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East Central (EC) Vol 2 of 3

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25 JAN 2024

Consult the Change Notice (CN) effective 28 DEC 2023 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information
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Department of Defense - Federal Aviation Administration
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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 4531
Silver Spring, MD 20910-3281
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

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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
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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>1/4 mile</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500*</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td>RVR</td>
<td>To 1/2 mile</td>
</tr>
</tbody>
</table>

#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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>1/2 mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
<td>1/4 mile</td>
</tr>
</tbody>
</table>

(4) Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid to Sidestep Runway</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>1/2 mile</td>
</tr>
</tbody>
</table>

(5) All Approach Types, All lines of minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>1/4 mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>1/8 mile</td>
</tr>
</tbody>
</table>
TERMS/LANDING MINIMA DATA

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.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>DA</th>
<th>HAT</th>
<th>CIRCLING</th>
<th>Visibility (RVR 100’s of feet)</th>
<th>Aircraft Approach Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>(200-½)</td>
<td>1440/50 288 (300-1)</td>
<td>1540-1 361 (400-1) 461 (500-1) 461 (500-1½) 1740-2 561 (600-2)</td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-½)</td>
<td>1540-1 361 (400-1) 461 (500-1) 461 (500-1½) 1740-2 561 (600-2)</td>
<td></td>
</tr>
</tbody>
</table>

All weather minimums in parentheses not applicable to Civil Pilots.

Military Pilots refer to appropriate regulations.

NOTE: The 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. For 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/

NOTE: The 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 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 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. For 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/

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>680-½</td>
<td>363 (400-½)</td>
</tr>
</tbody>
</table>

No circling minimums are provided.

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

<table>
<thead>
<tr>
<th>REPORTED TEMP °C</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</th>
<th>700</th>
<th>800</th>
<th>900</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>3000</th>
<th>4000</th>
<th>5000</th>
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<tbody>
<tr>
<td>+10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>90</td>
</tr>
<tr>
<td>0</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
<td>390</td>
<td>490</td>
</tr>
<tr>
<td>-10</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>280</td>
</tr>
<tr>
<td>-20</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>280</td>
<td>380</td>
</tr>
<tr>
<td>-30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>280</td>
<td>380</td>
</tr>
<tr>
<td>-40</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>280</td>
<td>380</td>
</tr>
<tr>
<td>-50</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>280</td>
<td>380</td>
</tr>
</tbody>
</table>

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a group 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

<table>
<thead>
<tr>
<th>Speed (Knots)</th>
<th>0-90</th>
<th>91-120</th>
<th>121-140</th>
<th>141-165</th>
<th>Abv 165</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach Category</td>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
<td>E</td>
</tr>
</tbody>
</table>
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 \( \text{C} \) symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>1/2</td>
</tr>
<tr>
<td>1800</td>
<td>1/2</td>
</tr>
<tr>
<td>2000</td>
<td>3/4</td>
</tr>
<tr>
<td>2200</td>
<td>5/8</td>
</tr>
</tbody>
</table>

RADAR MINIMA

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 500-1.

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.

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

Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.
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 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-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

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

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/headers/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 online. 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

From WINRZ, UBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU. DME required for LOC only.

Circling to Rwy 25 NA at night. For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

RNAV 1 - DME/DME/IRU or GPS

RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g., 🟢, 🟡.

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "(*) symbol beside the name to indicate pilot controlled lighting.

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

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

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
</tr>
<tr>
<td>APCH</td>
<td>Approach</td>
</tr>
<tr>
<td>APP CON</td>
<td>Approach Control</td>
</tr>
<tr>
<td>AR</td>
<td>Authorization Required</td>
</tr>
<tr>
<td>ARR</td>
<td>Arrival</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
</tr>
<tr>
<td>AUNICOM</td>
<td>Automated UNICOM</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automated Weather Observing System</td>
</tr>
<tr>
<td>AZ</td>
<td>Azimuth</td>
</tr>
<tr>
<td>BC</td>
<td>Back Course</td>
</tr>
<tr>
<td>BND</td>
<td>Bound</td>
</tr>
<tr>
<td>C</td>
<td>Circling</td>
</tr>
<tr>
<td>CAT</td>
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<td>CCW</td>
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<td>CDI</td>
<td>Course Deviation Indicator</td>
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<td>CIFP</td>
<td>Certified Instrument Flight Procedures</td>
</tr>
<tr>
<td>CIR</td>
<td>Circling</td>
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<td>CLNC DEL</td>
<td>Clearance Delivery</td>
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<td>CPDLC</td>
<td>Controller Pilot Data Link Communication</td>
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<td>CW</td>
<td>Clockwise</td>
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<tr>
<td>D-ATIS</td>
<td>Digital-Automated Terminal Information Service</td>
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<tr>
<td>DA</td>
<td>Decision Altitude</td>
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<tr>
<td>DER</td>
<td>Departure End of Runway</td>
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<td>Decision Height</td>
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<td>Distance Measuring Equipment</td>
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<td>Final Approach Fix</td>
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<td>Ground Based Augmentation System</td>
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<td>GLS</td>
<td>Ground based Augmentation System Landing System</td>
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<td>Heliport Crossing Height</td>
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<td>HGS</td>
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<td>High Intensity Runway Lights</td>
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<td>ICAO</td>
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<td>Medium Intensity Approach Light System</td>
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<tr>
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<td>Medium Intensity Approach Light System with RAIL Missed Approach Point</td>
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<td>No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)</td>
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<td>TACAN</td>
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<td>Threshold Crossing Height (height in feet above ground level)</td>
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<td>Touchdown Zone</td>
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<td>Vertical Navigation System</td>
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<td>Wide Area Augmentation System</td>
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<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
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</tbody>
</table>
**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**LEGEND**

**PLANVIEW SYMBOLS**

**ROUTES**
- Procedure Track
- Feeder Route
- Missed Approach
- Visual Flight Path
- Hold-in-lieu of Procedure Turn

**ALTIMETERS**
- 5500 Mandatory Altitude
- 3000 Recommended Altitude
- 2500 Minimum Altitude
- 5000 Mandatory Block
- 4300 Maximum Altitude

**INDICATED AIRSPEED**
- 175K Mandatory Airspeed
- 120K Minimum Airspeed
- 250K Maximum Airspeed
- 180K Recommended Airspeed

**RADIO AIDS TO NAVIGATION**
- Underline indicates No Voice transmitted on this frequency
- VOR
- VORTAC
- TACAN
- VOR/DME
- DME
- NDB/DME

**HOLDING PATTERNS**
- Hold-in-lieu of Procedure Turn

**FIXES/ATC REPORTING REQUIREMENTS**
- Reporting Point
- Waypoint
- MAP WP (Flyby)
- MAP WP (Flyover)
- Flyover Point
- Computer Navigation Fix (CNF)-No ATC Function

**MAP WP**
- INT
- GLGHR
- I-LVF
- MYLES

**Mileage**
- 8000
- 10000
- 12000
- 14000

**HOLDING PATTERNS**
- Arrival Holding Pattern
- HOLD 8000

**MINIMUM ALTITUDE**
- 3100 NoPT to LOM

**LOM**
- (Compass locator at Outer Marker)

**MARKER BEACON**
- Marker Beacons that are not specifically part of the procedure.

**LOCALIZER FRONT COURSE**
- Right side shading: Front course

**LOCALIZER BACK COURSE**
- Left side shading: Back course

**SDF COURSE**
- (shown when installation is offset from its normal position off the end of the runway.)

**TACAN or DME NAVIAD**
- LOM
- AKRON
- Channel 59
- 362 AK

**SCOTT**
- VHF
- Paired Frequency

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**LEGEND**

**23334**
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°.

On Copter procedures this is depicted in the following format: 7.30°. TCH 55

**ILS or LOC APPROACH**

- **PT Completion Altitude**
- **Glide Slope**
- **Threshold Crossing Height**
- **Glide Slope Intercept Altitude**

Altitude restrictions at stepdown fixes on final approach not applicable to Precision (ILS) Approaches.

**RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE**

- **Glide path**
- **GP 3.00°**
- **TCH 38**

Altitude restrictions at stepdown fixes on final approach not applicable to Precision (LPV or LNAV/VNAV) Approaches.

**NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY**

- **Threshold Crossing Height**
- **ABC 2.9°**
- **TCH 50**
- **ABC VOR**
- **123°**

**RNP APPROACH WITH TF AND RF SEGMENTS**

- **ZITNI**
- **LACP**
- **JOMPU**
- **HODPA**
- **RF**
- **2976**
- **2022**
- **144°**

- **3800**
- **3600**

Bearsen shown on all (even consecutive) TF segments. No bearings shown on RF segments.

**DESCENT FROM HOLDING PATTERN**

- **313°**
- **2400**

**ALTIMETRY**

- **5300**
- **3000**
- **2500**
- **4300**

**PROFILE SYMBOLS**

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

STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:
- VOR
- VORTAC
- DME
- NDB/DME
- VOR/DME
- TACAN
- NDB

Non-Compulsory:
- VOR
- VORTAC
- DME
- NDB/DME
- VOR/DME
- TACAN
- NDB

LOM (Compass locator at outer marker)
Localizer Front Course
Localizer Back Course (Shading on left)
TACAN or DME NAVAID Box
SCOTT Chan 59 SKE (112.2)
VHF Paired Frequency

Underline indicates no voice transmitted on this frequency
(Y) TACAN must be placed in "Y" mode to receive distance information

(M) indicates frequency protection range

(\text{T}) indicates frequency

Mileage between Radio Aids, Reporting Points, and Route Breaks

ROUTE

MAA FL200 Maximum Authorized Altitude
4500 MEA-Minimum Enroute Altitude
3500 MOCA-Minimum Obstruction Clearance Altitude

270° Arrival Route
(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

R-275 Transition Route
Radial line and value

V12 J80 Airway/Jet Route Identification

Holding pattern with maximum restricted airspeed
(175K) applies to all altitudes
(210K) applies to altitudes above 6000’ to and including 14000’

SPECIAL USE AIRSPACE

MEA-Minimum Enroute Altitude
MOCA-Minimum Obstruction Clearance Altitude

Mileage between Radio Aids, Reporting Points, and Route Breaks

ALTITUDES

5500 Mandatory Altitude
2300 Minimum Altitude
4800 Maximum Altitude

15000 (Cross at)
12000 (Cross at or above)
2500 (Cross at or below)

Indicated Airspeed

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

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

LEGEND

AIRPORTS

(Civil)
Military
Joint (Civil-Military)

Airports not served by the procedure shown in screened color

(T) indicates frequency

(\text{T}) indicates frequency

Mileage between Radio Aids, Reporting Points, and Route Breaks

INDICATED AIRSPEED

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

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

LEGEND
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
- Other Than 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.

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

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES
Displaced Threshold.....................
Hot Spot............................
Runway Holding Position Markings
Buildings............................
Self-Serve Fuel #
Tanks....................................
Obstructions.........................
Airport Beacon #........................
Runway Radar Reflectors
Bridges.................................
Control Tower #........................

Wind Cone..........................
Landing Tee..........................
Tetrahedron..........................

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

## See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

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

B 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 [ ] symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance 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 DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.

LEGEND

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

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

### CATEGORY I APPROACH LIGHTING SYSTEM

**ALSF-1**

- (High Intensity)
- LENGTH 2400/3000 FEET

### SHORT APPROACH LIGHTING SYSTEM

**SALS/SALSF**

- (High Intensity)
- LENGTH 1500 FEET

### MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

**MALS**

- Length 2400/3000 feet (High Intensity)
- Length 1500 feet

**MALSR**

- Length 2400 feet

### OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

**ODALS**

- Length 1500 feet

### CATEGORY II APPROACH LIGHTING SYSTEM

**ALSF-2**

- (High Intensity)
- LENGTH 2400/3000 FEET

### SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

**SSALR**

- (High Intensity)
- LENGTH 2400/3000 FEET

### MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

**MALS**

- Length 2400/3000 feet (High Intensity)
- Length 1500 feet

**MALSR**

**ODALS**

### RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

**TDZ/CL**

- Length 1400 feet

- OR SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

**SSALR**

- Length 2400 feet

**SALSF**

- Length 1400 feet

**MALSR**

**ODALS**

**TDZ/CL**

**AVAILABILITY of TDZ(CL) will be shown by NOTE in SKETCH e.g. "TDZ(CL) Rwy 15"**
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, 🟠, 🟡 etc.

A dot *••* portrayed with approach lighting letter identifier indicates sequences flashing lights (F) installed with the approach lighting system e.g., 🟠. Negative symbology, e.g., 🟡, 🟠 indicates Pilot Controlled Lighting (PCL).

**Legend**

- 🟠 White
- 🟡 Red

### Precision Approach Path Indicator

**PAPI**

- Too low
- Slightly low
- On correct approach path
- Slightly high
- Too high

Legend: 🟠 White 🟡 Red

### 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.

### 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.

### 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.
### FREQUENCY PAIRING TABLE

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<th>VHF FREQUENCY</th>
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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.

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, 561' right of centerline, up to 116' AGL/1336' 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 2A 08SEP22 (22307) (FAA)

TAKEOFF MINIMUMS:

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 25, 300-1½ or std. w/min. climb of 705' per NM to 1500.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 7, terrain 45' from DER, 257° right of centerline, 1073' MSL.

Rwy 5, terrain 62' from DER, 460' right of centerline, 1090' MSL.

Rwy 19, terrain 90' from DER, 358' right of centerline, 1091' MSL.

Rwy 11, terrain 179' from DER, 397' right of centerline, up to 1095' MSL.

Rwy 16, terrain 196' from DER, 493' left of centerline, 1068' MSL.

Fence 251' from DER, 544' left of centerline, 7' AGL/1077' MSL.

Tree, terrain, vehicles on road, vegetation, fence beginning 295' from DER, on centerline, up to 1126' MSL.

Fence 372' from DER, 490' left of centerline, 8' AGL/1086' MSL.

Vehicles on road, terrain beginning 397' from DER, 317' left of centerline, up to 1088' MSL.

Pole, terrain, vehicles on road beginning 476' from DER, 104' left of centerline, up to 34' AGL/1106' MSL.

Tree, terrain, vehicles on road beginning 566' from DER, 7' left of centerline, up to 1134' MSL.

Pole, terrain beginning 572' from DER, 114' right of centerline, up to 1127' MSL.

CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

AKRON, OH (CON’T)
AKRON FULTON INTL (AKR) (CON’T)

**Rwy 7 (CON’T), poles, terrain, vehicles on road beginning 654’ from DER, 1’ right of centerline, up to 32’ AGL/1141’ MSL.**

- Trees, vehicles on road, poles, terrain, building, fence, sign beginning 682’ from DER, 75’ left of centerline, up to 1171’ MSL.
- Trees, vehicles on road, terrain, vehicles on road, poles, buildings beginning 944’ from DER, 14’ left of centerline, up to 1177’ MSL.
- Trees, vehicles on road, terrain, fence, pole, building beginning 985’ from DER, 2’ right of centerline, up to 1175’ MSL.
- Trees, vehicles on road, sign, building, terrain beginning 1273’ from DER, 13’ left of centerline, up to 1178’ MSL.
- Trees, terrain, poles, fences, vehicles on road, building beginning 1432’ from DER, 11’ left of centerline, up to 1192’ MSL.
- Trees, vehicles on road, terrain, fence, pole, beginning 1459’ from DER, 1’ right of centerline, up to 1181’ MSL.
- Trees, buildings, vehicles on road, poles, fence beginning 1657’ from DER, 18’ right of centerline, up to 1195’ MSL.
- Trees, terrain, fence, vehicles on road, buildings, pole, vegetation beginning 1887’ from DER, 6’ left of centerline, up to 1198’ MSL.
- Trees, vehicles on road, buildings, poles beginning 2277’ from DER, 4’ right of centerline, up to 1195’ MSL.
- Trees, buildings, poles beginning 2277’ from DER, 1’ right of centerline, up to 1197’ MSL.
- Building 6043’ from DER, 460’ left of centerline, 123’ AGL/1213’ MSL.

**Tree 1.1 NM from DER, 701’ right of centerline, 1247’ MSL.**
- Trees beginning 1.1 NM from DER, 200’ right of centerline, up to 1258’ MSL.
- Tree 1.2 NM from DER, 301’ right of centerline, 1254’ MSL.

**Rwy 25, tree 53’ from DER, 497’ right of centerline, 1091’ MSL.**

- Vehicles on road, terrain beginning 66’ from DER, 69’ right of centerline, up to 1092’ MSL.
- Tree, vehicles on road, terrain beginning 100’ from DER, 3’ right of centerline, up to 1101’ MSL.
- Vehicles on road 133’ from DER, 33’ left of centerline, 1093’ MSL.
- Trees, fence, terrain beginning 170’ from DER, 292’ right of centerline, up to 1119’ MSL.
- Vehicles on road beginning 199’ from DER, 130’ left of centerline, up to 1094’ MSL.
- Tree, terrain beginning 215’ from DER, 235’ right of centerline, up to 1124’ MSL.
- Vehicles on road beginning 264’ from DER, 225’ left of centerline, up to 1095’ MSL.
- Vehicles on road 375’ from DER, 403’ left of centerline, 1096’ MSL.
- Tree 503’ from DER, 541’ left of centerline, 1108’ MSL.
- Tree 573’ from DER, 473’ right of centerline, 1142’ MSL.
- Trees, terrain, vehicles on road, fence, NAVAID, vegetation beginning 594’ from DER, 23’ right of centerline, up to 1165’ MSL.
- Trees beginning 614’ from DER, 493’ left of centerline, up to 1122’ MSL.
- Trees, fence, vehicles on road, vegetation, tank beginning 687’ from DER, 3’ left of centerline, up to 1156’ MSL.
- Trees, vegetation, vehicles on road beginning 1405’ from DER, on centerline, up to 1166’ MSL.
- Trees, vegetation beginning 1590’ from DER, 103’ right of centerline, up to 1168’ MSL.
- Trees, vegetation beginning 1612’ from DER, 8’ right of centerline, up to 1192’ MSL.
- Pole, tree, vehicles on road, vegetation beginning 1671’ from DER, 61’ left of centerline, up to 37’ AGL/1157’ MSL.
- Trees, vegetation beginning 1679’ from DER, 12’ right of centerline, up to 1208’ MSL.
- Trees, vegetation, poles beginning 1737’ from DER, 52’ left of centerline, up to 1172’ MSL.
- Trees, vegetation, terrain, fence, building beginning 1745’ from DER, 66’ right of centerline, up to 1221’ MSL.
- Tree 1785’ from DER, 406’ left of centerline, 1176’ MSL.
- Tree, vegetation, terrain, poles, fence, vehicles on road, building beginning 1786’ from DER, 6’ left of centerline, up to 1185’ MSL.
- Trees, vegetation, vehicles on road, buildings, poles, fence, signs, tower beginning 1948’ from DER, 6’ right of centerline, up to 64’ AGL/1228’ MSL.
- Tree, vegetation, terrain, pole beginning 2056’ from DER, 76’ left of centerline, up to 1215’ MSL.
- Trees, vegetation, vehicles on road, terrain, pole beginning 2103’ from DER, 17’ left of centerline, up to 1225’ MSL.
- Trees, buildings, vegetation, terrain, vehicles on road, poles fence, stack, tank, sign beginning 2349’ from DER, 6’ left of centerline, up to 1227’ MSL.
- Antenna 1.3 NM from DER, 440’ left of centerline, 307’ AGL/1339’ MSL.
- Tower 1.3 NM from DER, 215’ left of centerline, 305’ AGL/1343’ MSL.

ANDERSON, IN

**ANDERSON MUNI-DARLINGTON FLD (AID) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT1 10MAR11 (21112) (FAA)**

**TAKEOFF MINIMUMS**

**Rwy 30, 300-1½ or std. w/min. climb of 220’ per NM to 1200, or alternatively, with std. 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.
- Trees, vehicles on road beginning 373’ from DER, left and right of centerline, up to 15’ AGL/922’ MSL.
- Trees, vegetation, vehicles on road, terrain, pole beginning 2103’ from DER, 17’ left of centerline, up to 1225’ 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.
- Trees, 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/926’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ANGOLA, IN
TRI-STATE STEUBEN COUNTY (ANQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31DEC20 (20366) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-1½ or std. w/ min. climb of 360’ per NM to 1300.

TAKEOFF OBSTACLE NOTES:
Rwy 5, fence, terrain beginning 8’ from DER, 268’ left of centerline, up to 6’ AGL/1003’ MSL.

TAKEOFF OBSTACLE NOTES:
Rwy 23, vehicles on traverse way beginning 71’ from DER, 343’ left of centerline, 998’ MSL. Vehicles on traverse way beginning 114’ from DER, 317’ right of centerline, up to 1001’ MSL. Building 121’ from DER, 456’ left of centerline, 22’ AGL/1003’ MSL. Building, vehicles on traverse way beginning 172’ from DER, 229’ left of centerline, up to 28’ AGL/1012’ MSL. Trees, vehicles on traverse way, terrain beginning 245’ from DER, 7’ left of centerline, up to 1029’ MSL. Trees beginning 270’ from DER, 374’ right of centerline, up to 1002’ MSL. Trees beginning 497’ from DER, 149’ right of centerline, up to 1013’ MSL. Tree 631’ from DER, 224’ right of centerline, 1018’ MSL. Trees beginning 632’ from DER, 78’ right of centerline, up to 1023’ MSL. Trees, poles, terrain beginning 730’ from DER, 74’ right of centerline, up to 1053’ MSL. Tree beginning 900’ from DER, 10’ left of centerline, up to 1051’ MSL. Tree 1331’ from DER, 104’ left of centerline, 1034’ MSL. Tree 1338’ from DER, 18’ left of centerline, 1036’ MSL. Trees beginning 1565’ from DER, abeam centerline, up to 1061’ MSL. Tree 1623’ from DER, 221’ left of centerline, 1041’ MSL. Trees beginning 1682’ from DER, 293’ left of centerline, up to 1042’ MSL. Tree 1818’ from DER, 367’ left of centerline, 1053’ MSL. Trees beginning 1885’ from DER, 2’ left of centerline, up to 1065’ MSL. Trees beginning 2188’ from DER, 629’ left of centerline, up to 1067’ MSL. Trees beginning 2355’ from DER, 621’ left of centerline, up to 1072’ MSL. Trees beginning 2823’ from DER, 37’ left of centerline, up to 1092’ MSL. Trees beginning 3045’ from DER, 35’ left of centerline, up to 1092’ MSL. Trees beginning 3053’ from DER, 89’ right of centerline, up to 1084’ 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, 7’ AGL/999’ MSL.
Trees beginning 2201’ from DER, 189’ right of centerline, up to 75’ AGL/1003’ MSL.

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’ AGL/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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BATAVIA, OH
CLERMONT COUNTY (I69)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  03MAY12  (12124)  (FAA)
TAKEOFF OBSTACLE NOTES:
- Rw 4, terrain 8' from DER, left and 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.
- Windssock 408' from DER, 225' right of centerline, up to 24' AGL/824' MSL.
- Rw 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 44' 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:
- Rw 6, trees beginning 321' from DER, left and right of centerline, up to 112' AGL/830' MSL.
- Rw 13, trees beginning 78' from DER, left and right of centerline, up to 110' AGL/849' MSL.
- Rw 24, trees beginning 534' from DER, left and right of centerline, up to 100' AGL/800' MSL.
- Rw 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:
- Rw 7, std. w/min. climb of 245' per NM to 2100.
DEPARTURE PROCEDURE:
- Rw 7, climb heading 074° to 2100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rw 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.
- Rw 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:
- Rw 24, 300-1.
TAKEOFF OBSTACLE NOTES:
- Rw 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.
- Rw 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.
- Rw 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.
- Rw 35, trees beginning 2119' from DER, 120' left and right of centerline, up to 85' AGL/975' MSL.
BLUFFTON, OH
BLUFFTON (6G7)
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/869' 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.

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 (22195) (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.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CADIZ, OH
HARRISON COUNTY (8G6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 10SEP20 (20254) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 300-1½ 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.
Tree beginning 1.4 NM from DER, 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.
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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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.

DEPARTURE 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 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 46' AGL/833' 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.

Cambridge, OH
Cambridge Muni (CDI)
Takeoff Minimums and (Obstacle) Departure Procedures
Amendment 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.

Departure 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 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 46' AGL/833' MSL.

CARROLLTON, OH
CARROLL COUNTY-TOLSON (TSO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 02DEC21 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, 400-2½ or std. w/min. climb of 611’ per NM to 1400.

Takeoff Obstacle Notes:
Rwy 7, trees, poles beginning 28' from DER, 8' left of centerline, up to 82' AGL/1232' MSL.
Trees beginning 343' from DER, 177' right of centerline, up to 65' AGL/1187' MSL.
Trees beginning 403' from DER, 117' right of centerline, up to 1195' MSL.
Tree 613' from DER, 205' right of centerline, 77' AGL/1203' MSL.
Trees beginning 625' from DER, 54' right of centerline, up to 1212' MSL.
Trees, building beginning 1511' from DER, 502' left of centerline, up to 1246' MSL.
Trees beginning 1549' from DER, 28' left of centerline, up to 1223' MSL.
Trees beginning 1566' from DER, 5' left of centerline, up to 1248' MSL.
Tree 1666' from DER, 612' left of centerline, 1270' MSL.
Trees beginning 1671' from DER, 38' left of centerline, up to 1299' MSL.
Trees beginning 1779' from DER, 25' right of centerline, up to 70' AGL/1253' MSL.
Trees beginning 1836' from DER, 28' left of centerline, up to 1311' MSL.
Trees beginning 1926' from DER, 41' left of centerline, up to 1312' MSL.
Trees beginning 1961' from DER, 60' right of centerline, up to 69' AGL/1264' MSL.
Tree 2003' from DER, 246' right of centerline, 70' AGL/1271' MSL.
Trees beginning 2014' from DER, 133' right of centerline, up to 81' AGL/1279' MSL.
Trees beginning 2035' from DER, 2' right of centerline, up to 108' AGL/1300' MSL.
Trees beginning 2075' from DER, 22' left of centerline, up to 77' AGL/1322' MSL.
Trees beginning 2183' from DER, 53' left of centerline, up to 88' AGL/1323' MSL.
Trees beginning 2383' from DER, 6' left of centerline, up to 119' AGL/1325' MSL.
Trees beginning 2545' from DER, 101' left of centerline, up to 114' AGL/1333' MSL.
Trees beginning 2606' from DER, 181' left of centerline, up to 71' AGL/1334' MSL.
Trees beginning 2706' from DER, 291' left of centerline, up to 76' AGL/1342' MSL.
Trees, transmission line beginning 3135' from DER, 25' left of centerline, up to 1344' MSL.
Tree 1.1 NM from DER, 1928' right of centerline, 91' AGL/1355' MSL.
Transmission line 2 NM from DER, 823' right of centerline, 118' AGL/1479' MSL.

Rwy 25, tree 47' from DER, 240' left of centerline, 1183' MSL.
Terrain 119' from DER, 521' left of centerline, 1184' MSL.
Trees beginning 129' from DER, 253' left of centerline, up to 9' AGL/1191' MSL.
Trees beginning 213' from DER, 245' left of centerline, up to 1199' MSL.
Trees beginning 556' from DER, 322' left of centerline, up to 1205' MSL.
Trees beginning 880' from DER, 677' left of centerline, up to 1236' MSL.
Transmission line 5230' from DER, 1788' left of centerline, 1306' MSL.

Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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/LUNKEN FLD (LUK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 15 15AUG19 (21112) (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, 400-1½ 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, 500-2½ 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/Lunken Fld 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' left 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, 737' MSL.
Stack 5180' from DER, 1104' left of centerline, 634' MSL.
Tree 5305' from DER, 1642' left of centerline, 740' 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 2808' from DER, 435' 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 2808' from DER, 435' 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 1770' from DER, 576' left of centerline, up to 573' MSL.
Trees beginning 1693' from DER, 218' right of centerline, up to 543' MSL.
Trees beginning 1597' from DER, 635' left of centerline, up to 570' MSL.
Trees beginning 1590' from DER, 648' right of centerline, up to 527' MSL.
Tree 1553' from DER, 747' right of centerline, 525' MSL.
Tree 1510' from DER, 880' right of centerline, 524' MSL.
Trees beginning 1288' from DER, 720' left of centerline, up to 535' MSL.
Trees beginning 945' from DER, 583' left of centerline, up to 531' MSL.
Tree 748' from DER, 605' left of centerline, 511' MSL.
Trees beginning 3002' from DER, 141' left of centerline, up to 592' MSL.
Trees beginning 3723' from DER, 1369' right of centerline, up to 668' MSL.
Trees beginning 3596' from DER, 1074' left of centerline, up to 649' 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 1.6 NM from DER, 2442' left of centerline, 108' AGL/775' MSL.
Trees beginning 2879' from DER, 587' right of centerline, up to 592' MSL.
Trees beginning 2769' from DER, 16' left of centerline, up to 574' MSL.
Trees beginning 2437' from DER, 896' right of centerline, up to 549' MSL.
Tree 2248' 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.
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.
Trees beginning 2446' from DER, 554' left of centerline, 488' 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.
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' left 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.
Trees beginning 2336' 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 1683' from DER, 218' right of centerline, up to 543' MSL.
Trees beginning 1770' from DER, 576' left of centerline, up to 573' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
CINCINNATI, OH (CON’T)  
CINCINNATI MUNI/LUNKEN FLD (LUK) (CON’T)

**Rwy 21L (CON’T)**, trees beginning 1962' from DER, 173' left of centerline, up to 575' MSL.
Tree 2236' from DER, 372' right of centerline, 546' MSL.
Trees beginning 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.
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.
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, 1569' right of centerline, up to 78' AGL/891' MSL.
Tower 2 NM from DER, 2018' right of centerline, 156' AGL/571' 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 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 791' 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.

