CON'T)

### CINCINNATI MUNI AIRPORT LUNKEN FIELD (LUK) (CON'T)

**Rwy 3R (CON'T),** trees beginning 1.3 NM from DER, 2162' left of centerline, up to 851' MSL.
Trees beginning 1.3 NM from DER, 2070' left of centerline, up to 855' MSL.
Trees, building, poles beginning 1.3 NM from DER, 1811' left of centerline, up to 70' AGL/875' MSL.
Tree 1.6 NM from DER, 2442' left of centerline, 108' AGL/775' MSL.
**Rwy 7,** lighting 10' from DER, 59' right of centerline, 2' AGL/476' MSL.
Building 246' from DER, 554' left of centerline, 486' MSL.
Tree 530' from DER, 567' left of centerline, 26' AGL/498' MSL.
Trees beginning 706' from DER, 423' right of centerline, up to 521' MSL.
Trees beginning 946' from DER, 82' right of centerline, up to 538' MSL.
Tree 1155' from DER, 559' left of centerline, 33' AGL/505' MSL.
Trees beginning 1190' from DER, 84' left of centerline, up to 48' AGL/521' MSL.
Trees beginning 1512' from DER, 265' left of centerline, up to 50' AGL/524' MSL.
Trees beginning 1576' from DER, 30' left of centerline, up to 58' AGL/530' MSL.
Trees beginning 1718' from DER, 260' left of centerline, up to 532' MSL.
Trees beginning 1806' from DER, 316' left of centerline, up to 537' MSL.
Trees beginning 1810' from DER, 115' right of centerline, up to 550' MSL.
Trees beginning 2033' from DER, 300' left of centerline, up to 539' MSL.
Trees beginning 2116' from DER, 266' right of centerline, up to 77' AGL/551' MSL.
Trees beginning 2172' from DER, 21' right of centerline, up to 575' MSL.
Trees beginning 2272' from DER, 680' left of centerline, up to 545' MSL.
Tree 2425' from DER, 532' left of centerline, 549' MSL.
Trees beginning 2451' from DER, 729' left of centerline, up to 556' MSL.
Trees beginning 2499' from DER, 16' left of centerline, up to 572' MSL.
Trees beginning 2769' from DER, 16' left of centerline, up to 574' MSL.
Trees beginning 2879' from DER, on and right of centerline, up to 592' MSL.
**Rwy 7,** trees beginning 3002' from DER, 141' left of centerline, up to 100' AGL/576' MSL.
Trees beginning 3723' from DER, 1369' right of centerline, up to 668' MSL.
Trees, building, terrain beginning 3889' from DER, 1033' right of centerline, up to 694' MSL.
Trees beginning 4531' from DER, 1354' right of centerline, up to 709' MSL.
Trees beginning 4546' from DER, 1087' right of centerline, up to 731' MSL.
Trees beginning 1.1 NM from DER, 1899' right of centerline, up to 737' MSL.
Trees beginning 1.2 NM from DER, 1333' right of centerline, up to 757' MSL.
Trees beginning 1.2 NM from DER, 1427' right of centerline, up to 780' MSL.
Trees beginning 1.2 NM from DER, 1131' right of centerline, up to 782' MSL.
Tree, buildings beginning 1.2 NM from DER, 1224' right of centerline, up to 813' MSL.
Trees beginning 1.3 NM from DER, 1653' right of centerline, up to 79' AGL/823' MSL.
Tree 1.6 NM from DER, 2999' right of centerline, 759' MSL.
**Rwy 21L,** tree 90' from DER, 436' right of centerline, 7' AGL/486' MSL.
Trees beginning 437' from DER, 602' left of centerline, up to 509' MSL.
Tree 748' from DER, 605' left of centerline, 511' MSL.
Trees beginning 835' from DER, 587' left of centerline, up to 522' MSL.
Trees beginning 945' from DER, 583' left of centerline, up to 531' MSL.
Trees beginning 1288' from DER, 720' left of centerline, up to 535' MSL.
Tree 1510' from DER, 880' right of centerline, 524' MSL.
Tree 1553' from DER, 747' right of centerline, 525' MSL.
Trees beginning 1590' from DER, 648' right of centerline, up to 527' MSL.
Trees beginning 1597' from DER, 635' left of centerline, up to 570' MSL.
Trees beginning 1693' from DER, 218' right of centerline, up to 543' MSL.
Trees beginning 1770' from DER, 576' left of centerline, up to 573' MSL.
Trees beginning 1962' from DER, 173' left of centerline, up to 575' MSL.
Tree 2236' from DER, 372' right of centerline, 546' MSL.
Tree 2246' from DER, 250' right of centerline, 66' AGL/547' MSL.
Trees beginning 2347' from DER, 424' right of centerline, up to 549' MSL.
Trees beginning 2529' from DER, 6' left of centerline, up to 588' MSL.
Tree 2538' from DER, 600' right of centerline, 550' MSL.
Trees beginning 2601' from DER, 725' right of centerline, up to 556' MSL.
Tree 2923' from DER, 84' right of centerline, 96' AGL/575' MSL.
Trees beginning 3044' from DER, 3' right of centerline, up to 104' AGL/580' MSL.
Tree 3254' from DER, 328' right of centerline, 105' AGL/582' MSL.
Trees beginning 3344' from DER, 285' right of centerline, up to 106' AGL/584' MSL.
Trees beginning 3470' from DER, 42' right of centerline, up to 115' AGL/591' MSL.
Trees beginning 3614' from DER, 7' right of centerline, up to 135' AGL/597' MSL.
Tree 3868' from DER, 39' left of centerline, 129' AGL/589' MSL.
Trees beginning 3920' from DER, 111' left of centerline, up to 617' MSL.
Trees beginning 4007' from DER, 1406' left of centerline, up to 634' MSL.
Trees beginning 4102' from DER, 1321' left of centerline, up to 654' MSL.
Trees beginning 4376' from DER, 1254' left of centerline, up to 713' MSL.
Trees beginning 4614' from DER, 1152' left of centerline, up to 734' MSL.
Tree 1.4 NM from DER, 2928' right of centerline, 743' MSL.
Trees beginning 1.5 NM from DER, 2353' right of centerline, up to 755' MSL.
Trees beginning 1.5 NM from DER, 2334' right of centerline, up to 790' MSL.
Tree 1.5 NM from DER, 3033' right of centerline, 801' MSL.
Trees beginning 1.5 NM from DER, 2239' right of centerline, up to 807' MSL.
**CON'T**

## CINCINNATI, OH (CON'T)

### CINCINNATI MUNI AIRPORT LUNKEN FIELD (LUK) (CON'T)

**Rwy 21L (CON'T),** trees beginning 1.5 NM from DER, 2457' right of centerline, up to 876' MSL.
Trees, terrain beginning 1.6 NM from DER, 2189' right of centerline, up to 882' MSL.
Trees beginning 1.6 NM from DER, 2241' right of centerline, up to 888' MSL.
Tree, pole beginning 1.6 NM from DER, 1845' right of centerline, up to 890' MSL.
Spires, building, tree beginning 1.9 NM from DER, 1589' right of centerline, up to 78' AGL/891' MSL.
Tower 2 NM from DER, 2018' right of centerline, 156' AGL/971' MSL.
Antennas, trees, tower, pole beginning 2 NM from DER, 259' right of centerline, up to 160' AGL/978' MSL.
Trees beginning 2.5 NM from DER, 849' right of centerline, up to 897' MSL.
**Rwy 21R,** tree 990' from DER, 410' right of centerline, 576' MSL.
Tree 1315' from DER, 118' right of centerline, 581' MSL.
Tree 1428' from DER, 13' left of centerline, 563' MSL.
Trees beginning 1677' from DER, 181' left of centerline, up to 582' MSL.
Trees beginning 1945' from DER, 311' right of centerline, up to 595' MSL.
Tree 1.1 NM from DER, 1738' right of centerline, 716' MSL.
Trees beginning 1.1 NM from DER, 1751' right of centerline, up to 910' MSL.
Trees beginning 1.3 NM from DER, 990' right of centerline, up to 935' MSL.
Trees beginning 1.6 NM from DER, 2334' right of centerline, up to 941' MSL.
Trees, terrain, buildings, pole beginning 1.7 NM from DER, 2' right of centerline, up to 943' MSL.
Tree 1.8 NM from DER, 2' left of centerline, 789' MSL.
Trees beginning 1.9 NM from DER, 21' left of centerline, up to 808' MSL.
Trees beginning 1.9 NM from DER, 101' left of centerline, up to 817' MSL.
Trees beginning 1.9 NM from DER, 94' left of centerline, up to 858' MSL.
Trees beginning 1.9 NM from DER, 33' left of centerline, up to 890' MSL.
Building 2.1 NM from DER, 1474' right of centerline, 952' MSL.
Tower, trees, beginning 2.1 NM from DER, 508' right of centerline, up to 106' AGL/956' MSL.
Spires, building, tree beginning 2.2 NM from DER, 29' left of centerline, up to 78' AGL/891' MSL.
Antenna 2.2 NM from DER, 1215' right of centerline, 966' MSL.
Tower, trees, antenna beginning 2.2 NM from DER, 451' right of centerline, up to 125' AGL/969' MSL.
Tower 2.3 NM from DER, 535' left of centerline, 156' AGL/971' MSL.
Antenna, trees beginning 2.3 NM from DER, 118' left of centerline, up to 160' AGL/978' MSL.
Tree 2.5 NM from DER, 1167' right of centerline, 879' MSL.
**Rwy 25,** terrain 2' from DER, 417' left of centerline, 483' MSL.
Fence 79' from DER, 460' right of centerline, 487' MSL.
Buildings, fence beginning 177' from DER, 47' left of centerline, up to 35' AGL/518' MSL.
Pole 182' from DER, 310' right of centerline, 511' MSL.
Trees, vehicle on road, transmission line, poles, terrain, buildings beginning 195' from DER, on centerline, up to 51' MSL.
Tree, buildings, poles beginning 513' from DER, on and left of centerline, up to 549' MSL.
Trees, terrain beginning 597' from DER, 50' left of centerline, up to 552' MSL.
Trees, transmission line, signs beginning 1176' from DER, 34' left of centerline, up to 553' MSL.
Trees beginning 1628' from DER, 95' right of centerline, up to 570' MSL.
Tree 3484' from DER, 393' right of centerline, 103' AGL/577' MSL.
Trees beginning 3531' from DER, 256' right of centerline, up to 589' MSL.
Trees, transmission line beginning 3650' from DER, 152' right of centerline, up to 604' MSL.
Tree 3733' from DER, 361' left of centerline, 101' AGL/578' MSL.
Trees beginning 3752' from DER, 119' left of centerline, up to 81' AGL/584' MSL.
Trees beginning 3753' from DER, 17' right of centerline, up to 605' MSL.
Trees beginning 3800' from DER, 288' right of centerline, up to 640' MSL.
Trees beginning 3830' from DER, 708' right of centerline, up to 660' MSL.
Trees beginning 3857' from DER, 45' left of centerline, up to 76' AGL/590' MSL.
Trees, transmission line beginning 3872' from DER, 175' right of centerline, up to 672' MSL.
Trees beginning 3896' from DER, 286' right of centerline, up to 708' MSL.
Trees beginning 3975' from DER, 159' right of centerline, up to 715' MSL.
Tree 4033' from DER, 1524' right of centerline, 721' MSL.
Trees beginning 4037' from DER, 167' left of centerline, up to 45' AGL/594' MSL.
Trees beginning 4049' from DER, 273' right of centerline, up to 740' MSL.
Trees, terrain beginning 4073' from DER, 495' right of centerline, up to 761' MSL.
Trees, terrain beginning 4096' from DER, 19' right of centerline, up to 779' MSL.
Tree 4104' from DER, 56' left of centerline, 87' AGL/600' MSL.
Trees beginning 4115' from DER, 554' left of centerline, up to 645' MSL.
Trees beginning 4139' from DER, 145' left of centerline, up to 106' AGL/651' MSL.
Trees beginning 4166' from DER, 270' left of centerline, up to 91' AGL/689' MSL.
Trees beginning 4184' from DER, 79' left of centerline, up to 77' AGL/704' MSL.
Trees beginning 4236' from DER, 172' left of centerline, up to 707' MSL.
Trees, terrain beginning 4284' from DER, 28' right of centerline, up to 800' MSL.
Trees beginning 4322' from DER, 30' left of centerline, up to 74' AGL/733' MSL.
Tree 4360' from DER, 520' left of centerline, 769' MSL.
Trees beginning 4374' from DER, 111' left of centerline, up to 780' MSL.
Trees beginning 4504' from DER, 482' left of centerline, up to 788' MSL.
Tree, terrain beginning 4512' from DER, 66' left of centerline, up to 797' MSL.
Trees, terrain, building beginning 4523' from DER, 39' right of centerline, up to 807' MSL.
Trees, buildings, terrain beginning 4690' from DER, 21' left of centerline, up to 814' MSL.
Tree, building, terrain beginning 4706' from DER, 81' right of centerline, up to 817' MSL.
Tree, terrain beginning 4830' from DER, 256' right of centerline, up to 825' MSL.

**CON'T**

## CINCINNATI, OH (CON'T)

### CINCINNATI MUNI AIRPORT LUNKEN FIELD (LUK) (CON'T)

**Rwy 25 (CON'T),** trees, building, terrain beginning 4879' from DER, 137' right of centerline, up to 831' MSL.
Trees, terrain beginning 4939' from DER, 44' right of centerline, up to 843' MSL.
Tree 4974' from DER, 1637' left of centerline, 835' MSL.
Trees, terrain, buildings beginning 4980' from DER, 37' left of centerline, up to 862' MSL.
Trees beginning 5078' from DER, 340' right of centerline, up to 862' MSL.
Trees beginning 5134' from DER, 39' right of centerline, up to 864' MSL.
Trees, pole beginning 5206' from DER, 47' left of centerline, up to 869' MSL.
Trees beginning 5255' from DER, 292' right of centerline, up to 869' MSL.
Trees, transmission line beginning 5301' from DER, 136' right of centerline, up to 870' MSL.
Trees, transmission line beginning 5319' from DER, 36' right of centerline, up to 877' MSL.
Trees, terrain, buildings beginning 5394' from DER, 43' right of centerline, up to 903' MSL.
Trees, building beginning 5507' from DER, 44' left of centerline, up to 894' MSL.
Trees, building, terrain, transmission line beginning 5706' from DER, 22' right of centerline, up to 914' MSL.
Trees, building beginning 5741' from DER, 30' left of centerline, up to 903' MSL.
Trees, buildings, terrain, transmission line beginning 5849' from DER, 38' right of centerline, up to 919' MSL.
Trees beginning 1 NM from DER, 1108' right of centerline, up to 925' MSL.
Trees beginning 1 NM from DER, 34' right of centerline, up to 928' MSL.
Tree, building, transmission line, terrain beginning 1 NM from DER, 22' right of centerline, up to 932' MSL.
Trees, terrain, buildings, transmission line, tower, antenna beginning 1 NM from DER, 16' left of centerline, up to 917' MSL.
Trees, building, terrain, transmission line beginning 1.1 NM from DER, 3' right of centerline, up to 943' MSL.
Tank, trees beginning 1.4 NM from DER, 1580' right of centerline, up to 200' AGL/1024' MSL.
Tank, trees, terrain, buildings, transmission line beginning 1.4 NM from DER, 16' right of centerline, up to 1045' MSL.
Trees, transmission line, terrain, building beginning 1.4 NM from DER, 1' left of centerline, up to 919' MSL.
Trees, terrain, buildings, pole, beginning 1.5 NM from DER, 10' left of centerline, up to 926' MSL.
Tower 2.5 NM from DER, 2048' left of centerline, 158' AGL/885' MSL.

## CIRCLEVILLE, OH

### PICKAWAY COUNTY MEMORIAL (CYO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13NOV14 (14317) (FAA)

DEPARTURE PROCEDURE:
**Rwy 1,** climb heading 008° to 1300 before turning left.

TAKEOFF MINIMUMS:
**Rwy 1,** vehicle on road beginning 7' from DER, 447' right of centerline, up to 15' AGL/697' MSL.
Runway end identifier light with electrical system 41' from DER, 79' right of centerline, 5' AGL/687' MSL.
Runway end identifier light with electrical system 42' from DER, 82' left of centerline, 3' AGL/687' MSL.
Fence beginning 177' from DER, 250' left of centerline, up to 12' AGL/694' MSL.
Poles beginning 345' from DER, 518' right of centerline, up to 42' AGL/721' MSL.
Vehicle on road beginning 649' from DER, 16' left of centerline, up to 15' AGL/703' MSL.
Pole 667' from DER, 521' left of centerline, 29' AGL/711' MSL.
Tree 1887' from DER, 184' right of centerline, 54' AGL/740' MSL.
Tree 2251' from DER, 189' left of centerline, 59' AGL/745' MSL.
**Rwy 19,** terrain beginning 108' from DER, 267' right of centerline, up to 669' MSL.
Trees beginning 261' from DER, 64' left of centerline, up to 100' AGL/755' MSL.
Trees beginning 765' from DER, 99' right of centerline, up to 100' AGL/737' MSL.

## CLEVELAND, OH

### BURKE LAKEFRONT (BKL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6L,** 200-1¼ or std. w/min. climb of 220' per NM to 900.
**Rwy 6R,** 300-1½ or std. w/min. climb of 290' per NM to 1000.
**Rwy 24L,** 400-1⅜ or std. w/min. climb of 757' per NM to 1000.
**Rwy 24R,** 200-1 or std. w/min. climb of 490' per NM to 900.

DEPARTURE PROCEDURE:

**Rwys 6L/R,** climbing left turn to 2000 on heading 350° to intercept CXR VOR/DME R-286 to CRIBS intersection before proceeding on course.
**Rwys 24L/R,** climbing right turn to 2000 on heading 350° to intercept CXR VOR/DME R-286 to CRIBS intersection before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 6L,** lighting 9' from DER, 54' left and right of centerline, 2' AGL/584' MSL.
Tree 842' from DER, 720' right of centerline, 622' MSL.
Pole 964' from DER, 235' left of centerline, 24' AGL/618' MSL.
Crane 969' from DER, 589' right of centerline, 73' AGL/641' MSL.
Tree 2294' from DER, 265' right of centerline, 650' MSL.
Poles and tree beginning 2303' from DER, 222' right of centerline, up to 84' AGL/665' MSL.
Poles, tree and transmission line beginning 2327' from DER, 166' right of centerline, up to 90' AGL/674' MSL.
Buildings and bridge beginning 2682' from DER, 597' right of centerline, up to 124' AGL/704' MSL.
Tower 1 NM from DER, 1347' right of centerline, 150' AGL/758' MSL.
**Rwy 6R,** sign and lighting beginning 27' from DER, 89' left of centerline, up to 4' AGL/585' MSL.
Lighting 41' from DER, 89' right of centerline, 3' AGL/585' MSL.
Wind indicator 175' from DER, 242' left of centerline, 11' AGL/590' MSL.
Pole 177' from DER, 241' left of centerline, 14' AGL/594' MSL.
Pole 471' from DER, 612' right of centerline, 37' AGL/617' MSL.
Poles and sign beginning 626' from DER, 595' right of centerline, up to 37' AGL/618' MSL.
Poles beginning 1009' from DER, 569' right of centerline, up to 56' AGL/637' MSL.
Pole and dome beginning 1874' from DER, 568' right of centerline, up to 70' AGL/651' MSL.
Poles 3098' from DER, 1282' right of centerline, 708' MSL.
Transmission lines, pole and building beginning 3720' from DER, 96' right of centerline, up to 93' AGL/714' MSL.
Tower, poles and building beginning 4310' from DER, 170' right of centerline, up to 106' AGL/737' MSL.
Antenna and tower beginning 1.2 NM from DER, 2237' right of centerline, up to 170' AGL/794' MSL.
Tower 1.2 NM from DER, 1827' right of centerline, 227' AGL/849' MSL.
**Rwy 24L,** poles beginning 8' from DER, 28' left and right of centerline, up to 1' AGL/581' MSL.
Lighting beginning 10' from DER, 29' left and right of centerline, 2' AGL/582' MSL.
Fence 184' from DER, 451' left of centerline, 9' AGL/590' MSL.
Building 197' from DER, 502' left of centerline, 27' AGL/610' MSL.
Building and tank beginning 213' from DER, 411' left of centerline, up to 30' AGL/613' MSL.
NAVAID 245' from DER, 499' right of centerline, 9' AGL/587' MSL.
Pole 900' from DER, 621' left of centerline, 60' AGL/628' MSL.
Crane, poles and ship beginning 1038' from DER, 38' left of centerline, up to 85' AGL/653' MSL.
Pole 1319' from DER, 161' right of centerline, 64' AGL/632' MSL.
Buildings beginning 1685' from DER, 643' left of centerline, 169' AGL/741' MSL.
Buildings, dome, pole and ship beginning 1748' from DER, 367' left of centerline, up to 167' AGL/745' MSL.
Ship 2146' from DER, 90' right of centerline, 65' AGL/637' MSL.
Windmills beginning 2340' from DER, 1119' left of centerline, up to 152' AGL/750' MSL.
Stadium and cranes beginning 2821' from DER, 317' left of centerline, up to 176' AGL/763' MSL.
Building, ships, crane, elevator, bridge beginning 5056' from DER, 207' left of centerline, up to 275' AGL/896' MSL.
**Rwy 24R,** lighting and sign beginning 10' from DER, 55' left and right of centerline, up to 2' AGL/582' MSL.
Pole and ship beginning 1514' from DER, 338' left of centerline, up to 64' AGL/632' MSL.
Pole and ship beginning 2324' from DER, 866' left of centerline, up to 86' AGL/654' MSL.
Stadium and cranes beginning 3015' from DER, 816' left of centerline, up to 176' AGL/763' MSL.
Crane 5727' from DER, 1699' right of centerline, 152' AGL/731' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 01FEB18 (18032) (FAA)

**Rwy 6L,** heading as assigned by ATC; requires min. climb of 220' per NM to 900.
**Rwy 6R,** heading as assigned by ATC; requires min. climb of 290' per NM to 1000.
**Rwy 24R**, heading as assigned by ATC; requires min. climb of 490' per NM to 900.

## CLEVELAND, OH (CON'T)

### CLEVELAND-HOPKINS INTL (CLE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 16A 24MAY18 (18144) (FAA)

DEPARTURE PROCEDURE:

**Rwys 6R, 6L, 10,** climbing left turn to intercept DJB VOR/DME R-082 inbound to 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** tree 828' from DER, 656' right of centerline, 821' MSL.
Tree 880' from DER, 662' right of centerline, 830' MSL.
Sign 906' from DER, 717' left of centerline, 28' AGL/830' MSL.
Pole 1415' from DER, 785' right of centerline, 48' AGL/842' MSL.
Sign 2149' from DER, 955' left of centerline, 59' AGL/857' MSL.
Tower 3826' from DER, 1455' right of centerline, 137' AGL/922' MSL.
**Rwy 24L,** tree 1903' from DER, 492' left of centerline, 69' AGL/839' MSL.
Trees beginning 1959' from DER, 19' left of centerline, up to 78' AGL/848' MSL.
Pole, tree beginning 2273' from DER, 4' left of centerline, up to 79' AGL/849' MSL.
**Rwy 24R**, tower 2565' from DER, 1028' right of centerline, 191' AGL/870' MSL.
Tree 3653' from DER, 1047' left of centerline, 103' AGL/863' MSL.
Tree 3754' from DER, 861' left of centerline, 98' AGL/868' MSL.
**Rwy 28,** tree, building beginning 80' from DER, 424' right of centerline, up to 788' MSL.
Trees beginning 890' from DER, 212' right of centerline, up to 803' MSL.
Trees beginning 1042' from DER, 26' right of centerline, up to 811' MSL.
Tree 1250' from DER, 107' left of centerline, 813' MSL.
Building, trees beginning 1267' from DER, 66' left of centerline, up to 92' AGL/851' MSL.
Pole 2970' from DER, 947' right of centerline, 82' AGL/842' MSL.

### CUYAHOGA COUNTY (CGF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** terrain 86' from DER, 56' right of centerline, 878' MSL.
Terrain beginning 105' from DER, 26' left of centerline, up to 878' MSL.
Terrain 141' from DER, 37' right of centerline, 879' MSL.
Tree 1757' from DER, 929' left of centerline, 938' MSL.
Trees beginning 2163' from DER, 1008' right of centerline, up to 975' MSL.
Tree 2300' from DER, 1104' left of centerline, 961' MSL.
Trees beginning 2917' from DER, 105' right of centerline, up to 980' MSL.
Trees beginning 3607' from DER, 59' right of centerline, up to 982' MSL.
**Rwy 24,** pole 423' from DER, 423' right of centerline, 38' AGL/895' MSL.
NAVAID 530' from DER, 195' left of centerline, 19' AGL/894' MSL.
Tree, building beginning 617' from DER, 603' left of centerline, up to 940' MSL.
Tree 1141' from DER, 716' left of centerline, 945' MSL.
Trees beginning 1289' from DER, 555' left of centerline, up to 956' MSL.
Trees beginning 1366' from DER, 438' left of centerline, up to 970' MSL.
Trees beginning 1896' from DER, 95' left of centerline, up to 974' MSL.
Tree 1992' from DER, 76' right of centerline, 944' MSL.
Tree 2149' from DER, 8' right of centerline, 945' MSL.
Tree 3504' from DER, 31' right of centerline, 975' MSL.
Trees beginning 3616' from DER, 164' right of centerline, up to 979' MSL.
Tree 3714' from DER, 409' left of centerline, 975' MSL.
Tree 4153' from DER, 4' left of centerline, 980' MSL.

## COLUMBUS, IN

### COLUMBUS MUNI (BAK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** tree 1589' from DER, 306' right of centerline, 40' AGL/696' MSL.

## COLUMBUS, OH

### BOLTON FIELD (TZR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

DEPARTURE PROCEDURE:

**Rwy 4,** climb heading 037° to 1800 before turning east.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** tree 1091' from DER, 770' left of centerline, 53' AGL/959' MSL.
Tree 487' from DER, 356' right of centerline, 23' AGL/929' MSL.
Tree 1317' from DER, 452' right of centerline, 42' AGL/948' MSL.
Tree 1307' from DER, 50' left of centerline, 36' AGL/942' MSL.
Tree 1927' from DER, 135' right of centerline, 49' AGL/955' MSL.
**Rwy 22,** tree 1273' from DER, 720' right of centerline, 40' AGL/945' MSL.
Tree 712' from DER, 662' right of centerline, 25' AGL/927' MSL.
Tree 1411' from DER, 658' right of centerline 33' AGL/939' MSL.

### JOHN GLENN COLUMBUS INTL (CMH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7A 17AUG17 (17229) (FAA)

DEPARTURE PROCEDURE:

**Rwy 28L,** climb heading 281° to 2100 before turning southbound.
**Rwy 28R,** climb heading 281° to 2000 before turning southbound.

TAKEOFF OBSTACLE NOTES:

**Rwy 10L,** sign 23' from DER, 348' right of centerline, 3' AGL/813' MSL.
Trees beginning 1308' from DER, 800' left of centerline, up to 79' AGL/869' MSL.
Trees beginning 1721' from DER, 764' right of centerline, up to 88' AGL/878' MSL.
**Rwy 10R,** aircraft on taxiway abeam DER, 290' right of centerline, up to 59' AGL/878' MSL.
Sign 42' from DER, 159' left of centerline, 6' AGL/817' MSL.
Poles and building beginning 934' from DER, 538' right of centerline, up to 42' AGL/852' MSL.
Trees beginning 1319' from DER, 225' right of centerline, up to 116' AGL/886' MSL.
**Rwy 28L**, building 42' from DER, 111' right of centerline, 6' AGL/810' MSL.
Trees beginning 1563' from DER, 870' left of centerline, up to 93' AGL/902' MSL.
**Rwy 28R,** tower 1260' from DER, 837' left of centerline, 75' AGL/875' MSL.
Trees and poles beginning 1228' from DER, 624' right of centerline, up to 72' AGL/882' MSL.
Light 5' from DER, 4' left of centerline, 1' AGL/815' MSL.

### OHIO STATE UNIVERSITY (OSU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAR11 (11069) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 1461' from DER, 48' left of centerline, up to 76' AGL/955' MSL.
Trees beginning 1422' from DER, 157' right of centerline, up to 86' AGL/965' MSL.
**Rwy 9L,** trees beginning 1017' from DER, 122' left of centerline, up to 86' AGL/965' MSL.
Trees beginning 2001' from DER, 1015' right of centerline, up to 91' AGL/965' MSL.
**Rwy 9R,** trees beginning 197' from DER, 325' left of centerline, up to 73' AGL/937' MSL.
Trees beginning 973' from DER, 339' right of centerline, up to 103' AGL/957' MSL.
**Rwy 14,** wind sock 371' from DER, 273' left of centerline, 10' AGL/909' MSL.
Tree 1395' from DER, 872' left of centerline, 46' AGL/935' MSL.
Tree 2071' from DER, 295' right of centerline, 95' AGL/974' MSL.
**Rwy 23,** stacks beginning 681' from DER, 512' left of centerline, up to 64' AGL/963' MSL.
Trees beginning 709' from DER, 321' left of centerline, up to 44' AGL/948' MSL.
Elevator 1406' from DER, 469' left of centerline, 83' AGL/978' MSL.
Trees beginning 1248' from DER, 68' right of centerline, up to 74' AGL/978' MSL.
**Rwy 27R,** silos beginning 2476' from DER, 88' left of centerline, 61' AGL/971' MSL.
**Rwy 32,** trees beginning 1616' from DER, 210' left of centerline, up to 99' AGL/1003' MSL.

## CONNERSVILLE, IN

### METTEL FIELD (CEV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 28SEP06 (06271) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4, 22,** NA-VFR use only.

DEPARTURE PROCEDURE:

**Rwy 18,** climb via heading 185° to 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** railroad 311' from DER, 580' left of centerline, 23' AGL/882' MSL.
Multiple trees beginning 2280' from DER, 100' left of centerline, up to 113' AGL/974' MSL.
**Rwy 36,** road 120' from DER, 301' right of centerline, 15' AGL/884' MSL.
Railroad 649' from DER, 578' right of centerline, 23' AGL/892' MSL.
Multiple trees beginning 3400' from DER, on centerline, up to 92' AGL/959' MSL.

## COSHOCTON, OH

### RICHARD DOWNING (I40)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4, 22,** 300-1.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** tree 87'from DER, 402' left of centerline, 981' MSL.
Trees beginning 88' from DER, 460' left of centerline, up to 84' AGL/1040' MSL.
Tree 90' from DER, 226' right of centerline, 983' MSL.
Tree 628' from DER, 509' right of centerline, 1006' MSL.
**Rwy 22,** trees beginning 2' from DER, 290' left of centerline, up to 988' MSL.
Pole, wsk beginning 11' from DER, 57' right of centerline, up to 7' AGL/979' MSL.
Trees beginning 179' from DER, 275' left of centerline, up to 84' AGL/999' MSL.
Trees beginning 1033' from DER, 595' left of centerline, up to 1042' MSL.
Tree 2420' from DER, 123' right of centerline, 96' AGL/1035' MSL.
Tree 2442' from DER, 52' right of centerline, 104' AGL/1043' MSL.
Trees beginning 2443' from DER, 21' right of centerline, up to 106' AGL/1050' MSL.
Trees beginning 2496' from DER, 3' left of centerline, up to 103' AGL/1045' MSL.
Trees beginning 2503' from DER, on centerline, up to 103' AGL/1054' MSL.
Trees beginning 2550' from DER, 43' right of centerline, up to 105' AGL/1061' MSL.

## CRAWFORDSVILLE, IN

### CRAWFORDSVILLE RGNL (CFJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 08NOV18 (18312) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** poles beginning 805' from DER, 224' right of centerline, up to 27' AGL/829' MSL.
Tree 2838' from DER, 256' right of centerline, 873' MSL.
Poles, terrain, vehicle on road, tree beginning 41' from DER, 54' left of centerline, up to 30' AGL/834' MSL.
Tree 822' from DER, 95' left of centerline, 841' MSL.
Trees beginning 856' from DER, 123' left of centerline, up to 843' MSL.
Trees beginning 957' from DER, 213' left of centerline, up to 849' MSL.
Tree 1055' from DER, 283' left of centerline, 850' MSL.
Tree 1229' from DER, 418' left of centerline, 853' MSL.
Tree 1312' from DER, 168' left of centerline, 873' MSL.
Trees beginning 1324' from DER, 268' left of centerline, up to 875' MSL.
Trees beginning 1559' from DER, 283' left of centerline, up to 876' MSL.
Trees beginning 1862' from DER, 219' left of centerline, up to 881' MSL.
**Rwy 22,** tree 653' from DER, 618' right of centerline, 846' MSL.
Trees beginning 789' from DER, 205' right of centerline, up to 852' MSL.
Trees beginning 1059' from DER, 191' right of centerline, up to 857' MSL.
Trees beginning 2797' from DER, 386' right of centerline, up to 879' MSL.
Tree 328' from DER, 508' left of centerline, 815' MSL.
Trees beginning 559' from DER, 176' left of centerline, up to 867' MSL.

## DAYTON, OH

### DAYTON-PHILLIPSBURG (3I7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 16AUG18 (18228) (FAA)

TAKEOFF MINIMUMS:

**Rwy 21,** 300-1.

### DAYTON-WRIGHT BROTHERS (MGY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 21JUL16 (16203) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** multiple trees and road beginning 440' from DER, 257' left of centerline, up to 100' AGL/1053' MSL.
Multiple trees beginning 672' from DER, 17' right of centerline, up to 100' AGL/1017' MSL.
**Rwy 20,** multiple trees beginning 189' from DER, 494' left of centerline, up to 100' AGL/1009' MSL.
Multiple poles and trees beginning 323' from DER, 364' right of centerline, up to 100' AGL/1026' MSL.
Building 1195' from DER, 512' right of centerline, 50' AGL/972' MSL.

## DAYTON, OH (CON'T)

### GREENE COUNTY-LEWIS A JACKSON RGNL (I19)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03JAN19 (19003) (FAA)

DEPARTURE PROCEDURE:

**Rwy 25,** climb heading 225° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** trees, wind indicator beginning 20' from DER, 133' right of centerline, up to 59' AGL/999' MSL.
Tree 73' from DER, 264' left of centerline, 983' MSL.
Trees beginning 111' from DER, 165' left of centerline, up to 986' MSL.
Trees beginning 642' from DER, 329' right of centerline, up to 1016' MSL.
Trees beginning 2361' from DER, 945' right of centerline, up to 1028' MSL.
**Rwy 25,** trees beginning 62' from DER, 200' right of centerline, up to 996' MSL.
Trees beginning 114' from DER, 26' left of centerline, up to 82' AGL/982' MSL.
Trees beginning 185' from DER, 3' right of centerline, up to 998' MSL.
Tree 355' from DER, 111' left of centerline, 992' MSL.
Trees beginning 388' from DER, 5' left of centerline, up to 995' MSL.
Trees beginning 1241' from DER, 82' left of centerline, up to 998' MSL.
Tree 1516' from DER, 171' left of centerline, 1000' MSL.
Transmission line, trees, poles beginning 1537' from DER, 22' left of centerline, up to 120' AGL/1009' MSL.
Trees beginning 1897' from DER, 59' right of centerline, up to 1002' MSL.
Pole 1897' from DER, 216' left of centerline, 148' AGL/1052' MSL.
Transmission line 1924' from DER, 194' left of centerline, 150' AGL/1054' MSL.
Trees beginning 2041' from DER, 108' right of centerline, up to 127' AGL/1011' MSL.

### JAMES M COX DAYTON INTL (DAY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 27APR17 (17117) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18,** 300-1 or std. w/min. climb of 305 per NM to 1300.

TAKEOFF OBSTACLE NOTES:

**Rwy 6R,** tower 3128' from DER, 1114' right of centerline, 140' AGL/1101' MSL.
**Rwy 18,** trees beginning 1033' from DER, 77' right of centerline, up to 1048' MSL.
Tree 1047' from DER, 38' left of centerline, 1039' MSL.
Tree 1049' from DER, 326' left of centerline, 1040' MSL.
Tree 1050' from DER, 437' left of centerline, 1041' MSL.
Trees beginning 1051' from DER, 192' left of centerline, up to 1047' MSL.
Wind indicator on building, steeple, pole, ant on building, tree beginning 1141' from DER, 195' left of centerline, up to 1049' MSL.
Trees beginning 1378' from DER, 325' left of centerline, up to 1056' MSL.
Trees beginning 1618' from DER, 244' left of centerline, up to 1060' MSL.
Tree 1631' from DER, 558' right of centerline, 1054' MSL.
Tree 1711' from DER, 185' left of centerline, 1066' MSL.
Trees beginning 1785' from DER, 311' left of centerline, up to 1072' MSL.
Trees beginning 1825' from DER, 210' left of centerline, up to 74' AGL/1079' MSL.
Tree 1832' from DER, 563' right of centerline, 1060' MSL.
Trees beginning 2013' from DER, 139' right of centerline, up to 1072' MSL.
Trees beginning 2322' from DER, 958' right of centerline, up to 1073' MSL.
Tree 2378' from DER, 916' left of centerline, 1089' MSL.
Trees beginning 2379' from DER, 141' left of centerline, up to 96' AGL/1095' MSL.
Tree 2574' from DER, 1075' right of centerline, 1094' MSL.
Tree 2578' from DER, 1098' right of centerline, 89' AGL/1096' MSL.
Trees beginning 2923' from DER, 412' left of centerline, up to 1098' MSL.
Tank 4227' from DER, 1469' left of centerline, 184' AGL/1168' MSL.
**Rwy 24L,** vehicles on road 200' from DER, crossing runway centerline, up to 15' AGL/1021' MSL.
Tree 992' from DER, 522' left of centerline, 1049' MSL.
Tree 1139' from DER, 740' left of centerline, 1056' MSL.
Trees beginning 1722' from DER, 527' left of centerline, up to 1061' MSL.
**Rwy 36,** airfield light beginning 5' from DER, 4' right of centerline, up to 2' AGL/992' MSL.
Tree 1947' from DER, 939' left of centerline, 1040' MSL.

## DEFIANCE, OH

### DEFIANCE MEMORIAL (DFI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAR11 (11069) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 12,** trees beginning 398' from DER, 155' right of centerline, up to 50' AGL/749' MSL.
Terrain beginning 62' from DER, 1' right of centerline, up to 706' MSL.
Vehicle on road 833' from DER, 286' left of centerline, up to 15' AGL/724' MSL.
**Rwy 30,** trees and power lines beginning 527' from DER, beginning 246' left to right of centerline, up to 50' AGL/759' MSL. Vehicle on road beginning 527' from DER, 246' left to right of centerline, up to 15' AGL/724' MSL.
Terrain beginning 36' from DER, 17' right of centerline, up to 712' MSL.
Terrain beginning 116' from DER, 353' left of centerline, up to 712' MSL.

## DELAWARE, OH

### DELAWARE MUNI-JIM MOORE FIELD (DLZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05JAN17 (17005) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** tree 884' from DER, 717' left of centerline, 1014' MSL.
Transmission line/tower 1179' from DER, 289' right of centerline, 48' AGL/987' MSL.
Tree 1808' from DER, 506' left of centerline, 996' MSL.
**Rwy 28,** windsock 7' from DER, 443' right of centerline, 9' AGL/950' MSL.
Ground 35' from DER, 189' left of centerline, 950' MSL.
Transmission line/tower 992' from DER, 699' left of centerline, 61' AGL/1005' MSL.
Transmission line/tower 987' from DER, 599' left of centerline, 45' AGL/987' MSL.
Transmission line/tower 1126' from DER, 695' right of centerline, 45' AGL/988' MSL.
Tree 1233' from DER, 742' right of centerline, 990' MSL.

## EAST LIVERPOOL, OH

### COLUMBIANA COUNTY (02G)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

**Rwy 25,** 600-1¾ or std. w/min. climb gradient of 445' per NM to 1700.

DEPARTURE PROCEDURE:

**Rwy 25,** climb heading of 249° to 1700 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** trees beginning abeam DER, 392' left of centerline, up to 71' AGL/1224' MSL.
Tree 156' from DER, 449' right of centerline, 1205' MSL.
Trees beginning 164' from DER, 11' left of centerline, up to 101' AGL/1231' MSL.
Trees beginning 182' from DER, 75' right of centerline, up to 1218' MSL.
Trees beginning 1892' from DER, 635' right of centerline, up to 1219' MSL.
Tree 2212' from DER, 850' right of centerline, 1221' MSL.
Tree 2338' from DER, 840' right of centerline, 1224' MSL.
Tree 2859' from DER, 506' left of centerline, 1236' MSL.
**Rwy 25,** ground 7' from DER, 401' right of centerline, 1152' MSL.
Ground beginning 104' from DER, 297' right of centerline, up to 1159' MSL.
Ground 118' from DER, 256' left of centerline, 1148' MSL.
Trees beginning 141' from DER, 28' left of centerline, up to 82' AGL/1226' MSL.
Trees beginning 899' from DER, 84' right of centerline, up to 1220' MSL.
Tree 3443' from DER, 611' right of centerline, 1240' MSL.
Tree 3499' from DER, 359' right of centerline, 1242' MSL.
Tree 3531' from DER, 1397' right of centerline, 1247' MSL.
Tree 3533' from DER, 935' right of centerline, 1276' MSL.
Trees beginning 3535' from DER, 161' right of centerline, up to 1287' MSL.
Trees beginning 3653' from DER, 391' right of centerline, up to 1288' MSL.
Trees beginning 3701' from DER, 61' right of centerline, up to 1290' MSL.
Trees beginning 3748' from DER, 231' right of centerline, up to 1315' MSL.
Tree 3748' from DER, 891' right of centerline, 1298' MSL.
Trees beginning 3801' from DER, 44' right of centerline, up to 1322' MSL.
Trees beginning 3854' from DER, 358' right of centerline, up to 1332' MSL.
Tree, ground beginning 3907' from DER, 282' right of centerline, up to 1350' MSL.
Trees beginning 4863' from DER, 804' left of centerline, up to 1279' MSL.
Trees beginning 5051' from DER, 651' left of centerline, up to 1292' MSL.
Trees beginning 5174' from DER, 546' left of centerline, up to 1296' MSL.
Trees beginning 5280' from DER, 328' left of centerline, up to 1311' MSL.
Trees beginning 5491' from DER, 59' left of centerline, up to 1316' MSL.
Trees beginning 5860' from DER, 639' right of centerline, up to 1353' MSL.
Trees beginning 5860' from DER, 120' right of centerline, up to 1355' MSL.
Trees beginning 5966' from DER, 1071' right of centerline, up to 1356' MSL.
Trees beginning 6019' from DER, 795' right of centerline, up to 1357' MSL.
Trees beginning 6072' from DER, 15' right of centerline, up to 1364' MSL.
Trees beginning 6072' from DER, 203' right of centerline, up to 1365' MSL.
Trees beginning 1 NM from DER, 26' right of centerline, up to 1389' MSL.
Trees beginning 1 NM from DER, 25' left of centerline, up to 1325' MSL.
Trees beginning 1 NM from DER, 332' right of centerline, up to 1393' MSL.
Trees beginning 1 NM from DER, 84' right of centerline, up to 1406' MSL.
Tree, ground beginning 1 NM from DER, 430' right of centerline, up to 76' AGL/1418' MSL.
Trees beginning 1 NM from DER, 943' right of centerline, up to 1416' MSL.
Transmission tower, tree, ground beginning 1.1 NM from DER, 687' right of centerline, up to 122' AGL/1450' MSL.
Tree 1.4 NM from DER, 2655' left of centerline, 1359' MSL.
Tree 1.4 NM from DER, 2747' left of centerline, 1360' MSL.

## ELKHART, IN

### ELKHART MUNI (EKM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22SEP11 (11265) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** trees beginning 2039' from DER, 768' right of centerline, up to 68' AGL/845' MSL.
Trees beginning 2649' from DER, 774' left of centerline, up to 90' AGL/867' MSL.
**Rwy 18,** trees and spire beginning 592' from DER, 63' right of centerline, up to 63' AGL/835' MSL.
Trees beginning 508' from DER, 87' left of centerline, up to 71' AGL/843' MSL.
**Rwy 27,** trees beginning 1195' from DER, 241' right of centerline, up to 90' AGL/861' MSL.
Trees beginning 1714' from DER, 49' left of centerline, up to 89' AGL/860' MSL.
**Rwy 36,** tree and building beginning 845' from DER, 212' right of centerline, up to 58' AGL/836' MSL.
Trees beginning1193' from DER, 240' left of centerline, up to 61' AGL/839' MSL.

## ELYRIA, OH

### ELYRIA (1G1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** road 1198' from DER, 275' left of centerline, 15' AGL/774' MSL.
Tree 2077' from DER, 778' right of centerline, 100' AGL/859' MSL.
**Rwy 27,** tree 68' from DER, 237' left of centerline, 100' AGL/859' MSL.
Tree 527' from DER, 454' right of centerline, 100' AGL/854' MSL.

## EVANSVILLE, IN

### EVANSVILLE RGNL (EVV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 16OCT14 (14289) (FAA)

TAKEOFF MINIMUMS:

**Rwy 9**, 300-1 or std. w/min. climb of 650' per NM to 700.
**Rwy 27,** 300-1¾ or std. w/min. climb of 402' per NM to 800.
**Rwy 36,** 300-1½ or std. w/min. climb of 615' per NM to 700.

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** fence 293' from DER, 294' right of centerline, 9' AGL/399' MSL.
Train on railroad tracks and vehicles on roadway beginning 610' from DER, 291' right of centerline, up to 23' AGL/424' MSL.
Building 1446' from DER, 84' right of centerline, 37' AGL/445' MSL.
Trees and vehicles on roadway beginning 2070' from DER, 905' right of centerline, up to 100' AGL/583' MSL.
Trees beginning 3093' from DER, 385' left of centerline, up to 91' AGL/516' MSL.
Trees beginning 4145' from DER, 1575' right of centerline, up to 100' AGL/509' MSL.
**Rwy 18,** electrical system 10' from DER, 80' right of centerline, 13' AGL/396' MSL.
Vehicles on roadway beginning 265' from DER, left and right of centerline, up to 15' AGL/398' MSL.
Trains on railroad tracks beginning 328' from DER, 17' left of centerline, up to 23' AGL/412' MSL.
Buildings beginning 560' from DER, 137' right of centerline, up to 53' AGL/447' MSL.
Trees beginning 1595' from DER, 162' left of centerline, up to 51' AGL/433' MSL.
Tower 4136' from DER, 1569' left of centerline, 132' AGL/513' MSL.
**Rwy 22,** weather sensor 141' from DER, 458' left of centerline, 18' AGL/458' MSL.
GS building 146' from DER, 401' left of centerline, 10' AGL/392' MSL.
Tower 165' from DER, 399' left of centerline, 45' AGL/429' MSL.
Aircraft on taxiway beginning 1305' from DER, 833' right of centerline, up to 70' AGL/452' MSL.
**Rwy 27,** vehicles on roadway and trains on railroad tracks beginning 295' from DER, left and right of centerline, up to 23' AGL/407' MSL.
Sign 389' from DER, 228' right of centerline, 21' AGL/401' MSL.
Pole and trees beginning 710' from DER, left and right of centerline, up to 102' AGL/559' MSL.
Trees beginning 4114' from DER, left and right of centerline, up to 124' AGL/617' MSL.
Towers beginning 1.3 NM from DER, 1157' left of centerline, up to 181' AGL/649' MSL.
Trees beginning 1.33 NM from DER, 442' left of centerline, up to 112' AGL/610' MSL.
**Rwy 36,** trees beginning 1389' from DER, 702' left of centerline, up to 100' AGL/539' MSL.
Trees beginning 2160' from DER, 479' right of centerline, up to 105' AGL/567' MSL.
Trees beginning 4224' from DER, 1025' right of centerline, up to 110' AGL/597' MSL.
Trees beginning 6131' from DER, 1152' right of centerline, up to 126' AGL/618' MSL.
Trees beginning 1.1 NM from DER, 1556' right of centerline, up to 100' AGL/579' MSL.

## FINDLAY, OH

### FINDLAY (FDY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06DEC18 (18340) (FAA)

TAKEOFF MINIMUMS:

**Rwy 25,** 300-1⅝ or std. w/min. climb of 210' per NM to 1100, or alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400 feet prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** road with vehicles beginning 55' from DER, 308' right of centerline, up to 15' AGL/821' MSL.
Wall, pole beginning 121' from DER, 48' left of centerline, up to 10' AGL/816' MSL.
Tree, road with vehicles, pole beginning 154' from DER, 69' right of centerline, up to 32' AGL/838' MSL.
Road with vehicles beginning 210' from DER, 1' left of centerline, up to 15' AGL/821' MSL.
Trees beginning 279' from DER, 45' right of centerline, up to 33' AGL/839' MSL.
Tree, pole, building beginning 338' from DER, 33' left of centerline, up to 26' AGL/832' MSL.
Tree 1715' from DER, 959' right of centerline, 54' AGL/860' MSL.
Trees beginning 1846' from DER, 407' right of centerline, up to 64' AGL/870' MSL.
Building 2374' from DER, 1054' right of centerline, 110' AGL/916' MSL.
Building, tree, wind indicator beginning 2417' from DER, 109' right of centerline, up to 121' AGL/927' MSL.
**Rwy 18,** tree 2786' from DER, 150' left of centerline, 876' MSL.
**Rwy 25,** fence, vegetation beginning 26' from DER, 141' left of centerline, up to 6' AGL/799' MSL.
Road with vehicles beginning 133' from DER, 108' right of centerline, up to 15' AGL/803' MSL.
Sign, tree, pole beginning 473' from DER, 421' right of centerline, up to 64' AGL/852' MSL.
Tree, pole, road with vehicles beginning 785' from DER, 397' right of centerline, up to 15' AGL/802' MSL.
Elevator, tree beginning 1824' from DER, 295' right of centerline, up to 78' AGL/869' MSL.
Trees beginning 2207' from DER, 454' right of centerline, up to 88' AGL/876' MSL.
Elevator 1.2 NM from DER, 1040' right of centerline, 206' AGL/999' MSL.
Elevator 1.3 NM from DER, 1114' right of centerline, 207' AGL/1000' MSL.
**Rwy 36,** pole 1191' from DER, 742' right of centerline, 39' AGL/835' MSL.
Tree 1559' from DER, 498' left of centerline, 51' AGL/847' MSL.

## FORT WAYNE, IN

### FORT WAYNE INTL (FWA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17SEP15 (15260) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** lighted structures beginning 9' from DER, left and right of centerline, up to 3' AGL/800' MSL.
Fence and trees beginning 152' from DER, 521' right of centerline, up to 42' AGL/842' MSL.
Railroad 834' from DER, 582' right of centerline, 23' AGL/820' MSL.
Trees beginning 927' from DER, 499' left of centerline, 40' AGL/836' MSL.
**Rwy 9,** lighted structures beginning 11' from DER, left and right of centerline, up to 2' AGL/794' MSL.
Pole 86' from DER, 442' right of centerline, 28' AGL/820' MSL.
Pole 380' from DER, 505' right of centerline, 32' AGL/822' MSL.
Tower 3124' from DER, 1109' left of centerline, 111' AGL/910' MSL.
**Rwy 14,** lighted structures beginning 9' from DER, left and right of centerline, up 2' AGL/797' MSL.
Tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL.
**Rwy 23,** lighted structures beginning 8' from DER, left and right of centerline, up to 2' AGL/815' MSL.
**Rwy 27**, lighted structures beginning 9' from DER, 48' left of centerline, up 2' AGL/800' MSL.
fences beginning 28' from DER, 470' right of centerline, up to 6' AGL/804' MSL.
Tower 194' from DER, 523' left of centerline, 19' AGL/809' MSL.
Obstruction light 370' from DER, 230' left of centerline, 14' AGL/812' MSL.
Trees beginning 3587' from DER, left and right of centerline, up to 104' AGL/910' MSL.
**Rwy 32,** lighted structures beginning 9' from DER, left and right of centerline, up to 2' AGL/803' MSL.
Trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

### SMITH FIELD (SMD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:

**Rwy 23,** 800-3 or std. with a min. climb of 420' per NM to 1900.

DEPARTURE PROCEDURE:

**Rwy 13,** climb on heading between 133° CW to 185° from DER or climb on heading between 313° CW to 133° from DER to 2700 before proceeding on course or min. climb of 250' per NM to 2000 for all other courses.
**Rwy 23,** climb on heading 236° to 1900 before proceeding on course.
**Rwy 31,** climb on heading between 313° CW to 133° from DER or climb on heading between 250° CW to 313° from DER to 2700 before proceeding on course or min. climb of 250' per NM to 1900 for all other courses.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** vehicle on road 465' from DER, on centerline, 15' AGL/844' MSL.
Trees, light poles, flag poles, power poles, buildings, bus garages and cell tower beginning 345' from DER, 34' right of centerline, up to 153' AGL/974' MSL.
Trees, buildings and light poles beginning 234' from DER, 11' left of centerline, up to 72' AGL/896' MSL.

**CON'T**

## FORT WAYNE, IN (CON'T)

SMITH FIELD (SMD) (CON'T)

**Rwy 13,** vehicle on road 458' from DER, on centerline, 15' AGL/842' MSL.
Trees, houses and light pole beginning 21' from DER, 38' right of centerline, up to 100' AGL/929' MSL.
Trees, buildings, power poles, hanger, terminal, light pole and flag pole beginning 330' from DER, 25' left of centerline, up to 128' AGL/ 936' MSL.
**Rwy 23,** power poles, light poles, trees, building, house and shed beginning 469' from DER, 6' right of centerline, up to 82' AGL/909' MSL.
Trees, houses and light poles beginning 193' from DER, 43' left of centerline, up to 81' AGL/906' MSL.
**Rwy 31,** trees, buildings, power poles, garages, light pole and antenna beginning 237' from DER, 30' right of centerline, up to 95' AGL/936' MSL.
Trees and vert tank beginning 488' from DER, 202' left of centerline, up to 73' AGL/910' MSL.

## FOSTORIA, OH

FOSTORIA METROPOLITAN (FZI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03JUN10 (10154) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 9,** trees beginning 343' from DER, 584' left of centerline, up to 74' AGL/823' MSL.
Trees beginning 26' from DER, 277' right of centerline, up to 75' AGL/820' MSL.
**Rwy 27,** trees beginning 938' from DER, 342' left of centerline, up to 100' AGL/859' MSL.
Trees beginning 379' from DER, 444' right of centerline, up to 64' AGL/806' MSL.
Building 2' from DER, 500' left of centerline, 8' AGL/758' MSL.
Building 262' from DER, 523' right of centerline, 34' AGL/776' MSL.
SILO 292' from DER, 376' right of centerline, 36' AGL/778' MSL.
Pole 898' from DER, 413' right of centerline, 39' AGL/778' MSL.
Power pole 961' from DER, 562' right of centerline, 48' AGL/790' MSL.

## FRANKFORT, IN

FRANKFORT MUNI (FKR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 4,** vehicles on highway, beginning 148' from DER, left to right of centerline, 17' AGL/894' MSL.
Building 442' from DER, 601' right of centerline, 40' AGL/897' MSL.
Building 606' from DER, 373' left of centerline, 40' AGL/917' MSL.
Plant 3169' from DER, 712' right of centerline, 87' AGL/942' MSL.
**Rwy 9,** crops 389' from DER, left to right of centerline, 10' AGL/872' MSL.
**Rwy 22,** crops 200' from DER, left to right of centerline, 10' AGL/867' MSL.
Vehicles on roadway beginning 369' from DER, 583' right of centerline, 17' AGL/876' MSL.
**Rwy 27,** crops 299' from DER, left to right of centerline, 10' AGL/867' MSL.
Vehicles on roadway 743' from DER, left and right of centerline, 17' AGL/876' MSL.

## FREMONT, OH

FREMONT (14G)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22OCT09 (09295) (FAA)

TAKEOFF MINIMUMS:
**Rwys 18,36,** NA-Environmental.

TAKEOFF OBSTACLE NOTES:
**Rwy 9,** train 268' from DER, 516' right of centerline, 23' AGL/677' MSL.
Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL.
Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL.
**Rwy 27,** road 65' from DER, 4' right of centerline, 15' AGL/669' MSL.
Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

SANDUSKY COUNTY RGNL (S24)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 6,** REILs 39' from DER, 93' right of centerline, 8' AGL/659' MSL.
REILs 39' from DER, 93' left of centerline, 7' AGL/658' MSL.
Trees beginning 796' from DER, 709' left of centerline, up to 91' AGL/737' MSL.
**Rwy 24,** REILs 41' from DER, 94' right of centerline, 7' AGL/668' MSL.
REILs 41' from DER, 93' left of centerline, 7' AGL/668' MSL.
Trees beginning 1569' from DER, left and right of centerline, up to 145' AGL/786' MSL.

## FRENCH LICK, IN

FRENCH LICK MUNI (FRH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10APR08 (08101) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** Terrain 59' from DER, 86' left of centerline, 0' AGL/799' MSL.
Trees beginning 184' from DER, 391' left of centerline, up to 100' AGL/889' MSL.
Trees beginning 215' from DER, 148' right of centerline, up to 100' AGL/849' MSL.
**Rwy 26,** Trees beginning 429' from DER, 90' left of centerline, up to 100' AGL/849' MSL.
Trees beginning 580' from DER, 57' right of centerline, up to 100' AGL/909' MSL.

## GALION, OH

GALION MUNI (GQQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 354' from DER, 335' right of centerline, up to 50' AGL/1269' MSL.
**Rwy 23,** vehicles on road beginning 0' from DER, 348' right of centerline, up to 15' AGL/1244' MSL.
Vehicles on road beginning 0' from DER, 362' left of centerline, up to 17' AGL/1236' MSL.
Train and power lines 0' from DER, 351' left of centerline, up to 30' AGL/1252' MSL.
Trees beginning 341' from DER, right and left of centerline, up to 50' AGL/1279' MSL.

## GALLIPOLIS, OH

GALLIA-MEIGS RGNL (GAS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5,** 400-2½ or std. w/min. climb of 465' per NM to 1300.
**Rwy 23,** 300-1 w/min. climb of 350' per NM to 1600 or std. w/min. climb of 460' per NM to 1300 or 1300-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 5,** climb heading 55° to 1800 before proceeding on course.
**Rwy 23,** climb heading 235° to 1200 before proceeding on course.

VCOA:

**Rwy 23,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Gallia-Meigs Regional airport at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** vehicle on road 5' from DER, 391' left of centerline, 17' AGL/586' MSL.
Tree and power poles beginning 72' from DER, 388' right of centerline, up to 100' AGL/669' MSL.
Tree, sign, light pole beginning 99' from DER, 326' left of centerline, up to 100' AGL/659' MSL.
Tree 293' from DER, 409' right of centerline, 100' AGL/669' MSL.
Trees beginning 426' from DER, 346' right of centerline, up to 100' AGL/669' MSL.
Trees, light pole, vehicle on road beginning 438' from DER, 267' left of centerline, up to 100' AGL/669' MSL.
Vehicle on road 935' from DER, on and left of centerline, 17' AGL/586' MSL.
Tree and vehicle on overpass beginning 937' from DER, 440' left of centerline, up to 100' AGL/669' MSL.
Sign 1124' from DER, 285' right of centerline, 30' AGL/599' MSL.
Trees beginning 1297' from DER, 113' right of centerline, up to 100' AGL/669' MSL.
Trees beginning 1.5 NM from DER, 1270' right of centerline, up to 940' MSL.
**Rwy 23,** vehicles on road, train beginning 2' from DER, 207' right of centerline, up to 15' AGL/594' MSL.
Trees beginning 4' from DER, 451' left of centerline, up to 100' AGL/669' MSL.
Power poles, train 90' from DER, 407' right of centerline, up to 30' AGL/599' MSL.
Vehicles on road beginning 179' from DER, on and left of centerline, up to 15' AGL/575' MSL.
Tree 187' from DER, 424' left of centerline, 100' AGL/669' MSL.
Vehicle on road 551' from DER, 70' left of centerline, 15' AGL/575' MSL.
Buildings beginning 923' from DER, 220' left of centerline, up to 40' AGL/609' MSL.
Power poles, tank, tree beginning 1238' from DER, 510' left of centerline, up to 50' AGL/619' MSL.
Trees beginning 2322' from DER, 1074' right of centerline, up to 100' AGL/699' MSL.

## GARY, IN

GARY/CHICAGO INTL (GYY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 25JUN15 (15176) (FAA)

TAKEOFF MINIMUMS:

**Rwy 2,** 300-1½ or std. with min. climb of 323' per NM to 900.

DEPARTURE PROCEDURE:

**Rwy 20,** climb heading 203° to 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** tree, pole, building and vehicles on road beginning 554' from DER, 264' right of centerline, up to 26' AGL/617' MSL.
Tower 3432' from DER, 1125' right of centerline, 120' AGL/708' MSL.
Stacks and towers beginning 4434' from DER, 1004' right of centerline, up to 201' AGL/791' MSL.
Tree 1489' from DER, 236' left of centerline, 56' AGL/647' MSL.
Towers beginning 4598' from DER, 1080' left of centerline, up to 139' AGL/731' MSL.

**CON'T**



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

## GARY, IN (CON'T)

GARY/CHICAGO INTL (GYY) (CON'T)

**Rwy 2 (CON'T)** stacks and tower beginning 5921' from DER, 460' left of centerline, up to 236' AGL/823' MSL.
Vehicles on road 571' from DER, on runway centerline, 15' AGL/605' MSL.
**Rwy 12,** trees and poles beginning 790' from DER, 221' right of centerline, up to 86' AGL/685' MSL.
trees beginning 1617' from DER, 743' left of centerline, up to 65' AGL/656' MSL.
Towers beginning 4246' from DER, 444' left of centerline, up to 105' AGL/700' MSL.
**Rwy 20,** trees and poles beginning 651' from DER, 108' right of centerline, up to 96' AGL/685' MSL.
Trees, poles and vehicles on road beginning 884' from DER, 26' left of centerline, up to 63' AGL/658' MSL.
Vehicles on road 1048' from DER, on runway centerline, 17' AGL/631' MSL.
**Rwy 30,** tree and poles beginning 2021' from DER, 390' right of centerline, up to 105' AGL/710' MSL.
Terrain 137' from DER, 351' left of centerline, 22' AGL/612' MSL.
Poles and road sign beginning 1263' from DER, 60' left of centerline, up to 49' AGL/638' MSL.

## GEORGETOWN, OH

BROWN COUNTY (GEO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 26AUG10 (10238) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** vehicle on road beginning 430' from DER, 116' right of centerline, up to 15' AGL/974' MSL.
Vehicle on road beginning 400' from DER, 155' left of centerline, up to 15' AGL/974' MSL.
**Rwy 36,** trees 328' from DER, 232' right of centerline, up to 100' AGL/1059' MSL.
Trees 301' from DER, 452' left of centerline, up to 100' AGL, 1069' MSL.

## GOSHEN, IN

GOSHEN MUNI (GSH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

**Rwys 5, 23,** NA - environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** Post 42' from DER, 251' right of centerline, 12' AGL/831' MSL.
Pole 1030' from DER, 619' right of centerline, 37' AGL/862' MSL.
Pole 986' from DER, 465' left of centerline, 30' AGL/855' MSL.
Trees beginning 2493' from DER, 515' left of centerline, up to 100' AGL/966' MSL.
**Rwy 27,** Trees beginning 2173' from DER, 210' right of centerline, up to 100' AGL/914' MSL.
Trees beginning 2072' from DER, 124' left of centerline, up to 100' AGL/914' MSL.

## GREENCASTLE, IN

PUTNAM COUNTY RGNL (GPC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05JAN17 (17005) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** grd 91' from DER, 299' left of centerline, 817' MSL.
Fence 113' from DER, 306' left of centerline, 3' AGL/822' MSL.
Fence 199' from DER, 307' left of centerline, 7' AGL/825' MSL.
Trees, poles, and bldgs beginning 538' from DER, 373' right of centerline, up to 873' MSL.
Tree 997' from DER, 266' left of centerline, 855' MSL.
Tree 1015' from DER, 360' left of centerline, 859' MSL.
Tree 2728' from DER, 1049' right of centerline, 894' MSL.
**Rwy 36,** grd 4' from DER, 486' right of centerline, 850' MSL.
Trees beginning 656' from DER, 596' right of centerline, up to 910' MSL.
Trees and bldg beginning 1269' from DER, 206' right of centerline, up to 912' MSL.
Trees, spire, and bldg beginning 1861' from DER, 217' right of centerline, up to 67' AGL/918' MSL.
Tree 1862' from DER, 535' left of centerline, 42' AGL/889' MSL.
Trees beginning 2227' from DER, 199' left of centerline, up to 64' AGL/912' MSL.
Tree and bldg beginning 2334' from DER, 18' left of centerline, up to 913' MSL.

## GREENSBURG, IN

GREENSBURG MUNI (I34)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 09APR09 (09099) (FAA)

TAKEOFF MINIMUMS:

**Rwy 36,** 300-1.

## GRIFFITH, IN

### GRIFFITH - MERRILLVILLE (05C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

**Rwy 8,** 300-1 or std. w/min. climb of 510' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

**Rwy 26,** vegetation 164' from DER, 471' left of centerline, 653' MSL.
Building beginning 192' from DER, 156' right of centerline, up to 672' MSL.
Pole beginning 1247' from DER, 199' right of centerline, up to 40' AGL/675' MSL.
Tree 1286' from DER, 285' left of centerline, 667' MSL.
Tree, pole beginning 1298' from DER, 58' right of centerline, up to 693' MSL.
Tree, pole beginning 1380' from DER, 25' left of centerline, up to 703' MSL.
Tree 1498' from DER, 80' right of centerline, 703' MSL.
Tree 1523' from DER, 271' left of centerline, 709' MSL.
Pole, tree beginning 1590' from DER, 21' left of centerline, up to 75' AGL/713' MSL.
Trees beginning 1613' from DER, 93' right of centerline, up to 710' MSL.
Trees beginning 1739' from DER, 25' left of centerline, up to 723' MSL.
Trees beginning 1826' from DER, 60' right of centerline, up to 716' MSL.
Trees beginning 1920' from DER, 68' right of centerline, up to 717' MSL.
Trees beginning 2144' from DER, 12' right of centerline, up to 739' MSL.
Tree 3205' from DER, 716' left of centerline, 725' MSL.
**Rwy 8,** tree, pole, vehicle on road beginning 164' from DER, 135' right of centerline, up to 703' MSL.
Pole 307' from DER, 514' left of centerline, 44' AGL/675' MSL.
Tree, vehicle on road beginning 432' from DER, 169' left of centerline, up to 695' MSL.
Trees beginning 444' from DER, 6' right of centerline, up to 708' MSL.
Pole, building beginning 454' from DER, 191' left of centerline, up to 75' AGL/704' MSL.
Tree, pole beginning 831' from DER, 7' left of centerline, up to 712' MSL.
Trees beginning 1055' from DER, 5' right of centerline, up to 709' MSL.
Trees beginning 1980' from DER, 58' left of centerline, up to 717' MSL.
Tree 2967' from DER, 388' right of centerline, 714' MSL.
Trees beginning 3166' from DER, 259' left of centerline, up to 718' MSL.
Trees beginning 3288' from DER, 153' left of centerline, up to 724' MSL.
Tree 3747' from DER, 284' left of centerline, 726' MSL.
Tower 4136' from DER, 1383' left of centerline, 257' AGL/896' MSL.

## HAMILTON, OH

### BUTLER COUNTY RGNL-HOGAN FIELD (HAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

**Rwy 29,** 300-1 or std. w/min. climb of 482' per NM to 900..

DEPARTURE PROCEDURE:

**Rwy 11,** climb heading 125° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 11,** tree 939' from DER, 750' right of centerline, 667' MSL.
Pole 2962' from DER, 617' left of centerline, 29' AGL/694' MSL.
Pole 3320' from DER, 614' left of centerline, 53' AGL/706' MSL.
Pole 3559' from DER, 167' left of centerline, 62' AGL/711' MSL.
Tree 3624' from DER, 128' right of centerline, 717' MSL.
**Rwy 29,** vegetation 155' from DER, 277' right of centerline, 641' MSL.
Building 533' from DER, 374' left of centerline, 29' AGL/657' MSL.
Tree 964' from DER, 416' right of centerline, 667' MSL.
Tree 1123' from DER, 722' left of centerline, 698' MSL.
Tree 1395' from DER, 758' left of centerline, 702' MSL.
Vehicle on road, trees beginning 1946' from DER, 243' right of centerline, up to 703' MSL.
Pole 2217' from DER, 422' right of centerline, 22' AGL/721' MSL.
Tree, building beginning 2243' from DER, 370' right of centerline, up to 782' MSL.
Tree 2580' from DER, 289' left of centerline, 705' MSL.
Trees beginning 2595' from DER, 104' right of centerline, up to 788' MSL.
Trees beginning 2667' from DER, 57' left of centerline, up to 723' MSL.
Trees beginning 3548' from DER, 241' right of centerline, up to 814' MSL.

## HARRISON, OH
CINCINNATI WEST (I67)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 08OCT20 (20282) (FAA)
TAKEOFF MINIMUMS:
**Rwy 1,** 500-3 or std. w/min. climb of 385' per NM to 1200.
**Rwy 19,** 500-3 or std. w/ min. climb of 253' per NM to 1300.
TAKEOFF OBSTACLE NOTES:
**Rwy 1,** multiple trees beginning 5364' from DER, 180' right of centerline, up to 100' AGL/915' MSL.
Multiple trees beginning 5596' from DER, 1180' left of centerline up to 100' AGL/909' MSL.
Multiple trees beginning 1.5 NM from DER, 2293' left of centerline, up to 200' AGL/849' MSL.
**Rwy 19,** road 23' from DER, on centerline, 15' AGL/599' MSL.

## HILLSBORO, OH
HIGHLAND COUNTY (HOC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 19JUL18 (18200) (FAA)
TAKEOFF MINIMUMS:
**Rwy 5,** 300-1¾ or std. w/ min. climb of 285' per NM to 1300.
DEPARTURE PROCEDURES:
**Rwy 23,** climb on heading 234° to 1600 before turning left.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** trees beginning 20' from DER, 40' left of centerline, up to 1023' MSL.
Fence 105' from DER, 326' right of centerline, 9' AGL/952' MSL.
Trees beginning 145' from DER, 13' right of centerline, up to 1023' MSL.
Tree 4652' from DER, 205' right of centerline, 1051' MSL.
Trees beginning 4692' from DER, 31' right of centerline, up to 100' AGL/1078'MSL.
Tree 1.1 NM from DER, 2294' right of centerline, 100' AGL/1170' MSL.
**Rwy 23,** tree 49' from DER, 444' right of centerline, 999' MSL.
Trees beginning 90' from DER, 185' right of centerline, up to 100' AGL/1075' MSL.
Tree, pole beginning 109' from DER, 42' left of centerline, up to 100' AGL/1062' MSL.
Trees beginning 448' from DER, 109' right of centerline, up to 100' AGL/1081' MSL.
Trees beginning 627' from DER, 33' right of centerline, up to 100' AGL/1085' MSL.

## HUNTINGBURG, IN
HUNTINGBURG (HNB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
TAKEOFF MINIMUMS:
**Rwy 9,** 300-1.

## HUNTINGTON, IN
HUNTINGTON MUNI (HHG)
TAKEOFF MINIMUMS AND (OBSTACLE)DEPARTURE PROCEDURES
AMDT 2 25MAY17 (17145) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 9,** tree 2' from DER, 324' right of centerline, 854' MSL.
Pole 47' from DER, 198' left, 23' AGL/812' MSL.
Trees beginning 291' from DER, 9' left of centerline, up to 882' MSL.
Trees beginning 745' from DER, 3' right of centerline, up to 838' MSL.
Trees beginning 888', 17' right of centerline, up to 848' MSL.
Trees beginning 1006' from DER, 189' left of centerline, up to 892' MSL.
Trees beginning 1141' from DER, 36' right of centerline, up to 866' MSL.
Tree 2112' from DER, 510' right of centerline, 872' MSL.
**Rwy 27,** tree 113' from DER, 498' left of centerline, 855' MSL.
Trees, bushes, vehicles on road, and poles beginning 159' from DER, 21' left of centerline, up to 875' MSL.
Pole 267' from DER, 82' right of centerline, 8' AGL/814' MSL.
Building 269' from DER, 519' right of centerline, 20' AGL/826' MSL.
Pole, and trees beginning 457' from DER, 26' right of centerline, up to 41' AGL/846' MSL.
Trees, and pole beginning 833' from DER, 1' right of centerline, up to 851' MSL.
Tree 2727' from DER, 815' right of centerline, 900' MSL.

## INDIANAPOLIS, IN

### EAGLE CREEK AIRPARK (EYE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31MAR16 (16091) (FAA)

DEPARTURE PROCEDURE:

**Rwy 3,** climb heading 031° to 2100 before turning on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** pole 507' from DER, 631' left of centerline, 38' AGL/860' MSL.
Building 859' from DER, 524' right of centerline, 35' AGL/851' MSL.
Trees beginning 2015' from DER, 583' left of centerline, up to 87' AGL/904' MSL.
**Rwy 21,** airport beacon 10' from DER, 464' left of centerline, 54' AGL/867' MSL.
Pole 167' from DER, 385' left of centerline, 33' AGL/848' MSL.
Vehicles on road 310' from DER, right and left of centerline, up to 15' AGL/833' MSL.
Building 363' from DER, 258' left of centerline, 14' AGL/828' MSL.
Trees beginning 677' from DER, 267' right of centerline, up to 89' AGL/901' MSL.
Poles and power lines beginning 699' from DER, 451' left of centerline, up to 38' AGL/849' MSL.
Trees beginning 1623' from DER, 57' left of centerline, up to 90' AGL/890' MSL.

### INDY SOUTH GREENWOOD (HFY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 01FEB18 (18032) (FAA)

DEPARTURE PROCEDURE:

**Rwy 1**, climb heading 010° to 1500 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** poles beginning 7' from DER, 224' left of centerline, up to 17' AGL/835' MSL.
Tree 41' from DER, 364' right of centerline, 26' AGL/846' MSL.
Building 105' from DER, 495' right of centerline, 27' AGL/848' MSL.
Building 430' from DER, 603' left of centerline, 37' AGL/857' MSL.
Building, tree, pole beginning 458' from DER, 378' right of centerline, up to 40' AGL/858' MSL.
Building, pole beginning 463' from DER, 562' left of centerline, up to 39' AGL/859' MSL.
Building, pole, tree beginning 506' from DER, 470' left of centerline, up to 45' AGL/865' MSL.
Pole 671' from DER, 464' right of centerline, 51' AGL/868' MSL.
Pole, traverse way, sign, building, tree beginning 690' from DER, 245' right of centerline, up to 53' AGL/872' MSL.
Transmission line, pole beginning 1555' from DER, 659' right of centerline, up to 70' AGL/893' MSL.
Trees beginning 1917' from DER, 321' left of centerline, up to 90' AGL/899' MSL.
Trees beginning 2026' from DER, 328' left of centerline, up to 103' AGL/907' MSL.
Tree, transmission line beginning 2328' from DER, 795' right of centerline, up to 76' AGL/894' MSL.
Tree, transmission line beginning 2463' from DER, 376' right of centerline, up to 77' AGL/898' MSL.
Building 5365' from DER, 1405' right of centerline, 135' AGL/957' MSL.
**Rwy 19,** terrain 2' from DER, 496' left of centerline, 824' MSL.
Fence 12' from DER, 490' right of centerline, 4' AGL/826' MSL.
Tree 212' from DER, 549' left of centerline, 52' AGL/873' MSL.
Tree 543' from DER, 417' right of centerline, 18' AGL/845' MSL.
Tree, building beginning 564' from DER, 612' left of centerline, up to 62' AGL/884' MSL.
Tree 638' from DER, 402' right of centerline, 20' AGL/849' MSL.
Tree 752' from DER, 383' right of centerline, 24' AGL/852' MSL.
Trees beginning 782' from DER, 65' right of centerline, up to 41' AGL/868' MSL.
Tree, pole beginning 953' from DER, 9' left of centerline, up to 62' AGL/886' MSL.
Tree, pole beginning 1155' from DER, 145' right of centerline, up to 69' AGL/896' MSL.
Trees beginning 1487' from DER, 83' right of centerline, up to 78' AGL/902' MSL.
Trees beginning 1561' from DER, 25' right of centerline, up to 76' AGL/904' MSL.
Trees beginning 2035' from DER, 270' right of centerline, up to 87' AGL/908' MSL.
Trees beginning 2161' from DER, 634' left of centerline, up to 76' AGL/908' MSL.
Trees beginning 2706' from DER, 156' left of centerline, up to 80' AGL/916' MSL.
Trees beginning 2730' from DER, 248' right of centerline, up to 98' AGL/923' MSL.
Tree 3079' from DER, 1113' left of centerline, 60' AGL/918' MSL.
Trees beginning 3080' from DER, 181' left of centerline, up to 64' AGL/921' MSL.
Trees beginning 3246' from DER, 131' left of centerline, up to 72' AGL/923' MSL.
Tree 4071' from DER, 127' left of centerline, 79' AGL/944' MSL.

### HENRICKS COUNTY-GORDON GRAHAM FLD (2R2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** Pole 746' from DER, on centerline, 60' AGL/919' MSL.
trees 2091' from DER, 625' left of centerline, 100' AGL/949' MSL.
**Rwy 36,** Trees 1302' from DER, 648' right of centerline, 100' AGL/1009' MSL.
Tree 3529' from DER, 788' right of centerline, 100' AGL/1009' MSL.
Tree 5244' from DER, 1005' left of centerline, 100' AGL/1029' MSL.

## INDIANAPOLIS, IN (CON'T)

### INDIANAPOLIS EXECUTIVE (TYQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** tree 1870' from DER, 524' left of centerline, 52' AGL/971' MSL.
**Rwy 36,** poles 1115' from DER, 321' left of centerline, 33' AGL/958' MSL.
Multiple trees beginning 1257' from DER, 320' right of centerline, up to 80' AGL/999' MSL.
Multiple trees beginning 2266' from DER, left and right of centerline, up to 126' AGL/1035' MSL.

### INDIANAPOLIS INTL (IND)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18JAN07 (07018) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5R,** tower 3756' from DER, 1048' left of centerline, 111' AGL/901' MSL.
Rod on obstruction light dome 3765' from DER, 1076' left of centerline, 107' AGL/901' MSL.
**Rwy 5L,** rod on obstruction light MCWV tower 5052' from DER, 140' right of centerline, 129' AGL/923' MSL.
Tower 5073' from DER, 93' right of centerline, 128'AGL/923'MSL.
**Rwy 23R,** tree 5159' from DER, 1144' right of centerline, 101' AGL/870' MSL.
Tree 3295' from DER, 948' right of centerline, 78' AGL/822' MSL.
**Rwy 32,** antenna 2370' from DER, 755' right of centerline, 70' AGL/849' MSL.
Tree 2244' from DER, 707' right of centerline, 66' AGL/845' MSL.

### INDIANAPOLIS METROPOLITAN (UMP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05MAY11 (11125) (FAA)

TAKEOFF MINIMUMS:

**Rwy 15,** NA-Obstacles.

DEPARTURE PROCEDURE:

**Rwy 33,** climb heading 329° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 33,** vehicles on road 367' from DER, crossing left and right of centerline, up to 15' AGL/799' MSL.
Trees beginning 682' from DER, 69' right of centerline, up to 100' AGL/879' MSL.
Trees beginning 1805 from DER, 648' left of centerline, up to 100' AGL/874' MSL.

### INDIANAPOLIS RGNL (MQJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20SEP12 (12264) (FAA)

TAKEOFF MINUMUMS:

**Rwy 34,** 300-1 or std. w/min. climb of 347' per NM to 1100.

DEPARTURE PROCEDURE:

**Rwy 25,** climb heading 270° to 2000 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** airplane on taxiway, 177' from DER, 518' left of centerline, up to 17' AGL/871' MSL.
Trees beginning 4074' from DER, 434' left of centerline, up to 100' AGL/969' MSL.
Trees beginning 4626' from DER, 837' right of centerline, up to 100' AGL/979' MSL.
**Rwy 16**, airplane on taxiway, 183' from DER, 479' right of centerline, up to 17' AGL/871' MSL.
Pole 234' from DER, 550' right of centerline, 6' AGL/864' MSL.
Trees beginning 1634' from DER, 666' left of centerline, up to 78' AGL/929' MSL.
**Rwy 25,** trees beginning 2347' from DER, 927' left of centerline, up to 100' AGL/969' MSL.
**Rwy 34,** trees beginning 1309' from DER, 7' left of centerline, up to 98' AGL/954' MSL.
Pole 1587' from DER, 295' left of centerline, 41' AGL/900' MSL.
Trees beginning 3099' from DER, 1043' right of centerline, up to 86' AGL/960' MSL.
Antennas and towers beginning 3682' from DER, 1364' right of centerline, up to 167' AGL/1022' MSL.

## JACKSON, OH

### JAMES A. RHODES (I43)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 20DEC07 (07354) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1,** 300-2.

**Rwy 19,** 300-1½.

DEPARTURE PROCEDURE:

**Rwy 1,** climb heading 010° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** car on road 475' from DER, on centerline, 15' AGL/754' MSL.
Trees 2570' from DER, 613' left of centerline, 100' AGL/936' MSL.
Trees 2810' from DER, 1243' left of centerline, 100' AGL/989' MSL.
Trees 1.1 NM from DER, 1355' right of centerline, 100' AGL/949' MSL.
Tank 1.4 NM from DER, 1870' left of centerline, 112' AGL/1008' MSL.
Rising terrain beginning 1320' from DER, 316' left of centerline, up to 889' MSL.
**Rwy 19,** pole 1137' from DER, 114' left of centerline, 39' AGL/779' MSL.
Trees 1869' from DER, 138' right of centerline, 100' AGL/840' MSL.
Trees 2349' from DER, 103' right of centerline, 100' AGL/899' MSL.
Rising terrain beginning 386' from DER, 587' right of centerline, up to 989' MSL.

## JEFFERSONVILLE, IN

### CLARK RGNL (JVY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14,** 300-1⅞ or std. w/min. climb of 230' per NM to 900.

**Rwy 32,** std. w/min. climb of 225' per NM to 1600 or 1900-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 14,** climb heading 140° to 1300 before turning right.

**Rwy 18,** climb heading 182° to 1600 before turning right.

**Rwy 32,** climb heading 320° to 2000 before turning left.

**Rwy 36,** climb heading 002° to 1600 before turning left.

VCOA:

**Rwy 32,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Clark RGNL Airport at or above 2200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** sign and tree beginning 22' from DER, 88' right of centerline, up to 7' AGL/465' MSL.
Tree 73' from DER, 266' left of centerline, 529' MSL.
Tree 123' from DER, 377' left of centerline, 540' MSL.
Tree and pole beginning 126' from DER, 29' left of centerline, up to 92' AGL/553' MSL.
Tree 205' from DER, 176' right of centerline, 21' AGL/468' MSL.
Tree 248' from DER, 179' right of centerline, 23' AGL/470' MSL.
Trees beginning 372' from DER, 41' right of centerline, up to 41' AGL/491' MSL.
Trees beginning 397' from DER, 129' right of centerline, up to 51' AGL/503' MSL.
Trees beginning 420' from DER, 22' right of centerline, up to 506' MSL.
Tree 563' from DER, 266' right of centerline, 518' MSL.
Trees beginning 565' from DER, 422' right of centerline, up to 526' MSL.
Trees beginning 596' from DER, 175' right of centerline, up to 100' AGL/536' MSL.
Catenary, tree and pole beginning 1615' from DER, 252' left of centerline, up to 563' MSL.
Tree 1693' from DER, 858' right of centerline, 537' MSL.
Tree 1793' from DER, 790' right of centerline, 550' MSL.
Trees beginning 1884' from DER, 732' right of centerline, up to 551' MSL.
Pole, catenary and tree beginning 2085' from DER, 242' left of centerline, up to 566' MSL.
Catenary and transmission line beginning 2148' from DER, 316' left of centerline, up to 580' MSL.
Tower 2207' from DER, 734' left of centerline, 594' MSL.
Tower, catenary, tree and transmission line beginning 2216' from DER, 201' left of centerline, up to 110' AGL/600' MSL.
Tree and catenary beginning 2388' from DER, 321' right of centerline, up to 558' MSL.
Catenary and tree beginning 2507' from DER, 165' left of centerline, up to 607' MSL.
Catenary and tree beginning 2742' from DER, 1025' right of centerline, up to 572' MSL.
Catenary 3380' from DER, 10' right of centerline, 119' AGL/578' MSL.
Catenary 3763' from DER, 202' right of centerline, 95' AGL/590' MSL.
Catenary 4265' from DER, 508' right of centerline, 593' MSL.
Antenna 1.5 NM from DER, 1335' left of centerline, 171' AGL/730' MSL.
**Rwy 18,** tree 262' from DER, 523' left of centerline, 50' AGL/490' MSL.
Tree 301' from DER, 515' right of centerline, 53' AGL/492' MSL.
Trees beginning 320' from DER, 475' right of centerline, up to 496' MSL.
Tree 369' from DER, 543' left of centerline, 493' MSL.
Tree and building beginning 545' from DER, 94' right of centerline, up to 508' MSL.
Trees beginning 559' from DER, 105' left of centerline, up to 512' MSL.
Trees beginning 1223' from DER, 691' left of centerline, up to 526' MSL.
Trees beginning 1375' from DER, 791' left of centerline, up to 90' AGL/538' MSL.
Tree 1716' from DER, 777' left of centerline, 545' MSL.
Tree and tank beginning 1720' from DER, 29' right of centerline, up to 96' AGL/559' MSL.

**CON'T**



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

## JEFFERSONVILLE, IN (CON'T)

CLARK RGNL (JVY) (CON'T)

**Rwy 18 (CON'T),** trees beginning 1778' from DER, 746' left of centerline, up to 552' MSL.
Trees beginning 1946' from DER, 676' left of centerline, up to 559' MSL.
Trees beginning 2254' from DER, 164' left of centerline, up to 563' MSL.
Trees beginning 3221' from DER, 678' right of centerline, up to 562' MSL.
Trees beginning 3833' from DER, 303' left of centerline, up to 86' AGL/570' MSL.
Catenary and transmission line beginning 4274' from DER, 564' left of centerline, up to 603' MSL.
Catenary and transmission line beginning 4976' from DER, 254' left of centerline, up to 125' AGL/610' MSL.
Catenary 5675' from DER, 681' right of centerline, 606' MSL.
**Rwy 32,** sign 19' from DER, 87' left of centerline, 8' AGL/474' MSL.
Tree 40' from DER, 419' right of centerline, 87' AGL/542' MSL.
Tree 145' from DER, 447' right of centerline, 101' AGL/557' MSL.
Tree, pole and building beginning 192' from DER, 12' right of centerline, up to 91' AGL/546' MSL.
Tree, pole and traverse way beginning 386' from DER, 8' left of centerline, up to 70' AGL/531' MSL.
Trees beginning 1054' from DER, 9' right of centerline, up to 101' AGL/560' MSL.
Tree 1638' from DER, 744' left of centerline, 534' MSL.
Trees beginning 1648' from DER, 608' left of centerline, up to 541' MSL.
Trees beginning 1819' from DER, 518' left of centerline, up to 542' MSL.
Trees beginning 2052' from DER, 11' left of centerline, up to 101' AGL/569' MSL.
Tree 2824' from DER, 1250' left of centerline, 575' MSL.
Trees beginning 3038' from DER, 1195' left of centerline, up to 576' MSL.
Trees beginning 3296' from DER, 895' right of centerline, up to 567' MSL.
Trees beginning 3501' from DER, 821' right of centerline, up to 582' MSL.
Trees beginning 3880' from DER, 563' left of centerline, up to 600' MSL.
Trees beginning 4783' from DER, 1553' left of centerline, up to 616' MSL.
**Rwy 36,** fence 172' from DER, 462' right of centerline, 482' MSL.
Traverse way 330' from DER, 508' right of centerline, 494' MSL.
Tree 418' from DER, 596' left of centerline, 505' MSL.
Trees beginning 604' from DER, 596' left of centerline, up to 527' MSL.
Pole 1130' from DER, 791' right of centerline, 513' MSL.
Pole 1310' from DER, 568' right of centerline, 515' MSL.
Transmission line 1648' from DER, 888' right of centerline, 92' AGL/544' MSL.
Catenary, tree and pole beginning 1648' from DER, 603' right of centerline, up to 548' MSL.
Trees beginning 2148' from DER, 821' left of centerline, up to 94' AGL/552' MSL.
Trees beginning 2216' from DER, 555' left of centerline, up to 553' MSL.
Tree 2823' from DER, 871' right of centerline, 550' MSL.
Tree 3009' from DER, 1296' right of centerline, 552' MSL.
Tree 3055' from DER, 818' right of centerline, 562' MSL.
Transmission line and tree beginning 3192' from DER, 321' right of centerline, up to 71' AGL/564' MSL.

## KENDALLVILLE, IN

KENDALLVILLE MUNI (C62)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 16JAN86 (86016) (FAA)

DEPARTURE PROCEDURE:

**Rwys 10, 28,** climb runway heading to 1500 before turning south.

## KENT, OH

KENT STATE UNIV (1G3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** trees, transmission poles, and a chimney beginning 72' from DER, 369' right of centerline, up to 69' AGL/1179' MSL.
Trees and a transmission pole beginning 394' from DER, 249' left of centerline, up to 97' AGL/1203' MSL.
**Rwy 19,** vehicles on road, poles, and a tree beginning 331' from DER, 325' left of centerline, up to 42' AGL/1144' MSL.
Trees and a building beginning 61' from DER, 412' from centerline, up to 81' AGL/1185' MSL.
Trees beginning 1240' from DER, left and right of centerline, up to 109' AGL/1218' MSL.

## KENTLAND, IN

KENTLAND MUNI (50I)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 14SEP17 (17257)

DEPARTURE PROCEDURE:

**Rwy 27,** climb heading 260° to 1100' before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** vehicle on road 486' from DER, crossing centerline, 715' MSL/15' AGL.
Trees beginning 571' from DER, 116' right of centerline, up to 770' MSL/70' AGL.
**Rwy 27,** trees, building, pole beginning 533' from DER, 146' right of centerline, up to 765' MSL.
Pole beginning 746' from DER, 25' left of centerline, up to 23' AGL/723' MSL.
Pole beginning 925' from DER, 130' left of centerline, up to 27' AGL/724' MSL.
Tree 1215' from DER, 450' left of centerline, 733' MSL.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

## KENTON, OH

HARDIN COUNTY (I95)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees, buildings, antenna on building, light poles, and flag poles beginning 31' from DER, 240' left of centerline, up to 29' AGL/1027' MSL.
Sign 103' from DER, 204' right of centerline, 8' AGL/1012' MSL.
Trees beginning 877' from DER, left and right of centerline, up to 103' AGL/1093' MSL.
**Rwy 22,** trees and buildings beginning 7' from DER, 484' left of centerline, up to 77' AGL/1103' MSL.
Trees beginning 179' from DER, 51' right of centerline, up to 108' AGL/1122' MSL.
Trees beginning 1345' from DER, left and right of centerline, up to 115' AGL/1158' MSL.

## KNOX, IN

STARKE COUNTY (OXI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF MINIMUMS:

**Rwys 9, 27,** NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 36,** tree 1234' from DER, 477' left of centerline, 35' AGL/715' MSL.
**Rwy 18,** trees beginning 2442' from DER, 135' right of centerline, up to 86' AGL/769' MSL.
Tree 21' from DER, 449' left of centerline, 5' AGL/668' MSL.

## KOKOMO, IN

KOKOMO MUNI (OKK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23JUN16 (16175) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** sign 20’ from DER, 210’ left of centerline, 3’ AGL/821’ MSL.
Trees beginning 501’ from DER, 361’ right of centerline, up to 57’ AGL/870’ MSL.
Tree 640’ from DER, 466’ left of centerline, 20’ AGL/835’ MSL.
Pole 642’ from DER, 653’ left of centerline, 843’ MSL.
Buildings beginning 908’ from DER, 706’ left of centerline, up to 37’ AGL/856’ MSL.
Pole 971’ from DER, 610’ left of centerline, up to 39’ AGL/858’ MSL.
Trees, poles beginning 1042’ from DER, 609’ left of centerline, up to 48’ AGL/870’ MSL.
Elevator 1835’ from DER, 361’ right of centerline, 41’ AGL/867’ MSL.
Trees beginning 3730’ from DER, 1373’ left of centerline, up to 928’ MSL.
Trees beginning 3747’ from DER, 1245’ left of centerline, up to 936’ MSL.
**Rwy 14,** tree, bush beginning 6’ from DER, 196’ left of centerline, up to 31’ AGL/849’ MSL.
Tree, fence, vertical structure beginning 53’ from DER, 153’ right of centerline, up to 9’ AGL/831’ MSL.
Bush, fence beginning 116’ from DER, 297’ right of centerline, up to 842’ MSL.
Building 2117’ from DER, 488’ left of centerline, 58’ AGL/880’ MSL.
Building, elevator beginning 2120’ from DER, 485’ left of centerline, up to 885’ MSL.
Tree 2181’ from DER, 215’ left of centerline, 64’ AGL/890’ MSL.
Trees beginning 2186’ from DER, 213’ left of centerline, up to 77’ AGL/904’ MSL.
Tree 2945’ from DER, 1073’ right of centerline, 899’ MSL.
**Rwy 32,** post 0’ from DER, 149’ right of centerline, 4’ AGL/828’ MSL.
Buildings beginning 133’ from DER, 493’ right of centerline, up to 15’ AGL/837’ MSL.
Buildings beginning 155’ from DER, 490’ right of centerline, up to 20’ AGL/843’ MSL.
Poles beginning 706’ from DER, 520’ right of centerline, up to 49’ AGL/873’ MSL.
Buildings, elevator, trees beginning 1592’ from DER, 414’ left of centerline, up to 68’ AGL/889’ MSL.
Tree 4804’ from DER, 500’ left of centerline, 121’ AGL/949’ MSL.

## LA PORTE, IN

LA PORTE MUNI (PPO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05JUL07 (07186) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** power line beginning 4937' from DER, 670' right of centerline, 150' AGL/934' MSL.
**Rwy 20,** power line beginning 3978' from DER, 1566' left of centerline, 150' AGL/959' MSL.

## LAFAYETTE, IN
PURDUE UNIVERSITY (LAF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10MAY07 (07130) (FAA)
TAKEOFF MINIMUMS:
**Rwy 5,** 300-1¼ or std. w/ min. climb of 342' per NM to 1000.
**Rwy 23,** 400-2¼ or std. w/ min. climb of 220' per NM to 1100.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** multiple trees and buildings beginning 290' from DER, 33' right of centerline, up to 167' AGL/782' MSL.
Multiple trees, buildings, and antennas beginning 45' from DER, 25' left of centerline, up to 227' AGL/850' MSL.
**Rwy 10,** multiple trees beginning 1230' from DER, 394' right of centerline, up to 80' AGL/639' MSL.
Antenna 258' from DER, 323' left of centerline, 14' AGL/613' MSL.
**Rwy 23,** rod on obstruction light tower 1.9 NM from DER, 272' left of centerline, 314' AGL/915' MSL.
Tree 90' from DER, 235' left of centerline, 34' AGL/613' MSL.
**Rwy 28,** multiple trees beginning 397' from DER, 461' left of centerline, up to 57' AGL/656' MSL.
Tree 3382' from DER, 973' right of centerline, 68' AGL/697' MSL.

## LANCASTER, OH
FAIRFIELD COUNTY (LHQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 12DEC13 (13346) (FAA)
TAKEOFF MINIMUMS:
**Rwy 10,** 400-2 or std. w/min. climb of 310' per NM to 1400.
DEPARTURE PROCEDURE:
**Rwy 10,** climb heading 100° to 1600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 10**, trees beginning 1571' from DER, 647' right of centerline, up to 56' AGL/927' MSL.
Trees beginning 1617' from DER, 509' left of centerline, up to 89' AGL/974' MSL.
Trees beginning 2131' from DER, 460' right of centerline, up to 74' AGL/945' MSL.
Trees beginning 5480' from DER, 173' right of centerline, up to 76' AGL/1037' MSL.
Trees beginning 1.1 NM from DER, 724' left of centerline, up to 84' AGL/1061' MSL.
Tree 1.9 NM from DER, 1990' right of centerline, 100' AGL/1259' MSL.
**Rwy 28**, trees beginning 738' from DER, 315' left of centerline, up to 77' AGL/912' MSL.
Trees 1509' from DER, 97' right of centerline, up to 76' AGL/897' MSL.
Trees beginning 1906' from DER, 358' right of centerline, up to 107' AGL/942' MSL.
Silo 2230' from DER, 267' left of centerline, 60' AGL/915' MSL.

## LEBANON, OH
LEBANON-WARREN COUNTY (I68)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20SEP12 (12264) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 1,** terrain and tree beginning 36' from DER, 320' left of centerline, up to 50' AGL/958' MSL.
Trees beginning 1084' from DER, left and right of centerline, up to 65' AGL/955' MSL.
Trees beginning 1510' from DER, left and right of centerline, up to 80' AGL/986' MSL.
Trees beginning 2001' from DER, 83' left of centerline, up to 100' AGL/1015' MSL.
**Rwy 19,** vehicles on roadway beginning abeam the DER, left and right of centerline, up to 15' AGL/901' MSL.
Terrain beginning 32' from DER, left and right of centerline, up to 886' MSL.
Buildings 74' from DER, 425' right of centerline, up to 15' AGL/892' MSL.
Trees 252' from DER, 359' right of centerline, up to 60' AGL/948' MSL.
Trees beginning 1089' from DER, 179' left of centerline, up to 55' AGL/952' MSL.
Trees beginning 1804' from DER, left and right of centerline, up to 85' AGL/960' MSL.

## LIMA, OH
LIMA ALLEN COUNTY (AOH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 16AUG18 (18228) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 10,** bush beginning 162' from DER, 310' right of centerline, up to 4' AGL/983' MSL.
**Rwy 28,** multiple trees beginning 1343' from DER, 160' right of centerline, up to 71' AGL/1015' MSL.

## LOGANSPORT, IN
LOGANSPORT/CASS COUNTY (GGP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05MAY11 (11125) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 9,** tree 2218' from DER, 489' right of centerline, 65' AGL/794' MSL.
**Rwy 27,** power poles beginning 925' from DER, 334' left of centerline, 40' AGL/773' MSL.
Tree 2042' from DER, 143' left of centerline, 72' AGL/801' MSL.
Power poles beginning 639' from DER, 332' right of centerline, 40' AGL/767' MSL.

**LONDON, OH**

MADISON COUNTY (UYF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30JAN20 (20030) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** tree 164' from DER, 484' left of centerline, 1059' MSL.
Trees beginning 289' from DER, 417' left of centerline, up to 1065' MSL.
Pole 1154' from DER, 791' left of centerline, 1080' MSL.
Trees beginning 1330' from DER, 301' left of centerline, up to 1096' MSL.
Tree 1495' from DER, 416' left of centerline, 1103' MSL.
Tree 2591' from DER, 511' left of centerline, 1121' MSL.
**Rwy 27**, vertical structure 53' from DER, 206' left of centerline, 1089' MSL.
Vertical structure 134' from DER, 188' right of centerline, 1085' MSL.
Tree 2091' from DER, 973' right of centerline, 1142' MSL.

**LORAIN/ELYRIA, OH**

LORAIN COUNTY RGNL (LPR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 24MAY18 (18144) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** terrain beginning 21' from DER, 83' left of centerline, up to 801' MSL.
Terrain 180' from DER, 288' right of centerline, 794' MSL.
Terrain beginning 229' from DER, 261' left of centerline, up to 804' MSL.
Terrain 308' from DER, 13' right of centerline, 801' MSL.
Trees beginning 839' from DER, 520' left of centerline, up to 832' MSL.
Tree 972' from DER, 294' right of centerline, 823' MSL.
Trees beginning 1181' from DER, 52' left of centerline, up to 836' MSL.
Tree 1294' from DER, 538' right of centerline, 847' MSL.
Tree 1852' from DER, 431' right of centerline, 861' MSL.
Tree 1875' from DER, 653' right of centerline, 865' MSL.
**Rwy 25,** vegetation 582' from DER, 468' right of centerline, 809' MSL.
Tree 1587' from DER, 697' left of centerline, 838' MSL.
Tree 2180' from DER, 785' right of centerline, 848' MSL.
Tree 2276' from DER, 435' right of centerline, 854' MSL.

**MADISON, IN**

MADISON MUNI (IMS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31JUL08 (08213) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** Vehicle on road 625' from DER, on centerline, 15' AGL/844' MSL.
Antenna on building and trees beginning 170' from DER, 432' left of centerline, up to 85' AGL/904' MSL.
Poles and trees beginning 526' from DER, 64' right of centerline, up to 130' AGL/959' MSL.
**Rwy 21,** Vehicle on road 575' from DER, on centerline, 15' AGL/824' MSL.
Trees and poles beginning 285' from DER, 16' left of centerline, up to 157' AGL/947' MSL.
Trees and pole beginning 116' from DER, 1' right of centerline, up to 123' AGL/912' MSL.

**MANSFIELD, OH**

MANSFIELD LAHM RGNL (MFD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL.
Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL.
**Rwy 32,** trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

## MARION, IN

### MARION MUNI (MZZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20JUN19 (19171) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** terrain, NAVAID, pole beginning abeam DER, 124' left of centerline, up to 854' MSL.
Pole, NAVAID beginning 34' from DER, 124' right of centerline, up to 852' MSL.
Terrain beginning 68' from DER, 412' right of centerline, up to 856' MSL.
Tree 534' from DER, 612' left of centerline, 890' MSL.
Trees beginning 775' from DER, 435' left of centerline, up to 895' MSL.
Trees beginning 929' from DER, 694' right of centerline, up to 65' AGL/914' MSL.
Trees beginning 1082' from DER, 13' left of centerline, up to 915' MSL.
Trees beginning 1283' from DER, 8' right of centerline, up to 921' MSL.
Trees beginning 1672' from DER, 107' left of centerline, up to 927' MSL.
Trees beginning 1852' from DER, 30' left of centerline, up to 936' MSL.
Trees beginning 2280' from DER, 42' right of centerline, up to 927' MSL.
Trees beginning 2749' from DER, 838' left of centerline, up to 942' MSL.
Tree 3145' from DER, 1200' right of centerline, 937' MSL.
**Rwy 15,** trees beginning 77' from DER, 224' left of centerline, up to 921' MSL.
Terrain 116' from DER, 462' right of centerline, 855' MSL.
Vegetation, terrain beginning 162' from DER, 282' right of centerline, up to 858' MSL.
Trees beginning 431' from DER, 239' left of centerline, up to 925' MSL.
Tree 539' from DER, 269' right of centerline, 51' AGL/901' MSL.
Tree, pole, vehicle on traverse way beginning 569' from DER, 63' left of centerline, up to 926' MSL.
Tree 676' from DER, 393' right of centerline, 904' MSL.
Tree 701' from DER, 331' right of centerline, 73' AGL/914' MSL.
Trees beginning 780' from DER, 361' right of centerline, up to 95' AGL/941' MSL.
Trees beginning 870' from DER, 361' right of centerline, up to 102' AGL/943' MSL.
Tree, pole beginning 1102' from DER, 20' right of centerline, up to 107' AGL/948' MSL.
Trees beginning 2580' from DER, 70' left of centerline, up to 942' MSL.
**Rwy 22,** pole 902' from DER, 572' left of centerline, 24' AGL/881' MSL.
Tree 1651' from DER, 605' right of centerline, 45' AGL/904' MSL.
Tree, pole beginning 1717' from DER, 760' right of centerline, up to 921' MSL.
**Rwy 33,** sign 11' from DER, 72' right of centerline, 3' AGL/859' MSL.
Vegetation 61' from DER, 242' left of centerline, 11' AGL/864' MSL.
Pole, vehicle on traverse way, tree, transmission line beginning 366' from DER, 261' left of centerline, up to 38' AGL/895' MSL.
Tree 725' from DER, 427' left of centerline, 908' MSL.
Trees beginning 795' from DER, 507' right of centerline, up to 928' MSL.
Tree, pole beginning 815' from DER, 362' left of centerline, up to 58' AGL/913' MSL.
Tree, pole beginning 889' from DER, 4' right of centerline, up to 931' MSL.
Tree 986' from DER, 741' left of centerline, 88' AGL/941' MSL.
Trees beginning 1006' from DER, 130' left of centerline, up to 94' AGL/946' MSL.
Tree 2839' from DER, 1245' left of centerline, 948' MSL.
Tree 2989' from DER, 1133' left of centerline, 950' MSL.
Trees beginning 3140' from DER, 1063' left of centerline, up to 959' MSL.
Trees beginning 3257' from DER, 1' left of centerline, up to 111' AGL/965' MSL.
Tree 3426' from DER, 106' right of centerline, 947' MSL.
Tree 3579' from DER, 144' right of centerline, 952' MSL.
Trees beginning 3695' from DER, 29' right of centerline, up to 958' MSL.

## MARION, OH

### MARION MUNI (MNN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

DEPARTURE PROCEDURE:

**Rwy 25,** climb heading 245° to 1600 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** trees 3283' from DER, 273' left of centerline, up to 89' AGL/1088' MSL.
Multiple trees beginning 36' from DER, 280' right of centerline, up to 43' AGL/1033' MSL.
**Rwy 13,** trees 512' from DER, 277' left of centerline, up to 100' AGL/1089' MSL.
Road 491' from DER, 15' AGL/1004' MSL.
**Rwy 25,** obstruction light on antenna 419' from DER, 407' left of centerline, up to 13' AGL/1008' MSL.
Road 434' from DER, 15' AGL/1004' MSL.
**Rwy 31,** trees 2186' from DER, up to 100' AGL/1089' MSL.
Road 355' from DER, 485' left of centerline, 15' AGL/1004' MSL.

**MARYSVILLE, OH**
UNION COUNTY (MRT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 16NOV89 (89320) (FAA)
TAKEOFF MINIMUMS:
**Rwy 9,** 300-1.

**MEDINA, OH**
MEDINA MUNI (1G5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 18NOV10 (10322) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 1,** vehicle on road 534' from DER, on centerline 15' AGL/1214' MSL.
Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL.
Trees beginning 1925' from DER on centerline, up to 100' AGL/1319' MSL.
**Rwy 9,** trees beginning 305' from DER, 396' right of centerline, up to 100' AGL/1249' MSL.
Tower 3626' from DER, 533' left of centerline, 189' AGL/1321' MSL.
**Rwy 19,** trees beginning at DER, 112' left of centerline, up to 100' AGL/1289' MSL.
Trees beginning 1490' from DER, 150' right of centerline, up to 100' AGL/1289' MSL.
**Rwy 27,** trees beginning at DER, 345' left of centerline, up to 100' AGL/1319' MSL.
Trees beginning at DER, 366' right of centerline, up to 100' AGL/1279' MSL.
Vehicle on road 501' from DER, on centerline, 15' AGL/1184' MSL.

**MICHIGAN CITY, IN**
MICHIGAN CITY MUNI-PHILLIPS FIELD (MGC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 23SEP10 (10266) (FAA)
DEPARTURE PROCEDURE:
**Rwy 20,** climb heading 203° to 1200 before turning left.
TAKEOFF OBSTACLE NOTES:
**Rwy 2,** vehicle on road beginning 97' from DER, 191' left of centerline, up to 15' AGL/654' MSL.
Vehicle on road 374' from DER, 555' right of centerline, 15' AGL/674' MSL.
Trees beginning 169' from DER, left and right of centerline, up to 50' AGL/709' MSL.
**Rwy 20,** trees beginning at DER, 181' right of centerline, up to 50' AGL/709' MSL.
Vehicles on road 208' from DER, left and right of centerline, 17' AGL/676' MSL.
Trees beginning 1418' from DER, left and right of centerline, up to 50' AGL/719' MSL.

**MIDDLEFIELD, OH**
GEAUGA COUNTY (7G8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 08JUN06 (06159) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 11,** railroad 331' from DER, 315' left of centerline, 23' AGL/1182' MSL.
Trees 3144' from DER, 671' left of centerline, 100' AGL/1249' MSL.
**Rwy 29,** railroad 349' from DER, 521' left of centerline, 23' AGL/1212' MSL.
Multiple buildings 993' from DER, 294' right of centerline, 40' AGL/1239' MSL.
Trees 1875' from DER, 791' right of centerline, 100' AGL/1319' MSL.
Tank 2251' from DER, 578' right of centerline, 125' AGL/1315' MSL.

**MIDDLETOWN, OH**
MIDDLETOWN RGNL/HOOK FIELD (MWO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20SEP12 (12264) (FAA)
TAKEOFF MINIMUMS:
**Rwys 8, 26,** NA -environmental.
**Rwy 23,** 300-1¾ or std. w/min. climb of 880' per NM to 1000.
DEPARTURE PROCEDURE:
**Rwy 5,** climb heading 053° to 1500' before proceeding on course.
**Rwy 23,** climb heading 233° to 1300' before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** vehicles on roadway 17' from DER, left and right of centerline, up to 15' AGL/669' MSL.
Terrain 106' from DER, 447' left of centerline, 661' MSL.
Terrain 335' from DER, 395' left of centerline, 659' MSL.
Trees beginning 676' from DER, left and right of centerline, up to 126' AGL/766' MSL.
Poles beginning 1003' from DER, 259' right of centerline, up to 55' AGL/695' MSL.
**Rwy 23,** trees 1119' from DER, 76' right of centerline, 109' AGL/739' MSL.
Tower 1794' from DER, 603' left of centerline, 63' AGL/703' MSL.
Stack 1997' from DER, 961' left of centerline, 205' AGL/855' MSL.
Tree 1930' from DER, 903' left of centerline, 109' AGL/749' MSL.

**MILLERSBURG, OH**
HOLMES COUNTY (10G)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20AUG15 (15232) (FAA)
TAKEOFF MINIMUMS:
**Rwy 9, 27,** 300-1.
TAKEOFF OBSTACLE NOTES:
**Rwy 9**, bushes 136' from DER, 235 left of centerline, up to 25' AGL/1200' MSL.
**Rwy 27**, trees beginning 212' from DER, 443' right of center line, up to 100' AGL/1287' MSL.
Trees and poles beginning 1220' from DER, 158' right of centerline, up to 100' AGL/1315' MSL.
Trees and buildings beginning 1116' from DER, 272' left of centerline, up to 100' AGL/1337' MSL.

**MONTICELLO, IN**
WHITE COUNTY (MCX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 10NOV16 (16315) (FAA)
TAKEOFF MINIMUMS:
**Rwy 36,** 600-3 or std. w/min. climb of 265' per NM to 1400.
TAKEOFF OBSTACLE NOTES:
**Rwy 18,** trees beginning 23' from DER, 309' left of centerline, up to 739' MSL.
Trees beginning 35' from DER, 296' right of centerline, 731' MSL.
Trees and pole beginning 51' from DER, 16' right of centerline, up to 744' MSL.
Trees and building beginning 436' from DER, 3' left of centerline, up to 757' MSL.
Trees beginning 1284' from DER, 11' left of centerline, up to 775' MSL.
Trees beginning 1961' from DER, 27' right of centerline, up to 753' MSL.
**Rwy 36,** tree 983' from DER, 571' right of centerline, 754' MSL.
Tower 1.7 NM from DER, 1101' right of centerline, 292' AGL/973' MSL.
Tower 2.5 NM from DER, 4185' left of centerline, 420' AGL/1134' MSL.

**MT. GILEAD, OH**
MORROW COUNTY (4I9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 18NOV10 (10322)
TAKEOFF OBSTACLE NOTES:
**Rwy 10,** trees 858' from DER, 331' right of centerline, 100' AGL/1189' MSL.
Trees 963' from DER, 380' left of centerline, 100' AGL/1189' MSL.
**Rwy 28,** trees beginning 877' from DER, 302' right of centerline, up to 100' AGL/1159' MSL.
Trees 324' from DER, 494' right of centerline, 100' AGL/1169' MSL.
Vehicles on road beginning 228' from DER, extending from 542' right to 674' left of centerline up to 15' AGL/1084' MSL.

**MT. VERNON, OH**
KNOX COUNTY (4I3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15JAN09 (09015) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 28,** trees 2121' from DER, 361' right of centerline, 47' AGL/1246' MSL.

**MUNCIE, IN**
DELAWARE COUNTY RGNL (MIE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 12DEC13 (13346) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 3,** pole 717' from DER, 596' right of centerline, 19' AGL/954' MSL.
Trees beginning 771' from DER, 413' right of centerline, up to 56' AGL/991' MSL.
Trees beginning 2463' from DER, 44' left of centerline, up to 76' AGL/1007' MSL.
Towers and pole 3802' from DER, 702' left of centerline, up to 121' AGL/1049' MSL.
**Rwy 14,** trees beginning 2062' from DER, 1005' right of centerline, up to 68' AGL/1013' MSL.
**Rwy 21,** rising terrain beginning 6' from DER, 304' right of centerline, up to 943' MSL.
Flag pole 851' from DER, 627' left of centerline, 25' AGL/962' MSL.
Building 941' from DER, 670' left of centerline, 32' AGL/969' MSL.
Trees beginning 946' from DER, 39' left of centerline, up to 81' AGL/1033' MSL.
Trees beginning 1119' from DER, 207' right of centerline, up to 96' AGL/1032' MSL.
**Rwy 32,** trees and bushes beginning 86' from DER, 447' left of centerline, up to 17' AGL/940' MSL.

## NAPOLEON, OH
HENRY COUNTY (7W5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18NOV10 (10322) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 10,** trees 1128' from DER, 774' left of centerline, 100' AGL/784' MSL.
Trees 1910' from DER, 419' right of centerline, 100' AGL/784' MSL.
**Rwy 28,** vehicle on road 270' from DER, on centerline, 15' AGL/699' MSL.
Trees 575' from DER, 427' right of centerline, 100' AGL/784' MSL.
Trees 2140' from DER, 389' left of centerline, 100' AGL/789' MSL.
Trees 3167' from DER, 390' right of centerline, 100' AGL/784' MSL.

## NAPPANEE, IN
NAPPANEE MUNI (C03)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 19FEB81 (81036) (FAA)
TAKEOFF MINIMUMS:
**Rwy 9,** 300-1.

## NEW CASTLE, IN
NEW CASTLE-HENRY COUNTY MARLATT FIELD (UWL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 20JUN19 (19171) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 10,** trees beginning 1657' from DER, 156' right of centerline, up to 1142' MSL.
Tree 1821' from DER, 92' left of centerline, 65' AGL/1146' MSL.
Trees beginning 1865' from DER, 22' right of centerline, up to 69' AGL/1153' MSL.
Tree 1931' from DER, 697' right of centerline, 1154' MSL.
Tree 1932' from DER, 817' right of centerline, 91' AGL/1176' MSL.
Trees beginning 1951' from DER, 571' right of centerline, up to 93' AGL/1179' MSL.
Trees beginning 2029' from DER, 530' right of centerline, up to 103' AGL/1190' MSL.
**Rwy 28,** pole, traverse way beginning 160' from DER, 464' right of centerline, up to 30' AGL/1101' MSL.
Pole beginning 346' from DER, 461' right of centerline, up to 32' AGL/1105' MSL.
Pole 444' from DER, 462' right of centerline, 35' AGL/1107' MSL.

## NEW LEXINGTON, OH
PERRY COUNTY (I86)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30AUG84 (84243) (FAA)
TAKEOFF MINIMUMS:
**Rwys 8, 26,** 300-1.

## NEW PHILADELPHIA, OH
HARRY CLEVER FIELD (PHD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 01FEB18 (18032) (FAA)
TAKEOFF MINIMUMS:
**Rwys 12, 30,** NA - Environmental.
**Rwy 15,** 500-2½ or std. with a min. climb to 420' per NM to 1500.
**Rwy 33,** std. w/min. climb of 210' per NM to 1500.
DEPARTURE PROCEDURE:
**Rwy 15,** climb heading 147° to 1500 before turning.
**Rwy 33,** climb heading 327° to 1600 before turning.
TAKEOFF OBSTACLE NOTES:
**Rwy 15,** poles beginning 194' from DER, 431' left of centerline, up to 56' AGL/935' MSL.
Vehicle on road beginning 240' from DER, 146' left of centerline, up to 15' AGL/902' MSL.
Rising terrain and trees beginning 320' from DER, 37' left of centerline, up to 100' AGL/1319' MSL.
Siren 383' from DER, 584' left of centerline, 81' AGL/940' MSL.
Tower 3659' from DER, 9' left of centerline, 124' AGL/983' MSL.
Vehicle on road beginning 78' from DER, 45' right of centerline, up to 15' AGL/904' MSL.
Trees beginning 79' from DER, 13' right of centerline, up to 100' AGL/972' MSL.
Poles beginning 678' from DER, 3' right of centerline, up to 61' AGL/920' MSL.
**Rwy 33,** trees beginning 41' from DER, 64' left of centerline, up to 100' AGL/965' MSL.
Vehicle on road beginning 108' from DER, 26' left of centerline, up to 15' AGL/914' MSL.
Headstone 142' from DER, 272' left of centerline, 6' AGL/900' MSL.
Building 167' from DER, 511' left of centerline, 34' AGL/928' MSL.
OL on pole 261' from DER, 213' left of centerline, 37' AGL/931' MSL.
Vehicle on road beginning 12' from DER, 28' right of centerline, up to 15' AGL/914' MSL.
Rising terrain and trees beginning 36' from DER, 22' right of centerline, up to 100' AGL/984' MSL.
Fence 83' from DER, 217' right of centerline, 6' AGL/900' MSL.
Poles beginning 502' from DER, 368' right of centerline, up to 28' AGL/924' MSL.
Tower 2.6 NM from DER, 2107' right of centerline, 406' AGL/1319' MSL.

## NEWARK, OH

NEWARK-HEATH (VTA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

**Rwy 9,** 600-3 w/min. climb of 225' per NM to 1700 or std. w/min climb of 300' per NM to 1600 or 1000-3 for VCOA.

**Rwy 27,** 400-2½ or std. w/min. climb of 220' per NM to 1200.

DEPARTURE PROCEDURE:

**Rwy 9,** climb heading 093° to 1700 before proceeding on course.

**Rwy 27,** climb on heading 273º to 1400 before proceeding on course.

VCOA:

**Rwy 9,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Newark-Heath Airport at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** tree, terrain beginning 25' from DER, 173' left of centerline, up to 889' MSL.
Lighting 40' from DER, 77' right of centerline, 871' MSL.
Building 93' from DER, 510' right of centerline, 879' MSL.
Transmission line, fence beginning 105' from DER, 249' right of centerline, up to 907' MSL.
Trees, poles, building beginning 107' from DER, 454' left of centerline, up to 71' AGL/934' MSL.
Tree 237' from DER, 554' right of centerline, 922' MSL.
Trees, pole beginning 558' from DER, 29' right of centerline, up to 942' MSL.
Tree 2651' from DER, 263' right of centerline, 949' MSL.
Trees beginning 2741' from DER, 473' right of centerline, up to 953' MSL.
Tree 4800' from DER, 1713' right of centerline, 1005' MSL.
Trees beginning 4884' from DER, 1409' right of centerline, up to 1008' MSL.
Trees, buildings beginning 5018' from DER, 1522' right of centerline, up to 1018' MSL.
Trees, building beginning 5164' from DER, 1437' right of centerline, up to 1032' MSL.
Trees, buildings beginning 5288' from DER, 1367' right of centerline, up to 1041' MSL.
Trees, building beginning 5679' from DER, 1429' right of centerline, up to 1055' MSL.
Trees beginning 5909' from DER, 1352' right of centerline, up to 1058' MSL.
Tree 1 NM from DER, 1488' right of centerline, 1065' MSL.
Trees, building beginning 1 NM from DER, 1429' right of centerline, up to 1076' MSL.
Trees beginning 1 NM from DER, 1430' right of centerline, up to 1101' MSL.
Trees beginning 1 NM from DER, 1834' right of centerline, up to 1110' MSL.
Trees beginning 1.1 NM from DER, 1580' right of centerline, up to 69' AGL/1118' MSL.
Trees beginning 1.1 NM from DER, 1546' right of centerline, up to 1120' MSL.
Trees, building beginning 1.1 NM from DER, 1318' right of centerline, up to 1121' MSL.
Trees beginning 1.1 NM from DER, 1230' right of centerline, up to 1122' MSL.
Trees buildings beginning 1.1 NM from DER, 1399' right of centerline, up to 1125' MSL.
Trees beginning 1.3 NM from DER, 1932' right of centerline, up to 1130' MSL.
Tree 1.3 NM from DER, 2058' right of centerline, 1132' MSL.
Trees, buildings beginning 1.3 NM from DER, 297' right of centerline, up to 90' AGL/1151' MSL.
Trees beginning 1.3 NM from DER, 223' left of centerline, up to 1121' MSL.
Trees beginning 1.3 NM from DER, 168' left of centerline, up to 1127' MSL.
Trees beginning 1.3 NM from DER, 66' left of centerline, up to 1150' MSL.
Trees beginning 1.4 NM from DER, 62' left of centerline, up to 151' AGL/1151' MSL.
Trees beginning 1.6 NM from DER, 659' right of centerline, up to 1163' MSL.
Trees beginning 1.6 NM from DER, 8' right of centerline, up to 1168' MSL.
Trees, building beginning 1.6 NM from DER, 107' right of centerline, up to 82' AGL/1179' MSL.
Antenna 2.4 NM from DER, 2425' left of centerline, 360' AGL/1394' MSL.
Tower 2.4 NM from DER, 2371' left of centerline, 362' AGL/1396' MSL.
Antenna 2.4 NM from DER, 2430' left of centerline, 360' AGL/1396' MSL.

**Rwy 27,** terrain 2' from DER, 251' right of centerline, 884' MSL.
Terrain 11' from DER, 486' right of centerline, 886' MSL.
Pole, vehicles on road beginning 49' from DER, 199' left of centerline, up to 910' MSL.
Pole, vehicles on road beginning 188' from DER, 32' left of centerline, up to 29' AGL/912' MSL.
Trees, poles, bldg twr beginning 543' from DER, 120' left of centerline, up to 968' MSL.
Vehicles on road 604' from DER, 31' right of centerline, 902' MSL.
Pole 697' from DER, 139' right of centerline, 919' MSL.
Poles, building beginning 796' from DER, 206' right of centerline, up to 920' MSL.
Pole 972' from DER, 313' right of centerline, 926' MSL.
Trees beginning 1033' from DER, 11' right of centerline, up to 933' MSL.
Trees, pole beginning 1196' from DER, 64' right of centerline, up to 963' MSL.
Tree 1533' from DER, 7' right of centerline, 971' MSL.
Tree 1591' from DER, 682' right of centerline, 973' MSL.
Trees beginning 1645' from DER, 189' right of centerline, up to 976' MSL.
Trees beginning 1750' from DER, 321' right of centerline, up to 979' MSL.
Trees, poles beginning 2005' from DER, 58' right of centerline, up to 985' MSL.
Tree, poles beginning 2270' from DER, 154' left of centerline, up to 970' MSL.
Tree 3354' from DER, 1131' right of centerline, 993' MSL.
Tree 3381' from DER, 384' left of centerline, 974' MSL.
Tree 3776' from DER, 1384' left of centerline, 983' MSL.
Tree 3791' from DER, 1212' right of centerline, 996' MSL.
Tree 3892' from DER, 1160' right of centerline, 998' MSL.
Tree 3899' from DER, 1424' left of centerline, 992' MSL.

**CON'T**

## NEWARK, OH (CON'T)

NEWARK-HEATH (VTA) (CON'T)

**Rwy 27 (CON'T),** tree 3984' from DER, 1537' left of centerline, 994' MSL.
Trees beginning 4015' from DER, 1135' right of centerline, up to 1003' MSL.
Trees beginning 4020' from DER, 1325' left of centerline, up to 998' MSL.
Trees beginning 4550' from DER, 755' left of centerline, up to 1009' MSL.
Tree 4739' from DER, 913' left of centerline, 1011' MSL.
Trees beginning 4835' from DER, 634' left of centerline, up to 1021' MSL.
Trees beginning 4982' from DER, 966' left of centerline, up to 1029' MSL.
Tree 1.3 NM from DER, 1932' right of centerline, 1094' MSL.
Tree 1.3 NM from DER, 2173' right of centerline, 1099' MSL.
Trees beginning 1.3 NM from DER, 1874' right of centerline, up to 1109' MSL.
Tree 2.1 NM from DER, 2988' right of centerline, 121' AGL/1204' MSL.

## NORTH VERNON, IN

NORTH VERNON (OVO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27AUG09 (09239) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** tree 1866' from DER, 690' left of centerline, 62' AGL/821' MSL.
Tree 428' from DER, 516' right of centerline, 22' AGL/781' MSL.
**Rwy 15,** fence beginning 259' from DER, crossing left to right, 11' AGL/765' MSL.
Trees beginning 469' from DER, 100' left of centerline, up to 115' AGL/864' MSL.
Tree 1509' from DER, 472' right of centerline, 59' AGL/818' MSL.
**Rwy 23,** trees beginning 1856' from DER, 94' left of centerline, up to 93' AGL/842' MSL.
Tree 3348' from DER 675' right of centerline, 97' AGL/846' MSL.
**Rwy 33,** fence beginning 304' from DER, 138' left of centerline, 11' AGL/761' MSL.
Tree 2592' from DER, 596' left of centerline, 90' AGL/839' MSL.
Power pole 751' from DER, 102' right of centerline, 25' AGL/774' MSL.

## NORWALK, OH

NORWALK-HURON COUNTY (5A1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27OCT83 (83286) (FAA)

TAKEOFF MINIMUMS:

**Rwys 10, 28,** 300-1.

## OTTAWA, OH

PUTNAM COUNTY (OWX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27AUG09 (09239) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL.
Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL.
**Rwy 27,** road 1' from DER, 219' right of centerline, 15' AGL/768' MSL.
Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.

## OXFORD, OH

MIAMI UNIVERSITY (OXD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31MAY12 (12152) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 314' from DER, left and right of centerline, up to 100' AGL/1129' MSL.
Vehicles on roadway beginning 320' from DER, 282' right of centerline, up to 15' AGL/1044' MSL.
Poles beginning 695' from DER, 209' left of centerline, up to 35' AGL/1061' MSL.
Rod on building 764' from DER, 501' left of centerline, 33' AGL/1060' MSL.
Light poles beginning 966' from DER, 518' right of centerline, up to 70' AGL/1084' MSL.
**Rwy 23,** vehicles on roadway beginning 136' from DER, left and right of centerline, up to 15' AGL/1054' MSL.
Poles beginning 139' from DER, 178' left of centerline, up to 33' AGL/1072' MSL.
Trees beginning 256' from DER, left and right of centerline, up to 100' AGL/1149' MSL.
Buildings beginning 269' from DER, left and right of centerline, up to 33' AGL/1068' MSL.
Chimney 327' from DER, 432' left of centerline, 34' AGL/ 1070' MSL.
Antenna 1076' from DER, 243' left of centerline, 43' AGL/1073' MSL.

**PAINESVILLE, OH**
CONCORD AIRPARK (2G1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 18NOV10 (10322) (FAA)
TAKEOFF MINIMUMS:
**Rwy 20,** 400-2¾ or std. w/ a min. climb of 400' per NM to 1500.
DEPARTURE PROCEDURE:
**Rwy 20,** climb heading 209° to 1500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 2,** trees beginning 336' from DER, 42' left of centerline, up to 100' AGL/1039' MSL.
Trees beginning 1064' from DER, 217' right of centerline, up to 100' AGL/1039' MSL.
**Rwy 20,** trees beginning 131' from DER, left and right of centerline, up to 100' AGL/1220' MSL.
Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

**PERU, IN**
PERU MUNI (I76)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 18JAN07 (07018) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 1,** multiple trees beginning 2201' from DER, 321' left of centerline, 100' AGL/879' MSL.
Road plus vehicle beginning 407' from DER, 1524' right of centerline, 15' AGL/794' MSL.
Trees beginning 1656' from DER, 815' right of centerline, 100' AGL/879' MSL.
**Rwy 19,** multiple trees beginning 44' from DER, 204' left of centerline, 100' AGL/869' MSL.
Multiple trees beginning 588' from DER, 134' right of centerline, 100' AGL/859' MSL.

**PIQUA, OH**
PIQUA AIRPORT-HARTZELL FIELD (I17)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 8,** tree 2006' from DER, 515' left of centerline, 76' AGL/1062' MSL.
**Rwy 26,** vehicles on roadway, beginning 347' from DER, 578' left of centerline, up to 15' AGL/1024' MSL.
Trees and grain bin beginning 61' from DER, 321' left of centerline, up to 100' AGL/1119' MSL.

**PLYMOUTH, IN**
PLYMOUTH MUNI (C65)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18JUL74 (74199) (FAA)
TAKEOFF MINIMUMS:
**Rwys 10, 28,** 300-1.

**PORT CLINTON, OH**
ERIE-OTTAWA INTL (PCW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A 12NOV15 (15316) (FAA)
TAKEOFF MINIMUMS:
**Rwy 27,** std. w/ min. climb of 250' per NM to 1600 or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
**Rwy 27,** for climb in visual conditions: cross Carl R Keller Field at or above 1400 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 9,** multiple trees and poles beginning 417' from DER, 398' left of centerline, up to 78' AGL/668' MSL.
Multiple trees and poles beginning 407' from DER, 550' right of centerline, up to 67' AGL/657' MSL.
**Rwy 18,** multiple trees beginning 626' from DER, 424' left of centerline, up to 100' AGL/684' MSL.
Trees 511' from DER, 471' right of centerline, 100' AGL/684' MSL.
Vehicles on road 475' from DER, 31' right of centerline, 15' AGL/604' MSL.
**Rwy 27,** multiple trees beginning 1210' from DER, 176' left of centerline, up to 65' AGL/650' MSL.
Pole 1066' from DER, 609' right of centerline, 35' AGL/620' MSL.
Multiple trees beginning 2558' from DER, 311' right of centerline, up to 91' AGL/676' MSL.
**Rwy 36,** trees 558' from DER, 406' left of centerline, 100' AGL/684' MSL.
Trees 770' from DER, 564' right of centerline, 100' AGL/679' MSL.
Trees 5097' from DER, 1661' right of centerline, 100' AGL/719' MSL.

**PORTLAND, IN**
PORTLAND MUNI (PLD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 22AUG13 (13234) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 9,** poles, trees and fence beginning 29' from DER, 348' right of centerline, up to 53' AGL/979' MSL.
Poles and trees beginning 102' from DER, 514' left of centerline, up to 51' AGL/972' MSL.
Trees and poles beginning 1026' from DER, 80' right of centerline, up to 71' AGL/994' MSL.
Trees and poles beginning 1036' from DER, 12' left of centerline, up to 46' AGL/972' MSL.
Trees beginning 2044' from DER, 47' right of centerline, up to 113' AGL/1035' MSL.
Trees beginning 2797' from DER, 15' left of centerline, up to 104' AGL/1027' MSL.
**Rwy 27,** Trees beginning 262' from DER, 317' left of centerline, up to 28' AGL/932' MSL.
Trees 293' from DER, 474' right of centerline, 16' AGL/922' MSL.
Building 1124' from DER, 617' right of centerline, 32' AGL/942' MSL.

**PORTSMOUTH, OH**
GREATER PORTSMOUTH RGNL (PMH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 31MAY12 (12152) (FAA)
TAKEOFF MINIMUMS:
**Rwy 18,** 300-1¾ or std. w/min. climb of 257' per NM to 1100.
DEPARTURE PROCEDURE:
**Rwy 18,** climb heading 170° to 1300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 18,** trees beginning 4' from DER, 290' left of centerline, up to 100' AGL/721' MSL.
Trees beginning 678' from DER, 495' right of centerline, up to 100' AGL/931' MSL.
**Rwy 36,** trees beginning 1' from DER, 180' left of centerline, up to 100' AGL/780' MSL.
Trees beginning 687' from DER, 388' right of centerline, up to 100' AGL/710' MSL.

**RAVENNA, OH**
PORTAGE COUNTY (POV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18NOV10 (10322) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 9,** power poles and road 19' from DER, 368' left of centerline, up to 35' AGL/1238' MSL.
Power pole 413' from DER, 549' right of centerline, 35' AGL/1218' MSL.
**Rwy 27,** tree 751' from DER, 148' right of centerline, 56' AGL/1226' MSL.
Pole 105' from DER, 523' right of centerline, 35'AGL/1200' MSL.
Power poles 357' from DER, 408' left of centerline, up to 35' AGL/1244' MSL.

**RENSSELAER, IN**
JASPER COUNTY (RZL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 14JAN88 (88014) (FAA)
TAKEOFF MINIMUMS:
**Rwys 9, 18, 27, 36,** 300-1.
DEPARTURE PROCEDURE:
**Rwys 9, 18, 27, 36,** climb to 1100 on runway heading before proceeding on course.

**RICHMOND, IN**
RICHMOND MUNI (RID)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02JUL09 (09183) (FAA)
TAKEOFF MINIMUMS:
**Rwys 10, 28,** NA-Environmental.
TAKEOFF OBSTACLE NOTES:
**Rwy 15,** tree 2970' from DER, 198' right of centerline, 86' AGL/1226' MSL.
**Rwy 24,** road and antenna beginning 298' from DER, 7' right of centerline, up to 22' AGL/1156' MSL.
Trees beginning 1185' from DER, 529' left of centerline, up to 40' AGL/1174' MSL.
Obstruction light on localizer 300' from DER, on centerline, 8' AGL/1142' MSL.
**Rwy 33,** trees beginning 515' from DER, 283' right of centerline, up to 48' AGL/1175' MSL.
Antenna and trees beginning 1041' from DER, 141' left of centerline, up to 71' AGL/1198' MSL.

## ROCHESTER, IN

FULTON COUNTY (RCR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 11,** terrain 469' right of centerline, 797' MSL.
Trees beginning 619' from DER, 181' right of centerline, up to 105' AGL/894' MSL.
Trees beginning 2534' from DER, 27' left of centerline, up to 97' AGL/886' MSL.
**Rwy 29,** pole 1' from DER, 480' left of centerline, 28' AGL/817' MSL.
Pole 195' from DER, 460' left of centerline, 28' AGL/817' MSL.
Pole 524' from DER, 503' left of centerline, 33' AGL/823' MSL.
Vehicle on road 578' from DER, 100' left of centerline, 15' AGL/804' MSL.
Vent on building 890' from DER, 262' left of centerline, 23' AGL/812' MSL.
Trees beginning 614' from DER, 355' left of centerline, up to 87' AGL/876' MSL.
Vent on building 229' from DER, 525' right of centerline, 40' AGL/829' MSL.
Pole 843' from DER, 94' right of centerline, 23' AGL/812' MSL.
Trees beginning 883' from DER, 152' right of centerline, up to 103' AGL/892' MSL.

## ST. CLAIRSVILLE, OH

ALDERMAN (2P7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 16DEC10 (10350) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1,** 300-1¼ or std. w/min. climb of 395' per NM to 1800.
**Rwy 19,** 500-3 or std. w/min. climb of 244' per NM to 1800.

DEPARTURE PROCEDURE:

**Rwy 1,** Climb heading 013° to 1800 before turning right.
**Rwy 19,** Climb heading 193° to 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** trees 49' from DER, 170' left of centerline, up to 90' AGL/1269' MSL.
Trees 179' from DER, 53' left of centerline, up to 90' AGL/1249' MSL.
Trees 210' from DER, 37' right of centerline, up to 90' AGL/1249' MSL.
**Rwy 19,** trees 141' from DER, 138' left of centerline, up to 90' AGL/1229' MSL.
Trees 154' from DER, 168' right of centerline up to 90' AGL/1249' MSL.
Trees 385' from DER, 34' right of centerline, up to 90' AGL/1229' MSL.
Trees 1764' from DER, 958' right of centerline, up to 90' AGL/1309' MSL.

## SALEM, OH

SALEM AIRPARK INC (38D)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

**Rwys 10R, 28L,** NA - environmental.
**Rwy 10L,** std. w/ min. climb of 217' per NM to 1800, or 1400-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 28R,** climb on heading 277° to 2200 before turning left.

VCOA:

**Rwy 10L,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Salem Airpark Inc at or above 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 10L,** tower, 3186' from DER, 654' left of centerline, 72' AGL/1305' MSL.

## SEBRING, OH

TRI-CITY (3G6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05FEB76 (76036) (FAA)

DEPARTURE PROCEDURE:

**Rwys 17, 35,** climb runway heading to 3000 before turning east.

## SEYMOUR, IN

FREEMAN MUNI (SER)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAY07 (07130) (FAA)

DEPARTURE PROCEDURE:

**Rwy 5,** climb heading 046° to 1100 before turning left.
**Rwy 14,** climb heading 136° to 1100 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** multiple trees beginning 845' from DER, 523' left of centerline, up to 90' AGL/669' MSL.
Multiple towers beginning 2870' from DER, 1231' left of centerline, up to 73' AGL/657' MSL.
Multiple trees beginning 1035' from DER, 691' right of centerline, up to 73' AGL/652' MSL.
**Rwy 14,** multiple trees beginning 2285' from DER, 309' right of centerline, up to 78' AGL/657' MSL.
**Rwy 32,** multiple trees beginning 2339' from DER, 383' left of centerline, up to 63' AGL/662' MSL.

## SHELBY, OH
SHELBY COMMUNITY (12G)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 15AUG19 (19227) (FAA)
TAKEOFF MINIMUMS:
**Rwys 3, 21,** NA-Environmental.
TAKEOFF OBSTACLE NOTES:
**Rwy 18**, trees beginning 9' from DER, 171' left of centerline, up to 100' AGL/1219' MSL.
Vehicles beginning 24' from DER, 303' left of centerline, up to 15' AGL/1134' MSL.
Trees beginning 338' from DER, 447' right of centerline, up to 100' AGL/1229' MSL.
Transmission line beginning 2127' from DER, 170' left and right of centerline, up to 91' AGL/1200' MSL.
**Rwy 36**, vehicles beginning 30' from DER, left and right of centerline, up to 17' AGL/1136' MSL.
Buildings beginning 63' from DER, left and right of centerline, up to 53' AGL/1172' MSL.
Trees beginning 561' from DER, 85' left of centerline, up to 100' AGL/1209' MSL.
Grain silos beginning 1799' from DER, 225' right of centerline, up to 100' AGL/1229' MSL.

## SHELBYVILLE, IN
SHELBYVILLE MUNI (GEZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 20OCT11 (11293) (FAA)
TAKEOFF MINIMUMS:
**Rwys 9,27,** NA-Environmental.
TAKEOFF OBSTACLE NOTES:
**Rwy 1,** trees 1111' from DER, 753' right of centerline, 69' AGL/869' MSL.
**Rwy 19,** trees 2180' from DER, 261' right of centerline, 100' AGL/899' MSL.
Trees 2696' from DER, 498'left of centerline, 100' AGL/899' MSL.

## SIDNEY, OH
SIDNEY MUNI (SCA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 06FEB14 (14037) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** trees beginning 1695' from DER, 686' right of centerline, up to 100' AGL/1149' MSL.
Power poles beginning 2125' from DER, crossing centerline, up to 100' AGL/1149' MSL.
Trees beginning 3071' from DER, 402' right of centerline, up to 100' AGL/1149' MSL.
Tree 3247' from DER, 894' left of centerline, 100' AGL/1149' MSL.
Trees beginning 3723' from DER, 208' left of centerline, up to 100' AGL/1149' MSL.
**Rwy 10,** terrain beginning 26' from DER, 72' right of centerline, up to 1048' MSL.
Terrain beginning 36' from DER, 109' left of centerline, up to 1048' MSL.
Tree 834' from DER, 238' left of centerline, 49' AGL/1100' MSL.
Trees beginning 1060' from DER, 492' right of centerline, up to 100' AGL/1154' MSL.
Trees beginning 3577' from DER, 48' right of centerline, up to 90' AGL/1141' MSL.
**Rwy 23,** vehicles and aircraft on ramp beginning at DER, 138' left of centerline, up to 15' AGL/1054' MSL.
Trees beginning at DER, 308' left of centerline, up to 100' AGL/1149' MSL.
Vehicles on road beginning 110' from DER, crossing centerline, up to 15' AGL/1054' MSL.
Trees beginning 902' from DER, crossing centerline, up to 100' AGL/1149' MSL.
**Rwy 28,** sign 5' from DER, 56' left of centerline, 2' AGL/1041' MSL.
Trees beginning 1261' from DER, 405' right of centerline, up to 71' AGL/1102' MSL.
Trees beginning 1658' from DER, crossing centerline, up to 93' AGL/1114' MSL.

## SOUTH BEND, IN
SOUTH BEND (SBN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9 27AUG09 (09239) (FAA)
TAKEOFF MINIMUMS:
**Rwy 27R,** 300-1¼ or std. w/min. climb of 240' per NM to 1100. Alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.
DEPARTURE PROCEDURE:
**Rwy 9R,** climb heading 092° to 2000 before turning South.
**Rwy 18,** climb heading 182° to 2000 before turning East.
TAKEOFF OBSTACLE NOTES:
**Rwy 9L,** tree 1226' from DER, 367' left of centerline, 60' AGL/831' MSL.
Tree 1332' from DER, 93' right of centerline, 50' AGL/822' MSL.
Transmission tower 2159' from DER, 392' left of centerline, 117' AGL/872' MSL.
**Rwy 18,** power line and fence 199' from DER, left and right of centerline, up to 20' AGL/775' MSL.
Multiple trees and poles beginning 684' from DER, from 829' left to 720' right of centerline, up to 80' AGL/849' MSL.
**Rwy 27L,** light pole 665' from DER, 479' left of centerline, 22' AGL/810' MSL.
Trees beginning 1190' from DER, from 948' left to 900' right of centerline, up to 100' AGL/923' MSL.
**Rwy 27R,** tree 207' from DER, 502' right of centerline, 60' AGL/849' MSL.
Tree 1541' from DER, 93' left of centerline, 60' AGL/850' MSL.
Transmission tower 5542' from DER, 1922' right of centerline, 100' AGL/954' MSL.
**CON'T**



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

## SOUTH BEND, IN (CON'T)

SOUTH BEND (SBN) (CON'T)

**Rwy 36,** terrain 98' from DER, 390' left of centerline, 803' MSL.
Barricade 130' from DER, 418' left of centerline, 10' AGL/807' MSL.
Trees beginning 340' from DER, 332' right of centerline, up to 36' AGL/815' MSL.
Tree 2726' from DER, 443' left of centerline, 60' AGL/867' MSL.

## SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI (SGH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** Trees beginning 642' from DER, 664' left of centerline, up to 96' AGL/1133' MSL.
Tree 66' from DER, 514' right of centerline, 27' AGL/1064' MSL.
**Rwy 15,** Multiple trees beginning 1357' from DER, 160' left of centerline, up to 86' AGL/1127' MSL.
Tree 1763' from DER, 410' right of centerline, 51' AGL/1092' MSL.
**Rwy 24,** Trees beginning 1387' from DER, 66' left of centerline, up to 58' AGL/1109' MSL.
Windsock 1' from DER, 228' right of centerline, 20' AGL/1071' MSL.
**Rwy 33,** Tree 183' from DER, 438' right of centerline, 24' AGL/1066' MSL.

## STEUBENVILLE, OH

JEFFERSON COUNTY AIRPARK (2G2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:

**Rwy 32,** 300-1¾ or std. w/min. climb of 280' per NM to 1600.

DEPARTURE PROCEDURE:

**Rwy 14,** climb on heading 142° to 2100 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** tree 32' from DER, 500' right of centerline, 73' AGL/1240' MSL.
Tree 58' from DER, 448' right of centerline, 71' AGL/1245' MSL.
Trees beginning 113' from DER, 329' left of centerline, up to 43' AGL/1207' MSL.
Trees, beginning 162' from DER, 210' right of centerline, up to 74' AGL/1251' MSL.
Trees, beginning 196' from DER, 186' left of centerline, up to 60' AGL/1208' MSL.
Trees, beginning 221' from DER, 184' left of centerline, up to 54' AGL/1209' MSL.
Trees, beginning 240' from DER, 24' right of centerline, up to 96' AGL/1258' MSL.
Tree 376' from DER, 513' left of centerline, 96' AGL/1235' MSL.
**Rwy 32,** tree, bush, beginning 0' from DER, 334' left of centerline, up to 59' AGL/1244' MSL.
Tree, ground, bush, beginning 113' from DER, 392' left of centerline, up to 67' AGL/1246' MSL.
Ant 1.3 NM from DER, 760' left of centerline, 193' AGL/1405' MSL.
Tower 1.3 NM from DER, 764' left of centerline, 199' AGL/1411' MSL.

## SULLIVAN, IN

SULLIVAN COUNTY (SIV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30DEC99 (99364) (FAA)

TAKEOFF MINIMUMS:

**Rwys 18, 36,** 200-1 or std. with a min. climb of 320' per NM to 1800.

DEPARTURE PROCEDURE:

**Rwy 18,** climb runway heading to 1500 before turning west on course.
**Rwys 18,36,** climb runway heading to 1800 before turning east on course.

## TELL CITY, IN

PERRY COUNTY MUNI (TEL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13,** fence, terrain, buildings, and trees beginning 6' from DER, 131' left of centerline, up to 49' AGL/ 740' MSL.
Terrain, trees, and poles beginning 93' from DER, 19' right of centerline, up to 30' AGL/750' MSL.
**Rwy 31,** trees, terrain, and pole beginning 125' from DER, 141' left of centerline, up to 25' AGL/702' MSL.
Trees, terrain. and tower beginning 68' from DER, 64' right of centerline, up to 56' AGL/ 648' MSL.

## TERRE HAUTE, IN

### SKY KING (3I3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

**Rwys 18 ,36,** NA - Environmental.

DEPARTURE PROCEDURE:

**Rwy 27**, climb heading 268° to 1300 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** multiple power lines beginning 34' from DER, left and right of centerline, up to 30' AGL/529' MSL.
Vehicle on road beginning 54' from DER, left and right of centerline, up to 15' AGL/519' MSL.
Fence beginning 33' from DER, left and right of centerline, up to 6' AGL/505' MSL.
Multiple buildings beginning 167' from DER, left and right of centerline, up to 60' AGL/589' MSL.
**Rwy 26,** trees beginning abeam DER, 235' right of centerline, up to 60' AGL/559' MSL.
Trees beginning abeam DER, 382' left of centerline, up to 60' AGL/539' MSL.
Trees beginning 1057' from DER, 47' left of centerline, up to 60' AGL/539' MSL.

### TERRE HAUTE RGNL (HUF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26APR18 (18116) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** Terrain beginning 118' from DER, left and right of centerline, 0' AGL/591' MSL.
Floodlight 967' from DER, 673' right of centerline, 32' AGL/621' MSL.
Trees beginning 2019' from DER, 317' left of centerline, up to 100' AGL/689' MSL.
Tree 3340' from DER, 533' right of centerline, 79' AGL/668' MSL.
**Rwy 14,** trees beginning 1266' from DER, 570' left of centerline, up to 100' AGL/689' MSL.
Trees beginning 1,520' from DER 462' right of centerline, up to 100' AGL/689' MSL.
Power lines 3084' from DER, left and right of centerline, 98' AGL/682' MSL.
**Rwy 23**, trees beginning 412' from DER, 537' left of centerline, up to 34' AGL/593' MSL.
Tree 1201' from DER, 376' right of centerline, 38' AGL/607' MSL.
**Rwy 32,** trees and a pole beginning 397' from DER, 308' left of centerline, up to 82' AGL/651' MSL.
Tree 1195' from DER 544' left of centerline, 68' AGL/637' MSL.
Trees beginning 2597' from DER, 340' right of centerline, up to 100' AGL/669' MSL.

## TIFFIN, OH

### SENECA COUNTY(16G)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02JUL09 (09183) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL.
Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL.
Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL.
Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL.
Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL.
**Rwy 24,** multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL.
Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL.
Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL.
Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.

## TOLEDO, OH

### TOLEDO EXECUTIVE (TDZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 21MAY20 (20142) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4,** std. w/min. climb of 230' per NM to 2500, or 1300-2½ for VCOA.

DEPARTURE PROCEDURE:

**Rwy 4,** climb on heading 046° to 2100 before turning left.

**Rwy 32,** climb on heading 321° to 1400 before turning right.

VCOA:

**Rwy 4,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Toledo Executive Airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** electrical system 10' from DER, 26' left of centerline, 3' AGL/621' MSL.
Sign 22' from DER, 168' right of centerline, 3' AGL/622' MSL.
Vehicle on road, pole beginning 284' from DER, 186' right of centerline, up to 646' MSL.
Tree, pole, vehicle on road beginning 372' from DER, 95' right of centerline, up to 655' MSL.
Trees, vehicle on road beginning 403' from DER, 1' right of centerline, up to 660' MSL.
Vehicle on road 489' from DER, 164' left of centerline, 647' MSL.
Trees, vehicle on road beginning 558' from DER, 1' left of centerline, up to 651' MSL.
Trees beginning 639' from DER, 437' right of centerline, up to 679' MSL.
Trees beginning 785' from DER, 412' right of centerline, up to 681' MSL.
Trees, pole beginning 1096' from DER, 162' right of centerline, up to 694' MSL.
Trees beginning 1996' from DER, 50' left of centerline, up to 680' MSL.
Towers beginning 3309' from DER, 1030' left of centerline, up to 761' MSL.
**Rwy 14,** sign 23' from DER, 248' left of centerline, 3' AGL/622' MSL.
Sign 39' from DER, 467' left of centerline, 4' AGL/623' MSL.
Vehicle on road beginning 137' from DER, 283' right of centerline, up to 638' MSL.
Vehicle on road, signs, pole beginning 169' from DER, 168' left of centerline, up to 15' AGL/638' MSL.
Vehicle on road, poles beginning 478' from DER, 84' left of centerline, up to 639' MSL.
Vehicle on road beginning 487' from DER, 155' right of centerline, up to 639' MSL.
Poles beginning 573' from DER, 143' left of centerline, up to 20' AGL/640' MSL.
Poles beginning 629' from DER, 384' left of centerline, up to 20' AGL/641' MSL.
Pole 685' from DER, 585' left of centerline, 32' AGL/652' MSL.
Poles, buildings beginning 694' from DER, 428' left of centerline, up to 35' AGL/654' MSL.
Sign 739' from DER, 6' right of centerline, 22' AGL/644' MSL.
Building 996' from DER, 672' left of centerline, 657' MSL.
Poles, building beginning 1043' from DER, 305' left of centerline, up to 45' AGL/664' MSL.
Pole beginning 1285' from DER, 565' left of centerline, up to 47' AGL/667' MSL.
Pole 1419' from DER, 252' right of centerline, 38' AGL/658' MSL.
Pole 1487' from DER, 328' right of centerline, 40' AGL/661' MSL.
Trees beginning 1712' from DER, 72' left of centerline, up to 689' MSL.
**Rwy 22,** electrical system 10' from DER, 26' left of centerline, 2' AGL/623' MSL.
Electrical system 45' from DER, 299' left of centerline, 4' AGL/624' MSL.
Fence 112' from DER, 311' left of centerline, 7' AGL/627' MSL.
Fence 207' from DER, 298' left of centerline, 9' AGL/629' MSL.
Pole 251' from DER, 467' left of centerline, 35' AGL/655' MSL.
Poles, vehicle on road, tree beginning 251' from DER, 108' left of centerline, up to 40' AGL/660' MSL.
Vehicle on road 568' from DER, 2' right of centerline, 637' MSL.
Poles, transmission line, vehicle on road, tree beginning 582' from DER, 246' right of centerline, up to 48' AGL/671' MSL.
Trees, vehicle on road, sign, poles, transmission lines, fence, bridge beginning 595' from DER, 23' left of centerline, up to 684' MSL.
Tower, transmission line beginning 797' from DER, 307' right of centerline, up to 101' AGL/726' MSL.
Tower, vehicle on road, poles, trees, transmission line beginning 807' from DER, 32' right of centerline, up to 98' AGL/727' MSL.
Tree 2062' from DER, 524' left of centerline, 685' MSL.
Trees beginning 2130' from DER, 589' left of centerline, up to 692' MSL.
Tree 2534' from DER, 1053' left of centerline, 75' AGL/697' MSL.
**Rwy 32,** fence beginning 43' from DER, 424' left of centerline, up to 7' AGL/626' MSL.
Tree 177' from DER, 521' left of centerline, 648' MSL.
Tree, poles, vehicle on road beginning 242' from DER, 346' left of centerline, up to 662' MSL.
Poles, vehicle on road, trees beginning 556' from DER, 18' left of centerline, up to 40' AGL/681' MSL.
Tree 683' from DER, 373' right of centerline, 640' MSL.
Pole 1042' from DER, 79' right of centerline, 659' MSL.
Transmission line 1092' from DER, 193' right of centerline, 46' AGL/665' MSL.
Pole 1206' from DER, 29' right of centerline, 43' AGL/666' MSL.
Transmission line, poles beginning 1271' from DER, 62' right of centerline, up to 55' AGL/674' MSL.
Transmission lines 1605' from DER, 559' right of centerline, 61' AGL/680' MSL.
Transmission line 1676' from DER, 559' right of centerline, 61' AGL/682' MSL.
Pole, transmission line beginning 1679' from DER, 559' right of centerline, up to 71' AGL/691' MSL.
Poles, transmission lines beginning 1781' from DER, 639' right of centerline, up to 74' AGL/692' MSL.
Trees beginning 1998' from DER, 144' left of centerline, up to 693' MSL.
Pole, tower beginning 2903' from DER, 1189' right of centerline, up to 716' MSL.
Transmission line 3372' from DER, 478' right of centerline, 139' AGL/755' MSL.

## TOLEDO, OH (CON'T)

EUGENE F KRANZ TOLEDO EXPRESS (TOL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 05NOV20 (20310) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** vehicles on road beginning 246' from DER, 525' right of centerline, up to 10' AGL/671' MSL.
Tree 1339' from DER, 667' left of centerline, 700' MSL.
Trees beginning 1903' from DER, 799' right of centerline, up to 741' MSL.
Tree 2392' from DER, 852' left of centerline, 734' MSL.
Tree 2604' from DER, 1047' left of centerline, 756' MSL.
**Rwy 16,** terrain 59' from DER, 496' left of centerline, 671' MSL.
Tree 618' from DER, 659' right of centerline, 739' MSL.
Trees beginning 719' from DER, 42' right of centerline, up to 752' MSL.
Tree 985' from DER, 478' left of centerline, 694' MSL.
Tree 1021' from DER, 518' left of centerline, 714' MSL.
Tree 1043' from DER, 571' left of centerline, 730' MSL.
Tree 1139' from DER, 711' left of centerline, 732' MSL.
Tree 1279' from DER, 806' left of centerline, 745' MSL.
Tree 1318' from DER, 689' left of centerline, 753' MSL.
Trees beginning 1388' from DER, 648' left of centerline, up to 757' MSL.
Trees beginning 1491' from DER, 80' left of centerline, up to 758' MSL.
Trees beginning 2607' from DER, 155' right of centerline, up to 765' MSL.
Trees beginning 2704' from DER, 36' right of centerline, up to 767' MSL.
Trees beginning 3029' from DER, 45' right of centerline, up to 786' MSL.
**Rwy 25,** vegetation 245' from DER, 473' right of centerline, 692' MSL.
Vegetation 485' from DER, 527' right of centerline, 695' MSL.
Tree 2214' from DER, 870' right of centerline, 746' MSL.
Tree 2362' from DER, 907' left of centerline, 780' MSL.
**Rwy 34,** vehicles on road beginning 247' from DER, 488' left of centerline, up to 10' AGL/689' MSL.
Pole, vehicles on road beginning 445' from DER, 533' left of centerline, up to 38' AGL/713' MSL.
Vehicles on road beginning 574' from DER, 622' right of centerline, up to 10' AGL/689' MSL.
Pole 632' from DER, 539' left of centerline, 38' AGL/714' MSL.
Poles, tree beginning 704' from DER, 522' left of centerline, up to 38' AGL/715' MSL.
Trees, pole beginning 1036' from DER, 411' left of centerline, up to 718' MSL.
Trees beginning 1272' from DER, 156' left of centerline, up to 752' MSL.
Pole 1287' from DER, 699' right of centerline, 36' AGL/711' MSL.
Trees beginning 1826' from DER, 102' right of centerline, up to 760' MSL.
Trees beginning 2489' from DER, 90' left of centerline, up to 761' MSL.
Trees, tower, grain elevator beginning 2726' from DER, 92' left of centerline, up to 780' MSL.
Tree 2912' from DER, 119' right of centerline, 766' MSL.
Trees beginning 2953' from DER, 451' right of centerline, up to 780' MSL.

## UPPER SANDUSKY, OH

WYANDOT COUNTY (56D)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAY80 (80150) (FAA)

TAKEOFF MINIMUMS:

**Rwy 36,** 300-1.

## URBANA, OH

GRIMES FIELD (I74)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** numerous trees beginning 995' from DER, 6' left of centerline, up to 100' AGL/1152' MSL.
Numerous trees beginning from 2106' from DER, 327' right of centerline, up to 100' AGL/1140' MSL.
Numerous power poles 1204' from DER, 654' right of centerline, 55' AGL/1125' MSL.
**Rwy 20,** numerous trees beginning 5' from DER, 487' left of centerline, up to 100' AGL/1111' MSL.
Tank 5459' from DER, 1062' left of centerline, 170' AGL/1195' MSL.
Numerous trees beginning 672' from DER, 92' right of centerline, up to 100' AGL/1120' MSL.

**VALPARAISO, IN**
PORTER COUNTY RGNL (VPZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14FEB08 (08045) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 9,** Tree 51' from DER, 350' right of centerline, 100' AGL/874' MSL.
Tree 1219' from DER, 775' left of centerline, 57' AGL/807' MSL.
**Rwy 18,** Tower and multiple trees beginning 140' from DER, 157' right of centerline, up to 100' AGL/865' MSL.
Trees 143' from DER, 71' left of centerline, 100' AGL/865' MSL.
**Rwy 27,** Multiple trees, 1038' from DER, 308' left of centerline, up to 68' AGL/828' MSL.
Sign, 1847' from DER, 263' right of centerline, 49' AGL/817' MSL.
**Rwy 36,** Trees 105' from DER, 99' right of centerline, 100' AGL/895' MSL
Trees 108' from DER, 129' left of centerline, 100' AGL/874' MSL.

**VAN WERT, OH**
VAN WERT COUNTY (VNW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 15JAN09 (09015) (FAA)
TAKEOFF MINIMUMS:
**Rwy 9,** 300-1¼ or std. w/ min. climb of 306' per NM to 1100.
**Rwys 18, 36,** NA-Environmental.
TAKEOFF OBSTACLE NOTES:
**Rwy 9,** tower 6084' from DER, 1963' left of centerline, 170' AGL/955' MSL.

**VERSAILLES, OH**
DARKE COUNTY (VES)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 08NOV18 (18312) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 9,** pole 20' from DER, 83' left of centerline, 1006' MSL.
Pole 20' from DER, 81' right of centerline, 1005' MSL.
Tree, antenna, pole, buildings beginning 169' from DER, 357' left of centerline, up to 44' AGL/1045' MSL.
Tree, vehicles on road, buildings beginning 237' from DER, 131' left of centerline, up to 1053' MSL.
Tree, vehicles on road beginning 366' from DER, 15' left of centerline, up to 1072' MSL.
Vehicles on road beginning 410' from DER, left and right of centerline, up to 1017' MSL.
Trees beginning 835' from DER, 688' right of centerline, up to 1086' MSL.
Tree 1066' from DER, 696' right of centerline, 1095' MSL.
Trees beginning 1149' from DER, 472' right of centerline, up to 1101' MSL.
Trees beginning 1341' from DER, 295' right of centerline, up to 1108' MSL.
Trees beginning 1445' from DER, 235' right of centerline, up to 1112' MSL.
**Rwy 27,** pole 121' from DER, 356' left of centerline, 1028' MSL.
Pole, tree beginning 121' from DER, 447' right of centerline, up to 1037' MSL.
Trees beginning 982' from DER, 503' right of centerline, up to 1043' MSL.
Tree 1404' from DER, 162' left of centerline, 1052' MSL.
Tree 1461' from DER, 64' right of centerline, 1051' MSL.
Trees beginning 1722' from DER, 328' left of centerline, up to 1065' MSL.
Tree 1923' from DER, 353' left of centerline, 1067' MSL.
Trees beginning 2062' from DER, 741' left of centerline, up to 1076' MSL.

**WABASH, IN**
WABASH MUNI (IWH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10DEC15 (15344) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 9,** trees beginning 194' from DER, left and right of centerline, up to 110' AGL/910' MSL.
**Rwy 18,** trees beginning 310' from DER, 128' left of centerline, up to 83' AGL/873' MSL.
**Rwy 27,** poles and power line beginning 484' from DER, left and right of centerline, up to 44' AGL/840' MSL.
Vehicles on road beginning 502' from DER, left and right of centerline, up to 15' AGL/813' MSL.
Tree 517' from DER, 618' left of centerline, 77' AGL/871' MSL.
Trees beginning 624' from DER, left and right of centerline, up to 64' AGL/855' MSL.
Poles and power line beginning 1613' from DER, left and right of centerline, up to 48' AGL/853' MSL.
**Rwy 36,** buildings beginning 31' from DER, 272' left of centerline, up to 25' AGL/815' MSL.
Trees beginning 459' from DER, left and right of centerline, up to 70' AGL/876' MSL.
Vehicles on road 469' from DER, left and right of centerline, up to 15' AGL/804' MSL.

## WADSWORTH, OH

WADSWORTH MUNI (3G3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

**Rwy 2,** 400-2¼ w/min. climb of 280' per NM to 1900 or std. w/min. climb of 445' per NM to 1500 or 1100-3 for VCOA.
**Rwy 10,** 700-3 or std. w/min. climb of 760' per NM to 1500.
**Rwy 20,** 300-1⅝ or std. w/min. climb of 380' per NM to 1300.
**Rwy 28,** 400-2¾ or std. w/min. climb of 475' per NM to 1400.

DEPARTURE PROCEDURE:

**Rwy 10,** climb heading 097° to 1700 before proceeding on course.
**Rwy 28,** climb heading 277° to 1500 before turning right.

VCOA:

**Rwy 2,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Wadsworth Muni Airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** fence 9' from DER, 268' right of centerline, up to 6' AGL/979' MSL.
Vehicles on road beginning 90' from DER, 368' right of centerline, up to 1001' MSL.
Tree 98' from DER, 197' left of centerline, 1011' MSL.
Trees, vehicles on road, building, power poles beginning 393' from DER, 193' right of centerline, up to 100' AGL/1079' MSL.
Tree, power poles beginning 1220' from DER, 342' left of centerline, up to 100' AGL/1079' MSL.
Tree 1626' from DER, 915' right of centerline, 100' AGL/1109' MSL.
Tree 1852' from DER, 986' right of centerline, 100' AGL/1119' MSL.
Tree 2796' from DER, 1245' right of centerline, 100' AGL/1129' MSL.
Tree 3167' from DER, 1337' right of centerline, 100' AGL/1139' MSL.
Tree 3461' from DER, 1401' right of centerline, 100' AGL/1149' MSL.
Tree 3800' from DER, 1488' right of centerline, 100' AGL/1159' MSL.
Tree 4451' from DER, 1684' right of centerline, 100' AGL/1169' MSL.
Trees beginning 4895' from DER, 1351' right of centerline, up to 100' AGL/1179' MSL.
Tree 5592' from DER, 1977' right of centerline, 100' AGL/1189' MSL.
Tree 5763' from DER, 2016' right of centerline, 100' AGL/1199' MSL.
Trees beginning 5999' from DER, 1592' right of centerline, up to 100' AGL/1209' MSL.
Tree 1.1 NM from DER, 2323' right of centerline, 100' AGL/1219' MSL.
Tree 1.1 NM from DER, 2363' right of centerline, 100' AGL/1229' MSL.
Tree 1.1 NM from DER, 2384' right of centerline, 100' AGL/1239' MSL.
Tree 1.2 NM from DER, 2540' right of centerline, 100' AGL/1249' MSL.
Tree 1.4 NM from DER, 2776' right of centerline, 100' AGL/1259' MSL.
Tree 1.4 NM from DER, 545' left of centerline, 100' AGL/1259' MSL.
Tree 1.4 NM from DER, 2911' right of centerline, 100' AGL/1269' MSL.
Tree 1.5 NM from DER, 2963' right of centerline, 100'AGL/1279' MSL.
Tree 1.5 NM from DER, 614' left of centerline, 100' AGL/1269' MSL.
Tree 1.6 NM from DER, 1988' left of centerline, 100' AGL/1279' MSL.
Tower, tree, tank beginning 1.6 NM from DER, 2010' left of centerline, up to 211' AGL/1368' MSL.
Tree 1.7 NM from DER, 3304' right of centerline, 100' AGL/1289' MSL.
Tree 1.8 NM from DER, 2997' right of centerline, 100' AGL/1299' MSL.
Tree beginning 1.9 NM from DER, 3077' right of centerline, up to 100' AGL/1309' MSL.
Tree 2.4 NM from DER, 4211' right of centerline, 100' AGL/1379' MSL.
**Rwy 10,** trees beginning 197' from DER, 284' right of centerline, up to 991' MSL.
Tree 254' from DER, 489' right of centerline, 993' MSL.
Trees, vehicles on road beginning 298' from DER, 366' right of centerline, up to 996' MSL.
Trees, vehicles on road beginning 412' from DER, 114' right of centerline, up to 100' AGL/1089' MSL.
Vehicles on road 421' from DER, 445' left of centerline, 1000' MSL.
Vehicles on road beginning 428' from DER, 2' left of centerline, up to 1001' MSL.
Tree 866' from DER, 53' left of centerline, 100' AGL/1087' MSL.
Tree 905' from DER, 719' right of centerline, 100' AGL/1099' MSL.
Tree 1161' from DER, 390' left of centerline, 100' AGL/1109' MSL.
Trees beginning 1241' from DER, 718' left of centerline, up to 100' AGL/1119' MSL.
Trees beginning 1253' from DER, 90' right of centerline, up to 100' AGL/1109' MSL.
Trees beginning 1654' from DER, 637' right of centerline, up to 100' AGL/1129' MSL.
Trees beginning 1985' from DER, 628' right of centerline, up to 100' AGL/1139' MSL.
Tree 2355' from DER, 567' right of centerline, 100' AGL/1149' MSL.
Trees beginning 2422' from DER, 869' right of centerline, up to 100' AGL/1169' MSL.
Trees beginning 2516' from DER, 610' right of centerline, up to 100' AGL/1189' MSL.
Trees beginning 3033' from DER, 998' right of centerline, up to 100' AGL/1219' MSL.
Tree 4103' from DER, 1592' right of centerline, 100' AGL/1239' MSL.
Building 5022' from DER, 1164' left of centerline, 31' AGL/1123' MSL.
Tree 1 NM from DER, 1236' left of centerline, 100' AGL/1239' MSL.
Tree 1 NM from DER, 1310' left of centerline, 100' AGL/1249' MSL.
Tree 1 NM from DER,1494' left of centerline, 100' AGL/1259' MSL.
Tree 1 NM from DER, 1656' left of centerline, 100' AGL/1269' MSL.
Tree 1.1 NM from DER, 1767' left of centerline, 100' AGL/1279' MSL.
Tree 1.1 NM from DER, 1840' left of centerline, 100' AGL/1289' MSL.
Tree 1.1 NM from DER, 1958' left of centerline, 100' AGL/1299' MSL.

**CON'T**

## WADSWORTH, OH (CON'T)

### WADSWORTH MUNI (3G3) (CON'T)

**Rwy 10 (CON'T),** trees beginning 1.1 NM from DER, 2252' left of centerline, up to 100' AGL/1309' MSL.
Trees 1.4 NM from DER, 2522' left of centerline, 100' AGL/1319' MSL.
Tree 1.9 NM from DER, 3653' left of centerline, 100' AGL/1359' MSL.
Tree 2.1 NM from DER, 3881' left of centerline, 100' AGL/1369' MSL.
Tower 2.3 NM from DER, 2131' left of centerline, 416' AGL/1581' MSL.
Tower 2.3 NM from DER, 2131' left of centerline, 416' AGL/1581' MSL.
**Rwy 20**, tree 27' from DER, 216' left of centerline, 991' MSL.
Vehicles on road 28' from DER, 320' right of centerline, 976' MSL.
Trees, vehicles on road, beginning 38' from DER, 303' left of centerline, up to 1034' MSL.
Trees, vehicles on road, beginning 349' from DER, 81' left of centerline, up to 1067' MSL.
Vehicles on road beginning 417' from DER, 22' right of centerline, up to 982' MSL.
Trees, vehicles on road beginning 707' from DER, on and left of centerline, up to 1072' MSL.
Tree 4551' from DER, 156' left of centerline, 1086' MSL.
Tree 4602' from DER, 58' right of centerline, 1092' MSL.
Trees beginning 4627' from DER, 556' left of centerline, 1095' MSL.
Tree 4692' from DER, 478' from centerline, 1101' MSL.
Tree 4709' from DER, 1737' left of centerline, 100' AGL/1179' MSL.
Trees beginning 4767' from DER, 6' left of centerline, up to 100' AGL/1189' MSL.
Tree 1.2 NM from DER, 2431' left of centerline, 100' AGL/1179' MSL.
**Rwy 28,** building 172' from DER, 429' right of centerline, up to 26' AGL/991' MSL.
Tree 1035' from DER, 434' left of centerline, 100' AGL/1069' MSL.
Trees beginning 1265' from DER, 197' left of centerline, up to 100' AGL/1079' MSL.
Tree 3301' from DER, 66' right of centerline, 100' AGL/1089' MSL.
Tree 3401' from DER, 101' right of centerline, 100' AGL/1099' MSL.
Tree 3531' from DER, 108' right of centerline, 100' AGL/1109' MSL.
Tree 3643' from DER, 111' right of centerline, 100' AGL/1119' MSL.
Tree 3746' from DER, 127' right of centerline, 100' AGL/1129' MSL.
Tree 3838' from DER, 162' right of centerline, 100' AGL/1139' MSL.
Tree 3909' from DER, 176' right of centerline, 100' AGL/1149' MSL.
Tree 3987' from DER, 176' right of centerline, 100' AGL/1159' MSL.
Tree 4058' from DER, 211' right of centerline, 100' AGL/1169' MSL.
Tree 4150' from DER, 204' right of centerline, 100' AGL/1179' MSL.
Tree 4185' from DER, 210' right of centerline, 100' AGL/1189' MSL.
Tree 4249' from DER, 224' right of centerline, 100' AGL/1199' MSL.
Trees beginning 4297' from DER, 71' left of centerline, up to 100' AGL/1209' MSL.
Tree 4468' from DER, 125' right of centerline, 100' AGL/1219' MSL.
Tree 4575' from DER, 322' right of centerline, 100' AGL/1229' MSL.
Tree 4780' from DER, 364' right of centerline, 100' AGL/1239' MSL.
Tree 4865' from DER, 335' right of centerline, 100' AGL/1249' MSL.
Trees beginning 5125' from DER, 299' right of centerline, up to 100' AGL/1259' MSL.
Trees beginning 5329' from DER, 797' right of centerline, up to 100' AGL/1269' MSL.
Tree 5693' from DER, 1171' right of centerline, 100' AGL/1279' MSL.
Trees beginning 5693' from DER, 1171' right of centerline, up to 100' AGL/1279' MSL.
Trees beginning 1.5 NM from DER, 974' right of centerline, up to 100' AGL/1299' MSL.
Tree 1.6 NM from DER, 2779' left of centerline, 100' AGL/1269' MSL.
Tree 2.1 NM from DER, 3933' right of centerline, 100' AGL/1299' MSL.

## WAPAKONETA, OH

### NEIL ARMSTRONG (AXV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 31JUL08 (08213) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 8,** vehicle on road, 1' from DER, 403' right of centerline, 15' AGL/926' MSL.
Fence 70' from DER, 222' right of centerline, 6' AGL/919' MSL.
Fence 149' from DER, 270' left of centerline, 8' AGL/921' MSL.
Obstruction light on pole, 348' from DER, 239' left of centerline, 15' AGL/928' MSL.
Building, 614' from DER, 463' left of centerline, 15' AGL/929' MSL.
Trees beginning 2385' from DER, 51' left of centerline, up to 101' AGL/1014' MSL.
Trees beginning 2263' from DER, 268' right of centerline, up to 75' AGL/988' MSL.
**Rwy 26,** obstruction light on DME, 401' from DER, 268' right of centerline, 9' AGL/922' MSL.
Trees beginning 496' from DER, 51' right of centerline, up to 83' AGL/996' MSL.
Trees beginning 563' from DER, 120' left of centerline, up to 72' AGL/985' MSL.
Pole 620' from DER, 332' left of centerline, 25' AGL/938' MSL.
Stack, 3021' from DER, 577' left of centerline, 125' AGL/1035' MSL.
Tower, 3265' from DER, 729' right of centerline, 149' AGL/1050' MSL.

## WARSAW, IN

WARSAW MUNI (ASW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 30JAN20 (20030) (FAA)

TAKEOFF MINIMUMS:

**Rwy 9,** 300-1⅞ or std. w/min. climb of 266' per NM to 1100, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** fence beginning 148' from DER, 476' left of centerline, up to 5' AGL/856' MSL.
Vehicle on road beginning 181' from DER, 22' right of centerline, up to 865' MSL.
Vehicle on road 183' from DER, 264' left of centerline, 865' MSL.
Vehicle on road beginning 184' from DER, 404' left of centerline, up to 866' MSL.
Trees beginning 835' from DER, 447' right of centerline, up to 65' AGL/914' MSL.
Trees beginning 1258' from DER, 755' left of centerline, up to 50' AGL/888' MSL.
Tree 1283' from DER, 763' left of centerline, 52' AGL/890' MSL.
Trees beginning 1287' from DER, 524' left of centerline, up to 58' AGL/897' MSL.
Trees beginning 1367' from DER, 476' left of centerline, up to 61' AGL/898' MSL.
Trees beginning 1472' from DER, 72' right of centerline, up to 77' AGL/928' MSL.
Trees beginning 1529' from DER, 176' left of centerline, up to 66' AGL/908' MSL.
Trees beginning 1701' from DER, 824' right of centerline, up to 91' AGL/944' MSL.
Trees beginning 2231' from DER, 841' right of centerline, up to 99' AGL/949' MSL.
Tree 2497' from DER, 969' left of centerline, 69' AGL/913' MSL.
Transmission line 4888' from DER, 1104' left of centerline, 167' AGL/1012' MSL.
Transmission line 5638' from DER, 106' left of centerline, 173' AGL/1018' MSL.
Tower 5639' from DER, 106' left of centerline, 172' AGL/1020' MSL.
Catenary 5730' from DER, 3' right of centerline, 169' AGL/1014' MSL.

**Rwy 18,** terrain 6' from DER, 193' left of centerline, 837' MSL.
Poles beginning 712' from DER, 360' left of centerline, up to 47' AGL/880' MSL.
Poles, tree beginning 744' from DER, 150' right of centerline, up to 33' AGL/866' MSL.
Trees beginning 832' from DER, 572' left of centerline, up to 63' AGL/896' MSL.
Trees beginning 932' from DER, 17' left of centerline, up to 75' AGL/905' MSL.
Trees beginning 1041' from DER, 172' right of centerline, up to 40' AGL/870' MSL.
Trees beginning 1267' from DER, 115' right of centerline, up to 86' AGL/905' MSL.
Trees beginning 1846' from DER, 305' right of centerline, up to 103' AGL/917' MSL.

**Rwy 27,** tree 1341' from DER, 650' right of centerline, 41' AGL/872' MSL.
Pole 1715' from DER, 387' left of centerline, 60' AGL/883' MSL.
Pole 1717' from DER, 462' right of centerline, 57' AGL/884' MSL.

**Rwy 36,** building 199' from DER, 528' left of centerline, 15' AGL/849' MSL.
Pole 313' from DER, 537' left of centerline, 43' AGL/877' MSL.
Tree 366' from DER, 520' left of centerline, 59' AGL/893' MSL.
Trees, poles, vehicle on road beginning 448' from DER, 237' left of centerline, up to 77' AGL/910' MSL.
Pole, vehicle on road beginning 483' from DER, 5' right of centerline, up to 27' AGL/864' MSL.
Pole 524' from DER, 544' right of centerline, 29' AGL/866' MSL.
Tree 560' from DER, 507' right of centerline, 51' AGL/887' MSL.
Trees, buildings, pole beginning 568' from DER, 404' right of centerline, up to 56' AGL/891' MSL.
Trees beginning 1666' from DER, 643' right of centerline, up to 87' AGL/916' MSL.
Trees beginning 1766' from DER, 519' right of centerline, up to 91' AGL/919' MSL.
Trees beginning 1783' from DER, 357' left of centerline, up to 105' AGL/928' MSL.
Trees beginning 1952' from DER, 380' left of centerline, up to 108' AGL/929' MSL.
Trees beginning 2148' from DER, on centerline, up to 109' AGL/932' MSL.
Trees beginning 2740' from DER, 183' right of centerline, up to 103' AGL/925' MSL.
Trees beginning 2857' from DER, 165' right of centerline, up to 125' AGL/945' MSL.
Trees beginning 3244' from DER, 148' left of centerline, up to 106' AGL/934' MSL.
Trees beginning 3309' from DER, 11' left of centerline, up to 107' AGL/936' MSL.

## WASHINGTON, IN

DAVIESS COUNTY (DCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 28FEB19 (19059) (FAA)

TAKEOFF MINIMUMS:

**Rwy 18,** 300-1 or std. w/min. climb of 295' per NM to 700.

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** NAVAID 38' from DER, 113' right of centerline, 2' AGL/469' MSL.
Traverse way 201' from DER, 525' right of centerline, 485' MSL.
Trees beginning 1036' from DER, 247' left of centerline, up to 526' MSL.
Tree 1526' from DER, 153' left of centerline, 542' MSL.
Tree 1957' from DER, 222' right of centerline, 538' MSL.
Trees beginning 2628' from DER, 264' right of centerline, up to 575' MSL.
Elevator, tank beginning 4160' from DER, 18' left of centerline, up to 606' MSL.
Elevator 4221' from DER, 10' left of centerline, 121' AGL/621' MSL.

## WASHINGTON COURT HOUSE, OH

FAYETTE COUNTY (I23)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20DEC07 (07354) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5,** 300-1¾ or std. w/ min. climb of 268' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** train on railroad tracks 384' from DER, 243' right of centerline, 23' AGL/997' MSL.
Terrain 81' from DER, 184' left of centerline, 0' AGL/978' MSL.
Silo 8848' from DER, 772' right of centerline, 238' AGL/1213' MSL.
**Rwy 23,** train on railroad tracks 509' from DER, 257' left of centerline, 23' AGL/1003' MSL.

## WAUSEON, OH

FULTON COUNTY (USE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

**Rwys 18, 36,** NA - Environmental.
**Rwys 9, 27,** 300-1.

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** antenna, building beginning 1137' from DER, 637' left of centerline, up to 808' MSL.
Trees beginning 1309' from DER, 414' right of centerline, up to 840' MSL.
Trees beginning 1371' from DER, 562' right of centerline, up to 80' AGL/848' MSL.
Tree 1455' from DER, 543' right of centerline, 83' AGL/850' MSL.
Trees beginning 1569' from DER, 635' right of centerline, up to 90' AGL/854' MSL.
Trees beginning 2161' from DER, 4' left of centerline, up to 111' AGL/876' MSL.
**Rwy 27,** building 11' from DER, 460' left of centerline, 799' MSL.
Pole 26' from DER, 487' left of centerline, 808' MSL.
Antenna, building, road, tree, flagpole, tk, pole beginning 88' from DER, 47' left of centerline, up to 45' AGL/824' MSL.
Trees beginning 3976' from DER, 170' left of centerline, up to 889' MSL.

## WAVERLY, OH

PIKE COUNTY (EOP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05FEB15 (15036) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** REILs 39' from DER, 78' left and 75' right of centerline, 2' AGL/663' MSL.
Fence at DER, 434' right of centerline, 6' AGL/668' MSL.
Fence beginning 88' from DER, 462' left of centerline, 9' AGL/671' MSL.
Buildings beginning 602' from DER, 437' right of centerline, up to 21' AGL/680' MSL.
Trees beginning 237' from DER, 162' left of centerline, up to 100' AGL/752' MSL.
Trees beginning 95' from DER, 286' right of centerline, up to 100' AGL/736' MSL.
**Rwy 25,** REILs 40' from DER, 79' left and 78' right of centerline, 2' AGL/662' MSL.
Antenna, poles, and vehicle on road beginning 55' from DER, 223' left of centerline, up to 46' AGL/705' MSL.
Trees, poles, fence, and vehicle on road beginning 79' from DER, 200' right of centerline, up to 100' AGL/739' MSL.
Vehicles on road beginning 487' from DER, crossing centerline, up to 15' AGL/674' MSL.
Trees beginning 666' from DER, 444' right of centerline, up 100' AGL/726' MSL.
Trees beginning 596' from DER, 267' left of centerline, up to 100' AGL/728' MSL.
Trees beginning 1422' from DER, crossing centerline, up to 115' AGL/769' MSL.

## WEST UNION, OH

ALEXANDER SALAMON (AMT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13DEC90 (90347) (FAA)

TAKEOFF MINIMUMS:

**Rwys 5, 23,** 300-1.

DEPARTURE PROCEDURE:

**Rwys 5, 23,** climb straight ahead to 1700 before turning west.

## WILLARD, OH

### WILLARD (8G1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13SEP18 (18256) (FAA)

DEPARTURE PROCEDURE:

**Rwy 10,** climb on heading 103° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES :

**Rwy 10,** building 705' from DER, 149' left of centerline, 19' AGL/959' MSL.
Transmission line 783' from DER, 289' left of centerline, 39' AGL/980' MSL.
Pole 1900' from DER, 418' left of centerline, 32' AGL/985' MSL.
Pole 1965' from DER, 985' left of centerline, 32' AGL/986' MSL.
**Rwy 28,** building beginning 6' from DER, 159' right of centerline, up to 30' AGL/969' MSL.
Pole 78' from DER, 306' left of centerline, up to 30' AGL/969' MSL.
Pole 125' from DER, 326' right of centerline, up to 40' AGL/979' MSL.
Trees beginning 201' from DER, 279' right of centerline, up to 100' AGL/1039' MSL.
Trees beginning 406' from DER, 487' right of centerline, up to 100' AGL/1049' MSL.
Trees beginning 1239' from DER, 144' left of centerline, up to 100' AGL/1069' MSL.
Trees beginning 1300' from DER, 4' right of centerline, up to 100' AGL/1069' MSL.

## WILLOUGHBY, OH

### LAKE COUNTY EXECUTIVE (LNN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 26MAR20 (20086) (FAA)

DEPARTURE PROCEDURE:

**Rwy 10**, climb on heading 099° to 1600 before turning right.
**Rwy 23**, climb on heading 233° to 1400 before turning right.
**Rwy 28,** climb on heading 279° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** fence, tree beginning 3' from DER, 273' left of centerline, up to 13' AGL/633' MSL.
Terrain 40' from DER, 382' right of centerline, 625' MSL.
Tree, pole beginning 50' from DER, 343' right of centerline, up to 56' AGL/673' MSL.
Tree 403' from DER, 584' right of centerline, 62' AGL/679' MSL.
Trees beginning 416' from DER, 351' left of centerline, up to 24' AGL/640' MSL.
Tree, building beginning 428' from DER, 538' right of centerline, up to 62' AGL/680' MSL.
Tree, building, fence, electrical system beginning 455' from DER, 244' right of centerline, up to 703' MSL.
Trees beginning 522' from DER, 466' left of centerline, up to 660' MSL.
Trees beginning 662' from DER, 587' left of centerline, up to 62' AGL/674' MSL.
Tree 802' from DER, 558' left of centerline, 76' AGL/688' MSL.
Trees beginning 811' from DER, 528' left of centerline, up to 101' AGL/714' MSL.
Trees beginning 1070' from DER, 15' left of centerline, up to 109' AGL/728' MSL.
Tree, electrical system beginning 1286' from DER, 168' right of centerline, up to 98' AGL/716' MSL.
Trees beginning 1994' from DER, 356' right of centerline, up to 101' AGL/720' MSL.
Tree, electrical system beginning 2034' from DER, 434' right of centerline, up to 725' MSL.
Tree, electrical system, pole, transmission line beginning 2120' from DER, 10' right of centerline, up to 116' AGL/734' MSL.
Trees beginning 2613' from DER, 31' left of centerline, up to 109' AGL/732' MSL.
Tree 3426' from DER, 525' right of centerline, 107' AGL/736' MSL.
Trees beginning 3427' from DER, 328' right of centerline, up to 119' AGL/737' MSL.
Trees beginning 3667' from DER, 29' right of centerline, up to 124' AGL/740' MSL.
Trees beginning 4179' from DER, 303' left of centerline, up to 737' MSL.
**Rwy 10,** fence 77' from DER, 478' right of centerline, 10' AGL/633' MSL.
Trees beginning 168' from DER, 353' right of centerline, up to 63' AGL/684' MSL.
Tree, building, pole beginning 348' from DER, 139' right of centerline, up to 76' AGL/698' MSL.
Pole, tree beginning 405' from DER, 142' left of centerline, up to 34' AGL/656' MSL.
Tree, building, electrical system, transmission line, pole, vertical point beginning 437' from DER, 3' right of centerline, up to 95' AGL/717' MSL.
Electrical system, vertical point, transmission line, pole, lighting beginning 607' from DER, 26' left of centerline, up to 55' AGL/677' MSL.
Electrical system, tree, pole beginning 694' from DER, 54' left of centerline, up to 60' AGL/682' MSL.
Tree, electrical system, building beginning 733' from DER, 66' left of centerline, up to 67' AGL/695' MSL.
Tree, electrical system beginning 773' from DER, 10' left of centerline, up to 78' AGL/701' MSL.
Tree, building beginning 850' from DER, 520' left of centerline, up to 86' AGL/709' MSL.
Tree, electrical system beginning 955' from DER, 78' left of centerline, up to 89' AGL/711' MSL.
Tree, electrical system beginning 1081' from DER, 142' right of centerline, up to 98' AGL/721' MSL.
Tree, electrical system beginning 1112' from DER, 83' left of centerline, up to 105' AGL/727' MSL.
Trees beginning 1226' from DER, 4' right of centerline, up to 730' MSL.
Trees beginning 1260' from DER, 1' right of centerline, up to 108' AGL/732' MSL.
Trees beginning 2218' from DER, 4' left of centerline, up to 112' AGL/733' MSL.
Trees beginning 2349' from DER, 85' right of centerline, up to 112' AGL/736' MSL.
Trees beginning 2428' from DER, 15' right of centerline, up to 116' AGL/742' MSL.
Trees beginning 3541' from DER, 187' left of centerline, up to 110' AGL/736' MSL.
**Rwy 23,** fence 4' from DER, 489' left of centerline, 8' AGL/633' MSL.
Tree, fence, electrical system, building beginning 94' from DER, 62' left of centerline, up to 687' MSL.
Building 195' from DER, 495' right of centerline, 29' AGL/652' MSL.
Building, fence, electrical system, pole beginning 200' from DER, 448' right of centerline, up to 49' AGL/672' MSL.

**CON'T**

## WILLOUGHBY, OH (CON'T)

### LAKE COUNTY EXECUTIVE (LNN) (CON'T)

**Rwy 23 (CON'T),** tree 526' from DER, 591' right of centerline, 77' AGL/698' MSL.
Tree, transmission line, pole, electrical system beginning 529' from DER, 363' right of centerline, up to 79' AGL/701' MSL.
Tree, pole, transmission line, electrical system beginning 628' from DER, 166' right of centerline, up to 87' AGL/709' MSL.
Trees beginning 1582' from DER, 204' left of centerline, up to 78' AGL/701' MSL.
Trees beginning 1659' from DER, 119' left of centerline, up to 714' MSL.
Trees beginning 1971' from DER, 260' right of centerline, up to 722' MSL.
Trees beginning 1987' from DER, 22' right of centerline, up to 100' AGL/724' MSL.
Tree 3023' from DER, 52' left of centerline, 94' AGL/717' MSL.
Trees beginning 3037' from DER, 269' left of centerline, up to 111' AGL/721' MSL.
Trees beginning 3445' from DER, 327' right of centerline, up to 105' AGL/728' MSL.
Trees beginning 3792' from DER, 1078' right of centerline, up to 108' AGL/730' MSL.
**Rwy 28,** antenna 579' from DER, 325' right of centerline, 20' AGL/640' MSL.
Building 835' from DER, 209' left of centerline, 23' AGL/645' MSL.
Building 845' from DER, 561' left of centerline, 29' AGL/652' MSL.
Building, electrical system, pole beginning 876' from DER, 410' left of centerline, up to 49' AGL/672' MSL.
Electrical system 965' from DER, 470' right of centerline, 34' AGL/653' MSL.
Electrical system, transmission line, pole, building beginning 985' from DER, 338' right of centerline, up to 44' AGL/661' MSL.
Tree 1134' from DER, 436' left of centerline, 77' AGL/698' MSL.
Tree 1140' from DER, 188' right of centerline, 45' AGL/664' MSL.
Trees beginning 1141' from DER, 397' left of centerline, up to 706' MSL.
Trees beginning 1143' from DER, 541' right of centerline, up to 692' MSL.
Trees beginning 1186' from DER, 386' right of centerline, up to 74' AGL/694' MSL.
Trees beginning 1213' from DER, 8' left of centerline, up to 87' AGL/709' MSL.
Tree 1240' from DER, 378' right of centerline, 76' AGL/695' MSL.
Trees beginning 1278' from DER, 21' right of centerline, up to 700' MSL.
Trees beginning 1711' from DER, 21' right of centerline, up to 95' AGL/711' MSL.
Tree 2447' from DER, 207' left of centerline, 99' AGL/715' MSL.
Trees beginning 2467' from DER, 200' left of centerline, up to 102' AGL/723' MSL.
Trees beginning 2671' from DER, 172' left of centerline, up to 108' AGL/728' MSL.
Tree 3022' from DER, 1211' left of centerline, 116' AGL/735' MSL.
Tree, antenna beginning 3105' from DER, 248' left of centerline, up to 123' AGL/743' MSL.

## WILMINGTON, OH

### WILMINGTON AIR PARK (ILN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27AUG09 (09239) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 4L,** tree 1032' from DER, 644' right of centerline, 35' AGL/1114' MSL.
**Rwy 22L,** tree 2437' from DER, 468' left of centerline, 100' AGL/1134' MSL.

### CLINTON FIELD (I66)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05JUL07 (07186) (FAA)

TAKEOFF MINIMUMS:
**Rwy 3,** 300-1¼ or std. w/ a min. climb of 224' per NM to 1300', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

TAKEOFF OBSTACLE NOTES:
**Rwy 3,** multiple trees beginning 76' from DER, 76' right of centerline, up to 88' AGL/1137' MSL.
Multiple trees beginning 279' from DER, 140' left of centerline, up to 96' AGL/1105' MSL.
Water tank 1 NM from DER, 554' left of centerline, 176' AGL/1205' MSL.
**Rwy 21,** multiple trees beginning 187' from DER, 509' right of centerline, up to 87' AGL/1111' MSL.
Multiple trees beginning 243' from DER, 214' left of centerline, up to 77' AGL/1086' MSL.

## WINAMAC, IN

### ARENS FIELD (RWN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 11OCT18 (18284) (FAA)

TAKEOFF MINIMUMS:
**Rwy 9,** 300-1½ or std. w/ min. climb of 225' per NM to 1000

TAKEOFF OBSTACLE NOTES:
**Rwy 9**, fence 195' from DER, 190' right of centerline, 5' AGL/712' MSL.
Pole, NAVAID and vehicle beginning 268' from DER, 21' left of centerline, up to 26' AGL/735' MSL.
Tree 356' from DER, 172' right of centerline, 723' MSL.
Pole 595' from DER, 409' right of centerline, 34' AGL/741' MSL.
Pole 729' from DER, 393' left of centerline, 31' AGL/740' MSL.
Poles beginning 736' from DER, 172' right of centerline, up to 37' AGL/745' MSL.
Tree 2466' from DER, 463' left of centerline, 782' MSL.
Tower 1 NM from DER, 24' left of centerline, 181' AGL/894' MSL.
**Rwy 27,** fence 6' from DER, 203' left of centerline, 2' AGL/707' MSL.
Tree 99' from DER, 190' left of centerline, 715' MSL.
Fence 108' from DER, 208' right of centerline, 3' AGL/709' MSL.
Tree 1660' from DER, 852' right of centerline, 757' MSL.

## WINCHESTER, IN
RANDOLPH COUNTY (I22)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10MAR11 (11069) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 8,** power poles beginning 503' from DER, 433' right of centerline, up to 26' AGL/1155' MSL.
Trees 1013' from DER, 586' right of centerline, 38' AGL/1167' MSL.
Trees beginning 3523' from DER, 112' right of centerline, up to 101' AGL/1220' MSL.
Tree 1745' from DER, 718' left of centerline, 61' AGL/1180' MSL.
**Rwy 26,** trees and power pole beginning 389' from DER, 461' right of centerline, up to 59' AGL/1178' MSL.
Barn and silo beginning 590' from DER, 360' right of centerline, up to 32' AGL/1151' MSL.
Tree 479' from DER, 571' left of centerline, 23' AGL/ 1142' MSL.
Power poles, antenna, and barn beginning 913' from DER, 444' left of centerline, up to 34' AGL/ 1153' MSL.
Tree and antenna beginning 1023' from DER, 424' left of centerline, up to 43' AGL/1162' MSL.

## WOODSFIELD, OH
MONROE COUNTY (4G5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 30MAY91 (91150) (FAA)
TAKEOFF MINIMUMS:
**Rwy 25,** 300-1.

## WOOSTER, OH
WAYNE COUNTY (BJJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 26APR18 (18116) (FAA)
TAKEOFF MINIMUMS:
**Rwy 28,** 300-1.
TAKEOFF OBSTACLE NOTES :
**Rwy 10,** traverse way 11' from DER, 479' right of centerline, 1141' MSL.
Traverse way beginning 61' from DER, 359' left of centerline, up to 1143' MSL.
Pole, traverse way beginning 126' from DER, 40' right of centerline, up to 34' AGL/1159' MSL.
Pole, traverse way beginning 165' from DER, 69' left of centerline, up to 33' AGL/1157' MSL.
**Rwy 28,** vegetation 44' from DER, 467' right of centerline, 5' AGL/1116' MSL.
Trees, beginning 1243' from DER, 400' left of centerline, up to 1240' MSL.
Trees, beginning 2584' from DER, 229' right of centerline, up to 1203' MSL.

## WRIGHT-PATTERSON AFB (KFFO)
DAYTON, OH
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
22OCT09 (09295)
TAKEOFF MINIMUMS:
**Rwy 5R, 200-1½***
**Rwy 23R, 400-2¾****
**Rwy 23L, 400-2¾*****
* Or std. w/min. climb of 240ft/NM to 1100'.
** Or std. w/min. climb of 260ft/NM to 1300'.
*** Or std. w/min. climb of 210ft/NM to 1300'.
**Rwy 5R,** climb on track 050° until reaching 1100.
TAKEOFF OBSTACLE NOTES:
**Rwy 23L:** 43' AGL VORTAC, 850' from DER, 662' right of centerline.
**Rwy 5L:** Up to 105' AGL tree line beginning 3000' from DER, 700' right of centerline to 5100' from DER, 1300' left of centerline.

## YOUNGSTOWN, OH
YOUNGSTOWN ELSER METRO (4G4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 05FEB15 (15036) (FAA)
TAKEOFF MINIMUMS:
**Rwy 10,** 300-1¾ or std. w/min. climb of 237' per NM to 1500.
**Rwy 28,** 300-2½ or std. w/min. climb of 463' per NM to 1300.
DEPARTURE PROCEDURE:
**Rwy 10,** climb heading 098° to 2000 before proceeding on course.
**Rwy 28,** climb heading 278° to 1700 before turning right.
TAKEOFF OBSTACLE NOTES:
**Rwy 10,** vehicle on road 200' from DER, on centerline, 15' AGL/1104' MSL.
Hangar and trees beginning 34' from DER, 203' right of centerline, up to 100' AGL/1189' MSL.
Trees and tower beginning 283' from DER, 322' left of centerline, up to 138' AGL/1332' MSL.
**Rwy 28,** trees on centerline, beginning 3380' from DER, up to 100' AGL/1209' MSL.
Trees beginning at DER, 222' right of centerline, up to 100' AGL/1119' MSL.
Trees beginning at DER, 191' left of centerline, up to 100' AGL/1119' MSL.

**YOUNGSTOWN-WARREN, OH**

YOUNGSTOWN-WARREN RGNL (YNG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 26JUL90 (90207) (FAA)

TAKEOFF MINIMUMS:

**Rwy 23,** 300-1.

**ZANESVILLE, OH**

ZANESVILLE MUNI (ZZV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25DEC03 (03359) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 22,** tree 303' from DER, 427' left of centerline, 948' MSL.
Tree 182' from DER, 350' right of centerline, 942' MSL.
**Rwy 34,** tree 2370' from DER, 189' left of centerline, 968' MSL.
Tree 2309' from DER, 388' left of centerline, 962' MSL.


EC-2, 05 NOV 2020 to 31 DEC 2020

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

**AKRON, OH**
AKRON FULTON
INTL (AKR)…….....…**LOC Rwy 25**
**NDB Rwy 25**
**RNAV (GPS) Rwy 25**
Category D, 800-2½.

**ANDERSON, IN**
ANDERSON MUNI-DARLINGTON
FIELD (AID)……..……**ILS or LOC Rwy 30[12]**
**NDB Rwy 30[1]**
**RNAV (GPS) Rwy 30[3]**
[1]NA when control tower closed.
[2]ILS, Categories C, D, 700-2.
[3]NA when local weather not available.

**ATHENS/ALBANY, OH**
OHIO
UNIVERSITY (UNI)……**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
Category D, 800-2¼.

**AUBURN, IN**
DE KALB
COUNTY (GWB)……..**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
**VOR-A**
Category C, 900-2½; Category D, 900-2¾.

**BATAVIA, OH**
CLERMONT
COUNTY (I69)……..**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
**VOR-B**
NA when local weather not available.

**BEDFORD, IN**
VIRGIL I. GRISSOM
MUNI (BFR)……**RNAV (GPS) Rwy 13**
NA when local weather not available.

**BELLEFONTAINE, OH**
BELLEFONTAINE
RGNL (EDJ)…….....**VOR Rwy 7**
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

**BLOOMINGTON, IN**
MONROE
COUNTY (BMG)……**ILS or LOC/DME Rwy 35**
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 24**
**RNAV (GPS) Rwy 35**
**VOR Rwy 17**
**VOR/DME Rwy 6**
NA when local weather not available.

**CAMBRIDGE, OH**
CAMBRIDGE MUNI (CDI)…..**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
NA when local weather not available.
Category C, 1100-3.

**CHILLICOTHE, OH**
ROSS COUNTY (RZT)……**RNAV (GPS) Rwy 23**
NA when local weather not available.
Category D, 800-2¼.

**CINCINNATI, OH**
CINCINNATI MUNI AIRPORT-LUNKEN
FIELD (LUK)……...**ILS or LOC Rwy 21L[12]**
**LOC BC Rwy 3R[16]**
**RNAV (GPS) Rwy 3R[3]**
**RNAV (GPS) Rwy 21L[4]**
**RNAV (GPS) Rwy 25[5]**
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category B, 900-2; Category C, 900-2½; Category D,1000-3.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Categories A, B, 900-2¼; Category C, 900-2½; Category D, 900-2¾.
[5]Categories A, B, C, 900-2½; Category D, 900-2¾.
[6]Categories A, B, 900-2; Category C, 900-2½; Category D,1000-3.

NAME ALTERNATE MINIMUMS

## CIRCLEVILLE, OH

PICKAWAY COUNTY
MEMORIAL (CYO)……..**RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**
**VOR Rwy 19**
NA when local weather not available.

## CLEVELAND, OH

BURKE
LAKEFRONT (BKL)…..…... **ILS or LOC Rwy 24R[1]**
**RNAV (GPS) Rwy 24R[2]**
[1]NA when control tower closed.
[2]Categories A, B, 1100-2; Categories C, D, 1100-3.

CUYAHOGA
COUNTY (CGF)……**ILS or LOC Rwy 24[1]**
**RNAV (GPS) Rwy 6[2]**
**RNAV (GPS) Rwy 24[3]**
[1]LOC, Category D, 800-2½.
[2]Category D, 800-2¼.
[3]Category D, 800-2½.

## COLUMBUS, IN

COLUMBUS
MUNI (BAK)…….....…**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 14[1]**
**RNAV (GPS) Rwy 23**
**RNAV (GPS) Rwy 32**
NA when local weather not available.
[1]Category D, 800-2½.

## COLUMBUS, OH

BOLTON FIELD (TZR)…….....**ILS or LOC Rwy 4[12]**
**NDB Rwy 4[1]**
**RNAV (GPS) Rwy 22[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

JOHN GLENN COLUMBUS
INTL (CMH)…….....**ILS or LOC Rwy 10L[1]**
**ILS or LOC Rwy 10R[2]**
**ILS or LOC Rwy 28L[4]**
**ILS or LOC Rwy 28R[2]**
**RNAV (GPS) Y Rwy 10L[5]**
**RNAV (GPS) Y Rwy 10R[5]**
**RNAV (GPS) Y Rwy 28L[3]**
**RNAV (GPS) Y Rwy 28R[5]**
[1]ILS, LOC, Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2¼; LOC, Category D, 800-2¼.
[3]Category D, 800-2¾.
[4]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½; LOC Category C, 800-2¼; Category D, 800-2½.
[5]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

## COLUMBUS, OH (CON'T)

OHIO STATE
UNIVERSITY (OSU)……**ILS or LOC Rwy 9R[1]**
**NDB Rwy 9R[1]**
**RNAV (GPS) Rwy 9R**
**RNAV (GPS) Rwy 27L**
NA when local weather not available.
[1]NA when control tower closed.

RICKENBACKER
INTL (LCK)……..……..**ILS or LOC Rwy 5L**
**ILS or LOC Rwy 23L**
**RNAV (GPS) Rwy 5L**
**RNAV (GPS) Rwy 5R**
**RNAV (GPS) Rwy 23L**
**RNAV (GPS) Rwy 23R**
NA when local weather not available.

## CRAWFORDSVILLE, IN

CRAWFORDSVILLE
RGNL (CFJ)……..…**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
NA when local weather not available.
Category D, 800-2¼.

## DAYTON, OH

DAYTON-WRIGHT
BROTHERS (MGY)……..…...**RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
NA when local weather not available.
Category D, 800-2¼.

JAMES M COX DAYTON
INTL (DAY)……**ILS or LOC Rwy 6L**
ILS, Category D, 700-2.

## DEFIANCE, OH

DEFIANCE
MEMORIAL (DFI)……....…..**RNAV (GPS) Rwy 12**
Category D, 800-2¼.

## ELKHART, IN

ELKHART
MUNI (EKM)…….....**ILS or LOC Rwy 27[1]**
**RNAV (GPS) Rwy 9[2]**
**RNAV (GPS) Rwy 18[2]**
**RNAV (GPS) Rwy 27[2]**
**RNAV (GPS) Rwy 36[2]**
**VOR Rwy 9[2]**
[1]ILS, NA when control tower closed. LOC, NA.
[2]NA when local weather not available.

## EVANSVILLE, IN

EVANSVILLE
RGNL (EVV)……...…..…...**ILS or LOC Rwy 4[1]**
**ILS or LOC Rwy 22[2]**
NA when control tower closed.
[1]ILS, Categories A, B, 800-2; Categories C, D, 800-2½; LOC, Categories C, D, 800-2½.
[2]ILS, Categories A, B, C, D, 700-2.

NAME ALTERNATE MINIMUMS

## FINDLAY, OH
FINDLAY (FDY)……**VOR Rwy 7**
NA when local weather not available.

## FORT WAYNE, IN
FORT WAYNE
INTL (FWA)……**ILS or LOC Rwy 5**[1]
**ILS or LOC Rwy 32**[2]
**RADAR-1**[3]
**RNAV (GPS) Rwy 5**[3]
**RNAV (GPS) Rwy 14**[4]
**RNAV (GPS) Rwy 23**[3]
**RNAV (GPS) Rwy 32**[4]
**VOR or TACAN Rwy 5**[3]
**VOR or TACAN Rwy 14**[3]
**VOR or TACAN Rwy 23**[3]
[1]ILS, Category C, 700-2; Category D, 800-2¼; Category E, 800-2½; LOC, Category D, 800-2¼; Category E, 800-2½.
[2]LOC, Category D, 800-2¼, Category E, 800-2½.
[3]Category D, 800-2¼, Category E, 800-2½.
[4]Category D, 800-2¼.

SMITH FIELD (SMD)……**RNAV (GPS) Rwy 5**
Categories A, B, 1100-2; Category C, 1200-3.

## FOSTORIA, OH
FOSTORIA
METROPOLITAN (FZI)……**RNAV (GPS) Rwy 9**
NA when local weather not available.

## FRENCH LICK, IN
FRENCH LICK
MUNI (FRH)……**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 26**
Category D, 800-2¼.

## GARY, IN
GARY/CHICAGO
INTL (GYY)……**COPTER ILS or LOC Rwy 30**[1]
**ILS or LOC Rwy 30**[14]
**RNAV (GPS) Rwy 2**[23]
**RNAV (GPS) Y Rwy 12**[3]
**RNAV (GPS) Y Rwy 30**[23]
**RNAV (RNP) Z Rwy 30**[2]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category C, 900-2¼; Category D, 900-2¾.
[4]ILS Categories A, B, 700-2; Category C, 900-2¼; Category D, 900-2¾; LOC Category C, 900-2¼; Category D, 900-2¾.

## GOSHEN, IN
GOSHEN MUNI (GSH)……**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

## HAMILTON, OH
BUTLER COUNTY RGNL-HOGAN
FIELD (HAO)……**ILS or LOC Rwy 29**[12]
**RNAV (GPS) Rwy 11**[3]
**RNAV (GPS) Rwy 29**[3]
[1]NA when local weather not available.
[2]LOC, Categories A, B, 900-2;
Category C, 900-2½; Category D, 1200-3.
[3]Category D, 1200-3.

## HUNTINGBURG, IN
HUNTINGBURG (HNB)……**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
NA when local weather not available.

## HUNTINGTON, IN
HUNTINGTON
MUNI (HHG)……**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
**VOR-A**
Category D, 800-2¼.

## INDIANAPOLIS, IN
EAGLE CREEK
AIRPARK (EYE)……**RNAV (GPS) Rwy 21**
**VOR-A**
NA when local weather not available.

INDIANAPOLIS
EXECUTIVE (TYQ)……**RNAV (GPS) Rwy 18**
**VOR Rwy 18**
NA when local weather not available.

INDIANAPOLIS
INTL (IND)……**ILS or LOC Rwy 5L**[1]
**ILS or LOC Rwy 5R**[1]
**ILS or LOC Rwy 14**[1]
**ILS or LOC Rwy 23L**[1]
**ILS or LOC Rwy 23R**[1]
**ILS or LOC Rwy 32**[1]
**RNAV (GPS) Y Rwy 5L**[2]
**RNAV (GPS) Y Rwy 5R**[2]
**RNAV (GPS) Y Rwy 14**[2]
**RNAV (GPS) Y Rwy 23L**[2]
**RNAV (GPS) Y Rwy 23R**[2]
**RNAV (GPS) Y Rwy 32**[2]
[1]ILS Categories A, B, C, 700-2; Category D, 800-2½; LOC Category D, 800-2½.
[2]Category D, 800-2½.

INDIANAPOLIS
RGNL (MQJ)……**RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 25**[1]
Category D, 800-2½.
[1]NA when local weather not available.

INDY SOUTH
GREENWOOD (HFY)……**RNAV (GPS) Rwy 1**
Category D, 1100-3.

NAME ALTERNATE MINIMUMS

**JEFFERSONVILLE, IN**
CLARK RGNL (JVY)……**RNAV (GPS) Rwy 18**
NA when local weather not available.

**KENDALLVILLE, IN**
KENDALLVILLE
MUNI (C62)……..**RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 28**
NA when local weather not available.

**KNOX, IN**
STARKE COUNTY (OXI)…….**RNAV (GPS) Rwy 18**
NA when local weather not available.

**KOKOMO, IN**
KOKOMO MUNI (OKK)……..**ILS or LOC Rwy 23[13]**
**RNAV (GPS) Rwy 5[12]**
**RNAV (GPS) Rwy 14[12]**
**RNAV (GPS) Rwy 23[12]**
**RNAV (GPS) Rwy 32[12]**
**VOR Rwy 32[2]**
[1]NA when local weather not available.
[2]Category D, 900-2½.
[3]ILS, LOC, Category D, 900-2½.

**LAFAYETTE, IN**
PURDUE
UNIVERSITY (LAF)……..**ILS or LOC Rwy 10[1]**
**RNAV (GPS) Rwy 10[34]**
**RNAV (GPS) Rwy 28[34]**
**VOR-A[25]**
[1]ILS, Category D, 800-2¼. NA when control tower closed. LOC, NA.
[2]NA when control tower closed.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Category D, 800-2¼.

**LANCASTER, OH**
FAIRFIELD
COUNTY (LHQ)……**RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 28**
NA when local weather not available.

**LA PORTE, IN**
LA PORTE
MUNI (PPO)……**RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

**LIMA, OH**
LIMA ALLEN
COUNTY (AOH)……..**RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 28**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**LOGANSPORT, IN**
LOGANSPORT/
CASS COUNTY (GGP)……**VOR-A**
NA when local weather not available.

**LORAIN/ELYRIA, OH**
LORAIN COUNTY
RGNL (LPR)…….....**ILS or LOC Rwy 7[1]**
**VOR-A**
NA when local weather not available.
[1]ILS, Categories C, D, 700-2.

**MADISON, IN**
MADISON MUNI (IMS)……**RNAV (GPS) Y Rwy 3**
Category C, 1000-3.

**MANSFIELD, OH**
MANSFIELD LAHM
RGNL (MFD)……...……...**ILS or LOC Rwy 32[13]**
**NDB Rwy 32[4]**
**RNAV (GPS) Rwy 5[4]**
**RNAV (GPS) Rwy 14[2]**
**RNAV (GPS) Rwy 23[4]**
**RNAV (GPS) Rwy 32[2]**
**VOR Rwy 14[4]**
**VOR Rwy 32[4]**
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]LOC, Category D, 800-2¼.
[4]Category D, 800-2¼;

**MARION, OH**
MARION MUNI (MNN)……**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 25**
**VOR-A**
NA when local weather not available.

**MARYSVILLE, OH**
UNION COUNTY (MRT)…….**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
NA when local weather not available.

**MICHIGAN CITY, IN**
MICHIGAN CITY MUNI-PHILLIPS
FIELD (MGC)…….....**RNAV (GPS) Rwy 20**
Category C, 900-2½.

**MIDDLETOWN, OH**
MIDDLETOWN RGNL/HOOK
FIELD (MWO)……**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.
Category D, 1200-3.

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

NAME ALTERNATE MINIMUMS

**MOUNT VERNON, OH**
KNOX
COUNTY (4I3)…….....**RNAV (GPS) Rwy 10**
NA when local weather not available.

**MONTICELLO, IN**
WHITE
COUNTY (MCX)….....…**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.
Category C, 900-2½; Category D, 900-2¾.

**MUNCIE, IN**
DELAWARE
COUNTY RGNL (MIE)….....…**ILS or LOC Rwy 32[1]**
**RNAV (GPS) Rwy 3[2]**
**RNAV (GPS) Rwy 14[2]**
**RNAV (GPS) Rwy 21[2]**
**RNAV (GPS) Rwy 32[2]**
**VOR Rwy 14[2]**
**VOR Rwy 21[2]**
[1]ILS, Category C, 700-2; Category D, 800-2½; LOC, Category D, 800-2½.
[2]NA when local weather not available.

**NEW PHILADELPHIA, OH**
HARRY CLEVER
FIELD (PHD)……..……..…**VOR-A**
Categories A, B, 900-2; Category C, 900-2½.

**NEWARK, OH**
NEWARK-HEATH (VTA)……..……**LOC Rwy 9[1]**
**RNAV (GPS) Rwy 9[1]**
**RNAV (GPS) Rwy 27[2]**
**VOR-A[3]**
[1]Category C, 900-2½; Category D, 900-2¾.
[2]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.

**PORT CLINTON, OH**
ERIE-OTTAWA
INTL (PCW)……..……...**RNAV (GPS) Rwy 9[1]**
**RNAV (GPS) Rwy 27**
NA when local weather not available.
[1]Category D, 1000-3.

**RAVENNA, OH**
PORTAGE
COUNTY (POV)……..……**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
**VOR-A**
NA when local weather not available.

**RENSSELAER, IN**
JASPER
COUNTY (RZL)……..**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**SHELBYVILLE, IN**
SHELBYVILLE
MUNI (GEZ)….....……**RNAV (GPS) Rwy 1[1]**
**RNAV (GPS) Rwy 19[1]**
**VOR Rwy 19**
Category D, 800-2¼.
[1]NA when local weather not available.

**SOUTH BEND, IN**
SOUTH BEND
INTL (SBN)…….....…**ILS or LOC Rwy 9R[1]**
**ILS or LOC Rwy 27L[12]**
**RNAV (GPS) Rwy 9L[3]**
**RNAV (GPS) Rwy 9R[3]**
**RNAV (GPS) Rwy 18[3]**
**RNAV (GPS) Rwy 27L[3]**
**RNAV (GPS) Rwy 27R[3]**
**RNAV (GPS) Rwy 36[4]**
**VOR Rwy 18[3]**
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]NA when local weather not available.

**SPRINGFIELD, OH**
SPRINGFIELD-BECKLEY
MUNI (SGH)……**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.

**TERRE HAUTE, IN**
TERRE HAUTE
RGNL (HUF)…….....**ILS or LOC Rwy 5[1]**
**RADAR-1[23]**
**RNAV (GPS) Rwy 5[4]**
**RNAV (GPS) Rwy 14[4]**
**RNAV (GPS) Rwy 23[4]**
**RNAV (GPS) Rwy 32[4]**
**VOR Rwy 5[4]**
**VOR Rwy 23[4]**
[1]LOC, NA when local weather not available.
[2]Category E, 800-2½.
[3]NA when control tower closed.
[4]NA when local weather not available.

**TOLEDO, OH**
TOLEDO
EXECUTIVE (TDZ)……..……**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 32**
NA when local weather not available.
Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

## TOLEDO, OH (CON'T)

EUGENE F KRANZ TOLEDO
EXPRESS (TOL)……..…...**ILS Z or LOC Z Rwy 7[12]**
**ILS Z or LOC Z Rwy 25[34]**
**RADAR-1[5]**
**RNAV (GPS) Rwy 7[5]**
**RNAV (GPS) Rwy 16[6]**
**RNAV (GPS) Rwy 25[5]**
**RNAV (GPS) Rwy 34[6]**

[1]ILS, NA when local weather not available.
[2]ILS, NA when control tower closed.
[3]NA when local weather not available.
[4]LOC, Category D, 800-2¼; Category E, 800-2½.
[5]Category D, 800-2¼, Category E, 800-2½.
[6]Category D, 800-2¼.

## URBANA, OH

GRIMES FIELD (I74)…..……**RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
**VOR-A**

NA when local weather not available.

## VALPARAISO, IN

PORTER COUNTY
RGNL (VPZ)…… **ILS Rwy 27[1]**
**RNAV (GPS) Rwy 18[2]**
**RNAV (GPS) Rwy 27[2]**

[1]LOC, NA.
[2]NA when local weather not available.

## VAN WERT, OH

VAN WERT
COUNTY (VNW)……**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**

NA when local weather not available.

## WARSAW, IN

WARSAW MUNI (ASW)……...**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
**VOR Rwy 9**

NA when local weather not available.

## WASHINGTON, IN

DAVIESS
COUNTY (DCY)……...**RNAV (GPS) Rwy 18**

NA when local weather not available.

## WILLOUGHBY, OH

LAKE COUNTY
EXECUTIVE (LNN)…….....**RNAV (GPS) Rwy 5[1]**
**RNAV (GPS) Rwy 10[2]**
**RNAV (GPS) Rwy 23**
**RNAV (GPS) Rwy 28**

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.
[2]Categories A, B, 1000-2; Category C, 1000-2¾.

NAME ALTERNATE MINIMUMS

## WILMINGTON, OH

WILMINGTON
AIR PARK (ILN)……**ILS or LOC Rwy 4L[12]**
**ILS or LOC Rwy 4R[23]**
**ILS or LOC Rwy 22L[23]**
**ILS or LOC Rwy 22R[145]**
**RNAV (GPS) Rwy 22R[1]**

[1]NA when local weather not available.
[2]ILS, Category D, 700-2.
[3]NA when control tower closed except for operators with approved weather reporting service.
[4]NA when control tower closed.
[5]LOC, Category C, 800-2¼; Category D, 800-2½.

## WOOSTER, OH

WAYNE COUNTY (BJJ)…...**RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 28**
**VOR Rwy 10[1]**

NA when local weather not available.
[1]Category D, 800-2¼.

## YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN
RGNL (YNG)……..**RADAR-1**

NA when Youngstown approach control closed.

## ZANESVILLE, OH

ZANESVILLE
MUNI (ZZV)……**RNAV (GPS) Rwy 4[1]**
**RNAV (GPS) Rwy 22[1]**
**VOR Rwy 4[1]**
**VOR Rwy 22[2]**

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

## EVANSVILLE, IN

Amdt 7A, 13SEP18 (18256) (FAA) ELEV **422**

### EVANSVILLE RGNL (EVV)

**RADAR-1** 124.025 290.9 T

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 4 | | AB | **860**-1 | 471 | (500-1) | CD | **860**-1⅜ | 471 | (500-1⅜) |
| | 18 | | AB | **880**-1 | 484 | (500-1) | CD | **880**-1⅜ | 484 | (500-1⅜) |
| | 22 | | AB | **900**/24 | 478 | (500-½) | CD | **900**/45 | 478 | (500-⅞) |
| | 36 | | AB | **920**-1 | 536 | (600-1) | CD | **920**-1½ | 536 | (600-1½) |
| C CIRCLING | | | A | **940**-1 | 518 | (600-1) | B | **1040**-1 | 618 | (700-1) |
| | | | C | **1040**-1¾ | 618 | (700-1¾) | D | **1040-2** | 618 | (700-2) |

When control tower closed, procedure NA.
Rwy 18, 36: Helicopter visibility reduction below ¾ SM not authorized.
Circling Rwy 9 NA at night.

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## FORT WAYNE, IN

Amdt 26A, 22JUN17 (17173) (FAA) ELEV **815**

### FORT WAYNE INTL (FWA)

**RADAR-1** 127.2 284.6 T A

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 32 | | AB | **1280**/24 | 480 | (500-½) | CDE | **1280**/50 | 480 | (500-1) |
| | 23 | | AB | **1300**/55 | 501 | (500-1¼) | CDE | **1300**-1⅜ | 501 | (500-1⅜) |
| | 14 | | AB | **1320**-1 | 518 | (600-1) | CDE | **1320**-1⅜ | 518 | (600-1⅜) |
| | 5 | | AB | **1320**/24 | 505 | (600-½) | CDE | **1320**/55 | 505 | (600-1¼) |
| C CIRCLING | | | AB | **1320**-1 | 505 | (600-1) | C | **1420**-1¾ | 605 | (700-1¾) |
| | | | D | **1520**-2¼ | 705 | (800-2¼) | E | **1520**-2½ | 705 | (800-2½) |

Rwy 23 helicopter visibility reduction below RVR 4000 NA.
For inoperative ALS, increase S-5 and S-32 CAT C/D/E visibility to 1⅜ SM

## TERRE HAUTE, IN

Amdt 5B, 08NOV18 (18312) (FAA) ELEV **589**

### TERRE HAUTE RGNL (HUF)

**RADAR-1** 125.45 339.8 T A

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 32 | | ABCDE | **960**-1 | 371 | (400-1) | | | | |
| | 23 | | AB | **1100**-1 | 518 | (600-1) | CDE | **1100**-1⅜ | 518 | (600-1⅜) |
| | 5 | | AB | **1220**/24 | 642 | (700-½) | CDE | **1220**-1⅜ | 642 | (700-1⅜) |
| C CIRCLING | | | AB | **1220**-1 | 631 | (700-1) | C | **1220**-1⅞ | 631 | (700-1⅞) |
| | | | D | **1220**-2 | 631 | (700-2) | E | **1260**-2½ | 671 | (700-2½) |

Circling NA NW of Rwy 5-23 for Cat E aircraft.
When control tower closed, procedure NA.
Rwy 5, for inoperative ALS, increase Cat E visibility to 1⅞ SM.
Rwy 32, helicopter visibility reduction below ¾ SM NA.

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## TOLEDO, OH

Amdt 19D, 10SEP20 (20254) (FAA) ELEV **683**

### EUGENE F KRANZ TOLEDO EXPRESS (TOL)

**RADAR-1** 134.35 317.55 T A

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 25 | | AB | **1040**/24 | 362 | (400-½) | C | **1040**/35 | 362 | (400-⅝) |
| | | | DE | **1040**/55 | 362 | (400-1) | | | | |
| | 16 | | ABC | **1060**-1 | 386 | (400-1) | DE | **1060**-1¼ | 386 | (400-1¼) |
| | 34 | | AB | **1080**-1 | 412 | (500-1) | CD | **1080**-1¼ | 412 | (500-1¼) |
| | | | E | **1080**-1½ | 412 | (500-1½) | | | | |
| | 7 | | AB | **1140**/24 | 457 | (500-½) | C | **1140**/45 | 457 | (500-1⅞) |
| | | | DE | **1140**/50 | 457 | (500-1) | | | | |
| C CIRCLING | | | AB | **1200**-1 | 517 | (600-1) | C | **1300**-1¾ | 617 | (700-1¾) |
| | | | D | **1360**-2¼ | 677 | (700-2¼) | E | **1400**-2½ | 717 | (800-2½) |

When Control Tower closed, ASR NA.
Rwy 16 helicopter visibility reduction below ¾ SM not authorized.
Rwy 34 helicopter visibility reduction below ¾ SM not authorized.
For inoperative ALS, increase S-7 CAT D/E visibility to 1⅜ SM.
For inoperative ALS, increase S-25 CAT C/E visibility to RVR 5500.

## YOUNGSTOWN-WARREN, OH

Amdt 14, 25APR19 (19115) (FAA) ELEV **1192**

### YOUNGSTOWN-WARREN RGNL (YNG)

**RADAR-1** 133.95 322.3 T A

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 14 | | AB | **1520**-½ | 386 | (400-½) | CD | **1520**-⅝ | 386 | (400-⅝) |
| | 5 | | ABCD | **1540**-1 | 376 | (400-1) | | | | |
| | 23 | | AB | **1580**-1 | 388 | (400-1) | CD | **1580**-1⅛ | 388 | (400-1⅛) |
| | 32 | | AB | **1600**/24 | 414 | (500-½) | CD | **1600**/40 | 414 | (500-¾) |
| C CIRCLING | | | A | **1640**-1 | 448 | (500-1) | B | **1660**-1 | 468 | (500-1) |
| | | | C | **1740**-1½ | 548 | (600-1½) | D | **1760**-2 | 568 | (600-2) |

Straight-in/Circling Rwy 5 NA at night.
Rwy 5 helicopter visibility reduction below 1 SM NA.
Rwy 23 helicopter visibility reduction below ¾ SM NA.
For inoperative ALS increase ASR-32 Cat C/D visibility to RVR 6000.


EC-2, 05 NOV 2020 to 31 DEC 2020


RADAR INSTRUMENT APPROACH MINIMUMS
RADAR MINS
20254
N3

18032

## LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | AVBL LDG DIST |
|---|---|---|---|
| AKRON, OH | | | |
| AKRON-CANTON RGNL (CAK) | 05 | 01-19 | 5,723 feet |
| | 19 | 05-23 | 3,100 feet |
| BLOOMINGTON, IN | | | |
| MONROE COUNTY (BMG) | 17 | 06-24 | 6,100 feet |
| LAFAYETTE, IN | | | |
| PURDUE UNIVERSITY (LAF) | 10 | 05-23 | 4,600 feet |
| MANSFIELD, OH | | | |
| MANSFIELD LAHM RGNL (MFD) | 05 | 14-32 | 4,363 feet |
| | 14 | 05-23 | 6,100 feet |
| MUNCIE, IN | | | |
| DELAWARE COUNTY RGNL (MIE) | 14 | 03-21 | 4,300 feet |
| | 21 | 14-32 | 3,500 feet |
| TERRE HAUTE, IN | | | |
| TERRE HAUTE RGNL (HUF) | 05 | 14-32 | 7,240 feet |
| | 32 | 05-23 | 4,237 feet |

18032





EC-2, 05 NOV 2020 to 31 DEC 2020

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|---|---|---|
| AKRON, OH | | |
| AKRON-CANTON RGNL (CAK) | HS 1 | ILS hold short line proximity to transient parking ramp. |
| | HS 2 | Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19. |
| | HS 3 | Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located. |
| CINCINNATI, OH | | |
| CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK) | HS 1 | Twy C and Rwy 03L apch area. |
| | HS 2 | Twy A and Rwy 21R. |
| | HS 3 | Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A. |
| | HS 4 | Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area. |
| CLEVELAND, OH | | |
| CLEVELAND-HOPKINS INTL (CLE) | HS 1 | Complex int of Rwy 06R-24L and Twy S, Twy L. |
| COLUMBUS, IN | | |
| COLUMBUS MUNI (BAK) | HS 1 | Twy A and Twy B. |
| COLUMBUS, OH | | |
| OHIO STATE UNIVERSITY (OSU) | HS 1 | When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05. |
| | HS 2 | Rwy 05 hold short line close proximity to west ramp on Twy A. |
| | HS 3 | Int Rwy 27R, Rwy 23 -wrong rwy departure risk. |
| COLUMBUS, OH | | |
| JOHN GLENN COLUMBUS INTL (CMH) | HS 1 | Area not visible from the twr. |
| DAYTON, OH | | |
| JAMES M COX DAYTON INTL (DAY) | HS 1 | Taxiing via Twy D, Rwy 36, Twy H. |
| EVANSVILLE, IN | | |
| EVANSVILLE RGNL (EVV) | HS 1 | Twy G and Rwy 18-36, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering twy G. |
| | HS 2 | Rwy 27 and Twy A. |

(SEE CONTINUATION PAGE FOR MORE LISTINGS)





EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

18032

## HOT SPOTS

(CONTINUED)

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|---|---|---|
| LAFAYETTE, IN | | |
| PURDUE UNIVERSITY (LAF) | HS 1 | Complex int Twy B, Twy B3, Twy C. |
| YOUNGSTOWN-WARREN, OH | | |
| YOUNGSTOWN-WARREN RGNL (YNG) | HS 1 | Rwy 23 hold short line on Twy H southeast of Rwy 23. |

*See appropriate Chart Supplement HOT SPOT table for additional information.

18032



EC-2, 05 NOV 2020 to 31 DEC 2020

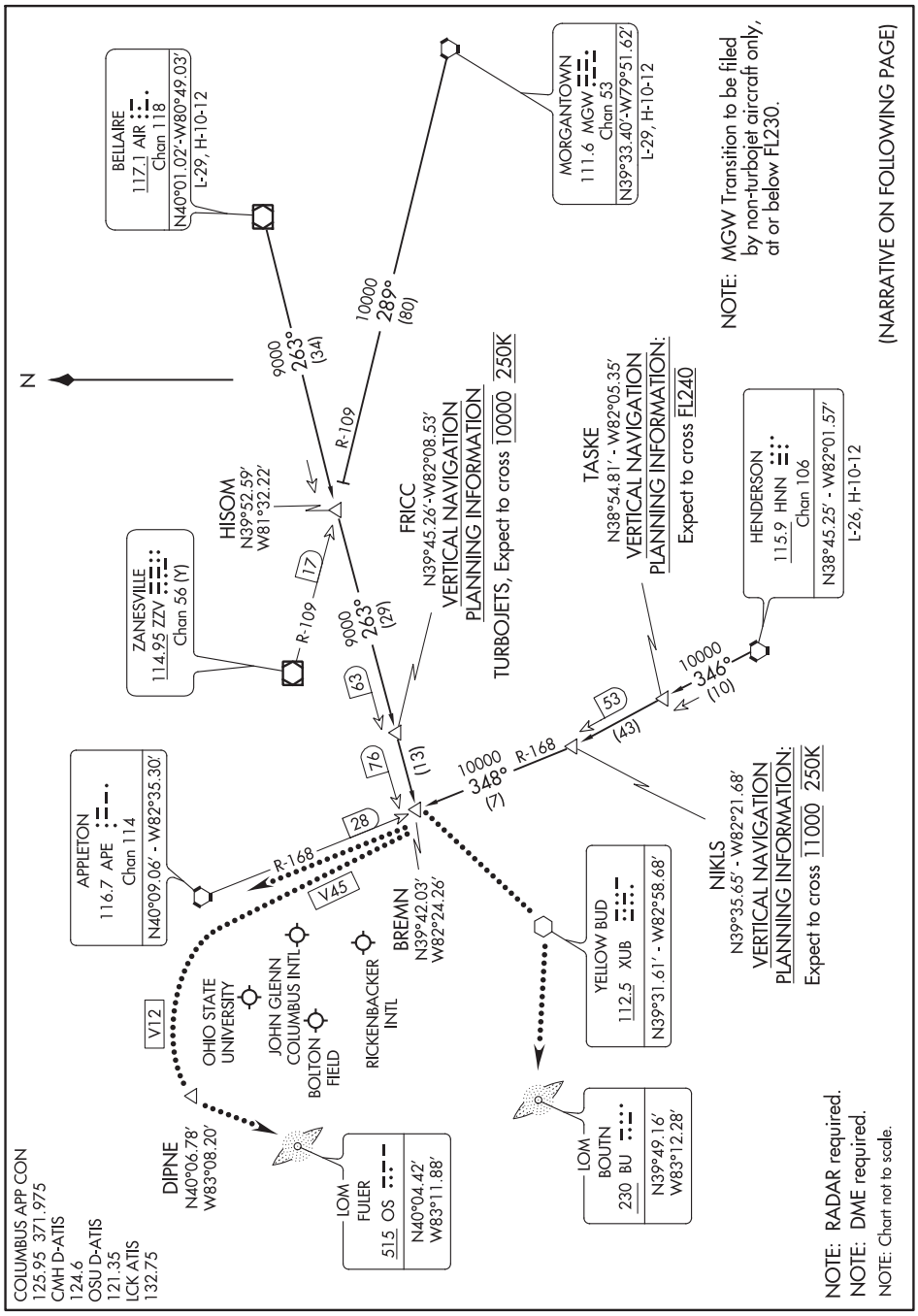
EC-2, 05 NOV 2020 to 31 DEC 2020

(BREMN.BREMN5) 20198

# BREMN FIVE ARRIVAL

AL-94 (FAA)

COLUMBUS, OHIO




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BREMN FIVE ARRIVAL

COLUMBUS, OHIO

(BREMN.BREMN5) 22JUN17

ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.BREMN5): From over AIR VOR/DME on AIR R-263 to BREMN. Thence. . . .
HENDERSON TRANSITION (HNN.BREMN5): From over HNN VORTAC on HNN R-346 to NIKLS, then on APE R-168 to BREMN. Thence. . . .
MORGANTOWN TRANSITION (MGW.BREMN5): From over MGW VORTAC on MGW R-289 and ZZV R-109 to HISOM, then on AIR R-263 to BREMN. Thence. . . .

. . . . from over BREMN, expect radar vectors to final approach course.

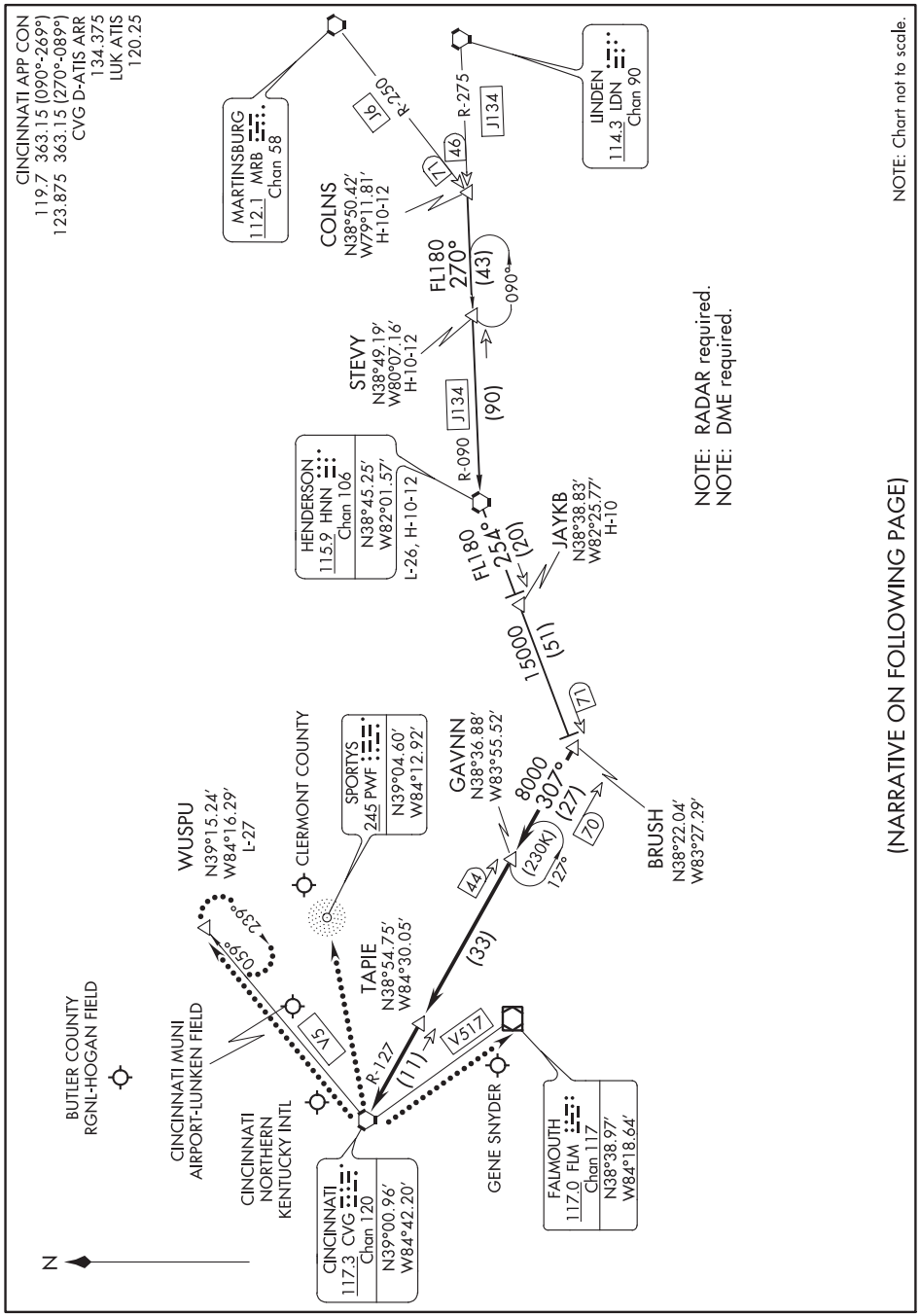
LOST COMMUNICATION PROCEDURE:
LANDING JOHN GLENN COLUMBUS INTL: In the event of lost communications from BREMN direct APE VORTAC, maintain 3000 until APE VORTAC.
LANDING OHIO STATE UNIVERSITY: In the event of lost communications from BREMN on V45 to APE VORTAC then on V12 to DIPNE then direct FULER (OS) LOM, maintain 3000 until FULER (OS) LOM (ADF Required).
LANDING BOLTON FIELD: In the event of lost communications from BREMN to XUB VOR direct BOUTN (BU) LOM, maintain 3000 until BOUTN (BU) LOM (ADF Required).

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(BRUSH.BRUSH4) 20198

# BRUSH FOUR ARRIVAL

CINCINNATI, OHIO




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BRUSH FOUR ARRIVAL

CINCINNATI, OHIO

(BRUSH.BRUSH4) 16JUL20

ARRIVAL ROUTE DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH4): From over COLNS on HNN R-090 to HNN VORTAC, then on HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH4): From over HNN VORTAC on HNN R-254 to BRUSH. Thence. . . .

. . . .from over BRUSH on CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS

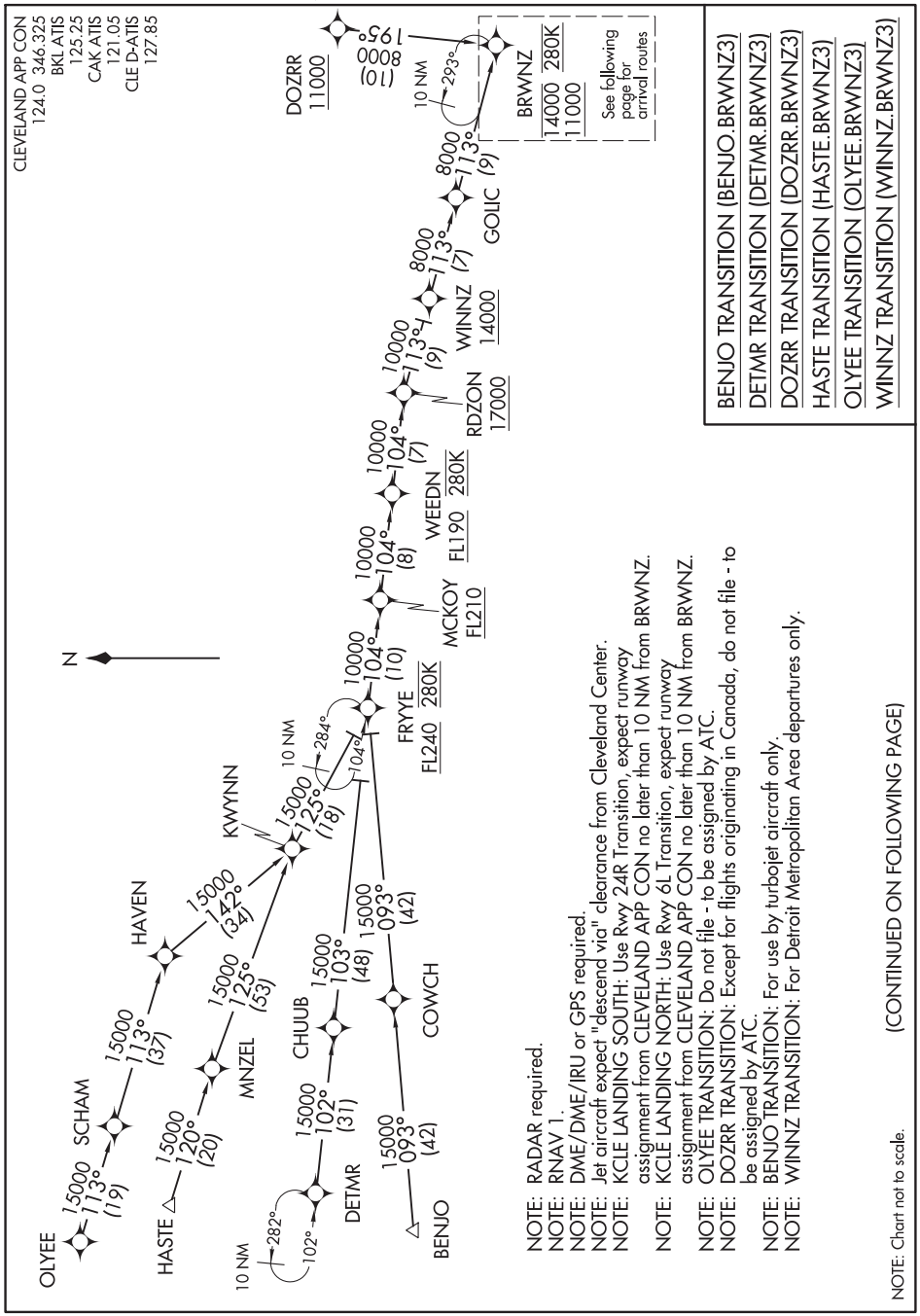
In the event of lost communications:
For LUK: At CVG VORTAC, proceed on V5 to WUSPU and hold, maintain 4000.
For I69: At CVG VORTAC, proceed to SPORTYS (PWF) maintain 4000 until SPORTYS (PWF).
For K62: At CVG VORTAC proceed on V517 to FLM VOR/DME, maintain 3000 until FLM VOR/DME.

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(BRWNZ.BRWNZ3) 20198

# BRWNZ THREE ARRIVAL (RNAV) Transition Routes

CLEVELAND, OHIO




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Jet aircraft expect "descend via" clearance from Cleveland Center.
NOTE: KCLE LANDING SOUTH: Use Rwy 24R Transition, expect runway assignment from CLEVELAND APP CON no later than 10 NM from BRWNZ.
NOTE: KCLE LANDING NORTH: Use Rwy 6L Transition, expect runway assignment from CLEVELAND APP CON no later than 10 NM from BRWNZ.
NOTE: OLYEE TRANSITION: Do not file - to be assigned by ATC.
NOTE: DOZRR TRANSITION: Except for flights originating in Canada, do not file - to be assigned by ATC.
NOTE: BENJO TRANSITION: For use by turbojet aircraft only.
NOTE: WINNZ TRANSITION: For Detroit Metropolitan Area departures only.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



EC-2, 05 NOV 2020 to 31 DEC 2020

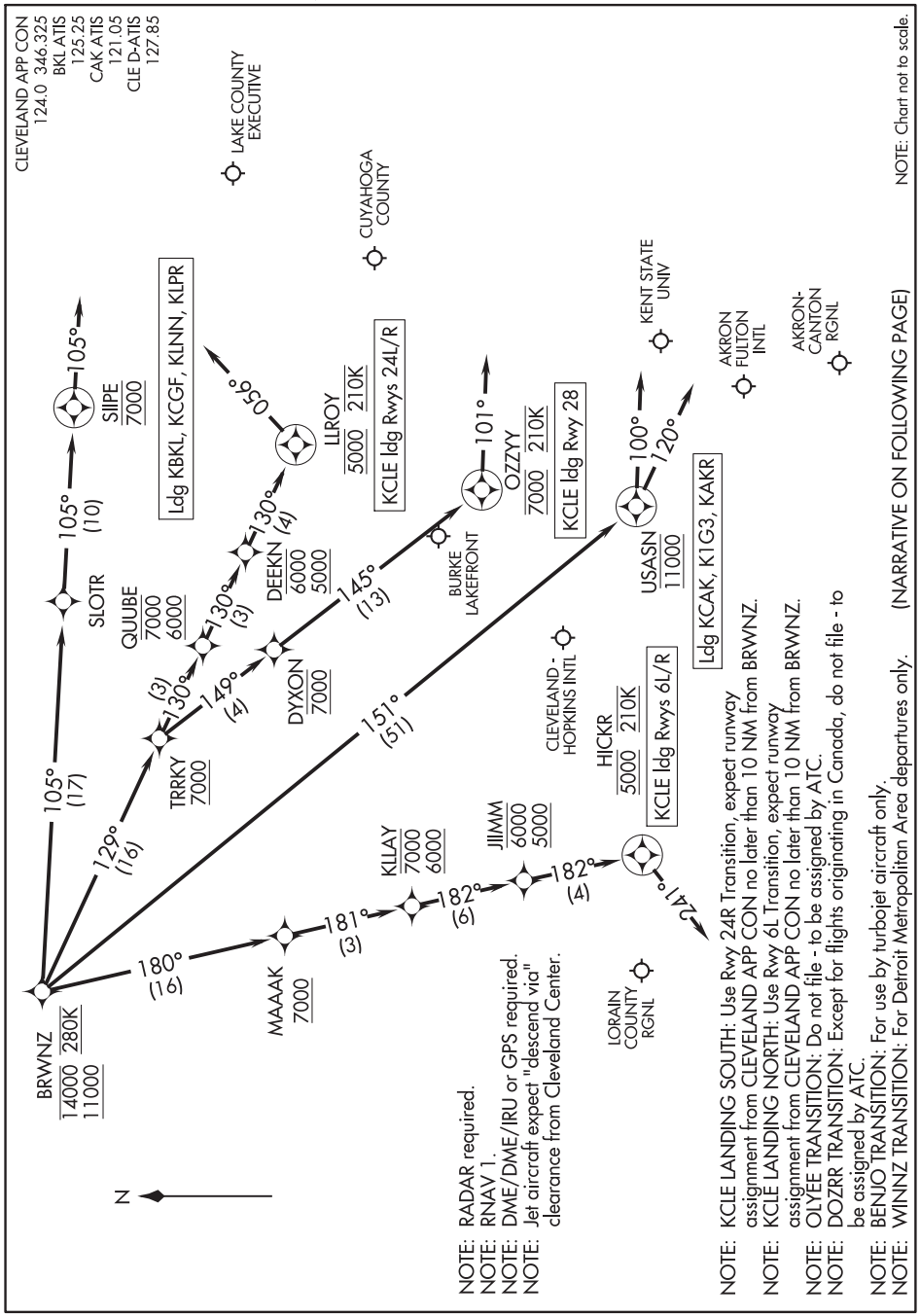
BRWNZ THREE ARRIVAL (RNAV) Transition Routes

CLEVELAND, OHIO

(BRWNZ.BRWNZ3) 26MAR20

# BRWNZ THREE ARRIVAL (RNAV) Arrival Routes

CLEVELAND, OHIO



ARRIVAL ROUTE DESCRIPTION

LANDING KCLE RUNWAYS 6L/R: From BRWNZ on track 180° to cross MAAAK at or above 7000, then on track 181° to cross KLLAY between 6000 and 7000, then on track 182° to cross JIIMM between 5000 and 6000, then on track 182° to cross HICKR at 5000 and at 210K, then on heading 241° or as assigned by ATC. Expect ILS, RNAV (RNP), or RNAV (GPS) approach from HICKR, or RADAR vectors to final approach course.

LANDING KCLE RUNWAYS 24L/R: From BRWNZ on track 129° to cross TRRKY at or above 7000, then on track 130° to cross QUUBE between 6000 and 7000, then on track 130° to cross DEEKN between 5000 and 6000, then on track 130° to cross LLROY at 5000 and at 210K, then on heading 056° or as assigned by ATC. Expect ILS, RNAV (RNP), or RNAV (GPS) approach from LLROY, or RADAR vectors to final approach course.

LANDING KCLE RUNWAY 28: From BRWNZ on track 129° to cross TRRKY at or above 7000, then on track 149° to cross DYXON at 7000, then on track 145° to cross OZZYY at 7000 and at 210K, then on heading 101° or as assigned by ATC. Expect RADAR vectors to final approach course.

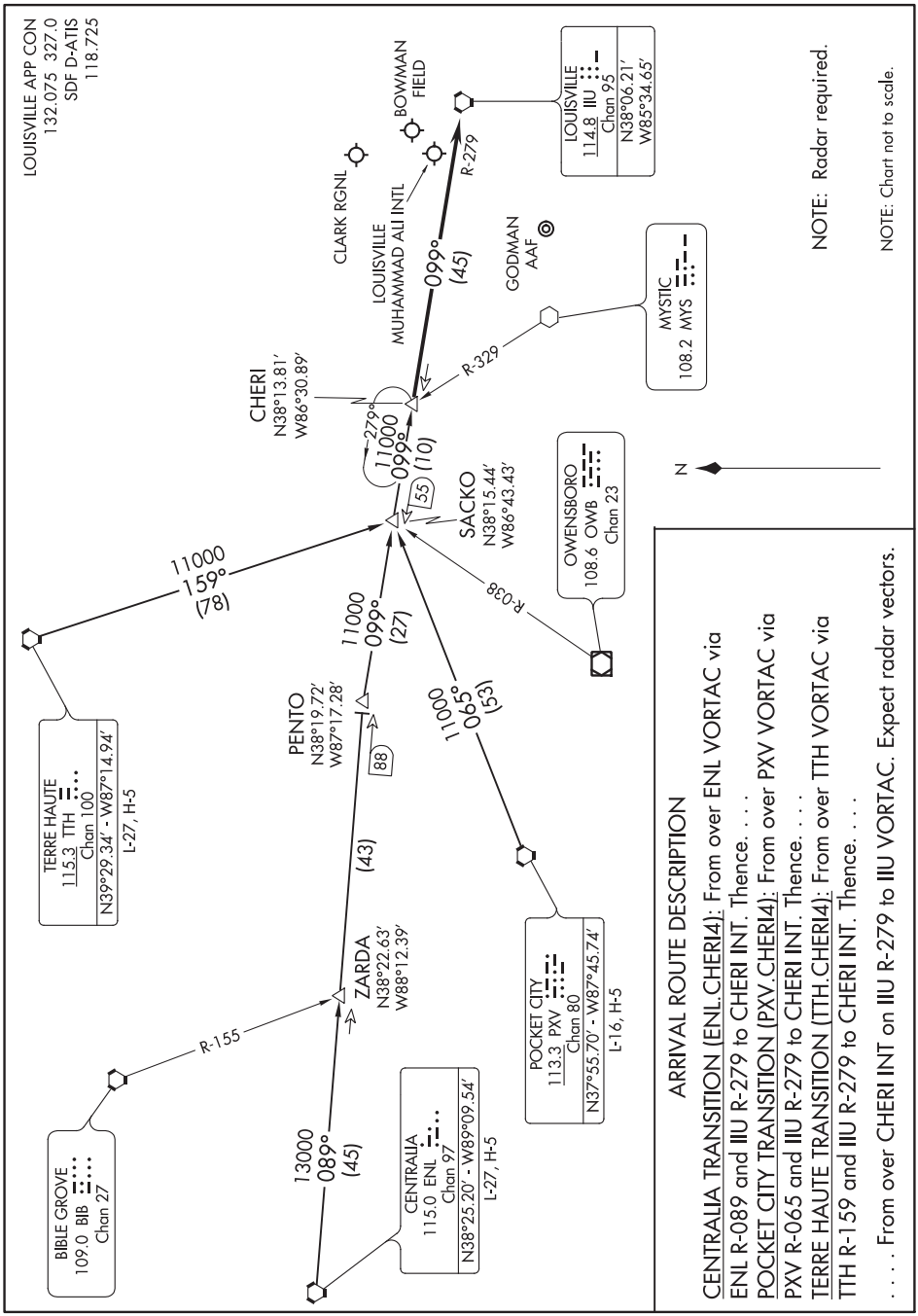
LANDING K1G3/KAKR: From BRWNZ on track 151° to cross USASN at 11000, then on track 100°. Expect RADAR vectors to final approach course.

LANDING KLPR/KLNN/KCGF/KBKL: From BRWNZ on track 105° to SLOTR, then on track 105° to cross SIIPE at 7000, then on track 105°. Expect RADAR vectors to final approach course.

LANDING KCAK: From BRWNZ on track 151° to cross USASN at 11000, then on track 120°. Expect RADAR vectors to final approach course.

# CHERI FOUR ARRIVAL

LOUISVILLE, KENTUCKY

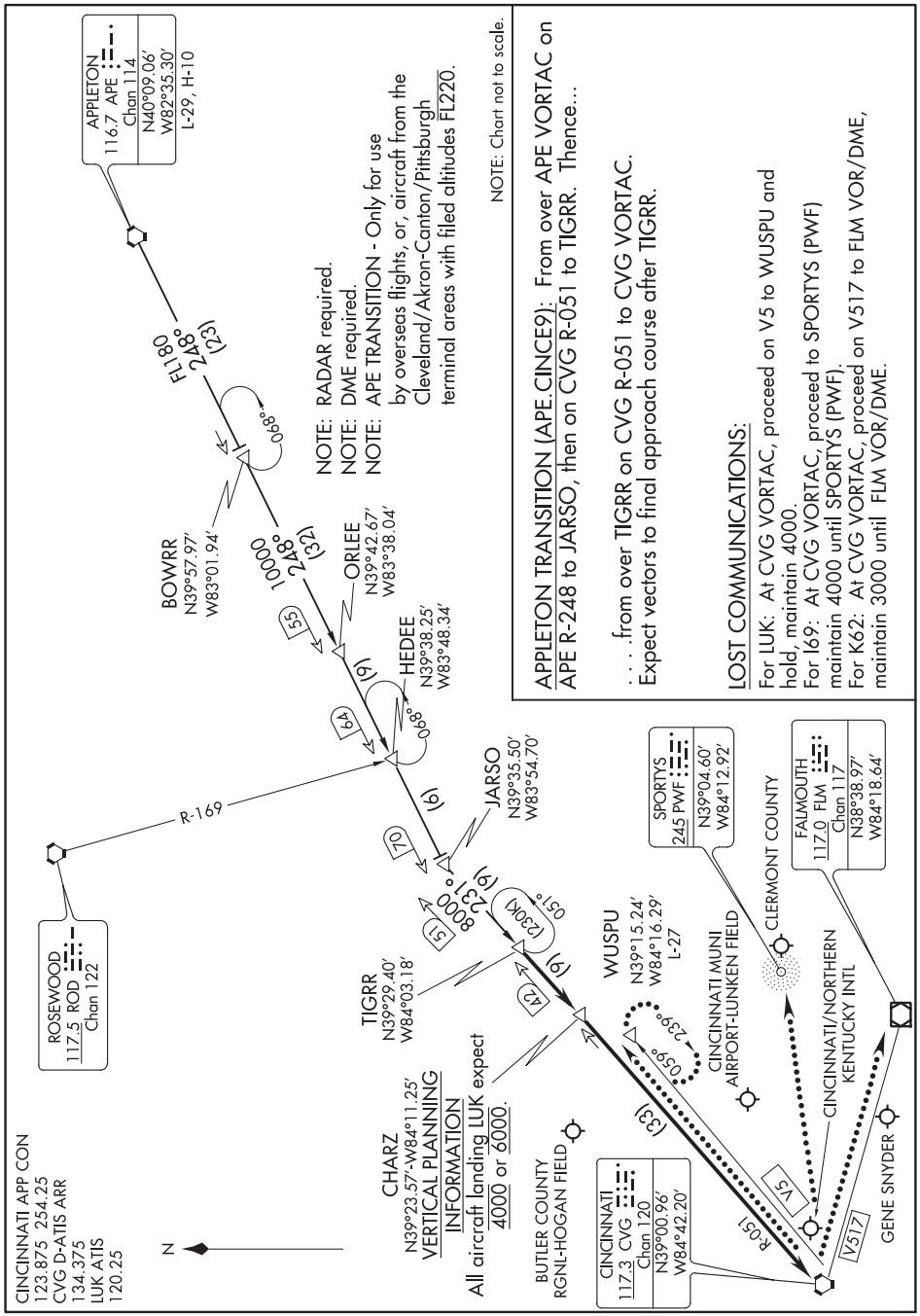


(TIGRR.CINCE9) 20198

AL-655 (FAA)

# CINCE NINE ARRIVAL

CINCINNATI, OHIO



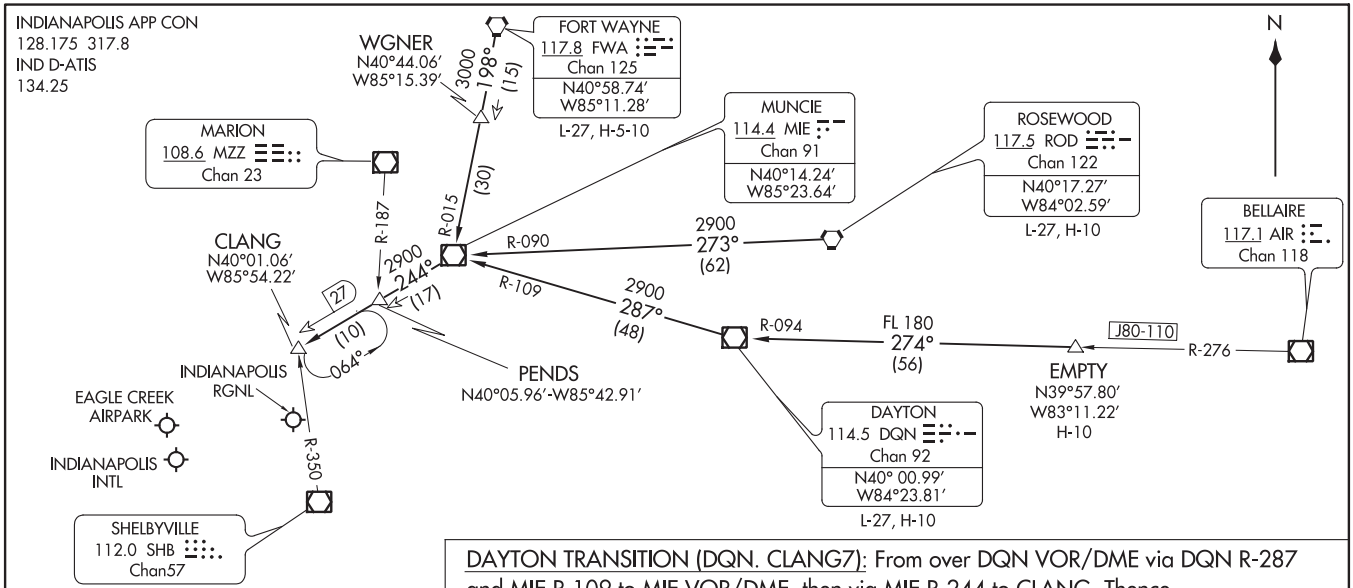

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

CINCE NINE ARRIVAL

CINCINNATI, OHIO

(TIGRR.CINCE9) 05DEC19




DAYTON TRANSITION (DQN. CLANG7): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG. Thence....
EMPTY TRANSITION (EMPTY.CLANG7): From over EMPTY via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG. Thence....
FORT WAYNE TRANSITION (FWA.CLANG7): From over FWA VORTAC via FWA R-198 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG. Thence....
ROSEWOOD TRANSITION (ROD.CLANG7): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG. Thence....
....From over CLANG, expect vectors to final approach course.

LOST COMMUNICATIONS:

LANDING IND: In the event of lost communication prior to runway assignment, execute the ILS Runway 23R approach.

NOTE: Radar required.

NOTE: Chart not to acale.



EC-2, 05 NOV 2020 to 31 DEC 2020

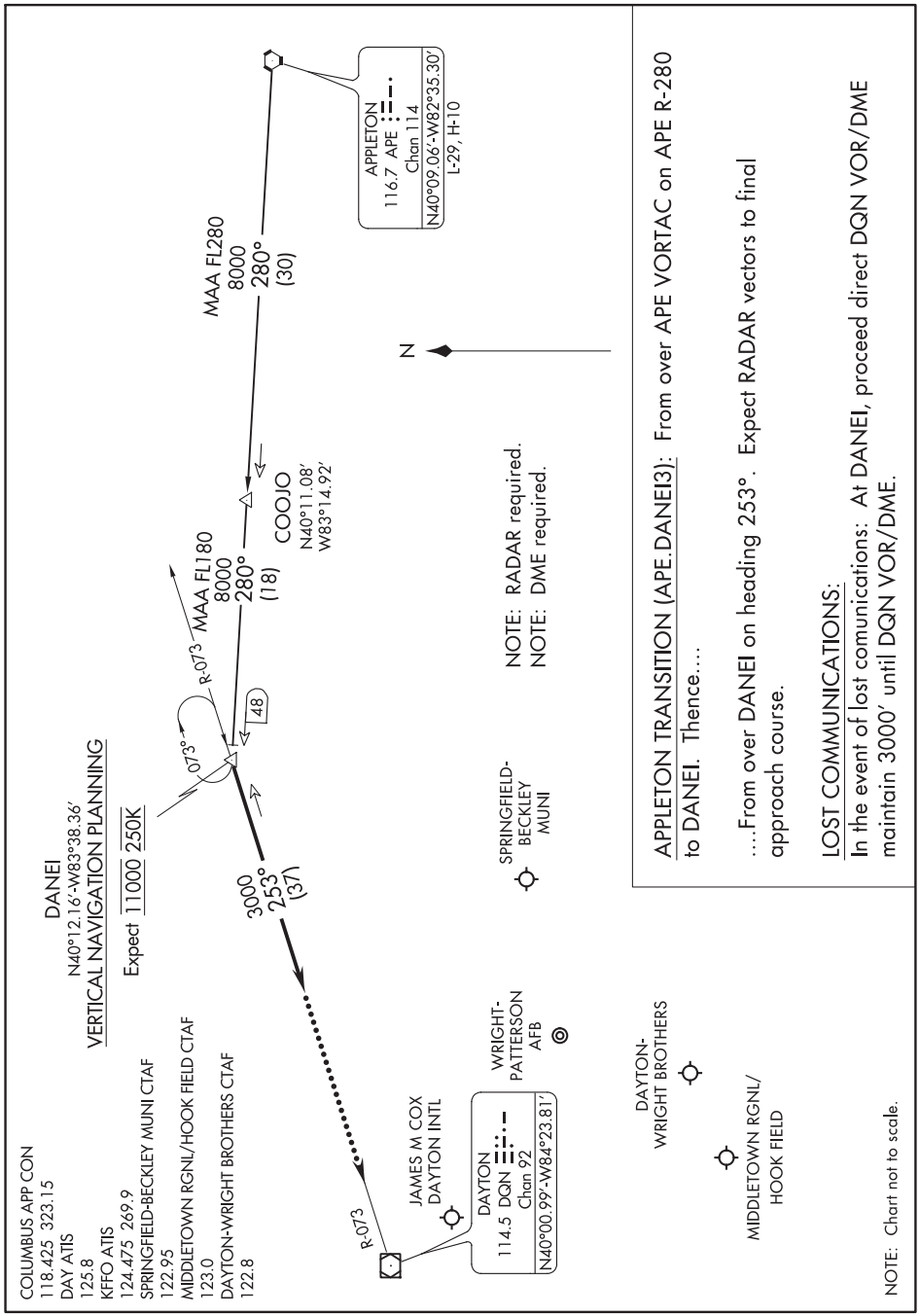
CLANG SEVEN ARRIVAL
(CLANG.CLANG7) 27APR17
INDIANAPOLIS, INDIANA

(APE.DANEI3) 20198

# DANEI THREE ARRIVAL

AL-107 (FAA)

DAYTON, OHIO




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

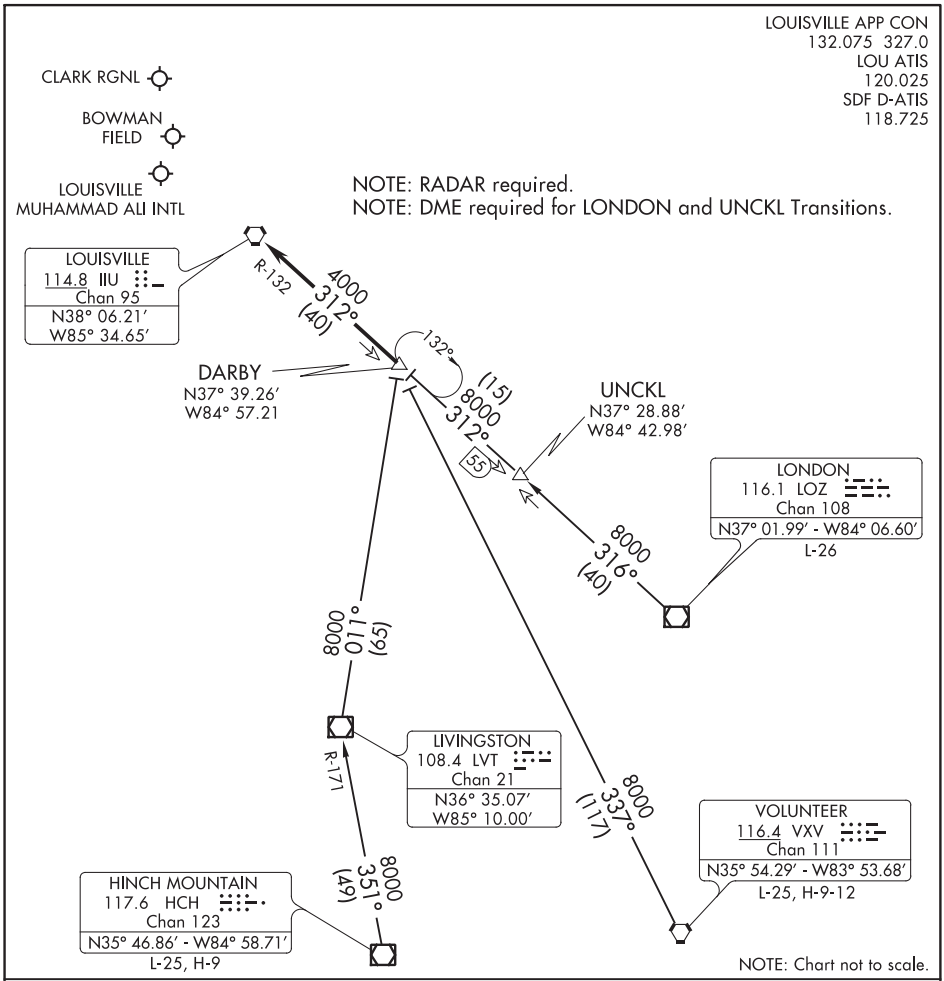
DANEI THREE ARRIVAL

DAYTON, OHIO

(APE.DANEI3) 10OCT19

# DARBY SEVEN ARRIVAL

LOUISVILLE, KENTUCKY




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

## ARRIVAL ROUTE DESCRIPTION

HINCH MOUNTAIN TRANSITION (HINCH.DARBY7): From over HCH VOR/DME via HCH R-351 and LVT R-171 to LVT VOR/DME, then via LVT R-011 to DARBY INT. Thence. . . .
LONDON TRANSITION (LOZ.DARBY7): From over LOZ VOR/DME via LOZ R-316 to UNCKL INT, then via IIU R-132 to DARBY INT. Thence. . . .
UNCKL TRANSITION (UNCKL.DARBY7): From over UNCKL INT via IIU R-132 to DARBY INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.DARBY7): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . . .

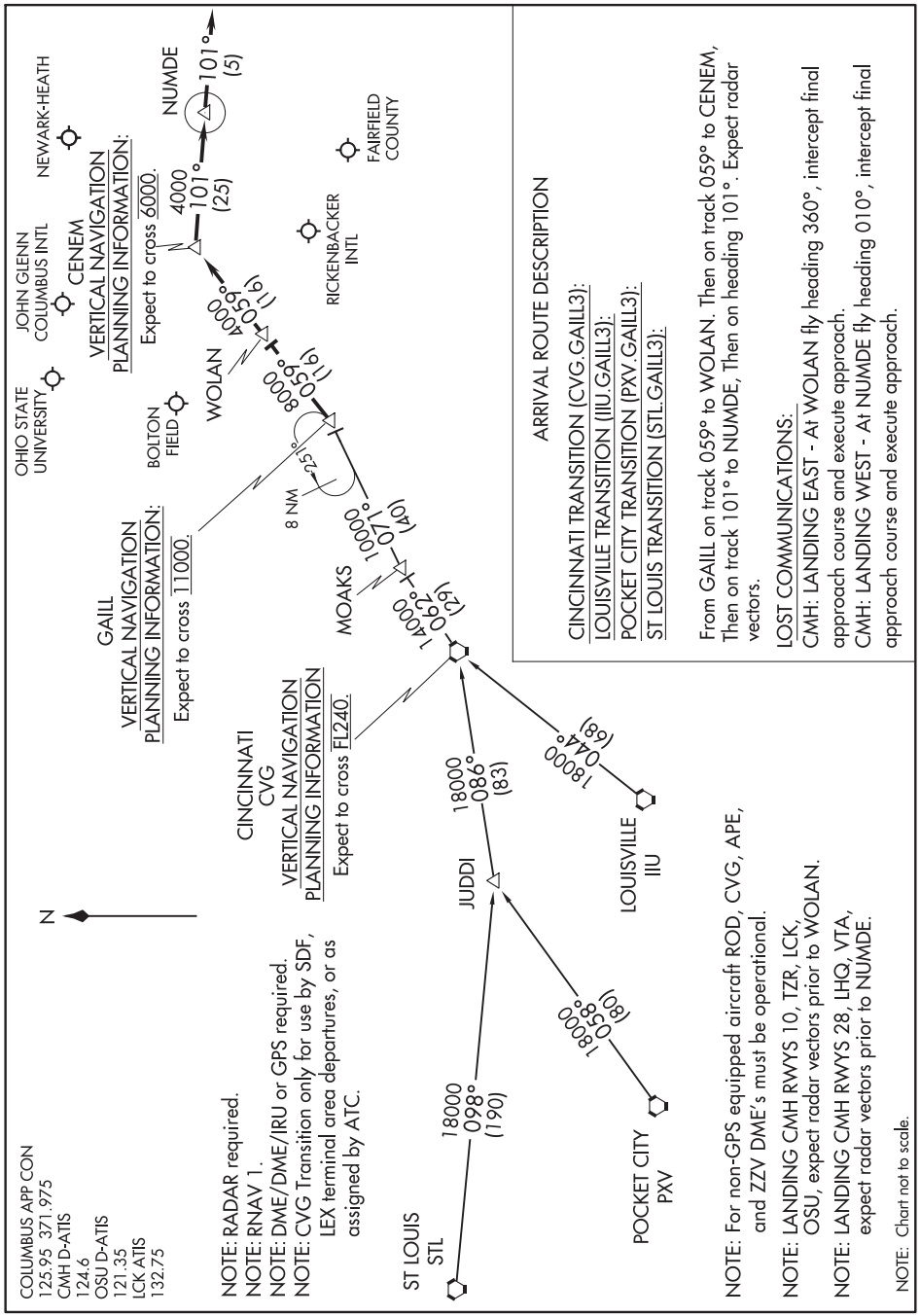
. . . . from DARBY INT on IIU R-132 to IIU VORTAC. Expect radar vectors to final course.

DARBY SEVEN ARRIVAL

LOUISVILLE, KENTUCKY

# GAILL THREE ARRIVAL(RNAV)

COLUMBUS, OHIO



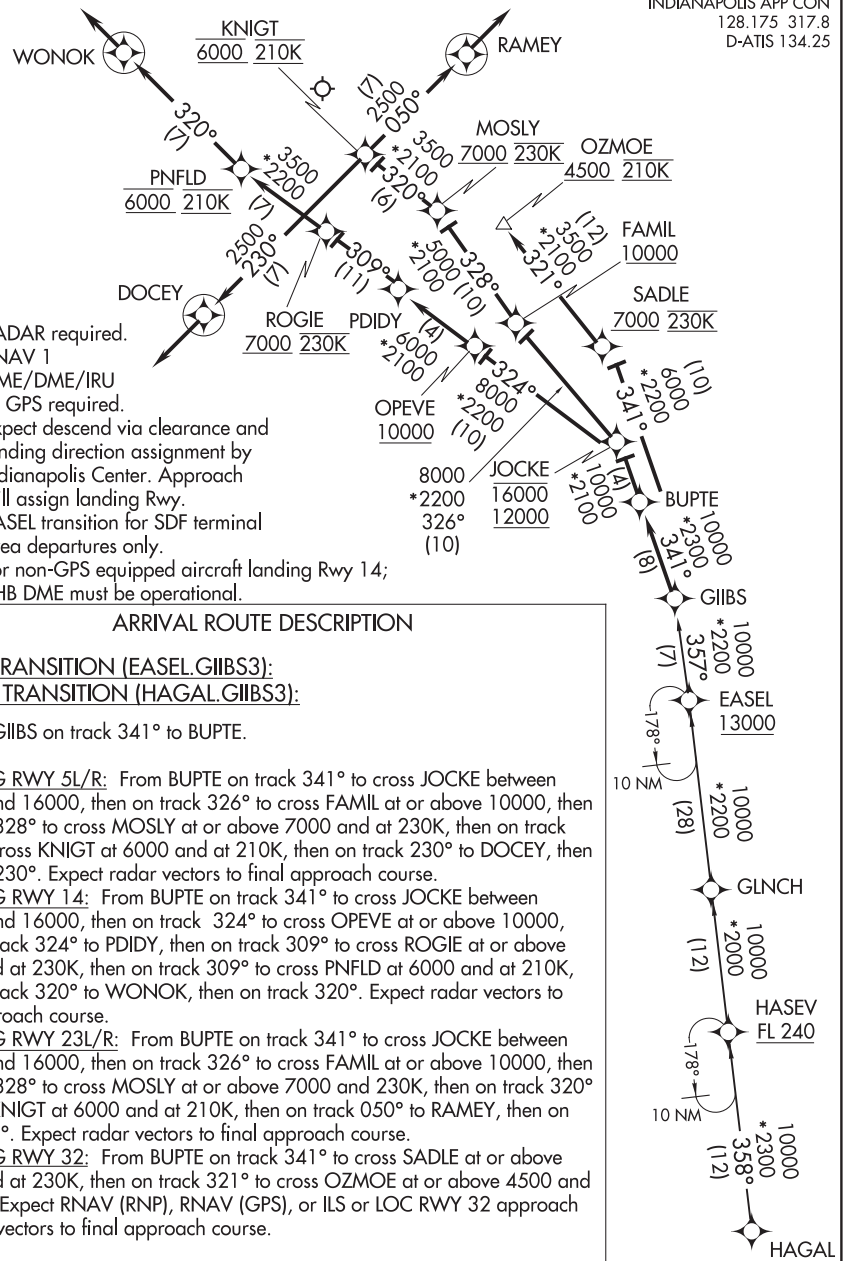


EC-2, 05 NOV 2020 to 31 DEC 2020

GAILL THREE ARRIVAL(RNAV)
COLUMBUS, OHIO

# GIIBS THREE ARRIVAL (RNAV)

INDIANAPOLIS APP CON
128.175 317.8
D-ATIS 134.25




NOTE: RADAR required.
NOTE: RNAV 1
NOTE: DME/DME/IRU or GPS required.
NOTE: Expect descend via clearance and landing direction assignment by Indianapolis Center. Approach will assign landing Rwy.
NOTE: EASEL transition for SDF terminal area departures only.
NOTE: For non-GPS equipped aircraft landing Rwy 14; SHB DME must be operational.

## ARRIVAL ROUTE DESCRIPTION

EASEL TRANSITION (EASEL.GIIBS3):
HAGAL TRANSITION (HAGAL.GIIBS3):

....From GIIBS on track 341° to BUPTE.

LANDING RWY 5L/R: From BUPTE on track 341° to cross JOCKE between 12000 and 16000, then on track 326° to cross FAMIL at or above 10000, then on track 328° to cross MOSLY at or above 7000 and at 230K, then on track 320° to cross KNIGT at 6000 and at 210K, then on track 230° to DOCEY, then on track 230°. Expect radar vectors to final approach course.
LANDING RWY 14: From BUPTE on track 341° to cross JOCKE between 12000 and 16000, then on track 324° to cross OPEVE at or above 10000, then on track 324° to PDIDY, then on track 309° to cross ROGIE at or above 7000 and at 230K, then on track 309° to cross PNFLD at 6000 and at 210K, then on track 320° to WONOK, then on track 320°. Expect radar vectors to final approach course.
LANDING RWY 23L/R: From BUPTE on track 341° to cross JOCKE between 12000 and 16000, then on track 326° to cross FAMIL at or above 10000, then on track 328° to cross MOSLY at or above 7000 and 230K, then on track 320° to cross KNIGT at 6000 and at 210K, then on track 050° to RAMEY, then on track 050°. Expect radar vectors to final approach course.
LANDING RWY 32: From BUPTE on track 341° to cross SADLE at or above 7000 and at 230K, then on track 321° to cross OZMOE at or above 4500 and at 210K. Expect RNAV (RNP), RNAV (GPS), or ILS or LOC RWY 32 approach or radar vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment, execute ILS or LOC Rwy 23R approach.

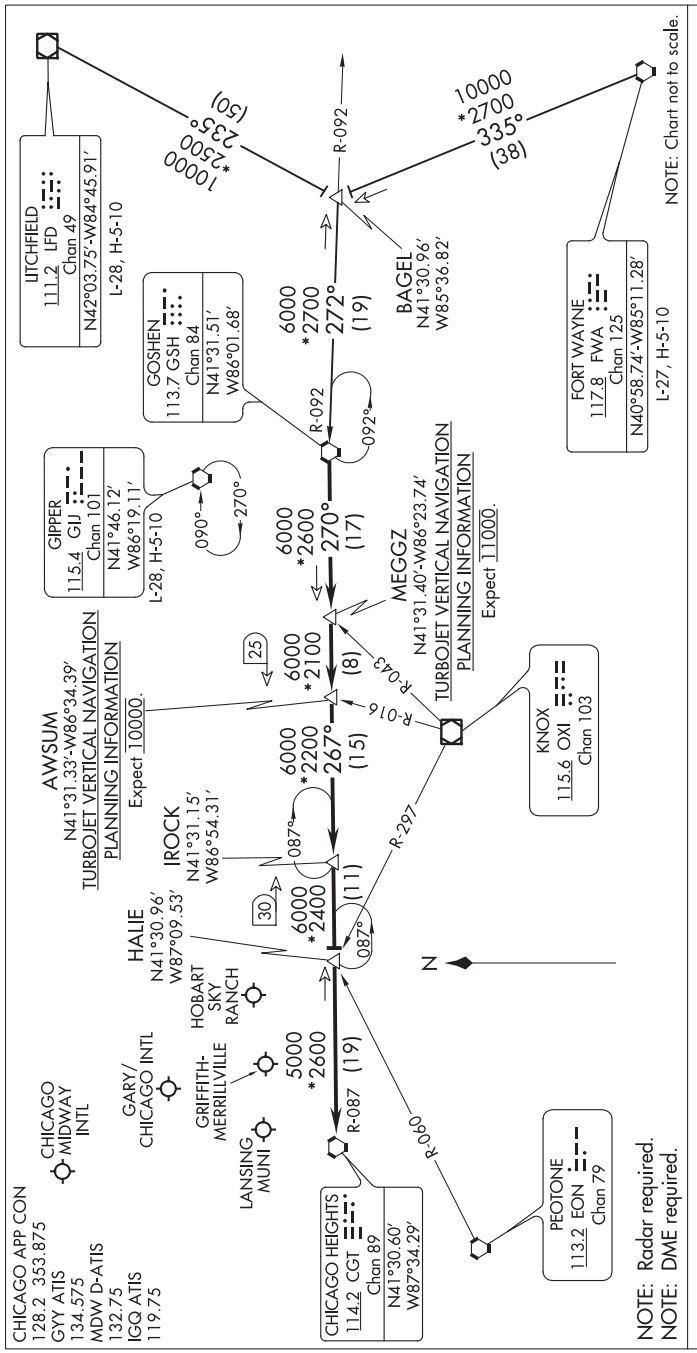
NOTE: Chart not to scale.

(GSH.GSH7) 20310

# GOSHEN SEVEN ARRIVAL

AL-81 (FAA)

CHICAGO, ILLINOIS




CHICAGO APP CON
128.2 353.875
GYY ATIS
134.575
MDW D-ATIS
132.75
IGQ ATIS
119.75

NOTE: Radar required.
NOTE: DME required.

## ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.GSH7): From over FWA VORTAC on FWA R-335 to BAGEL then on GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION (LFD.GSH7): From over LFD VOR/DME on LFD R-235 to BAGEL then on GSH R-092 to GSH VORTAC. Thence....

....From over GSH VORTAC on GSH R-270 to MEGGZ, then on GSH R-270 to AWSUM, then on GSH R-270 and CGT R-087 to IROCK, then on CGT R-087 to HALIE INT, then on CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.



EC-2, 05 NOV 2020 to 31 DEC 2020

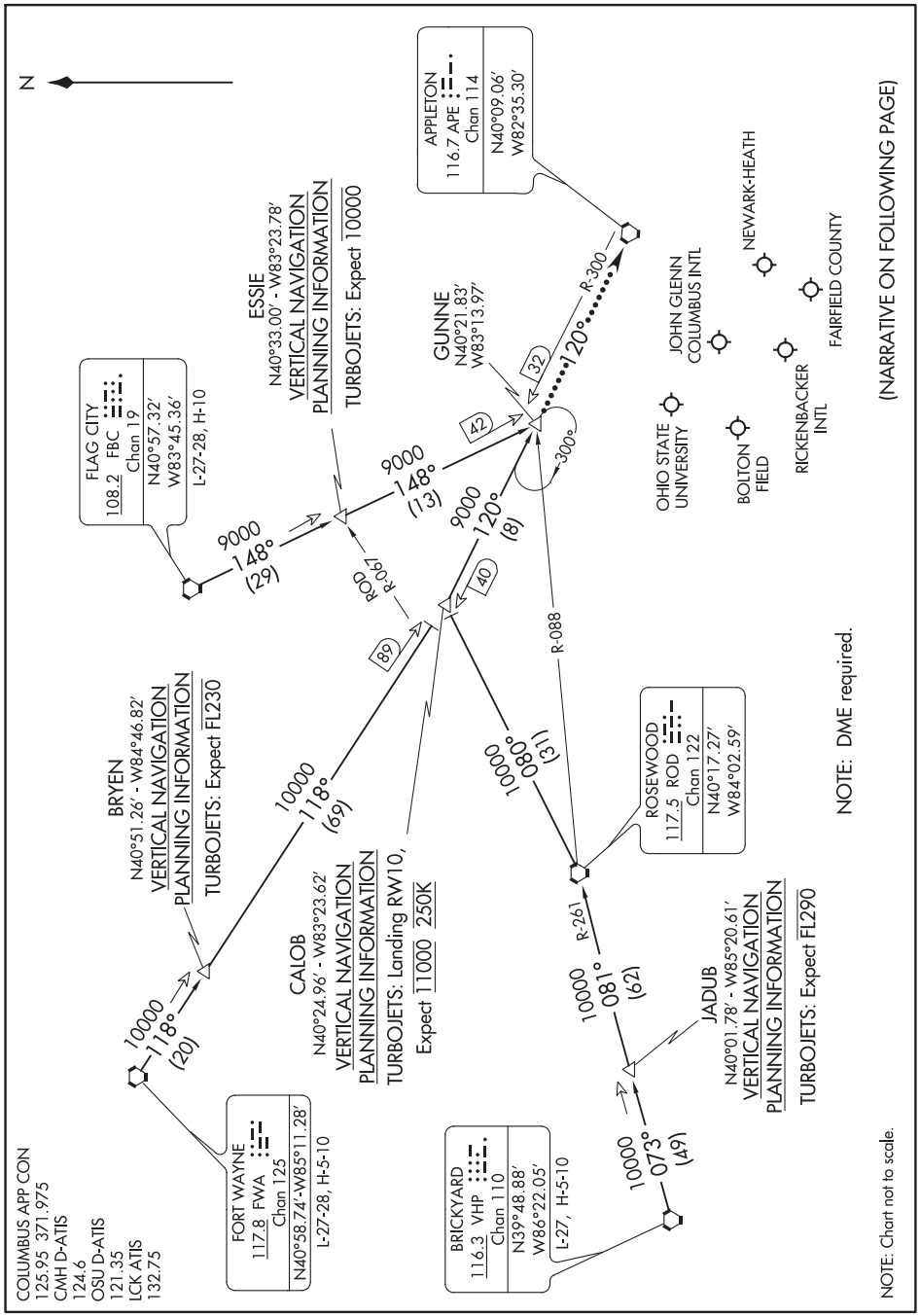
GOSHEN SEVEN ARRIVAL

CHICAGO, ILLINOIS

(GSH.GSH7) 27APR17

# GUNNE FOUR ARRIVAL

COLUMBUS, OHIO



ARRIVAL ROUTE DESCRIPTION

BRICKYARD TRANSITION (VHP.GUNNE4): From over VHP VORTAC on VHP R-073 to JADUB, then on ROD R-261 to ROD VORTAC, then on ROD R-080 to CALOB, then on APE R-300 to GUNNE. Thence. . . .

FLAG CITY TRANSITION (FBC.GUNNE4): From over FBC VORTAC on FBC R-148 to GUNNE. Thence. . . .

FORT WAYNE TRANSITION (FWA.GUNNE4): From over FWA VORTAC on FWA R-118 to CALOB, then on APE R-300 to GUNNE. Thence. . . .

. . . .from over GUNNE, expect radar vectors to final approach course.

LOST COMMUNICATION PROCEDURE:

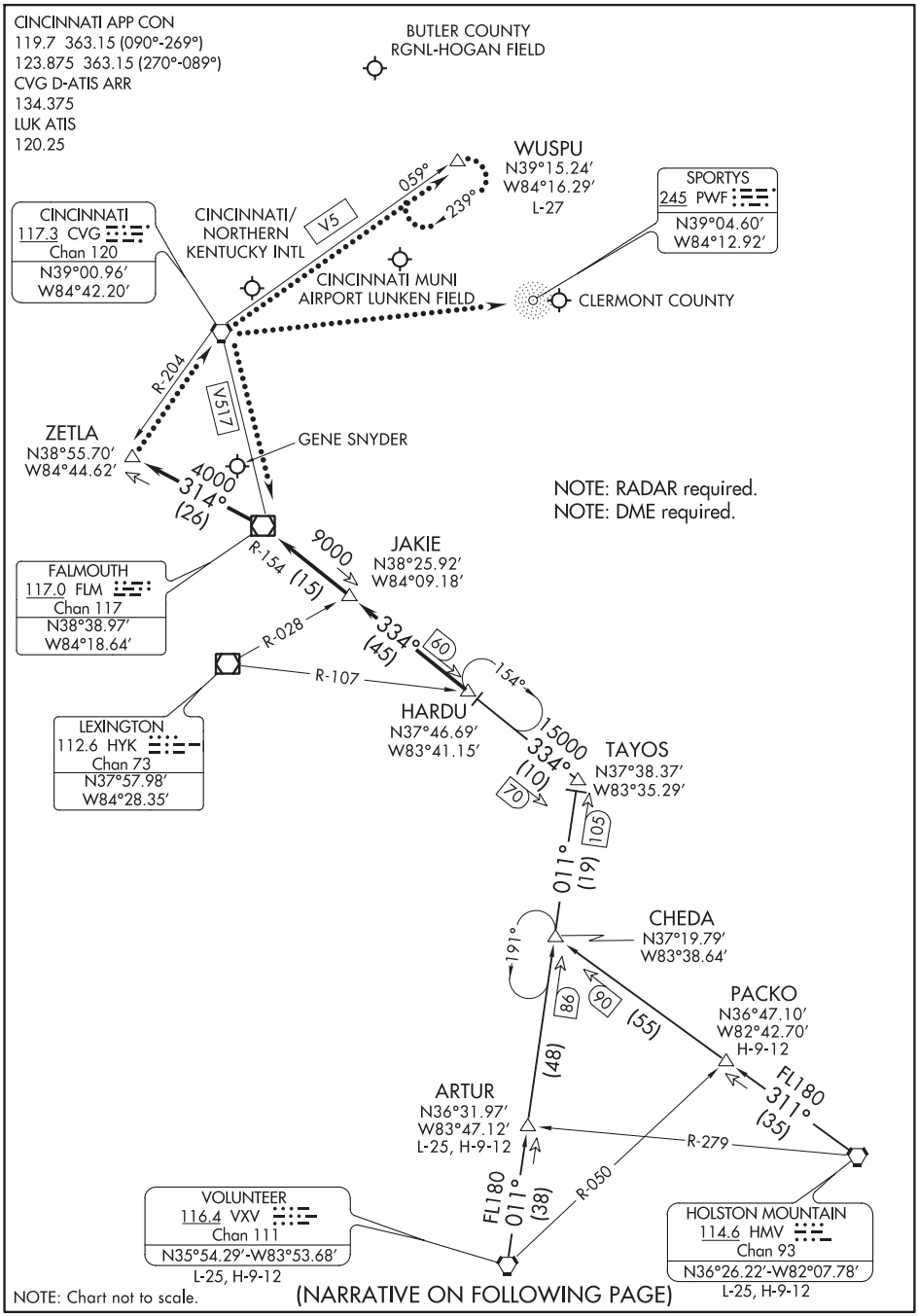
In the event of lost communications: For all airports - From GUNNE direct APE VORTAC, maintain 4000 until APE VORTAC.

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# HARDU FIVE ARRIVAL

CINCINNATI, OHIO




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

HARDU FIVE ARRIVAL

CINCINNATI, OHIO

ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU5): From over HMV VORTAC on HMV R-311 to CHEDA, then on VXV R-011 to TAYOS, then on FLM R-154 to HARDU. Thence . . .

VOLUNTEER TRANSITION (VXV.HARDU5): From over VXV VORTAC on VXV R-011 to TAYOS, then on FLM R-154 to HARDU. Thence . . .

. . . from over HARDU on FLM VOR/DME R-154 to FLM VOR/DME, then FLM R-314 to ZETLA. Expect vectors to final approach course after JAKIE.

LOST COMMUNICATIONS

For LUK: At ZETLA, proceed to CVG VORTAC then on V5 to WUSPU and hold, maintain 4000.

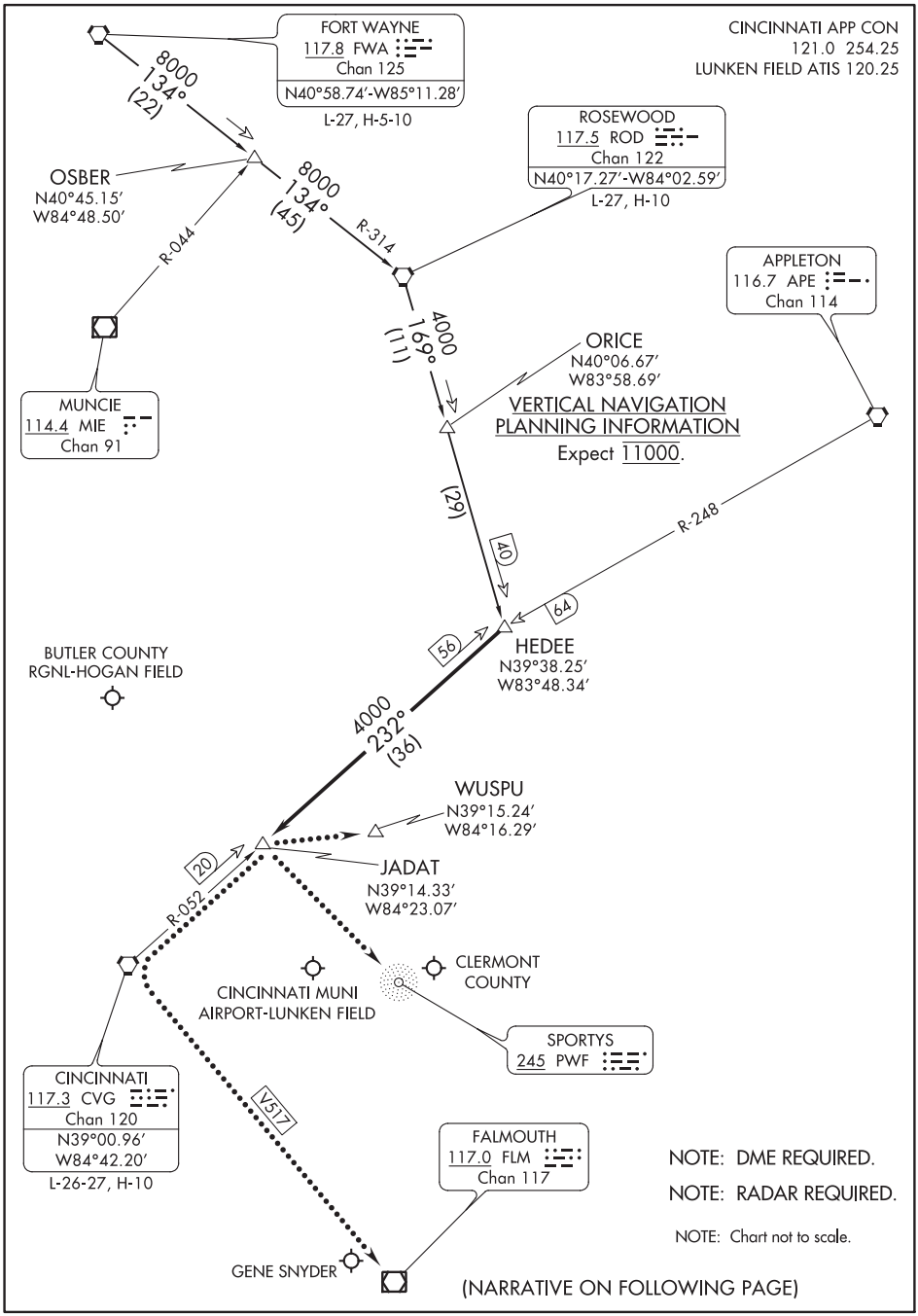
For HAO: At ZETLA, proceed to CVG VORTAC. Maintain 3000 until CVG VORTAC.

For I69: At ZETLA, proceed to CVG VORTAC then to SPORTYS (PWF). Maintain 4000 until SPORTYS (PWF).

For K62: At ZETLA, proceed to CVG VORTAC then on V517 to FLM VOR/DME. Maintain 3000 until FLM VOR/DME.

# HEDEE FOUR ARRIVAL

CINCINNATI, OHIO




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

HEDEE FOUR ARRIVAL

CINCINNATI, OHIO

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE4): From over FWA VORTAC via FWA R-134 to OSBER, then via FWA R-134 and ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE4): From over ROD VORTAC via ROD R-169 to HEDEE. Thence. . . .

. . . .From over HEDEE on CVG R-052 (MEA 4000) to JADAT, expect radar vectors to final approach course at JADAT.

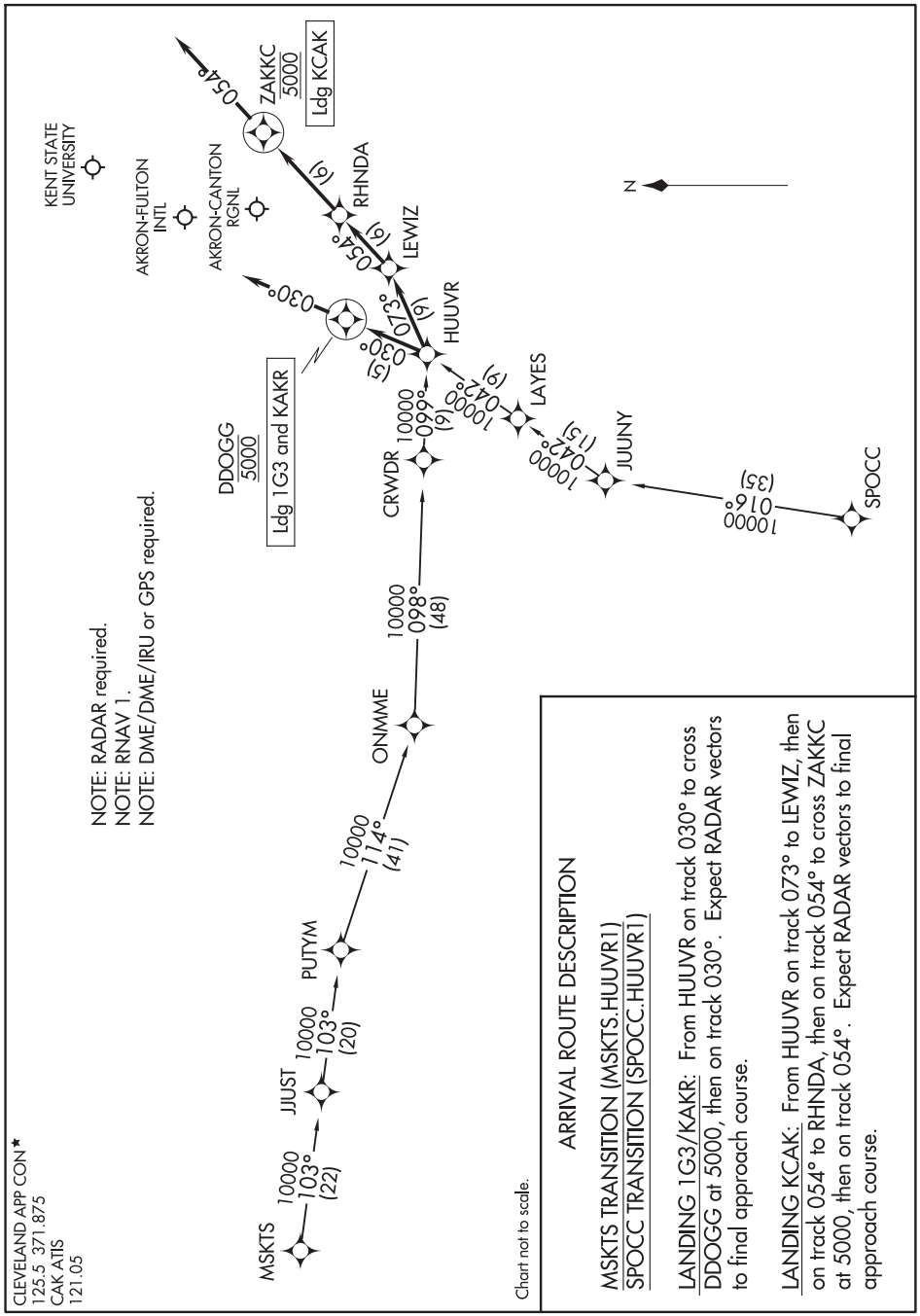
LOST COMMUNICATION PROCEDURE

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, turn right to intercept CVG VORTAC R-059 to WUSPU and hold, maintain 4000.
CLERMONT COUNTY - At JADAT, proceed to SPORTYS (PWF) NDB, maintain 4000 until SPORTYS (PWF) NDB.
GENE SNYDER - At JADAT, proceed to CVG VORTAC then on V517 to FLM VOR/DME, maintain 4000 until FLM VOR/DME.

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# HUUVR ONE ARRIVAL (RNAV)

AKRON, OHIO




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

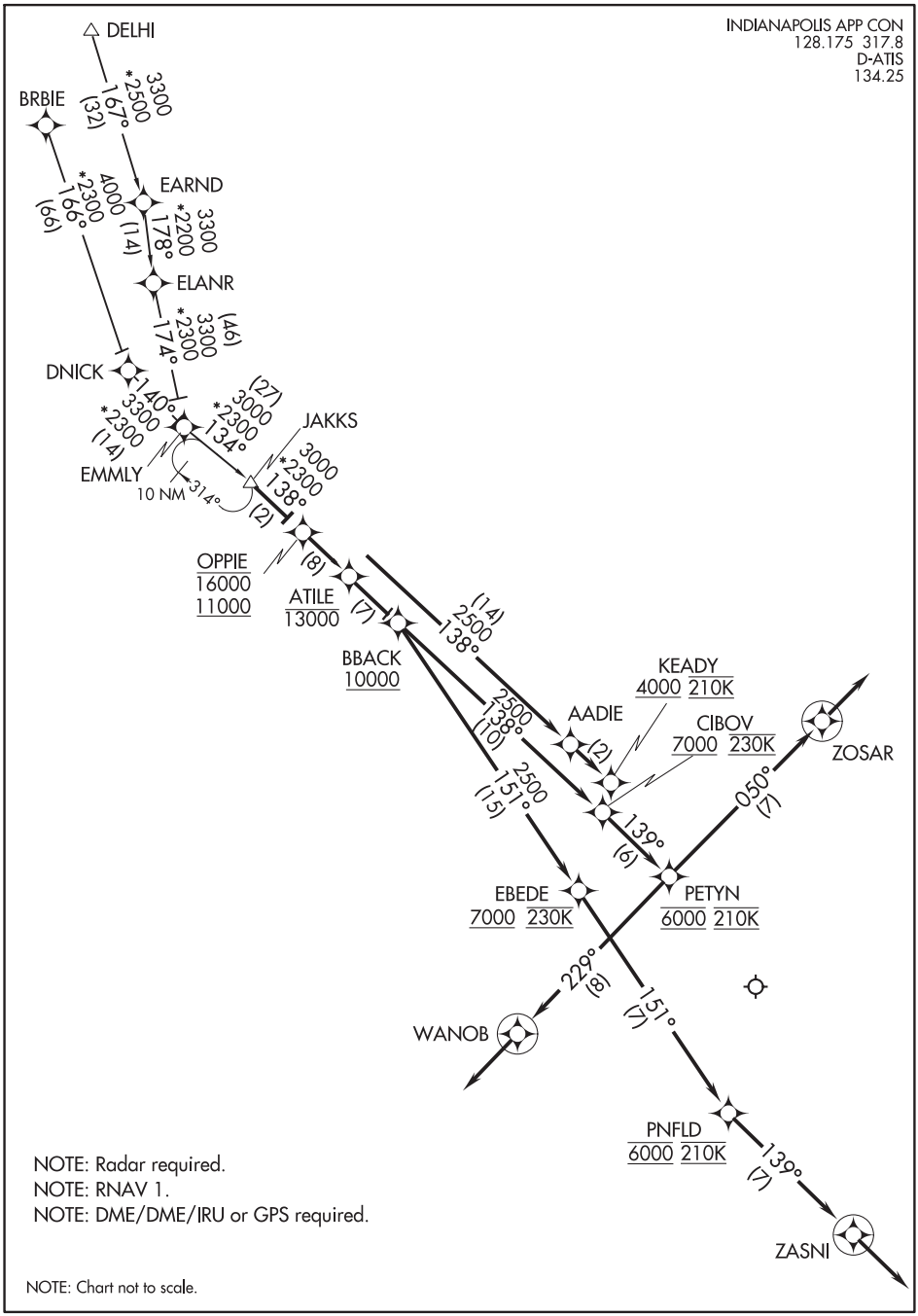
HUUVR ONE ARRIVAL (RNAV)

AKRON, OHIO

(JAKKS.JAKKS2) 17173 AL-203 (FAA)

# JAKKS TWO ARRIVAL (RNAV)

INDIANAPOLIS INTL (IND)
INDIANAPOLIS, INDIANA




NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ARRIVAL ROUTE DESCRIPTION

BRBIE TRANSITION (BRBIE.JAKKS2):
DELHI TRANSITION (DELHI.JAKKS2):
ELANR TRANSITION (ELANR.JAKKS2):

From JAKKS on track 138° to cross OPPIE between 11000 and 16000, then on track 138° to cross ATILE at or below 13000.

LANDING RWY 5L/R: From ATILE on track 138° to cross BBACK at or above 10000, then on track 138° to cross CIBOV at or above 7000 and at 230K, then on track 139° to cross PETYN at 6000 and at 210K, then on track 229° to WANOB, then on track 229°. Expect radar vectors to final approach course.

LANDING RWY 14: From ATILE on track 138° to AADIE, then on track 138° to cross KEADY at or above 4000 and at 210K. Expect RNAV (RNP), RNAV (GPS) or ILS or LOC Rwy 14 or radar vectors to final approach course.

LANDING RWY 23L/R: From ATILE on track 138° to cross BBACK at or above 10000, then on track 138° to cross CIBOV at or above 7000 and at 230K, then on track 139° to cross PETYN at 6000 and at 210K, then on track 050° to ZOSAR, then on track 050°. Expect radar vectors to final approach course.

LANDING RWY 32: From ATILE on track 138° to cross BBACK at or above 10000, then on track 151° to cross EBEDE at or above 7000 and at 230K, then on track 151° to cross PNFLD at 6000 and at 210K, then on track 139° to ZASNI, then on track 139°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment, execute ILS or LOC RWY 23R approach.

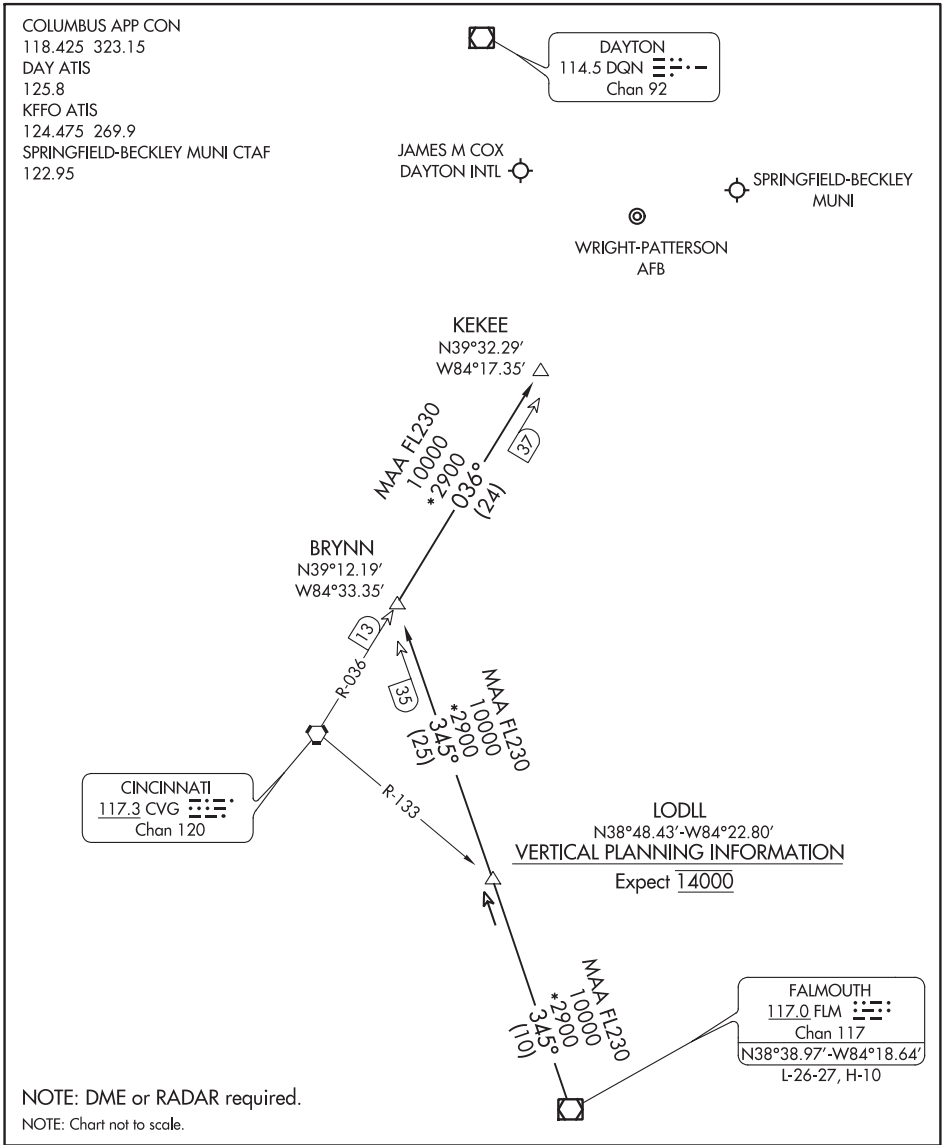

EC-2, 05 NOV 2020 to 31 DEC 2020

(FLM.KEKEE4) 20198

# KEKEE FOUR ARRIVAL

AL-107 (FAA)

DAYTON, OHIO




FALMOUTH TRANSITION (FLM.KEKEE4): From over FLM VOR/DME on FLM R-345 to BRYNN, then on CVG R-036 to KEKEE. Thence....

....from over KEKEE: Expect RADAR vectors to join final approach course.



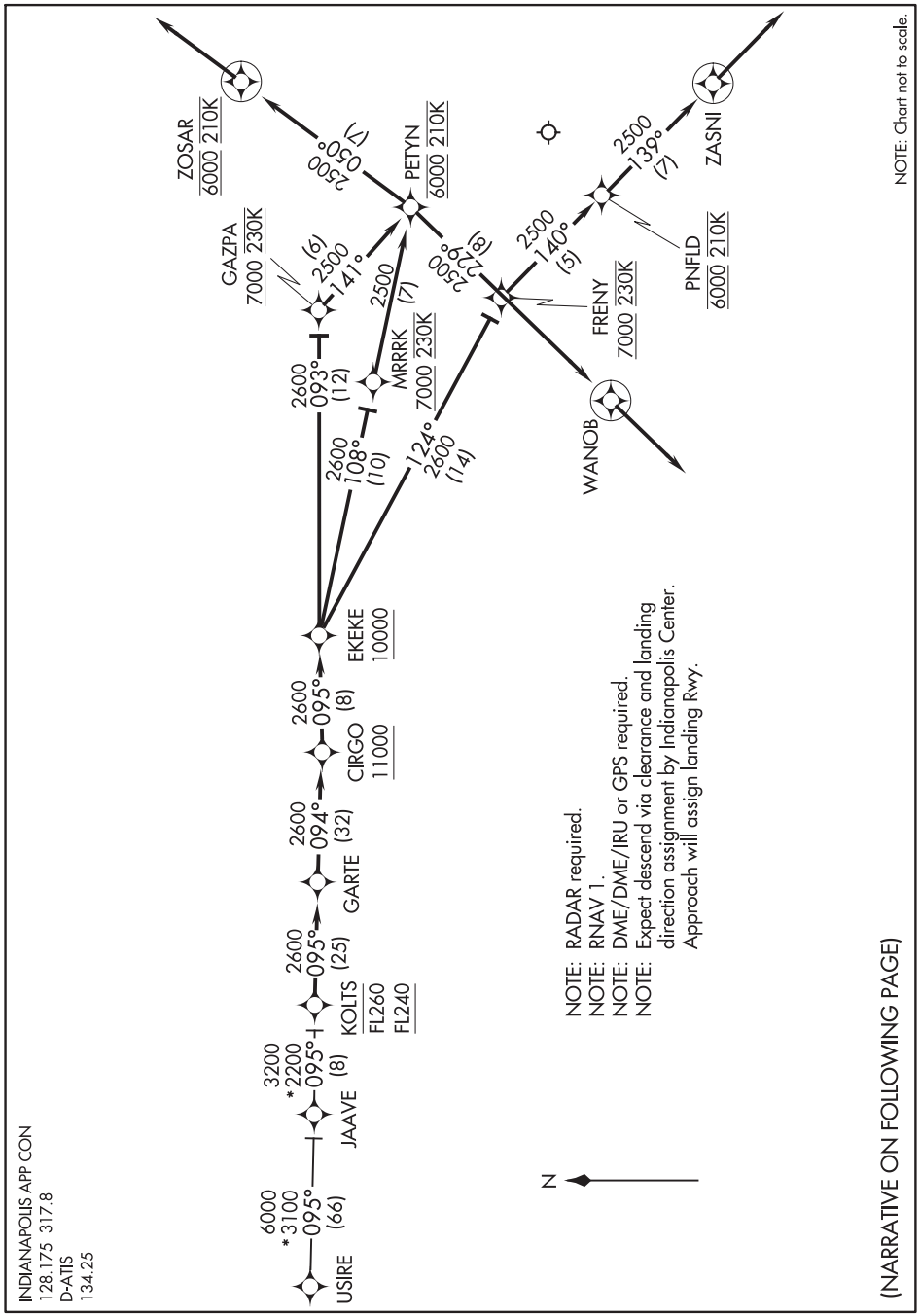
EC-2, 05 NOV 2020 to 31 DEC 2020

KEKEE FOUR ARRIVAL

DAYTON, OHIO

(FLM.KEKEE4) 10OCT19

# KOLTS TWO ARRIVAL (RNAV)



ARRIVAL ROUTE DESCRIPTION

JAAVE TRANSITION (JAAVE.KOLTS2):
USIRE TRANSITION (USIRE.KOLTS2):

From KOLTS on track 095° to GARTE, then on track 094° to cross CIRGO at or above 11000, then on track 095° to cross EKEKE at or above 10000.

LANDING RWYS 5L/R: From EKEKE on track 093° to cross GAZPA at or above 7000 and at 230K, then on track 141° to cross PETYN at 6000 and at 210K, then on track 229° to WANOB, then on track 229°. Expect RADAR vectors to final approach course.

LANDING RWYS 23L/R: From EKEKE on track 108° to cross MRRRK at or above 7000 and at 230K, then on track 108° to cross PETYN at 6000 and at 210K, then on track 050° to cross ZOSAR at 6000 and at 210K, then on track 050°. Expect RADAR vectors to final approach course.

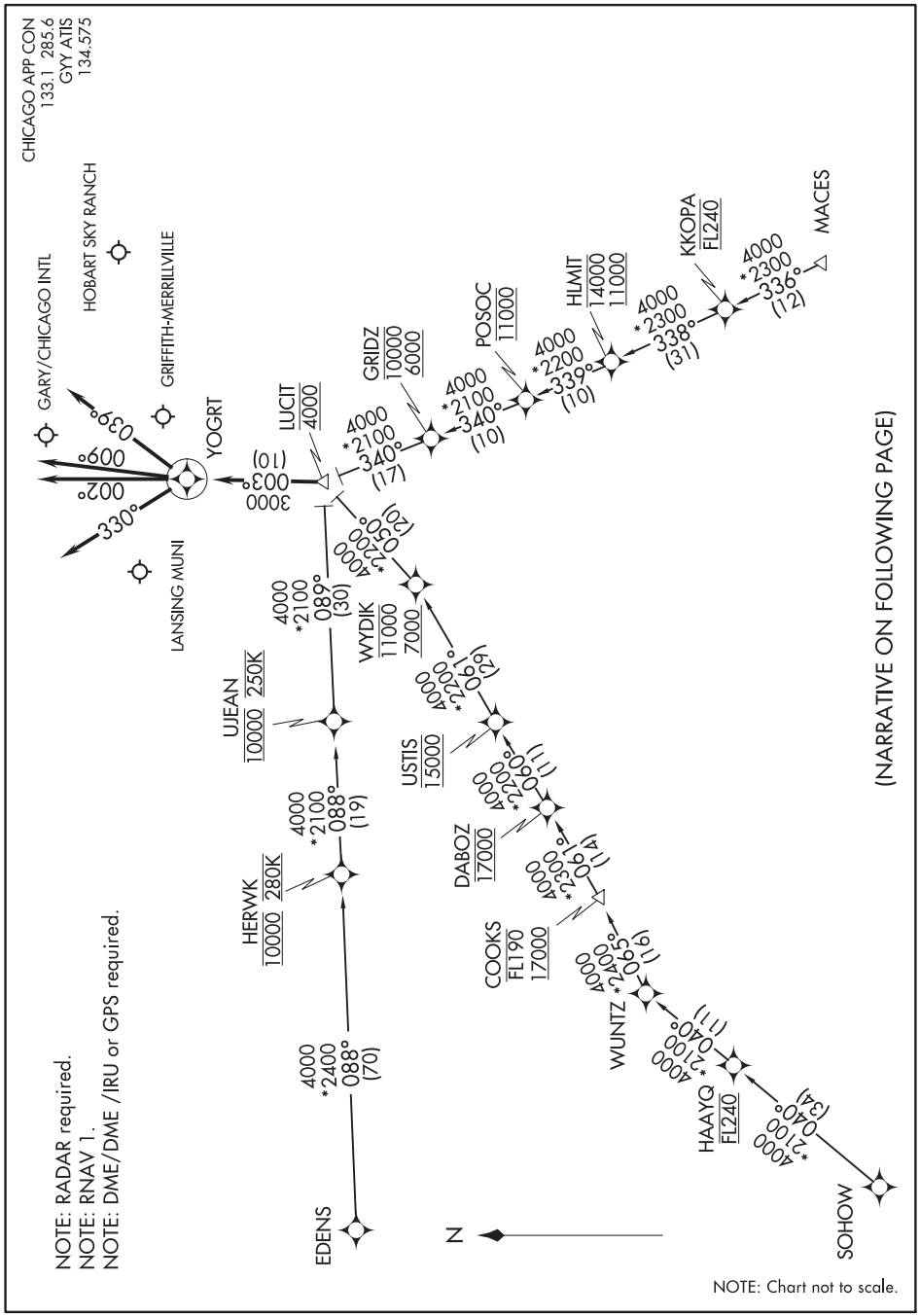
LANDING RWY 32: From EKEKE on track 124° to cross FRENY at or above 7000 and at 230K, then on track 140° to cross PNFLD at 6000 and at 210K, then on track 139° to ZASNI, then on track 139°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment, execute ILS or LOC Rwy 23R approach.


EC-2, 05 NOV 2020 to 31 DEC 2020

# LUCIT ONE ARRIVAL (RNAV)

GARY, INDIANA





EC-2, 05 NOV 2020 to 31 DEC 2020

LUCIT ONE ARRIVAL (RNAV)
GARY, INDIANA

ARRIVAL ROUTE DESCRIPTION

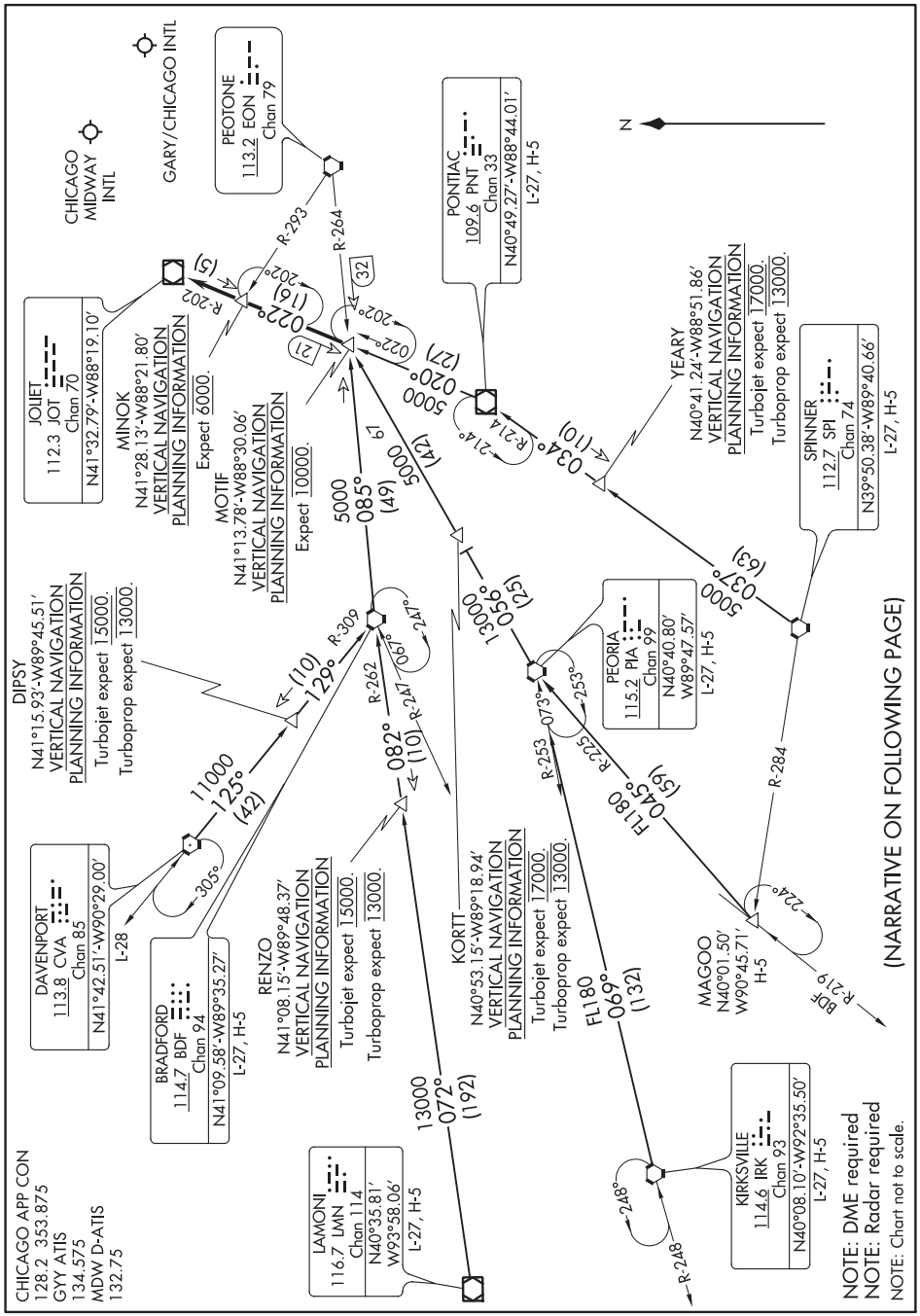
EDENS TRANSITION (EDENS.LUCIT1):
MACES TRANSITION (MACES.LUCIT1):
SOHOW TRANSITION (SOHOW.LUCIT1):

LANDING GRIFFITH MERRILLVILLE:
From LUCIT on track 003° to YOGRT, then on track 009°.
Expect RADAR vectors to final approach course.

LANDING HOBART SKY RANCH:
From LUCIT on track 003° to YOGRT, then on track 039°.
Expect RADAR vectors to final approach course.

LANDING GARY/CHICAGO INTL:
From LUCIT on track 003° to YOGRT, then on track 002°.
Expect RADAR vectors to final approach course.

LANDING LANSING MUNI:
From LUCIT on track 003° to YOGRT, then on track 330°.
Expect RADAR vectors to final approach course.


CHICAGO APP CON
128.2 353.875
GYY ATIS
134.575
MDW D-ATIS
132.75
CHICAGO MIDWAY INTL
GARY/CHICAGO INTL
N
JOLIET
112.3 JOT
Chan 70
N41°32.79'-W88°19.10'
PEOTONE
113.2 EON
Chan 79
PONTIAC
109.6 PNT
Chan 33
N40°49.27'-W88°44.01'
L-27, H-5
MINOK
N41°28.13'-W88°21.80'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 6000.
MOTIF
N41°13.78'-W88°30.06'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 10000.
YEARY
N40°41.24'-W88°51.86'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojet expect 17000.
Turboprop expect 13000.
SPINNER
112.7 SPI
Chan 74
N39°50.38'-W89°40.66'
L-27, H-5
DIPSY
N41°15.93'-W89°45.51'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojet expect 15000.
Turboprop expect 13000.
PEORIA
115.2 PIA
Chan 99
N40°40.80'
W89°47.57'
L-27, H-5
DAVENPORT
113.8 CVA
Chan 85
N41°42.51'-W90°29.00'
L-28
BRADFORD
114.7 BDF
Chan 94
N41°09.58'-W89°35.27'
L-27, H-5
RENZO
N41°08.15'-W89°48.37'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojet expect 15000.
Turboprop expect 13000.
KORTT
N40°53.15'-W89°18.94'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojet expect 17000.
Turboprop expect 13000.
MAGOO
N40°01.50'
W90°45.71'
H-5
KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10'-W92°35.50'
L-27, H-5
LAMONI
116.7 LMN
Chan 114
N40°35.81'
W93°58.06'
L-27, H-5
(NARRATIVE ON FOLLOWING PAGE)
NOTE: DME required
NOTE: Radar required
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

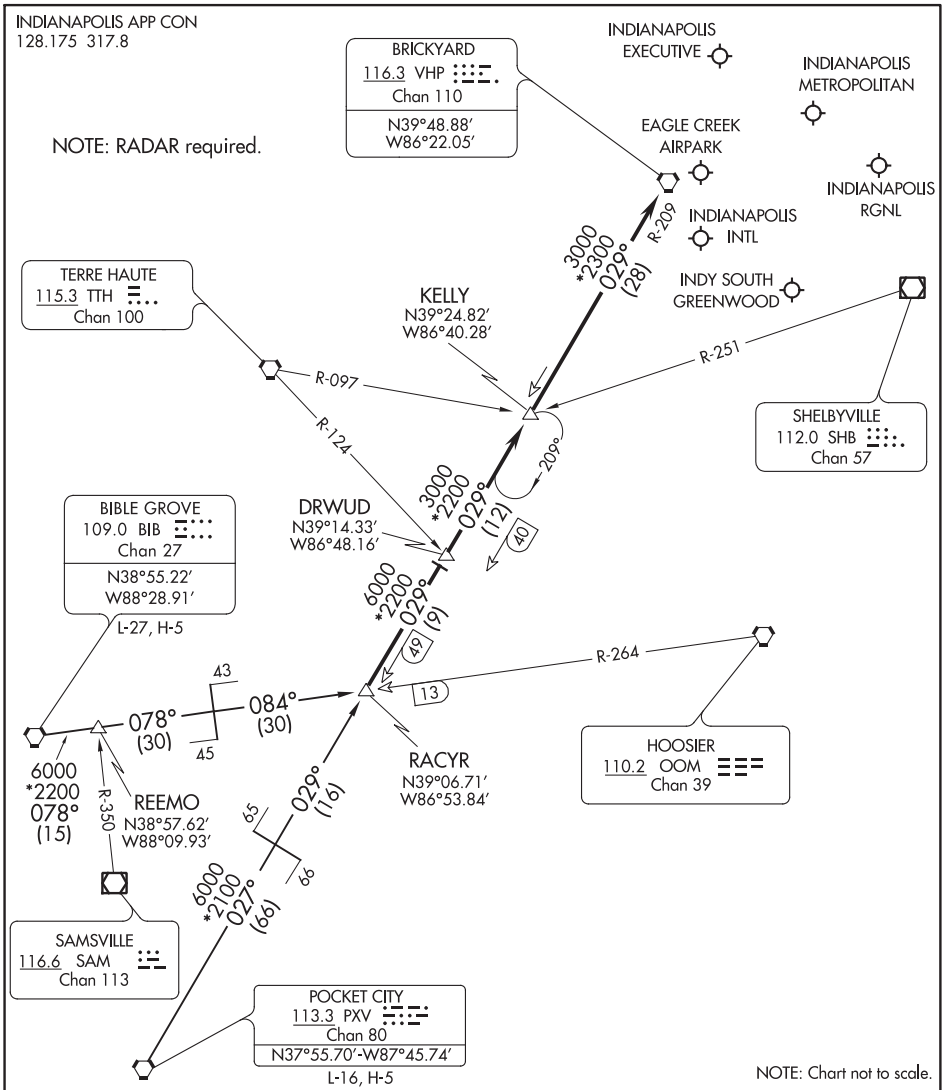
BRADFORD TRANSITION (BDF.MOTIF6): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence....
DAVENPORT TRANSITION (CVA.MOTIF6): From over CVA VORTAC via CVA R-125 and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence....
KIRKSVILLE TRANSITION (IRK.MOTIF6): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence....
LAMONI TRANSITION (LMN.MOTIF6): From over LMN VOR/DME via LMN R-072 and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence....
MAGOO TRANSITION (MAGOO.MOTIF6): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence....
PEORIA TRANSITION (PIA.MOTIF6): From over PIA VORTAC via PIA R-056 to MOTIF INT. Thence....
PONTIAC TRANSITION (PNT.MOTIF6): From over PNT VOR/DME via PNT R-020 to MOTIF INT. Thence....
SPINNER TRANSITION (SPI.MOTIF6): From over SPI VORTAC via SPI R-037 and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence....

....from over MOTIF INT via JOT R-202 to JOT VOR/DME. Expect vector to final approach course.

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# RACYR FIVE ARRIVAL

INDIANAPOLIS, INDIANA




## ARRIVAL ROUTE DESCRIPTION

BIBLE GROVE TRANSITION (BIB.RACYR5): From over BIB VORTAC on BIB R-078 and OOM R-264 to RACYR. Thence....

POCKET CITY TRANSITION (PXV.RACYR5): From over PXV VORTAC on PXV R-027 and VHP R-209 to RACYR. Thence....

....From over RACYR on VHP R-209 to DRWUD, then on VHP R-209 to KELLY, then on VHP R-209 to VHP VORTAC. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: Landing IND: In the event of lost communication prior to runway assignment, execute the ILS Runway 23R approach.

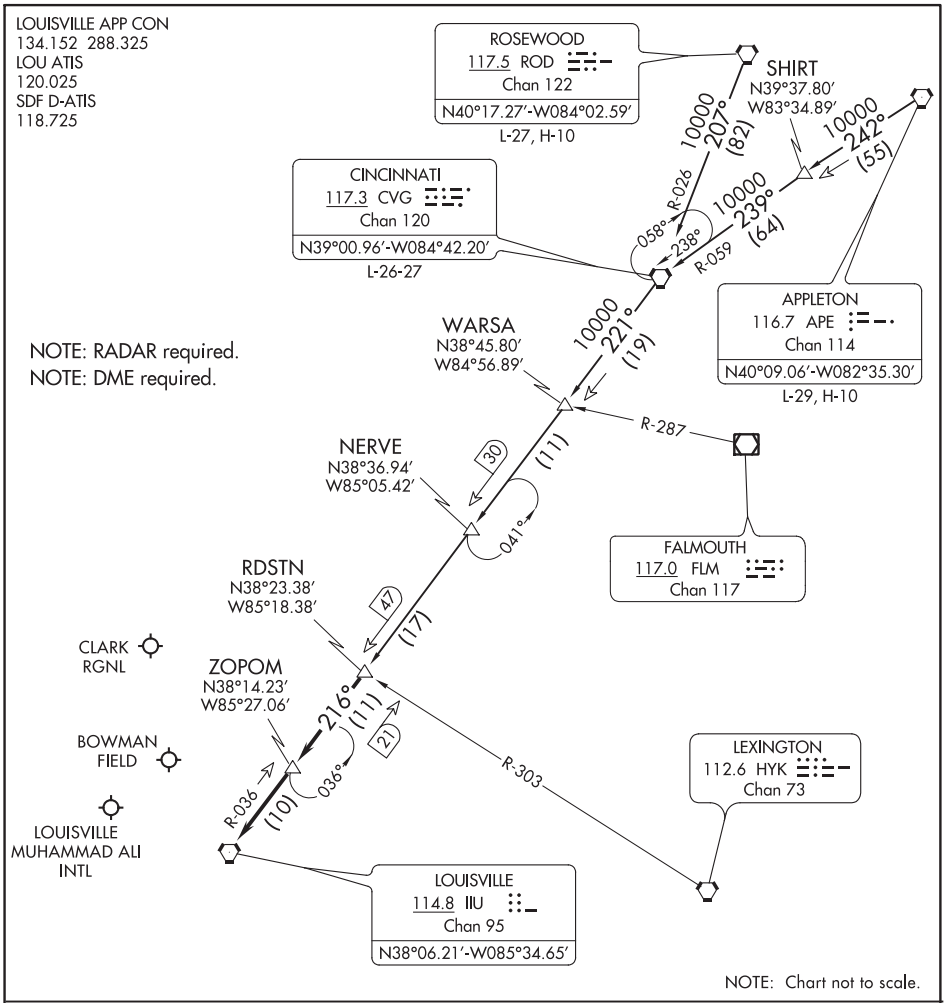


EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(RDSTN.RDSTN6) 20198 AL-239 (FAA)

# REDSTONE SIX ARRIVAL

LOUISVILLE, KENTUCKY




## ARRIVAL ROUTE DESCRIPTION

APPLETON TRANSITION (APE.RDSTN6): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN. Thence....
CINCINNATI TRANSITION (CVG.RDSTN6): From over CVG VORTAC via CVG R-221 to RDSTN. Thence....
ROSEWOOD TRANSITION (ROD.RDSTN6): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN. Thence....

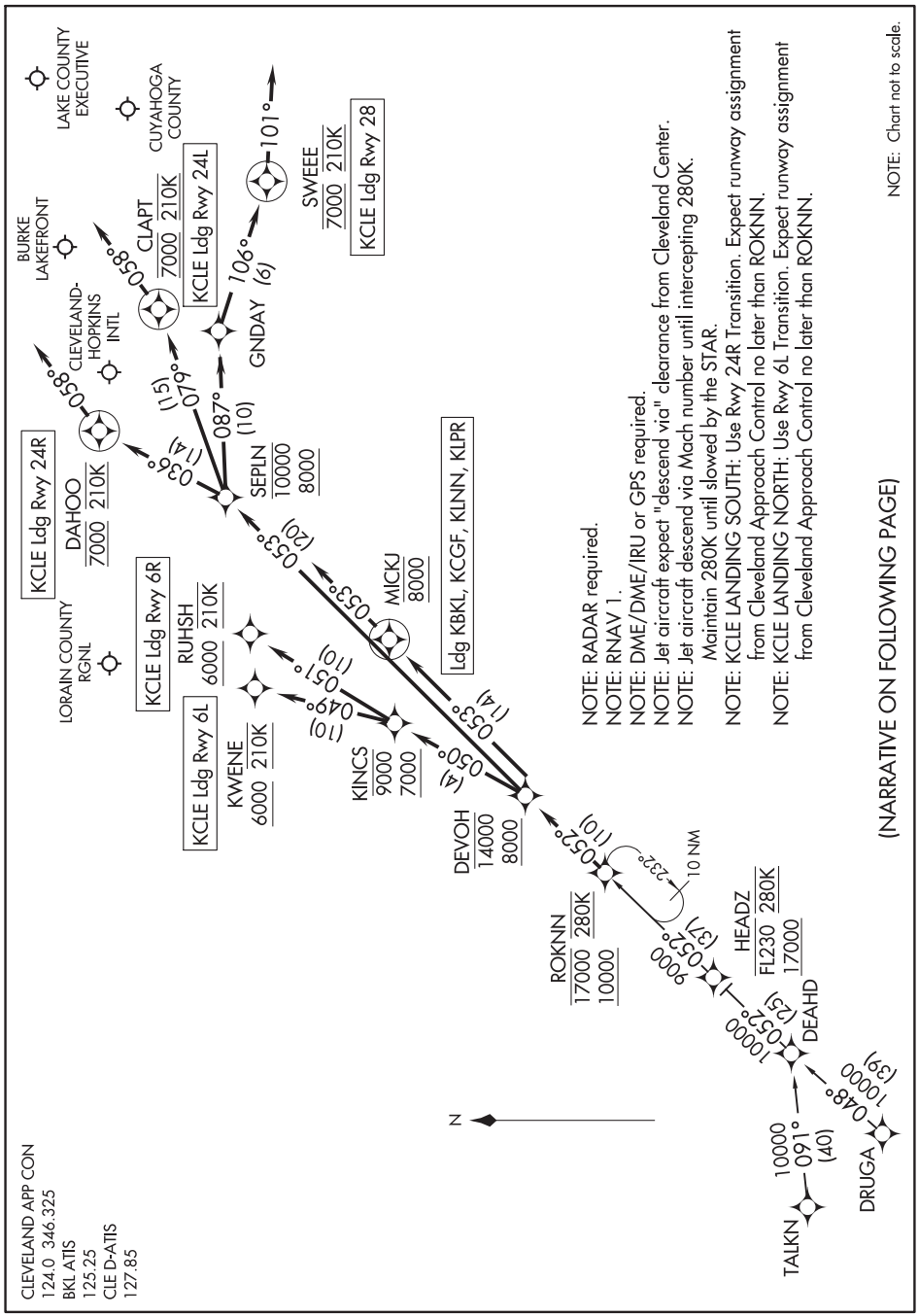
....from over RDSTN on IIU R-036 to ZOPOM, then on IIU R-036 to IIU VORTAC.
Expect radar vectors to final approach after ZOPOM.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# ROKNN THREE ARRIVAL (RNAV)

CLEVELAND, OHIO




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Jet aircraft expect "descend via" clearance from Cleveland Center.
NOTE: Jet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR.
NOTE: KCLE LANDING SOUTH: Use Rwy 24R Transition. Expect runway assignment from Cleveland Approach Control no later than ROKNN.
NOTE: KCLE LANDING NORTH: Use Rwy 6L Transition. Expect runway assignment from Cleveland Approach Control no later than ROKNN.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ROKNN THREE ARRIVAL (RNAV)

CLEVELAND, OHIO

ARRIVAL ROUTE DESCRIPTION

DRUGA TRANSITION (DRUGA.ROKNN3)
TALKN TRANSITION (TALKN.ROKNN3)

KCLE: From ROKNN on track 052° to cross DEVOH between 8000 and 14000.

LANDING KCLE RUNWAY 06L: From DEVOH on track 050° to cross KINCS between 7000 and 9000, then on track 049° to cross KWENE at or above 6000 and at 210K. Expect ILS, RNAV (RNP) or RNAV (GPS) approach from KWENE.

LANDING KCLE RUNWAY 06R: From DEVOH on track 050° to cross KINCS between 7000 and 9000, then on track 051° to cross RUHSH at or above 6000 and at 210K. Expect ILS, RNAV (RNP) or RNAV (GPS) approach from RUHSH.

LANDING KCLE RUNWAY 24L: From DEVOH on track 053° to cross SEPLN between 8000 and 10000, then on track 079° to cross CLAPT at 7000 and at 210K, then on heading 058° or as assigned by ATC. Expect RNAV (RNP) approach from CLAPT or RADAR vectors to final approach course.

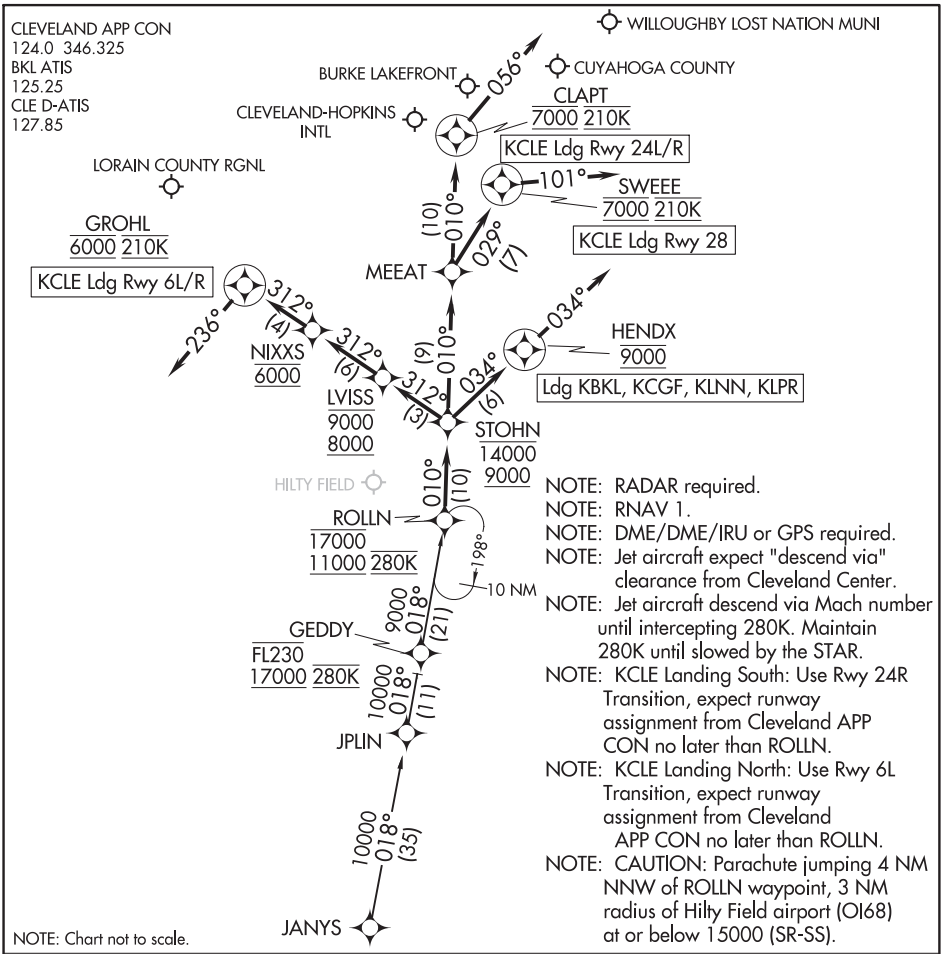
LANDING KCLE RUNWAY 24R: From DEVOH on track 053° to cross SEPLN between 8000 and 10000, then on track 036° to cross DAHOO at 7000 and at 210K, then on heading 058° or as assigned by ATC. Expect RNAV (RNP) approach from DAHOO or RADAR vectors to final approach course.

LANDING KCLE RUNWAY 28: From DEVOH on track 053° to cross SEPLN between 8000 and 10000, then on track 087° to GNDAY, then on track 106° to cross SWEEE at 7000 and at 210K, then on heading 101° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KBKL/KLNN/KCGF/KLPR: From ROKNN on track 052° to cross DEVOH between 8000 and 14000, then on track 053° to cross MICKJ at 8000, then on track 053°. Expect RADAR vectors to final approach course.

# ROLLN TWO ARRIVAL (RNAV)

CLEVELAND, OHIO




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Jet aircraft expect "descend via" clearance from Cleveland Center.
NOTE: Jet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR.
NOTE: KCLE Landing South: Use Rwy 24R Transition, expect runway assignment from Cleveland APP CON no later than ROLLN.
NOTE: KCLE Landing North: Use Rwy 6L Transition, expect runway assignment from Cleveland APP CON no later than ROLLN.
NOTE: CAUTION: Parachute jumping 4 NM NNW of ROLLN waypoint, 3 NM radius of Hilty Field airport (OI68) at or below 15000 (SR-SS).

## ARRIVAL ROUTE DESCRIPTION

JANYS TRANSITION (JANYS.ROLLN2)

KCLE: From ROLLN on track 010° to cross STOHN between 9000 and 14000.

LANDING KCLE RUNWAYS 6L/R: From STOHN on track 312° to cross LVISS between 8000 and 9000, then on track 312° to cross NIXXS at 6000, then on track 312° to cross GROHL at 6000 and at 210K, then on heading 236° or as assigned by ATC. Expect ILS, RNAV (RNP), or RNAV (GPS) approach from GROHL, or RADAR vectors to final approach course.

LANDING KCLE RUNWAYS 24L/R: From STOHN on track 010° to MEEAT, then on track 010° to cross CLAPT at 7000 and at 210K, then on heading 056° or as assigned by ATC. Expect RNAV (RNP) approach from CLAPT or RADAR vectors to final approach course.

LANDING KCLE RUNWAY 28: From STOHN on track 010° to MEEAT, then on track 029° to cross SWEEE at 7000 and at 210K, then on heading 101° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KLPR/KLNN/KCGF/KBKL: From ROLLN on track 010° to cross STOHN between 9000 and 14000, then on track 034° to cross HENDX at 9000, then on track 034°. Expect RADAR vectors to final approach course.

ROLLN TWO ARRIVAL (RNAV)

CLEVELAND, OHIO

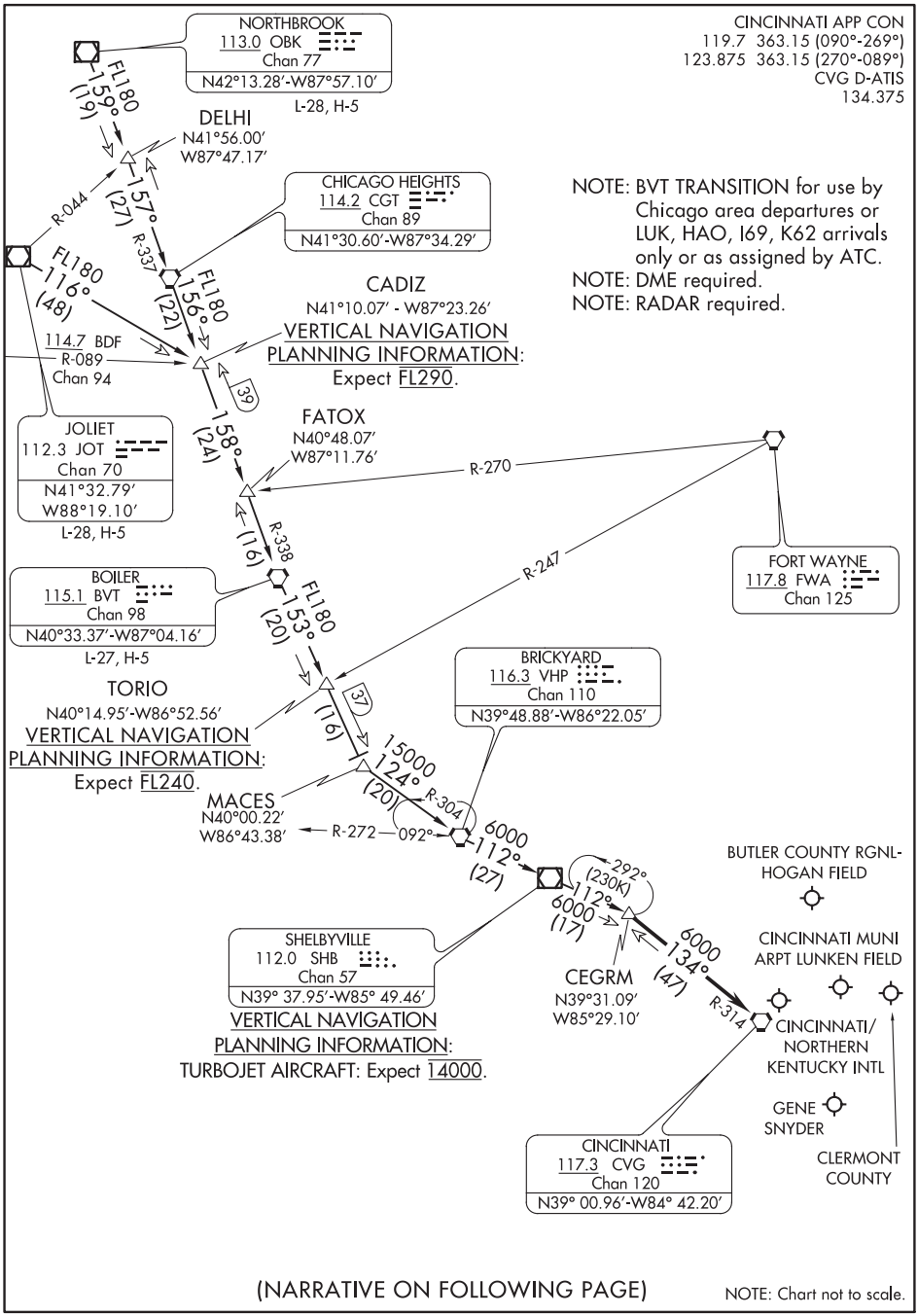

EC-2, 05 NOV 2020 to 31 DEC 2020

(CEGRM.SHB6) 20198

# SHELBYVILLE SIX ARRIVAL

AL-655 (FAA)

COVINGTON, KENTUCKY




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020

SHELBYVILLE SIX ARRIVAL

COVINGTON, KENTUCKY

(CEGRM.SHB6) 29MAR18

ARRIVAL ROUTE DESCRIPTION

BOILER TRANSITION (BVT.SHB6): From over BVT VORTAC on BVT R-153 to MACES, then on VHP R-304 to VHP VORTAC, then on VHP R-112 to SHB VOR/DME, then on SHB R-112 to CEGRM, thence....
JOLIET TRANSITION (JOT.SHB6): From over JOT VOR/DME on JOT R-116 to CADIZ, then on BVT R-338 to BVT VORTAC, then on BVT R-153 to MACES, then on VHP R-304 to VHP VORTAC, then on VHP R-112 to SHB VOR/DME, then on SHB R-112 to CEGRM, thence....
NORTHBROOK TRANSITION (OBK.SHB6): From over OBK VOR/DME on OBK R-159 to DELHI, then on CGT R-337 to CGT VORTAC, then on CGT R-156 to CADIZ, then on BVT R-338 to BVT VORTAC, then on BVT R-153 to MACES, then on VHP R-304 to VHP VORTAC, then on VHP R-112 to SHB VOR/DME, then on SHB R-112 to CEGRM, thence....

....from over CEGRM on CVG R-314 to CVG VORTAC. Expect RADAR vectors to final approach course after CEGRM.

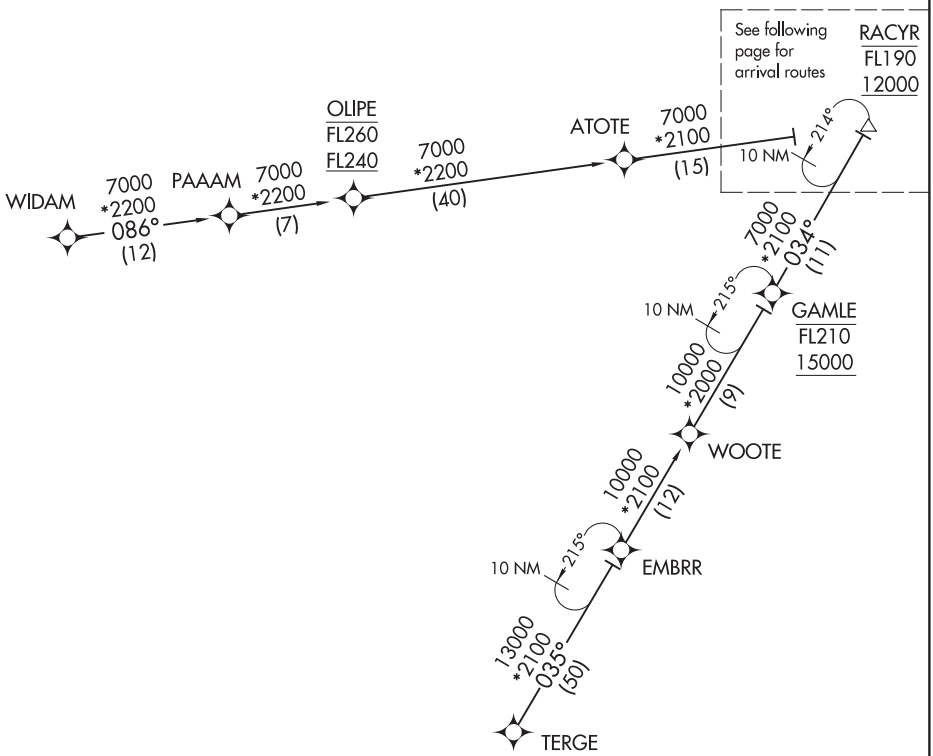
EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(RACYR.SMUKE2) 17173 AL-203 (FAA)

# SMUKE TWO ARRIVAL (RNAV) Transition Routes

INDIANAPOLIS INTL (IND)
INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON
128.175 317.8
D-ATIS
134.25




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Expect descend via clearance and landing direction assignment by Indianapolis Center. Approach will assign landing Rwy.
NOTE: For non-GPS equipped aircraft landing Rwy 23L; SHB DME must be operational.
NOTE: For non-GPS equpped aircraft landing Rwy 23R; SHB and VHP DMEs must be operational.

(CONTINUED ON FOLLOWING PAGE)

EMBRR TRANSITION (EMBRR.SMUKE2):
TERGE TRANSITION (TERGE.SMUKE2):
WIDAM TRANSITION (WIDAM.SMUKE2):

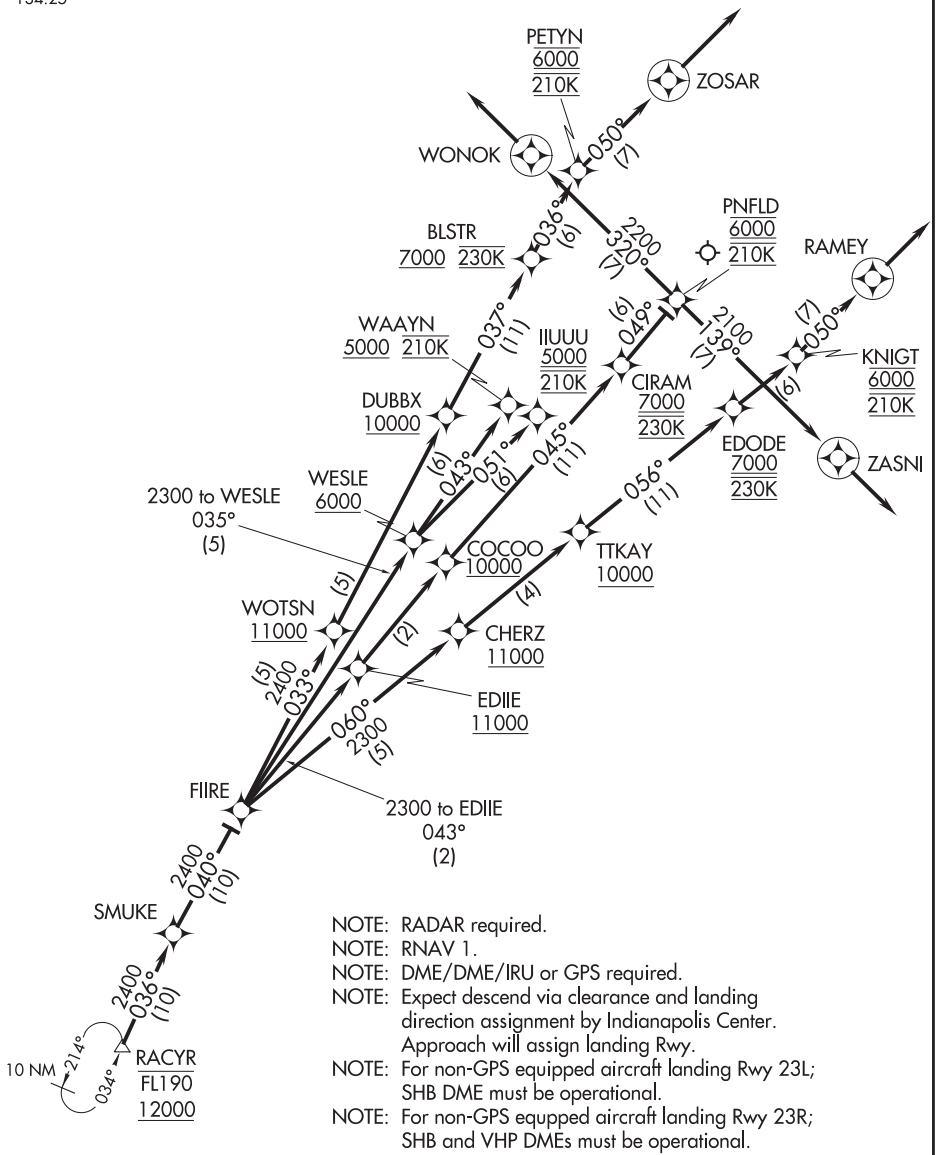
NOTE: Chart not to acale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# SMUKE TWO ARRIVAL (RNAV) Arrival Routes

INDIANAPOLIS APP CON
128.175 317.8
D-ATIS
134.25




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Expect descend via clearance and landing direction assignment by Indianapolis Center. Approach will assign landing Rwy.
NOTE: For non-GPS equipped aircraft landing Rwy 23L; SHB DME must be operational.
NOTE: For non-GPS equpped aircraft landing Rwy 23R; SHB and VHP DMEs must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to acale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

ARRIVAL ROUTE DESCRIPTION

From RACYR on track 036° to SMUKE, then on track 040° to FIIRE.

LANDING RWY 5L: From FIIRE on track 035° to cross WESLE at or above 6000, then on track 043° to cross WAAYN at or above 5000 and at 210K. Expect RNAV (RNP), RNAV (GPS) or ILS or LOC RWY 5L or radar vectors to final approach course.

LANDING RWY 5R: From FIIRE on track 035° to cross WESLE at or above 6000, then on track 051° to cross IIUUU at or above 5000 and at 210K. Expect RNAV (RNP), RNAV (GPS) or ILS or LOC RWY 5R or radar vectors to final approach course.

LANDING RWY 14: From FIIRE on track 043° to cross EDIIE at or above 11000, then on track 043° to cross COCOO at or above 10000, then on track 045° to cross CIRAM at or above 7000 and at 230K, then on track 049° to cross PNFLD at 6000 and at 210K, then on track 320° to WONOK, then on track 320°. Expect radar vectors to final approach course.

LANDING RWY 23L: From FIIRE on track 060° to cross CHERZ at or above 11000, then on track 060° to cross TTKAY at or above 10000, then on track 056° to cross EDODE at or above 7000 and at 230K, then on track 056° to cross KNIGT at 6000 and at 210K, then on track 050° to RAMEY, then on track 050°. Expect radar vectors to final approach course.

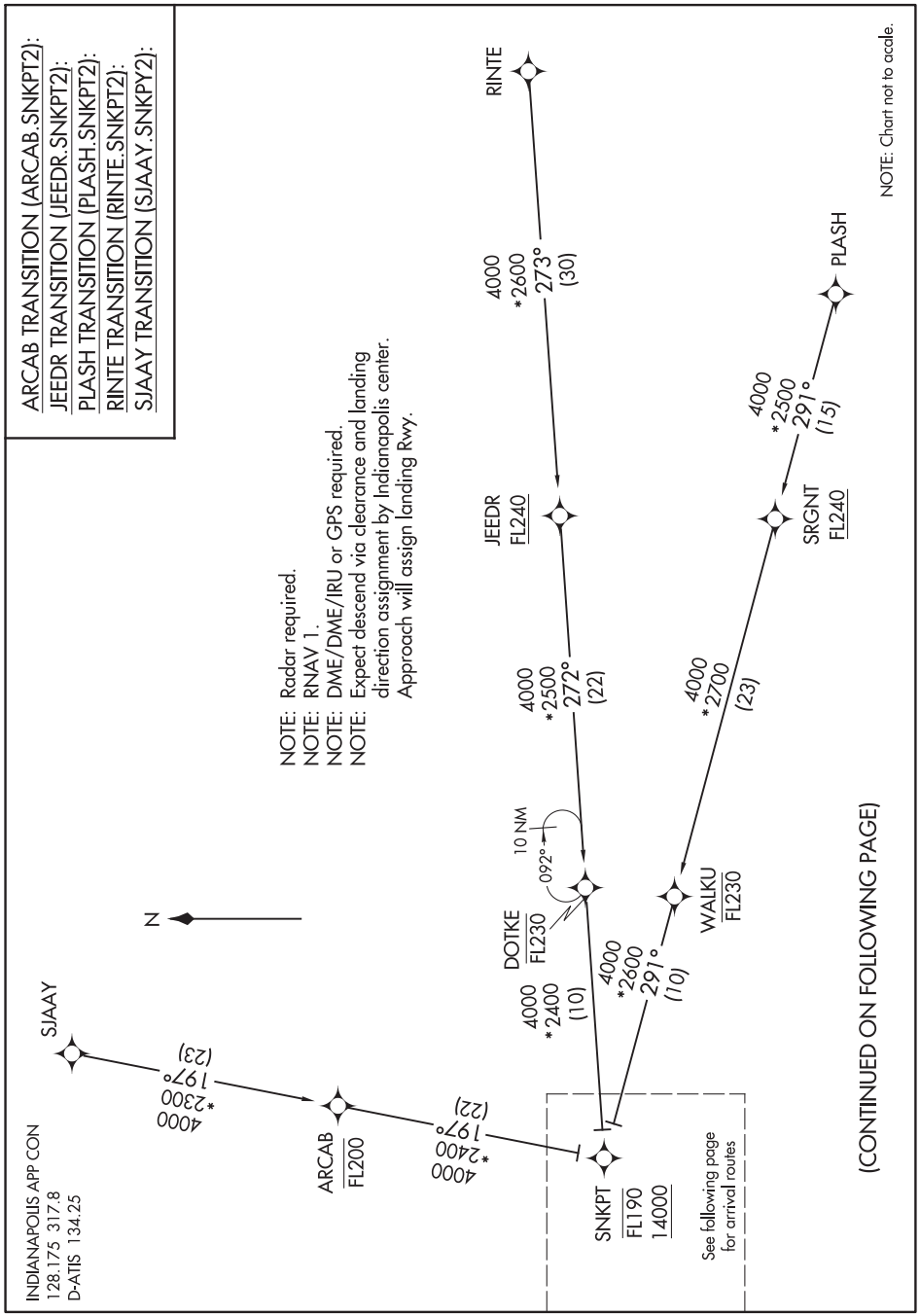
LANDING RWY 23R: From FIIRE on track 033° to cross WOTSN at or above 11000, then on track 033° to cross DUBBX at or above 10000, then on track 037° to cross BLSTR at or above 7000 and at 230K, then on track 036° to cross PETYN at 6000 and at 210K, then on track 050° to ZOSAR, then on track 050°. Expect radar vectors to final approach course.

LANDING RWY 32: From FIIRE on track 043° to cross EDIIE at or above 11000, then on track 043° to cross COCOO at or above 10000, then on track 045° to cross CIRAM at or above 7000 and at 230K, then on track 049° to cross PNFLD at 6000 and at 210K, then on track 139° to ZASNI, then on track 139°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment, execute ILS or LOC Rwy 23R approach.


EC-2, 05 NOV 2020 to 31 DEC 2020

# SNKPT TWO ARRIVAL (RNAV) Transition Routes



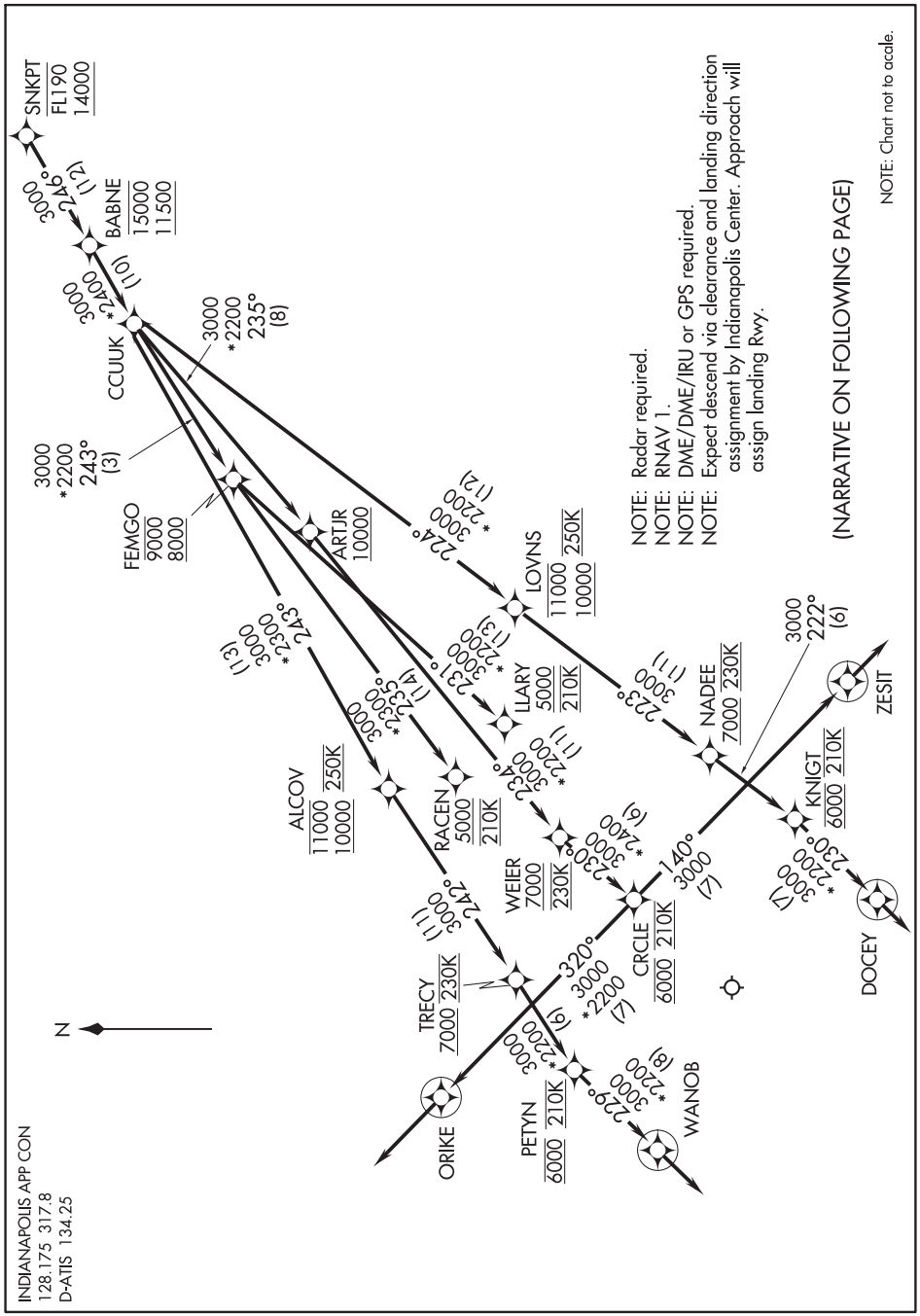


EC-2, 05 NOV 2020 to 31 DEC 2020

(SNKPT.SNKPT2) 17173 AL-203 (FAA)

# SNKPT TWO ARRIVAL (RNAV) Arrival Routes

INDIANAPOLIS INTL (IND)
INDIANAPOLIS, INDIANA






EC-2, 05 NOV 2020 to 31 DEC 2020

SNKPT TWO ARRIVAL (RNAV) Arrival Routes

(SNKPT.SNKPT2) 10NOV16

INDIANAPOLIS, INDIANA
INDIANAPOLIS INTL (IND)

ARRIVAL ROUTE DESCRIPTION

From SNKPT on track 246° to cross BABNE between 11500 and 15000, then on track 246° to CCUUK.

LANDING RWY 5L: From CCUUK on track 243° to cross ALCOV between 10000 and 11000 and at 250K, then on track 242° to cross TRECY at/above 7000 and at 230K, then on track 242° to cross PETYN at 6000 and at 210K, then on track 229° to WANOB, then on track 229°. Expect radar vectors to final approach course.

LANDING RWY 5R: From CCUUK on track 224° to cross LOVNS between 10000 and 11000 and at 250K, then on track 223° to cross NADEE at/above 7000 and at 230K, then on track 222° to cross KNIGT at 6000 and at 210K, then on track 230° to DOCEY, then on track 230°. Expect radar vectors to final approach course.

LANDING RWY 14: From CCUUK on track 235° to cross ARTJR at/above 10000, then on track 234° to cross WEIER at/above 7000 and at 230K then on track 230° to cross CRCLE at 6000 and at 210K, then on track 320° to ORIKE, then on track 320°. Expect radar vectors to final approach course.

LANDING RWY 23L: From CCUUK on track 243° to cross FEMGO between 8000 and 9000, then on track 231° to cross LLARY at/above 5000 and at 210K. Expect RNAV (RNP), RNAV (GPS) or ILS or LOC to Rwy 23L or radar vectors to final approach course.

LANDING RWY 23R: From CCUUK on track 243° to cross FEMGO between 8000 and 9000, then on track 235° to cross RACEN at/above 5000 and at 210K. Expect RNAV (RNP), RNAV (GPS) or ILS or LOC to Rwy 23R or radar vectors to final approach course.

LANDING RWY 32: From CCUUK on track 235° to cross ARTJR at/above 10000, then on track 234° to cross WEIER at/above 7000 and at 230K then on track 230° to cross CRCLE at 6000 and at 210K, then on track 140° to ZESIT, then on track 140°. Expect radar vectors to final approach course.

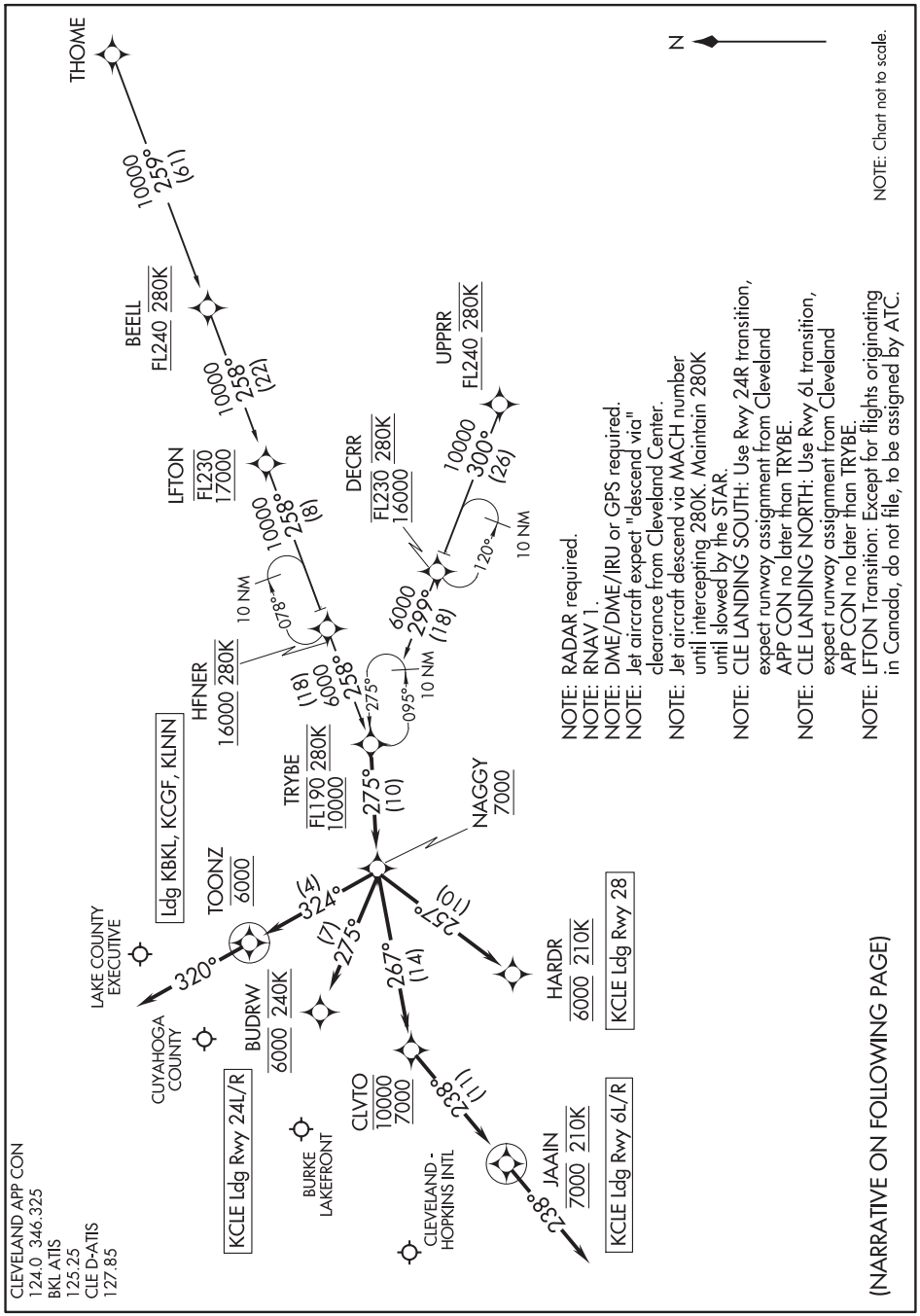
LOST COMMUNICATION:
In the event of lost communication prior to runway assignment, execute ILS or LOC Rwy 23R approach.

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(TRYBE.TRYBE4) 20198 AL-84 (FAA)

# TRYBE FOUR ARRIVAL (RNAV)

CLEVELAND, OHIO




TRYBE FOUR ARRIVAL (RNAV)

CLEVELAND, OHIO

(TRYBE.TRYBE4) 26MAR20

ARRIVAL ROUTE DESCRIPTION

LFTON TRANSITION (LFTON.TRYBE4)
THOME TRANSITION (THOME.TRYBE4)
UPPRR TRANSITION (UPPRR.TRYBE4)

KCLE: From TRYBE on track 275° to cross NAGGY at or above 7000.

LANDING KCLE RUNWAYS 6R/L: From NAGGY on track 267° to cross CLVTO between 7000 and 10000, then on track 238° to cross JAAIN at 7000 and at 210K, then on heading 238° or as assigned by ATC. Expect RNAV (RNP) approach from JAAIN or RADAR vectors to final approach course.

LANDING KCLE RUNWAYS 24L/R: From NAGGY on track 275° to cross BUDRW at 6000 and at 240K. Expect ILS, RNAV (RNP), or RNAV (GPS) approach from BUDRW.

LANDING KCLE RUNWAY 28: From NAGGY on track 257° to cross HARDR at 6000 and at 210K. Expect ILS, RNAV (RNP), or RNAV (GPS) approach from HARDR .

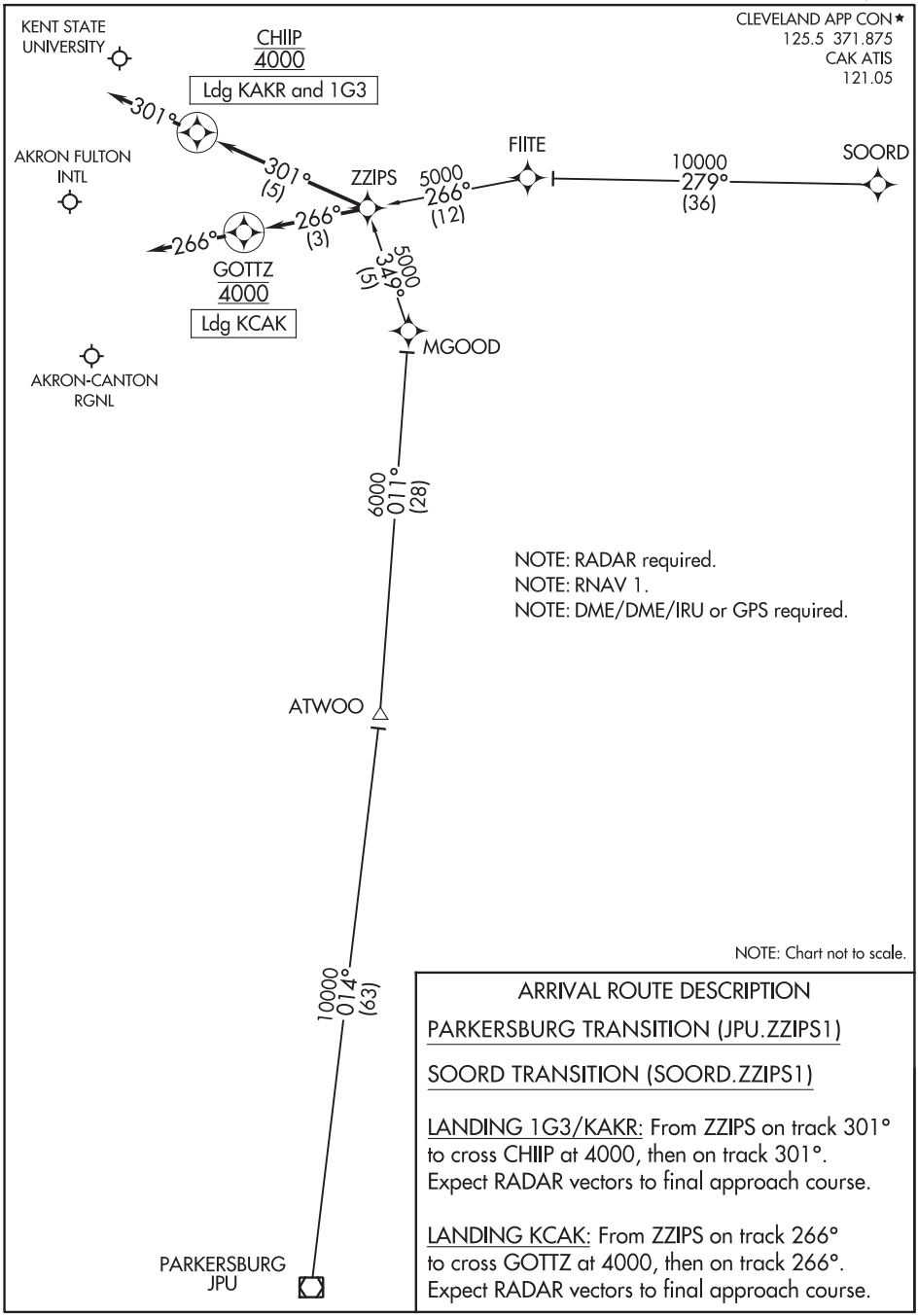
LANDING KBKL/KLNN/KCGF: From TRYBE on track 275° to cross NAGGY at or above 7000 then on track 324° to cross TOONZ at 6000, then on track 320°. Expect RADAR vectors to final approach course.

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(ZZIPS.ZZIPS1) 20198 AL-638 (FAA)

# ZZIPS ONE ARRIVAL (RNAV)

AKRON, OHIO




ARRIVAL ROUTE DESCRIPTION

PARKERSBURG TRANSITION (JPU.ZZIPS1)

SOORD TRANSITION (SOORD.ZZIPS1)

LANDING 1G3/KAKR: From ZZIPS on track 301° to cross CHIIP at 4000, then on track 301°. Expect RADAR vectors to final approach course.

LANDING KCAK: From ZZIPS on track 266° to cross GOTTZ at 4000, then on track 266°. Expect RADAR vectors to final approach course.

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ZZIPS ONE ARRIVAL (RNAV)

AKRON, OHIO

# RNAV (GPS) RWY 25
## AKRON FULTON INTL (AKR)

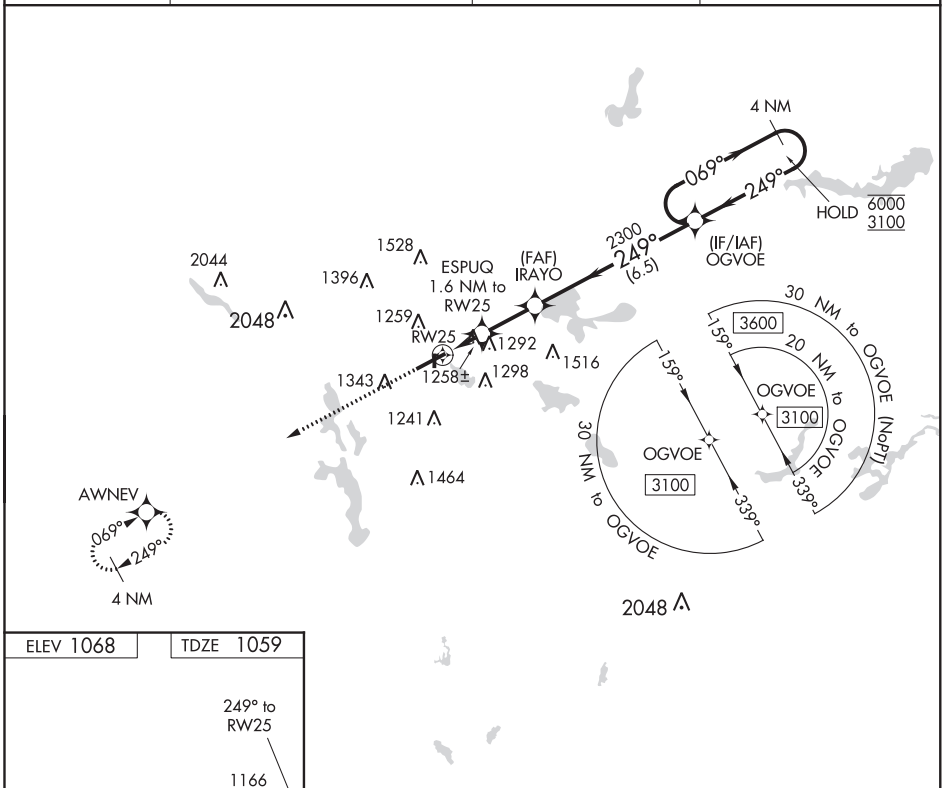
| WAAS CH 99735 W25A | APP CRS 249° | Rwy ldg 6077<br>TDZE 1059<br>Apt Elev 1068 |
|---|---|---|

RNP APCH.

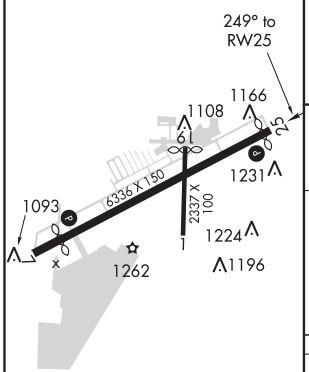
Rwy 25 helicopter visibility reduction below 1 SM NA.

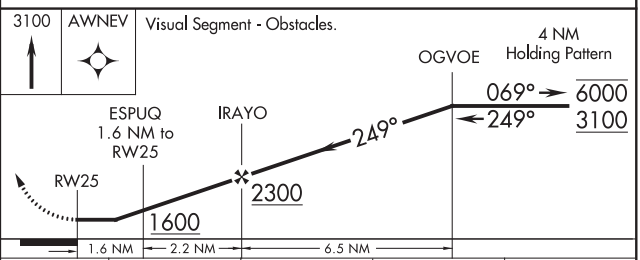
MISSED APPROACH: Climb to 3100 direct AWNEV and hold.

| ASOS | CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.825 | 118.6 371.875 | 121.6 | 123.075 (CTAF) L |




ELEV 1068 TDZE 1059




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1520-1 461 (500-1) | | 1520-1⅜ 461 (500-1⅜) | |
| LNAV MDA | 1560-1 501 (500-1) | | 1560-1⅜ 501 (500-1⅜) | |
| C CIRCLING | 1600-1 532 (600-1) | 1680-1 612 (700-1) | 1800-2 732 (800-2) | 1840-2½ 772 (800-2½) |

REIL Rwys 7 and 25 L
MIRL Rwy 1-19 L
HIRL Rwy 7-25 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AKRON, OHIO | AL-6 (FAA) | 20198

# LOC RWY 25
## AKRON FULTON INTL (AKR)

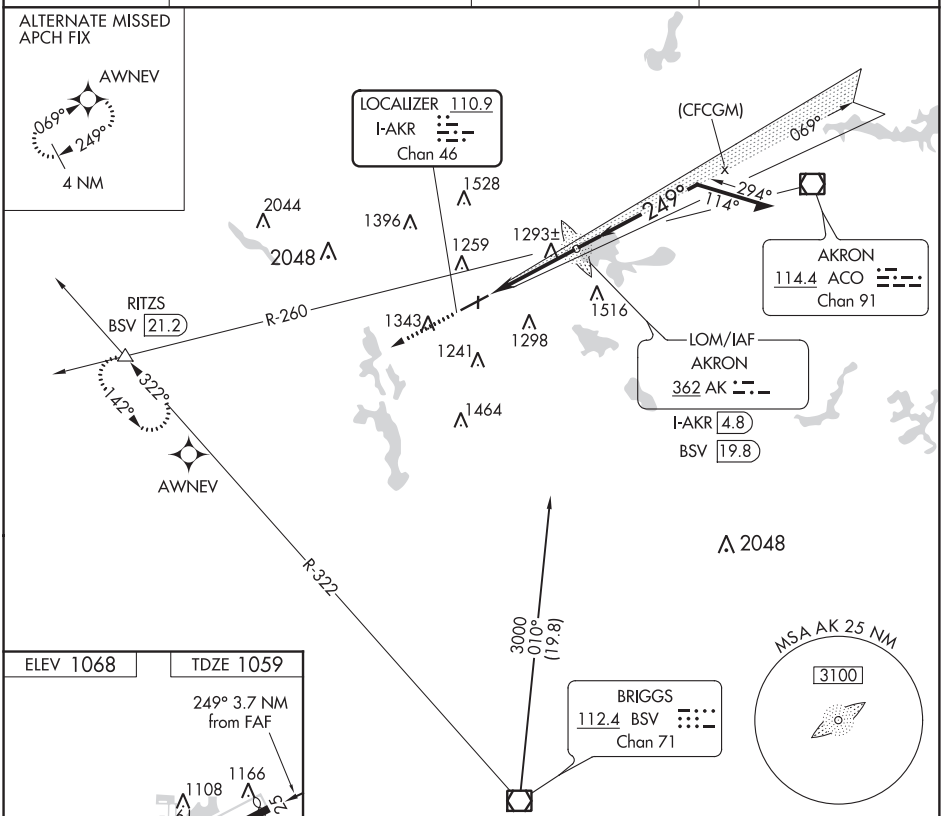
| LOC/DME I-AKR | APP CRS | Rwy ldg | 6077 |
|---|---|---|---|
| 110.9 | 249° | TDZE | 1059 |
| Chan 46 | | Apt Elev | 1068 |

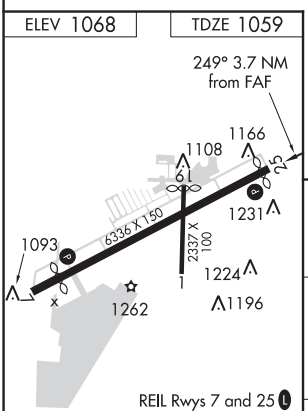
ADF or DME or RADAR required for procedure entry.

Rwy 25 helicopter visibility reduction below 1 SM NA.

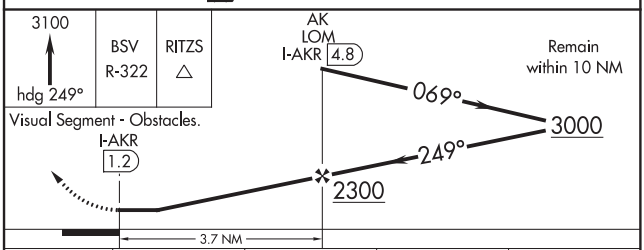
MISSED APPROACH: Climb to 3100 on heading 249° and BSV VOR/DME R-322 to RITZS INT/BSV 21.2 DME and hold.

| ASOS | CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.825 | 118.6 371.875 | 121.6 | 123.075 (CTAF) L |




| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 25 | 1560-1 501 (500-1) | | 1560-1⅜ 501 (500-1⅜) | |
| C CIRCLING | 1600-1 532 (600-1) | 1680-1 612 (700-1) | 1800-2 732 (800-2) | 1840-2½ 772 (800-2½) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

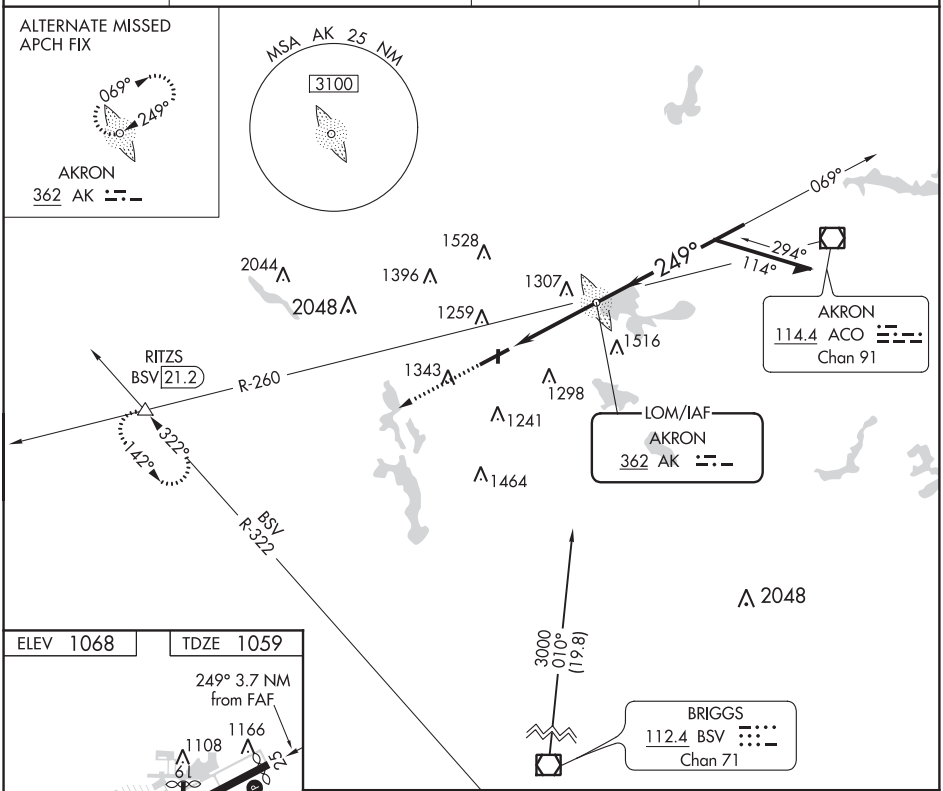
# NDB RWY 25
## AKRON FULTON INTL (AKR)

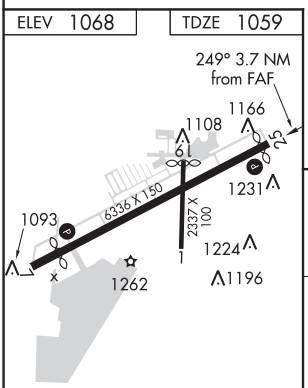
| LOM AK | APP CRS | Rwy ldg | 6077 |
|---|---|---|---|
| 362 | 249° | TDZE | 1059 |
| | | Apt Elev | 1068 |

Rwy 25 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3100 on heading 249° and BSV VOR/DME R-322 to RITZS INT/BSV 21.2 DME and hold.

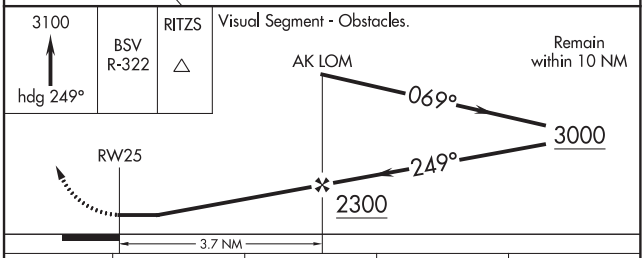
| ASOS | CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.825 | 118.6 371.875 | 121.6 | 123.075 (CTAF) L |




REIL Rwys 7 and 25 L
MIRL Rwy 1-19 L
HIRL Rwy 7-25 L

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 1620-1 561 (600-1) | | 1620-1⅝ 561 (600-1⅝) | |
| C CIRCLING | 1620-1 552 (600-1) | 1680-1 612 (700-1) | 1800-2 732 (800-2) | 1840-2½ 772 (800-2½) |



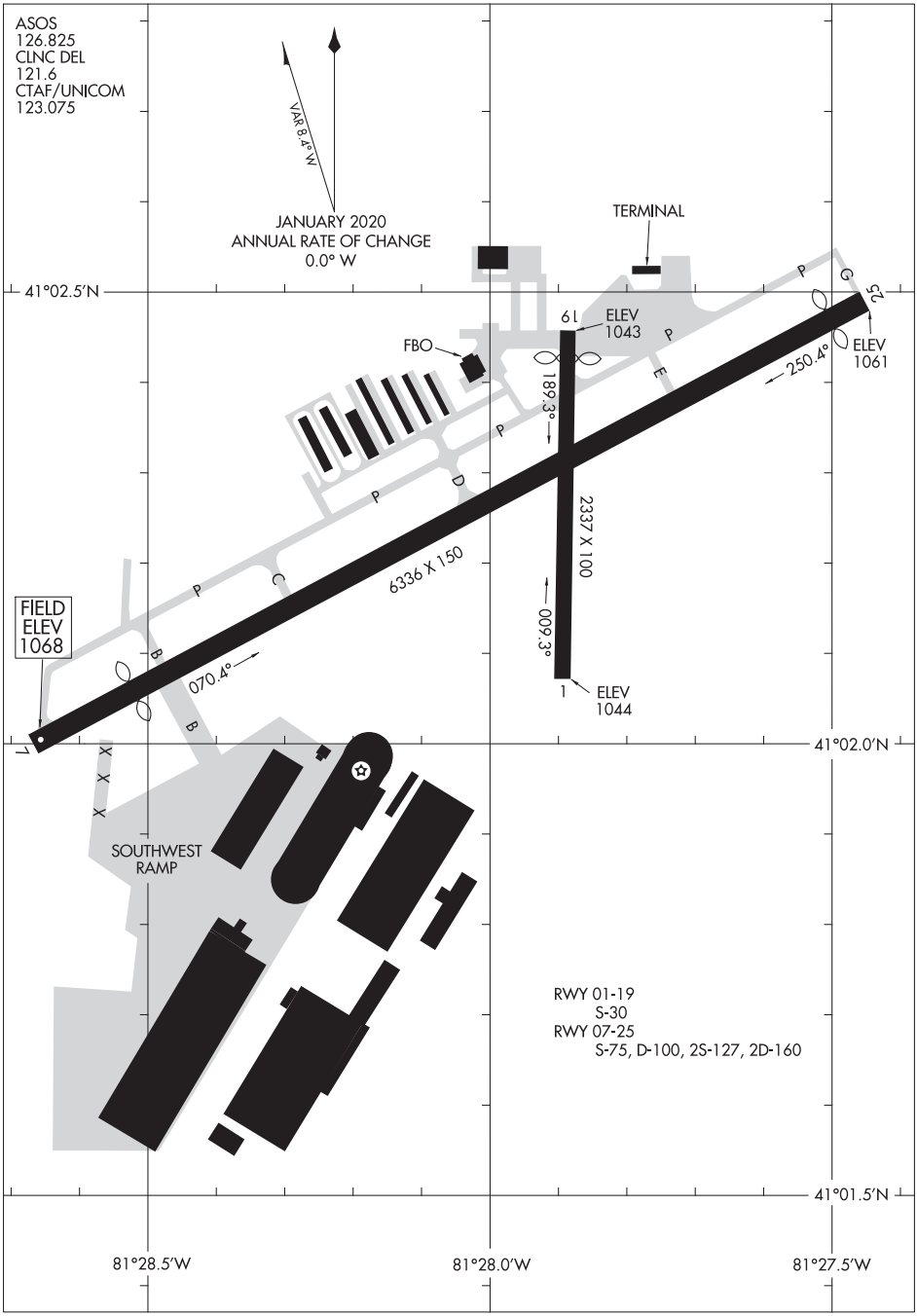
EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

20086

# AIRPORT DIAGRAM

AKRON FULTON INTL (AKR)
AKRON,OHIO

AL-6 (FAA)




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20086
AKRON,OHIO
AKRON FULTON INTL (AKR)

| LOC I-CAK | APP CRS | Rwy ldg | 7007 |
|---|---|---|---|
| 109.5 | 009° | TDZE | 1209 |
| | | Apt Elev | 1226 |

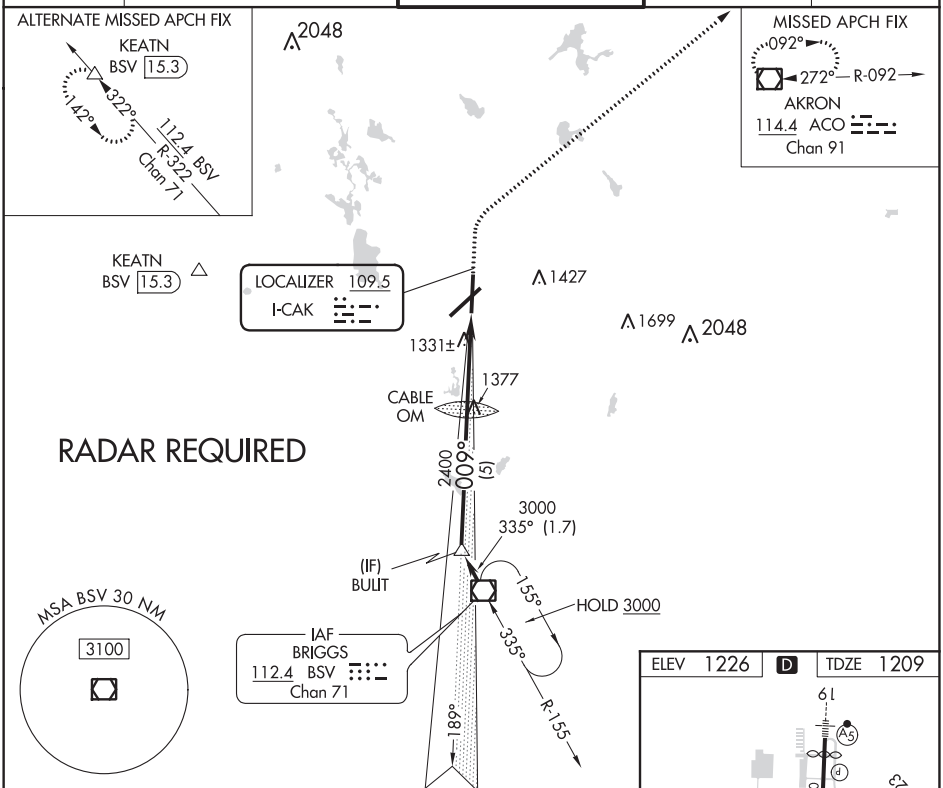
# ILS or LOC RWY 1
## AKRON-CANTON RGNL (CAK)

T **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

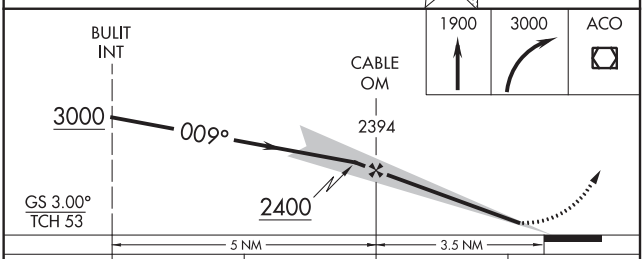
MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 direct ACO VOR/DME and hold.