Trees beginning 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 3867' from DER, 45' left of centerline, up to 76' AGL/590' MSL.

CONT
EC-2, 30 NOV 2023 to 25 JAN 2024

CINCINNATI, OH (CON’T)

CINCINNATI MUNI/LUNKEN FLD (LUK) (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TAKEOFF MINIMUMS:

Rwy 25 (CONT), 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/800’ 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.

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.

Transmission line beginning 5301’ from DER, 136’ right of centerline, up to 870’ MSL.

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 901’ 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 5914’ from DER, 1108’ right of centerline, up to 925’ MSL.

Trees beginning 1 NM from DER, 1108’ right of centerline, up to 925’ MSL.

Tree, building, terrain, 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.

Trees, building, 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.

CIRCAVILLE, OH

PICKAWAY COUNTY MEML (CYO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (21224) (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/894’ 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, 185’ left of centerline, 59’ AGL/745’ MSL.

Rwy 18, 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CLEVELAND, OH
BURKE LAKEFRONT (BKL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7A 07SEP23 (23250) (FAA)
TAKEOFF MINIMUMS:
Rwy 6L, 300-1½ or std w/min climb of 220'/NM to 900.
Rwy 6R, 300-1½ or std w/min climb of 290'/NM to 1000. NA when tower is closed.
Rwy 24L, 400-1½ or std w/min climb of 757'/NM to 1000. NA when tower is closed.
Rwy 24R, 300-1 or std w/min climb of 490'/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 INT before proceeding on course.
Rwys 24L/R, climbing right turn to 2000 on heading 350° to intercept CXR VOR/DME R-286 to CRIBS INT before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 6L, light pole 9' from DER, 54' left of centerline, 2' AGL/584' MSL.
Light pole, sign beginning 9' from DER, 55' right of centerline, up to 2' AGL/584' MSL.
Tree 842' from DER, 720' right of centerline, 622' MSL.
Pole 964' from DER, 235' left of centerline, 24' AGL/584' MSL.
Crane 969' from DER, 589' right of centerline, 73' AGL/641' MSL.
Tree 2294' from DER, 265' right of centerline, 650' MSL.
Transmission lines, poles, trees beginning 2297' from DER, 166' right of centerline, up to 91' AGL/675' MSL.
Buildings, 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, light pole beginning 27' from DER, 89' left of centerline, up to 4' AGL/585' MSL.
Light pole 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, 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, dome beginning 1874' from DER, 568' right of centerline, up to 70' AGL/651' MSL.
Pole 3098' from DER, 1282' right of centerline, 49' AGL/661' MSL.
Pole 3372' from DER, 1289' right of centerline, 88' AGL/708' MSL.
Transmission lines, pole, building beginning 3720' from DER, 96' right of centerline, up to 93' AGL/714' MSL.
Tower, poles, building beginning 4310' from DER, 170' right of centerline, up to 106' AGL/737' MSL.
Antenna, towers beginning 1.2 NM from DER, 1827' right of centerline, up to 227' AGL/849' MSL.

Rwy 24L, light pole beginning 10' from DER, 29' left of centerline, up to 2' AGL/582' MSL.
Light pole 10' from DER, 29' 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, tank beginning 213' from DER, 411' left of centerline, up to 30' AGL/613' MSL.
Pole 900' from DER, 621' left of centerline, 60' AGL/628' MSL.
Crane, poles, traverse way, building 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.
Building 1685' from DER, 684' left of centerline, 166' AGL/740' MSL.
Building 1727' from DER, 643' left of centerline, 169' AGL/741' MSL.
Buildings, bridges, dome, pole, traverse way beginning 1748' from DER, 196' left of centerline, up to 167' AGL/745' MSL.
Traverse way 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.
Stadiums, cranes beginning 2821' from DER, 317' left of centerline, up to 176' AGL/763' MSL.
Building, traverse ways, crane, elevator, bridge beginning 5056' from DER, 207' left of centerline, up to 275' AGL/896' MSL.

Rwy 24R, light pole 10' from DER, 55' right of centerline, 2' AGL/582' MSL.
Light pole, sign beginning 10' from DER, 55' left of centerline, up to 2' AGL/582' MSL.
Pole, traverse way beginning 1514' from DER, 338' left of centerline, up to 64' AGL/632' MSL.
Bridges beginning 2106' from DER, 695' left of centerline, up to 70' AGL/648' MSL.
Pole, traverse way beginning 2324' from DER, 866' left of centerline, up to 86' AGL/654' MSL.
Stadiums, 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.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CLEVELAND, OH (CONT’)
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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

COLUMBUS, OH
BOLTON FLD (TZR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15JAN09 (21112) (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' left of centerline, 53' AGL/959' MSL.
Tree 1307' from DER, 50' left of centerline, 36' AGL/942' 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 50' AGL/936' MSL.
Trees beginning 1721' from DER, 764' right of centerline, up to 79' AGL/969' MSL.
Rwy 10R, aircraft on taxiway abeam DER, 290' right of centerline, up to 59' AGL/878' MSL.
Poles and building beginning 934' from DER, 538' right of centerline, up to 42' AGL/852' MSL.
Trees beginning 1319' from DER, 111' right of centerline, up to 116' AGL/886' MSL.
Rwy 28L, building 42' from DER, 720' right of centerline, 40' AGL/845' MSL.
Trees 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-A 14JUL22 (22195) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree 675' from DER, 675' right of centerline, 22' AGL/910' MSL.
Buildings beginning 966' from DER, 528' left of centerline, up to 50' AGL/936' MSL.
Tree, building beginning 1122' from DER, 587' left of centerline, up to 937' MSL.
Tree 1303' from DER, 164' right of centerline, 52' AGL/929' MSL.
Trees beginning 1331' from DER, 43' left of centerline, up to 946' MSL.
Trees beginning 1374' from DER, 46' right of centerline, up to 52' AGL/931' MSL.
Trees beginning 1405' from DER, 88' right of centerline, up to 57' AGL/937' MSL.
Trees beginning 1408' from DER, 2' right of centerline, up to 61' AGL/941' MSL.
Rwy 9L, sign 23' from DER, 348' right of centerline, 3' AGL/894' MSL.
Tree 909' from DER, 634' left of centerline, 44' AGL/923' MSL.
Trees beginning 914' from DER, 547' left of centerline, up to 50' AGL/930' MSL.
Trees beginning 949' from DER, 548' left of centerline, up to 52' AGL/931' MSL.
Trees beginning 980' from DER, 366' left of centerline, 61' AGL/941' MSL.
Trees beginning 958' from DER, 515' left of centerline, up to 68' AGL/948' MSL.
Trees beginning 1016' from DER, 531' left of centerline, up to 958' MSL.
Rwy 9L, sign 68' from DER, 225' left of centerline, 4' AGL/894' MSL.
Tree 909' from DER, 634' left of centerline, 44' AGL/923' MSL.
Trees beginning 914' from DER, 547' left of centerline, up to 50' AGL/930' MSL.
Trees beginning 949' from DER, 548' left of centerline, up to 52' AGL/931' MSL.
Trees beginning 980' from DER, 366' left of centerline, 61' AGL/941' MSL.
Trees beginning 958' from DER, 515' left of centerline, up to 68' AGL/948' MSL.
Trees beginning 1016' from DER, 531' left of centerline, up to 958' MSL.
Rwy 9L, sign 68' from DER, 225' left of centerline, 4' AGL/894' MSL.
Tree 909' from DER, 634' left of centerline, 44' AGL/923' MSL.
Trees beginning 914' from DER, 547' left of centerline, up to 50' AGL/930' MSL.
Trees beginning 949' from DER, 548' left of centerline, up to 52' AGL/931' MSL.
Trees beginning 980' from DER, 366' left of centerline, 61' AGL/941' MSL.
Trees beginning 958' from DER, 515' left of centerline, up to 68' AGL/948' MSL.
Trees beginning 1016' from DER, 531' left of centerline, up to 958' MSL.
Rwy 9L, sign 68' from DER, 225' left of centerline, 4' AGL/894' MSL.
Tree 909' from DER, 634' left of centerline, 44' AGL/923' MSL.
Trees beginning 914' from DER, 547' left of centerline, up to 50' AGL/930' MSL.
COLUMBUS, OH (CON’T)
OHIO STATE UNIVERSITY (OSU) (CON’T)

Rwy 9R, tree 64’ from DER, 302’ left of centerline, 15’ AGL/894’ MSL.
Trees beginning 201’ from DER, 252’ left of centerline, up to 918’ MSL.
Trees beginning 377’ from DER, 511’ right of centerline, 907’ MSL.
Trees beginning 882’ from DER, 378’ right of centerline, up to 937’ MSL.
Trees beginning 993’ from DER, 265’ left of centerline, up to 56’ AGL/924’ MSL.
Trees beginning 1033’ from DER, 367’ right of centerline, up to 940’ MSL.
Trees beginning 1084’ from DER, 270’ left of centerline, up to 63’ AGL/932’ MSL.
Trees beginning 1299’ from DER, 337’ right of centerline, up to 943’ MSL.
Trees beginning 1308’ from DER, 531’ left of centerline, up to 940’ MSL.
Tree 1341’ from DER, 515’ right of centerline, 945’ MSL.
Trees beginning 1400’ from DER, 460’ right of centerline, up to 955’ MSL.
Trees beginning 1813’ from DER, 556’ right of centerline, up to 965’ MSL.
Tree 2413’ from DER, 961’ left of centerline, 96’ AGL/953’ MSL.

CONNERSVILLE, IN
METTEL FLD (CEV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  28SEP06  (21224)  (FAA)

TAKEOFF MINIMUMS:

Rwy 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/906’ MSL.

COSHOCTON, OH
RICHARD DOWNING (I40)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A  15SEP16  (16259)  (FAA)

TAKEOFF MINIMUMS:

Rwy 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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, 266' 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 (22251) (FAA)
TAKEOFF MINIMUMS:

Rwy 21, 300-1.

DAYTON/WRIGHT BROTHERS (MGY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 21JUL16 (22307) (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.

GREENE COUNTY/LEWIS A JACKSON RGNL (GDK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 30NOV23 (23334) (FAA)
DEPARTURE PROCEDURE:

Rwy 25, climb on heading 233° to 1700 before turning right.
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, 284' 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 51' from DER, 491' left of centerline, up to 996' MSL.
Trees, transmission lines, poles beginning 176' from DER, 278' left of centerline, up to 998' MSL.
Trees beginning 266' from DER, 320' right of centerline, up to 954' MSL.
Transmission line, poles beginning 1122' from DER, 578' right of centerline, up to 81' AGL/972' MSL.
Pole 1409' from DER, 764' right of centerline, 992' MSL.
Transmission line 1410' from DER, 753' right of centerline, 137' AGL/1005' MSL.
Trees beginning 1834' from DER, 320' left of centerline, up to 1002' MSL.
Trees beginning 1983' from DER, 426' left of centerline, up to 127' AGL/1011' MSL.

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024
DAYTON, OH (CON’T)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AND DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 4 27APR17 (171117) (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.

Tree 1711’ from DER, 185’ left of centerline, 1066’ MSL.

Trees beginning 1785’ from DER, 311’ left of centerline, up to 1072’ 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 2375’ from DER, 141’ left of centerline, 1089’ MSL.

Trees beginning 2379’ from DER, 141’ left of centerline, up to 96’ AGL/1095’ MSL.

Tree 2574’ from DER, 1095’ right of centerline, 1094’ MSL.

Trees beginning 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 1139’ from DER, 363’ left of centerline, up to 50’ AGL/770’ MSL.

Bldgs beginning 532’ from DER, 417’ right of centerline, up to 30’ AGL/750’ MSL.

Pole 892’ from DER, 344’ right of centerline, 37’ AGL/757’ MSL.

Pole 895’ from DER, 347’ right of centerline, 37’ AGL/772’ MSL.

Poles, catenary, sign, pole beginning 962’ from DER, 19’ right of centerline, up to 37’ AGL/775’ MSL.

Poles beginning 1422’ from DER, 102’ left of centerline, up to 37’ AGL/772’ MSL.

Rwy 26, catenaries beginning 1351’ from DER, 5’ left of centerline, up to 50’ AGL/770’ MSL.

Pole 1364’ from DER, 172’ right of centerline, 37’ AGL/757’ MSL.

Catenaries, pole, silo beginning 1400’ from DER, 58’ right of centerline, up to 50’ AGL/770’ MSL.

DEFIANCE, OH

DEFIANCE MEML (DFI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAR11 (21222) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, airport equipment 172’ from DER, 112’ right of centerline, 10’ AGL/730’ MSL.

Airport equipment, bldg, catenary, sign, pole beginning 383’ from DER, 54’ left of centerline, up to 50’ AGL/770’ MSL.

Bldgs beginning 532’ from DER, 417’ right of centerline, up to 30’ AGL/750’ MSL.

Pole 892’ from DER, 344’ right of centerline, 37’ AGL/757’ MSL.

Pole 895’ from DER, 347’ right of centerline, 37’ AGL/772’ MSL.

Poles, catenary beginning 962’ from DER, 19’ right of centerline, up to 37’ AGL/775’ MSL.

Poles beginning 1422’ from DER, 102’ left of centerline, up to 37’ AGL/772’ MSL.

Rwy 26, catenaries beginning 1351’ from DER, 5’ left of centerline, up to 50’ AGL/770’ MSL.

Pole 1364’ from DER, 172’ right of centerline, 37’ AGL/757’ MSL.

Catenaries, pole, silo beginning 1400’ from DER, 58’ right of centerline, up to 50’ AGL/770’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DELAWARE, OH
DELAWARE MUNI/JIM MOORE FLD (DLZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JAN17 (22027) (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.

DELPHI, IN
DELPHI MUNI (119)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15JUN23 (23166) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, pole 926' from DER, 643' left of centerline, 26' AGL/702' MSL.
Pole beginning 929' from DER, 283' right of centerline, up to 20' AGL/697' MSL.
Rwy 36, light poles 1' from DER, 104' right of centerline, 2' AGL/671' MSL.
Building 63' from DER, 334' left of centerline, 21' AGL/693' MSL.
Tree, building, traverse way, pole beginning 127' from DER, 8' left of centerline, up to 55' AGL/727' MSL.
Traverse way beginning 315' from DER, 86' right of centerline, up to 685' MSL.
Tree 1435' from DER, 614' right of centerline, 55' AGL/715' 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' left 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, 1357' 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 5960' 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.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EAST LIVERPOOL, OH (CON’T)
COLUMBIANA COUNTY (02G) (CON’T)
Rwy 25 (CON’T), trees beginning 1 NM from DER, 26’ right of centerline, up to 1388’ 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
AMDT 2  08JUN06  (22083)  (FAA)
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, up to 100’ AGL/854’ MSL.

EVANSVILLE, IN
EVANSVILLE RGNL (EVV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9A  22APR21  (21112)  (FAA)
TAKEOFF MINIMUMS:
Rwy 9,
300-1 or std. w/min. climb of 695’ 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 635’ per NM to 700.
TAKEOFF OBSTACLE NOTES:
Rwy 9,
fence 293’ from DER, 294’ right of centerline, 9’ AGL/399’ MSL.
Buildings 1441’ from DER, on centerline, 40’ AGL/445’ MSL.
Tree 2070’ from DER, 1008’ right of centerline, 98’ AGL/563’ MSL.
Tree 2270’ from DER, 905’ right of centerline, 84’ AGL/564’ MSL.
Tree 2298’ from DER, 1108’ right of centerline, 94’ AGL/576’ MSL.
Tree 2399’ from DER, 1100’ right of centerline, 92’ AGL/583’ MSL.
Tree 2442’ from DER, 1034’ right of centerline, 92’ AGL/576’ MSL.
Tree 3093’ from DER, 1250’ left of centerline, 91’ AGL/511’ MSL.
Tree 3998’ from DER, 386’ left of centerline, 90’ AGL/516’ MSL.
Rwy 18,
electrical system 10’ from DER, 80’ right of centerline, 13’ AGL/396’ MSL.
Vehicle on roadway 265’ from DER, 420’ right of centerline, 398’ MSL.
Vehicle on roadway 526’ from DER, 17’ left of centerline, 403’ MSL.
Building 560’ from DER, 354’ right of centerline, 21’ AGL/403’ MSL.
Building 570’ from DER, 632’ right of centerline, 45’ AGL/427’ MSL.
Building beginning 598’ from DER, 137’ right of centerline, up to 53’ AGL/435’ MSL.
Tree 1595’ from DER, 162’ left of centerline, 51’ AGL/433’ MSL.
Building 1929’ from DER, 460’ right of centerline, 66’ AGL/447’ MSL.
Transmission line 4136’ from DER, 1588’ left of centerline, 132’ AGL/513’ MSL.
Rwy 22,
vertical structure, building beginning 142’ from DER, 401’ left of centerline, up to 18’ AGL/401’ MSL.
Tower 165’ from DER, 398’ left of centerline, 45’ AGL/429’ MSL.
Rwy 27,
aircraft and hangars abeam DER, beginning 325’ left of centerline, 40’ AGL/455’ MSL.
Sign beginning 388’ from DER, 228’ right of centerline, 21’ AGL/401’ MSL.
Vehicles on roadway 422’ from DER, 5’ left of centerline, 395’ MSL.
Train on railroad tracks and power lines beginning 580’ from DER, crossing centerline, up to 40’ AGL/455’ MSL.
Pole 710’ from DER, 251’ right of centerline, 46’ AGL/422’ MSL.
Tree 813’ from DER, 88’ right of centerline, 74’ AGL/443’ MSL.
Tree 865’ from DER, 255’ right of centerline, 97’ AGL/467’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EVANSVILLE, IN (CON’T)
EVANSVILLE RGNL (EVV) (CON’T)

Rwy 27 (CON’T), tree 865’ from DER, 149’ left of centerline, 76’ AGL/445’ MSL.
Tree 891’ from DER, 400’ right of centerline, 102’ AGL/471’ MSL.
Tree 1131’ from DER, 1389’ left of centerline, 111’ AGL/581’ MSL.
Trees beginning 1 NM from DER, 856’ left of centerline, up to 115’ AGL/582’ MSL.
Tower, tree, antenna beginning 1.2 NM from DER, 440’ left of centerline, up to 175’ AGL/688’ MSL.
Tower 1.4 NM from DER, 2589’ left of centerline, 181’ AGL/649’ MSL.

Rwy 36, trees, building beginning 2160’ from DER, 479’ right of centerline, up to 105’ AGL/567’ MSL.
Trees beginning 4224’ from DER, 1024’ right of centerline, up to 101’ AGL/588’ MSL.
Trees beginning 1 NM from DER, 1150’ right of centerline, up to 104’ AGL/599’ MSL.
Tree 1 NM from DER, 1799’ right of centerline, 126’ AGL/608’ MSL.
Tree 1 NM from DER, 2035’ right of centerline, 112’ AGL/601’ MSL.

FINDLAY, OH
FINDLAY (FDY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 06DEC18 (18340) (FAA)

TAKEOFF MINIMUMS:
Rwy 25, 300-1½ 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.
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 16, 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.
Wall 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 MINIMUMS:
Rwy 5, 150’ from DER, 9’ left of centerline, up to 3’ AGL/797’ MSL.
Fence and trees beginning 9’ from DER, 3’ left of centerline, up to 3’ AGL/797’ 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, 150’ 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, 150’ right of centerline, up to 2’ AGL/797’ MSL.
Tree 1079’ from DER, 667’ left of centerline, 23’ AGL/825’ MSL.
Rwy 27, lighted structures beginning 9’ from DER, 48’ left of centerline, up to 2’ AGL/815’ MSL.
Fence beginning 382’ 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, 150’ left of centerline, up to 104’ AGL/910’ MSL.
Rwy 32, lighted structures beginning 9’ from DER, 150’ left of centerline, up to 2’ AGL/803’ MSL.
Trees beginning 3672’ from DER, 611’ left of centerline, up to 100’ AGL/901’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FORT WAYNE, IN (CON’T)
SMITH FLD (SMD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 18NOV10 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 23, 800-3 or std. w/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, power poles, buildings, bus garages and cell tower beginning 345’ from DER, 34’ right of centerline, up to 153’ AGL/974’ MSL.
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 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, 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 METRO (FZI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 03JUN10 (21280) (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, 500’ left of centerline, 8’ AGL/806’ MSL.
Building beginning 2’ from DER, 500’ left of centerline, 87’ AGL/942’ MSL.
Rwy 29, crops 389’ from DER, left to right of centerline, 10’ AGL/872’ MSL.
Rwy 22, crops 200’ from DER, left to right of centerline, 17’ AGL/876’ 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.

FRANKFORT, IN
FRANKFORT CLINTON COUNTY RGNL (FKR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03JUN10 (22083) (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, 17’ AGL/876’ 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 OBSTACLE NOTES:
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, 1285’ 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.
Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors)

**Fremont, OH (Con't)**
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.
- Trees 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 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 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 beginning 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.
- Trees beginning 187' from DER, 424' left of centerline, 100' AGL/669' MSL.
- Vehicles on road beginning 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, trees 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/647' 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.
  Stacks and tower beginning 5921' from DER, 1080' left of centerline, up to 139' AGL/731' MSL.
  Vehicles on road 571' from DER, on runway centerline, 15' AGL/605' MSL.
  Towers 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 790' from DER, 221' right of centerline, up to 86' AGL/685' MSL.
  Trees, poles and vehicles on road beginning 884' from DER, 26' left of centerline, up to 63' AGL/658' 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.

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' 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.
  Trees and bldg beginning 2173' from DER, 210' right of centerline, up to 100' AGL/914' MSL.
  Trees and bldg 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 2327' 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GREENSBURG, IN
GREENSBURG MUNI (I34)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 09APR09 (09009) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 300-1.

GRIFFITH, IN
GRIFFITH-MERRILLVILLE (05C)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4B 07OCT21 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 300-1.

TAKEOFF OBSTACLE NOTES:
Rwy 8, tree, pole, vehicles on road beginning 164' from DER, 135' right of centerline, up to 703' MSL.
Pole 1247' from DER, 199' right of centerline, 40' AGL/675' 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.
Pole 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 717' 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 2305' from DER, 716' left of centerline, 725' MSL.

HAMILTON, OH
BUTLER COUNTY RGNL/HOGAN FLD (HAO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 03JAN19 (21280) (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 2867' from DER, 57' left of centerline, up to 723' MSL.
Trees beginning 3548' from DER, 241' right of centerline, up to 814' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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, 19’ AGL/899’ 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. with 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
AMDT 2 12AUG21 (21224) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, tree 1255’ from DER, 507’ left of centerline, 76’ AGL/567’ MSL.
Trees beginning 1257’ from DER, 544’ left of centerline, up to 90’ AGL/584’ MSL.
Tree 1558’ from DER, 763’ left of centerline, 597’ MSL.
Trees beginning 1643’ from DER, 800’ left of centerline, up to 604’ MSL.
Trees beginning 1980’ from DER, 901’ left of centerline, up to 606’ MSL.
Trees beginning 4445’ from DER, 1257’ right of centerline, up to 646’ MSL.
Tree 4621’ from DER, 978’ left of centerline, 646’ MSL.
Trees beginning 4646’ from DER, 730’ left of centerline, up to 654’ MSL.
Tree 4824’ from DER, 1677’ right of centerline, 654’ MSL.
Trees beginning 4854’ from DER, 889’ left of centerline, up to 666’ MSL.
Tree 4894’ from DER, 1561’ right of centerline, 655’ MSL.
Trees beginning 4998’ from DER, 733’ right of centerline, up to 660’ MSL.
Trees beginning 5201’ from DER, 696’ right of centerline, up to 671’ MSL.
Electrical system 5509’ from DER, 592’ left of centerline, 90’ AGL/667’ MSL.
Rwy 27, lighting 9’ from DER, 16’ right of centerline, 1’ AGL/514’ MSL.
Trees beginning 415’ from DER, 465’ right of centerline, up to 57’ AGL/557’ MSL.
Trees beginning 569’ from DER, 500’ right of centerline, up to 87’ AGL/583’ MSL.
Trees beginning 606’ from DER, 613’ right of centerline, up to 97’ AGL/591’ MSL.
Trees beginning 741’ from DER, 511’ right of centerline, up to 597’ MSL.
Trees beginning 860’ from DER, 333’ left of centerline, up to 569’ MSL.
Tree 1740’ from DER, 764’ left of centerline, 581’ MSL.
Trees beginning 1970’ from DER, 750’ left of centerline, up to 587’ MSL.
Tree 2805’ from DER, 1215’ left of centerline, 590’ MSL.

EC-2, 30 NOV 2023 to 25 JAN 2024
EC-2, 30 NOV 2023 to 25 JAN 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HUNTINGTON, IN
HUNTINGTON MUNI (HHG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  27JAN22  (22027)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, trees beginning 2' from DER, 59' right of centerline, up to 854' MSL.
Pole 47' from DER, 198' left of centerline, 23' AGL/812' MSL.
Trees beginning 291' from DER, 10' left of centerline, up to 882' MSL.
Trees beginning 1006' from DER, 230' left of centerline, up to 892' MSL.
Trees beginning 1142' from DER, 35' right of centerline, up to 866' MSL.
Tree 2112' from DER, 31' right of centerline, up to 41' AGL/846' MSL.
Pole, tree beginning 112' from DER, 498' left of centerline, up to 855' MSL.
Tree, vegetation, vehicles on road, pole beginning 159' from DER, 20' left of centerline, up to 875' MSL.
Building 269' from DER, 519' right of centerline, 20' AGL/826' 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.

HENRICKS COUNTY-GORDON GRAHAM FLD (2R2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  05JUN08  (21280)  (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/1009' MSL.
Rwy 36,
trees 1302' from DER, 648' right of centerline, 100' AGL/1009' MSL.
Tree 3529' from DER, 741' left of centerline, 900' AGL/1009' MSL.
Tree 5244' from DER, 196' left of centerline, up to 994' MSL.
Trees beginning 1448' from DER, 192' left of centerline, up to 996' MSL.

INDIANAPOLIS EXEC (TYQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  05OCT23  (23278)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18,
tree 212' from DER, 203' left of centerline, 40' AGL/954' MSL.
Trees beginning 370' from DER, 247' left of centerline, up to 60' AGL/971' MSL.
Trees beginning 1385' from DER, 752' left of centerline, up to 75' AGL/986' MSL.
Tree 1541' from DER, 741' left of centerline, 78' AGL/990' MSL.
Trees beginning 1568' from DER, 196' left of centerline, up to 79' AGL/993' MSL.
Tree 1602' from DER, 622' right of centerline, 74' AGL/988' MSL.
Trees beginning 1670' from DER, 192' left of centerline, up to 994' MSL.
Trees beginning 1875' from DER, 733' right of centerline, up to 86' AGL/997' MSL.
Trees beginning 1924' from DER, 251' right of centerline, up to 96' AGL/1007' MSL.
Trees beginning 2031' from DER, 311' left of centerline, up to 996' MSL.
Rwy 36,
wind indicator, building beginning 124' from DER, 429' left of centerline, up to 22' AGL/943' MSL.
Pole 1115' from DER, 490' left of centerline, 26' AGL/951' MSL.
Pole 1134' from DER, 321' left of centerline, 33' AGL/958' MSL.
Poles beginning 1144' from DER, 326' left of centerline, up to 961' MSL.
Poles beginning 1156' from DER, 336' left of centerline, up to 955' MSL, pole 1203' from DER, 776' right of centerline, 959' MSL.
Trees beginning 1242' from DER, 55' left of centerline, up to 974' MSL.
Trees beginning 1256' from DER, 320' right of centerline, up to 52' AGL/974' MSL.
Trees beginning 1755' from DER, 318' right of centerline, up to 993' MSL.
Trees beginning 1963' from DER, 779' left of centerline, up to 977' MSL.
Trees beginning 2024' from DER, 498' right of centerline, up to 996' MSL.
Trees beginning 2159' from DER, 25' left of centerline, up to 997' MSL.
Tree 2853' from DER, 58' left of centerline, 74' AGL/999' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INDIANAPOLIS, IN (CON’T)

INDIANAPOLIS EXEC (TYQ) (CON’T)

Rwy 36 (CON’T), tree 2880’ from DER, 88’ left of centerline, 74’ AGL/1000’ MSL.

Trees beginning 2887’ from DER, 21’ left of centerline, up to 79’ AGL/1004’ MSL.

Trees beginning 2955’ from DER, 22’ left of centerline, up to 80’ AGL/1005’ MSL.

Trees beginning 2957’ from DER, 4’ left of centerline, up to 84’ AGL/1008’ MSL.

Tree 2966’ from DER, 129’ right of centerline, 75’ AGL/1011’ MSL.

Tree 2988’ from DER, 332’ left of centerline, 97’ AGL/1011’ MSL.

Trees beginning 2999’ from DER, 5’ left of centerline, up to 105’ AGL/1018’ MSL.

Tree 3045’ from DER, 185’ right of centerline, 77’ AGL/1003’ MSL.

Tree 3055’ from DER, 167’ right of centerline, 79’ AGL/1004’ MSL.

Trees beginning 3058’ from DER, 18’ right of centerline, up to 87’ AGL/1011’ MSL.

Trees beginning 3179’ from DER, 16’ left of centerline, up to 106’ AGL/1020’ MSL.

Trees beginning 3193’ from DER, 1’ left of centerline, up to 109’ AGL/1022’ MSL.

Trees beginning 3259’ from DER, 24’ right of centerline, up to 99’ AGL/1018’ MSL.

Trees beginning 3318’ from DER, 7’ right of centerline, up to 103’ AGL/1023’ MSL.

Trees beginning 3355’ from DER, 4’ right of centerline, up to 107’ AGL/1026’ MSL.

Trees beginning 3403’ from DER, 1’ left of centerline, up to 1024’ MSL.

Trees beginning 3476’ from DER, 4’ right of centerline, up to 102’ AGL/1028’ MSL.

Trees beginning 3506’ from DER, 4’ left of centerline, up to 111’ AGL/1027’ MSL.

Trees beginning 3613’ from DER, 8’ right of centerline, up to 1024’ MSL.

Trees beginning 3755’ from DER, 9’ left of centerline, up to 1034’ 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, 488’ 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 METRO (UMP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05MAY11 (22083) (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/879’ MSL.

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.

INDIANAPOLIS RGNL (MQJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INDIANAPOLIS, IN (CON’T)
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.

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 67′ from DER, 464′ right of centerline, 51′ AGL/866′ MSL.

Pole, traverse way, sign, building, tree beginning 690′ from DER, 245′ right of centerline, up to 53′ AGL/872′ MSL.
Transmission line, pole 104′ from DER, 155′ left of centerline, up to 83′ 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′ right 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 688′ from DER, 402′ right of centerline, 20′ AGL/846′ 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/866′ MSL.

Tree, pole beginning 1155′ from DER, 145′ right of centerline, up to 69′ AGL/896′ MSL.

Transmission line, pole 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 75′ 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/818′ 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.

JACKSON, OH

JAMES A RHODES (JRO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 14JUL22 (22195) (FAA)
TAKEOFF MINIMUMS:

Rwy 1, 300-1.1.

Rwy 19, 300-1.1.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 1, vehicle on road 104′ from DER, 233′ left of centerline, 748′ MSL.

Trees, terrain, beginning 162′ from DER, 186′ left of centerline, up to 38′ AGL/773′ MSL.

Tree, vehicle on road, beginning 540′ from DER, 234′ left of centerline, up to 32′ AGL/784′ MSL.

Tree 763′ from DER, 596′ left of centerline, 51′ AGL/806′ MSL.

Trees, beginning 930′ from DER, 431′ right of centerline, up to 71′ AGL/799′ MSL.

Tree, vehicle on road, beginning 956′ from DER, 237′ left of centerline, up to 83′ AGL/840′ MSL.

Tree, vehicle on road, beginning 1138′ from DER, 238′ left of centerline, up to 84′ AGL/843′ MSL.

Trees, pole, transmission line, beginning 1286′ from DER, 222′ left of centerline, up to 94′ AGL/864′ MSL.

Trees, vehicle on road, poles, transmission line, beginning 1425′ from DER, 224′ left of centerline, up to 99′ AGL/867′ MSL.

Tree, terrain, beginning 1973′ from DER, 599′ left of centerline, up to 55′ AGL/871′ MSL.

Tree 2132′ from DER, 568′ left of centerline, 84′ AGL/893′ MSL.

Tree 2142′ from DER, 907′ left of centerline, 91′ AGL/894′ MSL.

Tree, terrain, beginning 2156′ from DER, 343′ left of centerline, up to 93′ AGL/911′ MSL.

Tree 2239′ from DER, 589′ left of centerline, 78′ AGL/915′ MSL.

Trees, pole, transmission line, terrain, beginning 2291′ from DER, 249′ left of centerline, up to 65′ AGL/922′ MSL.

Trees, vehicle on road, beginning 2453′ from DER, 197′ left of centerline, up to 71′ AGL/931′ MSL.

Trees, transmission line, pole, beginning 2590′ from DER, 167′ right of centerline, up to 71′ AGL/810′ MSL.

Trees, pole, beginning 2645′ from DER, 283′ left of centerline, up to 68′ AGL/933′ MSL.

Trees, pole, transmission line, building, sign, tower, beginning 2721′ from DER, 106′ left of centerline, up to 86′ AGL/939′ MSL.

Tree 2779′ from DER, 25′ right of centerline, 64′ AGL/826′ MSL.

CONT
JACKSON, OH (CON’T)

JAMES A RHODES (JRO) (CON’T)

Tree 1.3 NM from DER, 1626’ left of centerline, 115’ AGL/944’ MSL.
Transmission line, trees, beginning 1.1 NM from DER, 22’ left of centerline, up to 162’ AGL/1009’ MSL.
Tree 1.3 NM from DER, 1626’ left of centerline, 115’ AGL/944’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EC-2, 30 NOV 2023 to 25 JAN 2024

L30

EC-2, 30 NOV 2023 to 25 JAN 2024

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

L30

EC-2, 30 NOV 2023 to 25 JAN 2024
JEFFERSONVILLE, IN
CLARK RGNL (JVY)
AMDT 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TAKEOFF MINIMUMS:
Rwy 14, 300-1/4 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.

Trees:
- Tree 73' from DER, 266' left of centerline, 529' MSL.
- Tree 123' from DER, 377' left of centerline, 540' MSL.

Pole:
- Pole and tree beginning 2085' from DER, 242' left of centerline, up to 566' MSL.

Catenary and tree:
- Catenary and transmission line beginning 2148' from DER, 316' left of centerline, up to 580' MSL.

Tower:
- Tower 2207' from DER, 734' left of centerline, 594' MSL.

Pole, tree, and building:
- Pole, catenary, and tree beginning 2216' from DER, 201' left of centerline, up to 110' AGL/600' MSL.

Tree and building:
- Tree and building beginning 2388' from DER, 321' right of centerline, up to 551' MSL.

Catenary and tree:
- Catenary and tree beginning 2507' from DER, 165' left of centerline, up to 607' MSL.

Catenary and building:
- Catenary and building beginning 2742' from DER, 1025' right of centerline, up to 572' MSL.

Catenary:
- Catenary beginning 3380' from DER, 10' right of centerline, 119' AGL/578' MSL.

Catenary:
- Catenary beginning 4265' from DER, 593' right of centerline, 593' MSL.

Catenary:
- Catenary beginning 4265' from DER, 508' right of centerline, 95' AGL/590' MSL.

Catenary:
- Catenary beginning 4265' from DER, 508' right of centerline, 593' MSL.

Catenary:
- Catenary beginning 4265' from DER, 508' right of centerline, 95' AGL/590' MSL.

Catenary:
- Catenary beginning 4265' from DER, 508' right of centerline, 593' MSL.

Catenary:
- Catenary beginning 4265' from DER, 508' right of centerline, 593' MSL.

Catenary:
- Catenary beginning 4265' from DER, 508' right of centerline, 593' MSL.

Catenary:
- Catenary beginning 4265' from DER, 508' right of centerline, 593' MSL.

Catenary:
- Catenary beginning 4265' from DER, 508' right of centerline, 593' MSL.

Catenary:
- Catenary beginning 4265' from DER, 508' right of centerline, 593' MSL.

Catenary:
- Catenary beginning 4265' from DER, 508' right of centerline, 593' MSL.
JEFFERSONVILLE, IN (CON’T)
CLARK RGNL (JVY) (CON’T)

Rwy 32 (CON’T), 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 UNIVERSITY (1G3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31MAY12 (21224) (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, 146’ right 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, 109’ right of centerline, up to 109’ AGL/1218’ MSL.

KENTLAND, IN
KENTLAND MUNI (501)
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.

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, right and left 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KNOX, IN
STARK COUNTY (OXI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)
TAKEOFF MINIMUMS:
Rwy 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, up to 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/856' 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 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 708' 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, up to 150' AGL/937' MSL.

LAFAYETTE, IN
PURDUE UNIVERSITY (LAF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 30NOV23 (23334) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, 300-1¼ or std w/min climb of 342'/NM to 1000.
Rwy 23, 400-2¼ or std w/min climb of 225'/NM to 1100.
TAKEOFF OBSTACLE NOTES:
Rwy 5, building, terrain, trees, vehicles on road beginning 11' from DER, 75' left of centerline, up to 31' AGL/642' MSL.
Fence 42' from DER, 423' right of centerline, 609' MSL.
Fence 124' from DER, 329' right of centerline, 610' MSL.
Poles, vehicles on road, terrain beginning 186' from DER, 135' left of centerline, up to 34' AGL/645' MSL.
Fence 189 from DER, 249' right of centerline, 612' MSL.
Fence 259' from DER, 164' right of centerline, 6' AGL/613' MSL.
Fence 269' from DER, 155' right of centerline, 12' AGL/619' MSL.
Poles, fences, vehicles on road beginning 289' from DER, 2' right of centerline, up to 20' AGL/621' MSL.
Pole, vehicles on road beginning 408' from DER, 227' left of centerline, up to 38' AGL/646' MSL.
Poles, vehicles on road beginning 416' from DER, 16' right of centerline, up to 20' AGL/623' MSL.
Tree, vehicles on road, pole beginning 459' from DER, 25' left of centerline, up to 39' AGL/648' MSL.
Trees, pole, vehicles on road beginning 685' from DER, 36' left of centerline, up to 649' MSL.
Vehicles on road 736' from DER, 65' right of centerline, 626' MSL.
Transmission line 867' from DER, 434' left of centerline, 39' AGL/650' MSL.
CON'T
LAFAYETTE, IN (CON’T)

Purdue University (Laf) (Con’t)

Rwy 5 (Con’t), trees, poles beginning 901’ from DER, 424’ left of centerline, up to 651’ MSL.
Tree 995’ from DER, 212’ right of centerline, 36’ AGL/638’ MSL.
Tree 1000’ from DER, 33’ right of centerline, 40’ AGL/649’ MSL.
Tree 1042’ from DER, 642’ left of centerline, 654’ MSL.
Tree, transmission line beginning 1046’ from DER, 312’ left of centerline, up to 49’ AGL/660’ MSL.
Tree 1125’ from DER, 245’ left of centerline, 50’ AGL/661’ MSL.
Trees, transmission lines, poles beginning 1146’ from DER, 49’ left of centerline, up to 684’ MSL.
Poles beginning 1568’ from DER, 49’ right of centerline, up to 48’ AGL/657’ MSL.
Tree 1887’ from DER, 296’ right of centerline, 66’ AGL/683’ MSL.
Tree 2065’ from DER, 239’ right of centerline, 63’ AGL/667’ MSL.
Tree 2109’ from DER, 203’ right of centerline, 61’ AGL/668’ MSL.
Trees, buildings beginning 2116’ from DER, 275’ left of centerline, up to 694’ MSL.
Building 3150’ from DER, 34’ right of centerline, 67’ AGL/687’ MSL.
Poles beginning 3257’ from DER, 241’ right of centerline, up to 76’ AGL/696’ MSL.
Tree 3507’ from DER, 1179’ left of centerline, 697’ MSL.
Building 3594’ from DER, 278’ right of centerline, 102’ AGL/723’ MSL.
Building 4187’ from DER, 1567’ left of centerline, 92’ AGL/717’ MSL.
Buildings, building spire beginning 4731’ from DER, 385’ left of centerline, up to 747’ MSL.
Buildings beginning 4908’ from DER, 771’ left of centerline, up to 143’ AGL/767’ MSL.
Building 4954’ from DER, 1036’ right of centerline, 752’ MSL.
Building 5069’ from DER, 870’ right of centerline, 167’ AGL/780’ MSL.
Building 5541’ from DER, 784’ left of centerline, 162’ AGL/782’ MSL.
Building 5579’ from DER, 778’ left of centerline, 784’ MSL.
Smokestack 5718’ from DER, 633’ left of centerline, 850’ MSL.

Rwy 10, trees beginning 696’ from DER, 629’ right of centerline, up to 95’ AGL/642’ MSL.
Tree 857’ from DER, 697’ left of centerline, 61’ AGL/643’ MSL.

Rwy 23, fences beginning 50’ from DER, 498’ right of centerline, up to 605’ MSL.
Tree 89’ from DER, 235’ left of centerline, 24’ AGL/613’ MSL.
Tree 171’ from DER, 278’ left of centerline, 31’ AGL/617’ MSL.
Tree 324’ from DER, 281’ left of centerline, 43’ AGL/622’ MSL.
Tower and antenna 1.9 NM from DER, 269’ left of centerline, up to 321’ AGL/923’ MSL.

Rwy 28, tree 1190’ from DER, 470’ left of centerline, 630’ MSL.
Trees beginning 1752’ from DER, 765’ right of centerline, up to 669’ MSL.
Tree 2166’ from DER, 675’ left of centerline, 96’ AGL/656’ MSL.
Tree 2744’ from DER, 1020’ right of centerline, 672’ MSL.
Trees beginning 2751’ from DER, 954’ right of centerline, up to 689’ MSL.
Trees beginning 2968’ from DER, 984’ right of centerline, up to 697’ MSL.
Trees beginning 3132’ from DER, 920’ right of centerline, up to 722’ 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’ from DER, 100’ AGL/1259’ MSL.

Rwy 28, trees beginning 738’ from DER, 315’ left of centerline, up to 77’ AGL/912’ MSL.
Trees beginning 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
WARREN COUNTY/JOHN LANE FLD (I68)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20SEP12 (22083) (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 2 12AUG21 (21224) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, fence 9' from DER, 443' right of centerline, 11' AGL/744' MSL.
Fence 187' from DER, 497' left of centerline, 11' AGL/743' MSL.
Tree 934' from DER, 730' left of centerline, 791' MSL.
Tree 2218' from DER, 487' right of centerline, 62' AGL/794' MSL.
Rwy 27, terrain 4' from DER, 495' left of centerline, 739' MSL.
Lighting 8' from DER, 17' right of centerline, 2' AGL/738' MSL.
Poles beginning 638' from DER, 489' right of centerline, up to 34' AGL/763' MSL.
Pole 734' from DER, 331' right of centerline, 39' AGL/767' MSL.
Poles beginning 924' from DER, 334' left of centerline, up to 39' AGL/773' MSL.
Pole 2041' from DER, 143' left of centerline, 65' AGL/801' MSL.
Tree 3360' from DER, 1358' left of centerline, 825' MSL.
Trees beginning 3374' from DER, 1002' left of centerline, up to 842' MSL.
Rwy 27, vertical structure 53' from DER, 206' left of centerline, 1089' MSL.
Vertical structure 134' from DER, 186' right of centerline, 1085' MSL.
Tree 2091' from DER, 973' right of centerline, 1142' 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, 186' 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 24 MAY 18 (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 31 JUL 08 (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 157' AGL/947' MSL.
Poles and trees beginning 526' from DER, 1' right of centerline, up to 123' AGL/912' 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 12 MAR 09 (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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MARION, IN

MARION MUNI - MCKINNEY FLD (MZZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20JUN19 (21224) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, terrain, NAVAID, pole beginning abeam DER, 124' left of centerline, up to 854' 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, 262' 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, 423' 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MARYSVILLE, OH
UNION COUNTY (MRT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 30NOV23 (23334) (FAA)
TAKEOFF MINIMUMS:
- Rwys 8, 26, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
- Rw 9, sign 12’ from DER, 51’ left of centerline, 4’ AGL/999’ MSL.
  Trees, light pole beginning 16’ from DER, 78’ left of centerline, up to 1000’ MSL.
  Pole 290’ from DER, 499’ left of centerline, 40’ AGL/1032’ MSL.
  Pole, traverse ways beginning 364’ from DER, 169’ left of centerline, up to 41’ AGL/1033’ MSL.
  Traverse ways beginning 479’ from DER, 27’ left of centerline, up to 69’ AGL/1063’ MSL.
  Traverse ways beginning 591’ from DER, 5’ right of centerline, up to 1018’ MSL.
  Bldg, trees beginning 721’ from DER, 199’ left of centerline, up to 1080’ MSL.
  Poles beginning 1034’ from DER, 396’ right of centerline, 46’ AGL/1038’ MSL.
- Rw 27, sign 10’ from DER, 52’ right of centerline, 4’ AGL/1022’ MSL.
  Trees beginning at DER, 112’ left of centerline, up to 100’ AGL/1289’ MSL.
  Trees beginning at DER, 1490’ from DER, 150’ right of centerline, up to 100’ AGL/1289’ MSL.
  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.
- Rw 19, trees beginning at DER, 112’ left of centerline, up to 100’ AGL/1289’ MSL.
  Trees beginning 458’ from DER, 526’ right of centerline, up to 63’ AGL/1066’ MSL.
  Trees 1893’ from DER, 808’ right of centerline, 1069’ MSL.
  Antenna 2753’ from DER, 463’ right of centerline, 1094’ MSL.

MEDINA, OH
MEDINA MUNI (1G5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 18NOV10 (10322) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rw 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.
- Rw 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.
- Rw 19, trees beginning at DER, 112’ left of centerline, up to 100’ AGL/1289’ MSL.
  Trees beginning 458’ from DER, 526’ right of centerline, up to 63’ AGL/1066’ MSL.
  Trees 1893’ from DER, 808’ right of centerline, 1069’ MSL.
  Antenna 2753’ from DER, 463’ right of centerline, 1094’ MSL.

MICHIGAN CITY, IN
MICHIGAN CITY MUNI-PHILLIPS FLD (MGC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 07SEP23 (23250) (FAA)
DEPARTURE PROCEDURE:
- Rw 20, climb on heading 203° to 1200 before turning left.
TAKEOFF OBSTACLE NOTES:
- Rw 2, pole 12’ from DER, 427’ left of centerline, 28’ AGL/659’ MSL.
  Tree 12’ from DER, 493’ left of centerline, 674’ MSL.
  Terrain 13’ from DER, 172’ right of centerline, 643’ MSL.
  Tree 51’ from DER, 349’ left of centerline, 685’ MSL.
  Tree 65’ from DER, 443’ left of centerline, 691’ MSL.
  Terrain 129’ from DER, 497’ right of centerline, 649’ MSL.
  Trees beginning 198’ from DER, 337’ left of centerline, up to 710’ MSL.
  Traverse way 303’ from DER, 568’ right of centerline, 667’ MSL.
  Tree, pole beginning 344’ from DER, 213’ right of centerline, up to 37’ AGL/687’ MSL.
  Trees beginning 468’ from DER, 231’ left of centerline, up to 712’ MSL.
  Tree 615’ from DER, 380’ right of centerline, 711’ MSL.
  Trees, antenna beginning 64’ from DER, 46’ right of centerline, up to 731’ MSL.
  Trees beginning 949’ from DER, 67’ left of centerline, up to 716’ MSL.
  Trees beginning 1091’ from DER, 347’ left of centerline, up to 723’ MSL.
  Trees, antenna beginning 1250’ from DER, 2’ right of centerline, up to 733’ MSL.
  Trees beginning 1553’ from DER, 89’ left of centerline, up to 726’ MSL.
  Trees beginning 1657’ from DER, 6’ left of centerline, up to 731’ MSL.
  Trees beginning 1709’ from DER, on centerline, up to 734’ MSL.
  Antenna, trees beginning 1778’ from DER, on centerline, up to 101’ AGL/742’ MSL.
  Tree 1796’ from DER, 655’ right of centerline, 745’ MSL.
  Trees beginning 1815’ from DER, 134’ right of centerline, up to 748’ MSL.
  Trees beginning 2006’ from DER, 166’ right of centerline, up to 753’ MSL.
  Trees beginning 2025’ from DER, 94’ right of centerline, up to 754’ MSL.
CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MICHIGAN CITY, IN (CON’T)
MICHIGAN CITY MUNI-PHILLIPS FLD (MGC) (CON’T)

Rwy 2 (CON’T),
trees beginning 2123’ from DER, 301’ right of centerline, up to 758’ MSL.
Tree 2160’ from DER, 199’ left of centerline, 743’ MSL.
Trees beginning 2181’ from DER, 108’ left of centerline, up to 744’ MSL.
Trees beginning 2244’ from DER, 87’ left of centerline, up to 746’ MSL.
Trees beginning 2251’ from DER, 93’ right of centerline, up to 760’ MSL.
Trees, electrical system, transmission line beginning 2300’ from DER, 11’ right of centerline, up to 765’ MSL.
Trees beginning 2527’ from DER, 22’ left of centerline, up to 751’ MSL.
Transmission line, trees beginning 3193’ from DER, 182’ left of centerline, up to 136’ AGL/778’ MSL.
Transmission line 4247’ from DER, 989’ right of centerline, 121’ AGL/769’ MSL.

Rwy 20,
trees, fences, sign, traverse ways, pole beginning 7’ from DER, 27’ right of centerline, up to 727’ MSL.
Terrain 20’ from DER, 393’ left of centerline, 658’ MSL.
Terrain 191’ from DER, 489’ left of centerline, 663’ MSL.
Fences beginning 206’ from DER, 140’ left of centerline, up to 12’ AGL/671’ MSL.
Pole, fence, traverse ways beginning 213’ from DER, 45’ left of centerline, up to 25’ AGL/687’ 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 beginning 706’ from DER, 227’ left of centerline, up to 100’ AGL/1314’ MSL.
Trees beginning 3983’ from DER, 671’ left of centerline, up to 100’ AGL/1316’ MSL.

Rwy 29,
metal structure 154’ from DER, 294’ left of centerline, 30’ AGL/1181’ MSL.

MIDDLETOWN, OH
MIDDLETOWN RGNL/HOOK FLD (MWO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20SEP12 (21140) (FAA)
TAKEOFF MINIMUMS:
Rwys 8, 26, NA-Environmental.
Rwy 23, 300-1½ 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 centerline, up to 100’ AGL/1287’ MSL.
Poles beginning 1220’ from DER, 156’ 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 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 (419)
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 (413)
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.
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 96’ 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.

NAPPAANE, IN
NAPPAANE MUNI (C03)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 19FEB81 (81036) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 300-1.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NEW CASTLE, IN
NEW CASTLE HENRY COUNTY MARLATT FLD (UWL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A  20JUN19  (21224)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, trees beginning 165' 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.
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:

NEW PHILADELPHIA, OH
HARRY CLEVER FLD (PHD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A  01FEB18  (22083)  (FAA)
TAKEOFF MINIMUMS:
Rwys 12, 30, NA-Environmental.
Rwy 15, 500-2½ or std. w/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/965' 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.
Rwys 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, 160' 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, 308' 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 heading 273° 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.
CON’T
NEWARK-HEATH (VTA) (CON’T)

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 263’ 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, buildings 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.

Rwy 9 (CON’T), 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 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 1581’ 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, 1151’ right of centerline, 982’ MSL.
Tree 3381’ from DER, 384’ left of centerline, 974’ MSL.
Tree 3776’ from DER, 1364’ 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.
Tree 3984’ from DER, 1557’ 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.
Trees beginning 4939’ from DER, 915’ left of centerline, 1011’ MSL.
Trees beginning 4983’ from DER, 934’ 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.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
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, 680' 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 2 03NOV22 (22307) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, vegetation 24' from DER, 253' left of centerline, 853' MSL. Tree 47' from DER, 455' right of centerline, 894' MSL. Poles, traverse ways, fence, trees beginning 92' from DER, 243' right of centerline, up to 61' AGL/918' MSL. Poles, trees, traverse way, building beginning 461' from DER, 189' right of centerline, up to 929' MSL.
Trees beginning 673' from DER, 247' left of centerline, up to 914' MSL. Trees beginning 719' from DER, 210' left of centerline, up to 93' AGL/939' MSL. Trees beginning 852' from DER, 178' right of centerline, up to 930' MSL. Pole, pole beginning 855' from DER, 197' left of centerline, up to 104' AGL/950' MSL. Trees beginning 1013' from DER, 200' left of centerline, up to 103' AGL/953' MSL. Trees beginning 1217' from DER, 40' left of centerline, up to 103' AGL/955' MSL. Trees beginning 1799' from DER, 230' right of centerline, up to 75' AGL/931' MSL. Trees beginning 2482' from DER, 260' right of centerline, up to 72' AGL/933' MSL. Trees beginning 2645' from DER, 16' left of centerline, up to 956' MSL. Trees beginning 3125' from DER, 5' right of centerline, up to 945' MSL. Trees beginning 3240' from DER, 13' left of centerline, up to 102' AGL/959' MSL. Tree 3272' from DER, 325' left of centerline, 105' AGL/963' MSL. Trees beginning 3276' from DER, 17' left of centerline, up to 109' AGL/967' MSL. Trees beginning 3303' from DER, 1' left of centerline, up to 112' AGL/975' MSL. Trees beginning 3346' from DER, 40' right of centerline, up to 85' AGL/947' MSL. Tree 3385' from DER, 47' right of centerline, 83' AGL/948' MSL. Trees beginning 3391' from DER, 8' right of centerline, up to 93' AGL/954' MSL. Trees beginning 3494' from DER, 21' right of centerline, up to 86' AGL/956' MSL. Trees beginning 3495' from DER, 11' right of centerline, up to 93' AGL/962' MSL. Tree 3515' from DER, 23' right of centerline, 93' AGL/963' MSL. Trees beginning 3532' from DER, 12' right of centerline, up to 96' AGL/966' MSL. Trees beginning 3599' from DER, 3' right of centerline, up to 97' AGL/969' MSL. Tree 3633' from DER, 1799' right of centerline, 976' MSL. Rwy 28, tree 50' from DER, 344' right of centerline, 937' MSL. Trees beginning 55' from DER, 192' right of centerline, up to 15' AGL/846' MSL. Trees, vegetation, tower beginning 95' from DER, 116' left of centerline, up to 100' AGL/940' MSL. Trees beginning 120' from DER, 182' right of centerline, up to 847' MSL. Tree 1298' from DER, 841' right of centerline, 901' MSL. Trees beginning 1448' from DER, 830' right of centerline, up to 907' MSL.

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 1506' from DER, 303' left of centerline, up to 100' AGL/854' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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' left 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 3A 11AUG22 (22223) (FAA)
TAKEOFF MINIMUMS:
Rwy 21, 400-2½ or std. w/min. climb of 400' per NM to 1500.
DEPARTURE PROCEDURE:
Rwy 21, climb on heading 209° to 1500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, 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 21, 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/859' 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/HARTZELL FLD (I17)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (21224) (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 (22223) (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 Erie-Ottawa Intl 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.
CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PORT CLINTON, OH (CON'T)
ERIE-OTTAWA INTL (PCW) (CON'T)

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/804' 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
AMDT 1  23FEB23 (23054) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 9, poles, fence beginning 29' from DER, 348' right of centerline, up to 29' AGL/956' MSL.
Tree 69' from DER, 492' left of centerline, 943' MSL.

Trees, poles, building beginning 226' from DER, 13' left of centerline, up to 51' AGL/972' MSL.

Tree 349' from DER, 581' right of centerline, 42' AGL/969' MSL.
Trees, poles beginning 571' from DER, 80' right of centerline, up to 53' AGL/979' MSL.

Trees beginning 1635' from DER, 521' right of centerline, up to 985' MSL.
Tree 1818' from DER, 542' right of centerline, 71' AGL/994' MSL.

Trees beginning 1848' from DER, 520' right of centerline, up to 1003' MSL.
Trees beginning 2268' from DER, 519' right of centerline, up to 1015' MSL.

Tree 2475' from DER, 619' right of centerline, 1016' MSL.
Trees, transmission lines beginning 2517' from DER, 100' right of centerline, up to 1018' MSL.

Trees beginning 2780' from DER, 37' left of centerline, up to 1008' MSL.
Tree 2813' from DER, 48' right of centerline, 1020' MSL.

Trees beginning 2821' from DER, 471' right of centerline, up to 1023' MSL.
Trees beginning 2833' from DER, 233' right of centerline, up to 1025' MSL.

Trees beginning 2908' from DER, 113' right of centerline, up to 1032' MSL.
Trees beginning 2940' from DER, 63' left of centerline, up to 102' AGL/1024' MSL.

Trees beginning 2943' from DER, 71' right of centerline, up to 113' AGL/1035' MSL.
Trees beginning 2967' from DER, 16' left of centerline, up to 1030' MSL.
Trees beginning 3186' from DER, 20' right of centerline, up to 1037' 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 676' from DER, 495' right of centerline, up to 100' AGL/931' MSL.

Rwy 36, trees beginning 18' 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/1228' 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (_RADAR VECTORS)

RENSSELAER, IN
JASPER COUNTY (RZL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 11AUG22 (22223) (FAA)
TAKEOFF MINIMUMS:
Rwys 18, 36, 300-1.
Rwys 9, 27, NA-Environmental.
DEPARTURE PROCEDURE:
Rwys 18, 36, climb to 1100 on runway heading before proceeding on course.