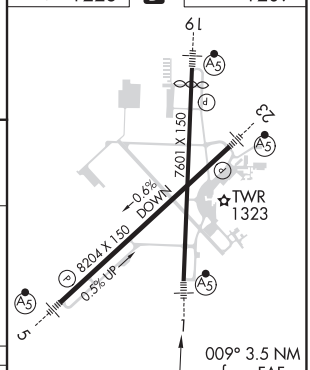
| ATIS | CLEVELAND APP CON* | AKRON-CANTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.05 | 125.5 269.25 | 134.75 279.575 | 121.7 348.6 | 132.05 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 ** | 1409/24 200 (200-½) | | | |
| S-LOC 1 | 1600/24 391 (400-½) | | | 1600/40 391 (400-¾) |
| CIRCLING | 1760-1 534 (600-1) | | 1760-1½ 534 (600-1½) | 1780-2 554 (600-2) |

| FAF to MAP 3.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

AKRON, OHIO | AL-638 (FAA) | 20086

# ILS or LOC RWY 5
## AKRON-CANTON RGNL (CAK)

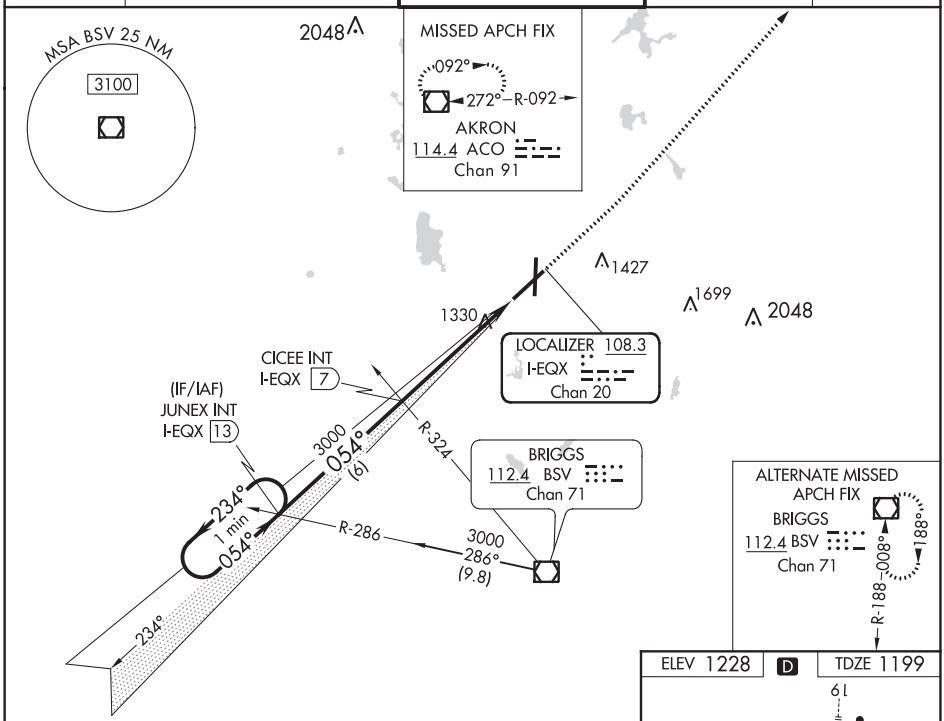
| LOC/DME I-EQX | APP CRS | Rwy ldg | 8204 |
|---|---|---|---|
| 108.3 | 054° | TDZE | 1199 |
| Chan 20 | | Apt Elev | 1228 |

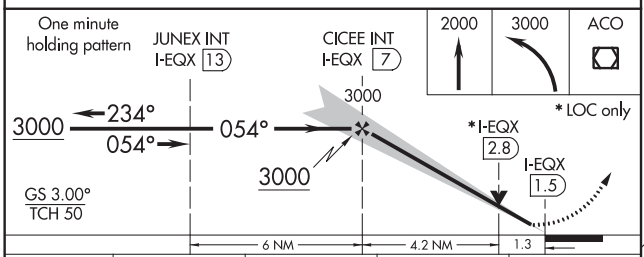
T **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

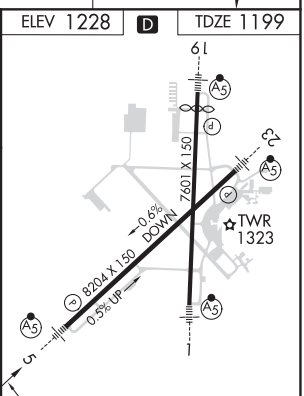
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ACO VOR/DME and hold.

| ATIS | CLEVELAND APP CON* | AKRON-CANTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.05 | 125.5 269.25 | 134.75 279.575 | 121.7 348.6 | 132.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | **1399/24 200 (200-½) | | | |
| S-LOC 5 | 1640/24 441 (500-½) | | 1640/45 441 (500-⅞) | |
| CIRCLING | 1760-1 532 (600-1) | | 1760-1½ 532 (600-1½) | 1780-2 552 (600-2) |




| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC I-RGO | APP CRS | Rwy ldg | 7000 |
|---|---|---|---|
| 109.5 | 189° | TDZE | 1218 |
| | | Apt Elev | 1226 |

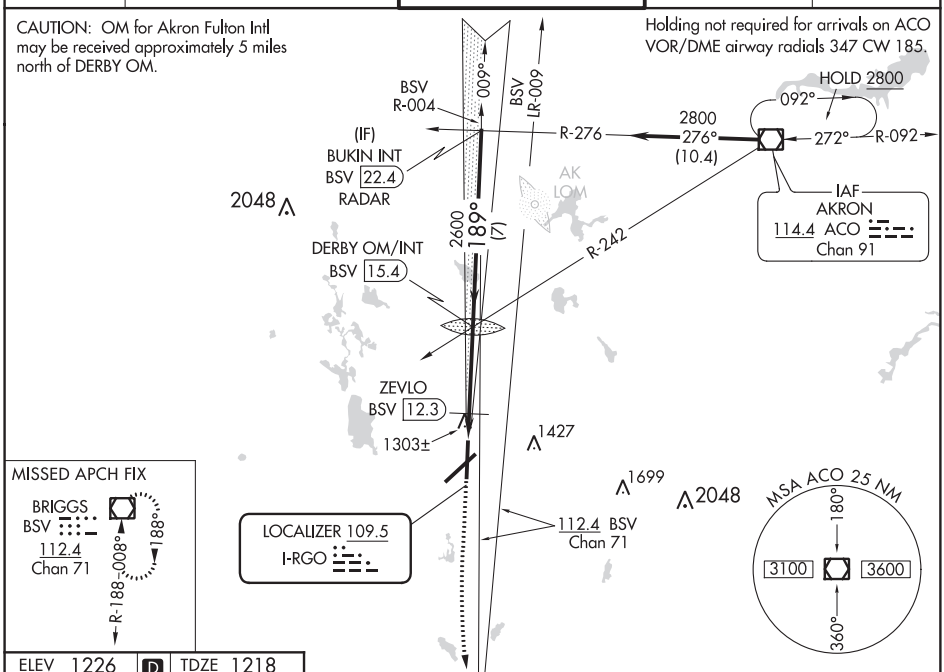
# ILS or LOC RWY 19
## AKRON-CANTON RGNL (CAK)

** RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative ALS, increase CAT C/D visibility to RVR 6000. ZEVLO fix minimums: For inoperative ALS, increase Cat C/D visibility to RVR 5500.

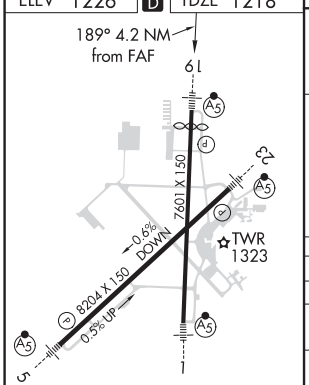
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct BSV VOR/DME and hold.

| ATIS | CLEVELAND APP CON * | AKRON-CANTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.05 | 125.5 269.25 | 134.75 279.575 | 121.7 348.6 | 132.05 |

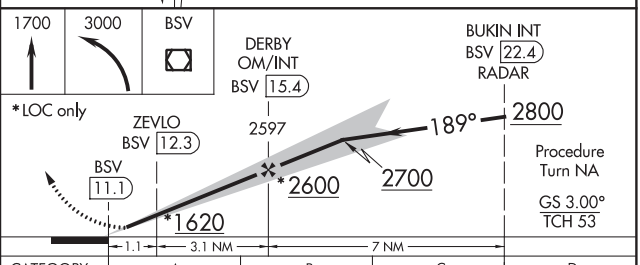



ELEV 1226 D TDZE 1218




HIRL Rwys 1-19 and 5-23

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19 | **1418/24 200 (200-½) | | | |
| S-LOC 19 | 1620/24 402 (400-½) | | 1620/40 402 (400-¾) | |
| CIRCLING | 1760-1 534 (600-1) | | 1760-1½ 534 (600-1½) | 1780-2 554 (600-2) |
| ZEVLO FIX MINIMUMS | | | | |
| S-LOC 19 | 1580/24 362 (400-½) | | | 1580/40 362 (400-¾) |
| CIRCLING | 1760-1 534 (600-1) | | 1760-1½ 534 (600-1½) | 1780-2 554 (600-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS or LOC RWY 23
## AKRON-CANTON RGNL (CAK)

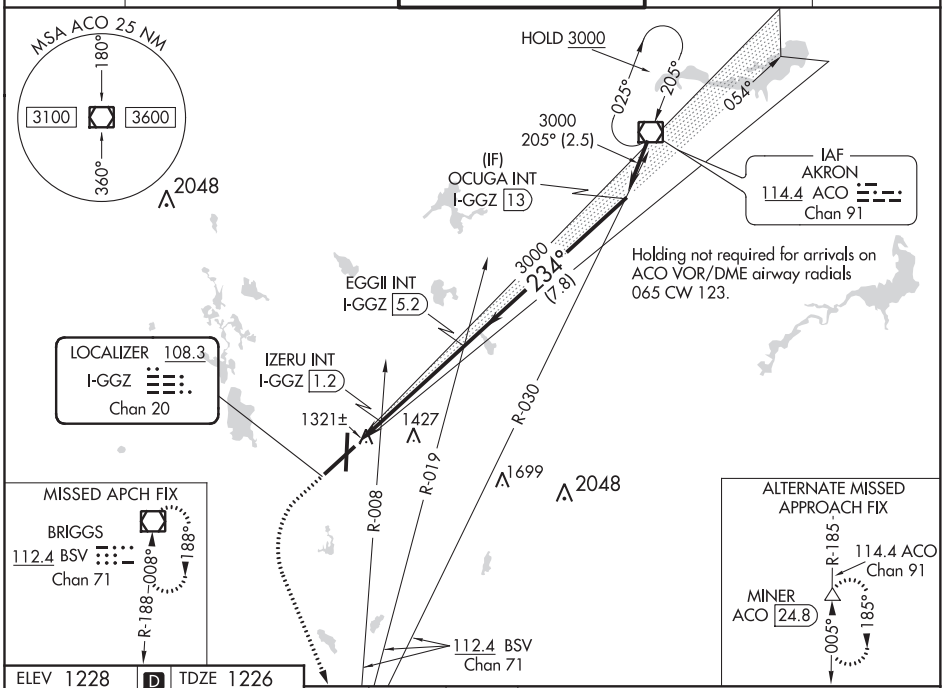
| LOC/DME I-GGZ | APP CRS | Rwy ldg | 8204 |
|---|---|---|---|
| 108.3 | 234° | TDZE | 1226 |
| Chan 20 | | Apt Elev | 1228 |

**RVR 1800 authorized with use of FD or AP or HUD to DA.

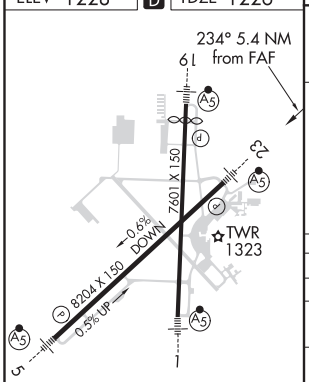
MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct BSV VOR/DME and hold.

| ATIS | CLEVELAND APP CON ★ | AKRON-CANTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.05 | 125.5 269.25 | 134.75 279.575 | 121.7 348.6 | 132.05 |

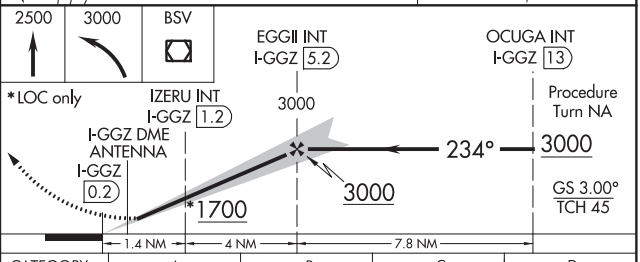



ELEV 1228 | D | TDZE 1226




HIRL Rwys 1-19 and 5-23

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | **1426/24 200 (200-½) | | | |
| S-LOC 23 | 1700/24 474 (500-½) | | 1700/50 474 (500-1) | |
| CIRCLING | 1760-1 532 (600-1) | | 1760-1½ 532 (600-1½) | 1780-2 552 (600-2) |
| IZERU FIX MINIMUMS | | | | |
| S-LOC 23 | 1580/24 354 (400-½) | | | 1580/40 354 (400-¾) |
| CIRCLING | 1760-1 532 (600-1) | | 1760-1½ 532 (600-1½) | 1780-2 552 (600-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 70420 W01A | APP CRS 009° | Rwy ldg 7007<br>TDZE 1209<br>Apt Elev 1228 |
|---|---|---|

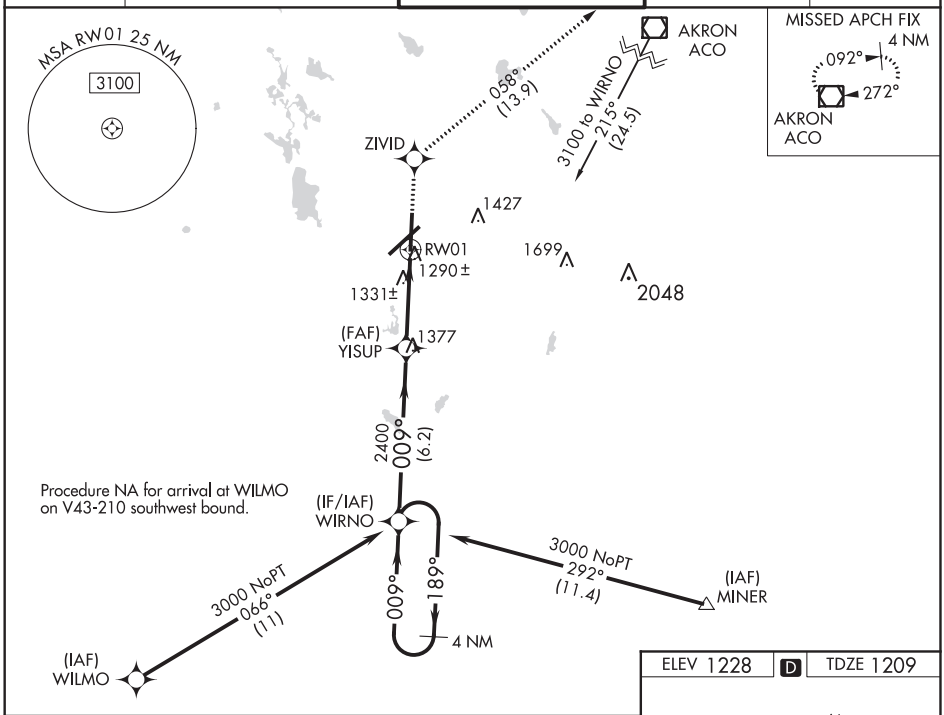
# RNAV (GPS) RWY 1
## AKRON-CANTON RGNL (CAK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

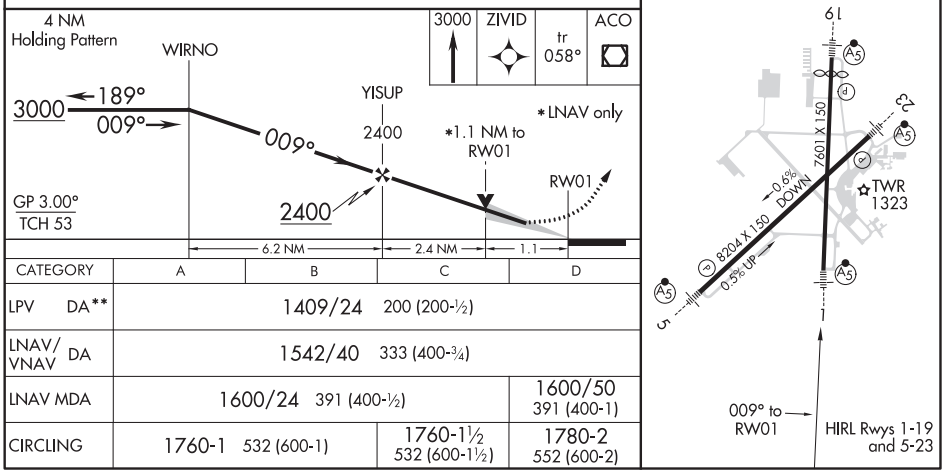
MALSR

MISSED APPROACH: Climb to 3000 direct ZIVID and on track 058° to ACO VOR/DME and hold.

| ATIS | CLEVELAND APP CON ★ | AKRON-CANTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.05 | 125.5 269.25 | 134.75 279.575 | 121.7 348.6 | 132.05 |




ELEV 1228 D TDZE 1209




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA** | 1409/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1542/40 333 (400-¾) | | | |
| LNAV MDA | 1600/24 391 (400-½) | | | 1600/50 391 (400-1) |
| CIRCLING | 1760-1 532 (600-1) | | 1760-1½ 532 (600-1½) | 1780-2 552 (600-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

AKRON, OHIO

AL-638 (FAA)

20086

# RNAV (GPS) RWY 5
## AKRON-CANTON RGNL (CAK)

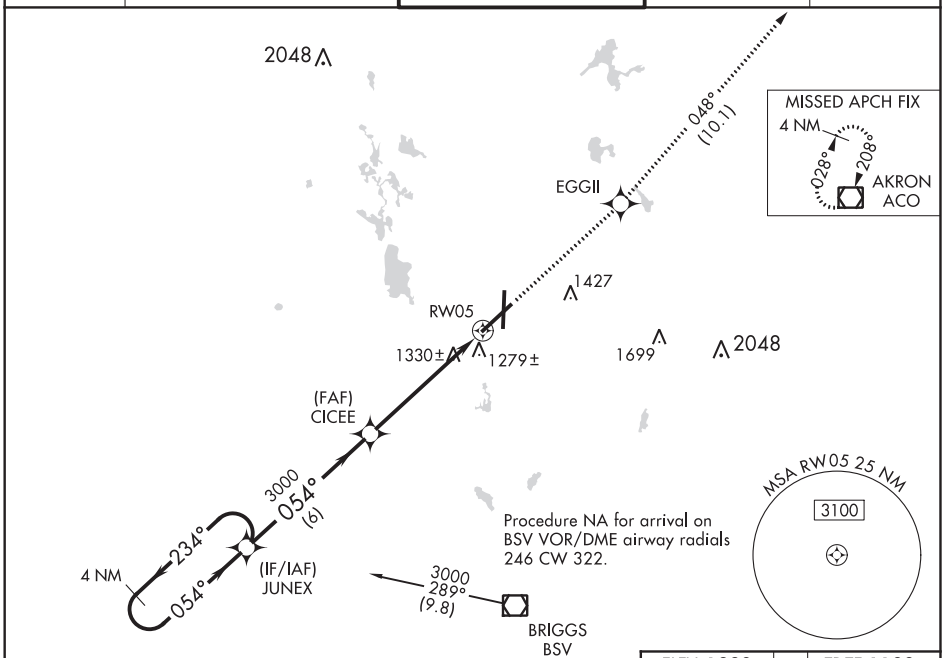
| WAAS CH 77620 W05A | APP CRS 054° | Rwy ldg 8204<br>TDZE 1199<br>Apt Elev 1228 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

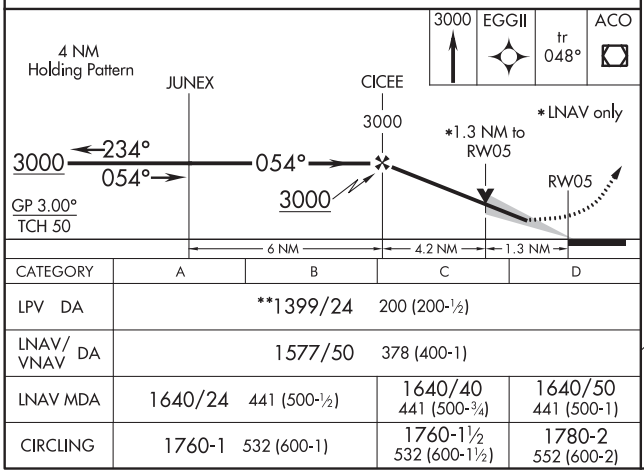
MALSR

MISSED APPROACH: Climb to 3000 direct EGGII and on track 048° to ACO VOR/DME and hold.

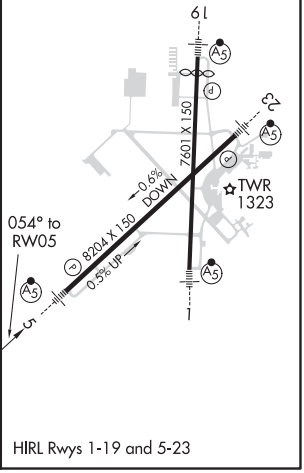
| ATIS | CLEVELAND APP CON * | AKRON-CANTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.05 | 125.5 269.25 | 134.75 279.575 | 121.7 348.6 | 132.05 |




ELEV 1228 | D | TDZE 1199




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | **1399/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1577/50 378 (400-1) | | | |
| LNAV MDA | 1640/24 441 (500-½) | | 1640/40 441 (500-¾) | 1640/50 441 (500-1) |
| CIRCLING | 1760-1 532 (600-1) | | 1760-1½ 532 (600-1½) | 1780-2 552 (600-2) |




HIRL Rwys 1-19 and 5-23

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 19
## AKRON-CANTON RGNL (CAK)

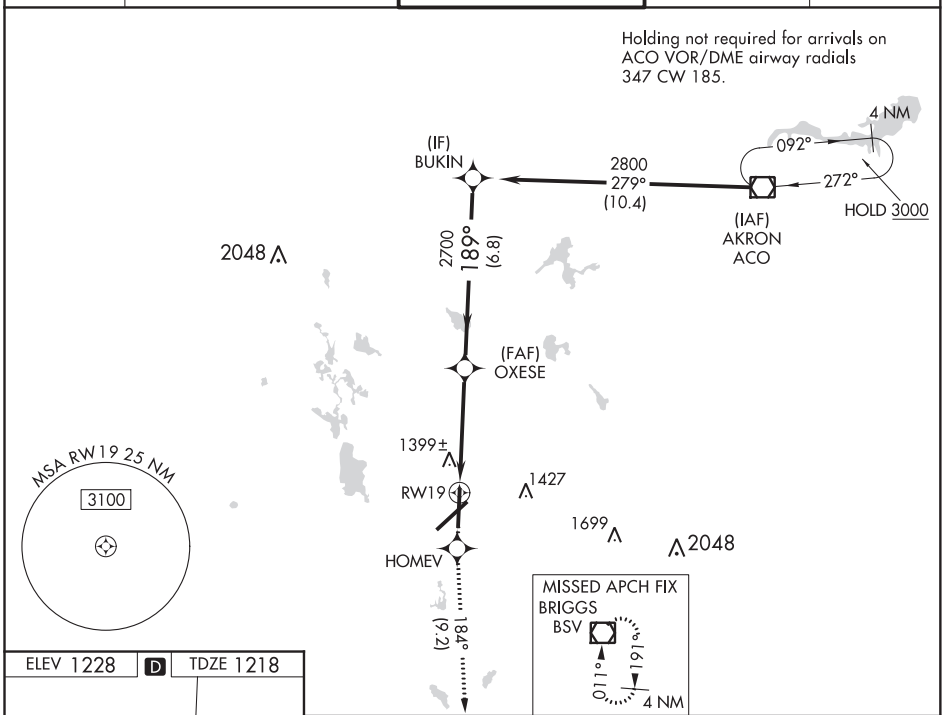
| WAAS CH 58020 W19A | APP CRS 189° | Rwy ldg 7000<br>TDZE 1218<br>Apt Elev 1228 |
|---|---|---|

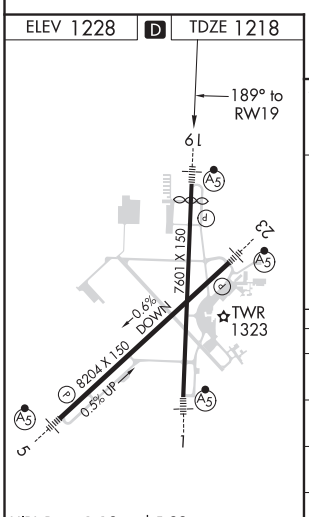
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

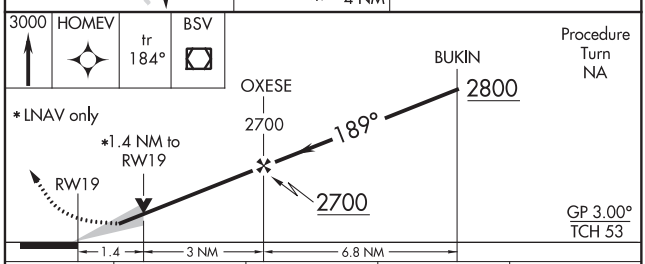
MALSR

MISSED APPROACH: Climb to 3000 direct HOMEV and on track 184° to BSV VOR/DME and hold.

| ATIS | CLEVELAND APP CON * | AKRON-CANTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.05 | 125.5 269.25 | 134.75 279.575 | 121.7 348.6 | 132.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | **1418/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1753-1½ 535 (600-1½) | | | |
| LNAV MDA | 1700/24 482 (500-½) | | 1700/40 482 (500-¾) | 1700/50 482 (500-1) |
| CIRCLING | 1760-1 532 (600-1) | | 1760-1½ 532 (600-1½) | 1780-2 552 (600-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

AKRON, OHIO | AL-638 (FAA) | 20086

# RNAV (GPS) RWY 23
## AKRON-CANTON RGNL (CAK)

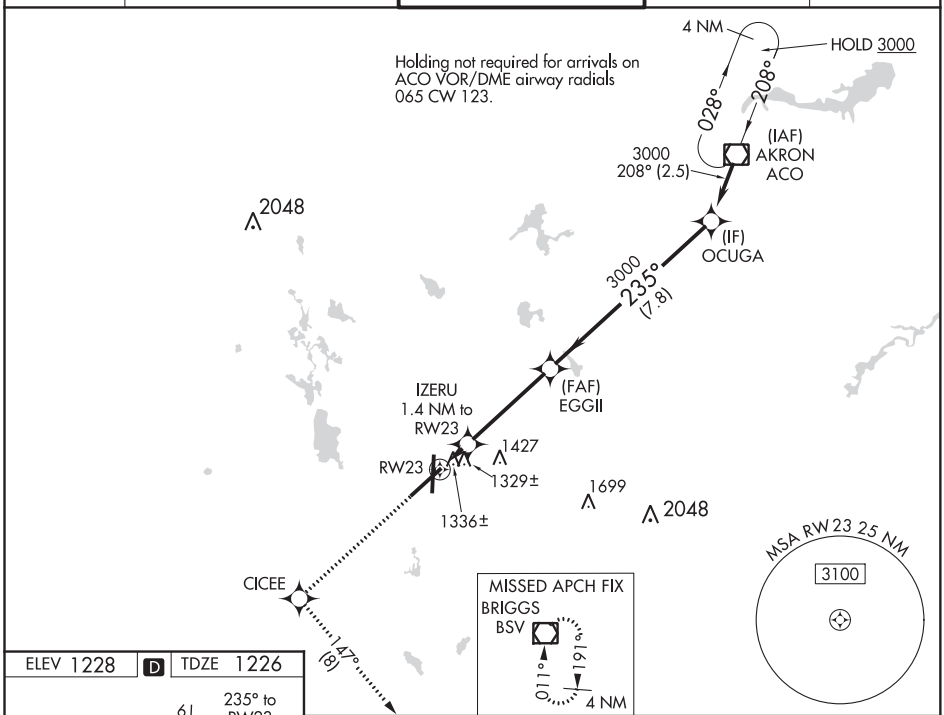
| WAAS CH 90220 W23A | APP CRS 235° | Rwy ldg 8204 TDZE 1226 Apt Elev 1228 |
|---|---|---|

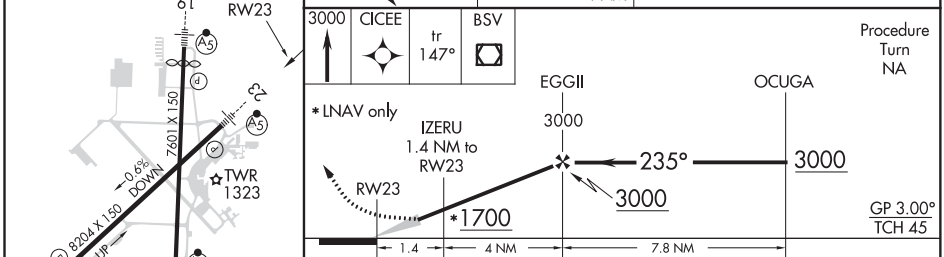
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct CICEE and on track 147° to BSV VOR/DME and hold.

| ATIS | CLEVELAND APP CON* | AKRON-CANTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.05 | 125.5 269.25 | 134.75 279.575 | 121.7 348.6 | 132.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | **1426/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1691/60 465 (500-1¼) | | | |
| LNAV MDA | 1640/24 414 (500-½) | | 1640/40 414 (500-¾) | 1640/50 414 (500-1) |
| CIRCLING | 1760-1 532 (600-1) | | 1760-1½ 532 (600-1½) | 1780-2 552 (600-2) |

HIRL Rwys 1-19 and 5-23

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

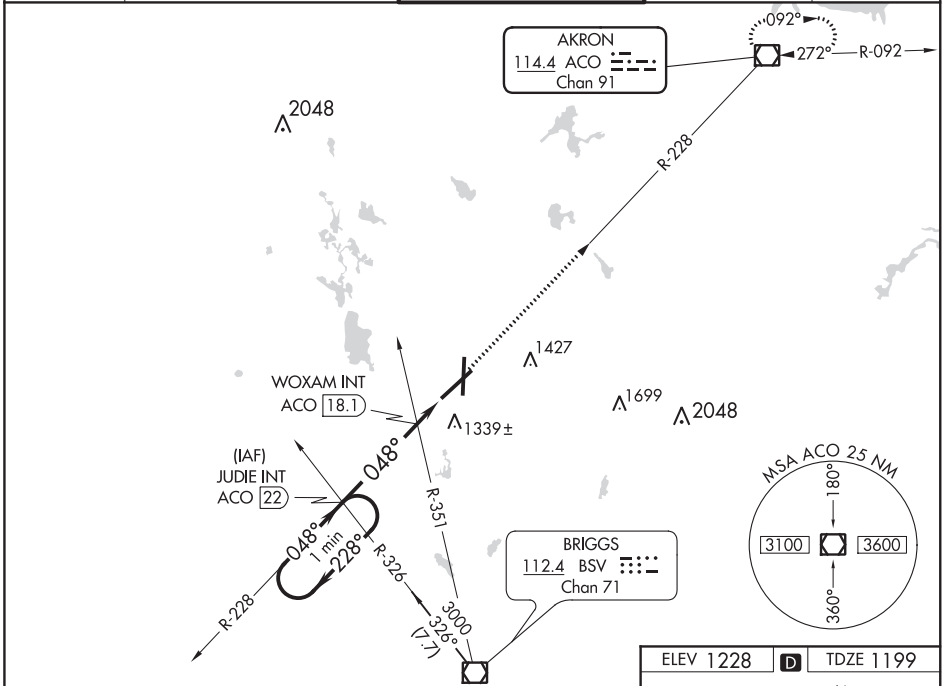
| VOR/DME ACO | APP CRS | Rwy ldg | 8204 |
|---|---|---|---|
| 114.4 | 048° | TDZE | 1199 |
| Chan 91 | | Apt Elev | 1228 |

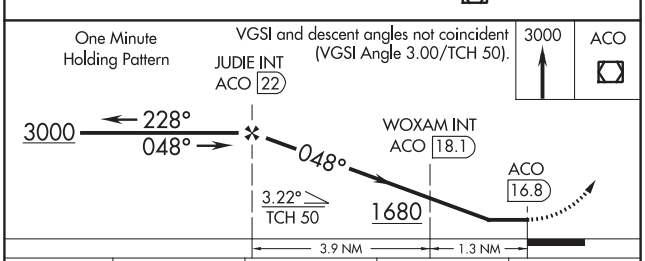
# VOR RWY 5
## AKRON-CANTON RGNL (CAK)

MALSR

MISSED APPROACH: Climb to 3000 direct ACO VOR/DME and hold.

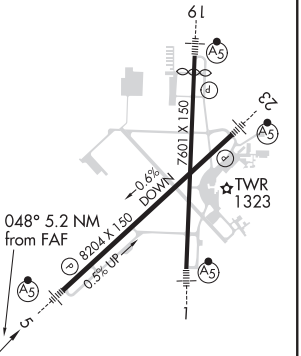
| ATIS | CLEVELAND APP CON* | AKRON-CANTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.05 | 125.5 269.25 | 134.75 279.575 | 121.7 348.6 | 132.05 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1680/24 481 (500-½) | | 1680/40 481 (500-¾) | 1680/50 481 (500-1) |
| CIRCLING | 1760-1 532 (600-1) | | 1760-1½ 532 (600-1½) | 1780-2 552 (600-2) |
| WOXAM FIX MINIMUMS | | | | |
| S-5 | 1600/24 401 (400-½) | | 1600/40 401 (400-¾) | 1600/50 401 (400-1) |
| CIRCLING | 1760-1 532 (600-1) | | 1760-1½ 532 (600-1½) | 1780-2 552 (600-2) |

ELEV 1228 D TDZE 1199




HIRL Rwys 1-19 and 5-23

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AKRON, OHIO | AL-638 (FAA) | 20086

# VOR RWY 23
## AKRON-CANTON RGNL (CAK)

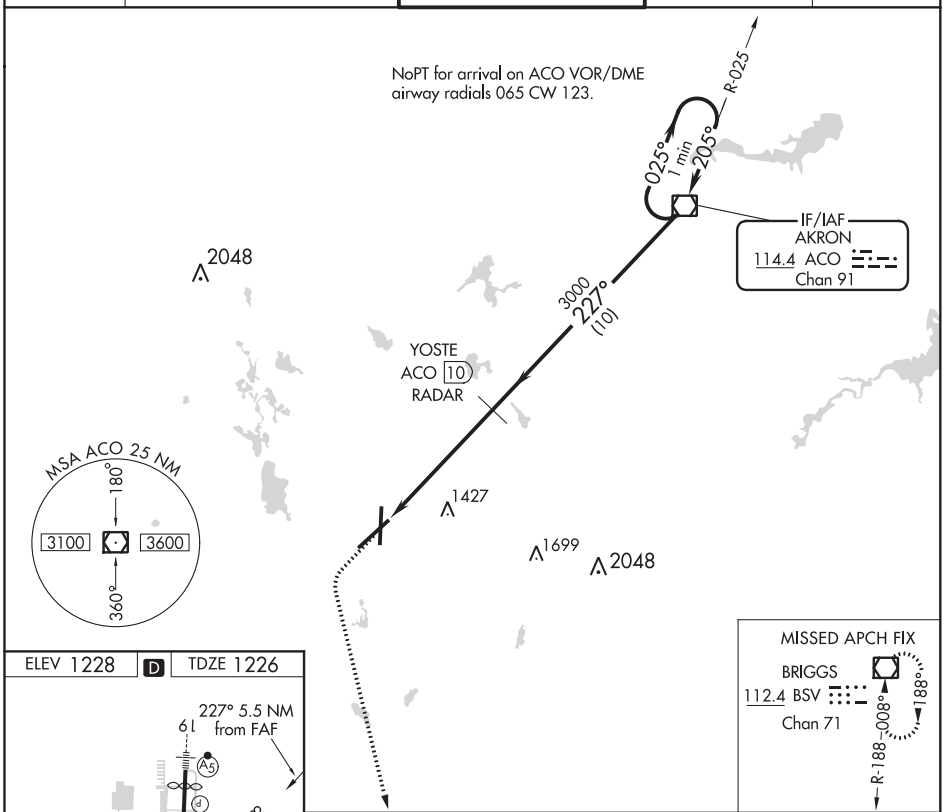
| VOR/DME ACO 114.4 Chan 91 | APP CRS 227° | Rwy ldg 8204 / TDZE 1226 / Apt Elev 1228 |
|---|---|---|

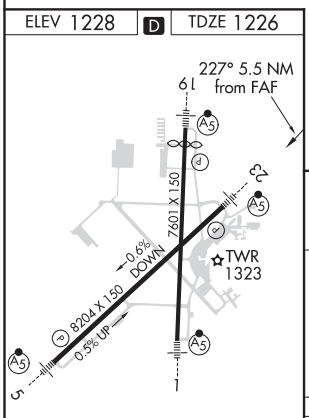
DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 3000 then left turn direct BSV VOR/DME and hold.

| ATIS | CLEVELAND APP CON ★ | AKRON-CANTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.05 | 125.5 269.25 | 134.75 279.575 | 121.7 348.6 | 132.05 |



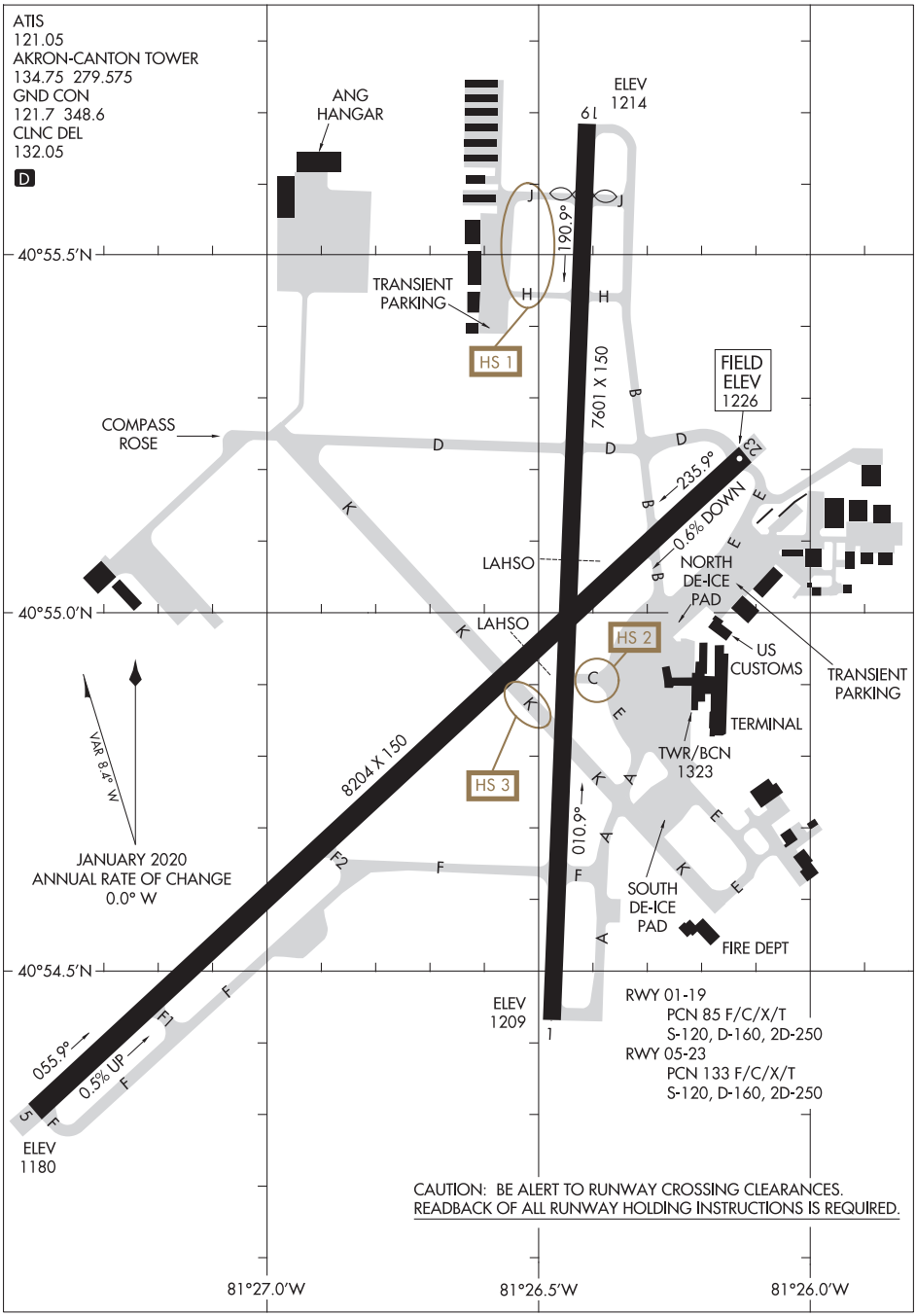

HIRL Rwys 1-19 and 5-23

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1680/24 454 (500-½) | | 1680/40 454 (500-¾) | 1680/50 454 (500-1) |
| CIRCLING | 1760-1 532 (600-1) | | 1760-1½ 532 (600-1½) | 1780-2 552 (600-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ANDERSON, INDIANA | AL-5133 (FAA) | 20086

| LOC I-AID | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 110.1 | 298° | 5320 / 919 / 919 |

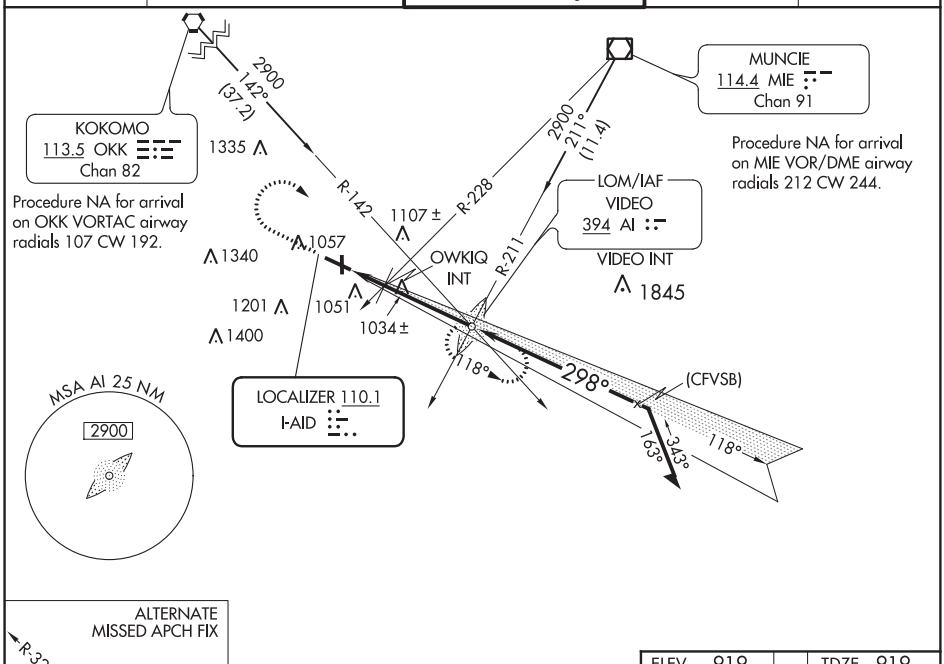
# ILS or LOC RWY 30
## ANDERSON MUNI-DARLINGTON FIELD (AID)

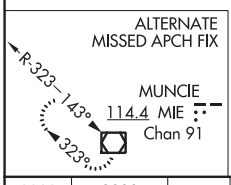
Circling Rwy 12, 36 NA at night. Rwy 30 helicopter visibility reduction below ¾ SM NA.

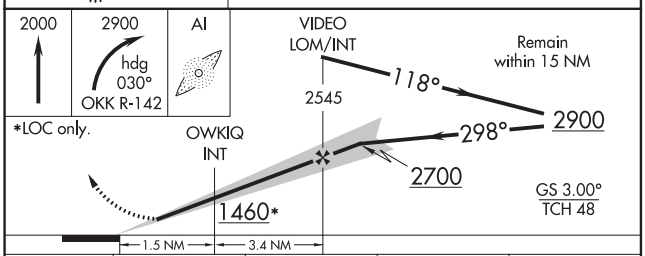
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 heading 030° and OKK VORTAC R-142 to VIDEO LOM and hold.

| AWOS-3 | INDIANAPOLIS APP CON | ANDERSON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 120.65 317.8 | 126.0 (CTAF) L | 121.6 | 122.95 |



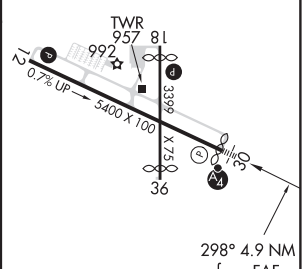




*LOC only.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30 | 1209-¾ 290 (300-¾) | | | |
| S-LOC 30 | 1360-¾ 441 (500-¾) | | 1360-1 441 (500-1) | |
| C CIRCLING | 1360-1 441 (500-1) | 1400-1 481 (500-1) | 1520-1¾ 601 (700-1¾) | 1520-2 601 (700-2) |

| ELEV 919 | TDZE 919 |
|---|---|




REIL Rwy 12
MIRL Rwys 12-30 and 18-36 L

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 30
## ANDERSON MUNI-DARLINGTON FIELD (AID)

| WAAS CH 56415 W30A | APP CRS 298° | Rwy ldg 5320<br>TDZE 919<br>Apt Elev 919 |
|---|---|---|

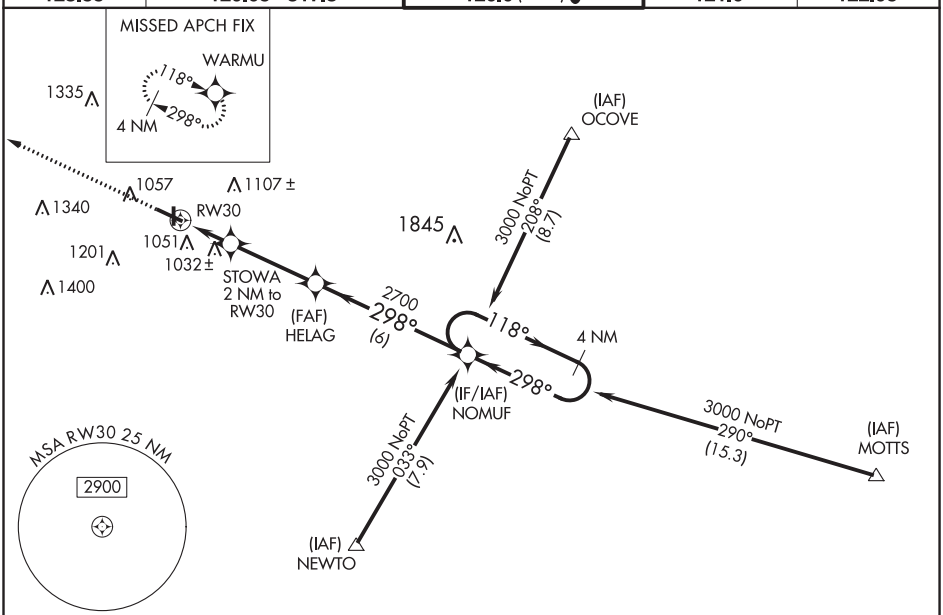
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet, and increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Inoperative table does not apply. Circling Rwy 12, 36 NA at night. Rwy 30 helicopter visibility reduction below ¾ SM NA.

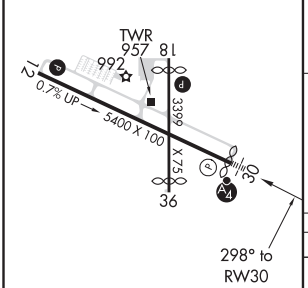
MALSF

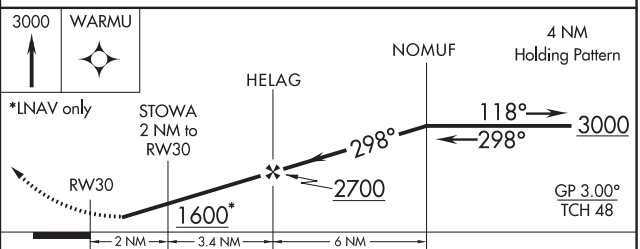
MISSED APPROACH: Climb to 3000 direct WARMU and hold.

| AWOS-3 | INDIANAPOLIS APP CON | ANDERSON TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 120.65 317.8 | 126.0 (CTAF) L | 121.6 | 122.95 |




| ELEV 919 | TDZE 919 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1234-1 315 (400-1) | | | |
| LNAV/VNAV DA | 1367-1½ 448 (500-1½) | | | |
| LNAV MDA | 1300-1 381 (400-1) | | | 1300-1¼ 381 (400-1¼) |
| C CIRCLING | 1360-1 441 (500-1) | 1400-1 481 (500-1) | 1520-1¾ 601 (700-1¾) | 1520-2 601 (700-2) |

REIL Rwy 12
MIRL Rwys 12-30 and 18-36 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ANDERSON, INDIANA AL-5133 (FAA) 20086

# NDB RWY 30

## ANDERSON MUNI-DARLINGTON FIELD (AID)

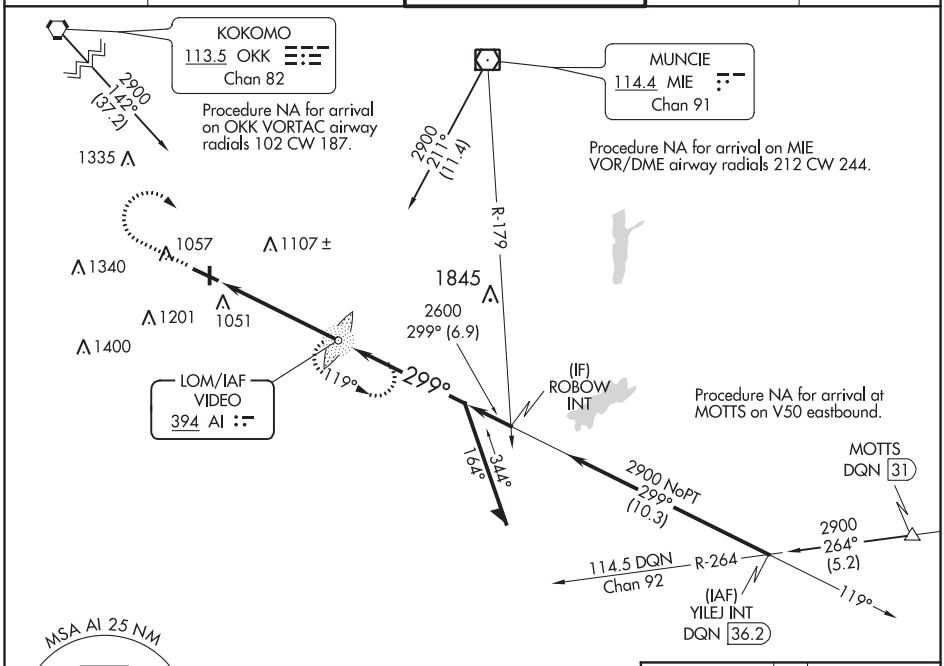
| LOM AI | APP CRS | Rwy ldg | 5320 |
|---|---|---|---|
| 394 | 299° | TDZE | 919 |
| | | Apt Elev | 919 |

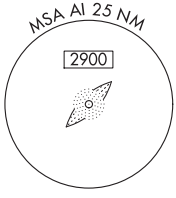
Rwy 30 helicopter visibility reduction below ¾ SM NA. Circling Rwy 12, 36 NA at night. For inop ALS, increase S-30 Cat C/D visibility to 1¾ SM.

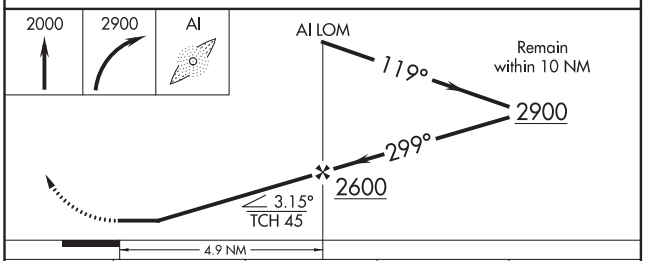
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct VIDEO LOM and hold.

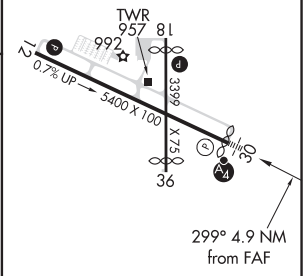
| AWOS-3 | INDIANAPOLIS APP CON | ANDERSON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 120.65 317.8 | 126.0 (CTAF) L | 121.6 | 122.95 |




ELEV 919 TDZE 919




REIL Rwy 12
MIRL Rwys 12-30 and 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 1500-¾ 581 (600-¾) | | 1500-1⅜ 581 (600-1⅜) | |
| C CIRCLING | 1500-1 581 (600-1) | | 1520-1¾ 601 (700-1¾) | 1520-2 601 (700-2) |

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

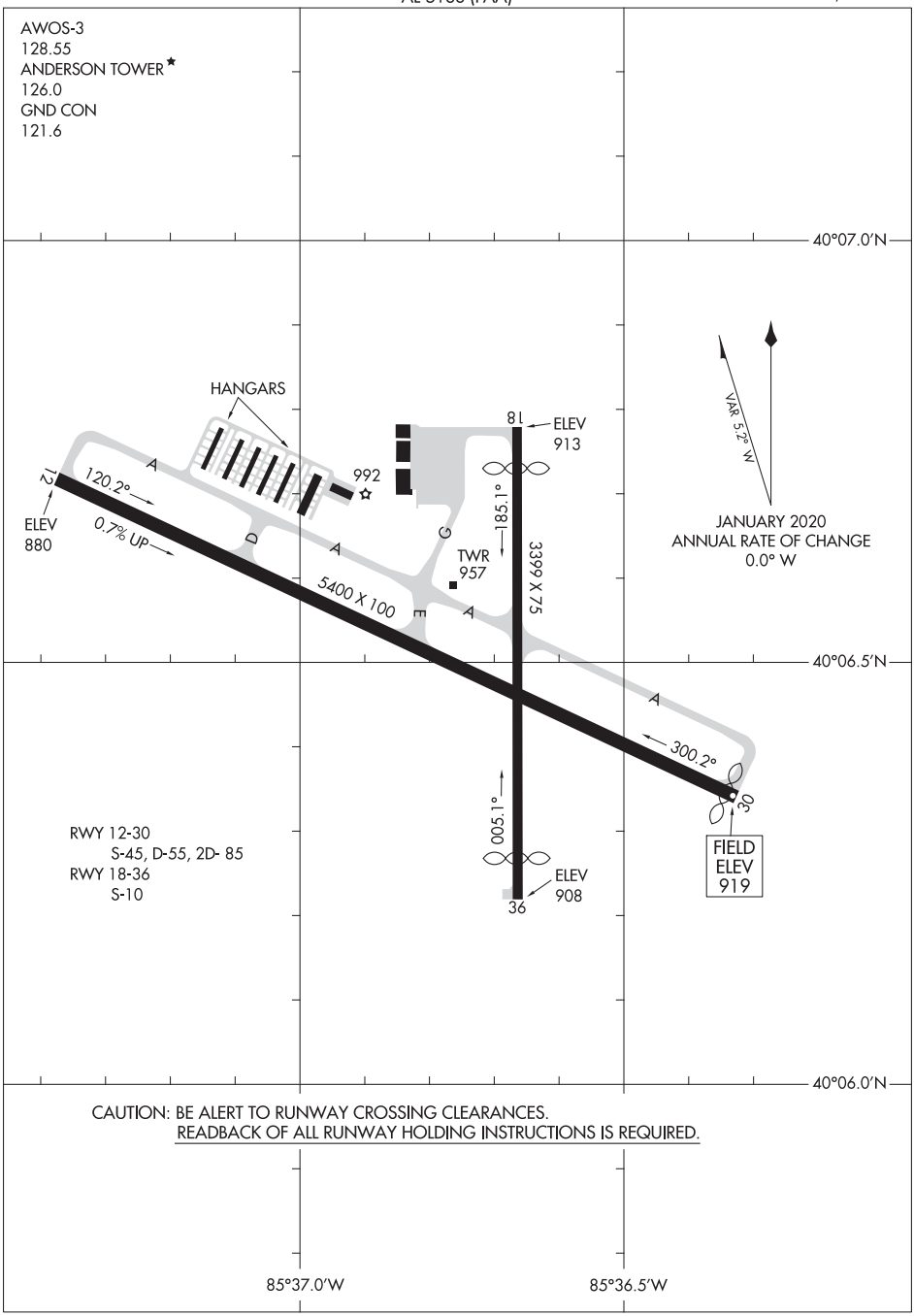
ANDERSON, INDIANA
Amdt 8A 13SEP18

40°07′N-85°37′W

ANDERSON MUNI-DARLINGTON FIELD (AID)
NDB RWY 30

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ANGOLA, INDIANA | AL-6196 (FAA) | 20114

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 052° | TDZE | 990 |
| | Apt Elev | 995 |

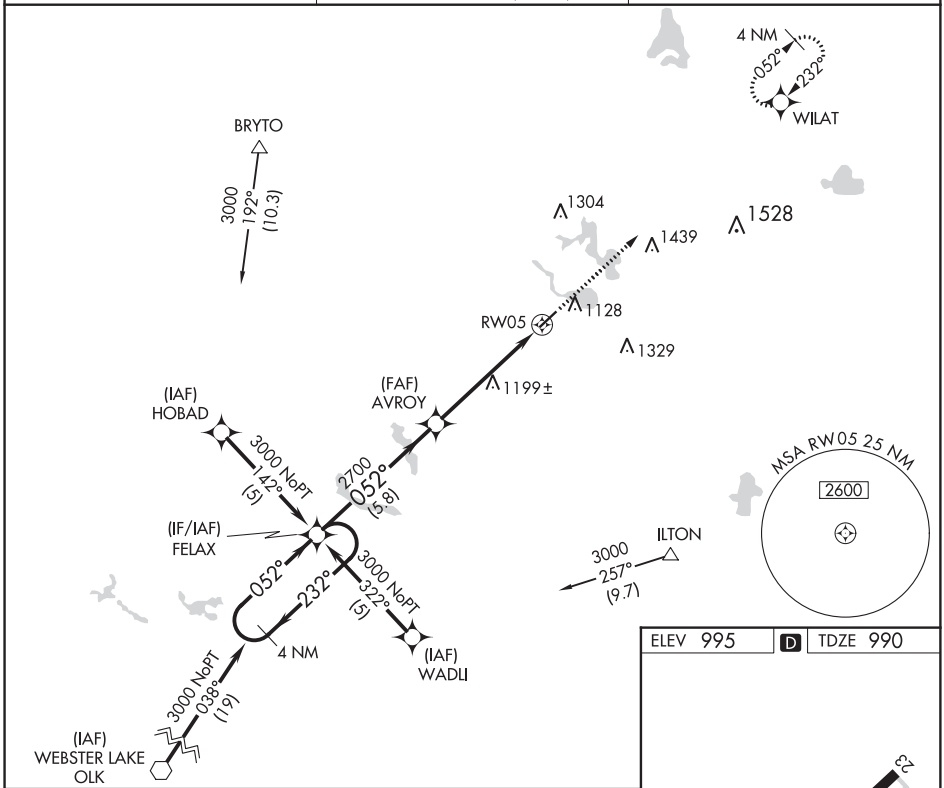
# RNAV (GPS) RWY 5
## TRI-STATE STEUBEN COUNTY (ANQ)

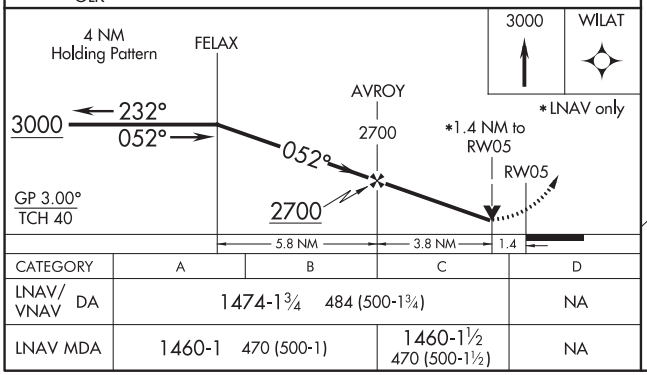
RNP APCH.

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct WILAT and hold.

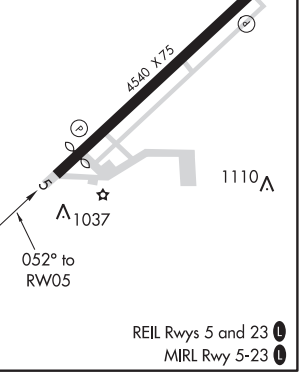
| AWOS-3 | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 118.175 | 127.2 284.6 (SW/NW)<br>132.15 284.6 (SE/NE) | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 1474-1¾ 484 (500-1¾) | | | NA |
| LNAV MDA | 1460-1 470 (500-1) | | 1460-1½ 470 (500-1½) | NA |

ELEV 995 | D | TDZE 990




REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 232° | TDZE | 995 |
| | Apt Elev | 995 |

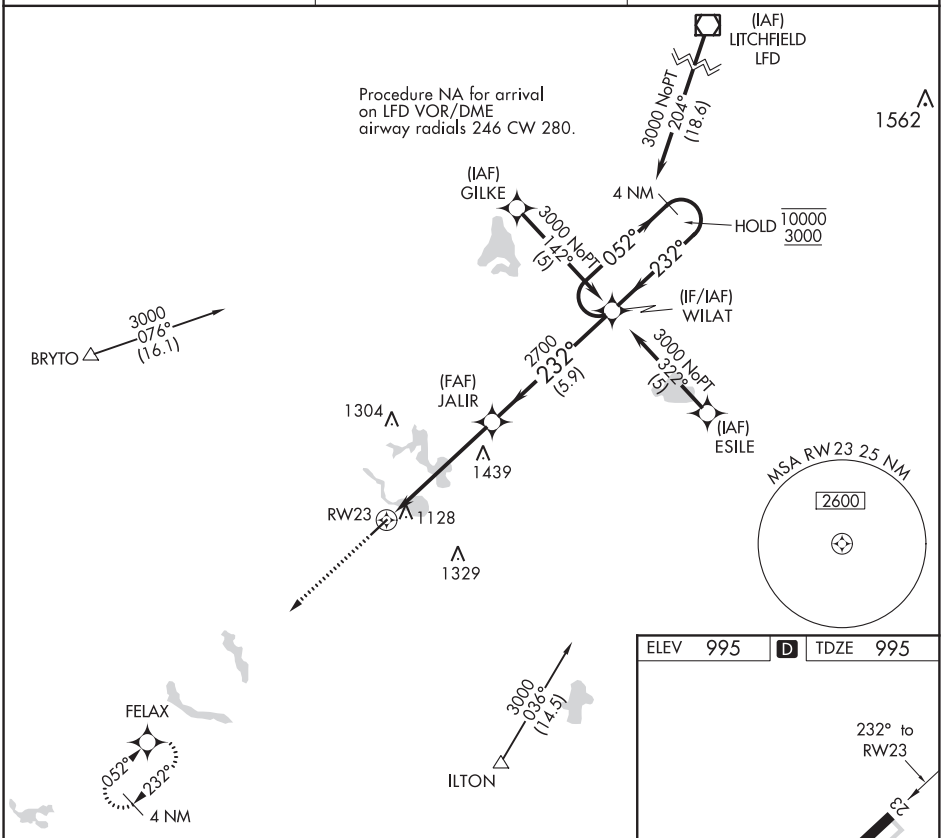
# RNAV (GPS) RWY 23
## TRI-STATE STEUBEN COUNTY (ANQ)

RNP APCH.

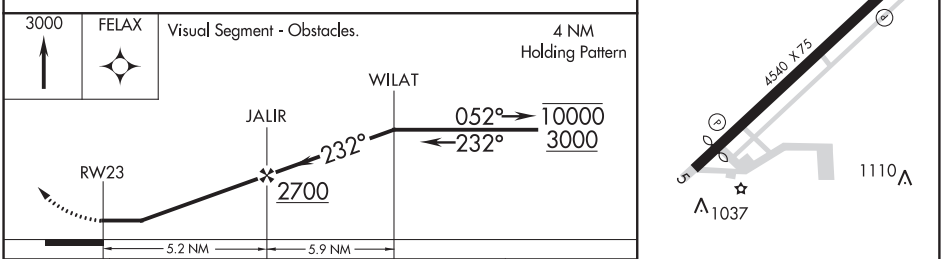
Rwy 23 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct FELAX and hold.

| AWOS-3 | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 118.175 | 127.2 284.6 (SW/NW)<br>132.15 284.6 (SE/NE) | 123.075 (CTAF) L |




| ELEV | 995 | D | TDZE | 995 |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1700-1 705 (800-1) | | 1700-2<br>705 (800-2) | NA |

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ASHLAND, OHIO | AL-6115 (FAA) | 19283

| APP CRS | Rwy ldg | 3501 |
|---|---|---|
| 188° | TDZE | 1204 |
| | Apt Elev | 1207 |

# RNAV (GPS) RWY 19
## ASHLAND COUNTY (3G4)

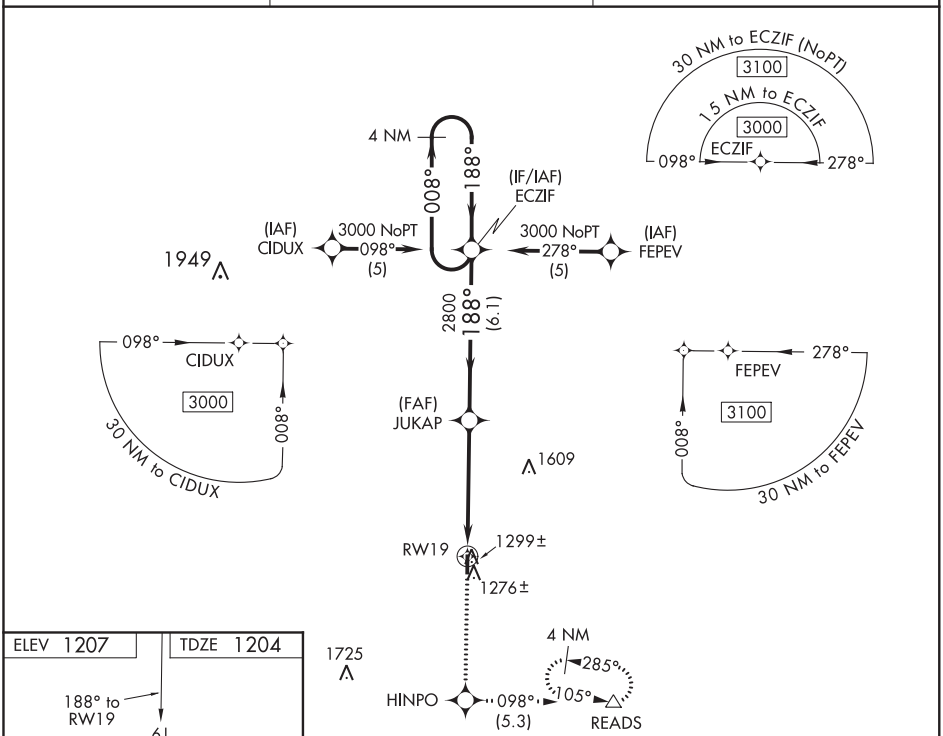
RNP APCH.

NA

Rwy 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Mansfield altimeter setting, when not received use Wooster altimeter setting.

MISSED APPROACH: Climb to 3000 direct HINPO and left turn on track 098° to READS and hold.

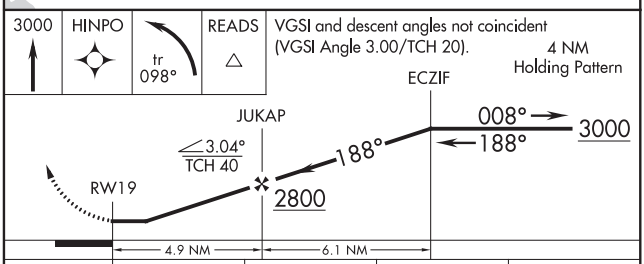
| MFD ASOS | CLEVELAND APP CON ★ | UNICOM |
|---|---|---|
| 125.3 | 124.2 360.65 | 122.7 (CTAF) L |




ELEV 1207 | TDZE 1204

188° to RW19

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1600-1 396 (400-1) | | 1600-1⅛ 396 (400-1⅛) | NA |
| CIRCLING | 1660-1 453 (500-1) | | 1660-1½ 453 (500-1½) | NA |

ASHLAND, OHIO
Orig-E 24MAY18

40°54'N-82°15'W

ASHLAND COUNTY (3G4)
RNAV (GPS) RWY 19

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

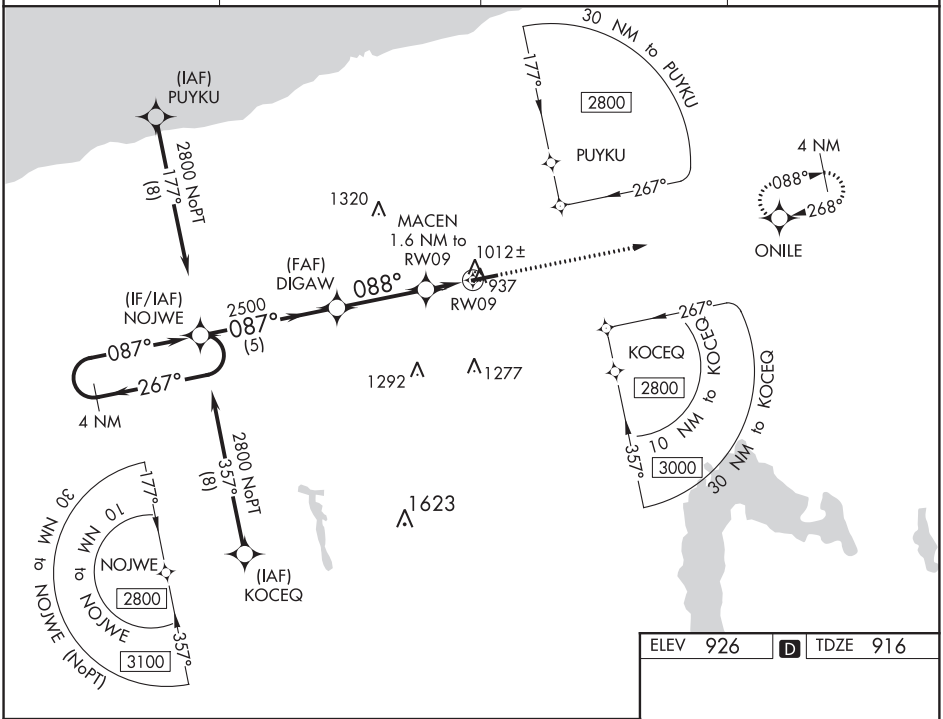
| WAAS CH 58013 W09A | APP CRS 088° | Rwy ldg 5100<br>TDZE 916<br>Apt Elev 926 |
|---|---|---|

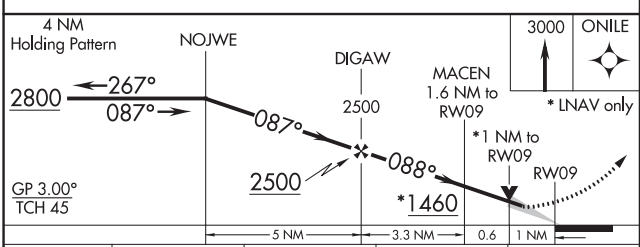
# RNAV (GPS) RWY 9
## NORTHEAST OHIO RGNL (HZY)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ONILE and hold.

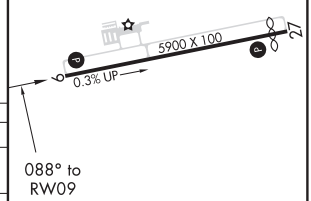
| ASOS | BUFFALO APP CON★ | UNICOM | |
|---|---|---|---|
| 118.325 | 121.0 | 122.8 (CTAF) | 123.3 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1166-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1182-⅞ 266 (300-⅞) | | | |
| LNAV MDA | 1280-1 364 (400-1) | | | |
| C CIRCLING | 1340-1 414 (500-1) | 1380-1 454 (500-1) | 1500-1½ 574 (600-1½) | 1580-2 654 (700-2) |

ELEV 926 D TDZE 916




REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

ASHTABULA, OHIO
Amdt 1 12OCT17
41°47'N-80°42'W
NORTHEAST OHIO RGNL (HZY)
RNAV (GPS) RWY 9
23

ASHTABULA, OHIO | AL-5613 (FAA) | 20254

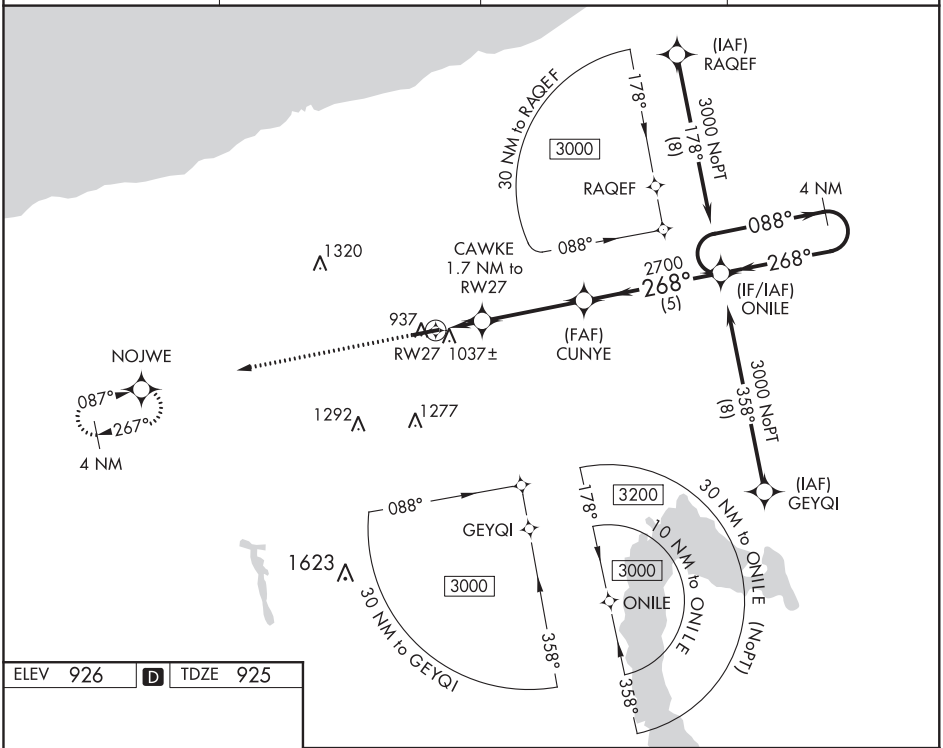
| WAAS CH 72713 W27A | APP CRS 268° | Rwy ldg 5100<br>TDZE 925<br>Apt Elev 926 |
|---|---|---|

# RNAV (GPS) RWY 27
## NORTHEAST OHIO RGNL (HZY)

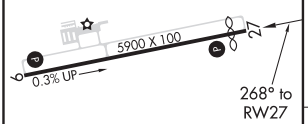
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

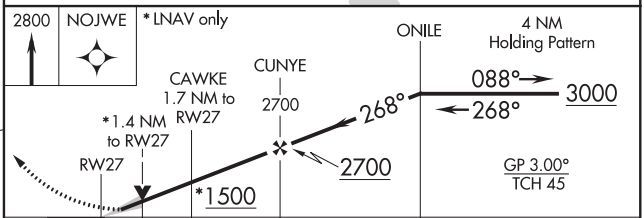
MISSED APPROACH: Climb to 2800 direct NOJWE and hold.

| ASOS | BUFFALO APP CON ★ | UNICOM | |
|---|---|---|---|
| 118.325 | 121.0 | 122.8 (CTAF) | 123.3 L |




ELEV 926 | D | TDZE 925




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1184-⅞ 259 (300-⅞) | | | |
| LNAV/VNAV DA | 1198-⅞ 273 (300-⅞) | | | |
| LNAV MDA | 1300-1 375 (400-1) | | | |
| CIRCLING | 1340-1 414 (500-1) | 1380-1 454 (500-1) | 1500-1½ 574 (600-1½) | 1580-2 654 (700-2) |

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# VOR RWY 27
## NORTHEAST OHIO RGNL (HZY)

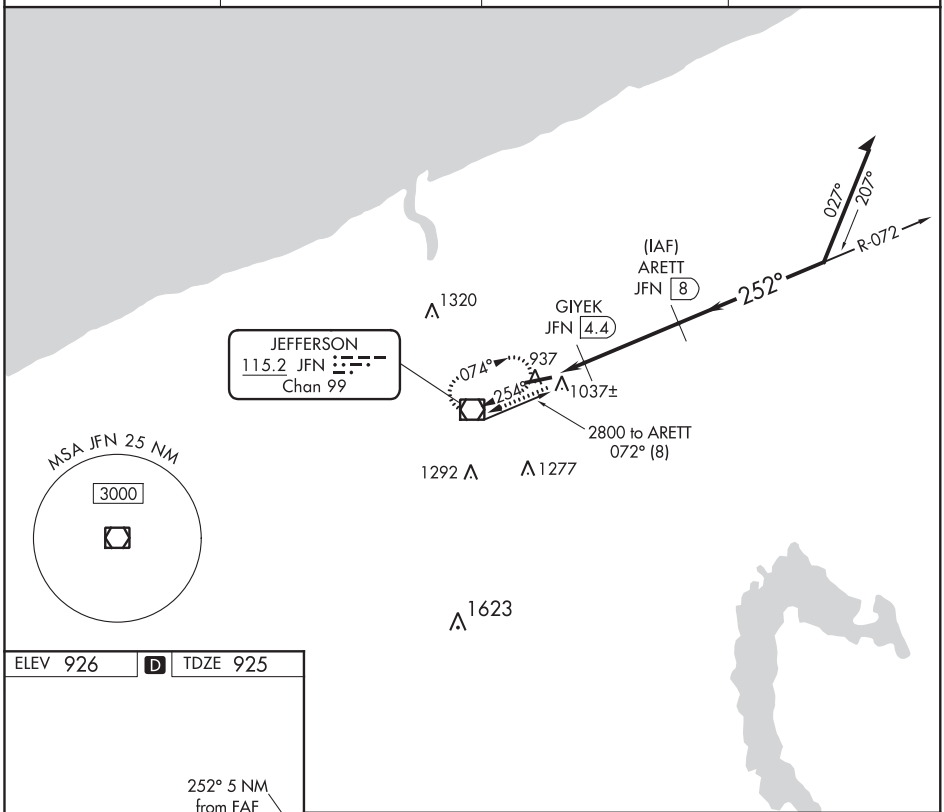
| VOR/DME JFN | APP CRS | Rwy ldg | 5100 |
|---|---|---|---|
| 115.2 | 252° | TDZE | 925 |
| Chan 99 | | Apt Elev | 926 |

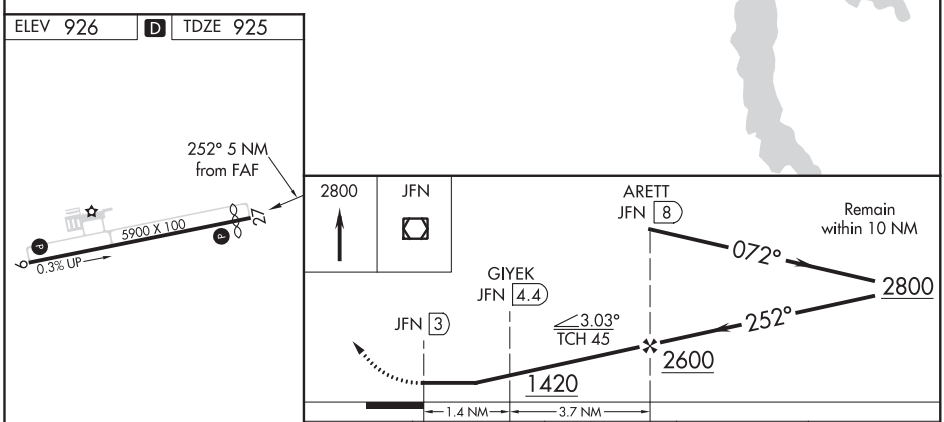
DME Required. RADAR Required for Procedure Entry.

Rwy 27 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 27 NA at night.

MISSED APPROACH: Climb to 2800 direct JFN VOR/DME and hold, continue climb-in-hold to 2800.

| ASOS | BUFFALO APP CON ★ | UNICOM | |
|---|---|---|---|
| 118.325 | 121.0 | 122.8 (CTAF) | 123.3 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1300-1 375 (400-1) | | | |
| C CIRCLING | 1340-1 414 (500-1) | 1380-1 454 (500-1) | 1500-1½ 574 (600-1½) | 1580-2 654 (700-2) |

REIL Rwys 9 and 27 L
HIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ASHTABULA, OHIO | AL-5613 (FAA) | 20254

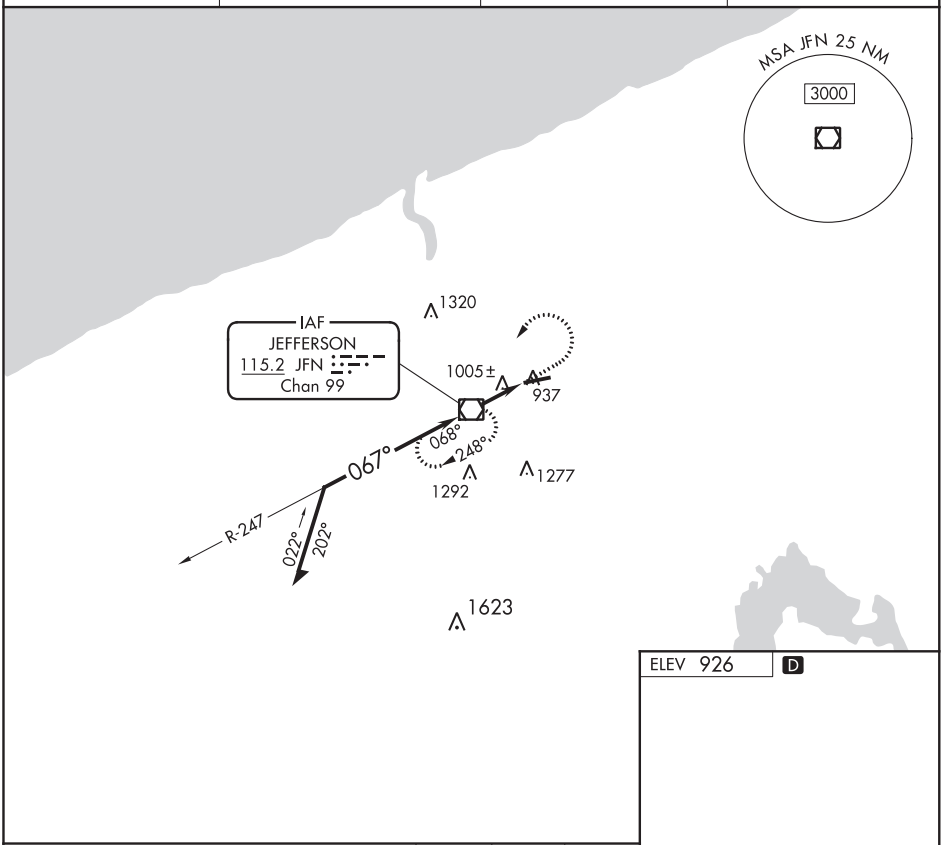
# VOR-A
## NORTHEAST OHIO RGNL (HZY)

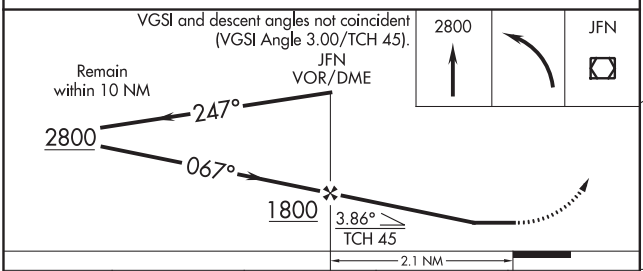
| VOR/DME JFN 115.2 Chan 99 | APP CRS 067° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 926 |
|---|---|---|

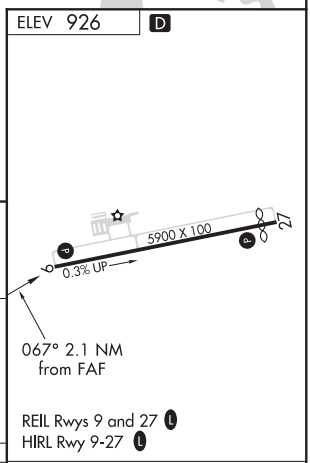
RADAR Required for Procedure Entry.

MISSED APPROACH: Climb to 2800 then left turn direct JFN VOR/DME and hold.

| ASOS | BUFFALO APP CON ★ | UNICOM | |
|---|---|---|---|
| 118.325 | 121.0 | 122.8 (CTAF) | 123.3 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1340-1<br>414 (500-1) | 1380-1<br>454 (500-1) | 1500-1½<br>574 (600-1½) | 1580-2<br>654 (700-2) |

FAF to MAP 2.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:06 | 1:24 | 1:03 | 0:50 | 0:42 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

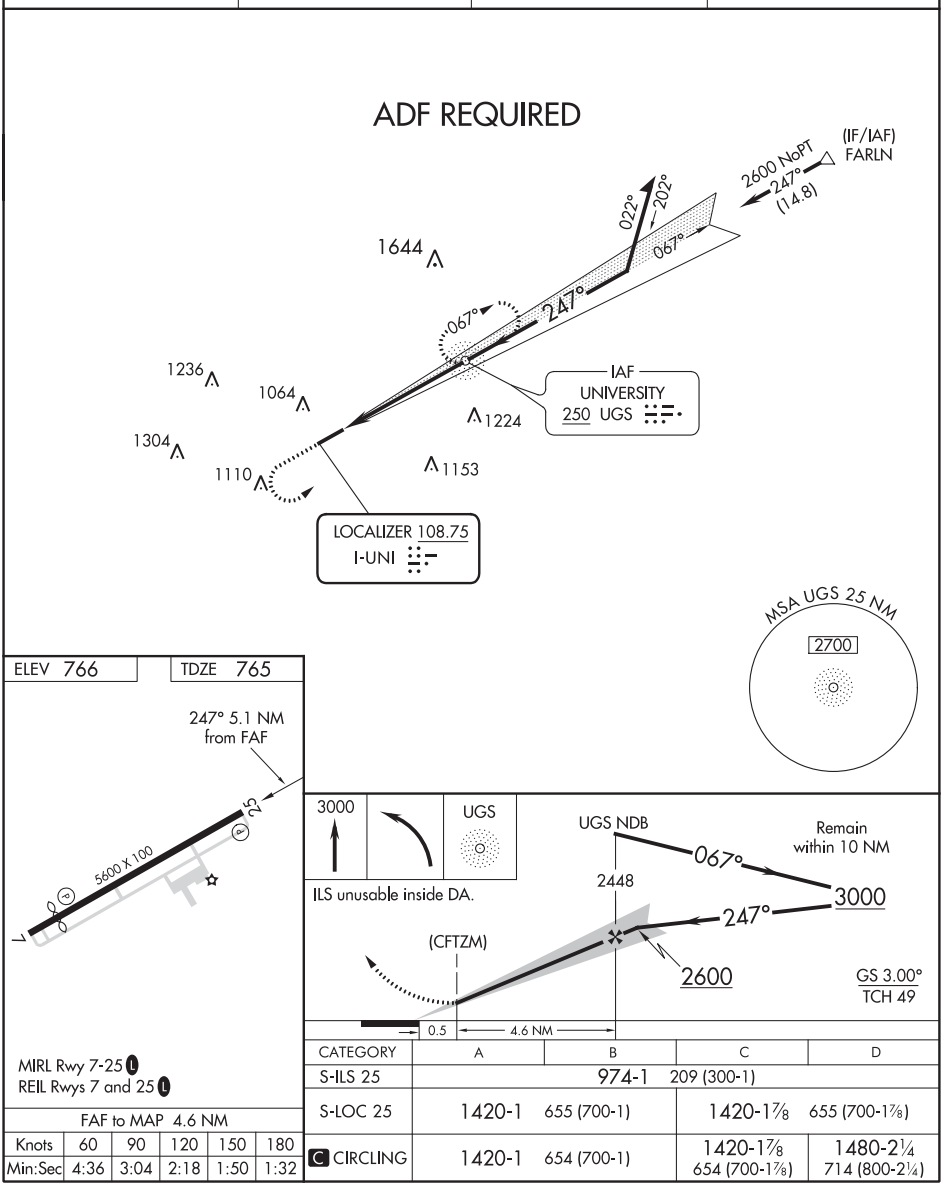
# ILS or LOC RWY 25
## OHIO UNIVERSITY (UNI)

| LOC I-UNI | APP CRS | Rwy ldg | 5600 |
|---|---|---|---|
| 108.75 | 247° | TDZE | 765 |
| | | Apt Elev | 766 |

T ADF required.
A NA

MISSED APPROACH: Climb to 3000 then left turn direct UGS NDB and hold.

| AWOS-3 | HUNTINGTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.325 | 120.95 270.1 | 120.95 | 123.075 (CTAF) L |




| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25 | 974-1 | 209 (300-1) | | |
| S-LOC 25 | 1420-1 | 655 (700-1) | 1420-1⅞ | 655 (700-1⅞) |
| C CIRCLING | 1420-1 | 654 (700-1) | 1420-1⅞ 654 (700-1⅞) | 1480-2¼ 714 (800-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

ATHENS/ALBANY, OHIO AL-5861 (FAA) 19171

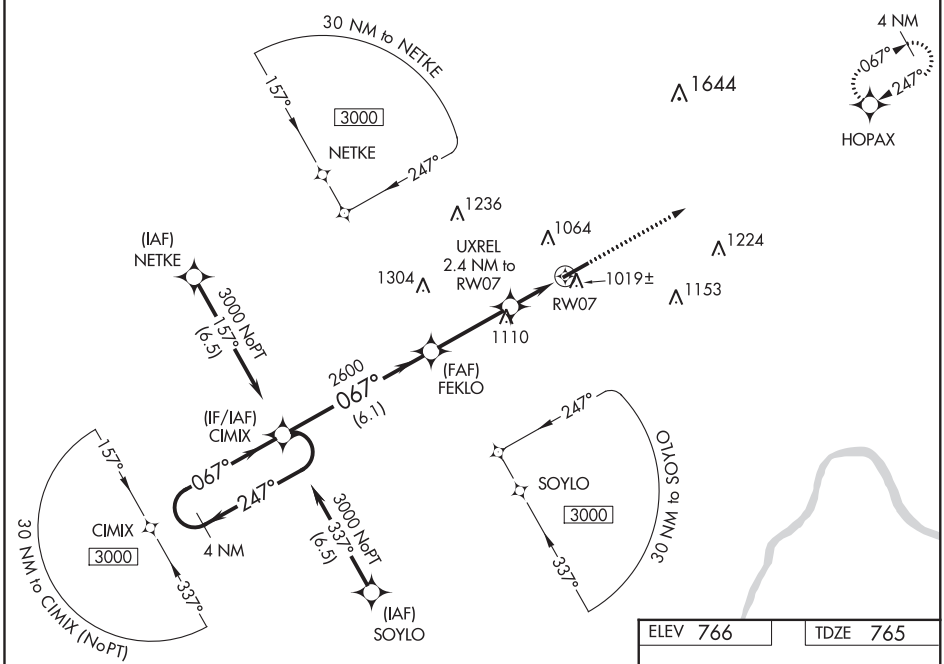
| WAAS CH 81916 W07A | APP CRS 067° | Rwy ldg 4700<br>TDZE 765<br>Apt Elev 766 |
|---|---|---|

# RNAV (GPS) RWY 7
## OHIO UNIVERSITY (UNI)

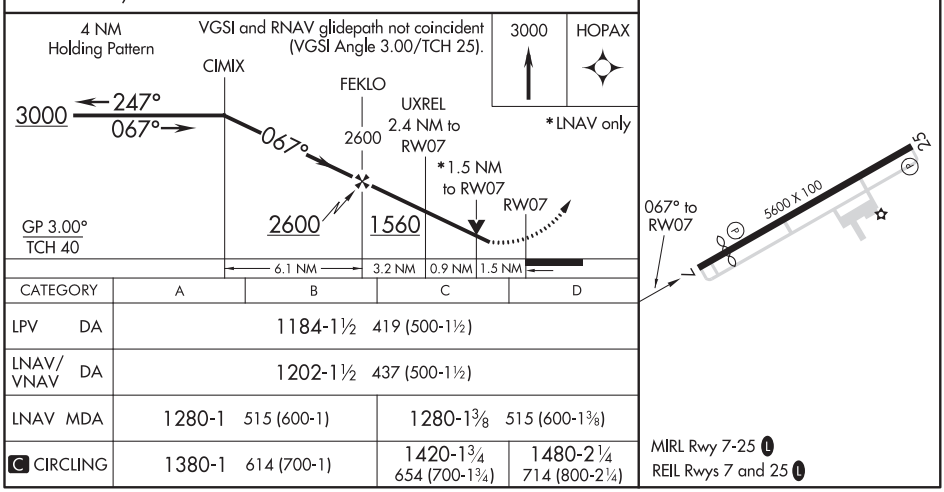
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 7 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HOPAX and hold.

| AWOS-3 | HUNTINGTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.325 | 120.95 270.1 | 120.95 | 123.075 (CTAF) L |




ELEV 766 TDZE 765




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1184-1½ 419 (500-1½) | | | |
| LNAV/VNAV DA | 1202-1½ 437 (500-1½) | | | |
| LNAV MDA | 1280-1 515 (600-1) | | 1280-1⅜ 515 (600-1⅜) | |
| C CIRCLING | 1380-1 614 (700-1) | | 1420-1¾ 654 (700-1¾) | 1480-2¼ 714 (800-2¼) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

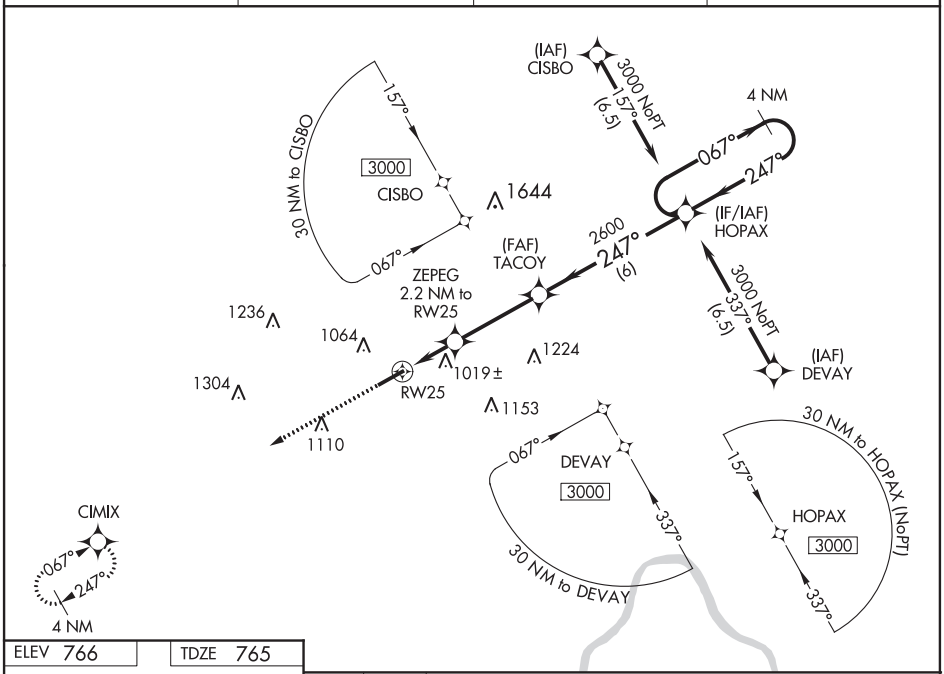
| WAAS CH 90316 W25A | APP CRS 247° | Rwy ldg 5600 TDZE 765 Apt Elev 766 |
|---|---|---|

# RNAV (GPS) RWY 25
## OHIO UNIVERSITY (UNI)

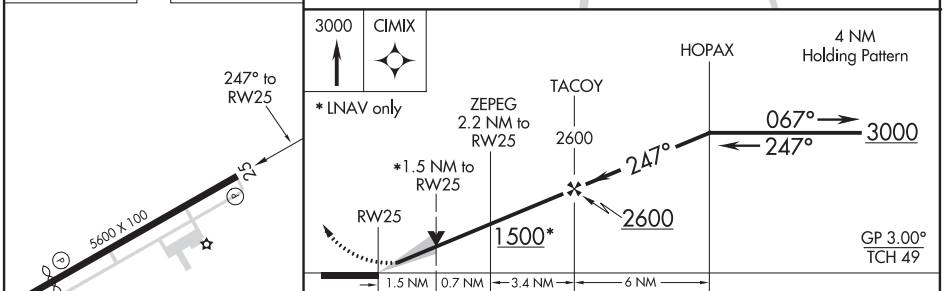
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CIMIX and hold.

| AWOS-3 | HUNTINGTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.325 | 120.95 270.1 | 120.95 | 123.075 (CTAF) L |




ELEV 766 TDZE 765




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 965-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1356-2 591 (600-2) | | | |
| LNAV MDA | 1280-1 515 (600-1) | | 1280-1⅜ 515 (600-1⅜) | |
| C CIRCLING | 1380-1 614 (700-1) | | 1420-1¾ 654 (700-1¾) | 1480-2¼ 714 (800-2¼) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| NDB UGS | APP CRS | Rwy ldg | 5600 |
|---|---|---|---|
| 250 | 247° | TDZE | 765 |
| | | Apt Elev | 766 |

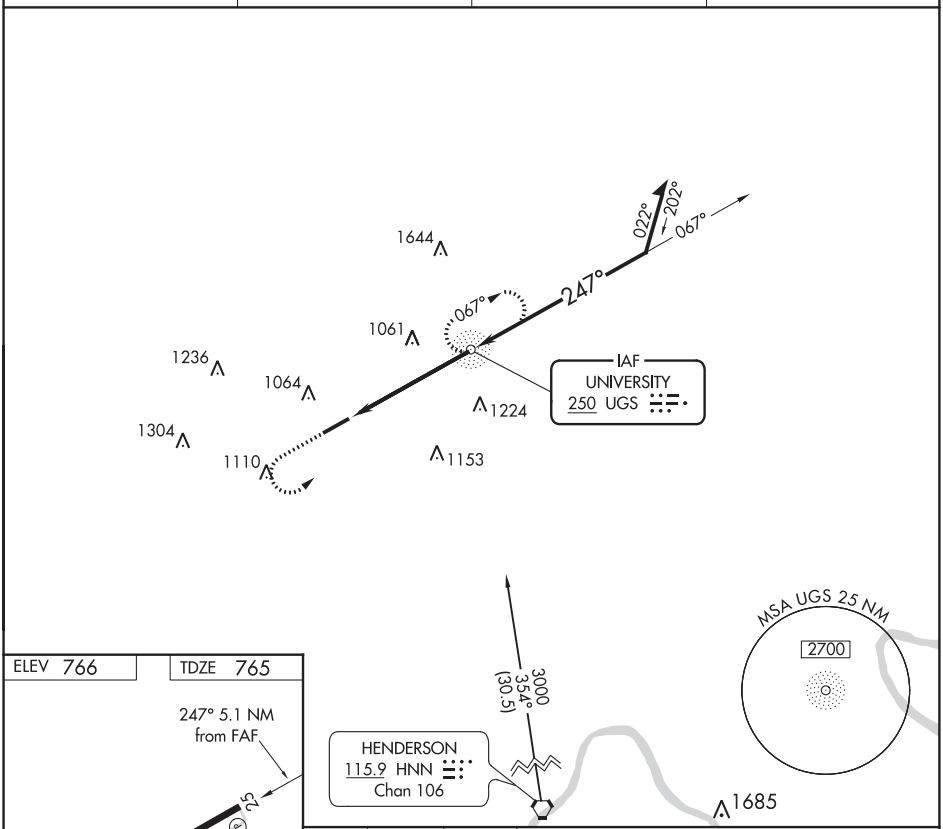
# NDB RWY 25
## OHIO UNIVERSITY (UNI)

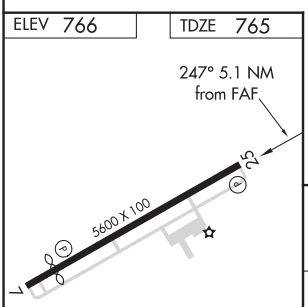
When local altimeter setting not received, use Parkersburg, WV altimeter setting and increase all MDAs 100 feet. Increase S-25 Cat C visibility ¼ SM and Circling Cat C/D ½ SM.

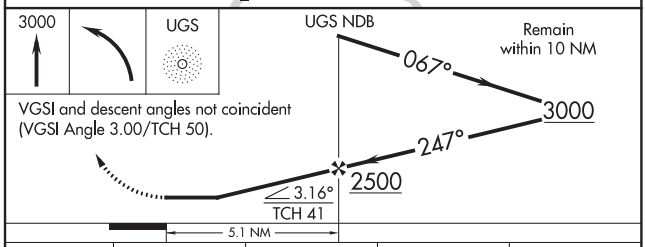
NA

MISSED APPROACH: Climb to 3000 then left turn direct UGS NDB and hold.

| AWOS-3 | HUNTINGTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.325 | 120.95 270.1 | 120.95 | 123.075 (CTAF) L |




VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 1380-1 615 (700-1) | | 1380-1¾ 615 (700-1¾) | 1380-2 615 (700-2) |
| C CIRCLING | 1380-1 614 (700-1) | 1420-1 654 (700-1) | 1420-1¾ 654 (700-1¾) | 1480-2¼ 714 (800-2¼) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS or LOC RWY 27
## DE KALB COUNTY (GWB)

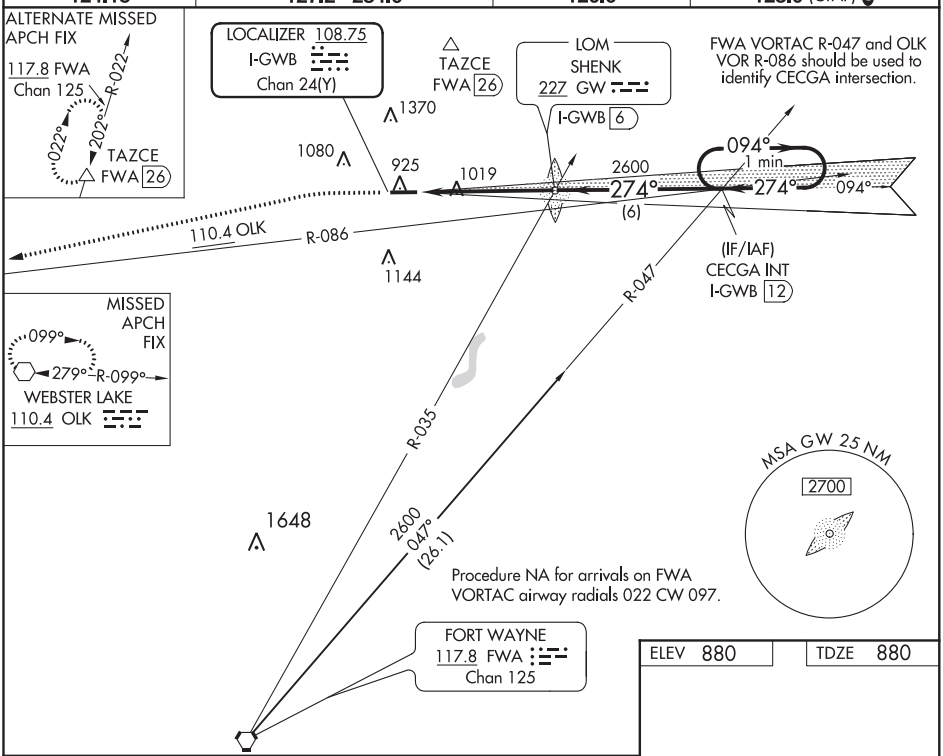
| LOC/DME I-GWB | APP CRS | Rwy ldg 5000 |
|---|---|---|
| 108.75 | 274° | TDZE 880 |
| Chan 24 (Y) | | Apt Elev 880 |

T
A NA

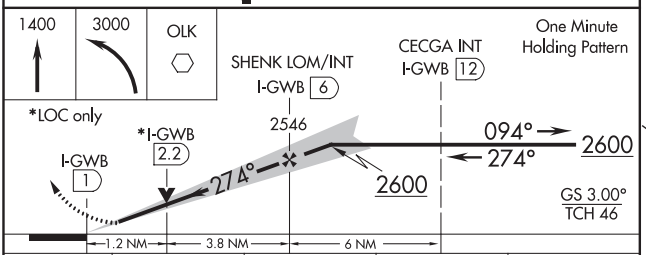
MALSR

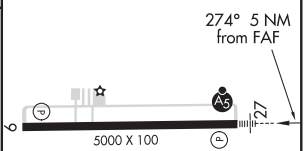
MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct OLK VOR and hold.

| AWOS-3 | FORT WAYNE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.15 | 127.2 284.6 | 126.6 | 123.0 (CTAF) L |




| ELEV 880 | TDZE 880 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 1080-½ 200 (200-½) | | | |
| S-LOC 27 | 1320-½ 440 (500-½) | | 1320-¾ 440 (500-¾) | 1320-1 440 (500-1) |
| C CIRCLING | 1320-1 440 (500-1) | 1560-1 680 (700-1) | 1720-2½ 840 (900-2½) | 1720-2¾ 840 (900-2¾) |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AUBURN, INDIANA | AL-5266 (FAA) | 17117

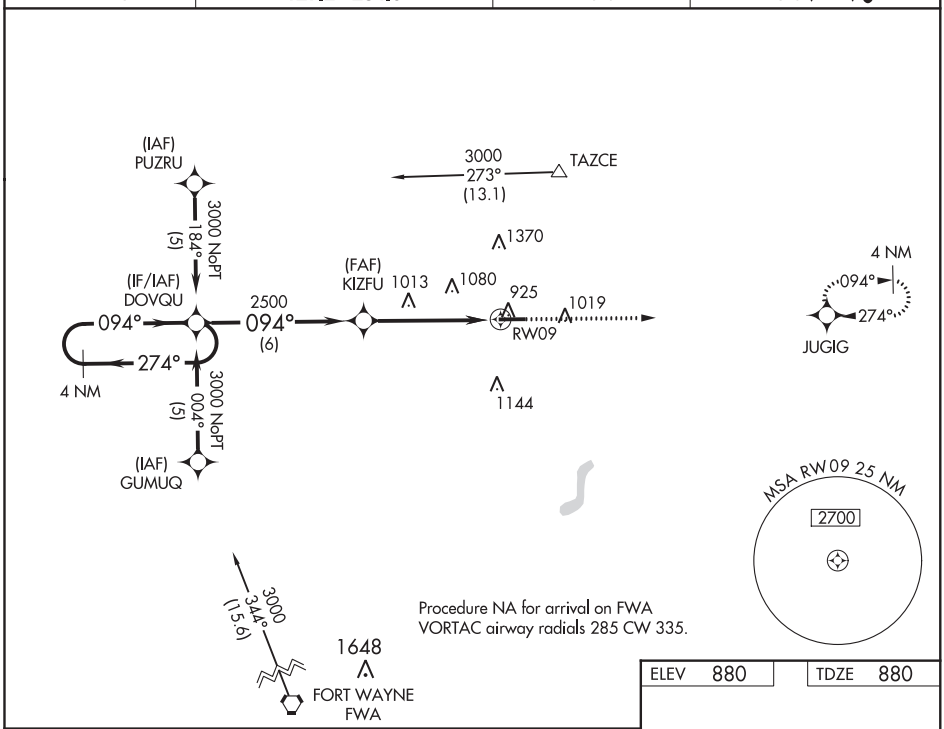
| WAAS CH 40201 W09A | APP CRS 094° | Rwy ldg 5000<br>TDZE 880<br>Apt Elev 880 |
|---|---|---|

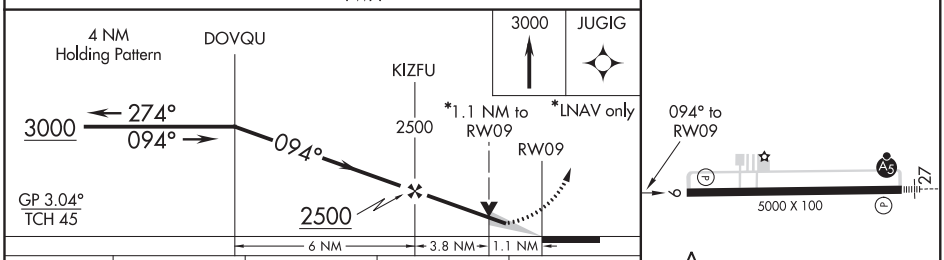
# RNAV (GPS) RWY 9
## DE KALB COUNTY (GWB)

For uncompensated Baro-VNAV systems, LNAV/VNAV below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JUGIG and hold.

| AWOS-3 | FORT WAYNE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.15 | 127.2 284.6 | 126.6 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1182-1 302 (400-1) | | | |
| LNAV/VNAV DA | 1237-1¼ 357 (400-1¼) | | | |
| LNAV MDA | 1280-1 400 (400-1) | | 1280-1⅛ 400 (400-1⅛) | 1280-1¼ 400 (400-1¼) |
| C CIRCLING | 1320-1 440 (500-1) | 1560-1 680 (700-1) | 1720-2½ 840 (900-2½) | 1720-2¾ 840 (900-2¾) |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 86401 W27A | APP CRS 274° | Rwy ldg 5000<br>TDZE 880<br>Apt Elev 880 |
|---|---|---|

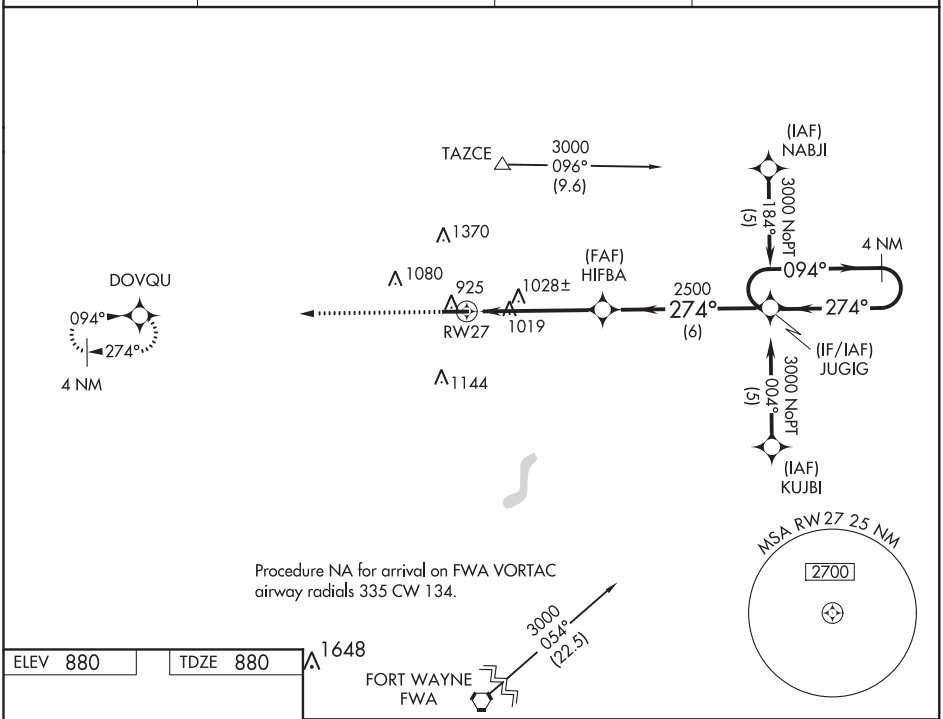
# RNAV (GPS) RWY 27
## DE KALB COUNTY (GWB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

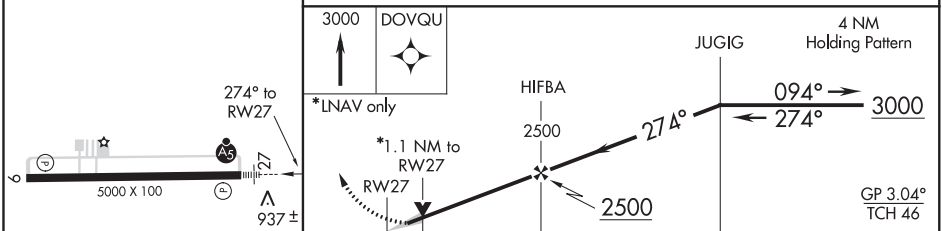
MALSR

MISSED APPROACH: Climb to 3000 direct DOVQU and hold.

| AWOS-3 | FORT WAYNE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.15 | 127.2 284.6 | 126.6 | 123.0 (CTAF) L |




| ELEV 880 | TDZE 880 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1130-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 1207-⅝ 327 (400-⅝) | | | |
| LNAV MDA | 1280-½ 400 (400-½) | | 1280-¾ 400 (400-¾) | |
| C CIRCLING | 1320-1 440 (500-1) | 1560-1 680 (700-1) | 1720-2½ 840 (900-2½) | 1720-2¾ 840 (900-2¾) |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AUBURN, INDIANA | AL-5266 (FAA) | 20254

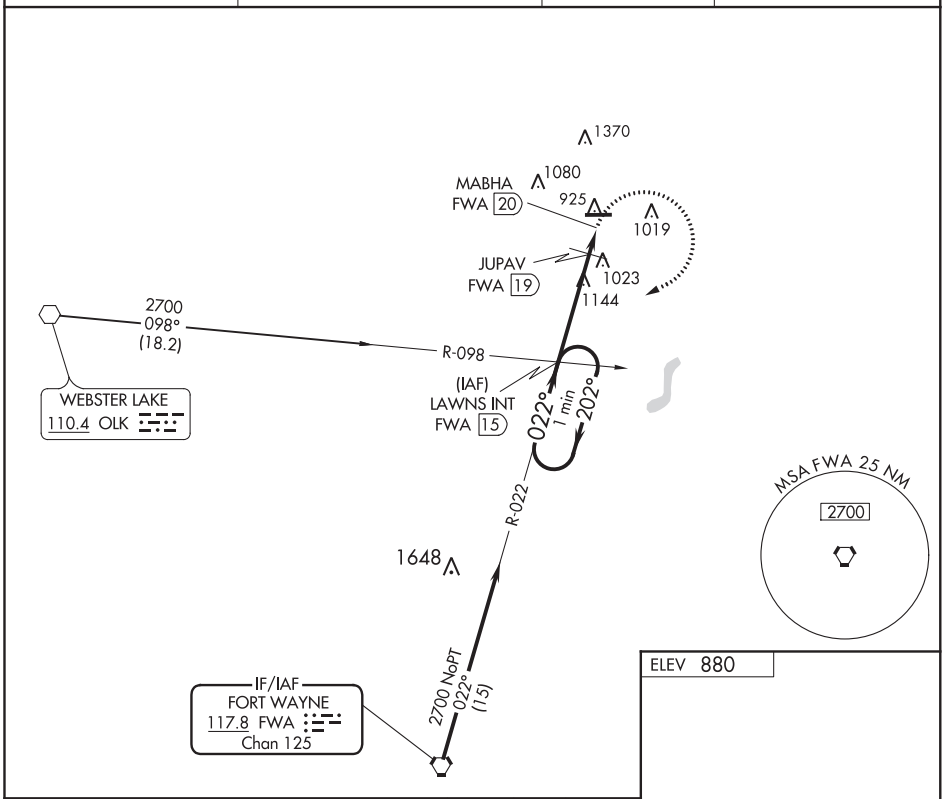
# VOR-A

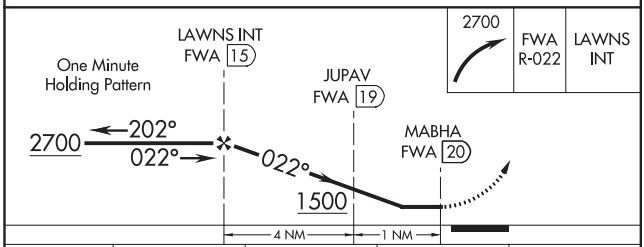
## DE KALB COUNTY (GWB)

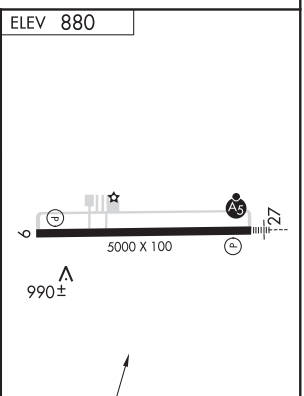
| VORTAC FWA | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 117.8 | 022° | TDZE | N/A |
| Chan 125 | | Apt Elev | 880 |

MISSED APPROACH: Climbing right turn to 2700 on FWA R-022 to LAWNS INT/FWA 15 DME and hold.

| AWOS-3 | FORT WAYNE APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 124.15 | 127.2 | 284.6 | 126.6 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1500-1<br>620 (700-1) | 1560-1<br>680 (700-1) | 1720-2½<br>840 (900-2½) | 1720-2¾<br>840 (900-2¾) |
| JUPAV FIX MINIMUMS | | | | |
| C CIRCLING | 1360-1<br>480 (500-1) | 1560-1<br>680 (700-1) | 1720-2½<br>840 (900-2½) | 1720-2¾<br>840 (900-2¾) |

FAF to MAP 5 NM

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

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

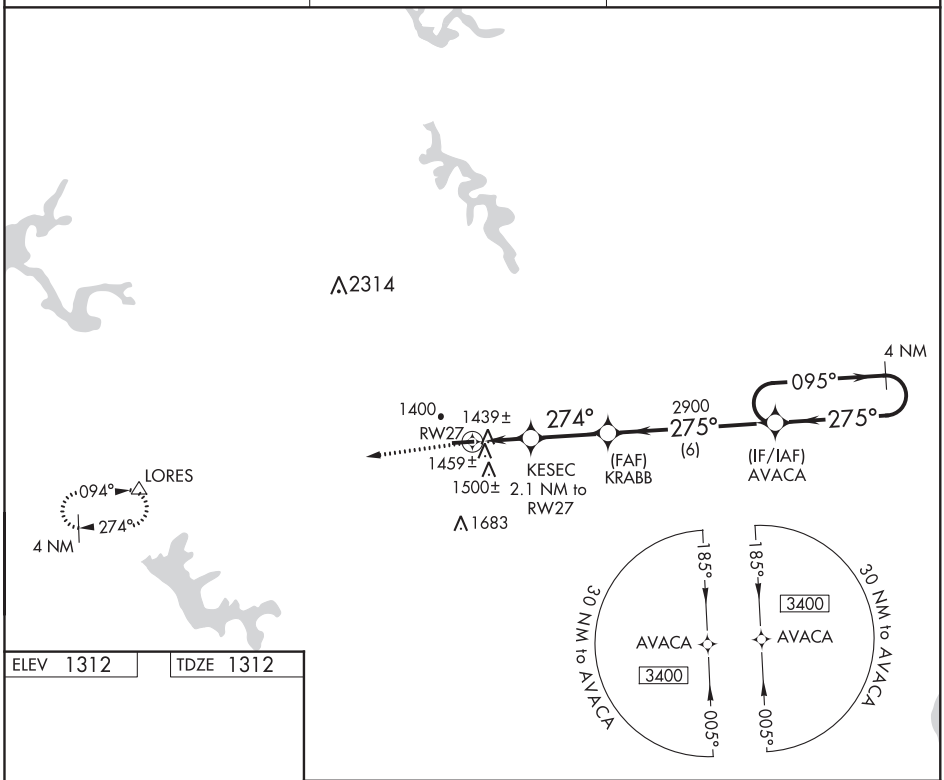
| WAAS CH 70427 W27A | APP CRS 274° | Rwy ldg 4003<br>TDZE 1312<br>Apt Elev 1312 |
|---|---|---|

# RNAV (GPS) RWY 27
## BARNESVILLE-BRADFIELD (6G5)

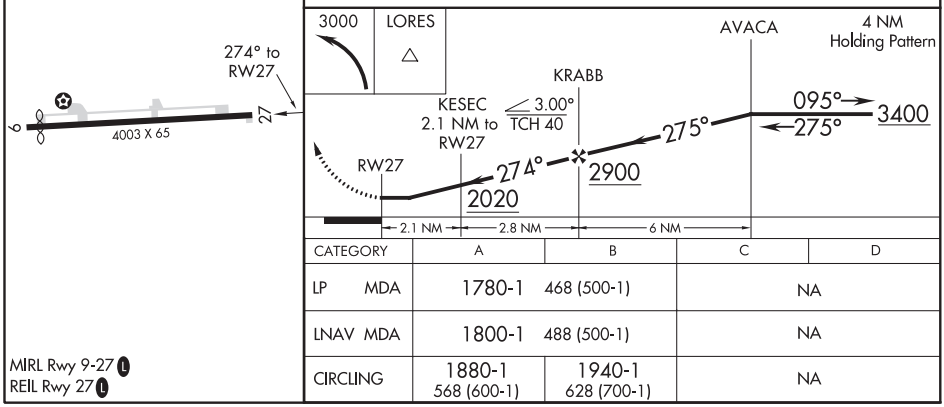
T A NA DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Wheeling, WV altimeter setting; When not received use Washington, PA altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 3000 direct LORES and hold.

| HLG ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 127.375 | 126.95 239.30 | 123.0 (CTAF) L |




ELEV 1312 TDZE 1312




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1780-1 468 (500-1) | | NA | |
| LNAV MDA | 1800-1 488 (500-1) | | NA | |
| CIRCLING | 1880-1 568 (600-1) | 1940-1 628 (700-1) | NA | |

MIRL Rwy 9-27 L
REIL Rwy 27 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

BARNESVILLE, OHIO AL-5632 (FAA) 20086

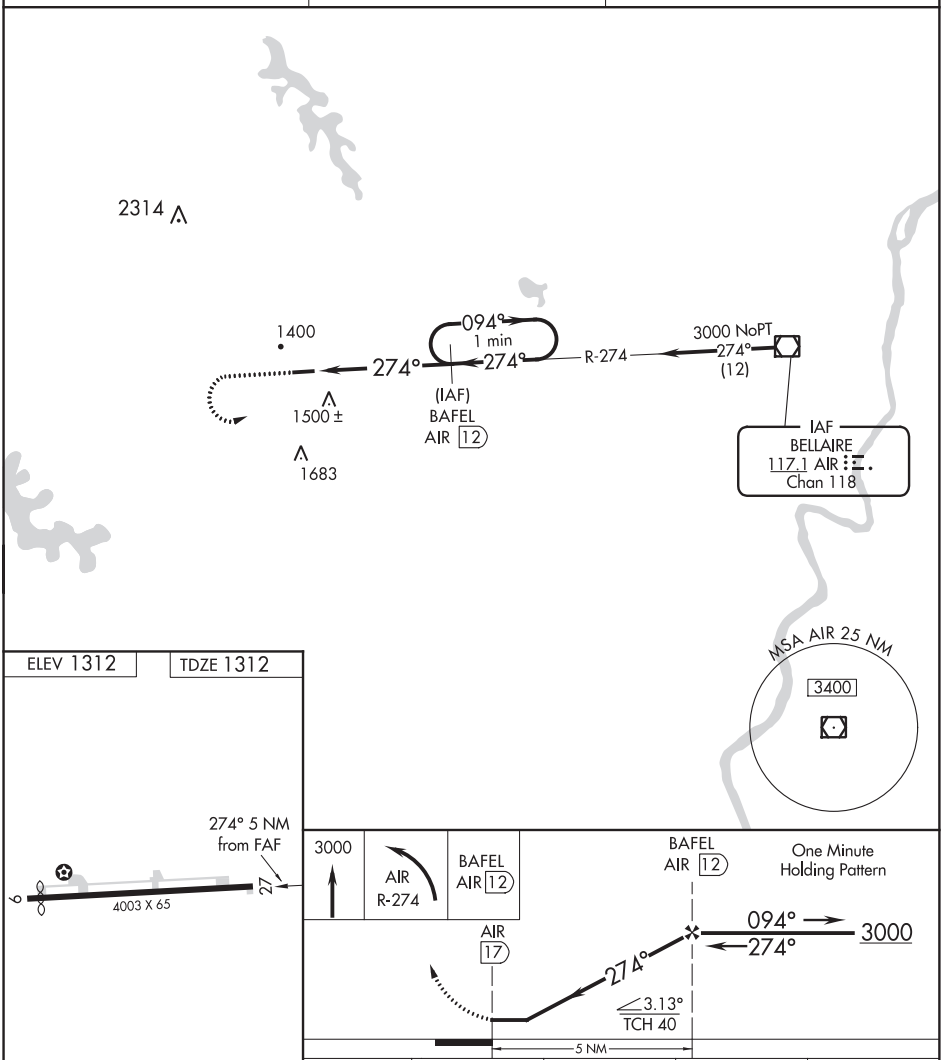
# VOR/DME RWY 27
## BARNESVILLE-BRADFIELD (6G5)

| VOR/DME AIR | APP CRS | Rwy ldg | 4003 |
|---|---|---|---|
| 117.1 | 274° | TDZE | 1312 |
| Chan 118 | | Apt Elev | 1312 |

T
A NA Use Wheeling, WV altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn via AIR R-274 to BAFEL/12 DME and hold.

| HLG ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 127.375 | 126.95 239.30 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1880-1 | 568 (600-1) | NA | |
| CIRCLING | 1880-1 | 568 (600-1) | NA | |

MIRL Rwy 9-27 L
REIL Rwy 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BARNESVILLE, OHIO
Orig-B 26AUG10

40°00'N-81°12'W

BARNESVILLE-BRADFIELD (6G5)
VOR/DME RWY 27

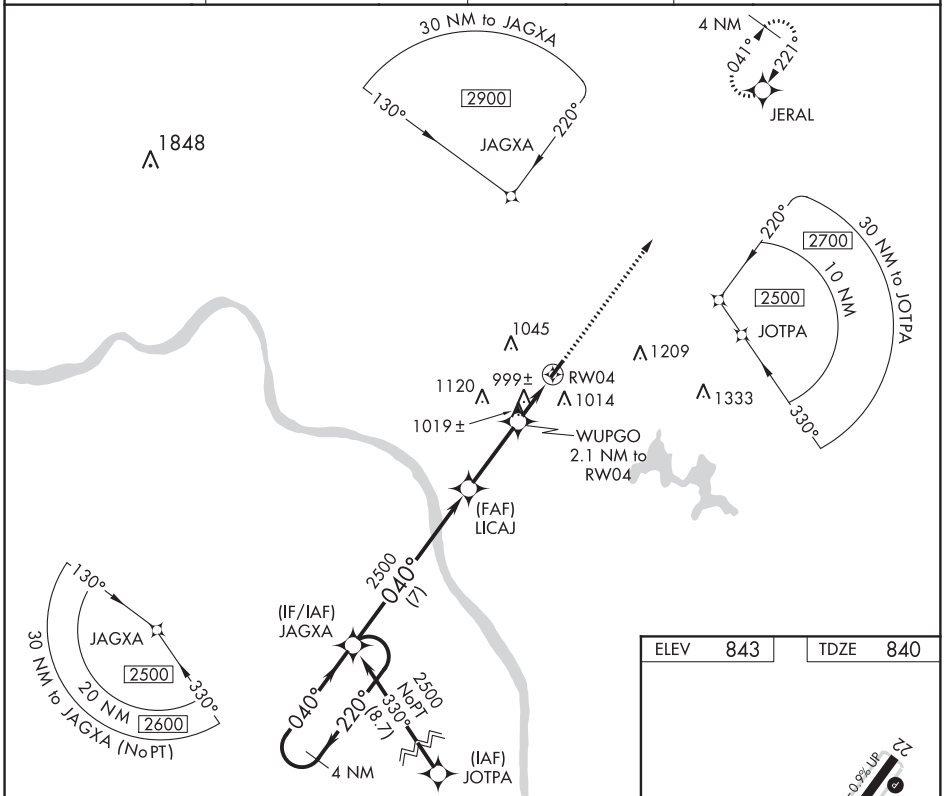
| WAAS CH 58327 W04A | APP CRS 040° | Rwy ldg 3170 TDZE 840 Apt Elev 843 |
|---|---|---|

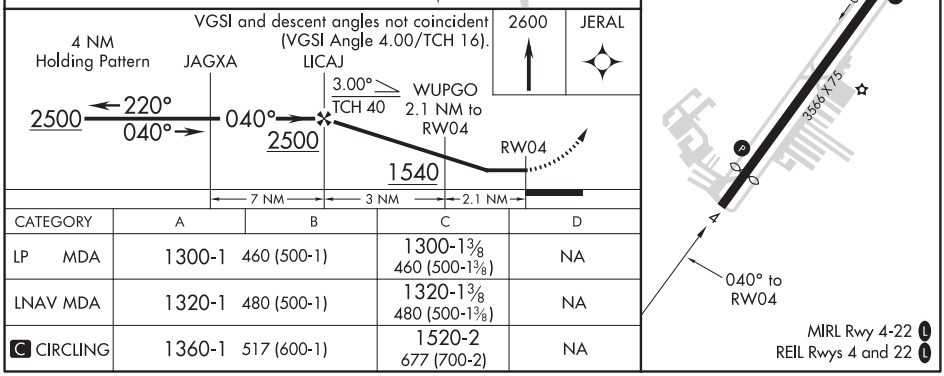
# RNAV (GPS) RWY 4
## CLERMONT COUNTY (I69)

Circling NA at night. Rwy 4/22 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cincinnati Muni Airport Lunken Field altimeter setting and increase all MDA 80 feet and all Cat C visibilities ¼ SM.

MISSED APPROACH: Climb to 2600 direct JERAL and hold.

| AWOS-3 | CINCINNATI APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.275 | 121.0 254.25 | 124.9 | 122.975 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1300-1 460 (500-1) | | 1300-1⅜ 460 (500-1⅜) | NA |
| LNAV MDA | 1320-1 480 (500-1) | | 1320-1⅜ 480 (500-1⅜) | NA |
| C CIRCLING | 1360-1 517 (600-1) | | 1520-2 677 (700-2) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

BATAVIA, OHIO

AL-5955 (FAA)

20142

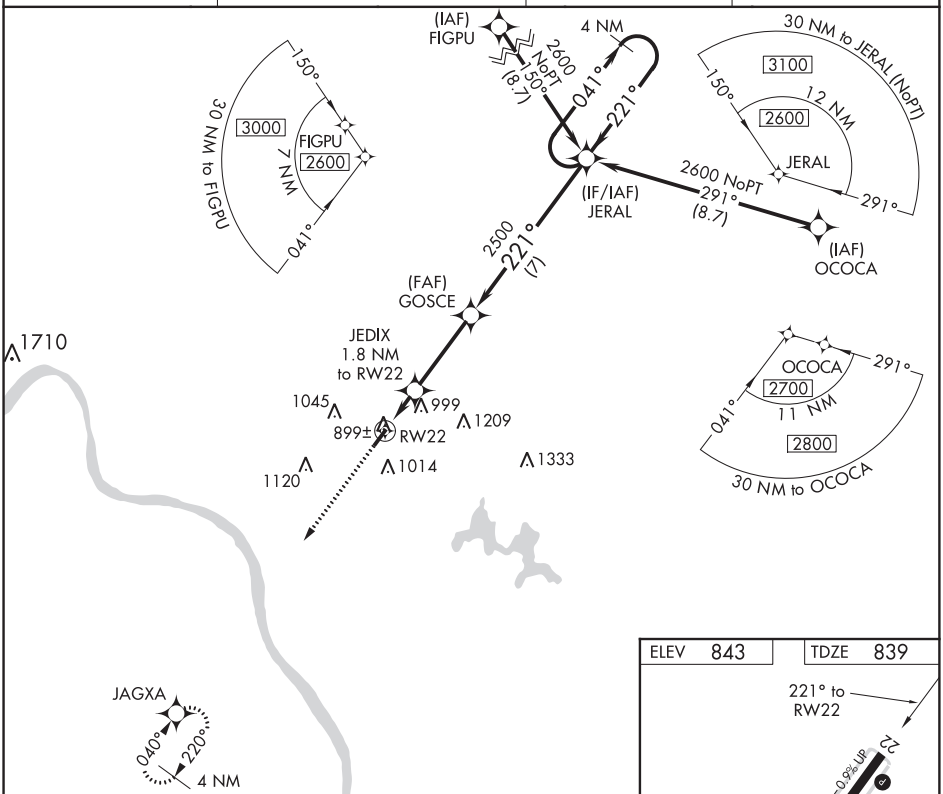
| WAAS CH 82227 W22A | APP CRS 221° | Rwy ldg 3566<br>TDZE 839<br>Apt Elev 843 |
|---|---|---|

# RNAV (GPS) RWY 22
## CLERMONT COUNTY (I69)

Night Landing: Rwy 22 operational VGSI required, remain on or above VGSI glidepath until threshold. Circling NA at night. Rwy 4/22 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cincinnati Muni Airport Lunken Field altimeter setting and increase all MDA 80 feet; LP and LNAV Cat C visibility 1½ SM, Circling Cat C visibility 2¼ SM.

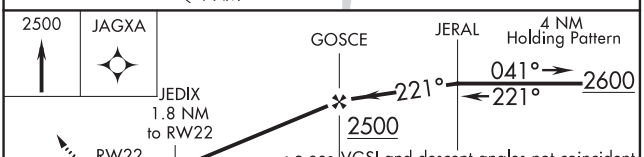
MISSED APPROACH: Climb to 2500 direct JAGXA and hold.

| AWOS-3 | CINCINNATI APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.275 | 121.0 254.25 | 124.9 | 122.975 (CTAF) L |



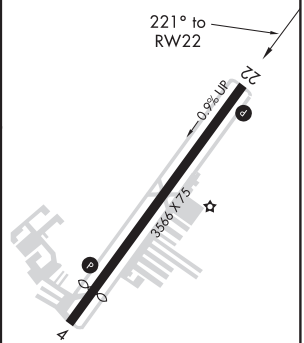

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1200-1 361 (400-1) | | 1200-1⅛ 361 (400-1⅛) | NA |
| LNAV MDA | 1280-1 441 (500-1) | | 1280-1⅜ 441 (500-1⅜) | NA |
| C CIRCLING | 1360-1 517 (600-1) | | 1520-2 677 (700-2) | NA |

| ELEV 843 | TDZE 839 |
|---|---|




MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

BATAVIA, OHIO
Amdt 1D 22JUN17

39°05'N-84°13'W

CLERMONT COUNTY (I69)
RNAV (GPS) RWY 22

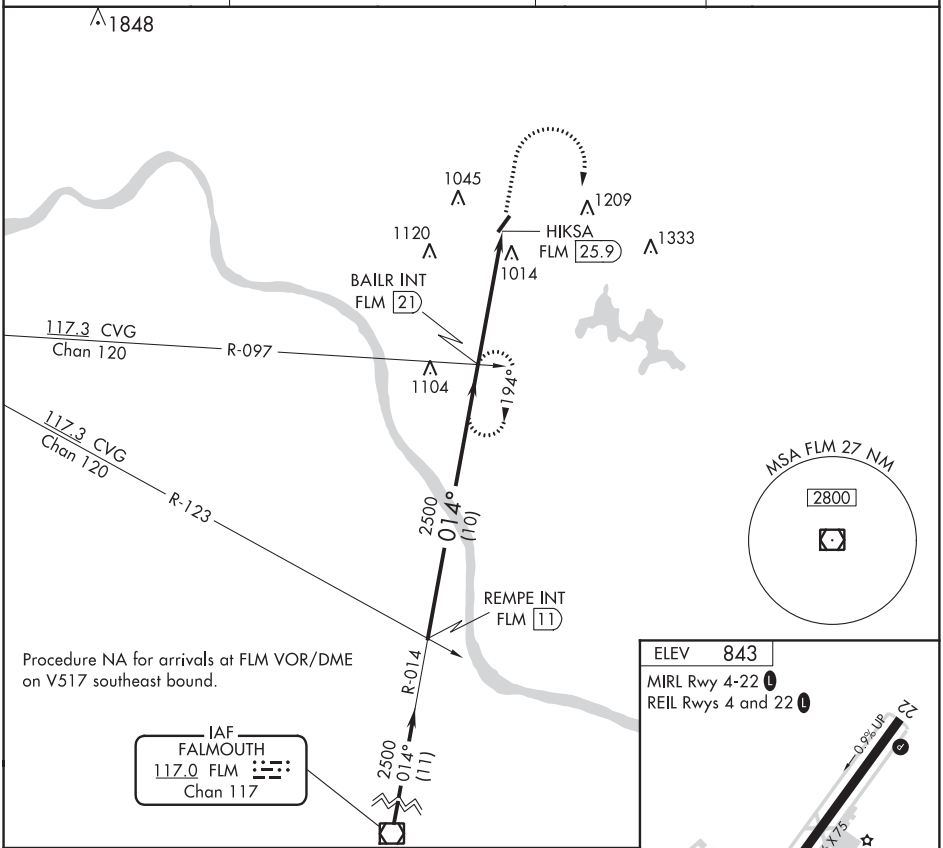
# VOR-B
## CLERMONT COUNTY (I69)

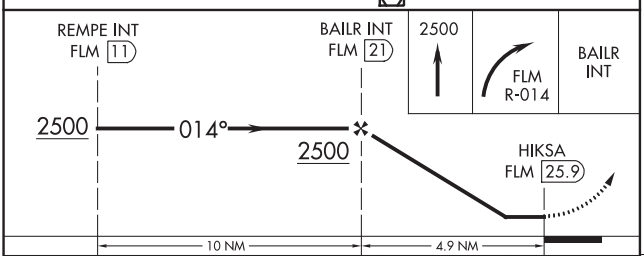
| VOR/DME FLM | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 117.0 | 014° | TDZE | N/A |
| Chan 117 | | Apt Elev | 843 |

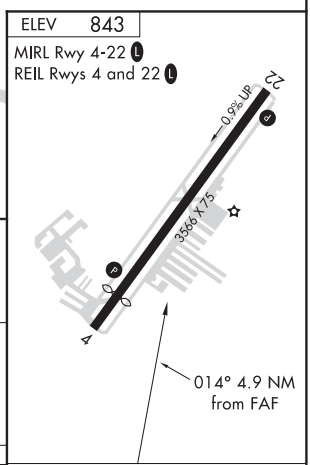
Rwy 4/22 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Cincinnati Muni Airport Lunken Field altimeter setting and increase all MDAs 80 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 2500 then right turn via FLM VOR/DME R-014 to BAILR INT/21 DME and hold.

| AWOS-3 | CINCINNATI APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.275 | 121.0 254.25 | 124.9 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1420-1<br>577 (600-1) | 1420-1¼<br>577 (600-1¼) | 1520-2<br>677 (700-2) | NA |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BEDFORD, INDIANA | AL-5546 (FAA) | 19199

| WAAS CH 81925 W13A | APP CRS 133° | Rwy ldg 4501<br>TDZE 721<br>Apt Elev 727 |
|---|---|---|

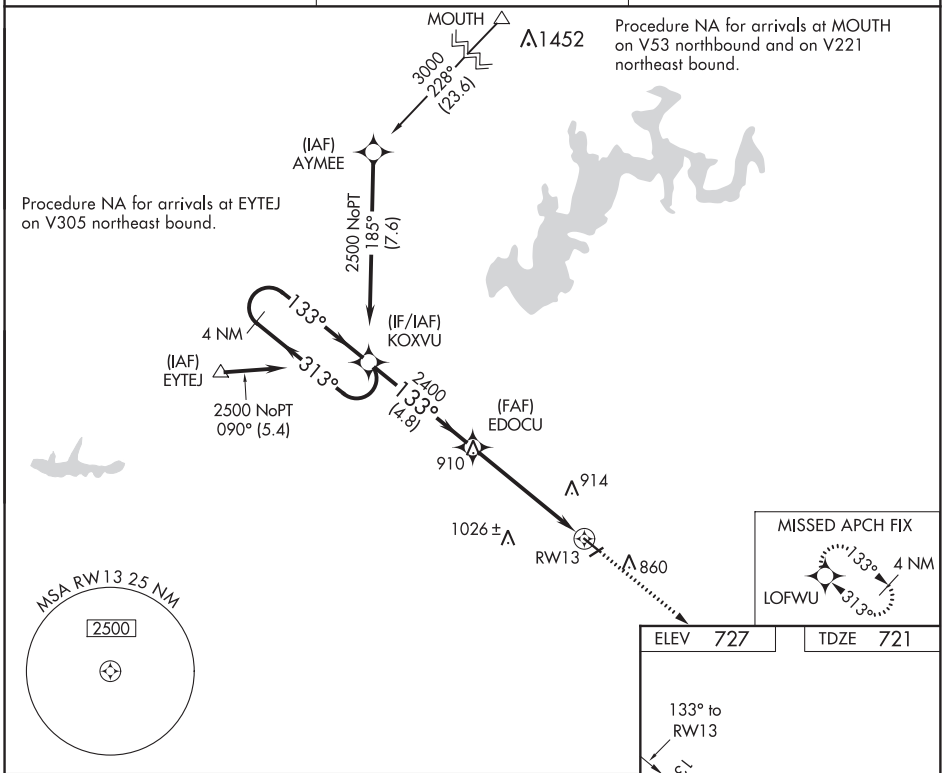
# RNAV (GPS) RWY 13
## VIRGIL I GRISSOM MUNI (BFR)

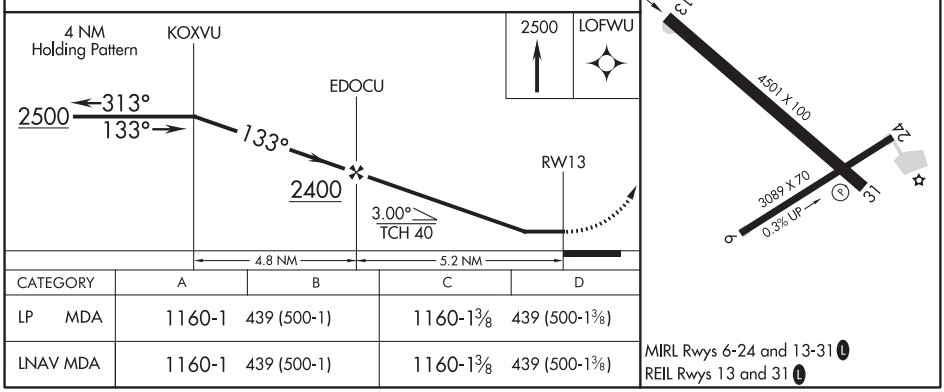
RNP APCH.

Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Bloomington altimeter setting and increase all MDA 80 feet and increase LP and LNAV Cats C and D visibility ⅛ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2500 direct LOFWU and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.125 | 124.775 269.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1160-1 439 (500-1) | | 1160-1⅜ 439 (500-1⅜) | |
| LNAV MDA | 1160-1 439 (500-1) | | 1160-1⅜ 439 (500-1⅜) | |

MIRL Rwys 6-24 and 13-31 L
REIL Rwys 13 and 31 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BEDFORD, INDIANA
Orig-B 18JUL19

38°50'N-86°27'W

VIRGIL I GRISSOM MUNI (BFR)
RNAV (GPS) RWY 13

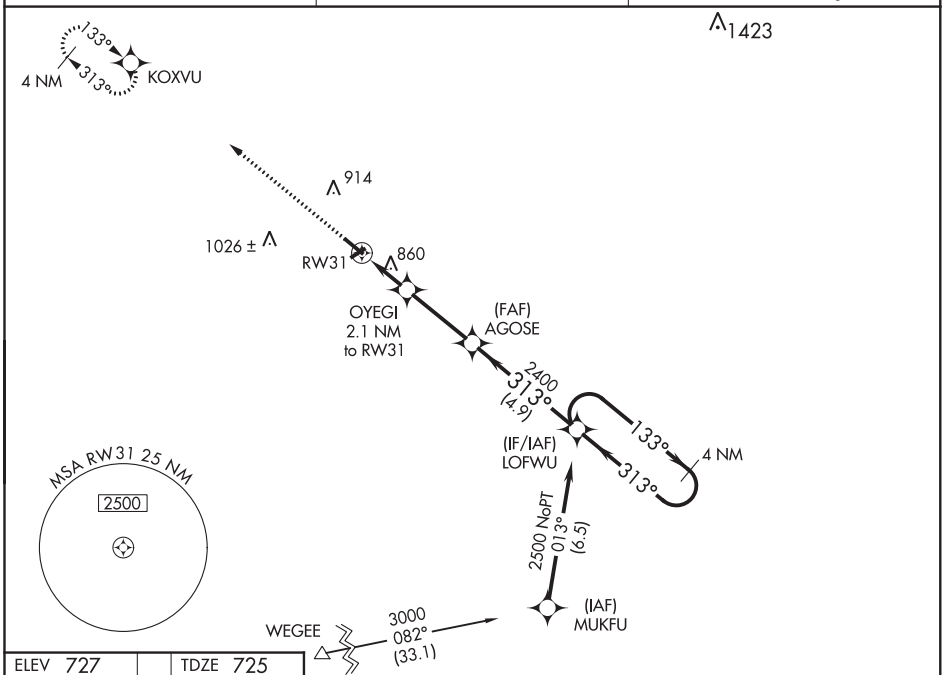
| WAAS CH 97525 W31A | APP CRS 313° | Rwy ldg 4501 TDZE 725 Apt Elev 727 |
|---|---|---|

# RNAV (GPS) RWY 31
## VIRGIL I GRISSOM MUNI (BFR)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bloomington altimeter setting and increase all MDA 80 feet; increase all Cat C/D visibilities ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

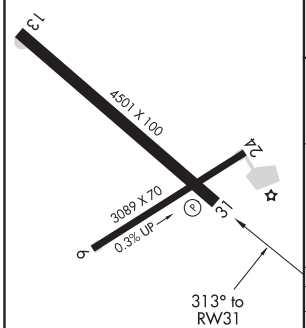
MISSED APPROACH: Climb to 2500 direct KOXVU and hold.

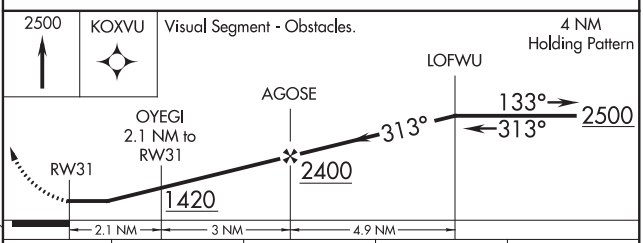
| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.125 | 124.775 269.45 | 122.8 (CTAF) L |




| ELEV 727 | TDZE 725 |
|---|---|

Procedure NA for arrivals at WEGEE on V305 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1160-1 435 (500-1) | | 1160-1¼ 435 (500-1¼) | |
| LNAV MDA | 1180-1 455 (500-1) | | 1180-1⅜ 455 (500-1⅜) | |
| C CIRCLING | 1220-1 493 (500-1) | 1260-1 533 (600-1) | 1380-1¾ 653 (700-1¾) | 1380-2 653 (700-2) |

MIRL Rwys 6-24 and 13-31 L
REIL Rwys 13 and 31 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BEDFORD, INDIANA | AL-5546 (FAA) | 20254

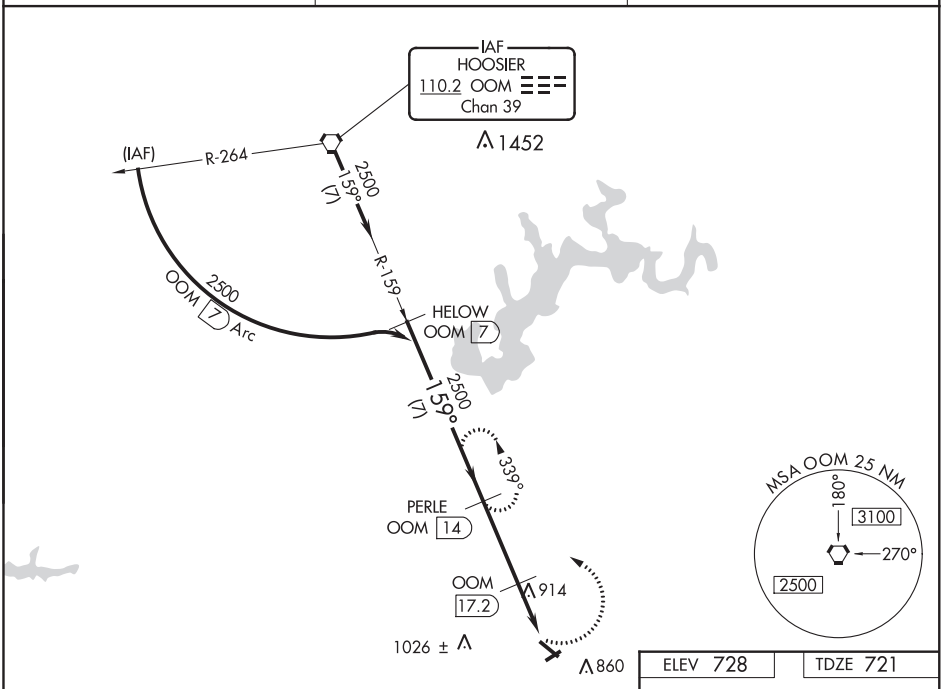
# VOR/DME RWY 13
## VIRGIL I GRISSOM MUNI (BFR)

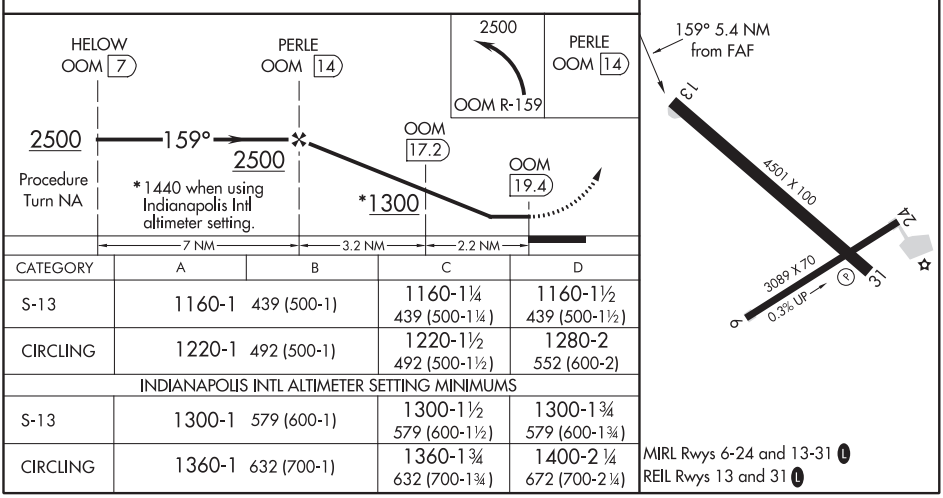
| VORTAC OOM | APP CRS | Rwy ldg | 4501 |
|---|---|---|---|
| 110.2 | 159° | TDZE | 721 |
| Chan 39 | | Apt Elev | 728 |

Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting. Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2500 via OOM R-159 to PERLE 14 DME and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.125 | 124.775 269.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1160-1 439 (500-1) | | 1160-1¼ 439 (500-1¼) | 1160-1½ 439 (500-1½) |
| CIRCLING | 1220-1 492 (500-1) | | 1220-1½ 492 (500-1½) | 1280-2 552 (600-2) |
| INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-13 | 1300-1 579 (600-1) | | 1300-1½ 579 (600-1½) | 1300-1¾ 579 (600-1¾) |
| CIRCLING | 1360-1 632 (700-1) | | 1360-1¾ 632 (700-1¾) | 1400-2¼ 672 (700-2¼) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 42628 W07A | APP CRS 074° | Rwy ldg 5000<br>TDZE 1112<br>Apt Elev 1122 |
|---|---|---|

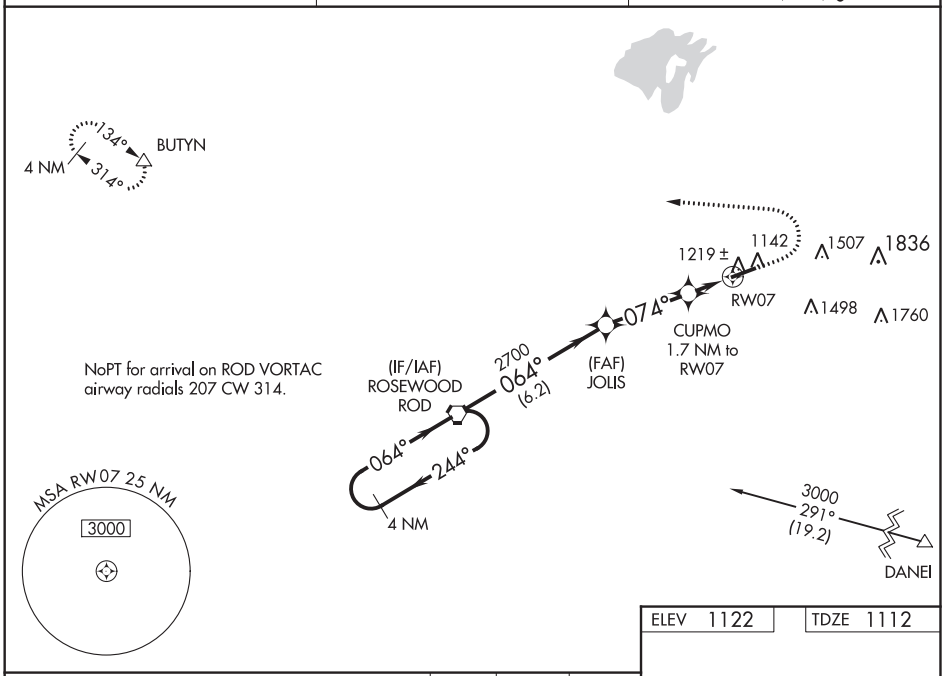
# RNAV (GPS) RWY 7
## BELLEFONTAINE RGNL (EDJ)

NA

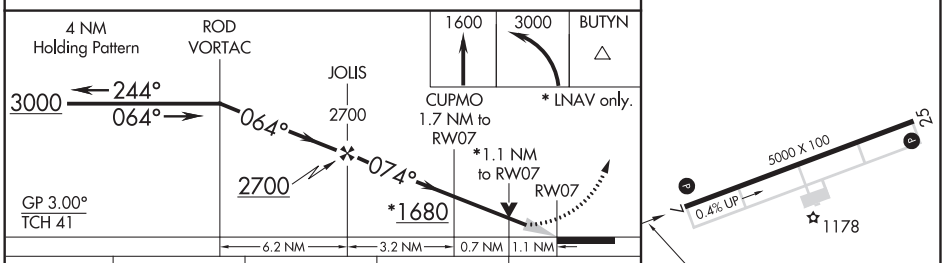
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 37°C (98°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with James M. Cox Dayton Intl altimeter setting. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 94 feet and all MDA 100 feet and increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C and D visibility ⅜ mile, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct BUTYN and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 118.075 | 118.425 294.5 | 122.8 (CTAF) L |




ELEV 1122 TDZE 1112




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1362-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1504-1⅜ 392 (400-1⅜) | | | |
| LNAV MDA | 1480-1 368 (400-1) | | | |
| CIRCLING | 1620-1 498 (500-1) | 1640-1 518 (600-1) | 1640-1½ 518 (600-1½) | 1720-2 598 (600-2) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BELLEFONTAINE, OHIO | AL-10242 (FAA) | 19059

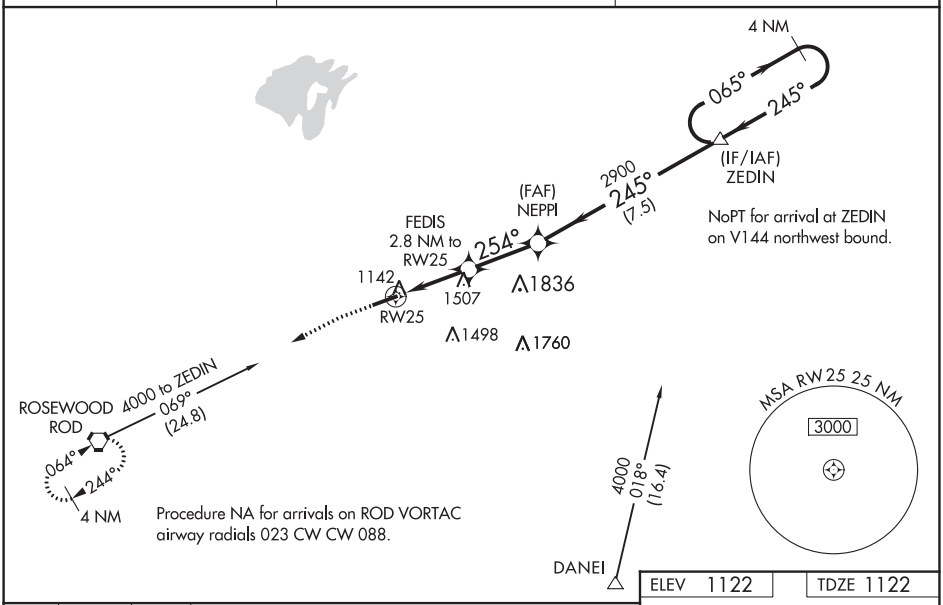
# RNAV (GPS) RWY 25
## BELLEFONTAINE RGNL (EDJ)

| WAAS CH 93628 W25A | APP CRS 254° | Rwy ldg 5000<br>TDZE 1122<br>Apt Elev 1122 |
|---|---|---|

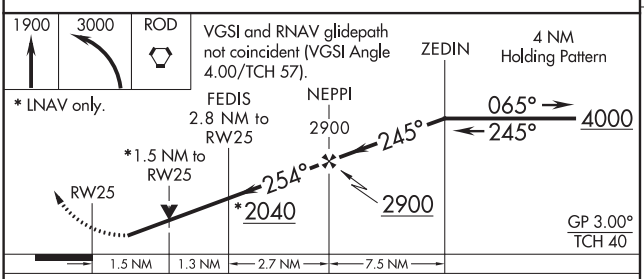
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 94 feet and increase all MDA 100 feet and increase LPV and LNAV/VNAV visibility all Cats ⅜ mile and increase LNAV Cat B and Circling Cat B visibility ¼ mile and increase LNAV Cats C and D visibility ½ mile and increase Circling Cat C visibility ½ mile and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA with James M. Cox Dayton Intl altimeter setting.

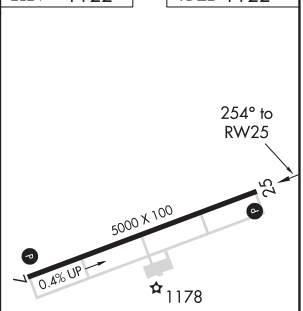
MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct ROD VORTAC and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 118.075 | 118.425 294.5 | 122.8 (CTAF) L |




| ELEV 1122 | TDZE 1122 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1457-1⅛ 335 (400-1⅛) | | | |
| LNAV/VNAV DA | 1664-1⅞ 542 (600-1⅞) | | | |
| LNAV MDA | 1820-1 698 (700-1) | | 1820-2 698 (700-2) | |
| CIRCLING | 1820-1 698 (700-1) | | 1820-2 698 (700-2) | 1820-2¼ 698 (700-2¼) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

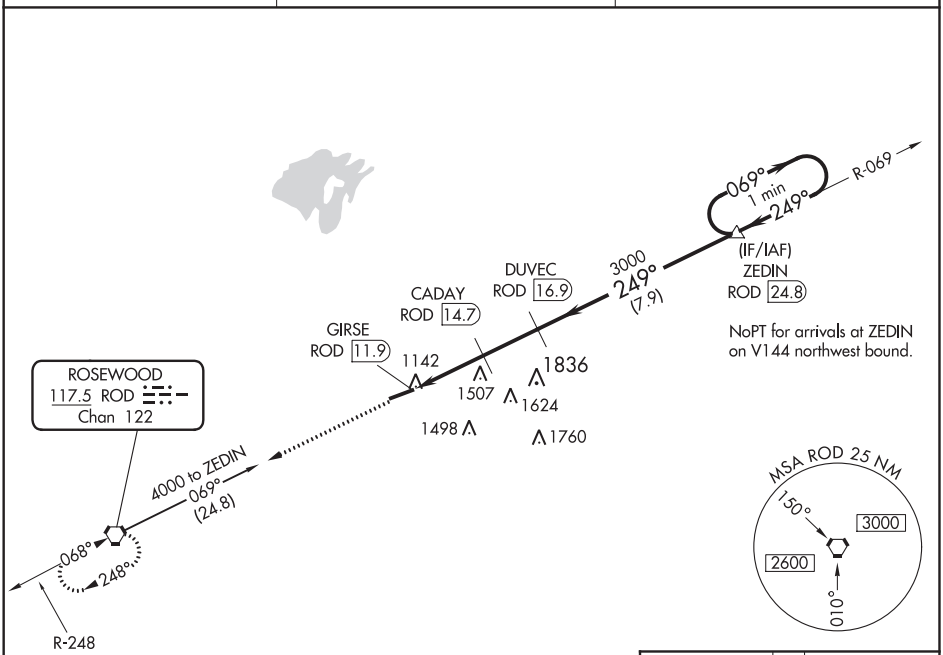
| VORTAC ROD | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 117.5 | 249° | TDZE | 1122 |
| Chan 122 | | Apt Elev | 1122 |

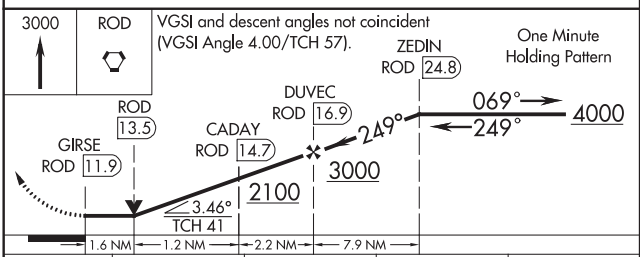
# VOR/DME RWY 25
## BELLEFONTAINE RGNL (EDJ)

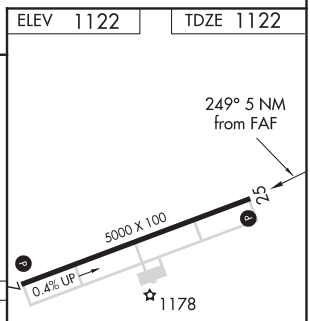
T A NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting. VDP NA with James M. Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct ROD VORTAC and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 118.075 | 118.425 294.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 1860-1 738 (800-1) | | 1860-2 738 (800-2) | 1860-2¼ 738 (800-2¼) |
| CIRCLING | 1860-1 738 (800-1) | | 1860-2 738 (800-2) | 1860-2¼ 738 (800-2¼) |
| JAMES M. COX DAYTON INTL. ALTIMETER SETTING MINIMUMS | | | | |
| S-25 | 1940-1 818 (900-1) | 1940-1¼ 818 (900-1¼) | 1940-2½ 818 (900-2½) | 1940-2¾ 818 (900-2¾) |
| CIRCLING | 1940-1 818 (900-1) | 1940-1¼ 818 (900-1¼) | 1940-2½ 818 (900-2½) | 1940-2¾ 818 (900-2¾) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BELLEFONTAINE, OHIO | AL-10242 (FAA) | 20086

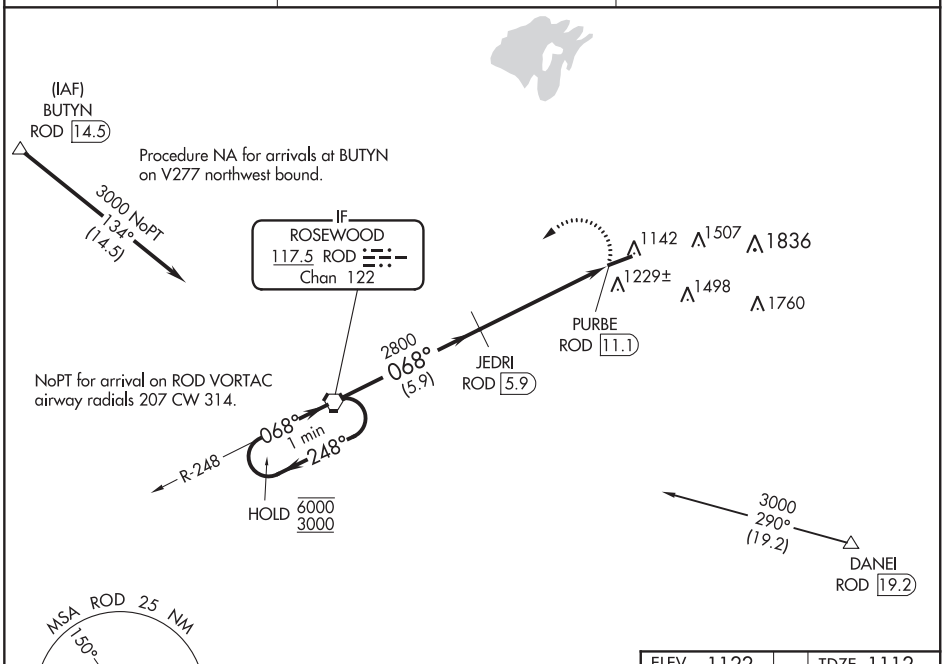
# VOR RWY 7
## BELLEFONTAINE RGNL (EDJ)

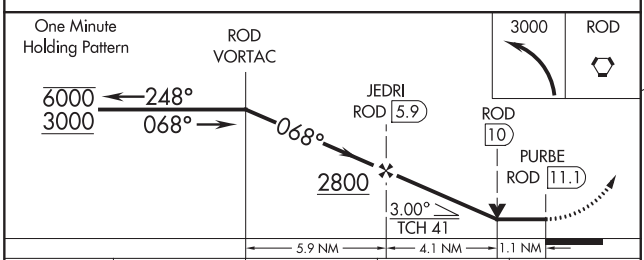
| VORTAC ROD | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 117.5 | 068° | TDZE | 1112 |
| Chan 122 | | Apt Elev | 1122 |

DME required.

MISSED APPROACH: Climbing left turn to 3000 direct ROD VORTAC and hold.

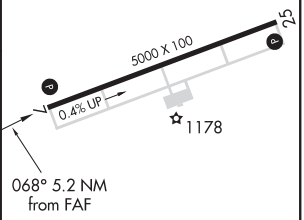
| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 118.075 | 118.425 294.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 1480-1 368 (400-1) | | | 1480-1¼ 368 (400-1¼) |
| CIRCLING | 1540-1 418 (500-1) | 1640-1 518 (600-1) | 1640-1½ 518 (600-1½) | 1720-2 598 (600-2) |

ELEV 1122 | TDZE 1112




MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

BELLEFONTAINE, OHIO
Orig-C 10OCT19

40°22'N-83°49'W

BELLEFONTAINE RGNL (EDJ)
VOR RWY 7

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC I-BMG | APP CRS | Rwy ldg | 6500 |
|---|---|---|---|
| 108.3 | 354° | TDZE | 844 |
| | | Apt Elev | 846 |

# ILS or LOC/DME RWY 35

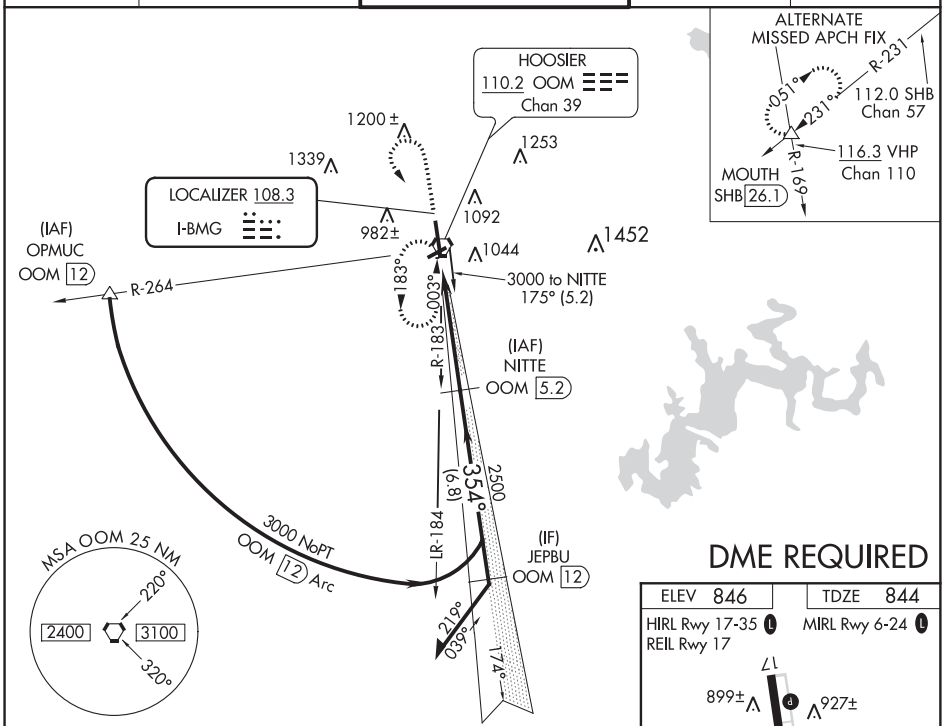
MONROE COUNTY (BMG)

Circling to Rwy 6/24 NA at night. When local altimeter setting not received, use Terre Haute Rgnl altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase S-ILS 35 all Cats visibility ¼ mile, S-LOC 35 Cat C, D and Circling Cat C visibility ½ mile and Circling Cat D visibility ¼ mile. For inoperative MALSR when using Terre Haute Rgnl altimeter setting: increase S-ILS 35 all Cats visibility to 1¼ miles. DME from OOM VORTAC. Simultaneous reception of I-BMG and OOM DME required.

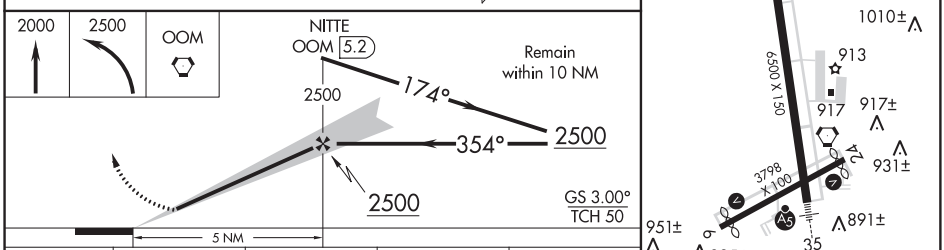
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct OOM VORTAC and hold.

| ASOS | HULMAN APP CON | BLOOMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 110.2 | 128.025 339.8 | 120.775 (CTAF) L | 121.9 | 122.95 |




DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 1044-½ 200 (200-½) | | | |
| S-LOC 35 | 1420-½ 576 (600-½) | | 1420-1 576 (600-1) | 1420-1¼ 576 (600-1¼) |
| CIRCLING | 1420-1 574 (600-1) | | 1420-1½ 574 (600-1½) | 1420-2 574 (600-2) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BLOOMINGTON, INDIANA | AL-5168 (FAA) | 20198

| APP CRS | Rwy ldg | 3494 |
|---|---|---|
| 064° | TDZE | 840 |
| | Apt Elev | 846 |

# RNAV (GPS) RWY 6
## MONROE COUNTY (BMG)

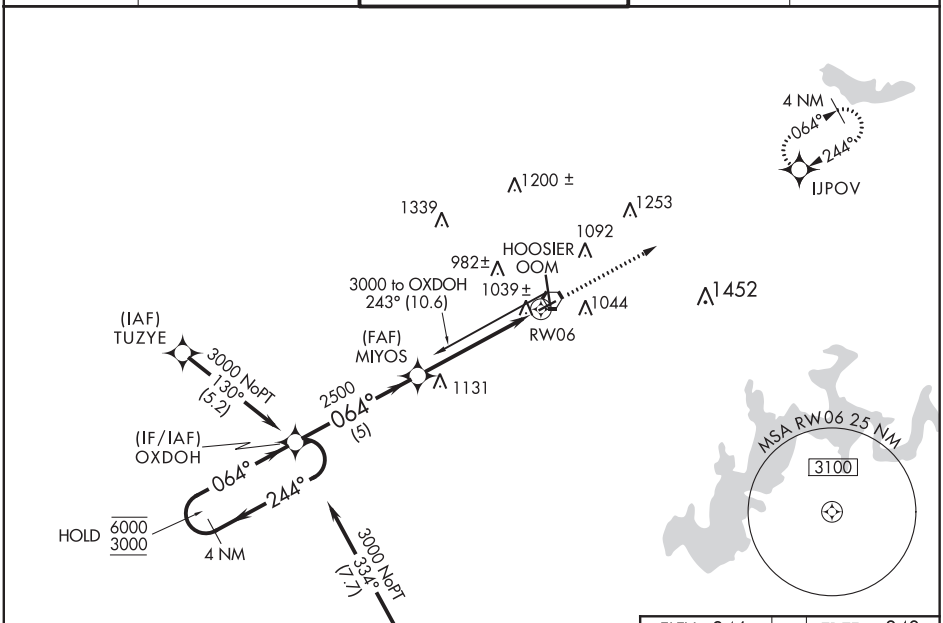
RNP APCH.

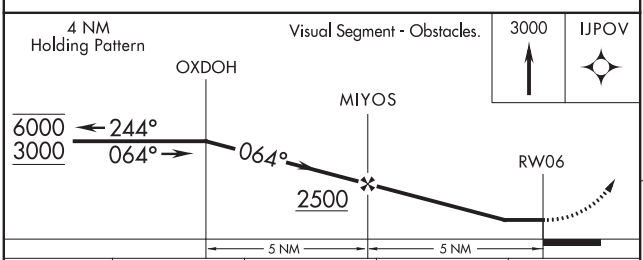
NA

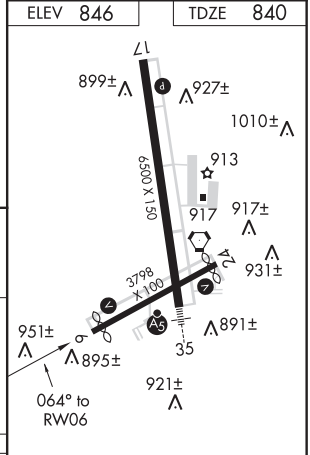
Procedure NA at night.
Rwy 6 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct IJPOV and hold.

| ASOS | HULMAN APP CON | BLOOMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 110.2 | 128.025 339.8 | 120.775 (CTAF) L | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 460 (500-1) | | 1300-1¼ 460 (500-1¼) | 1300-1½ 460 (500-1½) |

MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwy 17

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 56412 W17A | APP CRS 174° | Rwy ldg 6500<br>TDZE 845<br>Apt Elev 846 |
|---|---|---|

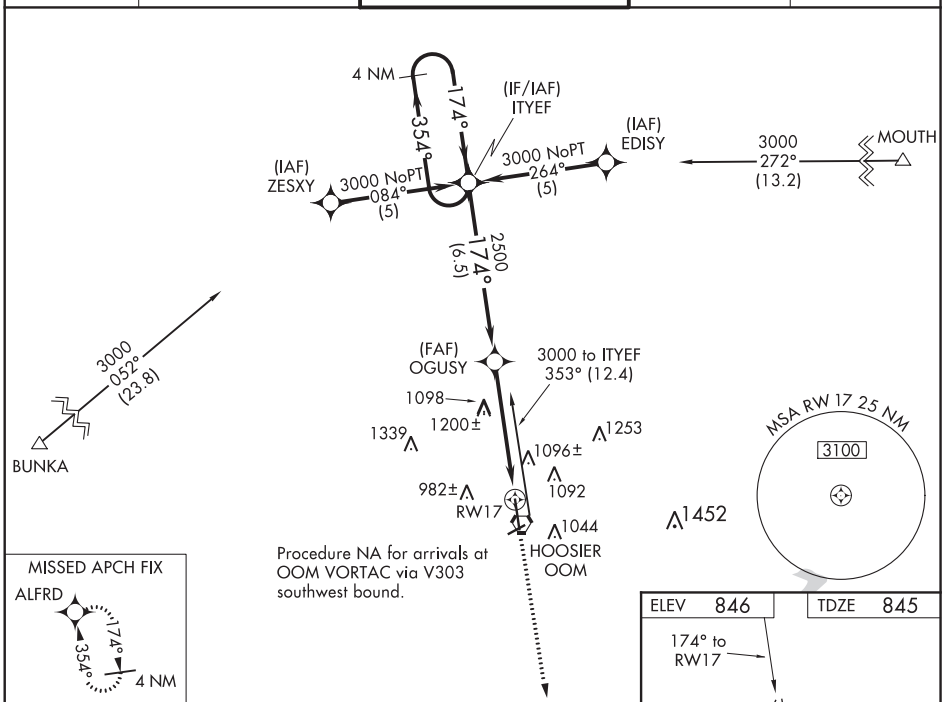
# RNAV (GPS) RWY 17
## MONROE COUNTY (BMG)

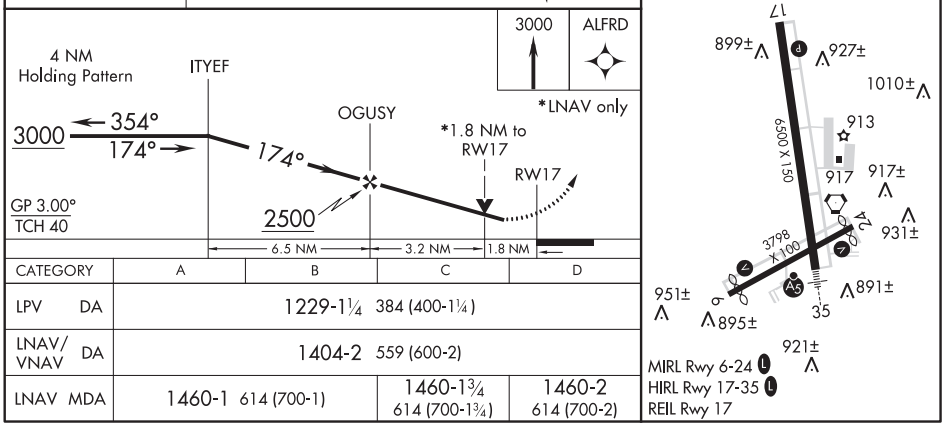
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Rwy 17 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Terre Haute Rgnl altimeter setting and increase all DA 121 feet and all MDA 140 feet. Increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C/D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct ALFRD and hold.

| ASOS | HULMAN APP CON | BLOOMINGTON TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 110.2 | 128.025 339.8 | 120.775 (CTAF) L | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1229-1¼ 384 (400-1¼) | | | |
| LNAV/VNAV DA | 1404-2 559 (600-2) | | | |
| LNAV MDA | 1460-1 614 (700-1) | | 1460-1¾ 614 (700-1¾) | 1460-2 614 (700-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

BLOOMINGTON, INDIANA | AL-5168 (FAA) | 20142

# RNAV (GPS) RWY 24
## MONROE COUNTY (BMG)

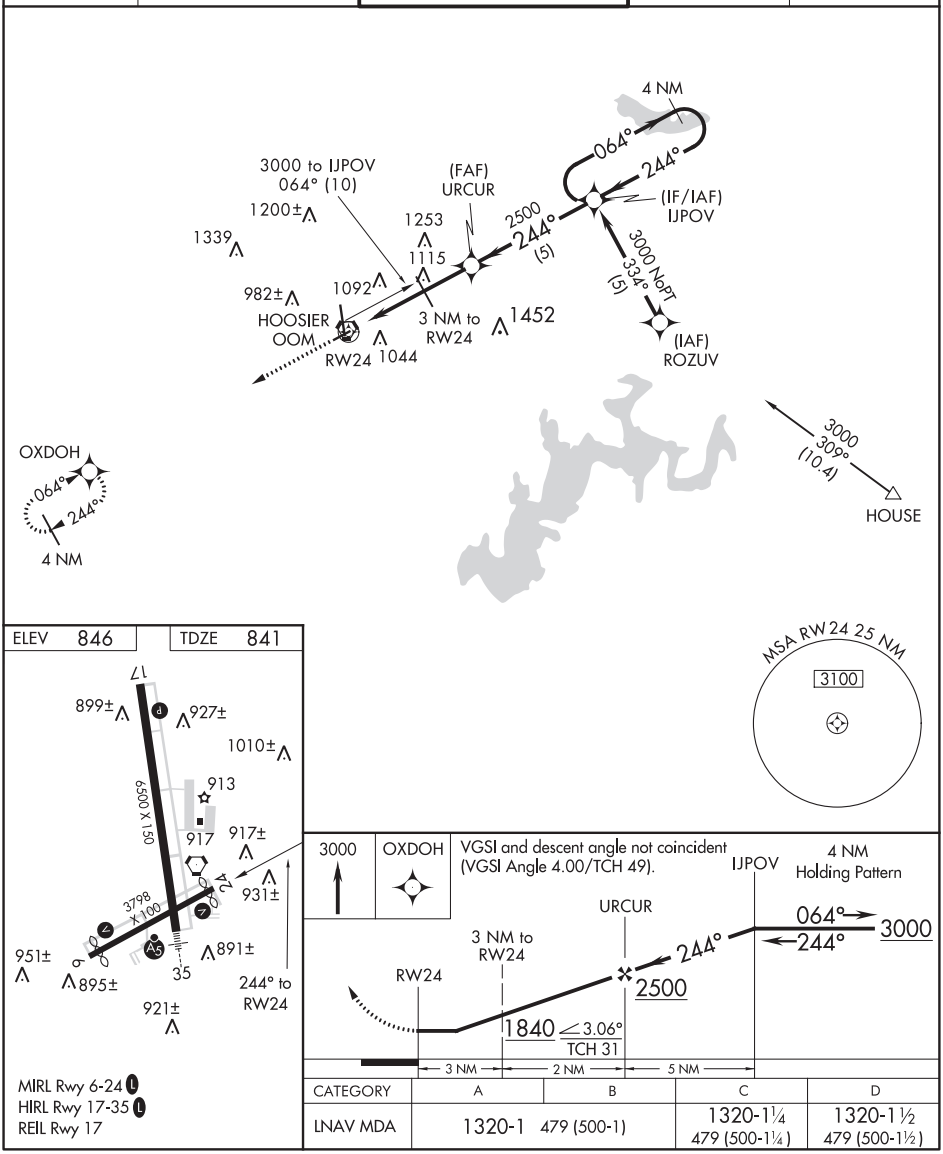
| APP CRS | Rwy ldg | 3576 |
|---|---|---|
| 244° | TDZE | 841 |
| | Apt Elev | 846 |

RNP APCH.

Rwy 24 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received use Terre Haute Rgnl altimeter setting and increase all MDA 140 feet; increase LNAV Cat C/D ¼ mile.

MISSED APPROACH: Climb to 3000 direct OXDOH WP and hold.

| ASOS | HULMAN APP CON | BLOOMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 110.2 | 128.025 339.8 | 120.775 (CTAF) L | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1320-1 479 (500-1) | | 1320-1¼ 479 (500-1¼) | 1320-1½ 479 (500-1½) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 72812 W35A | APP CRS 354° | Rwy ldg 6500 TDZE 844 Apt Elev 846 |
|---|---|---|

# RNAV (GPS) RWY 35

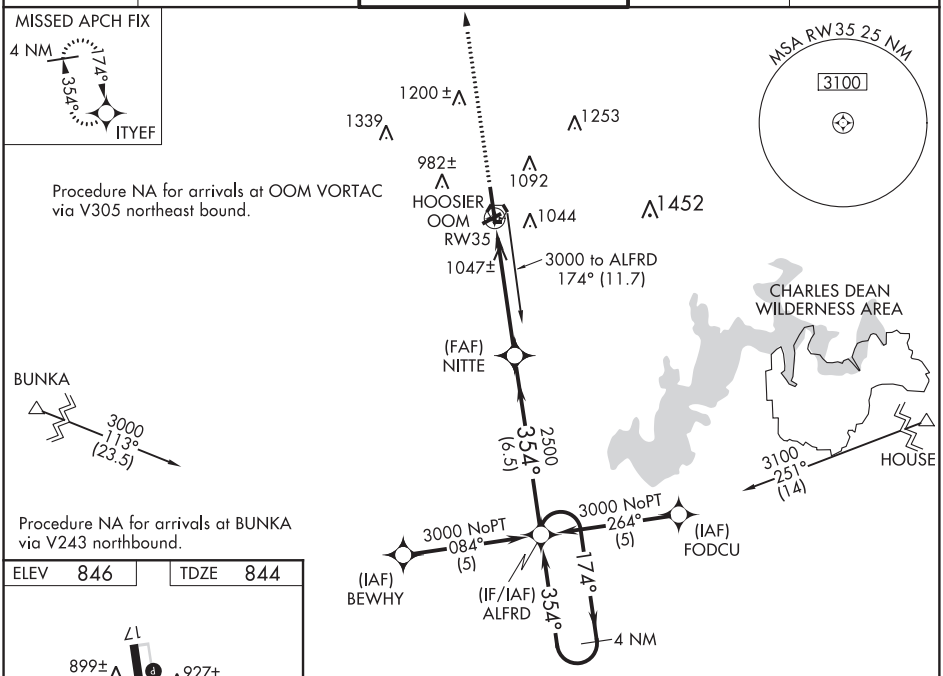
MONROE COUNTY (BMG)

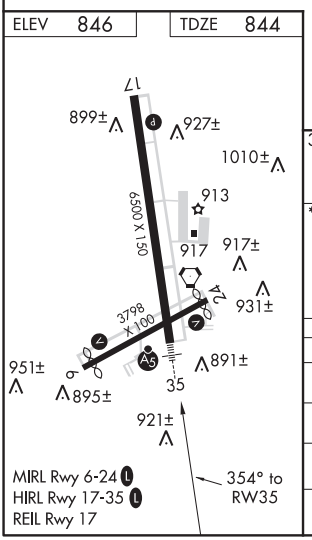
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Terre Haute Rgnl altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats and Circling C visibility ½ mile. For inoperative MALSR when using Terre Haute Rgnl altimeter setting: increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Terre Haute Rgnl altimeter setting. Circling to Rwy 6/24 NA at night.

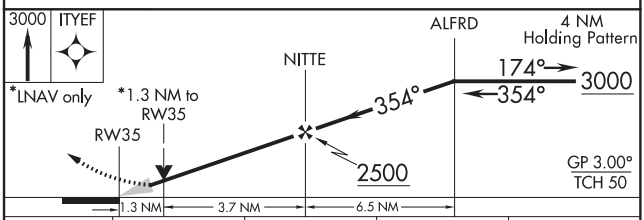
MALSR

MISSED APPROACH: Climb to 3000 direct ITYEF and hold.

| ASOS | HULMAN APP CON | BLOOMINGTON TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 110.2 | 128.025 339.8 | 120.775 (CTAF) L | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1044-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1344-1¼ 500 (500-1¼) | | | |
| LNAV MDA | 1300-½ 456 (500-½) | | 1300-¾ 456 (500-¾) | 1300-1 456 (500-1) |
| CIRCLING | 1380-1 534 (600-1) | 1400-1 554 (600-1) | 1400-1½ 554 (600-1½) | 1400-2 554 (600-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BLOOMINGTON, INDIANA | AL-5168 (FAA) | 20142

# VOR/DME RWY 6

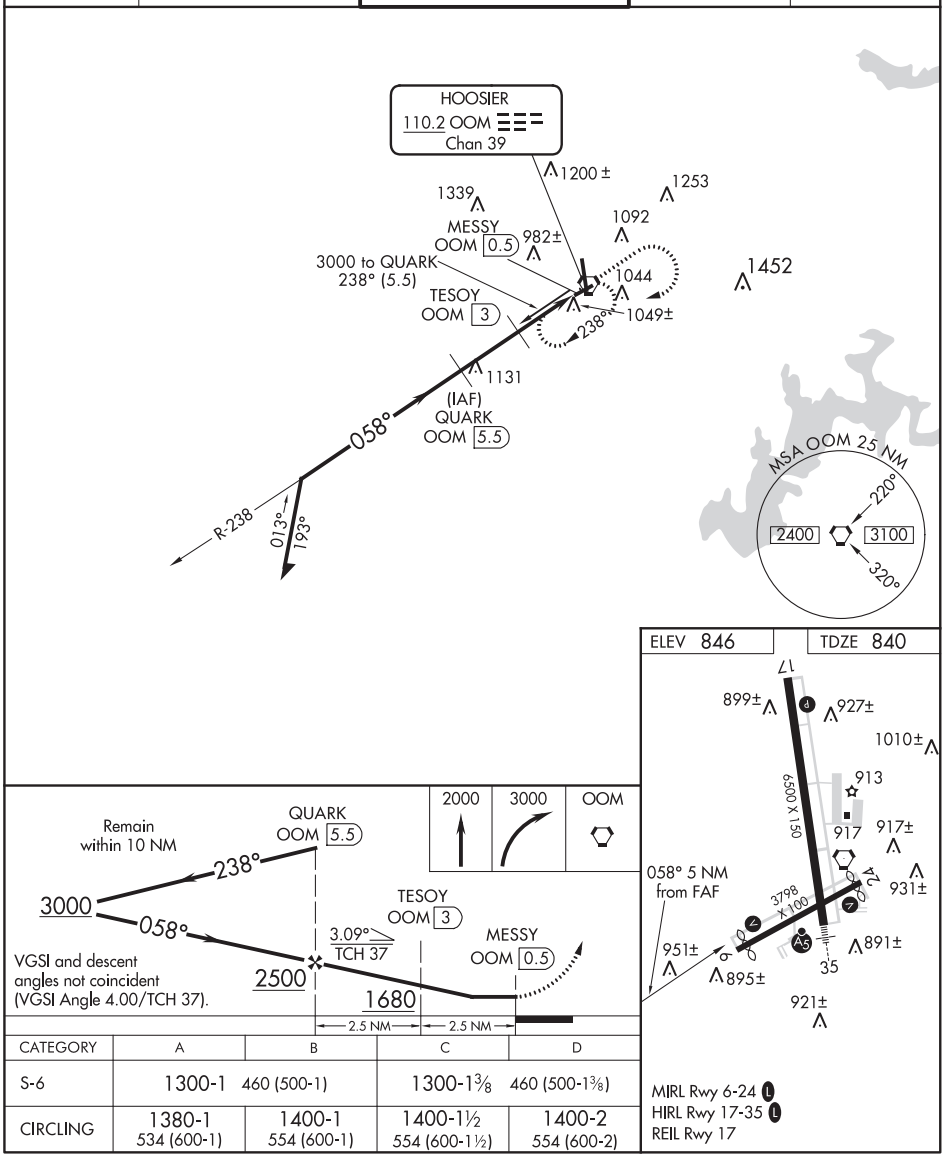
MONROE COUNTY (BMG)

| VORTAC OOM | APP CRS | Rwy ldg | 3494 |
|---|---|---|---|
| 110.2 | 058° | TDZE | 840 |
| Chan 39 | | Apt Elev | 846 |

Rwy 6 Straight-in and Circling and Circling to Rwy 24 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Terre Haute Rgnl altimeter setting and increase all MDA 140 feet and S-6 Cat C and D visibility ⅜ mile, Circling Cat C visibility ½ mile, and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct OOM VORTAC and hold.

| ASOS | HULMAN APP CON | BLOOMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 110.2 | 128.025 339.8 | 120.775 (CTAF) L | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1300-1 460 (500-1) | | 1300-1⅜ 460 (500-1⅜) | |
| CIRCLING | 1380-1 534 (600-1) | 1400-1 554 (600-1) | 1400-1½ 554 (600-1½) | 1400-2 554 (600-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# VOR RWY 17

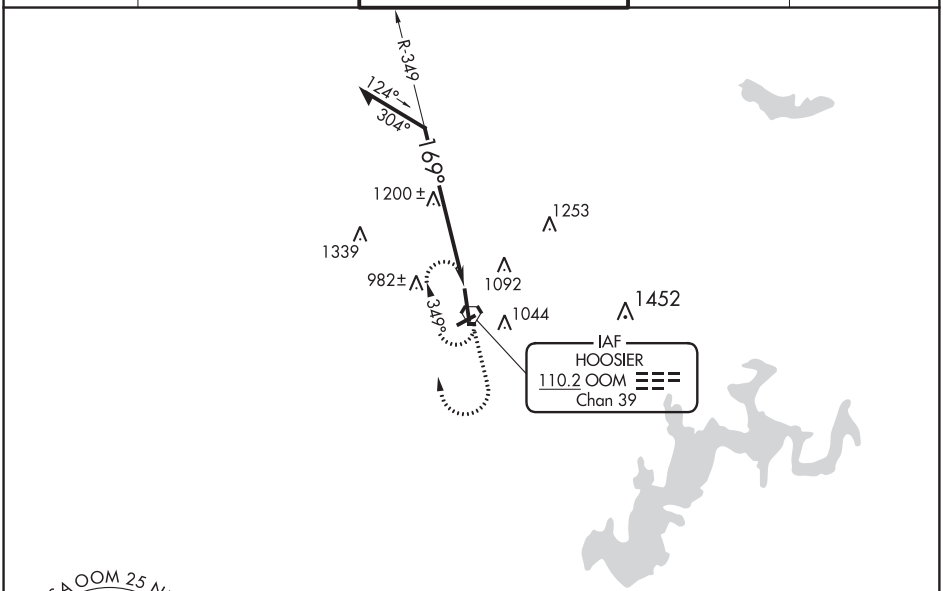
## MONROE COUNTY (BMG)

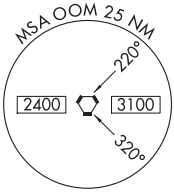
| VORTAC OOM | APP CRS | Rwy ldg | 6500 |
|---|---|---|---|
| 110.2 | 169° | TDZE | 846 |
| Chan 39 | | Apt Elev | 846 |

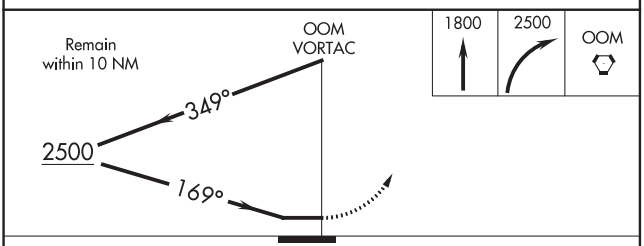
Helicopter visibility reduction below ¾ SM NA. Circling to Rwy 6/24 NA at night. When local altimeter setting not received use Terre Haute Rgnl altimeter setting and increase all MDA 140 feet; increase S-17 and Circling Cat C/D visibility ½ mile.

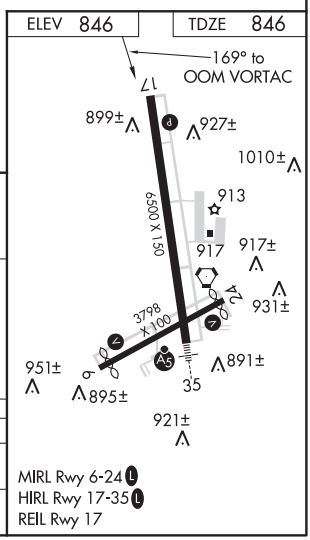
MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct OOM VORTAC and hold.

| ASOS | HULMAN APP CON ★ | BLOOMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 110.2 | 128.025 339.8 | 120.775 (CTAF) L | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1560-1 714 (800-1) | | 1560-2 714 (800-2) | 1560-2¼ 714 (800-2¼) |
| CIRCLING | 1560-1 714 (800-1) | | 1560-2 714 (800-2) | 1560-2¼ 714 (800-2¼) |



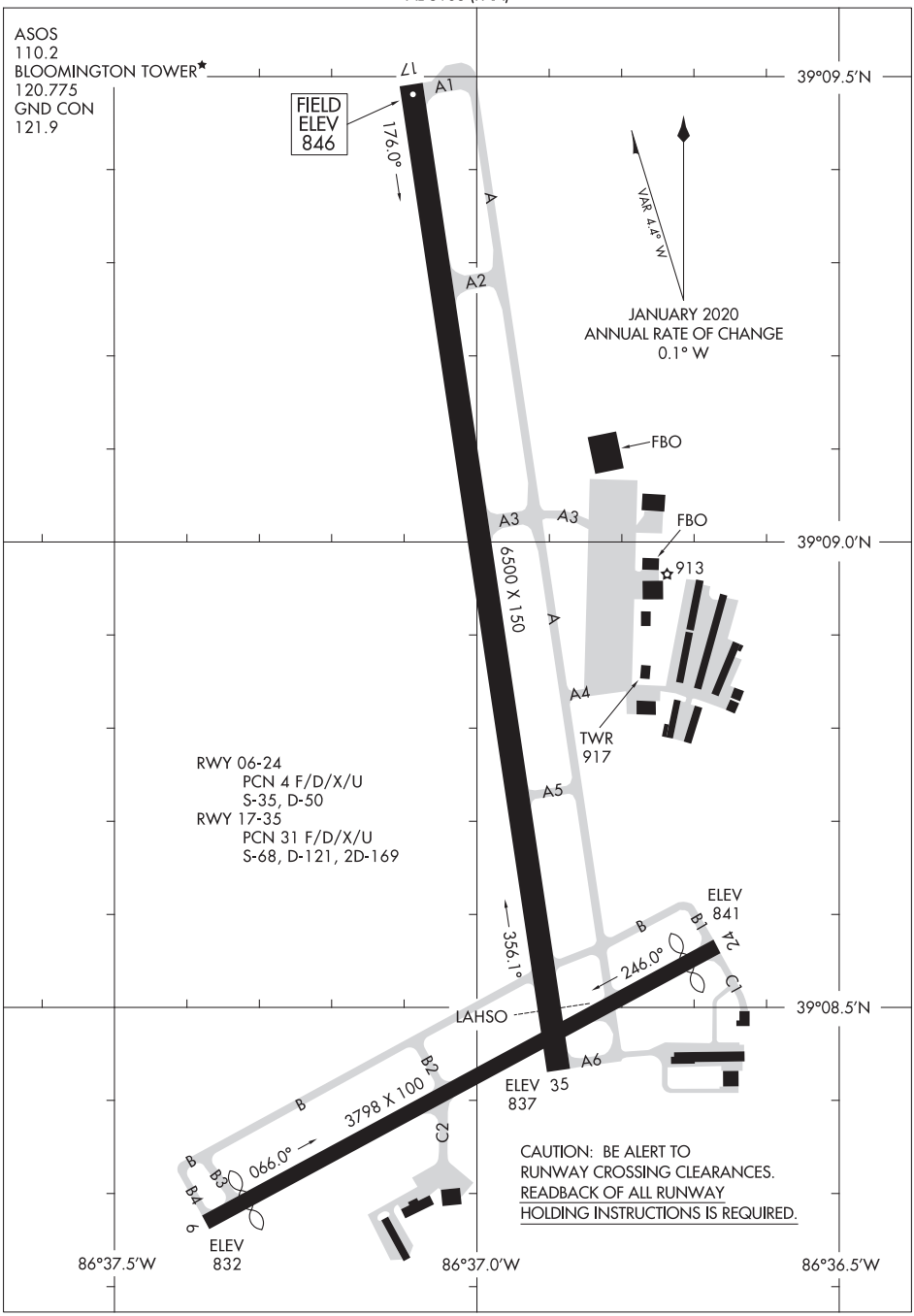
EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

20198

# AIRPORT DIAGRAM

MONROE COUNTY (BMG)
BLOOMINGTON, INDIANA

AL-5168 (FAA)




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20198
BLOOMINGTON, INDIANA
MONROE COUNTY (BMG)

| APP CRS | Rwy ldg | 4126 |
|---|---|---|
| 237° | TDZE | 850 |
| | Apt Elev | 851 |

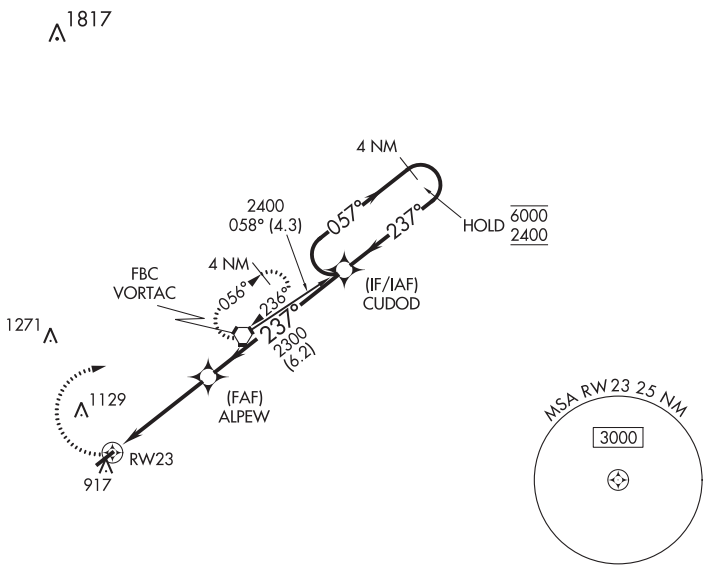
# RNAV (GPS) RWY 23
## BLUFFTON (5G7)

RNP APCH.

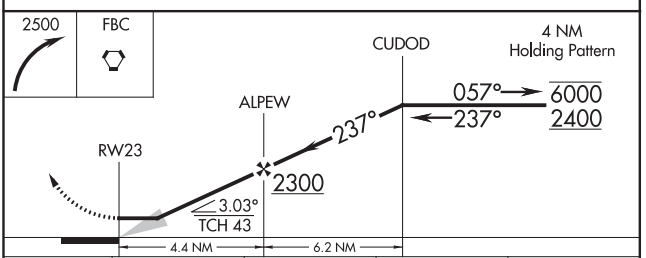
Use Findlay altimeter setting; when not received use Lima altimeter setting and increase all MDA 20 feet and Circling Cat D visibility ¼ SM.

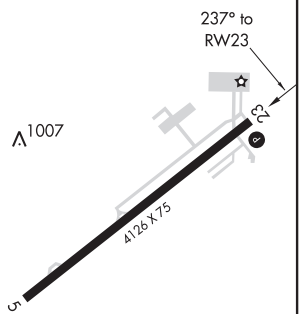
MISSED APPROACH: Climbing right turn to 2500 direct FBC VORTAC and hold.

| FDY ASOS | TOLEDO APP CON | UNICOM |
|---|---|---|
| 132.85 | 120.8 317.55 | 122.8 (CTAF) L |




| ELEV 851 | TDZE 850 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 490 (500-1) | | 1340-1⅜ 490 (500-1⅜) | 1340-1½ 490 (500-1½) |
| C CIRCLING | 1360-1 509 (600-1) | 1520-1 669 (700-1) | 1520-1¾ 669 (700-1¾) | 1520-2 669 (700-2) |

REIL Rwy 5
REIL Rwy 23 L
MIRL Rwy 5-23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BLUFFTON, OHIO | AL-5665 (FAA) | 20254

# VOR RWY 23
## BLUFFTON (5G7)

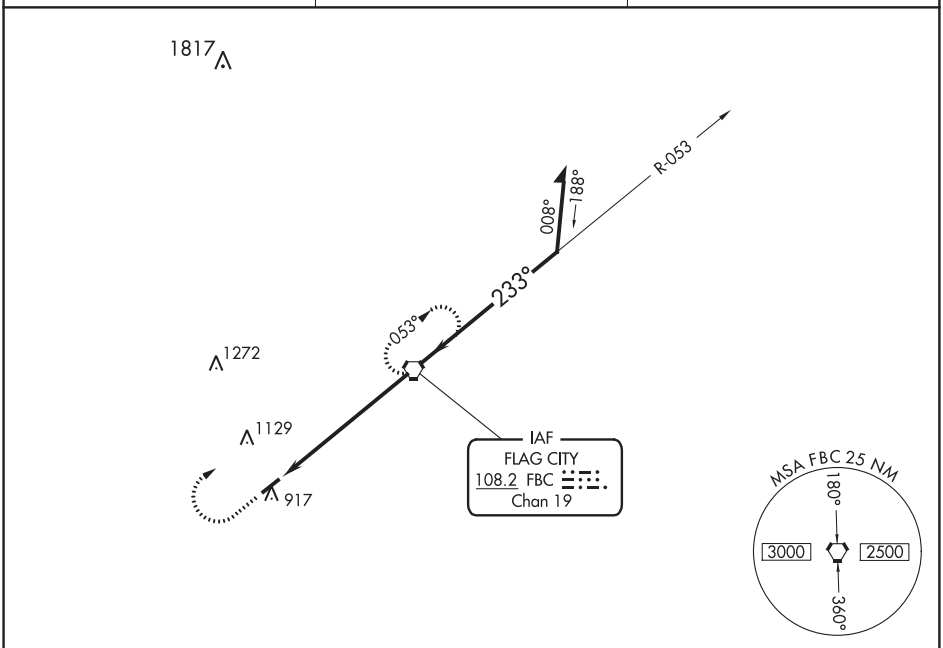
| VORTAC FBC 108.2 Chan 19 | APP CRS 233° | Rwy ldg 4126 TDZE 850 Apt Elev 851 |
|---|---|---|

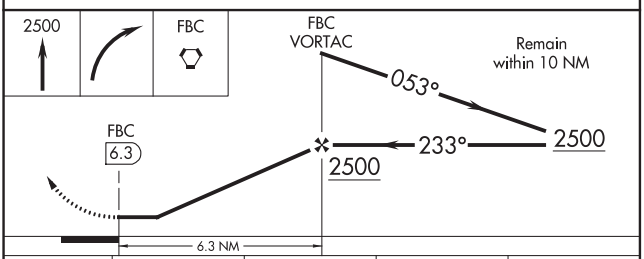
Use Findlay altimeter setting; when not received, use Lima altimeter setting and increase all MDA 20 feet, increase S-23 Cat C ⅛ SM and Circling Cat C/D visibility ¼ SM.

NA

MISSED APPROACH: Climb to 2500 then right turn direct FBC VORTAC and hold.

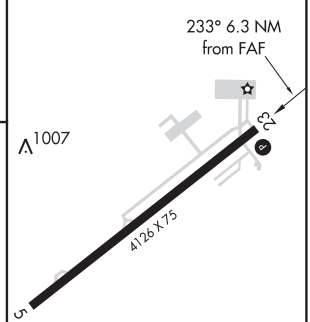
| FDY ASOS | TOLEDO APP CON | UNICOM |
|---|---|---|
| 132.85 | 120.8 317.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1360-1 510 (600-1) | | 1360-1⅜ 510 (600-1⅜) | 1360-1½ 510 (600-1½) |
| C CIRCLING | 1360-1 509 (600-1) | 1520-1 669 (700-1) | 1520-1¾ 669 (700-1¾) | 1520-2 669 (700-2) |

ELEV 851 | TDZE 850




REIL Rwy 5
REIL Rwy 23 L
MIRL Rwy 5-23 L

| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 10
## WOOD COUNTY (1GØ)

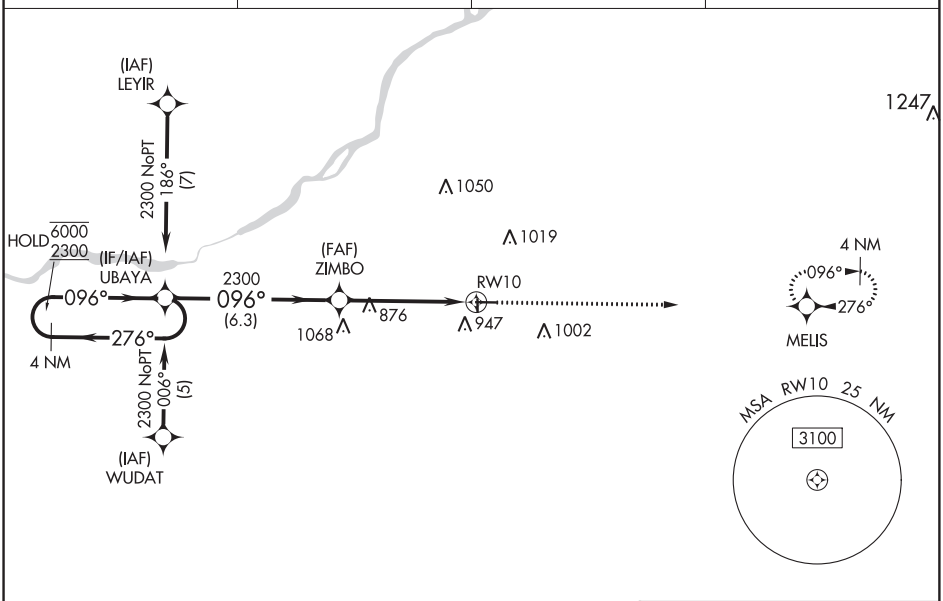
| WAAS | APP CRS | Rwy ldg | 4199 |
|---|---|---|---|
| CH 62803 | 096° | TDZE | 673 |
| W10A | | Apt Elev | 673 |

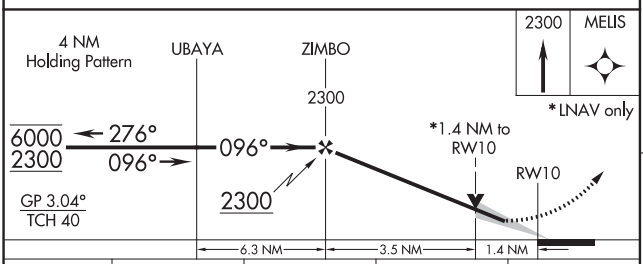
RNP APCH.

Circling Rwy 36 NA at night.
VDP NA when using Toledo Express altimeter setting.
When local altimeter setting not received, use Toledo Express altimeter setting: increase DA to 974 feet; increase all MDAs 40 feet and visibility LNAV Cat C and Circling Cat D ¼ SM.

MISSED APPROACH: Climb to 2300 direct MELIS and hold.

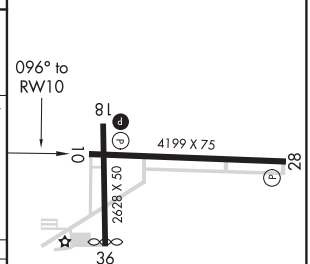
| AWOS-3 | TOLEDO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.725 | 126.1 317.55 | 125.6 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 939-1 266 (300-1) | | | |
| LNAV MDA | 1160-1 487 (500-1) | | 1160-1⅜ 487 (500-1⅜) | 1160-1½ 487 (500-1½) |
| CIRCLING | 1300-1 627 (700-1) | | 1300-1¾ 627 (700-1¾) | 1320-2 647 (700-2) |

ELEV 673 TDZE 673




REIL Rwys 10, 18, and 28 L
MIRL Rwys 10-28 and 18-36 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BOWLING GREEN, OHIO | AL-5009 (FAA) | 20310

# RNAV (GPS) RWY 18
## WOOD COUNTY (1G0)

| WAAS CH 97403 W18A | APP CRS 184° | Rwy ldg 2628<br>TDZE 672<br>Apt Elev 673 |
|---|---|---|

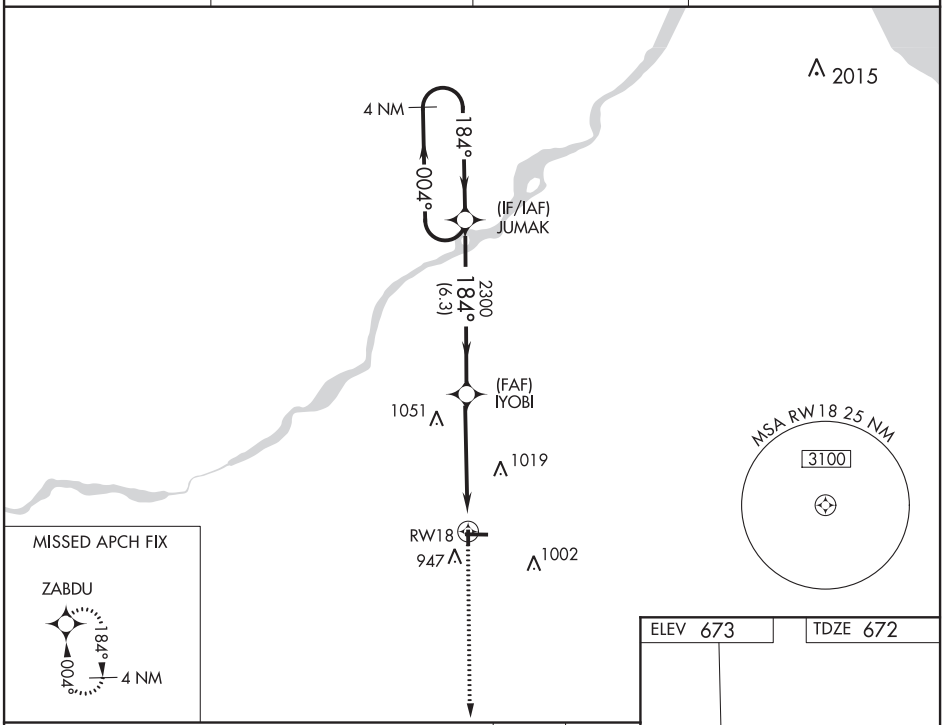
RNP APCH.

Circling Rwy 36 NA at night. VDP NA when using Toledo Express altimeter setting. When local altimeter setting not received, use Toledo Express altimeter setting and increase DA to 957 feet; increase all MDAs 40 feet.

NA

MISSED APPROACH: Climb to 2400 direct ZABDU and hold.

| AWOS-3 | TOLEDO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.725 | 126.1 317.55 | 125.6 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 922-1 250 (300-1) | | NA | |
| LNAV MDA | 1320-1 648 (700-1) | | NA | |
| C CIRCLING | 1320-1 647 (700-1) | | NA | |

REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 82702 W28A | APP CRS 276° | Rwy ldg 4199<br>TDZE 673<br>Apt Elev 673 |
|---|---|---|

# RNAV (GPS) RWY 28
## WOOD COUNTY (1G0)

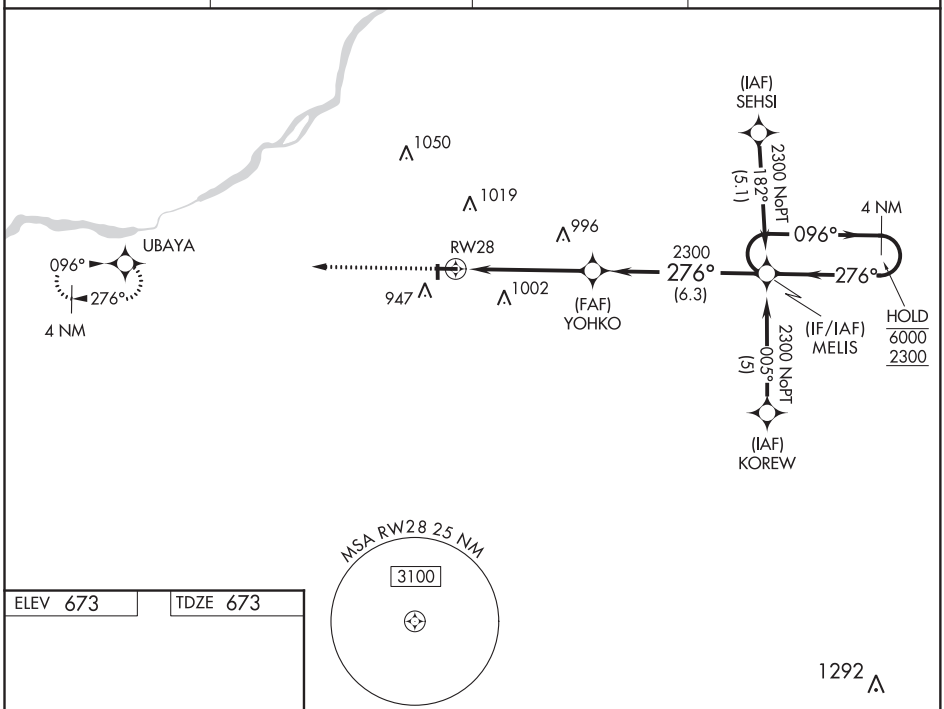
RNP APCH.

Circling Rwy 36 NA at night. Rwy 28 helicopter visibility reduction below ¾ SM NA. VDP NA when using Toledo Express altimeter setting.

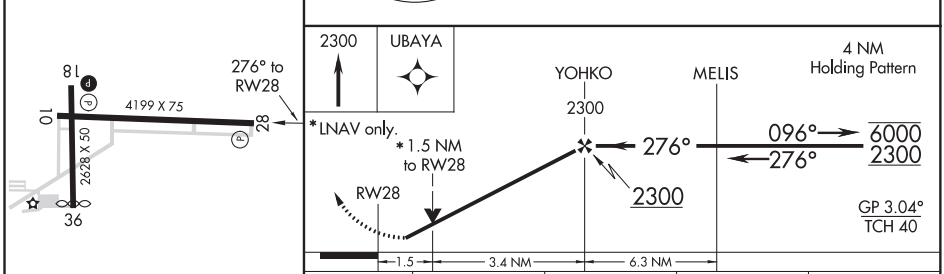
NA When local altimeter setting not received, use Toledo Express altimeter setting: increase DA to 958 feet; increase all MDAs 40 feet and visibility LNAV Cat C ⅛ SM and Circling Cat D ¼ SM.

MISSED APPROACH: Climb to 2300 direct UBAYA and hold.

| AWOS-3 | TOLEDO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.725 | 126.1 317.55 | 125.6 | 122.975 (CTAF) L |




| ELEV 673 | TDZE 673 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 923-1 250 (300-1) | | | |
| LNAV MDA | 1200-1 527 (600-1) | | 1200-1½ 527 (600-1½) | 1200-1¾ 527 (600-1¾) |
| CIRCLING | 1300-1 627 (700-1) | | 1300-1¾ 627 (700-1¾) | 1320-2 647 (700-2) |

REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

BOWLING GREEN, OHIO | AL-5009 (FAA) | 20310

# RNAV (GPS) RWY 36
WOOD COUNTY (1G0)

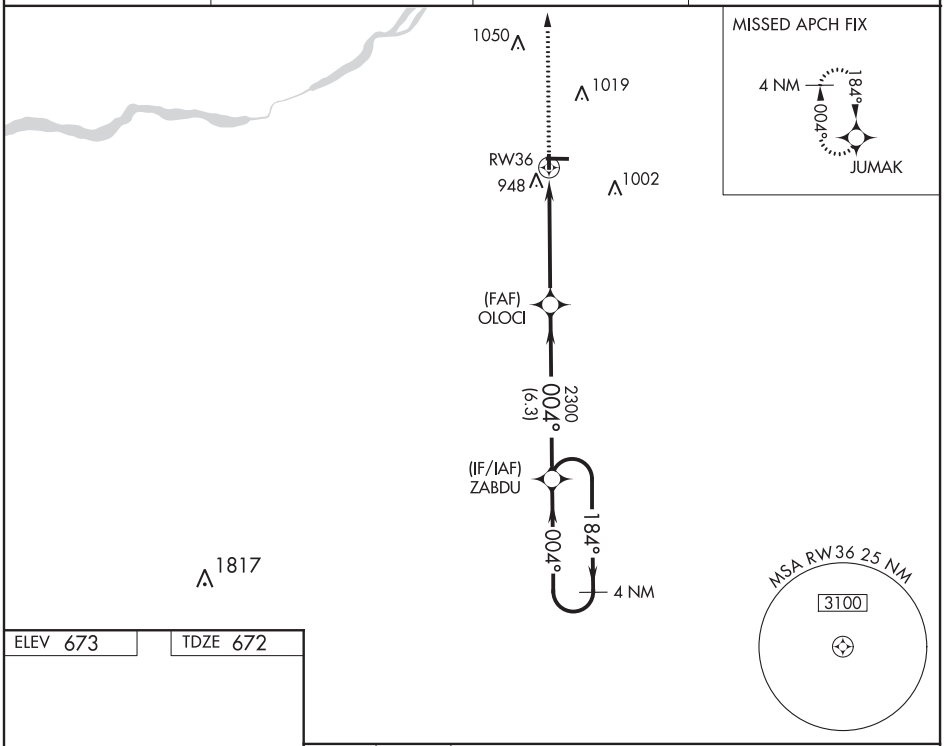
| APP CRS | Rwy ldg | 2560 |
|---|---|---|
| 004° | TDZE | 672 |
| | Apt Elev | 673 |

RNP APCH.

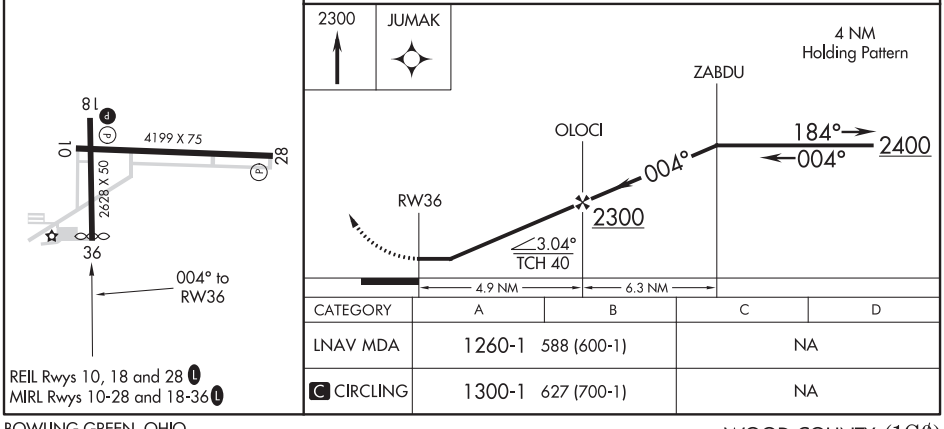
T A NA — Rwy 36 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDAs 40 feet. Straight-in and Circling Rwy 36 NA at night.

MISSED APPROACH: Climb to 2300 direct JUMAK and hold.

| AWOS-3 | TOLEDO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.725 | 126.1 317.55 | 125.6 | 122.975 (CTAF) L |




ELEV 673 | TDZE 672




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 | 588 (600-1) | NA | |
| C CIRCLING | 1300-1 | 627 (700-1) | NA | |

REIL Rwys 10, 18 and 28 L
MIRL Rwys 10-28 and 18-36 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 27
## BRAZIL CLAY COUNTY (ØI2)

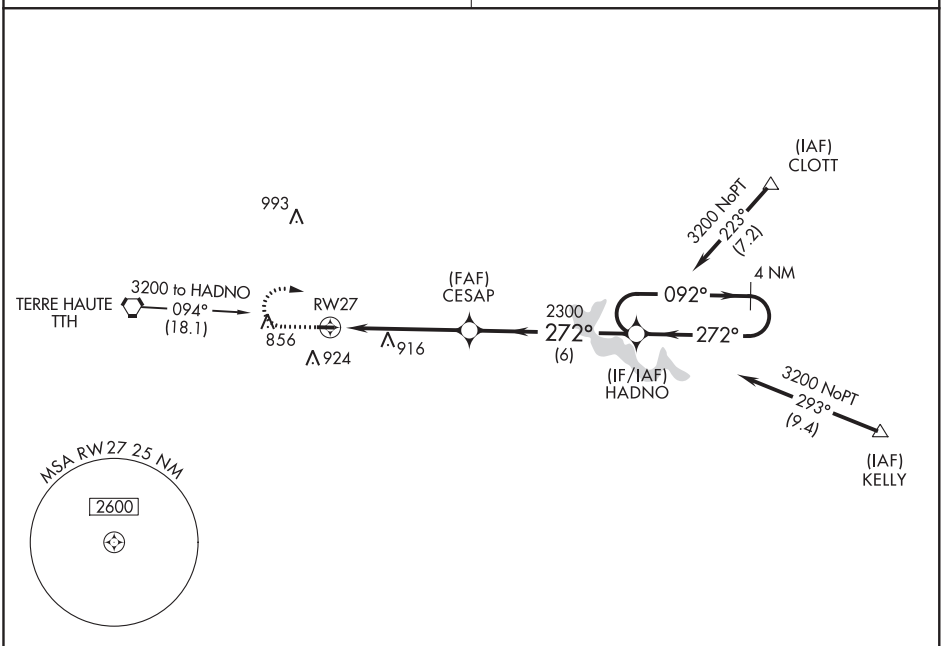
| APP CRS | Rwy ldg | 2499 |
|---|---|---|
| 272° | TDZE | 645 |
| | Apt Elev | 645 |

DME/DME RNP-0.3 NA. Use Terre Haute altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

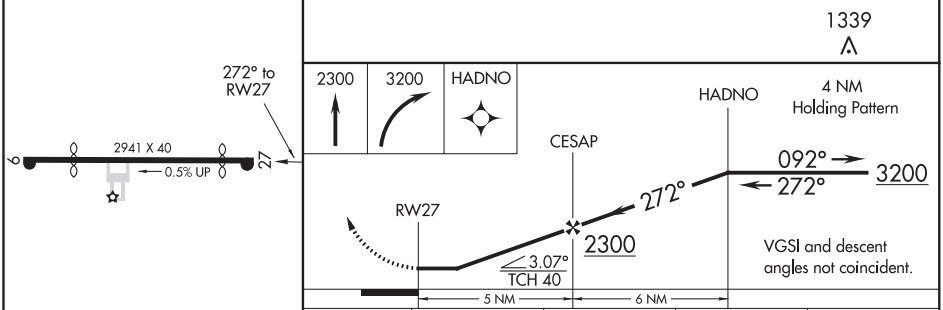
NA

MISSED APPROACH: Climb to 2300 then climbing right turn to 3200 direct HADNO WP and hold.

| HULMAN APP CON | UNICOM |
|---|---|
| 125.45 339.8 | 122.8 (CTAF) L |




| ELEV 645 | TDZE 645 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1240-1<br>595 (600-1) | NA | | |
| CIRCLING | 1240-1<br>595 (600-1) | NA | | |

LIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BRYAN, OHIO | AL-5604 (FAA) | 20142

# RNAV (GPS) RWY 7

WILLIAMS COUNTY (ØG6)

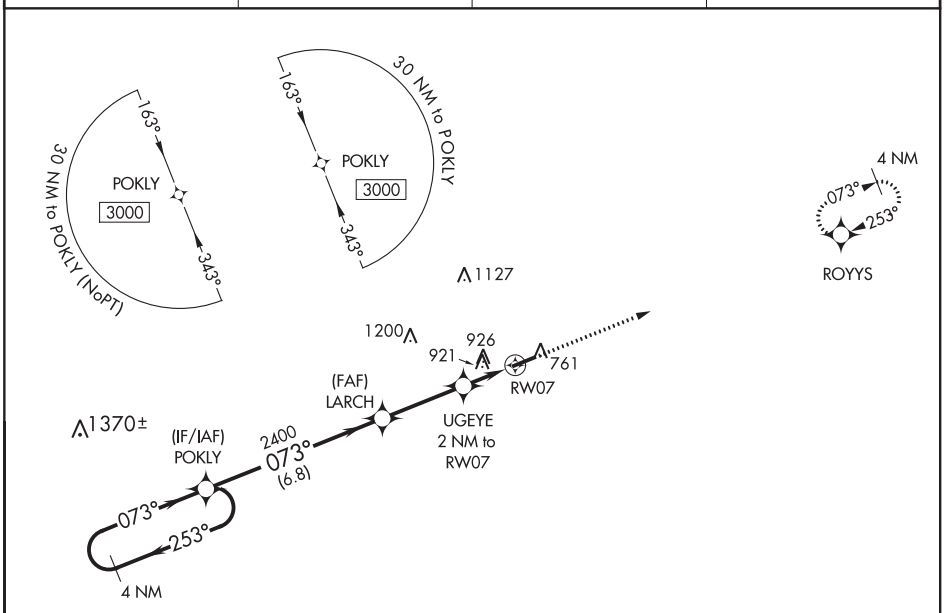
| WAAS CH 81927 W07A | APP CRS 073° | Rwy ldg 4491<br>TDZE 730<br>Apt Elev 730 |
|---|---|---|

T NA

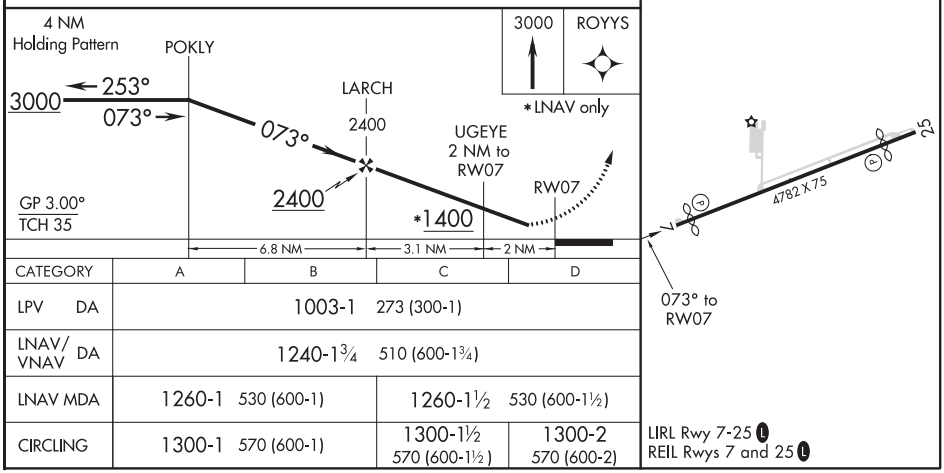
Baro-VNAV NA. When VGSI inop, Straight-in/Circling Rwy 7 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Defiance Memorial altimeter setting; when not received, use De Kalb County altimeter setting and increase all DA/MDA 60 feet, increase LPV visibility ⅛ mile all Cats, LNAV/VNAV ¼ mile all Cats and LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ROYYS and hold.

| DFI ASOS | TOLEDO APP CON | UNICOM | |
|---|---|---|---|
| 121.425 | 134.35 307.0 | 122.8 (CTAF) | 123.0 L |




ELEV 730 | TDZE 730




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1003-1 273 (300-1) | | | |
| LNAV/VNAV DA | 1240-1¾ 510 (600-1¾) | | | |
| LNAV MDA | 1260-1 530 (600-1) | | 1260-1½ 530 (600-1½) | |
| CIRCLING | 1300-1 570 (600-1) | | 1300-1½ 570 (600-1½) | 1300-2 570 (600-2) |

LIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BRYAN, OHIO
Amdt 1A 02APR15

41°28′N-84°30′W

WILLIAMS COUNTY (ØG6)
RNAV (GPS) RWY 7

| WAAS CH 40427 W25A | APP CRS 253° | Rwy ldg 4153<br>TDZE 730<br>Apt Elev 730 |
|---|---|---|

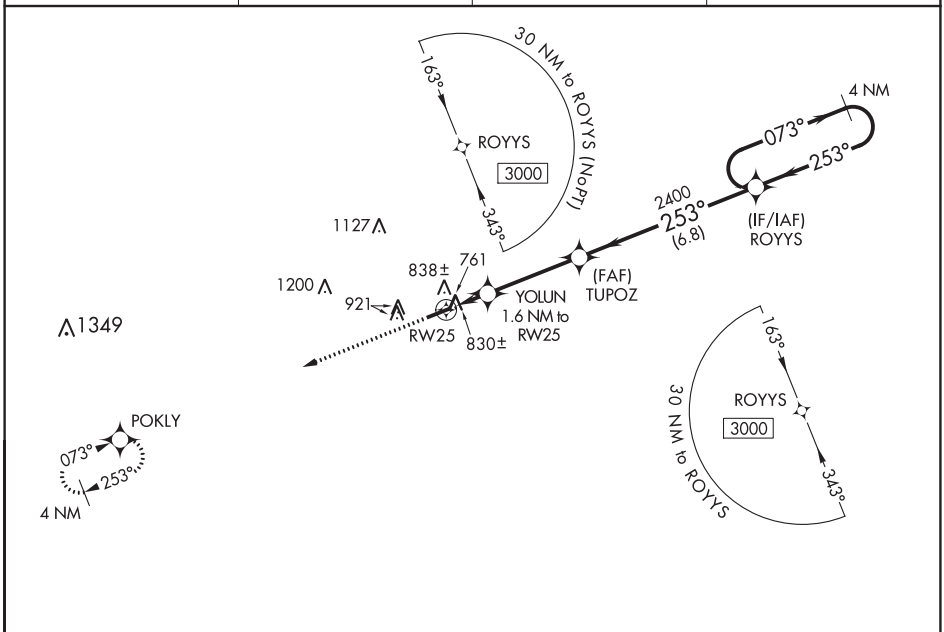
# RNAV (GPS) RWY 25

WILLIAMS COUNTY (ØG6)

When VGSI inop, Straight-in/Circling Rwy 25 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Defiance Memorial altimeter setting; when not received, use De Kalb County altimeter setting and increase all MDA 60 feet, increase LP and LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct POKLY and hold.

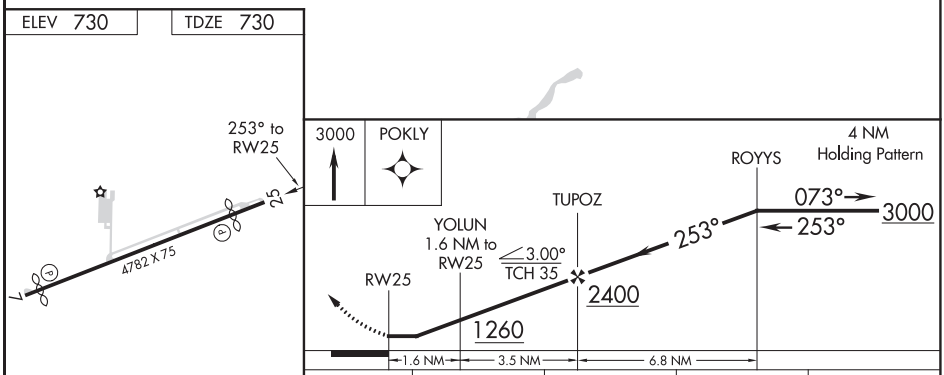
| DFI ASOS | TOLEDO APP CON | UNICOM | |
|---|---|---|---|
| 121.425 | 134.35 307.0 | 122.8 (CTAF) | 123.0 L |




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ELEV 730 TDZE 730




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1120-1 | 390 (400-1) | 1120-1⅛ | 390 (400-1⅛) |
| LNAV MDA | 1140-1 | 410 (500-1) | 1140-1⅛ | 410 (500-1⅛) |
| CIRCLING | 1300-1 | 570 (600-1) | 1300-1½<br>570 (600-1½) | 1300-2<br>570 (600-2) |

LIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

BUCYRUS, OHIO | AL-6388 (FAA) | 19227

# RNAV (GPS) RWY 4

PORT BUCYRUS-CRAWFORD COUNTY (17G)

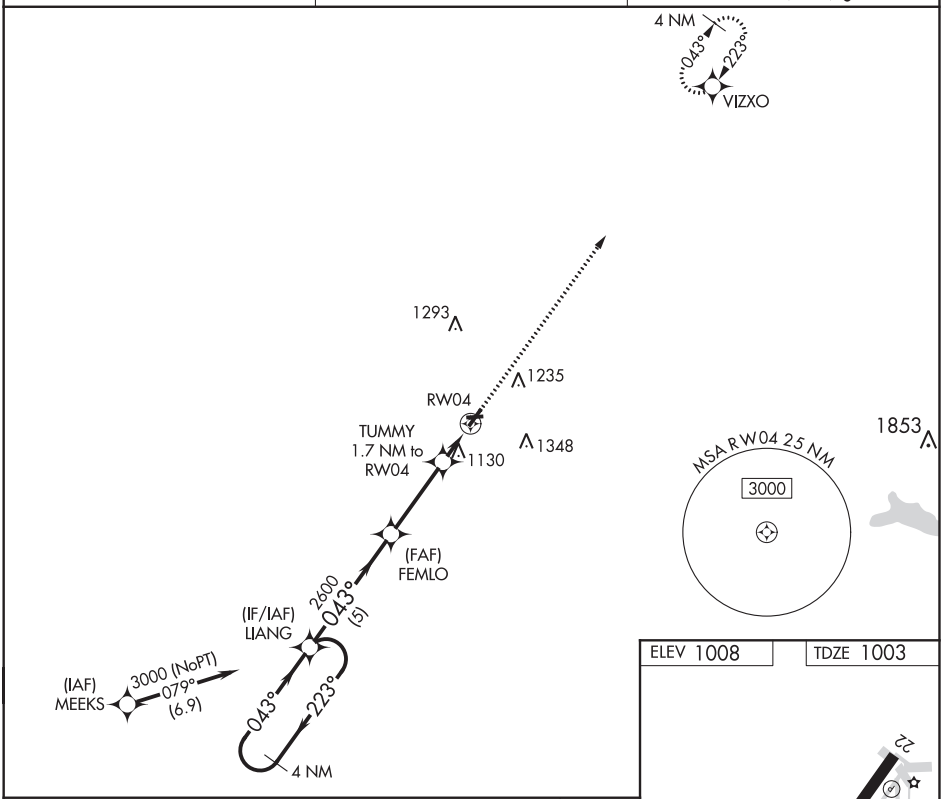
| APP CRS | Rwy ldg | 3619 |
|---|---|---|
| 043° | TDZE | 1003 |
| | Apt Elev | 1008 |

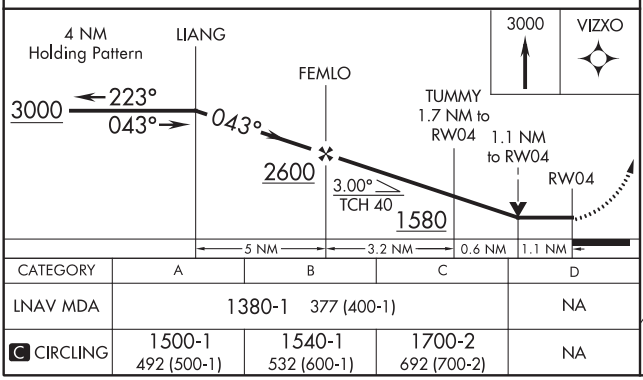
RNP APCH.

Circling NA to Rwys 9 and 27. Circling Rwy 22 NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA. VDP NA with Mansfield altimeter setting. When local altimeter setting not received, use Mansfield altimeter setting: increase all MDA 100 feet and visibility Cat C ⅜ SM.

MISSED APPROACH: Climb to 3000 direct VIZXO and hold.

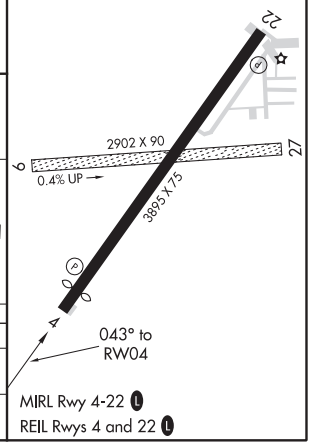
| AWOS-3 | CLEVELAND APP CON ★ | UNICOM |
|---|---|---|
| 126.625 | 124.2 360.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 377 (400-1) | | | NA |
| C CIRCLING | 1500-1 492 (500-1) | 1540-1 532 (600-1) | 1700-2 692 (700-2) | NA |

ELEV 1008 | TDZE 1003




MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 82033 W22A | APP CRS 223° | Rwy ldg 3895 TDZE 1003 Apt Elev 1008 |
|---|---|---|

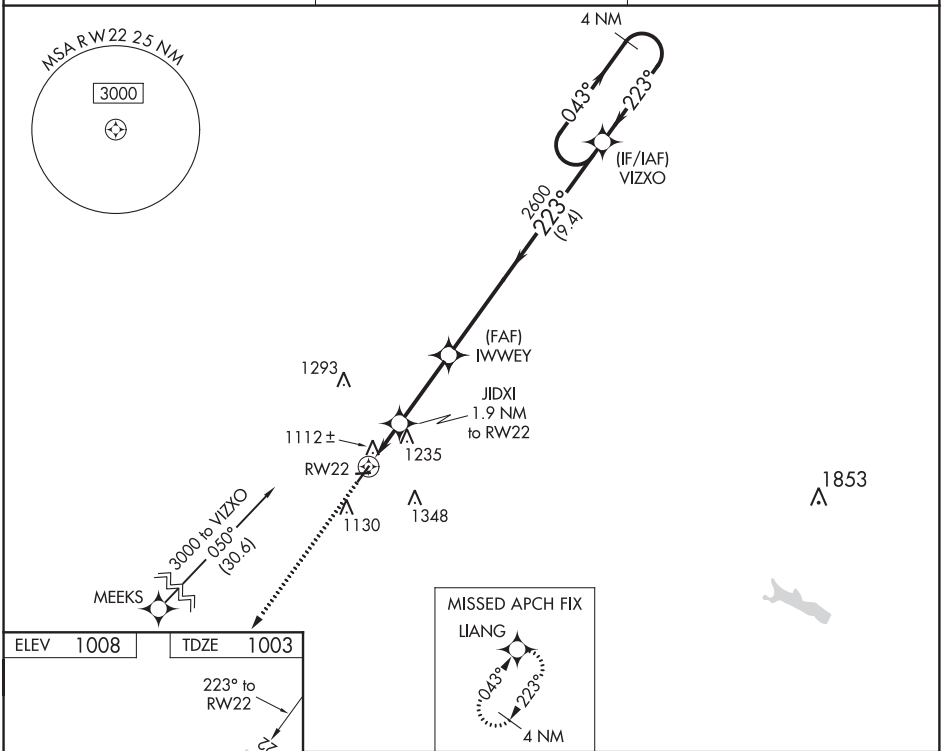
# RNAV (GPS) RWY 22
## PORT BUCYRUS-CRAWFORD COUNTY (17G)

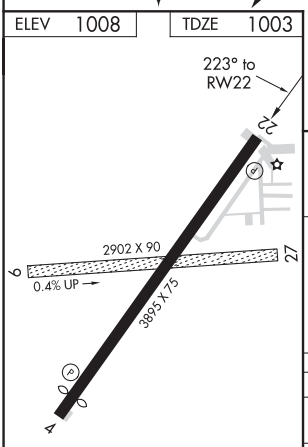
RNP APCH.

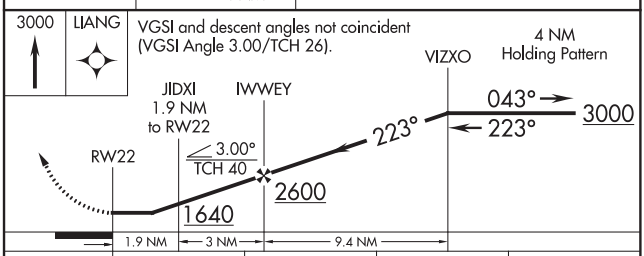
NA Circling NA to Rwys 9 and 27. Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 22 NA at night. When local altimeter setting not received, use Mansfield altimeter setting: increase all MDA 100 feet and visibility Cat C ⅜ SM.

MISSED APPROACH: Climb to 3000 direct LIANG and hold.

| AWOS-3 | CLEVELAND APP CON ★ | UNICOM |
|---|---|---|
| 126.625 | 124.2 360.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1380-1 377 (400-1) | | | NA |
| LNAV MDA | 1500-1 497 (500-1) | | 1500-1⅜ 497 (500-1⅜) | NA |
| C CIRCLING | 1500-1 492 (500-1) | 1540-1 532 (600-1) | 1700-2 692 (700-2) | NA |

REIL Rwys 4 and 22 L
MIRL Rwys 4-22 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

BUCYRUS, OHIO

AL-6388 (FAA)

20086

# VOR RWY 22

PORT BUCYRUS-CRAWFORD COUNTY (17G)

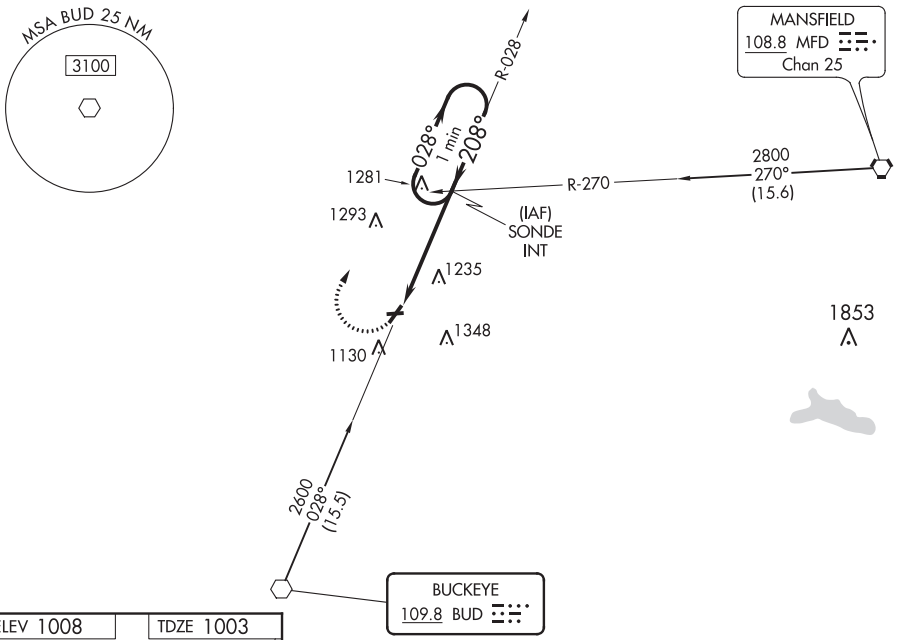
| VOR BUD | APP CRS | Rwy ldg | 3895 |
|---|---|---|---|
| 109.8 | 208° | TDZE | 1003 |
| | | Apt Elev | 1008 |

T
A NA

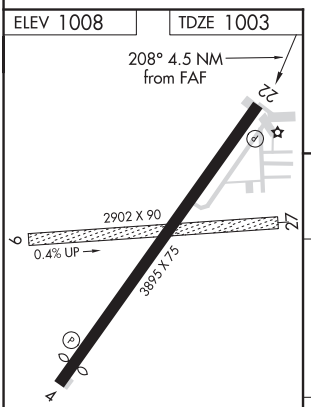
Circling NA to Rwys 9 and 27. Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 22 NA at night. When local altimeter setting not received, use Mansfield altimeter setting: increase all MDA 100 feet and visibility Cats B and C ½ SM.

MISSED APPROACH: Climbing right turn to 2600 on heading 090°and on BUD VOR R-028 to SONDE INT and hold.

| AWOS-3 | CLEVELAND APP CON ★ | UNICOM |
|---|---|---|
| 126.625 | 124.2 360.65 | 122.8 (CTAF) L |




RADAR REQUIRED

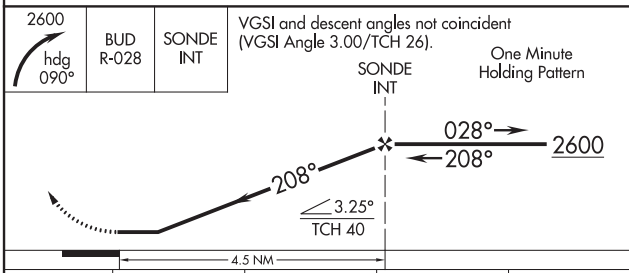



MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

| 2600 hdg 090° | BUD R-028 | SONDE INT |
|---|---|---|

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 26).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1700-1 | 697 (700-1) | 1700-2<br>697 (700-2) | NA |
| C CIRCLING | 1700-1 | 692 (700-1) | 1700-2<br>692 (700-2) | NA |

BUCYRUS, OHIO
Amdt 5A 24MAY18

40°47′N-82°58′W

PORT BUCYRUS-CRAWFORD COUNTY (17G)

VOR RWY 22


EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 3280 |
|---|---|---|
| 134° | TDZE | 1161 |
| | Apt Elev | 1174 |

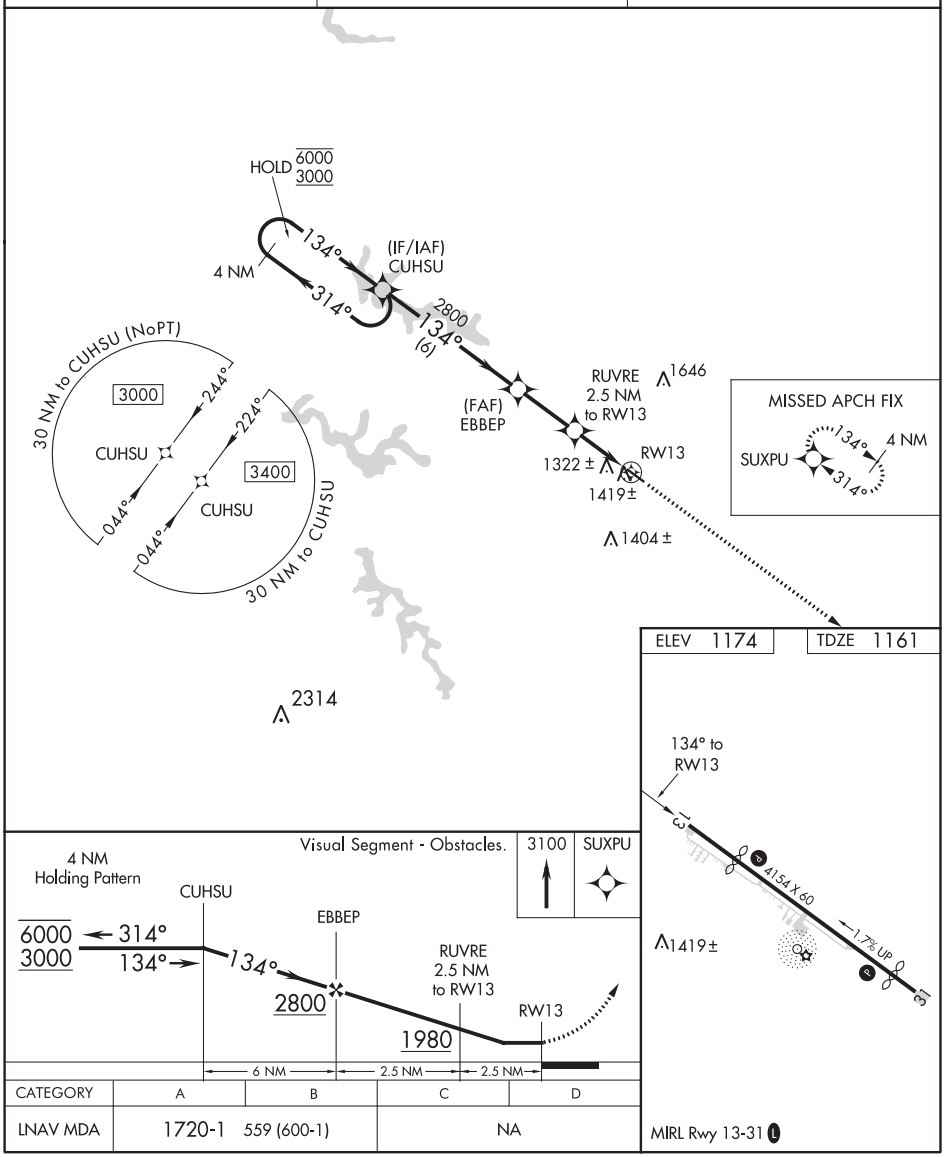
# RNAV (GPS) RWY 13
## HARRISON COUNTY (8G6)

RNP APCH.

NA Rwy 13 helicopter visibility reduction below 1 SM NA. Use Wheeling altimeter setting; when not received, use Washington altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3100 direct SUXPU and hold.

| HLG ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 127.375 | 126.95 239.30 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1720-1 559 (600-1) | | NA | |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

CADIZ, OHIO | AL-6205 (FAA) | 20198

| APP CRS | Rwy ldg | 3744 |
|---|---|---|
| 314° | TDZE | 1163 |
| | Apt Elev | 1174 |

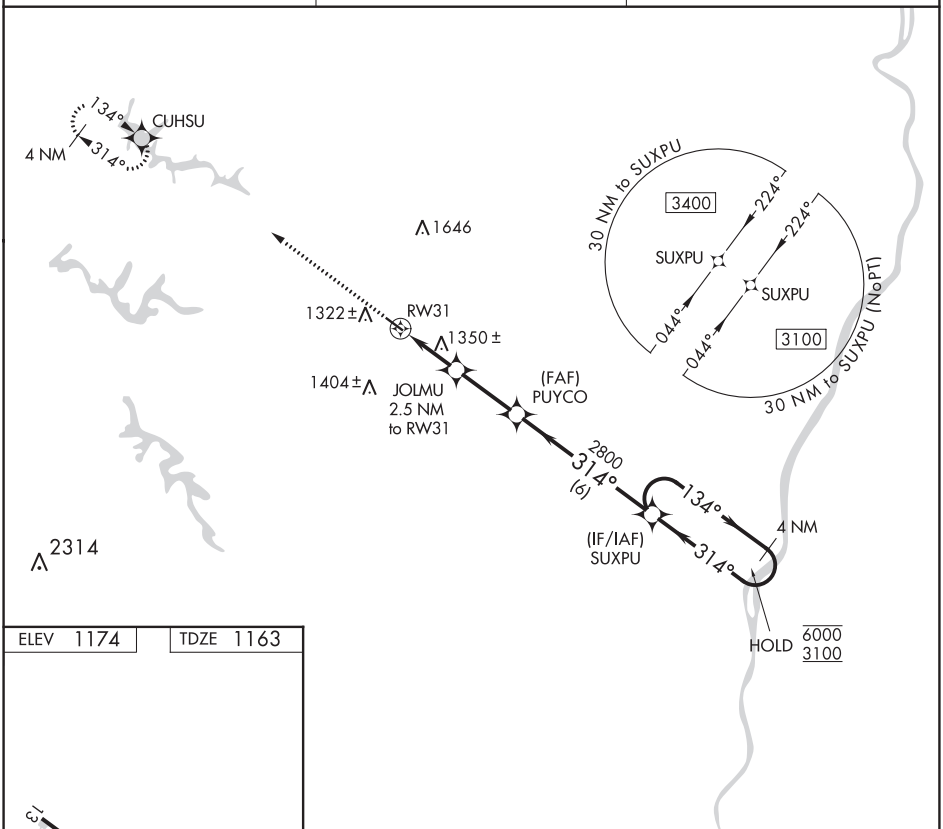
# RNAV (GPS) RWY 31
## HARRISON COUNTY (8G6)

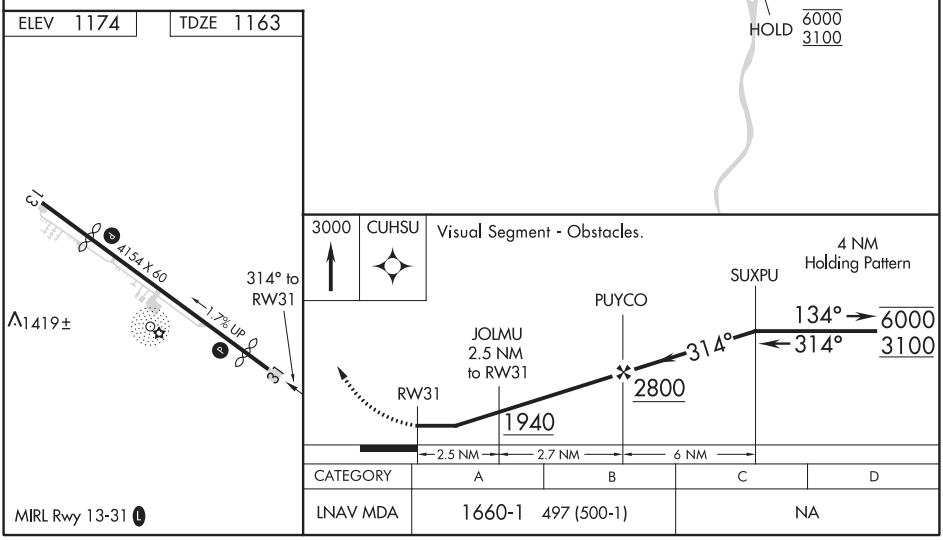
RNP APCH.

T NA Rwy 31 helicopter visibility reduction below 1 SM NA. Use Wheeling altimeter setting; when not received, use Washington altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct CUHSU and hold.

| HLG ASOS | CLEVELAND CENTER | UNICOM |
|---|---|---|
| 127.375 | 126.95 239.30 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1660-1 497 (500-1) | | NA | |

CADIZ, OHIO
Orig-C 07NOV19

40°14′N-81°01′W

HARRISON COUNTY (8G6)
RNAV (GPS) RWY 31

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 48841 W23A | APP CRS 228° | Rwy ldg 3398<br>TDZE 878<br>Apt Elev 879 |
|---|---|---|

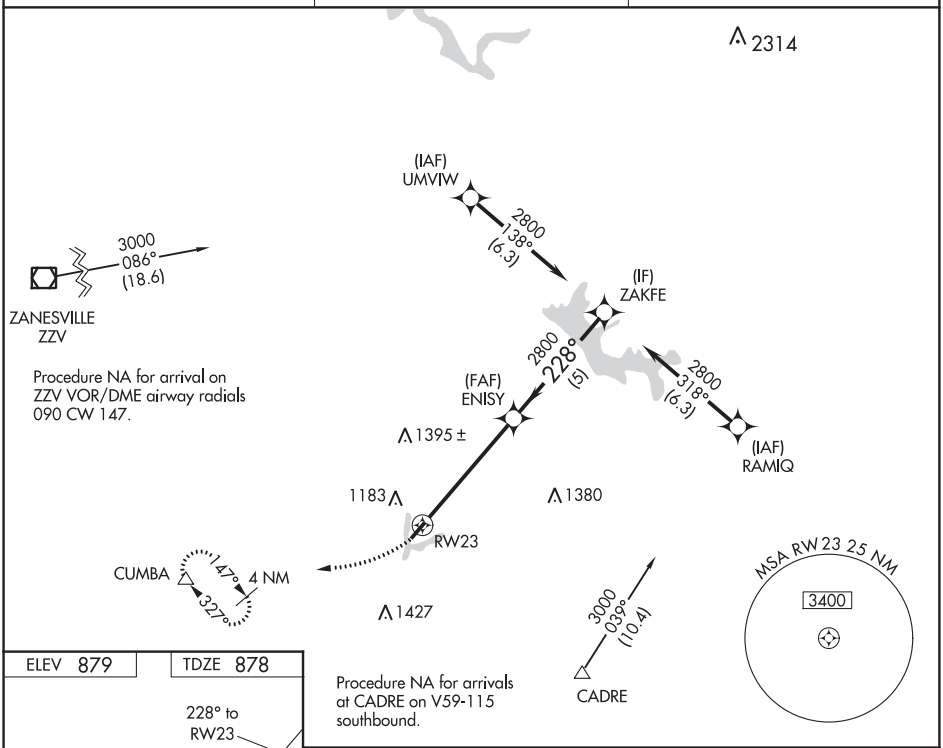
# RNAV (GPS) RWY 23
## NOBLE COUNTY (I1Ø)

Rwy 23 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Zanesville altimeter setting; when not received, procedure NA.

NA

MISSED APPROACH: Climbing right turn to 3000 direct to CUMBA and hold.

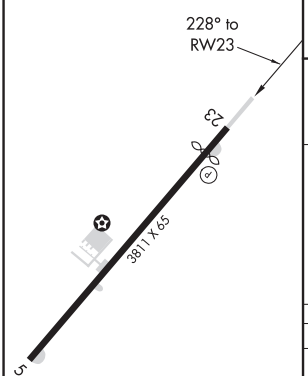
| ZZV ASOS | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 114.95 | 124.45 370.9 | 122.8 (CTAF) L |



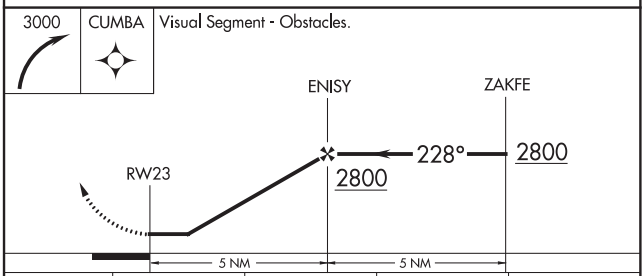

Procedure NA for arrival on ZZV VOR/DME airway radials 090 CW 147.

Procedure NA for arrivals at CADRE on V59-115 southbound.

| ELEV 879 | TDZE 878 |
|---|---|




MIRL Rwy 5-23




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1580-1 | 702 (800-1) | 1580-2<br>702 (800-2) | NA |
| LNAV MDA | 1620-1<br>742 (800-1) | 1620-1¼<br>742 (800-1¼) | 1620-2<br>742 (800-2) | NA |
| C CIRCLING | 1620-1 | 741 (800-1) | 1660-2¼<br>781 (800-2¼) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

CAMBRIDGE, OHIO | AL-5993 (FAA) | 20198

| APP CRS | Rwy ldg | 3898 |
|---|---|---|
| 040° | TDZE | 799 |
| | Apt Elev | 799 |

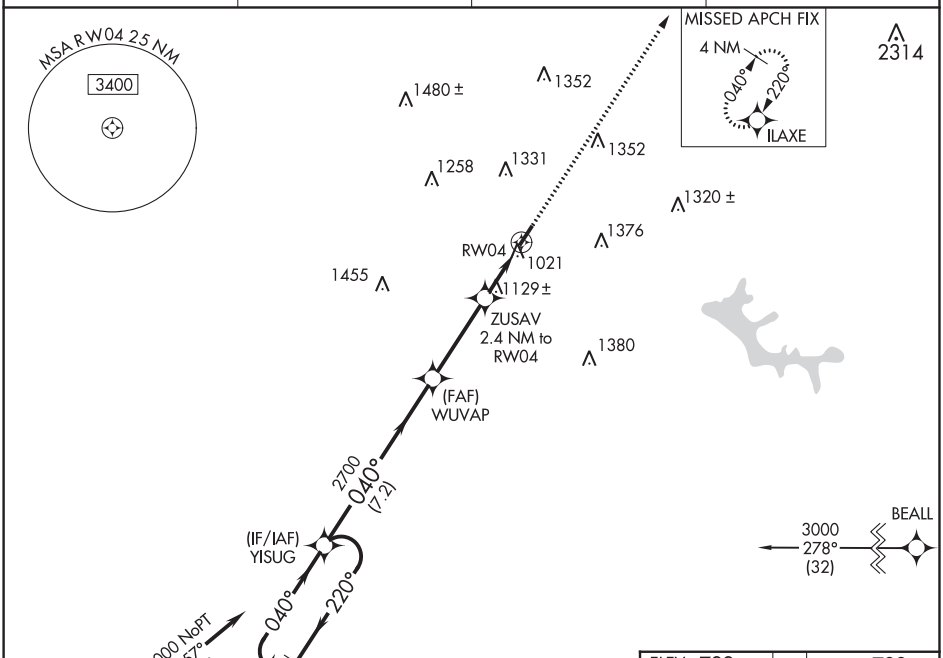
# RNAV (GPS) RWY 4
## CAMBRIDGE MUNI (CDI)

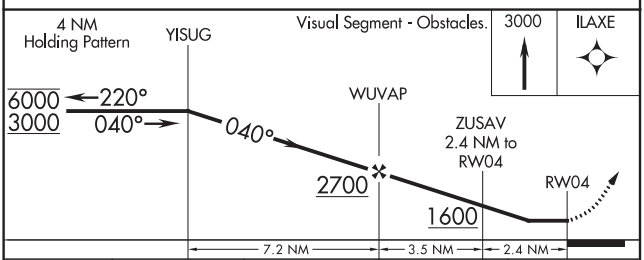
RNP APCH.

Rwy 4 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 4 NA at night.

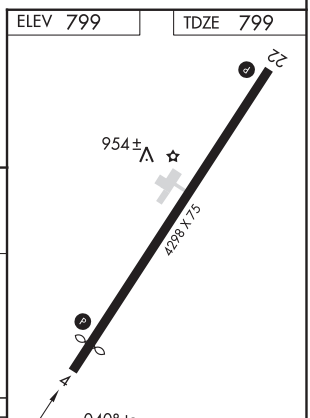
MISSED APPROACH: Climb to 3000 direct ILAXE and hold.

| AWOS-3 | (WEST) INDIANAPOLIS CENTER | (EAST) CLEVELAND CENTER | UNICOM |
|---|---|---|---|
| 118.525 | 124.45 370.9 | 126.95 239.3 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 581 (600-1) | | 1380-1¾ 581 (600-1¾) | NA |
| C CIRCLING | 1460-1 661 (700-1) | 1520-1 721 (800-1) | 1800-3 1001 (1100-3) | NA |




MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 70334 W22A | APP CRS 220° | Rwy ldg 4298 TDZE 799 Apt Elev 799 |
|---|---|---|

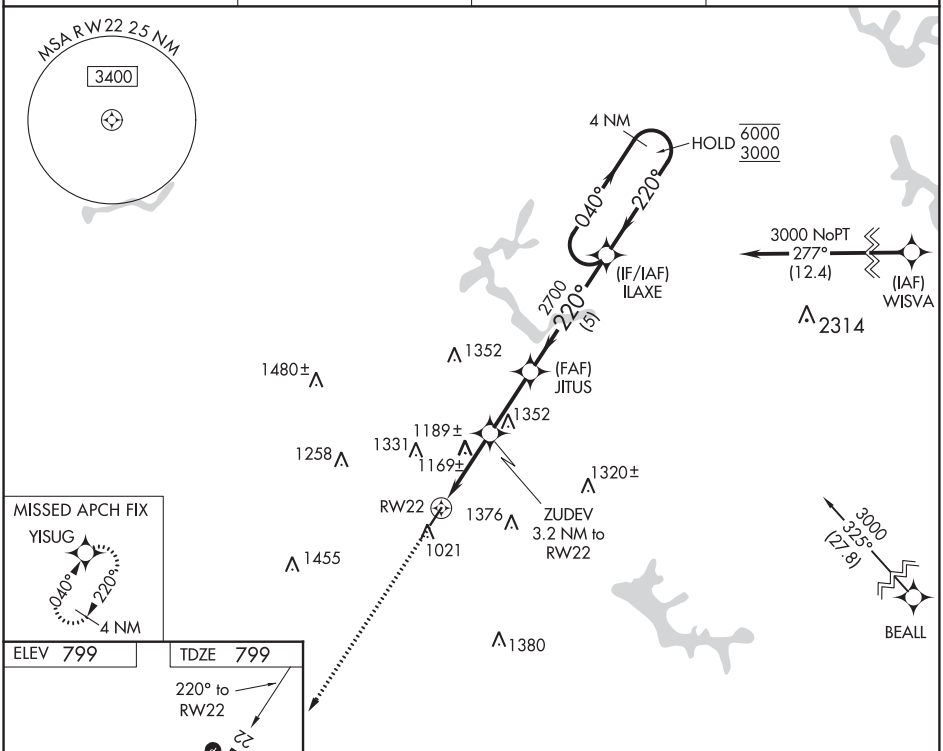
# RNAV (GPS) RWY 22
## CAMBRIDGE MUNI (CDI)

RNP APCH.

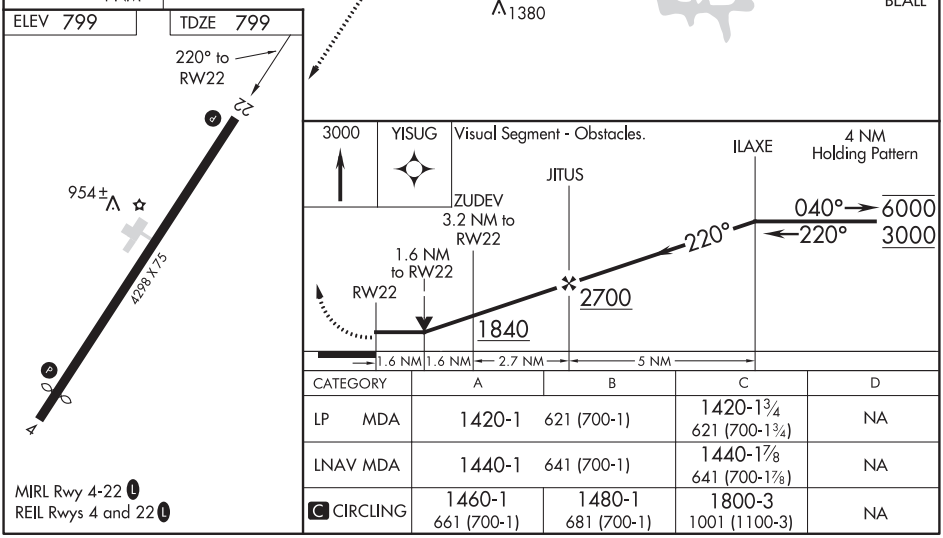
Circling Rwy 4 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct YISUG and hold.

| AWOS-3 | (WEST) INDIANAPOLIS CENTER | (EAST) CLEVELAND CENTER | UNICOM |
|---|---|---|---|
| 118.525 | 124.45 370.9 | 126.95 239.3 | 123.075 (CTAF) L |




EC-2, 05 NOV 2020 to 31 DEC 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1420-1 | 621 (700-1) | 1420-1¾ 621 (700-1¾) | NA |
| LNAV MDA | 1440-1 | 641 (700-1) | 1440-1⅞ 641 (700-1⅞) | NA |
| C CIRCLING | 1460-1 661 (700-1) | 1480-1 681 (700-1) | 1800-3 1001 (1100-3) | NA |

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

CARROLLTON, OHIO | AL-5994 (FAA) | 20198

# RNAV (GPS) RWY 7
## CARROLL COUNTY-TOLSON (TSO)

| WAAS CH 62930 W07A | APP CRS 071° | Rwy ldg 4300<br>TDZE 1164<br>Apt Elev 1164 |
|---|---|---|

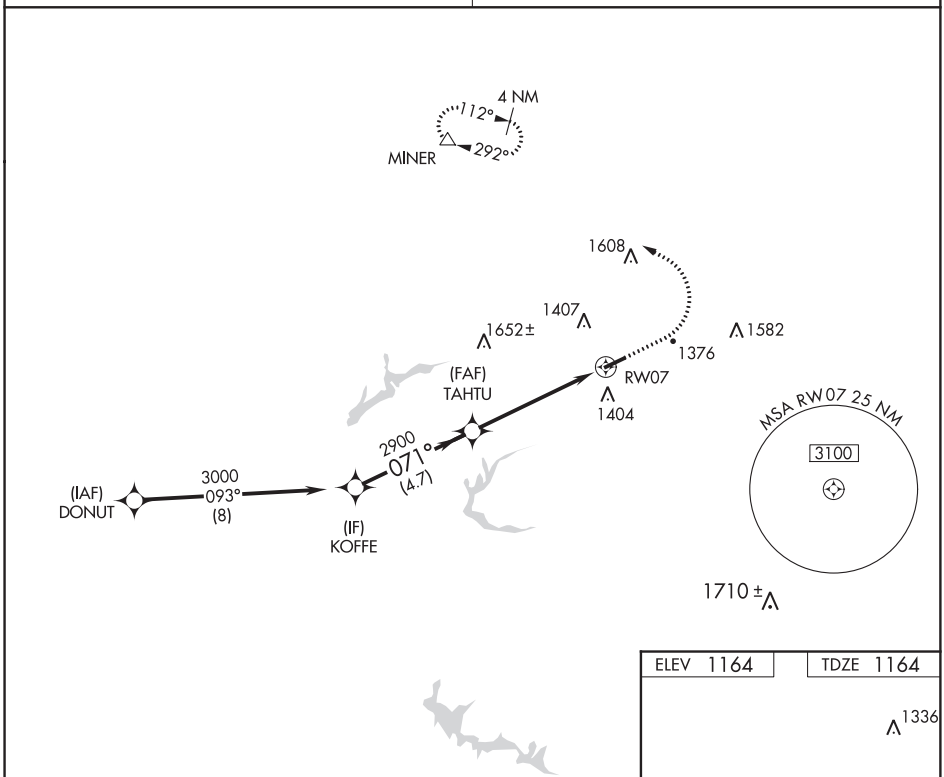
RNP APCH.

T
A NA

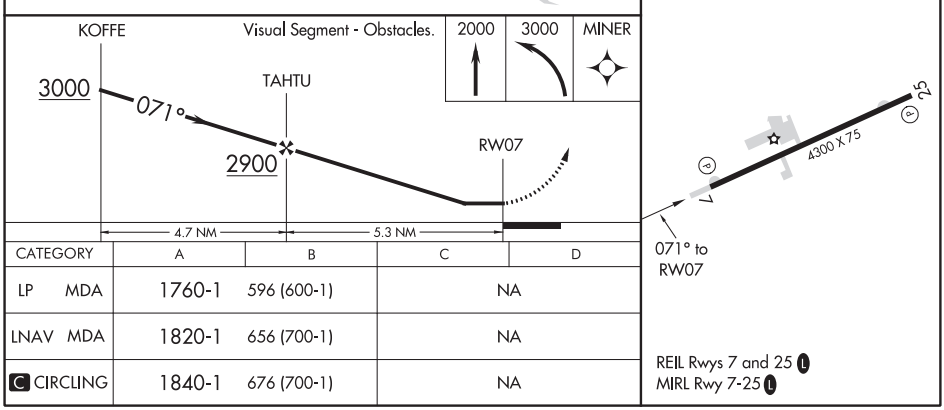
Procedure NA at night. Use Akron-Canton Rgnl altimeter setting; when not received use New Philadelphia altimeter and increase all MDA 20 feet. Rwy 7 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MINER and hold.

| CLEVELAND APP CON★ | UNICOM |
|---|---|
| 125.5 371.875 | 122.7 (CTAF) L |




ELEV 1164 | TDZE 1164




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1760-1 | 596 (600-1) | NA | |
| LNAV MDA | 1820-1 | 656 (700-1) | NA | |
| C CIRCLING | 1840-1 | 676 (700-1) | NA | |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# VOR-A
## CARROLL COUNTY-TOLSON (TSO)

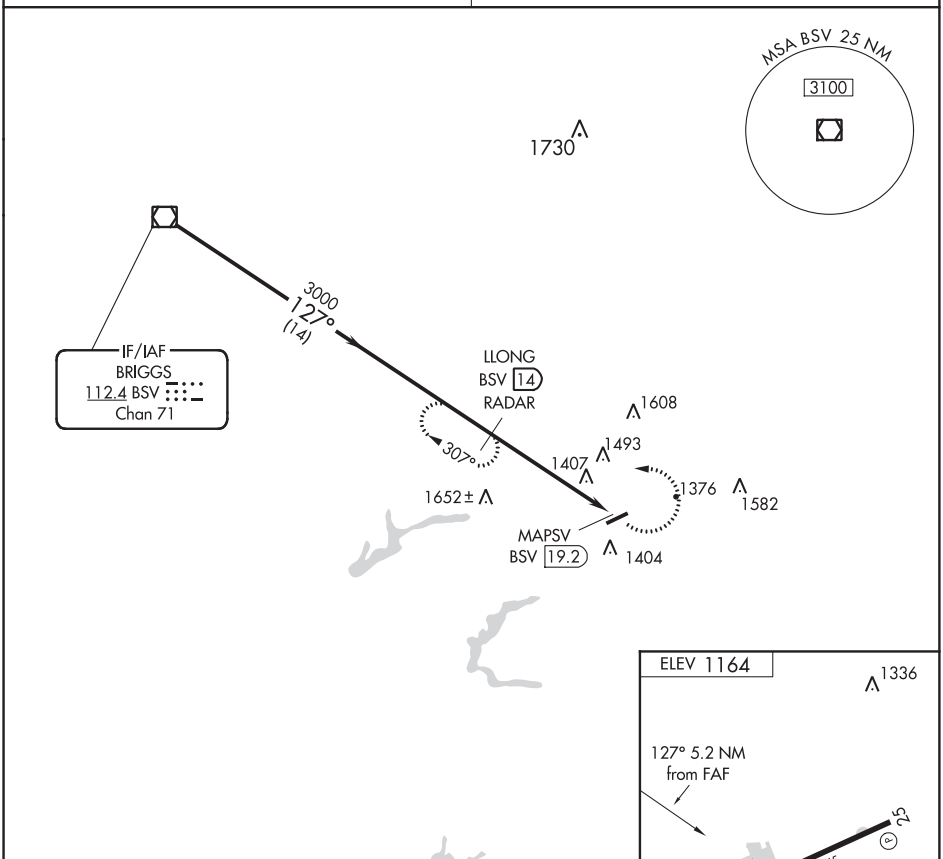
| VOR/DME BSV 112.4 Chan 71 | APP CRS 127° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1164 |
|---|---|---|

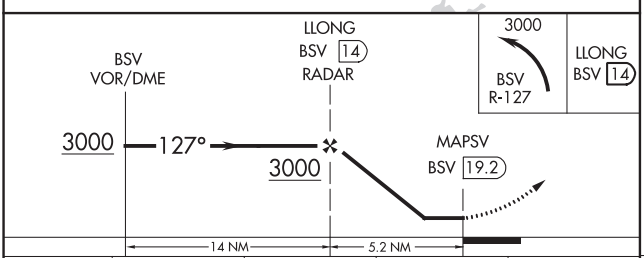
DME or RADAR required.

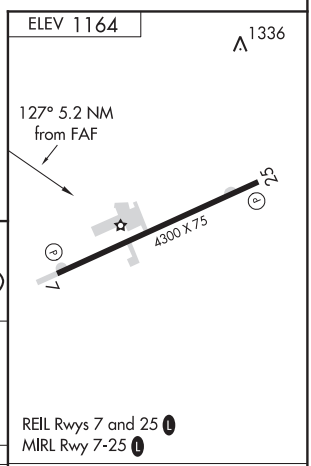
Procedure NA at night. Use Akron-Canton altimeter setting; when not received, use New Philadelphia altimeter setting and increase MDA 20 feet.

MISSED APPROACH: Climbing left turn to 3000 on BSV VOR/DME R-127 to LLONG/BSV 14 DME/RADAR and hold.

| CLEVELAND APP CON ★ | UNICOM |
|---|---|
| 125.5 371.875 | 122.7 (CTAF) L |




REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1940-1 | 777 (800-1) | NA | |

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

CELINA, OHIO | AL-5823 (FAA) | 20030

# RNAV (GPS) RWY 8
## LAKEFIELD (CQA)

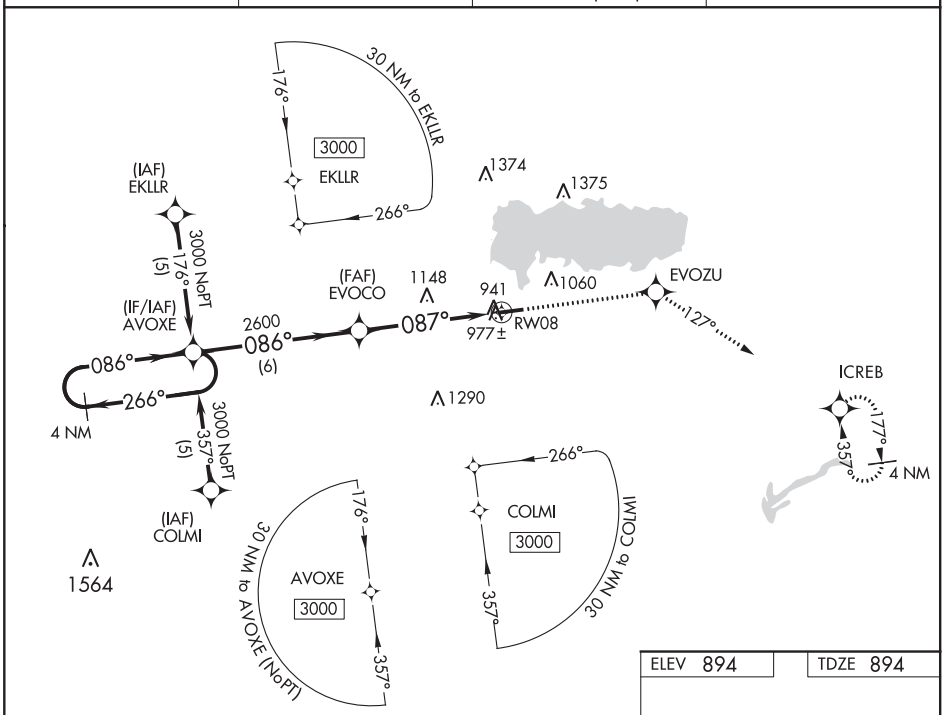
| WAAS CH 61116 W08A | APP CRS 087° | Rwy ldg 4400<br>TDZE 894<br>Apt Elev 894 |
|---|---|---|

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Wapakoneta altimeter setting. When not received use James M. Cox Dayton Intl altimeter setting and increase all DA 73 feet and all MDA 80 feet; increase LPV Cats A/B/C visibility ¼ mile, LNAV/VNAV Cats A/B/C visibility ½ mile and LNAV and Circling Cat C visibility ¼ mile.

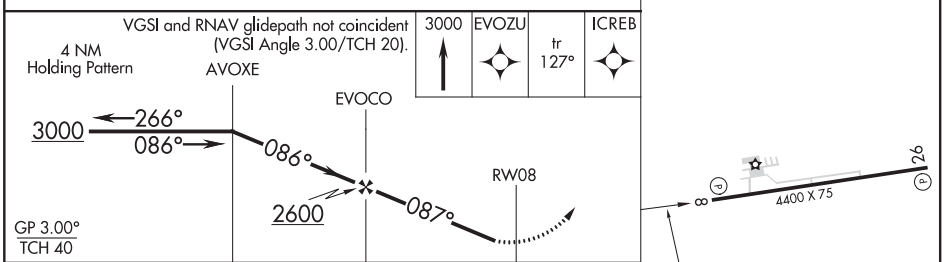
NA

MISSED APPROACH: Climb to 3000 direct EVOZU and via track 127° to ICREB and hold.

| AXV AWOS-3 | COLUMBUS APP CON | UNICOM | |
|---|---|---|---|
| 128.325 | 118.425 352.05 | 122.8 (CTAF) | 123.3 L |




ELEV 894 | TDZE 894




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1221-1¼ 327 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1278-1¼ 384 (400-1¼) | | | NA |
| LNAV MDA | 1440-1 546 (600-1) | | 1440-1½ 546 (600-1½) | NA |
| CIRCLING | 1440-1 546 (600-1) | | 1440-1½ 546 (600-1½) | NA |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

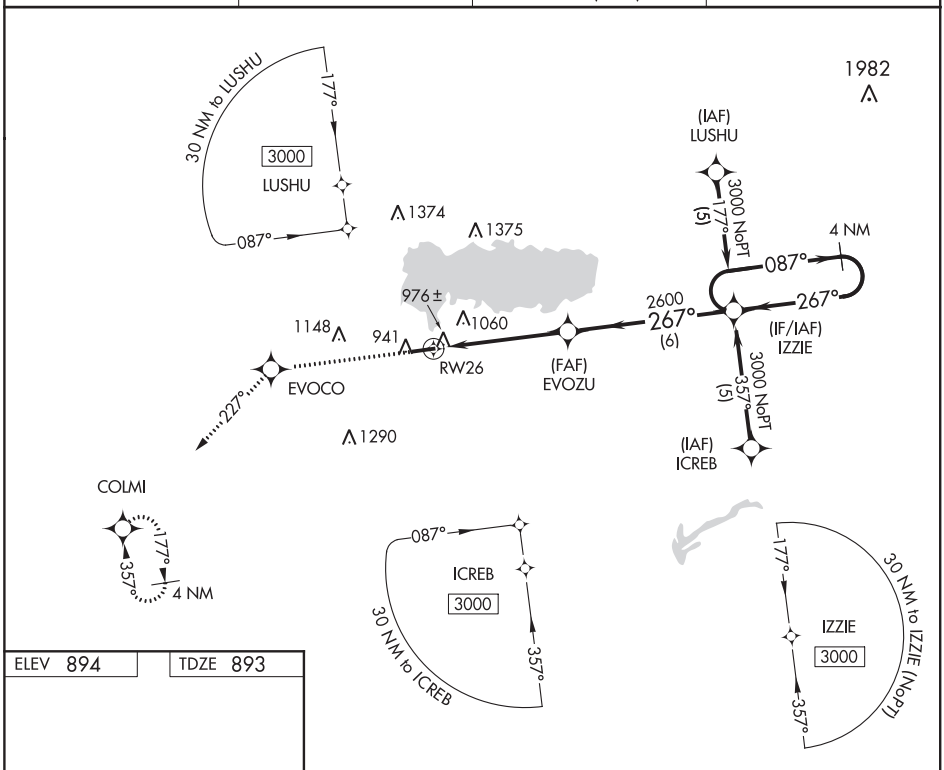
| APP CRS | Rwy ldg | 4400 |
|---|---|---|
| 267° | TDZE | 893 |
| | Apt Elev | 894 |

# RNAV (GPS) RWY 26
## LAKEFIELD (CQA)

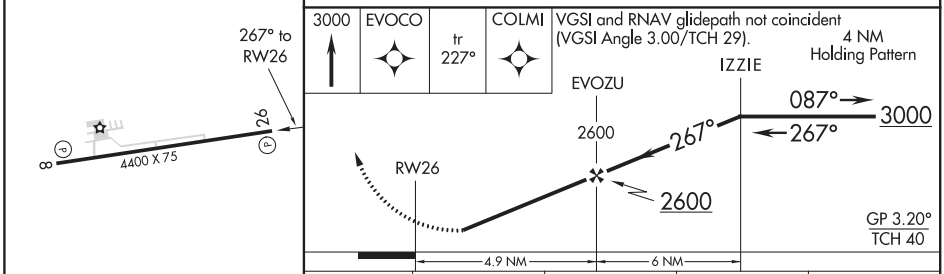
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Wapakoneta altimeter setting. When not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 73 feet and all MDA 80 feet and increase LNAV/VNAV Cats A/B/C and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct EVOCO and via track 227° to COLMI and hold.

| AXV AWOS-3 | COLUMBUS APP CON | UNICOM | |
|---|---|---|---|
| 128.325 | 118.425 352.05 | 122.8 (CTAF) | 123.3 L |




| ELEV 894 | TDZE 893 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 1277-1¼ 384 (400-1¼) | | | NA |
| LNAV MDA | 1260-1 367 (400-1) | | | NA |
| CIRCLING | 1320-1 426 (500-1) | 1360-1 466 (500-1) | 1360-1½ 466 (500-1½) | NA |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

CHILLICOTHE, OHIO — AL-6138 (FAA) — 19115

# RNAV (GPS) RWY 23
ROSS COUNTY (RZT)

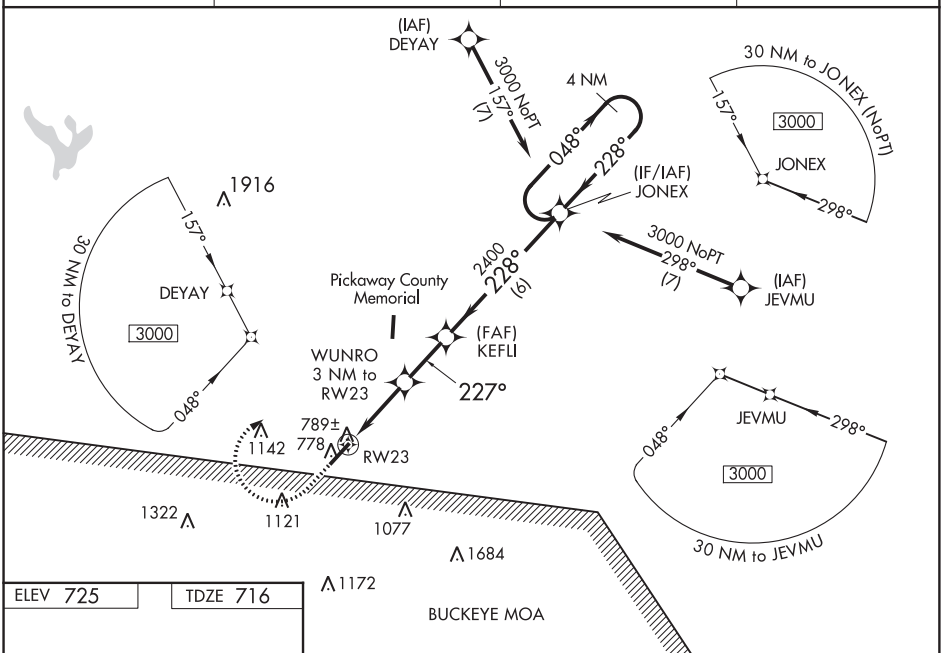
| WAAS CH 69329 W23A | APP CRS 227° | Rwy ldg 5405 | TDZE 716 | Apt Elev 725 |
|---|---|---|---|---|

RNP APCH.

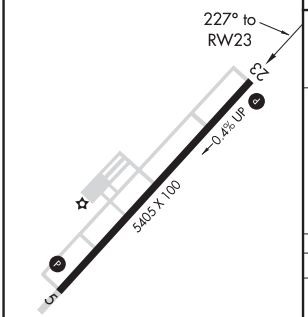
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 39°C (103°F). When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DA/MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C and D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rickenbacker Intl altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct JONEX and hold.

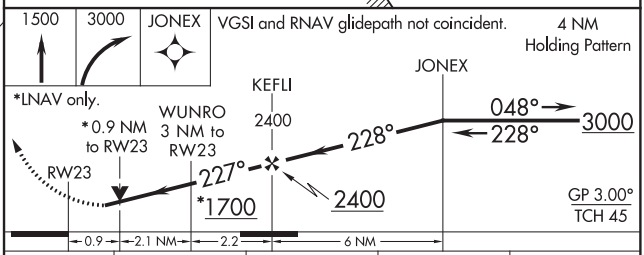
| AWOS-3 | COLUMBUS APP CON | UNICOM | |
|---|---|---|---|
| 119.225 | 134.0 279.6 | 122.8 (CTAF) | 123.0 L |




ELEV 725 | TDZE 716




REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 966-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1088-1¼ 372 (400-1¼) | | | |
| LNAV MDA | 1040-1 324 (400-1) | | | |
| CIRCLING | 1320-1 595 (600-1) | 1380-1 655 (700-1) | 1380-1¾ 655 (700-1¾) | 1400-2¼ 675 (700-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| VOR XUB | APP CRS | Rwy ldg | 5405 |
|---|---|---|---|
| 112.5 | 204° | TDZE | 716 |
| | | Apt Elev | 725 |

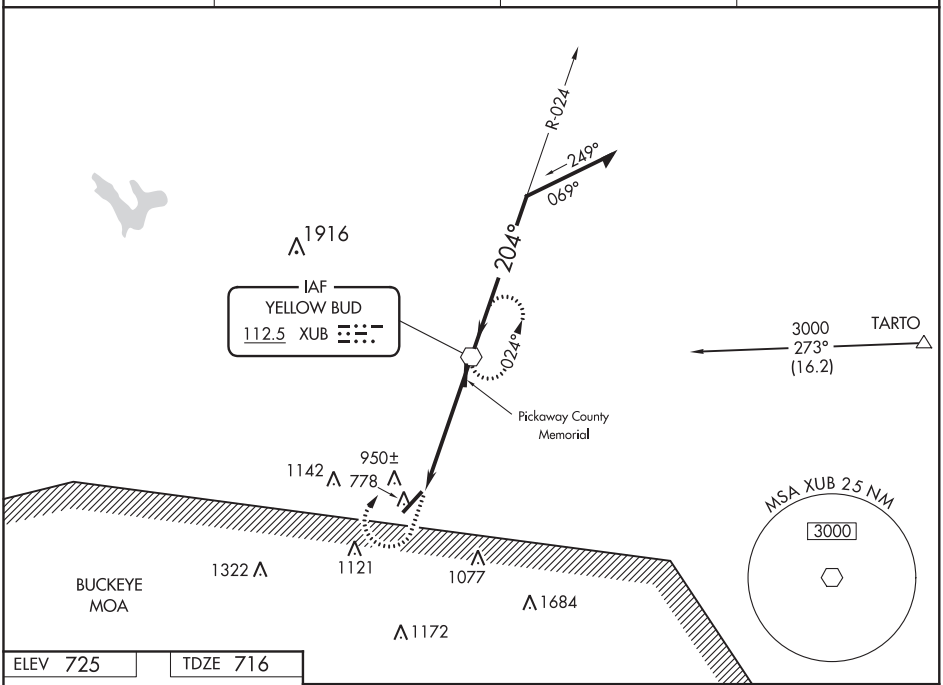
# VOR RWY 23
## ROSS COUNTY (RZT)

T
A NA

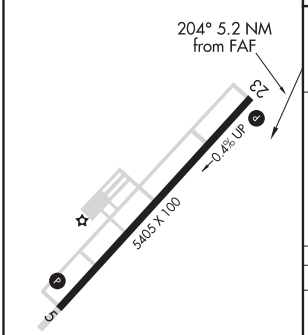
When local altimeter setting not received, use Rickenbacker Intl altimeter setting. When VGSI is inop, Straight-in and Circling Rwy 23 procedures NA at night.

MISSED APPROACH: Climb to 3000 then right turn direct XUB VOR and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM | |
|---|---|---|---|
| 119.225 | 134.0 279.6 | 122.8 (CTAF) | 123.0 L |

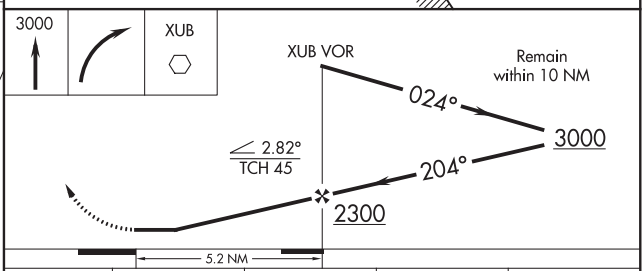



ELEV 725 TDZE 716




REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1220-1 504 (500-1) | | 1220-1½ 504 (500-1½) | |
| CIRCLING | 1340-1 615 (700-1) | 1360-1 635 (700-1) | 1380-1¾ 655 (700-1¾) | 1400-2¼ 675 (700-2¼) |
| RICKENBACKER INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-23 | 1280-1 564 (600-1) | | 1280-1⅝ 564 (600-1⅝) | |
| CIRCLING | 1400-1 675 (700-1) | 1420-1 695 (700-1) | 1440-2 715 (800-2) | 1460-2¼ 735 (800-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

CINCINNATI, OHIO | AL-83 (FAA) | 20086

| LOC/DME I-LUK | APP CRS | Rwy ldg | 6101 |
|---|---|---|---|
| 110.9 | 205° | TDZE | 475 |
| Chan 46 | | Apt Elev | 483 |

# ILS or LOC RWY 21L
## CINCINNATI MUNI AIRPORT LUNKEN FIELD (LUK)

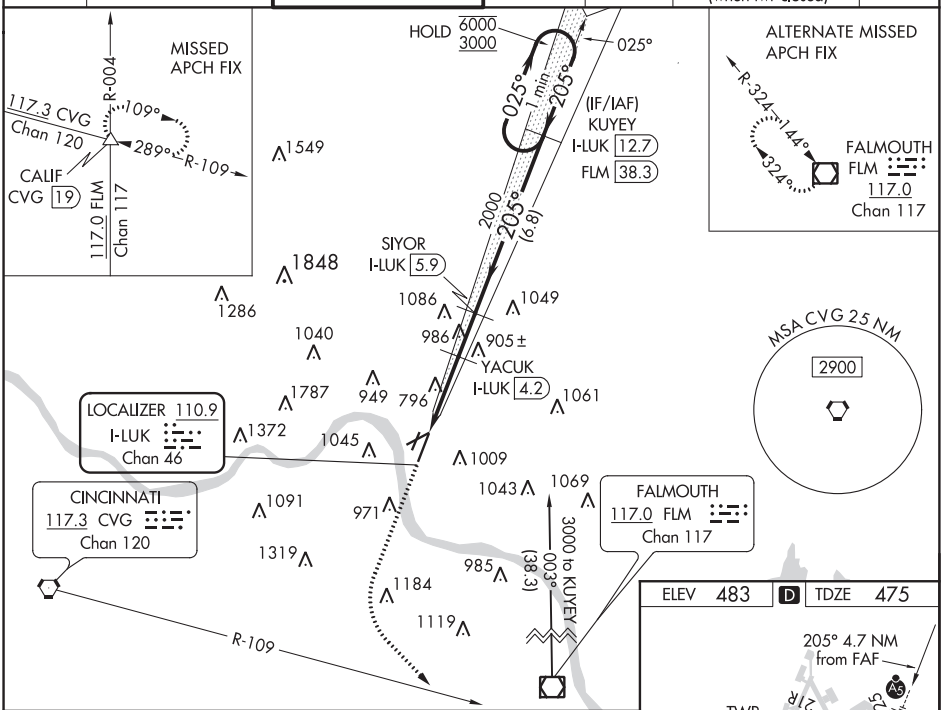
DME required.

Circling NA for Cat D northwest of Rwys 7 and 21R. Rwy 21L helicopter visibility reduction below ¾ SM NA. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet; increase S-LOC 21L Cat A/B visibility to RVR 5500 and Cat C/D to 2 SM. For inop ALS when using Cincinnati/Northern Kentucky Intl altimeter setting and increase S-ILS 21L all Cats visibility to RVR 6000 and S-LOC 21L Cat A to RVR 5500 and Cat C/D to 2½ SM. For inop ALS, increase S-LOC 21L Cat A/B visibility to RVR 5500, and Cat C/D to 2 SM. Circling Rwy 3L, 7, 21R NA at night.

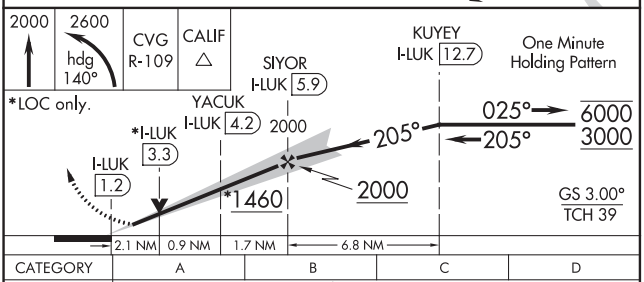
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 on heading 140° and CVG VORTAC R-109 to CALIF/CVG 19 DME and hold.

| ATIS | CINCINNATI APP CON | LUNKEN TOWER ★ | GND CON | CLNC DEL | CLNC DEL (when twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 120.25 | 121.0 254.25 | 118.7 (CTAF) L 257.8 | 121.9 | 121.9 | 124.9 | 122.95 |

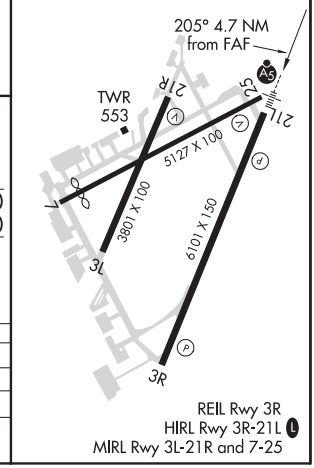



| 2000 | 2600 hdg 140° | CVG R-109 | CALIF △ |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 21L | 798/40 323 (400-¾) | | | |
| S-LOC 21L | 1200/40 725 (800-¾) | | 1200-1⅝ 725 (800-1⅝) | |
| C CIRCLING | 1260-1 777 (800-1) | 1360-1¼ 877 (900-1¼) | 1360-2½ 877 (900-2½) | 1400-3 917 (1000-3) |

ELEV 483 | D | TDZE 475




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 6101 |
|---|---|---|
| 025° | TDZE | 481 |
| | Apt Elev | 483 |

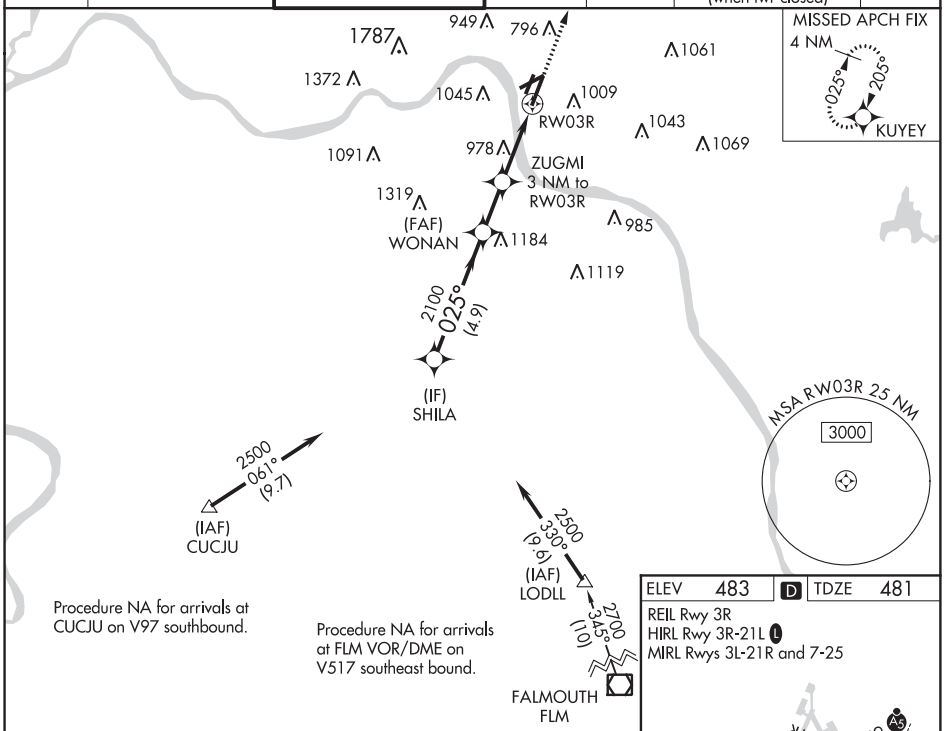
# RNAV (GPS) RWY 3R
## CINCINNATI MUNI AIRPORT LUNKEN FIELD (LUK)

RNP APCH.

T A Circling NA for Cat D north of Rwy 7 and northwest of Rwy 21R. Circling Rwy 3L, 7, 21R NA at night. Rwy 3R helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 100 feet and LNAV Cat A visibility ¼ SM; increase Circling Cat B/D visibility ¼ SM and Circling Cat C visibility ½ SM. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting.

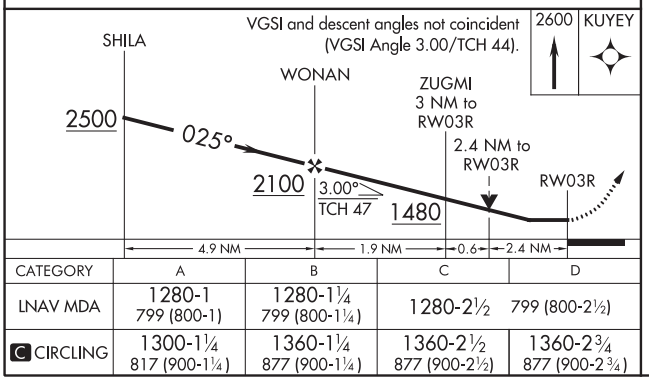
MISSED APPROACH: Climb to 2600 direct KUYEY and hold.

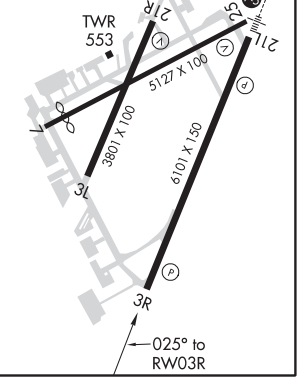
| ATIS | CINCINNATI APP CON | LUNKEN TOWER ★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 120.25 | 121.0 254.25 | 118.7 (CTAF) L 257.8 | 121.9 | 121.9 | 124.9 (when twr closed) | 122.95 |




| ELEV | 483 | D | TDZE | 481 |
|---|---|---|---|---|

REIL Rwy 3R
HIRL Rwy 3R-21L L
MIRL Rwys 3L-21R and 7-25




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1 799 (800-1) | 1280-1¼ 799 (800-1¼) | 1280-2½ | 799 (800-2½) |
| C CIRCLING | 1300-1¼ 817 (900-1¼) | 1360-1¼ 877 (900-1¼) | 1360-2½ 877 (900-2½) | 1360-2¾ 877 (900-2¾) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

CINCINNATI, OHIO — AL-83 (FAA) — 19339

| WAAS CH 42511 W21A | APP CRS 205° | Rwy ldg 6101 TDZE 475 Apt Elev 483 |
|---|---|---|

# RNAV (GPS) RWY 21L
## CINCINNATI MUNI AIRPORT LUNKEN FIELD (LUK)

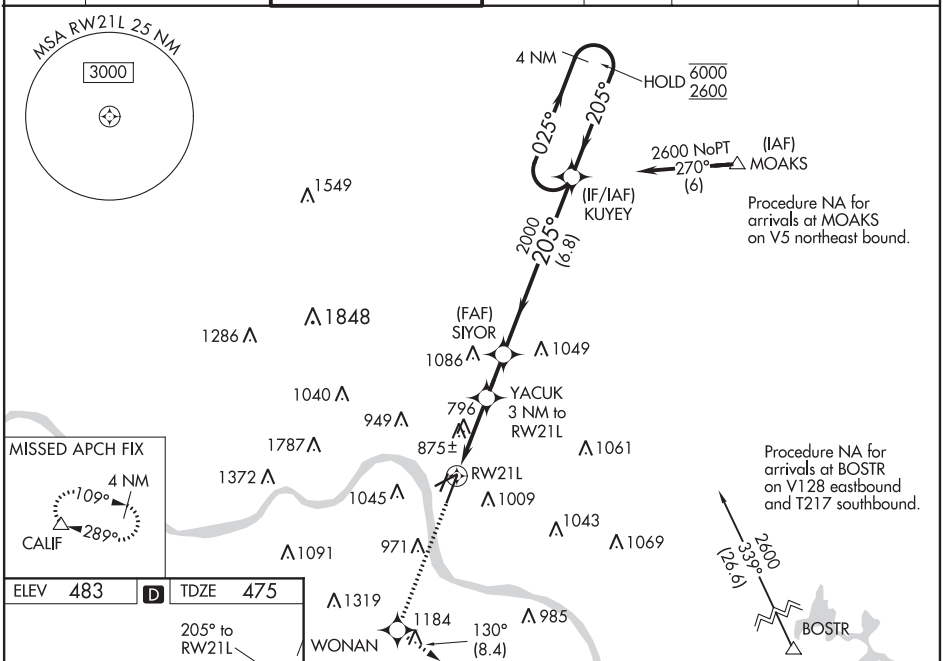
RNP APCH.

Circling NA for Cat D north of Rwy 7 and northwest of Rwy 21R. Circling Rwy 3L, 7, 21R NA at night. Rwy 21L helicopter visibility reduction below ¾SM NA. Inop table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500, LNAV Cats A/B visibility to RVR 5500 and LNAV Cats C/D visibility to 2 SM.

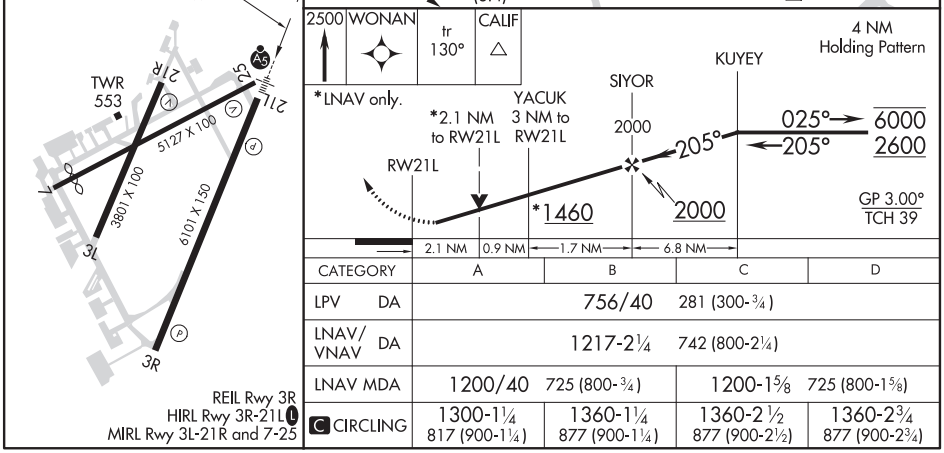
MALSR

MISSED APPROACH: Climb to 2500 direct WONAN and on track 130° to CALIF and hold, continue climb-in-hold to 2600.

| ATIS | CINCINNATI APP CON | LUNKEN TOWER ★ | GND CON | CLNC DEL | CLNC DEL (when twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 120.25 | 121.0 254.25 | 118.7 (CTAF) L 257.8 | 121.9 | 121.9 | 124.9 | 122.95 |




ELEV 483 D TDZE 475




REIL Rwy 3R
HIRL Rwy 3R-21L L
MIRL Rwy 3L-21R and 7-25

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 756/40 281 (300-¾) | | | |
| LNAV/VNAV DA | 1217-2¼ 742 (800-2¼) | | | |
| LNAV MDA | 1200/40 725 (800-¾) | | 1200-1⅝ 725 (800-1⅝) | |
| C CIRCLING | 1300-1¼ 817 (900-1¼) | 1360-1¼ 877 (900-1¼) | 1360-2½ 877 (900-2½) | 1360-2¾ 877 (900-2¾) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 86701 W25A | APP CRS 246° | Rwy ldg 5127 TDZE 478 Apt Elev 483 |
|---|---|---|

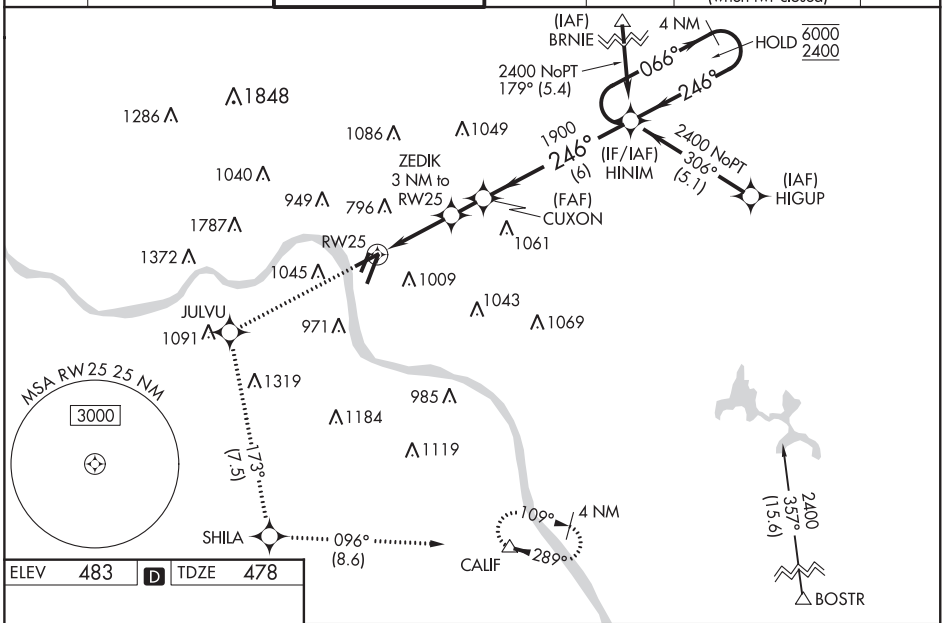
# RNAV (GPS) RWY 25
## CINCINNATI MUNI AIRPORT LUNKEN FIELD (LUK)

RNP APCH.

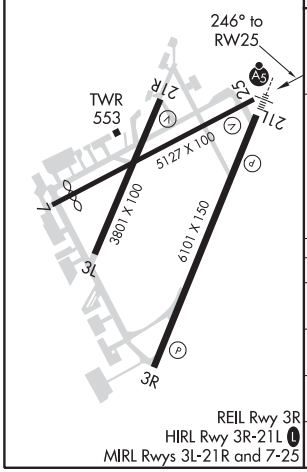
Circling NA for Cat D north of Rwy 7 and northwest of Rwy 21R. Circling Rwy 3L, 7, 21R NA at night. Baro-VNAV and VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. Rwy 25 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase LPV DA to 961 feet, all visibilities ⅛ SM; increase LNAV/VNAV DA to 1248 feet; increase all MDAs 100 feet, LNAV Cat B visibility ¼ SM, and LNAV Cat C/D visibility ½ SM; increase Circling Cat B/D visibility ¼ SM and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 2500 direct JULVU and on track 173° to SHILA and on track 096° to CALIF and hold, continue climb-in-hold to 2600.

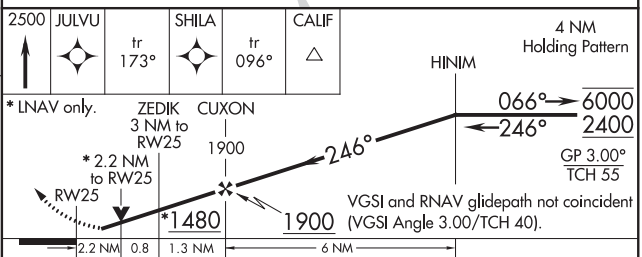
| ATIS | CINCINNATI APP CON | LUNKEN TOWER ★ | GND CON | CLNC DEL | CLNC DEL (when twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 120.25 | 121.0 254.25 | 118.7 (CTAF) L 257.8 | 121.9 | 121.9 | 124.9 | 122.95 |




ELEV 483 D TDZE 478




REIL Rwy 3R
HIRL Rwy 3R-21L L
MIRL Rwys 3L-21R and 7-25




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 875-1¼ 397 (400-1¼) | | | |
| LNAV/VNAV DA | 1162-2½ 684 (700-2½) | | | |
| LNAV MDA | 1160-1 682 (700-1) | | 1160-2 682 (700-2) | |
| C CIRCLING | 1300-1¼ 817 (900-1¼) | 1360-1¼ 877 (900-1¼) | 1360-2½ 877 (900-2½) | 1360-2¾ 877 (900-2¾) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

CINCINNATI, OHIO | AL-83 (FAA) | 20086

# LOC BC RWY 3R
## CINCINNATI MUNI AIRPORT LUNKEN FIELD (LUK)

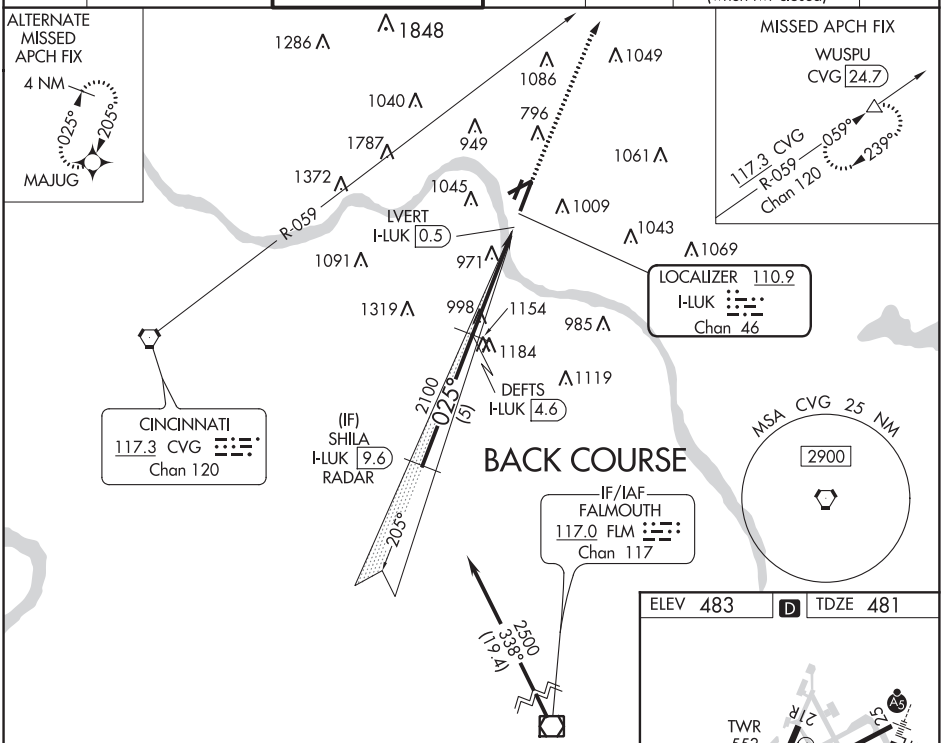
| LOC/DME I-LUK | APP CRS | Rwy ldg | 6101 |
|---|---|---|---|
| 110.9 | 025° | TDZE | 481 |
| Chan 46 | | Apt Elev | 483 |

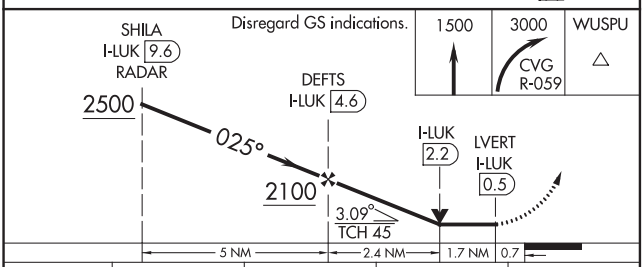
DME or RADAR required for procedure entry.
DME required.

T A Circling NA for Cat D northwest of Rwy 7-21R. Circling Rwy 3L, 7, 21R NA at night. VDP NA with Cincinnati/Northern Kentucky Intl altimeter setting. Rwy 3R helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting increase all MDA 100 feet; increase Circling Cat B visibility ¼ mile, increase Circling Cat C visibility ½ mile.

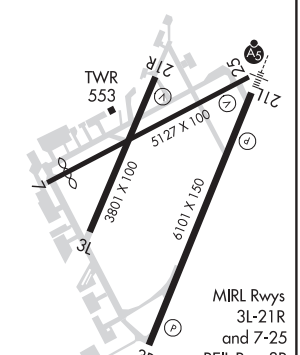
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on CVG VORTAC R-059 to WUSPU/CVG 24.7 DME and hold.

| ATIS | CINCINNATI APP CON | LUNKEN TOWER ★ | GND CON | CLNC DEL | CLNC DEL (when twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 120.25 | 121.0 254.25 | 118.7 (CTAF) L 257.8 | 121.9 | 121.9 | 124.9 | 122.95 |




ELEV 483 | D | TDZE 481



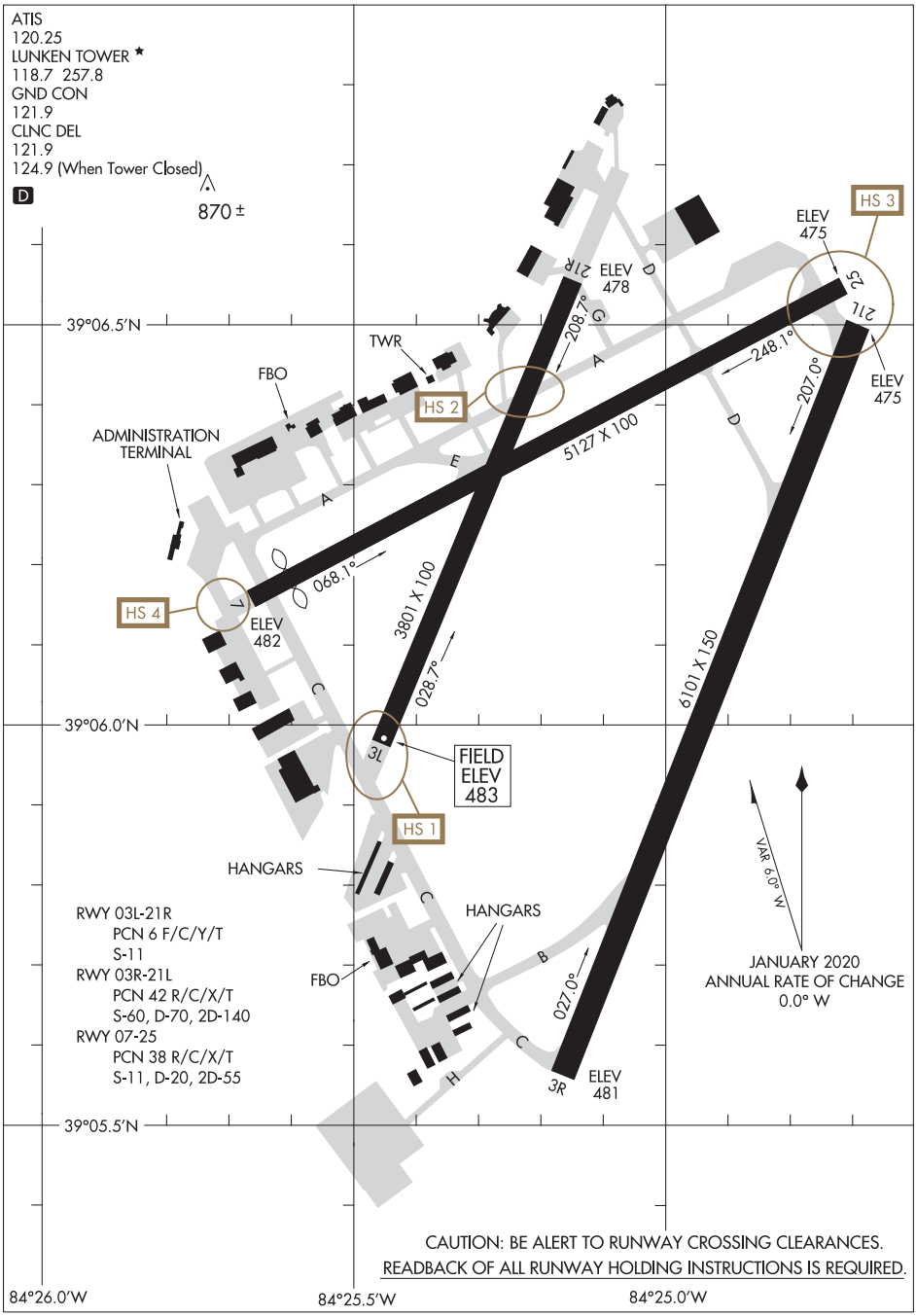

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 3R | 1300-1 819 (900-1) | 1300-1¼ 819 (900-1¼) | 1300-2½ 819 (900-2½) | |
| C CIRCLING | 1300-1¼ 817 (900-1¼) | 1360-1¼ 877 (900-1¼) | 1360-2½ 877 (900-2½) | 1400-3 917 (1000-3) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020




EC-2, 05 NOV 2020 to 31 DEC 2020

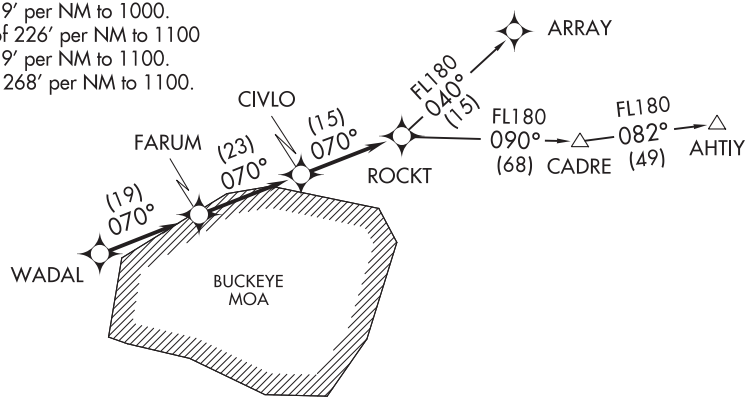
EC-2, 05 NOV 2020 to 31 DEC 2020

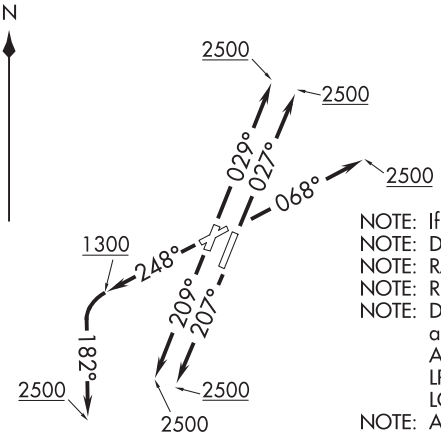
ATIS 120.25
LUNKEN TOWER ★
118.7 (CTAF) 257.8
GND CON
121.9
CLNC DEL
121.9
CLNC DEL
124.9 (When twr closed)
CINCINNATI DEP CON
121.0 254.25

TAKEOFF MINIMUMS

Rwy 3L: 400-2 with minimum climb of 226′ per NM to 1300
or standard with minimum climb of 423′ per NM to 1000.
Rwy 3R: 400-2 with minimum climb of 233′ per NM to 1300
or standard with minimum climb of 384′ per NM to 1100.
Rwy 7: 400-1¾ with minimum climb of 279′ per NM to 1000
or standard with minimum climb of 451′ per NM to 1000.
Rwy 21L: 500-2½ with minimum climb of 254′ per NM to 1100
or standard with minimum climb of 439′ per NM to 1000.
Rwy 21R: 500-2¾ with minimum climb of 226′ per NM to 1100
or standard with minimum climb of 489′ per NM to 1100.
Rwy 25: 600-2½ with minimum climb of 268′ per NM to 1100.

**TOP ALTITUDE: ASSIGNED BY ATC.**




NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Departure procedure limited to aircraft with the following destination airports and departure times as indicated:
Anytime - ABE, AGC, ALB, AVP, BDL, BKL, BOS, BWI, CAK, CGF, CLE, LNN, LPR, MDT, MHT, PHL, PIT, PNE, PVD, PWM, SWF, TTN, UNV, and overseas flights.
LGA between 1000-1800 UTC.
NOTE: ARRAY TRANSITION (ROCKT1.ARRAY) limited to aircraft landing: BKL, CAK, CLE, CGF, LNN, LPR.
NOTE: Accelerate to 250K, if unable advise ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3L: Climb heading 029° to 2500, for vectors to WADAL, thence . . . .
TAKEOFF RUNWAY 3R: Climb heading 027° to 2500, for vectors to WADAL, thence . . . .
TAKEOFF RUNWAY 7: Climb heading 068° to 2500, for vectors to WADAL, thence . . . .
TAKEOFF RUNWAY 21L: Climb heading 207° to 2500, for vectors to WADAL, thence . . . .
TAKEOFF RUNWAY 21R: Climb heading 209° to 2500, for vectors to WADAL, thence . . . .
TAKEOFF RUNWAY 25: Climb heading 248° to 1300, then climbing left turn heading 182° to 2500, for vectors to WADAL, thence . . . .

. . . . on depicted route to ROCKT. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT1.AHTIY)
ARRAY TRANSITION (ROCKT1.ARRAY)


EC-2, 05 NOV 2020 to 31 DEC 2020

CIRCLEVILLE, OHIO

AL-5995 (FAA)

19283

# RNAV (GPS) RWY 1

## PICKAWAY COUNTY MEMORIAL (CYO)

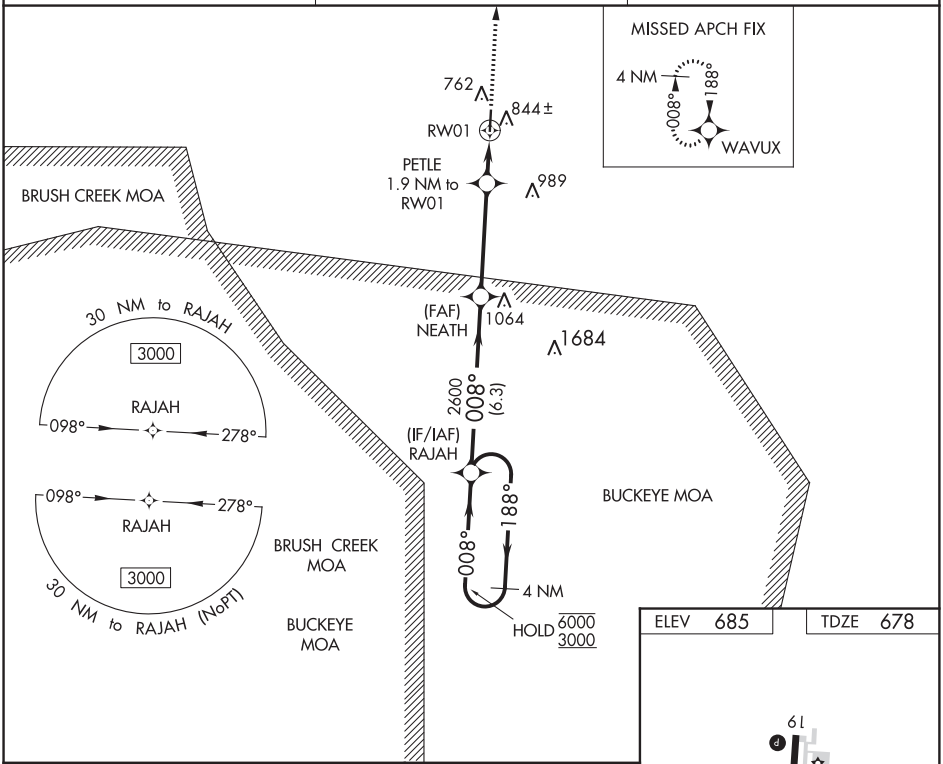
| APP CRS | Rwy ldg | 4346 |
|---|---|---|
| 008° | TDZE | 678 |
| | Apt Elev | 685 |

RNP APCH.

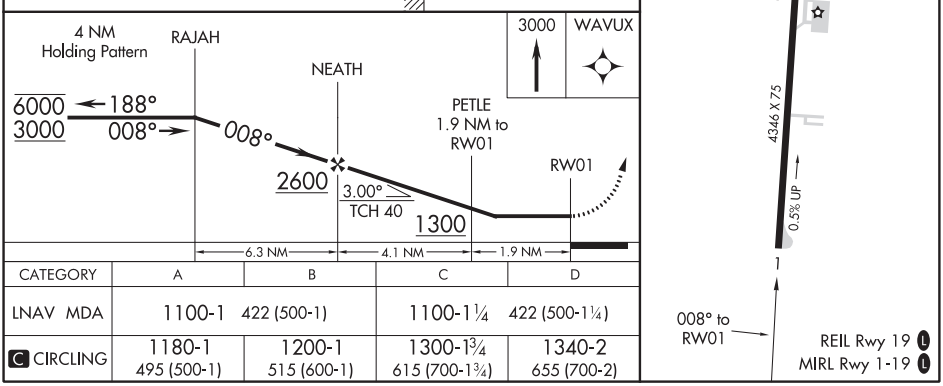
Use Chillicothe altimeter setting, when not received use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet, and Cats C and D visibility ¼ SM. Rwy 1 helicopter visibility reduction below 1 SM NA. Straight-In and Circling Rwy 1 NA at night.

MISSED APPROACH: Climb to 3000 direct WAVUX and hold.

| RZT AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 119.225 | 134.0 279.6 | 122.7 (CTAF) L |




| ELEV 685 | TDZE 678 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1100-1 422 (500-1) | | 1100-1¼ 422 (500-1¼) | |
| C CIRCLING | 1180-1 495 (500-1) | 1200-1 515 (600-1) | 1300-1¾ 615 (700-1¾) | 1340-2 655 (700-2) |

| WAAS CH 87038 W19A | APP CRS 188° | Rwy ldg 4346<br>TDZE 685<br>Apt Elev 685 |
|---|---|---|

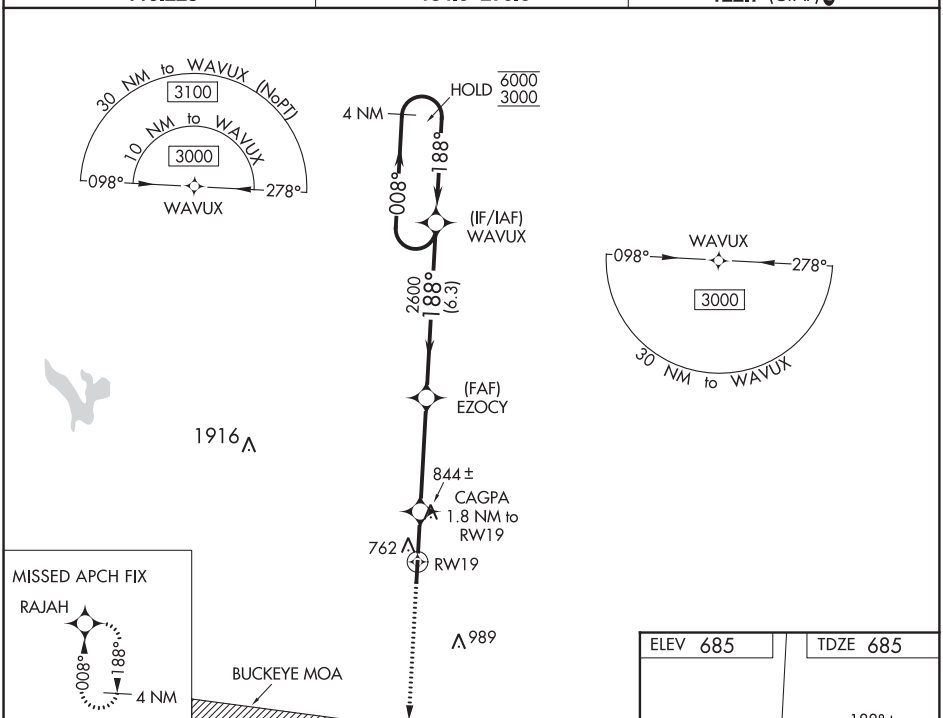
# RNAV (GPS) RWY 19
## PICKAWAY COUNTY MEMORIAL (CYO)

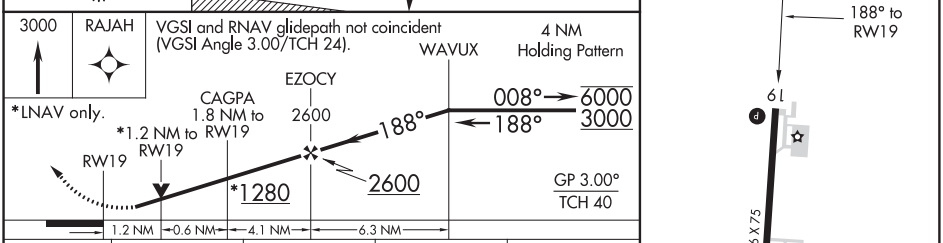
RNP APCH.

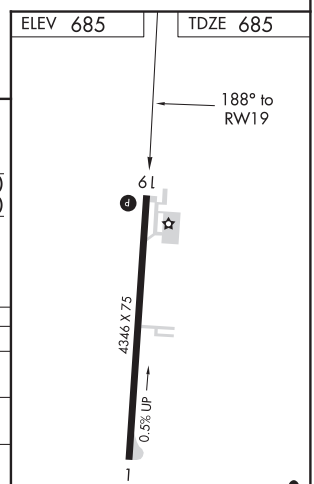
T A Baro-VNAV and VDP NA when using Rickenbacker Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Use Chillicothe altimeter setting, when not received use Rickenbacker Intl altimeter setting and increase LPV DA to 985 feet, LNAV/VNAV DA to 1150 feet, and all visibilities ¼ SM. Increase all MDAs 60 feet and Cats C and D visibility ¼ SM. Circling Rwy 1 NA at night. Rwy 19 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct RAJAH and hold.

| RZT AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 119.225 | 134.0 279.6 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 935-⅞ | | 250 (300-⅞) | |
| LNAV/VNAV DA | 1100-1⅜ | | 415 (500-1⅜) | |
| LNAV MDA | 1100-1 415 (500-1) | | 1100-1⅛ 415 (500-1⅛) | |
| C CIRCLING | 1180-1 495 (500-1) | 1200-1 515 (600-1) | 1300-1¾ 615 (700-1¾) | 1340-2 655 (700-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

CIRCLEVILLE, OHIO

AL-5995 (FAA)

20254

# VOR RWY 19

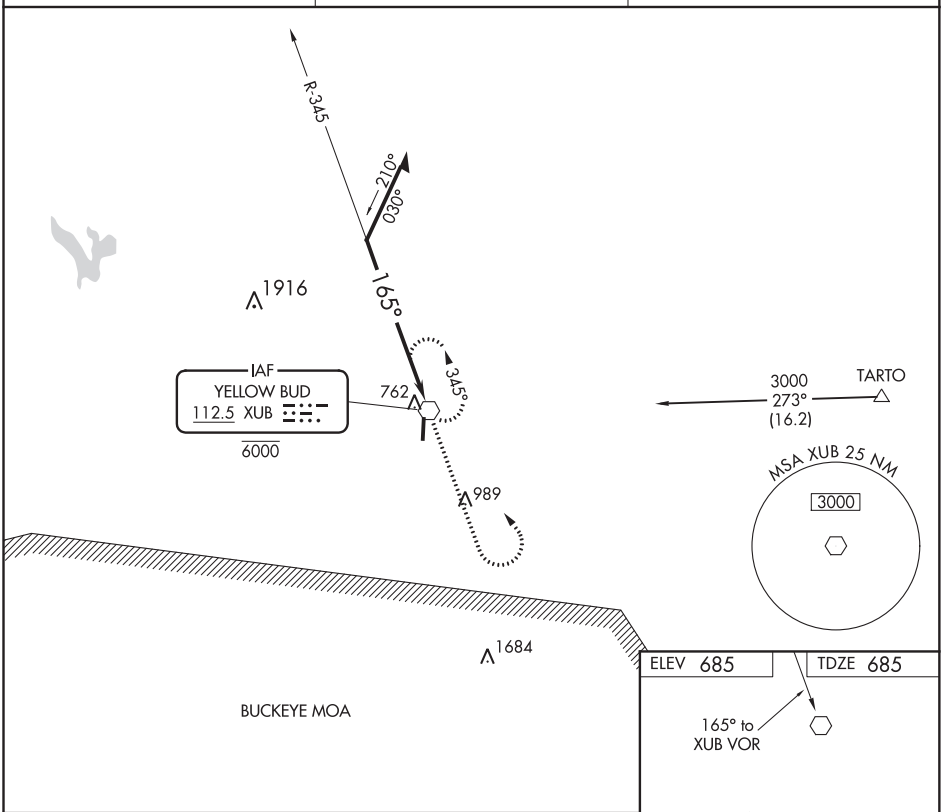
## PICKAWAY COUNTY MEMORIAL (CYO)

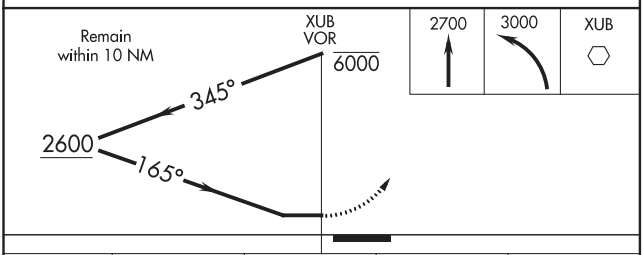
| VOR XUB | APP CRS | Rwy ldg | 4346 |
|---|---|---|---|
| 112.5 | 165° | TDZE | 685 |
| | | Apt Elev | 685 |

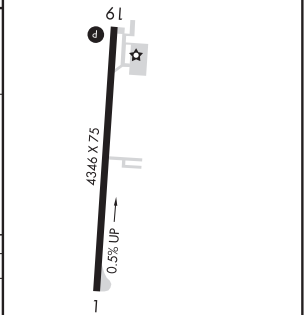
Use Chillicothe altimeter setting, when not received use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet and Cats C and D visibility ¼ SM. Circling Rwy 1 NA at night. Rwy 19 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 then climbing left turn to 3000 direct XUB VOR and hold.

| RZT AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 119.225 | 134.0 279.6 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1320-1 635 (700-1) | | 1320-1¾ 635 (700-1¾) | |
| C CIRCLING | 1320-1 635 (700-1) | | 1320-1¾ 635 (700-1¾) | 1340-2 655 (700-2) |

REIL Rwy 19 L
MIRL Rwy 1-19 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS or LOC RWY 24R
## BURKE LAKEFRONT (BKL)

| LOC/DME I-BFT | APP CRS | Rwy ldg | 24R | 24L |
|---|---|---|---|---|
| 109.75 | 245° | TDZE | 6003 | 5199 |
| Chan 34 (Y) | | Apt Elev | 583 | 584 |
| | | | 584 | 584 |

RADAR or DME required for procedure entry.

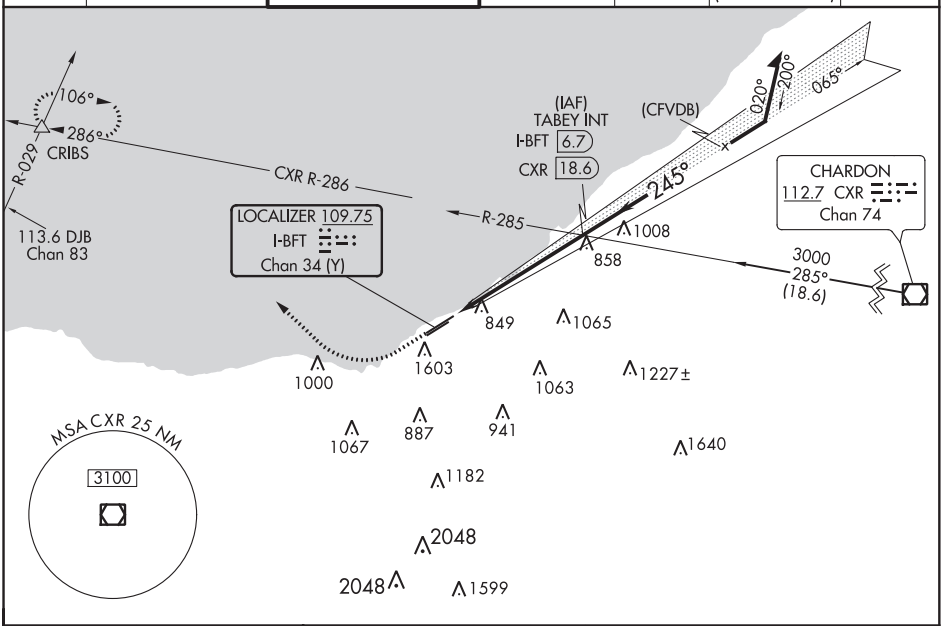
Circling Rwy 6R NA at night. Rwy 24R helicopter visibility reduction below ¾ SM NA. Circling NA southeast of Rwys 6R and 24L. S-ILS minimums NA when control tower closed.

-23°C

MALSF

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on heading 350° to CXR R-286 then climb to 3000 on CXR VOR/DME R-286 to CRIBS INT and hold.

| ATIS | CLEVELAND APP CON | LAKEFRONT TOWER ★ | GND CON | CLNC DEL | CLNC DEL (when twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 125.25 | 125.35 346.325 | 124.3 (CTAF) L 339.8 | 121.9 339.8 | 339.8 | 121.9 | 122.95 |

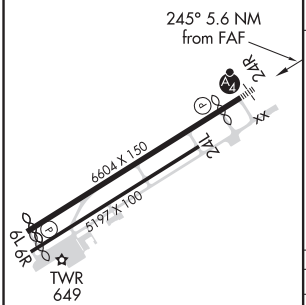


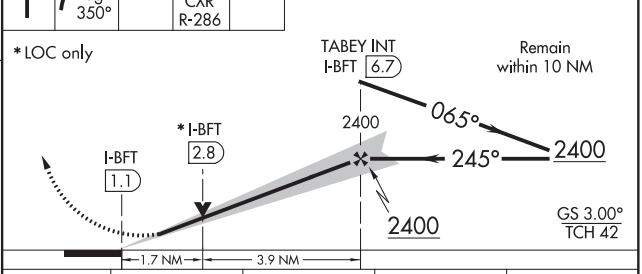

ELEV 584 D

| TDZE 24R | 583 |
|---|---|
| TDZE 24L | 584 |

| 1000 | 2000 | CXR R-286 | 3000 | CRIBS |
|---|---|---|---|---|
| ↑ | hdg 350° | | CXR R-286 | △ |

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 42).




REIL Rwys 6L and 24L
HIRL Rwys 6L-24R and 6R-24L

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24R | 917-¾ 334 (400-¾) | | | |
| S-LOC 24R | 1160-¾ 577 (600-¾) | | 1160-1⅜ 577 (600-1⅜) | |
| SIDESTEP 24L | 1160-1 576 (600-1) | | 1160-1⅝ 576 (600-1⅝) | |
| CIRCLING | 1160-1 577 (600-1) | | 1160-1⅝ 577 (600-1⅝) | 1160-2 577 (600-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

CLEVELAND, OHIO | AL-5370 (FAA) | 20310

# RNAV (GPS) RWY 24R
## BURKE LAKEFRONT (BKL)

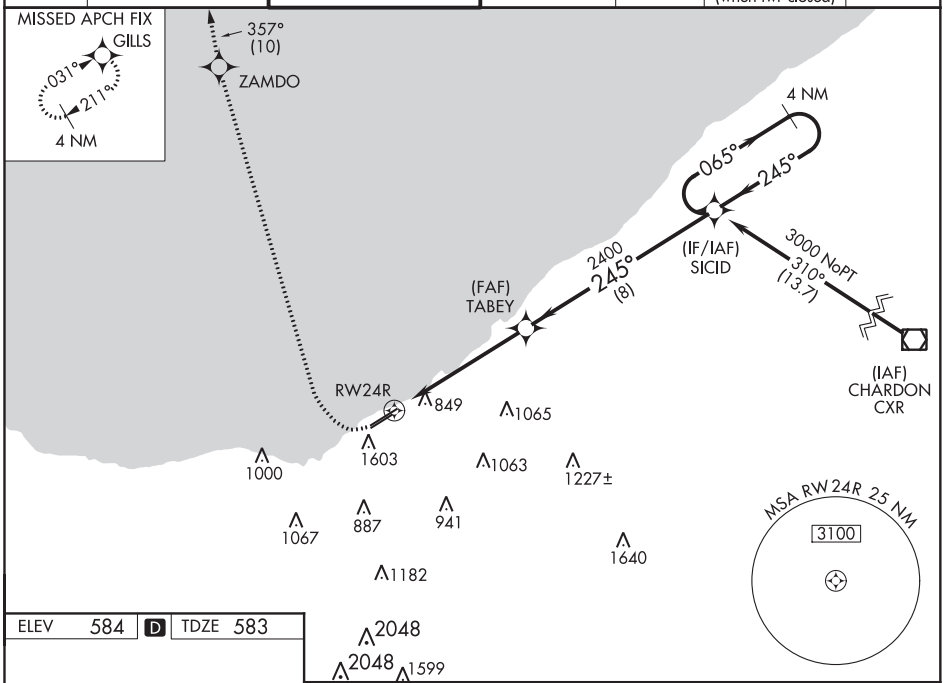
| WAAS CH 77621 W24A | APP CRS 245° | Rwy ldg 6003<br>TDZE 583<br>Apt Elev 584 |
|---|---|---|

RNP APCH.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). Circling Rwy 6R NA at night. Rwy 24R helicopter visibility reduction below ¾ SM NA. Circling NA southeast of Rwy 6R and 24L. For inop ALS, increase LNAV Cat C and D visibility to 3 SM.
-23°C

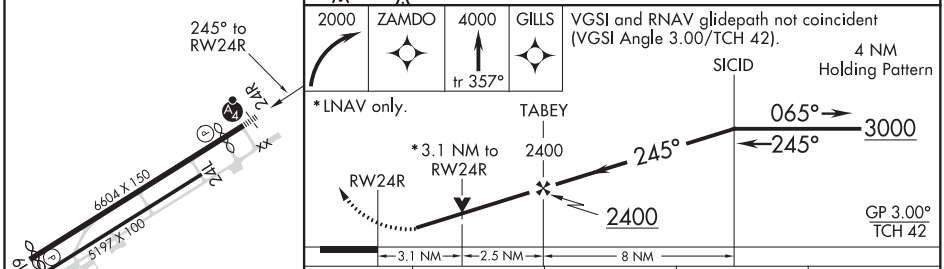
MALSF

MISSED APPROACH: Climbing right turn to 2000 direct ZAMDO then climb to 4000 on track 357° to GILLS and hold. # Missed approach requires minimum climb of 421 feet per NM to 1900.

| ATIS | CLEVELAND APP CON | LAKEFRONT TOWER ★ | GND CON | CLNC DEL | CLNC DEL (when twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 125.25 | 125.35 346.325 | 124.3 (CTAF) L 339.8 | 121.9 339.8 | 339.8 | 121.9 | 122.95 |




ELEV 584 | D | TDZE 583



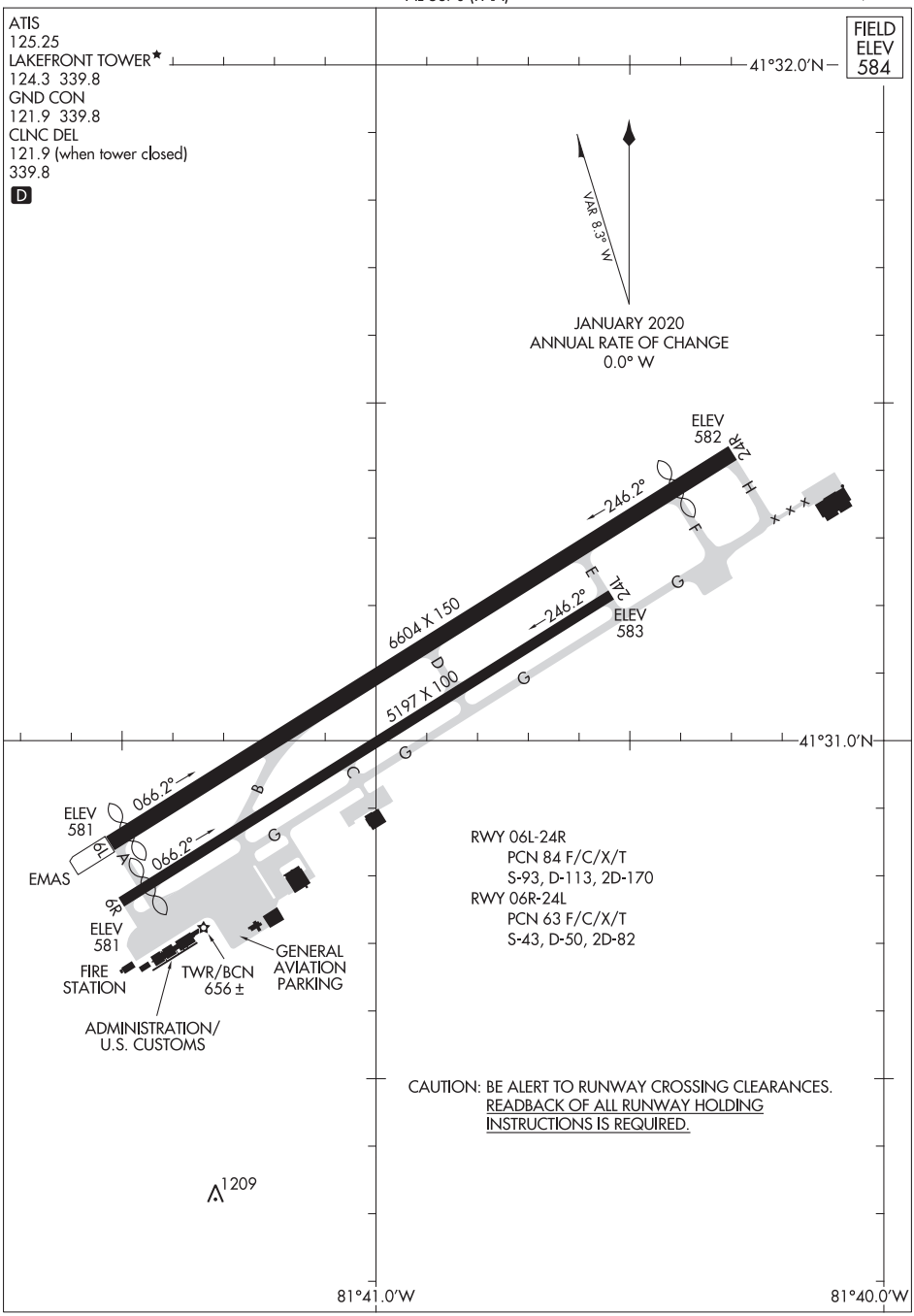

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1401-2½ 818 (900-2½) | | | |
| LPV DA # | NA | | 1249-1⅞ 666 (700-1⅞) | |
| LNAV/VNAV DA | 1324-2½ 741 (800-2½) | | | |
| LNAV MDA | 1620-1 1037 (1100-1) | 1620-1¼ 1037 (1100-1¼) | 1620-2½ 1037 (1100-2½) | |
| CIRCLING | 1620-1¼ 1036 (1100-1¼) | | 1620-3 1036 (1100-3) | |

REIL Rwys 6L and 24L
HIRL Rwys 6L-24R and 6R-24L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AL-5370 (FAA)




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

(AHMET4.KKIDS) 20086 AL-5370 (FAA)

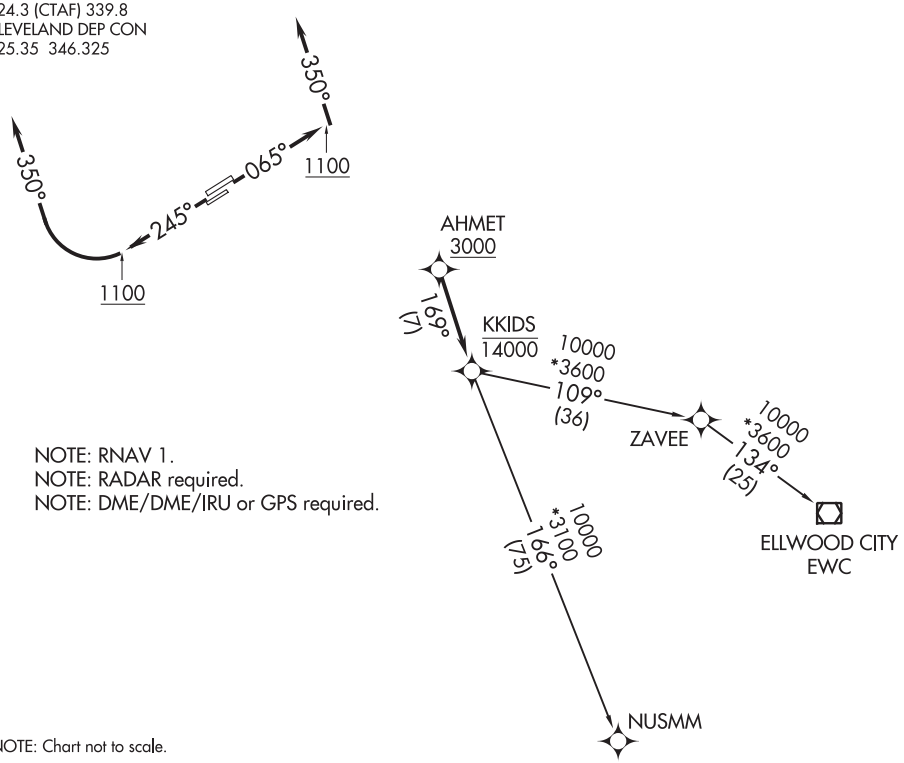
# AHMET FOUR DEPARTURE (RNAV)

BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

ATIS
125.25
CLNC DEL
339.8
121.9 (when tower closed)
GND CON
121.9 339.8
LAKEFRONT TOWER ★
124.3 (CTAF) 339.8
CLEVELAND DEP CON
125.35 346.325

**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINIMUMS:
Rwys 6L/R, 24R: Standard with minimum climb of 500′ per NM to 1100.
Rwy 24L: 400-1⅜ or standard with minimum climb of 757′ per NM to 1000.




NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb on heading 065° to 1100, then on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross AHMET at or above 3000, thence....
TAKEOFF RUNWAYS 24L/R: Climb on heading 245° to 1100, then right turn to heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross AHMET at or above 3000, thence....

....on track 169° to cross KKIDS at or below 14000, then on (transition).
Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

ELLWOOD CITY TRANSITION (AHMET4.EWC)
NUSMM TRANSITION (AHMET4.NUSMM)



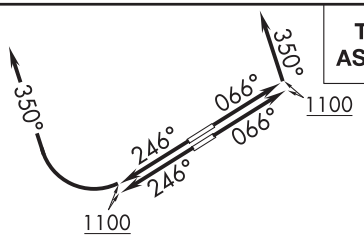
EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# CAVVS FOUR DEPARTURE (RNAV)

BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

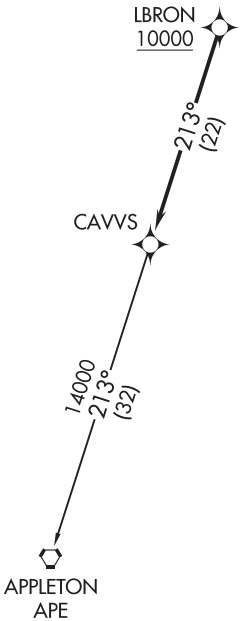
ATIS 125.25
CLNC DEL
339.8
121.9 (when tower closed)
GND CON 121.9 339.8
LAKEFRONT TOWER ★
124.3 (CTAF) 339.8
CLEVELAND DEP CON
125.35 346.325

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS:
Rwys 6L/R, 24R: Standard with a minimum climb of 500′ per NM to 1100.
Rwy 24L: 400-1⅜ or standard with minimum climb of 757′ per NM to 1000.




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb on heading 066° to 1100, then on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross LBRON at or above 10000, thence....
TAKEOFF RUNWAYS 24L/R: Climb on heading 246° to 1100, then right turn heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross LBRON at or above 10000, thence....

....on track 213° to CAVVS, then on (transition). Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

APPLETON TRANSITION (CAVVS4.APE)

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(GTLKE4.GTLKE) 20086

AL-5370 (FAA)

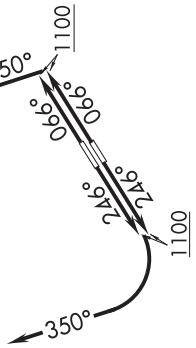
# GTLKE FOUR DEPARTURE (RNAV)

BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

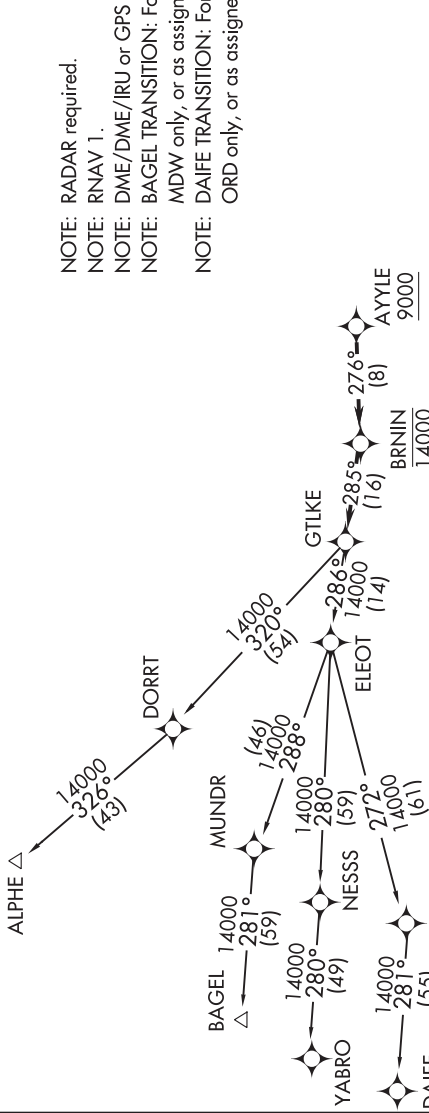
**TOP ALTITUDE: ASSIGNED BY ATC**

ATIS
125.25
CLNC DEL
339.8
121.9 (when tower closed)
GND CON
121.9 339.8
LAKEFRONT TOWER ★
124.3 (CTAF) 339.8
CLEVELAND DEP CON
125.35 346.325

TAKEOFF MINIMUMS:
Rwys 6L/R, 24R: Standard with a minimum climb of 500' per NM to 1100.
Rwy 24L: 400-1⅜ or standard with a minimum climb of 757' per NM to 1000.




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BAGEL TRANSITION: For aircraft landing MDW only, or as assigned by ATC.
NOTE: DAIFE TRANSITION: For aircraft landing ORD only, or as assigned by ATC.




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



EC-2, 05 NOV 2020 to 31 DEC 2020

GTLKE FOUR DEPARTURE (RNAV)

(GTLKE4.GTLKE) 26MAR20

CLEVELAND, OHIO
BURKE LAKEFRONT (BKL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb on heading 066° to 1100, then on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross AYYLE at or above 9000, thence....
TAKEOFF RUNWAYS 24L/R: Climb on heading 246° to 1100, then right turn heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross AYYLE at or above 9000, thence....

....on track 276° to cross BRNIN at or below 14000, then on track 285° to GTLKE then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALPHE TRANSITION (GTLKE4.ALPHE)
BAGEL TRANSITION (GTLKE4.BAGEL)
DAIFE TRANSITION (GTLKE4.DAIFE)
YABRO TRANSITION (GTLKE4.YABRO)

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(MYCAR4.MYCAR) 20086 AL-5370 (FAA)

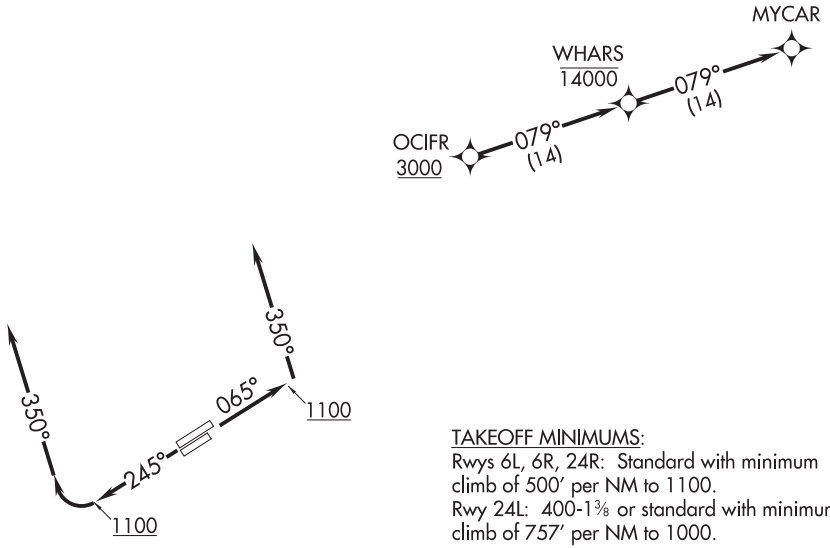
# MYCAR FOUR DEPARTURE (RNAV)

BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

**TOP ALTITUDE: ASSIGNED BY ATC**

ATIS
125.25
CLNC DEL
339.8
121.9 (when tower closed)
GND CON
121.9 339.8
LAKEFRONT TOWER ★
124.3 (CTAF) 339.8
CLEVELAND DEP CON
125.35 346.325

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.




TAKEOFF MINIMUMS:
Rwys 6L, 6R, 24R: Standard with minimum climb of 500′ per NM to 1100.
Rwy 24L: 400-1⅜ or standard with minimum climb of 757′ per NM to 1000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

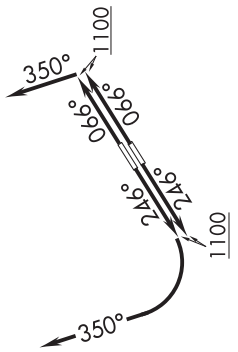
TAKEOFF RUNWAYS 6L/R: Climb on heading 065° to 1100, then on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross OCIFR at or above 3000, thence....
TAKEOFF RUNWAYS 24L/R: Climb on heading 245° to 1100, then right turn on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross OCIFR at or above 3000, thence....

....on track 079° to cross WHARS at or below 14000, then on track 079° to MYCAR. Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# ZAAPA FIVE DEPARTURE (RNAV)

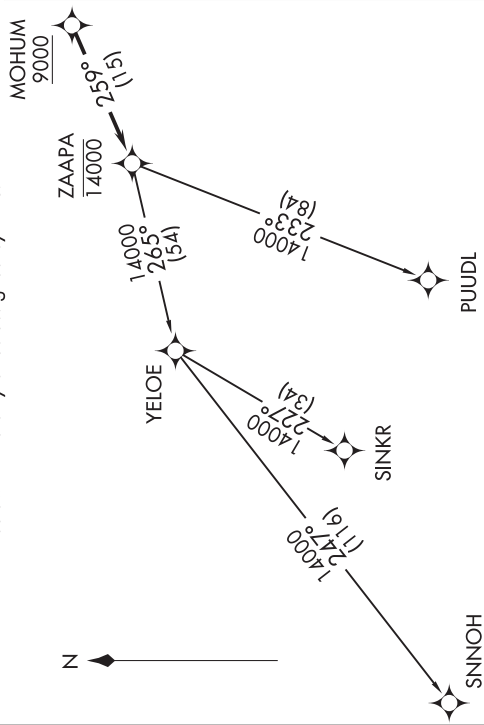



**TOP ALTITUDE: ASSIGNED BY ATC**

ATIS
125.25
CLNC DEL
339.8
121.9 (when tower closed)
GND CON
121.9 339.8
LAKEFRONT TOWER ★
124.3 (CTAF) 339.8
CLEVELAND DEP CON
125.35 346.325

TAKEOFF MINIMUMS:
Rwys 6L/R, 24R: Standard with a minimum climb of 500' per NM to 1100.
Rwy 24L: 400-1⅜ or standard with minimum climb of 757' per NM to 1000.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: PUUDL TRANSITION: For aircraft at or below FL220 only or as assigned by ATC.




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L/R: Climb on heading 066° to 1100, then on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross MOHUM at or above 9000, thence....

TAKEOFF RUNWAY 24L/R: Climb on heading 246° to 1100, then right turn heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross MOHUM at or above 9000, thence....

....on track 259° to cross ZAAPA at or below 14000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

PUUDL TRANSITION (ZAAPA5.PUUDL)
SINKR TRANSITION (ZAAPA5.SINKR)
SNNOH TRANSITION (ZAAPA5.SNNOH)



ZAAPA FIVE DEPARTURE (RNAV)

CLEVELAND, OHIO | AL-84 (FAA) | 20310

# ILS or LOC RWY 6L
## CLEVELAND-HOPKINS INTL (CLE)

| LOC/DME I-LIZ | APP CRS | Rwy ldg | 6L | 6R |
|---|---|---|---|---|
| 111.55 | 058° | TDZE | 9000 | 8029 |
| Chan 52 (Y) | | Apt Elev | 773 | 777 |
| | | | 799 | 799 |

From GROHL, HICKR, and KWENE: RNAV 1-DME/DME/IRU or GPS required for procedure entry. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1.

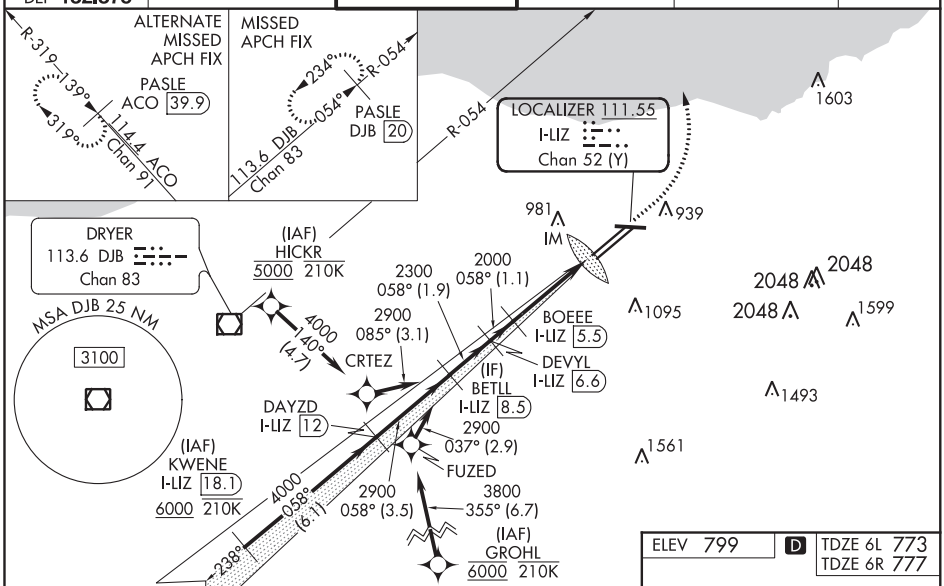
DME required.

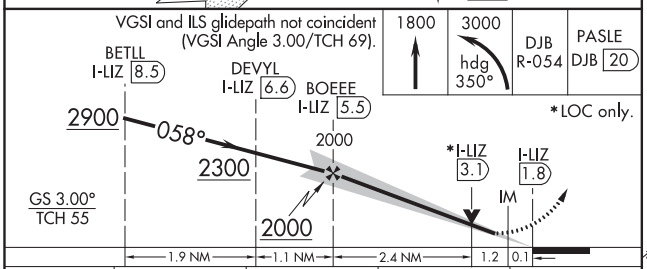
T Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to Sidestep 6R. For inop ALS, increase S-LOC 6L Cats C/D visibility to 1⅜ SM.

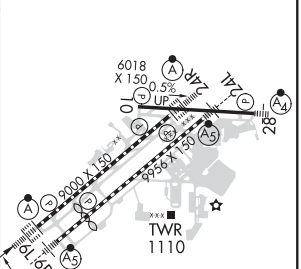
Rwy 6L ALSF-2 (A) | Rwy 6R MALSR (A5)

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 on heading 350° and DJB VOR/DME R-054 to PASLE/DJB 20 DME and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6L | 973/18 | 200 (200-½) | | |
| S-LOC 6L | 1260/24 | 487 (500-½) | 1260/50 | 487 (500-1) |
| SIDESTEP 6R | 1260/55 | 483 (500-1) | 1260-1½<br>483 (500-1½) | 1260-2<br>483 (500-2) |
| C CIRCLING | 1420-1 | 621 (700-1) | 1420-1¾<br>621 (700-1¾) | 1420-2<br>621 (700-2) |

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L, and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS or LOC RWY 6R
## CLEVELAND-HOPKINS INTL (CLE)

| LOC/DME I-CLE | APP CRS | Rwy ldg | 6R | 6L |
|---|---|---|---|---|
| 111.9 | 058° | TDZE | 8029 | 9000 |
| Chan 56 | | Apt Elev | 777 | 773 |
| | | | 799 | 799 |

From GROHL, HICKR, and RUHSH: RNAV 1-DME/DME/IRU or GPS required for procedure entry. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1.

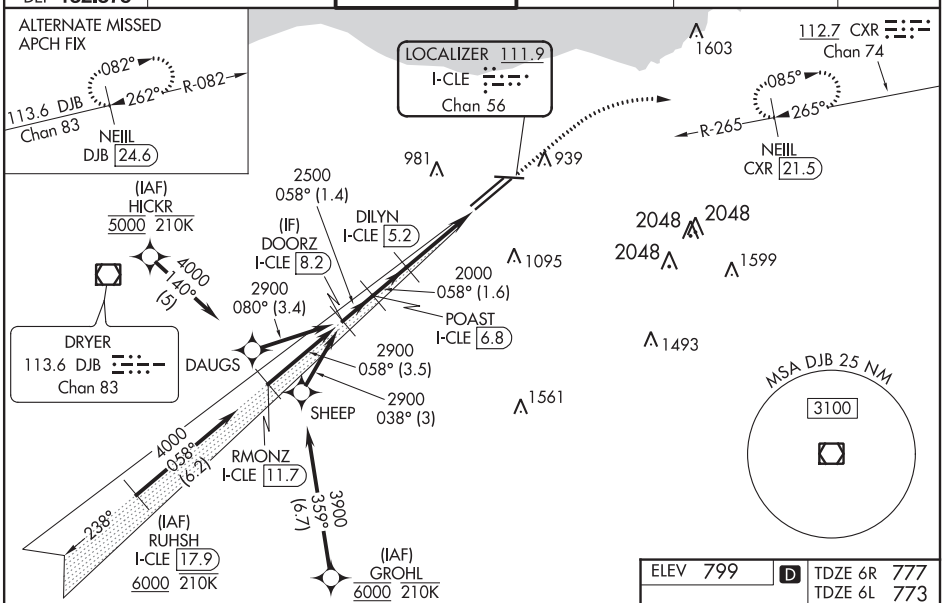
DME required.

T Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to Sidestep 6L. For inop ALS, increase S-LOC 6R Cats C/D visibility to 1⅜ SM.

Rwy 6L ALSF-2 (A) Rwy 6R MALSR (A5)

MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 on CXR VOR/DME R-265 to NEIIL/CXR 21.5 DME and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |

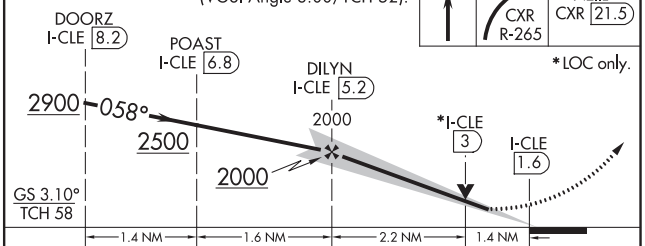


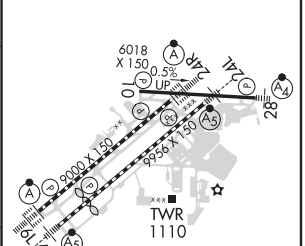

ELEV 799 | D | TDZE 6R 777 | TDZE 6L 773

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 52).

1600 | 3100 CXR R-265 | NEIIL CXR 21.5

*LOC only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6R | 977/18 200 (200-½) | | | |
| S-LOC 6R | 1260/24 483 (500-½) | | 1260/50 483 (500-1) | |
| SIDESTEP 6L | 1260/55 487 (500-1) | | 1260-1½ 487 (500-1½) | 1260-2 487 (500-2) |
| C CIRCLING | 1420-1 621 (700-1) | | 1420-1¾ 621 (700-1¾) | 1420-2 621 (700-2) |

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

CLEVELAND, OHIO

AL-84 (FAA)

20310

# ILS or LOC RWY 24L
## CLEVELAND-HOPKINS INTL (CLE)

| LOC/DME I-HPI | APP CRS | | 24L | 24R |
|---|---|---|---|---|
| 109.9 | 238° | Rwy ldg | 9956 | 9000 |
| Chan 36 | | TDZE | 786 | 780 |
| | | Apt Elev | 799 | 799 |

DME required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1. From LLROY and BUDRW: RNAV 1-DME/DME/IRU or GPS required for procedure entry.

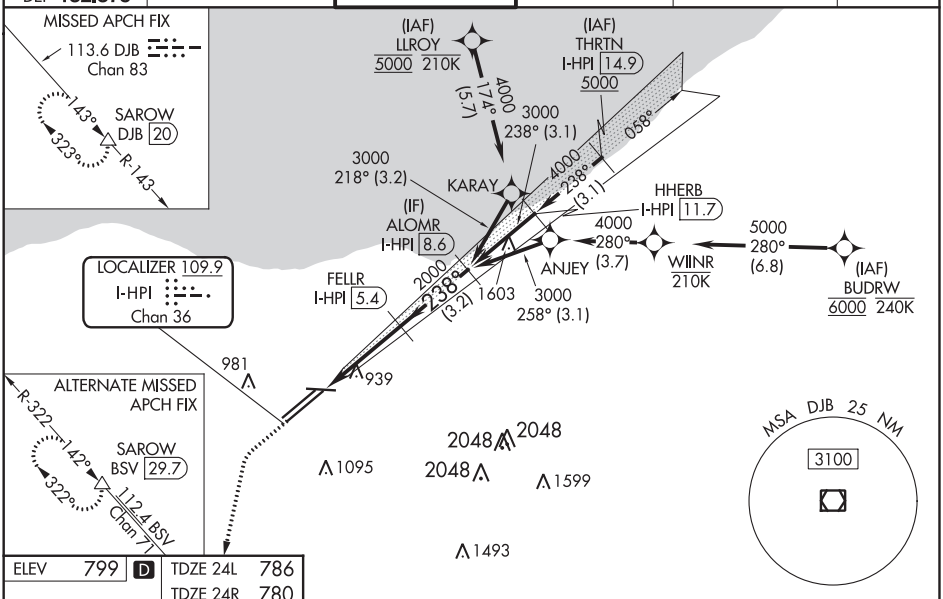
T Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to Sidestep 24R. For inop ALS, increase S-LOC 24L Cats C/D visibility to 1⅜ SM.

Rwy 24L MALSR (A5)

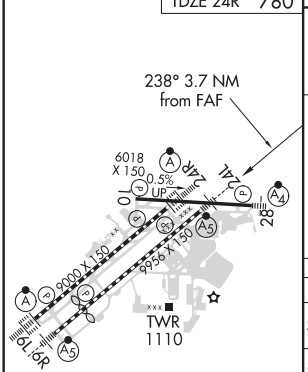
Rwy 24R ALSF-2 (A)

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on heading 200° and DJB VOR/DME R-143 to SAROW/DJB 20 DME and hold.

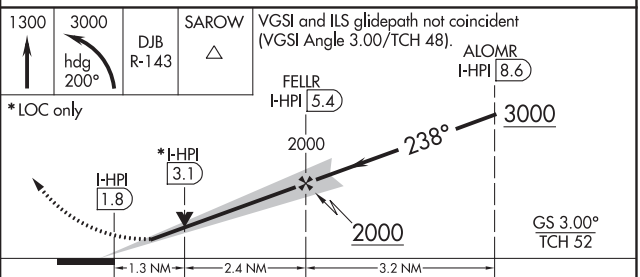
| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |




| ELEV | 799 | D | TDZE 24L | 786 |
|---|---|---|---|---|
| | | | TDZE 24R | 780 |




REIL Rwy 10
TDZ/CL Rwys 6L, 6R, 24L, and 24R
HIRL Rwys 6L-24R, 6R-24L, and 10-28




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24L | 986/18 200 (200-½) | | | |
| S-LOC 24L | 1260/24 474 (500-½) | | 1260/50 474 (500-1) | |
| SIDESTEP 24R | 1260/55 480 (500-1) | | 1260-1½ 480 (500-1½) | 1260-2 480 (500-2) |
| C CIRCLING | 1420-1 621 (700-1) | | 1420-1¾ 621 (700-1¾) | 1420-2 621 (700-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS or LOC RWY 24R
## CLEVELAND-HOPKINS INTL (CLE)

| LOC/DME I-PVY | APP CRS | | 24R | 24L |
|---|---|---|---|---|
| 111.55 | 238° | Rwy ldg | 9000 | 9956 |
| Chan 52 (Y) | | TDZE | 780 | 786 |
| | | Apt Elev | 799 | 799 |

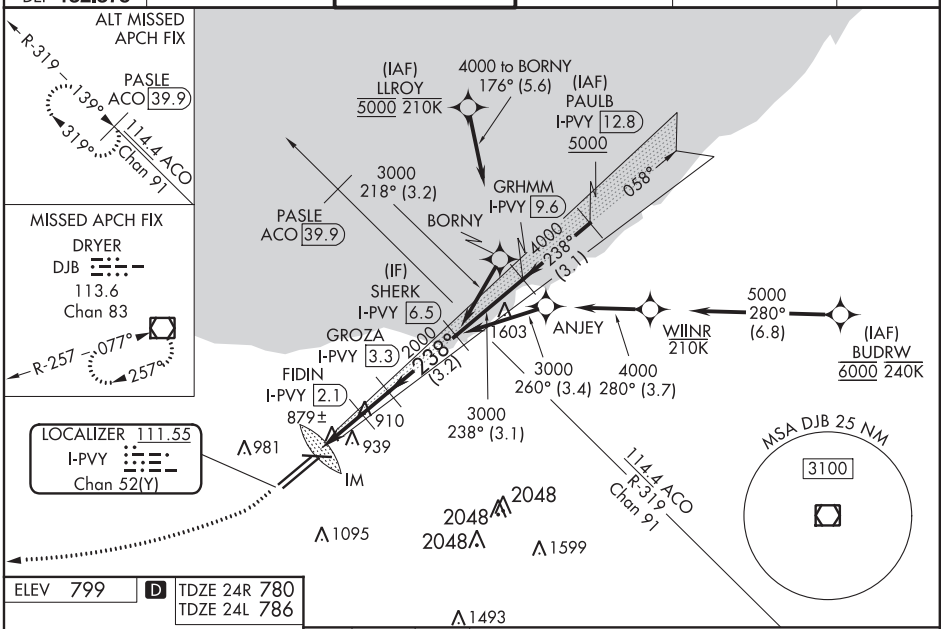
DME required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1. From LLROY and BUDRW: RNAV 1-DME/DME/IRU or GPS required for procedure entry.

Rwy 24L MALSR (A5) — Rwy 24R ALSF-2 (A)

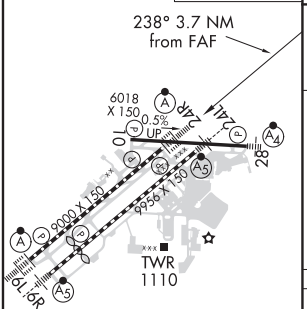
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DJB VOR/DME and hold.

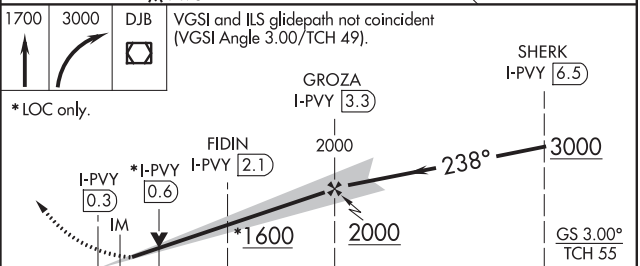
T Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to sidestep 24L. For inop ALS, increase S-LOC 24R Cats C/D visibility to RVR 5500.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |




| ELEV 799 | D | TDZE 24R 780<br>TDZE 24L 786 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24R | 980/18 200 (200-½) | | | |
| S-LOC 24R | 1140/24 360 (400-½) | | 1140/30 360 (400-⅝) | |
| SIDESTEP 24L | 1280/55 494 (500-1) | | 1280-1½ 494 (500-1½) | 1280-2 494 (500-2) |
| C CIRCLING | 1420-1 621 (700-1) | | 1420-1¾ 621 (700-1¾) | 1420-2 621 (700-2) |

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS or LOC RWY 28
## CLEVELAND-HOPKINS INTL (CLE)

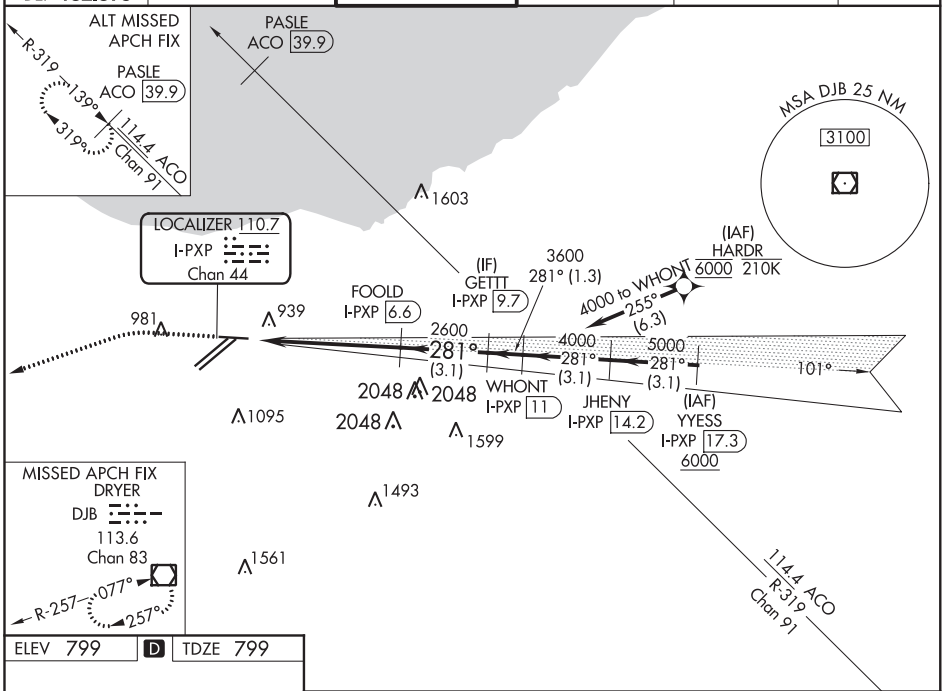
| LOC/DME I-PXP | APP CRS | Rwy ldg | 6018 |
|---|---|---|---|
| 110.7 | 281° | TDZE | 799 |
| Chan 44 | | Apt Elev | 799 |

RNAV 1. From HARDR: RNAV 1-DME/DME/IRU or GPS required for procedure entry. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.
DME required.
T Circling Rwy 10 NA at night. Inop table does not apply to S-ILS 28.

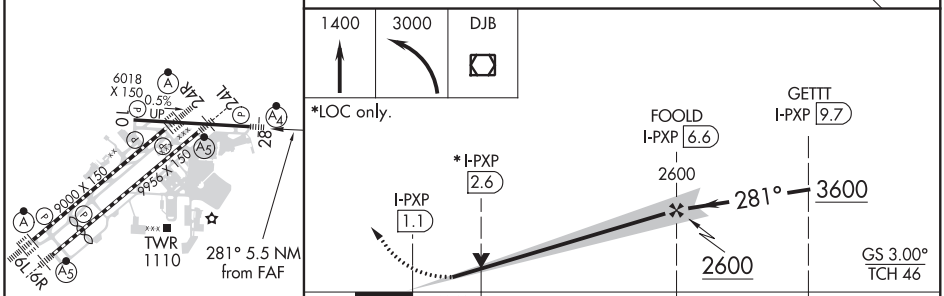
MALSF

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct DJB VOR/DME and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |




| ELEV 799 | D | TDZE 799 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 999/40 200 (200-¾) | | | |
| S-LOC 28 | 1340/40 541 (600-¾) | | 1340-1⅜ 541 (600-1⅜) | |
| C CIRCLING | 1420-1 621 (700-1) | | 1420-1¾ 621 (700-1¾) | 1420-2 621 (700-2) |

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L, and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC/DME I-PVY | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 111.55 | 238° | TDZE | 780 |
| Chan 52(Y) | | Apt Elev | 799 |

# ILS RWY 24R (SA CAT I)
## CLEVELAND-HOPKINS INTL (CLE)

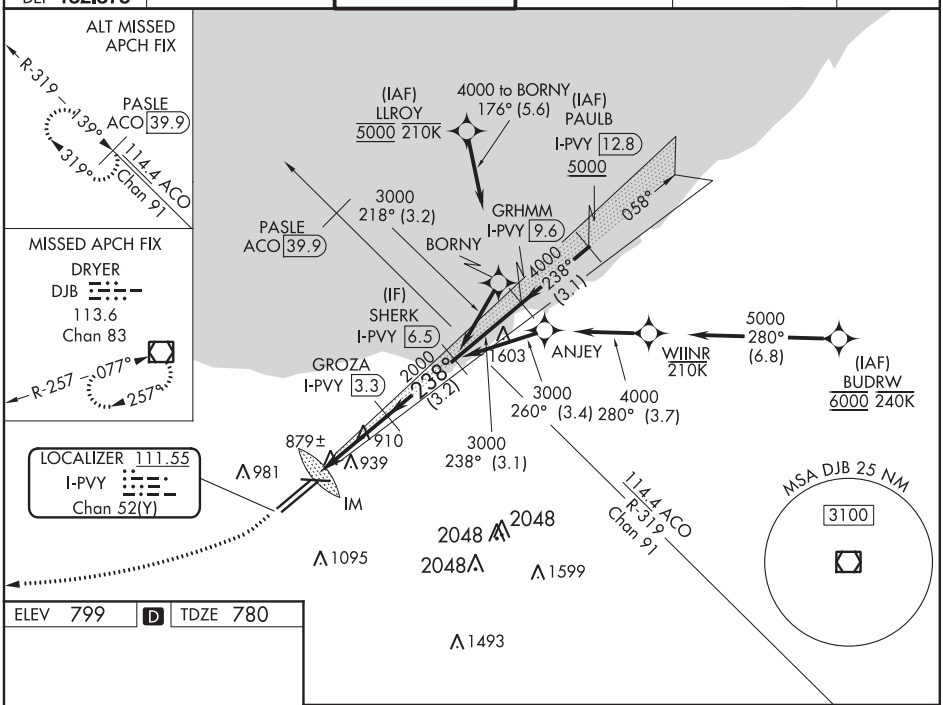
DME required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1. From LLROY and BUDRW: RNAV 1-DME/DME/IRU or GPS required for procedure entry.