RICHMOND, IN
RICHMOND MUNI (RID)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 11AUG22 (22223) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 6, NAV/AID 10' from DER, 150' left of centerline, 3' AGL/1140' MSL.
Terrain 27' from DER, 177' right of centerline, 1139' MSL.
Terrain beginning 54' from DER, 175' right of centerline, up to 1145' MSL.
Terrain 156' from DER, 472' right of centerline, 1147' MSL.
Tree 667' from DER, 677' left of centerline, 1160' MSL.
Tree 1704' from DER, 797' left of centerline, 1209' MSL.
Tree beginning 1774' from DER, 701' left of centerline, up to 1217' MSL.
Rqwy 15, terrain 91' from DER, 306' left of centerline, 1145' MSL.
Terrain beginning 93' from DER, 111' left of centerline, up to 1146' MSL.
Tree 2551' from DER, 111' left of centerline, 68' AGL/1208' MSL.
Trees beginning 2573' from DER, 0' left of centerline, up to 75' AGL/1216' MSL.
Trees beginning 2867' from DER, 150' right of centerline, up to 86' AGL/1226' MSL.
Rqwy 24, terrain 35' from DER, 321' left of centerline, 1140' MSL.
Terrain beginning 106' from DER, 120' left of centerline, up to 1142' MSL.
Pole, building, traverse way beginning 274' from DER, 276' right of centerline, up to 21' AGL/1148' MSL.
Terrain beginning 465' from DER, 324' right of centerline, 1149' MSL.
Terrain beginning 665' from DER, 29' right of centerline, 1156' MSL.
Tree 1084' from DER, 685' left of centerline, 1175' MSL.
Tree beginning 1128' from DER, 525' left of centerline, up to 51' AGL/1177' MSL.
Trees beginning 1377' from DER, 758' left of centerline, up to 68' AGL/1190' MSL.
Rqwy 33, terrain 17' from DER, 483' right of centerline, 1128' MSL.
Terrain beginning 351' from DER, 578' right of centerline, 1141' MSL.
Tree 434' from DER, 490' right of centerline, 1186' MSL.
Tree beginning 484' from DER, 34' right of centerline, up to 1190' MSL.
Trees beginning 1046' from DER, 358' left of centerline, up to 87' AGL/1198' MSL.
Trees, tower, building beginning 1085' from DER, 17' left of centerline, up to 1200' MSL.
Trees beginning 1742' from DER, 771' right of centerline, up to 1196' MSL.

ROCHESTER, IN
FULTON COUNTY (RCR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)
TAKEOFF OBSTACLE NOTES:
Rqwy 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.
Rqwy 29, pole 1' from DER, 480' left of centerline, 28' AGL/817' MSL.
Pole 193' 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:
- Rw 1, 300-1 1/4 or std. w/min. climb of 395’ per NM to 1800.
- Rw 19, 500-3 or std. w/min. climb of 244’ per NM to 1800.
DEPARTURE PROCEDURE:
- Rw 1, climb heading 013° to 1800 before turning right.
- Rw 19, climb heading 193° to 1800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rw 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.
- Rw 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.
- Rw 10L, std. w/min. climb of 217’ per NM to 1800, or 1400-3 for VCOA.
DEPARTURE PROCEDURE:
- Rw 28R, climb on heading 277° to 2200 before turning left.
VCOA:
- Rw 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:
- Rw 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-A 17JUN21 (22307) (FAA)
DEPARTURE PROCEDURE:
- Rw 18, climb on heading 181° to 3000 before turning east.
- Rw 36, climb on heading 001° to 3000 before turning east.
TAKEOFF OBSTACLE NOTES:
- Rw 18, trees 146’ from DER, 451’ right of centerline, 100’ AGL/1242’ MSL.
- Trees beginning 179’ from DER, 39’ right of centerline, up to 100’ AGL/1262’ MSL.
- Trees, pole beginning 212’ from DER, 4’ left of centerline, up to 100’ AGL/1262’ MSL.
- Rw 36, trees beginning 23’ from DER, 31’ right of centerline, up to 100’ AGL/1272’ MSL.
- Trees beginning 90’ from DER, 12’ left of centerline, up to 100’ AGL/1262’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SEYMOUR, IN
FREEMAN MUNI (SER)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08SEP22 (22251) (FAA)
DEPARTURE PROCEDURE:
Rwy 5, climb on heading 046° to 1100 before turning left.
Rwy 14, climb on heading 136° to 1100 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree 1624’ from DER, 755’ left of centerline, 52’ AGL/631’ MSL.
Tree 1706’ from DER, 793’ left of centerline, 637’ MSL.
Trees beginning 1713’ from DER, 524’ left of centerline, up to 98’ AGL/677’ MSL.
Tree 2088’ from DER, 708’ right of centerline, 69’ AGL/650’ MSL.
Tree 2114’ from DER, 689’ right of centerline, 71’ AGL/652’ MSL.
Trees beginning 3614’ from DER, 1055’ left of centerline, up to 685’ MSL.

Rwy 14, lighting beginning 10’ from DER, 30’ left of centerline, up to 2’ AGL/572’ MSL.
Lighting 40’ from DER, 123’ right of centerline, 2’ AGL/572’ MSL.
Lighting 50’ from DER, 94’ right of centerline, 3’ AGL/573’ MSL.
Tree 2220’ from DER, 271’ right of centerline, 642’ MSL.
Trees beginning 2287’ from DER, 442’ right of centerline, up to 656’ MSL.
Trees beginning 2347’ from DER, 326’ right of centerline, up to 662’ MSL.
Trees beginning 2376’ from DER, 353’ right of centerline, up to 666’ MSL.
Trees beginning 2426’ from DER, 292’ right of centerline, up to 670’ MSL.
Trees beginning 2517’ from DER, 390’ right of centerline, up to 672’ MSL.
Trees beginning 2611’ from DER, 403’ right of centerline, up to 673’ 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, lighting beginning 10’ from DER, 30’ right of centerline, up to 2’ AGL/585’ MSL.
Lighting beginning 10’ from DER, 30’ left of centerline, up to 2’ AGL/585’ MSL.
Tree 2340’ from DER, 401’ left of centerline, 57’ AGL/647’ MSL.
Trees beginning 2392’ from DER, 357’ left of centerline, up to 71’ AGL/662’ MSL.
Trees beginning 2647’ from DER, 882’ left of centerline, up to 668’ 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 2698’ from DER, 498’left of centerline, 100’ AGL/899’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SOUTH BEND, IN
SOUTH BEND INTL (SBN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9A 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:
Rwy 27L, 300-1¼ or std. w/min. climb of 240’ per NM to 1100. Or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1800’ prior to DER.

DEPARTURE PROCEDURE:
Rwy 27L, climb on heading 094° to 2000 before turning south.
Rwy 18, climb on heading 184° to 2000 before turning east.

TAKEOFF OBSTACLE NOTES:
Rwy 9L, fence 23’ from DER, 389’ left of centerline, 10’ AGL/792’ MSL.
Trees beginning 29’ from DER, 465’ left of centerline, up to 36’ AGL/820’ MSL.
Trees, transmission lines, electrical system beginning 105’ from DER, 8’ left of centerline, up to 846’ MSL.
Trees beginning 1218’ from DER, 45’ right of centerline, up to 817’ MSL.
Tree 1244’ from DER, 684’ right of centerline, 829’ MSL.
Trees beginning 1258’ from DER, 66’ right of centerline, up to 832’ MSL.
Trees beginning 1313’ from DER, 92’ right of centerline, up to 842’ MSL.
Trees beginning 1333’ from DER, 65’ right of centerline, up to 846’ MSL.
Transmission line 3600’ from DER, 385’ left of centerline, 110’ AGL/876’ MSL.

Rwy 9R, trees beginning 1727’ from DER, 587’ left of centerline, up to 816’ MSL.
Tree 1756’ from DER, 818’ left of centerline, 822’ MSL.

Rwy 18, terrain 11’ from DER, 253’ right of centerline, 761’ MSL.
Fence, terrain beginning 25’ from DER, 348’ right of centerline, up to 11’ AGL/773’ MSL.
Tree, vehicles on road beginning 148’ from DER, 415’ left of centerline, up to 784’ MSL.
Trees, poles beginning 735’ from DER, 561’ left of centerline, up to 66’ AGL/865’ MSL.
Pole 842’ from DER, 518’ right of centerline, 27’ AGL/783’ MSL.
Trees beginning 1009’ from DER, 15’ right of centerline, up to 840’ MSL.
Trees beginning 1564’ from DER, 12’ left of centerline, up to 91’ AGL/849’ MSL.
Trees beginning 2434’ from DER, 128’ right of centerline, up to 848’ MSL.
Trees beginning 2530’ from DER, 34’ right of centerline, up to 849’ MSL.
Trees beginning 2553’ from DER, 125’ right of centerline, up to 852’ MSL.
Trees beginning 2815’ from DER, 261’ left of centerline, up to 851’ MSL.

Rwy 27L, pole 667’ from DER, 480’ left of centerline, 23’ AGL/810’ MSL.
Tree 1178’ from DER, 615’ left of centerline, 861’ MSL.
Trees, poles beginning 1184’ from DER, 56’ left of centerline, up to 875’ MSL.
Tree 1215’ from DER, 665’ right of centerline, 28’ AGL/827’ MSL.
Trees, vehicles on roads, poles beginning 1485’ from DER, 23’ left of centerline, up to 888’ MSL.
Pole 1647’ from DER, 49’ right of centerline, 27’ AGL/832’ MSL.
Tree 1750’ from DER, 653’ right of centerline, 33’ AGL/835’ MSL.
Trees beginning 1965’ from DER, 18’ left of centerline, up to 895’ MSL.
Trees beginning 2336’ from DER, 125’ left of centerline, up to 898’ MSL.
Tree 3478’ from DER, 213’ right of centerline, 877’ MSL.
Trees beginning 3512’ from DER, 70’ right of centerline, up to 888’ MSL.
Trees beginning 3611’ from DER, 261’ left of centerline, up to 900’ MSL.
Trees beginning 3768’ from DER, 83’ right of centerline, up to 905’ MSL.
Trees beginning 4238’ from DER, 102’ right of centerline, up to 914’ MSL.
Tree 4748’ from DER, 538’ left of centerline, 97’ AGL/913’ MSL.
Tree 4766’ from DER, 240’ right of centerline, 919’ MSL.
Trees beginning 4809’ from DER, 265’ right of centerline, up to 926’ MSL.
Trees beginning 4942’ from DER, 479’ right of centerline, up to 927’ MSL.

CONT
SOUTH BEND, IN (CON’T)

Rwy 27L (CON’T), tree 5442’ from DER, 856’ right of centerline, 935’ MSL.

Rwy 27R, tree 66’ from DER, 497’ right of centerline, 843’ MSL.

Tree 1161’ from DER, 507’ right of centerline, 846’ MSL.

Trees beginning 206’ from DER, 501’ right of centerline, up to 79’ AGL/849’ MSL.

Tree 589’ from DER, 579’ left of centerline, 803’ MSL.

Trees beginning 676’ from DER, 10’ right of centerline, up to 857’ MSL.

Trees beginning 808’ from DER, 27’ left of centerline, up to 843’ MSL.

Trees beginning 1161’ from DER, 10’ left of centerline, up to 844’ MSL.

Trees beginning 1247’ from DER, 18’ left of centerline, up to 853’ MSL.

Trees beginning 1374’ from DER, 32’ left of centerline, up to 857’ MSL.

Trees beginning 1518’ from DER, 51’ left of centerline, up to 859’ MSL.

Trees beginning 1723’ from DER, 0’ right of centerline, up to 863’ MSL.

Trees beginning 1789’ from DER, 33’ left of centerline, up to 866’ MSL.

Trees beginning 2321’ from DER, 39’ right of centerline, up to 885’ MSL.

Trees beginning 2468’ from DER, 288’ left of centerline, up to 880’ MSL.

Trees beginning 3256’ from DER, 1138’ left of centerline, up to 892’ MSL.

Tree 3652’ from DER, 1213’ right of centerline, 886’ MSL.

Tree 4922’ from DER, 1742’ right of centerline, 913’ MSL.

Transmission line 5541’ from DER, 1924’ right of centerline, 99’ AGL/954’ MSL.

Tree 5611’ from DER, 2003’ right of centerline, 941’ MSL.

Rwy 36, terrain beginning 58’ from DER, 349’ left of centerline, up to 801’ MSL.

Terrain 97’ from DER, 390’ left of centerline, 803’ MSL.

General utility 123’ from DER, 415’ left of centerline, 6’ AGL/808’ MSL.

Tree 1633’ from DER, 13’ left of centerline, 842’ MSL.

Tree 1817’ from DER, 15’ left of centerline, 844’ MSL.

Trees beginning 1835’ from DER, 837’ right of centerline, up to 850’ MSL.

Tree 1953’ from DER, 873’ right of centerline, 857’ MSL.

Tree 1953’ from DER, 9’ left of centerline, 848’ MSL.

Tree 2065’ from DER, 6’ left of centerline, 852’ MSL.

Trees beginning 2068’ from DER, 848’ right of centerline, up to 865’ MSL.

Trees beginning 2338’ from DER, 442’ left of centerline, up to 868’ MSL.

SPRINGFIELD, OH

SPRINGFIELD/BECKLEY MUNI (SGH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (21336) (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

GEARY A BATES/JEFFERSON COUNTY AIRPARK (2G2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10NOV16 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, 300-1/4 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 223’ from DER, 184’ left of centerline, up to 54’ AGL/1202’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 (21112)  (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 (313)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A  11AUG22 (22223)  (FAA)
TAKEOFF MINIMUMS:
Rwys 18, 36, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 27, climb heading 268° to 1300 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 9, 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 27, 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 5914’ 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 1520’ from DER 462’ right of centerline, up to 100’ AGL/689’ MSL.
Power lines 3064’ 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, 576’ 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/668’ 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.
Buildings 528’ from DER, 44’ right 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TOLEDO, OH
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.

Rwy 25, vegetation 245’ from DER, 473’ right of centerline, 692’ MSL.
Vegetation 485’ from DER, 527’ right of centerline, 746’ MSL.
Tree 2214’ from DER, 870’ right of centerline, 746’ MSL.
Tree 2362’ from DER, 1070’ 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, 780’ MSL.

TOLEDO EXEC (TDZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 21MAY20 (21280) (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 Exec 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 499’ 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 476’ 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.

CONT
TOLEDO, OH (CON’T)
TOLEDO EXEC (TDZ) (CON’T)

Rwy 14 (CON’T), 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’ T’.
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.

UPPER SANDUSKY, OH
WYANDOT COUNTY (56D)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15MAY80 (B0150) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 300-1.

URBANA, OH
GRIMES FLD (I74)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 03NOV22 (22307) (FAA)
TAKEOFF MINIMUMS:
Rwys 1, 19, NA-Environmental.
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.
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.
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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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, 300-1/4 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 1037' 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 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.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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**, 300-1½ or std. w/min. climb of 380’ per NM to 1300.

**Rwy 28**, 400-2½ 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 1625’ from DER, 864’ right of centerline, 100’ AGL/1169’ 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 3481’ from DER, 1401’ right of centerline, 100’ AGL/1149’ MSL.

Tree 3800’ from DER, 1488’ right of centerline, 100’ AGL/1159’ MSL.

Tree 1624’ 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 206’ 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.

Trees beginning 1.1 NM from DER, 2252’ left of centerline, up to 100’ AGL/1309’ MSL.

Tree 1.4 NM from DER, 2522’ left of centerline, 100’ AGL/1319’ MSL.

CON’T
WADSWORTH, OH (CON’T)

**Rwy 10 (CON’T)**
- 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.

**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, 98’ right of centerline, 1092’ MSL.

**WADSWORTH MUNI (3G3) (CON’T)**
- Rwy 10 (CON’T),
  - 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, 98’ right of centerline, 1092’ MSL.

WAPAKONETA, OH

**NEIL ARMSTRONG (AXV)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 2 31 JUL 2008 (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.
  - 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, 171’ right of centerline, up to 100’ AGL/1279’ 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
WASHINGTON, IN
DAVIESS COUNTY (DCY)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TAKEOFF MINIMUMS:

- Rwy 9, 300-1/4 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, takeof 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/885' 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.
- Trees beginning 172' from DER, 404' left of centerline, up to 866' MSL.
- Trees beginning 447' from DER, 97' right of centerline, up to 65' AGL/914' MSL.
- Trees beginning 1258' from DER, 755' left of centerline, up to 50' AGL/888' MSL.
- Trees beginning 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, 869' 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.

Pole beginning 1341' from DER, 630' left of centerline, up to 47' AGL/880' MSL.

pole, 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, pole, 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

TAKEOFF MINIMUMS:

- Rwy 9, 300-2 or std w/min climb of 295/NM to 700.

TAKEOFF OBSTACLE NOTES:

- Rwy 18, vegetation beginning 7' from DER, 158' left of centerline, up to 5' AGL/471' MSL.

- Vegetation beginning 20' from DER, 135' left of centerline, up to 7' AGL/472' MSL.

- Terrain 34' from DER, 391' right of centerline, 468' MSL.

- NAVAID, terrain beginning 39' from DER, 113' right of centerline, up to 2' AGL/469' MSL.

- Tree, vegetation beginning 66' from DER, 95' left of centerline, up to 473' MSL.

- Vegetation 83' from DER, 99' left of centerline, 9' AGL/474' MSL.

- Vegetation on road beginning 148' from DER, 511' right of centerline, up to 485' MSL.

- Vehicles on road beginning 574' from DER, 496' right of centerline, up to 486' MSL.

- Trees beginning 1037' from DER, 246' left of centerline, up to 526' MSL.

- Tree 1526' from DER, 152' left of centerline, 542' MSL.

- Tree 1957' from DER, 223' right of centerline, 538' MSL.
WASHINGTON, IN (CON’T)
DAVIESS COUNTY (DCY) (CON’T)

Rwy 18 (CONT), trees beginning 2629’ from DER, 265’ right of centerline, up to 575’ MSL.
Silo 4155’ from DER, 126’ left of centerline, 110’ AGL/611’ MSL.
Silo, tanks, elevators beginning 4156’ from DER, 17’ left of centerline, up to 115’ AGL/615’ MSL.
Elevator 4221’ from DER, 9’ left of centerline, 121’ AGL/621’ MSL.
Tree 1.5 nm from DER, 2975’ right of centerline, 710’ MSL.

Rwy 36, poles beginning 651’ from DER, 373’ right of centerline, up to 482’ MSL.
Tree 2749’ from DER, 1110’ left of centerline, 545’ MSL.
Trees beginning 2813’ from DER, 1113’ left of centerline, up to 552’ MSL.
Trees beginning 2926’ from DER, 1148’ left of centerline, up to 562’ MSL.
Trees beginning 3051’ from DER, 880’ left of centerline, up to 563’ MSL.
Trees beginning 3430’ from DER, 1’ left of centerline, up to 569’ MSL.
Tree 3833’ from DER, 17’ right of centerline, 554’ MSL.
Tree 4069’ from DER, 75’ right of centerline, 559’ 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 27, 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’ left 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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.

TAKEOFF OBSTACLE NOTES:
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.

TAKEOFF OBSTACLE NOTES:
Rwy 10, building 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/689' 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 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.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WILLOUGHBY, OH (CON’T)

LAKE COUNTY EXEC (LNN) (CON’T)

Rwy 10 (CON’T), trees beginning 1225’ 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.
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 833’ 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 1276’ 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, 121’ 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

CLINTON FLD (I66)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05JUL07 (21224) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1 ¼ or std. w/min. climb of 224’ per NM to 1300’, or alternatively, with 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.

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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WINamac, IN
ARENS FLD (RWN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 11OCT18 (21224) (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.

WINCEHSTER, 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WRIGHT-PATTERSON AFB (KFFO)
DAYTON, OH
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
22OCT09 (09295)
TAKEOFF MINIMUMS:
Rwy 5R, 200-1½°
Rwy 23R, 400-2½°
* 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, 300-1 ½ 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 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 23, 300-1.

ZANESVILLE, OH
ZANESVILLE MUNI (ZZV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27JAN22 (22027) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 300-1¼ or std. w/min. climb of 215' per NM to 1200, 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, trees, lighting, NAVAID beginning 45' from DER, 115' right of centerline, up to 92' AGL/900' MSL.
Lighting, NAVAID beginning 51' from DER, 114' left of centerline, up to 3' AGL/873' MSL.
Fence 80' from DER, 506' left of centerline, 874' MSL.
Tree 534' from DER, 634' left of centerline, 907' MSL.
Rwy 16, tree, vegetation beginning 2' from DER, 66' right of centerline, up to 929' MSL.
Vegetation 105' from DER, 95' left of centerline, 7' AGL/699' MSL.
Tree 194' from DER, 366' right of centerline, 939' MSL.
Trees beginning 208' from DER, 61' right of centerline, up to 99' AGL/956' MSL.
Trees beginning 1280' from DER, 331' left of centerline, up to 934' MSL.
Trees beginning 1435' from DER, 62' right of centerline, up to 958' MSL.
Tree 1438' from DER, 528' left of centerline, 939' MSL.
Trees beginning 1465' from DER, 35' right of centerline, up to 962' MSL.
Trees beginning 1522' from DER, 28' left of centerline, up to 942' MSL.
Tree 1618' from DER, 446' left of centerline, 944' MSL.
Trees beginning 1730' from DER, 378' left of centerline, up to 945' MSL.
Trees beginning 1800' from DER, 58' right of centerline, up to 988' MSL.
Trees beginning 1955' from DER, 96' left of centerline, up to 74' AGL/947' MSL.
Trees beginning 1977' from DER, 5' right of centerline, up to 972' MSL.
Trees beginning 2099' from DER, 129' left of centerline, up to 62' AGL/948' MSL.
Trees beginning 2107' from DER, 8' left of centerline, up to 74' AGL/956' MSL.
Trees beginning 2127' from DER, 5' right of centerline, up to 980' MSL.
Trees beginning 2134' from DER, 46' left of centerline, up to 74' AGL/961' MSL.

CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ZANESVILLE, OH (CON’T)

ZANESVILLE MUNI (ZZV) (CON’T)

Rwy 16 (CON’T), trees beginning 2241’ from DER, 6’ left of centerline, up to 75’ AGL/971’ MSL.

Trees beginning 2276’ from DER, 17’ left of centerline, up to 77’ AGL/975’ MSL.

Trees beginning 5615’ from DER, 1532’ right of centerline, up to 1041’ MSL.

Tree 1 NM from DER, 615’ right of centerline, 102’ AGL/1065’ MSL.

Rwy 22, vehicle on road, NAVAID, tree beginning 2’ from DER, 114’ right of centerline, up to 910’ MSL.

Tree, NAVAID beginning 28’ from DER, 114’ left of centerline, up to 904’ MSL.

Tree 105’ from DER, 185’ left of centerline, 25’ AGL/917’ MSL.

Trees beginning 305’ from DER, 293’ left of centerline, up to 975’ MSL.

Trees beginning 419’ from DER, 291’ left of centerline, up to 984’ MSL.

Tree 1285’ from DER, 665’ right of centerline, 932’ MSL.

Rwy 34, trees, vegetation beginning 23’ from DER, 54’ left of centerline, up to 78’ AGL/920’ MSL.

Trees beginning 71’ from DER, 212’ right of centerline, up to 888’ MSL.

Trees beginning 472’ from DER, 268’ right of centerline, up to 894’ MSL.

Tree 1348’ from DER, 189’ right of centerline, 75’ AGL/903’ MSL.

Tree 135’ from DER, 211’ right of centerline, 73’ AGL/904’ MSL.

Tree 1365’ from DER, 216’ right of centerline, 73’ AGL/906’ MSL.

Trees beginning 1365’ from DER, 144’ right of centerline, up to 84’ AGL/912’ MSL.

Trees beginning 1412’ from DER, 112’ right of centerline, up to 78’ AGL/915’ MSL.

Trees beginning 1437’ from DER, 67’ right of centerline, up to 77’ AGL/920’ MSL.

Tree 1521’ from DER, 277’ left of centerline, 101’ AGL/921’ MSL.

Tree 1525’ from DER, 299’ left of centerline, 100’ AGL/923’ MSL.

Trees beginning 1531’ from DER, 4’ right of centerline, up to 926’ MSL.

Tree 1563’ from DER, 386’ left of centerline, 934’ MSL.

Trees beginning 1567’ from DER, 28’ right of centerline, up to 936’ MSL.

Trees beginning 1674’ from DER, 34’ right of centerline, up to 933’ MSL.

Trees beginning 1680’ from DER, 3’ left of centerline, up to 937’ MSL.

Trees beginning 1688’ from DER, 15’ right of centerline, up to 943’ MSL.

Trees beginning 1805’ from DER, 1’ left of centerline, up to 941’ MSL.

Trees, building beginning 1878’ from DER, 6’ right of centerline, up to 952’ MSL.

Trees beginning 1880’ from DER, 10’ left of centerline, up to 946’ MSL.

Trees beginning 1976’ from DER, 16’ left of centerline, up to 95’ AGL/956’ MSL.

Trees beginning 2322’ from DER, 137’ left of centerline, up to 962’ MSL.

Trees beginning 2420’ from DER, 119’ left of centerline, up to 968’ MSL.

Grain elevator, building beginning 2977’ from DER, 73’ right of centerline, up to 65’ AGL/954’ MSL.

Trees beginning 3046’ from DER, 17’ left of centerline, up to 975’ MSL.

Tree 3581’ from DER, 80’ right of centerline, 75’ AGL/957’ MSL.

Tree 3592’ from DER, 97’ right of centerline, 78’ AGL/959’ MSL.

Trees beginning 3593’ from DER, 7’ right of centerline, up to 93’ AGL/968’ MSL.
### IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. A designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the A designation are not listed in this section. A designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

#### Alternate Minima (ref: 14 CFR 91.169)

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
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<tbody>
<tr>
<td>AKRON, OH</td>
<td>AKRON FULTON &lt;br&gt;INTL (AKR) &lt;br&gt;LOC Rwy 25 &lt;br&gt;NDB Rwy 25 &lt;br&gt;RNAV (GPS) Rwy 25 &lt;br&gt;Category D, 800-2½.</td>
</tr>
<tr>
<td>ANDERSON, IN</td>
<td>ANDERSON MUNI-DARLINGTON &lt;br&gt;FLD (AID) &lt;br&gt;ILS or LOC Rwy 30&lt;sup&gt;1&lt;/sup&gt; &lt;br&gt;RNAV (GPS) Rwy 12 &lt;br&gt;RNAV (GPS) Rwy 30 &lt;br&gt;NA when local weather not available. &lt;br&gt;¹NA when control tower closed.</td>
</tr>
<tr>
<td>ATHENS/ALBANY, OH</td>
<td>OHIO &lt;br&gt;UNIVERSITY (UNI) &lt;br&gt;RNAV (GPS) Rwy 7 &lt;br&gt;RNAV (GPS) Rwy 25 &lt;br&gt;Category D, 800-2½.</td>
</tr>
<tr>
<td>AUBURN, IN</td>
<td>DE KALB COUNTY (GWB) &lt;br&gt;RNAV (GPS) Rwy 9 &lt;br&gt;RNAV (GPS) Rwy 27 &lt;br&gt;VOR-A &lt;br&gt;Category C, 900-2½; Category D, 900-2½.</td>
</tr>
<tr>
<td>BATAVIA, OH</td>
<td>CLERMONT COUNTY (I69) &lt;br&gt;RNAV (GPS) Rwy 4 &lt;br&gt;RNAV (GPS) Rwy 22 &lt;br&gt;VOR-B &lt;br&gt;NA when local weather not available.</td>
</tr>
<tr>
<td>BEDFORD, IN</td>
<td>VIRGIL I. GRISSOM MUNI (BFR) &lt;br&gt;RNAV (GPS) Rwy 13 &lt;br&gt;NA when local weather not available.</td>
</tr>
<tr>
<td>BELLEFONTAINE, OH</td>
<td>BELLEFONTAINE RGNL (EDJ) &lt;br&gt;VOR Rwy 7 &lt;br&gt;NA when local weather not available. &lt;br&gt;Category D, 900-2¼.</td>
</tr>
<tr>
<td>BLOOMINGTON, IN</td>
<td>MONROE COUNTY (BMG) &lt;br&gt;ILS or LOC/DME Rwy 35&lt;sup&gt;1&lt;/sup&gt; &lt;br&gt;RNAV (GPS) Rwy 17&lt;sup&gt;2&lt;/sup&gt; &lt;br&gt;RNAV (GPS) Rwy 24&lt;sup&gt;2&lt;/sup&gt; &lt;br&gt;RNAV (GPS) Rwy 35&lt;sup&gt;3&lt;/sup&gt; &lt;br&gt;VOR Rwy 17&lt;sup&gt;2&lt;/sup&gt; &lt;br&gt;VOR/DME Rwy 6&lt;sup&gt;3&lt;/sup&gt; &lt;br&gt;&lt;sup&gt;1&lt;/sup&gt;ILS, LOC, Category D, 800-2½. &lt;br&gt;&lt;sup&gt;2&lt;/sup&gt;NA when local weather not available. &lt;br&gt;&lt;sup&gt;3&lt;/sup&gt;Category D, 800-2½.</td>
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Note: For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAMBRIDGE, OH</td>
<td>CAMBRIDGE MUNI (CDI)…………RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 NA when local weather not available. Category C, 1100-3.</td>
</tr>
<tr>
<td>CHILLICOTHE, OH</td>
<td>ROSS COUNTY (RZT)…………RNAV (GPS) Rwy 23 NA when local weather not available. Category C, 800-2%; Category D, 900-2¼.</td>
</tr>
<tr>
<td>CINCINNATI, OH</td>
<td>CINCINNATI MUNI/LUNKEN FLD (LUK)…………..ILS or LOC Rwy 21L LOC BC Rwy 3R RNAV (GPS) Rwy 21L RNAV (GPS) Rwy 25 NA when local weather not available. 1NA when control tower closed. 2LOC, Category B, 900-2; Category C, 900-2½; Category D, 1000-3. 3Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2%. 4Categories A, B, 900-2¼; Category C, 900-2½; Category D, 900-2%. 5Categories A, B, C, 900-2½; Category D, 900-2¾.</td>
</tr>
<tr>
<td>CIRCLEVILLE, OH</td>
<td>PICKAWAY COUNTY MEML (CYO)…………RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 19 VOR Rwy 19 NA when local weather not available. 1NA when control tower closed.</td>
</tr>
<tr>
<td>CLEVELAND, OH</td>
<td>BURKE LAKEFRONT (BKL)…………ILS or LOC Rwy 24R RNAV (GPS) Rwy 24R NA when local weather not available. 1NA when control tower closed.</td>
</tr>
<tr>
<td>CUYAHOGA</td>
<td>COUNTY (CGF)…………ILS or LOC Rwy 24 RNAV (GPS) Rwy 26 RNAV (GPS) Rwy 24 1LOC, Category D, 800-2½. 2 Category D, 800-2¼. 3Category D, 800-2%.</td>
</tr>
<tr>
<td>COLUMBUS, IN</td>
<td>COLUMBUS MUNI (BAK)…………………RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 32 NA when local weather not available. 1Category D, 800-2½.</td>
</tr>
<tr>
<td>COLUMBUS, OH</td>
<td>BOLTON FLD (TZR)…………ILS or LOC Rwy 10L NDB Rwy 4 RNAV (GPS) Rwy 22 1NA when control tower closed. 2NA when local weather not available.</td>
</tr>
<tr>
<td>OHIO STATE</td>
<td>UNIVERSITY (OSU)…………ILS or LOC Rwy 9R NDB Rwy 9R RNAV (GPS) Rwy 9R RNAV (GPS) Rwy 27L NA when local weather not available. 1LOC, Category D, 800-2¼. 2NA when control tower closed. 3Category D, 800-2%</td>
</tr>
<tr>
<td>CRAWFORDSVILLE, IN</td>
<td>CRAWFORDSVILLE RGNL (CFJ)…………RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 NA when local weather not available. Category D, 800-2¼.</td>
</tr>
<tr>
<td>DAYTON, OH</td>
<td>DAYTON/WRIGHT BROTHERS (MGY)……RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20 NA when local weather not available. Category D, 800-2¼.</td>
</tr>
<tr>
<td>GREEN COUNTY/LEWIS A JACKSON</td>
<td>RGNL (GDK)…………RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25 NA when local weather not available.</td>
</tr>
<tr>
<td>JAMES M COX DAYTON</td>
<td>INTL (DAY)…………ILS or LOC Rwy 6L ILS, Category D, 700-2.</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
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EVANSVILLE, IN
EVANSVILLE RGNL (EVV)
RADAR-1 124.025 290.9

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Rwy 18, 36: Helicopter visibility reduction below ¾ SM not authorized.

When control tower closed, procedure NA.

CIRCLING

A 940-1 | 518 (600-1) B 1040-1 | 618 (700-1)
C 1040-1½ | 618 (700-1½) D 1040-2 | 618 (700-2)

CIRCLING

A 940-1 | 518 (600-1) B 1040-1 | 618 (700-1)
C 1040-1½ | 618 (700-1½) D 1040-2 | 618 (700-2)

FORT WAYNE, IN
FORT WAYNE INTL (FWA)
RADAR-1 127.2 284.6

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<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>AB 1280/24</td>
<td>480</td>
<td>(500-½)</td>
<td>CDE 1280/50</td>
<td>480</td>
<td>(500-1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>AB 1300/55</td>
<td>501</td>
<td>(500-1½)</td>
<td>CDE 1300-1½</td>
<td>501</td>
<td>(500-1½)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>AB 1320-1</td>
<td>518</td>
<td>(600-1)</td>
<td>CDE 1320-1½</td>
<td>518</td>
<td>(600-1½)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>AB 1320/24</td>
<td>505</td>
<td>(600-½)</td>
<td>CDE 1320/55</td>
<td>505</td>
<td>(600-1½)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Rwy 23 helicopter visibility reduction below RVR 4000 NA.

CIRCLING

AB 1320-1 | 505 | (600-1) C 1420-1½ | 605 | (700-1½) D 1520-2½ | 705 | (800-2½)
**TERRE HAUTE, IN**

**TERRE HAUTE RGNL (HUF)**

**RADAR MINS**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**RADAR INSTRUMENT APPROACH MINIMUMS**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB</td>
<td>32</td>
<td></td>
<td>980-1</td>
<td>391</td>
<td>(400-1)</td>
<td>CDE</td>
<td>980-1¼</td>
<td>391</td>
<td>(400-1¼)</td>
</tr>
<tr>
<td>AB</td>
<td>23</td>
<td></td>
<td>1100-1</td>
<td>518</td>
<td>(600-1)</td>
<td>CDE</td>
<td>1100-1¼</td>
<td>518</td>
<td>(600-1¼)</td>
</tr>
<tr>
<td>AB</td>
<td>5</td>
<td></td>
<td>1220/24</td>
<td>642</td>
<td>(700-½)</td>
<td>CDE</td>
<td>1220-1¼</td>
<td>642</td>
<td>(700-1¼)</td>
</tr>
</tbody>
</table>

**C CIRCLING**

<table>
<thead>
<tr>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB</td>
<td>1220-1</td>
<td>631</td>
<td>(700-1)</td>
<td>C</td>
<td>1220-1¾</td>
<td>631</td>
<td>(700-1¾)</td>
</tr>
<tr>
<td>D</td>
<td>1220-2</td>
<td>631</td>
<td>(700-2)</td>
<td>E</td>
<td>1400-3</td>
<td>811</td>
<td>(900-3)</td>
</tr>
</tbody>
</table>

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 1¾ SM.

Rwy 32, helicopter visibility reduction below ¾ SM NA.

---

**TOLEDO, OH**

**EUGENE F KRANZ TOLEDO EXPRESS (TOL)**

**RADAR INSTRUMENT APPROACH MINIMUMS**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB</td>
<td>25</td>
<td></td>
<td>1040/24</td>
<td>362</td>
<td>(400-½)</td>
<td>C</td>
<td>1040/35</td>
<td>362</td>
<td>(400-½)</td>
</tr>
<tr>
<td>DE</td>
<td>1040/55</td>
<td></td>
<td>362</td>
<td>(400-1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ABC</td>
<td>1060-1</td>
<td></td>
<td>386</td>
<td>(400-1)</td>
<td>DE</td>
<td>1060-1¼</td>
<td>386</td>
<td>(400-1¼)</td>
<td></td>
</tr>
<tr>
<td>AB</td>
<td>1080-1</td>
<td></td>
<td>412</td>
<td>(500-1)</td>
<td>CD</td>
<td>1080-1¼</td>
<td>412</td>
<td>(500-1¼)</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>1080-1½</td>
<td></td>
<td>412</td>
<td>(500-½)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AB</td>
<td>1140/24</td>
<td></td>
<td>457</td>
<td>(500-½)</td>
<td>C</td>
<td>1140/45</td>
<td>457</td>
<td>(500-1)</td>
<td></td>
</tr>
<tr>
<td>DE</td>
<td>1140/50</td>
<td></td>
<td>457</td>
<td>(500-1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**C CIRCLING**

<table>
<thead>
<tr>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB</td>
<td>1200-1</td>
<td>517</td>
<td>(600-1)</td>
<td>C</td>
<td>1300-1½</td>
<td>617</td>
<td>(700-1½)</td>
</tr>
<tr>
<td>D</td>
<td>1360-2½</td>
<td>677</td>
<td>(700-2½)</td>
<td>E</td>
<td>1400-2½</td>
<td>717</td>
<td>(800-2½)</td>
</tr>
</tbody>
</table>

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 1¼ SM.

For inoperative ALS, increase S-25 CAT C/E visibility to RVR 5500.
### YOUNGSTOWN/WARREN, OH

#### RADAR INSTRUMENT APPROACH MINIMUMS

**YOUNGSTOWN/WARREN RGNL (YNG)**

**RADAR-1** 133.95 322.3 **A**

<table>
<thead>
<tr>
<th>ASR</th>
<th>RWY</th>
<th>GP/TCH/RP</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14</td>
<td>AB</td>
<td>1520-½</td>
<td>386</td>
<td>(400-½) CD</td>
<td>1520-½</td>
<td>386</td>
<td>(400-½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>ABCD</td>
<td>1540-1</td>
<td>376</td>
<td>(400-1) CD</td>
<td>1580-1½</td>
<td>388</td>
<td>(400-1½)</td>
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<tr>
<td>23</td>
<td></td>
<td>AB</td>
<td>1580-1</td>
<td>388</td>
<td>(400-1) CD</td>
<td>1600/40</td>
<td>414</td>
<td>(500-¼)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td></td>
<td>AB</td>
<td>1600/24</td>
<td>414</td>
<td>(500-½) CD</td>
<td>1600/40</td>
<td>414</td>
<td>(500-¼)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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 ⅓ SM NA.
For inoperative ALS increase ASR-32 Cat C/D visibility to RVR 6000.
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.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>AKRON, OH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AKRON-CANTON RGNL (CAK)</td>
<td>05</td>
<td>01-19</td>
<td>5,723 feet</td>
</tr>
<tr>
<td></td>
<td>19</td>
<td>05-23</td>
<td>3,100 feet</td>
</tr>
<tr>
<td>LAFAYETTE, IN</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PURDUE UNIVERSITY (LAF)</td>
<td>10</td>
<td>05-23</td>
<td>4,600 feet</td>
</tr>
<tr>
<td>MANSFIELD, OH</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MANSFIELD LAHM RGNL (MFD)</td>
<td>05</td>
<td>14-32</td>
<td>4,363 feet</td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>05-23</td>
<td>6,100 feet</td>
</tr>
<tr>
<td>MUNCIE, IN</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DELAWARE COUNTY RGNL (MIE)</td>
<td>14</td>
<td>03-21</td>
<td>4,300 feet</td>
</tr>
<tr>
<td></td>
<td>21</td>
<td>14-32</td>
<td>3,500 feet</td>
</tr>
<tr>
<td>TERRE HAUTE, IN</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TERRE HAUTE RGNL (HUF)</td>
<td>05</td>
<td>14-32</td>
<td>7,240 feet</td>
</tr>
<tr>
<td></td>
<td>32</td>
<td>05-23</td>
<td>4,237 feet</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>AKRON, OH</td>
<td>HS 1</td>
<td>ILS hold short line proximity to transient parking ramp.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 01-19 and Rwy 05-23 hold short line on Twy C east of Rwy 01-19.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Hold short lines on Twy K between Rwy 01-19 and Rwy 05-23 are nearly co-located.</td>
</tr>
<tr>
<td>CINCINNATI, OH</td>
<td>HS 1</td>
<td>Twy C and Rwy 03L apch area.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Twy A and Rwy 21R.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Departing acft on Rwy 21L can expect to hold short of Rwy 25 on Twy A.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.</td>
</tr>
<tr>
<td>CLEVELAND, OH</td>
<td>HS 1</td>
<td>Short taxi distance from the ramp to Rwy 06 L/R. Twy Alpha often missed.</td>
</tr>
<tr>
<td>BURKE LAKEFRONT (BKL)</td>
<td>HS 1</td>
<td>When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.</td>
</tr>
<tr>
<td>COLUMBUS, IN</td>
<td>HS 1</td>
<td>Twy A and Twy B.</td>
</tr>
<tr>
<td>COLUMBUS MUNI/</td>
<td>HS 1</td>
<td>Area not visible from the twr.</td>
</tr>
<tr>
<td>LUNKEN FLD (LUK)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COLUMBUS, OH</td>
<td>HS 1</td>
<td>Taxiing via Twy D, Rwy 36, Twy H.</td>
</tr>
<tr>
<td>OHIO STATE UNIVERSITY (OSU)</td>
<td>HS 1</td>
<td>Twy G and Rwy 18-36, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering twy G.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 27 and Twy A.</td>
</tr>
<tr>
<td>COLUMBUS, OH</td>
<td>HS 1</td>
<td>Twy H and Rwy 05-23, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering Twy H.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.
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)
CLEVELAND, OHIO

Arrival Routes

BRWNZ

Arrival Routes

BRWNZ FOUR ARRIVAL (RNAV) Arrival Routes

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.

(NARRATIVE ON FOLLOWING PAGE)
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 KLAY between 6000 and 7000, then on track 182° to cross JJIMM 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 1G3/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 KCLE RUNWAYS 6L/R: From BRWNZ on track 180° to cross MAAAK at or above 7000, then on track 181° to cross KLAY between 6000 and 7000, then on track 182° to cross JJIMM 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 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 1G3/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 KCLE RUNWAYS 6L/R: From BRWNZ on track 180° to cross MAAAK at or above 7000, then on track 181° to cross KLAY between 6000 and 7000, then on track 182° to cross JJIMM 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 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 1G3/KAKR: From BRWNZ on track 151° to cross USASN at 11000, then on track 100°. Expect RADAR vectors to final approach course.
NOTE: KCMH aircraft landing east expect Rwy 10L.
NOTE: KCMH aircraft landing west expect Rwy 28R.
ARRIVAL ROUTE DESCRIPTION

WWSHR TRANSITION (WWSHR.CBUSS2)

KCMH: From BUGZZ on track 202° to cross CBUSS between 8000 and 12000.

LANDING KCMH RUNWAYS 10L/R: From CBUSS on track 233° to cross GARMM between 8000 and 9000, then on track 233° to cross TAMOE between 6000 and 7000, then on track 233° to FLIP, then on track 281° to cross WILGO at 6000 and at 210K, then on track 281°. Expect RADAR vectors to final approach course.

LANDING KCMH RUNWAY 28L: From CBUSS on track 202° to MOLLS, then on track 200° to cross NHERD at 5000 and at 210K, then on track 200°. Expect RADAR vectors to ILS or LOC Rwy 28L approach.

LANDING KCMH RUNWAY 28R: From CBUSS on track 202° to MOLLS, then on track 205° to cross FAVUS at 5000 and at 210K, then on track 205°. Expect RADAR vectors to ILS or LOC Rwy 28R approach.

LANDING KICK: From BUGZZ on track 170° to cross THORO at 6000, then on track 170°. Expect RADAR vectors to final approach course.

LANDING KOSU: From BUGZZ on track 202° to AGING, then on track 201° to cross RIGEE at 5000, then on track 201°. Expect RADAR vectors to final approach course.

LANDING KTZR: From BUGZZ on track 202° to AGING, then on track 246° to cross CATUG at 4000, then on track 246°. Expect RADAR vectors to final approach course.
CENTRALIA TRANSITION (ENL.CHERI4): From over ENL VORTAC via ENL R-089 and IIU R-279 to CHERI INT. Thence... POCKET CITY TRANSITION (PXV.CHERI4): From over PXV VORTAC via PXV R-065 and IIU R-279 to CHERI INT. Thence... TERRE HAUTE TRANSITION (TTH.CHERI4): From over TTH VORTAC via TTH R-159 and IIU R-279 to CHERI INT. Thence... . . . From over CHERI INT on IIU R-279 to IIU VORTAC. Expect radar vectors.

NOTE: Chart not to scale.

NOTE: Radar required.
NOTE: Chart not to scale.

APPLETON TRANSITION (APE.CINCE9): From over APE VORTAC on APE R-248 to JARSO, then on CVG R-051 to TIGRR. Thence...

.. . from over TIGRR on CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

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.
NOTE: Radar required.

NOTE: Chart not to scale.

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: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.CLPRR2)
KHAAN TRANSITION (KHAAN.CLPRR2)
ZANDR TRANSITION (ZANDR.CLPRR2)

KCMH: From CLPRR on track 313° to HWKNG.

LANDING KCMH RUNWAY 10L/R: From HWKNG on track 299° to RIMEE, then on track 281° to cross HALUR at 6000 and at 210K, then on track 281°. Expect RADAR vectors to final approach course.

LANDING KCMH RUNWAY 28L: From HWKNG on track 311° to cross XAVYR at 5000 and at 210K, then on track 311°. Expect RADAR vectors to ILS or LOC Rwy 28L approach.

LANDING KCMH RUNWAY 28R: From HWKNG on track 313° to cross WERUP at 5000 and at 210K, then on track 313°. Expect RADAR vectors ILS or LOC Rwy 28R approach.

LANDING KTZR/KLCK: From CLPRR on track 313° to DAYVE, then on track 268° to cross JIDAN at 9000, then on track 268°. Expect RADAR vectors to final approach course.

LANDING KOSU: From CLPRR on track 313° to DAYVE, then on track 011° to cross WHEEN at 9000, then on track 011°. Expect RADAR vectors to final approach course.
APPLETON TRANSITION (APE.DANEI3): From over APE VORTAC on APE R-280 to DANEI. Thence....

....From over DANEI on heading 253°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
In the event of lost communications: At DANEI, proceed direct DQN VOR/DME maintain 3000’ until DQN VOR/DME.
NOTE: RADAR required.
NOTE: DME required for LONDON and UNCKL transitions.

ARIVAL ROUTE DESCRIPTION

HINCH MOUNTAIN TRANSITION (HCH.DARBY8): From over HCH VOR/DME on HCH R-351 and LVT R-171 to LVT VOR/DME, then on LVT R-011 to DARBY. Thence. . . .

LONDON TRANSITION (LOZ.DARBY8): From over LOZ VOR/DME on LOZ R-316 to UNCKL, then on IIU R-131 to DARBY. Thence. . . .

UNCKL TRANSITION (UNCKL.DARBY8): From over UNCKL on IIU R-131 to DARBY. Thence . . . .

VOLUNTEER TRANSITION (VXV.DARBY8): From over VXV VORTAC on VXV R-337 to DARBY. Thence . . . .

. . . . from DARBY on IIU R-131 to IIU VORTAC. Expect RADAR vectors to final course.
NOTE: Chart not to scale.

NOTE: KCMH aircraft landing east expect Rwy 10L.
NOTE: KCMH aircraft landing west expect Rwy 28R.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

BRYEN TRANSITION (BRYEN.DUBLN1):
ESSIE TRANSITION (ESSIE.DUBLN1):
FLAG CITY TRANSITION (FBC.DUBLN1):
JADUB TRANSITION (JADUB.DUBLN1):

KCMH: From MELZZ on track 148° to DUBLN.

LANDING KCMH RUNWAY 10L: From DUBLN on track 186° to cross ZELON at 5000,
then on track 189° to cross MADZY at 5000 and at 210K, then on track 189°. Expect
RADAR vectors to ILS or LOC Rwy 10L approach.

LANDING KCMH RUNWAY 10R: From DUBLN on track 188° to cross WESDA at 5000,
then on track 189° to cross HLDI at 5000 and at 210K, then on track 189°. Expect
RADAR vectors to ILS or LOC Rwy 10R approach.

LANDING KCMH RUNWAY 28L/R: From DUBLN on track 130° to cross TRLGY between
8000 and 9000, then on track 131° to cross POLRS between 6000 and 7000, then on
track 133° to TACES, then on track 101° to cross TEEZE at 6000 and at 210K, then
on track 101°. Expect RADAR vectors to final approach course.

LANDING KTWZ/KLCK: From MELZZ on track 190° to cross MAJGE at 7000,
then on track 190°. Expect RADAR vectors to final approach course.

LANDING KOSU: From MELZZ on track 111° to cross VBILT at 5000, then on
track 111°. Expect RADAR vectors to final approach course.
GIIBS THREE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

EASEL TRANSITION (EASEL.GIIBS3):

HAGAL TRANSITION (HAGAL.GIIBS3):

LANDING RWY 5L/R: From BUPT 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 BUPT 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 BUPT 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 050° to RAMEY, then on track 050°. Expect radar vectors to final approach course.

LANDING RWY 32: From BUPT 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.
ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.GSH9): From over FWA VORTAC on FWA R-335 to BAGEL then on GSH R-092 to GSH VORTAC. Thence....

BAGEL TRANSITION (BAGEL.GSH9): From over BAGEL 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, then on CGT R-087 to CGT VORTAC. Expect RADAR vectors to final approach course.
HARDU FIVE ARRIVAL

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
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.
NOTE: Chart not to scale.

GENE SNYDER
R -248
232°
4000
(36)

HEDEE
R -052
20
JADAT
COUNTY
CLERMONT
245
PWF
SPORTYS
Chan 117
117.0
FLM
FALMOUTH

(HEDEE.HEDEE4) 23334
AL-83 (FAA)

NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

CINCINNATI, OHIO

VERTRICAL NAVIGATION
PLANNING INFORMATION

Expect 11000.
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-134 to OSBER, then via FWA R-134 and ROD R-314 to ROD VORTAC, then 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/LUNKEN FLD - At JADAT, proceed to CVG VORTAC then on V517 to FLM VOR/DME, maintain 4000 until SPORTYS (PWF) NDB.

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.
ARRIVAL ROUTE DESCRIPTION

MSKTS TRANSITION (MSKTS.HUUVR1)
SPOCC TRANSITION (SPOCC.HUUVR1)

LANDING 1G3/KAKR: From HUUVR on track 030° to cross DDOGG at 5000, then on track 030°. Expect RADAR vectors to final approach course.

LANDING KCAK: From HUUVR on track 073° to LEWIZ, then on track 054° to RHNDA, then on track 054° to cross ZAKKC at 5000, then on track 054°. Expect RADAR vectors to final approach course.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.
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.
AL-94 (FAA)

N COLUMBUS, OHIO

JAKTZ TWO ARRIVAL

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: KCMH landing east use runway 10R transition.
NOTE: KCMH landing west use runway 28L transition.
ARRIVAL ROUTE DESCRIPTION

GETTA TRANSITION (GETTA.JAKTZ2)
JUDDI TRANSITION (JUDDI.JAKTZ2)

KCMH: From JAKTZ on track 045° to RSCOT.

LANDING KCMH RUNWAY 10L: From RSCOT on track 031° to cross SHMDT at 5000, then on track 031° to WATSU, then on track 039° to cross YUKAN at 5000 and at 210K, then on track 039°. Expect RNAV (RNP) Z Rwy 10L or RADAR vectors to ILS or LOC RWY 10L approach.

LANDING KCMH RUNWAY 10R: From RSCOT on track 031° to cross SHMDT at 5000, then on track 031° to WATSU, then on track 044° to cross HANT1 at 5000 and at 210K, then on track 044°. Expect RNAV (RNP) Z Rwy 10R or RADAR vectors to ILS or LOC RWY 10R approach.

LANDING KCMH RUNWAY 28L/R: From RSCOT on track 063° to OBETZ, then on track 063° to cross ELUPY between 8000 and 9000, then on track 063° to cross EDWIB at or above 7000, then on track 063° to GAGBE, then on track 101° to cross JESCE at 6000 and at 210K, then on track 101° and at 210K, then on track 101°. Expect RADAR vectors to final approach course.

LANDING KLCQ: From JAKTZ on track 080° to cross PAAPP at 10000, then on track 080°. Expect RADAR vectors to final approach course.

LANDING KOSU: From JAKTZ on track 020° to cross RIBLE at 10000, then on track 020°. Expect RADAR vectors to final approach course.
NOTE: DME or RADAR required.
NOTE: Chart not to scale.

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.
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.

(NARRATIVE ON FOLLOWING PAGE)
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.
NOTE: Chart not to scale.

AL-748 (FAA)

LUCIT TWO ARRIVAL

(GRNAV)

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: HERWK enroute transition: Do not file - to be assigned by ATC.
NOTE: COOKS enroute transition: Do not file - to be assigned by ATC.
NOTE: HLMIT enroute transition: Do not file - to be assigned by ATC.

EC-2, 30 NOV 2023 to 25 JAN 2024
ARRIVAL ROUTE DESCRIPTION

COOKS TRANSITION (COOKS.LUCIT2):
EDENS TRANSITION (EDENS.LUCIT2):
HERWK TRANSITION (HERWK.LUCIT2):
HLMIT TRANSITION (HLMIT.LUCIT2):
MACES TRANSITION (MACES.LUCIT2):
SOHOW TRANSITION (SOHOW.LUCIT2):

LANDING 05C: From LUCIT on track 003° to cross YOGRT at 4000, then on track 009°. Expect RADAR vectors to final approach course.

LANDING 3HO: From LUCIT on track 003° to cross YOGRT at 4000, then on track 039°. Expect RADAR vectors to final approach course.

LANDING GYY: From LUCIT on track 034° to cross HTDOG at 4000, then on track 034°. Expect RADAR vectors to final approach course.

LANDING IGO: From LUCIT on track 003° to cross YOGRT at 4000, then on track 330°. Expect RADAR vectors to final approach course.
NOTE: DME required
NOTE: RADAR required
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
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.
ARRIVAL ROUTE DESCRIPTION

BIBLE GROVE TRANSITION (BIB.RACYR6): From over BIB VORTAC on BIB R-078 and OOM R-264 to RACYR. Thence....

POCKET CITY TRANSITION (PXV.RACYR6): From over PXV VORTAC on PXV R-027 and VHP R-209 to RACYR. Thence....
.....from over RACYR on VHP VORTAC R-209 to DRWUD, then on VHP VORTAC R-209 to KELLY, then on VHP VORTAC 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.
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.
NOTE: Chart not to scale.

CLEVELAND, OHIO

ROKNN THREE ARRIVAL (RNAV)

CLEVELAND APP CON
126.55 346.325
BKL ATIS
125.25
CLE D-ATIS
127.85

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.

(NARRATIVE ON FOLLOWING PAGE)
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.
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 LVIS between 8000 and 9000, then on track 312° to cross NIXXS at 6000, then on track 312° to cross GROHL at 6000 and 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 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 SWEE at 7000 and 210K, then on heading 101° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KLPR/KLNN/KCGF/BKL: 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.
NOTE: Chart not to scale.

SCRLT ONE ARRIVAL (RNAV)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

SCRLT ONE ARRIVAL (RNAV)

Ldg KCMH Rwy 28R

JOHN GLENN COLUMBUS INTL

HALUR 6000 210K

RIMEE

XAVYR 5000 210K

RMROD 7000

MUWER 9000 8000

WERUP 5000 210K

Ldg KOSU

PAEON 8000

BRTUS

JONPA

MLORA

SCRLT 17000

10000

Ldg KCMH Rwy 10L

Ldg KCMH Rwy 10R

SLATS 6000 210K

BOLTON FLD

RICKENBACKER INTL

OHIO STATE UNIVERSITY

Ldg KLCK and KTZR

NOTE: KCMH aircraft landing east expect Rwy 10R.
NOTE: KCMH aircraft landing west expect Rwy 28L.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

MCGNS TRANSITION (MCGNS.SCRLT1)

KCMH: from SCRLT on track 345° to BRTUS.

LANDING KCMH RUNWAY 10L: From BRTUS on track 307° to cross MUWER between 8000 and 9000, then on track 307° to cross RMROD at or above 7000, then on track 307° to RIMEE, then on track 281° to cross SLATS at 6000 and at 210K, then on track 281°. Expect RADAR vectors to final approach course.

LANDING KCMH RUNWAY 10R: From BRTUS on track 307° to cross MUWER between 8000 and 9000, then on track 307° to cross RMROD at or above 7000, then on track 307° to RIMEE, then on track 281° to cross HALUR at 6000 and at 210K, then on track 281°. Expect RADAR vectors to final approach course.

LANDING KCMH RUNWAY 28L: From BRTUS on track 330° to cross XAVYR at 5000 and at 210K, then on track 330°. Expect RADAR vectors to ILS or LOC Rwy 28L approach.

LANDING KCMH RUNWAY 28R: From BRTUS on track 330° to cross WERUP at 5000 and at 210K, then on track 330°. Expect RADAR vectors to ILS or LOC Rwy 28R approach.

LANDING KTZR/KLCK: From SCRLT on track 345° to MLORA, then on track 285° to cross JOSIK at 9000, then on track 268°. Expect RADAR vectors to final approach course.

LANDING KOSU: From SCRLT on track 343° to WONIK, then on track 323° to JONPA, then on track 014° cross PAEON at 8000, then on track 010°. Expect RADAR vectors to final approach course.
NOTE: BVT TRANSITION for use by Chicago area departures or LUK, HAO, I69, K62 arrivals only or as assigned by ATC.

NOTE: DME required.

NOTE: RADAR required.

(SHELLBYVILLE SIX ARRIVAL)

(CERGM.SHB6) 23054
SHELBYVILLE SIX ARRIVAL
AL-655 (FAA)

COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)
CVG D-ATIS
134.375

NOTE: Chart not to scale.
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.
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 equipped aircraft landing Rwy 23R; SHB and VHP DMEs must be operational.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

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 equipped aircraft landing Rwy 23R; SHB and VHP DMEs must be operational.
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 IIUU 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 WOTS 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.
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: Chart not to scale.

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.