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.

ALSF-2

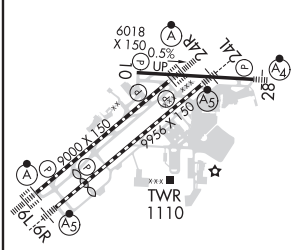
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DJB VOR/DME and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |




EC-2, 05 NOV 2020 to 31 DEC 2020

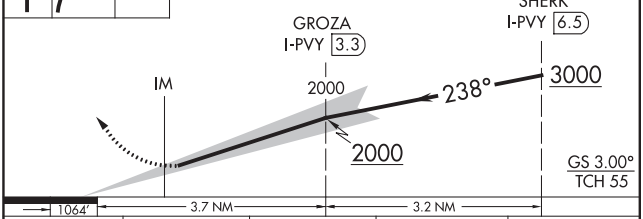
ELEV 799 | D | TDZE 780




REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28

1700 | 3000 | DJB

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 49).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24R | RA 150/14 150 DA 930 | | | |

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

CLEVELAND, OHIO

AL-84 (FAA)

20310

# ILS RWY 6L (CAT II & III)
## CLEVELAND-HOPKINS INTL (CLE)

| LOC/DME I-LIZ | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 111.55 | 058° | TDZE | 773 |
| Chan 52 (Y) | | Apt Elev | 799 |

From GROHL, HICKR, and KWENE: RNAV 1-DME/DME/IRU or GPS required for procedure entry. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1.

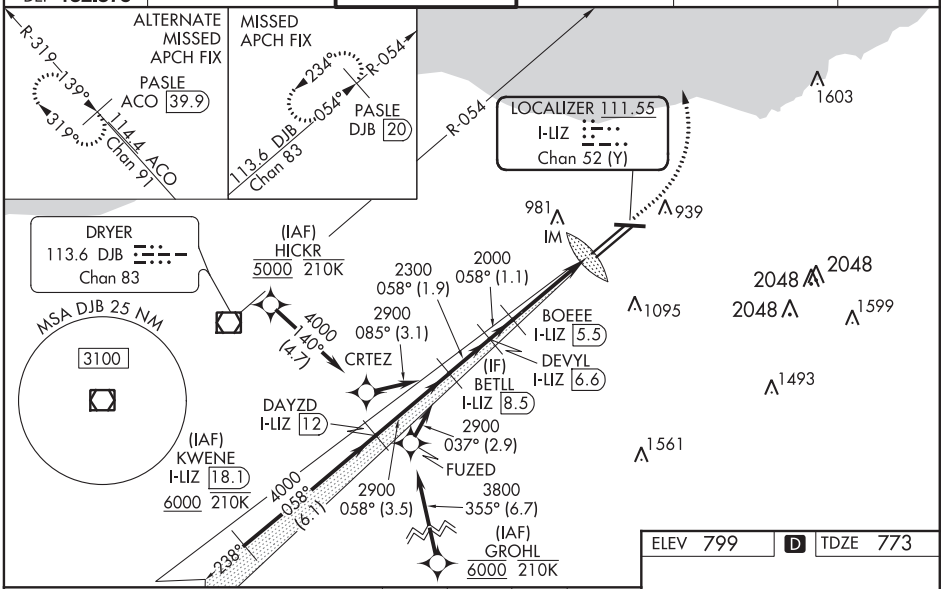
DME required.

Simultaneous approach authorized.
Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.

ALSF-2

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 on heading 350° and DJB VOR/DME R-054 to PASLE/DJB 20 DME and hold.

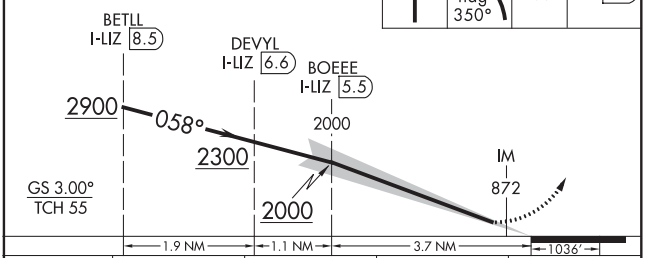
| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |

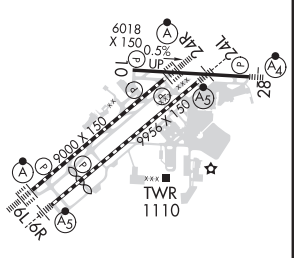



ELEV 799 | D | TDZE 773

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).

| 1800 | 3000 hdg 350° | DJB R-054 | PASLE DJB 20 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6L | CAT II RA 111/12 100 DA 873 | | | |
| S-ILS 6L | CAT III RVR 06 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS RWY 24R (CAT II & III)

## CLEVELAND-HOPKINS INTL (CLE)

| LOC/DME I-PVY | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 111.55 | 238° | TDZE | 780 |
| Chan 52 (Y) | | Apt Elev | 799 |

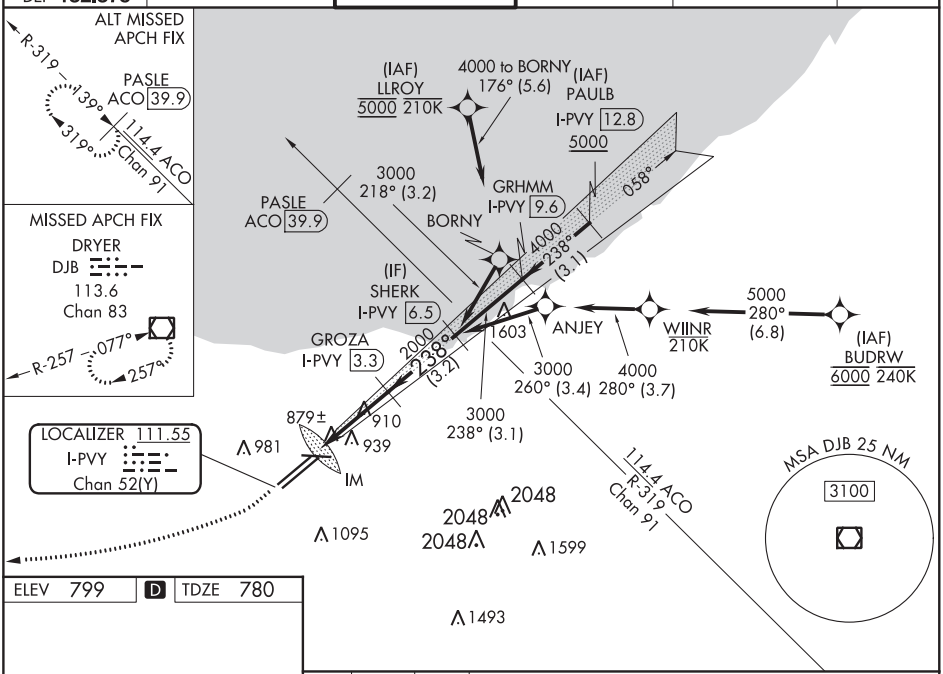
DME required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1. From LLROY and BUDRW: RNAV 1-DME/DME/IRU or GPS required for procedure entry.

T CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.

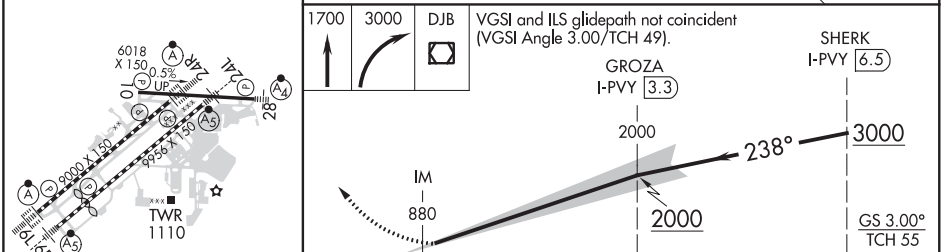
ALSF-2

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DJB VOR/DME and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |




| ELEV 799 | D | TDZE 780 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24R | CAT II RA 100/12 100 DA 880 | | | |
| S-ILS 24R | CAT III RVR 06 | | | |

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

CLEVELAND, OHIO

AL-84 (FAA)

20310

# ILS RWY 6R (SA CAT II)

## CLEVELAND-HOPKINS INTL (CLE)

| LOC/DME I-CLE | APP CRS | Rwy ldg | 8029 |
|---|---|---|---|
| 111.9 | 058° | TDZE | 777 |
| Chan 56 | | Apt Elev | 799 |

From GROHL, HICKR, and RUHSH: RNAV 1-DME/DME/IRU or GPS required for procedure entry. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1.

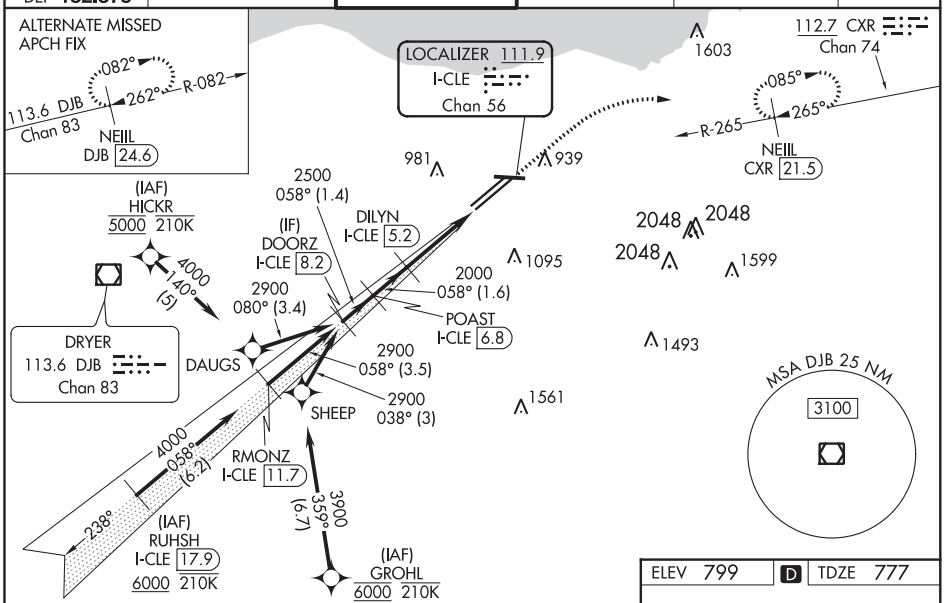
DME required.

T Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 on CXR VOR/DME R-265 to NEIIL/CXR 21.5 DME and hold.

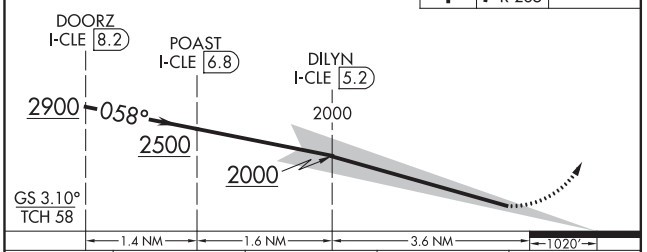
| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |

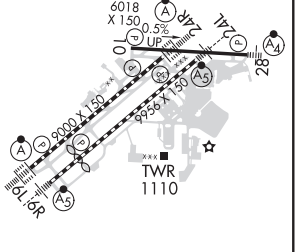



ELEV 799 | D | TDZE 777

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 52).

| 1600 | 3100 | NEIIL |
|---|---|---|
| | CXR R-265 | CXR 21.5 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6R | RA 100/12 100 DA 877 | | | |

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

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC/DME I-HPI | APP CRS | Rwy ldg | 9956 |
|---|---|---|---|
| 109.9 | 238° | TDZE | 786 |
| Chan 36 | | Apt Elev | 799 |

# ILS RWY 24L (SA CAT II)
## CLEVELAND-HOPKINS INTL (CLE)

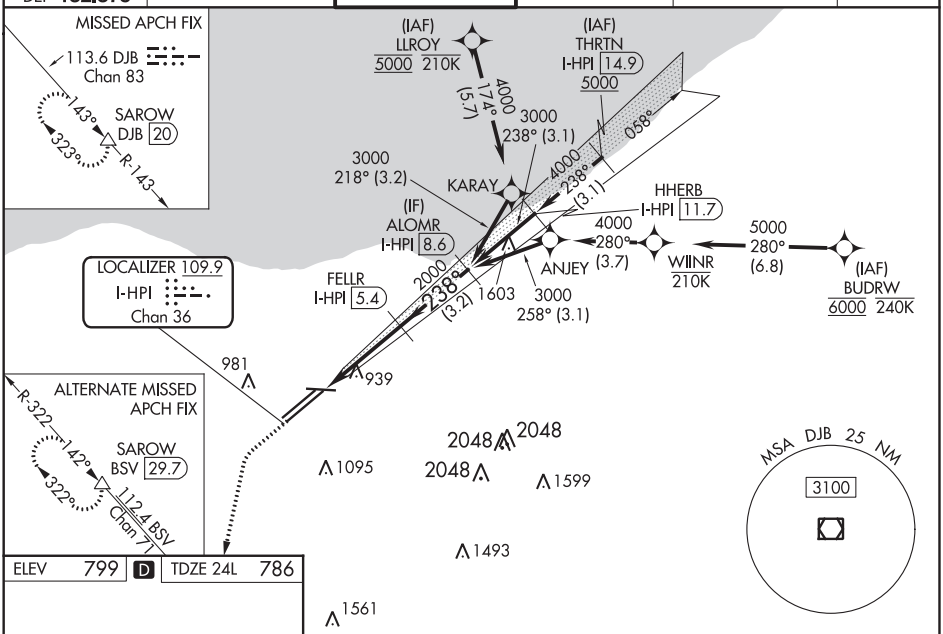
DME required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1. From LLROY and BUDRW: RNAV 1-DME/DME/IRU or GPS required for procedure entry.

T Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

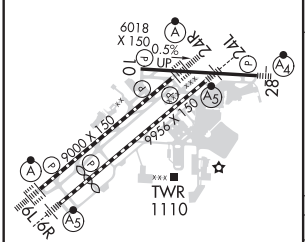
MALSR

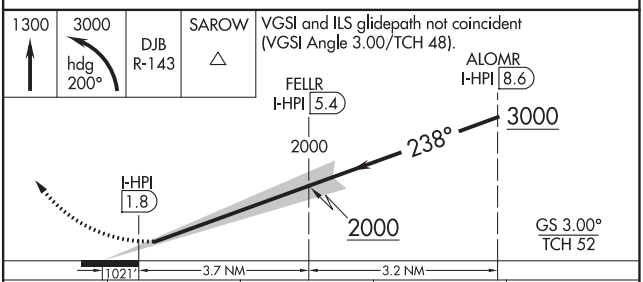
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on heading 200° and DJB VOR/DME R-143 to SAROW/DJB 20 DME and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 364.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |




| ELEV | 799 | D | TDZE 24L | 786 |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24L | RA 100/12 100 DA 886 | | | |

REIL Rwy 10
TDZ/CL Rwys 6L, 6R, 24L, and 24R
HIRL Rwys 6L-24R, 6R-24L, and 10-28

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

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

CLEVELAND, OHIO

AL-84 (FAA)

20310

# RNAV (RNP) Z RWY 6L
## CLEVELAND-HOPKINS INTL (CLE)

| APP CRS | Rwy ldg | 9000 |
|---|---|---|
| 058° | TDZE | 773 |
| | Apt Elev | 799 |

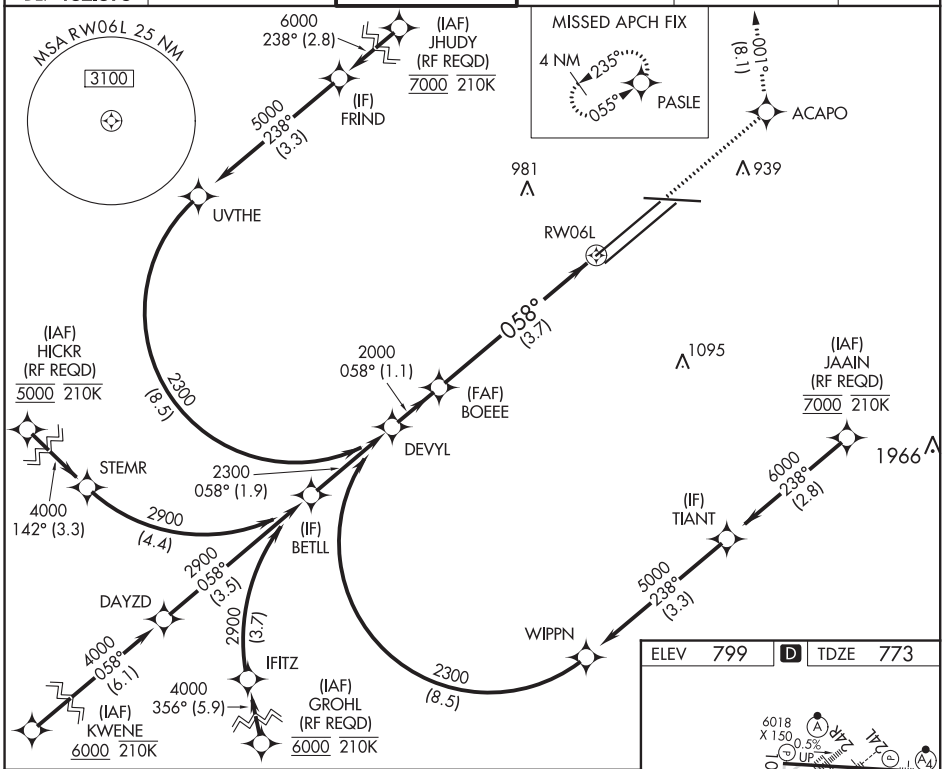
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). For inop ALS, increase RNP 0.17 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to RVR 6000.

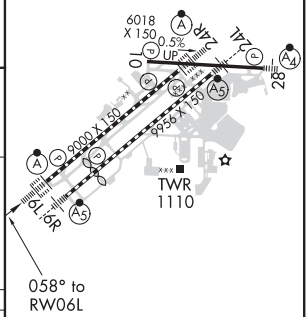
ALSF-2

MISSED APPROACH: Climb to 3000 direct ACAPO and on track 001° to PASLE and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |



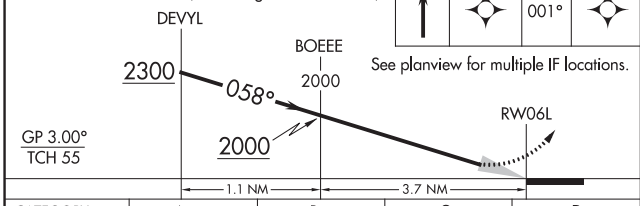

ELEV 799 D TDZE 773




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

| 3000 | ACAPO | tr 001° | PASLE |
|---|---|---|---|

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.17 DA | 1123/30 | 350 (400-⅝) | | |
| RNP 0.30 DA | 1176/40 | 403 (400-¾) | | |

AUTHORIZATION REQUIRED

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L, and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (RNP) Z RWY 6R
## CLEVELAND-HOPKINS INTL (CLE)

| APP CRS | Rwy ldg | 8029 |
|---|---|---|
| 058° | TDZE | 777 |
| | Apt Elev | 799 |

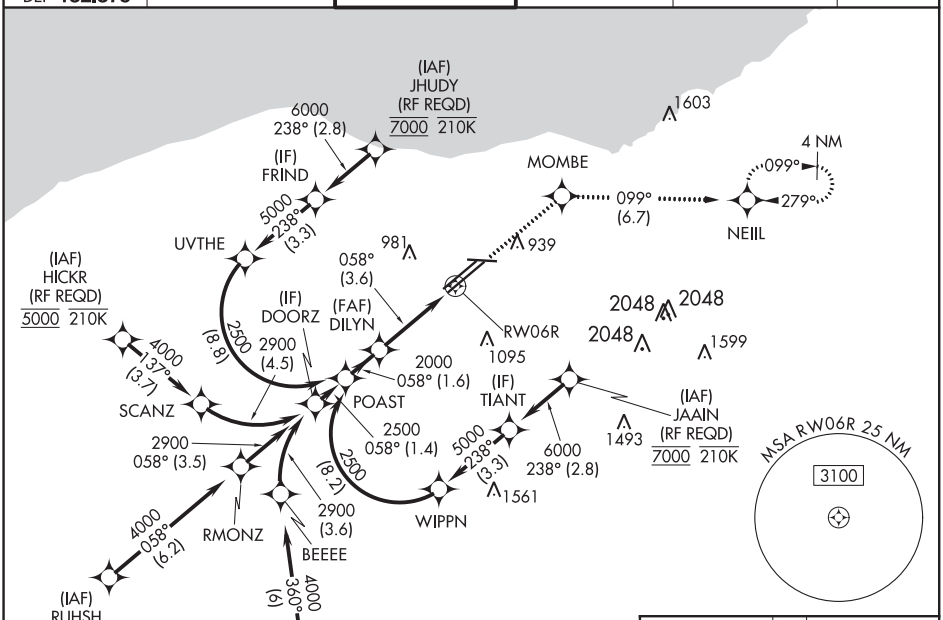
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 46°C (114°F).
For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 3000 direct MOMBE and on track 099° to NEIIL and hold.
*Missed approach requires minimum climb of 270 feet per NM to 1400.

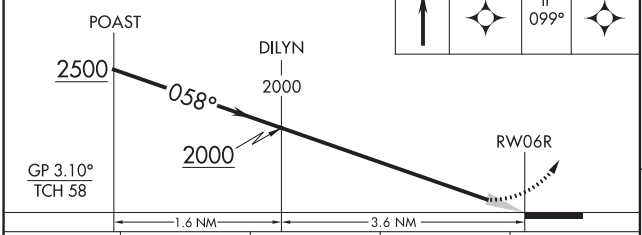
| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |




ELEV 799 | D | TDZE 777

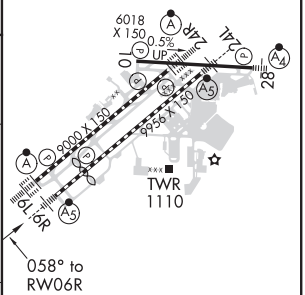
See planview for multiple IF locations.

| 3000 | MOMBE | tr 099° | NEIIL |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA* | 1127/30 | | 350 (400-⅝) | |
| RNP 0.30 DA | 1229/45 | | 452 (500-⅞) | |

**AUTHORIZATION REQUIRED**




REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L, and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

CLEVELAND, OHIO | AL-84 (FAA) | 20310

| APP CRS | Rwy ldg | 9956 |
|---|---|---|
| 238° | TDZE | 786 |
| | Apt Elev | 799 |

# RNAV (RNP) Z RWY 24L
## CLEVELAND-HOPKINS INTL (CLE)

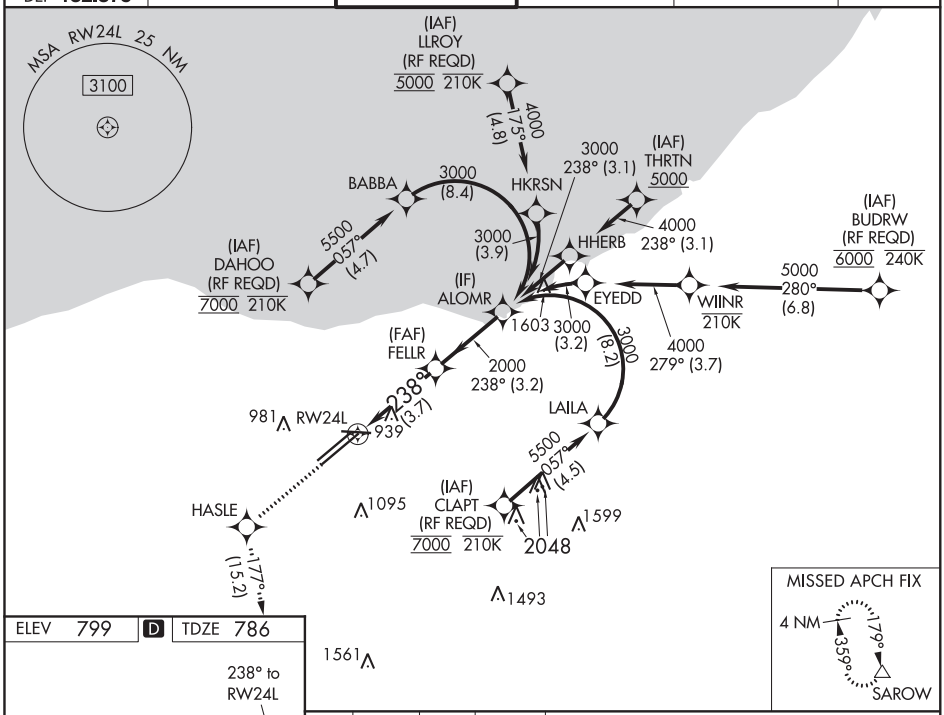
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). For inop ALS, increase RNP 0.19 all Cats visibility to RVR 5500.

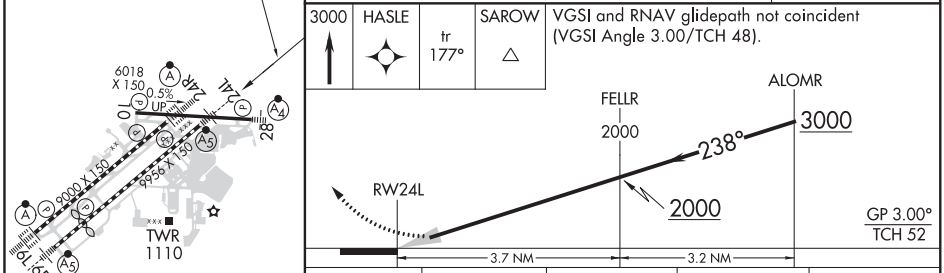
MALSR

MISSED APPROACH: Climb to 3000 direct HASLE and on track 177° to SAROW and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |




ELEV 799 | D | TDZE 786




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.19 DA | 1140/30 354 (400-⅝) | | | |
| RNP 0.30 DA | 1243/45 457 (500-⅞) | | | |

**AUTHORIZATION REQUIRED**

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 9000 |
|---|---|---|
| 238° | TDZE | 780 |
| | Apt Elev | 799 |

# RNAV (RNP) Z RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

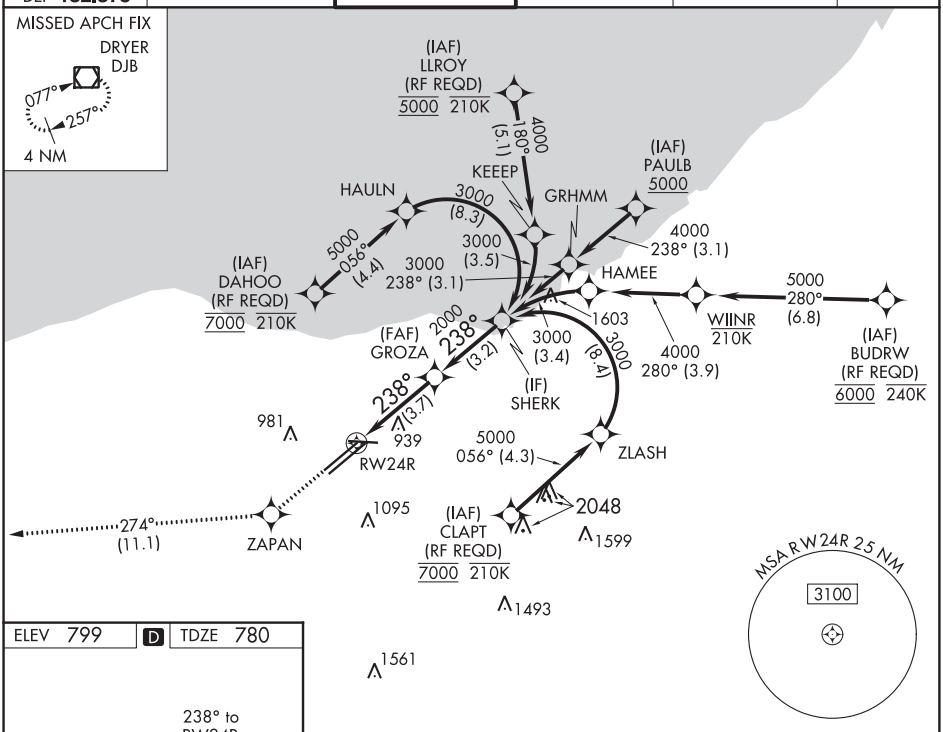
RNP AR APCH.

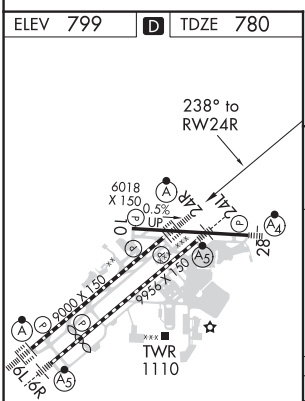
For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). For inop ALS, increase RNP 0.13 all Cats visibility to RVR 4500.

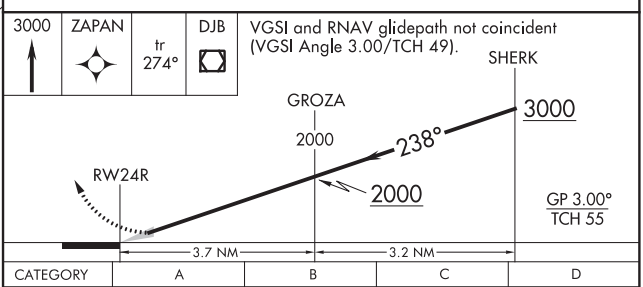
ALSF-2

MISSED APPROACH: Climb to 3000 direct ZAPAN and on track 274° to DJB VOR/DME and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.13 DA | 1064/24 284 (300-½) | | | |
| RNP 0.30 DA | 1176/35 396 (400-⅝) | | | |

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L and 24R
HIRL Rwys 6R-24L, and 6L-24R, 10-28

AUTHORIZATION REQUIRED

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

CLEVELAND, OHIO

AL-84 (FAA)

20310

# RNAV (GPS) RWY 10
## CLEVELAND-HOPKINS INTL (CLE)

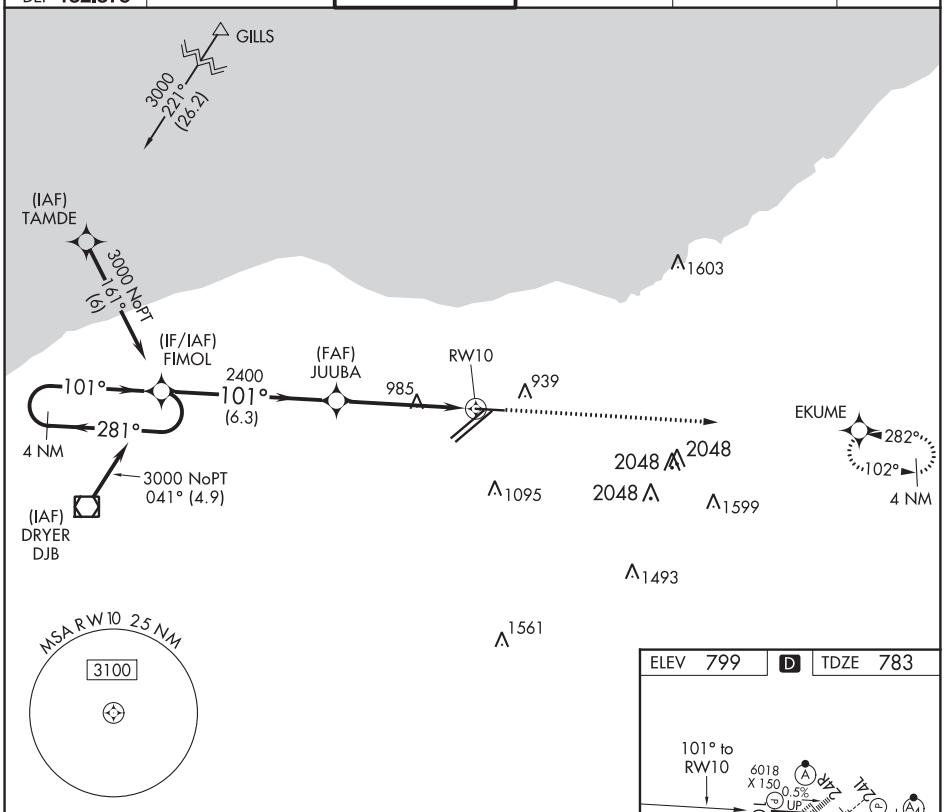
| WAAS CH 73026 W10A | APP CRS 101° | Rwy ldg 6018<br>TDZE 783<br>Apt Elev 799 |
|---|---|---|

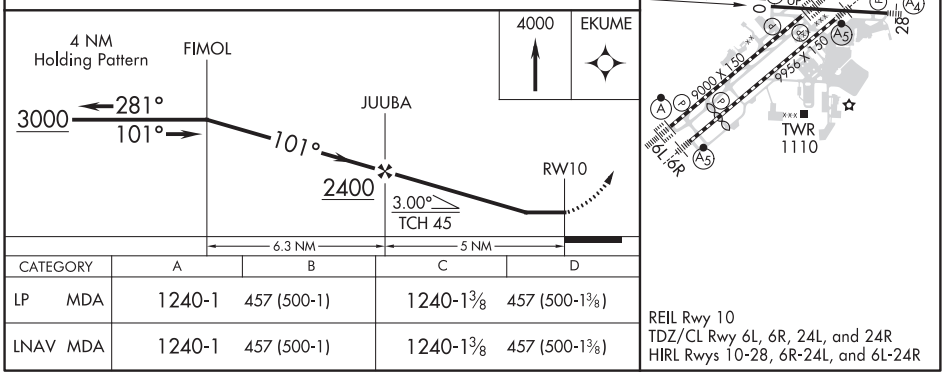
RNP APCH.

Rwy 10 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 4000 direct EKUME and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1240-1 457 (500-1) | | 1240-1⅜ 457 (500-1⅜) | |
| LNAV MDA | 1240-1 457 (500-1) | | 1240-1⅜ 457 (500-1⅜) | |

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L, and 24R
HIRL Rwys 10-28, 6R-24L, and 6L-24R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 28
## CLEVELAND-HOPKINS INTL (CLE)

| WAAS CH 40109 W28A | APP CRS 281° | Rwy ldg 6018 TDZE 799 Apt Elev 799 |
|---|---|---|

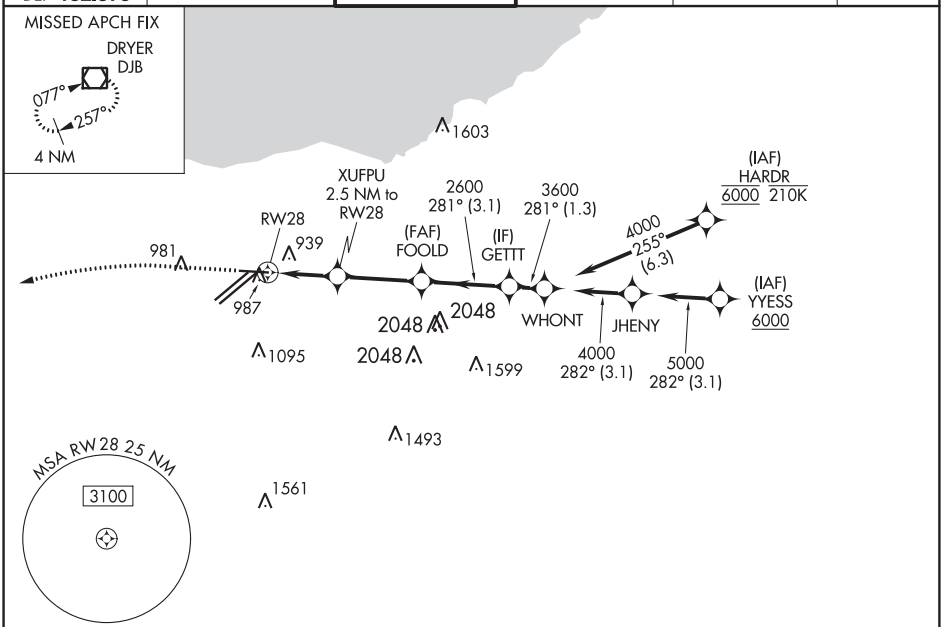
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Circling Rwy 10 NA at night. Inop table does not apply to LPV.

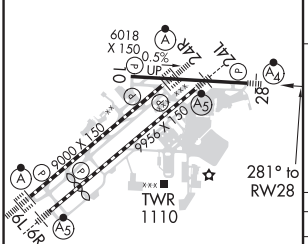
MALSF

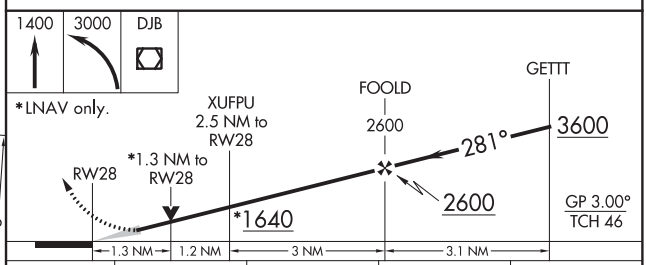
MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct DJB VOR/DME and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85 DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |




| ELEV 799 | D | TDZE 799 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 999/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 1168/40 369 (400-¾) | | | |
| LNAV MDA | 1260/40 461 (500-¾) | | 1260/60 461 (500-1¼) | |
| C CIRCLING | 1420-1 621 (700-1) | | 1420-1¾ 621 (700-1¾) | 1420-2 621 (700-2) |

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L, and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

CLEVELAND, OHIO

AL-84 (FAA)

20310

# RNAV (GPS) Y RWY 6L
## CLEVELAND-HOPKINS INTL (CLE)

| WAAS CH 56204 W06A | APP CRS 058° | Rwy ldg 9000<br>TDZE 773<br>Apt Elev 799 |
|---|---|---|

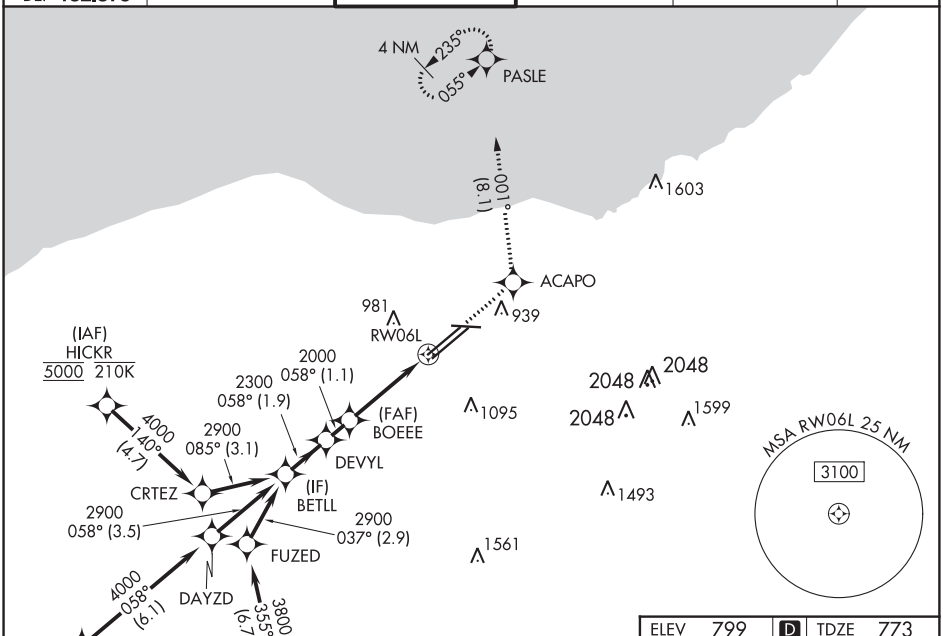
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Circling Rwy 10 NA at night. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500 and increase LNAV Cats C/D visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 3000 direct ACAPO and on track 001° to PASLE and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |

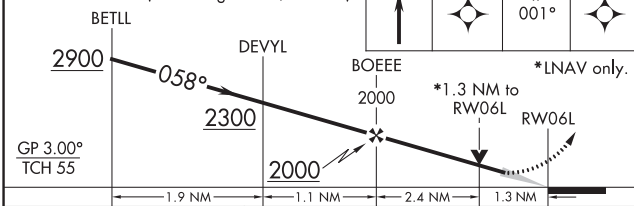



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

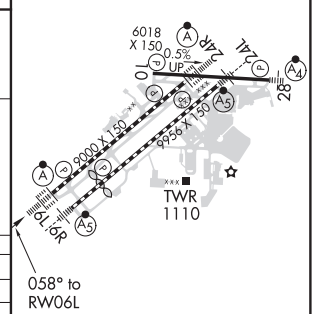
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

| 3000 | ACAPO | tr 001° | PASLE |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 973/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1120/30 347 (400-⅝) | | | |
| LNAV MDA | 1260/24 487 (500-½) | | 1260/50 487 (500-1) | |
| C CIRCLING | 1420-1 621 (700-1) | | 1420-1¾ 621 (700-1¾) | 1420-2 621 (700-2) |

| ELEV 799 | D | TDZE 773 |
|---|---|---|




REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L, and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28

CLEVELAND, OHIO
Amdt 2A 21JUN18

41°25'N-81°51'W

CLEVELAND-HOPKINS INTL (CLE)
RNAV (GPS) Y RWY 6L

# RNAV (GPS) Y RWY 6R
## CLEVELAND-HOPKINS INTL (CLE)

| WAAS CH 81806 W06B | APP CRS 058° | Rwy ldg 8029<br>TDZE 777<br>Apt Elev 799 |
|---|---|---|

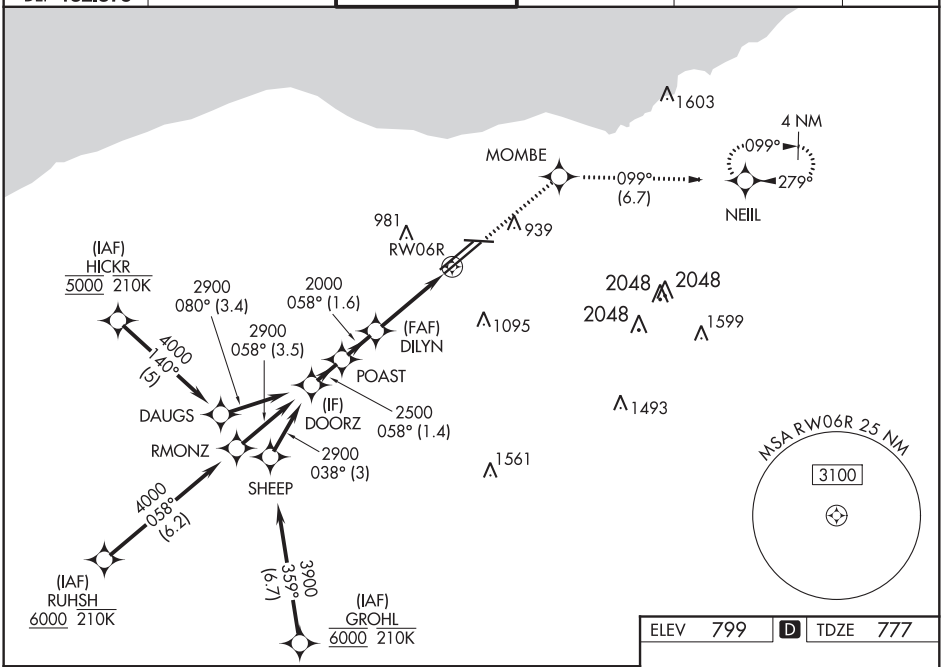
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). Circling Rwy 10 NA at night. For inop ALS, increase LNAV Cats C/D visibility to 1⅜ SM.

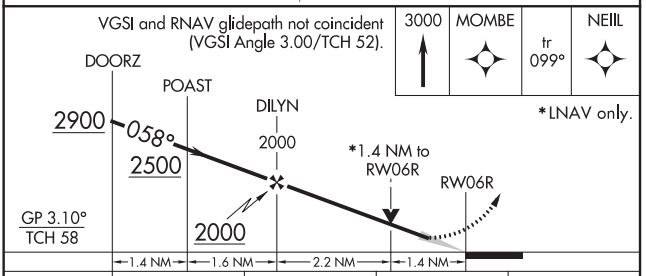
MALSR

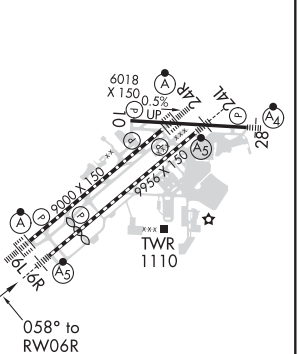
MISSED APPROACH: Climb to 3000 direct MOMBE and on track 099° to NEIIL and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85<br>DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |




| ELEV 799 | D | TDZE 777 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 977/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1227/45 450 (500-⅞) | | | |
| LNAV MDA | 1260/24 483 (500-½) | | 1260/50 483 (500-1) | |
| C CIRCLING | 1420-1 621 (700-1) | | 1420-1¾ 621 (700-1¾) | 1420-2 621 (700-2) |

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L, and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

CLEVELAND, OHIO | AL-84 (FAA) | 20310

| WAAS CH 77506 W24B | APP CRS 238° | Rwy ldg 9956 TDZE 786 Apt Elev 799 |
|---|---|---|

# RNAV (GPS) Y RWY 24L
## CLEVELAND-HOPKINS INTL (CLE)

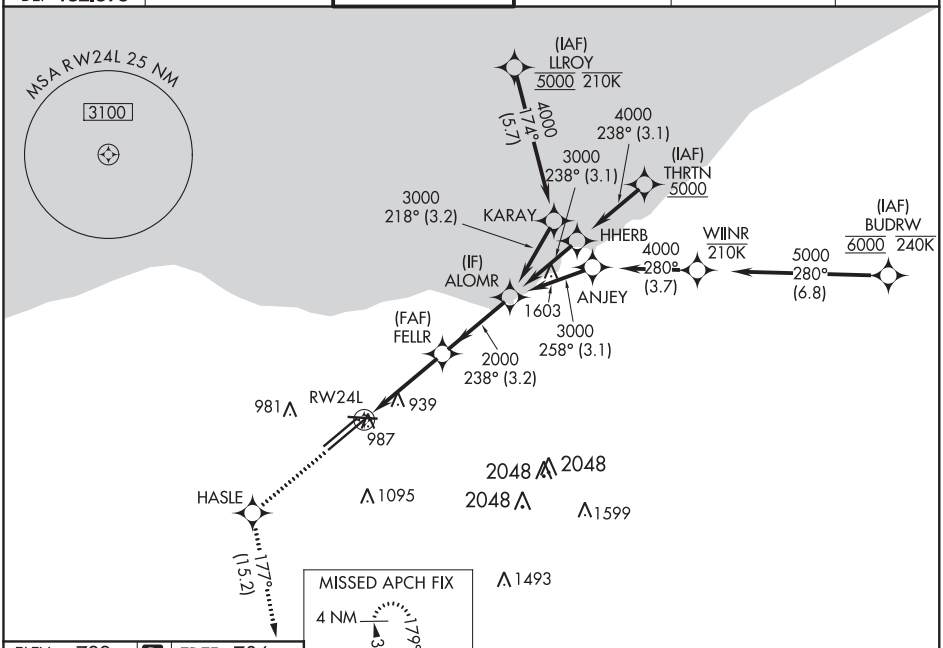
RNP APCH.

Circling Rwy 10 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

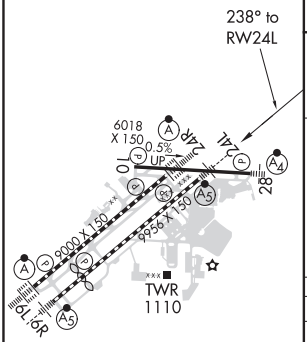
MALSR

MISSED APPROACH: Climb to 3000 direct HASLE and on track 177° to SAROW and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85 DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |



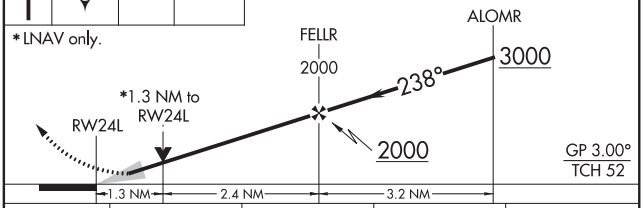

ELEV 799 | D | TDZE 786




| 3000 | HASLE | tr 177° | SAROW |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48).

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 986/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1168/35 382 (400-⅝) | | | |
| LNAV MDA | 1240/24 454 (500-½) | | 1240/45 454 (500-⅞) | |
| C CIRCLING | 1420-1 621 (700-1) | | 1420-1¾ 621 (700-1¾) | 1420-2 621 (700-2) |

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L and 24R
HIRL Rwys 6L-24R, 6R-24L and 10-28

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 60904 W24A | APP CRS 238° | Rwy ldg 9000 TDZE 780 Apt Elev 799 |
|---|---|---|

# RNAV (GPS) Y RWY 24R
## CLEVELAND-HOPKINS INTL (CLE)

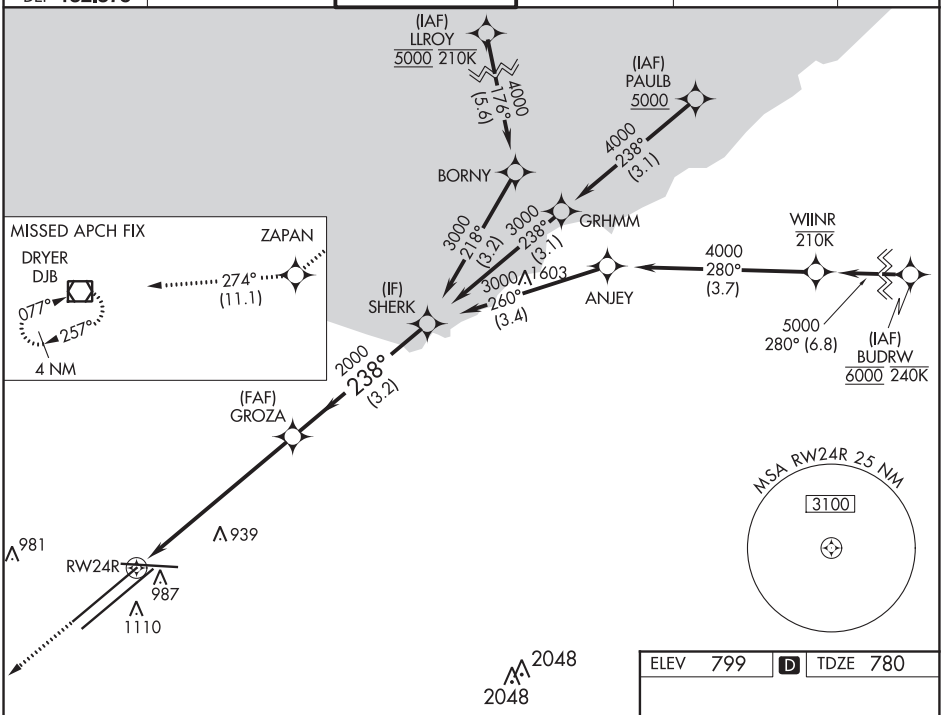
RNP APCH.

Circling Rwy 10 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

ALSF-2

MISSED APPROACH: Climb to 3000 direct ZAPAN and on track 274° to DJB VOR/DME and hold.

| D-ATIS | CLEVELAND APP CON | CLEVELAND TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| ARR 127.85 DEP 132.375 | 124.0 346.325 | 124.5 273.45 | 121.7 273.45 | 125.05 273.45 | |

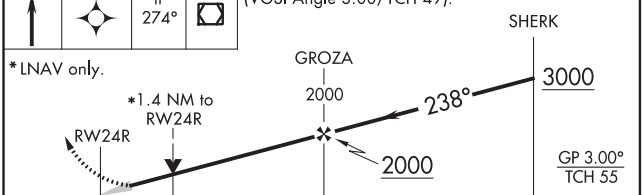



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

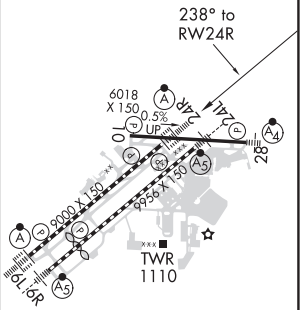
| 3000 | ZAPAN | tr 274° | DJB |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 980/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1168/35 388 (400-⅝) | | | |
| LNAV MDA | 1240/24 460 (500-½) | | 1240/45 460 (500-⅞) | |
| C CIRCLING | 1420-1 621 (700-1) | | 1420-1¾ 621 (700-1¾) | 1420-2 621 (700-2) |

ELEV 799 D TDZE 780



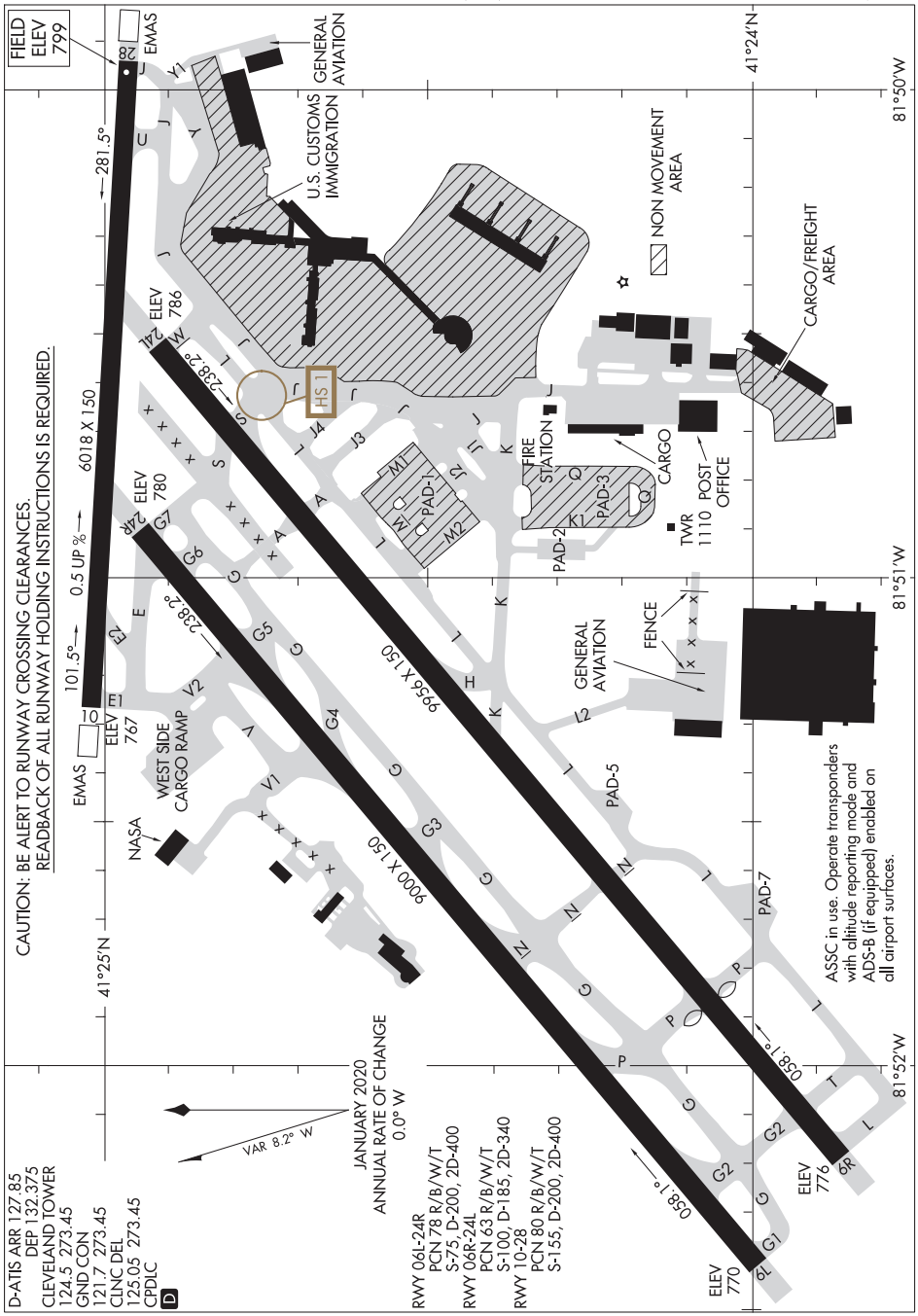

REIL Rwy 10
TDZ/CL Rwy 6L, 6R, 24L and 24R
HIRL Rwys 6R-24L, 6L-24R and 10-28

20310

# AIRPORT DIAGRAM

AL-84 (FAA)

CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

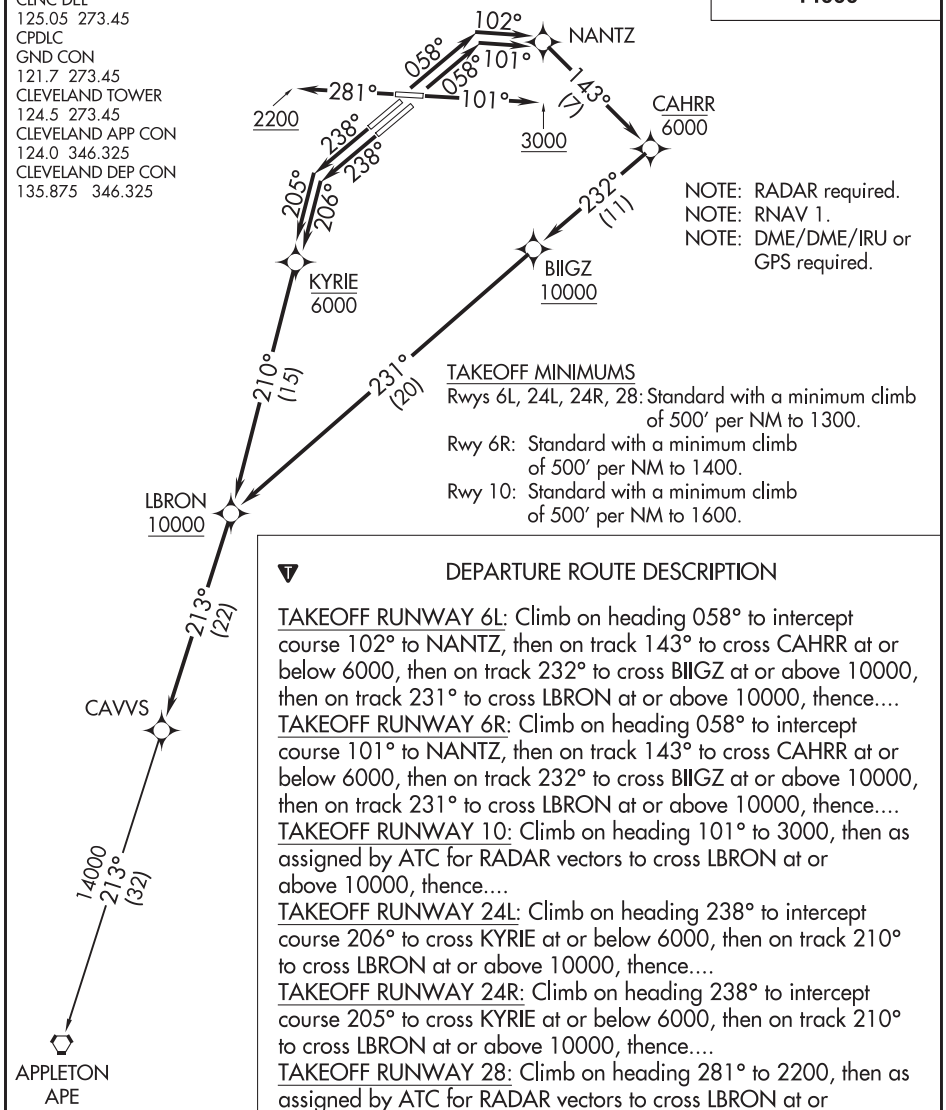
AIRPORT DIAGRAM
20310
CLEVELAND, OHIO
CLEVELAND-HOPKINS INTL (CLE)

# CAVVS FOUR DEPARTURE (RNAV)

CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO

D-ATIS
132.375
CLNC DEL
125.05 273.45
CPDLC
GND CON
121.7 273.45
CLEVELAND TOWER
124.5 273.45
CLEVELAND APP CON
124.0 346.325
CLEVELAND DEP CON
135.875 346.325

**TOP ALTITUDE: 14000**




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS
Rwys 6L, 24L, 24R, 28: Standard with a minimum climb of 500′ per NM to 1300.
Rwy 6R: Standard with a minimum climb of 500′ per NM to 1400.
Rwy 10: Standard with a minimum climb of 500′ per NM to 1600.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L: Climb on heading 058° to intercept course 102° to NANTZ, then on track 143° to cross CAHRR at or below 6000, then on track 232° to cross BIIGZ at or above 10000, then on track 231° to cross LBRON at or above 10000, thence....
TAKEOFF RUNWAY 6R: Climb on heading 058° to intercept course 101° to NANTZ, then on track 143° to cross CAHRR at or below 6000, then on track 232° to cross BIIGZ at or above 10000, then on track 231° to cross LBRON at or above 10000, thence....
TAKEOFF RUNWAY 10: Climb on heading 101° to 3000, then as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....
TAKEOFF RUNWAY 24L: Climb on heading 238° to intercept course 206° to cross KYRIE at or below 6000, then on track 210° to cross LBRON at or above 10000, thence....
TAKEOFF RUNWAY 24R: Climb on heading 238° to intercept course 205° to cross KYRIE at or below 6000, then on track 210° to cross LBRON at or above 10000, thence....
TAKEOFF RUNWAY 28: Climb on heading 281° to 2200, then as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....

....on track 213° to CAVVS, then on (transition). Maintain 14000, expect filed altitude ten minutes after departure.

APPLETON TRANSITION (CAVVS4.APE)

NOTE: Chart not to scale.

EC-2, 05 NOV 2020 to 31 DEC 2020

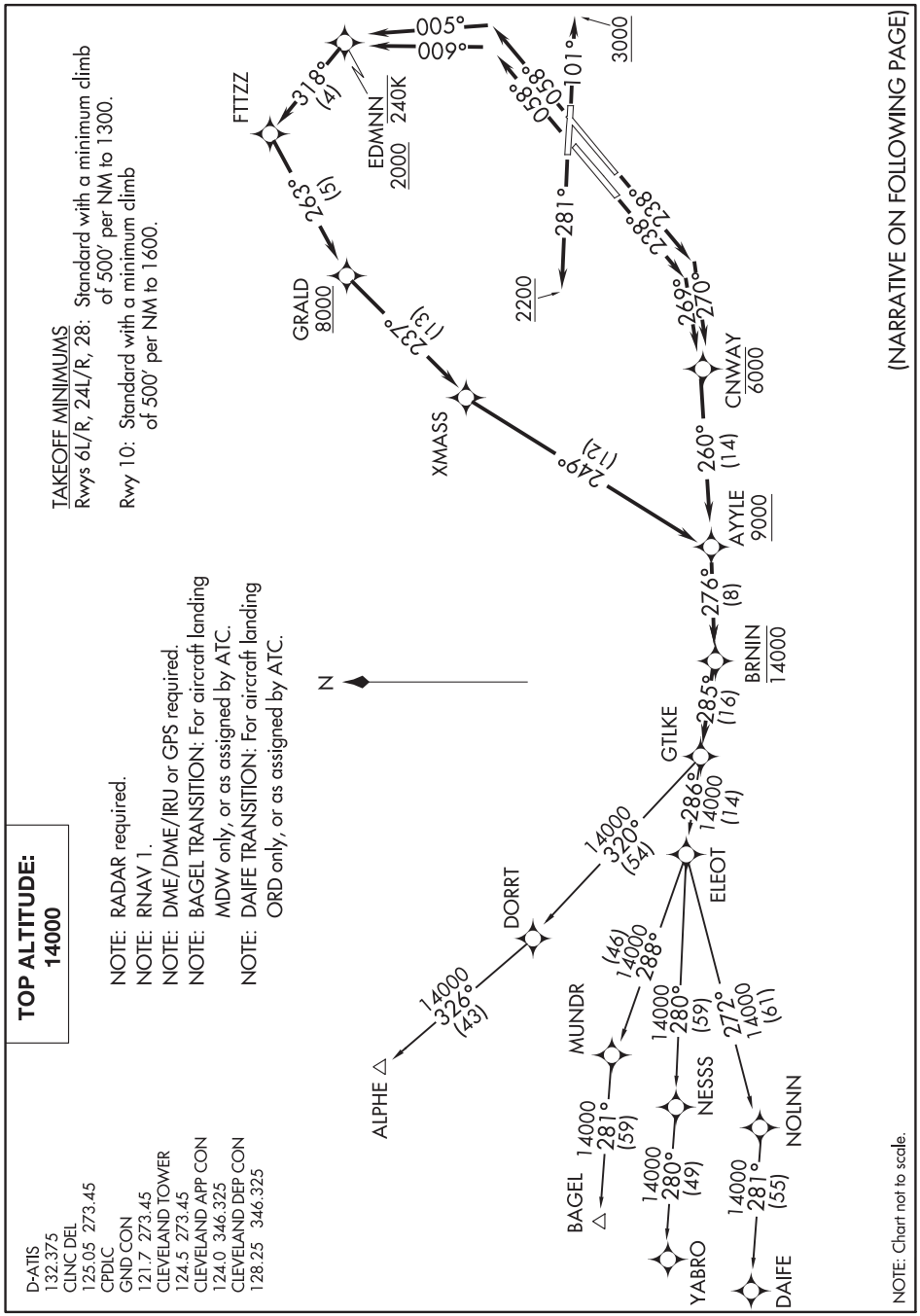
EC-2, 05 NOV 2020 to 31 DEC 2020

(GTLKE4.GTLKE) 20142

AL-84 (FAA)

# GTLKE FOUR DEPARTURE (RNAV)

CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO




(NARRATIVE ON FOLLOWING PAGE)

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# GTLKE FOUR DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L: Climb on heading 058° to intercept course 009° to cross EDMNN at or above 2000 and at or below 240K, then on track 318° to FTTZZ, then on track 263° to cross GRALD at or above 8000, then on track 237° to XMASS, then on track 249° to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 6R: Climb on heading 058° to intercept course 005° to cross EDMNN at or above 2000 and at or below 240K, then on track 318° to FTTZZ, then on track 263° to cross GRALD at or above 8000, then on track 237° to XMASS, then on track 249° to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 10: Climb on heading 101° to 3000, then as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 24L: Climb on heading 238° to intercept course 270° to cross CNWAY at or below 6000, then on track 260° to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 24R: Climb on heading 238° to intercept course 269° to cross CNWAY at or below 6000, then on track 260° to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 28: Climb on heading 281° to 2200, then as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

....on track 276° to cross BRNIN at or below 14000, then on track 285° to GTLKE then on (transition). Maintain 14000, expect filed altitude ten minutes after departure.

ALPHE TRANSITION (GTLKE4.ALPHE)
BAGEL TRANSITION (GTLKE4.BAGEL)
DAIFE TRANSITION (GTLKE4.DAIFE)
YABRO TRANSITION (GTLKE4.YABRO)

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(KKIDS1.KKIDS) 20142

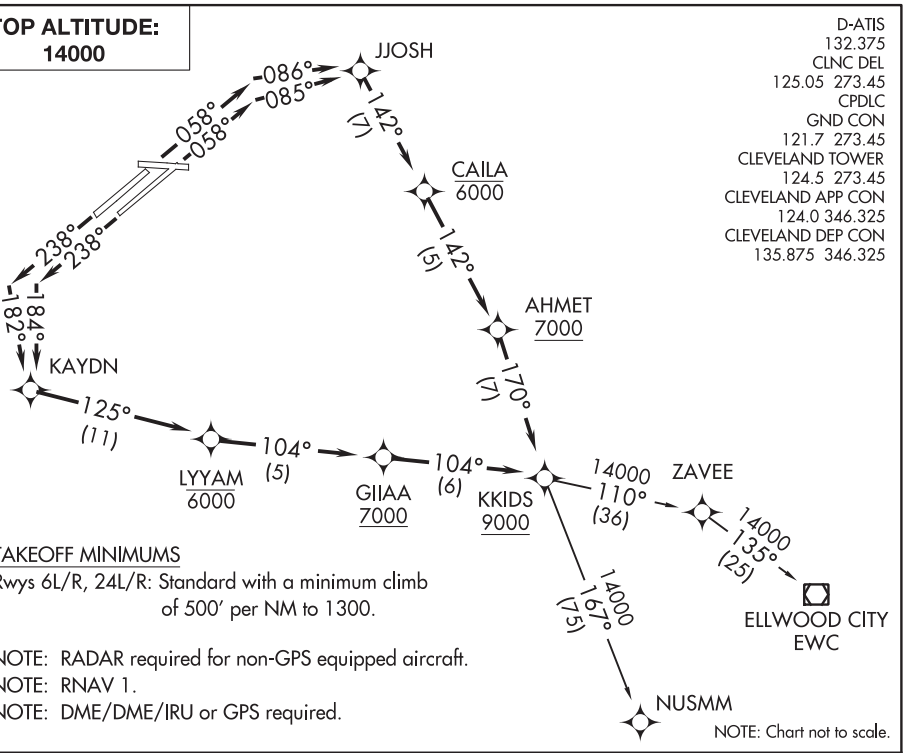
AL-84 (FAA)

# KKIDS ONE DEPARTURE (RNAV)

CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO

**TOP ALTITUDE: 14000**

D-ATIS
132.375
CLNC DEL
125.05 273.45
CPDLC
GND CON
121.7 273.45
CLEVELAND TOWER
124.5 273.45
CLEVELAND APP CON
124.0 346.325
CLEVELAND DEP CON
135.875 346.325




NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwys 6L/R, 24L/R: Standard with a minimum climb of 500′ per NM to 1300.

NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 06L: Climb on heading 058° to intercept course 086° to JJOSH, then on track 142° to cross CAILA at or below 6000, then on track 142° to cross AHMET at or above 7000, then on track 170° to cross KKIDS at or above 9000 thence....

TAKEOFF RUNWAY 06R: Climb on heading 058° to intercept course 085° to JJOSH, then on track 142° to cross CAILA at or below 6000, then on track 142° to cross AHMET at or above 7000, then on track 170° to cross KKIDS at or above 9000 thence....

TAKEOFF RUNWAY 24L: Climb on heading 238° to intercept course 184° to KAYDN, then on track 125° to cross LYYAM at or below 6000, then on track 104° to cross GIIAA at or above 7000, then on track 104° to cross KKIDS at or above 9000, thence....

TAKEOFF RUNWAY 24R: Climb on heading 238° to intercept course 182° to KAYDN, then on track 125° to cross LYYAM at or below 6000, then on track 104° to cross GIIAA at or above 7000, then on track 104° to cross KKIDS at or above 9000, thence....

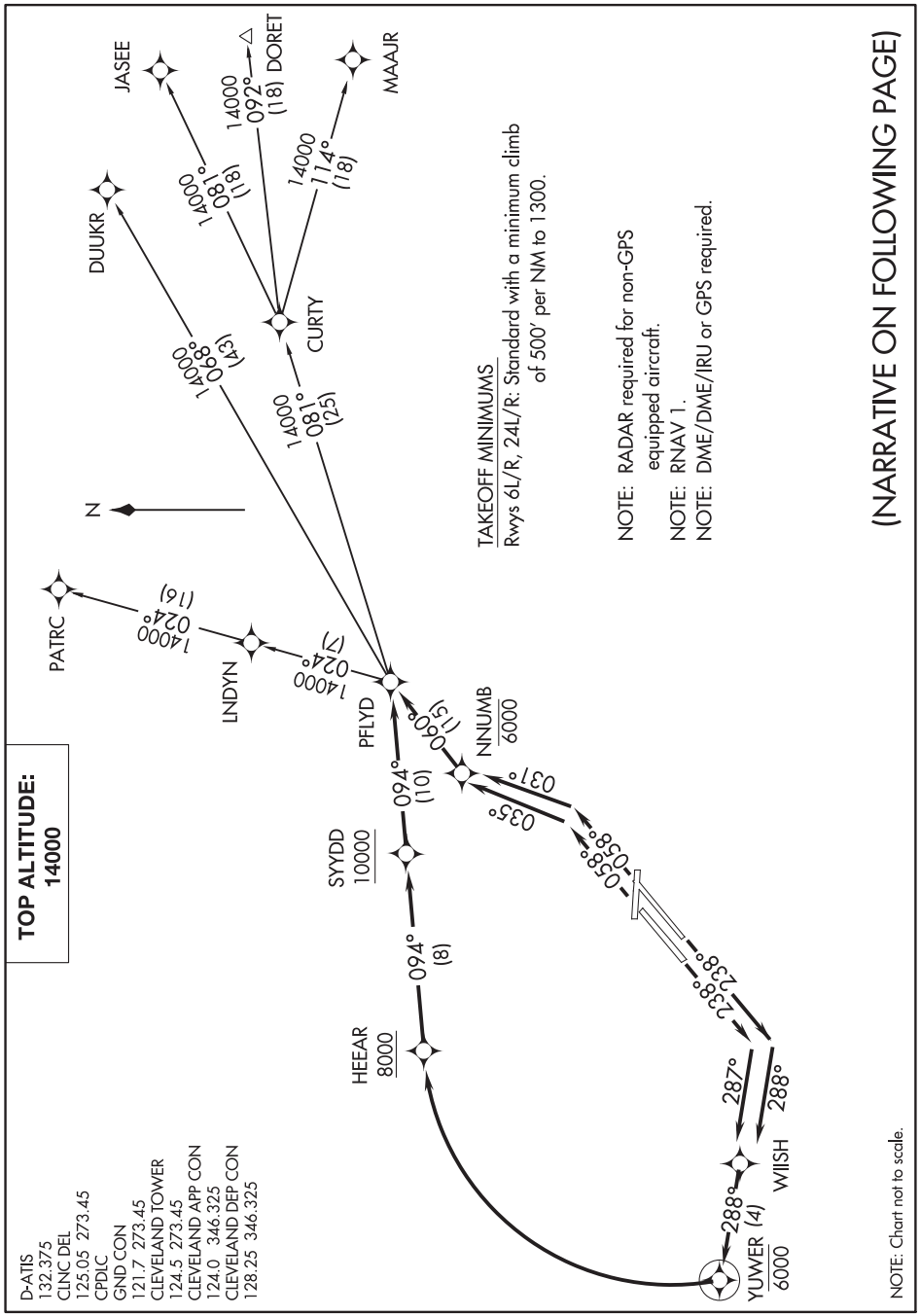
....on (Transition). Maintain 14000, expect filed altitude ten minutes after departure.

ELLWOOD CITY TRANSITION (KKIDS1.EWC)
NUSMM TRANSITION (KKIDS1.NUSMM)


EC-2, 05 NOV 2020 to 31 DEC 2020

# PFLYD ONE DEPARTURE (RNAV)

CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO






EC-2, 05 NOV 2020 to 31 DEC 2020

PFLYD ONE DEPARTURE (RNAV)



CLEVELAND, OHIO
CLEVELAND-HOPKINS INTL (CLE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 06L: Climb on heading 058° to intercept course 035° to cross NNUMB at or below 6000, then on track 060° to PFLYD, thence....

TAKEOFF RUNWAY 06R: Climb on heading 058° to intercept course 031° to cross NNUMB at or below 6000, then on track 060° to PFLYD, thence....

TAKEOFF RUNWAY 24L: Climb on heading 238° to intercept course 288° to WIISH, then on track 288° to cross YUWER at or below 6000, then right turn direct to cross HEEAR at or above 8000, then on track 094° to cross SYYDD at or above 10000, then on track 094° to PFLYD, thence....

TAKEOFF RUNWAY 24R: Climb on heading 238° to intercept course 287° to WIISH, then on track 288° to cross YUWER at or below 6000, then right turn direct to cross HEEAR at or above 8000, then on track 094° to cross SYYDD at or above 10000, then on track 094° to PFLYD, thence....

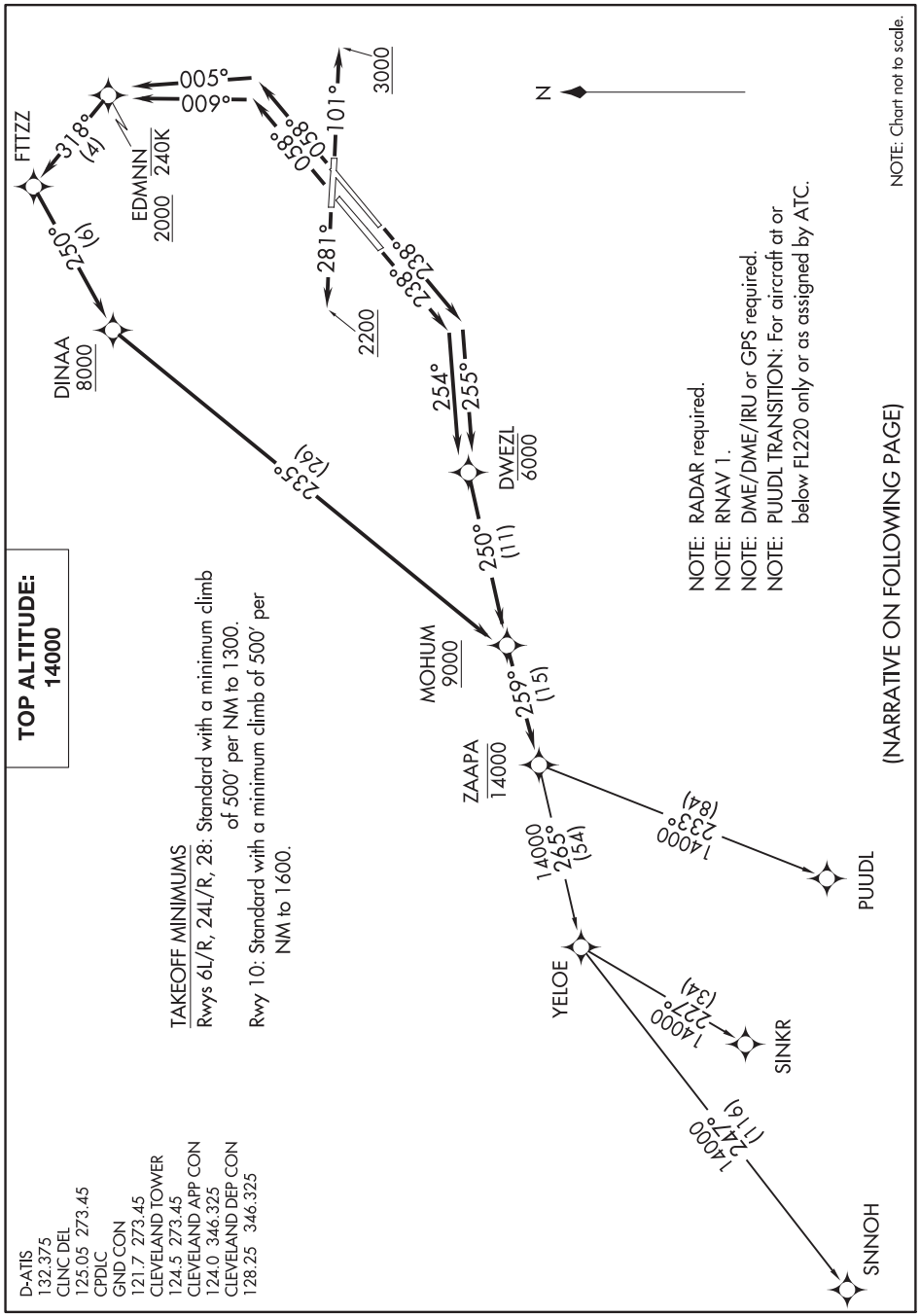
....on (Transition). Maintain 14000, expect filed altitude ten minutes after departure.

DORET TRANSITION (PFLYD1.DORET)
DUUKR TRANSITION (PFLYD1.DUUKR)
JASEE TRANSITION (PFLYD1.JASEE)
MAAJR TRANSITION (PFLYD1.MAAJR)
PATRC TRANSITION (PFLYD1.PATRC)

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# ZAAPA FIVE DEPARTURE (RNAV)

CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO






EC-2, 05 NOV 2020 to 31 DEC 2020

ZAAPA FIVE DEPARTURE (RNAV)



CLEVELAND, OHIO
CLEVELAND-HOPKINS INTL (CLE)

# ZAAPA FIVE DEPARTURE (RNAV)

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L: Climb on heading 058° to intercept course 009° to cross EDMNN at or above 2000 and at or below 240K, then on track 318° to FTTZZ, then on track 250° to cross DINAA at or above 8000, then on track 235° to cross MOHUM at or above 9000, thence....

TAKEOFF RUNWAY 6R: Climb on heading 058° to intercept course 005° to cross EDMNN at or above 2000 and at or below 240K, then on track 318° to FTTZZ, then on track 250° to cross DINAA at or above 8000, then on track 235° to cross MOHUM at or above 9000, thence....

TAKEOFF RUNWAY 10: Climb on heading 101° to 3000, then as assigned by ATC for RADAR vectors to cross MOHUM at or above 9000, thence....

TAKEOFF RUNWAY 24L: Climb on heading 238° to intercept course 255° to cross DWEZL at or below 6000, then on track 250° to cross MOHUM at or above 9000, thence....

TAKEOFF RUNWAY 24R: Climb on heading 238° to intercept course 254° to cross DWEZL at or below 6000, then on track 250° to cross MOHUM at or above 9000, thence....

TAKEOFF RUNWAY 28: Climb on heading 281° to 2200, then as assigned by ATC for RADAR vectors to cross MOHUM at or above 9000, thence....

....on track 259° to cross ZAAPA at or below 14000, then on (transition). Maintain 14000 or as assigned by ATC, expect filed altitude ten minutes after departure.

PUUDL TRANSITION (ZAAPA5.PUUDL)
SINKR TRANSITION (ZAAPA5.SINKR)
SNNOH TRANSITION (ZAAPA5.SNNOH)


EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC/DME I-CGF | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 111.1 | 237° | TDZE | 873 |
| Chan 48 | | Apt Elev | 876 |

# ILS or LOC RWY 24
## CUYAHOGA COUNTY (CGF)

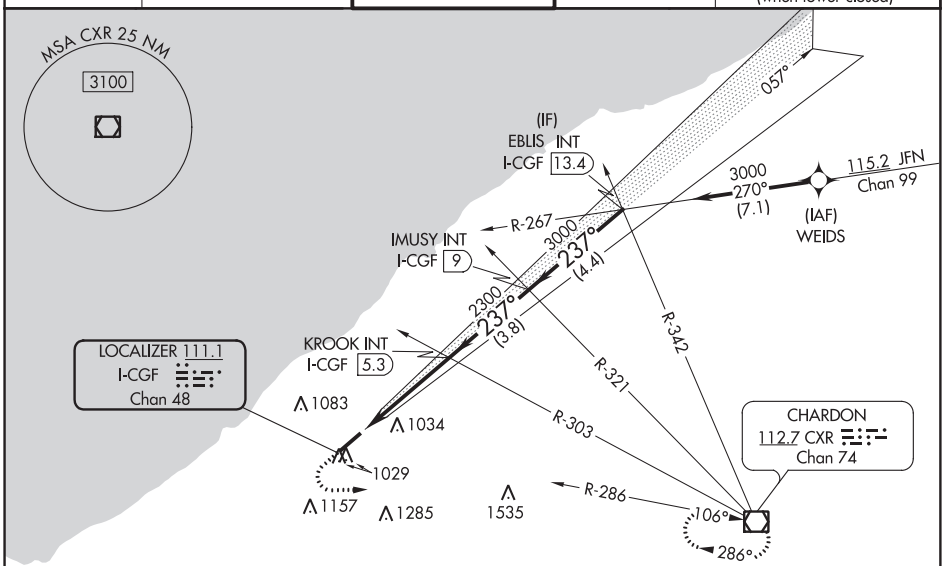
RNAV 1-GPS or RADAR required for procedure entry.
Aircraft not GPS equipped - RADAR required for procedure entry.

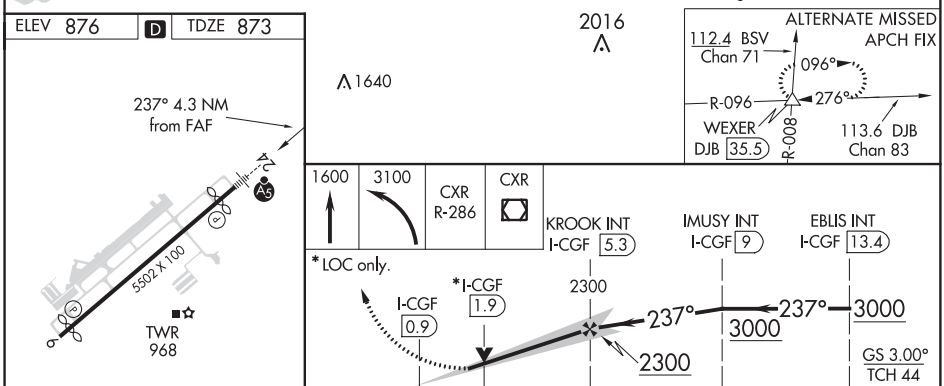
T A Rwy 24 helicopter visibility reduction below ¾ SM NA.
For inop ALS increase S-LOC Cats C/D to 1 SM.

MALSR A5

MISSED APPROACH: Climb to 1600 then climbing left turn to 3100 on CXR VOR/DME R-286 to CXR VOR/DME and hold.

| AWOS-3 | CLEVELAND APP CON | COUNTY TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.95 | 125.35 346.325 | 118.5 (CTAF) L | 121.85 | 121.85 (when tower closed) |




| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 1073-½ 200 (200-½) | | | |
| S-LOC 24 | 1240-½ 367 (400-½) | | 1240-⅝ 367 (400-⅝) | |
| C CIRCLING | 1400-1 524 (600-1) | 1500-1 624 (700-1) | 1560-2 684 (700-2) | 1620-2½ 744 (800-2½) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

CLEVELAND, OHIO | AL-5027 (FAA) | 20142

| WAAS CH 70628 W06A | APP CRS 057° | Rwy ldg 5184<br>TDZE 874<br>Apt Elev 876 |
|---|---|---|

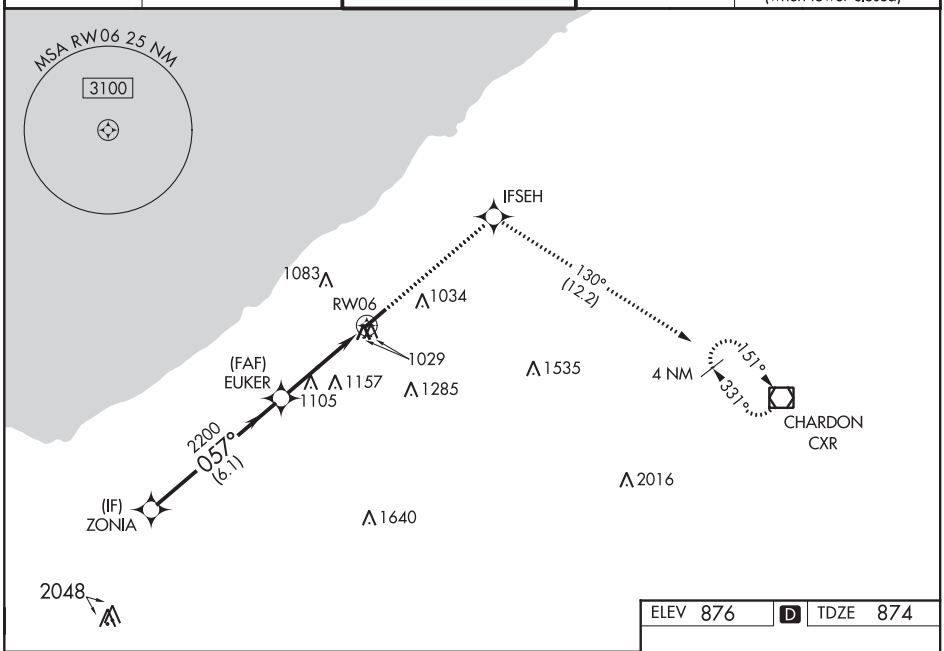
# RNAV (GPS) RWY 6
## CUYAHOGA COUNTY (CGF)

RNP APCH.

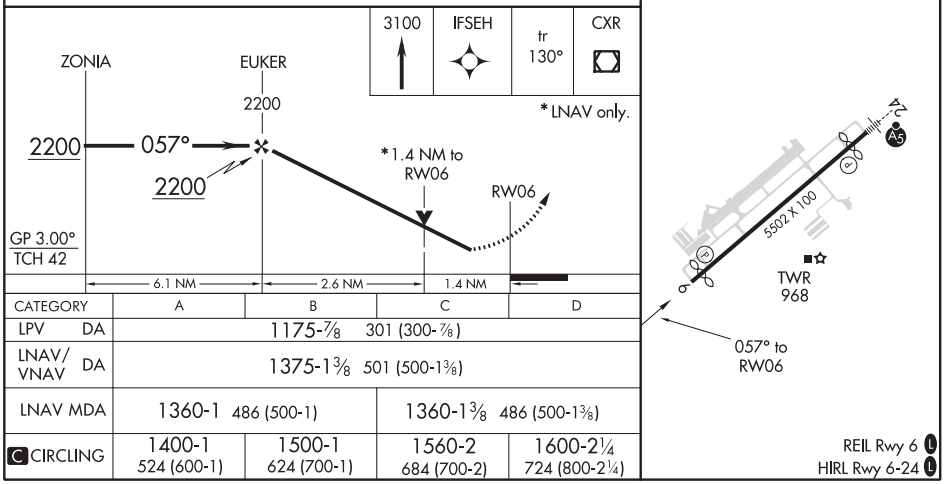
Rwy 6 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C.

MISSED APPROACH:
Climb to 3100 direct IFSEH and on track 130° to CXR VOR/DME and hold.

| AWOS-3 | CLEVELAND APP CON | COUNTY TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.95 | 125.35 346.325 | 118.5 (CTAF) L | 121.85 | 121.85 (when tower closed) |




| ELEV 876 | D | TDZE 874 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1175-⅞ 301 (300-⅞) | | | |
| LNAV/VNAV DA | 1375-1⅜ 501 (500-1⅜) | | | |
| LNAV MDA | 1360-1 486 (500-1) | | 1360-1⅜ 486 (500-1⅜) | |
| C CIRCLING | 1400-1 524 (600-1) | 1500-1 624 (700-1) | 1560-2 684 (700-2) | 1600-2¼ 724 (800-2¼) |

REIL Rwy 6 L
HIRL Rwy 6-24 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 42528 W24A | APP CRS 238° | Rwy ldg 5000 TDZE 873 Apt Elev 876 |
|---|---|---|

# RNAV (GPS) RWY 24
## CUYAHOGA COUNTY (CGF)

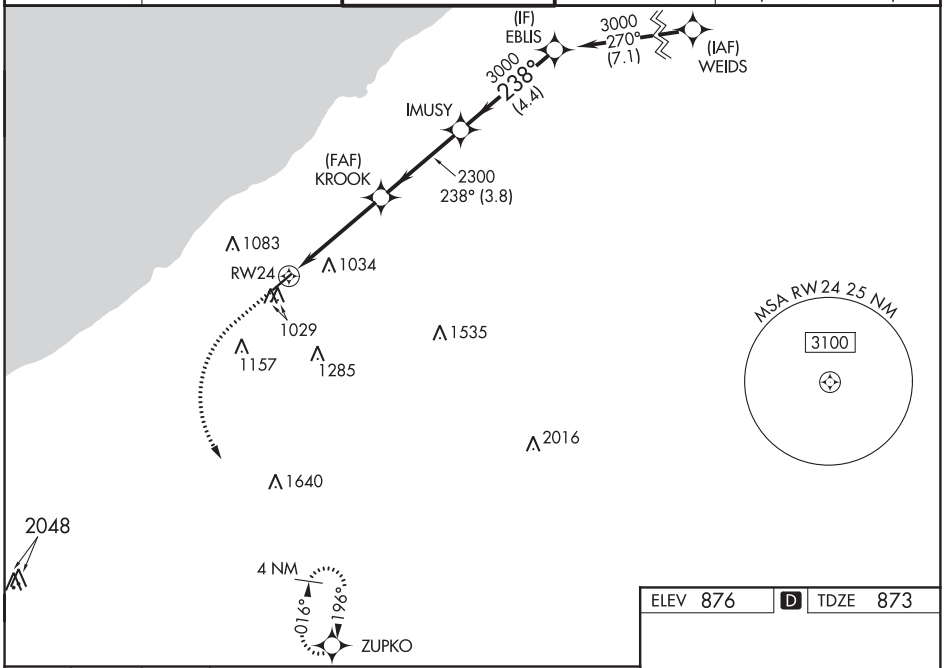
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C . For inop ALS increase LNAV/VNAV visibility all Cats to ⅞ SM, LNAV Cat C, D to 1⅛ SM.

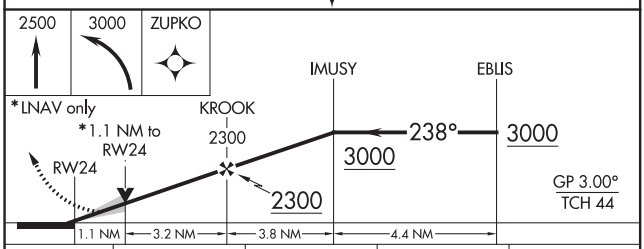
MALSR

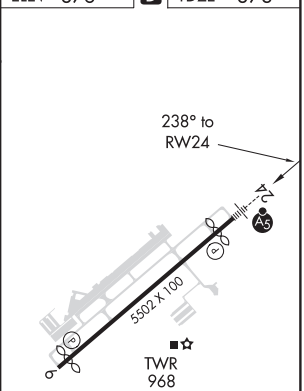
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct ZUPKO and hold.

| AWOS-3 | CLEVELAND APP CON | COUNTY TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.95 | 125.35 346.325 | 118.5 (CTAF) L | 121.85 | 121.85 (when tower closed) |




ELEV 876 D TDZE 873




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1073-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1178-½ 305 (400-½) | | | |
| LNAV MDA | 1280-½ 407 (500-½) | | 1280-¾ 407 (500-¾) | |
| C CIRCLING | 1400-1 524 (600-1) | 1500-1 624 (700-1) | 1560-2 684 (700-1) | 1620-2½ 744 (800-2½) |

REIL Rwy 6 L
HIRL Rwy 6-24 L

EC-2, 05 NOV 2020 to 31 DEC 2020

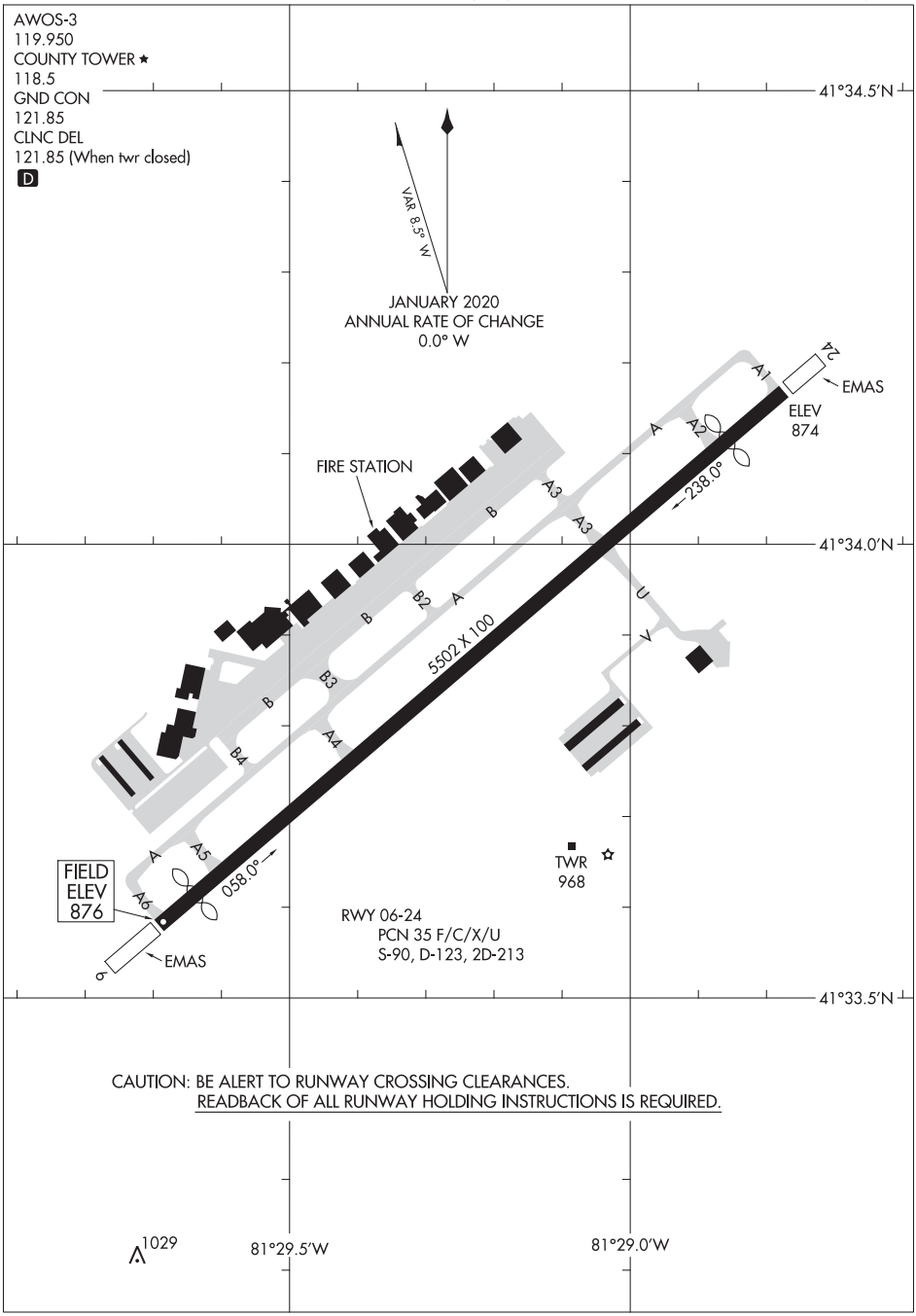
EC-2, 05 NOV 2020 to 31 DEC 2020

20086

# AIRPORT DIAGRAM

AL-5027 (FAA)

CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

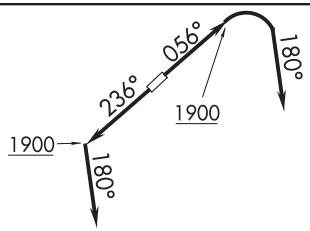
AIRPORT DIAGRAM
20086
CLEVELAND, OHIO
CUYAHOGA COUNTY (CGF)

# AHMET FOUR DEPARTURE (RNAV)



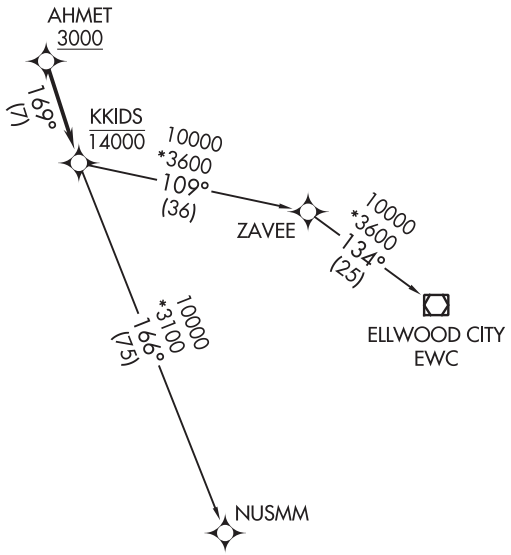
AWOS-3
119.950
CLNC DEL
121.85 (when tower closed)
GND CON
121.85
COUNTY TOWER ★
118.5 (CTAF)
CLEVELAND DEP CON
125.35 346.325

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS:
Rwys 6, 24: Standard with minimum climb of 500′ per NM to 1400.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 056° to 1900, then right turn on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....
TAKEOFF RUNWAY 24: Climb on heading 236° to 1900, then on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....

....on track 169° to cross KKIDS at or below 14000, then on (transition).
Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

ELLWOOD CITY TRANSITION (AHMET4.EWC)
NUSMM TRANSITION (AHMET4.NUSMM)



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

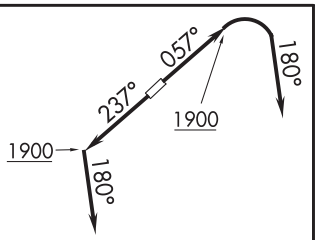
(CAVVS4.CAVVS) 20086 AL-5027 (FAA)

# CAVVS FOUR DEPARTURE (RNAV)

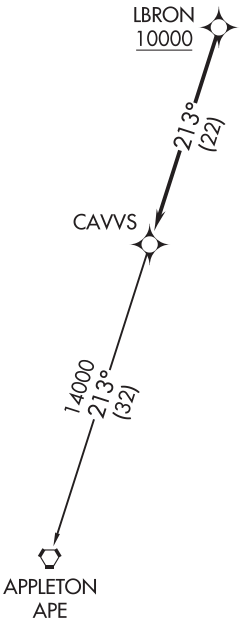
CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO

AWOS-3
119.950
CLNC DEL
121.85 (when tower closed)
GND CON
121.85
COUNTY TOWER ★
118.5 (CTAF)
CLEVELAND DEP CON
125.35 346.325

**TOP ALTITUDE: ASSIGNED BY ATC**




EC-2, 05 NOV 2020 to 31 DEC 2020




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS:
Rwys 6, 24: Standard with a minimum climb of 500′ per NM to 1400.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 057° to 1900, then right turn heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....
TAKEOFF RUNWAY 24: Climb on heading 237° to 1900, then on heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....

....on track 213° to CAVVS, then on (transition).
Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

APPLETON TRANSITION (CAVVS4.APE)

NOTE: Chart not to scale.

EC-2, 05 NOV 2020 to 31 DEC 2020

# GTLKE FOUR DEPARTURE (RNAV)



**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINIMUMS:
Rwys 6, 24: Standard with a minimum climb of 500′ per NM to 1400.

DEPARTURE ROUTE DESCRIPTION

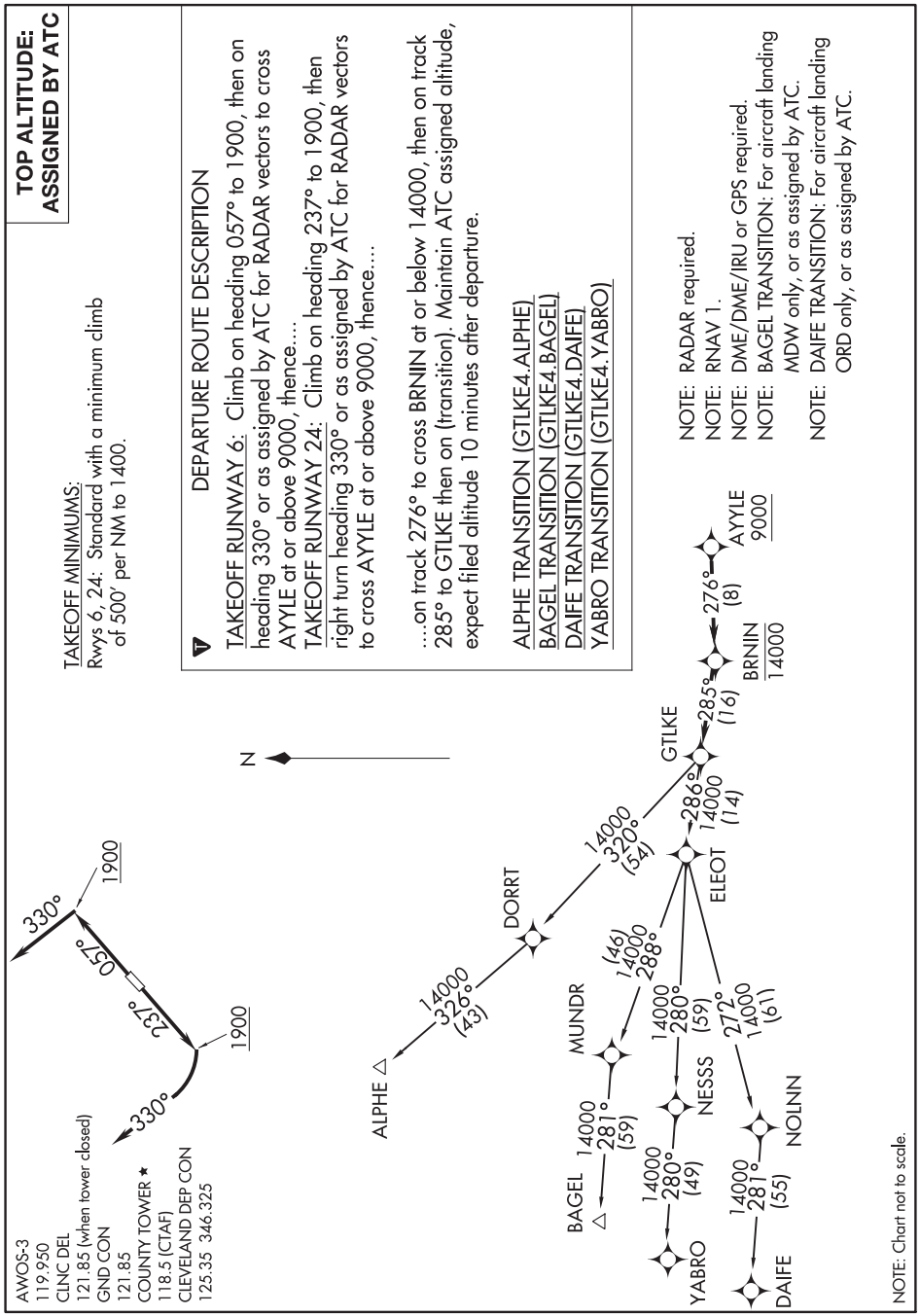
TAKEOFF RUNWAY 6: Climb on heading 057° to 1900, then on heading 330° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 24: Climb on heading 237° to 1900, then right turn heading 330° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

....on track 276° to cross BRNIN at or below 14000, then on track 285° to GTLKE then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALPHE TRANSITION (GTLKE4.ALPHE)
BAGEL TRANSITION (GTLKE4.BAGEL)
DAIFE TRANSITION (GTLKE4.DAIFE)
YABRO TRANSITION (GTLKE4.YABRO)

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BAGEL TRANSITION: For aircraft landing MDW only, or as assigned by ATC.
NOTE: DAIFE TRANSITION: For aircraft landing ORD only, or as assigned by ATC.






EC-2, 05 NOV 2020 to 31 DEC 2020

GTLKE FOUR DEPARTURE (RNAV)



CLEVELAND, OHIO
CUYAHOGA COUNTY (CGF)

(MYCAR4.MYCAR) 20086 AL-5027 (FAA)

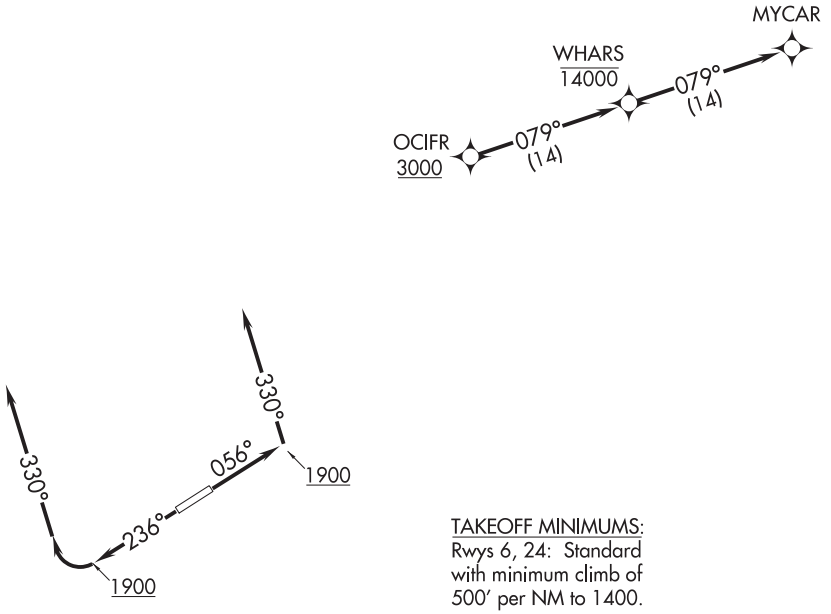
# MYCAR FOUR DEPARTURE (RNAV)

CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO

**TOP ALTITUDE: ASSIGNED BY ATC**

AWOS-3
119.950
CLNC DEL
121.85 (when tower closed)
GND CON
121.85
COUNTY TOWER ★
118.5 (CTAF)
CLEVELAND DEP CON
125.35 346.325

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.




TAKEOFF MINIMUMS:
Rwys 6, 24: Standard with minimum climb of 500′ per NM to 1400.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

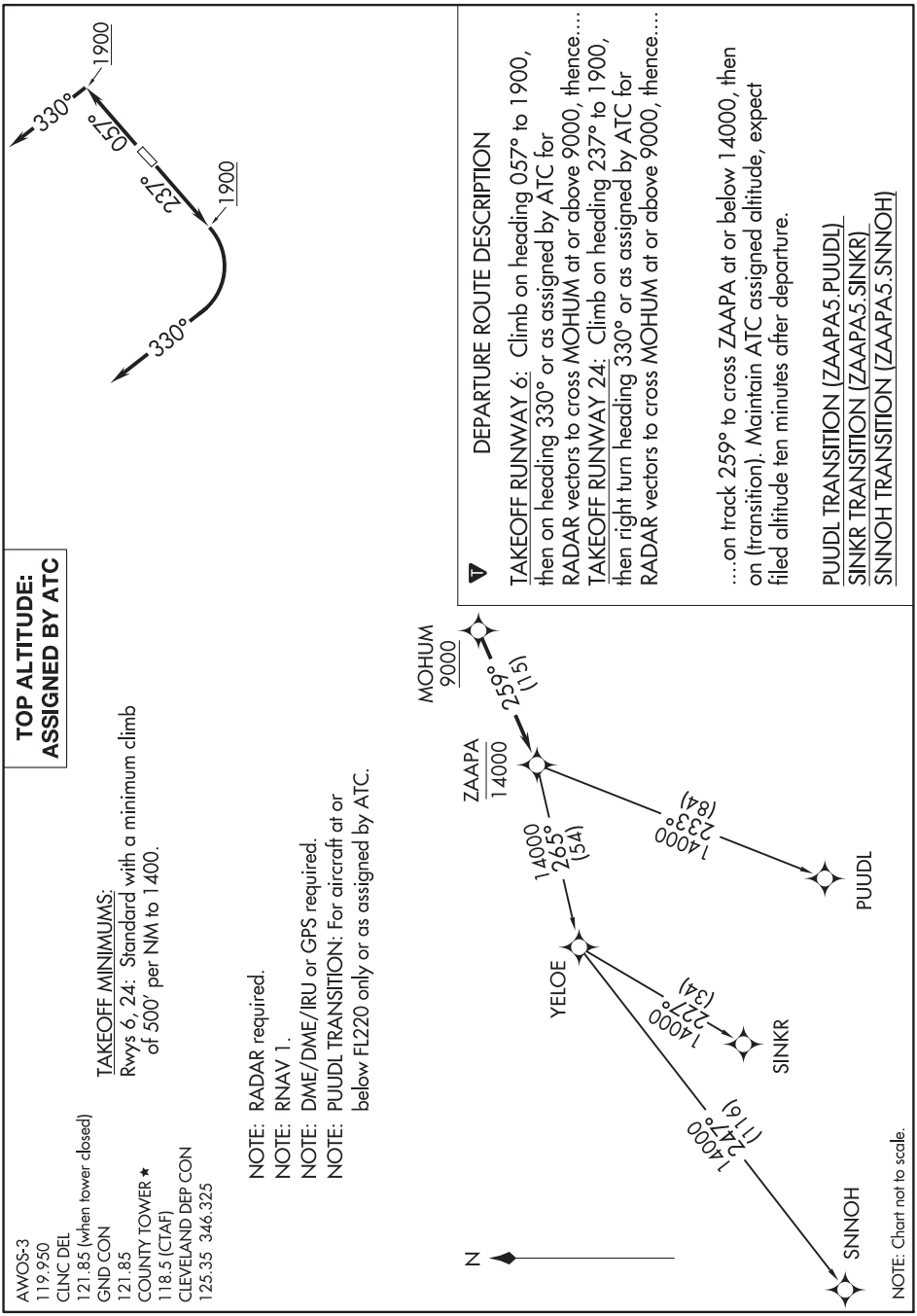
TAKEOFF RUNWAY 6: Climb on heading 056° to 1900, then on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....
TAKEOFF RUNWAY 24: Climb on heading 236° to 1900, then right turn on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....

....on track 079° to cross WHARS at or below 14000, then on track 079° to MYCAR. Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# ZAAPA FIVE DEPARTURE (RNAV)



COLUMBUS, INDIANA

AL-594 (FAA)

20086

# ILS or LOC RWY 23
## COLUMBUS MUNI (BAK)

| LOC I-BAK | APP CRS | Rwy ldg | 6401 |
|---|---|---|---|
| 110.7 | 228° | TDZE | 656 |
| | | Apt Elev | 656 |

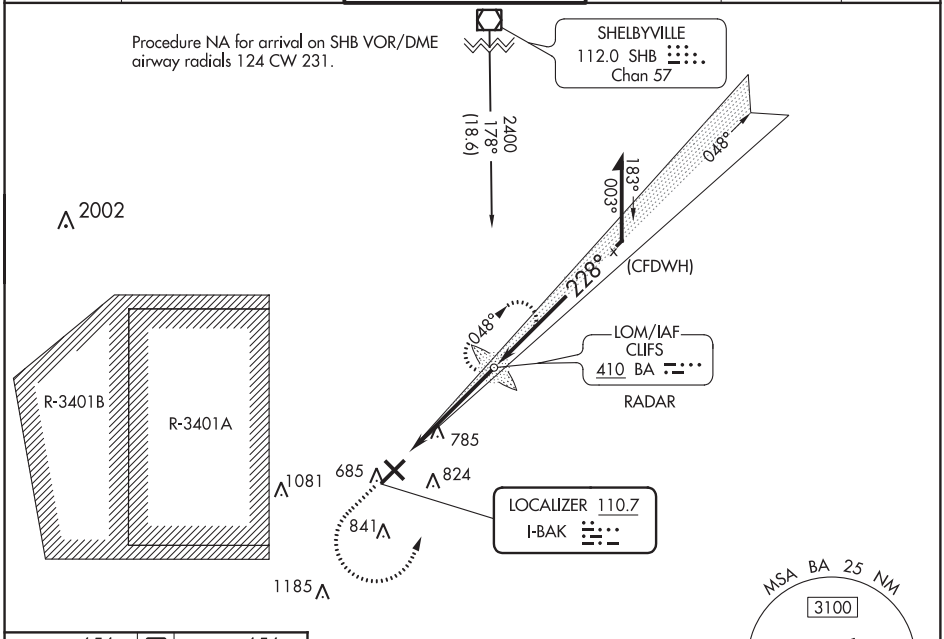
ADF or RADAR required.

NA

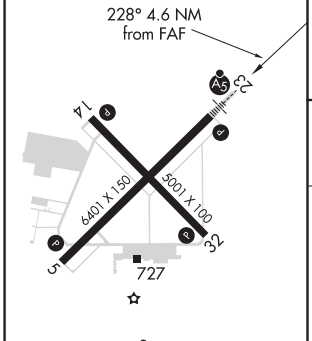
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct CLIFS LOM and hold.

| AWOS-3 | INDIANAPOLIS APP CON | COLUMBUS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.75 | 134.85 317.8 | 118.6 (CTAF) L | 121.6 | 134.85 | 122.95 |

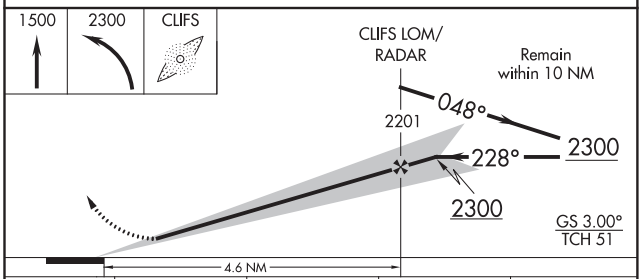



ELEV 656 | D | TDZE 656




MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwys 5, 14, and 32 L

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 856-½ 200 (200-½) | | | |
| S-LOC 23 | 1040-½ 384 (400-½) | | 1040-⅝ 384 (400-⅝) | |
| C CIRCLING | 1140-1 484 (500-1) | 1200-1 544 (600-1) | 1200-1½ 544 (600-1½) | 1400-2½ 744 (800-2½) |

| APP CRS | Rwy ldg | 6401 |
|---|---|---|
| 033° | TDZE | 653 |
| | Apt Elev | 656 |

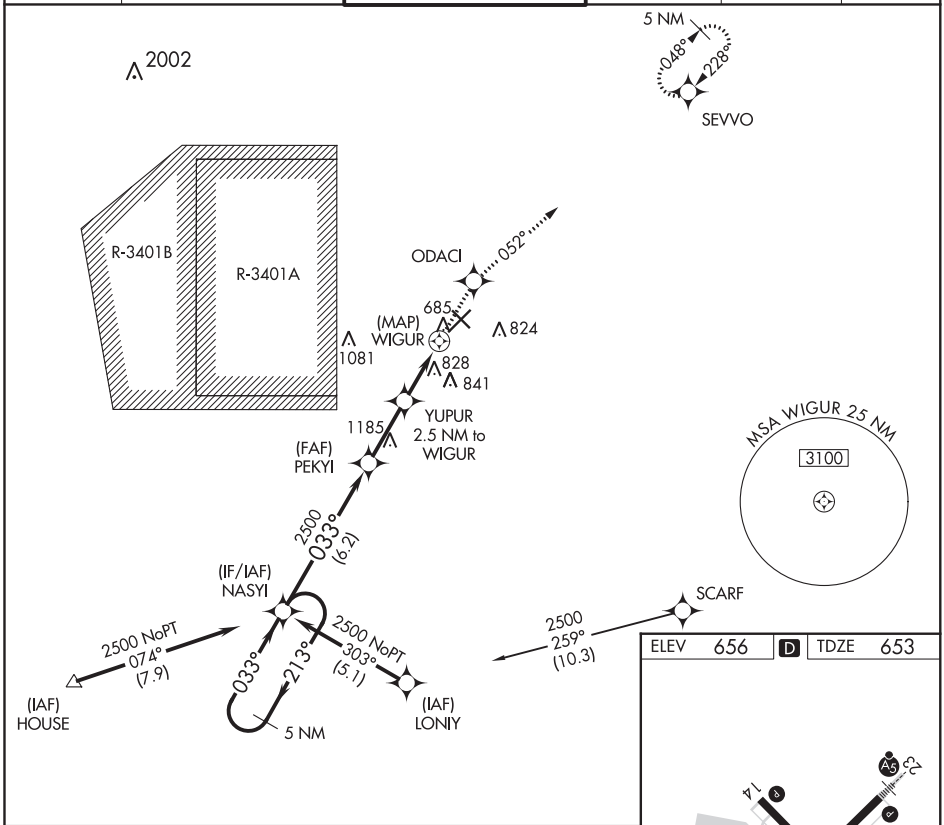
# RNAV (GPS) RWY 5
## COLUMBUS MUNI (BAK)

RNP APCH.

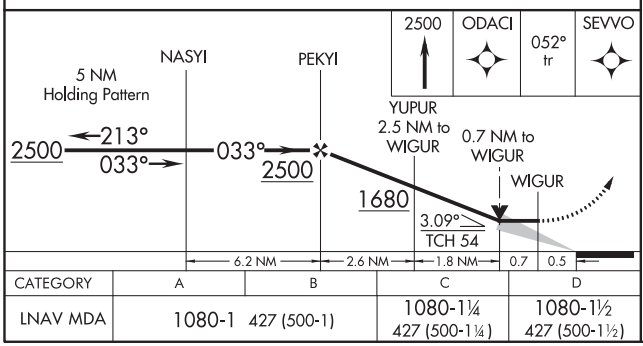
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 100 feet. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct ODACI and on 052° track to SEVVO and hold.

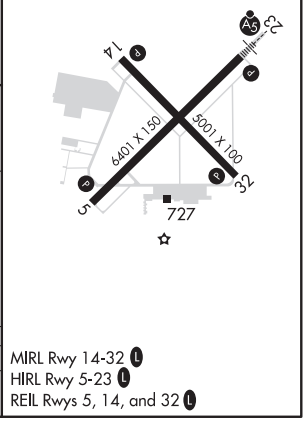
| AWOS-3 | INDIANAPOLIS APP CON | COLUMBUS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.75 | 134.85 317.8 | 118.6 (CTAF) L | 121.6 | 134.85 | 122.95 |




| ELEV | 656 | D | TDZE | 653 |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 427 (500-1) | | 1080-1¼ 427 (500-1¼) | 1080-1½ 427 (500-1½) |




MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwys 5, 14, and 32 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, INDIANA

AL-594 (FAA)

20086

# RNAV (GPS) RWY 14
## COLUMBUS MUNI (BAK)

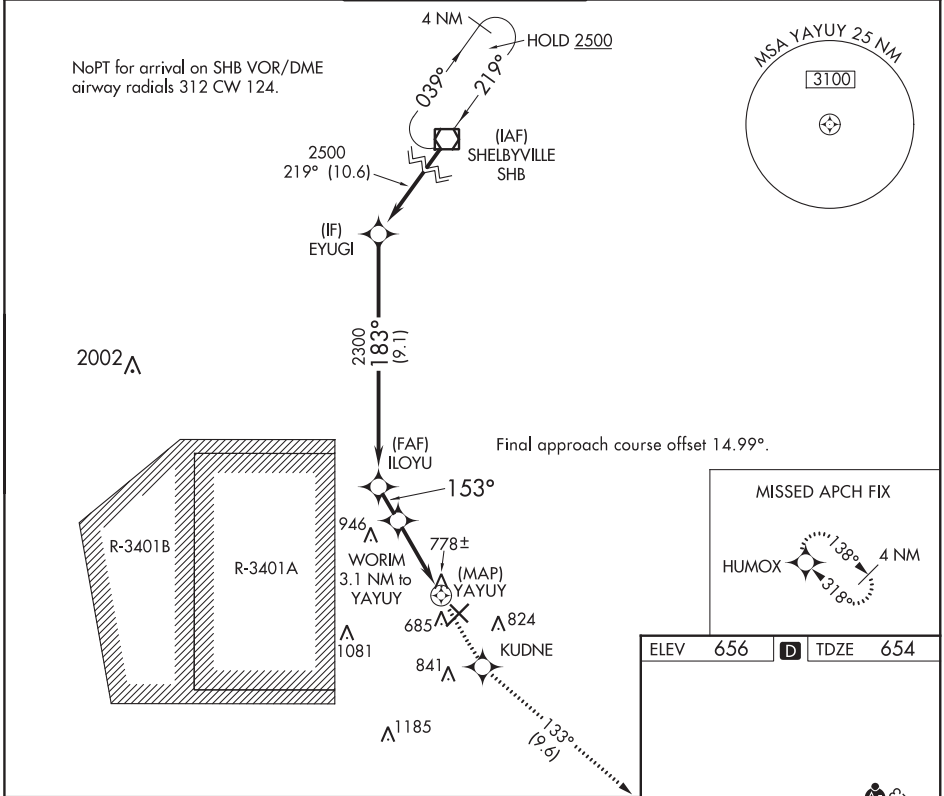
| APP CRS | Rwy ldg | 5001 |
|---|---|---|
| 153° | TDZE | 654 |
| | Apt Elev | 656 |

RNP APCH.

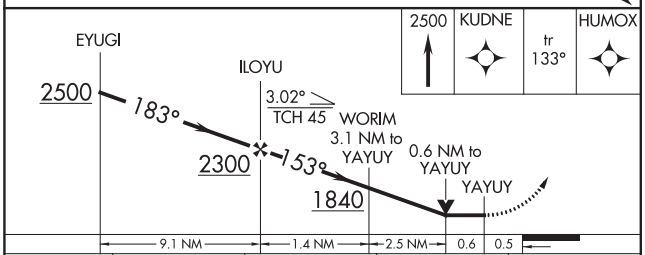
Rwy 14 helicopter visibility reduction below ¾ SM NA.

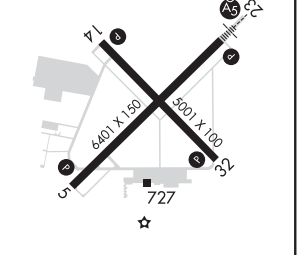
MISSED APPROACH: Climb to 2500 direct KUDNE and on track 133° to HUMOX and hold.

| AWOS-3 | INDIANAPOLIS APP CON | | COLUMBUS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 119.75 | 134.85 | 317.8 | 118.6 (CTAF) L | 121.6 | 134.85 | 122.95 |




| ELEV | 656 | D | TDZE | 654 |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1 386 (400-1) | | 1040-1⅛ 386 (400-1⅛) | 1040-1¼ 386 (400-1¼) |
| C CIRCLING | 1140-1 484 (500-1) | 1200-1 544 (600-1) | 1200-1½ 544 (600-1½) | 1400-2½ 744 (800-2½) |

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwys 5, 14, and 32 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 90399 W23A | APP CRS 228° | Rwy ldg 6401<br>TDZE 656<br>Apt Elev 656 |
|---|---|---|

# RNAV (GPS) RWY 23
## COLUMBUS MUNI (BAK)

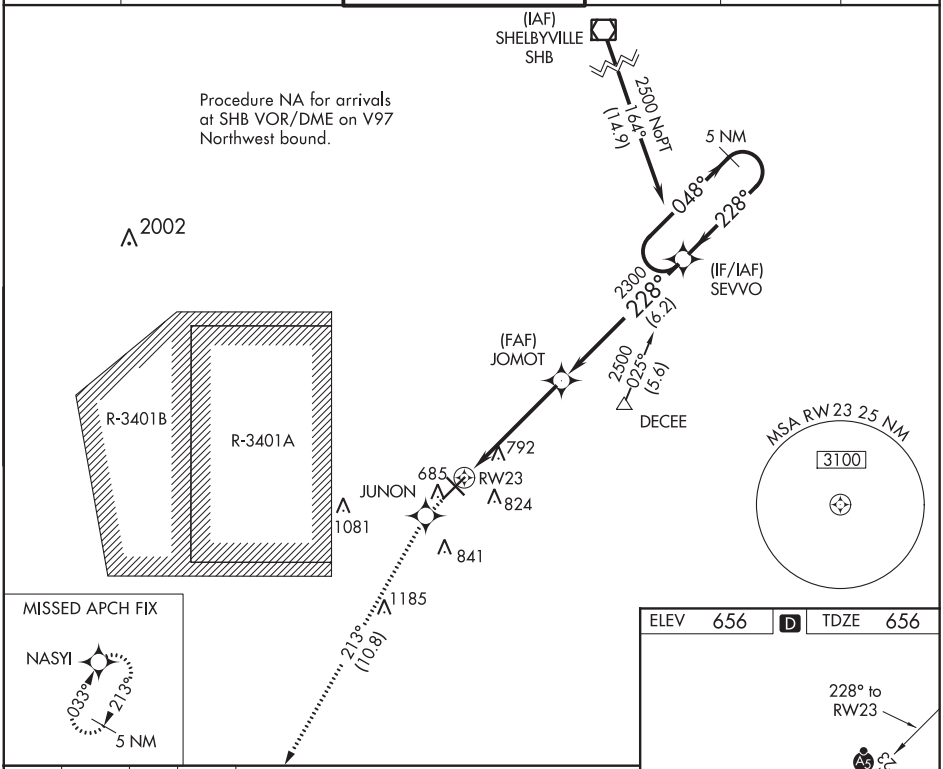
RNP APCH.

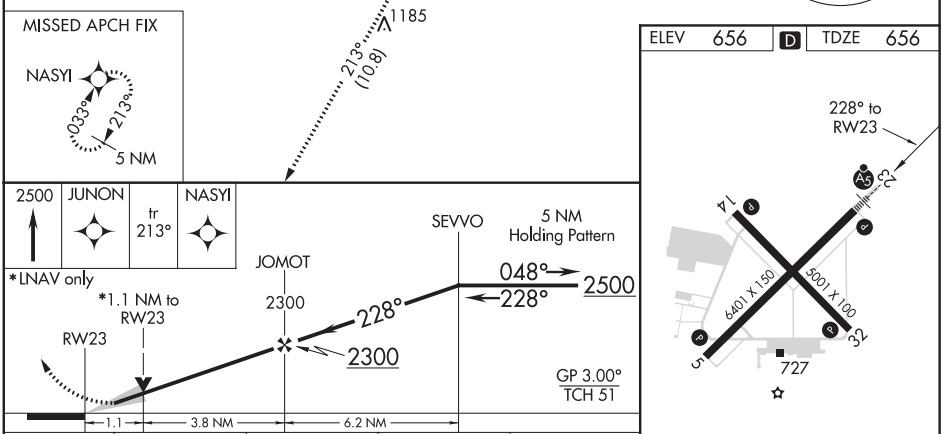
VDP NA when using Indianapolis Intl altimeter setting. If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA's/MDA's 100 feet. For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 2500 direct JUNON and on track 213° to NASYI and hold.

| AWOS-3 | INDIANAPOLIS APP CON | COLUMBUS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.75 | 134.85 317.8 | 118.6 (CTAF) L | 121.6 | 134.85 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 906-½ 250 (300-½) | | | |
| LNAV MDA | 1060-½ 404 (500-½) | | 1060-¾ 404 (500-¾) | 1060-1 404 (500-1) |

MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwys 5, 14, and 32 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, INDIANA | AL-594 (FAA) | 20086

# RNAV (GPS) RWY 32
## COLUMBUS MUNI (BAK)

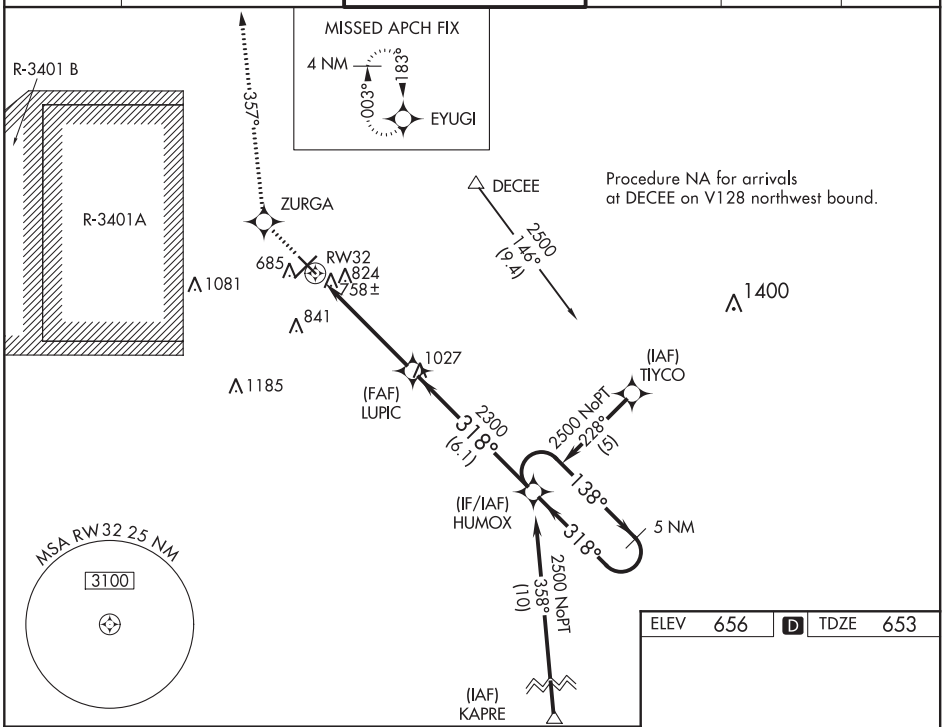
| WAAS CH 50399 W32A | APP CRS 318° | Rwy ldg 5001<br>TDZE 653<br>Apt Elev 656 |
|---|---|---|

RNP APCH.

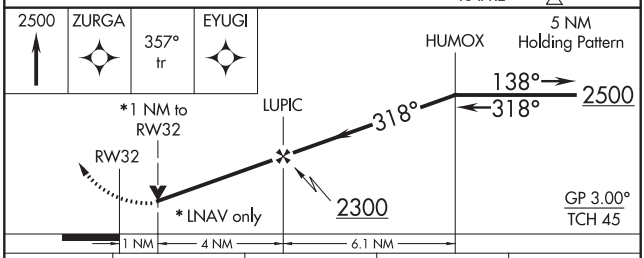
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. Baro-VNAV NA below -16°C (4°F). Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct ZURGA and on 357° track to EYUGI and hold.

| AWOS-3 | INDIANAPOLIS APP CON | COLUMBUS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.75 | 134.85 317.8 | 118.6 (CTAF) L | 121.6 | 134.85 | 122.95 |

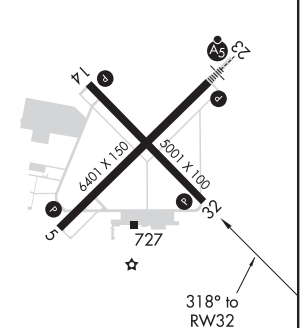



EC-2, 05 NOV 2020 to 31 DEC 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1016-1¼ 363 (400-1¼) | | | |
| LNAV/VNAV DA | 1057-1½ 404 (500-1½) | | | |
| LNAV MDA | 1080-1 427 (500-1) | | 1080-1¼ 427 (500-1¼) | |

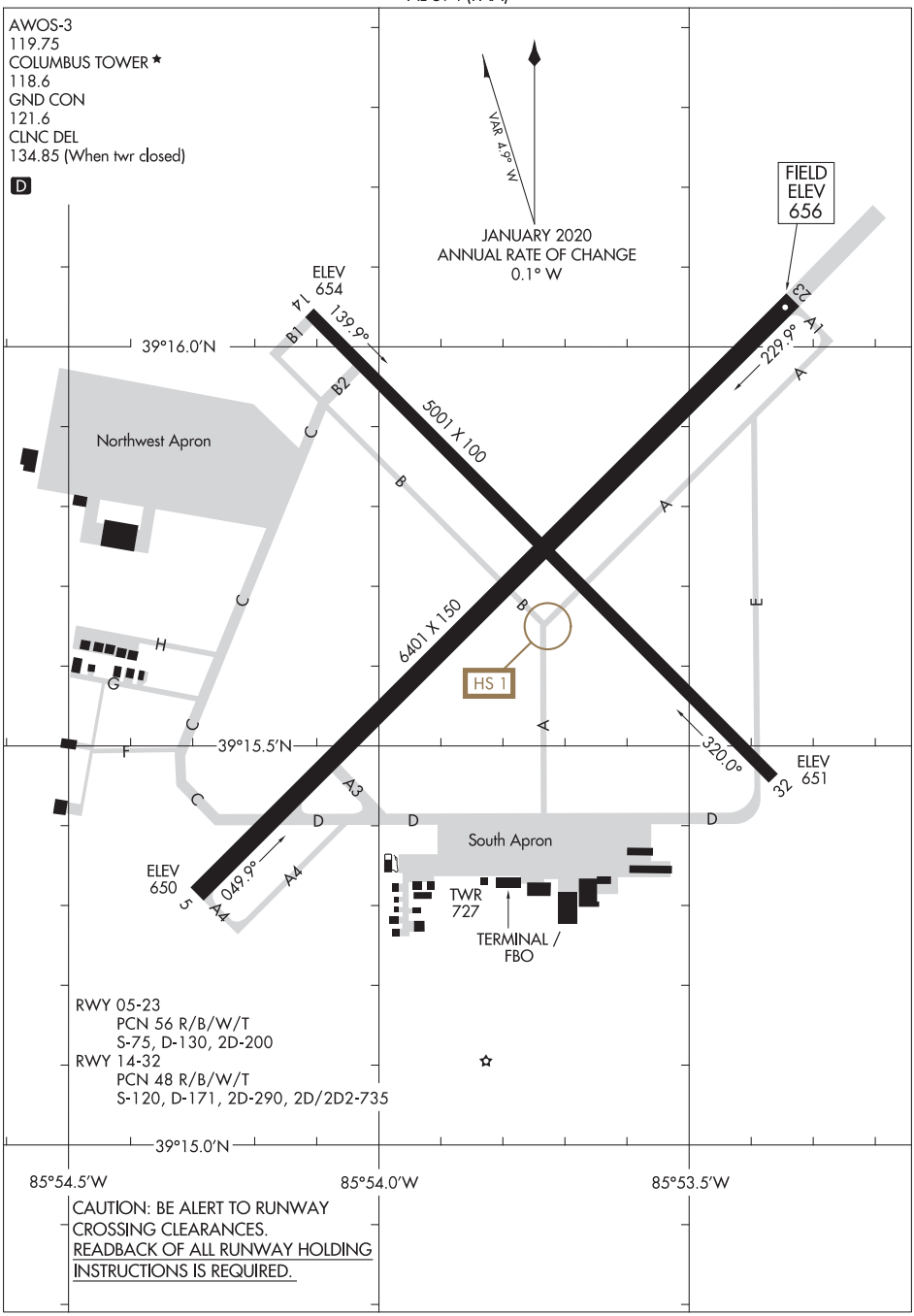
ELEV 656 | D | TDZE 653




MIRL Rwy 14-32 L
HIRL Rwy 5-23 L
REIL Rwys 5, 14, and 32 L

EC-2, 05 NOV 2020 to 31 DEC 2020

AL-594 (FAA)




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO

AL-5958 (FAA)

19339

# ILS or LOC RWY 4
## BOLTON FIELD (TZR)

| LOC I-BUZ | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 111.7 | 037° | TDZE | 904 |
| | | Apt Elev | 904 |

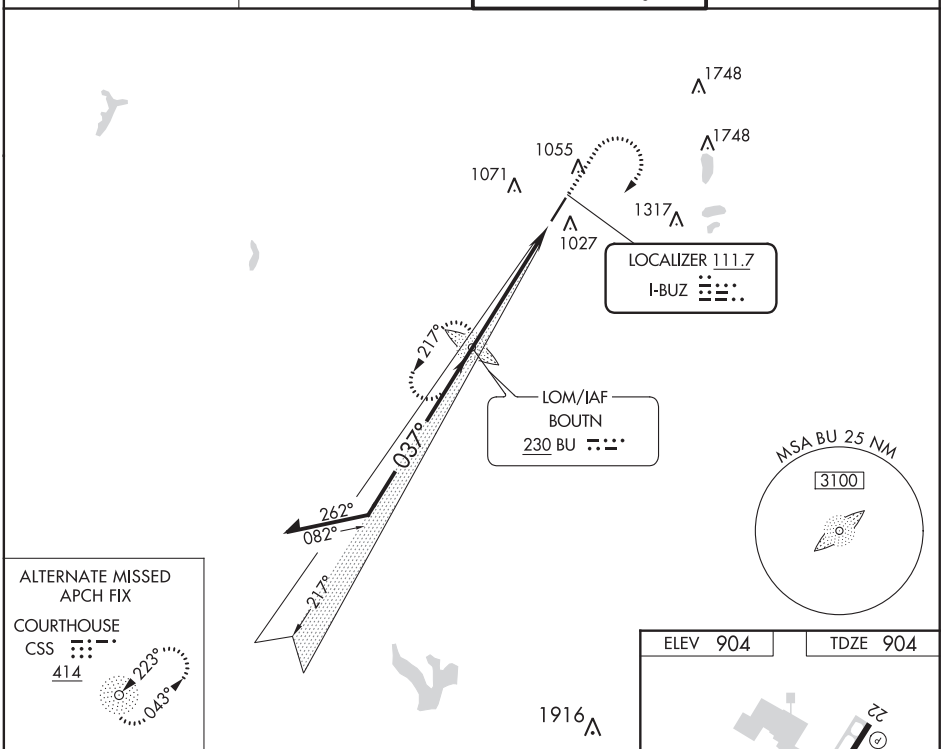
ADF required.
RADAR required for procedure entry.

AutoPilot coupled approach NA below 1144.

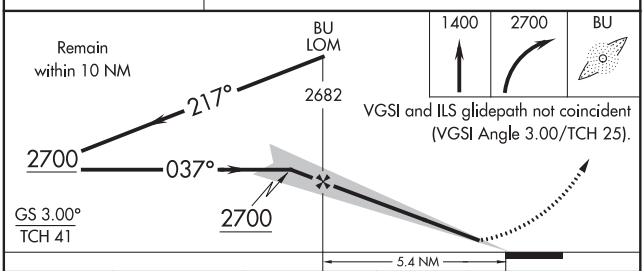
MALSR

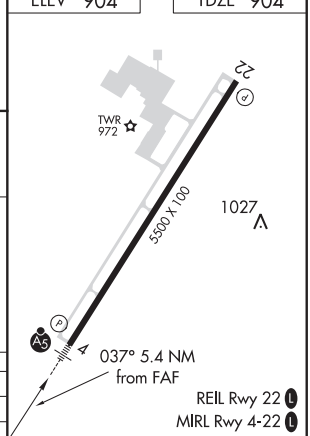
MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.

| AWOS-3 | COLUMBUS APP CON | BOLTON TOWER ★ | GND CON |
|---|---|---|---|
| 135.925 | 134.0 279.6 | 128.1 (CTAF) L | 121.8 |




ALTERNATE MISSED APCH FIX
COURTHOUSE
CSS
414
223°
043°




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 1104-½ 200 (200-½) | | | |
| S-LOC 4 | 1360-½ 456 (500-½) | | 1360-⅞ 456 (500-⅞) | 1360-1 456 (500-1) |
| C CIRCLING | 1360-1 456 (500-1) | 1380-1 476 (500-1) | 1380-1½ 476 (500-1½) | 1500-2 596 (600-2) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 90505 W04A | APP CRS 037° | Rwy ldg 5500<br>TDZE 904<br>Apt Elev 904 |
|---|---|---|

# RNAV (GPS) RWY 4
## BOLTON FIELD (TZR)

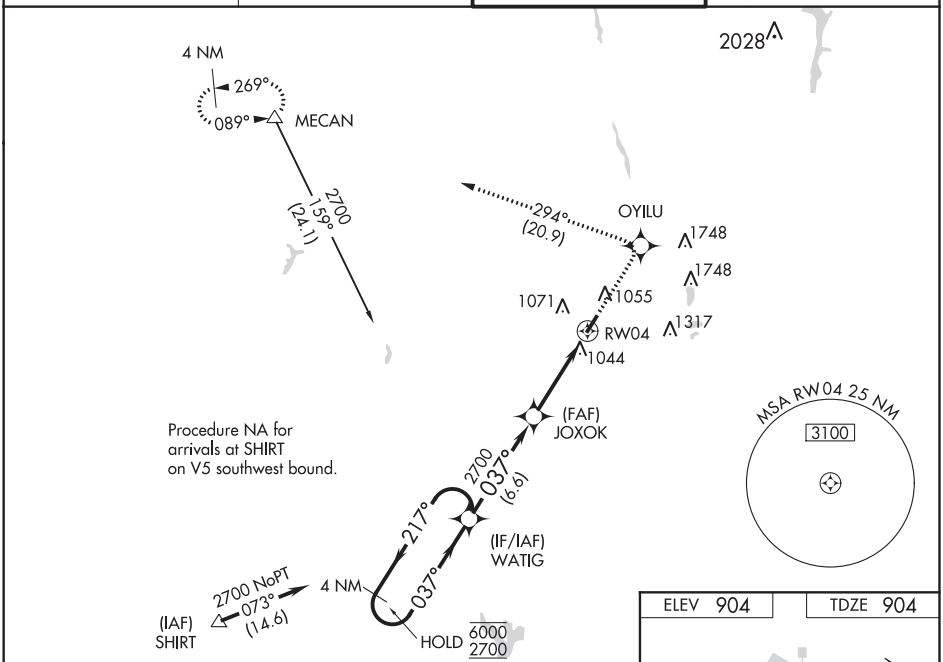
RNP APCH.

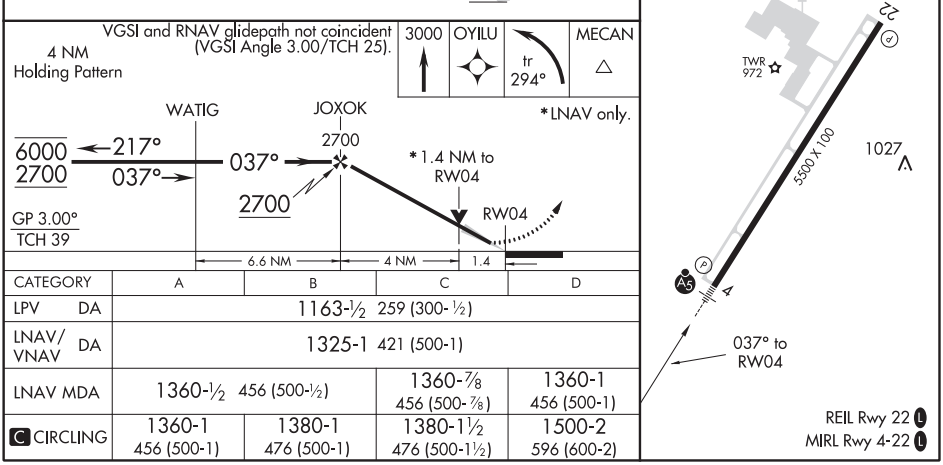
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cats C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 3000 direct OYILU and left turn on track 294° to MECAN and hold.

| AWOS-3 | COLUMBUS APP CON | BOLTON TOWER* | GND CON |
|---|---|---|---|
| 135.925 | 134.0 279.6 | 128.1 (CTAF) L | 121.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1163-½ 259 (300-½) | | | |
| LNAV/VNAV DA | 1325-1 421 (500-1) | | | |
| LNAV MDA | 1360-½ 456 (500-½) | | 1360-⅞ 456 (500-⅞) | 1360-1 456 (500-1) |
| C CIRCLING | 1360-1 456 (500-1) | 1380-1 476 (500-1) | 1380-1½ 476 (500-1½) | 1500-2 596 (600-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO | AL-5958 (FAA) | 19143

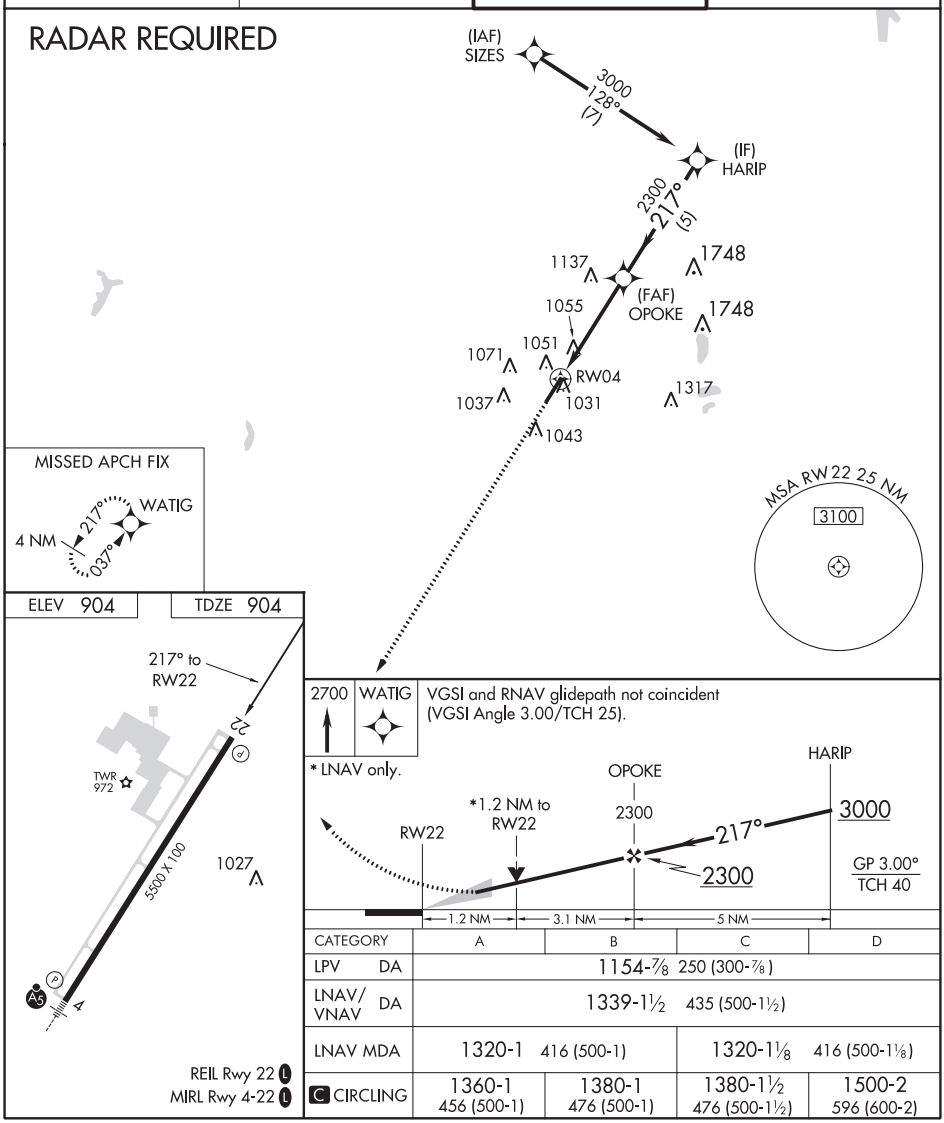
# RNAV (GPS) RWY 22
## BOLTON FIELD (TZR)

| WAAS CH 65641 W22A | APP CRS 217° | Rwy ldg 5500 TDZE 904 Apt Elev 904 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using John Glenn Columbus Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received use John Glenn Columbus Intl setting and increase LPV DA to 1196 feet and LNAV/VNAV DA to 1382 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ SM, and LNAV Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 2700 direct WATIG and hold.

| AWOS-3 | COLUMBUS APP CON | BOLTON TOWER ★ | GND CON |
|---|---|---|---|
| 135.925 | 134.0 279.6 | 128.1 (CTAF) L | 121.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1154-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1339-1½ 435 (500-1½) | | | |
| LNAV MDA | 1320-1 416 (500-1) | | 1320-1⅛ 416 (500-1⅛) | |
| C CIRCLING | 1360-1 456 (500-1) | 1380-1 476 (500-1) | 1380-1½ 476 (500-1½) | 1500-2 596 (600-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| LOM BU | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 230 | 038° | TDZE | 904 |
| | | Apt Elev | 904 |

# NDB RWY 4
## BOLTON FIELD (TZR)

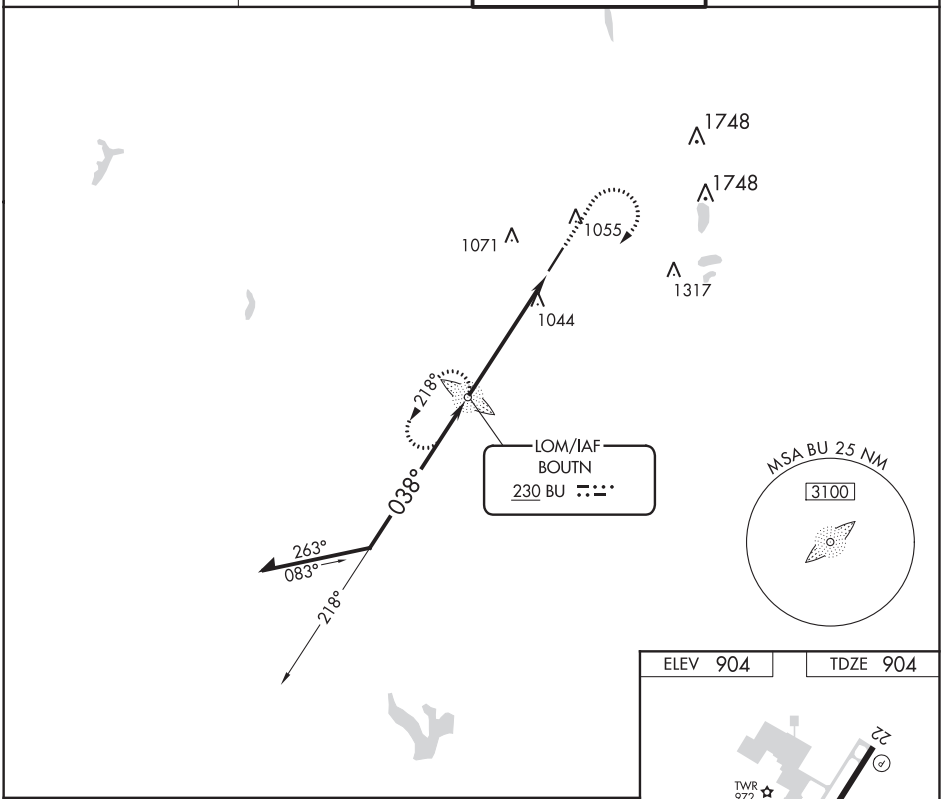
RADAR required for procedure entry.

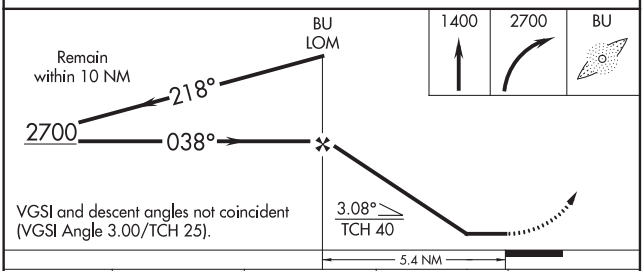
For inop ALS, increase S-4 Cats A/B visibility to 1 SM and S-4 Cats C/D visibility to 1⅜ SM.

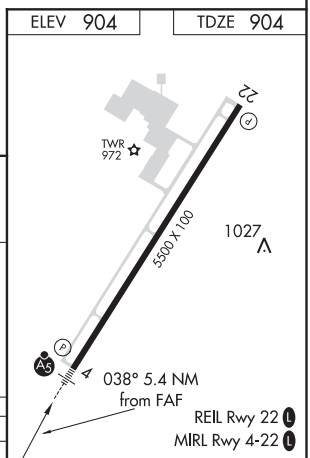
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.

| AWOS-3 | COLUMBUS APP CON | BOLTON TOWER ★ | GND CON |
|---|---|---|---|
| 135.925 | 134.0 279.6 | 128.1 (CTAF) L | 121.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1400-¾ | 496 (500-¾) | 1400-1<br>496 (500-1) | 1400-1¼<br>496 (500-1¼) |
| C CIRCLING | 1400-1 | 496 (500-1) | 1400-1½<br>496 (500-1½) | 1500-2<br>596 (600-2) |

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

EC-2, 05 NOV 2020 to 31 DEC 2020

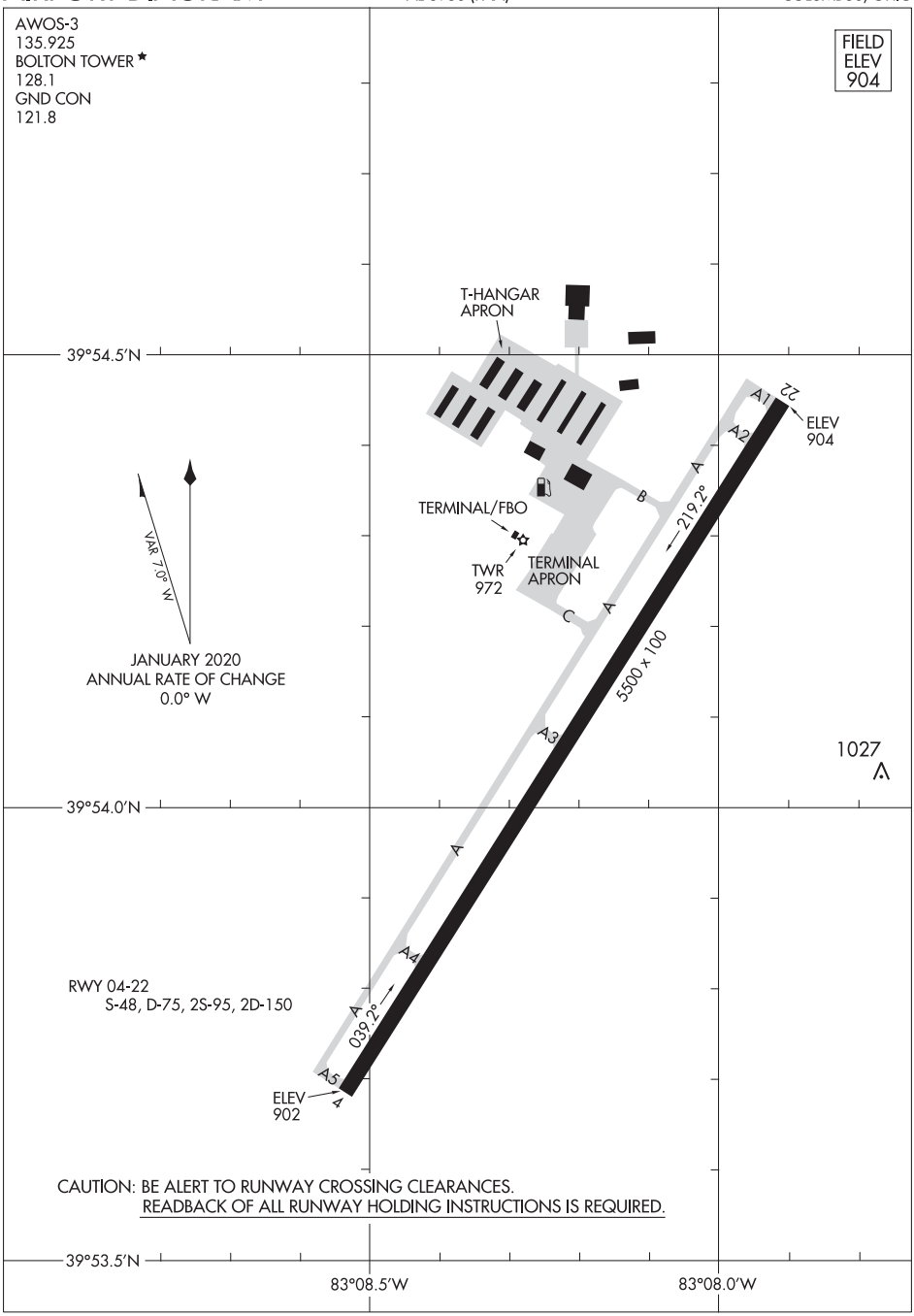
EC-2, 05 NOV 2020 to 31 DEC 2020

20310

# AIRPORT DIAGRAM

AL-5958 (FAA)

BOLTON FIELD (TZR)
COLUMBUS, OHIO




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20310
COLUMBUS, OHIO
BOLTON FIELD (TZR)

| LOC/DME I-CBP | APP CRS | Rwy ldg 8000 |
|---|---|---|
| 109.1 | 101° | TDZE 815 |
| Chan 28 | | Apt Elev 815 |

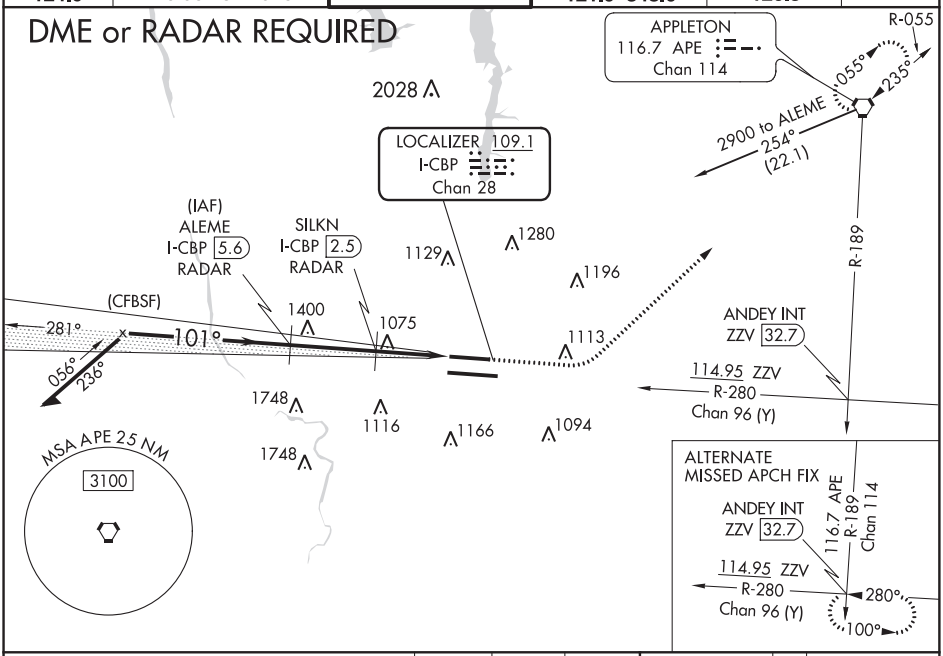
# ILS or LOC RWY 10L
## JOHN GLENN COLUMBUS INTL (CMH)

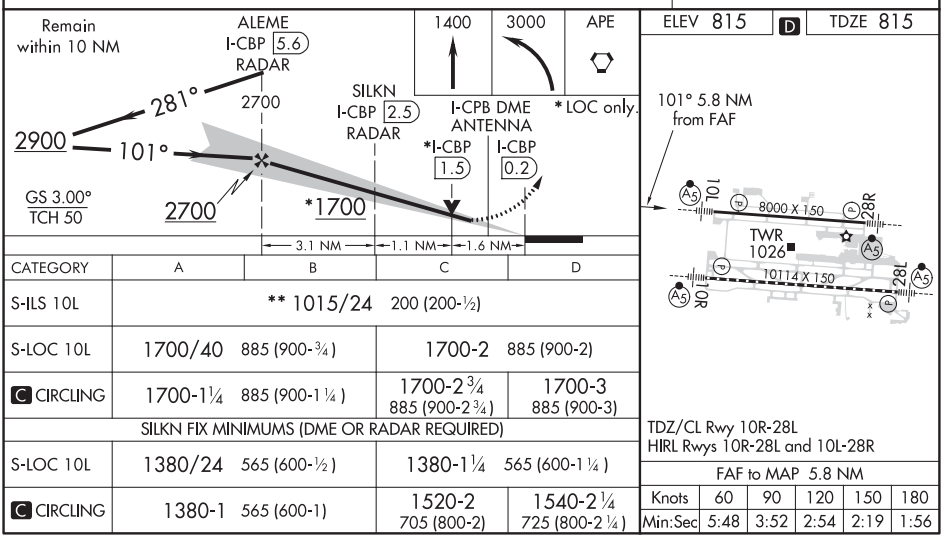
T A ** RVR 1800 authorized with the use of FD or AP or HUD to DA. For inop ALS, increase SILKN fix minimums S-LOC 10L Cat C/D visibility to 1⅝ SM. Simultaneous approach authorized.

MALSR A5

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

| D-ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.6 | 125.95 371.975 | 132.7 257.8 | 121.9 348.6 | 126.3 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10L | ** 1015/24 200 (200-½) | | | |
| S-LOC 10L | 1700/40 885 (900-¾) | | 1700-2 885 (900-2) | |
| C CIRCLING | 1700-1¼ 885 (900-1¼) | | 1700-2¾ 885 (900-2¾) | 1700-3 885 (900-3) |
| SILKN FIX MINIMUMS (DME OR RADAR REQUIRED) | | | | |
| S-LOC 10L | 1380/24 565 (600-½) | | 1380-1¼ 565 (600-1¼) | |
| C CIRCLING | 1380-1 565 (600-1) | | 1520-2 705 (800-2) | 1540-2¼ 725 (800-2¼) |

TDZ/CL Rwy 10R-28L
HIRL Rwys 10R-28L and 10L-28R

| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO — AL-94 (FAA) — 20086

| LOC/DME I-AQI | APP CRS | Rwy ldg 10113 |
|---|---|---|
| 111.75 | 101° | TDZE 809 |
| Chan 54 (Y) | | Apt Elev 815 |

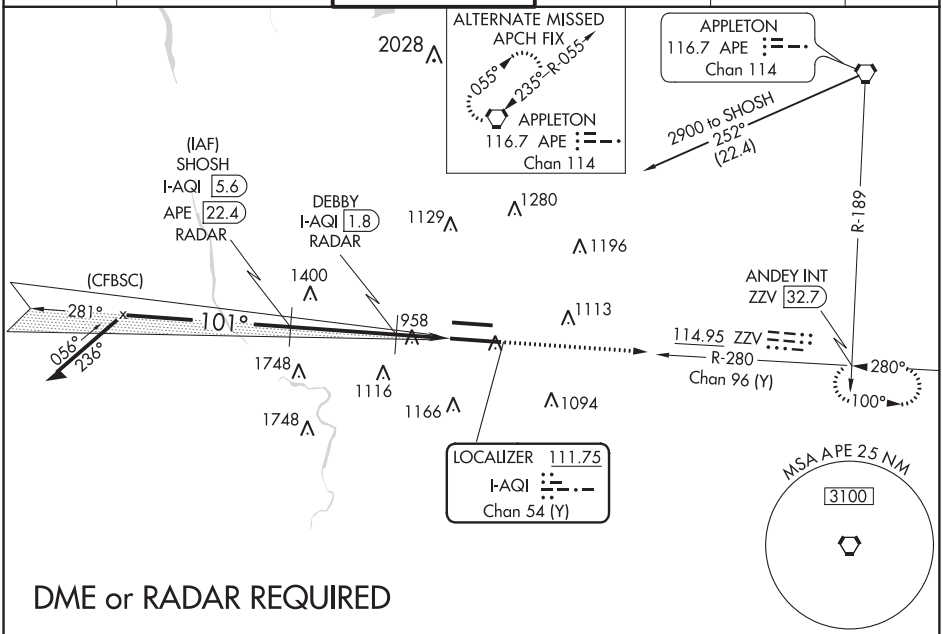
# ILS or LOC RWY 10R
## JOHN GLENN COLUMBUS INTL (CMH)

Simultaneous approach authorized. DME or radar required.
For inop ALS, increase S-LOC 10R Cats C/D visibility to 1⅞ SM, increase DEBBY fix minimums S-LOC 10R Cats C/D visibility to 1⅛ SM.

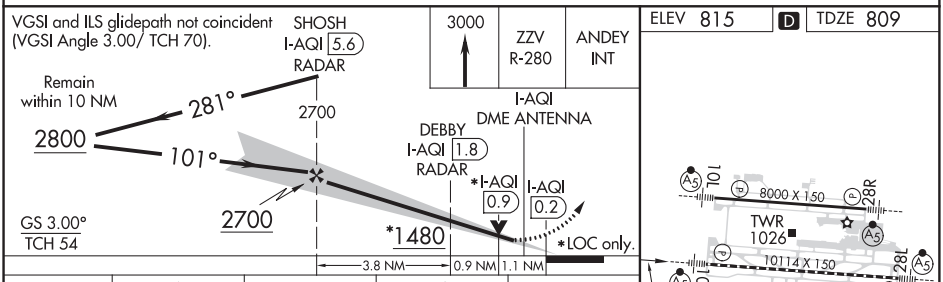
MALSR

MISSED APPROACH: Climb to 3000 on ZZV VOR/DME R-280 direct ANDEY INT/ZZV 32.7 DME and hold.

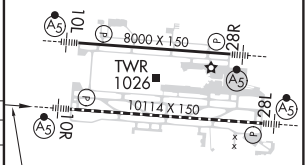
| D-ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.6 | 125.95 371.975 | 132.7 257.8 | 121.9 348.6 | 126.3 | |




DME or RADAR REQUIRED




ELEV 815 | D | TDZE 809




101° 5.8 NM from FAF

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10R | 1009/18 | | 200 (200-½) | |
| S-LOC 10R | 1480/24 | 671 (700-½) | 1480-1½ | 671 (700-1½) |
| C CIRCLING | 1480-1 | 665 (700-1) | 1520-2 705 (800-2) | 1540-2¼ 725 (800-2¼) |
| DEBBY FIX MINIMUMS (DME OR RADAR REQUIRED) | | | | |
| S-LOC 10R | 1220/24 | 411 (500-½) | 1220/40 | 411 (500-¾) |
| C CIRCLING | 1340-1 | 525 (600-1) | 1520-2 705 (800-2) | 1540-2¼ 725 (800-2¼) |

TDZ/CL Rwy 10R-28L
HIRL Rwys 10R-28L and 10L-28R

FAF to MAP 5.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO
Amdt 9C 22JUN17

40°00′N-82°54′W

JOHN GLENN COLUMBUS INTL (CMH)
ILS or LOC RWY 10R

| LOC/DME I-CMH | APP CRS | Rwy ldg | 10113 |
|---|---|---|---|
| 111.75 | 281° | TDZE | 815 |
| Chan 54 (Y) | | Apt Elev | 815 |

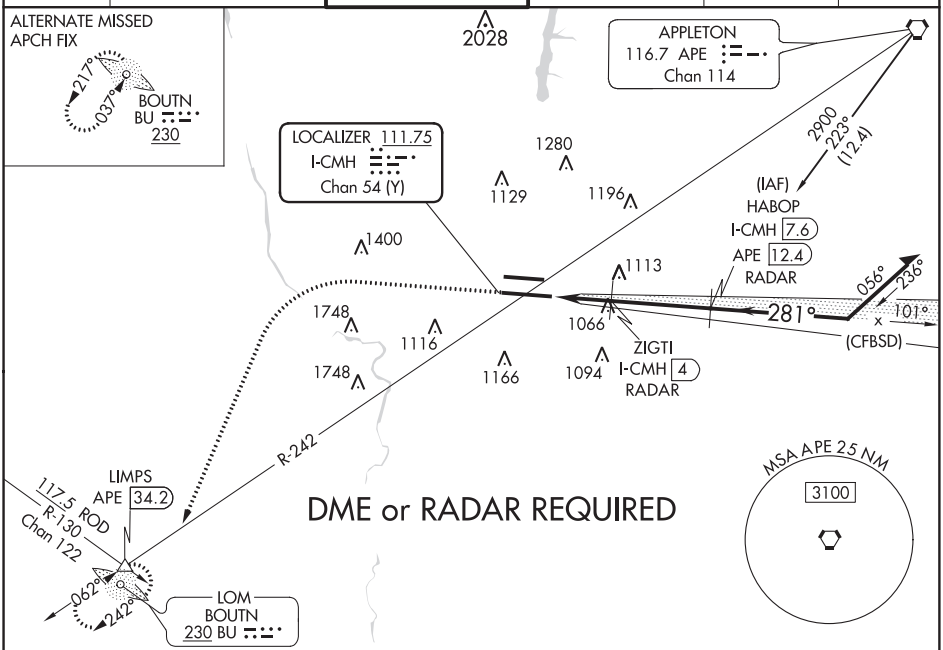
# ILS or LOC RWY 28L
## JOHN GLENN COLUMBUS INTL (CMH)

Simultaneous approach authorized. For inoperative ALS, increase S-LOC 28L Cats C and D visibility to 2 SM and increase ZIGTI fix minimums S-LOC 28L Cats C and D visibility to 1⅜ SM.

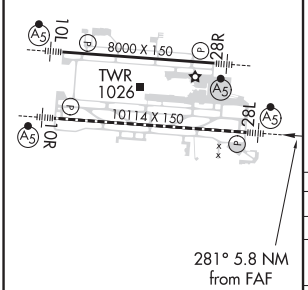
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 on heading 210° and on APE VORTAC R-242 to LIMPS INT/ APE 34.2 DME and hold.

| D-ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.6 | 125.95 371.975 | 132.7 257.8 | 121.9 348.6 | 126.3 | |

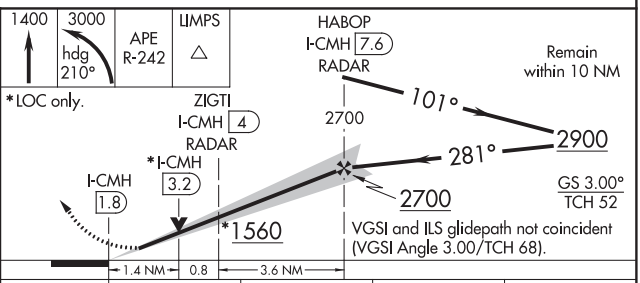



ELEV 815 D TDZE 815




TDZ/CL Rwy 10R-28L
HIRL Rwys 10R-28L and 10L-28R

| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28L | 1015/18 200 (200-½) | | | |
| S-LOC 28L | 1560/24 745 (800-½) | | 1560/40 745 (800-¾) | 1560-1¾ 745 (800-1¾) |
| C CIRCLING | 1560-1 745 (800-1) | 1560-1¼ 745 (800-1¼) | 1560-2¼ 745 (800-2¼) | 1560-2½ 745 (800-2½) |
| ZIGTI FIX MINIMUMS (DME OR RADAR REQUIRED) | | | | |
| S-LOC 28L | 1320/24 505 (600-½) | | 1320/55 505 (600-1) | |
| C CIRCLING | 1340-1 525 (600-1) | | 1520-2 705 (800-2) | 1540-2¼ 725 (800-2¼) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO — AL-94 (FAA) — 20086

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

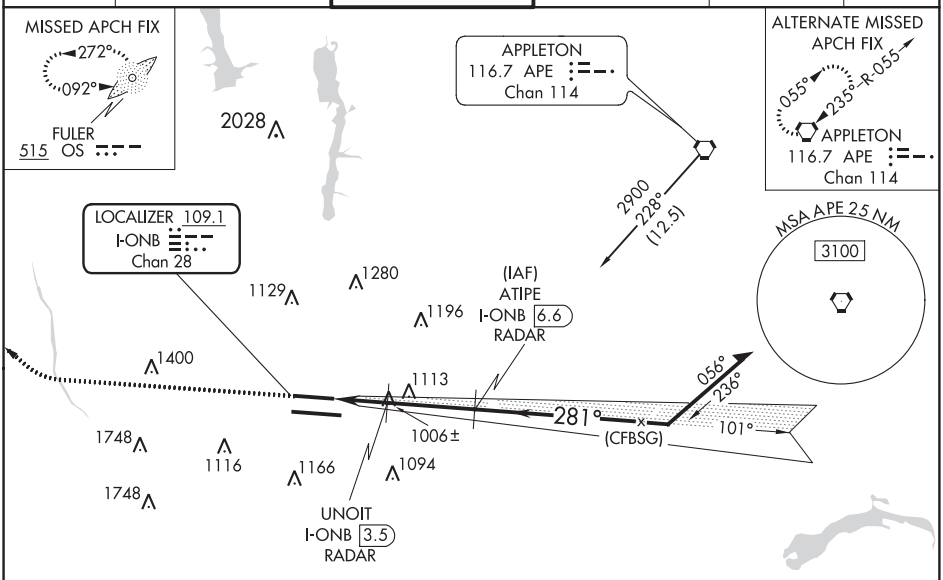
| LOC/DME I-ONB | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 109.1 | 281° | TDZE | 813 |
| Chan 28 | | Apt Elev | 815 |

Autopilot coupled approach NA below 2023.
ADF required. Simultaneous approach authorized.

MALSR

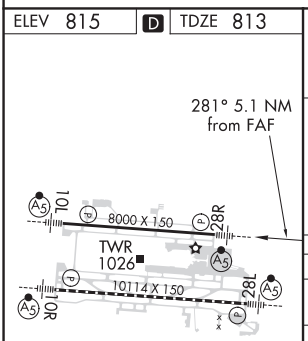
MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct FULER LOM and hold.

| D-ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.6 | 125.95 371.975 | 132.7 257.8 | 121.9 348.6 | 126.3 | |



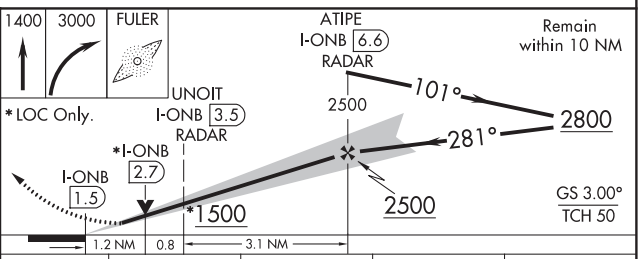

## DME or RADAR REQUIRED

ELEV 815 | D | TDZE 813




TDZ/CL Rwy 10R-28L
HIRL Rwys 10R-28L and 10L-28R

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28R | 1014/24 201 (200-½) | | | |
| S-LOC 28R | 1500/24 687 (700-½) | | 1500-1½ 687 (700-1½) | |
| C CIRCLING | 1500-1 685 (700-1) | | 1520-2 705 (800-2) | 1520-2¼ 705 (800-2¼) |
| UNOIT FIX MINIMUMS (DME OR RADAR REQUIRED) | | | | |
| S-LOC 28R | 1260/24 447 (500-½) | | 1260/45 447 (500-⅞) | |
| C CIRCLING | 1340-1 525 (600-1) | | 1520-2 705 (800-2) | 1520-2¼ 705 (800-2¼) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC/DME I-AQI | APP CRS | Rwy ldg 10113 |
|---|---|---|
| 111.75 | 101° | TDZE 809 |
| Chan 54 (Y) | | Apt Elev 815 |

# ILS RWY 10R (SA CAT I & II)

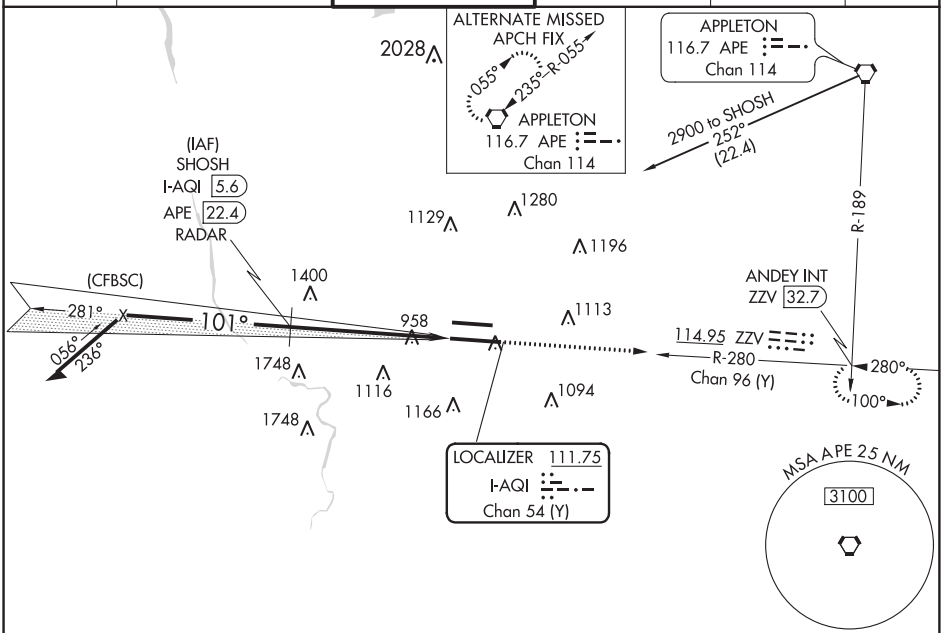
## JOHN GLENN COLUMBUS INTL (CMH)

Simultaneous approach authorized. DME or radar required. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

MALSR

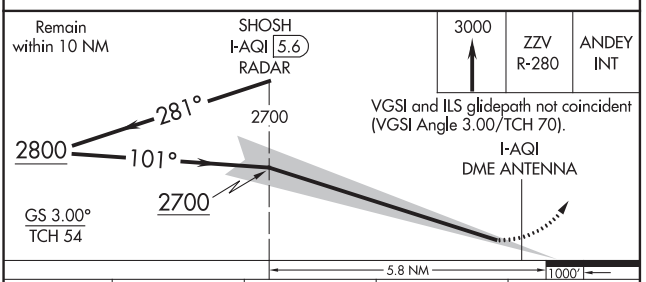
MISSED APPROACH: Climb to 3000 on ZZV VOR/DME R-280 direct ANDEY INT/ZZV 32.7 DME and hold.

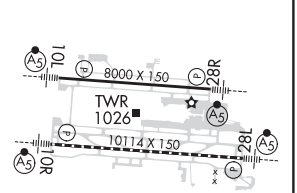
| D-ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.6 | 125.95 371.975 | 132.7 257.8 | 121.9 348.6 | 126.3 | |




ELEV 815 D TDZE 809

## DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10R | SA CAT I | RA 146/14 | 150 DA 959 | |
| S-ILS 10R | SA CAT II | RA 99/12 | 100 DA 909 | |

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

TDZ/CL Rwy 10R-28L
HIRL Rwys 10R-28L and 10L-28R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO | AL-94 (FAA) | 20086

| LOC/DME I-CMH | APP CRS | Rwy ldg | 10113 |
|---|---|---|---|
| 111.75 | 281° | TDZE | 815 |
| Chan 54 (Y) | | Apt Elev | 815 |

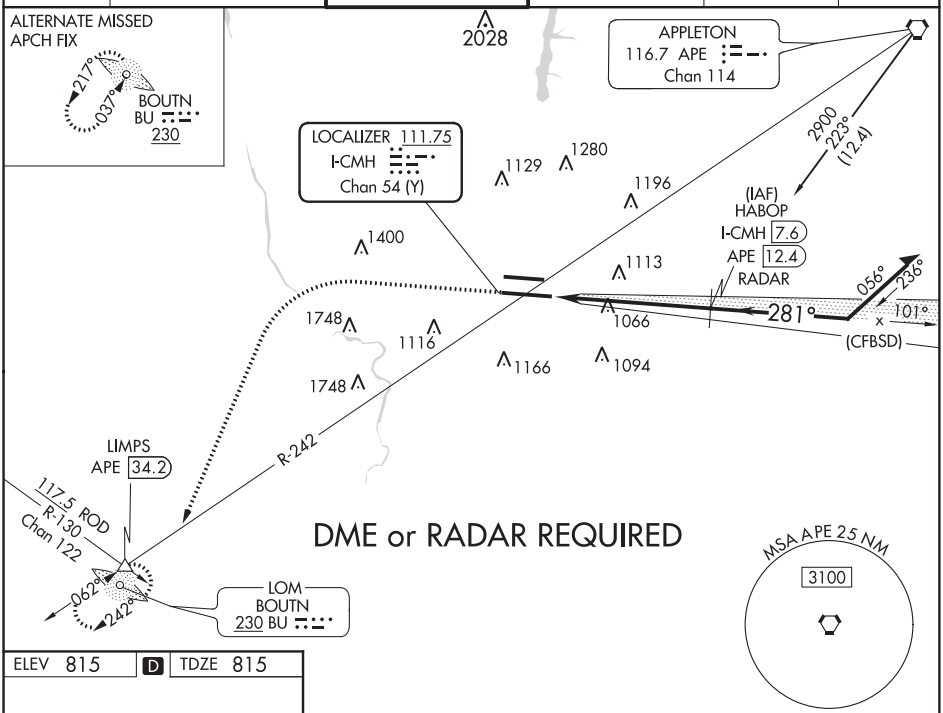
# ILS RWY 28L (SA CAT I & II)
## JOHN GLENN COLUMBUS INTL (CMH)

Simultaneous approach authorized.
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

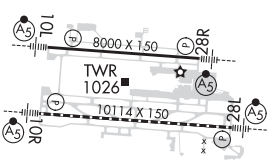
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 on heading 210° and on APE VORTAC R-242 to LIMPS INT/ APE 34.2 DME and hold.

| D-ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.6 | 125.95 371.975 | 132.7 257.8 | 121.9 348.6 | 126.3 | |

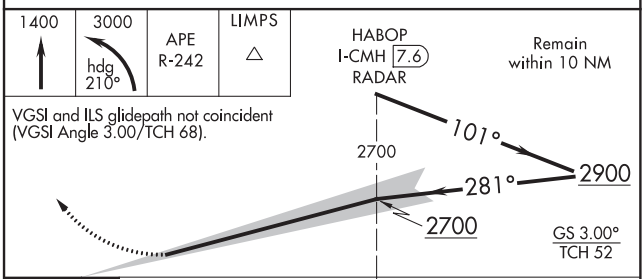



ELEV 815 | D | TDZE 815




| 1400 | 3000 | APE R-242 | LIMPS |
|---|---|---|---|
| | hdg 210° | | |

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28L | SA CAT I RA 157/14 150 DA 965 | | | |
| S-ILS 28L | SA CAT II RA 100/12 100 DA 915 | | | |

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

TDZ/CL Rwy 10R-28L
HIRL Rwys 10R-28L and 10L-28R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 8000 |
|---|---|---|
| 101° | TDZE | 815 |
| | Apt Elev | 815 |

# RNAV (RNP) Z RWY 10L
## JOHN GLENN COLUMBUS INTL (CMH)

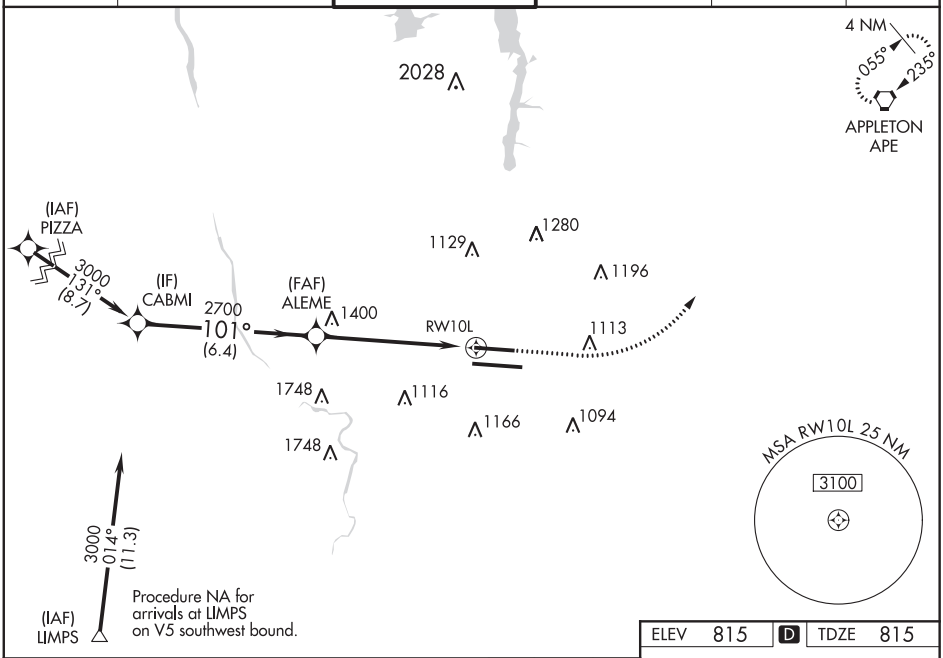
RNP AR APCH.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. For inoperative ALS, increase RNP 0.13 all Cats visibility to RVR 5500, increase RNP 0.26 all Cats visibility to 1¼ SM and increase RNP 0.30 all Cats visibility to 1½ SM.

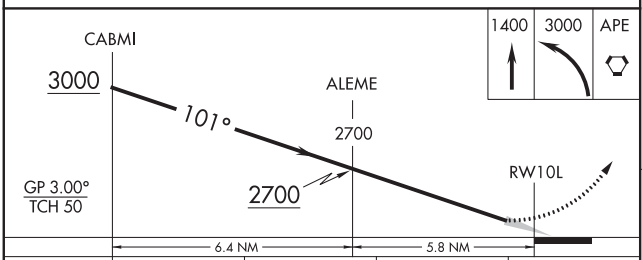
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

| D-ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.6 | 125.95 371.975 | 132.7 257.8 | 121.9 348.6 | 126.3 | |

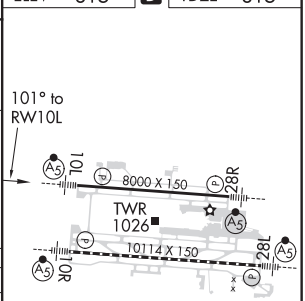



ELEV 815 | D | TDZE 815




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.13 DA | 1142/40 327 (400-¾) | | | |
| RNP 0.26 DA | 1193/40 378 (400-¾) | | | |
| RNP 0.30 DA | 1246/50 431 (500-1) | | | |

AUTHORIZATION REQUIRED




TDZ/CL Rwy 10R-28L
HIRL Rwys 10R-28L and 10L-28R



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 10113 |
|---|---|---|
| 101° | TDZE | 809 |
| | Apt Elev | 815 |

# RNAV (RNP) Z RWY 10R
## JOHN GLENN COLUMBUS INTL (CMH)

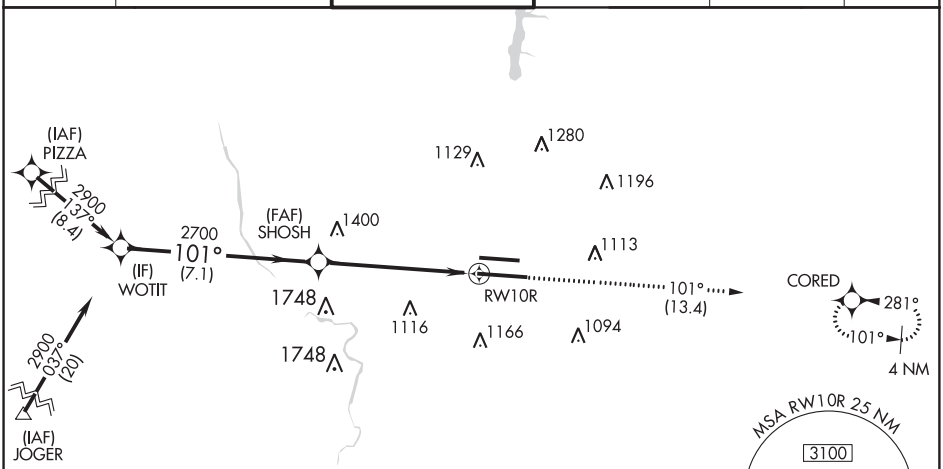
RNP AR APCH.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. For inoperative ALS, increase RNP 0.17 all Cats visibility to RVR 5900, increase RNP 0.30 all Cats visibility to 1⅝ SM.

MALSR

MISSED APPROACH: Climb to 3000 on track 101° to CORED and hold.

| D-ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.6 | 125.95 371.975 | 132.7 257.8 | 121.9 348.6 | 126.3 | |

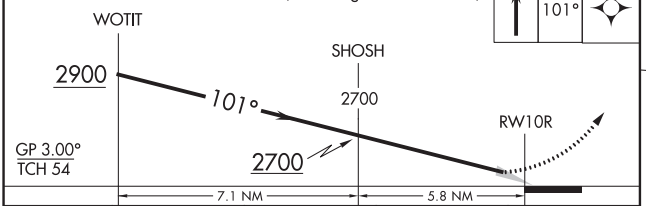



Procedure NA for arrivals at JOGER on V5 southwest bound.

ELEV 815 D TDZE 809

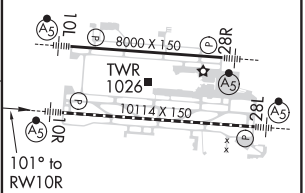
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/ TCH 70).

3000 | tr 101° | CORED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.17 DA | 1171/35 | 362 (400-⅝) | | |
| RNP 0.30 DA | 1288/55 | 479 (500-1) | | |

AUTHORIZATION REQUIRED




TDZ/CL Rwy 10R-28L
HIRL Rwys 10R-28L and 10L-28R



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 10113 |
|---|---|---|
| 281° | TDZE | 815 |
| | Apt Elev | 815 |

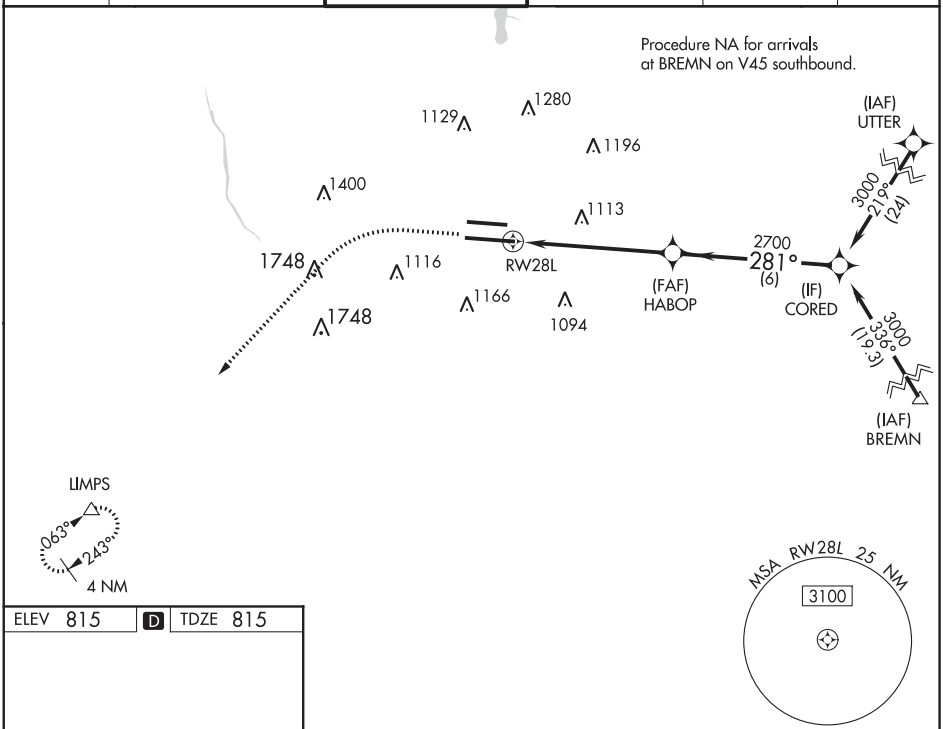
# RNAV (RNP) Z RWY 28L
## JOHN GLENN COLUMBUS INTL (CMH)

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inoperative ALS, increase RNP 0.17 all Cats visibility to RVR 4600, increase RNP 0.30 all Cats visibility to 1⅝ SM. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

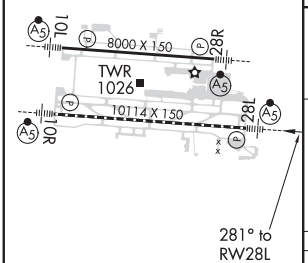
MALSR

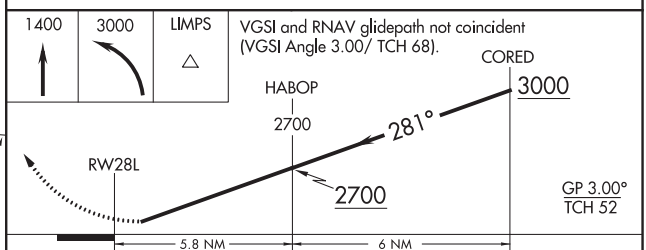
MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct LIMPS and hold.

| D-ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.6 | 125.95 371.975 | 132.7 257.8 | 121.9 348.6 | 126.3 | |




ELEV 815 | D | TDZE 815




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.17 DA | 1105/40 290 (300- ¾) | | | |
| RNP 0.30 DA | 1295/60 480 (500-1¼) | | | |

AUTHORIZATION REQUIRED

TDZ/CL Rwy 10R-28L
HIRL Rwys 10R-28L and 10L-28R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO | AL-94 (FAA) | 20086

| APP CRS | Rwy ldg | 8000 |
|---|---|---|
| 281° | TDZE | 813 |
| | Apt Elev | 815 |

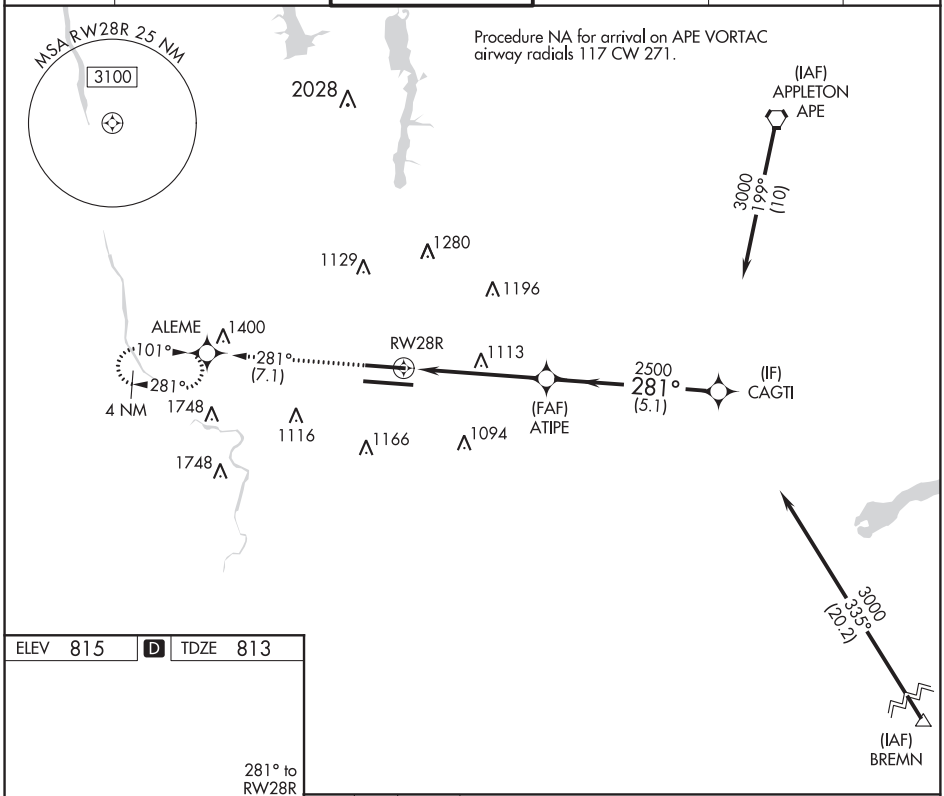
# RNAV (RNP) Z RWY 28R
## JOHN GLENN COLUMBUS INTL (CMH)

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative ALS, increase RNP 0.16 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1⅜ SM. Simultaneous approach authorized.

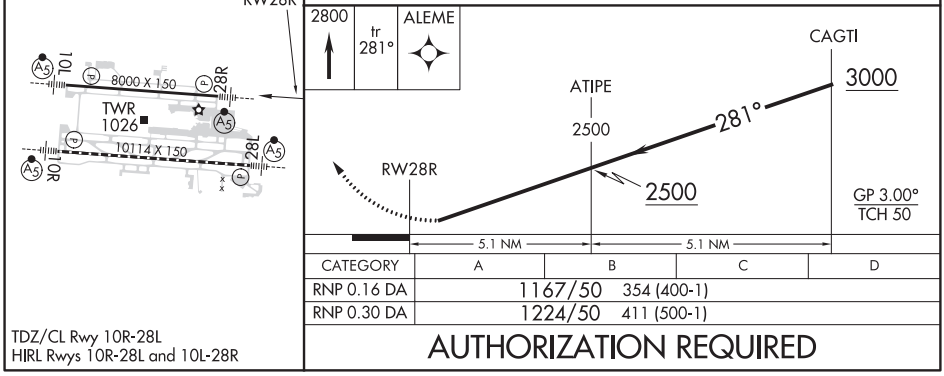
MALSR

MISSED APPROACH: Climb to 2800 on track 281° to ALEME and hold.

| D-ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.6 | 125.95 371.975 | 132.7 257.8 | 121.9 348.6 | 126.3 | |




ELEV 815 | D | TDZE 813




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.16 DA | 1167/50 354 (400-1) | | | |
| RNP 0.30 DA | 1224/50 411 (500-1) | | | |

AUTHORIZATION REQUIRED

TDZ/CL Rwy 10R-28L
HIRL Rwys 10R-28L and 10L-28R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 40299 W10B | APP CRS 101° | Rwy ldg 8000<br>TDZE 815<br>Apt Elev 815 |
|---|---|---|

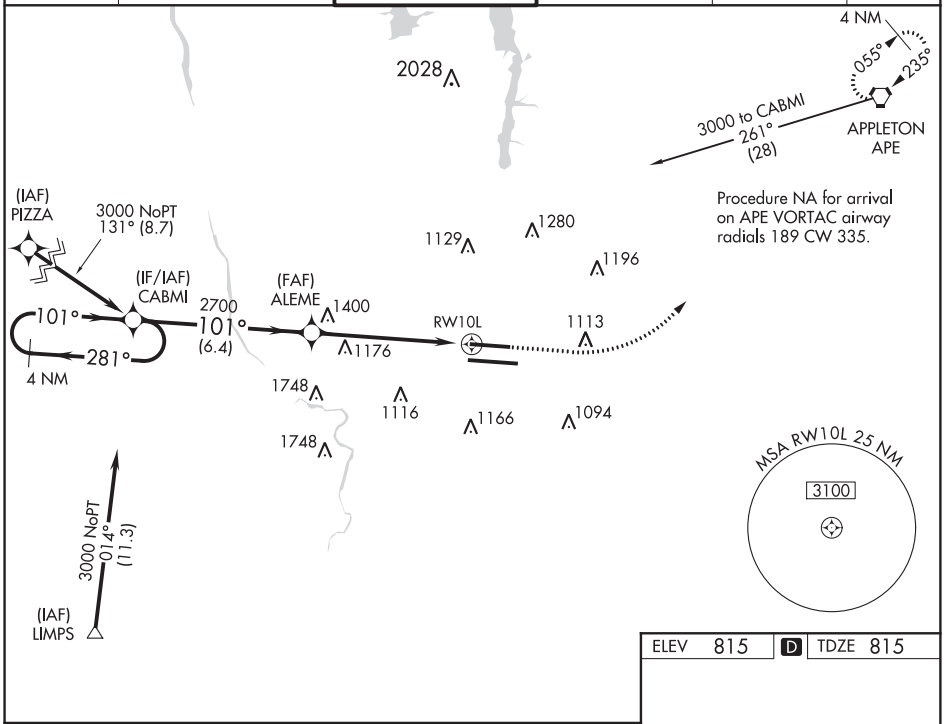
# RNAV (GPS) Y RWY 10L
## JOHN GLENN COLUMBUS INTL (CMH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

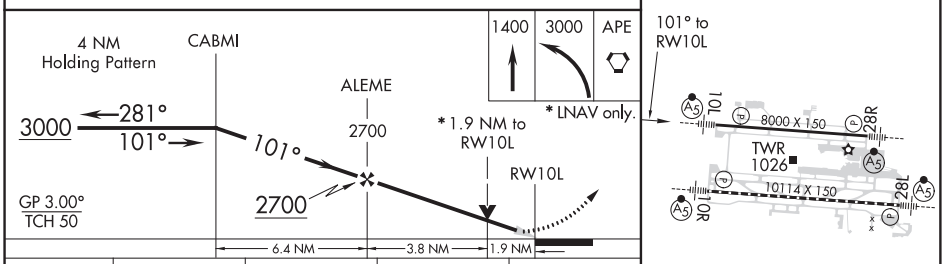
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

| D-ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.6 | 125.95 371.975 | 132.7 257.8 | 121.9 348.6 | 126.3 | |




ELEV 815 | D | TDZE 815




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA** | 1015/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1199/40 384 (400-¾) | | | |
| LNAV MDA | 1480/24 665 (700-½) | | 1480-1½ 665 (700-1½) | |
| C CIRCLING | 1480-1 665 (700-1) | | 1520-2 705 (800-2) | 1540-2¼ 725 (800-2¼) |

TDZ/CL Rwy 10R-28L
HIRL Rwys 10R-28L and 10L-28R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO — AL-94 (FAA) — 20086

| WAAS CH 99603 W10A | APP CRS 101° | Rwy ldg 10113<br>TDZE 809<br>Apt Elev 815 |
|---|---|---|

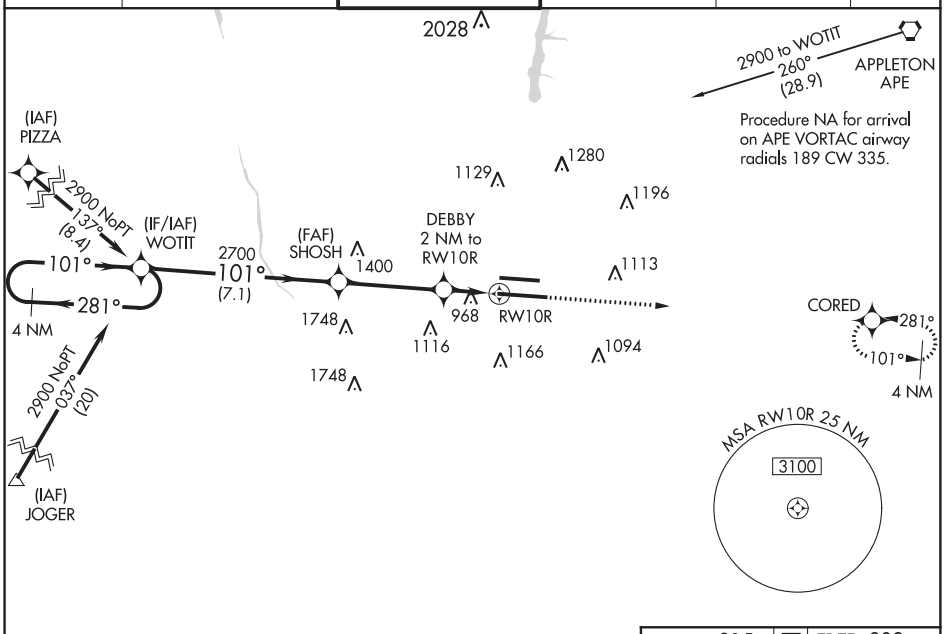
# RNAV (GPS) Y RWY 10R
## JOHN GLENN COLUMBUS INTL (CMH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 3000 direct CORED and hold.

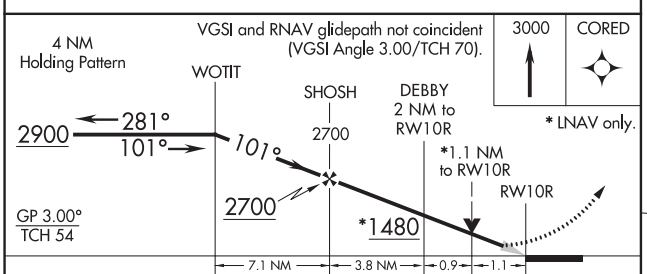
| D-ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.6 | 125.95 371.975 | 132.7 257.8 | 121.9 348.6 | 126.3 | |

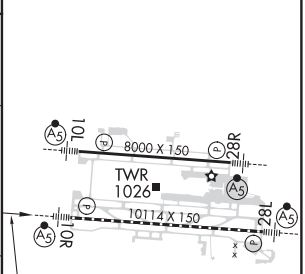



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ELEV 815 | D | TDZE 809




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1009/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1273/55 464 (500-1) | | | |
| LNAV MDA | 1220/24 411 (500-½) | | 1220/40 411 (500-¾) | |
| C CIRCLING | 1340-1 525 (600-1) | | 1520-2 705 (800-2) | 1540-2¼ 725 (800-2¼) |

TDZ/CL Rwy 10R-28L
HIRL Rwys 10R-28L and 10L-28R

| WAAS CH 48999 W28A | APP CRS 281° | Rwy ldg 10113<br>TDZE 815<br>Apt Elev 815 |
|---|---|---|

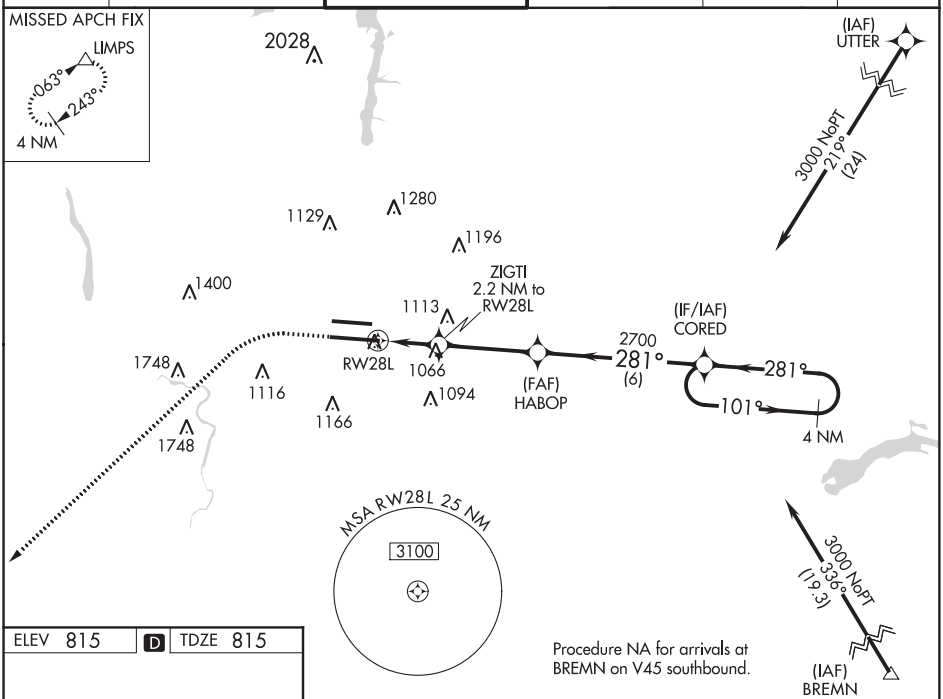
# RNAV (GPS) Y RWY 28L
## JOHN GLENN COLUMBUS INTL (CMH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

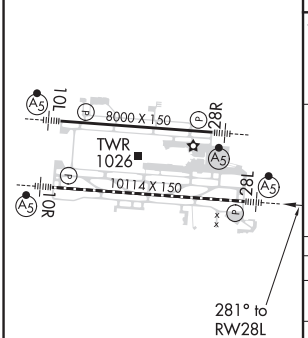
MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct LIMPS and hold.

| D-ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.6 | 125.95 371.975 | 132.7 257.8 | 121.9 348.6 | 126.3 | |

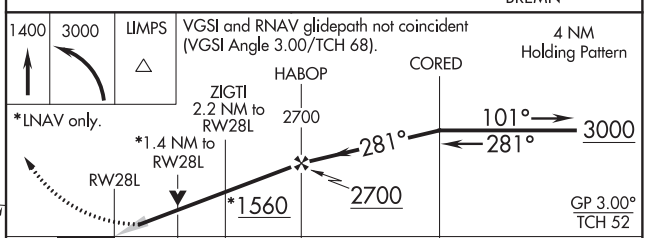



Procedure NA for arrivals at BREMN on V45 southbound.

| ELEV 815 | D | TDZE 815 |
|---|---|---|




TDZ/CL Rwy 10R-28L
HIRL Rwys 10R-28L and 10L-28R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1015/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1261/55 446 (500-1) | | | |
| LNAV MDA | 1320/24 505 (600-½) | | 1320/55 505 (600-1) | |
| C CIRCLING | 1340-1 525 (600-1) | | 1520-2 705 (800-2) | 1540-2¾ 725 (800-2¾) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO | AL-94 (FAA) | 20086

| WAAS CH 86619 W28B | APP CRS 281° | Rwy ldg 8000<br>TDZE 813<br>Apt Elev 815 |
|---|---|---|

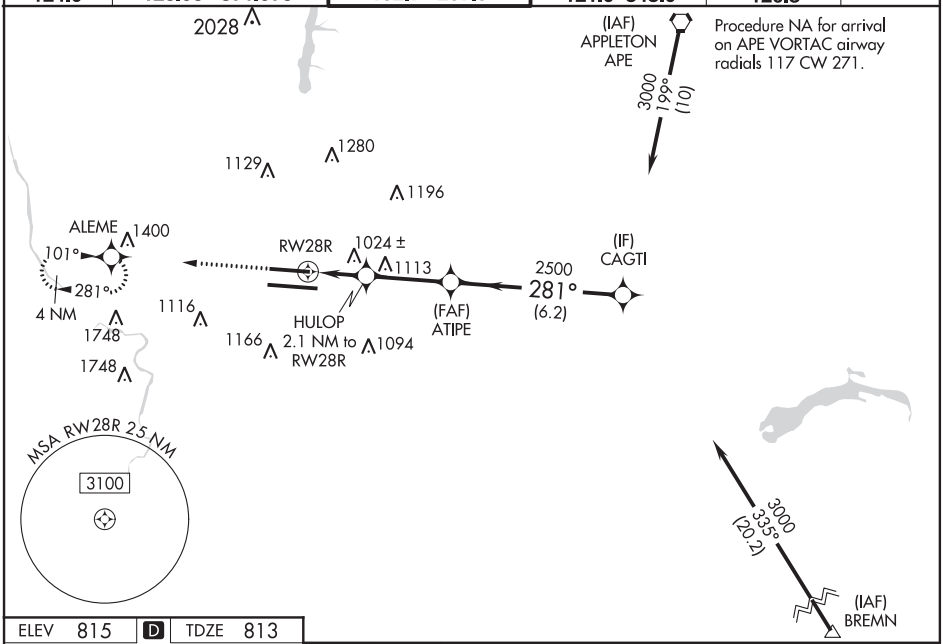
# RNAV (GPS) Y RWY 28R
## JOHN GLENN COLUMBUS INTL (CMH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative ALS, increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat C/D visibility to 1⅜ SM.

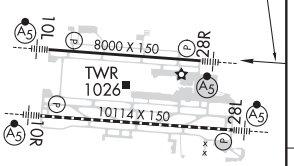
MALSR

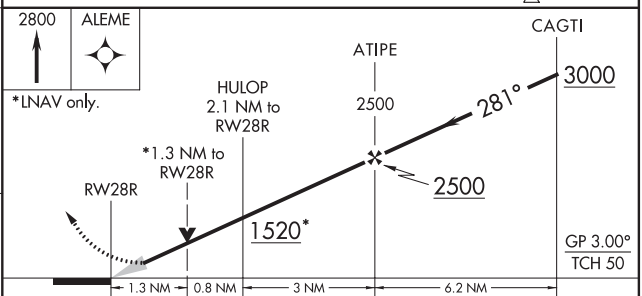
MISSED APPROACH: Climb to 2800 direct ALEME and hold.

| D-ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.6 | 125.95 371.975 | 132.7 257.8 | 121.9 348.6 | 126.3 | |




ELEV 815 | D | TDZE 813



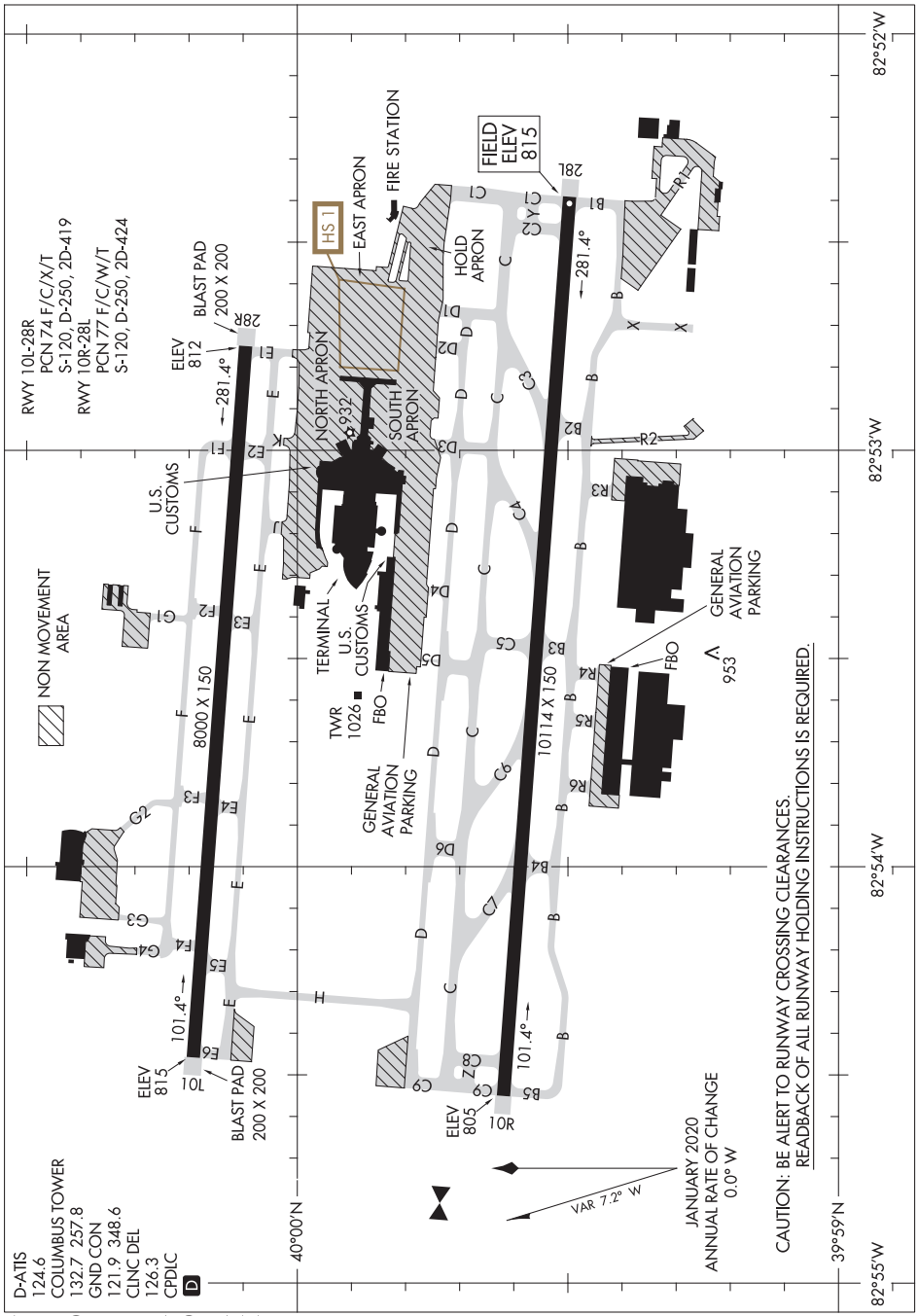




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1018/24 205 (300-½) | | | |
| LNAV/VNAV DA | 1122/24 309 (400-½) | | | |
| LNAV MDA | 1280/24 467 (500-½) | | 1280/50 467 (500-1) | |
| C CIRCLING | 1340-1 525 (600-1) | | 1520-2 705 (800-2) | 1520-2¼ 705 (800-2¼) |

TDZ/CL Rwy 10R-28L
HIRL Rwys 10R-28L and 10L-28R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO AL-5387 (FAA) 20254

# ILS or LOC RWY 9R
## OHIO STATE UNIVERSITY (OSU)

| LOC I-OSU | APP CRS | Rwy ldg | 5004 |
|---|---|---|---|
| 108.5 | 092° | TDZE | 905 |
| | | Apt Elev | 905 |

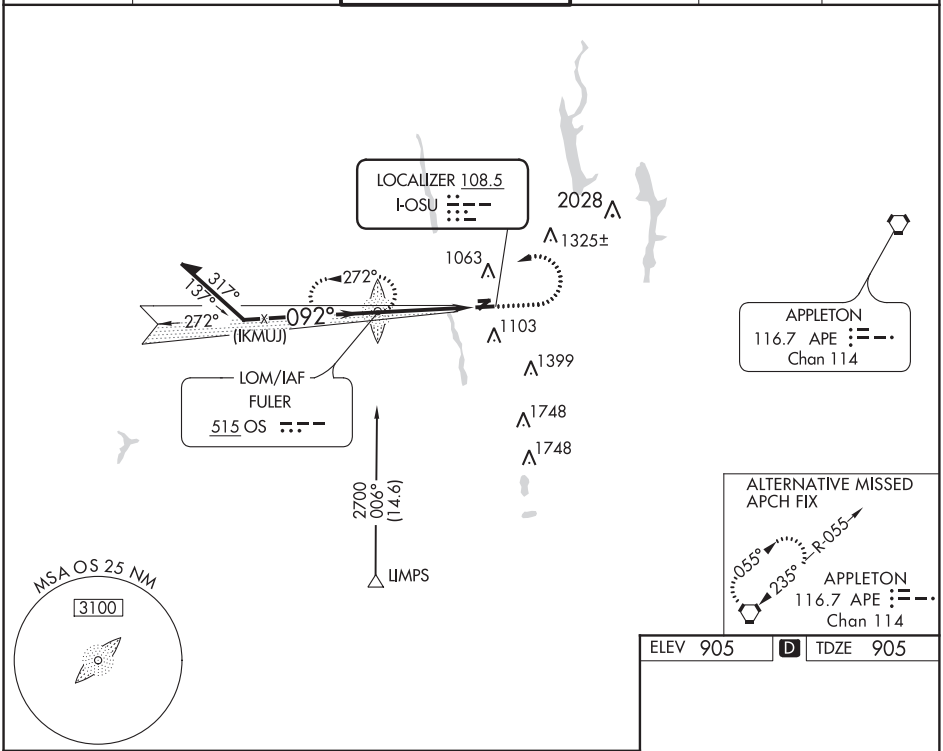
ADF required for procedure entry. ADF required.

When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet. Increase S-LOC 9R Cat C/D and Circling Cat C visibility ⅛ mile. Circling Rwy 23 NA at night.

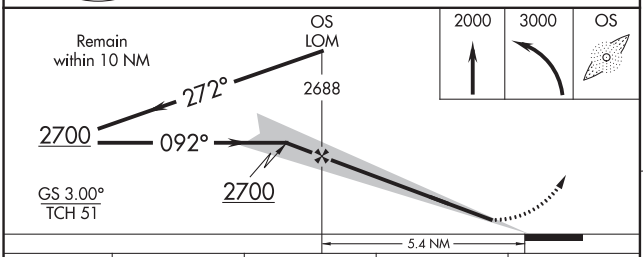
MALSR

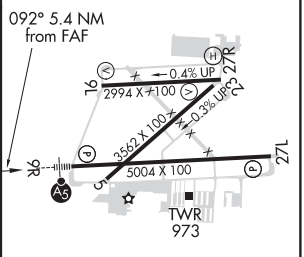
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FULER LOM and hold.

| ATIS | COLUMBUS APP CON | STATE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.35 | 125.95 317.775 | 118.8 (CTAF) L 254.325 | 121.7 | 121.7 | 122.95 |




ELEV 905 D TDZE 905




REIL Rwy 27L
HIRL Rwy 9R-27L
MIRL Rwys 9L-27R

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9R | 1105-½ 200 (200-½) | | | |
| S-LOC 9R | 1420-½ 515 (600-½) | | 1420-1 515 (600- 1) | |
| CIRCLING | 1420-1 515 (600-1) | | 1420-1½ 515 (600-1½) | 1460-2 555 (600-2) |

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 86420 W09A | APP CRS 092° | Rwy ldg 5004<br>TDZE 905<br>Apt Elev 905 |
|---|---|---|

# RNAV (GPS) RWY 9R
## OHIO STATE UNIVERSITY (OSU)

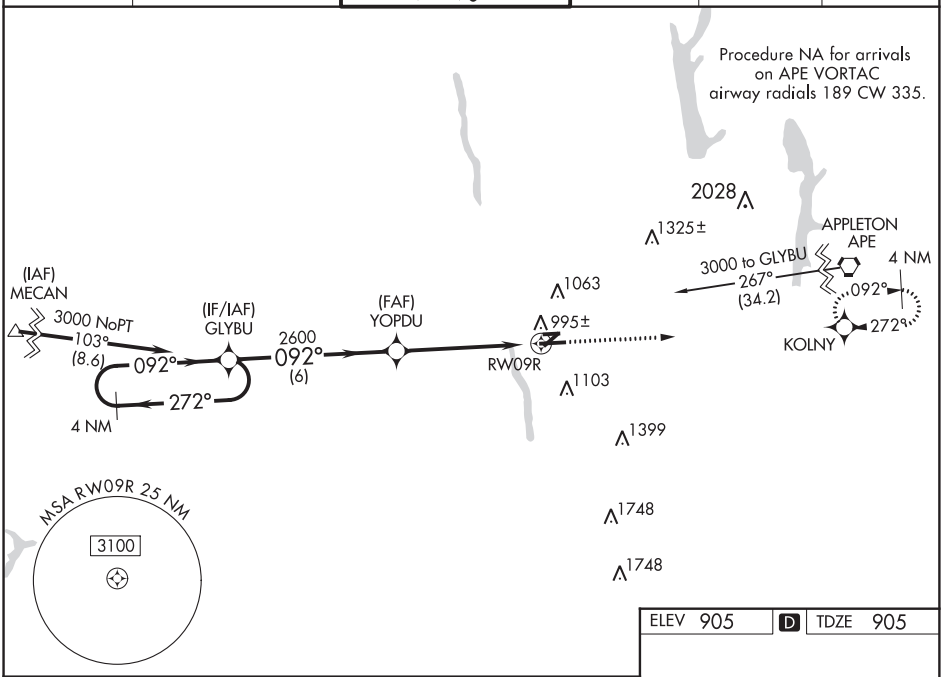
RNP APCH.

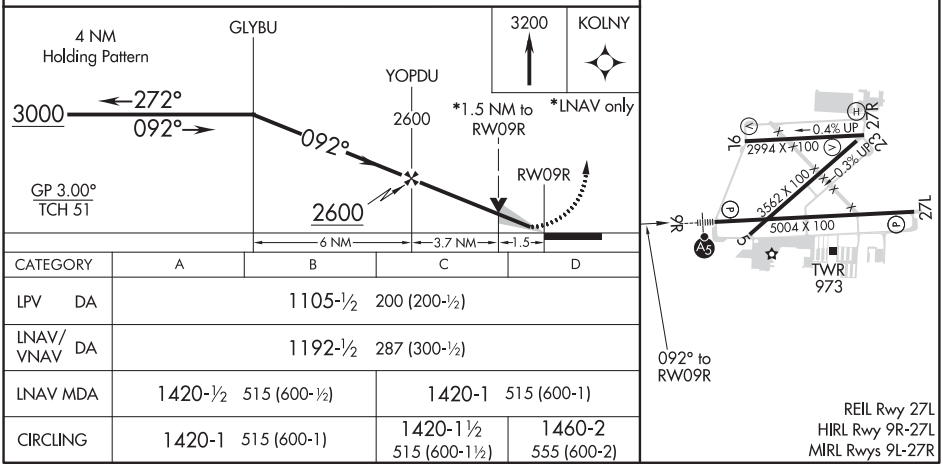
Baro-VNAV NA when using John Glenn Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C. VDP NA with John Glenn Columbus Intl altimeter setting. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet. Increase LNAV Cat C/D visibility ⅛ mile. Circling Rwy 23 NA at night. For inop ALS, increase LNAV/VNAV visibility all Cats to ⅞ SM.

MALSR

MISSED APPROACH: Climb to 3200 direct KOLNY and hold.

| ATIS | COLUMBUS APP CON | STATE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.35 | 125.95 317.775 | 118.8 (CTAF) L 254.325 | 121.7 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1105-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1192-½ 287 (300-½) | | | |
| LNAV MDA | 1420-½ 515 (600-½) | | 1420-1 515 (600-1) | |
| CIRCLING | 1420-1 515 (600-1) | | 1420-1½ 515 (600-1½) | 1460-2 555 (600-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO | AL-5387 (FAA) | 20254

# RNAV (GPS) RWY 27L
## OHIO STATE UNIVERSITY (OSU)

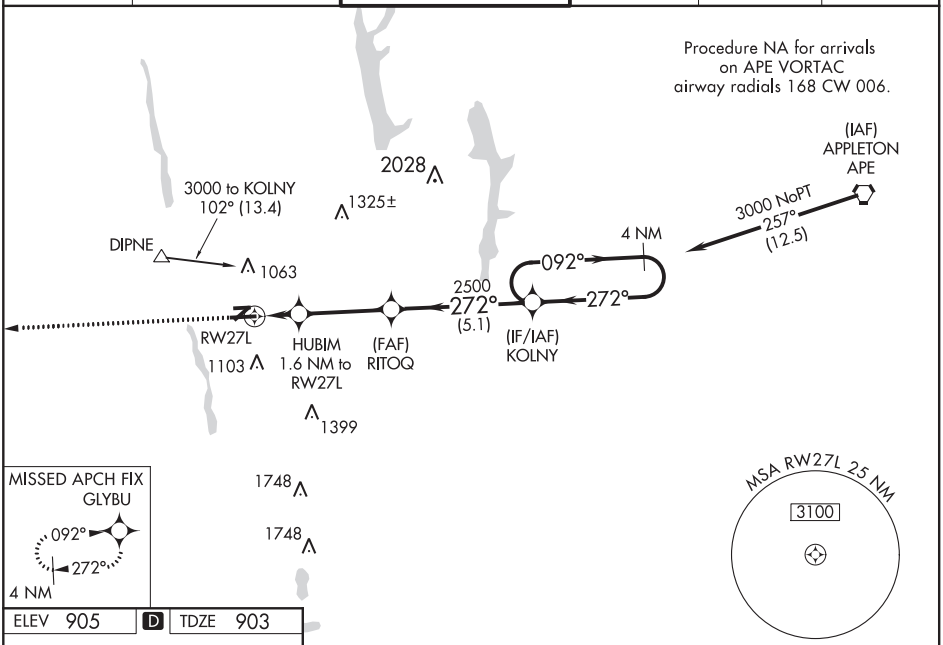
| WAAS CH 45720 W27A | APP CRS 272° | Rwy ldg 5004 / TDZE 903 / Apt Elev 905 |
|---|---|---|

RNP APCH.

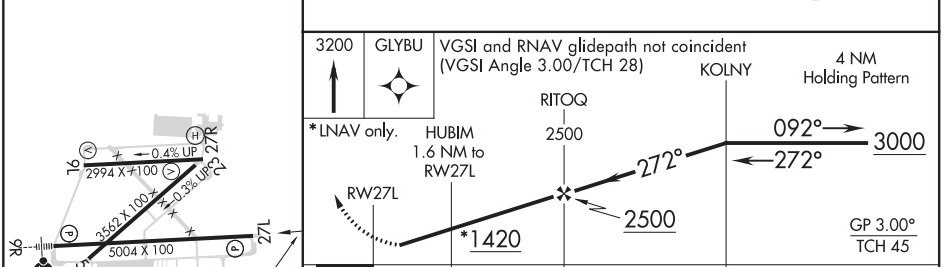
Baro-VNAV NA when using John Glenn Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile. Circling Rwy 23 NA at night. Rwy 27L helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3200 direct GLYBU and hold.

| ATIS | COLUMBUS APP CON | STATE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.35 | 125.95 317.775 | 118.8 (CTAF) 254.325 | 121.7 | 121.7 | 122.95 |




ELEV 905 | D | TDZE 903




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1153-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1199-1 296 (300-1) | | | |
| LNAV MDA | 1280-1 377 (400-1) | | 1280-1⅛ 377 (400-1⅛) | |
| CIRCLING | 1380-1 475 (500-1) | | 1420-1½ 515 (600-1½) | 1460-2 555 (600-2) |

REIL Rwy 27L
HIRL Rwy 9R-27L
MIRL Rwys 9L-27R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# NDB RWY 9R
## OHIO STATE UNIVERSITY (OSU)

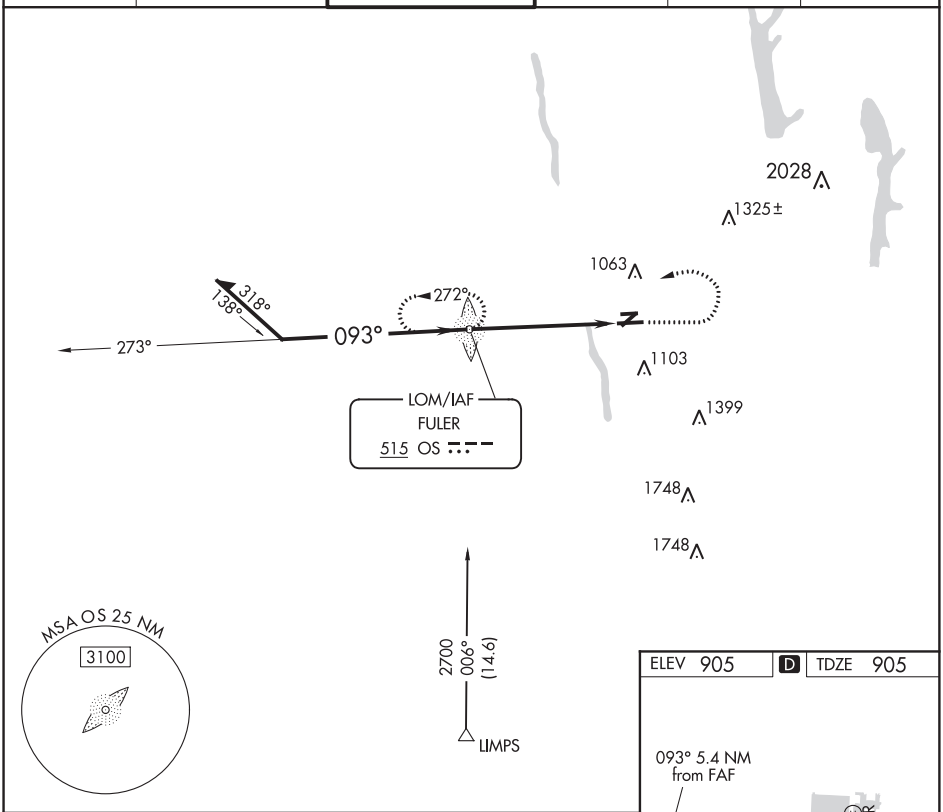
| LOM OS | APP CRS | Rwy ldg | 5004 |
|---|---|---|---|
| 515 | 093° | TDZE | 905 |
| | | Apt Elev | 905 |

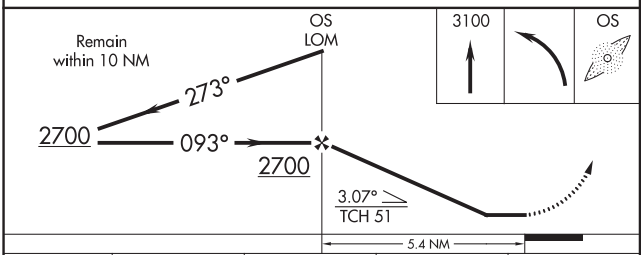
When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all MDA 40 feet. Increase S-9R Cat C/D and Circling Cat C visibility ⅛ mile. Circling Rwy 23 NA at night.

MALSR

MISSED APPROACH: Climb to 3100 then left turn direct OS LOM and hold.

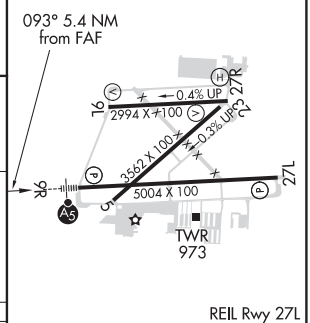
| ATIS | COLUMBUS APP CON | STATE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 121.35 | 125.95 317.775 | 118.8 (CTAF) L 254.325 | 121.7 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9R | 1460-¾ 555 (600-¾) | | 1460-1⅛ 555 (600-1⅛) | |
| CIRCLING | 1460-1 555 (600-1) | | 1460-1⅝ 555 (600-1⅝) | 1460-2 555 (600-2) |

ELEV 905 D TDZE 905




REIL Rwy 27L
HIRL Rwy 9R-27L
MIRL Rwys 9L-27R

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

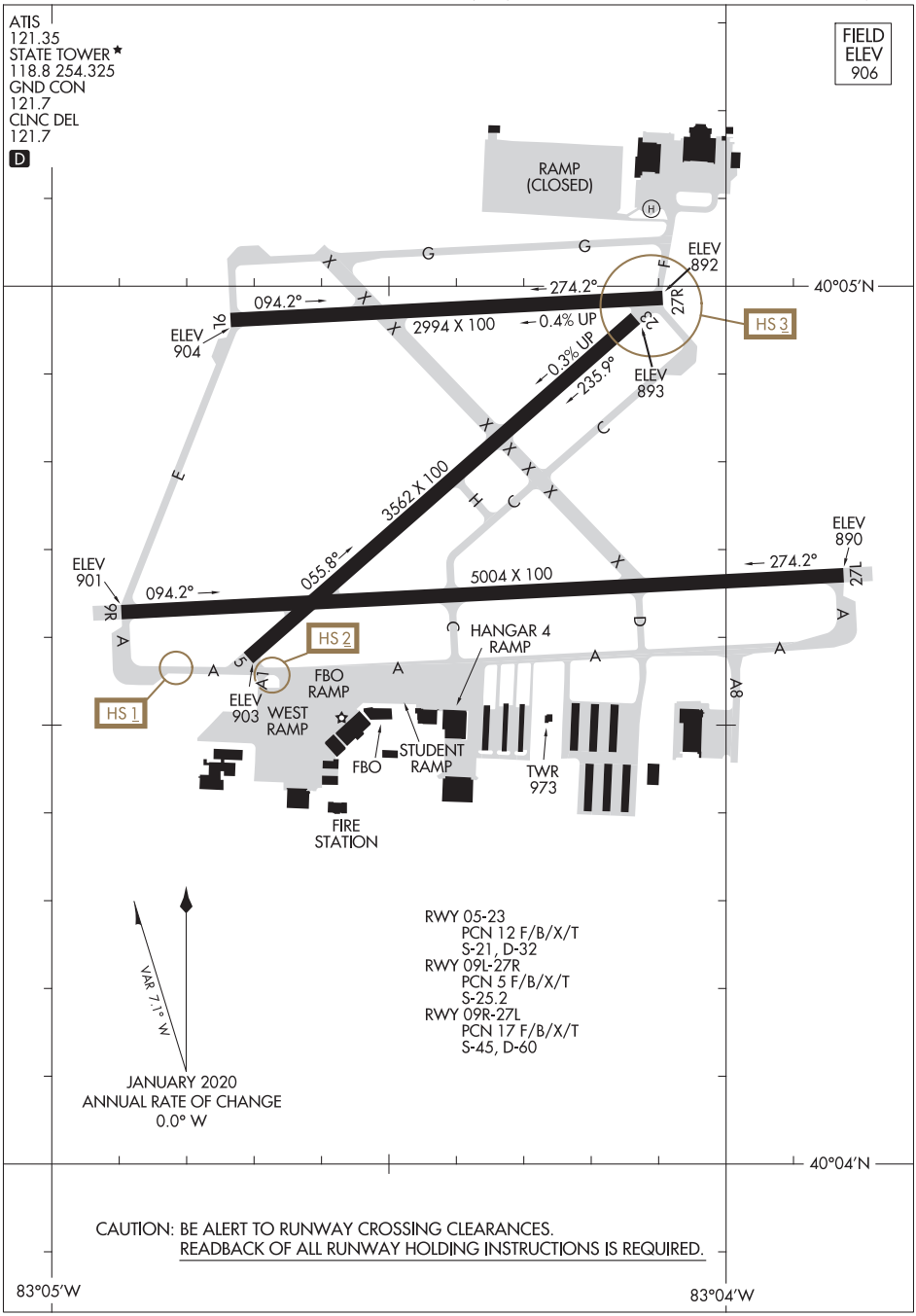
20254

# AIRPORT DIAGRAM

AL-5387 (FAA)

## OHIO STATE UNIVERSITY (OSU)

COLUMBUS, OHIO




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20254
OHIO STATE UNIVERSITY (OSU)
COLUMBUS OHIO

| LOC/DME I-FQS | APP CRS | Rwy ldg | 11004 |
|---|---|---|---|
| 110.55 | 052° | TDZE | 744 |
| Chan 42 (Y) | | Apt Elev | 744 |

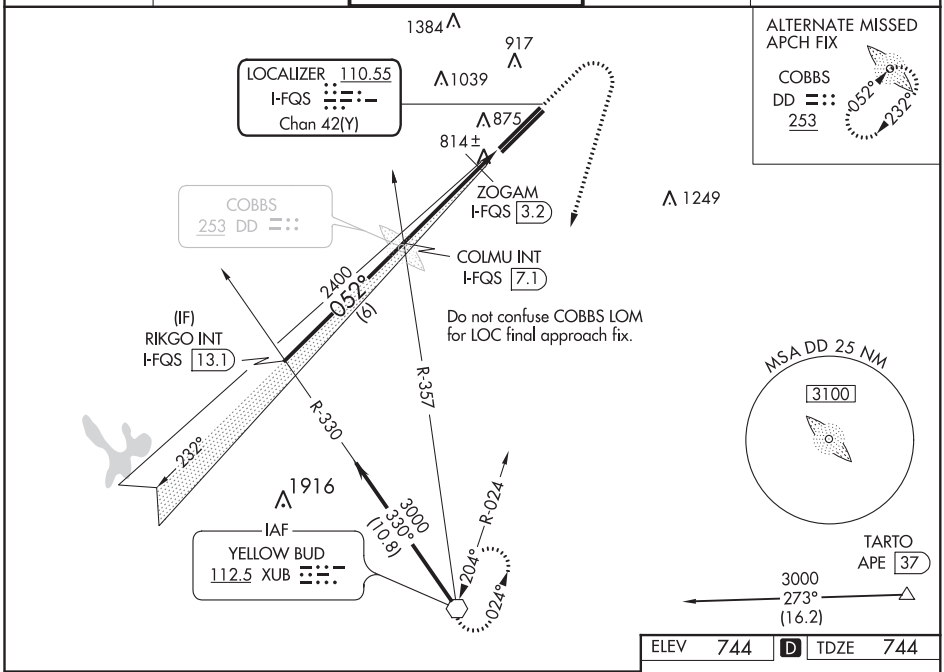
# ILS or LOC RWY 5L
## RICKENBACKER INTL (LCK)

Circling NA northwest of Rwy 5L-23R. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all DA 36 Feet and all MDA 40 feet, increase S-LOC 5L visibility Cat C and D ½ mile; increase ZOGAM fix minimums visibility Cat C and D ⅜ mile.

MALSR

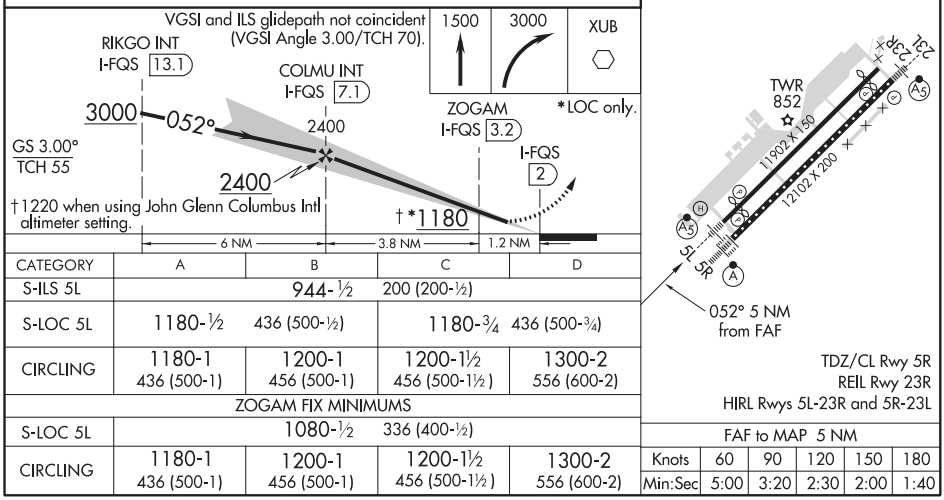
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

| ATIS | COLUMBUS APP CON | RICK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.75 | 134.0 279.6 | 120.05 348.4 | 125.275 275.8 | 125.275 275.8 |




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5L | 944-½ 200 (200-½) | | | |
| S-LOC 5L | 1180-½ 436 (500-½) | | 1180-¾ 436 (500-¾) | |
| CIRCLING | 1180-1 436 (500-1) | 1200-1 456 (500-1) | 1200-1½ 456 (500-1½) | 1300-2 556 (600-2) |
| ZOGAM FIX MINIMUMS | | | | |
| S-LOC 5L | 1080-½ 336 (400-½) | | | |
| CIRCLING | 1180-1 436 (500-1) | 1200-1 456 (500-1) | 1200-1½ 456 (500-1½) | 1300-2 556 (600-2) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

COLUMBUS, OHIO | AL-6846 (FAA) | 20086

# ILS or LOC RWY 5R
## RICKENBACKER INTL (LCK)

| LOC/DME I-DDV | APP CRS | Rwy ldg | 12102 |
|---|---|---|---|
| 110.1 | 052° | TDZE | 736 |
| Chan 38 | | Apt Elev | 744 |

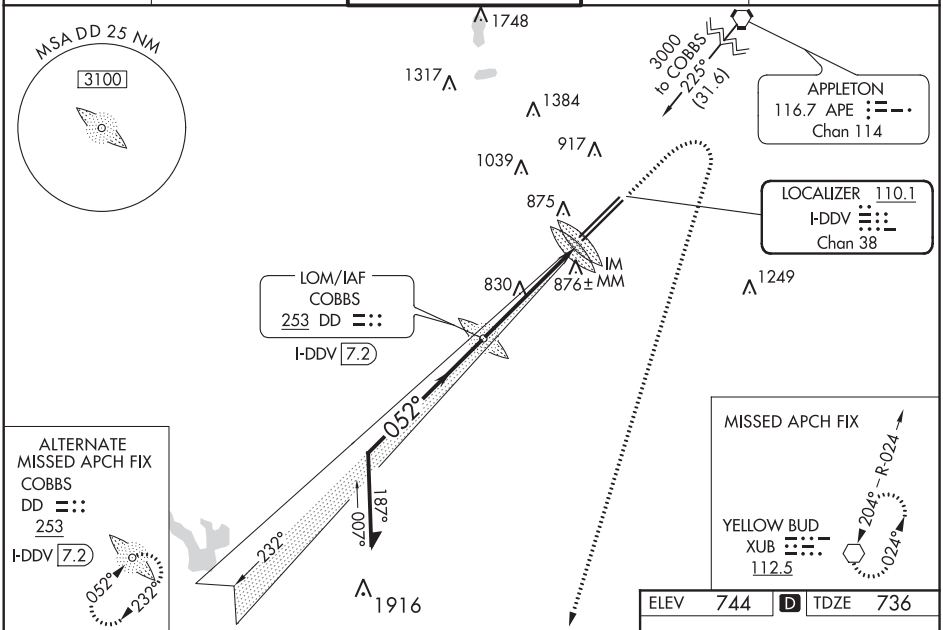
ADF or DME required.

Circling NA northwest of Rwy 5L-23R.

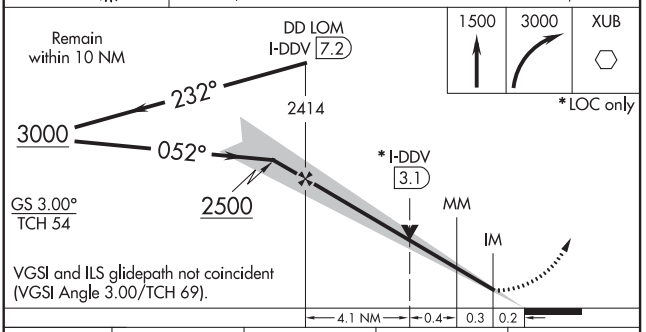
ALSF-2

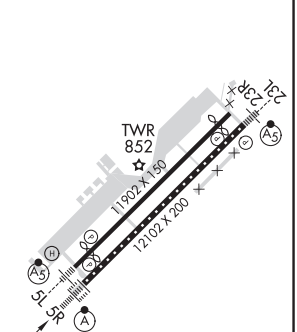
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

| ATIS | COLUMBUS APP CON | RICK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.75 | 134.0 279.6 | 120.05 348.4 | 125.275 275.8 | 125.275 275.8 |




| ELEV | 744 | D | TDZE | 736 |
|---|---|---|---|---|




TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5R | 936/18 200 (200-½) | | | |
| S-LOC 5R | 1080/24 344 (400-½) | | 1080/30 344 (400-⅝) | |
| CIRCLING | 1180-1 436 (500-1) | 1200-1 456 (500-1) | 1200-1½ 456 (500-1½) | 1300-2 556 (600-2) |

FAF to MAP 5 NM

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

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO
Amdt 3C 05DEC19

39°49′N-82°56′W

RICKENBACKER INTL (LCK)
ILS or LOC RWY 5R

# ILS or LOC RWY 23L
## RICKENBACKER INTL (LCK)

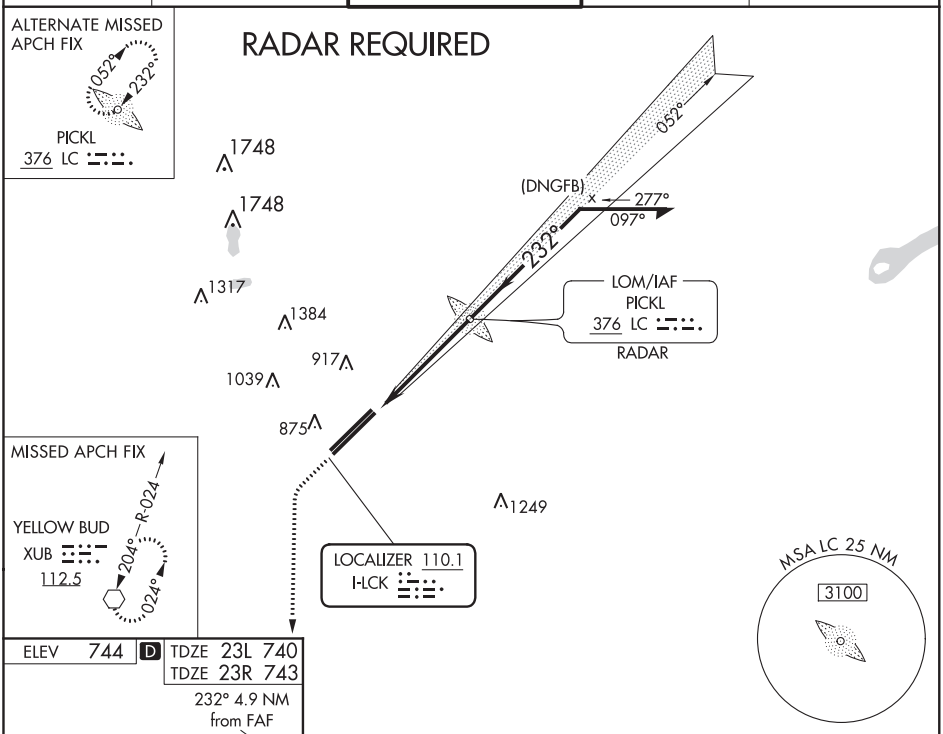
| LOC I-LCK | APP CRS | Rwy ldg | 23L | 23R |
|---|---|---|---|---|
| 110.1 | 232° | | 12102 | 10913 |
| | | TDZE | 740 | 743 |
| | | Apt Elev | 744 | 744 |

Circling NA northwest of Rwy 5L-23R. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet, increase S-LOC 23L visibility Cat C and D to RVR 5500.

MALSR

MISSED APPROACH: Climb to 3000, then left turn direct XUB VOR and hold.

| ATIS | COLUMBUS APP CON | RICK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.75 | 134.0 279.6 | 120.05 348.4 | 125.275 275.8 | 125.275 275.8 |




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23L | 940/24 200 (200-½) | | | |
| S-LOC 23L | 1220/24 480 (500-½) | | 1220/50 480 (500-1) | |
| SIDESTEP RWY 23R | 1220-1 477 (500-1) | | 1220-1½ 477 (500-1½) | 1220-2 477 (500-2) |
| CIRCLING | 1220-1 476 (500-1) | | 1220-1½ 476 (500-1½) | 1300-2 556 (600-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO | AL-6846 (FAA) | 20086

# ILS RWY 5R (SA CAT I)
## RICKENBACKER INTL (LCK)

| LOC/DME I-DDV | APP CRS | Rwy ldg | 12102 |
|---|---|---|---|
| 110.1 | 052° | TDZE | 736 |
| Chan 38 | | Apt Elev | 744 |

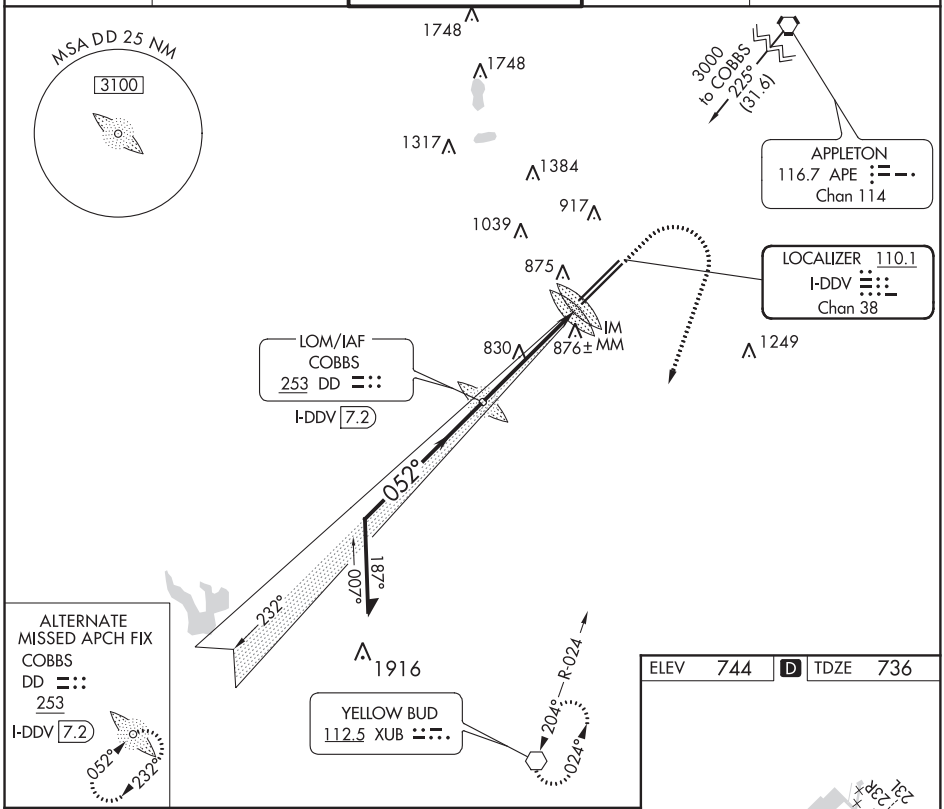
ADF or DME required.

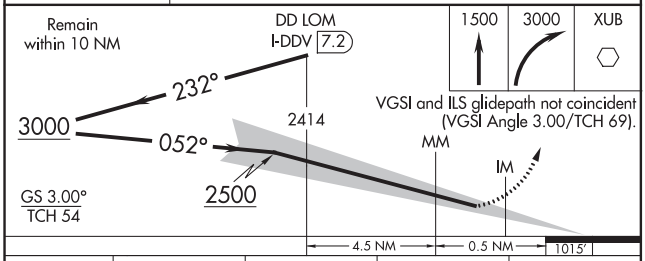
Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

| ATIS | COLUMBUS APP CON | RICK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.75 | 134.0 279.6 | 120.05 348.4 | 125.275 275.8 | 125.275 275.8 |

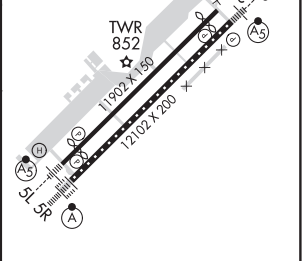



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5R | RA 150/14 150 DA 886 | | | |

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

ELEV 744 | D | TDZE 736




TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO
Amdt 3C 05DEC19

39°49'N-82°56'W

RICKENBACKER INTL (LCK)
ILS RWY 5R (SA CAT I)

# ILS RWY 5R (CAT II)
## RICKENBACKER INTL (LCK)

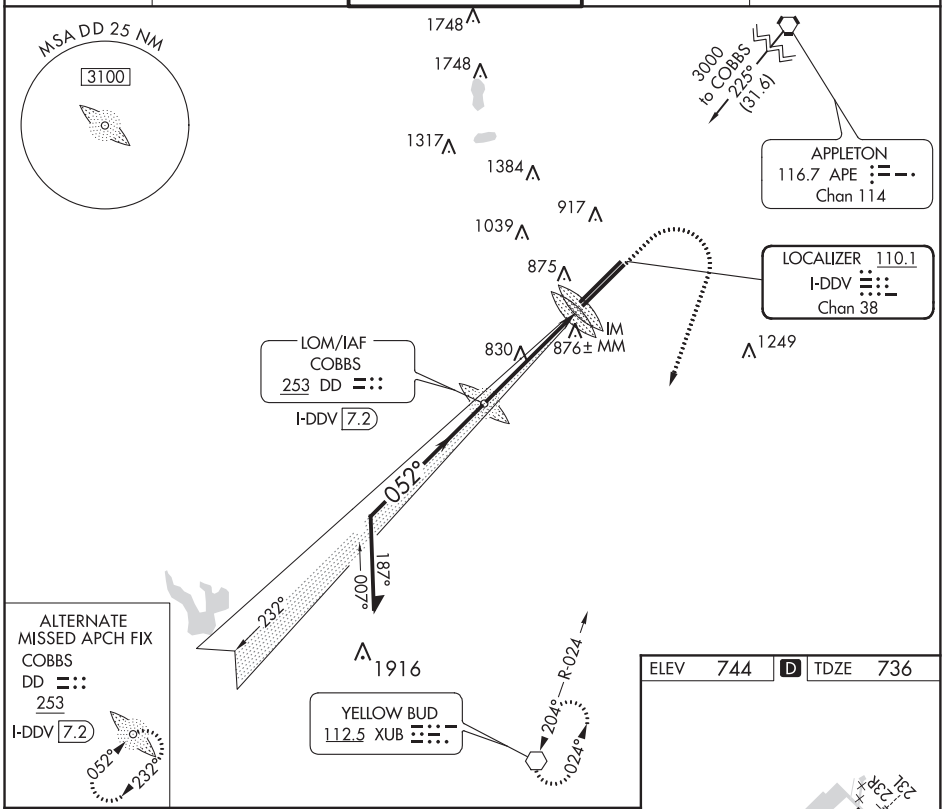
| LOC/DME I-DDV | APP CRS | Rwy ldg | 12102 |
|---|---|---|---|
| 110.1 | 052° | TDZE | 736 |
| Chan 38 | | Apt Elev | 744 |

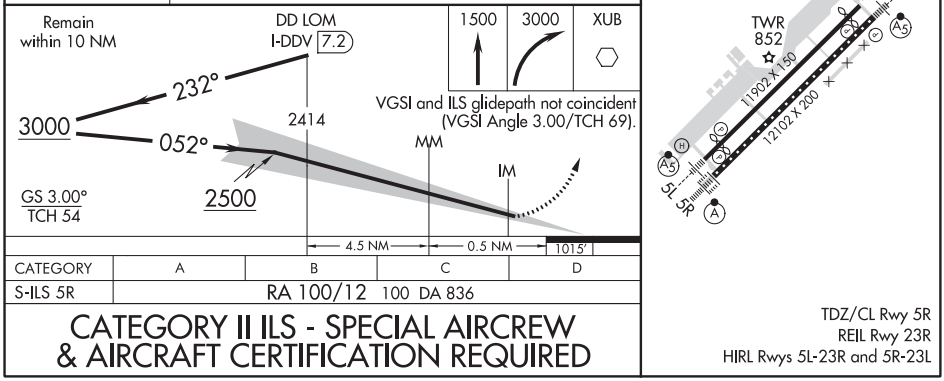
ADF or DME required.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

| ATIS | COLUMBUS APP CON | RICK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.75 | 134.0 279.6 | 120.05 348.4 | 125.275 275.8 | 125.275 275.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5R | RA 100/12 100 DA 836 | | | |

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

TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO | AL-6846 (FAA) | 20086

| WAAS CH 78022 W05B | APP CRS 050° | Rwy ldg 11004<br>TDZE 744<br>Apt Elev 744 |
|---|---|---|

# RNAV (GPS) RWY 5L
## RICKENBACKER INTL (LCK)

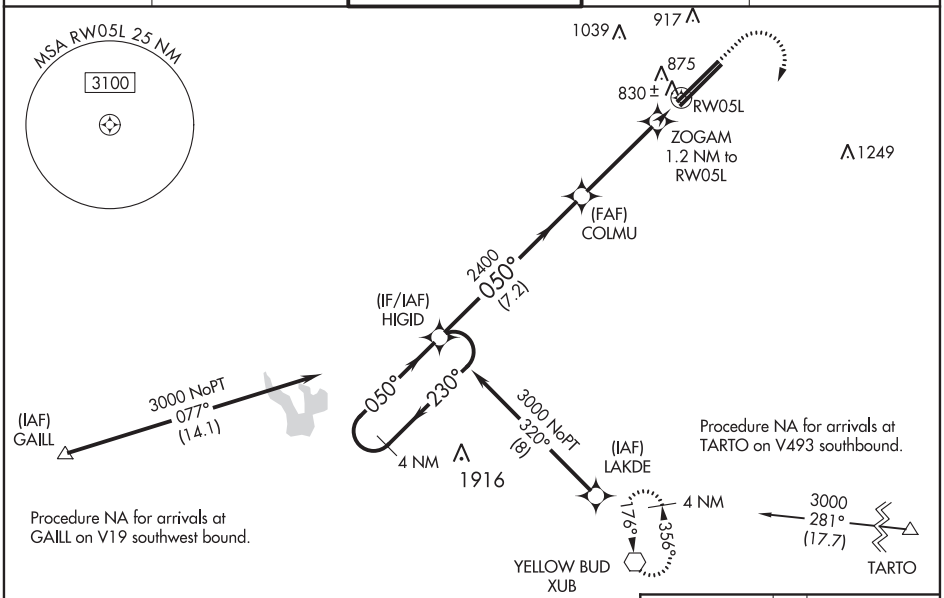
RNP APCH.

Baro-VNAV NA when using John Glenn Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to ¾ mile. Circling NA northwest of Rwy 5L-23R. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all DA 36 feet, and all MDA 40 feet. Increase LNAV Cat C and D visibility ⅛ mile.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

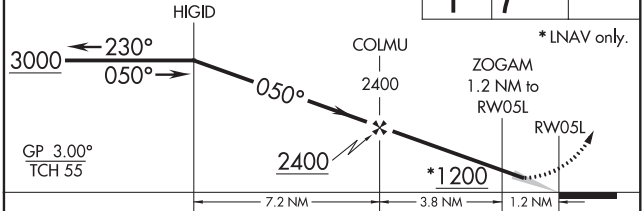
| ATIS | COLUMBUS APP CON | RICK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.75 | 134.0 279.6 | 120.05 348.4 | 125.275 275.8 | 125.275 275.8 |




ELEV 744 | D | TDZE 744

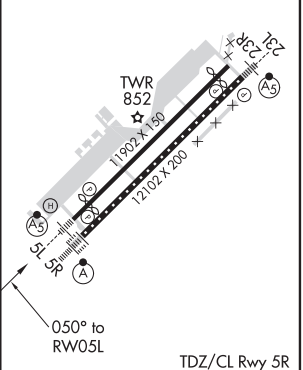
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

| 1500 | 3000 | XUB |
|---|---|---|




* LNAV only.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 944-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1007-½ 263 (300-½) | | | |
| LNAV MDA | 1100-½ 356 (400-½) | | 1100-⅝ 356 (400-⅝) | |
| CIRCLING | 1180-1 436 (500-1) | 1200-1 456 (500-1) | 1200-1½ 456 (500-1½) | 1300-2 556 (600-2) |




TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 78410 W05A | APP CRS 050° | Rwy ldg 12102<br>TDZE 736<br>Apt Elev 744 |
|---|---|---|

# RNAV (GPS) RWY 5R
## RICKENBACKER INTL (LCK)

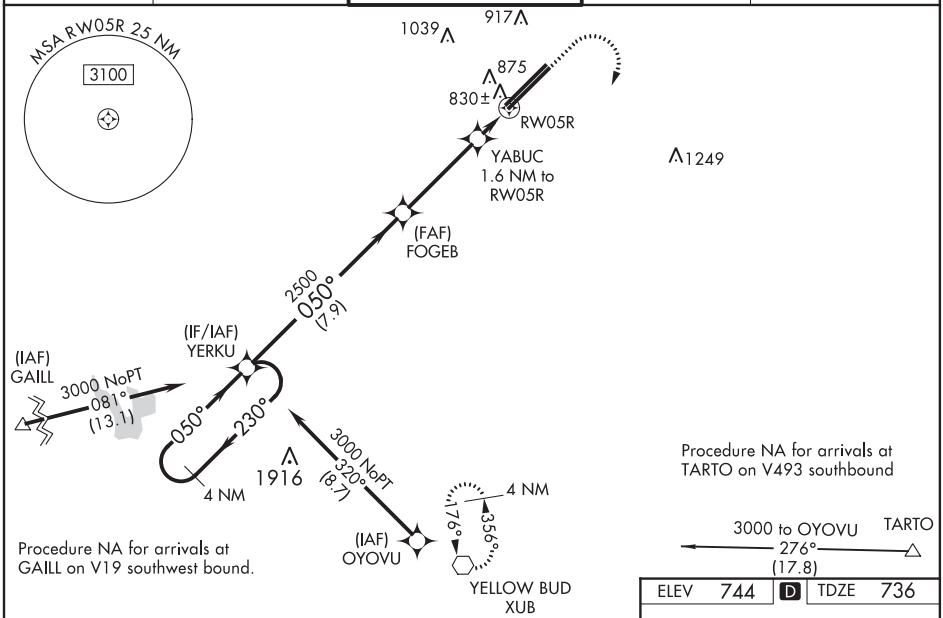
RNP APCH.

Baro-VNAV NA when using John Glenn Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA northwest of Rwy 5L-23R. VDP NA with John Glenn Columbus Intl altimeter setting. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all DA 36 feet, and all MDA 40 feet. Increase LNAV Cat C and D visibility to RVR 4000. For inop ALSF when using John Glenn Columbus Intl altimeter setting, increase LNAV/VNAV visibility to 1 mile all Cats.

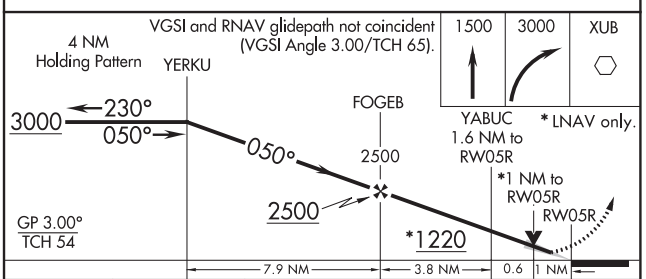
ALSF-2

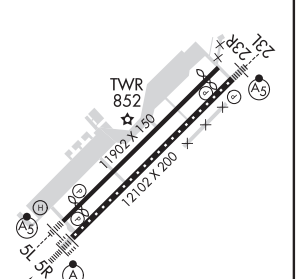
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

| ATIS | COLUMBUS APP CON | RICK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.75 | 134.0 279.6 | 120.05 348.4 | 125.275 275.8 | 125.275 275.8 |




| ELEV 744 | D | TDZE 736 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 936/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1103/35 367 (400-⅝) | | | |
| LNAV MDA | 1120/24 384 (400-½) | | 1120/35 384 (400-⅝) | |
| CIRCLING | 1180-1 436 (500-1) | 1200-1 456 (500-1) | 1200-1½ 456 (500-1½) | 1300-2 556 (600-2) |

TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COLUMBUS, OHIO | AL-6846 (FAA) | 20086

| WAAS CH 62811 W23A | APP CRS 230° | Rwy ldg 12102<br>TDZE 739<br>Apt Elev 744 |
|---|---|---|

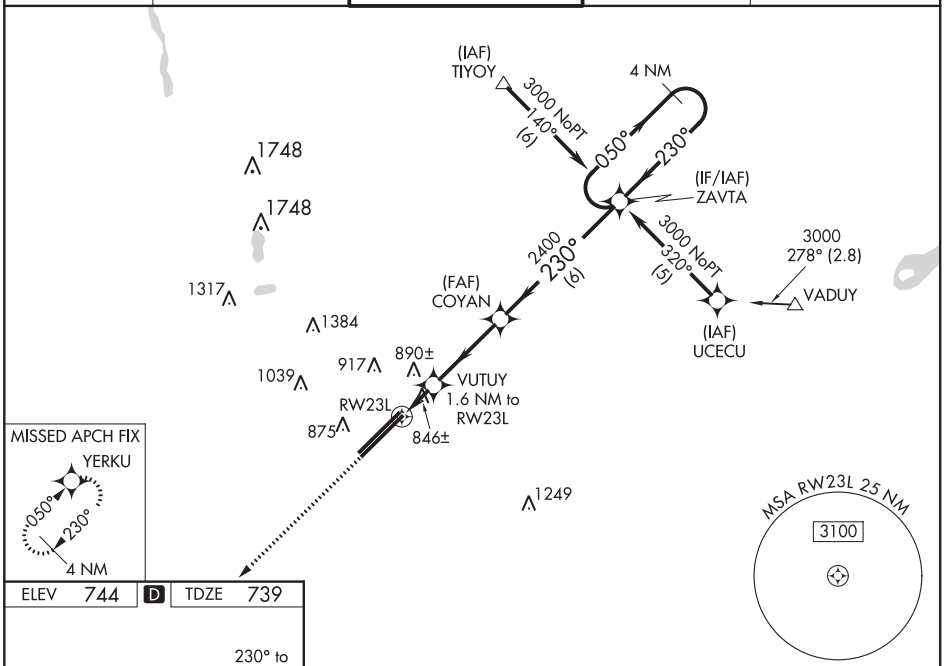
# RNAV (GPS) RWY 23L
## RICKENBACKER INTL (LCK)

Circling NA NW of Rwy 5L-23R. Baro-VNAV NA when using John Glenn Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all DA 36 feet and LNAV/VNAV all Cats visibility to RVR 5000, increase all MDA 40 feet. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using John Glenn Columbus Intl altimeter setting.

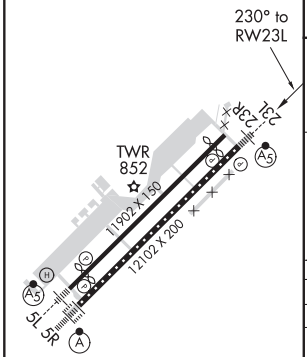
MALSR

MISSED APPROACH: Climb to 3000 direct YERKU and hold.

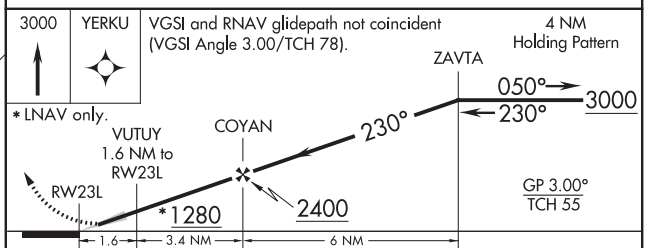
| ATIS | COLUMBUS APP CON | RICK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.75 | 134.0 279.6 | 120.05 348.4 | 125.275 275.8 | 125.275 275.8 |




ELEV 744 | D | TDZE 739




TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L




* LNAV only.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 939/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1121/40 382 (400-¾) | | | |
| LNAV MDA | 1180/24 441 (500-½) | | 1180/40 441 (500-¾) | 1180/50 441 (500-1) |
| CIRCLING | 1180-1 436 (500-1) | 1200-1 456 (500-1) | 1200-1½ 456 (500-1½) | 1300-2 556 (600-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 78421 W23B | APP CRS 230° | Rwy ldg 10913<br>TDZE 743<br>Apt Elev 744 |
|---|---|---|

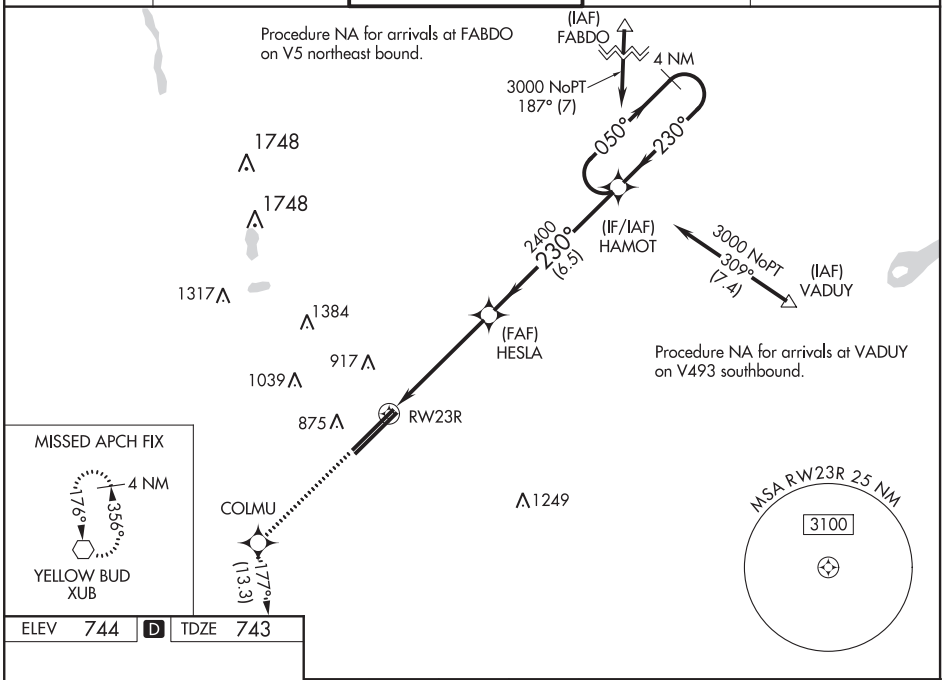
# RNAV (GPS) RWY 23R
## RICKENBACKER INTL (LCK)

RNP APCH.

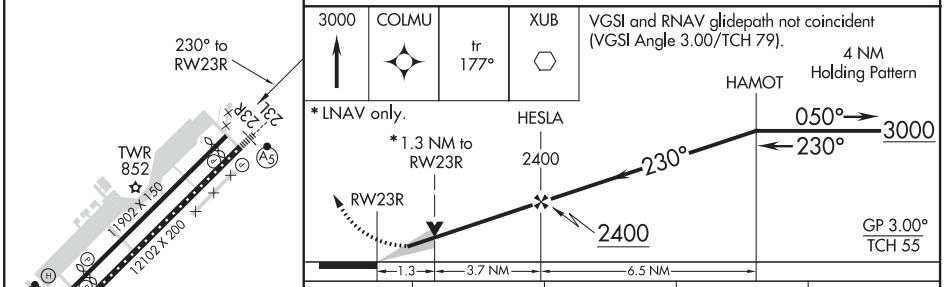
A Baro-VNAV NA when using John Glenn Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA northwest of Rwy 5L-23R. VDP NA with John Glenn Columbus Intl altimeter setting. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet. Increase LNAV/VNAV visibility ⅛ mile all Cats.

MISSED APPROACH: Climb to 3000 direct COLMU and on track 177° to XUB VOR and hold.

| ATIS | COLUMBUS APP CON | RICK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.75 | 134.0 279.6 | 120.05 348.4 | 125.275 275.8 | 125.275 275.8 |




ELEV 744 D TDZE 743




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 943-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1006-⅞ 263 (300-⅞) | | | |
| LNAV MDA | 1220-1 477 (500-1) | | 1220-1⅜ 477 (500-1⅜) | |
| CIRCLING | 1220-1 476 (500-1) | | 1220-1½ 476 (500-1½) | 1300-2 556 (600-2) |

TDZ/CL Rwy 5R
REIL Rwy 23R
HIRL Rwys 5L-23R and 5R-23L

EC-2, 05 NOV 2020 to 31 DEC 2020

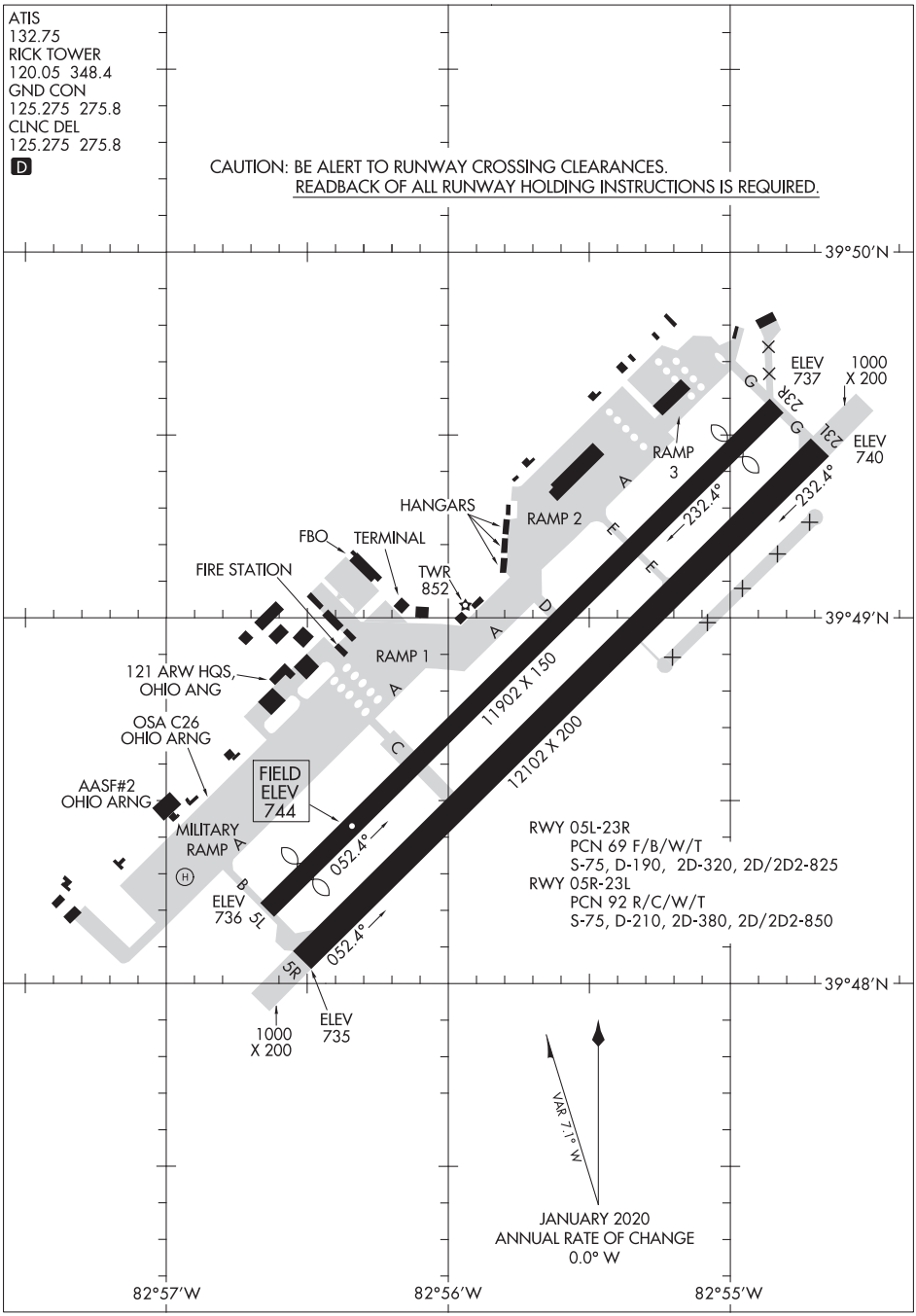
EC-2, 05 NOV 2020 to 31 DEC 2020

20086

# AIRPORT DIAGRAM

AL-6846 (FAA)

RICKENBACKER INTL (LCK)
COLUMBUS, OHIO



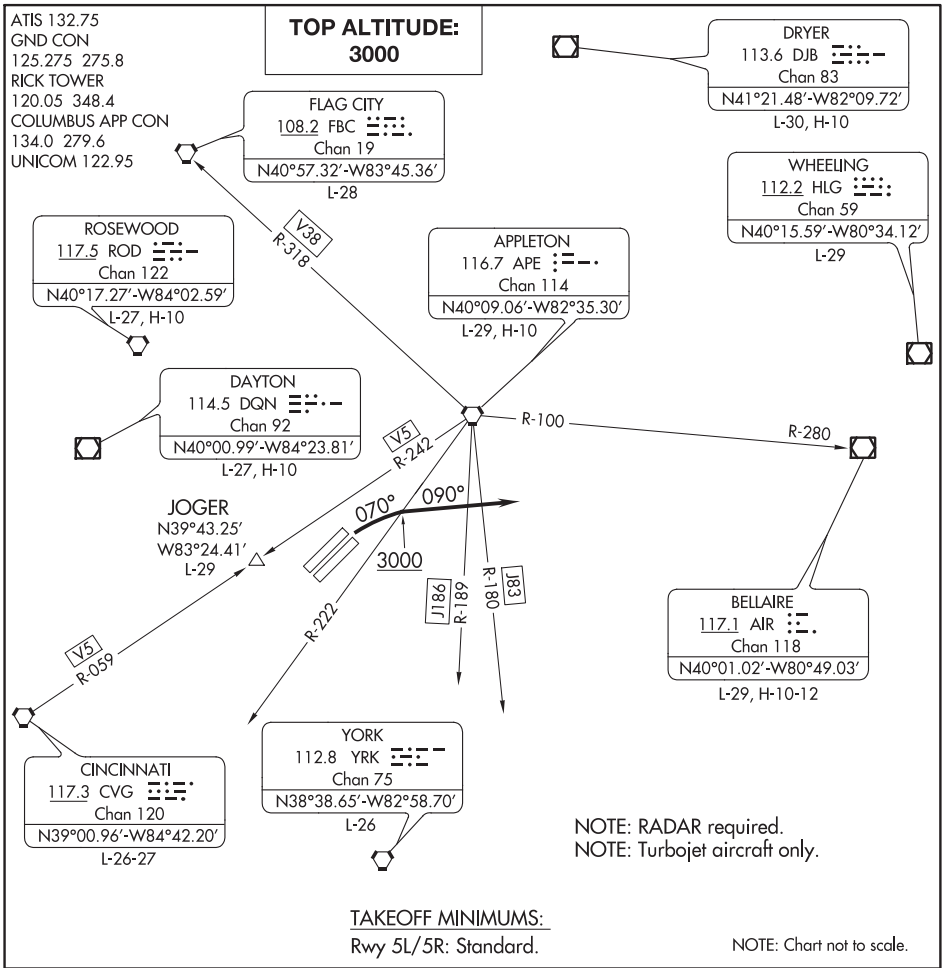

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20086
COLUMBUS, OHIO
RICKENBACKER INTL (LCK)

# LOCKBOURNE FIVE DEPARTURE






## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/5R: Climbing right turn to 3000 on heading 070° until crossing APE R-222, then right turn heading 090° for vectors to assigned route and clearance to filed altitude 10 minutes after departure.



EC-2, 05 NOV 2020 to 31 DEC 2020

CONNERSVILLE, INDIANA | AL-5371 (FAA) | 19339

# ILS or LOC RWY 18
## METTEL FIELD (CEV)

| LOC I-SQK | APP CRS | Rwy ldg | 6503 |
|---|---|---|---|
| 108.35 | 185° | TDZE | 866 |
| | | Apt Elev | 866 |

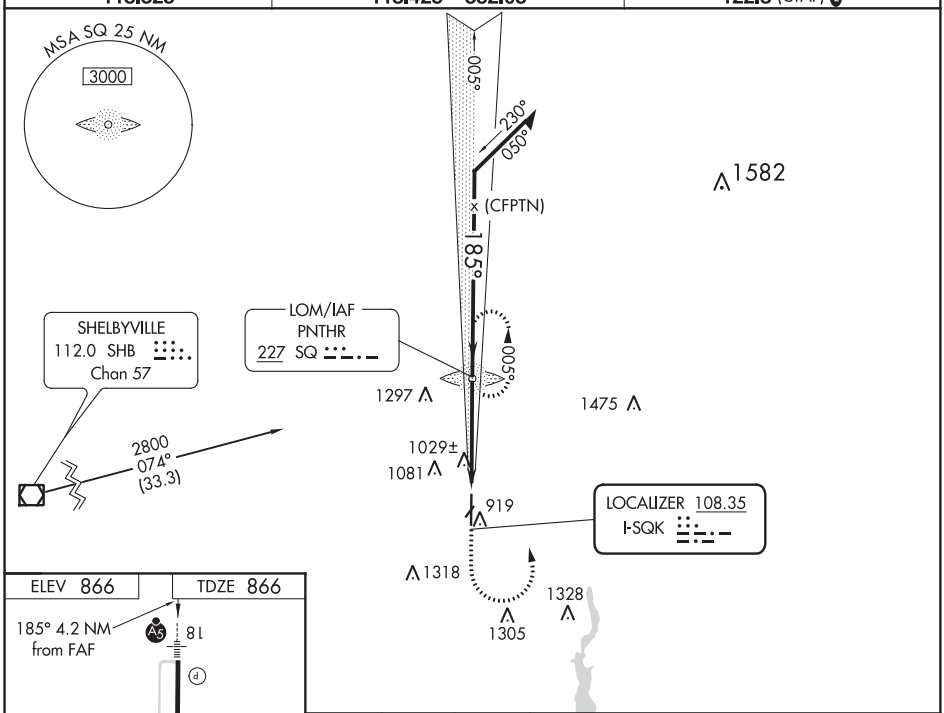
ADF required.

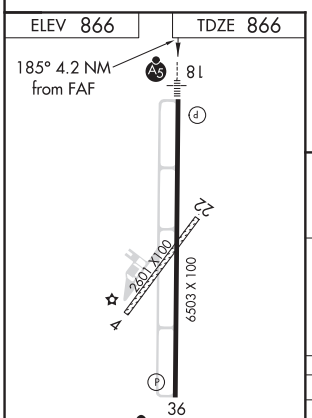
T A NA Circling NA to Rwys 4 and 22. For inop MALSR, increase S-LOC 18 Cats C/D visibility to 1⅛ mile. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase ILS DA to 1237 feet and visibility all Cats to ⅝ mile, increase all MDA 140 feet and LOC Cats C/D visibility to 1⅛ mile, and Circling Cat B visibility to 1¼ miles and Cat C to 2¾ miles and Cat D to 3 miles. When using James M Cox Dayton Intl altimeter setting: for inop MALSR, increase S-ILS 18 all Cats visibility to 1 mile and increase S-LOC 18 Cat A/B visibility to 1 mile and Cat C/D to 1⅝ mile.

MALSR A5

MISSED APPROACH: Climb to 2800 then left turn direct SQ LOM and hold.

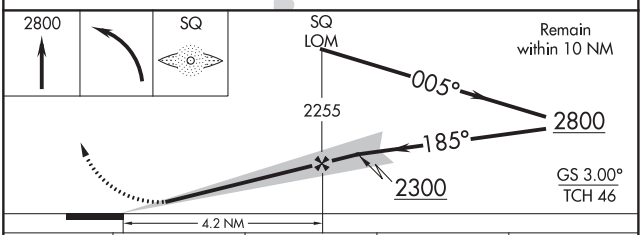
| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 118.325 | 118.425 352.05 | 122.8 (CTAF) L |




MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 1116-½ 250 (300-½) | | | |
| S-LOC 18 | 1280-½ 414 (500-½) | | 1280-¾ 414 (500-¾) | |
| C CIRCLING | 1440-1 574 (600-1) | 1540-1 674 (700-1) | 1620-2¼ 754 (800-2¼) | 1620-2½ 754 (800-2½) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 18
## METTEL FIELD (CEV)

| WAAS CH 93699 W18A | APP CRS 185° | Rwy ldg 6503<br>TDZE 866<br>Apt Elev 866 |
|---|---|---|

RNP APCH.

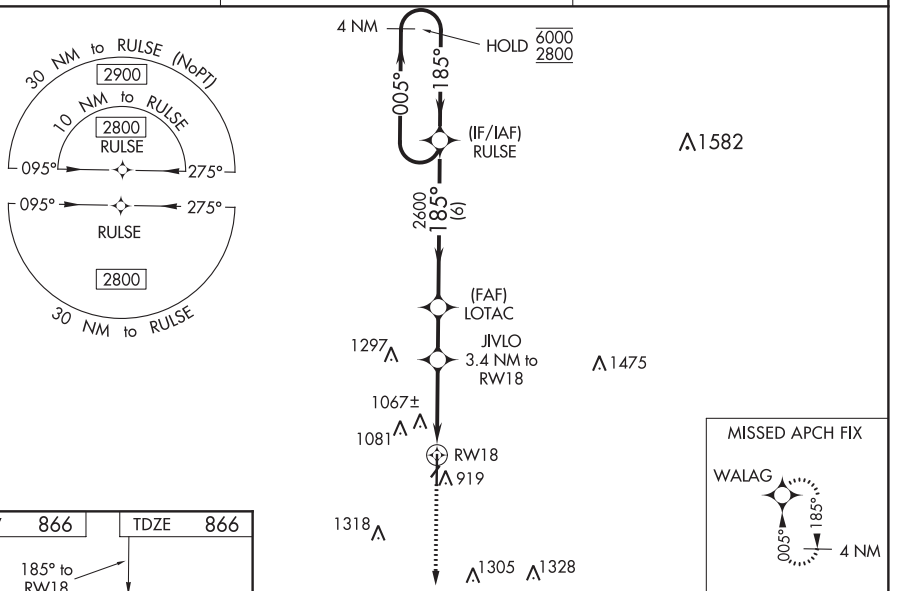
T A NA

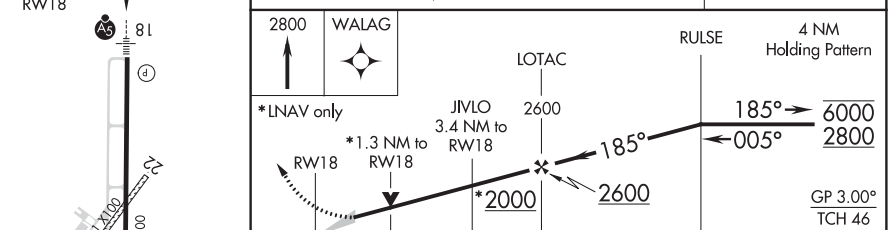
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting. Circling Rwy 4, 22 NA at night. For inop ALS increase LPV all Cats visibility to 1 SM, LNAV/VNAV all Cats visibility to 1⅜ SM, and LNAV Cats A/B visibility to 1 SM. For inop ALS when using James M. Cox Dayton Intl altimeter setting, increase LPV all Cats visibility to 1 SM, LNAV/VNAV all Cats visibility to 1¾ SM. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 121 feet and all MDA 140 feet: increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ⅜ SM, and Circling Cat C/D visibility ½ SM.

MALSR A5

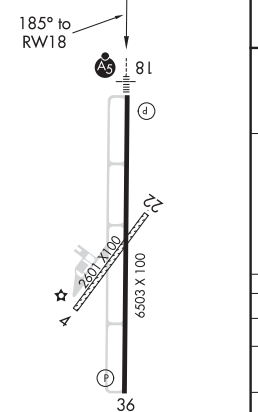
MISSED APPROACH: Climb to 2800 direct WALAG and hold.

| AWOS-3 | COMPASS APP CON | UNICOM |
|---|---|---|
| 118.325 | 118.425 352.05 | 122.8 (CTAF) L |




| ELEV 866 | TDZE 866 |
|---|---|




REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1116-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 1385-1 519 (600-1) | | | |
| LNAV MDA | 1320-½ 454 (500-½) | | 1320-⅞ 454 (500-⅞) | |
| C CIRCLING | 1440-1 574 (600-1) | 1540-1 674 (700-1) | 1620-2¼ 754 (800-2¼) | 1620-2½ 754 (800-2½) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

CONNERSVILLE, INDIANA | AL-5371 (FAA) | 19339

# RNAV (GPS) RWY 36
## METTEL FIELD (CEV)

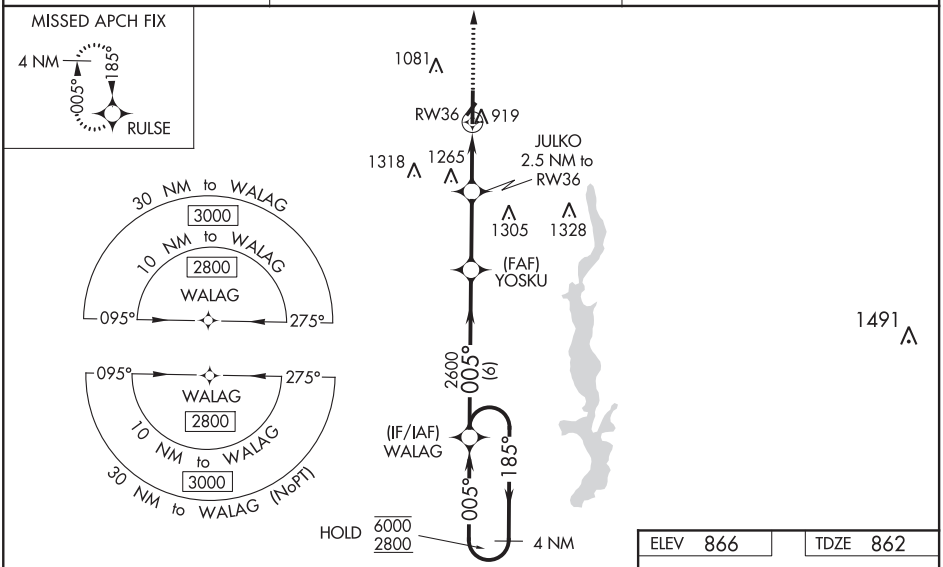
| WAAS CH 93929 W36A | APP CRS 005° | Rwy ldg 6503<br>TDZE 862<br>Apt Elev 866 |
|---|---|---|

RNP APCH.

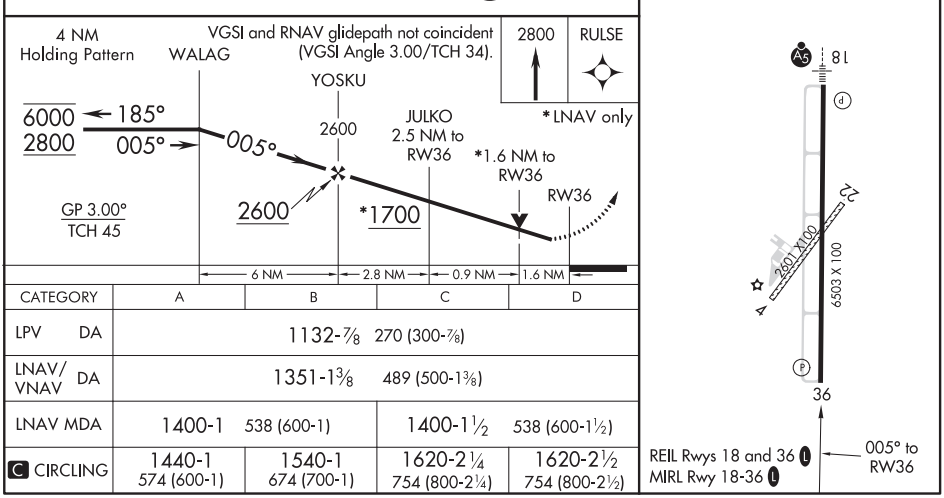
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. VDP and Baro VNAV NA when using James M. Cox Dayton Intl altimeter setting. Rwy 36 helicopter visibility reduction below ¾SM NA. Circling Rwy 4, 22 NA at night. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase LPV DA to 1253 feet and visibility all Cats to 1⅛ SM, LNAV/VNAV DA to 1472 feet and visibility all Cats to 1¾ SM, increase all MDA 140 feet and LNAV Cats C/D visibility to 1⅞ SM, Circling Cat B to 1¼ SM, Cat C to 2¾ SM, and Cat D to 3 SM.

MISSED APPROACH: Climb to 2800 direct RULSE and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 118.325 | 118.425 352.05 | 122.8 (CTAF) L |




| ELEV 866 | TDZE 862 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1132-⅞ 270 (300-⅞) | | | |
| LNAV/VNAV DA | 1351-1⅜ 489 (500-1⅜) | | | |
| LNAV MDA | 1400-1 538 (600-1) | | 1400-1½ 538 (600-1½) | |
| C CIRCLING | 1440-1 574 (600-1) | 1540-1 674 (700-1) | 1620-2¼ 754 (800-2¼) | 1620-2½ 754 (800-2½) |




EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 86543 W04A | APP CRS 044° | Rwy ldg 5001 TDZE 978 Apt Elev 979 |
|---|---|---|

# RNAV (GPS) RWY 4
## RICHARD DOWNING (I40)

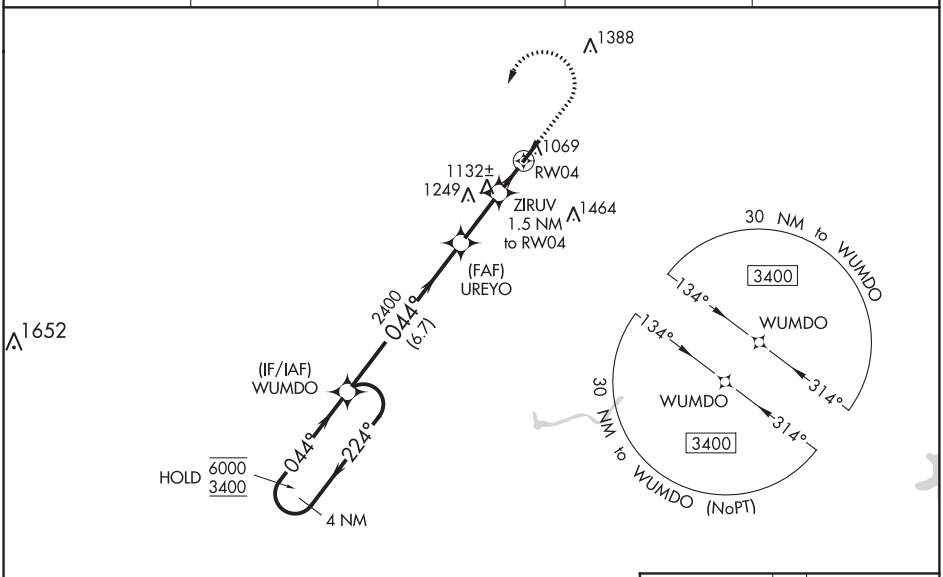
RNP APCH.

NA

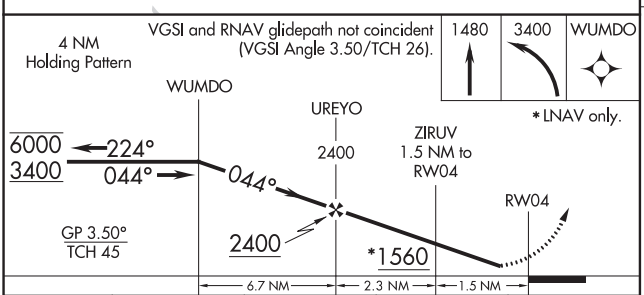
Rwy 4 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Zanesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 48°C. When local altimeter setting not received, use Zanesville altimeter setting and increase LPV DA to 1344 feet, increase LNAV/VNAV DA to 1310 feet, increase all MDA 80 feet and LPV and LNAV/VNAV visibility ⅛ SM, LNAV Cat C/D visibility ¼ SM, and Circling Cat C/D visibility ½ SM.

MISSED APPROACH: Climb to 1480 then climbing left turn to 3400 direct WUMDO.

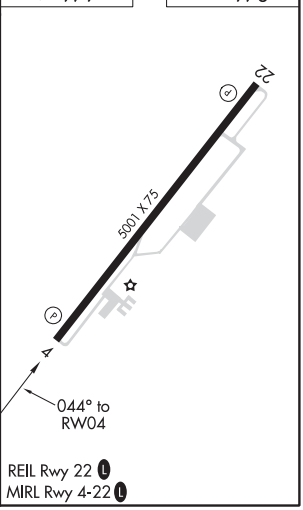
| AWOS-3 | INDIANAPOLIS CENTER | GCO | UNICOM | |
|---|---|---|---|---|
| 118.875 | 124.45 370.9 | 121.725 | 123.0 (CTAF) | 122.9 L |




ELEV 979 TDZE 978




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1282-⅞ 304 (400-⅞) | | | |
| LNAV/VNAV DA | 1248-⅞ 270 (300-⅞) | | | |
| LNAV MDA | 1400-1 422 (500-1) | | 1400-1¼ 422 (500-1¼) | |
| C CIRCLING | 1440-1 461 (500-1) | 1500-1 521 (600-1) | 1780-2¼ 801 (900-2¼) | 1780-2½ 801 (900-2½) |




REIL Rwy 22 L
MIRL Rwy 4-22 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

COSHOCTON, OHIO | AL-5804 (FAA) | 20310

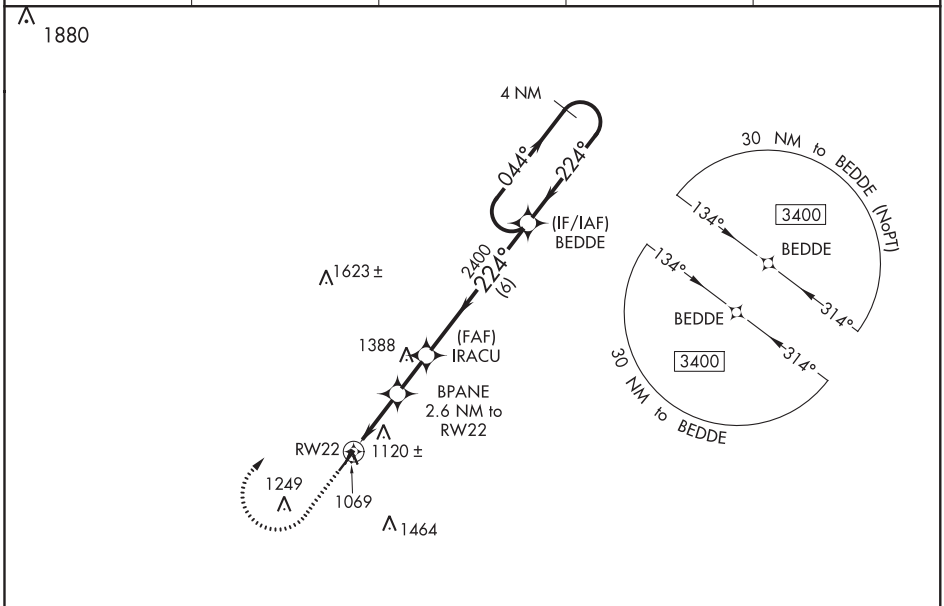
| WAAS CH 42838 W22A | APP CRS 224° | Rwy ldg 5001 TDZE 979 Apt Elev 979 |
|---|---|---|

# RNAV (GPS) RWY 22
## RICHARD DOWNING (I40)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Zanesville altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Zanesville altimeter setting and increase LPV DA to 1291 feet and all visibilities ¼ SM, increase LNAV/VNAV DA to 1501 feet and all visibilities ⅛ SM, increase all MDA 80 feet and LNAV Cat C/D visibility ¼ SM, Circling Cat C/D visibility ½ SM.

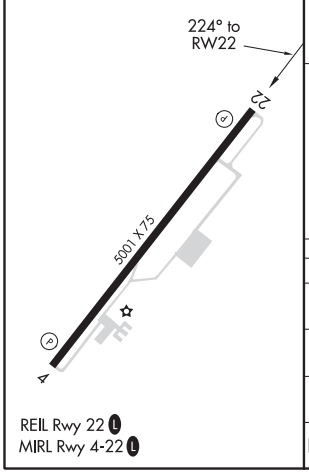
MISSED APPROACH: Climb to 1400 then climbing right turn to 3400 direct BEDDE and hold.

| AWOS-3 | INDIANAPOLIS CENTER | GCO | UNICOM | |
|---|---|---|---|---|
| 118.875 | 124.45 370.9 | 121.725 | 123.0 (CTAF) | 122.9 L |




EC-2, 05 NOV 2020 to 31 DEC 2020

| ELEV 979 | TDZE 979 |
|---|---|



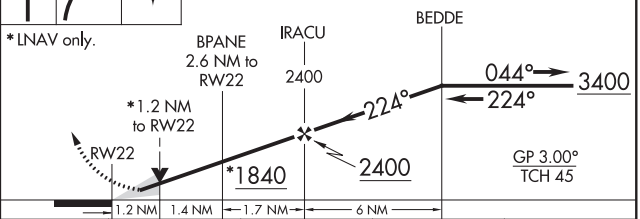

REIL Rwy 22 L
MIRL Rwy 4-22 L

1400 | 3400 | BEDDE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

4 NM Holding Pattern

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1229-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1439-1⅝ 460 (500-1⅝) | | | |
| LNAV MDA | 1380-1 401 (500-1) | | 1380-1⅛ 401 (500-1⅛) | |
| C CIRCLING | 1440-1 461 (500-1) | 1520-1 541 (600-1) | 1780-2¼ 801 (900-2¼) | 1780-2½ 801 (900-2½) |

| WAAS CH 82739 W04A | APP CRS 047° | Rwy ldg 5505<br>TDZE 797<br>Apt Elev 800 |
|---|---|---|

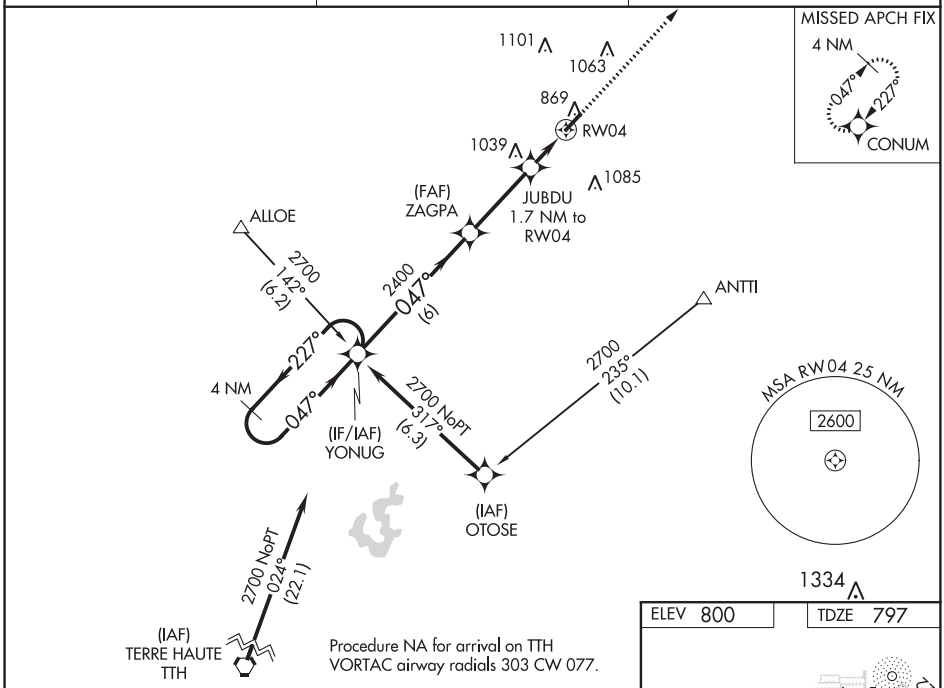
# RNAV (GPS) RWY 4
## CRAWFORDSVILLE RGNL (CFJ)

RNP APCH.

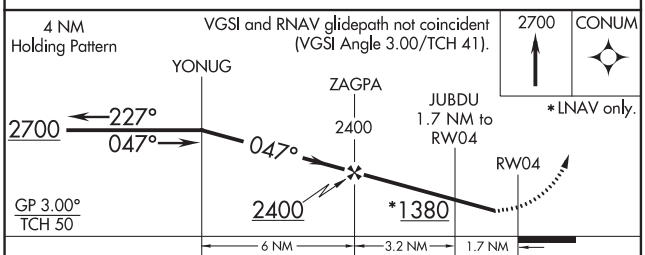
Baro-VNAV NA when using Greencastle altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Greencastle altimeter setting: increase LPV DA to 1128 feet and all visibilities ¼ SM, LNAV/VNAV DA to 1118 feet and all visibilities ¼ SM; increase all MDA 60 feet and Circling Cats C and D visibilities ¼ SM. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct CONUM and hold.

| AWOS-3PT | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 125.65 | 119.05 317.8 | 122.8 (CTAF) L |

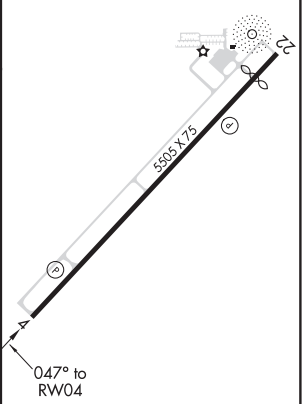



Procedure NA for arrival on TTH VORTAC airway radials 303 CW 077.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1076-⅞ 279 (300-⅞) | | | |
| LNAV/VNAV DA | 1066-⅞ 269 (300-⅞) | | | |
| LNAV MDA | 1240-1 443 (500-1) | | 1240-1⅜ 443 (500-1⅜) | |
| C CIRCLING | 1240-1 440 (500-1) | 1260-1 460 (500-1) | 1440-1¾ 640 (700-1¾) | 1520-2¼ 720 (800-2¼) |

ELEV 800 TDZE 797




REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

CRAWFORDSVILLE, INDIANA | AL-6014 (FAA) | 18312

| WAAS CH 60941 W22A | APP CRS 227° | Rwy ldg 5003<br>TDZE 799<br>Apt Elev 800 |
|---|---|---|

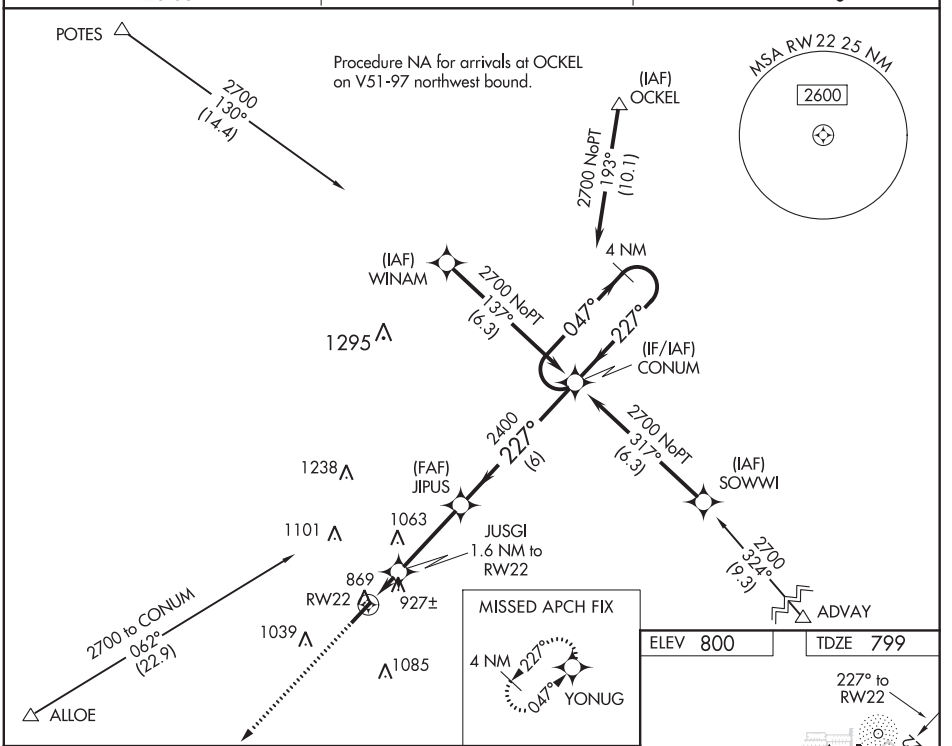
# RNAV (GPS) RWY 22
## CRAWFORDSVILLE RGNL (CFJ)

RNP APCH.

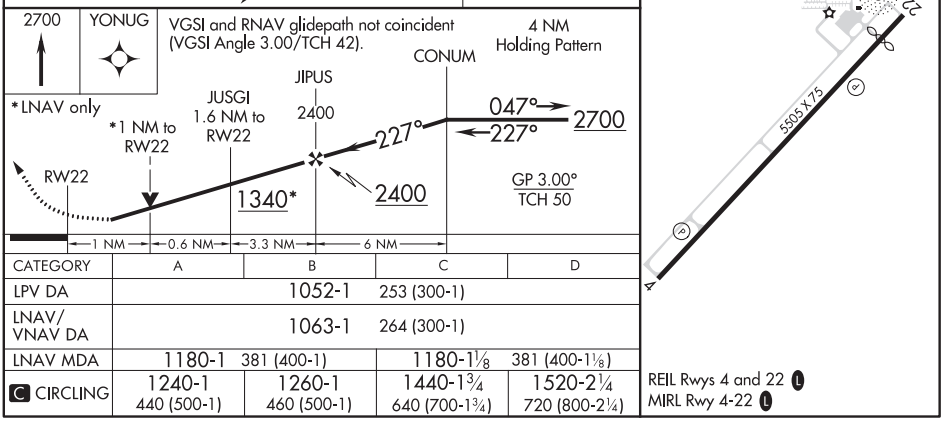
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Greencastle altimeter setting. When local altimeter setting not received, use Greencastle altimeter setting: increase LPV DA to 1104 feet, LNAV/VNAV DA to 1115 feet; increase all MDA 60 feet and visibility Cats C and D ¼ SM. Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct YONUG and hold.

| AWOS-3PT | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 125.65 | 119.05 317.8 | 122.8 (CTAF) L |




ELEV 800 | TDZE 799




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1052-1 253 (300-1) | | | |
| LNAV/ VNAV DA | 1063-1 264 (300-1) | | | |
| LNAV MDA | 1180-1 381 (400-1) | | 1180-1⅛ 381 (400-1⅛) | |
| C CIRCLING | 1240-1 440 (500-1) | 1260-1 460 (500-1) | 1440-1¾ 640 (700-1¾) | 1520-2¼ 720 (800-2¼) |

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| NDB CFJ | APP CRS | Rwy ldg | 5505 |
|---|---|---|---|
| 388 | 044° | TDZE | 797 |
| | | Apt Elev | 800 |

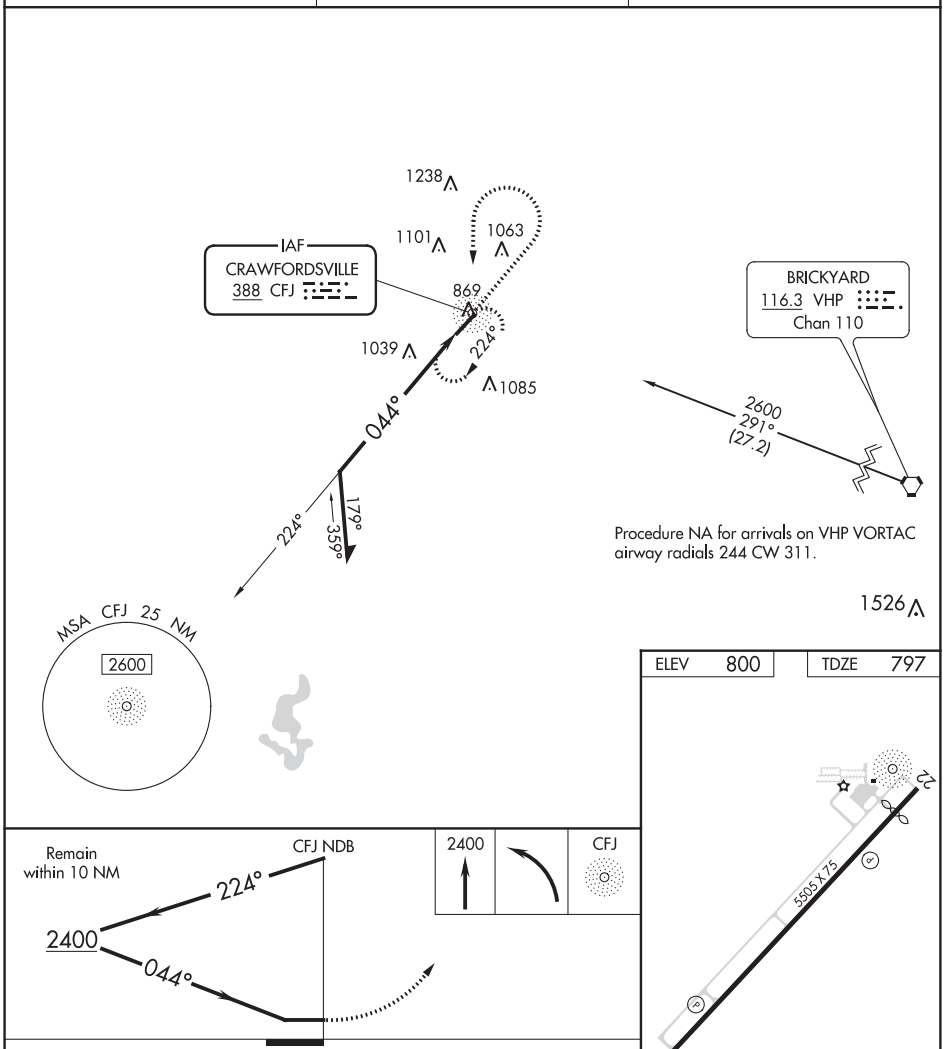
# NDB RWY 4
## CRAWFORDSVILLE RGNL (CFJ)

When local altimeter setting not received, use Greencastle altimeter setting: increase all MDA 60 feet and visibility Cats C and D ¼ SM. Rwy 4 helicopter visibility reduction below ¾ SM NA.

NA

MISSED APPROACH: Climb to 2400 then left turn direct CFJ NDB and hold.

| AWOS-3PT | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 125.65 | 119.05 317.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-04 | 1420-1 623 (700-1) | | 1420-1¾ 623 (700-1¾) | |
| C CIRCLING | 1420-1 620 (700-1) | | 1440-1¾ 640 (700-1¾) | 1520-2¼ 720 (800-2¼) |

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

DAYTON, OHIO | AL-6307 (FAA) | 19171

# VOR or GPS RWY 21
## DAYTON-PHILLIPSBURG (3I7)

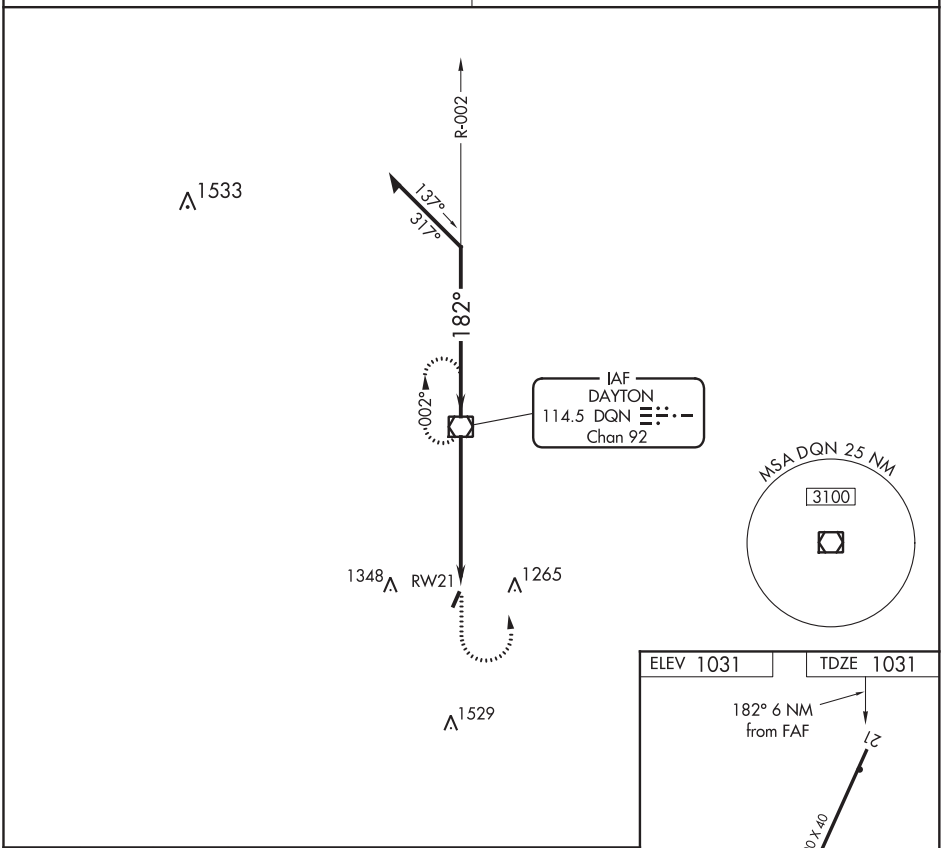
| VOR/DME DQN 114.5 Chan 92 | APP CRS 182° | Rwy ldg 3000<br>TDZE 1031<br>Apt Elev 1031 |
|---|---|---|

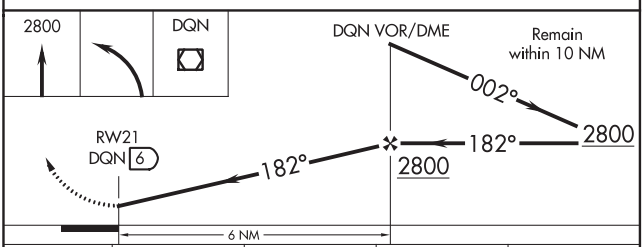
Use Dayton Intl altimeter setting. Circling Rwy 3 NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

NA

MISSED APPROACH: Climb to 2800 then left turn direct DQN VOR/DME and hold.

| COLUMBUS APP CON | UNICOM |
|---|---|
| 118.425 352.05 | 122.7 (CTAF) |




LIRL Rwy 3-21
REIL Rwys 3 and 21

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1420-1 389 (400-1) | | | NA |
| CIRCLING | 1540-1 509 (600-1) | | 1540-1½ 509 (600-1½) | NA |

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

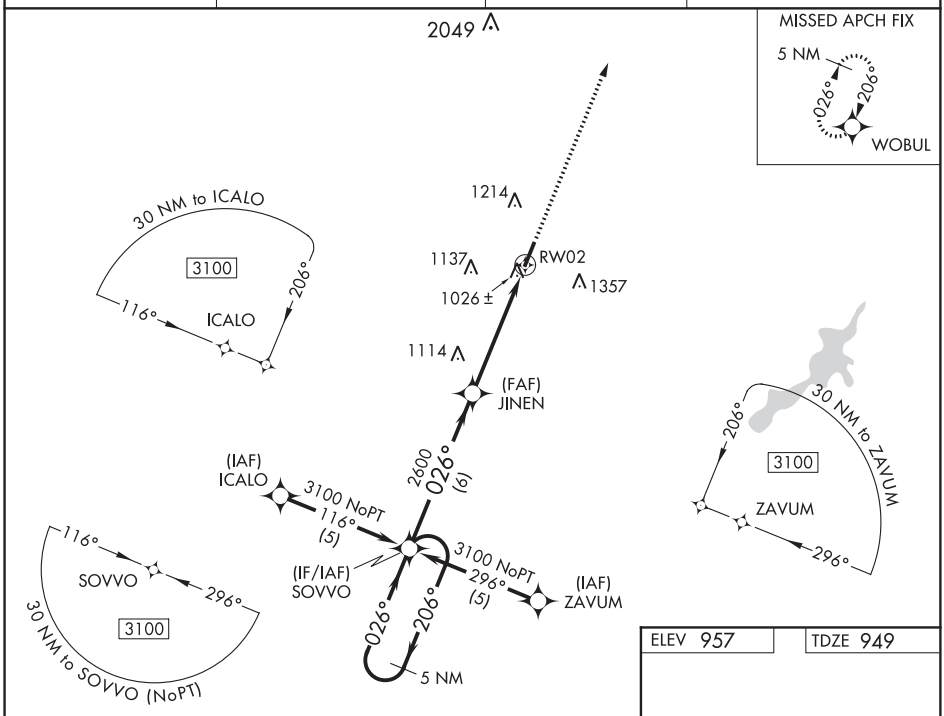
# RNAV (GPS) RWY 2
## DAYTON-WRIGHT BROTHERS (MGY)

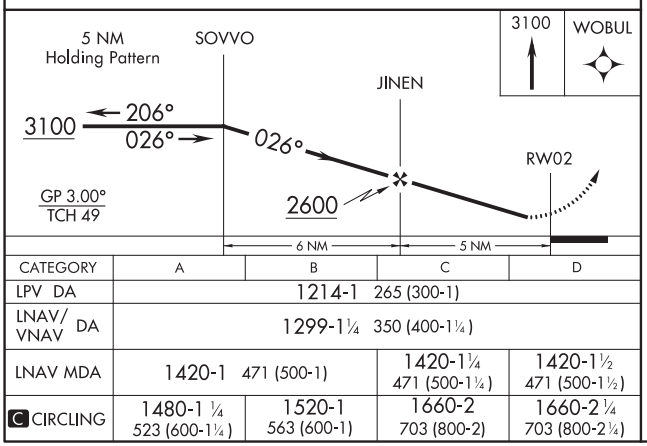
| WAAS CH 45801 W02A | APP CRS 026° | Rwy ldg 5000<br>TDZE 949<br>Apt Elev 957 |
|---|---|---|

T A Baro-VNAV NA when using James M Cox Dayton Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction for helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DAs/MDAs 60 feet and Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 3100 direct WOBUL and hold.

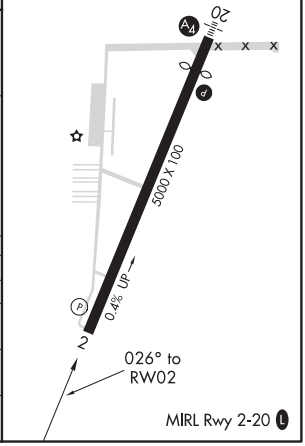
| ASOS | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 118.85 269.275 | 119.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1214-1 265 (300-1) | | | |
| LNAV/VNAV DA | 1299-1¼ 350 (400-1¼) | | | |
| LNAV MDA | 1420-1 471 (500-1) | | 1420-1¼ 471 (500-1¼) | 1420-1½ 471 (500-1½) |
| C CIRCLING | 1480-1 ¼ 523 (600-1¼) | 1520-1 563 (600-1) | 1660-2 703 (800-2) | 1660-2¼ 703 (800-2¼) |

ELEV 957 | TDZE 949



DAYTON, OHIO

AL-5042 (FAA)

20142

# RNAV (GPS) RWY 20
## DAYTON-WRIGHT BROTHERS (MGY)

| WAAS CH 93601 W20A | APP CRS 206° | Rwy ldg 4410<br>TDZE 955<br>Apt Elev 957 |
|---|---|---|

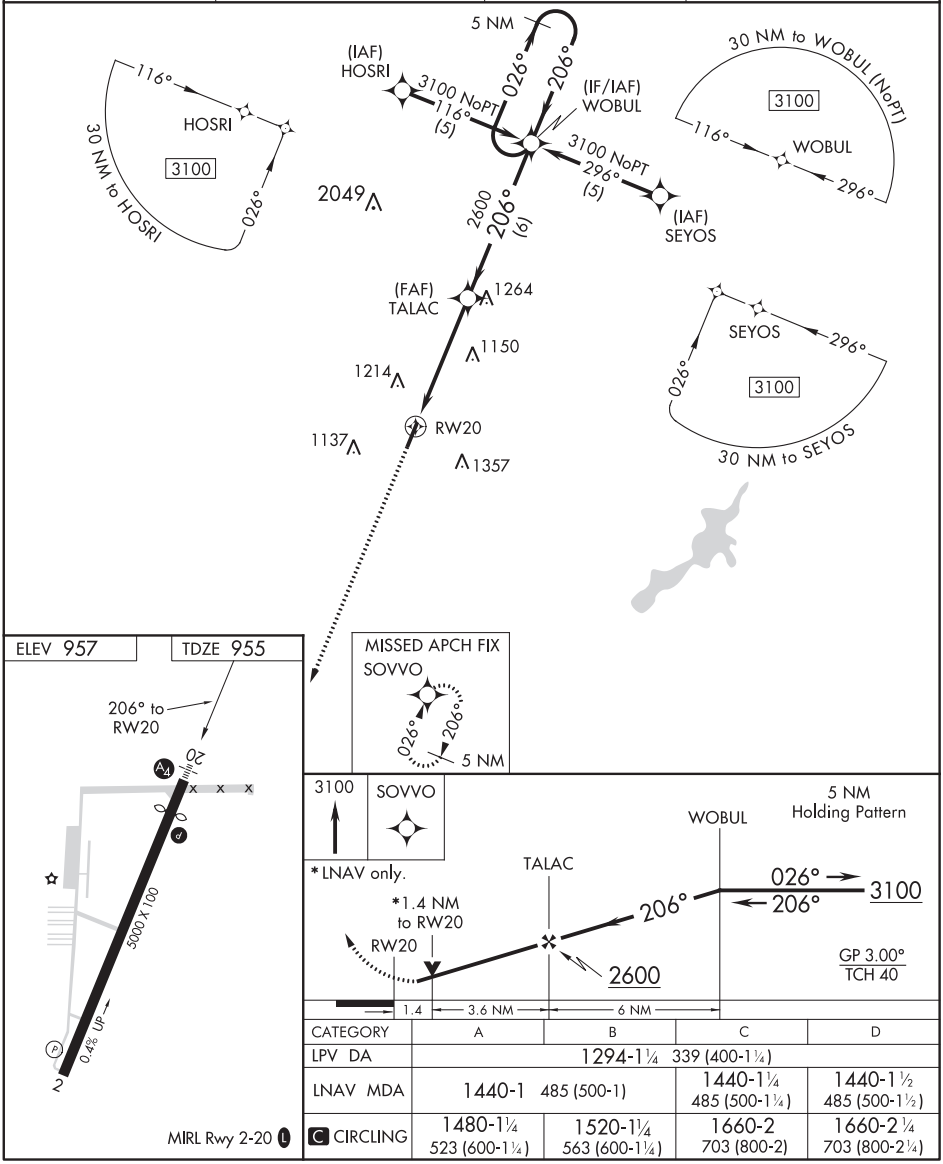
RNP APCH.

Inoperative table does not apply. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DAs/MDAs 60 feet and Circling Cat C/D visibility ¼ SM. Rwy 20 helicopter visibility reduction below ¾ SM NA. VDP NA when using James M Cox Dayton Intl altimeter setting.

MALS

MISSED APPROACH: Climb to 3100 direct SOVVO and hold.

| ASOS | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 118.85 269.275 | 119.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1294-1¼ 339 (400-1¼) | | | |
| LNAV MDA | 1440-1 485 (500-1) | | 1440-1¼ 485 (500-1¼) | 1440-1½ 485 (500-1½) |
| C CIRCLING | 1480-1¼ 523 (600-1¼) | 1520-1¼ 563 (600-1¼) | 1660-2 703 (800-2) | 1660-2¼ 703 (800-2¼) |

MIRL Rwy 2-20 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# LOC RWY 20
## DAYTON-WRIGHT BROTHERS (MGY)

| LOC/DME I-MGY | APP CRS | Rwy ldg | 4410 |
|---|---|---|---|
| 109.5 | 206° | TDZE | 955 |
| Chan 32 | | Apt Elev | 957 |

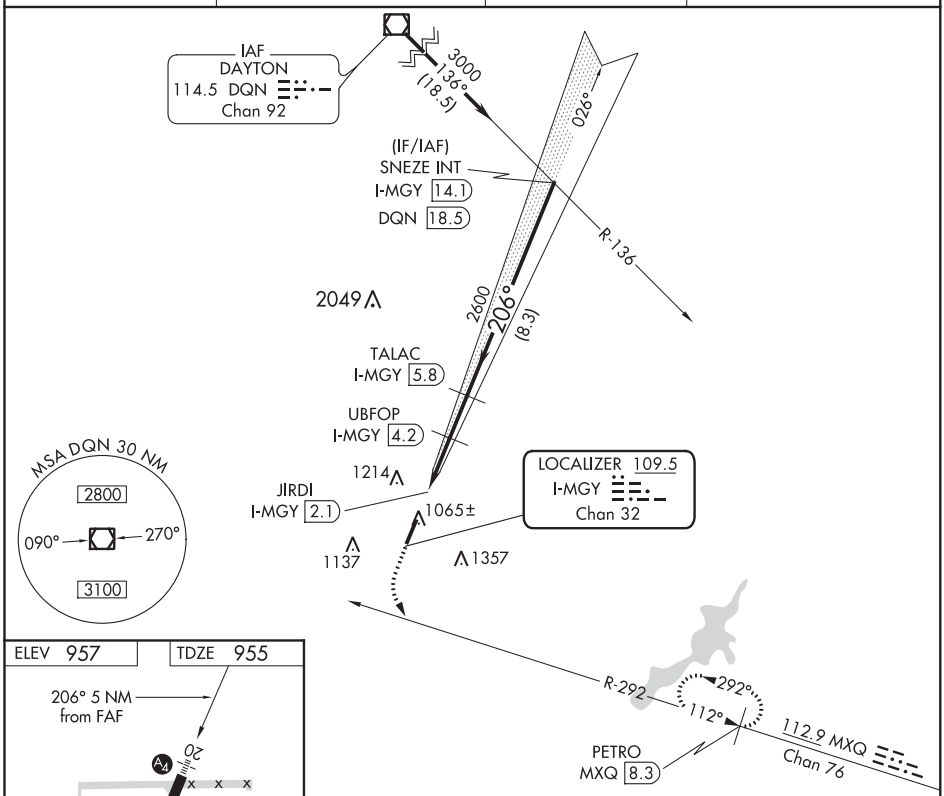
DME required.

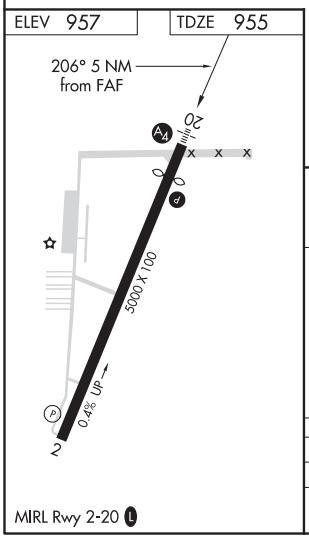
Rwy 20 helicopter visibility reduction below ¾ SM NA.
NA Inop table does not apply.

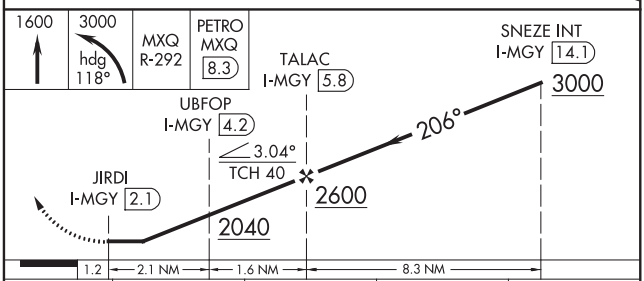
MALS

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 118° and MXQ VOR/DME R-292 to PETRO MXQ 8.3 DME and hold.

| ASOS | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 118.85 269.275 | 119.4 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 20 | 1320-1½ 365 (400-1½) | | | |
| C CIRCLING | 1440-1½ 483 (500-1½) | 1520-1½ 563 (600-1½) | 1660-2 703 (800-2) | 1660-2¼ 703 (800-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DAYTON, OHIO

AL-5042 (FAA)

20254

# NDB-A

## DAYTON-WRIGHT BROTHERS (MGY)

| LOM MW | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 223 | 085° | TDZE | N/A |
| | | Apt Elev | 957 |

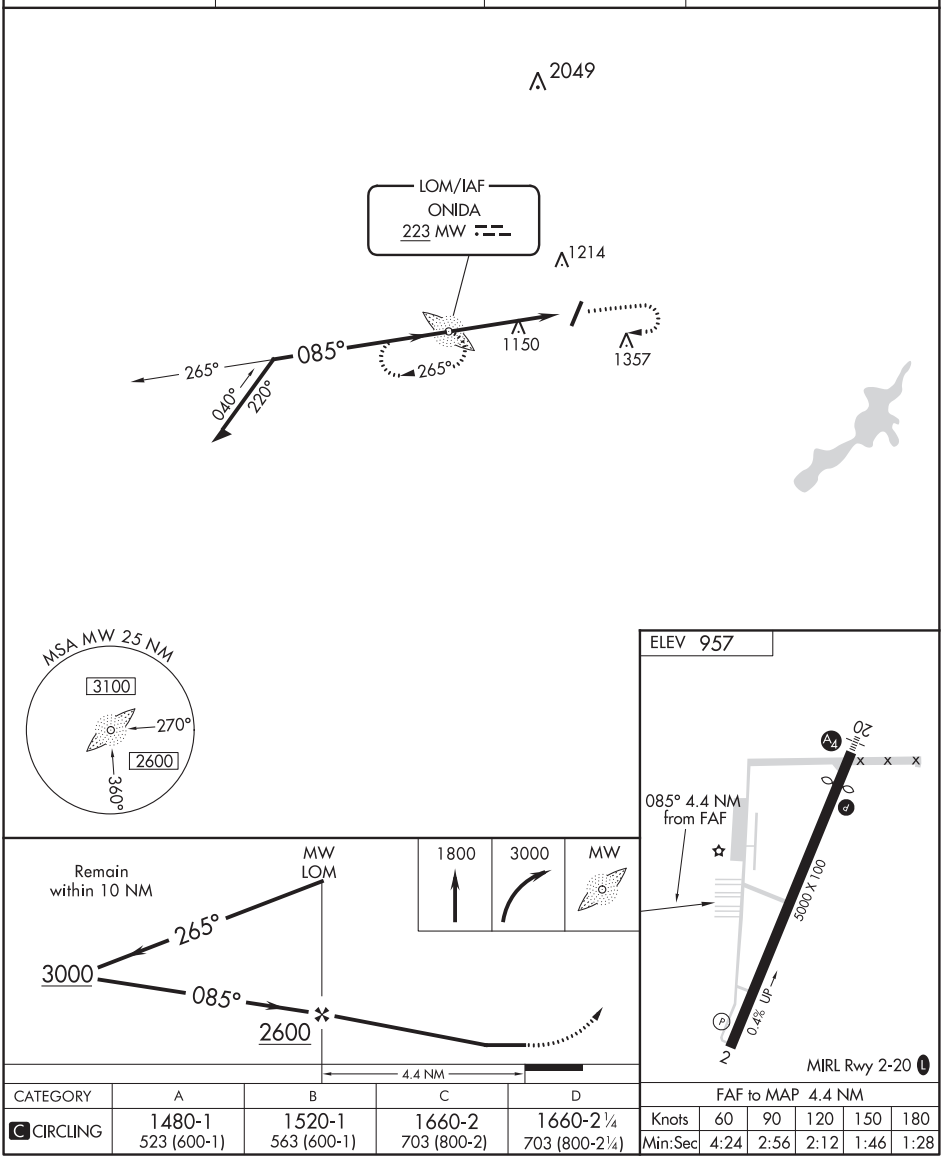
RADAR required for procedure entry.

When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet, and Cat C/D visibilities ¼ SM.

NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MW LOM and hold.

| ASOS | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 118.85 269.275 | 119.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1480-1<br>523 (600-1) | 1520-1<br>563 (600-1) | 1660-2<br>703 (800-2) | 1660-2¼<br>703 (800-2¼) |

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 97702 W07A | APP CRS 068° | Rwy ldg 5004 TDZE 932 Apt Elev 949 |
|---|---|---|

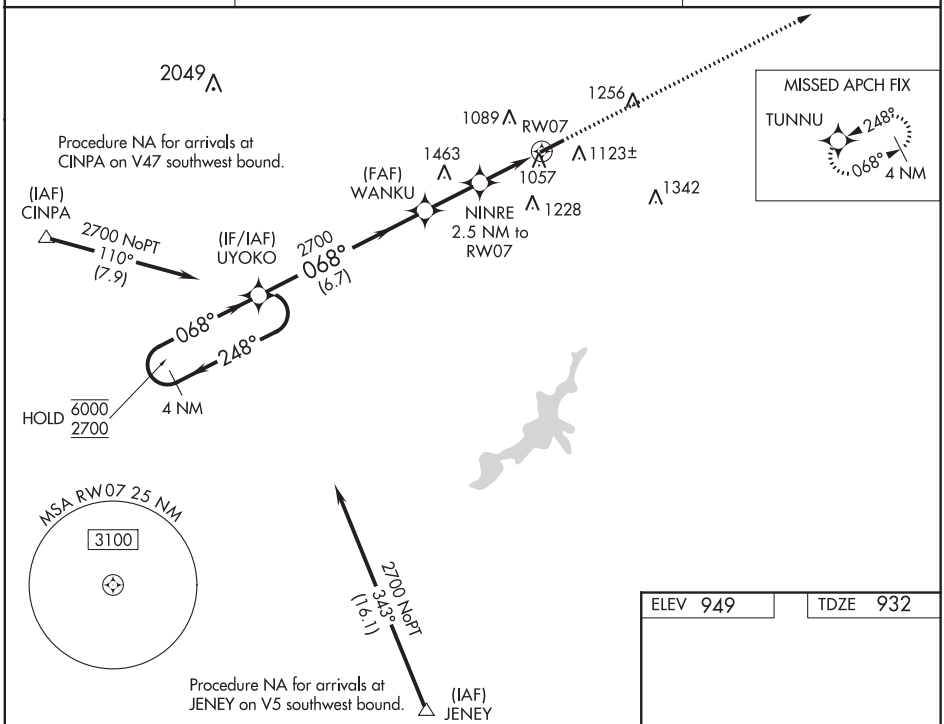
# RNAV (GPS) RWY 7
## GREENE COUNTY-LEWIS A JACKSON RGNL (I19)

RNP APCH.

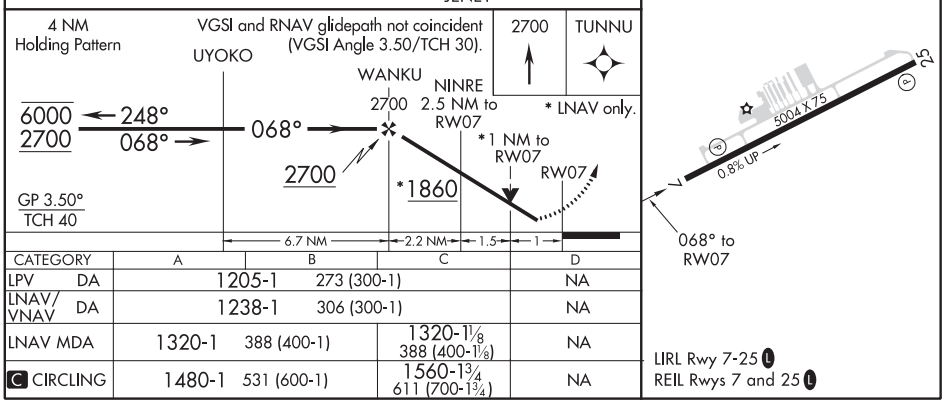
T A NA When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting: increase LPV DA to 1235 feet; increase LNAV/VNAV DA to 1268 feet; increase all MDA 40 feet and LNAV visibility Cat C ⅛ SM. Rwy 7 helicopter visibility reduction below ¾ NM NA.
VDP and Baro-VNAV NA when using Dayton-Wright Brothers altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2700 direct TUNNU and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 118.525 | 118.85 269.275 | 122.7 (CTAF) L |




ELEV 949 TDZE 932




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1205-1 273 (300-1) | | | NA |
| LNAV/VNAV DA | 1238-1 306 (300-1) | | | NA |
| LNAV MDA | 1320-1 388 (400-1) | | 1320-1⅛ 388 (400-1⅛) | NA |
| C CIRCLING | 1480-1 531 (600-1) | | 1560-1¾ 611 (700-1¾) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DAYTON, OHIO | AL-5879 (FAA) | 19059

| WAAS CH 56602 W25A | APP CRS 248° | Rwy ldg 5004<br>TDZE 949<br>Apt Elev 949 |
|---|---|---|

# RNAV (GPS) RWY 25
## GREENE COUNTY-LEWIS A JACKSON RGNL (I19)

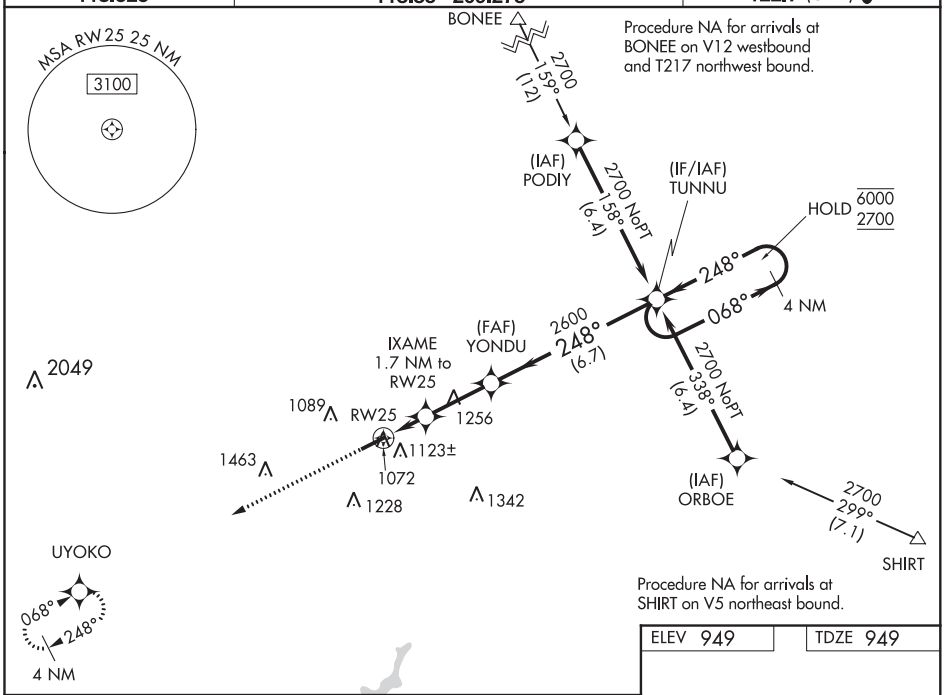
RNP APCH.

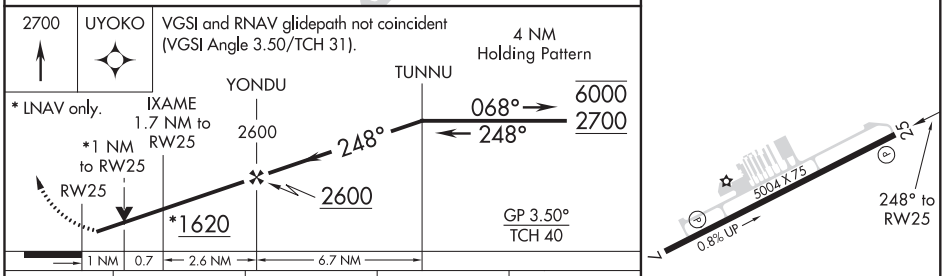
T A NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 25 helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Dayton-Wright Brothers altimeter setting. When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting: increase LPV DA to 1249 feet; increase LNAV/VNAV DA to 1252 feet; increase all MDA 40 feet and LNAV visibility Cat C ⅛ SM.

MISSED APPROACH: Climb to 2700 direct UYOKO and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 118.525 | 118.85 269.275 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1219-1 270 (300-1) | | | NA |
| LNAV/VNAV DA | 1222-1 273 (300-1) | | | NA |
| LNAV MDA | 1340-1 391 (400-1) | | 1340-1⅛ 391 (400-1⅛) | NA |
| C CIRCLING | 1480-1 531 (600-1) | | 1560-1¾ 611 (700-1¾) | NA |

ELEV 949 | TDZE 949




LIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC I-ATD | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 108.9 | 061° | 10900 / 998 / 1009 |

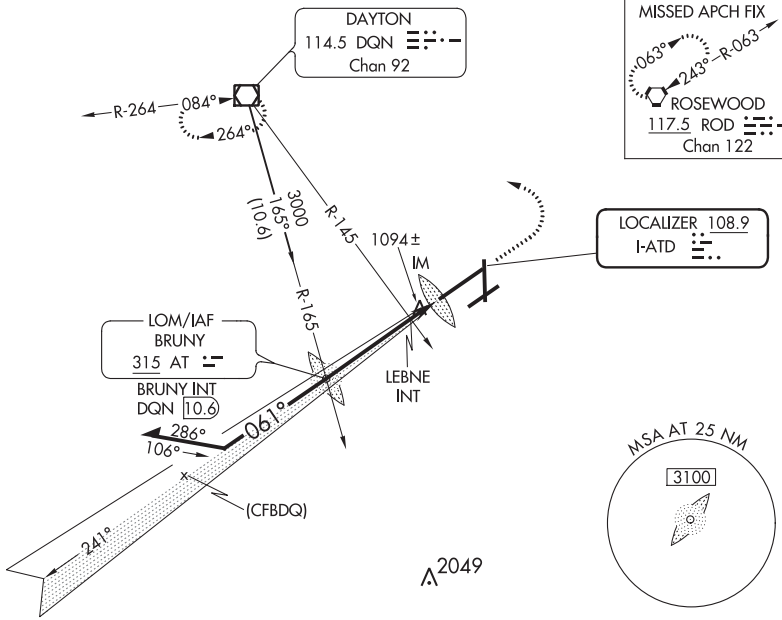
# ILS or LOC RWY 6L
## JAMES M COX DAYTON INTL (DAY)

Simultaneous approach authorized.
For inop ALSF-2, increase S-LOC 6L Cat C/D visibility to 1⅜ mile.

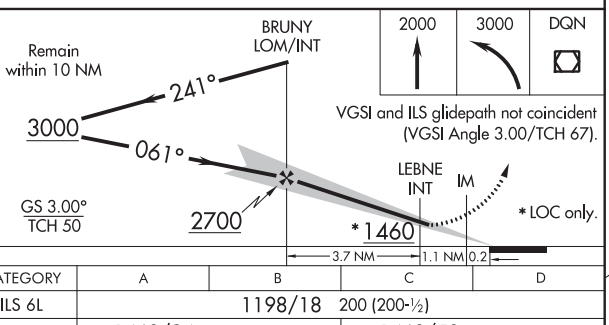
ALSF-2

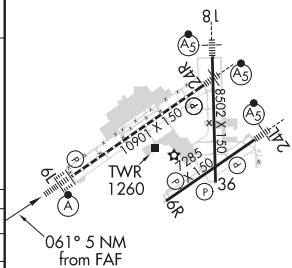
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

| ATIS | COLUMBUS APP CON | DAYTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.8 | 118.425 323.15 | 119.9 257.7 | 121.9 | 121.75 |




ELEV 1009 D TDZE 998




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6L | 1198/18 200 (200-½) | | | |
| S-LOC 6L | 1460/24 462 (500-½) | | 1460/50 462 (500-1) | |
| C CIRCLING | 1580-1 571 (600-1) | | 1580-1½ 571 (600-1½) | 1640-2 631 (700-2) |
| LEBNE FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED) | | | | |
| S-LOC 6L | 1380/24 382 (400-½) | | 1380/35 382 (400-⅝) | |
| C CIRCLING | 1580-1 571 (600-1) | | 1580-1½ 571 (600-1½) | 1640-2 631 (700-2) |

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DAYTON, OHIO

AL-107 (FAA)

20142

# ILS or LOC RWY 18
## JAMES M COX DAYTON INTL (DAY)

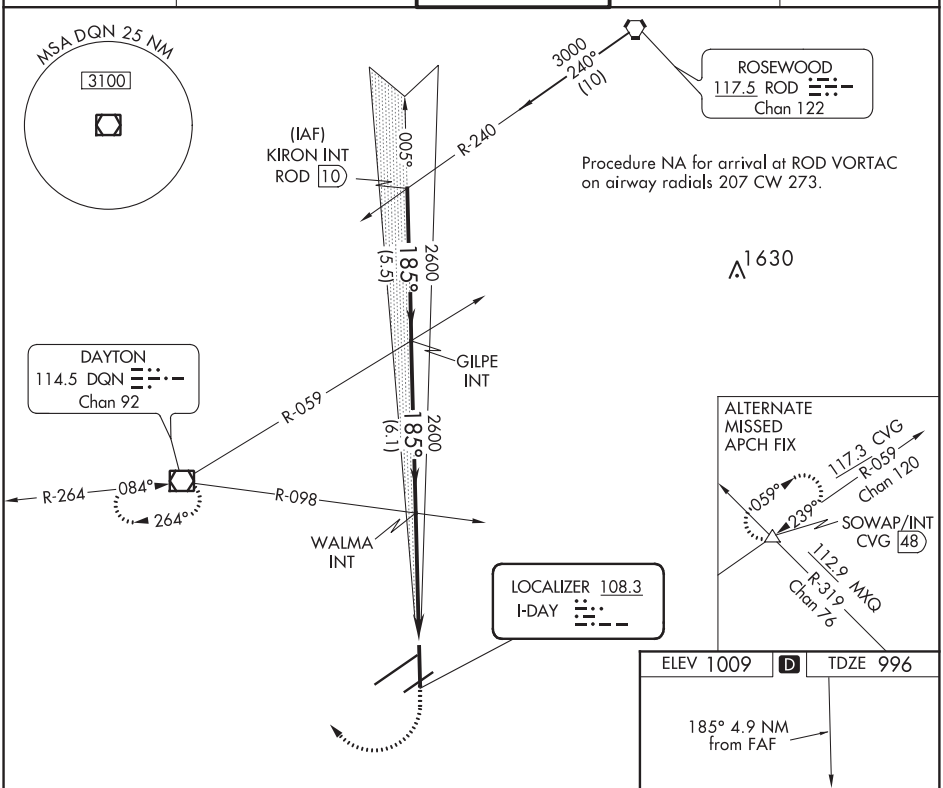
| LOC I-DAY | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 108.3 | 185° | 8502 / 996 / 1009 |

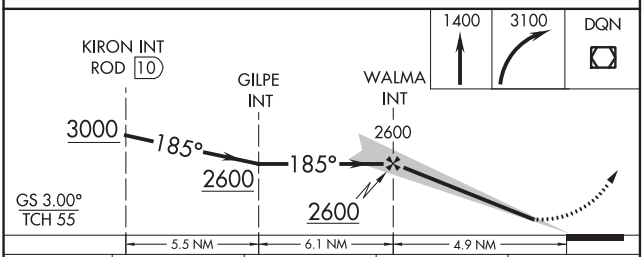
For inop ALS, increase S-LOC 18 Cat C/D visibility to RVR 6000.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climbing to 1400 then climbing right turn to 3100 direct DQN VOR/DME and hold.

| ATIS | COLUMBUS APP CON | DAYTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.8 | 118.425 323.15 | 119.9 257.7 | 121.9 | 121.75 |

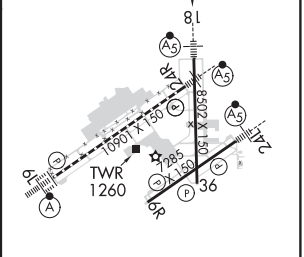



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 ** | 1196/24 200 (200-½) | | | |
| S-LOC 18 | 1400/24 404 (400-½) | | 1400/40 404 (400-¾) | |
| C CIRCLING | 1580-1 571 (600-1) | | 1580-1½ 571 (600-1½) | 1640-2 631 (700-2) |

ELEV 1009 D TDZE 996

185° 4.9 NM from FAF




HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC I-EGK 110.3 Chan 40 | APP CRS 241° | Rwy ldg 7001 TDZE 1007 Apt Elev 1009 |
|---|---|---|

# ILS or LOC RWY 24L
## JAMES M COX DAYTON INTL (DAY)

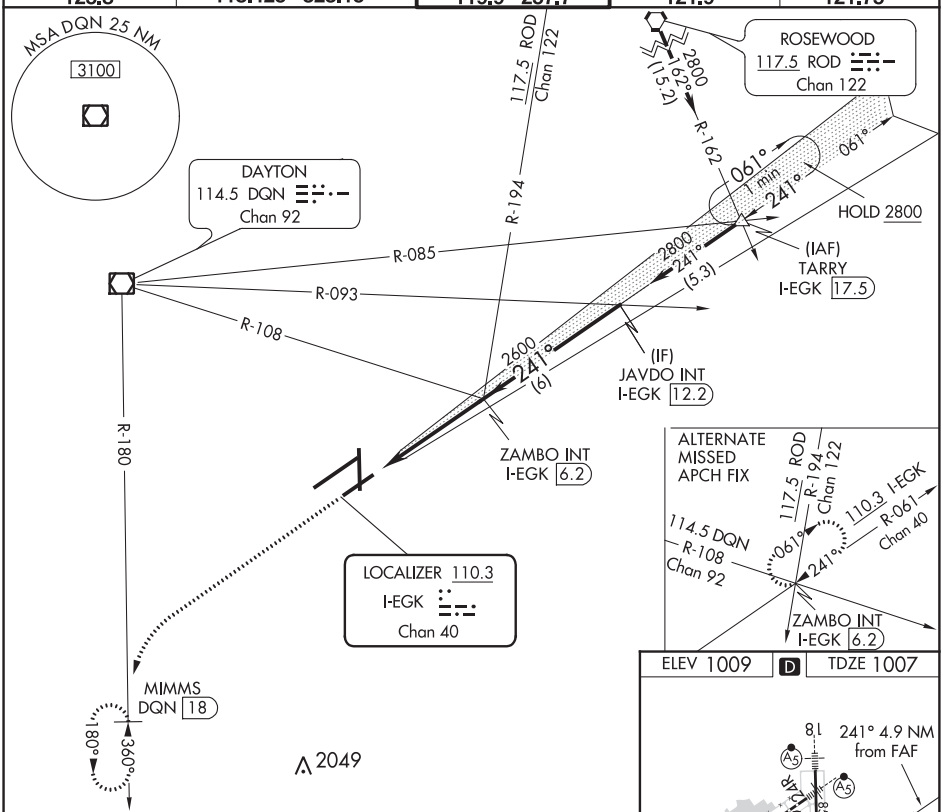
DME required.

T Simultaneous approach authorized.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

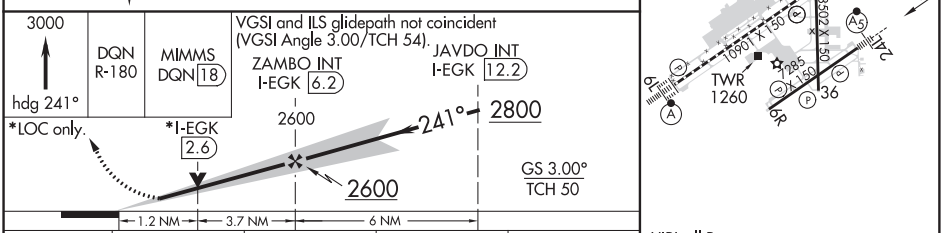
MALSR

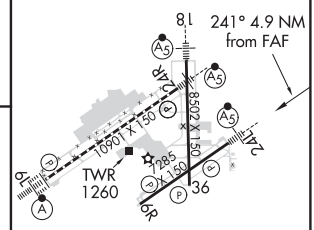
MISSED APPROACH: Climb to 3000 on heading 241° and DQN R-180 to MIMMS/DQN 18 DME and hold.

| ATIS | COLUMBUS APP CON | DAYTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.8 | 118.425 323.15 | 119.9 257.7 | 121.9 | 121.75 |




| ELEV 1009 | D | TDZE 1007 |
|---|---|---|




HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24L # | 1207/24 200 (200-½) | | | |
| S-LOC 24L | 1440/24 433 (500-½) | | 1440/40 433 (500-¾) | |
| C CIRCLING | 1580-1 571 (600-1) | | 1580-1½ 571 (600-1½) | 1640-2 631 (700-2) |

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

DAYTON, OHIO — AL-107 (FAA) — 20142

# ILS or LOC RWY 24R
## JAMES M COX DAYTON INTL (DAY)

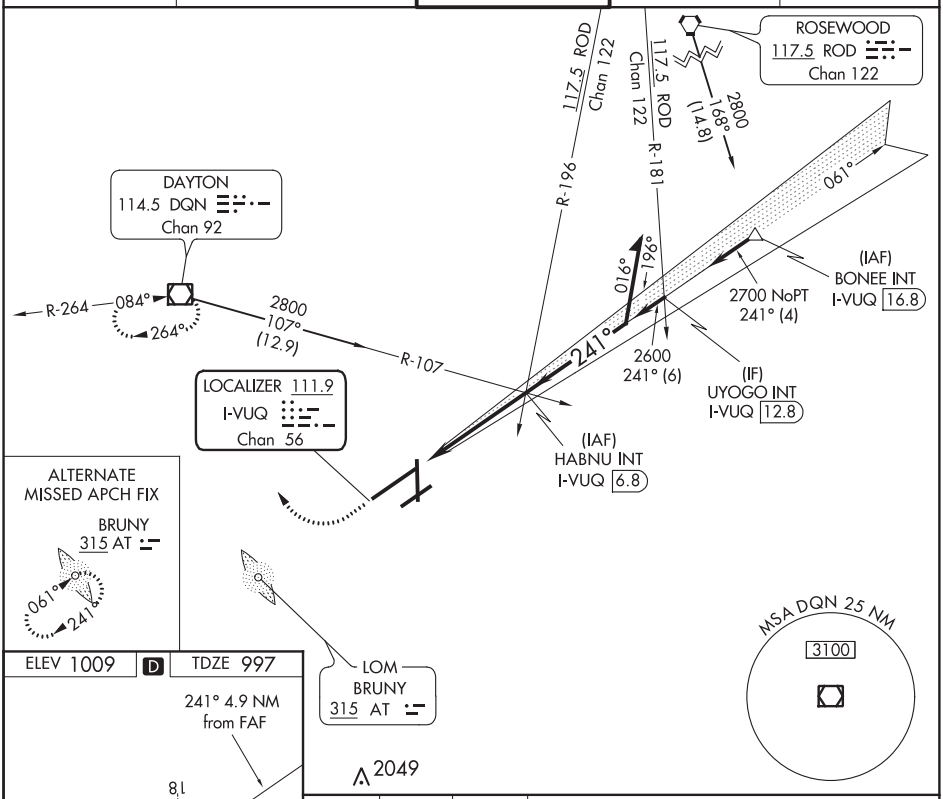
| LOC/DME I-VUQ 111.9 Chan 56 | APP CRS 241° | Rwy ldg 10900 TDZE 997 Apt Elev 1009 |
|---|---|---|

Simultaneous approach authorized.
For inop MALSR, increase S-LOC 24R Cat C/D visibility to RVR 6000.

MALSR A5

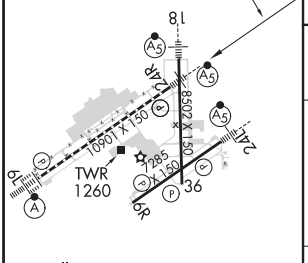
MISSED APPROACH: Climb to 3000 then right turn direct DQN VOR/DME and hold.

| ATIS | COLUMBUS APP CON | DAYTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.8 | 118.425 323.15 | 119.9 257.7 | 121.9 | 121.75 |



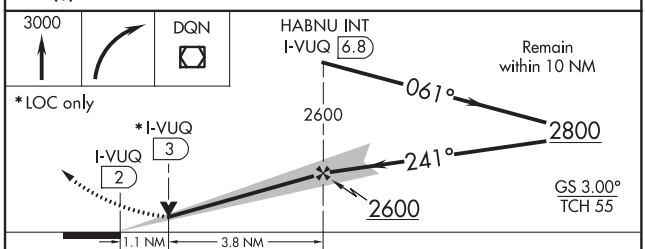

ELEV 1009 | D | TDZE 997

241° 4.9 NM from FAF




HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24R | 1203/24 | 206 (200-½) | | |
| S-LOC 24R | 1400/24 | 403 (400-½) | 1400/40 | 403 (400-¾) |
| C CIRCLING | 1580-1 | 571 (600-1) | 1580-1½ 571 (600-1½) | 1640-2 631 (700-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC I-ATD | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 108.9 | 061° | 10900 / 998 / 1009 |

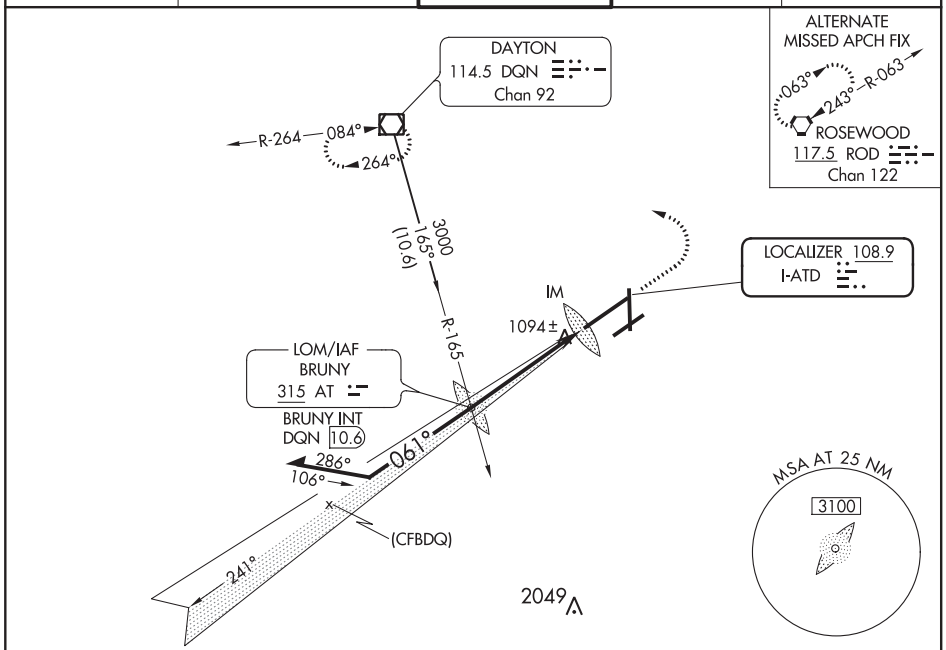
# ILS RWY 6L (CAT II & III)
## JAMES M COX DAYTON INTL (DAY)

Simultaneous approach authorized.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

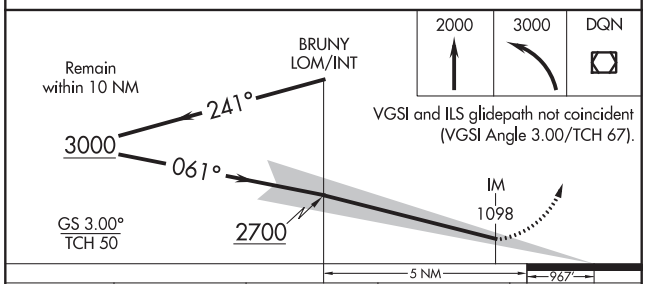
ALSF-2

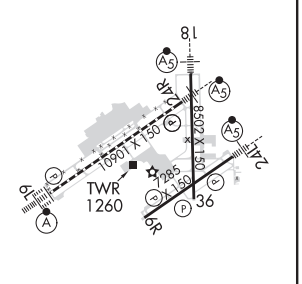
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

| ATIS | COLUMBUS APP CON | DAYTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.8 | 118.425 323.15 | 119.9 257.7 | 121.9 | 121.75 |




| ELEV 1009 | D | TDZE 998 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6L | CAT II RA 99/12 100 DA 1098 | | | |
| S-ILS 6L | CAT III RVR 06 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

DAYTON, OHIO AL-107 (FAA-O) 20254

| APP CRS | Rwy ldg | 10900 |
|---|---|---|
| 061° | TDZE | 998 |
| | Apt Elev | 1009 |

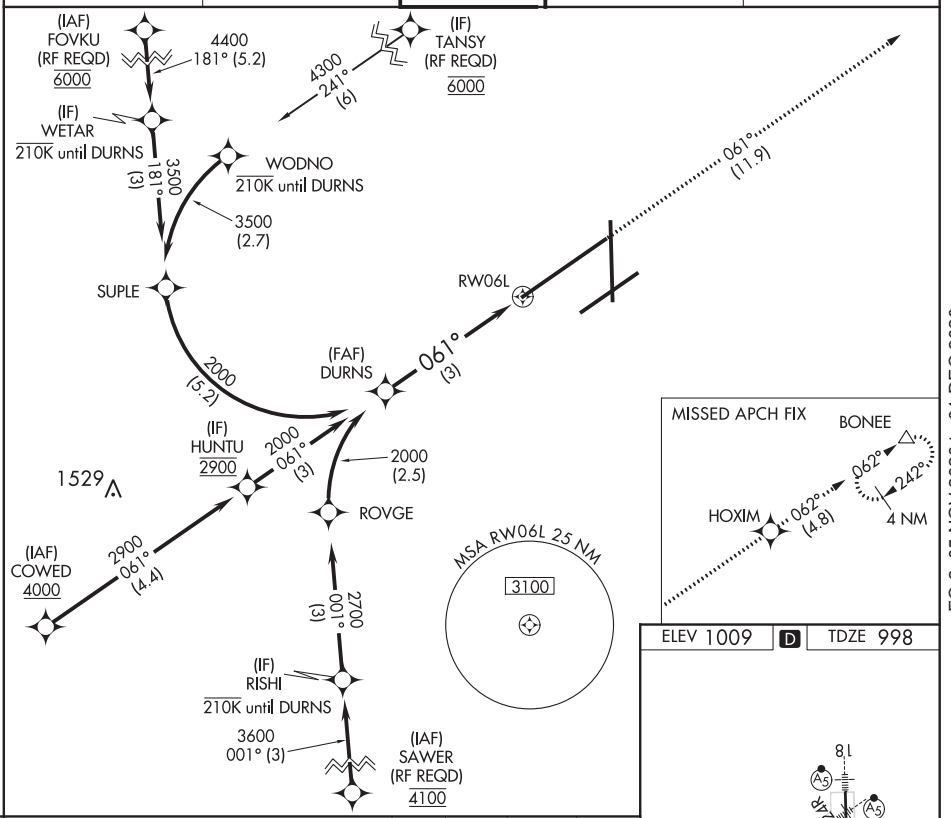
# RNAV (RNP) Y RWY 6L
## JAMES M COX DAYTON INTL (DAY)

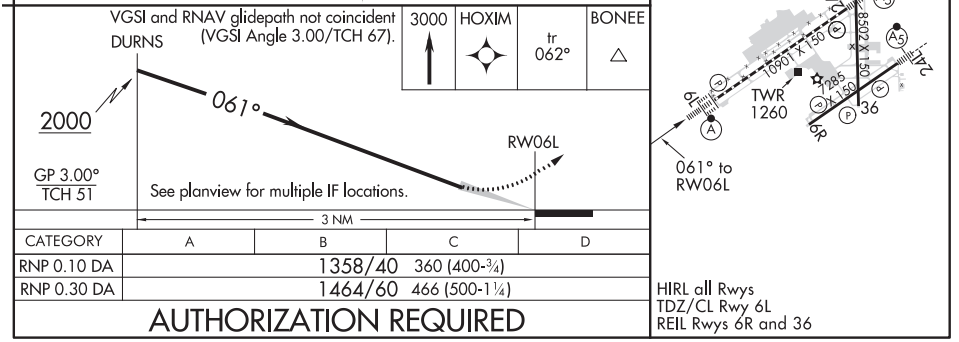
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). For inop ALS, increase RNP 0.10 all Cats visibility to RVR 6000. For inop ALS, increase RNP 0.30 all Cats visibility to 1 5/8.

ALSF-2

MISSED APPROACH: Climb to 3000 on the RNAV missed approach route to BONEE and hold.

| ATIS | COLUMBUS APP CON | DAYTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.8 | 118.425 323.15 | 119.9 257.7 | 121.9 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 1358/40 360 (400-¾) | | | |
| RNP 0.30 DA | 1464/60 466 (500-1¼) | | | |

**AUTHORIZATION REQUIRED**

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 10900 |
|---|---|---|
| 241° | TDZE | 997 |
| | Apt Elev | 1009 |

# RNAV (RNP) Y RWY 24R
## JAMES M COX DAYTON INTL (DAY)

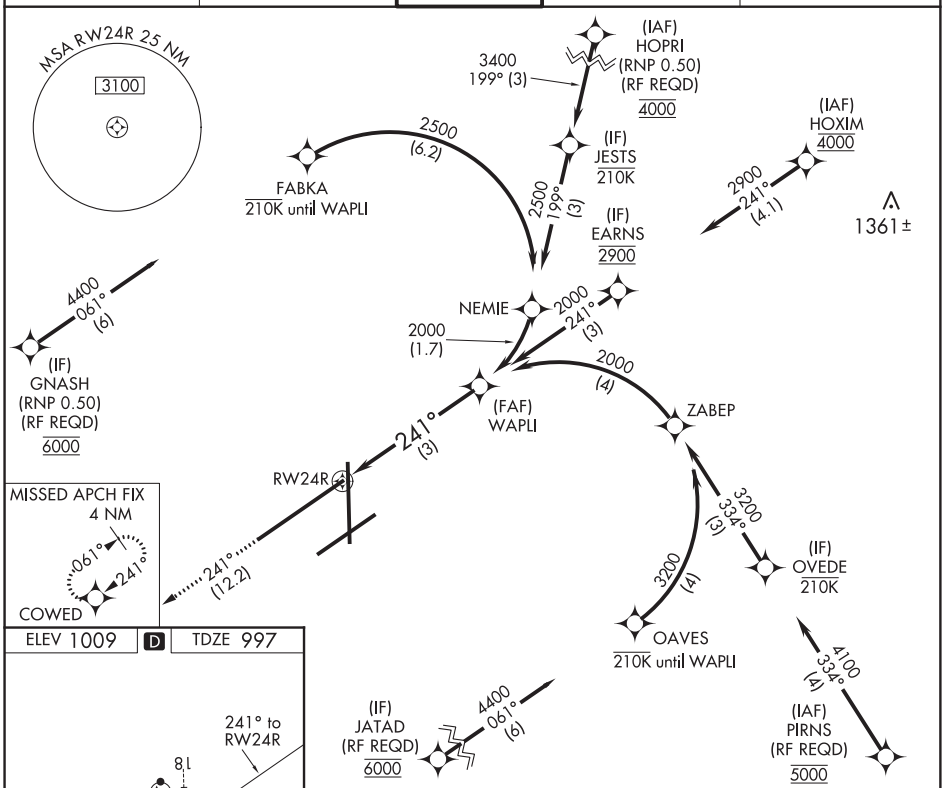
RNP AR APCH.

For inop ALS, increase RNP 0.10 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1⅜ SM. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C.

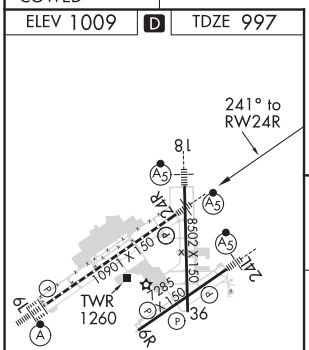
MALSR

MISSED APPROACH: Climb to 3000 on track 241° COWED and hold.

| ATIS | COLUMBUS APP CON | DAYTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.8 | 118.425 323.15 | 119.9 257.7 | 121.9 | 121.75 |



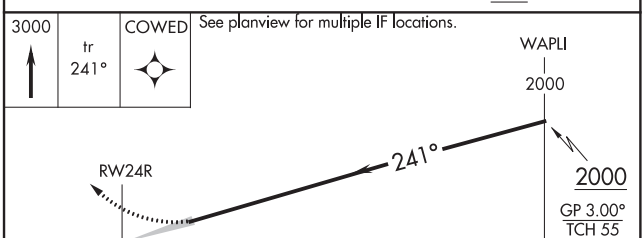

ELEV 1009 D TDZE 997




HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

| 3000 | tr 241° | COWED |
|---|---|---|

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 1334/35 337 (400-⅝) | | | |
| RNP 0.30 DA | 1418/50 421 (500-1) | | | |

**AUTHORIZATION REQUIRED**

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

DAYTON, OHIO — AL-107 (FAA) — 20142

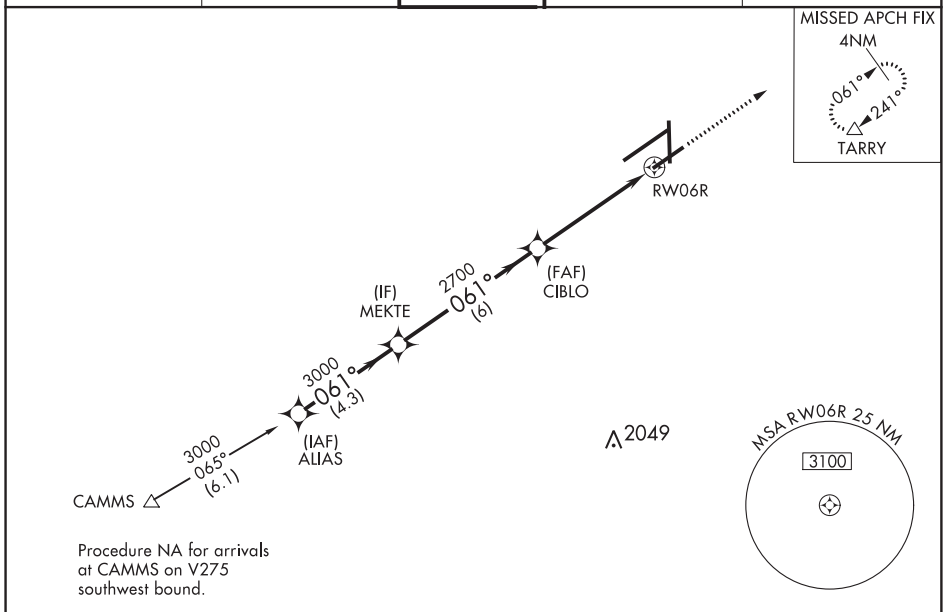
| WAAS CH 90414 W06B | APP CRS 061° | Rwy ldg 7001<br>TDZE 1009<br>Apt Elev 1009 |
|---|---|---|

# RNAV (GPS) RWY 6R
## JAMES M COX DAYTON INTL (DAY)

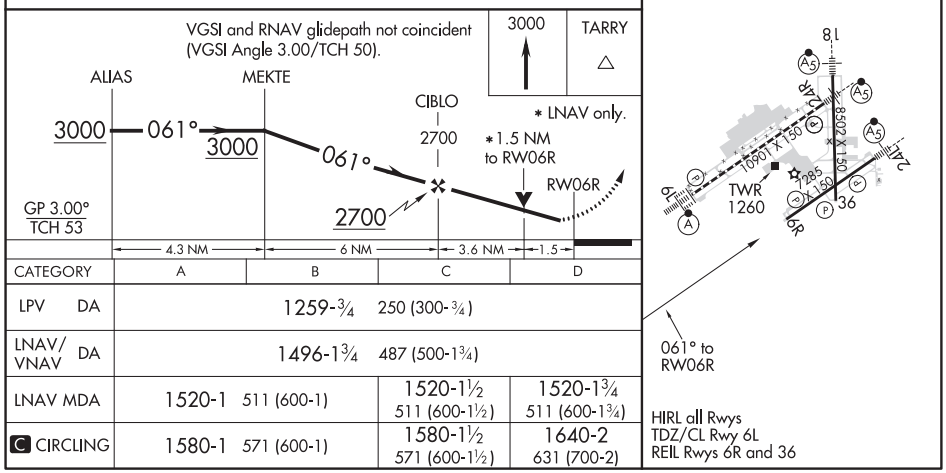
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-4°F) or above 54°C (130°F). Rwy 6R helicopter visibility reduction below ¾ SM NA. Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

MISSED APPROACH: Climb to 3000 direct TARRY and hold.

| ATIS | COLUMBUS APP CON | DAYTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.8 | 118.425 323.15 | 119.9 257.7 | 121.9 | 121.75 |




ELEV 1009 | D | TDZE 1009




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1259-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1496-1¾ 487 (500-1¾) | | | |
| LNAV MDA | 1520-1 511 (600-1) | | 1520-1½ 511 (600-1½) | 1520-1¾ 511 (600-1¾) |
| C CIRCLING | 1580-1 571 (600-1) | | 1580-1½ 571 (600-1½) | 1640-2 631 (700-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 18
## JAMES M COX DAYTON INTL (DAY)

| WAAS CH 86914 W18A | APP CRS 185° | Rwy ldg 8502 TDZE 996 Apt Elev 1009 |
|---|---|---|

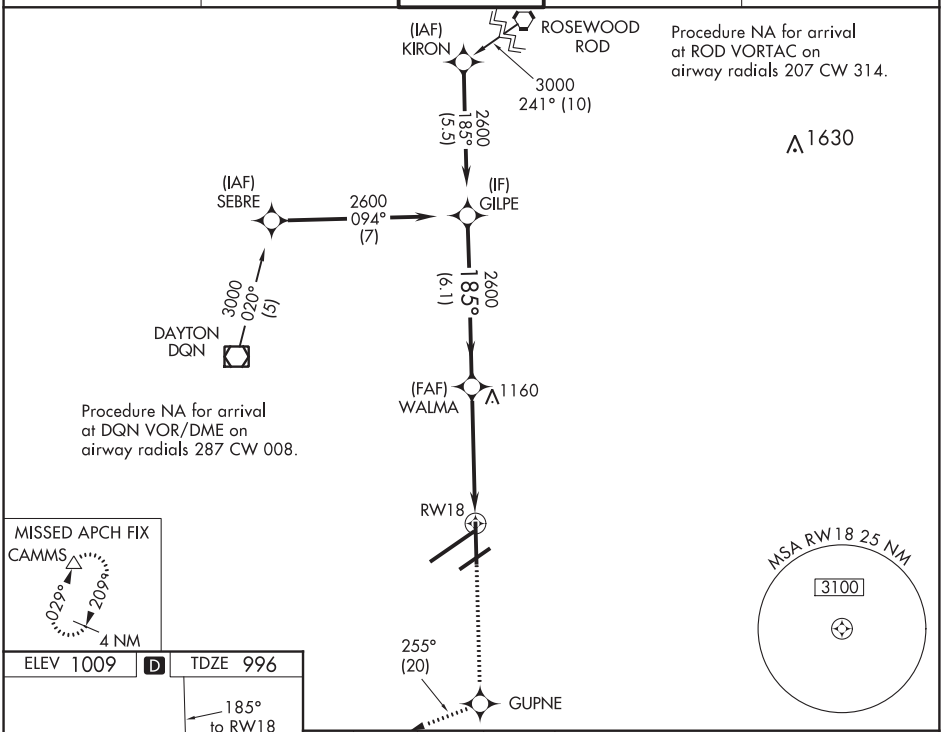
RNP APCH.

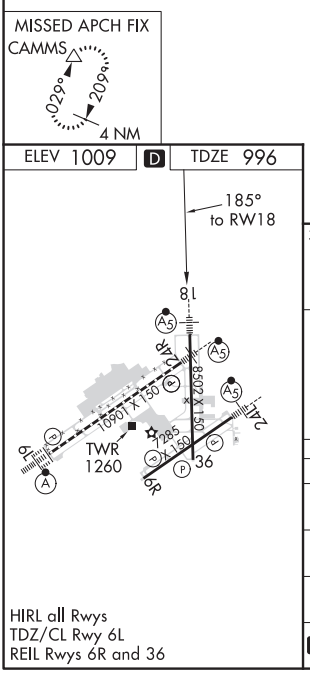
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct GUPNE and track 255° to CAMMS and hold.

| ATIS | COLUMBUS APP CON | DAYTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.8 | 118.425 323.15 | 119.9 257.7 | 121.9 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 1196/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1274/24 278 (300-½) | | | |
| LNAV MDA | 1420/24 424 (500-½) | | 1420/40 424 (500-¾) | |
| C CIRCLING | 1580-1 571 (600-1) | | 1580-1½ 571 (600-1½) | 1640-2 631 (700-2) |

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DAYTON, OHIO | AL-107 (FAA) | 20142

| WAAS CH 50414 W24A | APP CRS 241° | Rwy ldg 7001 TDZE 1007 Apt Elev 1009 |
|---|---|---|

# RNAV (GPS) RWY 24L
## JAMES M COX DAYTON INTL (DAY)

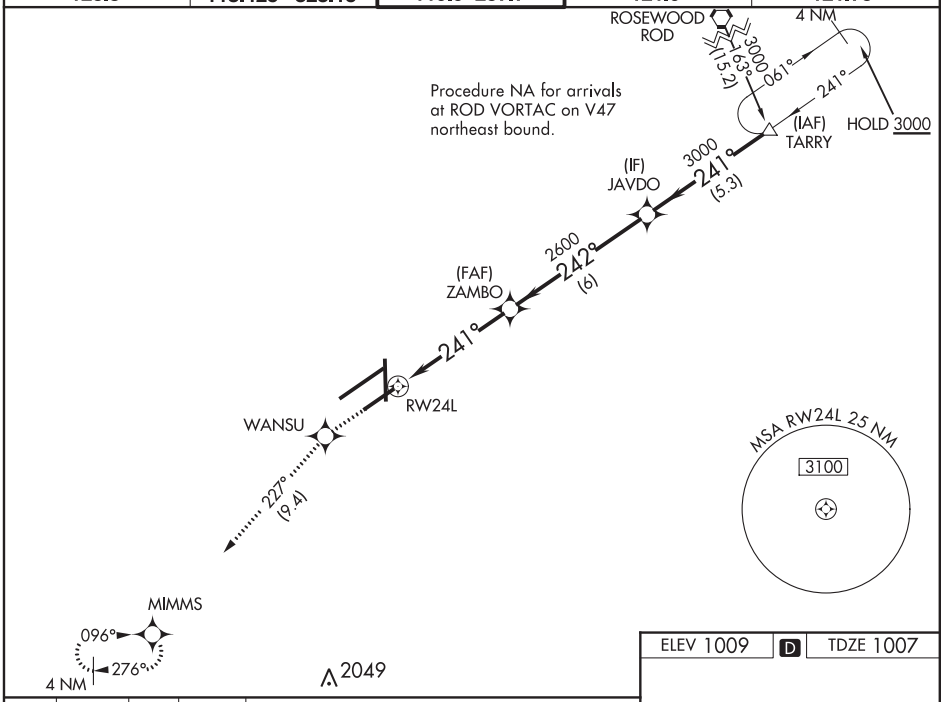
RNP APCH.

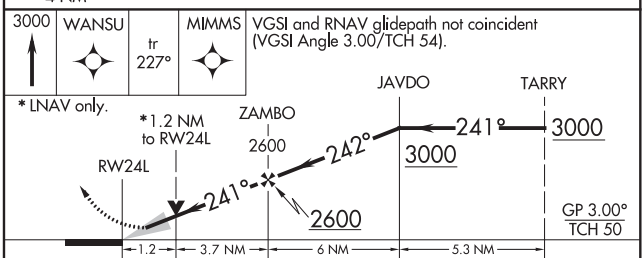
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats RVR to 4500. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct WANSU and on track 227° to MIMMS and hold.

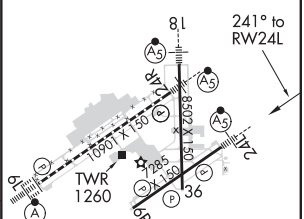
| ATIS | COLUMBUS APP CON | DAYTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.8 | 118.425 323.15 | 119.9 257.7 | 121.9 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA** | 1207/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1327/24 320 (400-½) | | | |
| LNAV MDA | 1440/24 433 (500-½) | | 1440/40 433 (500-¾) | |
| C CIRCLING | 1580-1 571 (600-1) | | 1580-1½ 571 (600-1½) | 1640-2 631 (700-2) |

ELEV 1009 | D | TDZE 1007




HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

DAYTON, OHIO
Amdt 2 03JAN19

39°54'N-84°13'W

JAMES M COX DAYTON INTL (DAY)
RNAV (GPS) RWY 24L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

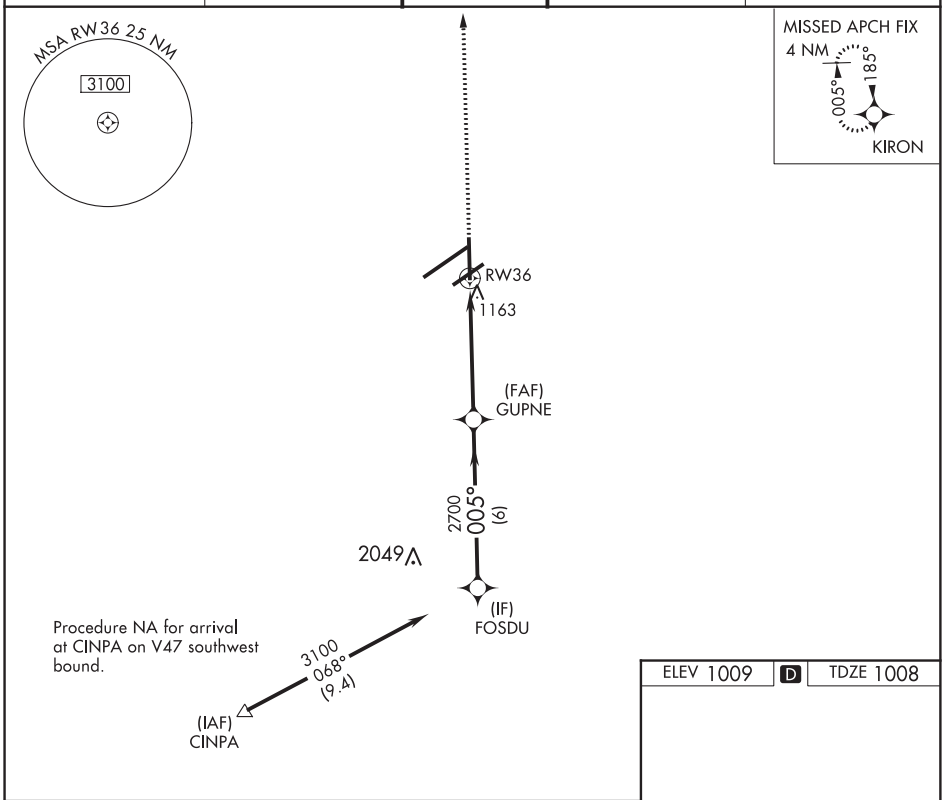
# RNAV (GPS) RWY 36
## JAMES M COX DAYTON INTL (DAY)

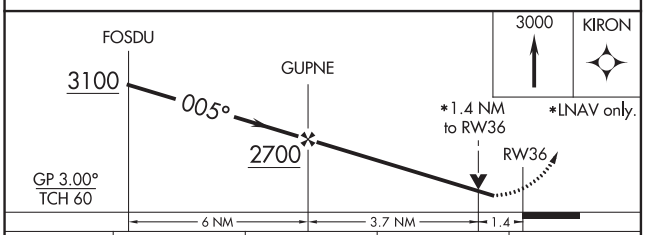
| APP CRS | Rwy ldg | 8502 |
|---|---|---|
| 005° | TDZE | 1008 |
| | Apt Elev | 1009 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct to KIRON and hold.