(NARRATIVE ON FOLLOWING PAGE)
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.
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: CLE LANDING SOUTH: Use Rwy 24R transition, expect runway assignment from Cleveland APP CON no later than TRYBE.
NOTE: CLE LANDING NORTH: Use Rwy 6L transition, expect runway assignment from Cleveland APP CON no later than TRYBE.
NOTE: LFTON Transition: Except for flights originating in Canada, do not file, to be assigned by ATC.

NOTE: Chart not to scale.
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.
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 KCAM: From ZZIPS on track 266° to cross GOTTZ at 4000, then on track 266°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
Missed Approach: Climb to 3100 direct AWNEV and hold.

RAV (GPS) Rwy 25
AKRON FULTON INTL (AKR)

- Rwy 25 helicopter visibility reduction below 1 SM NA.
- Circling Rwy 7 NA at night.

ASOS
CLEVELAND APP CON *
CLNC DEL
UNICOM
126.825
118.6
121.6
123.075 (CTAF)

ELEV 1068
TDZE 1059

RNP APCH.

EC-2, 30 Nov 2023 to 25 Jan 2024
Rwy 25 helicopter visibility reduction below 1 SM NA. Circling Rwy 7 NA at night.

**MISSING APPROACH:** Climb to 3100 on heading 249° and BSV VOR/DME R-322 to RITZS INT/BSV 21.2 DME and hold.

**ALTERNATE MISSED APCH FIX**

- **OMA AK 25 NM**
- **AKRON 362 AK**

**CLEVELAND APP CON**

- **ASOS 126.825**
- **TDZE 1059**
- **UNICOM 123.075 (CTAF)**

**ELEV 1068 & TDZE 1059**

- **3100**
- **2040**
- **3100**
- **1396**
- **1343**
- **1307**
- **1298**
- **1298**
- **1298**

**LOM/IAF**

- **1307**
- **1307**
- **1307**
- **1307**
- **1307**
- **1307**
- **1307**
- **1307**
- **1307**

**RITZS BSV 21.2**

- **BSV VOR/DME R-322 to RITZS INT/BSV 21.2 DME and hold.**

**BRIGGS 114.05 BSV**

- **Chan 87 (Y)**

**AKRON 114.4 ACO**

- **Chan 91**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**APCH FIX**

- **Visual Segment - Obstacles.**
- **Remain within 10 NM**

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

**FAF to MAP 3.7 NM**

- **Knots**
  - **60**
  - **90**
  - **120**
  - **150**
  - **180**
- **Min:Sec**
  - **3:42**
  - **2:28**
  - **1:51**
  - **1:29**
  - **1:14**

**CIRCLING**

- **1620-1**
- **1680-1**
- **1800-2**
- **1840-2 1/2**

**AKRON, OHIO**

- **Amdt 15D 08SEP22**
AIRPORT DIAGRAM

EC-2, 30 NOV 2023 to 25 JAN 2024
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 direct ACO VOR/DME and hold.

**ALTERNATE MISSED APCH FIX**

KEATN BSV 15.3

**LOCALIZER**

I-CAK 109.5

**RADAR REQUIRED**

**BULIT**

INT

1900 3000 ACO

**MALSR**

AKRON 114.4 ACO

Chan 91

**MISSED APCH FIX**

AKRON 272°-R-092

**S-LOC 1**

1600/24 391 (400-½)

1600/40 391 (400-½)

S-LOC 1 1377

EC-2, 30 NOV 2023 to 25 JAN 2024

**Radar CON**

AKRON 121.05

CLEVELAND APP CON 125.269.25

AKRON-CANTON TOWER 134.75 279.575

GND CON 121.7 348.6

CLNC DEL 132.05

**ATIS**

121.05

**CATEGORY**

B C D

**23222**
**RVR 1800 authorized with use of FD or AP or HUD to DA.**

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ACO VOR/DME and hold.

---

### ATIS

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>121.05</td>
<td>125.5 269.25</td>
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### AKRON-CANTON TOWER

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### GND CON

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### CLNC DEL

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---

### CICEE INT

- **I-EOX**: Chan 20
- **JUNEX INT**: Chan 13

### LOCALIZER

- 108.3
- **I-EOX**: Chan 20
- 114.05
- **BSV**: Chan 87(Y)

### ALTERNATE MISSED APCH FIX

- **I-EOX**: Chan 87(Y)

### One minute holding pattern

- **JUNEX INT**: Chan 13
- **CICEE INT**: Chan 7
- **AIC**
- **LOC only**

---

### CATEGORY

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>S-ILS 5</td>
<td></td>
<td><strong>1399/24</strong></td>
<td>200</td>
<td>(200-½)</td>
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<tr>
<td>S-LOC 5</td>
<td>1640/24 441</td>
<td>(500-½)</td>
<td>1640/45</td>
<td>441</td>
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<tr>
<td>CIRCLING</td>
<td>1760-1 534</td>
<td>(600-1)</td>
<td>1780-1⅓</td>
<td>554</td>
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</table>

---

**AKRON, OHIO**

**Orig-C 12AUG21**

**AKRON-CANTON RGNL (CAR)**

**40°55'N - 81°27'W**
** 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.

**CAUTION:** OM for Akron Fulton Intl may be received approximately 5 miles north of DERBY OM.
**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 3000 direct BSV VOR/DME and hold.

Holding not required for arrivals on ACO VOR/DME airway radials 065 CW 123.
**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.**

**MISSED APPROACH: Climb to 3000 direct ZIVID and on track 058° to ACO VOR/DME and hold.**

**Procedure NA for arrival at WILMO on V43-210 southwest bound.**
**RNAV (GPS) RWY 5**

**AKRON-CANTON RGNL (CAK)**

**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.**

**MISSED APPROACH: Climb to 3000 direct EGGII and on track 048° to ACO VOR/DME and hold.**

**ATIS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LPV DA**</td>
<td>1399/24</td>
<td>200 (200-2½)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1577/50</td>
<td>378 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1640/24</td>
<td>441 (500-½)</td>
<td>1640/40</td>
<td>441 (500-¾)</td>
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<td>CIRCLING</td>
<td>1760-1</td>
<td>534 (600-1)</td>
<td>1780-1½</td>
<td>554 (600-1½)</td>
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**EC-2, 30 NOV 2023 to 25 JAN 2024**

**AKRON, OHIO**

**AL-638 (FAA) 23222**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**AKRON-CANTON RGNL (CAK)**

**RNAV (GPS) RWY 5**

**AKRON-CANTON TOWER**

**134.75 279.575**

**GND CON**

<table>
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<tr>
<th>TDZE 1199</th>
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<td>121.7 348.6</td>
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</table>

**DG西装, 12AUG21**

**40°55’N - 81°27’W**

**EGGII**

**ACO**

**AKRON-CANTON RGNL (CAK)**
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.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

** LPV DA**

1418/24

200 (200-1/2)

1753-1/2

535 (600-1/2)

1700/24

482 (500-1/2)

1700/40

482 (500-1/4)

1700/50

482 (500-1)

1780-1/2

554 (600-1/2)

1800-2

574 (600-2)

CIRCLING

1760-1

534 (600-1)

1780-1/2

554 (600-1/2)

1800-2

574 (600-2)

180°

3000

HOMEV

Ir 18°

BSV

Procedure

Turn NA

Holding not required for arrivals on ACO VOR/DME airway radials 347 CW 185.

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.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
### ILS or LOC RWY 30

**ANDERSON MUNI-DARLINGTON FLD (AID)**

**AWOS-3**
- **128.55**

**INDIANAPOLIS APP CON**
- **120.65**
- **317.8**

**ANDERSON TOWER**
- **126.0 (CTAF)**

**GND CON**
- **121.6**

**UNICOM**
- **122.95**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
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<td>S-ILS 30</td>
<td>1209-3/4</td>
<td>290 (300-3/4)</td>
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<td>S-LOC 30</td>
<td>1440-3/4</td>
<td>521 (600-3/4)</td>
<td>1440-1/2</td>
<td>521 (600-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>1440-1</td>
<td>521 (600-1)</td>
<td>1520-1/2</td>
<td>601 (700-1/2)</td>
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#### ADF Required
RADAR required for procedure entry.

#### MALSF
- **LOM/IAF Video**

#### MISSED APPROACH
Climb to 2200 then climbing right turn to 2900 direct VIDEO LOM/RADAR and hold.

#### CATEGORY

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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<td>3:16</td>
<td>2:27</td>
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#### ANDERSON, INDIANA

Amdt 4 30NOV23

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 12
ANDERSON MUNI-DARLINGTON FLD (AID)

AWOS-3 128.55 INDIANAPOLIS APP CON 120.65 317.8 ANDERSON TOWER* 126.0 (CTAF) GND CON 121.6 UNICOM 122.95

Procedure NA for arrivals at WELDO on V305 southbound and arrivals at MZZ VOR/DME on V214 eastbound.

For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct NOMUF and hold.
ANDERSON, INDIANA
AL-5133 (FAA)

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 ¾ mile. Inoperative table does not apply.

Rwy 30 helicopter visibility reduction below ¾ SM NA.

**AWOS-3** | **INDIANAPOLIS APP CON** | **ANDERSON TOWER** | **GND CON** | **UNICOM**
---|---|---|---|---
128.55 | 120.65 | 317.8 | 126.0 (CTAF) | 121.6 | 122.95

**NDZ** 919 | **TDZE** 919

**RNAV (GPS) RWY 30**

ANDERSON MUNI-DARLINGTON FLD (AID)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**RNAV (GPS) RWY 23**

**TRI-STATE STEUBEN COUNTY (ANQ)**

**AWOS-3**

**118.175**

**FORT WAYNE APP CON**

127.2  284.6  (SW/NW)

132.15  284.6  (SE/NE)

**UNICOM**

123.075 (CTAF)

---

**APPROACH**

- **Rwy 23**
  - Helicopter visibility reduction below 1 SM NA.
  - Procedure NA at night.

**FORT WAYNE APP CON**

- 127.2  284.6  (SW/NW)
- 132.15  284.6  (SE/NE)

**UNICOM**

- 123.075 (CTAF)

---

**MISSED APPROACH**

- Climb to 3000 direct FELAX and hold.

---

**Visual Segment - Obstacles**

**Category**

- **A**
- **B**
- **C**
- **D**

**LNAV MDA**

- 1700-1  705 (800-1)
- 1700-2  705 (800-2)
- NA

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

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**EC-2, 30 NOV 2023 to 25 JAN 2024**

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**EC-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 19
ASHLAND COUNTY (3G4)

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.

APP CRS 188°
Rwy Idg 3501
Apt Elev 1204

CLEVELAND APP CON *
125.3 124.2 360.65

UNICOM 122.7 (CTAF)

FD ASOS 125.3

ELEV 1207
TDZE 1204

4.9 NM 6.1 NM

REIL Rwys and 1 and 19
MIRL Rwy 1-19

ASHLAND, OHIO Origin F 09SEP21

ASHLAND, OHIO AL-6115 (FAA)

RNAV (GPS) RWY 19
ASHLAND COUNTY (3G4)
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.

**RNAV (GPS) RWY 9**

NORTHEAST OHIO RGNL (HZY)

**ASHTABULA, OHIO**

ASOS 118.325

BUFFALO APP CON 121.0

UNICOM 122.8 (CTAF)

123.3

**EC-2, 30 NOV 2023 to 25 JAN 2024**

REIL Rwys 9 and 27

HRL Rwy 9-27

**Amdt 1 12OCT17**

**WAAAS CH 58013**

W09A

**APP CRS**

088°

**Rwy Idg**

TDZE

5100

**Apt Elev**

916

926

**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.**

**ASHTABULA, OHIO**

ASOS 118.325

BUFFALO APP CON 121.0

UNICOM 122.8 (CTAF)

123.3

**EC-2, 30 NOV 2023 to 25 JAN 2024**

REIL Rwys 9 and 27

HRL Rwy 9-27

**Amdt 1 12OCT17**

**WAAAS CH 58013**

W09A

**APP CRS**

088°

**Rwy Idg**

TDZE

5100

**Apt Elev**

916

926

**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 then left turn direct UGS NDB and hold.

AWOS-3
128.325
HUNTINGTON APP CON
120.95 270.1
CLNC DEL
120.95
UNICOM
123.075 (CTAF)

ADF REQUIRED

ILS unusable inside DA.

Category

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
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<tbody>
<tr>
<td>S-ILS 25</td>
<td>974-1</td>
<td>209</td>
<td>300-1</td>
<td></td>
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<tr>
<td>S-LOC 25</td>
<td>1420-1</td>
<td>655</td>
<td>700-1</td>
<td>1420-1/8</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1420-1</td>
<td>654</td>
<td>700-1</td>
<td>1480-2/4</td>
</tr>
</tbody>
</table>

ATHENS/ALBANY, OHIO

Amdt 2 09NOV17

ATHENS/ALBANY, OHIO

A-5861 (FAA)

ILS or LOC RWY 25

OHIO UNIVERSITY (UNT)
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)

EC-2, 30 NOV 2023 to 25 JAN 2024

ATHENS/ALBANY, OHIO
Amdt 2 09NOV17

OHIO UNIVERSITY (UNI)

RNAV (GPS) RWY 7

EC-2, 30 NOV 2023 to 25 JAN 2024
Radar required for procedure entry.

**AWOS-3**
- 128.325

**HUNTINGTON APP CON**
- 120.95
- 270.1

**CLNC DEL**
- 120.95

**UNICOM**
- 123.075 (CTAF)

**MISSED APPROACH:** Climb to 3000 then left turn direct UGS NDB and hold.

**NDB RWY 25**
- OHIO UNIVERSITY (UNI)

**RADAR REQUIRED FOR PROCEDURE ENTRY.**

**AWOS-3**
- 128.325

**HUNTINGTON APP CON**
- 120.95
- 270.1

**CLNC DEL**
- 120.95

**UNICOM**
- 123.075 (CTAF)

**TOWER**
- MIRR Rwy 7-25
- MIRL Rwy 7 and 25

**FAF to MAP**
- 5.1 NM

**CATEGORY**
- A
- B
- C
- D

**KNOTS**
- 60
- 90
- 120
- 150
- 180

**MIN:SEC**
- 5:06
- 3:24
- 2:33
- 2:02
- 1:42

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**ATHENS/ALBANY, OHIO**

**Amdt 9D 17JUN21**

**39°13'N-82°14'W**
**ILS or LOC RWY 27**

**DE KALB COUNTY (GWB)**

**AWOS-3**  
**124.15**

**FORT WAYNE APP CON**  
**127.2**  
**284.6**

**CLNC DEL**  
**126.6**

**UNICOM**  
**123.0** (CTAF)

**LOC/DME I-GWB**  
**108.75**  
** Chan 24 (Y)**  
**APP CRS**  
**274°**  
**Rwy Idg**  
**5000**  
**TDZE**  
**880**  
**Apt Elev**  
**880**

**MALS**

**NA**

**MISSING APPROACH**

Climb to 1400 then climbing left turn to 3000 direct OLK VOR and hold.

**LOCALIZER**  
**108.75**  
**I-GWB**  
**Chan 24 (Y)**  
**1370**  
**TAZCE**  
**FWA**

**LOM**  
**SHEINK**  
**I-GWB**

**227**  
**FWA**

**CECGA INT**  
**I-GWB**  
**12**

**MISSING APCH FIX**

**117.8 FWA**  
**Chan 125**  
**1080**  
**OLK**

**109°**  
**R-099°**  
**WEBSTER LAKE**  
**110.4 OLK**

**FORT WAYNE APP CON**

**117.8 FWA**  
**Chan 125**  
**109°**  
**R-099°**  
**OLK**

**1400**  
**3000**  
**OLK**  
**1080**  
**Shenk LOM/INT**  
**I-GWB**  
**6**

**CECGA INT**  
**I-GWB**  
**12**

**1080-1/2**  
**200 (200-1/2)**

**SI-ILS**

**274°**

**SI-LOC**

**274°**  
**1320-1**  
**440 (500-1)**

**CIRCLING**

**274°**  
**1320-1**  
**440 (500-1)**

**REIL Rwys 9 and 27**

**MIRL Rw 9-27**

**FAF to MAP**  
**5 NM**

**Knots**  
**60**  
**90**  
**120**  
**150**  
**180**

**Min.Sec**  
**5:00**  
**3:20**  
**2:30**  
**2:00**  
**1:40**
RNAV (GPS) RWY 9

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.

MISSED APPROACH: Climb to 3000 direct JUGIG and hold.

AWOS-3 124.15
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 126.6
UNICOM 123.0 (CTAF)

Procedure NA for arrival on FWA VORTAC airway radials 285 CW 335.
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.

AWOS-3
124.15

FORT WAYNE APP CON
127.2  284.6

CLNC DEL
126.6

UNICOM
123.0 (CTAF)

Procedure NA for arrival on FWA VORTAC airway radials 335 CW 134.
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**

**CATEGORY**

**A**

**B**

**C**

**D**

**CIRCLING**

1500-1

620 (700-1)

1560-1

680 (700-1)

1720-2½

840 (900-2½)

1720-2¾

840 (900-2¾)

**CIRCLING**

1360-1

480 (500-1)

1560-1

680 (700-1)

1720-2½

840 (900-2½)

1720-2¾

840 (900-2¾)

**JUPAV FIX MINIMUMS**

**FAF to MAP 5 NM**

**Knots**

60

90

120

150

180

**Min:Sec**

5:00

3:20

2:30

2:00

1:40

5000 X 100

2700

WEBSERVER LAKE

110.4 OLF

**ELEV 880**

**DE KALB COUNTY (GWB)**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
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.

**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**
- **127.375**

**CLEVELAND CENTER**
- **126.95 239.30**

**UNICOM**
- **123.0 (CTAF)**

---

**RNAV (GPS) RWY 27**

**BARNESVILLE-BRADFIELD (6G5)**

**WAAS**
- **CH 70427**
- **W27A**
- **APP CRS 274°**
- **Rwy Idg 4003**
- **TDZE 1312**
- **Apt Elev 1312**

**ELEV 1312**
- **TDZE 1312**

**MIRL Rwy 9-27**
- **REIL Rwy 27**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**BARNESVILLE, OHIO**
- **Apt Elev 1312**
- **TDZE 1312**

**APP CRS**
- **274°**

**Rwy Idg**
- **4003**

**TDZE**
- **1312**

**Apt Elev**
- **1312**

**ELEV 1312**
- **TDZE 1312**

**Holding Pattern**
- **30 NM to AVACA**
- **3400**
- **095°**

**LORES**
- **3000**

**LNAV (GPS) RWY 27**

** krapp**
- **KESEC 2.1 NM to RW27**
- **3.0°**

**MISSED APPROACH:** Climbing left turn to 3000 direct LORES and hold.

**HLG ASOS**
- **127.375**

**CLEVELAND CENTER**
- **126.95 239.30**

**UNICOM**
- **123.0 (CTAF)**

---

**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**

---

**40°00′N-81°12′W**

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**BARNESVILLE-BRADFIELD (6G5)**

**RNAV (GPS) RWY 27**
Use Wheeling, WV altimeter setting.

**VOR/DME RWY 27**

**Category B**

**Altimeter Setting**

- HLG ASOS: 127.375
- CLEVELAND CENTER: 126.95 239.30
- UNICOM: 123.0 (CTAF)

**Altitude Settings**

- 3000 ft
- 1607 ft
- 1400 ft
- 1500 ft
- 1638 ft

**Routing**

- MIRL Rwy 9-27
- REIL Rwy 27
- 274°
- 1 min
- 3000 NoPT
- R-274
- BAFEL AIR 12

**Missed Approach**

Climb to 3000, then left turn via AIR R-274 to BAFEL/12 DME and hold.

**EC-2, 30 NOV 2023 to 25 JAN 2024**
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/ Lunken Fld altimeter setting and increase all MDA 80 feet and all Cat C visibilities 1/2 SM.

**MISSED APPROACH:** Climb to 2600 direct JERAL and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1300-1</td>
<td>460 (500-1)</td>
<td>1300-1 ⁷/₈</td>
<td>460 (500-1 ⁷/₈)</td>
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<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>480 (500-1)</td>
<td>1320-1 ⁷/₈</td>
<td>480 (500-1 ⁷/₈)</td>
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<tr>
<td>CIRCLING</td>
<td>1360-1</td>
<td>517 (600-1)</td>
<td>1520-2</td>
<td>677 (700-2)</td>
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</tbody>
</table>

**Amdt 1C 22JUN17**

**Apt Elev**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**AWOS-3**

**127.275**

**CINCINNATI APP CON**

**121.0**

**254.25**

**CLNC DEL**

**124.9**

**UNICOM**

**122.975 (CTAF)**

**ELEV 843**

**TDZE 840**
RNAV (GPS) RWY 22
CLERMONT COUNTY (I69)
Rwy 4/22 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Cincinnati Muni/Lunken Fld 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.

Procedure NA for arrivals at FLM VOR/DME on V517 southeast bound.
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 ½ mile. Procedure NA at night.

Procedure NA for arrivals at MOUTH on V53 northbound and on V221 northeast bound.

Procedure NA for arrivals at EYTEJ on V305 northeast bound.

MISSED APPROACH: Climb to 2500 direct LOFWU and hold.

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1160-1 439 (500-1)</td>
<td>1160-1 439 (500-1)</td>
<td>1160-1 439 (500-1)</td>
<td>1160-1 439 (500-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1160-1 439 (500-1)</td>
<td>1160-1 439 (500-1)</td>
<td>1160-1 439 (500-1)</td>
<td>1160-1 439 (500-1)</td>
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</tbody>
</table>

Bedford, Indiana
Orig B 18JUL19
38°50’N 86°27’W
RNAV (GPS) RWY 31
VIRGIL I GRISGOM MUNI (BFR)

**Amdt 1C  17AUG17**

**0.3% U P**
**P**
** CATEGORY B**
**D**
**A**

**6**
**13**
**3089 X 70**

**24**
**31**
**4501 X 100**

**ELEV 2500**

**LNAV MDA 1160-1**
**L**

**LNAV MDA 1160-1**
**L**

**MISSED APPROACH:**
Climb to 2500 direct KOXVU and hold.

**UNICOM 122.8 (CTAF)**

**AWOS-3 119.125**
**INDIANAPOLIS CENTER 124.775 269.025**

**UNICOM** 122.8 (CTAF)

**SAH 727 (FAA)**

**TDZE 725**

**ELEV 727**

**BEDFORD, INDIANA**

**KOXVU**

**1026 ± 4 NM**

**RW31**

**OYEGI**

**AGOSE**

**WEGEE**

**HDG 300°**

**MIN 2500**

**Holding Pattern**

**Visual Segment - Obstacles.**

**Holding Pattern**

**KOXVU**

**LOFWU**

**CIRCLING**

**LAGS RW31 25 NM**

** Koop RW31 25 NM**

**KOXVU and hold.**

**Proceed NA for arrivals at WEGEE on V305 southwest bound.**

**T**

**REIL Rwys 13 and 31**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**Bedford, Indiana**

**Bedford, Indiana**

**38°50'N - 86°27'W**

**39**
**VOR RWY 13**

**VIRGIL I GRISSEOM MUNI (BFR)**

**AWOS 3**

<table>
<thead>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-13</td>
<td>1300-1</td>
<td>579 (600-1)</td>
<td>1300-1 (\frac{1}{2})</td>
<td>579 (600-1(\frac{1}{2}))</td>
</tr>
<tr>
<td>Circling</td>
<td>1300-1</td>
<td>573 (600-1)</td>
<td>1380-1(\frac{1}{4})</td>
<td>653 (700-1(\frac{1}{4}))</td>
</tr>
</tbody>
</table>

**UNICOM**

<table>
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<th>D</th>
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<tr>
<td>S-13</td>
<td>1300-1</td>
<td>579 (600-1)</td>
<td>1300-1 (\frac{1}{2})</td>
<td>579 (600-1(\frac{1}{2}))</td>
</tr>
<tr>
<td>Circling</td>
<td>1300-1</td>
<td>573 (600-1)</td>
<td>1380-1(\frac{1}{4})</td>
<td>653 (700-1(\frac{1}{4}))</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climbing left turn to 2500 on OOM VOR-RAC R-159 to PERLE/14 DME and hold, continue climb-in-hold to 2500.

**Procedure NA for arrival at OOM VORTAC on V305 northeast bound.**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**Bedford, Indiana**

**38°50'N-86°27'W**
RNAV (GPS) RWY 7
BELLEFONTE AINE RGNL (EDJ)

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; increase LPV DA to 1,456 feet, LNAV/VNAV DA to 1,598 feet, and all MDAs 100 feet, and increase LPV and LNAV/VNAV all Cats visibility ¾ SM, LNAV Cats C and D visibility ¾ SM, and Circling Cat C visibility ¾ SM and Cat D visibility ¾ SM.

MISSED APPROACH:
Climb to 1,600 then climbing left turn to 3,000 direct BUTYN and hold.

RNAV (GPS) RWY 7
BELLEFONTE AINE RGNL (EDJ)

AWOS-3
118.075

COLUMBUS APP CON
118.425 294.5

UNICOM
122.8 (CTAF)

BELLEFONTE AINE, OHIO
Amdt 1B  22APR21

40°22'N-83°49'W
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 ½ 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 ½ 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.

Procedure NA for arrivals on ROD VORTAC airway radials 023 CW CW 088.

3000 direct ROD

Climbing left turn to

Climb to 1900 then

MIRL Rwy 7 and 25

VDP and

Circling Cat B visibility 1 mile and increase LNAV Cats C and D visibility 1 mile and increase all MDA 100 feet and increase LPV and LNAV/VNAV visibility all Cats ½ 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.
Circling to Rwy 6/24 NA at night. When local altimeter setting not received, use Terre Haute Rgnl altimeter setting; increase S-ILS 35 DA to 1185 and all MDA 140 feet and increase S-ILS 35 all Cats visibility ½ SM, S-LOC 35 Cat C and D and Circling Cat C and D visibility ½ SM. For inoperative MALS when using Terre Haute Rgnl altimeter setting; increase S-ILS 35 all Cats visibility to 1½ miles. DME from OOM VORTAC. Simultaneous reception of I-BMG and OOM DME required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct OOM VORTAC and hold.

For inoperative MALSR when using Terre Haute Rgnl altimeter setting; increase S-ILS 35 all Cats visibility to 1 SM. For inoperative MALSR when using Terre Haute Rgnl altimeter setting; increase S-ILS 35 DA to 1165 and all MDA 140 feet.

RSR Rwy 108.3 RGN 2000 direct OOM

DME REQUIRED

HOOSIER 110.2 OOM Channel 39

LOCALIZER 108.3 I-BMG I-BMG

LOCALIZER 108.3 I-BMG

3000 to NITTE 175° (5.2)

354°

Remain within 10 NM

G5 3.00° TCH 50°

NITTE OOM Channel 39

FAF to MAP 5 NM

HIRL Rwy 17-35

MIRL Rwy 6-24

REL Rwy 17

Knots

60 90 120 150 180

Min:Sec

5:00 3:20 2:30 2:00 1:40

EC-2, 30 Nov 2023 to 25 Jan 2024
RNAV (GPS) RWY 6
MONROE COUNTY (BMG)

BLOOMINGTON, INDIANA
AL-5168 (FAA)

RNP APCH.

A

RNAV (GPS) RWY 6

Procedure NA at night.
Rwy 6 helicopter visibility reduction below 1 SM NA.

ASOS
HULMAN APP CON
BLOOMINGTON TOWER
GND CON
UNICOM

134.525
128.025 339.8
120.775 [CTAF]
121.9
122.95

Category
B
C
D

LNAV MDA
1300-1 460 (500-1)
1300-1½ 460 (500-1½)
1300-1½ 460 (500-1½)

Orig-D 18JUL19

39°09'N-86°37'W

HOLD 6000 3000

4 NM Holding Pattern

Visual Segment - Obstacles.

3000 IJPOV

EC-2, 30 NOV 2023 to 25 JAN 2024

Rwy 6 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

Visual Segment - Obstacles.

3000 IJPOV

EC-2, 30 NOV 2023 to 25 JAN 2024
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 1/2 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, UNAV Cat C/D visibility 1/2 mile.

MISSED APPROACH: Climb to 3000 direct ALFRD and hold.

Procedure NA for arrivals at OOM VORTAC via V303 southwest bound.

MISSED APCH FIX
ALFRD

4 NM

Holding Pattern

3000

ITYEF

GP 3.00°
TCH 40

BLOOMINGTON, INDIANA
Amdt 1C 18JUL19

39°09'N-86°37'W

MONROE COUNTY (BMG)

RNAV (GPS) RWY 17
RNAV (GPS) RWY 35
MONROE COUNTY (BMG)

**Procedure NA** for arrivals at OOM VORTAC via V305 northeast bound.

**Procedure NA** for arrivals at BUNKA via V243 northbound.

**MISSED APPROACH:**
- Climbing to 3000 direct ITYEF and hold.
- Climb to 3000 direct ITYEF and hold.

**ASOS**
- 134.525

**HUMAN APP CON**
- 128.025 339.8

**BLOOMINGTON TOWER**
- 120.775 (CTAF)

**GND CON**
- 121.9

**UNICOM**
- 122.95

**ELEV** 846

**TDZE** 844

**MALSR**

**MISSED APCH FIX**
- 4 NM
- ITYEF

**Pilot Information**

- 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; increase LPV DA to 1165, LNAV/VNAV DA to 1465 and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D visibility ½ SM, LNAV/VNAV all Cats and Circling C and D visibility ½ SM. 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.