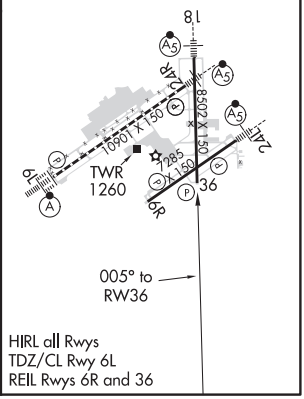
| ATIS | COLUMBUS APP CON | DAYTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.8 | 118.425 323.15 | 119.9 257.7 | 121.9 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 1449-1½ 441 (500-1½) | | | |
| LNAV MDA | 1500-1 492 (500-1) | | 1500-1¼ 492 (500-1¼) | 1500-1½ 492 (500-1½) |
| C CIRCLING | 1580-1 571 (600-1) | | 1580-1½ 571 (600-1½) | 1640-2 631 (700-2) |

ELEV 1009 | D | TDZE 1008




HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DAYTON, OHIO

AL-107 (FAA)

20142

| WAAS CH 42913 W06A | APP CRS 061° | Rwy ldg 10900<br>TDZE 998<br>Apt Elev 1009 |
|---|---|---|

# RNAV (GPS) Z RWY 6L

## JAMES M COX DAYTON INTL (DAY)

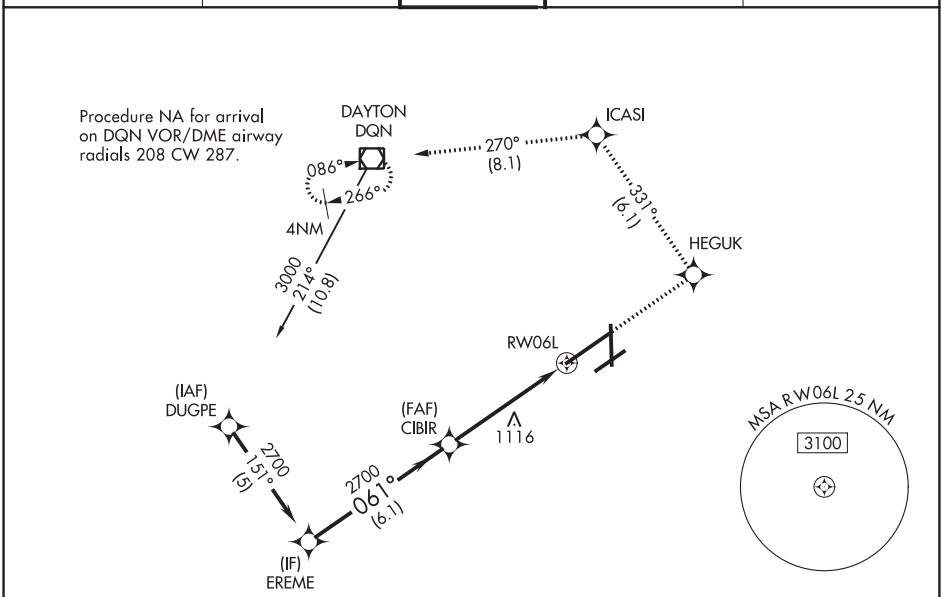
RNP APCH

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cats C/D to 1¼ SM.

ALSF-2

MISSED APPROACH: Climb to 3000 direct HEGUK and on track 331° to ICASI and on track 270° to DQN VOR/DME and hold.

| ATIS | COLUMBUS APP CON | DAYTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.8 | 118.425 323.15 | 119.9 257.7 | 121.9 | 121.75 |




EC-2, 05 NOV 2020 to 31 DEC 2020

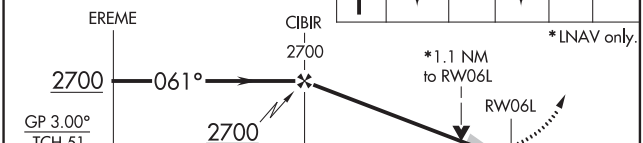
EC-2, 05 NOV 2020 to 31 DEC 2020

2049

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).

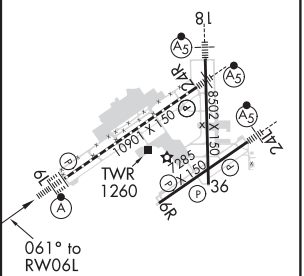
| 3000 | HEGUK | tr 331° | ICASI | tr 270° | DQN |
|---|---|---|---|---|---|

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1198/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1366/40 368 (400-¾) | | | |
| LNAV MDA | 1420/24 422 (500-½) | | 1420/40 422 (500-¾) | 1420/50 422 (500-1) |
| C CIRCLING | 1580-1 571 (600-1) | | 1580-1½ 571 (600-1½) | 1640-2 631 (700-2) |

ELEV 1009 D TDZE 998




HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

| WAAS CH 66013 W24B | APP CRS 241° | Rwy ldg 10900 TDZE 997 Apt Elev 1009 |
|---|---|---|

# RNAV (GPS) Z RWY 24R
## JAMES M COX DAYTON INTL (DAY)

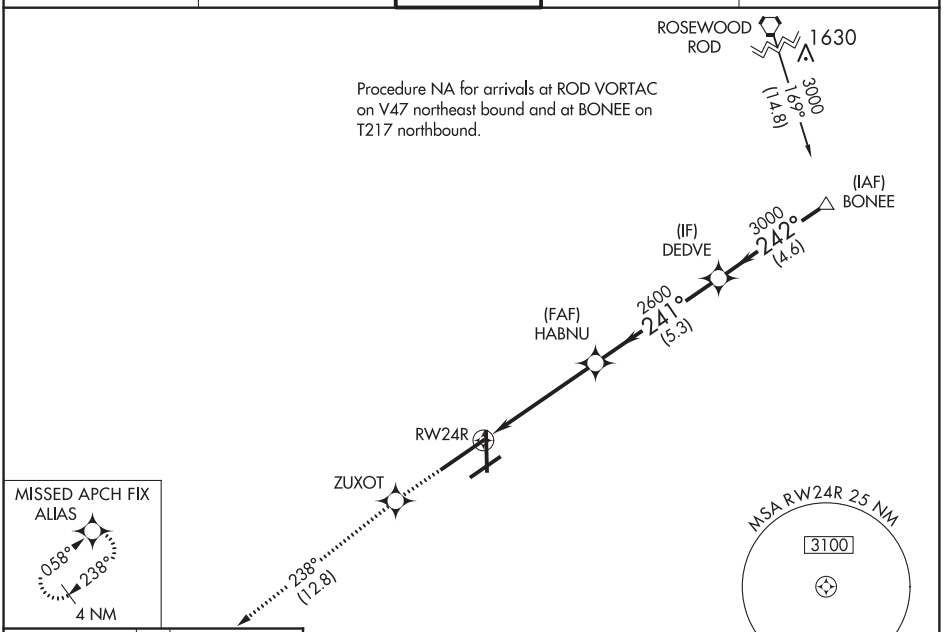
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

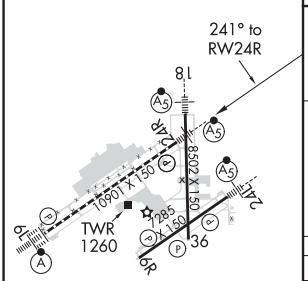
MALSR

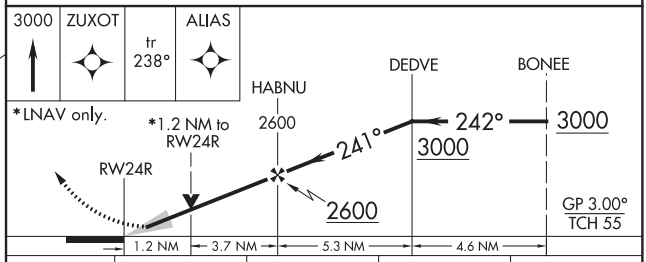
MISSED APPROACH: Climb to 3000 direct ZUXOT and on track 238° to ALIAS and hold.

| ATIS | COLUMBUS APP CON | DAYTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.8 | 118.425 323.15 | 119.9 257.7 | 121.9 | 121.75 |




ELEV 1009 D TDZE 997




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1203/24 206 (200-½) | | | |
| LNAV/VNAV DA | 1294/24 297 (300-½) | | | |
| LNAV MDA | 1440/24 443 (500-½) | | 1440/45 443 (500-⅞) | |
| C CIRCLING | 1580-1 571 (600-1) | | 1580-1½ 571 (600-1½) | 1640-2 631 (700-2) |

HIRL all Rwys
TDZ/CL Rwy 6L
REIL Rwys 6R and 36

EC-2, 05 NOV 2020 to 31 DEC 2020

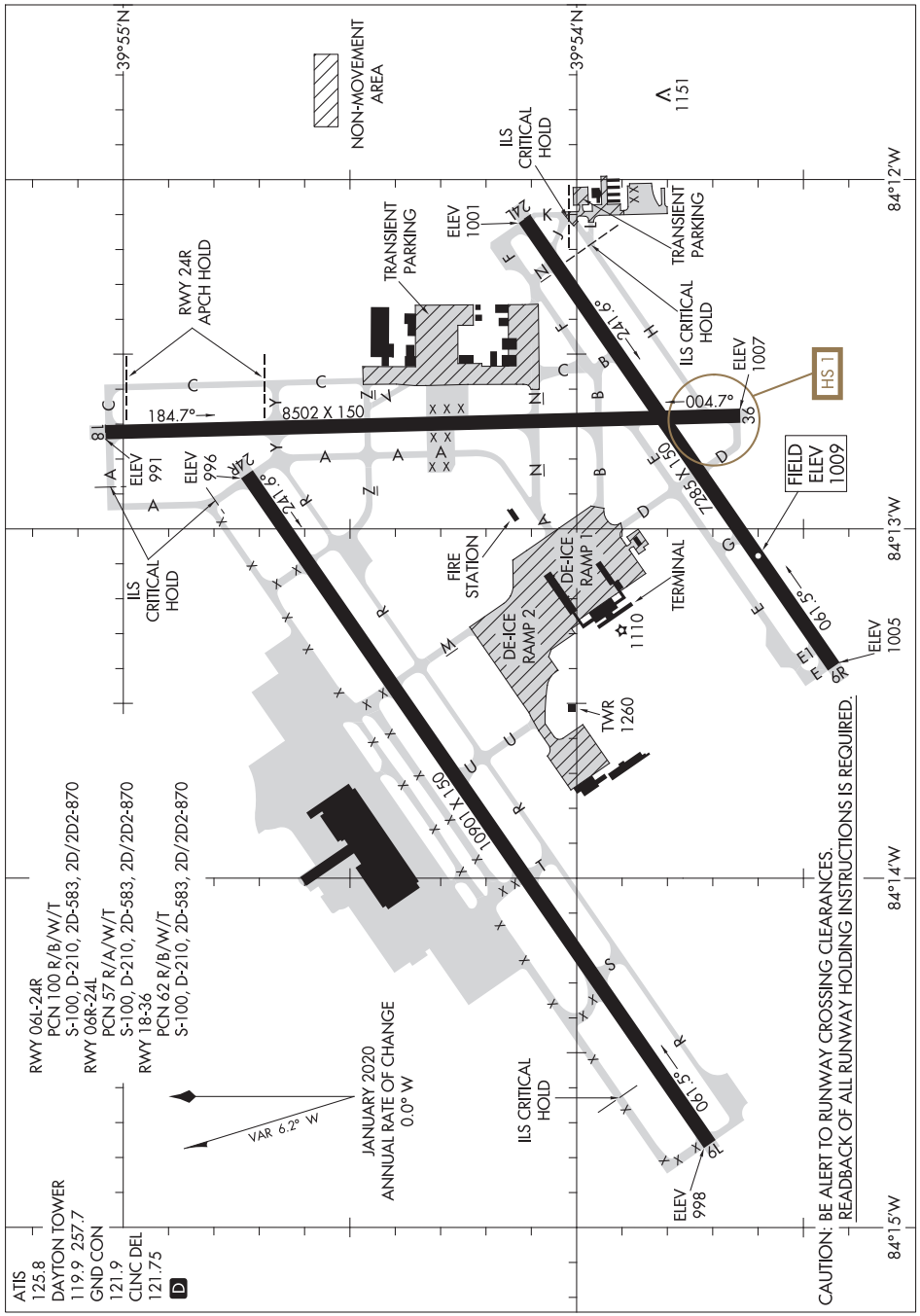
EC-2, 05 NOV 2020 to 31 DEC 2020

20086

# AIRPORT DIAGRAM

AL-107 (FAA)

JAMES M. COX-DAYTON INTL (DAY)
DAYTON, OHIO



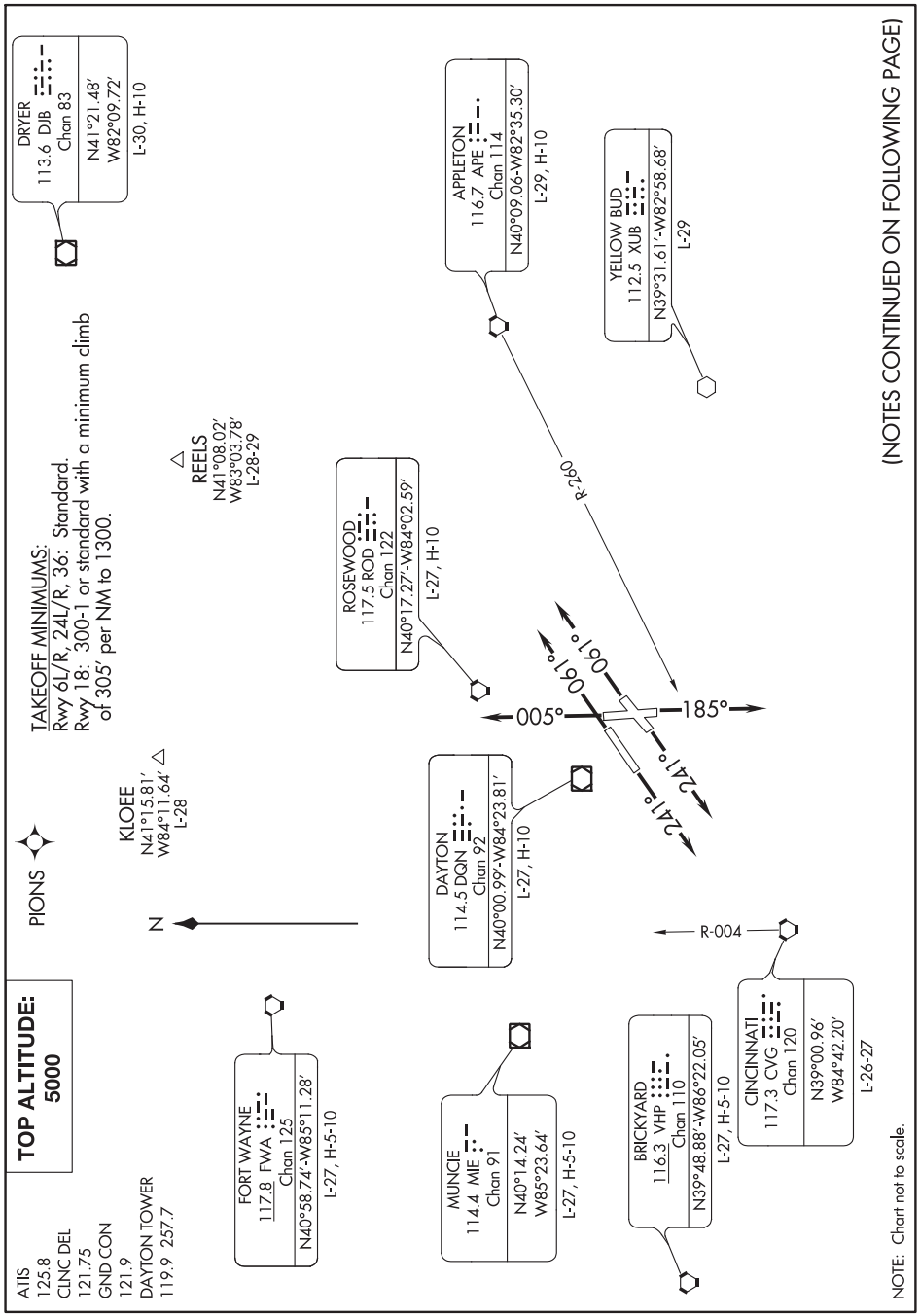

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20086
DAYTON, OHIO
JAMES M. COX-DAYTON INTL (DAY)

# DAYTON SEVEN DEPARTURE






(NOTES CONTINUED ON FOLLOWING PAGE)



EC-2, 05 NOV 2020 to 31 DEC 2020

DAYTON SEVEN DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6L/R: Climb on heading 061°, thence....
TAKEOFF RWY 18: Climb on heading 185°, thence....
TAKEOFF RWY 24L/R: Climb on heading 241°, thence....
TAKEOFF RWY 36: Climb on heading 005°, thence....

....or assigned radar vectors to join assigned route/fix. All aircraft maintain 5000 or filed altitude if lower. Expect clearance to requested altitude/flight level 10 minutes after departure. Appropriate departure control frequency will be assigned by ATC. Turbojet aircraft filed over CVG VORTAC, maintain 250K until advised by ATC, expect vectors to intercept CVG R-004. Aircraft filed over APE VORTAC, expect vectors to intercept APE R-260.


EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 12
## DEFIANCE MEMORIAL (DFI)

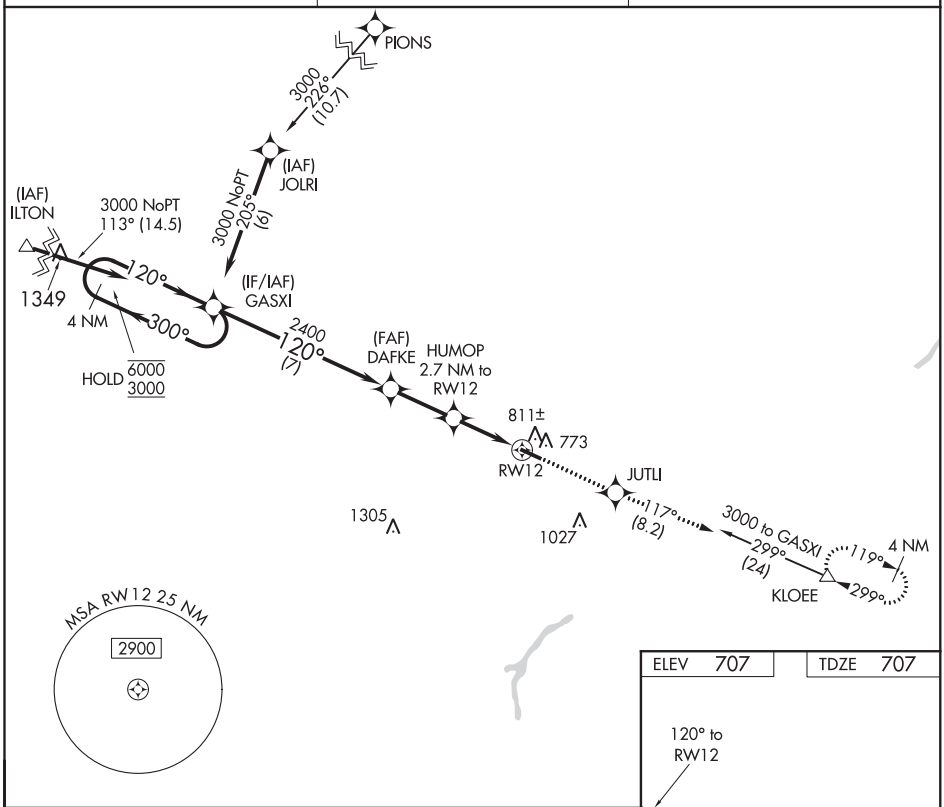
| APP CRS | Rwy ldg | 4199 |
|---|---|---|
| 120° | TDZE | 707 |
| | Apt Elev | 707 |

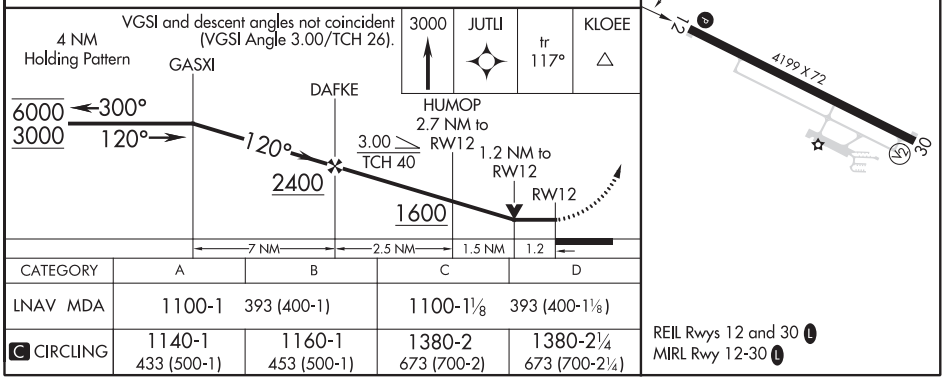
RNP APCH.

Circling Rwy 30 NA at night. Rwy 12 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JUTLI and on track 117° to KLOEE and hold.

| ASOS | TOLEDO APP CON | UNICOM |
|---|---|---|
| 121.425 | 134.35 307.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1100-1 393 (400-1) | | 1100-1⅛ 393 (400-1⅛) | |
| C CIRCLING | 1140-1 433 (500-1) | 1160-1 453 (500-1) | 1380-2 673 (700-2) | 1380-2¼ 673 (700-2¼) |

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DELAWARE, OHIO

AL-6258 (FAA)

19115

# RNAV (GPS) RWY 10
## DELAWARE MUNI-JIM MOORE FIELD (DLZ)

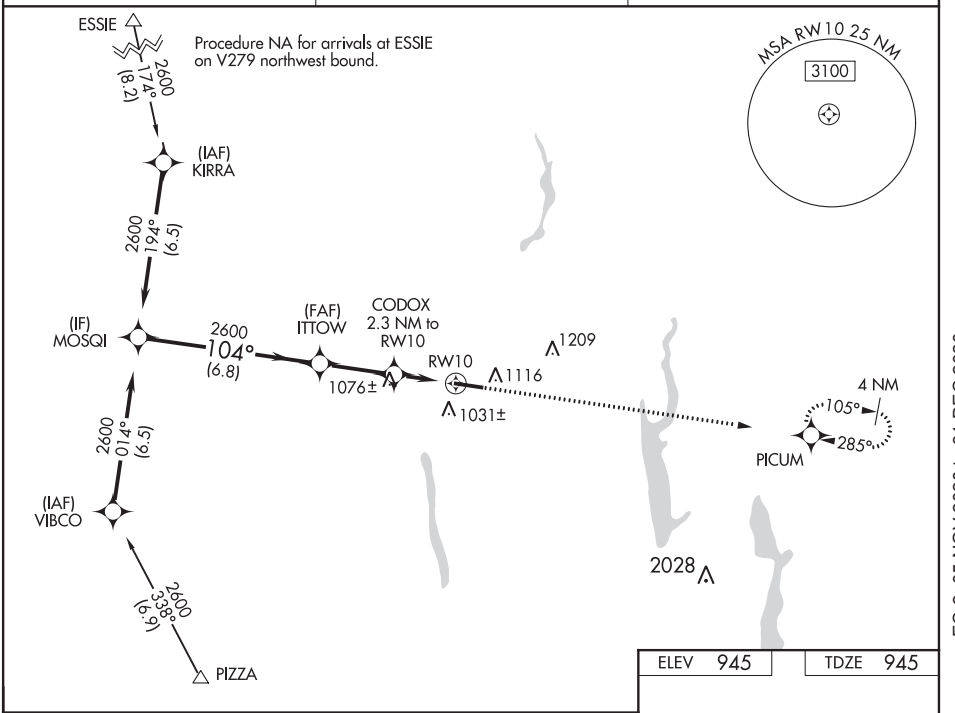
| WAAS CH 90506 W10A | APP CRS 104° | Rwy ldg 5800<br>TDZE 945<br>Apt Elev 945 |
|---|---|---|

RNP APCH.

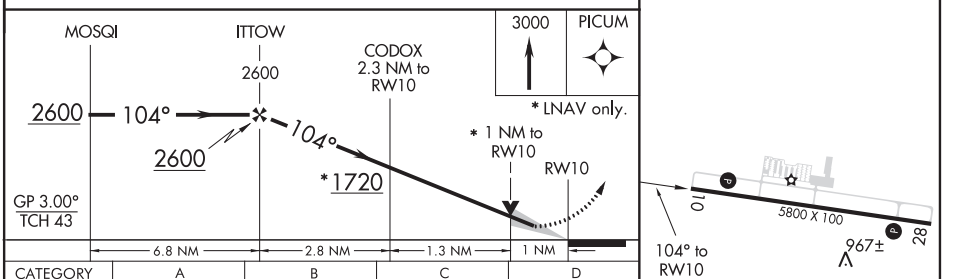
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct PICUM and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 119.025 | 125.95 317.775 | 122.7 (CTAF) L |




| ELEV 945 | TDZE 945 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1195-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1231-1 286 (300-1) | | | |
| LNAV MDA | 1340-1 395 (400-1) | | | |
| C CIRCLING | 1420-1 475 (500-1) | | 1560-1 615 (700-1) | 1560-2 615 (700-2) |

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 50506 W28A | APP CRS 284° | Rwy ldg 5800<br>TDZE 945<br>Apt Elev 945 |
|---|---|---|

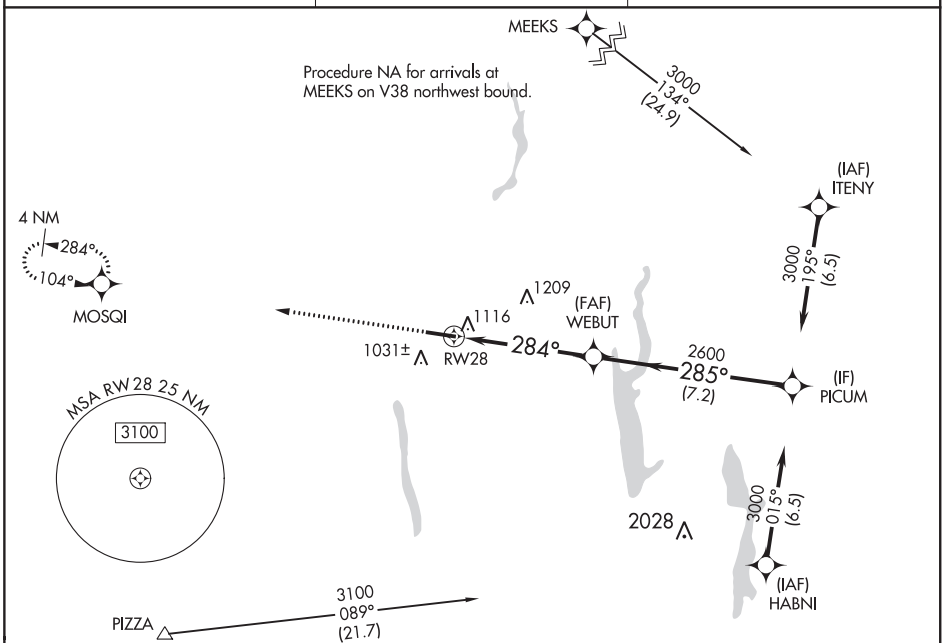
# RNAV (GPS) RWY 28
## DELAWARE MUNI-JIM MOORE FIELD (DLZ)

RNP APCH.

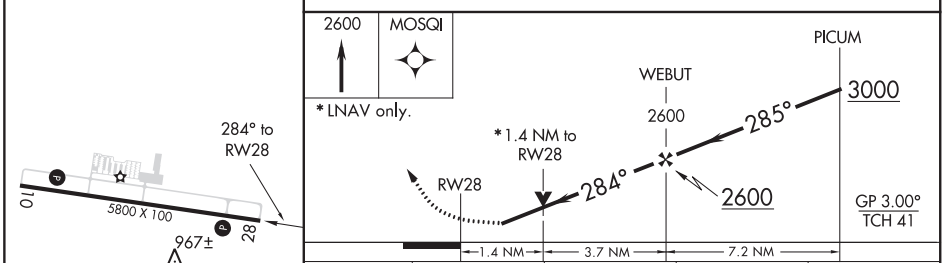
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct MOSQI and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 119.025 | 125.95 317.775 | 122.7 (CTAF) L |




| ELEV 945 | TDZE 945 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1195-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1406-1¾ 461 (500-1¾) | | | |
| LNAV MDA | 1420-1 475 (500-1) | | 1420-1⅜ 475 (500-1⅜) | |
| C CIRCLING | 1420-1 475 (500-1) | | 1560-1¾ 615 (700-1¾) | 1560-2 615 (700-2) |

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

DELAWARE, OHIO

AL-6258 (FAA)

20282

# VOR RWY 28

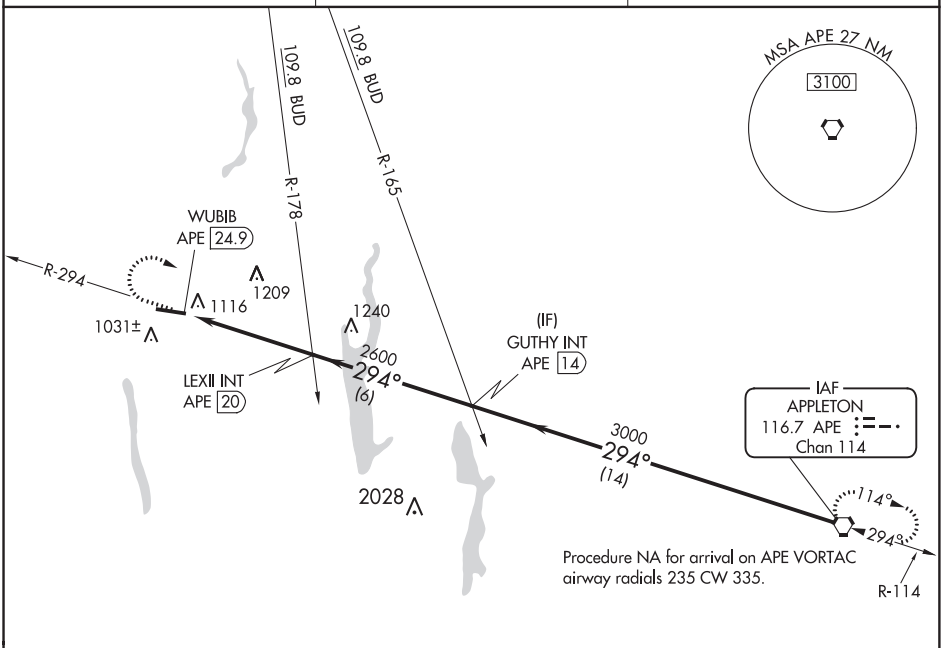
## DELAWARE MUNI-JIM MOORE FIELD (DLZ)

| VORTAC APE | APP CRS | Rwy ldg | 5800 |
|---|---|---|---|
| 116.7 | 294° | TDZE | 945 |
| Chan 114 | | Apt Elev | 945 |

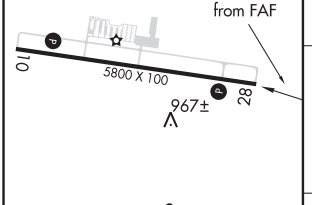
Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 then right turn direct APE VORTAC and hold.

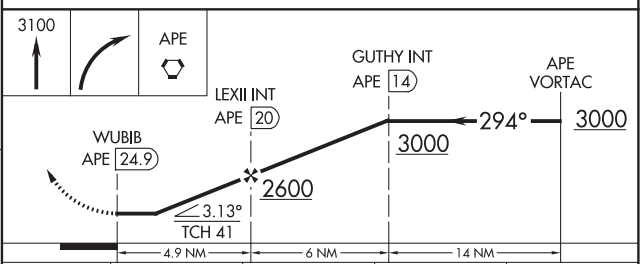
| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 119.025 | 125.95 317.775 | 122.7 (CTAF) L |




| ELEV | 945 | TDZE | 945 |
|---|---|---|---|




REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:52 | 3:14 | 2:26 | 1:57 | 1:37 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 1520-1 575 (600-1) | | 1520-1⅝ 575 (600-1⅝) | |
| C CIRCLING | 1520-1 575 (600-1) | | 1560-1¾ 615 (700-1¾) | 1560-2 615 (700-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

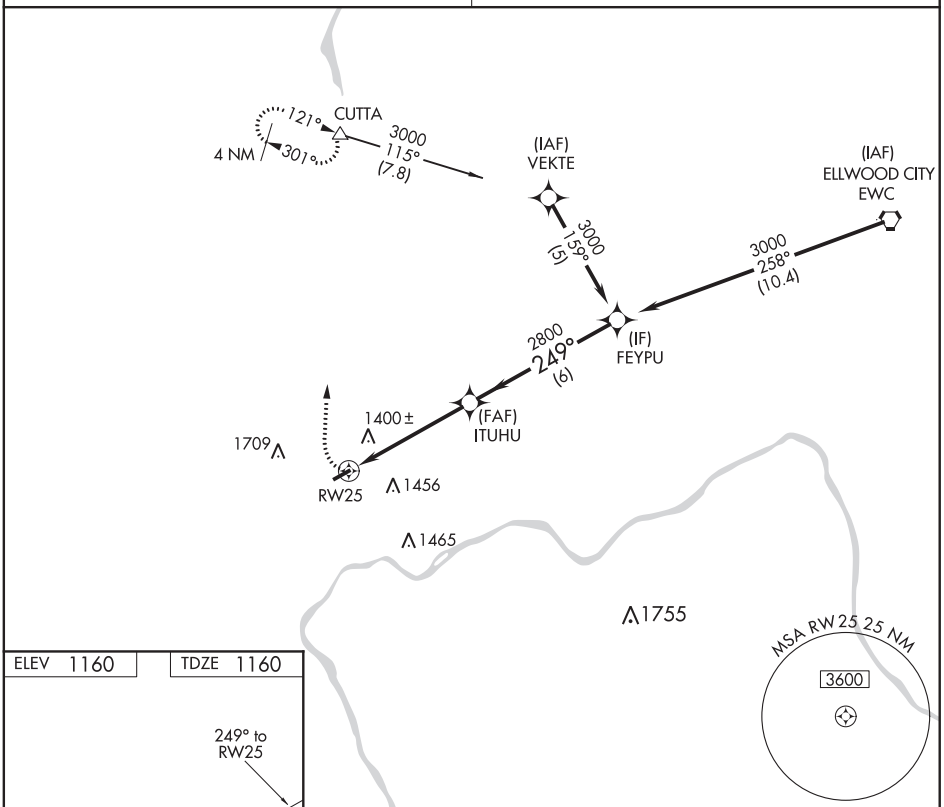
| APP CRS | Rwy ldg | 3503 |
|---|---|---|
| 249° | TDZE | 1160 |
| | Apt Elev | 1160 |

# RNAV (GPS) RWY 25
## COLUMBIANA COUNTY (Q2G)

DME/DME RNP-0.3 NA
NA Use Pittsburgh Intl altimeter setting, when not received, use Wheeling, WV altimeter setting and increase all MDA 20 feet, increase Cat C visibilities ¼ mile.

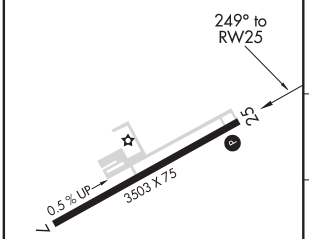
MISSED APPROACH: Climbing right turn to 3000 direct CUTTA and hold.

| PITTSBURGH APP CON | UNICOM |
|---|---|
| 124.75 338.2 | 123.0 (CTAF) L |

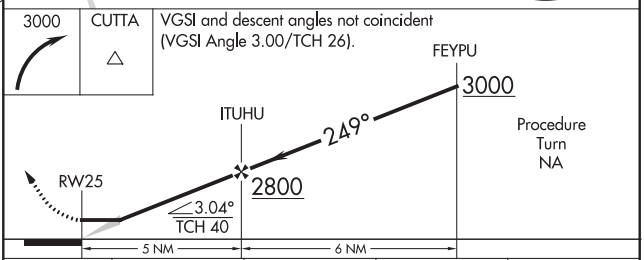



EC-2, 05 NOV 2020 to 31 DEC 2020

| ELEV 1160 | TDZE 1160 |
|---|---|




REIL Rwy 7-25 L
MIRL Rwy 7-25 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1760-1 600 (600-1) | | 1760-1½ 600 (600-1½) | NA |
| CIRCLING | 1960-1 800 (800-1) | 1960-1¼ 800 (800-1¼) | 1960-2¼ 800 (800-2¼) | NA |

ELKHART, INDIANA

AL-5287 (FAA)

20086

# ILS or LOC RWY 27
## ELKHART MUNI (EKM)

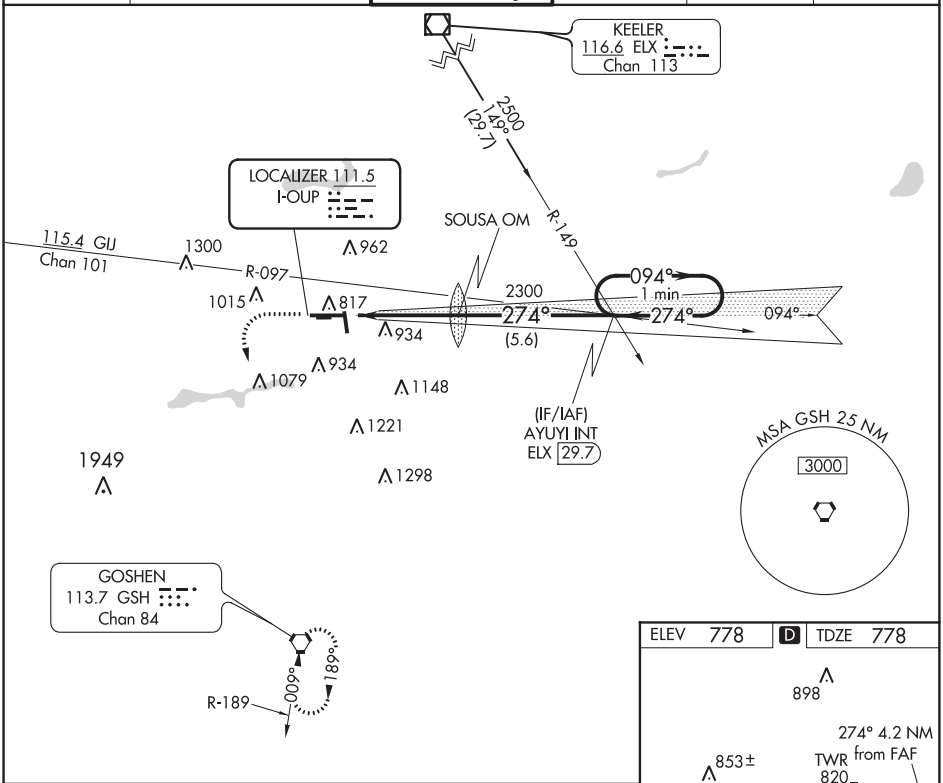
| LOC I-OUP | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 111.5 | 274° | 6500 / 778 / 778 |

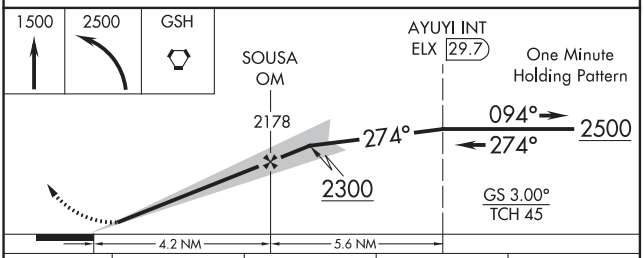
When local altimeter setting not received, use South Bend altimeter setting and increase all DA/MDA 40 feet, and increase S-LOC 27 Cat C/D visibility to RVR 5000. Circling Rwy 36 NA at night. Circling NA to Rwys 8 and 26. Rwy 27 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 27 all Cats visibility to RVR 4500 and S-LOC 27 Cat A/B visibility to RVR 5500. For inop ALS when using South Bend altimeter setting, increase S-LOC 27 Cat A/B visibility to RVR 5500 and Cat C/D visibility to 1⅜ SM.

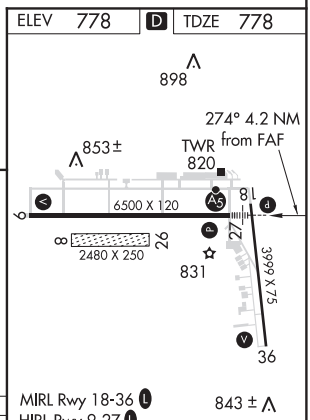
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct GSH VORTAC and hold.

| AWOS-3 | SOUTH BEND APP CON ★ | | ELKHART TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.475 | 118.55 | 257.8 | 119.5 (CTAF) L | 121.8 | 121.8 | 122.95 |




MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 1066/40 | | 288 (300-¾) | |
| S-LOC 27 | 1220/40 | 442 (500-¾) | 1220/45 | 442 (500-⅞) |
| C CIRCLING | 1240-1 462 (500-1) | 1300-1 522 (600-1) | 1380-1¾ 602 (700-1¾) | 1580-2½ 802 (900-2½) |

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

# RNAV (GPS) RWY 9
## ELKHART MUNI (EKM)

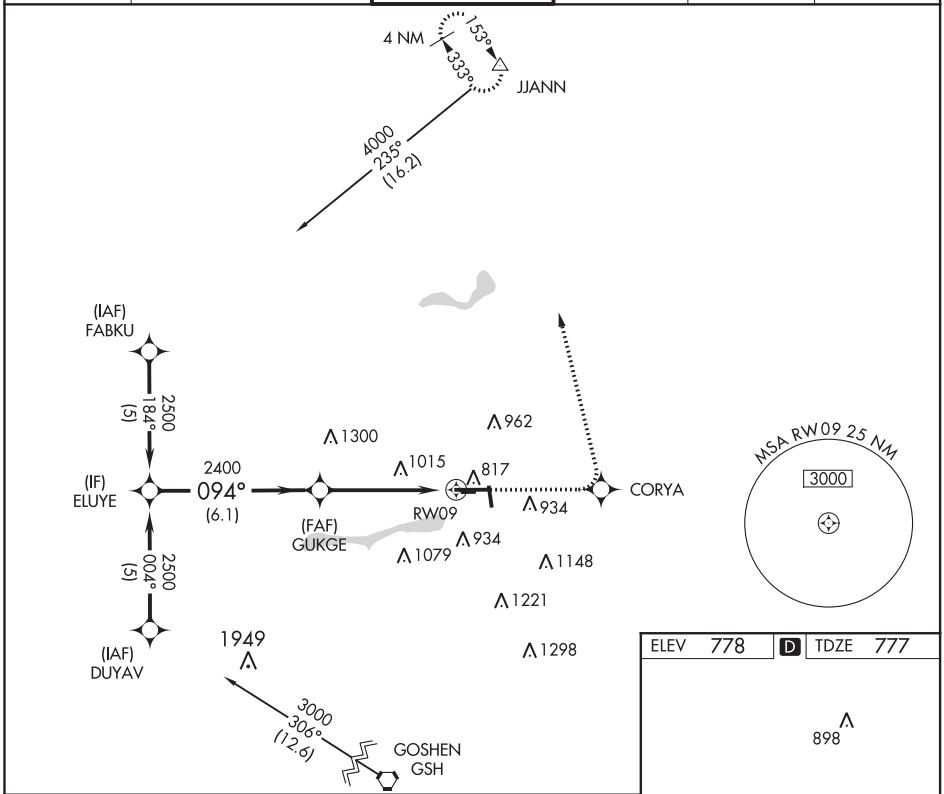
| APP CRS | Rwy ldg | 6500 |
|---|---|---|
| 094° | TDZE | 777 |
| | Apt Elev | 778 |

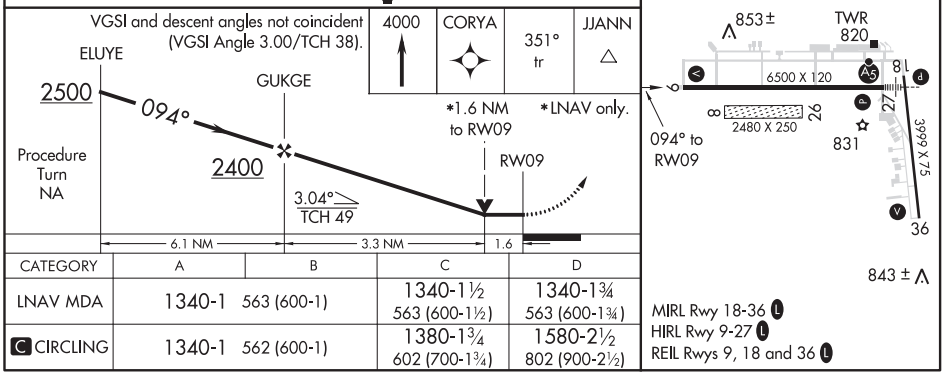
RNP APCH.

VDP NA when using South Bend altimeter setting. Circling Rwy 36 NA at night. Circling NA to Rwys 8 and 26. Rwy 9 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CORYA and via 351° track to JJANN and hold.

| AWOS-3 | SOUTH BEND APP CON ★ | | ELKHART TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.475 | 118.55 | 257.8 | 119.5 (CTAF) L | 121.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 563 (600-1) | | 1340-1½ 563 (600-1½) | 1340-1¾ 563 (600-1¾) |
| C CIRCLING | 1340-1 562 (600-1) | | 1380-1¾ 602 (700-1¾) | 1580-2½ 802 (900-2½) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

ELKHART, INDIANA

AL-5287 (FAA)

19003

# RNAV (GPS) RWY 18

ELKHART MUNI (EKM)

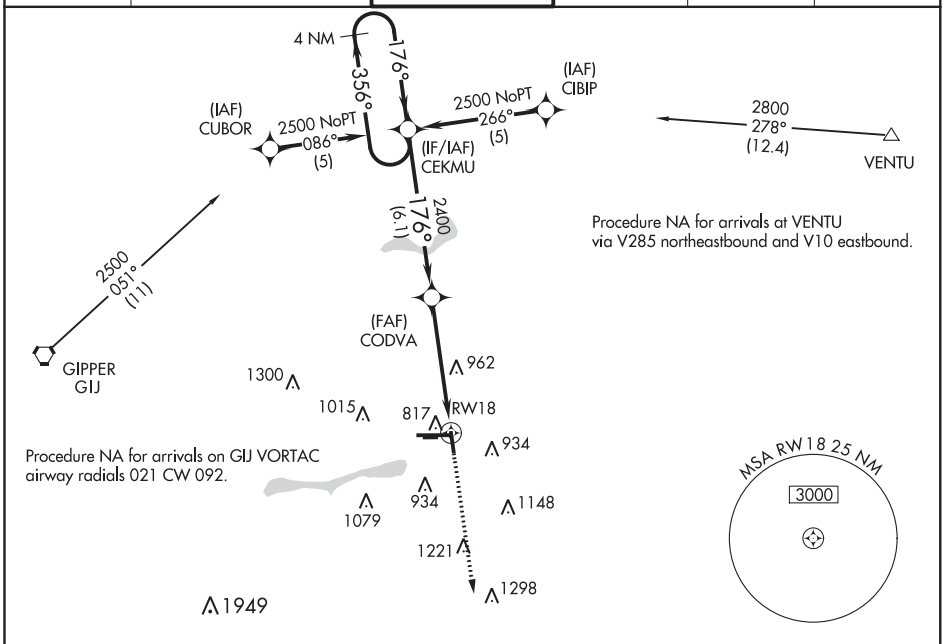
| APP CRS | Rwy ldg | 3999 |
|---|---|---|
| 176° | TDZE | 777 |
| | Apt Elev | 778 |

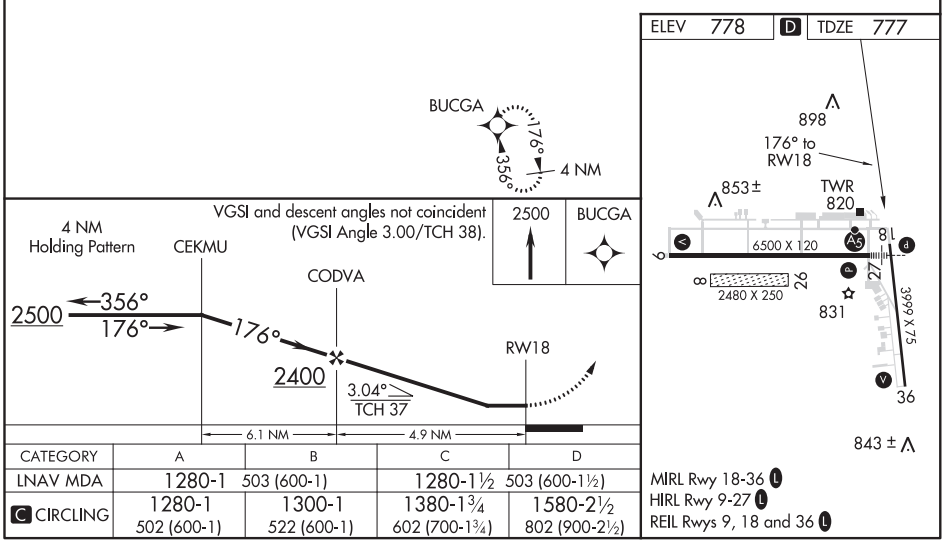
RNP APCH.

When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 40 feet. Circling Rwy 36 NA at night. Circling NA to Rwys 8 and 26. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct BUCGA and hold.

| AWOS-3 | SOUTH BEND APP CON ★ | | ELKHART TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.475 | 118.55 | 257.8 | 119.5 (CTAF) L | 121.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1 503 (600-1) | | 1280-1½ 503 (600-1½) | |
| C CIRCLING | 1280-1 502 (600-1) | 1300-1 522 (600-1) | 1380-1¾ 602 (700-1¾) | 1580-2½ 802 (900-2½) |

ELKHART, INDIANA

Orig-B 03JAN19

41°43'N-86°00'W

ELKHART MUNI (EKM)

RNAV (GPS) RWY 18

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 27
## ELKHART MUNI (EKM)

| WAAS CH 50107 W27A | APP CRS 274° | Rwy ldg 6500 TDZE 778 Apt Elev 778 |
|---|---|---|

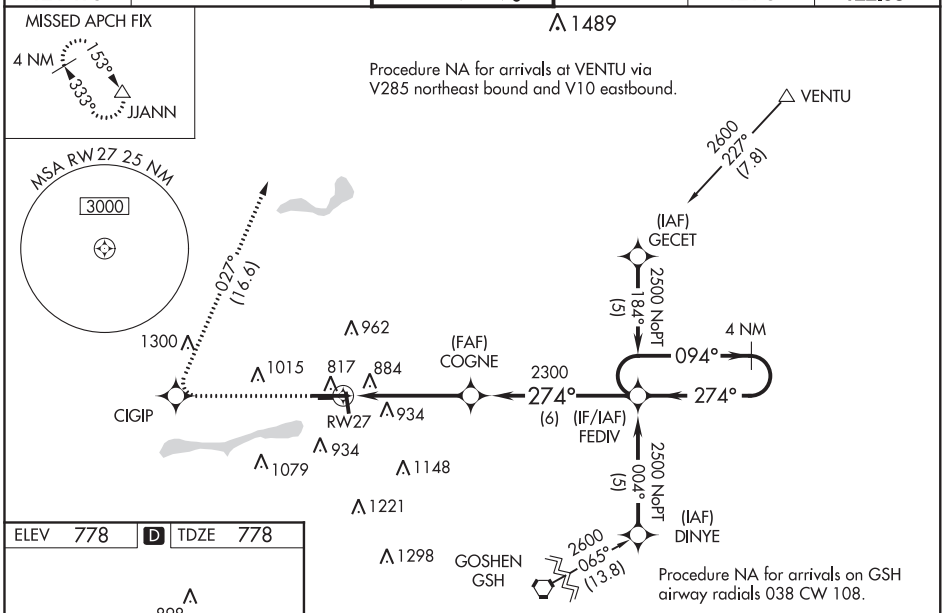
RNP APCH.

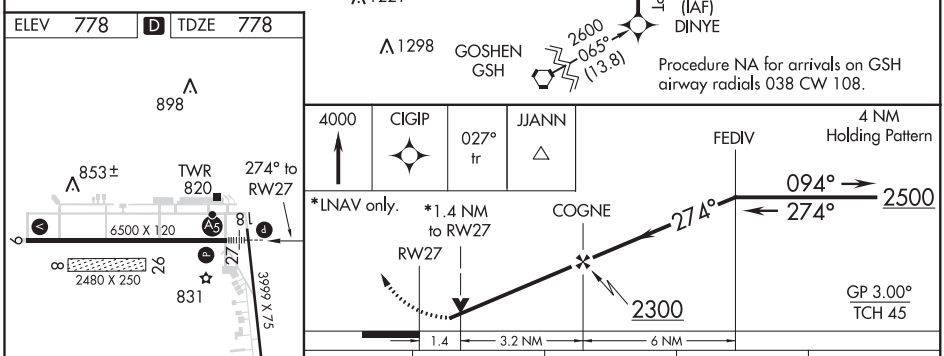
When local altimeter setting not received, use South Bend altimeter setting: increase LPV DA to 1111 feet; increase LNAV/VNAV DA to 1261 feet; increase all MDA 40 feet and LNAV visibility Cat C/D to RVR 5500, Circling Cat D visibility ¼ SM. VDP and Baro-VNAV NA with South Bend altimeter setting. Circling Rwy 36 NA at night. Circling NA to Rwys 8 and 26. Rwy 27 helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1⅜ SM, LNAV Cat A/B visibility to RVR 5500 and Cat C/D to 1⅜ SM. For inop ALS when using South Bend altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅜ SM and LNAV Cat A/B to RVR 5500

MALSR

MISSED APPROACH: Climb to 4000 direct CIGIP and via 027° track to JJANN and hold.

| AWOS-3 | SOUTH BEND APP CON ★ | | ELKHART TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.475 | 118.55 | 257.8 | 119.5 (CTAF) L | 121.8 | 121.8 | 122.95 |




MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1071/40 293 (300-¾) | | | |
| LNAV/VNAV DA | 1221/50 443 (500-1) | | | |
| LNAV MDA | 1260/40 482 (500-¾) | | 1260/50 482 (500-1) | |
| C CIRCLING | 1260-1½ 482 (500-1½) | 1300-1½ 522 (600-1½) | 1380-1¾ 602 (700-1¾) | 1580-2½ 802 (900-2½) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ELKHART, INDIANA

AL-5287 (FAA)

19003

# RNAV (GPS) RWY 36
## ELKHART MUNI (EKM)

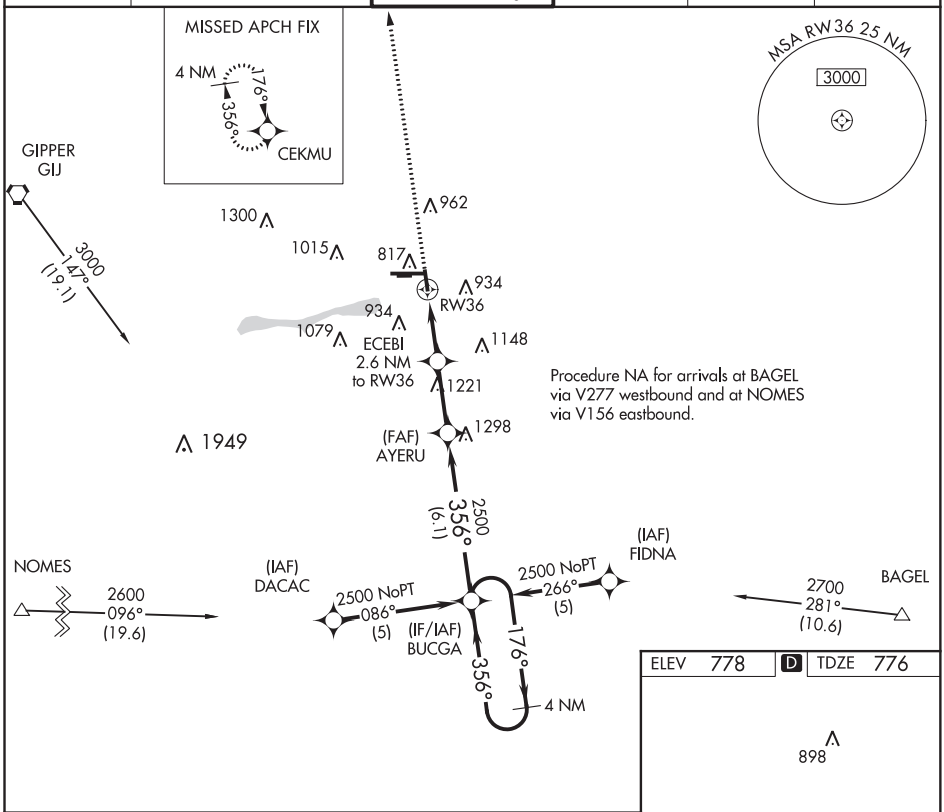
| APP CRS | Rwy ldg | 3999 |
|---|---|---|
| 356° | TDZE | 776 |
| | Apt Elev | 778 |

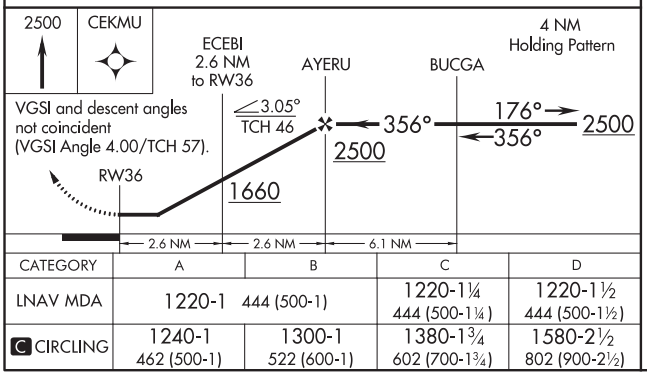
RNP APCH.

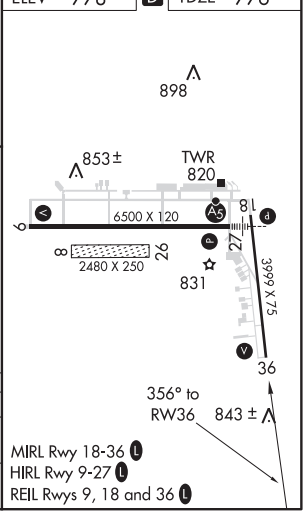
When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 40 feet. Straight-in and Circling Rwy 36 NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 8 and 26.

MISSED APPROACH: Climb to 2500 direct CEKMU and hold.

| AWOS-3 | SOUTH BEND APP CON ★ | | ELKHART TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.475 | 118.55 | 257.8 | 119.5 (CTAF) L | 121.8 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1 444 (500-1) | | 1220-1¼ 444 (500-1¼) | 1220-1½ 444 (500-1½) |
| C CIRCLING | 1240-1 462 (500-1) | 1300-1 522 (600-1) | 1380-1¾ 602 (700-1¾) | 1580-2½ 802 (900-2½) |

ELKHART, INDIANA

Orig-B 03JAN19

41°43'N-86°00'W

ELKHART MUNI (EKM)

RNAV (GPS) RWY 36



EC-2, 05 NOV 2020 to 31 DEC 2020

# VOR RWY 9
## ELKHART MUNI (EKM)

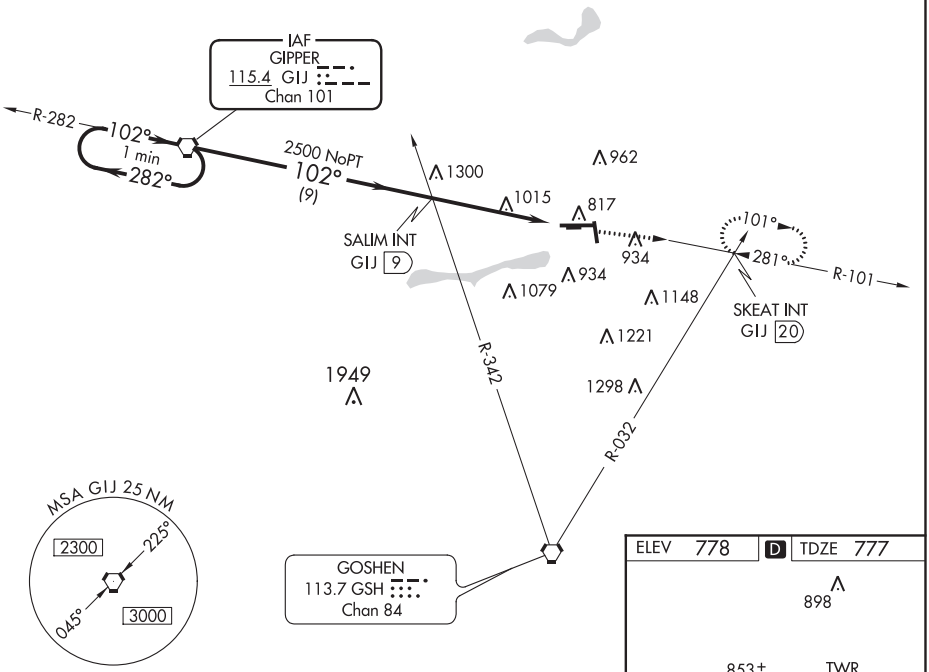
| VORTAC GIJ | APP CRS | Rwy ldg | 6500 |
|---|---|---|---|
| 115.4 | 102° | TDZE | 777 |
| Chan 101 | | Apt Elev | 778 |

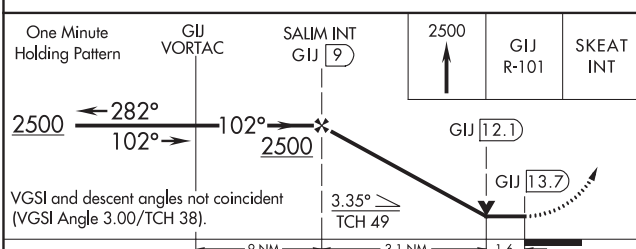
T A Circling Rwy 36 NA at night. Circling NA to Rwys 8 and 26. Rwy 9 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 40 feet. VDP NA when using South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 via GIJ R-101 to SKEAT INT/GIJ 20 DME and hold.

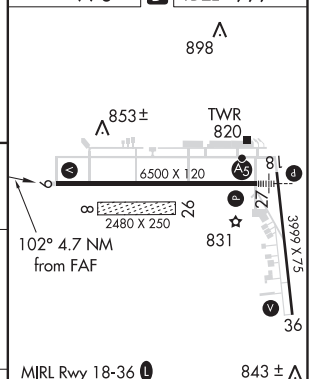
| AWOS-3 | SOUTH BEND APP CON ★ | | ELKHART TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 124.475 | 118.55 | 257.8 | 119.5 (CTAF) L | 121.8 | 121.8 | 122.95 |

NoPT for arrivals on GIJ VORTAC airway radials 209 CW 310.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 1340-1 | 563 (600-1) | 1340-1½ 563 (600-1½) | 1340-1¾ 563 (600-1¾) |
| C CIRCLING | 1340-1 | 562 (600-1) | 1380-1¾ 602 (700-1¾) | 1580-2½ 802 (900-2½) |




MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |



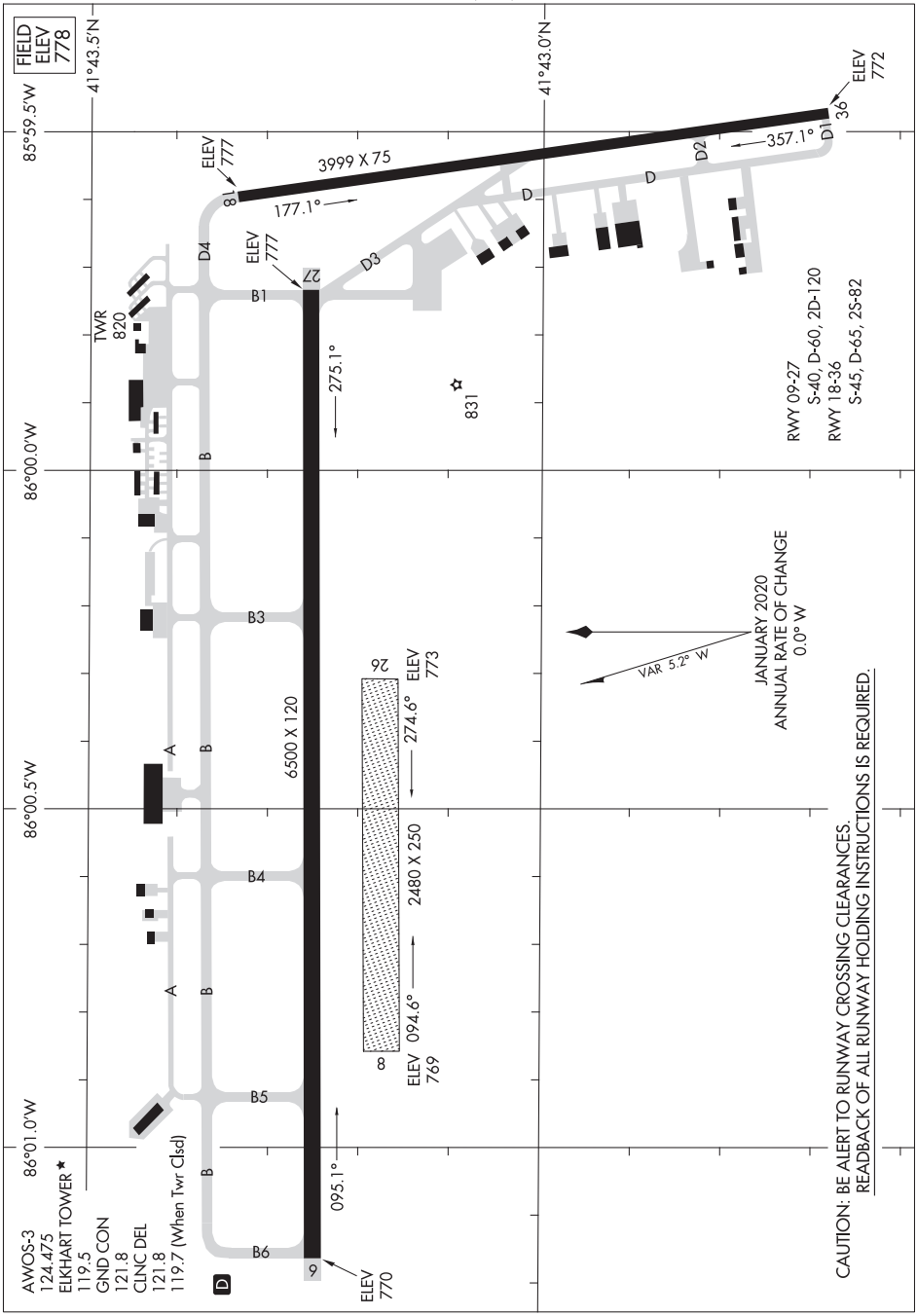
EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

20086

# AIRPORT DIAGRAM

ELKHART MUNI (EKM)
ELKHART, INDIANA

AL-5287 (FAA)




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM

ELKHART, INDIANA
ELKHART MUNI (EKM)

20086

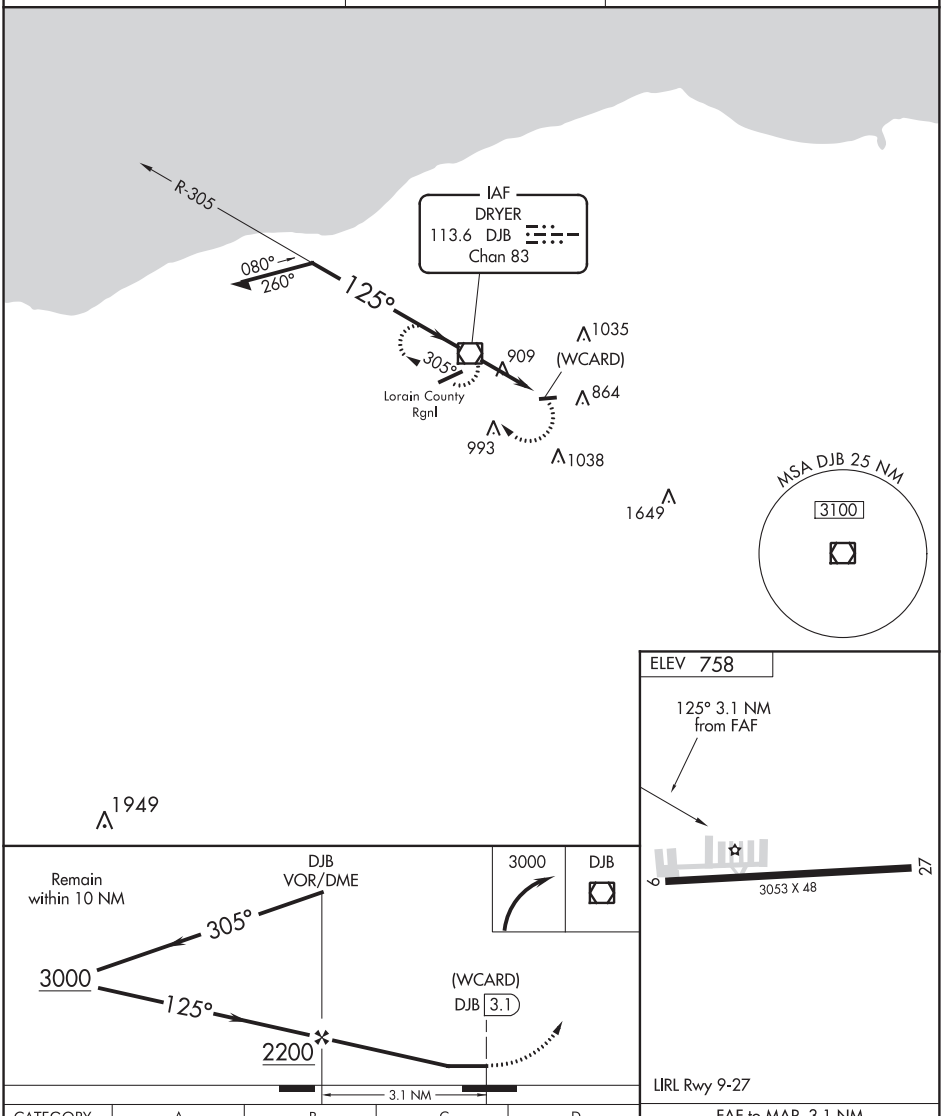
# VOR or GPS-A
ELYRIA (1G1)

| VOR/DME DJB 113.6 Chan 83 | APP CRS 125° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 758 |
|---|---|---|

Use Cleveland Hopkins Intl altimeter setting.
Procedure NA at night.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct DJB VOR/DME and hold.

| CLEVELAND APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 126.35 346.325 | 125.7 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1280-1<br>522 (600-1) | 1300-1<br>542 (600-1) | 1300-1½<br>542 (600-1½) | NA |

| FAF to MAP 3.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

EVANSVILLE, INDIANA — AL-513 (FAA) — 19115

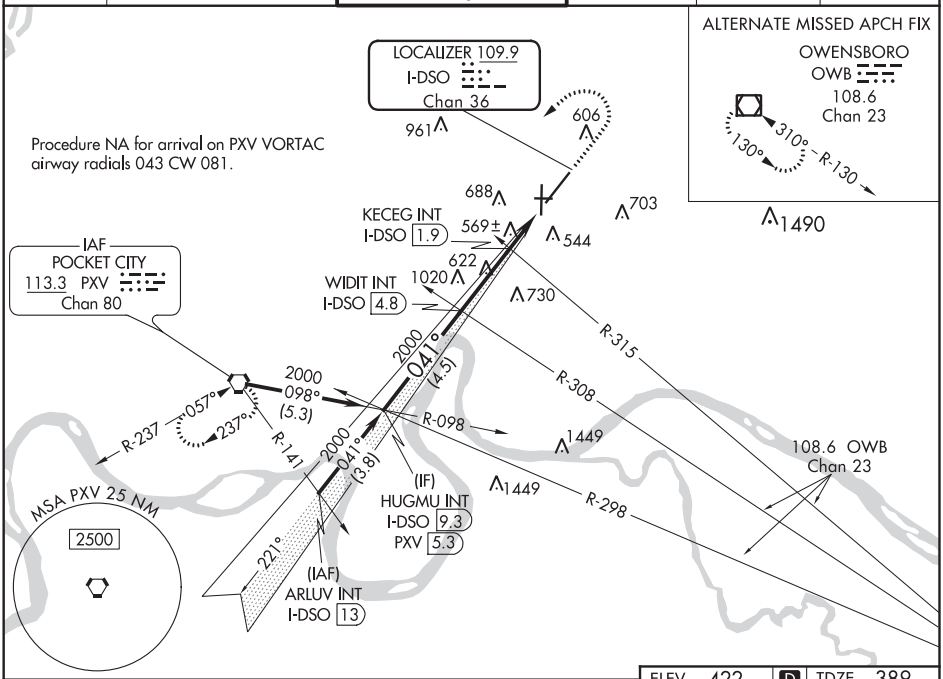
# ILS or LOC RWY 4
## EVANSVILLE RGNL (EVV)

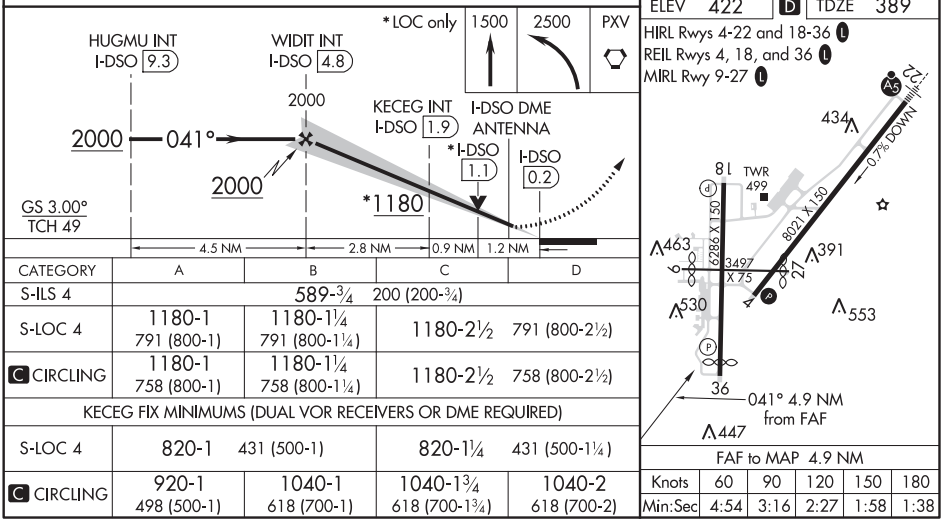
| LOC/DME I-DSO | APP CRS | Rwy ldg | 8021 |
|---|---|---|---|
| 109.9 | 041° | TDZE | 389 |
| Chan 36 | | Apt Elev | 422 |

ASR — Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct PXV VORTAC and hold.

| ATIS | EVANSVILLE APP CON * | | EVANSVILLE TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 120.2 | 124.025 | 290.9 | 118.7 (CTAF) L 257.8 | 121.9 | 126.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 589-¾ 200 (200-¾) | | | |
| S-LOC 4 | 1180-1 791 (800-1) | 1180-1¼ 791 (800-1¼) | 1180-2½ 791 (800-2½) | |
| C CIRCLING | 1180-1 758 (800-1) | 1180-1¼ 758 (800-1¼) | 1180-2½ 758 (800-2½) | |
| KECEG FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 4 | 820-1 431 (500-1) | | 820-1¼ 431 (500-1¼) | |
| C CIRCLING | 920-1 498 (500-1) | 1040-1 618 (700-1) | 1040-1¾ 618 (700-1¾) | 1040-2 618 (700-2) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

EVANSVILLE, INDIANA — Amdt 4 02MAR17 — 38°02'N-87°32'W

EVANSVILLE RGNL (EVV)
ILS or LOC RWY 4

# ILS or LOC RWY 22
## EVANSVILLE RGNL (EVV)

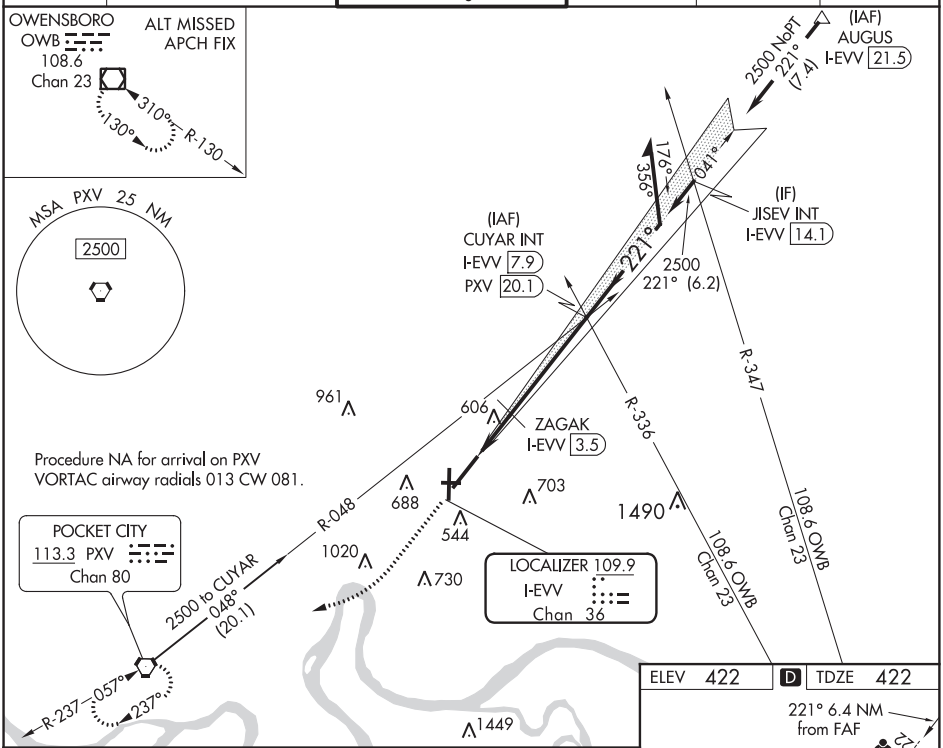
| LOC/DME I-EVV | APP CRS | Rwy ldg | 8021 |
|---|---|---|---|
| 109.9 | 221° | TDZE | 422 |
| Chan 36 | | Apt Elev | 422 |

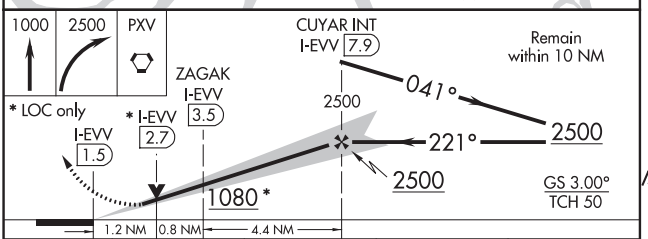
ASR: Circling Rwy 9 NA at night.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct PXV VORTAC and hold.

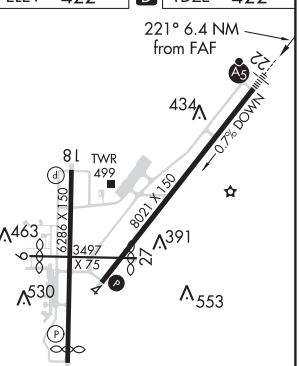
| ATIS | EVANSVILLE APP CON ★ | | EVANSVILLE TOWER ★ | | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|---|
| 120.2 | 124.025 | 290.9 | 118.7 (CTAF) L | 257.8 | 121.9 | 126.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | # 622/24 200 (200-½) | | | |
| S-LOC 22 | 1080/24 658 (700-½) | | 1080-1⅜ 658 (700-1⅜) | |
| C CIRCLING | 1080-1 658 (700-1) | | 1080-1⅞ 658 (700-1⅞) | 1080-2 658 (700-2) |
| ZAGAK FIX MINIMUMS (DME REQUIRED) | | | | |
| S-LOC 22 | 860/24 438 (500-½) | | 860/40 438 (500-¾) | |
| C CIRCLING | 920-1 498 (500-1) | 1040-1 618 (700-1) | 1040-1¾ 618 (700-1¾) | 1040-2 618 (700-2) |

ELEV 422 D TDZE 422




HIRL Rwys 4-22 and 18-36 L
REIL Rwys 4, 18, and 36 L
MIRL Rwy 9-27 L

| FAF to MAP 6.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

EVANSVILLE, INDIANA | AL-513 (FAA) | 19115

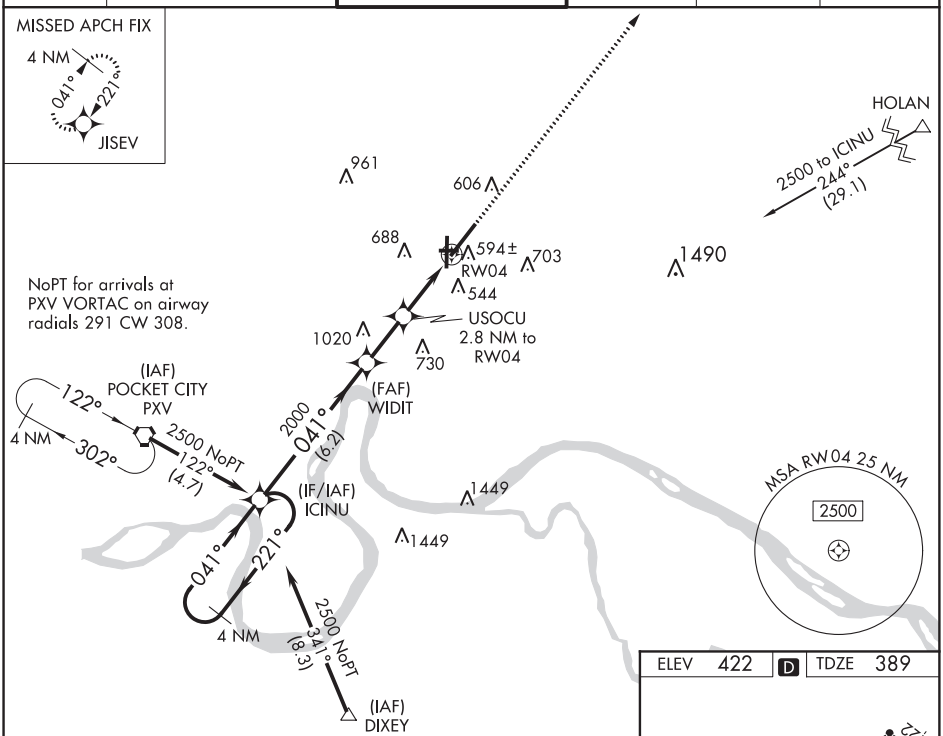
| WAAS CH 82711 W04A | APP CRS 041° | Rwy ldg 8021 TDZE 389 Apt Elev 422 |
|---|---|---|

# RNAV (GPS) RWY 4
## EVANSVILLE RGNL (EVV)

ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night.

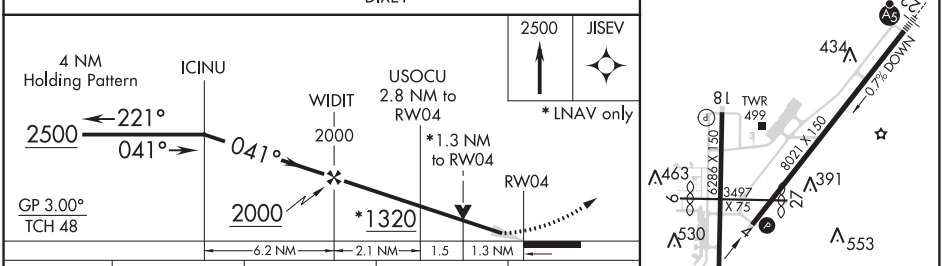
MISSED APPROACH: Climb to 2500 direct JISEV and hold.

| ATIS | EVANSVILLE APP CON * | EVANSVILLE TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.2 | 124.025 290.9 | 118.7 (CTAF) L 257.8 | 121.9 | 126.6 | 122.95 |




EC-2, 05 NOV 2020 to 31 DEC 2020

ELEV 422 | D | TDZE 389




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 589-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 852-1⅝ 463 (500-1⅝) | | | |
| LNAV MDA | 860-1 471 (500-1) | | 860-1⅜ 471 (500-1⅜) | |
| C CIRCLING | 920-1 498 (500-1) | 1040-1 618 (700-1) | 1040-1¾ 618 (700-1¾) | 1040-2 618 (700-2) |

HIRL Rwys 4-22 and 18-36 L
REIL Rwys 4, 18, and 36 L
MIRL Rwy 9-27 L

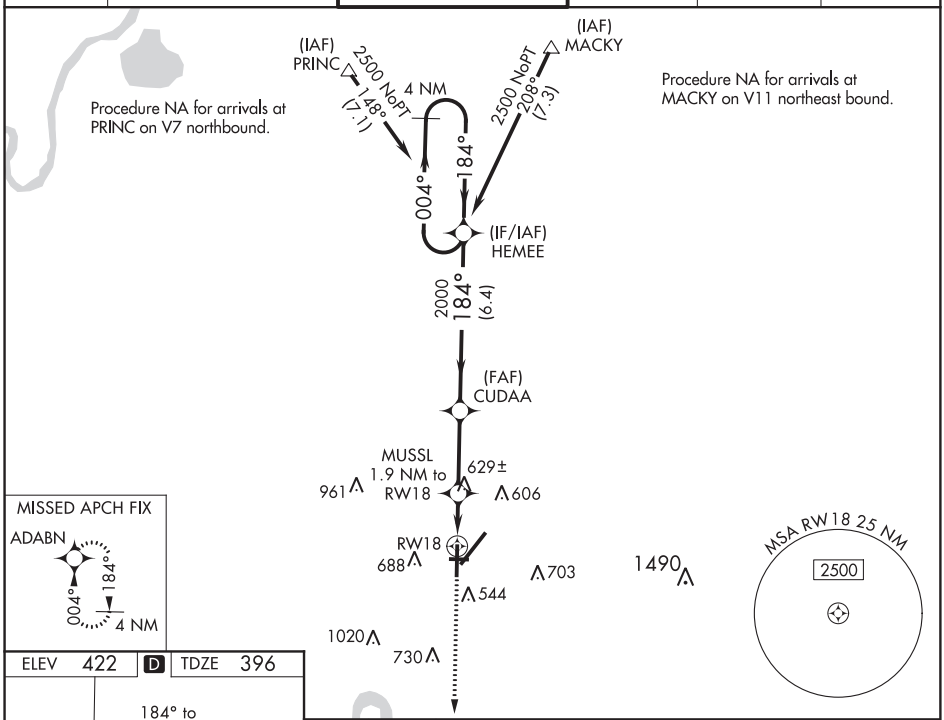
EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 50421 W18A | APP CRS 184° | Rwy ldg 5497<br>TDZE 396<br>Apt Elev 422 |
|---|---|---|

# RNAV (GPS) RWY 18
## EVANSVILLE RGNL (EVV)

| ASR | MISSED APPROACH: |
|---|---|
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night. Helicopter visibility reduction below ¾ SM NA. | Climb to 2500 direct ADABN and hold. |

| ATIS | EVANSVILLE APP CON ★ | | EVANSVILLE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 120.2 | 124.025 | 290.9 | 118.7 (CTAF) L 257.8 | 121.9 | 126.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 596- ¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 931-1¾ 535 (600-1¾) | | | |
| LNAV MDA | 880-1 484 (500-1) | | 880-1⅜ 484 (500-1⅜) | |
| C CIRCLING | 920-1 498 (500-1) | 1040-1 618 (700-1) | 1040-1¾ 618 (700-1¾) | 1040-2 618 (700-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

EVANSVILLE, INDIANA | AL-513 (FAA) | 19115

| WAAS CH 42512 W22A | APP CRS 221° | Rwy ldg 8021 TDZE 422 Apt Elev 422 |
|---|---|---|

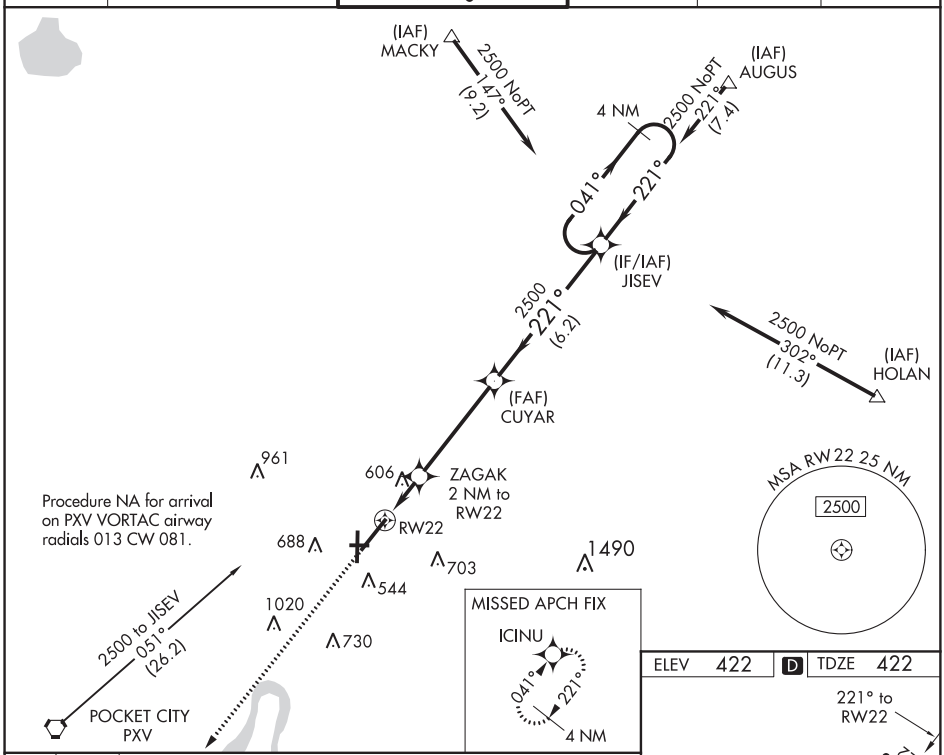
# RNAV (GPS) RWY 22
## EVANSVILLE RGNL (EVV)

ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

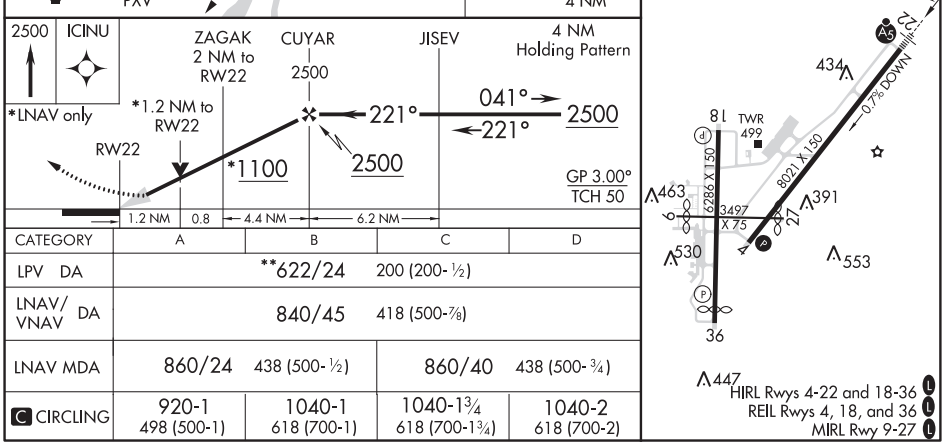
MALSR A5

MISSED APPROACH: Climb to 2500 direct ICINU and hold.

| ATIS | EVANSVILLE APP CON ★ | | EVANSVILLE TOWER ★ | | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|---|
| 120.2 | 124.025 | 290.9 | 118.7 (CTAF) L | 257.8 | 121.9 | 126.6 | 122.95 |




ELEV 422 | D | TDZE 422




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | **622/24 200 (200-½) | | | |
| LNAV/VNAV DA | 840/45 418 (500-⅞) | | | |
| LNAV MDA | 860/24 438 (500-½) | | 860/40 438 (500-¾) | |
| C CIRCLING | 920-1 498 (500-1) | 1040-1 618 (700-1) | 1040-1¾ 618 (700-1¾) | 1040-2 618 (700-2) |

HIRL Rwys 4-22 and 18-36 L
REIL Rwys 4, 18, and 36 L
MIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 90421 W36A | APP CRS 004° | Rwy ldg 5497<br>TDZE 384<br>Apt Elev 422 |
|---|---|---|

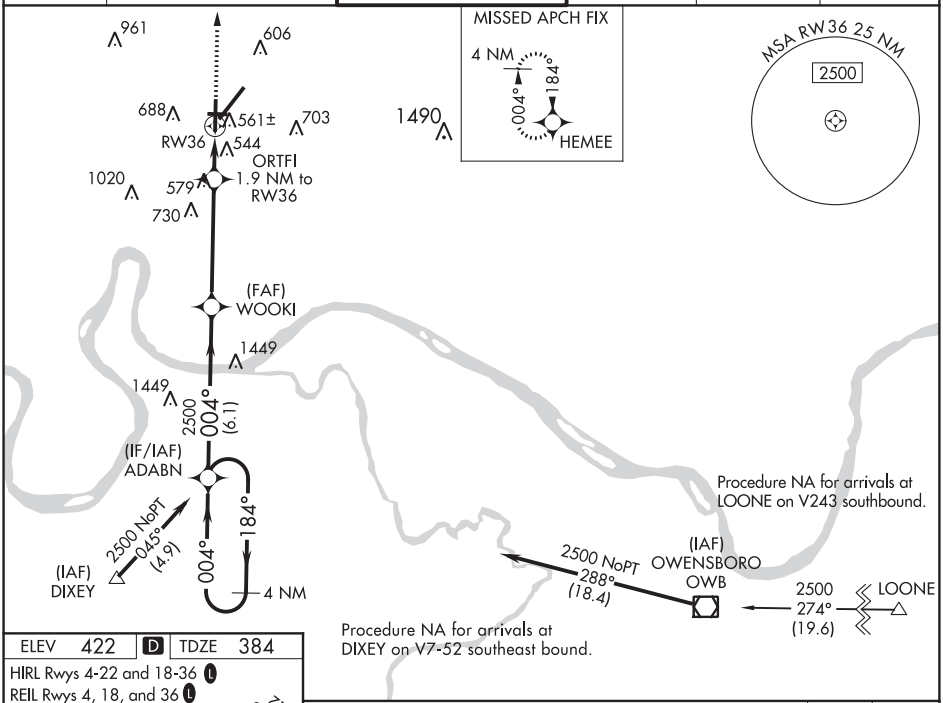
# RNAV (GPS) RWY 36

EVANSVILLE RGNL (EVV)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night. Helicopter visibility reduction below ¾ SM NA.

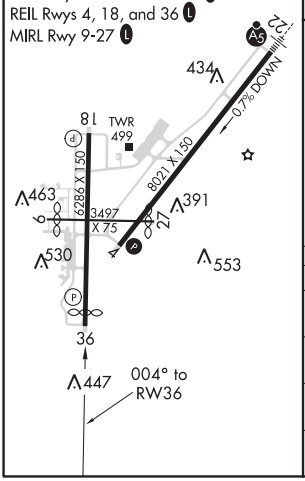
MISSED APPROACH: Climb to 2500 direct HEMEE and hold.

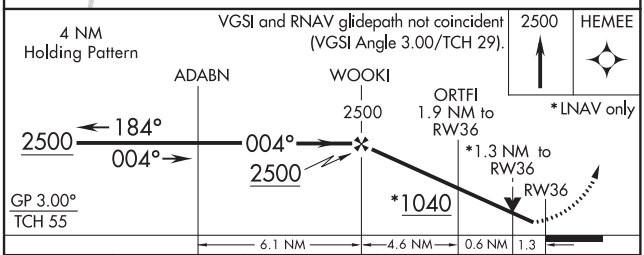
| ATIS | EVANSVILLE APP CON ★ | EVANSVILLE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.2 | 124.025 290.9 | 118.7 (CTAF) L 257.8 | 121.9 | 126.6 | 122.95 |




ELEV 422 D TDZE 384

HIRL Rwys 4-22 and 18-36 L
REIL Rwys 4, 18, and 36 L
MIRL Rwy 9-27 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 634-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 891-1¾ 507 (500-1¾) | | | |
| LNAV MDA | 820-1 436 (500-1) | | 820-1¼ 436 (500-1¼) | |
| C CIRCLING | 920-1 498 (500-1) | 1040-1 618 (700-1) | 1040-1¾ 618 (700-1¾) | 1040-2 618 (700-2) |

EVANSVILLE, INDIANA
Amdt 2A 13OCT16
38°02'N-87°32'W
EVANSVILLE RGNL (EVV)
RNAV (GPS) RWY 36
227

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

EVANSVILLE, INDIANA | AL-513 (FAA) | 19115

# VOR RWY 4
## EVANSVILLE RGNL (EVV)

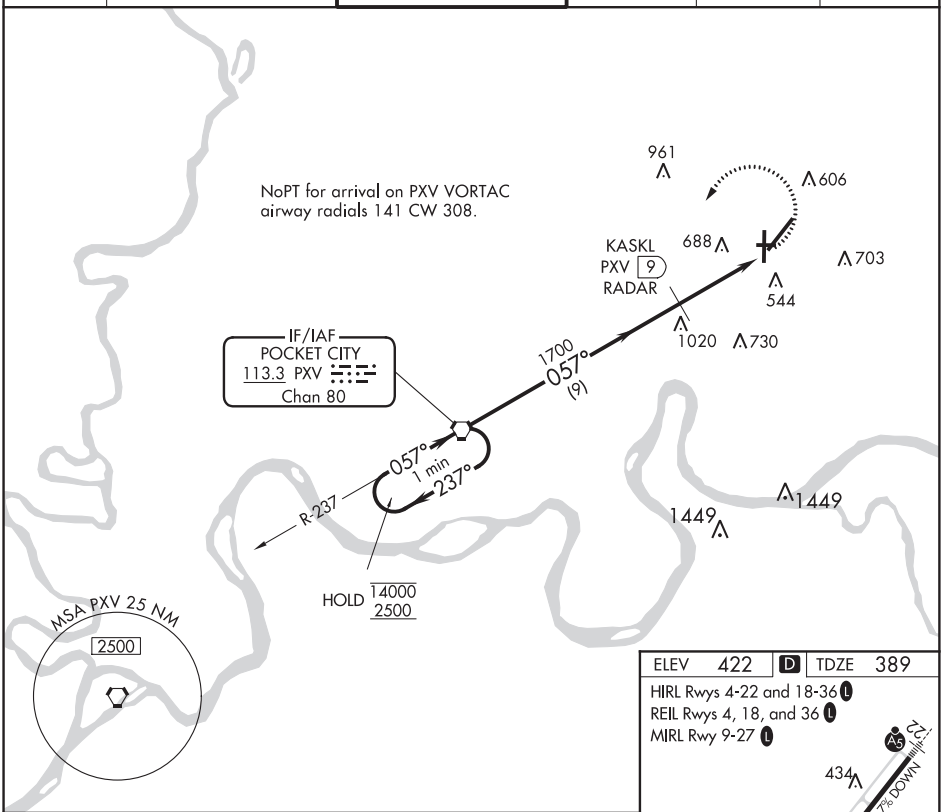
| VORTAC PXV 113.3 Chan 80 | APP CRS 057° | Rwy ldg 8021 TDZE 389 Apt Elev 422 |
|---|---|---|

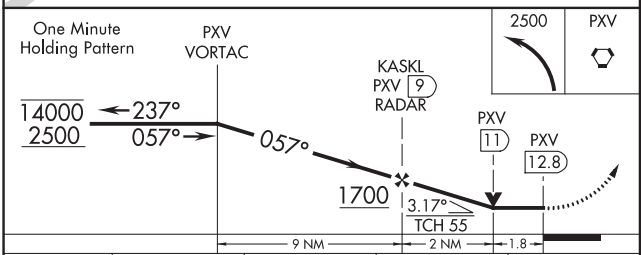
DME or RADAR required.

T ASR — RWY 4 helicopter visibility reduction below ¾ SM NA. Circling Rwy 9 NA at night.

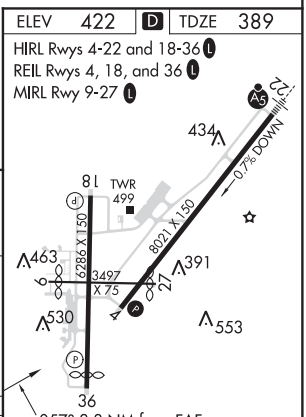
MISSED APPROACH: Climbing left turn to 2500 direct PXV VORTAC and hold.

| ATIS | EVANSVILLE APP CON ★ | | EVANSVILLE TOWER ★ | | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|---|
| 120.2 | 124.025 | 290.9 | 118.7 (CTAF) L | 257.8 | 121.9 | 126.6 | 122.95 |



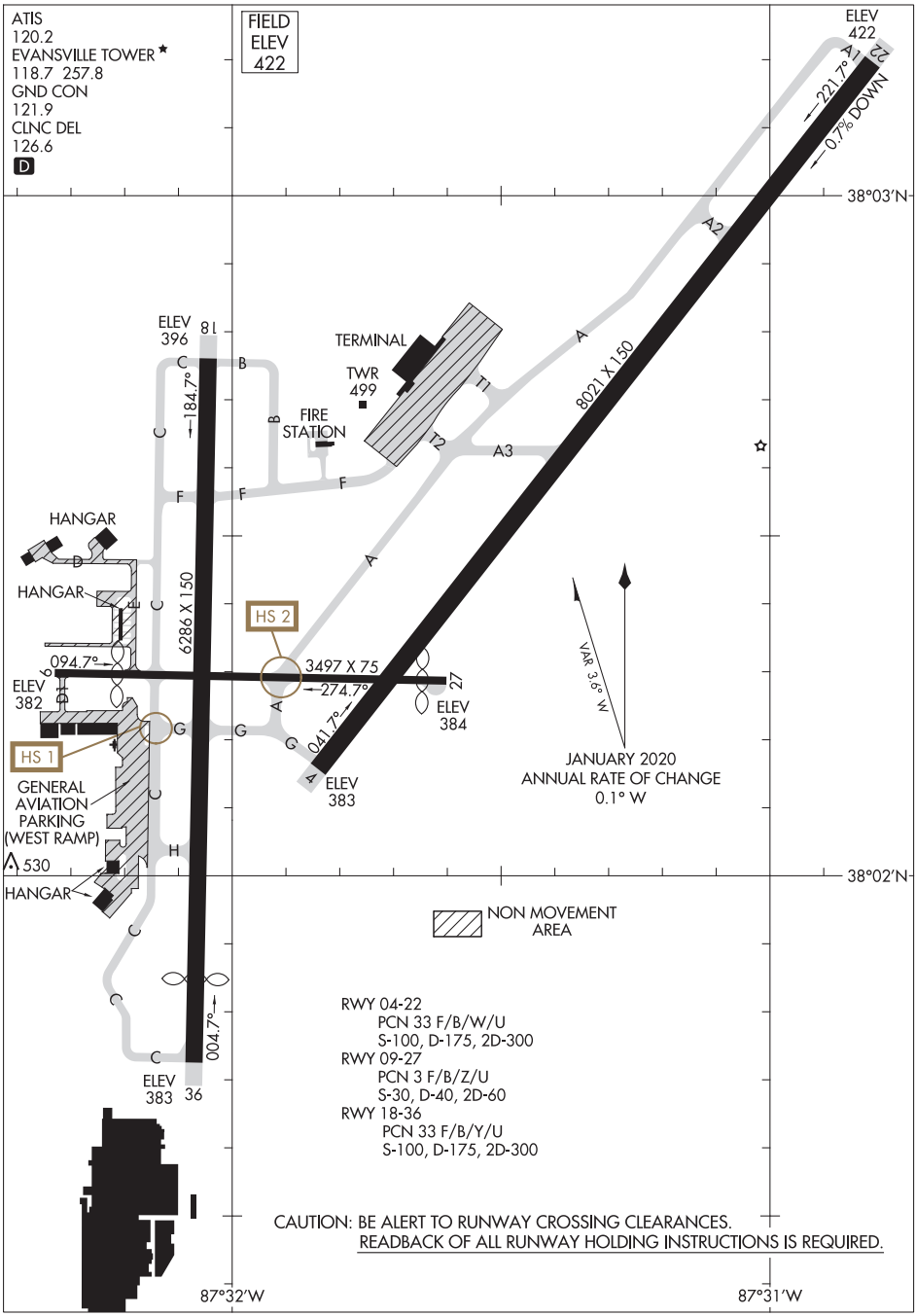

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1000-1 611 (600-1) | | 1000-1¾ 611 (600-1¾) | |
| C CIRCLING | 1000-1 578 (600-1) | 1040-1 618 (700-1) | 1040-1¾ 618 (700-1¾) | 1040-2 618 (700-2) |




| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

FINDLAY, OHIO | AL-702 (FAA) | 18144

| APP CRS | Rwy ldg | 4558 |
|---|---|---|
| 074° | TDZE | 810 |
| | Apt Elev | 813 |

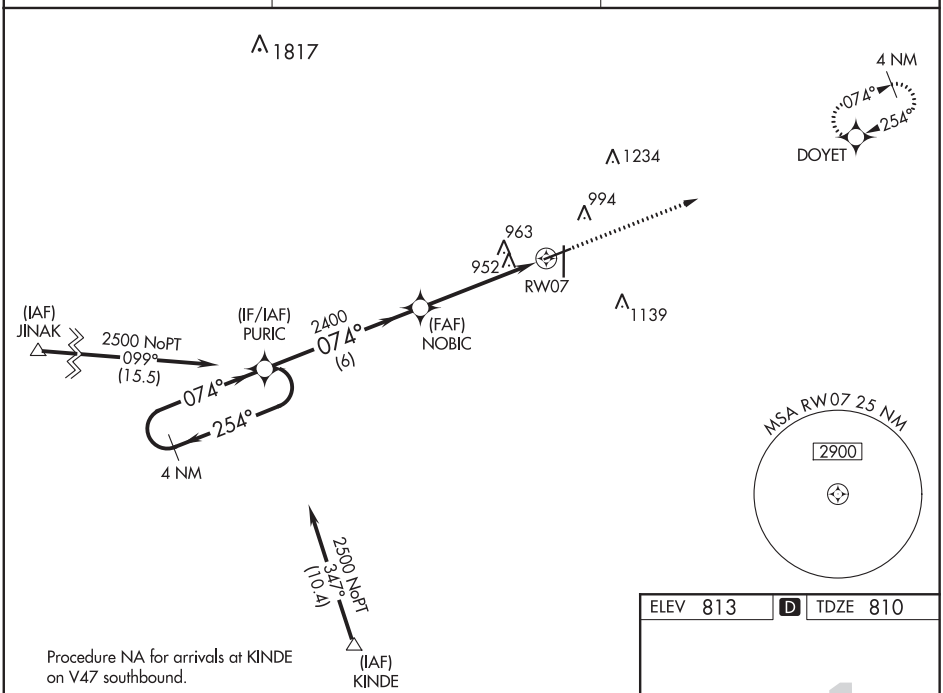
# RNAV (GPS) RWY 7
## FINDLAY (FDY)

RNP APCH

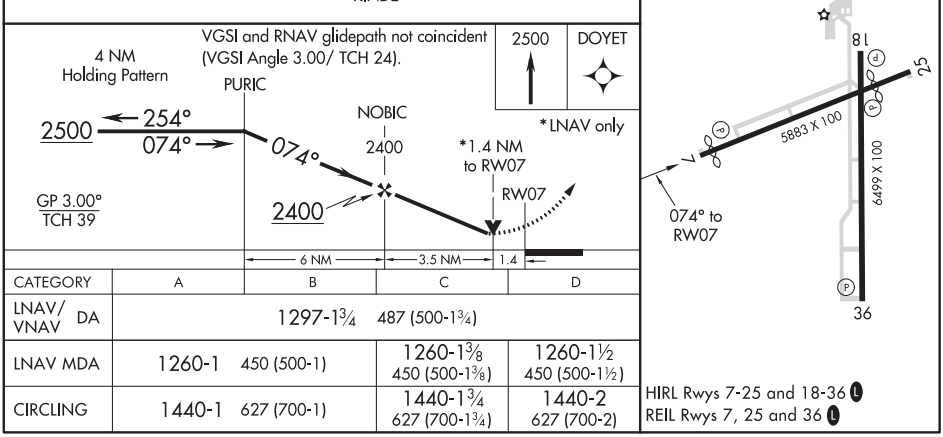
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Baro-VNAV and VDP NA when using Lima Allen County altimeter setting. Rwy 7 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lima Allen County altimeter setting: increase DA to 1377 feet; increase all MDAs 80 feet; increase LNAV Cat C visibility ⅛ SM and Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 2500 direct DOYET and hold.

| ASOS | TOLEDO APP CON | UNICOM |
|---|---|---|
| 132.85 | 120.8 317.55 | 122.725 (CTAF) L |




Procedure NA for arrivals at KINDE on V47 southbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 1297-1¾ 487 (500-1¾) | | | |
| LNAV MDA | 1260-1 450 (500-1) | | 1260-1⅜ 450 (500-1⅜) | 1260-1½ 450 (500-1½) |
| CIRCLING | 1440-1 627 (700-1) | | 1440-1¾ 627 (700-1¾) | 1440-2 627 (700-2) |

HIRL Rwys 7-25 and 18-36 L
REIL Rwys 7, 25 and 36 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH **70405** **W18A** | APP CRS **185°** | Rwy ldg **6499** TDZE **813** Apt Elev **813** |
|---|---|---|

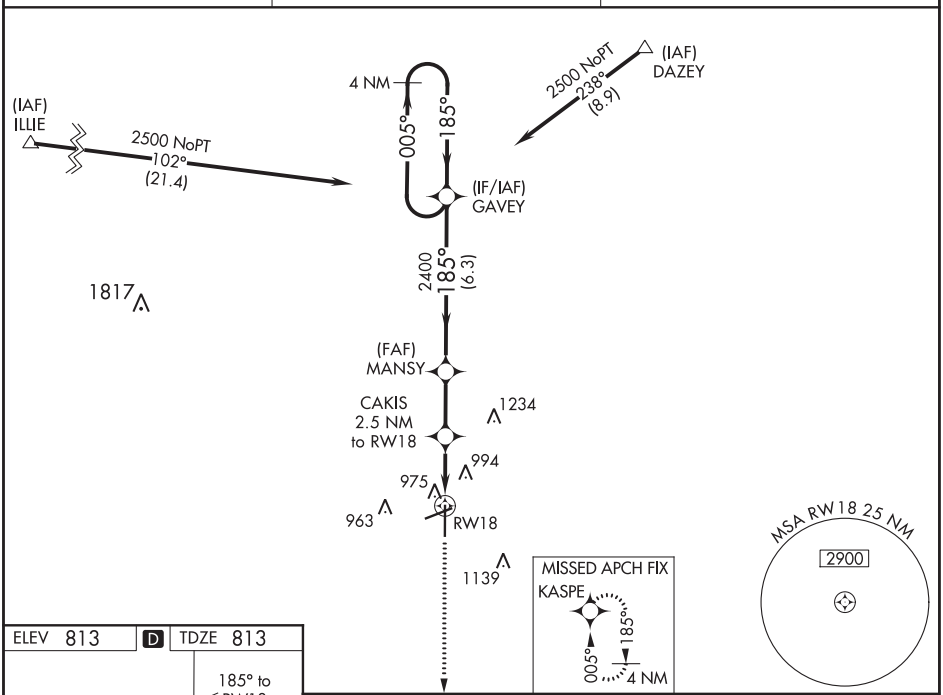
# RNAV (GPS) RWY 18
## FINDLAY (FDY)

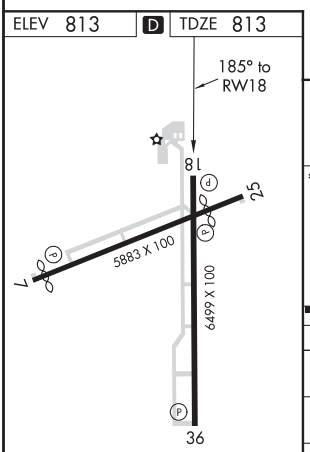
RNP APCH

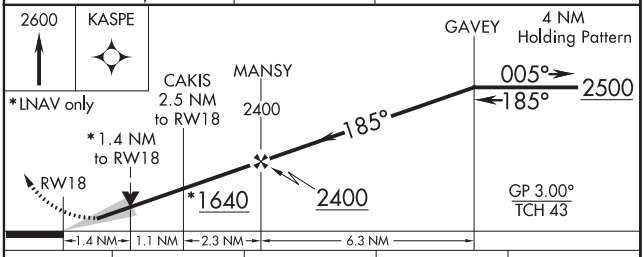
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Baro-VNAV and VDP NA when using Lima Allen County altimeter setting. When local altimeter setting not received, use Lima Allen County altimeter setting: increase all DAs/MDAs 80 feet; increase LNAV Cat C/D and Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 2600 direct KASPE and hold.

| ASOS | TOLEDO APP CON | UNICOM |
|---|---|---|
| **132.85** | **120.8 317.55** | **122.725** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1063-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1320-1¾ 507 (600-1¾) | | | |
| LNAV MDA | 1300-1 487 (500-1) | | 1300-1⅜ 487 (500-1⅜) | 1300-1½ 487 (500-1½) |
| CIRCLING | 1440-1 627 (700-1) | | 1440-1¾ 627 (700-1¾) | 1440-2 627 (700-2) |

HIRL Rwys 7-25 and 18-36 L
REIL Rwys 7, 25 and 36 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

FINDLAY, OHIO — AL-702 (FAA) — 18284

| WAAS CH 56405 W25A | APP CRS 254° | Rwy ldg 4558<br>TDZE 812<br>Apt Elev 813 |
|---|---|---|

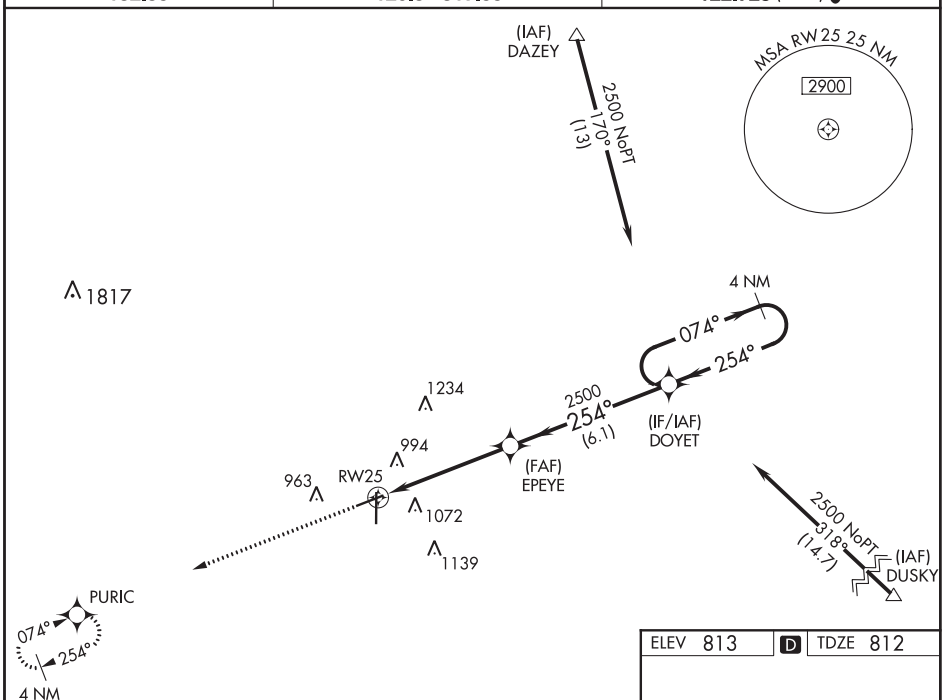
# RNAV (GPS) RWY 25
## FINDLAY (FDY)

RNP APCH

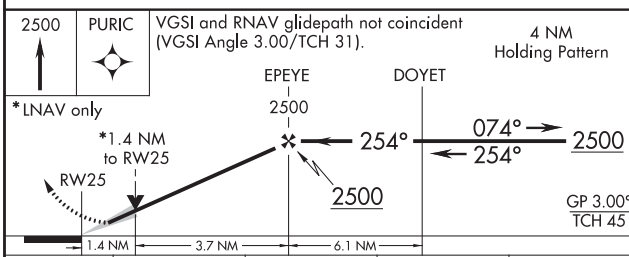
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Baro-VNAV and VDP NA when using Lima Allen County altimeter setting. When local altimeter setting not received, use Lima Allen County altimeter setting: increase all DAs/MDAs 80 feet; increase LPV visibility ⅛ SM all Cats; increase LNAV Cat C/D and Circling Cat C/D visibility ¼ SM.

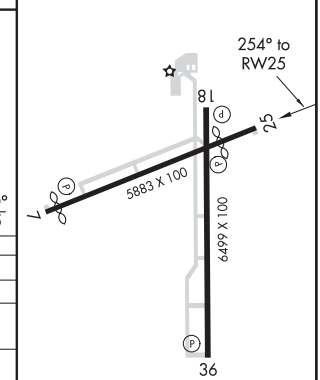
MISSED APPROACH: Climb to 2500 direct PURIC and hold.

| ASOS | TOLEDO APP CON | UNICOM |
|---|---|---|
| 132.85 | 120.8 317.55 | 122.725 (CTAF) L |




ELEV 813 | D | TDZE 812




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1116-1 304 (400-1) | | | |
| LNAV/VNAV DA | 1411-2 599 (600-2) | | | |
| LNAV MDA | 1280-1 468 (500-1) | | 1280-1⅜ 468 (500-1⅜) | 1280-1½ 468 (500-1½) |
| CIRCLING | 1440-1 627 (700-1) | | 1440-1¾ 627 (700-1¾) | 1440-2 627 (700-2) |

HIRL Rwys 7-25 and 18-36 L
REIL Rwys 7, 25 and 36 L




EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 72705 W36A | APP CRS 005° | Rwy ldg 6499<br>TDZE 809<br>Apt Elev 813 |
|---|---|---|

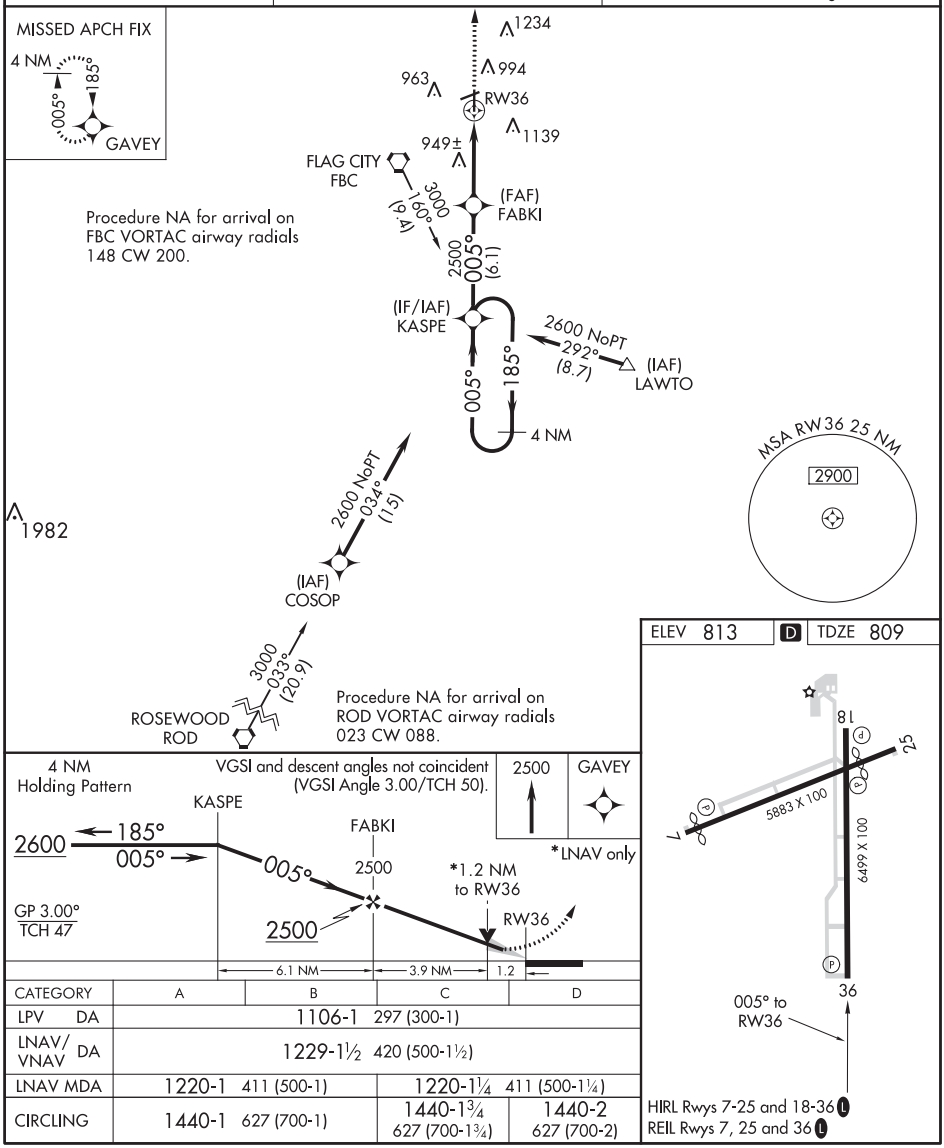
# RNAV (GPS) RWY 36
## FINDLAY (FDY)

RNP APCH

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.
Baro-VNAV and VDP NA when using Lima Allen County altimeter setting.
When local altimeter setting not received, use Lima Allen County altimeter setting: increase all DAs/MDAs 80 feet; increase LNAV Cat C/D visibility ⅛ SM and Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 2500 direct GAVEY and hold.

| ASOS | TOLEDO APP CON | UNICOM |
|---|---|---|
| 132.85 | 120.8 317.55 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1106-1 297 (300-1) | | | |
| LNAV/VNAV DA | 1229-1½ 420 (500-1½) | | | |
| LNAV MDA | 1220-1 411 (500-1) | | 1220-1¼ 411 (500-1¼) | |
| CIRCLING | 1440-1 627 (700-1) | | 1440-1¾ 627 (700-1¾) | 1440-2 627 (700-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

FINDLAY, OHIO | AL-702 (FAA) | 20086

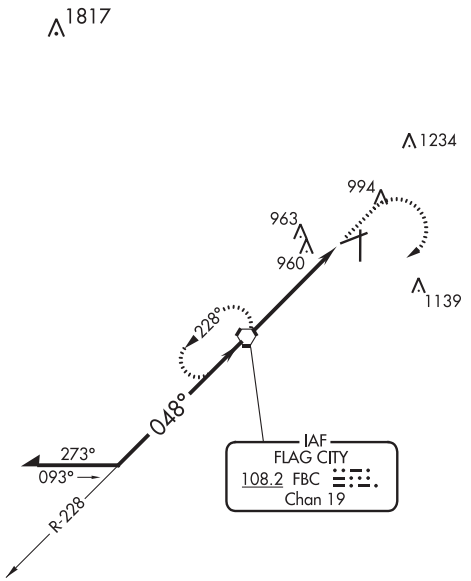
# VOR RWY 7
## FINDLAY (FDY)

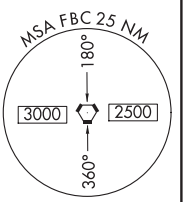
| VORTAC FBC | APP CRS | Rwy ldg 4558 |
|---|---|---|
| 108.2 | 048° | TDZE 809 |
| Chan 19 | | Apt Elev 813 |

Visibility reduction by helicopters NA. When local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDA 80 feet, and increase S-07 and Circling Cats C/D visibility ¼ mile.

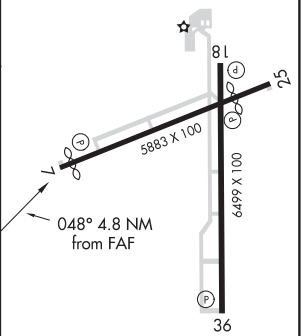
MISSED APPROACH: Climb to 2500 then right turn direct FBC VORTAC and hold.

| ASOS | TOLEDO APP CON | UNICOM |
|---|---|---|
| 132.85 | 120.8 317.55 | 122.725 (CTAF) L |



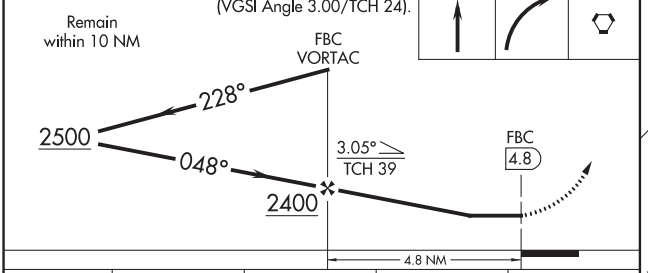




ELEV 813 | D | TDZE 809




VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 24).

| 2500 | | FBC |
|---|---|---|




HIRL Rwys 7-25 and 18-36 L
REIL Rwys 7, 25 and 36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 1260-1 451 (500-1) | | 1260-1¼ 451 (500-1¼) | 1260-1½ 451 (500-1½) |
| CIRCLING | 1440-1 627 (700-1) | | 1440-1¾ 627 (700-1¾) | 1440-2 627 (700-2) |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC I-HVD | APP CRS | Rwy ldg | 11981 |
|---|---|---|---|
| 111.9 | 050° | TDZE | 815 |
| | | Apt Elev | 815 |

# ILS or LOC RWY 5
## FORT WAYNE INTL (FWA)

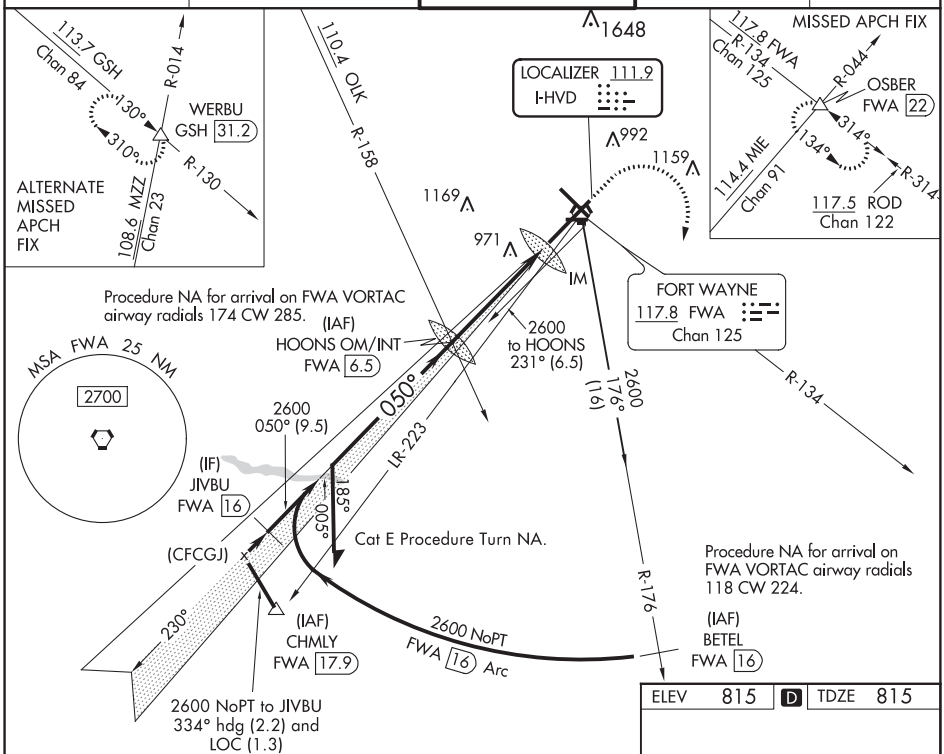
For inop ALS, increase S-ILS 5 Cat E visibility to RVR 4000 and S-LOC 5 Cat C/D/E visibility to 1½ SM.

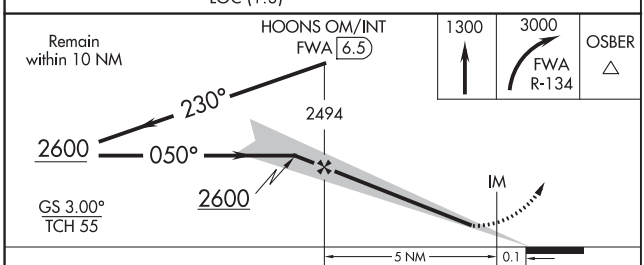
ASR

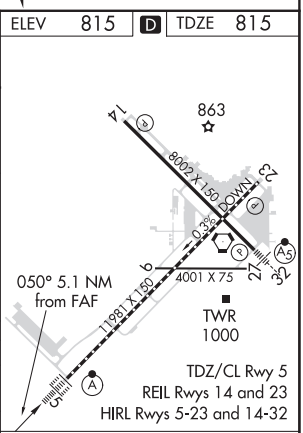
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on FWA R-134 to OSBER INT/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 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 5 | 1015/18 200 (200-½) | | | | 1015/24 200 (200-½) |
| S-LOC 5 | 1300/24 485 (500-½) | | 1300/50 485 (500-1) | | |
| C CIRCLING | 1300-1 485 (500-1) | | 1420-1¾ 605 (700-1¾) | 1520-2¼ 705 (800-2¼) | 1520-2½ 705 (800-2½) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS or LOC RWY 32
## FORT WAYNE INTL (FWA)

| LOC/DME I-FWA | APP CRS | Rwy ldg | 8001 |
|---|---|---|---|
| 109.9 | 321° | TDZE | 800 |
| Chan 36 | | Apt Elev | 815 |

DME required for LOC only. DME or RADAR required for procedure entry.

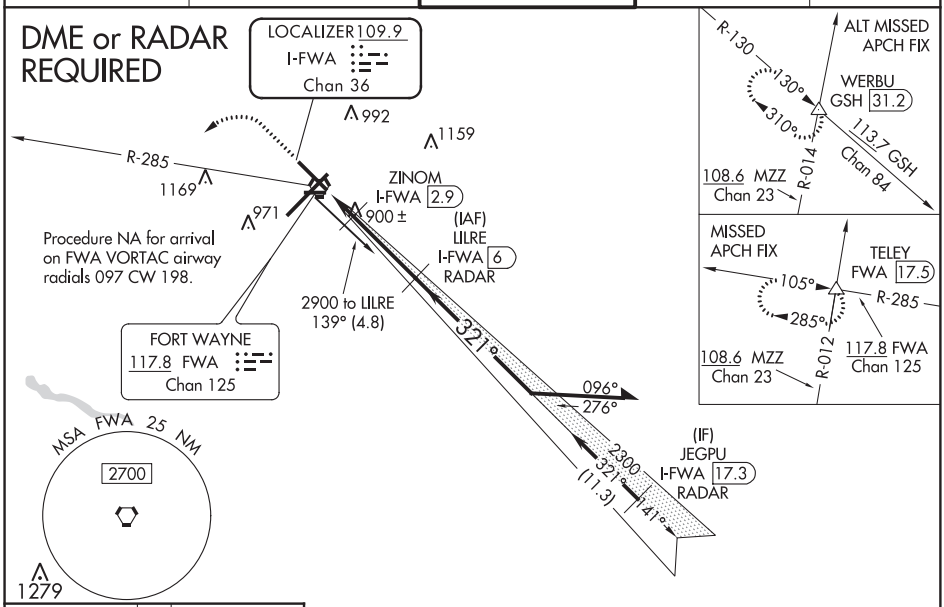
ASR

For inop ALS, increase S-ILS 32 Cat E visibility to RVR 4000, S-LOC 32 Cat E visibility to RVR 6000. Use I-FWA DME when on the localizer course.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

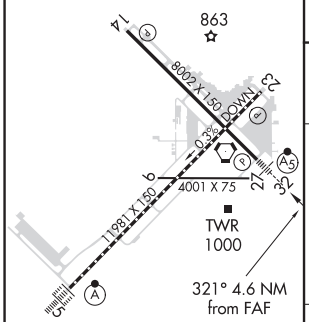
MISSED APPROACH: Climb to 3000 then left turn on FWA VORTAC R-285 to TELEY INT/FWA 17.5 DME and hold.

| 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 |



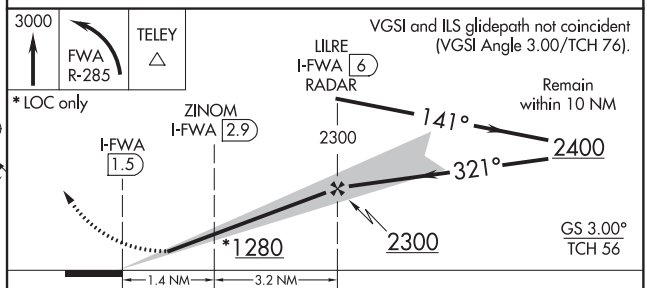

Cat E Procedure Turn NA.

| ELEV | 815 | D | TDZE | 800 |
|---|---|---|---|---|




TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 32 | #1000/24 200 (200-½) | | | | |
| S-LOC 32 | 1160/24 360 (400-½) | | 1160/40 360 (400-¾) | | |
| C CIRCLING | 1300-1 485 (500-1) | | 1420-1¾ 605 (700-1¾) | 1520-2¼ 705 (800-2¼) | 1520-2½ 705 (800-2½) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC I-HVD | APP CRS | Rwy ldg | 11981 |
|---|---|---|---|
| 111.9 | 050° | TDZE | 815 |
| | | Apt Elev | 815 |

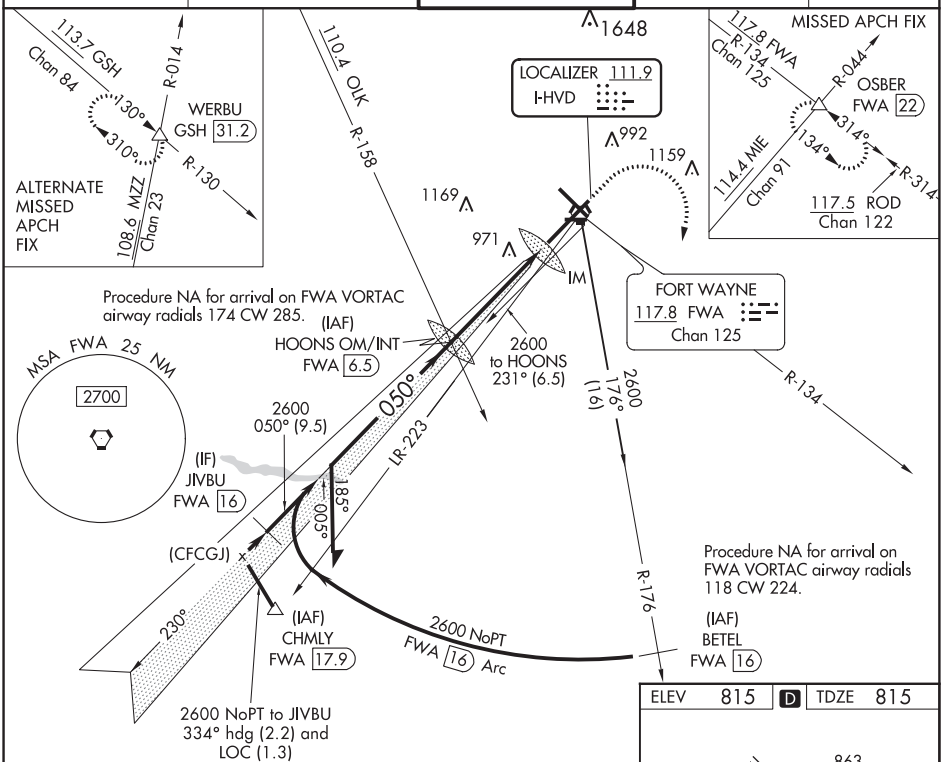
# ILS RWY 5 (CAT II)
## FORT WAYNE INTL (FWA)

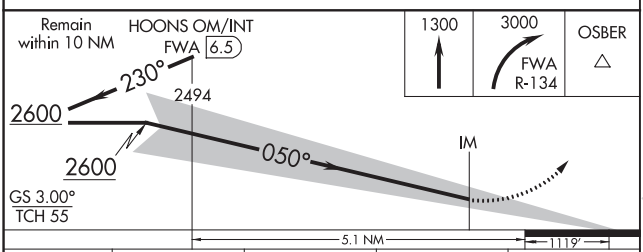
ASR

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on FWA R-134 to OSBER INT/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 |

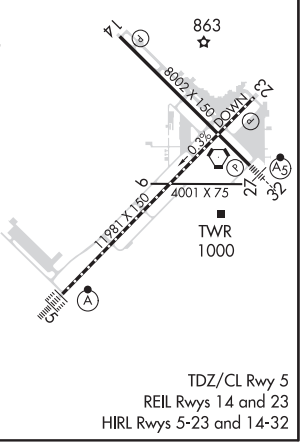



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | RA 106/12 100 DA 915 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 815 D TDZE 815




TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

FORT WAYNE, INDIANA

AL-156 (FAA)

19171

# RNAV (GPS) RWY 5
## FORT WAYNE INTL (FWA)

| WAAS CH 93609 W05A | APP CRS 050° | Rwy ldg 11981<br>TDZE 815<br>Apt Elev 815 |
|---|---|---|

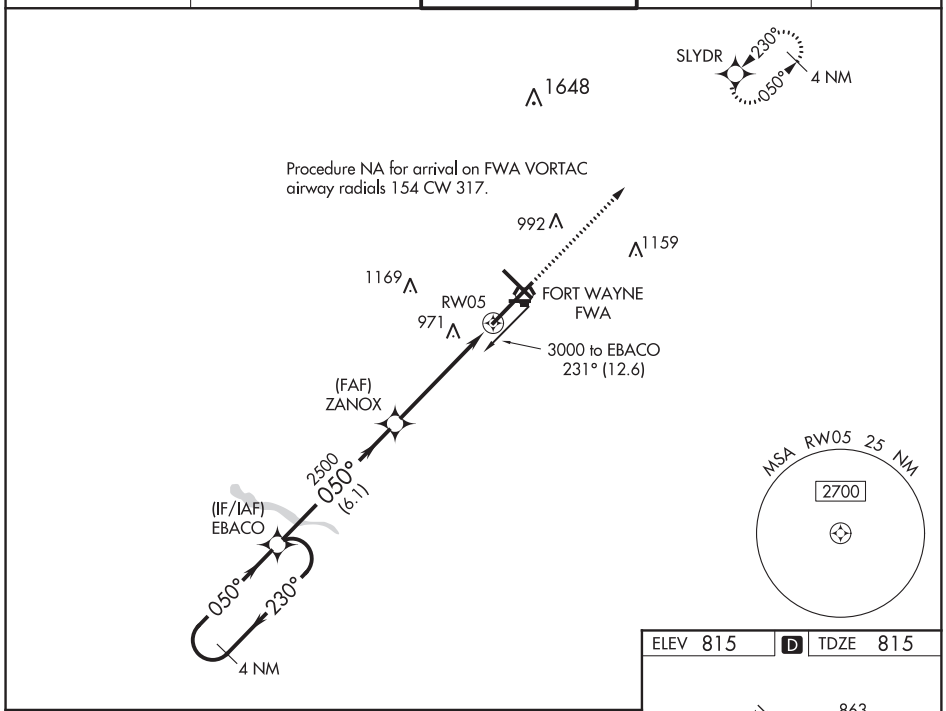
ASR

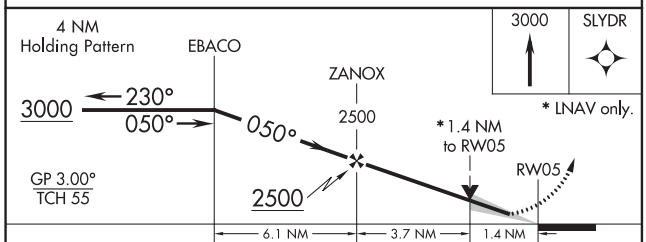
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C/D/E visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 3000 direct SLYDR and hold.

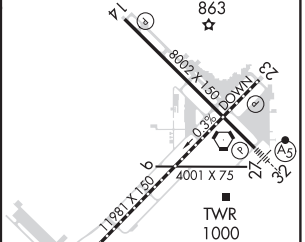
| ATIS | FORT WAYNE APP CON | FORT WAYNE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.25 360.825 | 127.2 284.6 | 119.1 269.325 | 121.9 348.6 | 124.75 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1065/18 250 (300-½) | | | | |
| LNAV/VNAV DA | 1275/60 460 (500-1¼) | | | | |
| LNAV MDA | 1300/24 485 (500-½) | | 1300/50 485 (500-1) | | |
| C CIRCLING | 1300-1 485 (500-1) | | 1420-1¾ 605 (700-1¾) | 1520-2¼ 705 (800-2¼) | 1520-2½ 705 (800-2½) |

ELEV 815 D TDZE 815




TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

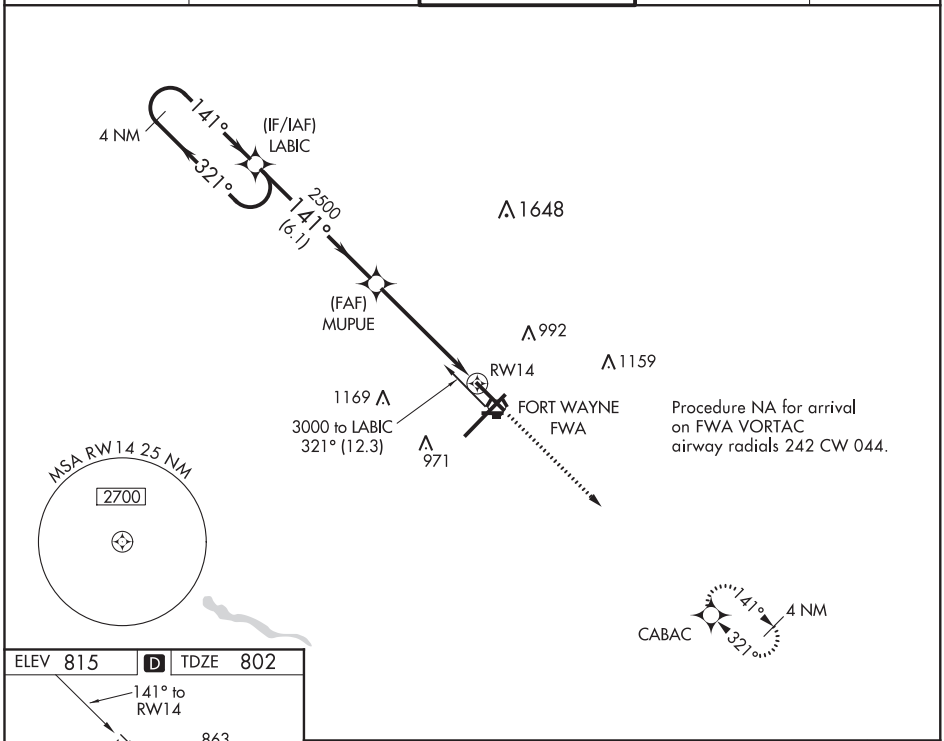
| WAAS CH 86417 W14A | APP CRS 141° | Rwy ldg 8001<br>TDZE 802<br>Apt Elev 815 |
|---|---|---|

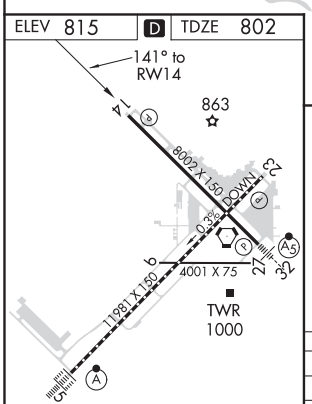
# RNAV (GPS) RWY 14
## FORT WAYNE INTL (FWA)

T A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

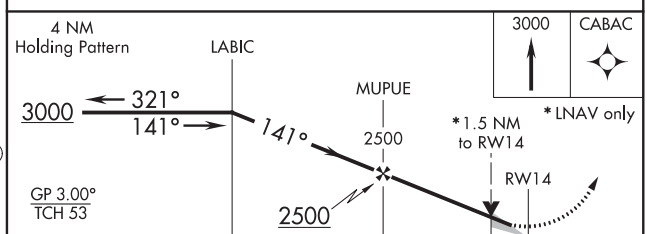
MISSED APPROACH: Climb to 3000 direct CABAC and hold.

| 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 |




TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1002-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1199-1¼ 397 (400-1¼) | | | |
| LNAV MDA | 1320-1 518 (600-1) | | 1320-1⅜ 518 (600-1⅜) | |
| C CIRCLING | 1320-1 505 (600-1) | | 1420-1¾ 605 (700-1¾) | 1520-2¼ 705 (800-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

FORT WAYNE, INDIANA — AL-156 (FAA) — 19171

# RNAV (GPS) RWY 23
## FORT WAYNE INTL (FWA)

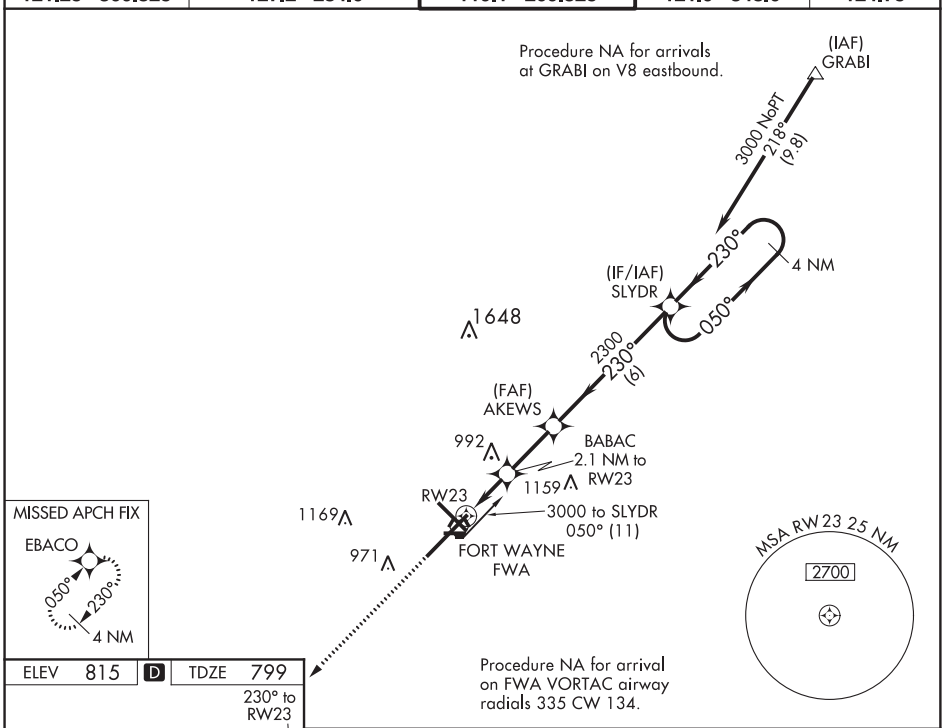
| WAAS CH 69599 W23A | APP CRS 230° | Rwy ldg 11981 TDZE 799 Apt Elev 815 |
|---|---|---|

ASR

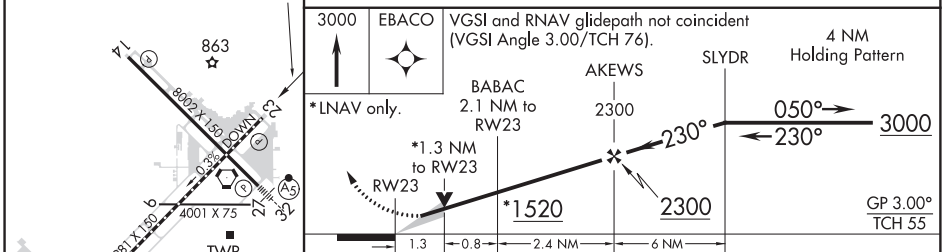
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct EBACO 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 |




ELEV 815 | D | TDZE 799




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1053/40 254 (300-¾) | | | | |
| LNAV/VNAV DA | 1230-1⅜ 431 (500-1⅜) | | | | |
| LNAV MDA | 1300/55 501 (500-1) | | 1300-1⅜ 501 (500-1⅜) | | |
| C CIRCLING | 1300-1 485 (500-1) | | 1420-1¾ 605 (700-1¾) | 1520-2¼ 705 (800-2¼) | 1520-2½ 705 (800-2½) |

TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 32
## FORT WAYNE INTL (FWA)

| WAAS CH 82417 W32A | APP CRS 321° | Rwy ldg 8001 TDZE 800 Apt Elev 815 |
|---|---|---|

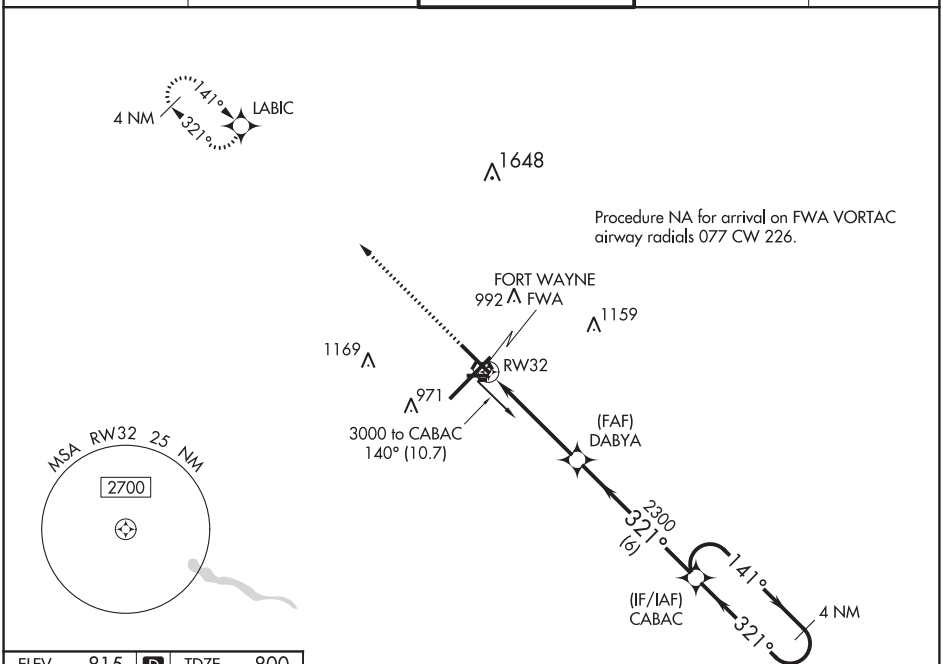
ASR

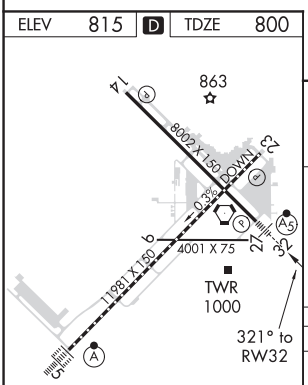
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

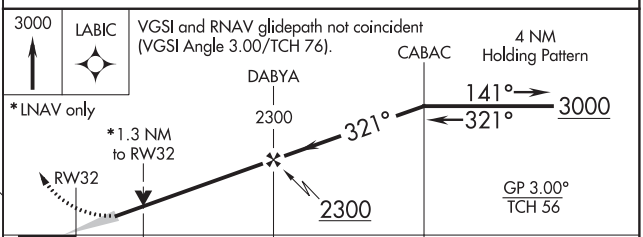
MALSR

MISSED APPROACH: Climb to 3000 direct LABIC 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 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | **1000/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1250/50 450 (500-1) | | | |
| LNAV MDA | 1280/24 480 (500-½) | | 1280/50 480 (500-1) | |
| C CIRCLING | 1300-1 485 (500-1) | | 1420-1¾ 605 (700-1¾) | 1520-2¼ 705 (800-2¼) |

TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

FORT WAYNE, INDIANA

AL-156 (FAA)

20086

# VOR or TACAN RWY 5

## FORT WAYNE INTL (FWA)

| VORTAC FWA | APP CRS | Rwy ldg | 11981 |
|---|---|---|---|
| 117.8 | 054° | TDZE | 815 |
| Chan 125 | | Apt Elev | 815 |

DME or RADAR required.

ASR

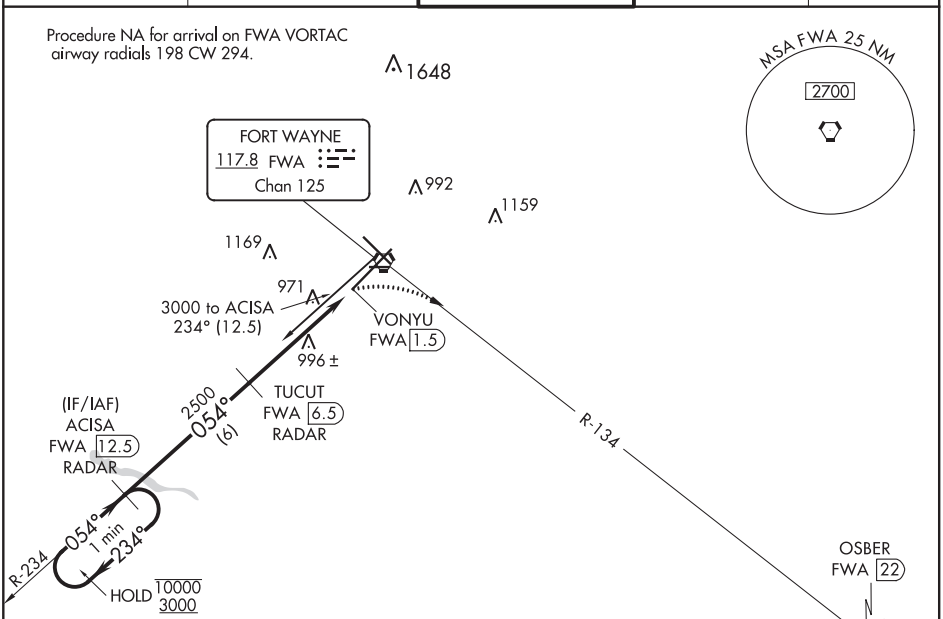
For inop ALS, increase S-5 Cat C/D/E visibility to 1⅜ SM.

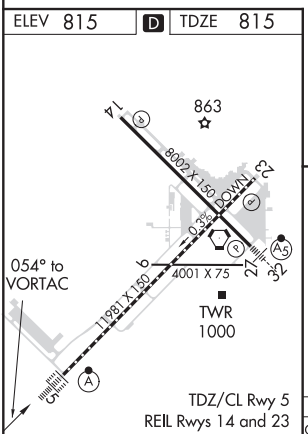
ALSF-2

MISSED APPROACH: Climbing right turn to 3000 on FWA VORTAC R-134 to OSBER INT/FWA 22 DME and hold.

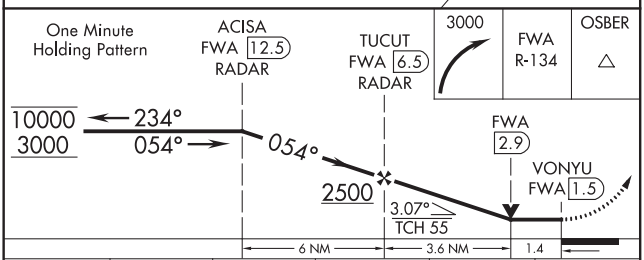
| ATIS | FORT WAYNE APP CON | FORT WAYNE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.25 360.825 | 127.2 284.6 | 119.1 269.325 | 121.9 348.6 | 124.75 |

Procedure NA for arrival on FWA VORTAC airway radials 198 CW 294.




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-5 | 1320/24 | 505 (600-½) | 1320/55 | 505 (600-1) | 1320/60<br>505 (600-1¼) |
| C CIRCLING | 1320-1 | 505 (600-1) | 1360-1½<br>545 (600-1½) | 1520-2¼<br>705 (800-2¼) | 1520-2½<br>705 (800-2½) |

FORT WAYNE, INDIANA

Amdt 20B 23MAY19

40°59′N-85°12′W

FORT WAYNE INTL (FWA)

VOR or TACAN RWY 5

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# VOR or TACAN RWY 14

## FORT WAYNE INTL (FWA)

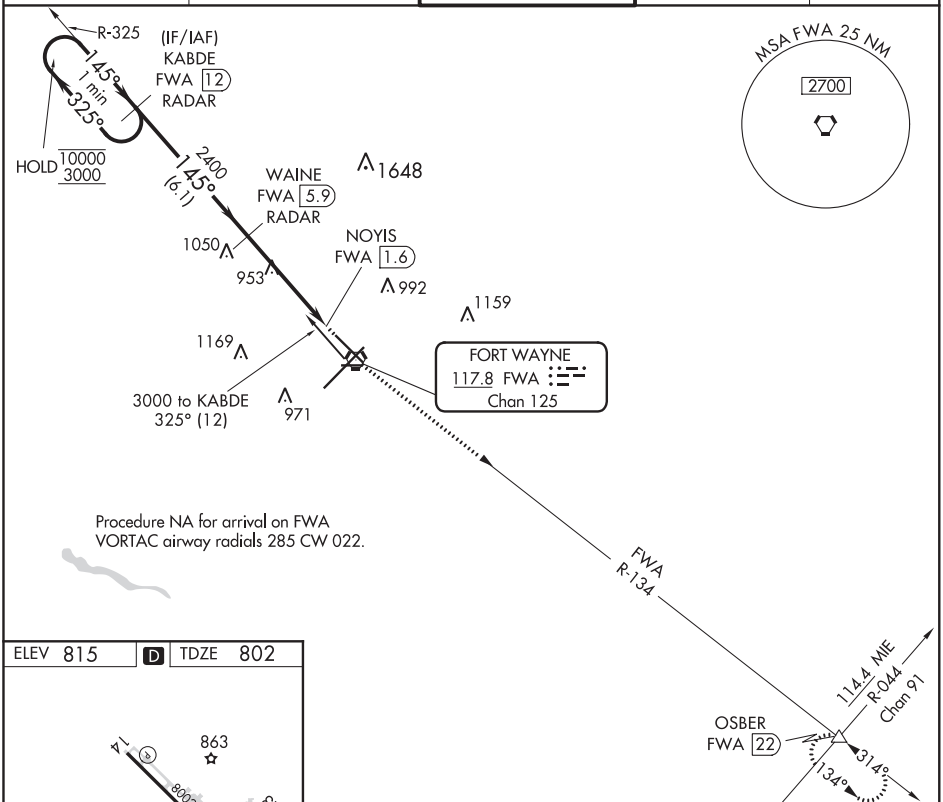
| VORTAC FWA | APP CRS | Rwy ldg | 8001 |
|---|---|---|---|
| 117.8 | 145° | TDZE | 802 |
| Chan 125 | | Apt Elev | 815 |

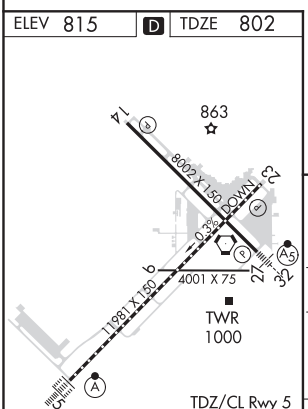
DME or RADAR required.

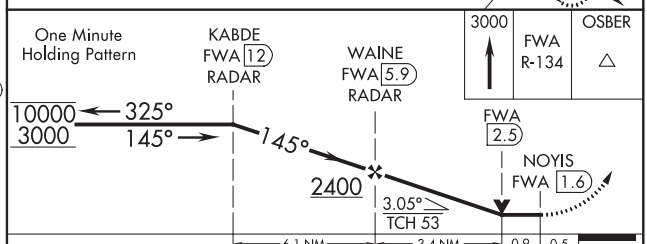
T
A
ASR

MISSED APPROACH: Climb to 3000 on FWA R-134 to OSBER INT/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 |




| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-14 | 1280-1 478 (500-1) | | 1280-1⅜ 478 (500-1⅜) | 1280-1½ 478 (500-1½) | 1280-1¾ 478 (500-1¾) |
| C CIRCLING | 1300-1 485 (500-1) | | 1360-1½ 545 (600-1½) | 1520-2¼ 705 (800-2¼) | 1520-2½ 705 (800-2½) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

FORT WAYNE, INDIANA — AL-156 (FAA) — 20086

# VOR or TACAN RWY 23

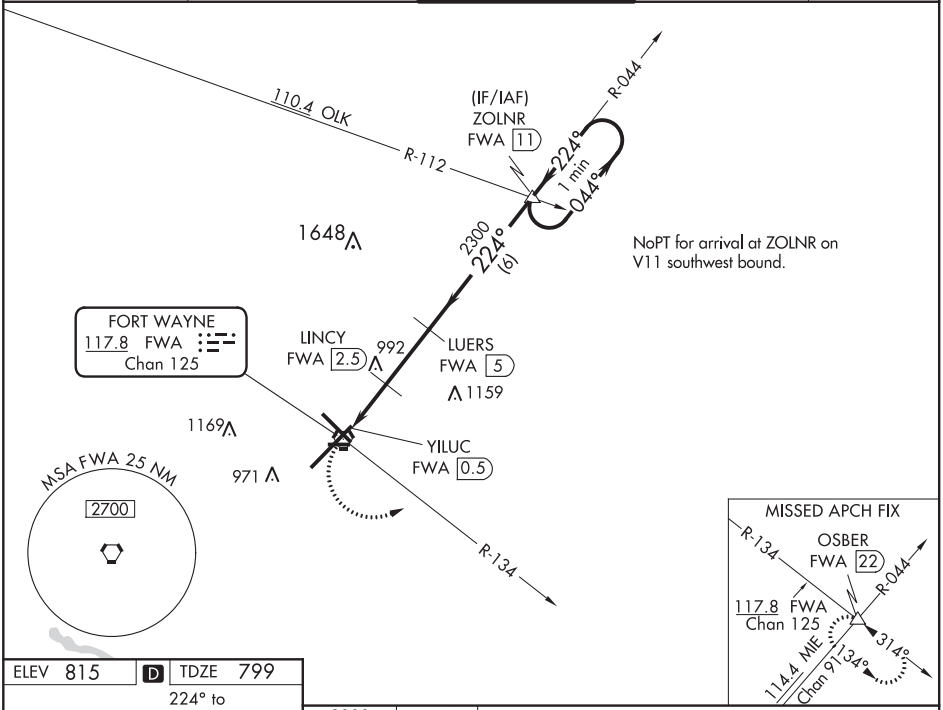
## FORT WAYNE INTL (FWA)

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

ASR

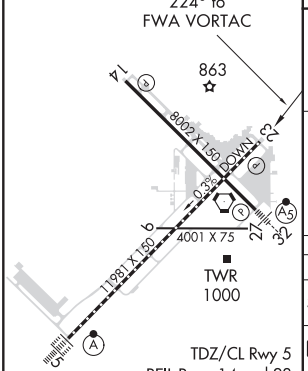
MISSED APPROACH: Climbing left turn to 3000 on FWA VORTAC R-134 to OSBER INT/FWA 22 DME and hold.

| 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 |



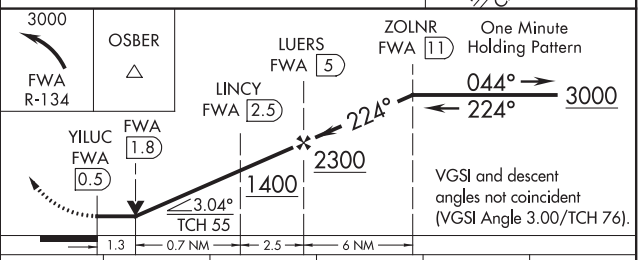

EC-2, 05 NOV 2020 to 31 DEC 2020

ELEV 815 | D | TDZE 799

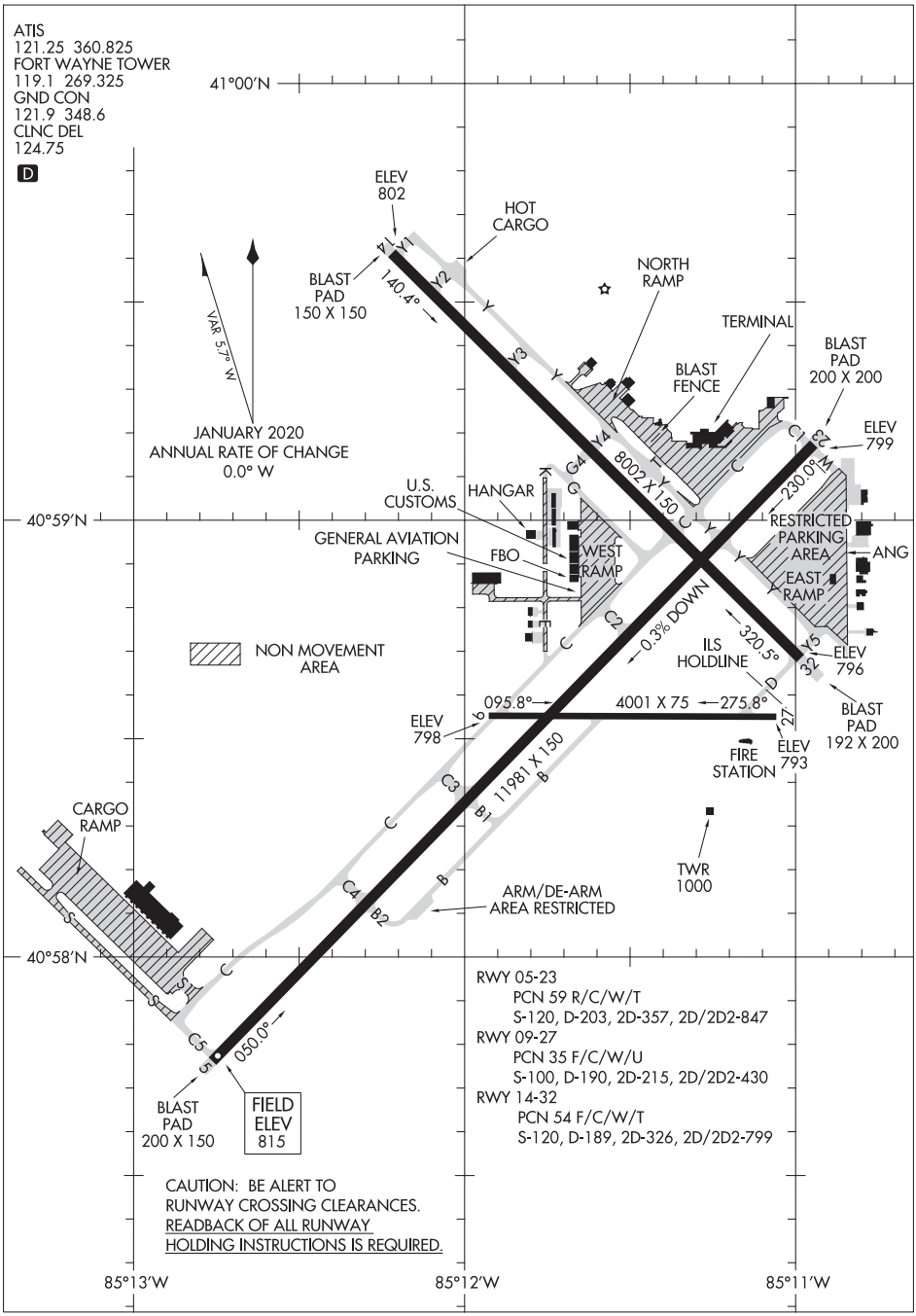



TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-23 | 1400/55 | 601 (600-1) | 1400-1¾ 601 (600-1¾) | | |
| C 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) | | |
| C CIRCLING | 1300-1 | 485 (500-1) | 1420-1¾ 605 (700-1¾) | 1520-2¼ 705 (800-2¼) | 1520-2½ 705 (800-2½) |




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

FORT WAYNE, INDIANA | AL-157 (FAA) | 20254

# RNAV (GPS) RWY 5
## SMITH FIELD (SMD)

| APP CRS | Rwy ldg | 3035 |
|---|---|---|
| 056° | TDZE | 834 |
| | Apt Elev | 836 |

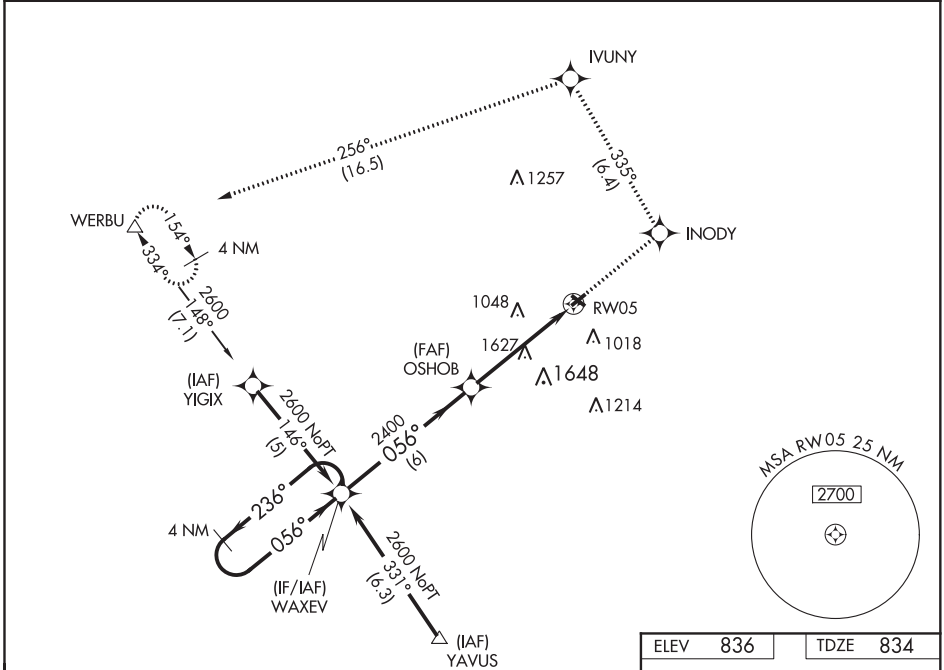
RNP APCH.

When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet. Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA.

-22°C

MISSED APPROACH: Climb to 2700 direct INODY and on track 335° to IVUNY and on track 256° to WERBU and hold.

| AWOS-3 | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 124.55 | 127.2 284.6 | 122.8 (CTAF) L |

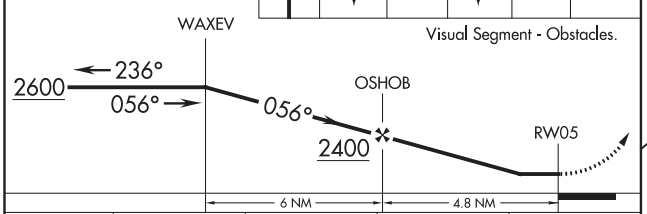


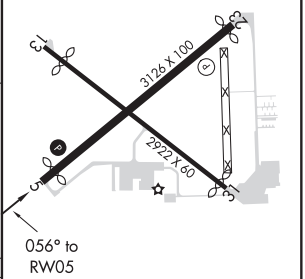

| ELEV | 836 | TDZE | 834 |
|---|---|---|---|

4 NM Holding Pattern

| 2700 | INODY | tr 335° | IVUNY | tr 256° | WERBU |
|---|---|---|---|---|---|

Visual Segment - Obstacles.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1880-1¼<br>1046 (1100-1¼) | 1880-1½<br>1046 (1100-1½) | 1880-3<br>1046 (1100-3) | NA |
| C CIRCLING | 1880-1¼<br>1044 (1100-1¼) | 1880-1½<br>1044 (1100-1½) | 1940-3<br>1104 (1200-3) | NA |

MIRL Rwys 5-23 and 13-31 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 13
## SMITH FIELD (SMD)

| WAAS CH 69220 W13A | APP CRS 133° | Rwy ldg 2623<br>TDZE 836<br>Apt Elev 836 |
|---|---|---|

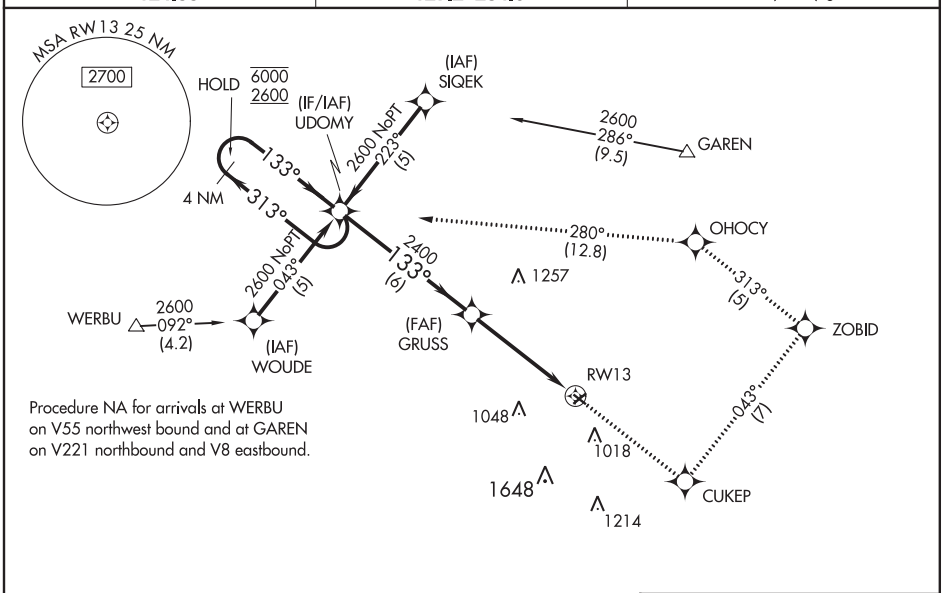
RNP APCH.

T
NA
-22°C

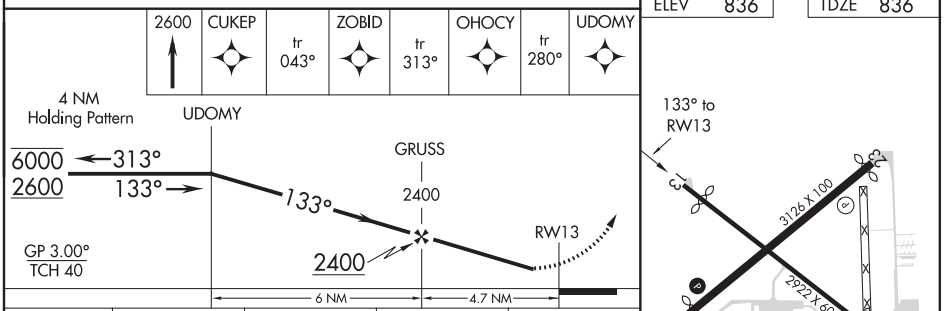
Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Fort Wayne Intl altimeter setting: increase LPV DA to 1162 feet; LNAV/VNAV DA to 1435 feet; increase all MDA 40 feet and LNAV Cat C visibility ¼ SM. Baro-VNAV NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct CUKEP and on track 043° to ZOBID and on track 313° to OHOCY and on track 280° to UDOMY and hold.

| AWOS-3 | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 124.55 | 127.2 284.6 | 122.8 (CTAF) L |




Procedure NA for arrivals at WERBU on V55 northwest bound and at GAREN on V221 northbound and V8 eastbound.




ELEV 836 TDZE 836




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1135-1 299 (300-1) | | | NA |
| LNAV/VNAV DA | 1408-2 572 (600-2) | | | NA |
| LNAV MDA | 1340-1 504 (600-1) | | 1340-1½ 504 (600-1½) | NA |
| C CIRCLING | 1400-1 564 (600-1) | | 1940-3 1104 (1200-3) | NA |

MIRL Rwys 5-23 and 13-31 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

FORT WAYNE, INDIANA | AL-157 (FAA) | 20254

# RNAV (GPS) RWY 23
## SMITH FIELD (SMD)

| WAAS CH 65738 W23A | APP CRS 236° | Rwy ldg 3035<br>TDZE 834<br>Apt Elev 836 |
|---|---|---|

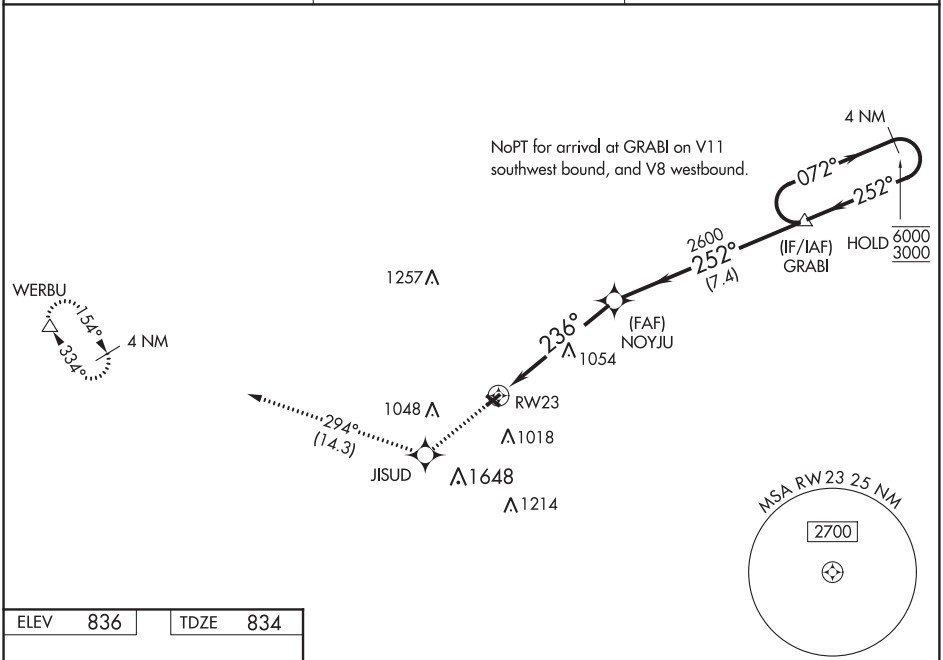
RNP APCH.

NA
-22°C

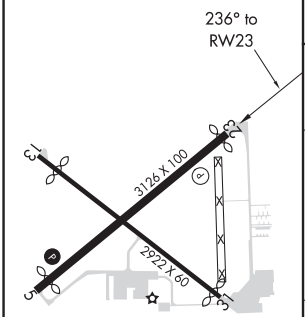
Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and LP and LNAV Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 2700 direct JISUD and on track 294° to WERBU and hold.

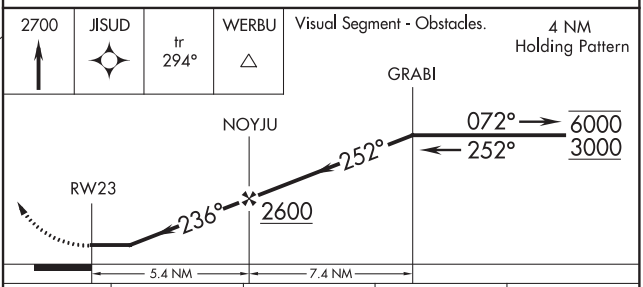
| AWOS-3 | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 124.55 | 127.2 284.6 | 122.8 (CTAF) L |




| ELEV 836 | TDZE 834 |
|---|---|




MIRL Rwys 5-23 and 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1360-1 | 526 (600-1) | 1360-1½<br>526 (600-1½) | NA |
| LNAV MDA | 1400-1 | 566 (600-1) | 1400-1⅝<br>566 (600-1⅝) | NA |
| C CIRCLING | 1400-1 | 564 (600-1) | 1940-3<br>1104 (1200-3) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 31

SMITH FIELD (SMD)

| WAAS CH 77638 W31A | APP CRS 313° | Rwy ldg 2821<br>TDZE 836<br>Apt Elev 836 |
|---|---|---|

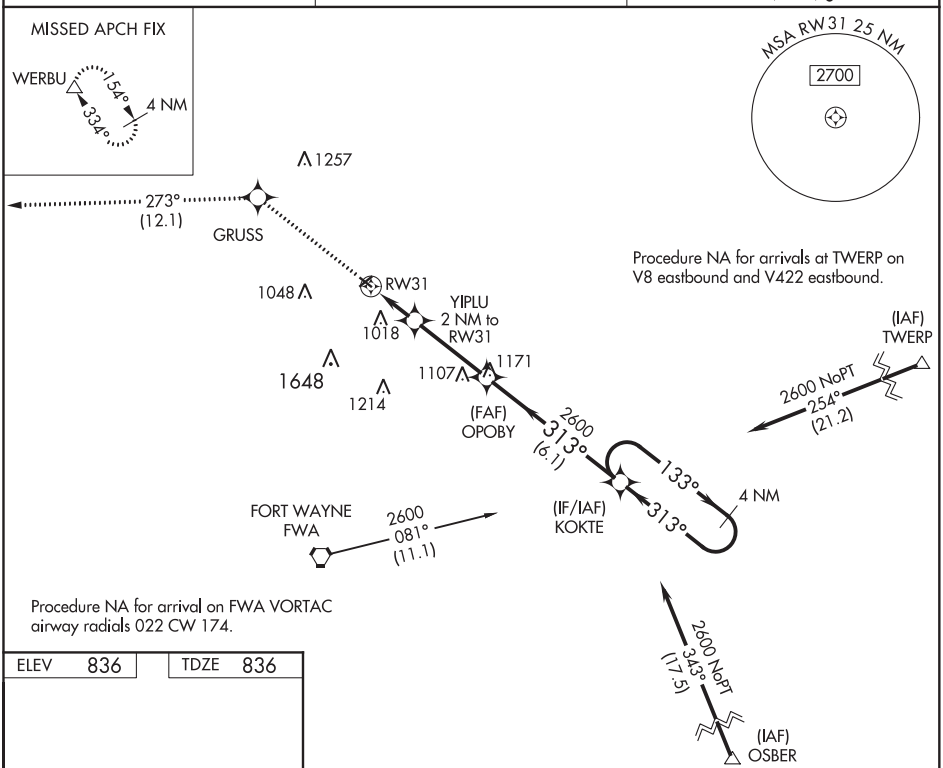
Rwy 31 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet, LP Cat C visibility ¼ SM and LNAV Cat C visibility ⅛ SM.

NA

-22°C

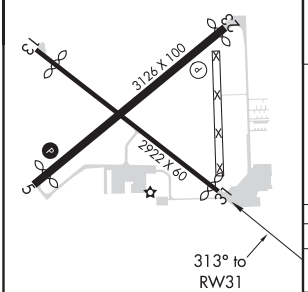
MISSED APPROACH: Climb to 2700 direct GRUSS and on track 273° to WERBU and hold.

| AWOS-3 | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 124.55 | 127.2 284.6 | 122.8 (CTAF) L |

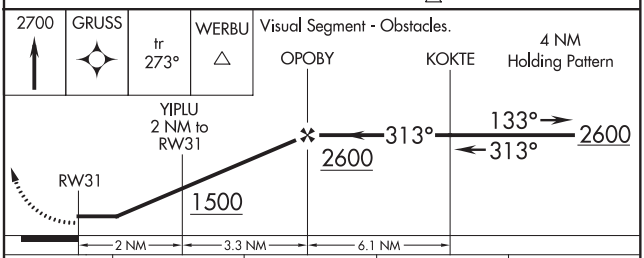



Procedure NA for arrival on FWA VORTAC airway radials 022 CW 174.

| ELEV 836 | TDZE 836 |
|---|---|




MIRL Rwys 5-23 and 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1240-1 404 (500-1) | | 1240-1⅛ 404 (500-1⅛) | NA |
| LNAV MDA | 1260-1 424 (500-1) | | 1260-1¼ 424 (500-1¼) | NA |
| C CIRCLING | 1400-1 564 (600-1) | | 1940-3 1104 (1200-3) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# VOR RWY 13
## SMITH FIELD (SMD)

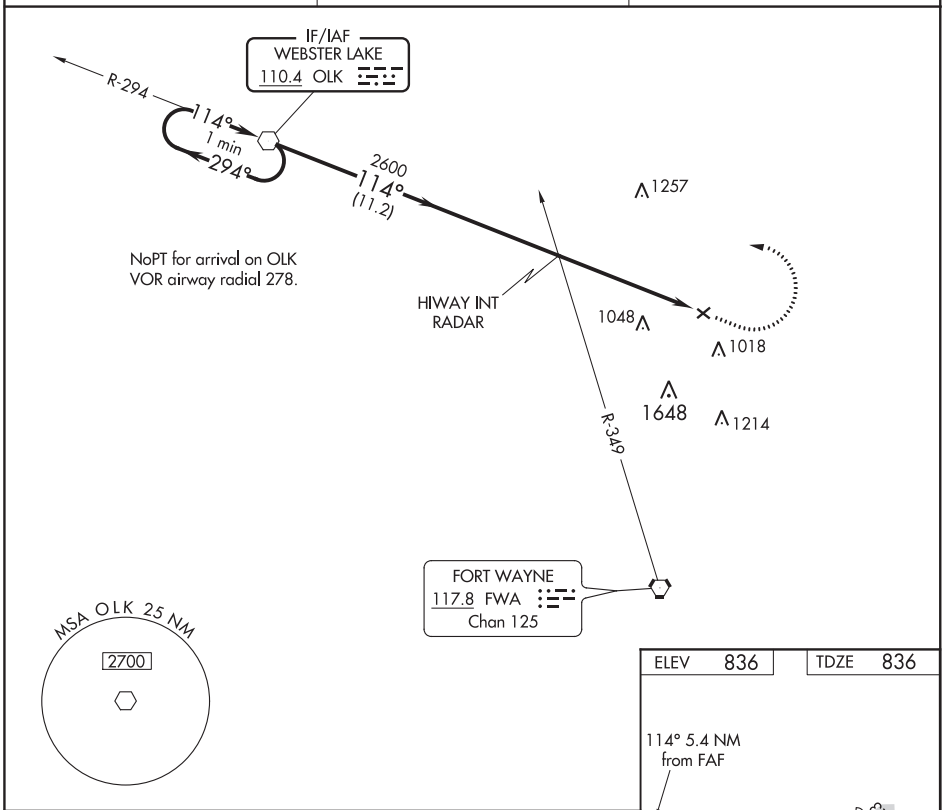
| VOR OLK | APP CRS | Rwy ldg | 2623 |
|---|---|---|---|
| 110.4 | 114° | TDZE | 836 |
| | | Apt Elev | 836 |

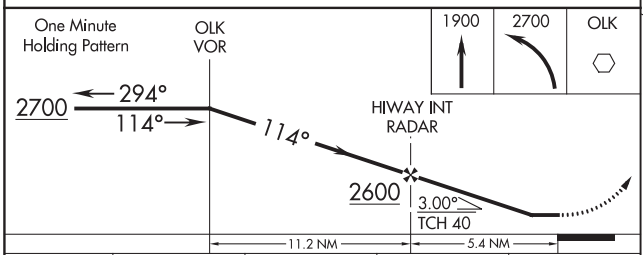
T
NA
-22°C

Rwy 13 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and S-13 Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 1900 then climbing left turn to 2700 direct OLK VOR and hold.

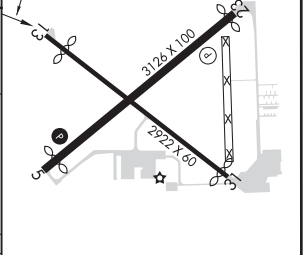
| AWOS-3 | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 124.55 | 127.2 284.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1360-1 524 (600-1) | | 1360-1½ 524 (600-1½) | NA |
| C CIRCLING | 1400-1 564 (600-1) | | 1940-3 1104 (1200-3) | NA |

| ELEV | 836 | TDZE | 836 |
|---|---|---|---|




MIRL Rwys 5-23 and 13-31 L

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

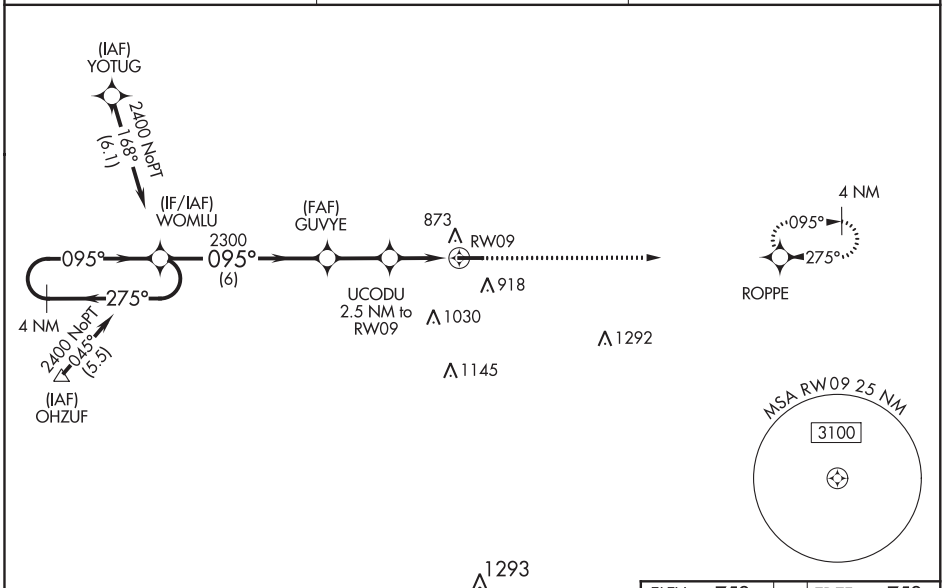
| WAAS CH 53529 W09A | APP CRS 095° | Rwy ldg 5005<br>TDZE 752<br>Apt Elev 752 |
|---|---|---|

# RNAV (GPS) RWY 9
## FOSTORIA METROPOLITAN (FZI)

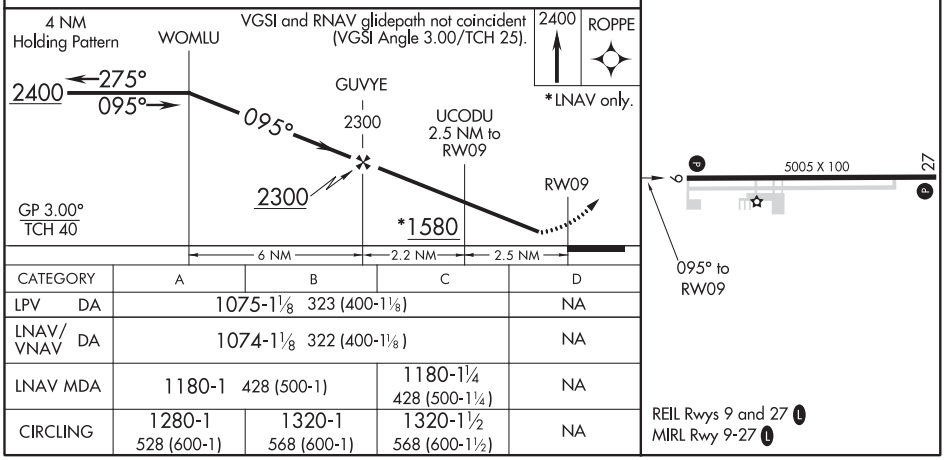
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Findlay altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility to 1¼ mile, increase LNAV Cat C visibility to 1⅜, increase Circling Cat C visibility to 1¾. When VGSI inop, Straight-in/Circling Rwy 9 procedure NA at night.

MISSED APPROACH: Climb to 2400 direct ROPPE and hold.

| AWOS-3 | TOLEDO APP CON | UNICOM |
|---|---|---|
| 124.625 | 126.1 307.0 | 122.7 (CTAF) L |




| ELEV 752 | TDZE 752 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1075-1⅛ 323 (400-1⅛) | | | NA |
| LNAV/VNAV DA | 1074-1⅛ 322 (400-1⅛) | | | NA |
| LNAV MDA | 1180-1 428 (500-1) | | 1180-1¼ 428 (500-1¼) | NA |
| CIRCLING | 1280-1 528 (600-1) | 1320-1 568 (600-1) | 1320-1½ 568 (600-1½) | NA |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

FOSTORIA, OHIO AL-6133 (FAA) 20310

# RNAV (GPS) RWY 27
## FOSTORIA METROPOLITAN (FZI)

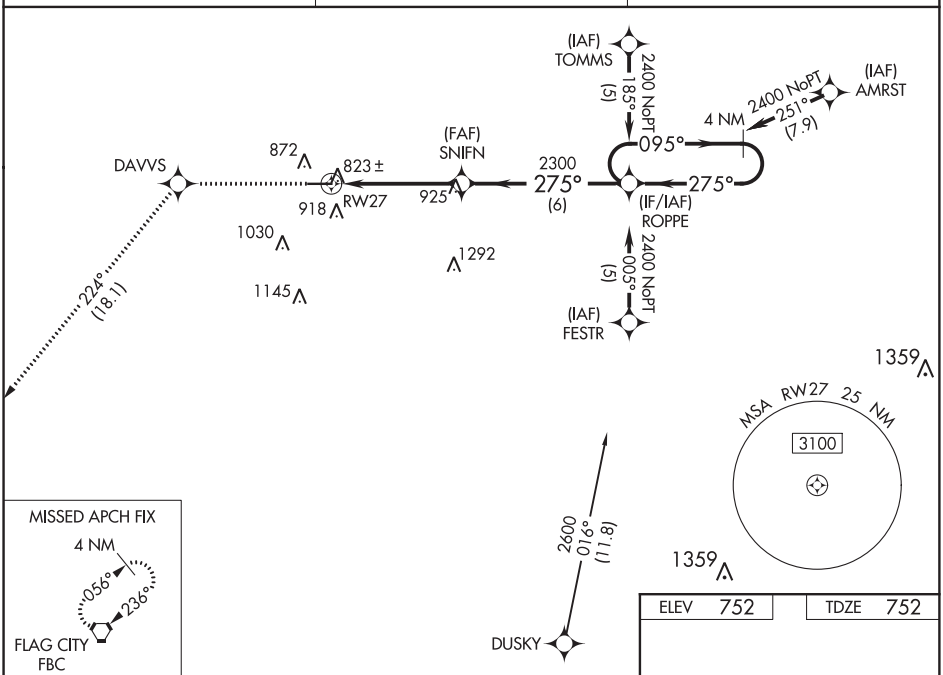
| WAAS CH 45819 W27A | APP CRS 275° | Rwy ldg 5005 TDZE 752 Apt Elev 752 |
|---|---|---|

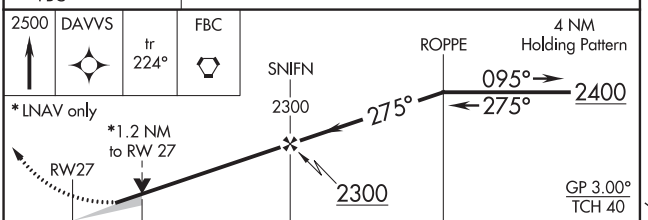
RNP APCH.

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Findlay altimeter setting. When local altimeter setting not received, use Findlay altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

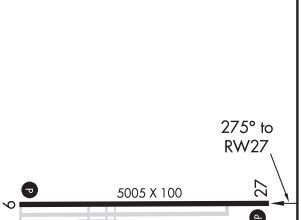
MISSED APPROACH: Climb to 2500 direct DAVVS and on track 224° to FBC VORTAC and hold.

| AWOS-3 | TOLEDO APP CON | UNICOM |
|---|---|---|
| 124.625 | 126.1 307.0 | 122.7 (CTAF) L |




ELEV 752 TDZE 752




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1002-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1131-1¼ 379 (400-1¼) | | | NA |
| LNAV MDA | 1160-1 408 (500-1) | | 1160-1¼ 408 (500-1¼) | NA |
| CIRCLING | 1280-1 528 (600-1) | 1320-1 568 (600-1) | 1320-1½ 568 (600-1½) | NA |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# VOR-A
## FOSTORIA METROPOLITAN (FZI)

| VORTAC FBC | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 108.2 | 051° | TDZE | N/A |
| Chan 19 | | Apt Elev | 752 |

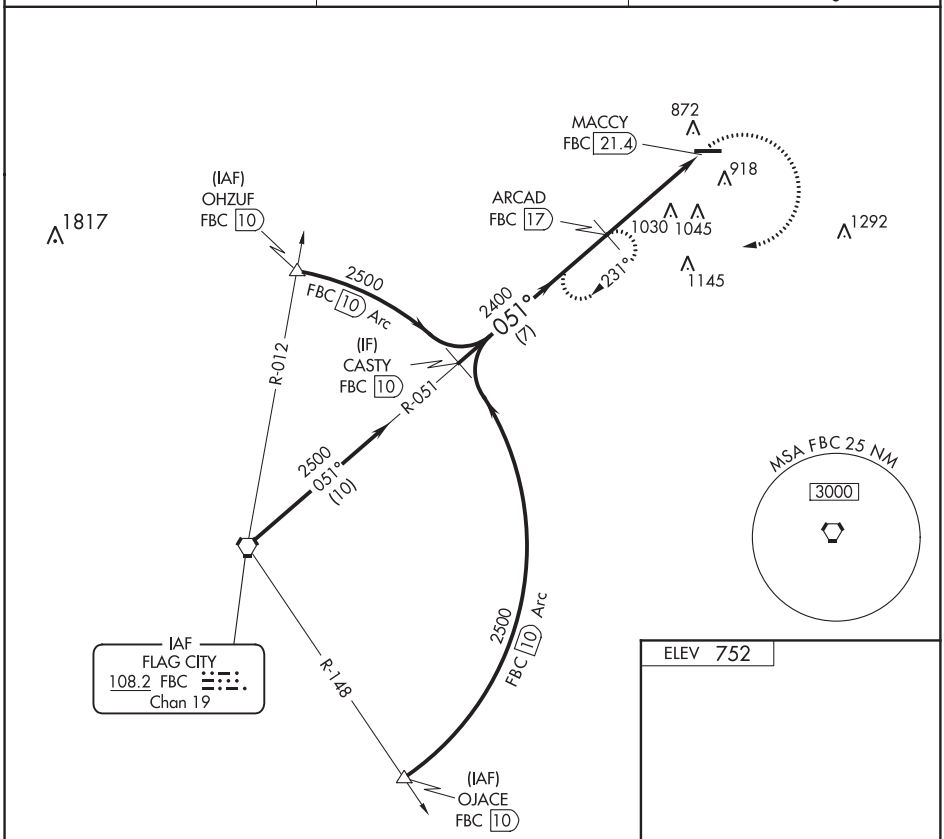
DME required.

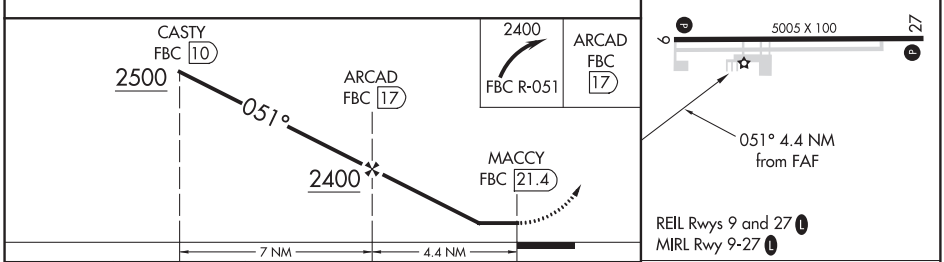
When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet, and increase Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 2400 on FBC VORTAC R-051 to ARCAD/FBC 17 DME and hold.

| AWOS-3 | TOLEDO APP CON | UNICOM |
|---|---|---|
| 124.625 | 126.1 307.0 | 122.7 (CTAF) L |




REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1400-1<br>648 (700-1) | 1400-1¼<br>648 (700-1¼) | 1400-1¾<br>648 (700-1¾) | NA |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

FRANKFORT, INDIANA — AL-6194 (FAA) — 20142

| WAAS CH 62834 W09A | APP CRS 092° | Rwy ldg 5000<br>TDZE 856<br>Apt Elev 861 |
|---|---|---|

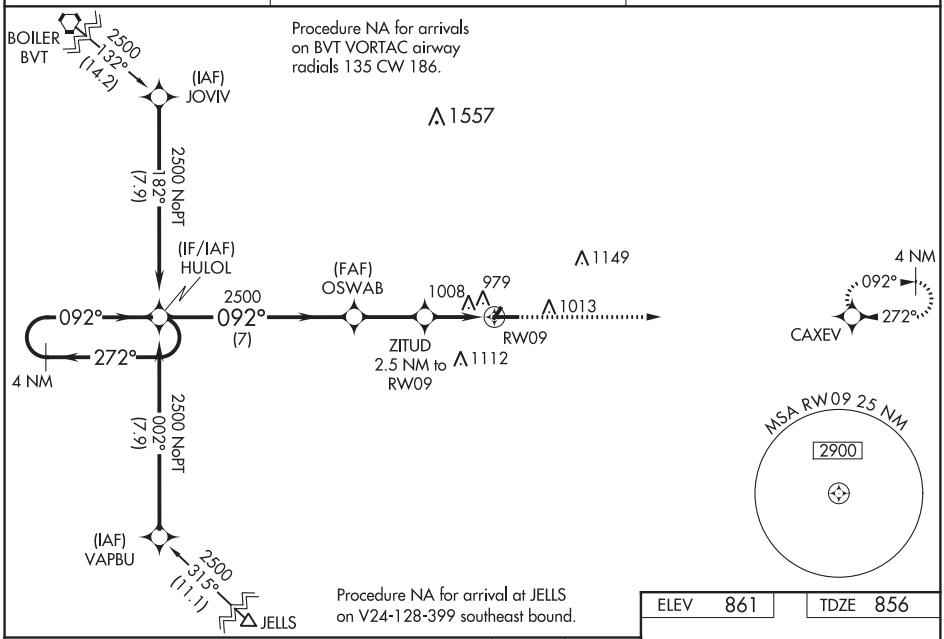
# RNAV (GPS) RWY 9
## FRANKFORT MUNI (FKR)

Baro-VNAV NA when using Indianapolis Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Indianapolis Executive altimeter setting. When local altimeter setting not received, use Indianapolis Executive altimeter setting: increase LPV DA to 1162 feet and visibility ⅛ SM all Cats; increase LNAV/VNAV DA to 1245 feet and visibility ⅛ SM all Cats; increase all MDAs 60 feet and LNAV and Circling Cats C/D visibilities ¼ SM.

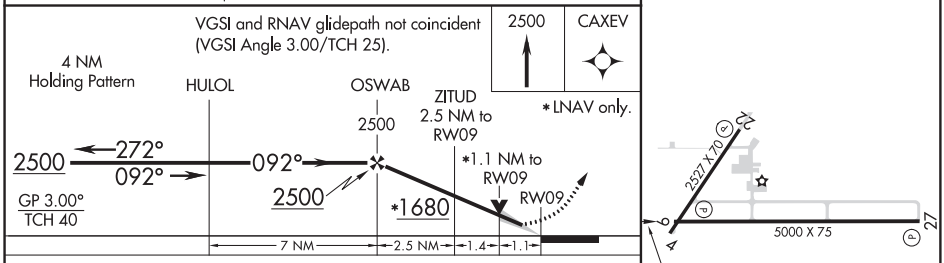
NA

MISSED APPROACH: Climb to 2500 direct CAXEV and hold.

| AWOS-3 | GRISSOM APP CON ★ | UNICOM |
|---|---|---|
| 124.325 | 123.85 291.675 | 123.0 (CTAF) L |




| ELEV 861 | TDZE 856 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1106-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1189-1 333 (400-1) | | | |
| LNAV MDA | 1260-1 404 (400-1) | | 1260-1⅛ 404 (400-1⅛) | |
| C CIRCLING | 1460-1 599 (600-1) | | 1520-1¾ 659 (700-1¾) | 1520-2 659 (700-2) |

MIRL Rwys 4-22 and 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 65734 W27A | APP CRS 272° | Rwy ldg 5000<br>TDZE 861<br>Apt Elev 861 |
|---|---|---|

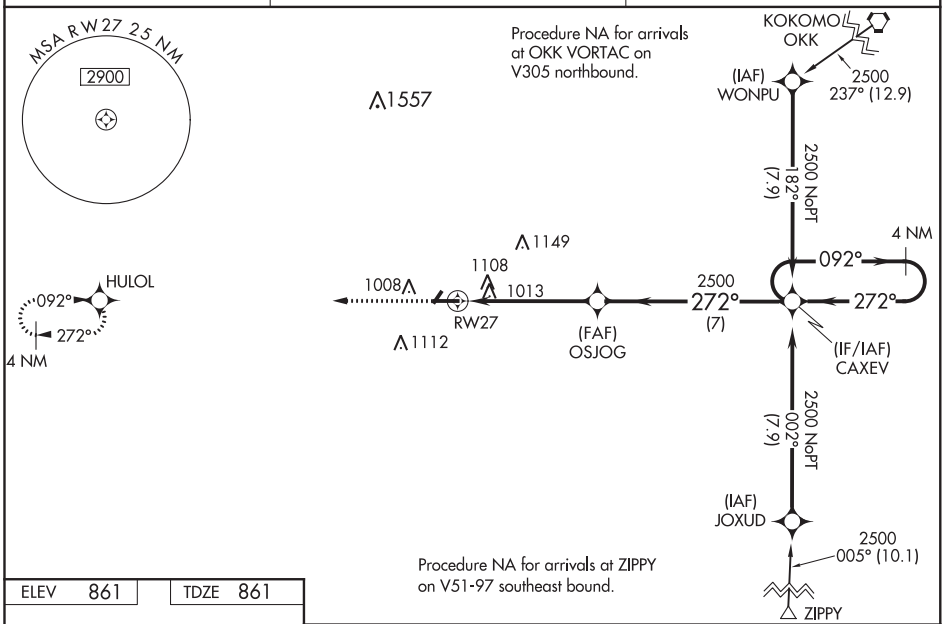
# RNAV (GPS) RWY 27
## FRANKFORT MUNI (FKR)

T A NA

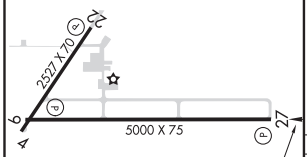
Baro-VNAV NA when using Indianapolis Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Indianapolis Executive altimeter setting. When local altimeter setting not received, use Indianapolis Executive altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV all Cats visibility ⅛ mile, LNAV Cats C/D visibility ⅛ mile, and Circling Cats C/D visibility ¼ mile.

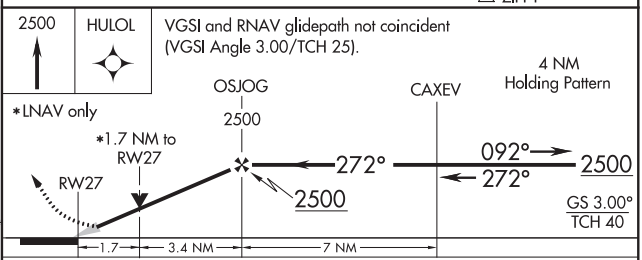
MISSED APPROACH: Climb to 2500 direct HULOL and hold.

| AWOS-3 | GRISSOM APP CON ★ | UNICOM |
|---|---|---|
| 124.325 | 123.85 291.675 | 123.0 (CTAF) L |




| ELEV 861 | TDZE 861 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1111-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1476-2½ 615 (700-2½) | | | |
| LNAV MDA | 1420-1 559 (600-1) | | 1420-1⅝ 559 (600-1⅝) | |
| C CIRCLING | 1460-1 599 (600-1) | | 1520-1¾ 659 (700-1¾) | 1520-2 659 (700-2) |

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

FREMONT, OHIO AL-5181 (FAA) 19339

| APP CRS | Rwy ldg | 4011 |
|---|---|---|
| 095° | TDZE | 663 |
| | Apt Elev | 663 |

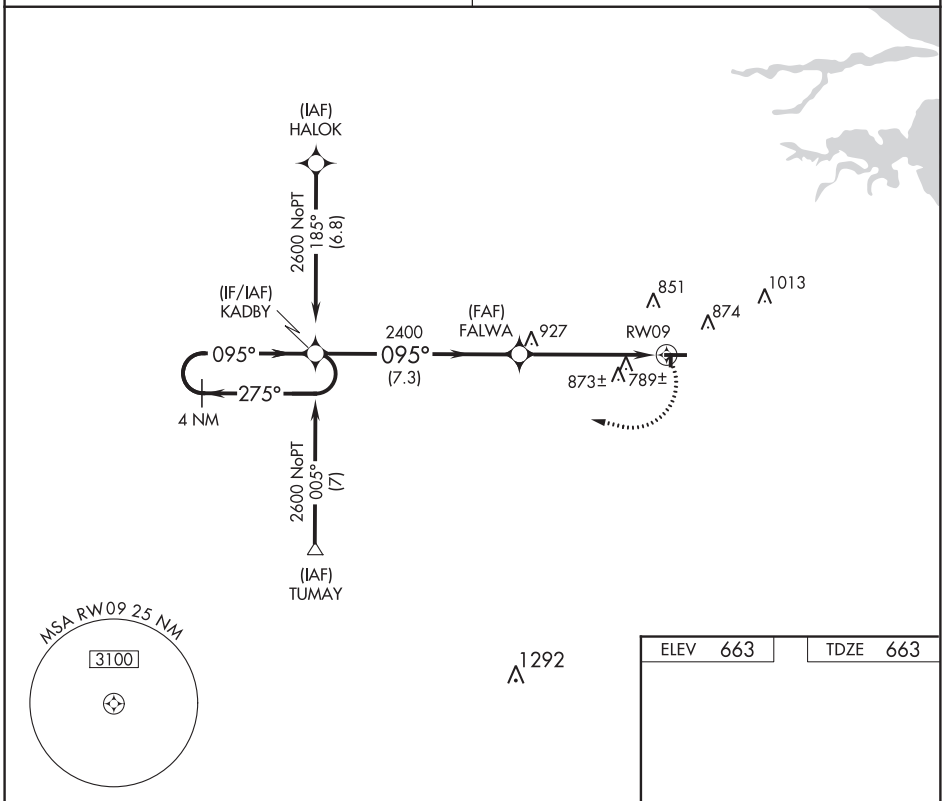
# RNAV (GPS) RWY 9
## FREMONT (14G)

RNP APCH.

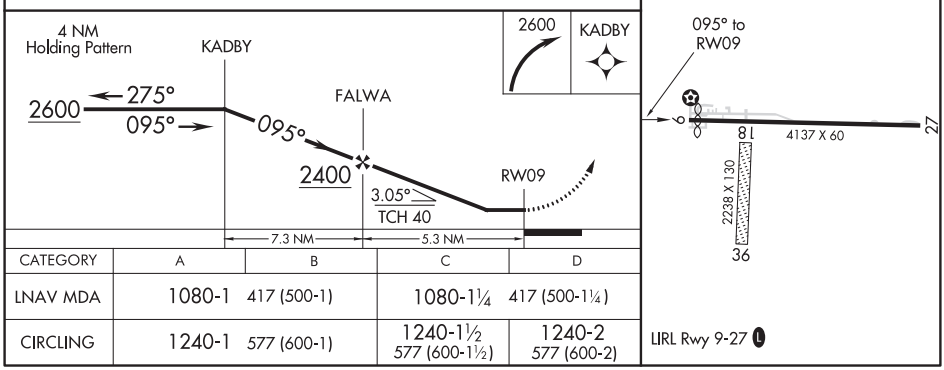
T A NA Procedure NA at night. Use Sandusky County Rgnl altimeter setting; when not received use Toledo Executive altimeter setting and increase all MDA 40 feet and LNAV Cat D and Circling Cat C visibility ¼ mile. Rwy 9 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2600 direct KADBY and hold.

| TOLEDO APP CON | UNICOM |
|---|---|
| 126.1 307.0 | 122.8 (CTAF) L |




| ELEV 663 | TDZE 663 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 417 (500-1) | | 1080-1¼ 417 (500-1¼) | |
| CIRCLING | 1240-1 577 (600-1) | | 1240-1½ 577 (600-1½) | 1240-2 577 (600-2) |

LIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 63022 W06A | APP CRS 067° | Rwy ldg 5500<br>TDZE 665<br>Apt Elev 665 |
|---|---|---|

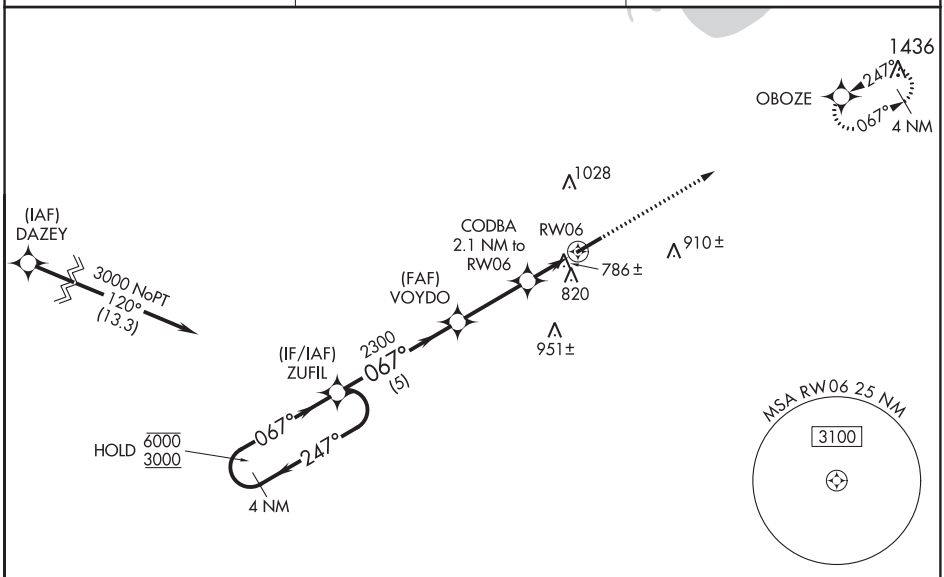
# RNAV (GPS) RWY 6
## SANDUSKY COUNTY RGNL (S24)

RNP APCH.

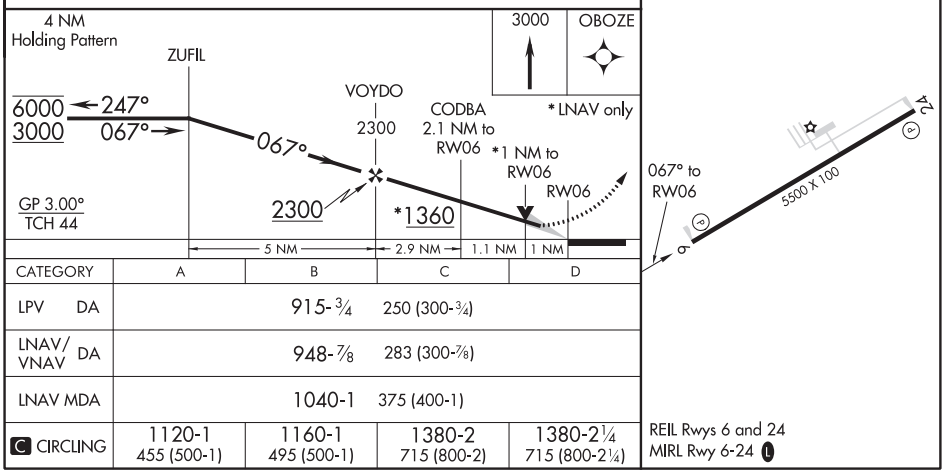
T A NA Baro-VNAV and VDP NA when using Toledo Express altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Toledo Express altimeter setting: increase LPV DA to 1008 feet and all visibilites ⅜ SM; increase LNAV/VNAV DA to 1041 feet and all visibilities ⅜ SM; increase all MDA 100 feet and LNAV visibility Cat C and D ⅜ SM and Circling visibility Cat C and D ½ SM.

MISSED APPROACH: Climb to 3000 direct OBOZE and hold.

| AWOS-3 | TOLEDO APP CON | UNICOM |
|---|---|---|
| 119.575 | 126.1 307.0 | 123.05 (CTAF) L |




ELEV 665 TDZE 665




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 915-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 948-⅞ 283 (300-⅞) | | | |
| LNAV MDA | 1040-1 375 (400-1) | | | |
| C CIRCLING | 1120-1 455 (500-1) | 1160-1 495 (500-1) | 1380-2 715 (800-2) | 1380-2¼ 715 (800-2¼) |

REIL Rwys 6 and 24
MIRL Rwy 6-24 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

FREMONT, OHIO | AL-9372 (FAA) | 19227

# RNAV (GPS) RWY 24
## SANDUSKY COUNTY RGNL (S24)

| WAAS CH 42822 W24A | APP CRS 247° | Rwy ldg 5500<br>TDZE 665<br>Apt Elev 665 |
|---|---|---|

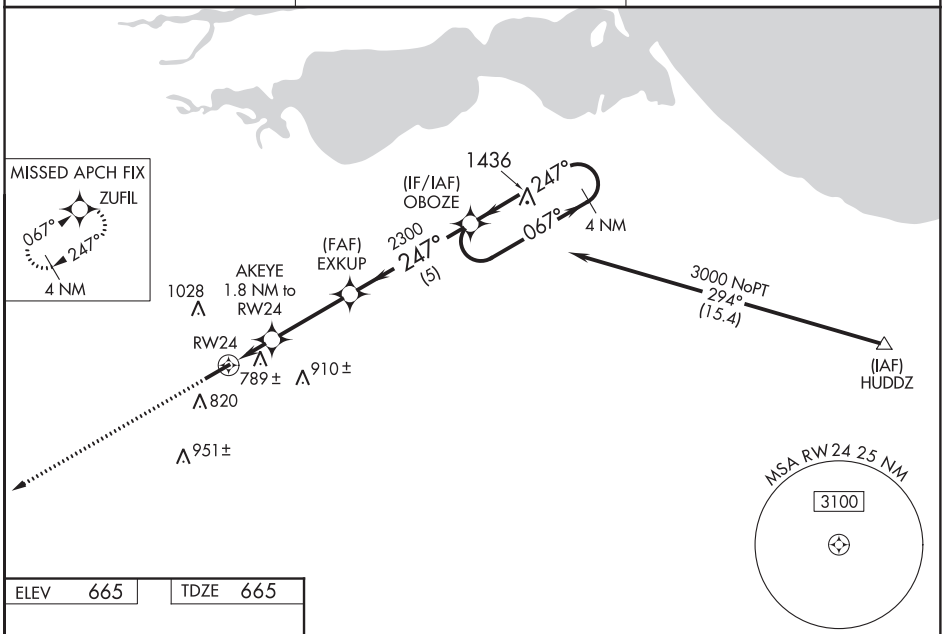
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Toledo Express altimeter setting. When local altimeter setting not received, use Toledo Express altimeter setting: increase LPV DA to 978 feet and all visibilities ⅜ SM; increase LNAV/VNAV DA to 1196 feet and all visibilities ⅜ SM; increase all MDA 100 feet and LNAV visibility Cat C and D ¼ SM and Circling visibility Cat C and D ½ SM.

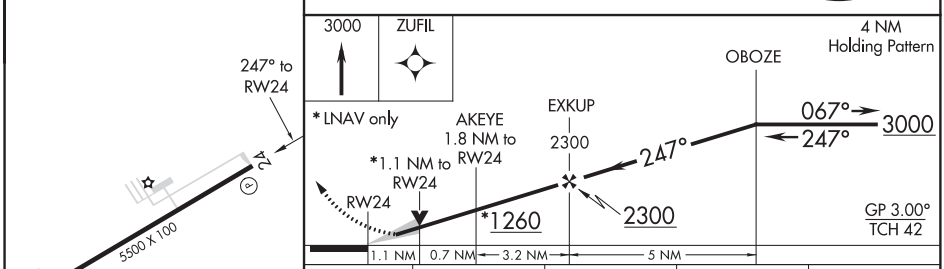
NA

MISSED APPROACH: Climb to 3000 direct ZUFIL and hold.

| AWOS-3 | TOLEDO APP CON | UNICOM |
|---|---|---|
| 119.575 | 126.1 307.0 | 123.05 (CTAF) L |




| ELEV 665 | TDZE 665 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 885-¾ 220 (300-¾) | | | |
| LNAV/VNAV DA | 1103-1½ 438 (500-1½) | | | |
| LNAV MDA | 1040-1 375 (400-1) | | 1040-1⅛ 375 (400-1⅛) | |
| C CIRCLING | 1120-1 455 (500-1) | 1160-1 495 (500-1) | 1380-2 715 (800-2) | 1380-2¼ 715 (800-2¼) |

REIL Rwys 6 and 24
MIRL Rwy 6-24 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 61320 W08A | APP CRS 080° | Rwy ldg 5309<br>TDZE 792<br>Apt Elev 792 |
|---|---|---|

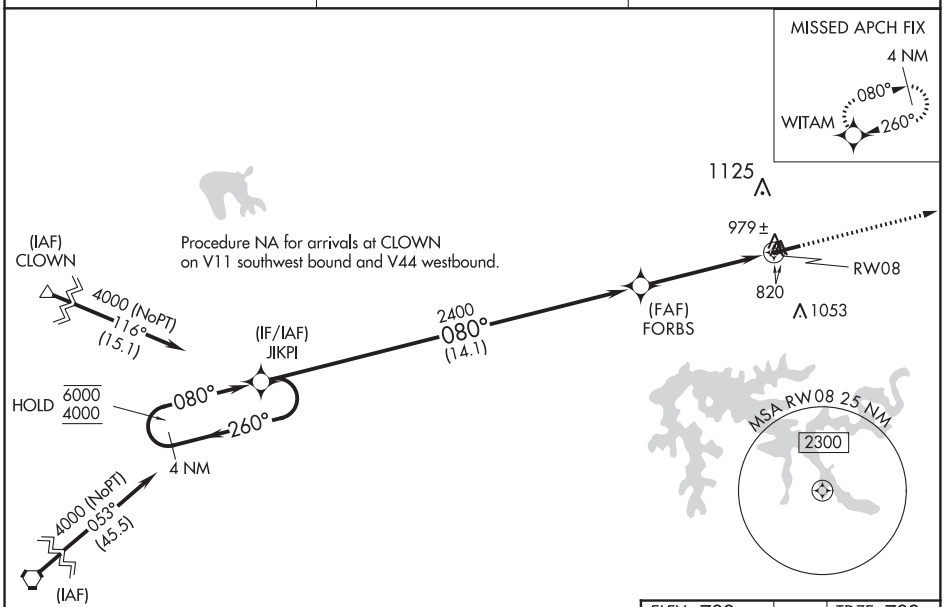
# RNAV (GPS) RWY 8
## FRENCH LICK MUNI (FRH)

RNP APCH.

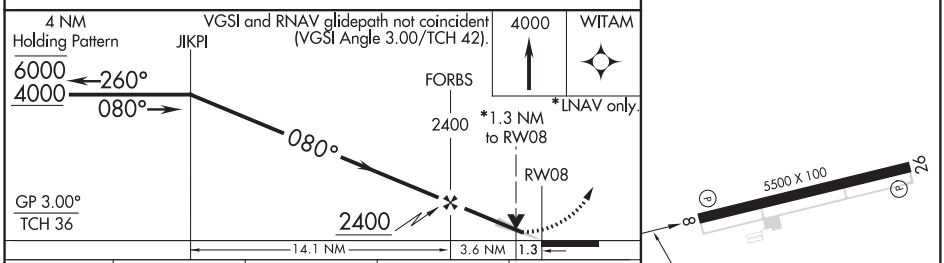
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 39°C .

MISSED APPROACH: Climb to 4000 direct WITAM and hold.

| AWOS-3 | LOUISVILLE APP CON | UNICOM |
|---|---|---|
| 118.075 | 132.075 327.0 | 122.8 (CTAF) L |




ELEV 792 D TDZE 792




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1057-⅞ 265 (300-⅞) | | | |
| LNAV/VNAV DA | 1162-1¼ 370 (400-1¼) | | | |
| LNAV MDA | 1240-1 448 (500-1) | | 1240-1⅜ 448 (500-1⅜) | |
| CIRCLING | 1280-1 488 (500-1) | | 1280-1½ 488 (500-1½) | 1480-2¼ 688 (700-2¼) |

MIRL Rwy 8-26 L
REIL Rwy 8 and 26



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

FRENCH LICK, INDIANA

AL-5962 (FAA)

20142

# RNAV (GPS) RWY 26

## FRENCH LICK MUNI (FRH)

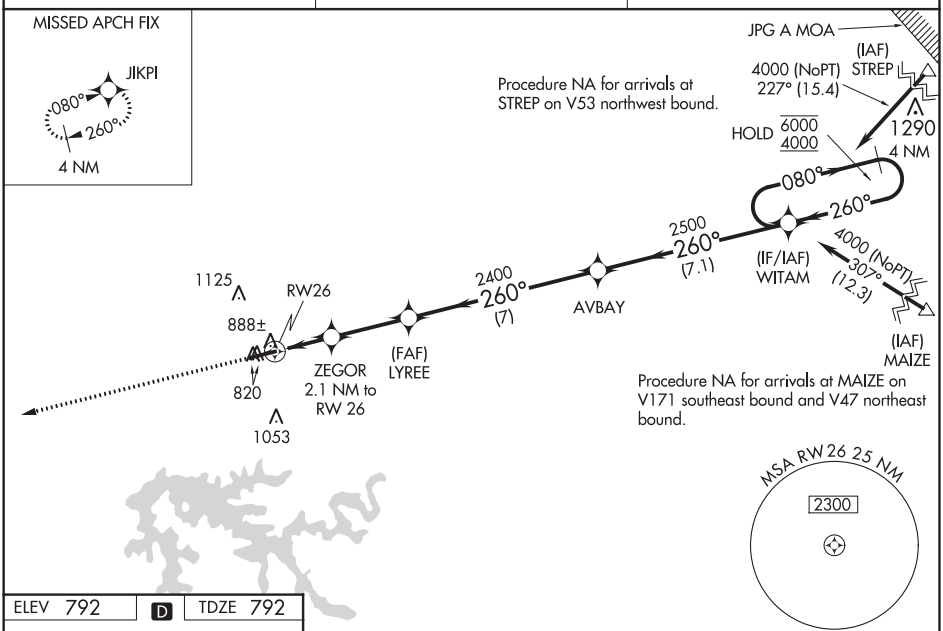
| WAAS CH 78420 W26A | APP CRS 260° | Rwy ldg 5298<br>TDZE 792<br>Apt Elev 792 |
|---|---|---|

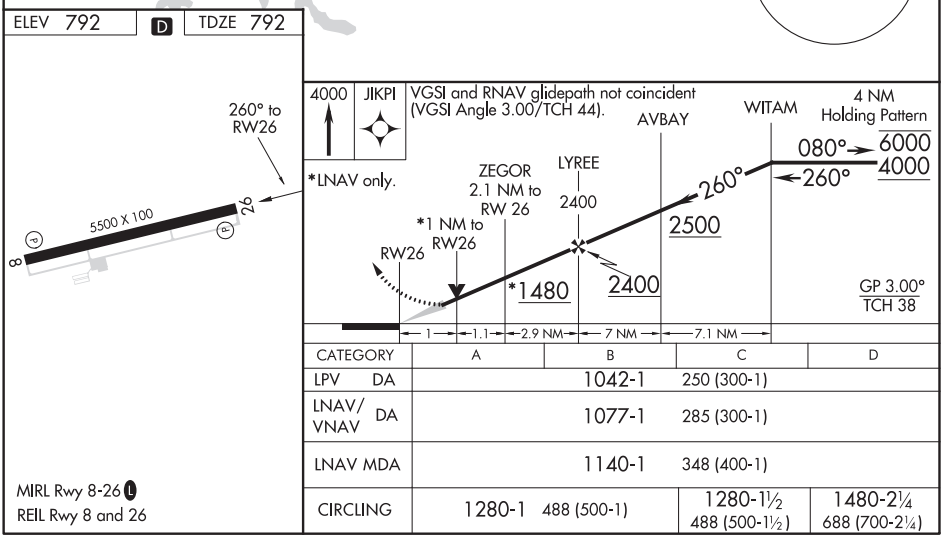
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 39°C.

MISSED APPROACH: Climb to 4000 direct JIKPI and hold.

| AWOS-3 | LOUISVILLE APP CON | UNICOM |
|---|---|---|
| 118.075 | 132.075 327.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1042-1 | | 250 (300-1) | |
| LNAV/VNAV DA | 1077-1 | | 285 (300-1) | |
| LNAV MDA | 1140-1 | | 348 (400-1) | |
| CIRCLING | 1280-1 488 (500-1) | | 1280-1½ 488 (500-1½) | 1480-2¼ 688 (700-2¼) |

MIRL Rwy 8-26 L
REIL Rwy 8 and 26

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 69223 W05A | APP CRS 054° | Rwy ldg 3318<br>TDZE 1224<br>Apt Elev 1224 |
|---|---|---|

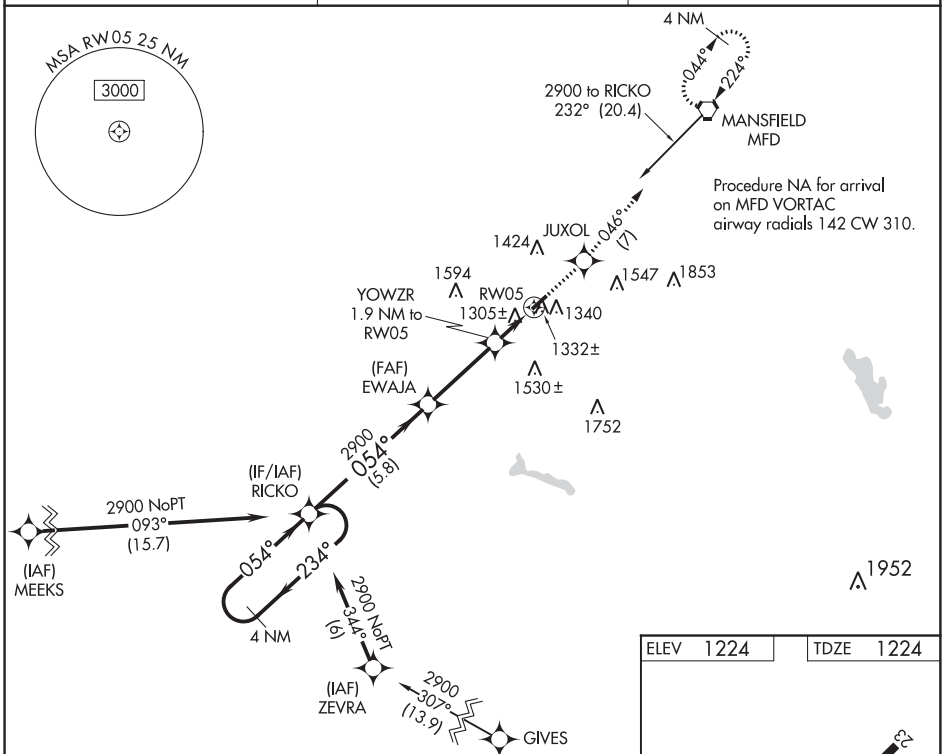
# RNAV (GPS) RWY 5
## GALION MUNI (GQQ)

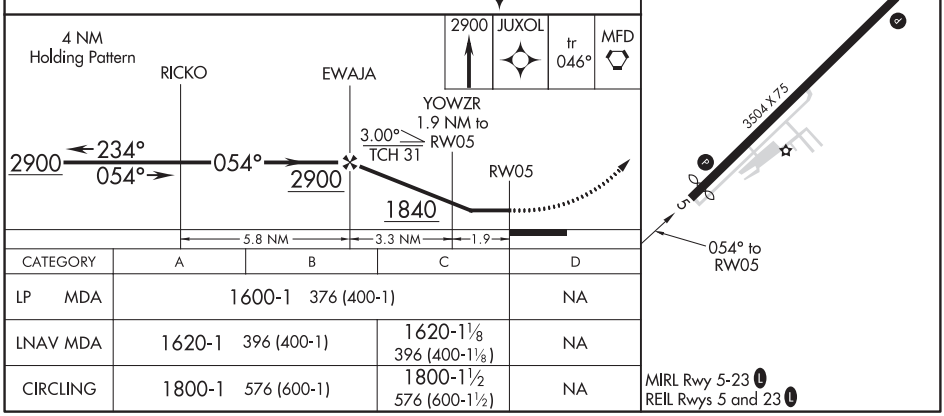
NA

Helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Use Mansfield altimeter setting.
Straight-in Rwy 5 NA at night, Circling Rwy 5 NA at night.

MISSED APPROACH: Climb to 2900 direct JUXOL and on track 046° to MFD VORTAC and hold.

| CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|
| 124.2 360.65 | 126.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1600-1 376 (400-1) | | | NA |
| LNAV MDA | 1620-1 396 (400-1) | | 1620-1⅛ 396 (400-1⅛) | NA |
| CIRCLING | 1800-1 576 (600-1) | | 1800-1½ 576 (600-1½) | NA |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

GALION, OHIO | AL-5044 (FAA) | 19227

| WAAS CH 57923 W23A | APP CRS 235° | Rwy ldg 3504<br>TDZE 1224<br>Apt Elev 1224 |
|---|---|---|

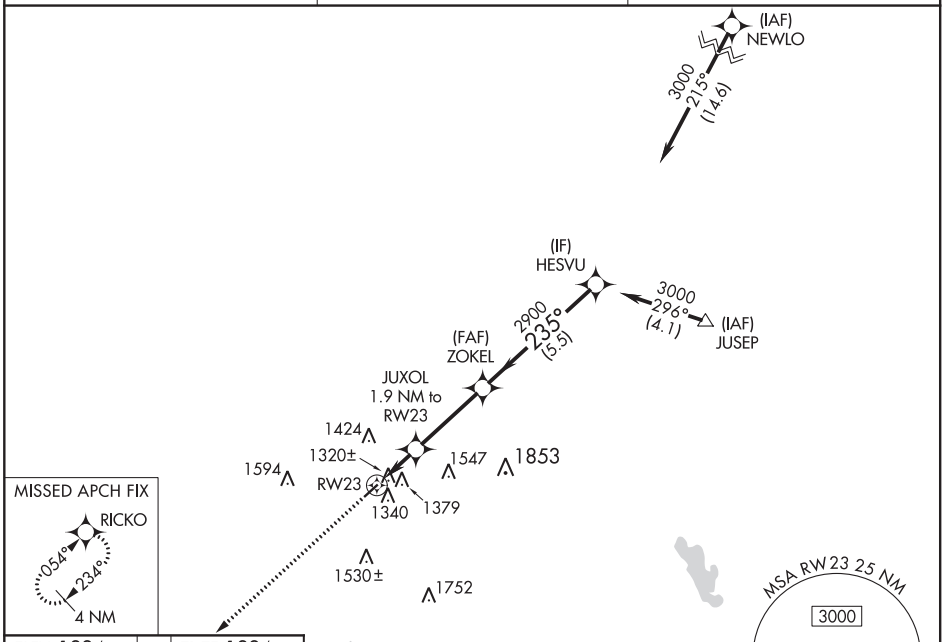
# RNAV (GPS) RWY 23
## GALION MUNI (GQQ)

T
A NA

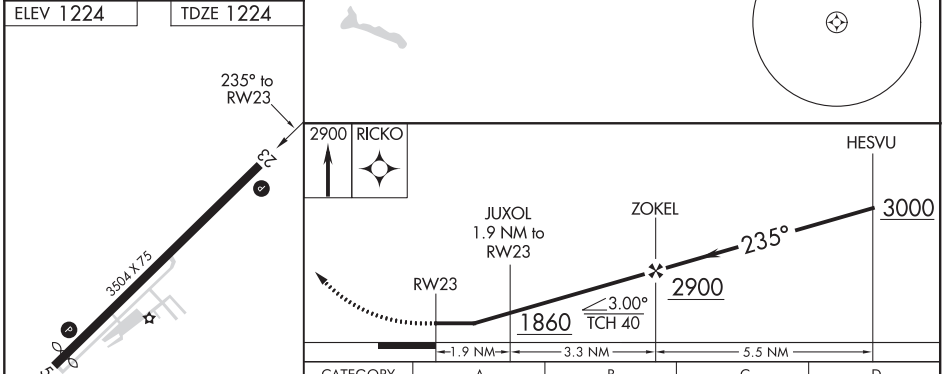
Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Use Mansfield altimeter setting. Circling Rwy 5 NA at night.

MISSED APPROACH: Climb to 2900 direct RICKO and hold.

| CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|
| 124.2 360.65 | 126.8 | 122.8 (CTAF) L |




ELEV 1224 | TDZE 1224




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1620-1 396 (400-1) | | 1620-1⅛ 396 (400-1⅛) | NA |
| LNAV MDA | 1760-1 536 (600-1) | | 1760-1⅝ 536 (600-1⅝) | NA |
| CIRCLING | 1800-1 576 (600-1) | | 1800-1⅝ 576 (600-1⅝) | NA |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# VOR RWY 23
## GALION MUNI (GQQ)

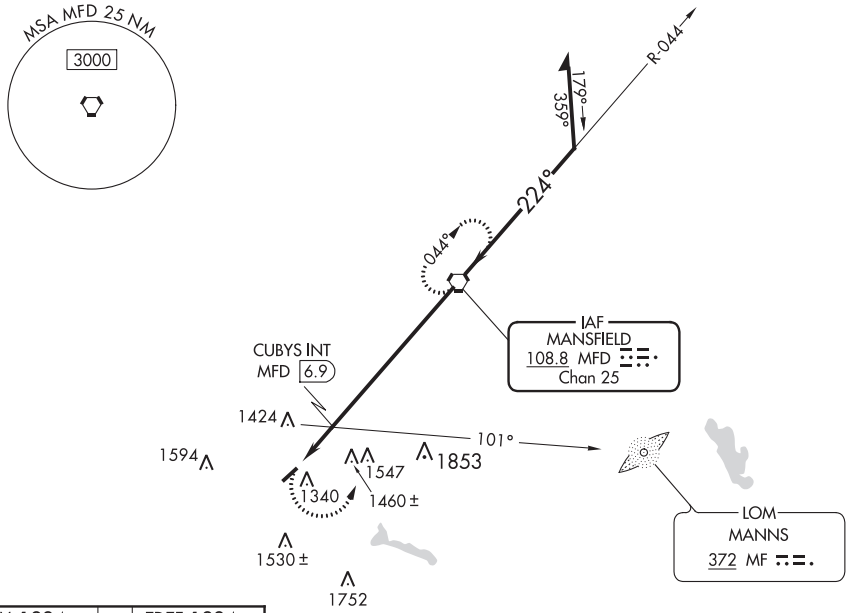
| VORTAC MFD | APP CRS | Rwy ldg | 3504 |
|---|---|---|---|
| 108.8 | 224° | TDZE | 1224 |
| Chan 25 | | Apt Elev | 1224 |

RADAR required for procedure entry.

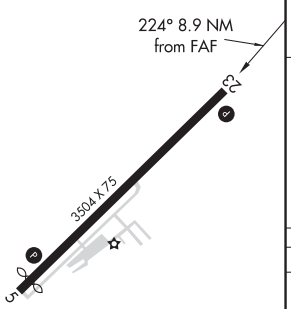
T A NA Procedure NA at night. Use Mansfield altimeter setting; when not received, use Marion altimeter setting and increase all MDA 40 feet and increase CUBYS fix minimums S-23 and Circling Cat C visibility ⅛ SM. Rwy 23 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2900 direct MFD VORTAC and hold.

| CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|
| 124.2 360.65 | 126.8 | 122.8 (CTAF) L |




ELEV 1224 TDZE 1224

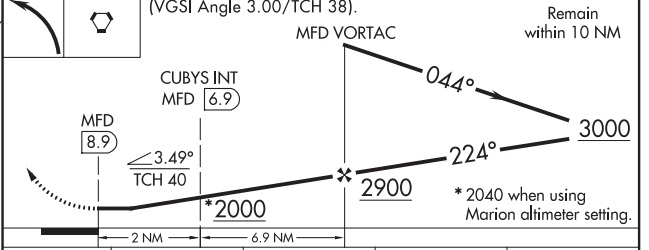



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

| FAF to MAP 8.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:54 | 5:56 | 4:27 | 3:34 | 2:58 |

2900 MFD

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 38).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 2000-1<br>776 (800-1) | 2000-1¼<br>776 (800-1¼) | 2000-2½<br>776 (800-2½) | NA |
| CIRCLING | 2000-1<br>776 (800-1) | 2000-1¼<br>776 (800-1¼) | 2000-2½<br>776 (800-2½) | NA |
| CUBYS FIX MINIMUMS | | | | |
| S-23 | 1760-1 536 (600-1) | | 1760-1⅝<br>536 (600-1⅝) | NA |
| CIRCLING | 1800-1 576 (600-1) | | 1800-1⅝<br>576 (600-1⅝) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

GALLIPOLIS, OHIO AL-5981 (FAA) 20142

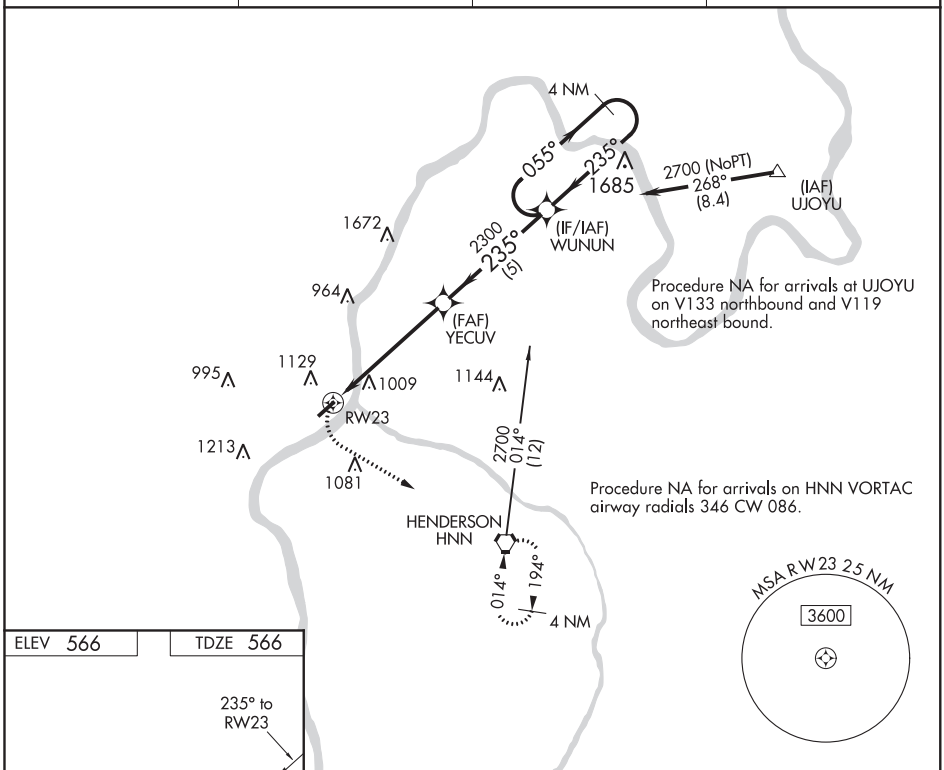
| APP CRS | Rwy ldg | 3999 |
|---|---|---|
| 235° | TDZE | 566 |
| | Apt Elev | 566 |

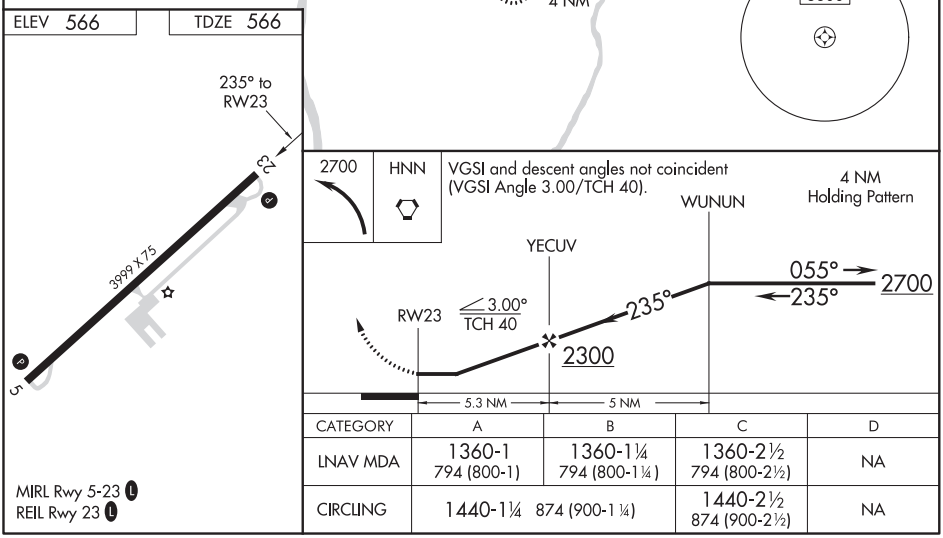
# RNAV (GPS) RWY 23
## GALLIA-MEIGS RGNL (GAS)

T A NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Point Pleasant altimeter setting and increase all MDA 40 feet, and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2700 direct HNN VORTAC and hold.

| AWOS-3 | HUNTINGTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.925 | 128.4 270.1 | 124.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1<br>794 (800-1) | 1360-1¼<br>794 (800-1¼) | 1360-2½<br>794 (800-2½) | NA |
| CIRCLING | 1440-1¼ 874 (900-1¼) | | 1440-2½<br>874 (900-2½) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

GALLIPOLIS, OHIO
Orig-A 02APR15

38°50'N-82°10'W

GALLIA-MEIGS RGNL (GAS)
RNAV (GPS) RWY 23

| LOC/DME I-GYY | APP CRS | Rwy ldg | 7959 |
|---|---|---|---|
| 108.75 | 306° | TDZE | 591 |
| Chan 24 (Y) | | Apt Elev | 597 |

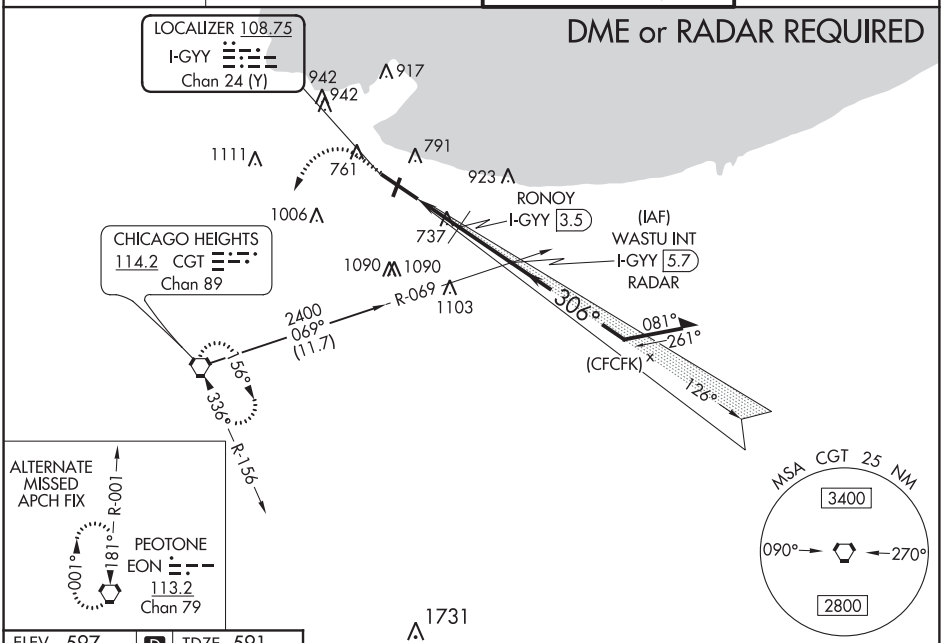
# ILS or LOC RWY 30
## GARY/CHICAGO INTL (GYY)

When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all DA 46 feet and all MDA 60 feet, increase S-LOC 30 Cat C/D visibility to 1⅝ miles, increase Circling Cat C/D and RONOY fix minimums Circling Cat C/D visibility ¼ mile. VDP NA with Chicago Midway Intl altimeter setting. **RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Chicago Midway Intl.

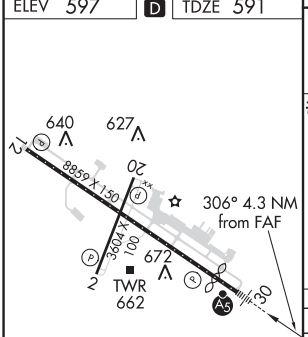
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGT VORTAC and hold.

| ATIS | CHICAGO APP CON | GARY TOWER ★ | GND CON |
|---|---|---|---|
| 134.575 | 133.1 285.6 | 125.6 (CTAF) L | 121.9 |

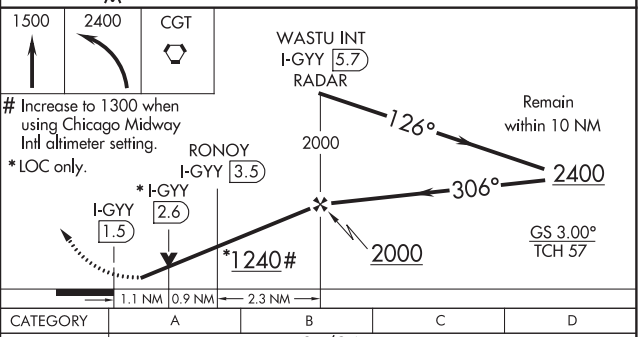



ELEV 597 D TDZE 591




REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30** | 791/24 200 (200-½) | | | |
| S-LOC 30 | 1240/24 649 (700-½) | | 1240-1⅜ 649 (700-1⅜) | |
| C CIRCLING | 1240-1 643 (700-1) | | 1400-2¼ 803 (900-2¼) | 1420-2¾ 823 (900-2¾) |
| RONOY FIX MINIMUMS | | | | |
| S-LOC 30 | 1000/24 409 (500-½) | | 1000/40 409 (500-¾) | |
| C CIRCLING | 1140-1 543 (600-1) | 1180-1 583 (600-1) | 1400-2¼ 803 (900-2¼) | 1420-2¾ 823 (900-2¾) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

GARY, INDIANA | AL-748 (FAA) | 19115

# RNAV (RNP) Z RWY 12

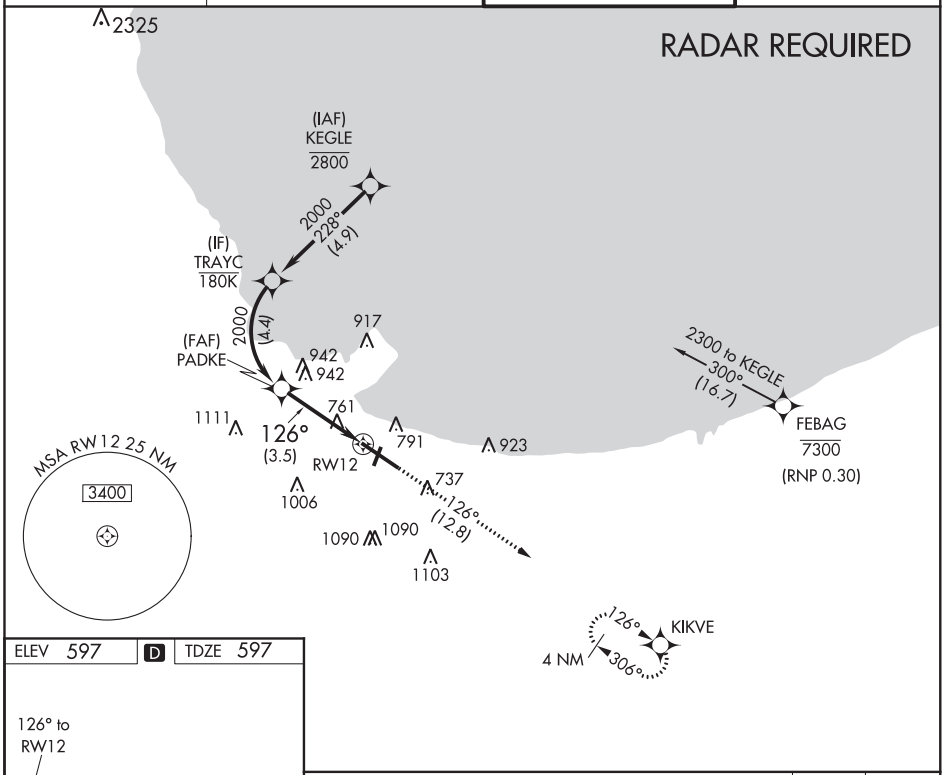
GARY/CHICAGO INTL (GYY)

| APP CRS | Rwy ldg | 7959 |
|---|---|---|
| 126° | TDZE | 597 |
| | Apt Elev | 597 |

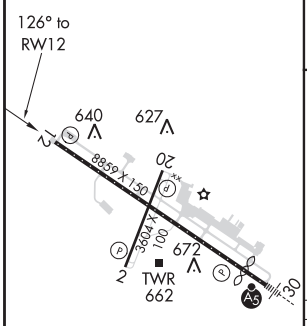
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 45°C (113°F). RF and GPS required. Procedure NA for wingspans greater than 136 feet.

MISSED APPROACH: Climb to 2400 on track 126° to KIKVE and hold.

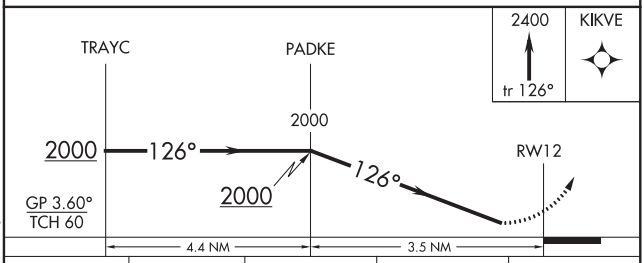
| ATIS | CHICAGO APP CON | GARY TOWER ★ | GND CON |
|---|---|---|---|
| 134.575 | 133.1 285.6 | 125.6 (CTAF) L | 121.9 |




ELEV 597 | D | TDZE 597




REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.13 DA | 978-1⅛ 381 (400-1⅛) | | | NA |
| RNP 0.30 DA | 1056-1⅜ 459 (500-1⅜) | | | NA |

AUTHORIZATION REQUIRED

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 7959 |
|---|---|---|
| 306° | TDZE | 591 |
| | Apt Elev | 597 |

# RNAV (RNP) Z RWY 30

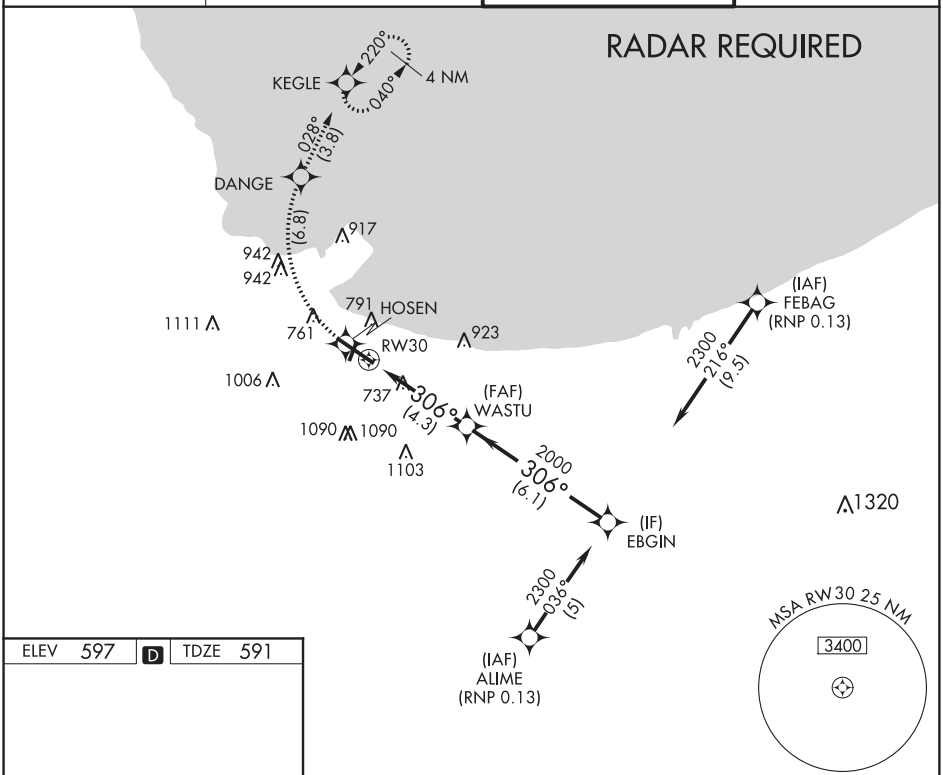
## GARY/CHICAGO INTL (GYY)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). Missed approach requires RNP less than 1.0. RF and GPS required.

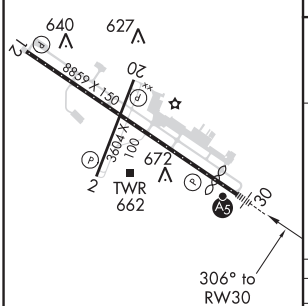
MALSR

MISSED APPROACH: Climb to 2100 on track 306° to HOSEN, right turn to DANGE, then track 028° to KEGLE and hold.

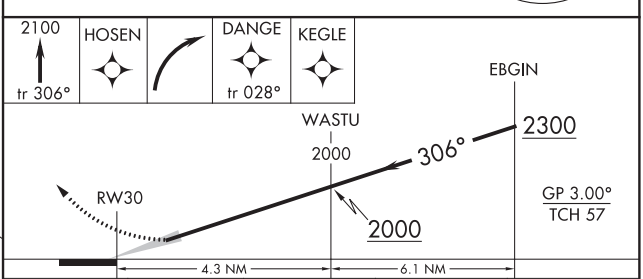
| ATIS | CHICAGO APP CON | GARY TOWER ★ | GND CON |
|---|---|---|---|
| 134.575 | 133.1 285.6 | 125.6 (CTAF) L | 121.9 |




ELEV 597 D TDZE 591




REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.13 DA | 942-5/8 351 (400-5/8) | | | |

AUTHORIZATION REQUIRED

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

GARY, INDIANA — AL-748 (FAA) — 19115

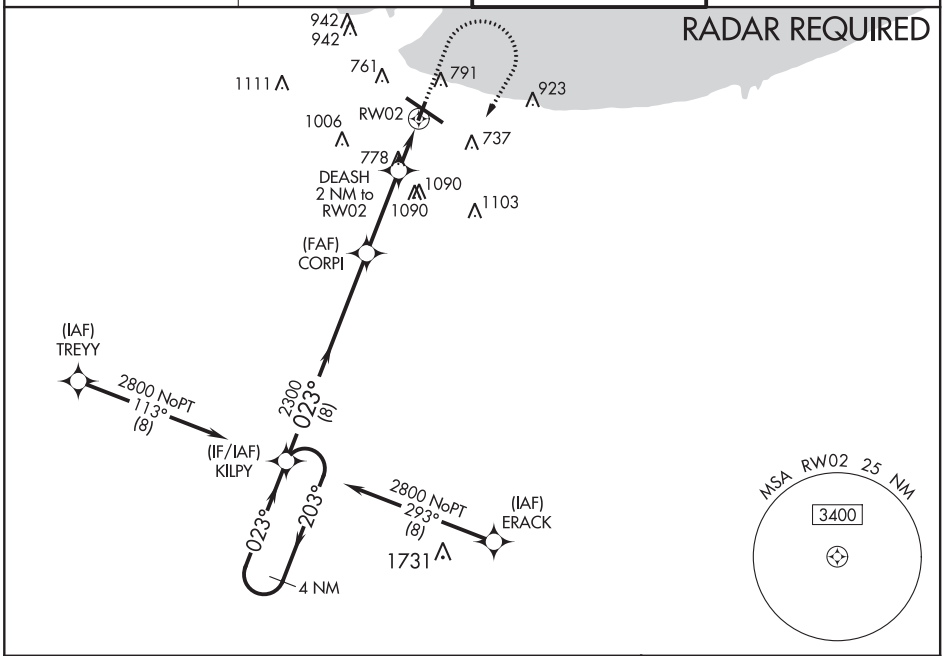
| WAAS CH 69338 W02A | APP CRS 023° | Rwy ldg 3604 TDZE 591 Apt Elev 597 |
|---|---|---|

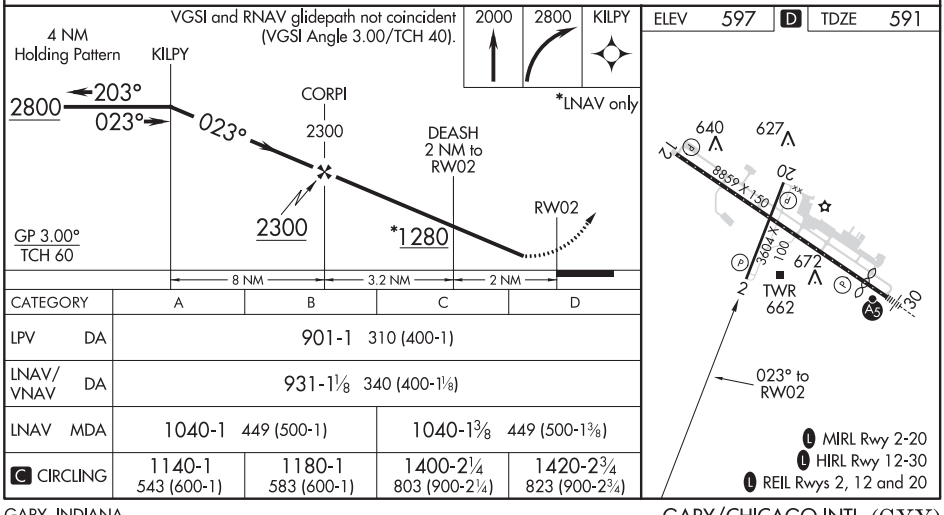
# RNAV (GPS) RWY 2
## GARY/CHICAGO INTL (GYY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase LPV DA to 947 feet, LNAV/VNAV DA to 977 feet, all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile, and Circling Cat C and D visibility ¼ mile. Baro-VNAV NA when using Chicago Midway Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct KILPY and hold.

| ATIS | CHICAGO APP CON | GARY TOWER ★ | GND CON |
|---|---|---|---|
| 134.575 | 133.1 285.6 | 125.6 (CTAF) L | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 901-1 310 (400-1) | | | |
| LNAV/VNAV DA | 931-1⅛ 340 (400-1⅛) | | | |
| LNAV MDA | 1040-1 449 (500-1) | | 1040-1⅜ 449 (500-1⅜) | |
| C CIRCLING | 1140-1 543 (600-1) | 1180-1 583 (600-1) | 1400-2¼ 803 (900-2¼) | 1420-2¾ 823 (900-2¾) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 3604 |
|---|---|---|
| 203° | TDZE | 591 |
| | Apt Elev | 592 |

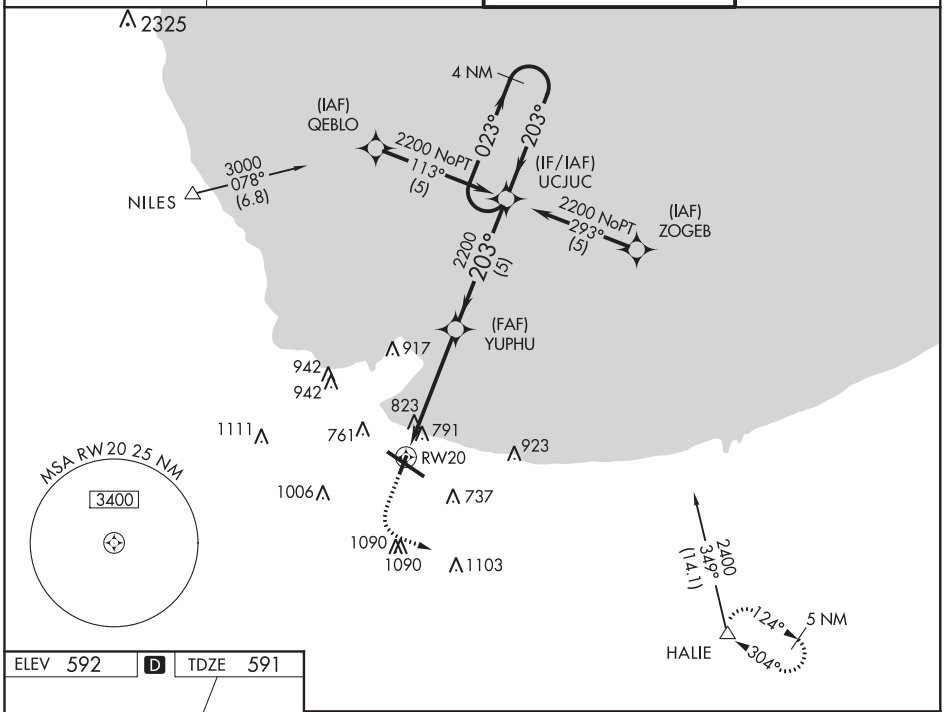
# RNAV (GPS) RWY 20
## GARY/CHICAGO INTL (GYY)

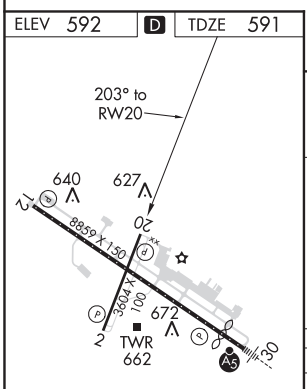
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

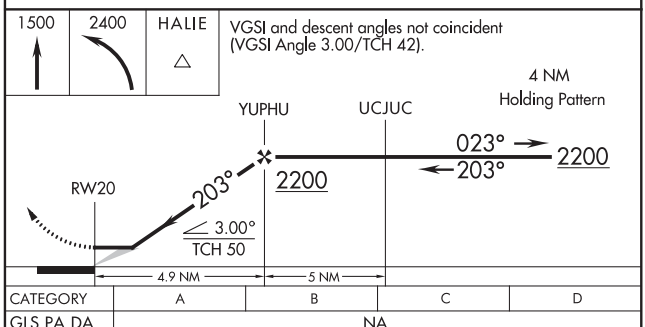
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct HALIE WP and hold.

| ATIS | CHICAGO APP CON | GARY TOWER ★ | GND CON |
|---|---|---|---|
| 134.575 | 133.1 285.6 | 125.6 (CTAF) L | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1080-1 489 (500-1) | | 1080-1¼ 489 (500-1¼) | 1080-1½ 489 (500-1½) |
| CIRCLING | 1140-1 548 (600-1) | | 1180-1½ 588 (600-1½) | 1180-2 588 (600-2) |

REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

GARY, INDIANA

AL-748 (FAA)

19115

# RNAV (GPS) Y RWY 12

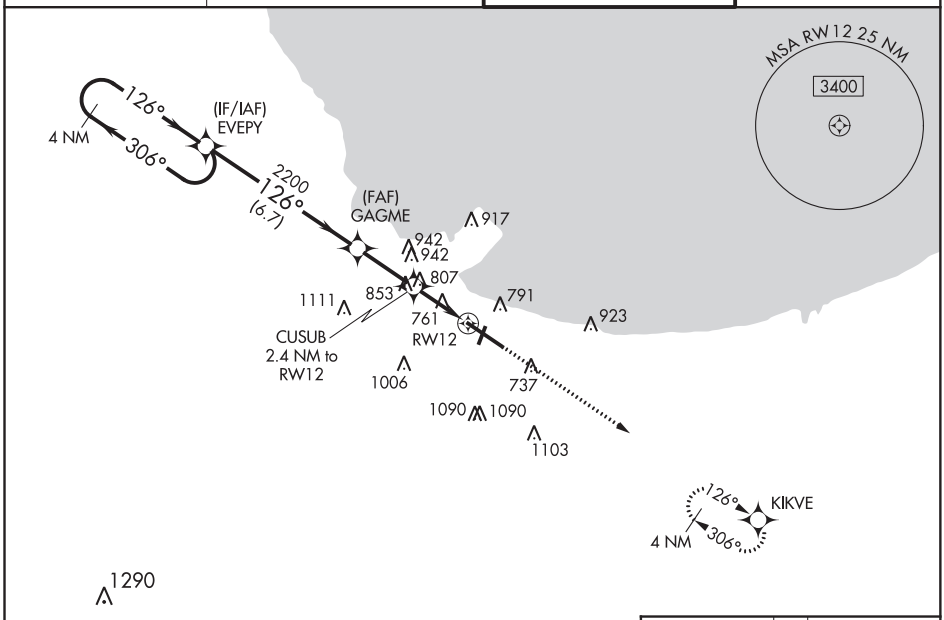
GARY/CHICAGO INTL (GYY)

| WAAS CH 70623 W12A | APP CRS 126° | Rwy ldg 7959<br>TDZE 597<br>Apt Elev 597 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.
Rwy 12 helicopter visibility reduction below ¾ SM NA.

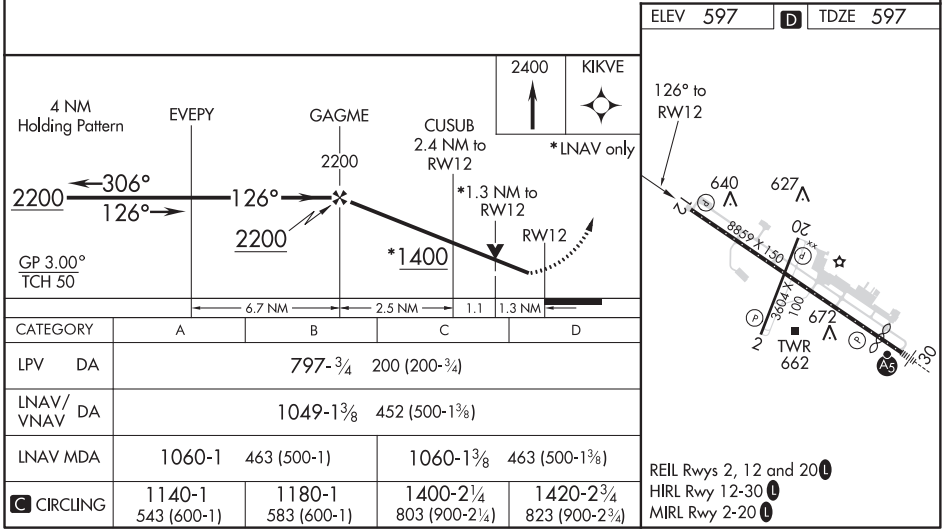
MISSED APPROACH:
Climb to 2400 direct KIKVE and hold.

| ATIS | CHICAGO APP CON | GARY TOWER ★ | GND CON |
|---|---|---|---|
| 134.575 | 133.1 285.6 | 125.6 (CTAF) L | 121.9 |




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 797-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1049-1⅜ 452 (500-1⅜) | | | |
| LNAV MDA | 1060-1 463 (500-1) | | 1060-1⅜ 463 (500-1⅜) | |
| C CIRCLING | 1140-1 543 (600-1) | 1180-1 583 (600-1) | 1400-2¼ 803 (900-2¼) | 1420-2¾ 823 (900-2¾) |

| WAAS CH 78323 W30A | APP CRS 306° | Rwy ldg 7959 TDZE 591 Apt Elev 597 |
|---|---|---|

# RNAV (GPS) Y RWY 30

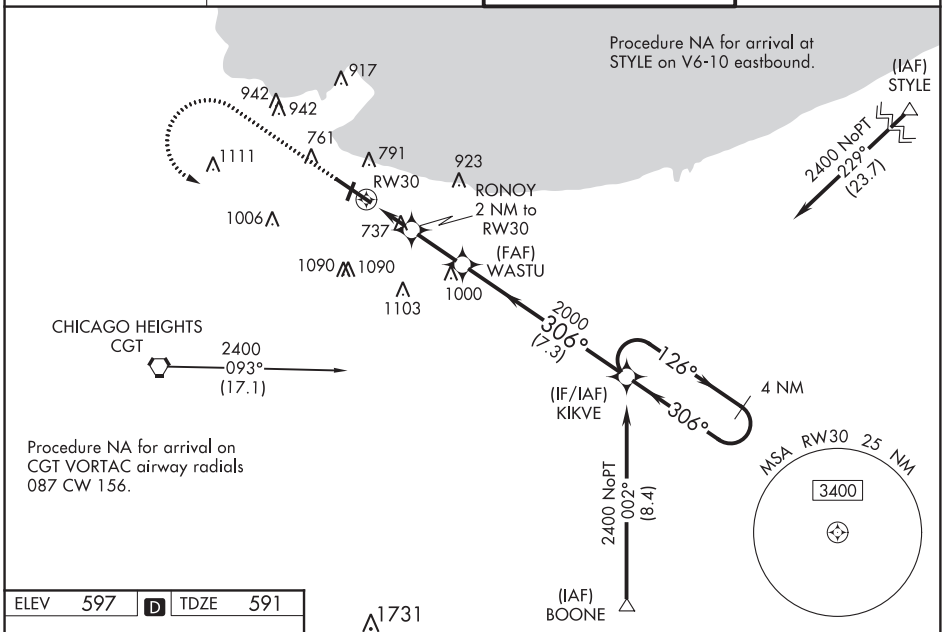
## GARY/CHICAGO INTL (GYY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats and LNAV Cats C/D visibility to RVR 5000, increase Circling Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA with Chicago Midway Intl altimeter setting. **RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Chicago Midway Intl altimeter setting.

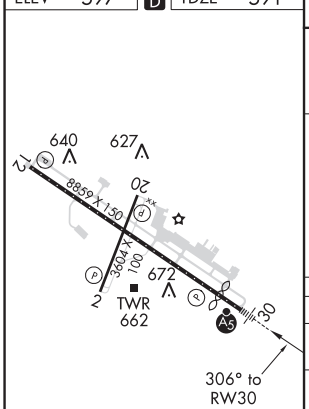
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2400 direct KIKVE and hold.

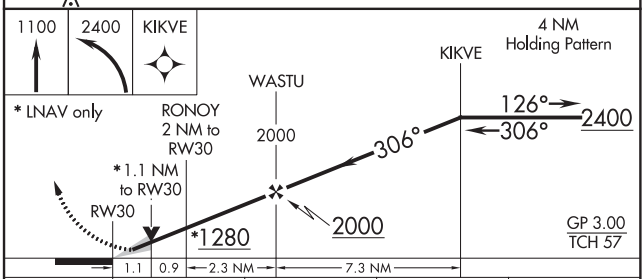
| ATIS | CHICAGO APP CON | GARY TOWER * | GND CON |
|---|---|---|---|
| 134.575 | 133.1 285.6 | 125.6 (CTAF) L | 121.9 |




ELEV 597 D TDZE 591




REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | ** 791/24 200 (200-½) | | | |
| LNAV/VNAV DA | 991/45 400 (400-⅞) | | | |
| LNAV MDA | 1000/24 409 (500-½) | | 1000/40 409 (500-¾) | |
| C CIRCLING | 1140-1 543 (600-1) | 1180-1 583 (600-1) | 1400-2¼ 803 (900-2¼) | 1420-2¾ 823 (900-2¾) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

GARY, INDIANA | AL-748 (FAA) | 20142

# COPTER ILS or LOC RWY 30

GARY/CHICAGO INTL (GYY)

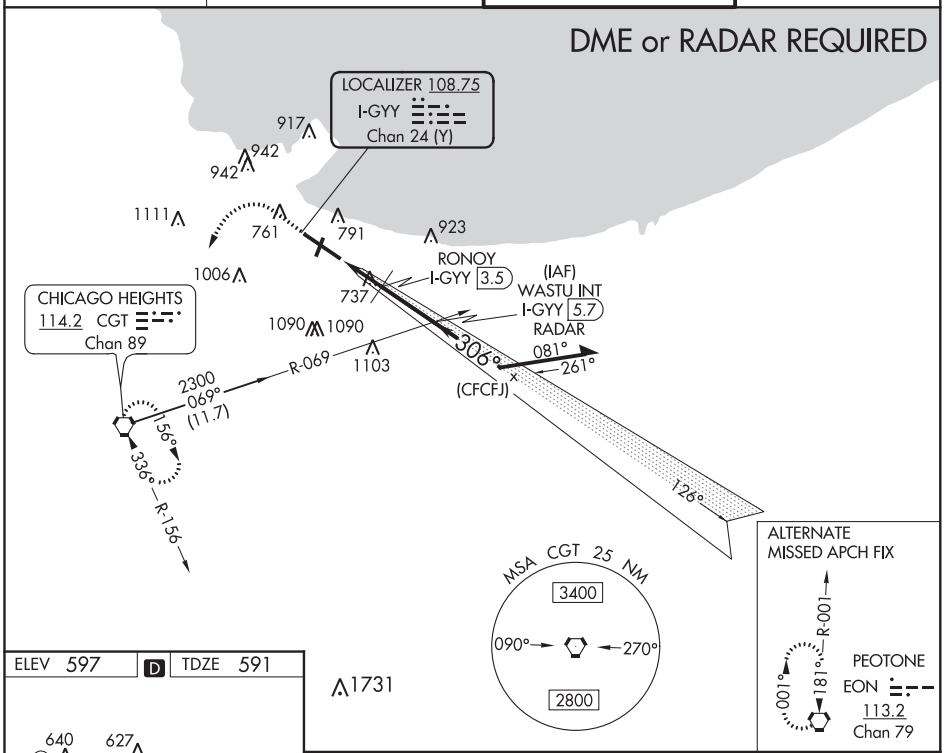
| LOC I-GYY 108.75 Chan 24 (Y) | APP CRS 306° | Rwy ldg 7959 TDZE 591 Apt Elev 597 |
|---|---|---|

When local altimeter setting not recieved, use Chicago Midway Intl altimeter setting and increase all DA 46 feet and all MDA 60 feet. VDP NA with Chicago Midway Intl altimeter setting.

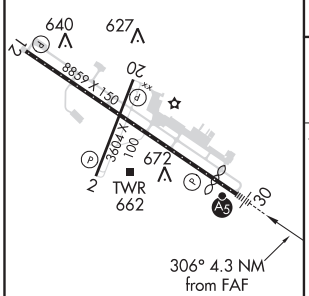
MALSR

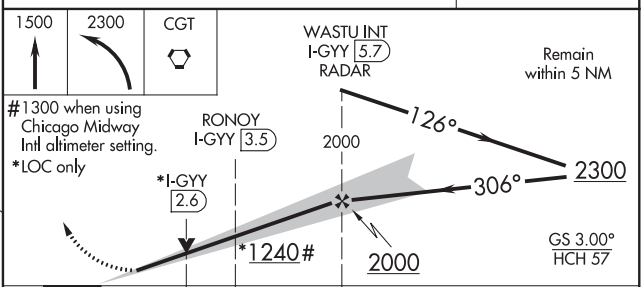
MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct CGT VORTAC and hold.

| ATIS | CHICAGO APP CON | GARY TOWER ★ | GND CON |
|---|---|---|---|
| 134.575 | 133.1 285.6 | 125.6 (CTAF) L | 121.9 |




ELEV 597 | D | TDZE 591




REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 45 | 60 | 75 | 90 | 105 |
| Min:Sec | 5:44 | 4:18 | 3:26 | 2:52 | 2:27 |

| CATEGORY | COPTER |
|---|---|
| S-ILS 30 | 791-¼ 200 (200-¼) |
| S-LOC 30 | 1240-¼ 649 (700-¼) |
| RONOY FIX MINIMUMS | |
| S-LOC 30 | 1000-¼ 409 (500-¼) |

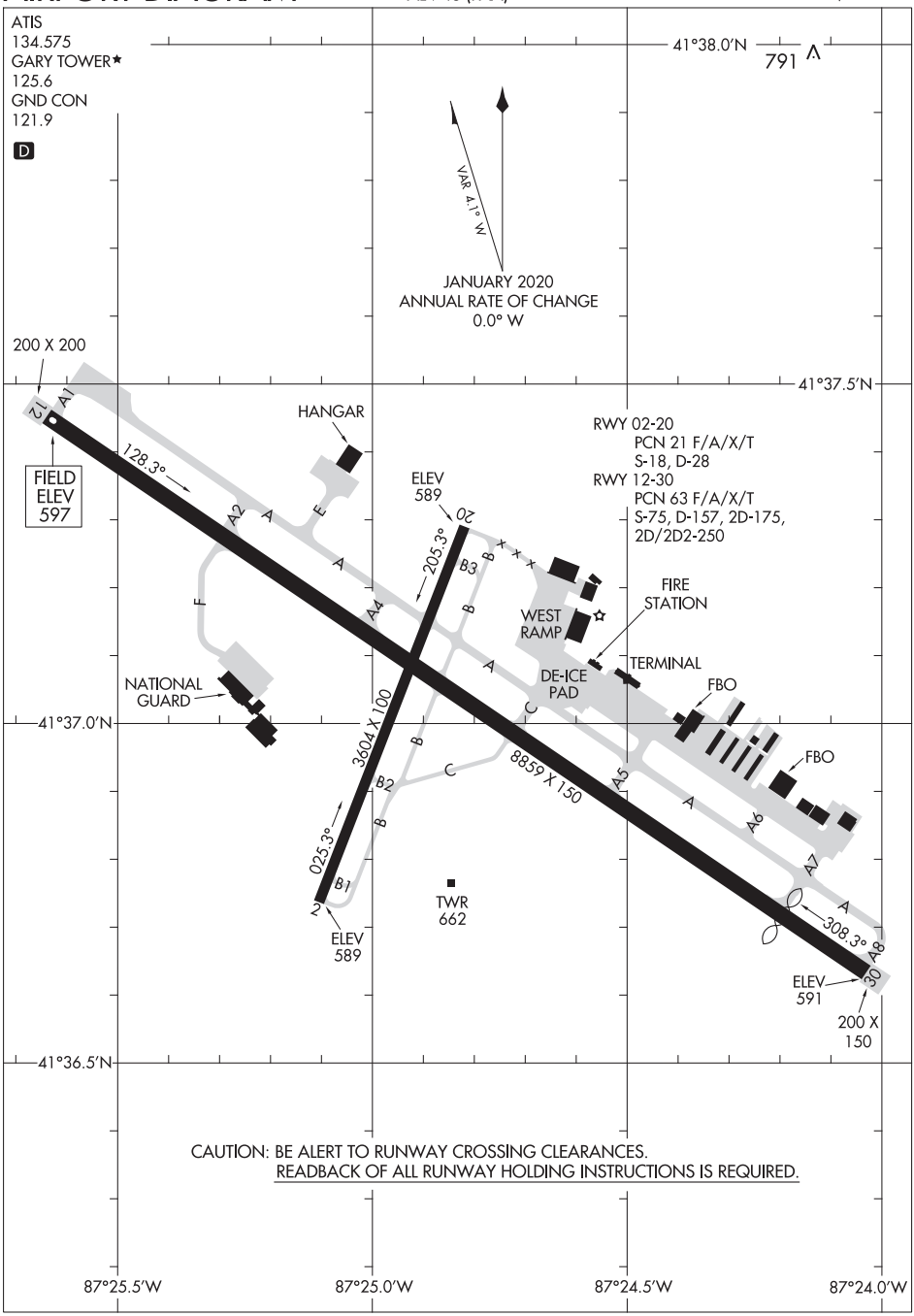
EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

GARY, INDIANA | 41°37′N-87°25′W | GARY/CHICAGO INTL (GYY)

Amdt 1 20AUG15

COPTER ILS or LOC RWY 30




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

(ADELL6.ADELL) 20002

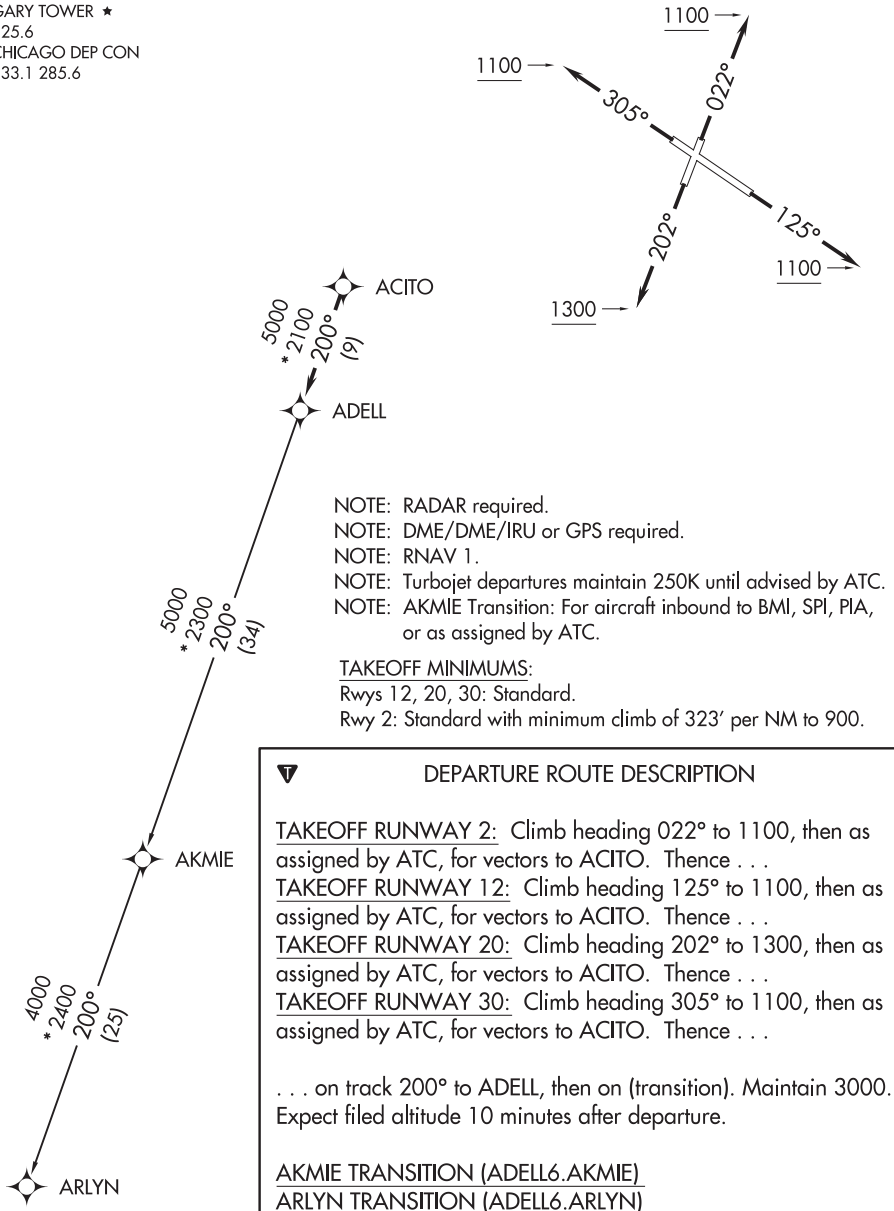
# ADELL SIX DEPARTURE (RNAV)

AL-748 (FAA)

GARY/CHICAGO INTL (GYY)
GARY, INDIANA

ATIS
134.575
GND CON
121.9
GARY TOWER ★
125.6
CHICAGO DEP CON
133.1 285.6

**TOP ALTITUDE: 3000**




NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet departures maintain 250K until advised by ATC.
NOTE: AKMIE Transition: For aircraft inbound to BMI, SPI, PIA, or as assigned by ATC.

TAKEOFF MINIMUMS:
Rwys 12, 20, 30: Standard.
Rwy 2: Standard with minimum climb of 323′ per NM to 900.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022° to 1100, then as assigned by ATC, for vectors to ACITO. Thence . . .
TAKEOFF RUNWAY 12: Climb heading 125° to 1100, then as assigned by ATC, for vectors to ACITO. Thence . . .
TAKEOFF RUNWAY 20: Climb heading 202° to 1300, then as assigned by ATC, for vectors to ACITO. Thence . . .
TAKEOFF RUNWAY 30: Climb heading 305° to 1100, then as assigned by ATC, for vectors to ACITO. Thence . . .

. . . on track 200° to ADELL, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

AKMIE TRANSITION (ADELL6.AKMIE)
ARLYN TRANSITION (ADELL6.ARLYN)

NOTE: Chart not to scale.

EC-2, 05 NOV 2020 to 31 DEC 2020

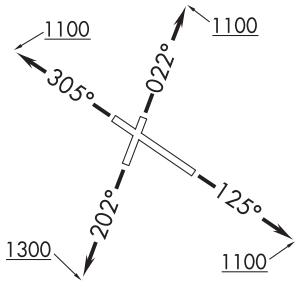
EC-2, 05 NOV 2020 to 31 DEC 2020

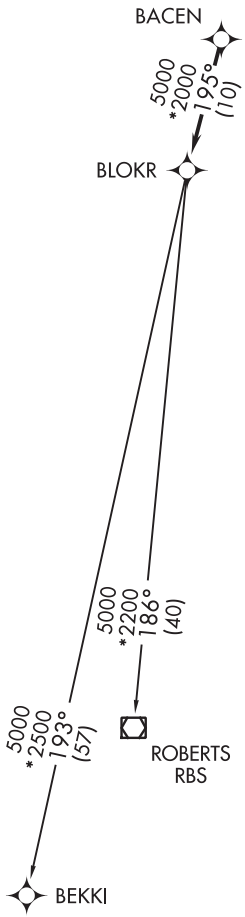
# BLOKR SIX DEPARTURE (RNAV)



ATIS
134.575
GND CON
121.9
GARY TOWER ★
125.6
CHICAGO DEP CON
133.1 285.6

**TOP ALTITUDE: 3000**




NOTE: Chart not to scale.

TAKEOFF MINIMUMS:

Rwys 12, 20, 30: Standard.
Rwy 2: Standard with minimum climb of 323′ per NM to 900.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet departures maintain 250K until advised by ATC.
NOTE: ROBERTS TRANSITION: For aircraft inbound to CMI or STL, or as assigned by ATC.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022° to 1100, then as assigned by ATC, for vectors to BACEN. Thence. . . .
TAKEOFF RUNWAY 12: Climb heading 125° to 1100, then as assigned by ATC, for vectors to BACEN. Thence. . . .
TAKEOFF RUNWAY 20: Climb heading 202° to 1300, then as assigned by ATC, for vectors to BACEN. Thence. . . .
TAKEOFF RUNWAY 30: Climb heading 305° to 1100, then as assigned by ATC, for vectors to BACEN. Thence. . . .

. . . .on track 195° to BLOKR, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

BEKKI TRANSITION (BLOKR6.BEKKI):
ROBERTS TRANSITION (BLOKR6.RBS):

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(CARYN6.CARYN) 19283

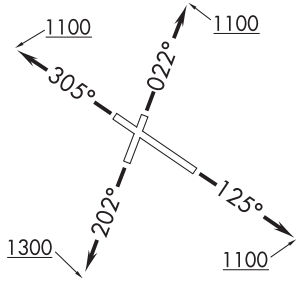
# CARYN SIX DEPARTURE (RNAV)

AL-748 (FAA)

GARY/CHICAGO INTL (GYY)
GARY, INDIANA

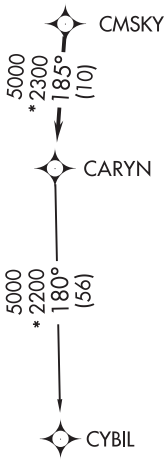
ATIS
134.575
GND CON
121.9
GARY TOWER ★
125.6
CHICAGO DEP CON
133.1 285.6

**TOP ALTITUDE: 3000**




NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet departures maintain 250K until advised by ATC.

TAKEOFF MINIMUMS:
Rwy 2: Standard with minimum climb of 323′ per NM to 900.
Rwys 12, 20, 30: Standard.




NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022° to 1100, then as assigned by ATC, for vectors to CMSKY. Thence. . . .
TAKEOFF RUNWAY 12: Climb heading 125° to 1100, then as assigned by ATC, for vectors to CMSKY. Thence. . . .
TAKEOFF RUNWAY 20: Climb heading 202° to 1300, then as assigned by ATC, for vectors to CMSKY. Thence. . . .
TAKEOFF RUNWAY 30: Climb heading 305° to 1100, then as assigned by ATC, for vectors to CMSKY. Thence. . . .

. . . . on track 185° to CARYN, then on (transition). Maintain 3000.
Expect filed altitiude 10 minutes after departure.

CYBIL TRANSITION (CARYN6.CYBIL):



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

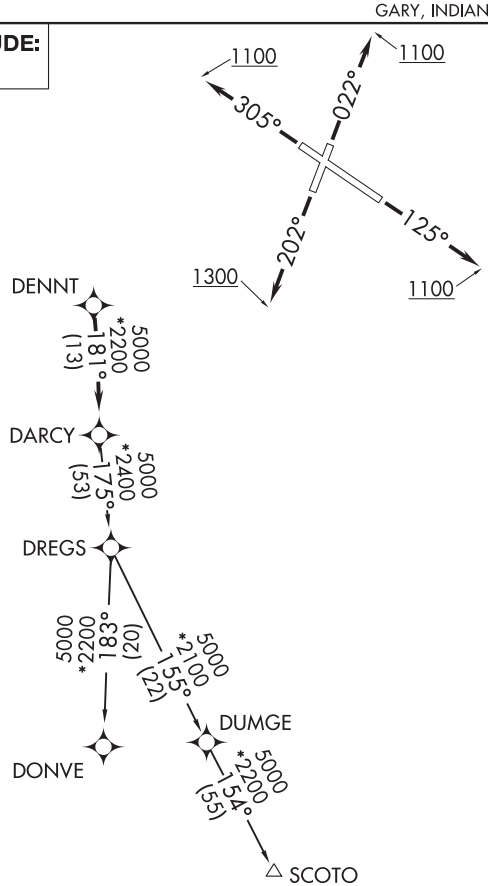
# DARCY SIX DEPARTURE (RNAV)

ATIS
134.575
GND CON
121.9
GARY TOWER ★
125.6
CHICAGO DEP CON
133.1 285.6

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS:
Rwy 2: Standard with minimum climb of 323′ per NM to 900.
Rwys 12, 20, 30: Standard.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet departures maintain 250K until advised by ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022° to 1100, then as assigned by ATC, for vectors to DENNT. Thence. . . .
TAKEOFF RUNWAY 12: Climb heading 125° to 1100, then as assigned by ATC, for vectors to DENNT. Thence. . . .
TAKEOFF RUNWAY 20: Climb heading 202° to 1300, then as assigned by ATC, for vectors to DENNT. Thence. . . .
TAKEOFF RUNWAY 30: Climb heading 305° to 1100, then as assigned by ATC, for vectors to DENNT. Thence. . . .

. . . . on track 181° to DARCY, then on (transition). Maintain 3000.
Expect filed altitude 10 minutes after departure.

DONVE TRANSITION (DARCY6.DONVE):
SCOTO TRANSITION (DARCY6.SCOTO):



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

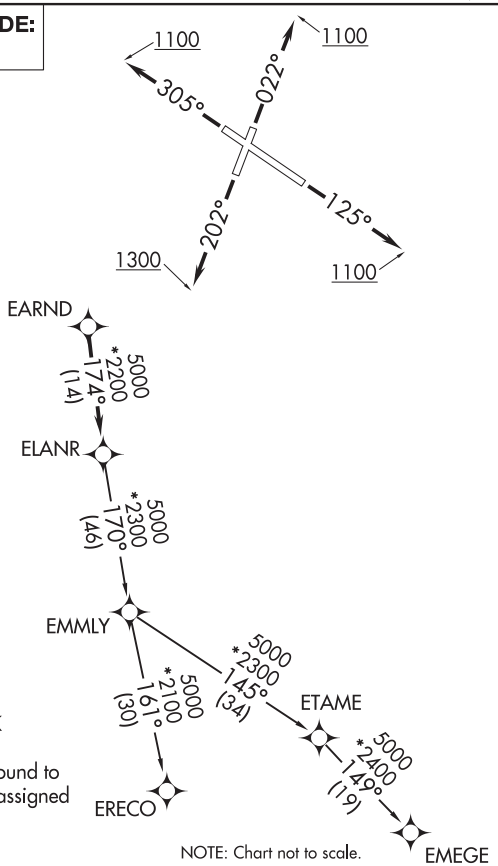
(ELANR6.ELANR) 20002 AL-748 (FAA)

# ELANR SIX DEPARTURE (RNAV)

GARY/CHICAGO INTL (GYY)
GARY, INDIANA

ATIS
134.575
GND CON
121.9
GARY TOWER ★
125.6
CHICAGO DEP CON
133.1 285.6

**TOP ALTITUDE: 3000**




NOTE: Chart not to scale.

TAKEOFF MINIMUMS:

Rwy 2: Standard with minimum climb of 323′ per NM to 2700.
Rwy 12: Standard with minimum climb of 330′ per NM to 2700.
Rwy 20: Standard with minimum climb of 350′ per NM to 2700.
Rwy 30: Standard with minimum climb of 320′ per NM to 2700.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet departures maintain 250K until advised by ATC.
NOTE: EMMLY Transition: For aircraft inbound to Indianapolis Terminal Area, or as assigned by ATC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022° to 1100, then as assigned by ATC, for vectors to EARND. Thence. . . .
TAKEOFF RUNWAY 12: Climb heading 125° to 1100, then as assigned by ATC, for vectors to EARND. Thence. . . .
TAKEOFF RUNWAY 20: Climb heading 202° to 1300, then as assigned by ATC, for vectors to EARND. Thence. . . .
TAKEOFF RUNWAY 30: Climb heading 305° to 1100, then as assigned by ATC, for vectors to EARND. Thence. . . .

. . . .on track 174° to ELANR, then on (transition). Maintain 3000.
Expect filed altitude 10 minutes after departure.

EMEGE TRANSITION (ELANR6.EMEGE):
EMMLY TRANSITION (ELANR6.EMMLY):
ERECO TRANSITION (ELANR6.ERECO):



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 36
## BROWN COUNTY (GEO)

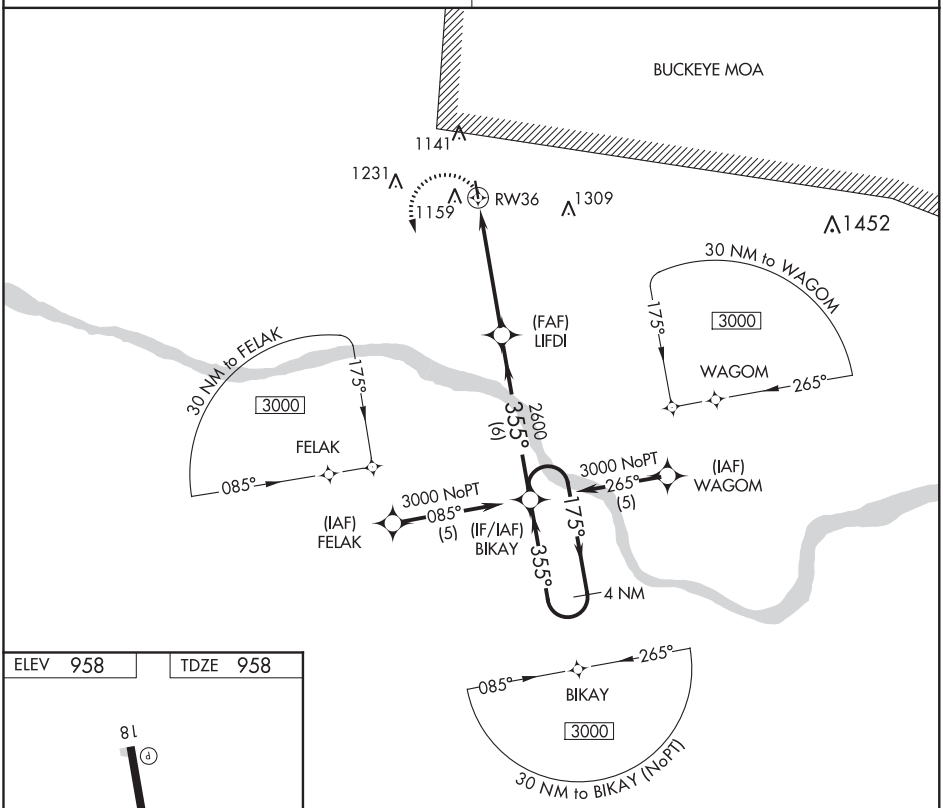
| APP CRS | Rwy ldg | 3530 |
|---|---|---|
| 355° | TDZE | 958 |
| | Apt Elev | 958 |

DME/DME RNP-0.3 NA. Use Cincinnati/Northern Kentucky Intl, KY altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

NA

MISSED APPROACH: Climbing left turn to 3000 direct BIKAY WP and hold.

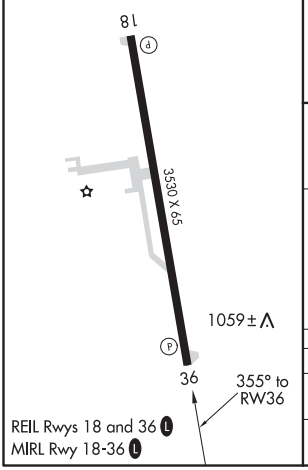
| INDIANAPOLIS CENTER | CTAF (L) |
|---|---|
| 135.575 290.5 | 122.9 |



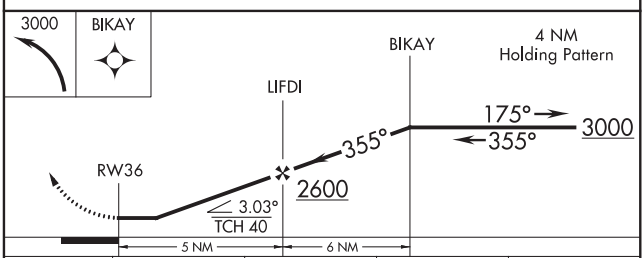

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ELEV 958 | TDZE 958




REIL Rwys 18 and 36 (L)
MIRL Rwy 18-36 (L)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1420-1 462 (500-1) | | 1420-1¼ 462 (500-1¼) | NA |
| CIRCLING | 1560-1 602 (700-1) | 1580-1 622 (700-1) | 1600-1¾ 642 (700-1¾) | NA |

GEORGETOWN, OHIO

AL-6250 (FAA)

20254

# VOR/DME-A
## BROWN COUNTY (GEO)

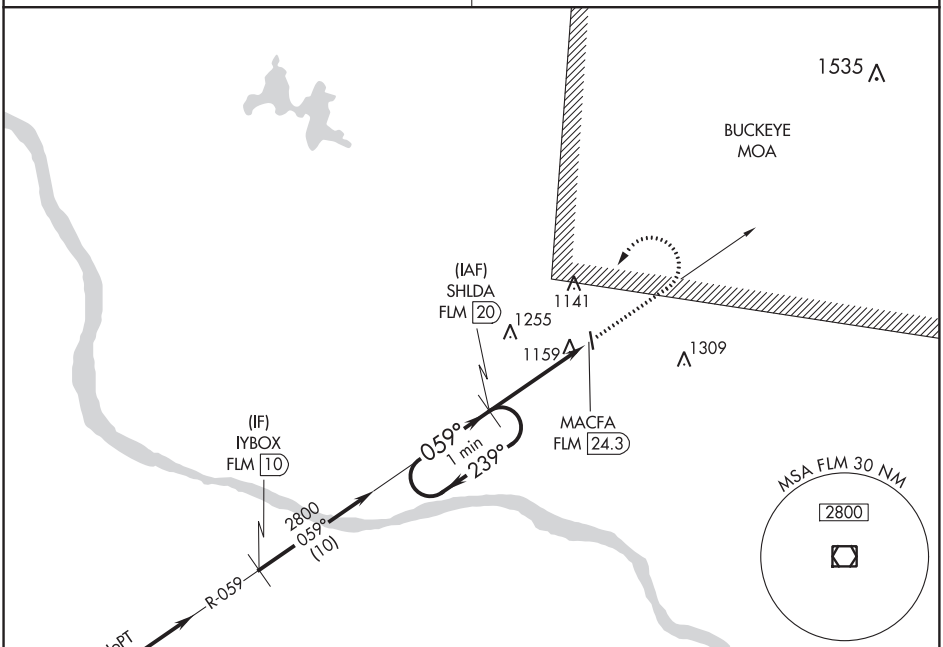
| VOR/DME FLM | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 117.0 | 059° | TDZE | N/A |
| Chan 117 | | Apt Elev | 958 |

Use Cincinnati/Northern Kentucky Intl, KY altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

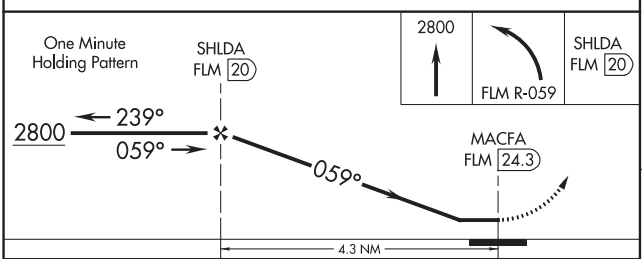
NA

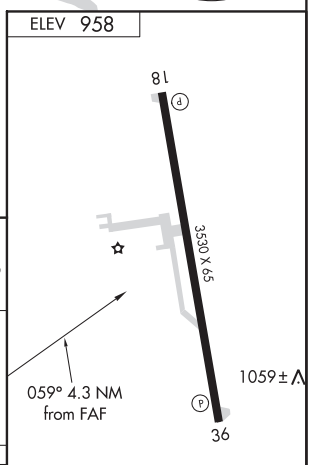
MISSED APPROACH: Climb to 2800 then left turn via FLM VOR/DME R-059 to SHLDA 20 DME and hold.

| INDIANAPOLIS CENTER | CTAF (L) |
|---|---|
| 135.575 290.5 | 122.9 |




Procedure NA for arrival at FLM VOR/DME on V44 westbound and V478 northwestbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1700-1<br>742 (800-1) | 1700-1¼<br>742 (800-1¼) | 1700-2¼<br>742 (800-2¼) | NA |

REIL Rwys 18 and 36 (L)
MIRL Rwy 18-36 (L)

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

GEORGETOWN, OHIO
Amdt 1A 23JUN16

38°53'N-83°53'W

BROWN COUNTY (GEO)
VOR/DME-A

# ILS or LOC RWY 27
## GOSHEN MUNI (GSH)

| LOC I-GSH | APP CRS | Rwy ldg | 6050 |
|---|---|---|---|
| 108.3 | 273° | TDZE | 827 |
| | | Apt Elev | 827 |

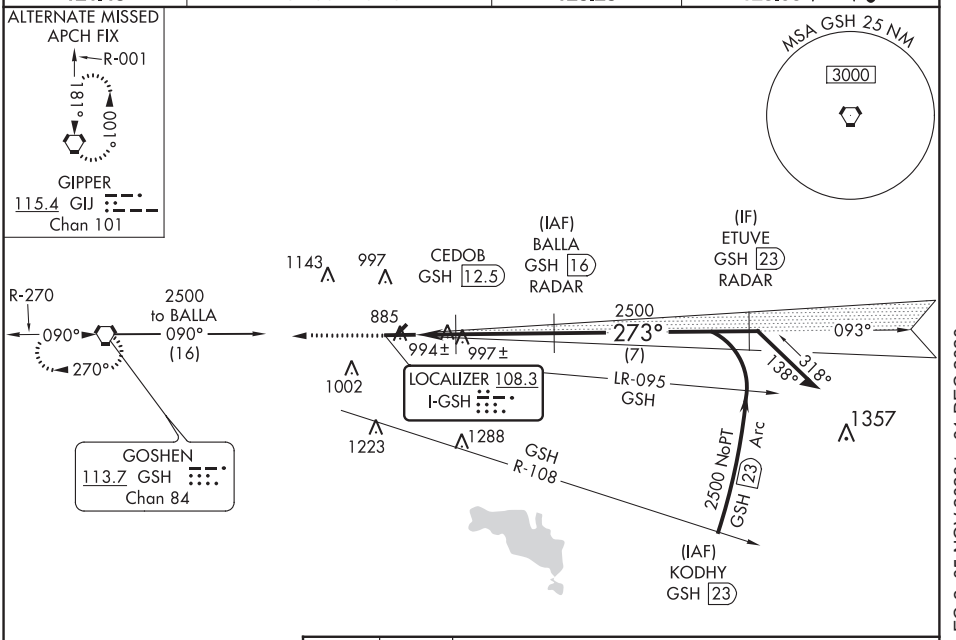
DME or RADAR required.

When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet and increase CEDOB Fix Minimums
S-LOC 27 Cats C/D visibility ¼ mile. Circling NA to Rwys 5 and 25.

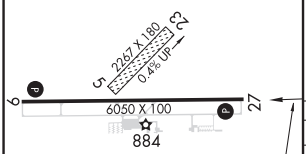
NA

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

| ASOS | SOUTH BEND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.45 | 132.05 257.8 | 125.25 | 123.05 (CTAF) L |



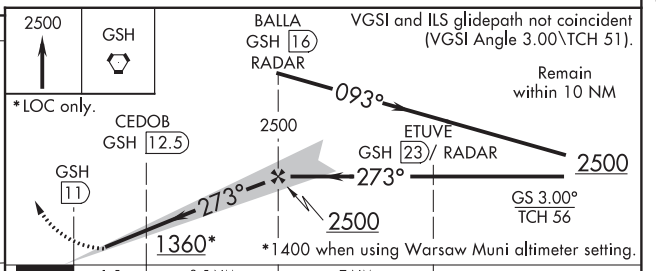

ELEV 827 TDZE 827




273° 5 NM from FAF

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 1027-¾ 200 (200-¾) | | | |
| S-LOC 27 | 1360-1 533 (600-1) | | 1360-1½ 533 (600-1½) | 1360-1¾ 533 (600-1¾) |
| CIRCLING | 1360-1 533 (600-1) | | 1360-1½ 533 (600-1½) | 1380-2 553 (600-2) |
| CEDOB FIX MINIMUMS | | | | |
| S-LOC 27 | 1300-1 473 (500-1) | | 1300-1¼ 473 (500-1¼) | 1300-1½ 473 (500-1½) |
| CIRCLING | 1300-1 473 (500-1) | | 1300-1½ 473 (500-1½) | 1380-2 553 (600-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

GOSHEN, INDIANA — AL-171 (FAA) — 20310

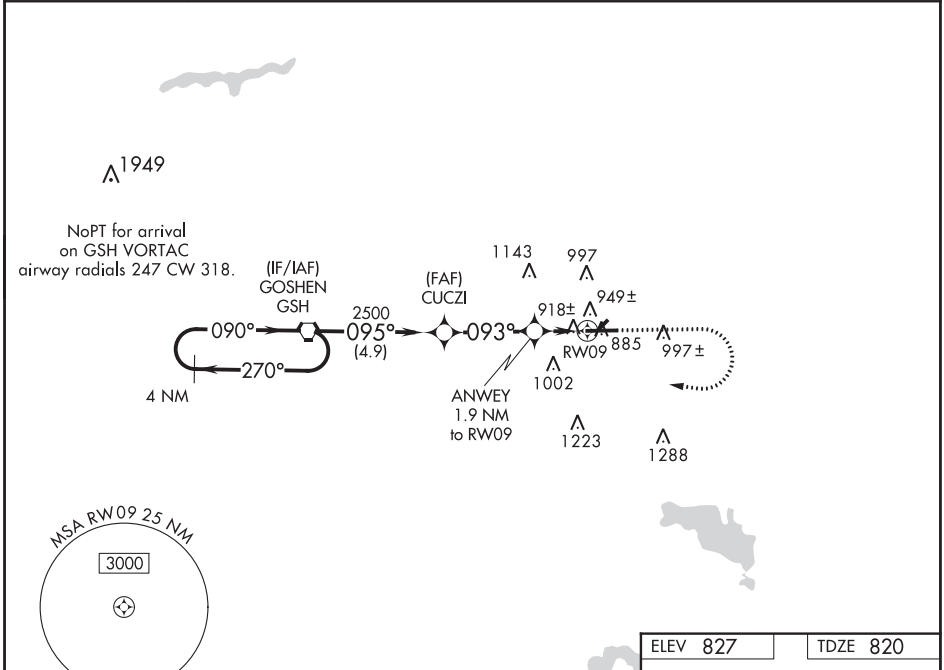
| WAAS CH 69325 W09A | APP CRS 093° | Rwy ldg 6050<br>TDZE 820<br>Apt Elev 827 |
|---|---|---|

# RNAV (GPS) RWY 9
## GOSHEN MUNI (GSH)

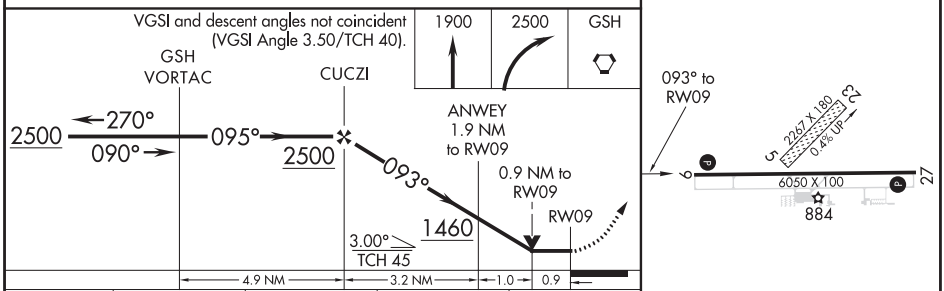
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Warsaw altimeter setting. Circling to Rwys 5/23 NA. When local altimeter setting not received, use Warsaw altimeter setting and increase all MDA 40 feet and LP and LNAV Cats C and D visibility 1/8 mile.

MISSED APPROACH: Climb to 1900 then climbing right turn to 2500 direct GSH VORTAC and hold.

| ASOS | SOUTH BEND APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.45 | 132.05 257.8 | 125.25 | 123.05 (CTAF) L |




| ELEV 827 | TDZE 820 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1180-1 360 (400-1) | | | |
| LNAV MDA | 1200-1 380 (400-1) | | | |
| CIRCLING | 1300-1 473 (500-1) | | 1300-1½ 473 (500-1½) | 1380-2 553 (600-2) |

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 27
## GOSHEN MUNI (GSH)

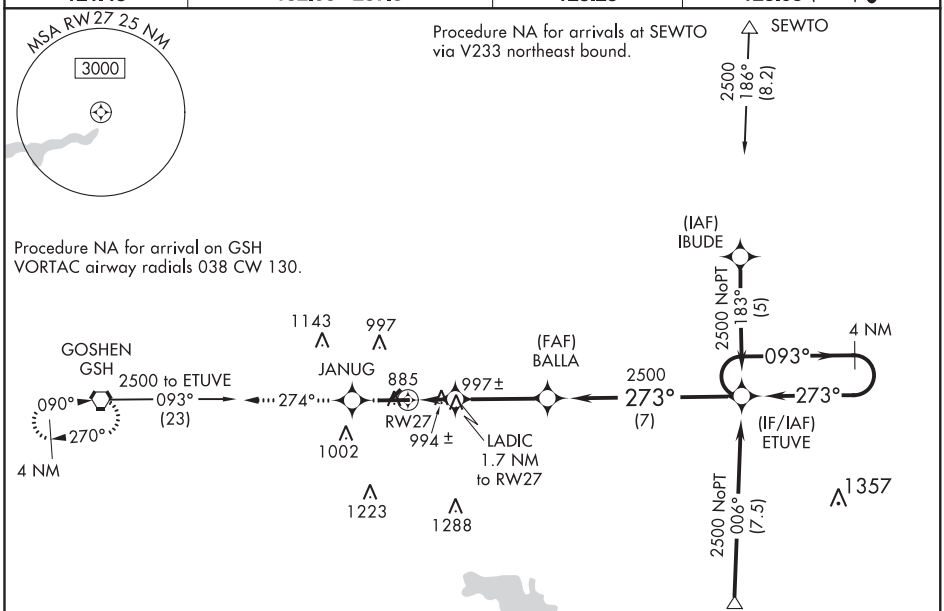
| WAAS CH 97606 W27A | APP CRS 273° | Rwy ldg 6050<br>TDZE 827<br>Apt Elev 827 |
|---|---|---|

RNP APCH.

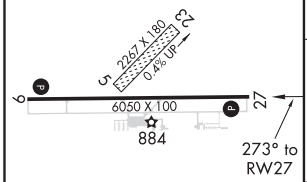
Baro-VNAV NA when using Warsaw Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet, and increase LPV all Cats visibility ¼ mile. Circling NA to Rwys 5 and 23. Rwy 27 helicopter visibility reduction below ¾ SM NA.

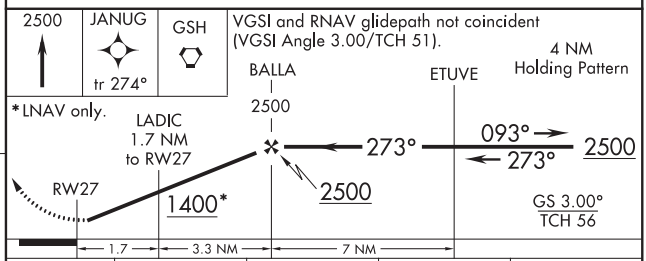
MISSED APPROACH: Climb to 2500 direct JANUG and on 274° track to GSH VORTAC and hold.

| ASOS | SOUTH BEND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.45 | 132.05 257.8 | 125.25 | 123.05 (CTAF) L |




| ELEV 827 | TDZE 827 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1120-1 293 (300-1) | | | |
| LNAV/VNAV DA | 1307-1¾ 480 (500-1¾) | | | |
| LNAV MDA | 1260-1 433 (500-1) | | 1260-1¼ 433 (500-1¼) | 1260-1½ 433 (500-1½) |
| CIRCLING | 1300-1 473 (500-1) | | 1300-1½ 473 (500-1½) | 1380-2 553 (600-2) |

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

GOSHEN, INDIANA

AL-171 (FAA)

20310

# VOR RWY 9
## GOSHEN MUNI (GSH)

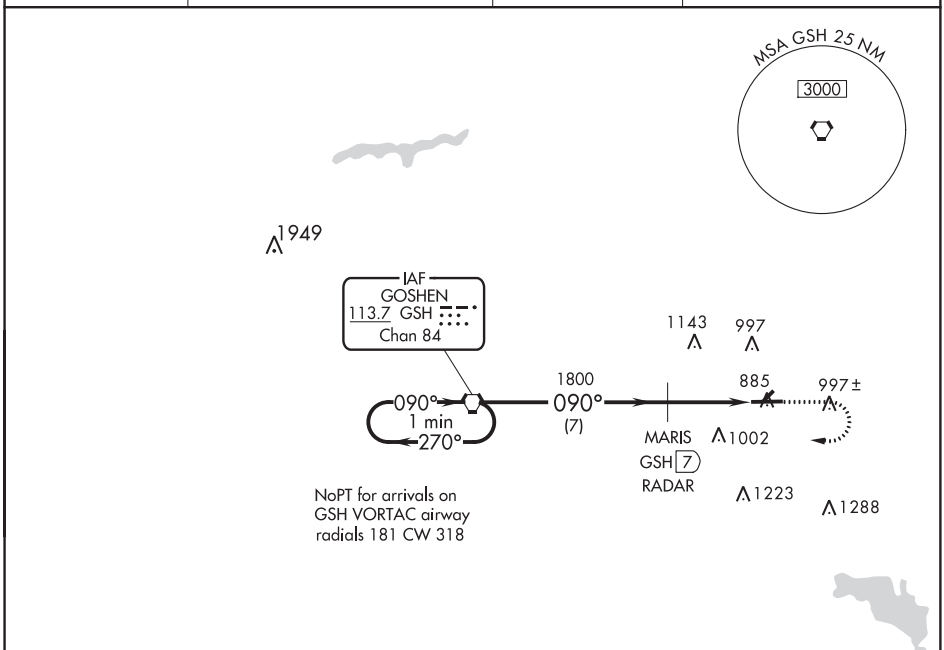
| VORTAC GSH | APP CRS | Rwy ldg | 6050 |
|---|---|---|---|
| 113.7 | 090° | TDZE | 820 |
| Chan 84 | | Apt Elev | 827 |

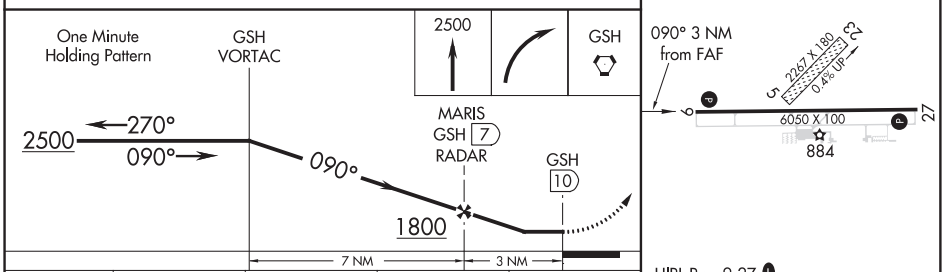
DME or RADAR required.

Circling NA to Rwys 5 and 23.
Rwy 9 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.

| ASOS | SOUTH BEND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.45 | 132.05 257.8 | 125.25 | 123.05 (CTAF) L |




HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 1300-1 480 (500-1) | | 1300-1¼ 480 (500-1¼) | 1300-1½ 480 (500-1½) |
| CIRCLING | 1300-1 473 (500-1) | | 1300-1½ 473 (500-1½) | 1380-2 553 (600-2) |

| FAF to MAP 3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:00 | 2:00 | 1:30 | 1:12 | 1:00 |



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

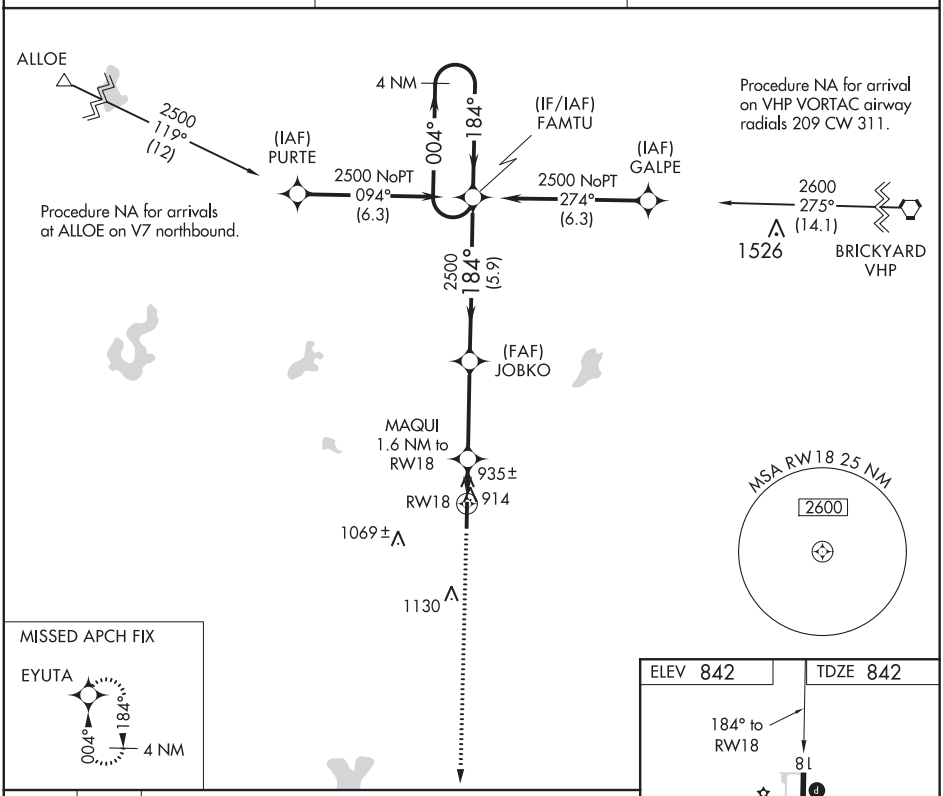
| WAAS CH 86906 W18A | APP CRS 184° | Rwy ldg 5002 TDZE 842 Apt Elev 842 |
|---|---|---|

# RNAV (GPS) RWY 18
## PUTNAM COUNTY RGNL (GPC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 18 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

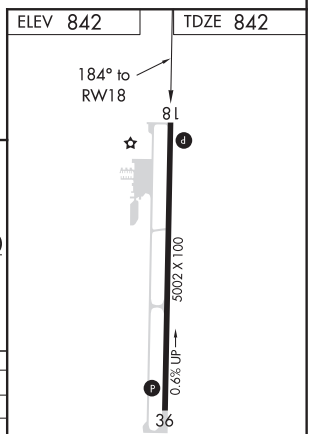
MISSED APPROACH: Climb to 2500 direct EYUTA and hold.

| AWOS-3PT | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 118.125 | 119.05 317.8 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1107-⅞ 265 (300-⅞) | | | |
| LNAV/VNAV DA | 1106-⅞ 264 (300-⅞) | | | |
| LNAV MDA | 1200-1 358 (400-1) | | | |
| C CIRCLING | 1280-1 438 (500-1) | 1400-1 558 (600-1) | 1480-1¾ 638 (700-1¾) | 1480-2 638 (700-2) |

MIRL Rwy 18-36 L
REIL Rwy 18

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

GREENCASTLE, INDIANA AL-6336 (FAA) 20086

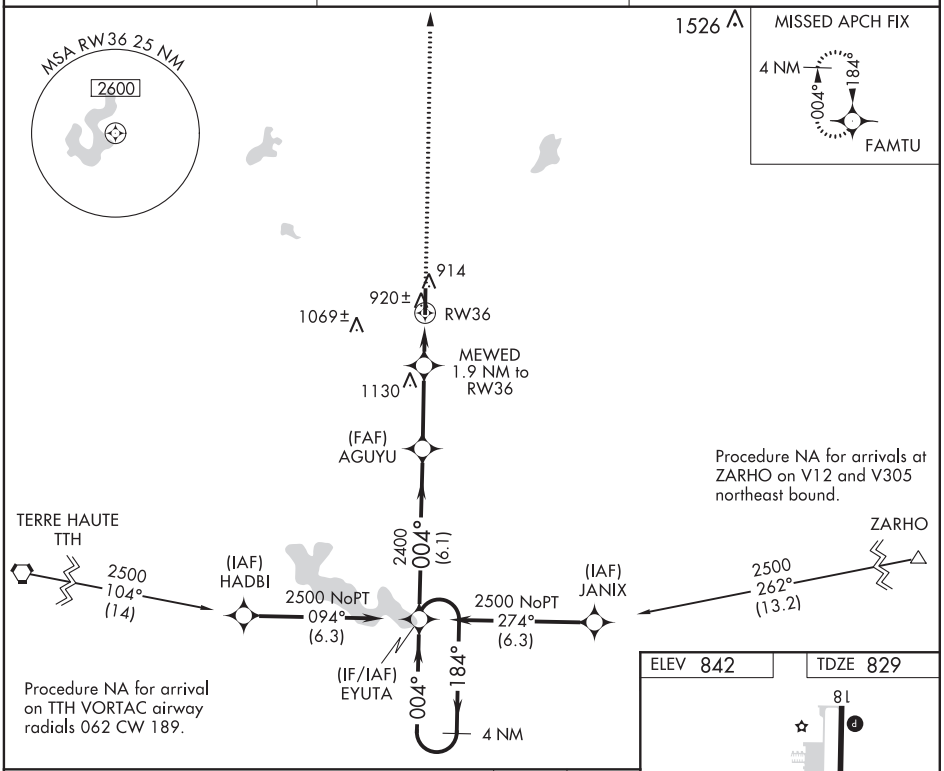
| WAAS CH 40306 W36A | APP CRS 004° | Rwy ldg 5002 TDZE 829 Apt Elev 842 |
|---|---|---|

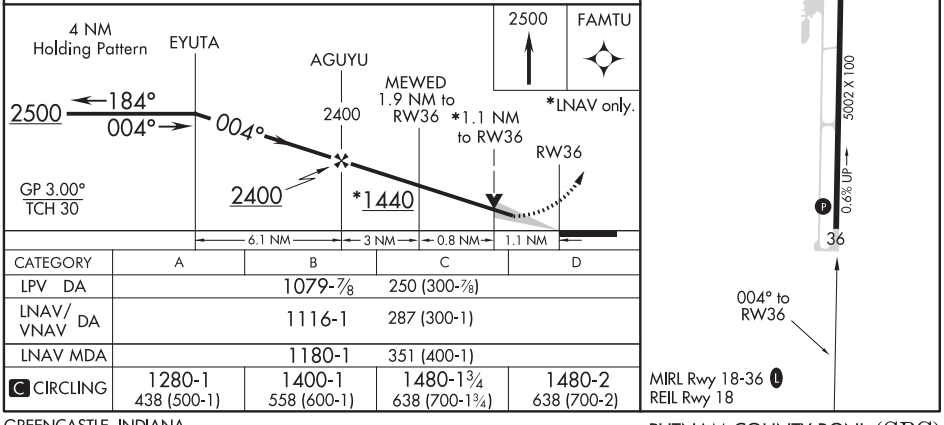
# RNAV (GPS) RWY 36
## PUTNAM COUNTY RGNL (GPC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct FAMTU and hold.

| AWOS-3PT | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 118.125 | 119.05 317.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1079-⅞ | 250 (300-⅞) | | |
| LNAV/VNAV DA | 1116-1 | 287 (300-1) | | |
| LNAV MDA | 1180-1 | 351 (400-1) | | |
| C CIRCLING | 1280-1 438 (500-1) | 1400-1 558 (600-1) | 1480-1¾ 638 (700-1¾) | 1480-2 638 (700-2) |

GREENCASTLE, INDIANA
Amdt 2 05JAN17

39°38′N-86°49′W

PUTNAM COUNTY RGNL (GPC)
RNAV (GPS) RWY 36


EC-2, 05 NOV 2020 to 31 DEC 2020

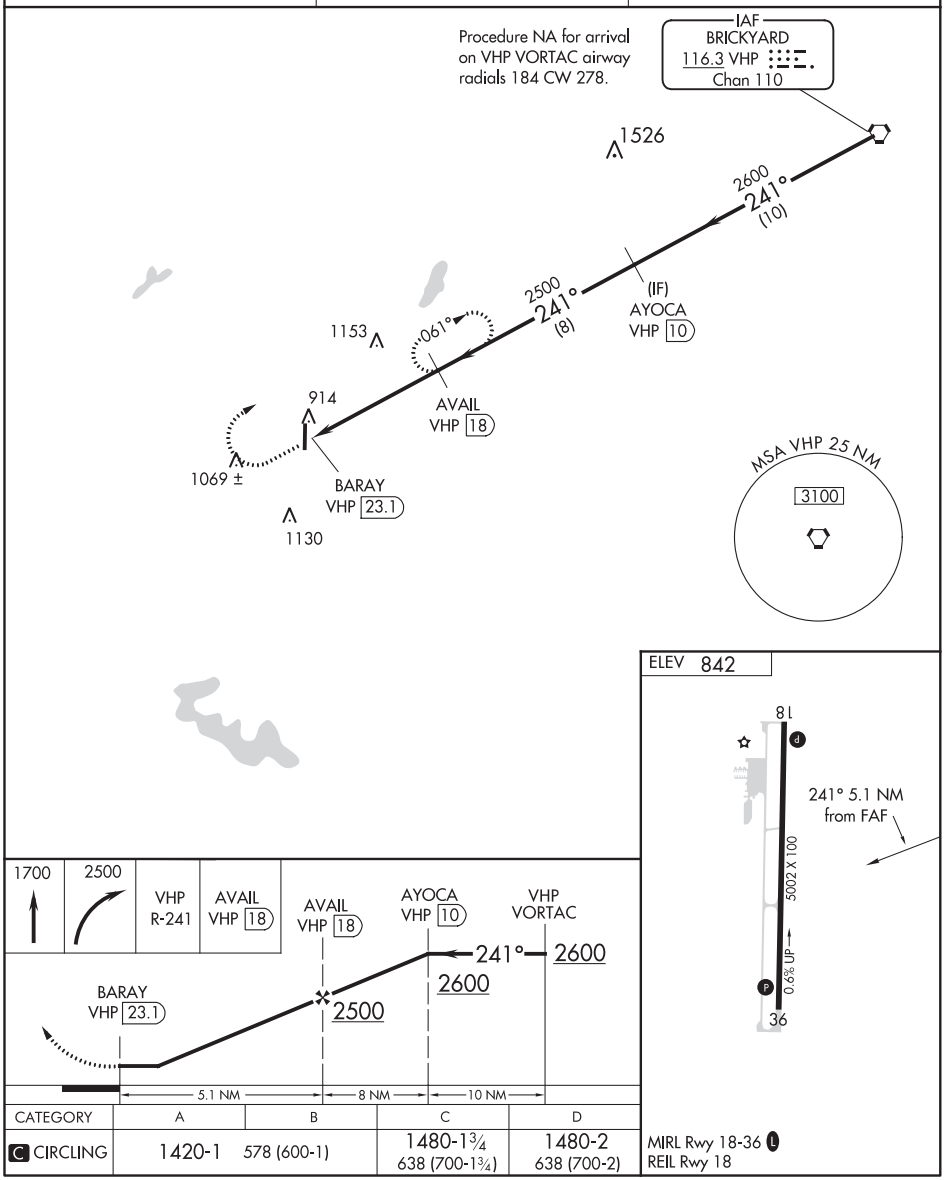
| VORTAC VHP 116.3 Chan 110 | APP CRS 241° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 842 |
|---|---|---|

# VOR-A
## PUTNAM COUNTY RGNL (GPC)

DME required.

MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 on VHP VORTAC R-241 to AVAIL/18 DME and hold.

| AWOS-3PT | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 118.125 | 119.05 317.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1420-1 | 578 (600-1) | 1480-1¾<br>638 (700-1¾) | 1480-2<br>638 (700-2) |

MIRL Rwy 18-36 L
REIL Rwy 18

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

GREENSBURG, INDIANA | AL-6719 (FAA) | 20310

| APP CRS | Rwy ldg | 3333 |
|---|---|---|
| 014° | TDZE | 912 |
| | Apt Elev | 912 |

# RNAV (GPS) RWY 36

## GREENSBURG MUNI (I34)

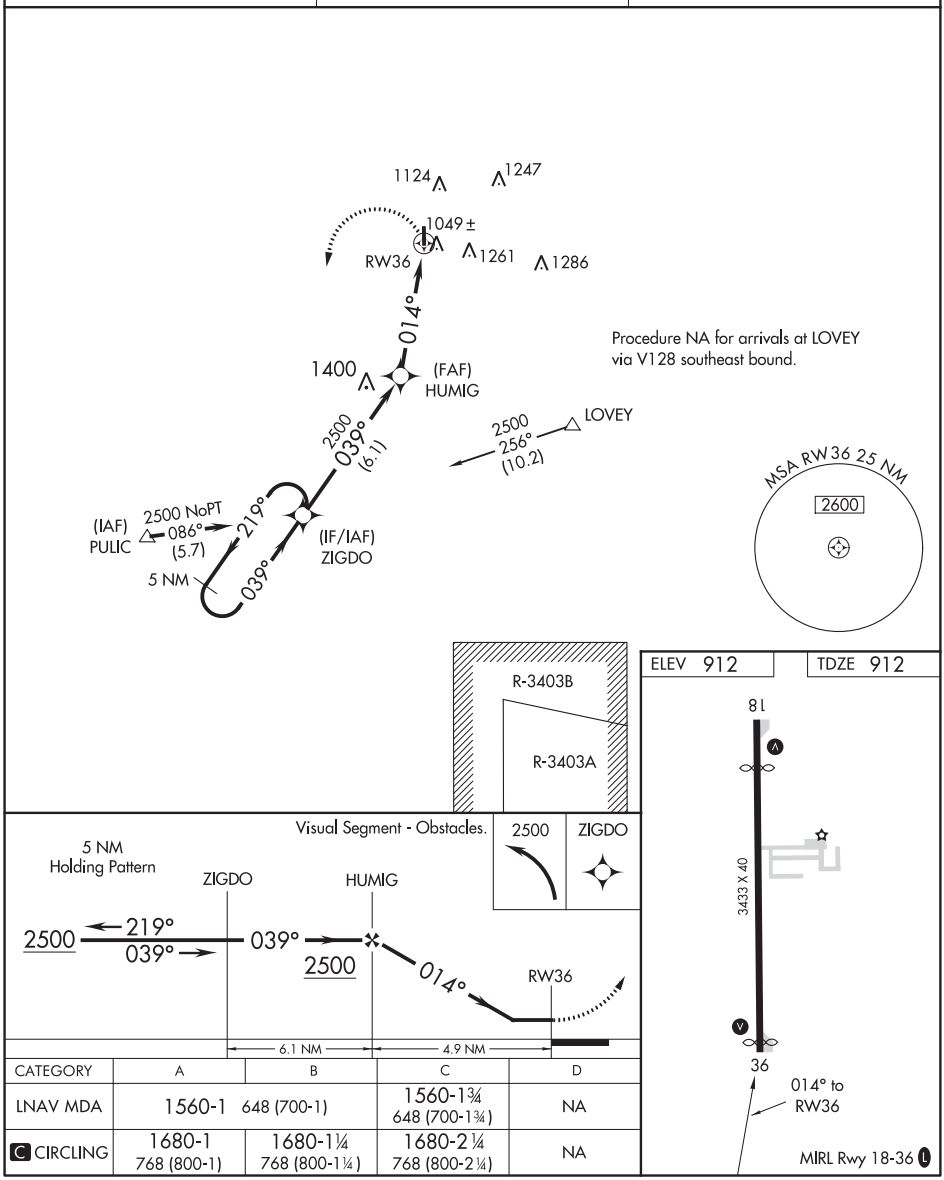
RNP APCH.

Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.

NA

MISSED APPROACH: Climbing left turn to 2500 direct ZIGDO and hold.

| BAK AWOS-3 | INDIANAPOLIS APP CON | CTAF |
|---|---|---|
| 119.75 | 127.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1560-1 648 (700-1) | | 1560-1¾ 648 (700-1¾) | NA |
| C CIRCLING | 1680-1 768 (800-1) | 1680-1¼ 768 (800-1¼) | 1680-2¼ 768 (800-2¼) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| VOR/DME SHB 112.0 Chan 57 | APP CRS 142° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 912 |
|---|---|---|

# VOR-A
## GREENSBURG MUNI (I34)

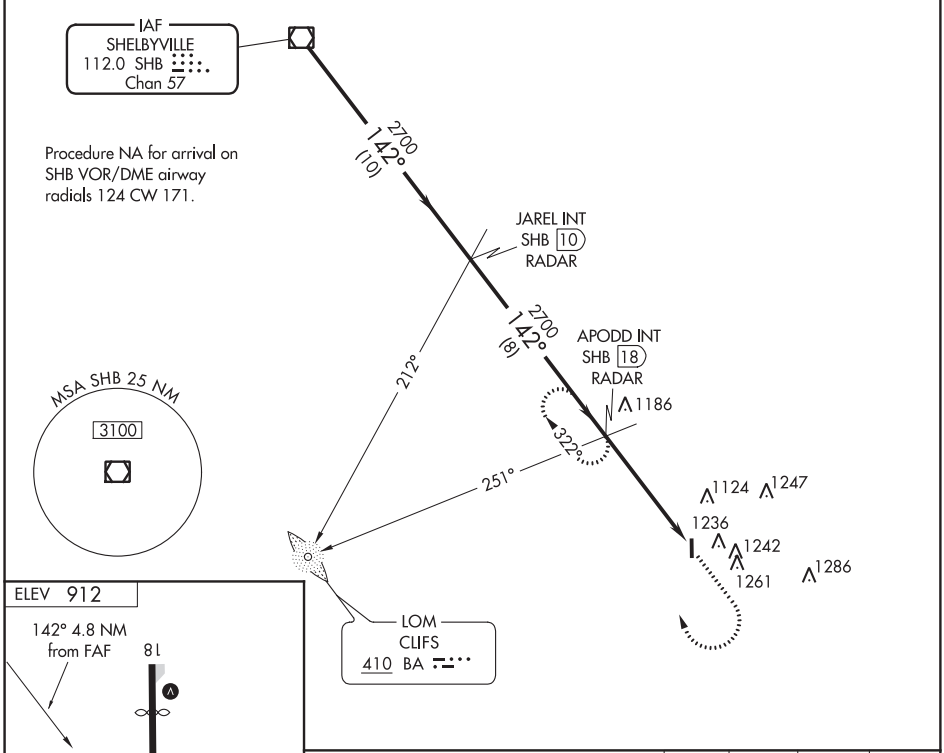
Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.

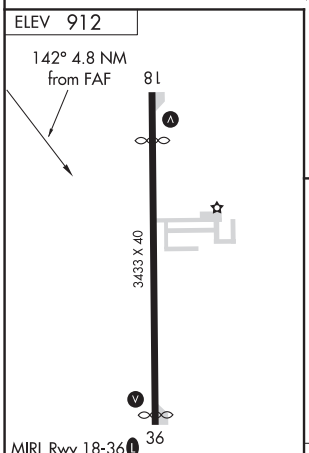
NA

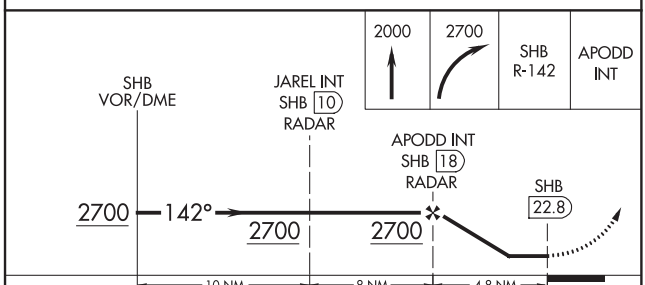
MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 via SHB R-142 to APODD INT/SHB 18 DME/RADAR and hold.

| BAK AWOS-3 | INDIANAPOLIS APP CON | CTAF |
|---|---|---|
| 119.75 | 127.15 | 122.9 |

## ADF, DME or RADAR REQUIRED




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1680-1<br>768 (800-1) | 1680-1¼<br>768 (800-1¼) | 1680-2¼<br>768 (800-2¼) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

GRIFFITH, INDIANA

AL-5431 (FAA)

20310

# RNAV (GPS) RWY 8
## GRIFFITH-MERRILLVILLE (Ø5C)

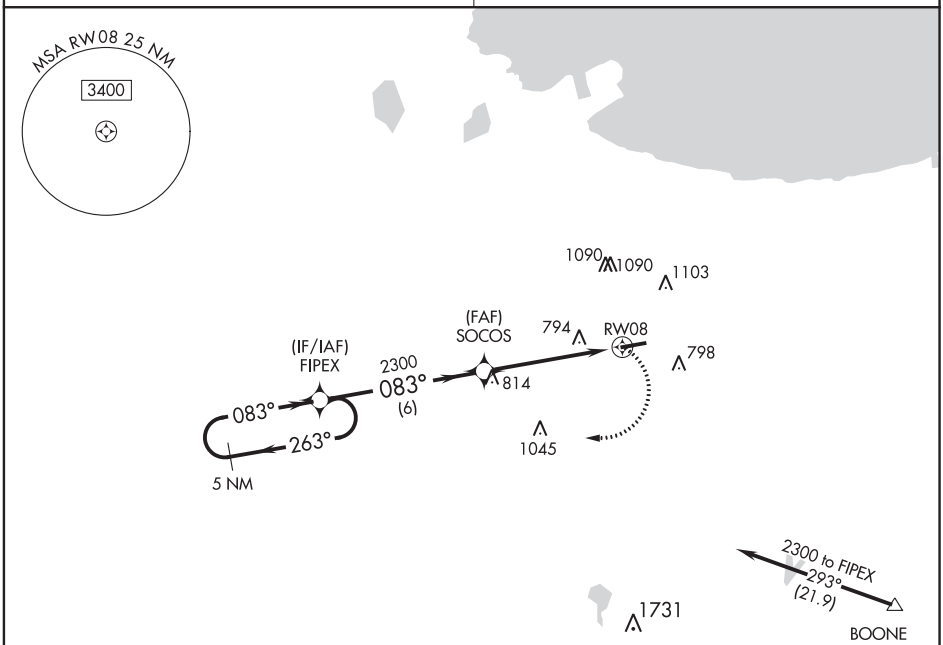
| APP CRS | Rwy ldg | 4899 |
|---|---|---|
| 083° | TDZE | 634 |
| | Apt Elev | 634 |

RNP APCH.

NA Obtain local altimeter setting on CTAF; when not received use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. Procedure NA at night.

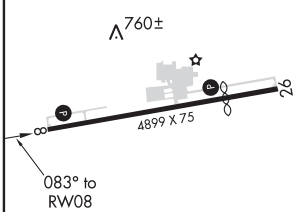
MISSED APPROACH: Climbing right turn to 2300 direct FIPEX and hold.

| CHICAGO APP CON | UNICOM |
|---|---|
| 133.1 285.6 | 123.0 (CTAF) L |




Procedure NA for arrivals at BOONE via V422 southeastbound.

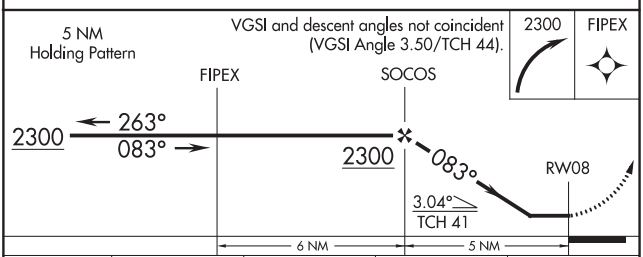
| ELEV 634 | TDZE 634 |
|---|---|




REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

5 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 44).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 | 446 (500-1) | NA | |
| C CIRCLING | 1200-1 | 566 (600-1) | NA | |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 26
## GRIFFITH-MERRILLVILLE (Ø5C)

| APP CRS | Rwy ldg | 3779 |
|---|---|---|
| 263° | TDZE | 632 |
| | Apt Elev | 634 |

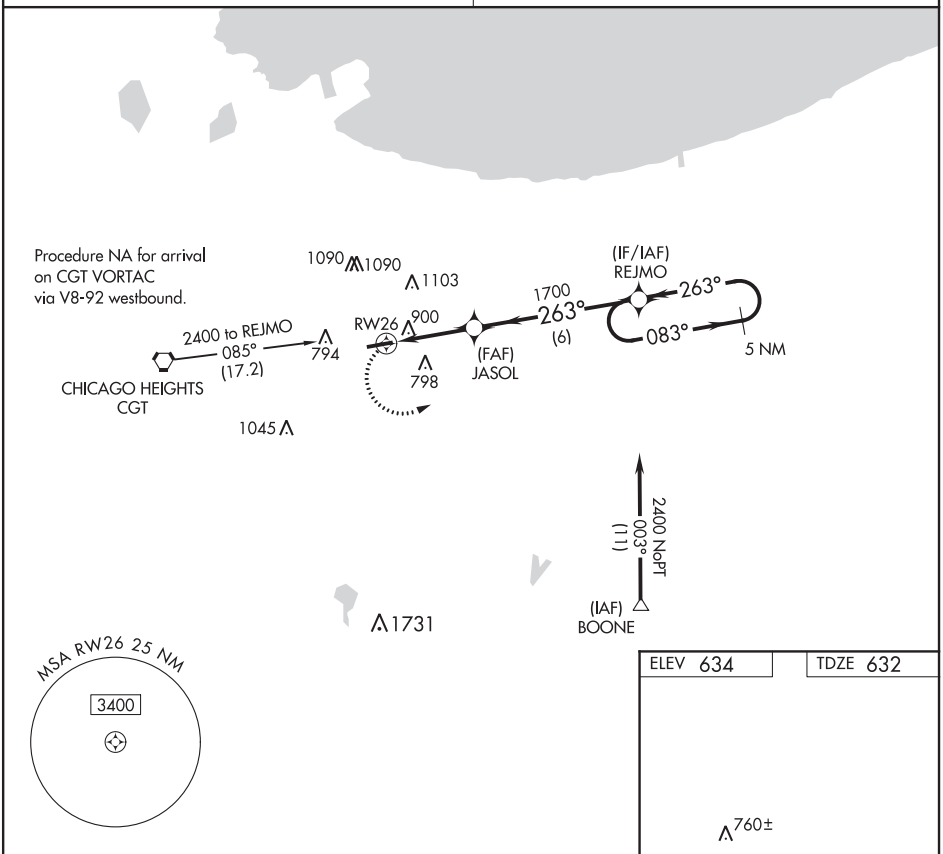
RNP APCH.

T
A NA

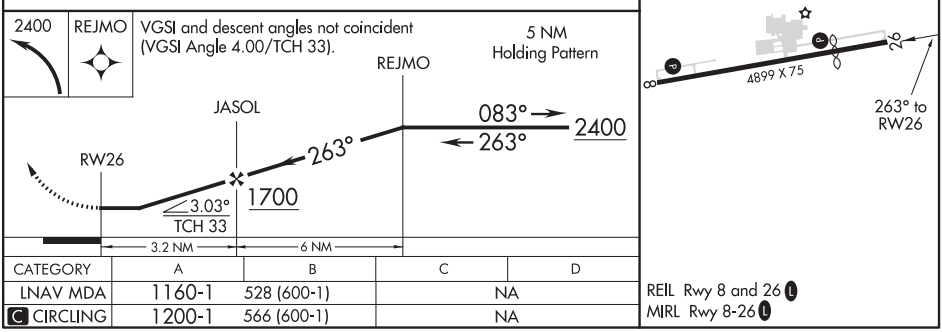
Obtain local altimeter setting on CTAF; when not received use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2400 direct REJMO and hold.

| CHICAGO APP CON | UNICOM |
|---|---|
| 133.1 285.6 | 123.0 (CTAF) L |




| ELEV 634 | TDZE 632 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-1 | 528 (600-1) | NA | |
| C CIRCLING | 1200-1 | 566 (600-1) | NA | |

REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

GRIFFITH, INDIANA

AL-5431 (FAA)

20086

# VOR RWY 8

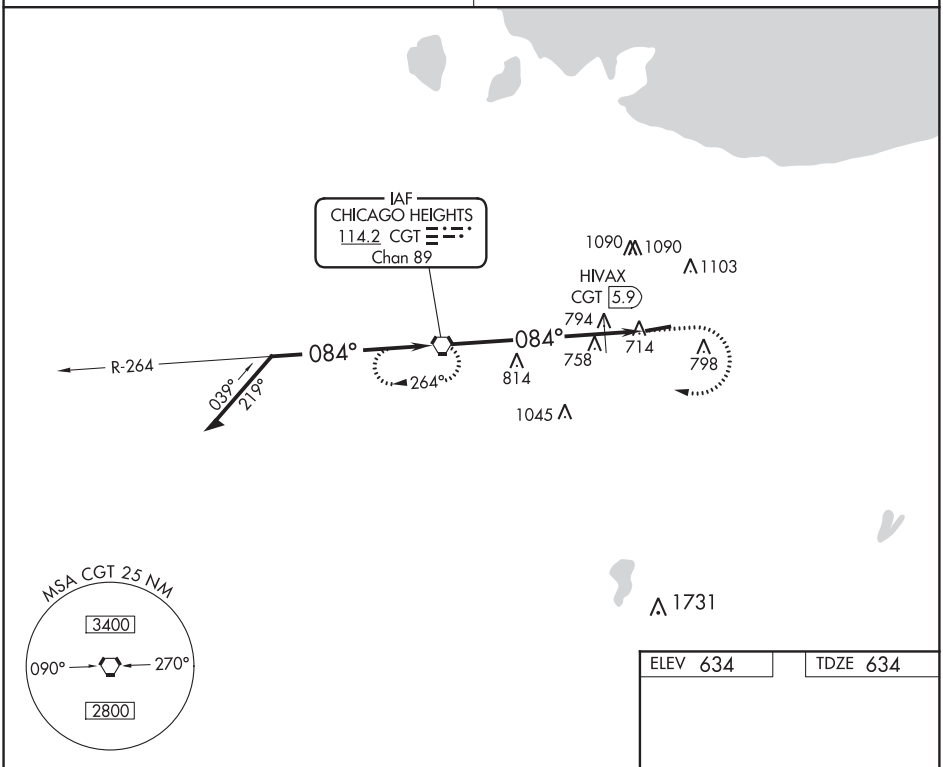
GRIFFITH-MERRILLVILLE (Ø5C)

| VORTAC CGT | APP CRS | Rwy ldg | 4899 |
|---|---|---|---|
| 114.2 | 084° | TDZE | 634 |
| Chan 89 | | Apt Elev | 634 |

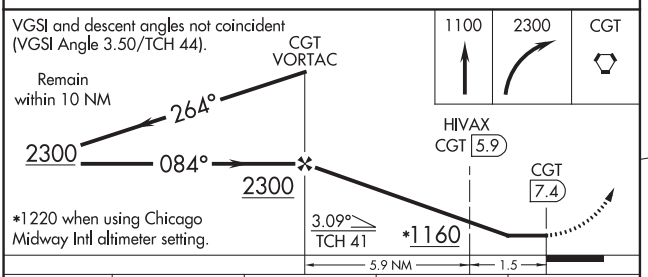
T A NA — Obtain local altimeter setting on CTAF; when not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CGT VORTAC and hold.

| CHICAGO APP CON | UNICOM |
|---|---|
| 133.1 285.6 | 123.0 (CTAF) L |



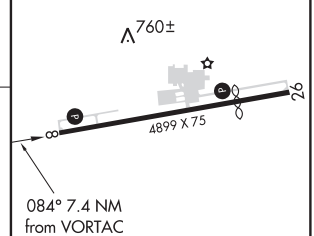

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 44).




*1220 when using Chicago Midway Intl altimeter setting.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1160-1 | 526 (600-1) | NA | |
| CIRCLING | 1200-1 | 566 (600-1) | NA | |
| HIVAX FIX MINIMUMS | | | | |
| S-8 | 1060-1 | 426 (500-1) | NA | |
| CIRCLING | 1200-1 | 566 (600-1) | NA | |

ELEV 634 | TDZE 634




REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

FAF to MAP 7.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:24 | 4:56 | 3:42 | 2:58 | 2:28 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

GRIFFITH, INDIANA
Amdt 8B 24MAY18

41°31'N-87°24'W

GRIFFITH-MERRILLVILLE (Ø5C)

VOR RWY 8

PERU, INDIANA

# ILS or LOC RWY 5

GRISSOM ARB (KGUS)

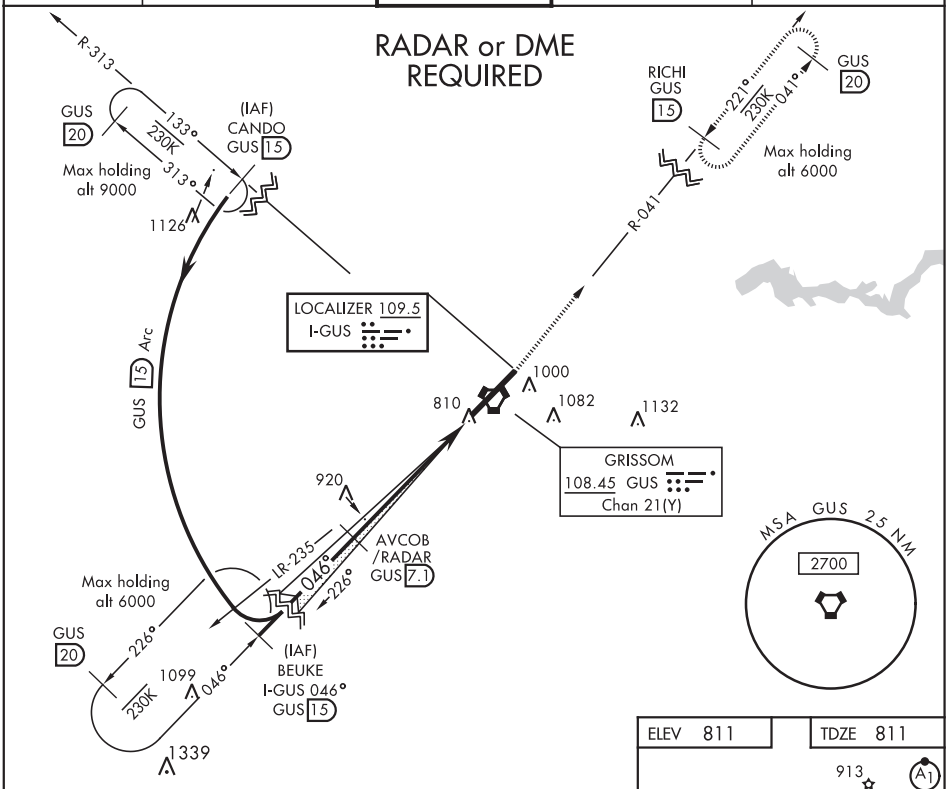
| LOC I-GUS 109.5 | APCH CRS 046° | Rwy ldg 12,501<br>TDZE 811<br>Arpt Elev 811 | AL-470 [USAF] |
|---|---|---|---|

* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 3000 on the GUS R-041 to RICHI (GUS R-041/15 DME) and hold.

| ATIS | GRISSOM APP CON | GRISSOM TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.45 270.8 | 121.05 338.275 EAST<br>123.85 291.675 WEST | 133.7 290.45 | 128.425 275.8 | 123.7 318.2 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 5 * | 1011/24 | | 200 | (200-½) | |
| S-LOC 5 ** | 1180/24 | 369 (400-½) | 1180/35 | 369 (400-⅝) | |
| C CIRCLING | 1340-1 | 529 (600-1) | 1400-1½<br>589 (600-1½) | 1400-2<br>589 (600-2) | 1440-2¼<br>629 (700-2¼) |

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

PERU, INDIANA
Amdt 8 06DEC18

40°39′N-86°09′W

GRISSOM ARB (KGUS)

ILS or LOC RWY 5

20310

PERU, INDIANA

# ILS or LOC RWY 23

| LOC I-RSM 109.5 | APCH CRS 226° | Rwy ldg 12,501<br>TDZE 799<br>Arpt Elev 811 |
|---|---|---|

AL-470 [USAF]

GRISSOM ARB (KGUS)

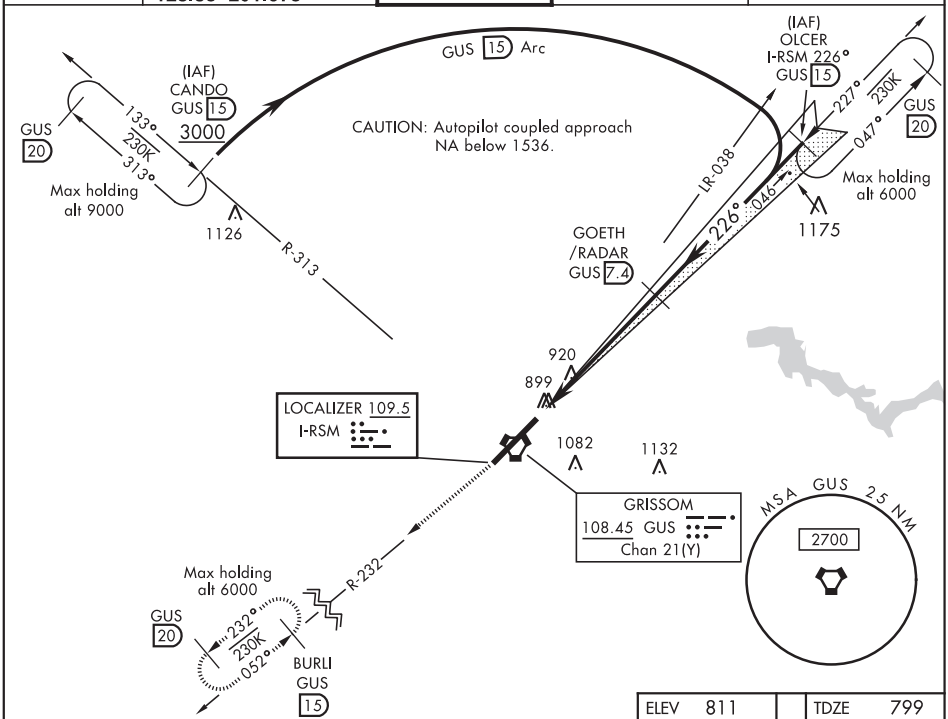
RADAR or DME required

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

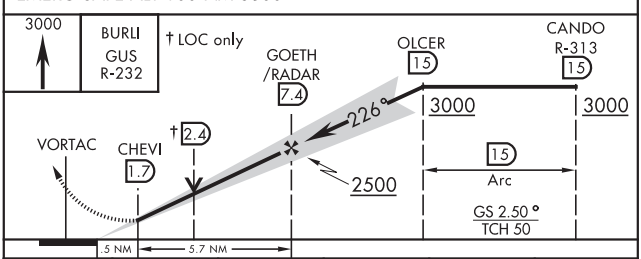
ALSF-1

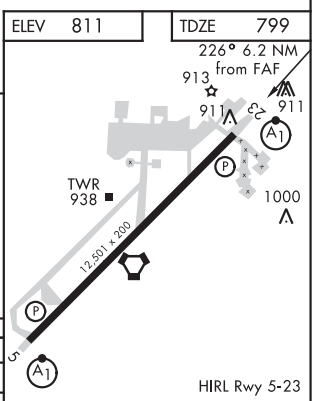
MISSED APPROACH: Climb to 3000 on the GUS R-232 to BURLI (GUS R-232/15 DME) and hold.

| ATIS | GRISSOM APP CON | GRISSOM TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.45 270.8 | 121.05 338.275 EAST<br>123.85 291.675 WEST | 133.7 290.45 | 128.425 275.8 | 123.7 318.2 |




EMERG SAFE ALT 100 NM 3500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 23* | 999/24 200 (200-½) | | | | |
| S-LOC 23** | 1180/24 381 (400-½) | | 1180/35 381 (400-⅝) | | |
| C CIRCLING | 1340-1 529 (600-1) | | 1400-1½ 589 (600-1½) | 1400-2 589 (600-2) | 1440-2¼ 629 (700-2¼) |

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

PERU, INDIANA

40°39′N-86°09′W

GRISSOM ARB (KGUS)

Amdt 6 05NOV20

ILS or LOC RWY 23

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

PERU, INDIANA

# RNAV (GPS) RWY 5

GRISSOM ARB (KGUS)

AL-470 (USAF)

| APCH CRS | Rwy ldg | 12,501 |
|---|---|---|
| 046° | TDZE | 811 |
| | Arpt Elev | 811 |

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 1/8 miles.

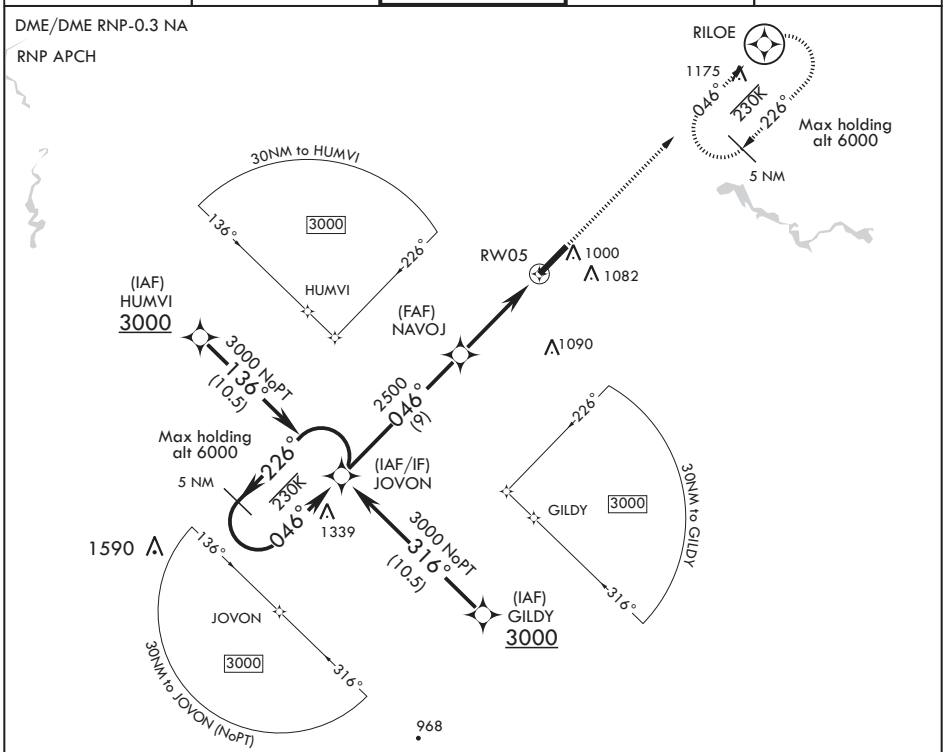
ALSF-1

MISSED APPROACH: Climb to 3000 direct RILOE and hold.

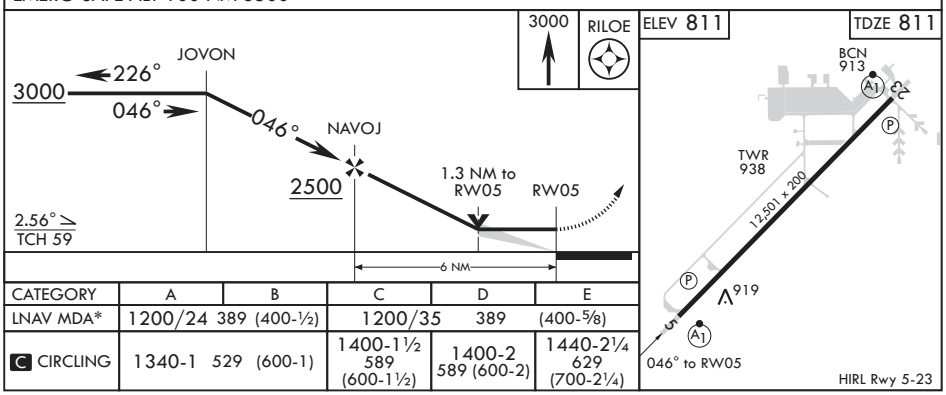
| ATIS | APP CON/DEP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.45 270.8 | 121.05 338.275 E<br>123.85 291.675 W | 133.7 290.45 | 128.425 275.8 | 123.7 318.2 |

DME/DME RNP-0.3 NA

RNP APCH




EMERG SAFE ALT 100 NM 3500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 1200/24 389 (400-½) | | 1200/35 389 (400-⅝) | | |
| C CIRCLING | 1340-1 529 (600-1) | | 1400-1½ 589 (600-1½) | 1400-2 589 (600-2) | 1440-2¼ 629 (700-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

19031

PERU, INDIANA

# RNAV (GPS) RWY 23

GRISSOM ARB (KGUS)

| APCH CRS | Rwy ldg | 12,501 |
|---|---|---|
| 226° | TDZE | 799 |
| | Arpt Elev | 811 |

AL-470 (USAF)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.

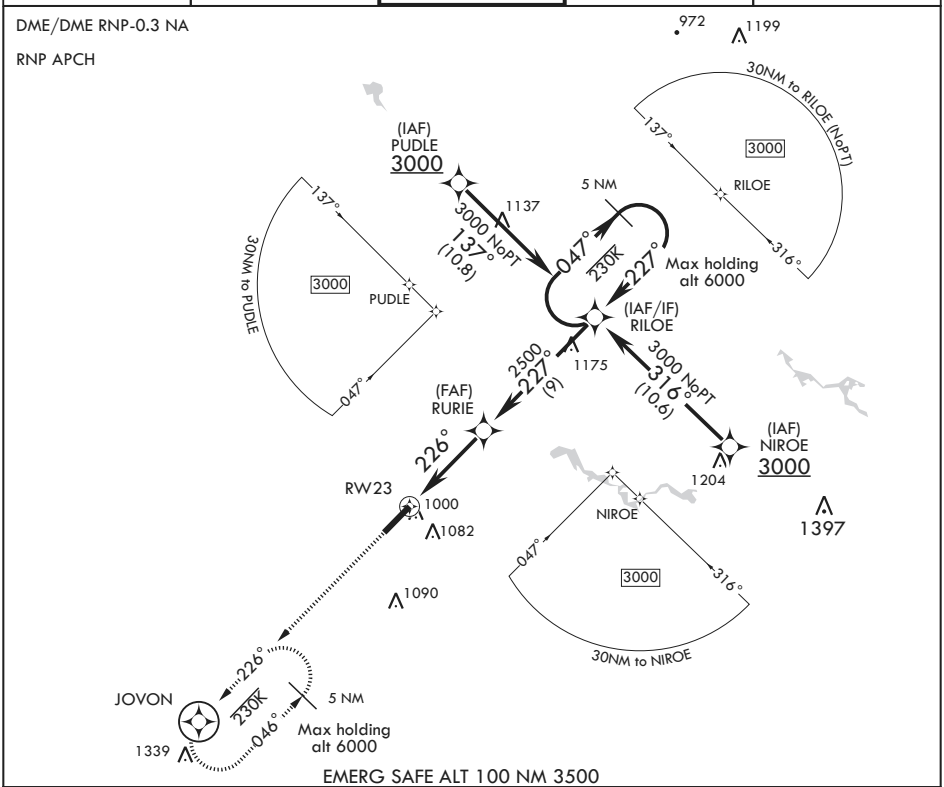
ALSF-1

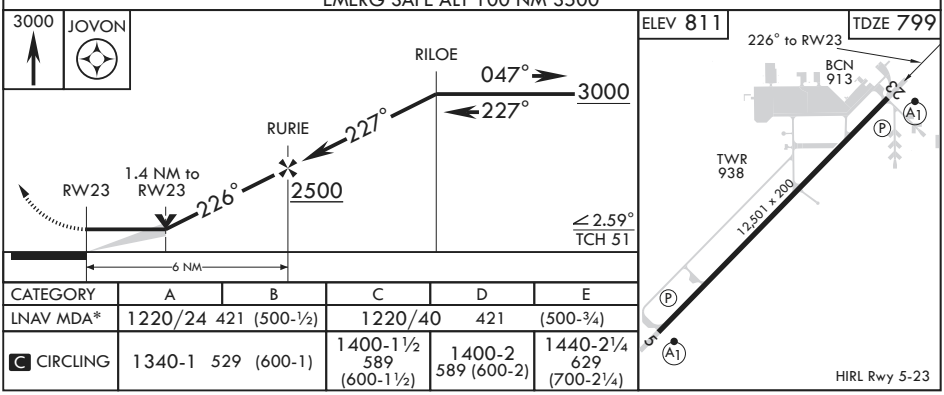
MISSED APPROACH: Climb to 3000 direct JOVON and hold.

| ATIS | APP CON/DEP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.45 270.8 | 121.05 338.275 E<br>123.85 291.675 W | 133.7 290.45 | 128.425 275.8 | 123.7 318.2 |

DME/DME RNP-0.3 NA

RNP APCH




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 1220/24 421 (500-½) | | 1220/40 421 (500-¾) | | |
| C CIRCLING | 1340-1 529 (600-1) | | 1400-1½ 589 (600-1½) | 1400-2 589 (600-2) | 1440-2¼ 629 (700-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

PERU, INDIANA

# TACAN or VOR RWY 5

| VORTAC GUS 108.45 Chan 21 (Y) | APCH CRS 052° | Rwy ldg 12,501 TDZE 811 Arpt Elev 811 |
|---|---|---|

AL-470 [USAF]

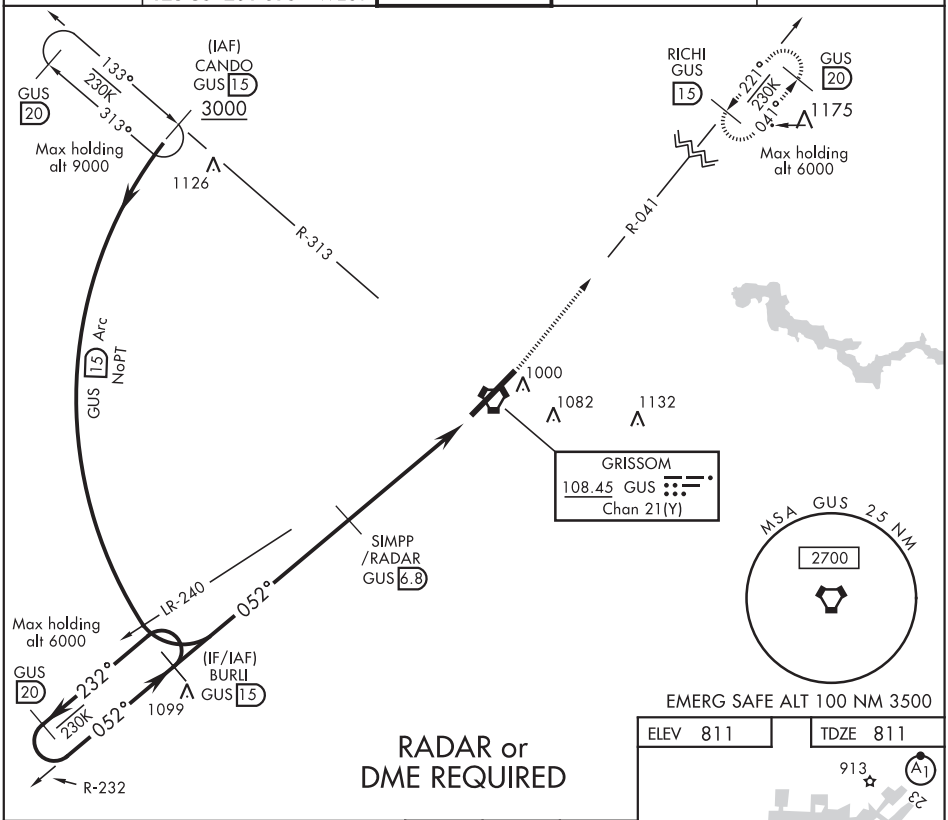
GRISSOM ARB (KGUS)

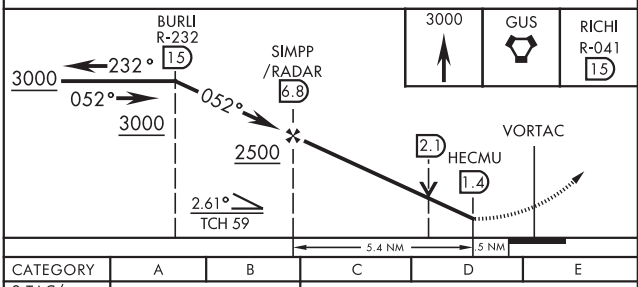
* When ALS inop, increase RVR to 55 and vis to 1 mile.

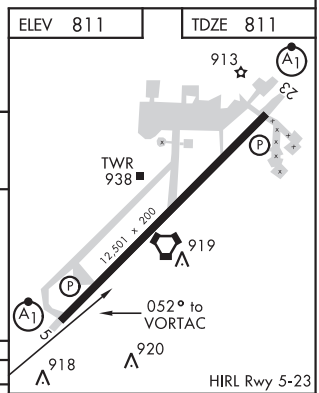
ALSF-1

MISSED APPROACH: Climb to 3000 on the GUS VORTAC R-041 to RICHI (GUS R-041/15 DME) and hold.

| ATIS | GRISSOM APP CON | GRISSOM TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.45 270.8 | 121.05 338.275 EAST<br>123.85 291.675 WEST | 133.7 290.45 | 128.425 275.8 | 123.7 318.2 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-TAC/ VOR 5 * | 1180/24 369 (400-½) | | 1180/40 369 (400-¾) | | |
| C CIRCLING | 1340-1 529 (600-1) | | 1400-1½ 589 (600-1½) | 1400-2 589 (600-2) | 1440-2¼ 629 (700-2¼) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

PERU, INDIANA

40°39′N-86°09′W

GRISSOM ARB (KGUS)

Amdt 8 06DEC18

TACAN or VOR RWY 5



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

18340

PERU, INDIANA

# TACAN or VOR RWY 23

| VORTAC GUS 108.45 Chan 21 (Y) | APCH CRS 221° | Rwy ldg 12,501 TDZE 799 Arpt Elev 811 |
|---|---|---|

AL-470 [USAF]

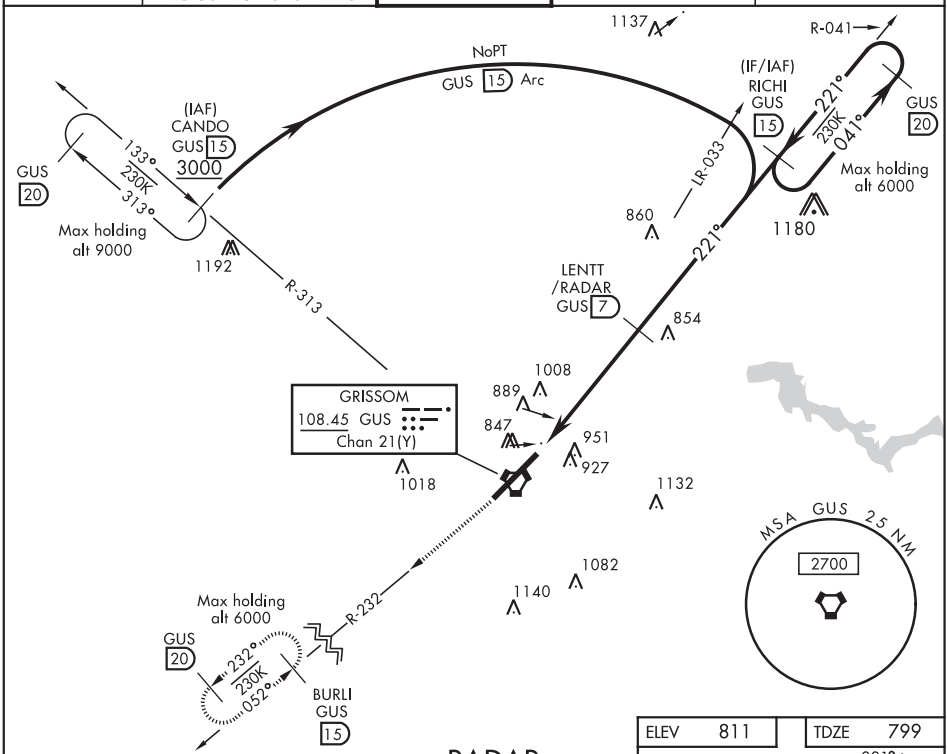
GRISSOM ARB (KGUS)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 on the GUS VORTAC R-232 to BURLI (GUS R-232/15 DME) and hold.

| ATIS | GRISSOM APP CON | GRISSOM TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.45 270.8 | 121.05 338.275 EAST<br>123.85 291.675 WEST | 133.7 290.45 | 128.425 275.8 | 123.7 318.2 |

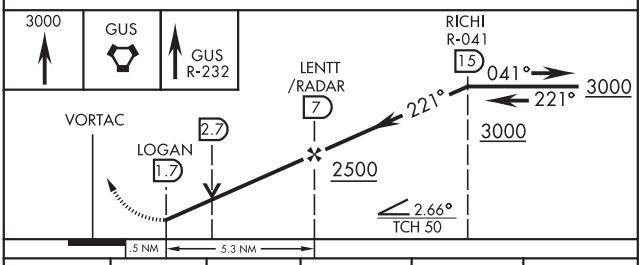


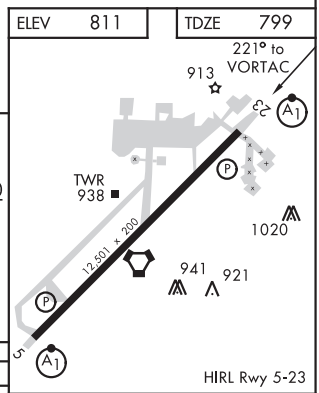

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-TAC/ VOR 23 * | 1260/24 461 (500-½) | | 1260/50 461 (500-1) | | |
| C CIRCLING | 1340-1 529 (600-1) | | 1400-1½ 589 (600-1½) | 1400-2 589 (600-2) | 1440-2¼ 629 (700-2¼) |

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

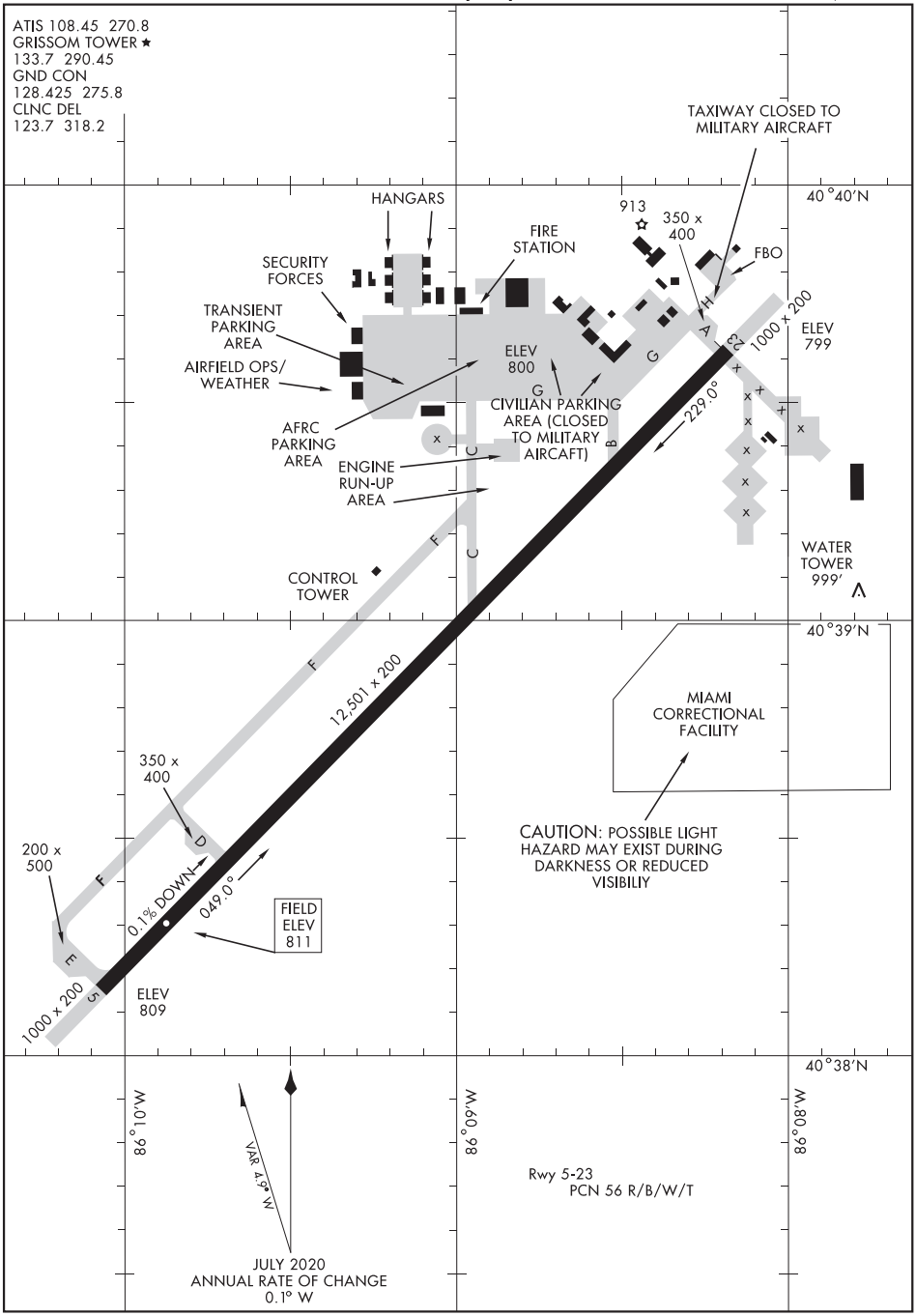
PERU, INDIANA

40°39′N-86°09′W

GRISSOM ARB (KGUS)

Amdt 6 06DEC18

TACAN or VOR RWY 23


ATIS 108.45 270.8
GRISSOM TOWER ★
133.7 290.45
GND CON
128.425 275.8
CLNC DEL
123.7 318.2
TAXIWAY CLOSED TO MILITARY AIRCRAFT
40°40′N
HANGARS
913
350 x 400
FIRE STATION
FBO
SECURITY FORCES
TRANSIENT PARKING AREA
AIRFIELD OPS/ WEATHER
ELEV 800
1000 x 200
ELEV 799
CIVILIAN PARKING AREA (CLOSED TO MILITARY AIRCAFT)
229.0°
AFRC PARKING AREA
ENGINE RUN-UP AREA
WATER TOWER 999′
CONTROL TOWER
40°39′N
12,501 x 200
MIAMI CORRECTIONAL FACILITY
350 x 400
200 x 500
CAUTION: POSSIBLE LIGHT HAZARD MAY EXIST DURING DARKNESS OR REDUCED VISIBILIY
0.1% DOWN
049.0°
FIELD ELEV 811
1000 x 200
ELEV 809
40°38′N
86°10′W
86°09′W
86°08′W
VAR 4.9° W
Rwy 5-23
PCN 56 R/B/W/T
JULY 2020
ANNUAL RATE OF CHANGE
0.1° W

HAMILTON, OHIO | AL-5204 (FAA) | 19339

| LOC/DME I-RQF | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 109.75 | 295° | TDZE | 619 |
| Chan 34 (Y) | | Apt Elev | 633 |

# ILS or LOC RWY 29
## BUTLER COUNTY RGNL-HOGAN FIELD (HAO)

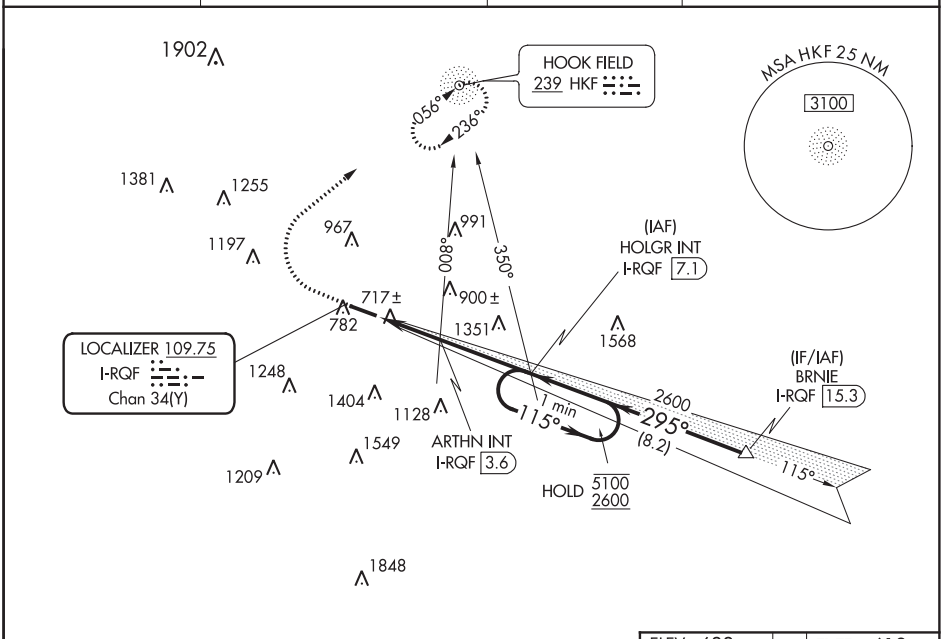
ADF required. DME required for LOC only.

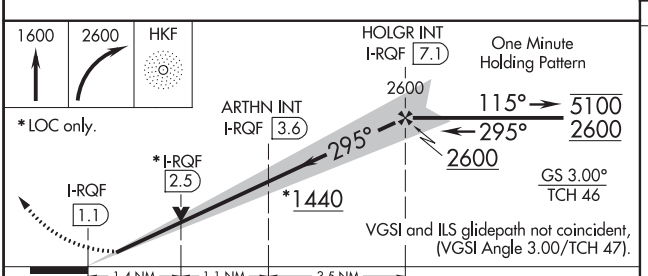
Inop table does not apply to S-ILS 29. For inop ALS, increase S-LOC-29 Cat C/D visibility to 2½ SM. ARTHN fix minimums: for inop ALS, increase S-LOC 29 Cat C/D visibility to 1⅜ SM.

MALS

MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct HKF NDB and hold.

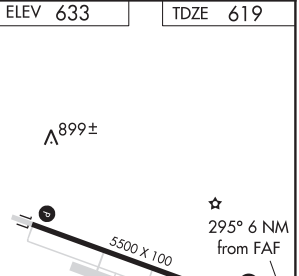
| ASOS | CINCINNATI APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 121.0 254.25 | 126.25 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29 | 819-¾ 200 (200-¾) | | | |
| S-LOC 29 | 1440-¾ 821 (900-¾) | 1440-1 821 (900-1) | 1440-2 821 (900-2) | |
| C CIRCLING | 1440-1 807 (900-1) | | 1440-2½ 807 (900-2½) | 1760-3 1127 (1200-3) |
| | ARTHN FIX MINIMUMS | | | |
| S-LOC 29 | 1120-¾ 501 (500-¾) | | 1120-1¼ 501 (500-1¼) | |
| C CIRCLING | 1160-1 527 (600-1) | 1260-1 627 (700-1) | 1300-1¾ 667 (700-1¾) | 1760-3 1127 (1200-3) |

ELEV 633 | TDZE 619




MIRL Rwy 11-29
REIL Rwys 11 and 29

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 56600 W11A | APP CRS 115° | Rwy ldg 5500<br>TDZE 632<br>Apt Elev 633 |
|---|---|---|

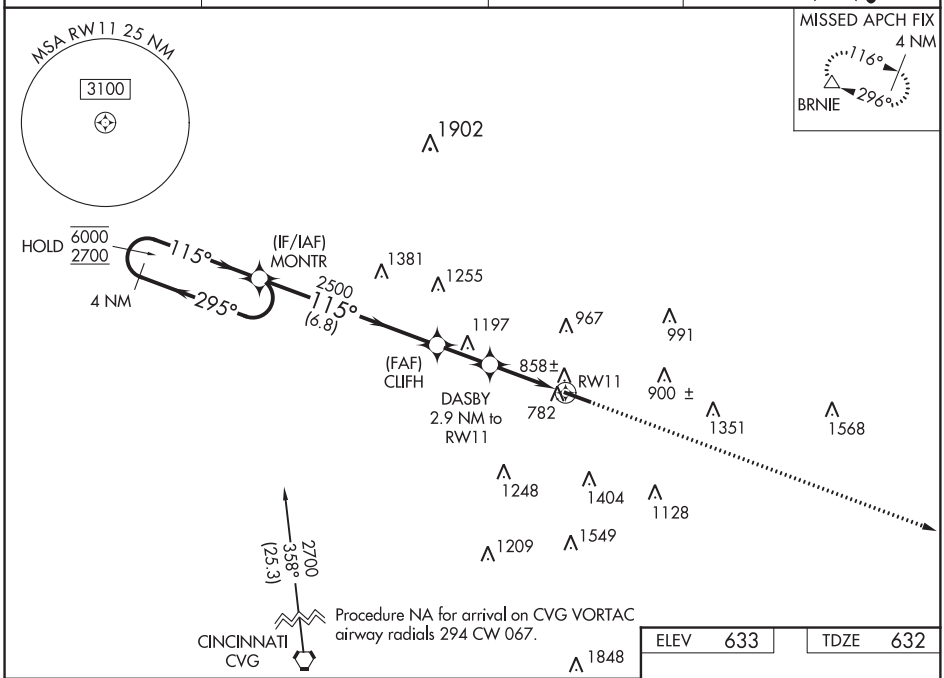
# RNAV (GPS) RWY 11
## BUTLER COUNTY RGNL-HOGAN FIELD (HAO)

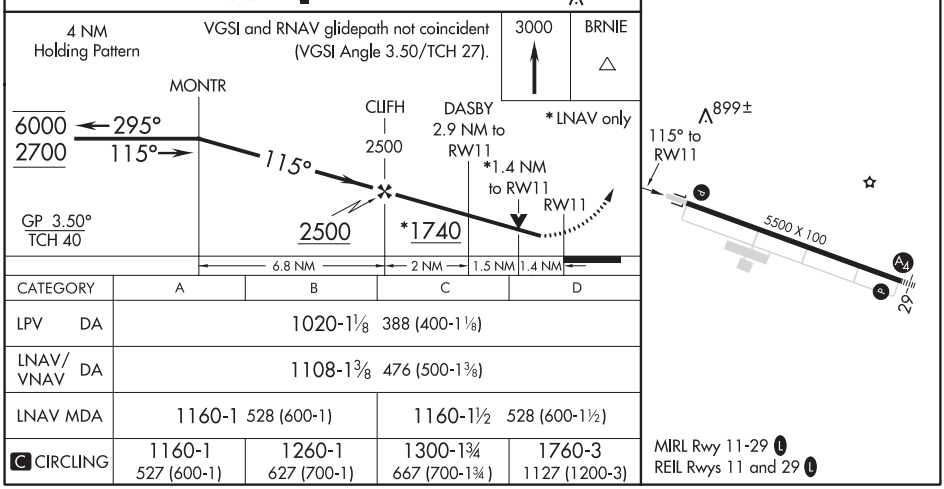
RNP APCH.