**uridad**

- 35°00'N-86°37'W
- 39°09'N-86°37'W

**Amdt 1B** 04NOV21

**RNAV (GPS) RWY 35**

**2327B**
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; increase all MDA 140 feet and S-6 Cat C and D visibility ½ SM, Circling Cat C and D visibility ½ SM.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-6</td>
<td>1300-1</td>
<td>460 (500-1)</td>
<td>1300-1½</td>
<td>460 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1380-1</td>
<td>534 (600-1)</td>
<td>1400-1½</td>
<td>554 (600-1½)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct OOM VORTAC and hold.

ASOS | 134.525 | HULMAN APP CON | 128.025 | 339.8 | BLOOMINGTON TOWER* | 120.775 (CTAF) | GND CON | 121.9 | UNICOM | 122.95

VOR/DME RWY 6
MONROE COUNTY (BMG)

BLOOMINGTON, INDIANA
Amdt 19C 04NOV21

39°09'N - 86°37'W

MONROE COUNTY (BMG)
VOR/DME RWY 6

BLOOMINGTON, INDIANA
AL-5168 (FAA)
Helicopter visibility reduction below 3/4 SM NA. Circling to Rwy 6/24 NA at night. When local altimeter setting not received use Terre Haute Rgnl altimeter setting; increase all MDA 140 feet; increase S-17 and Circling Cat C and D visibility 1/2 SM.

**VOR RWY 17**

**MONROE COUNTY (BMG)**

**MISSED APPROACH:**
Climb to 1800 then climbing right turn to 2500 direct OOM VORTAC and hold.

<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>S-17</td>
<td>1560-1</td>
<td>714 (800-1)</td>
<td>1560-2</td>
<td>1560-2½</td>
</tr>
<tr>
<td></td>
<td></td>
<td>714 (800-2)</td>
<td>714 (800-2½)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1560-1</td>
<td>714 (800-1)</td>
<td>1560-2</td>
<td>1620-2½</td>
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<tr>
<td></td>
<td></td>
<td>714 (800-2)</td>
<td>774 (800-2½)</td>
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</tbody>
</table>
HOLDING INSTRUCTIONS IS REQUIRED.

READBACK OF ALL RUNWAY CROSSING CLEARANCES.

CAUTION: BE ALERT TO FIELD ELEV 846

JANUARY 2020 ANNUAL RATE OF CHANGE 0.1° W
**RNAV (GPS) RWY 23**

**BLUFFTON (5G7)**

**APP CRS**
- 237°

**Rwy Idg** 4126
**TDZE** 850
**Apt Elev** 851

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1340-1</td>
<td>490 (500-1)</td>
<td>1340-1½</td>
<td>1340-1½</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1360-1</td>
<td>509 (600-1)</td>
<td>1520-1</td>
<td>1520-1½</td>
</tr>
<tr>
<td></td>
<td>1520-1½</td>
<td>669 (700-1)</td>
<td>1520-2</td>
<td>669 (700-2)</td>
</tr>
</tbody>
</table>

**UNICOM** 122.8 (CTAF)

**FDY ASOS** 132.85
**TOLEDO APP CON** 120.8 317.55

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**MISSED APPROACH:** Climbing right turn to 2500 direct FBC VORTAC and hold.

**Use Findlay altimeter setting; when not received use Lima altimeter setting and increase all MDA 20 feet and Circling Cat D visibility ⅛ SM.**
**BLUFFTON, OHIO**

**VOR RWY 23**

**AL-5665 (FAA)**

**22307**

---

**VORTAC FBC**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>108.2</td>
<td>850</td>
<td>851</td>
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**TDZE**

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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-23</td>
<td>1360-1</td>
<td>510 (600-1)</td>
<td>1360-1(^\frac{1}{2})</td>
<td>1360-1(^\frac{1}{2})</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1360-1</td>
<td>509 (600-1)</td>
<td>1520-1(^\frac{3}{4})</td>
<td>1520-2</td>
</tr>
</tbody>
</table>

**UNICOM**

| 132.85   | 120.8  | 317.55  | 122.8   |

**FDY ASOS**

**TOLEDO APP CON**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**Use Findlay altimeter setting; when not received, use Lima altimeter setting and increase all MDA 20 feet, increase S-23 Cat C \(^\frac{1}{2}\) SM and Circling Cat C/D visibility \(^\frac{1}{2}\) SM.**

**MISSED APPROACH:** Climb to 2500 then right turn direct FBC VORTAC and hold.

**FDY ASOS**

**TDZE**

**6.3 NM**

**1817**

**FLAG CITY**

**MIRL Rwy 5-23**

**REIL Rwy 5-23**

**FBC**

**CAT A**

**CAT B**

**CAT C**

**CAT D**

**FBC VORTAC**

**2900**

**233° 6.3 NM from FAF**

**132°**

**127°**

**112°**

**91°**

**2500**

**6.3 NM**

<table>
<thead>
<tr>
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<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-23</td>
<td>1360-1</td>
<td>510 (600-1)</td>
<td>1360-1(^\frac{1}{2})</td>
<td>1360-1(^\frac{1}{2})</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1360-1</td>
<td>509 (600-1)</td>
<td>1520-1(^\frac{3}{4})</td>
<td>1520-2</td>
</tr>
</tbody>
</table>

**FBC**

**108.2**

**Chan 19**

**1007**

**4126 X 75**

**ELEV 851**

**TDZE 850**

**2500**

**233°**

**05°**

**6.3 NM**

**54**
**RNAV (GPS) RWY 10**

**WOOD COUNTY (1G)***

**RNAV (GPS) RWY 10**

**WOOD COUNTY (1G)***

**RNAV (GPS) RWY 10**

**WOOD COUNTY (1G)***

**RNAV (GPS) RWY 10**

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**RNAV (GPS) RWY 10**

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**RNAV (GPS) RWY 10**

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**RNAV (GPS) RWY 10**

**WOOD COUNTY (1G)***

**RNAV (GPS) RWY 10**

**WOOD COUNTY (1G)***

**RNAV (GPS) RWY 10**

**WOOD COUNTY (1G)***

**RNAV (GPS) RWY 10**

**WOOD COUNTY (1G)***
RNAV (GPS) RWY 18
WOOD COUNTY (1G0)

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.

MISSING APPROACH: Climb to 2400 direct ZABDU and hold.

AWOS-3 120.725
TOLEDO APP CON 126.1 317.55
CLNC DEL 125.6
UNICOM 122.975 (CTAF)

MISSED APCH FIX
ZABDU

4 NM Holding Pattern
JUMAK

184°
2300
004°

GP 3.00°
TCH 40

IYOBI

2300
184°

2300
*1.9 NM to RW18

*LNAV only.

MISA RW18 25 NM

ELEV 673
TDZE 672

EC-2, 30 NOV 2023 to 25 JAN 2024

BOWLING GREEN, OHIO
Orig-D 05NOV20

41°23'N-83°38'W

WOOD COUNTY (1G0)
### RNAV (GPS) RWY 36
#### WOOD COUNTY (1G9)

<table>
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<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
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</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1260-1</td>
<td>588 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1300-1</td>
<td>627 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**APP CRS**

| 004° Rwy Idg | 2560 | TDZE | 672 | Apt Elev | 673 |

**ELEV** 673  
**TDZE** 672

**RNAV (GPS) RWY 36**

- **Rwy 36** helicoper 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.

**RNAV (GPS) RWY 36**

- **MISSED APPROACH:** Climb to 2300 direct JUMAK and hold.

**AWOS-3**  
**TOLEDO APP CON**  
**CLNC DEL**  
**UNICOM** 122.975 (CTAF)

**BLWING GREEN, OHIO**

- **180°**
- **NA**

**MISSED APCH FIX**

- 4 NM
- 004°
- **ZABDU**

**JUMAK**

- **2300**
- **184°**

**OLOCI**

- **2300**
- **004°**

**RW36**

- **2300**
- **184°**

**ZABDU Holding Pattern**

- **4 NM**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**REIL Rwy 10, 18 and 28**

**MIRL Rwy 10-28 and 18-36**

**BOWLING GREEN, OHIO**

- **Orig-D 05NOV20**

**WOOD COUNTY (1G9)**

- **41°23'N-83°38'W**

**AL-5009 (FAA)**

**22363**
**Category B**

**APP CRS 272°**

- **Rwy Idg:** 2499
- **TDZE:** 645
- **Apt Elev:** 645

**Notes:**
- **DME/DME RNP 0.3 NA.** Use Terre Haute altimeter setting.
- **Procedure NA at night.** Helicopter visibility reduction below 1 SM NA.

**HULMAN APP CON**

- **125.45**
- **339.8**

**UNICOM**

- **122.8 (CTAF)**

**T**

**D**

**NA**

**TERRE HAUTE**

- **TTH**
- **3200 to HADNO**
- **094° (18.1)**

**RW27**

- **856**

**ESL 993**

**HADNO**

- **092° 272°**

**MISSED APPROACH:** Climb to 2300 then climbing right turn to 3200 direct HADNO WP and hold.

**Table:**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>1240-1</td>
<td>595 (600-1)</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>1240-1</td>
<td>595 (600-1)</td>
<td>NA</td>
<td>NA</td>
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</tbody>
</table>
RNAV (GPS) RWY 7
WILLIAMS COUNTY (0G6)

Boro/VNA NA. When VGSI inap, Straight-in/Circling Rwy 7 procedure NA at night.
DME/DME RNAV 0.3 NA. Visibility reduction by helicopters NA. Use Defiance Meml altimeter setting; when not received, use De Kalb County altimeter setting; increase LPV DA to 1063 and all visibilities \( \frac{3}{4} \) SM, LNAV/VNAV DA to 1300 and all visibilities \( \frac{1}{4} \) SM; increase all MDAs 60 feet and LNAV and Circling visibility Cats C/D \( \frac{3}{4} \) SM.

MISSED APPROACH: Climb to 3000 direct ROYYS and hold.

<table>
<thead>
<tr>
<th>DFI ASOS</th>
<th>TOLEDO APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
</table>
| 121.425  | 134.35 307.0   | 122.8 (CTAF) | 123.0

EC-2, 30 NOV 2023 to 25 JAN 2024

BRYAN, OHIO
Amdt 1B 11AUG22

41°28'N-84°30'W
RNAV (GPS) RWY 25
WILLIAMS COUNTY (WO6)

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 Meml altimeter setting; when not received, use De Kalb County altimeter setting; increase all MDAs 60 feet and LP and LNAV and Circling visibility Cats C/D ¼ SM.

MISSED APPROACH: Climb to 3000 direct POKLY and hold.

<table>
<thead>
<tr>
<th>WAAS CH 40427</th>
<th>APP CRS 253°</th>
<th>Rwy Idg 4153</th>
<th>Amdt Elev 730</th>
<th>AL-5604 (FAA)</th>
</tr>
</thead>
</table>

ELEV 730
TDZE 730

EC-2, 30 NOV 2023 to 25 JAN 2024

073° 253°

30 NM to ROYYS (IF/IAF)

POKLY

TCH 35

3.00°

3.5 NM to YOLIN

Category A
LP MDA 1120-1 390 (400-1)
LNAV MDA 1140-1 410 (500-1)
CIRCLING 1300-1 570 (600-1)

3.5 NM to RW25

073°

4 NM

253°

3000

POKLY

253°

RW25

3000

253°

ROYYS

MIRL RwY 7-25
REIL Rwys 7 and 25

BRYAN, OHIO
Amdt 1B 11AUG22

41°28'N - 84°30'W

WILLIAMS COUNTY (WO6)
RNAV (GPS) RWY 25
RNAV (GPS) RWY 22
PORT BUCYRUS/CRAWFORD COUNTY (17G)

AWOS-3: 126.625
CLEVELAND APP CON: 124.2 360.65
UNICOM: 122.8 (CTAF)

Circling NA to Rwy 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 ½ SM.

MISSED APPROACH: Climb to 3000 direct LIANG and hold.

AWOS-3: 126.625
CLEVELAND APP CON: 124.2 360.65
UNICOM: 122.8 (CTAF)
Circling NA to Rwys 9 and 27. Rw 22 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rw 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 1/2 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) 0

**MANSFIELD**

108.8 MFD  

Chan 25

**BUCKEYE**

109.8 BUD  

**RADAR REQUIRED**

**VALENTA**

125.0

**EC-2**

30 NOV 2023 to 25 JAN 2024

**BUCYRUS, OHIO**

Amdt 5A 24MAY18

**PORT BUCYRUS/CRAWFORD COUNTY (17G)**

**VOR RWY 22**

**PORT BUCYRUS/CRAWFORD COUNTY (17G)**

**VOR CRS**

109.8

208°

**Rwy Idg**

3895

1003

1008

**TDZE**

**Apt Elev**

**CW-3**

**INT**

**Sonde INT**

**VGSI and descent angles not coincident**

(VGSI Angle 3.00/TCH 26).

**One Minute Holding Pattern**

**CATEGORY**

A

B

C

D

**S-22**

1700-1 697 (700-1)

1700-2 697 (700-2)

1700-2 692 (700-2)

NA

NA

NA

**CIRCLING**

1700-1 692 (700-1)

1700-2 692 (700-2)

NA

NA

NA

**EC-2**

30 NOV 2023 to 25 JAN 2024

**PORT BUCYRUS/CRAWFORD COUNTY (17G)**

**VOR RWY 22**

**PORT BUCYRUS/CRAWFORD COUNTY (17G)**
RNAV (GPS) RWY 13
HARRISON COUNTY (8G6)

Category A

<table>
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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1720-1</td>
<td>559 (600-1)</td>
<td>NA</td>
<td>2314</td>
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</table>

- **APP CRS**: 134°
- **Rwy Idg**: 3280
- **TDZE**: 1161
- **Apt Elev**: 1174

**Rwy 13 heliocopter 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**: 127.375

**UNICOM**: 122.8 (CTAF)

**CLEVELAND CENTER**: 126.95 239.30

**UNICOM**: 122.8 (CTAF)

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**UNICOM**: 122.8 (CTAF)
RNAV (GPS) RWY 31
HARRISON COUNTY (8G6)

**Category:** A

**MISSED APPROACH:** Climb to 3000

**AAP CRS**

<table>
<thead>
<tr>
<th>Category</th>
<th>LNAV MDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1660-1</td>
</tr>
<tr>
<td>B</td>
<td>497 (500-1)</td>
</tr>
<tr>
<td>C</td>
<td>NA</td>
</tr>
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</table>

**HCG ASOS**

127.375

**CLEVELAND CENTER**

126.95 239.30

**UNICOM**

122.8 (CTAF)

**APP CRS**

314°

**Rwy Idg**

3744

**TDZE**

1163

**Apt Elev**

1174

**Note:** 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.

**HOLD**

3100

**Visual Segment - Obstacles.**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 23
NOBLE COUNTY (110)

ZANESVILLE ZVV

Procedure NA for arrival on ZVV VOR/DME airway radials 090 CW 1.47.

CUMBA

Procedure NA for arrivals at CADRE on V59-115 southbound.

ELEV 879 TDZE 878

Visual Segment - Obstacles.

3000 CUMBA

228°

MIRL Rwy 5-23

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 23
NOBLE COUNTY (110)

Amdt 1 14SEP17
RNAV (GPS) RWY 7
CARROLL COUNTY-TOLSON (TSO)

CARROLLTON, OHIO
AL-5994 (FAA)

RNAV (GPS) RWY 7
CARROLL COUNTY-TOLSON (TSO)

ELEV 1164
TDZE 1164

MINER
1710°

EC-2, 30 NOV 2023 to 25 JAN 2024

CLEVELAND APP CON
125.5 371.875

UNICOM
122.7 (CTAF)

RAPT APCH.

Procedures 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.

CLEVELAND APP CON

125.5 371.875

UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 7
CARROLL COUNTY-TOLSON (TSO)

ELEV 1164
TDZE 1164

MINER
1710°

EC-2, 30 NOV 2023 to 25 JAN 2024

CLEVELAND APP CON

125.5 371.875

UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 7
CARROLL COUNTY-TOLSON (TSO)

ELEV 1164
TDZE 1164

MINER
1710°

EC-2, 30 NOV 2023 to 25 JAN 2024

CLEVELAND APP CON

125.5 371.875

UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 7
CARROLL COUNTY-TOLSON (TSO)

ELEV 1164
TDZE 1164

MINER
1710°

EC-2, 30 NOV 2023 to 25 JAN 2024

CLEVELAND APP CON

125.5 371.875

UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 7
CARROLL COUNTY-TOLSON (TSO)

ELEV 1164
TDZE 1164

MINER
1710°

EC-2, 30 NOV 2023 to 25 JAN 2024

CLEVELAND APP CON

125.5 371.875

UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 7
CARROLL COUNTY-TOLSON (TSO)

ELEV 1164
TDZE 1164

MINER
1710°

EC-2, 30 NOV 2023 to 25 JAN 2024

CLEVELAND APP CON

125.5 371.875

UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 7
CARROLL COUNTY-TOLSON (TSO)

ELEV 1164
TDZE 1164

MINER
1710°

EC-2, 30 NOV 2023 to 25 JAN 2024

CLEVELAND APP CON

125.5 371.875

UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 7
CARROLL COUNTY-TOLSON (TSO)

ELEV 1164
TDZE 1164

MINER
1710°

EC-2, 30 NOV 2023 to 25 JAN 2024

CLEVELAND APP CON

125.5 371.875

UNICOM
122.7 (CTAF)

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CARROLL COUNTY-TOLSON (TSO)

ELEV 1164
TDZE 1164

MINER
1710°

EC-2, 30 NOV 2023 to 25 JAN 2024

CLEVELAND APP CON

125.5 371.875

UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 7
CARROLL COUNTY-TOLSON (TSO)

ELEV 1164
TDZE 1164

MINER
1710°

EC-2, 30 NOV 2023 to 25 JAN 2024

CLEVELAND APP CON

125.5 371.875

UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 7
CARROLL COUNTY-TOLSON (TSO)

ELEV 1164
TDZE 1164

MINER
1710°

EC-2, 30 NOV 2023 to 25 JAN 2024

CLEVELAND APP CON

125.5 371.875

UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 7
CARROLL COUNTY-TOLSON (TSO)

ELEV 1164
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MINER
1710°

EC-2, 30 NOV 2023 to 25 JAN 2024

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TDZE 1164

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1710°

EC-2, 30 NOV 2023 to 25 JAN 2024

CLEVELAND APP CON

125.5 371.875

UNICOM
122.7 (CTAF)

CARROLLTON, OHIO
Orig-C 20JUN19

40°34’N-81°05’W
**CARROLLTON, OHIO**

**CARROLL COUNTY-TOLSON (TSO)**

**VOR/DME BSV**

<table>
<thead>
<tr>
<th>114.05 BSV</th>
<th>127°</th>
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</thead>
<tbody>
<tr>
<td>Chan 87 (Y)</td>
<td></td>
</tr>
</tbody>
</table>

**Rwy Idg**

- TDZE

**Apt Elev**

- N/A

**Category**

- N/A

**Elev**

- 1164

**CLEVELAND APP CON**

| 125.5 | 371.875 |

**UNICOM**

- 122.7 (CTAF)

**Missed Approach**

- Climbing left turn to 3000 on BSV VOR/DME R-127 to LLONG/BSV 14 DME/RADAR and hold.

**Procedure**

- NA at night. Use Akron-Canton altimeter setting; when not received, use New Philadelphia altimeter setting and increase MDA 20 feet.

**CLEVELAND APP CON**

| 125.5 | 371.875 |

**UNICOM**

- 122.7 (CTAF)

**Missed Approach**

- Climbing left turn to 3000 on BSV VOR/DME R-127 to LLONG/BSV 14 DME/RADAR and hold.

**Procedure**

- NA at night. Use Akron-Canton altimeter setting; when not received, use New Philadelphia altimeter setting and increase MDA 20 feet.

**CLEVELAND APP CON**

| 125.5 | 371.875 |

**UNICOM**

- 122.7 (CTAF)

**Missed Approach**

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**CLEVELAND APP CON**

| 125.5 | 371.875 |

**UNICOM**

- 122.7 (CTAF)

**Missed Approach**

- Climbing left turn to 3000 on BSV VOR/DME R-127 to LLONG/BSV 14 DME/RADAR and hold.

**Procedure**

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**CLEVELAND APP CON**

| 125.5 | 371.875 |

**UNICOM**

- 122.7 (CTAF)

**Missed Approach**

- Climbing left turn to 3000 on BSV VOR/DME R-127 to LLONG/BSV 14 DME/RADAR and hold.

**Procedure**

- NA at night. Use Akron-Canton altimeter setting; when not received, use New Philadelphia altimeter setting and increase MDA 20 feet.
RNAV (GPS) RWY 26
LAKEFIELD (CQA)

**APP CRS**

- **Rwy ldg**: 4400
- **TDZE**: 893
- **Apt Elev**: 894

**NA**

- 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: increase LNAV/VNAV DA to 1349 feet and visibility all Cats 1/2 SM; increase all MDA 80 feet and visibility LNAV and Circling Cat C 1/4 SM.

**AXV AWOS-3PT**

- **128.325**

**COLUMBUS APP CON**

- **118.425**
- **352.05**

**UNICOM**

- **122.8** (CTAF)

**123.3**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**PUBLIC NOTICETEC**

**CELENA, OHIO**

- **Orig-A 02DEC21**

**LAKEN B 26 (FAA)**

- **23110**

**RNAV (GPS) RWY 26**

**LAKEFIELD (CQA)**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 23
ROSS COUNTY (RZT)

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 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.

AWOS: 119.225
COLUMBUS APP CON: 134.0 279.6
UNICOM: 122.8 (CTAF)

EC-2, 30 NOV 2023 to 25 JAN 2024

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 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.

AWOS: 119.225
COLUMBUS APP CON: 134.0 279.6
UNICOM: 122.8 (CTAF)

EC-2, 30 NOV 2023 to 25 JAN 2024

VNAV
LNAV/DA
CIRCLING
KEFLI (IF/IAF)
JEVMU (IAF)
JEYM (IF/IAF)
DEYAY (IF/IAF)
JONEX (IF/IAF)

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 45).

4 NM Holding Pattern

 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 | 1380-1 | 1500-2¼ | 1540-2¼

39°26'N-83°01'W
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.

MISSING APPROACH: Climb to 3000 then right turn direct XUB VOR and hold.

AWOS-3 119.225 COLUMBUS APP CON 134.0 279.6 UNICOM 122.8 (CTAF) 123.0
CIRCLING NA for Cat D northwest of Rwys 7 and 21R. Rwy 21L helicopter visibility reduction below 3/4 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 2 1/2 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.

**ALTERNATE MISSED APCH FIX**

**MISSING 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.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>CINCINNATI APP CON</th>
<th>LUNKEN TOWER</th>
<th>GND CON</th>
<th>CLINC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>123.6</td>
<td>121.0 254.25</td>
<td>118.7 (CTAF)</td>
<td>257.8</td>
<td>121.9</td>
<td>122.95</td>
</tr>
</tbody>
</table>

*LOC only.

**LOCALIZER 110.9 I-LUK**

**SYSTEM V**

**R-109**

**SIYOR I-LUK 5.9**

**KUYEY I-LUK 12.7**

**FLM 38.3**

**FALMOUTH 117.0 FLM**

**Chan 117**

**MSA CVG 25 NM**

**2900**

**MA**

**CINCINNATI MUNI/LUNKEN FLD**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

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**EC-2, 30 NOV 2023 to 25 JAN 2024**

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<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-ILS 21L</td>
<td>798/40</td>
<td>323 (400-3/4)</td>
<td>1200/40</td>
<td>725 (800-3/4)</td>
</tr>
<tr>
<td>S-LOC 21L</td>
<td>1200/40</td>
<td>725 (800-3/4)</td>
<td>1200-1 1/2</td>
<td>725 (800-1 1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1260-1</td>
<td>1360-1/4</td>
<td>1360-2 1/2</td>
<td>1400-3</td>
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<td>1360-1/4</td>
<td>1360-2 1/2</td>
<td>1400-3</td>
</tr>
</tbody>
</table>

**CINCINNATI, OHIO**

Amdt 20 03 JAn 19

**39°06'N-84°25'W**
**RNAV (GPS) RWY 3R**

**CINCINNATI MUNI/LUNKEN FLD (LUK)**

RNP APCH.

- Circled NA for Cat D north of Rwy 7 and northwest of Rwy 21R. Circled Rwy 3L, 7, 21R NA at night. Rwy 3R helicopter visibility reduction below ½ 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 ½ SM; increase Circled Cat B/D visibility ¾ SM and Circled Cat C visibility ½ SM.
- VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting.

**ATIS** | **CINCINNATI APP CON** | **LUNKEN TOWER** | **GND CON** | **CLNC DEL** | **UNICOM**
---|---|---|---|---|---
123.6 | 121.0 | 254.25 | **118.7 (CTAF)** | 257.8 | 121.9 | 121.9 | **124.9** | 122.95

**Procedure NA for arrivals at CUCJU on V97 southbound.**

**Procedure NA for arrivals at FLM VOR/DME on V517 southeast bound.**

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).**

**Cincinnati, Ohio**

- Amdt 1A  10OCT19
- EC-2, 30 NOV 2023 to 25 JAN 2024
- 39°06’N-84°25’W

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**RNAV (GPS) RWY 3R**

**CINCINNATI MUNI/LUNKEN FLD (LUK)**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 25
CINCINNATI MUNI/LUNKEN FLD (LUK)

ATIS 123.6  CINCINNATI APP CON 121.0 544.25  LUNKEN TOWER* 116.7 (CTAF) 257.8  GND CON 121.9  CLNC DEL 124.9 (when twr closed)  UNICOM 122.95

**RNAV (GPS) RWY 25**

- **MISSED APPROACH:**
  - Climb to 2500 direct JULVU and on track 173° to SHILA and on track 096° to CAUF and hold, continue climb-in-hold to 2600.

- **Category C/D visibility SM; increase Circling Cat B/D visibility SM and Circling Cat C visibility SM.**
  - LNAV/VNAV DA to 1248 feet; increase all MDAs 100 feet, LNAV Cat B visibility 3/8 SM, and LNAV Cat C/D visibility 3/8 SM; increase Circling Cat B/D visibility 3/8 SM and Circling Cat C visibility 3/8 SM.

- **EC-2, 30 Nov 2023 to 25 Jan 2024**
  - Operation are expected to reduce Circling Cat C visibility SM to 1/2 SM and reduce all other categories to 1/4 SM.

- **EC-2, 30 Nov 2023 to 25 Jan 2024**
  - Operation are expected to reduce all visibility to 1/4 SM.

**ELEV 483**  **TDZE 478**

**ELEV 483**  **TDZE 478**

**EC-2, 30 Nov 2023 to 25 Jan 2024**

- Operation are expected to reduce Circling Cat C visibility SM to 1/2 SM and reduce all other categories to 1/4 SM.

- Operation are expected to reduce all visibility to 1/4 SM.

**Category C/D visibility SM; increase Circling Cat B/D visibility SM and Circling Cat C visibility SM.**

- LNAV/VNAV DA to 1248 feet; increase all MDAs 100 feet, LNAV Cat B visibility 3/8 SM, and LNAV Cat C/D visibility 3/8 SM; increase Circling Cat B/D visibility 3/8 SM and Circling Cat C visibility 3/8 SM.

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**ELEV 483**  **TDZE 478**

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- Operation are expected to reduce all visibility to 1/4 SM.

**Category C/D visibility SM; increase Circling Cat B/D visibility SM and Circling Cat C visibility SM.**

- LNAV/VNAV DA to 1248 feet; increase all MDAs 100 feet, LNAV Cat B visibility 3/8 SM, and LNAV Cat C/D visibility 3/8 SM; increase Circling Cat B/D visibility 3/8 SM and Circling Cat C visibility 3/8 SM.

**EC-2, 30 Nov 2023 to 25 Jan 2024**

- Operation are expected to reduce Circling Cat C visibility SM to 1/2 SM and reduce all other categories to 1/4 SM.

- Operation are expected to reduce all visibility to 1/4 SM.
LOC BC RWY 3R
CINCINNATI MUNI/LUNKEN FLD (LUK)

Cincinnati 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 3/4 SM NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting increasing all MDA 100 feet; increase Circling Cat B visibility 1/8 mile, increase Circling Cat C visibility 1/2 mile.

Disregard GS indications.

Locators:
- Locators 170.9, 205° (IF)
- Locators 117.3 CVG Chan 120
- Locators 9.6, 96° (Radar)
- Locators 4.6, 105° (Radar)
- Locators 184° (Radar)
- Locators 205° (Radar)

Circling NA for Category D

DME or RADAR required for procedure entry. DME required.

Amdt 9 03JAN19

CINCINNATI, OHIO

AL-83 (FAA) 23166

LOC BC RWY 3R
CINCINNATI MUNI/LUNKEN FLD (LUK)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

2020 ANNUAL RATE OF CHANGE

AIRPORT DIAGRAM
ATIS 123.6
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

NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC.

ROCKT ONE DEPARTURE (RNAV) (ROCKT1.ROCKT)

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.

NOTE: Accelerate to 250K, if unable advise 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.