Rwy 11 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct BRNIE and hold.

| ASOS | CINCINNATI APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 121.0 254.25 | 126.25 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1020-1⅛ 388 (400-1⅛) | | | |
| LNAV/VNAV DA | 1108-1⅜ 476 (500-1⅜) | | | |
| LNAV MDA | 1160-1 528 (600-1) | | 1160-1½ 528 (600-1½) | |
| C CIRCLING | 1160-1 527 (600-1) | 1260-1 627 (700-1) | 1300-1¾ 667 (700-1¾) | 1760-3 1127 (1200-3) |

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

HAMILTON, OHIO | AL-5204 (FAA) | 20086

| WAAS CH 61300 W29A | APP CRS 295° | Rwy ldg 5500<br>TDZE 619<br>Apt Elev 633 |
|---|---|---|

# RNAV (GPS) RWY 29
## BUTLER COUNTY RGNL-HOGAN FIELD (HAO)

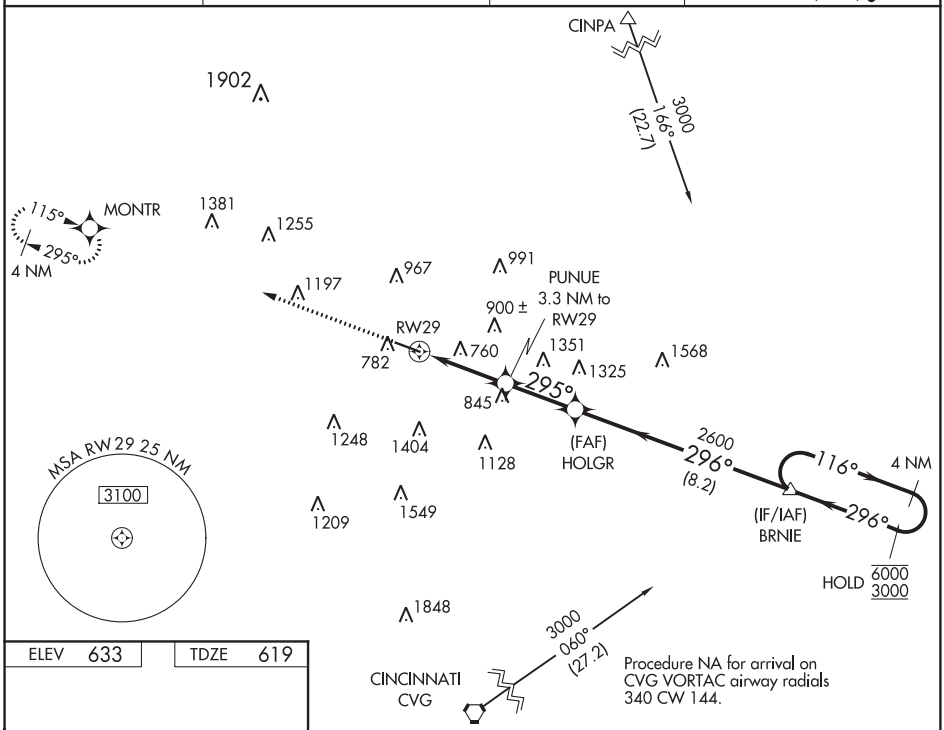
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
For inop ALS, increase LNAV/VNAV visibility to 1⅜ SM all Cats.

MALS

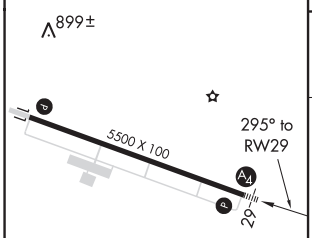
MISSED APPROACH: Climb to 2700 direct MONTR and hold.

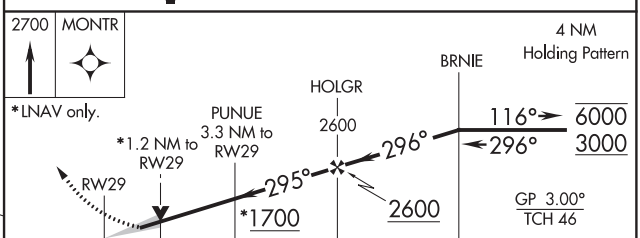
| ASOS | CINCINNATI APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 121.0 254.25 | 126.25 | 123.05 (CTAF) L |




Procedure NA for arrival on CVG VORTAC airway radials 340 CW 144.

| ELEV 633 | TDZE 619 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 944-¾ 325 (400-¾) | | | |
| LNAV/VNAV DA | 1128-1¼ 509 (500-1¼) | | | |
| LNAV MDA | 1140-¾ 521 (600-¾) | | 1140-1¼ 521 (600-1¼) | |
| C CIRCLING | 1160-1 527 (600-1) | 1260-1 627 (700-1) | 1300-1¾ 667 (700-1¾) | 1760-3 1127 (1200-3) |

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 2589 |
|---|---|---|
| 185° | TDZE | 584 |
| | Apt Elev | 584 |

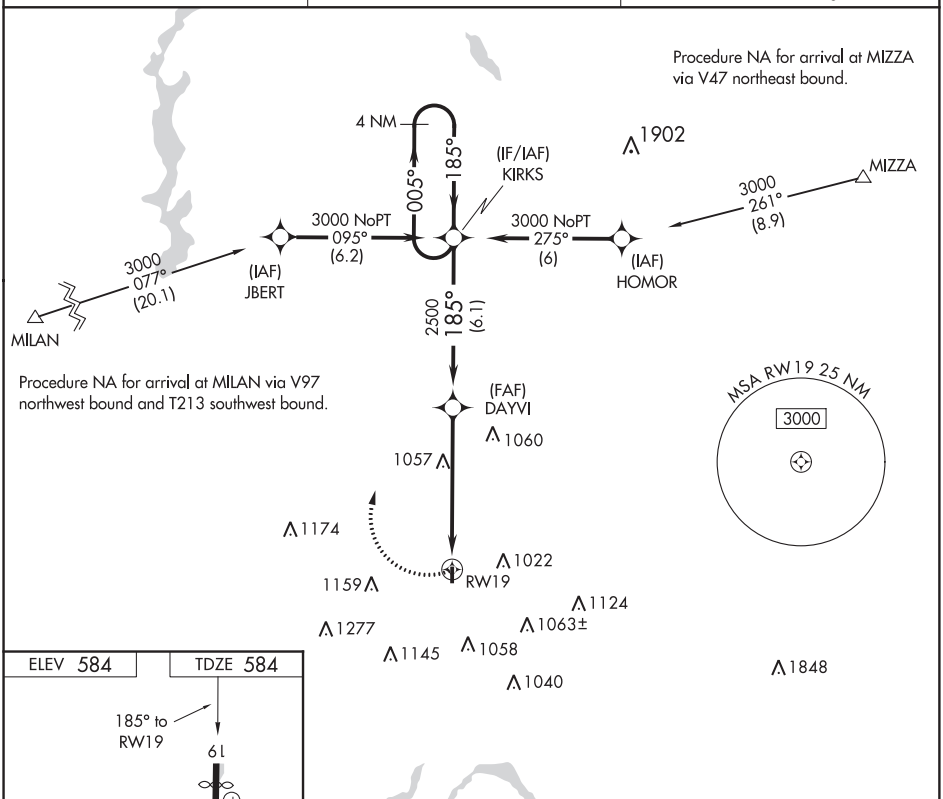
# RNAV (GPS) RWY 19
## CINCINNATI WEST (I67)

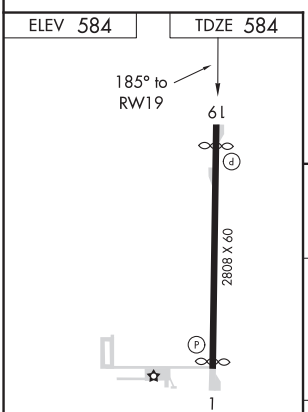
T NA

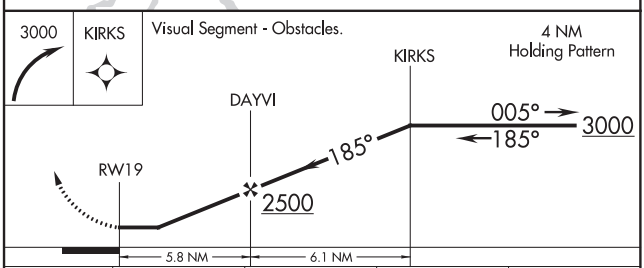
DME/DME RNP-0.3 NA. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Use Butler Co Rgnl-Hogan Field altimeter setting, when not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn 3000 direct KIRKS and hold.

| AWOS-3PT | CINCINNATI APP CON | UNICOM |
|---|---|---|
| 118.15 | 128.7 254.25 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 796 (800-1) | 1380-1¼ 796 (800-1¼) | NA | |
| CIRCLING | 1380-1 796 (800-1) | 1380-1¼ 796 (800-1¼) | NA | |

MIRL Rwy 1-19 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

HARRISON, OHIO | AL-6433 (FAA) | 20254

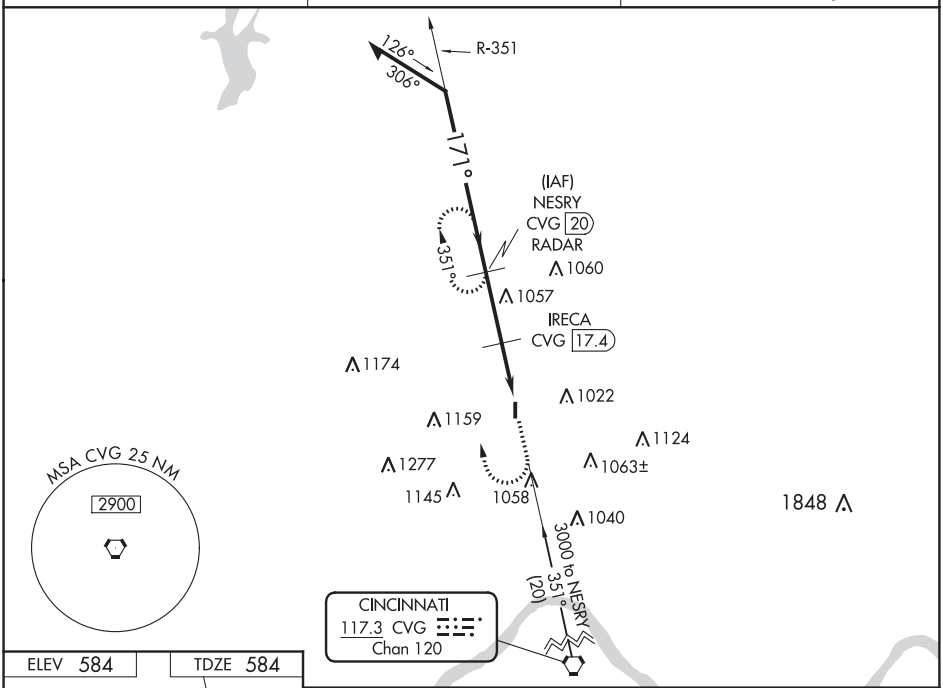
# VOR RWY 19
## CINCINNATI WEST (I67)

| VORTAC CVG 117.3 Chan 120 | APP CRS 171° | Rwy ldg 2589<br>TDZE 584<br>Apt Elev 584 |
|---|---|---|

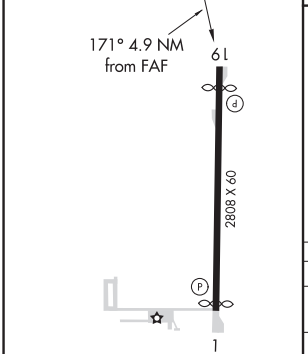
T A NA — DME or RADAR required. Use Butler Co Rgnl-Hogan Field altimeter setting, when not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 40 feet, and S-19 Cat A visibility ¼ mile. Procedure NA at night. Rwy 1, 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2600 via CVG VORTAC R-351 to NESRY/ CVG 20 DME/RADAR and hold.

| AWOS-3PT | CINCINNATI APP CON | UNICOM |
|---|---|---|
| 118.15 | 128.7 254.25 | 123.0 (CTAF) L |

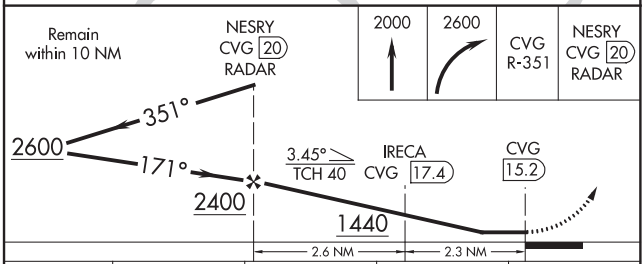



ELEV 584 | TDZE 584




MIRL Rwy 1-19 L

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1440-1<br>856 (900-1) | 1440-1¼<br>856 (900-1¼) | NA | |
| CIRCLING | 1440-1<br>856 (900-1) | 1440-1¼<br>856 (900-1¼) | NA | |
| IRECA FIX MINIMUMS | | | | |
| S-19 | 1340-1<br>756 (800-1) | 1340-1¼<br>756 (800-1¼) | NA | |
| CIRCLING | 1340-1<br>756 (800-1) | 1340-1¼<br>756 (800-1¼) | NA | |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

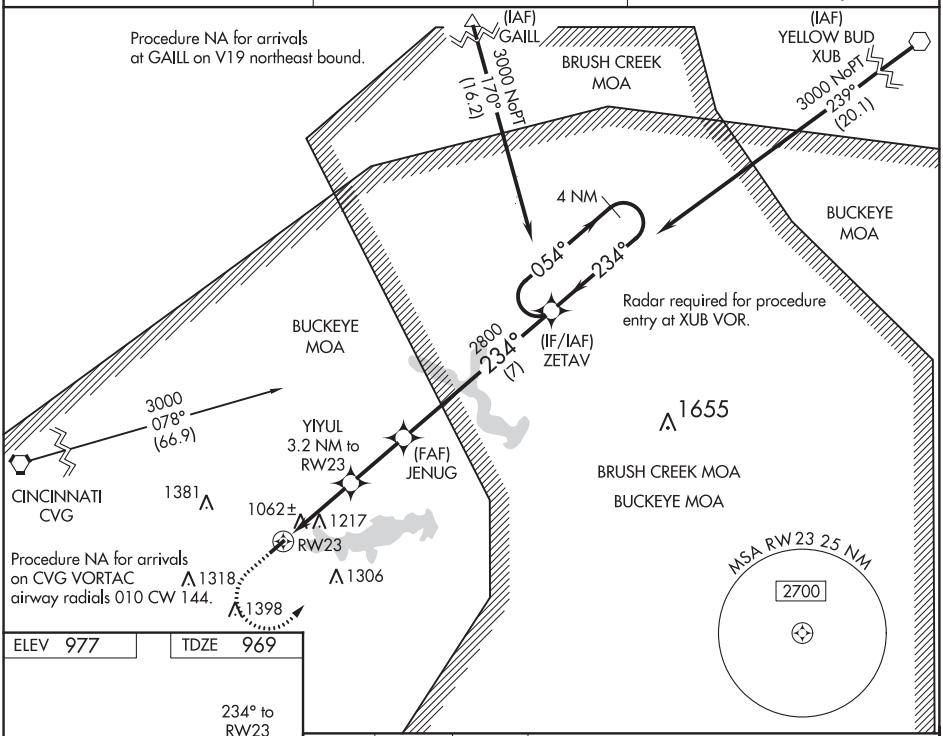
| WAAS CH 97630 W23A | APP CRS 234° | Rwy ldg 3520<br>TDZE 969<br>Apt Elev 977 |
|---|---|---|

# RNAV (GPS) RWY 23
## HIGHLAND COUNTY (HOC)

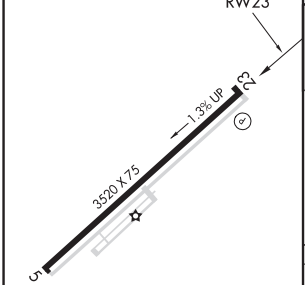
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDA 60 feet, increase LNAV Cat C,D visibility ⅛ mile, increase LP Cat C,D visibility ¼ mile, and increase Circling Cat C visibility ⅛ mile. When VGSI inop, Straight-in/Circling Rwy 23 procedure NA at night. Circling to Rwy 05 NA at night.

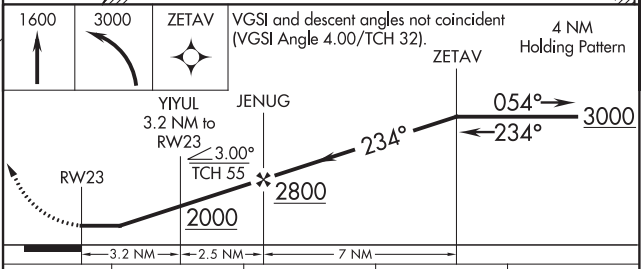
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct ZETAV and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.175 | 135.575 290.5 | 123.05 (CTAF) L |




| ELEV 977 | TDZE 969 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1320-1 351 (400-1) | | 1320-1⅛ 351 (400-1⅛) | |
| LNAV MDA | 1480-1 511 (600-1) | | 1480-1⅝ 511 (600-1⅝) | |
| CIRCLING | 1500-1 523 (600-1) | 1520-1 543 (600-1) | 1520-1⅝ 543 (600-1⅝) | 1540-2 563 (600-2) |

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

HUNTINGBURG, INDIANA AL-5378 (FAA) 19115

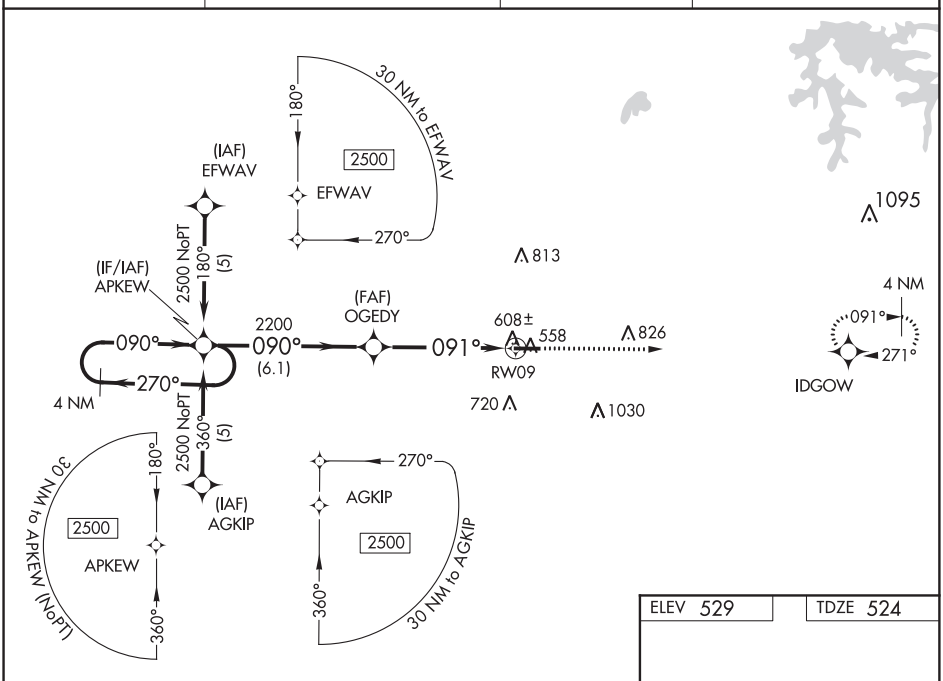
| WAAS CH 49207 W09A | APP CRS 091° | Rwy ldg 5000<br>TDZE 524<br>Apt Elev 529 |
|---|---|---|

# RNAV (GPS) RWY 9
## HUNTINGBURG (HNB)

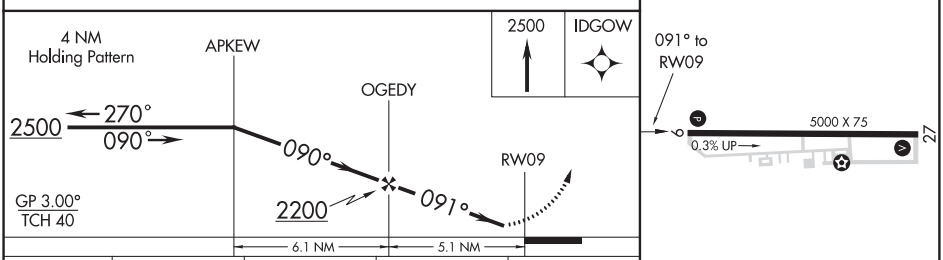
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Evansville altimeter setting.
When local altimeter setting not received, use Evansville altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct IDGOW and hold.

| AWOS-3PT | EVANSVILLE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.250 | 124.025 290.9 | 118.8 | 122.8 (CTAF) L |




ELEV 529 TDZE 524




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 845-1¼ 321 (400-1¼) | | | |
| LNAV/VNAV DA | 878-1¼ 354 (400-1¼) | | | |
| LNAV MDA | 1020-1 496 (500-1) | | 1020-1¼ 496 (500-1¼) | 1020-1½ 496 (500-1½) |
| CIRCLING | 1020-1 491 (500-1) | | 1020-1½ 491 (500-1½) | 1080-2 551 (600-2) |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L




EC-2, 05 NOV 2020 to 31 DEC 2020

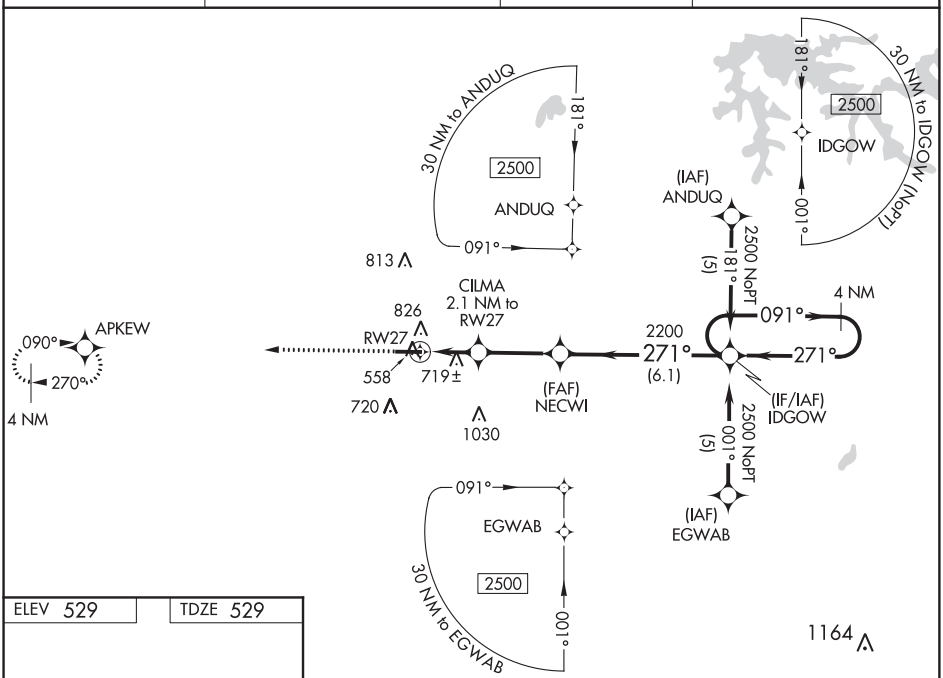
| WAAS CH 86815 W27A | APP CRS 271° | Rwy ldg 5000<br>TDZE 529<br>Apt Elev 529 |
|---|---|---|

# RNAV (GPS) RWY 27
## HUNTINGBURG (HNB)

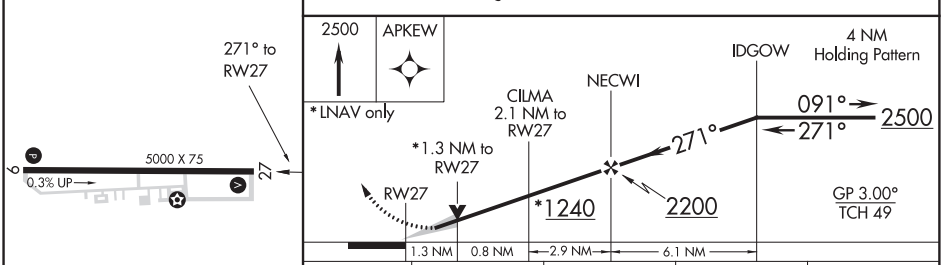
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Evansville altimeter setting.
When local altimeter setting not received, use Evansville altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct APKEW and hold.

| AWOS-3PT | EVANSVILLE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.250 | 124.025 290.9 | 118.8 | 122.8 (CTAF) L |




| ELEV 529 | TDZE 529 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 812-1 283 (300-1) | | | |
| LNAV/VNAV DA | 1038-1¾ 509 (600-1¾) | | | |
| LNAV MDA | 980-1 451 (500-1) | | 980-1¼ 451 (500-1¼) | 980-1½ 451 (500-1½) |
| CIRCLING | 1000-1 471 (500-1) | 1020-1 491 (500-1) | 1020-1½ 491 (500-1½) | 1080-2 551 (600-2) |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

HUNTINGTON, INDIANA

AL-5767 (FAA)

20142

# RNAV (GPS) RWY 9
## HUNTINGTON MUNI (HHG)

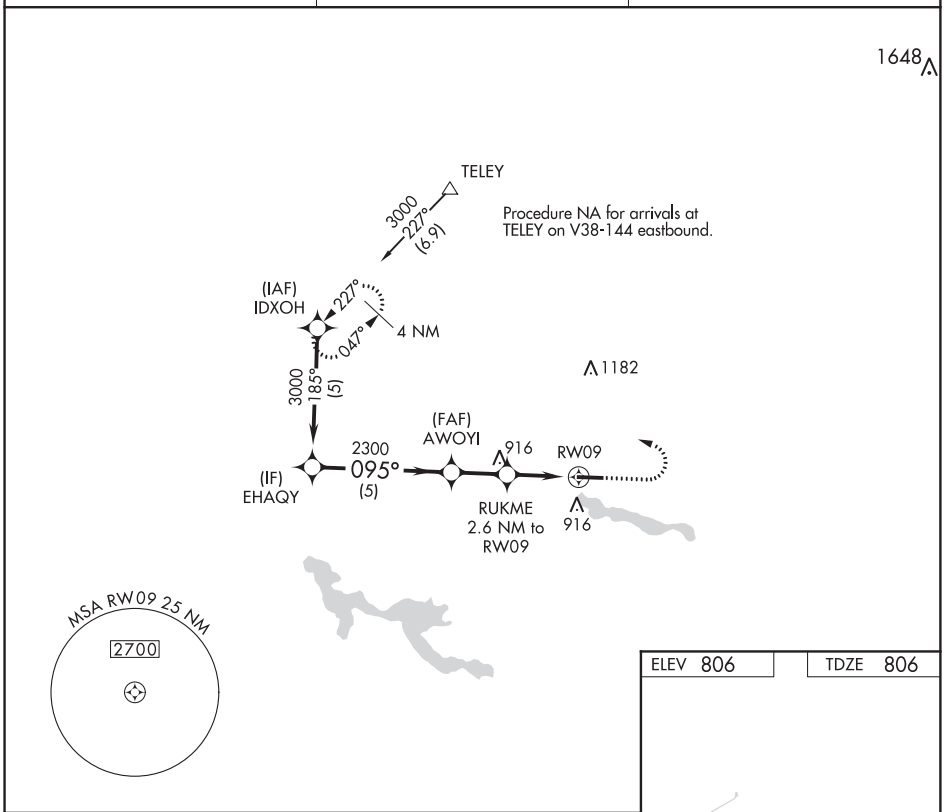
| APP CRS | Rwy ldg | 5003 |
|---|---|---|
| 095° | TDZE | 806 |
| | Apt Elev | 806 |

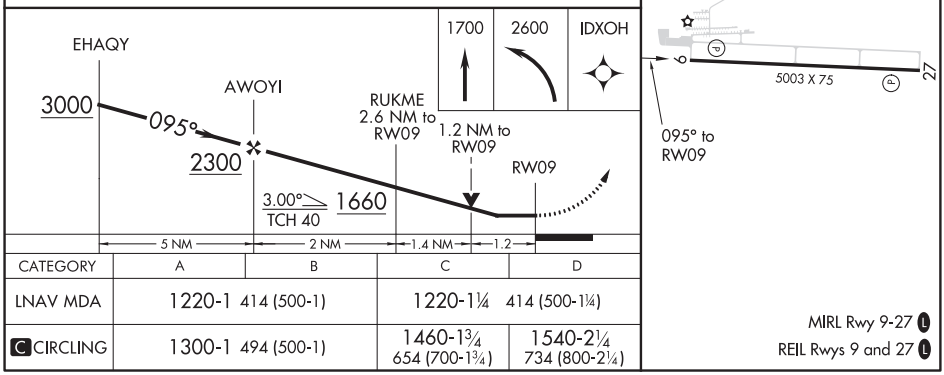
RNP APCH.

Rwy 9 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct IDXOH and hold.

| AWOS-3PT | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 126.575 | 127.2 284.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1 414 (500-1) | | 1220-1¼ 414 (500-1¼) | |
| C CIRCLING | 1300-1 494 (500-1) | | 1460-1¾ 654 (700-1¾) | 1540-2¼ 734 (800-2¼) |

MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 27
## HUNTINGTON MUNI (HHG)

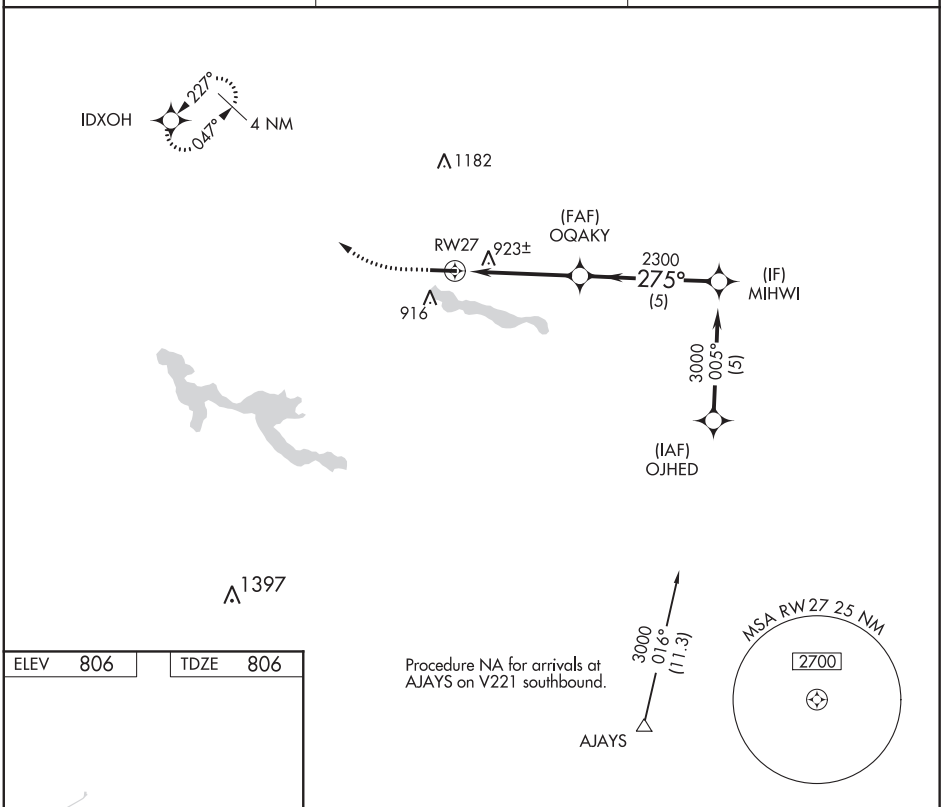
| APP CRS | Rwy ldg | 5003 |
|---|---|---|
| 275° | TDZE | 806 |
| | Apt Elev | 806 |

RNP APCH.

T A Rwy 27 helicopter visibility reduction below ¾ SM NA.

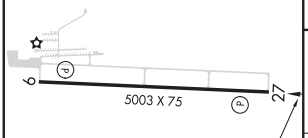
MISSED APPROACH: Climb to 1700 then climbing right turn to 2600 direct IDXOH and hold.

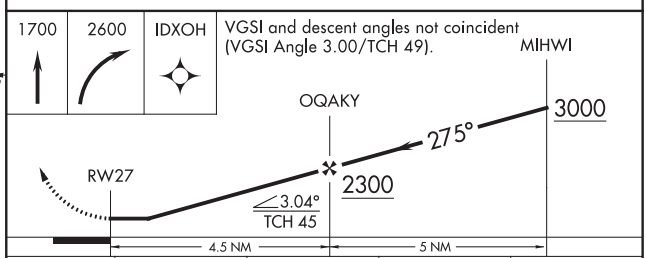
| AWOS-3PT | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 126.575 | 127.2 284.6 | 122.8 (CTAF) L |




Procedure NA for arrivals at AJAYS on V221 southbound.

| ELEV | 806 | TDZE | 806 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 394 (400-1) | | 1200-1⅛ 394 (400-1⅛) | 1200-1¼ 394 (400-1¼) |
| C CIRCLING | 1300-1 494 (500-1) | | 1460-1¾ 654 (700-1¾) | 1540-2¼ 734 (800-2¼) |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

HUNTINGTON, INDIANA | AL-5767 (FAA) | 20254

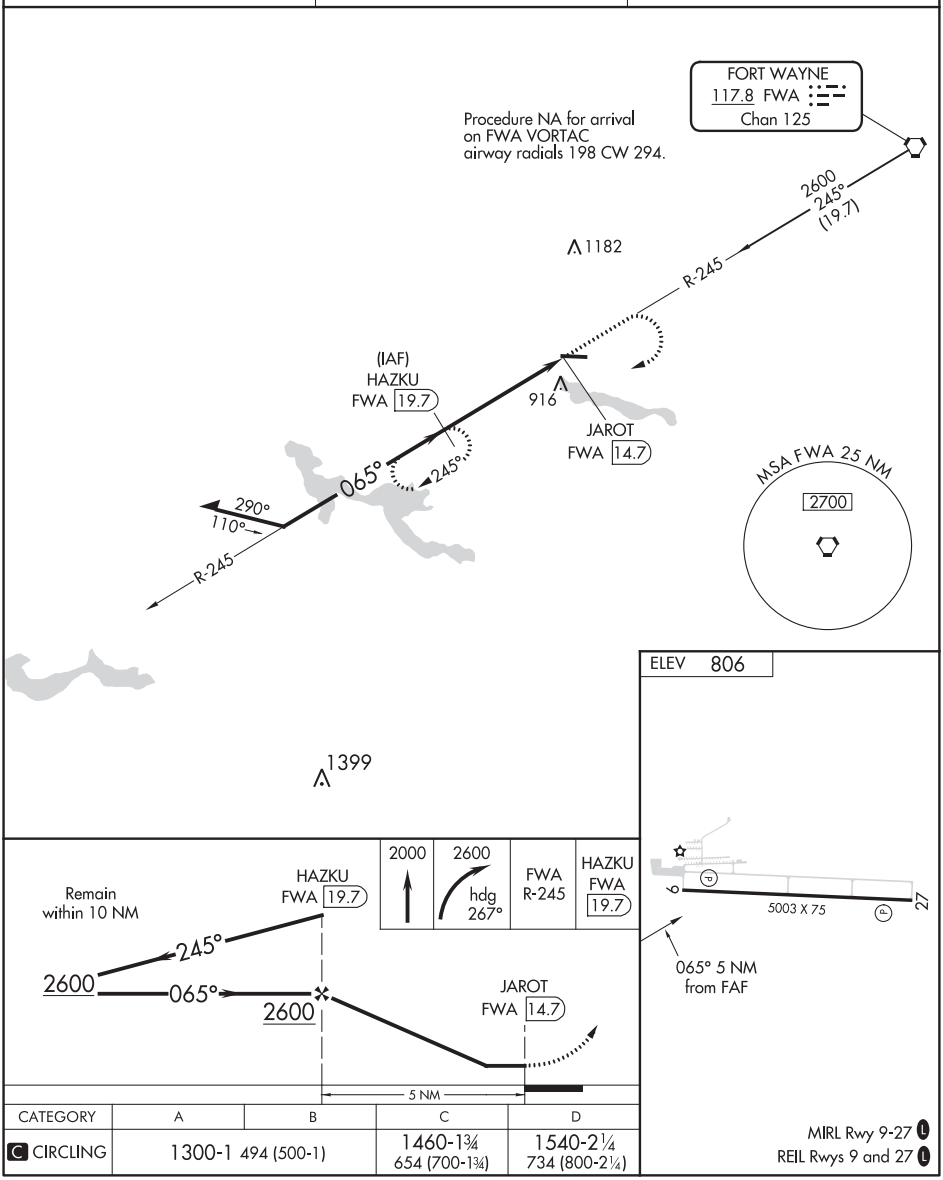
# VOR-A
## HUNTINGTON MUNI (HHG)

| VORTAC FWA 117.8 Chan 125 | APP CRS 065° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 806 |
|---|---|---|

DME required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 on heading 267° and on FWA VORTAC R-245 to HAZKU/19.7 DME and hold.

| AWOS-3PT | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 126.575 | 127.2 284.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1300-1 494 (500-1) | | 1460-1¾ 654 (700-1¾) | 1540-2¼ 734 (800-2¼) |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 82509 W21A | APP CRS 211° | Rwy ldg 4200<br>TDZE 823<br>Apt Elev 823 |
|---|---|---|

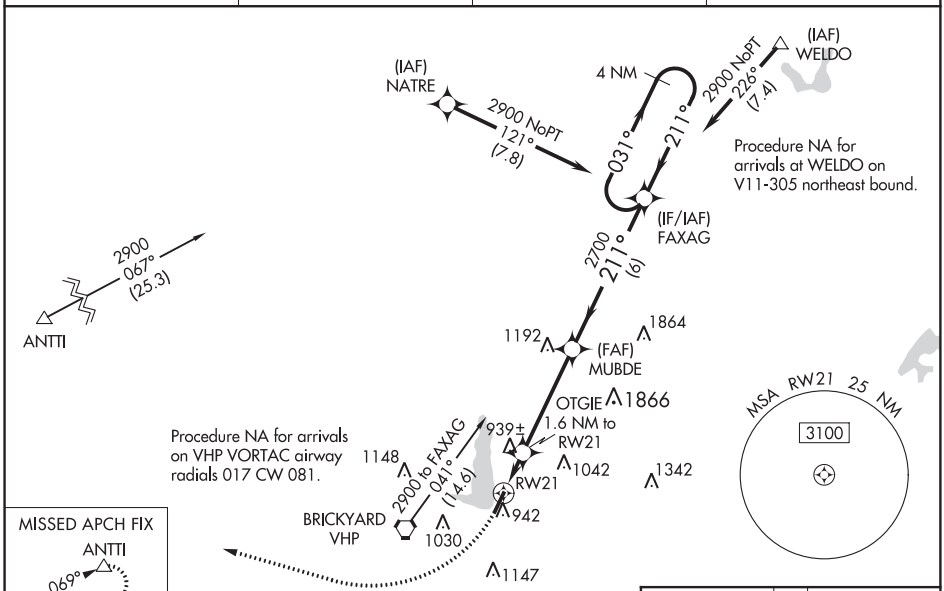
# RNAV (GPS) RWY 21
## EAGLE CREEK AIRPARK (EYE)

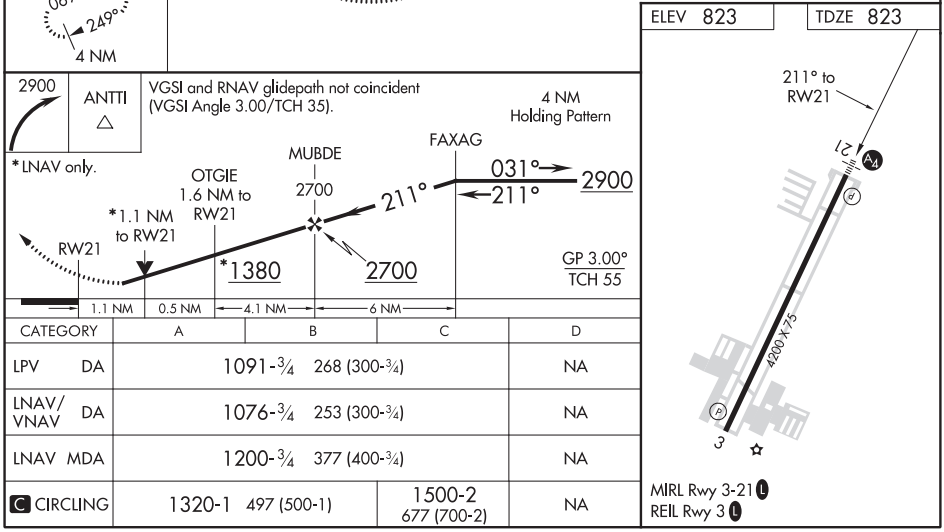
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative MALS, increase LPV visibility all Cats to ⅞ mile. Inoperative table does not apply to LNAV/VNAV. Helicopter visibility reduction below ¾ SM NA.

MALS

MISSED APPROACH: Climbing right turn to 2900 direct ANTTI and hold.

| ASOS | INDIANAPOLIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.575 | 119.05 317.8 | 128.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1091-¾ 268 (300-¾) | | | NA |
| LNAV/VNAV DA | 1076-¾ 253 (300-¾) | | | NA |
| LNAV MDA | 1200-¾ 377 (400-¾) | | | NA |
| C CIRCLING | 1320-1 497 (500-1) | | 1500-2 677 (700-2) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA AL-5733 (FAA) 19283

# LOC RWY 21
## EAGLE CREEK AIRPARK (EYE)

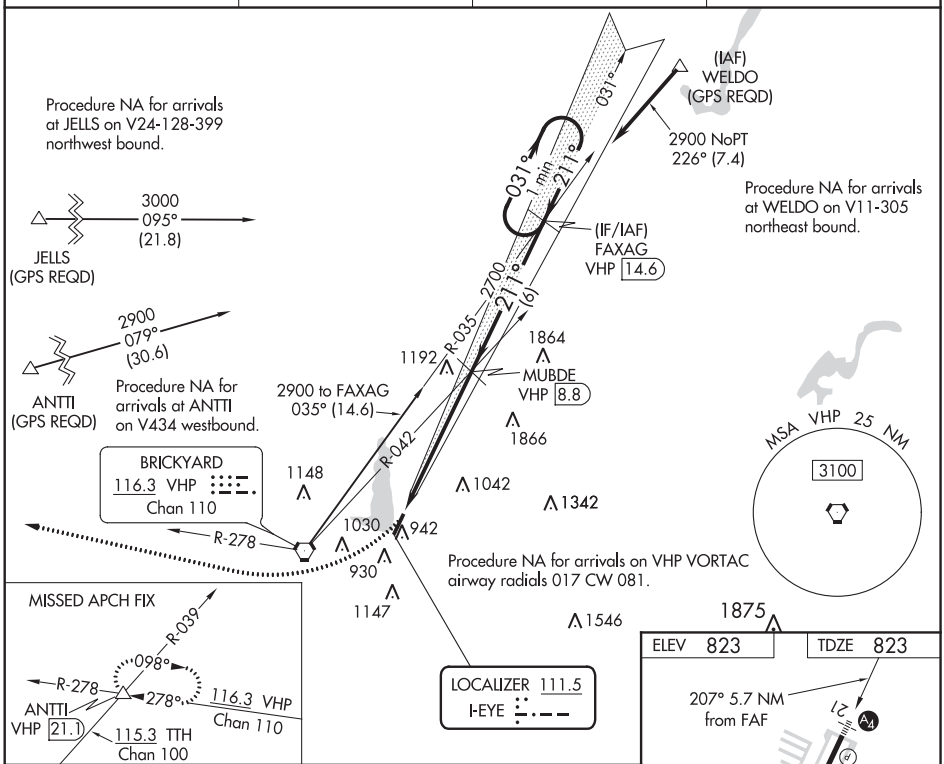
| LOC I-EYE | APP CRS | Rwy ldg | 4200 |
|---|---|---|---|
| 111.5 | 211° | TDZE | 823 |
| | | Apt Elev | 823 |

T A NA Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet. DME required. For inoperative MALS, increase Cat C visibility to 1⅜ mile.

MALS A4

MISSED APPROACH: Climbing right turn to 2900 on heading 270° and VHP R-278 to ANTTI INT/VHP 21.1 DME and hold.

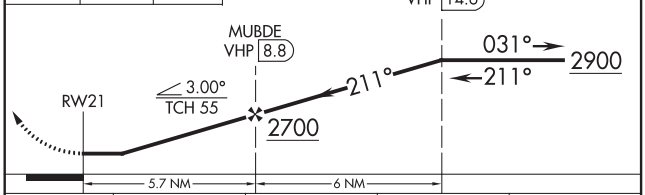
| ASOS | INDIANAPOLIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.575 | 119.05 317.8 | 128.6 | 122.8 (CTAF) L |




| 2900 hdg 270° | VHP R-278 | ANTTI VHP 21.1 |
|---|---|---|

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).

One Minute Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1340-¾ | 517 (600-¾) | 1340-1¼ 517 (600-1¼) | NA |
| C CIRCLING | 1340-1 | 517 (600-1) | 1500-2 677 (700-2) | NA |

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA
Amdt 4A 23JUN16

39°50′N-86°18′W

EAGLE CREEK AIRPARK (EYE)
LOC RWY 21

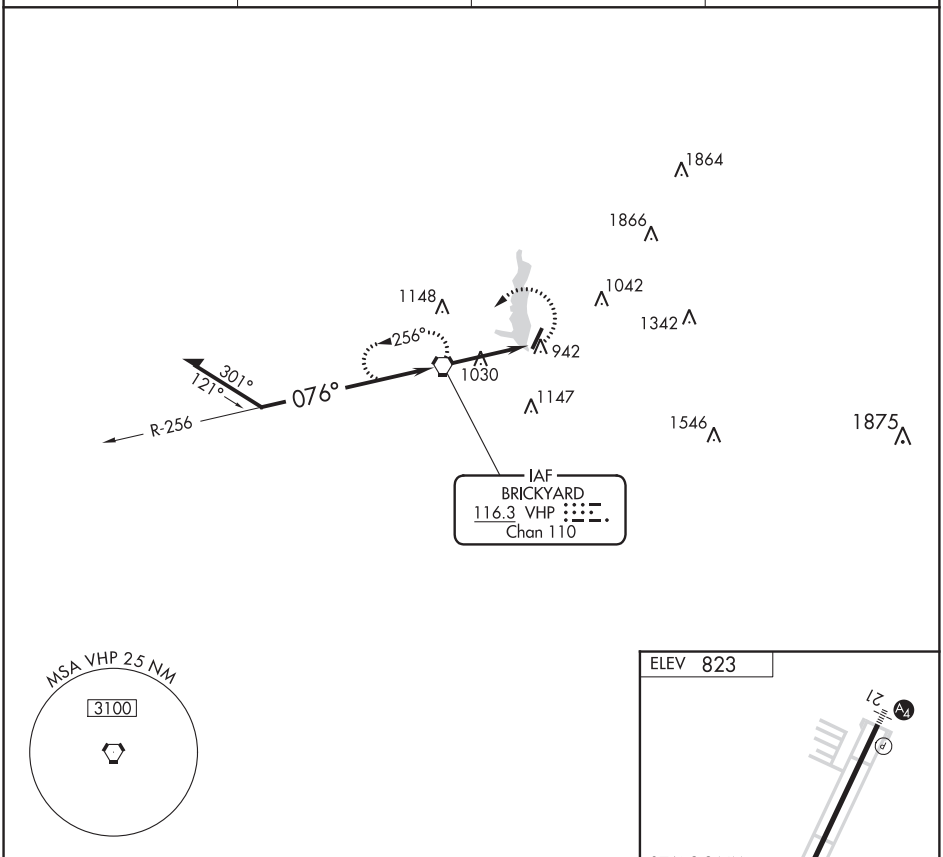
| VORTAC VHP 116.3 Chan 110 | APP CRS 076° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 823 |
|---|---|---|

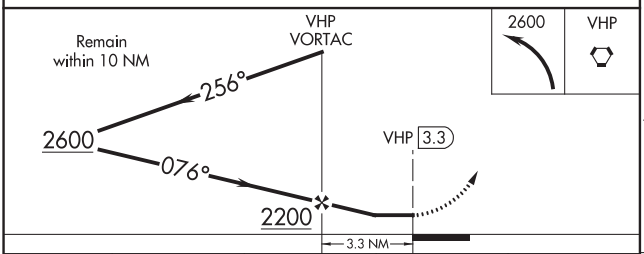
# VOR-A
## EAGLE CREEK AIRPARK (EYE)

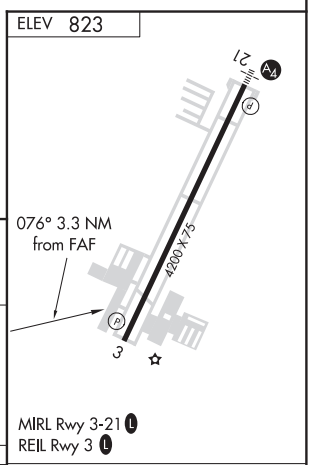
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2600 direct VHP VORTAC and hold.

| ASOS | INDIANAPOLIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.575 | 119.05 317.8 | 128.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1320-1 497 (500-1) | | 1500-2 677 (700-2) | NA |

| FAF to MAP 3.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

(DAWNN1.DAWNN) 20086

# DAWNN ONE DEPARTURE

AL-5733 (FAA)

EAGLE CREEK AIRPARK (EYE)
INDIANAPOLIS, INDIANA

**TOP ALTITUDE: ASSIGNED BY ATC**

ASOS
121.575
CLNC DEL
128.6
INDIANAPOLIS DEP CON
119.05 317.8

BRICKYARD
116.3 VHP
Chan 110

2100
031°
1600
270°
R-174
28
SNEVA
RADAR
N39°21.43′
W86°18.96′

R-098
TERRE HAUTE
115.3 TTH
Chan 100

TAKEOFF MINIMUMS:
Rwys 3, 21: Standard.

47
R-113
HOOSIER
110.2 OOM
Chan 39

FOYTT
RADAR
N39°02.50′
W86°16.85′

6000
174°
75
DAWNN
N38°34.10′
W86°13.72′
10000
(For LOUISVILLE Transition)

R-3401B
R-3401A

10000
*3000
131°
(41)
R-311
6000
*2300
182°
(40)
R-002

LOUISVILLE
114.8 IIU
Chan 95
N38°06.21′-W85°34.65′
L-26-27, H-5-10

MYSTIC
108.2 MYS
N37°53.64′-W86°14.67′
L-16, H-5-10

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence....
TAKEOFF RWY 21: Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence....

....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNN1.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.
MYSTIC TRANSITION (DAWNN1.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

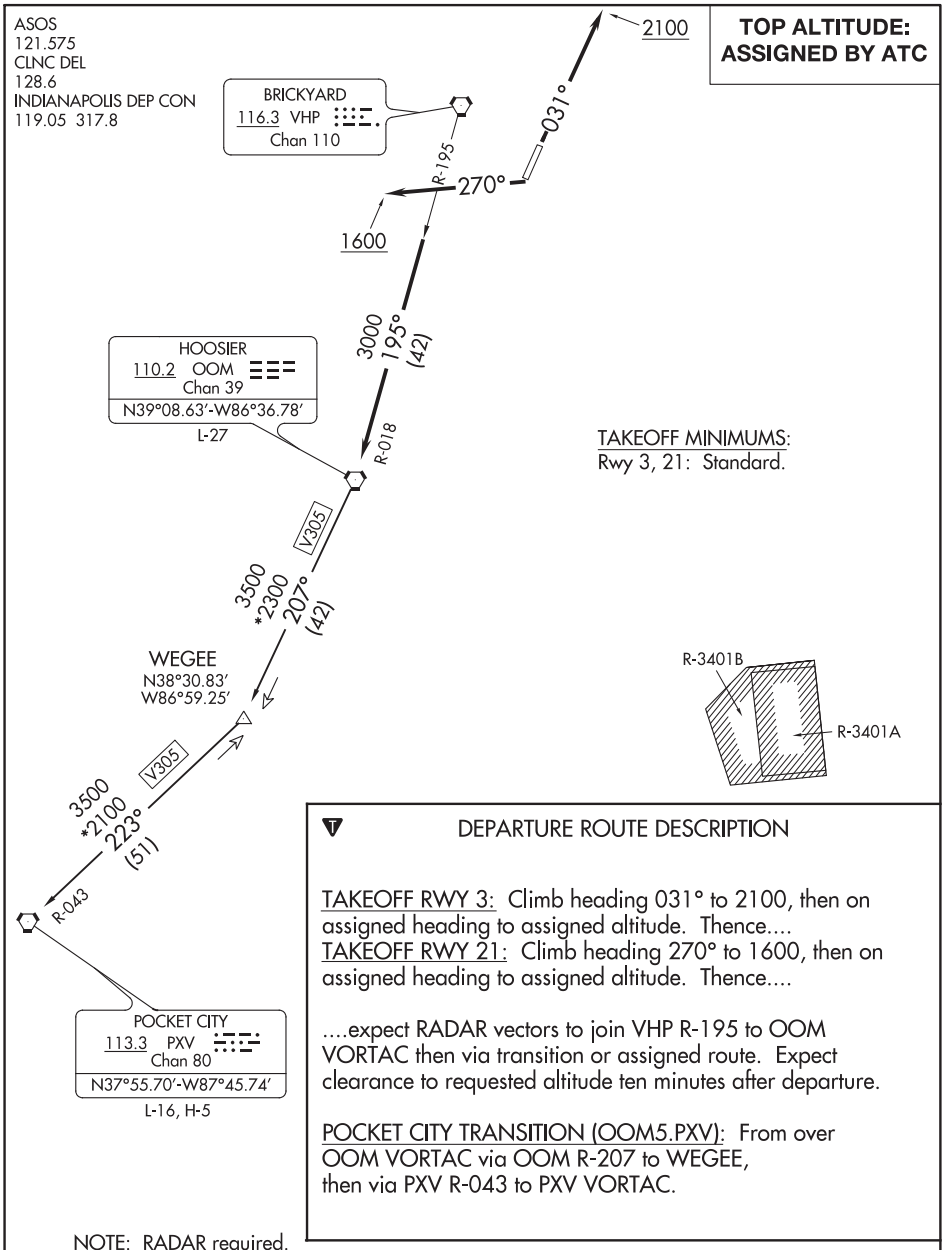
EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(OOM5.OOM) 20086

# HOOSIER FIVE DEPARTURE

AL-5733 (FAA)

EAGLE CREEK AIRPARK (EYE)
INDIANAPOLIS, INDIANA




**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINIMUMS:
Rwy 3, 21: Standard.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence....
TAKEOFF RWY 21: Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM5.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

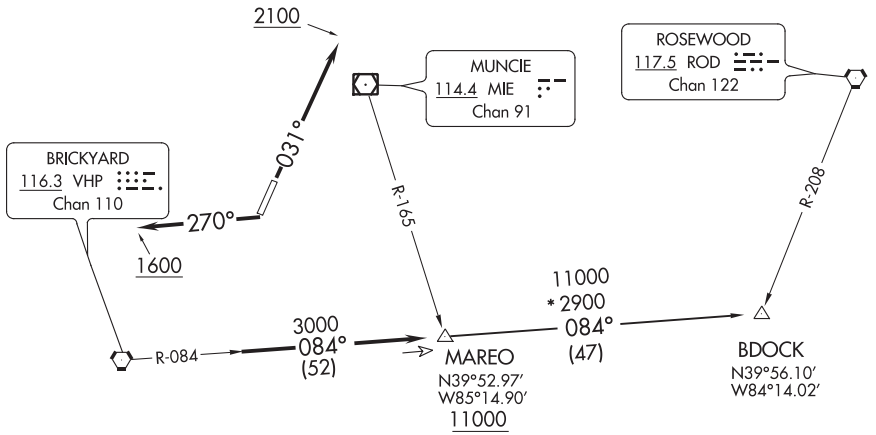
NOTE: Chart not to scale.


EC-2, 05 NOV 2020 to 31 DEC 2020

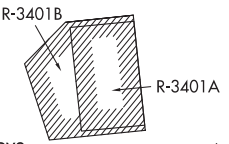
ASOS
121.575
CLNC DEL
128.6
INDIANAPOLIS DEP CON
119.05 317.8

**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.




NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence....
TAKEOFF RWY 21: Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO5.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(MEARZ6.MEARZ) 20086

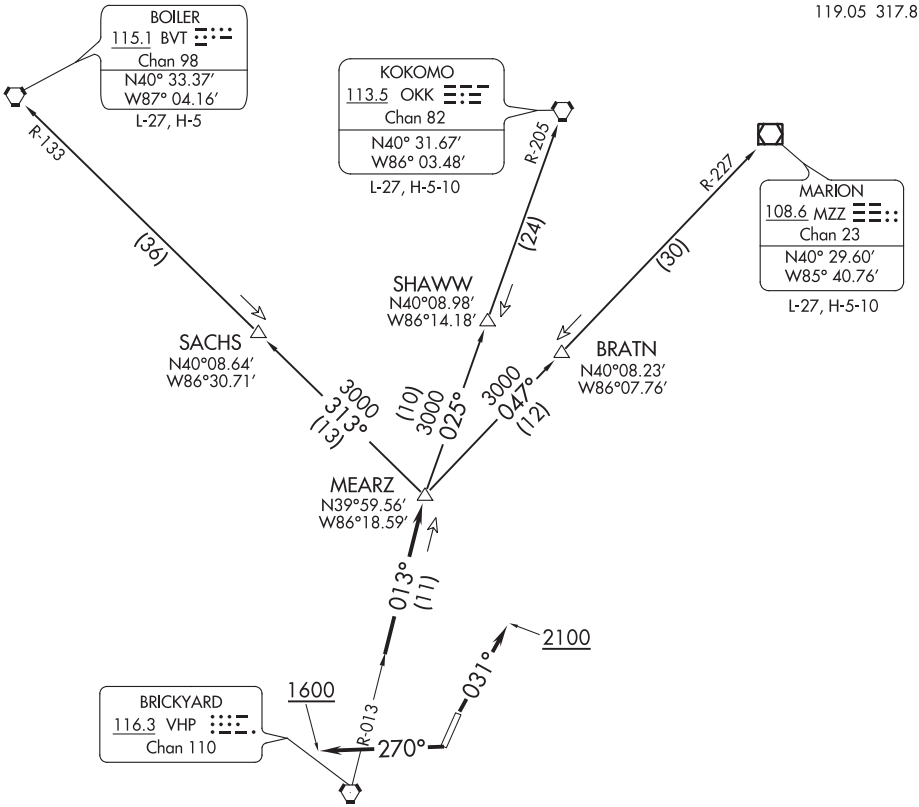
# MEARZ SIX DEPARTURE

AL-5733 (FAA)

EAGLE CREEK AIRPARK (EYE)
INDIANAPOLIS, INDIANA

**TOP ALTITUDE: ASSIGNED BY ATC**

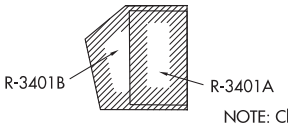
ASOS
121.575
CLNC DEL
128.6
INDIANAPOLIS DEP CON
119.05 317.8




TAKEOFF MINIMUMS

Rwys 3, 21: Standard.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)


EC-2, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 031° to 2100 before turning on course, thence....
TAKEOFF RUNWAY 21: Climb heading 270° to 1600 then on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ6.BVT): From over MEARZ via BVT R-133 to BVT VORTAC.
KOKOMO TRANSITION (MEARZ6.OKK): From over MEARZ via OKK R-205 to OKK VORTAC.
MARION TRANSITION (MEARZ6.MZZ): From over MEARZ via MZZ R-227 to MZZ VOR/DME.

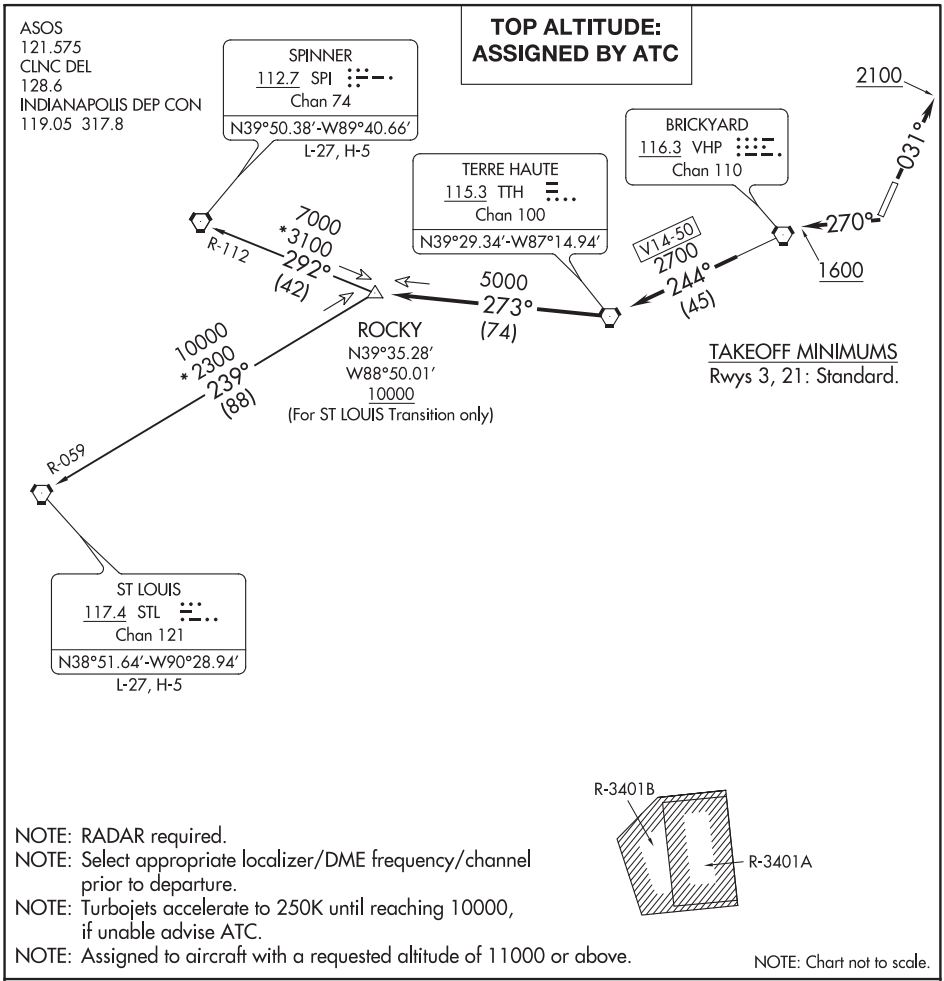
EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(ROCKY1.ROCKY) 18032

# ROCKY ONE DEPARTURE

AL-5733 (FAA)

EAGLE CREEK AIRPARK (EYE)
INDIANAPOLIS, INDIANA




NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence . . . .
TAKEOFF RWY 21: Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY1.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.
ST LOUIS TRANSITION (ROCKY1.STL): From over ROCKY INT on STL R-059 to STL VORTAC.


EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 56533 W18A | APP CRS 183° | Rwy ldg 4400<br>TDZE 898<br>Apt Elev 898 |
|---|---|---|

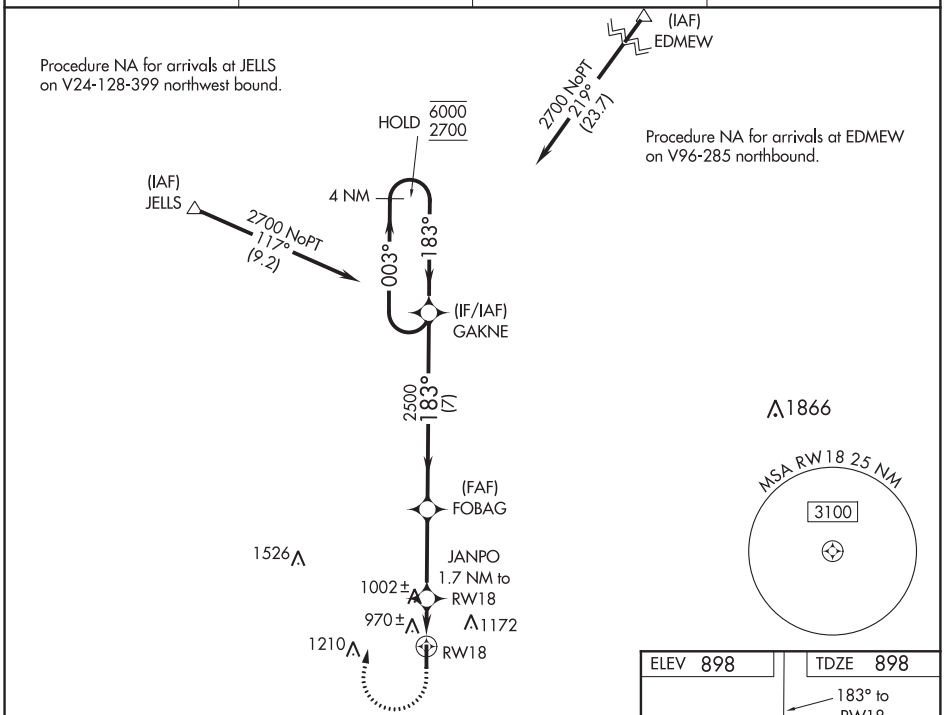
# RNAV (GPS) RWY 18
## HENDRICKS COUNTY-GORDON GRAHAM FIELD (2R2)

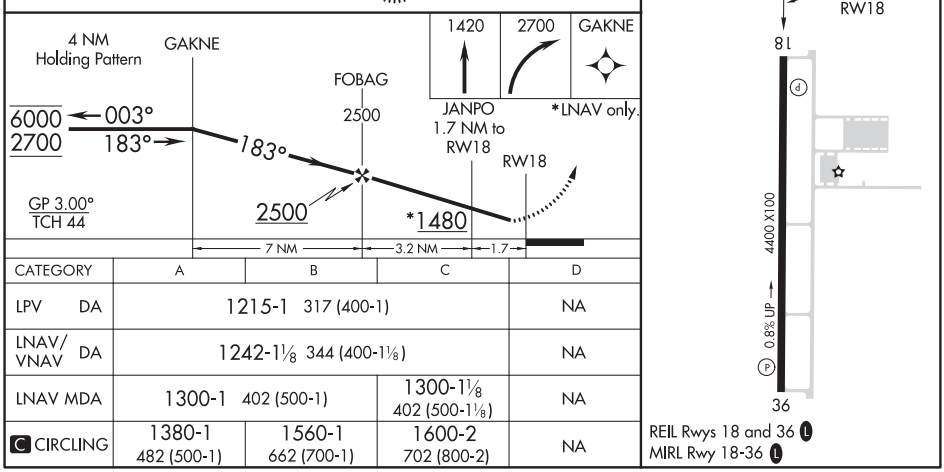
RNP APCH.

T Rwy 18 helicopter visibility reduction below ¾ SM NA.
A NA Baro-VNAV NA. Use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 1420 then climbing right turn to 2700 direct GAKNE and hold.

| AWOS-3P | IND ASOS | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|---|
| 118.025 | 134.25 | 121.1 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1215-1 317 (400-1) | | | NA |
| LNAV/VNAV DA | 1242-1⅛ 344 (400-1⅛) | | | NA |
| LNAV MDA | 1300-1 402 (500-1) | | 1300-1⅛ 402 (500-1⅛) | NA |
| C CIRCLING | 1380-1 482 (500-1) | 1560-1 662 (700-1) | 1600-2 702 (800-2) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA

AL-10352 (FAA)

19283

| WAAS | APP CRS | Rwy ldg | 4400 |
|---|---|---|---|
| CH 45833 | 003° | TDZE | 884 |
| W36A | | Apt Elev | 898 |

# RNAV (GPS) RWY 36

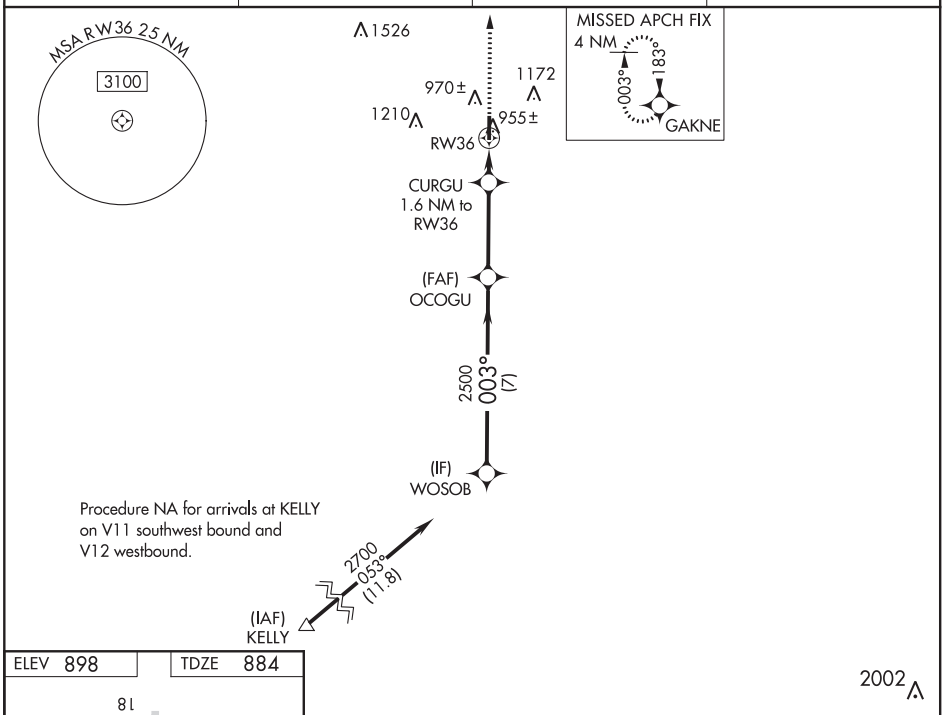
## HENDRICKS COUNTY-GORDON GRAHAM FIELD (2R2)

T A NA

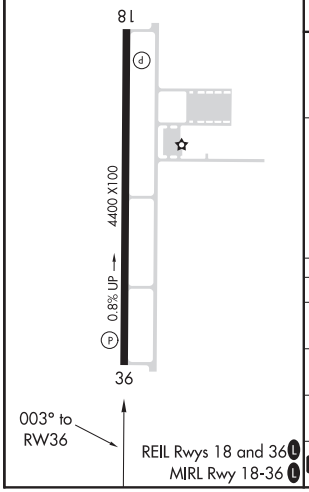
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Indianapolis Intl altimeter setting.
Helicopter visibility reduction below ¾ SM NA.

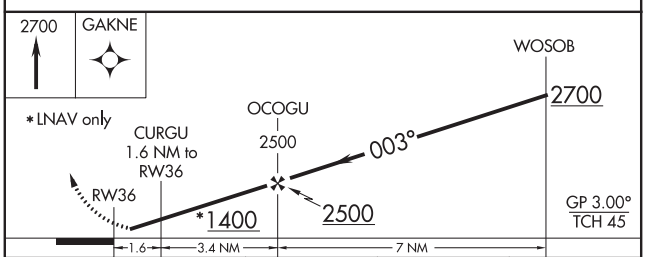
MISSED APPROACH: Climb to 2700 direct GAKNE and hold.

| AWOS-3P | IND ASOS | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|---|
| 118.025 | 134.25 | 121.1 | 122.7 (CTAF) L |




ELEV 898 | TDZE 884




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1168-⅞ 284 (300-⅞) | | | NA |
| LNAV/VNAV DA | 1168-⅞ 284 (300-⅞) | | | NA |
| LNAV MDA | 1240-1 356 (400-1) | | | NA |
| C CIRCLING | 1380-1 482 (500-1) | 1560-1 662 (700-1) | 1600-2 702 (800-2) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 291° | TDZE | N/A |
| | Apt Elev | 732 |

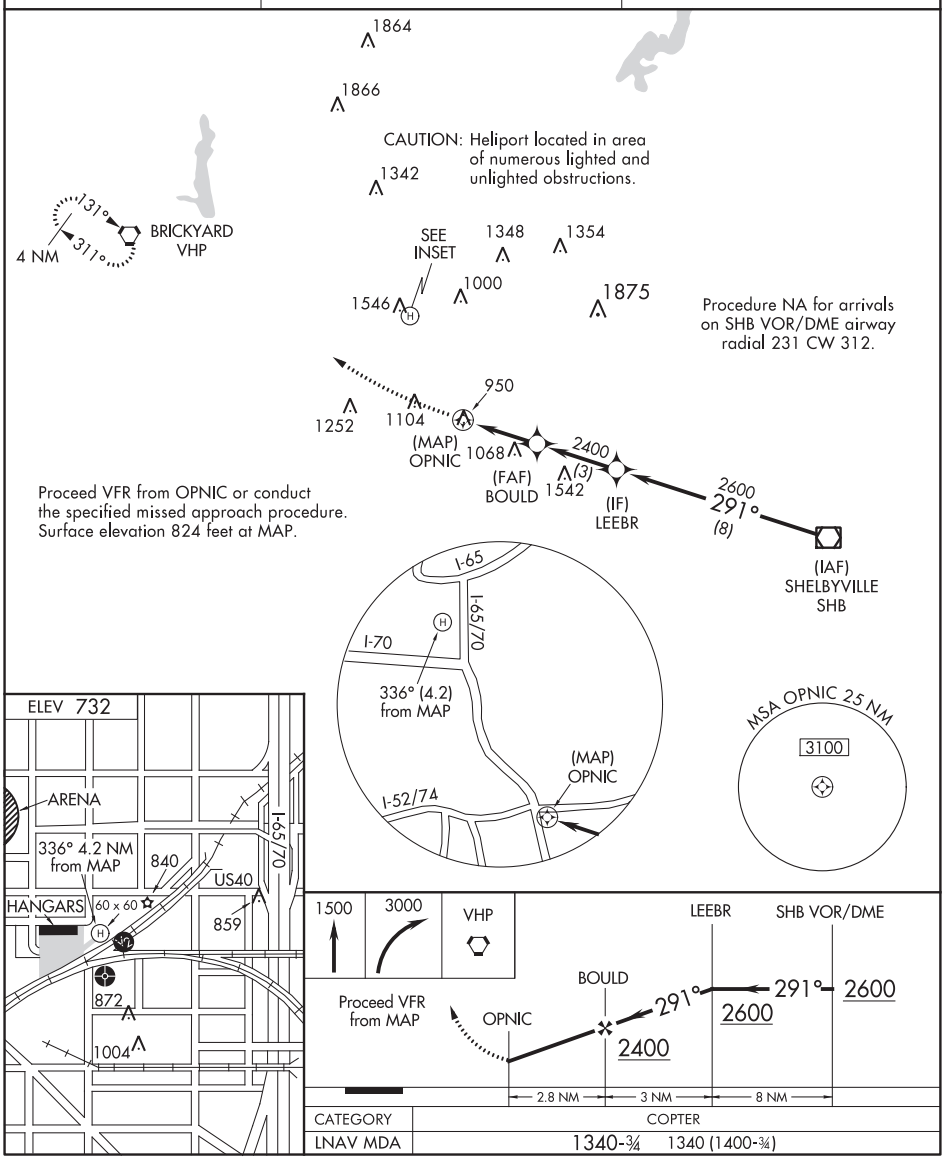
# COPTER RNAV (GPS) 291°
## INDIANAPOLIS DOWNTOWN (8A4)

NA

DME/DME RNP-0.3 NA. Limit final and missed approach airspeed to 70 KIAS. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet. ACTIVATE High Intensity Pad Lights-CTAF.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

| AWOS-3 | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 118.250 | 125.275 317.8 | 123.05 (CTAF) L |




| CATEGORY | COPTER |
|---|---|
| LNAV MDA | 1340-¾ 1340 (1400-¾) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA

AL-6835 (FAA)

20310

# COPTER VOR/DME 287°

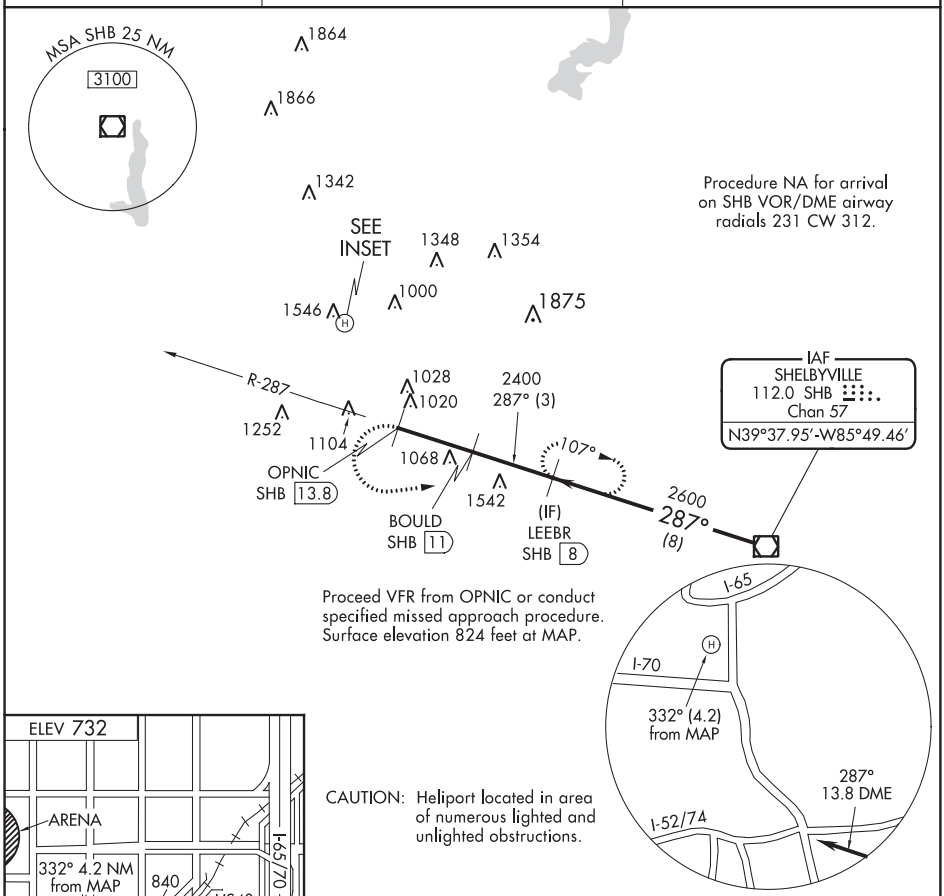
## INDIANAPOLIS DOWNTOWN (8A4)

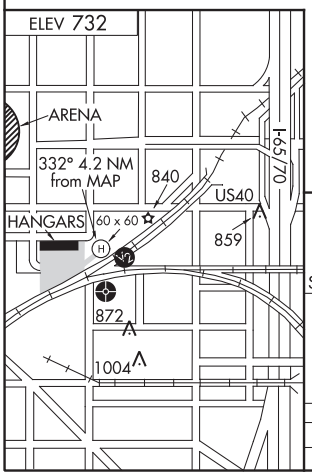
| VOR/DME SHB | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 112.0 | 287° | TDZE | N/A |
| Chan 57 | | Apt Elev | 732 |

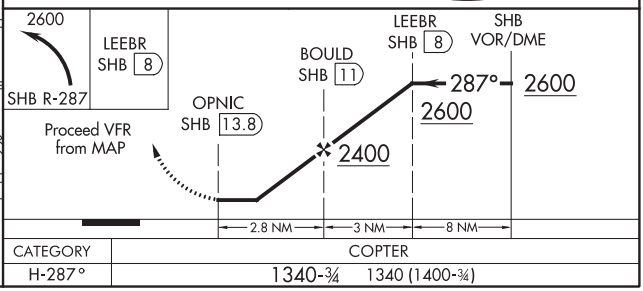
NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet.
ACTIVATE High Intensity Pad Lights-CTAF.

MISSED APPROACH: Climbing left turn to 2600 via SHB R-287 to LEEBR/SHB 8 DME and hold.

| AWOS-3 | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 118.250 | 125.275 317.8 | 123.05 (CTAF) L |




| CATEGORY | COPTER |
|---|---|
| H-287° | 1340-¾ 1340 (1400-¾) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

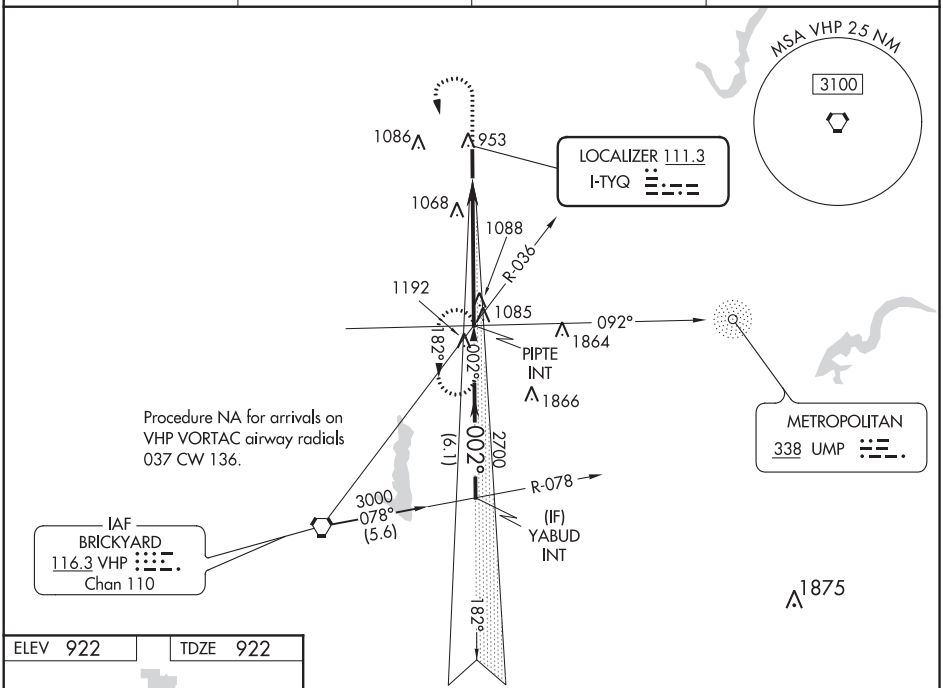
| LOC I-TYQ | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 111.3 | 002° | TDZE | 922 |
| | | Apt Elev | 922 |

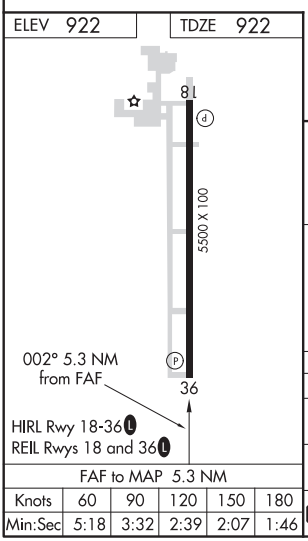
# ILS or LOC RWY 36
## INDIANAPOLIS EXECUTIVE (TYQ)

T A NA ADF Required. Rwy 36 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 61 feet and all S-ILS visibilities ¼ mile, increase all MDA 80 feet, and S-LOC Cat C/D and Circling Cat C visibility ¼ mile.

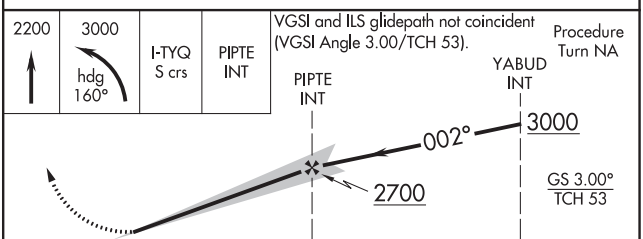
MISSED APPROACH: Climb to 2200 then climbing left turn to 3000 via heading 160° to I-TYQ LOC south course to PIPTE INT and hold.

| AWOS-3PT | INDIANAPOLIS APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.725 | 124.65 127.15 317.8 | 121.725 | 123.05 (CTAF) L |




| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 1122-¾ 200 (200-¾) | | | |
| S-LOC 36 | 1400-1 478 (500-1) | | | 1400-1½ 478 (500-1½) |
| C CIRCLING | 1400-1 478 (500-1) | | 1400-1½ 478 (500-1½) | 1480-2 558 (600-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA | AL-5438 (FAA) | 19115

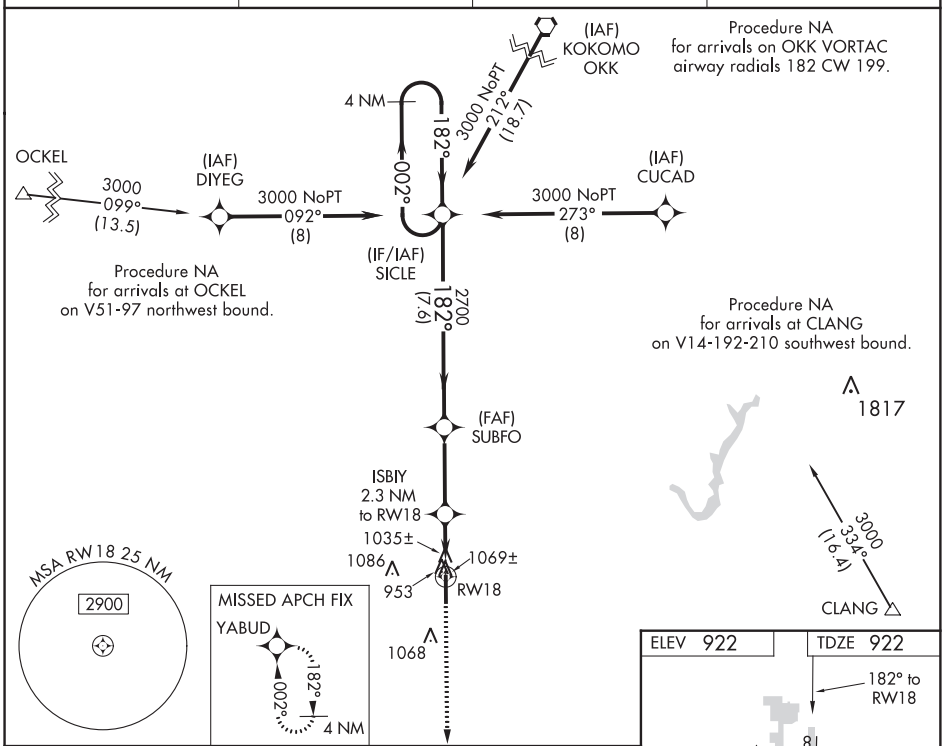
| APP CRS | Rwy ldg | 5500 |
|---|---|---|
| 182° | TDZE | 922 |
| | Apt Elev | 922 |

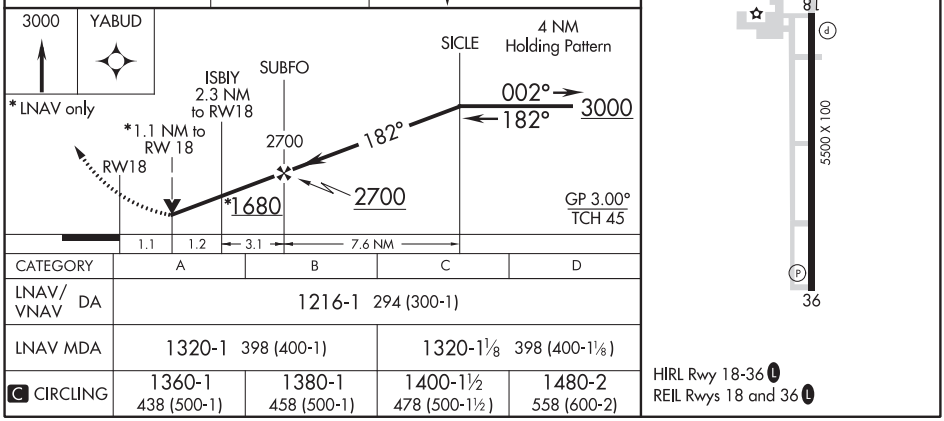
# RNAV (GPS) RWY 18
## INDIANAPOLIS EXECUTIVE (TYQ)

Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting: increase DA 62 feet and visibility all Cats ¼ mile; increase all MDA 80 feet and LNAV visibility Cat C/D ⅛ mile.

MISSED APPROACH: Climb to 3000 direct YABUD and hold.

| AWOS-3PT | INDIANAPOLIS APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.725 | 124.65 127.15 317.8 | 121.725 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 1216-1 294 (300-1) | | | |
| LNAV MDA | 1320-1 398 (400-1) | | 1320-1⅛ 398 (400-1⅛) | |
| C CIRCLING | 1360-1 438 (500-1) | 1380-1 458 (500-1) | 1400-1½ 478 (500-1½) | 1480-2 558 (600-2) |

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 53599 W36A | APP CRS 002° | Rwy ldg 5500<br>TDZE 922<br>Apt Elev 922 |
|---|---|---|

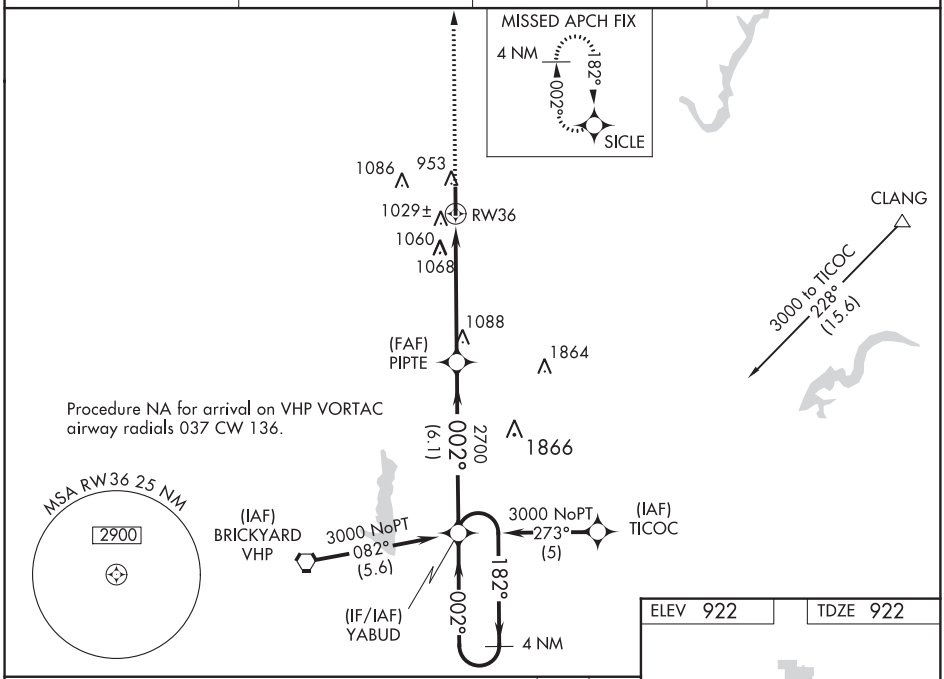
# RNAV (GPS) RWY 36
## INDIANAPOLIS EXECUTIVE (TYQ)

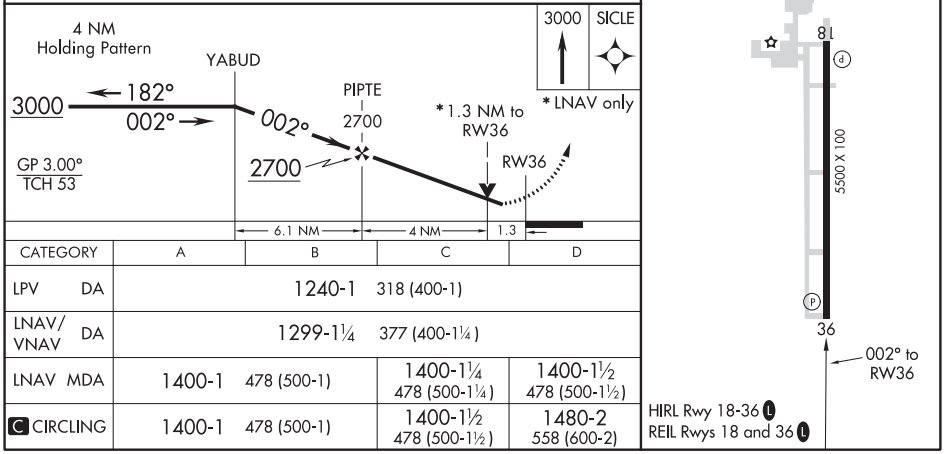
NA

Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Rwy 36 helicopter visibility reduction below ¾ SM NA. VDP NA with Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 62 feet and all visibilities ¼ mile; increase all MDA 80 feet, and LNAV Cats C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct SICLE and hold.

| AWOS-3PT | INDIANAPOLIS APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.725 | 124.65 127.15 317.8 | 121.725 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1240-1 318 (400-1) | | | |
| LNAV/VNAV DA | 1299-1¼ 377 (400-1¼) | | | |
| LNAV MDA | 1400-1 478 (500-1) | | 1400-1¼ 478 (500-1¼) | 1400-1½ 478 (500-1½) |
| C CIRCLING | 1400-1 478 (500-1) | | 1400-1½ 478 (500-1½) | 1480-2 558 (600-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA | AL-5438 (FAA) | 20254

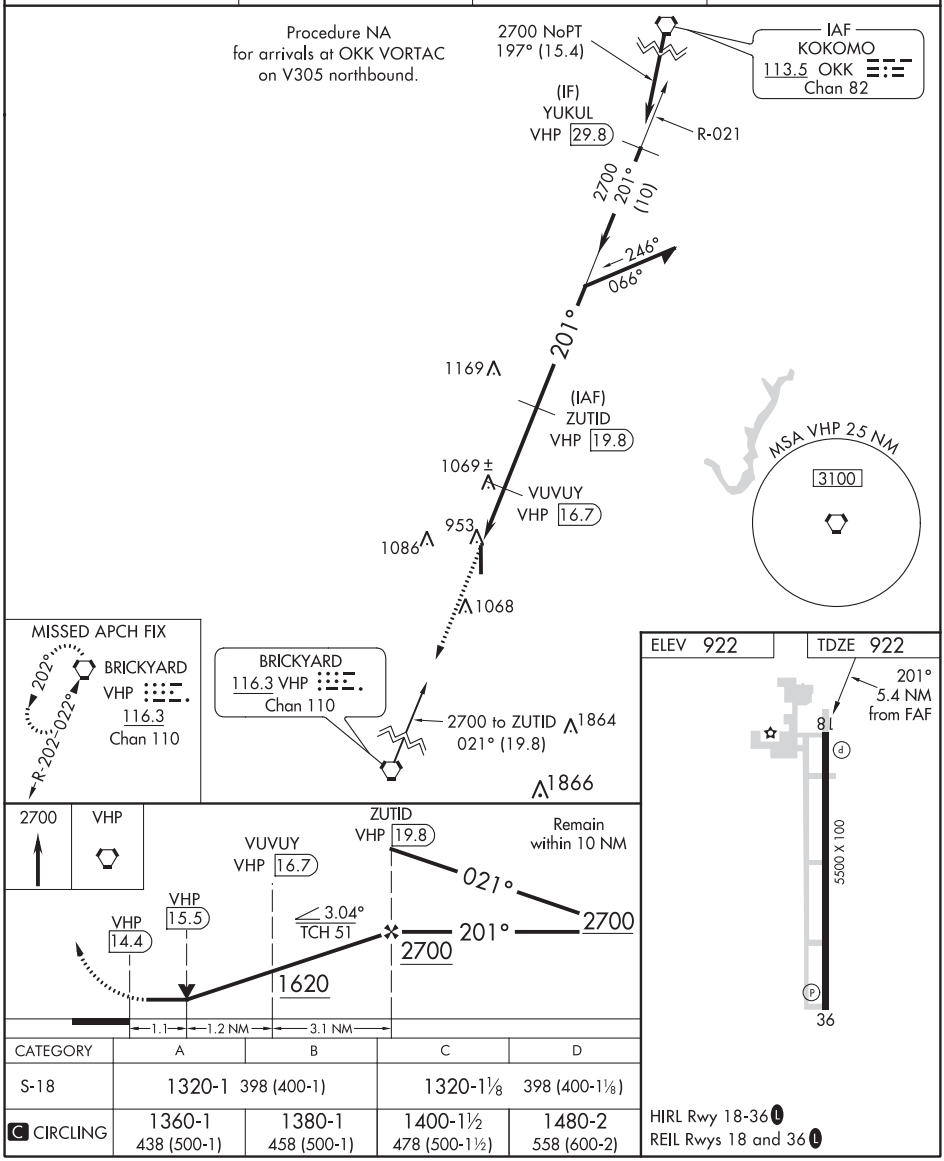
# VOR RWY 18
## INDIANAPOLIS EXECUTIVE (TYQ)

| VORTAC VHP 116.3 Chan 110 | APP CRS 201° | Rwy ldg 5500<br>TDZE 922<br>Apt Elev 922 |
|---|---|---|

Rwy 18 helicopter visibility reduction below ¾ SM NA. DME required. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 80 feet and S-18 Cats C/D visibilities ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct VHP VORTAC and hold.

| AWOS-3PT | INDIANAPOLIS APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.725 | 124.65 127.15 317.8 | 121.725 | 123.05 (CTAF) L |

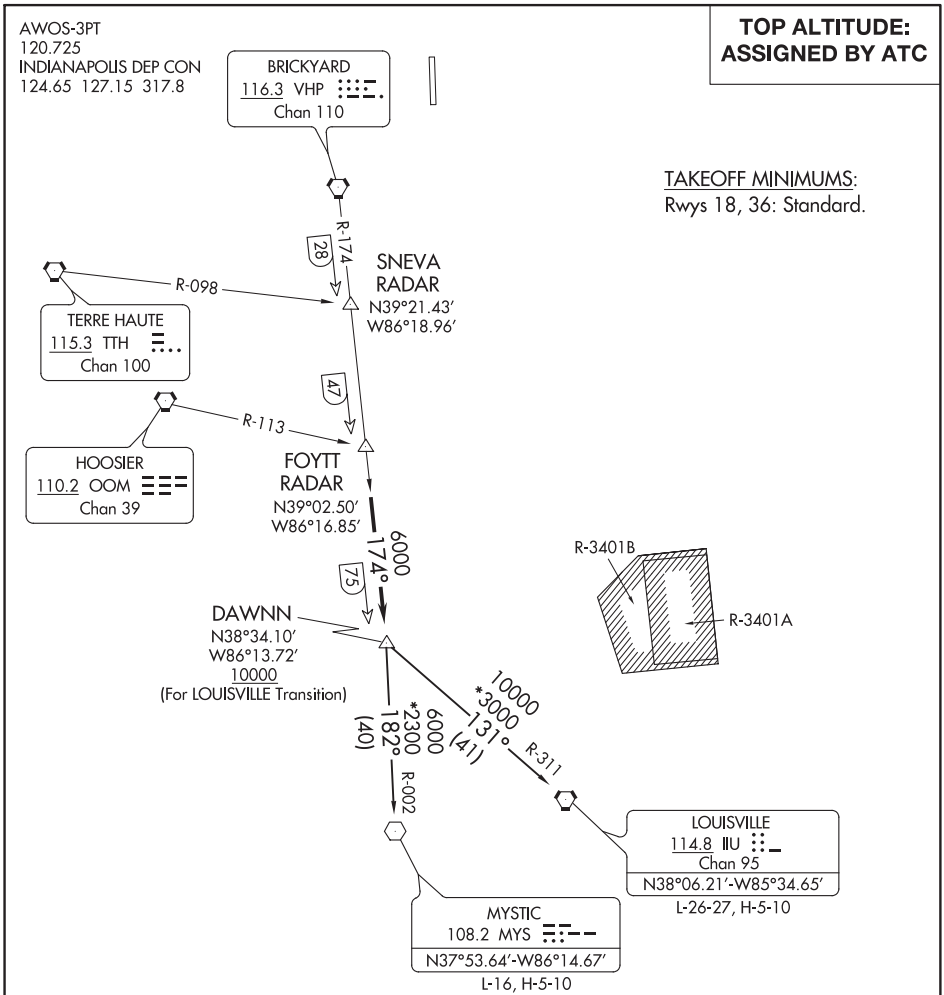



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1320-1 398 (400-1) | | 1320-1⅛ 398 (400-1⅛) | |
| C CIRCLING | 1360-1 438 (500-1) | 1380-1 458 (500-1) | 1400-1½ 478 (500-1½) | 1480-2 558 (600-2) |

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020




NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNN1.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.
MYSTIC TRANSITION (DAWNN1.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

AWOS-3PT
120.725
INDIANAPOLIS DEP CON
124.65 127.15 317.8

**TOP ALTITUDE: ASSIGNED BY ATC**

BRICKYARD
116.3 VHP
Chan 110

R-195

3000
195°
(42)

TAKEOFF MINIMUMS:
Rwys 18, 36: Standard.

HOOSIER
110.2 OOM
Chan 39
N39°08.63′-W86°36.78′
L-27

R-018

V305

3500
*2300
207°
(42)

WEGEE
N38°30.83′
W86°59.25′

R-3401B

R-3401A

V305

3500
*2100
223°
(511)

R-043

POCKET CITY
113.3 PXV
Chan 80
N37°55.70′-W87°45.74′
L-16, H-5

DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM5.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

(MAREO5.MAREO) 20086

# MAREO FIVE DEPARTURE

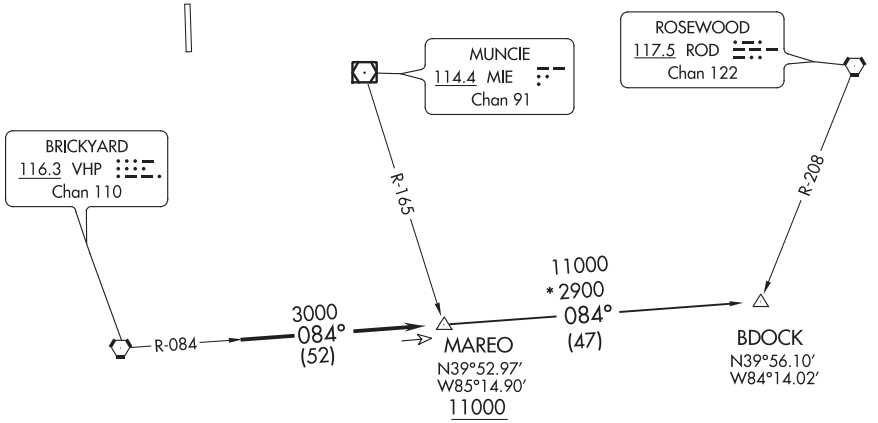
AL-5438 (FAA)

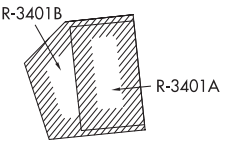
INDIANAPOLIS EXECUTIVE (TYQ)
INDIANAPOLIS, INDIANA

AWOS-3PT
120.725
INDIANAPOLIS DEP CON
124.65 127.15 317.8

**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINIMUMS
Rwy 18, 36: Standard.




NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

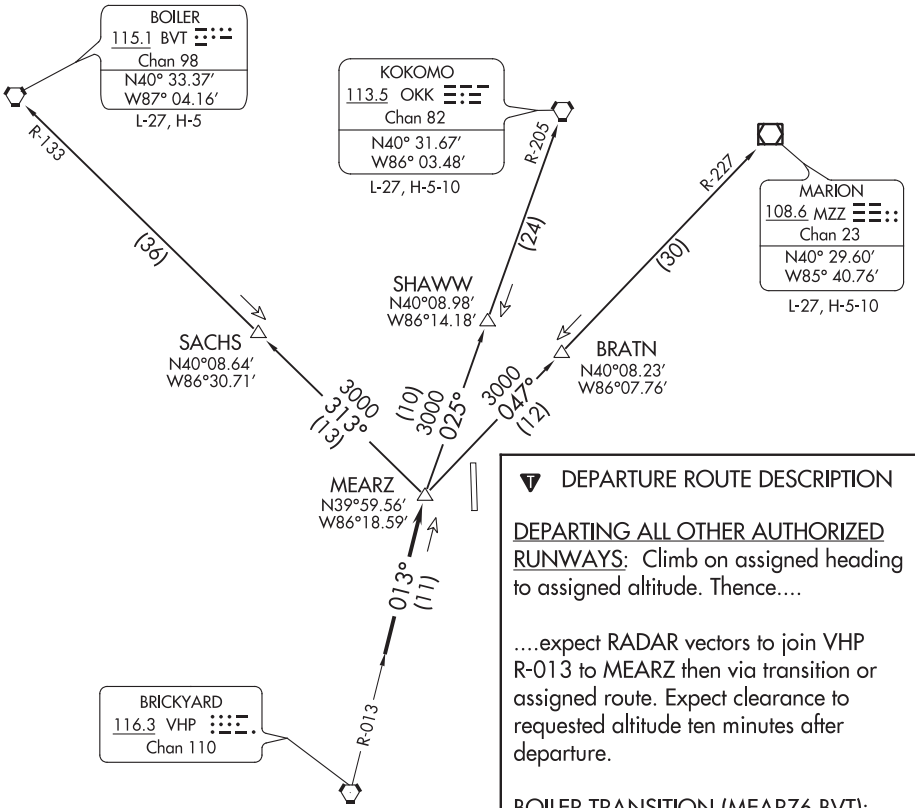
....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO5.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.


EC-2, 05 NOV 2020 to 31 DEC 2020

**TOP ALTITUDE: ASSIGNED BY ATC**

AWOS-3PT
120.725
INDIANAPOLIS DEP CON
124.65 127.15 317.8




## DEPARTURE ROUTE DESCRIPTION

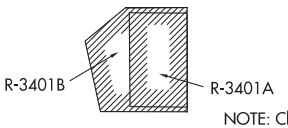
DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ6.BVT):
From over MEARZ via BVT R-133 to BVT VORTAC.
KOKOMO TRANSITION (MEARZ6.OKK):
From over MEARZ via OKK R-205 to OKK VORTAC.
MARION TRANSITION (MEARZ6.MZZ):
From over MEARZ via MZZ R-227 to MZZ VOR/DME.

TAKEOFF MINIMUMS
Rwys 18, 36: Standard.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.




NOTE: Chart not to scale.

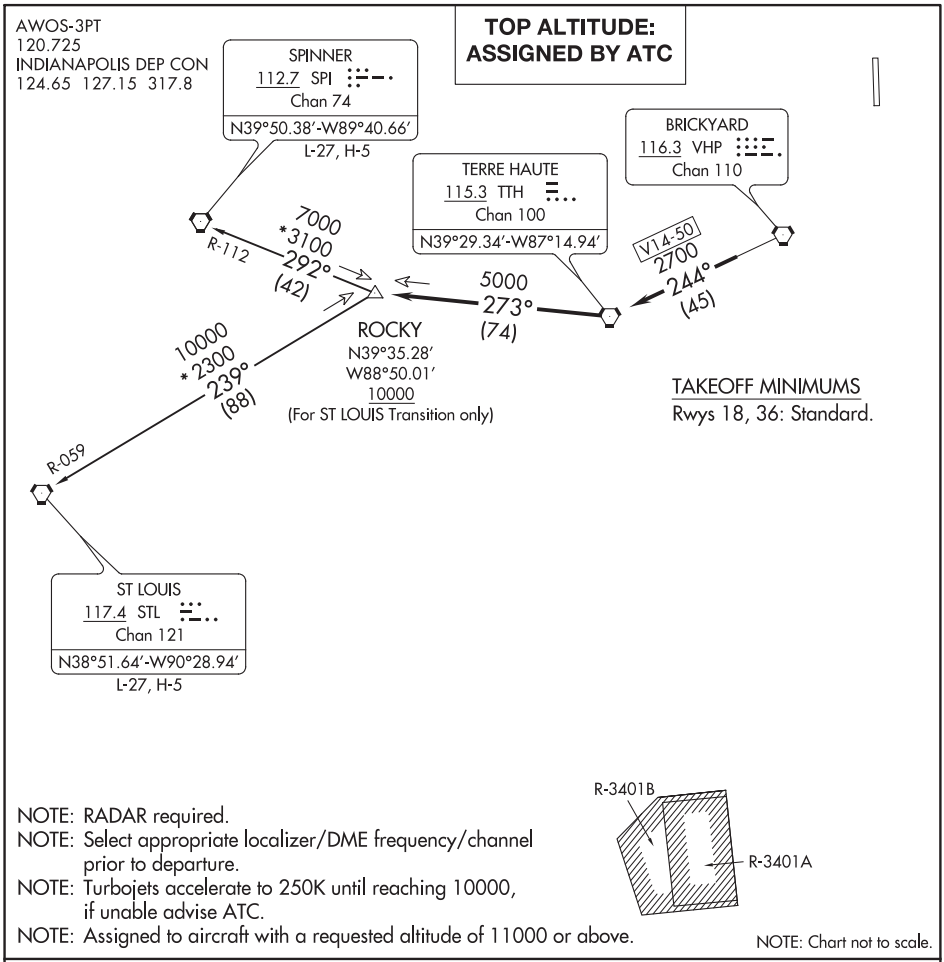


EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# (ROCKY1.ROCKY) 18032
# ROCKY ONE DEPARTURE

AL-5438 (FAA)

INDIANAPOLIS EXECUTIVE (TYQ)
INDIANAPOLIS, INDIANA




TAKEOFF MINIMUMS
Rwys 18, 36: Standard.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY1.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.
ST LOUIS TRANSITION (ROCKY1.STL): From over ROCKY INT on STL R-059 to STL VORTAC.


EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS or LOC RWY 5L
## INDIANAPOLIS INTL (IND)

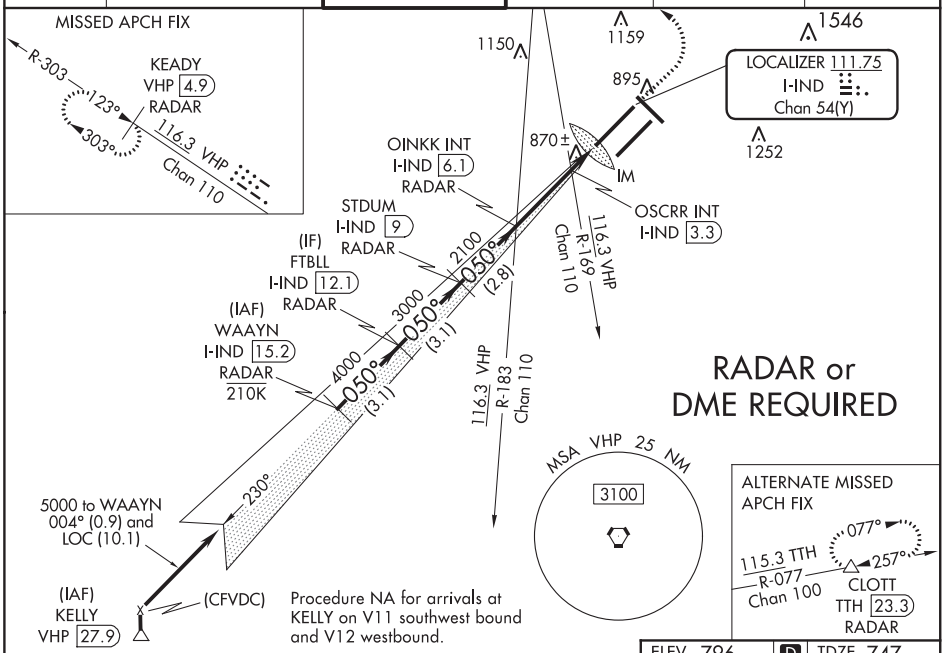
| LOC/DME I-IND | APP CRS | Rwy ldg 11200 |
|---|---|---|
| 111.75 | 050° | TDZE 747 |
| Chan 54 (Y) | | Apt Elev 796 |

T A Simultaneous approach authorized. DME or RADAR required. For inop ALS, increase S-LOC 5L Cat C/D visibility to 1⅜ SM. OSCRR fix minimums: For inop ALS, increase S-LOC 5L Cat C/D visibility to RVR 5500.

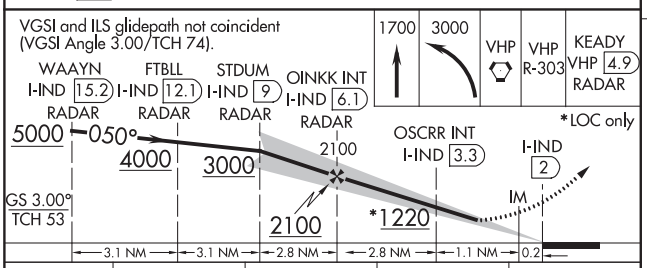
ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC then on VHP VORTAC R-303 to KEADY/VHP 4.9 DME/RADAR and hold.

| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |

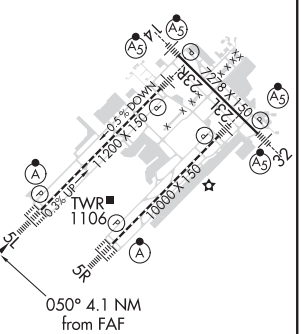



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5L | 947/18 200 (200-½) | | | |
| S-LOC 5L | 1220/24 473 (500-½) | | 1220/50 473 (500-1) | |
| C CIRCLING | 1420-1 624 (700-1) | | 1420-1¾ 624 (700-1¾) | 1560-2½ 764 (800-2½) |
| OSCRR FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED) | | | | |
| S-LOC 5L | 1120/24 373 (400-½) | | 1120/35 373 (400-⅝) | |
| C CIRCLING | 1420-1 624 (700-1) | | 1420-1¾ 624 (700-1¾) | 1560-2½ 764 (800-2½) |

ELEV 796 D TDZE 747




HIRL all Rwys
TDZ/CL Rwys 5L and 5R

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC/DME I-OQV | APP CRS | Rwy ldg 10000 |
|---|---|---|
| 111.15 | 050° | TDZE 791 |
| Chan 48 (Y) | | Apt Elev 796 |

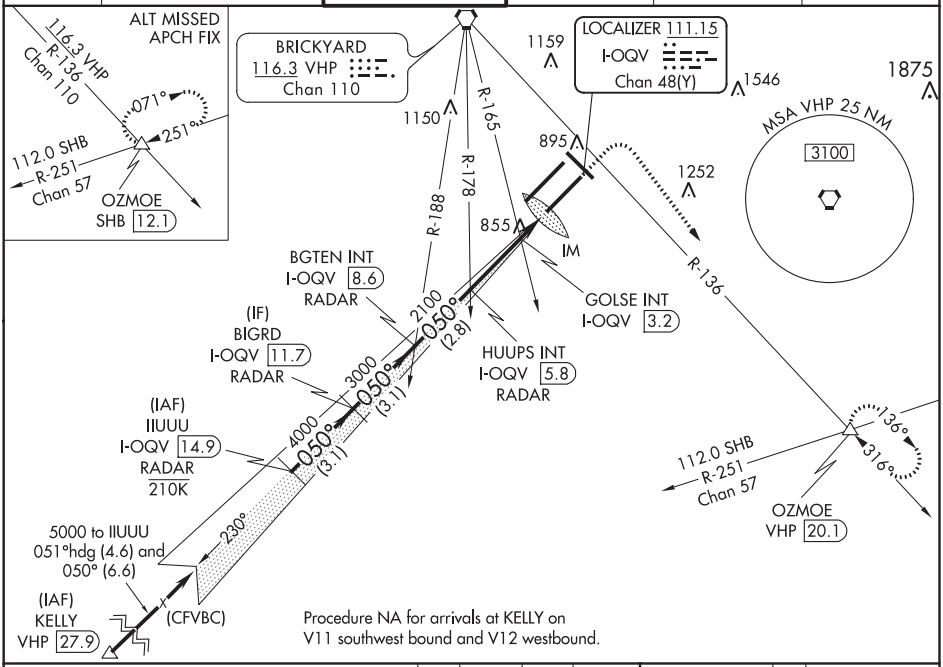
# ILS or LOC RWY 5R
## INDIANAPOLIS INTL (IND)

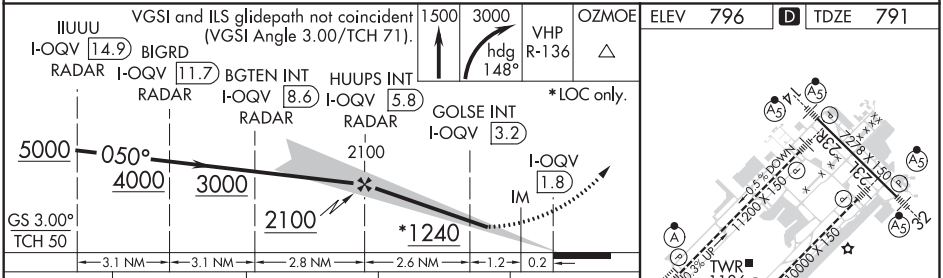
DME or RADAR required.
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 148° and on VHP VORTAC R-136 to OZMOE INT/VHP 20.1 DME and hold.

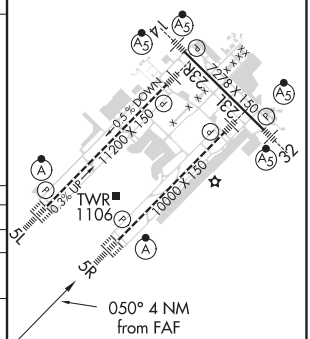
| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5R | 991/18 200 (200-½) | | | |
| S-LOC 5R | 1240/24 449 (500-½) | | 1240/45 449 (500-⅞) | |
| C CIRCLING | 1420-1 624 (700-1) | | 1420-1¾ 624 (700-1¾) | 1560-2½ 764 (800-2½) |
| GOLSE FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED) | | | | |
| S-LOC 5R | 1160/24 369 (400-½) | | 1160/35 369 (400-⅝) | |
| C CIRCLING | 1420-1 624 (700-1) | | 1420-1¾ 624 (700-1¾) | 1560-2½ 764 (800-2½) |

ELEV 796 D TDZE 791




HIRL all Rwys
TDZ/CL Rwys 5L and 5R

| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 45 | 60 | 75 | 90 | 105 |
| Min:Sec | 5:20 | 4:00 | 3:12 | 2:40 | 2:17 |




EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS or LOC RWY 14
## INDIANAPOLIS INTL (IND)

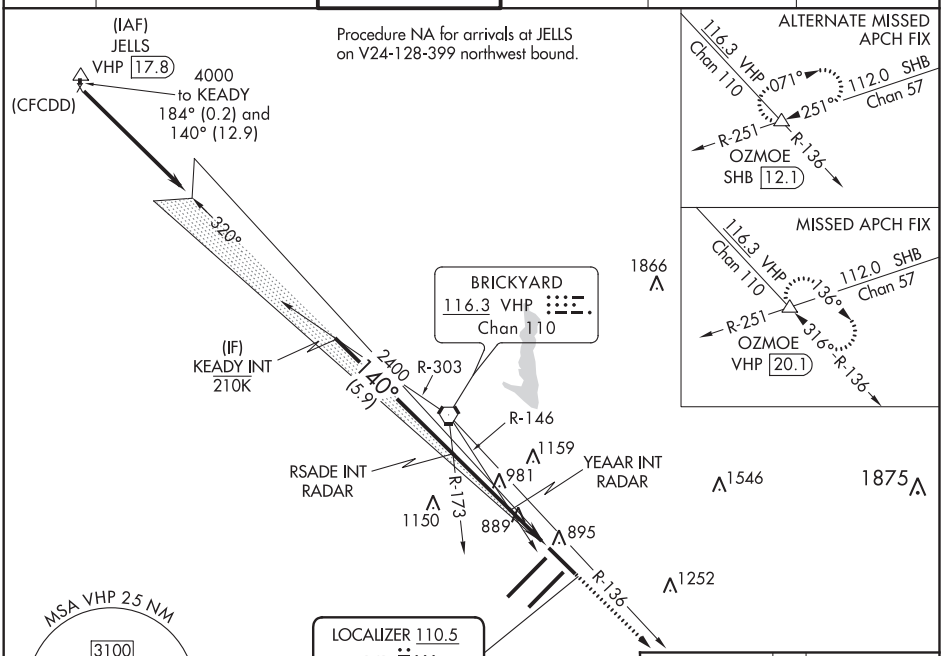
| LOC I-BJP | APP CRS | Rwy ldg | 7278 |
|---|---|---|---|
| 110.5 | 140° | TDZE | 796 |
| | | Apt Elev | 796 |

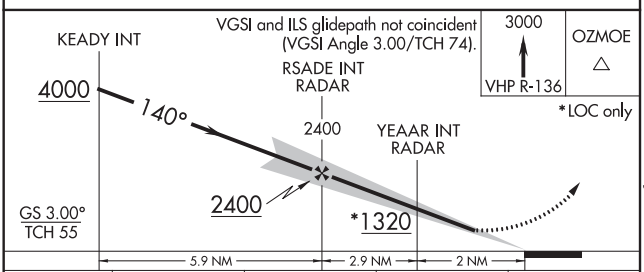
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

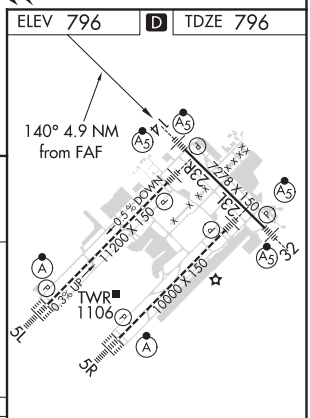
MALSR

MISSED APPROACH: Climb to 3000 on VHP VORTAC R-136 to OZMOE INT/VHP 20.1 DME and hold.

| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |




HIRL all Rwys
TDZ/CL Rwys 5L and 5R

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14# | 996/24 200 (200-½) | | | |
| S-LOC 14 | 1140/24 344 (400-½) | | 1140/30 344 (400-⅝) | |
| C CIRCLING | 1420-1 624 (700-1) | | 1420-1¾ 624 (700-1¾) | 1560-2½ 764 (800-2½) |

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA

AL-203 (FAA)

20310

# ILS or LOC RWY 23L

## INDIANAPOLIS INTL (IND)

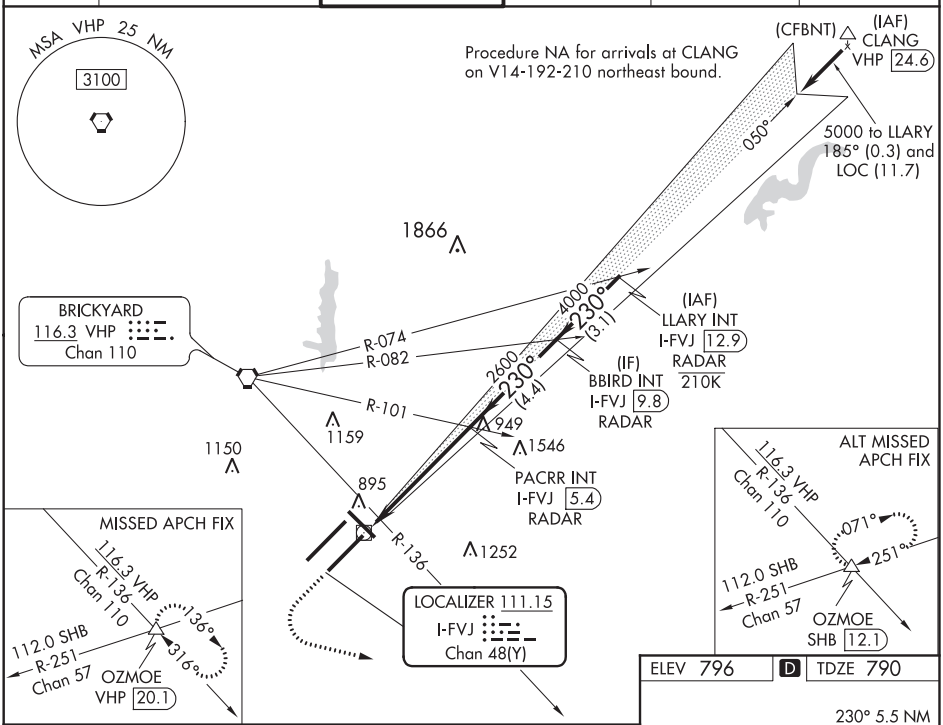
| LOC/DME I-FVJ | APP CRS | Rwy ldg 10000 |
|---|---|---|
| 111.15 | 230° | TDZE 790 |
| Chan 48 (Y) | | Apt Elev 796 |

Simultaneous approach authorized.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 100° and on VHP VORTAC R-136 to OZMOE/VHP 20.1 DME and hold.

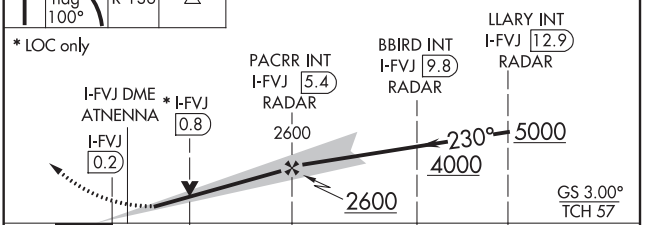
| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |

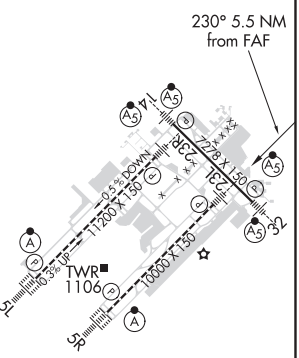



| ELEV 796 | D | TDZE 790 |
|---|---|---|

| 1500 | 3000 hdg 100° | VHP R-136 | OZMOE △ |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23L | ** 990/24 200 (200-½) | | | |
| S-LOC 23L | 1180/24 390 (400-½) | | 1180/35 390 (400-⅝) | |
| C CIRCLING | 1420-1 624 (700-1) | | 1420-1¾ 624 (700-1¾) | 1560-2½ 764 (800-2½) |

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA
Amdt 7 10NOV16

39°43'N-86°18'W

INDIANAPOLIS INTL (IND)
ILS or LOC RWY 23L

# ILS or LOC RWY 23R
## INDIANAPOLIS INTL (IND)

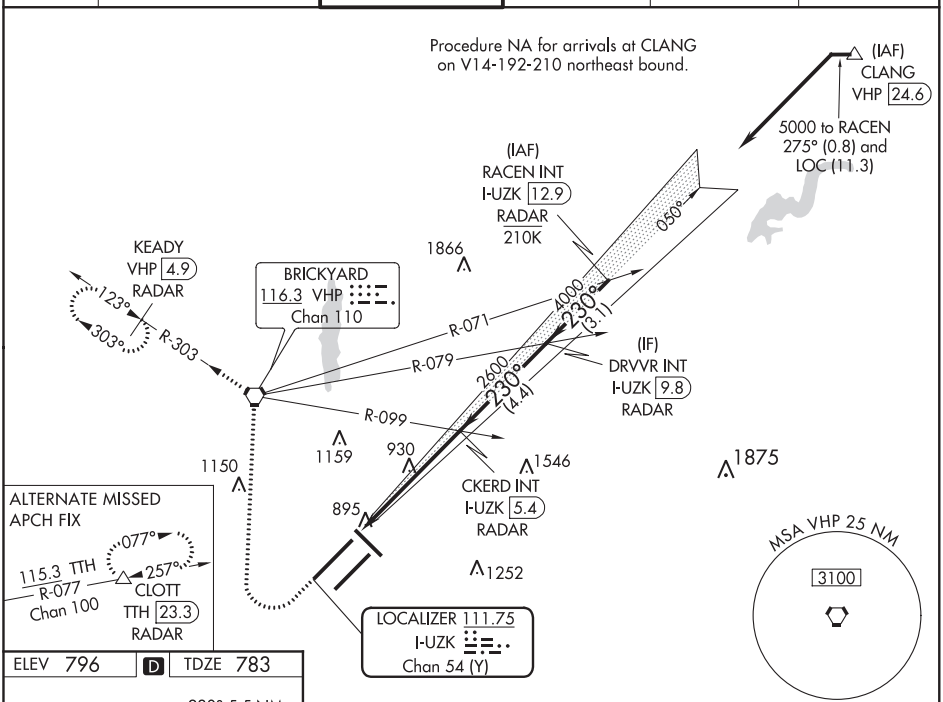
| LOC/DME I-UZK | APP CRS | Rwy ldg 11200 |
|---|---|---|
| 111.75 | 230° | TDZE 783 |
| Chan 54 (Y) | | Apt Elev 796 |

** RVR 1800 authorized with use of FD or AP or HUD to DA. Simultaneous approach authorized. DME or RADAR required.

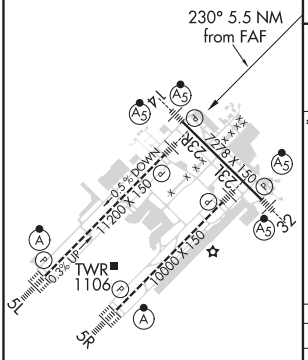
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and on VHP R-303 to KEADY/VHP 4.9 DME/RADAR and hold.

| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |

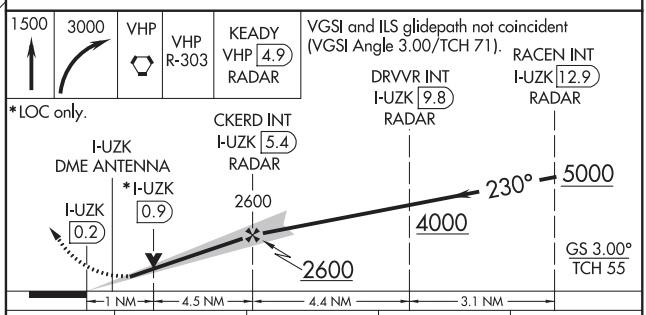



ELEV 796 | D | TDZE 783




HIRL all Rwys
TDZ/CL Rwys 5L and 5R

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23R** | 983/24 200 (200-½) | | | |
| S-LOC 23R | 1180/24 397 (400-½) | | 1180/35 397 (400-⅝) | |
| C CIRCLING | 1420-1 624 (700-1) | | 1420-1¾ 624 (700-1¾) | 1560-2½ 764 (800-2½) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC I-COA | APP CRS | Rwy ldg | 7278 |
|---|---|---|---|
| 110.5 | 320° | TDZE | 793 |
| | | Apt Elev | 796 |

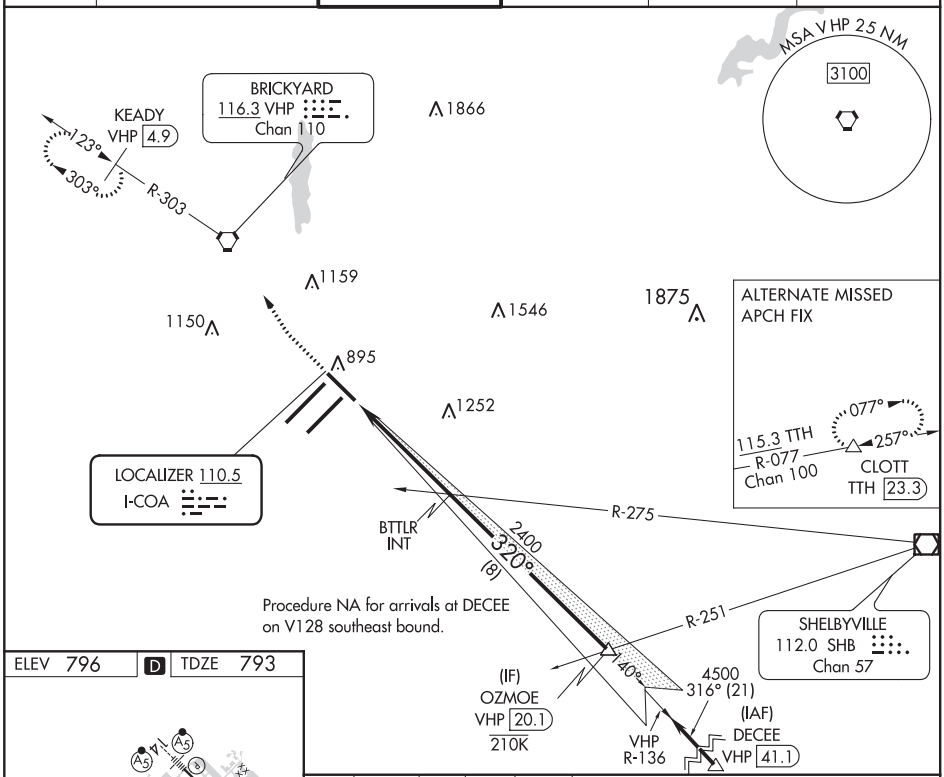
# ILS or LOC RWY 32
## INDIANAPOLIS INTL (IND)

DME required.
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

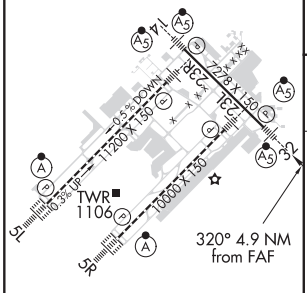
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and on VHP R-303 to KEADY/ VHP 4.9 DME and hold.

| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |

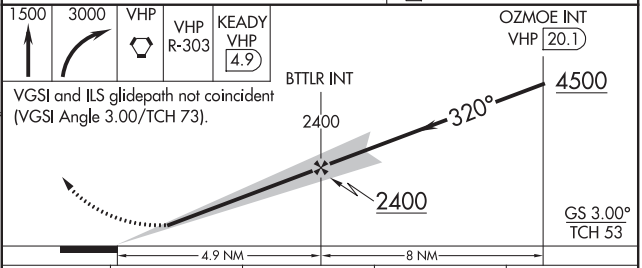



ELEV 796 D TDZE 793




HIRL all Rwys
TDZ/CL Rwys 5L and 5R

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | # 993/24 200 (200-½) | | | |
| S-LOC 32 | 1280/24 487 (500-½) | | 1280/50 487 (500-1) | |
| C CIRCLING | 1420-1 624 (700-1) | | 1420-1¾ 624 (700-1¾) | 1560-2½ 764 (800-2½) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS RWY 5L (SA CAT I)
## INDIANAPOLIS INTL (IND)

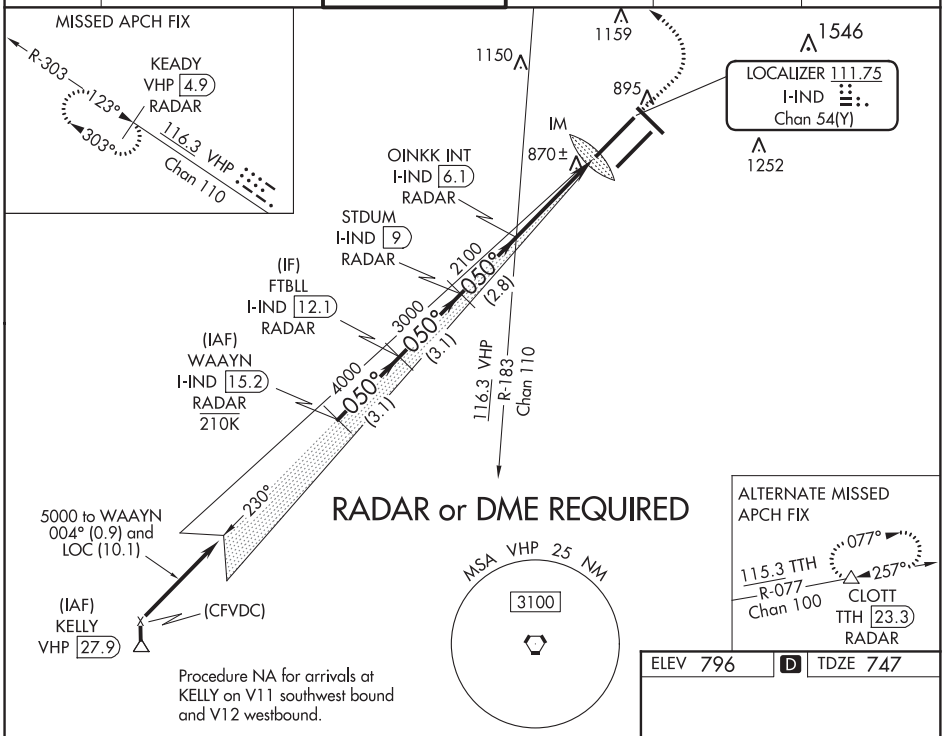
| LOC/DME I-IND | APP CRS | Rwy ldg 11200 |
|---|---|---|
| 111.75 | 050° | TDZE 747 |
| Chan 54 (Y) | | Apt Elev 796 |

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC then on VHP VORTAC R-303 to KEADY/VHP 4.9 DME/RADAR and hold.

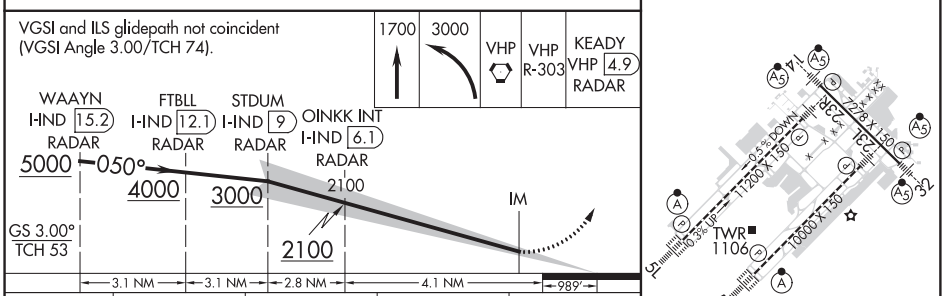
| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |




Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.

| ELEV 796 | D | TDZE 747 |
|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5L | RA 178/14 150 DA 897 | | | |

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

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA

AL-203 (FAA)

20310

# ILS RWY 5R (SA CAT I)

## INDIANAPOLIS INTL (IND)

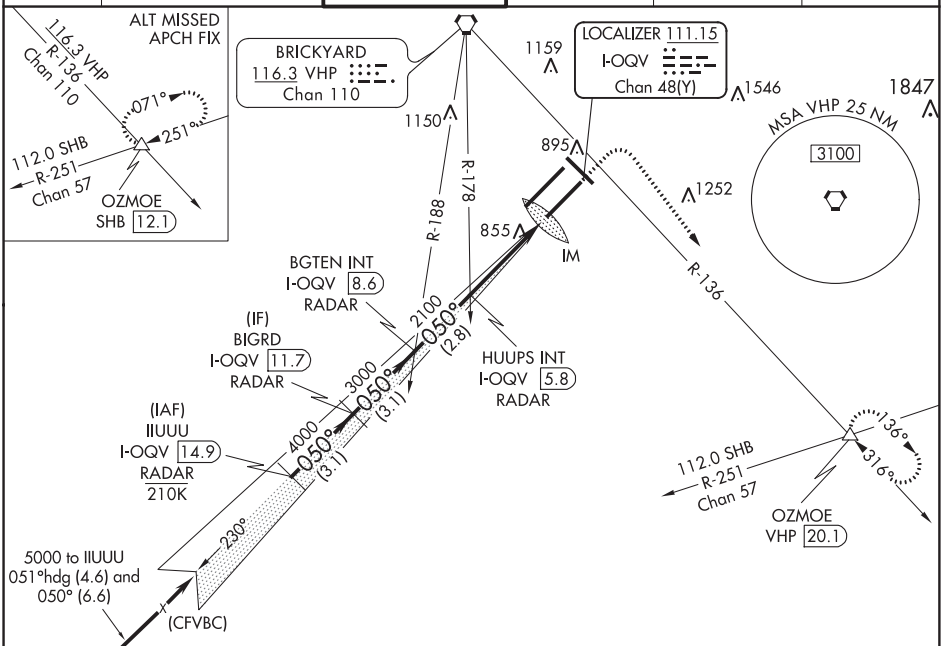
| LOC/DME I-OQV | APP CRS | Rwy ldg | 10000 |
|---|---|---|---|
| 111.15 | 050° | TDZE | 791 |
| Chan 48 (Y) | | Apt Elev | 796 |

DME or RADAR required. Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 148° and on VHP VORTAC R-136 to OZMOE INT/VHP 20.1 DME and hold.

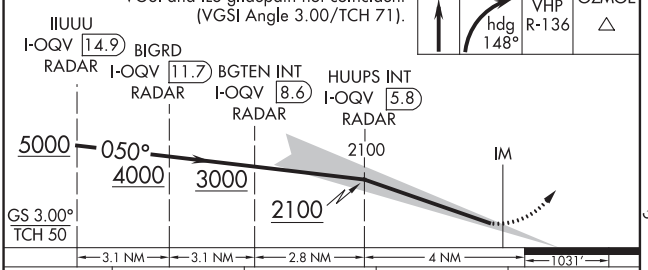
| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |




Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

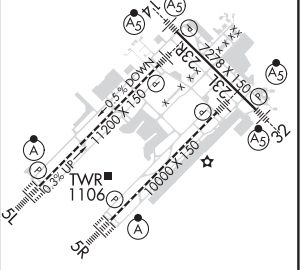
| 1500 | 3000 hdg 148° | VHP R-136 | OZMOE △ |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5R | RA 163/14 150 DA 941 | | | |

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

ELEV 796 | D | TDZE 791




HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS RWY 23R (SA CAT I & II)

## INDIANAPOLIS INTL (IND)

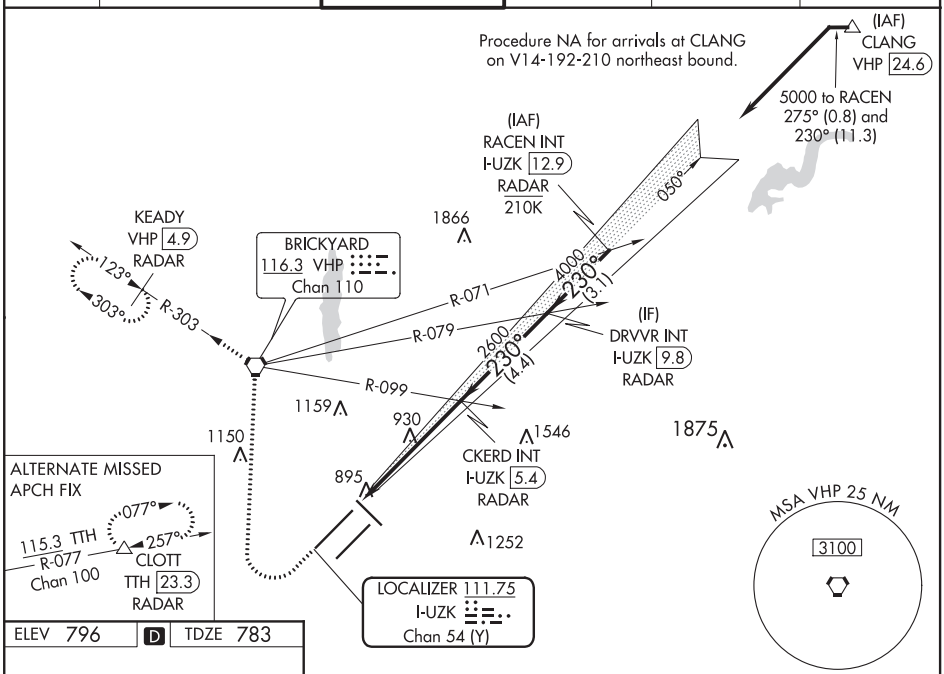
| LOC/DME I-UZK | APP CRS | Rwy ldg 11200 |
|---|---|---|
| 111.75 | 230° | TDZE 783 |
| Chan 54 (Y) | | Apt Elev 796 |

Simultaneous approach authorized. DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

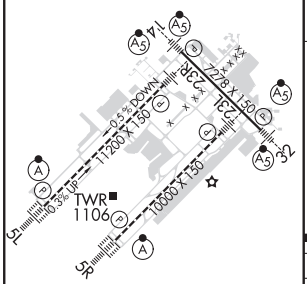
MALSR

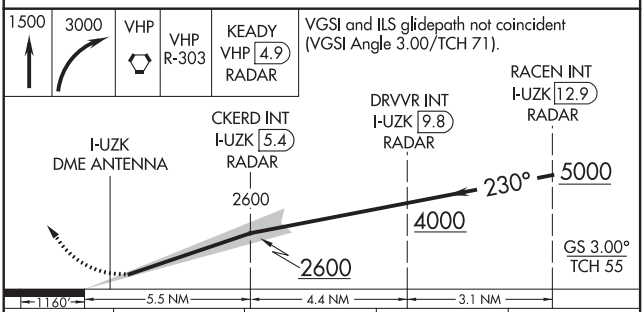
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and on VHP R-303 to KEADY/VHP 4.9 DME/RADAR and hold.

| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |




ELEV 796 | D | TDZE 783




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23R | SA CAT I RA 140/14 150 DA 933 | | | |
| S-ILS 23R | SA CAT II RA 96/12 100 DA 883 | | | |

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

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA AL-203 (FAA) 20310

# ILS RWY 5L (CAT II & III)
## INDIANAPOLIS INTL (IND)

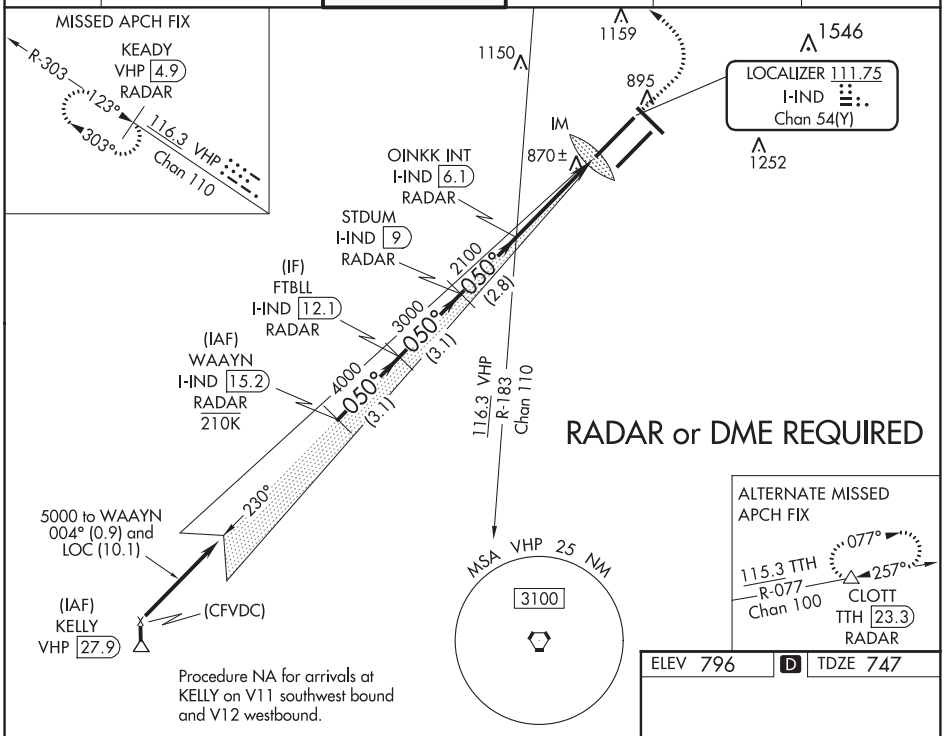
| LOC/DME I-IND | APP CRS | Rwy ldg | 11200 |
|---|---|---|---|
| 111.75 | 050° | TDZE | 747 |
| Chan 54 (Y) | | Apt Elev | 796 |

Simultaneous approach authorized.
CAT III: Localizer not suitable for electronic rollout guidance. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC then on VHP VORTAC R-303 to KEADY/VHP 4.9 DME/RADAR and hold.

| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |

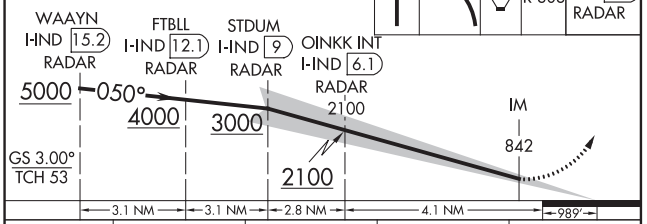



Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.

| ELEV 796 | D | TDZE 747 |
|---|---|---|

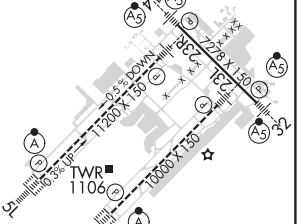
VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 74).

| 1700 | 3000 | VHP | VHP R-303 | KEADY VHP 4.9 RADAR |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5L | CAT II RA 113/12 100 DA 847 | | | |
| S-ILS 5L | CAT III RVR 07 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC/DME I-OQV | APP CRS | Rwy ldg 10000 |
|---|---|---|
| 111.15 | 050° | TDZE 791 |
| Chan 48 (Y) | | Apt Elev 796 |

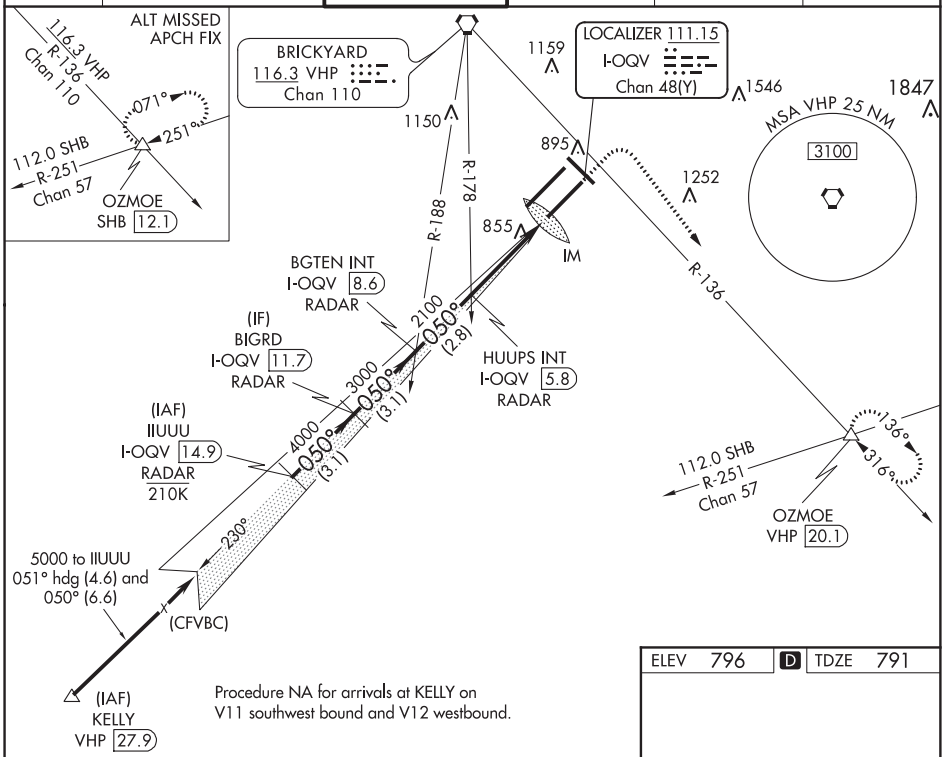
# ILS RWY 5R (CAT II & III)
## INDIANAPOLIS INTL (IND)

DME or RADAR required.
Simultaneous approach authorized.

ALSF-2

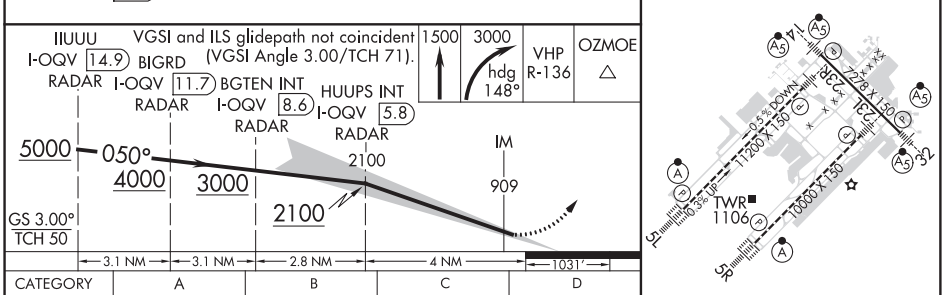
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 148° and on VHP VORTAC R-136 to OZMOE INT/VHP 20.1 DME and hold.

| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |




Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.

ELEV 796 | D | TDZE 791




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5R | CAT II RA 109/12 100 DA 891 | | | |
| S-ILS 5R | CAT III RVR 06 | | | |




HIRL all Rwys
TDZ/CL Rwys 5L and 5R

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 11200 |
|---|---|---|
| 050° | TDZE | 747 |
| | Apt Elev | 796 |

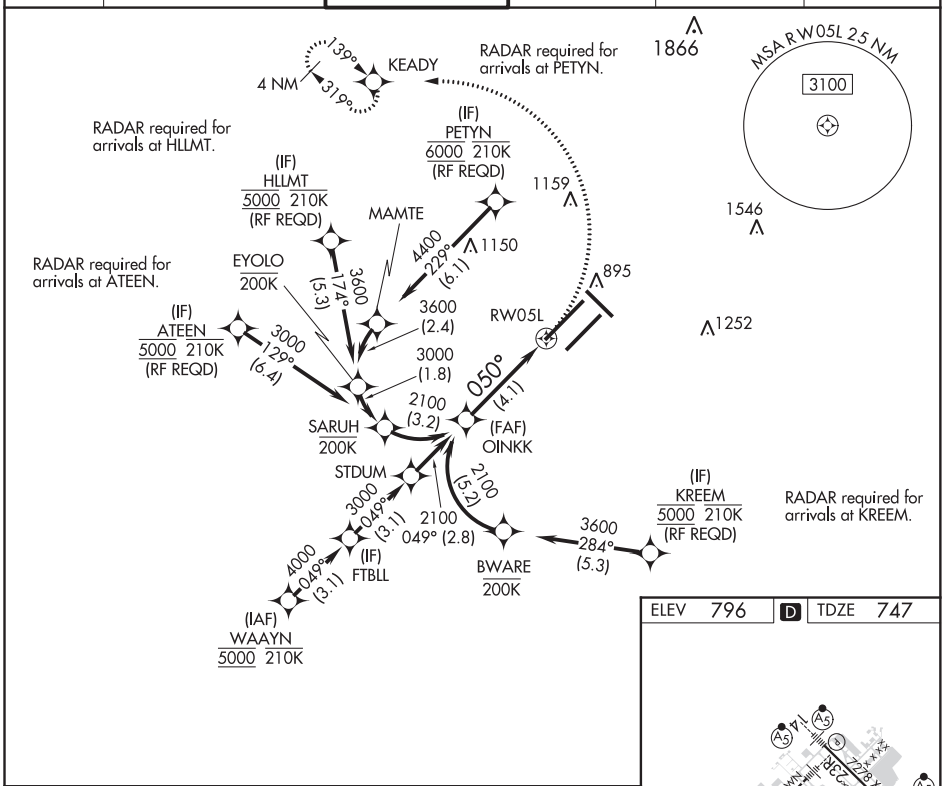
# RNAV (RNP) Z RWY 5L
## INDIANAPOLIS INTL (IND)

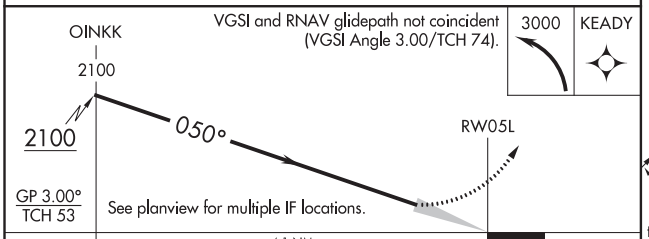
For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climbing left turn to 3000 direct KEADY and hold.

| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |

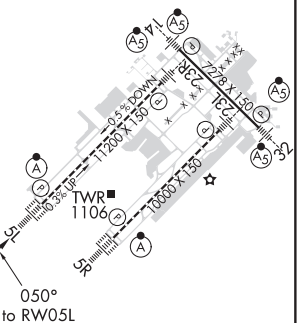



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 1197/60 450 (500-1¼) | | | |

**AUTHORIZATION REQUIRED**

ELEV 796 D TDZE 747




HIRL all Rwys
TDZ/CL Rwys 5L and 5R




EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 050° | TDZE | 791 |
| | Apt Elev | 796 |

# RNAV (RNP) Z RWY 5R
## INDIANAPOLIS INTL (IND)

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized, for arrivals from IIUUU only.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OZMOE and hold.

| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |

EC-2, 05 NOV 2020 to 31 DEC 2020

RADAR required for procedure entry at ATEEN.

(IF) ATEEN 5000 210K (RF REQD)

3000 127° (7.3)

HORNT 200K

2100 (3.1)

2100 049° (2.8)

BGTEN

3000 049° (3.1)

(IF) BIGRD

4000 049° (3.1)

(IAF) IIUUU 5000 210K

MSA RW05R 25 NM 3100

(FAF) HUUPS

2100 (5)

050° (4)

RW05R

895

1252

(IF) KNIGT 6000 210K (RF REQD)

4400 230° (5.7)

RADAR required for procedure entry at KREEM.

JAANE

3600 (2.4)

KYYLL 200K

3600 284° (4.5)

(IF) KREEM 5000 210K (RF REQD)

1259

MISSED APCH FIX

OZMOE 140° 320° 4 NM

ELEV 796 D TDZE 791

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

| 1500 | 3000 | OZMOE |
|---|---|---|
| ↑ | ↗ | △ |

See planview for multiple IF locations.

HUUPS 2100

2100

050°

RW05R

GP 3.00° TCH 50

4 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 1174/45 | | 383 (400-⅞) | |
| RNP 0.30 DA | 1271/60 | | 480 (500-1¼) | |

AUTHORIZATION REQUIRED

TWR 1106

0.5% DOWN

0.5% UP

11200 X 150

10000 X 150

7203 X 150

7031

14

32

050° to RW05R

HIRL all Rwys

TDZ/CL Rwys 5L and 5R

INDIANAPOLIS, INDIANA | AL-203 (FAA) | 20310

# RNAV (RNP) Z RWY 14

INDIANAPOLIS INTL (IND)

| APP CRS | Rwy ldg | 7278 |
|---|---|---|
| 140° | TDZE | 796 |
| | Apt Elev | 796 |

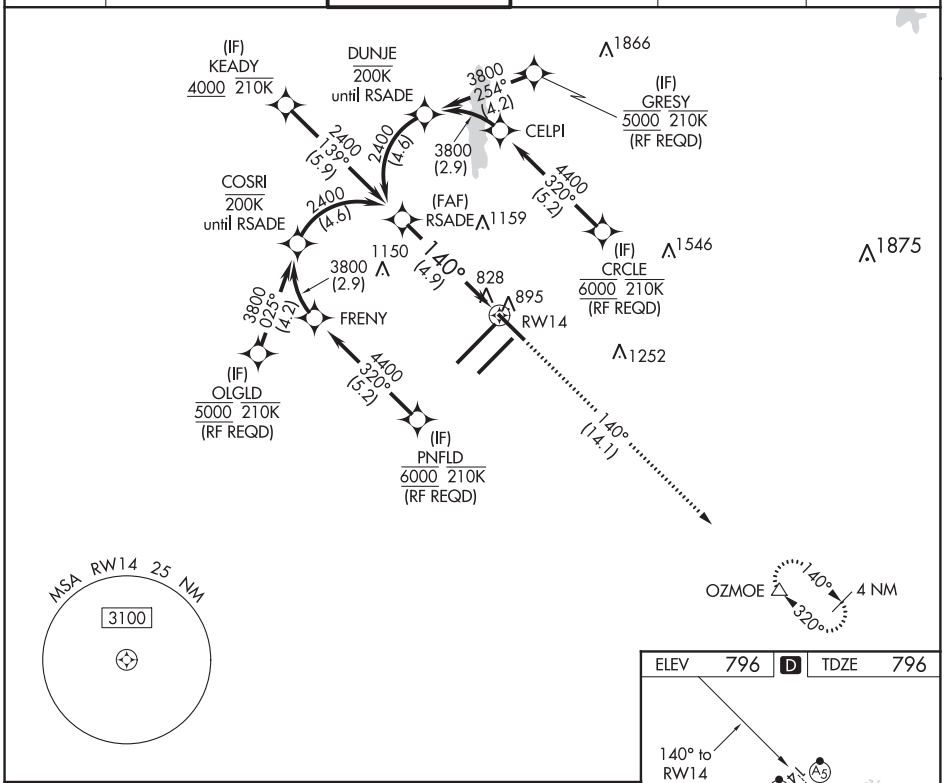
RNP AR APCH.

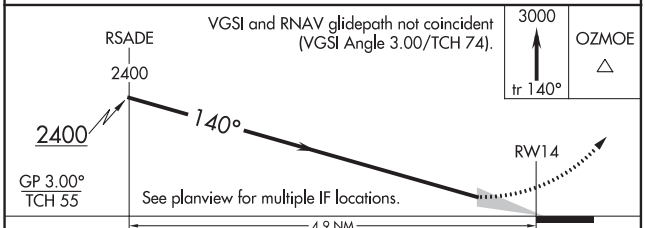
For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C.

MALSR

MISSED APPROACH: Climb to 3000 on track 140° to OZMOE and hold.

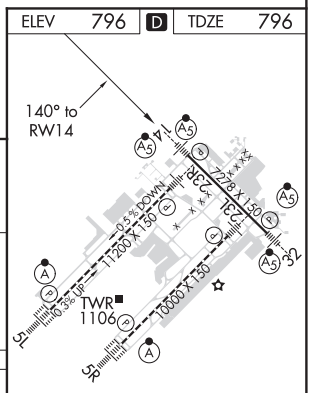
| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.14 DA | 1135/26 339 (400-½) | | | |
| RNP 0.30 DA | 1192/45 396 (400-⅞) | | | |

AUTHORIZATION REQUIRED




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 230° | TDZE | 790 |
| | Apt Elev | 796 |

# RNAV (RNP) Z RWY 23L
## INDIANAPOLIS INTL (IND)

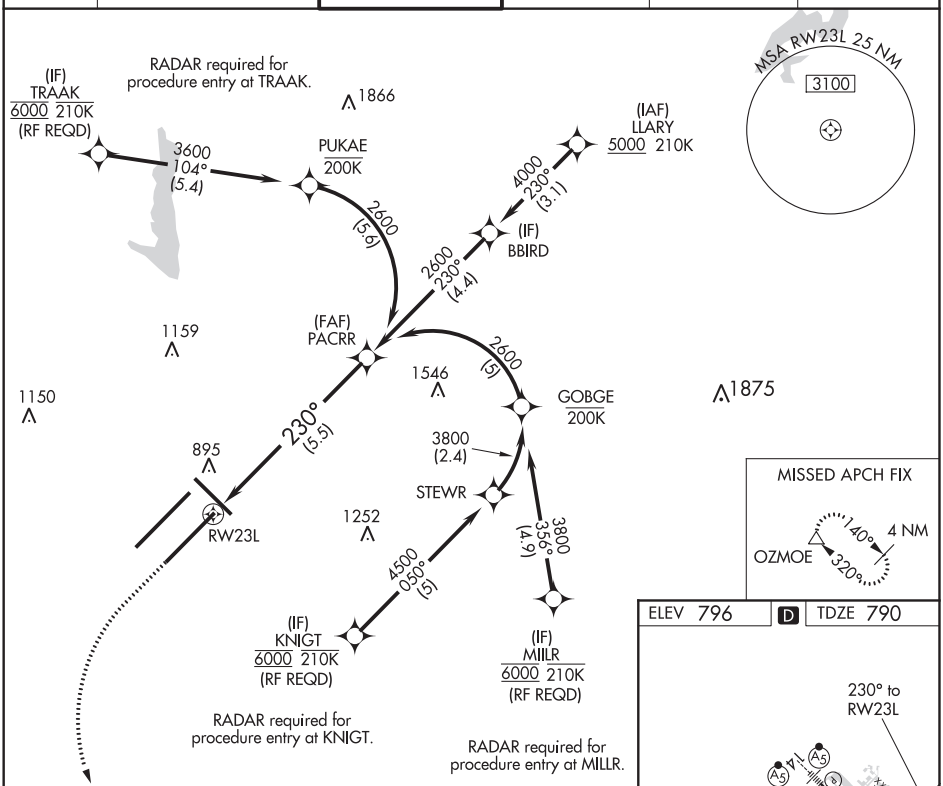
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. Simultaneous approach authorized for arrivals from LLARY only. GPS required.

MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OZMOE and hold.

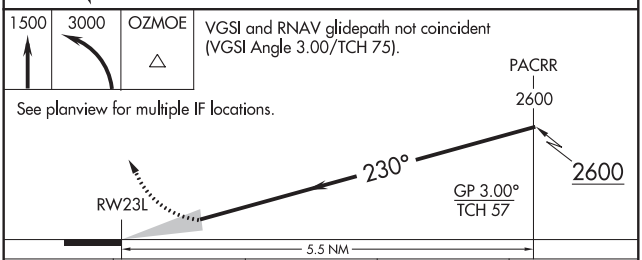
| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |




| 1500 | 3000 | OZMOE |
|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

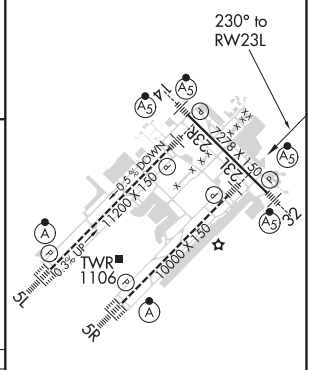
See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 1163/40 | 373 (400-¾) | | |

**AUTHORIZATION REQUIRED**

ELEV 796 | D | TDZE 790




HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 11200 |
|---|---|---|
| 230° | TDZE | 783 |
| | Apt Elev | 796 |

# RNAV (RNP) Z RWY 23R

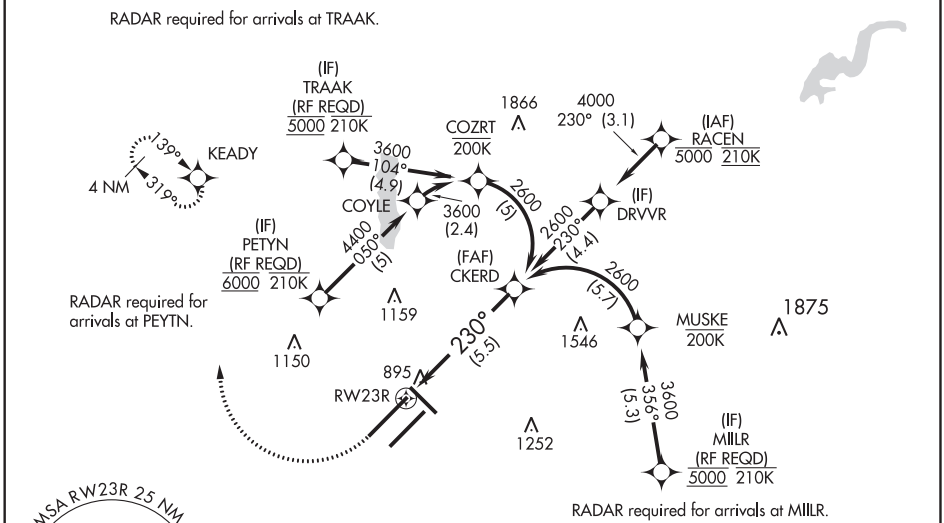
## INDIANAPOLIS INTL (IND)

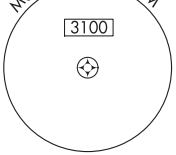
For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS Required. For inoperative ALS, increase RNP 0.15 all Cats visibility to RVR 6000 and increase RNP 0.30 all Cats visibility to 1⅜ SM. Simultaneous approach authorized.

MALSR

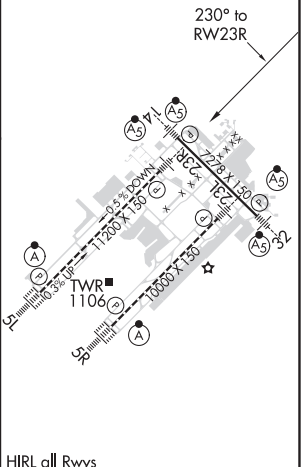
MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct KEADY and hold.

| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |




| ELEV | 796 | D | TDZE | 783 |
|---|---|---|---|---|

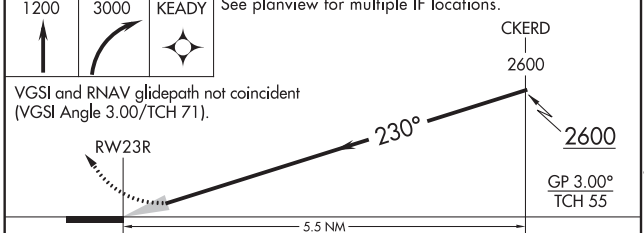



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

| 1200 | 3000 | KEADY |
|---|---|---|

See planview for multiple IF locations.

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 71).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 1147/40 364 (400-¾) | | | |
| RNP 0.30 DA | 1206/50 423 (500-1) | | | |

**AUTHORIZATION REQUIRED**



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 7278 |
|---|---|---|
| 320° | TDZE | 793 |
| | Apt Elev | 796 |

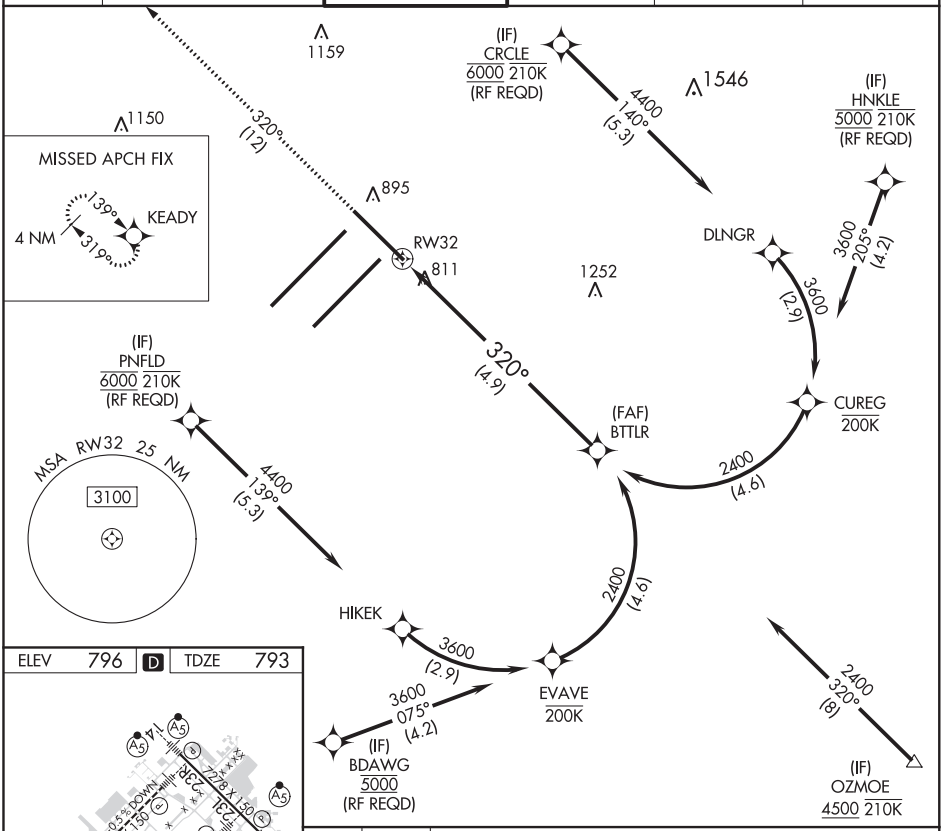
# RNAV (RNP) Z RWY 32
## INDIANAPOLIS INTL (IND)

For uncompensated Baro-VNAV systems, procedure NA below -18°C (2°F) or above 54°C (130°F). GPS required.

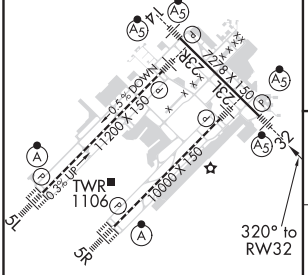
MALSR

MISSED APPROACH: Climb to 3000 on track 320° to KEADY and hold.

| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |



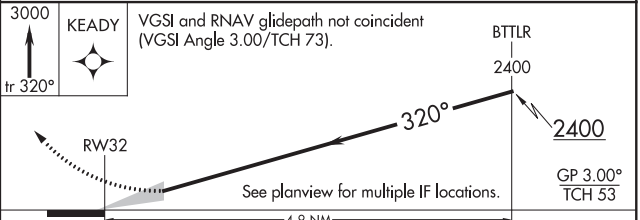

| ELEV | 796 | D | TDZE | 793 |
|---|---|---|---|---|




HIRL all Rwys
TDZ/CL Rwys 5L and 5R

| 3000 | KEADY |
|---|---|
| tr 320° | |

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.19 DA | 1134/30 | 341 (400-⅝) | | |
| RNP 0.30 DA | 1196/45 | 403 (400-⅞) | | |

**AUTHORIZATION REQUIRED**

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA — AL-203 (FAA) — 20310

| WAAS CH 45706 W05A | APP CRS 050° | Rwy ldg 11200<br>TDZE 747<br>Apt Elev 796 |
|---|---|---|

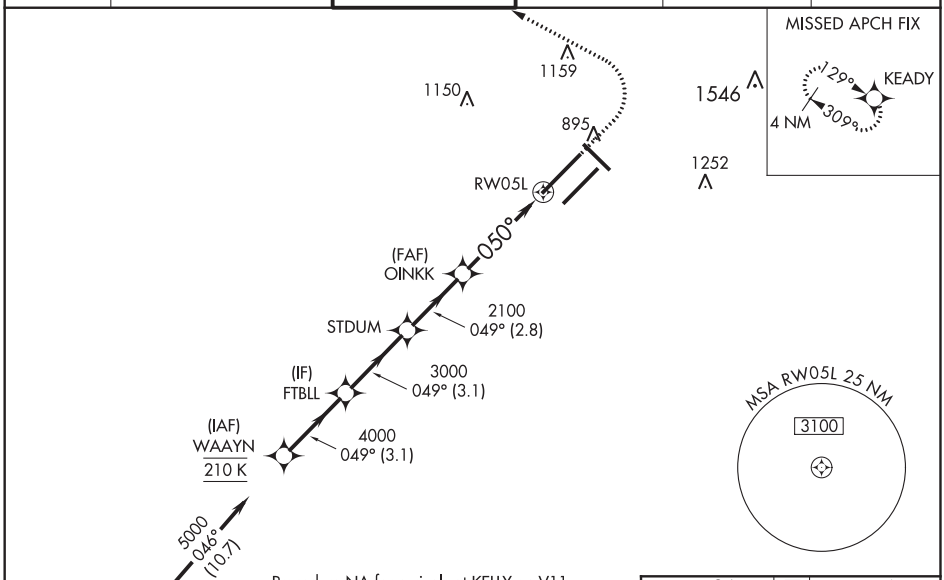
# RNAV (GPS) Y RWY 5L
## INDIANAPOLIS INTL (IND)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM and increase LNAV Cat C/D visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct KEADY and hold.

| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |



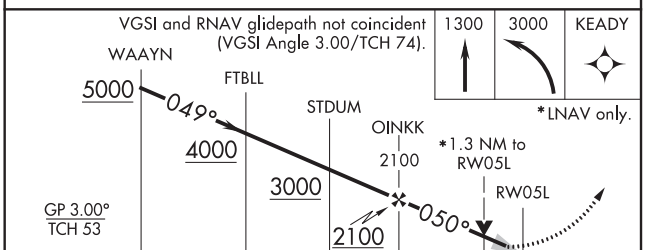

Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.

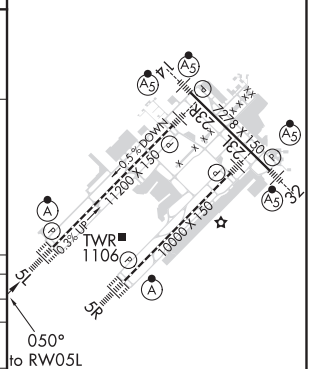
ELEV 796 | D | TDZE 747

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).

| 1300 | 3000 | KEADY |
|---|---|---|

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 947/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1136/45 389 (400-⅞) | | | |
| LNAV MDA | 1220/24 473 (500-½) | | 1220/50 473 (500-1) | |
| C CIRCLING | 1420-1 624 (700-1) | | 1420-1¾ 624 (700-1¾) | 1560-2½ 764 (800-2½) |

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 50306 W05B | APP CRS 050° | Rwy ldg 10000<br>TDZE 791<br>Apt Elev 796 |
|---|---|---|

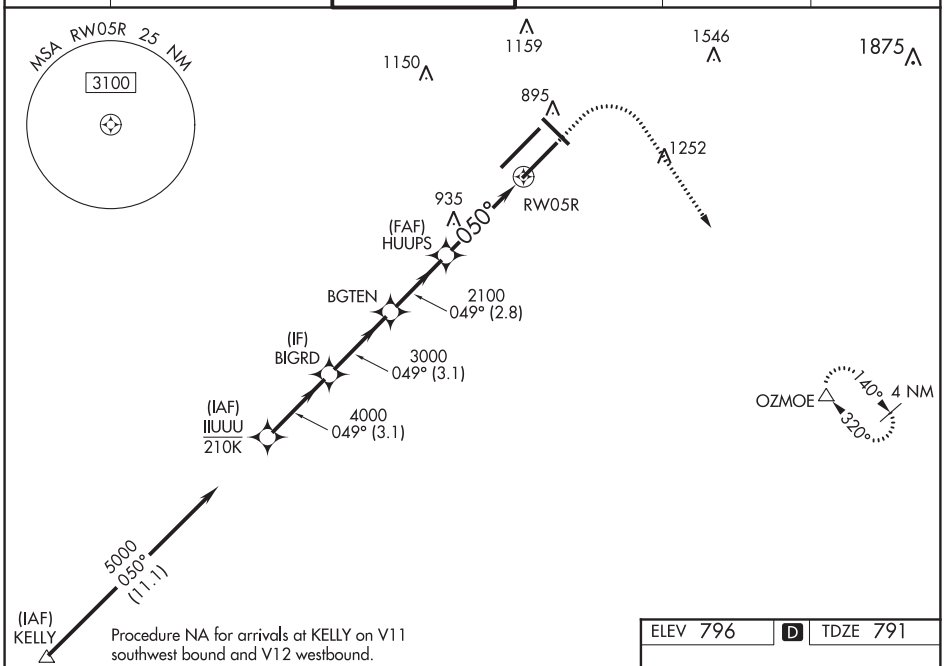
# RNAV (GPS) Y RWY 5R
## INDIANAPOLIS INTL (IND)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OZMOE and hold.

| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |



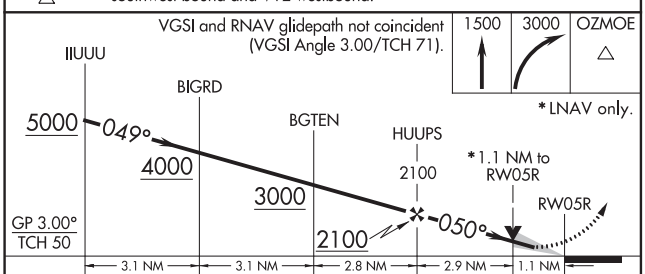

Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.

ELEV 796 | D | TDZE 791

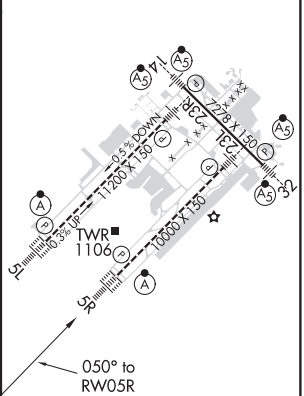
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

| 1500 | 3000 | OZMOE |
|---|---|---|

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 991/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1172/40 381 (400-¾) | | | |
| LNAV MDA | 1220/24 429 (500-½) | | 1220/40 429 (500-¾) | |
| C CIRCLING | 1420-1 624 (700-1) | | 1420-1¾ 624 (700-1¾) | 1560-2½ 764 (800-2½) |




HIRL all Rwys
TDZ/CL Rwys 5L and 5R



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA

AL-203 (FAA)

20310

# RNAV (GPS) Y RWY 14
## INDIANAPOLIS INTL (IND)

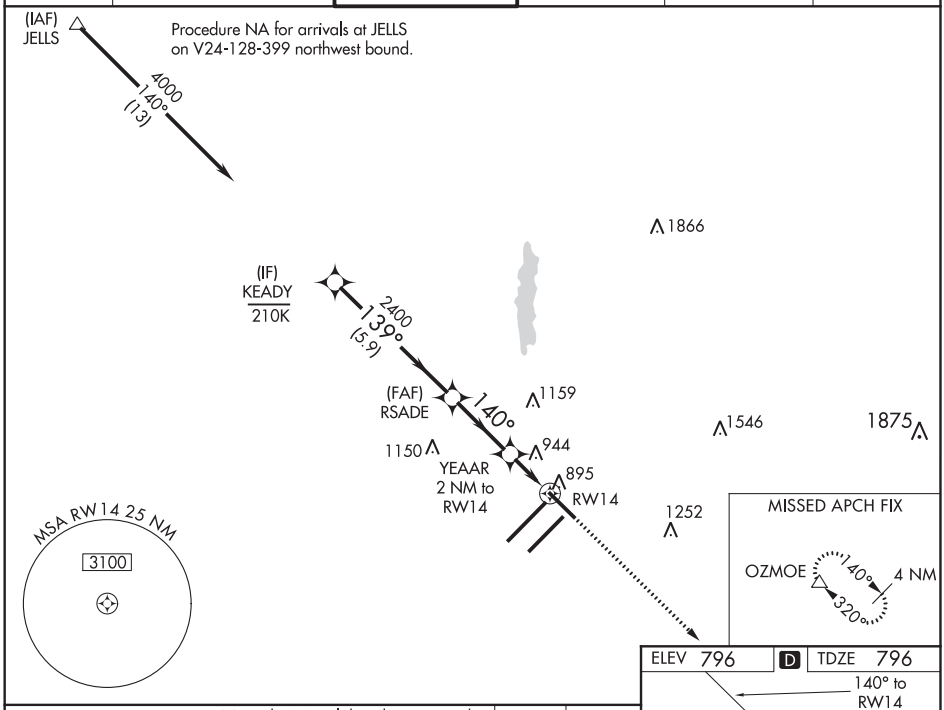
| WAAS CH 42602 W14A | APP CRS 140° | Rwy ldg 7278<br>TDZE 796<br>Apt Elev 796 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

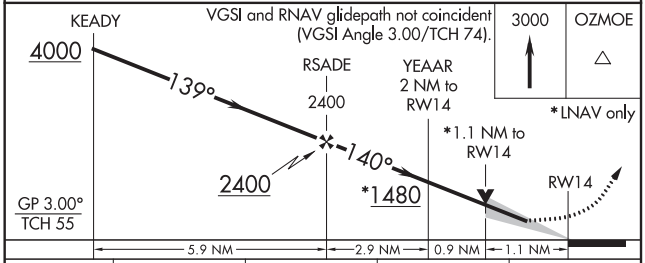
MISSED APPROACH: Climb to 3000 direct OZMOE and hold.

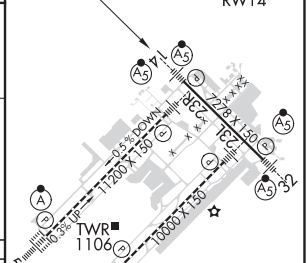
| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |




ELEV 796 | D | TDZE 796

140° to RW14




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | **996/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1092/24 296 (300-½) | | | |
| LNAV MDA | 1200/24 404 (500-½) | | 1200/40 404 (500-¾) | |
| C CIRCLING | 1420-1 624 (700-1) | | 1420-1¾ 624 (700-1¾) | 1560-2½ 764 (800-2½) |

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 86406 W23A | APP CRS 230° | Rwy ldg 10000 TDZE 790 Apt Elev 796 |
|---|---|---|

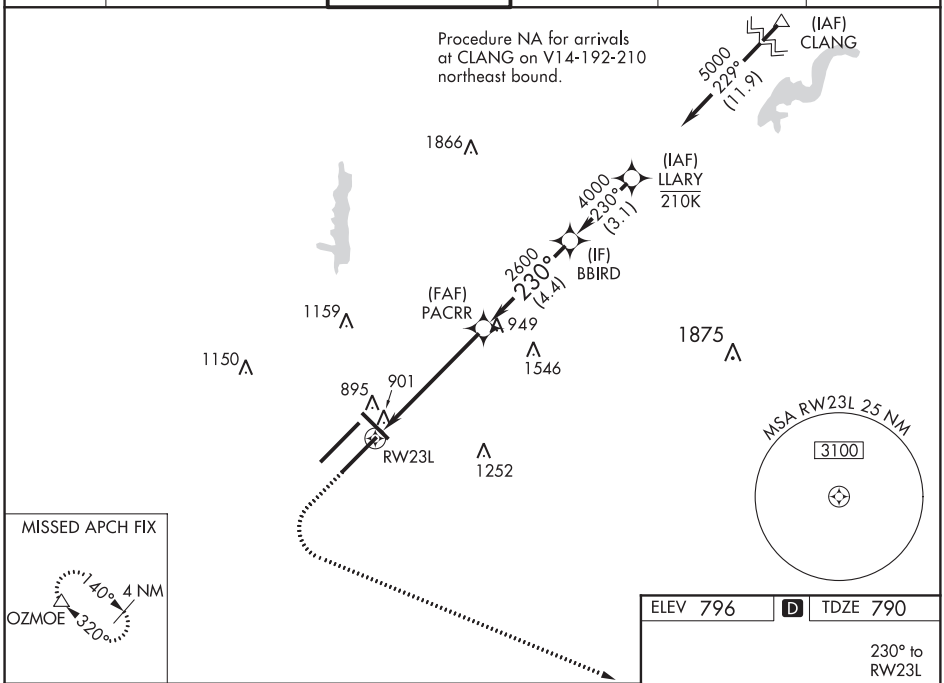
# RNAV (GPS) Y RWY 23L
## INDIANAPOLIS INTL (IND)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cats C/D visibility to RVR 5500. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OZMOE and hold.

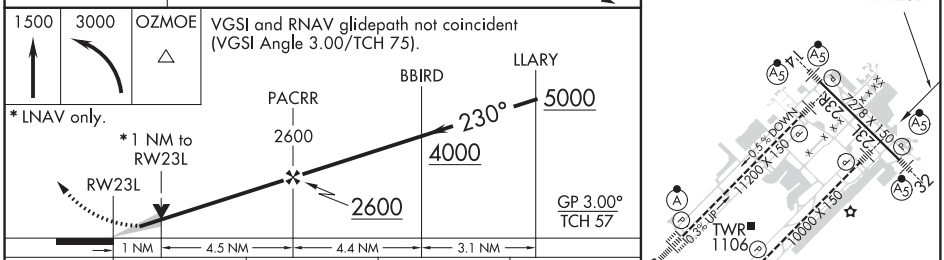
| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |







ELEV 796 | D | TDZE 790




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | **990/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1078/24 288 (300-½) | | | |
| LNAV MDA | 1160/24 370 (400-½) | | 1160/35 370 (400-⅝) | |
| C CIRCLING | 1420-1 624 (700-1) | | 1420-1¾ 624 (700-1¾) | 1560-2½ 764 (800-2½) |

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 77706 W23B | APP CRS 230° | Rwy ldg 11200 TDZE 783 Apt Elev 796 |
|---|---|---|

# RNAV (GPS) Y RWY 23R

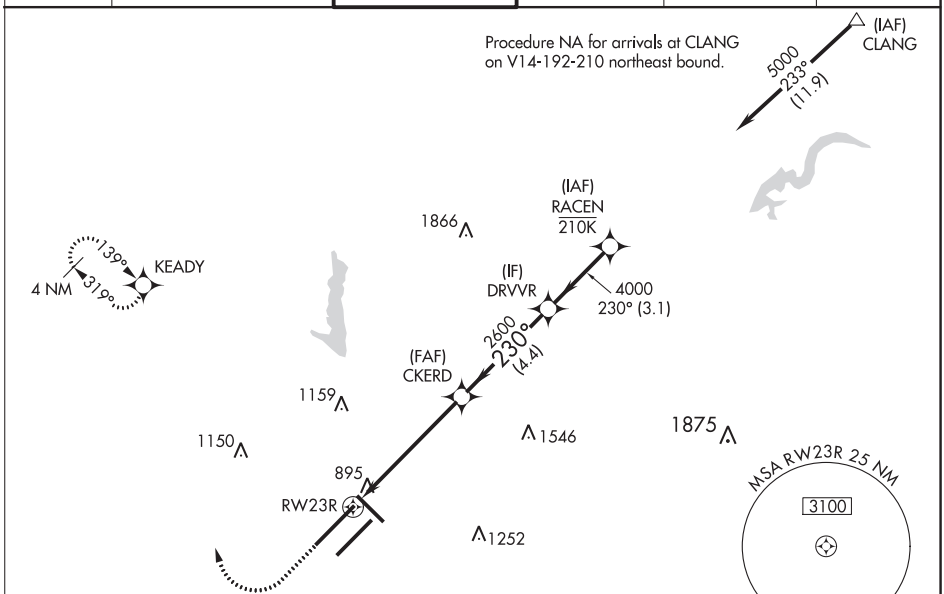
## INDIANAPOLIS INTL (IND)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LNAV Cat C/D visibility to RVR 6000. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

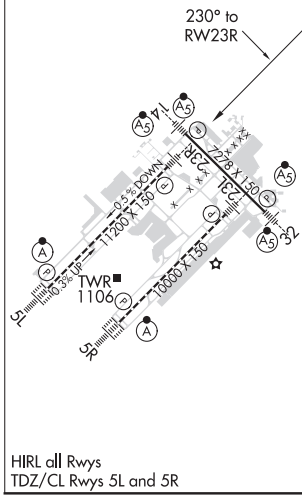
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct KEADY and hold.

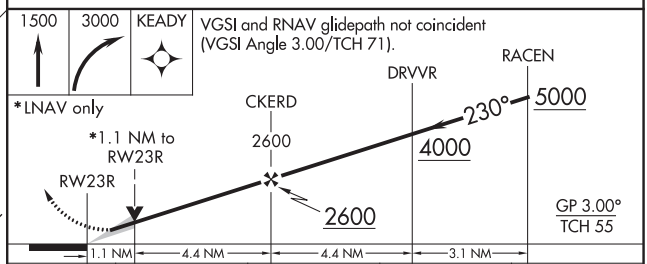
| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |




ELEV 796 | D | TDZE 783




HIRL all Rwys
TDZ/CL Rwys 5L and 5R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | **983/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1165/40 382 (400-¾) | | | |
| LNAV MDA | 1200/24 417 (500-½) | | 1200/40 417 (500-¾) | |
| C CIRCLING | 1420-1 624 (700-1) | | 1420-1¾ 624 (700-1¾) | 1560-2½ 764 (800-2½) |




EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) Y RWY 32
## INDIANAPOLIS INTL (IND)

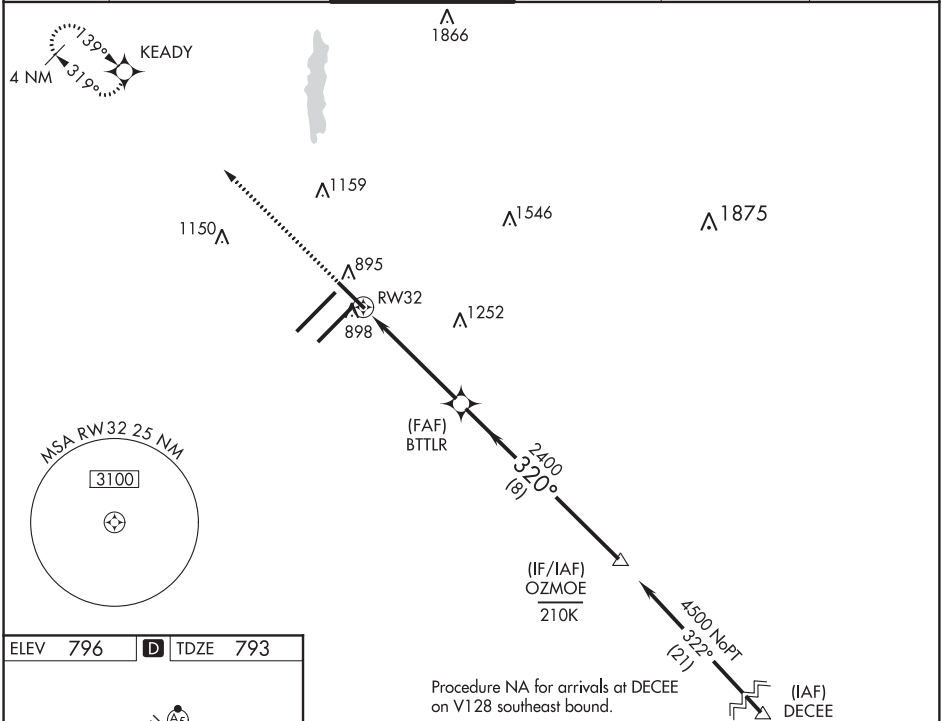
| WAAS CH 62802 W32A | APP CRS 320° | Rwy ldg 7278 TDZE 793 Apt Elev 796 |
|---|---|---|

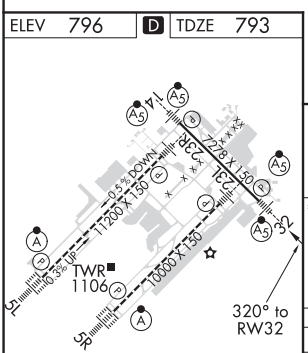
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

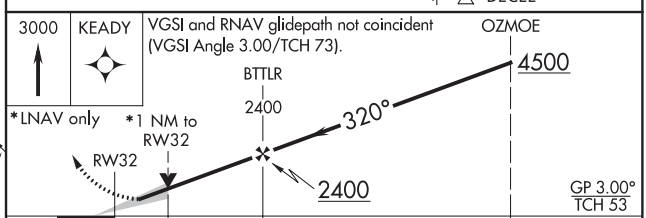
MISSED APPROACH: Climb to 3000 direct KEADY and hold.

| D-ATIS | INDIANAPOLIS APP CON | INDY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 134.25 | 128.175 317.8 | 120.9 257.8 | 121.9 | 128.75 257.8 | |




HIRL all Rwys
TDZ/CL Rwys 5L and 5R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | **993/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1069/24 276 (300-½) | | | |
| LNAV MDA | 1160/24 367 (400-½) | | 1160/35 367 (400-⅝) | |
| C CIRCLING | 1420-1 624 (700-1) | | 1420-1¾ 624 (700-1¾) | 1560-2½ 764 (800-2½) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

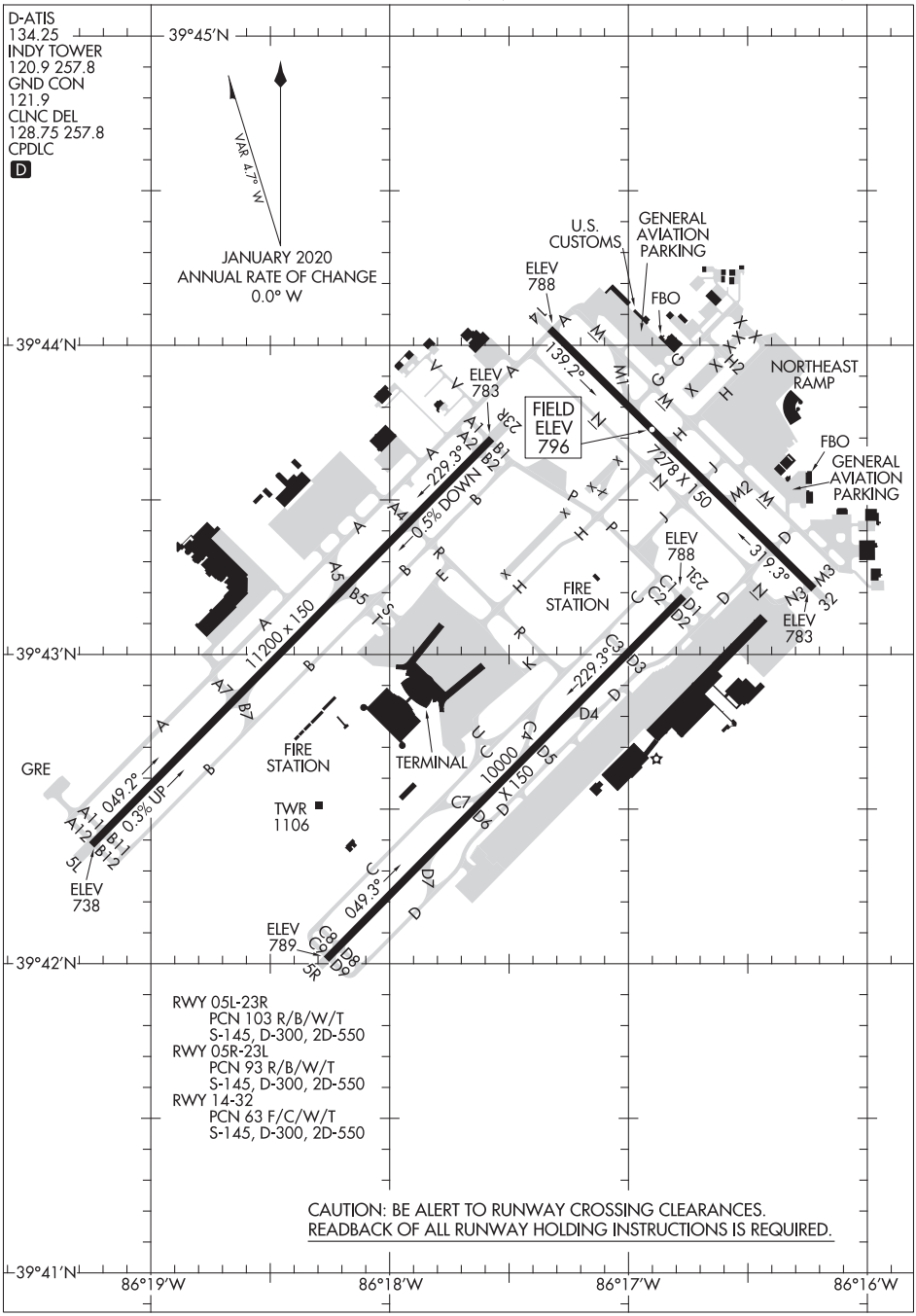
20310

# AIRPORT DIAGRAM

AL-203 (FAA)

## INDIANAPOLIS INTL (IND)

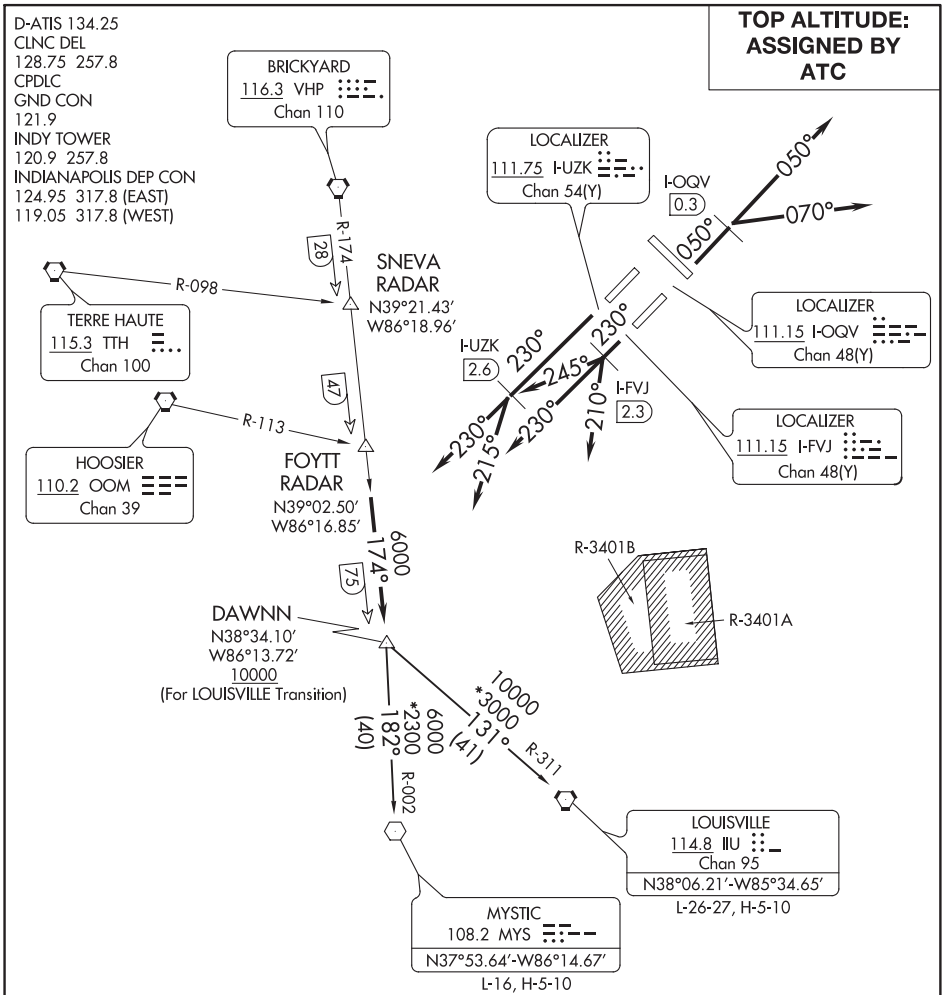
INDIANAPOLIS, INDIANA




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20310
INDIANAPOLIS, INDIANA
INDIANAPOLIS INTL (IND)




TAKEOFF MINIMUMS:
Rwys 5L/R, 14, 23L/R, 32: Standard.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 23R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215° to assigned altitude. Thence....
TAKEOFF RWY 23L (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245° to assigned altitude. Thence....
TAKEOFF RWY 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070° to assigned altitude. Thence....
TAKEOFF ALL OTHER RWYS (TURBOJETS ONLY): Climb on assigned heading to assigned altitude. Thence....
TAKEOFF ALL RWYS (PROPELLER ONLY): Climb on assigned heading to assigned altitude. Thence....
DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

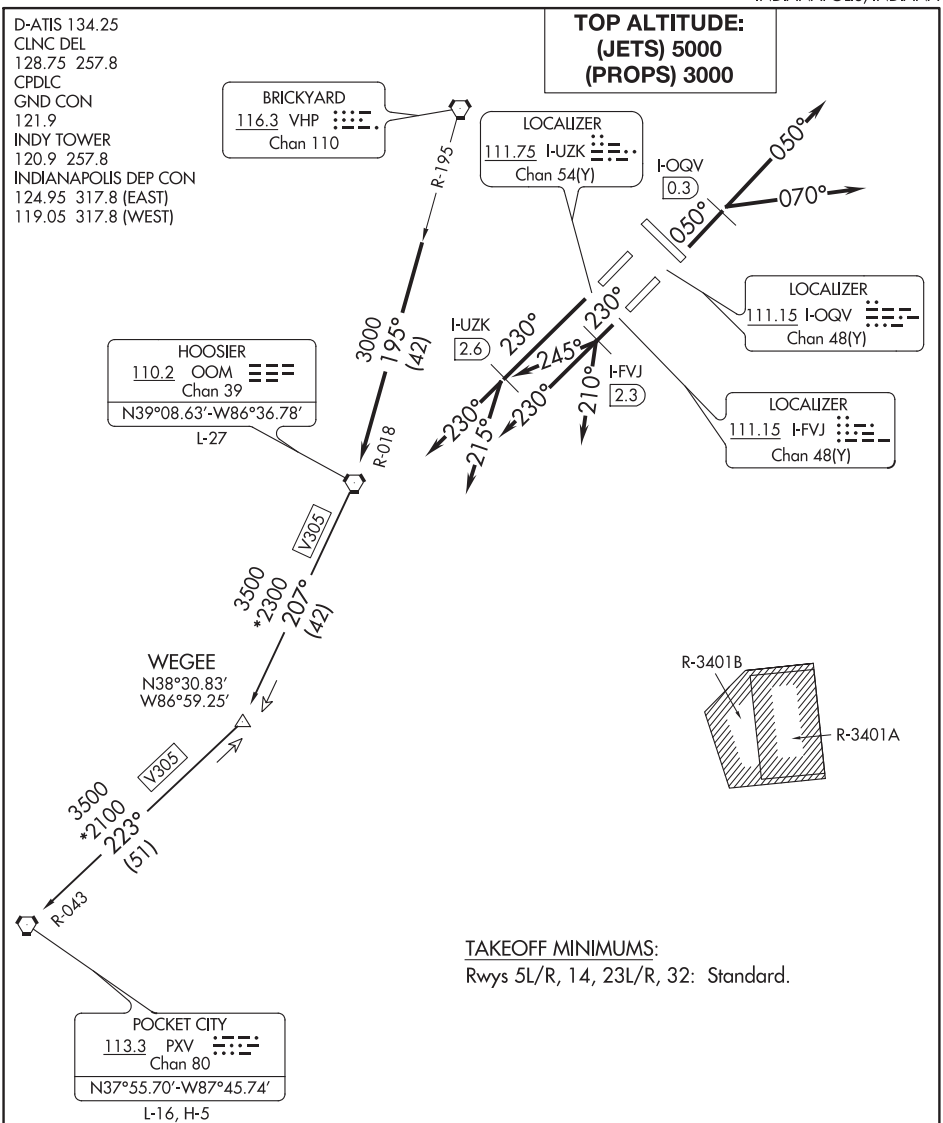
....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNN1.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.
MYSTIC TRANSITION (DAWNN1.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

D-ATIS 134.25
CLNC DEL
128.75 257.8
CPDLC
GND CON
121.9
INDY TOWER
120.9 257.8
INDIANAPOLIS DEP CON
124.95 317.8 (EAST)
119.05 317.8 (WEST)

**TOP ALTITUDE:**
**(JETS) 5000**
**(PROPS) 3000**




TAKEOFF MINIMUMS:
Rwys 5L/R, 14, 23L/R, 32: Standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000. Thence....
TAKEOFF RWY 23R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000. Thence....
TAKEOFF RWY 23L (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000. Thence....
TAKEOFF ALL OTHER RWYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence....
TAKEOFF ALL RWYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence....
DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM5.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.


EC-2, 05 NOV 2020 to 31 DEC 2020

D-ATIS 134.25
CLNC DEL
128.75 257.8
CPDLC
GND CON
121.9
INDY TOWER
120.9 257.8
INDIANAPOLIS DEP CON
124.95 317.8 (EAST)
119.05 317.8 (WEST)

**TOP ALTITUDE:**
**(JETS) 5000**
**(PROPS) 3000**

BOILER
115.1 BVT
Chan 98
N40°33.37′-W87°04.16′
L-27, H-5

MARION
108.6 MZZ
Chan 23
N40°29.60′-W85°40.76′
L-27, H-5-10

ROSEWOOD
117.5 ROD
Chan 122
N40°17.27′-W84°02.59′
L-27, H-10

KOKOMO
113.5 OKK
Chan 82
N40°31.67′-W86°03.48′
L-27, H-5-10

CHAMPAIGN
110.0 CMI
Chan 37
N40°02.07′-W88°16.56′
L-27

LOCALIZER
111.75 I-UZK
Chan 54(Y)

I-OQV
0.3

050°
070°
050°

BRICKYARD
116.3 VHP
Chan 110
N39°48.88′-W86°22.05′
L-27, H-5-10

LOCALIZER
111.15 I-OQV
Chan 48(Y)

DAYTON
114.5 DQN
Chan 92
N40°00.99′-W84°23.81′
L-27, H-10

I-UZK
2.6

230°
245°
230°
230°
230°
215°
210°

I-FVJ
2.3

TERRE HAUTE
115.3 TTH
Chan 100
N39°29.34′-W87°14.94′
L-27, H-5

LOCALIZER
111.15 I-FVJ
Chan 48(Y)

R-3401B

R-3401A

SHELBYVILLE
112.0 SHB
Chan 57
N39°37.95′-W85°49.46′
L-27, H-5-10

HOOSIER
110.2 OOM
Chan 39
N39°08.63′-W86°36.78′
L-27

R-3403B

POCKET CITY
113.3 PXV
Chan 80
N37°55.70′-W87°45.74′
L-16, H-5

R-3403A

CINCINNATI
117.3 CVG
Chan 120
N39°00.96′-W84°42.20′
L-26-27

TAKEOFF MINIMUMS:
Rwys 5L/R, 14, 23L/R, 32: Standard.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Jet aircraft accelerate to 250K until reaching 10000. If unable advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 23R (JETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000. Thence . . . .
TAKEOFF RUNWAY 23L (JETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000. Thence . . . .
TAKEOFF RUNWAY 5R (JETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000. Thence . . . .
TAKEOFF ALL OTHER RUNWAYS (JETS ONLY): Climb on assigned heading. Maintain 5000. Thence . . . .
TAKEOFF ALL RUNWAYS (PROPS ONLY): Climb on assigned heading. Maintain 3000. Thence . . . .

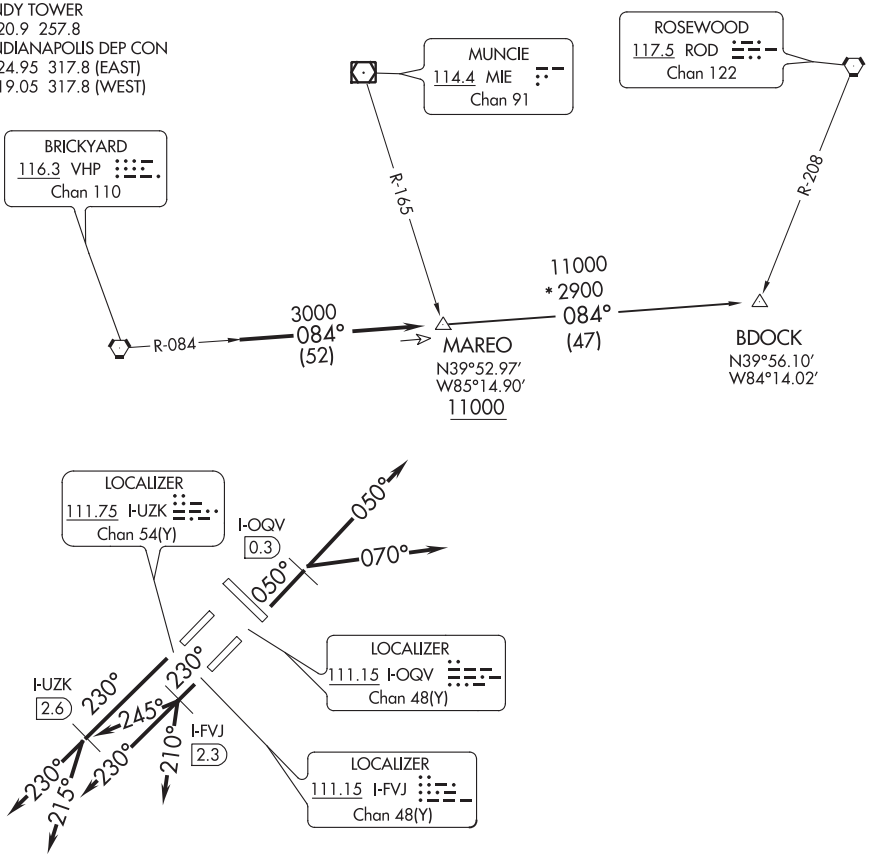
. . . .vector to assigned route/fix. Expect clearance to filed altitude ten minutes after departure.


EC-2, 05 NOV 2020 to 31 DEC 2020

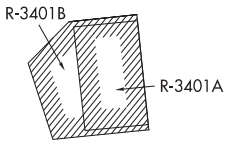
D-ATIS
134.25
CLNC DEL
128.75 257.8
CPDLC
GND CON
121.9
INDY TOWER
120.9 257.8
INDIANAPOLIS DEP CON
124.95 317.8 (EAST)
119.05 317.8 (WEST)

**TOP ALTITUDE:**
**(JETS) 5000**
**(PROPS) 3000**

TAKEOFF MINIMUMS
Rwys 5L/R, 14, 23L/R, 32: Standard.




NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000. Thence . . . .
TAKEOFF RWY 23R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000. Thence . . . .
TAKEOFF RWY 23L (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000. Thence . . . .
TAKEOFF ALL OTHER RWYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence . . . .
TAKEOFF ALL RWYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence . . . .
DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

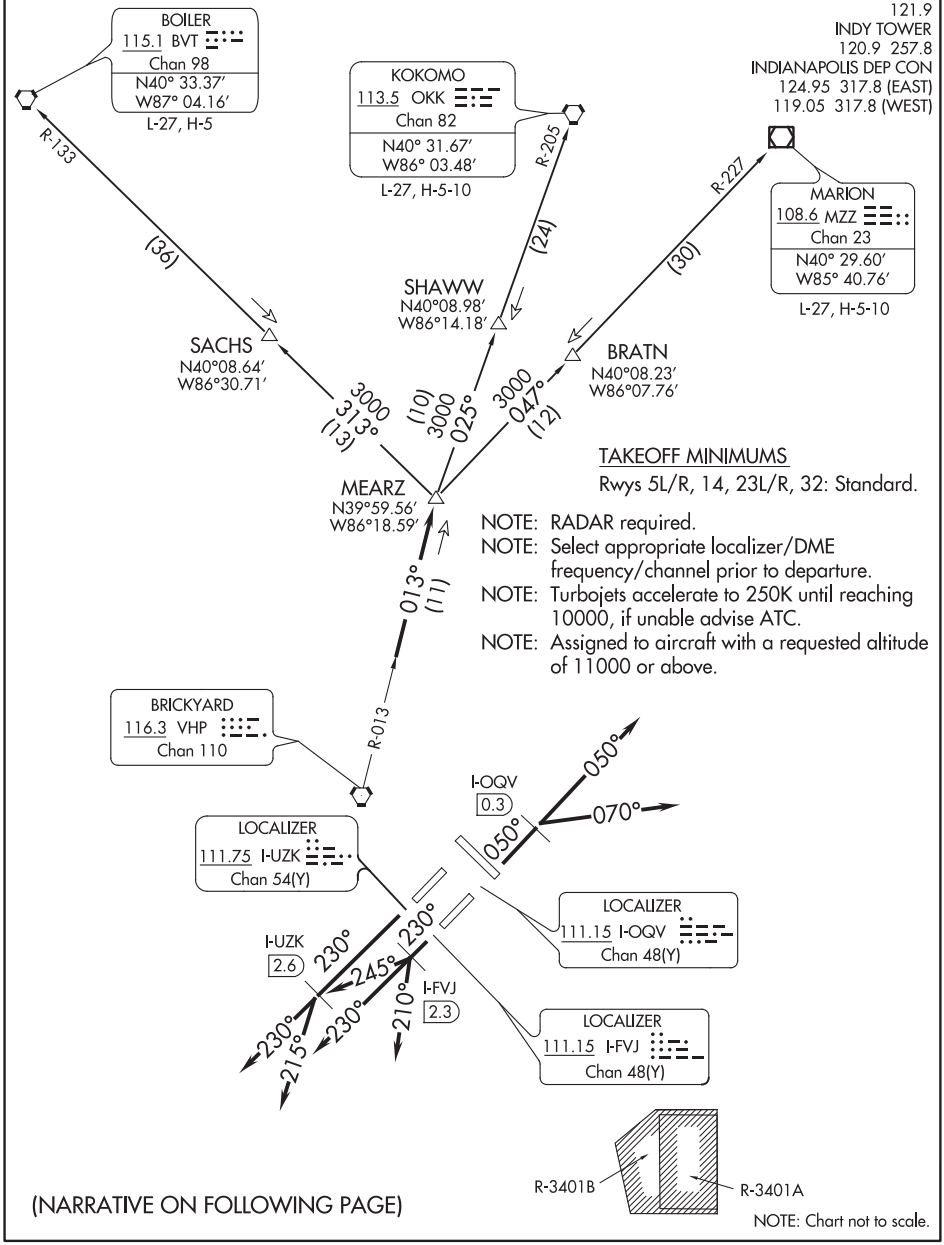
BDOCK TRANSITION (MAREO5.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.


EC-2, 05 NOV 2020 to 31 DEC 2020

# MEARZ SIX DEPARTURE

**TOP ALTITUDE:**
**(JETS) 5000**
**(PROPS) 3000**

D-ATIS 134.25
CLNC DEL
128.75 257.8
CPDLC
GND CON
121.9
INDY TOWER
120.9 257.8
INDIANAPOLIS DEP CON
124.95 317.8 (EAST)
119.05 317.8 (WEST)




TAKEOFF MINIMUMS

Rwys 5L/R, 14, 23L/R, 32: Standard.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000. Thence....

TAKEOFF RWY 23R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000. Thence....

TAKEOFF RWY 23L (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000. Thence....

TAKEOFF ALL OTHER RWYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence....

TAKEOFF ALL RWYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence....

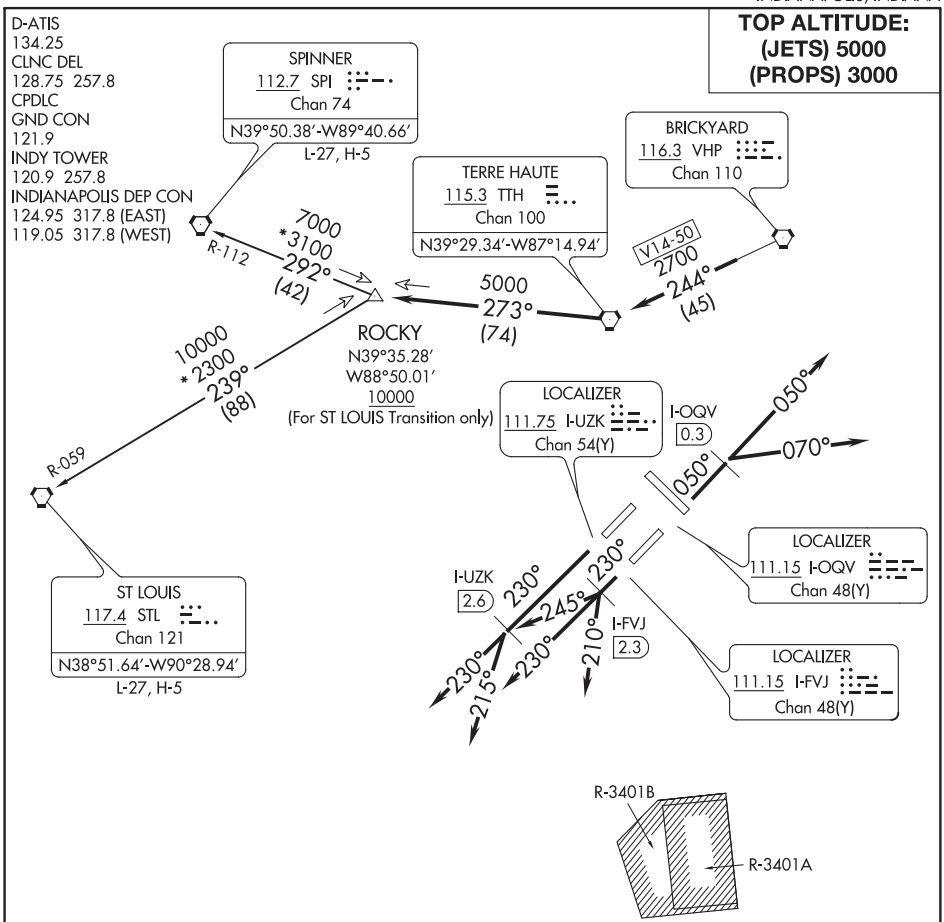
DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ6.BVT): From over MEARZ via BVT R-133 to BVT VORTAC.

KOKOMO TRANSITION (MEARZ6.OKK): From over MEARZ via OKK R-205 to OKK VORTAC.

MARION TRANSITION (MEARZ6.MZZ): From over MEARZ via MZZ R-227 to MZZ VOR/DME.




TAKEOFF MINIMUMS
Rwys 5L/R, 14, 23L/R, 32: Standard.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R (TURBOJETS ONLY-DME Required): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000. Thence . . . .

TAKEOFF RWY 23R (TURBOJETS ONLY-DME Required): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000. Thence . . . .

TAKEOFF RWY 23L (TURBOJETS ONLY-DME Required): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000. Thence . . . .

TAKEOFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence . . . .

TAKEOFF ALL RUNWAYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence . . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY1.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.
ST LOUIS TRANSITION (ROCKY1.STL): From over ROCKY INT on STL R-059 to STL VORTAC.

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 3848 |
|---|---|---|
| 149° | TDZE | 805 |
| | Apt Elev | 811 |

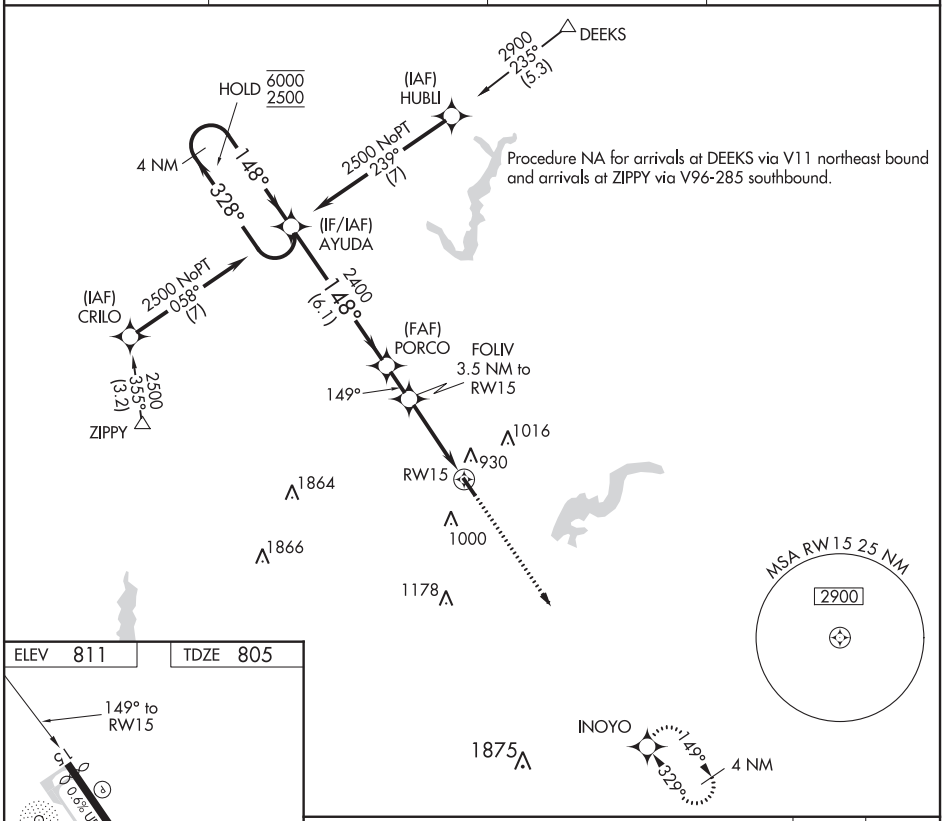
# RNAV (GPS) RWY 15
## INDIANAPOLIS METROPOLITAN (UMP)

RNP APCH.

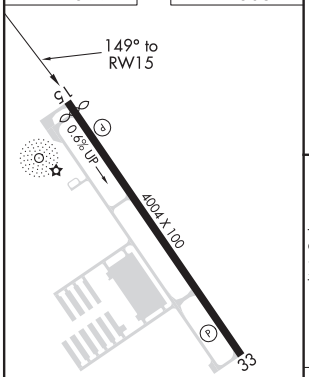
Helicopter visibility reduction below ¾ SM NA. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ SM.

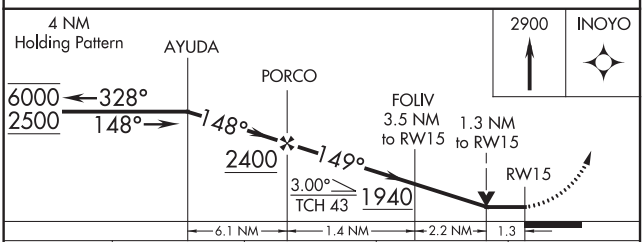
MISSED APPROACH: Climb to 2900 direct INOYO and hold.

| AWOS-3 | INDIANAPOLIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.375 | 127.15 317.8 | 121.625 | 123.0 (CTAF) L |




ELEV 811 | TDZE 805




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1240-1 435 (500-1) | | 1240-1¼ 435 (500-1¼) | NA |
| C CIRCLING | 1320-1 509 (600-1) | 1340-1 529 (600-1) | 1340-1½ 529 (600-1½) | NA |

MIRL Rwy 15-33 L
REIL Rwy 15 and 33 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA

AL-5902 (FAA)

20086

| APP CRS | Rwy ldg | 4004 |
|---|---|---|
| 329° | TDZE | 811 |
| | Apt Elev | 811 |

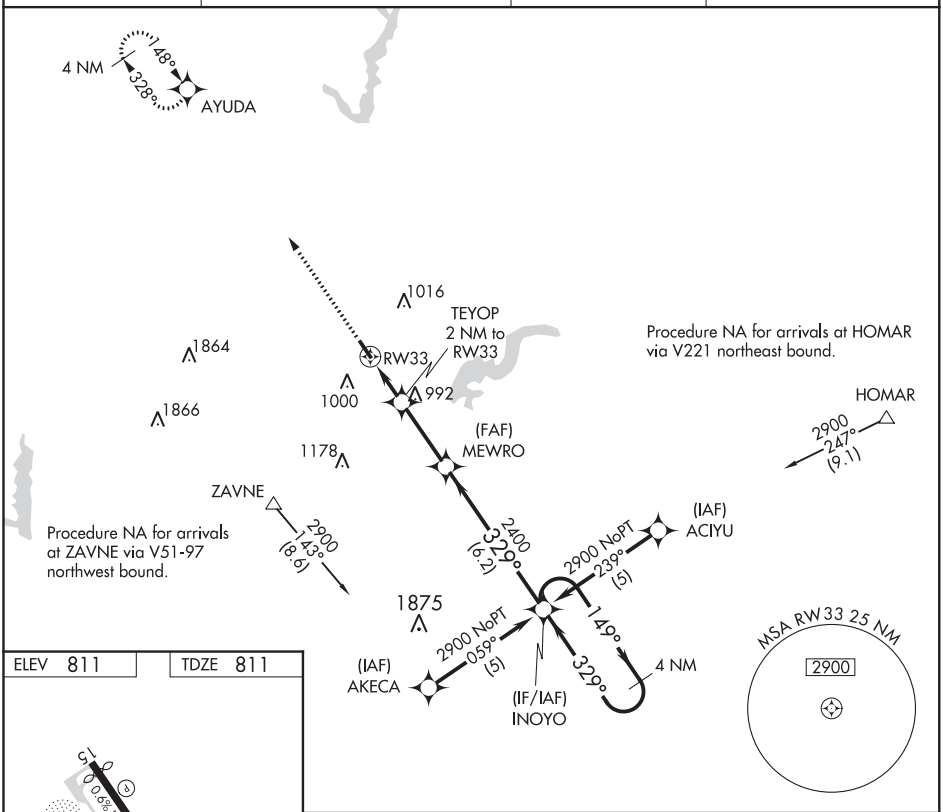
# RNAV (GPS) RWY 33
## INDIANAPOLIS METROPOLITAN (UMP)

T
A NA

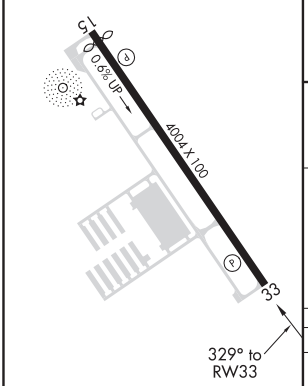
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼mile. VDP NA when using Indianapolis Intl altimeter setting. Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct AYUDA and hold.

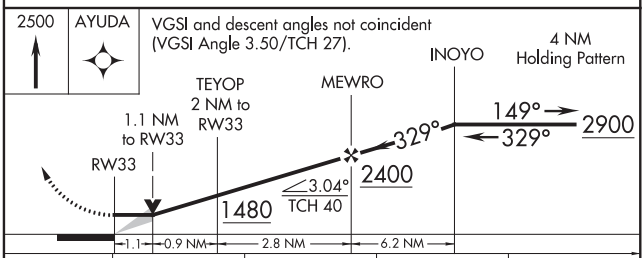
| AWOS-3 | INDIANAPOLIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.375 | 127.15 317.8 | 121.625 | 123.0 (CTAF) L |




| ELEV 811 | TDZE 811 |
|---|---|




MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 449 (500-1) | | 1260-1¼ 449 (500-1¼ ) | NA |
| C CIRCLING | 1320-1 509 (600-1) | 1340-1 529 (600-1) | 1340-1½ 529 (600-1½ ) | NA |

INDIANAPOLIS, INDIANA
Amdt 1B 26MAR20

39°56′N-86°03′W

INDIANAPOLIS METROPOLITAN (UMP)
RNAV (GPS) RWY 33

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

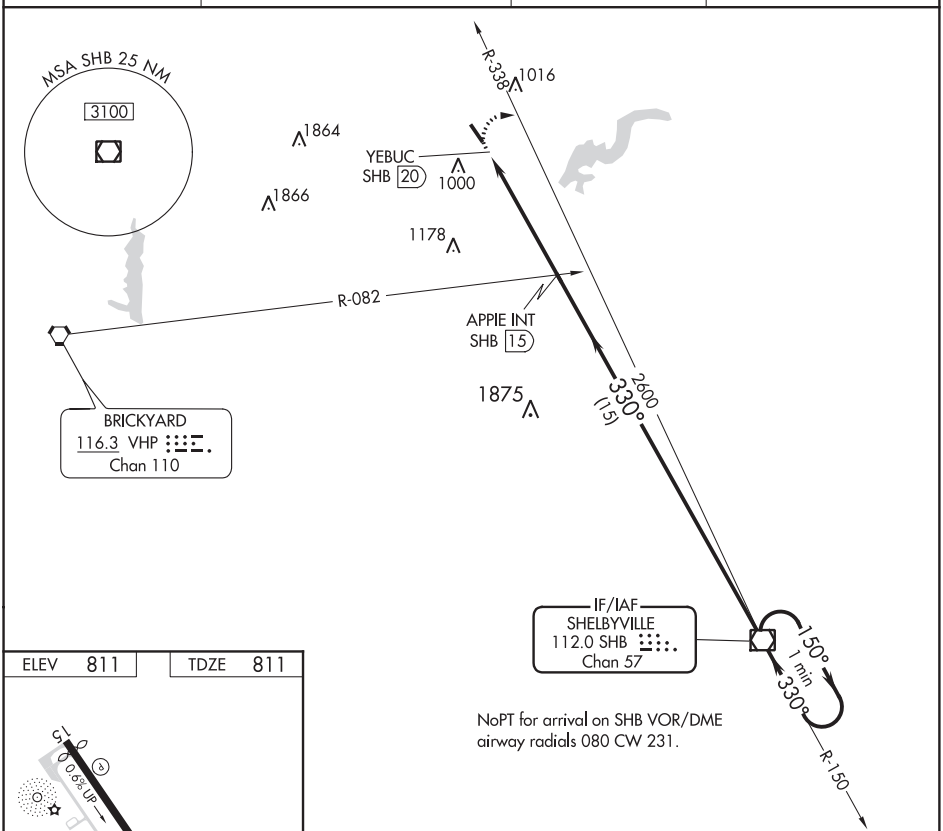
# VOR RWY 33
## INDIANAPOLIS METROPOLITAN (UMP)

| VOR/DME SHB | APP CRS | Rwy ldg | 4004 |
|---|---|---|---|
| 112.0 | 330° | TDZE | 811 |
| Chan 57 | | Apt Elev | 811 |

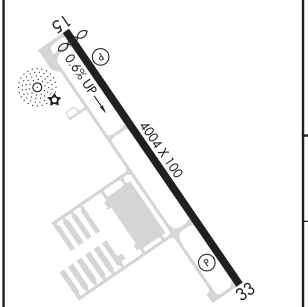
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase S-33 and Circling Cat C visibility to 1¾. Rwy 33 helicopter visibility reduction below ¾ SM NA.

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

| AWOS-3 | INDIANAPOLIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.375 | 127.15 317.8 | 121.625 | 123.0 (CTAF) L |

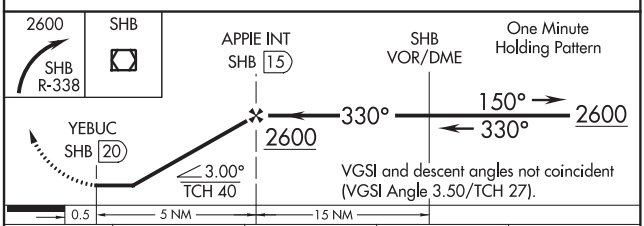



| ELEV 811 | TDZE 811 |
|---|---|




MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1340-1 | 529 (600-1) | 1340-1½<br>529 (600-1½) | NA |
| C CIRCLING | 1340-1 | 529 (600-1) | 1340-1½<br>529 (600-1½) | NA |

INDIANAPOLIS, INDIANA AL-5902 (FAA) 20254

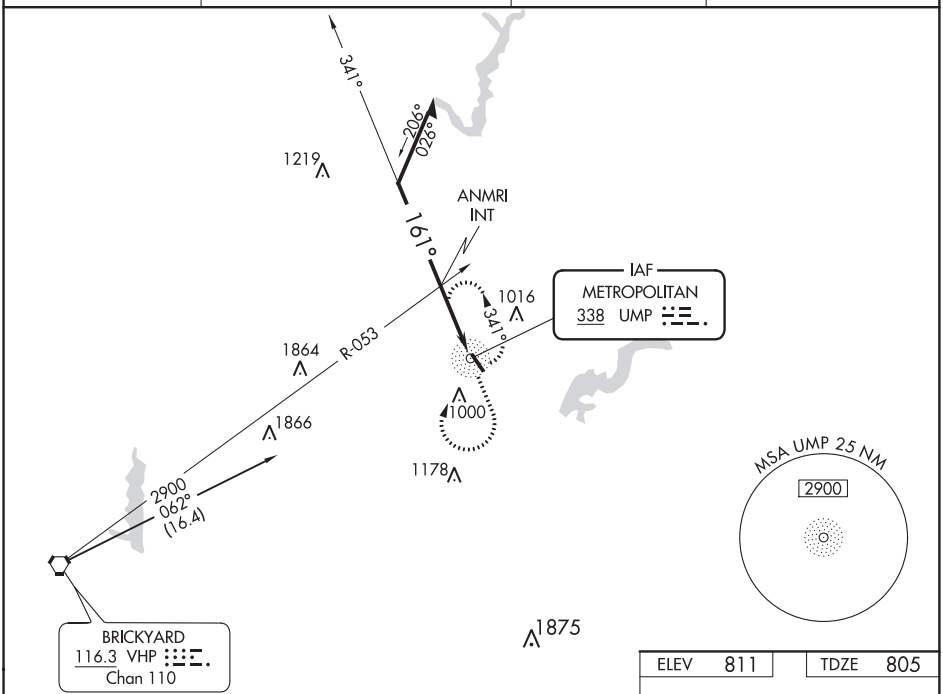
# NDB RWY 15
## INDIANAPOLIS METROPOLITAN (UMP)

| NDB UMP | APP CRS | Rwy ldg | 3848 |
|---|---|---|---|
| 338 | 161° | TDZE | 805 |
| | | Apt Elev | 811 |

When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase S-15 and Circling Cat C visibility ¼ mile. Rwy 15 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 direct UMP NDB and hold.

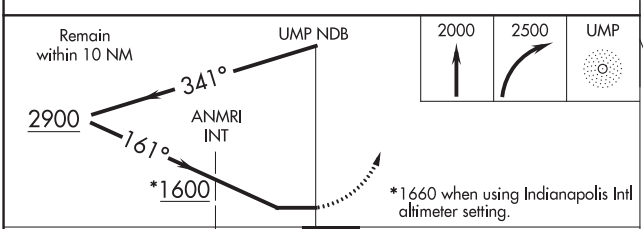
| AWOS-3 | INDIANAPOLIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.375 | 127.15 317.8 | 121.625 | 123.0 (CTAF) L |



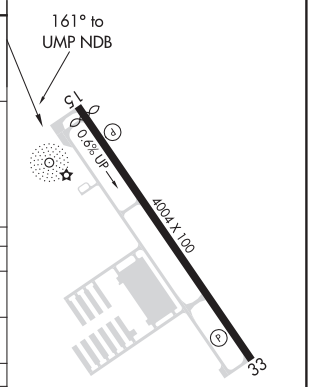

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| ELEV 811 | TDZE 805 |
|---|---|

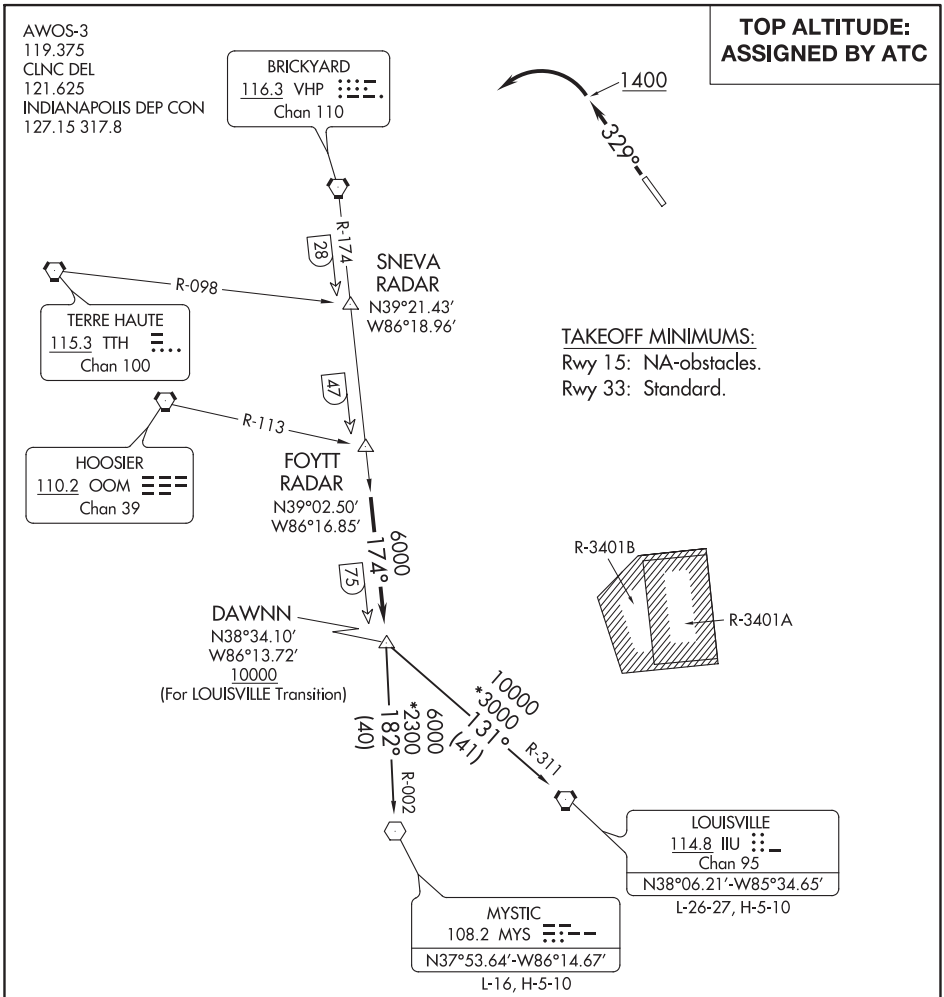



*1660 when using Indianapolis Intl altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1600-1<br>795 (800-1) | 1600-1¼<br>795 (800-1¼) | 1600-2½<br>795 (800-2½) | NA |
| C CIRCLING | 1600-1<br>789 (800-1) | 1600-1¼<br>789 (800-1¼) | 1600-2½<br>789 (800-2½) | NA |
| ANMRI INT MINIMUMS | | | | |
| S-15 | 1240-1 435 (500-1) | | 1240-1¼<br>435 (500-1¼) | NA |
| C CIRCLING | 1320-1<br>509 (600-1) | 1340-1<br>529 (600-1) | 1340-1½<br>529 (600-1½) | NA |

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L




NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

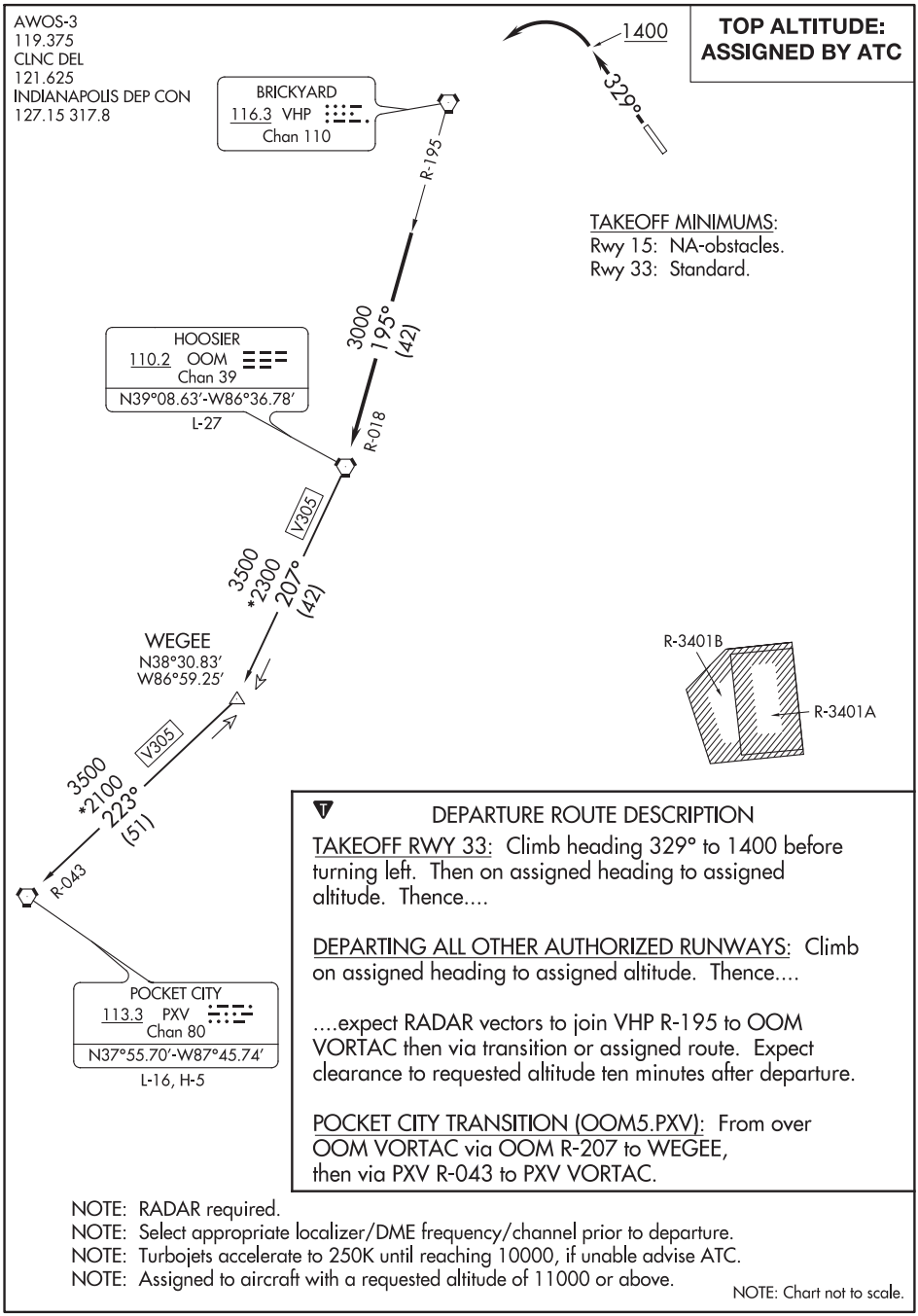
TAKEOFF RWY 33: Climb heading 329° to 1400 before turning left. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNN1.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.
MYSTIC TRANSITION (DAWNN1.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020


AWOS-3
119.375
CLNC DEL
121.625
INDIANAPOLIS DEP CON
127.15 317.8
BRICKYARD
116.3 VHP
Chan 110
1400
329°
TOP ALTITUDE:
ASSIGNED BY ATC
R-195
TAKEOFF MINIMUMS:
Rwy 15: NA-obstacles.
Rwy 33: Standard.
3000
195°
(42)
HOOSIER
110.2 OOM
Chan 39
N39°08.63'-W86°36.78'
L-27
R-018
V305
3500
*2300
207°
(42)
WEGEE
N38°30.83'
W86°59.25'
R-3401B
R-3401A
V305
3500
*2100
223°
(511)
R-043
POCKET CITY
113.3 PXV
Chan 80
N37°55.70'-W87°45.74'
L-16, H-5
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RWY 33: Climb heading 329° to 1400 before turning left. Then on assigned heading to assigned altitude. Thence....
DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....
....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.
POCKET CITY TRANSITION (OOM5.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.
NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.
NOTE: Chart not to scale.

(MAREO5.MAREO) 20086

# MAREO FIVE DEPARTURE

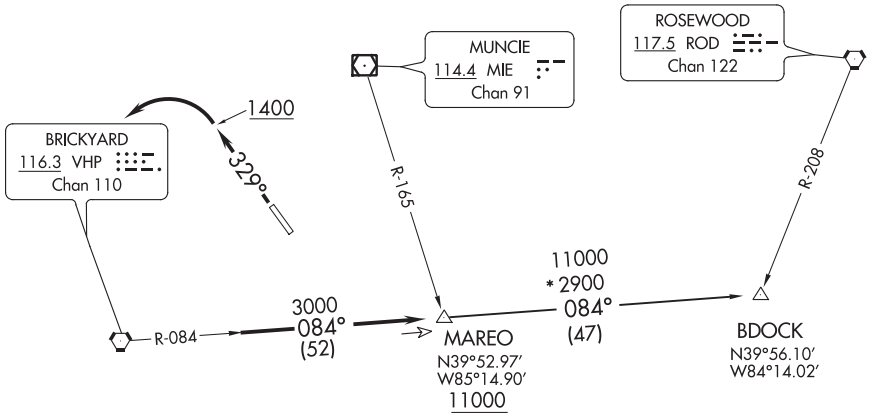
AL-5902 (FAA)

INDIANAPOLIS METROPOLITAN (UMP)
INDIANAPOLIS, INDIANA

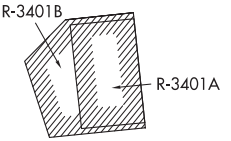
**TOP ALTITUDE: ASSIGNED BY ATC**

AWOS-3
119.375
CLNC DEL
121.625
INDIANAPOLIS DEP CON
127.15 317.8

TAKEOFF MINIMUMS
Rwy 15: NA-obstacles.
Rwy 33: Standard.




NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 33: Climb heading 329° to 1400 before turning left. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

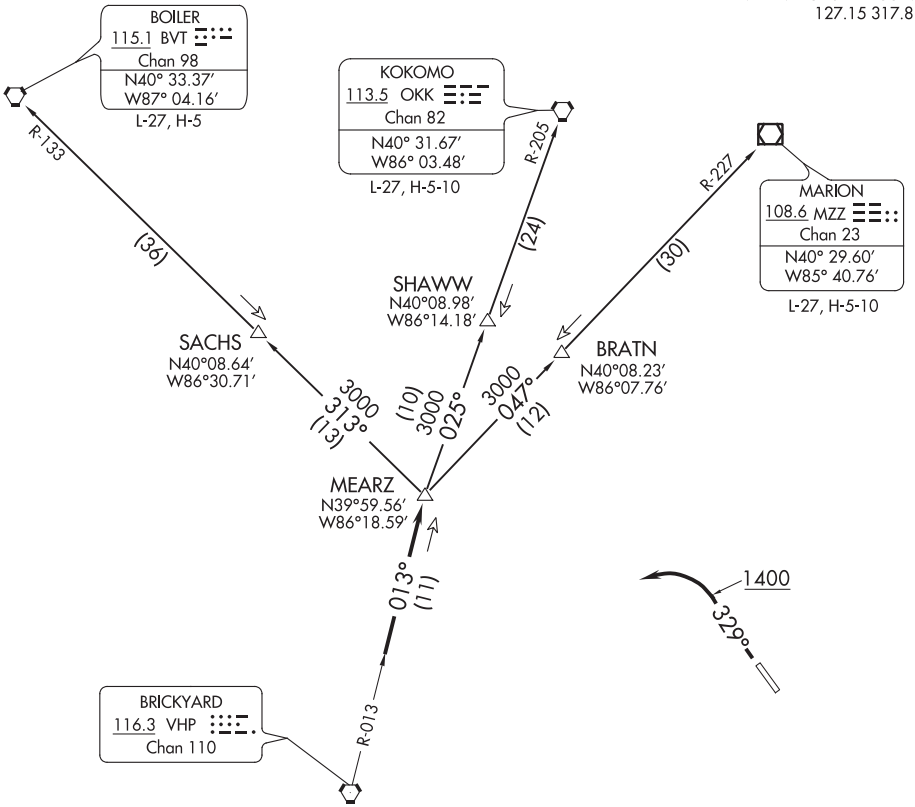
....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO5.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.


EC-2, 05 NOV 2020 to 31 DEC 2020

**TOP ALTITUDE: ASSIGNED BY ATC**

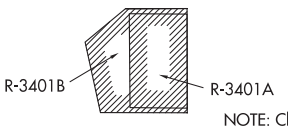
AWOS-3
119.375
CLNC DEL
121.625
INDIANAPOLIS DEP CON
127.15 317.8




TAKEOFF MINIMUMS
Rwy 15: NA-Obstacles.
Rwy 33: Standard.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)




NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

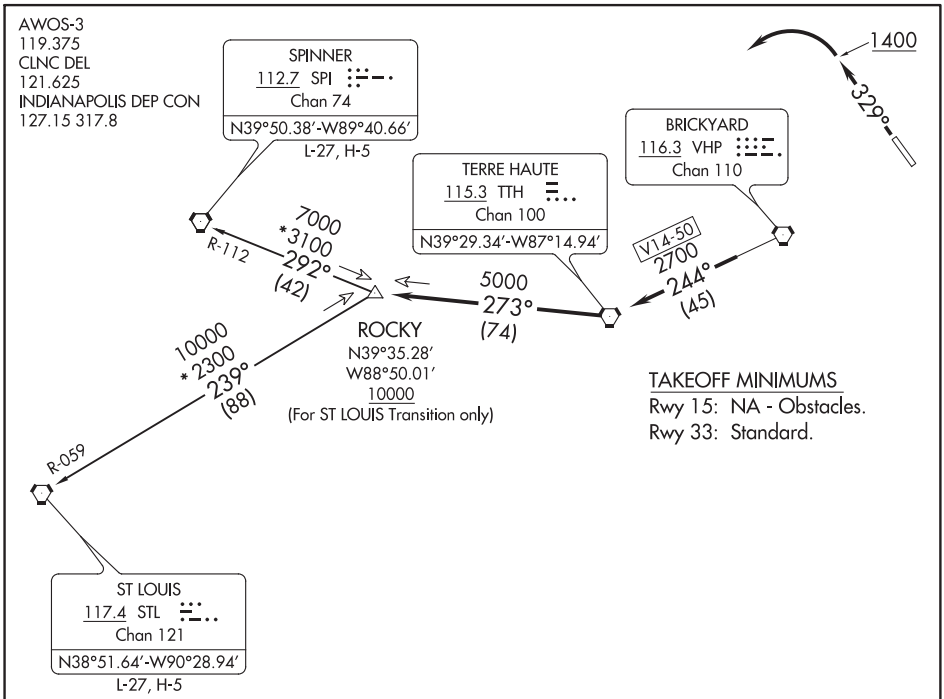
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 33: Climb heading 329° to 1400 before turning left. Then on assigned heading to assigned altitude. Thence....
DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

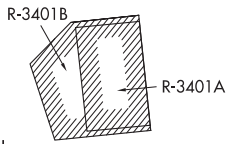
BOILER TRANSITION (MEARZ6.BVT): From over MEARZ via BVT R-133 to BVT VORTAC.
KOKOMO TRANSITION (MEARZ6.OKK): From over MEARZ via OKK R-205 to OKK VORTAC.
MARION TRANSITION (MEARZ6.MZZ): From over MEARZ via MZZ R-227 to MZZ VOR/DME.


EC-2, 05 NOV 2020 to 31 DEC 2020




TAKEOFF MINIMUMS
Rwy 15: NA - Obstacles.
Rwy 33: Standard.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.




NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 33: Climb heading 329° to 1400 before turning left. Then on assigned heading to assigned altitude. Thence . . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY1.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.
ST LOUIS TRANSITION (ROCKY1.STL): From over ROCKY INT on STL R-059 to STL VORTAC.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC I-MQJ | APP CRS | Rwy ldg | 6005 |
|---|---|---|---|
| 108.7 | 252° | TDZE | 860 |
| | | Apt Elev | 862 |

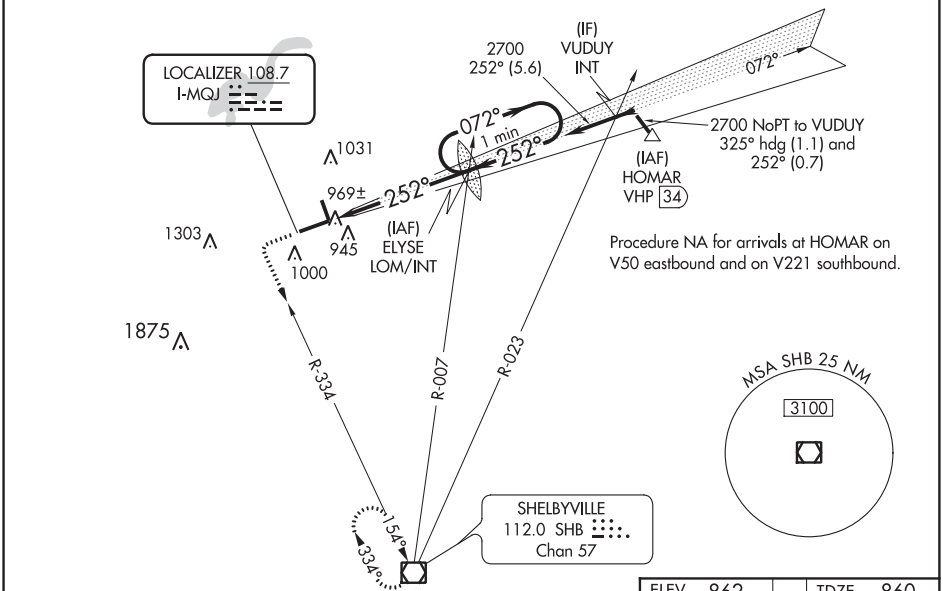
# ILS or LOC RWY 25
## INDIANAPOLIS RGNL (MQJ)

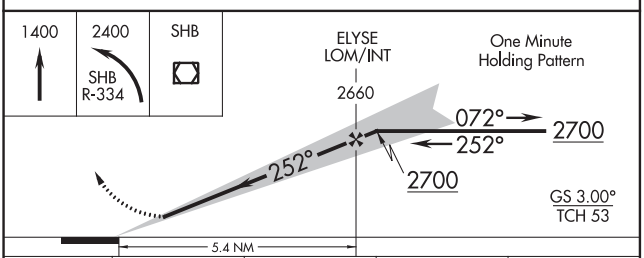
T A NA — When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, increase S-LOC 25 Cats C/D visibility ⅛ mile and Circling Cat D visibility ¼ mile.

MALSR A5

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 on SHB VOR/DME R-334 to SHB VOR/DME and hold.

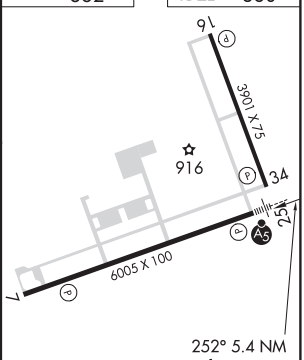
| AWOS-3 | INDIANAPOLIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 127.15 317.8 | 119.25 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25 | 1060-½ 200 (200-½) | | | |
| S-LOC 25 | 1220-½ 360 (400-½) | | 1220-⅝ 360 (400-⅝) | |
| C CIRCLING | 1340-1 478 (500-1) | | 1360-1½ 498 (500-1½) | 1660-2½ 798 (800-2½) |

| ELEV 862 | TDZE 860 |
|---|---|




REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |




EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 3901 |
|---|---|---|
| 162° | TDZE | 858 |
| | Apt Elev | 862 |

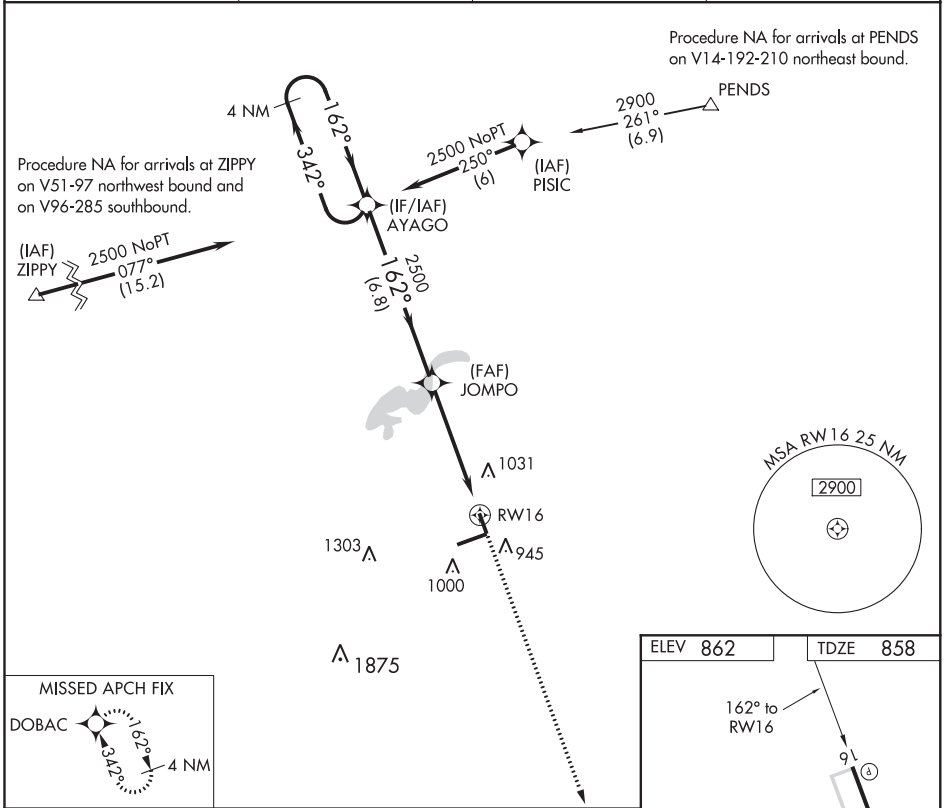
# RNAV (GPS) RWY 16
## INDIANAPOLIS RGNL (MQJ)

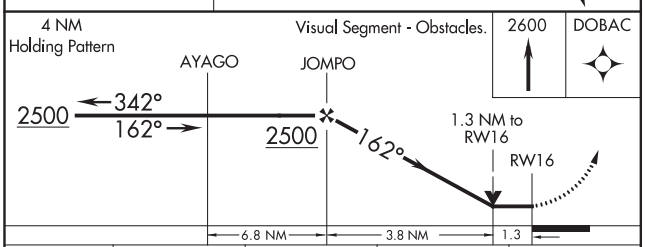
RNP APCH.

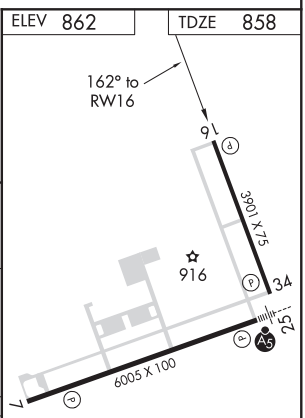
VDP NA with Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D visibility ¼ mile increase Circling Cat D visibility ⅛ mile. Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct DOBAC and hold.

| AWOS-3 | INDIANAPOLIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 127.15 317.8 | 119.25 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1320-1 462 (500-1) | | 1320-1⅜ 462 (500-1⅜) | |
| C CIRCLING | 1340-1 478 (500-1) | | 1360-1½ 498 (500-1½) | 1660-2½ 798 (800-2½) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 56310 W25A | APP CRS 252° | Rwy ldg 6005 TDZE 860 Apt Elev 862 |
|---|---|---|

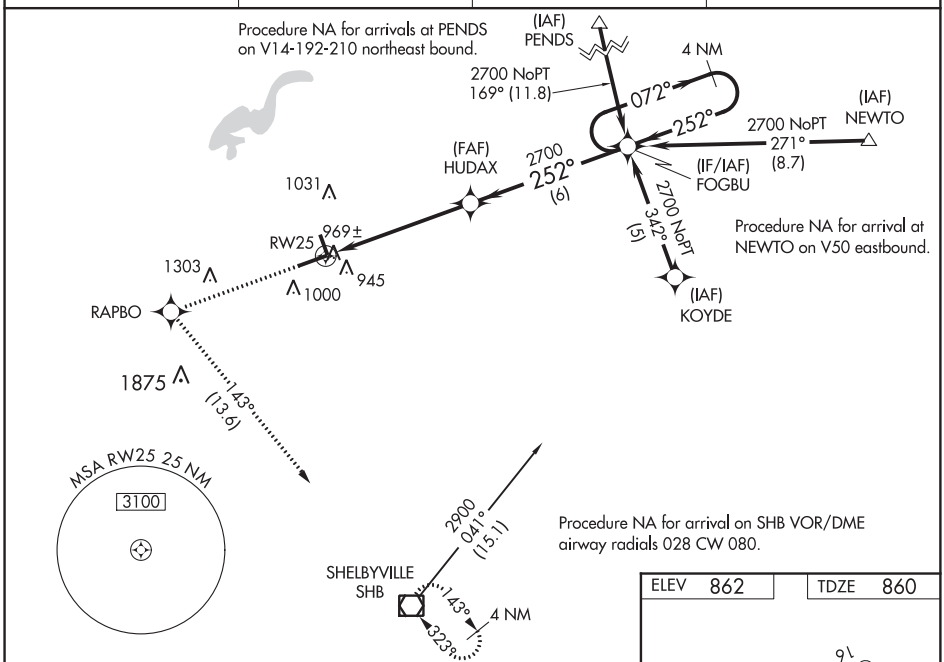
# RNAV (GPS) RWY 25
## INDIANAPOLIS RGNL (MQJ)

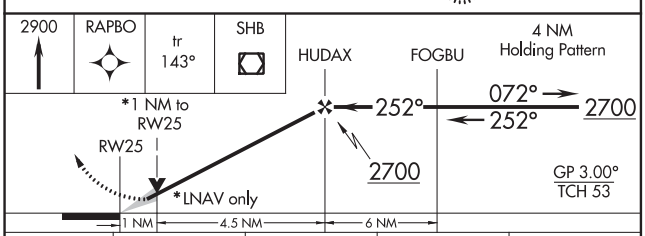
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase all visibilities ½ SM. When using Indianapolis altimeter setting inoperative table does not apply. For inoperative ALS, increase LPV all Cats visibility to 1 SM.

MALSR

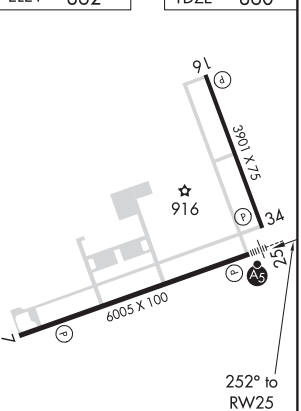
MISSED APPROACH: Climb to 2900 direct RAPBO and on track 143° to SHB VOR/DME and hold.

| AWOS-3 | INDIANAPOLIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 127.15 317.8 | 119.25 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1160-½ 300 (300-½) | | | |
| LNAV/VNAV DA | 1259-⅞ 399 (400-⅞) | | | |
| LNAV MDA | 1220-½ 360 (400-½) | | 1220-⅝ 360 (400-⅝) | |
| C CIRCLING | 1340-1 478 (500-1) | | 1360-1½ 498 (500-1½) | 1660-2½ 798 (800-2½) |




REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 45634 W34A | APP CRS 342° | Rwy ldg 3901 TDZE 858 Apt Elev 862 |
|---|---|---|

# RNAV (GPS) RWY 34
## INDIANAPOLIS RGNL (MQJ)

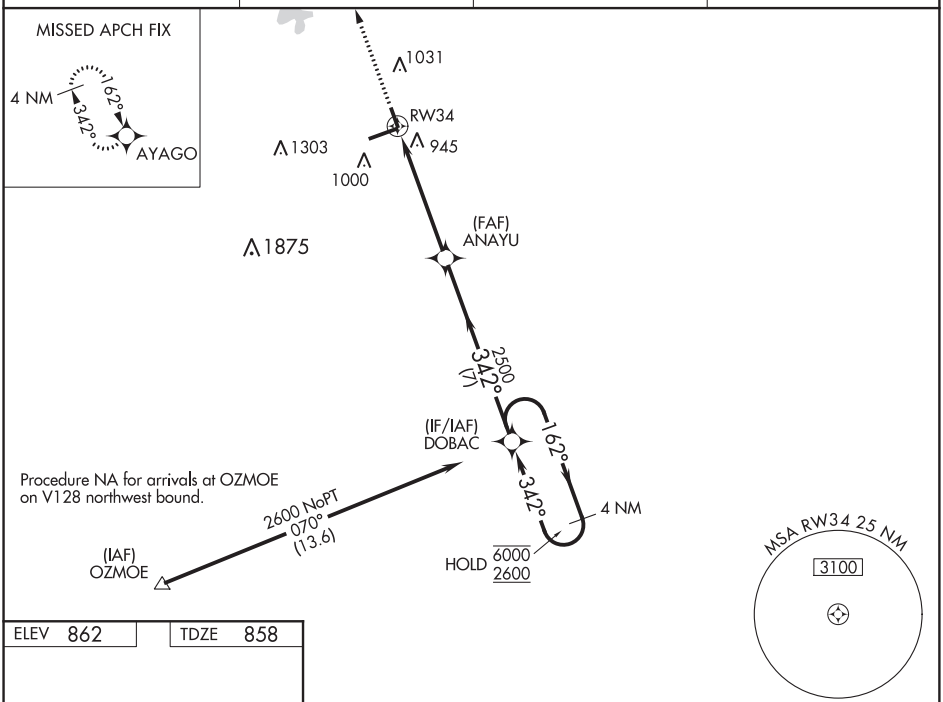
RNP APCH.

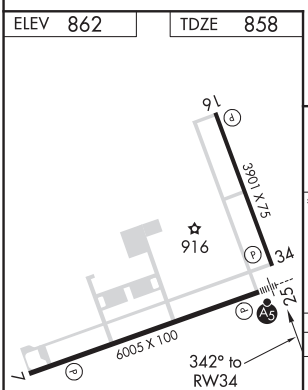
NA

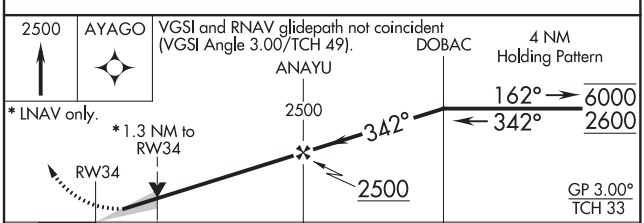
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 2500 direct AYAGO and hold.

| AWOS-3 | INDIANAPOLIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 127.15 317.8 | 119.25 | 122.975 (CTAF) L |




REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1058-¾ 200 (200-¾) | | | |
| LNAV/VNAV | DA | 1119-⅞ 261 (300-⅞) | | | |
| LNAV | MDA | 1320-1 462 (500-1) | | 1320-1⅜ 462 (500-1⅜) | |
| C CIRCLING | | 1340-1 478 (500-1) | | 1360-1½ 498 (500-1½) | 1660-2½ 798 (800-2½) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA AL-6452 (FAA) 20142

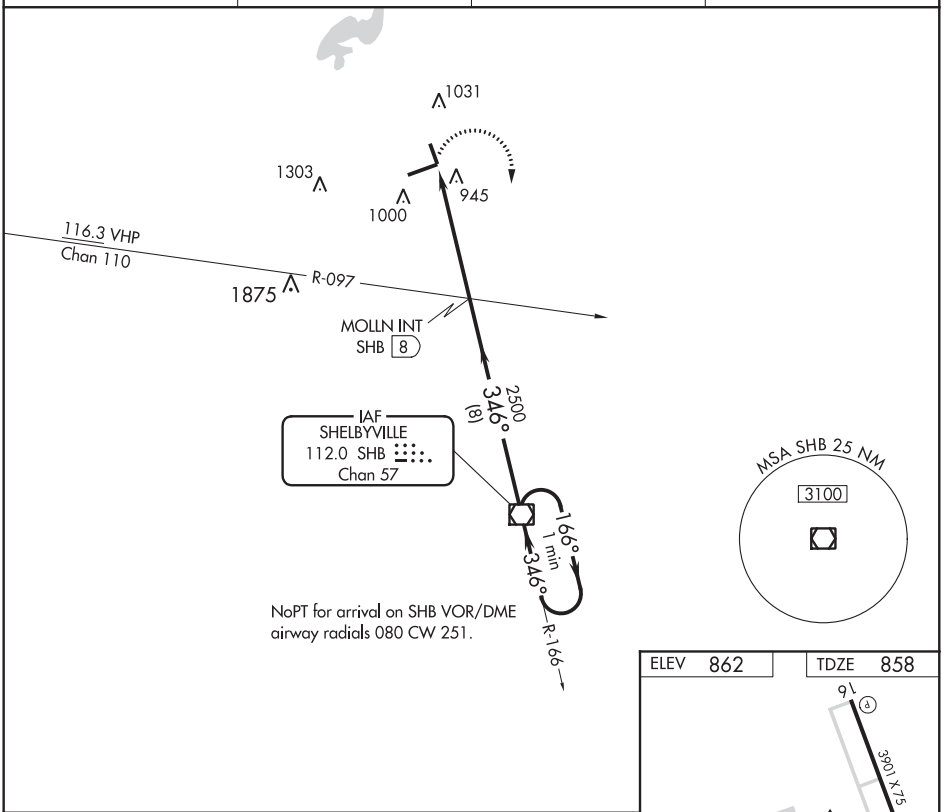
| VOR/DME SHB | APP CRS | Rwy ldg | 3901 |
|---|---|---|---|
| 112.0 | 346° | TDZE | 858 |
| Chan 57 | | Apt Elev | 862 |

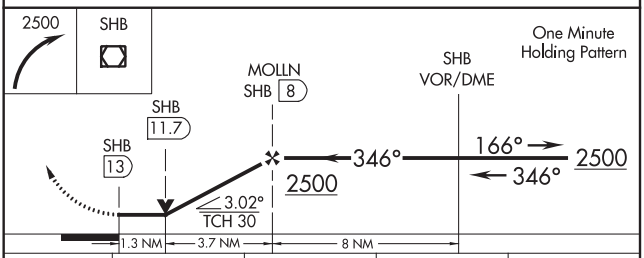
# VOR RWY 34
## INDIANAPOLIS RGNL (MQJ)

T NA — When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and Circling Cat D visibility ¼ SM. VDP NA when using Indianapolis Intl altimeter setting.

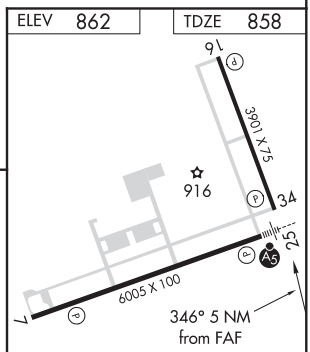
MISSED APPROACH: Climbing right turn to 2500 direct SHB VOR/DME and hold.

| AWOS-3 | INDIANAPOLIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 124.175 | 127.15 317.8 | 119.25 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 1300-1 442 (500-1) | | 1300-1⅜ 442 (500-1⅜) | |
| C CIRCLING | 1340-1 478 (500-1) | | 1360-1½ 498 (500-1½) | 1660-2½ 798 (800-2½) |




REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

**TOP ALTITUDE: ASSIGNED BY ATC**

AWOS-3
124.175
CLNC DEL
119.25
INDIANAPOLIS DEP CON
127.15 317.8

BRICKYARD
116.3 VHP
Chan 110

2000
270°

R-174
28
SNEVA RADAR
N39°21.43′
W86°18.96′

R-098
TERRE HAUTE
115.3 TTH
Chan 100

47
R-113
HOOSIER
110.2 OOM
Chan 39

FOYTT RADAR
N39°02.50′
W86°16.85′

TAKEOFF MINIMUMS:
Rwys 7, 16, 25: Standard.
Rwy 34: 300-1 or standard with minimum climb of 347′ per NM to 1100.

6000
174°
75
DAWNN
N38°34.10′
W86°13.72′
10000
(For LOUISVILLE Transition)

R-3401B
R-3401A

10000
*3000
131°
(41)
R-311
6000
*2300
182°
(40)
R-002

LOUISVILLE
114.8 IIU
Chan 95
N38°06.21′-W85°34.65′
L-26-27, H-5-10

MYSTIC
108.2 MYS
N37°53.64′-W86°14.67′
L-16, H-5-10

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 25: Climb heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNN1.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.
MYSTIC TRANSITION (DAWNN1.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

AWOS-3
124.175
CLNC DEL
119.25
INDIANAPOLIS DEP CON
127.15 317.8

**TOP ALTITUDE: ASSIGNED BY ATC**

BRICKYARD
116.3 VHP
Chan 110

2000
270°

R-195
3000
195°
(42)

HOOSIER
110.2 OOM
Chan 39
N39°08.63′-W86°36.78′
L-27

R-018

V305
3500
*2300
207°
(42)

WEGEE
N38°30.83′
W86°59.25′

V305
3500
*2100
223°
(511)

R-043

POCKET CITY
113.3 PXV
Chan 80
N37°55.70′-W87°45.74′
L-16, H-5

TAKEOFF MINIMUMS:
Rwys 7, 16, 25: Standard.
Rwy 34: 300-1 or Standard with minimum climb of 347′ per NM to 1100.

R-3401B
R-3401A

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 25: Climb heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM5.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(MAREO5.MAREO) 20086

# MAREO FIVE DEPARTURE

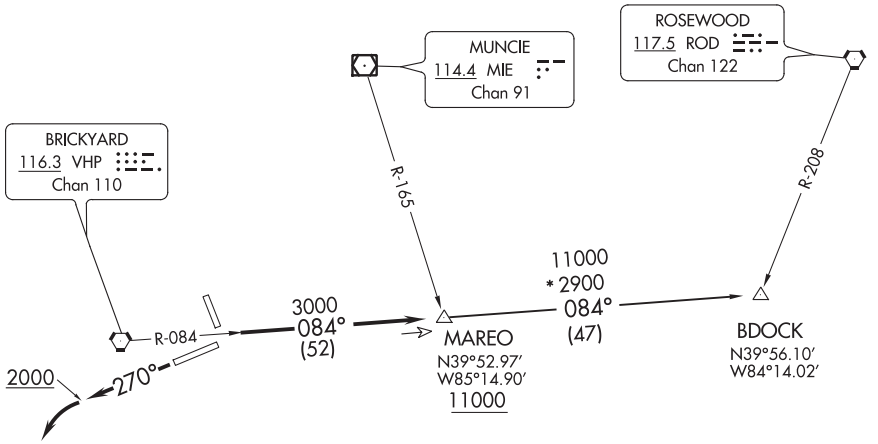
AL-6452 (FAA)

INDIANAPOLIS RGNL (MQJ)
INDIANAPOLIS, INDIANA

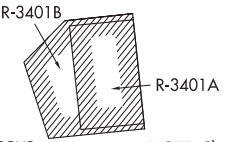
AWOS-3
124.175
CLNC DEL
119.25
INDIANAPOLIS DEP CON
127.15 317.8

**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINIMUMS
Rwys 7, 16, 25: Standard.
Rwy 34: 300-1 or standard with minimum climb of 347′ per NM to 1100.




NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 25: Climb heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence....

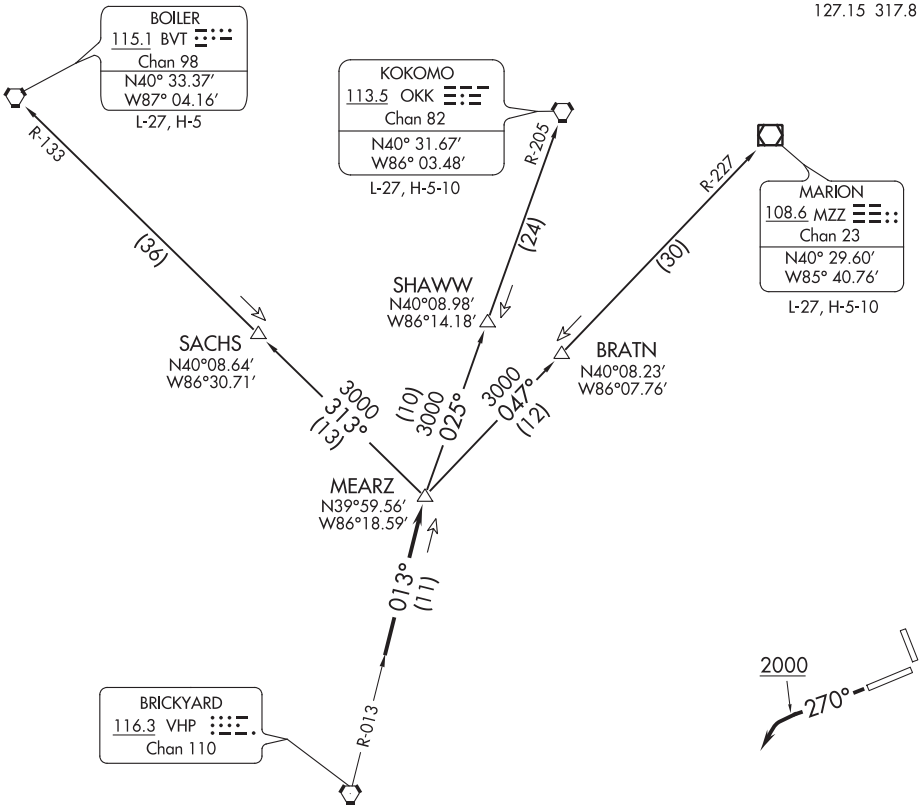
DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO5.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.

**TOP ALTITUDE: ASSIGNED BY ATC**

AWOS-3
124.175
CLNC DEL
119.25
INDIANAPOLIS DEP CON
127.15 317.8




TAKEOFF MINIMUMS

Rwys 7, 16, 25: Standard.

Rwys 34: 300-1 or standard with minimum climb of 347′ per NM to 1100.

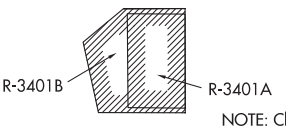
NOTE: RADAR required.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)




NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

V

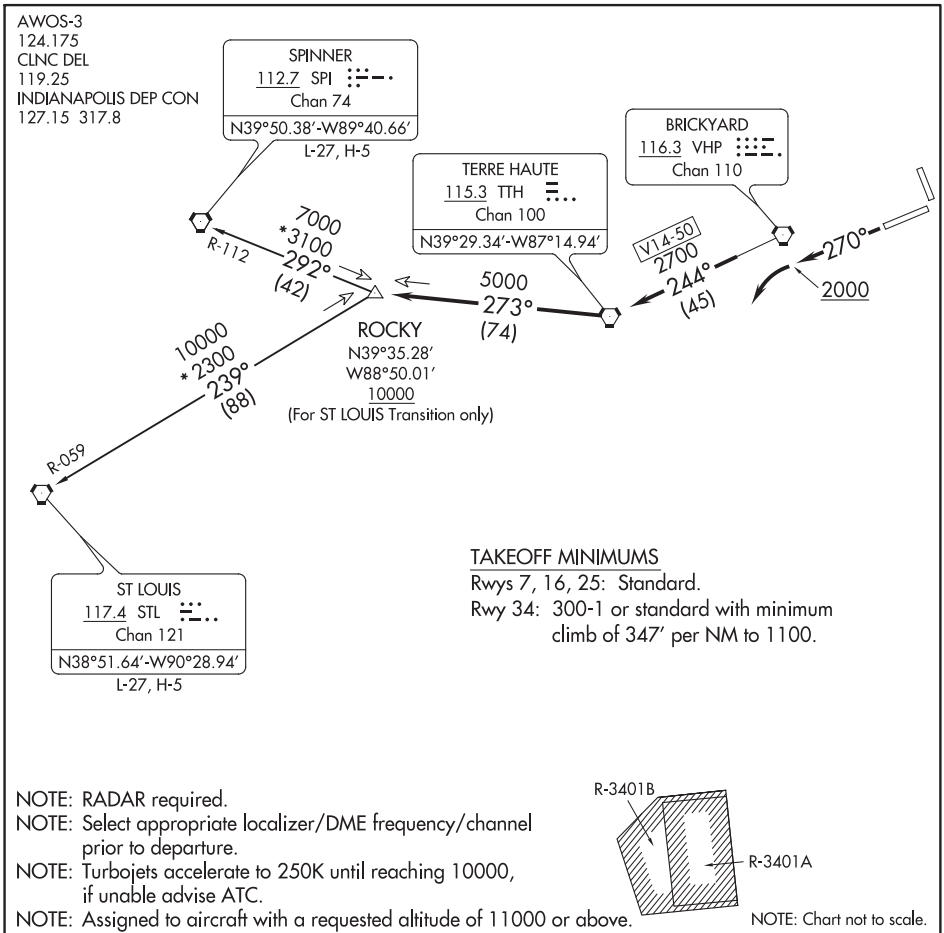
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 25: Climb heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence....
DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ6.BVT): From over MEARZ via BVT R-133 to BVT VORTAC.
KOKOMO TRANSITION (MEARZ6.OKK): From over MEARZ via OKK R-205 to OKK VORTAC.
MARION TRANSITION (MEARZ6.MZZ): From over MEARZ via MZZ R-227 to MZZ VOR/DME.


EC-2, 05 NOV 2020 to 31 DEC 2020




TAKEOFF MINIMUMS
Rwys 7, 16, 25: Standard.
Rwy 34: 300-1 or standard with minimum climb of 347′ per NM to 1100.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.




NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 25: Climb heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence . . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY1.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.
ST LOUIS TRANSITION (ROCKY1.STL): From over ROCKY INT on STL R-059 to STL VORTAC.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA

AL-6614 (FAA)

19171

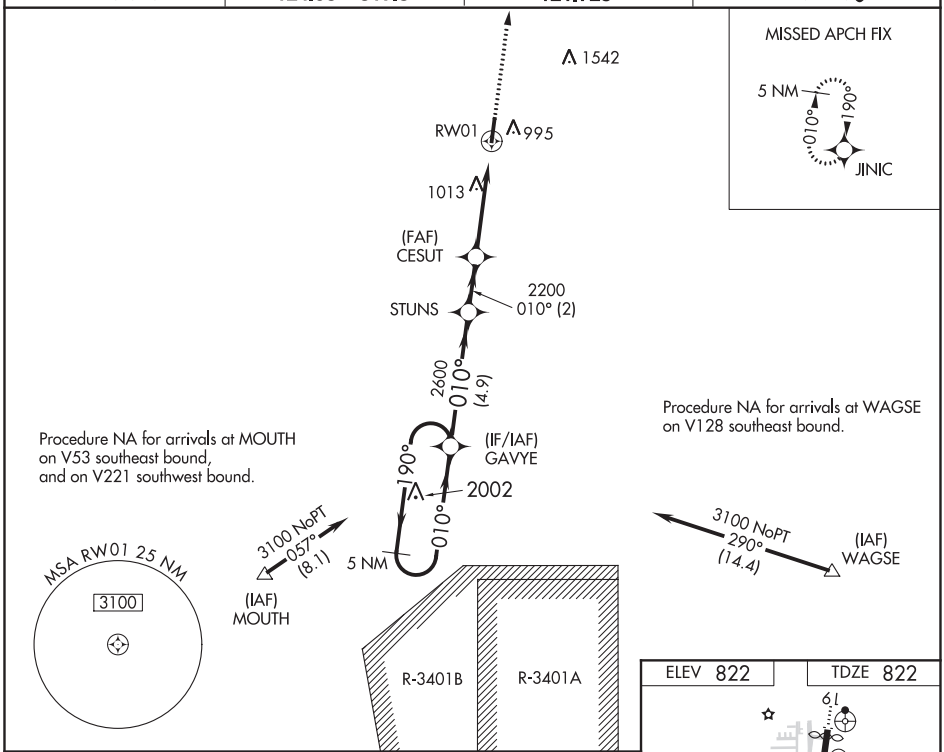
# RNAV (GPS) RWY 1
## INDY SOUTH GREENWOOD (HFY)

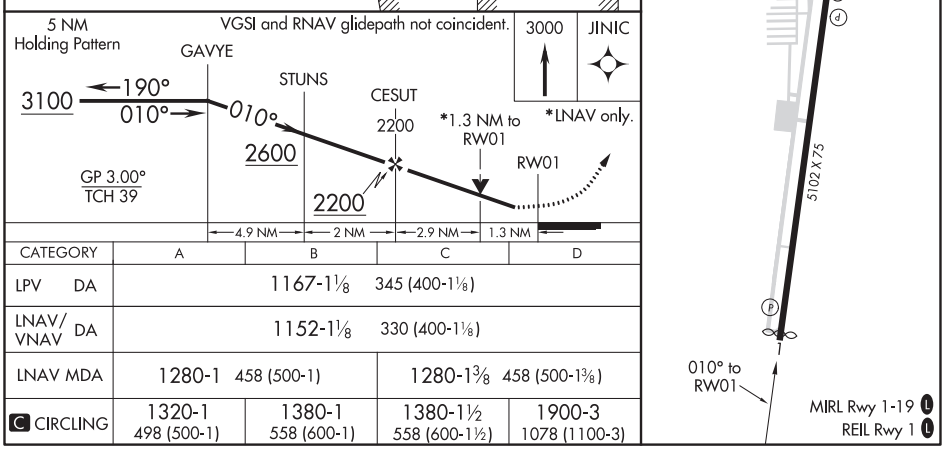
| WAAS CH 97640 W01A | APP CRS 010° | Rwy ldg 5000<br>TDZE 822<br>Apt Elev 822 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 1 helicopter visibility reduction below ¾ NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JINIC and hold.

| AWOS-3P | INDIANAPOLIS APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.525 | 124.95 317.8 | 121.725 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1167-1⅛ 345 (400-1⅛) | | | |
| LNAV/VNAV DA | 1152-1⅛ 330 (400-1⅛) | | | |
| LNAV MDA | 1280-1 458 (500-1) | | 1280-1⅜ 458 (500-1⅜) | |
| C CIRCLING | 1320-1 498 (500-1) | 1380-1 558 (600-1) | 1380-1½ 558 (600-1½) | 1900-3 1078 (1100-3) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 19
## INDY SOUTH GREENWOOD (HFY)

| WAAS CH 53703 W19A | APP CRS 190° | Rwy ldg 5002<br>TDZE 822<br>Apt Elev 822 |
|---|---|---|

RNP APCH.

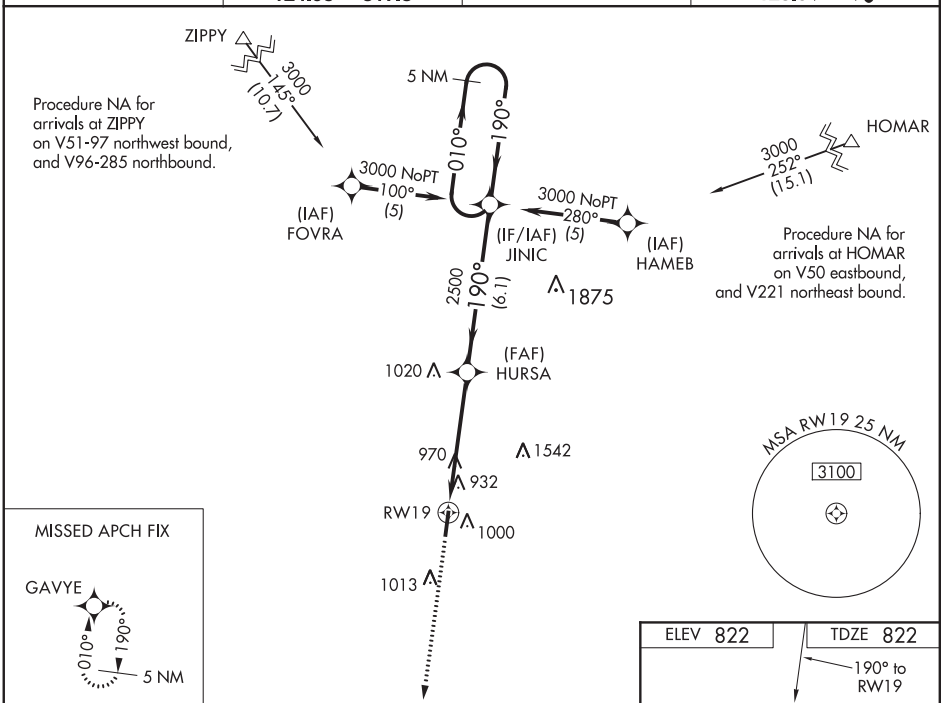
T
A NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. Rwy 19 helicopter visibility reduction below ¾ SM NA.

ODALS

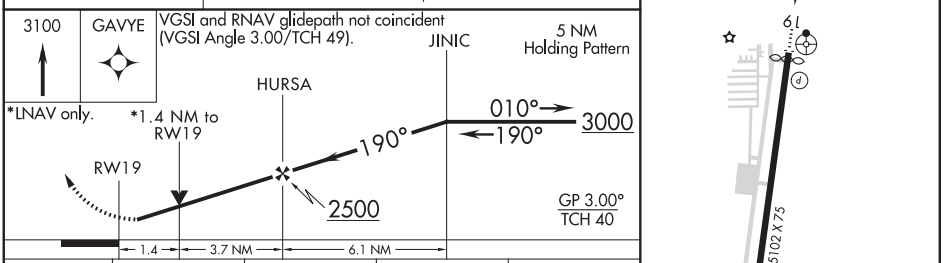
MISSED APPROACH: Climb to 3100 direct GAVYE and hold.

| AWOS-3P | INDIANAPOLIS APP CON | | GCO | UNICOM |
|---|---|---|---|---|
| 118.525 | 124.95 | 317.8 | 121.725 | 123.0 (CTAF) L |

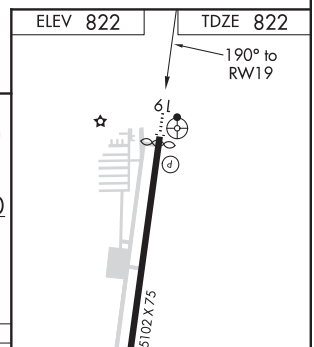









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1130-1 308 (400-1) | | | NA |
| LNAV/VNAV DA | 1299-1¾ 477 (500-1¾) | | | NA |
| LNAV MDA | 1300-1 478 (500-1) | | 1300-1⅜ 478 (500-1⅜) | NA |
| C CIRCLING | 1360-1 538 (600-1) | 1380-1 558 (600-1) | 1380-1½ 558 (600-1½) | NA |






EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

INDIANAPOLIS, INDIANA | AL-6614 (FAA) | 20310

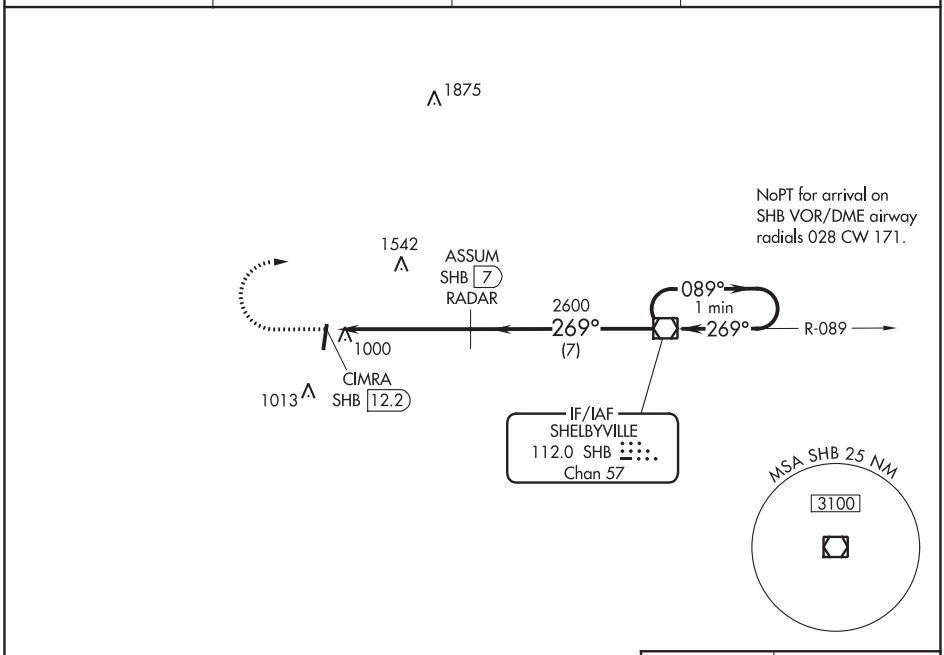
# VOR-A
## INDY SOUTH GREENWOOD (HFY)

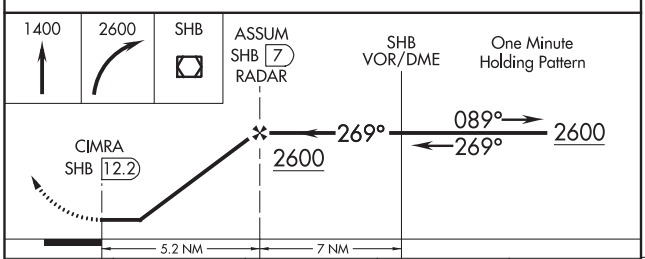
| VOR/DME SHB | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 112.0 | 269° | TDZE | N/A |
| Chan 57 | | Apt Elev | 822 |

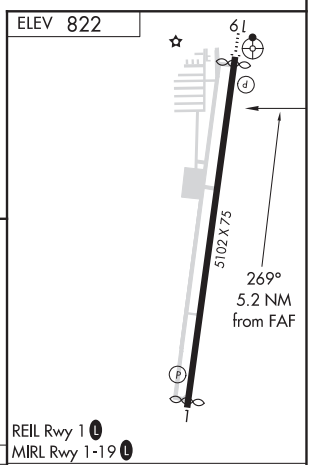
Rwy 1, 19 helicopter visibility reduction below ¾ SM NA. DME or RADAR REQUIRED.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct SHB VOR/DME and hold.

| AWOS-3P | INDIANAPOLIS APP CON | | GCO | UNICOM |
|---|---|---|---|---|
| 118.525 | 124.95 | 317.8 | 121.725 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1360-1<br>538 (600-1) | 1380-1<br>558 (600-1) | 1380-1½<br>558 (600-1½) | NA |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

**TOP ALTITUDE: ASSIGNED BY ATC**

AWOS-3P
118.525
INDIANAPOLIS DEP CON
124.95 317.8

BRICKYARD
116.3 VHP
Chan 110

R-174
28
SNEVA RADAR
N39°21.43′
W86°18.96′

R-098
TERRE HAUTE
115.3 TTH
Chan 100

47
R-113
HOOSIER
110.2 OOM
Chan 39

FOYTT RADAR
N39°02.50′
W86°16.85′

6000
174°
75
DAWNN
N38°34.10′
W86°13.72′
10000
(For LOUISVILLE Transition)

10000
*3000
131°
(41)
R-311
6000
*2300
182°
(40)
R-002

1500
010°

TAKEOFF MINIMUMS:
Rwy 1: Standard.
Rwy 19: 300-1 or standard with minimum climb of 484′ per NM to 1200.

R-3401B
R-3401A

LOUISVILLE
114.8 IIU
Chan 95
N38°06.21′-W85°34.65′
L-26-27, H-5-10

MYSTIC
108.2 MYS
N37°53.64′-W86°14.67′
L-16, H-5-10

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

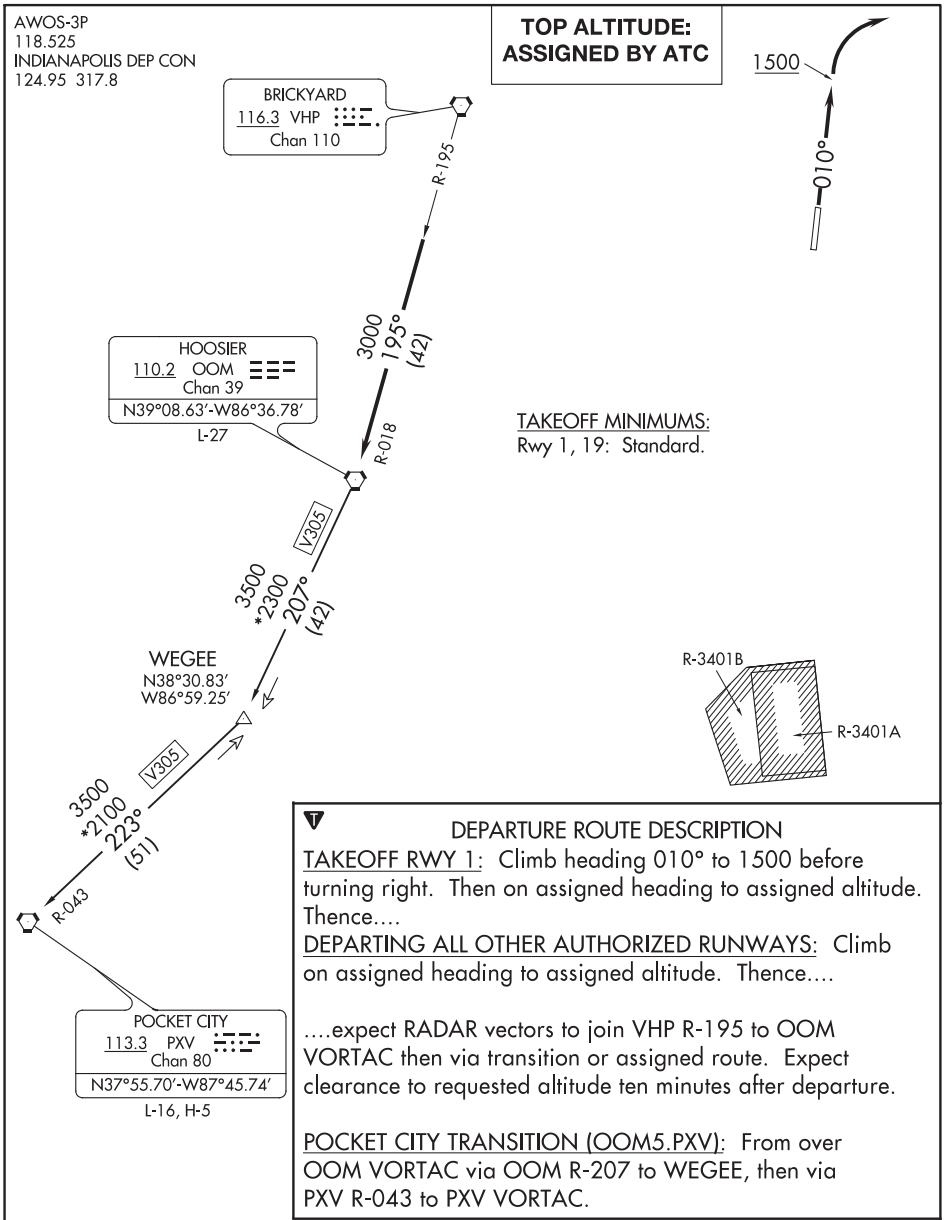
TAKEOFF RWY 1: Climb heading 010° to 1500 before turning right. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNN1.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.
MYSTIC TRANSITION (DAWNN1.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020




DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 010° to 1500 before turning right. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM5.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

(MAREO5.MAREO) 20086

# MAREO FIVE DEPARTURE

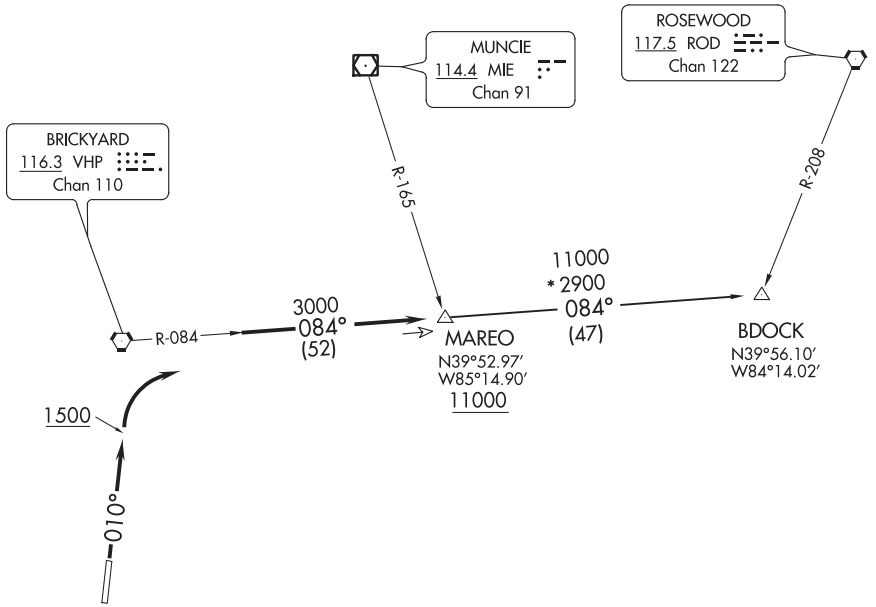
AL-6614 (FAA)

INDY SOUTH GREENWOOD (HFY)
INDIANAPOLIS, INDIANA

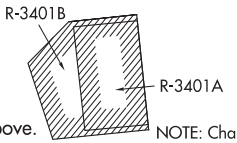
AWOS-3P
118.525
INDIANAPOLIS DEP CON
124.95 317.8

**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINIMUMS:
Rwy 1, 19: Standard.




NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 010° to 1500 before turning right. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

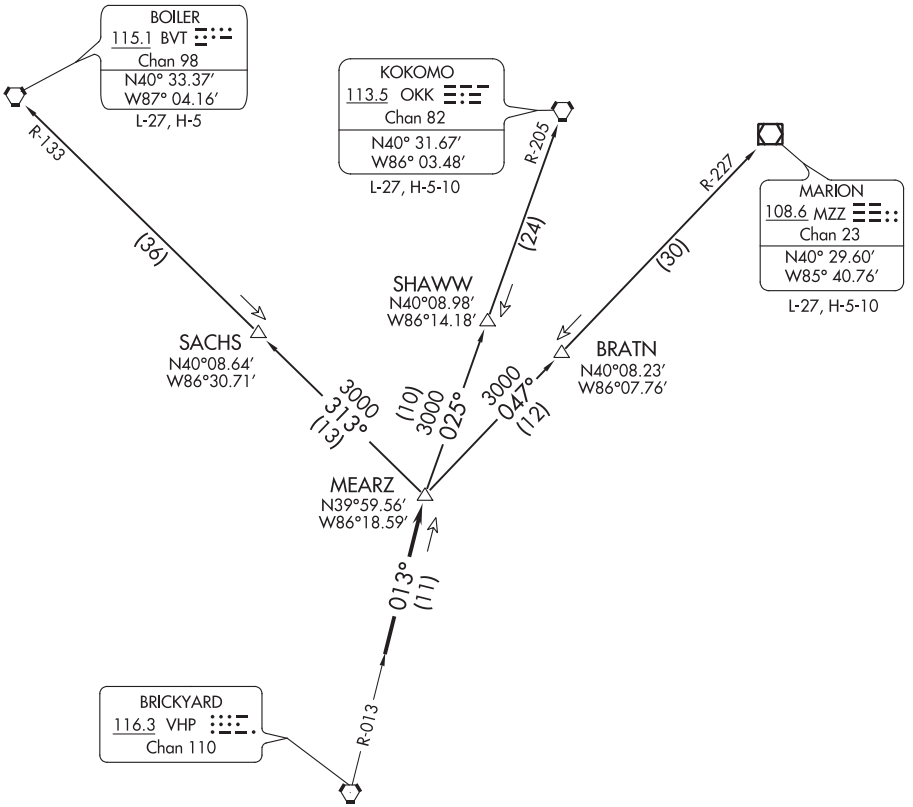
....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO5.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.

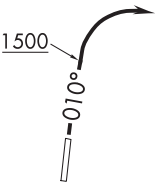

EC-2, 05 NOV 2020 to 31 DEC 2020

**TOP ALTITUDE: ASSIGNED BY ATC**

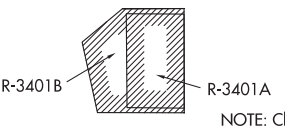
AWOS-3P
118.525
INDIANAPOLIS DEP CON
124.95 317.8




TAKEOFF MINIMUMS
Rwy 1, 19: Standard.




NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

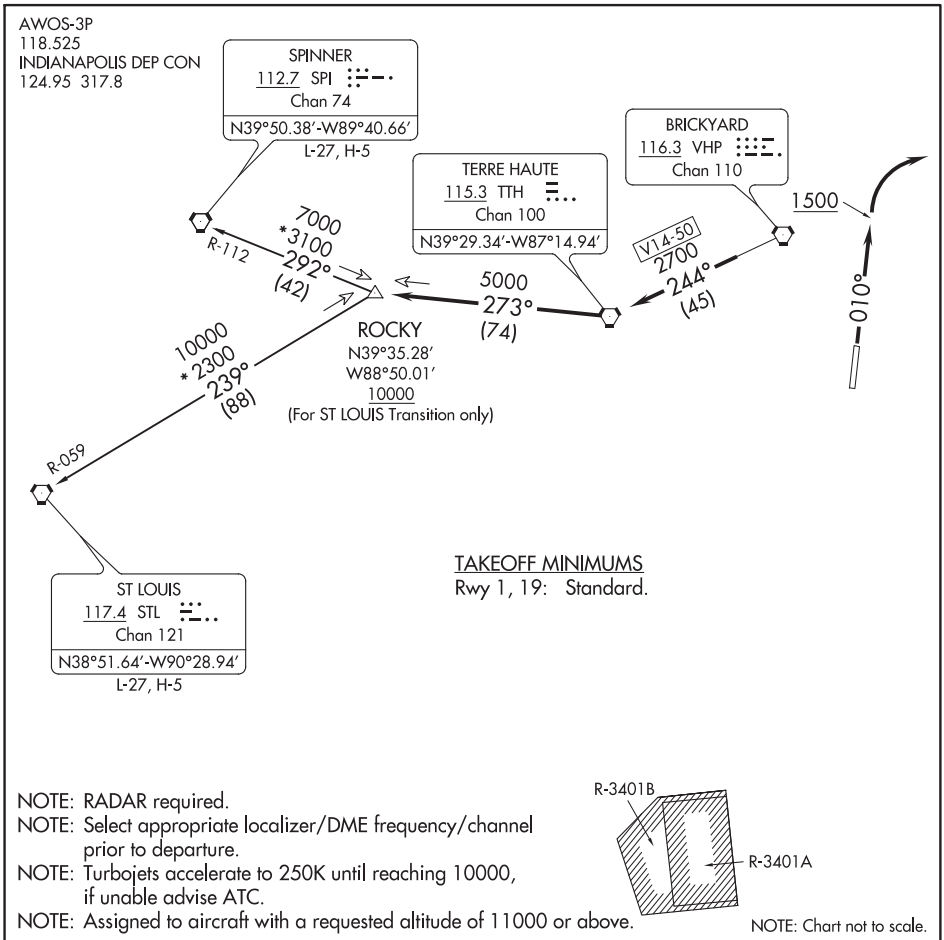
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 010° to 1500 before turning right. Then on assigned heading to assigned altitude. Thence....
DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ6.BVT): From over MEARZ via BVT R-133 to BVT VORTAC.
KOKOMO TRANSITION (MEARZ6.OKK): From over MEARZ via OKK R-205 to OKK VORTAC.
MARION TRANSITION (MEARZ6.MZZ): From over MEARZ via MZZ R-227 to MZZ VOR/DME.


EC-2, 05 NOV 2020 to 31 DEC 2020




NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 010° to 1500 before turning right. Then on assigned heading to assigned altitude. Thence . . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY1.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.
ST LOUIS TRANSITION (ROCKY1.STL): From over ROCKY INT on STL R-059 to STL VORTAC.



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

JACKSON, OHIO AL-6581 (FAA) 20310

# RNAV (GPS) RWY 1

JAMES A RHODES (I43)

| APP CRS | Rwy ldg | 4870 |
|---|---|---|
| 010° | TDZE | 722 |
| | Apt Elev | 726 |

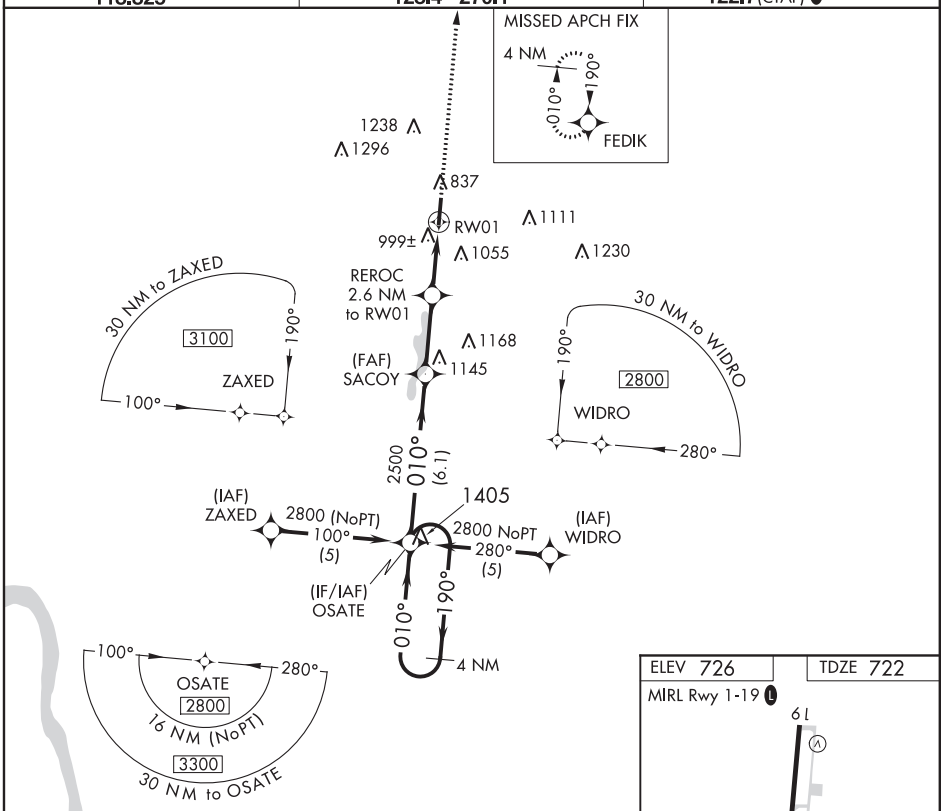
RNP APCH.

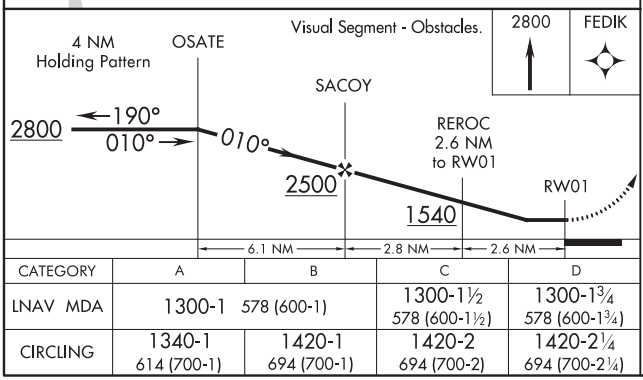
When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and increase LNAV Cat C/D and Circling Cat B/C/D visibilities ¼ mile. Rwy 1 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 1 NA at night, Circling Rwy 1 NA at night.

NA

MISSED APPROACH: Climb to 2800 direct FEDIK WP and hold.

| AWOS-3 | HUNTINGTON APP CON | UNICOM |
|---|---|---|
| 118.825 | 128.4 270.1 | 122.7 (CTAF) L |

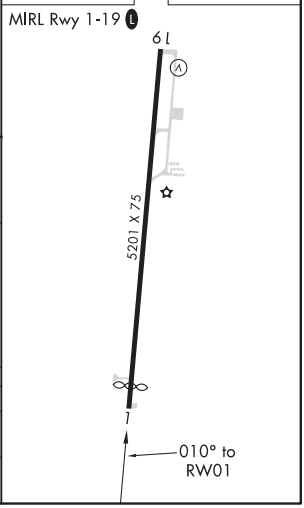



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 578 (600-1) | | 1300-1½ 578 (600-1½) | 1300-1¾ 578 (600-1¾) |
| CIRCLING | 1340-1 614 (700-1) | 1420-1 694 (700-1) | 1420-2 694 (700-2) | 1420-2¼ 694 (700-2¼) |

ELEV 726 TDZE 722

MIRL Rwy 1-19 L




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 19

JAMES A RHODES (I43)

| APP CRS | Rwy ldg | 5201 |
|---|---|---|
| 190° | TDZE | 726 |
| | Apt Elev | 726 |

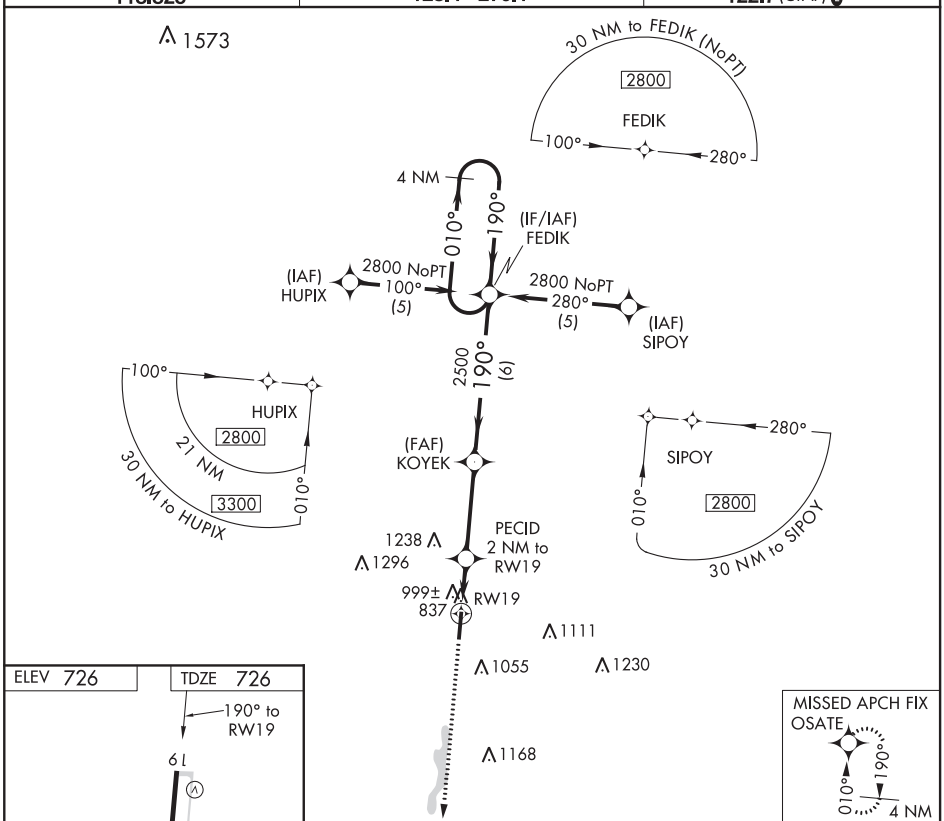
RNP APCH.

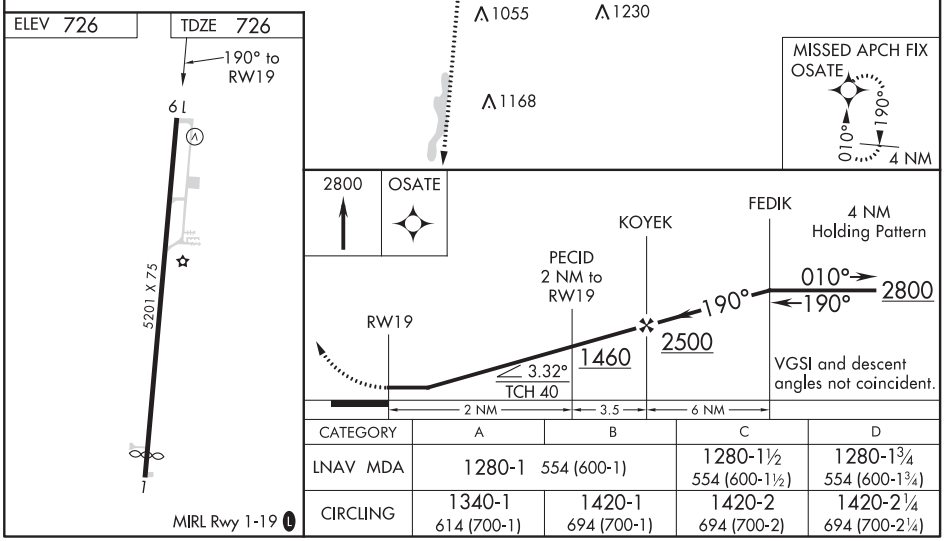
When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and increase LNAV Cat C/D and Circling Cat B/C/D visibilities ¼ mile. Rwy 19 helicopter visibility reduction below ¾ SM NA. Circling Rwy 1 NA at night.

NA

MISSED APPROACH: Climb to 2800 direct OSATE WP and hold.

| AWOS-3 | HUNTINGTON APP CON | UNICOM |
|---|---|---|
| 118.825 | 128.4 270.1 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1 554 (600-1) | | 1280-1½ 554 (600-1½) | 1280-1¾ 554 (600-1¾) |
| CIRCLING | 1340-1 614 (700-1) | 1420-1 694 (700-1) | 1420-2 694 (700-2) | 1420-2¼ 694 (700-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

JACKSON, OHIO | AL-6581 (FAA) | 20310

# VOR/DME-A

## JAMES A RHODES (I43)

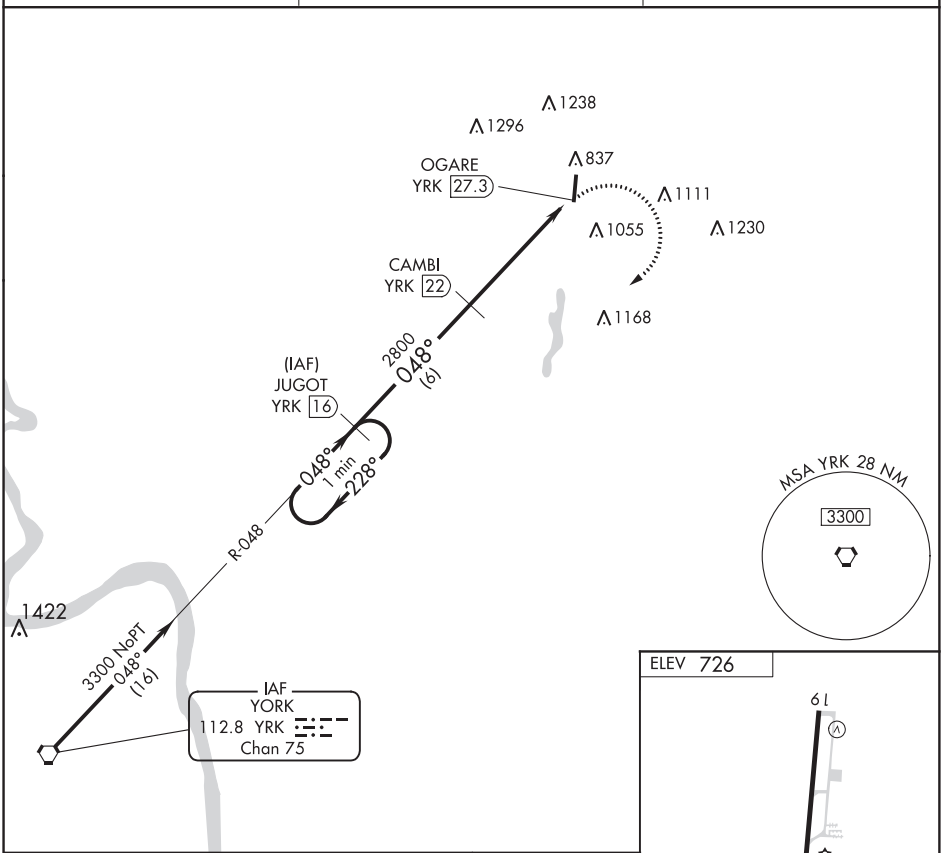
| VORTAC YRK | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 112.8 | 048° | TDZE | N/A |
| Chan 75 | | Apt Elev | 726 |

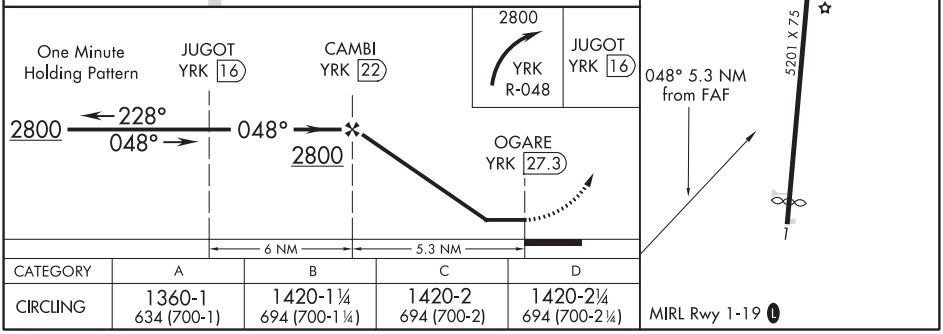
When local altimeter setting not received, use Greater Portsmouth altimeter setting and increase all MDA 60 feet, and Cat C/D visibilities ¼ mile. Circling Rwy 1 NA at night.

NA

MISSED APPROACH: Climbing right turn to 2800 via YRK R-048 to JUGOT/16 DME and hold.

| AWOS-3 | HUNTINGTON APP CON | UNICOM |
|---|---|---|
| 118.825 | 128.4 270.1 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1360-1<br>634 (700-1) | 1420-1¼<br>694 (700-1¼) | 1420-2<br>694 (700-2) | 1420-2¼<br>694 (700-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC I-JVY | APP CRS | Rwy ldg | 7000 |
|---|---|---|---|
| 111.7 | 182° | TDZE | 478 |
| | | Apt Elev | 478 |

# ILS or LOC RWY 18
## CLARK RGNL (JVY)

ADF required. RADAR required for procedure entry.

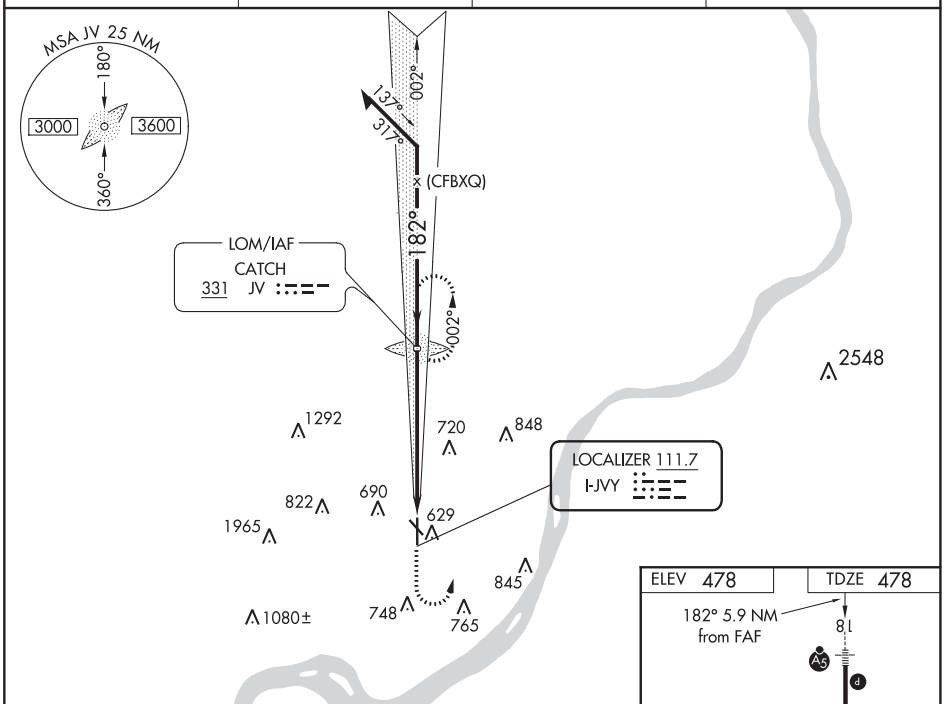
T
A NA

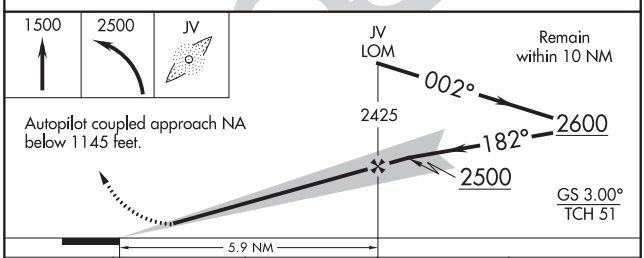
Circling NA for Cat D southwest of Rwys 14 and 36. Circling Rwy 14, 32 NA at night. For inop ALS, increase S-LOC 18 Cats C and D visibility to 1⅜ SM. When local altimeter setting not recieved, use Louisville Muhammad Ali Intl altimeter setting: increase DA to 708; increase all MDAs 40 feet, S-LOC 18 Cats C and D visibility ⅛ SM and Circling Cat C visibility ¼ SM.

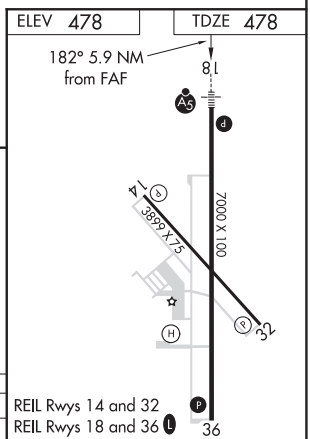
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct CATCH LOM and hold.

| AWOS-3 | LOUISVILLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.575 | 132.075 327.0 | 118.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 678-½ 200 (200-½) | | | |
| S-LOC 18 | 980-½ 502 (600-½) | | 980-1 502 (600-1) | |
| C CIRCLING | 1000-1 522 (600-1) | 1040-1 562 (600-1) | 1060-1½ 582 (600-1½) | 1100-2 622 (700-2) |

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

JEFFERSONVILLE, INDIANA | AL-6715 (FAA) | 19339

| WAAS CH 82426 W18A | APP CRS 182° | Rwy ldg 7000 TDZE 476 Apt Elev 476 |
|---|---|---|

# RNAV (GPS) RWY 18
## CLARK RGNL (JVY)

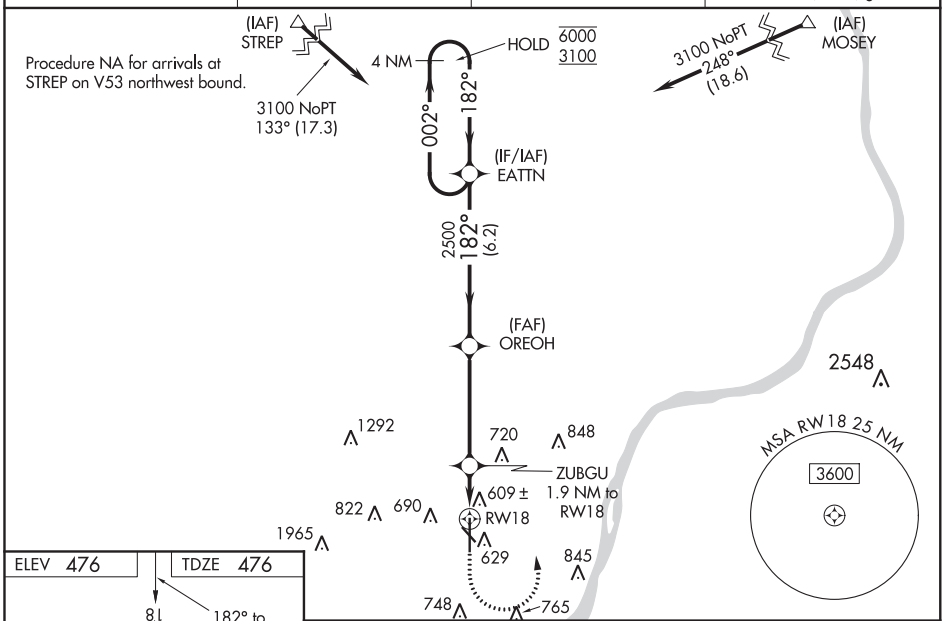
RNP APCH.

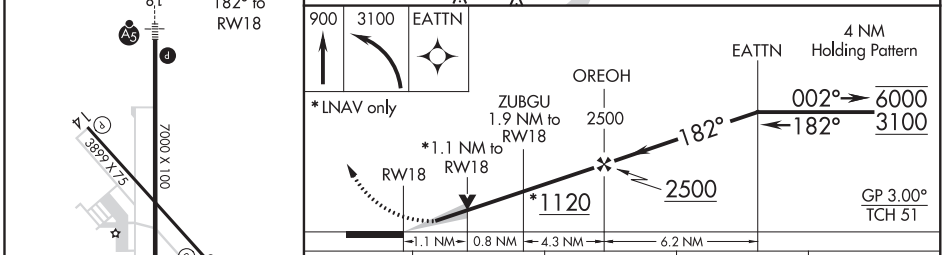
Circling NA for Cat D southwest of Rwys 14 and 36. Circling Rwy 14, 32 NA at night. Baro-VNAV and VDP NA when using Louisville Muhammad Ali Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to 1 SM. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting: increase all DA 30 feet and LNAV/VNAV visibility ⅛ SM; increase all MDAs 40 feet, LNAV visibility Cats C and D ⅛ SM and Circling visibility Cat C ¼ SM. For inop ALS when using Louisville Muhammad Ali Intl altimeter setting, increase LNAV/VNAV visibility to 1⅛ SM.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 3100 direct EATTN and hold.

| AWOS-3 | LOUISVILLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.575 | 132.075 327.0 | 118.05 | 122.7 (CTAF) L |




REIL Rwys 14 and 32
REIL Rwys 18 and 36 L
MIRL Rwys 14-32 and 18-36

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 676-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 850-⅝ 374 (400-⅝) | | | |
| LNAV MDA | 860-½ 384 (400-½) | | 860-⅝ 384 (400-⅝) | |
| C CIRCLING | 1000-1 524 (600-1) | 1040-1 564 (600-1) | 1060-1½ 584 (600-1½) | 1100-2 624 (700-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| LOM JV | APP CRS | Rwy ldg | 7000 |
|---|---|---|---|
| 331 | 182° | TDZE | 476 |
| | | Apt Elev | 476 |

# NDB RWY 18
## CLARK RGNL (JVY)

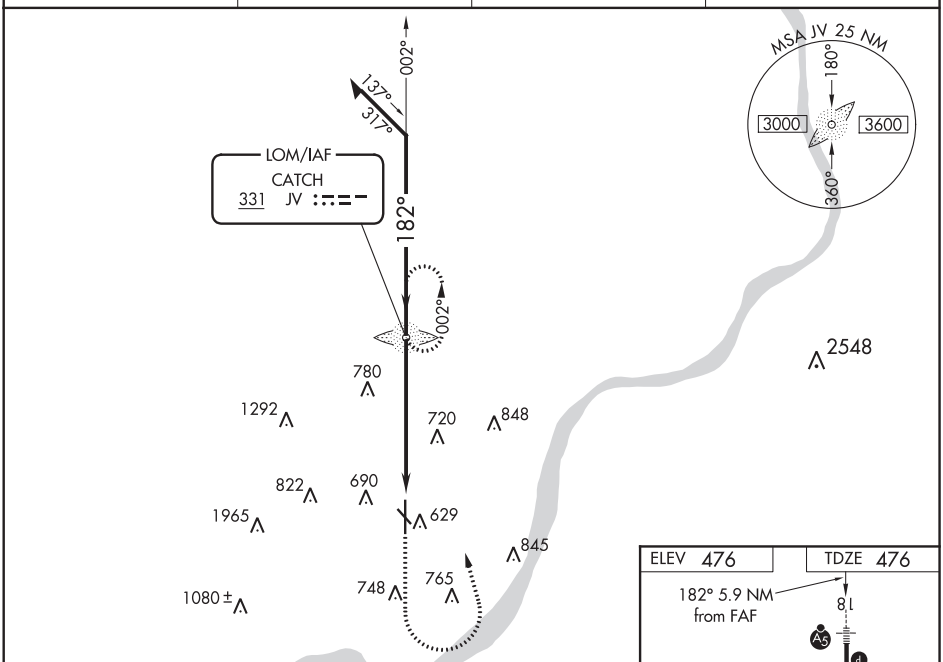
RADAR required for procedure entry.

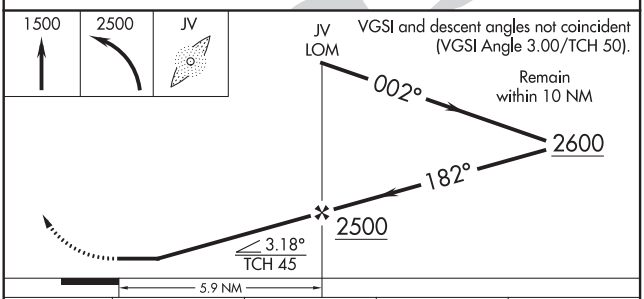
T A NA Circling NA for Cat D southwest of Rwys 14 and 36. Circling Rwy 14, 32 NA at night. For inop ALS, increase S-18 Cats A and B visibility to 1 SM and Cats C and D to 1¾ SM. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all MDAs 40 feet and Circling visibility Cat C ⅛ SM. For inop ALS when using Louisville Muhammad Ali Intl altimeter setting, increase S-18 Cats A and B visibility to 1 SM.

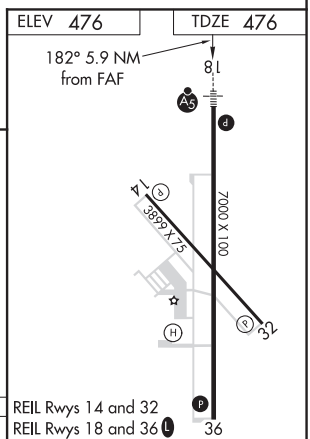
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct CATCH LOM and hold.

| AWOS-3 | LOUISVILLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.575 | 132.075 327.0 | 118.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1080-¾ 604 (700-¾) | | 1080-1⅜ 604 (700-1⅜) | |
| C CIRCLING | 1080-1 604 (700-1) | | 1080-1¾ 604 (700-1¾) | 1100-2 624 (700-2) |

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

KENDALLVILLE, INDIANA — AL-5896 (FAA) — 18144

# RNAV (GPS) RWY 10
## KENDALLVILLE MUNI (C62)

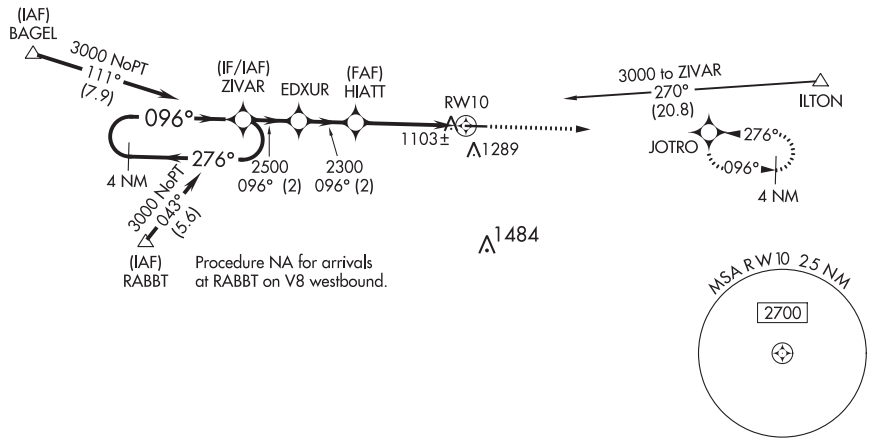
| WAAS Ch 40035 W10A | APP CRS 096° | Rwy ldg 4399<br>TDZE 999<br>Apt Elev 1004 |
|---|---|---|

RNP APCH.

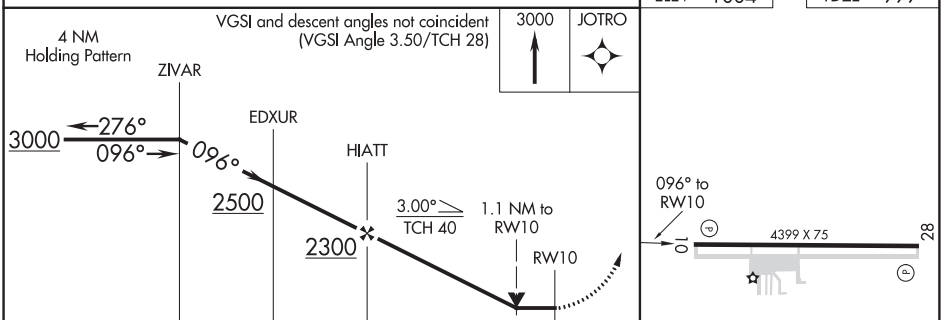
Circling to Rwy 28 NA at night. Rwy 10 helicopter visibility reduction below ¾ SM NA. VDP NA when using Fort Wayne altimeter setting. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 direct JOTRO and hold.

| AWOS-3P | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 119.925 | 127.2 284.6 | 122.8 (CTAF) L |




ELEV 1004 — TDZE 999




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1360-1 | 361 (400-1) | NA | |
| LNAV MDA | 1440-1 | 441 (500-1) | NA | |
| C CIRCLING | 1600-1 | 596 (600-1) | NA | |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH **90135** **W28A** | APP CRS **276°** | Rwy ldg **4399** TDZE **1004** Apt Elev **1004** |
|---|---|---|

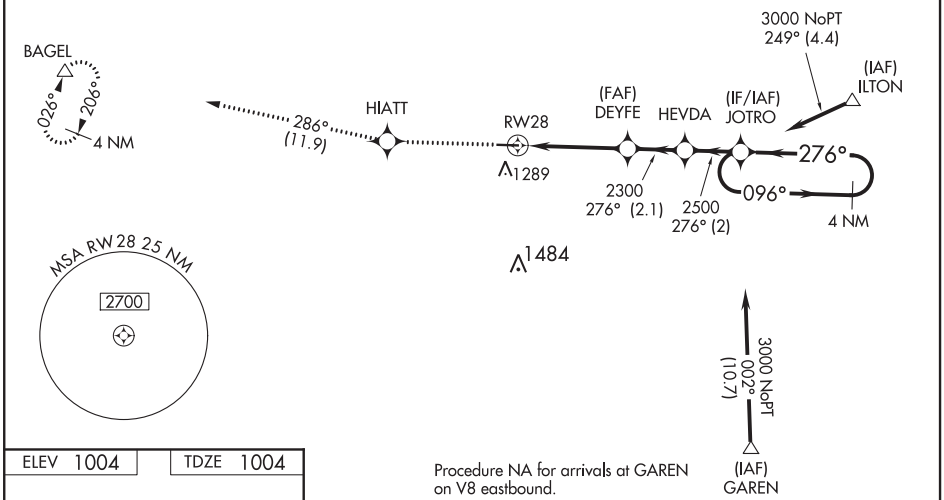
# RNAV (GPS) RWY 28
## KENDALLVILLE MUNI (C62)

RNP APCH.

Baro-VNAV NA when using Fort Wayne altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 28 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all DAs 96 feet and all MDAs 100 feet; increase LPV all Cats visibility ⅜ mile and LNAV/VNAV all Cats visibility ¼ mile.

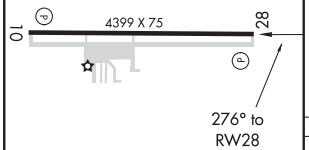
MISSED APPROACH: Climb to 3000 direct HIATT and on track 286° to BAGEL and hold.

| AWOS-3P | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| **119.925** | **127.2 284.6** | **122.8** (CTAF) L |

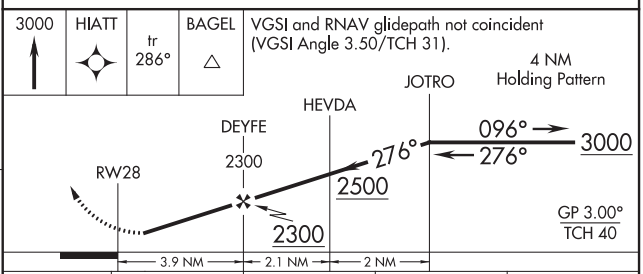



Procedure NA for arrivals at GAREN on V8 eastbound.

ELEV 1004 TDZE 1004




MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1352-1⅛ | 348 (400-1⅛) | NA | |
| LNAV/VNAV DA | 1276-1 | 272 (300-1) | NA | |
| LNAV MDA | 1520-1 | 516 (600-1) | NA | |
| C CIRCLING | 1600-1 | 596 (600-1) | NA | |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

KENT, OHIO | AL-5397 (FAA) | 19283

# RNAV (GPS) RWY 1
## KENT STATE UNIVERSITY (1G3)

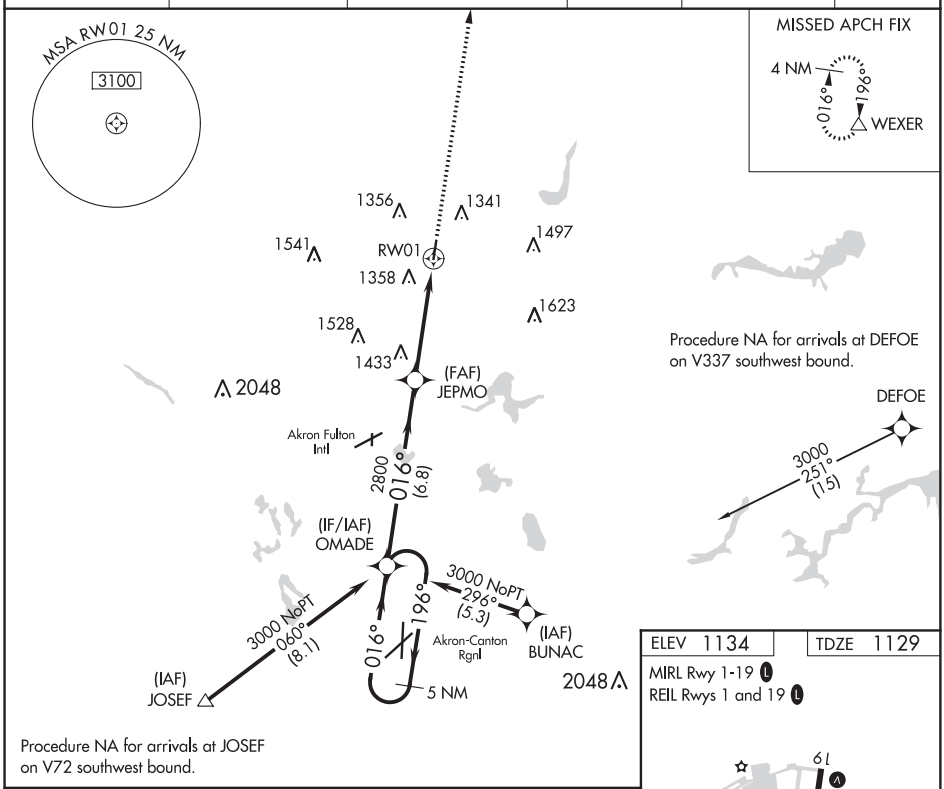
| WAAS CH 61001 W01A | APP CRS 016° | Rwy ldg 3947<br>TDZE 1129<br>Apt Elev 1134 |
|---|---|---|

RNP APCH.

NA — Rwy 1 helicopter visibility reduction below ¾ SM NA. Use Akron Fulton Intl altimeter setting; when not received use Akron-Canton Rgnl altimeter setting and increase all DA/MDAs 20 feet.

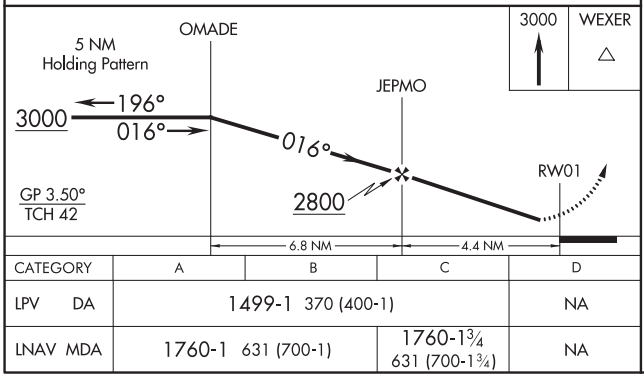
MISSED APPROACH: Climb to 3000 direct WEXER and hold.

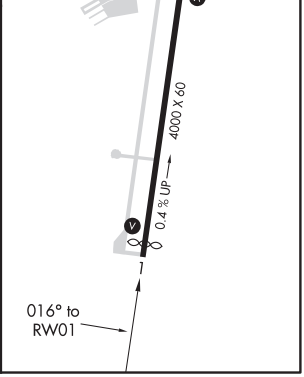
| AWOS-2 | AKR ASOS | CLEVELAND APP CON ★ | CLNC DEL | UNICOM | |
|---|---|---|---|---|---|
| 119.15 | 126.825 | 118.6 371.875 | 125.65 | 122.725 (CTAF) | 122.9 L |




ELEV 1134 | TDZE 1129

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1499-1 370 (400-1) | | | NA |
| LNAV MDA | 1760-1 631 (700-1) | | 1760-1¾ 631 (700-1¾) | NA |

KENT, OHIO
Amdt 2A 15AUG19

41°09′N-81°25′W

KENT STATE UNIVERSITY (1G3)
RNAV (GPS) RWY 1

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 65701 W19A | APP CRS 196° | Rwy ldg 4000<br>TDZE 1134<br>Apt Elev 1134 |
|---|---|---|

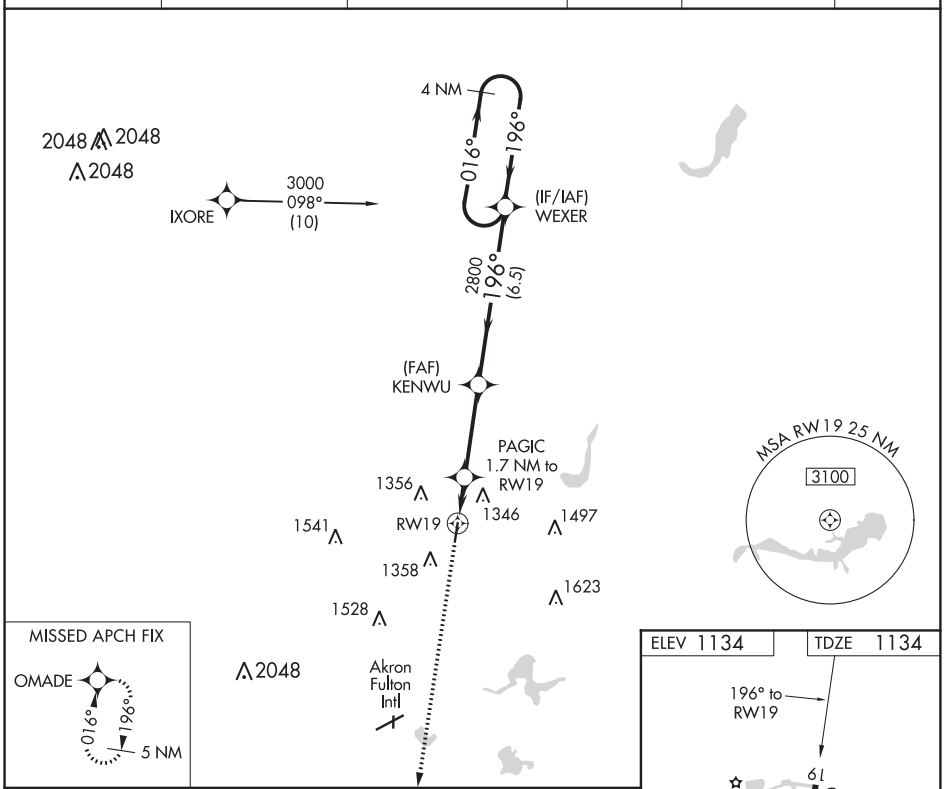
# RNAV (GPS) RWY 19
## KENT STATE UNIVERSITY (1G3)

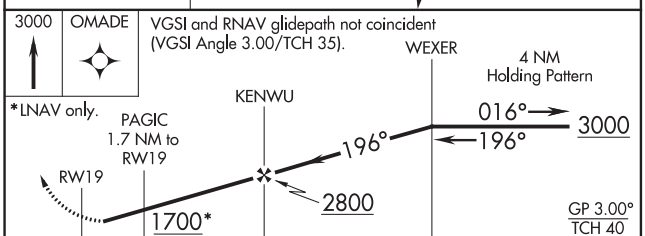
RNP APCH.

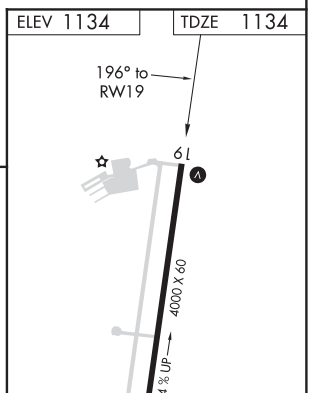
T A NA Rwy 19 helicopter visibility reduction below ¾ SM NA. Use Akron Fulton Intl altimeter setting; if not received use Akron-Canton Rgnl altimeter setting, and increase all DAs/MDAs 20 feet. Baro-VNAV NA.

MISSED APPROACH: Climb to 3000 direct OMADE and hold.

| AWOS-2 | AKR ASOS | CLEVELAND APP CON ★ | CLNC DEL | UNICOM | |
|---|---|---|---|---|---|
| 119.15 | 126.825 | 118.6 371.875 | 125.65 | 122.725 (CTAF) | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1443-1 309 (400-1) | | | NA |
| LNAV MDA | 1580-1 446 (500-1) | | 1580-1¼ 446 (500-1¼) | NA |

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

KENT, OHIO | AL-5397 (FAA) | 19283

# VOR-A

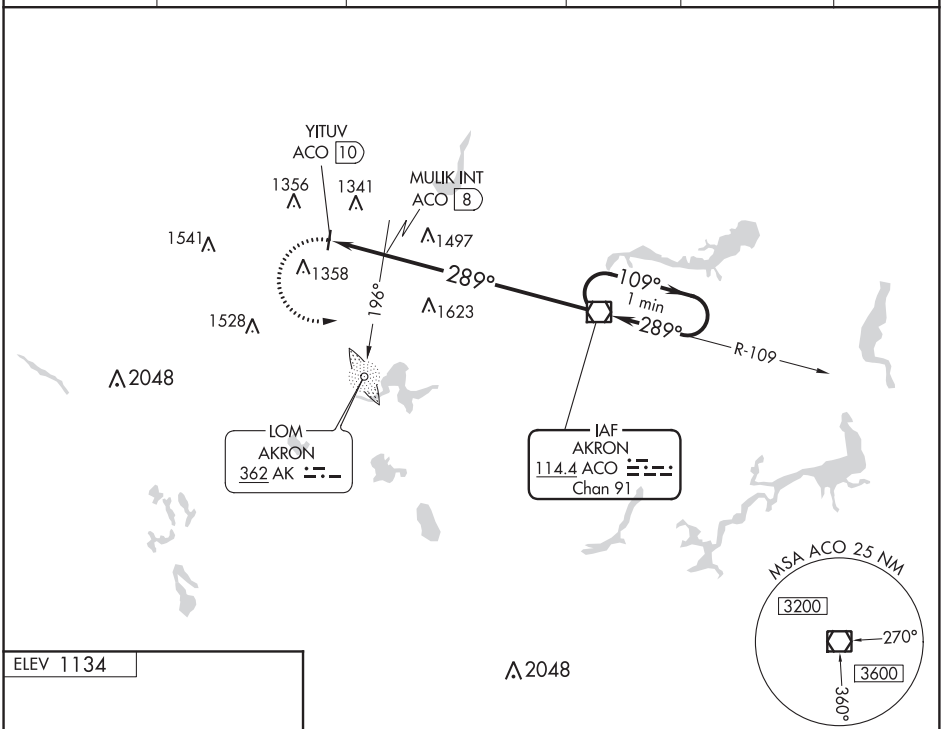
## KENT STATE UNIVERSITY (1G3)

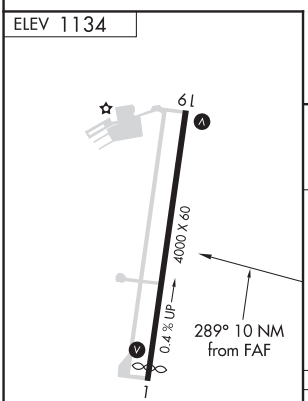
| VOR/DME ACO 114.4 Chan 91 | APP CRS 289° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1134 |
|---|---|---|

▼ ▲ NA — Use Akron Fulton altimeter setting; when not received, use Akron-Canton Rgnl altimeter setting.

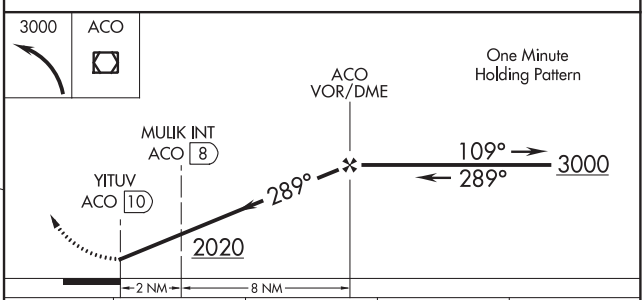
MISSED APPROACH: Climbing left turn to 3000 direct ACO VOR/DME and hold.

| AWOS-2 | AKR ASOS | CLEVELAND APP CON ★ | CLNC DEL | UNICOM | |
|---|---|---|---|---|---|
| 119.15 | 126.825 | 118.6 371.875 | 125.65 | 122.725 (CTAF) | 122.9 L |




MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2020-1¼ 886 (900-1¼) | | 2020-2¾ 886 (900-2¾) | NA |
| MULIK FIX MINIMUMS (ADF OR DME REQUIRED) | | | | |
| CIRCLING | 1760-1 626 (700-1) | | 1760-1¾ 626 (700-1¾) | NA |

| FAF to MAP 10 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 10:00 | 6:40 | 5:00 | 4:00 | 3:20 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

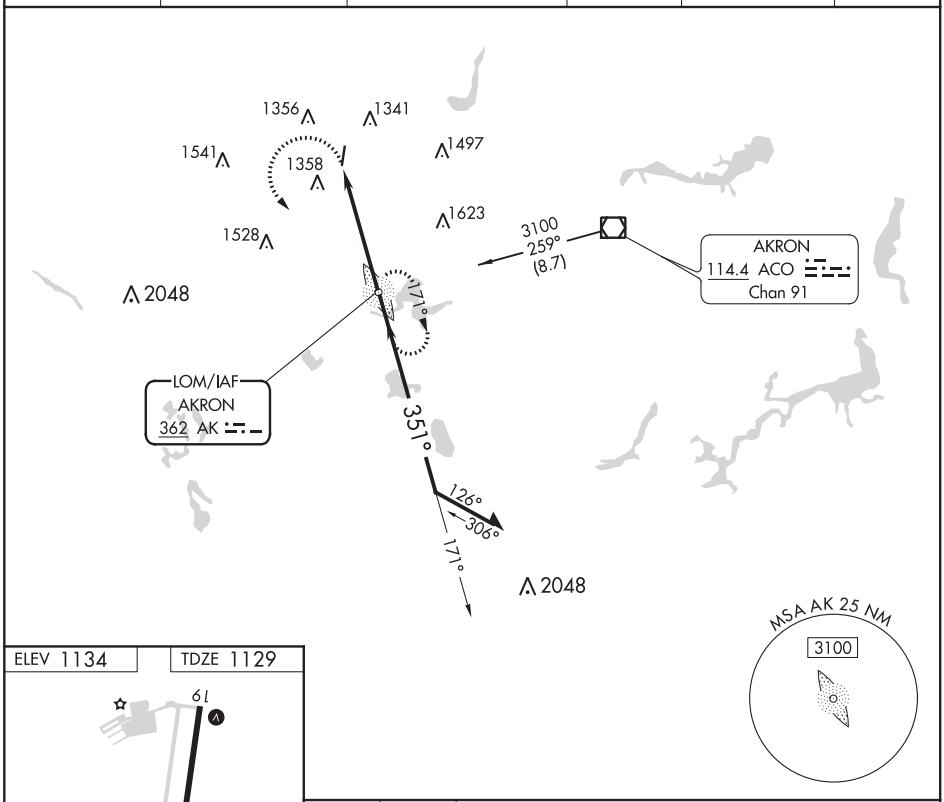
# NDB RWY 1
## KENT STATE UNIVERSITY (1G3)

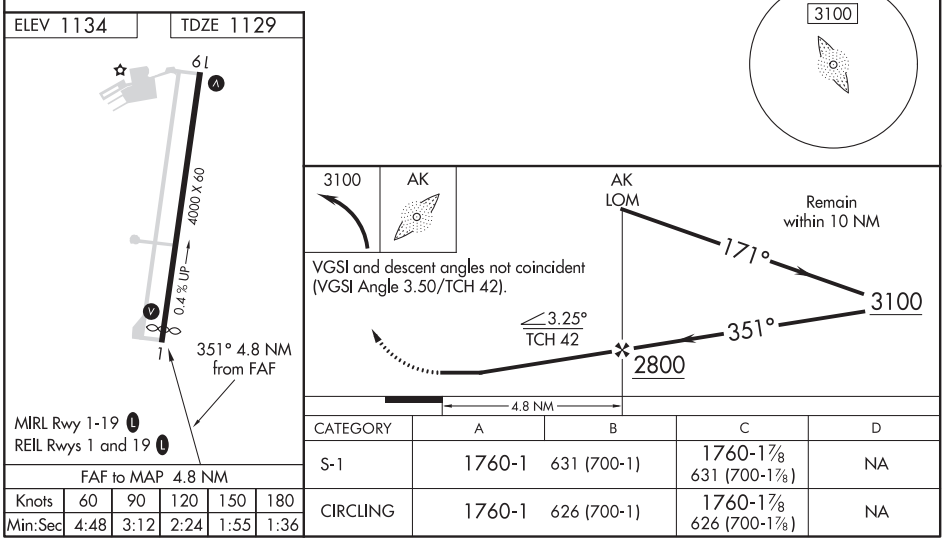
| LOM AK | APP CRS | Rwy ldg | 3947 |
|---|---|---|---|
| 362 | 351° | TDZE | 1129 |
| | | Apt Elev | 1134 |

T NA Use Akron Fulton altimeter setting; when not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 20 feet. Rwy 1 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3100 direct AKRON LOM and hold.

| AWOS-2 | AKR ASOS | CLEVELAND APP CON★ | CLNC DEL | UNICOM | |
|---|---|---|---|---|---|
| 119.15 | 126.825 | 118.6 371.875 | 125.65 | 122.725 (CTAF) | 122.9 L |




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1760-1 | 631 (700-1) | 1760-1⅞ 631 (700-1⅞) | NA |
| CIRCLING | 1760-1 | 626 (700-1) | 1760-1⅞ 626 (700-1⅞) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

KENTLAND, INDIANA

AL-6325 (FAA)

19283

# RNAV (GPS) RWY 27

KENTLAND MUNI (5ØI)

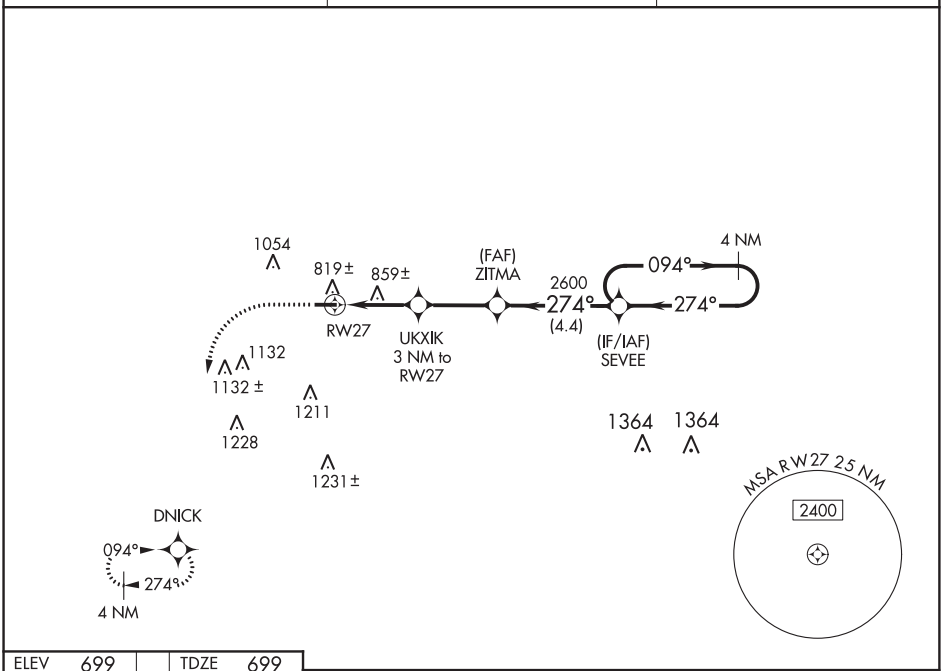
| WAAS CH 42541 W27A | APP CRS 274° | Rwy ldg 4004<br>TDZE 699<br>Apt Elev 699 |
|---|---|---|

T
A NA

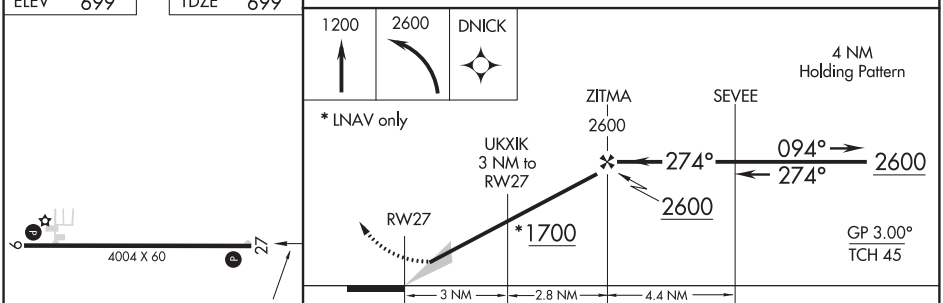
Circling to Rwy 09 NA at night. Circling NA north of Rwy 27-09. DME/DME RNP-0.3 NA. Baro-VNAV NA. Use Jasper County altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2600 direct DNICK and hold.

| RZL AWOS-3P | CHICAGO CENTER | UNICOM |
|---|---|---|
| 119.175 | 132.5 284.7 | 122.8 (CTAF) L |




| ELEV 699 | TDZE 699 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 986-1 287 (300-1) | | | NA |
| LNAV/VNAV DA | 1006-1 307 (400-1) | | | NA |
| LNAV MDA | 1160-1 461 (500-1) | | 1160-1⅜ 461 (500-1⅜) | NA |
| C CIRCLING | 1160-1 461 (500-1) | 1200-1 501 (600-1) | 1200-1½ 501 (600-1½) | NA |

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 4797 |
|---|---|---|
| 046° | TDZE | 1029 |
| | Apt Elev | 1029 |

# RNAV (GPS) RWY 4
## HARDIN COUNTY (I95)

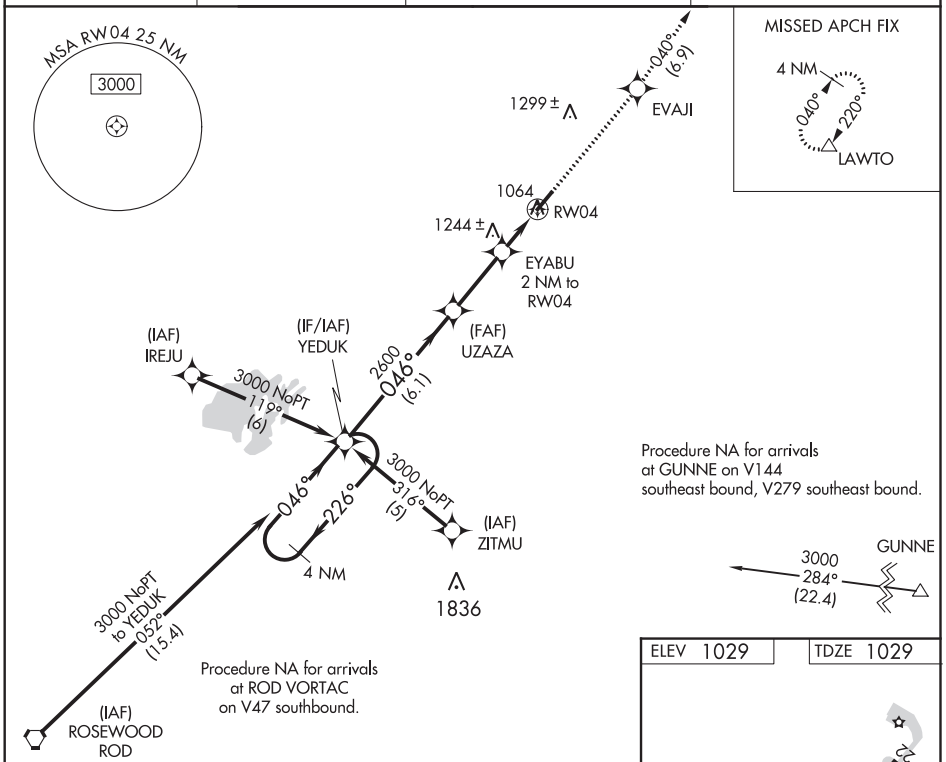
RNP APCH.

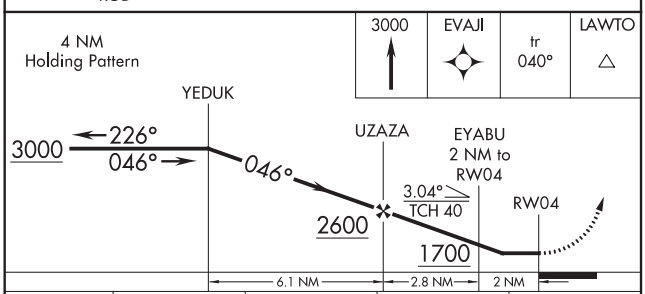
Rwy 4 helicopter visibility reduction below 1 SM NA.
Procedure NA at night. Use Lima altimeter setting.

NA

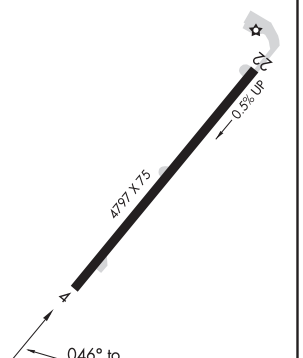
MISSED APPROACH:
Climb to 3000 direct EVAJI and on track 040° to LAWTO and hold.

| AWOS-2 | AOH ASOS | COLUMBUS APP CON | UNICOM |
|---|---|---|---|
| 126.4 | 128.725 | 118.425 323.15 | 122.8 (CTAF) L ★ |




ELEV 1029 TDZE 1029




MIRL Rwy 4-22 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1560-1 531 (600-1) | | 1560-1½ 531 (600-1½) | 1560-1¾ 531 (600-1¾) |
| CIRCLING | 1580-1 551 (600-1) | 1600-1 571 (600-1) | 1600-1½ 571 (600-1½) | 1600-2 571 (600-1) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

KENTON, OHIO | AL-6473 (FAA) | 20198

# RNAV (GPS) RWY 22
## HARDIN COUNTY (I95)

| APP CRS | Rwy ldg | 4797 |
|---|---|---|
| 226° | TDZE | 1022 |
| | Apt Elev | 1029 |

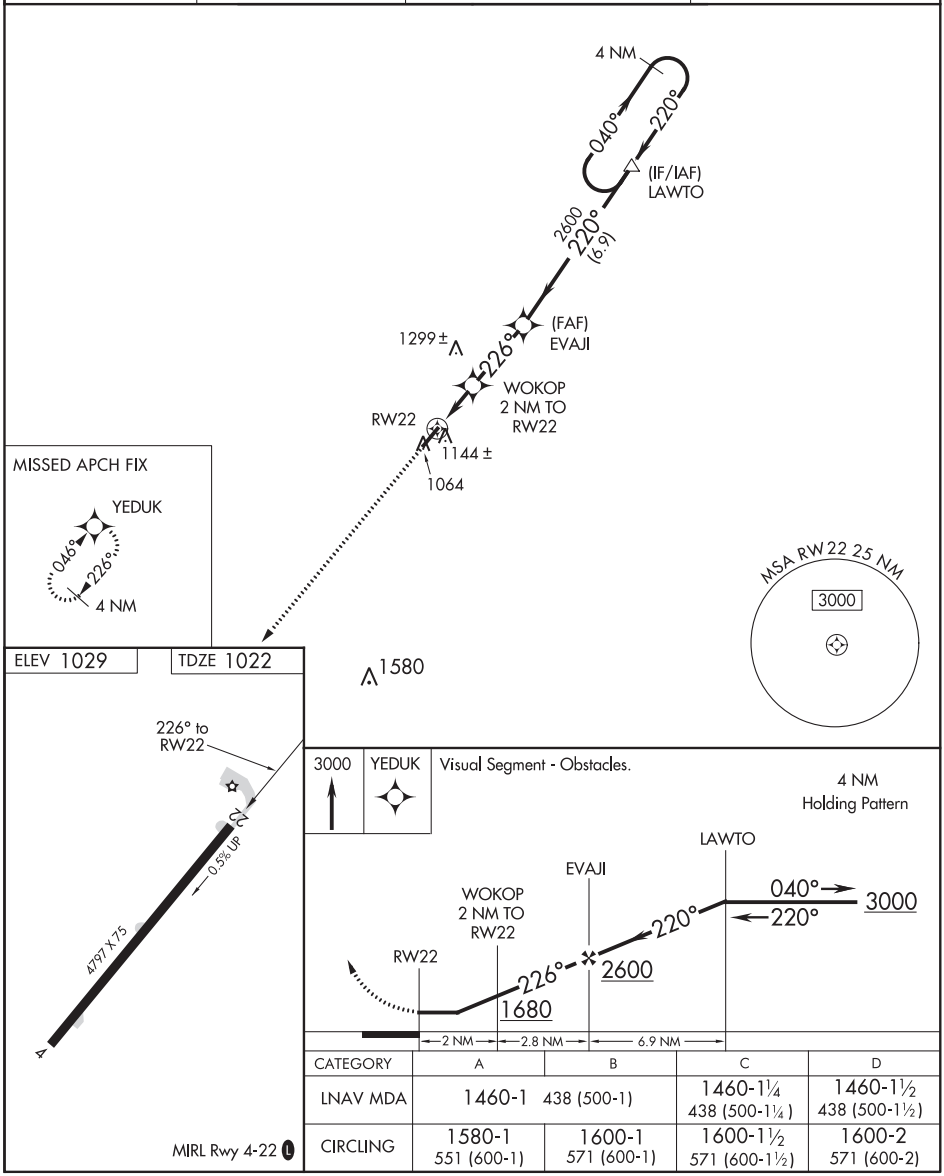
RNP APCH.

NA

Rwy 22 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Lima altimeter setting.

MISSED APPROACH: Climb to 3000 direct YEDUK and hold.

| AWOS-2 | AOH ASOS | COLUMBUS APP CON | UNICOM |
|---|---|---|---|
| 126.4 | 128.725 | 118.425 323.15 | 122.8 (CTAF) L ★ |




MIRL Rwy 4-22 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1460-1 438 (500-1) | | 1460-1¼ 438 (500-1¼) | 1460-1½ 438 (500-1½) |
| CIRCLING | 1580-1 551 (600-1) | 1600-1 571 (600-1) | 1600-1½ 571 (600-1½) | 1600-2 571 (600-2) |

KENTON, OHIO
Orig-A 24MAY18

40°37′N - 83°39′W

HARDIN COUNTY (I95)
RNAV (GPS) RWY 22


EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 18
STARKE COUNTY (OXI)

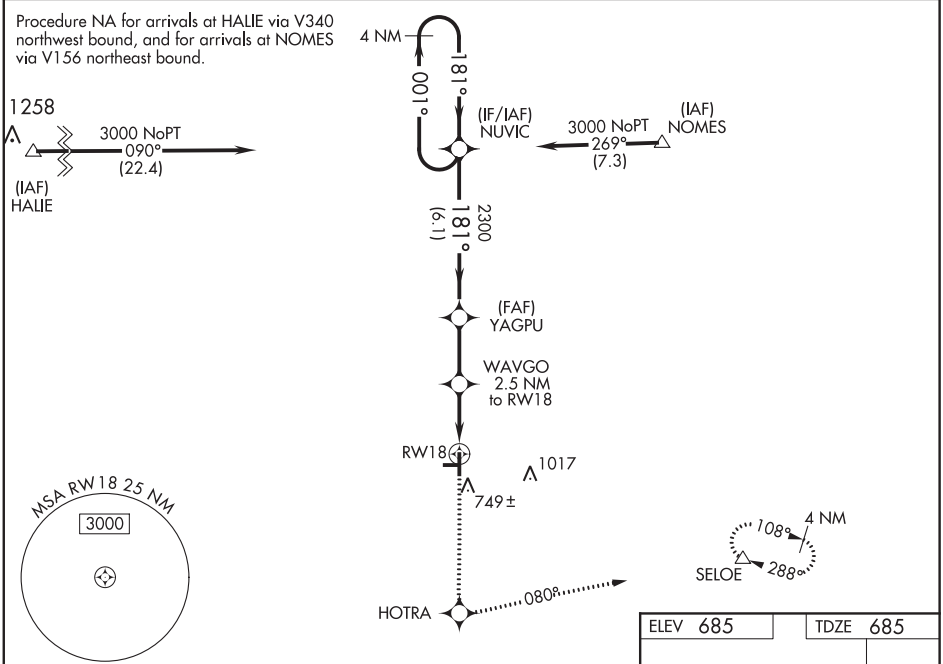
| WAAS CH 87108 W18A | APP CRS 181° | Rwy ldg 5001 TDZE 685 Apt Elev 685 |
|---|---|---|

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using South Bend altimeter setting. Obtain local altimeter setting on CTAF, when not received use South Bend altimeter setting and increase all MDA/DA 80 feet, increase LPV and LNAV/VNAV visibilities ¼ mile all Cats, increase LNAV Cat C, D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOTRA and left turn via 080° track to SELOE and hold.

| AWOS-3 | SOUTH BEND APP CON* | UNICOM |
|---|---|---|
| 135.775 | 132.05 257.8 | 122.8 (CTAF) |

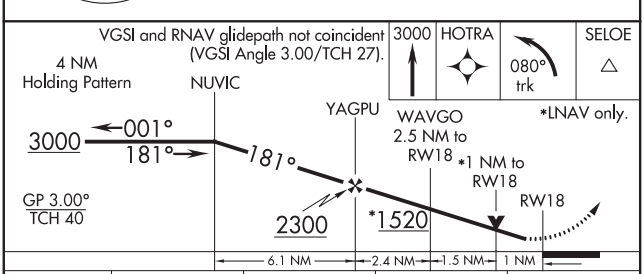
Procedure NA for arrivals at HALIE via V340 northwest bound, and for arrivals at NOMES via V156 northeast bound.



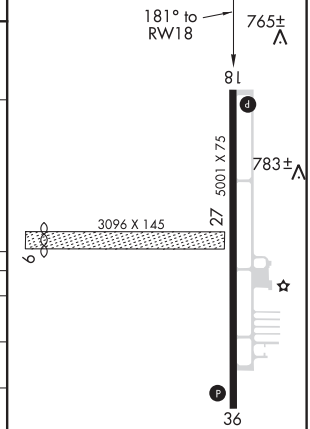

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

| 3000 | HOTRA | 080° trk | SELOE |
|---|---|---|---|

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 935-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1035-1¼ 350 (400-1¼) | | | |
| LNAV MDA | 1040-1 355 (400-1) | | | 1040-1¼ 355 (400-1¼) |
| CIRCLING | 1100-1 415 (500-1) | 1140-1 455 (500-1) | 1140-1½ 455 (500-1½) | 1240-2 555 (500-2) |






EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

KOKOMO, INDIANA | AL-711 (FAA) | 20086

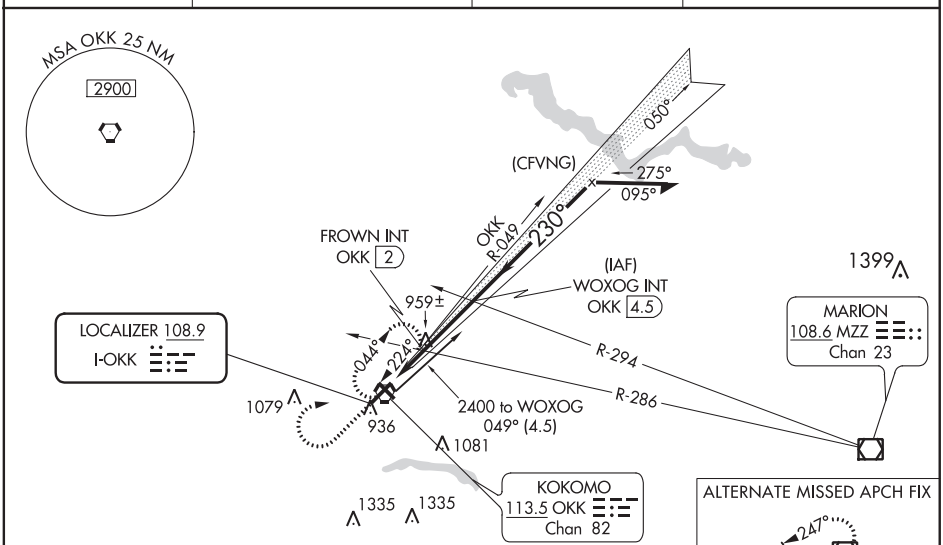
# ILS or LOC RWY 23
## KOKOMO MUNI (OKK)

| LOC I-OKK | APP CRS | Rwy ldg | 6001 |
|---|---|---|---|
| 108.9 | 230° | TDZE | 827 |
| | | Apt Elev | 832 |

MALSR

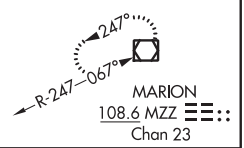
MISSED APPROACH: Climb to 2400 then climbing right turn to 2600 direct OKK VORTAC and hold.

| AWOS-3PT | GRISSOM APP CON* | CLNC DEL | UNICOM |
|---|---|---|---|
| 113.5 | 121.05 338.275 | 120.0 | 123.0 (CTAF) L |



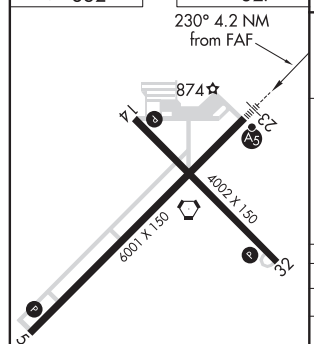

Procedure NA for arrival on OKK VORTAC airway radials 011 CW 107.

ALTERNATE MISSED APCH FIX



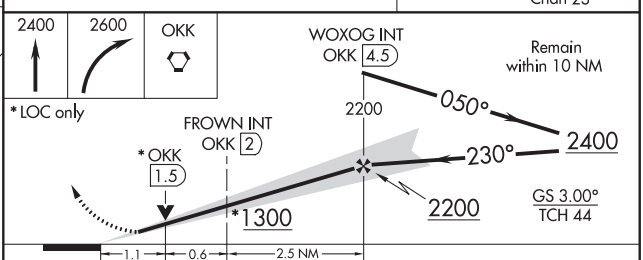

ELEV 832 | TDZE 827

230° 4.2 NM from FAF




MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 1027-½ 200 (200-½) | | | |
| S-LOC 23 | 1300-½ 473 (500-½) | | 1300-1 473 (500-1) | |
| C CIRCLING | 1300-1 468 (500-1) | | 1400-1½ 568 (600-1½) | 1640-2½ 808 (900-2½) |
| FROWN FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED) | | | | |
| S-LOC 23 | 1220-½ 393 (400-½) | | 1220-¾ 393 (400-¾) | |
| C CIRCLING | 1260-1 428 (500-1) | 1300-1 468 (500-1) | 1400-1½ 568 (600-1½) | 1640-2½ 808 (900-2½) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

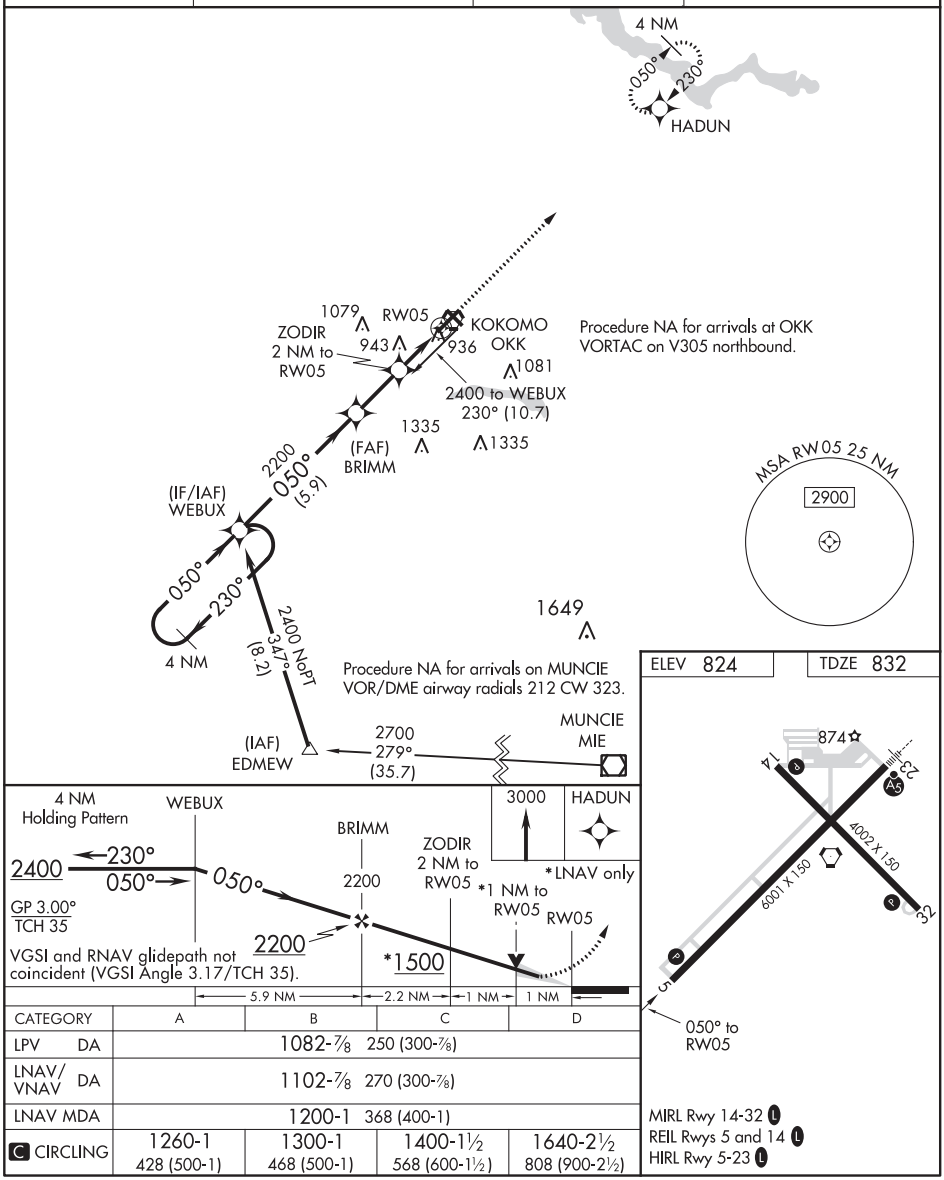
| WAAS CH 78139 W05A | APP CRS 050° | Rwy ldg 6001<br>TDZE 832<br>Apt Elev 824 |
|---|---|---|

# RNAV (GPS) RWY 5
## KOKOMO MUNI (OKK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HADUN and hold.

| AWOS-3PT | GRISSOM APP CON* | CLNC DEL | UNICOM |
|---|---|---|---|
| 113.5 | 121.05 338.275 | 120.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1082-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1102-⅞ 270 (300-⅞) | | | |
| LNAV MDA | 1200-1 368 (400-1) | | | |
| C CIRCLING | 1260-1 428 (500-1) | 1300-1 468 (500-1) | 1400-1½ 568 (600-1½) | 1640-2½ 808 (900-2½) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

KOKOMO, INDIANA | AL-711 (FAA) | 20030

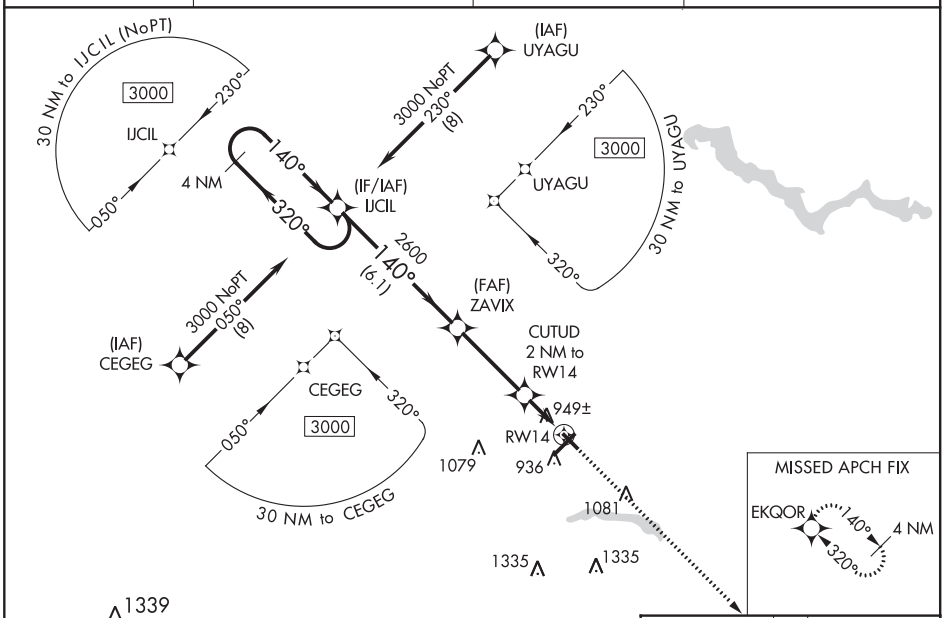
# RNAV (GPS) RWY 14
## KOKOMO MUNI (OKK)

| WAAS CH 78134 W14A | APP CRS 140° | Rwy ldg 4002<br>TDZE 826<br>Apt Elev 832 |
|---|---|---|

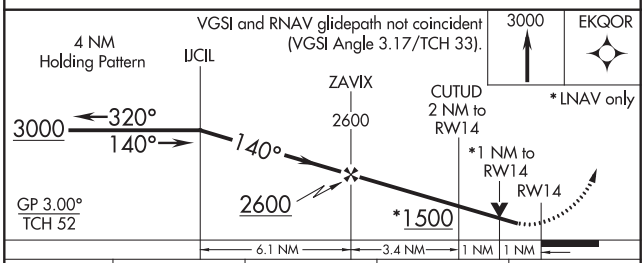
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct EKQOR and hold.

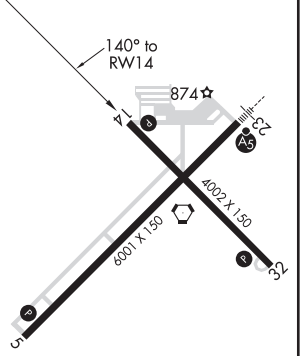
| AWOS-3PT | GRISSOM APP CON* | CLNC DEL | UNICOM |
|---|---|---|---|
| 113.5 | 121.05 338.275 | 120.0 | 123.0 (CTAF) L |




ELEV 832 | TDZE 826




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1076-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1199-1¼ 373 (400-1¼) | | | |
| LNAV MDA | 1200-1 374 (400-1) | | | |
| C CIRCLING | 1260-1 428 (500-1) | 1300-1 468 (500-1) | 1400-1½ 568 (600-1½) | 1640-2½ 808 (900-2½) |




MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 23
## KOKOMO MUNI (OKK)

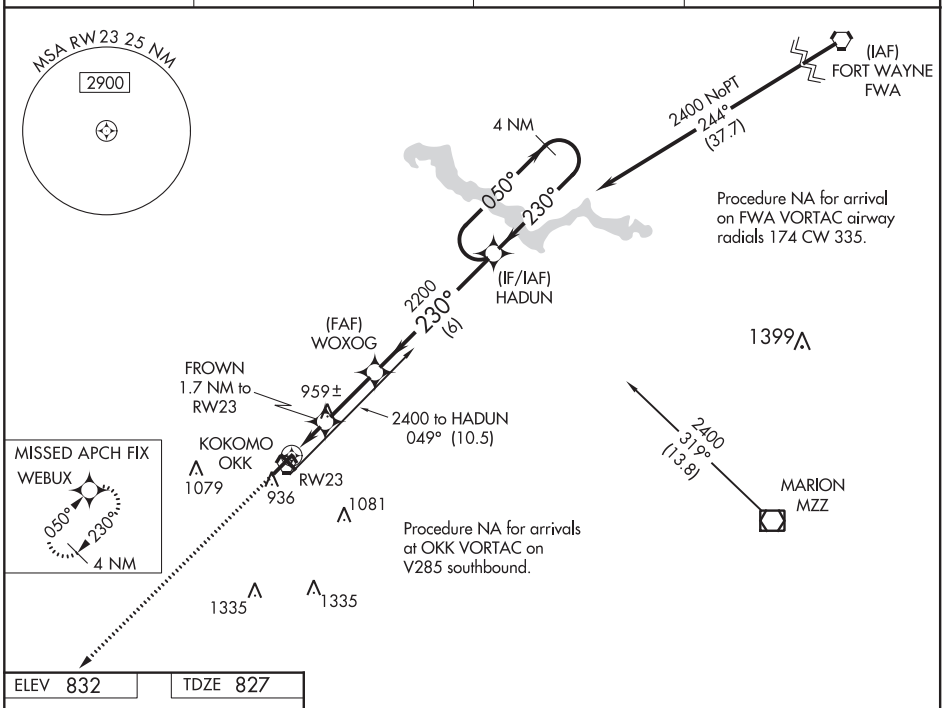
| WAAS CH 40119 W23A | APP CRS 230° | Rwy ldg 6001<br>TDZE 827<br>Apt Elev 832 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

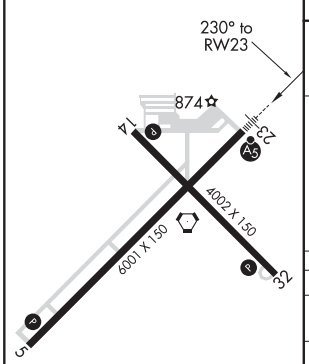
MALSR

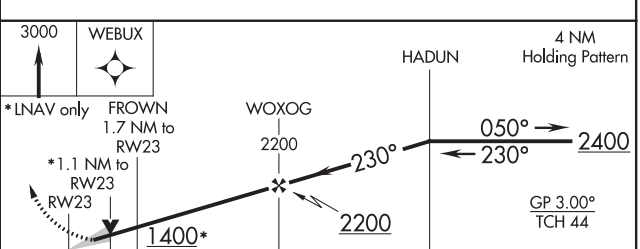
MISSED APPROACH: Climb to 3000 direct WEBUX and hold.

| AWOS-3PT | GRISSOM APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 113.5 | 121.05 338.275 | 120.0 | 123.0 (CTAF) L |




ELEV 832 TDZE 827




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1027-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1224-⅞ 397 (400-⅞) | | | |
| LNAV MDA | 1220-½ 393 (400-½) | | 1220-¾ 393 (400-¾) | |
| C CIRCLING | 1260-1 428 (500-1) | 1300-1 468 (500-1) | 1400-1½ 568 (600-1½) | 1640-2½ 808 (900-2½) |

MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

KOKOMO, INDIANA AL-711 (FAA) 20030

# RNAV (GPS) RWY 32

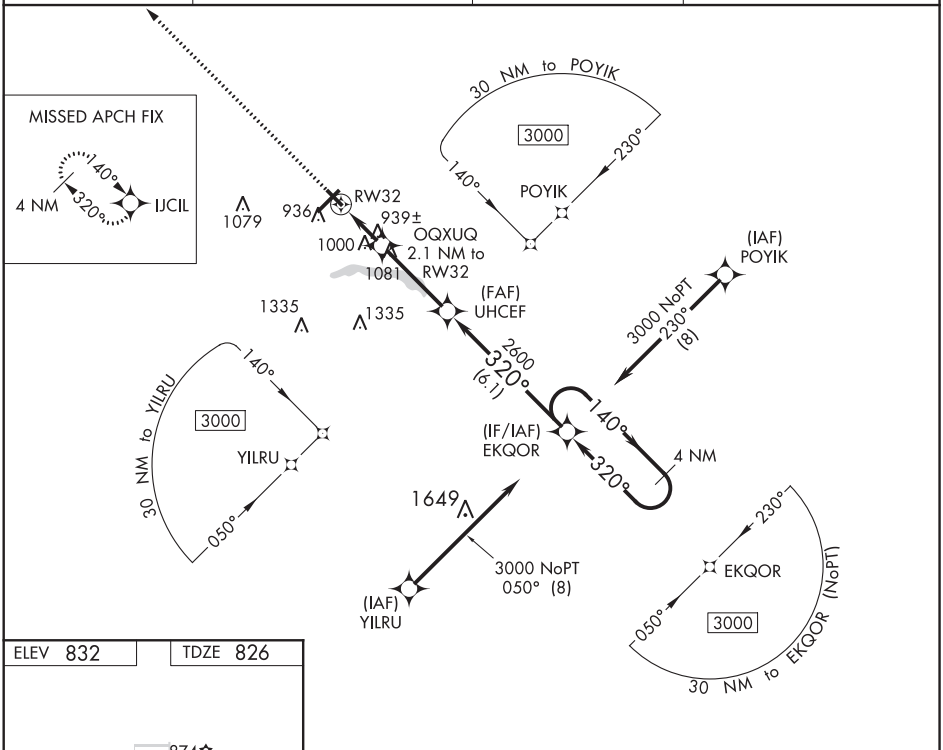
KOKOMO MUNI (OKK)

| WAAS CH 69534 W32A | APP CRS 320° | Rwy ldg 4002<br>TDZE 826<br>Apt Elev 832 |
|---|---|---|

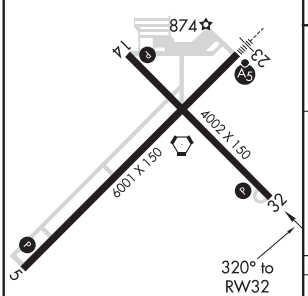
DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct IJCIL and hold.

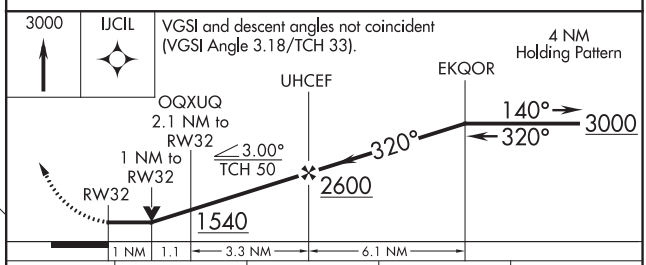
| AWOS-3PT | GRISSOM APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 113.5 | 121.05 338.275 | 120.0 | 123.0 (CTAF) L |




ELEV 832 TDZE 826




MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1200-1 374 (400-1) | | | |
| LNAV MDA | 1260-1 434 (500-1) | | 1260-1¼ 434 (500-1¼) | |
| C CIRCLING | 1260-1 428 (500-1) | 1300-1 468 (500-1) | 1400-1½ 568 (600-1½) | 1640-2½ 808 (900-2½) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

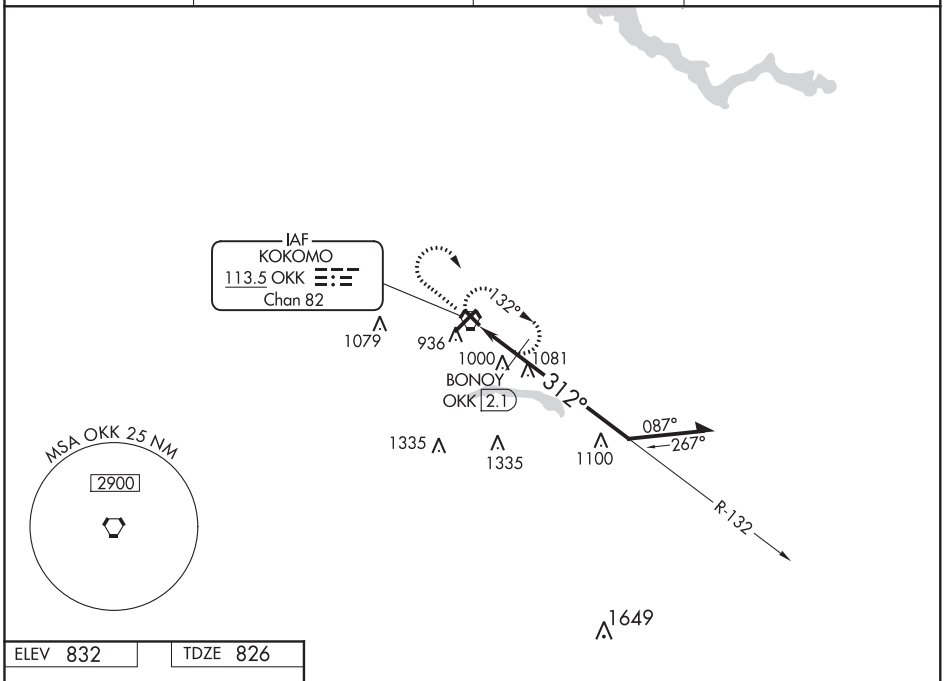
| VORTAC OKK 113.5 Chan 82 | APP CRS 312° | Rwy ldg 4002 TDZE 826 Apt Elev 832 |
|---|---|---|

# VOR RWY 32
## KOKOMO MUNI (OKK)

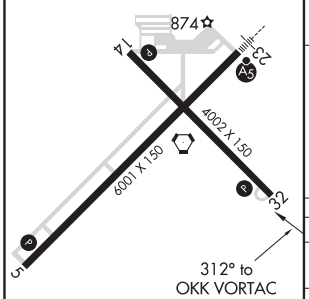
Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 then right turn direct OKK VORTAC and hold.

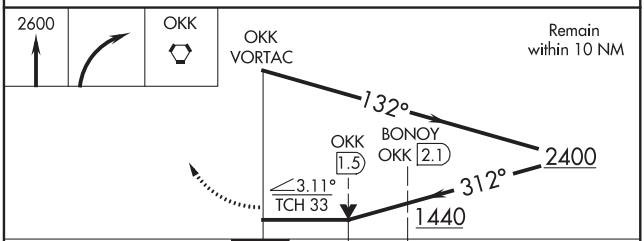
| AWOS-3PT | GRISSOM APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 113.5 | 121.05 338.275 | 120.0 | 123.0 (CTAF) L |




ELEV 832 TDZE 826




MIRL Rwy 14-32 L
REIL Rwys 5 and 14 L
HIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1440-1 614 (700-1) | | 1440-1¾ 614 (700-1¾) | |
| C CIRCLING | 1440-1 608 (700-1) | | 1440-1¾ 608 (700-1¾) | 1640-2½ 808 (900-2½) |
| BONOY FIX MINIMUMS | | | | |
| S-32 | 1260-1 434 (500-1) | | 1260-1¼ 434 (500-1¼) | |
| C CIRCLING | 1260-1 428 (500-1) | 1300-1 468 (500-1) | 1400-1½ 568 (600-1½) | 1640-2½ 808 (900-2½) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

LA PORTE, INDIANA

AL-6248 (FAA)

20114

# RNAV (GPS) RWY 2

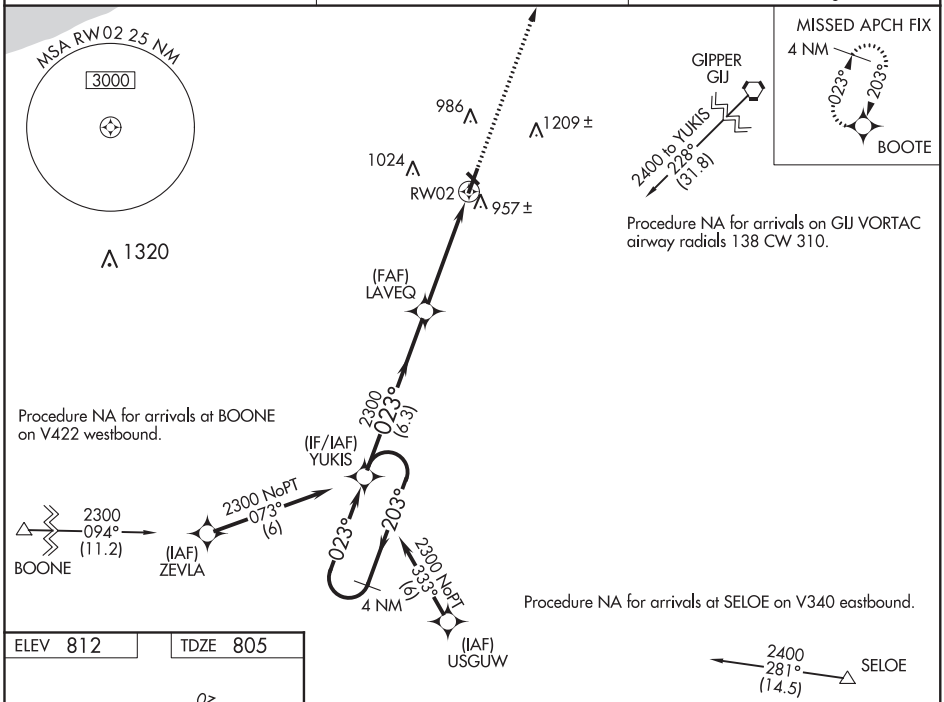
## LA PORTE MUNI (PPO)

| WAAS CH 77834 W02A | APP CRS 023° | Rwy ldg 5000<br>TDZE 805<br>Apt Elev 812 |
|---|---|---|

Baro-VNAV NA when using South Bend altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use South Bend altimeter setting and increase all DA 49 feet, and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Circling Rwy 14, 32 NA at night.

MISSED APPROACH: Climb to 2500 direct BOOTE and hold.

| AWOS-3 | SOUTH BEND APP CON ★ | UNICOM |
|---|---|---|
| 119.825 | 132.05 257.8 | 123.0 (CTAF) L |

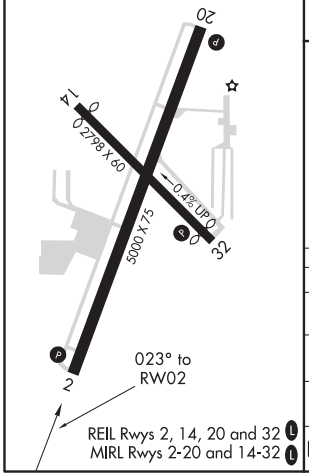



Procedure NA for arrivals on GIJ VORTAC airway radials 138 CW 310.

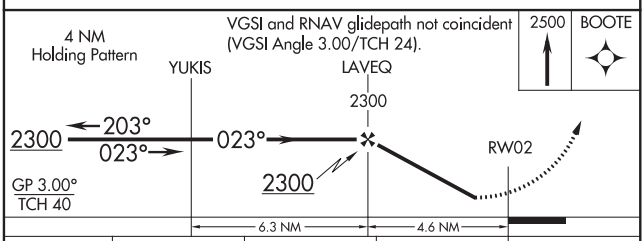
Procedure NA for arrivals at BOONE on V422 westbound.

Procedure NA for arrivals at SELOE on V340 eastbound.

ELEV 812 | TDZE 805




REIL Rwys 2, 14, 20 and 32 L
MIRL Rwys 2-20 and 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1067-1 262 (300-1) | | | |
| LNAV/VNAV DA | 1220-1⅜ 415 (500-1⅜) | | | |
| LNAV MDA | 1220-1 415 (500-1) | | 1220-1⅛ 415 (500-1⅛) | |
| C CIRCLING | 1320-1 508 (600-1) | | 1560-2¼ 748 (800-2¼) | 1560-2½ 748 (800-2½) |



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

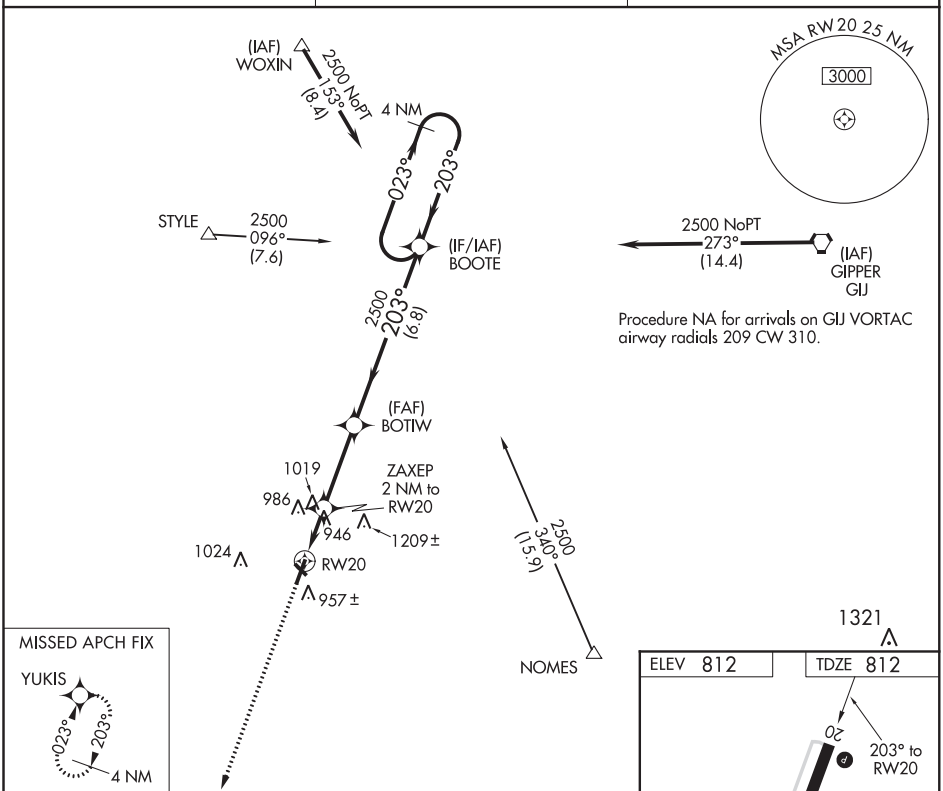
| WAAS CH 87034 W20A | APP CRS 203° | Rwy ldg 5000<br>TDZE 812<br>Apt Elev 812 |
|---|---|---|

# RNAV (GPS) RWY 20
## LA PORTE MUNI (PPO)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 60 feet; increase LP Cat C/D and LNAV Cat C/D visibility ⅛ mile. Helicopter visibility reduction below ¾ SM NA. Circling Rwy 14, 32 NA at night.

MISSED APPROACH: Climb to 2300 direct YUKIS and hold.

| AWOS-3 | SOUTH BEND APP CON ★ | UNICOM |
|---|---|---|
| 119.825 | 132.05 257.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1200-1 | 388 (400-1) | 1200-1⅛ | 388 (400-1⅛) |
| LNAV MDA | 1280-1 | 468 (500-1) | 1280-1⅜ | 468 (500-1⅜) |
| C CIRCLING | 1320-1 | 508 (600-1) | 1560-2¼<br>748 (800-2¼) | 1560-2½<br>748 (800-2½) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

LAFAYETTE, INDIANA — AL-220 (FAA) — 20086

# ILS or LOC RWY 10
## PURDUE UNIVERSITY (LAF)

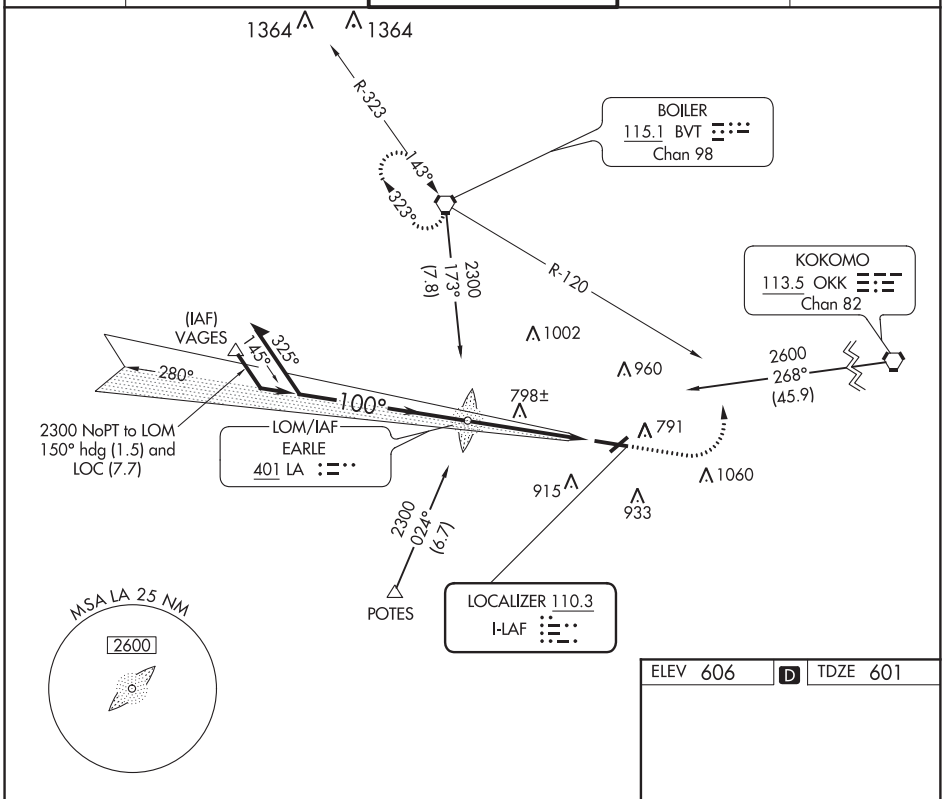
| LOC I-LAF | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 110.3 | 100° | 6600 / 601 / 606 |

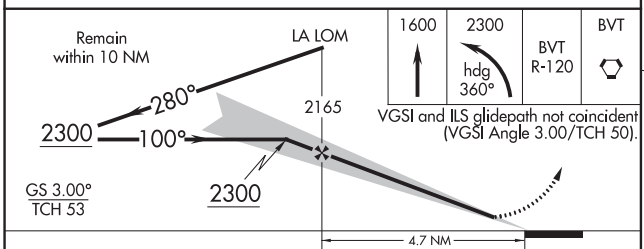
Circling Rwy 23 NA at night.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 via heading 360° and BVT VORTAC R-120 to BVT VORTAC and hold.

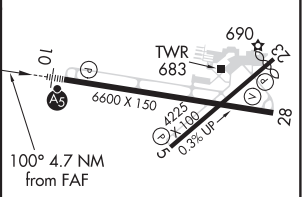
| ATIS | GRISSOM APP CON ★ | LAFAYETTE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.75 | 123.85 291.675 | 119.6 (CTAF) L 393.0 | 121.9 393.0 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 801-½ 200 (200-½) | | | |
| S-LOC 10 | 1060-½ 459 (500-½) | | 1060-¾ 459 (500-¾) | 1060-1 459 (500-1) |
| CIRCLING | 1160-1 554 (600-1) | | 1160-1½ 554 (600-1½) | 1320-2¼ 714 (800-2¼) |

ELEV 606 D TDZE 601




HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23 L

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

LAFAYETTE, INDIANA
Amdt 11B 17AUG17

40°25′N-86°56′W

PURDUE UNIVERSITY (LAF)
ILS or LOC RWY 10

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS Ch 45902 W10A | APP CRS 100° | Rwy ldg 6600 TDZE 601 Apt Elev 606 |
|---|---|---|

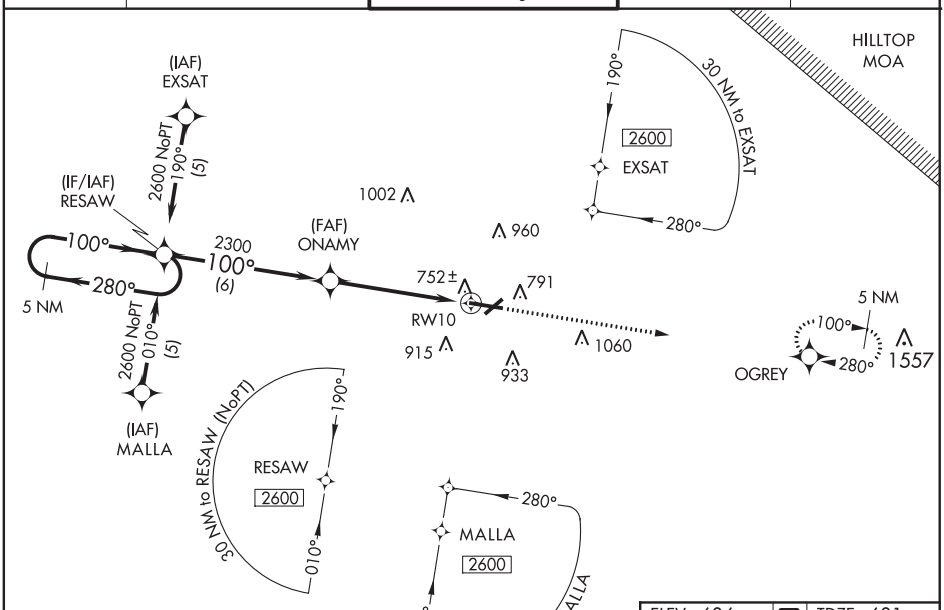
# RNAV (GPS) RWY 10
## PURDUE UNIVERSITY (LAF)

If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. VDP NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile. DME/DME RNP-0.3 NA. Circling Rwy 23 NA at night.

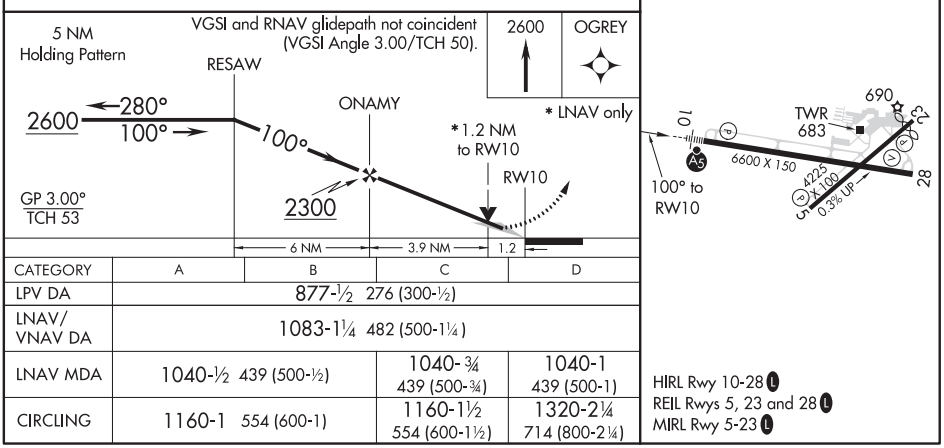
MALSR

MISSED APPROACH: Climb to 2600 direct OGREY and hold.

| ATIS | GRISSOM APP CON★ | LAFAYETTE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.75 | 123.85 291.675 | 119.6 (CTAF) L 393.0 | 121.9 393.0 | 122.95 |




| ELEV 606 | D | TDZE 601 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 877-½ 276 (300-½) | | | |
| LNAV/VNAV DA | 1083-1¼ 482 (500-1¼) | | | |
| LNAV MDA | 1040-½ 439 (500-½) | | 1040-¾ 439 (500-¾) | 1040-1 439 (500-1) |
| CIRCLING | 1160-1 554 (600-1) | | 1160-1½ 554 (600-1½) | 1320-2¼ 714 (800-2¼) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

LAFAYETTE, INDIANA | AL-220 (FAA) | 19283

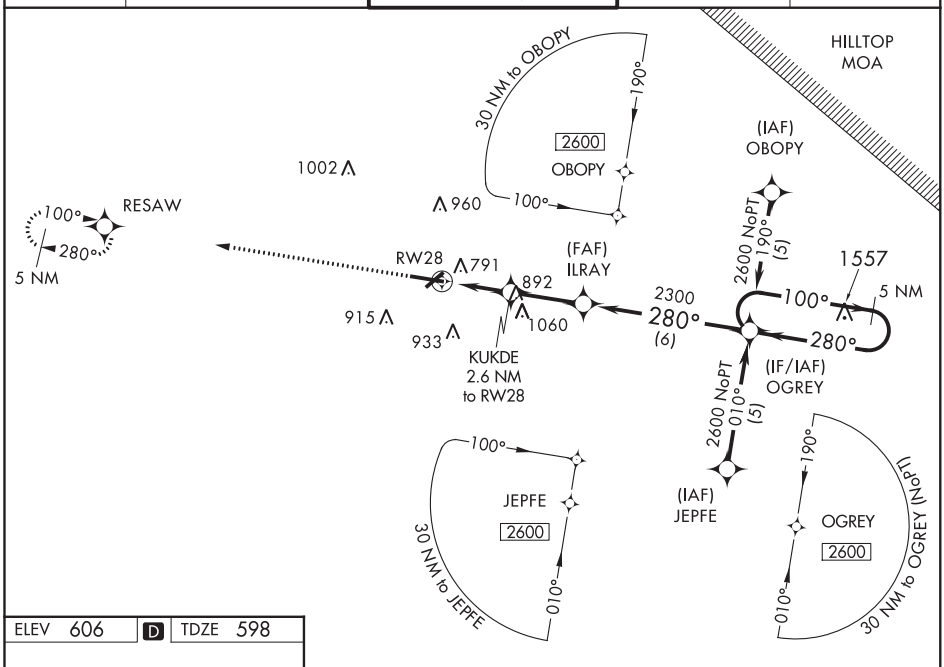
| WAAS CH 82103 W28A | APP CRS 280° | Rwy ldg 6600<br>TDZE 598<br>Apt Elev 606 |
|---|---|---|

# RNAV (GPS) RWY 28
## PURDUE UNIVERSITY (LAF)

If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Rwy 28 helicopter visibility reduction below ¾ SM NA. Circling Rwy 23 NA at night.

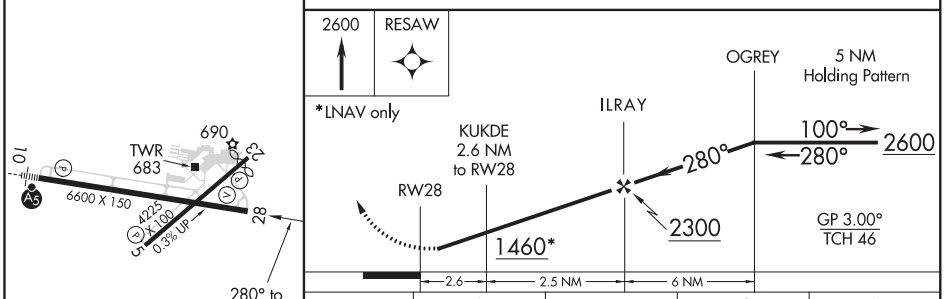
MISSED APPROACH: Climb to 2600 direct RESAW and hold.

| ATIS | GRISSOM APP CON ★ | LAFAYETTE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.75 | 123.85 291.675 | 119.6 (CTAF) L 393.0 | 121.9 393.0 | 122.95 |




EC-2, 05 NOV 2020 to 31 DEC 2020

ELEV 606 | D | TDZE 598




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 856-1 258 (300-1) | | | |
| LNAV/VNAV DA | 1125-1¾ 527 (600-1¾) | | | |
| LNAV MDA | 1060-1 462 (500-1) | | 1060-1¼ 462 (500-1¼) | 1060-1½ 462 (500-1½) |
| CIRCLING | 1160-1 554 (600-1) | | 1160-1½ 554 (600-1½) | 1320-2¼ 714 (800-2¼) |

HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23 L

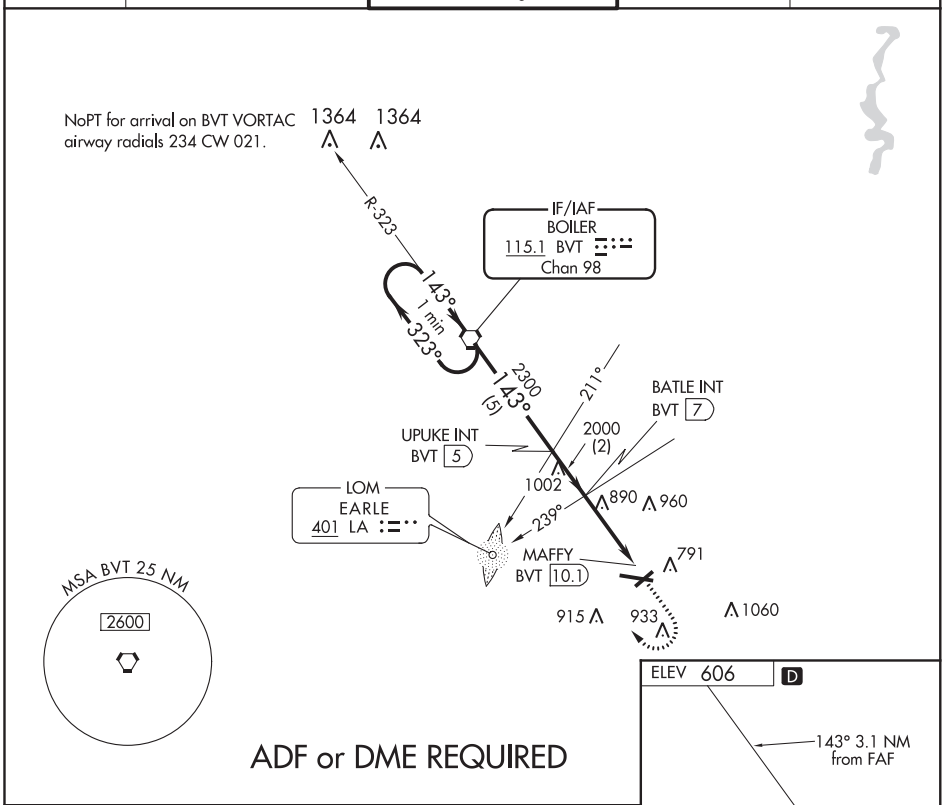
| VORTAC BVT | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 115.1 | 143° | TDZE | N/A |
| Chan 98 | | Apt Elev | 606 |

# VOR-A
## PURDUE UNIVERSITY (LAF)

When local altimeter setting not received, use Danville altimeter setting and increase all MDAs 100 feet and visibility Cats C and D ½ mile. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 2300 then right turn direct BVT VORTAC and hold.

| ATIS | GRISSOM APP CON ★ | LAFAYETTE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.75 | 123.85 291.675 | 119.6 (CTAF) L 393.0 | 121.9 393.0 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1160-1 554 (600-1) | | 1160-1½ 554 (600-1½) | 1320-2¼ 714 (800-2¼) |

| FAF to MAP 3.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |



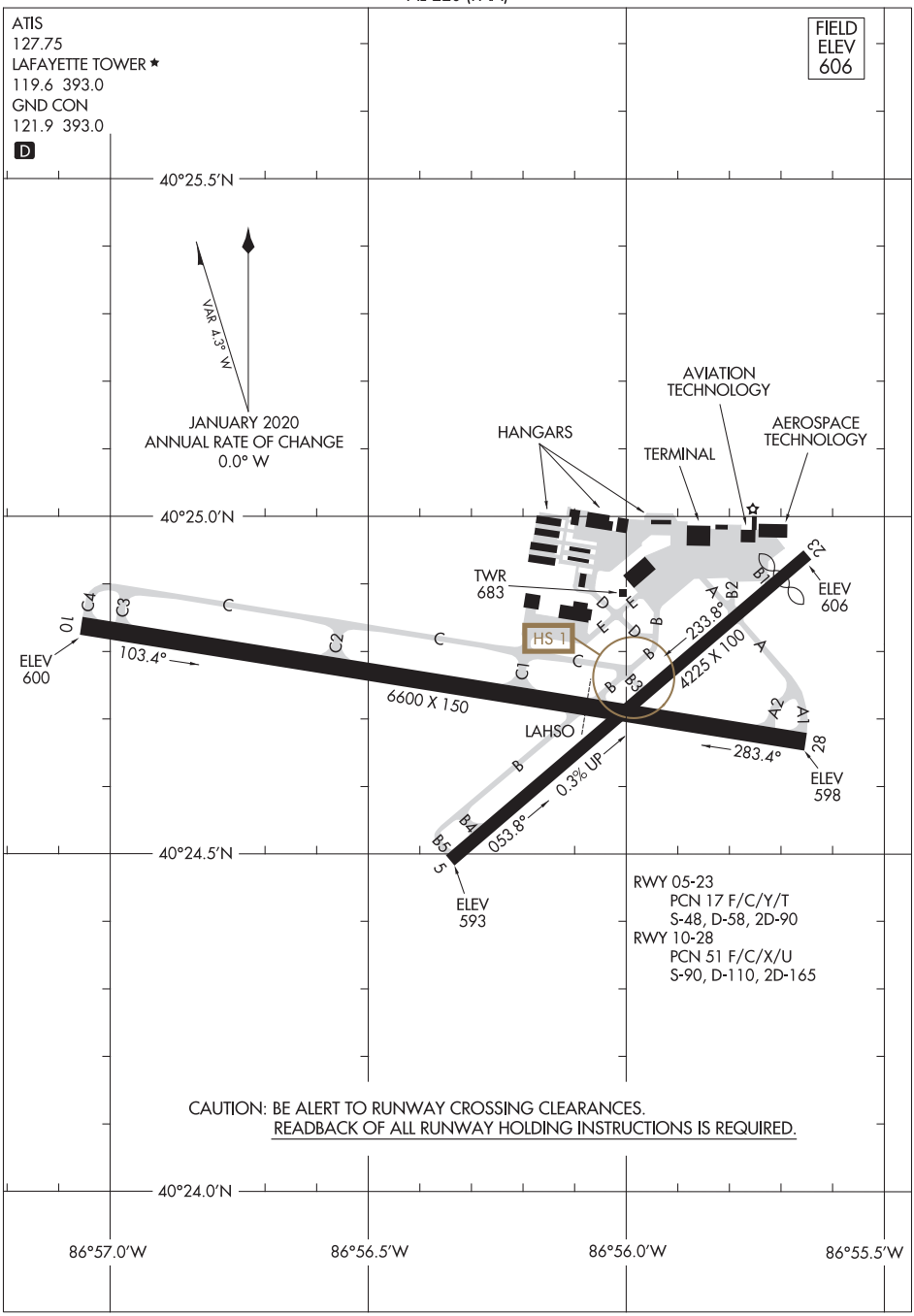
EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

20198

# AIRPORT DIAGRAM

AL-220 (FAA)

PURDUE UNIVERSITY (LAF)
LAFAYETTE, INDIANA




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20198
LAFAYETTE, INDIANA
PURDUE UNIVERSITY (LAF)

| WAAS CH 97701 W10A | APP CRS 100° | Rwy ldg 5004<br>TDZE 857<br>Apt Elev 868 |
|---|---|---|

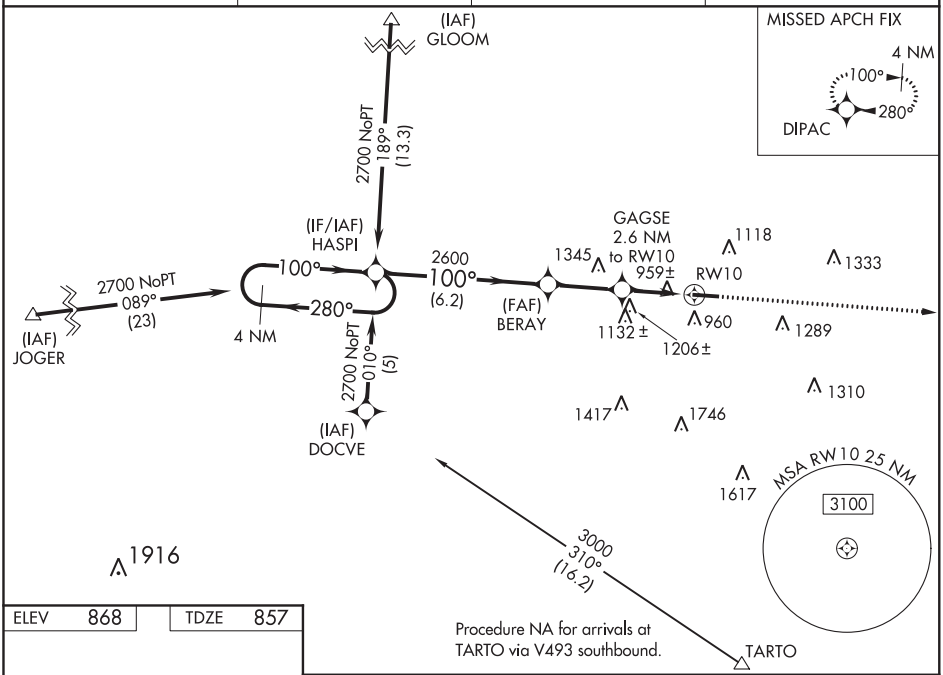
# RNAV (GPS) RWY 10
## FAIRFIELD COUNTY (LHQ)

RNP APCH.

Baro-VNAV and VDP NA when using Rickenbacker Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DAs 48 feet, and all MDAs 60 feet, and increase LPV, LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. Rwy 10 helicopter visibility reduction below ¾ SM NA.

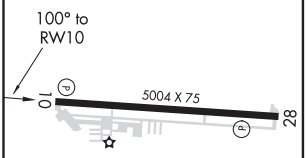
MISSED APPROACH: Climb to 2800 direct DIPAC and hold.

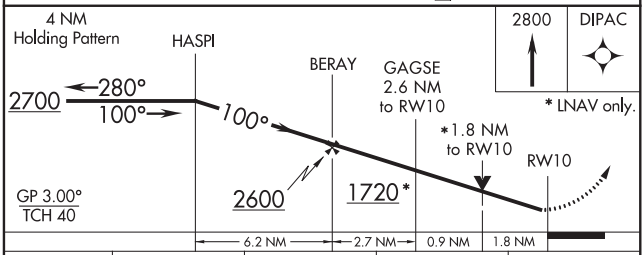
| ASOS | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 134.0 279.6 | 121.65 | 122.725 (CTAF) L |




Procedure NA for arrivals at TARTO via V493 southbound.

| ELEV 868 | TDZE 857 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1170-1 313 (400-1) | | | NA |
| LNAV/VNAV DA | 1291-1½ 434 (500-1½) | | | NA |
| LNAV MDA | 1460-1 603 (600-1) | | 1460-1¾ 603 (600-1¾) | NA |
| CIRCLING | 1520-1 652 (700-1) | 1540-1 672 (700-1) | 1560-2 692 (700-2) | NA |

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

LANCASTER, OHIO AL-6212 (FAA) 18340

| WAAS CH 69628 W28A | APP CRS 280° | Rwy ldg 5004<br>TDZE 868<br>Apt Elev 868 |
|---|---|---|

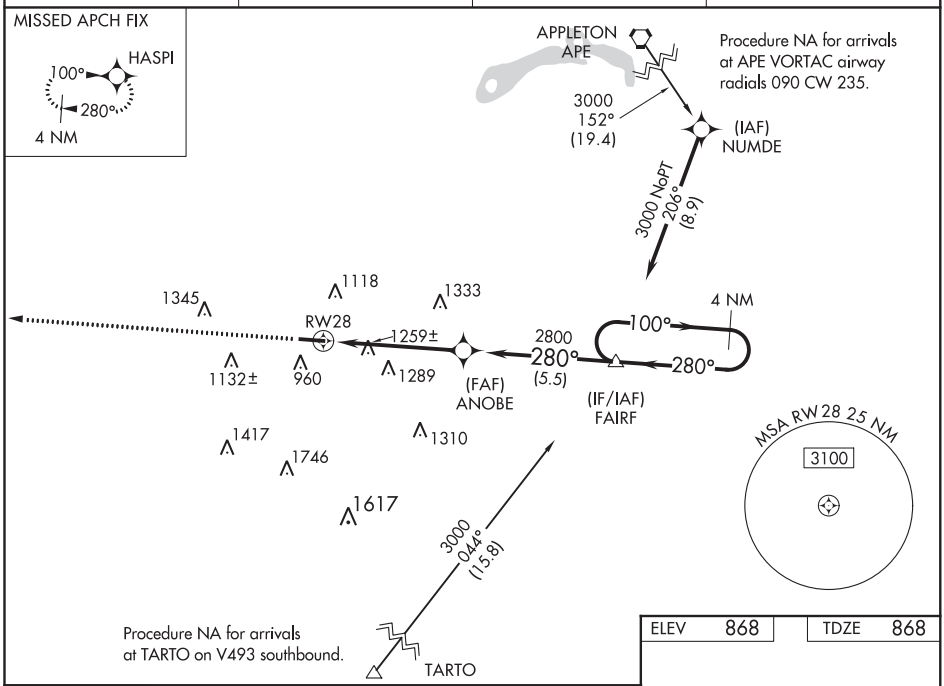
# RNAV (GPS) RWY 28
## FAIRFIELD COUNTY (LHQ)

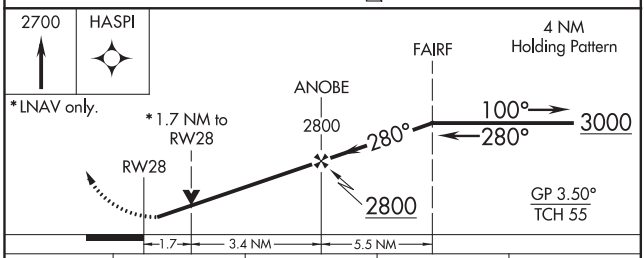
RNP APCH.

Baro-VNAV NA when using Rickenbacker Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. Rwy 28 helicopter visibility reduction below ¾ SM NA. VDP NA with Rickenbacker Intl altimeter setting. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DA 48 feet; increase all MDA 60 feet.

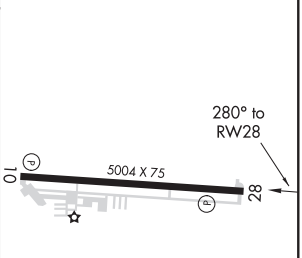
MISSED APPROACH: Climb to 2700 direct HASPI and hold.

| ASOS | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 134.0 279.6 | 121.65 | 122.725 (CTAF) L |




| ELEV 868 | TDZE 868 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1068-¾ 200 (200-¾) | | NA | |
| LNAV/VNAV DA | 1641- 2½ 773 (800-2½) | | NA | |
| LNAV MDA | 1520-1 652 (700-1) | | NA | |
| CIRCLING | 1520-1 652 (700-1) | 1540-1 672 (700-1) | NA | |

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

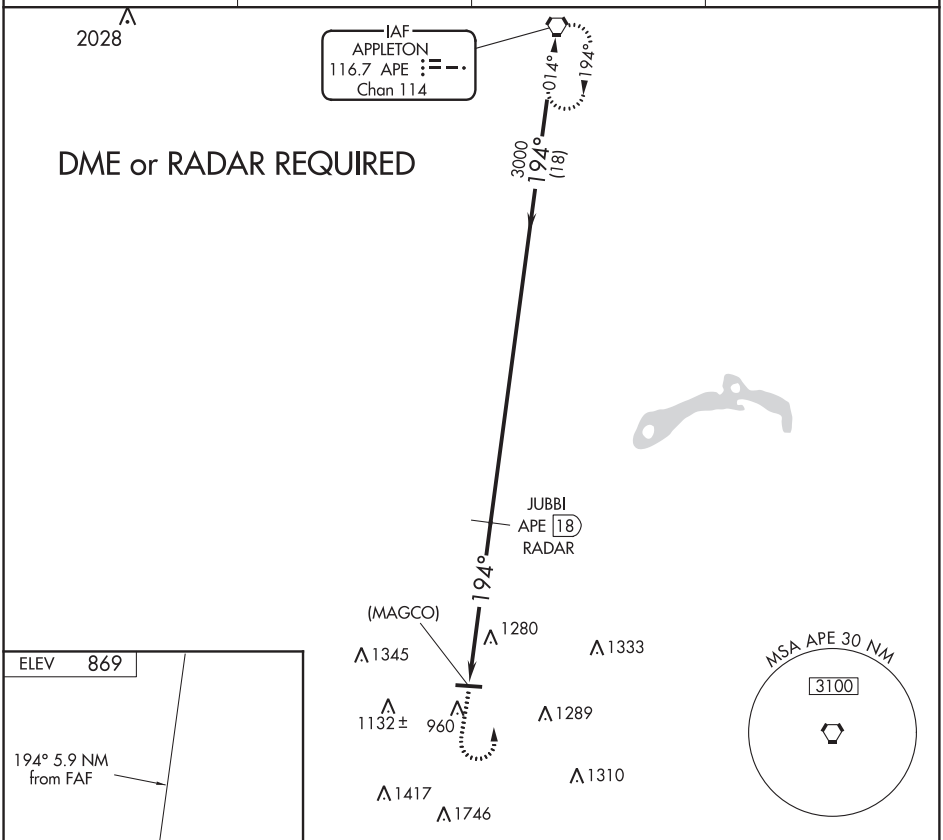
| VORTAC APE 116.7 Chan 114 | APP CRS 194° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 869 |
|---|---|---|

# VOR or GPS-A
## FAIRFIELD COUNTY (LHQ)

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct APE VORTAC and hold.

| ASOS | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.375 | 134.0 279.6 | 121.65 | 122.725 (CTAF) L |




REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1580-1<br>711 (800-1) | 1580-1¼<br>711 (800-1¼) | 1640-2¼<br>771 (800-2¼) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

LEBANON, OHIO | AL-6485 (FAA) | 20086

| WAAS CH 53629 W01A | APP CRS 009° | Rwy ldg 4407<br>TDZE 893<br>Apt Elev 898 |
|---|---|---|

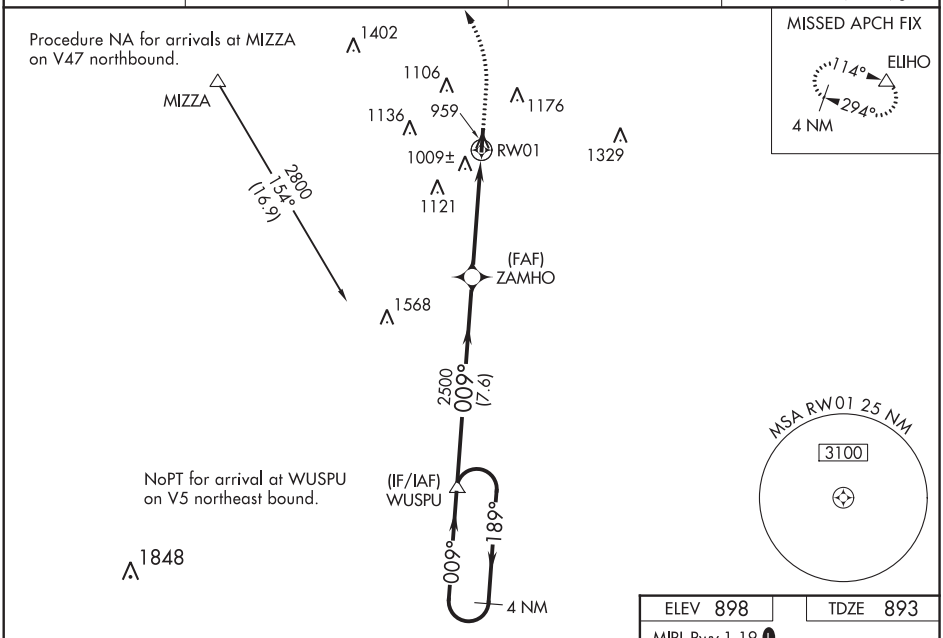
# RNAV (GPS) RWY 1
## WARREN COUNTY/JOHN LANE FIELD (I68)

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Dayton-Wright Brothers altimeter setting. DME/DME RNP-0.3 NA. Rwy 1 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Dayton-Wright Brothers altimeter setting and increase LPV DA to 1183 feet and LNAV/VNAV DA to 1215 and all MDA 40 feet; increase LNAV Cat C/D visibility ⅛ SM and Circling Cat C visibility ¼ SM. When Circling to Rwy 19 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

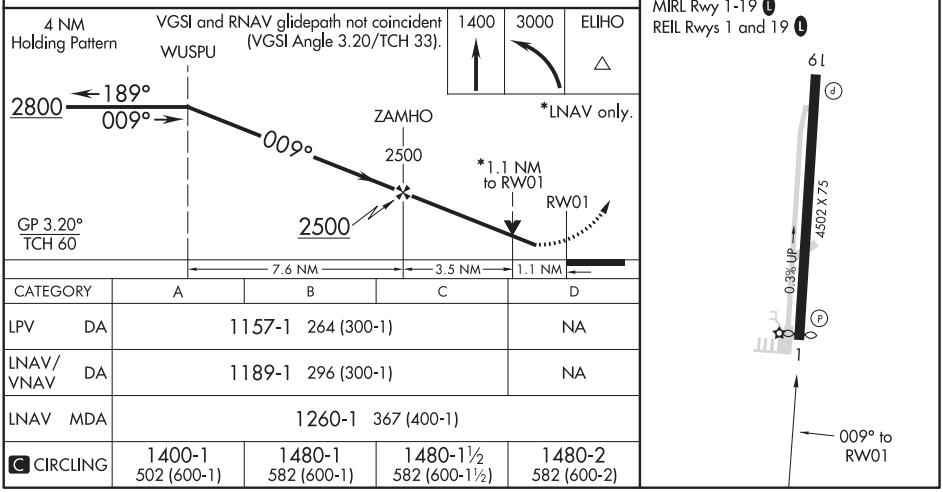
MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct ELIHO and hold.

| AWOS-3 | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.55 | 118.85 269.275 | 119.4 | 123.075 (CTAF) L |




| ELEV 898 | TDZE 893 |
|---|---|

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1157-1 264 (300-1) | | | NA |
| LNAV/VNAV DA | 1189-1 296 (300-1) | | | NA |
| LNAV MDA | 1260-1 367 (400-1) | | | |
| C CIRCLING | 1400-1 502 (600-1) | 1480-1 582 (600-1) | 1480-1½ 582 (600-1½) | 1480-2 582 (600-2) |

| WAAS CH 87129 W19A | APP CRS 189° | Rwy ldg 4502 TDZE 898 Apt Elev 898 |
|---|---|---|

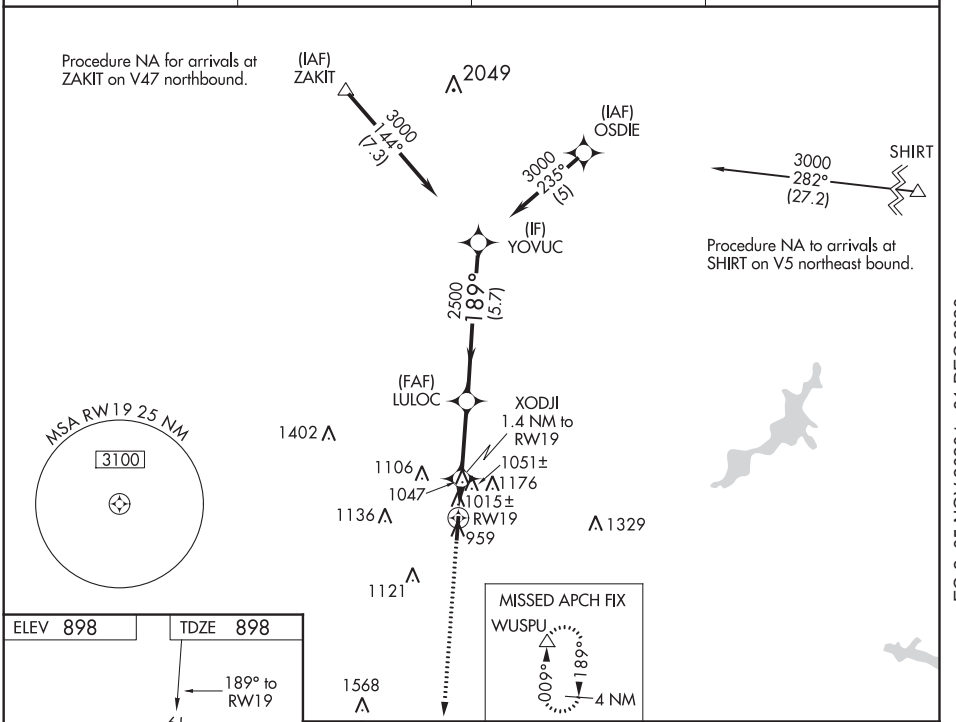
# RNAV (GPS) RWY 19
## WARREN COUNTY/JOHN LANE FIELD (I68)

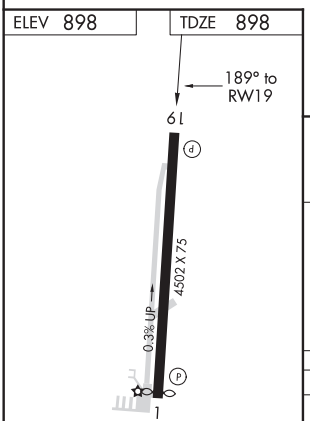
RNP APCH.

NA Rwy 19 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Dayton-Wright Brothers altimeter setting and increase all MDAs 40 feet, and LP and LNAV Cat C and D visibilities ⅛ SM and Circling Cat C visibility ¼ SM. Straight-in Rwy 19 and Circling Rwy 19 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

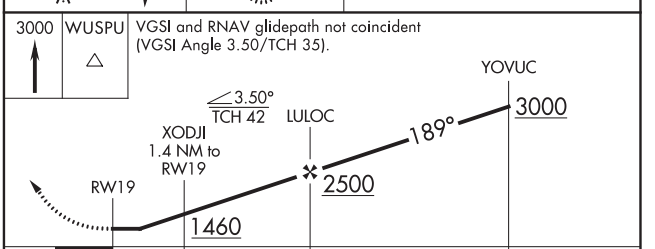
MISSED APPROACH: Climb to 3000 direct WUSPU and hold.

| AWOS-3 | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.55 | 118.85 269.275 | 119.4 | 123.075 (CTAF) L |




MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1280-1 | 382 (400-1) | 1280-1⅛ | 382 (400-1⅛) |
| LNAV MDA | 1320-1 | 422 (500-1) | 1320-1¼ | 422 (500-1¼) |
| C CIRCLING | 1400-1 502 (600-1) | 1480-1 582 (600-1) | 1480-1½ 582 (600-1½) | 1480-2 582 (600-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

LEBANON, OHIO | AL-6485 (FAA) | 20310

# NDB-A

## WARREN COUNTY/JOHN LANE FIELD (I68)

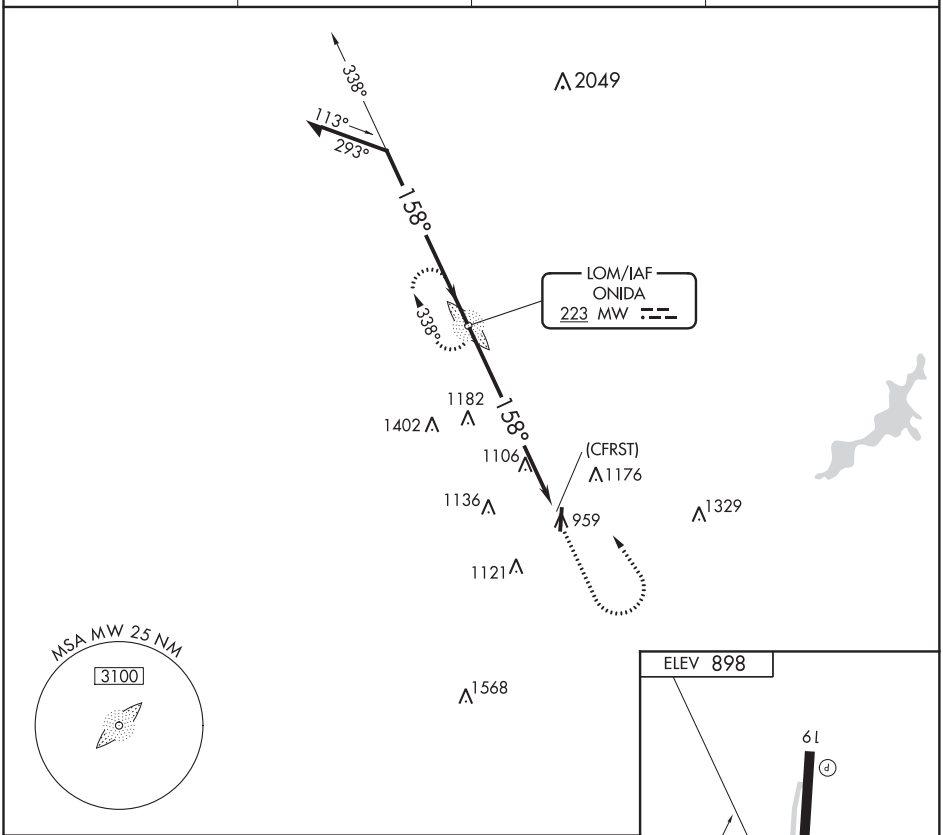
| LOM MW | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 223 | 158° | N/A / N/A / 898 |

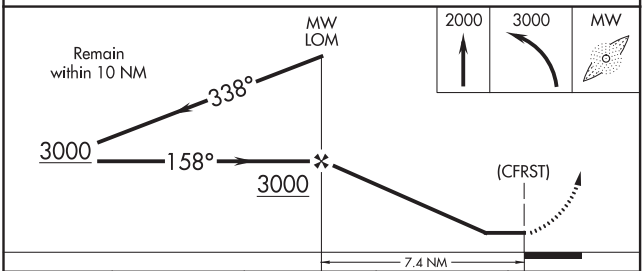
RADAR required for procedure entry.

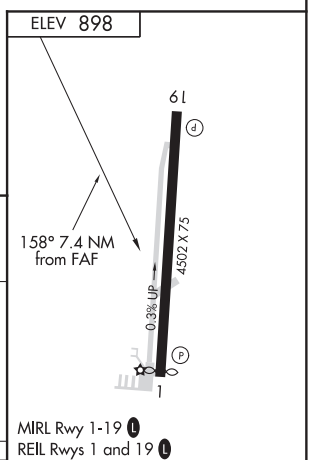
When Circling to Rwy 19 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MW LOM and hold.

| AWOS-3 | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.55 | 118.85 269.275 | 119.4 | 123.075 (CTAF) L |




MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1680-1 782 (800-1) | | 1680-2¼ 782 (800-2¼) | 1680-2½ 782 (800-2½) |

| FAF to MAP 7.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:24 | 4:56 | 3:42 | 2:58 | 2:28 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS or LOC RWY 28
## LIMA ALLEN COUNTY (AOH)

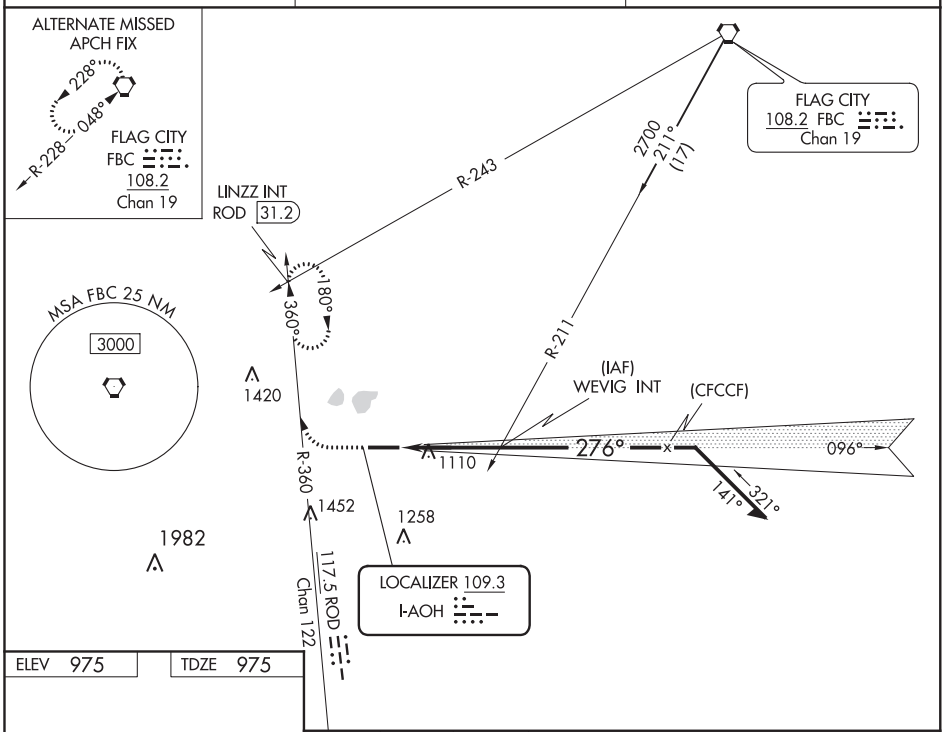
| LOC I-AOH | APP CRS | Rwy ldg | 6000 |
|---|---|---|---|
| 109.3 | 276° | TDZE | 975 |
| | | Apt Elev | 975 |

When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 80 feet. Increase ILS all Cats visibility ⅛ mile, S-LOC Cat C/D and Circling Cat C visibility ¼ mile.

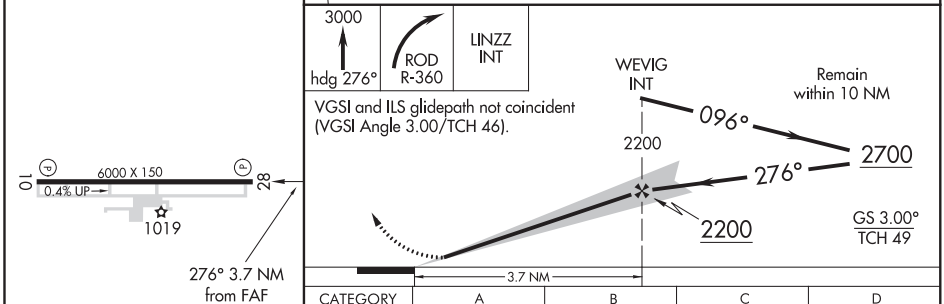
NA

MISSED APPROACH: Climb to 3000 on heading 276° and right turn on ROD VORTAC R-360 to LINZZ INT/ROD 31.2 DME and hold.

| ASOS | COMPASS APP CON | UNICOM |
|---|---|---|
| 128.725 | 118.425 323.15 | 122.7 (CTAF) L |




ELEV 975 TDZE 975




REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 1175-¾ 200 (200-¾) | | | |
| S-LOC 28 | 1500-1 525 (600-1) | | 1500-1½ 525 (600-1½) | |
| CIRCLING | 1500-1 525 (600-1) | | 1500-1½ 525 (600-1½) | 1540-2 565 (600-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

LIMA, OHIO | AL-5143 (FAA) | 20030

# RNAV (GPS) RWY 10
## LIMA ALLEN COUNTY (AOH)

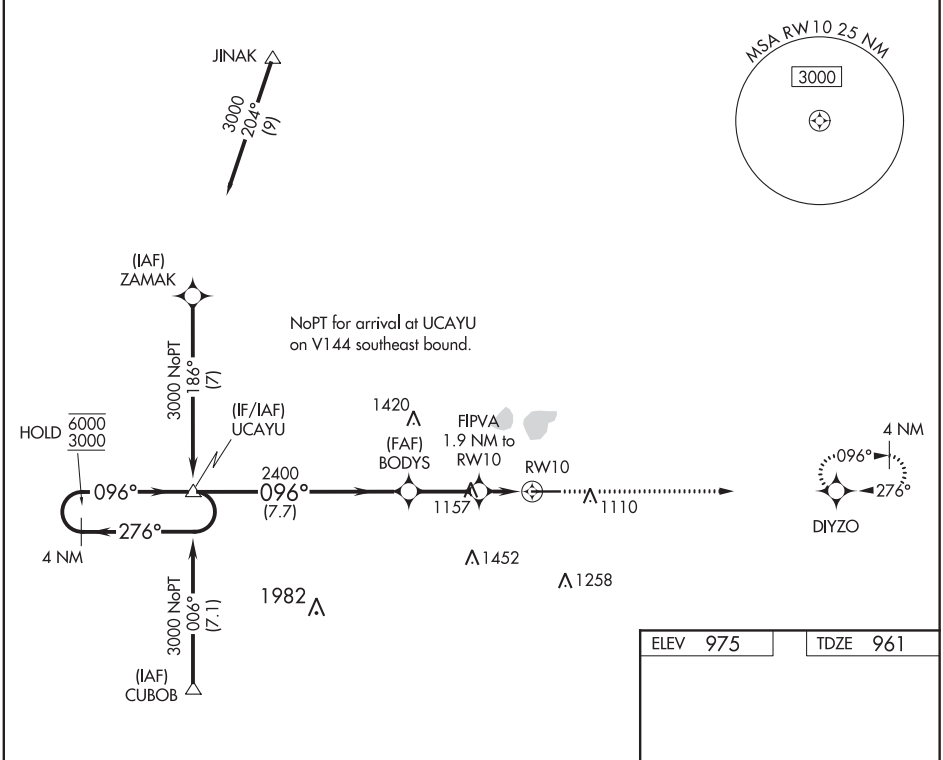
| WAAS CH 65816 W10A | APP CRS 096° | Rwy ldg 6000<br>TDZE 961<br>Apt Elev 975 |
|---|---|---|

RNP APCH.

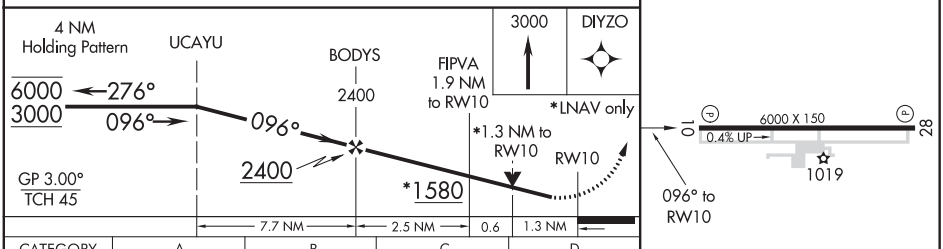
Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct DIYZO and hold.

| ASOS | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 128.725 | 118.425 323.15 | 122.7 (CTAF) L |




| ELEV 975 | TDZE 961 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1211-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1272-1 311 (300-1) | | | |
| LNAV MDA | 1420-1 459 (500-1) | | 1420-1⅜ 459 (500-1⅜) | |

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

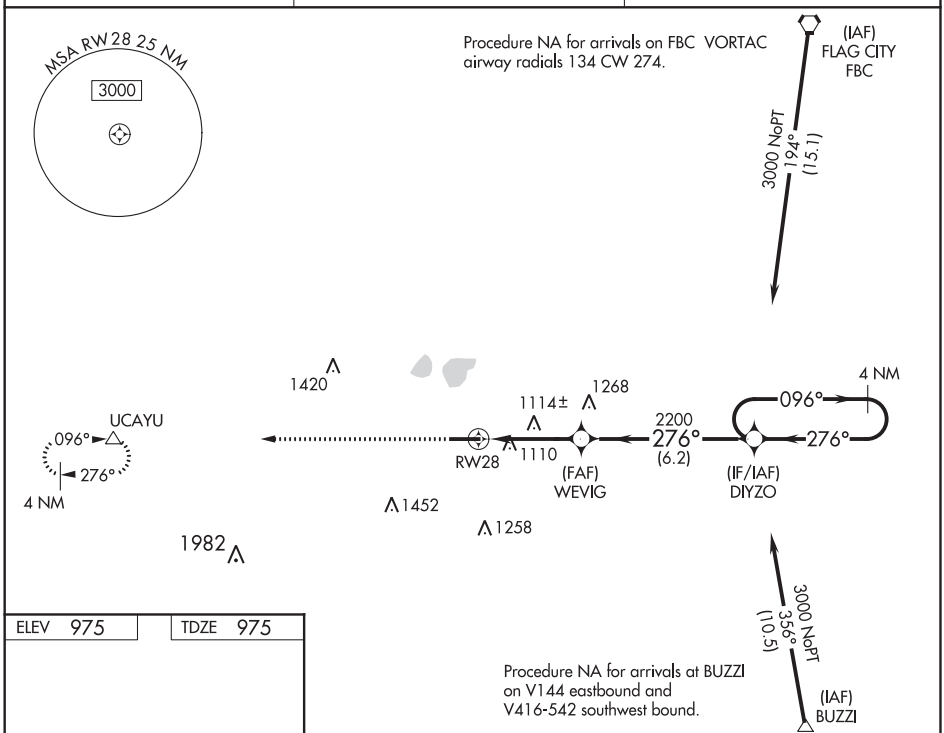
| WAAS CH 50511 W28A | APP CRS 276° | Rwy ldg 6000<br>TDZE 975<br>Apt Elev 975 |
|---|---|---|

# RNAV (GPS) RWY 28
## LIMA ALLEN COUNTY (AOH)

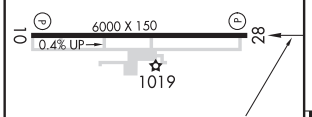
Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 37°C (98°F). When local altimeter setting not received, use Findlay altimeter setting and increase all DA and MDA 80 feet. Increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA with Findlay altimeter setting.

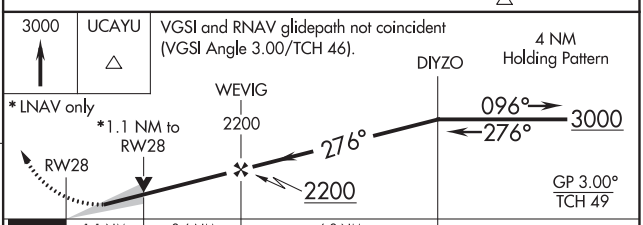
MISSED APPROACH: Climb to 3000 direct UCAYU and hold.

| ASOS | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 128.725 | 118.425 323.15 | 122.7 (CTAF) L |




ELEV 975 TDZE 975




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1175-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1397-1⅜ 422 (500-1⅜) | | | |
| LNAV MDA | 1380-1 405 (500-1) | | 1380-1⅛ 405 (500-1⅛) | |
| CIRCLING | 1420-1 445 (500-1) | 1440-1 465 (500-1) | 1440-1½ 465 (500-1½) | 1540-2 565 (600-2) |

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

LOGANSPORT, INDIANA AL-5435 (FAA) 20310

| WAAS CH 45820 W09A | APP CRS 093° | Rwy ldg 5001<br>TDZE 736<br>Apt Elev 738 |
|---|---|---|

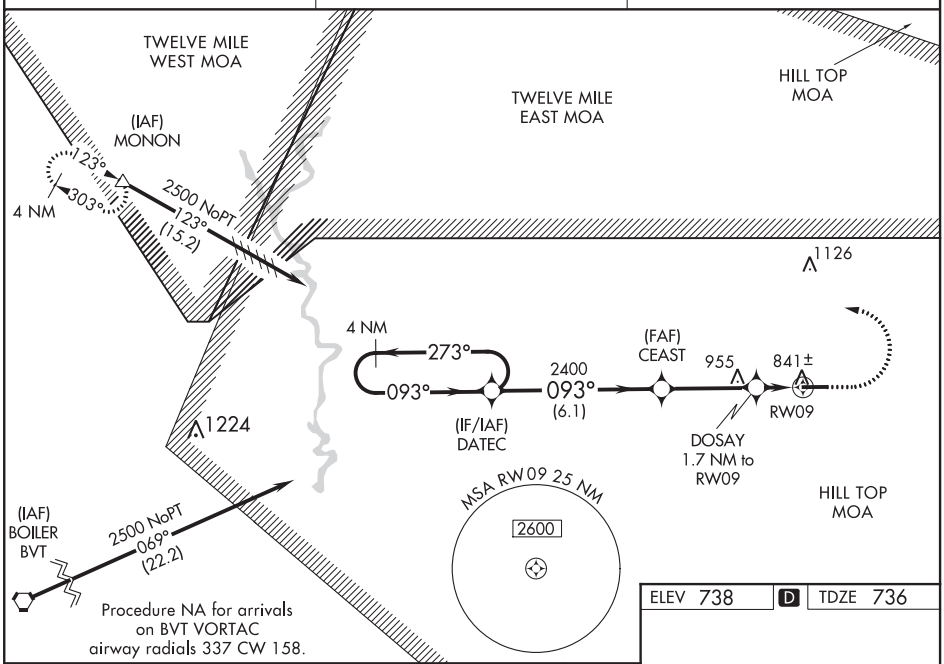
# RNAV (GPS) RWY 9
## LOGANSPORT/CASS COUNTY (GGP)

T
A NA

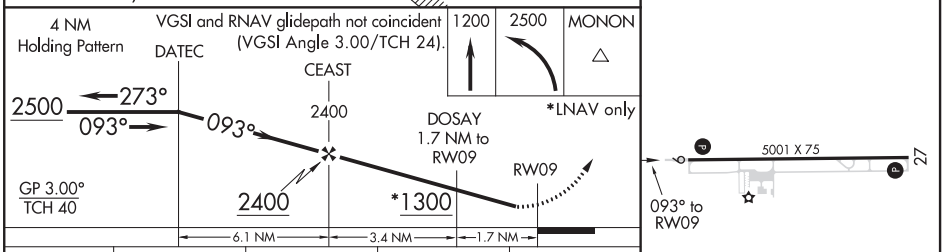
Baro-VNAV NA when using Grissom ARB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). Obtain local altimeter setting on CTAF; when not received, use Grissom ARB altimeter setting and increase all DA 36 feet, all MDA 40 feet, LNAV/VNAV all Cats and LNAV Cat C and D visibility ⅛ mile. When VGSI inoperative, Straight-in/Circling Rwy 9 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1200, then climbing left turn to 2500 direct MONON and hold.

| AWOS-3P | GRISSOM APP CON* | UNICOM |
|---|---|---|
| 118.5 | 121.05 338.275 | 122.8 (CTAF) L |




ELEV 738 D TDZE 736




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 991-1 255 (300-1) | | | |
| LNAV/VNAV DA | 1022-1 286 (300-1) | | | |
| LNAV MDA | 1100-1 364 (400-1) | | | |
| CIRCLING | 1160-1 422 (500-1) | 1200-1 462 (500-1) | 1200-1½ 462 (500-1½) | 1300-2 562 (600-2) |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 70703 W27A | APP CRS 273° | Rwy ldg 5001<br>TDZE 738<br>Apt Elev 738 |
|---|---|---|

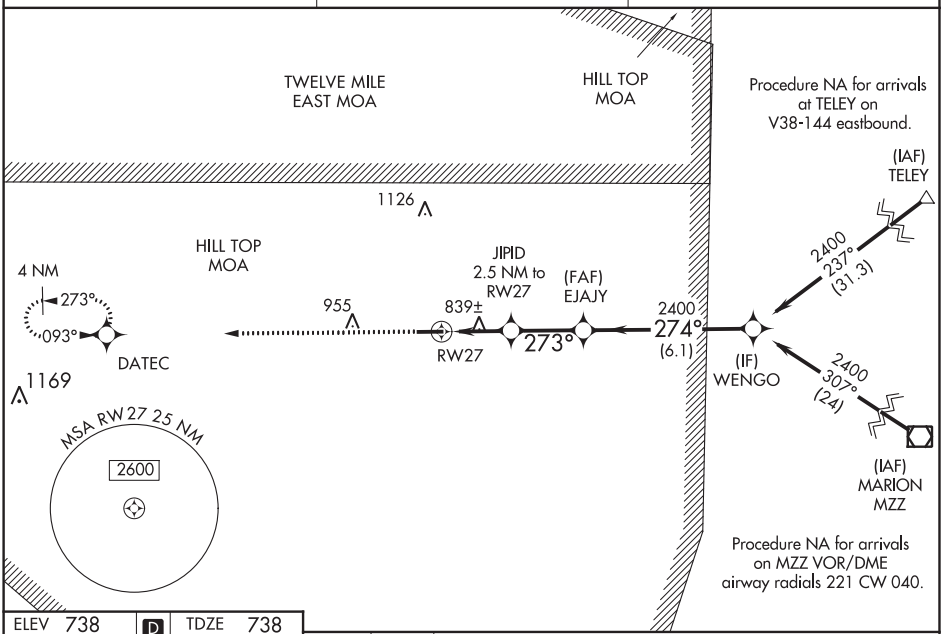
# RNAV (GPS) RWY 27
## LOGANSPORT/CASS COUNTY (GGP)

Baro-VNAV NA when using Grissom ARB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. VDP NA with Grissom ARB altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Grissom ARB altimeter setting and increase all DA 36 feet, all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C/D visibility ⅛ mile.

NA

MISSED APPROACH: Climb to 2500 direct DATEC and hold.

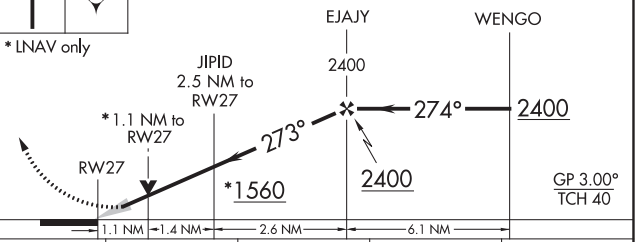
| AWOS-3P | GRISSOM APP CON* | UNICOM |
|---|---|---|
| 118.5 | 121.05 338.275 | 122.8 (CTAF) L |




ELEV 738 D TDZE 738

2500 DATEC

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 938-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1020-⅞ 282 (300-⅞) | | | |
| LNAV MDA | 1100-1 362 (400-1) | | | |
| CIRCLING | 1160-1 422 (500-1) | 1200-1 462 (500-1) | 1200-1½ 462 (500-1½) | 1300-2 562 (600-2) |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

LOGANSPORT, INDIANA AL-5435 (FAA) 20310

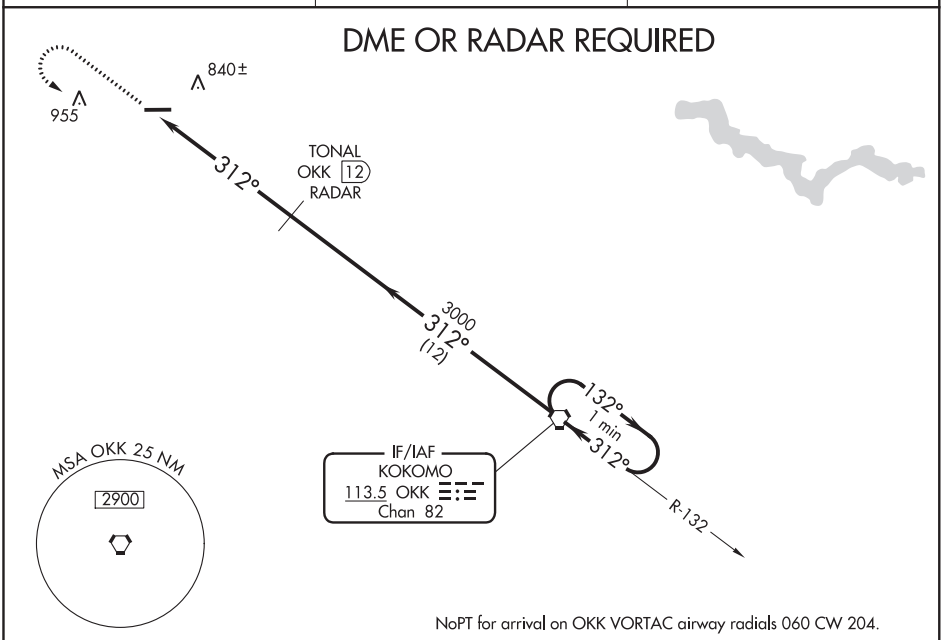
| VORTAC OKK 113.5 Chan 82 | APP CRS 312° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 738 |
|---|---|---|

# VOR-A
## LOGANSPORT/CASS COUNTY (GGP)

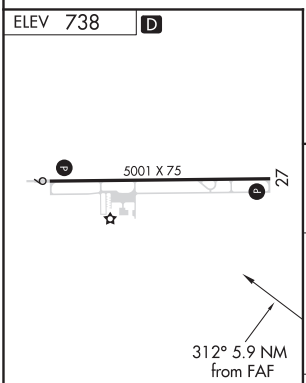
When local altimeter setting not received, use Grissom ARB altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn on OKK VORTAC R-312 to OKK VORTAC and hold.

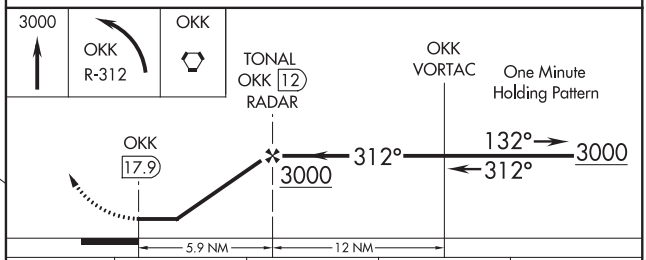
| AWOS-3P | GRISSOM APP CON ★ | UNICOM |
|---|---|---|
| 118.5 | 121.05 338.275 | 122.8 (CTAF) L |




ELEV 738 D




MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L




| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1200-1 | 462 (500-1) | 1200-1½<br>462 (500-1½) | 1300-2<br>562 (600-2) |
| GRISSOM ARB ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1240-1 | 502 (600-1) | 1240-1½<br>502 (600-1½) | 1340-2<br>602 (700-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 53409 W09A | APP CRS 093° | Rwy ldg 4001<br>TDZE 1082<br>Apt Elev 1082 |
|---|---|---|

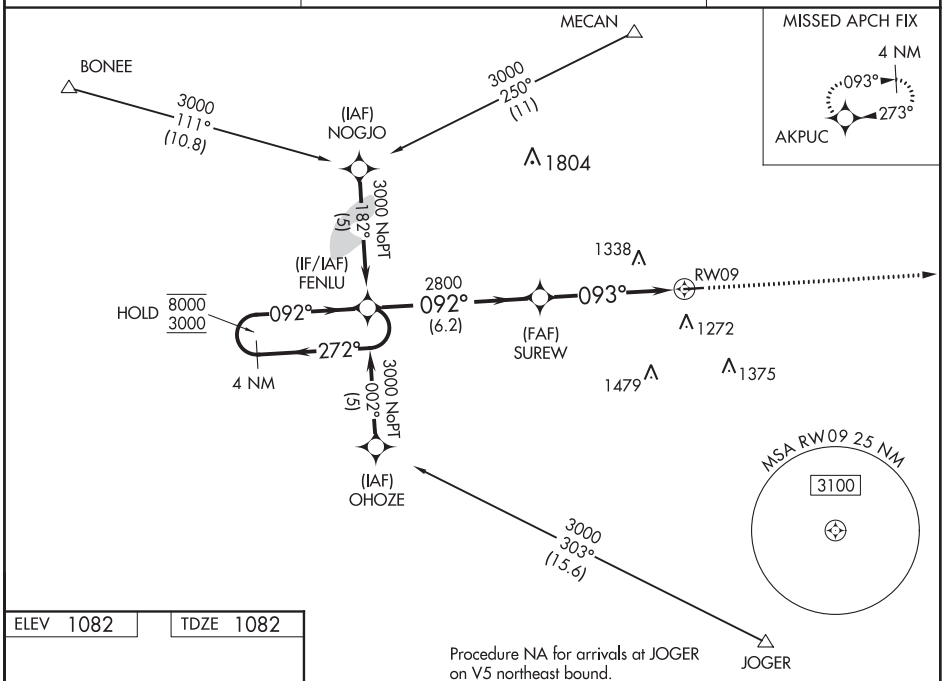
# RNAV (GPS) RWY 9
## MADISON COUNTY (UYF)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

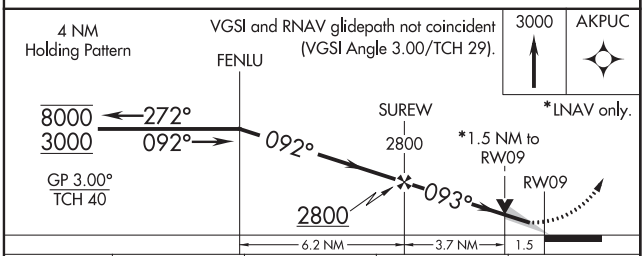
MISSED APPROACH: Climb to 3000 direct AKPUC and hold.

| AWOS-3PT | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 120.85 | 118.85 269.275 | 123.0 (CTAF) L |




Procedure NA for arrivals at JOGER on V5 northeast bound.

ELEV 1082 | TDZE 1082




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1332-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1548-1¾ 466 (500-1¾) | | | |
| LNAV MDA | 1580-1 498 (500-1) | | 1580-1⅜ 498 (500-1⅜) | 1580-1½ 498 (500-1½) |
| CIRCLING | 1600-1 518 (600-1) | 1640-1 558 (600-1) | 1640-1½ 558 (600-1½) | 1640-2 558 (600-2) |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

LONDON, OHIO | AL-6621 (FAA) | 18256

| WAAS CH 61009 W27A | APP CRS 273° | Rwy ldg 4001<br>TDZE 1073<br>Apt Elev 1082 |
|---|---|---|

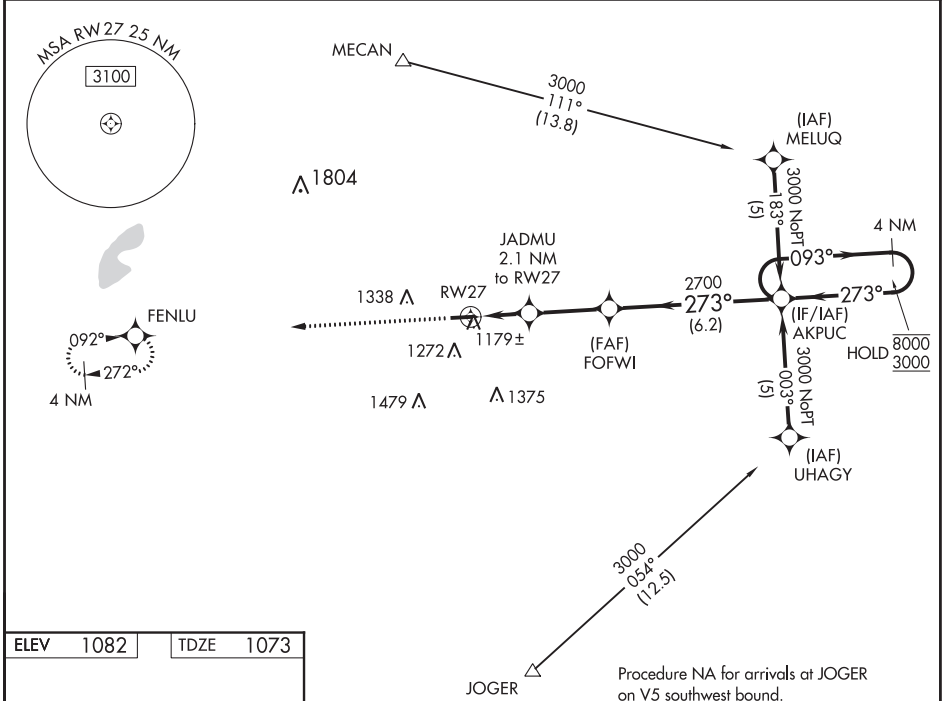
# RNAV (GPS) RWY 27
## MADISON COUNTY (UYF)

RNP APCH.

Rwy 27 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

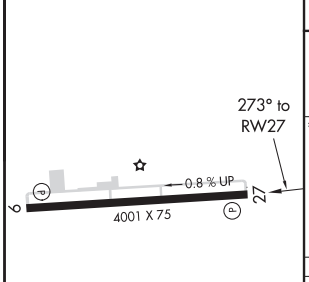
MISSED APPROACH: Climb to 3000 direct FENLU and hold.

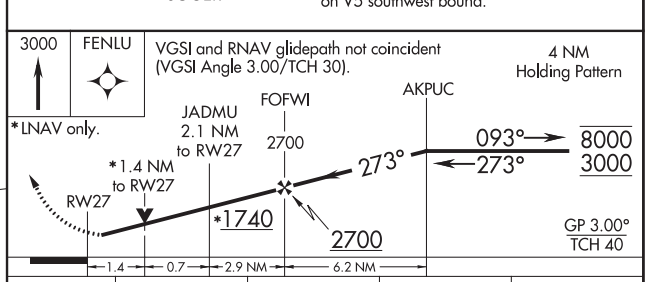
| AWOS-3PT | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 120.85 | 118.85 269.275 | 123.0 (CTAF) L |




Procedure NA for arrivals at JOGER on V5 southwest bound.

ELEV 1082 | TDZE 1073




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1400-1¼ 327 (400-1¼) | | | |
| LNAV/VNAV DA | 1449-1½ 376 (400-1½) | | | |
| LNAV MDA | 1540-1 467 (500-1) | | 1540-1⅜ 467 (500-1⅜) | 1540-1½ 467 (500-1½) |
| CIRCLING | 1600-1 518 (600-1) | 1640-1 558 (600-1) | 1640-1½ 558 (600-1½) | 1640-2 558 (600-2) |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS or LOC RWY 7
## LORAIN COUNTY RGNL (LPR)

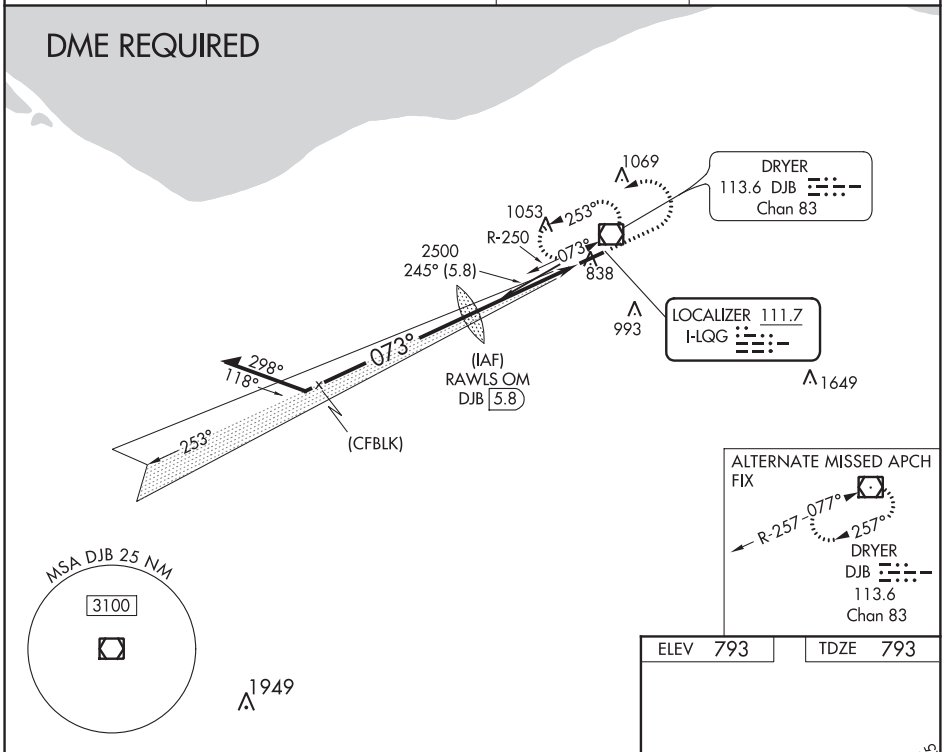
| LOC I-LQG | APP CRS | Rwy ldg | 5002 |
|---|---|---|---|
| 111.7 | 073° | TDZE | 793 |
| | | Apt Elev | 793 |

For inoperative MALSR, increase S-LOC 7 Cats C/D visibility to 1⅜ mile. VDP NA with Cleveland-Hopkins Intl altimeter setting. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet.

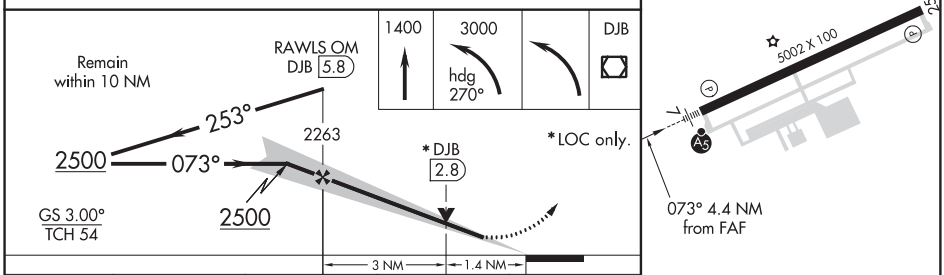
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 on heading 270° then left turn direct DJB VOR/DME and hold.

| ASOS | CLEVELAND APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 126.35 346.325 | 125.7 | 122.7 (CTAF) L |




| ELEV 793 | TDZE 793 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 07 | 993-½ 200 (200-½) | | | |
| S-LOC 07 | 1280-½ 487 (500-½) | | 1280-1 487 (500-1) | |
| C CIRCLING | 1280-1 487 (500-1) | 1360-1 567 (600-1) | 1420-1¾ 627 (700-1¾) | 1420-2 627 (700-2) |

REIL Rwy 25 L
HIRL Rwy 7-25 L

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

LORAIN/ELYRIA, OHIO | AL-5703 (FAA) | 20142

| WAAS CH 99612 W07A | APP CRS 073° | Rwy ldg 5002<br>TDZE 793<br>Apt Elev 793 |
|---|---|---|

# RNAV (GPS) RWY 7
## LORAIN COUNTY RGNL (LPR)

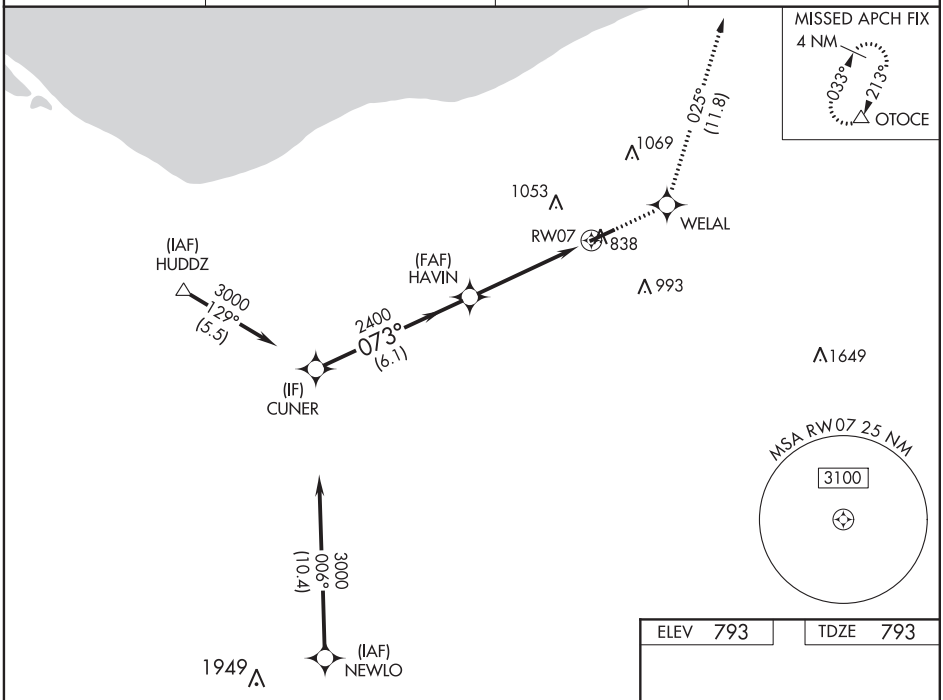
RNP APCH.

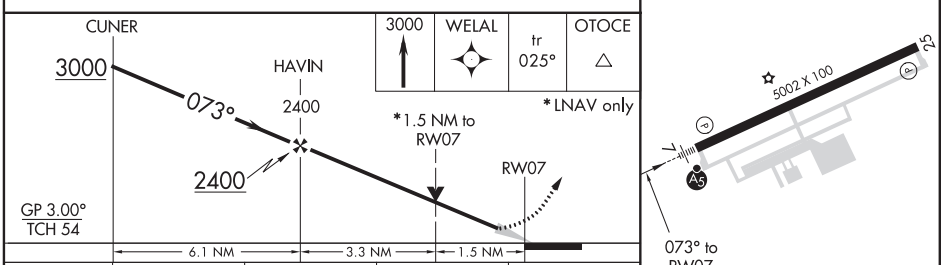
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MALSR

MISSED APPROACH: Climb to 3000 direct WELAL and on track 025° to OTOCE and hold.

| ASOS | CLEVELAND APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 126.35 346.325 | 125.7 | 122.7 (CTAF) L |




| ELEV 793 | TDZE 793 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 993-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1133-¾ 340 (400-¾) | | | |
| LNAV MDA | 1340-½ 547 (600-½) | | 1340-1⅛ 547 (600-1⅛) | |
| C CIRCLING | 1340-1 547 (600-1) | 1360-1 567 (600-1) | 1420-1¾ 627 (700-1¾) | 1420-2 627 (700-2) |

REIL Rwy 25 L
HIRL Rwy 7-25 L




EC-2, 05 NOV 2020 to 31 DEC 2020

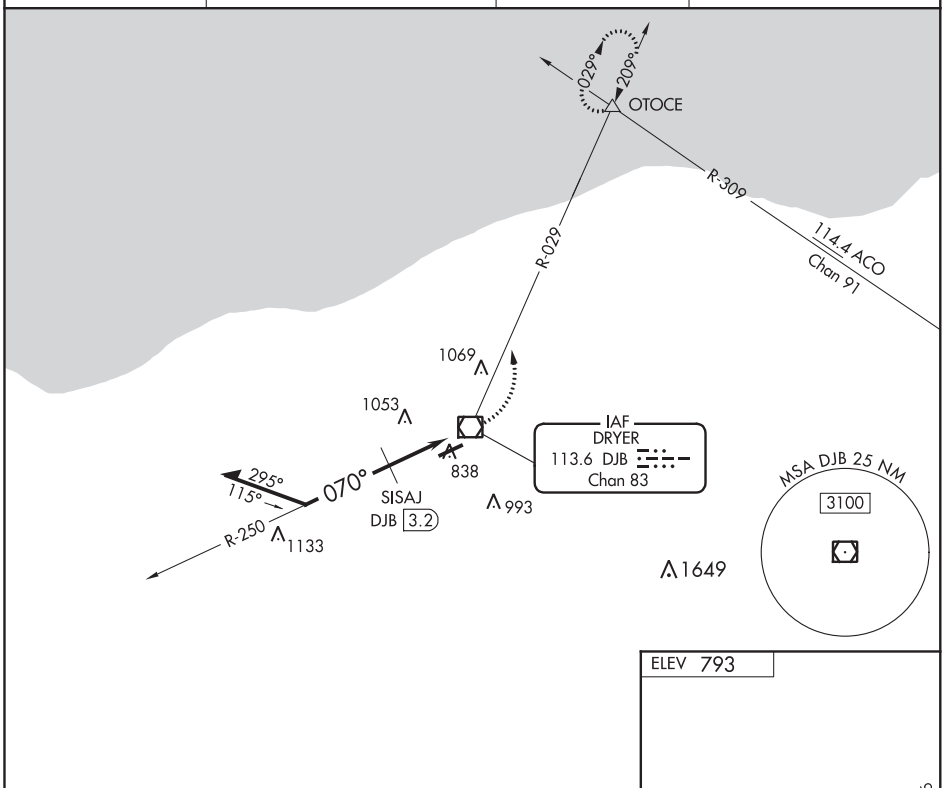
| VOR/DME DJB 113.6 Chan 83 | APP CRS 070° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 793 |
|---|---|---|

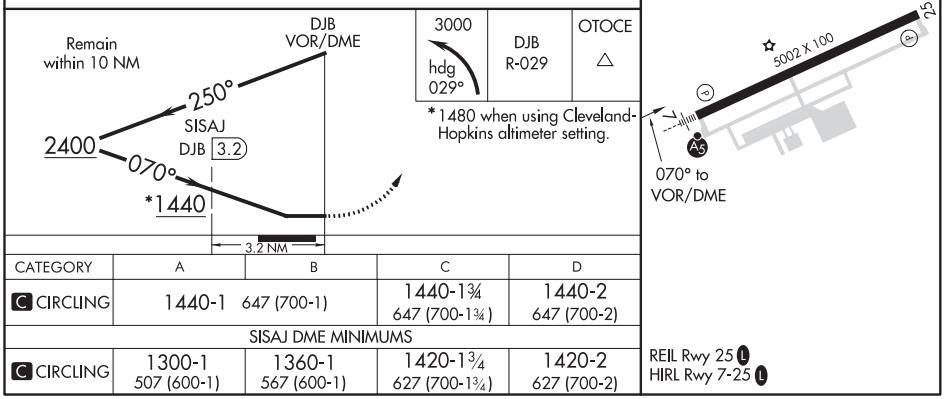
# VOR-A
## LORAIN COUNTY RGNL (LPR)

When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, increase circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 via heading 029° and DJB VOR/DME R-029 direct OTOCE INT and hold.

| ASOS | CLEVELAND APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.425 | 126.35 346.325 | 125.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1440-1 647 (700-1) | | 1440-1¾ 647 (700-1¾) | 1440-2 647 (700-2) |
| SISAJ DME MINIMUMS | | | | |
| C CIRCLING | 1300-1 507 (600-1) | 1360-1 567 (600-1) | 1420-1¾ 627 (700-1¾) | 1420-2 627 (700-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

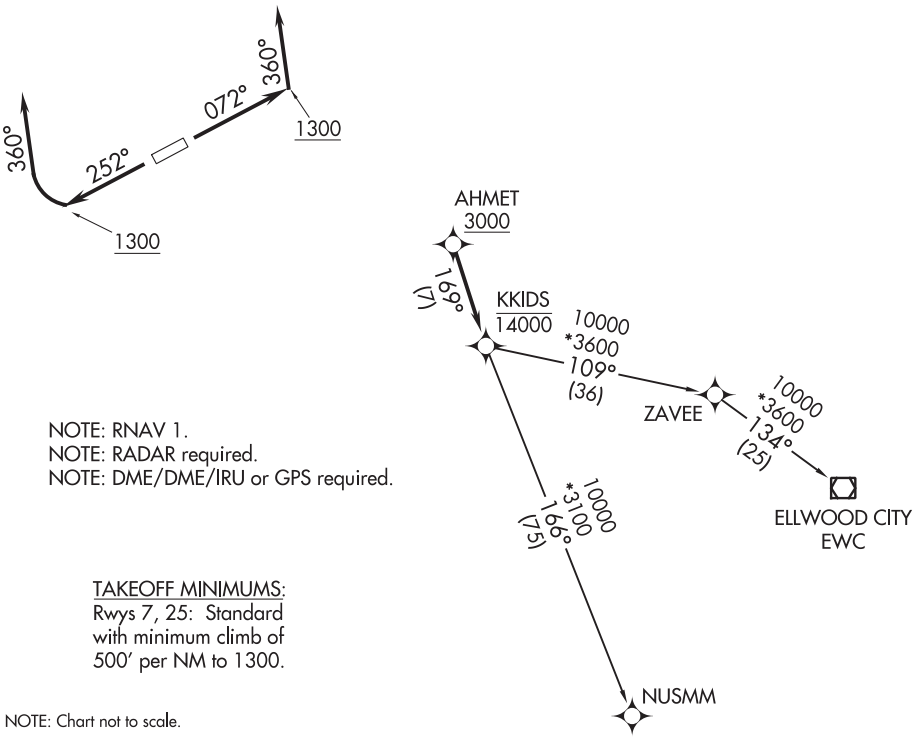
(AHMET4.KKIDS) 20086 AL-5703 (FAA)

# AHMET FOUR DEPARTURE (RNAV)

LORAIN COUNTY RGNL (LPR)
LORAIN/ELYRIA, OHIO

**TOP ALTITUDE: ASSIGNED BY ATC**

ASOS
121.425
CLNC DEL
125.7
CTAF
122.7
CLEVELAND DEP CON
126.35 346.325




NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS:
Rwys 7, 25: Standard with minimum climb of 500′ per NM to 1300.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 072° to 1300, then on heading 360° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....
TAKEOFF RUNWAY 25: Climb on heading 252° to 1300, then right turn on heading 360° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....

....on track 169° to cross KKIDS at or below 14000, then on (transition).
Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

ELLWOOD CITY TRANSITION (AHMET4.EWC)
NUSMM TRANSITION (AHMET4.NUSMM)



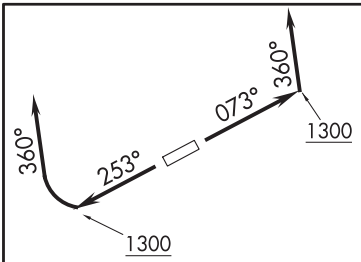
EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

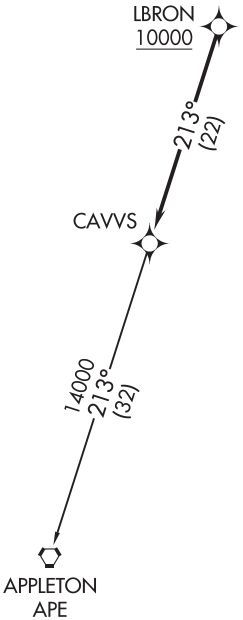
# CAVVS FOUR DEPARTURE (RNAV)

LORAIN COUNTY RGNL (LPR)
LORAIN/ELYRIA, OHIO

**TOP ALTITUDE: ASSIGNED BY ATC**

ASOS
121.425
CLNC DEL
125.7
CTAF
122.7
CLEVELAND DEP CON
126.35 346.325




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS:
Rwys 7, 25: Standard with a minimum climb of 500′ per NM to 1300.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 073° to 1300, then on heading 360° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....
TAKEOFF RUNWAY 25: Climb on heading 253° to 1300, then right turn heading 360° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....

....on track 213° to CAVVS, then on (transition).
Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

APPLETON TRANSITION (CAVVS4.APE)

NOTE: Chart not to scale.


EC-2, 05 NOV 2020 to 31 DEC 2020

CAVVS FOUR DEPARTURE (RNAV)
LORAIN/ELYRIA, OHIO
LORAIN COUNTY RGNL (LPR)

(GTLKE4.GTLKE) 20086

AL-5703 (FAA)

# GTLKE FOUR DEPARTURE (RNAV)

LORAIN COUNTY RGNL (LPR)
LORAIN/ELYRIA, OHIO

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 073° to 1300, then on heading 360° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....
TAKEOFF RUNWAY 25: Climb on heading 253° to 1300, then right turn heading 360° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

....on track 276° to cross BRNIN at or below 14000, then on track 285° to GTLKE then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

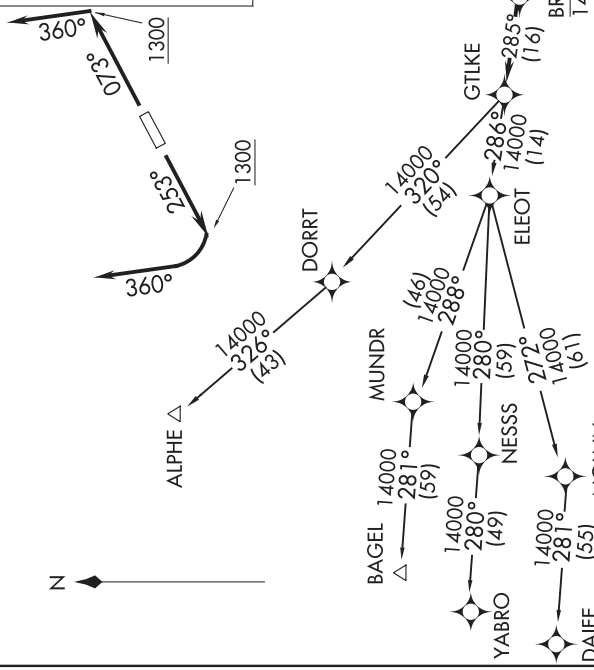
ALPHE TRANSITION (GTLKE4.ALPHE)
BAGEL TRANSITION (GTLKE4.BAGEL)
DAIFE TRANSITION (GTLKE4.DAIFE)
YABRO TRANSITION (GTLKE4.YABRO)

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BAGEL TRANSITION: For aircraft landing MDW only, or as assigned by ATC.
NOTE: DAIFE TRANSITION: For aircraft landing ORD only, or as assigned by ATC.

TAKEOFF MINIMUMS:
Rwys 7, 25: Standard with a minimum climb of 500' per NM to 1300.

**TOP ALTITUDE: ASSIGNED BY ATC**

ASOS
121.425
CLNC DEL
125.7
CTAF
122.7
CLEVELAND DEP CON
126.35 346.325




NOTE: Chart not to scale.

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

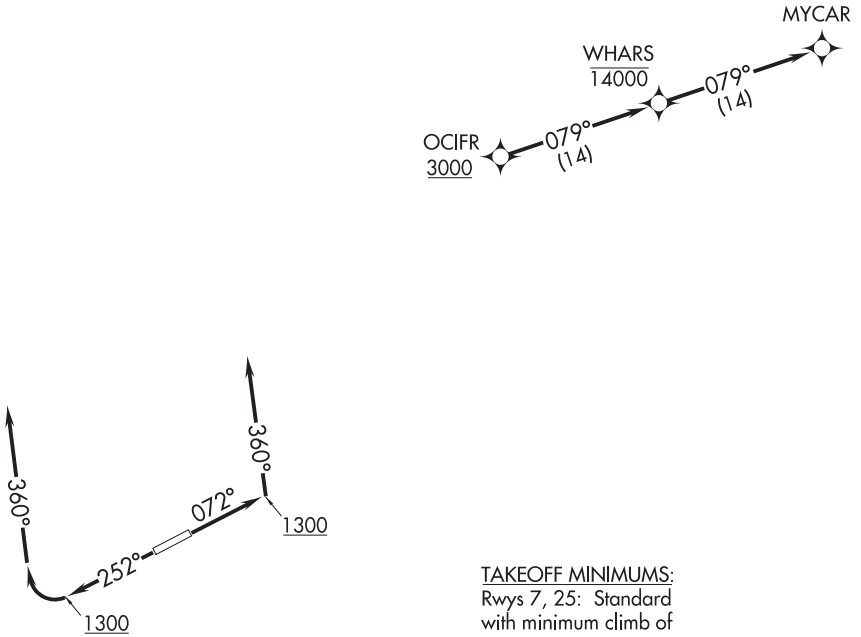
# MYCAR FOUR DEPARTURE (RNAV)



**TOP ALTITUDE: ASSIGNED BY ATC**

ASOS
121.425
CLNC DEL
125.7
CTAF
122.7
CLEVELAND DEP CON
126.35 346.325

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.




TAKEOFF MINIMUMS:
Rwys 7, 25: Standard with minimum climb of 500′ per NM to 1300.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 072° to 1300, then on heading 360° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....
TAKEOFF RUNWAY 25: Climb on heading 252° to 1300, then right turn on heading 360° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....

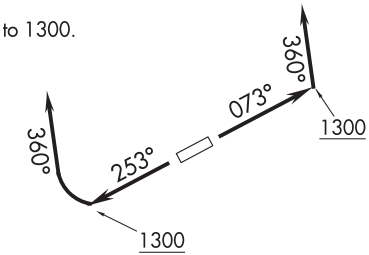
....on track 079° to cross WHARS at or below 14000, then on track 079° to MYCAR. Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.


EC-2, 05 NOV 2020 to 31 DEC 2020

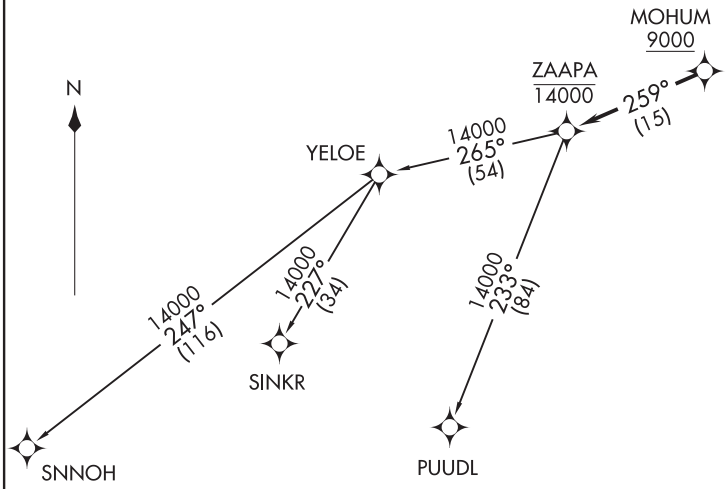
ASOS
121.425
CLNC DEL
125.7
CTAF
122.7
CLEVELAND DEP CON
126.35 346.325

**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINIMUMS:
Rwys 7, 25: Standard with a minimum climb of 500′ per NM to 1300.




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: PUUDL TRANSITION: For aircraft at or below FL220 only or as assigned by ATC.




NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 073° to 1300, then on heading 360° or as assigned by ATC for RADAR vectors to cross MOHUM at or above 9000, thence....
TAKEOFF RUNWAY 25: Climb on heading 253° to 1300, then right turn heading 360° or as assigned by ATC for RADAR vectors to cross MOHUM at or above 9000, thence....

....on track 259° to cross ZAAPA at or below 14000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

PUUDL TRANSITION (ZAAPA5.PUUDL)
SINKR TRANSITION (ZAAPA5.SINKR)
SNNOH TRANSITION (ZAAPA5.SNNOH)

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 035° | TDZE | 812 |
| | Apt Elev | 819 |

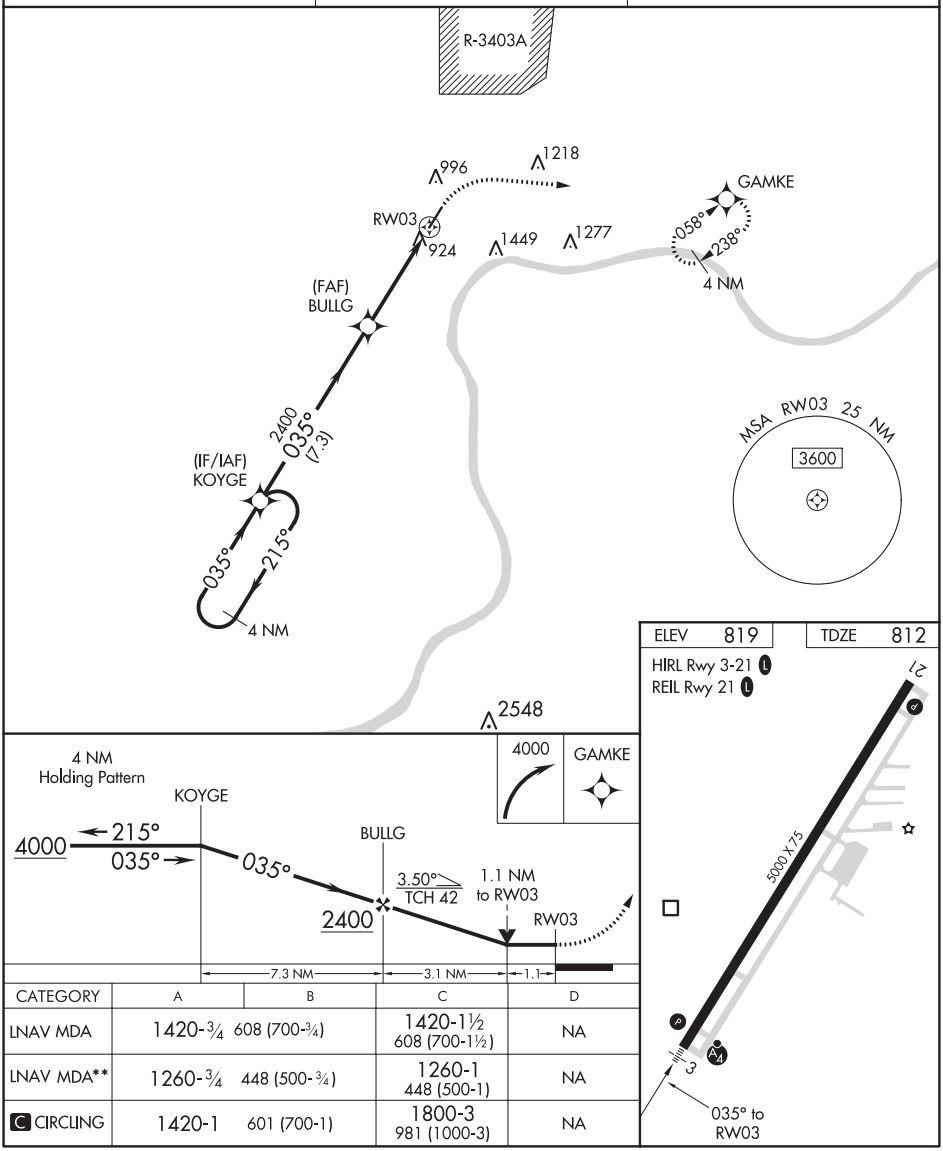
# RNAV (GPS) Y RWY 3
## MADISON MUNI (IMS)

DME/DME RNP-0.3 NA. Rwy 3 helicopter visibility reduction below ¾ SM NA. Rwy 21 helicopter visibility reduction below 1 SM NA. Circling Rwy 21 NA at night. For inoperative ALS increase **LNAV Cat C visibility to 1⅜ SM.

MALSF

MISSED APPROACH: Climbing right turn to 4000 direct GAMKE and hold, continue climb-in-hold to 4000.
**Missed approach requires minimum climb of 410 feet per NM to 1900.

| AWOS-3 | LOUISVILLE APP CON | UNICOM |
|---|---|---|
| 119.175 | 132.075 327.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1420-¾ 608 (700-¾) | | 1420-1½ 608 (700-1½) | NA |
| LNAV MDA** | 1260-¾ 448 (500-¾) | | 1260-1 448 (500-1) | NA |
| C CIRCLING | 1420-1 601 (700-1) | | 1800-3 981 (1000-3) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

MADISON, INDIANA | AL-5710 (FAA) | 19115

# RNAV (GPS) Z RWY 3
## MADISON MUNI (IMS)

| WAAS CH 45708 W03A | APP CRS 035° | Rwy ldg 5000<br>TDZE 812<br>Apt Elev 819 |
|---|---|---|

NA

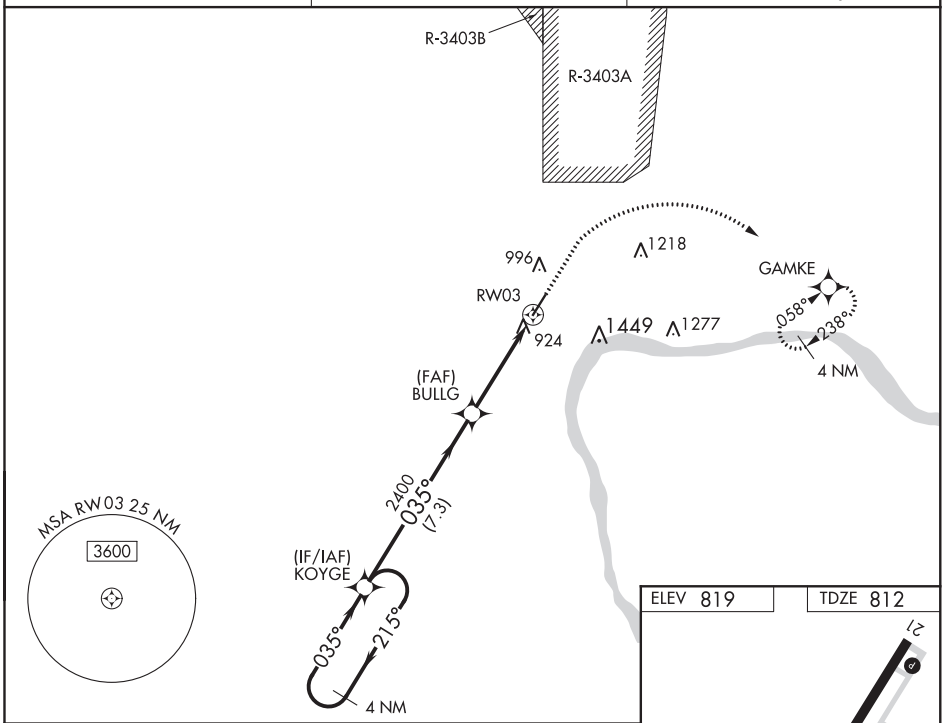
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 3 helicopter visibility reduction below ¾ SM NA. For inoperative ALS, increase **LNAV/VNAV all Cats visibility to ⅞ SM. For inoperative ALS when using Bowman Field altimeter setting, increase LPV all Cats visibility to 1⅜ SM; increase **LNAV/VNAV all Cats visibility to ⅞ SM and LNAV/VNAV all Cats visibility to 2½ SM.

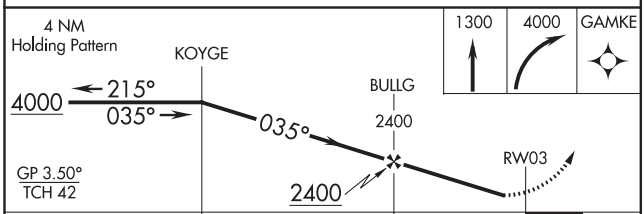
MALSF

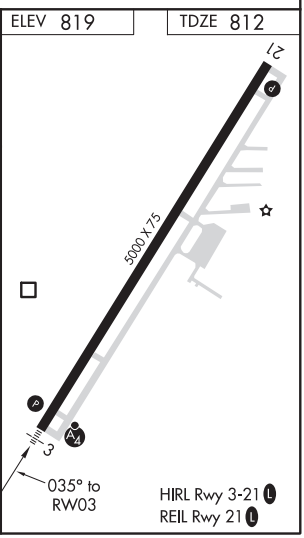
MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct GAMKE and hold, continue climb-in-hold to 4000.
**Missed approach requires mimimum climb of 410 feet per NM to 1900.

| AWOS-3 | LOUISVILLE APP CON | UNICOM |
|---|---|---|
| 119.175 | 132.075 327.0 | 123.0 (CTAF) L |

EC-2, 05 NOV 2020 to 31 DEC 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1142-¾ 330 (400-¾) | | | NA |
| LNAV/VNAV DA** | 1095-¾ 283 (300-¾) | | | NA |
| LNAV/VNAV DA | 1420-1⅝ 608 (700-1⅝) | | | NA |

MADISON, INDIANA
Amdt 2 07DEC17

38°46′N-85°28′W

MADISON MUNI (IMS)
RNAV (GPS) Z RWY 3

| LOC I-MFD | APP CRS | Rwy ldg | 9001 |
|---|---|---|---|
| 110.5 | 323° | TDZE | 1293 |
| | | Apt Elev | 1297 |

# ILS or LOC RWY 32
## MANSFIELD LAHM RGNL (MFD)

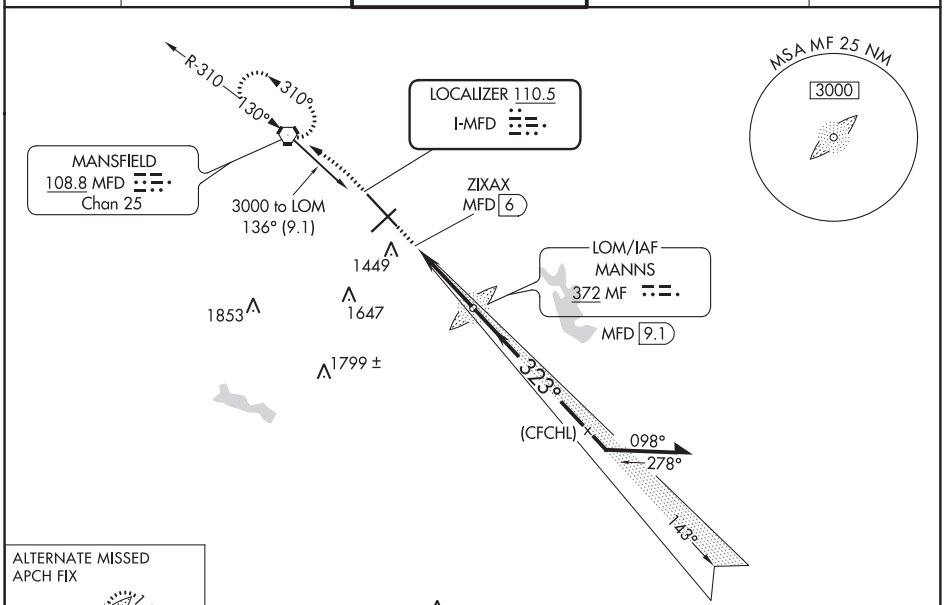
ADF or DME.

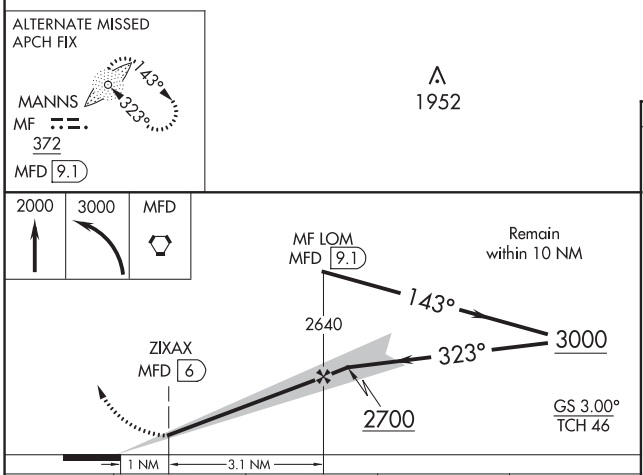
For inop ALS increase S-ILS 32 all Cats visibility to 1¼ SM.

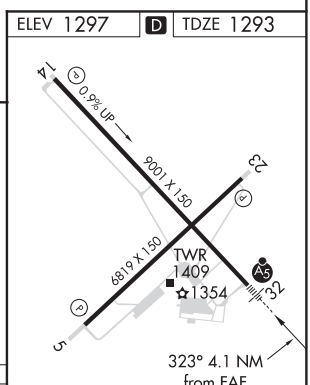
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MFD VORTAC and hold.

| ATIS | CLEVELAND APP CON ★ | MANSFIELD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.3 | 124.2 360.65 | 119.8 (CTAF) L 291.775 | 121.8 291.775 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 1493/24 200 (200-½) | | | |
| S-LOC 32 | 1840/40 547 (600-¾) | | 1840/60 547 (600-1¼) | |
| C CIRCLING | 1840-1 543 (600-1) | | 2000-2 703 (800-2) | 2000-2¼ 703 (800-2¼) |

REIL Rwys 5 and 23 L
HIRL Rwys 5-23 and 14-32 L

| FAF to MAP 3.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

MANSFIELD, OHIO | AL-860 (FAA) | 19339

| WAAS CH 86519 W05A | APP CRS 053° | Rwy ldg 6819<br>TDZE 1297<br>Apt Elev 1297 |
|---|---|---|

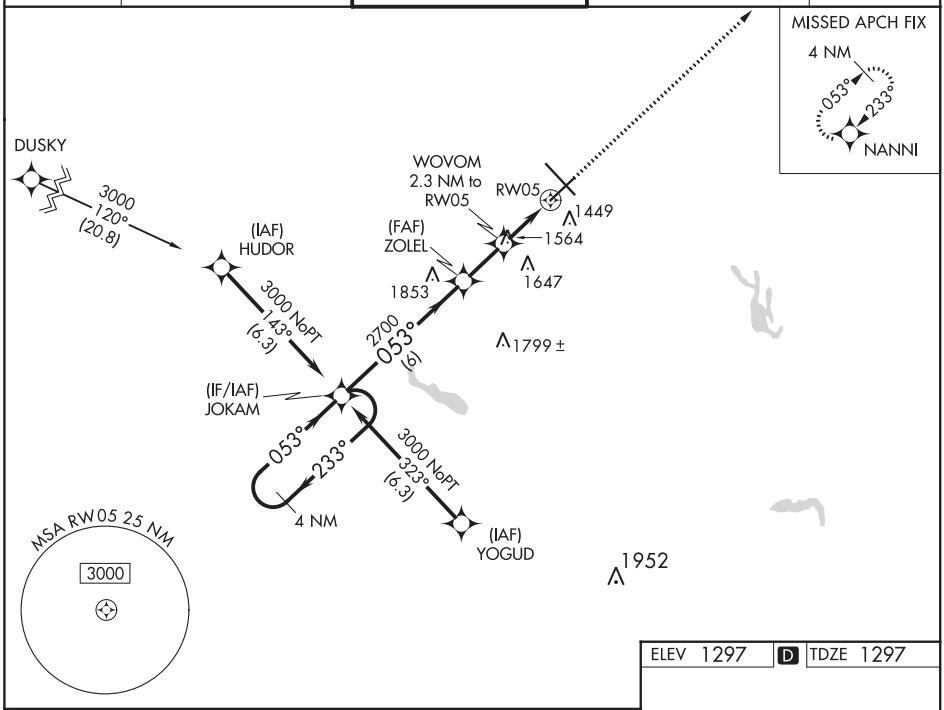
# RNAV (GPS) RWY 5
## MANSFIELD LAHM RGNL (MFD)

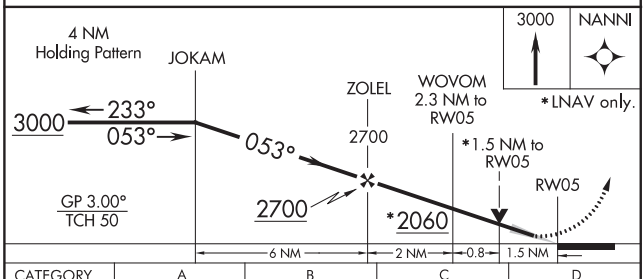
RNP APCH

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).

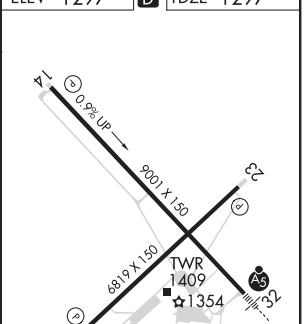
MISSED APPROACH: Climb to 3000 direct NANNI and hold.

| ATIS | CLEVELAND APP CON ★ | MANSFIELD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.3 | 124.2 360.65 | 119.8 (CTAF) L 291.775 | 121.8 291.775 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1547-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1590-1 293 (300-1) | | | |
| LNAV MDA | 1820-1 523 (600-1) | | 1820-1½ 523 (600-1½) | |
| C CIRCLING | 1820-1 523 (600-1) | | 2000-2 703 (800-2) | 2000-2¼ 703 (800-2¼) |




HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L

MANSFIELD, OHIO
Amdt 1A 13SEP18

40°49′N-82°31′W

MANSFIELD LAHM RGNL (MFD)
RNAV (GPS) RWY 5

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

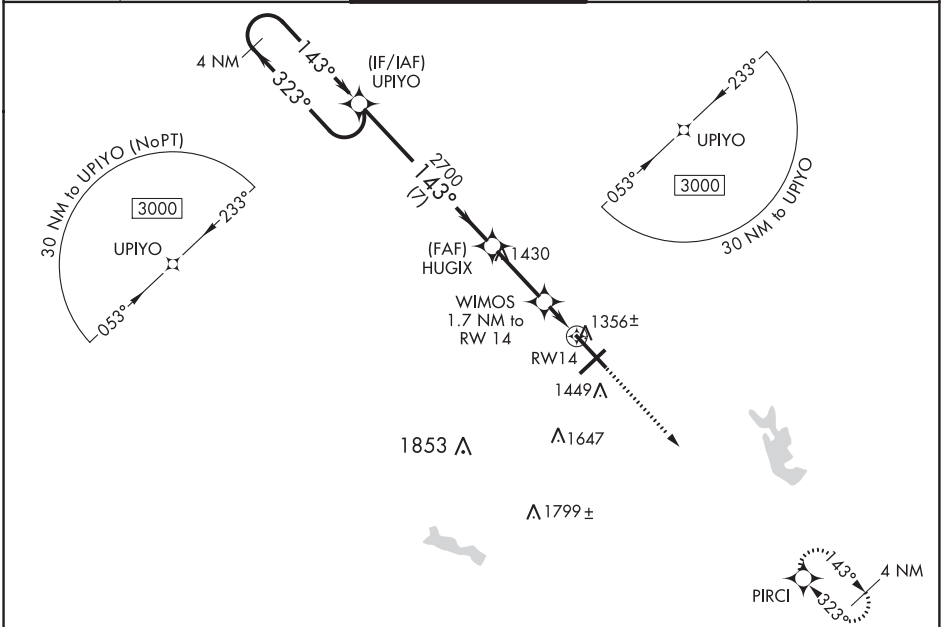
| WAAS CH 53426 W14A | APP CRS 143° | Rwy ldg 9001<br>TDZE 1276<br>Apt Elev 1297 |
|---|---|---|

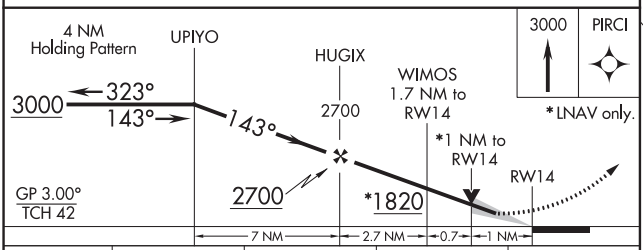
# RNAV (GPS) RWY 14
## MANSFIELD LAHM RGNL (MFD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 36°C (96°F). When local altimeter not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet, and LPV all Cats visibility to 1 SM, LNAV/VNAV all Cats, and LNAV Cat C/D to 1⅜ SM. Increase Circling Cat C/D visibility ½ SM. VDP and Baro-VNAV NA when using Marion altimeter setting.

MISSED APPROACH: Climb to 3000 direct PIRCI and hold.

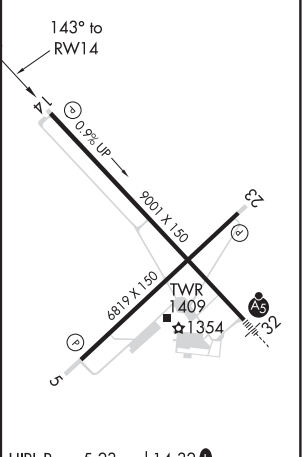
| ATIS | CLEVELAND APP CON ★ | MANSFIELD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.3 | 124.2 360.65 | 119.8 (CTAF) L 291.775 | 121.8 291.775 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1476-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1557-⅞ 281 (300-⅞) | | | |
| LNAV MDA | 1620-1 344 (400-1) | | | |
| C CIRCLING | 1760-1 463 (500-1) | | 2000-2 703 (800-2) | 2000-2¼ 703 (800-2¼) |

| ELEV 1297 | D | TDZE 1276 |
|---|---|---|




HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

MANSFIELD, OHIO | AL-860 (FAA) | 19339

| WAAS CH 87119 W23A | APP CRS 233° | Rwy ldg 6819<br>TDZE 1295<br>Apt Elev 1297 |
|---|---|---|

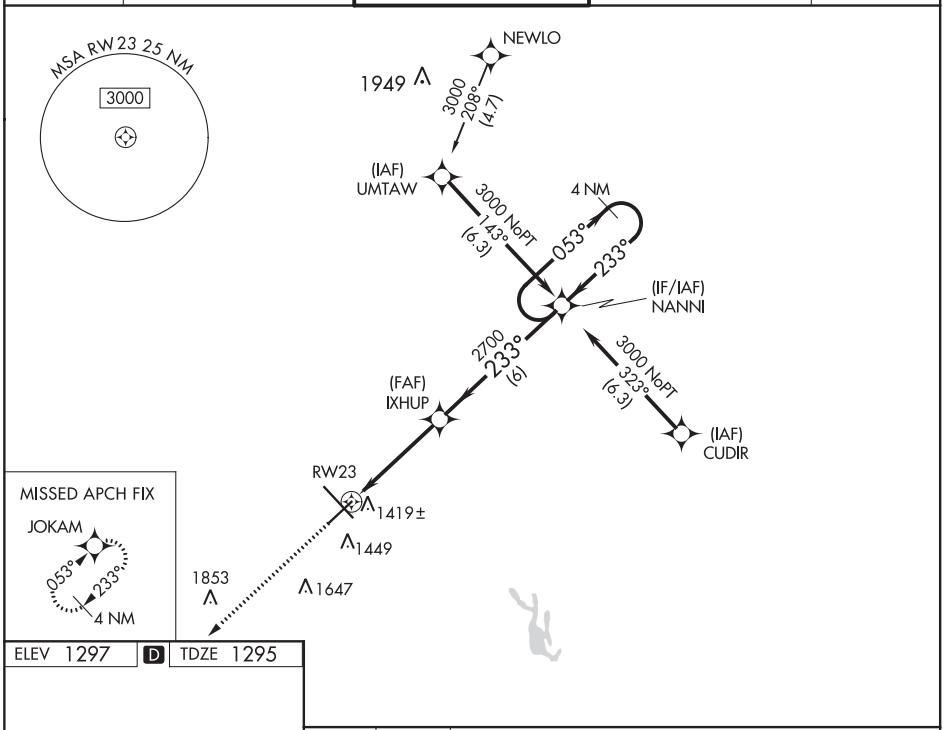
# RNAV (GPS) RWY 23
## MANSFIELD LAHM RGNL (MFD)

RNP APCH.

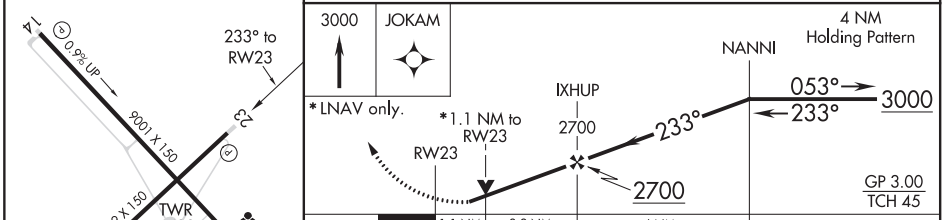
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JOKAM and hold.

| ATIS | CLEVELAND APP CON ★ | MANSFIELD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.3 | 124.2 360.65 | 119.8 (CTAF) L 291.775 | 121.8 291.775 | 122.95 |




ELEV 1297 | D | TDZE 1295




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1545-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1619-1⅛ 324 (400-1⅛) | | | |
| LNAV MDA | 1680-1 385 (400-1) | | 1680-1⅛ 385 (400-1⅛) | |
| C CIRCLING | 1760-1 463 (500-1) | | 2000-2 703 (800-2) | 2000-2¼ 703 (800-2¼) |

HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 32
## MANSFIELD LAHM RGNL (MFD)

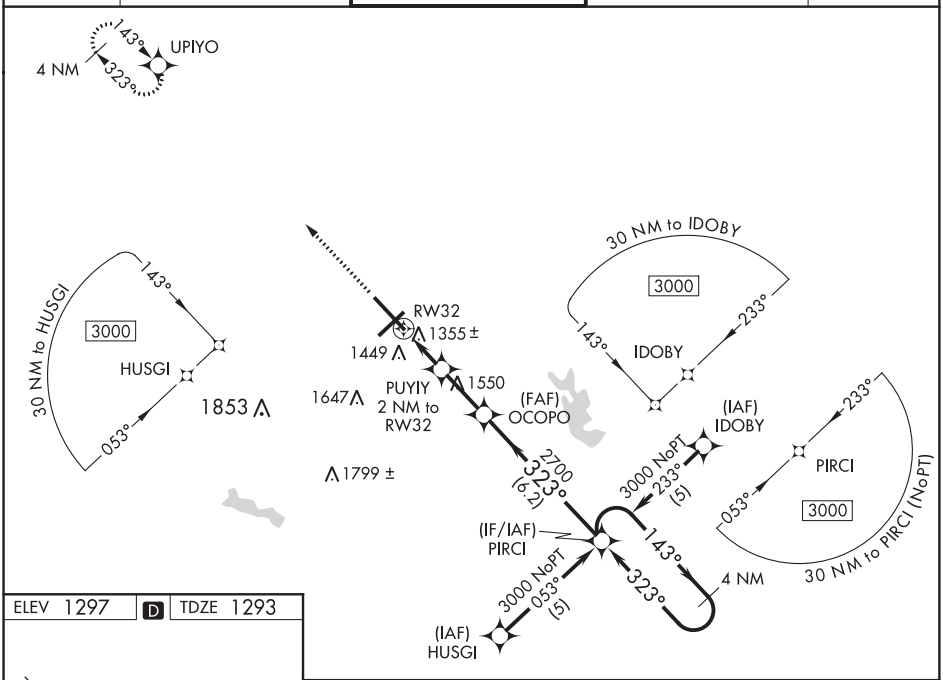
| WAAS CH 99611 W32A | APP CRS 323° | Rwy ldg 9001<br>TDZE 1293<br>Apt Elev 1297 |
|---|---|---|

T A Baro-VNAV NA when using Marion altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet, LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ⅜ SM and Circling Cat C/D visibility ½ SM. For inop MALSR when using Marion altimeter setting increase LPV all Cats visibility to 1. VDP NA with Marion altimeter setting. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Marion altimeter setting.

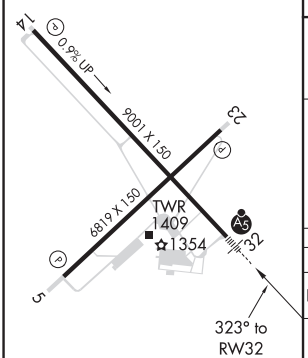
MALSR A5

MISSED APPROACH: Climb to 3000 direct UPIYO and hold.

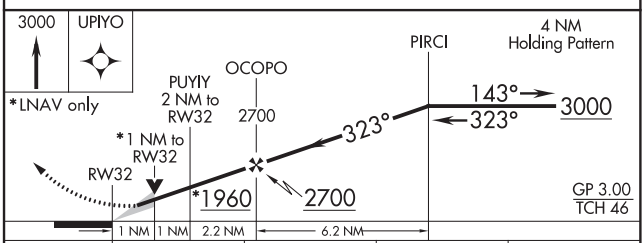
| ATIS | CLEVELAND APP CON ★ | MANSFIELD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.3 | 124.2 360.65 | 119.8 (CTAF) L 291.775 | 121.8 291.775 | 122.95 |




ELEV 1297 D TDZE 1293




HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA** | 1493/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1789/60 496 (500-1¼) | | | |
| LNAV MDA | 1660/24 367 (400-½) | | 1660/35 367 (400-⅝) | |
| C CIRCLING | 1760-1 463 (500-1) | | 2000-2 703 (800-2) | 2000-2¼ 703 (800-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

MANSFIELD, OHIO | AL-860 (FAA) | 20086

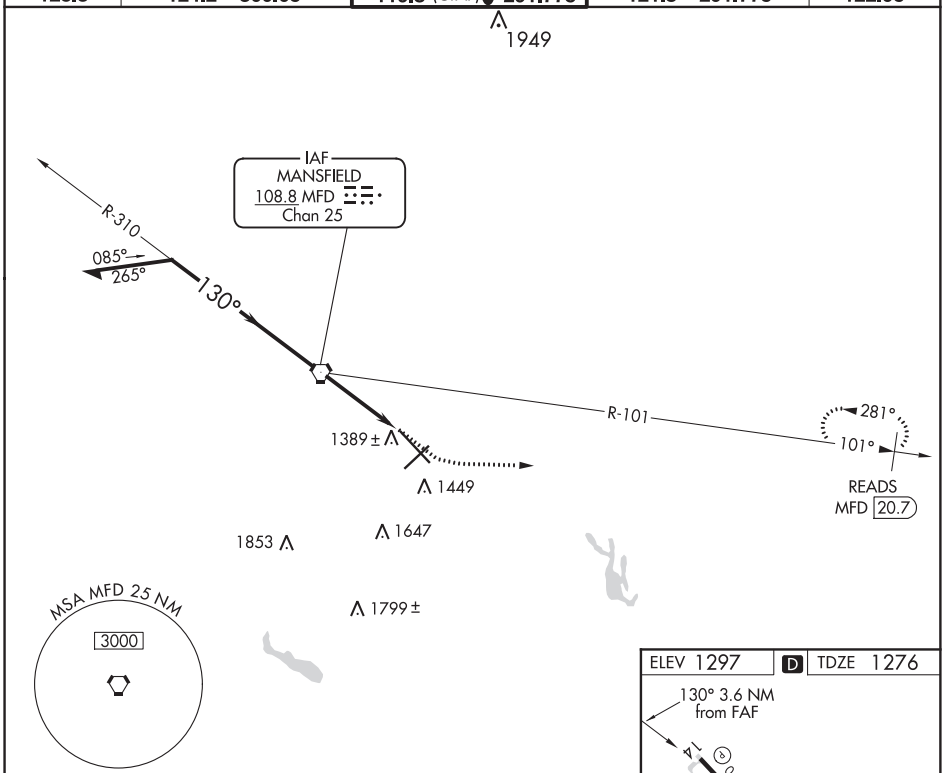
| VORTAC MFD | APP CRS | Rwy ldg | 9001 |
|---|---|---|---|
| 108.8 | 130° | TDZE | 1276 |
| Chan 25 | | Apt Elev | 1297 |

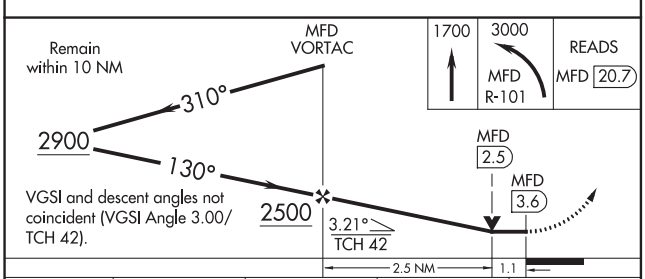
# VOR RWY 14
## MANSFIELD LAHM RGNL (MFD)

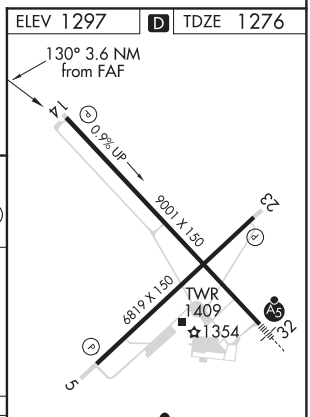
DME required. RADAR required for procedure entry.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 on MFD VORTAC R-101 to READS/MFD 20.7 DME and hold.

| ATIS | CLEVELAND APP CON ★ | MANSFIELD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.3 | 124.2 360.65 | 119.8 (CTAF) L 291.775 | 121.8 291.775 | 122.95 |




REIL Rwys 5 and 23 L
HIRL Rwys 5-23 and 14-32 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1640-1 364 (400-1) | | | |
| C CIRCLING | 1760-1 463 (500-1) | | 2000-2 703 (800-2) | 2000-2¼ 703 (800-2¼) |

| FAF to MAP 3.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# VOR RWY 32
## MANSFIELD LAHM RGNL (MFD)

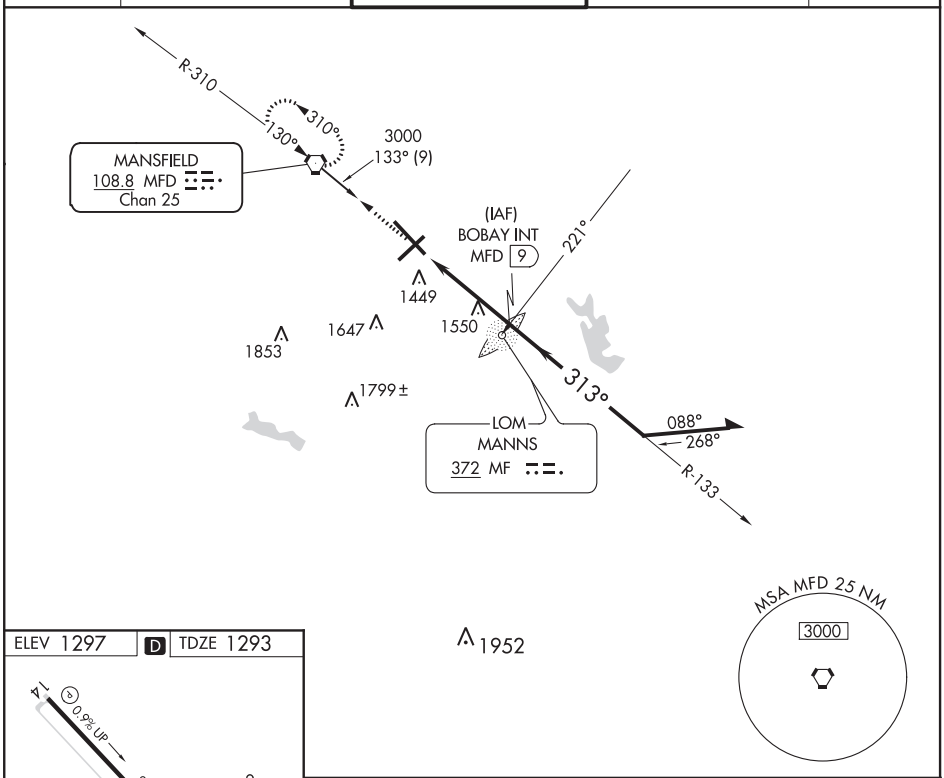
| VORTAC MFD | APP CRS | Rwy ldg | 9001 |
|---|---|---|---|
| 108.8 | 313° | TDZE | 1293 |
| Chan 25 | | Apt Elev | 1297 |

ADF or DME required. RADAR required for procedure entry.

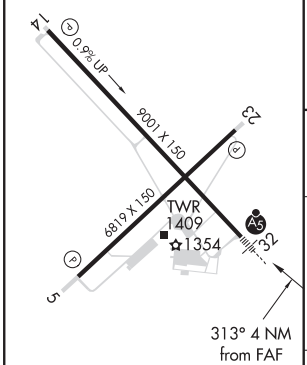
MALSR

MISSED APPROACH: Climb to 3000 direct MFD VORTAC and hold.

| ATIS | CLEVELAND APP CON ★ | MANSFIELD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.3 | 124.2 360.65 | 119.8 (CTAF) L 291.775 | 121.8 291.775 | 122.95 |

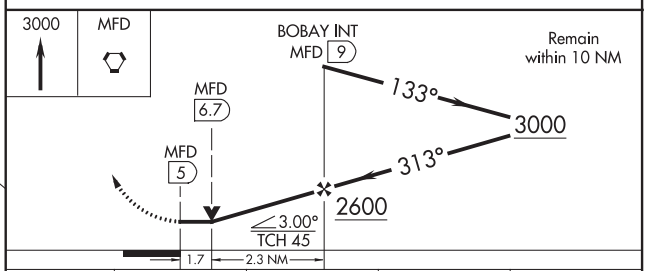



ELEV 1297 D TDZE 1293




REIL Rwys 5 and 23 L
HIRL Rwys 5-23 and 14-32 L

| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1860/24 | 567 (600-½) | 1860/50 567 (600-1) | 1860/60 567 (600-1¼) |
| C CIRCLING | 1860-1 | 563 (600-1) | 2000-2 703 (800-2) | 2000-2¼ 703 (800-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# NDB RWY 32
## MANSFIELD LAHM RGNL (MFD)

| LOM MF | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 372 | 323° | 9001 / 1293 / 1297 |

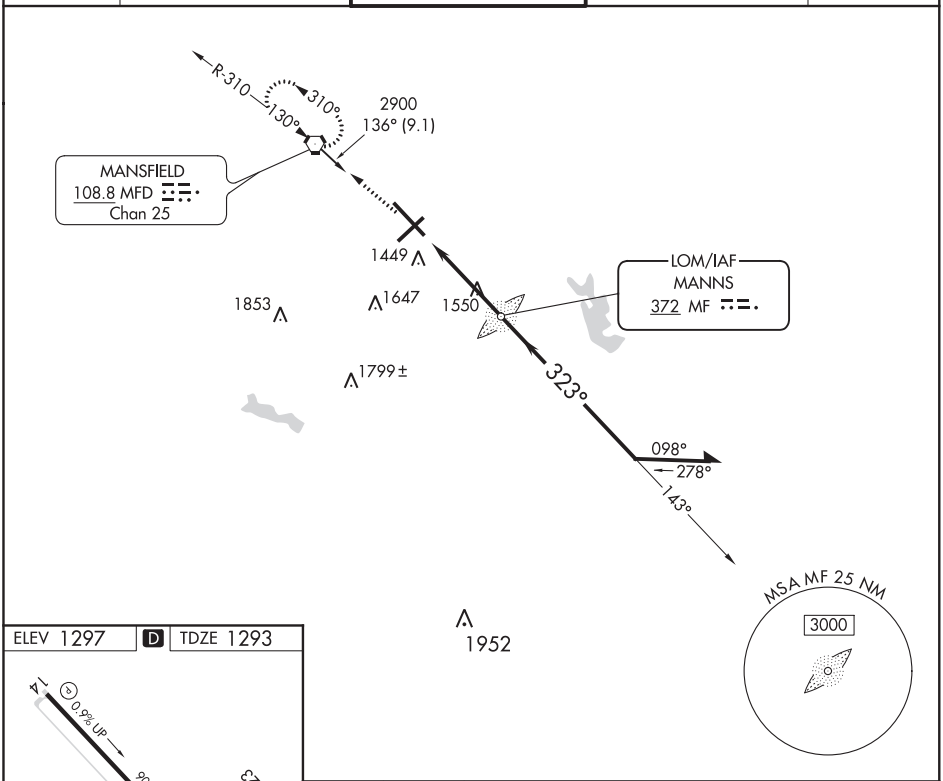
RADAR required for procedure entry.

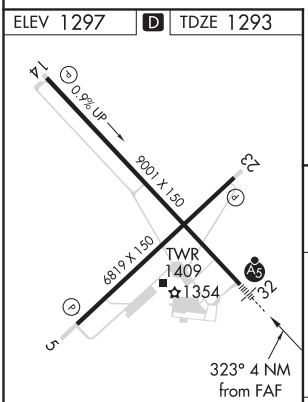
For inoperative ALS increase Cats A/B visibility to RVR 5500 and Cats C/D visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 2900 direct MFD VORTAC and hold.

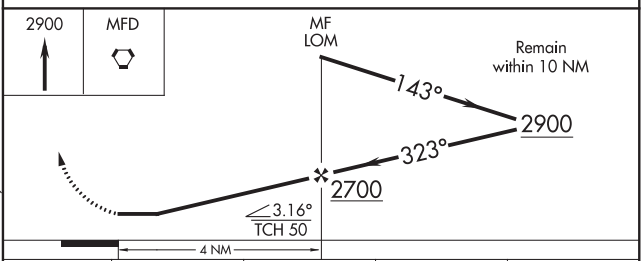
| ATIS | CLEVELAND APP CON ★ | MANSFIELD TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.3 | 124.2 360.65 | 119.8 (CTAF) L 291.775 | 121.8 291.775 | 122.95 |




HIRL Rwys 5-23 and 14-32 L
REIL Rwys 5 and 23 L

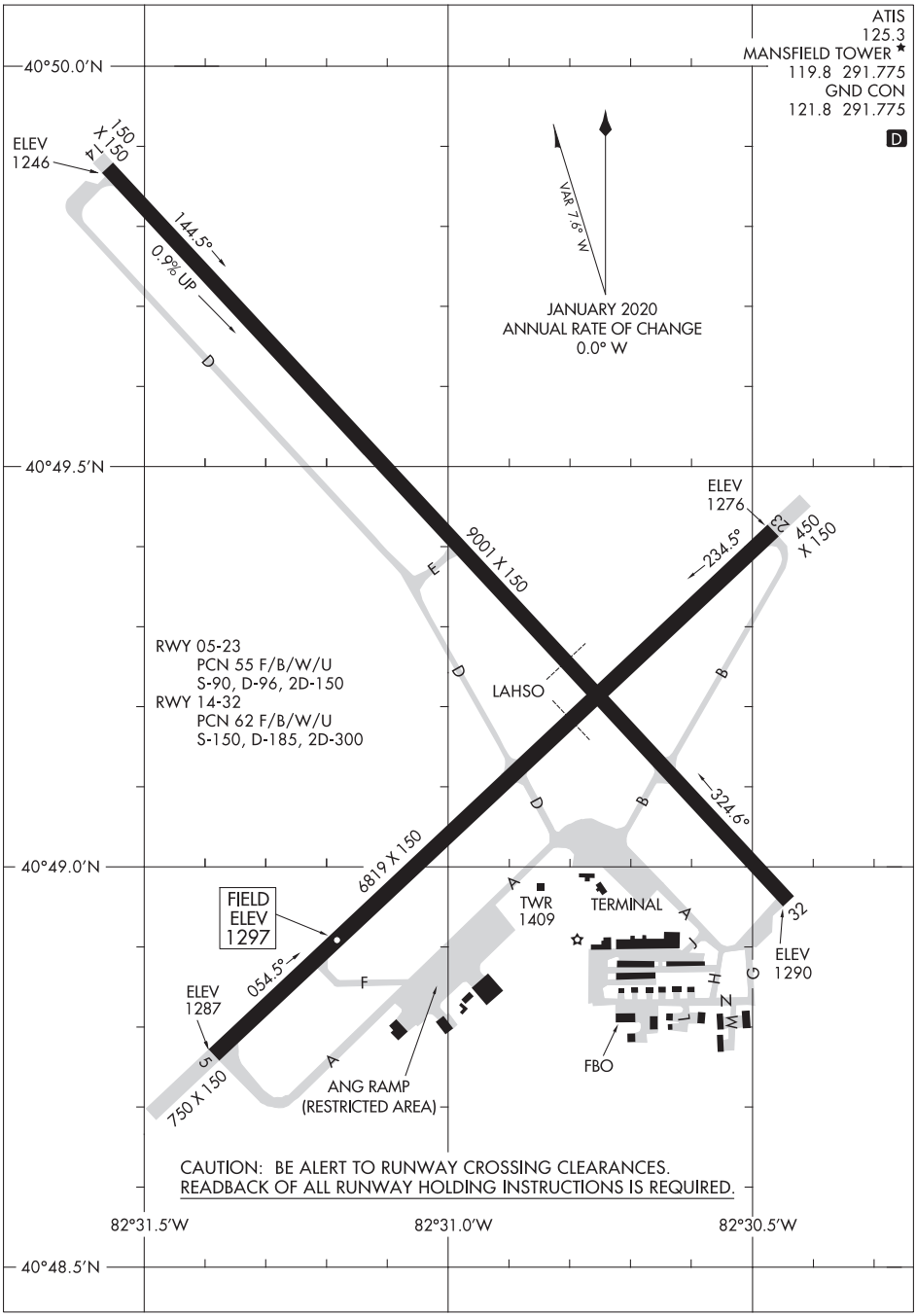
| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1900/40 | 607 (700-¾) | 1900-1⅜ | 607 (700-1⅜) |
| C CIRCLING | 1900-1 | 603 (700-1) | 2000-2 703 (800-2) | 2000-2¼ 703 (800-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

MARION, INDIANA | AL-5064 (FAA) | 20086

# ILS or LOC RWY 4
## MARION MUNI (MZZ)

| LOC I-MZZ 111.7 | APP CRS 041° | Rwy ldg 6011<br>TDZE 858<br>Apt Elev 859 |
|---|---|---|

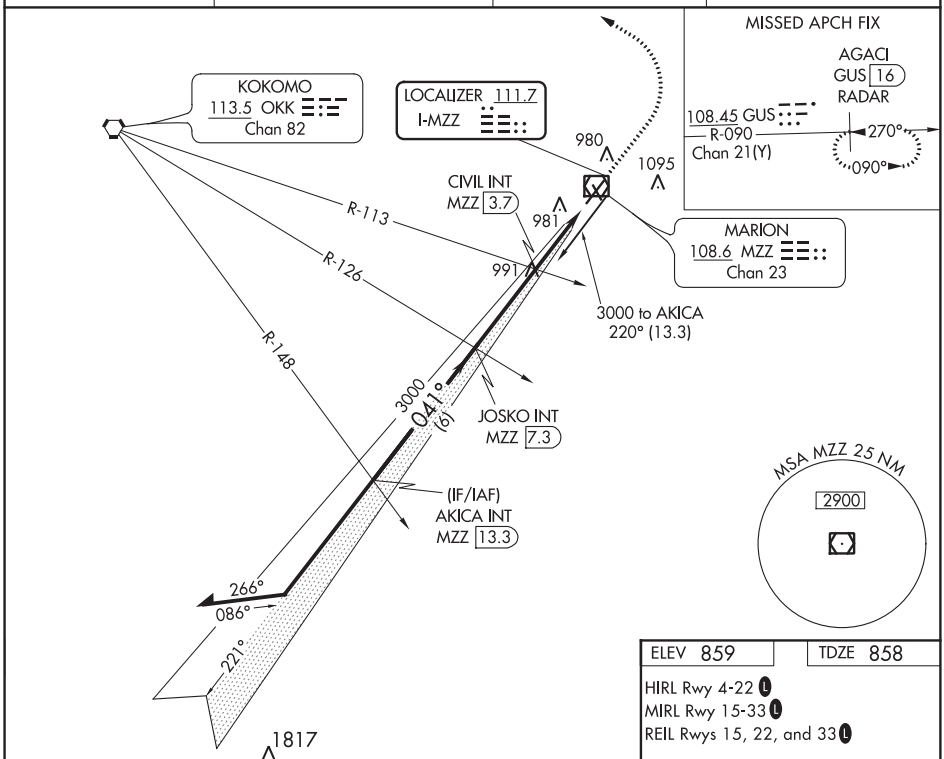
DME required.

DME from MZZ VOR/DME.
NA Simultaneous reception of I-MZZ and MZZ DME required.

MALSR

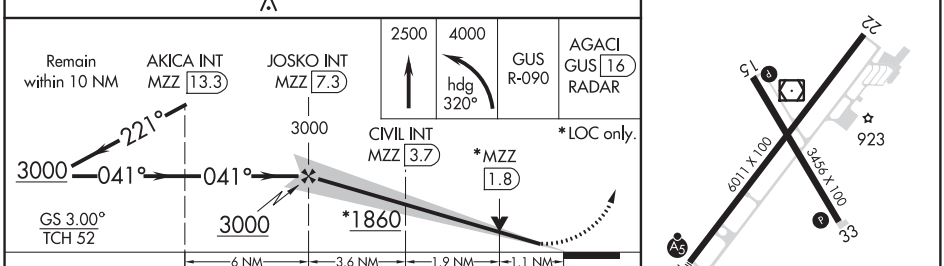
MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 on heading 320° to intercept GUS VORTAC R-090 to AGACI/ GUS VORTAC 16 DME/RADAR and hold.

| AWOS-3 | GRISSOM APP CON * | CLNC DEL | UNICOM |
|---|---|---|---|
| 108.6 | 121.05 338.275 | 120.0 | 122.7 (CTAF) L |




ELEV 859 | TDZE 858

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 1058-½ 200 (200-½) | | | |
| S-LOC 4 | 1260-½ 402 (500-½) | | | |
| C CIRCLING | 1300-1 441 (500-1) | 1320-1 461 (500-1) | 1400-1½ 541 (600-1½) | 1500-2 641 (700-2) |

FAF to MAP 6.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:34 | 4:22 | 3:17 | 2:37 | 2:11 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 60906 W04A | APP CRS 041° | Rwy ldg 6011<br>TDZE 858<br>Apt Elev 859 |
|---|---|---|

# RNAV (GPS) RWY 4
## MARION MUNI (MZZ)

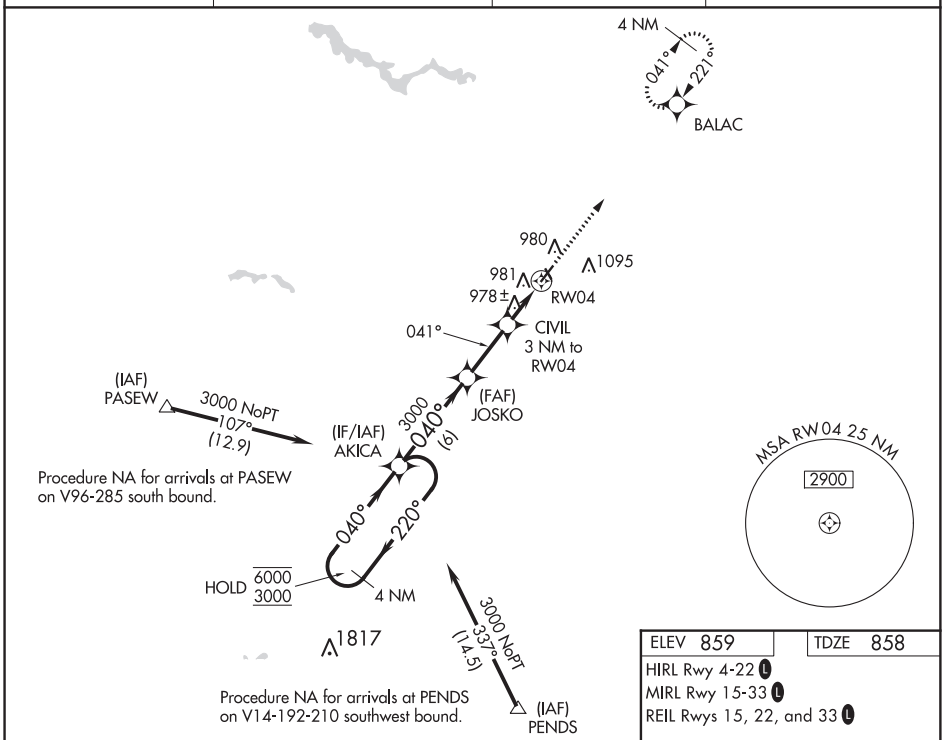
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MALSR

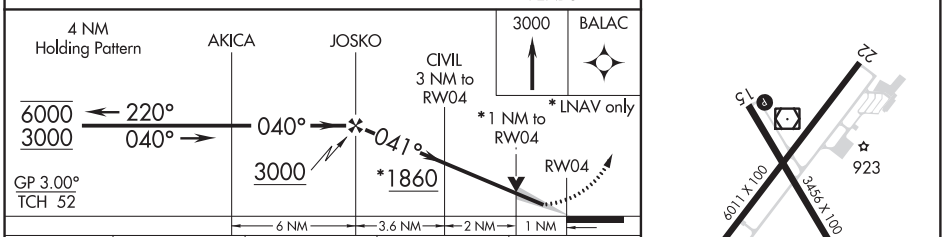
MISSED APPROACH: Climb to 3000 direct BALAC and hold.

| AWOS-3 | GRISSOM APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 108.6 | 121.05 338.275 | 120.0 | 122.7 (CTAF) L |




| ELEV 859 | TDZE 858 |
|---|---|

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, and 33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1058-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1247-⅝ 389 (400-⅝) | | | |
| LNAV MDA | 1240-½ 382 (400-½) | | 1240-⅝ 382 (400-⅝) | |
| C CIRCLING | 1300-1 441 (500-1) | 1320-1 461 (500-1) | 1400-1½ 541 (600-1½) | 1500-2 641 (700-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

MARION, INDIANA | AL-5064 (FAA) | 19283

# RNAV (GPS) RWY 15
## MARION MUNI (MZZ)

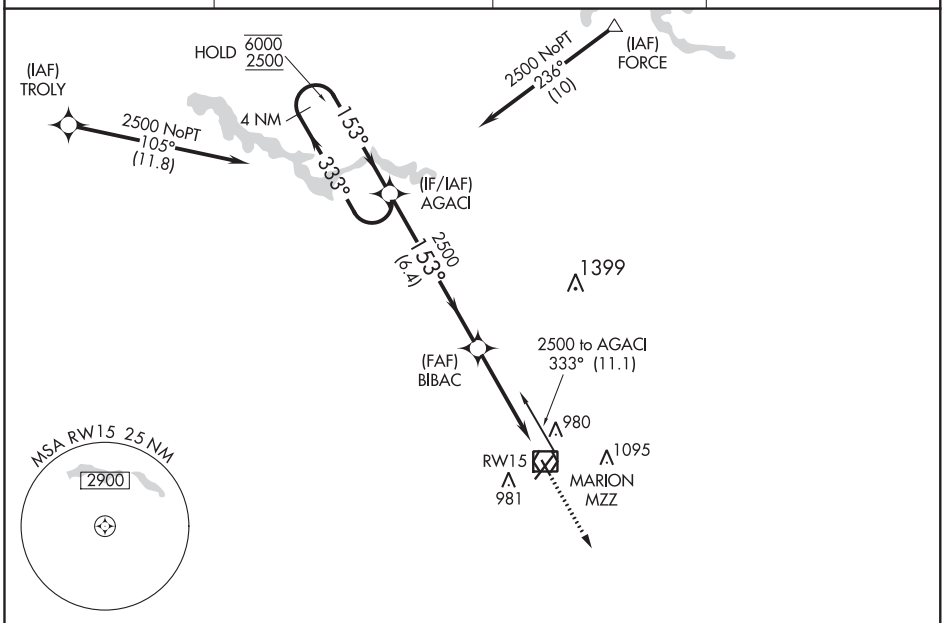
| APP CRS | Rwy ldg | 3456 |
|---|---|---|
| 153° | TDZE | 859 |
| | Apt Elev | 859 |

RNP APCH.

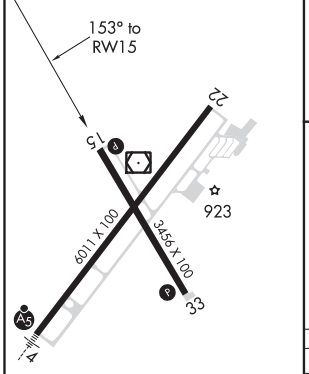
Rwy 15 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct AKUYA and hold.

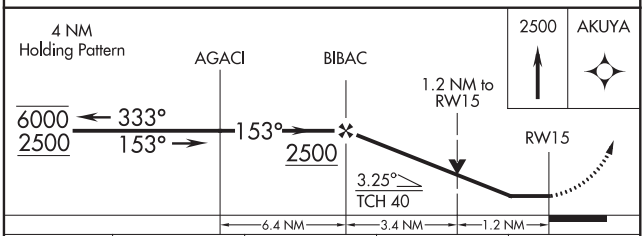
| AWOS-3 | GRISSOM APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 108.6 | 121.05 338.275 | 120.0 | 122.7 (CTAF) L |




ELEV 859 | TDZE 859




HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 441 (500-1) | | 1300-1⅜ 441 (500-1⅜) | |
| C CIRCLING | 1300-1 441 (500-1) | 1320-1 461 (500-1) | 1400-1½ 541 (600-1½) | 1500-2 641 (700-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 22
## MARION MUNI (MZZ)

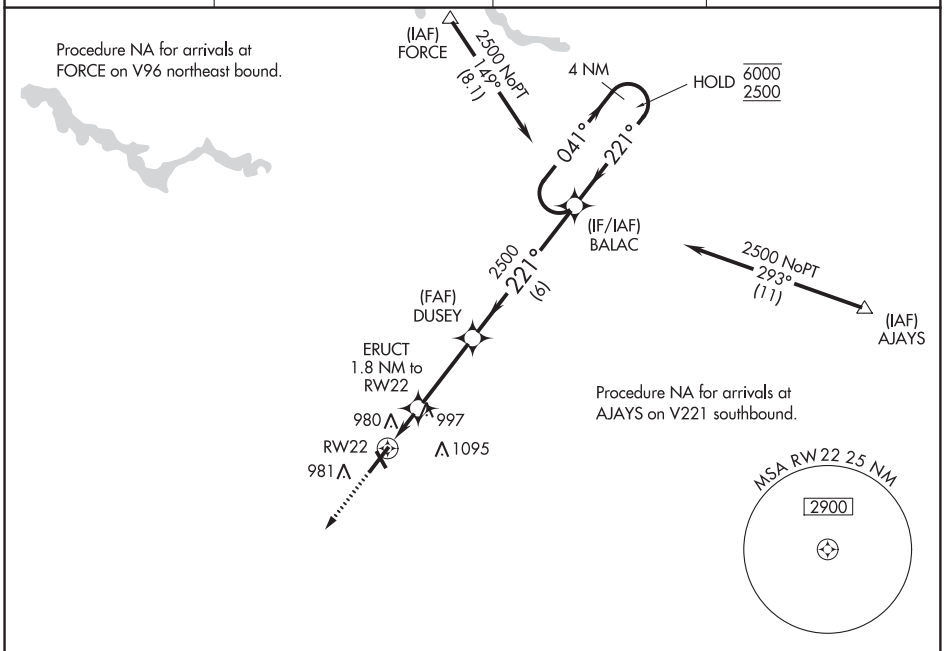
| APP CRS | Rwy ldg | 6011 |
|---|---|---|
| 221° | TDZE | 859 |
| | Apt Elev | 859 |

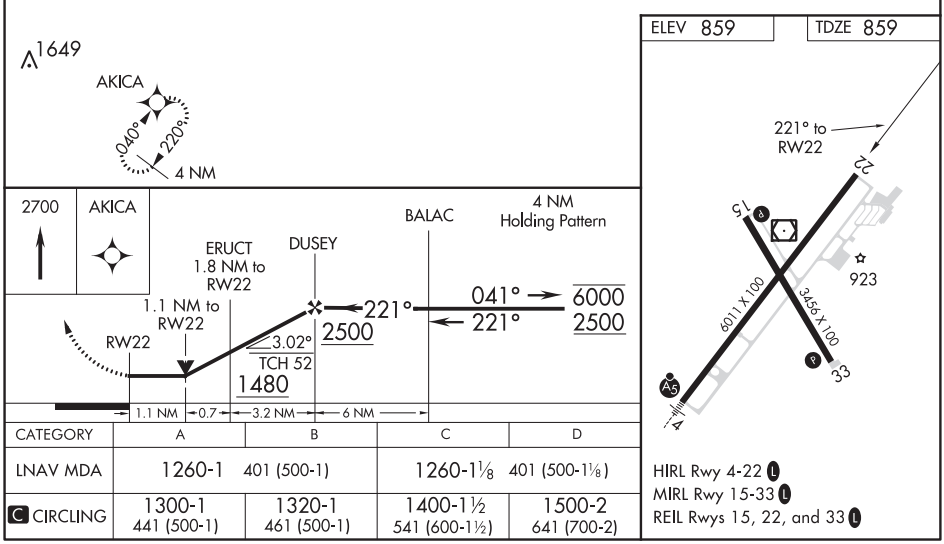
RNP APCH.

Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct AKICA and hold.

| AWOS-3 | GRISSOM APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 108.6 | 121.05 338.275 | 120.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 401 (500-1) | | 1260-1⅛ 401 (500-1⅛) | |
| C CIRCLING | 1300-1 441 (500-1) | 1320-1 461 (500-1) | 1400-1½ 541 (600-1½) | 1500-2 641 (700-2) |

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

MARION, INDIANA | AL-5064 (FAA) | 19283

# RNAV (GPS) RWY 33
## MARION MUNI (MZZ)

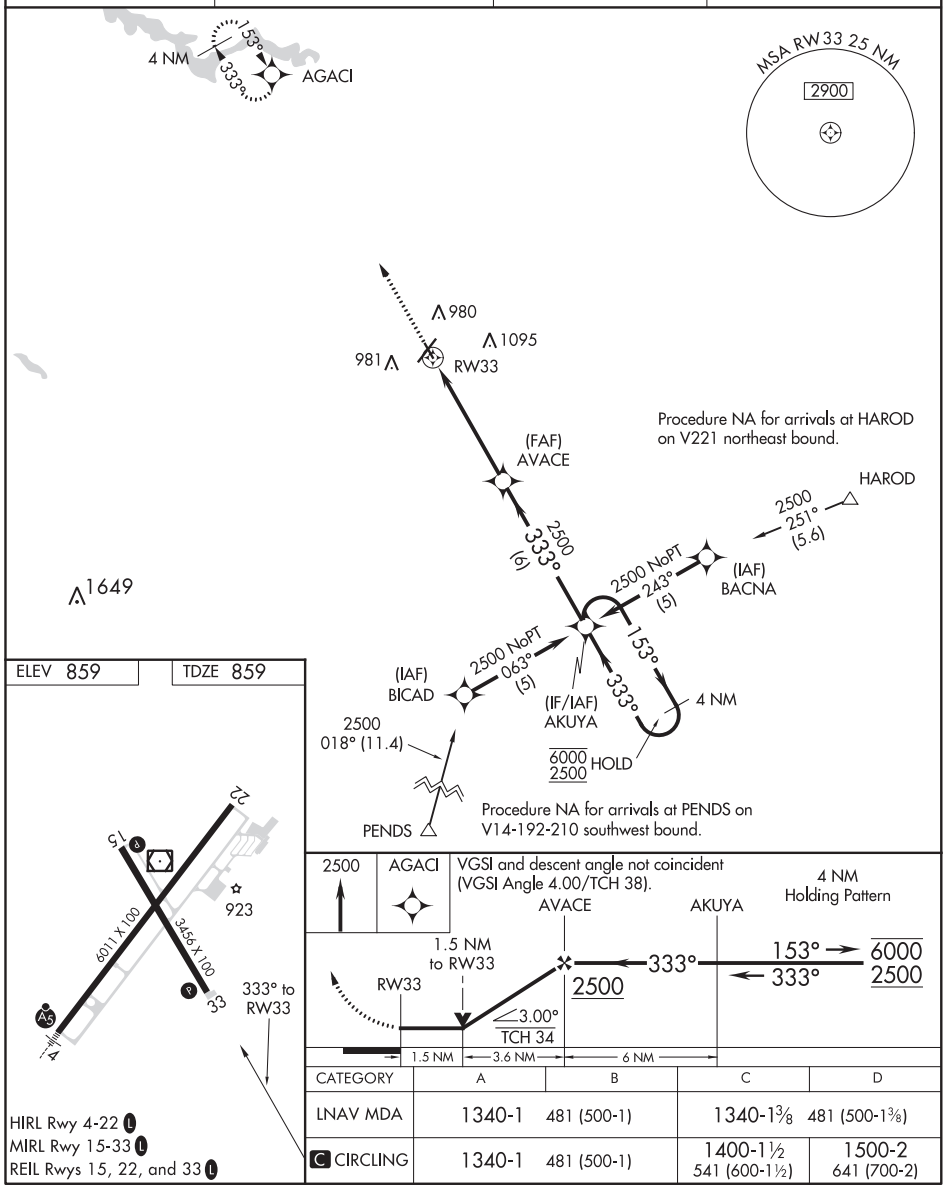
| APP CRS | Rwy ldg | 3456 |
|---|---|---|
| 333° | TDZE | 859 |
| | Apt Elev | 859 |

RNP APCH.

Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct AGACI and hold.

| AWOS-3 | GRISSOM APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 108.6 | 121.05 338.275 | 120.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 481 (500-1) | | 1340-1⅜ 481 (500-1⅜) | |
| C CIRCLING | 1340-1 481 (500-1) | | 1400-1½ 541 (600-1½) | 1500-2 641 (700-2) |

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| VOR/DME MZZ 108.6 Chan 23 | APP CRS 143° | Rwy ldg 3456<br>TDZE 858<br>Apt Elev 859 |
|---|---|---|

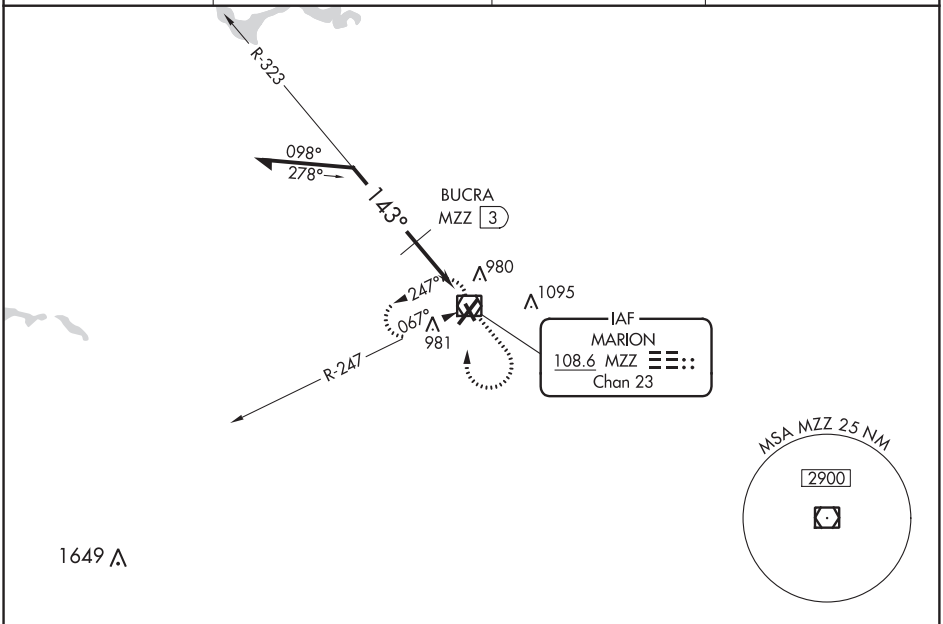
# VOR RWY 15
## MARION MUNI (MZZ)

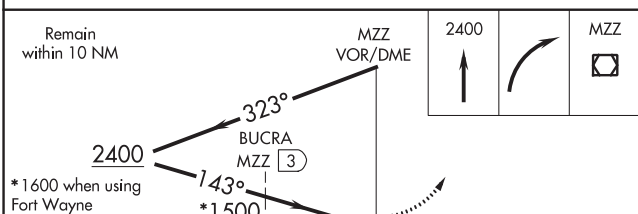
T NA

When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 feet, increase S-15 Cat B/C/D visibility ¼ SM, increase Circling Cat B/C/D visibility ½ SM; BUCRA fix minimums: increase S-15 Cat C/D visibility ⅜ SM, increase Circling Cat C/D visibility ½ SM. Rwy 15 helicopter visibility reduction below ¾ SM NA.

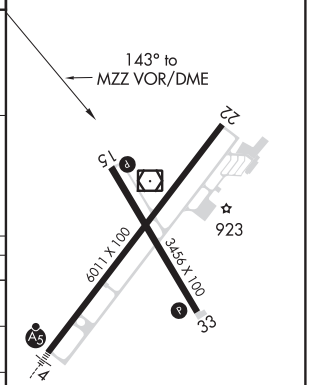
MISSED APPROACH: Climb to 2400 then right turn direct MZZ VOR/DME and hold.

| AWOS-3 | GRISSOM APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 108.6 | 121.05 338.275 | 120.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1500-1 642 (700-1) | | 1500-1¾ 642 (700-1¾) | 1500-2 642 (700-2) |
| C CIRCLING | 1500-1 641 (700-1) | | 1500-1⅞ 641 (700-1⅞) | 1500-2 641 (700-2) |
| BUCRA FIX MINIMUMS | | | | |
| S-15 | 1240-1 382 (400-1) | | | 1240-1¼ 382 (400-1¼) |
| C CIRCLING | 1300-1 441 (500-1) | 1320-1 461 (500-1) | 1400-1½ 541 (600-1½) | 1500-2 641 (700-2) |




HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

MARION, OHIO | AL-5352 (FAA) | 19227

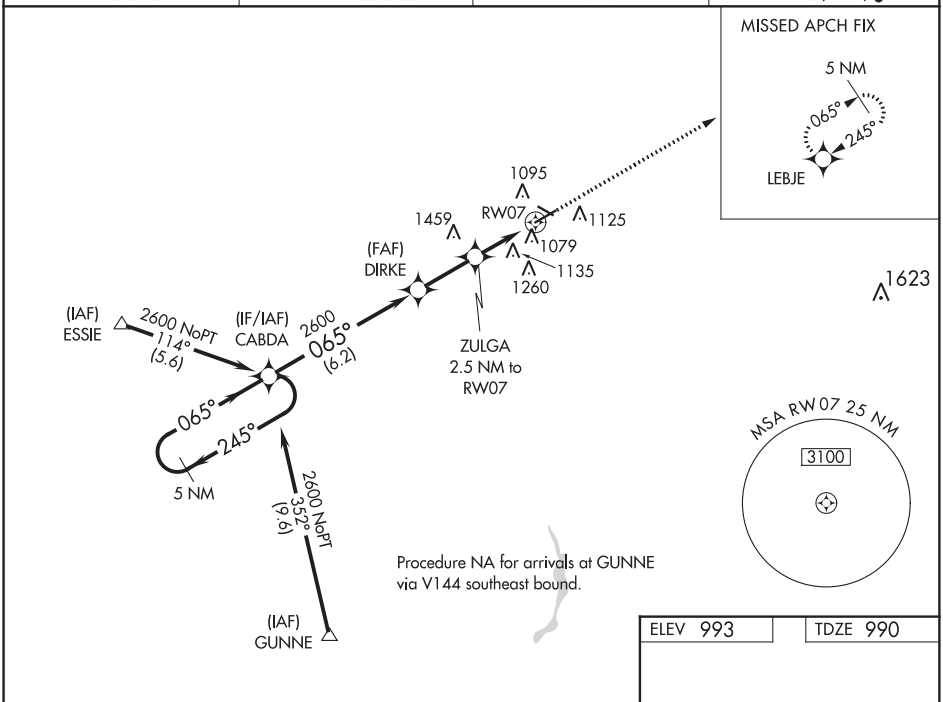
| WAAS CH 93604 W07A | APP CRS 065° | Rwy ldg 5000<br>TDZE 990<br>Apt Elev 993 |
|---|---|---|

# RNAV (GPS) RWY 7
## MARION MUNI (MNN)

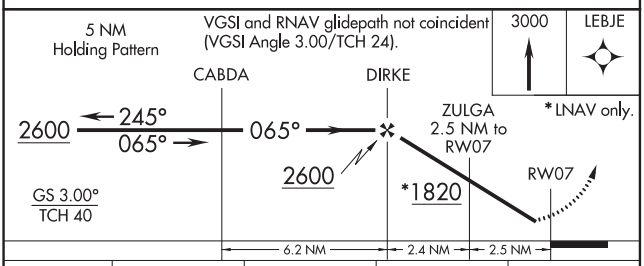
If local altimeter setting not received, use Ohio State University altimeter setting and increase LPV DA 87 feet, LNAV/VNAV DA 195 feet, and all MDAS 100 feet. Baro-VNAV NA when using Ohio State University altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

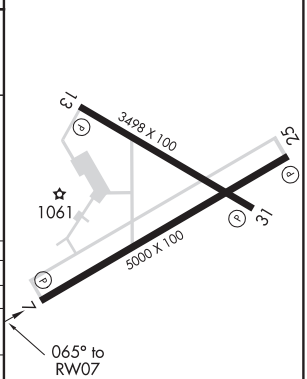
MISSED APPROACH: Climb to 3000 direct LEBJE and hold.

| ASOS | CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 124.2 360.65 | 126.8 | 122.8 (CTAF) L |




ELEV 993 | TDZE 990




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1240-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1379-1½ 389 (400-1½) | | | |
| LNAV MDA | 1440-1 450 (500-1) | | 1440-1¼ 450 (500-1¼) | 1440-1½ 450 (500-1½) |
| CIRCLING | 1480-1 487 (500-1) | 1500-1 507 (600-1) | 1540-1½ 547 (600-1½) | 1560-2 567 (600-2) |

REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 3498 |
|---|---|---|
| 125° | TDZE | 991 |
| | Apt Elev | 993 |

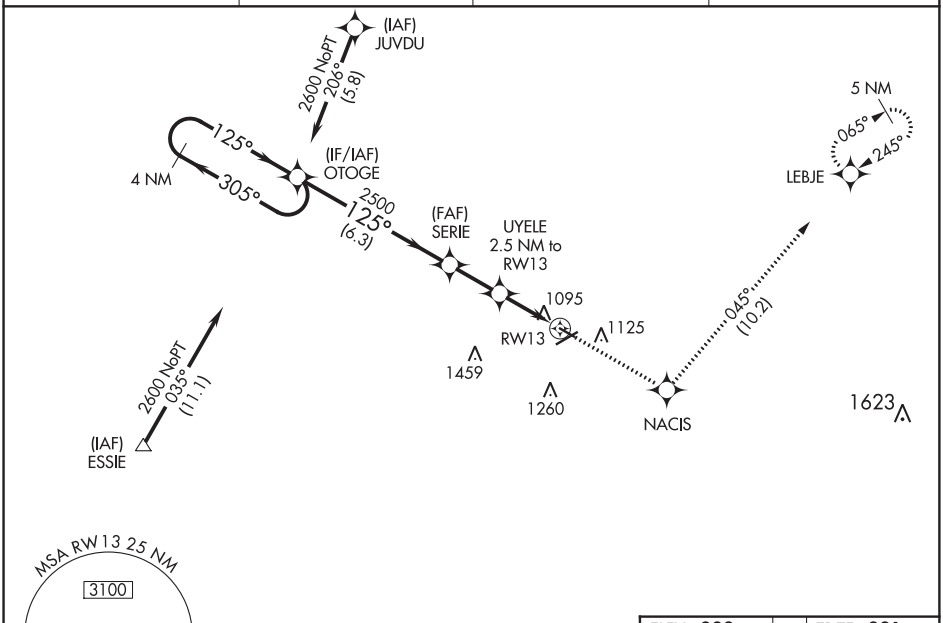
# RNAV (GPS) RWY 13
## MARION MUNI (MNN)

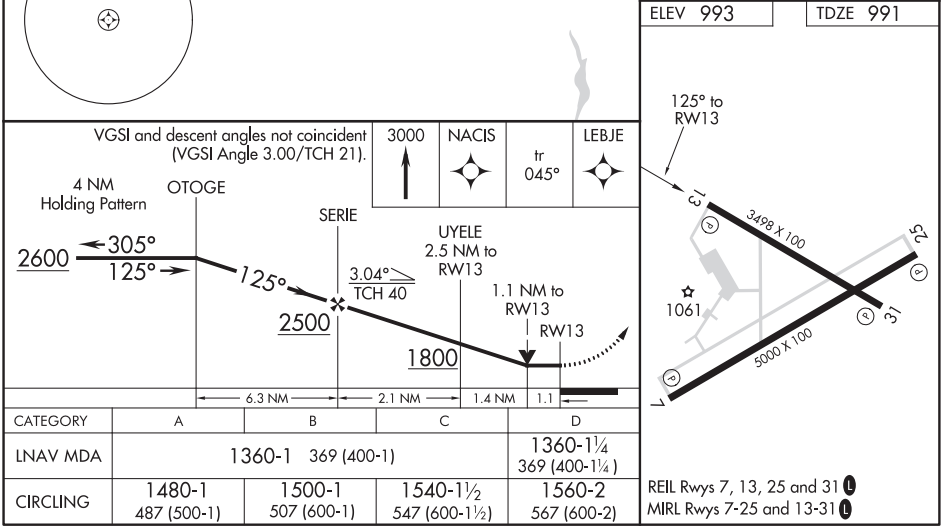
RNP APCH.

Rwy 13 helicopter visibility reduction below ¾ SM NA. VDP NA when using Ohio State University altimeter setting. When local altimeter setting not received, use Ohio State University altimeter setting: increase all MDAs 100 feet; increase LNAV Cats C/D and Circling Cat C visibility ⅜ SM.

MISSED APPROACH: Climb to 3000 direct NACIS and on track 045° to LEBJE and hold.

| ASOS | CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 124.2 360.65 | 126.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 369 (400-1) | | | 1360-1¼ 369 (400-1¼) |
| CIRCLING | 1480-1 487 (500-1) | 1500-1 507 (600-1) | 1540-1½ 547 (600-1½) | 1560-2 567 (600-2) |

REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

MARION, OHIO | AL-5352 (FAA) | 19227

| WAAS CH 62904 W25A | APP CRS 245° | Rwy ldg 5000<br>TDZE 993<br>Apt Elev 993 |
|---|---|---|

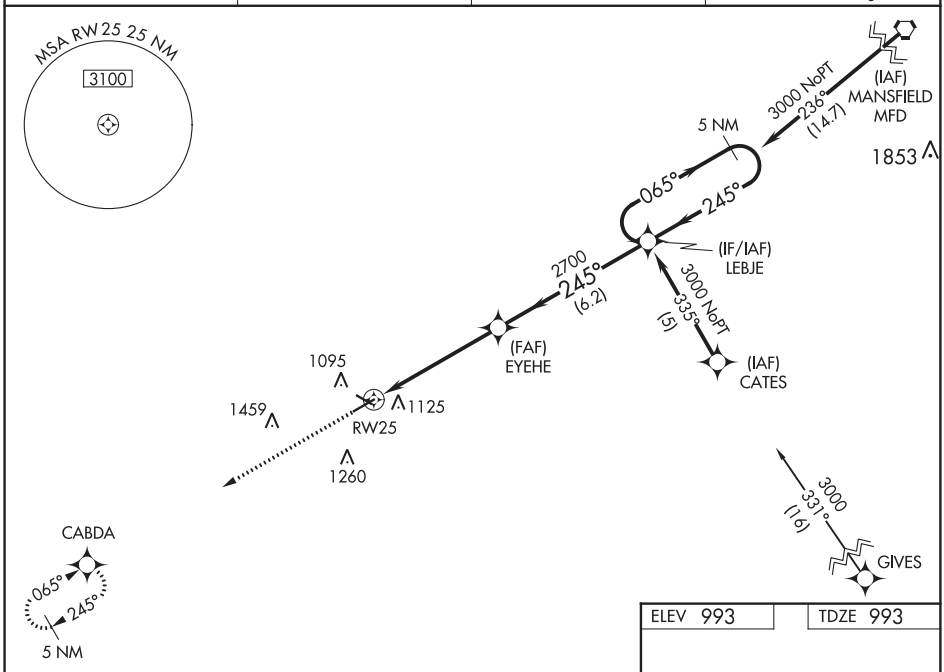
# RNAV (GPS) RWY 25
## MARION MUNI (MNN)

RNP APCH.

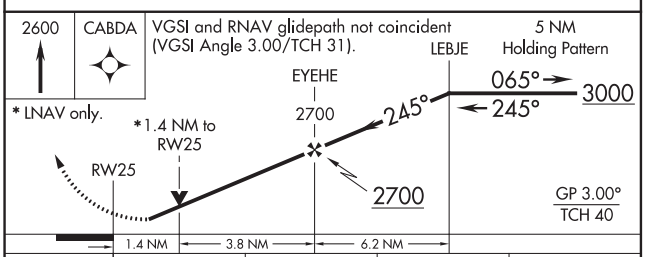
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Ohio State University altimeter setting. Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Ohio State University altimeter setting and increase all DAs 87 feet and all MDAs 100 feet.

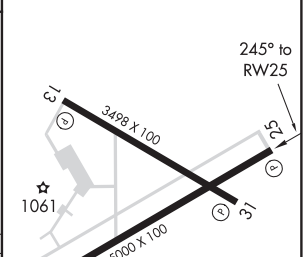
MISSED APPROACH: Climb to 2600 direct CABDA and hold.

| ASOS | CLEVELAND APP CON * | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 124.2 360.65 | 126.8 | 122.8 (CTAF) L |




| ELEV 993 | TDZE 993 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1334-1¼ 341 (400-1¼) | | | |
| LNAV/VNAV DA | 1443-1½ 450 (500-1½) | | | |
| LNAV MDA | 1460-1 467 (500-1) | | 1460-1⅝ 467 (500-1⅝) | |
| CIRCLING | 1480-1 487 (500-1) | 1500-1 507 (600-1) | 1540-1¾ 547 (600-1¾) | 1560-2 567 (600-2) |

REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# VOR-A
## MARION MUNI (MNN)

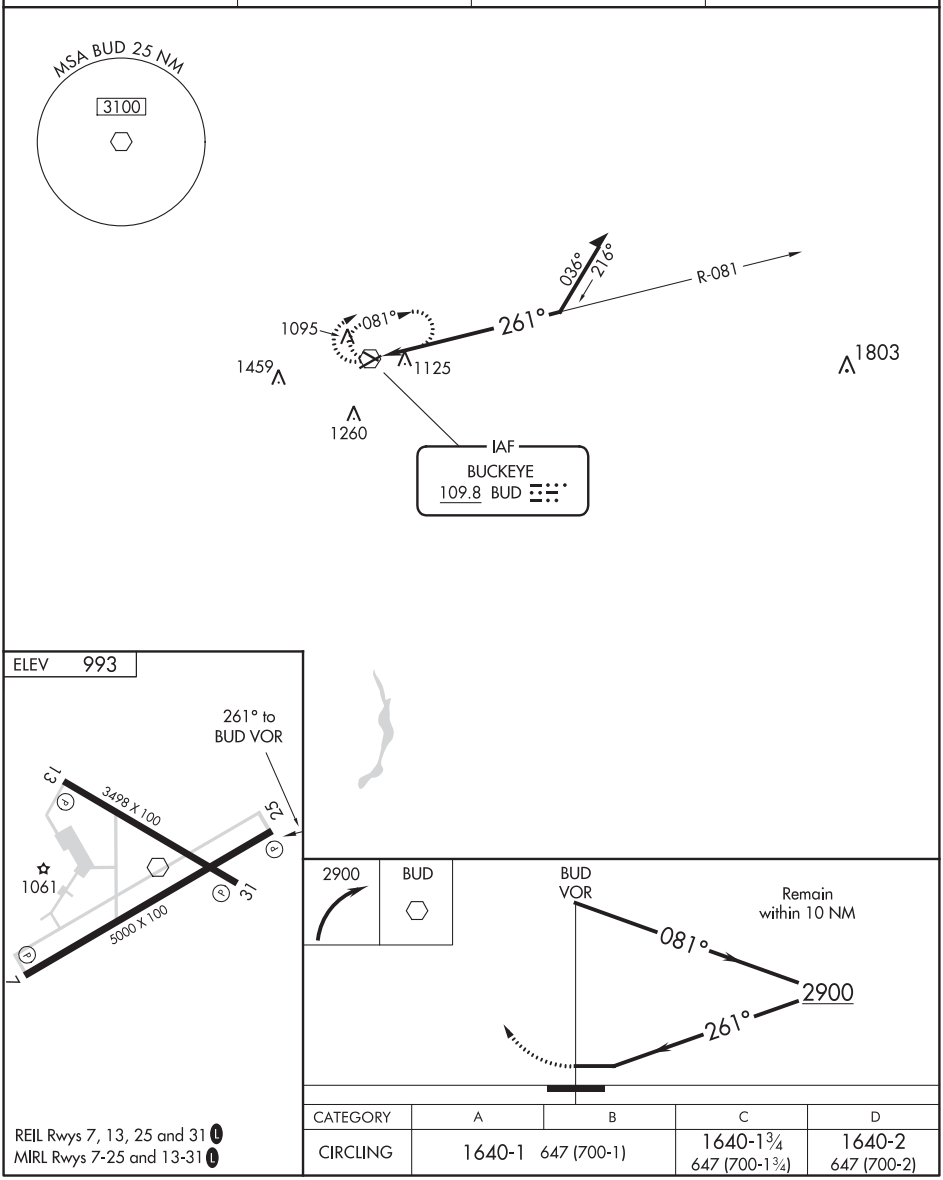
| VOR BUD | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 109.8 | 261° | TDZE | N/A |
| | | Apt Elev | 993 |

RADAR required for procedure entry.

When local altimeter setting not received, use Ohio State University altimeter setting: increase all MDAs 100 feet and visibility Cats C and D ½ SM.

MISSED APPROACH: Climbing right turn to 2900 in BUD VOR holding pattern.

| ASOS | CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 124.2 360.65 | 126.8 | 122.8 (CTAF) L |




REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1640-1 | 647 (700-1) | 1640-1¾ 647 (700-1¾) | 1640-2 647 (700-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

MARYSVILLE, OHIO

AL-6380 (FAA)

20086

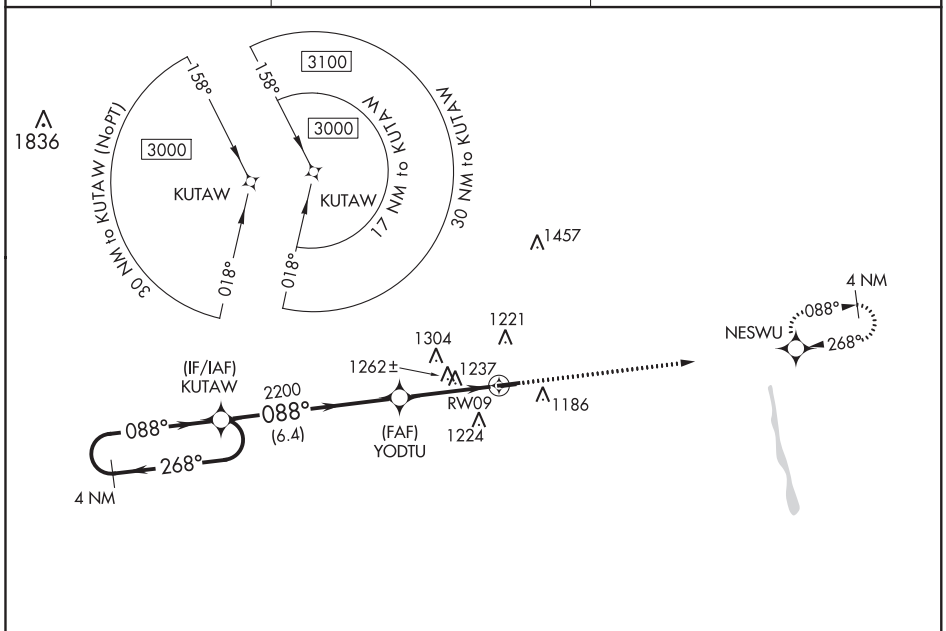
# RNAV (GPS) RWY 9
## UNION COUNTY (MRT)

| WAAS CH 72827 W09A | APP CRS 088° | Rwy ldg 4218<br>TDZE 1021<br>Apt Elev 1021 |
|---|---|---|

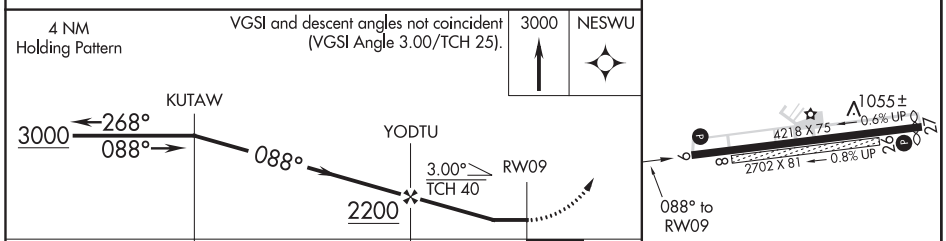
Night landing: Rwy 27 NA. Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all MDA 100 feet, LP Cats C and D visibility to 1⅝ miles, LNAV Cats C and D and Circling Cat C visibility to 1¾ miles.

MISSED APPROACH: Climb to 3000 direct NESWU and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 119.275 | 125.95 317.775 | 122.8 (CTAF) L |




| ELEV 1021 | TDZE 1021 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1500-1 479 (500-1) | | 1500-1⅜ 479 (500-1⅜) | |
| LNAV MDA | 1520-1 499 (500-1) | | 1520-1⅜ 499 (500-1⅜) | |
| CIRCLING | 1520-1 499 (500-1) | 1540-1 519 (600-1) | 1540-1½ 519 (600-1½) | 1580-2 559 (600-2) |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

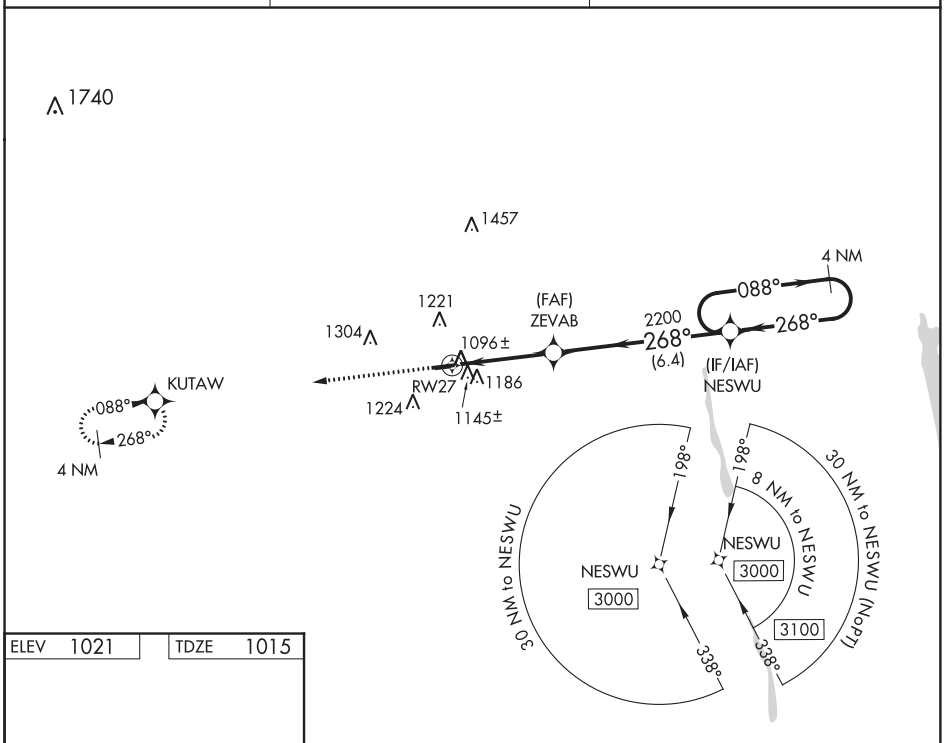
| WAAS CH 50327 W27A | APP CRS 268° | Rwy ldg 4095<br>TDZE 1015<br>Apt Elev 1021 |
|---|---|---|

# RNAV (GPS) RWY 27
## UNION COUNTY (MRT)

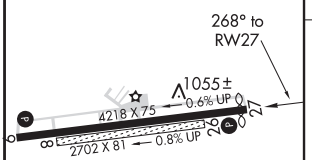
Night landing: Rwy 27 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all MDA 100 feet, LP and LNAV Cat C and D visibility to 1⅜ miles and Circling Cat C visibility to 1¾ miles.

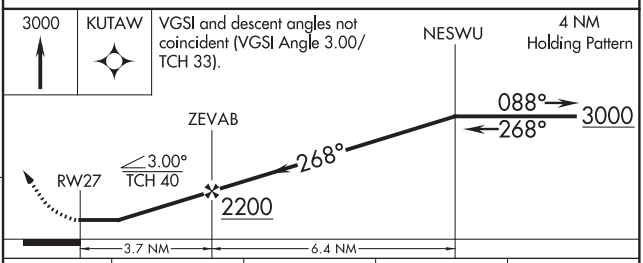
MISSED APPROACH: Climb to 3000 direct KUTAW and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 119.275 | 125.95 317.775 | 122.8 (CTAF) L |




ELEV 1021 | TDZE 1015




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1360-1 345 (400-1) | | | |
| LNAV MDA | 1400-1 385 (400-1) | | 1400-1⅛ 385 (400-1⅛) | |
| CIRCLING | 1520-1 499 (500-1) | 1540-1 519 (600-1) | 1540-1½ 519 (600-1½) | 1580-2 559 (600-2) |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

MEDINA, OHIO | AL-5763 (FAA) | 20198

# RNAV (GPS) RWY 9
## MEDINA MUNI (1G5)

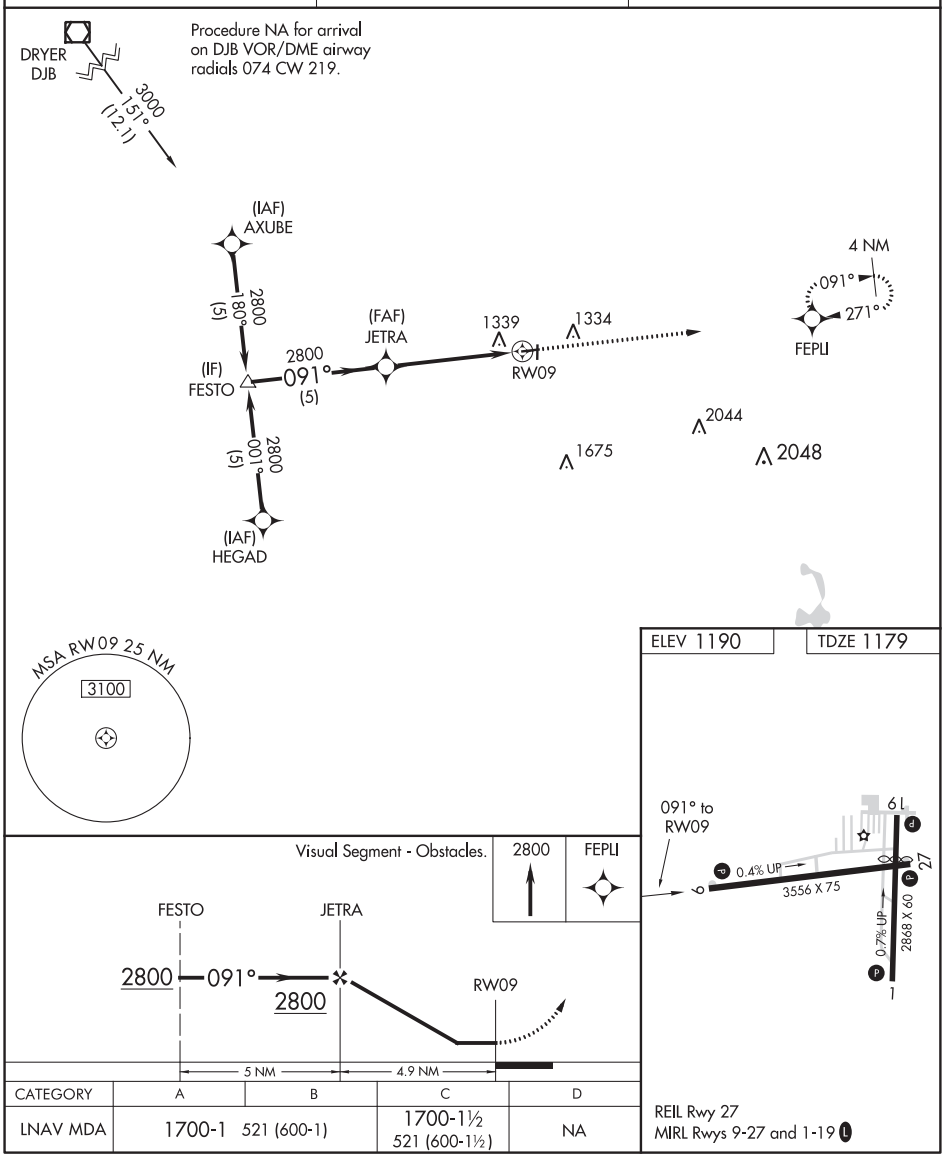
| APP CRS | Rwy ldg | 3556 |
|---|---|---|
| 091° | TDZE | 1179 |
| | Apt Elev | 1190 |

RNP APCH.

Procedure NA at night.
NA
Rwy 9 helicopter visibility reduction below 1 SM NA.
Use Cleveland-Hopkins Intl altimeter setting.

MISSED APPROACH: Climb to 2800 direct FEPLI and hold.

| CLE ASOS | CLEVELAND APP CON | UNICOM |
|---|---|---|
| 127.85 | 125.35 346.325 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1700-1 521 (600-1) | | 1700-1½ 521 (600-1½) | NA |

REIL Rwy 27
MIRL Rwys 9-27 and 1-19 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 3556 |
|---|---|---|
| 271° | TDZE | 1183 |
| | Apt Elev | 1190 |

# RNAV (GPS) RWY 27
## MEDINA MUNI (1G5)

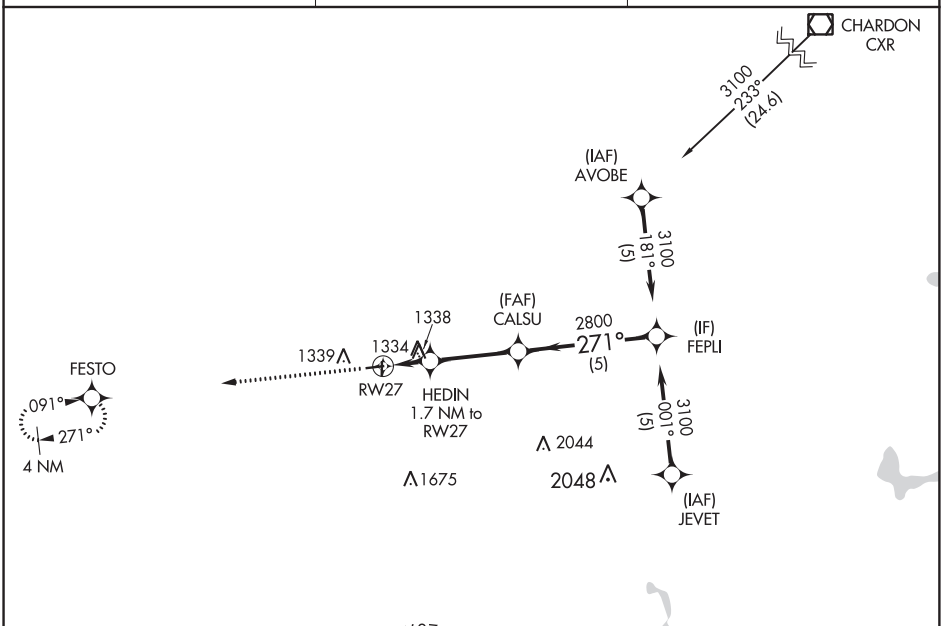
RNP APCH.

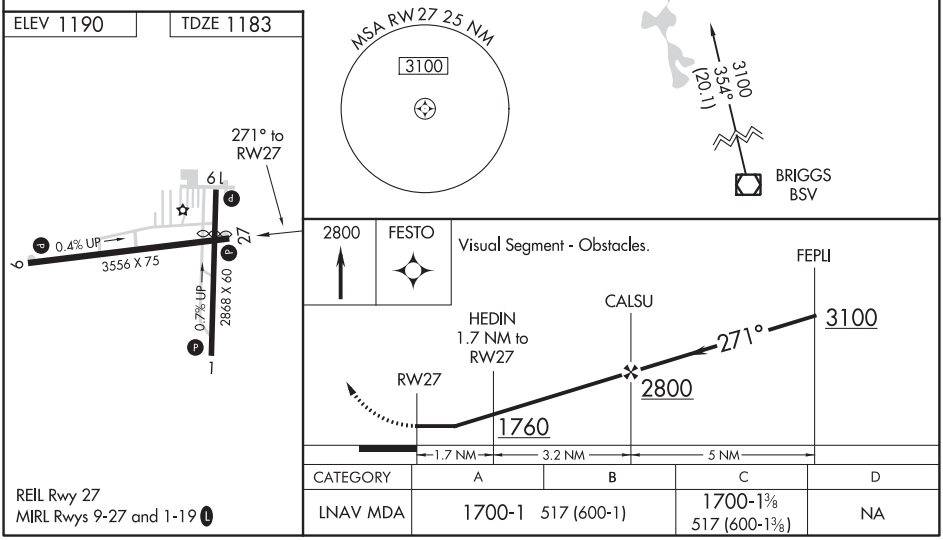
NA

Rwy 27 helicopter visibility reduction below ¾ SM NA.
Use Cleveland-Hopkins Intl altimeter setting.

MISSED APPROACH: Climb to 2800 direct FESTO and hold.

| CLE ASOS | CLEVELAND APP CON | UNICOM |
|---|---|---|
| 127.85 | 125.35 346.325 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1700-1 517 (600-1) | | 1700-1⅜ 517 (600-1⅜) | NA |

REIL Rwy 27
MIRL Rwys 9-27 and 1-19 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

MEDINA, OHIO | AL-5763 (FAA) | 20142

# VOR RWY 27
## MEDINA MUNI (1G5)

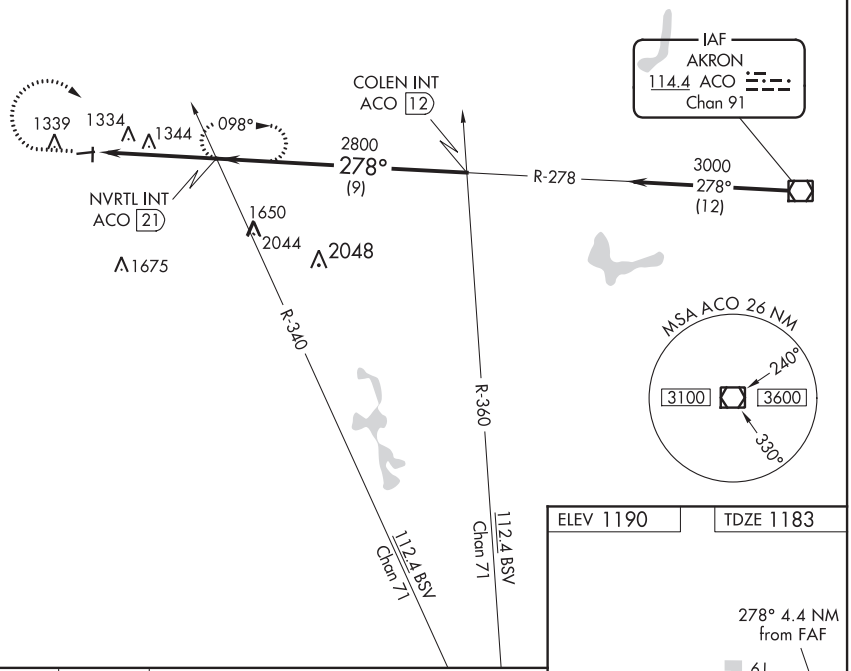
| VOR/DME ACO | APP CRS | Rwy ldg | 3556 |
|---|---|---|---|
| 114.4 | 278° | TDZE | 1183 |
| Chan 91 | | Apt Elev | 1190 |

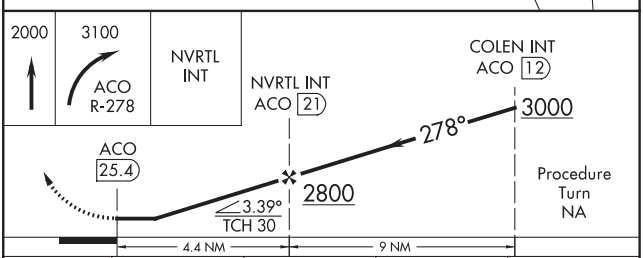
T NA — Use Cleveland-Hopkins Intl altimeter setting. Circling Rwy 1, 9, 19 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 on ACO R-278 to NVRTL Int/21 DME and hold, continue climb-in-hold to 3100.

| CLE ASOS | CLEVELAND APP CON | UNICOM |
|---|---|---|
| 127.85 | 125.35 346.325 | 123.0 (CTAF) L |

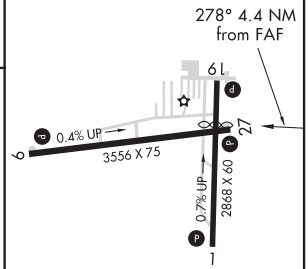
Procedure NA for arrivals on ACO VOR/DME airway radials 237 CW 323.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1760-1<br>577 (600-1) | 1760-1¼<br>577 (600-1¼) | 1760-1½<br>577 (600-1½) | NA |
| CIRCLING | 1800-1<br>610 (700-1) | 1800-1¼<br>610 (700-1¼) | 1800-1¾<br>610 (700-1¾) | NA |

ELEV 1190 | TDZE 1183




REIL Rwy 27
MIRL Rwy 9-27, 1-19 L

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

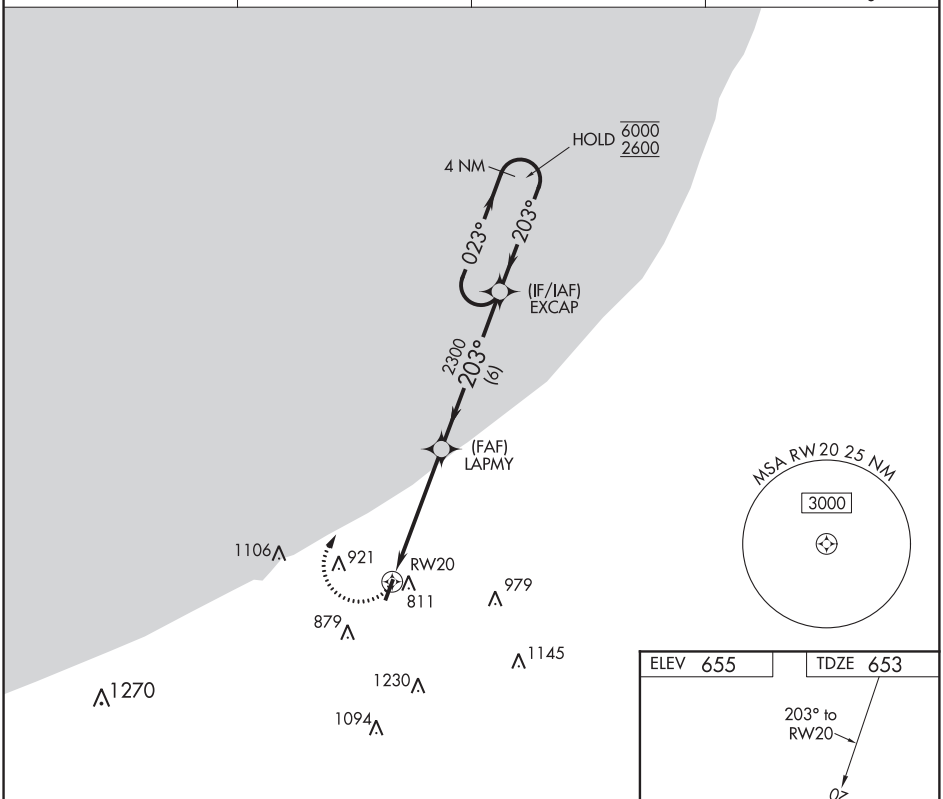
| APP CRS | Rwy ldg | 3916 |
|---|---|---|
| 203° | TDZE | 653 |
| | Apt Elev | 655 |

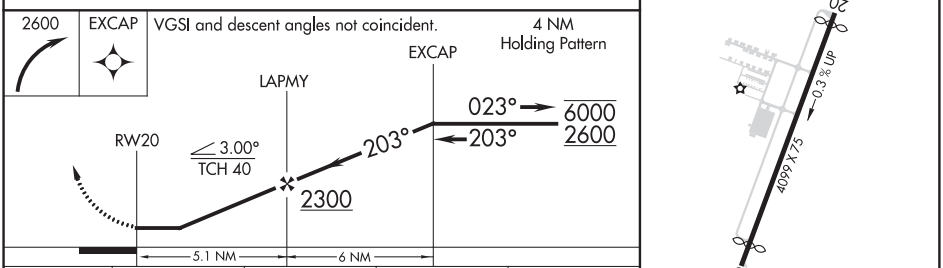
# RNAV (GPS) RWY 20
## MICHIGAN CITY MUNI-PHILLIPS FIELD (MGC)

RNP APCH.
Rwy 20 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2600 direct EXCAP and hold.

| AWOS-3 | SOUTH BEND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.450 | 118.55 257.8 | 118.625 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-1 507 (600-1) | | 1160-1⅜ 507 (600-1⅜) | NA |
| C CIRCLING | 1160-1 505 (600-1) | 1180-1 525 (600-1) | 1500-2½ 845 (900-2½) | NA |

REIL Rwy 20 L
MIRL Rwy 2-20 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

MIDDLEFIELD, OHIO | AL-6254 (FAA) | 20254

| WAAS CH 97633 W11A | APP CRS 109° | Rwy ldg 3321<br>TDZE 1172<br>Apt Elev 1174 |
|---|---|---|

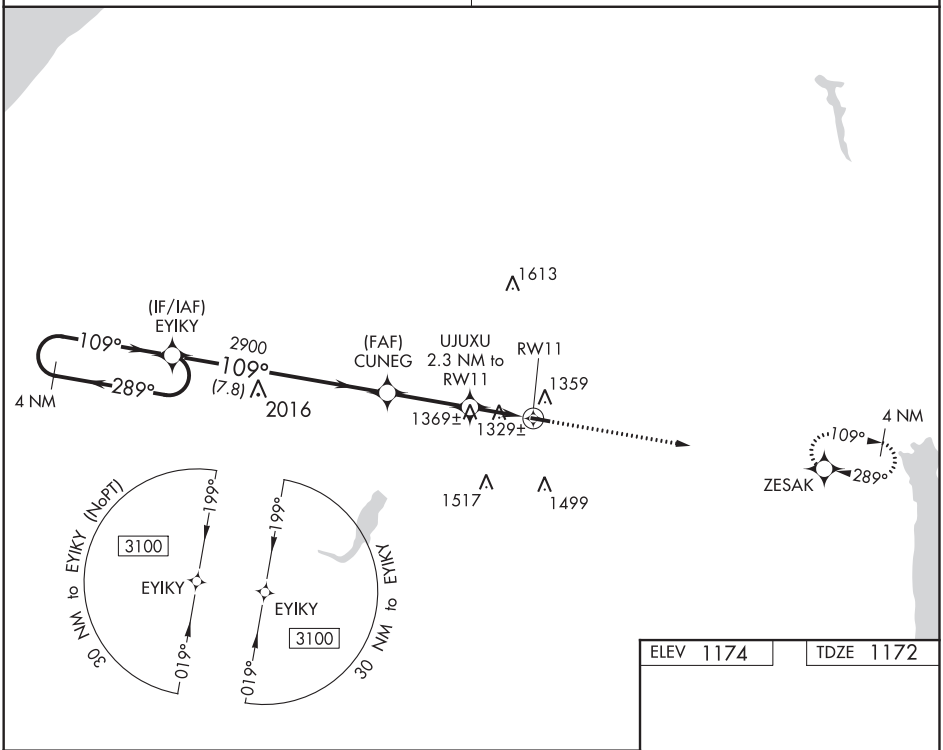
# RNAV (GPS) RWY 11
## GEAUGA COUNTY (7G8)

T A NA

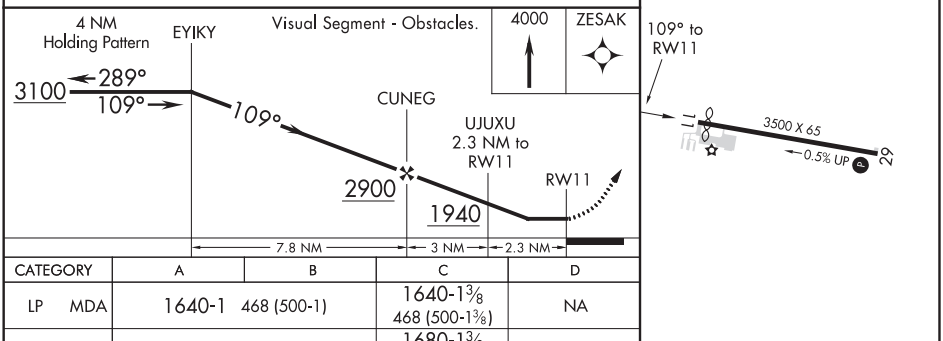
DME/DME RNP-0.3 NA. Use Youngstown-Warren altimeter setting; when not received use Cuyahoga County altimeter setting and increase all MDA 40 feet, and increase LNAV and Circling Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM not authorized.

MISSED APPROACH: Climb to 4000 direct ZESAK and hold.

| CLEVELAND APP CON | UNICOM |
|---|---|
| 125.35 346.325 | 123.0 (CTAF) L |




| ELEV 1174 | TDZE 1172 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1640-1 468 (500-1) | | 1640-1⅜ 468 (500-1⅜) | NA |
| LNAV MDA | 1680-1 508 (600-1) | | 1680-1⅜ 508 (600-1⅜) | NA |
| C CIRCLING | 1760-1 586 (600-1) | | 1900-2 726 (800-2) | NA |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 61233 W29A | APP CRS 289° | Rwy ldg 3500<br>TDZE 1167<br>Apt Elev 1174 |
|---|---|---|

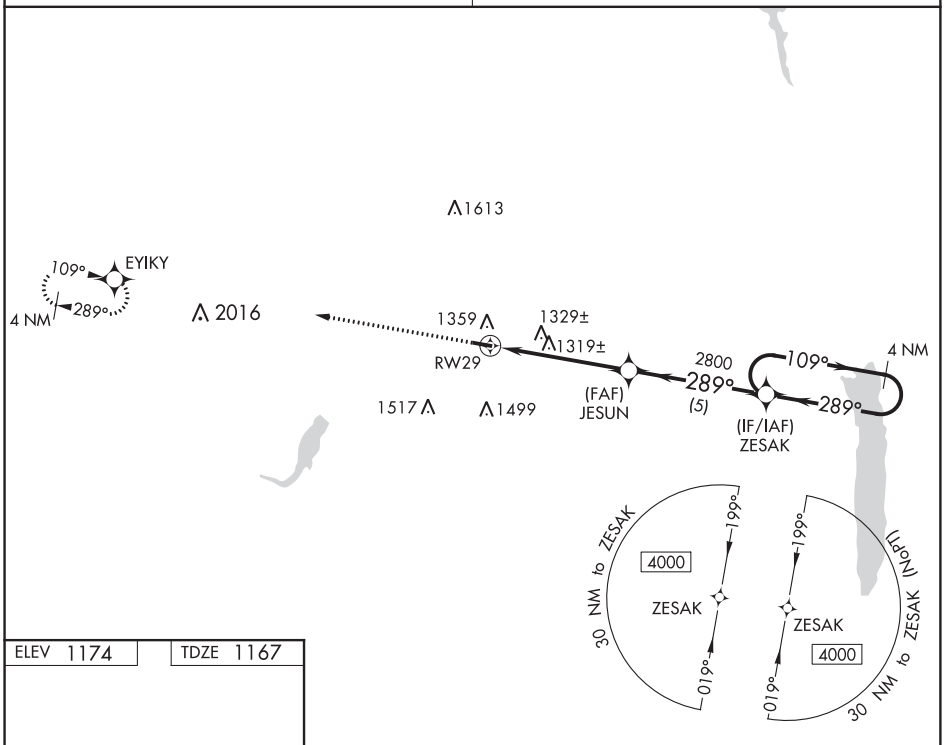
# RNAV (GPS) RWY 29
## GEAUGA COUNTY (7G8)

T A NA

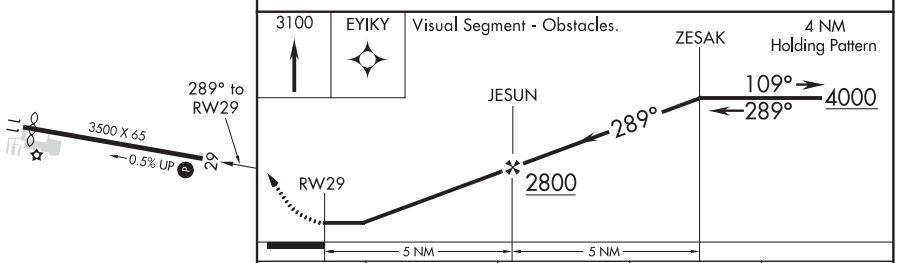
DME/DME RNP-0.3 NA. Use Youngstown-Warren altimeter setting; when not received use Cuyahoga County altimeter setting and increase all MDA 40 feet and increase LNAV Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3100 direct EYIKY and hold.

| CLEVELAND APP CON | UNICOM |
|---|---|
| 125.35 346.325 | 123.0 (CTAF) L |




ELEV 1174 TDZE 1167




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1620-1 453 (500-1) | | 1620-1⅜ 453 (500-1⅜) | NA |
| LNAV MDA | 1640-1 473 (500-1) | | 1640-1⅜ 473 (500-1⅜) | NA |
| C CIRCLING | 1760-1 586 (600-1) | | 1900-2 726 (800-2) | NA |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

MIDDLETOWN, OHIO | AL-724 (FAA) | 20254

# RNAV (GPS) RWY 5
## MIDDLETOWN RGNL/HOOK FIELD (MWO)

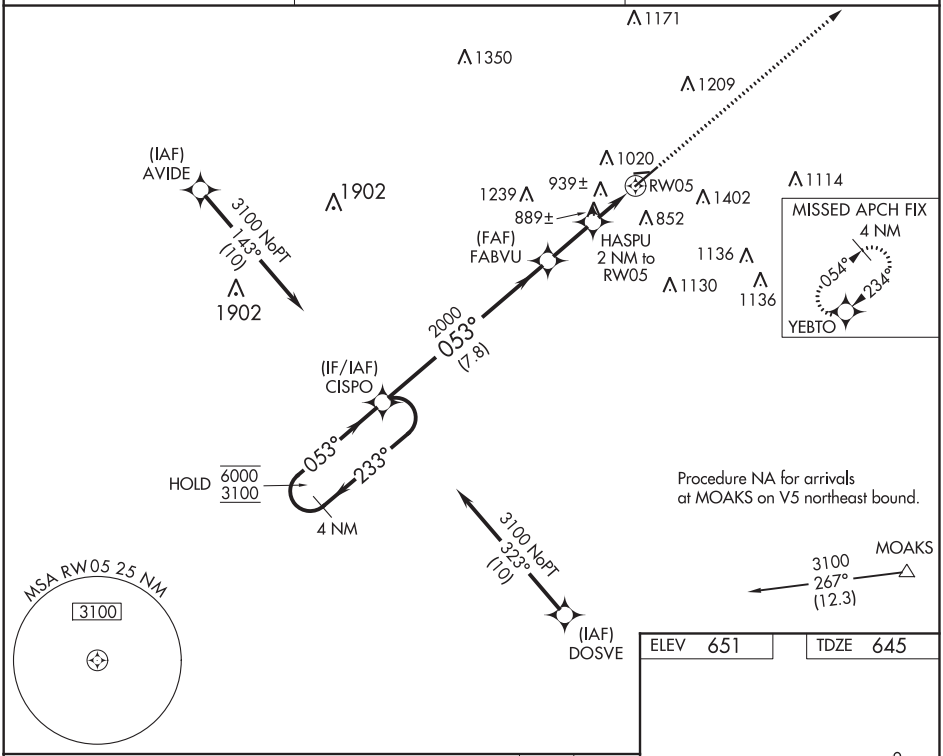
| WAAS CH 45829 W05A | APP CRS 053° | Rwy ldg 6100<br>TDZE 645<br>Apt Elev 651 |
|---|---|---|

RNP APCH.

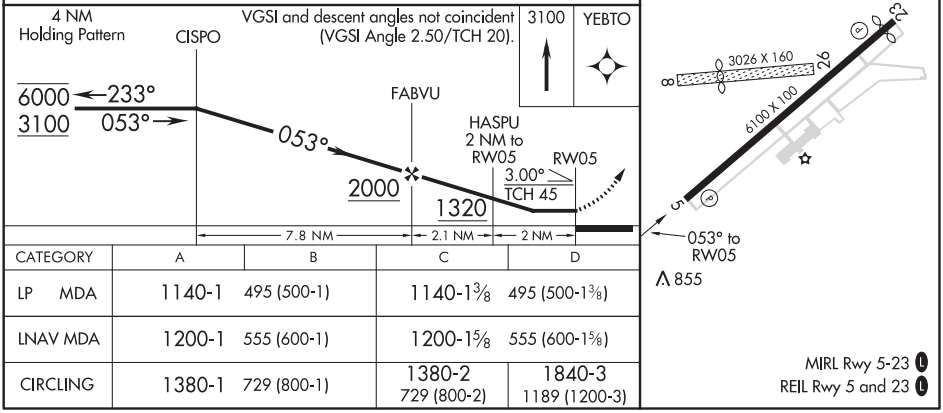
Circling NA to Rwys 8 and 26. Rwy 5 Helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5 NA at night, Circling Rwy 5 NA at night.

MISSED APPROACH: Climb to 3100 direct YEBTO and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 120.025 | 118.85 269.275 | 123.0 (CTAF) L |




| ELEV 651 | TDZE 645 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1140-1 495 (500-1) | | 1140-1 3/8 495 (500-1 3/8) | |
| LNAV MDA | 1200-1 555 (600-1) | | 1200-1 5/8 555 (600-1 5/8) | |
| CIRCLING | 1380-1 729 (800-1) | | 1380-2 729 (800-2) | 1840-3 1189 (1200-3) |

MIRL Rwy 5-23 L
REIL Rwy 5 and 23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 90429 W23A | APP CRS 233° | Rwy ldg 5801<br>TDZE 650<br>Apt Elev 651 |
|---|---|---|

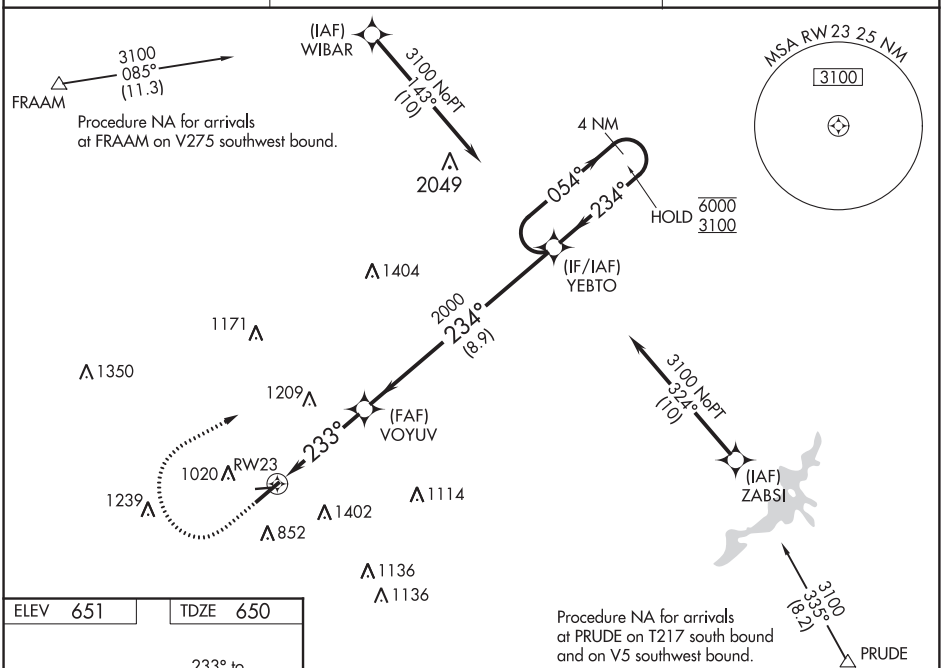
# RNAV (GPS) RWY 23
## MIDDLETOWN RGNL/HOOK FIELD (MWO)

RNP APCH.

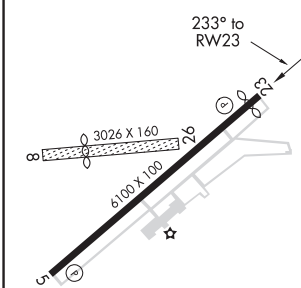
Circling NA to Rwys 8 and 26. Circling Rwy 5 NA at night.
Rwy 23 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 direct YEBTO and hold.

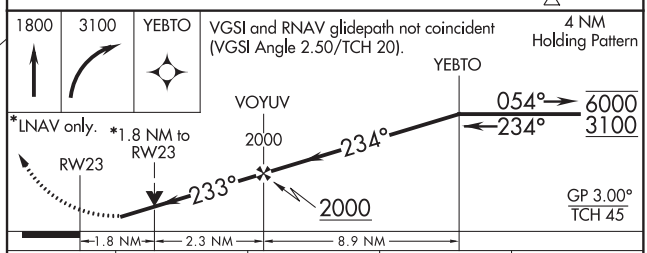
| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 120.025 | 118.85 269.275 | 123.0 (CTAF) L |




| ELEV 651 | TDZE 650 |
|---|---|




MIRL Rwy 5-23 L
REIL Rwy 5 and 23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 986-1⅛ 336 (400-1⅛) | | | |
| LNAV/VNAV DA | 1083-1½ 433 (500-1½) | | | |
| LNAV MDA | 1140-1 490 (500-1) | | 1140-1⅜ 490 (500-1⅜) | |
| CIRCLING | 1380-1 729 (800-1) | | 1380-2 729 (800-2) | 1840-3 1189 (1200-3) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

MIDDLETOWN, OHIO | AL-724 (FAA) | 20254

# LOC RWY 23

## MIDDLETOWN RGNL/HOOK FIELD (MWO)

| LOC I-MWO | APP CRS | Rwy ldg | 5801 |
|---|---|---|---|
| 111.1 | 233° | TDZE | 650 |
| | | Apt Elev | 651 |

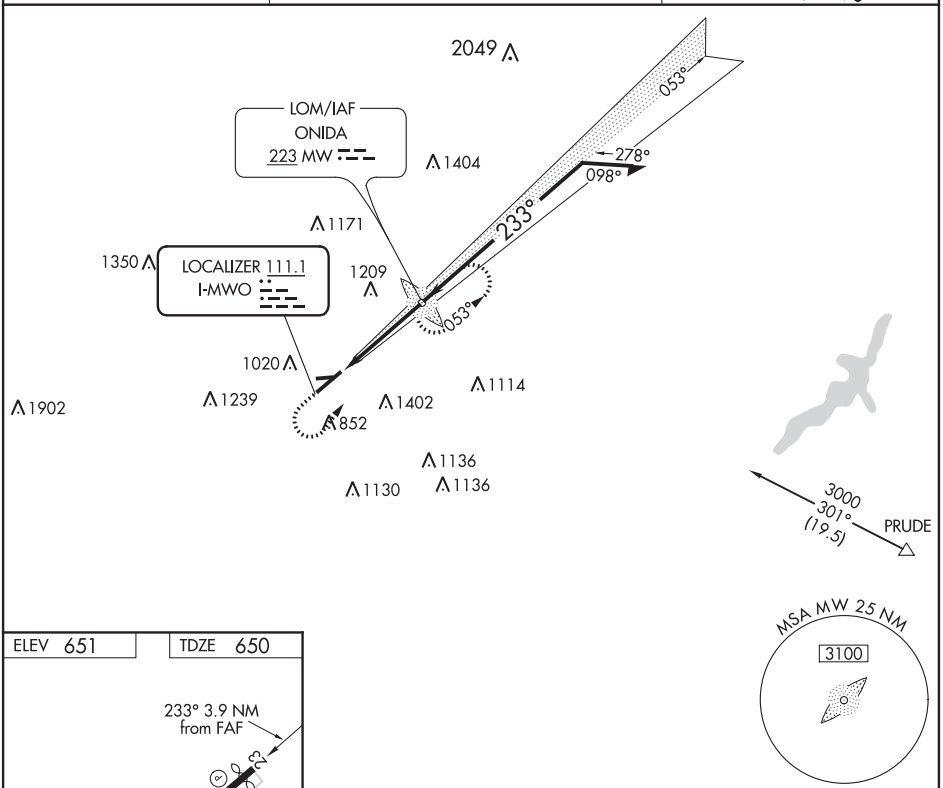
ADF required.

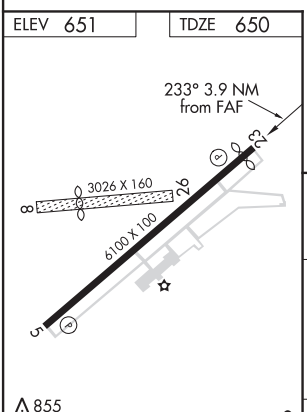
Circling Rwy 5 NA at night. Circling NA to Rwys 8 and 26. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter not received, use Dayton-Wright Brothers altimeter setting; increase all MDAs 80 feet and S-23 visibility Cats C and D ¼ SM; increase Circling visibility Cat C ¼ SM.

NA

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 direct MW LOM and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 120.025 | 118.85 269.275 | 123.0 (CTAF) |

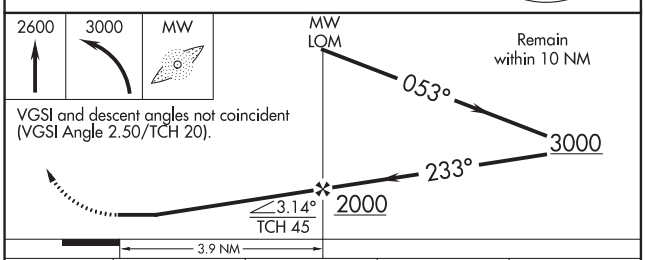



MIRL Rwy 5-23

REIL Rwy 5 and 23

| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |




VGSI and descent angles not coincident (VGSI Angle 2.50/TCH 20).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1140-1 | 490 (500-1) | 1140-1⅜<br>490 (500-1⅜) | 1140-1½<br>490 (500-1½) |
| CIRCLING | 1480-1¼ | 829 (900-1¼) | 1480-2½<br>829 (900-2½) | 1940-3<br>1289 (1300-3) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 4400 |
|---|---|---|
| 095° | TDZE | 1227 |
| | Apt Elev | 1227 |

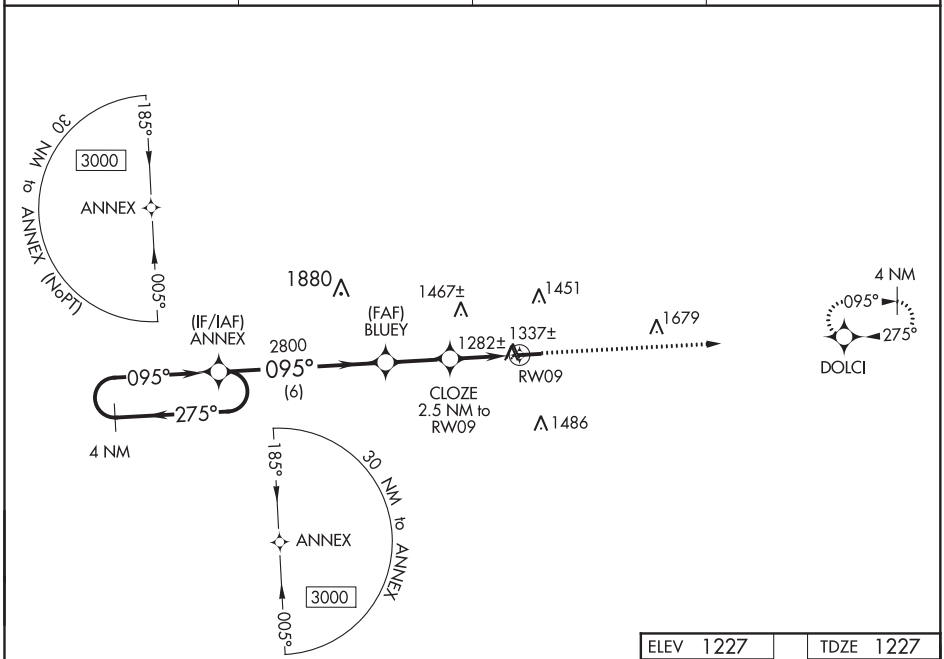
# RNAV (GPS) RWY 9
## HOLMES COUNTY(1ØG)

RNP APCH.

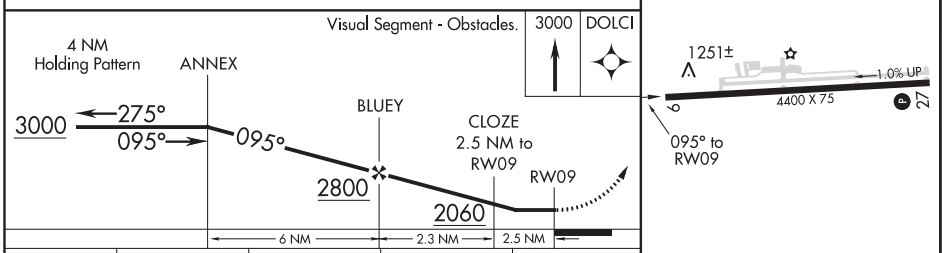
T A NA Rwy 9 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Wayne County altimeter setting and increase all MDA 60 feet. Increase LNAV and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct DOLCI and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM | |
|---|---|---|---|
| 128.325 | 124.45 370.9 | 123.0 (CTAF) | 123.4 L |




ELEV 1227 TDZE 1227




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1620-1 393 (400-1) | | 1620-1⅛ 393 (400-1⅛) | |
| C CIRCLING | 1760-1 533 (600-1) | | 1840-1¾ 613 (700-1¾) | 1860-2 633 (700-2) |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

MILLERSBURG, OHIO AL-5561 (FAA) 20086

# RNAV (GPS) RWY 27

HOLMES COUNTY (1Ø G)

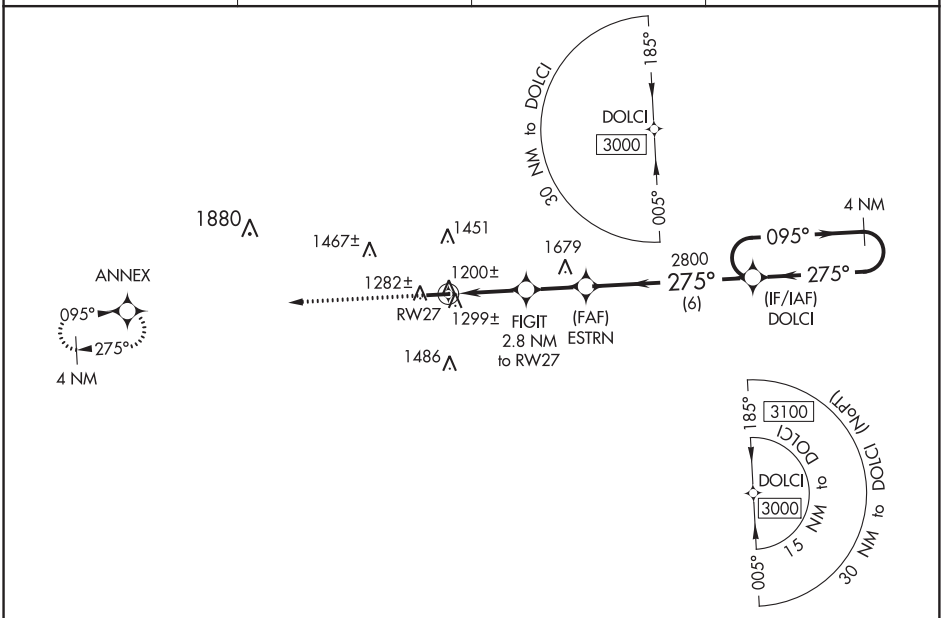
| WAAS CH 57937 W27A | APP CRS 275° | Rwy ldg 4400 TDZE 1215 Apt Elev 1227 |
|---|---|---|

RNP APCH.

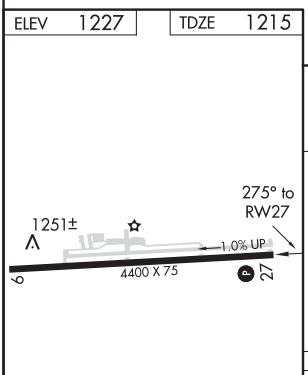
When local altimeter setting not received, use Wayne County altimeter setting and increase all MDA 60 feet. Increase LNAV Cat C/D and Circling Cat C/D visibility ¼ mile.

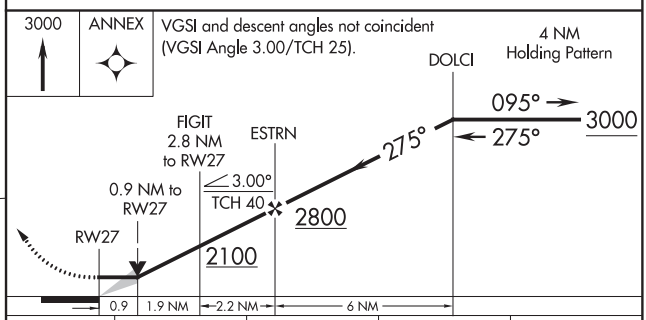
MISSED APPROACH: Climb to 3000 direct ANNEX and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM | |
|---|---|---|---|
| 128.325 | 124.45 370.9 | 123.0 (CTAF) | 123.4 L |




| ELEV 1227 | TDZE 1215 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1480-1 265 (300-1) | | | |
| LNAV MDA | 1560-1 345 (400-1) | | | |
| C CIRCLING | 1760-1 533 (600-1) | | 1840-1¾ 613 (700-1¾) | 1860-2 633 (700-2) |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

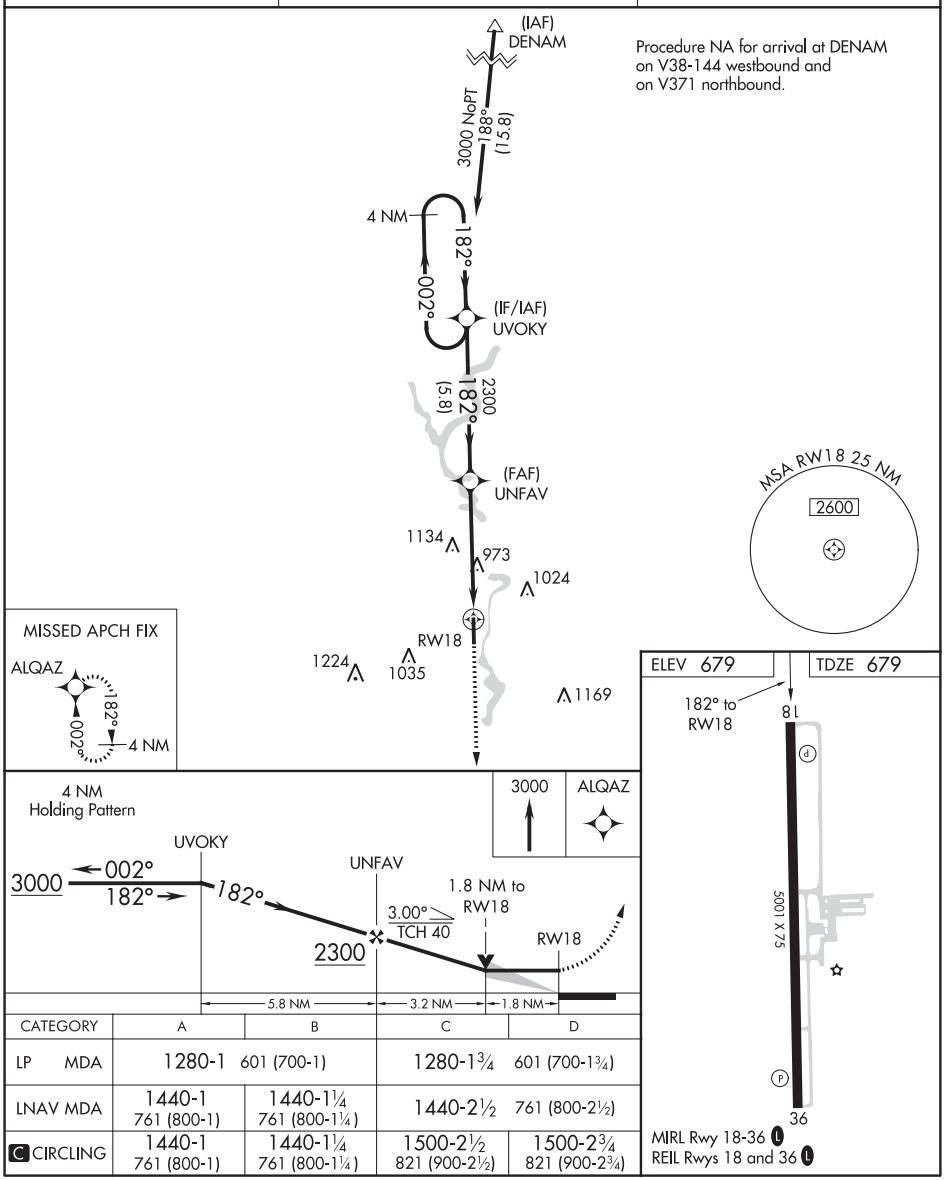
| WAAS CH 70728 W18A | APP CRS 182° | Rwy ldg 5001<br>TDZE 679<br>Apt Elev 679 |
|---|---|---|

# RNAV (GPS) RWY 18
## WHITE COUNTY (MCX)

Circling Rwy 36 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ALQAZ and hold.

| AWOS-3P | GRISSOM APP CON ★ | UNICOM |
|---|---|---|
| 124.05 | 123.85 291.675 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1280-1 601 (700-1) | | 1280-1¾ 601 (700-1¾) | |
| LNAV MDA | 1440-1 761 (800-1) | 1440-1¼ 761 (800-1¼) | 1440-2½ 761 (800-2½) | |
| C CIRCLING | 1440-1 761 (800-1) | 1440-1¼ 761 (800-1¼) | 1500-2½ 821 (900-2½) | 1500-2¾ 821 (900-2¾) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

MONTICELLO, INDIANA | AL-6184 (FAA) | 19339

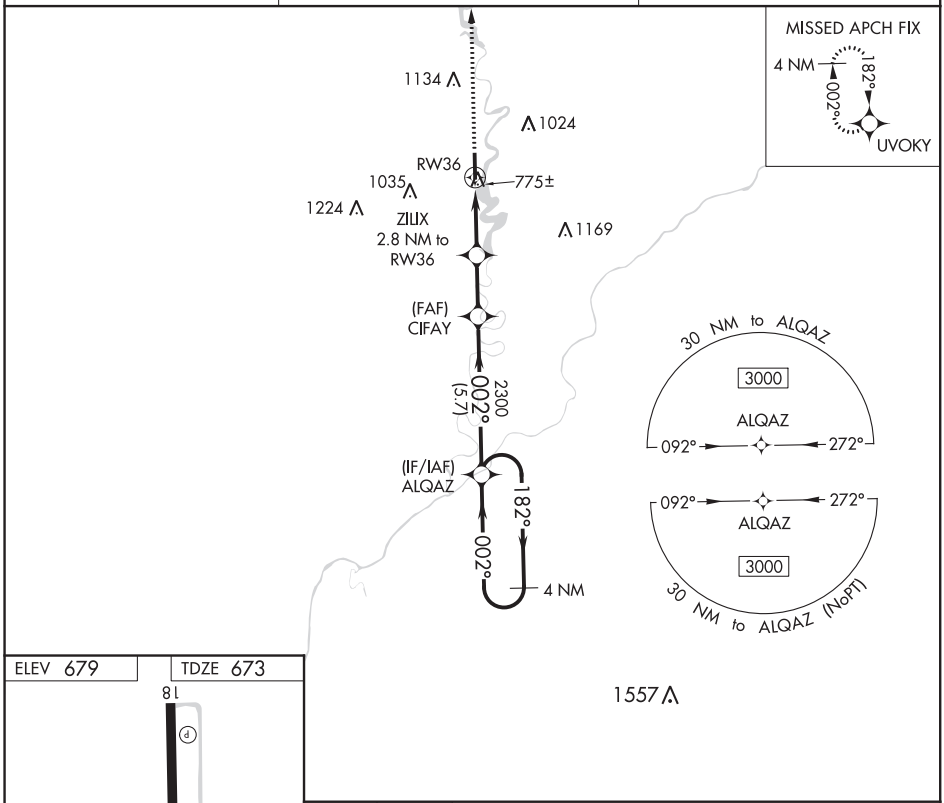
| APP CRS | Rwy ldg | 5001 |
|---|---|---|
| 002° | TDZE | 673 |
| | Apt Elev | 679 |

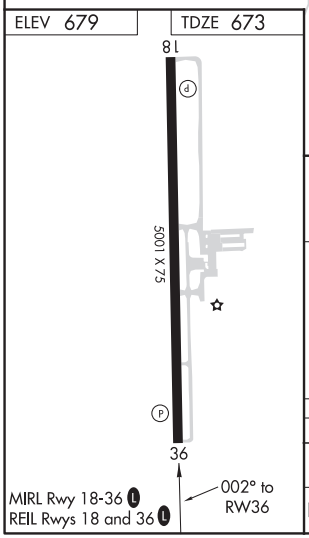
# RNAV (GPS) RWY 36
WHITE COUNTY (MCX)

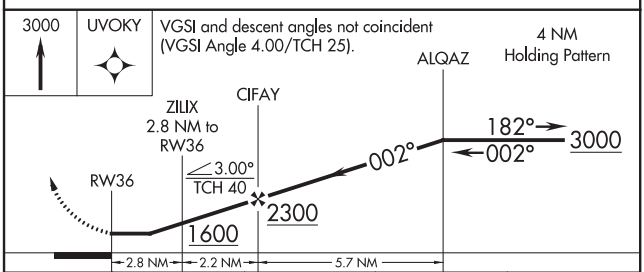
DME/DME RNP-0.3 NA. Straight-in Rwy 36 NA at night, Circling Rwy 36 NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct UVOKY and hold.

| AWOS-3P | GRISSOM APP CON ★ | UNICOM |
|---|---|---|
| 124.05 | 123.85 291.675 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1 367 (400-1) | | | |
| C CIRCLING | 1200-1 521 (600-1) | 1340-1 661 (700-1) | 1500-2½ 821 (900-2½) | 1500-2¾ 821 (900-2¾) |

MONTICELLO, INDIANA
Amdt 1 10NOV16

40°43′N-86°46′W

WHITE COUNTY (MCX)
RNAV (GPS) RWY 36


EC-2, 05 NOV 2020 to 31 DEC 2020

# VOR-A
## MORROW COUNTY (4I9)

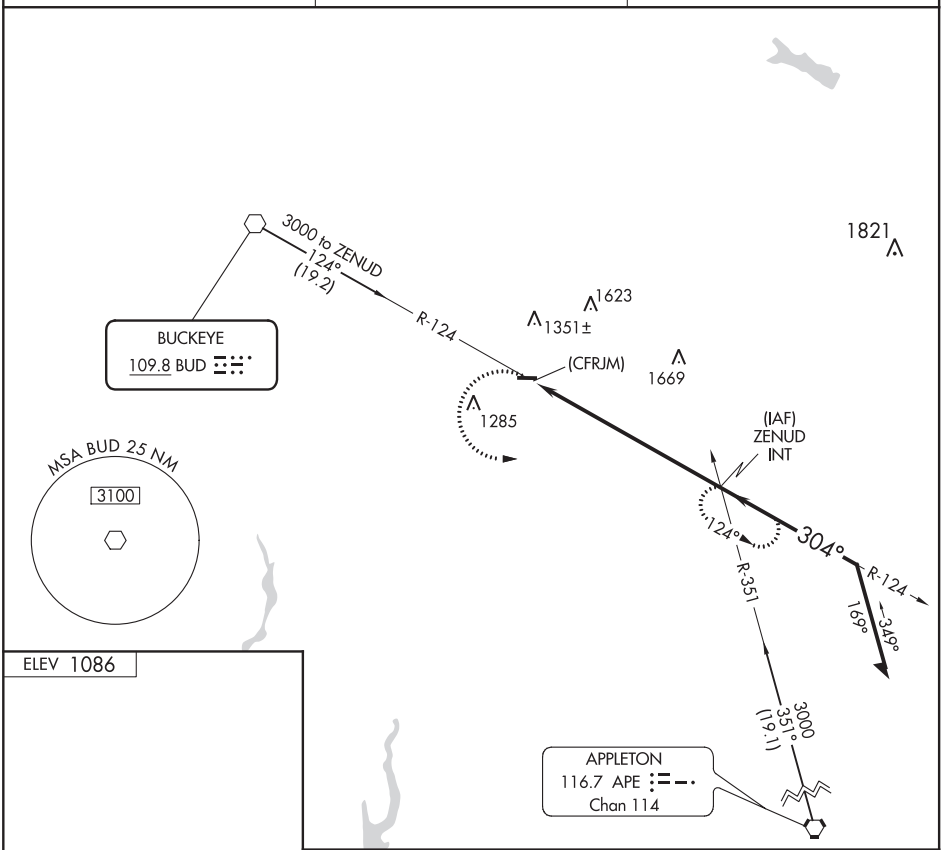
| VOR BUD | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 109.8 | 304° | TDZE | N/A |
| | | Apt Elev | 1086 |

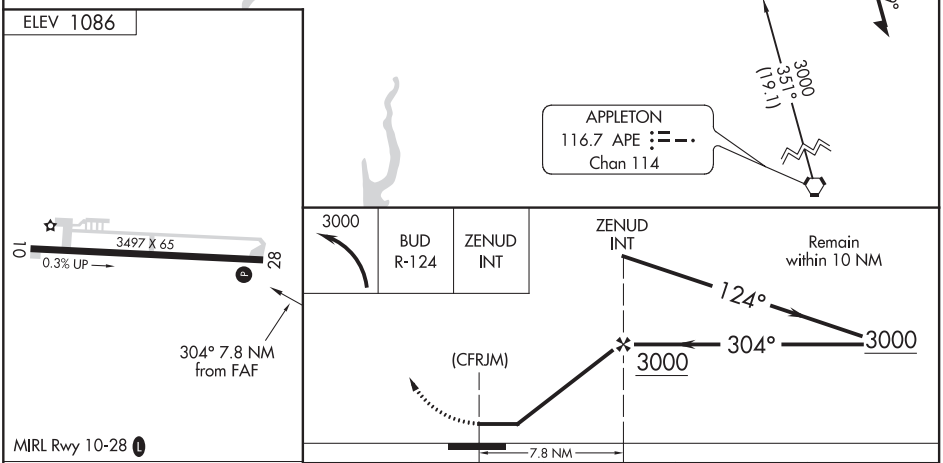
T A NA — Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. Use Marion altimeter setting, when not received use Mansfield altimeter setting and increase all MDA 60 feet and all visibilities ¼ SM.

MISSED APPROACH: Climbing left turn to 3000 on BUD VOR R-124 to ZENUD INT and hold.

| MNN ASOS | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 119.975 | 125.95 317.775 | 122.8 (CTAF) L |

EC-2, 05 NOV 2020 to 31 DEC 2020




| FAF to MAP 7.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:48 | 5:12 | 3:54 | 3:07 | 2:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1880-1 | 794 (800-1) | 1940-2½<br>854 (900-2½) | NA |

MOUNT VERNON, OHIO | AL-5447 (FAA) | 19311

| WAAS CH 63123 W10A | APP CRS 104° | Rwy ldg 5498<br>TDZE 1191<br>Apt Elev 1191 |
|---|---|---|

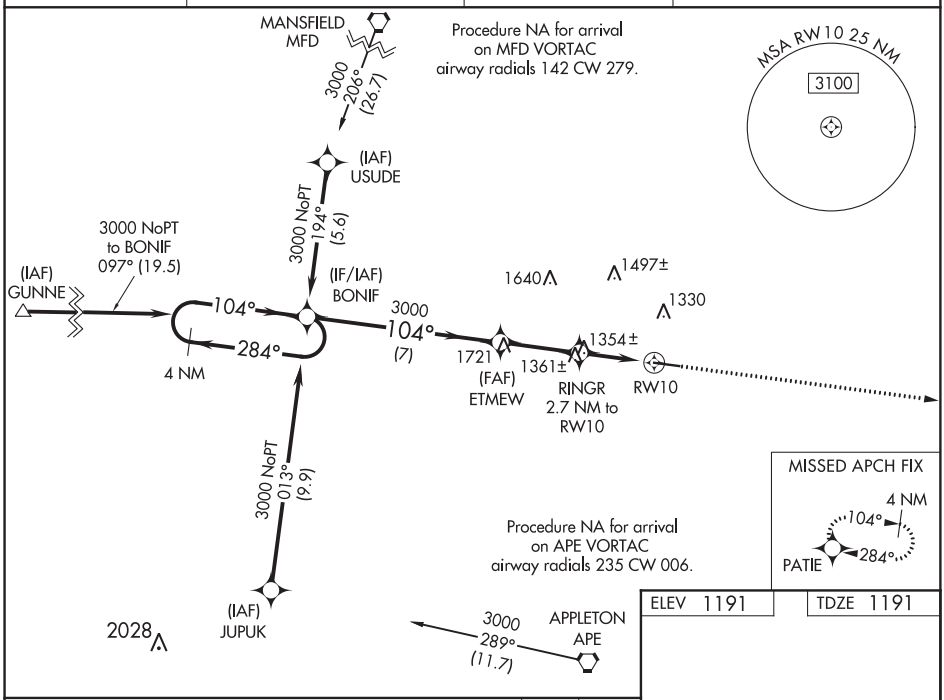
# RNAV (GPS) RWY 10
KNOX COUNTY (4I3)

RNP APCH.

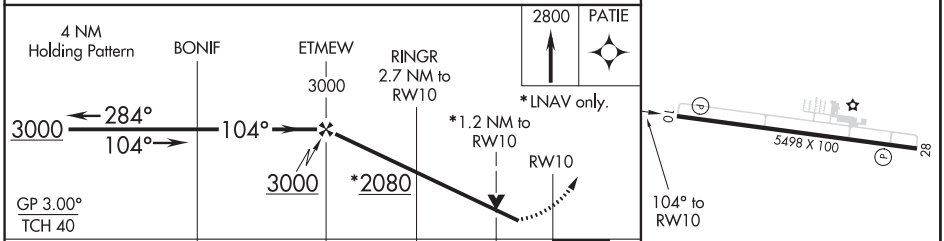
Baro-VNAV and VDP NA when using Newark altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). When Local altimeter setting not received, use Newark altimeter setting and increase all DA 86 feet and all MDA 100 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D visibility ¼ mile. Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 direct PATIE and hold.

| AWOS-3 | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.05 | 125.95 317.775 | 119.45 | 123.05 (CTAF) L |




ELEV 1191 | TDZE 1191




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1520-1⅛ 329 (400-1⅛) | | | |
| LNAV/VNAV DA | 1516-1⅛ 325 (400-1⅛) | | | |
| LNAV MDA | 1620-1 429 (500-1) | | 1620-1¼ 429 (500-1¼) | |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 28
KNOX COUNTY (4I3)

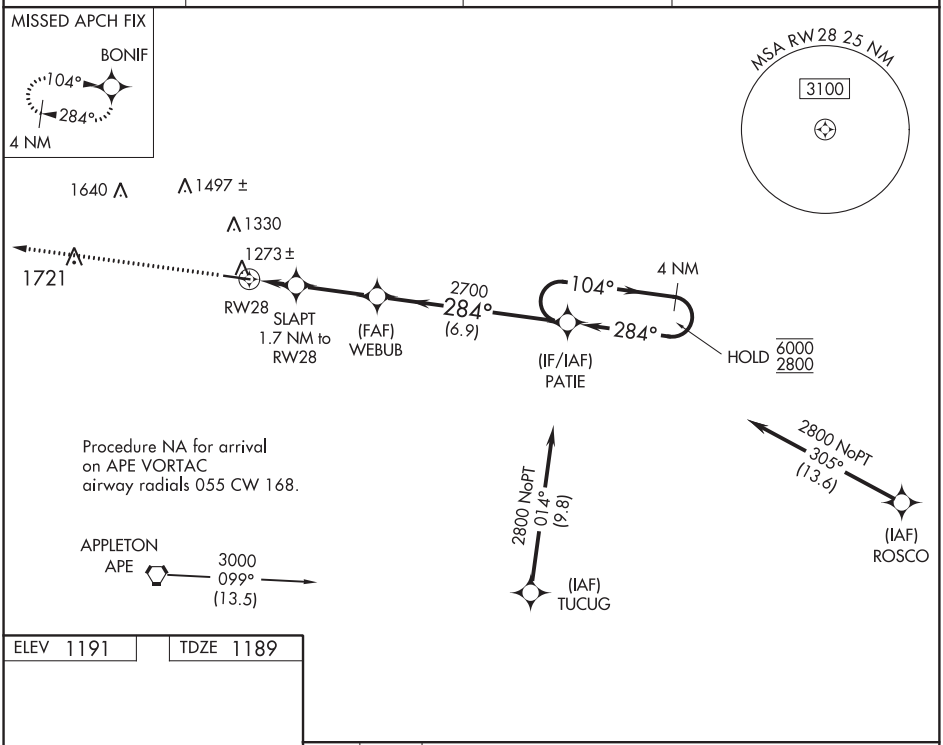
| WAAS CH 69423 W28A | APP CRS 284° | Rwy ldg 5498<br>TDZE 1189<br>Apt Elev 1191 |
|---|---|---|

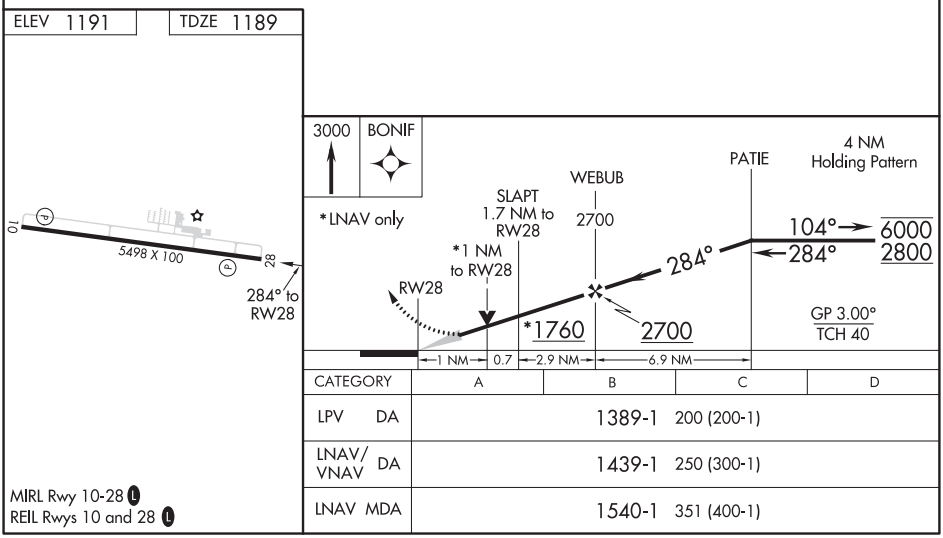
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C.

MISSED APPROACH: Climb to 3000 direct BONIF and hold.

| AWOS-3 | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.05 | 125.95 317.775 | 119.45 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1389-1 | 200 (200-1) | | |
| LNAV/VNAV DA | 1439-1 | 250 (300-1) | | |
| LNAV MDA | 1540-1 | 351 (400-1) | | |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

MOUNT VERNON, OHIO | AL-5447 (FAA) | 18200

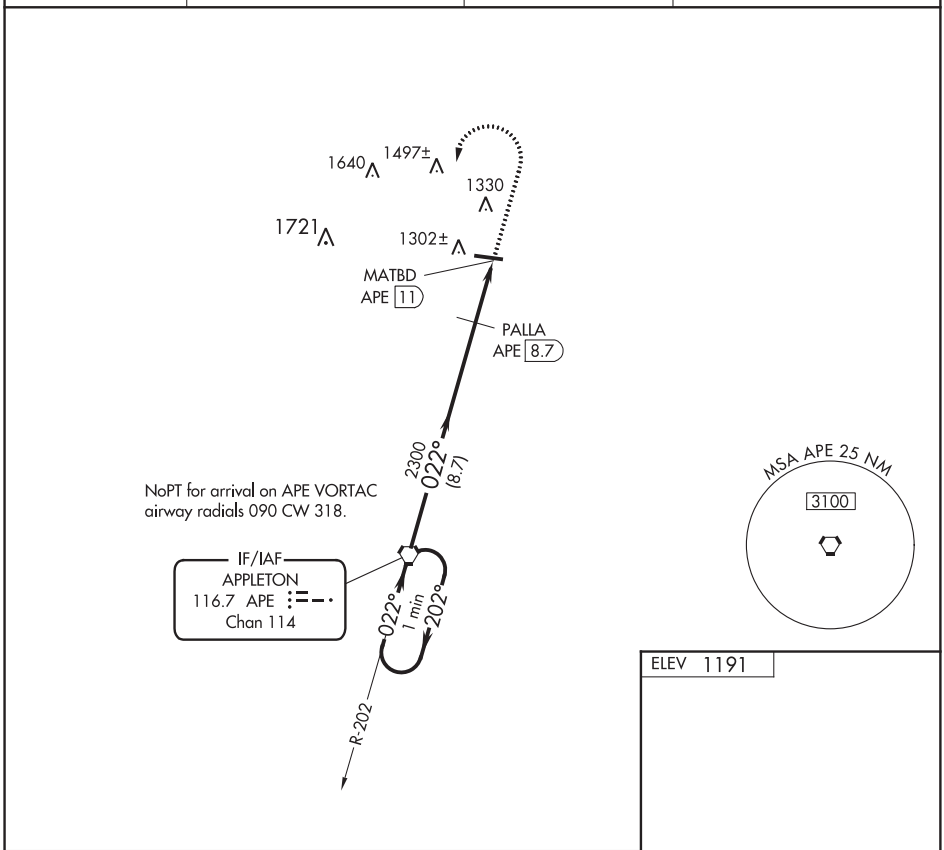
| VORTAC APE 116.7 Chan 114 | APP CRS 022° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1191 |
|---|---|---|

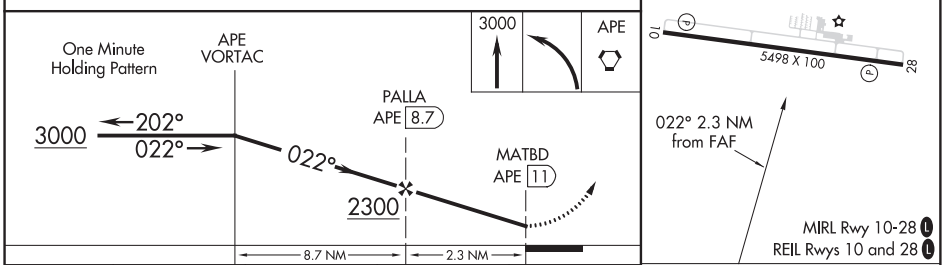
# VOR-A
## KNOX COUNTY (4I3)

DME required.

MISSED APPROACH: Climb to 3000 then left turn direct APE VORTAC and hold.

| AWOS-3 | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.05 | 125.95 317.775 | 119.45 | 123.05 (CTAF) |




ELEV 1191




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1660-1 469 (500-1) | | 1660-1½ 469 (500-1½) | 1780-2 589 (600-2) |

FAF to MAP 2.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:18 | 1:32 | 1:09 | 0:55 | 0:46 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS or LOC RWY 32
## DELAWARE COUNTY RGNL (MIE)

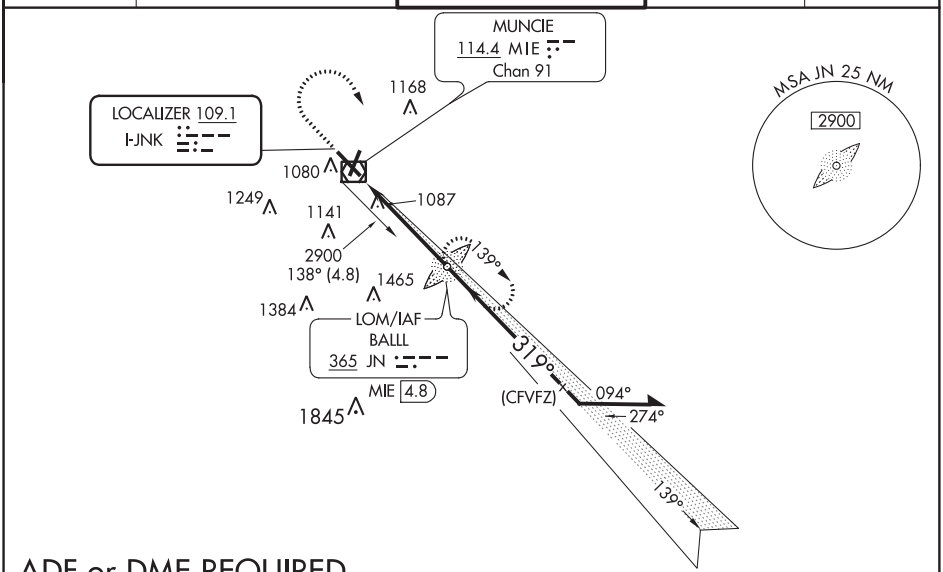
| LOC I-JNK | APP CRS | Rwy ldg | 6500 |
|---|---|---|---|
| 109.1 | 319° | TDZE | 937 |
| | | Apt Elev | 937 |

When control tower closed, except for operations with approved weather reporting use Fort Wayne altimeter setting. For inop MALSR when using Fort Wayne altimeter setting minimums, increase S-ILS 32 visibility to 1 SM. When local altimeter setting not received, use Fort Wayne altimeter setting: increase DA to 1257 feet and visibility all Cats ¼ SM; increase all MDAs 120 feet and visibility Cat C ⅝ SM, Cat D 1⅝ SM. VDP NA when using Fort Wayne altimeter setting.

MALSR

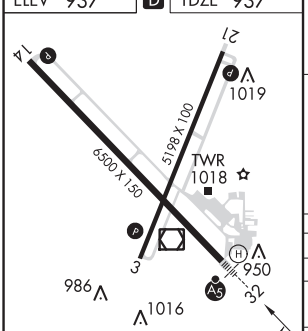
MISSED APPROACH: Climb to 1460 then climbing right turn to 2900 direct BALLL LOM and hold.

| ATIS | INDIANAPOLIS APP CON | MUNCIE TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 133.25 | 120.65 317.8 | 120.1 (CTAF) | 121.9 | 122.95 |



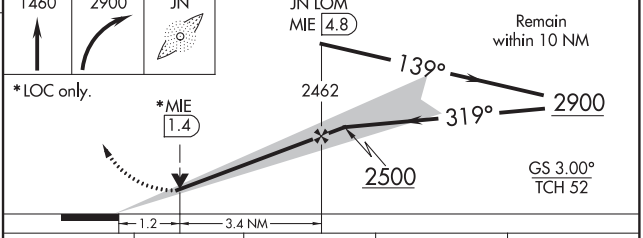

ADF or DME REQUIRED

ELEV 937 | D | TDZE 937




HIRL Rwy 14-32 L
MIRL Rwy 3-21 L
REIL Rwys 3, 14 and 21 L

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 1137-½ 200 (200-½) | | | |
| S-LOC 32 | 1380-½ 443 (500-½) | | 1380-⅞ 443 (500-⅞) | |
| C CIRCLING | 1460-1 523 (600-1) | | 1500-1½ 563 (600-1½) | 1600-2 663 (700-2) |
| FORT WAYNE ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 32 | 1257-⅝ 320 (400-⅝) | | | |
| S-LOC 32 | 1520-½ 583 (600-½) | | 1520-1½ 583 (600-1½) | 1520-2½ 583 (600-2½) |
| C CIRCLING | 1580-1 643 (700-1) | | 1600-1¾ 663 (700-1¾) | 1720-2½ 783 (800-2½) |

MUNCIE, INDIANA

AL-5011 (FAA)

19003

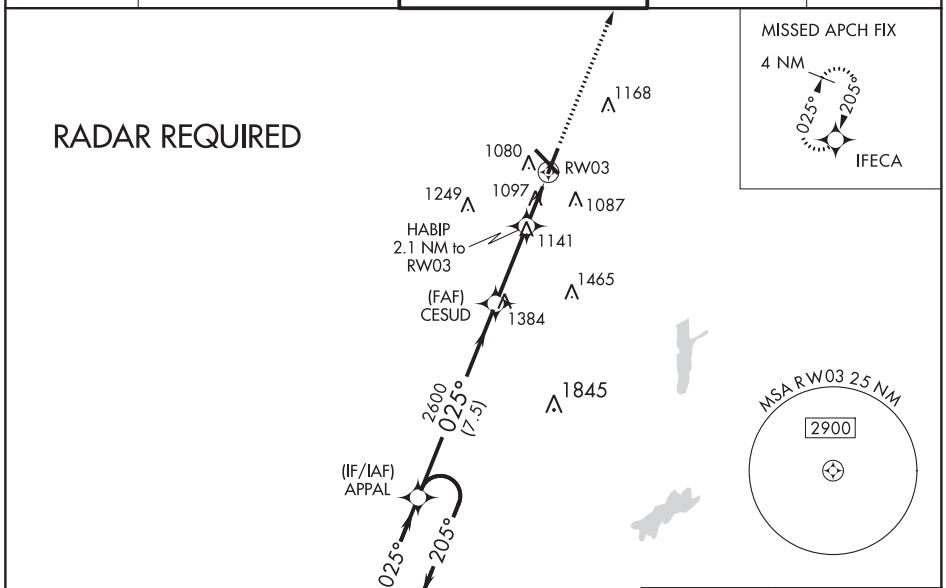
# RNAV (GPS) RWY 3
## DELAWARE COUNTY RGNL (MIE)

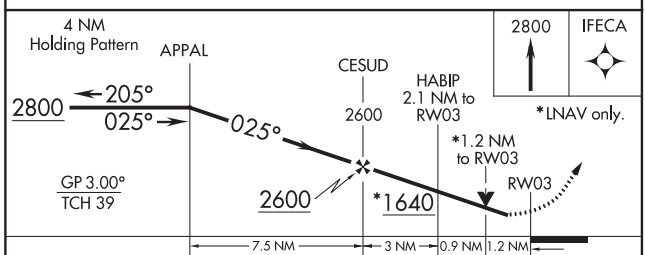
| WAAS CH 78237 W03A | APP CRS 025° | Rwy ldg 5197<br>TDZE 937<br>Apt Elev 937 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DA 121 feet and all MDA 140 feet; increase LPV all Cats and LNAV Cats C/D visibility ⅜ mile, LNAV/VNAV all Cats visibility ⅞ mile and Circling Cats C/D visibility ½ mile. Baro-VNAV NA when using Fort Wayne Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 direct IFECA and hold.

| ATIS | INDIANAPOLIS CENTER | MUNCIE TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 133.25 | 120.65 317.8 | 120.1 (CTAF) L | 121.9 | 122.95 |

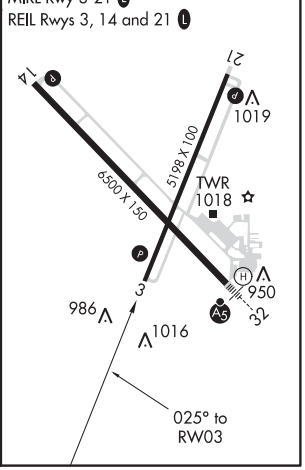



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1190-⅞ 253 (300-⅞) | | | |
| LNAV/VNAV DA | 1412-1⅝ 475 (500-1⅝) | | | |
| LNAV MDA | 1360-1 423 (500-1) | | 1360-1¼ 423 (500-1¼) | |
| C CIRCLING | 1460-1 523 (600-1) | | 1500-1½ 563 (600-1½) | 1600-2 663 (700-2) |

ELEV 937 | D | TDZE 937

HIRL Rwy 14-32 L
MIRL Rwy 3-21 L
REIL Rwys 3, 14 and 21 L




MUNCIE, INDIANA
Orig 05MAR15

40°15'N-85°24'W

DELAWARE COUNTY RGNL (MIE)
RNAV (GPS) RWY 3

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 56401 W14A | APP CRS 139° | Rwy ldg 6500<br>TDZE 933<br>Apt Elev 937 |
|---|---|---|

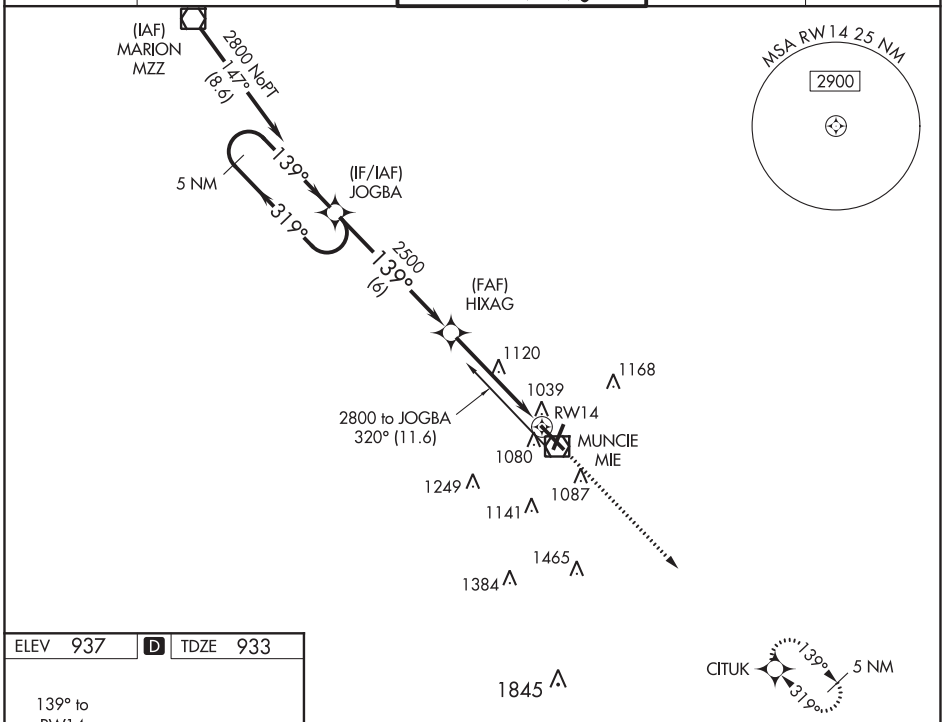
# RNAV (GPS) RWY 14
## DELAWARE COUNTY RGNL (MIE)

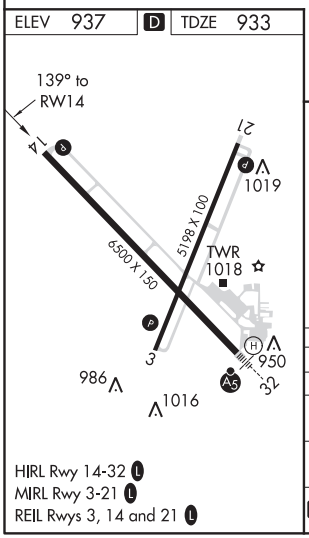
RNP APCH.

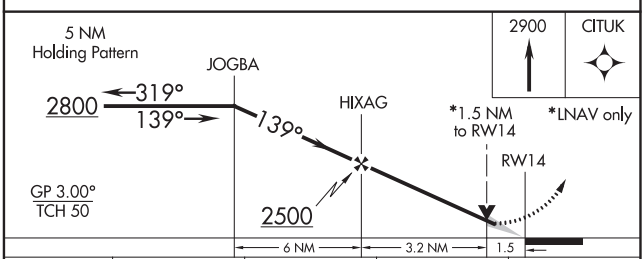
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase LPV DA all Cats to 1375 and visibility ⅜ SM, LNAV/VNAV DA all Cats to 1410 and visibility ⅛ SM; increase all MDA 140 feet and LNAV Cat C ½ SM and Cat D ¼ SM, Circling visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 2900 direct CITUK and hold.

| ATIS | INDIANAPOLIS APP CON | MUNCIE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.25 | 120.65 317.8 | 120.1 (CTAF) L | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1254-1 321 (400-1) | | | |
| LNAV/VNAV DA | 1289-1¼ 356 (400-1¼) | | | |
| LNAV MDA | 1420-1 487 (500-1) | | 1420-1¼ 487 (500-1¼) | 1420-1½ 487 (500-1½) |
| C CIRCLING | 1460-1¼ 523 (600-1¼) | | 1480-1½ 543 (600-1½) | 1560-2 623 (700-2) |

MUNCIE, INDIANA
Orig-C 18JUN20
40°15'N-85°24'W
497
DELAWARE COUNTY RGNL (MIE)
RNAV (GPS) RWY 14

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

MUNCIE, INDIANA

AL-5011 (FAA)

19003

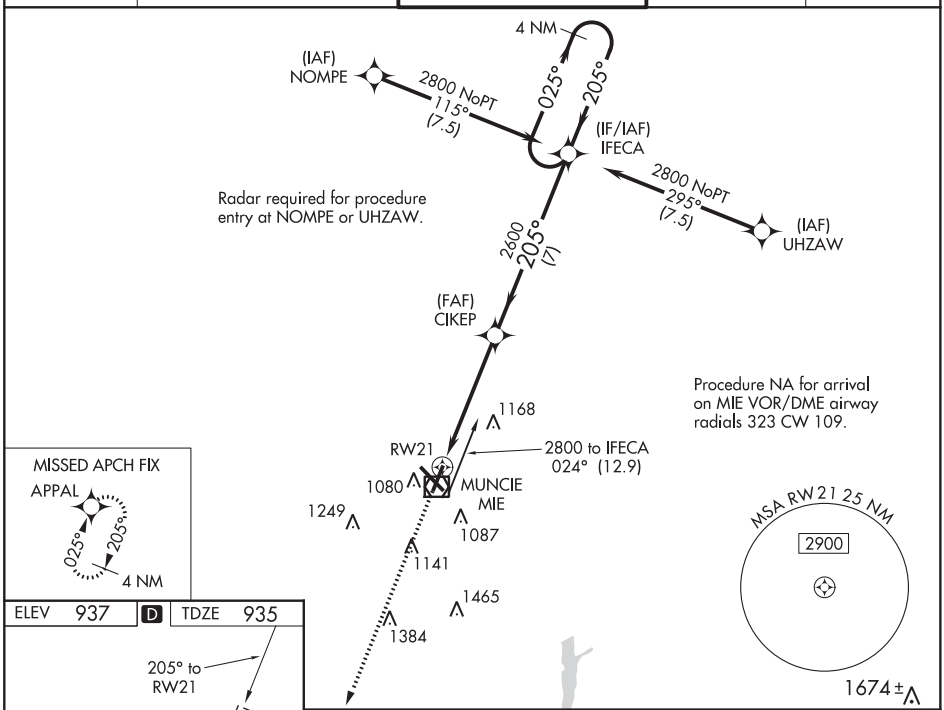
# RNAV (GPS) RWY 21
## DELAWARE COUNTY RGNL (MIE)

| WAAS CH 53537 W21A | APP CRS 205° | Rwy ldg 5197<br>TDZE 935<br>Apt Elev 937 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DA 121 feet and all MDA 140 feet; increase LPV all Cats and LNAV Cats C/D visibility 3/8 mile and LNAV/VNAV all Cats and Circling Cats C/D visibility 1/2 mile. Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2800 direct APPAL and hold.

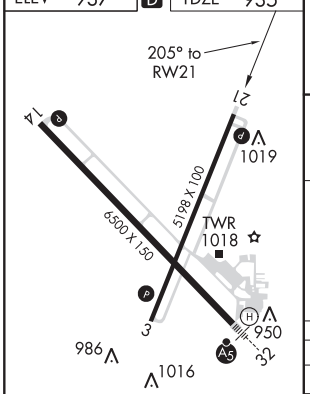
| ATIS | INDIANAPOLIS CENTER | MUNCIE TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 133.25 | 120.65 317.8 | 120.1 (CTAF) L | 121.9 | 122.95 |



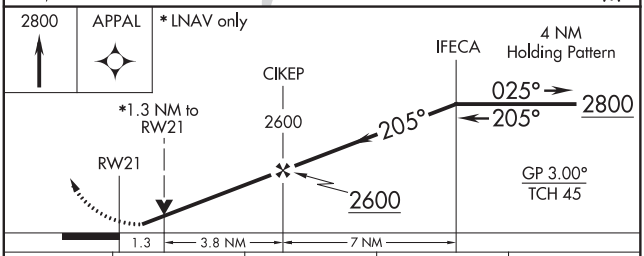




ELEV 937 D TDZE 935




HIRL Rwy 14-32 L
MIRL Rwy 3-21 L
REIL Rwys 3, 14 and 21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1195-7/8 260 (300-7/8) | | | |
| LNAV/VNAV DA | 1351-1 3/8 416 (500-1 3/8) | | | |
| LNAV MDA | 1400-1 465 (500-1) | | 1400-1 3/8 465 (500-1 3/8) | |
| C CIRCLING | 1460-1 523 (600-1) | | 1500-1 1/2 563 (600-1 1/2) | 1600-2 663 (700-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

MUNCIE, INDIANA
Amdt 1 05MAR15

40°15'N-85°24'W

DELAWARE COUNTY RGNL (MIE)
RNAV (GPS) RWY 21

# RNAV (GPS) RWY 32
## DELAWARE COUNTY RGNL (MIE)

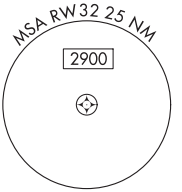
| WAAS CH 72601 W32A | APP CRS 319° | Rwy ldg 6500<br>TDZE 937<br>Apt Elev 937 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. For inop MALSR when using Fort Wayne Intl altimeter setting, increase LPV all Cats visibility to 1½ mile. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase DA 121 feet; increase LPV and LNAV/VNAV all Cats visibility by ½ mile; increase all MDA 140 feet and LNAV visibility Cats C and D to 1¼; increase Circling visibility Cats C and D by ¼ mile. For inop MALSR, increase all LPV Cats visibility to 1 SM.

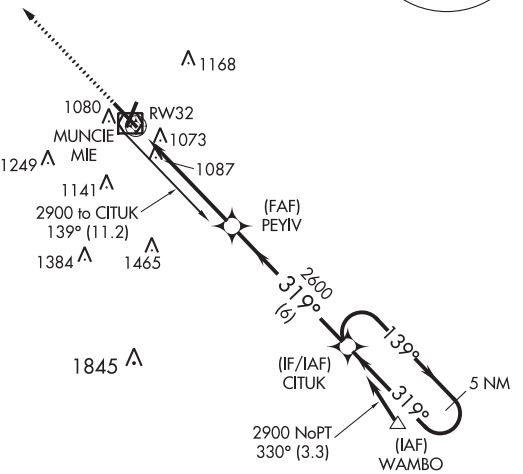
MALSR

MISSED APPROACH: Climb to 2800 direct JOGBA and hold.

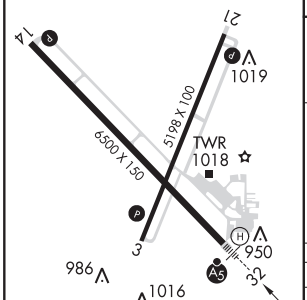
| ATIS | INDIANAPOLIS APP CON | MUNCIE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.25 | 120.65 317.8 | 120.1 (CTAF) L | 121.9 | 122.95 |



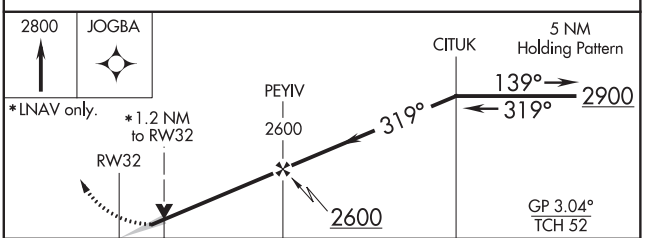

Procedure NA for arrivals on MIE VOR/DME airway radials 090 CW 109.




ELEV 937 | D | TDZE 937




HIRL Rwy 14-32 L
MIRL Rwy 3-21 L
REIL Rwys 3, 14 and 21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1241-½ 304 (400-½) | | | |
| LNAV/VNAV DA | 1396-1⅛ 459 (500-1⅛) | | | |
| LNAV MDA | 1460-½ 523 (600-½) | | 1460-1 523 (600-1) | |
| C CIRCLING | 1460-1 523 (600-1) | | 1480-1½ 543 (600-1½) | 1560-2 623 (700-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

MUNCIE, INDIANA

AL-5011 (FAA)

20254

# VOR RWY 14

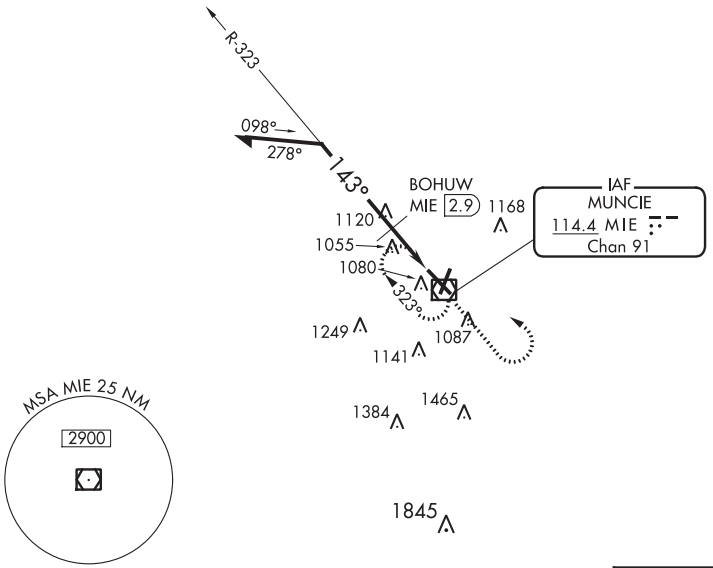
## DELAWARE COUNTY RGNL (MIE)

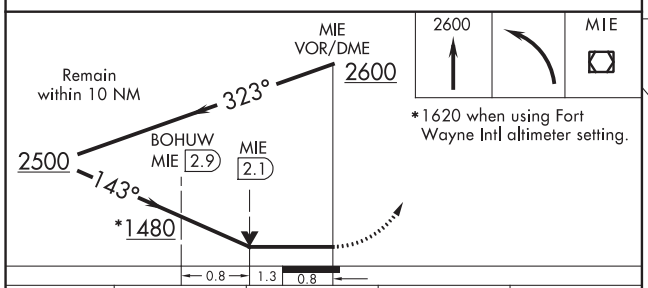
| VOR/DME MIE | APP CRS | Rwy ldg 6500 |
|---|---|---|
| 114.4 | 143° | TDZE 933 |
| Chan 91 | | Apt Elev 937 |

When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet; increase S-14 Cat C visibility ½ SM, Cat D ¼ SM; increase Circling Cat C/D visibility ½ SM. BOHUW fix minimums: increase S-14 Cat C visibility ½ SM, Cat D ¼ SM and Circling Cat C/D visibility ½ SM. VDP NA with Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 2600 then left turn direct MIE VOR/DME and hold.

| ATIS | INDIANAPOLIS APP CON | MUNCIE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.25 | 120.65 317.8 | 120.1 (CTAF) L | 121.9 | 122.95 |



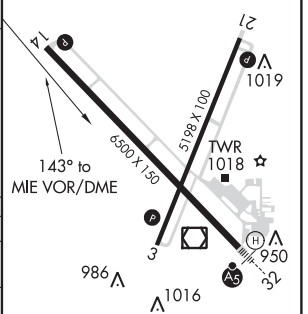




*1620 when using Fort Wayne Intl altimeter setting.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1480-1 547 (600-1) | | 1480-1½ 547 (600-1½) | 1480-1¾ 547 (600-1¾) |
| C CIRCLING | 1480-1 543 (600-1) | | 1480-1½ 543 (600-1½) | 1560-2 623 (700-2) |
| BOHUW FIX MINIMUMS | | | | |
| S-14 | 1380-1 447 (500-1) | | 1380-1¼ 447 (500-1¼) | 1380-1½ 447 (500-1½) |
| C CIRCLING | 1460-1 523 (600-1) | | 1480-1½ 543 (600-1½) | 1560-2 623 (700-2) |

ELEV 937 D TDZE 933




HIRL Rwy 14-32 L
MIRL Rwy 3-21 L
REIL Rwys 3, 14 and 21 L

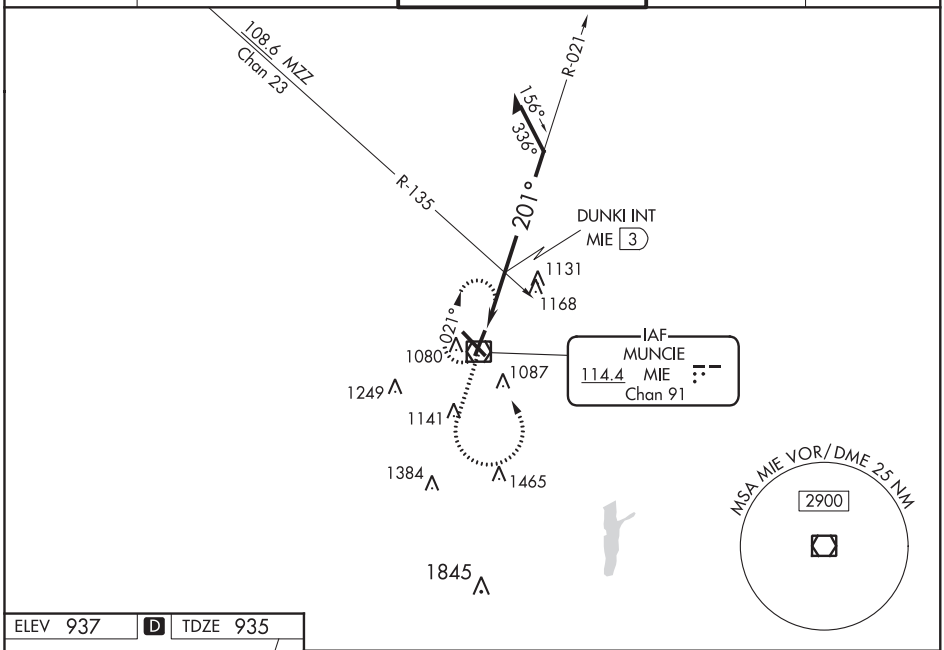
| VOR/DME MIE | APP CRS | Rwy ldg 5197 |
|---|---|---|
| 114.4 | 201° | TDZE 935 |
| Chan 91 | | Apt Elev 937 |

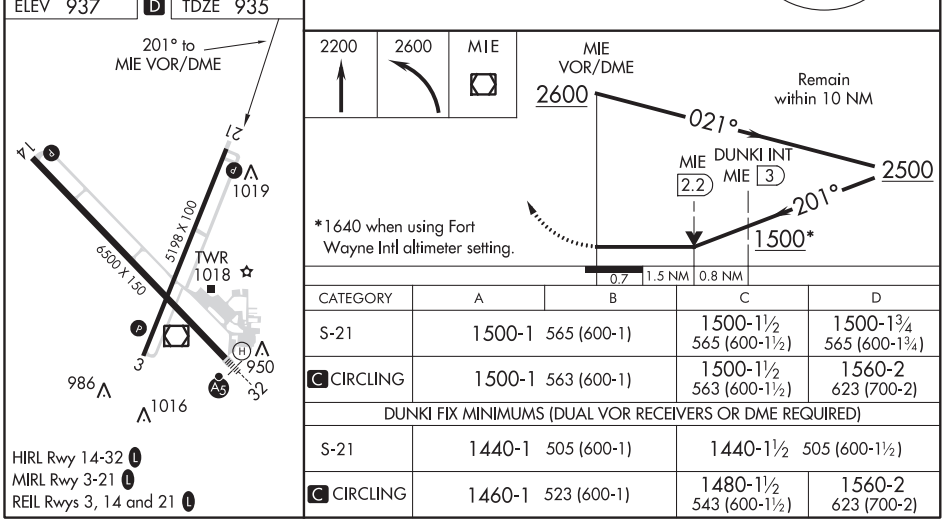
# VOR RWY 21
## DELAWARE COUNTY RGNL (MIE)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet; increase S-21 Cat C visibility ½ SM and Cat D visibility ¼ SM; increase Circling Cat C visibility ½ SM and Cat D ¼ SM; DUNKI fix minimums: increase S-21 Cat C/D ⅜ SM and Circling visibility Cat C/D ½ SM. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 2200 then climbing left turn to 2600 direct MIE VOR/DME and hold.

| ATIS | INDIANAPOLIS APP CON | MUNCIE TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 133.25 | 120.65 317.8 | 120.1 (CTAF) L | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1500-1 565 (600-1) | | 1500-1½ 565 (600-1½) | 1500-1¾ 565 (600-1¾) |
| C CIRCLING | 1500-1 563 (600-1) | | 1500-1½ 563 (600-1½) | 1560-2 623 (700-2) |
| DUNKI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-21 | 1440-1 505 (600-1) | | 1440-1½ 505 (600-1½) | |
| C CIRCLING | 1460-1 523 (600-1) | | 1480-1½ 543 (600-1½) | 1560-2 623 (700-2) |

HIRL Rwy 14-32 L
MIRL Rwy 3-21 L
REIL Rwys 3, 14 and 21 L

EC-2, 05 NOV 2020 to 31 DEC 2020

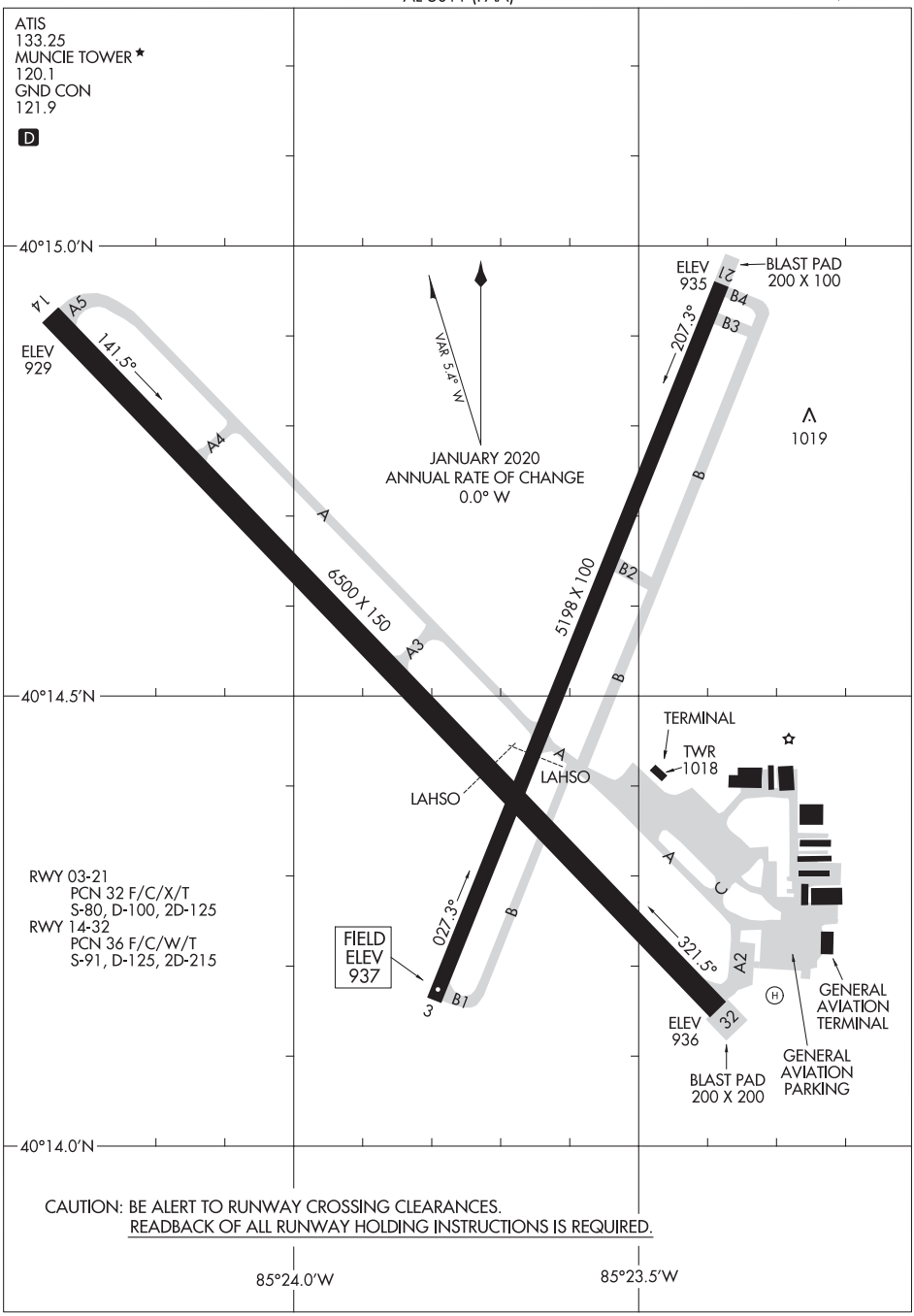
EC-2, 05 NOV 2020 to 31 DEC 2020

20086

# AIRPORT DIAGRAM

AL-5011 (FAA)

DELAWARE COUNTY RGNL (MIE)
MUNCIE, INDIANA




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20086
MUNCIE, INDIANA
DELAWARE COUNTY RGNL (MIE)

| APP CRS | Rwy ldg | 4001 |
|---|---|---|
| 286° | TDZE | 683 |
| | Apt Elev | 683 |

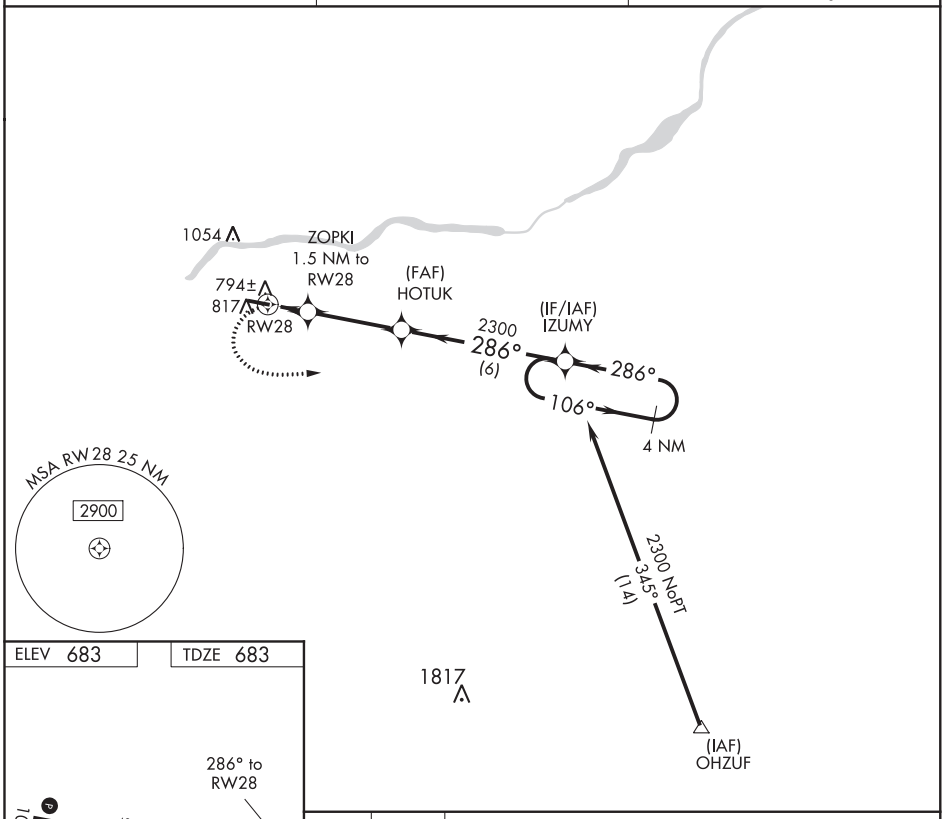
# RNAV (GPS) RWY 28
## HENRY COUNTY (7W5)

RNP APCH.

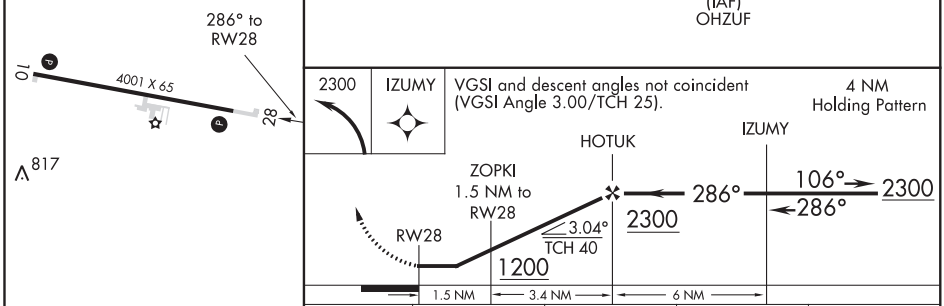
T A NA Rwy 28 helicopter visibility reduction below ¾ SM NA. Circling Rwy 10 NA at night. Use Toledo Express altimeter setting. When not received, procedure NA.

MISSED APPROACH: Climbing left turn to 2300 direct IZUMY and hold.

| TOL ASOS | TOLEDO APP CON | UNICOM |
|---|---|---|
| 118.75 290.225 | 134.35 307.0 | 123.0 (CTAF) L |




| ELEV 683 | TDZE 683 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1100-1 417 (500-1) | | 1100-1⅛ 417 (500-1⅛) | NA |
| C CIRCLING | 1220-1 537 (600-1) | | 1400-2 717 (800-2) | NA |

REIL Rwy 10-28 L
MIRL Rwy 10-28 L



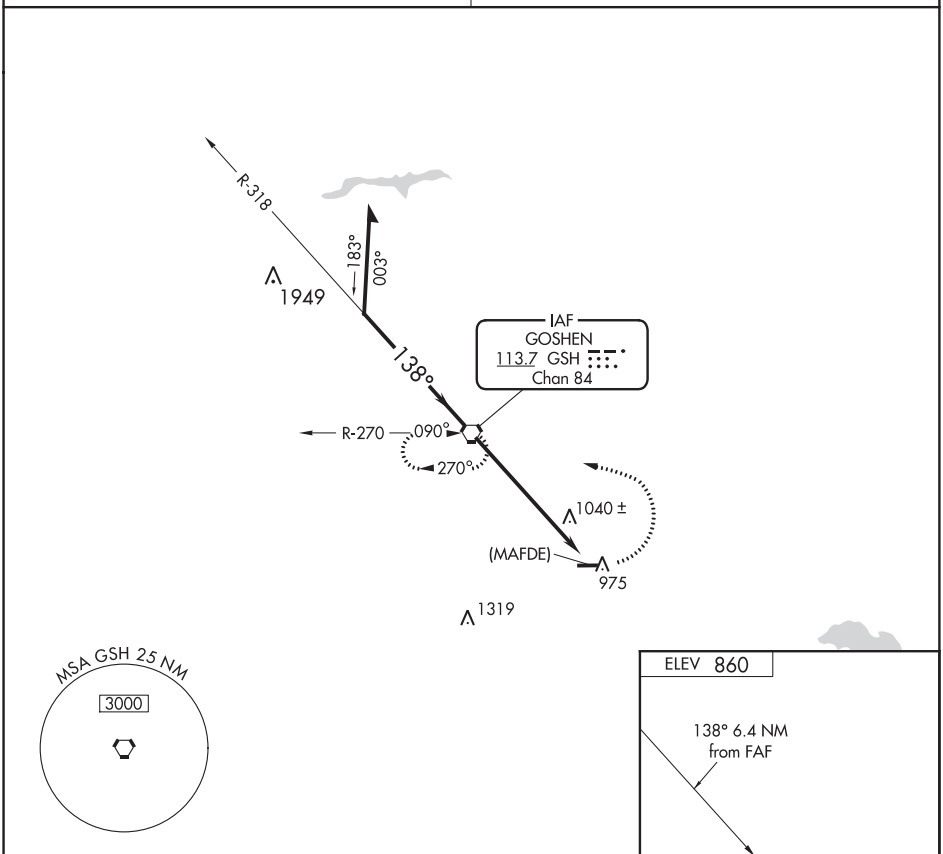
EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

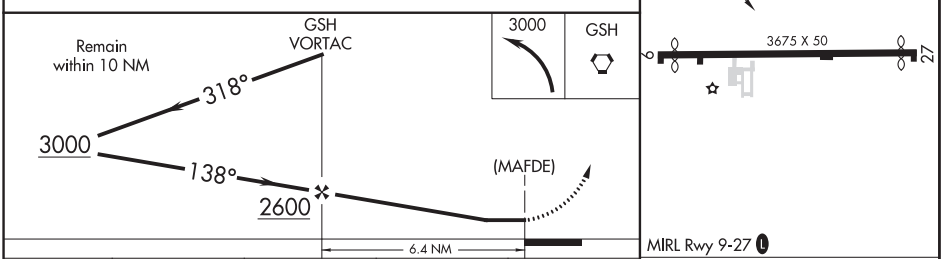
NAPPANEE, INDIANA | AL-5794 (FAA) | 20254

# VOR or GPS-B
## NAPPANEE MUNI (CØ3)

| VORTAC GSH 113.7 Chan 84 | APP CRS 138° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 860 |
|---|---|---|

| | |
|---|---|
| NA<br>Use South Bend altimeter setting. | MISSED APPROACH: Climbing left turn to 3000 direct GSH VORTAC and hold. |
| SOUTH BEND APP CON ★<br>132.05 257.8 | UNICOM<br>123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1420-1 560 (600-1) | | NA | |

| FAF to MAP 6.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 82041 W10A | APP CRS 096° | Rwy ldg 4201<br>TDZE 1089<br>Apt Elev 1090 |
|---|---|---|

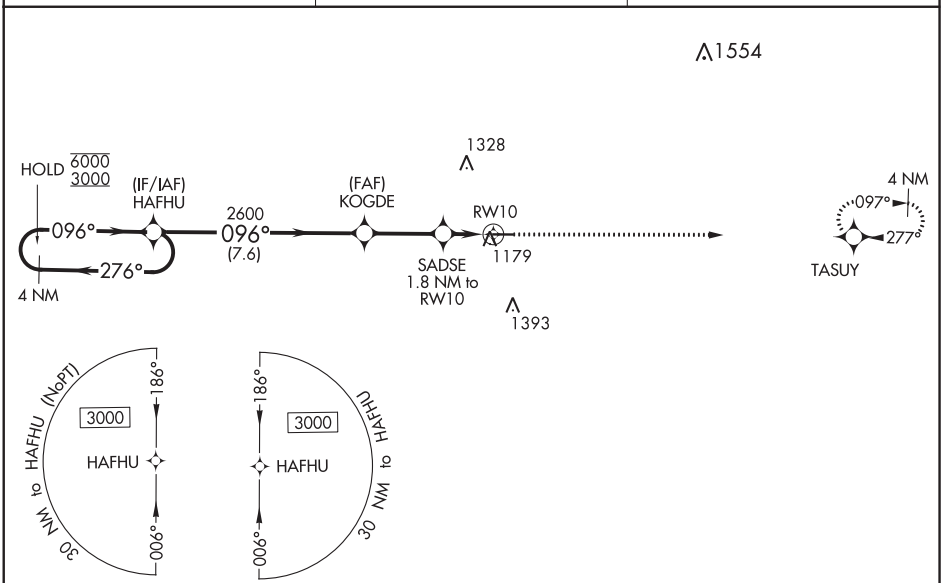
# RNAV (GPS) RWY 10
## NEW CASTLE HENRY COUNTY MARLATT FIELD (UWL)

RNP APCH.

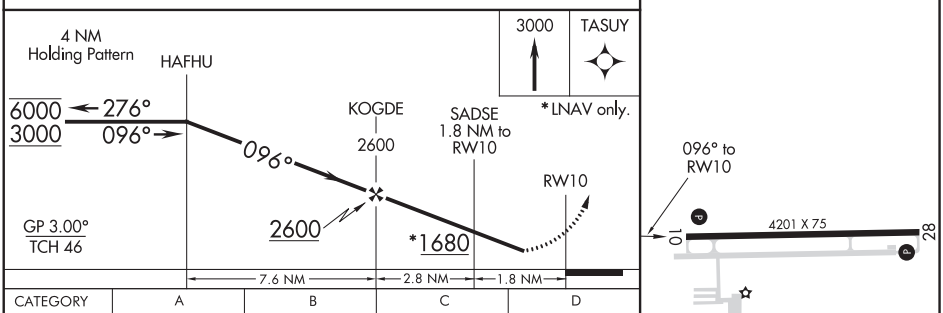
Rwy 10 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Anderson altimeter setting; when not received, use Muncie altimeter setting and increase LPV DA to 1412, LNAV/VNAV DA to 1437, and all MDA 20 feet; increase LNAV Cat C/D visibility ⅛ SM.

MISSED APPROACH: Climb to 3000 direct TASUY and hold.

| AID AWOS-3 | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 128.55 | 135.45 317.8 | 123.05 (CTAF) L |




ELEV 1090 TDZE 1089




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1408-1 319 (400-1) | | | |
| LNAV/VNAV DA | 1433-1 344 (400-1) | | | |
| LNAV MDA | 1520-1 431 (500-1) | | 1520-1¼ 431 (500-1¼) | |
| C CIRCLING | 1580-1 490 (500-1) | 1600-1 510 (600-1) | 1780-2 690 (700-2) | 1780-2¼ 690 (700-2¼) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

NEW CASTLE, INDIANA | AL-6042 (FAA) | 19283

| WAAS CH 70541 W28A | APP CRS 276° | Rwy ldg 4201<br>TDZE 1090<br>Apt Elev 1090 |
|---|---|---|

# RNAV (GPS) RWY 28
## NEW CASTLE HENRY COUNTY MARLATT FIELD (UWL)

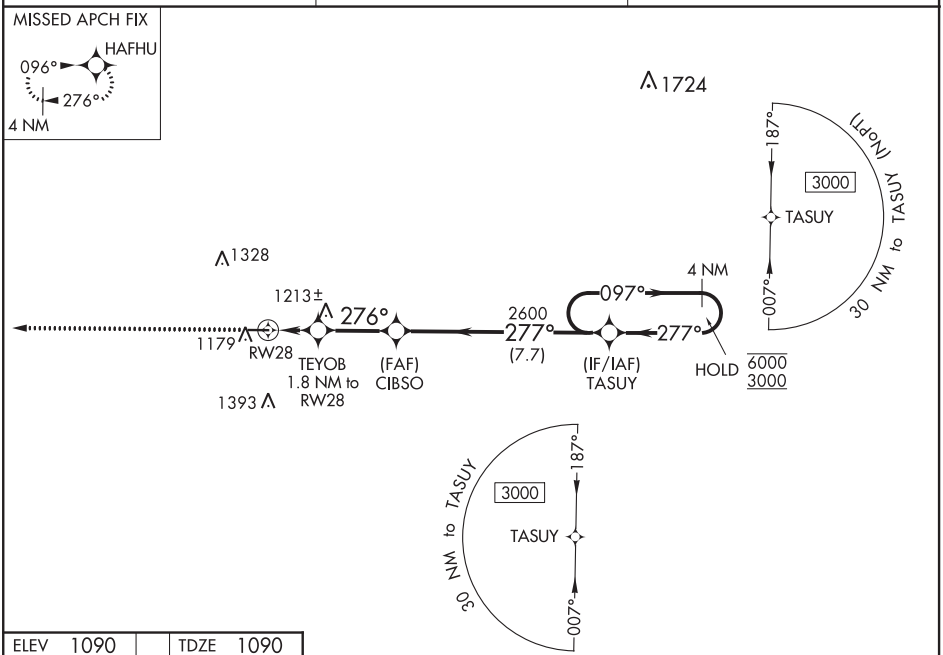
RNP APCH.

T
A NA

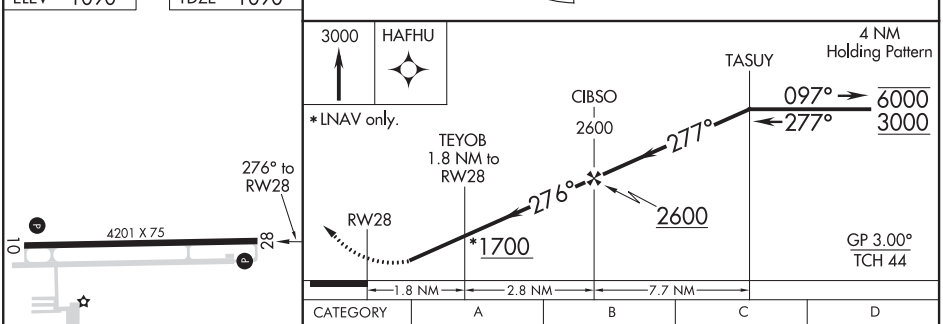
Rwy 28 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.
Use Anderson altimeter setting; when not received, use Muncie altimeter setting and increase LPV DA to 1416, LNAV/VNAV DA to 1441, and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct HAFHU and hold.

| AID AWOS-3 | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 128.55 | 135.45 317.8 | 123.05 (CTAF) L |




| ELEV 1090 | TDZE 1090 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1412-1 322 (400-1) | | | |
| LNAV/VNAV DA | 1437-1 347 (400-1) | | | |
| LNAV MDA | 1540-1 450 (500-1) | | 1540-1⅜ 450 (500-1⅜) | |
| C CIRCLING | 1580-1 490 (500-1) | 1600-1 510 (600-1) | 1780-2 690 (700-2) | 1780-2¼ 690 (700-2¼) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| NDB UWL | APP CRS | Rwy ldg | 4201 |
|---|---|---|---|
| 385 | 087° | TDZE | 1089 |
| | | Apt Elev | 1090 |

# NDB RWY 10

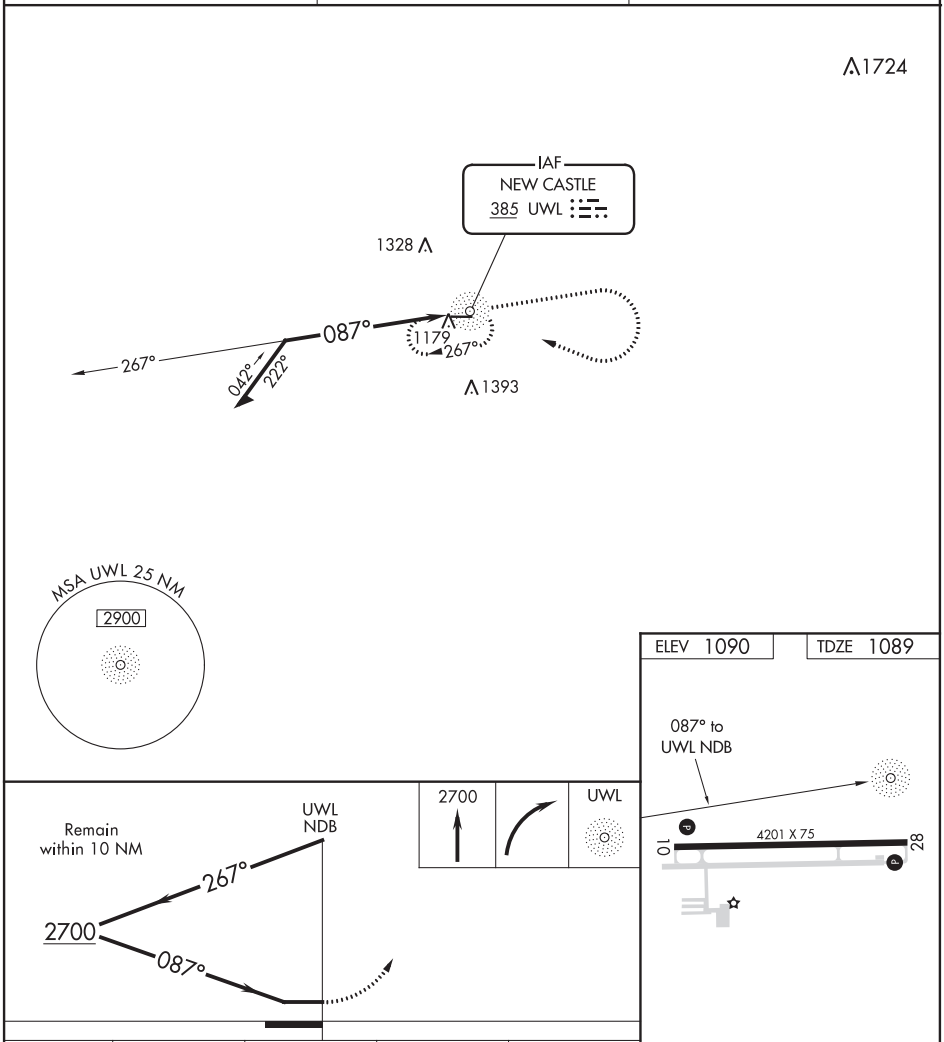
## NEW CASTLE HENRY COUNTY MARLATT FIELD (UWL)

RADAR required for procedure entry.

NA — Rwy 10 helicopter visibility reduction below ¾ SM NA. Use Anderson altimeter setting; when not recieved, use Muncie altimeter setting and increase all MDA 20 feet; increase S-10 Cat C/D visibility ⅛ SM.

MISSED APPROACH: Climb to 2700 then right turn direct UWL NDB and hold.

| AID AWOS-3 | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 128.55 | 135.45 317.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1760-1 671 (700-1) | | 1760-1⅞ 671 (700-1⅞) | |
| C CIRCLING | 1760-1 670 (700-1) | | 1780-2 690 (700-2) | 1780-2¼ 690 (700-2¼) |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

NEW LEXINGTON, OHIO

AL-6802 (FAA)

18144

# RNAV (GPS) RWY 26

PERRY COUNTY (I86)

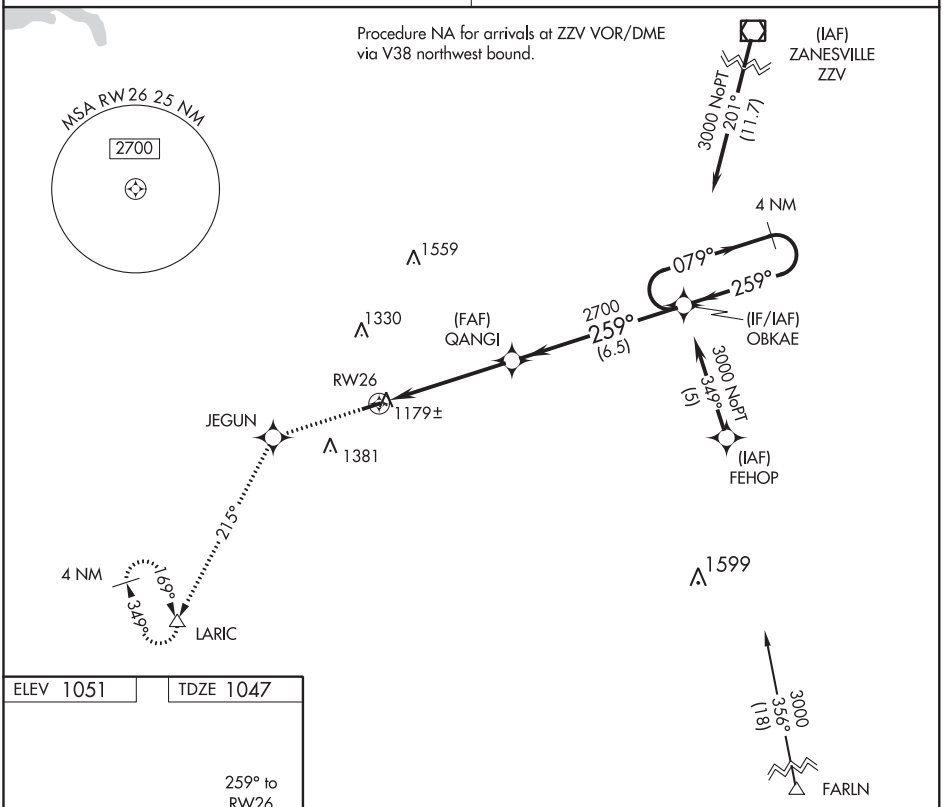
| APP CRS | Rwy ldg | 3498 |
|---|---|---|
| 259° | TDZE | 1047 |
| | Apt Elev | 1051 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Zanesville altimeter setting; when not received, use Lancaster altimeter setting and increase all MDA 20 feet. Procedure NA at night.

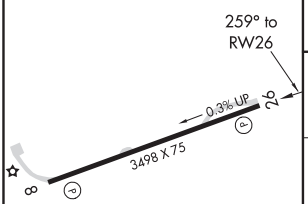
NA

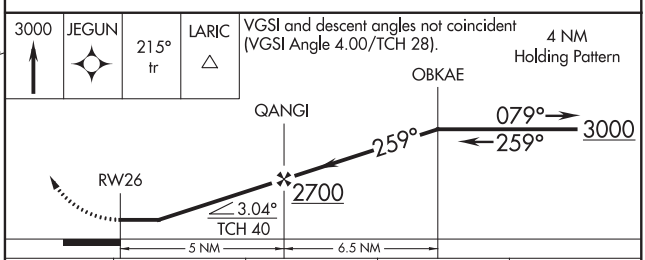
MISSED APPROACH: Climb to 3000 direct JEGUN and via 215° track to LARIC and hold.

| INDIANAPOLIS CENTER | UNICOM |
|---|---|
| 124.45 370.9 | 122.8 (CTAF) L |




ELEV 1051 TDZE 1047




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1620 - 1 | 573 (600-1) | 1620 - 1½ 573 (600-1½) | NA |
| CIRCLING | 1620 - 1 | 569 (600-1) | 1620 - 1½ 569 (600-1½) | NA |

REIL Rwy 26 L
MIRL Rwy 8-26 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

NEW LEXINGTON, OHIO
Orig-B 24MAY18

39°41′N-82°12′W

PERRY COUNTY (I86)

RNAV (GPS) RWY 26

| VOR/DME ZZV 114.95 Chan 96(Y) | APP CRS 229° | Rwy ldg 3498<br>TDZE 1047<br>Apt Elev 1051 |
|---|---|---|

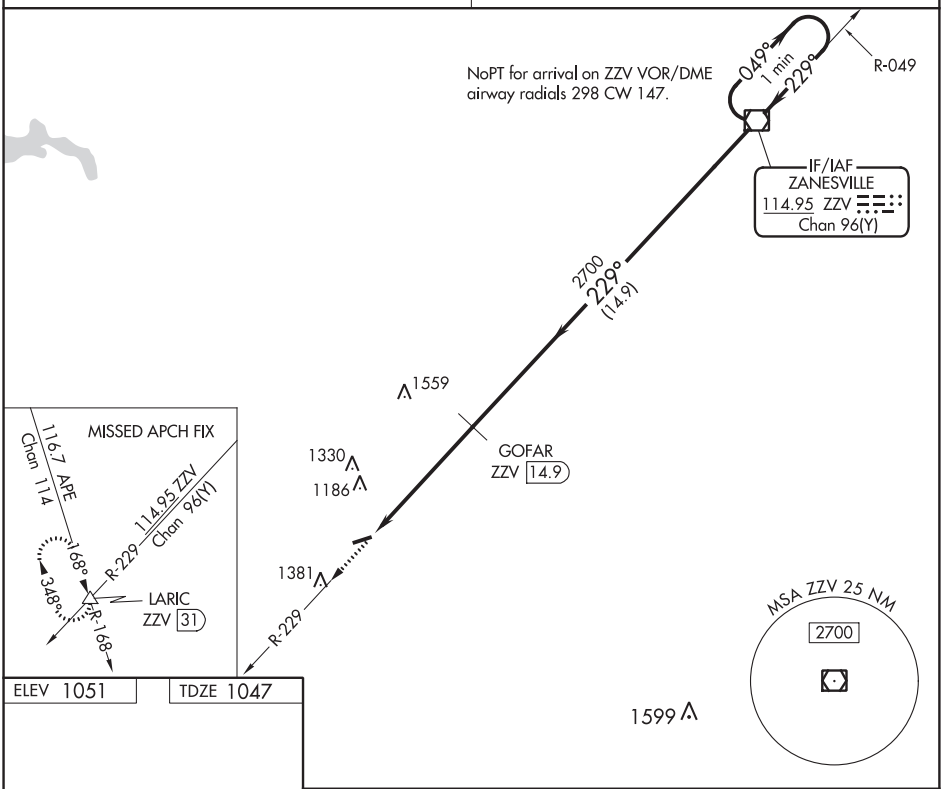
# VOR/DME RWY 26
## PERRY COUNTY (I86)

NA

Visibility reduction by helicopters NA. Use Zanesville altimeter setting; when not received, use Lancaster altimeter setting and increase all MDA 20 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3000 via ZZV VOR/DME R-229 to LARIC INT/ZZV 31 DME and hold.

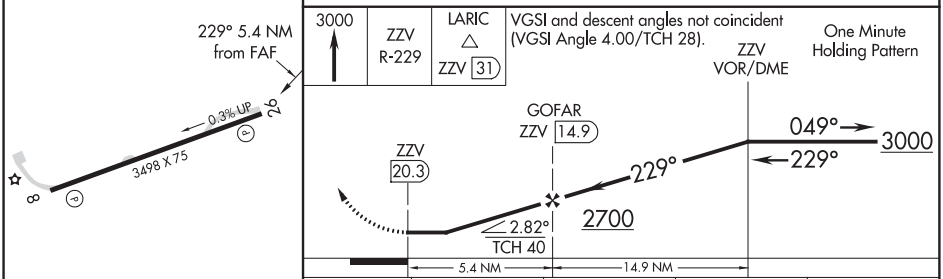
| INDIANAPOLIS CENTER | UNICOM |
|---|---|
| 124.45 370.9 | 122.8 (CTAF) L |




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| ELEV 1051 | TDZE 1047 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 1620-1<br>573 (600-1) | 1620-1¼<br>573 (600-1¼) | 1620-1½<br>573 (600-1½) | NA |
| CIRCLING | 1620-1<br>569 (600-1) | 1620-1¼<br>569 (600-1¼) | 1620-1½<br>569 (600-1½) | NA |

REIL Rwy 26 L
MIRL Rwy 8-26 L

NEW PHILADELPHIA, OHIO | AL-5554 (FAA) | 20310

| APP CRS | Rwy ldg | 3621 |
|---|---|---|
| 147° | TDZE | 894 |
| | Apt Elev | 894 |

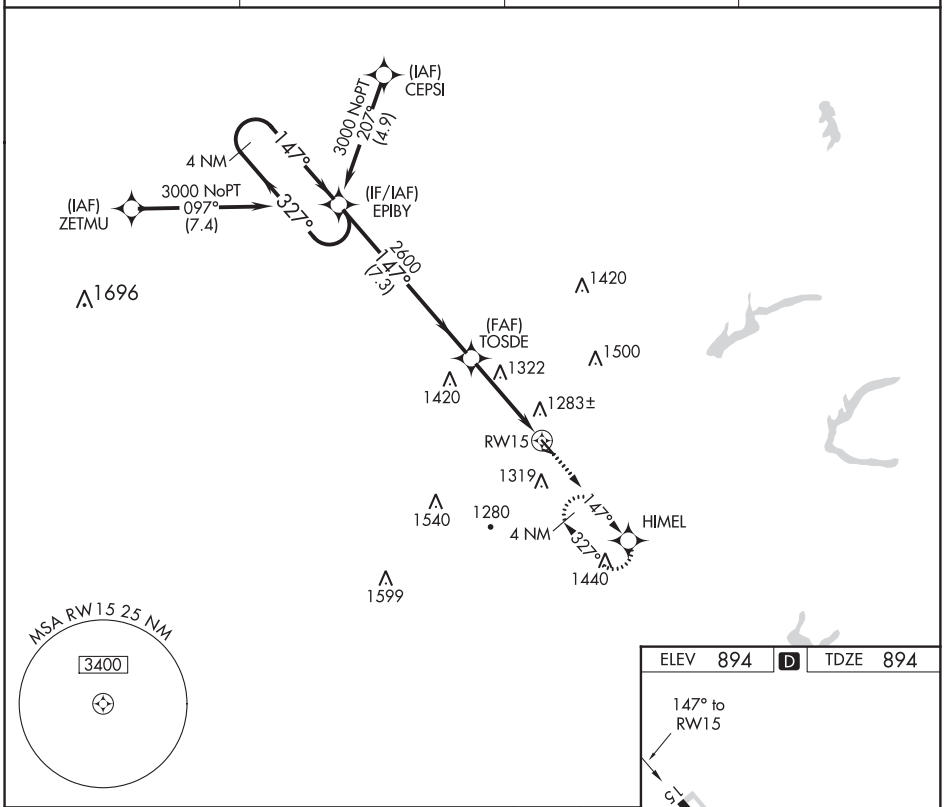
# RNAV (GPS) RWY 15
## HARRY CLEVER FIELD (PHD)

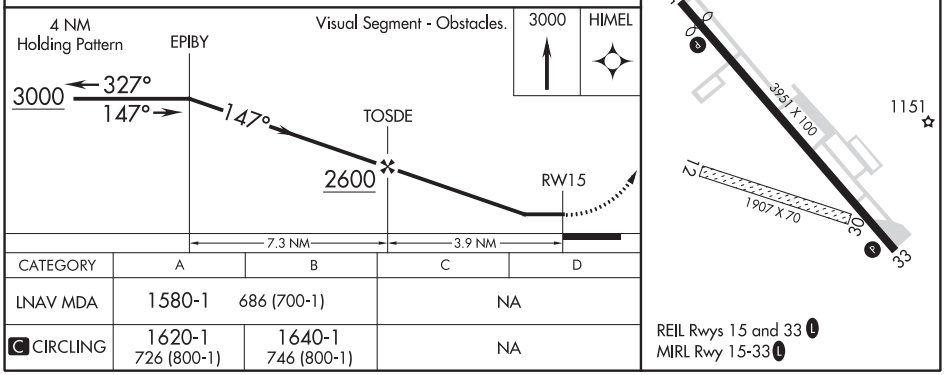
RNP APCH.

Circling NA to Rwys 12 and 30. Procedure NA at night. Rwy 15 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct HIMEL and hold, continue climb-in-hold to 3000.

| ASOS | CLEVELAND APP CON ★ | UNICOM | |
|---|---|---|---|
| 121.425 | 125.5 371.875 | 122.8 (CTAF) | 123.3 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1580-1 | 686 (700-1) | NA | |
| C CIRCLING | 1620-1<br>726 (800-1) | 1640-1<br>746 (800-1) | NA | |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 70343 W33A | APP CRS 327° | Rwy ldg 3634<br>TDZE 893<br>Apt Elev 894 |
|---|---|---|

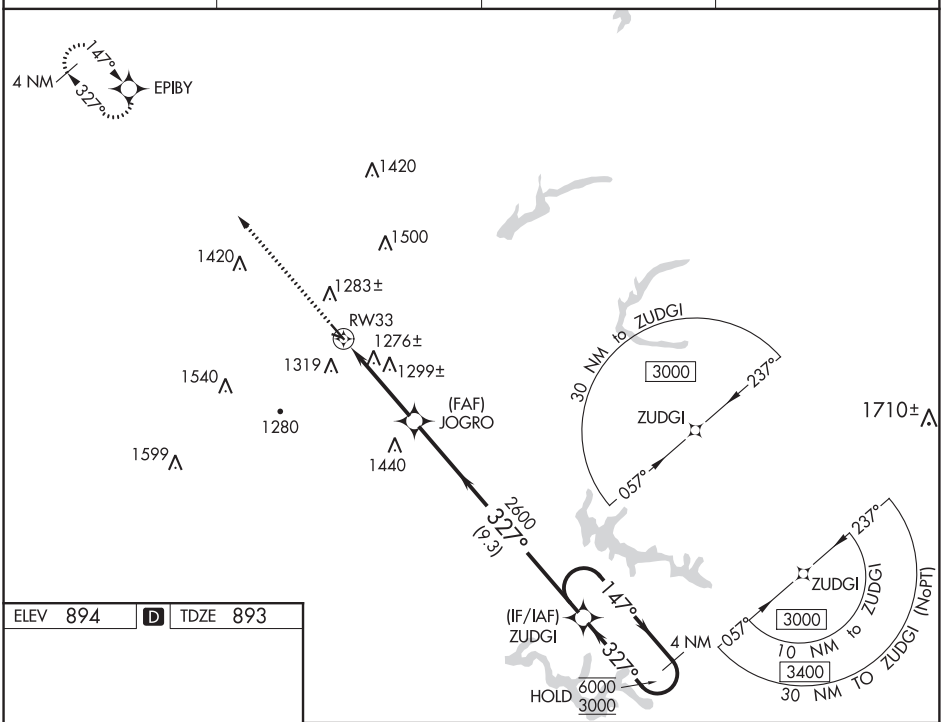
# RNAV (GPS) RWY 33
## HARRY CLEVER FIELD (PHD)

RNP APCH.

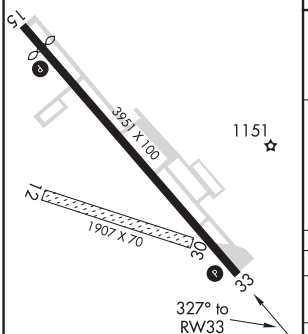
Circling NA to Rwys 12 and 30.
Rwy 33 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct EPIBY and hold.

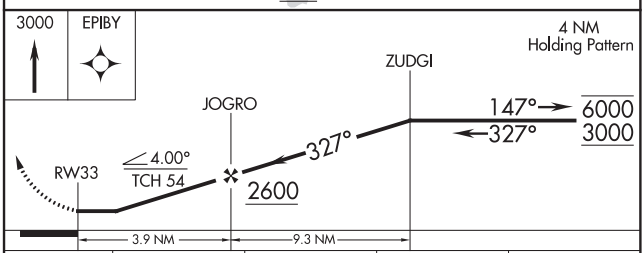
| ASOS | CLEVELAND APP CON★ | UNICOM | |
|---|---|---|---|
| 121.425 | 125.5 371.875 | 122.8 (CTAF) | 123.3 L |




ELEV 894 | D | TDZE 893




REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1540-1 | 647 (700-1) | NA | |
| LNAV MDA | 1560-1 | 667 (700-1) | NA | |
| C CIRCLING | 1620-1<br>726 (800-1) | 1640-1<br>746 (800-1) | NA | |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

NEW PHILADELPHIA, OHIO — AL-5554 (FAA) — 20310

# VOR-A
## HARRY CLEVER FIELD (PHD)

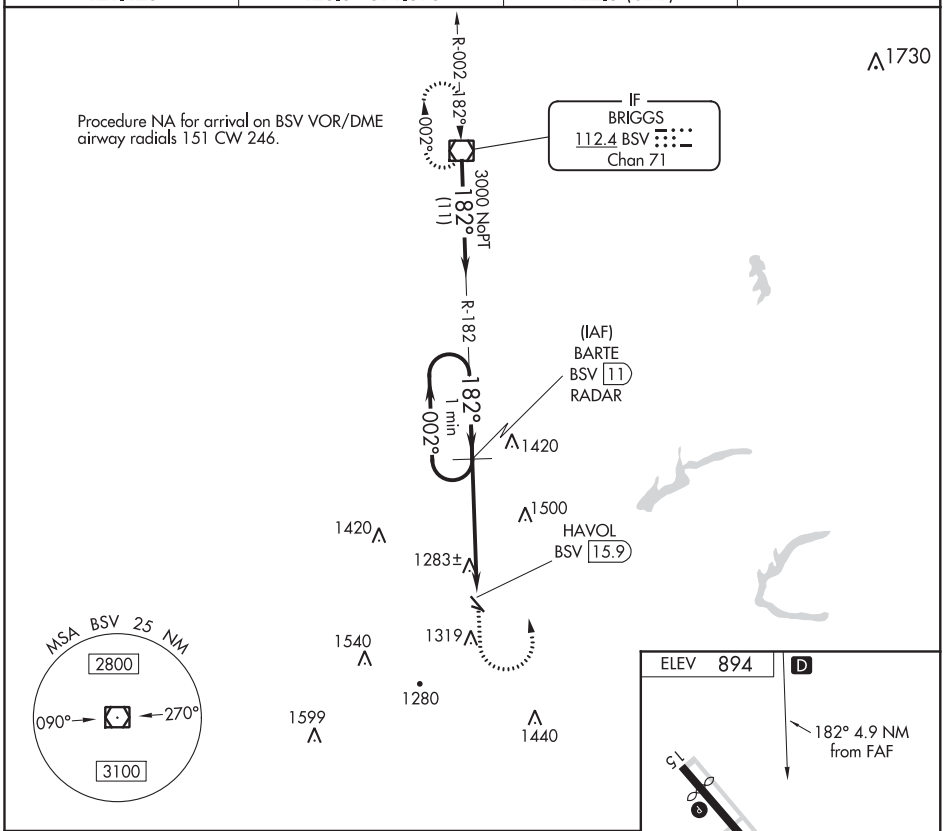
| VOR/DME BSV | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 112.4 | 182° | TDZE | N/A |
| Chan 71 | | Apt Elev | 894 |

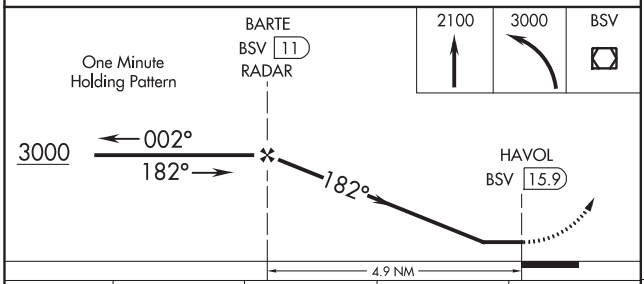
DME or RADAR required.

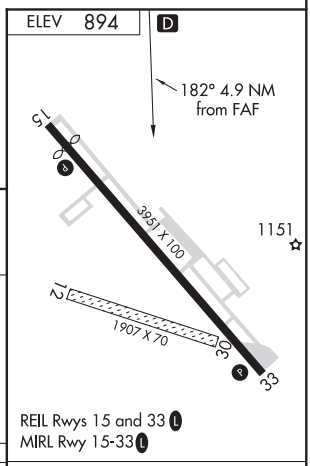
Circling NA to Rwys 12 and 30. Rwy 15, 33 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3000 direct BSV VOR/DME and hold.

| ASOS | CLEVELAND APP CON★ | UNICOM | |
|---|---|---|---|
| 121.425 | 125.5 371.875 | 122.8 (CTAF) | 123.3 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1720-1¼ | 826 (900-1¼) | 1720-2½<br>826 (900-2½) | NA |

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

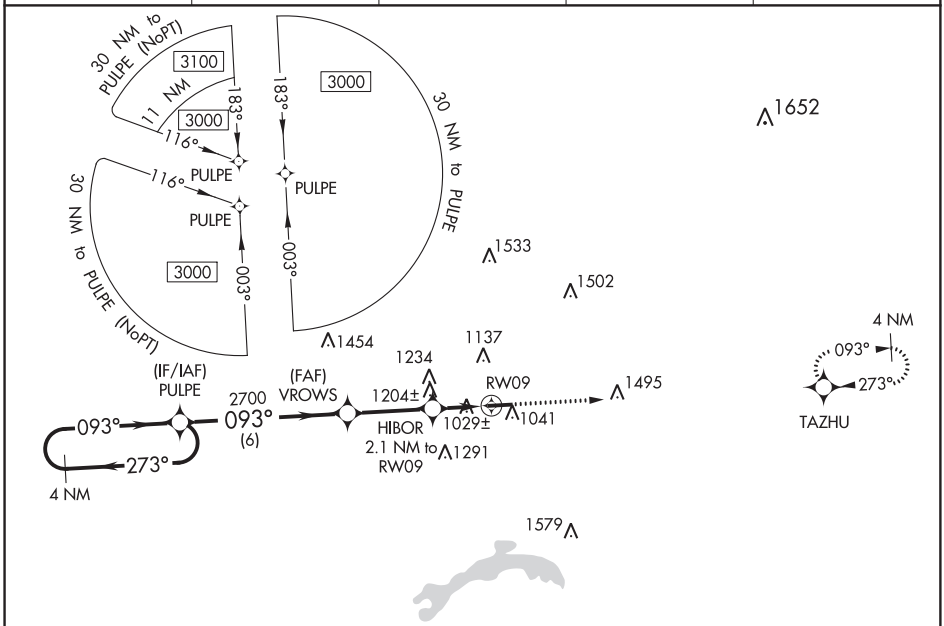
| WAAS CH 57939 W09A | APP CRS 093° | Rwy ldg 4192<br>TDZE 884<br>Apt Elev 884 |
|---|---|---|

# RNAV (GPS) RWY 9
## NEWARK-HEATH (VTA)

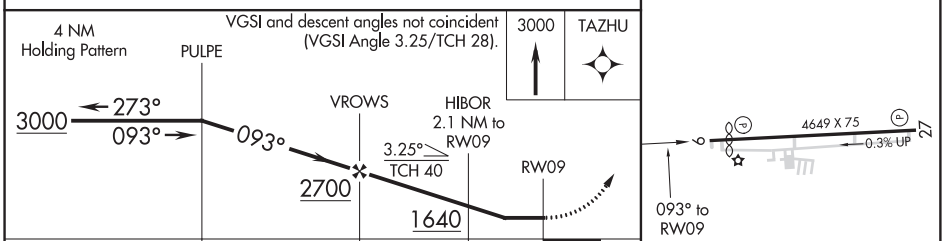
Rwy 9 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.
Straight-in Rwy 9 NA at night, Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 3000 direct TAZHU and hold.

| ASOS | COLUMBUS APP CON | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 121.125 | 125.95 317.775 | 125.175 | 122.7 (CTAF) | 123.3 L |




| ELEV 884 | TDZE 884 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1280-1 396 (400-1) | | 1280-1⅛ 396 (400-1⅛) | |
| LNAV MDA | 1460-1 576 (600-1) | | 1460-1⅝ 576 (600-1⅝) | |
| C CIRCLING | 1460-1 576 (600-1) | 1480-1 596 (600-1) | 1760-2½ 876 (900-2½) | 1760-2¾ 876 (900-2¾) |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

NEWARK, OHIO — AL-5536 (FAA) — 19171

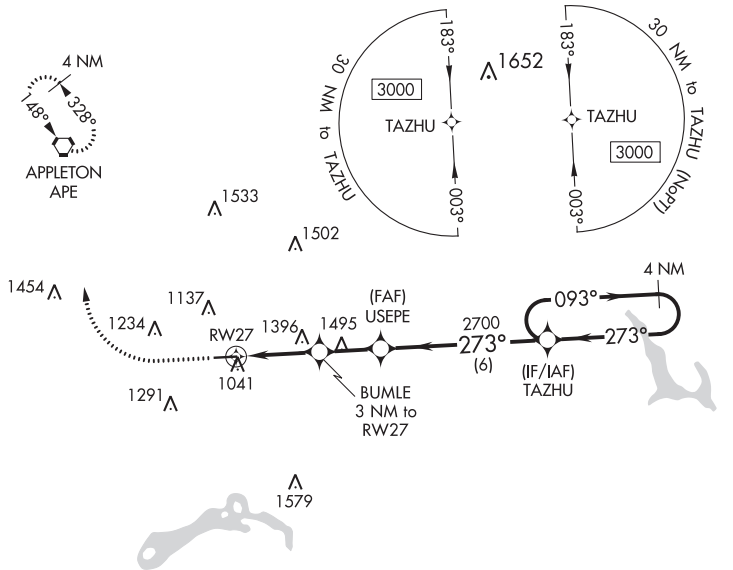
| WAAS CH 97439 W27A | APP CRS 273° | Rwy ldg 4649<br>TDZE 879<br>Apt Elev 884 |
|---|---|---|

# RNAV (GPS) RWY 27
## NEWARK-HEATH (VTA)

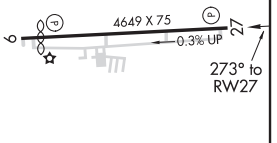
Circling Rwy 9 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

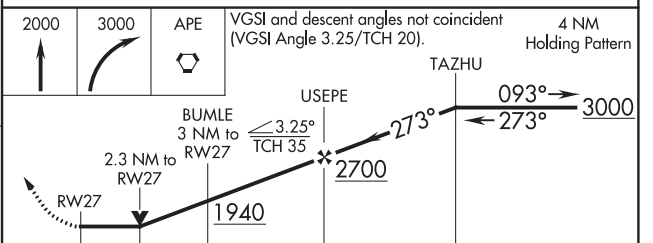
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct APE VORTAC and hold.

| ASOS | COLUMBUS APP CON | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 121.125 | 125.95 317.775 | 125.175 | 122.7 (CTAF) | 123.3 L |




| ELEV 884 | TDZE 879 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1680-1<br>801 (800-1) | 1680-1¼<br>801 (800-1¼) | 1680-2½ 801 (800-2½) | |
| LNAV MDA | 1700-1<br>821 (900-1) | 1700-1¼<br>821 (900-1¼) | 1700-2½ 821 (900-2½) | |
| C CIRCLING | 1700-1¼ 816 (900-1¼) | | 1760-2½<br>876 (900-2½) | 1760-2¾<br>876 (900-2¾) |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

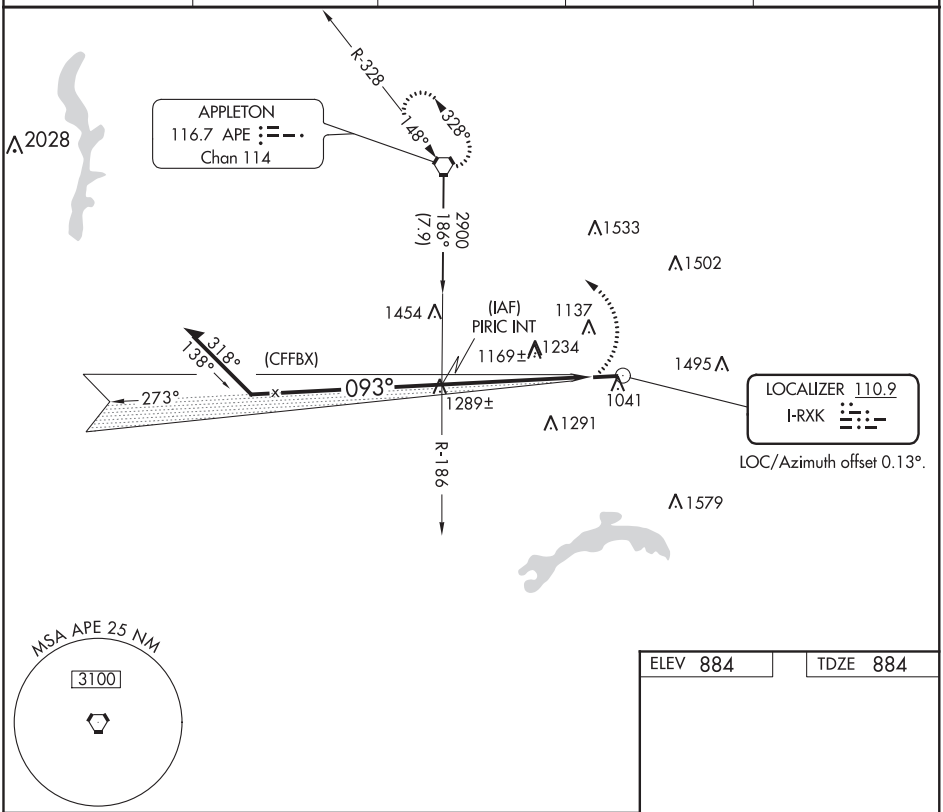
# LOC RWY 9
## NEWARK-HEATH (VTA)

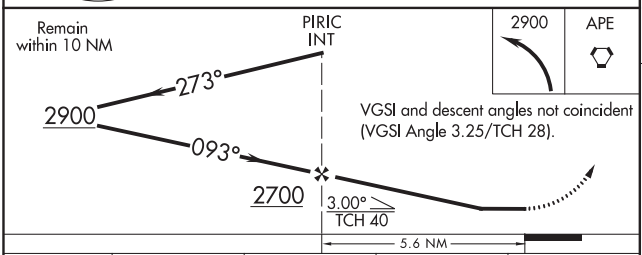
| LOC I-RXK | APP CRS | Rwy ldg | 4192 |
|---|---|---|---|
| 110.9 | 093° | TDZE | 884 |
| | | Apt Elev | 884 |

T A Rwy 9 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 9 NA at night. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all MDAs 60 feet and increase Circling Cat C/D visibility ¼ SM.

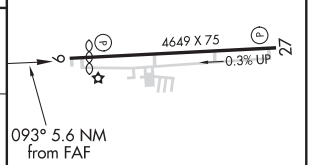
MISSED APPROACH: Climbing left turn to 2900 direct APE VORTAC and hold.

| ASOS | COLUMBUS APP CON | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 121.125 | 125.95 317.775 | 125.175 | 122.7 (CTAF) | 123.3 L |




ELEV 884 TDZE 884




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 1420-1 | 536 (600-1) | 1420-1½ 536 (600-1½) | 1420-1¾ 536 (600-1¾) |
| C CIRCLING | 1480-1 | 596 (600-1) | 1760-2½ 876 (900-2½) | 1760-2¾ 876 (900-2¾) |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

NEWARK, OHIO | AL-5536 (FAA) | 20254

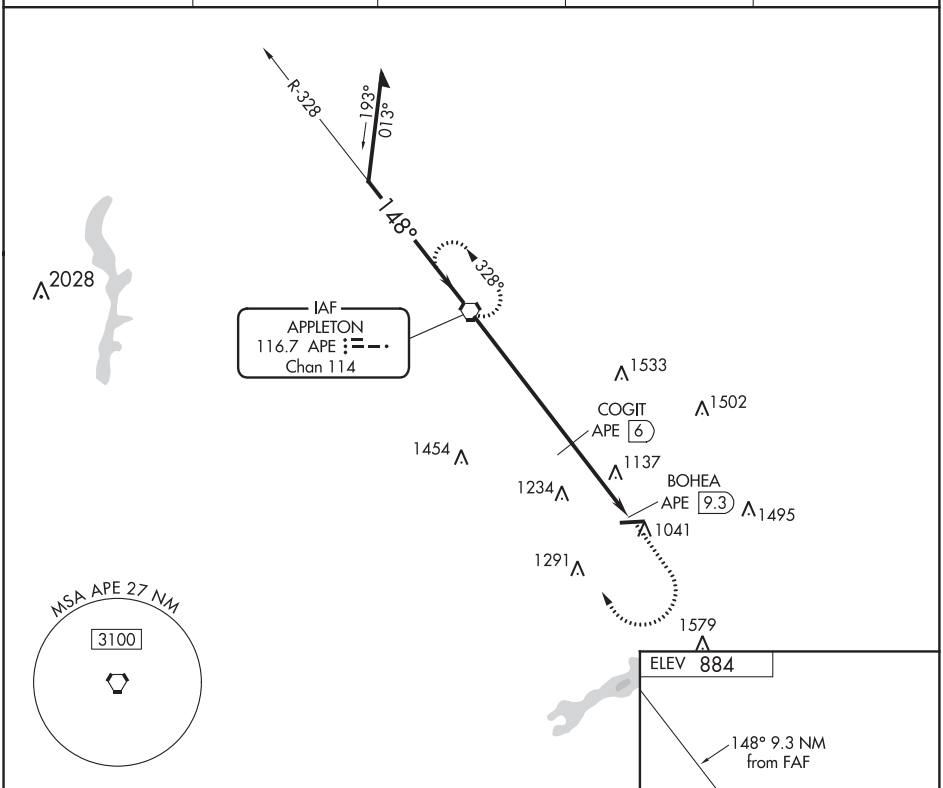
| VORTAC APE 116.7 Chan 114 | APP CRS 148° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 884 |
|---|---|---|

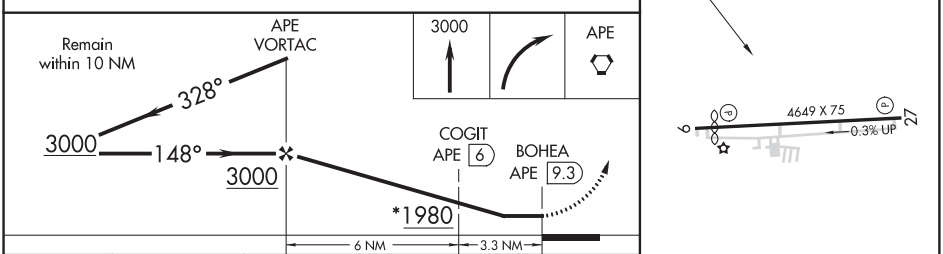
# VOR-A
## NEWARK-HEATH (VTA)

Circling to Rwy 9 NA at night.

MISSED APPROACH: Climb to 3000 then right turn direct APE VORTAC and hold.

| ASOS | COLUMBUS APP CON | CLNC DEL | UNICOM | |
|---|---|---|---|---|
| 121.125 | 125.95 317.775 | 125.175 | 122.7 (CTAF) | 123.3 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1980-1¼<br>1096 (1100-1¼) | 1980-1½<br>1096 (1100-1½) | 1980-3 | 1096 (1100-3) |
| COGIT FIX MINIMUMS | | | | |
| C CIRCLING | 1620-1 | 736 (800-1) | 1700-2½<br>816 (900-2½) | 1760-2¾<br>876 (900-2¾) |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 70713 W05A | APP CRS 050° | Rwy ldg 5002<br>TDZE 757<br>Apt Elev 757 |
|---|---|---|

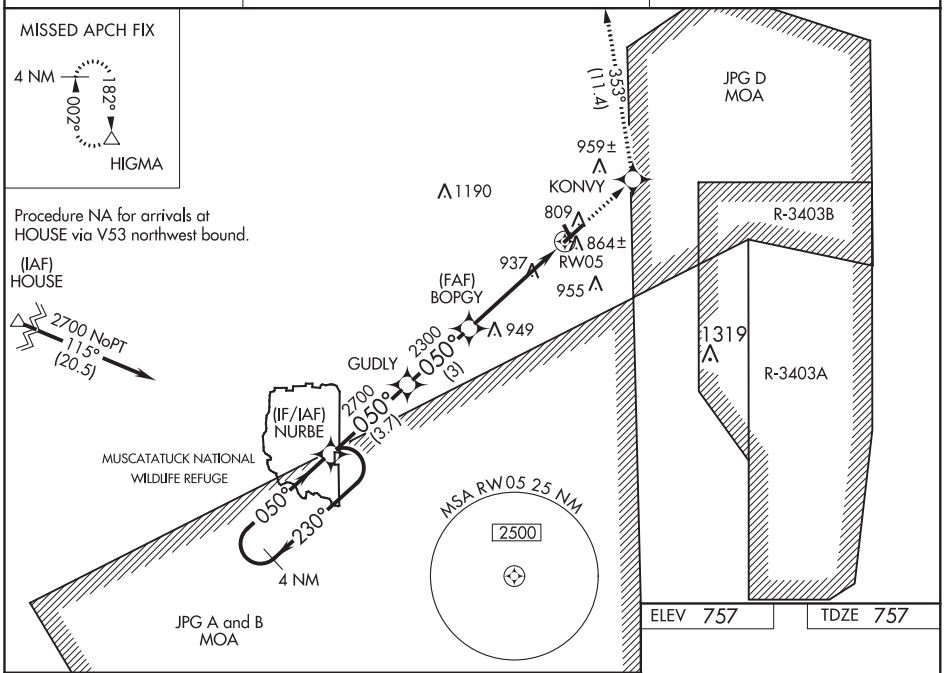
# RNAV (GPS) RWY 5
## NORTH VERNON (OVO)

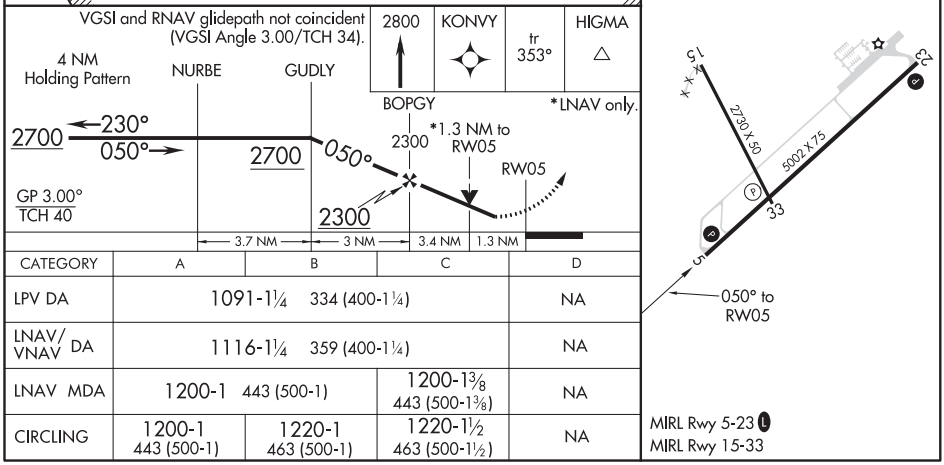
T
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats visiblity ⅛ mile, LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile and Circling Cat C ⅛ mile. VDP and Baro-VNAV NA when using Shelbyville alimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 direct KONVY and on track 353° to HIGMA and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 120.625 | 124.775 269.45 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1091-1¼ 334 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1116-1¼ 359 (400-1¼) | | | NA |
| LNAV MDA | 1200-1 443 (500-1) | | 1200-1⅜ 443 (500-1⅜) | NA |
| CIRCLING | 1200-1 443 (500-1) | 1220-1 463 (500-1) | 1220-1½ 463 (500-1½) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

NORTH VERNON, INDIANA | AL-6124 (FAA) | 19171

# RNAV (GPS) Y RWY 23
## NORTH VERNON (OVO)

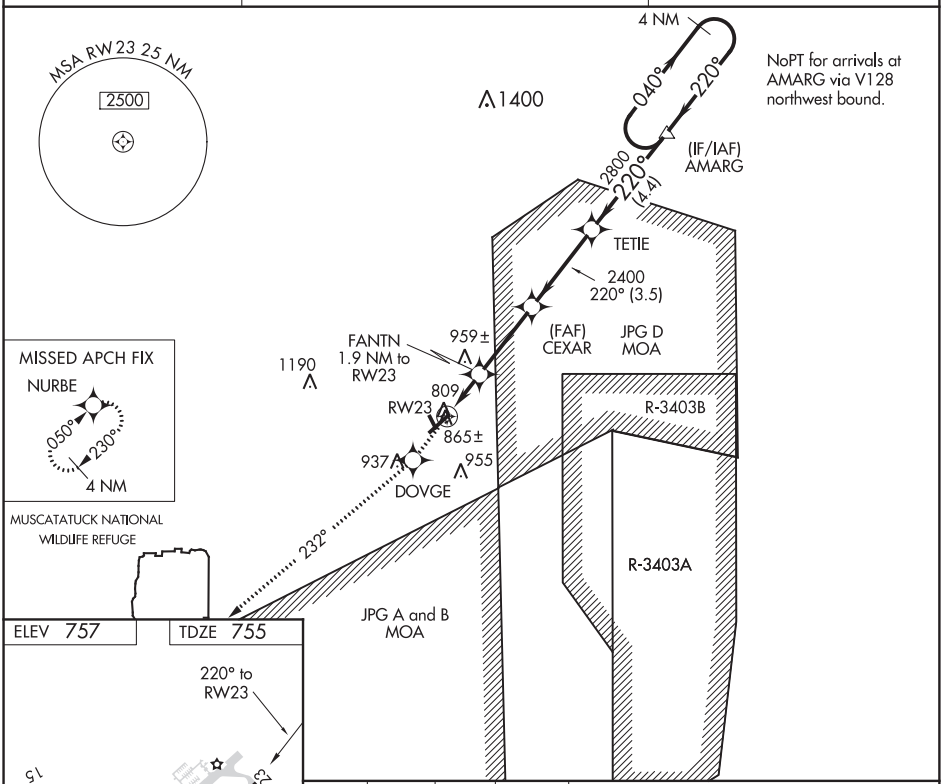
| APP CRS | Rwy ldg | 5002 |
|---|---|---|
| 220° | TDZE | 755 |
| | Apt Elev | 757 |

NA

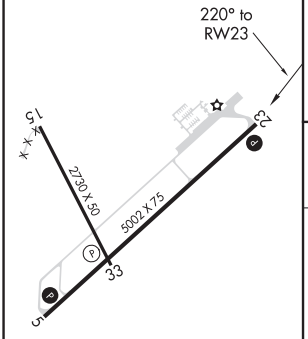
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Shelbyville altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile.
VDP NA when using Shelbyville altimeter setting.

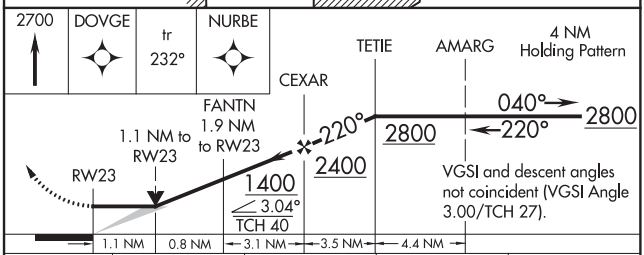
MISSED APPROACH:
Climb to 2700 direct DOVGE and via track 232° to NURBE and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 120.625 | 124.775 269.45 | 122.7 (CTAF) L |




ELEV 757 | TDZE 755




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 365 (400-1) | | | NA |
| CIRCLING | 1180-1 423 (500-1) | 1220-1 463 (500-1) | 1220-1½ 463 (500-1½) | NA |

MIRL Rwy 5-23 L
MIRL Rwy 15-33

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 63113 W23A | APP CRS 230° | Rwy ldg 5002<br>TDZE 755<br>Apt Elev 757 |
|---|---|---|

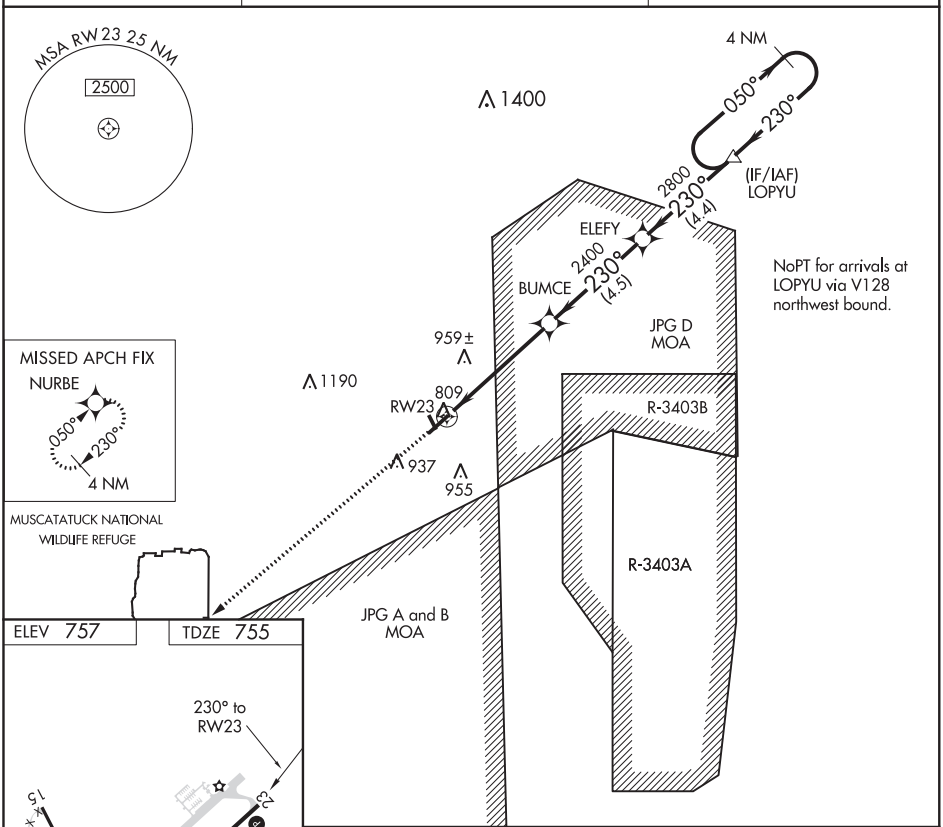
# RNAV (GPS) Z RWY 23
## NORTH VERNON (OVO)

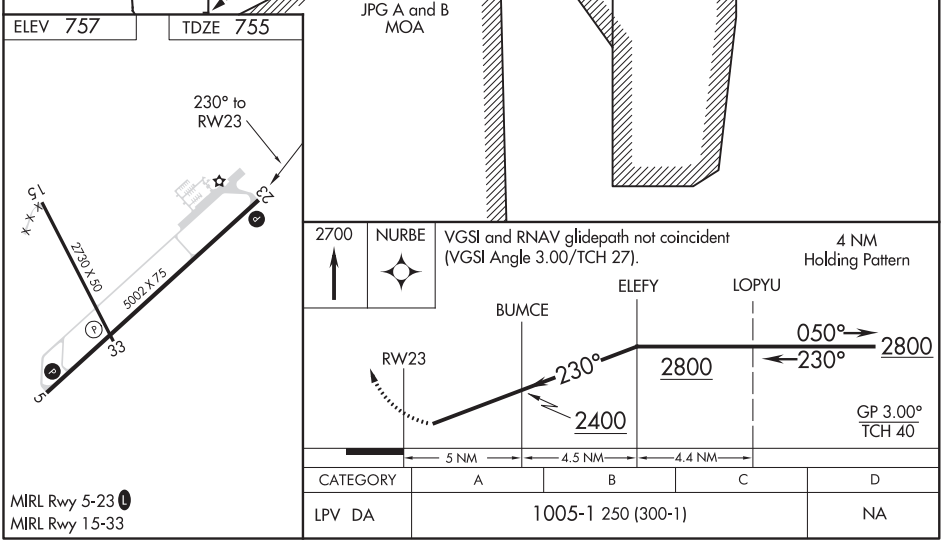
NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet and all visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct NURBE and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 120.625 | 124.775 269.45 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1005-1 250 (300-1) | | | NA |

MIRL Rwy 5-23 L
MIRL Rwy 15-33

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

NORWALK, OHIO AL-6640 (FAA) 20310

# RNAV (GPS) RWY 28
## NORWALK-HURON COUNTY (5A1)

| WAAS CH 86835 W28A | APP CRS 276° | Rwy ldg 3541<br>TDZE 851<br>Apt Elev 853 |
|---|---|---|

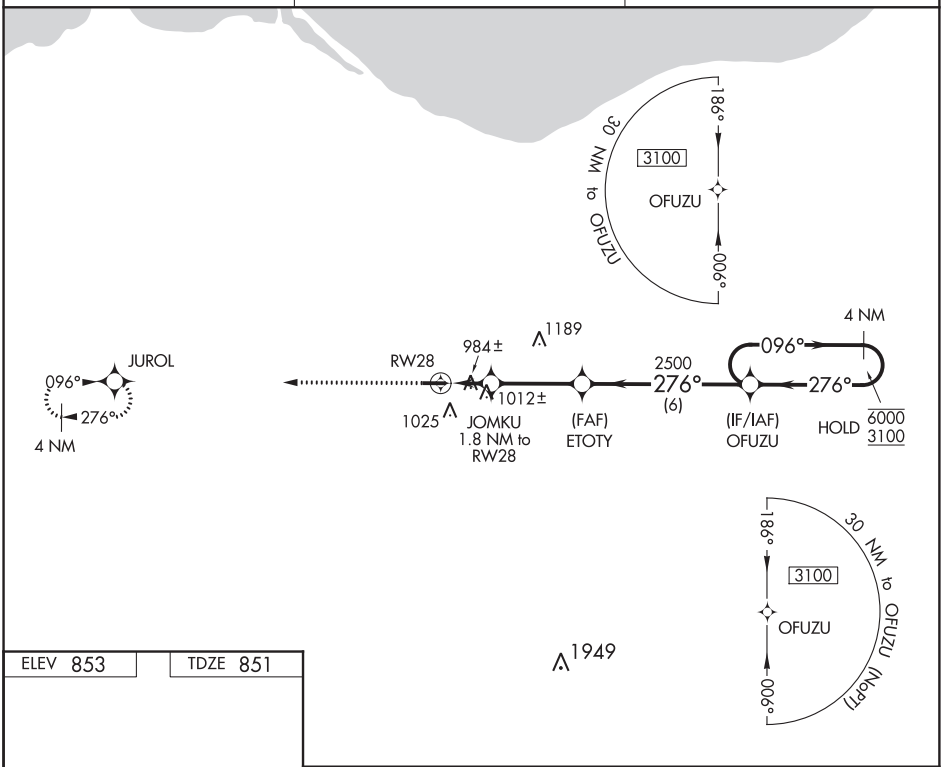
RNP APCH.

T
A NA

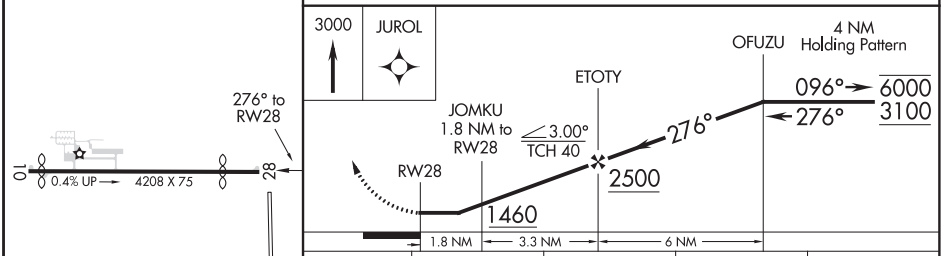
Rwy 28 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Cleveland-Hopkins Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct JUROL and hold.

| CLE ASOS | CLEVELAND APP CON ★ | UNICOM |
|---|---|---|
| 127.85 | 124.2 360.65 | 122.8 (CTAF) L |




ELEV 853 TDZE 851




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1320-1 469 (500-1) | | 1320-1 3/8<br>469 (500-1 3/8) | NA |
| LNAV MDA | 1360-1 509 (600-1) | | 1360-1 3/8<br>509 (600-1 3/8) | NA |
| C CIRCLING | 1420-1 567 (600-1) | | 1440-1 1/2<br>587 (600-1 1/2) | NA |

MIRL Rwy 10-28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 86514 W09A | APP CRS 095° | Rwy ldg 4504<br>TDZE 760<br>Apt Elev 763 |
|---|---|---|

# RNAV (GPS) RWY 9
## PUTNAM COUNTY (OWX)

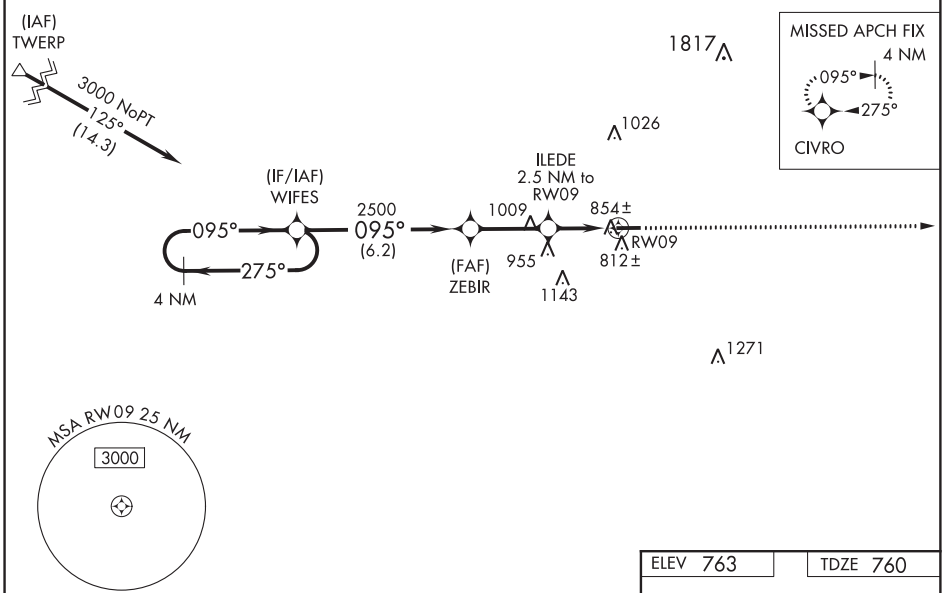
RNP APCH.

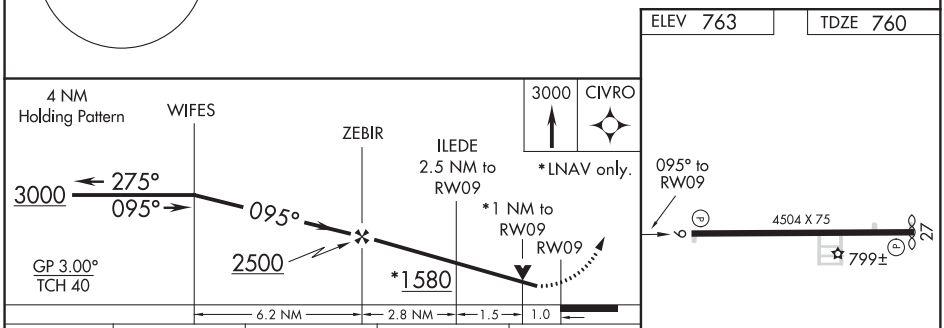
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Findlay altimeter setting. When local altimeter setting not received, use Findlay altimeter setting and increase all DAs/MDAs 40 feet.

MISSED APPROACH: Climb to 3000 direct CIVRO and hold.

| AWOS-3 | TOLEDO APP CON | UNICOM |
|---|---|---|
| 120.525 | 120.8 317.55 | 122.7 (CTAF) L |

Procedure NA for arrivals at TWERP on V8-422 westbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1048-1 288 (300-1) | | NA | |
| LNAV/VNAV DA | 1147-1½ 387 (400-1½) | | NA | |
| LNAV MDA | 1120-1 360 (400-1) | | NA | |
| CIRCLING | 1200-1 437 (500-1) | 1220-1 457 (500-1) | NA | |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

OTTAWA, OHIO

AL-6287 (FAA)

18144

# RNAV (GPS) RWY 27
## PUTNAM COUNTY (OWX)

| WAAS CH 97614 W27A | APP CRS 275° | Rwy ldg 4477<br>TDZE 763<br>Apt Elev 763 |
|---|---|---|

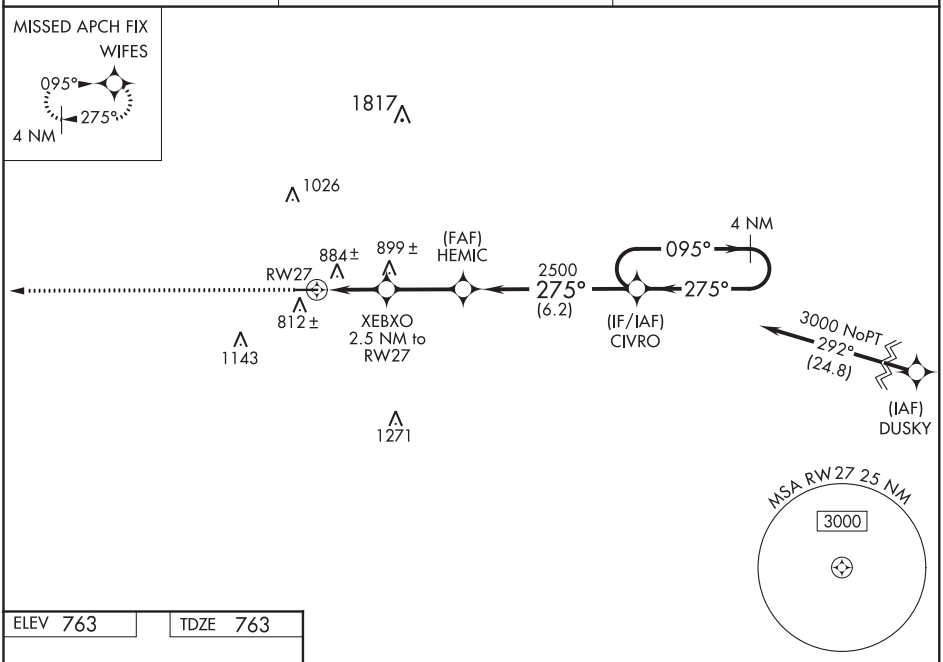
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Findlay altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DAs/MDAs 40 feet.

NA

MISSED APPROACH: Climb to 3000 direct WIFES and hold.

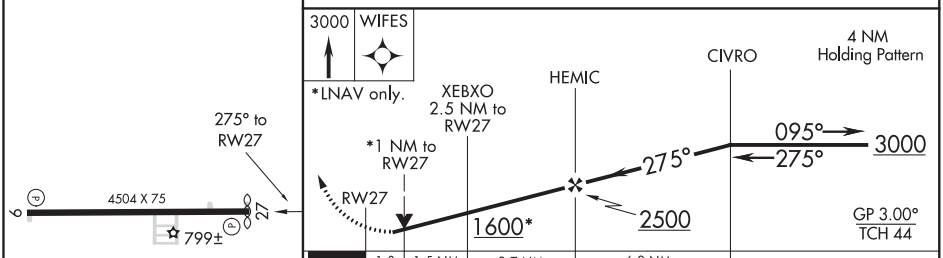
| AWOS-3 | TOLEDO APP CON | UNICOM |
|---|---|---|
| 120.525 | 120.8 317.55 | 122.7 (CTAF) L |




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ELEV 763 | TDZE 763




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1048-1 285 (300-1) | | NA | |
| LNAV/VNAV DA | 1185-1½ 422 (500-1½) | | NA | |
| LNAV MDA | 1140-1 377 (400-1) | | NA | |
| CIRCLING | 1200-1 437 (500-1) | 1220-1 457 (500-1) | NA | |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

| VORTAC FBC 108.2 Chan 19 | APP CRS 298° | Rwy ldg 4477<br>TDZE 763<br>Apt Elev 763 |
|---|---|---|

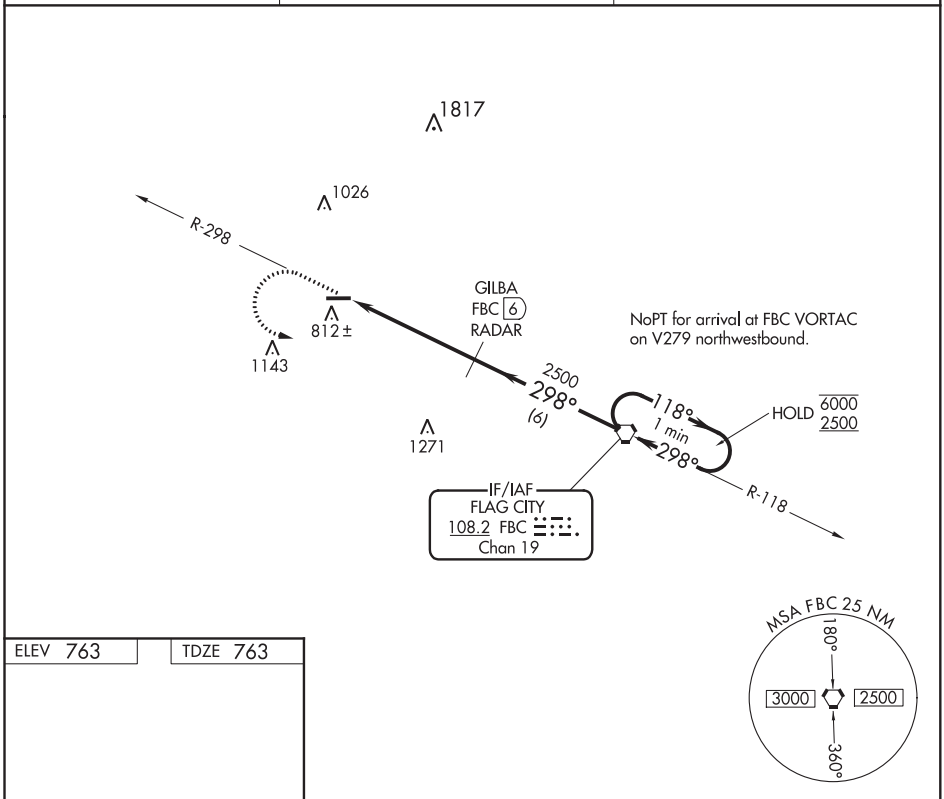
# VOR RWY 27
## PUTNAM COUNTY (OWX)

RADAR or DME required.

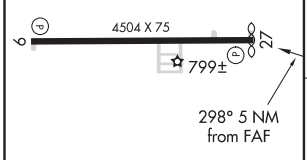
NA Rwy 27 helicopter visibility reduction below 1 SM NA. Straight-in, Circling Rwy 27 NA at night.

MISSED APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

| AWOS-3 | TOLEDO APP CON | UNICOM |
|---|---|---|
| 120.525 | 120.8 317.55 | 122.7 (CTAF) L |

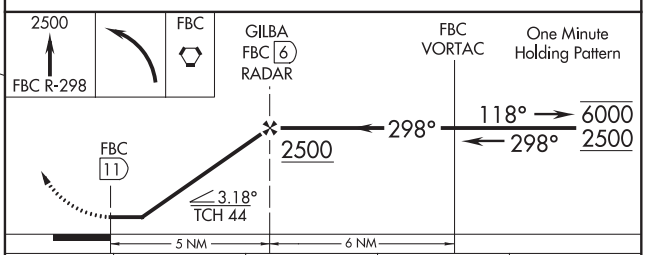



ELEV 763 TDZE 763




REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1220-1 457 (500-1) | | NA | |
| CIRCLING | 1220-1 457 (500-1) | | NA | |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

OXFORD, OHIO | AL-5429 (FAA) | 20086

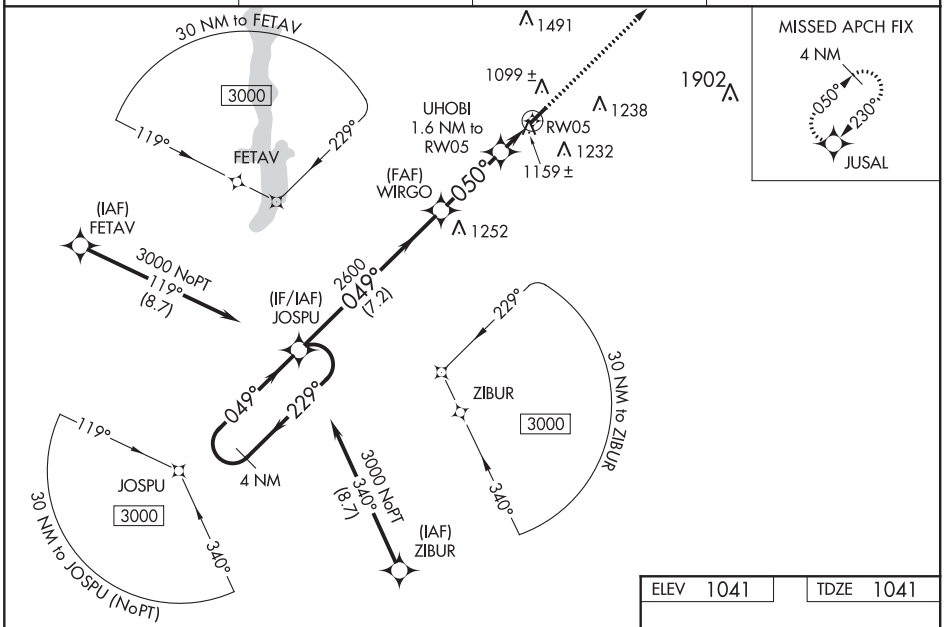
# RNAV (GPS) RWY 5
## MIAMI UNIVERSITY (OXD)

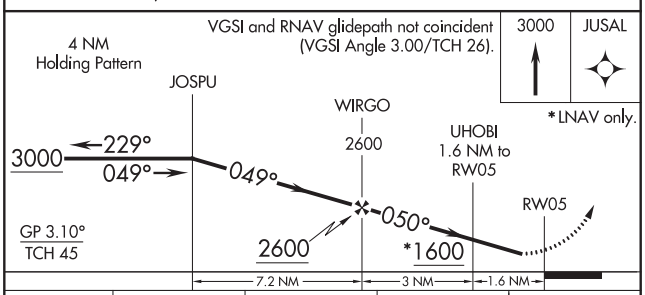
| WAAS CH 49228 W05A | APP CRS 050° | Rwy ldg 3741<br>TDZE 1041<br>Apt Elev 1041 |
|---|---|---|

T A NA When VGSI inop, Circling Rwy 23 NA at night. Baro-VNAV NA when using Covington altimeter setting. When VGSI inop, Straight-in/Circling Rwy 5 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Covington altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase LPV all Cats visibility ⅛ mile, increase LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C visibility ⅜ mile and increase Circling Cat C visibility ¼ mile.

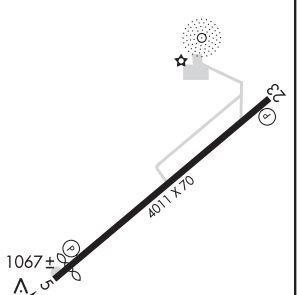
MISSED APPROACH: Climb to 3000 direct JUSAL and hold.

| AWOS-3PT | CINCINNATI APP CON | UNICOM | |
|---|---|---|---|
| 118.625 | 121.0 254.25 | 122.8 (CTAF) | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1304-1 263 (300-1) | | | NA |
| LNAV/VNAV DA | 1330-1 289 (300-1) | | | NA |
| LNAV MDA | 1420-1 379 (400-1) | | | NA |
| CIRCLING | 1460-1 419 (500-1) | 1500-1 459 (500-1) | 1600-1½ 559 (600-1½) | NA |




MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 56528 W23A | APP CRS 230° | Rwy ldg 3741<br>TDZE 1041<br>Apt Elev 1041 |
|---|---|---|

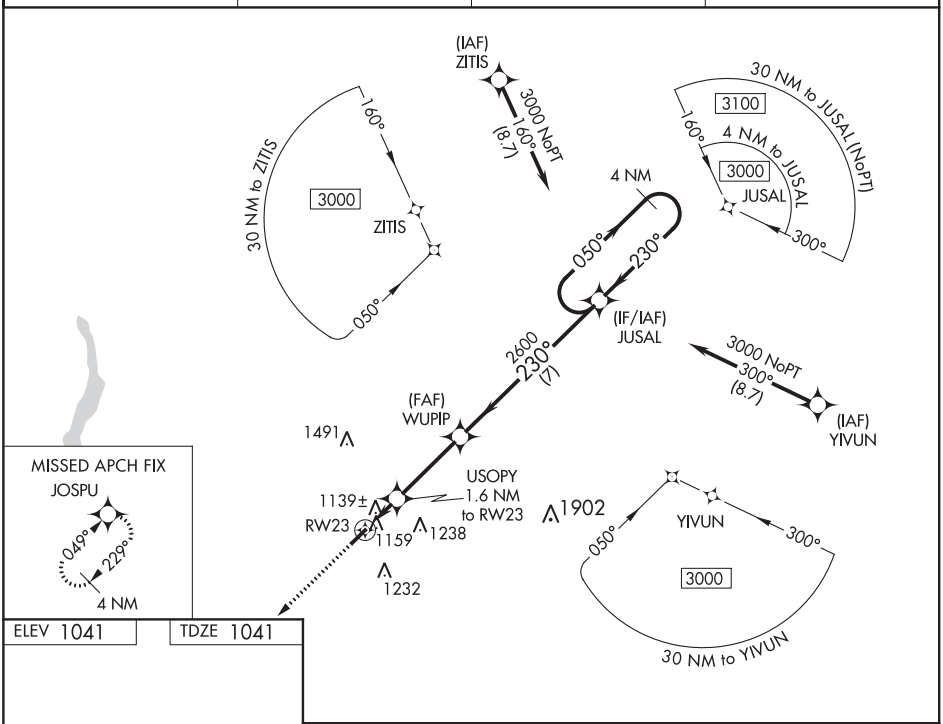
# RNAV (GPS) RWY 23
## MIAMI UNIVERSITY (OXD)

When VGSI inop, Circling Rwy 5 NA at night. When VGSI inop, Straight-in/Circling Rwy 23 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Covington altimeter setting and increase all MDA 100 feet, increase LP Cat C visibility ⅜ mile, increase LNAV and Circling Cat C visibility ¼ mile.

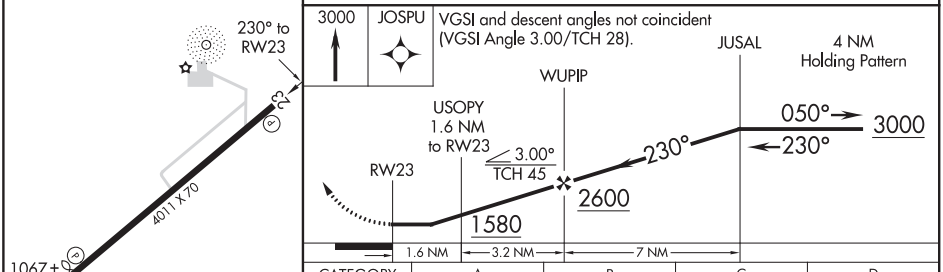
NA

MISSED APPROACH: Climb to 3000 direct JOSPU and hold.

| AWOS-3PT | CINCINNATI APP CON | UNICOM | |
|---|---|---|---|
| 118.625 | 121.0 254.25 | 122.8 (CTAF) | 122.9 L |




ELEV 1041 TDZE 1041




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1400-1 359 (400-1) | | | NA |
| LNAV MDA | 1420-1 379 (400-1) | | 1420-1⅛ 379 (400-1⅛) | NA |
| CIRCLING | 1460-1 419 (500-1) | 1500-1 459 (500-1) | 1600-1½ 559 (600-1½) | NA |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

PAINESVILLE, OHIO | AL-5432 (FAA) | 20254

# VOR or GPS-A
## CONCORD AIRPARK (2G1)

| VOR/DME CXR | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 112.7 Chan 74 | 355° | TDZE | N/A |
| | | Apt Elev | 999 |

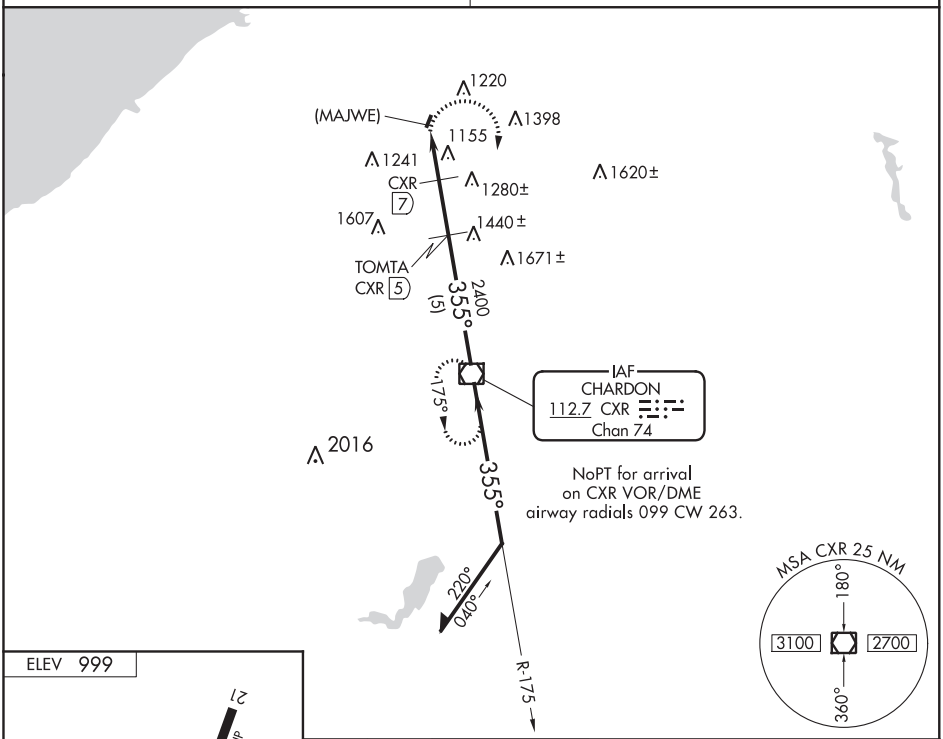
NA

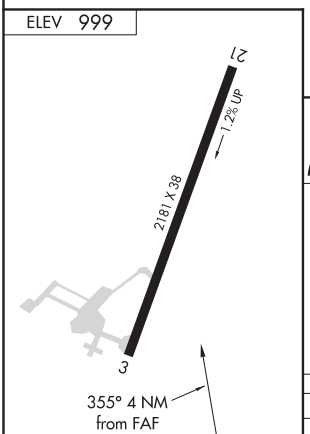
Procedure not authorized at night.
Use Cleveland-Hopkins altimeter setting.
DME required.

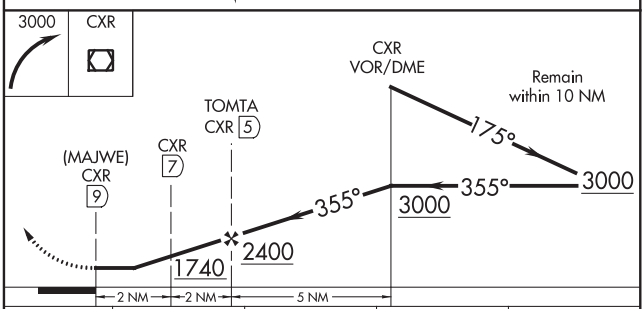
MISSED APPROACH: Climbing right turn to 3000 direct CXR VOR/DME and hold.

CLEVELAND APP CON
**125.35 346.325**

UNICOM
**122.8** (CTAF)




| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1740-1<br>741 (800-1) | 1740-1¼<br>741 (800-1¼) | 1740-2¼<br>741 (800-2¼) | NA |
| DME MINIMUMS | | | | |
| CIRCLING | 1640-1 641 (700-1) | | 1640-1¾<br>641 (700-1¾) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 1
## PERU MUNI (I76)

| APP CRS | Rwy ldg | 4400 |
|---|---|---|
| 009° | TDZE | 777 |
| | Apt Elev | 779 |

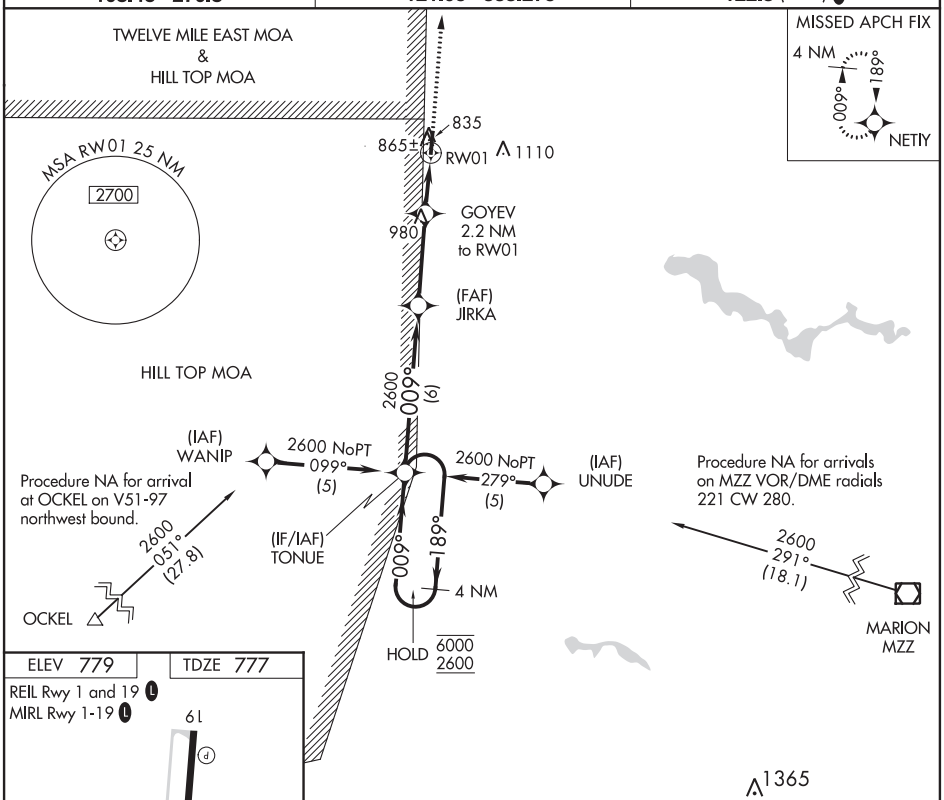
RNP APCH.

Rwy 1 helicopter visibility reduction below 1 SM NA. Use Grissom ARB altimeter setting; when not received, use Logansport altimeter setting.

NA

MISSED APPROACH: Climb to 2600 direct NETIY and hold.

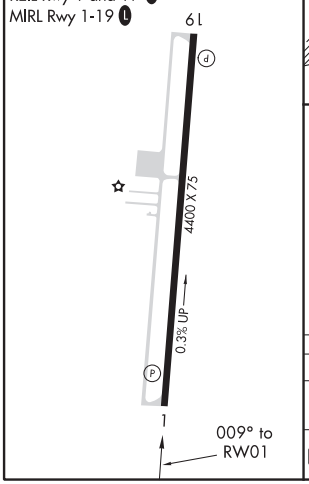
| GUS ASOS | GRISSOM APP CON ★ | UNICOM |
|---|---|---|
| 108.45 270.8 | 121.05 338.275 | 122.8 (CTAF) L |

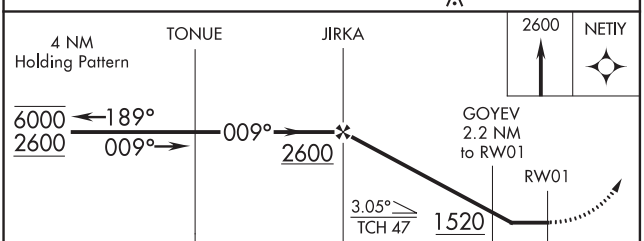



ELEV 779 | TDZE 777

REIL Rwy 1 and 19 L

MIRL Rwy 1-19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1240-1 463 (500-1) | | 1240-1⅜ 463 (500-1⅜) | 1240-1½ 463 (500-1½) |
| C CIRCLING | 1300-1 521 (600-1) | | 1500-2 721 (800-2) | 1500-2¼ 721 (800-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

PERU, INDIANA | AL-6127 (FAA) | 20030

# RNAV (GPS) RWY 19
## PERU MUNI (I76)

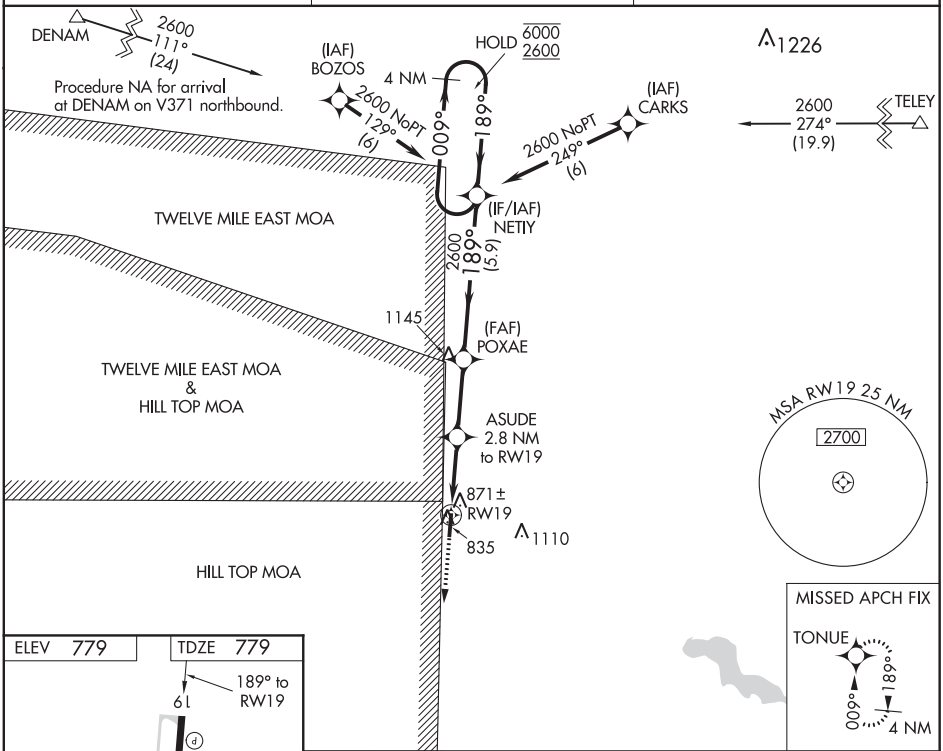
| WAAS CH 50438 W19A | APP CRS 189° | Rwy ldg 4400 TDZE 779 Apt Elev 779 |
|---|---|---|

RNP APCH.

Rwy 19 Helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA. Use Grissom ARB altimeter setting; when not received use Logansport altimeter setting and increase all DAs 8 feet.

MISSED APPROACH: Climb to 3000 direct TONUE and hold.

| GUS ASOS | GRISSOM APP CON ★ | UNICOM |
|---|---|---|
| 108.45 270.8 | 121.05 338.275 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1053-1 274 (300-1) | | | |
| LNAV/VNAV DA | 1074-1 295 (300-1) | | | |
| LNAV MDA | 1160-1 381 (400-1) | | 1160-1⅛ 381 (400-1⅛) | |
| C CIRCLING | 1280-1 501 (600-1) | | 1500-2 721 (800-2) | 1500-2¼ 721 (800-2¼) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

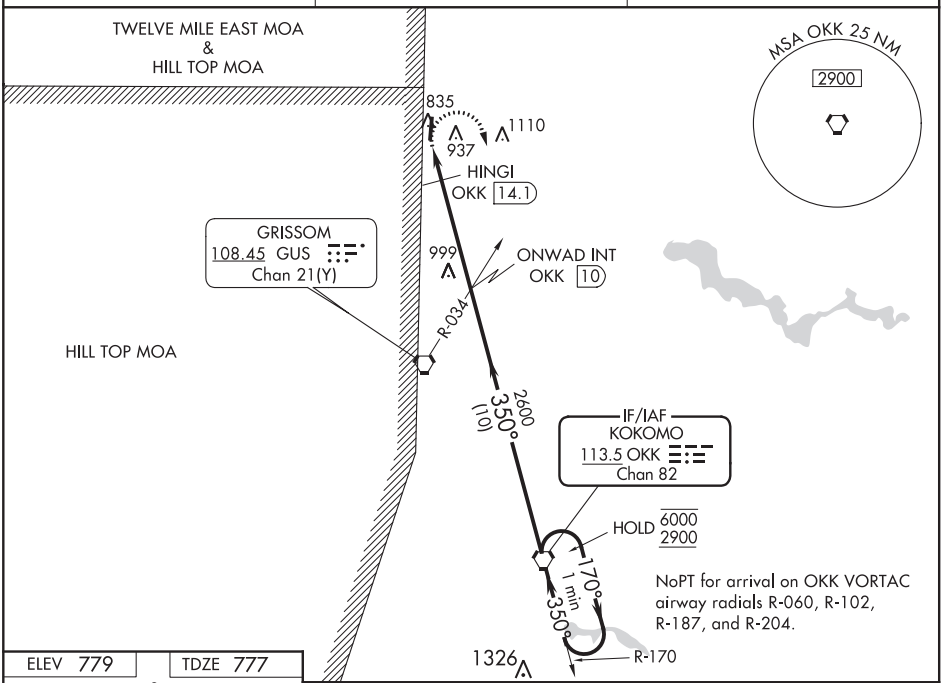
| VORTAC OKK | APP CRS | Rwy ldg | 4400 |
|---|---|---|---|
| 113.5 | 350° | TDZE | 777 |
| Chan 82 | | Apt Elev | 779 |

# VOR RWY 1
## PERU MUNI (I76)

V A NA — Rwy 1 helicopter visibility reduction below 1 SM NA. Use Grissom ARB altimeter setting; when not received, use Logansport altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2600 direct OKK VORTAC and hold.

| GUS ASOS | GRISSOM APP CON * | UNICOM |
|---|---|---|
| 108.45 270.8 | 121.05 338.275 | 122.8 (CTAF) L |

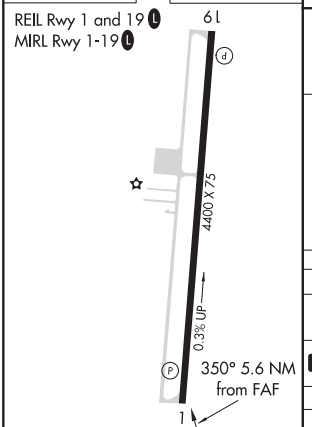



EC-2, 05 NOV 2020 to 31 DEC 2020

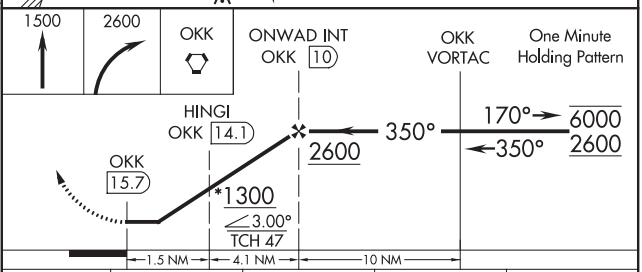
EC-2, 05 NOV 2020 to 31 DEC 2020

ELEV 779 | TDZE 777

REIL Rwy 1 and 19 L
MIRL Rwy 1-19 L




| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1300-1 523 (600-1) | | 1300-1½ 523 (600-1½) | 1300-1¾ 523 (600-1¾) |
| C CIRCLING | 1300-1 521 (600-1) | | 1500-2 721 (800-2 ) | 1500-2 ¼ 721 (800-2¼) |
| HINGI DME FIX MINIMUMS | | | | |
| S-1 | 1240-1 463 (500-1) | | 1240-1⅜ 463 (500-1⅜) | 1240-1½ 463 (500-1½) |
| C CIRCLING | 1280-1 501 (600-1) | | 1500-2 721 (800-2 ) | 1500-2 ¼ 721 (800-2¼) |

PIQUA, OHIO | AL-5022 (FAA) | 20086

| APP CRS | Rwy ldg | 3998 |
|---|---|---|
| 081° | TDZE | 993 |
| | Apt Elev | 993 |

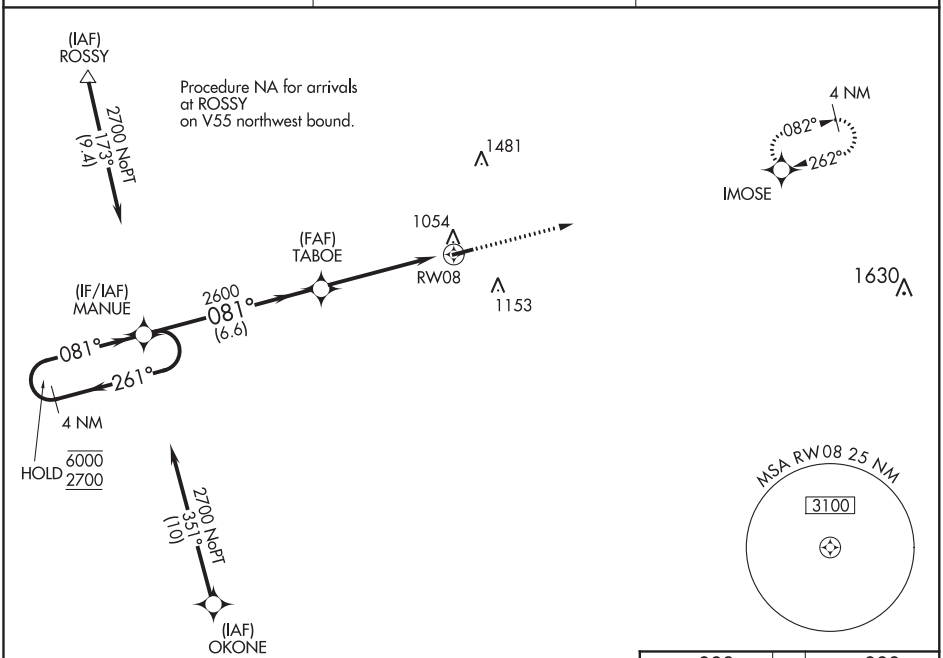
# RNAV (GPS) RWY 8
## PIQUA AIRPORT-HARTZELL FIELD (I17)

RNP APCH.

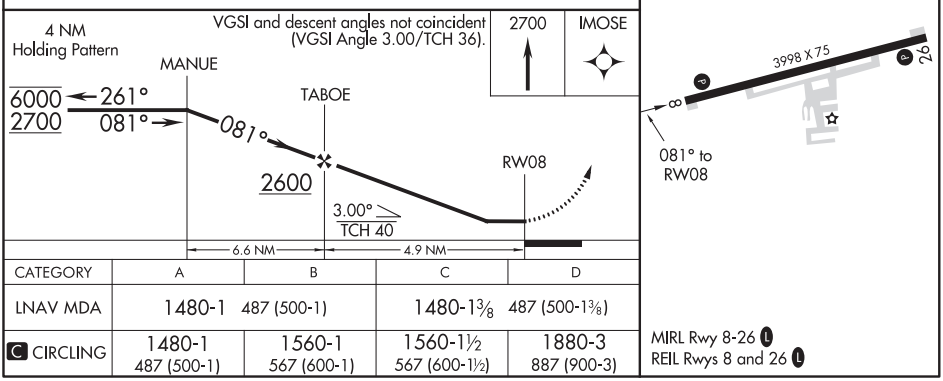
T A NA Use James M Cox Dayton Intl altimeter setting. Rwy 8 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct IMOSE and hold.

| DAY ASOS | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 125.8 | 118.425 294.5 352.05 | 123.0 (CTAF) L |




| ELEV 993 | TDZE 993 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1480-1 487 (500-1) | | 1480-1⅜ 487 (500-1⅜) | |
| C CIRCLING | 1480-1 487 (500-1) | 1560-1 567 (600-1) | 1560-1½ 567 (600-1½) | 1880-3 887 (900-3) |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 3998 |
|---|---|---|
| 262° | TDZE | 986 |
| | Apt Elev | 993 |

# RNAV (GPS) RWY 26
## PIQUA AIRPORT-HARTZELL FIELD (I17)

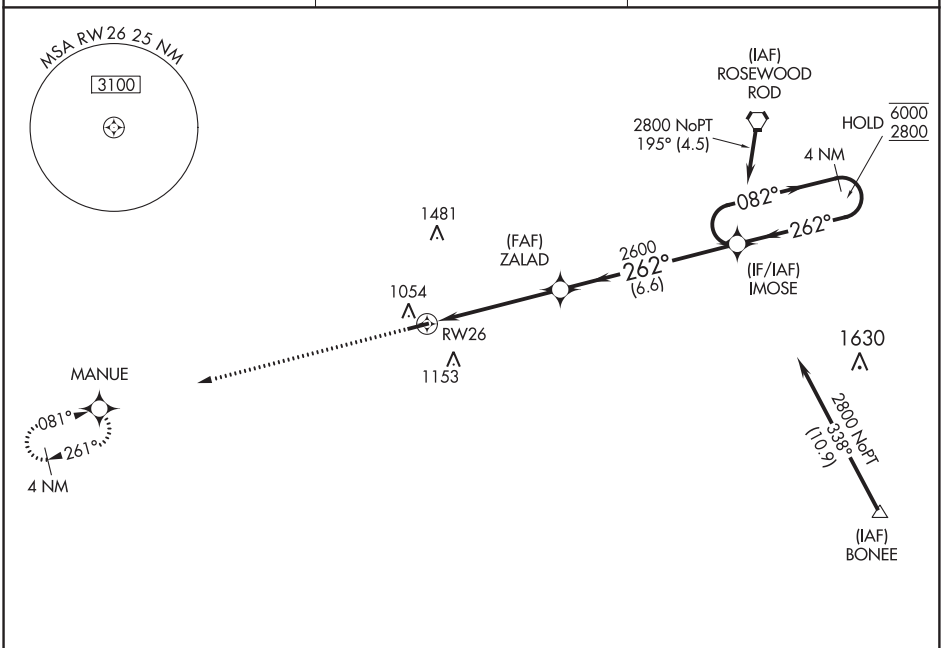
RNP APCH.

T
A NA

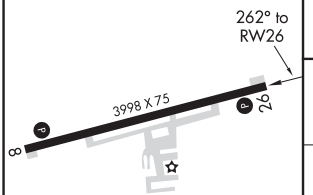
Use James M Cox Dayton Intl altimeter setting.

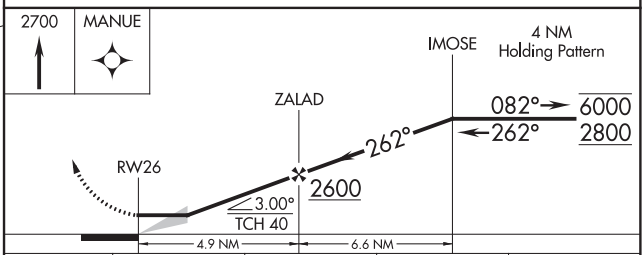
MISSED APPROACH: Climb to 2700 direct MANUE and hold.

| DAY ASOS | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 125.8 | 118.425 294.5 352.05 | 123.0 (CTAF) L |




ELEV 993 | TDZE 986




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1500-1 514 (600-1) | | 1500-1⅜ 514 (600-1⅜) | |
| C CIRCLING | 1500-1 507 (600-1) | 1560-1 567 (600-1) | 1560-1½ 567 (600-1½) | 1880-3 887 (900-3) |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

PIQUA, OHIO

AL-5022 (FAA)

20086

# VOR RWY 26

## PIQUA AIRPORT-HARTZELL FIELD (I17)

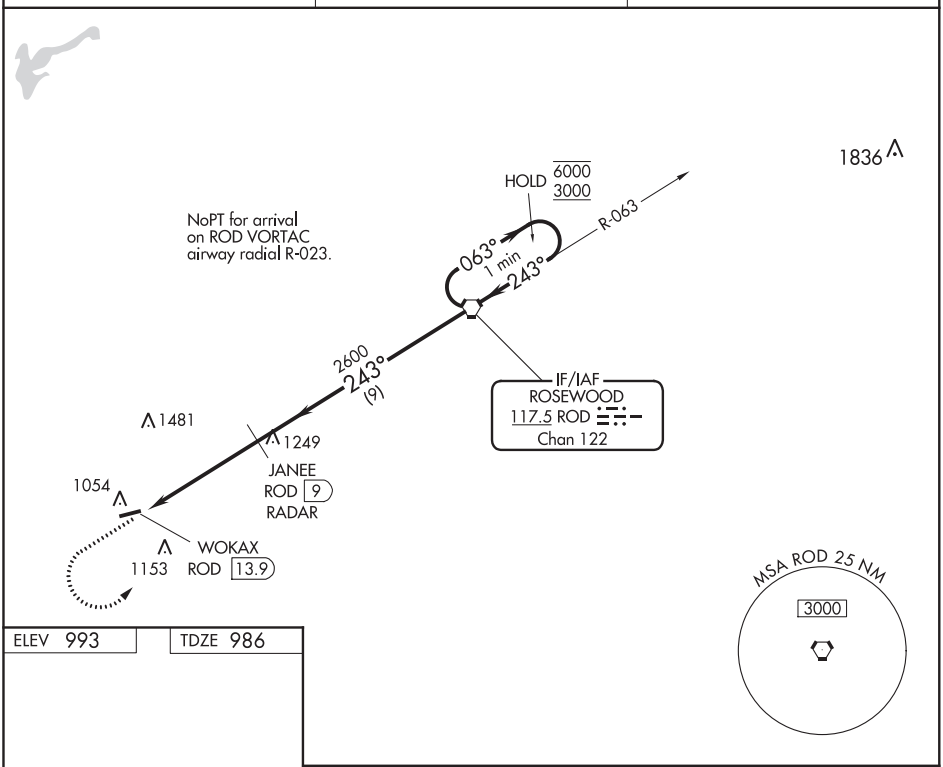
| VORTAC | ROD | APP CRS | Rwy ldg | 3998 |
|---|---|---|---|---|
| 117.5 | | 243° | TDZE | 986 |
| Chan 122 | | | Apt Elev | 993 |

DME or RADAR required.

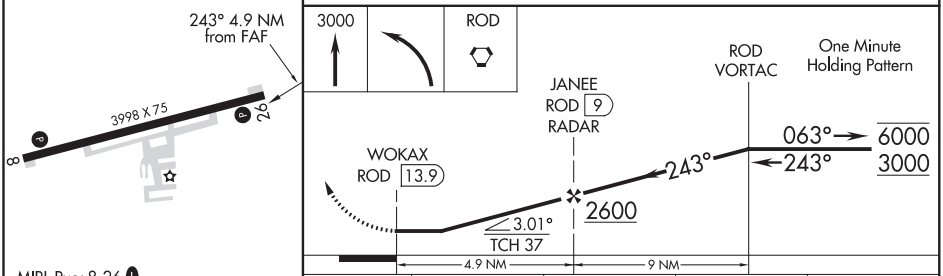
Rwy 26 helicopter visibility reduction below ¾ SM NA.
NA Use James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

| DAY ASOS | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 125.8 | 118.425 294.5 352.05 | 123.0 (CTAF) L |




ELEV 993 | TDZE 986




MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 1500-1 514 (600-1) | | 1500-1⅜ 514 (600-1⅜) | |
| C CIRCLING | 1500-1 507 (600-1) | 1560-1 567 (600-1) | 1560-1½ 567 (600-1½) | 1880-3 887 (900-3) |



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# VOR-A

## PIQUA AIRPORT-HARTZELL FIELD (I17)

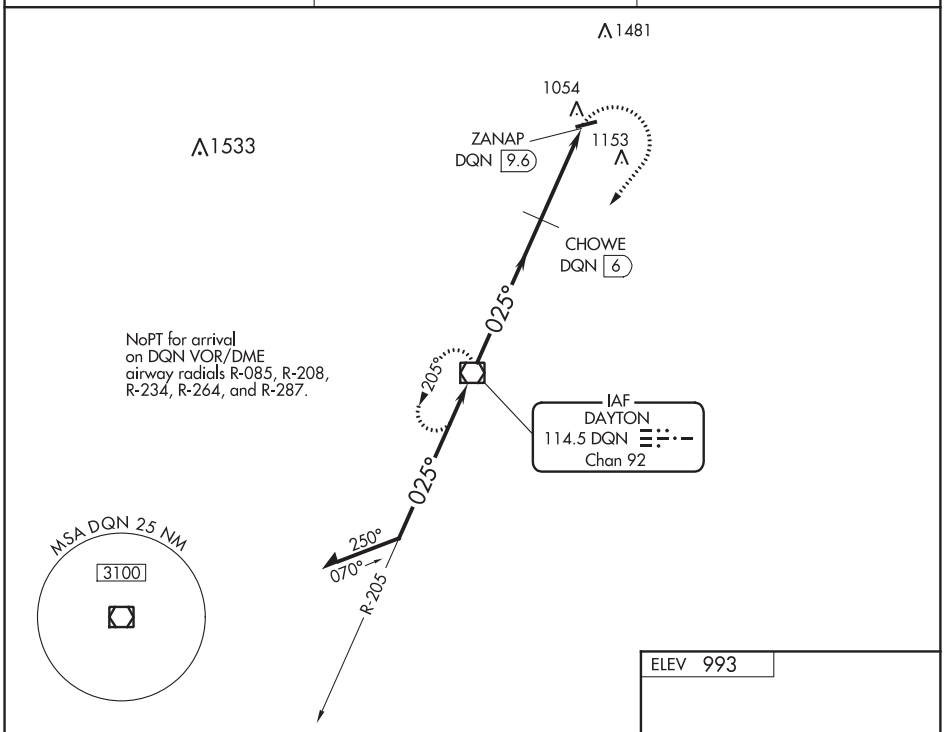
| VOR/DME DQN 114.5 Chan 92 | APP CRS 025° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 993 |
|---|---|---|

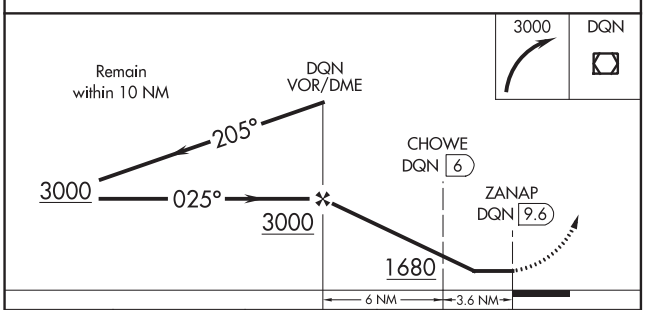
NA

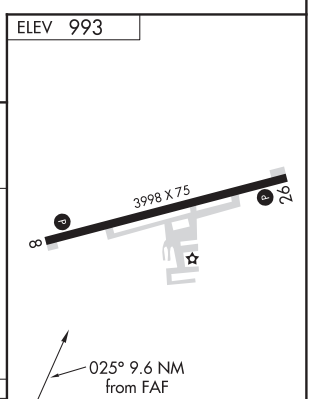
Use James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DQN VOR/DME and hold.

| DAY ASOS | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 125.8 | 118.425 294.5 352.05 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1680-1 687 (700-1) | | 1680-2 687 (700-2) | 1880-3 887 (900-3) |

CHOWE FIX MINIMUMS (DME REQUIRED)

| | | | | |
|---|---|---|---|---|
| C CIRCLING | 1500-1 507 (600-1) | 1560-1 567 (600-1) | 1560-1½ 567 (600-1½) | 1880-3 887 (900-3) |

FAF to MAP 9.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 9:36 | 6:24 | 4:48 | 3:50 | 3:12 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

PLYMOUTH, INDIANA | AL-5658 (FAA) | 19115

| WAAS CH 86338 W10A | APP CRS 101° | Rwy ldg 4400<br>TDZE 796<br>Apt Elev 800 |
|---|---|---|

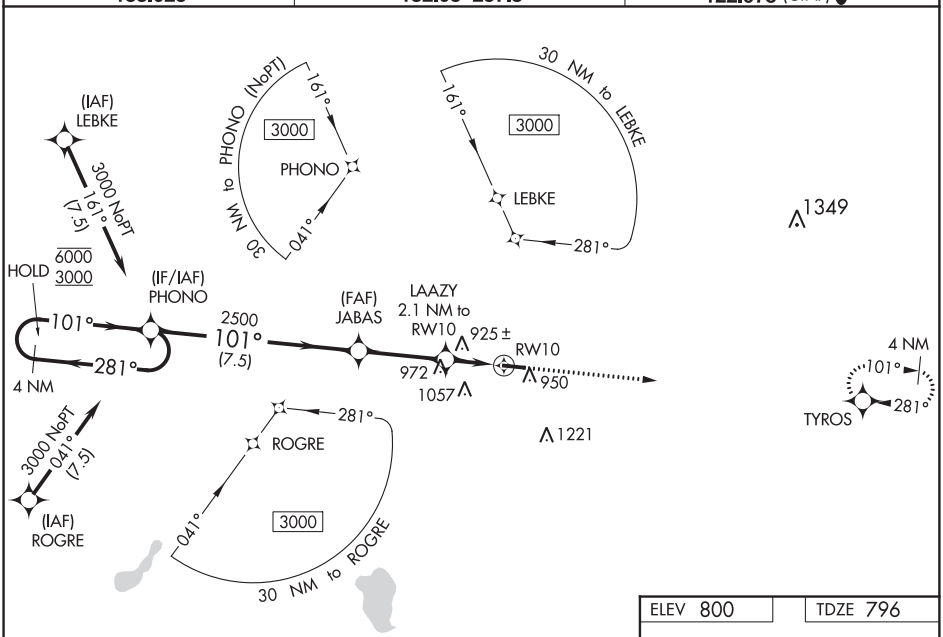
# RNAV (GPS) RWY 10
## PLYMOUTH MUNI (C65)

RNP APCH.

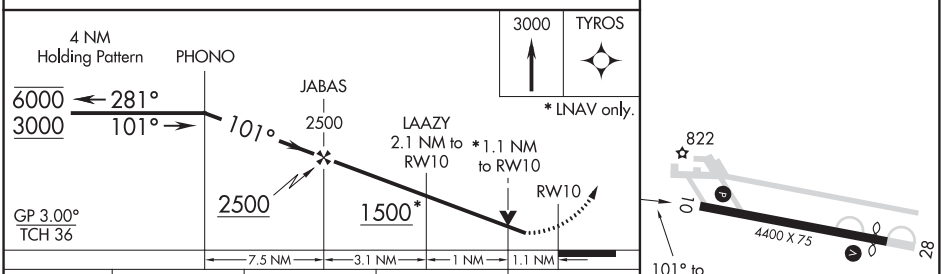
Baro-VNAV and VDP NA when using South Bend altimeter setting. Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use South Bend altimeter setting: increase LPV DA to 1136 feet, LNAV/VNAV DA to 1114 feet and all visibilities ⅛ SM; increase all MDAs 60 feet and LNAV and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct TYROS and hold.

| AWOS-3 | SOUTH BEND APP CON * | UNICOM |
|---|---|---|
| 133.025 | 132.05 257.8 | 122.975 (CTAF) L |




| ELEV 800 | TDZE 796 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1088-1 292 (300-1) | | | NA |
| LNAV/VNAV DA | 1066-1 270 (300-1) | | | NA |
| LNAV MDA | 1180-1 384 (400-1) | | 1180-1⅛ 384 (400-1⅛) | NA |
| C CIRCLING | 1280-1 480 (500-1) | 1360-1 560 (600-1) | 1540-2 740 (800-2) | NA |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH **90238** **W28A** | APP CRS **281°** | Rwy ldg **4100** TDZE **796** Apt Elev **800** |
|---|---|---|

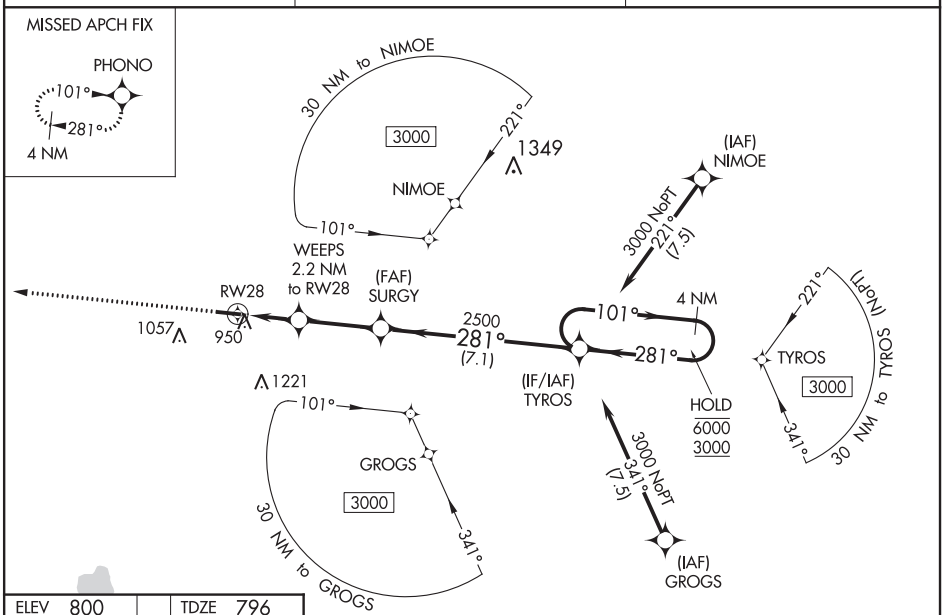
# RNAV (GPS) RWY 28
## PLYMOUTH MUNI (C65)

RNP APCH.

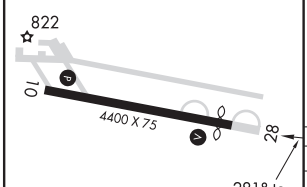
T Baro-VNAV and VDP NA when using South Bend altimeter setting. Rwy 28 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter not received, use South Bend altimeter setting and increase LPV DA to 1147 feet and visibility all Cats ⅛ SM, LNAV/VNAV DA to 1225 feet and visibility all Cats ¼ SM, all MDA 60 feet and LNAV and Circling Cat C visibility ¼ SM.

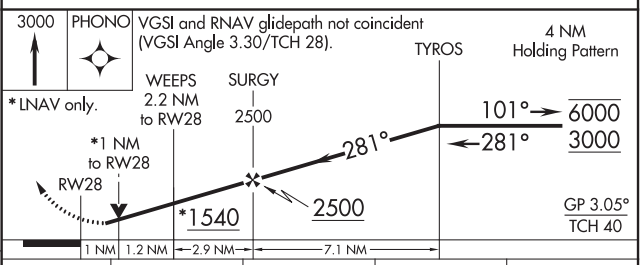
MISSED APPROACH: Climb to 3000 direct PHONO and hold.

| AWOS-3 | SOUTH BEND APP CON * | UNICOM |
|---|---|---|
| **133.025** | **132.05 257.8** | **122.975** (CTAF) L |




ELEV 800 TDZE 796




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1099-1 303 (300-1) | | | NA |
| LNAV/VNAV DA | 1177-1¼ 381 (400-1¼) | | | NA |
| LNAV MDA | 1260-1 464 (500-1) | | 1260-1⅜ 464 (500-1⅜) | NA |
| C CIRCLING | 1280-1 480 (500-1) | 1360-1 560 (600-1) | 1540-2 740 (800-2) | NA |

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

PLYMOUTH, INDIANA AL-5658 (FAA) 20086

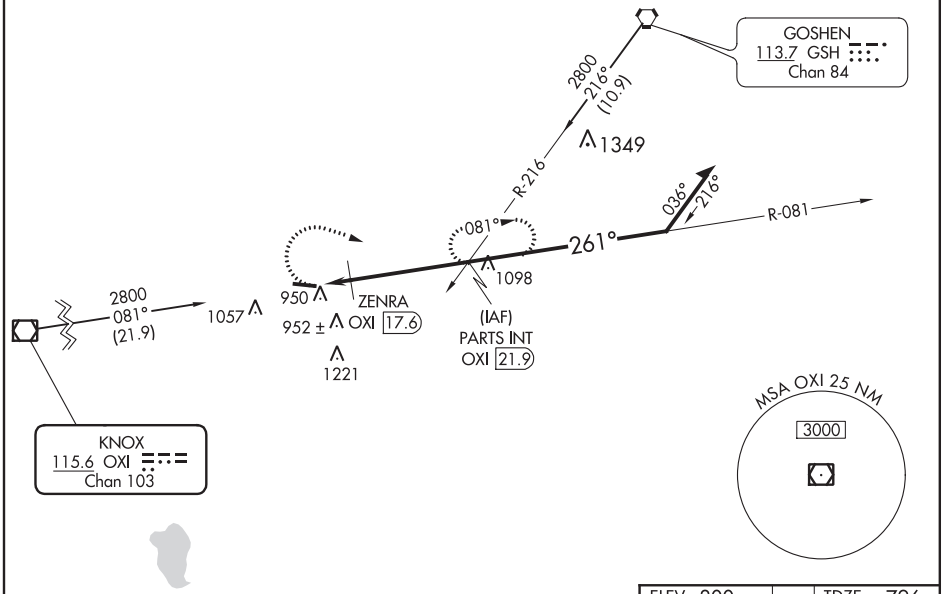
| VOR/DME OXI | APP CRS | Rwy ldg | 4100 |
|---|---|---|---|
| 115.6 | 261° | TDZE | 796 |
| Chan 103 | | Apt Elev | 800 |

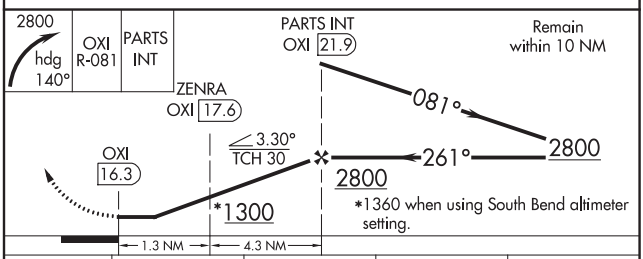
# VOR RWY 28
## PLYMOUTH MUNI (C65)

Rwy 28 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet and S-28 Cat C and Circling Cat C visibility ¼ SM; increase ZENRA fix minimums S-28 Cat C visibility ⅛ SM and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 2800 on heading 140° and OXI VOR/DME R-081 direct PARTS INT/OXI 21.9 DME and hold.

| AWOS-3 | SOUTH BEND APP CON ★ | UNICOM |
|---|---|---|
| 133.025 | 132.05 257.8 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 1300-1 504 (500-1) | | 1300-1⅜ 504 (500-1⅜) | NA |
| C CIRCLING | 1300-1 500 (500-1) | 1360-1 560 (600-1) | 1540-2 740 (800-2) | NA |
| ZENRA FIX MINIMUMS (DME REQUIRED) | | | | |
| S-28 | 1220-1 424 (500-1) | | 1220-1¼ 424 (500-1¼) | NA |
| C CIRCLING | 1280-1 480 (500-1) | 1360-1 560 (600-1) | 1540-2 740 (800-1) | NA |

ELEV 800 TDZE 796

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

PLYMOUTH, INDIANA
Amdt 11A 25APR19

41°22′N-86°18′W

PLYMOUTH MUNI (C65)
VOR RWY 28

| APP CRS | Rwy ldg | 5161 |
|---|---|---|
| 090° | TDZE | 590 |
| | Apt Elev | 590 |

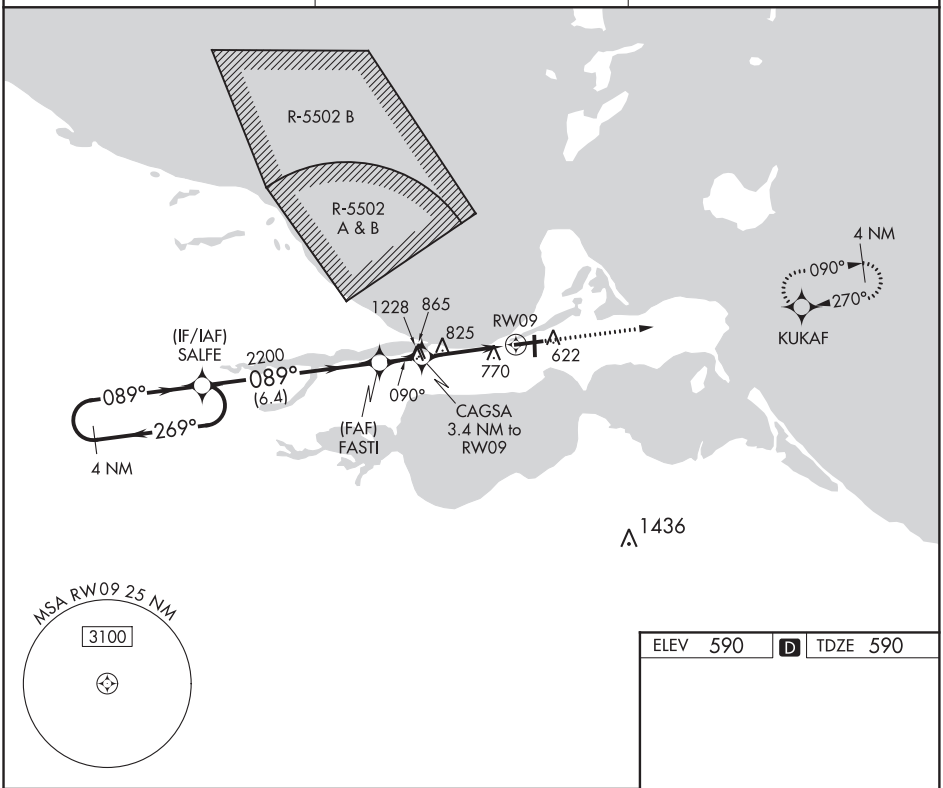
# RNAV (GPS) RWY 9
## ERIE-OTTAWA INTL (PCW)

RNP APCH.

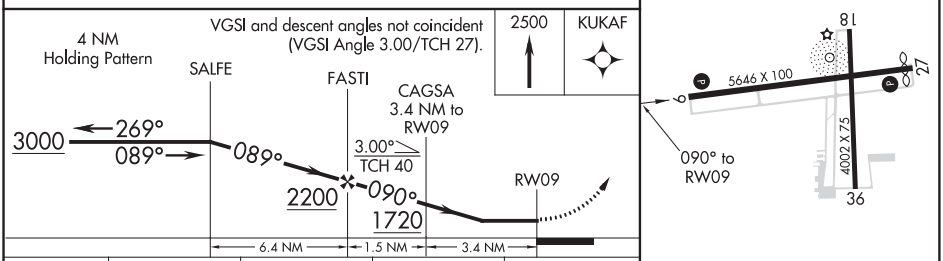
When local altimeter setting not received, use Toledo Executive altimeter setting and increase all MDA 80 feet and all Cat C/D visibilities ¼ mile. Rwy 9 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 2500 direct KUKAF and hold.

| AWOS-3 | CLEVELAND APP CON | UNICOM |
|---|---|---|
| 118.775 | 126.35 346.325 | 122.8 (CTAF) L |




ELEV 590 D TDZE 590




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 | 550 (600-1) | 1140-1⅝ | 550 (600-1⅝) |
| C CIRCLING | 1140-1 | 550 (600-1) | 1180-1⅝ 590 (600-1⅝) | 1580-3 990 (1000-3) |

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

PORT CLINTON, OHIO — AL-5727 (FAA) — 20142

| WAAS CH 58012 W27A | APP CRS 270° | Rwy ldg 5445<br>TDZE 588<br>Apt Elev 590 |
|---|---|---|

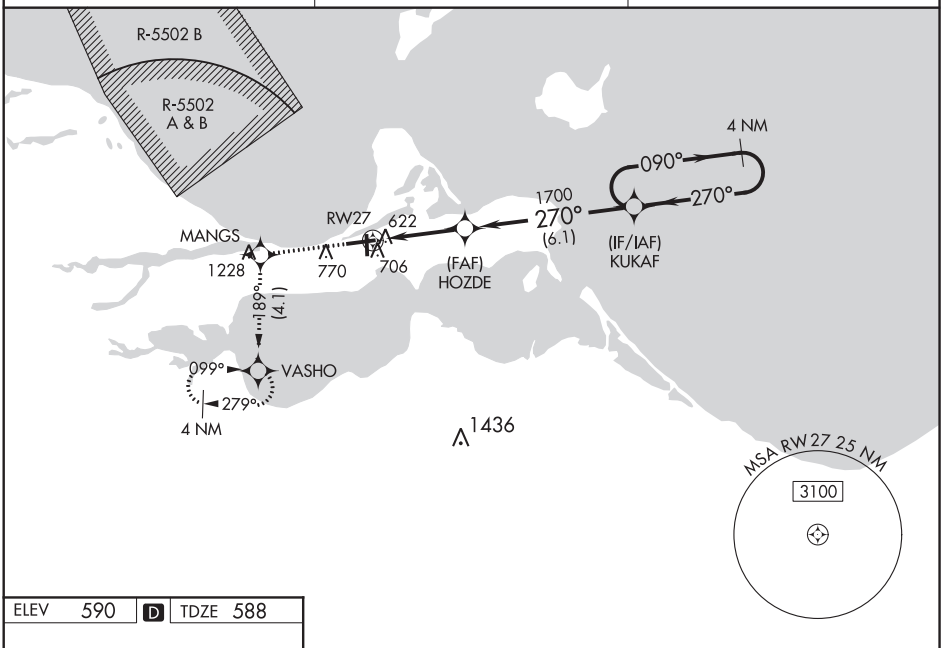
# RNAV (GPS) RWY 27
## ERIE-OTTAWA INTL (PCW)

RNP APCH.

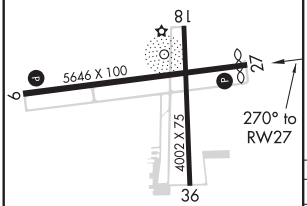
Baro-VNAV NA when using Toledo Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Toledo Executive altimeter setting and increase all DA/MDA 80 feet and all visibilities ¼ mile. Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 3000 direct MANGS and on track 189° to VASHO and hold, continue climb-in-hold to 3000.

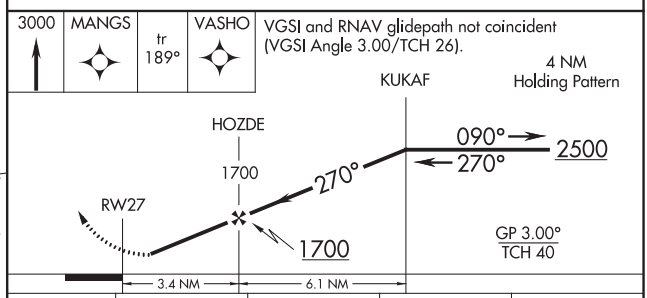
| AWOS-3 | CLEVELAND APP CON | UNICOM |
|---|---|---|
| 118.775 | 126.35 346.325 | 122.8 (CTAF) L |




ELEV 590 | D | TDZE 588




HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 910-1⅛ 322 (400-1⅛) | | | |
| LNAV/VNAV DA | 956-1¼ 368 (400-1¼) | | | |
| LNAV MDA | 980-1 392 (400-1) | | 980-1⅛ 392 (400-1⅛) | |
| C CIRCLING | 1140-1 550 (600-1) | | 1180-1½ 590 (600-1½) | 1580-3 990 (1000-3) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| NDB PCW | APP CRS | Rwy ldg | 5445 |
|---|---|---|---|
| 423 | 276° | TDZE | 588 |
| | | Apt Elev | 590 |

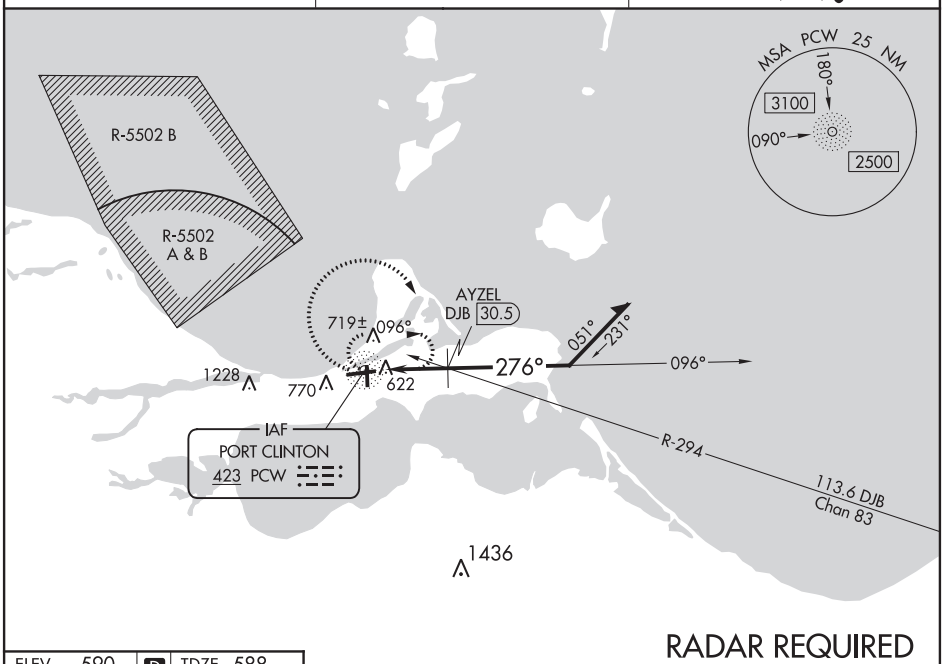
# NDB RWY 27
## ERIE-OTTAWA INTL (PCW)

T A NA

When local altimeter setting not received, use Toledo Executive altimeter setting and increase all MDA 80 feet and all visibilities ¼ mile. Helicopter visibility reduction below ¾ SM NA.

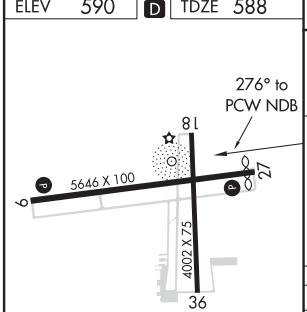
MISSED APPROACH: Climbing right turn to 2500 in PCW NDB holding pattern.

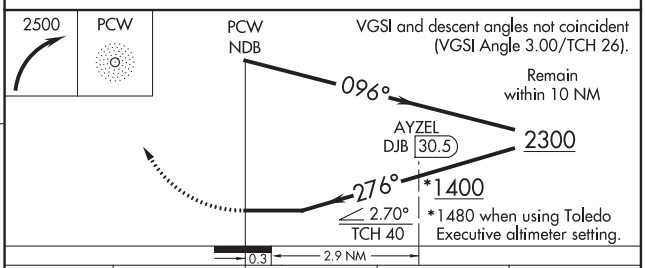
| AWOS-3 | CLEVELAND APP CON | UNICOM |
|---|---|---|
| 118.775 | 126.35 346.325 | 122.8 (CTAF) L |




RADAR REQUIRED

ELEV 590 D TDZE 588




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1400-1<br>812 (900-1) | 1400-1¼<br>812 (900-1¼) | 1400-2½ | 812 (900-2½) |
| C CIRCLING | 1400-1<br>810 (900-1) | 1400-1¼<br>810 (900-1¼) | 1400-2½<br>810 (900-2½) | 1580-3<br>990 (1000-3) |
| AYZEL FIX MINIMUMS (DME REQUIRED) | | | | |
| S-27 | 1060-1 | 472 (500-1) | 1060-1⅜ | 472 (500-1⅜) |
| C CIRCLING | 1140-1 | 550 (600-1) | 1180-1½<br>590 (600-1½) | 1580-3<br>990 (1000-3) |

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

PORTLAND, INDIANA

AL-5633 (FAA)

18088

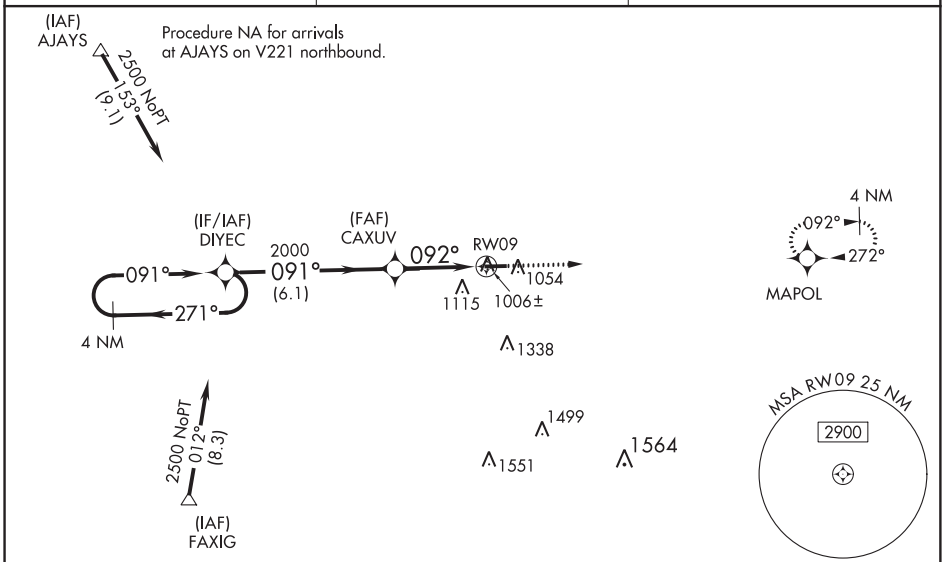
# RNAV (GPS) RWY 9
## PORTLAND MUNI (PLD)

| WAAS CH 63225 W09A | APP CRS 092° | Rwy ldg 4002<br>TDZE 922<br>Apt Elev 925 |
|---|---|---|

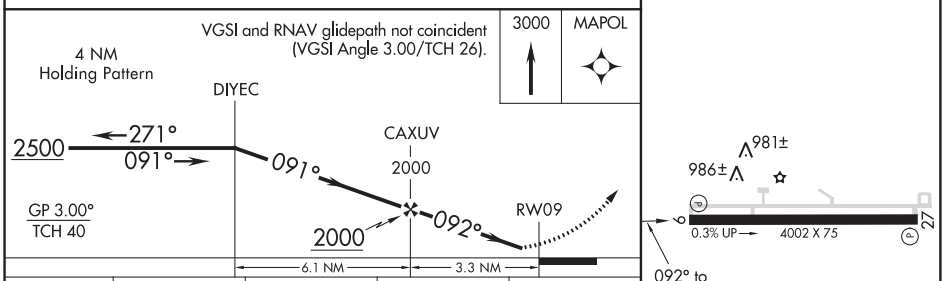
NA Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase LPV DA to 1255, LNAV/VNAV DA to 1320 and all MDA 100 feet, increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ⅜ mile and Circling Cat C visibility ¼ mile. When VGSI inop, Straight-in/Circling Rwy 9 procedure NA at night. When VGSI inop, Circling Rwy 27 NA at night.

MISSED APPROACH: Climb to 3000 direct MAPOL and hold.

| AWOS-3 | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 124.675 | 132.15 (SE/NE) 284.6<br>127.2 (SW/NW) 284.6 | 122.8 (CTAF) L |




ELEV 925 | TDZE 922




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1172-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1237-1 315 (400-1) | | | NA |
| LNAV MDA | 1260-1 338 (400-1) | | | NA |
| CIRCLING | 1480-1 555 (600-1) | | 1480-1½ 555 (600-1½) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 73025 W27A | APP CRS 272° | Rwy ldg 4002<br>TDZE 925<br>Apt Elev 925 |
|---|---|---|

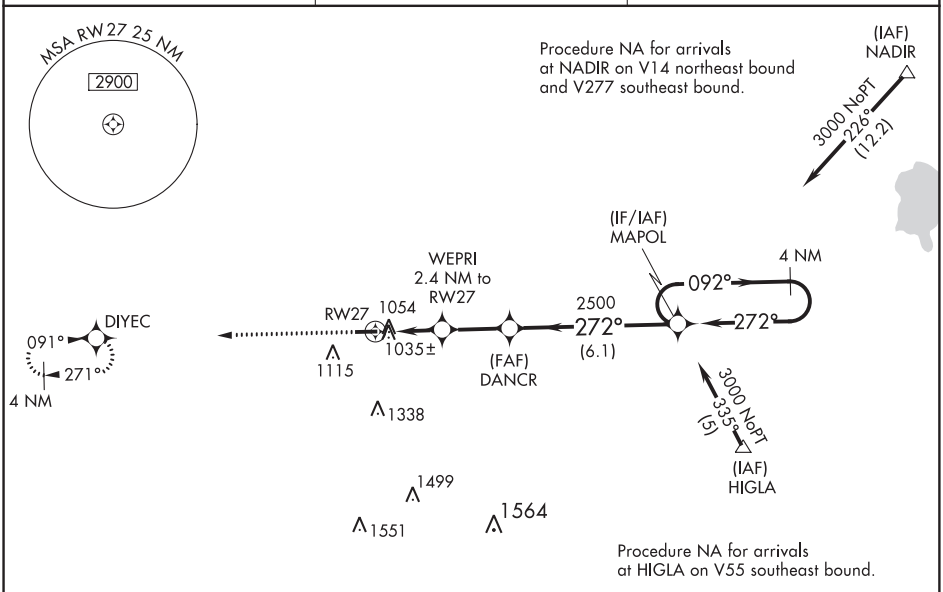
# RNAV (GPS) RWY 27
## PORTLAND MUNI (PLD)

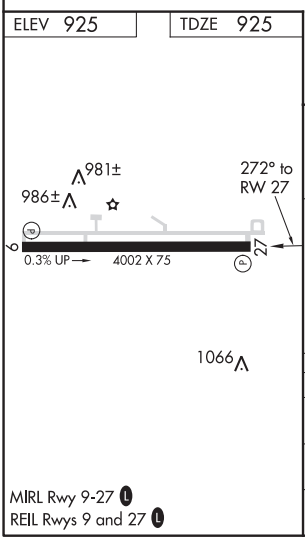
T A NA

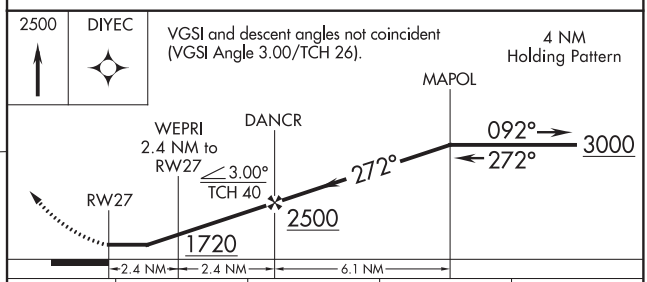
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, LP Cat C visibility ⅜ mile, LNAV and Circling Cat C visibility to ¼ mile. When VGSI inop, Straight-in/Circling Rwy 27 procedure NA at night. When VGSI inop, Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2500 direct DIYEC and hold.

| AWOS-3 | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 124.675 | 132.15 (SE/NE) 284.6<br>127.2 (SW/NW) 284.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1300-1 375 (400-1) | | | NA |
| LNAV MDA | 1380-1 455 (500-1) | | 1380-1⅜ 455 (500-1⅜) | NA |
| CIRCLING | 1480-1 555 (600-1) | | 1480-1½ 555 (600-1½) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

PORTSMOUTH, OHIO

AL-708 (FAA)

20310

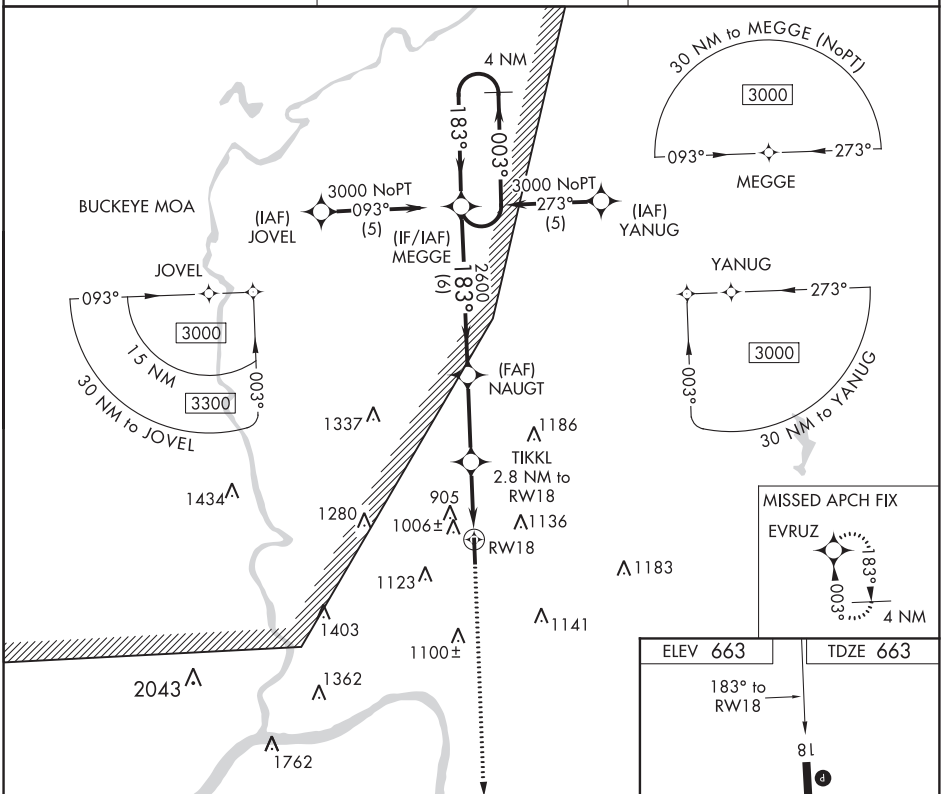
# RNAV (GPS) RWY 18
## GREATER PORTSMOUTH RGNL (PMH)

| WAAS CH 45907 W18A | APP CRS 183° | Rwy ldg 5001 TDZE 663 Apt Elev 663 |
|---|---|---|

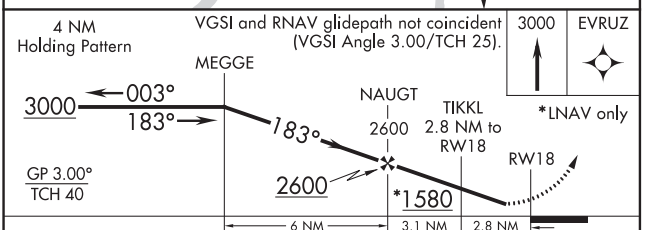
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Huntington altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV Cat C, D visibility ½ mile and Circling Cat B, D visibility ¼ mile, Cat C visibility ½ mile.

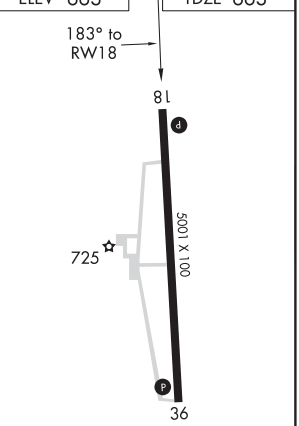
MISSED APPROACH: Climb to 3000 direct EVRUZ and hold.

| AWOS-3 | HUNTINGTON APP CON | UNICOM |
|---|---|---|
| 125.175 | 128.4 270.1 | 122.8 (CTAF) L |




EC-2, 05 NOV 2020 to 31 DEC 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1010-1¼ 347 (400-1¼) | | | |
| LNAV MDA | 1260-1 597 (600-1) | | 1260-1½ 597 (600-1½) | 1260-1¾ 597 (600-1¾) |
| CIRCLING | 1320-1 657 (700-1) | 1380-1 717 (800-1) | 1380-2 717 (800-2) | 1440-2½ 777 (800-2½) |

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

EC-2, 05 NOV 2020 to 31 DEC 2020

PORTSMOUTH, OHIO
Orig 25SEP08

38°50′N-82°51′W

GREATER PORTSMOUTH RGNL (PMH)
RNAV (GPS) RWY 18

| WAAS CH 70408 W36A | APP CRS 003° | Rwy ldg 5001 TDZE 662 Apt Elev 663 |
|---|---|---|

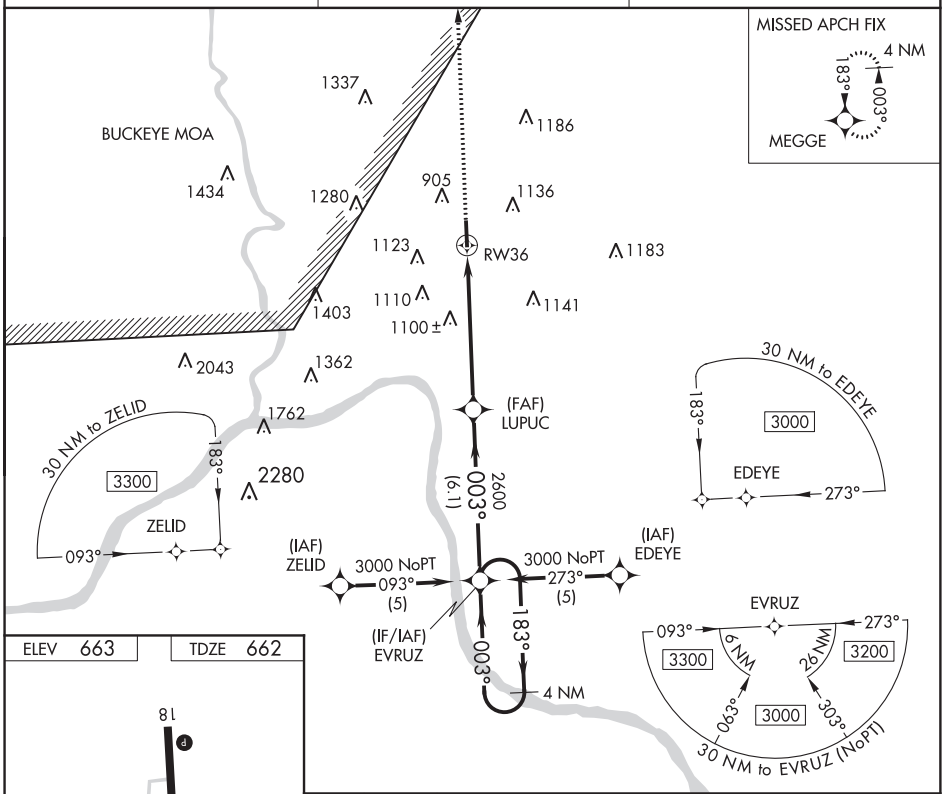
# RNAV (GPS) RWY 36
## GREATER PORTSMOUTH RGNL (PMH)

When local altimeter setting not received, use Huntington altimeter setting and increase all DA 96 feet and all MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV Cat B visibility ¼ mile, Cat C, D visibility ½ mile, and Circling Cat B visibility ¼ mile, Cat C visibility ½ mile and Cat D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

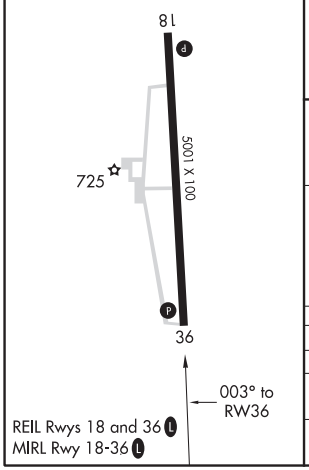
NA

MISSED APPROACH: Climb to 3000 direct MEGGE and hold.

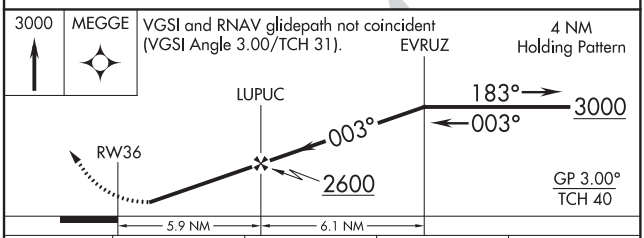
| AWOS-3 | HUNTINGTON APP CON | UNICOM |
|---|---|---|
| 125.175 | 128.4 270.1 | 122.8 (CTAF) L |




ELEV 663 | TDZE 662




REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 912-1 250 (300-1) | | | |
| LNAV MDA | 1400-1 738 (800-1) | | 1400-2 738 (800-2) | 1400-2¼ 738 (800-2¼) |
| CIRCLING | 1400-1 737 (800-1) | | 1400-2 737 (800-2) | 1440-2½ 777 (800-2½) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

PORTSMOUTH, OHIO AL-708 (FAA) 20310

# VOR/DME-A
## GREATER PORTSMOUTH RGNL (PMH)

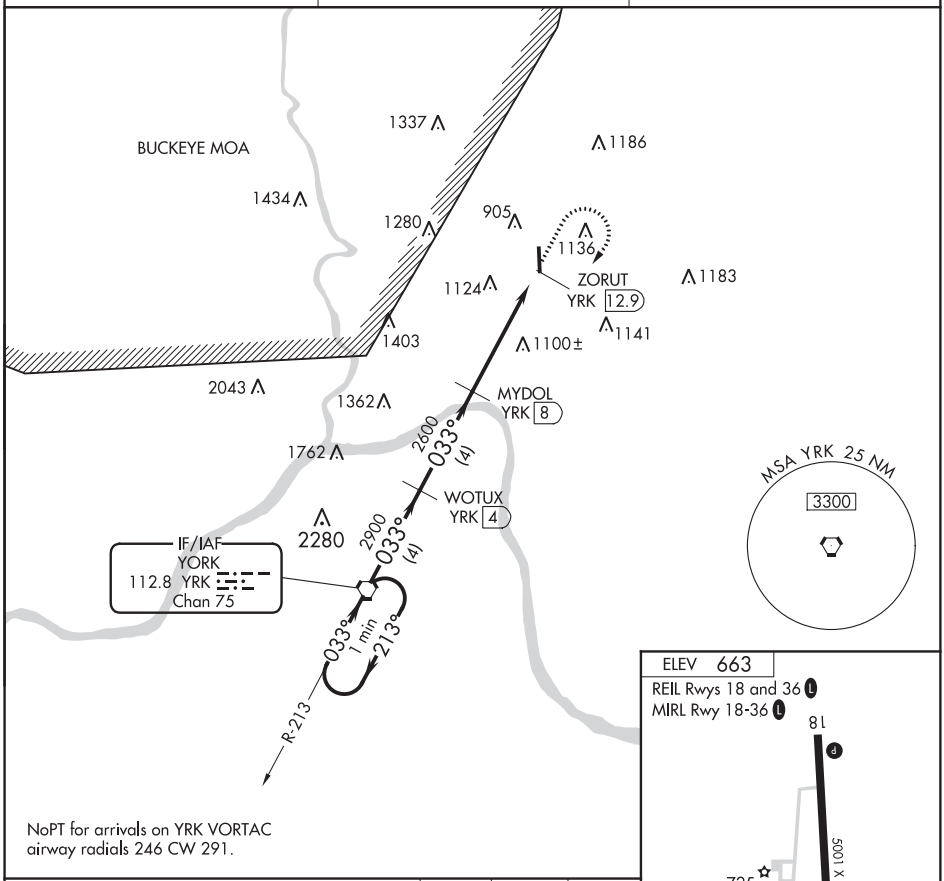
| VORTAC YRK | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 112.8 | 033° | TDZE | N/A |
| Chan 75 | | Apt Elev | 663 |

When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 100 feet and increase Cat B, D visibility ¼ mile, Cat C visibility ½ mile.

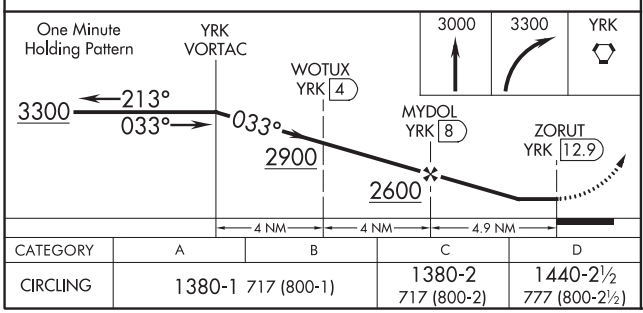
NA

MISSED APPROACH: Climb to 3000 then climbing right turn to 3300 direct YRK VORTAC and hold.

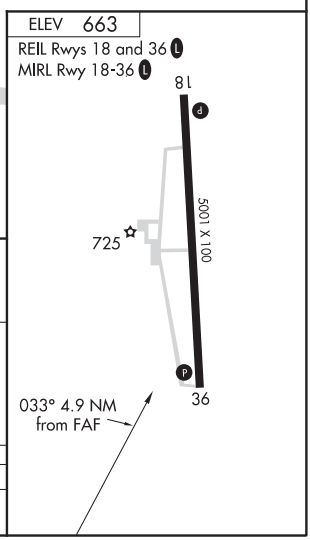
| AWOS-3 | HUNTINGTON APP CON | UNICOM |
|---|---|---|
| 125.175 | 128.4 270.1 | 122.8 (CTAF) L |




NoPT for arrivals on YRK VORTAC airway radials 246 CW 291.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1380-1 717 (800-1) | | 1380-2 717 (800-2) | 1440-2½ 777 (800-2½) |




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

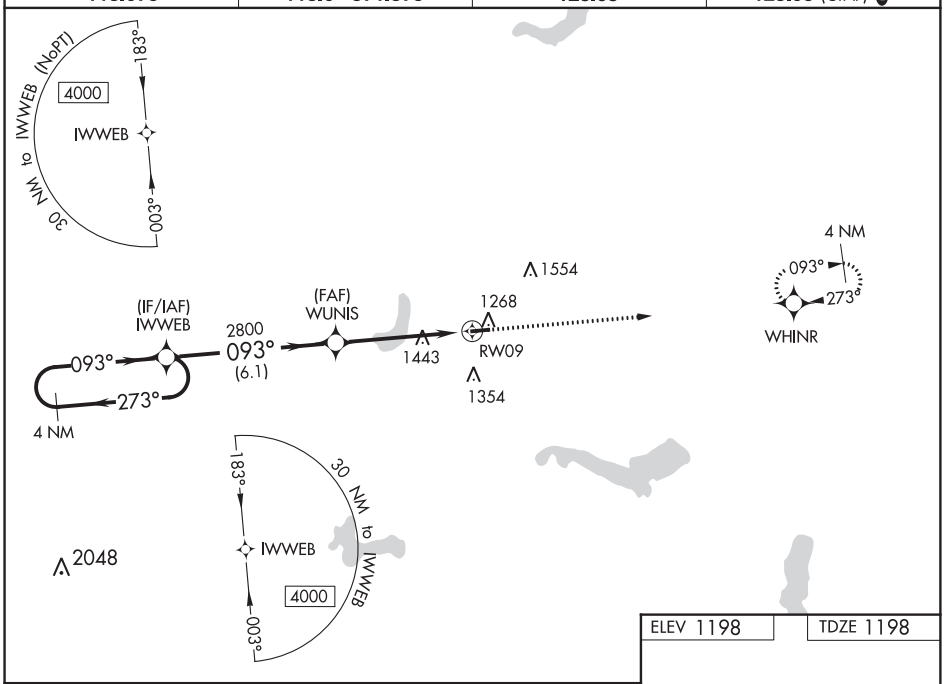
| WAAS CH 77735 W09A | APP CRS 093° | Rwy ldg 3499<br>TDZE 1198<br>Apt Elev 1198 |
|---|---|---|

# RNAV (GPS) RWY 9
## PORTAGE COUNTY (POV)

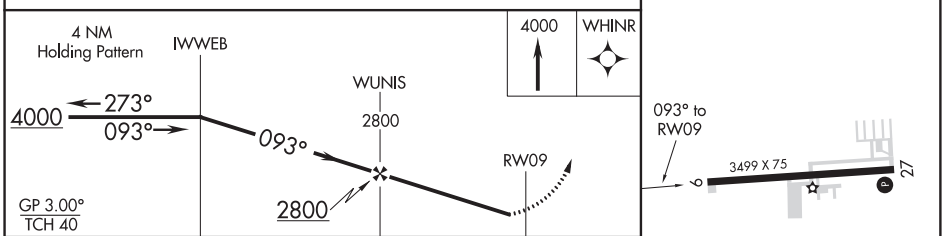
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LNAV Cat C visibility ⅛ mile, LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. Baro-VNAV NA with Akron-Canton Rgnl altimeter setting. Helicopter visibility reduction below 1 SM NA. Night landing Cat C: Procedure NA.

MISSED APPROACH: Climb to 4000 direct WHINR and hold.

| AWOS-3 | CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.675 | 118.6 371.875 | 125.65 | 123.05 (CTAF) L |




ELEV 1198 TDZE 1198




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1448-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1507-1 309 (400-1) | | | NA |
| LNAV MDA | 1760-1 562 (600-1) | | 1760-1⅝ 562 (600-1⅝) | NA |
| C CIRCLING | 1760-1 562 (600-1) | 1800-1 602 (700-1) | 1920-2 722 (800-2) | NA |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

RAVENNA, OHIO | AL-5844 (FAA) | 20142

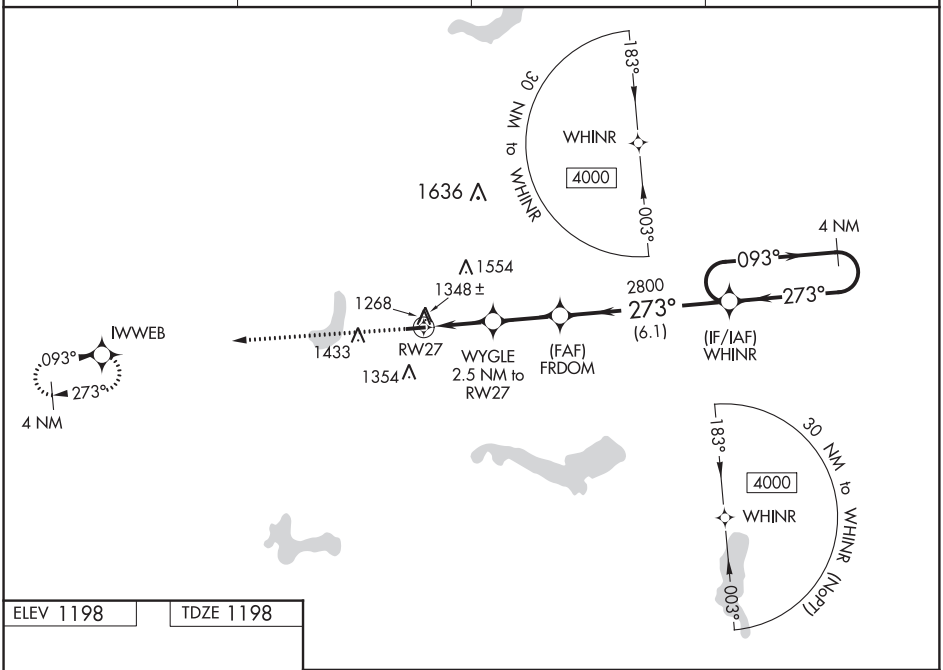
| WAAS CH 49035 W27A | APP CRS 273° | Rwy ldg 3499<br>TDZE 1198<br>Apt Elev 1198 |
|---|---|---|

# RNAV (GPS) RWY 27
## PORTAGE COUNTY (POV)

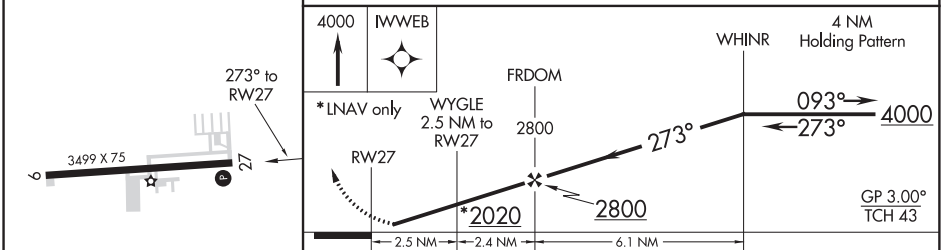
Baro-VNAV NA when using Akron-Canton Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats visibility ¼ mile and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Night landing Cat C: Procedure NA.

MISSED APPROACH: Climb to 4000 direct IWWEB and hold.

| AWOS-3 | CLEVELAND APP CON* | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.675 | 118.6 371.875 | 125.65 | 123.05 (CTAF) L |




ELEV 1198 | TDZE 1198




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1471-1 273 (300-1) | | | NA |
| LNAV/VNAV DA | 1546-1⅛ 348 (400-1⅛) | | | NA |
| LNAV MDA | 1640-1 442 (500-1) | | 1640-1⅜ 442 (500-1⅜) | NA |
| C CIRCLING | 1740-1 542 (600-1) | 1800-1 602 (700-1) | 1920-2 722 (800-2) | NA |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

RAVENNA, OHIO
Amdt 1A 13NOV14

41°13′N-81°15′W

PORTAGE COUNTY (POV)
RNAV (GPS) RWY 27


EC-2, 05 NOV 2020 to 31 DEC 2020

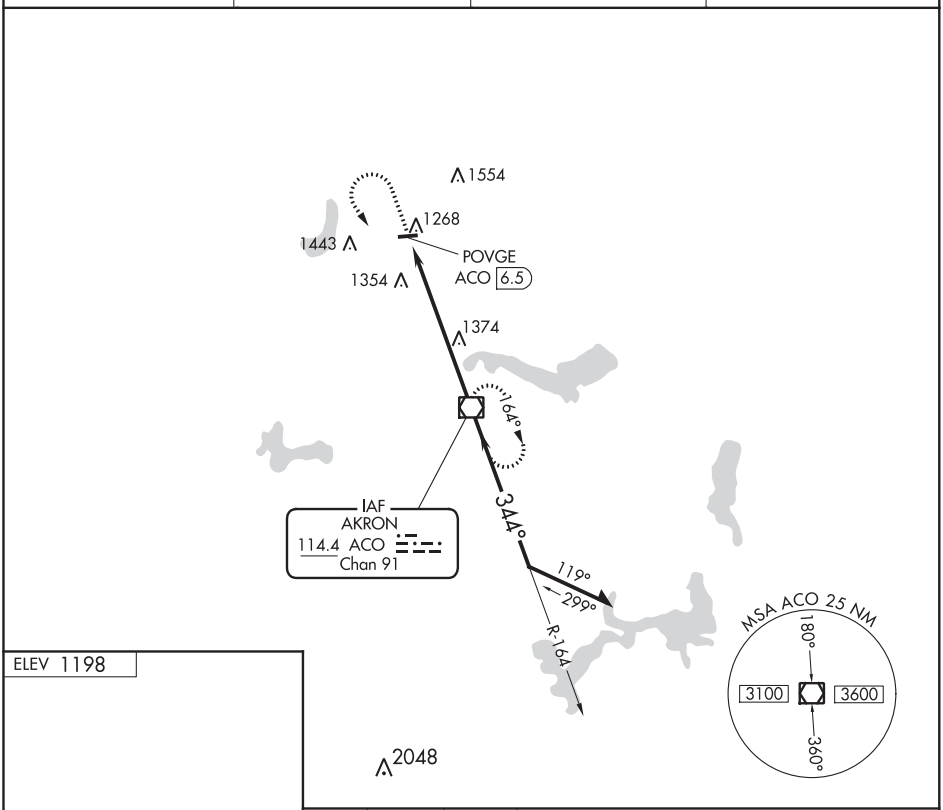
# VOR-A
## PORTAGE COUNTY (POV)

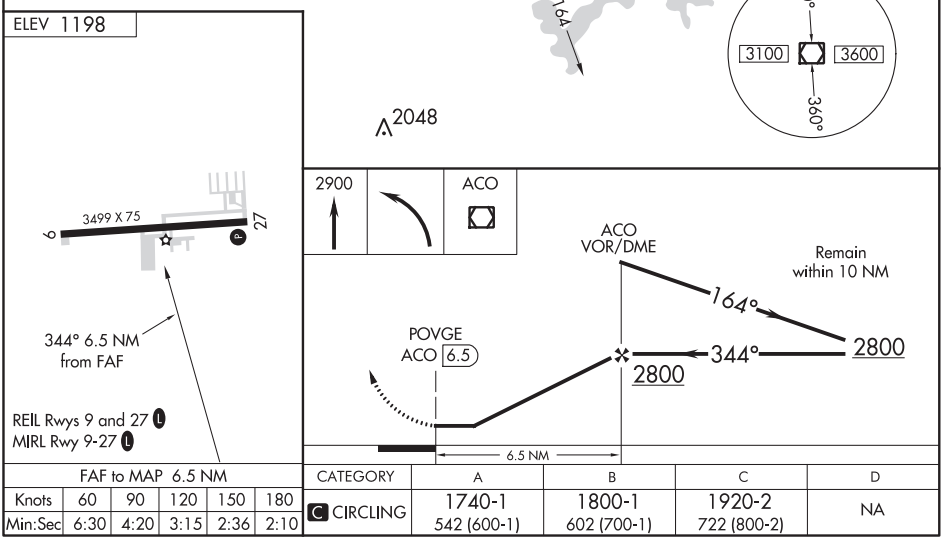
| VOR/DME ACO 114.4 Chan 91 | APP CRS 344° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1198 |
|---|---|---|

When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet.
Circling Cat C NA at night.

MISSED APPROACH: Climb to 2900 then left turn direct ACO VOR/DME and hold.

| AWOS-3 | CLEVELAND APP CON* | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.675 | 118.6 371.875 | 125.65 | 123.05 (CTAF) L |




| FAF to MAP 6.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:30 | 4:20 | 3:15 | 2:36 | 2:10 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1740-1<br>542 (600-1) | 1800-1<br>602 (700-1) | 1920-2<br>722 (800-2) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

RENSSELAER, INDIANA | AL-6185 (FAA) | 19171

# RNAV (GPS) RWY 18
## JASPER COUNTY (RZL)

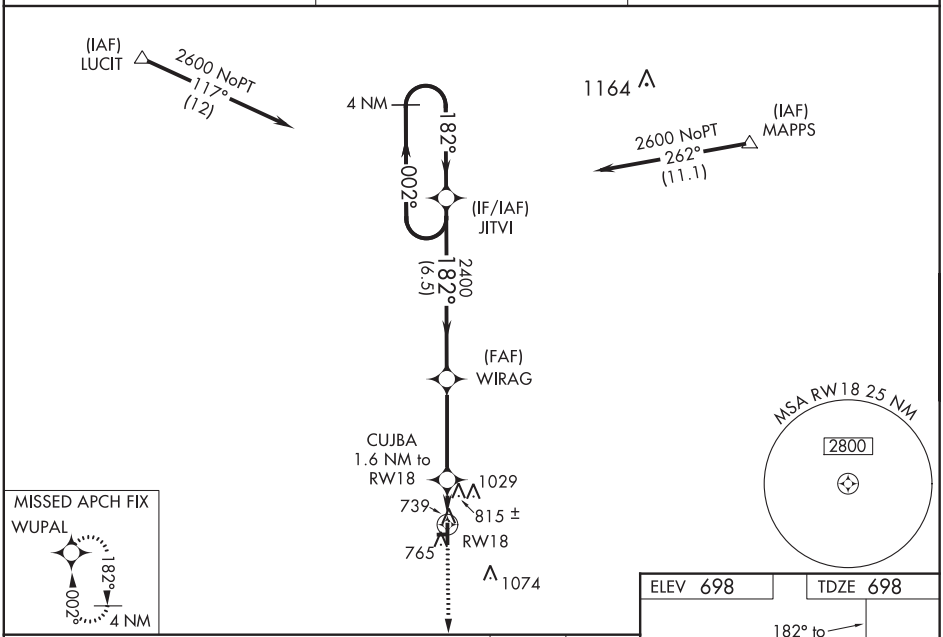
| WAAS CH 70527 W18A | APP CRS 182° | Rwy ldg 4000<br>TDZE 698<br>Apt Elev 698 |
|---|---|---|

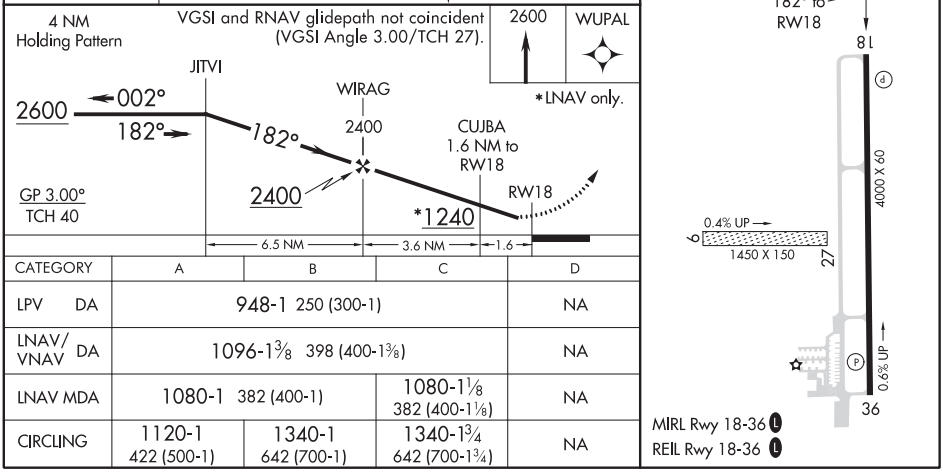
RNP APCH.

Baro-VNAV NA when using Knox altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received, use Knox altimeter setting and increase all DA 78 feet and all MDA 80 feet. Increase LPV all Cats visibility ¼ mile, LNAV-VNAV all Cats and LNAV and Circling Cat C visibility ⅛ mile. Rwy 18 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 9 and 27.

MISSED APPROACH: Climb to 2600 direct WUPAL and hold.

| AWOS-3P | CHICAGO CENTER | UNICOM |
|---|---|---|
| 119.175 | 132.5 284.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 948-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1096-1⅜ 398 (400-1⅜) | | | NA |
| LNAV MDA | 1080-1 382 (400-1) | | 1080-1⅛ 382 (400-1⅛) | NA |
| CIRCLING | 1120-1 422 (500-1) | 1340-1 642 (700-1) | 1340-1¾ 642 (700-1¾) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 82327 W36A | APP CRS 002° | Rwy ldg 4000 TDZE 681 Apt Elev 698 |
|---|---|---|

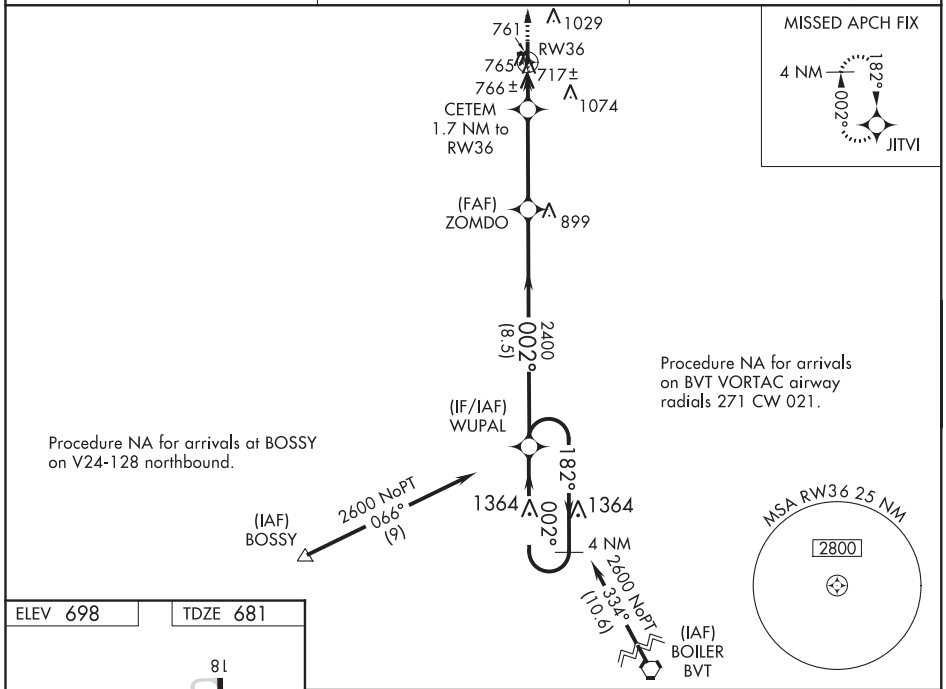
# RNAV (GPS) RWY 36
## JASPER COUNTY (RZL)

RNP APCH.

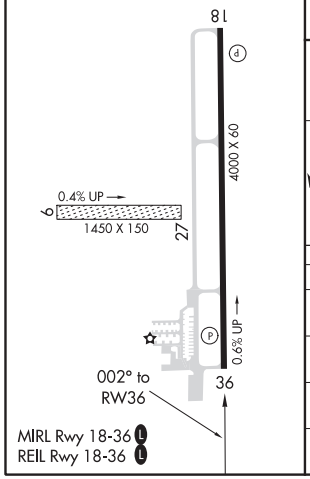
Baro-VNAV NA when using Knox altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received use Knox altimeter setting and increase all DA 78 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ⅛ mile and LNAV and Circling Cat C visibility ¼ mile. Rwy 36 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 9 and 27.

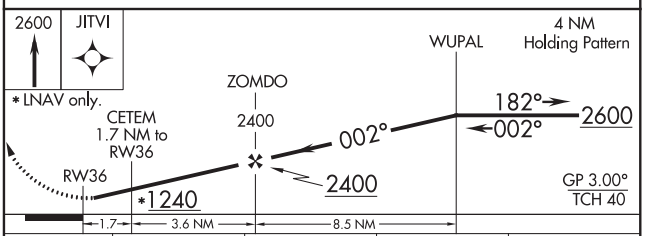
MISSED APPROACH: Climb to 2600 direct JITVI and hold.

| AWOS-3P | CHICAGO CENTER | UNICOM |
|---|---|---|
| 119.175 | 132.5 284.7 | 122.8 (CTAF) L |




ELEV 698 TDZE 681




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 931-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 947-1 266 (300-1) | | | NA |
| LNAV MDA | 1020-1 339 (400-1) | | | NA |
| CIRCLING | 1120-1 422 (500-1) | 1340-1 642 (700-1) | 1340-1¾ 642 (700-1¾) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

RICHMOND, INDIANA | AL-863 (FAA) | 20086

| WAAS CH 72842 W06A | APP CRS 058° | Rwy ldg 5200<br>TDZE 1136<br>Apt Elev 1140 |
|---|---|---|

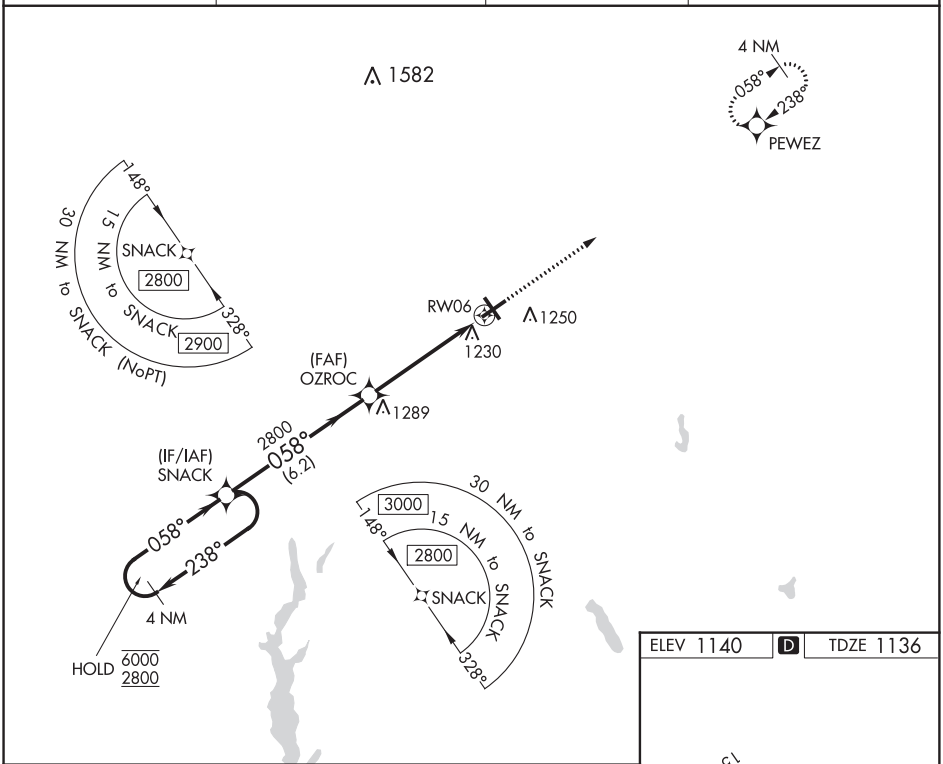
# RNAV (GPS) RWY 6
## RICHMOND MUNI (RID)

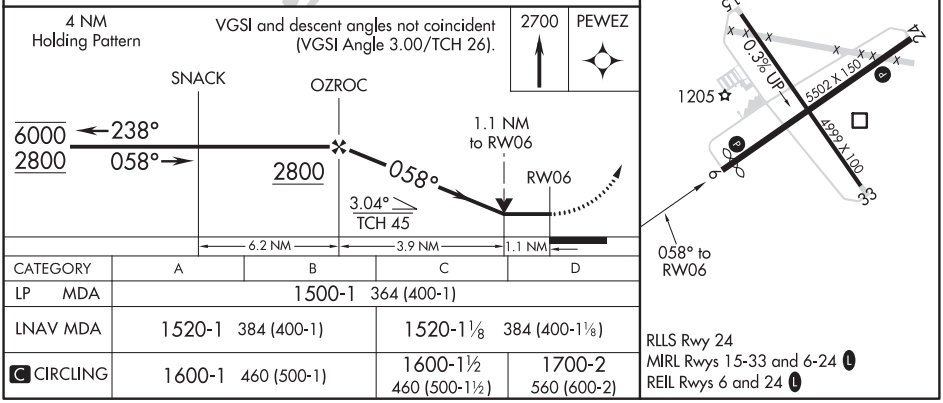
RNP APCH.

Circling Rwy 15 NA at night.
Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct PEWEZ and hold.

| AWOS-3 | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.225 | 118.425 352.05 | 133.55 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1500-1 364 (400-1) | | | |
| LNAV MDA | 1520-1 384 (400-1) | | 1520-1⅛ 384 (400-1⅛) | |
| C CIRCLING | 1600-1 460 (500-1) | | 1600-1½ 460 (500-1½) | 1700-2 560 (600-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 82112 W24A | APP CRS 238° | Rwy ldg 5500<br>TDZE 1139<br>Apt Elev 1140 |
|---|---|---|

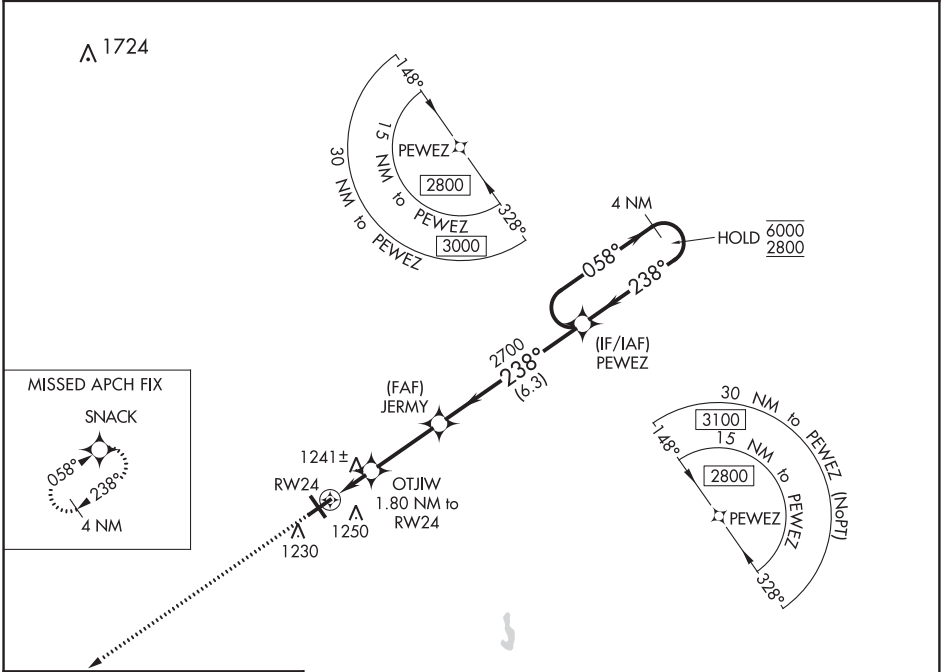
# RNAV (GPS) RWY 24
## RICHMOND MUNI (RID)

RNP APCH.

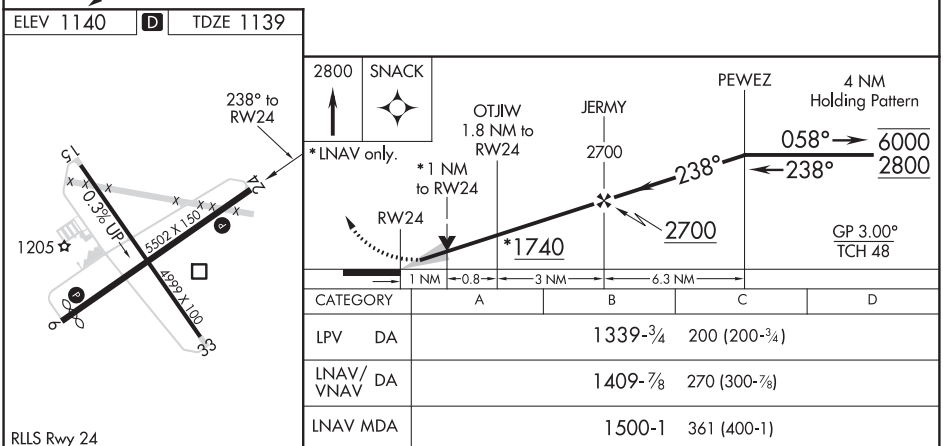
Circling Rwy 15 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 2800 direct SNACK and hold.

| AWOS-3 | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.225 | 118.425 352.05 | 133.55 | 122.7 (CTAF) L |




ELEV 1140 D TDZE 1139




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1339-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1409-⅞ 270 (300-⅞) | | | |
| LNAV MDA | 1500-1 361 (400-1) | | | |
| C CIRCLING | 1600-1 460 (500-1) | | 1600-1½ 460 (500-1½) | 1700-2 560 (600-2) |

RLLS Rwy 24
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

RICHMOND , INDIANA | AL-863 (FAA) | 20086

| WAAS CH 78242 W33A | APP CRS 328° | Rwy ldg 4999<br>TDZE 1140<br>Apt Elev 1140 |
|---|---|---|

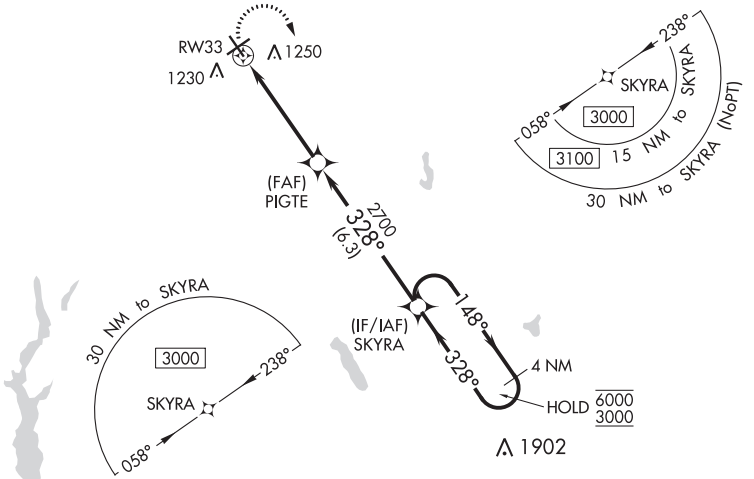
# RNAV (GPS) RWY 33
## RICHMOND MUNI (RID)

RNP APCH.

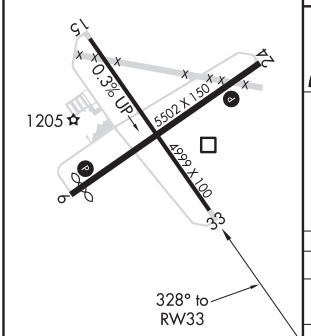
Circling Rwy 15 NA at night.
Rwy 33 helicopter visibility reduction below ¾ SM NA.

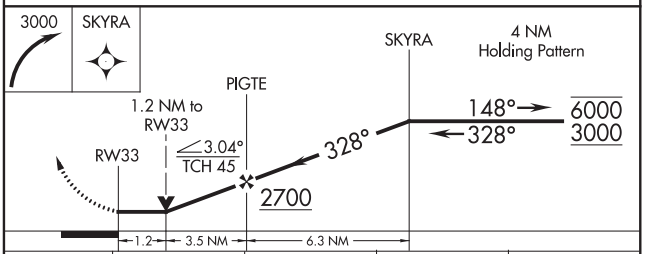
MISSED APPROACH: Climbing right turn to 3000 direct SKYRA and hold.

| AWOS-3 | COLUMBUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.225 | 118.425 352.05 | 133.55 | 122.7 (CTAF) L |




ELEV 1140 | D | TDZE 1140




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1560-1 420 (500-1) | | 1560-1⅛ 420 (500-1⅛) | |
| LNAV MDA | 1560-1 420 (500-1) | | 1560-1⅛ 420 (500-1⅛) | |
| C CIRCLING | 1600-1 460 (500-1) | | 1600-1½ 460 (500-1½) | 1700-2 560 (600-2) |

RLLS Rwy 24
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 11
## FULTON COUNTY (RCR)

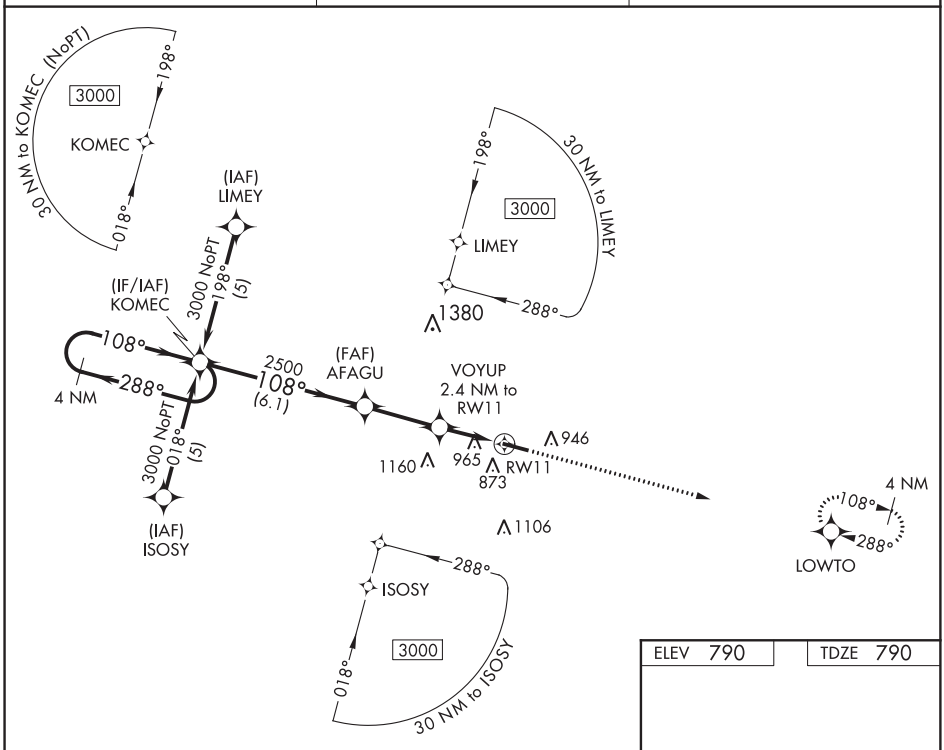
| APP CRS | Rwy ldg | 5001 |
|---|---|---|
| 108° | TDZE | 790 |
| | Apt Elev | 790 |

T A NA

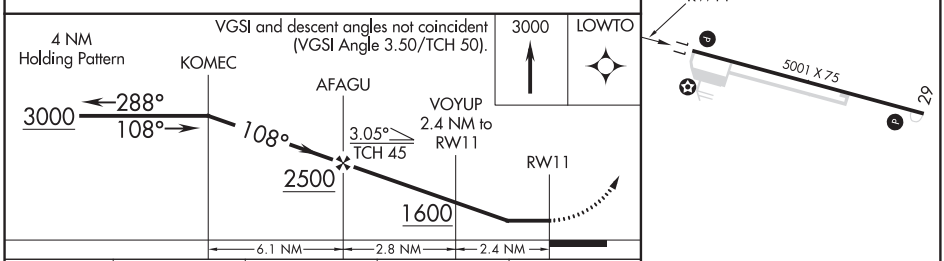
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct LOWTO and hold.

| AWOS-3 | SOUTH BEND APP CON ★ | UNICOM |
|---|---|---|
| 118.775 | 132.05 257.8 | 122.7 (CTAF) L |




ELEV 790 | TDZE 790




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1 430 (500-1) | | 1220-1¼ 430 (500-1¼) | 1220-1½ 430 (500-1½) |
| CIRCLING | 1280-1 490 (500-1) | 1360-1 570 (600-1) | 1360-1½ 570 (600-1½) | 1360-2 570 (600-2) |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ROCHESTER, INDIANA

AL-5615 (FAA)

19115

# RNAV (GPS) RWY 29

FULTON COUNTY (RCR)

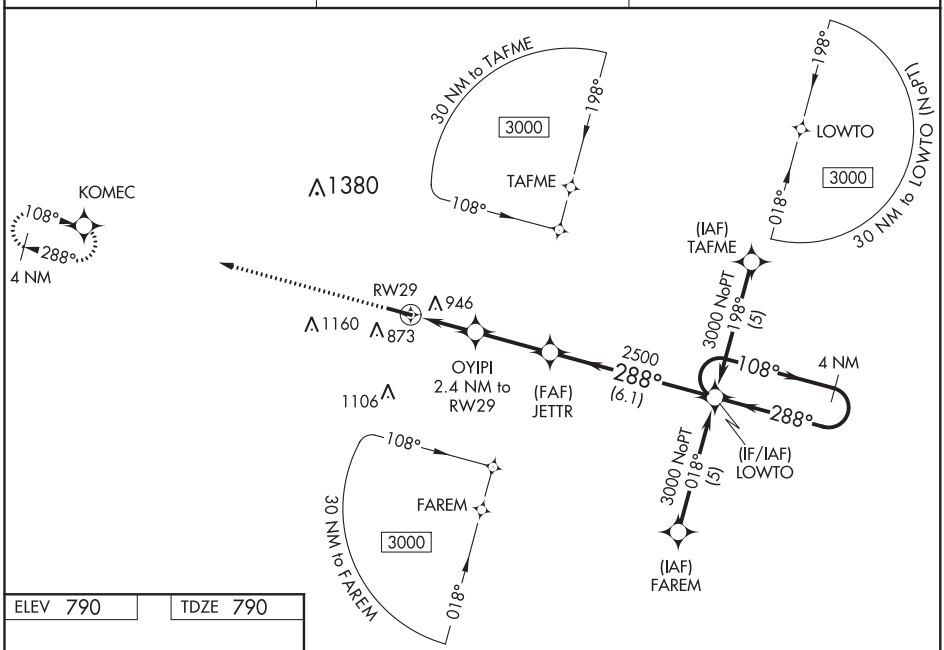
| WAAS CH 48809 W29A | APP CRS 288° | Rwy ldg 5001<br>TDZE 790<br>Apt Elev 790 |
|---|---|---|

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47° (116°F). When local altimeter setting not received, use Goshen altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats, LNAV Cats C and D, Circling Cat C visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Goshen altimeter setting.

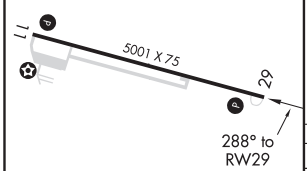
NA

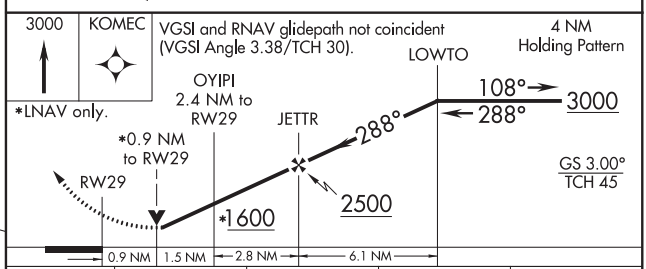
MISSED APPROACH: Climb to 3000 direct KOMEC and hold.

| AWOS-3 | SOUTH BEND APP CON★ | UNICOM |
|---|---|---|
| 118.775 | 132.05 257.8 | 122.7 (CTAF) L |




ELEV 790 | TDZE 790




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1127-1¼ 337 (400- 1¼) | | | |
| LNAV/VNAV DA | 1244-1½ 454 (500- 1½) | | | |
| LNAV MDA | 1200-1 410 (500-1) | | 1200-1¼ 410 (500-1¼) | |
| CIRCLING | 1280-1 490 (500-1) | 1360-1 570 (600-1) | 1360-1½ 570 (500-1½) | 1360-2 570 (600-2) |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

ROCHESTER, INDIANA
Amdt 1 25SEP08

41°04'N-86°11'W

FULTON COUNTY (RCR)

RNAV (GPS) RWY 29

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

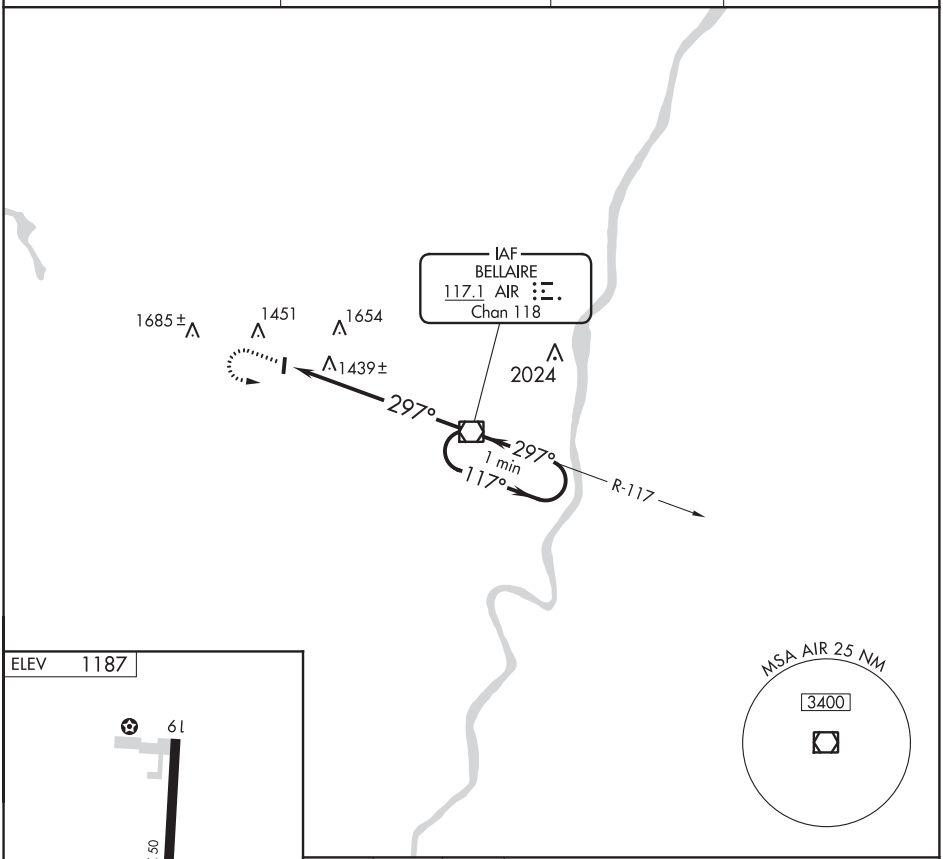
| VOR/DME AIR 117.1 Chan 118 | APP CRS 297° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1187 |
|---|---|---|

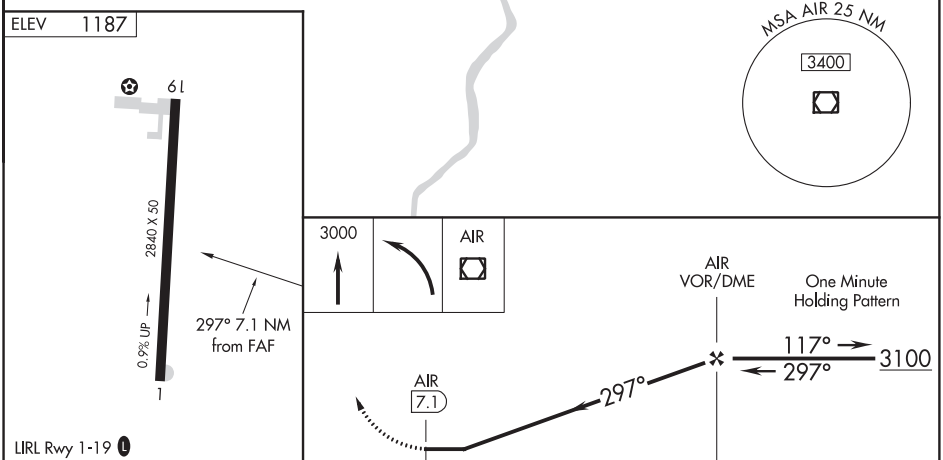
# VOR-A
## ALDERMAN (2P7)

T A NA Use Wheeling, WV altimeter setting; when not received, use Pittsburgh Intl altimeter setting and increase all MDA 80 feet and Cat B visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3100 then left turn direct AIR VOR/DME and hold.

| HLG ASOS | CLEVELAND CENTER | | CTAF | |
|---|---|---|---|---|
| 127.375 | 126.95 | 239.30 | 122.9 | 123.3 L |




| FAF to MAP 7.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:06 | 4:44 | 3:33 | 2:50 | 2:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1920-1 | 733 (800-1) | NA | |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

SALEM, OHIO | AL-6906 (FAA) | 20310

# VOR or GPS-A
## SALEM AIRPARK INC (38D)

| VOR/DME ACO 114.4 Chan 91 | APP CRS 126° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1162 |
|---|---|---|

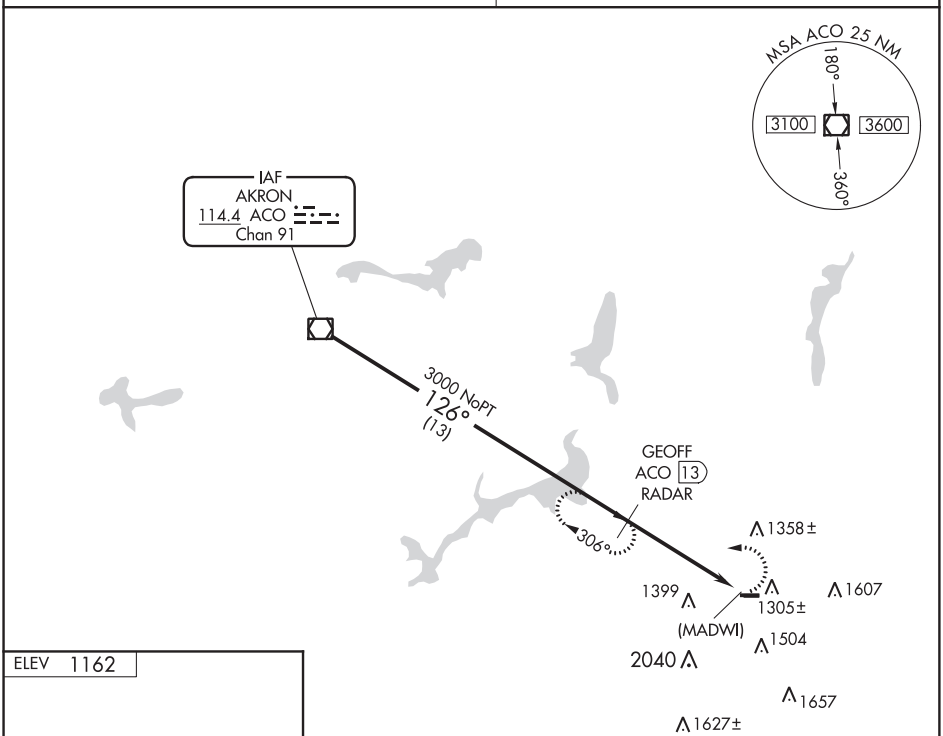
NA

Obtain local altimeter on CTAF, when not received, use Youngstown altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via ACO R-126 to GEOFF and hold.

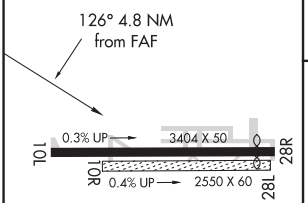
CLEVELAND APP CON ★
125.5 371.875

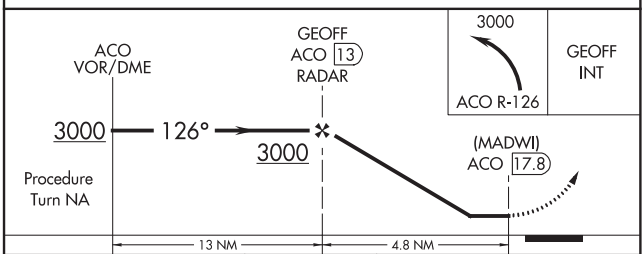
UNICOM
122.7 (CTAF) L




DME or RADAR REQUIRED

ELEV 1162




LIRL Rwy 10L-28R L ★

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1680-1 518 (600-1) | | 1720-1½ 558 (600-1½) | NA |
| YOUNGSTOWN ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1740-1 578 (600-1) | | 1780-1¾ 618 (700-1¾) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| VOR/DME ACO | APP CRS | Rwy ldg | 2768 |
|---|---|---|---|
| 114.4 | 146° | TDZE | 1188 |
| Chan 91 | | Apt Elev | 1188 |

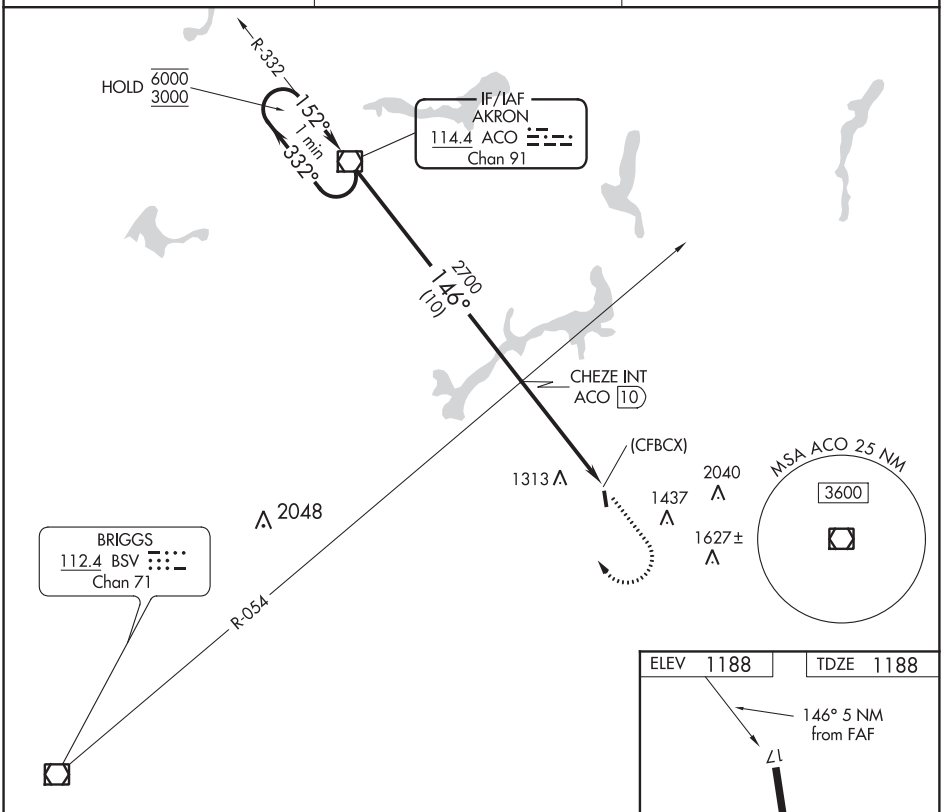
# VOR RWY 17
## TRI-CITY (3G6)

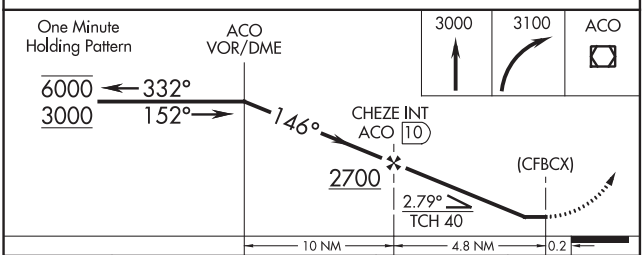
NA

Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. Use Akron-Canton Rgnl altimeter setting, when not received, procedure NA.

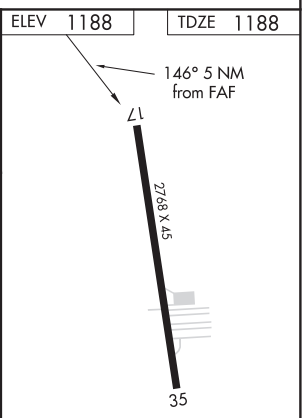
MISSED APPROACH: Climb to 3000 then climbing right turn to 3100 direct ACO VOR/DME and hold.

| CAK ASOS | CLEVELAND APP CON ★ | CTAF |
|---|---|---|
| 121.05 | 125.5 371.875 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1680-1 | 492 (500-1) | 1680-1⅜ 492 (500-1⅜) | NA |
| C CIRCLING | 1680-1 492 (500-1) | 1800-1 612 (700-1) | 1920-2 732 (800-2) | NA |




LIRL Rwy 17-35 L ★

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

SEYMOUR, INDIANA | AL-573 (FAA) | 20198

# RNAV (GPS) RWY 5

## FREEMAN MUNI (SER)

| WAAS CH 53704 W05A | APP CRS 046° | Rwy ldg 5501 TDZE 575 Apt Elev 583 |
|---|---|---|

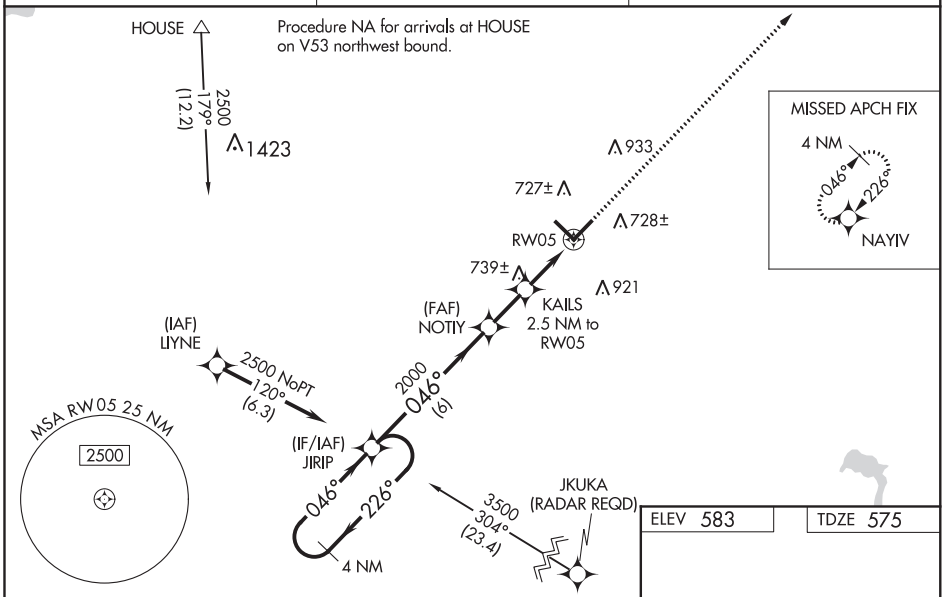
T A NA

Baro-VNAV NA when using Louisville Muhammad Ali Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C(130°F). When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all DA 117 feet and all MDA 120 feet; increase LPV all Cats visibility ⅜ mile, LNAV/VNAV all Cats and Circling Cat C/D visibility ½ mile and LNAV Cat C/D visibility ¼ mile. For inoperative ODALS, increase LNAV/VNAV all Cats visibility to 1½ miles and LNAV Cat C/D visibility to 1¼ miles. DME/DME RNP-0.3 NA. VDP NA with Louisville Muhammad Ali Intl altimeter setting. For inoperative ODALS when using Louisville Muhammad Ali Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 2 miles and LNAV Cat C/D visibility to 1⅝ miles. Helicopter visibility reduction below ¾ SM NA.

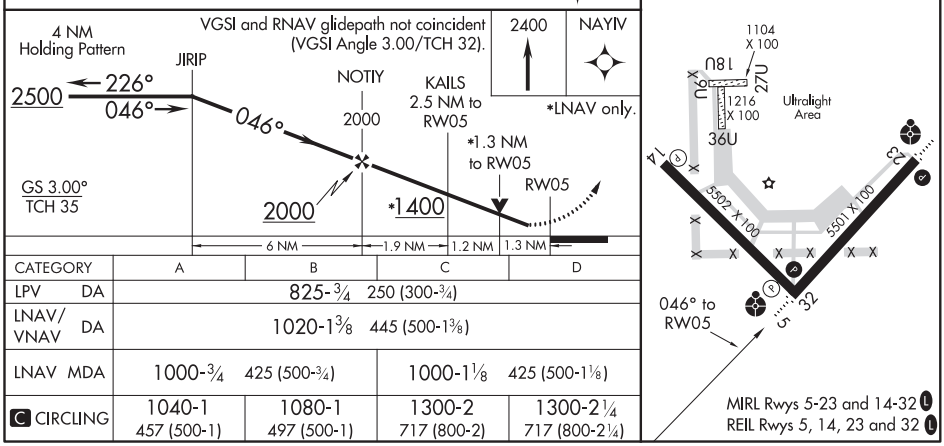
ODALS

MISSED APPROACH: Climb to 2400 direct NAYIV and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.425 | 124.775 269.45 | 122.8 (CTAF) L |




ELEV 583 | TDZE 575




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 825-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1020-1⅜ 445 (500-1⅜) | | | |
| LNAV MDA | 1000-¾ 425 (500-¾) | | 1000-1⅛ 425 (500-1⅛) | |
| C CIRCLING | 1040-1 457 (500-1) | 1080-1 497 (500-1) | 1300-2 717 (800-2) | 1300-2¼ 717 (800-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 58003 W14A | APP CRS 136° | Rwy ldg 5502 TDZE 583 Apt Elev 583 |
|---|---|---|

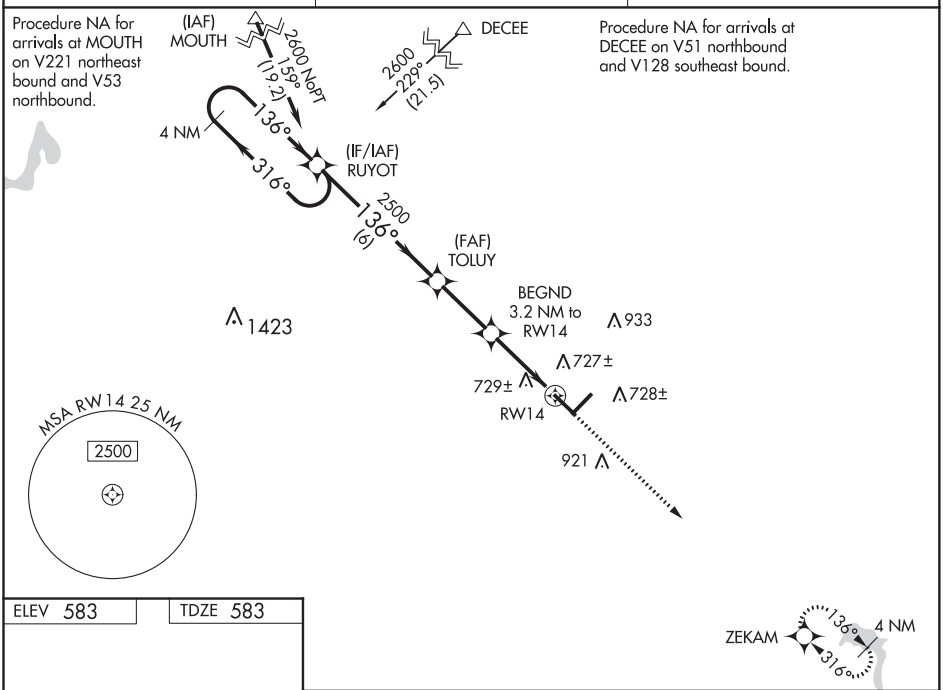
# RNAV (GPS) RWY 14
## FREEMAN MUNI (SER)

T A NA

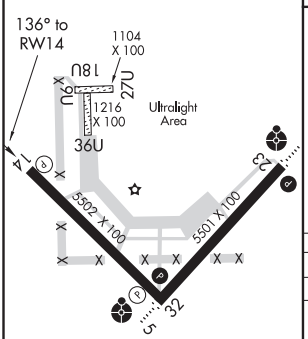
Baro-VNAV and VDP NA when using Louisville Muhammad Ali Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all DA 117 feet and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats and Circling Cat C/D visibility ½ mile, and LNAV Cat C/D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

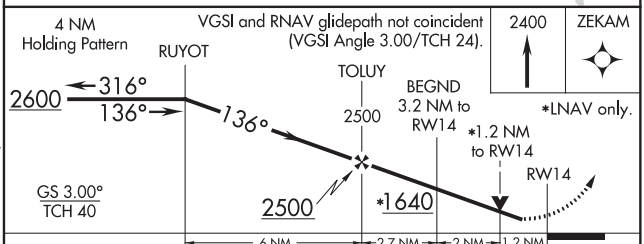
MISSED APPROACH: Climb to 2400 direct ZEKAM and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.425 | 124.775 269.45 | 122.8 (CTAF) L |




ELEV 583 TDZE 583




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 860-1 277 (300-1) | | | |
| LNAV/VNAV DA | 1037-1½ 454 (500-1½) | | | |
| LNAV MDA | 980-1 397 (400-1) | | 980-1⅛ 397 (400-1⅛) | |
| C CIRCLING | 1040-1 457 (500-1) | 1080-1 497 (500-1) | 1300-2 717 (800-2) | 1300-2¼ 717 (800-2¼) |

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

SEYMOUR, INDIANA | AL-573 (FAA) | 20198

| WAAS CH 48903 W23A | APP CRS 226° | Rwy ldg 5501 TDZE 580 Apt Elev 583 |
|---|---|---|

# RNAV (GPS) RWY 23
## FREEMAN MUNI (SER)

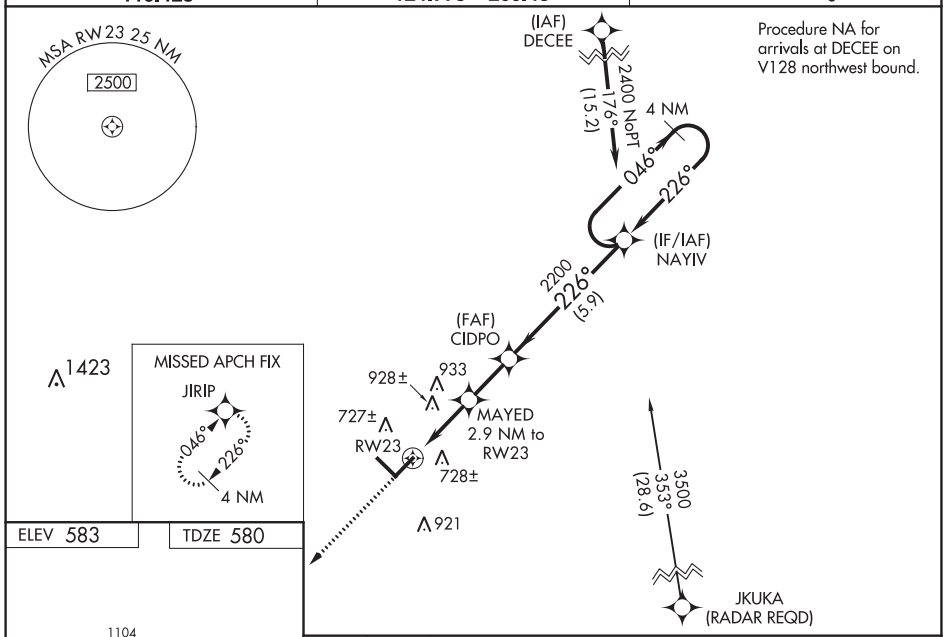
T A NA

Baro-VNAV NA when using Louisville Muhammad Ali Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all DA 117 feet and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C/D visibility ⅜ mile, and Circling Cat C/D visibility ½ mile. For inoperative ODALS, increase LNAV/VNAV all Cats visibility to ⅞, and LNAV Cat C/D visibility to 1⅝. DME/DME RNP-0.3 NA. VDP NA with Louisville Muhammad Ali Intl altimeter setting. For inoperative ODALS when using Louisville Muhammad Ali Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅜, and LNAV Cat C/D visibility to 2½.

ODALS

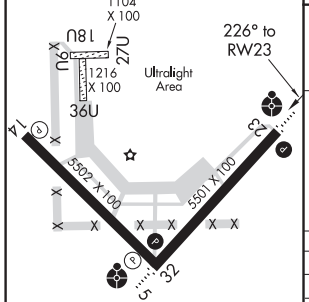
MISSED APPROACH: Climb to 2500 direct JIRIP and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.425 | 124.775 269.45 | 122.8 (CTAF) L |

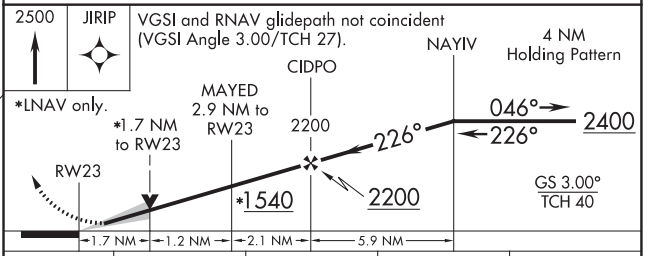



Procedure NA for arrivals at DECEE on V128 northwest bound.

ELEV 583 | TDZE 580




MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 830-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 858-¾ 278 (300-¾) | | | |
| LNAV MDA | 1160-¾ 580 (600-¾) | | 1160-1½ 580 (600-1½) | |
| C CIRCLING | 1160-1 577 (600-1) | | 1300-2 717 (800-2) | 1300-2¼ 717 (800-2¼) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 99403 W32A | APP CRS 316° | Rwy ldg 5502 TDZE 574 Apt Elev 583 |
|---|---|---|

# RNAV (GPS) RWY 32
## FREEMAN MUNI (SER)

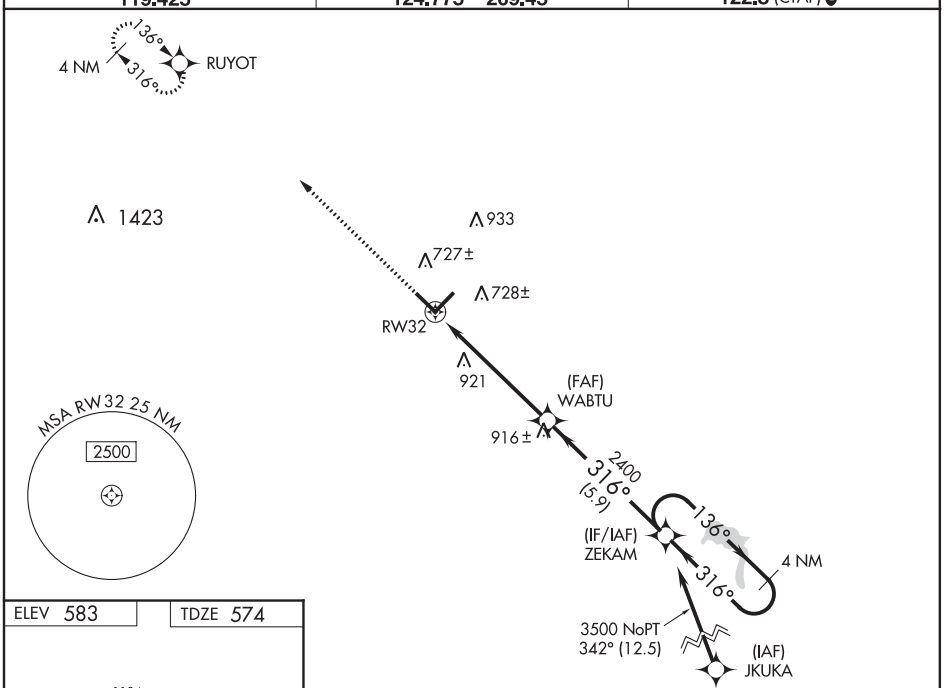
RNP APCH.

NA

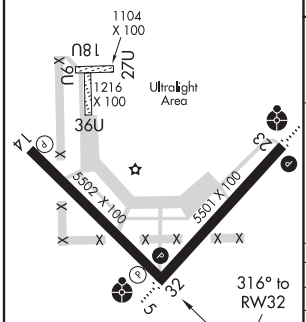
Baro-VNAV NA when using Louisville Muhammad Ali Intl altimeter setting. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all DA 117 feet and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C/D visibility ⅜ mile and Circling Cat C/D visibility ½ mile. VDP NA with Louisville Muhammad Ali Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct RUYOT and hold.

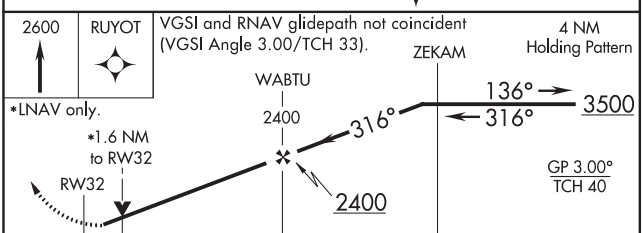
| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.425 | 124.775 269.45 | 122.8 (CTAF) L |




ELEV 583 TDZE 574




MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 859-1 285 (300-1) | | | |
| LNAV/VNAV DA | 853-1 279 (300-1) | | | |
| LNAV MDA | 1140-1 566 (600-1) | | 1140-1⅝ 566 (600-1⅝) | |
| C CIRCLING | 1140-1 557 (600-1) | | 1300-2 717 (800-2) | 1300-2¼ 717 (800-2¼) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

SHELBY, OHIO

AL-5502 (FAA)

20254

# VOR-A

## SHELBY COMMUNITY (12G)

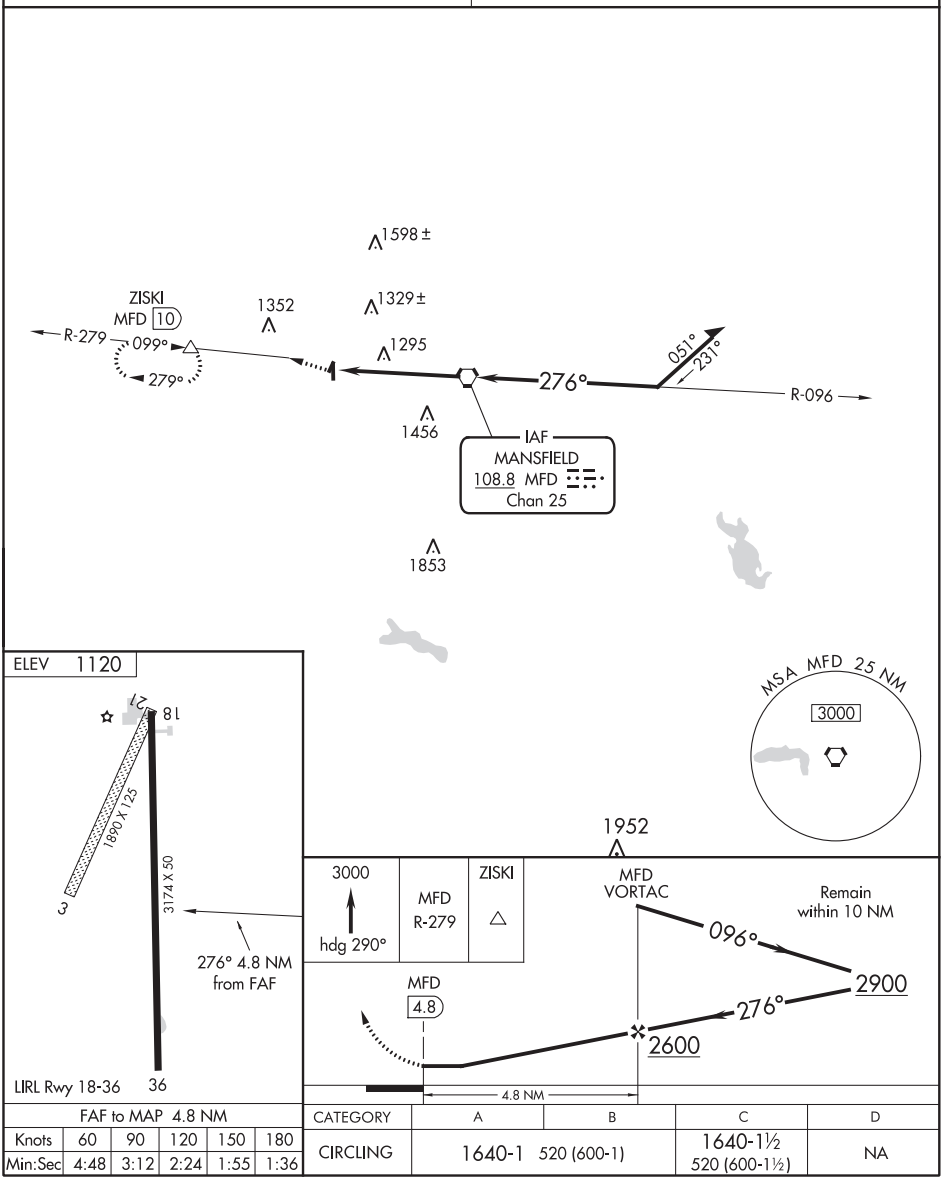
| VORTAC MFD | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 108.8 | 276° | TDZE | N/A |
| Chan 25 | | Apt Elev | 1120 |

DME required.

Use Mansfield altimeter setting. Procedure NA at night. Circling to Rwy 3, 21 NA.

MISSED APPROACH: Climb to 3000 via heading 290° and MFD R-279 to ZISKI Int/MFD 10 DME and hold.

| CLEVELAND APP CON ★ | UNICOM |
|---|---|
| 124.2 360.65 | 122.8 (CTAF) |




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1640-1 520 (600-1) | | 1640-1½ 520 (600-1½) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

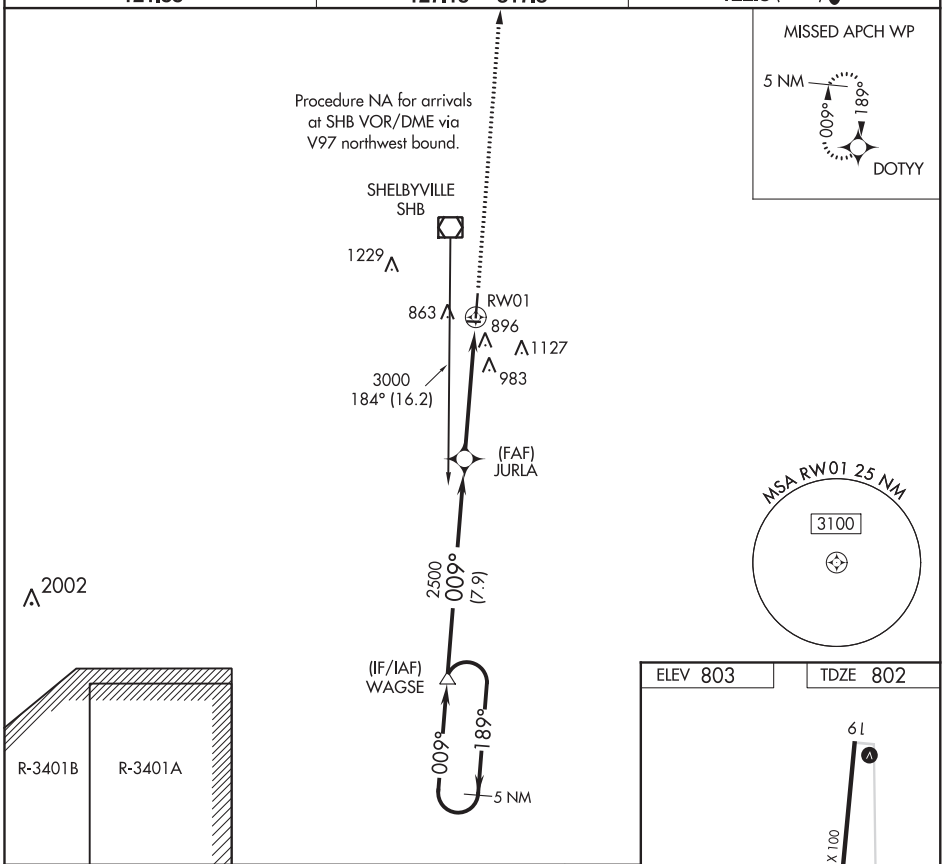
| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 009° | TDZE | 802 |
| | Apt Elev | 803 |

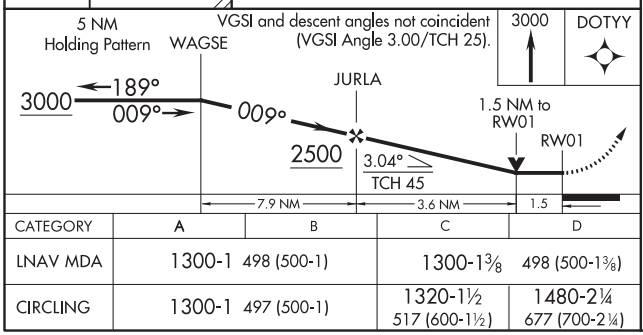
# RNAV (GPS) RWY 1
## SHELBYVILLE MUNI (GEZ)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Indianapolis Intl altimeter setting. Circling Rwy 9, 27 NA at night. If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 60 feet.

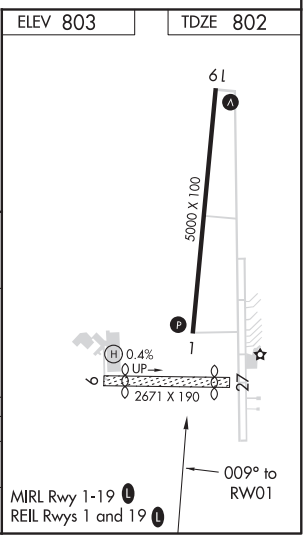
MISSED APPROACH: Climb to 3000 direct DOTYY and hold.

| ASOS | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 121.55 | 127.15 317.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 498 (500-1) | | 1300-1⅜ 498 (500-1⅜) | |
| CIRCLING | 1300-1 497 (500-1) | | 1320-1½ 517 (600-1½) | 1480-2¼ 677 (700-2¼) |






EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

SHELBYVILLE, INDIANA

AL-5514 (FAA)

20198

# RNAV (GPS) RWY 19
## SHELBYVILLE MUNI (GEZ)

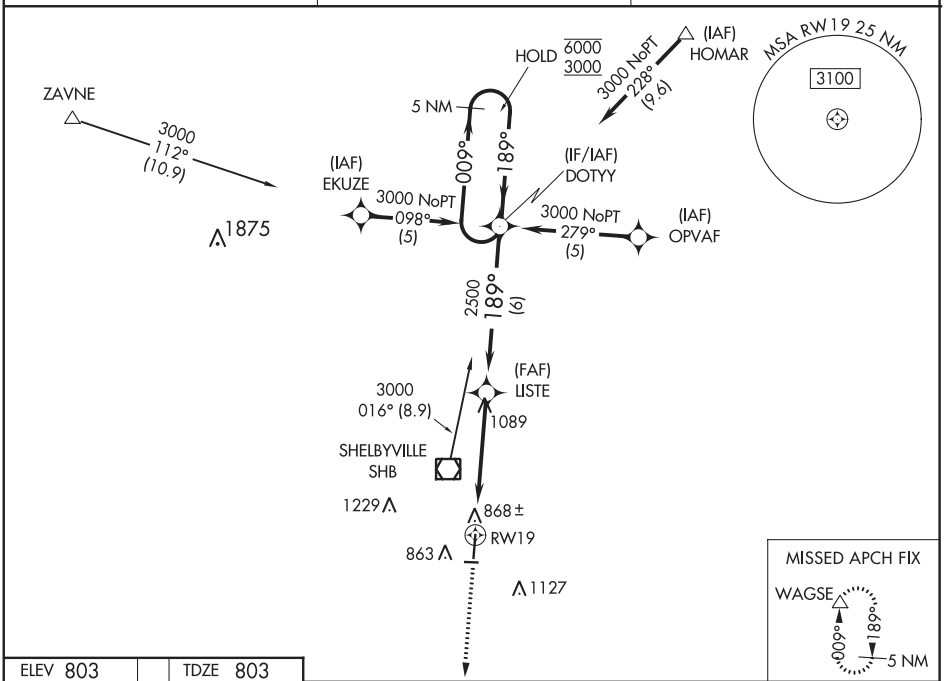
| WAAS CH 53603 W19A | APP CRS 189° | Rwy ldg 5000<br>TDZE 803<br>Apt Elev 803 |
|---|---|---|

RNP APCH.

Circling Rwy 9, 27 NA at night. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting: increase LPV DA to 1152 feet and LNAV/VNAV DA to 1199 feet; increase all MDAs 60 feet and LNAV visibility Cats C and D ⅛ SM.

MISSED APPROACH: Climb to 3000 direct WAGSE and hold.

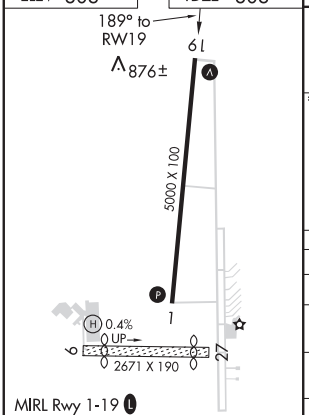
| ASOS | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 121.55 | 127.15 317.8 | 122.8 (CTAF) L |



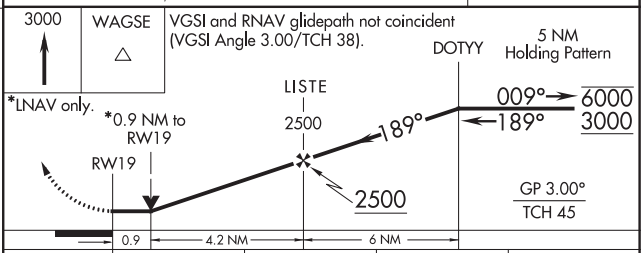

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ELEV 803 | TDZE 803




MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1095-1 292 (300-1) | | | |
| LNAV/ VNAV DA | 1142-1¼ 339 (400-1¼) | | | |
| LNAV MDA | 1140-1 337 (400-1) | | | |
| CIRCLING | 1200-1 397 (400-1) | 1260-1 457 (500-1) | 1320-1½ 517 (600-1½) | 1480-2¼ 677 (700-2¼) |

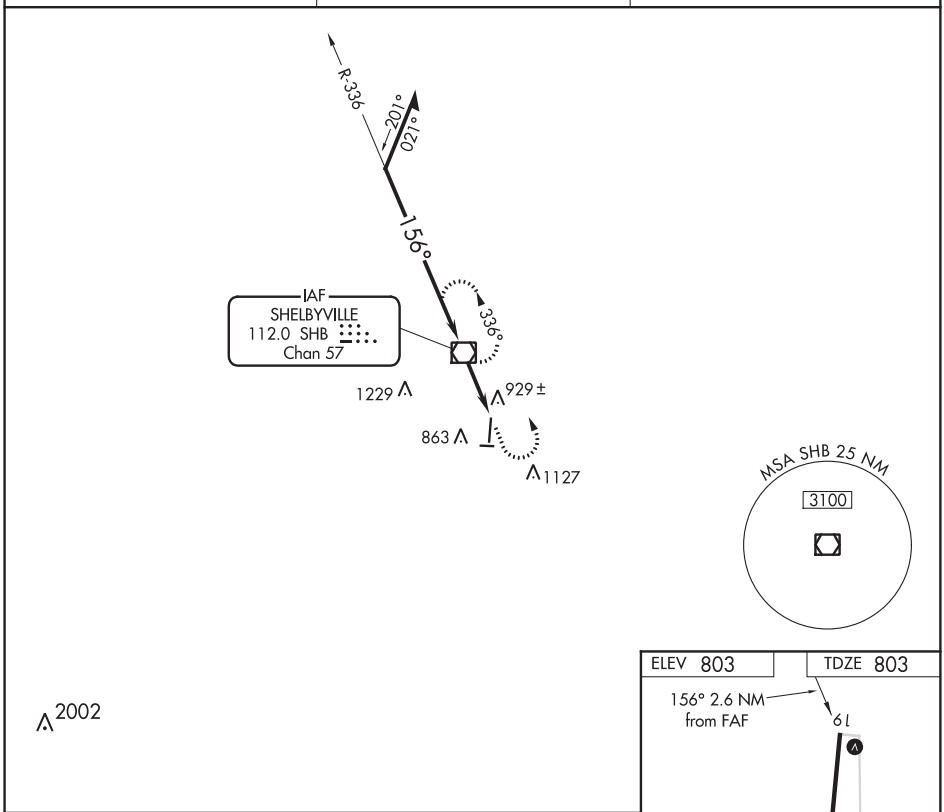
# VOR RWY 19
## SHELBYVILLE MUNI (GEZ)

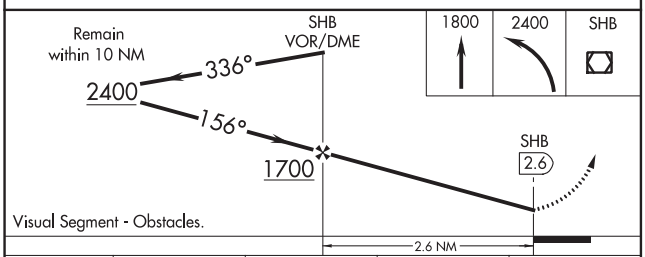
| VOR/DME SHB | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 112.0 | 156° | TDZE | 803 |
| Chan 57 | | Apt Elev | 803 |

Circling Rwy 9, 27 NA at night.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct SHB VOR/DME and hold.

| ASOS | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 121.55 | 127.15 317.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1180-1 377 (400-1) | | | 1180-1¼ 377 (400-1¼) |
| CIRCLING | 1240-1 437 (500-1) | 1260-1 457 (500-1) | 1320-1½ 517 (600-1½) | 1480-2¼ 677 (700-2¼) |

| FAF to MAP 2.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(DAWNN1.DAWNN) 20086

# DAWNN ONE DEPARTURE

AL-5514 (FAA)

SHELBYVILLE MUNI (GEZ)
SHELBYVILLE, INDIANA

**TOP ALTITUDE: ASSIGNED BY ATC**

ASOS
121.55
INDIANAPOLIS DEP CON
127.15 317.8

BRICKYARD
116.3 VHP
Chan 110

R-174
28
SNEVA RADAR
N39°21.43′
W86°18.96′

R-098
TERRE HAUTE
115.3 TTH
Chan 100

TAKEOFF MINIMUMS:
Rwys 1, 19: Standard.
Rwys 9, 27: NA - Environmental

47
R-113
HOOSIER
110.2 OOM
Chan 39

FOYTT RADAR
N39°02.50′
W86°16.85′

6000
174°
75

R-3401B
R-3401A

DAWNN
N38°34.10′
W86°13.72′
10000
(For LOUISVILLE Transition)

10000
*3000
131°
(41)
R-311

6000
*2300
182°
(40)
R-002

LOUISVILLE
114.8 IIU
Chan 95
N38°06.21′-W85°34.65′
L-26-27, H-5-10

MYSTIC
108.2 MYS
N37°53.64′-W86°14.67′
L-16, H-5-10

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



EC-2, 05 NOV 2020 to 31 DEC 2020

DAWNN ONE DEPARTURE
(DAWNN1.DAWNN) 07DEC17
SHELBYVILLE, INDIANA
SHELBYVILLE MUNI (GEZ)

DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNN1.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.
MYSTIC TRANSITION (DAWNN1.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(OOM5.OOM) 20086

# HOOSIER FIVE DEPARTURE

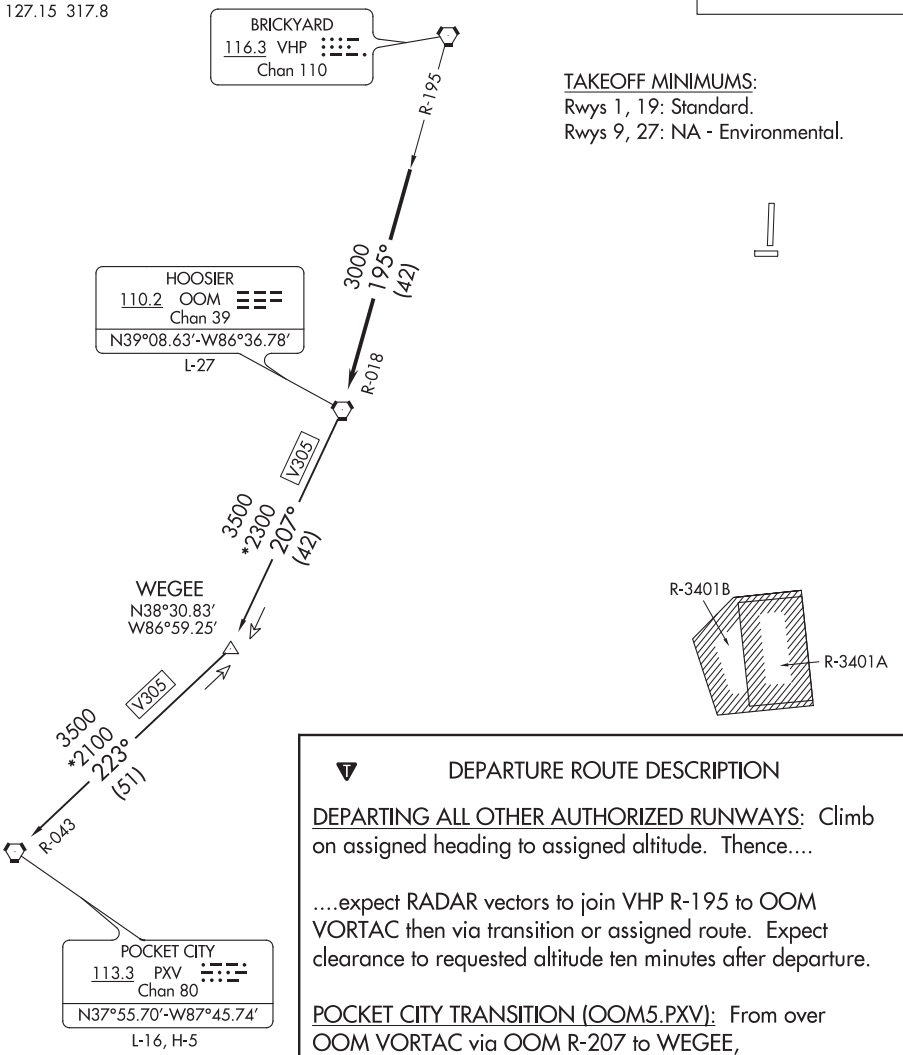
AL-5514 (FAA)

SHELBYVILLE MUNI (GEZ)
SHELBYVILLE, INDIANA

**TOP ALTITUDE: ASSIGNED BY ATC**

ASOS
121.55
INDIANAPOLIS DEP CON
127.15 317.8

TAKEOFF MINIMUMS:
Rwys 1, 19: Standard.
Rwys 9, 27: NA - Environmental.




## DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM5.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

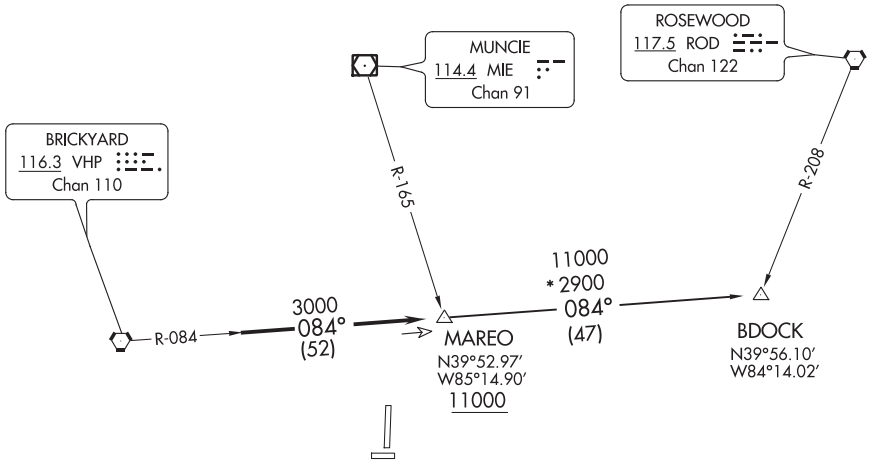
NOTE: Chart not to scale.

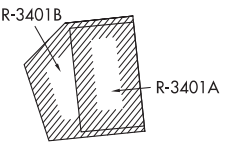

EC-2, 05 NOV 2020 to 31 DEC 2020

ASOS
121.55
INDIANAPOLIS DEP CON
127.15 317.8

**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINIMUMS
Rwys 1, 19: Standard.
Rwys 9, 27: NA - Environmental.




NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

## DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO5.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.

(MEARZ6.MEARZ) 20086

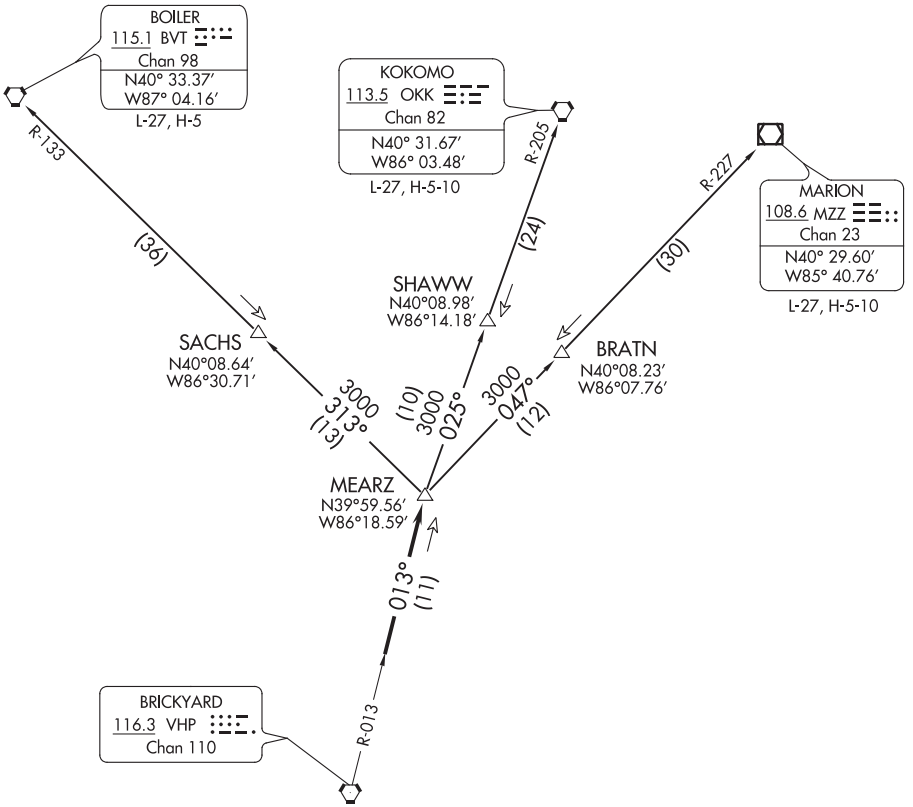
# MEARZ SIX DEPARTURE

AL-5514 (FAA)

SHELBYVILLE MUNI (GEZ)
SHELBYVILLE, INDIANA

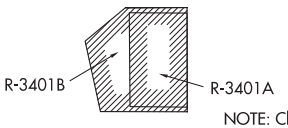
**TOP ALTITUDE: ASSIGNED BY ATC**

ASOS
121.55
INDIANAPOLIS DEP CON
127.15 317.8




TAKEOFF MINIMUMS
Rwys 1, 19: Standard.
Rwys 9, 27: NA - Environmental

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)


EC-2, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ6.BVT): From over MEARZ via BVT R-133 to BVT VORTAC.
KOKOMO TRANSITION (MEARZ6.OKK): From over MEARZ via OKK R-205 to OKK VORTAC.
MARION TRANSITION (MEARZ6.MZZ): From over MEARZ via MZZ R-227 to MZZ VOR/DME.

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

(ROCKY1.ROCKY) 18032

# ROCKY ONE DEPARTURE

AL-5514 (FAA)

SHELBYVILLE MUNI (GEZ)
SHELBYVILLE, INDIANA

**TOP ALTITUDE: ASSIGNED BY ATC**

ASOS
121.55
INDIANAPOLIS DEP CON
127.15 317.8

SPINNER
112.7 SPI
Chan 74
N39°50.38'-W89°40.66'
L-27, H-5

BRICKYARD
116.3 VHP
Chan 110

TERRE HAUTE
115.3 TTH
Chan 100
N39°29.34'-W87°14.94'

R-112
7000
*3100
292°
(42)

V14-50
2700
244°
(45)

5000
273°
(74)

ROCKY
N39°35.28'
W88°50.01'
10000
(For ST LOUIS Transition only)

10000
*2300
239°
(88)

R-059

ST LOUIS
117.4 STL
Chan 121
N38°51.64'-W90°28.94'
L-27, H-5

TAKEOFF MINIMUMS
Rwys 1, 19: Standard.
Rwys 9, 27: NA - Environmental.

R-3401B
R-3401A

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY1.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.
ST LOUIS TRANSITION (ROCKY1.STL): From over ROCKY INT on STL R-059 to STL VORTAC.


EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 3110 |
|---|---|---|
| 052° | TDZE | 932 |
| | Apt Elev | 936 |

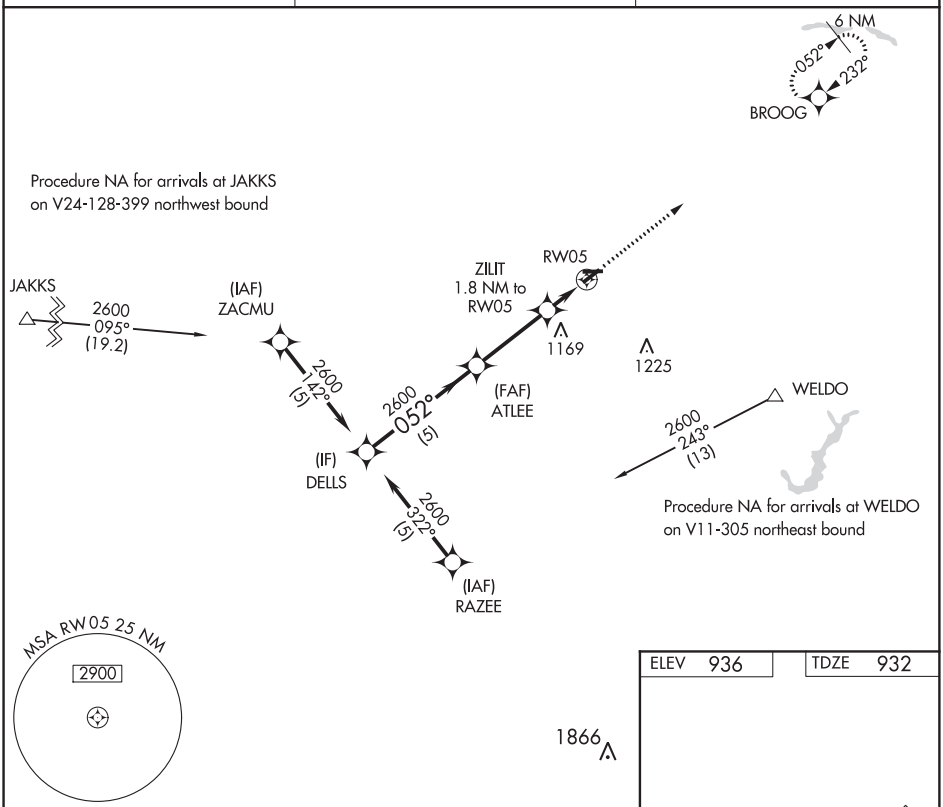
# RNAV (GPS) RWY 5
## SHERIDAN (5I4)

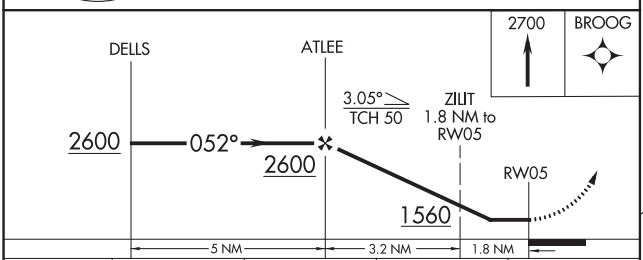
RNP APCH.

A NA Circling NA to Rwys 9 and 27. Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. Use Indianapolis Executive altimeter setting.

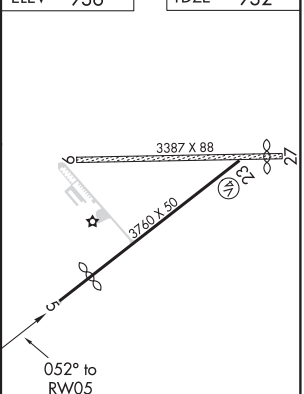
MISSED APPROACH: Climb to 2700 direct BROOG and hold.

| TYQ AWOS-3PT | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 120.725 | 124.65 317.8 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 468 (500-1) | | 1400-1⅜ 468 (500-1⅜) | NA |
| C CIRCLING | 1460-1 524 (600-1) | 1480-1 544 (600-1) | 1500-1½ 564 (600-1½) | NA |






EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

SHERIDAN, INDIANA

AL-6252 (FAA)

20282

# RNAV (GPS) RWY 23
SHERIDAN (5I4)

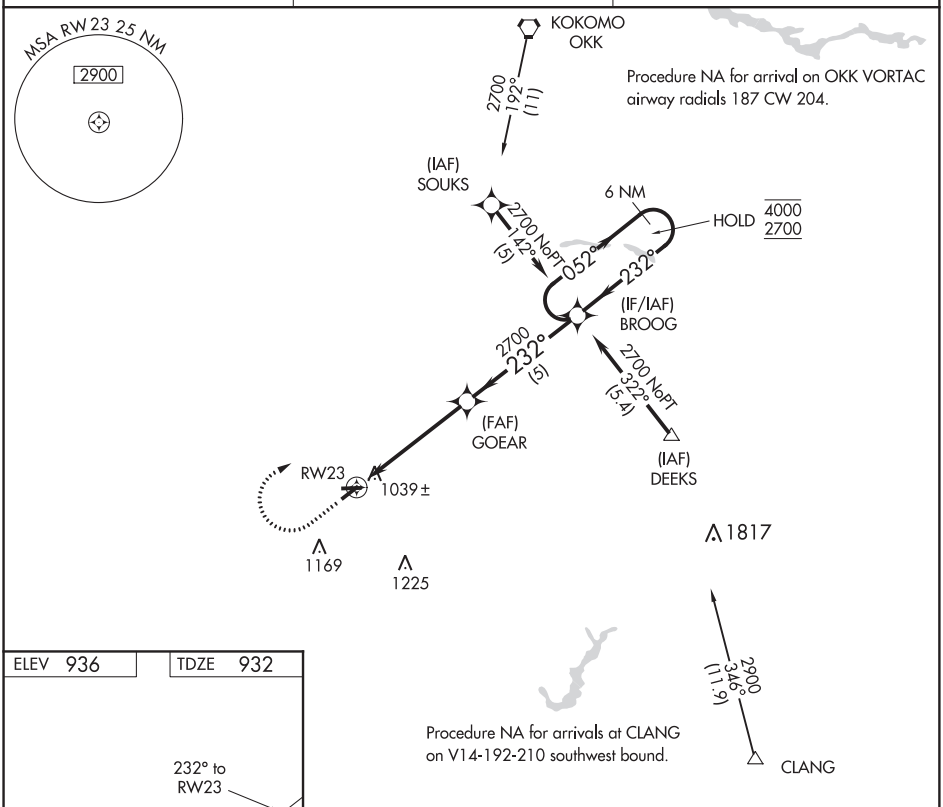
| APP CRS | Rwy ldg | 3760 |
|---|---|---|
| 232° | TDZE | 932 |
| | Apt Elev | 936 |

RNP APCH.

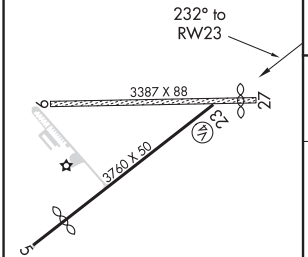
A NA Circling NA to Rwys 9 and 27. Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. Use Indianapolis Executive altimeter setting.

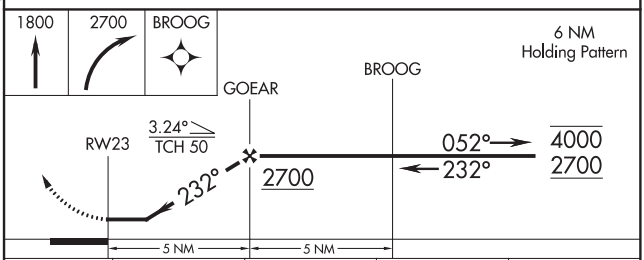
MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct BROOG and hold.

| TYQ AWOS-3PT | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 120.725 | 124.65 317.8 | 123.075 (CTAF) L |




ELEV 936 | TDZE 932




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 448 (500-1) | | 1380-1⅜ 448 (500-1⅜) | NA |
| C CIRCLING | 1460-1 524 (600-1) | 1480-1 544 (600-1) | 1500-1½ 564 (600-1½) | NA |

LIRL Rwy 5-23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# VOR-A
## SHERIDAN (5I4)

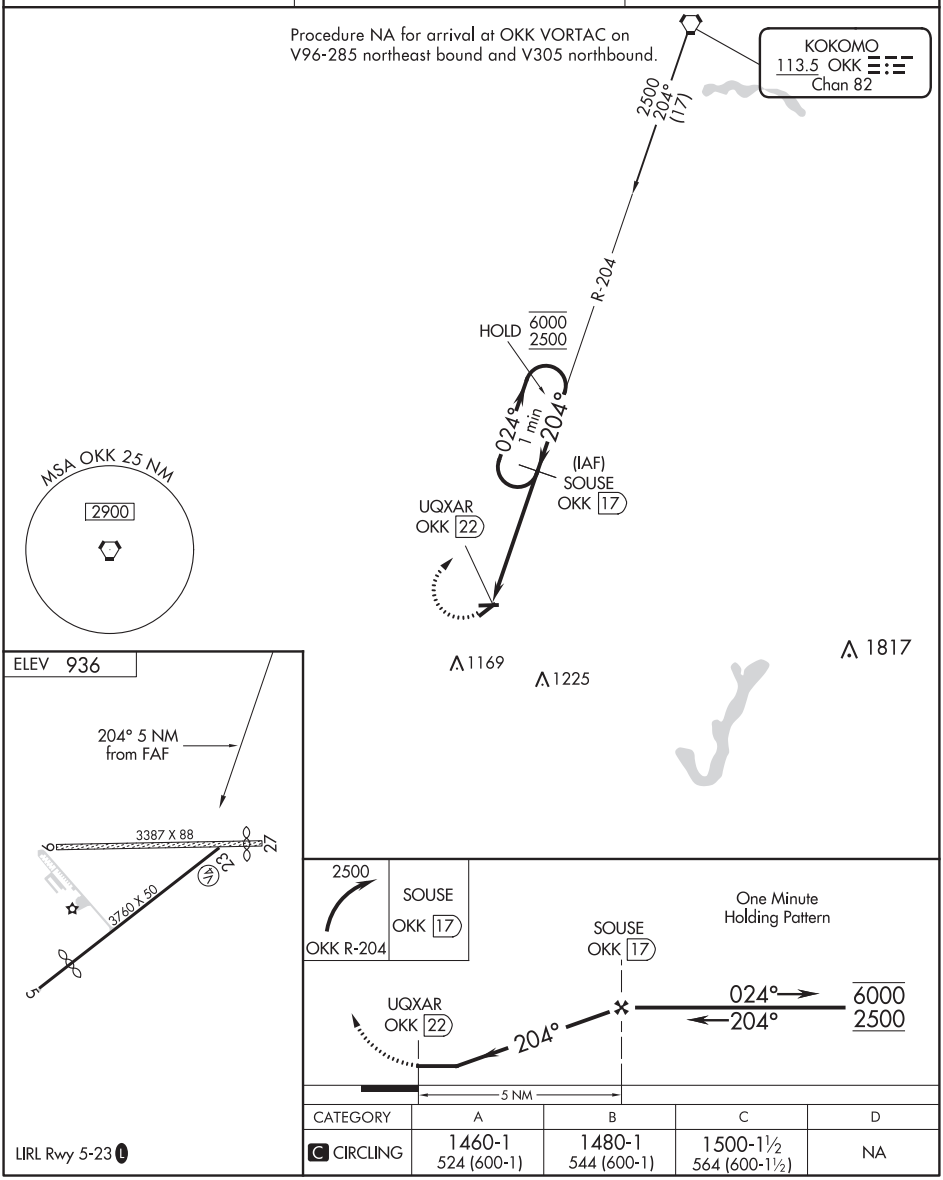
| VORTAC OKK | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 113.5 | 204° | TDZE | N/A |
| Chan 82 | | Apt Elev | 936 |

DME required.

NA Circling NA to Rwys 9 and 27. Procedure NA at night. Use Indianapolis Executive altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 on OKK VORTAC R-204 to SOUSE/17 DME and hold.

| TYQ AWOS-3PT | INDIANAPOLIS APP CON | UNICOM |
|---|---|---|
| 120.725 | 124.65 317.8 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1460-1<br>524 (600-1) | 1480-1<br>544 (600-1) | 1500-1½<br>564 (600-1½) | NA |

LIRL Rwy 5-23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

SIDNEY, OHIO | AL-5047 (FAA) | 19227

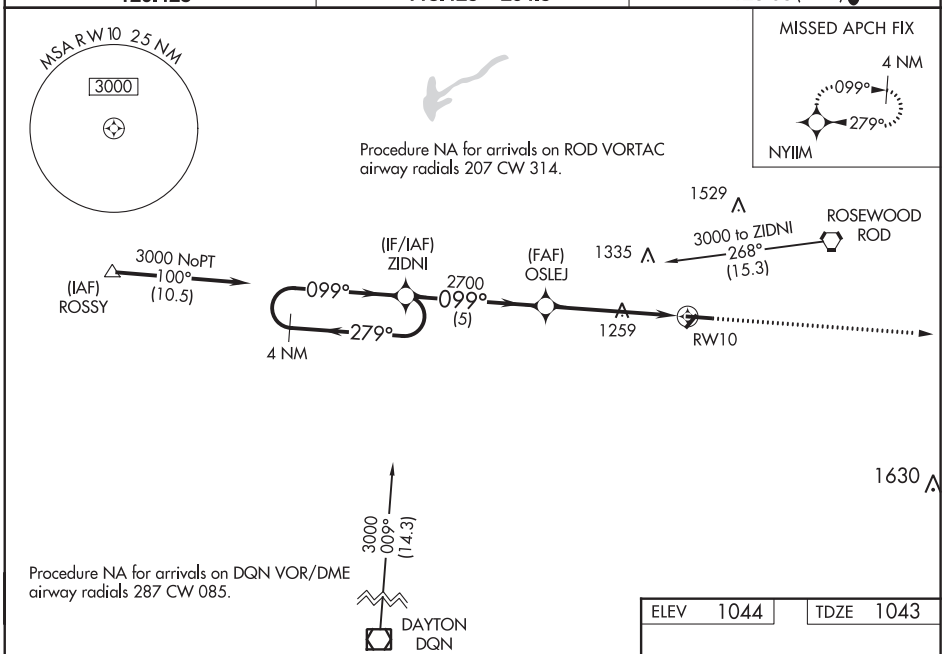
| WAAS CH 77934 W10A | APP CRS 099° | Rwy ldg 5013<br>TDZE 1043<br>Apt Elev 1044 |
|---|---|---|

# RNAV (GPS) RWY 10
## SIDNEY MUNI (SCA)

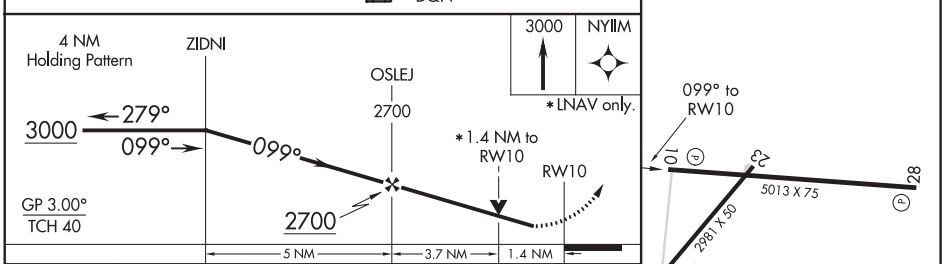
T A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using James M Cox Dayton Intl altimeter setting. Night Landing: Rwy 28 operational VGSI required, remain on or above VGSI glidepath until threshold. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DA 53 feet and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NYIIM and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 120.425 | 118.425 294.5 | 123.05 (CTAF) L |




ELEV 1044 | TDZE 1043




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1308-1 265 (300-1) | | | |
| LNAV/VNAV DA | 1293-1 250 (300-1) | | | |
| LNAV MDA | 1520-1 477 (500-1) | | 1520-1⅜ 477 (500-1⅜) | |
| C CIRCLING | 1520-1 476 (500-1) | | 1640-1½ 596 (600-1½) | 1640-2 596 (600-2) |

REIL Rwy 10
REIL Rwy 28 L
MIRL Rwy 10-28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 28
## SIDNEY MUNI (SCA)

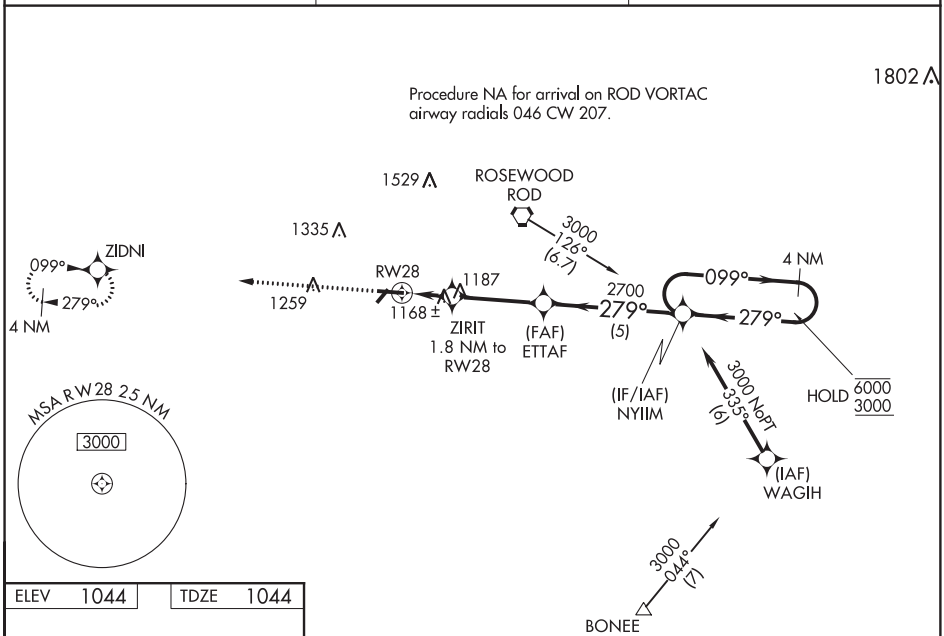
| WAAS CH 82234 W28A | APP CRS 279° | Rwy ldg 5013 TDZE 1044 Apt Elev 1044 |
|---|---|---|

RNP APCH.

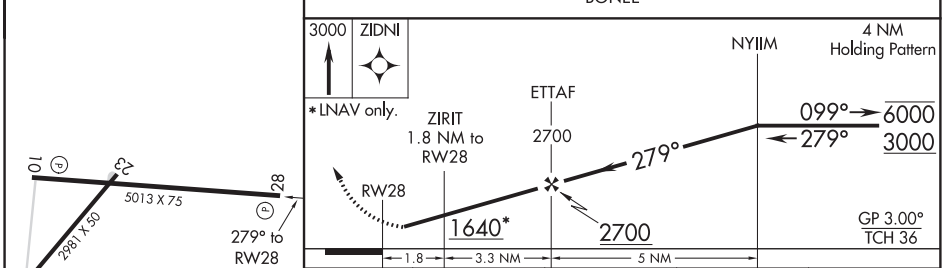
Rwy 28 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting: increase LPV DA to 1355; increase LNAV/VNAV DA to 1365; increase all MDA 60 feet and LNAV Cat C visibility and Circling Cat C visibility ¼ SM. Straight-in Rwy 28 at night, operational VGSI required, remain at or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 3000 direct ZIDNI and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 120.425 | 118.425 294.5 | 123.05 (CTAF) L |




| ELEV 1044 | TDZE 1044 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1302-1 258 (300-1) | | | NA |
| LNAV/VNAV DA | 1312-1 268 (300-1) | | | NA |
| LNAV MDA | 1420-1 376 (400-1) | | | NA |
| C CIRCLING | 1460-1 416 (500-1) | 1520-1 476 (500-1) | 1640-1½ 596 (600-1½) | NA |

REIL Rwy 10
REIL Rwy 28 L
MIRL Rwy 10-28 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

SIDNEY, OHIO AL-5047 (FAA) 20254

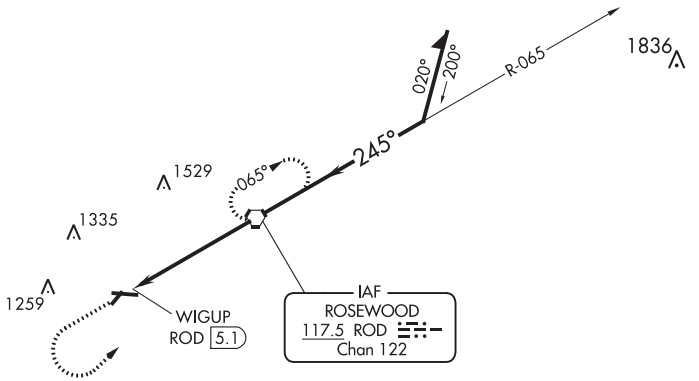
# VOR-A
## SIDNEY MUNI (SCA)

| VORTAC ROD | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 117.5 | 245° | TDZE | N/A |
| Chan 122 | | Apt Elev | 1044 |

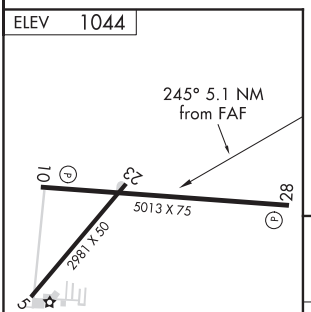
When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet and increase Cat C visibility ¼ mile. Night Landing: Rwy 28 operational VGSI required, remain on or above VGSI glidepath until threshold. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

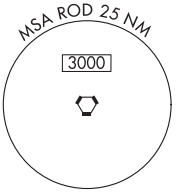
| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 120.425 | 118.425 294.5 | 123.05 (CTAF) L |

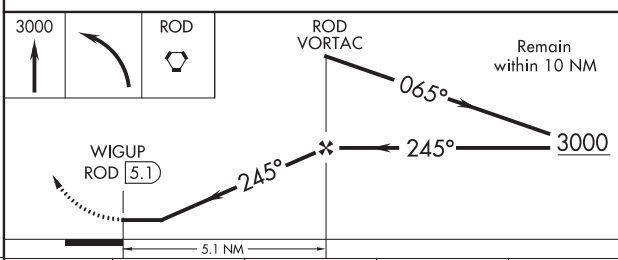



NoPT for arrivals on ROD Vortac airway radials 314 CW 088.




REIL Rwy 10
REIL Rwy 28 L
MIRL Rwy 10-28 L




| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1540-1 | 496 (500-1) | 1640-1½ 596 (600-1½) | 1640-2 596 (600-2) |


EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS or LOC RWY 9R
## SOUTH BEND INTL (SBN)

| LOC I-UXW | APP CRS | Rwy ldg 8412 |
|---|---|---|
| 109.3 | 092° | TDZE 790 |
| | | Apt Elev 798 |

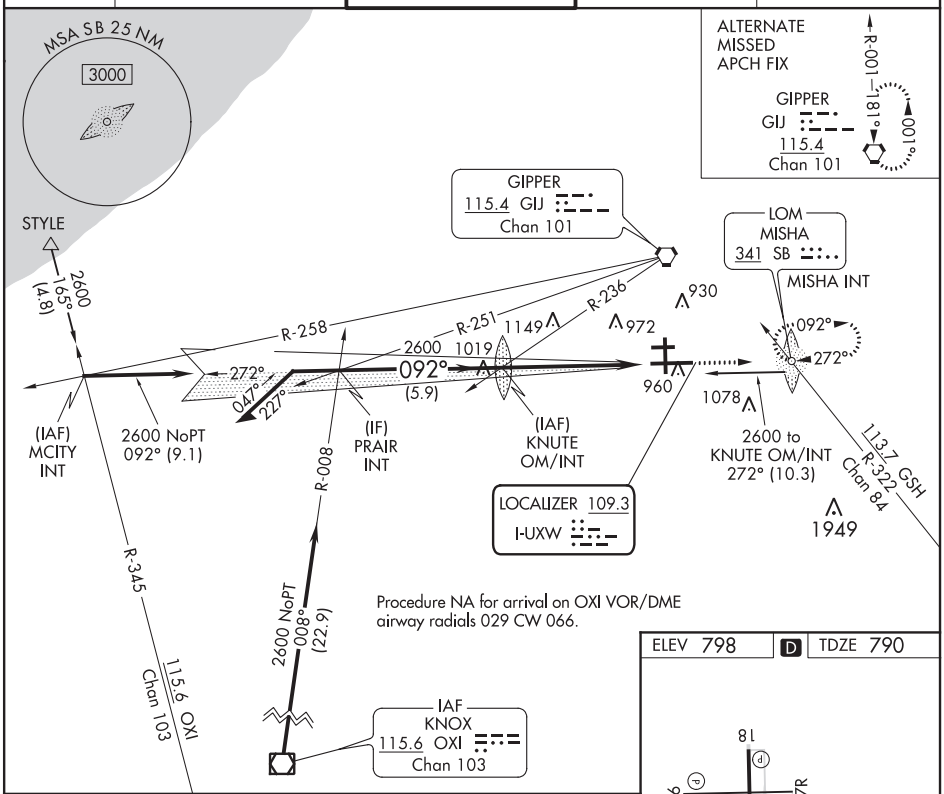
ADF required.

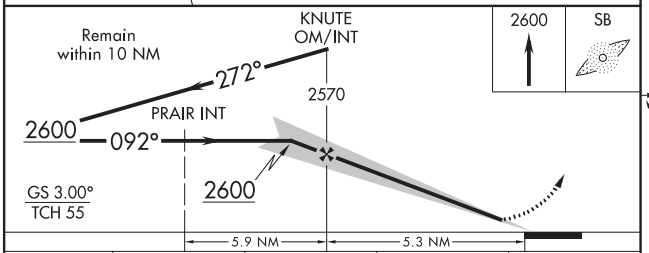
Rwy 9R helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 9R all Cats. For inop ALS, increase S-LOC 9R Cats C/D visibility to RVR 6000.

MALSF

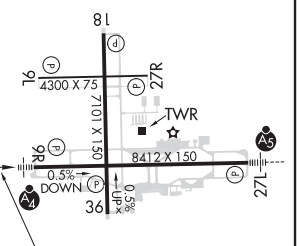
MISSED APPROACH: Climb to 2600 direct MISHA LOM/INT and hold.

| ATIS | SOUTH BEND APP CON ★ | SOUTH BEND TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.675 | 118.55 257.8 | 135.675 (CTAF) L 257.8 | 121.7 | 121.9 |




ELEV 798 | D | TDZE 790




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9R | 990/40 200 (200-¾) | | | |
| S-LOC 9R | 1200/40 410 (500-¾) | | 1200/50 410 (500-1) | |
| C CIRCLING | 1280-1 482 (500-1) | | 1440-1¾ 642 (700-1¾) | 1500-2¼ 702 (800-2¼) |

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

SOUTH BEND, INDIANA — AL-399 (FAA) — 20086

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

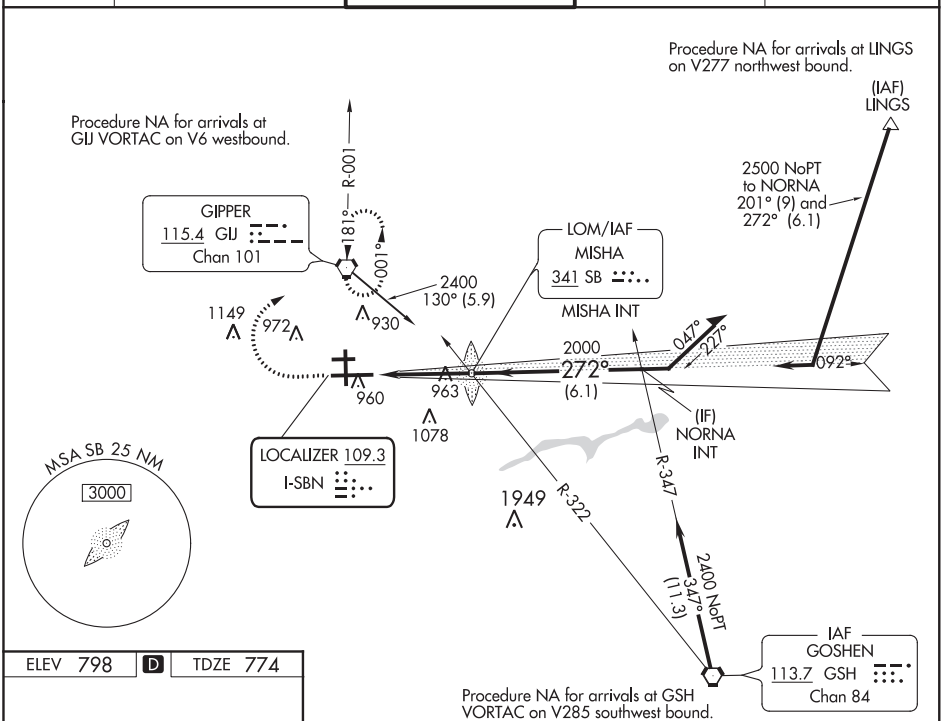
| LOC I-SBN | APP CRS | Rwy ldg | 8412 |
|---|---|---|---|
| 109.3 | 272° | TDZE | 774 |
| | | Apt Elev | 798 |

*RVR 1800 authorized with the use of FD or AP or HUD to DA.

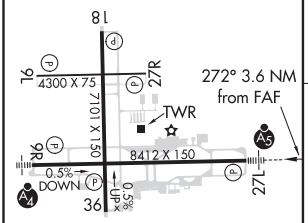
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct GIJ VORTAC and hold.

| ATIS | SOUTH BEND APP CON* | SOUTH BEND TOWER* | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.675 | 118.55 257.8 | 135.675 (CTAF) L 257.8 | 121.7 | 121.9 |

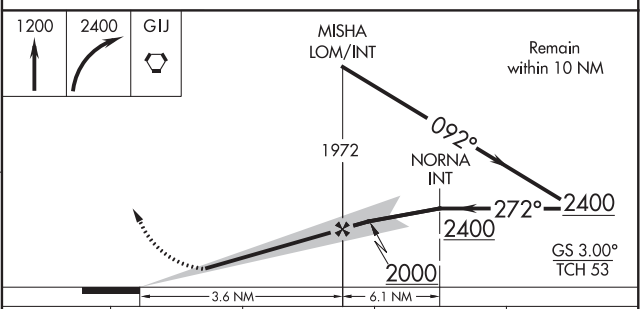



ELEV 798 D TDZE 774




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 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27L * | 974/24 200 (200-½) | | | |
| S-LOC 27L | 1220/24 446 (500-½) | | 1220/45 446 (500-⅞) | |
| C CIRCLING | 1280-1 482 (500-1) | | 1440-1¾ 642 (700-1¾) | 1500-2¼ 702 (800-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC I-SBN | APP CRS | Rwy ldg | 8412 |
|---|---|---|---|
| 109.3 | 272° | TDZE | 774 |
| | | Apt Elev | 798 |

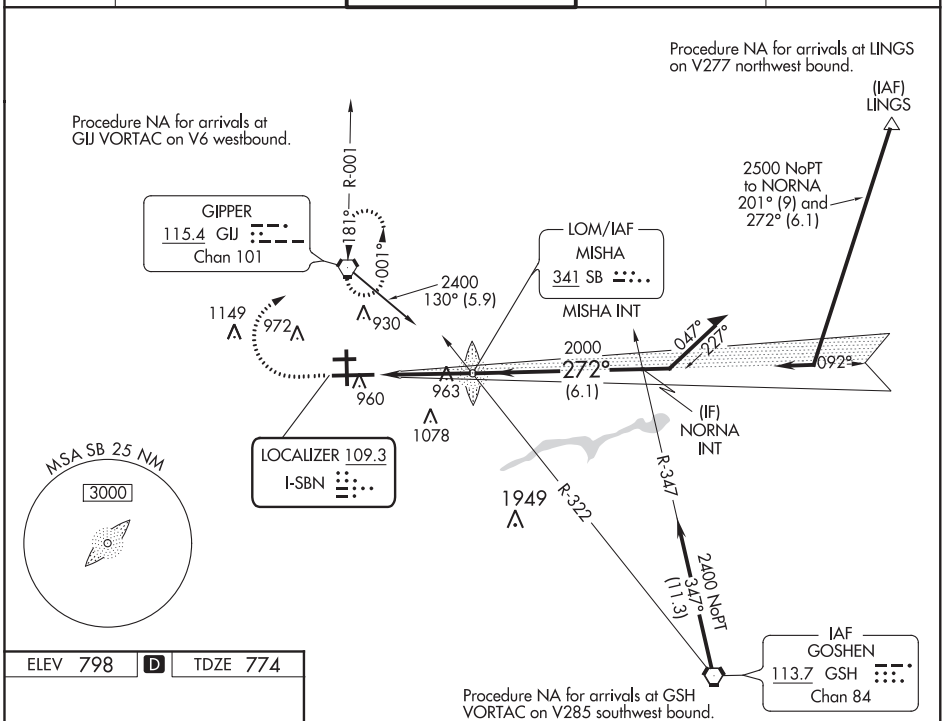
# ILS RWY 27L (SA CAT I & II)
## SOUTH BEND INTL (SBN)

SA Cat I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA Cat II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

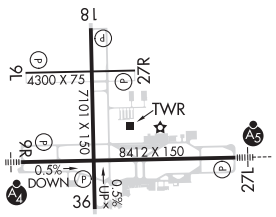
MALSR

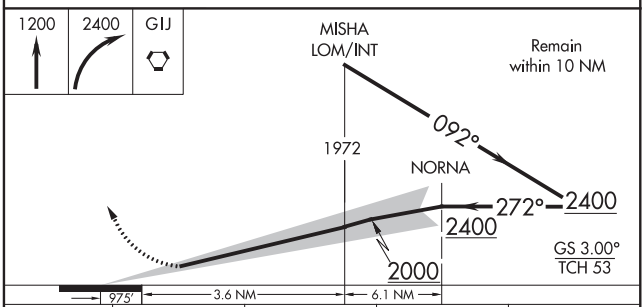
MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct GIJ VORTAC and hold.

| ATIS | SOUTH BEND APP CON ★ | SOUTH BEND TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.675 | 118.55 257.8 | 135.675 (CTAF) L 257.8 | 121.7 | 121.9 |




ELEV 798 D TDZE 774




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27L | SA CAT I | RA 179/14 | 150 DA 924 | |
| S-ILS 27L | SA CAT II | RA 114/12 | 100 DA 874 | |

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

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

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

SOUTH BEND, INDIANA — AL-399 (FAA) — 19339

# RNAV (GPS) RWY 9L
## SOUTH BEND INTL (SBN)

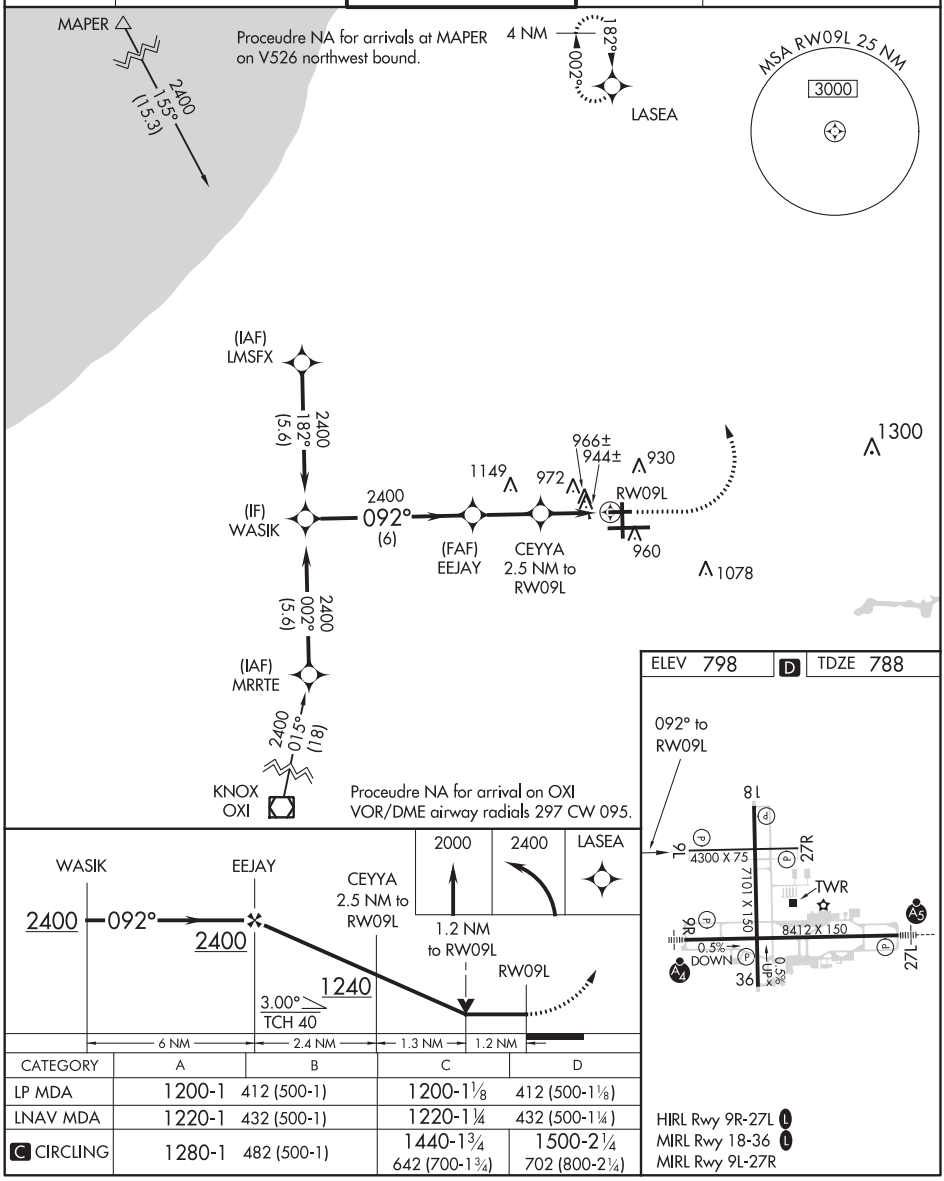
| WAAS CH 70542 W09A | APP CRS 092° | Rwy ldg 4300<br>TDZE 788<br>Apt Elev 798 |
|---|---|---|

RNP APCH.

Rwy 9L helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct LASEA and hold.

| ATIS | SOUTH BEND APP CON ★ | SOUTH BEND TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.675 | 118.55 257.8 | 135.675 (CTAF) L 257.8 | 121.7 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1200-1 412 (500-1) | | 1200-1⅛ | 412 (500-1⅛) |
| LNAV MDA | 1220-1 432 (500-1) | | 1220-1¼ | 432 (500-1¼) |
| C CIRCLING | 1280-1 482 (500-1) | | 1440-1¾<br>642 (700-1¾) | 1500-2¼<br>702 (800-2¼) |

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

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 9R
## SOUTH BEND INTL (SBN)

| WAAS CH 60908 W09B | APP CRS 092° | Rwy ldg 8412<br>TDZE 790<br>Apt Elev 798 |
|---|---|---|

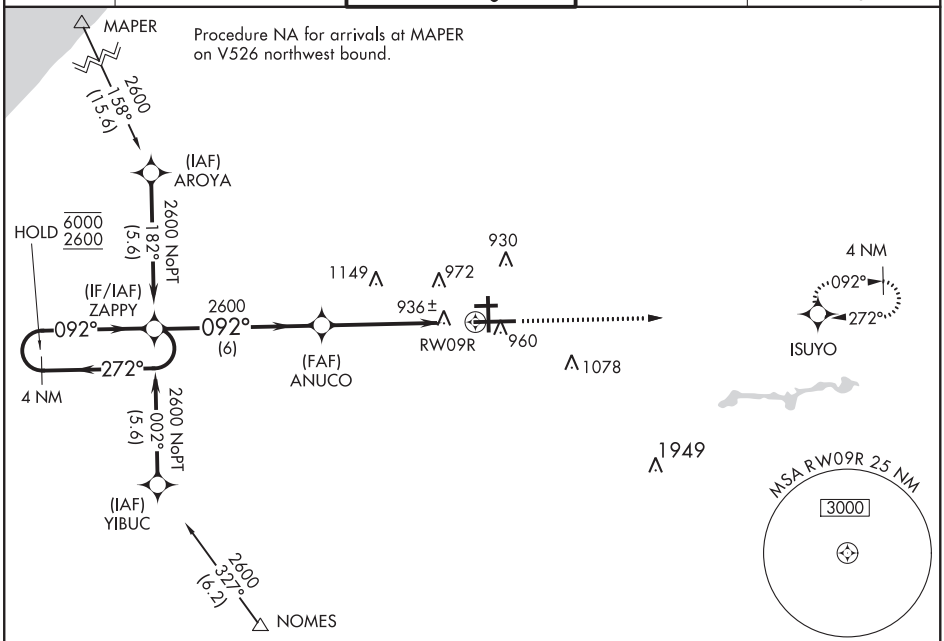
RNP APCH.

Rwy 9R helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV Cat A/B visibility to RVR 5500 and Cat C/D to RVR 6000.

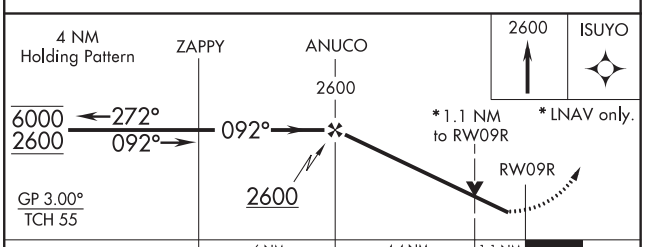
MALSF

MISSED APPROACH: Climb to 2600 direct ISUYO and hold.

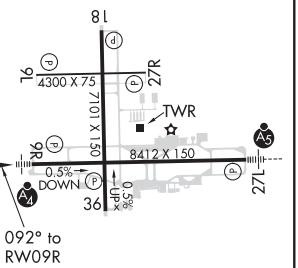
| ATIS | SOUTH BEND APP CON ★ | SOUTH BEND TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.675 | 118.55 257.8 | 135.675 (CTAF) L 257.8 | 121.7 | 121.9 |




ELEV 798 D TDZE 790




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 990/40 | 200 (200-¾) | | |
| LNAV/VNAV DA | 1222/40 | 432 (500-¾) | | |
| LNAV MDA | 1200/40 | 410 (500-¾) | | |
| C CIRCLING | 1280-1 482 (500-1) | | 1440-1¾ 642 (700-1¾) | 1500-2¼ 702 (800-2¼) |




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



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

SOUTH BEND, INDIANA — AL-399 (FAA) — 19339

# RNAV (GPS) RWY 18
## SOUTH BEND INTL (SBN)

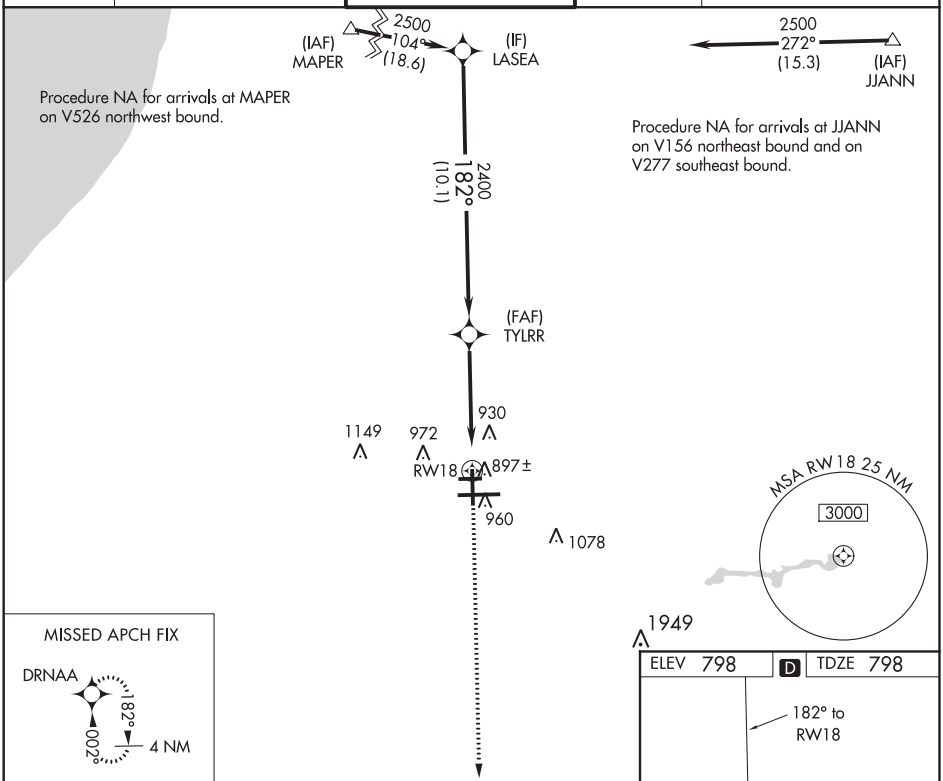
| WAAS CH 73021 W18A | APP CRS 182° | Rwy ldg 7101 TDZE 798 Apt Elev 798 |
|---|---|---|

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 2400 direct DRNAA and hold.

| ATIS | SOUTH BEND APP CON ★ | SOUTH BEND TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.675 | 118.55 257.8 | 135.675 (CTAF) L 257.8 | 121.7 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1048-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1057-1 259 (300-1) | | | |
| LNAV MDA | 1160-1 362 (400-1) | | | |
| C CIRCLING | 1280-1 482 (500-1) | | 1440-1¾ 642 (700-1¾) | 1500-2¼ 702 (800-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 27L
## SOUTH BEND INTL (SBN)

| WAAS CH 50108 W27A | APP CRS 272° | Rwy ldg 8412<br>TDZE 774<br>Apt Elev 798 |
|---|---|---|

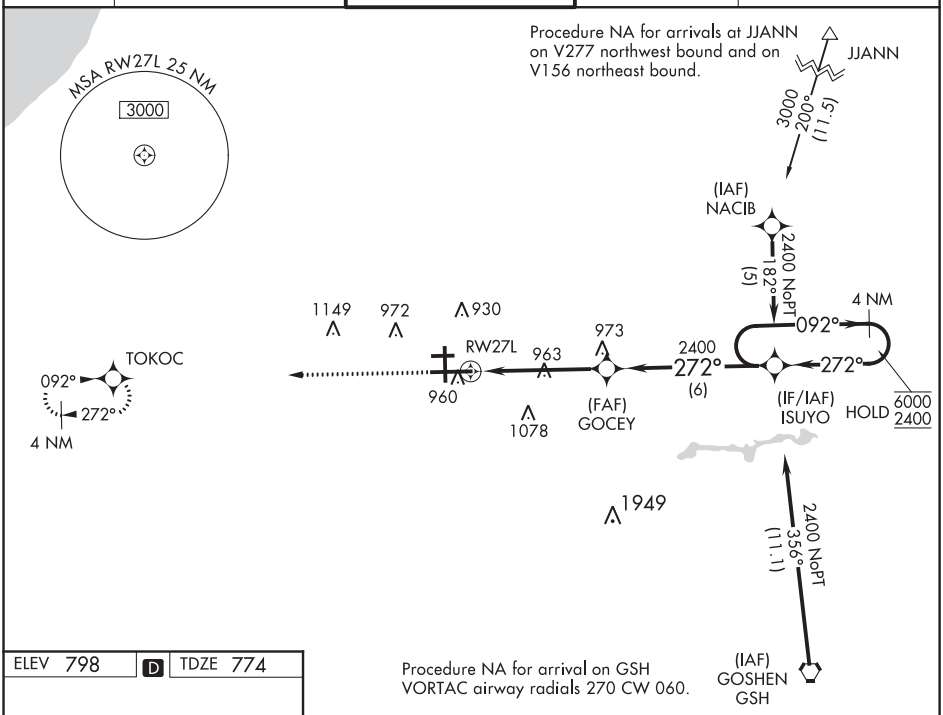
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

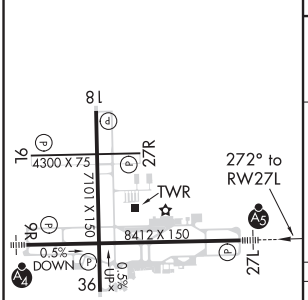
MALSR

MISSED APPROACH: Climb to 2600 direct TOKOC and hold.

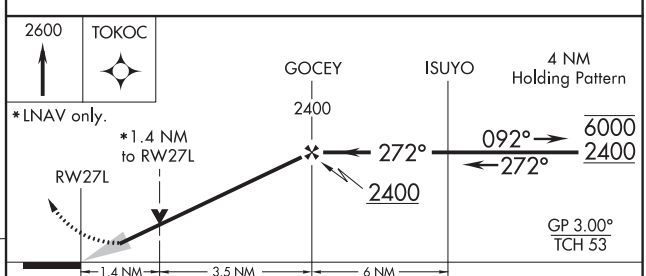
| ATIS | SOUTH BEND APP CON★ | SOUTH BEND TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.675 | 118.55 257.8 | 135.675 (CTAF) L 257.8 | 121.7 | 121.9 |




ELEV 798 D TDZE 774




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1030/24 256 (300-½) | | | |
| LNAV/VNAV DA | 1160/40 386 (400-¾) | | | |
| LNAV MDA | 1260/24 486 (500-½) | | 1260/50 486 (500-1) | |
| C CIRCLING | 1280-1 482 (500-1) | | 1440-1¾ 642 (700-1¾) | 1500-2¼ 702 (800-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

SOUTH BEND, INDIANA — AL-399 (FAA) — 19339

# RNAV (GPS) RWY 27R
## SOUTH BEND INTL (SBN)

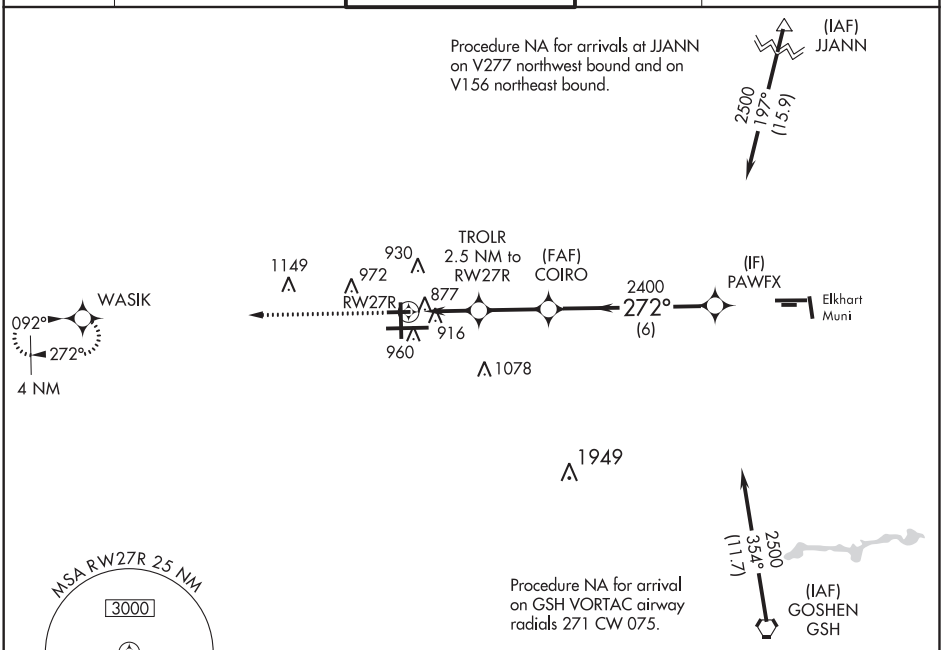
| WAAS CH 86542 W27B | APP CRS 272° | Rwy ldg 4300 TDZE 788 Apt Elev 798 |
|---|---|---|

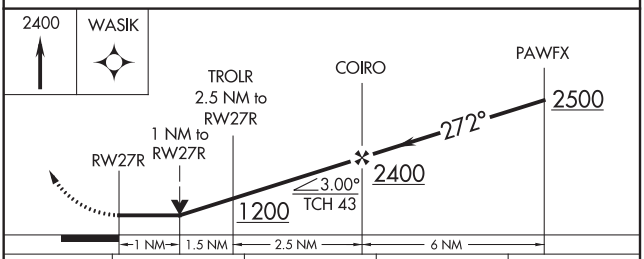
RNP APCH.

Rwy 27R helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2400 direct WASIK and hold.

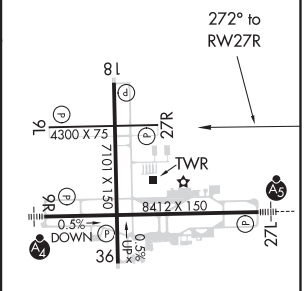
| ATIS | SOUTH BEND APP CON ★ | SOUTH BEND TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.675 | 118.55 257.8 | 135.675 (CTAF) L 257.8 | 121.7 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1140-1 352 (400-1) | | | |
| LNAV MDA | 1180-1 392 (400-1) | | 1180-1⅛ 392 (400-1⅛) | |
| C CIRCLING | 1280-1 482 (500-1) | | 1440-1¾ 642 (700-1¾) | 1500-2¼ 702 (800-2¼) |

ELEV 798 D TDZE 788




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

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

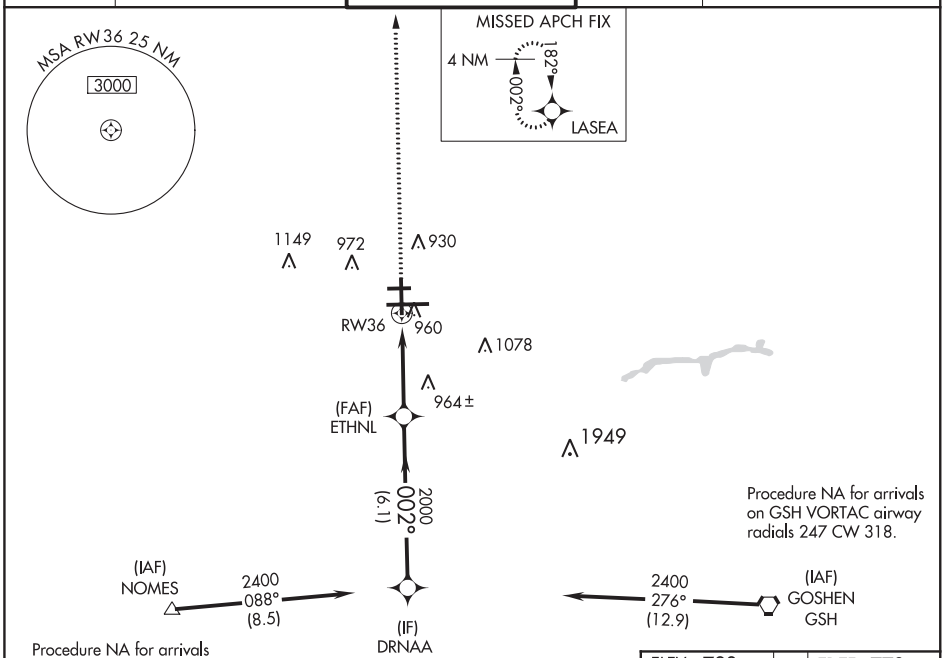
# RNAV (GPS) RWY 36
## SOUTH BEND INTL (SBN)

| WAAS CH 69514 W36A | APP CRS 002° | Rwy ldg 7101 TDZE 778 Apt Elev 798 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

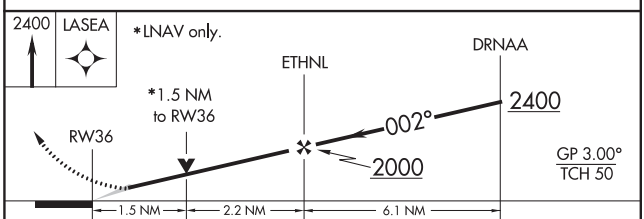
MISSED APPROACH: Climb to 2400 direct LASEA and hold.

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

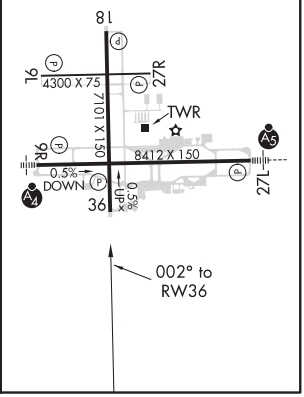



ELEV 798 | D | TDZE 778

HIRL Rwy 9R-27L
MIRL Rwys 18-36 and 9L-27R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1028-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1230-1¾ 452 (500-1¾) | | | |
| LNAV MDA | 1280-1 502 (500-1) | | 1280-1½ 502 (500-1½) | |
| C CIRCLING | 1280-1 482 (500-1) | | 1440-1¾ 642 (700-1¾) | 1500-2¼ 702 (800-2¼) |






EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

SOUTH BEND, INDIANA

AL-399 (FAA)

19339

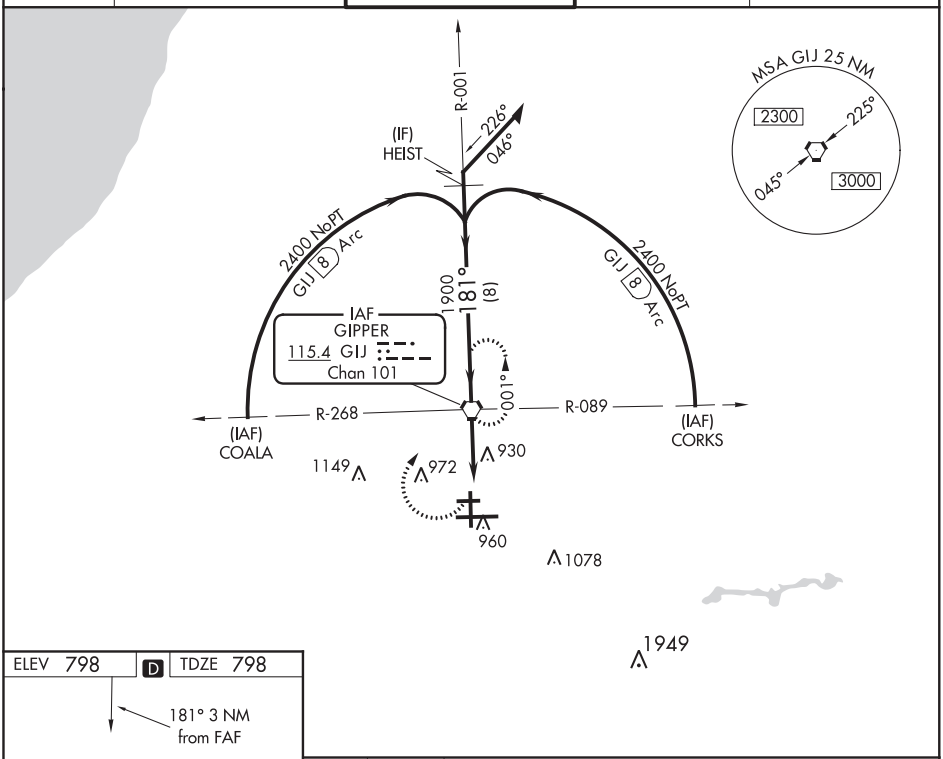
# VOR RWY 18
## SOUTH BEND INTL (SBN)

| VORTAC GIJ | APP CRS | Rwy ldg | 7101 |
|---|---|---|---|
| 115.4 | 181° | TDZE | 798 |
| Chan 101 | | Apt Elev | 798 |

Rwy 18 helicopter visibility reduction below ¾ SM NA.

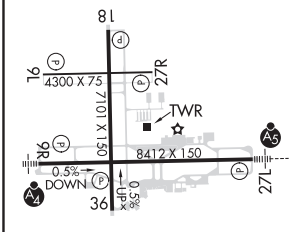
MISSED APPROACH: Climbing right turn to 2400 direct GIJ VORTAC and hold.

| ATIS | SOUTH BEND APP CON ★ | SOUTH BEND TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.675 | 118.55 257.8 | 135.675 (CTAF) L 257.8 | 121.7 | 121.9 |




ELEV 798 D TDZE 798

181° 3 NM from FAF

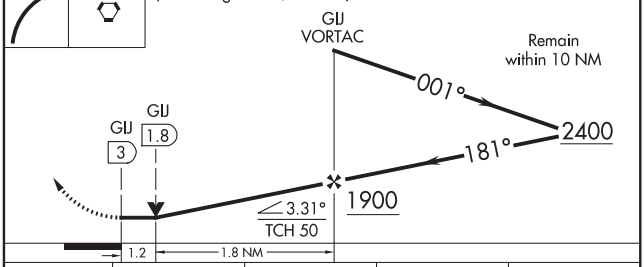



HIRL Rwy 9R-27L L
MIRL Rwy 18-36 L
MIRL Rwy 9L-27R

| FAF to MAP 3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:00 | 2:00 | 1:30 | 1:12 | 1:00 |

2400 GIJ

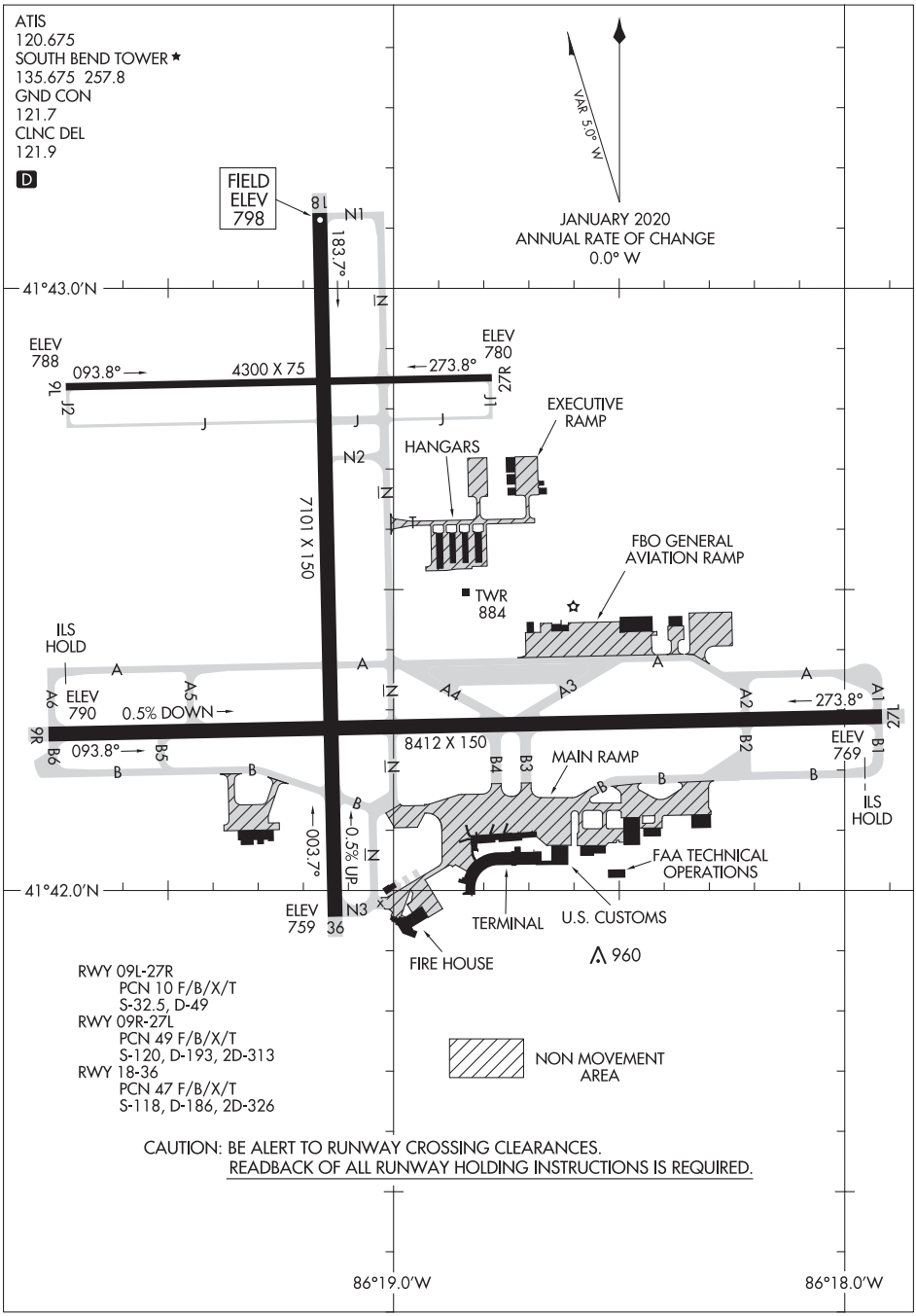
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 49).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1260-1 462 (500-1) | | 1260-1⅜ 462 (500-1⅜) | 1260-1½ 462 (500-1½) |
| C CIRCLING | 1280-1 482 (500-1) | | 1440-1¾ 642 (700-1¾) | 1500-2¼ 702 (800-2¼) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

SPRINGFIELD, OHIO | AL-958 (FAA) | 20310

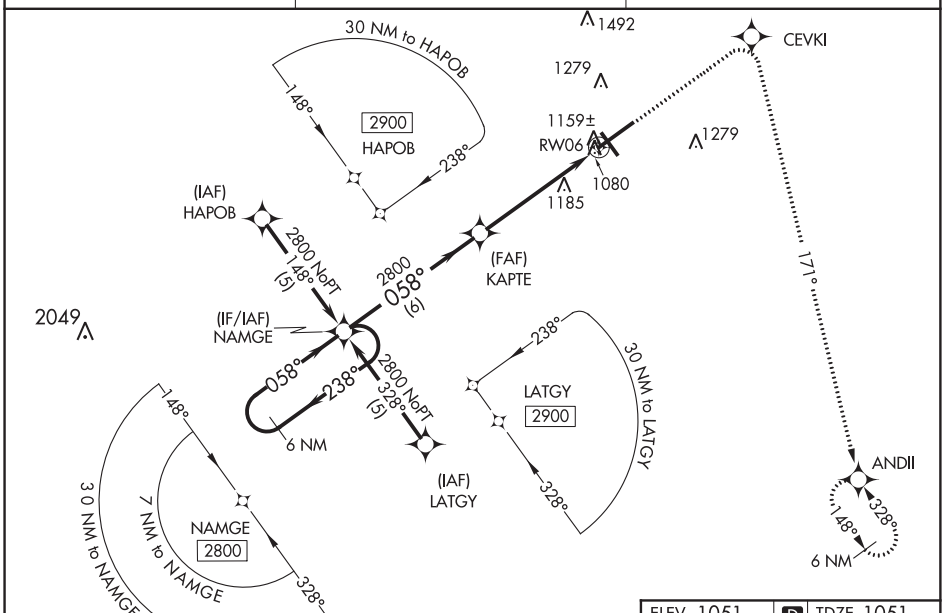
| WAAS CH 58115 W06A | APP CRS 058° | Rwy ldg 9009<br>TDZE 1051<br>Apt Elev 1051 |
|---|---|---|

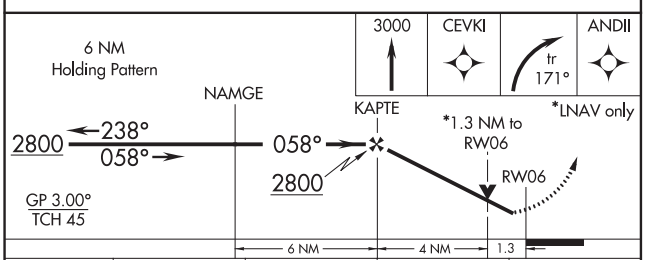
# RNAV (GPS) RWY 6
## SPRINGFIELD-BECKLEY MUNI (SGH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibilities ¼ mile. VDP and Baro-VNAV NA when using Wright-Patterson AFB altimeter setting.

MISSED APPROACH: Climb to 3000 direct CEVKI and right turn via track 171° to ANDII and hold.

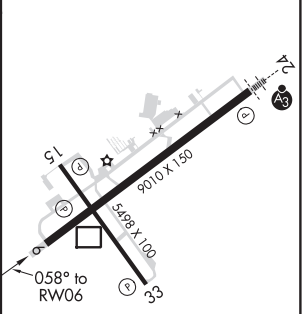
| AWOS-3PT | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 134.975 | 118.85 269.275 | 122.95 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1354-1 303 (400-1) | | | |
| LNAV/VNAV DA | 1429-1¼ 378 (400-1¼) | | | |
| LNAV MDA | 1500-1 449 (500-1) | | 1500-1¼ 449 (500-1¼) | 1500-1½ 449 (500-1½) |
| CIRCLING | 1500-1 449 (500-1) | 1520-1 469 (500-1) | 1520-1½ 469 (500-1½) | 1620-2 569 (600-2) |

ELEV 1051 | D | TDZE 1051




HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 97615 W24A | APP CRS 238° | Rwy ldg 9009<br>TDZE 1048<br>Apt Elev 1051 |
|---|---|---|

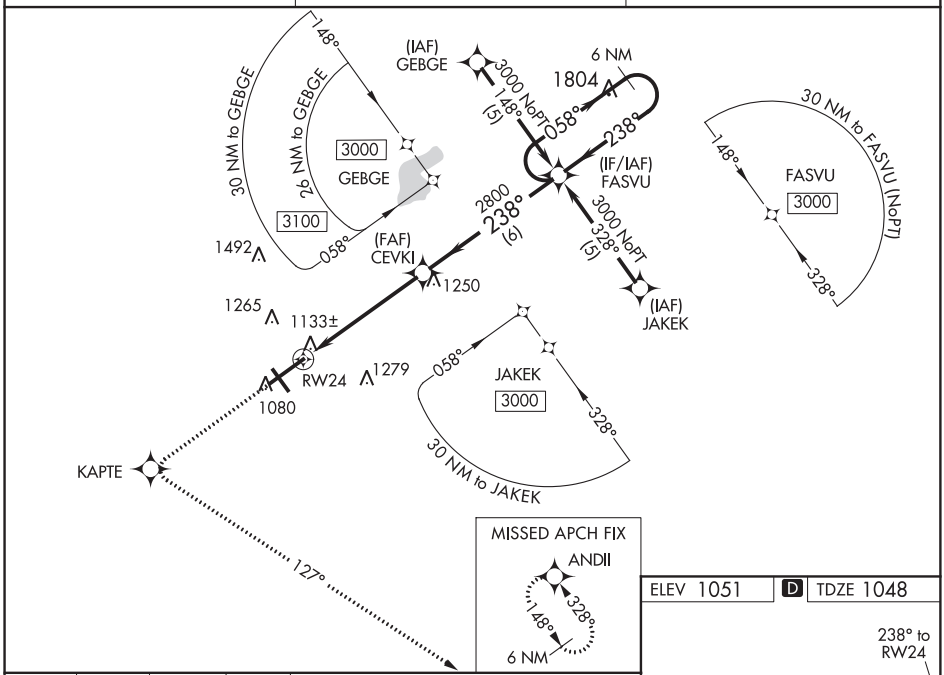
# RNAV (GPS) RWY 24
## SPRINGFIELD-BECKLEY MUNI (SGH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all DA 55 feet and all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For inoperative ALSF-2/SSALR, increase LNAV Cat D visibility to 1¼ mile. For inoperative ALSF-2/SSALR, when using Wright-Patterson AFB altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. ALSF-2 reverts to SSALR when tower is closed. VDP and Baro-VNAV NA when using Wright-Patterson AFB altimeter setting.

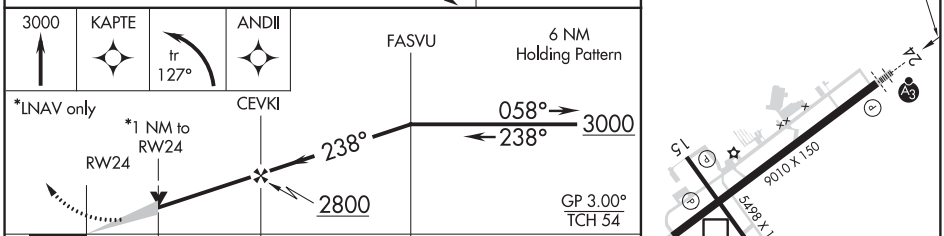
SSALR A3

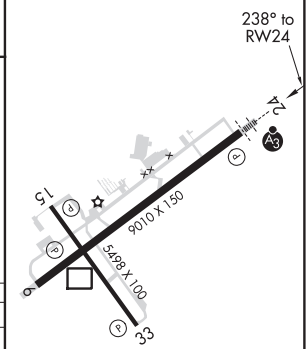
MISSED APPROACH: Climb to 3000 direct KAPTE and left turn via track 127° to ANDII and hold.

| AWOS-3PT | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 134.975 | 118.85 269.275 | 122.95 (CTAF) L |




ELEV 1051 D TDZE 1048




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1248-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1398-¾ 350 (400-¾) | | | |
| LNAV MDA | 1400-½ 352 (400-½) | | | 1400-1 352 (400-1) |
| CIRCLING | 1480-1 429 (500-1) | 1520-1 469 (500-1) | 1520-1½ 469 (500-1½) | 1620-2 569 (600-2) |

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

SPRINGFIELD, OHIO | AL-958 (FAA) | 20310

# NDB RWY 24
## SPRINGFIELD-BECKLEY MUNI (SGH)

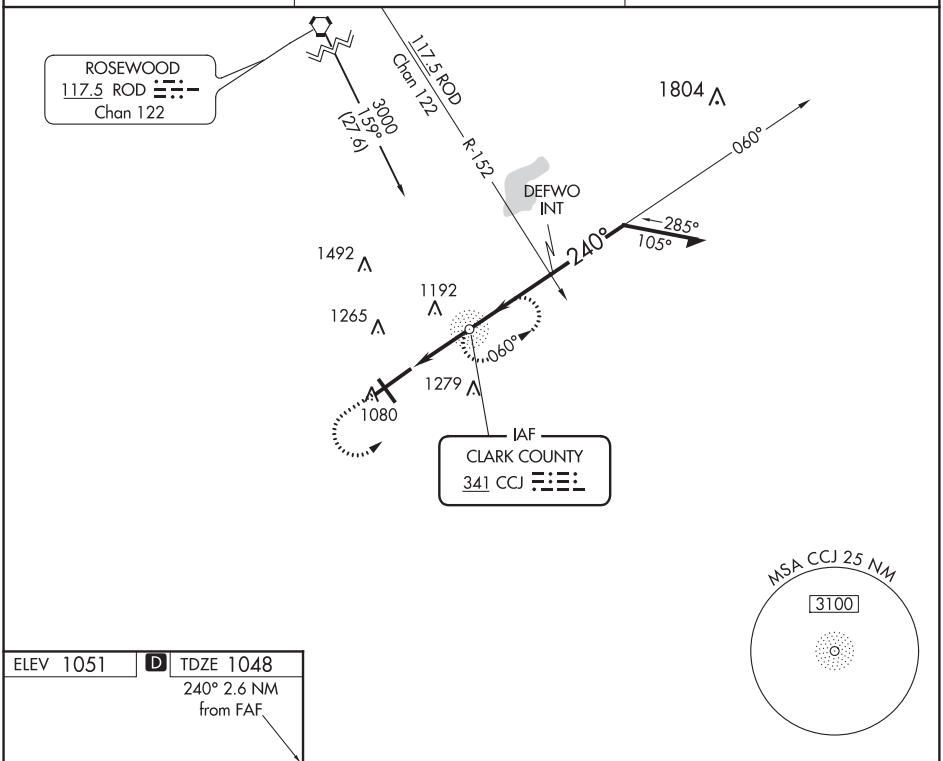
| NDB CCJ | APP CRS | Rwy ldg | 9009 |
|---|---|---|---|
| 341 | 240° | TDZE | 1048 |
| | | Apt Elev | 1051 |

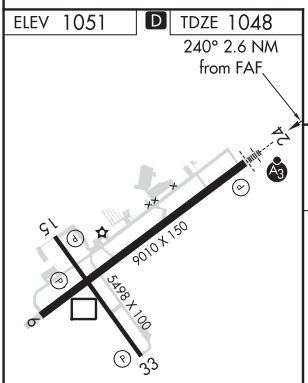
T A NA — When local altimeter setting not received, use Wright-Patterson AFB altimeter setting and increase all MDA 60 feet and S-24 Cats C and D visibility ¼ mile.

SSALR A3

MISSED APPROACH: Climb to 2900 then left turn direct CCJ NDB and hold.

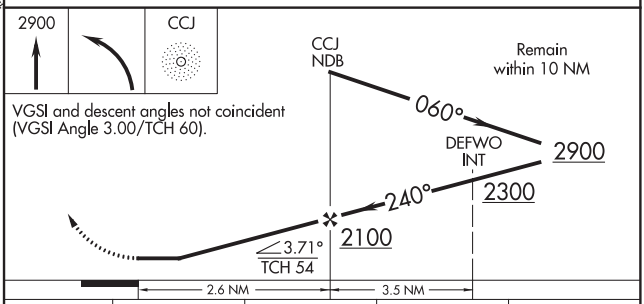
| AWOS-3PT | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 134.975 | 118.85 269.275 | 122.95 (CTAF) L |




HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15 and 33 L

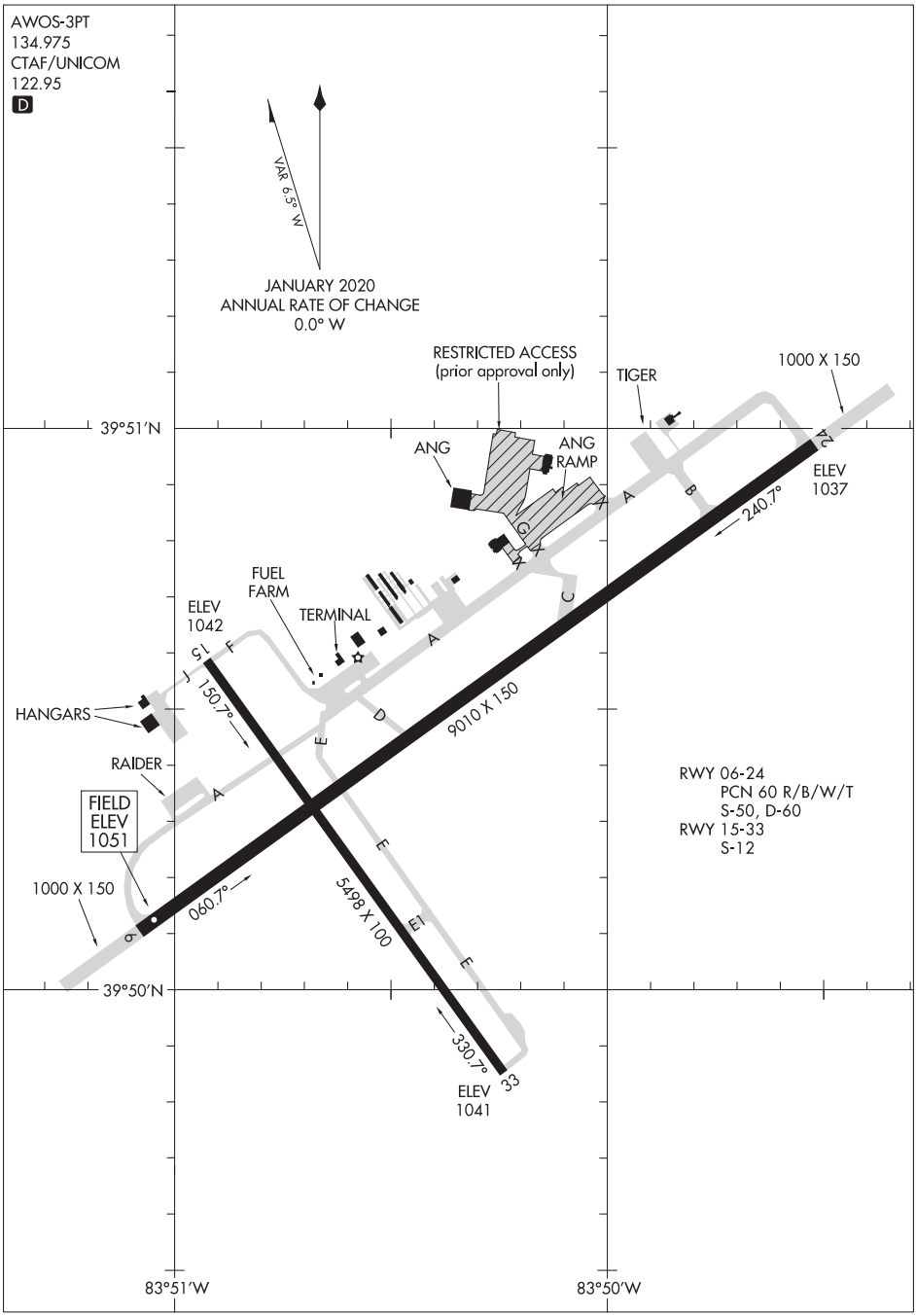
| FAF to MAP 2.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1500-¾ 452 (500-¾) | | | 1500-1¼ 452 (500-1¼) |
| CIRCLING | 1500-1 449 (500-1) | 1520-1 469 (500-1) | 1520-1½ 469 (500-1½) | 1620-2 569 (600-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020


AWOS-3PT
134.975
CTAF/UNICOM
122.95
D
VAR 6.5° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W
RESTRICTED ACCESS
(prior approval only)
TIGER
1000 X 150
39°51′N
ANG
ANG RAMP
24
ELEV 1037
240.7°
FUEL FARM
ELEV 1042
TERMINAL
15
150.7°
HANGARS
RAIDER
FIELD ELEV 1051
9010 X 150
RWY 06-24
PCN 60 R/B/W/T
S-50, D-60
RWY 15-33
S-12
1000 X 150
060.7°
5498 X 100
39°50′N
330.7°
33
ELEV 1041
83°51′W
83°50′W

STEUBENVILLE, OHIO | AL-9331 (FAA) | 19339

# RNAV (GPS) RWY 14
## JEFFERSON COUNTY AIRPARK (2G2)

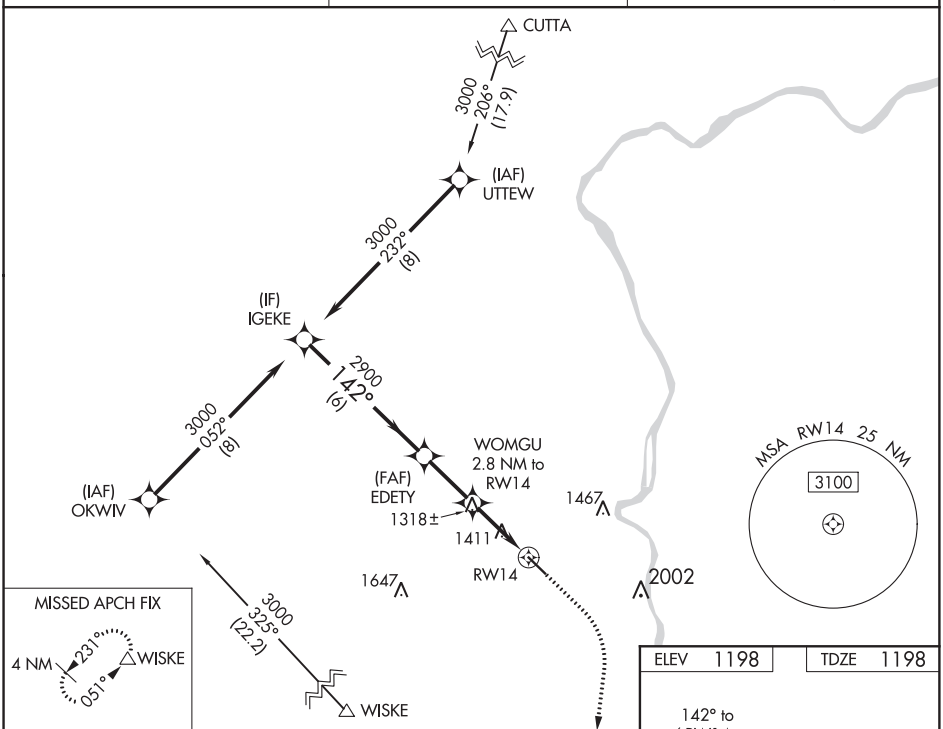
| WAAS CH 66039 W14A | APP CRS 142° | Rwy ldg 5001 TDZE 1198 Apt Elev 1198 |
|---|---|---|

RNP APCH.

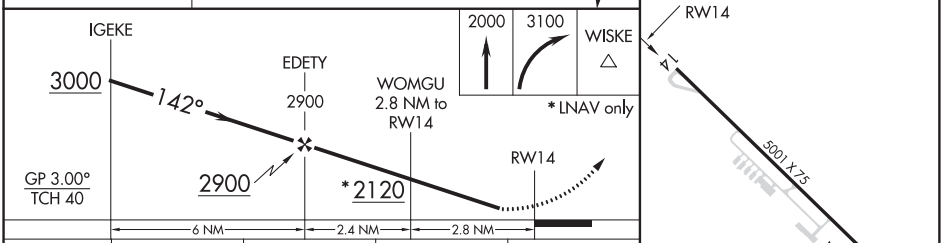
Rwy 14 helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA. Use Wheeling altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct WISKE and hold.

| HLG ASOS | PITTSBURGH APP CON | UNICOM |
|---|---|---|
| 127.375 | 124.75 338.2 | 122.8 (CTAF) L |




| ELEV 1198 | TDZE 1198 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1475-1 277 (300-1) | | | NA |
| LNAV/VNAV DA | 1799-2½ 601 (700-2½) | | | NA |
| LNAV MDA | 1740-1 542 (600-1) | | 1740-1⅝ 542 (600-1⅝) | NA |
| C CIRCLING | 1800-1 602 (700-1) | 1980-1 782 (800-1) | 1980-2¼ 782 (800-2¼) | NA |

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS | APP CRS | Rwy ldg | 5001 |
|---|---|---|---|
| CH 58339 | 322° | TDZE | 1192 |
| W32A | | Apt Elev | 1198 |

# RNAV (GPS) RWY 32
## JEFFERSON COUNTY AIRPARK (2G2)

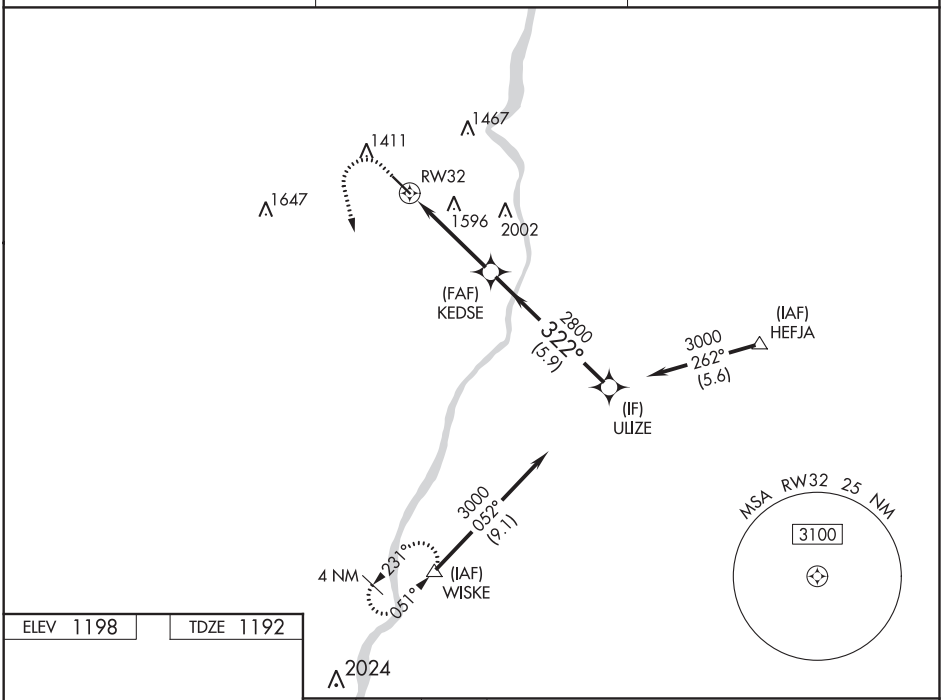
RNP APCH.

T
A NA

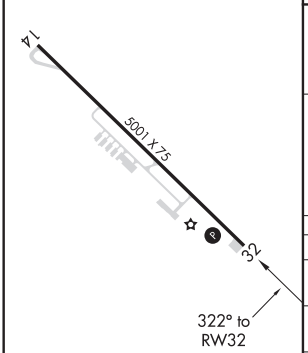
Rwy 32 helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA. Use Wheeling altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct WISKE and hold.

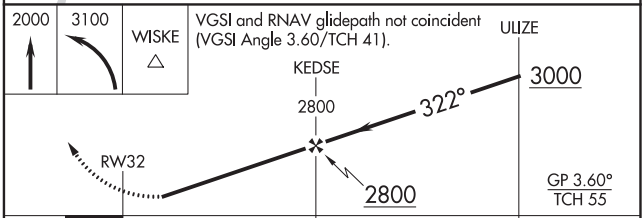
| HLG ASOS | PITTSBURGH APP CON | UNICOM |
|---|---|---|
| 127.375 | 124.75 338.2 | 122.8 (CTAF) L |




ELEV 1198 | TDZE 1192




REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1519-1 327 (400-1) | | | NA |
| LNAV/VNAV | DA | 1972-2½ 780 (800-2½) | | | NA |
| LNAV | MDA | 1880-1 688 (700-1) | | 1880-2 688 (700-2) | NA |
| C CIRCLING | | 1880-1 682 (700-1) | 1980-1 782 (800-1) | 1980-2¼ 782 (800-2¼) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

SULLIVAN, INDIANA — AL-5590 (FAA) — 19283

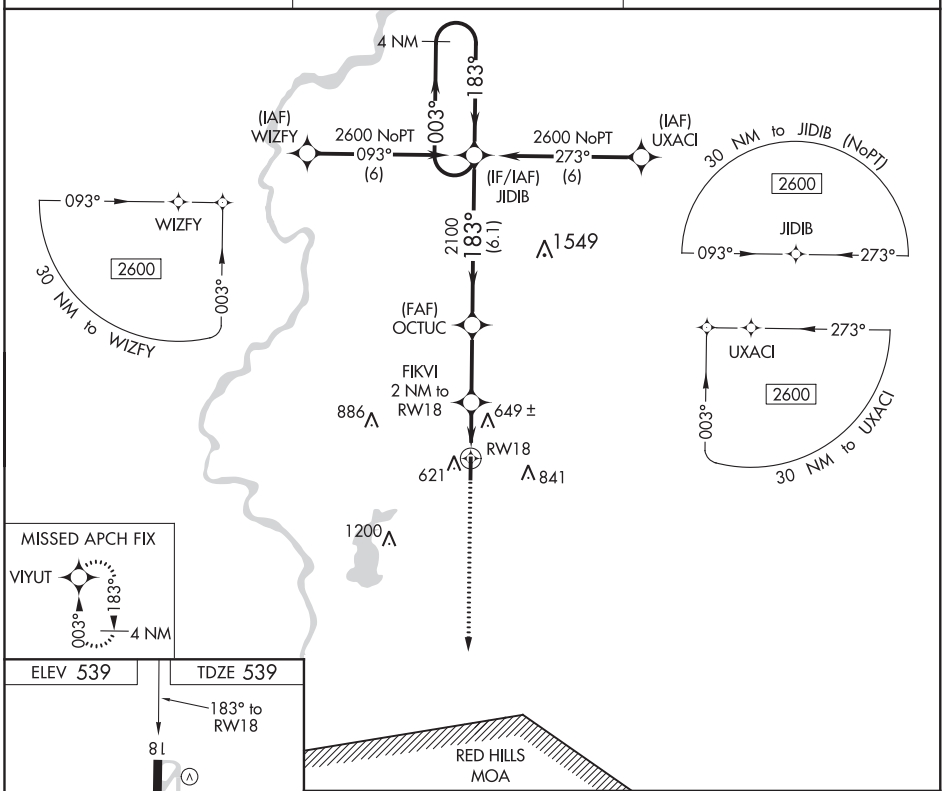
# RNAV (GPS) RWY 18
## SULLIVAN COUNTY (SIV)

| WAAS CH 65936 W18A | APP CRS 183° | Rwy ldg 4359<br>TDZE 539<br>Apt Elev 539 |
|---|---|---|

T A NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. When Robinson altimeter setting is not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA/MDA 20 feet.

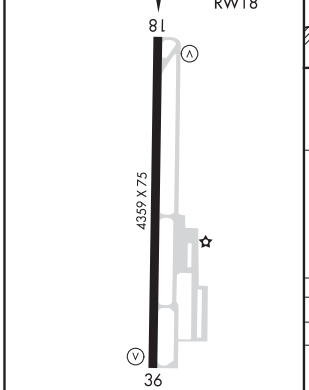
MISSED APPROACH: Climb to 2500 direct VIYUT and hold.

| RSV AWOS-3 | HULMAN APP CON | UNICOM |
|---|---|---|
| 120.5 | 119.25 339.8 | 122.8 (CTAF) L |

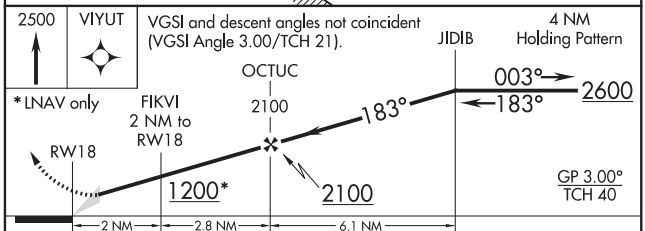



ELEV 539 | TDZE 539

183° to RW18




REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 826-1 287 (300-1) | | NA | |
| LNAV/VNAV DA | 826-1 287 (300-1) | | NA | |
| LNAV MDA | 940-1 401 (500-1) | | NA | |
| C CIRCLING | 1000-1 461 (500-1) | 1080-1 541 (600-1) | NA | |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 82136 W36A | APP CRS 003° | Rwy ldg 4359<br>TDZE 539<br>Apt Elev 539 |
|---|---|---|

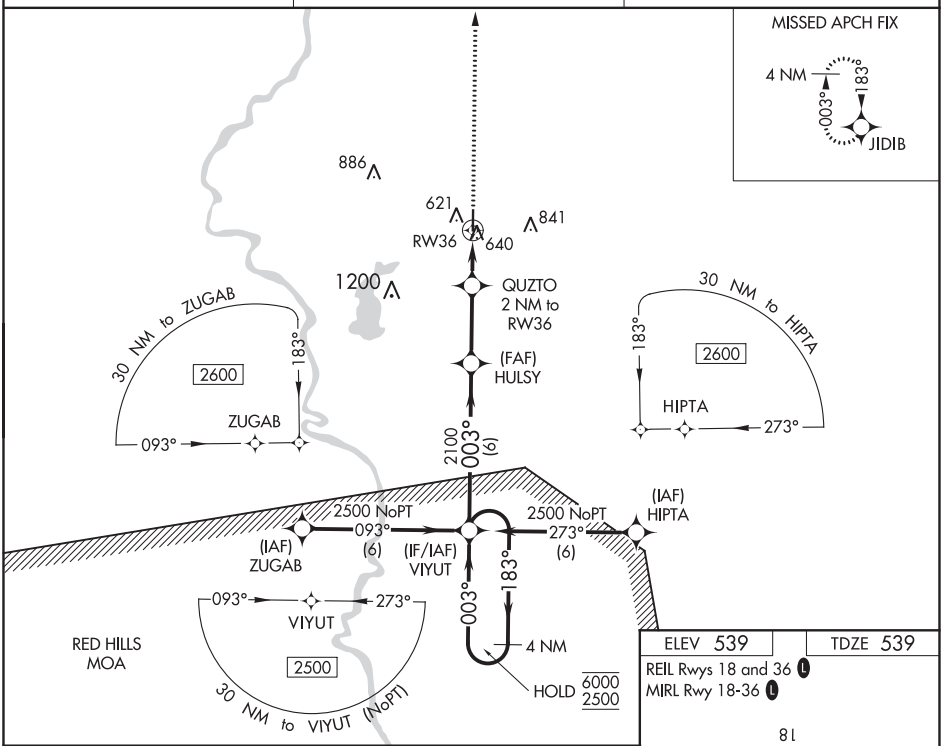
# RNAV (GPS) RWY 36
## SULLIVAN COUNTY (SIV)

RNP APCH.

NA Baro-VNAV NA. Use Robinson altimeter setting; when not received, use Terre Haute altimeter setting and increase LPV DA to 876, increase LNAV/VNAV DA to 889, and increase all MDA 20 feet.

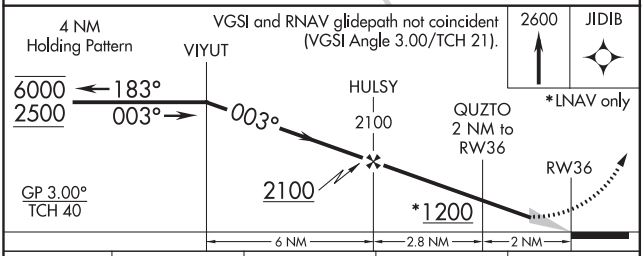
MISSED APPROACH: Climb to 2600 direct JIDIB and hold.

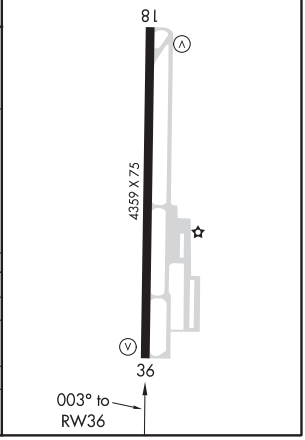
| RSV AWOS-3 | HULMAN APP CON | UNICOM |
|---|---|---|
| 120.5 | 119.25 339.8 | 122.8 (CTAF) L |




| ELEV 539 | TDZE 539 |
|---|---|

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 856-1⅛ 317 (400-1⅛) | | NA | |
| LNAV/VNAV DA | 869-1 330 (400-1) | | NA | |
| LNAV MDA | 980-1 441 (500-1) | | NA | |
| C CIRCLING | 1000-1 461 (500-1) | 1080-1 541 (600-1) | NA | |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

TELL CITY, INDIANA | AL-5928 (FAA) | 19171

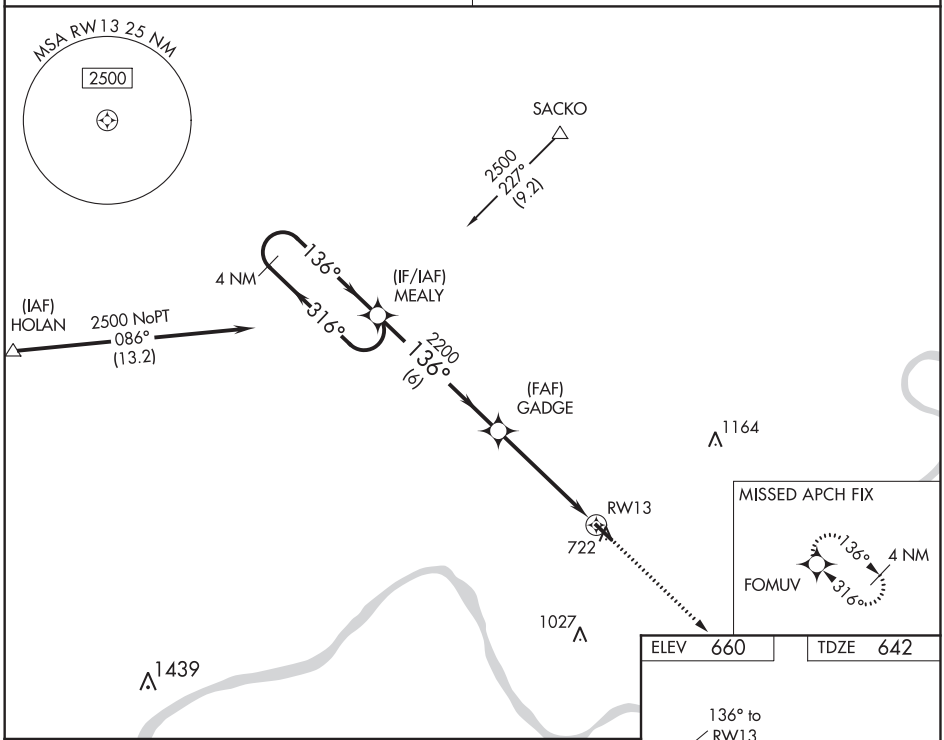
# RNAV (GPS) RWY 13
## PERRY COUNTY MUNI (TEL)

| WAAS CH 86622 W13A | APP CRS 136° | Rwy ldg 4400<br>TDZE 642<br>Apt Elev 660 |
|---|---|---|

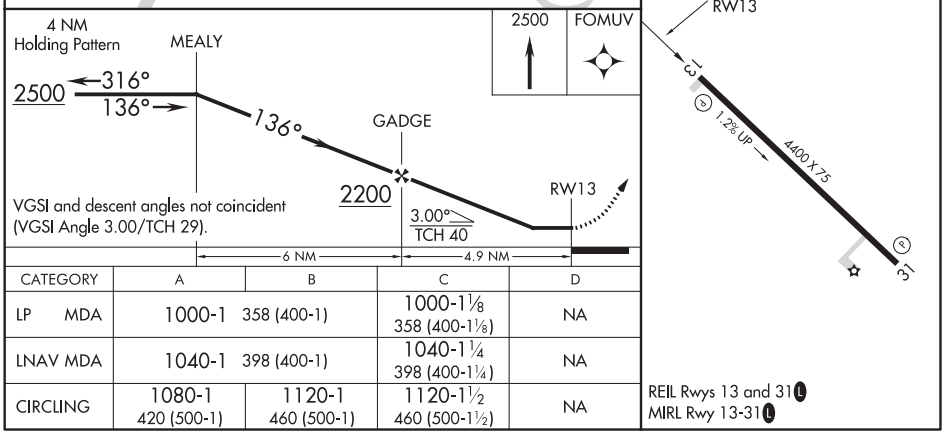
When VGSI inop, Circling Rwy 31 NA at night. When VGSI inop, Straight-in/Circling Rwy 13 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Huntingburg altimeter setting and increase all MDA 80 feet and increase LP Cat C visibility ¼ mile and LNAV Cat C visibility ⅛ mile.

MISSED APPROACH: Climb to 2500 direct FOMUV and hold.

| EVANSVILLE APP CON ★ | UNICOM |
|---|---|
| 124.025 290.9 | 122.7 (CTAF) L |




| ELEV 660 | TDZE 642 |
|---|---|




VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 29).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1000-1 358 (400-1) | | 1000-1⅛ 358 (400-1⅛) | NA |
| LNAV MDA | 1040-1 398 (400-1) | | 1040-1¼ 398 (400-1¼) | NA |
| CIRCLING | 1080-1 420 (500-1) | 1120-1 460 (500-1) | 1120-1½ 460 (500-1½) | NA |

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

TELL CITY, INDIANA
Orig-A 24JUL14

38°01′N - 86°42′W

PERRY COUNTY MUNI (TEL)
RNAV (GPS) RWY 13

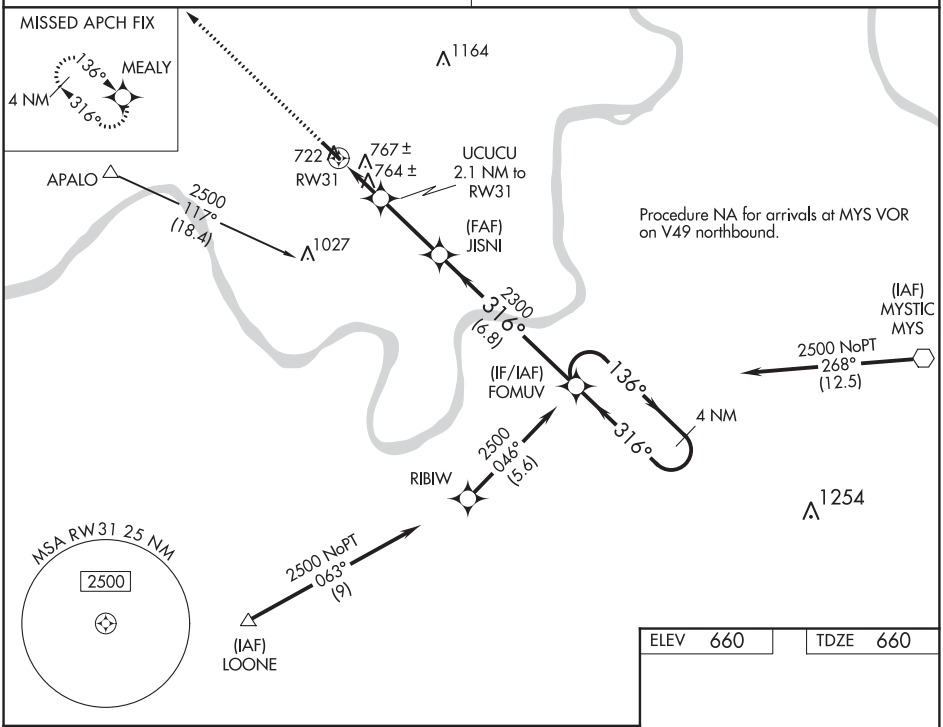
| WAAS CH 93623 W31A | APP CRS 316° | Rwy ldg 4400<br>TDZE 660<br>Apt Elev 660 |
|---|---|---|

# RNAV (GPS) RWY 31
## PERRY COUNTY MUNI (TEL)

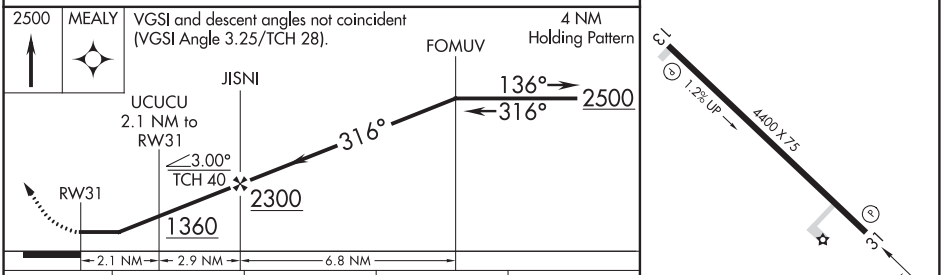
When VGSI inop, Circling Rwy 13 NA at night. When VGSI inop, Straight-in/Circling Rwy 31 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Huntingburg altimeter setting and increase all MDA 80 feet and increase LP and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct MEALY and hold.

| EVANSVILLE APP CON ★ | UNICOM |
|---|---|
| 124.025 290.9 | 122.7 (CTAF) L |




EC-2, 05 NOV 2020 to 31 DEC 2020




| ELEV 660 | TDZE 660 |
|---|---|




REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1020-1 360 (400-1) | | | NA |
| LNAV MDA | 1020-1 360 (400-1) | | | NA |
| CIRCLING | 1080-1<br>420 (500-1) | 1120-1<br>460 (500-1) | 1120-1½<br>460 (500-1½) | NA |

TERRE HAUTE, INDIANA

AL-5939 (FAA)

18312

# RNAV (GPS)-A

SKY KING (3I3)

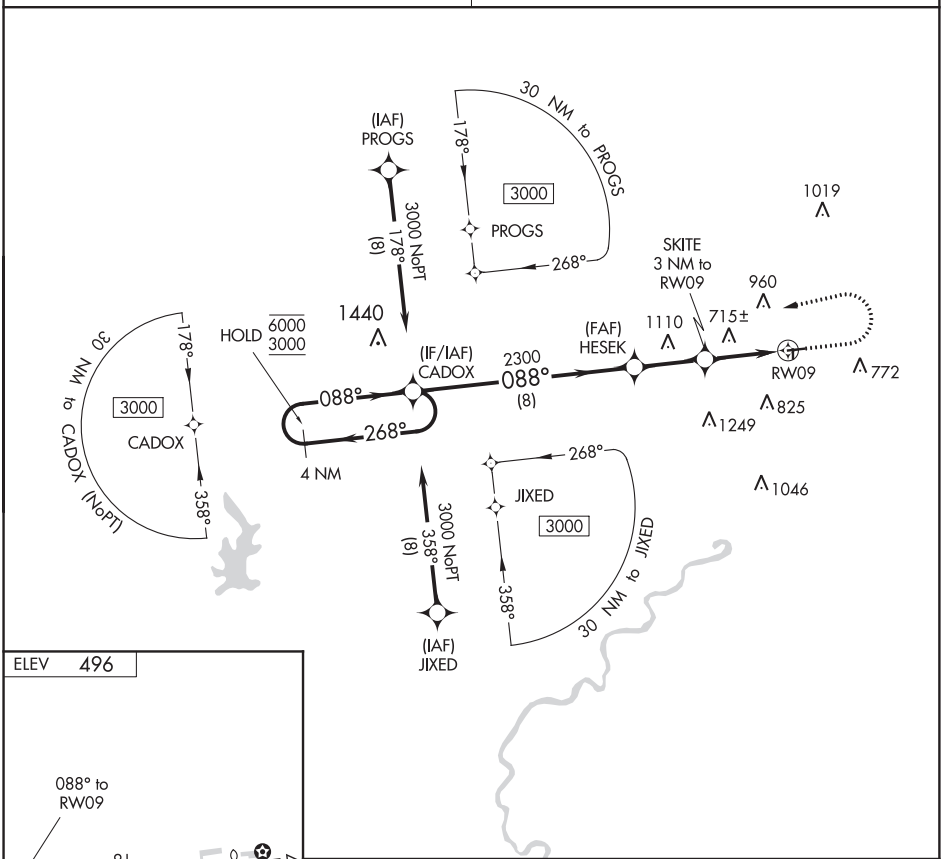
| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 088° | TDZE | N/A |
| | Apt Elev | 496 |

RNP APCH.

Procedure NA at night. Use Terre Haute altimeter setting; when not received, use Paris altimeter setting and increase all MDA 40 feet.

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

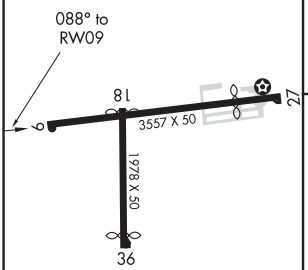
| HULMAN APP CON | UNICOM |
|---|---|
| 125.45 339.8 | 122.8 (CTAF) L |

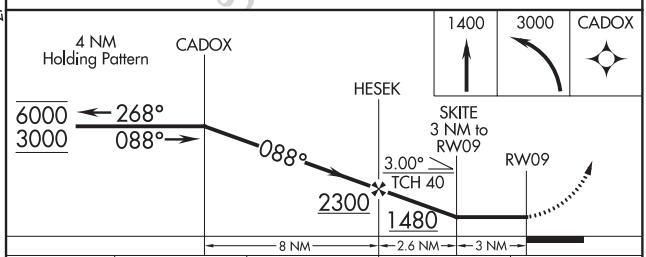



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ELEV 496




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1000-1<br>504 (600-1) | 1340-1¼<br>844 (900-1¼) | NA | |

LIRL Rwys 9-27 and 18-36 L

TERRE HAUTE, INDIANA

Amdt 1 08NOV18

39°33′N-87°23′W

SKY KING (3I3)

RNAV (GPS)-A

# ILS or LOC RWY 5
## TERRE HAUTE RGNL (HUF)

| LOC I-HUF | APP CRS | Rwy ldg | 9020 |
|---|---|---|---|
| 109.7 | 049° | TDZE | 578 |
| | | Apt Elev | 589 |

ADF or DME required.

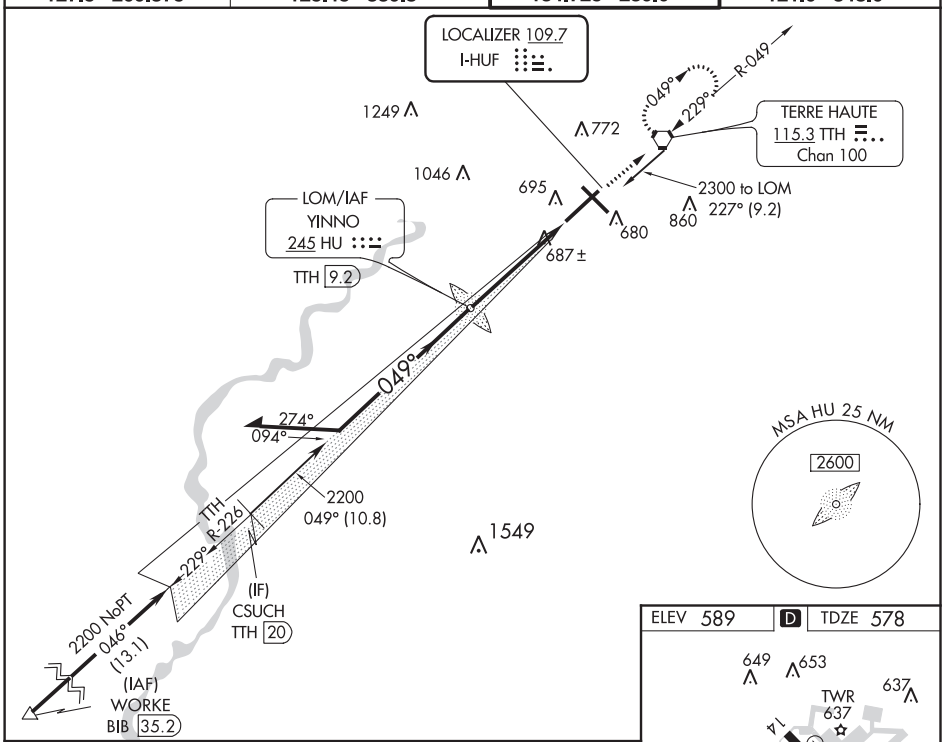
VDP NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61feet and all MDA 80 feet, increase S-LOC 5 Cats C/D visibility to RVR 4500. For inop ALS, increase S-LOC 5 Cat C/D visibility to RVR 5500, when using Paris altimeter setting increase S-ILS 5 all Cats visibilities to RVR 4500 and S-LOC Rwy 5 all Cats visibility ½ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Paris altimeter setting.

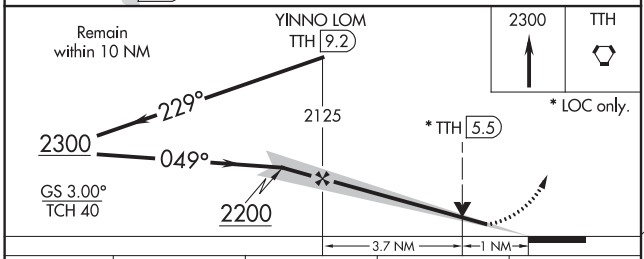
ASR

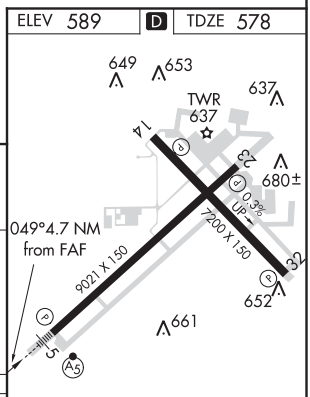
MALSR

MISSED APPROACH: Climb to 2300 direct TTH VORTAC and hold.

| ATIS | HULMAN APP CON | HULMAN TOWER | GND CON |
|---|---|---|---|
| 127.5 269.375 | 125.45 339.8 | 134.725 239.0 | 121.6 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 ** | 778/24 200 (200-½) | | | |
| S-LOC 5 | 940/24 362 (400-½) | | 940/35 362 (400-⅝) | |
| C CIRCLING | 1020-1 431 (500-1) | 1040-1 451 (500-1) | 1220-1¾ 631 (700-1¾) | 1220-2 631 (700-2) |

REIL Rwys 14, 23 and 32
HIRL Rwys 5-23 and 14-32

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

TERRE HAUTE, INDIANA | AL-608 (FAA) | 20310

| WAAS CH 82109 W05A | APP CRS 049° | Rwy ldg 9020 TDZE 578 Apt Elev 589 |
|---|---|---|

# RNAV (GPS) RWY 5
## TERRE HAUTE RGNL (HUF)

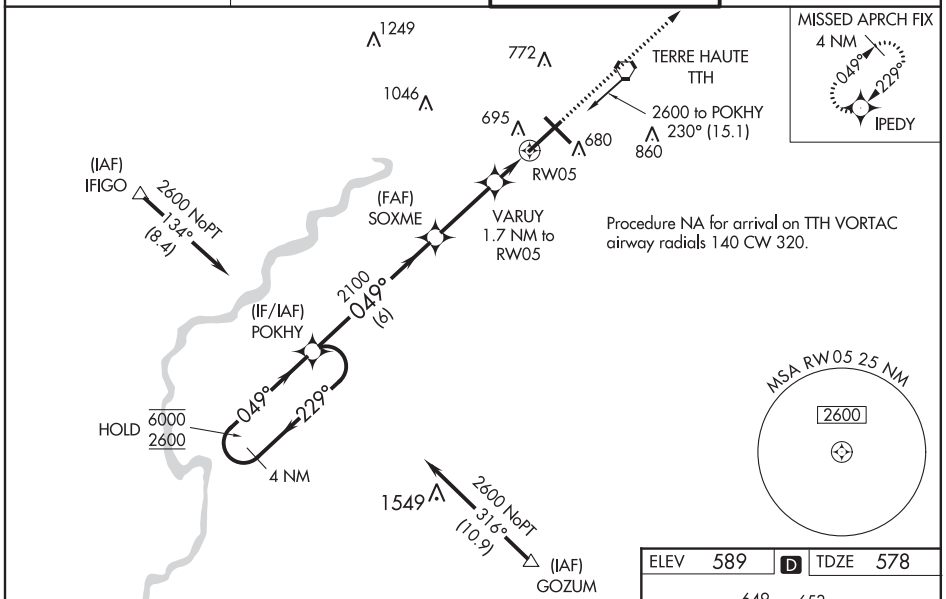
RNP APCH.

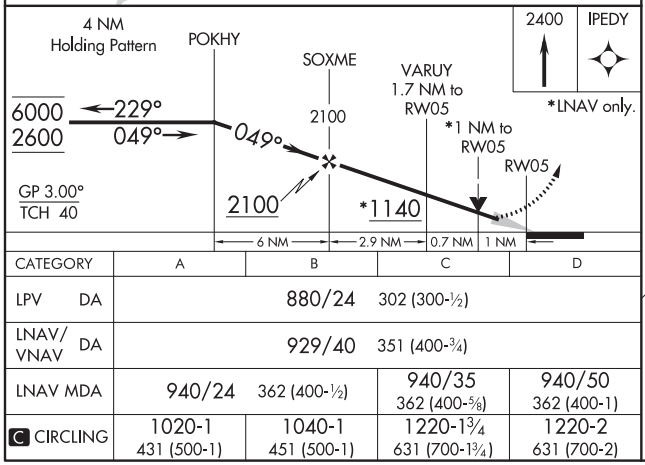
T A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP and Baro-VNAV NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 feet, and all MDA 80 feet. Increase LPV visibility all Cats and LNAV Cat C visibility ¼ SM and Circling Cat C/D visibility ¼SM. For inoperative ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats and LNAV Cat C/D visibility to RVR 5500, when using Paris altimeter setting increase LPV and LNAV/VNAV visibility all Cats to RVR 6000, increase LNAV Cat C/D visibility to 1⅜ SM.

MALSR A5

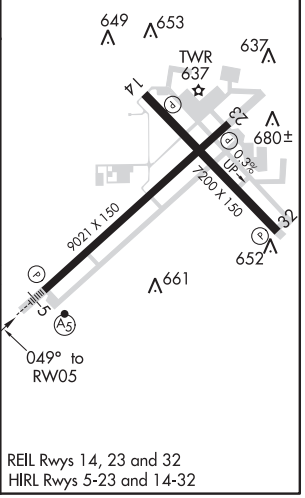
MISSED APPROACH: Climb to 2400 direct IPEDY and hold.

| ATIS | HULMAN APP CON | HULMAN TOWER | GND CON |
|---|---|---|---|
| 127.5 269.375 | 125.45 339.8 | 134.725 239.0 | 121.6 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 880/24 302 (300-½) | | | |
| LNAV/VNAV DA | 929/40 351 (400-¾) | | | |
| LNAV MDA | 940/24 362 (400-½) | | 940/35 362 (400-⅝) | 940/50 362 (400-1) |
| C CIRCLING | 1020-1 431 (500-1) | 1040-1 451 (500-1) | 1220-1¾ 631 (700-1¾) | 1220-2 631 (700-2) |




REIL Rwys 14, 23 and 32
HIRL Rwys 5-23 and 14-32

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 7200 |
|---|---|---|
| 137° | TDZE | 579 |
| | Apt Elev | 589 |

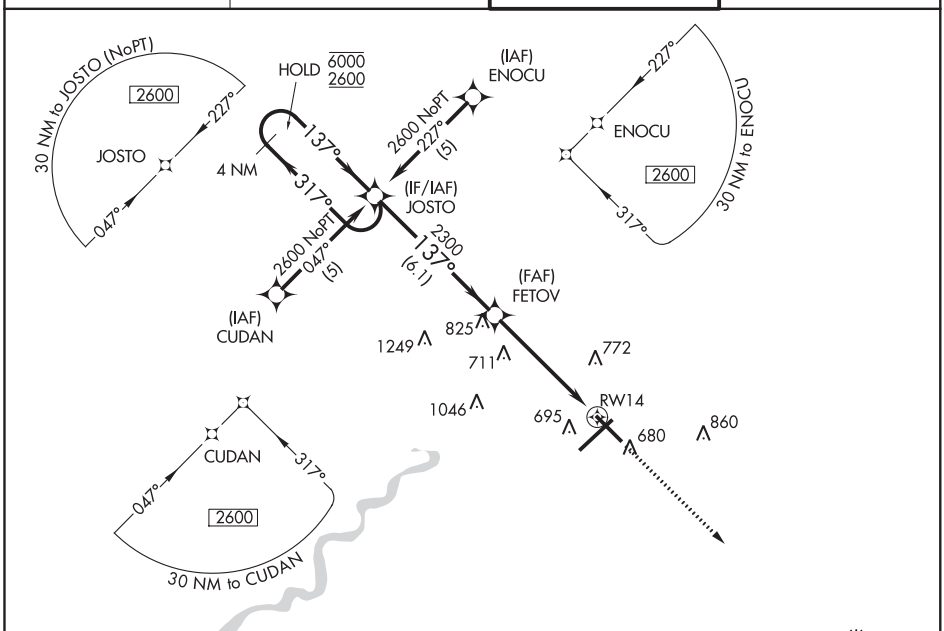
# RNAV (GPS) RWY 14
## TERRE HAUTE RGNL (HUF)

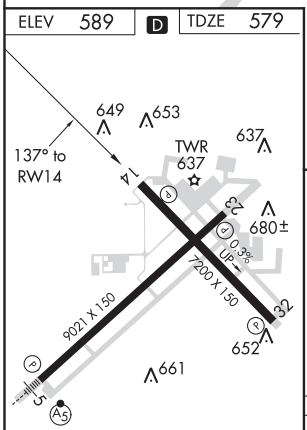
RNP APCH.

ASR: VDP NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet, LNAV Cat C/D visibility ⅛ SM, Circling Cat C/D ¼ SM. Rwy 14 helicopter visibility reduction below ¾ SM NA.

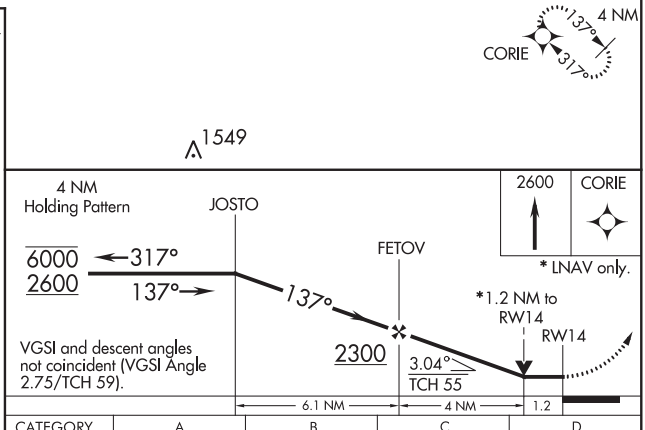
MISSED APPROACH: Climb to 2600 direct CORIE and hold.

| ATIS | HULMAN APP CON | HULMAN TOWER | GND CON |
|---|---|---|---|
| 127.5 269.375 | 125.45 339.8 | 134.725 239.0 | 121.6 348.6 |




REIL Rwys 14, 23 and 32
HIRL Rwys 5-23 and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980-1 401 (400-1) | | 980-1¼ 401 (400-1¼) | |
| C CIRCLING | 1020-1 431 (500-1) | 1040-1 451 (500-1) | 1220-1¾ 631 (700-1¾) | 1220-2 631 (700-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

TERRE HAUTE, INDIANA | AL-608 (FAA) | 20310

# RNAV (GPS) RWY 23
## TERRE HAUTE RGNL (HUF)

| WAAS CH 72625 W23A | APP CRS 229° | Rwy ldg 9020<br>TDZE 582<br>Apt Elev 589 |
|---|---|---|

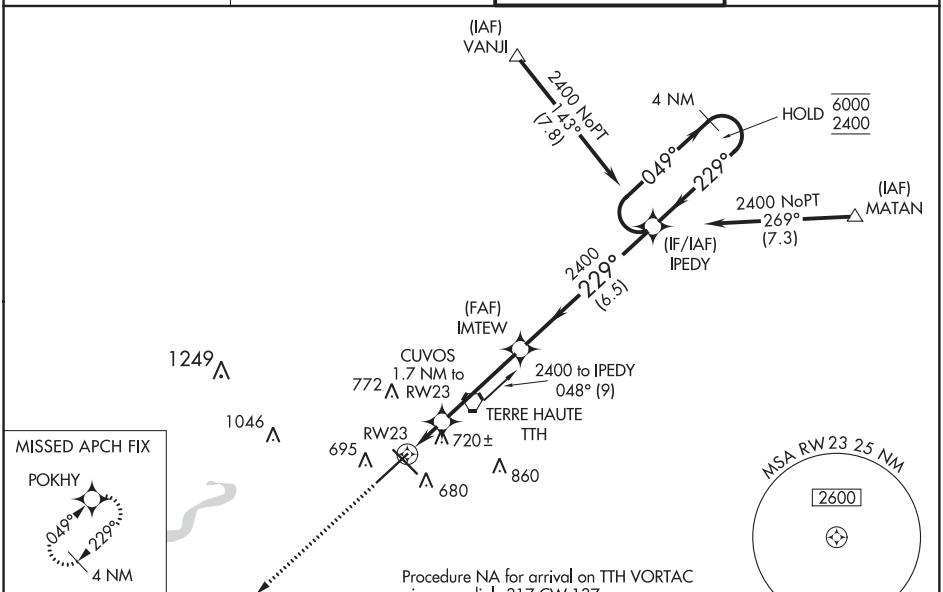
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Paris, IL altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ⅛ mile, increase LNAV and Circling Cats C/D visibilities ¼ mile. Baro-VNAV and VDP NA when using Paris altimeter setting.

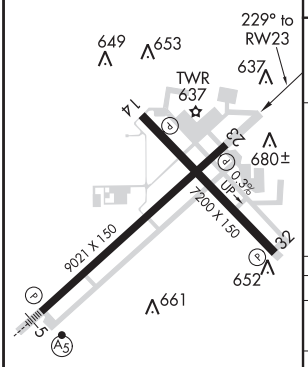
ASR

MISSED APPROACH: Climb to 2600 direct POKHY and hold.

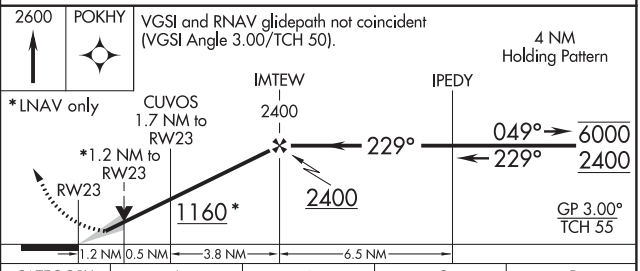
| ATIS | HULMAN APP CON | HULMAN TOWER | GND CON |
|---|---|---|---|
| 127.5 269.375 | 125.45 339.8 | 134.725 239.0 | 121.6 348.6 |




ELEV 589 | D | TDZE 582




REIL Rwys 14, 23 and 32
HIRL Rwys 5-23 and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 782-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 874-⅞ 292 (300-⅞) | | | |
| LNAV MDA | 980-1 398 (400-1) | | 980-1⅛ 398 (400-1⅛) | |
| C CIRCLING | 1020-1 431 (500-1) | 1040-1 451 (500-1) | 1220-1¾ 631 (700-1¾) | 1220-2 631 (700-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 7200 |
|---|---|---|
| 317° | TDZE | 589 |
| | Apt Elev | 589 |

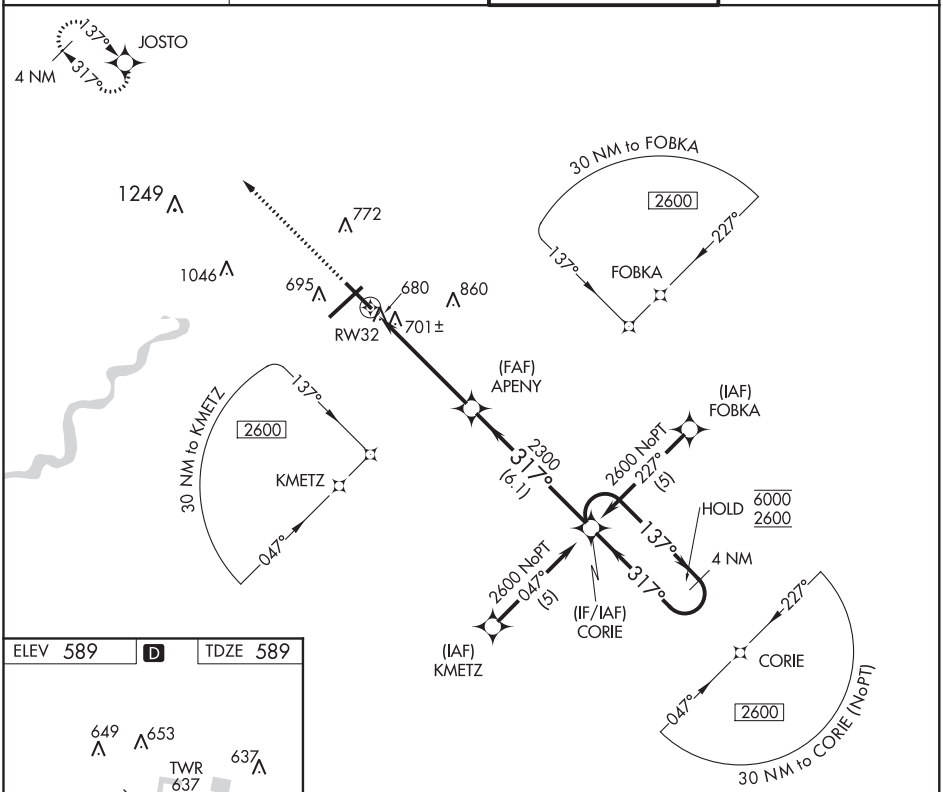
# RNAV (GPS) RWY 32
## TERRE HAUTE RGNL (HUF)

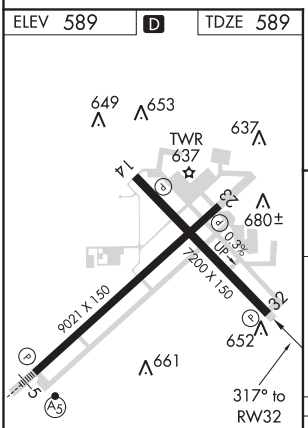
RNP APCH.

VDP NA when using Paris altimeter setting. Rwy 32 helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, use Paris altimeter setting and increase all MDAs 80 feet, LNAV Cat C/D visibility to 1⅜ SM and Circling Cat C/D ¼ SM.
ASR

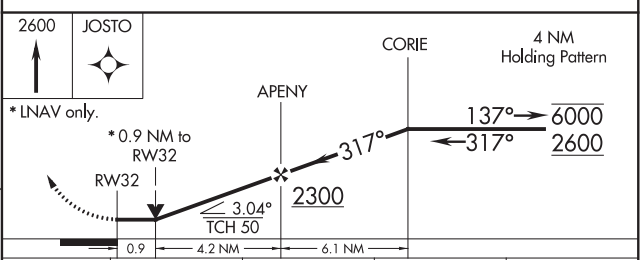
MISSED APPROACH: Climb to 2600 direct JOSTO and hold.

| ATIS | HULMAN APP CON | HULMAN TOWER | GND CON |
|---|---|---|---|
| 127.5 269.375 | 125.45 339.8 | 134.725 239.0 | 121.6 348.6 |




REIL Rwys 14, 23 and 32
HIRL Rwys 5-23 and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 371 (400-1) | | | 960-1¼ 371 (400-1¼) |
| C CIRCLING | 1020-1 431 (500-1) | 1040-1 451 (500-1) | 1220-1¾ 631 (700-1¾) | 1220-2 631 (700-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| VORTAC TTH | APP CRS | Rwy ldg | 9020 |
|---|---|---|---|
| 115.3 | 048° | TDZE | 578 |
| Chan 100 | | Apt Elev | 589 |

# VOR RWY 5
## TERRE HAUTE RGNL (HUF)

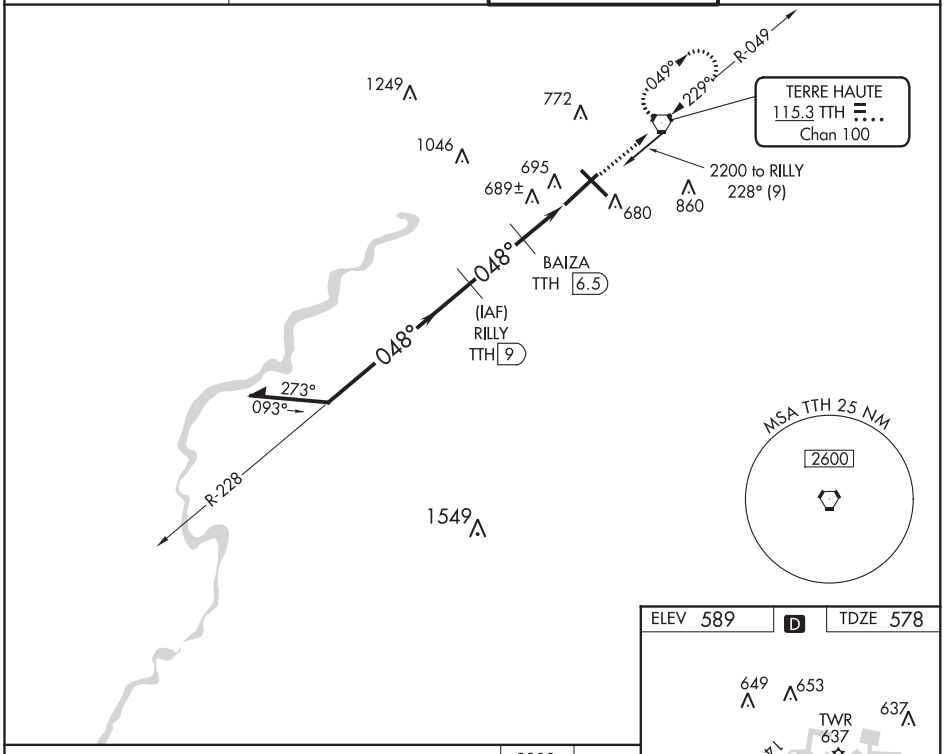
DME Required.

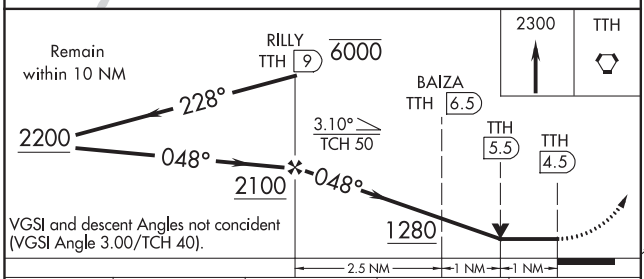
T A ASR — VDP NA when using Paris, IL altimeter setting. When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet, S-5 Cat C/D visibilities to RVR 4500 and Circling Cat C/D visibilities ¼ mile. For inop ALS, increase S-5 Cat C/D visibility to RVR 5500.

MALSR A5

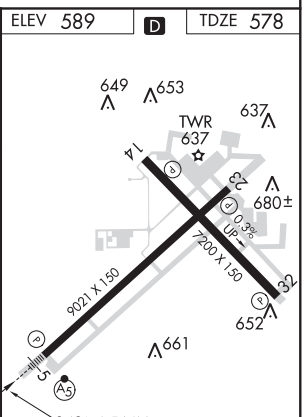
MISSED APPROACH: Climb to 2300 direct TTH VORTAC and hold.

| ATIS | HULMAN APP CON | HULMAN TOWER | GND CON |
|---|---|---|---|
| 127.5 269.375 | 125.45 339.8 | 134.725 239.0 | 121.6 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 940/24 362 (400-½) | | 940/35 362 (400-⅝) | |
| C CIRCLING | 1020-1 431 (500-1) | 1040-1 451 (500-1) | 1220-1¾ 631 (700-1¾) | 1220-2 631 (700-2) |




REIL Rwys 14, 23 and 32
HIRL Rwys 5-23 and 14-32




EC-2, 05 NOV 2020 to 31 DEC 2020

| VORTAC TTH | APP CRS | Rwy ldg | 9020 |
|---|---|---|---|
| 115.3 | 229° | TDZE | 582 |
| Chan 100 | | Apt Elev | 589 |

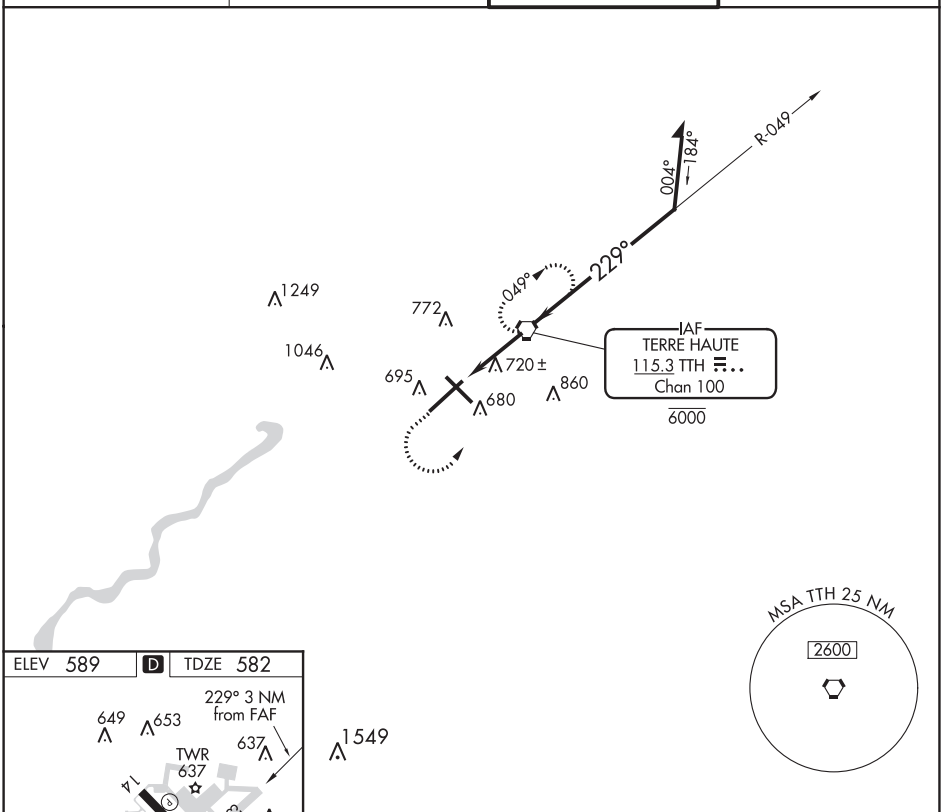
# VOR RWY 23
## TERRE HAUTE RGNL (HUF)

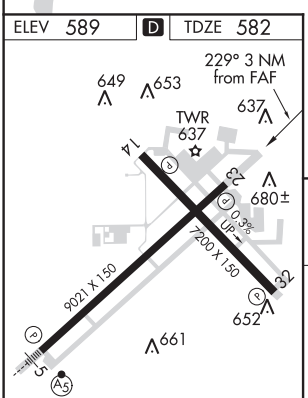
ASR

VDP NA when using Paris, IL altimeter setting. When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet, increase S-23 and Circling Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 then left turn direct TTH VORTAC and hold.

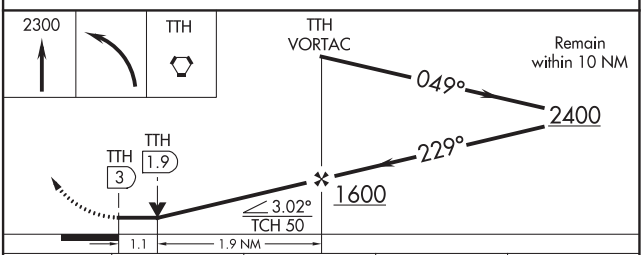
| ATIS | HULMAN APP CON | HULMAN TOWER | GND CON |
|---|---|---|---|
| 127.5 269.375 | 125.45 339.8 | 134.725 239.0 | 121.6 348.6 |




REIL Rwys 14, 23 and 32
HIRL Rwys 5-23 and 14-32

| FAF to MAP 3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:00 | 2:00 | 1:30 | 1:12 | 1:00 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 980-1 398 (400-1) | | 980-1⅛ 398 (400-1⅛) | |
| C CIRCLING | 1020-1 431 (500-1) | 1040-1 451 (500-1) | 1220-1¾ 631 (700-1¾) | 1220-2 631 (700-2) |



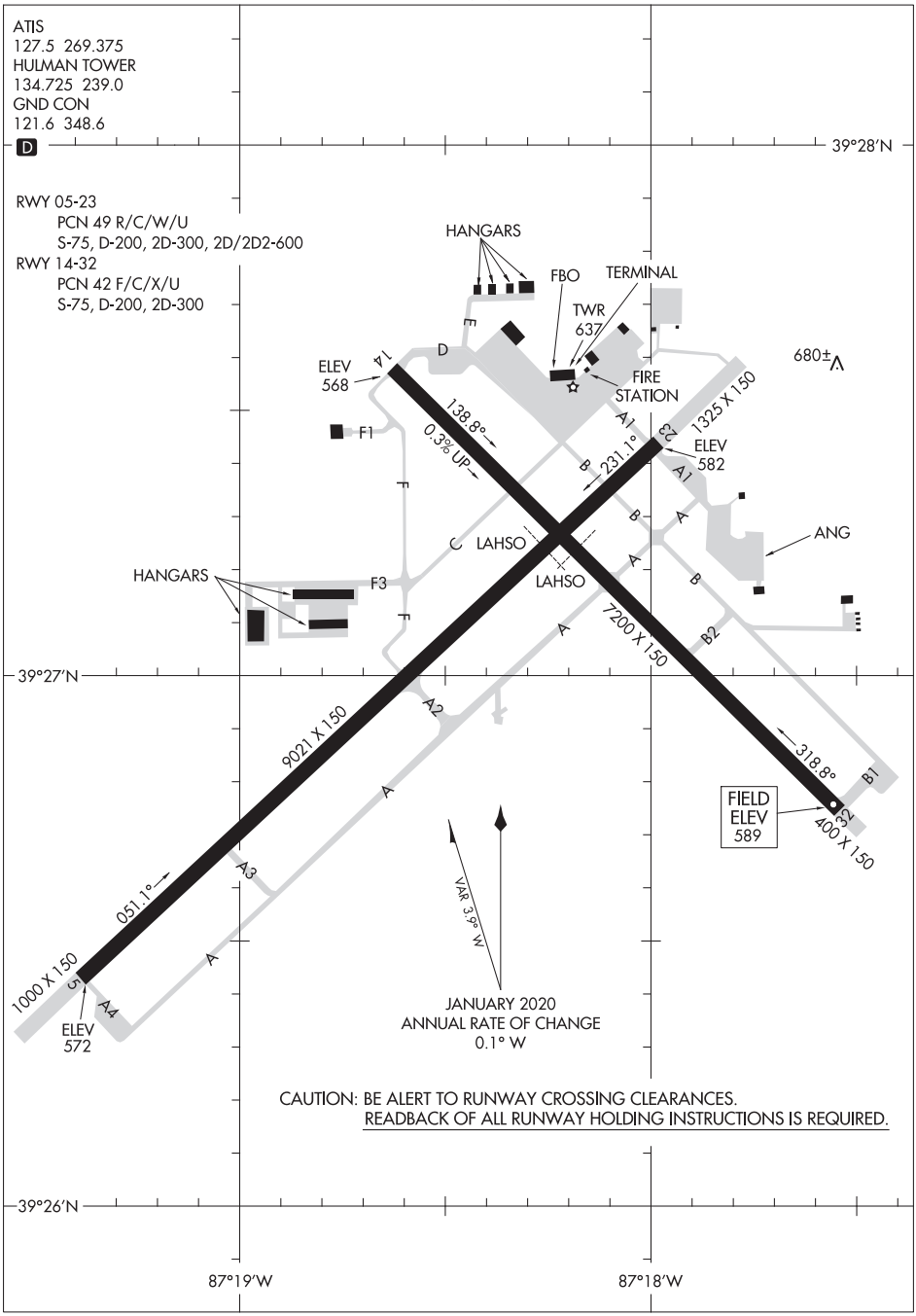
EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

20310

# AIRPORT DIAGRAM

AL-608 (FAA)

TERRE HAUTE RGNL (HUF)
TERRE HAUTE, INDIANA




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20310
TERRE HAUTE, INDIANA
TERRE HAUTE RGNL (HUF)

| WAAS CH 77713 W06A | APP CRS 061° | Rwy ldg 4000<br>TDZE 786<br>Apt Elev 786 |
|---|---|---|

# RNAV (GPS) RWY 6
## SENECA COUNTY (16G)

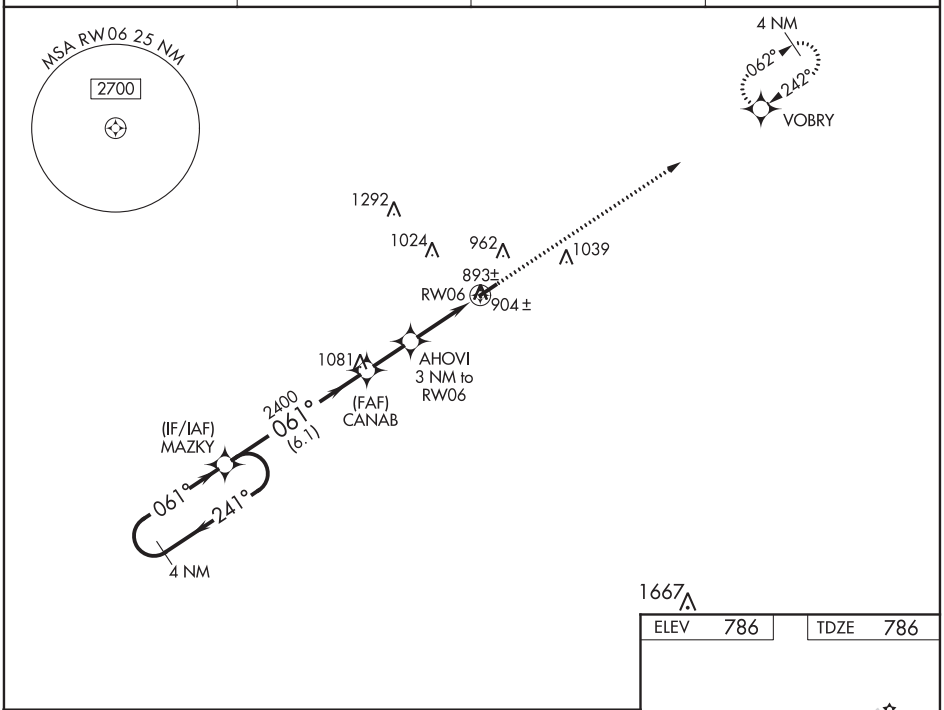
RNP APCH.

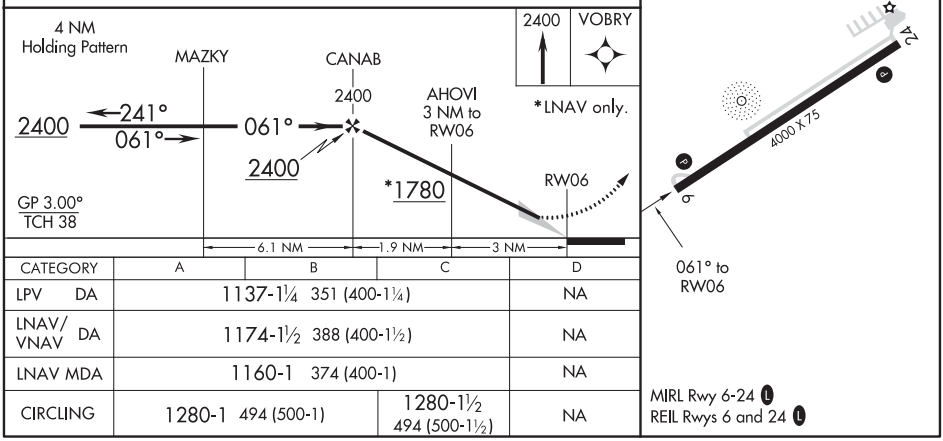
NA

Circling to Rwy 24 NA at night. Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 60 feet, increase LPV all Cats ¼ SM and LNAV Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2400 direct VOBRY and hold.

| AWOS-3 | FDY ASOS | TOLEDO APP CON | UNICOM |
|---|---|---|---|
| 127.175 | 132.85 | 120.8 317.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1137-1¼ 351 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1174-1½ 388 (400-1½) | | | NA |
| LNAV MDA | 1160-1 374 (400-1) | | | NA |
| CIRCLING | 1280-1 494 (500-1) | | 1280-1½ 494 (500-1½) | NA |

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

TIFFIN, OHIO | AL-5645 (FAA) | 20030

# RNAV (GPS) RWY 24

SENECA COUNTY(16G)

| WAAS CH 90528 W24A | APP CRS 242° | Rwy ldg 4000 TDZE 785 Apt Elev 786 |
|---|---|---|

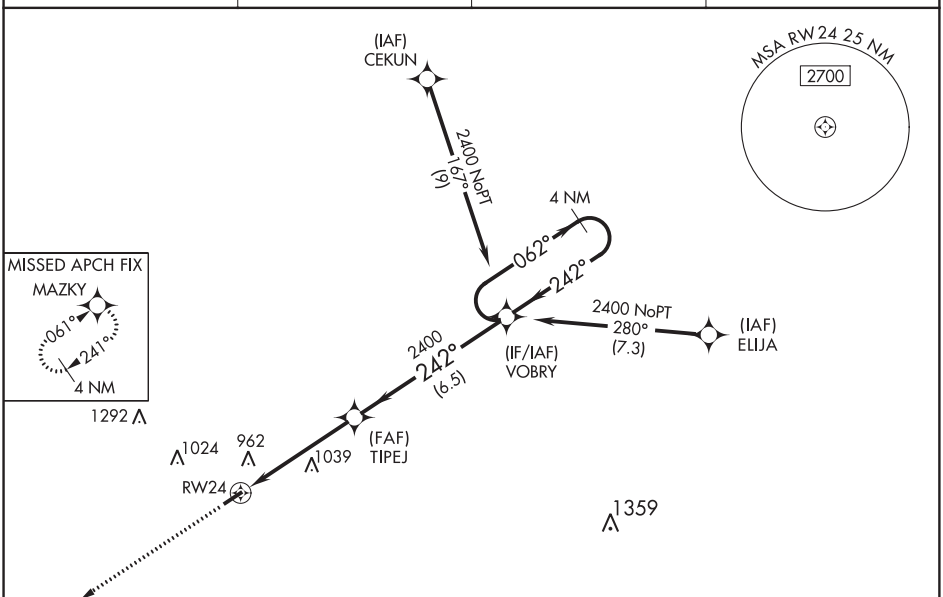
RNP APCH.

Circling to Rwy 24 NA at night. Baro-VNAV NA when using Findlay altimeter setting. Rwy 24 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 60 feet, and increase LPV, LNAV/VNAV all Cats and Circling Cat C visibility ⅛ SM, increase LNAV Cat C visibility ¼ mile.

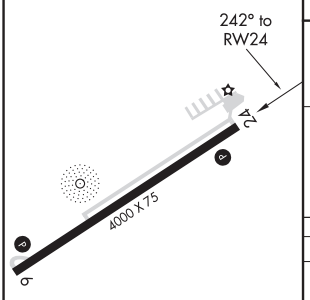
NA

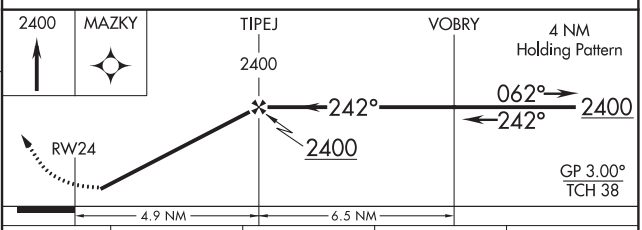
MISSED APPROACH: Climb to 2400 direct MAZKY and hold.

| AWOS-3 | FDY ASOS | TOLEDO APP CON | UNICOM |
|---|---|---|---|
| 127.175 | 132.85 | 120.8 317.55 | 123.0 (CTAF) L |




ELEV 786 | TDZE 785




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1058-1 273 (300-1) | | | NA |
| LNAV/VNAV DA | 1063-1 278 (300-1) | | | NA |
| LNAV MDA | 1280-1 495 (500-1) | | 1280-1⅜ 495 (500-1⅜) | NA |
| CIRCLING | 1280-1 494 (500-1) | | 1280-1½ 494 (500-1½) | NA |

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| VORTAC FBC 108.2 Chan 19 | APP CRS 073° | Rwy ldg 4000<br>TDZE 786<br>Apt Elev 786 |
|---|---|---|

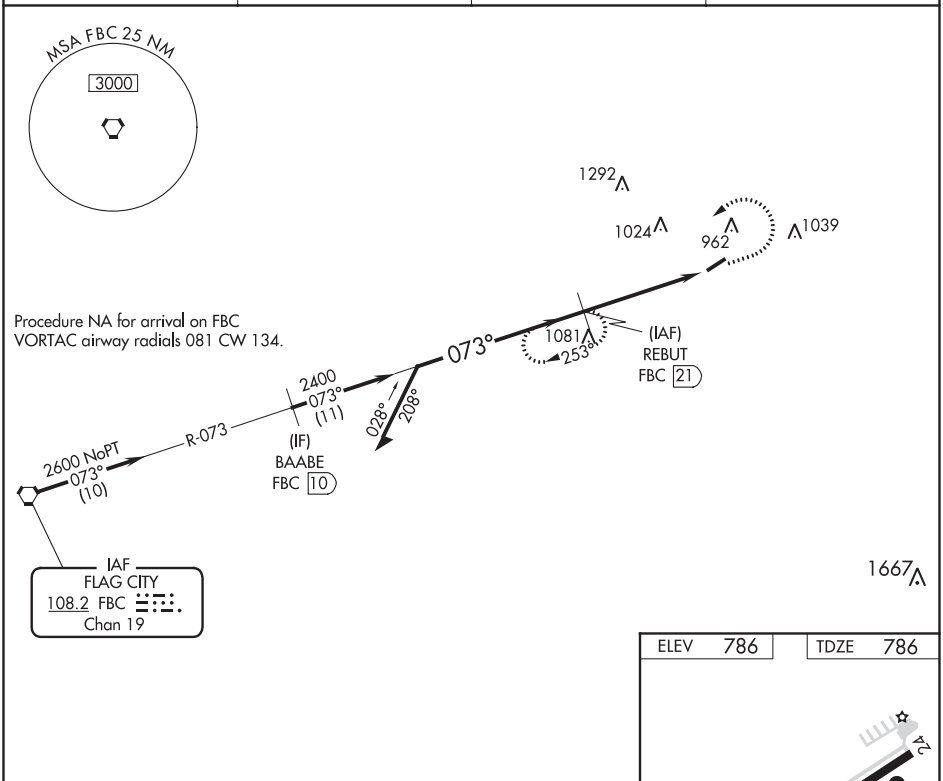
# VOR RWY 6
## SENECA COUNTY (16G)

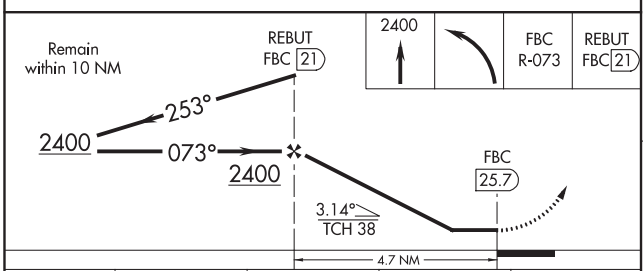
DME required.

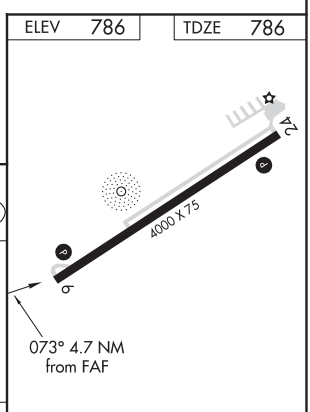
T A NA Circling to Rwy 24 NA at night. Rwy 6 helicopter reduction below ¾ SM NA. When local altimeter not received, use Findlay altimeter setting and increase all MDA 60 feet and S-6 Cat C visibility ⅛ SM and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2400 then left turn on FBC VORTAC R-073 to REBUT/FBC 21 DME and hold.

| AWOS-3 | FDY ASOS | TOLEDO APP CON | UNICOM |
|---|---|---|---|
| 127.175 | 132.85 | 120.8 317.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1400-1 614 (700-1) | | 1400-1¾ 614 (700-1¾) | NA |
| CIRCLING | 1400-1 614 (700-1) | 1400-1¼ 614 (700-1¼) | 1400-1¾ 614 (700-1¾) | NA |

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

TIFFIN, OHIO | AL-5645 (FAA) | 20030

# NDB RWY 24
## SENECA COUNTY (16G)

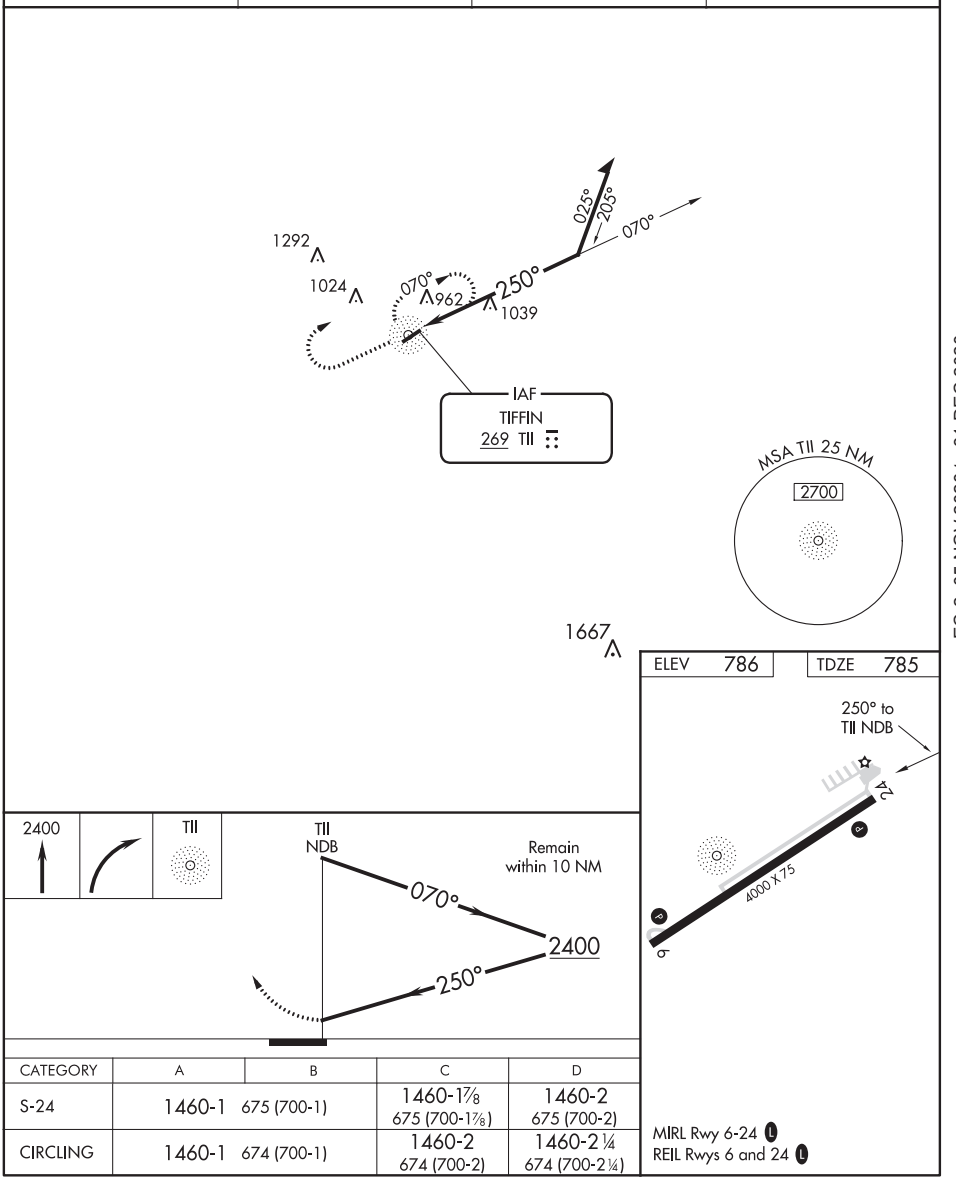
| NDB TII | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 269 | 250° | 4000 / 785 / 786 |

Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet and increase S-24 Cat C visibility ⅛ SM. Straight-in Rwy 24 NA at night, Circling Rwy 24 NA at night.

NA

MISSED APPROACH: Climb to 2400 then right turn direct TII NDB and hold.

| AWOS-3 | FDY ASOS | TOLEDO APP CON | UNICOM |
|---|---|---|---|
| 127.175 | 132.85 | 120.8 317.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1460-1 675 (700-1) | | 1460-1⅞ 675 (700-1⅞) | 1460-2 675 (700-2) |
| CIRCLING | 1460-1 674 (700-1) | | 1460-2 674 (700-2) | 1460-2¼ 674 (700-2¼) |

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS Z or LOC Z RWY 7
## EUGENE F KRANZ TOLEDO EXPRESS (TOL)

| LOC I-TOL | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 109.7 | 072° | 10600 / 683 / 683 |

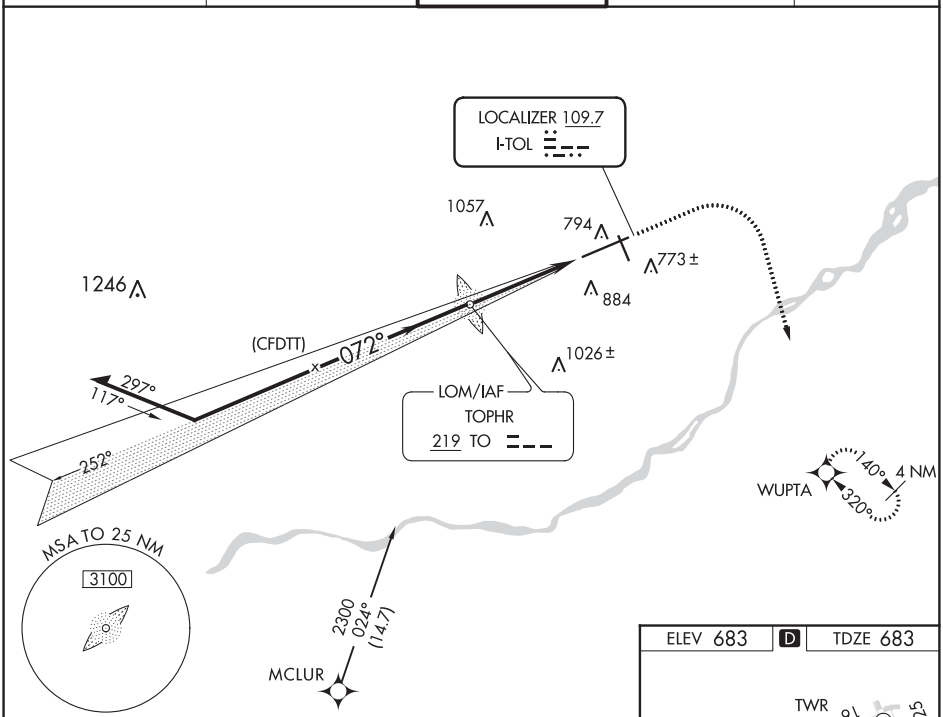
ADF or RADAR required for procedure entry. RNAV 1-GPS required. ADF required for LOC only.

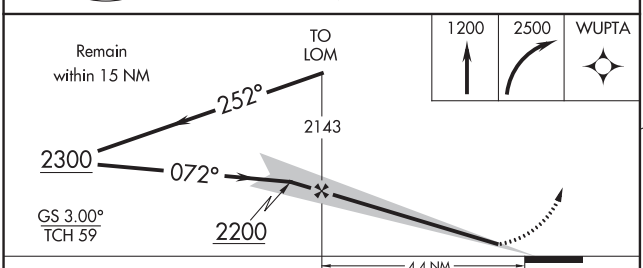
T A ASR — For inop ALS, increase S-ILS 7 Cat E visibility to RVR 4000, S-LOC 7 Cat C/D/E visibility to 1⅜ SM.

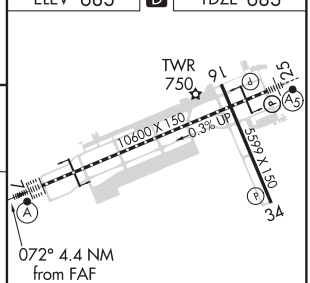
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct WUPTA and hold.

| ATIS | TOLEDO APP CON | TOLEDO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.75 290.225 | 134.35 317.55 | 118.1 285.4 | 121.9 348.6 | 121.75 348.6 |




TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 7 | 883/18 200 (200-½) | | | | |
| S-LOC 7 | 1140/24 457 (500-½) | | 1140/45 457 (500-⅞) | | |
| C CIRCLING | 1200-1 517 (600-1) | | 1300-1¾ 617 (700-1¾) | 1360-2¼ 677 (700-2¼) | 1360-2½ 677 (700-2½) |

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

TOLEDO, OHIO | AL-184 (FAA) | 20310

| LOC/DME I-BQE | APP CRS | Rwy ldg 10600 |
|---|---|---|
| 108.7 | 252° | TDZE 678 |
| Chan 24 | | Apt Elev 683 |

# ILS Z or LOC Z RWY 25
## EUGENE F KRANZ TOLEDO EXPRESS (TOL)

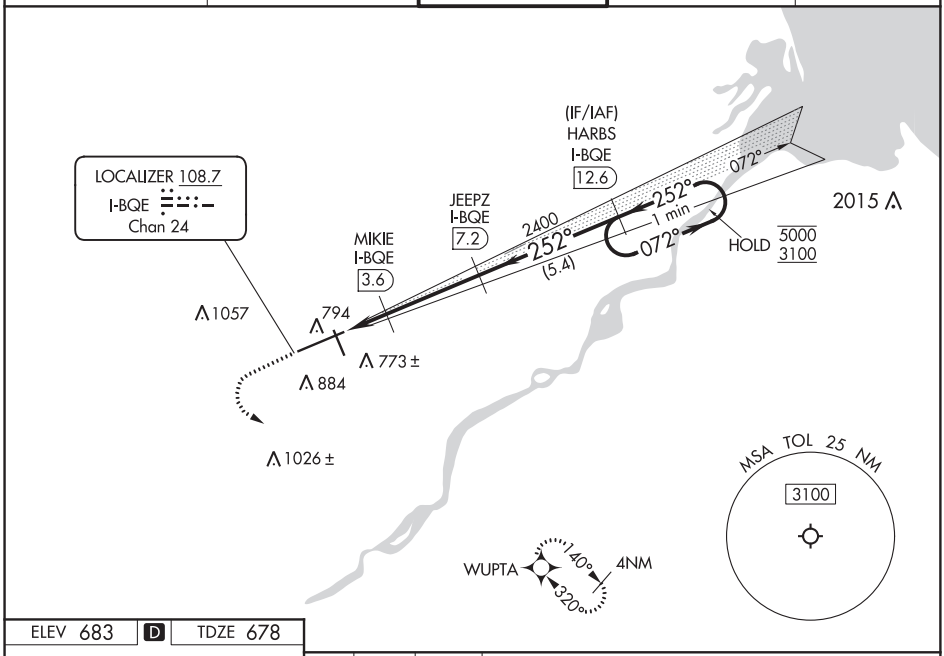
RADAR required for procedure entry. DME, RNAV 1-GPS required.

For inop ALS, increase S-ILS 25 Cat E visibility to RVR 4000, and S-LOC 25 Cat E visibility to RVR 5000.
ASR # RVR 1800 authorized with use of FD or AP or HUD to DA.

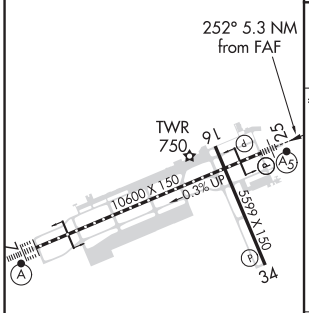
MALSR

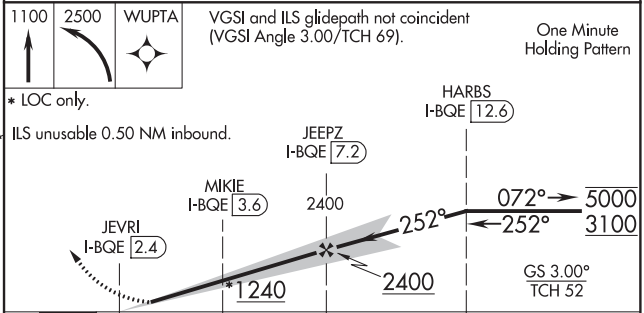
MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct WUPTA and hold.

| ATIS | TOLEDO APP CON | TOLEDO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.75 290.225 | 134.35 317.55 | 118.1 285.4 | 121.9 348.6 | 121.75 348.6 |




ELEV 683 | D | TDZE 678




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 25 # | 878/24 200 (200-½) | | | | |
| S-LOC 25 | 1000/24 322 (400-½) | | 1000/26 322 (400-½) | | |
| C CIRCLING | 1200-1 517 (600-1) | | 1300-1¾ 617 (700-1¾) | 1360-2¼ 677 (700-2¼) | 1360-2½ 677 (700-2½) |

TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 99399 W07A | APP CRS 072° | Rwy ldg 10600<br>TDZE 683<br>Apt Elev 683 |
|---|---|---|

# RNAV (GPS) RWY 7
## EUGENE F KRANZ TOLEDO EXPRESS (TOL)

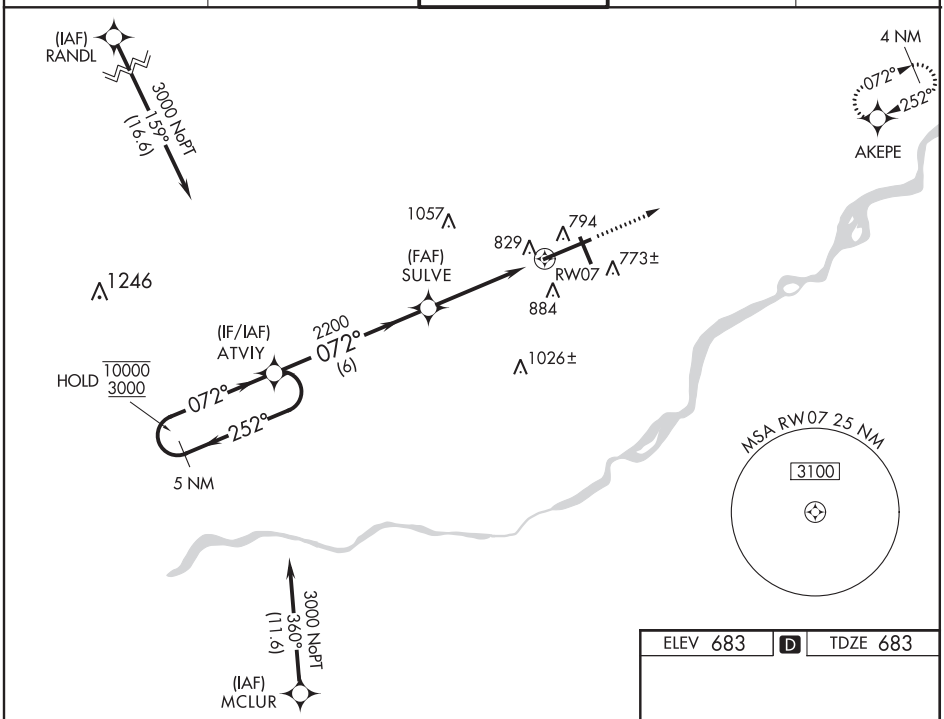
RNP APCH.

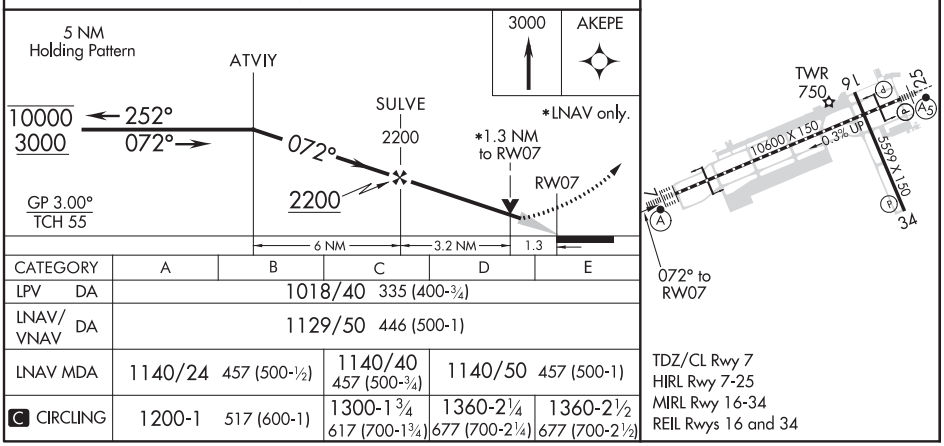
ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 52°C. For inop ALS, increase LPV all Cats visibility to RVR 5000. Increase LNAV/VNAV Cat E and LNAV Cat E visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 3000 direct AKEPE and hold.

| ATIS | TOLEDO APP CON | TOLEDO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.75 290.225 | 134.35 317.55 | 118.1 285.4 | 121.9 348.6 | 121.75 348.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1018/40 335 (400-¾) | | | | |
| LNAV/VNAV DA | 1129/50 446 (500-1) | | | | |
| LNAV MDA | 1140/24 457 (500-½) | | 1140/40 457 (500-¾) | 1140/50 457 (500-1) | |
| C CIRCLING | 1200-1 517 (600-1) | | 1300-1¾ 617 (700-1¾) | 1360-2¼ 677 (700-2¼) | 1360-2½ 677 (700-2½) |

TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

TOLEDO, OHIO | AL-184 (FAA) | 20310

| APP CRS | Rwy ldg | 5599 |
|---|---|---|
| 162° | TDZE | 674 |
| | Apt Elev | 683 |

# RNAV (GPS) RWY 16
## EUGENE F KRANZ TOLEDO EXPRESS (TOL)

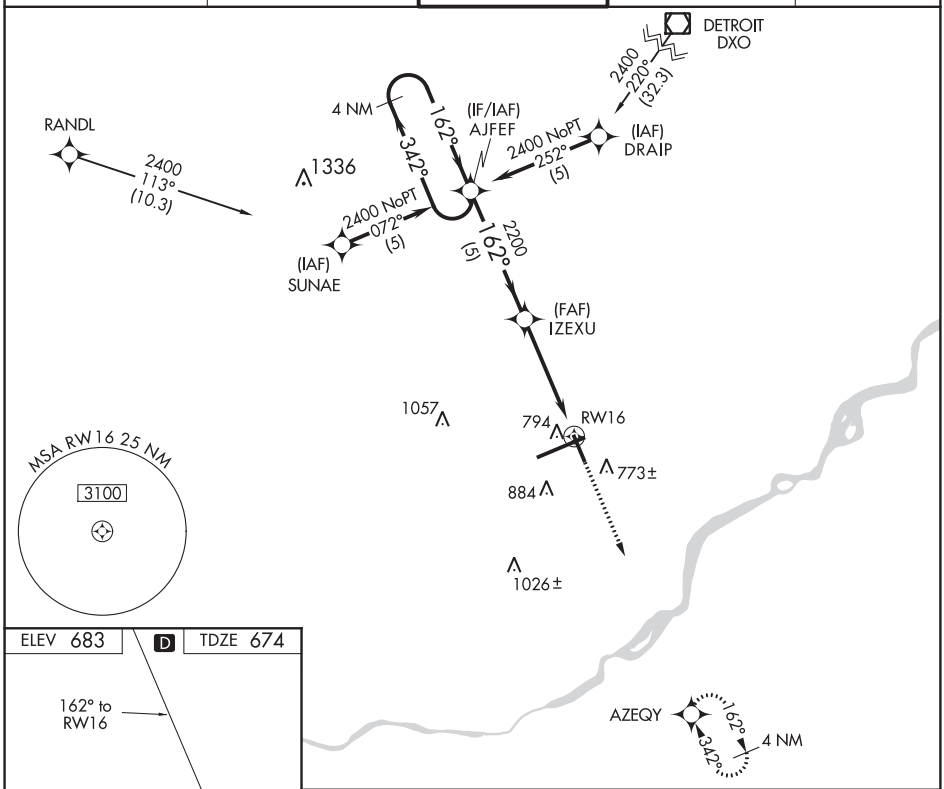
RNP APCH.

ASR

Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct AZEQY and hold.

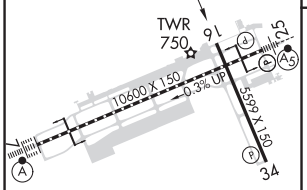
| ATIS | TOLEDO APP CON | TOLEDO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.75 290.225 | 134.35 317.55 | 118.1 285.4 | 121.9 348.6 | 121.75 348.6 |



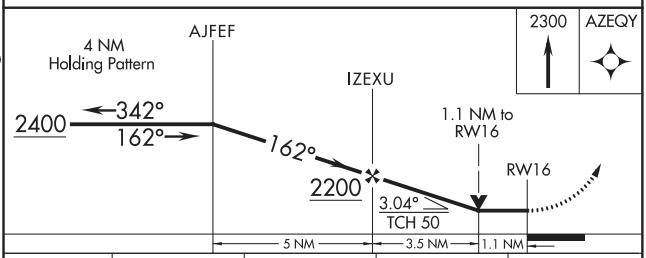

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ELEV 683 | D | TDZE 674




TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 386 (400-1) | | 1060-1⅛ 386 (400-1⅛) | 1060-1¼ 386 (400-1¼) |
| C CIRCLING | 1200-1 517 (600-1) | | 1360-2 677 (700-2) | 1400-2¼ 717 (800-2¼) |

TOLEDO, OHIO
Orig-B 05NOV20

41°35′N-83°48′W

EUGENE F KRANZ TOLEDO EXPRESS (TOL)
RNAV (GPS) RWY 16

| WAAS CH 48899 W25A | APP CRS 252° | Rwy ldg 10600<br>TDZE 678<br>Apt Elev 683 |
|---|---|---|

# RNAV (GPS) RWY 25
## EUGENE F KRANZ TOLEDO EXPRESS (TOL)

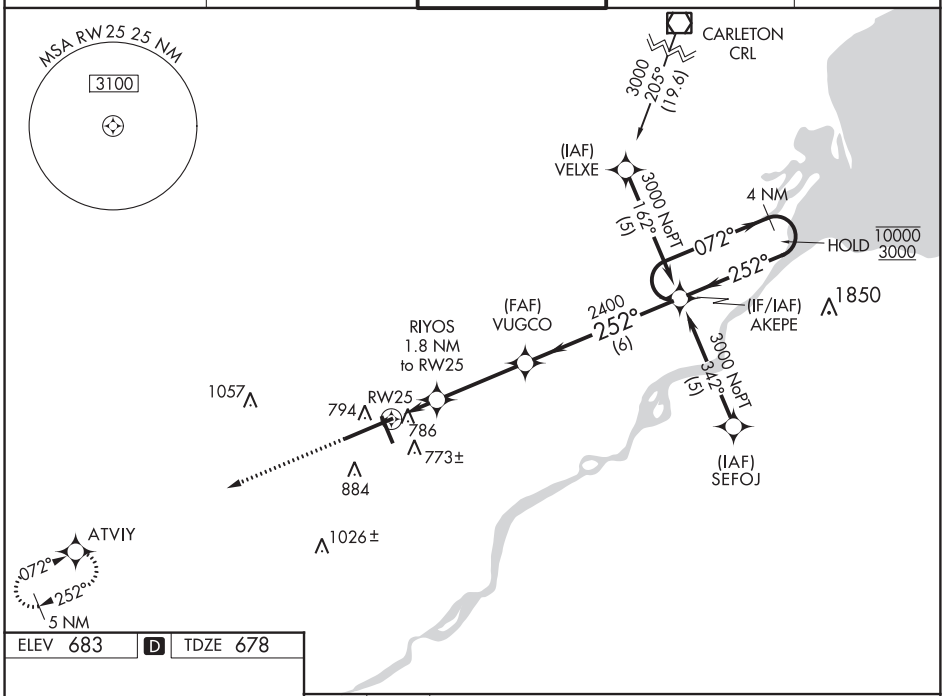
RNP APCH.

ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 52°C. For inoperative ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ SM, LNAV Cat D/E visibility to RVR 6000.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

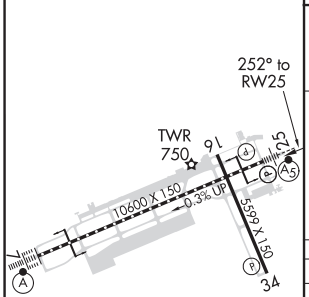
MALSR

MISSED APPROACH: Climb to 3000 direct ATVIY and hold.

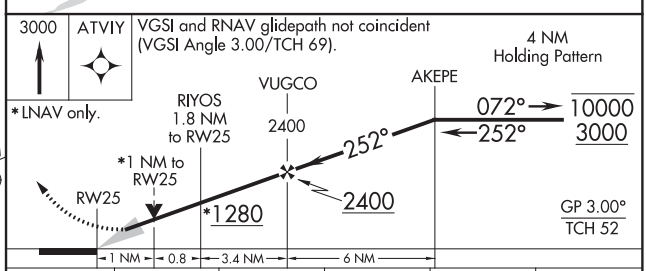
| ATIS | TOLEDO APP CON | TOLEDO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.75 290.225 | 134.35 317.55 | 118.1 285.4 | 121.9 348.6 | 121.75 348.6 |




ELEV 683 | D | TDZE 678




TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA** | 878/24 200 (200-½) | | | | |
| LNAV/VNAV DA | 1065/50 387 (400-1) | | | | |
| LNAV MDA | 1040/24 362 (400-½) | | | 1040/50 362 (400-1) | |
| C CIRCLING | 1200-1 517 (600-1) | | 1300-1¾ 617 (700-1¾) | 1360-2¼ 677 (700-2¼) | 1360-2½ 677 (700-2½) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

TOLEDO, OHIO | AL-184 (FAA) | 20310

# RNAV (GPS) RWY 34
## EUGENE F KRANZ TOLEDO EXPRESS (TOL)

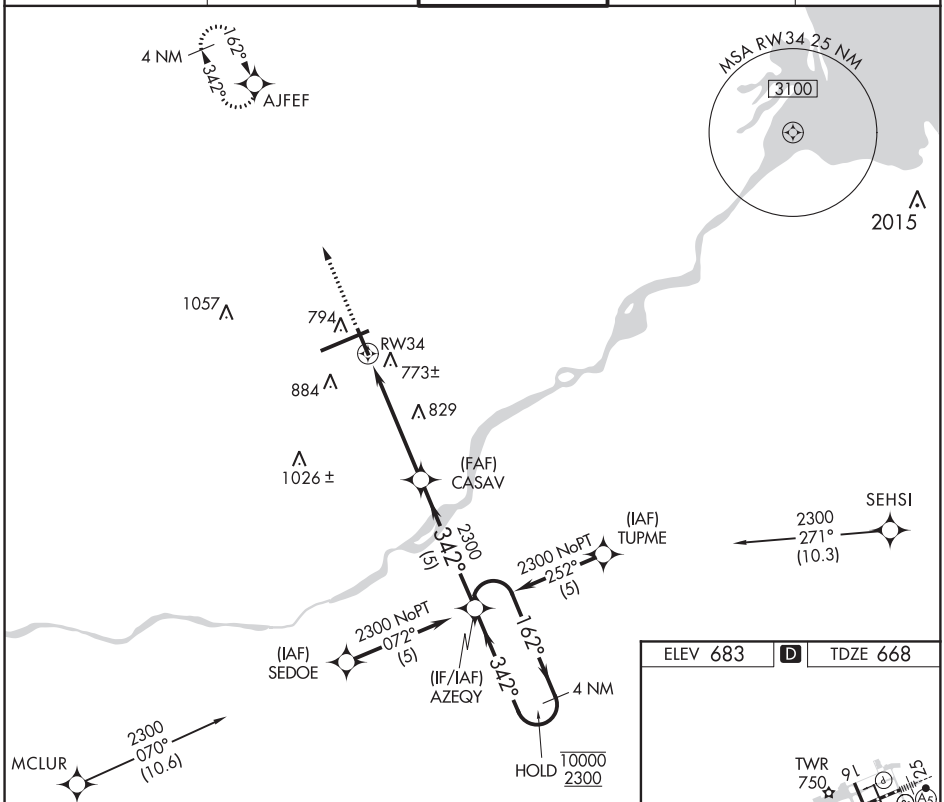
| APP CRS | Rwy ldg | 5599 |
|---|---|---|
| 342° | TDZE | 668 |
| | Apt Elev | 683 |

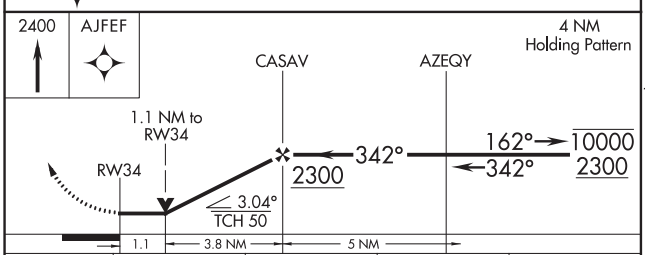
RNP APCH.

T A ASR — Rwy 34 helicopter visibility reduction below ¾ SM NA.

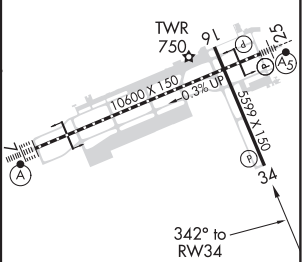
MISSED APPROACH: Climb to 2400 direct AJFEF and hold.

| ATIS | TOLEDO APP CON | TOLEDO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.75 290.225 | 134.35 317.55 | 118.1 285.4 | 121.9 348.6 | 121.75 348.6 |




ELEV 683 | D | TDZE 668

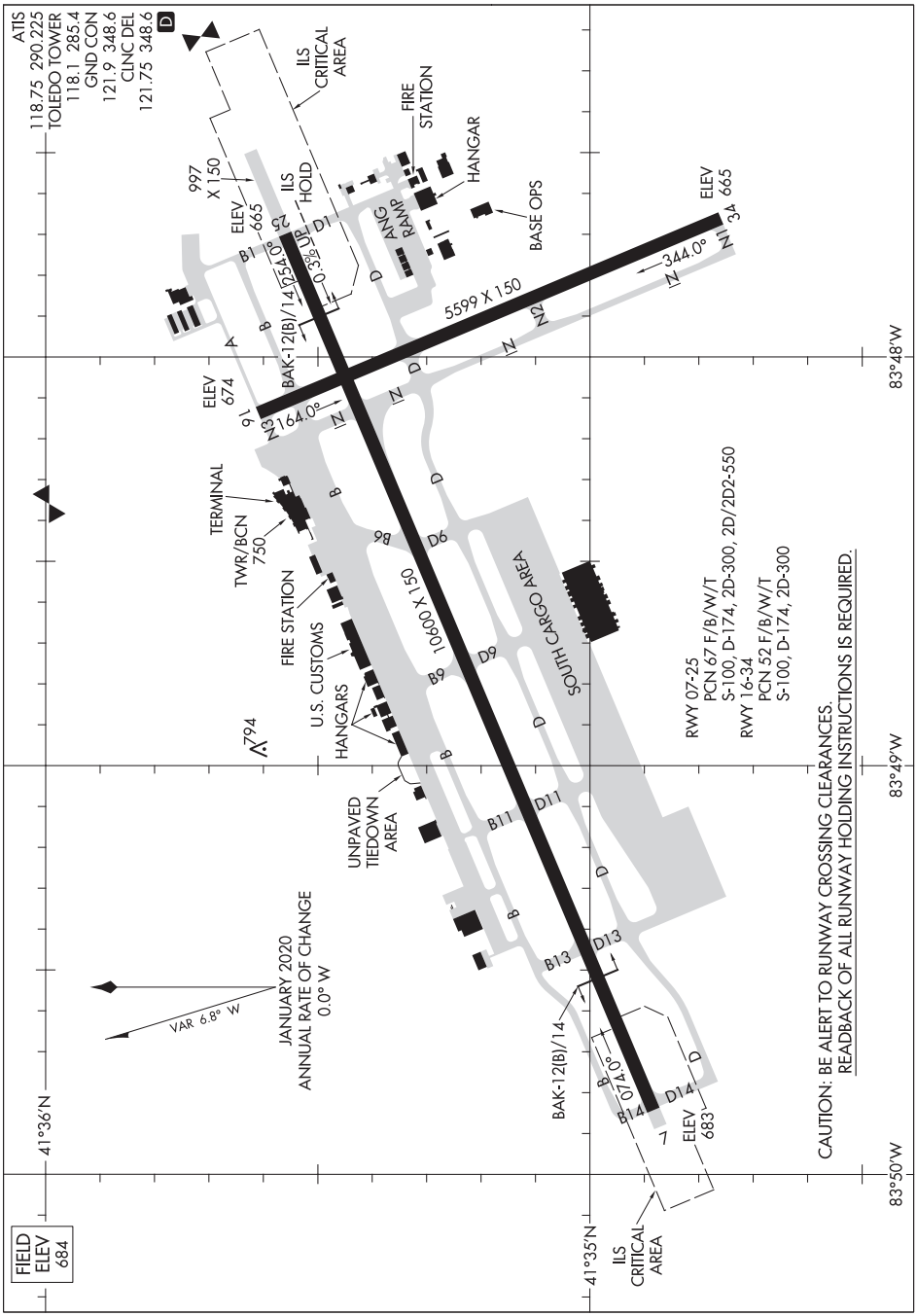



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 412 (400-1) | | 1080-1¼ 412 (400-1¼) | |
| C CIRCLING | 1200-1 517 (600-1) | | 1300-1¾ 617 (700-1¾) | 1360-2¼ 677 (700-2¼) |

TDZ/CL Rwy 7
HIRL Rwy 7-25
MIRL Rwy 16-34
REIL Rwys 16 and 34

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020


ATIS
118.75 290.225
TOLEDO TOWER
118.1 285.4
GND CON
121.9 348.6
CLNC DEL
121.75 348.6
D
ILS CRITICAL AREA
FIRE STATION
HANGAR
997 X 150
ELEV 665
ILS HOLD
ANG RAMP
BASE OPS
ELEV 665
25
B1
D1
0.3% UP
BAK-12(B)/14 7,254.0'
5599 X 150
344.0°
N
N1
34
A
B
D
N2
ELEV 674
16
N3
164.0°
N
TERMINAL
TWR/BCN 750
B6
D6
10,600 X 150
SOUTH CARGO AREA
FIRE STATION
U.S. CUSTOMS
HANGARS
B9
D9
794
UNPAVED TIEDOWN AREA
B11
D11
B13
D13
BAK-12(B)/14
7,074.0'
B14
D14
ELEV 683
7
JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W
VAR 6.8° W
FIELD ELEV 684
41°36'N
41°35'N
83°48'W
83°49'W
83°50'W
ILS CRITICAL AREA
RWY 07-25
PCN 67 F/B/W/T
S-100, D-174, 2D-300, 2D/2D2-550
RWY 16-34
PCN 52 F/B/W/T
S-100, D-174, 2D-300
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

TOLEDO, OHIO | AL-421 (FAA) | 20142

# RNAV (GPS) RWY 4
## TOLEDO EXECUTIVE (TDZ)

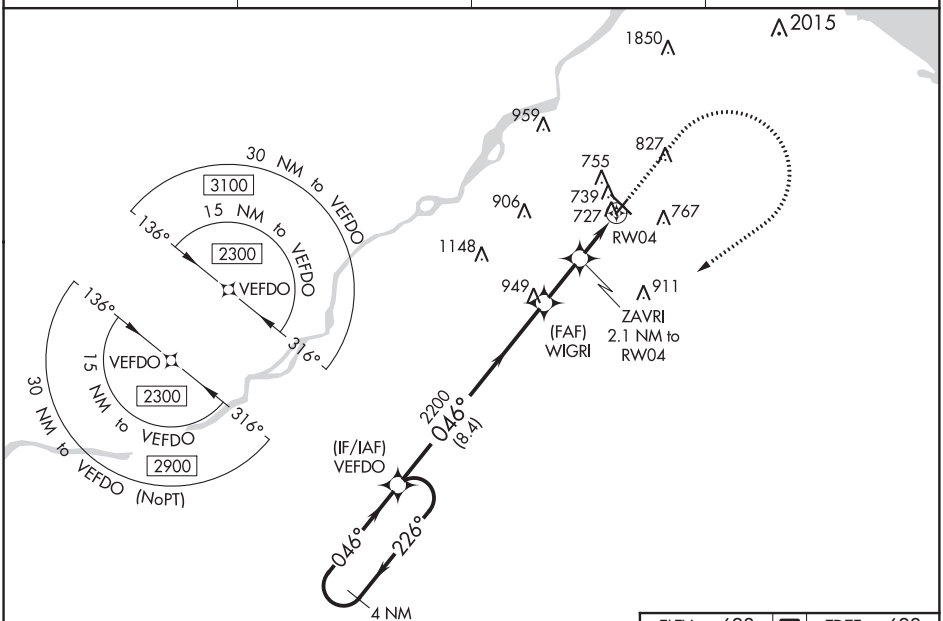
| WAAS | APP CRS | Rwy ldg | 3699 |
|---|---|---|---|
| CH 82223 | 046° | TDZE | 623 |
| W04A | | Apt Elev | 623 |

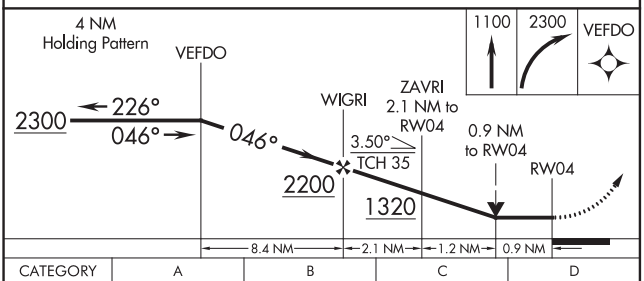
RNP APCH.

Circling Rwy 14 NA at night. Rwy 4 helicopter visibility reduction below ¾SM NA. When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDA 60 feet, LP Cats C/D visibility ⅛ mile, increase LNAV and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct VEFDO and hold.

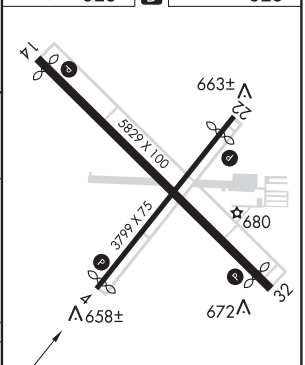
| ASOS | TOLEDO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.575 | 126.1 307.0 | 125.6 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 980-1 357 (400-1) | | | |
| LNAV MDA | 1000-1 377 (400-1) | | | |
| C CIRCLING | 1080-1 457 (500-1) | 1100-1 477 (500-1) | 1200-1½ 577 (600-1½) | 1320-2¼ 697 (700-2¼) |

| ELEV 623 | D | TDZE 623 |
|---|---|---|




MIRL Rwys 4-22 and 14-32 L
REIL Rwys 4, 14, and 22 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 70524 W32A | APP CRS 321° | Rwy ldg 4927<br>TDZE 621<br>Apt Elev 623 |
|---|---|---|

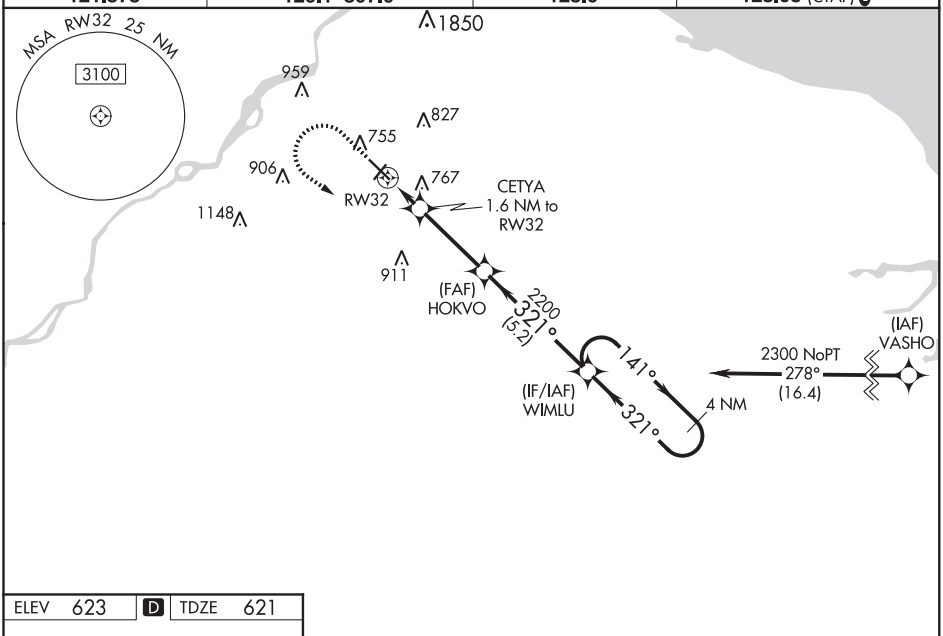
# RNAV (GPS) RWY 32
## TOLEDO EXECUTIVE (TDZ)

RNP APCH.

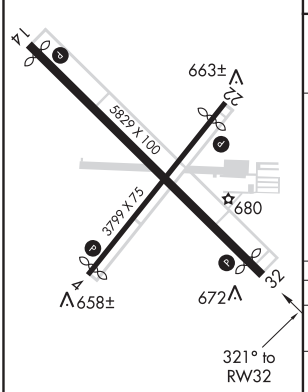
Circling Rwy 14 NA at night. Baro-VNAV NA when using Toledo Express altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Toledo Express altimeter setting and increase LPV DA to 914, LNAV/VNAV to 1123, increase LPV all Cats visibility ⅛ SM. Increase all MDA 60 feet and increase LNAV Cats C and D and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2300 direct WIMLU and hold.

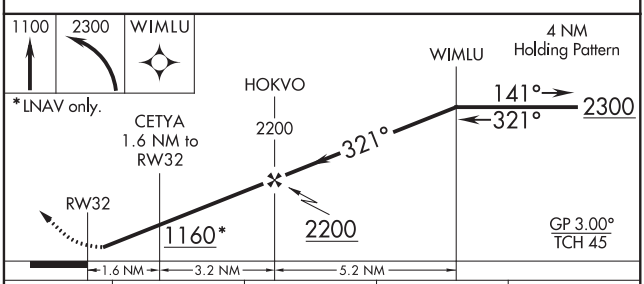
| ASOS | TOLEDO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.575 | 126.1 307.0 | 125.6 | 123.05 (CTAF) L |




| ELEV 623 | D | TDZE 621 |
|---|---|---|




REIL Rwys 4, 14 and 22 L
MIRL Rwys 4-22 and 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 871-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1080-1⅜ 459 (500-1⅜) | | | |
| LNAV MDA | 1020-1 399 (400-1) | | 1020-1⅛ 399 (400-1⅛) | |
| C CIRCLING | 1080-1 457 (500-1) | 1100-1 477 (500-1) | 1200-1½ 577 (600-1½) | 1320-2¼ 697 (700-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

UPPER SANDUSKY, OHIO | AL-6381 (FAA) | 20310

| VORTAC FBC | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 108.2 | 104° | TDZE | N/A |
| Chan 19 | | Apt Elev | 830 |

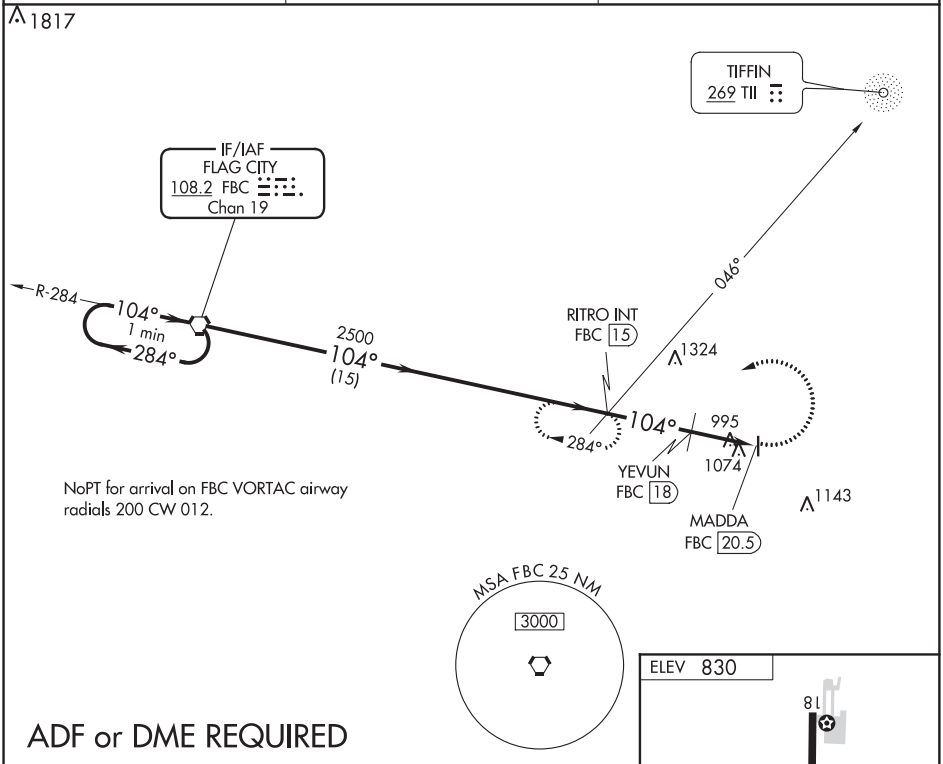
# VOR-A
## WYANDOT COUNTY (56D)

Procedure NA at night. Use Findlay altimeter setting, when not received, use Marion altimeter setting and increase all MDA 40 feet.

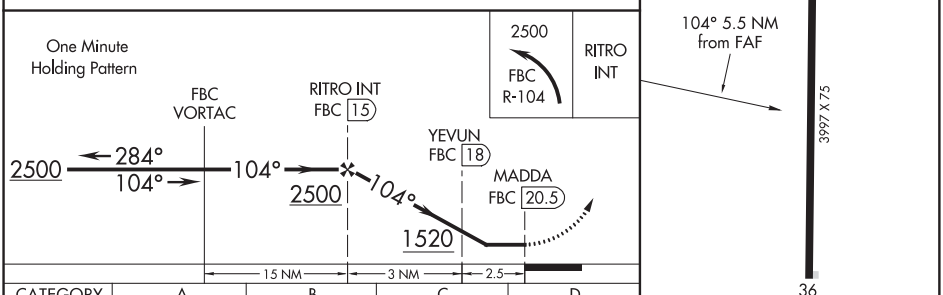
NA

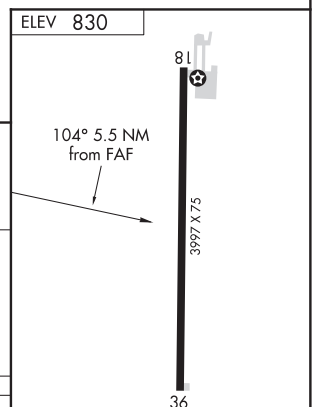
MISSED APPROACH: Climbing left turn to 2500 on FBC VORTAC R-104 to RITRO INT/15 DME and hold.

| FDY ASOS | CLEVELAND APP CON ★ | UNICOM |
|---|---|---|
| 132.85 | 124.2 360.65 | 123.05 (CTAF) L |




ADF or DME REQUIRED




LIRL Rwy 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1520-1<br>690 (700-1) | 1520-1¼<br>690 (700-1¼) | 1520-2<br>690 (700-2) | 1520-2¼<br>690 (700-2¼) |
| YEVUN FIX MINIMUMS (DME REQUIRED) | | | | |
| CIRCLING | 1420-1<br>590 (600-1) | 1420-1¼<br>590 (600-1¼) | 1420-1½<br>590 (600-1½) | 1420-2<br>590 (600-2) |

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 53719 W02A | APP CRS 022° | Rwy ldg 4400 TDZE 1068 Apt Elev 1068 |
|---|---|---|

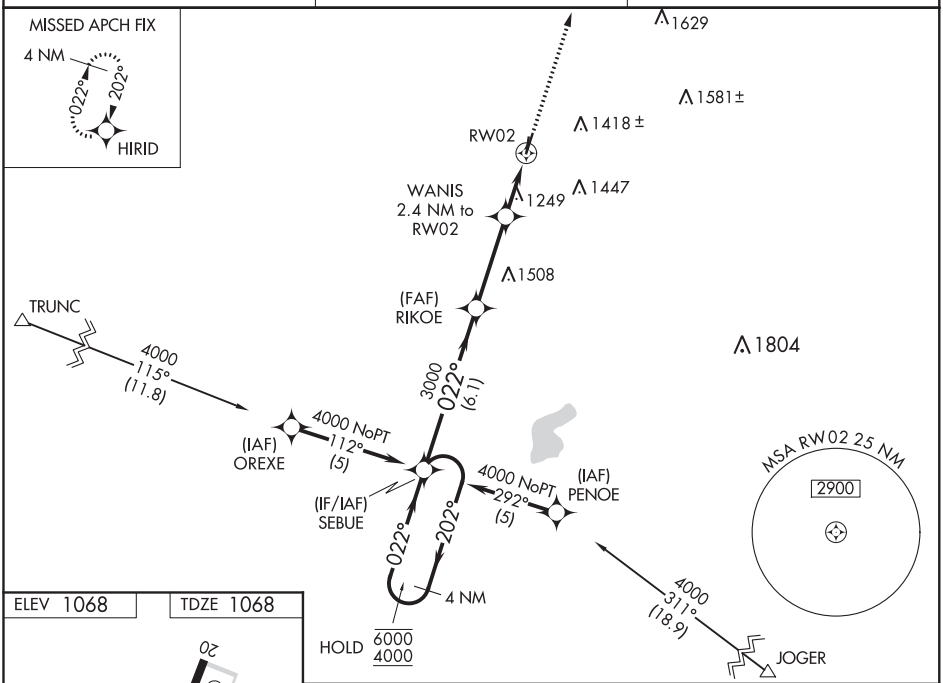
# RNAV (GPS) RWY 2
## GRIMES FIELD (I74)

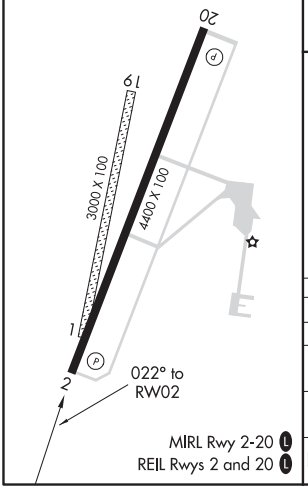
RNP APCH.

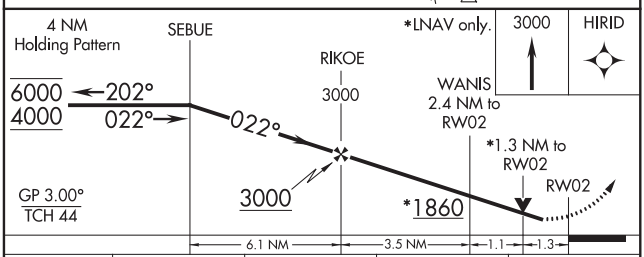
Baro-VNAV and VDP NA when using Springfield altimeter setting. Rwy 2 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Springfield altimeter setting and increase all DAs 44 feet, all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ¼ SM, and increase Circling Cat C visibility ¼ SM. Circling NA to Rwys 1 and 19.

MISSED APPROACH: Climb to 3000 direct HIRID and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 118.325 | 118.425 294.5 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1318-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1501-1½ 433 (500-1½) | | | NA |
| LNAV MDA | 1500-1 432 (500-1) | | 1500-1¼ 432 (500-1¼) | NA |
| C CIRCLING | 1580-1 512 (600-1) | 1780-1 712 (800-1) | 1800-2 732 (800-2) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

URBANA, OHIO | AL-6706 (FAA) | 20086

| WAAS CH 78419 W20A | APP CRS 202° | Rwy ldg 4400 TDZE 1068 Apt Elev 1068 |
|---|---|---|

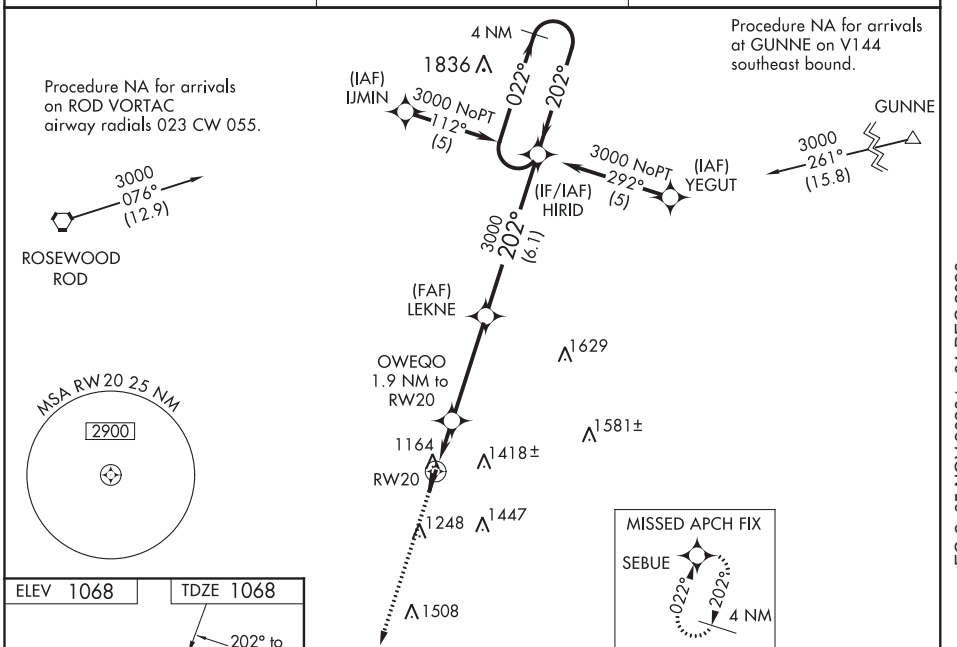
# RNAV (GPS) RWY 20
## GRIMES FIELD (I74)

RNP APCH.

Baro-VNAV NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Rwy 20 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Springfield altimeter setting and increase all DAs 44 feet, all MDAs 60 feet, increase LPV all Cats and LNAV Cat C visibility ¼ SM, and increase Circling Cat C visibility ¼ SM. VDP NA with Springfield altimeter setting. Circling NA to Rwys 1 and 19.

MISSED APPROACH: Climb to 4000 direct SEBUE and hold.

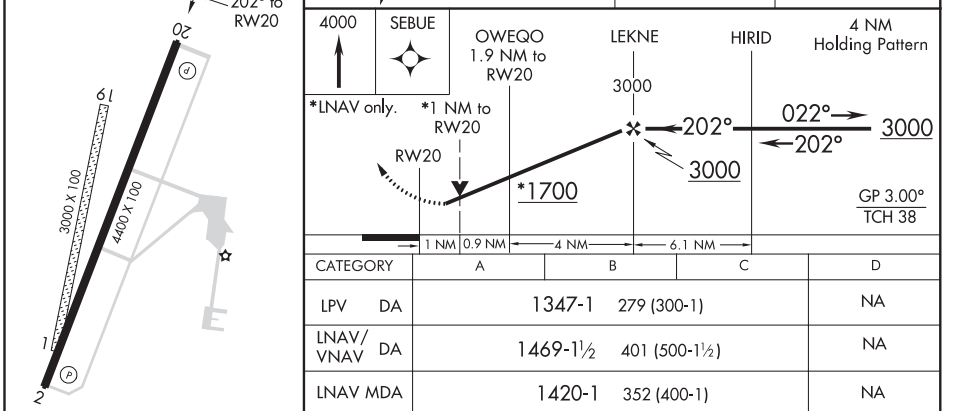
| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 118.325 | 118.425 294.5 | 122.7 (CTAF) L |




EC-2, 05 NOV 2020 to 31 DEC 2020

ELEV 1068 | TDZE 1068

202° to RW20




MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1347-1 279 (300-1) | | | NA |
| LNAV/VNAV DA | 1469-1½ 401 (500-1½) | | | NA |
| LNAV MDA | 1420-1 352 (400-1) | | | NA |
| C CIRCLING | 1580-1 512 (600-1) | 1780-1 712 (800-1) | 1800-2 732 (800-2) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

| VORTAC ROD | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 117.5 | 130° | TDZE | N/A |
| Chan 122 | | Apt Elev | 1068 |

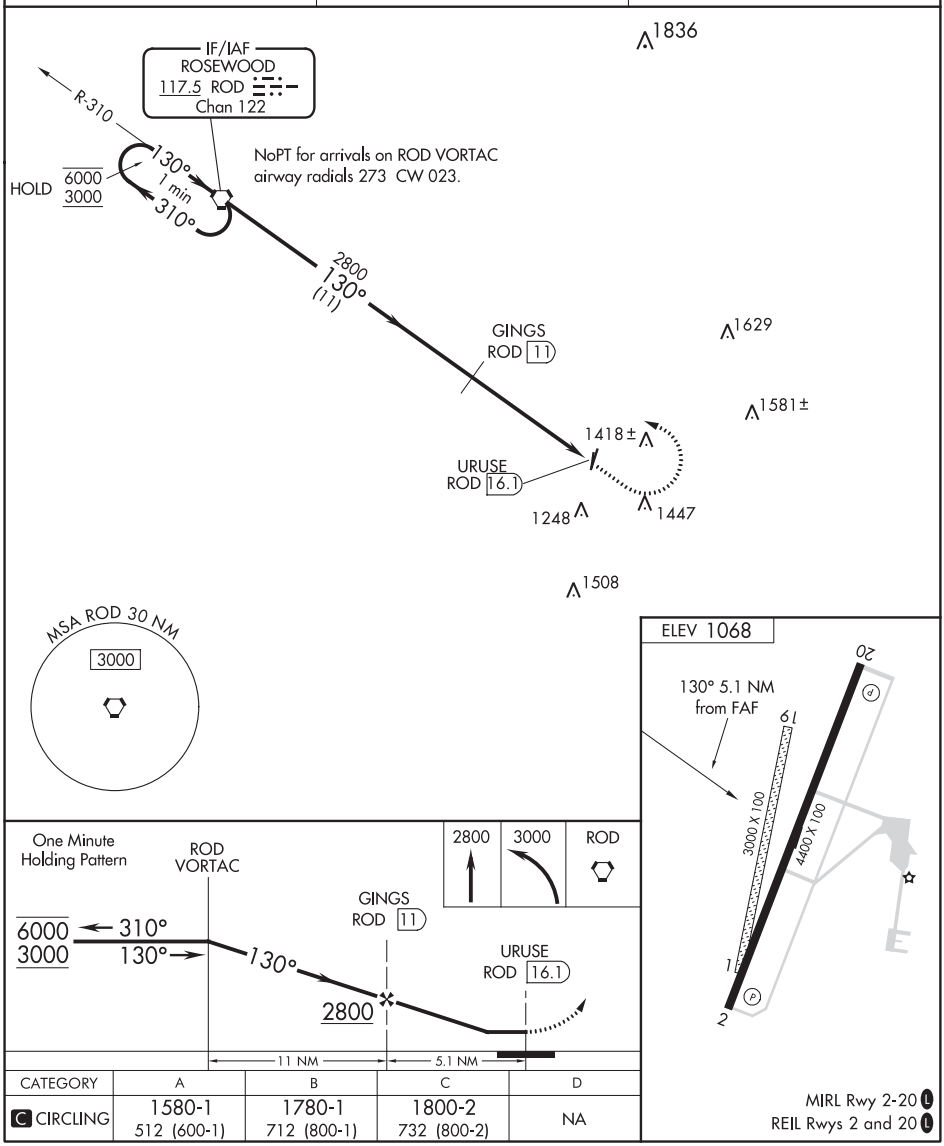
# VOR-A
## GRIMES FIELD (I74)

DME required.

Circling NA to Rwys 1 and 19. When local altimeter setting not received, use Springfield altimeter setting and increase all MDAs 60 feet and Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2800 then climbing left turn to 3000 direct ROD VORTAC and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 118.325 | 118.425 294.5 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1580-1<br>512 (600-1) | 1780-1<br>712 (800-1) | 1800-2<br>732 (800-2) | NA |

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

VALPARAISO, INDIANA

AL-5460 (FAA)

20086

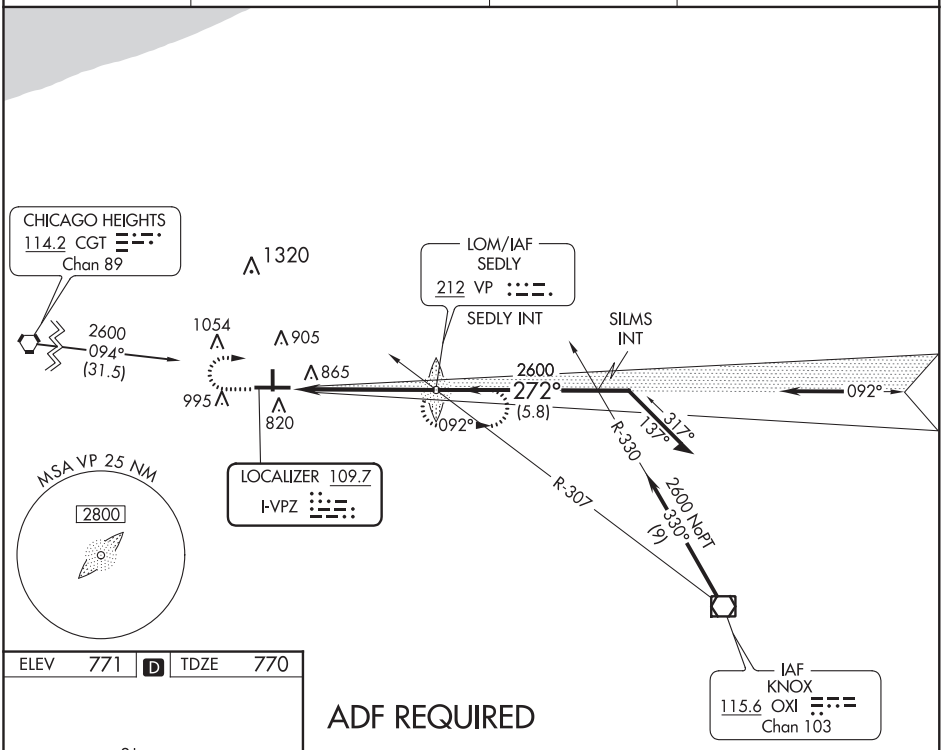
# ILS RWY 27
## PORTER COUNTY RGNL (VPZ)

| LOC I-VPZ | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 109.7 | 272° | 6500 / 770 / 771 |

MALSR

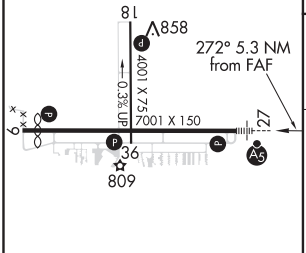
MISSED APPROACH: Climb to 1400, then climbing right turn to 2600 direct SEDLY LOM and hold.

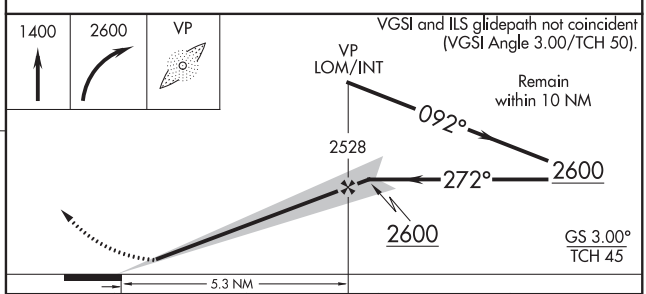
| ASOS | SOUTH BEND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 125.875 | 132.05 257.8 | 120.525 | 122.725 (CTAF) L |




ADF REQUIRED

| ELEV | 771 | D | TDZE | 770 |
|---|---|---|---|---|




HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 970-½ 200 (200-½) | | | |
| S-LOC 27 | 1120-½ 350 (400-½) | | | 1120-¾ 350 (400-¾) |
| CIRCLING | 1260-1 489 (500-1) | 1300-1 529 (600-1) | 1300-1½ 529 (600-1½) | 1360-2 589 (600-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 42606 W09A | APP CRS 092° | Rwy ldg 6500<br>TDZE 769<br>Apt Elev 770 |
|---|---|---|

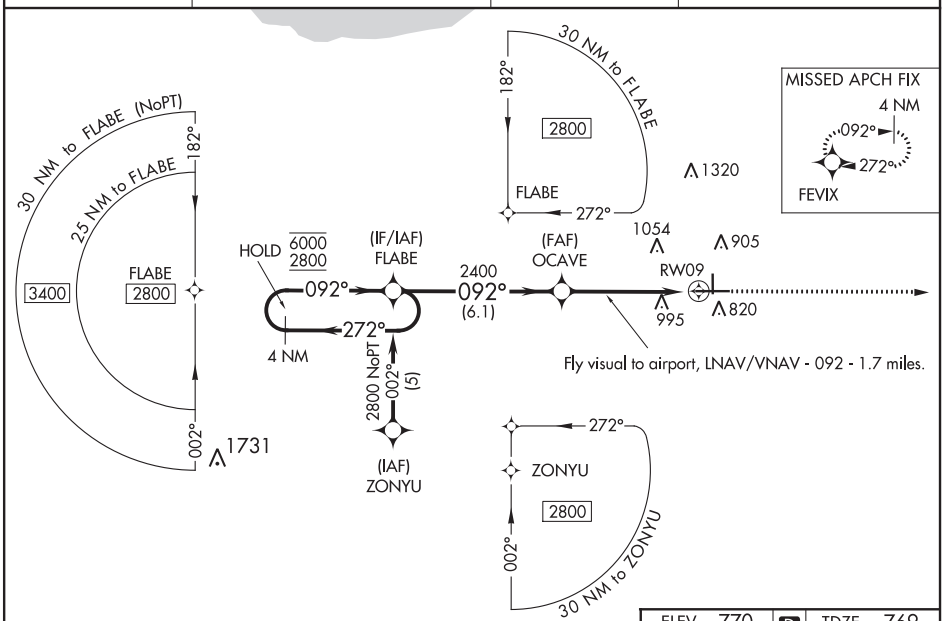
# RNAV (GPS) RWY 9
## PORTER COUNTY RGNL (VPZ)

RNP APCH.

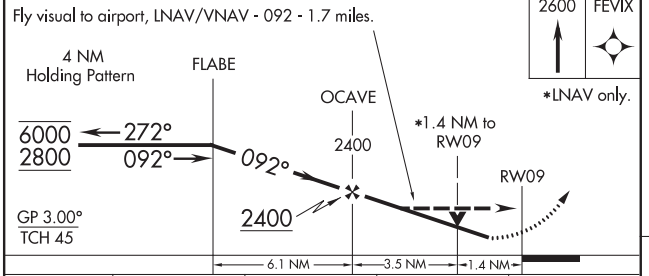
Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.

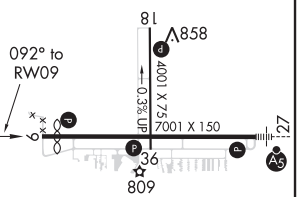
MISSED APPROACH: Climb to 2600 direct FEVIX and hold.

| ASOS | SOUTH BEND APP CON * | CLNC DEL | UNICOM |
|---|---|---|---|
| 125.875 | 132.05 257.8 | 120.525 | 122.725 (CTAF) L |




| ELEV 770 | D | TDZE 769 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1038-1 269 (300-1) | | | |
| LNAV/VNAV DA | 1369-2 600 (600-2) | | | |
| LNAV MDA | 1260-1 491 (500-1) | | 1260-1¼ 491 (500-1¼) | 1260-1½ 491 (500-1½) |
| CIRCLING | 1260-1 490 (500-1) | 1300-1 530 (600-1) | 1300-1½ 530 (600-1½) | 1360-2 590 (600-2) |

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

VALPARAISO, INDIANA | AL-5460 (FAA) | 18312

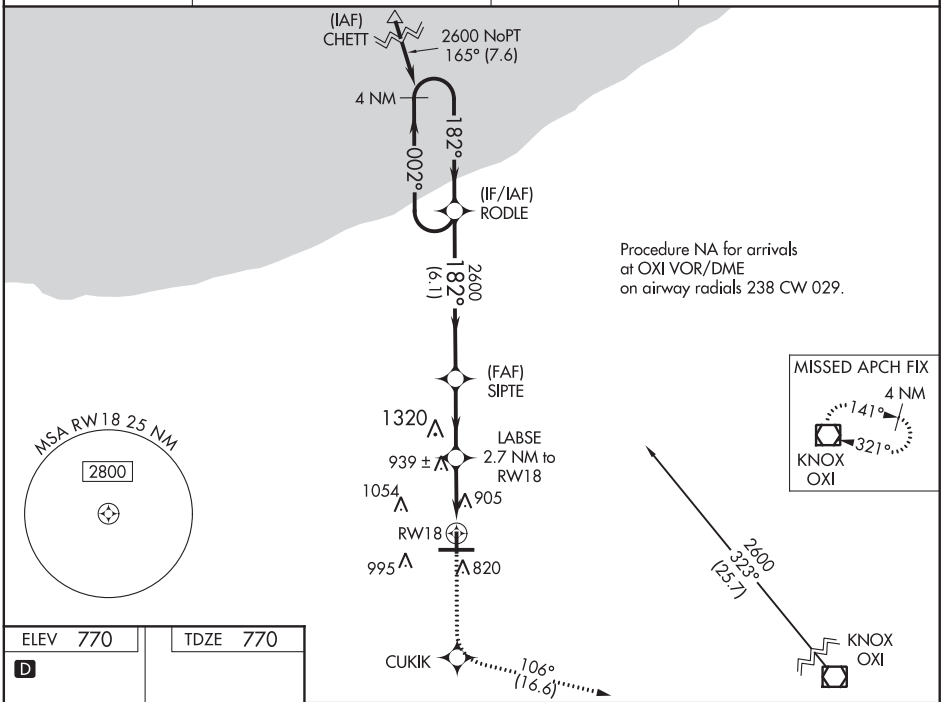
| WAAS CH 82406 W18A | APP CRS 182° | Rwy ldg 4001<br>TDZE 770<br>Apt Elev 770 |
|---|---|---|

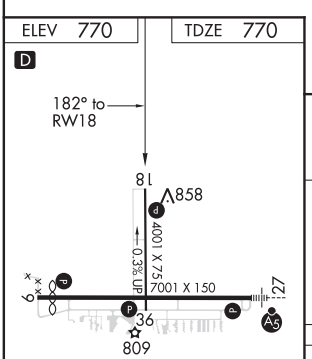
# RNAV (GPS) RWY 18
## PORTER COUNTY RGNL (VPZ)

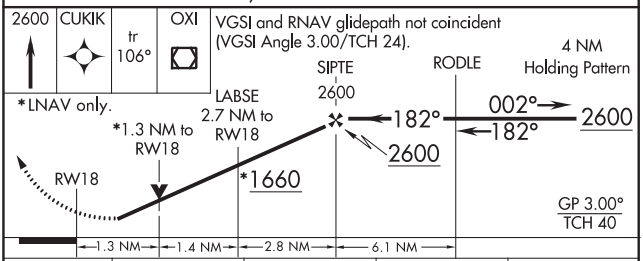
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct CUKIK and on track 106° to OXI VOR/DME and hold.

| ASOS | SOUTH BEND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 125.875 | 132.05 257.8 | 120.525 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1120-1¼ 350 (400-1¼) | | NA | NA |
| LNAV/VNAV DA | 1233-1¾ 463 (500-1¾) | | NA | NA |
| LNAV MDA | 1200-1 430 (500-1) | | NA | NA |
| CIRCLING | 1260-1 490 (500-1) | 1300-1 530 (600-1) | NA | NA |

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 86806 W27A | APP CRS 272° | Rwy ldg 6500<br>TDZE 770<br>Apt Elev 770 |
|---|---|---|

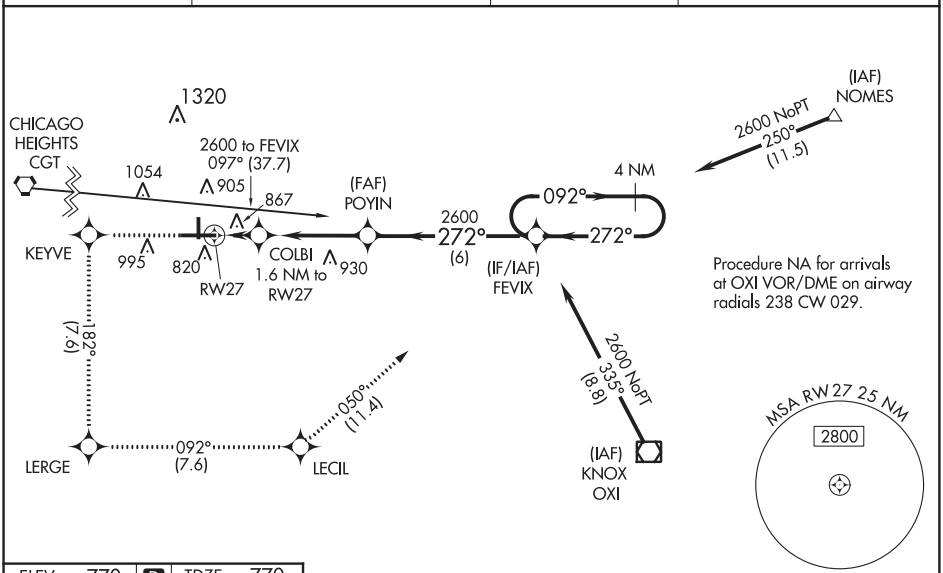
# RNAV (GPS) RWY 27
## PORTER COUNTY RGNL (VPZ)

Baro-VNAV NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet, and increase LPV and LNAV/VNAV all Cats, and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼, when using Lansing Muni altimeter setting increase LPV all Cats visibility to 1¼ .

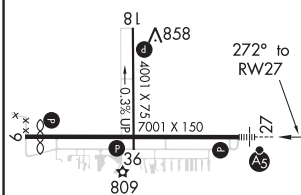
MALSR

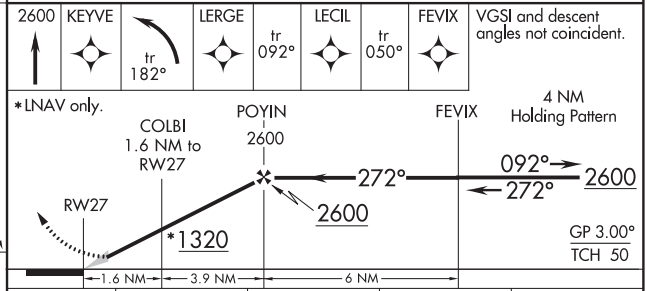
MISSED APPROACH: Climb to 2600 direct KEYVE and on track 182° to LERGE and on track 092° to LECIL and on track 050° to FEVIX and hold.

| ASOS | SOUTH BEND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 125.875 | 132.05 257.8 | 120.525 | 122.725 (CTAF) L |




ELEV 770 D TDZE 770




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1020-½ 250 (300 -½) | | | |
| LNAV/VNAV DA | 1201-1 431 (500 -1) | | | |
| LNAV MDA | 1180-½ 410 (500 -½) | | 1180-¾ 410 (500-¾) | 1180-1 410 (500-1) |
| CIRCLING | 1260-1 490 (500-1) | 1300-1 530 (600-1) | 1300-1½ 530 (600-1½) | 1360-2 590 (600-2) |

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

EC-2, 05 NOV 2020 to 31 DEC 2020

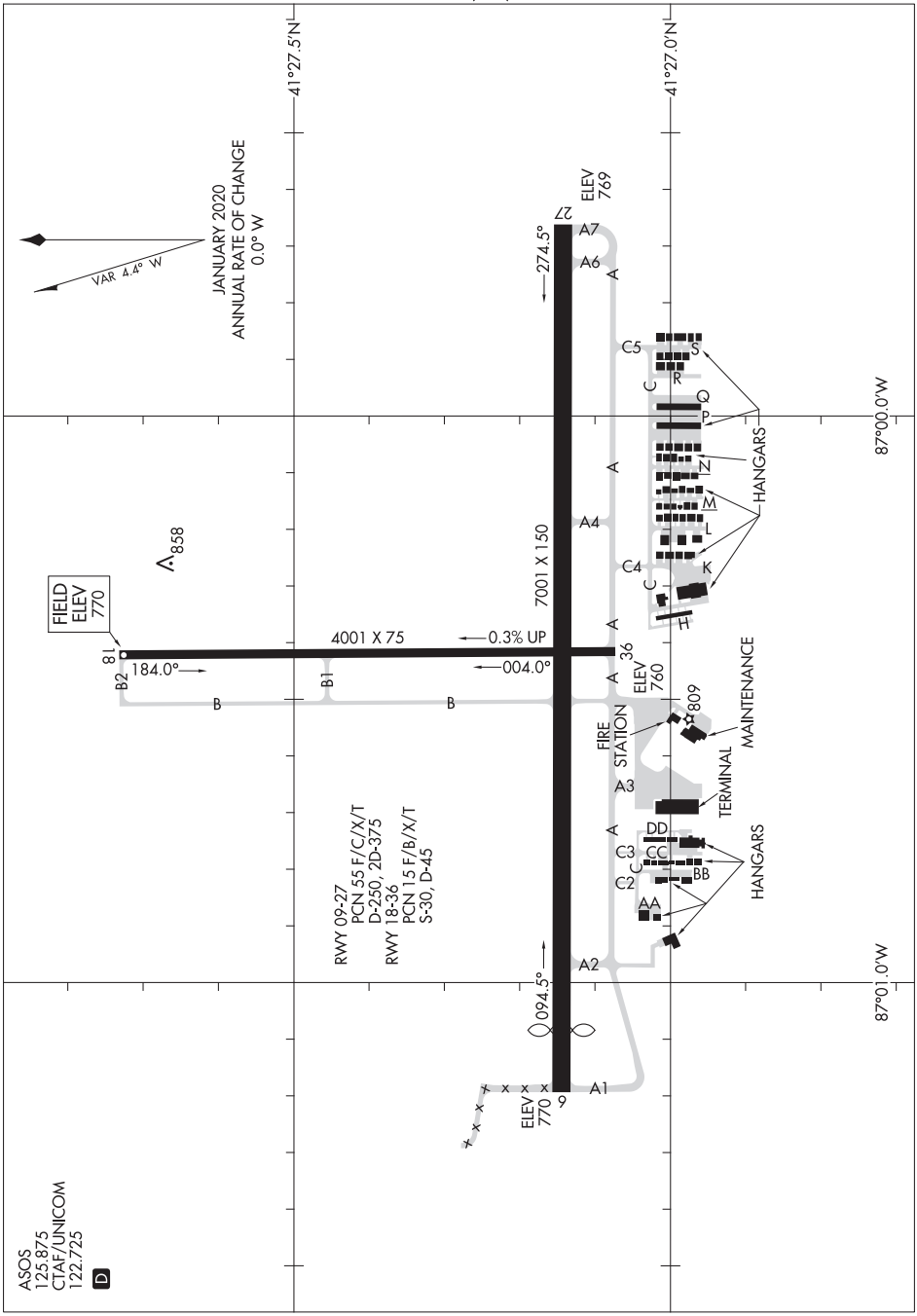
EC-2, 05 NOV 2020 to 31 DEC 2020

20086

# AIRPORT DIAGRAM

PORTER COUNTY RGNL (VPZ)
VALPARAISO, INDIANA

AL-5460 (FAA)




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
VALPARAISO, INDIANA
PORTER COUNTY RGNL (VPZ)
20086

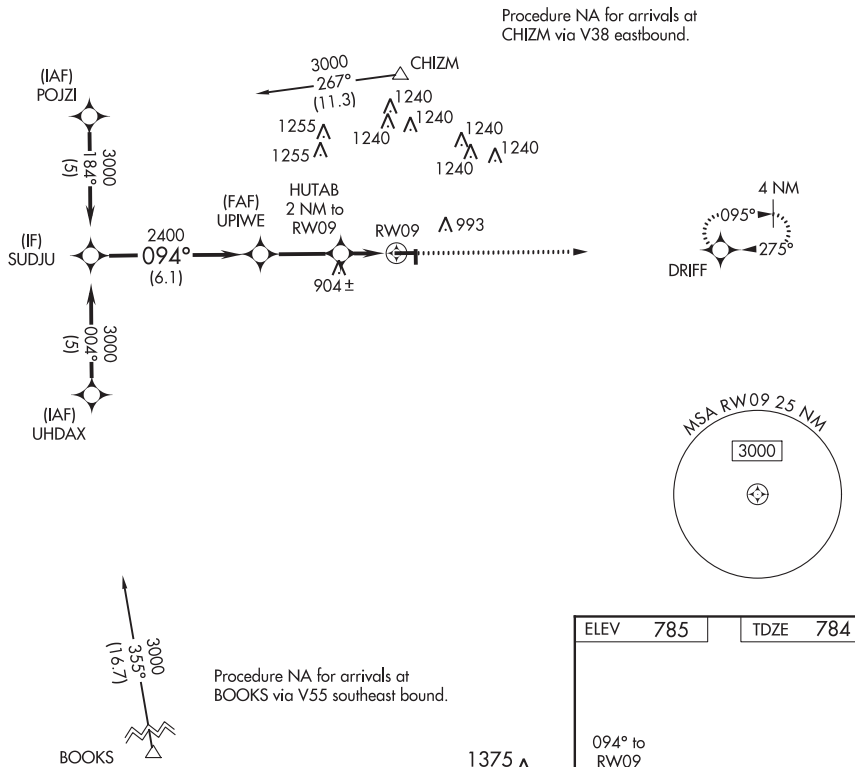
| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 094° | TDZE | 784 |
| | Apt Elev | 785 |

# RNAV (GPS) RWY 9
## VAN WERT COUNTY (VNW)

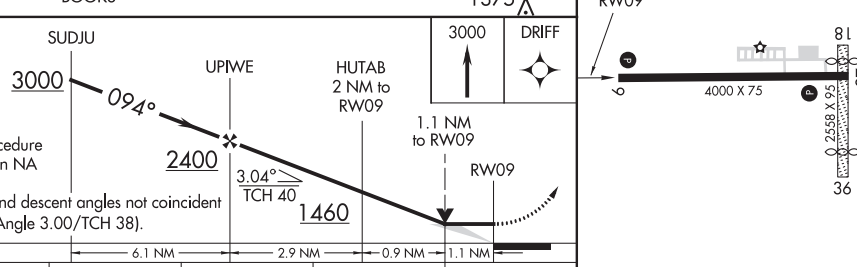
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 3000 direct DRIFF and hold.

| AWOS-3 | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 125.175 | 127.2 284.6 | 123.0 (CTAF) L |




| ELEV | 785 | TDZE | 784 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-1 376 (400-1) | | | 1160-1¼ 376 (400-1¼) |
| CIRCLING | 1340-1 555 (600-1) | | 1340-1½ 555 (600-1½) | 1340-2 555 (600-2 ) |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

VAN WERT, OHIO | AL-6033 (FAA) | 19059

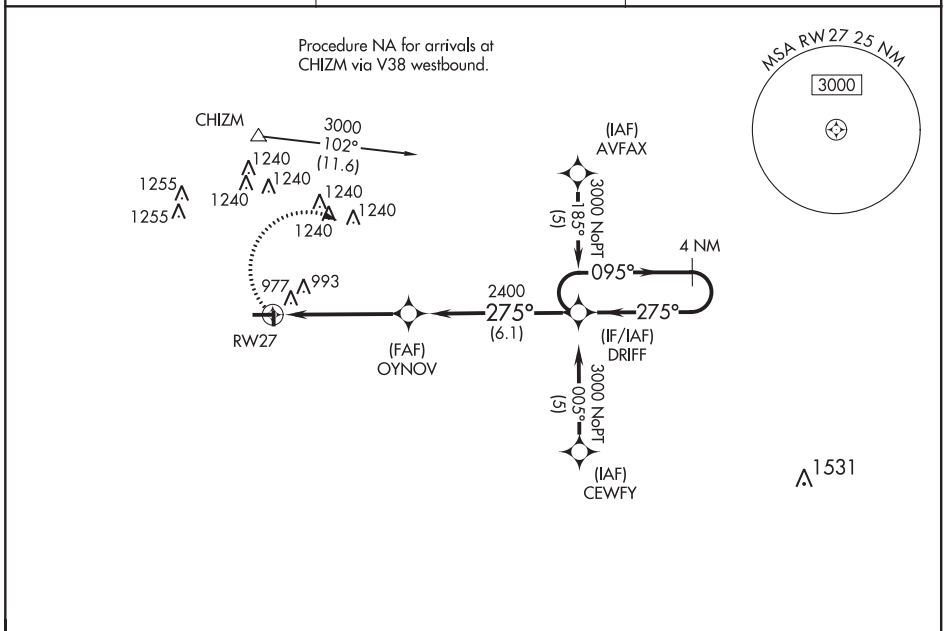
# RNAV (GPS) RWY 27
## VAN WERT COUNTY (VNW)

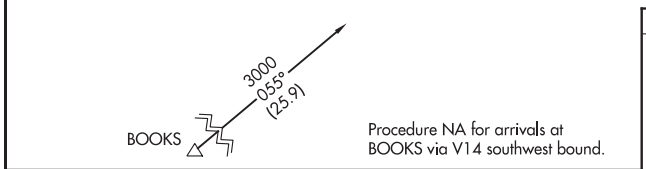
| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 275° | TDZE | 785 |
| | Apt Elev | 785 |

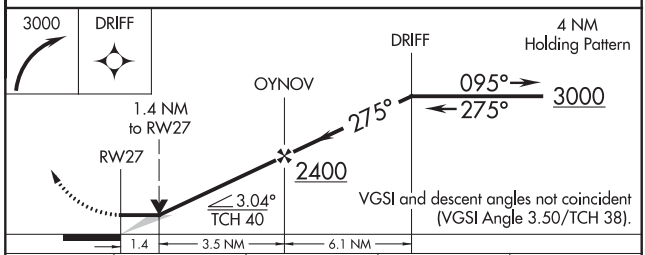
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDA 80 feet and increase LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile. VDP NA when using Fort Wayne altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DRIFF and hold.

| AWOS-3 | FORT WAYNE APP CON | UNICOM |
|---|---|---|
| 125.175 | 127.2 284.6 | 123.0 (CTAF) L |

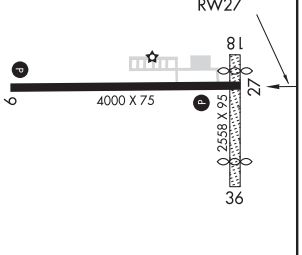



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1 495 (500-1) | | 1280-1¼ 495 (500-1¼) | 1280-1½ 495 (500-1½) |
| CIRCLING | 1340-1 555 (600-1) | | 1340-1½ 555 (600-1½) | 1340-2 555 (600-2 ) |

| ELEV | 785 | TDZE | 785 |
|---|---|---|---|




MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH **77642** **W09A** | APP CRS **092°** | Rwy ldg **4802** TDZE **1007** Apt Elev **1007** |
|---|---|---|

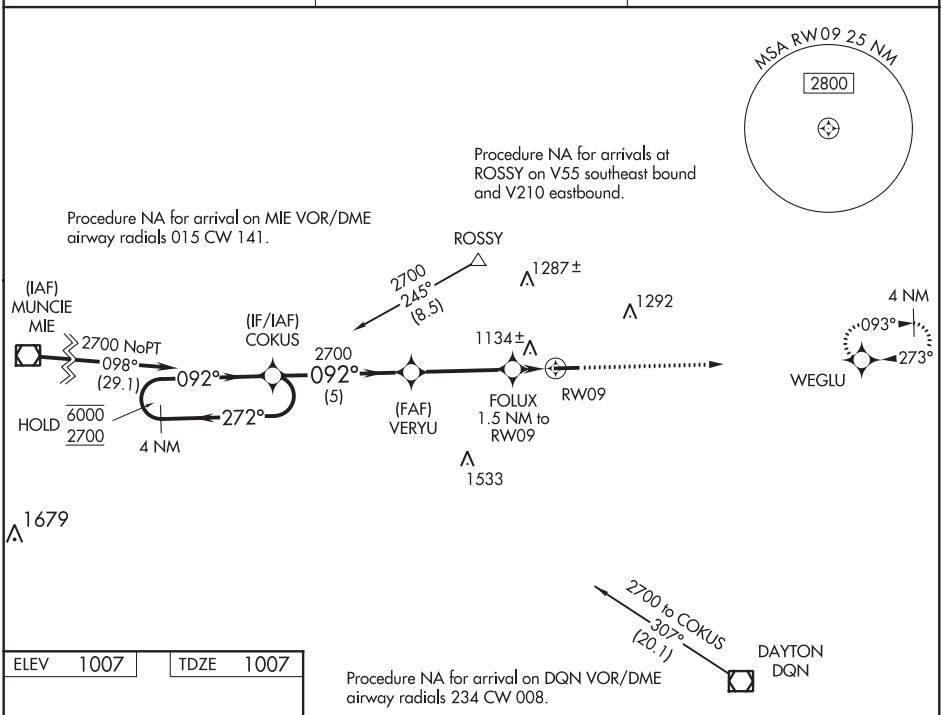
# RNAV (GPS) RWY 9
## DARKE COUNTY (VES)

RNP APCH.

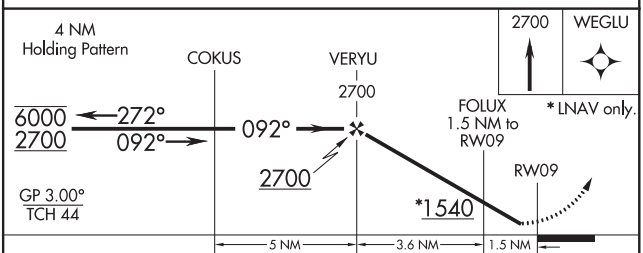
Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C.

MISSED APPROACH: Climb to 2700 direct WEGLU and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| **125.9** | **118.425 352.05** | **122.8** (CTAF) L |




| ELEV 1007 | TDZE 1007 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1257-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1400-1⅛ 393 (400-1⅛) | | | NA |
| LNAV MDA | 1400-1 393 (400-1) | | 1400-1⅛ 393 (400-1⅛) | NA |
| C CIRCLING | 1440-1 433 (500-1) | 1480-1 473 (500-1) | 1660-1¾ 653 (700-1¾) | NA |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

VERSAILLES, OHIO | AL-6038 (FAA) | 20142

| WAAS CH 86243 W27A | APP CRS 273° | Rwy ldg 4802<br>TDZE 1007<br>Apt Elev 1007 |
|---|---|---|

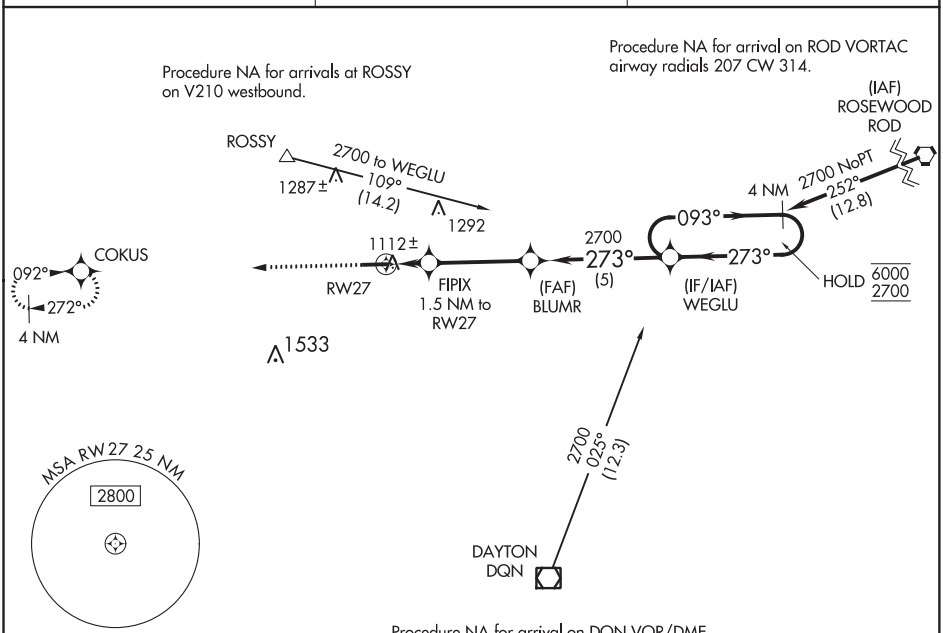
# RNAV (GPS) RWY 27
## DARKE COUNTY (VES)

RNP APCH.

Rwy 27 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 27 NA at night, Circling Rwy 27 NA at night.

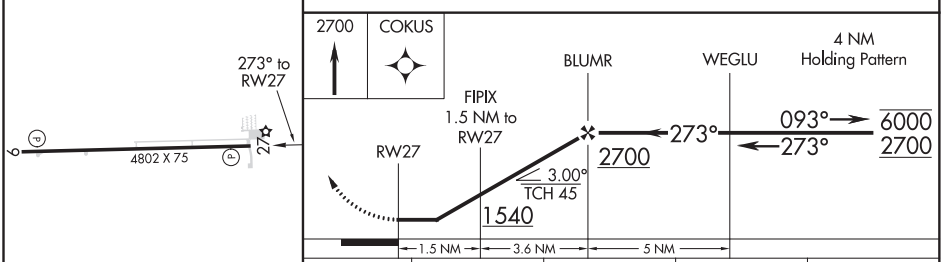
MISSED APPROACH: Climb to 2700 direct COKUS and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 125.9 | 118.425 352.05 | 122.8 (CTAF) L |




Procedure NA for arrival on DQN VOR/DME airway radials 359 CW 085.

| ELEV 1007 | TDZE 1007 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1380-1 373 (400-1) | | | NA |
| LNAV MDA | 1380-1 373 (400-1) | | | NA |
| C CIRCLING | 1440-1 433 (500-1) | 1480-1 473 (500-1) | 1660-1¾ 653 (700-1¾) | NA |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 4401 |
|---|---|---|
| 092° | TDZE | 796 |
| | Apt Elev | 796 |

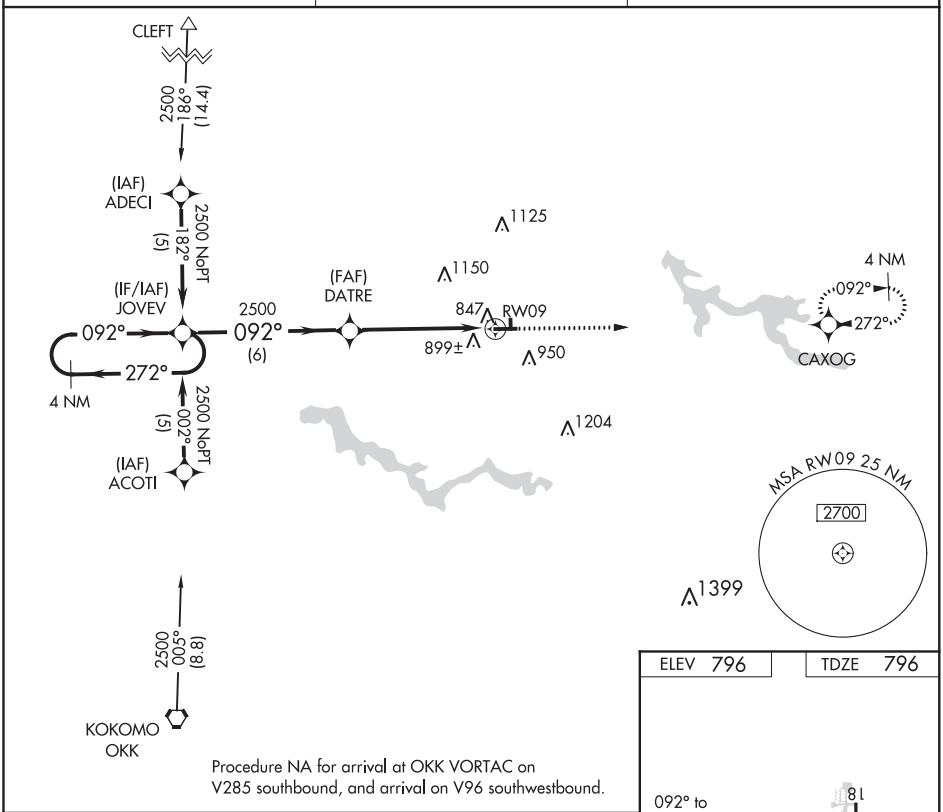
# RNAV (GPS) RWY 9
## WABASH MUNI (IWH)

T NA

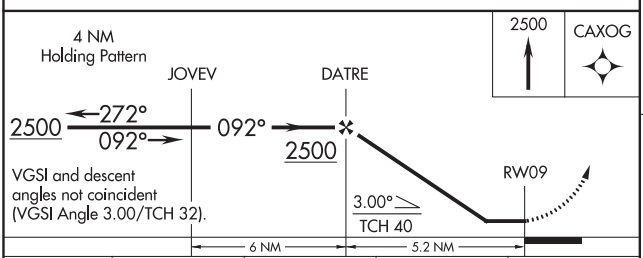
DME/DME RNP-0.3 NA. Night landing: Rwy 18, 36 NA. Helicopter visibility reduction below 1 SM NA. Use Kokomo altimeter setting; when not received, use Marion altimeter setting.

MISSED APPROACH: Climb to 2500 direct CAXOG WP and hold.

| OKK AWOS-3PT | GRISSOM APP CON * | UNICOM |
|---|---|---|
| 113.5 | 121.05 338.275 | 122.8 (CTAF) L |

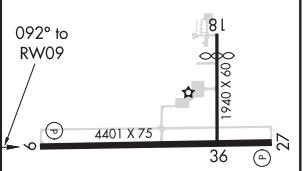



Procedure NA for arrival at OKK VORTAC on V285 southbound, and arrival on V96 southwestbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1 424 (500-1) | | 1220-1¼ 424 (500-1¼) | NA |
| C CIRCLING | 1300-1 504 (600-1) | 1440-1 644 (700-1) | 1560-2¼ 764 (800-2¼) | NA |

| ELEV 796 | TDZE 796 |
|---|---|




LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

WABASH, INDIANA | AL-5602 (FAA) | 19283

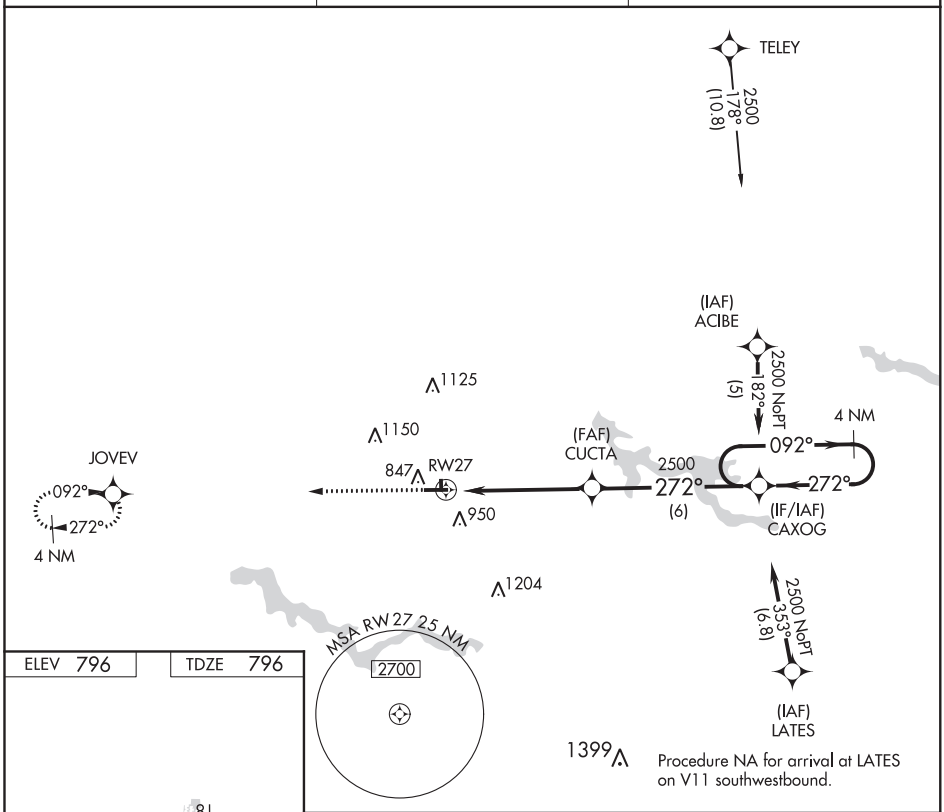
# RNAV (GPS) RWY 27
## WABASH MUNI (IWH)

| APP CRS | Rwy ldg | 4401 |
|---|---|---|
| 272° | TDZE | 796 |
| | Apt Elev | 796 |

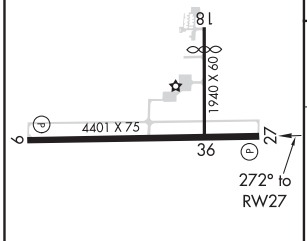
NA — DME/DME RNP-0.3 NA. Night landing: Rwys 18, 36 NA. Helicopter visibility reduction below ¾ SM NA. Use Kokomo altimeter setting; when not received, use Marion altimeter setting.

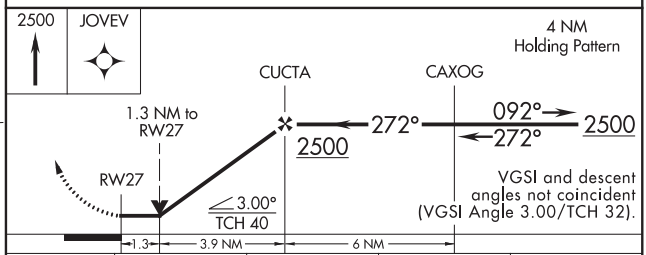
MISSED APPROACH: Climb to 2500 direct JOVEV WP and hold.

| OKK AWOS-3PT | GRISSOM APP CON * | UNICOM |
|---|---|---|
| 113.5 | 121.05 338.275 | 122.8 (CTAF) L |




ELEV 796 | TDZE 796




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1 484 (500-1) | | 1280-1⅜ 484 (500-1⅜) | NA |
| C CIRCLING | 1300-1 504 (600-1) | 1440-1 644 (700-1) | 1560-2¼ 764 (800-2¼) | NA |

LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| VORTAC OKK | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 113.5 | 045° | TDZE | N/A |
| Chan 82 | | Apt Elev | 796 |

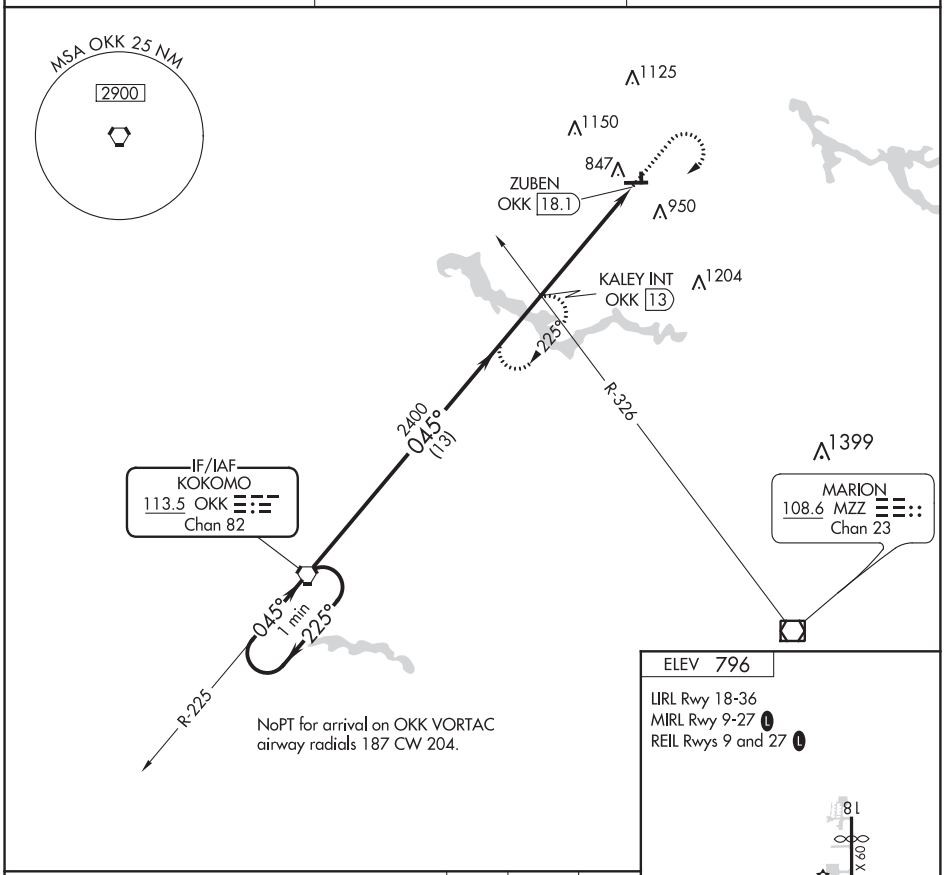
# VOR-A
## WABASH MUNI (IWH)

NA

Night landing: Rwy 18, 36 NA. Rwy 18, 36 helicopter visibility reduction below 1 SM NA. Use Kokomo altimeter setting; when not received, use Marion altimeter setting.

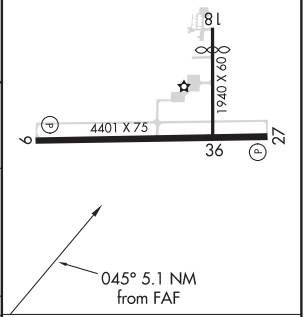
MISSED APPROACH: Climb to 2400 then right turn on OKK VORTAC R-045 to KALEY INT/OKK 13 DME and hold.

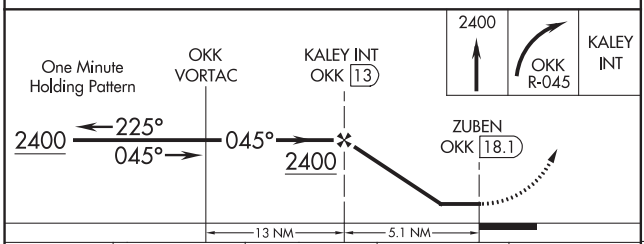
| OKK AWOS-3PT | GRISSOM APP CON * | UNICOM |
|---|---|---|
| 113.5 | 121.05 338.275 | 122.8 (CTAF) L |




ELEV 796

LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1320-1<br>524 (600-1) | 1440-1<br>644 (700-1) | 1560-2¼<br>764 (800-2¼) | NA |

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WADSWORTH, OHIO | AL-6804 (FAA) | 20310

# RNAV (GPS) RWY 2
## WADSWORTH MUNI (3G3)

| APP CRS | Rwy ldg | 3400 |
|---|---|---|
| 018° | TDZE | 972 |
| | Apt Elev | 974 |

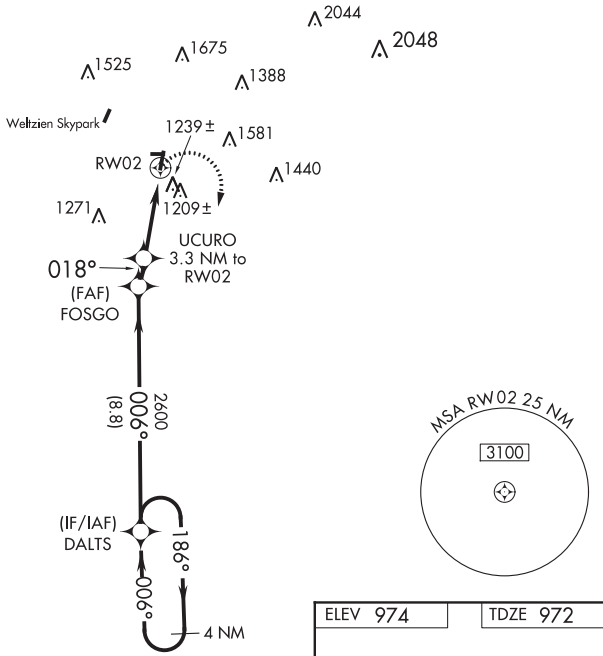
RNP APCH.

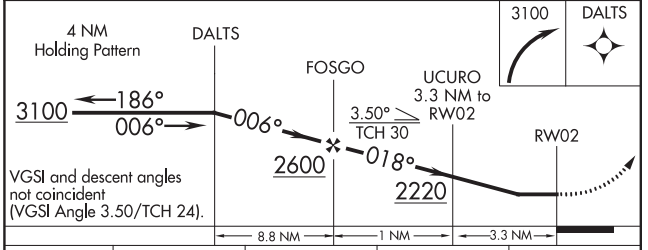
T A NA

Rwy 2 helicopter visibility reduction below 1 SM NA.
Procedure NA at night. Circling NA west of Rwy 2-20.

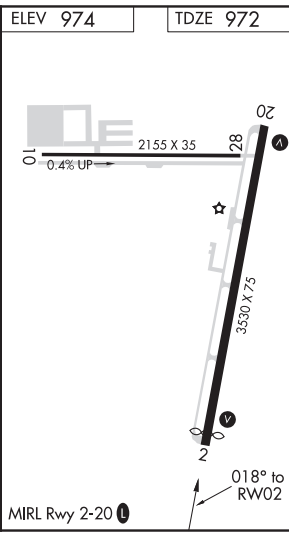
MISSED APPROACH: Climbing right turn to 3100 direct DALTS and hold.

| BJJ ASOS | CLEVELAND APP CON ★ | UNICOM |
|---|---|---|
| 118.075 | 118.6 371.875 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1620-1 648 (700-1) | | 1620-1⅞ 648 (700-1⅞) | NA |
| C CIRCLING | 1660-1 686 (700-1) | 1760-1 786 (800-1) | 1980-3 1006 (1100-2) | NA |




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 20
## WADSWORTH MUNI (3G3)

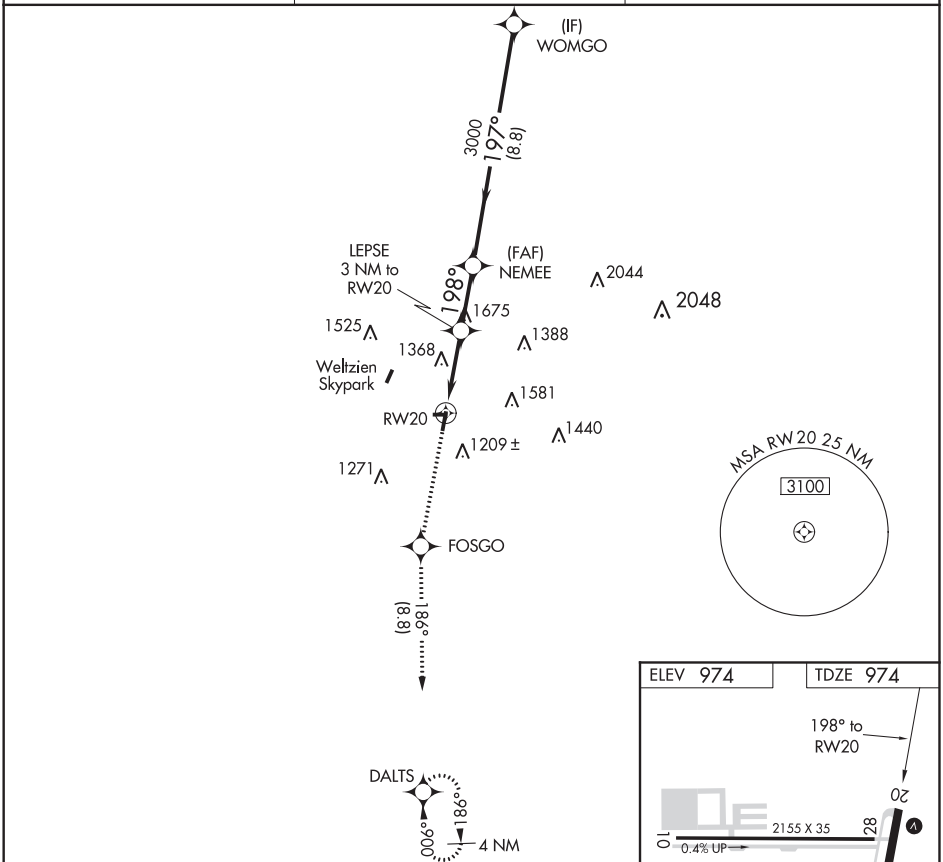
| APP CRS | Rwy ldg | 3530 |
|---|---|---|
| 198° | TDZE | 974 |
| | Apt Elev | 974 |

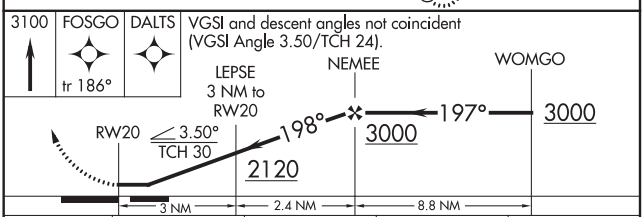
RNP APCH.

T A NA Rwy 20 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA west of Rwy 2-20.

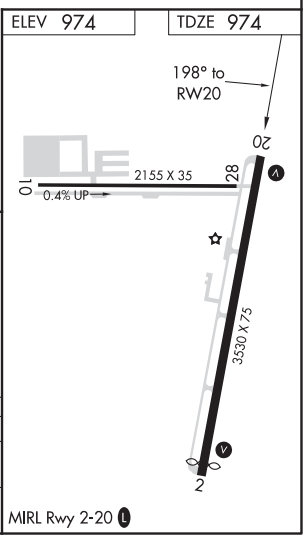
MISSED APPROACH: Climb to 3100 direct FOSGO and on track 186° to DALTS and hold.

| BJJ ASOS | CLEVELAND APP CON ★ | UNICOM |
|---|---|---|
| 118.075 | 118.6 371.875 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1720-1<br>746 (800-1) | 1720-1¼<br>746 (800-1¼) | 1720-2<br>746 (800-2) | NA |
| C CIRCLING | 1720-1<br>746 (800-1) | 1760-1¼<br>786 (800-1¼) | 1980-3<br>1006 (1100-3) | NA |






EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WAPAKONETA, OHIO | AL-6065 (FAA) | 19311

| APP CRS | Rwy ldg | 4800 |
|---|---|---|
| 081° | TDZE | 913 |
| | Apt Elev | 913 |

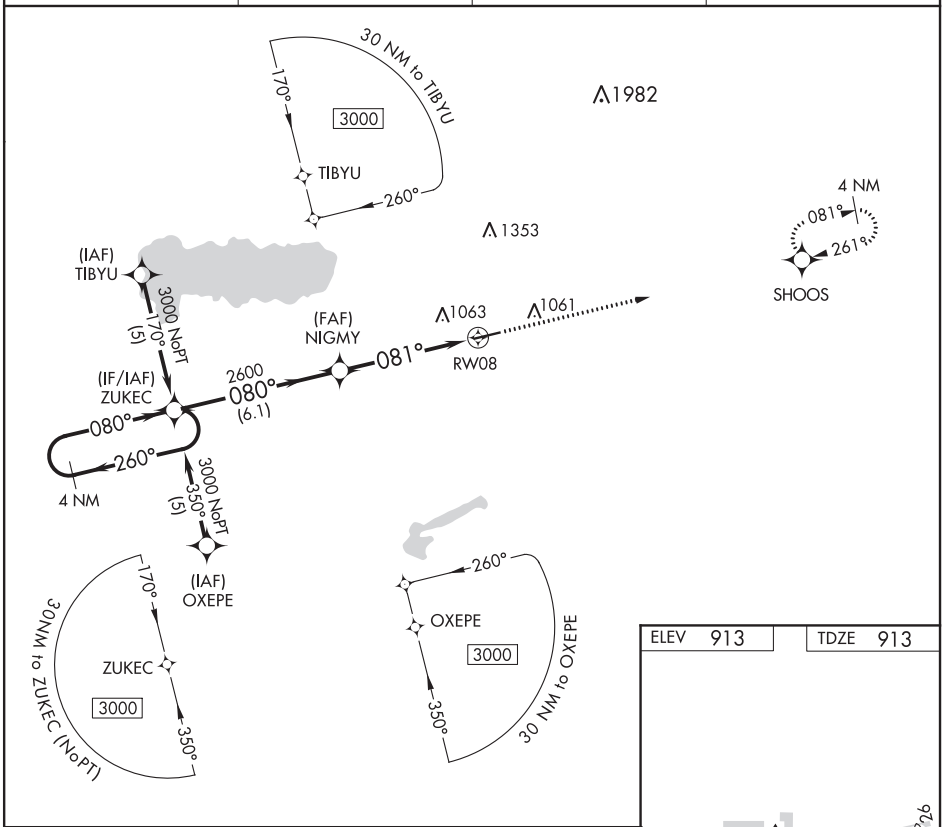
# RNAV (GPS) RWY 8
## NEIL ARMSTRONG (AXV)

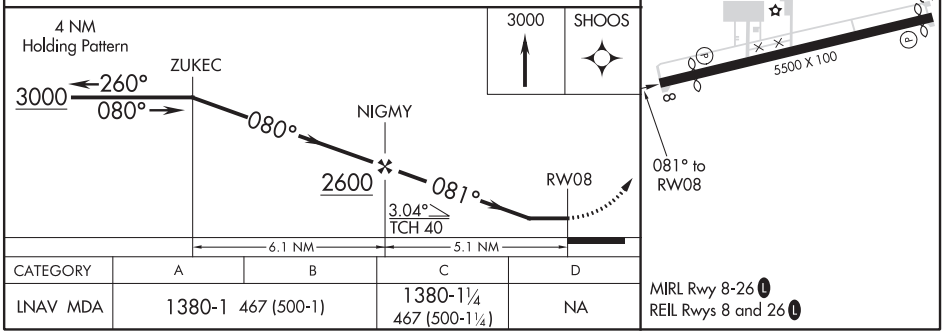
RNP APCH.

T A NA Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lima altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct SHOOS and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM | |
|---|---|---|---|
| 128.325 | 118.425 294.5 | 122.8 (CTAF) | 122.7 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 467 (500-1) | | 1380-1¼ 467 (500-1¼) | NA |

WAPAKONETA, OHIO
Orig-C 07NOV19

40°30′N-84°18′W

NEIL ARMSTRONG (AXV)
RNAV (GPS) RWY 8

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 72907 W26A | APP CRS 261° | Rwy ldg 5263<br>TDZE 910<br>Apt Elev 913 |
|---|---|---|

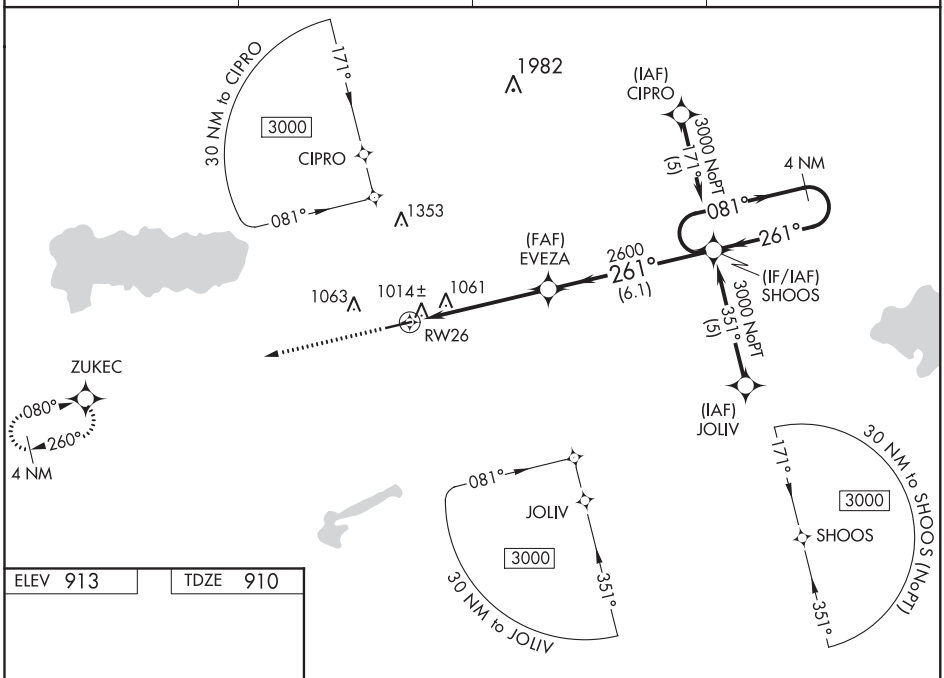
# RNAV (GPS) RWY 26
## NEIL ARMSTRONG (AXV)

RNP APCH.

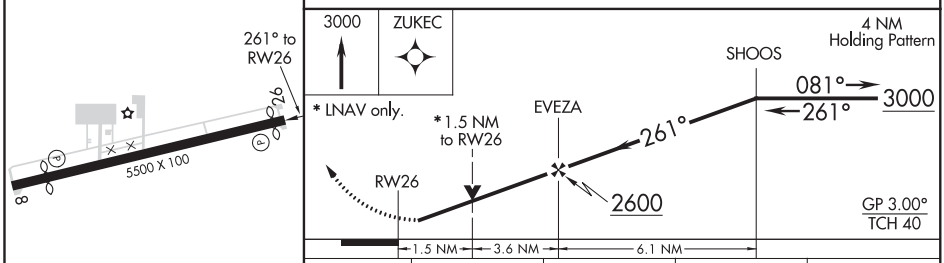
NA Baro-VNAV NA when using Lima altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 26 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lima altimeter setting and increase LPV DA to 1291, LNAV/VNAV DA to 1324, and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile. VDP NA when using Lima altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZUKEC and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM | |
|---|---|---|---|
| 128.325 | 118.425 294.5 | 122.8 (CTAF) | 122.7 L |




ELEV 913 TDZE 910




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1241-1¼ 331 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1274-1¼ 364 (400-1¼) | | | NA |
| LNAV MDA | 1440-1 530 (600-1) | | 1440-1½ 530 (600-1½) | NA |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

WAPAKONETA, OHIO | AL-6065 (FAA) | 20254

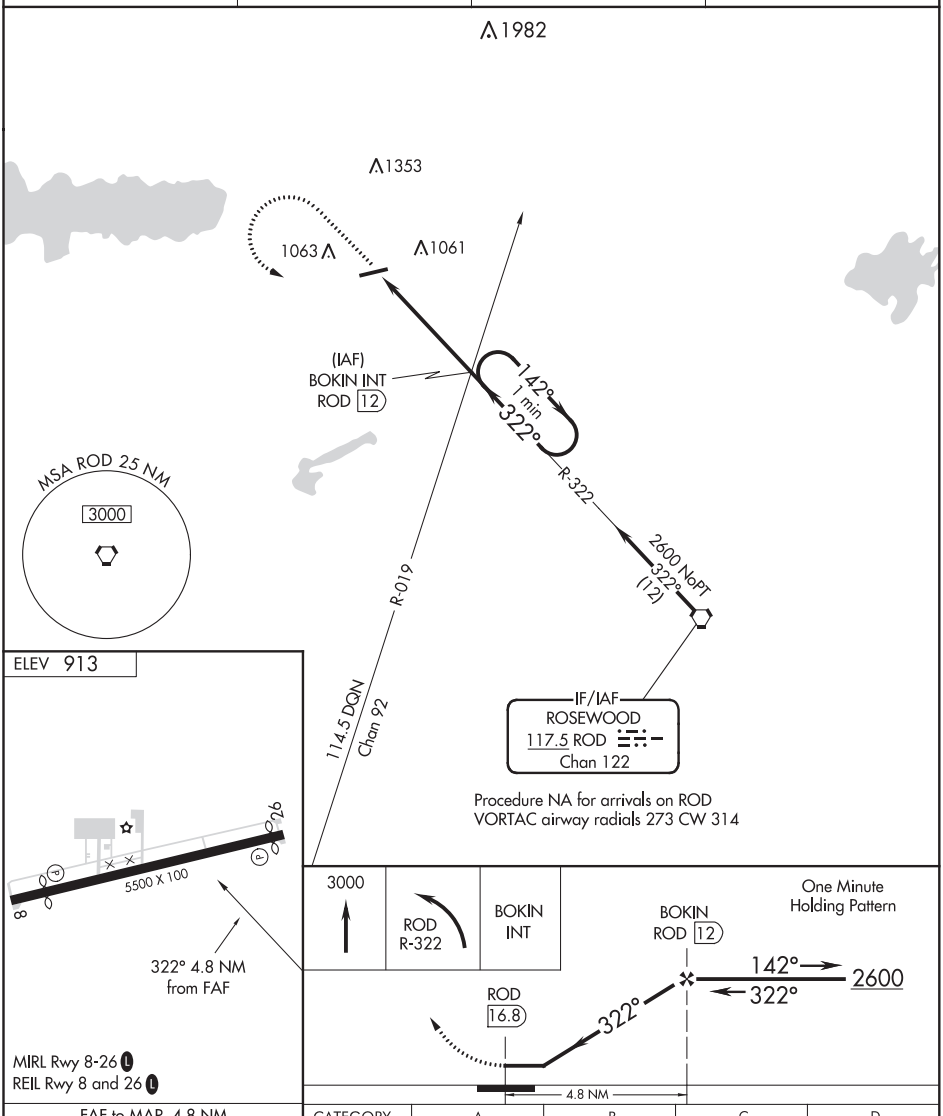
# VOR-A
## NEIL ARMSTRONG (AXV)

| VORTAC ROD | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 117.5 | 322° | TDZE | N/A |
| Chan 122 | | Apt Elev | 913 |

When local altimeter setting not received, use Lima altimeter setting and increase all MDA 60 feet. Night landing: Rwy 8 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 then left turn on ROD VORTAC R-322 to BOKIN INT/ ROD 12 DME and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM | |
|---|---|---|---|
| 128.325 | 118.425 294.5 | 122.8 (CTAF) | 122.7 L |




MIRL Rwy 8-26 L
REIL Rwy 8 and 26 L

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1500-1 587 (600-1) | | 1500-1½ 587 (600-1½) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC/DME I-ASW | APP CRS | Rwy ldg | 5100 |
|---|---|---|---|
| 111.55 | 272° | TDZE | 847 |
| Chan 52 (Y) | | Apt Elev | 850 |

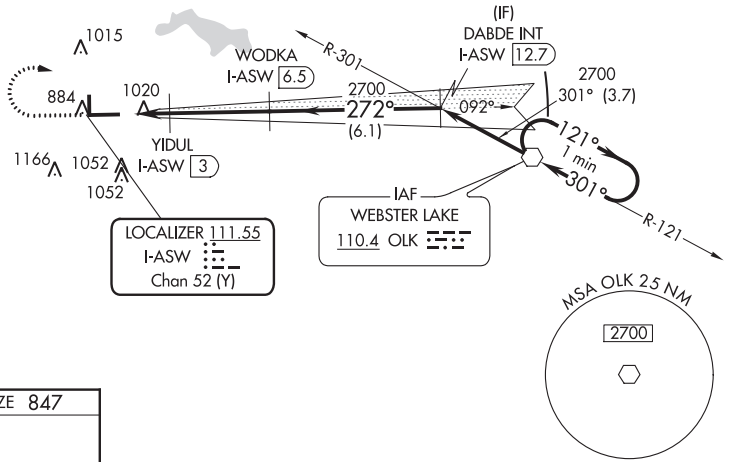
# ILS or LOC/DME RWY 27
## WARSAW MUNI (ASW)

When local altimeter setting not received, use Goshen altimeter setting and increase all DA/MDA 40 feet.
Circling to Rwy 36 NA at night. VDP NA with Goshen altimeter setting.
When VGSI inoperative, Circling Rwy 18 NA at night.

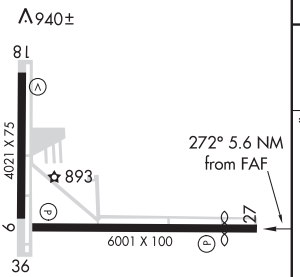
NA

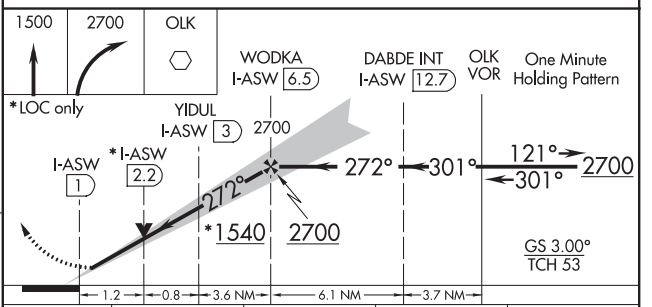
MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct OLK VOR and hold.

| AWOS-3 | FORT WAYNE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.125 | 127.2 284.6 | 134.05 | 122.7 (CTAF) L |




ELEV 850 D TDZE 847




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 1047-¾ 200 (200-¾) | | | |
| S-LOC 27 | 1280-1 433 (500-1) | | 1280-1¼ 433 (500-1¼) | 1280-1½ 433 (500-1½) |
| CIRCLING | 1320-1 470 (500-1) | | 1320-1½ 470 (500-1½) | 1400-2 550 (600-2) |

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WARSAW, INDIANA

AL-5282 (FAA)

19339

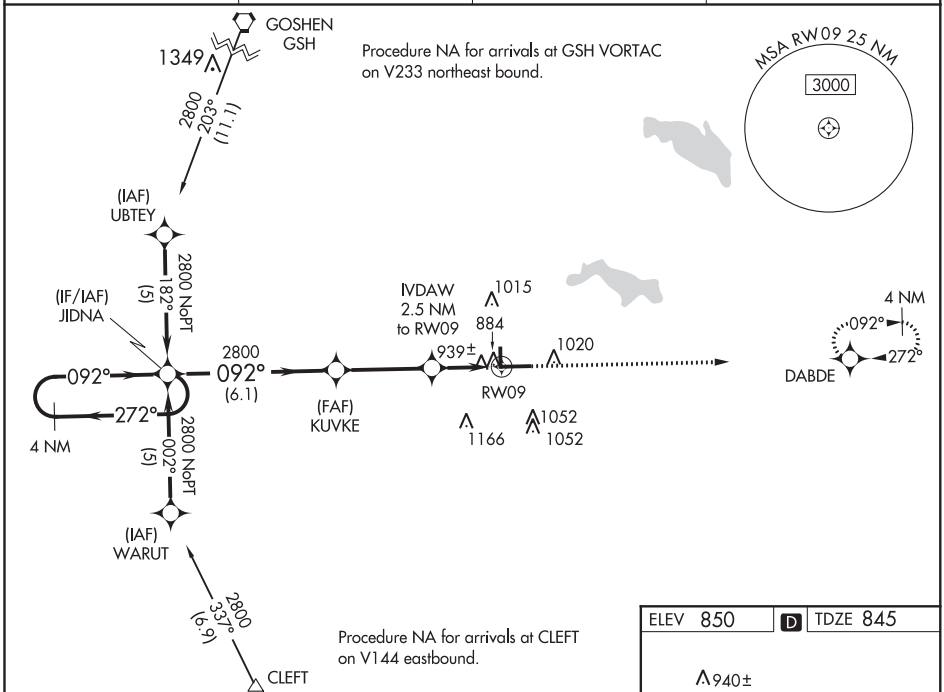
# RNAV (GPS) RWY 9
## WARSAW MUNI (ASW)

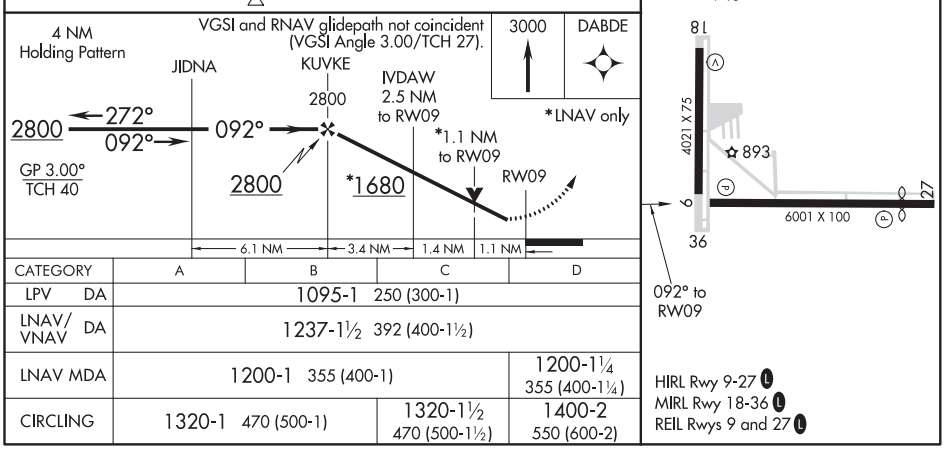
| WAAS CH 97719 W09A | APP CRS 092° | Rwy ldg 5100<br>TDZE 845<br>Apt Elev 850 |
|---|---|---|

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Circling to Rwy 36 NA at night. Baro-VNAV and VDP NA when using Goshen altimeter setting. When local altimeter setting not received, use Goshen altimeter setting and increase all DA/MDA 40 feet. When VGSI inoperative, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 3000 direct DABDE and hold.

| AWOS-3 | FORT WAYNE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.125 | 127.2 284.6 | 134.05 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1095-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1237-1½ 392 (400-1½) | | | |
| LNAV MDA | 1200-1 355 (400-1) | | | 1200-1¼ 355 (400-1¼) |
| CIRCLING | 1320-1 470 (500-1) | | 1320-1½ 470 (500-1½) | 1400-2 550 (600-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

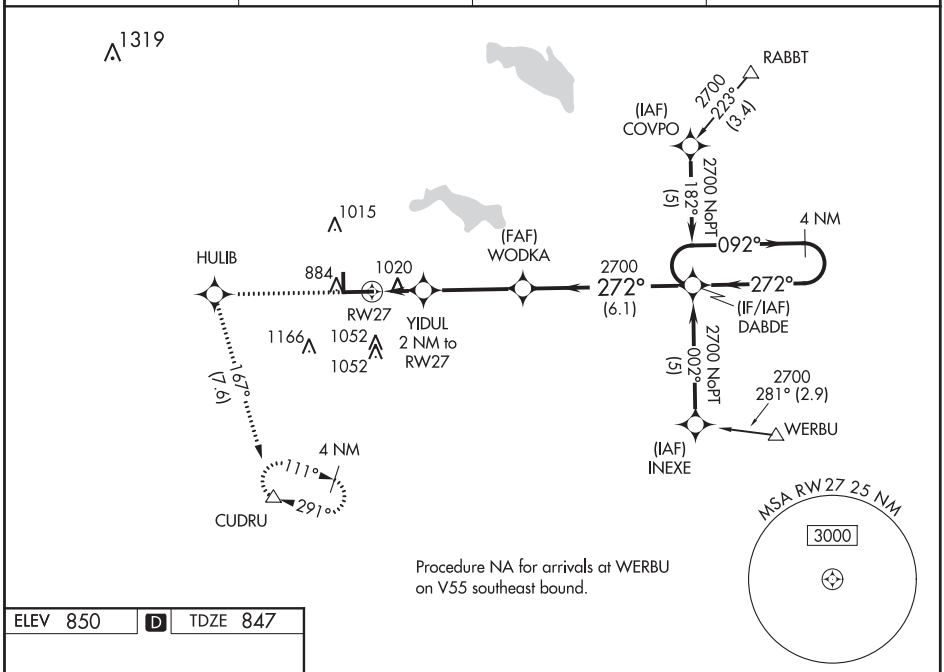
# RNAV (GPS) RWY 27
## WARSAW MUNI (ASW)

| WAAS CH 53519 W27A | APP CRS 272° | Rwy ldg 5100<br>TDZE 847<br>Apt Elev 850 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Goshen altimeter setting and increase all DA/MDA 40 feet. Circling to Rwy 36 NA at night. When VGSI inoperative, Circling Rwy 18 NA at night. Baro-VNAV and VDP NA when using Goshen altimeter setting.

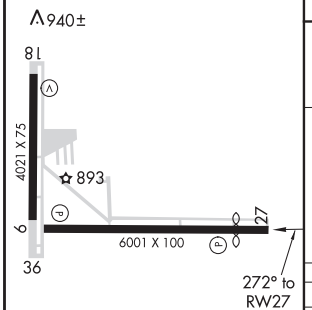
MISSED APPROACH: Climb to 3000 direct HULIB and left turn on track 167° to CUDRU and hold.

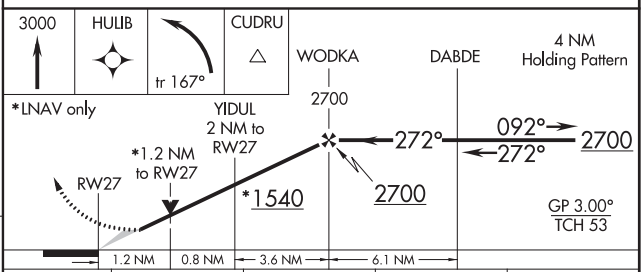
| AWOS-3 | FORT WAYNE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.125 | 127.2 284.6 | 134.05 | 122.7 (CTAF) L |




Procedure NA for arrivals at WERBU on V55 southeast bound.

ELEV 850 D TDZE 847




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1122-1 275 (300-1) | | | |
| LNAV/VNAV DA | 1334-1¾ 487 (500-1¾) | | | |
| LNAV MDA | 1280-1 433 (500-1) | | 1280-1¼ 433 (500-1¼) | 1280-1½ 433 (500-1½) |
| CIRCLING | 1320-1 470 (500-1) | | 1320-1½ 470 (500-1½) | 1400-2 550 (600-2) |

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

WARSAW, INDIANA

AL-5282 (FAA)

20086

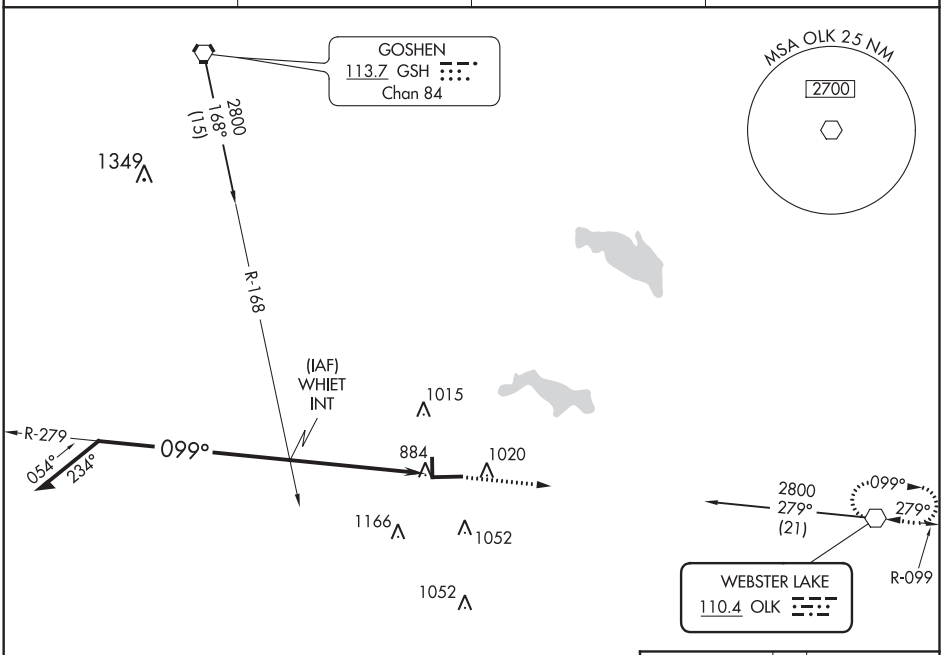
# VOR RWY 9
## WARSAW MUNI (ASW)

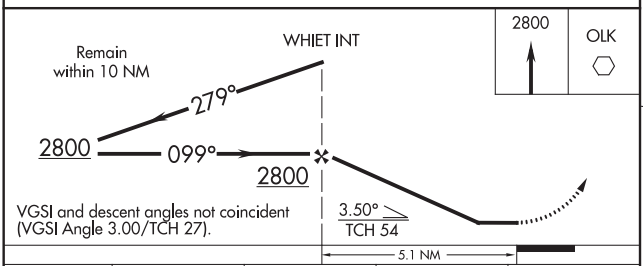
| VOR OLK | APP CRS | Rwy ldg | 5100 |
|---|---|---|---|
| 110.4 | 099° | TDZE | 845 |
| | | Apt Elev | 850 |

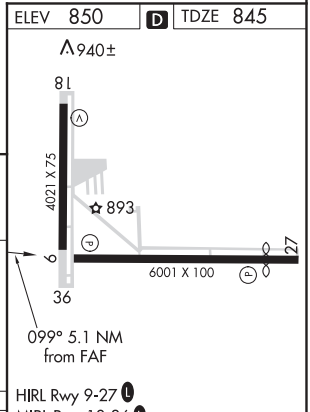
Visibility reduction by helicopters NA. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 40 feet. Circling to Rwy 36 NA at night. When VGSI inoperative, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 2800 direct OLK VOR and hold.

| AWOS-3 | FORT WAYNE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.125 | 127.2 284.6 | 134.05 | 122.7 (CTAF) L |




HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 1380-1 535 (600-1) | | 1380-1½ 535 (600-1½) | 1380-1¾ 535 (600-1¾) |
| CIRCLING | 1380-1 530 (600-1) | | 1380-1½ 530 (600-1½) | 1400-2 550 (600-2) |

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

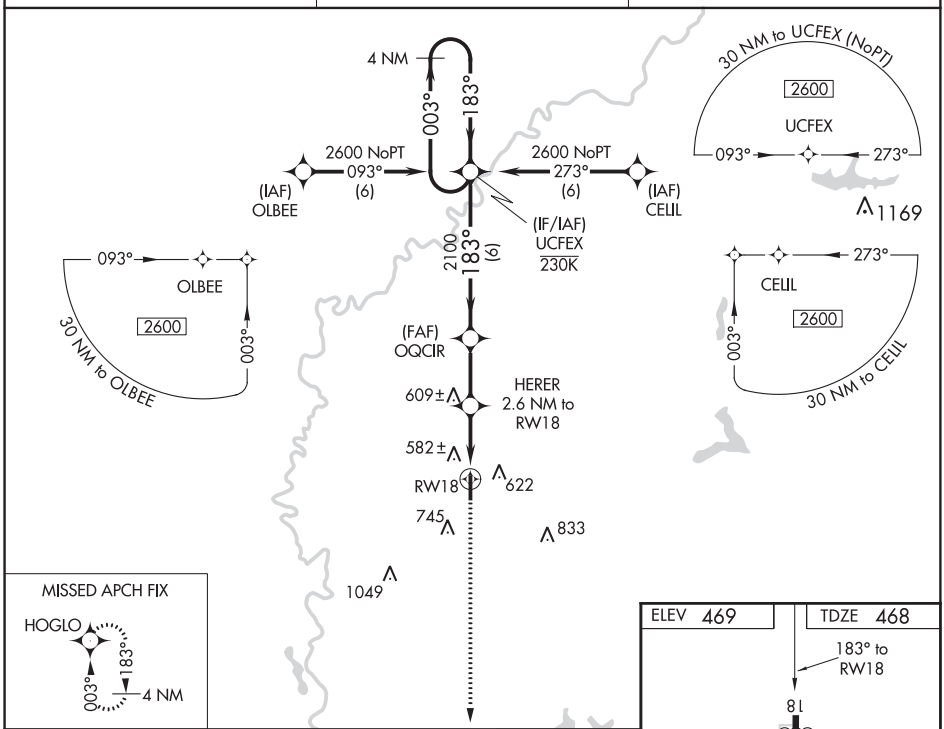
| WAAS CH 86436 W18A | APP CRS 183° | Rwy ldg 4309 TDZE 468 Apt Elev 469 |
|---|---|---|

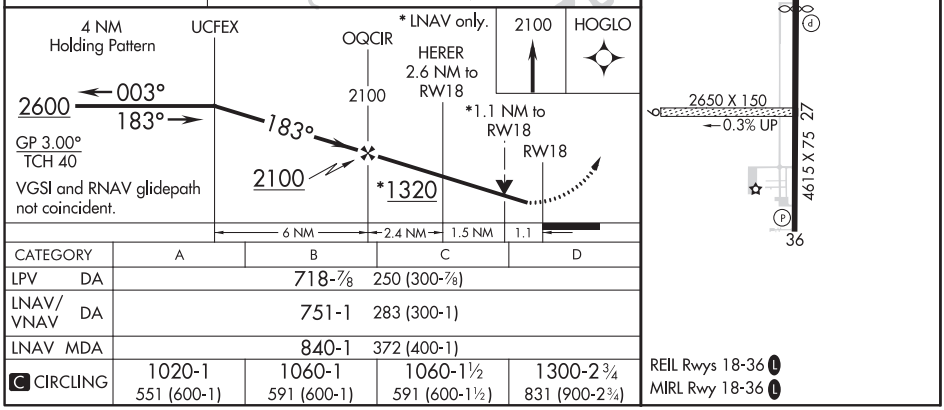
# RNAV (GPS) RWY 18
## DAVIESS COUNTY (DCY)

Night landing: Rwy 36 NA. Baro-VNAV NA when using Lawrenceville-Vincennes Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Lawrenceville-Vincennes Intl altimeter setting and increase all DA 58 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile and LNAV and Circling Cats C, D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA with Lawrenceville-Vincennes Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2100 direct HOGLO and hold.

| AWOS-3PT | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 124.1 | 125.6 343.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 718-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 751-1 283 (300-1) | | | |
| LNAV MDA | 840-1 372 (400-1) | | | |
| C CIRCLING | 1020-1 551 (600-1) | 1060-1 591 (600-1) | 1060-1½ 591 (600-1½) | 1300-2¾ 831 (900-2¾) |

REIL Rwys 18-36 L
MIRL Rwy 18-36 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

WASHINGTON COURT HOUSE, OHIO AL-6046 (FAA) 20310

# RNAV (GPS) RWY 23

FAYETTE COUNTY (I23)

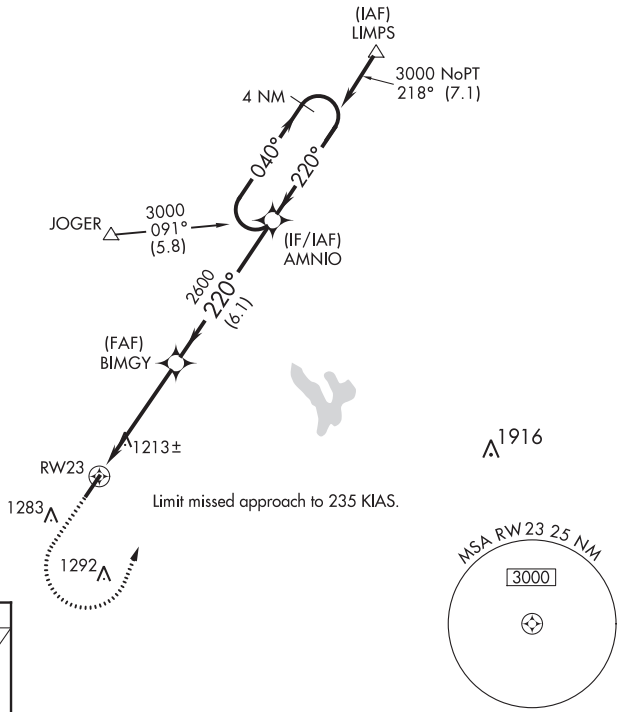
| APP CRS | Rwy ldg | 5097 |
|---|---|---|
| 220° | TDZE | 979 |
| | Apt Elev | 980 |

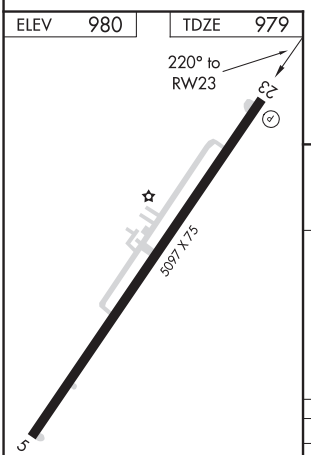
T A NA

DME/DME RNP-0.3 NA. Rwy 2 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDA 60 feet. Increase LNAV Cat C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. Procedure NA at night.

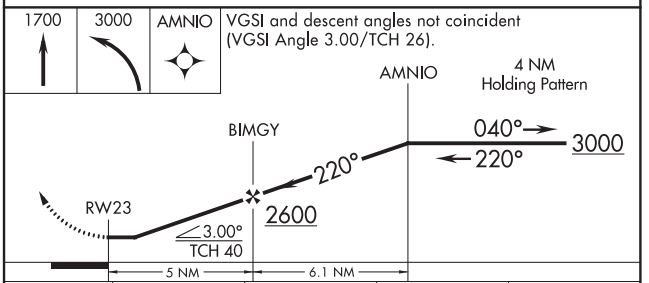
MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct AMNIO and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 118.775 | 134.0 279.6 | 122.8 (CTAF) L |




REIL Rwy 23 L
MIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1540-1 561 (600-1) | | 1540-1⅝ 561 (600-1⅝) | |
| C CIRCLING | 1580-1 600 (600-1) | 1640-1 660 (700-1) | 1640-1¾ 660 (700-1¾) | 1660-2¼ 680 (700-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

# NDB RWY 23

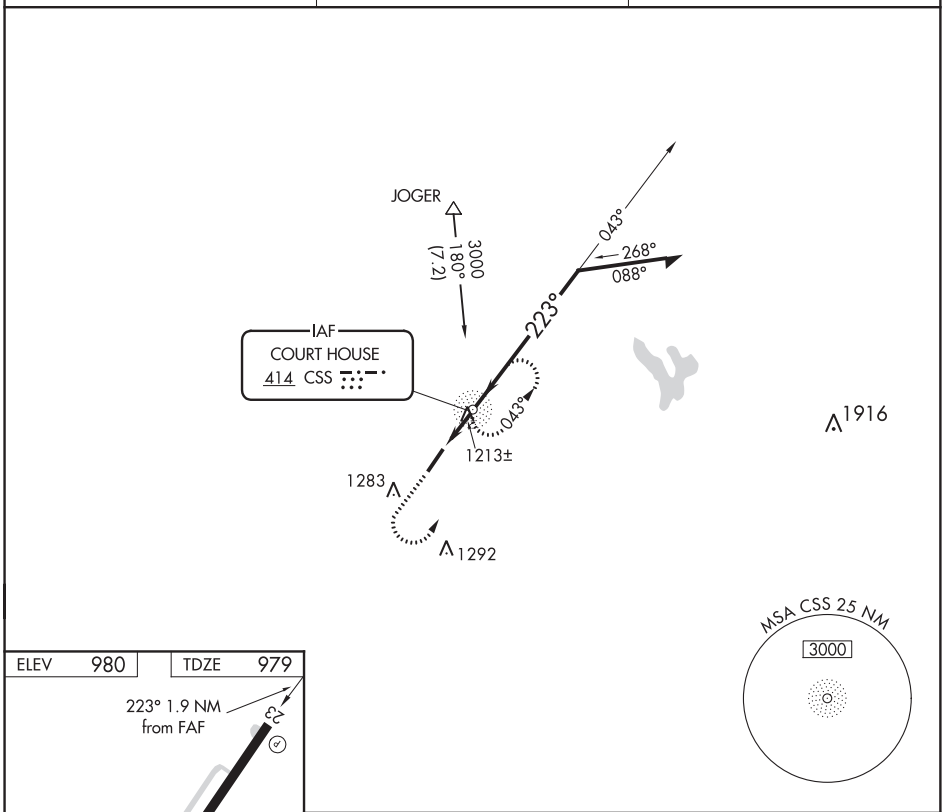
FAYETTE COUNTY (I23)

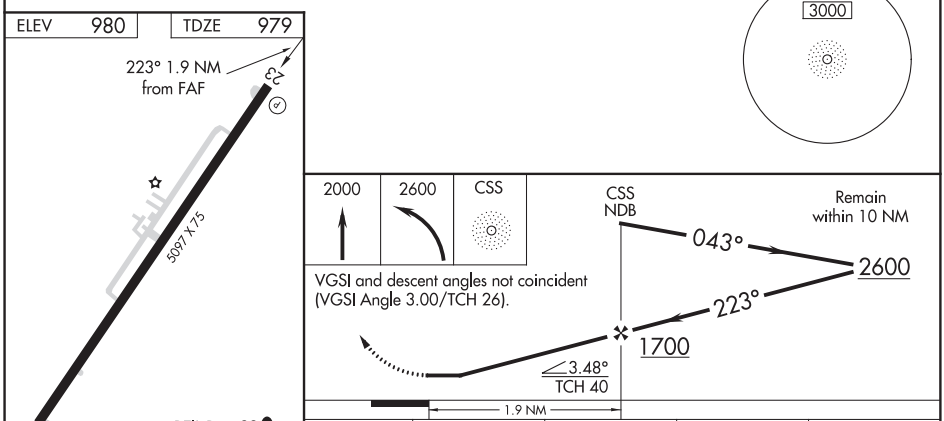
| NDB CSS | APP CRS | Rwy ldg | 5097 |
|---|---|---|---|
| 414 | 223° | TDZE | 979 |
| | | Apt Elev | 980 |

T A NA When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDAs 60 feet, and Circling visibility Cat C ¼ SM. Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 2600 direct CSS NDB and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 118.775 | 134.0 279.6 | 122.8 (CTAF) L |




| FAF to MAP 1.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:54 | 1:16 | 0:57 | 0:46 | 0:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1580-1 601 (600-1) | | 1580-1¾ 601 (600-1¾) | 1580-2 601 (600-2) |
| C CIRCLING | 1580-1 600 (600-1) | 1640-1 660 (700-1) | 1640-1¾ 660 (700-1¾) | 1660-2¼ 680 (700-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WAUSEON, OHIO AL-5768 (FAA) 19171

| WAAS CH 93828 W09A | APP CRS 094° | Rwy ldg 3882<br>TDZE 779<br>Apt Elev 781 |
|---|---|---|

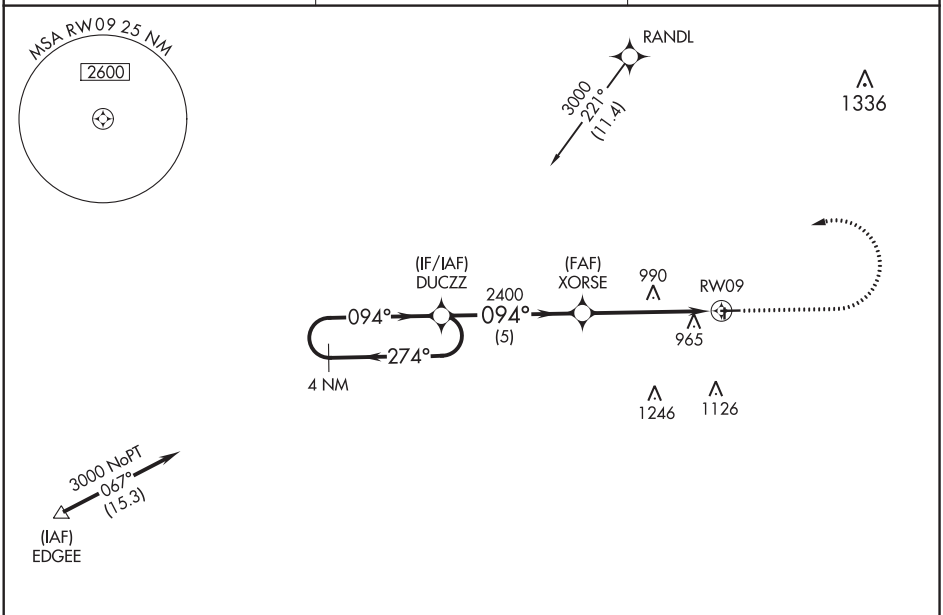
# RNAV (GPS) RWY 9
FULTON COUNTY (USE)

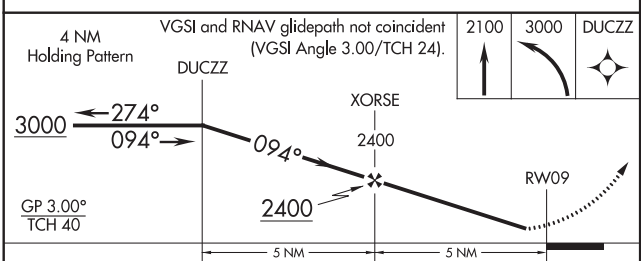
RNP APCH.

For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. Circling Rwy 18, 36 NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 9 and Circling Rwy 9, 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3000 direct DUCZZ and hold.

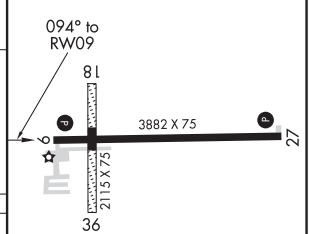
| AWOS-3P | TOLEDO APP CON | UNICOM |
|---|---|---|
| 127.375 | 134.35 317.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1108-1⅛ 329 (400-1⅛) | | | |
| LNAV/VNAV DA | 1198-1⅜ 419 (500-1⅜) | | | |
| LNAV MDA | 1300-1 521 (600-1) | | 1300-1½ 521 (600-1½) | |
| CIRCLING | 1320-1 539 (600-1) | | 1320-1½ 539 (600-1½) | 1340-2 559 (600-2) |

ELEV 781 TDZE 779




REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 27
## FULTON COUNTY (USE)

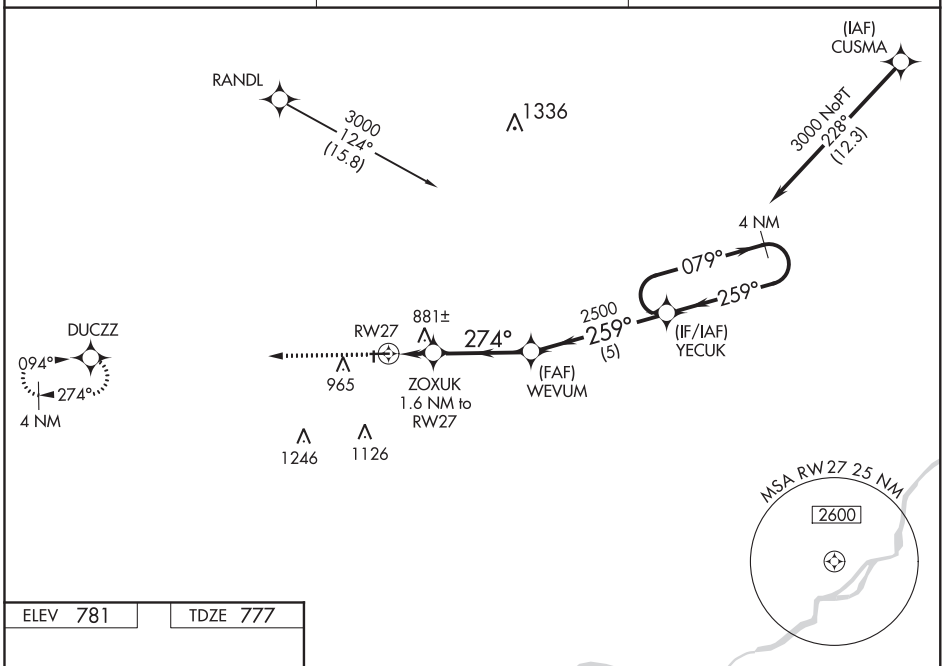
| WAAS CH 66028 W27A | APP CRS 274° | Rwy ldg 3882<br>TDZE 777<br>Apt Elev 781 |
|---|---|---|

RNP APCH.

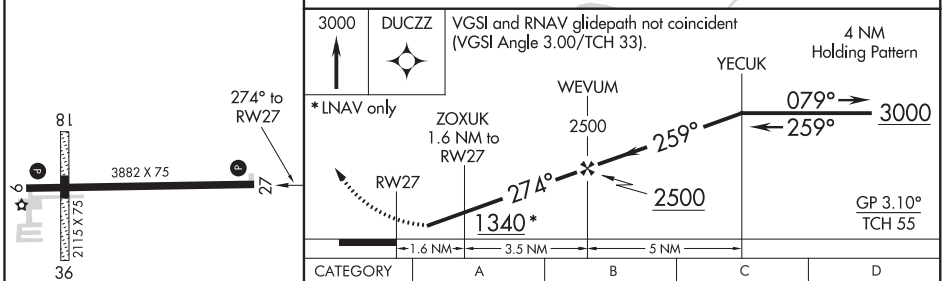
For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. Circling Rwy 18, 36 NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 27 and Circling Rwy 9, 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 3000 direct DUCZZ and hold.

| AWOS-3P | TOLEDO APP CON | UNICOM |
|---|---|---|
| 127.375 | 134.35 317.55 | 123.0 (CTAF) L |




| ELEV 781 | TDZE 777 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1092-1 315 (400-1) | | | |
| LNAV/VNAV DA | 1095-1 318 (400-1) | | | |
| LNAV MDA | 1180-1 403 (400-1) | | 1180-1⅛ 403 (400-1⅛) | |
| CIRCLING | 1320-1 539 (600-1) | | 1320-1½ 539 (600-1½) | 1340-2 559 (600-2) |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WAVERLY, OHIO | AL-9431 (FAA) | 20198

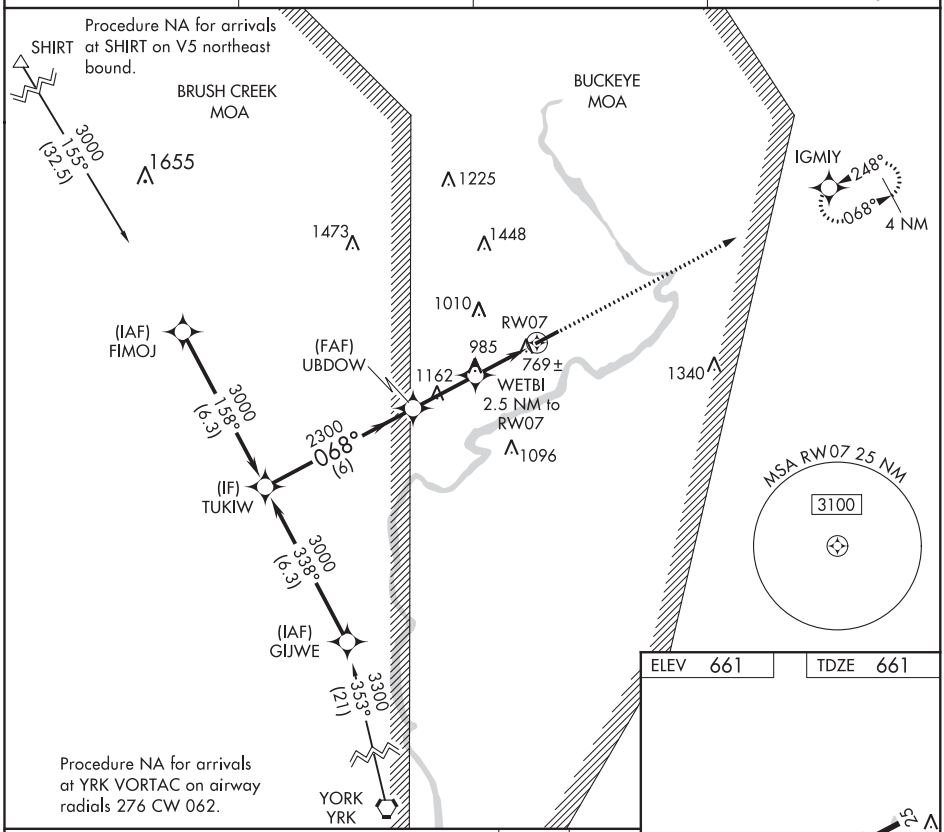
| WAAS CH 56437 W07A | APP CRS 068° | Rwy ldg 4899<br>TDZE 661<br>Apt Elev 661 |
|---|---|---|

# RNAV (GPS) RWY 7
## PIKE COUNTY (EOP)

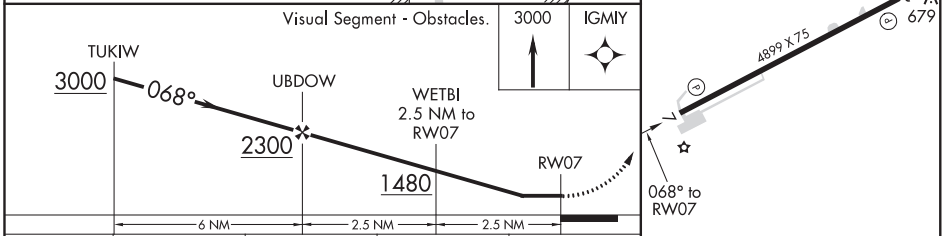
DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Chillicothe altimeter setting and increase all MDA 60 feet, increase LP and LNAV visibility Cat C/D and Circling Cat A/B/C ¼ mile.

MISSED APPROACH: Climb to 3000 direct IGMIY and hold.

| AWOS-A | PMH AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|---|
| 118.4 | 125.175 | 135.575 290.5 | 123.0 (CTAF) L |




| ELEV 661 | TDZE 661 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1020-1 359 (400-1) | | | |
| LNAV MDA | 1300-1 639 (700-1) | | 1300-1¾ 639 (700-1¾) | |
| C CIRCLING | 1440-1 779 (800-1) | 1460-1 799 (800-1) | 1520-2½ 859 (900-2½) | 1640-3 979 (1000-3) |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 25
PIKE COUNTY (EOP)

| WAAS CH 97537 W25A | APP CRS 248° | Rwy ldg 4899<br>TDZE 661<br>Apt Elev 661 |
|---|---|---|

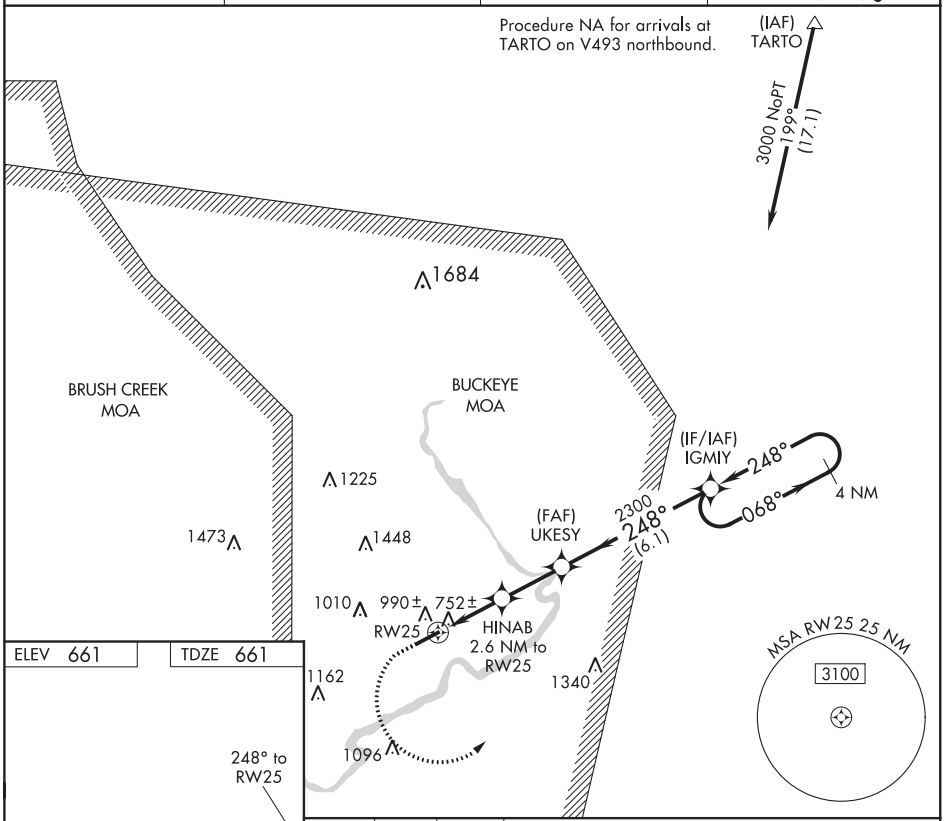
RNP APCH.

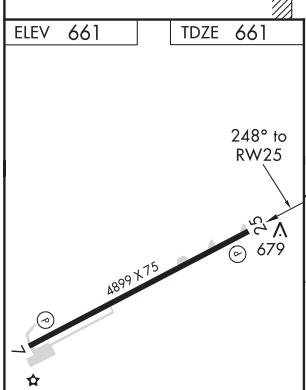
NA

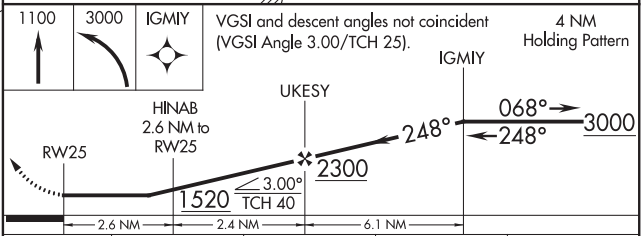
When local altimeter setting not received, use Chillicothe altimeter setting and increase all MDA 60 feet, increase LP Cat C/D visibility and LNAV Cat C/D visibility ⅛ mile, and Circling Cat A/B/C visibility ¼ mile. Circling Rwy 7 NA at night. Rwy 25 helicopter visibility reduction below ¾ NA.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct IGMIY and hold.

| AWOS-A | PMH AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|---|
| 118.4 | 125.175 | 135.575 290.5 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1020-1 359 (400-1) | | | |
| LNAV MDA | 1240-1 579 (600-1) | | 1240-1⅝ 579 (600-1⅝) | |
| C CIRCLING | 1440-1 779 (800-1) | 1460-1 799 (800-1) | 1520-2½ 859 (900-2½) | 1640-3 979 (1000-3) |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WAVERLY, OHIO AL-9431 (FAA) 20310

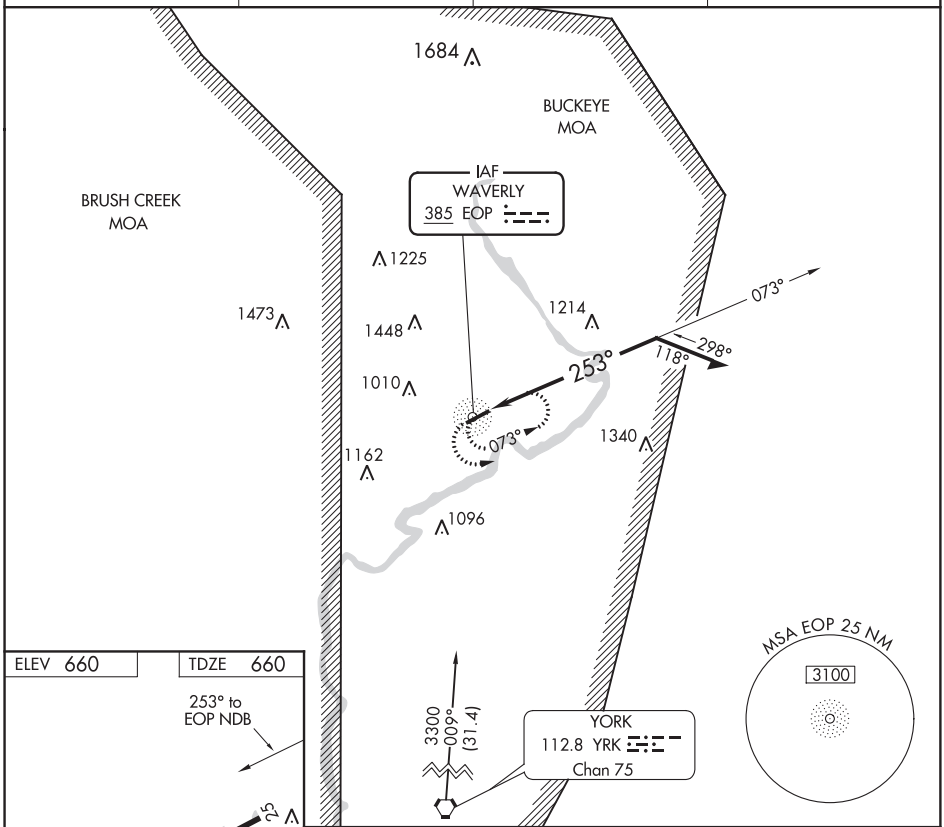
# NDB RWY 25
## PIKE COUNTY (EOP)

| NDB EOP | APP CRS | Rwy ldg | 4899 |
|---|---|---|---|
| 385 | 253° | TDZE | 660 |
| | | Apt Elev | 660 |

Use Greater Portsmouth Rgnl altimeter setting; if not received, use Ross County altimeter setting. Night landing: Rwy 7 NA.

MISSED APPROACH: Climbing left turn to 2700 in EOP NDB holding pattern.

| AWOS-A | PMH AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|---|
| 118.4 | 125.175 | 135.575 290.5 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 1620-1¼ 960 (1000-1¼) | 1620-1½ 960 (1000-1½) | 1620-3 | 960 (1000-3) |
| CIRCLING | 1620-1¼ 960 (1000-1¼) | 1620-1½ 960 (1000-1½) | 1620-3 | 960 (1000-3) |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 3558 |
|---|---|---|
| 049° | TDZE | 890 |
| | Apt Elev | 896 |

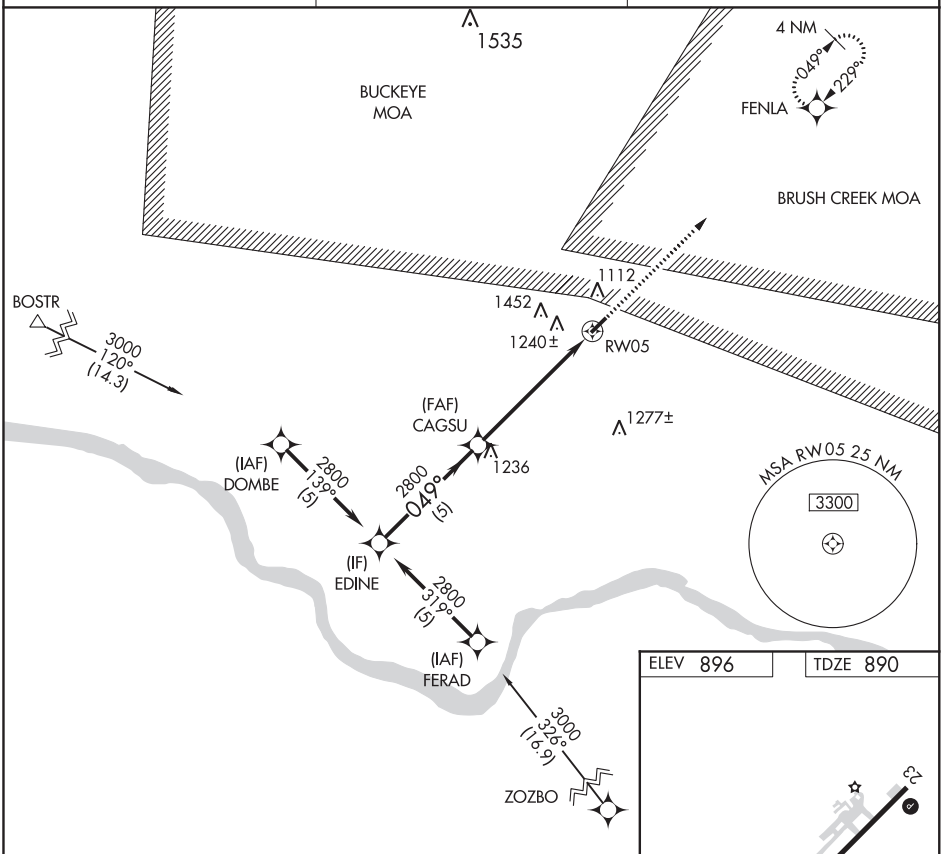
# RNAV (GPS) RWY 5
## ALEXANDER SALAMON (AMT)

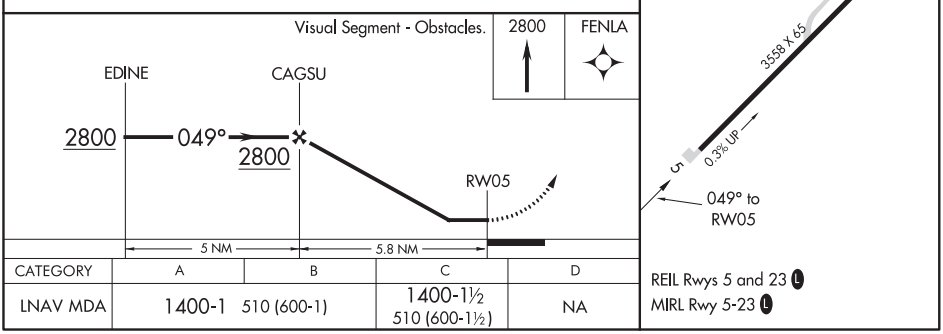
RNP APCH.

T A NA Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. Use Flemingsburg, Kentucky altimeter setting.

MISSED APPROACH: Climb to 2800 direct FENLA and hold.

| FGX AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.125 | 135.575 290.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 510 (600-1) | | 1400-1½ 510 (600-1½) | NA |

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

WEST UNION, OHIO

AL-6236 (FAA)

20142

# RNAV (GPS) RWY 23
## ALEXANDER SALAMON (AMT)

| APP CRS | | |
|---|---|---|
| 229° | Rwy ldg | 3558 |
| | TDZE | 896 |
| | Apt Elev | 896 |

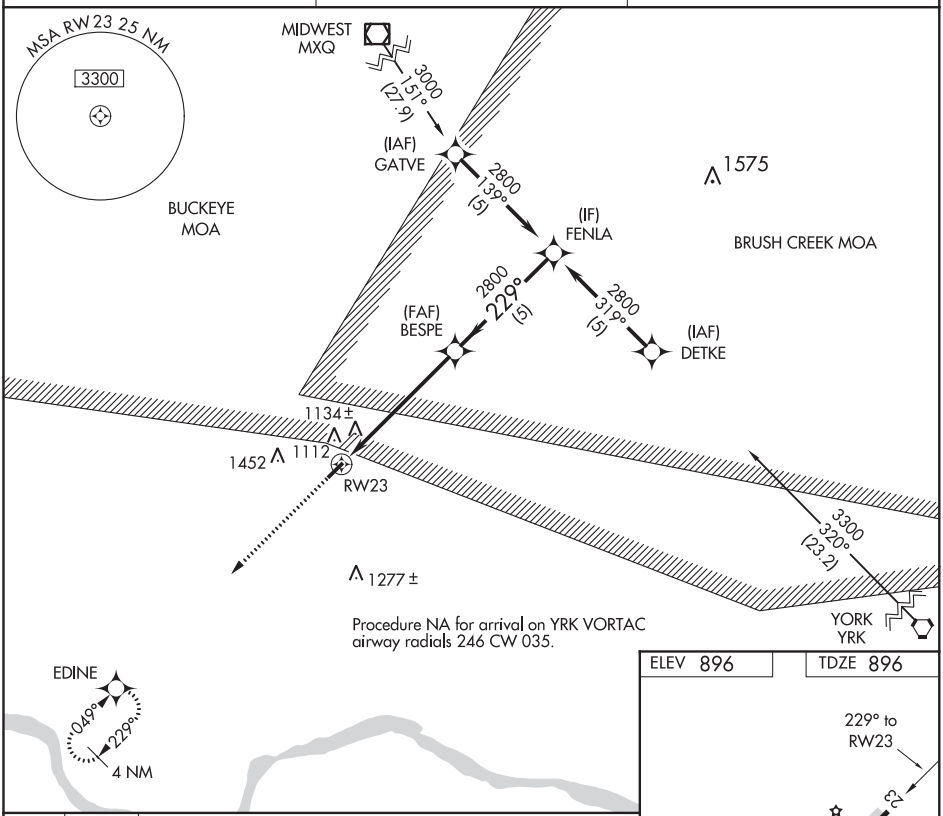
RNP APCH.

T NA

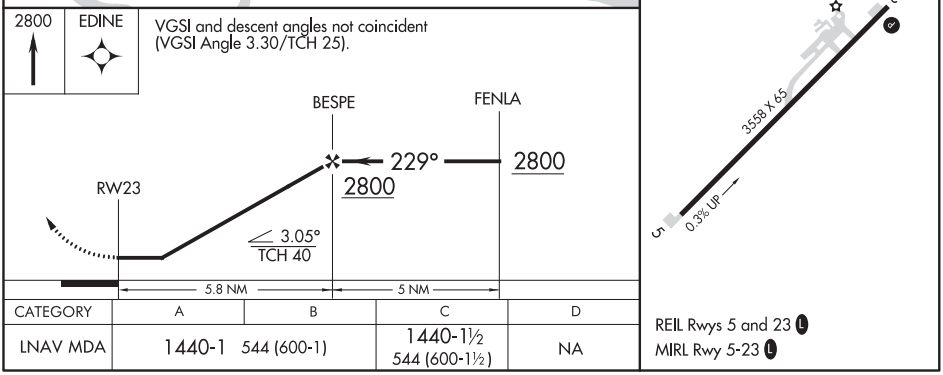
Procedure NA at night. Rwy 23 helicopter visibilty reduction below 1 SM NA. Use Flemingsburg, Kentucky altimeter setting.

MISSED APPROACH: Climb to 2800 direct EDINE and hold.

| FGX AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.125 | 135.575 290.5 | 122.8 (CTAF) L |




| ELEV 896 | TDZE 896 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1440-1 544 (600-1) | | 1440-1½ 544 (600-1½) | NA |

REIL Rwys 5 and 23 L

MIRL Rwy 5-23 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

WEST UNION, OHIO

Orig-C 05DEC19

38°51′N-83°34′W

ALEXANDER SALAMON (AMT)
RNAV (GPS) RWY 23

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 335° | TDZE | N/A |
| | Apt Elev | 967 |

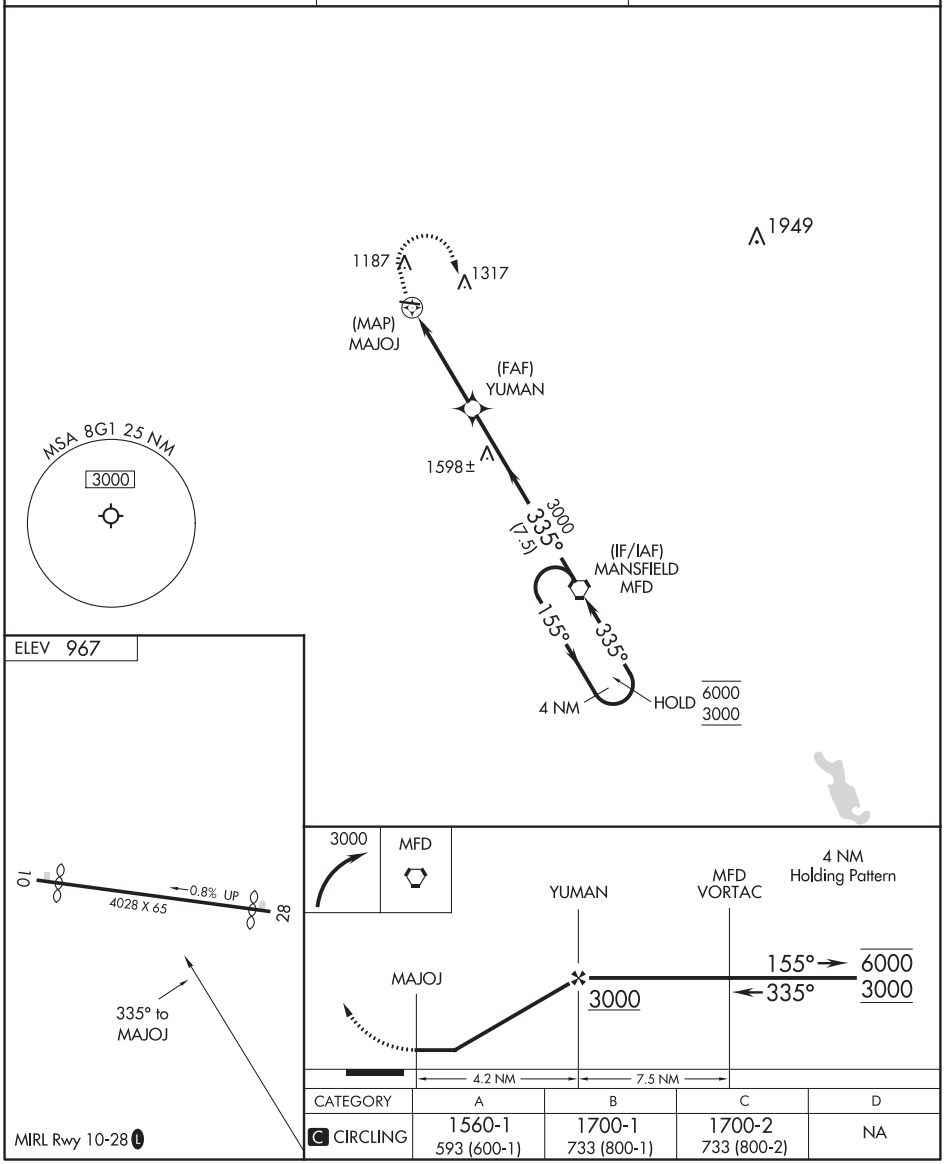
# RNAV (GPS)-A
## WILLARD (8G1)

RNP APCH.

NA Procedure NA at night. Use Marion altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct MFD VORTAC and hold.

| MNN ASOS | CLEVELAND APP CON ★ | CTAF Ⓛ |
|---|---|---|
| 119.975 | 124.2 360.65 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| Ⓒ CIRCLING | 1560-1<br>593 (600-1) | 1700-1<br>733 (800-1) | 1700-2<br>733 (800-2) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WILLOUGHBY, OHIO | AL-753 (FAA) | 20142

| APP CRS | Rwy ldg | 4600 |
|---|---|---|
| 053° | TDZE | 624 |
| | Apt Elev | 626 |

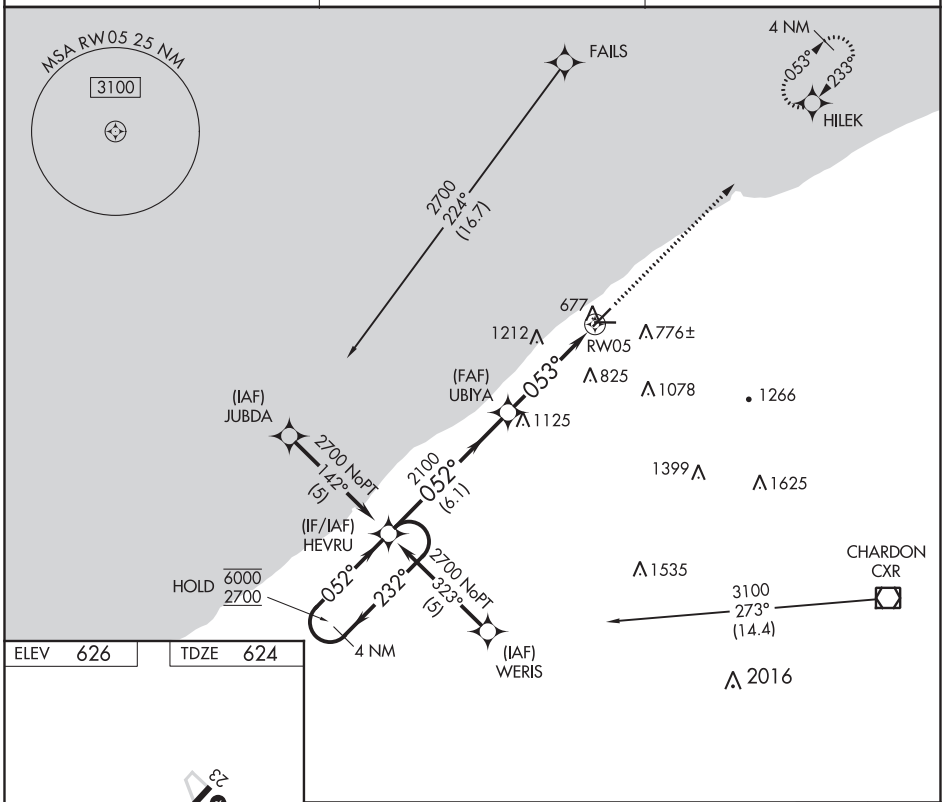
# RNAV (GPS) RWY 5
## LAKE COUNTY EXECUTIVE (LNN)

RNP APCH.

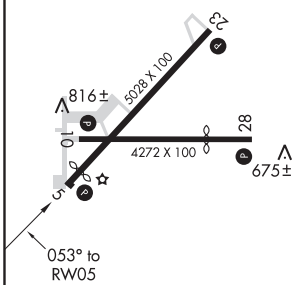
Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct HILEK and hold.

| AWOS-3PT | CLEVELAND APP CON | UNICOM |
|---|---|---|
| 119.225 | 125.35 346.325 | 122.725 (CTAF) L |

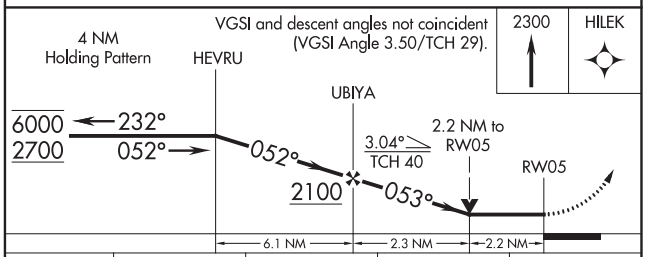



ELEV 626 | TDZE 624




REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 29).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1460-1 836 (900-1) | 1460-1¼ 836 (900-1¼) | 1460-2½ 836 (900-2½) | NA |
| CIRCLING | 1460-1¼ | 834 (900-1¼) | 1460-2½ 834 (900-2½) | NA |




EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 4272 |
|---|---|---|
| 098° | TDZE | 625 |
| | Apt Elev | 626 |

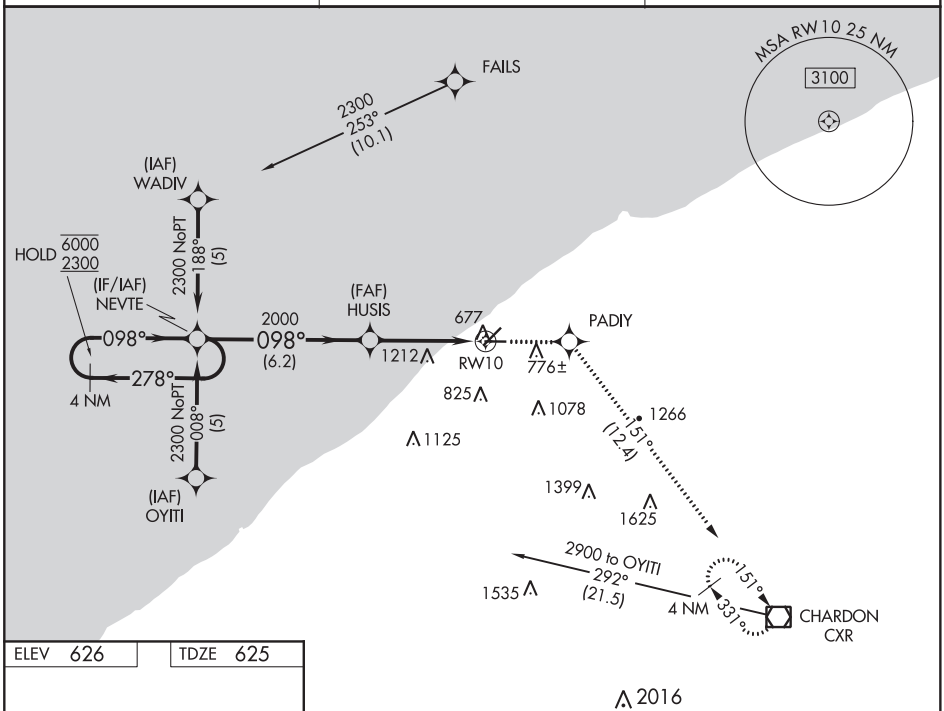
# RNAV (GPS) RWY 10
## LAKE COUNTY EXECUTIVE (LNN)

RNP APCH.

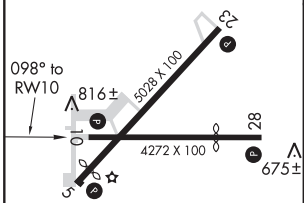
Rwy 10 helicopter visibility reduction below ¾ SM NA.

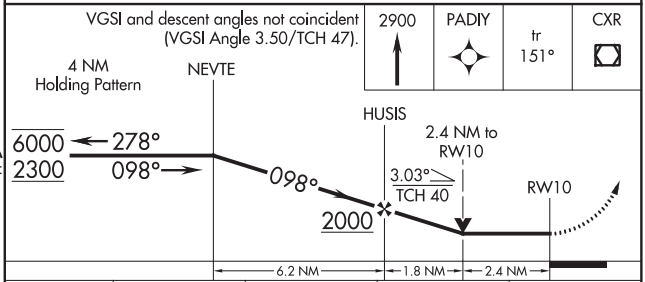
MISSED APPROACH: Climb to 2900 direct PADIY and on track 151° to CXR VOR/DME and hold.

| AWOS-3PT | CLEVELAND APP CON | UNICOM |
|---|---|---|
| 119.225 | 125.35 346.325 | 122.725 (CTAF) L |




ELEV 626 TDZE 625




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1560-1¼ 935 (1000-1¼) | | 1560-2¾ 935 (1000-2¾) | NA |
| CIRCLING | 1560-1¼ 934 (1000-1¼) | | 1560-2¾ 934 (1000-2¾) | NA |

REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WILLOUGHBY, OHIO | AL-753 (FAA) | 20142

| WAAS CH 82410 W23A | APP CRS 233° | Rwy ldg 5028<br>TDZE 623<br>Apt Elev 626 |
|---|---|---|

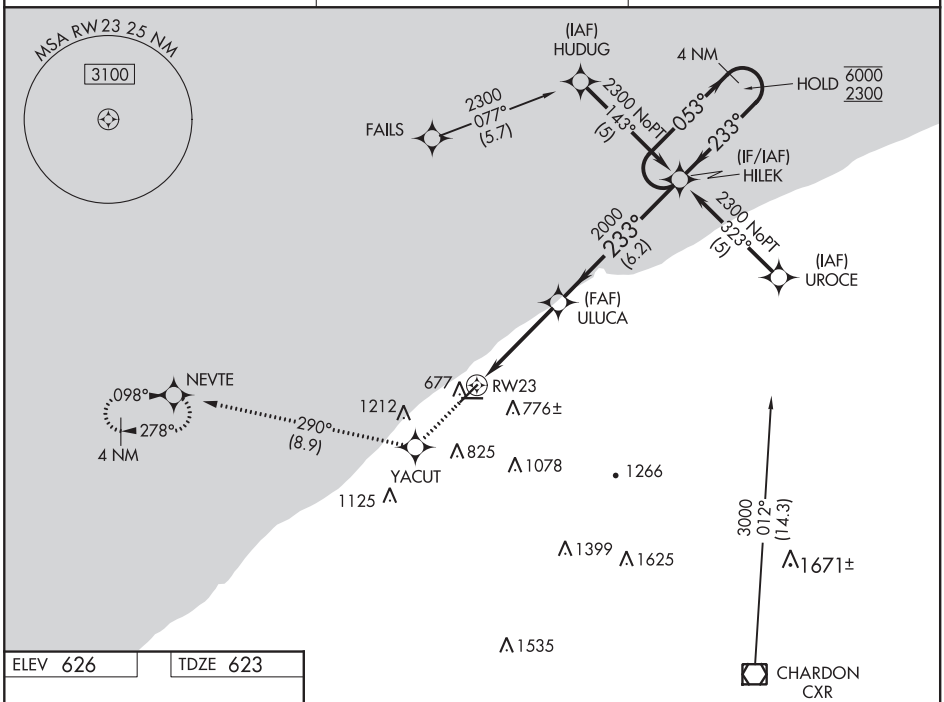
# RNAV (GPS) RWY 23
## LAKE COUNTY EXECUTIVE (LNN)

RNP APCH.

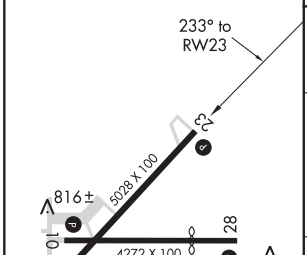
Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2300 direct YACUT and on track 290° to NEVTE and hold.

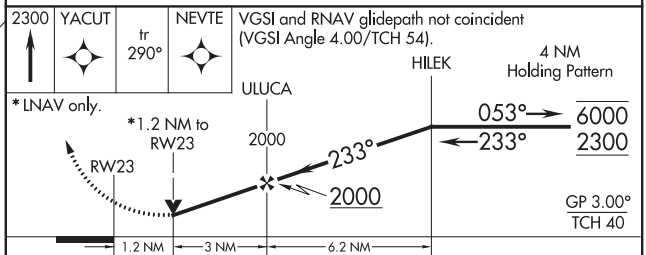
| AWOS-3PT | CLEVELAND APP CON | UNICOM |
|---|---|---|
| 119.225 | 125.35 346.325 | 122.725 (CTAF) L |




ELEV 626 | TDZE 623




REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1031-1½ 408 (500-1½) | | | NA |
| LNAV/VNAV DA | 1142-1¾ 519 (600-1¾) | | | NA |
| LNAV MDA | 1200-1 577 (600-1) | | 1200-1⅝ 577 (600-1⅝) | NA |
| CIRCLING | 1200-1 574 (600-1) | | 1200-1⅝ 574 (600-1⅝) | NA |

WILLOUGHBY, OHIO
Orig-C 26MAR20

41°41′N-81°23′W

LAKE COUNTY EXECUTIVE (LNN)
RNAV (GPS) RWY 23

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| APP CRS | Rwy ldg | 3148 |
|---|---|---|
| 279° | TDZE | 626 |
| | Apt Elev | 626 |

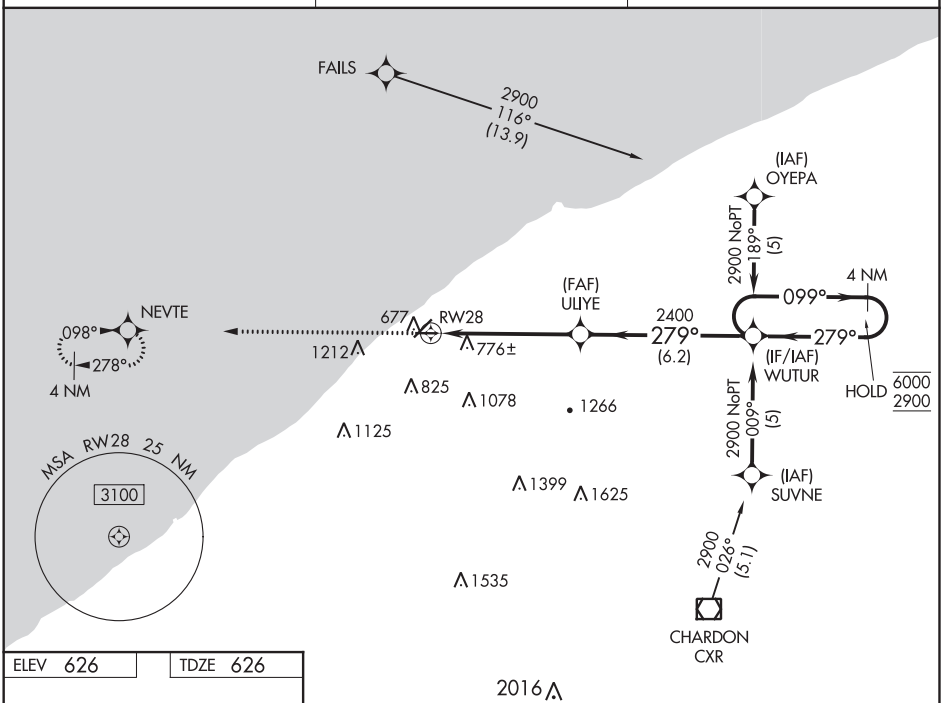
# RNAV (GPS) RWY 28
## LAKE COUNTY EXECUTIVE (LNN)

RNP APCH.

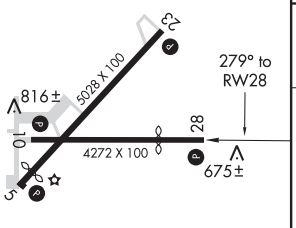
Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct NEVTE and hold.

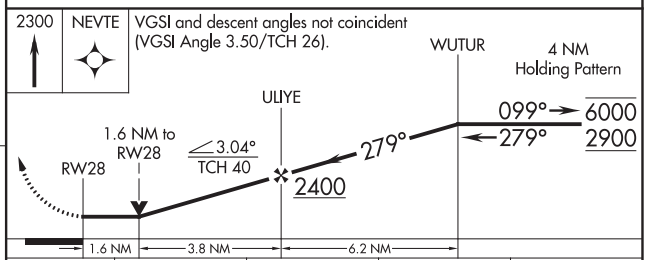
| AWOS-3PT | CLEVELAND APP CON | UNICOM |
|---|---|---|
| 119.225 | 125.35 346.325 | 122.725 (CTAF) L |




| ELEV 626 | TDZE 626 |
|---|---|




MIRL Rwys 5-23 and 10-28 L
REIL Rwys 5, 10, 23, and 28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 634 (700-1) | | 1260-1¾ 634 (700-1¾) | NA |
| CIRCLING | 1260-1 634 (700-1) | | 1260-1¾ 634 (700-1¾) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WILLOUGHBY, OHIO AL-753 (FAA) 20254

# NDB RWY 10
## LAKE COUNTY EXECUTIVE (LNN)

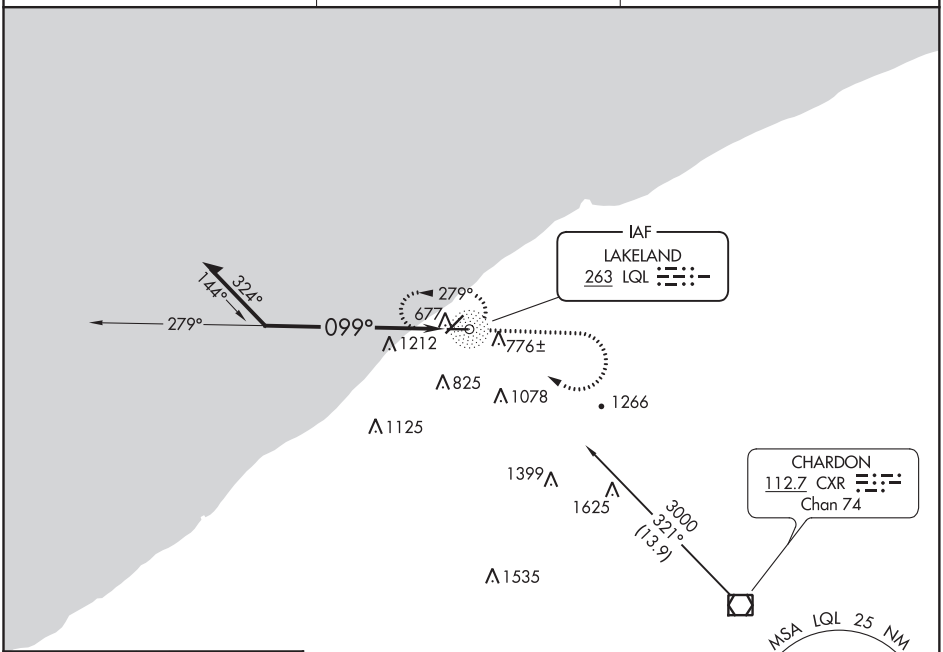
| NDB LQL | APP CRS | Rwy ldg | 4272 |
|---|---|---|---|
| 263 | 099° | TDZE | 625 |
| | | Apt Elev | 626 |

RADAR required for procedure entry.

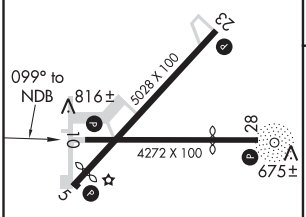
T A NA Rwy 10 helicopter visibility reduction below ¾ SM NA.

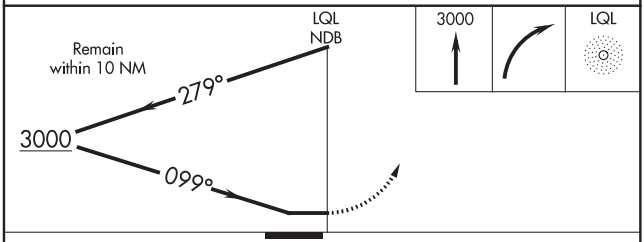
MISSED APPROACH: Climb to 3000 then right turn direct LQL NDB and hold.

| AWOS-3PT | CLEVELAND APP CON | UNICOM |
|---|---|---|
| 119.225 | 125.35 346.325 | 122.725 (CTAF) L |




ELEV 626 TDZE 625




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1700-1¼<br>1075 (1100-1¼) | 1700-1½<br>1075 (1100-1½) | 1700-3<br>1075 (1100-3) | NA |
| CIRCLING | 1700-1¼<br>1074 (1100-1¼) | 1700-1½<br>1074 (1100-1½) | 1700-3<br>1074 (1100-3) | NA |

REIL Rwys 5, 10, 23 and 28 L
MIRL Rwys 5-23 and 10-28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

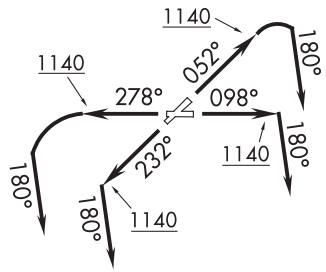
EC-2, 05 NOV 2020 to 31 DEC 2020

# AHMET FOUR DEPARTURE (RNAV)

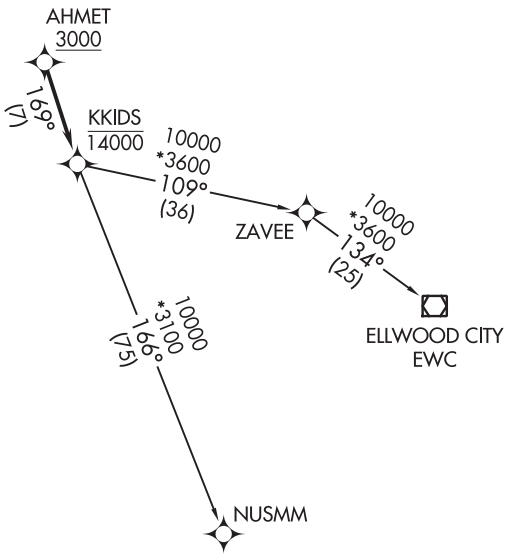


AWOS-3PT 119.225
CTAF 122.725
CLEVELAND DEP CON
125.35 346.325

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS:
Rwys 5, 10, 23, 28: Standard with minimum climb of 500′ per NM to 1140.




NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 052° to 1140, then right turn on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....
TAKEOFF RUNWAY 10: Climb on heading 098° to 1140, then on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....
TAKEOFF RUNWAY 23: Climb on heading 232° to 1140, then on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....
TAKEOFF RUNWAY 28: Climb on heading 278° to 1140, then left turn on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....

....on track 169° to cross KKIDS at or below 14000, then on (transition).
Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

ELLWOOD CITY TRANSITION (AHMET4.EWC)
NUSMM TRANSITION (AHMET4.NUSMM)




EC-2, 05 NOV 2020 to 31 DEC 2020

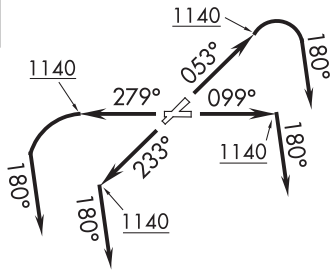
(CAVVS4.CAVVS) 20086 AL-753 (FAA)

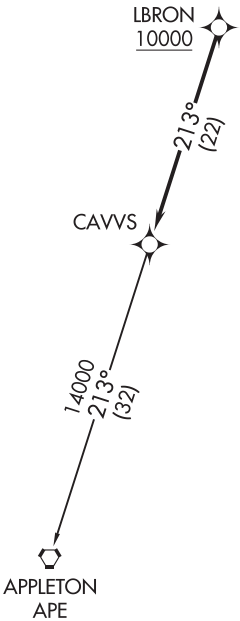
# CAVVS FOUR DEPARTURE (RNAV)

LAKE COUNTY EXECUTIVE (LNN)
WILLOUGHBY, OHIO

AWOS-3PT 119.225
CTAF 122.725
CLEVELAND DEP CON
125.35 346.325

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

TAKEOFF MINIMUMS:
Rwys 5, 10, 23, 28: Standard with a minimum climb of 500′ per NM to 1140.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1140, then right turn heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....
TAKEOFF RUNWAY 10: Climb on heading 099° to 1140, then on heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....
TAKEOFF RUNWAY 23: Climb on heading 233° to 1140, then on heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....
TAKEOFF RUNWAY 28: Climb on heading 279° to 1140, then left turn heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....

....on track 213° to CAVVS, then on (transition).
Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

APPLETON TRANSITION (CAVVS4.APE)

NOTE: Chart not to scale.

EC-2, 05 NOV 2020 to 31 DEC 2020

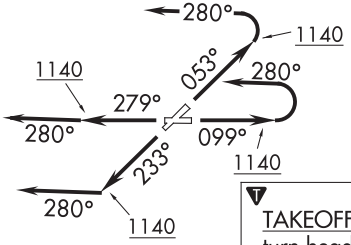
EC-2, 05 NOV 2020 to 31 DEC 2020

# GTLKE FOUR DEPARTURE (RNAV)

LAKE COUNTY EXECUTIVE (LNN)
WILLOUGHBY, OHIO

**TOP ALTITUDE: ASSIGNED BY ATC**

AWOS-3PT
119.225
CTAF
122.725
CLEVELAND DEP CON
125.35 346.325




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1140, then left turn heading 280° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 10: Climb on heading 099° to 1140, then left turn heading 280° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

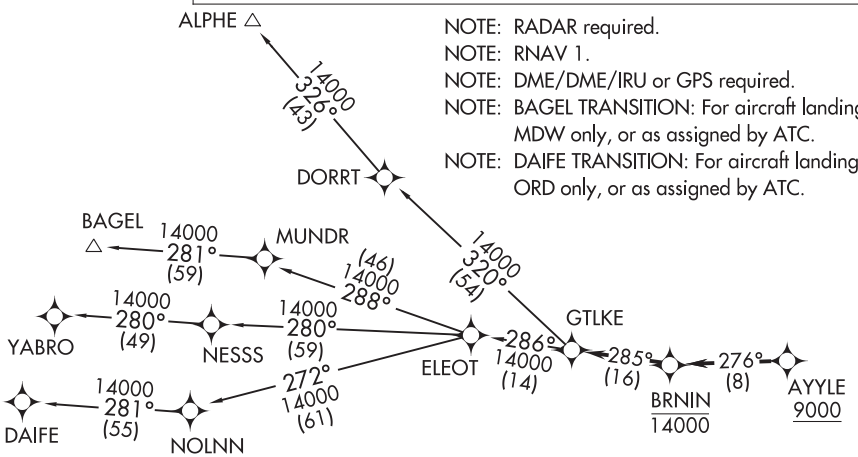
TAKEOFF RUNWAY 23: Climb on heading 233° to 1140, then on heading 280° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 28: Climb on heading 279° to 1140, then on heading 280° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

....on track 276° to cross BRNIN at or below 14000, then on track 285° to GTLKE then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

ALPHE TRANSITION (GTLKE4.ALPHE)
BAGEL TRANSITION (GTLKE4.BAGEL)
DAIFE TRANSITION (GTLKE4.DAIFE)
YABRO TRANSITION (GTLKE4.YABRO)

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BAGEL TRANSITION: For aircraft landing MDW only, or as assigned by ATC.
NOTE: DAIFE TRANSITION: For aircraft landing ORD only, or as assigned by ATC.




TAKEOFF MINIMUMS:
Rwys 5, 10, 23, 28: Standard with a minimum climb of 500' per NM to 1140.

NOTE: Chart not to scale.


EC-2, 05 NOV 2020 to 31 DEC 2020

(MYCAR4.MYCAR) 20086 AL-753 (FAA)

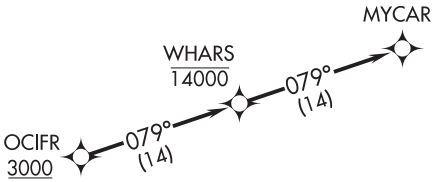
# MYCAR FOUR DEPARTURE (RNAV)

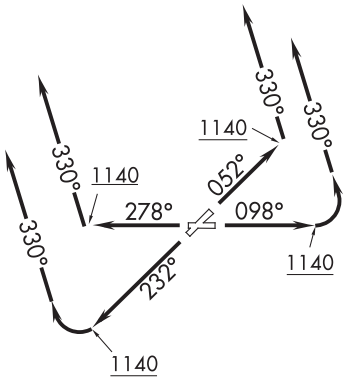
LAKE COUNTY EXECUTIVE (LNN)
WILLOUGHBY, OHIO

AWOS-3PT
119.225
CTAF 122.725
CLEVELAND DEP CON
125.35 346.325

**TOP ALTITUDE: ASSIGNED BY ATC**

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.




TAKEOFF MINIMUMS:
Rwys 5, 10, 23, 28: Standard with minimum climb of 500′ per NM to 1140.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 052° to 1140, then on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....
TAKEOFF RUNWAY 10: Climb on heading 098° to 1140, then left turn on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....
TAKEOFF RUNWAY 23: Climb on heading 232° to 1140, then right turn on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....
TAKEOFF RUNWAY 28: Climb on heading 278° to 1140, then on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....

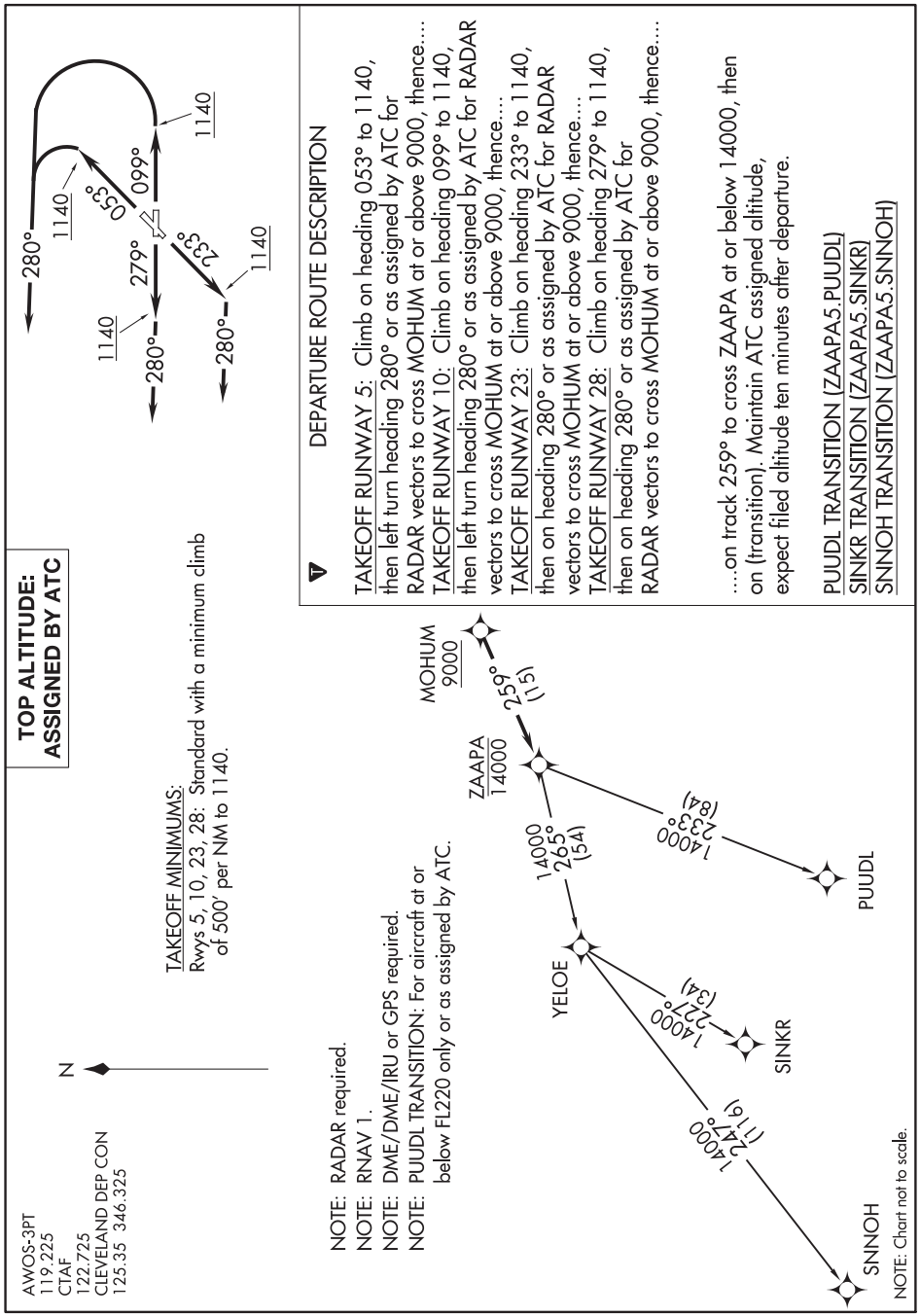
....on track 079° to cross WHARS at or below 14000, then on track 079° to MYCAR. Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.




EC-2, 05 NOV 2020 to 31 DEC 2020

# ZAAPA FIVE DEPARTURE (RNAV)








EC-2, 05 NOV 2020 to 31 DEC 2020

ZAAPA FIVE DEPARTURE (RNAV)



WILLOUGHBY, OHIO
LAKE COUNTY EXECUTIVE (LNN)

WILMINGTON, OHIO | AL-9153 (FAA) | 19227

| APP CRS | Rwy ldg | 3579 |
|---|---|---|
| 033° | TDZE | 1033 |
| | Apt Elev | 1033 |

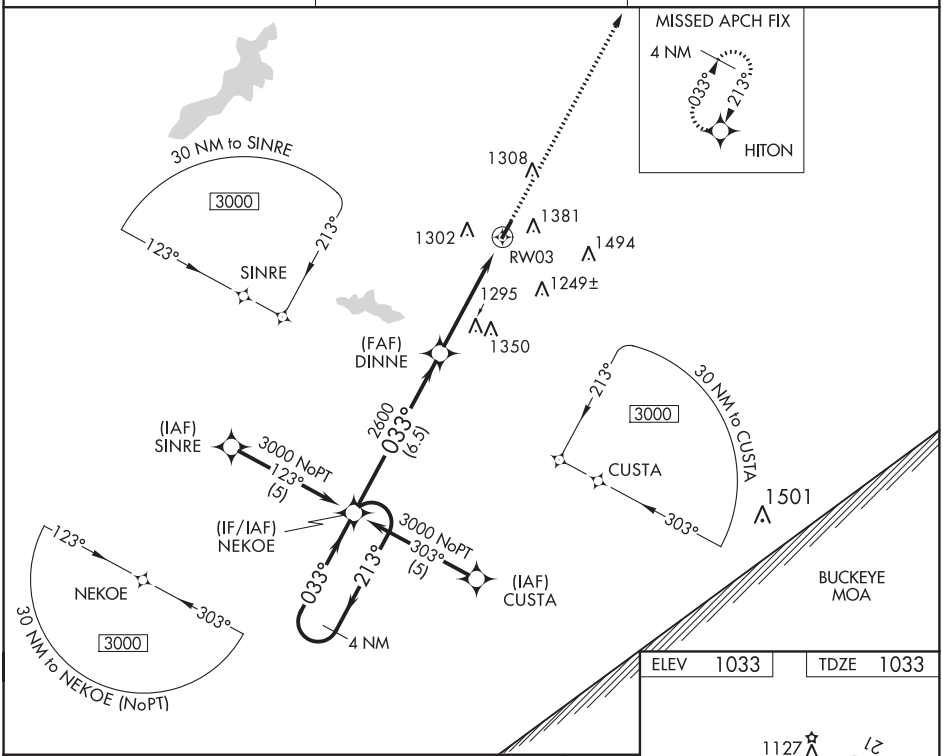
# RNAV (GPS) RWY 3
## CLINTON FIELD (I66)

RNP APCH.

If local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDAs 20 feet. Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HITON and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 124.175 | 118.85 269.275 | 123.0 (CTAF) L |

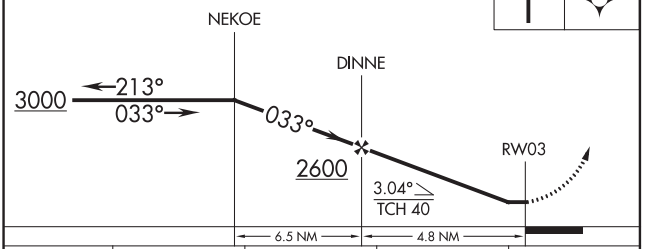


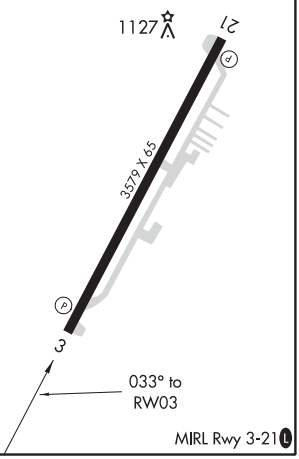

ELEV 1033 | TDZE 1033

4 NM
Holding Pattern

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 36).

3000 | HITON




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1600-1 567 (600-1) | | 1600-1½ 567 (600-1½) | NA |
| CIRCLING | 1740-1 707 (800-1) | | 1740-2 707 (800-2) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 99608 W21A | APP CRS 213° | Rwy ldg 3579<br>TDZE 1033<br>Apt Elev 1033 |
|---|---|---|

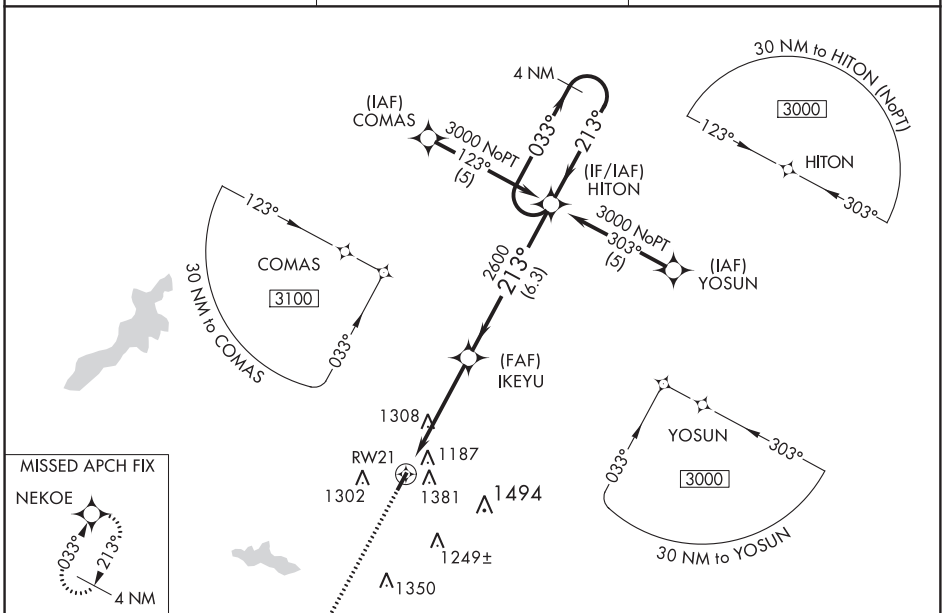
# RNAV (GPS) RWY 21
## CLINTON FIELD (I66)

RNP APCH.

T A NA Baro-VNAV NA when using Wilmington Air Park altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all DA/MDA 20 feet. Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct NEKOE and hold.

| AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 124.175 | 118.85 269.275 | 123.0 (CTAF) L |

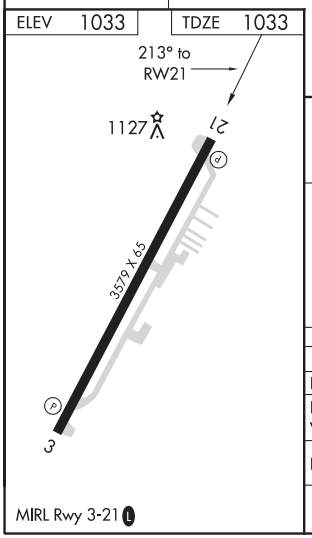



MISSED APCH FIX

NEKOE




ELEV 1033 TDZE 1033

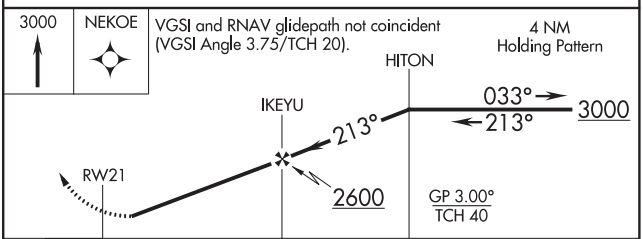



MIRL Rwy 3-21 L

3000 NEKOE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.75/TCH 20).

4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1491-1¾ 458 (500-1¾) | | | NA |
| LNAV/VNAV DA | 1589-2 556 (600-2) | | | NA |
| LNAV MDA | 1640-1 607 (700-1) | | 1640-1¾ 607 (700-1¾) | NA |
| CIRCLING | 1740-1 707 (800-1) | | 1740-2 707 (800-2) | NA |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

WILMINGTON, OHIO | AL-583 (FAA) | 20142

# ILS or LOC RWY 4L
## WILMINGTON AIR PARK (ILN)

| LOC I-HWM | APP CRS | Rwy ldg | 10701 |
|---|---|---|---|
| 110.7 | 041° | TDZE | 1057 |
| | | Apt Elev | 1077 |

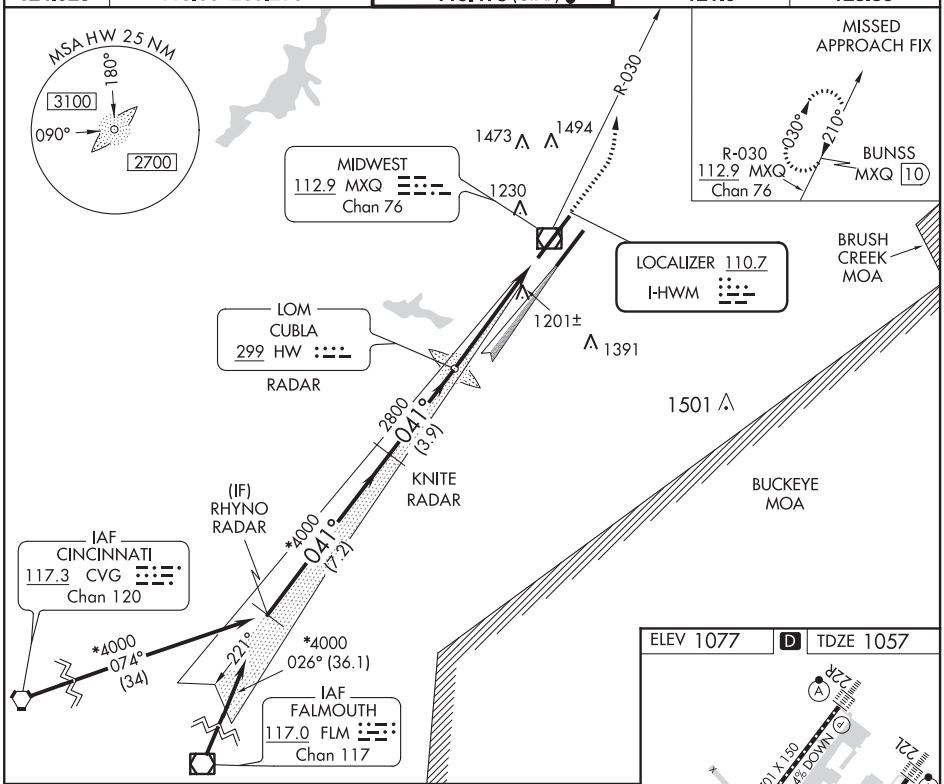
RADAR required to define RHYNO and KNITE. DME required.

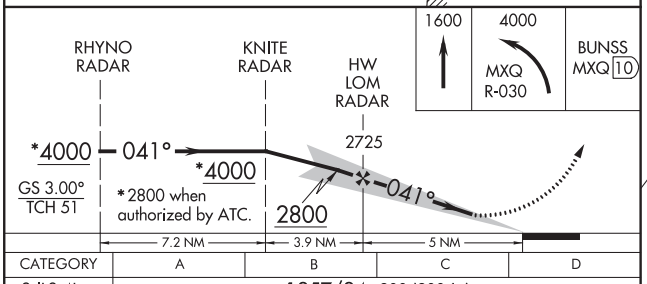
T A Simultaneous approach authorized with Rwy 4R. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 90 feet and all MDA 100 feet, increase S-LOC 4L Cat C/D visibility to RVR 5500 and increase Circling Cat C/D visibility ½ SM. For inoperative MALSR when using James M. Cox Dayton Intl altimeter setting increase S-ILS 4L all Cats visibility to RVR 5000.

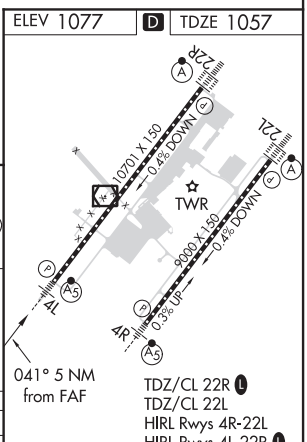
MALSR

MISSED APPROACH: Climb to 1600 then climbing climbing left turn to 4000 via MXQ VOR/DME R-030 to BUNSS/MXQ 10 DME and hold.

| ATIS | COLUMBUS APP CON | WILMINGTON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.925 | 118.85 269.275 | 119.475 (CTAF) L | 121.6 | 128.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4L | 1257/24 200 (200-½) | | | |
| S-LOC 4L | 1460/24 403 (400-½) | | 1460/40 403 (400-¾) | |
| C CIRCLING | 1540-1 463 (500-1) | | 1860-2¼ 783 (800-2¼) | 1860-2½ 783 (800-2½) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC/DME I-IYV | APP CRS | Rwy ldg 9000 |
|---|---|---|
| 109.35 | 041° | TDZE 1046 |
| Chan 30 (Y) | | Apt Elev 1077 |

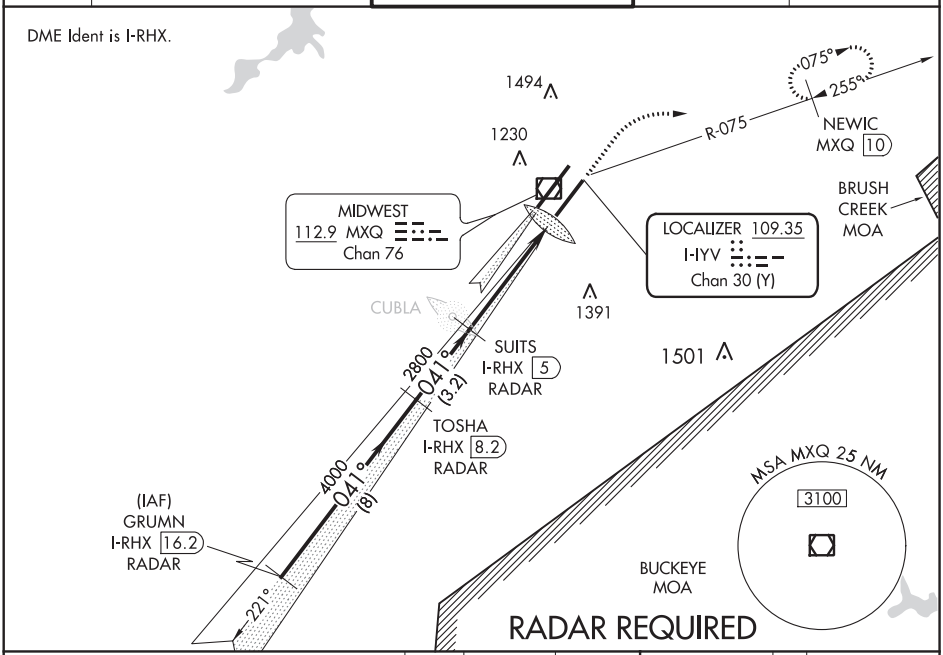
# ILS or LOC RWY 4R
## WILMINGTON AIR PARK (ILN)

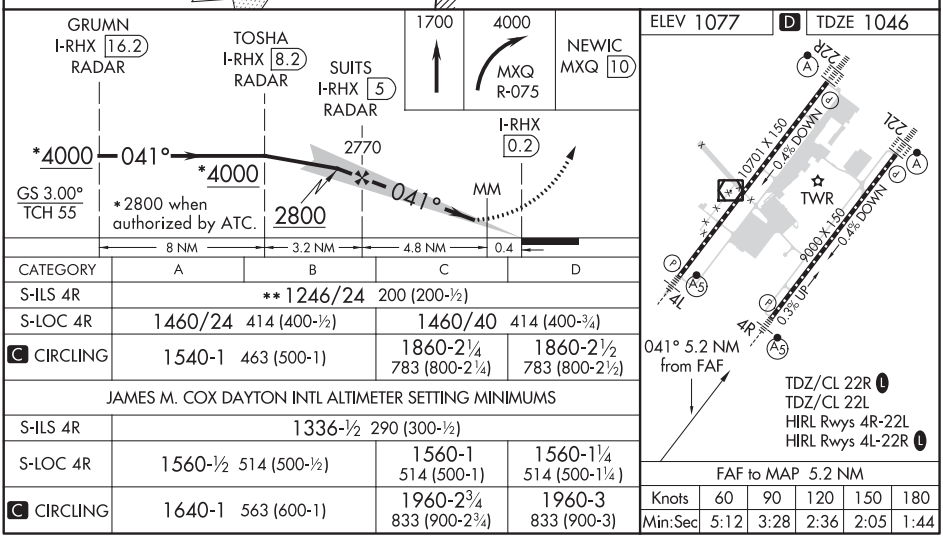
When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting. Obtain approach lights on CTAF. Simultaneous approach authorized with Rwy 4L.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1700, then climbing right turn to 4000 via MXQ R-075 to NEWIC/MXQ 10 DME and hold.

| ATIS | COLUMBUS APP CON | WILMINGTON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.925 | 118.85 269.275 | 119.475 (CTAF) L | 121.6 | 128.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | **1246/24 200 (200-½) | | | |
| S-LOC 4R | 1460/24 414 (400-½) | | 1460/40 414 (400-¾) | |
| C CIRCLING | 1540-1 463 (500-1) | | 1860-2¼ 783 (800-2¼) | 1860-2½ 783 (800-2½) |
| JAMES M. COX DAYTON INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 4R | 1336-½ 290 (300-½) | | | |
| S-LOC 4R | 1560-½ 514 (500-½) | | 1560-1 514 (500-1) | 1560-1¼ 514 (500-1¼) |
| C CIRCLING | 1640-1 563 (600-1) | | 1960-2¾ 833 (900-2¾) | 1960-3 833 (900-3) |

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WILMINGTON, OHIO

AL-583 (FAA)

20142

# ILS or LOC RWY 22R
## WILMINGTON AIR PARK (ILN)

| LOC I-ILN | APP CRS | Rwy ldg | 10701 |
|---|---|---|---|
| 110.7 | 223° | TDZE | 1077 |
| | | Apt Elev | 1077 |

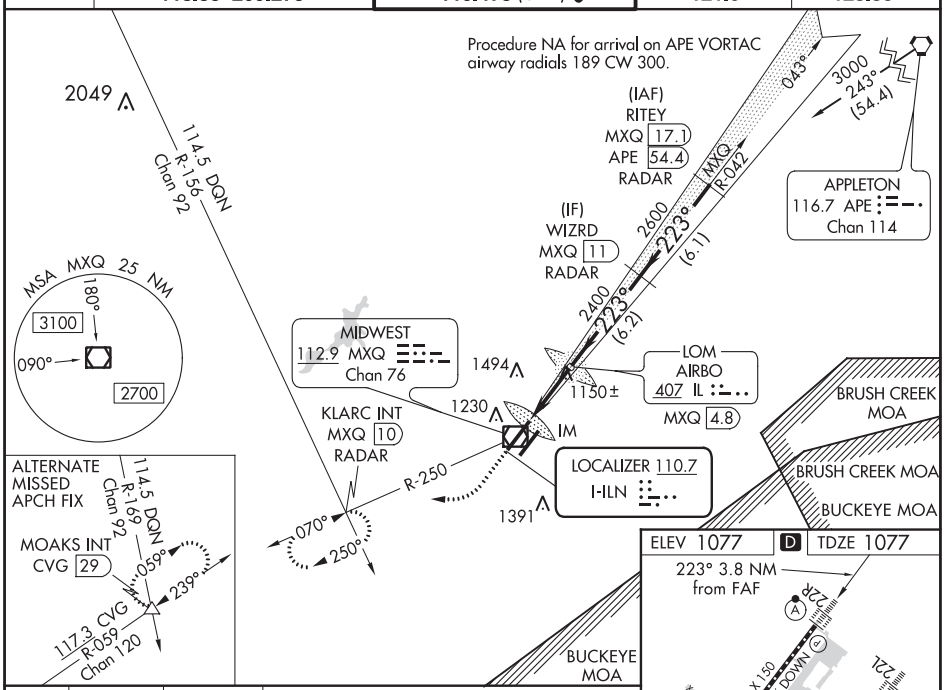
DME or RADAR required for procedure entry.
ADF or DME required for LOC only.

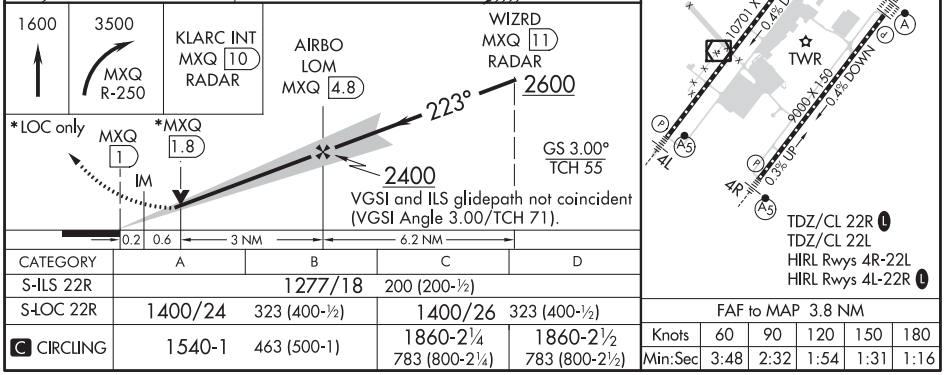
Simultaneous approach authorized. VDP NA with James M Cox Dayton Intl altimeter setting. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting: increase DA to 1367 feet and all visibilities to RVR 2200; increase all MDA 100 feet and S-LOC 22R visibility Cat C/D to RVR 4000 and Circling Cat C/D ½ SM. For inop ALS when using James M Cox Dayton Intl altimeter setting, increase S-ILS 22R all Cats visibility to RVR 4500 and S-LOC 22R Cats C/D visibility to 1¼ SM. DME from MXQ VOR/DME. Simultaneous reception of I-ILN and MXQ DME required.

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 on MXQ VOR/DME R-250 to KLARC INT/MXQ 10 DME/RADAR and hold, continue climb-in-hold to 3500.

| ATIS | COLUMBUS APP CON | WILMINGTON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.925 | 118.85 269.275 | 119.475 (CTAF) L | 121.6 | 128.85 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22R | 1277/18 | 200 (200-½) | | |
| S-LOC 22R | 1400/24 | 323 (400-½) | 1400/26 | 323 (400-½) |
| C CIRCLING | 1540-1 | 463 (500-1) | 1860-2¼ 783 (800-2¼) | 1860-2½ 783 (800-2½) |

FAF to MAP 3.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS or LOC RWY 22L
## WILMINGTON AIR PARK (ILN)

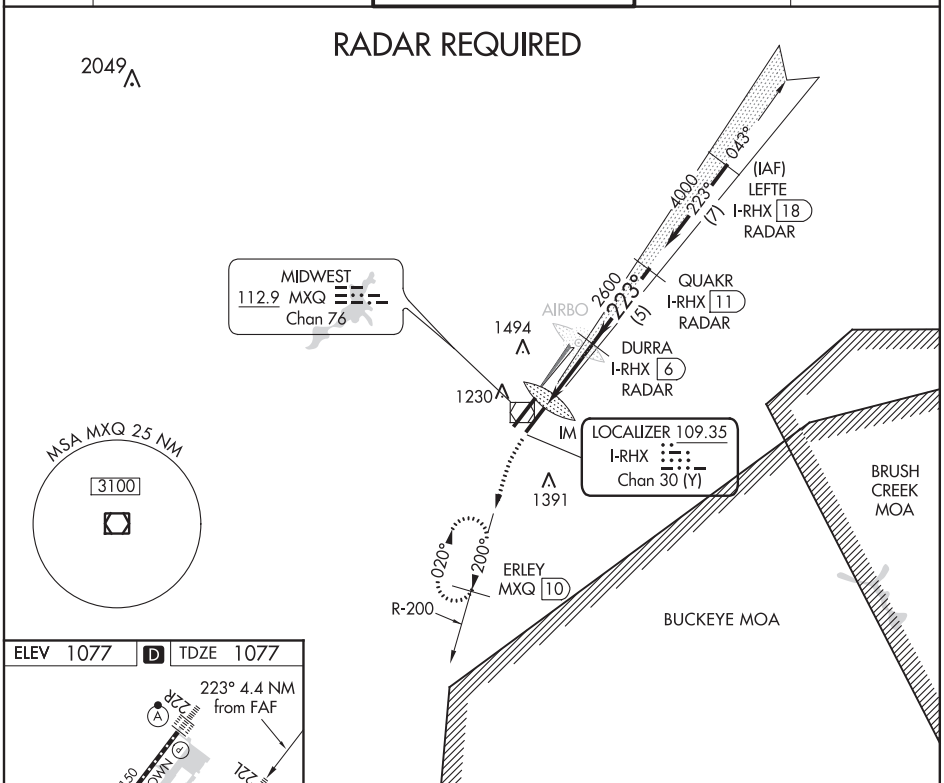
| LOC/DME I-RHX | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 109.35 | 223° | TDZE | 1077 |
| Chan 30 (Y) | | Apt Elev | 1077 |

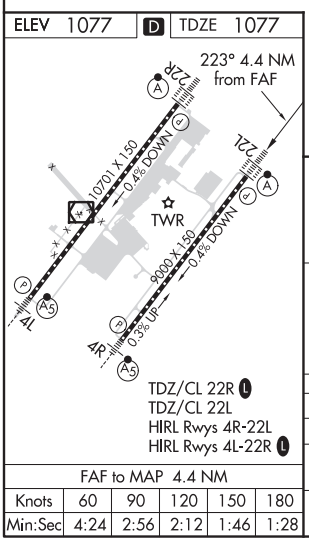
DME required.
Simultaneous approach authorized with Rwy 22R.

ALSF2

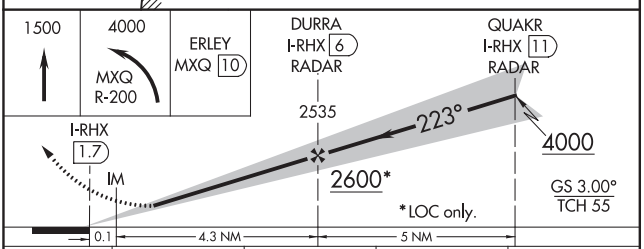
MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via MXQ R-200 to ERLEY/MXQ 10 DME and hold.

| ATIS | COLUMBUS APP CON | WILMINGTON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.925 | 118.85 269.275 | 119.475 (CTAF) L | 121.6 | 128.85 |




| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | 1277/18 200 (200-½) | | | |
| S-LOC 22L | 1460/24 383 (400-½) | | 1460/35 383 (400-1¾) | |
| C CIRCLING | 1540-1 463 (500-1) | | 1860-2¼ 783 (800-2¼) | 1860-2½ 783 (800-2½) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WILMINGTON, OHIO | AL-583 (FAA) | 20142

| LOC I-ILN | APP CRS | Rwy ldg | 10701 |
|---|---|---|---|
| 110.7 | 223° | TDZE | 1077 |
| | | Apt Elev | 1077 |

# ILS RWY 22R (SA CAT I)
## WILMINGTON AIR PARK (ILN)

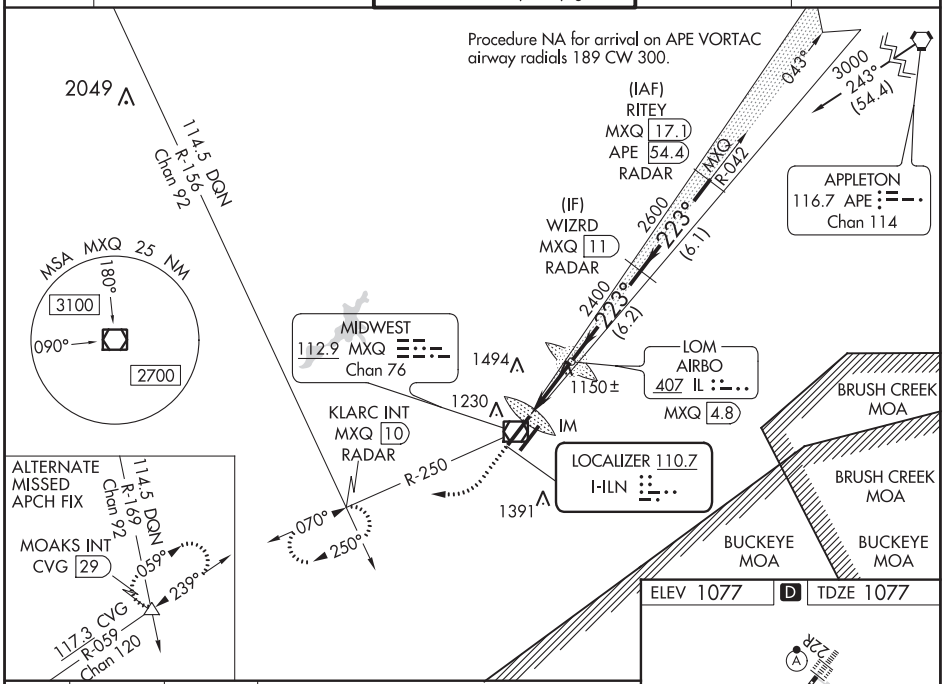
DME or RADAR required for procedure entry.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Procedure NA when control tower closed. DME from MXQ VOR/DME. Simultaneous reception of I-ILN and MXQ DME required.

ALSF-2

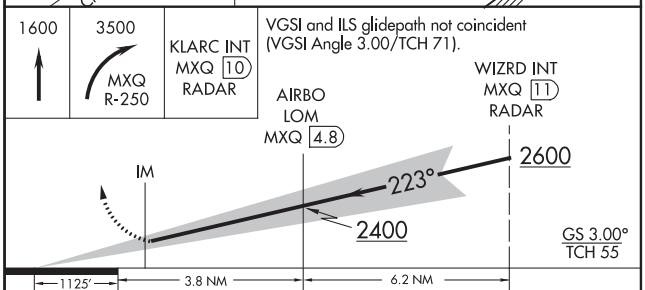
MISSED APPROACH: Climb to1600 then climbing right turn to 3500 on MXQ VOR/DME R-250 to KLARC INT/MXQ 10 DME/RADAR and hold, continue climb-in-hold to 3500.

| ATIS | COLUMBUS APP CON | WILMINGTON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.925 | 118.85 269.275 | 119.475 (CTAF) L | 121.6 | 128.85 |



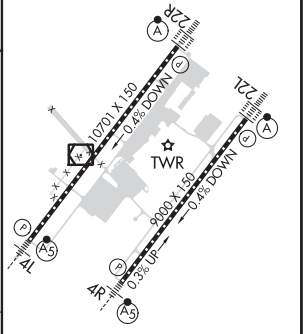

| 1600 | 3500 | KLARC INT MXQ 10 RADAR |
|---|---|---|
| | MXQ R-250 | |

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22R | RA 148/14 | 150 DA 1227 | | |

ELEV 1077 | D | TDZE 1077




TDZ/CL 22R L
TDZ/CL 22L
HIRL Rwys 4R-22L
HIRL Rwys 4L-22R L

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

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# ILS RWY 22L (CAT II)
## WILMINGTON AIR PARK (ILN)

| LOC/DME I-RHX | APP CRS | Rwy ldg 9000 |
|---|---|---|
| 109.35 | 223° | TDZE 1077 |
| Chan 30 (Y) | | Apt Elev 1077 |

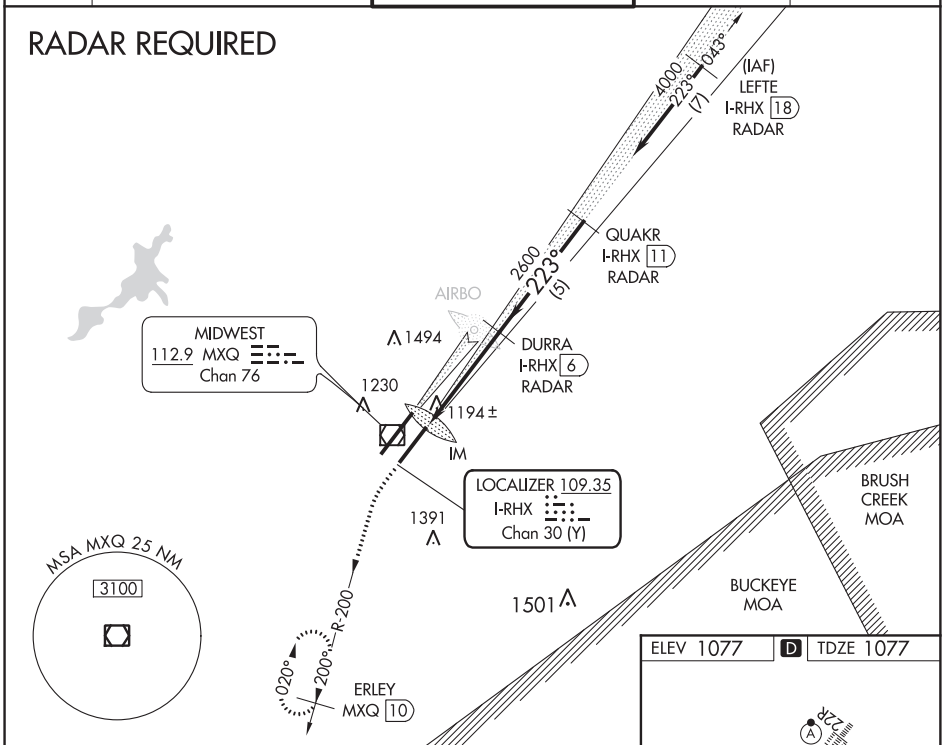
DME required.
Simultaneous approach authorized with Rwy 22R.
Procedure NA when tower closed.

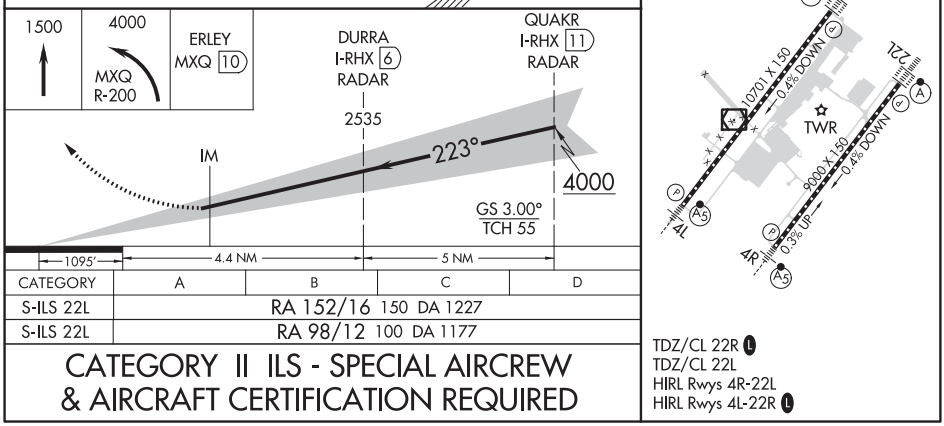
ALSF2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via MXQ R-200 to ERLEY/MXQ 10 DME and hold.

| ATIS | COLUMBUS APP CON | WILMINGTON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.925 | 118.85 269.275 | 119.475 (CTAF) L | 121.6 | 128.85 |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | RA 152/16 150 DA 1227 | | | |
| S-ILS 22L | RA 98/12 100 DA 1177 | | | |

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


EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC I-ILN | APP CRS | Rwy ldg | 10701 |
|---|---|---|---|
| 110.7 | 223° | TDZE | 1077 |
| | | Apt Elev | 1077 |

# ILS RWY 22R (CAT II & III)
## WILMINGTON AIR PARK (ILN)

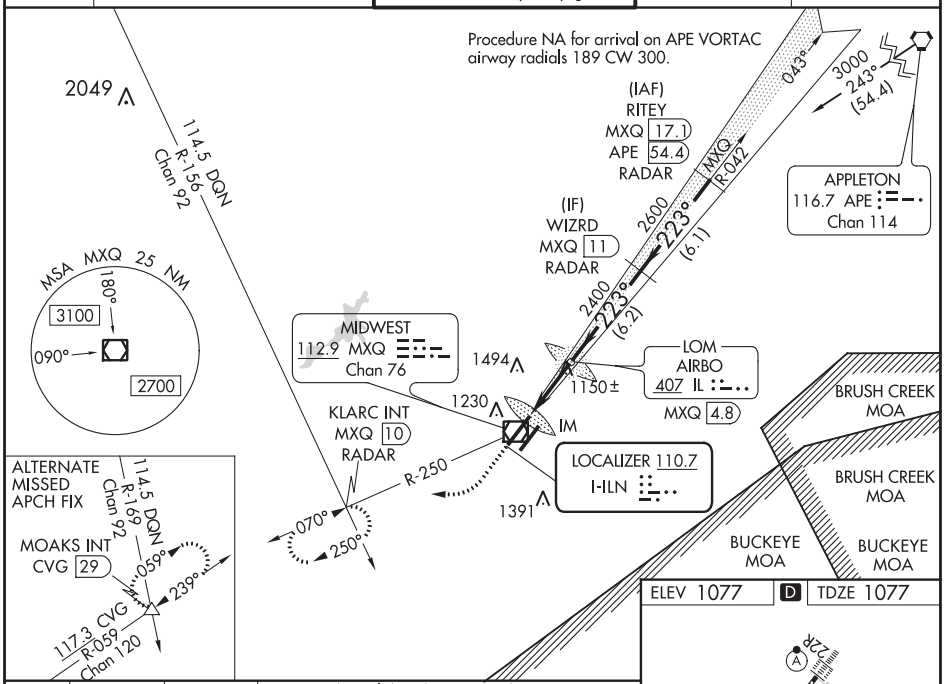
DME or RADAR required for procedure entry.

Simultaneous approach authorized.
Procedure NA when control tower closed.
DME from MXQ VOR/DME.
Simultaneous reception of I-ILN and MXQ DME required.

ALSF-2

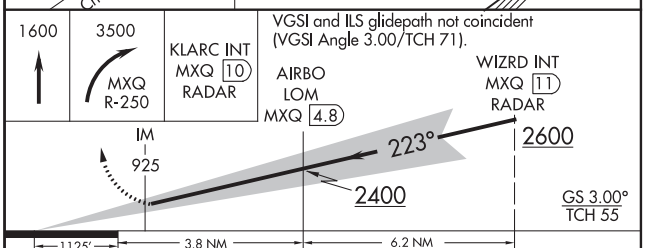
MISSED APPROACH: Climb to1600 then climbing right turn to 3500 on MXQ VOR/DME R-250 to KLARC INT/MXQ 10 DME/RADAR and hold, continue climb-in-hold to 3500.

| ATIS | COLUMBUS APP CON | WILMINGTON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.925 | 118.85 269.275 | 119.475 (CTAF) L | 121.6 | 128.85 |

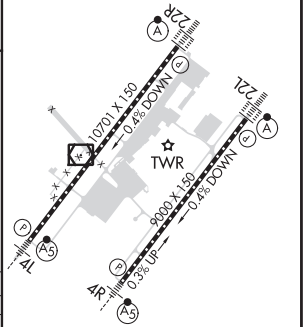



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020




ELEV 1077 D TDZE 1077




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22R | CAT II RA 106/12 100 DA 1177 | | | |
| S-ILS 22R | CAT III RVR 06 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL 22R L
TDZ/CL 22L
HIRL Rwys 4R-22L
HIRL Rwys 4L-22R L

| WAAS CH 62914 W04A | APP CRS 041° | Rwy ldg 10701<br>TDZE 1057<br>Apt Elev 1077 |
|---|---|---|

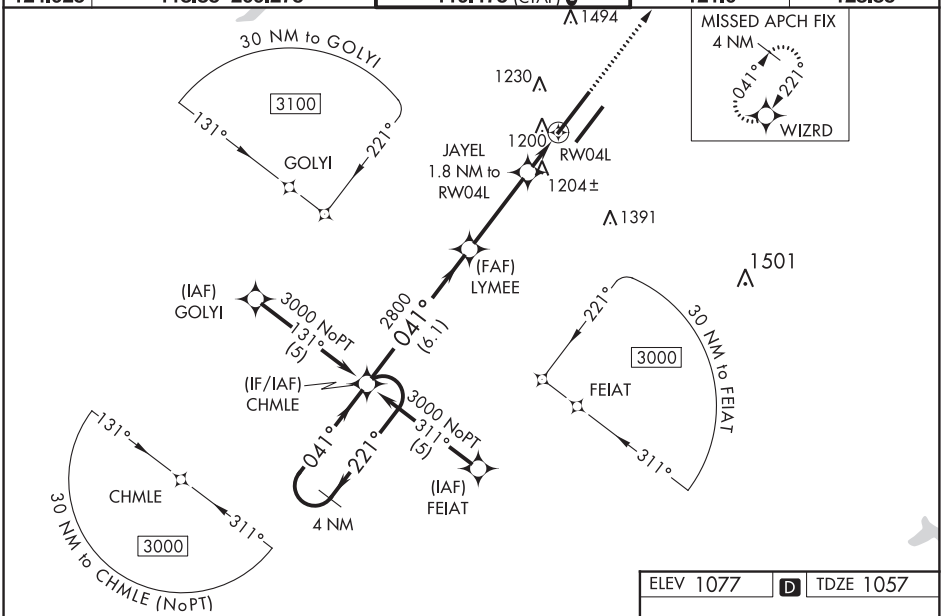
# RNAV (GPS) RWY 4L
## WILMINGTON AIR PARK (ILN)

For inoperative MALSR when using James M. Cox Dayton Intl altimeter setting, increase LPV visibility to RVR all Cats. For inop MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17 °C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting: increase LPV DA to 1347, LNAV/VNAV DA to 1595 and all visibilities to RVR 5500, increase all MDA 100 feet and LNAV Cat C/D visibility to RVR 5500 and increase Circling Cat C/D visibility ½ SM. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using James M. Cox Dayton Intl altimeter setting.

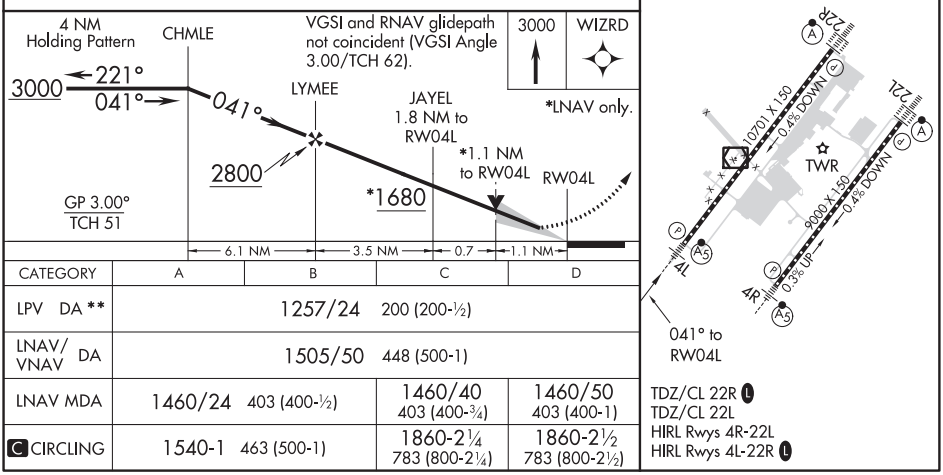
MALSR

MISSED APPROACH: Climb to 3000 direct WIZRD and hold.

| ATIS | COLUMBUS APP CON | WILMINGTON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.925 | 118.85 269.275 | 119.475 (CTAF) L | 121.6 | 128.85 |




ELEV 1077 | D | TDZE 1057




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 1257/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1505/50 448 (500-1) | | | |
| LNAV MDA | 1460/24 403 (400-½) | | 1460/40 403 (400-¾) | 1460/50 403 (400-1) |
| C CIRCLING | 1540-1 463 (500-1) | | 1860-2¼ 783 (800-2¼) | 1860-2½ 783 (800-2½) |

TDZ/CL 22R L
TDZ/CL 22L
HIRL Rwys 4R-22L
HIRL Rwys 4L-22R L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

WILMINGTON, OHIO | AL-583 (FAA) | 20142

# RNAV (GPS) RWY 22R
## WILMINGTON AIR PARK (ILN)

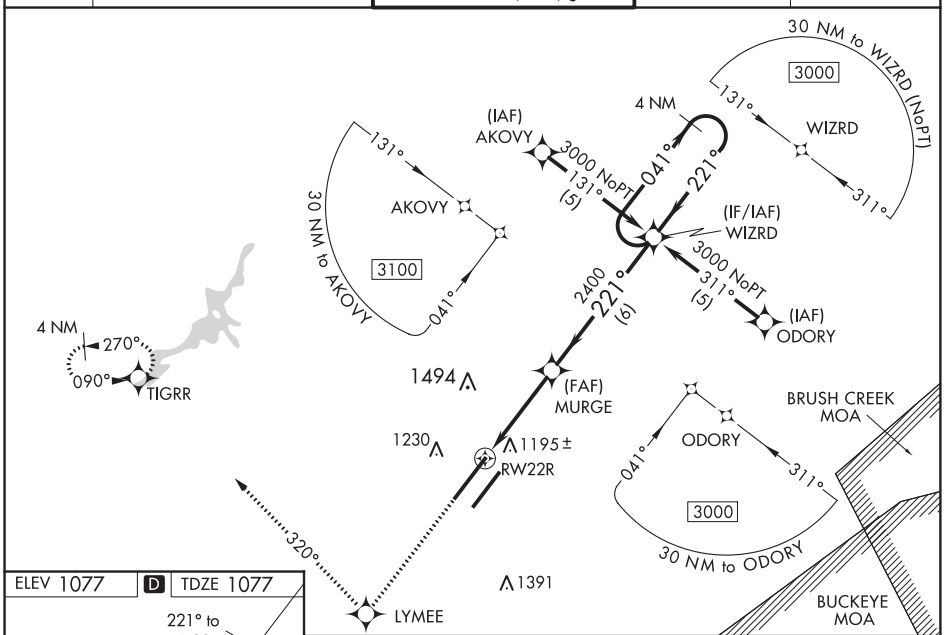
| WAAS CH 40214 W22A | APP CRS 221° | Rwy ldg 10701 TDZE 1077 Apt Elev 1077 |
|---|---|---|

For inoperative ALSF-2 when using James M. Cox Dayton Intl altimeter setting, increase LPV visibility to RVR 5000 all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting: increase LPV DA to 1367, LNAV/VNAV DA to 1587 and all visibilities to RVR 5500, increase all MDA 100 feet and LNAV Cat C/D visibility to RVR 5500 and increase Circling Cat C/D visibility ½ SM. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting. ** 2200 RVR when using James M. Cox Dayton Intl altimeter setting.

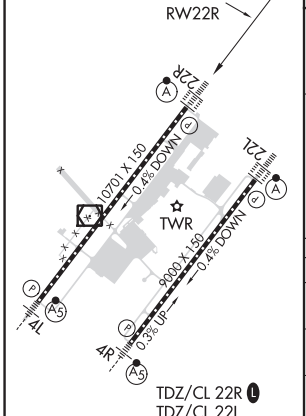
ALSF-2

MISSED APPROACH: Climb to 3000 direct LYMEE and right turn on track 320° to TIGRR and hold.

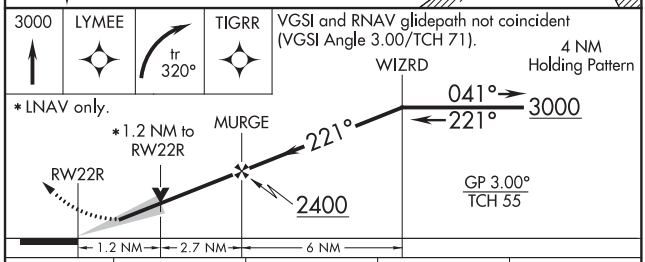
| ATIS | COLUMBUS APP CON | WILMINGTON TOWER * | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.925 | 118.85 269.275 | 119.475 (CTAF) L | 121.6 | 128.85 |




ELEV 1077 | D | TDZE 1077



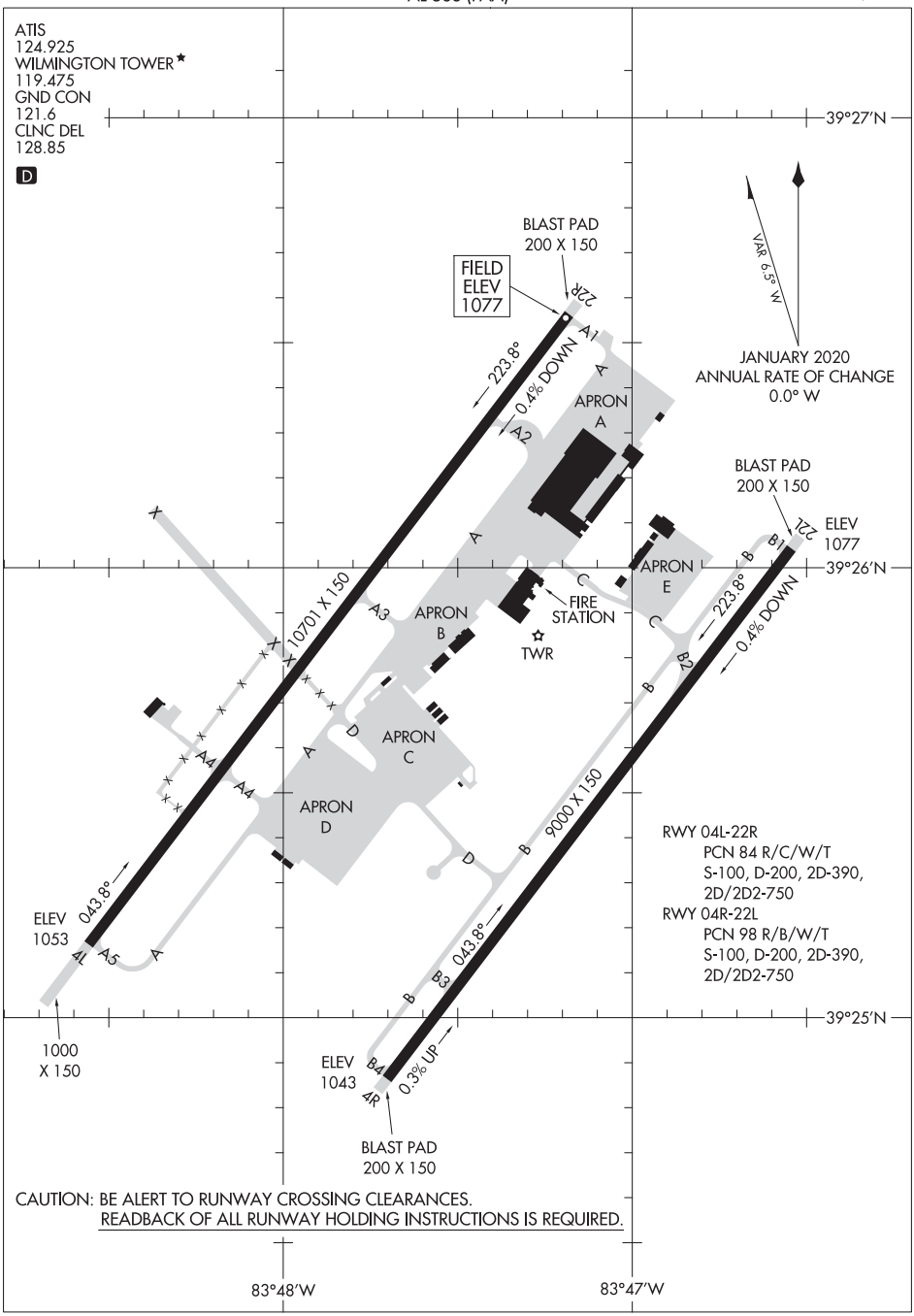

TDZ/CL 22R L
TDZ/CL 22L
HIRL Rwys 4R-22L
HIRL Rwys 4L-22R L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 1277/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1497/50 420 (500-1) | | | |
| LNAV MDA | 1540/24 463 (500-½) | | 1540/40 463 (500-¾) | 1540/50 463 (500-1) |
| C CIRCLING | 1540-1 463 (500-1) | | 1860-2¼ 783 (800-2¼) | 1860-2½ 783 (800-2½) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

WINAMAC, INDIANA | AL-6241 (FAA) | 20198

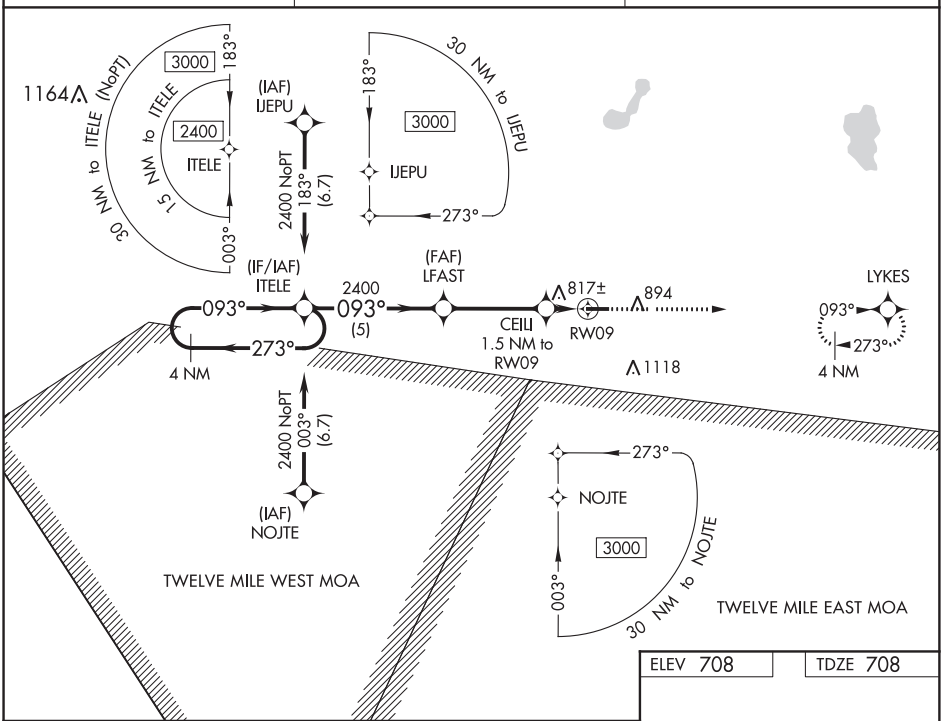
| WAAS CH 42638 W09A | APP CRS 093° | Rwy ldg 4201<br>TDZE 708<br>Apt Elev 708 |
|---|---|---|

# RNAV (GPS) RWY 9
## ARENS FIELD (RWN)

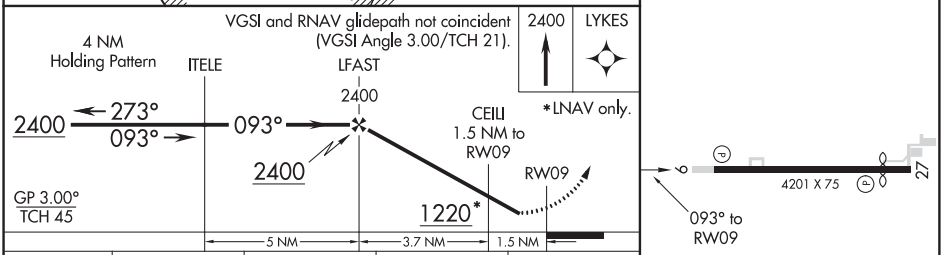
Baro-VNAV NA. Use Knox altimeter setting; when not received, use Rochester altimeter setting and increase all DA/MDA 20 feet and LNAV Cat C visibility ⅛ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2400 direct LYKES and hold.

| OXI AWOS-3 | SOUTH BEND APP CON * | UNICOM |
|---|---|---|
| 135.775 | 132.05 257.8 | 122.8 (CTAF) L |




| ELEV 708 | TDZE 708 |
|---|---|







| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 995-1 287 (300-1) | | | NA |
| LNAV/VNAV | DA | 1132-1½ 424 (500-1½) | | | NA |
| LNAV | MDA | 1120-1 412 (500-1) | | 1120-1⅛ 412 (500-1⅛) | NA |
| C CIRCLING | | 1240-1 532 (600-1) | | 1480-2¼ 772 (800-2¼) | NA |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

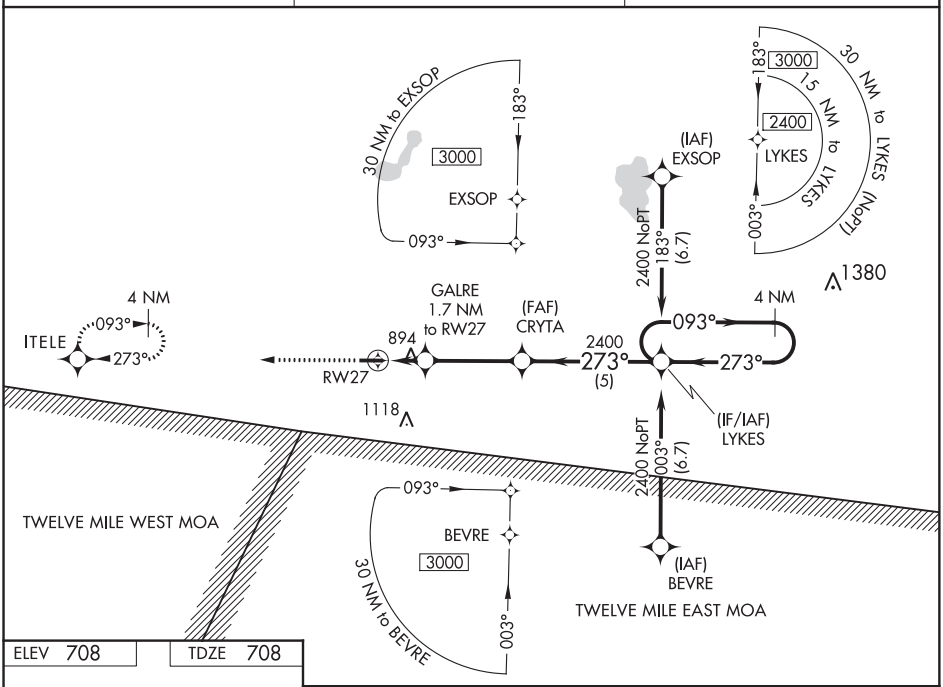
| WAAS CH 40238 W27A | APP CRS 273° | Rwy ldg 3641<br>TDZE 708<br>Apt Elev 708 |
|---|---|---|

# RNAV (GPS) RWY 27
## ARENS FIELD (RWN)

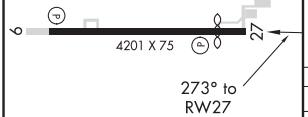
T A NA — Baro-VNAV NA. Use Knox altimeter setting; when not received, use Rochester altimeter setting and increase all DA/MDA 20 feet and LNAV/VNAV all Cats visibility ⅛ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

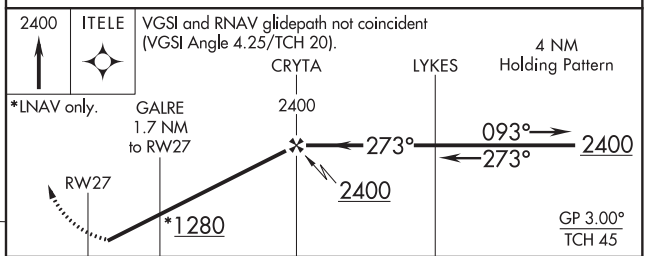
MISSED APPROACH: Climb to 2400 direct ITELE hold.

| OXI AWOS-3 | SOUTH BEND APP CON * | UNICOM |
|---|---|---|
| 135.775 | 132.05 257.8 | 122.8 (CTAF) L |




| ELEV 708 | TDZE 708 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 995-1 287 (300-1) | | | NA |
| LNAV/VNAV DA | 1224-1¾ 516 (600-1¾) | | | NA |
| LNAV MDA | 1200-1 492 (500-1) | | 1200-1⅜ 492 (500-1⅜) | NA |
| C CIRCLING | 1240-1 532 (600-1) | | 1480-2¼ 772 (800-2¼) | NA |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WINAMAC, INDIANA | AL-6241 (FAA) | 20254

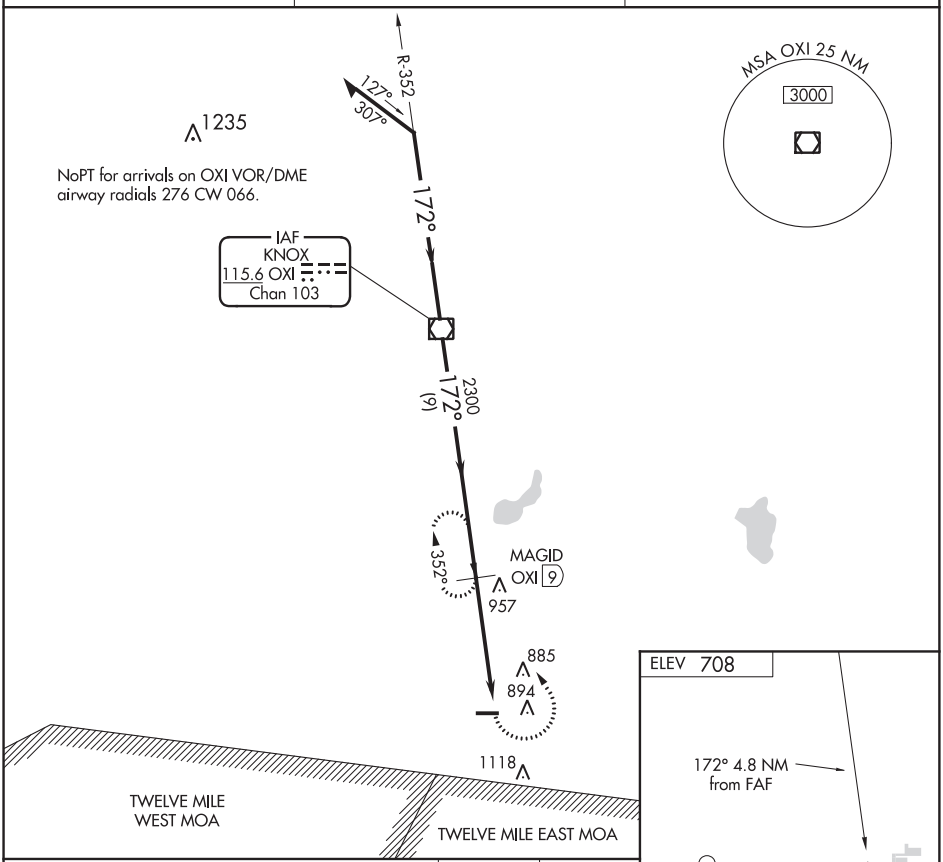
# VOR/DME-A
## ARENS FIELD (RWN)

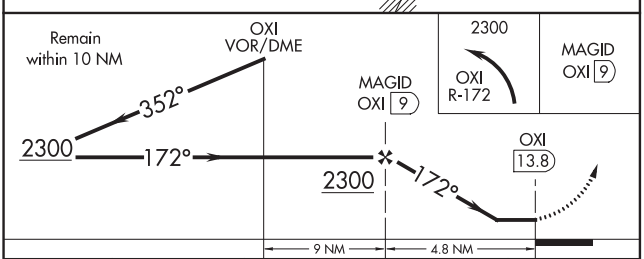
| VOR/DME OXI | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 115.6 | 172° | TDZE | N/A |
| Chan 103 | | Apt Elev | 708 |

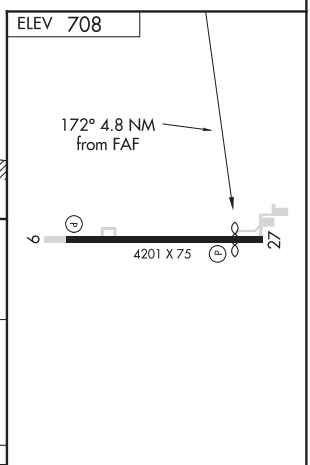
Use Knox altimeter setting; when not received, use Rochester altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2300 via OXI R-172 to MAGID/OXI 9 DME and hold.

| OXI AWOS-3 | SOUTH BEND APP CON ★ | UNICOM |
|---|---|---|
| 135.775 | 132.05 257.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1280-1 569 (600-1) | | 1480-2¼ 772 (800-2¼) | NA |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# RNAV (GPS) RWY 8
## RANDOLPH COUNTY (I22)

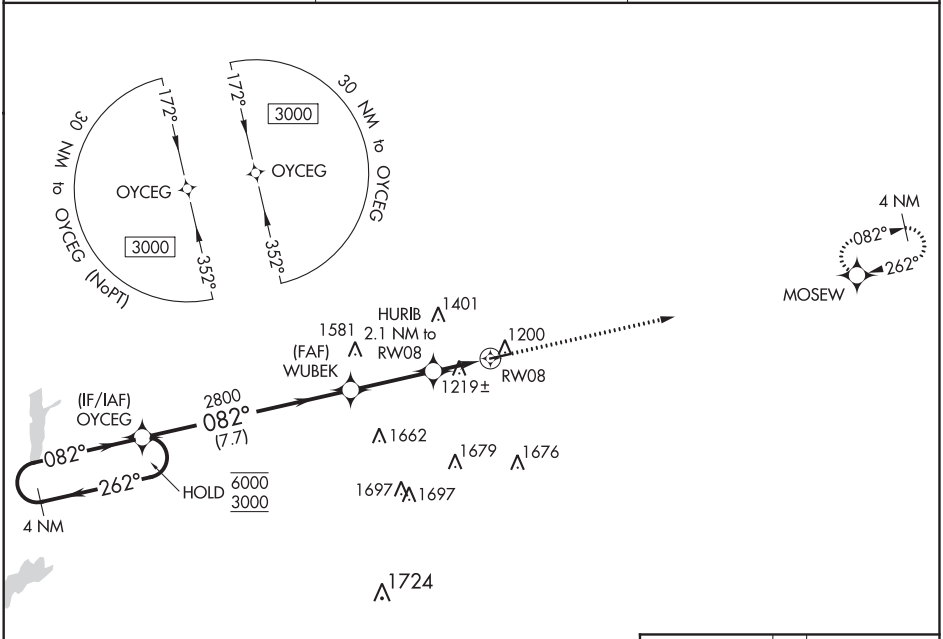
| WAAS CH 90420 W08A | APP CRS 082° | Rwy ldg 4300 TDZE 1121 Apt Elev 1123 |
|---|---|---|

RNP APCH.

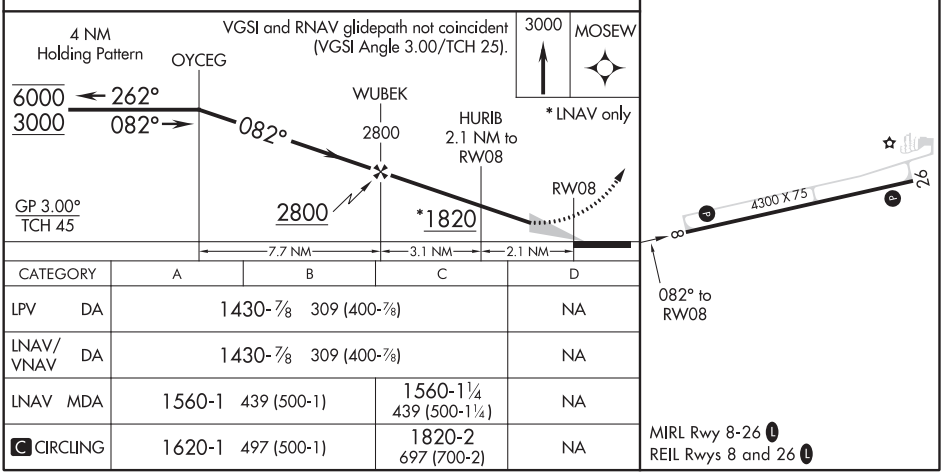
T
A NA Baro-VNAV NA.

MISSED APPROACH: Climb to 3000 direct MOSEW and hold.

| VES AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 125.9 | 118.425 352.05 | 123.0 (CTAF) L |




ELEV 1123 TDZE 1121




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1430-⅞ 309 (400-⅞) | | | NA |
| LNAV/VNAV DA | 1430-⅞ 309 (400-⅞) | | | NA |
| LNAV MDA | 1560-1 439 (500-1) | | 1560-1¼ 439 (500-1¼) | NA |
| C CIRCLING | 1620-1 497 (500-1) | | 1820-2 697 (700-2) | NA |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

WINCHESTER, INDIANA | AL-6189 (FAA) | 19283

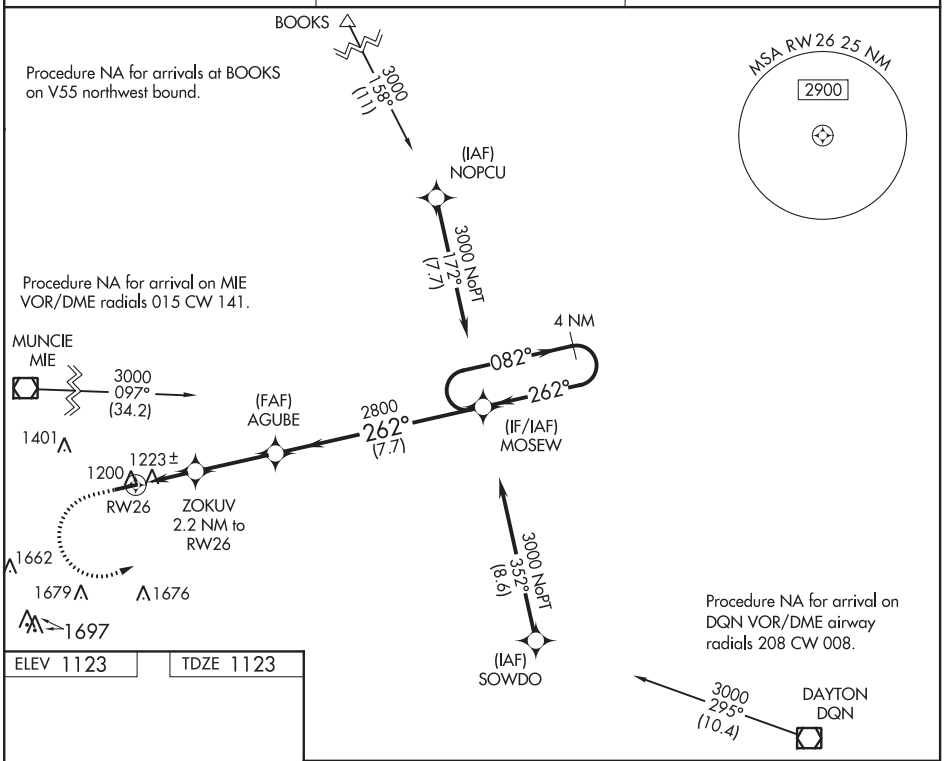
| WAAS CH 78120 W26A | APP CRS 262° | Rwy ldg 4300<br>TDZE 1123<br>Apt Elev 1123 |
|---|---|---|

# RNAV (GPS) RWY 26
## RANDOLPH COUNTY (I22)

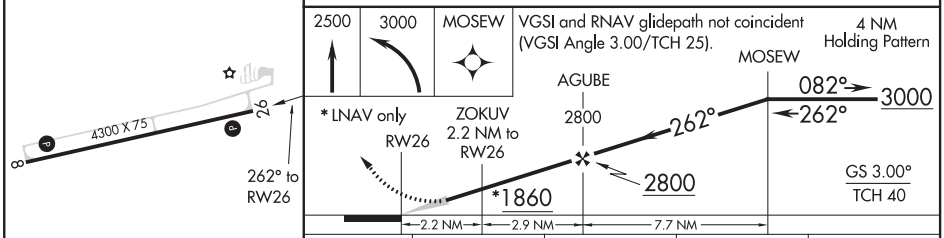
T A NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Versailles altimeter setting; when not received, use Muncie altimeter setting and increase all DA/MDA 20 feet and increase LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cat C visibility ⅛ mile.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct MOSEW and hold.

| VES AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 125.9 | 118.425 352.05 | 123.0 (CTAF) L |




| ELEV 1123 | TDZE 1123 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1495-1¼ 372 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1432-1 309 (400-1) | | | NA |
| LNAV MDA | 1540-1 417 (500-1) | | 1540-1¼ 417 (500-1¼) | NA |
| C CIRCLING | 1620-1 497 (500-1) | | 1820-2 697 (700-2) | NA |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| VOR/DME DQN 114.5 Chan 92 | APP CRS 291° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1123 |
|---|---|---|

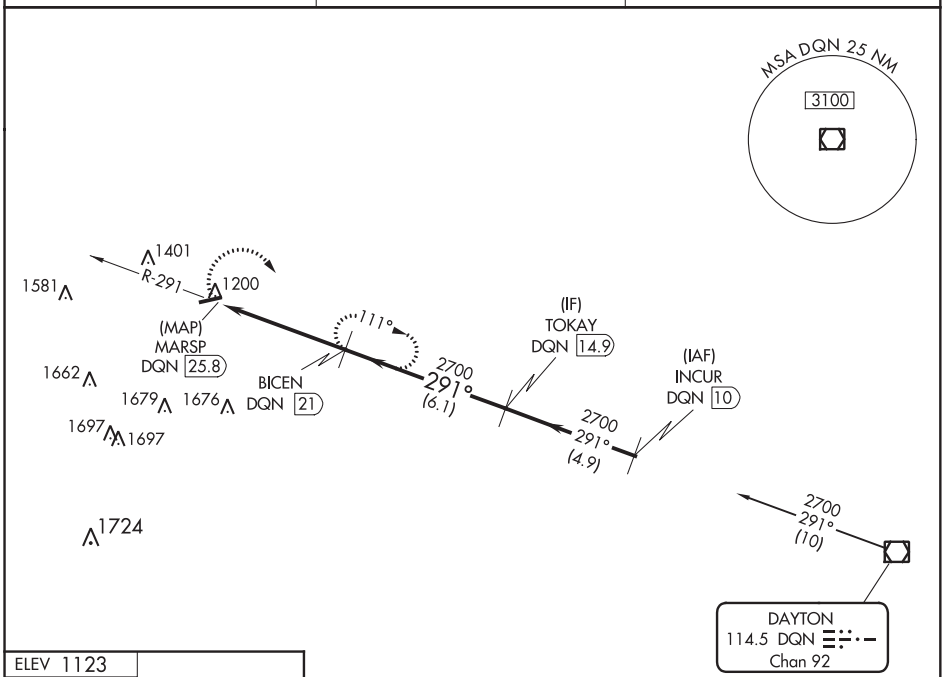
# VOR-A
## RANDOLPH COUNTY (I22)

DME required.

NA

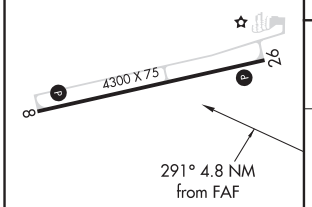
MISSED APPROACH: Climbing right turn to 2700 on DQN VOR/DME R-291 to BICEN/21 DME and hold.

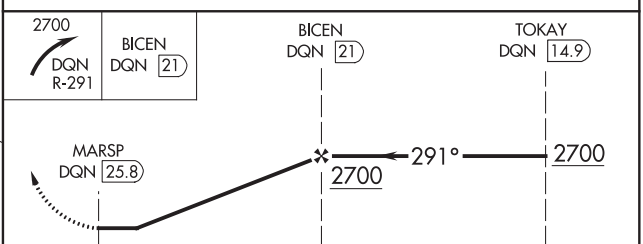
| VES AWOS-3 | COLUMBUS APP CON | UNICOM |
|---|---|---|
| 125.9 | 118.425 352.05 | 123.0 (CTAF) L |




Procedure NA for arrival on DQN VOR/DME airway radials 234 CW 329.

ELEV 1123




REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1700-1 | 577 (600-1) | 1820-2<br>697 (700-2) | NA |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WOODSFIELD, OHIO | AL-5746 (FAA) | 20198

# RNAV (GPS) RWY 25

MONROE COUNTY (4G5)

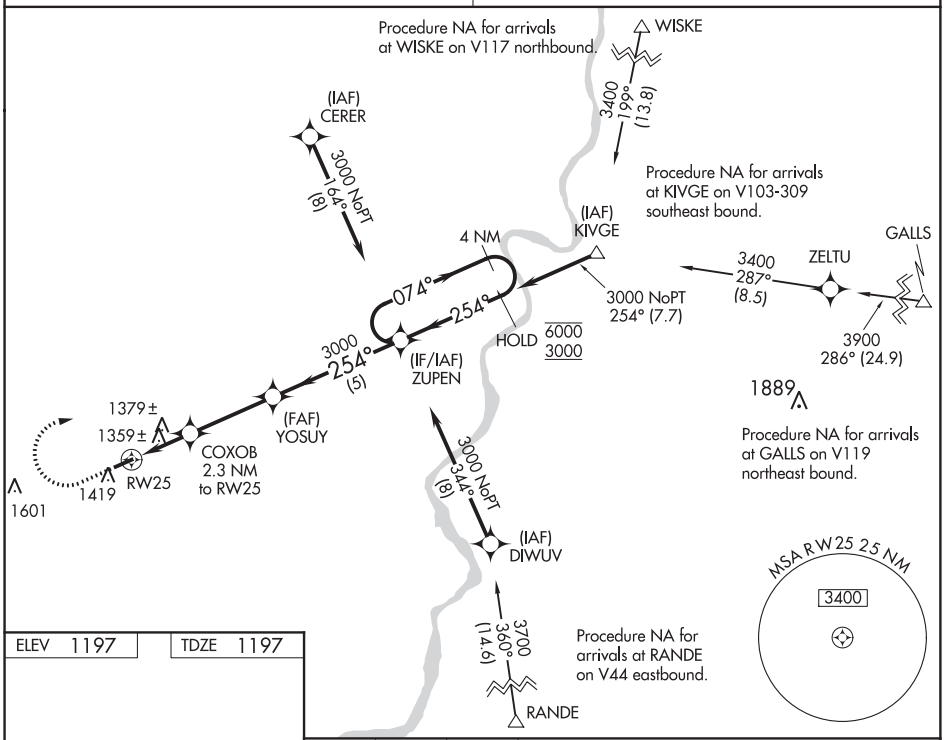
| WAAS CH 65833 W25A | APP CRS 254° | Rwy ldg 3805 | TDZE 1197 | Apt Elev 1197 |
|---|---|---|---|---|

RNP APCH.

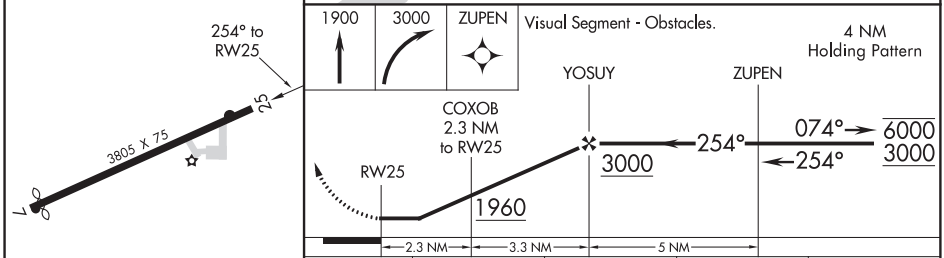
T A NA Rwy 25 helicopter visibility reduction below 1 SM NA. Use Wheeling Ohio Co, WV altimeter setting; when not received use Parkersburg, WV altimeter setting and increase all MDA 60 feet; increase LP Cat C, LNAV Cat C and Circling Cat C visibility ¼ SM. Procedure NA at night.

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 direct ZUPEN and hold.

| CLEVELAND CENTER | UNICOM |
|---|---|
| 126.95 239.3 | 122.8 (CTAF) L |




ELEV 1197 | TDZE 1197




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1700-1 | 503 (600-1) | 1700-1⅜ 503 (600-1⅜) | NA |
| LNAV MDA | 1720-1 | 523 (600-1) | 1720-1½ 523 (600-1½) | NA |
| C CIRCLING | 1860-1 | 663 (700-1) | 1860-1¾ 663 (700-1¾) | NA |

REIL Rwy 25 L
MIRL Rwy 7-25 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

# VOR/DME RWY 25
## MONROE COUNTY (4G5)

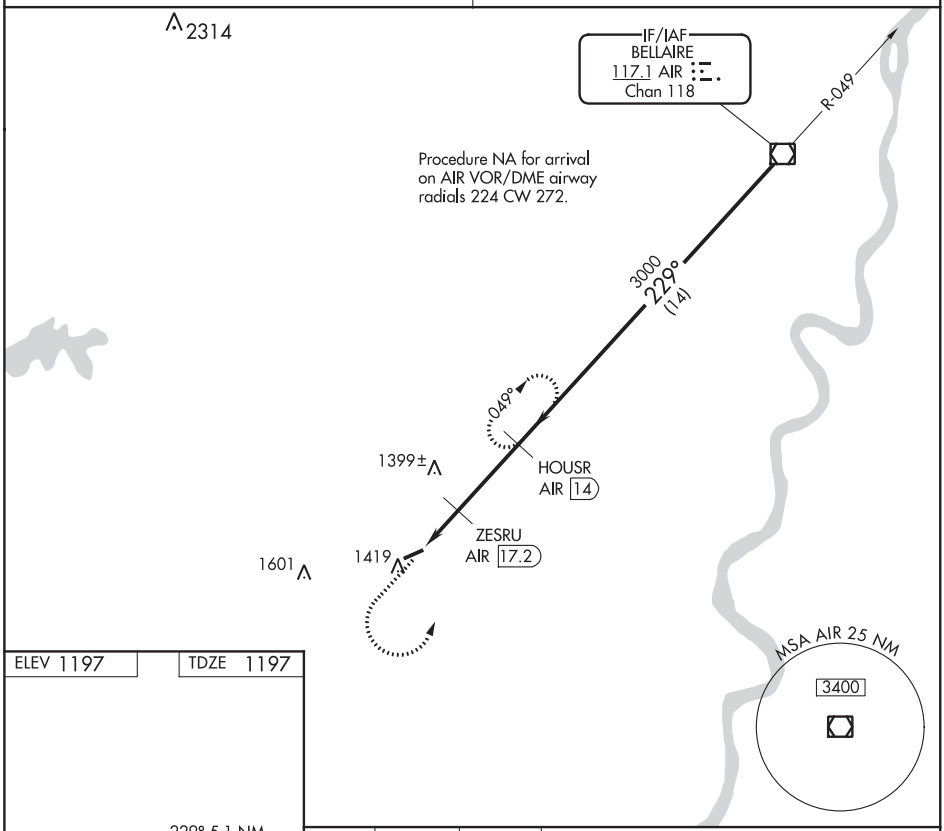
| VOR/DME AIR | APP CRS | Rwy ldg | 3805 |
|---|---|---|---|
| 117.1 | 229° | TDZE | 1197 |
| Chan 118 | | Apt Elev | 1197 |

Use Wheeling Ohio Co, WV altimeter setting; when not received use Parkersburg, WV altimeter setting and increase all MDA 60 feet; increase S-25 Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

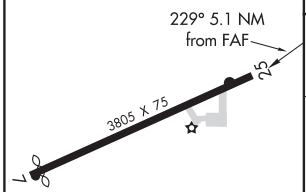
NA

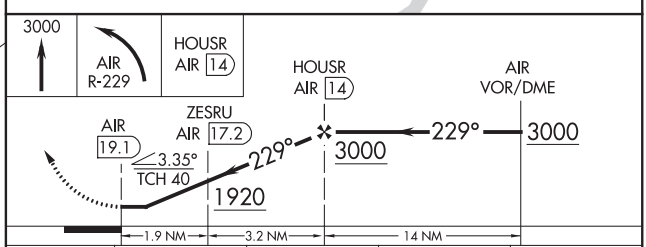
MISSED APPROACH: Climb to 3000 then left turn on AIR VOR/DME R-229 to HOUSR/AIR 14 DME and hold.

| CLEVELAND CENTER | UNICOM |
|---|---|
| 126.95 239.3 | 122.8 (CTAF) L |




ELEV 1197 TDZE 1197




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 1740-1 543 (600-1) | | 1740-1⅝ 543 (600-1⅝) | NA |
| C CIRCLING | 1860-1 663 (700-1) | | 1860-1¾ 663 (700-1¾) | NA |

REIL Rwy 25 L
MIRL Rwy 7-25 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WOOSTER, OHIO | AL-5663 (FAA) | 20310

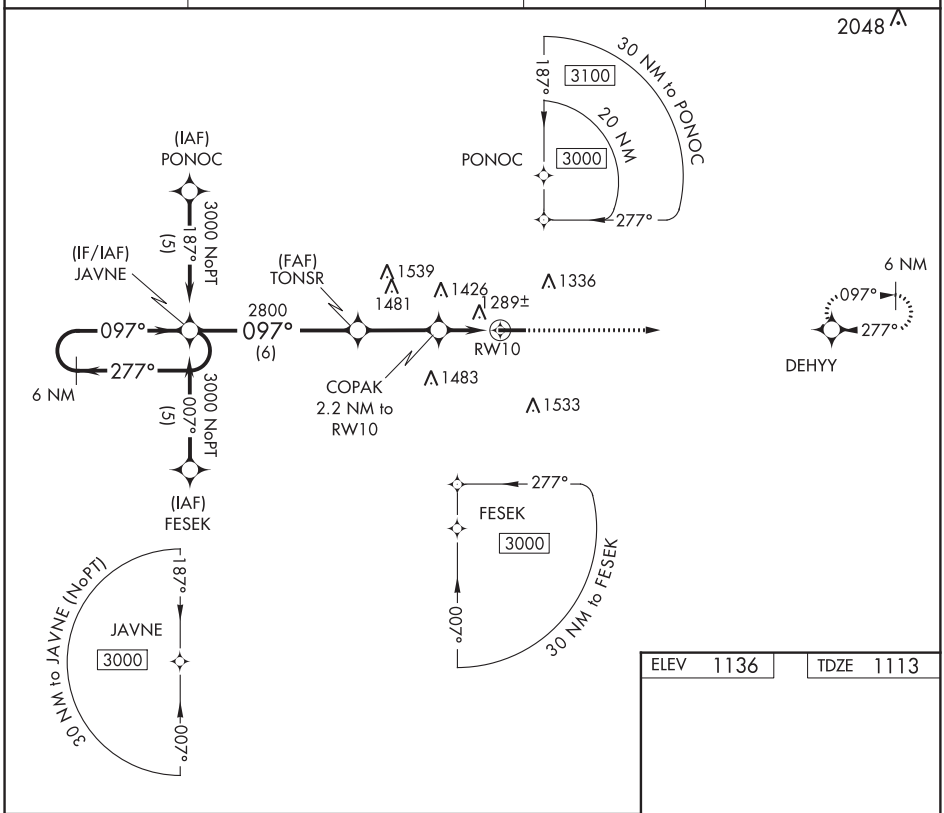
# RNAV (GPS) RWY 10
## WAYNE COUNTY (BJJ)

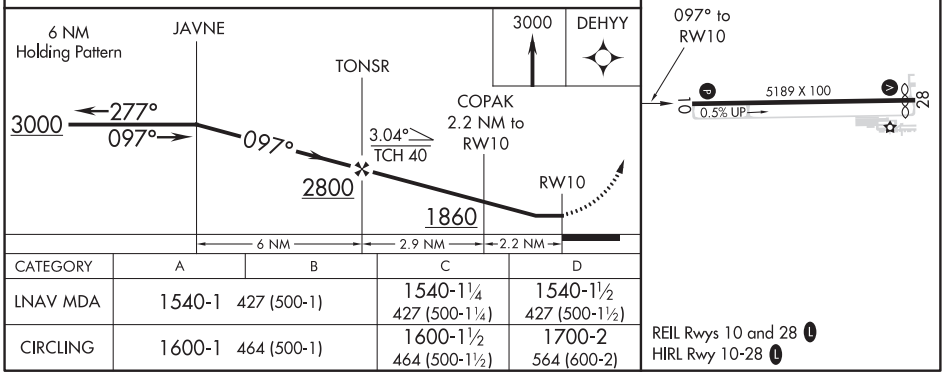
| APP CRS | Rwy ldg | 5189 |
|---|---|---|
| 097° | TDZE | 1113 |
| | Apt Elev | 1136 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct DEHYY and hold.

| ASOS | CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.075 | 118.6 371.875 | 121.75 | 122.8 (CTAF) L |




ELEV 1136 | TDZE 1113

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1540-1 427 (500-1) | | 1540-1¼ 427 (500-1¼) | 1540-1½ 427 (500-1½) |
| CIRCLING | 1600-1 464 (500-1) | | 1600-1½ 464 (500-1½) | 1700-2 564 (600-2) |

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

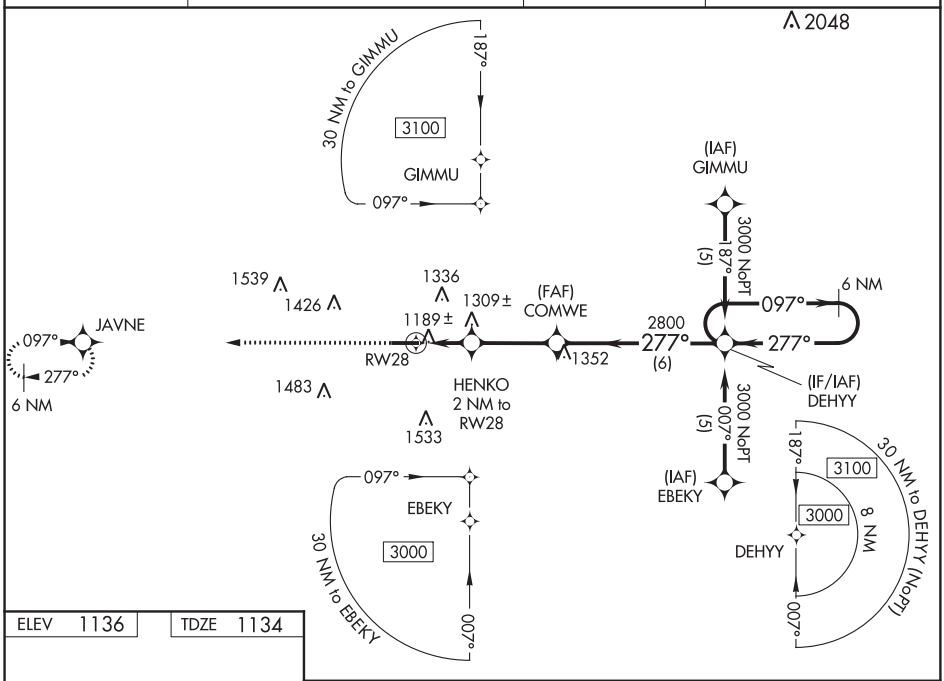
| WAAS CH 82215 W28A | APP CRS 277° | Rwy ldg 4971<br>TDZE 1134<br>Apt Elev 1136 |
|---|---|---|

# RNAV (GPS) RWY 28
## WAYNE COUNTY (BJJ)

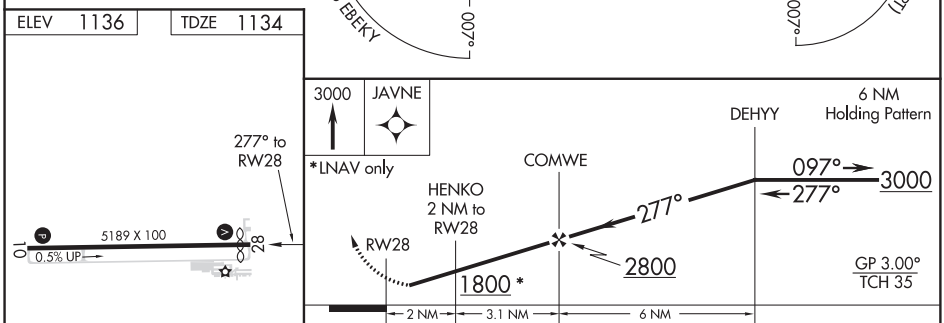
Baro-VNAV NA when using Akron-Canton Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all DA/MDA 60 feet; increase LPV all Cats visibility ¼ mile. Increase LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility ⅛ mile.

MISSED APPROACH: Climb to 3000 direct JAVNE and hold.

| ASOS | CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.075 | 118.6 371.875 | 121.75 | 122.8 (CTAF) L |




| ELEV 1136 | TDZE 1134 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1398-1 264 (300-1) | | | |
| LNAV/VNAV DA | 1589-1⅝ 455 (500-1⅝) | | | |
| LNAV MDA | 1560-1 426 (500-1) | | 1560-1¼ 426 (500-1¼) | |
| CIRCLING | 1600-1 464 (500-1) | | 1600-1½ 464 (500-1½) | 1700-2 564 (600-2) |

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

WOOSTER, OHIO | AL-5663 (FAA) | 20310

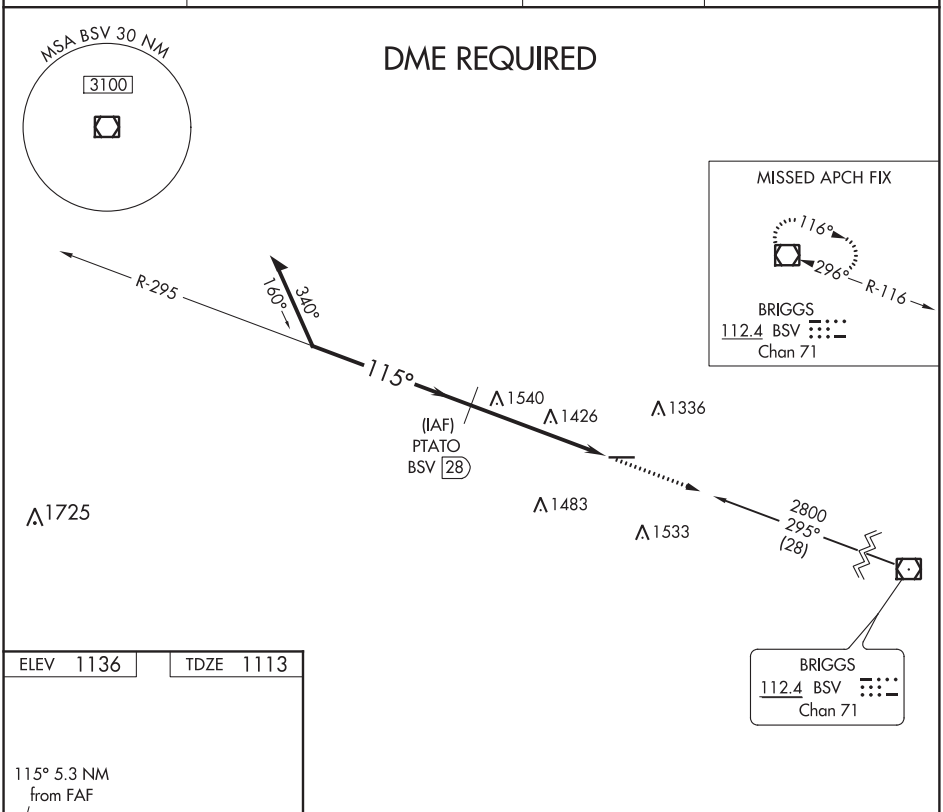
# VOR RWY 10
## WAYNE COUNTY (BJJ)

| VOR/DME BSV | APP CRS | Rwy ldg | 5189 |
|---|---|---|---|
| 112.4 | 115° | TDZE | 1113 |
| Chan 71 | | Apt Elev | 1136 |

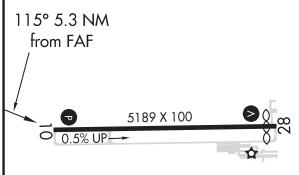
DME required. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet; increase S-10 Cat C/D and Circling Cat C/D visibilities ¼ mile. Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 direct BSV VOR/DME and hold.

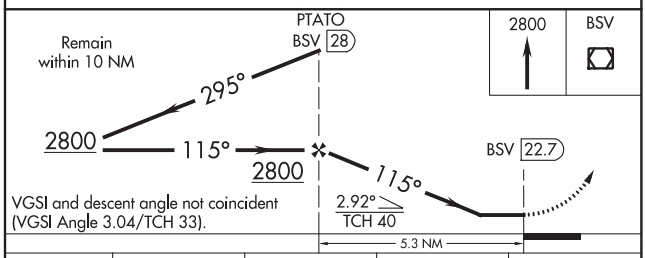
| ASOS | CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.075 | 118.6 371.875 | 121.75 | 122.8 (CTAF) L |




ELEV 1136 | TDZE 1113




REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L




VGSI and descent angle not coincident (VGSI Angle 3.04/TCH 33).

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1840-1<br>727 (800-1) | 1840-1¼<br>727 (800-1¼) | 1840-2<br>727 (800-2) | 1840-2¼<br>727 (800-2¼) |
| CIRCLING | 1840-1<br>704 (800-1) | 1840-1¼<br>704 (800-1¼) | 1840-2<br>704 (800-2) | 1840-2¼<br>704 (800-2¼) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

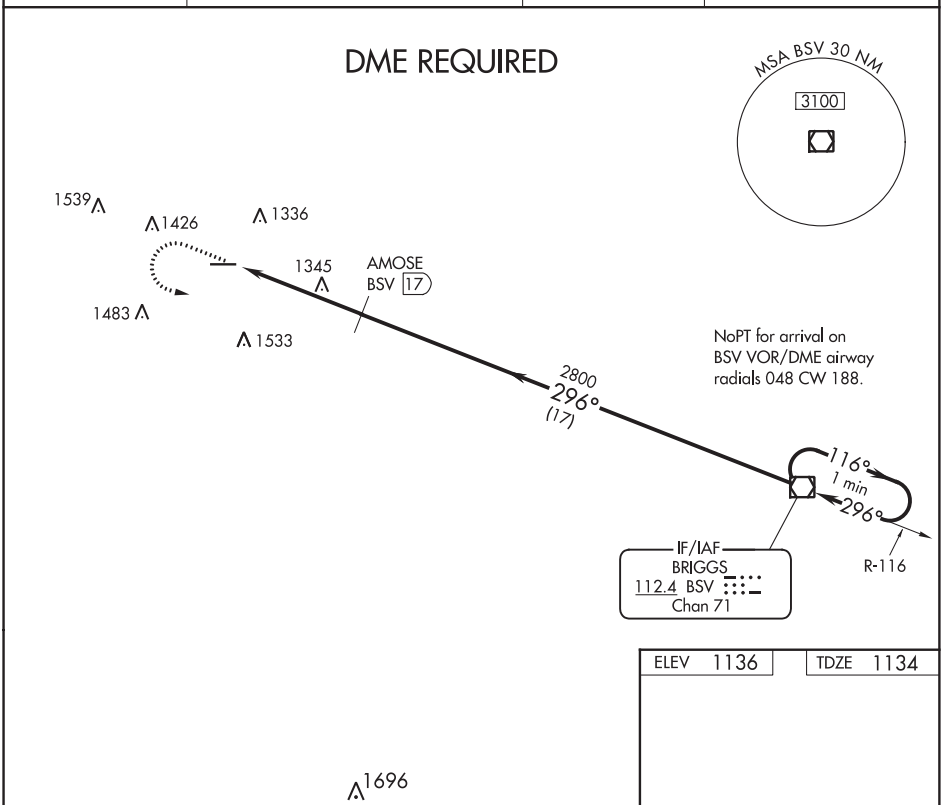
| VOR/DME BSV | APP CRS | Rwy ldg | 4971 |
|---|---|---|---|
| 112.4 | 296° | TDZE | 1134 |
| Chan 71 | | Apt Elev | 1136 |

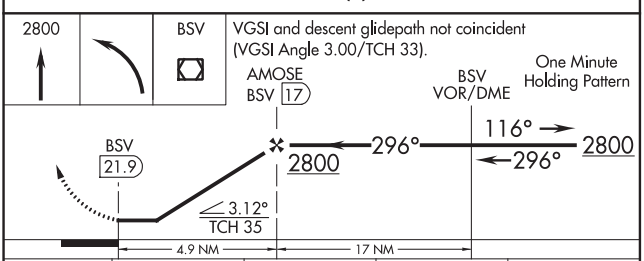
# VOR RWY 28
## WAYNE COUNTY (BJJ)

DME required. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct BSV VOR/DME and hold.

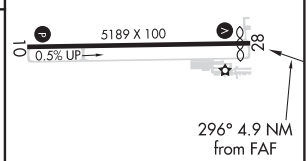
| ASOS | CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.075 | 118.6 371.875 | 121.75 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 1660-1<br>526 (600-1) | 1660-1¼<br>526 (600-1¼) | 1660-1½<br>526 (600-1½) | 1660-1¾<br>526 (600-1¾) |
| CIRCLING | 1660-1<br>524 (600-1) | 1660-1¼<br>524 (600-1¼) | 1660-1½<br>524 (600-1½) | 1700-2<br>564 (600-2) |

ELEV 1136 TDZE 1134




REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

17173

DAYTON, OHIO

# ILS or LOC RWY 5L

| LOC I-FAE | APCH CRS | Rwy ldg 12,600 TDZE 803 Arpt Elev 823 |
|---|---|---|
| 109.7 | 053° | |

AL-108 [USAF]

WRIGHT-PATTERSON AFB (KFFO)

T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

ALSF-1

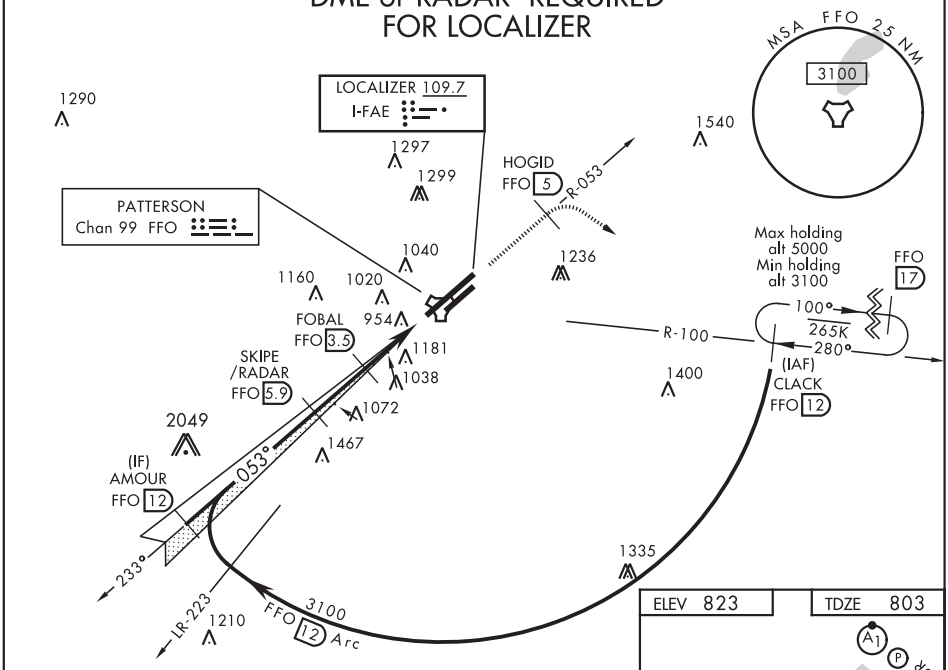
† MISSED APPROACH: Climb to 2000 via FFO R-053 at 5 DME, turn right direct CLACK climbing to 3100 and hold.

| ATIS | COLUMBUS APP CON | PATTERSON TOWER | GND CON |
|---|---|---|---|
| 124.475 269.9 | 118.85 269.275 | 126.9 281.45 | 121.8 335.8 |

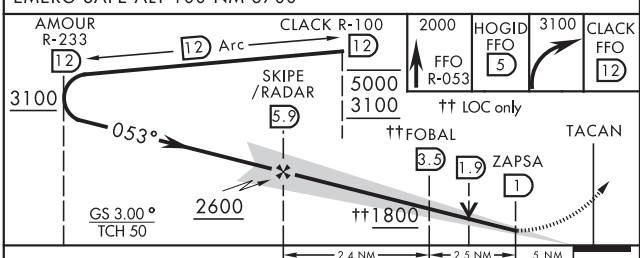
*** When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.

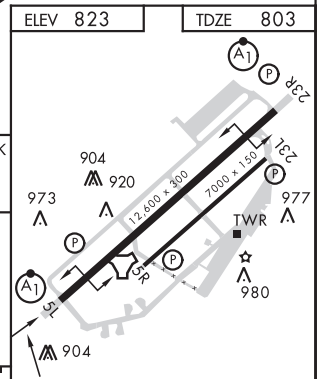
† Missed approach requires use of RNAV or ATC radar monitoring.

## DME or RADAR REQUIRED FOR LOCALIZER




EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 5L * | 1003/24 200 (200-½) | | | | |
| S-LOC 5L ** | 1280/24 476 (500-½) | | 1280/50 476 (500-1) | | |
| *** C CIRCLING | 1380-1 557 (600-1) | 1440-1 617 (700-1) | 1560-2 737 (800-2) | 1620-2½ 797 (800-2½) | 1620-2¾ 797 (800-2¾) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

DAYTON, OHIO
Amdt 4 05JAN17

39° 50′N-84° 03′W

WRIGHT-PATTERSON AFB (KFFO)

ILS or LOC RWY 5L

EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

DAYTON, OHIO

# ILS or LOC RWY 23R

| LOC I-FFO 109.7 | APCH CRS 233° | Rwy ldg 12,600<br>THRE 823<br>Arpt Elev 823 | AL-108 [USAF] | WRIGHT-PATTERSON AFB (KFFO) |
|---|---|---|---|---|

T *When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

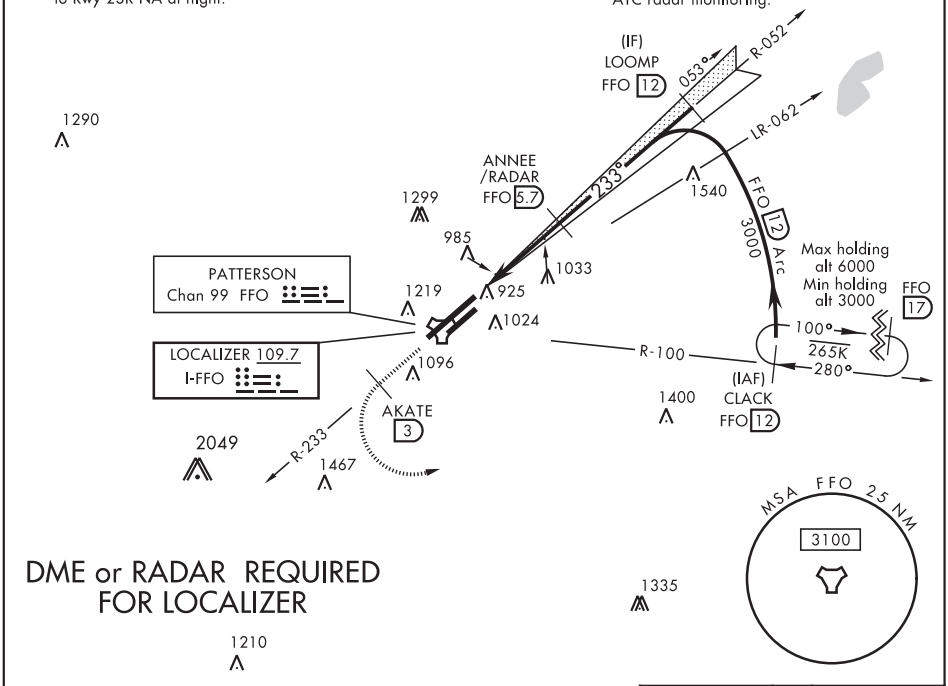
ALSF-1

† MISSED APPROACH: Climb via FFO R-233 to 2000, at 3 DME turn left direct CLACK to 3000 and hold.

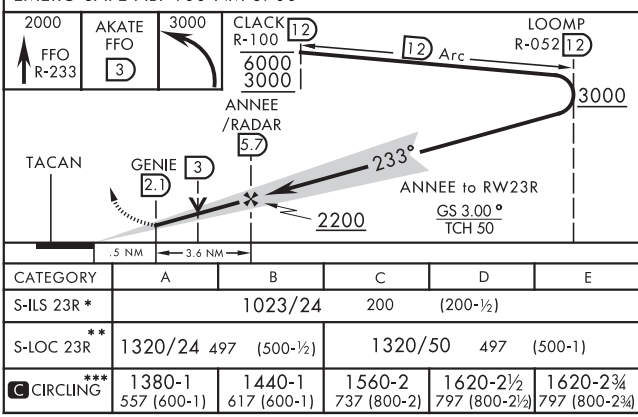
| ATIS | COLUMBUS APP CON | PATTERSON TOWER | GND CON |
|---|---|---|---|
| 124.475 269.9 | 118.85 269.275 | 126.9 281.45 | 121.8 335.8 |

*** When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.

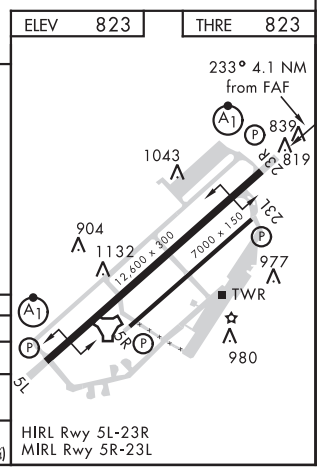
† Missed approach requires use of RNAV or ATC radar monitoring.




EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 23R * | 1023/24 200 (200-½) | | | | |
| S-LOC 23R ** | 1320/24 497 (500-½) | | 1320/50 497 (500-1) | | |
| C CIRCLING *** | 1380-1<br>557 (600-1) | 1440-1<br>617 (600-1) | 1560-2<br>737 (800-2) | 1620-2½<br>797 (800-2½) | 1620-2¾<br>797 (800-2¾) |




DAYTON, OHIO
Amdt 6 30APR15

39° 50′N-84° 03′W

WRIGHT-PATTERSON AFB (KFFO)

ILS or LOC RWY 23R



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

19171

DAYTON, OHIO

# RNAV (GPS) RWY 5L

| APCH CRS | Rwy ldg | 12,600 |
|---|---|---|
| 053° | TDZE | 803 |
| | Arpt Elev | 823 |

AL-108 (USAF)

WRIGHT PATTERSON AFB (KFFO)

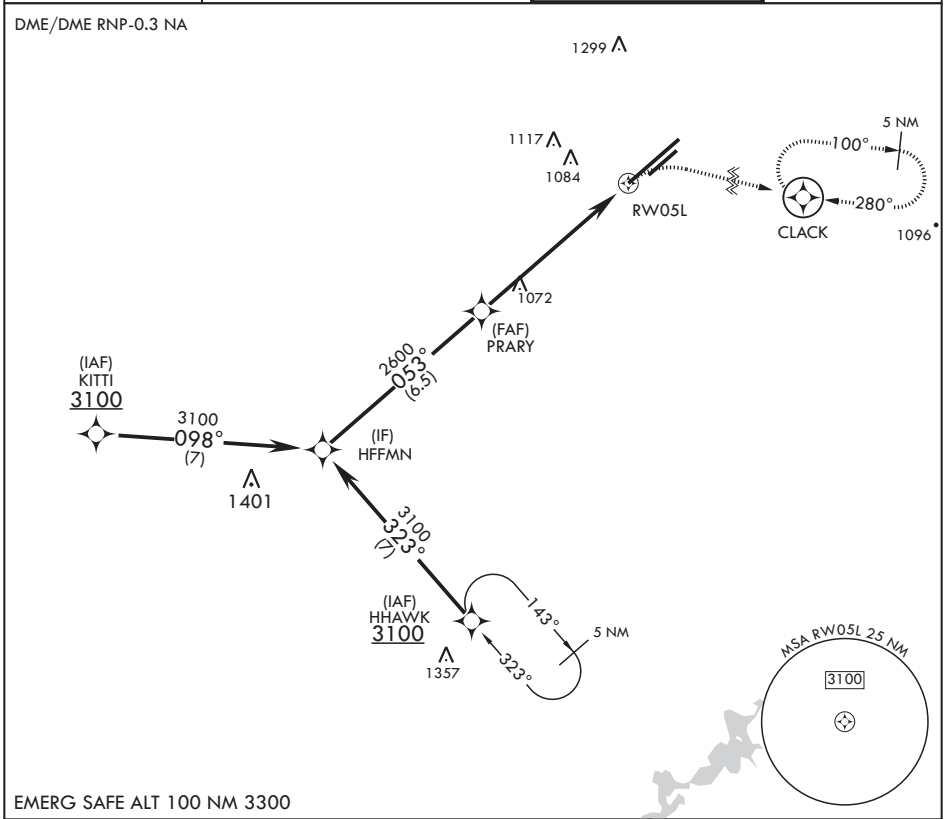
* When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 5/8 miles.
** When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.

ALSF-1

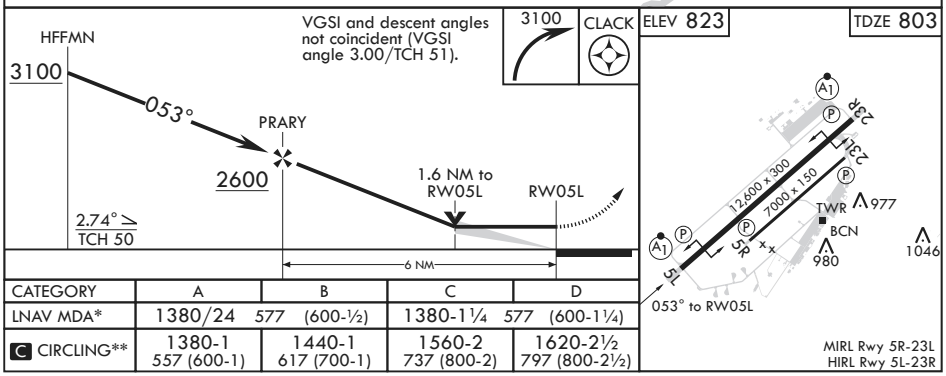
MISSED APPROACH: Turn right climb to 3100 direct CLACK WPT and hold.

| ATIS | COLUMBUS APP CON/DEP CON | PATTERSON TOWER | GND CON |
|---|---|---|---|
| 124.475 269.9 | 118.85 269.275 | 126.9 281.45 | 121.8 335.8 |

DME/DME RNP-0.3 NA




EMERG SAFE ALT 100 NM 3300




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA* | 1380/24 577 (600-½) | | 1380-1¼ 577 (600-1¼) | |
| C CIRCLING** | 1380-1 557 (600-1) | 1440-1 617 (700-1) | 1560-2 737 (800-2) | 1620-2½ 797 (800-2½) |

DAYTON, OHIO

39°50'N - 84°03'W

WRIGHT PATTERSON AFB (KFFO)

Amdt 3 13OCT16

RNAV (GPS) RWY 5L

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

DAYTON, OHIO

# RNAV (GPS) RWY 5R

| APCH CRS | Rwy ldg | 7000 |
|---|---|---|
| 053° | TDZE | 813 |
| | Arpt Elev | 823 |

AL-108 (USAF)

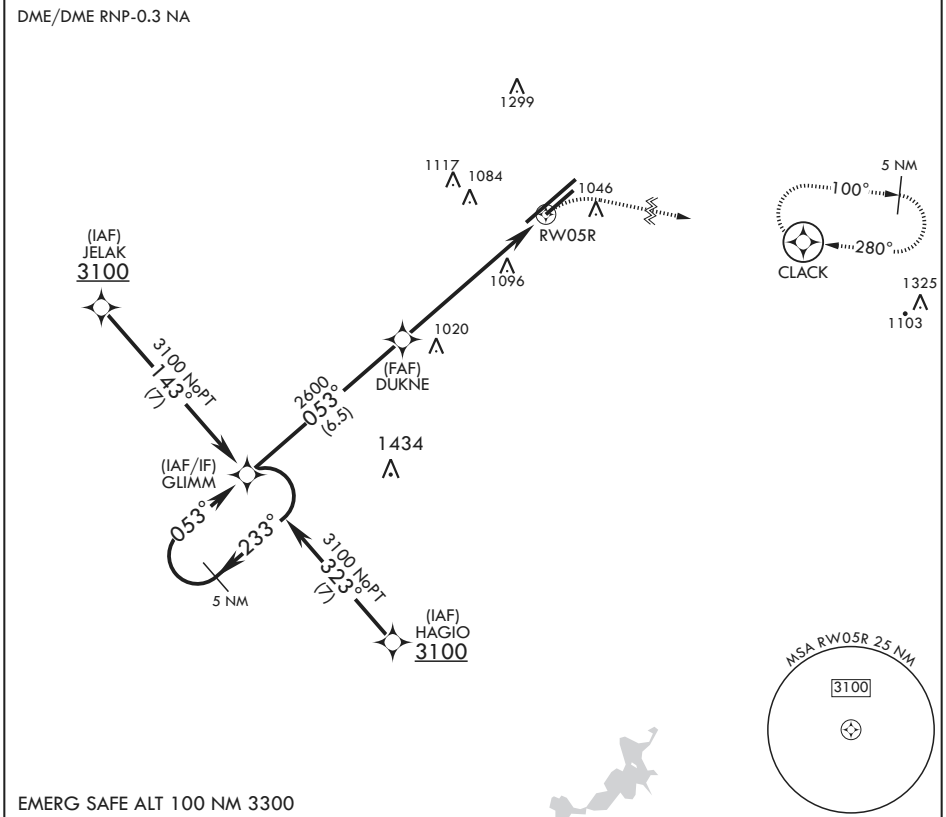
WRIGHT PATTERSON AFB (KFFO)

* When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.

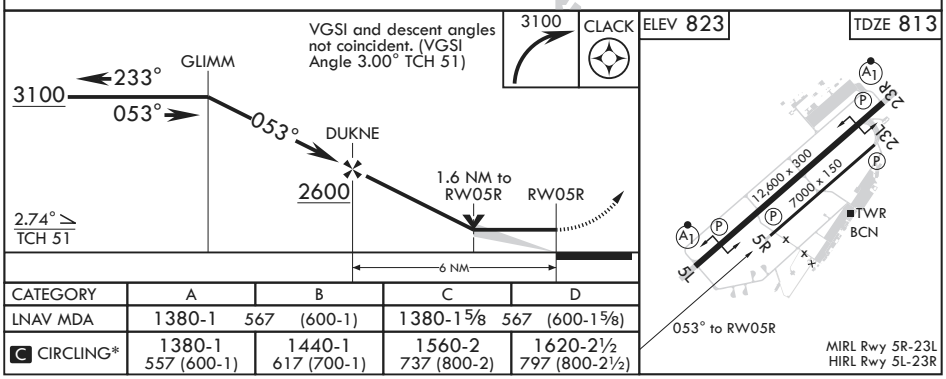
MISSED APPROACH: Turn right climb to 3100 direct CLACK WPT and hold.

| ATIS | COLUMBUS APP CON/DEP CON | PATTERSON TOWER | GND CON |
|---|---|---|---|
| 124.475 269.9 | 118.85 269.275 | 126.9 281.45 | 121.8 335.8 |

DME/DME RNP-0.3 NA




EMERG SAFE ALT 100 NM 3300




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 567 (600-1) | | 1380-1⅝ 567 (600-1⅝) | |
| C CIRCLING* | 1380-1 557 (600-1) | 1440-1 617 (700-1) | 1560-2 737 (800-2) | 1620-2½ 797 (800-2½) |

DAYTON, OHIO

39°50'N - 84°03'W

WRIGHT PATTERSON AFB (KFFO)

Amdt 4 13OCT16

RNAV (GPS) RWY 5R





EC-2, 05 NOV 2020 to 31 DEC 2020

18088

DAYTON, OHIO

# RNAV (GPS) RWY 23L

| APCH CRS 233° | Rwy ldg 7000<br>TDZE 818<br>Arpt Elev 823 |
|---|---|

AL-108 (USAF)

WRIGHT PATTERSON AFB (KFFO)

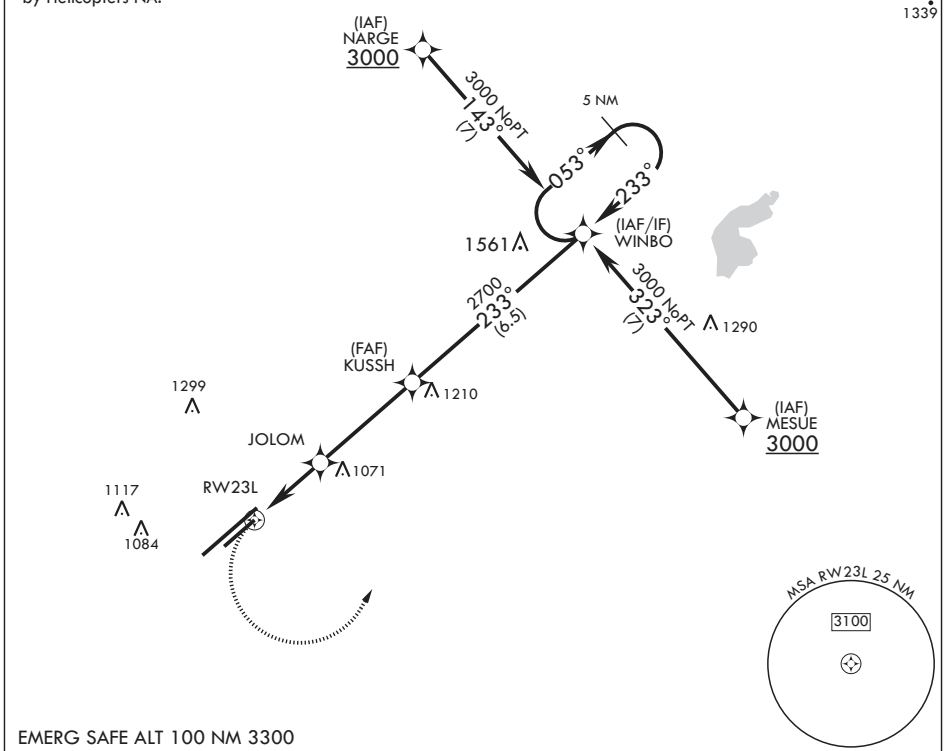
* When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.

MISSED APPROACH: Turn left climb to 3000 direct WINBO WPT and hold.

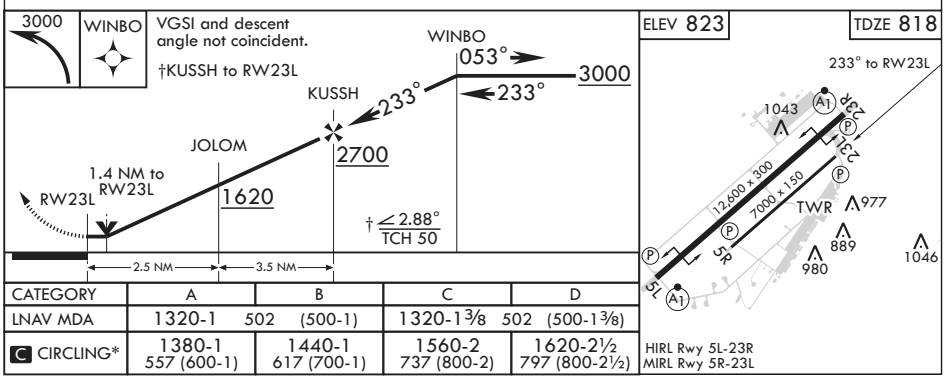
| ATIS | COLUMBUS APP CON | PATTERSON TOWER | GND CON |
|---|---|---|---|
| 124.475 269.9 | 118.85 269.275 | 126.9 281.45 | 121.8 335.8 |

DME/DME RNP -0.3 NA

LNAV Visibility Reduction by Helicopters NA.




EMERG SAFE ALT 100 NM 3300




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1320-1 502 (500-1) | | 1320-1⅜ 502 (500-1⅜) | |
| C CIRCLING* | 1380-1<br>557 (600-1) | 1440-1<br>617 (700-1) | 1560-2<br>737 (800-2) | 1620-2½<br>797 (800-2½) |

DAYTON, OHIO

# RNAV (GPS) RWY 23R

| APCH CRS | Rwy ldg | 12,600 |
|---|---|---|
| 233° | TDZE | 823 |
| | Arpt Elev | 823 |

AL-108 (USAF)

WRIGHT PATTERSON AFB (KFFO)

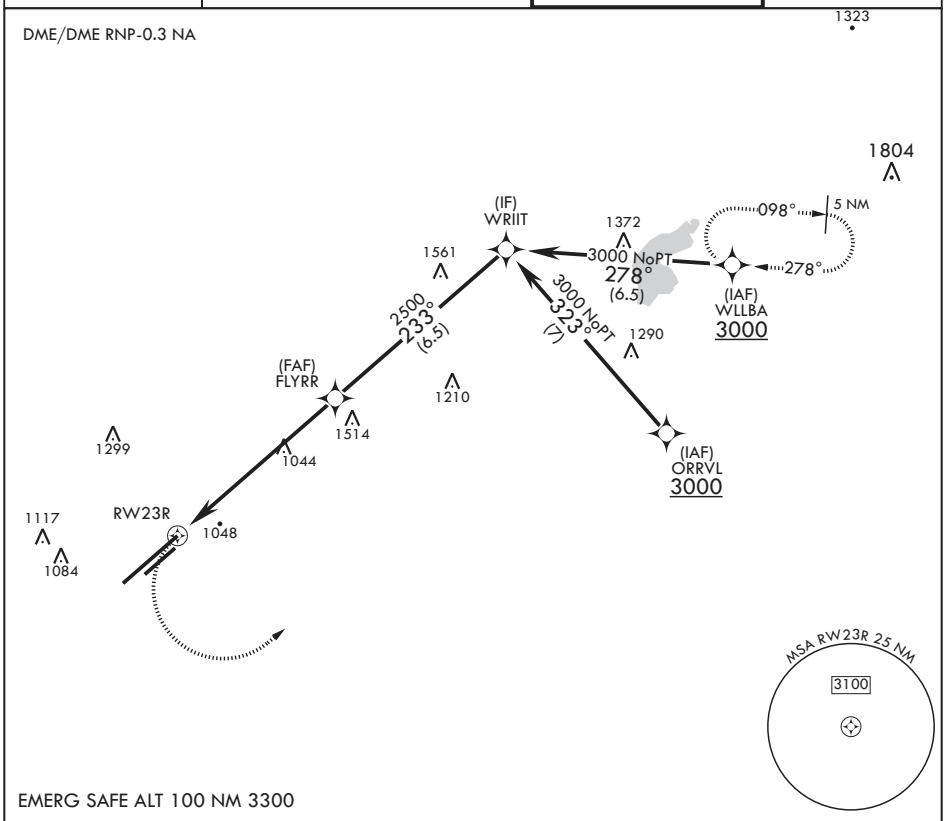
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 3/8 miles.
** When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.

ALSF-1

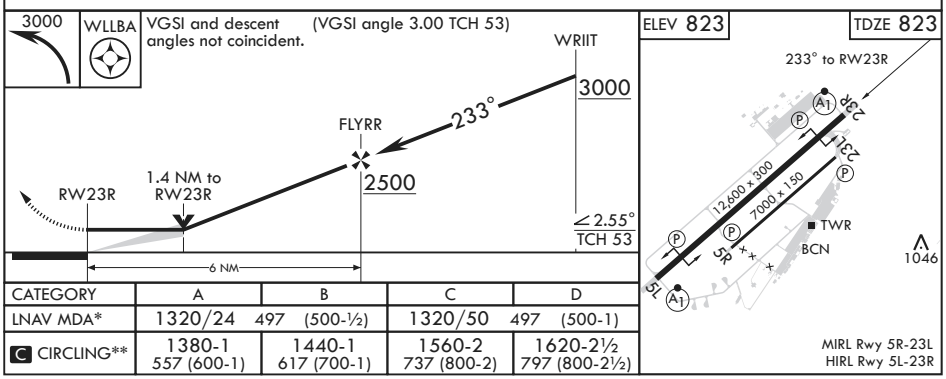
MISSED APPROACH: Turn left climb to 3000 direct WLLBA waypoint and hold.

| ATIS | COLUMBUS APP CON/DEP CON | PATTERSON TOWER | GND CON |
|---|---|---|---|
| 124.475 269.9 | 118.85 269.275 | 126.9 281.45 | 121.8 335.8 |

DME/DME RNP-0.3 NA




EMERG SAFE ALT 100 NM 3300




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA* | 1320/24 497 (500-½) | | 1320/50 497 (500-1) | |
| C CIRCLING** | 1380-1 557 (600-1) | 1440-1 617 (700-1) | 1560-2 737 (800-2) | 1620-2½ 797 (800-2½) |

DAYTON, OHIO

39°50'N - 84°03'W

WRIGHT PATTERSON AFB (KFFO)

Amdt 5 13OCT16

RNAV (GPS) RWY 23R



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

17173

DAYTON, OHIO

# TACAN RWY 5L

| TACAN FFO Chan 99 | APCH CRS 059° | Rwy ldg 12,600<br>TDZE 803<br>Arpt Elev 823 | AL-108 [USAF] |
|---|---|---|---|

WRIGHT-PATTERSON AFB (KFFO)

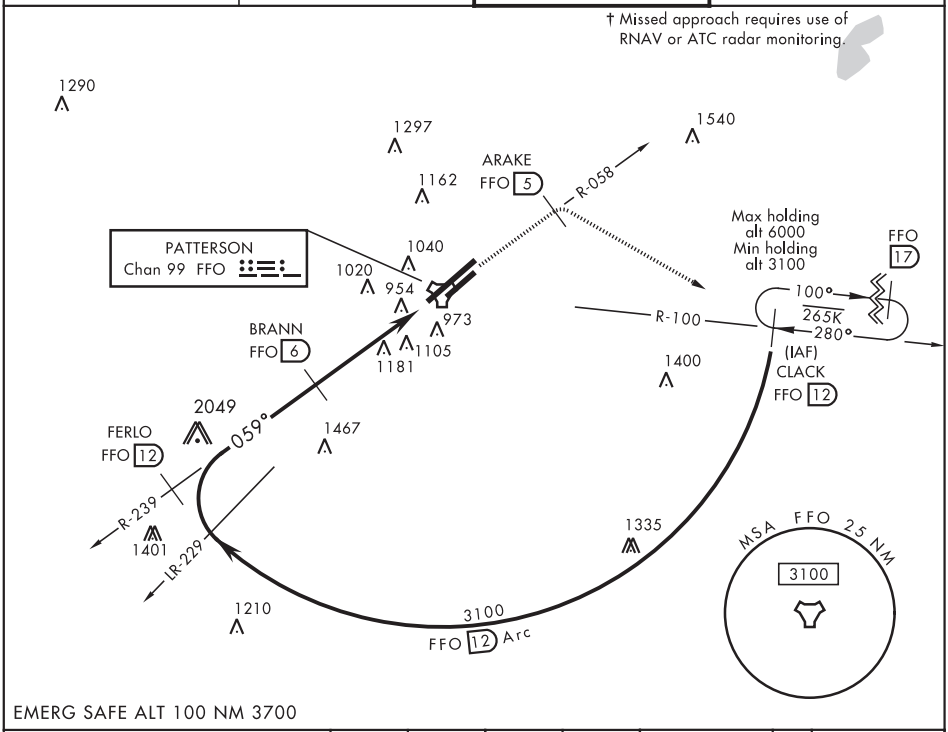
T * When ALS inop, increase RVR CAT AB to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
** When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.

ALSF-1 A1

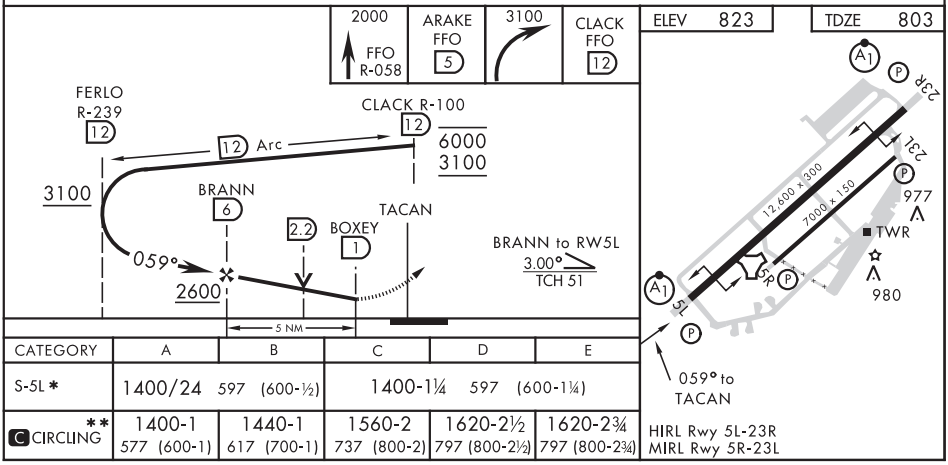
† MISSED APPROACH: Climb to 2000 via FFO R-058 to 5 DME, turn right direct CLACK climbing to 3100 and hold.

| ATIS | COLUMBUS APP CON | PATTERSON TOWER | GND CON |
|---|---|---|---|
| 124.475 269.9 | 118.85 269.275 | 126.9 281.45 | 121.8 335.8 |

† Missed approach requires use of RNAV or ATC radar monitoring.




EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-5L * | 1400/24 597 (600-½) | | 1400-1¼ 597 (600-1¼) | | |
| ** C CIRCLING | 1400-1 577 (600-1) | 1440-1 617 (700-1) | 1560-2 737 (800-2) | 1620-2½ 797 (800-2½) | 1620-2¾ 797 (800-2¾) |



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

DAYTON, OHIO

# TACAN RWY 5R

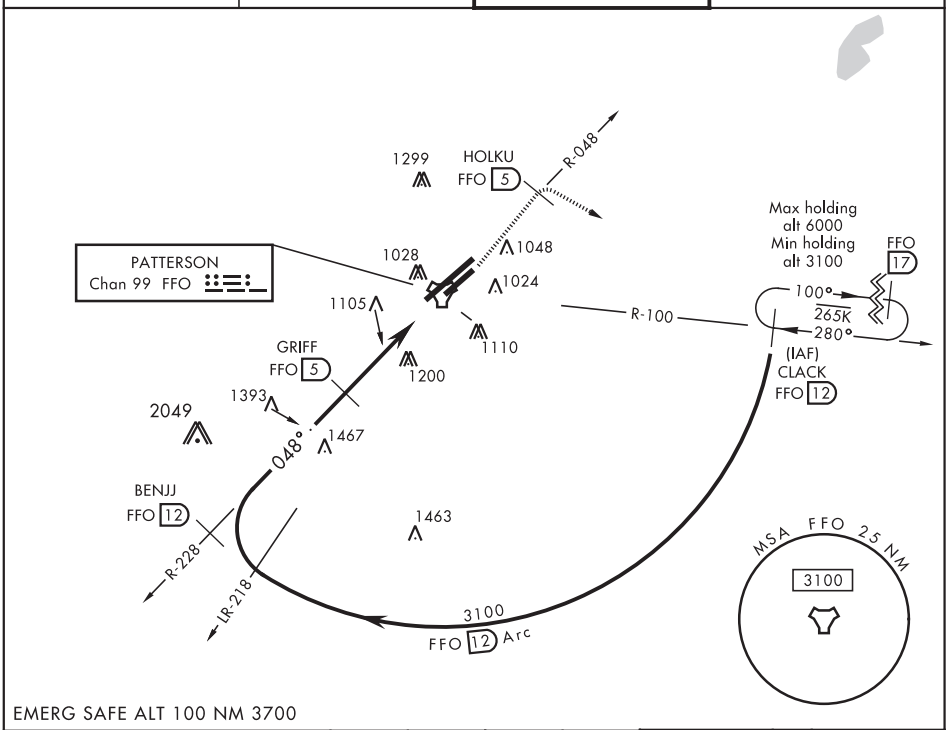
| TACAN FFO Chan 99 | APCH CRS 048° | Rwy ldg 7000 THRE 807 Arpt Elev 823 | AL-108 [USAF] |
|---|---|---|---|

WRIGHT-PATTERSON AFB (KFFO)

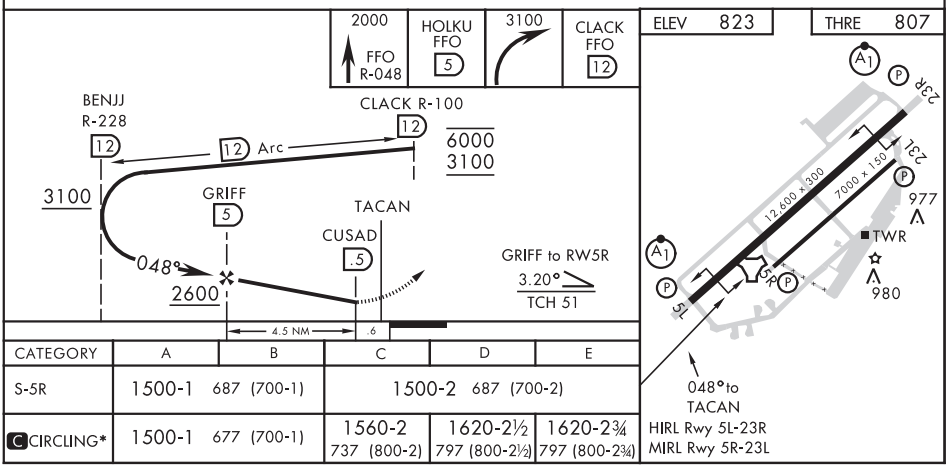
T * When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.

MISSED APPROACH: Climb to 2000 via FFO R-048 to HOLKU, turn right direct CLACK climbing to 3100 and hold.

| ATIS | COLUMBUS APP CON | PATTERSON TOWER | GND CON |
|---|---|---|---|
| 124.475 269.9 | 118.85 269.275 | 126.9 281.45 | 121.8 335.8 |




EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-5R | 1500-1 687 (700-1) | | 1500-2 687 (700-2) | | |
| C CIRCLING* | 1500-1 677 (700-1) | | 1560-2 737 (800-2) | 1620-2½ 797 (800-2½) | 1620-2¾ 797 (800-2¾) |

DAYTON, OHIO
Amdt 5 05JAN17

39° 50′N-84° 03′W

WRIGHT-PATTERSON AFB (KFFO)

TACAN RWY 5R



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

17173

DAYTON, OHIO

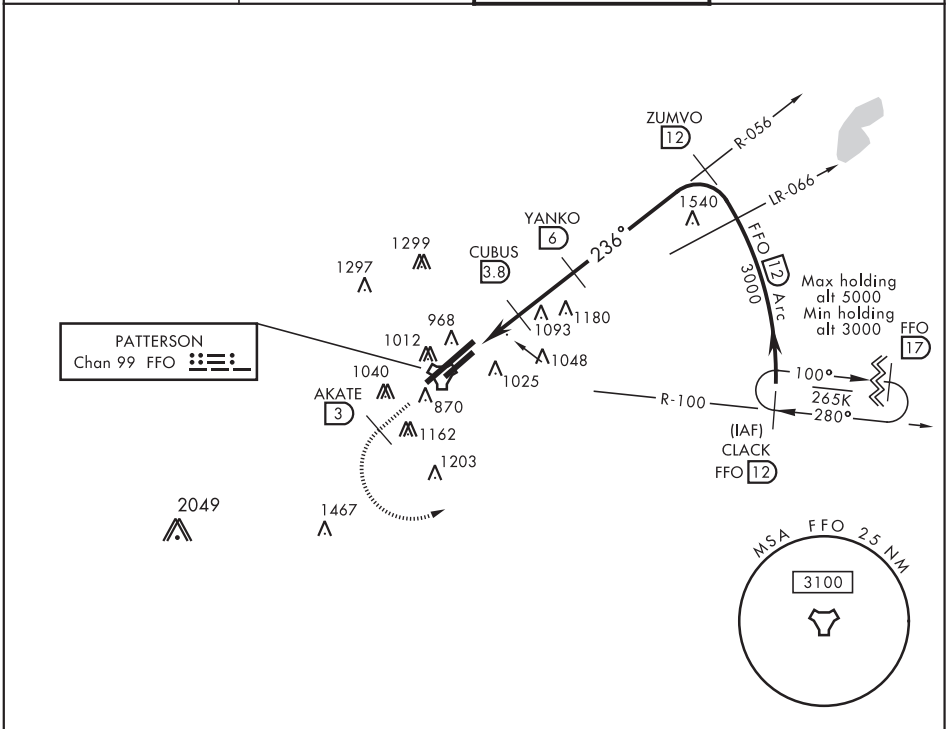
# TACAN RWY 23L

| TACAN FFO Chan 99 | APCH CRS 236° | Rwy ldg 7000<br>TDZE 818<br>Arpt Elev 823 | AL-108 [USAF] | WRIGHT-PATTERSON AFB (KFFO) |
|---|---|---|---|---|

* When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.

MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.

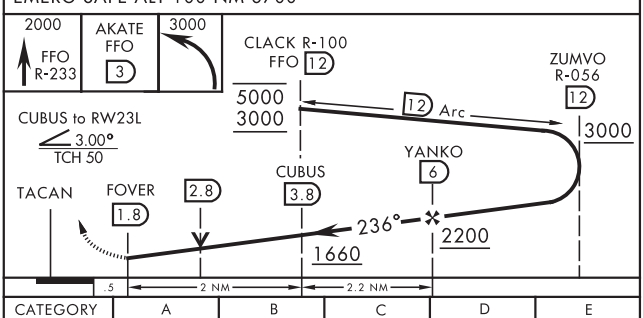
| ATIS | COLUMBUS APP CON | PATTERSON TOWER | GND CON |
|---|---|---|---|
| 124.475 269.9 | 118.85 269.275 | 126.9 281.45 | 121.8 335.8 |




EC-2, 05 NOV 2020 to 31 DEC 2020

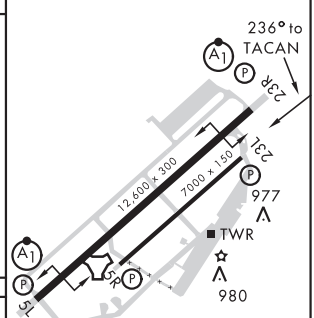
EC-2, 05 NOV 2020 to 31 DEC 2020

EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-23L | 1340-1<br>522 (600-1) | | 1340-1½<br>522 (600-1½) | 1340-1¾<br>522 (500-1¾) | |
| C CIRCLING* | 1380-1<br>557 (600-1) | 1400-1<br>577 (600-1) | 1420-1½<br>597 (600-1½) | 1460-2<br>637 (700-2) | 1620-2¾<br>797 (800-2¾) |

| ELEV 823 | TDZE 818 |
|---|---|




HIRL Rwy 5L-23R
MIRL Rwy 5R-23L

DAYTON, OHIO

# TACAN RWY 23R

| TACAN FFO Chan 99 | APCH CRS 230° | Rwy ldg 12,600 THRE 823 Arpt Elev 823 | AL-108 [USAF] | WRIGHT-PATTERSON AFB (KFFO) |
|---|---|---|---|---|

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

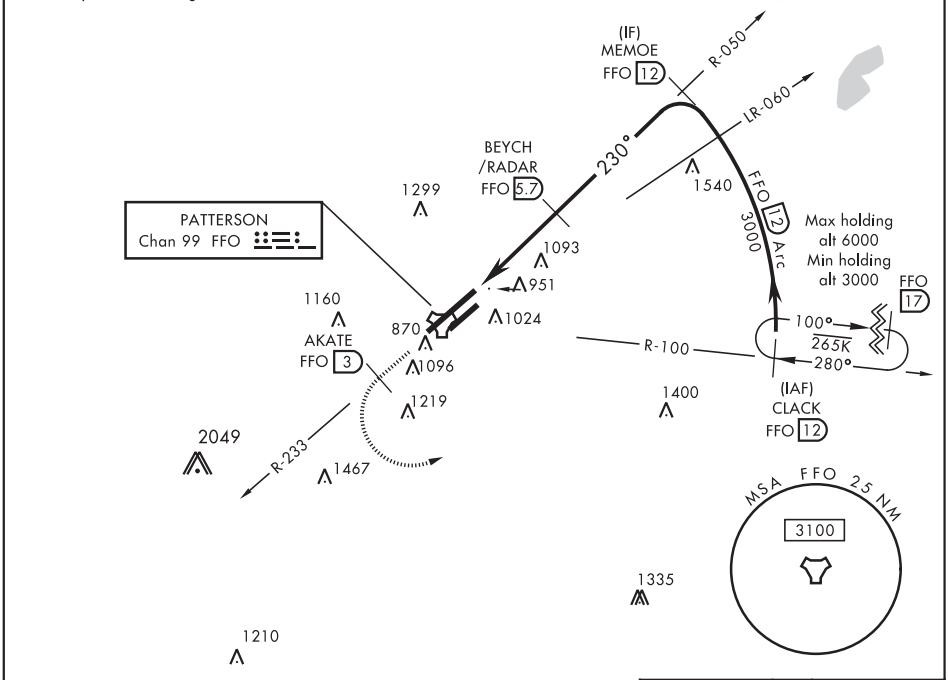
ALSF-1

† MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.

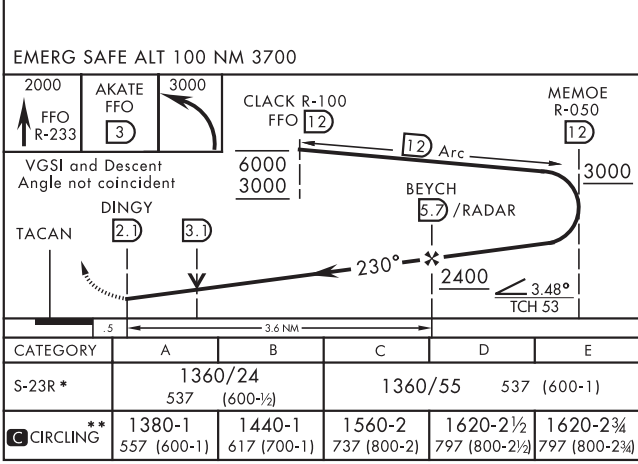
| ATIS | COLUMBUS APP CON | PATTERSON TOWER | GND CON |
|---|---|---|---|
| 124.475 269.9 | 118.85 269.275 | 126.9 281.45 | 121.8 335.8 |

** When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.

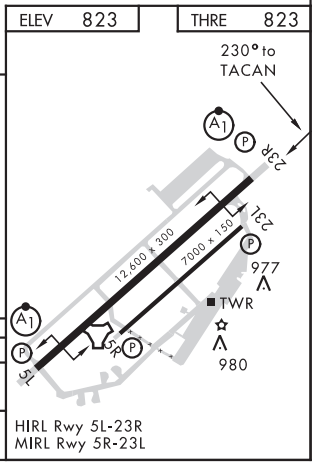
† Missed approach requires use of RNAV or ATC radar monitoring.




EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-23R * | 1360/24 537 (600-½) | | 1360/55 537 (600-1) | | |
| C CIRCLING ** | 1380-1 557 (600-1) | 1440-1 617 (700-1) | 1560-2 737 (800-2) | 1620-2½ 797 (800-2½) | 1620-2¾ 797 (800-2¾) |




DAYTON, OHIO
Amdt 6 30APR15

39° 50′N-84° 03′W

WRIGHT-PATTERSON AFB (KFFO)

TACAN RWY 23R



EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

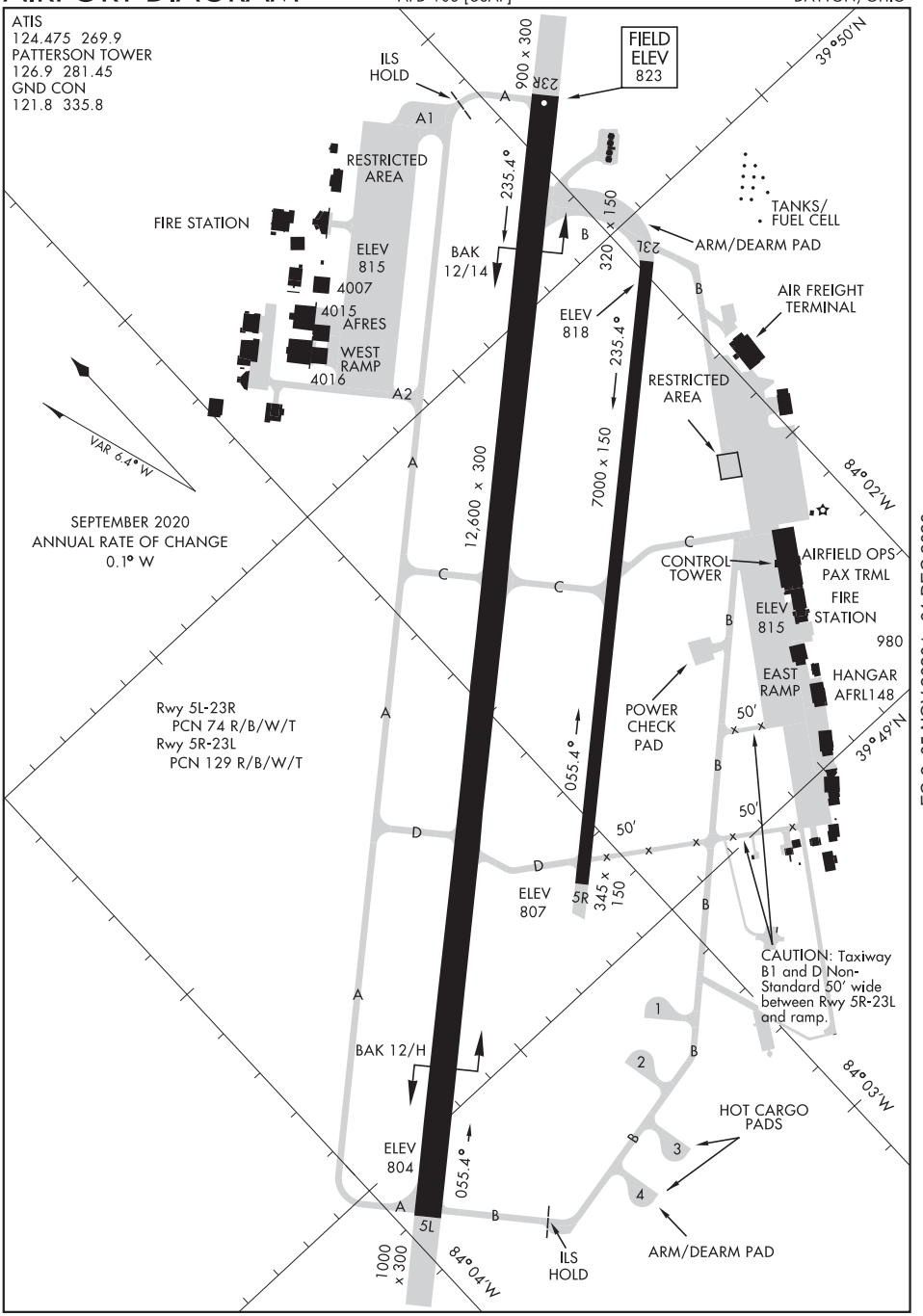
20254

# AIRPORT DIAGRAM

WRIGHT-PATTERSON AFB (KFFO)

AFD-108 [USAF]

DAYTON, OHIO




EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM

DAYTON, OHIO

WRIGHT-PATTERSON AFB (KFFO)

| APP CRS | Rwy ldg | 3664 |
|---|---|---|
| 098° | TDZE | 1051 |
| | Apt Elev | 1070 |

# RNAV (GPS) RWY 10
## YOUNGSTOWN ELSER METRO (4G4)

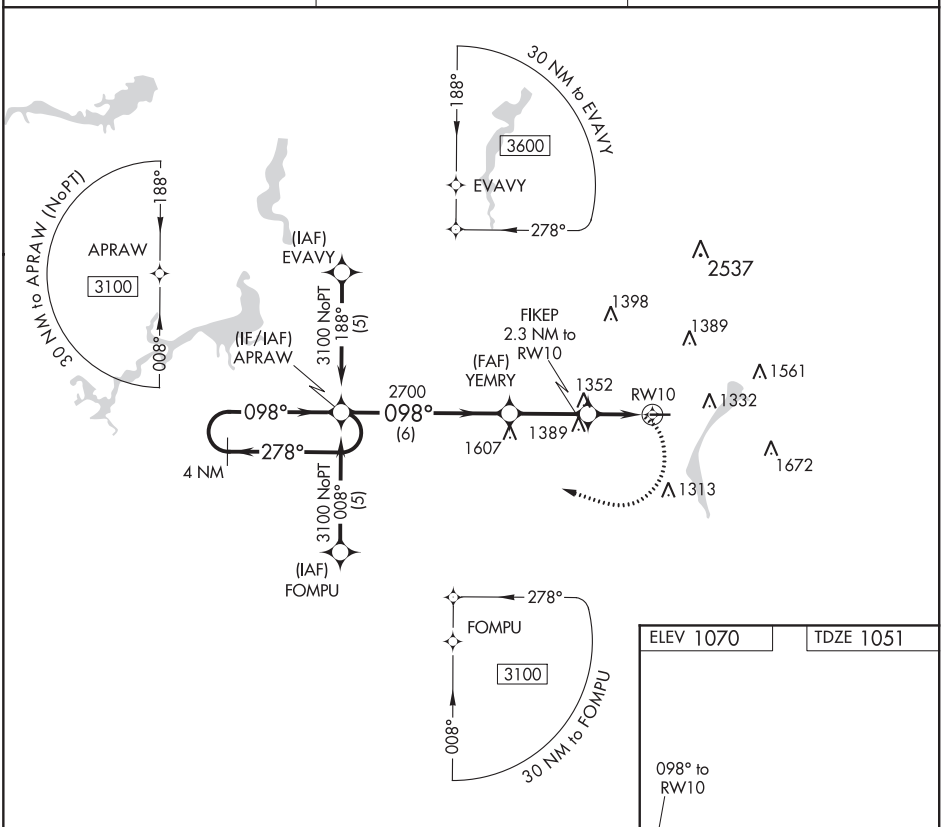
RNP APCH.

NA

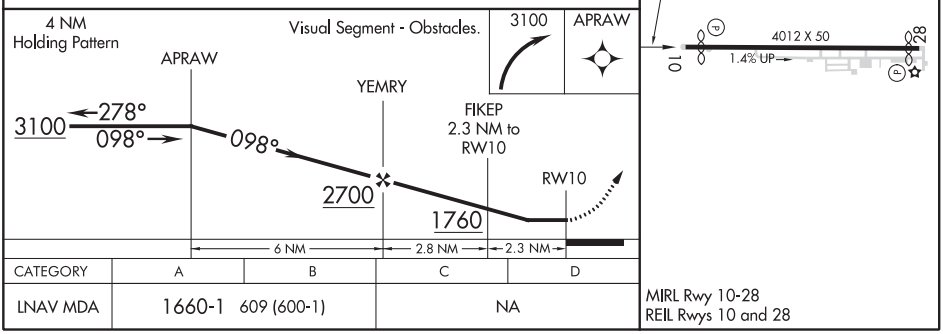
Rwy 10 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3100 direct APRAW and hold.

| CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|
| 125.5 371.875 | 119.25 | 123.05 (CTAF) |




| ELEV 1070 | TDZE 1051 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1660-1 609 (600-1) | | NA | |

MIRL Rwy 10-28
REIL Rwys 10 and 28

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

YOUNGSTOWN, OHIO AL-6529 (FAA) 20198

| APP CRS | Rwy ldg | 3753 |
|---|---|---|
| 279° | TDZE | 1063 |
| | Apt Elev | 1070 |

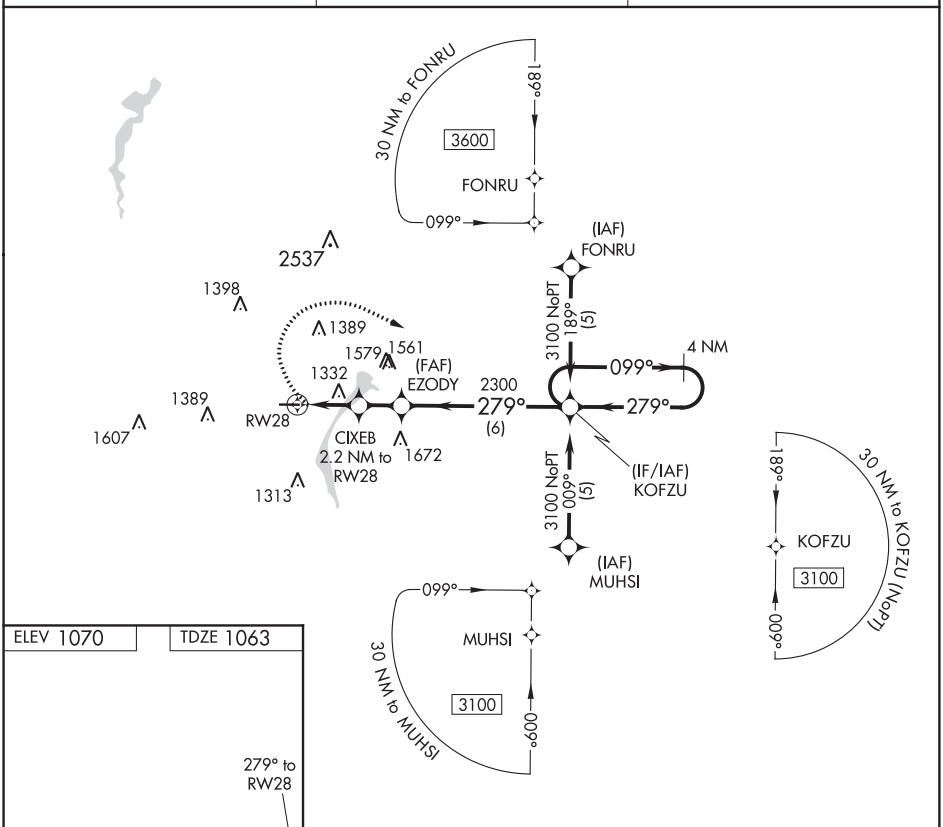
# RNAV (GPS) RWY 28
## YOUNGSTOWN ELSER METRO (4G4)

RNP APCH.

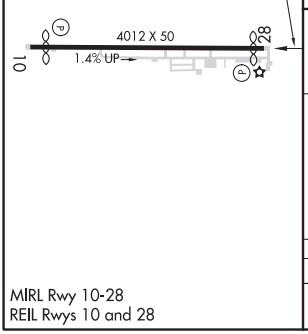
T NA Rwy 28 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3100 direct KOFZU and hold.

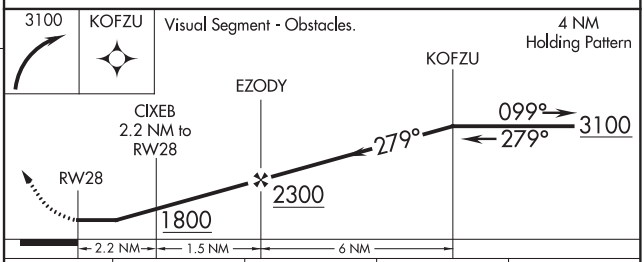
| CLEVELAND APP CON★ | CLNC DEL | UNICOM |
|---|---|---|
| 125.5 371.875 | 119.25 | 123.05 (CTAF) |




ELEV 1070 TDZE 1063




MIRL Rwy 10-28
REIL Rwys 10 and 28




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1600-1 537 (600-1) | | NA | |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| VOR/DME ACO 114.4 Chan 91 | APP CRS 114° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1070 |
|---|---|---|

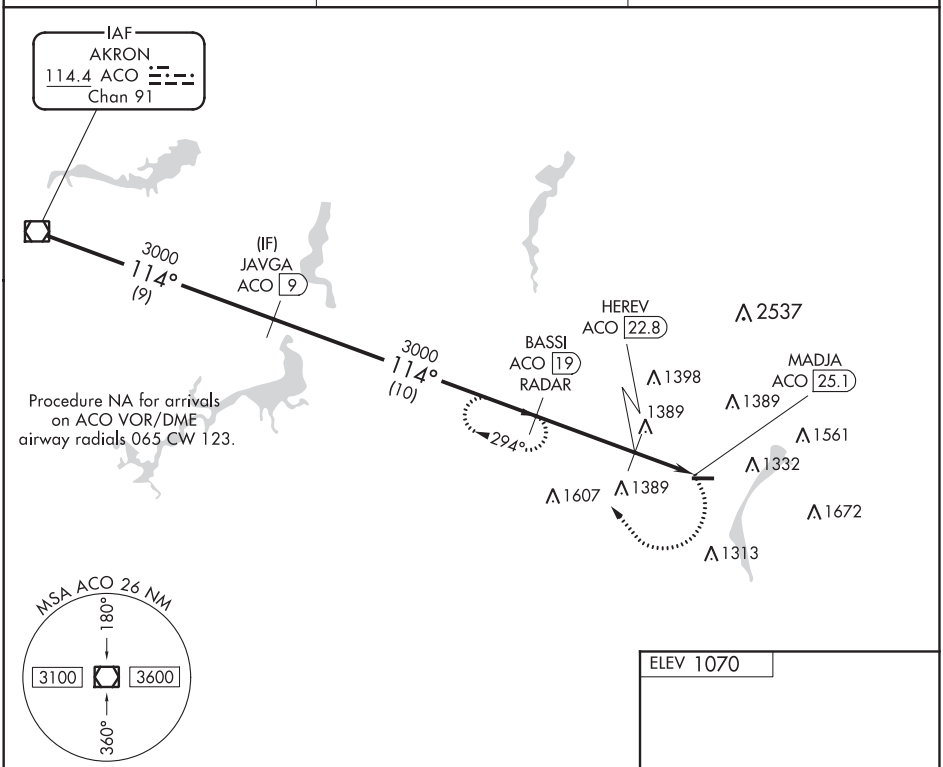
# VOR-C
## YOUNGSTOWN ELSER METRO (4G4)

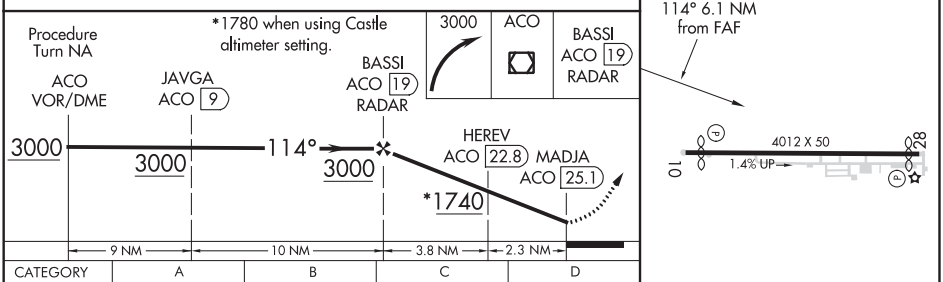
DME or RADAR required.

Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3000 via ACO VOR/DME R-114 to BASSI/ACO 19 DME/RADAR and hold.

| CLEVELAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|
| 125.5 371.875 | 119.25 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1740-1<br>670 (700-1) | 1740-1¼<br>670 (700-1¼) | NA | |

MIRL Rwy 10-28
REIL Rwys 10 and 28

| HEREV FIX MINIMUMS | | | |
|---|---|---|---|
| C CIRCLING | 1660-1 590 (600-1) | | NA |

| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC I-MQK | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 110.1 | 143° | 9003 / 1134 / 1192 |

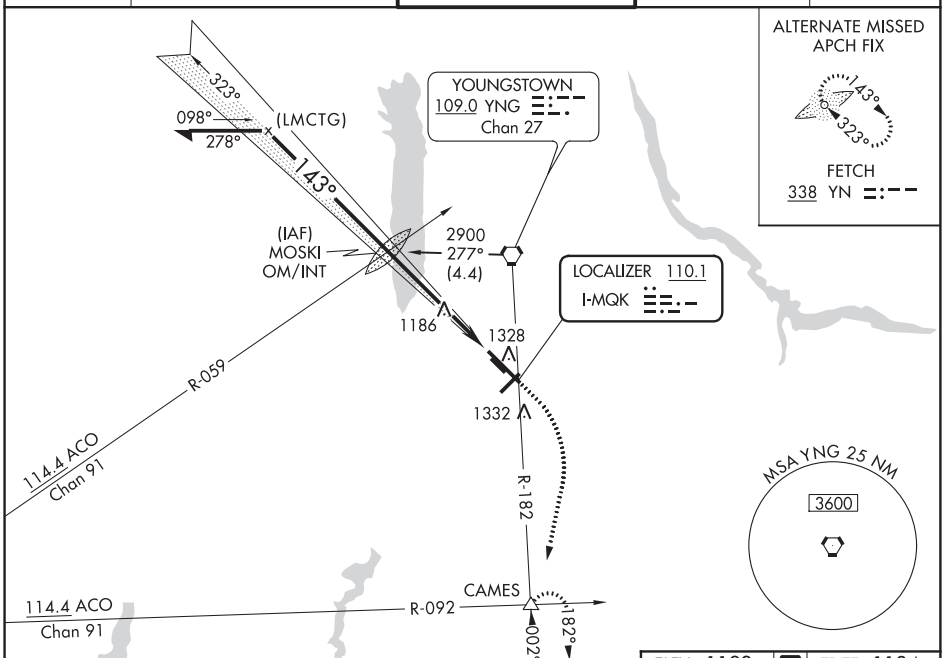
# ILS or LOC RWY 14
## YOUNGSTOWN-WARREN RGNL (YNG)

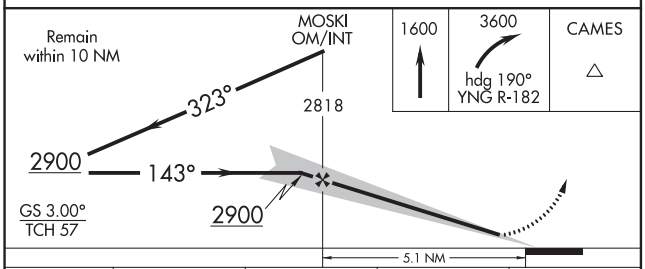
T A NA ASR — Circling Rwy 5 NA at night.

MALSR A5

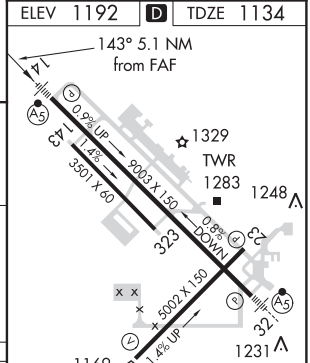
MISSED APPROACH: Climb to 1600 then climbing right turn to 3600 on heading 190° and on YNG VORTAC R-182 to CAMES INT and hold.

| ATIS | YOUNGSTOWN APP CON ★ | YOUNGSTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.75 | 133.95 322.3 | 119.5 263.0 | 121.9 275.8 | 118.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | 1334-½ 200 (200-½) | | | |
| S-LOC 14 | 1580-½ 446 (400-½) | | 1580-1 446 (400-1) | |
| C CIRCLING | 1640-1 448 (500-1) | 1660-1 468 (500-1) | 1740-1½ 548 (600-1½) | 1760-2 568 (600-2) |




HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| LOC I-YNG | APP CRS | Rwy ldg | 9003 |
|---|---|---|---|
| 110.1 | 323° | TDZE | 1186 |
| | | Apt Elev | 1192 |

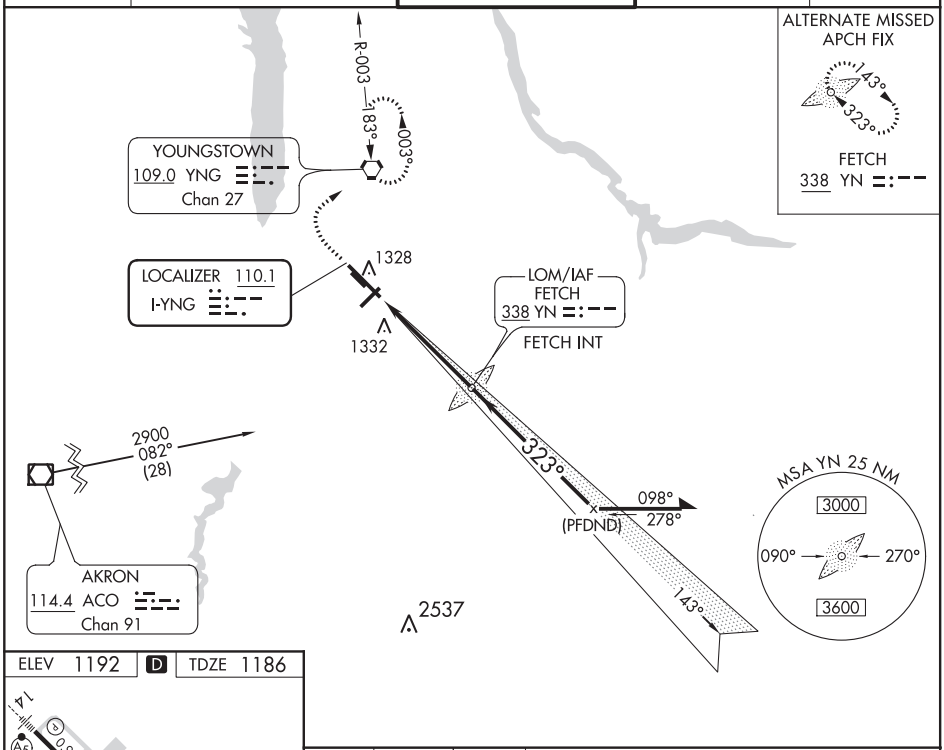
# ILS or LOC RWY 32
## YOUNGSTOWN-WARREN RGNL (YNG)

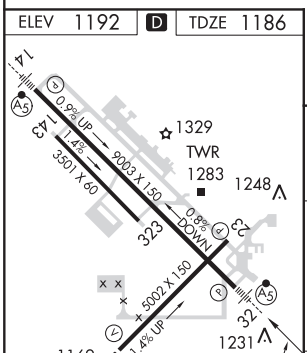
ASR: Circling Rwy 5 NA at night.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 2900 direct YNG VORTAC and hold, continue climb-in-hold to 2900.

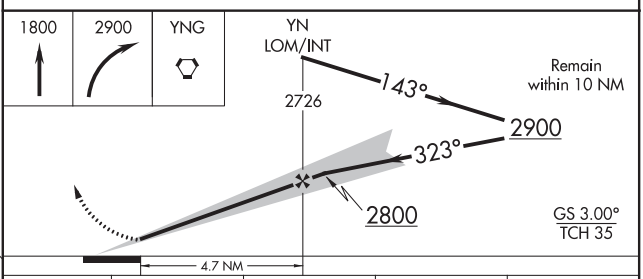
| ATIS | YOUNGSTOWN APP CON * | YOUNGSTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.75 | 133.95 322.3 | 119.5 263.0 | 121.9 275.8 | 118.25 |




HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32* | 1386/24 200 (200-½) | | | |
| S-LOC 32 | 1640/24 454 (500-½) | | 1640/45 454 (500-⅞) | |
| C CIRCLING | 1640-1 448 (500-1) | 1660-1 468 (500-1) | 1740-1½ 548 (600-1½) | 1760-2 568 (600-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 49205 W14A | APP CRS 143° | Rwy ldg 9003 TDZE 1134 Apt Elev 1192 |
|---|---|---|

# RNAV (GPS) RWY 14
## YOUNGSTOWN-WARREN RGNL (YNG)

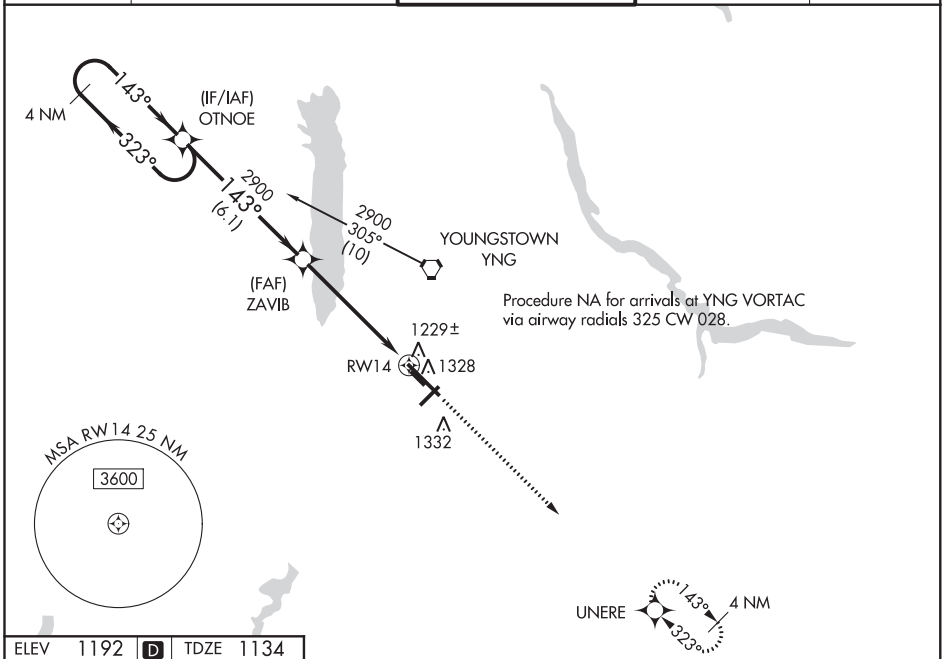
RNP APCH.

ASR — For inop ALS, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. Circling Rwy 5 NA at night.

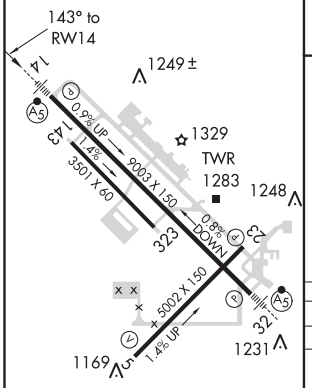
MALSR

MISSED APPROACH: Climb to 2900 direct UNERE and hold.

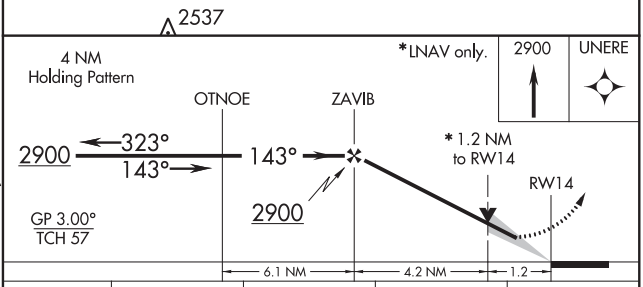
| ATIS | YOUNGSTOWN APP CON * | YOUNGSTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.75 | 133.95 322.3 | 119.5 263.0 | 121.9 275.8 | 118.25 |




ELEV 1192 D TDZE 1134




HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1384/24 250 (200-½) | | | |
| LNAV/VNAV DA | 1499/40 365 (400-¾) | | | |
| LNAV MDA | 1540/24 406 (400-½) | | 1540/40 406 (400-¾) | 1540/50 406 (400-1) |
| C CIRCLING | 1640-1 448 (500-1) | 1660-1 468 (500-1) | 1740-1½ 548 (600-1½) | 1760-2 568 (600-2) |



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 97406 W32A | APP CRS 323° | Rwy ldg 9003<br>TDZE 1186<br>Apt Elev 1192 |
|---|---|---|

# RNAV (GPS) RWY 32
## YOUNGSTOWN-WARREN RGNL (YNG)

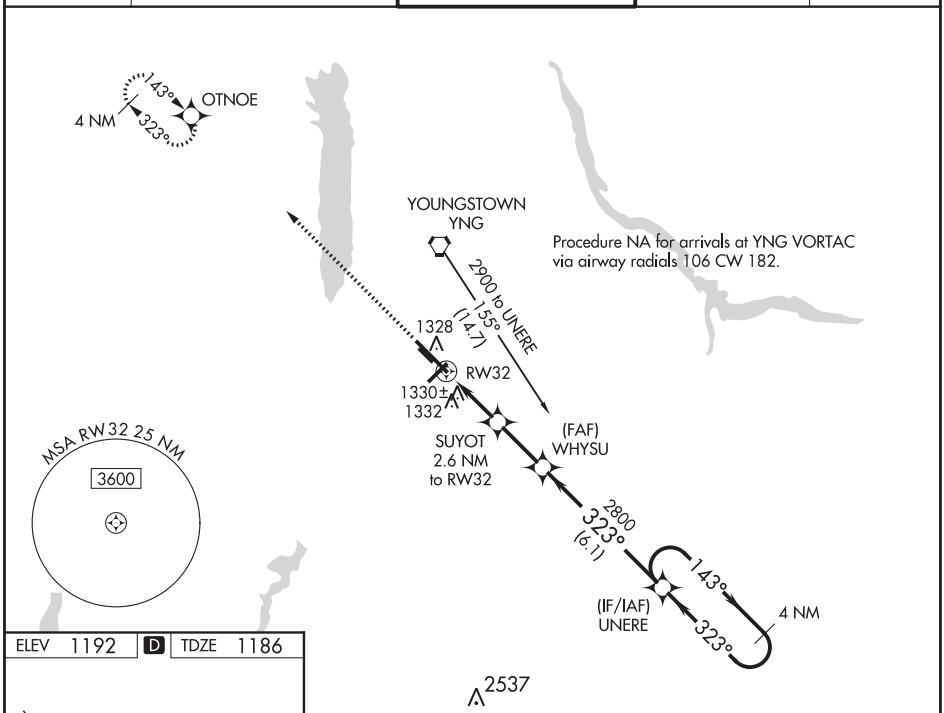
RNP APCH.

ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. For inop ALS, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. Circling Rwy 5 NA at night.

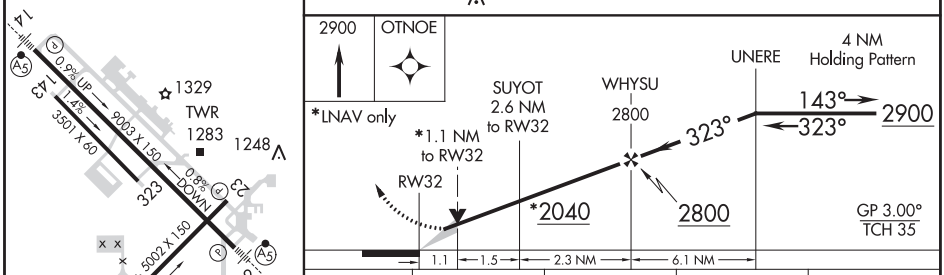
MALSR

MISSED APPROACH: Climb to 2900 direct OTNOE and hold.

| ATIS | YOUNGSTOWN APP CON * | YOUNGSTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.75 | 133.95 322.3 | 119.5 263.0 | 121.9 275.8 | 118.25 |




ELEV 1192 | D | TDZE 1186




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1458/24 272 (300-½) | | | |
| LNAV/VNAV DA | 1639/60 453 (500-1¼) | | | |
| LNAV MDA | 1580/24 394 (400-½) | | | 1580/50 394 (400-1) |
| C CIRCLING | 1640-1 448 (500-1) | 1660-1 468 (500-1) | 1740-1½ 548 (600-1½) | 1760-2 568 (600-2) |

HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| VORTAC YNG 109.0 Chan 27 | APP CRS 187° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1192 |
|---|---|---|

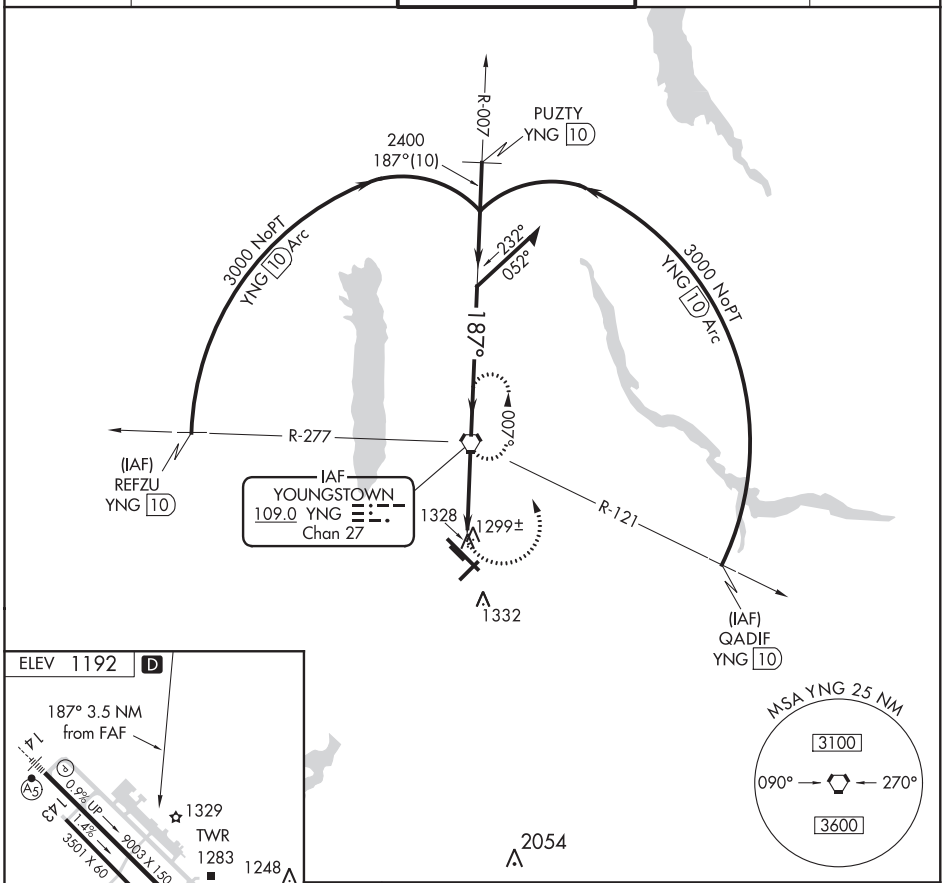
# VOR-A
## YOUNGSTOWN-WARREN RGNL (YNG)

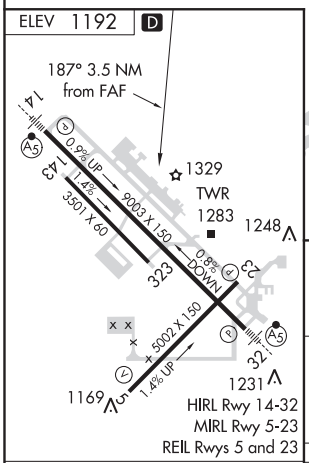
ASR

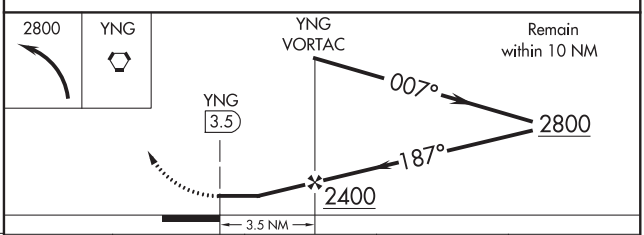
Circling Rwy 5 NA at night.

MISSED APPROACH: Climbing left turn to 2800 direct YNG VORTAC and hold.

| ATIS | YOUNGSTOWN APP CON ★ | YOUNGSTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.75 | 133.95 322.3 | 119.5 263.0 | 121.9 275.8 | 118.25 |




| FAF to MAP 3.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1640-1<br>444 (500-1) | 1660-1<br>464 (500-1) | 1740-1½<br>548 (600-1½) | 1760-2<br>564 (600-2) |

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

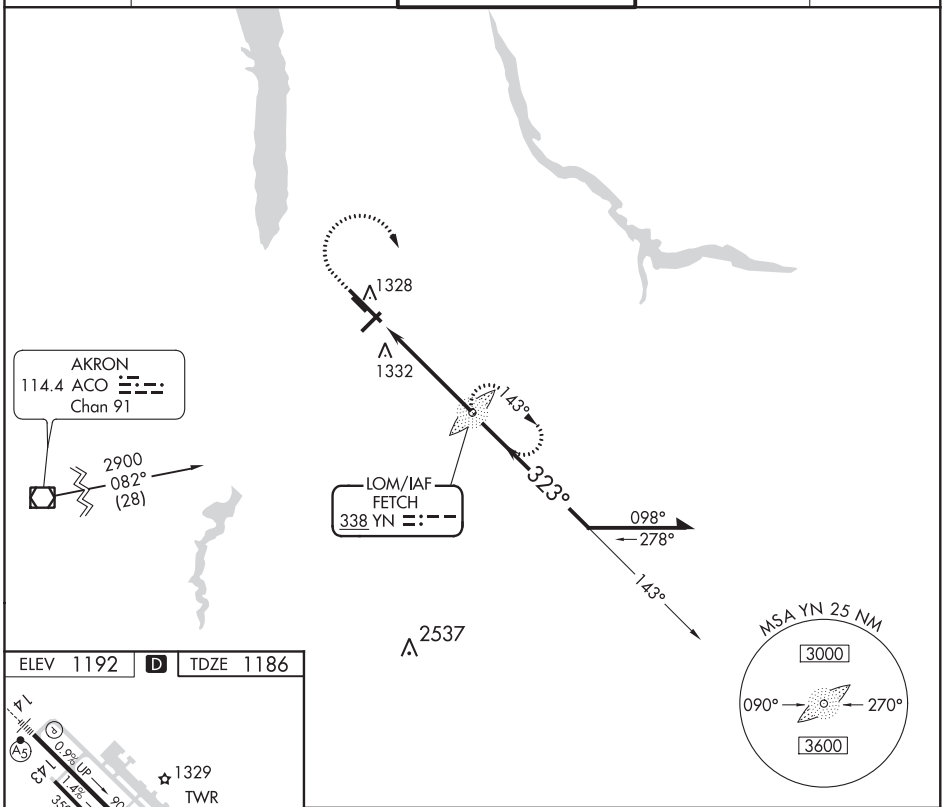
# NDB RWY 32
## YOUNGSTOWN-WARREN RGNL (YNG)

| LOM YN | APP CRS | Rwy ldg | 9003 |
|---|---|---|---|
| 338 | 323° | TDZE | 1186 |
| | | Apt Elev | 1192 |

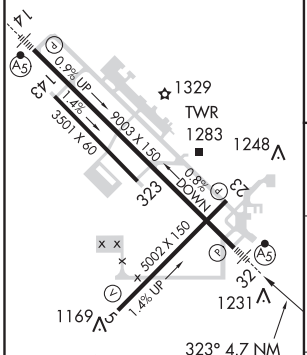
T
A NA
ASR
Circling Rwy 5 NA at night.

MALSR
MISSED APPROACH: Climb to 1800 then climbing right turn to 2900 direct FETCH LOM and hold.

| ATIS | YOUNGSTOWN APP CON ★ | YOUNGSTOWN TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.75 | 133.95 322.3 | 119.5 263.0 | 121.9 275.8 | 118.25 |

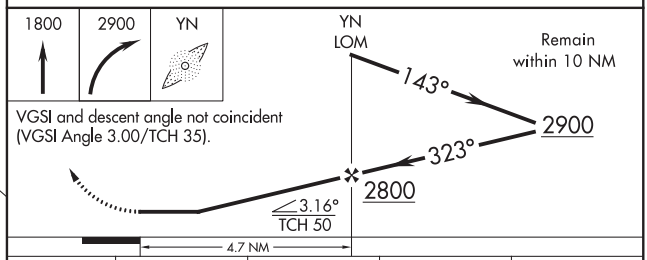



ELEV 1192 D TDZE 1186




HIRL Rwy 14-32
MIRL Rwy 5-23
REIL Rwys 5 and 23

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




VGSI and descent angle not coincident
(VGSI Angle 3.00/TCH 35).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1700/40 | 514 (600-¾) | 1700/55 | 514 (600-1) |
| C CIRCLING | 1700-1 | 508 (600-1) | 1740-1½<br>548 (600-1½) | 1760-2<br>568 (600-2) |



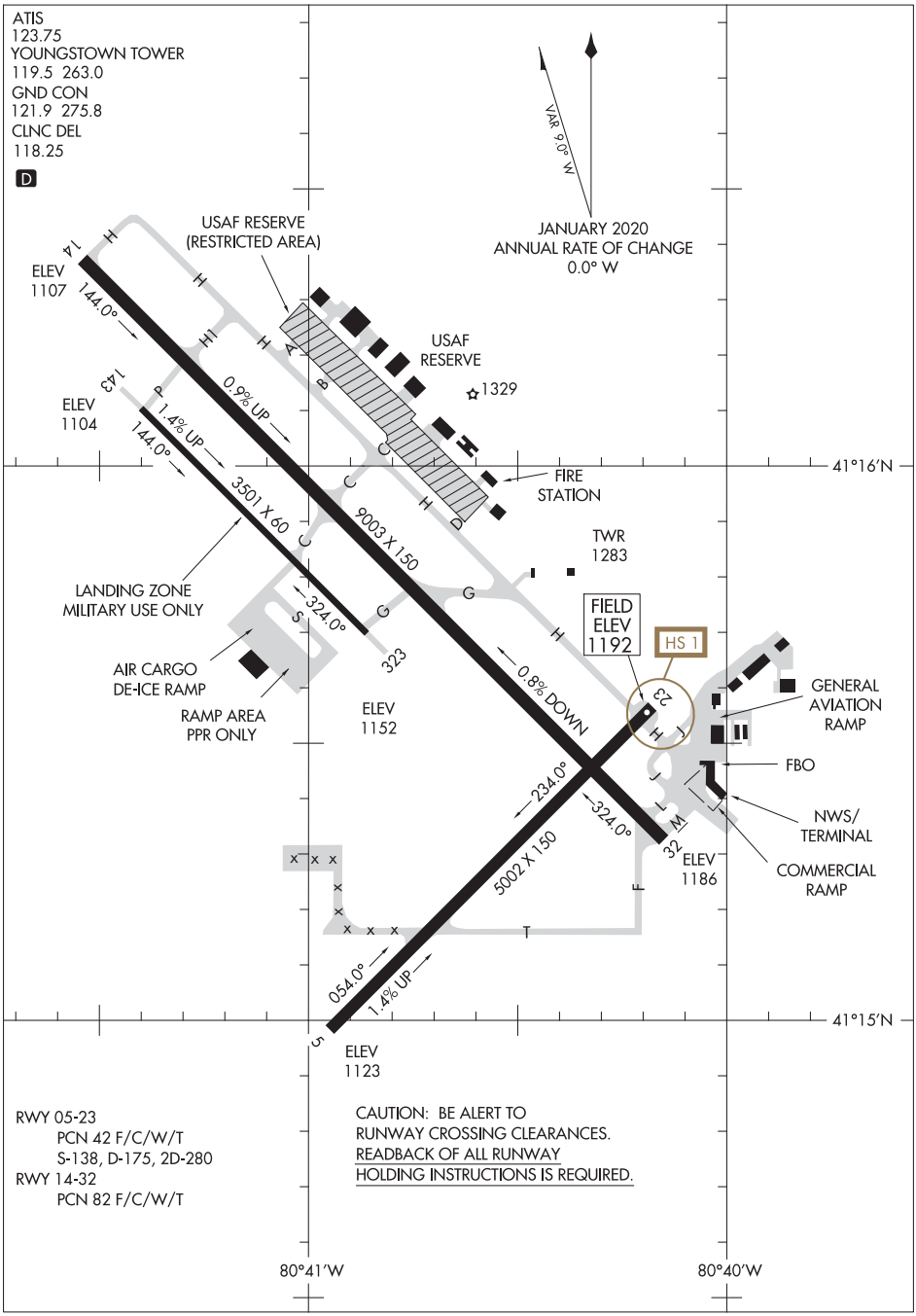
EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

20198

# AIRPORT DIAGRAM

AL-466 (FAA)

YOUNGSTOWN-WARREN RGNL (YNG)
YOUNGSTOWN-WARREN, OHIO




RWY 05-23
PCN 42 F/C/W/T
S-138, D-175, 2D-280
RWY 14-32
PCN 82 F/C/W/T

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20198
YOUNGSTOWN-WARREN, OHIO
YOUNGSTOWN-WARREN RGNL (YNG)

# ILS or LOC RWY 22
## ZANESVILLE MUNI (ZZV)

| LOC/DME I-TNF | APP CRS | Rwy ldg 4999 |
|---|---|---|
| 109.95 | 220° | TDZE 892 |
| Chan 36 (Y) | | Apt Elev 900 |

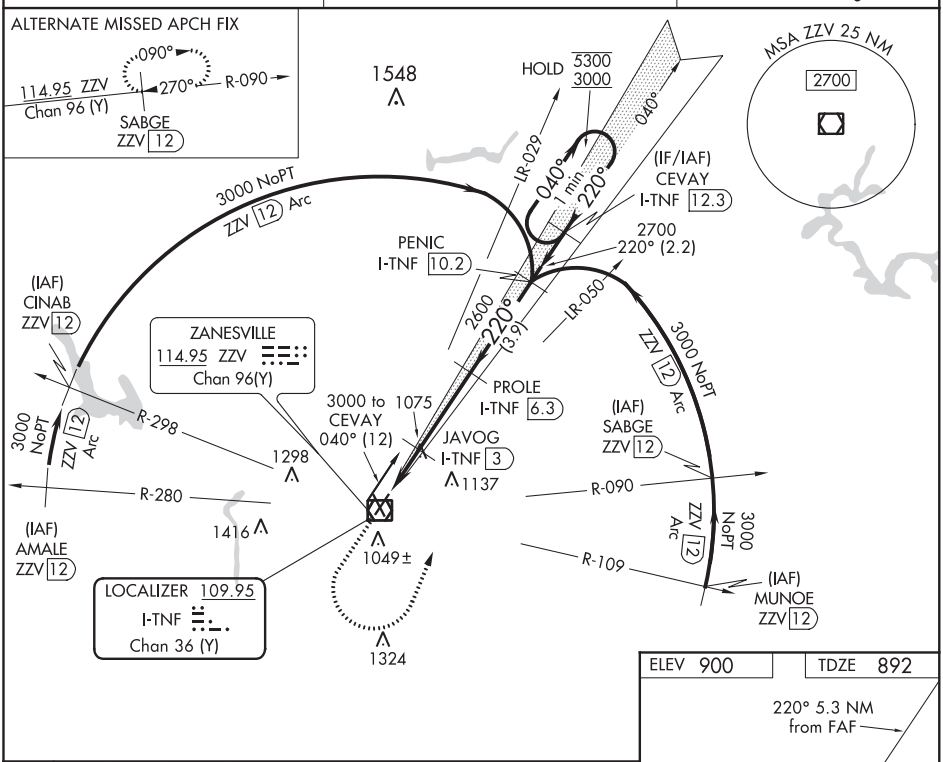
DME required.

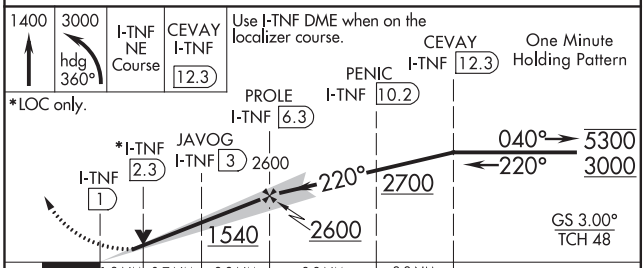
T

A NA

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 on heading 360° and I-TNF localizer northeast course 040° to CEVAY/I-TNF 12.3 DME and hold.

| ASOS | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 114.95 | 124.45 370.9 | 123.0 (CTAF) L★ |

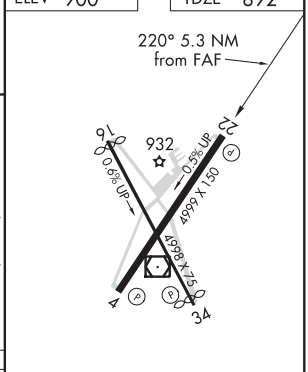



*LOC only.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 1092-¾ 200 (200-¾) | | | |
| S-LOC 22 | 1340-1 448 (500-1) | | 1340-1⅜ 448 (500-1⅜) | |
| C CIRCLING | 1380-1 480 (500-1) | 1420-1 520 (600-1) | 1560-1¾ 660 (700-1¾) | 1620-2¼ 720 (800-2¼) |

ELEV 900 TDZE 892




HIRL Rwy 4-22 L★
MIRL Rwy 16-34
REIL Rwys 4, 16, 22 and 34 L★

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ZANESVILLE, OHIO

AL-864 (FAA)

20310

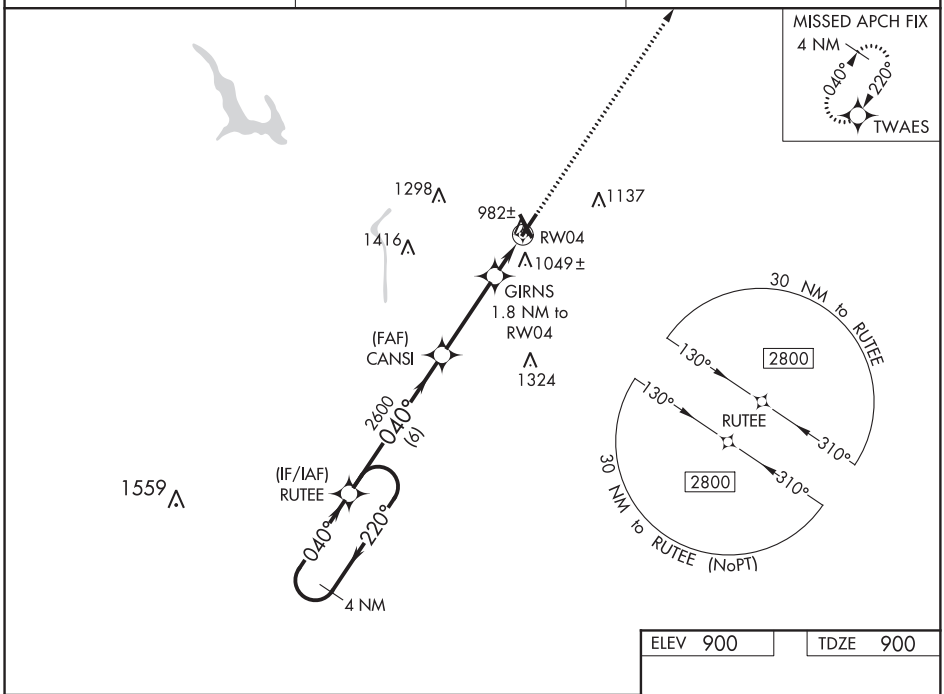
# RNAV (GPS) RWY 4
## ZANESVILLE MUNI (ZZV)

| WAAS CH 72639 W04A | APP CRS 040° | Rwy ldg 4999<br>TDZE 900<br>Apt Elev 900 |
|---|---|---|

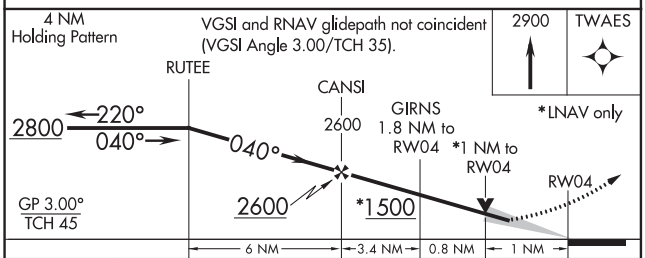
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Newark altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newark altimeter setting and increase all LPV and LNAV/VNAV DA to 1214 and all visibilities to 1 SM, increase all MDA 80 feet; increase LNAV Cat C/D visibility ⅛ SM and Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 2900 direct TWAES and hold.

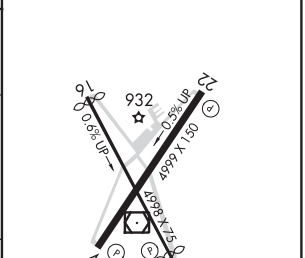
| ASOS | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 114.95 | 124.45 370.9 | 123.0 (CTAF) L★ |




ELEV 900 | TDZE 900




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1150-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1150-⅞ 250 (300-⅞) | | | |
| LNAV MDA | 1240-1 340 (400-1) | | | |
| C CIRCLING | 1380-1 480 (500-1) | 1400-1 500 (500-1) | 1620-2 720 (800-2) | 1620-2¼ 720 (800-2¼) |




HIRL Rwy 4-22 L★
MIRL Rwy 16-34
REIL Rwys 4, 16, 22 and 34 L★

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

| WAAS CH 78039 W22A | APP CRS 220° | Rwy ldg 4999<br>TDZE 892<br>Apt Elev 900 |
|---|---|---|

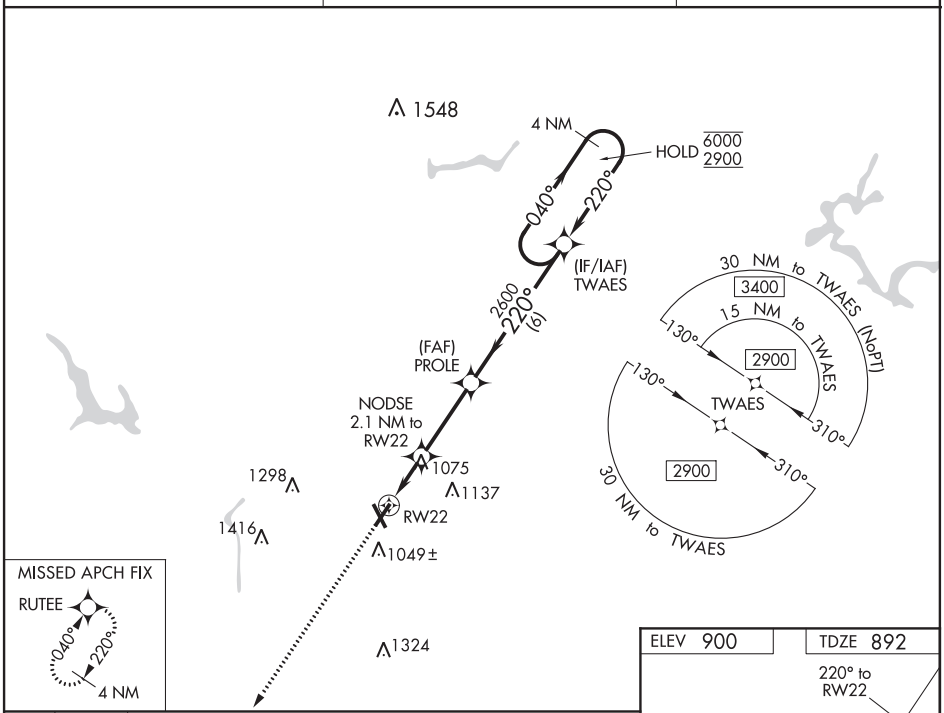
# RNAV (GPS) RWY 22
## ZANESVILLE MUNI (ZZV)

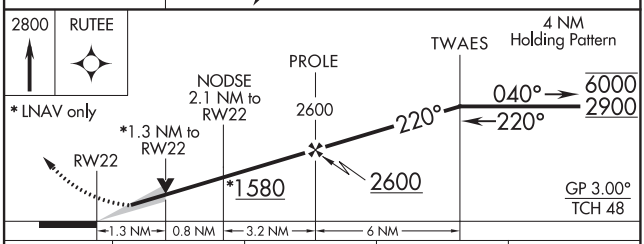
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

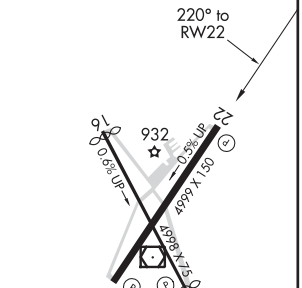
MISSED APPROACH: Climb to 2800 direct RUTEE and hold.

| ASOS | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 114.95 | 124.45 370.9 | 123.0 (CTAF) L★ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1092-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1297-1⅛ 405 (400-1⅛) | | | |
| LNAV MDA | 1340-1 448 (500-1) | | 1340-1⅜ 448 (500-1⅜) | |
| C CIRCLING | 1380-1 480 (500-1) | 1420-1 520 (600-1) | 1560-1¾ 660 (700-1¾) | 1620-2¼ 720 (800-2¼) |




HIRL Rwy 4-22 L★
MIRL Rwy 16-34
REIL Rwys 4, 16, 22 and 34 L★

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

ZANESVILLE, OHIO

AL-864 (FAA)

20310

# VOR RWY 4

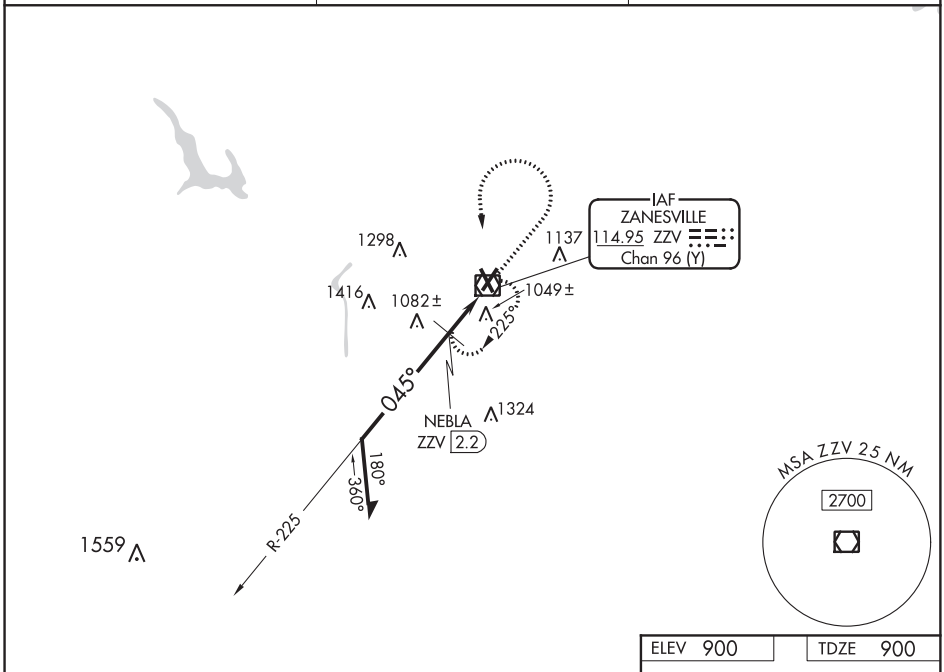
## ZANESVILLE MUNI (ZZV)

| VOR/DME ZZV 114.95 Chan 96 (Y) | APP CRS 045° | Rwy ldg 4999<br>TDZE 900<br>Apt Elev 900 |
|---|---|---|

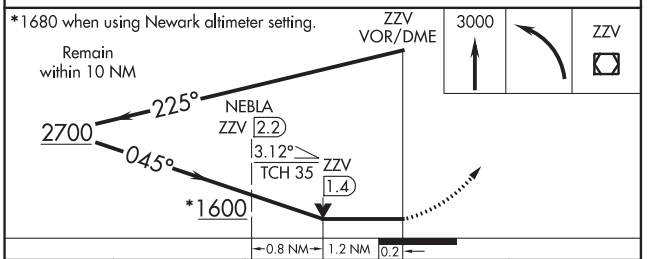
VDP NA when using Newark altimeter setting.
When local altimeter setting not received, Newark altimeter setting and increase all MDA 80 feet; increase S-4 Cat C/D visibility ¼ SM and Cat C/D ½ SM, NEBLA fix minimums increase S-4 Cat C/D visibility ⅛ SM and Circling Cat C/D ¼ SM.

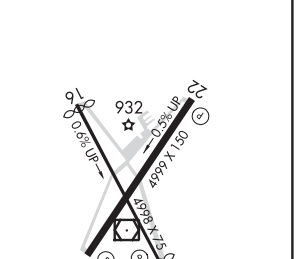
MISSED APPROACH:
Climb to 3000 then left turn direct ZZV VOR/DME and hold.

| ASOS | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 114.95 | 124.45 370.9 | 123.0 (CTAF) L★ |




ELEV 900 | TDZE 900




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1600-1 700 (700-1) | | 1600-2 700 (700-2) | |
| C CIRCLING | 1600-1 700 (700-1) | | 1620-2 720 (800-2) | 1620-2¼ 720 (800-2¼) |
| NEBLA FIX MINIMUMS | | | | |
| S-4 | 1340-1 440 (500-1) | | 1340-1¼ 440 (500-1¼) | |
| C CIRCLING | 1380-1 480 (500-1) | 1400-1 500 (500-1) | 1620-2 720 (800-2) | 1620-2¼ 720 (800-2¼) |

HIRL Rwy 4-22 L★
MIRL Rwy 16-34
REIL Rwys 4, 16, 22 and 34 L★

EC-2, 05 NOV 2020 to 31 DEC 2020

EC-2, 05 NOV 2020 to 31 DEC 2020

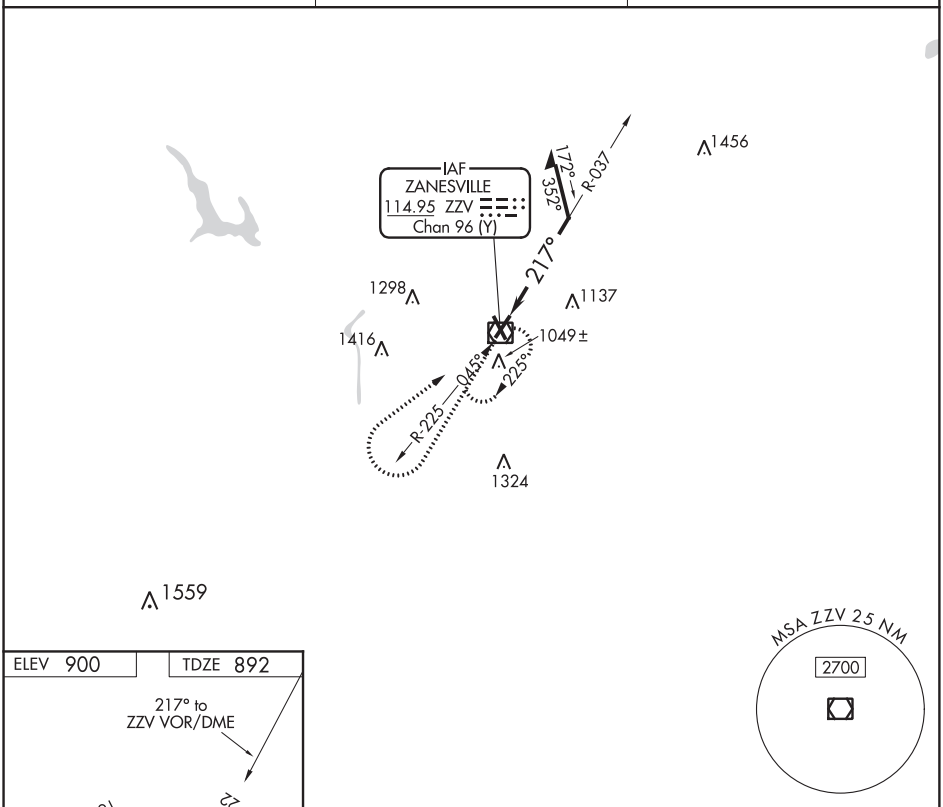
| VOR/DME ZZV | APP CRS | Rwy ldg | 4999 |
|---|---|---|---|
| 114.95 | 217° | TDZE | 892 |
| Chan 96 (Y) | | Apt Elev | 900 |

# VOR RWY 22
## ZANESVILLE MUNI (ZZV)

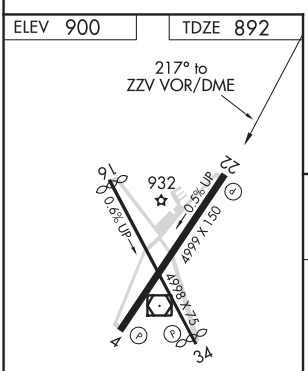
VDP NA when using Newark altimeter setting. When local altimeter setting not received, use Newark altimeter setting and increase all MDA 80 feet; increase S-22 Cat A visibility ¼ SM and Circling Cat C/D visibility ¼ SM.

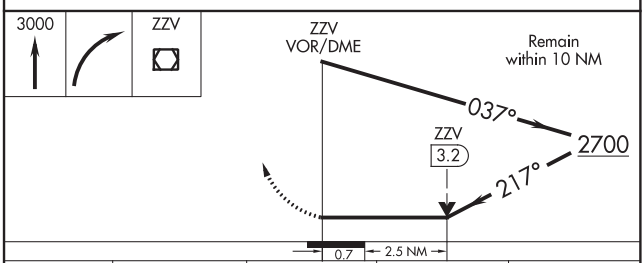
MISSED APPROACH: Climb to 3000 then right turn direct ZZV VOR/DME and hold.

| ASOS | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 114.95 | 124.45 370.9 | 123.0 (CTAF) |




ELEV 900 | TDZE 892




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1720-1<br>828 (900-1) | 1720-1¼<br>828 (900-1¼) | 1720-2½ | 828 (900-2½) |
| CIRCLING | 1720-1¼ | 820 (900-1¼) | 1720-2½<br>820 (900-2½) | 1720-2¾<br>820 (900-2¾) |

HIRL Rwy 4-22
MIRL Rwy 16-34
REIL Rwys 4, 16, 22 and 34



EC-2, 05 NOV 2020 to 31 DEC 2020
EC-2, 05 NOV 2020 to 31 DEC 2020

INTENTIONALLY

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EC-2, 05 NOV 2020 to 31 DEC 2020

# CLIMB/DESCENT TABLE 10042

## INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS
## RATE OF CLIMB/DESCENT TABLE

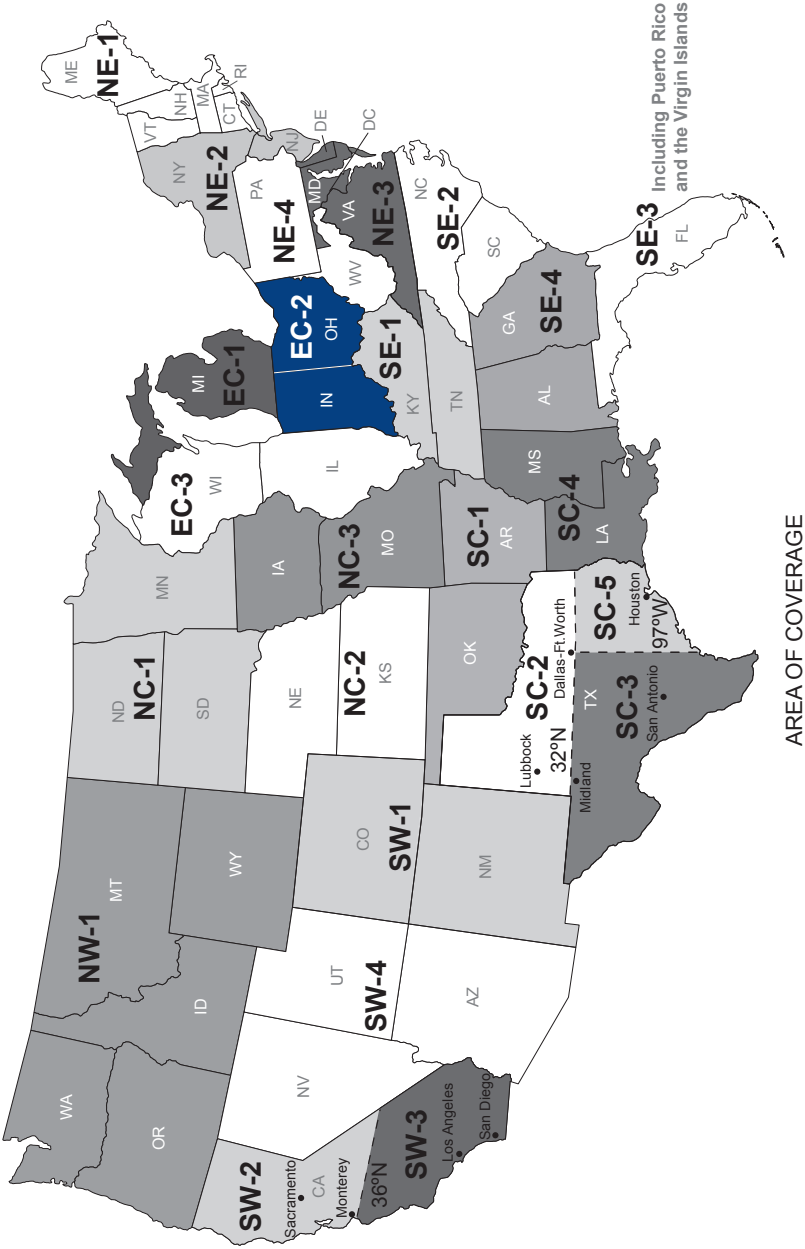
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

| CLIMB/ DESCENT ANGLE (degrees and tenths) | ft/NM | GROUND SPEED (knots) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 330 | 360 |
| 2.0 | 210 | 210 | 320 | 425 | 530 | 635 | 743 | 850 | 955 | 1060 | 1165 | 1275 |
| 2.5 | 265 | 265 | 400 | 530 | 665 | 795 | 930 | 1060 | 1195 | 1325 | 1460 | 1590 |
| VERTICAL PATH ANGLE 2.7 | 287 | 287 | 430 | 574 | 717 | 860 | 1003 | 1147 | 1290 | 1433 | 1576 | 1720 |
| 2.8 | 297 | 297 | 446 | 595 | 743 | 892 | 1041 | 1189 | 1338 | 1486 | 1635 | 1783 |
| 2.9 | 308 | 308 | 462 | 616 | 770 | 924 | 1078 | 1232 | 1386 | 1539 | 1693 | 1847 |
| 3.0 | 318 | 318 | 478 | 637 | 797 | 956 | 1115 | 1274 | 1433 | 1593 | 1752 | 1911 |
| 3.1 | 329 | 329 | 494 | 659 | 823 | 988 | 1152 | 1317 | 1481 | 1646 | 1810 | 1975 |
| 3.2 | 340 | 340 | 510 | 680 | 850 | 1020 | 1189 | 1359 | 1529 | 1699 | 1869 | 2039 |
| 3.3 | 350 | 350 | 526 | 701 | 876 | 1052 | 1227 | 1402 | 1577 | 1752 | 1927 | 2103 |
| 3.4 | 361 | 361 | 542 | 722 | 903 | 1083 | 1264 | 1444 | 1625 | 1805 | 1986 | 2166 |
| 3.5 | 370 | 370 | 555 | 745 | 930 | 1115 | 1300 | 1485 | 1670 | 1860 | 2045 | 2230 |
| 4.0 | 425 | 425 | 640 | 850 | 1065 | 1275 | 1490 | 1700 | 1915 | 2125 | 2340 | 2550 |
| 4.5 | 480 | 480 | 715 | 955 | 1195 | 1435 | 1675 | 1915 | 2150 | 2390 | 2630 | 2870 |
| 5.0 | 530 | 530 | 795 | 1065 | 1330 | 1595 | 1860 | 2125 | 2390 | 2660 | 2925 | 3190 |
| 5.5 | 585 | 585 | 880 | 1170 | 1465 | 1755 | 2050 | 2340 | 2635 | 2925 | 3220 | 3510 |
| 6.0 | 640 | 640 | 960 | 1275 | 1595 | 1915 | 2235 | 2555 | 2875 | 3195 | 3510 | 3830 |
| 6.5 | 690 | 690 | 1040 | 1385 | 1730 | 2075 | 2425 | 2770 | 3115 | 3460 | 3805 | 4155 |
| 7.0 | 745 | 745 | 1120 | 1490 | 1865 | 2240 | 2610 | 2985 | 3355 | 3730 | 4105 | 4475 |
| 7.5 | 800 | 800 | 1200 | 1600 | 2000 | 2400 | 2800 | 3200 | 3600 | 4000 | 4400 | 4800 |
| 8.0 | 855 | 855 | 1280 | 1710 | 2135 | 2560 | 2990 | 3415 | 3845 | 4270 | 4695 | 5125 |
| 8.5 | 910 | 910 | 1360 | 1815 | 2270 | 2725 | 3180 | 3630 | 4085 | 4540 | 4995 | 5450 |
| 9.0 | 960 | 960 | 1445 | 1925 | 2405 | 2885 | 3370 | 3850 | 4330 | 4810 | 5295 | 5775 |
| 9.5 | 1015 | 1015 | 1525 | 2035 | 2540 | 3050 | 3560 | 4065 | 4575 | 5085 | 5590 | 6100 |
| 10.0 | 1070 | 1070 | 1605 | 2145 | 2680 | 3215 | 3750 | 4285 | 4820 | 5355 | 5890 | 6430 |

CLIMB/DESCENT TABLE 10042

# U.S. TERMINAL PUBLICATION VOLUMES




FAA Product ID: BTPPEC2

NSN 7641015059759

NGA REF. NO. OK-10-2859 TERMXFAABTPPEC2

EFF. DATE 20310