[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)
RNAV (GPS) RWY 1
PICKAWAY COUNTY MEML (CYO)

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. Rw 1 helicopter visibility reduction below 1 SM NA. Straight-In and Circling Rw 1 NA at night.

COLUMBUS APP CON
134.0 279.6

MISSING APPCH FIX
24 NM

CIRCU2, 30 NOV 2023 to 25 JAN 2024

CIRCU2, 30 NOV 2023 to 25 JAN 2024

CIRCU2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 19
PICKAWAY COUNTY MEML (CYO)

**AL-5995 (FAA)**

**WAAS CH 87038 W19A**

**APP CRS** 188°

**Rwy Idg** 4346

**TDZE** 685

**Apt Elev** 685

**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. 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**

**119.225**

**COLUMBUS APP CON**

**134.0 279.6**

**UNICOM**

**122.7 (CTAF)**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**PICKAWAY COUNTY MEML (CYO)**

**RNAV (GPS) RWY 19**

**EC-2, 20 JUN 1996**
Use Chillicothe altimeter setting, when not received use Rickenbacker Int'l altimeter setting and increase all MDAs 60 feet and Cots C and D visibility ½ SM; Circling Rw 1 NA at night. Rw 19 helicopter visibility reduction below ½ SM NA.

**MISSED APPROACH:** Climb to 2700 then climbing left turn to 3000 direct XUB VOR and hold.
RNAV (GPS) RWY 24R
BURKE LAKEFRONT (BKL)

Circling Rwy 6R NA at night.
Rwy 24R helicopter visibility reduction below 1/3 SM NA.
Circling NA SE of Rwy 6R and 24L.
For inop ALS, increase LNAV Cat C/D visibility to 1/3 SM.

MISSED APPROACH: Climbing right turn direct TOMMK, cross TOMMK at 2000,
then climb to 3000 on track 340° to ZAMDO and hold.

Final approach course offset 020°.

EC-2, 30 NOV 2023 to 25 JAN 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: RA NAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

**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)**
CAVVS FOUR DEPARTURE (RNAV)

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)
TAKEOFF MINIMUMS:
Rwys 6L/R, 24R: Standard with a minimum climb of 500’ per NM to 1100.
Rwy 24L: 400-1½ 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.
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)
MYCAR FOUR DEPARTURE (RNAV)

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.

NOTE: Chart not to scale.
**TAKEOFF MINIMUMS:**
Rwys 6L/R, 24R: Standard with a minimum climb of 500’ per NM to 1100.
Rwy 24L: 400-1% or standard with minimum climb of 757’ per NM to 1000.

**NOTE:**
- RADAR required.
- RNAV 1.
- DME/DME/IRU or GPS required.
- PUUDL TRANSITION: For aircraft at or below FL220 only or as assigned by ATC.

**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)**
Cleveland Hopkins Intl (CLE)

ILS or LOC RWY 6L

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.

- 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 1 1/2 SM.

**D-ATIS**

**ARR 127.85**
**DEP 132.375**

**CLEVELAND APP CON**
126.55 346.325

**CLEVELAND TOWER**
124.5 273.45

**GND CON**
121.7 273.45

**CLNC DEL**
125.05 273.45

**CFDLC**

**TCH 55**

**HDG 350°**

**DME** 1800 to 3000 then climbing on heading change 350° to 2000 on heading 350° then climbing right.

**MISSED APPROACH:** Climb to 1800 then turning left to 3000 on heading 350° and DJB VOR/DME R-054 to PASLE/DJB 20 DME and hold.

**GS 3.00°**

**TCH 69.**

**LOCATOR 111.55**

**ILS or LOC RWY 6L**

**S-ILS 6L** 973/18 200 (200-1/2)

**S-LOC 6L** 1260/24 487 (500-1/2) 1260/50 487 (500-1)

**SIDESTEP 6R** 1260/55 483 (500-1) 1260-1 483 (500-1/2) 1260-2 483 (500-2)

**CIRCLING** 1420-1 621 (700-1) 1420-1 621 (700-1) 1420-2 621 (700-2)

**CLEVELAND, OHIO**

Amdt 3 24MAY18

EC-2, 30 NOV 2023 to 25 JAN 2024

**CLEVELAND APP CON**

**111.55**

**TDZE 6L 773**

**TDZE 6R 777**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**96**
**CLEVELAND, OHIO**

**ILS RWY 24R (SA CAT I)**

**CLEVELAND-HOPKINS INTL (CLE)**

**LOC/DME I-VPY**

111.55

**APP CRS**

238°

**Rwy Idg**

9000

**TDZE**

780

**Apt Elev**

799

---

**ALSF-2**

238°

**MISSING APPROACH:** Climb to 1700 then climbing right turn to 3000 direct DJB VOR/DME and hold.

---

**LOCALIZER**

111.55

**I-VPY**

Chan 52(Y)

**PASLE ACO** (39.9)

**DRIER**

257°

**LOCATOR**

981

**A-939**

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

---

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

**CLEVELAND, OHIO**

Amdt 7A  27JAN22
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.

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.

REIL Rwy 10
TDZ/Cl Rwy 6L, 6R, 24L, and 24R
HIRL Rwy 6L-24R, 6R-24L and 10-28

ALT/CAT II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CLEVELAND, OHIO
Amtd 3 24MAY18
From GRHL, Hick, 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.

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.

D-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.

GS 3.10° TCH 58

CATEGORY A B C D
S-ILS 6R RA 100/12 100 DA 877

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
RNAV (RNP) Z RWY 6L

CLEVELAND-HOPKINS INTL (CLE)

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.

**AVIS A**

**AVIS B**

**AVIS D**

**AVIS C**

**AVIS E**

**AVIS F**

**AVIS G**

**AVIS H**

**AVIS I**

**AVIS J**

**AVIS K**

**AVIS L**

**AVIS M**

**AVIS N**

**AVIS O**

**AVIS P**

**AVIS Q**

**AVIS R**

**AVIS S**

**AVIS T**

**AVIS U**

**AVIS V**

**AVIS W**

**AVIS X**

**AVIS Y**

**AVIS Z**

**AVIS AA**

**AVIS BB**

**AVIS CC**

**AVIS DD**

**AVIS EE**

**AVIS FF**

**AVIS GG**

**AVIS HH**

**AVIS II**

**AVIS JJ**

**AVIS KK**

**AVIS LL**

**AVIS MM**

**AVIS NN**

**AVIS OO**

**AVIS PP**

**AVIS QQ**

**AVIS RR**

**AVIS SS**

**AVIS TT**

**AVIS UU**

**AVIS VV**

**AVIS WW**

**AVIS WW**

**AVIS XXX**

**AVIS YYYY**

**AVIS ZZZZ**

**AVIS AA1**

**AVIS BB1**

**AVIS CC1**

**AVIS DD1**

**AVIS EE1**

**AVIS FF1**

**AVIS GG1**

**AVIS HH1**

**AVIS II1**

**AVIS JJ1**

**AVIS KK1**

**AVIS LL1**

**AVIS MM1**

**AVIS NN1**

**AVIS OO1**

**AVIS PP1**

**AVIS QQ1**

**AVIS RR1**

**AVIS SS1**

**AVIS TT1**

**AVIS UU1**

**AVIS VV1**

**AVIS WW1**

**AVIS WW1**

**AVIS XXX1**

**AVIS YYYY1**

**AVIS ZZZZ1**

**AVIS AA2**

**AVIS BB2**

**AVIS CC2**

**AVIS DD2**

**AVIS EE2**

**AVIS FF2**

**AVIS GG2**

**AVIS HH2**

**AVIS II2**

**AVIS JJ2**

**AVIS KK2**

**AVIS LL2**

**AVIS MM2**

**AVIS NN2**

**AVIS OO2**

**AVIS PP2**

**AVIS QQ2**

**AVIS RR2**

**AVIS SS2**

**AVIS TT2**

**AVIS UU2**

**AVIS VV2**

**AVIS WW2**

**AVIS WW2**

**AVIS XXX2**

**AVIS YYYY2**

**AVIS ZZZZ2**

**AVIS AA3**

**AVIS BB3**

**AVIS CC3**

**AVIS DD3**

**AVIS EE3**

**AVIS FF3**

**AVIS GG3**

**AVIS HH3**

**AVIS II3**

**AVIS JJ3**

**AVIS KK3**

**AVIS LL3**

**AVIS MM3**

**AVIS NN3**

**AVIS OO3**

**AVIS PP3**

**AVIS QQ3**

**AVIS RR3**

**AVIS SS3**

**AVIS TT3**

**AVIS UU3**

**AVIS VV3**

**AVIS WW3**

**AVIS WW3**

**AVIS XXX3**

**AVIS YYYY3**

**AVIS ZZZZ3**

**AVIS AA4**

**AVIS BB4**

**AVIS CC4**

**AVIS DD4**

**AVIS EE4**

**AVIS FF4**

**AVIS GG4**

**AVIS HH4**

**AVIS II4**

**AVIS JJ4**

**AVIS KK4**

**AVIS LL4**

**AVIS MM4**

**AVIS NN4**

**AVIS OO4**

**AVIS PP4**

**AVIS QQ4**

**AVIS RR4**

**AVIS SS4**

**AVIS TT4**

**AVIS UU4**

**AVIS VV4**

**AVIS WW4**

**AVIS WW4**

**AVIS XXX4**

**AVIS YYYY4**

**AVIS ZZZZ4**
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.

See planview for multiple IF locations.

See planview for multiple IF locations.

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.

See planview for multiple IF locations.

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.

See planview for multiple IF locations.
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.

### RNAV (RNP) Z RWY 24L

**CLEVELAND-HOPKINS INTL (CLE)**

**MISSED APPROACH:** Climb to 3000 direct HASLE and on track 177° to SAROW and hold.

### RNAV (RNP) Z RWY 24L

**CATEGORY B**

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<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<td>786</td>
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### RNAV (RNP) Z RWY 24L

**MALSR**

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<th>D-ATIS</th>
<th>CLEVELAND APP CON</th>
<th>CLEVELAND TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CPDLC</th>
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<td>ARR 127.85</td>
<td>126.55 346.325</td>
<td>124.5 273.45</td>
<td>121.7 273.45</td>
<td>125.05 273.45</td>
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<td>DEP 132.375</td>
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### RNAV (RNP) Z RWY 24L

**ELEV 799**

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### RNAV (RNP) Z RWY 24L

**238° to RW24L**

### RNAV (RNP) Z RWY 24L

**HASLE**

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<tbody>
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<td>177°</td>
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### RNAV (RNP) Z RWY 24L

**VGSi and RNAV glidepath not coincident**

(VGSi Angle 3.00°/TCH 48).

### RNAV (RNP) Z RWY 24L

**GP 3.00°**

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### RNAV (RNP) Z RWY 24L

**TCH 52**

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<th>B</th>
<th>C</th>
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<tr>
<td>RNP 0.19 DA</td>
<td>1140/30</td>
<td>354 (400-5%)</td>
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<tr>
<td>RNP 0.30 DA</td>
<td>1243/45</td>
<td>457 (500-7%)</td>
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### RNAV (RNP) Z RWY 24L

**AUTHORIZATION REQUIRED**

**CLEVELAND, OHIO**

Orig 24MAY18

41°25'N-81°51'W

**CLEVELAND-HOPKINS INTL (CLE)**
RNAV (RNP) Z RWY 24R
CLEVELAND-HOPKINS INTL (CLE)

**APP CRS**
238°

**Rwy Idg**
9000
**TDZE**
780
**Apt Elev**
799

**MISSED APPROACH:** Climb to 3000 direct ZAPAN and on track 274° to DJB VOR/DME and hold.

**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.**

**ELEV** 799  
**TDZE** 780

**CATALOG Required**

**RNP 0.13 DA**  
1064/24 284 (300-½)

**RNP 0.30 DA**  
1176/35 396 (400-⅔)

**CLEVELAND, OHIO**
Orig 24MAY18

**CLEVELAND APP CON**  
126.55 346.325
**CLEVELAND TOWER**  
124.5 273.45
**GND CON**  
121.7 273.45
**CLNC DEL**  
125.05 273.45

**D-ATIS**
ARR 127.85
**DEP** 132.375

**CLEVELAND, OHIO**
41°25'N-81°51'W

**CLEVELAND-HOPKINS INTL (CLE)**

**RNAV (RNP) Z RWY 24R**

**CLEVELAND TOWER**  
124.5 273.45

**APP CRS**
238°

**Rwy Idg**
9000
**TDZE**
780
**Apt Elev**
799

**MISSED APPROACH:** Climb to 3000 direct ZAPAN and on track 274° to DJB VOR/DME and hold.

**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.**

**ELEV** 799  
**TDZE** 780

**CATALOG Required**

**RNP 0.13 DA**  
1064/24 284 (300-½)

**RNP 0.30 DA**  
1176/35 396 (400-⅔)

**CLEVELAND, OHIO**
Orig 24MAY18

**CLEVELAND-HOPKINS INTL (CLE)**

**RNAV (RNP) Z RWY 24R**

**CLEVELAND TOWER**  
124.5 273.45

**APP CRS**
238°

**Rwy Idg**
9000
**TDZE**
780
**Apt Elev**
799

**MISSSED APPROACH:** Climb to 3000 direct ZAPAN and on track 274° to DJB VOR/DME and hold.

**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.**

**ELEV** 799  
**TDZE** 780

**CATALOG Required**

**RNP 0.13 DA**  
1064/24 284 (300-½)

**RNP 0.30 DA**  
1176/35 396 (400-⅔)

**CLEVELAND, OHIO**
Orig 24MAY18

**CLEVELAND-HOPKINS INTL (CLE)**

**RNAV (RNP) Z RWY 24R**

**CLEVELAND TOWER**  
124.5 273.45

**APP CRS**
238°

**Rwy Idg**
9000
**TDZE**
780
**Apt Elev**
799

**MISSSED APPROACH:** Climb to 3000 direct ZAPAN and on track 274° to DJB VOR/DME and hold.

**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.**

**ELEV** 799  
**TDZE** 780

**CATALOG Required**

**RNP 0.13 DA**  
1064/24 284 (300-½)

**RNP 0.30 DA**  
1176/35 396 (400-⅔)

**CLEVELAND, OHIO**
Orig 24MAY18

**CLEVELAND-HOPKINS INTL (CLE)**

**RNAV (RNP) Z RWY 24R**

**CLEVELAND TOWER**  
124.5 273.45

**APP CRS**
238°

**Rwy Idg**
9000
**TDZE**
780
**Apt Elev**
799

**MISSSED APPROACH:** Climb to 3000 direct ZAPAN and on track 274° to DJB VOR/DME and hold.

**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.**

**ELEV** 799  
**TDZE** 780

**CATALOG Required**

**RNP 0.13 DA**  
1064/24 284 (300-½)

**RNP 0.30 DA**  
1176/35 396 (400-⅔)

**CLEVELAND, OHIO**
Orig 24MAY18

**CLEVELAND-HOPKINS INTL (CLE)**

**RNAV (RNP) Z RWY 24R**

**CLEVELAND TOWER**  
124.5 273.45

**APP CRS**
238°

**Rwy Idg**
9000
**TDZE**
780
**Apt Elev**
799

**MISSSED APPROACH:** Climb to 3000 direct ZAPAN and on track 274° to DJB VOR/DME and hold.

**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.**

**ELEV** 799  
**TDZE** 780

**CATALOG Required**

**RNP 0.13 DA**  
1064/24 284 (300-½)

**RNP 0.30 DA**  
1176/35 396 (400-⅔)

**CLEVELAND, OHIO**
Orig 24MAY18

**CLEVELAND-HOPKINS INTL (CLE)**

**RNAV (RNP) Z RWY 24R**
RNAV (GPS) RWY 10
CLEVELAND-HOPKINS INTL (CLE)

**RNAV (GPS) RWY 10**

**CLEVELAND-HOPKINS INTL (CLE)**

**RNP APCH.**

- **Rwy 10** helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**DATIS**

- **ARR** 127.85
- **DEP** 132.375

**CLEVELAND APP CON**

- 126.55
- 346.325

**CLEVELAND TOWER**

- 124.5
- 273.45

**GND CON**

- 121.7
- 273.45

**CLNC DEL**

- 125.05
- 273.45

**CPDLC**

**ELEV 799 D TDZE 783**

**Procedure NA at night.**

**Rwy 10 helicopter visibility reduction below 1 SM NA. Procedure NA at night.**

**MISSED APPROACH:** Climb to 4000 direct EKUME and hold.
RNAV (GPS) RWY 28
CLEVELAND-HOPKINS INTL (CLE)
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 1/3 SM.

**RNAV (GPS) Y RWY 6R**
CLEVELAND-HOPKINS INTL (CLE)

**MALSR**

**MISSING APPROACH:** Climb to 3000 direct MOMBE and on track 099° to NEIIL and hold.

**D-ATIS**
ARR 127.85  
DEP 132.375

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<th>GND CON</th>
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**EC-2, 30 NOV 2023 to 25 JAN 2024**

**HIRL** Rwy 6L-24R, 6R-24L and 10-28

**Amdt 3 24MAY18**

**41°25’N-81°51’W**
Circling Rwy 10 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

### Missed Approach
- Climb to 3000 direct HASLE and on track 177° to SAROW and hold.

### RNAV GPS Y RWY 24L

**CLEVELAND-HOPKINS INTL (CLE)**

**RNAV (GPS) Y RWY 24L**

**CLEVELAND-HOPKINS INTL (CLE)**

**CLEVELAND, OHIO**

**AL-84 (FAA)**

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### RNAV GPS Y RWY 24L

**CLEVELAND-HOPKINS INTL (CLE)**

**CLEVELAND, OHIO**

**AL-84 (FAA)**

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### RNAV GPS Y RWY 24L

**CLEVELAND-HOPKINS INTL (CLE)**

**CLEVELAND, OHIO**

**AL-84 (FAA)**

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### RNAV GPS Y RWY 24L

**CLEVELAND-HOPKINS INTL (CLE)**

**CLEVELAND, OHIO**

**AL-84 (FAA)**

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### RNAV GPS Y RWY 24L

**CLEVELAND-HOPKINS INTL (CLE)**

**CLEVELAND, OHIO**

**AL-84 (FAA)**

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### RNAV GPS Y RWY 24L

**CLEVELAND-HOPKINS INTL (CLE)**

**CLEVELAND, OHIO**

**AL-84 (FAA)**

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RNAV (GPS) Y Rwy 24R
CLEVELAND-HOPKINS INTL (CLE)

MISSION APPROACH: Climb to 3000 direct ZAPAN and on track 274° to DJB VOR/DME and hold.

- **Circling Rwy 10 NA at night.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

- **VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 65).**

- **LNAV only.**

- **1.4 NM to RW24R**

- **1.4 NM**

- **2.3 NM**

- **3.2 NM**

- **LNAV only.**

- **1.4 NM to RW24R**

- **238° to RW24R**

- **EC-2, 30 NOV 2023 to 25 JAN 2024**
CAVVS FOUR DEPARTURE (RNAV)

**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.

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 6L/R, 24L/R, 28: Standard with a minimum climb of 500’ per NM to 1600.
Rwy 10: Standard with a minimum climb of 500’ per NM to 1300.
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 FITZZ, 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 FITZZ, 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)
CLEVELAND-HOPKINS INTL (CLE)  
CLEVELAND, OHIO  

**KKIDS ONE DEPARTURE (RNAV)**

**TOP ALTITUDE:**  
14000

---

**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)**
TOP ALTITUDE: 14000

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.

(NARRATIVE ON FOLLOWING PAGE)
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)
NOTE: Chart not to scale.

TOP ALTITUDE:
14000

TAKEOFF MINIMUMS
Rwy 6L/R, 24L/R, 28: Standard with a minimum climb of 500' per NM to 1300.
Rwy 10: Standard with a minimum climb of 500' per NM to 1600.

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.

(NARRATIVE ON FOLLOWING PAGE)
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 FITZZ, 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 FITZZ, 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)
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 7/8 SM, LNAV Cat C, D to 1 1/2 SM.

D-ATIS CLEVELAND APP CON COUNTY TOWER* GND CON CLNC DEL
119.95 125.35 346.325 118.5 (CTAF) (when tower closed) 121.85

CLNC DEL 121.85

CATEGORY

LPV DA 1073-1/2 200 (200-1/2)

LNAV/ VNAV DA 1178-1/2 305 (400-1/2)

LNAV MDA 1280-1/2 407 (500-1/2) 1280-3/4 407 (500-3/4)

C CIRCLING 1400-1 524 (600-1)
1500-1 624 (700-1)
1560-2 684 (700-1)
1620-2 744 (800-2)

CLEVELAND, OHIO Amdt 2 08NOV18

EC-2, 30 NOV 2023 to 25 JAN 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**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)
CAVVS FOUR DEPARTURE (RNAV)

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.

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)

NOTE: RNAV required.

NOTE: RADAR required.

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.

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.
Cleveland, Ohio

(ZAAPA5.ZAAPA) 23278

ZAAPA Five Departure (RNAV)

\[\text{DEPARTURE ROUTE DESCRIPTION}\]

- **TAKEOFF RUNWAY 6:** Climb on heading 057° to 1900, then on heading 330° or as assigned by ATC for RNAV 1.
- **TAKEOFF RUNWAY 24:** Climb on heading 237° to 1900, then right turn heading 330° or as assigned by ATC for RNAV 1.

\[\text{TAKEOFF MINIMUMS:}\]

- **Rwy 6, 24:** Standard with a minimum climb of 500' per NM to 1400.

\[\text{TOP ALTITUDE: ASSIGNED BY ATC}\]

- **MOHUM:** 9000

\[\text{NOTE: PUUDL TRANSITION:} \text{for aircraft at or below 14000, then}\]

- **SNNOH TRANSITION:** Maintain ATC assigned altitude, expect RNAV 1.

\[\text{NOTE: DME/DME/IRU or GPS required.}\]

\[\text{NOTE: RADAR required.}\]

\[\text{NOTE: RNAV 1.}\]

\[\text{NOTE: EC-2, 30 NOV 2023 to 25 JAN 2024}\]

\[\text{133}\]
ILS or LOC RWY 23
COLUMBUS MUNI (BAK)

**LOC** I-BAK 110.7
**APP CRS** 228°
**Rwy Idg** TDZE 656
**Apt Elev** 656

**MALSR**
**GND CON** 121.6
**CLNC DEL** 134.85
**UNICOM** 122.95

**AWOS-3** 119.75
**INDIANAPOLIS APP CON** 134.85 317.8

**COLUMBUS TOWER** 118.8 (CTAF)
**COLUMBUS MUNI** (BAK)

**ELEV** 656
**TDZE** 656

**ADF or RADAR required.**

**NA** For inoperative ALS increase S-LOC 23 Cats C/D visibility to 1½ SM.

**MISSED APPROACH:** Climb to 1,500 then climbing left turn to 2300 direct CLIFS LOM and hold, continue climb-in hold to 2300.

**EC-2** 30 NOV 2023 to 25 JAN 2024

**CIRCLING**

**CATEGORY**

<table>
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<tr>
<th></th>
<th>A</th>
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<th>D</th>
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<tbody>
<tr>
<td>S-ILS 23</td>
<td>1140-1</td>
<td>1200-1</td>
<td>1200-1 ¼</td>
<td>1400-2 ¼</td>
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<tr>
<td>S-LOC 23</td>
<td>484 (500-1)</td>
<td>544 (600-1)</td>
<td>544 (600-1 ¼)</td>
<td>744 (800-2 ¼)</td>
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</tbody>
</table>

For inoperative ALS increase S-LOC 23 Cats C/D visibility to 1½ SM.
RNAV (GPS) RWY 5
COLUMBUS MUNI (BAK)

**AWOS-3** 119.75  **INDIANAPOLIS APP CON** 134.85  **COLUMBUS TOWER** 118.6 (CTAF)  **GND CON** 121.6  **CLNC DEL** 134.85  **UNICOM** 122.95

**APP CRS** 033°
**Rwy Idg** 6401  **TDZE** 653  **Apt Elev** 656

**RNAV (GPS) RWY 5**
**COLUMBUS MUNI (BAK)**

**Category**  **A**  **B**  **C**  **D**
**LNAV MDA** 1080-1  427 (501-1)  1080-1¾  1080-1½  427 (501-1¾)  427 (500-1½)

**Note:** 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.

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**COLUMBUS, INDIANA**
Orig-B 18JUL19  39°16'N 85°54'W  135
RNAV (GPS) RWY 23
COLUMBUS MUNI (BAK)

Procedure NA for arrival on SHB VOR/DME airway radials 124 CW 251.

For inop ALS, increase LNAV Cat C/D visibility to 1¾ SM.

MISSED APPROACH: Climb to 1200, then climbing left turn to 2500 direct SEVVO and hold.
RNAV (GPS) RWY 32
COLUMBUS MUNI (BAK)

Category B

Rwy 32 helicopter visibility reduction below 1/2 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

AWOS-3 | INDIANAPOLIS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL | UNICOM
--- | --- | --- | --- | --- | ---
119.75 | 134.85 | 317.8 | 118.6 (CTAF) | 121.6 | 134.85 | 122.95

MISSED APPROACH: Climb to 1,300, then climbing right turn to 2,500 direct HUMOX and hold.

Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

LPV DA: 903-3/4, 250 (300-3/4)
LNAV/ VNAV DA: 1056-1/4, 403 (400-1/4)
LNAV MDA: 1,080-1, 427 (500-1) 1,080-1/4, 427 (500-1/4)

Baro-VNAV Systems, LNAV/VNAV NA below -16°C or above 54°C.

EC-2, 30 NOV 2023 to 25 JAN 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
## ILS or LOC RWY 4

### Bolton Fld (TZR)

**LOC I-BUZ**
- MALS: 111.7
- TDZE: 904
- Apt Elev: 904

**AWOS-3PT**
- 135.925

**Columbus App Con**
- 134.0 279.6

**Bolton Tower**
- 128.1 (CTAF)

**GND Con**
- 121.8

### Category

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<tr>
<th>A</th>
<th>B</th>
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<th>D</th>
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<tr>
<td>S-ILS 4</td>
<td>1104-1/2</td>
<td>200 (200-1/2)</td>
<td>1360-1</td>
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<tr>
<td>S-LOC 4</td>
<td>1360-1/2</td>
<td>456 (500-1/2)</td>
<td>1360-1/2</td>
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<td>Circling</td>
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<td>1380-1</td>
<td>1380-1 1/2</td>
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<tr>
<td></td>
<td>456 (500-1)</td>
<td>476 (500-1)</td>
<td>476 (500-1 1/2)</td>
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</table>

**Columbus, Ohio**
- Amdt 5B 05DEC19

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**39°54'N-83°08'W**
RNAV (GPS) RWY 4
BOLTON FLD (TZR)

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 1½ SM and LNAV Cats C/D visibility to 1½ SM.

Procedure NA for arrivals at SHIRT on V5 southwest bound.

**Missed Approach:**
- Climb to 3000 direct OYILU and left turn on track 294° to MECAN and hold.

**Weather Information:**
- AIRMET 22
- SIGMET TWR 972

**Surface Wind:**
- KCMN 1000-2000 300°
- KCMN 1000-2000 240°
- KCMN 1000-2000 310°

**Runway Imaging:**
- RNP APCH.
- Lateral & Vertical Deviation
- Distance Display
- Track Heading
- A/S Desc/Ascent
- Speed
- Vertical Speed
- Vertical Deviation

**MALS R:**
- MALS R

**AWOS-3PT**
- 135.925

**COLUMBUS APP CON**
- 134.0 279.6

**BOLTON TOWER**
- 128.1 (CTAF)

**GND CON**
- 121.8

**Columbus, Ohio**
- Orig-B 13SEP18

**Alaska**
- EC-2, 30 NOV 2023 to 25 JAN 2024
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 3/4 SM, and LNAV Cat C/D visibility 1/4 SM.

**MISSED APPROACH:**
Climb to 2700 direct WATIG and hold.

### RADAR REQUIRED

* LNAV only.

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).**

* 1.2 NM to RW22

<table>
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<tr>
<td>LPV DA</td>
<td></td>
<td>1154-7/8</td>
<td>250 (300-7/8)</td>
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<td>LNAV/VNAV DA</td>
<td>1339-1/2</td>
<td>435 (500-1/2)</td>
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<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>416 (500-1)</td>
<td>1320-1 1/8</td>
<td>416 (500-1/8)</td>
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<td>1380-1</td>
<td>476 (500-1)</td>
<td>1380-1 1/8</td>
<td>476 (500-1/8)</td>
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<td>1360-1</td>
<td>456 (500-1)</td>
<td>1500-2</td>
<td>596 (600-2)</td>
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</table>

LAT (IAF) HARIP

SIZES

REIL Rwy 22
MIRL Rwy 4-22

EC-2, 30 NOV 2023 to 25 JAN 2024

COLUMBUS, OHIO
Orig 10NOV16

39°54'N-83°08'W
**NDB RWY 4**

**BOLTON FLD (TZR)**

**Amdt 7A  13SEP18**

COLUMBUS, OHIO

**AL-5958 (FAA)**

**LOM BU** 230  | **APP CRS** 038°  | **Rwy Ldg** 5500  | **TDZE** 904  | **Apt Elev** 904

**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 1½ SM.

**MALS R**

**Missed Approach:** Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.

**AWOS-3PT** 135.925  | **COLUMBUS APP CON** 134.0 279.6  | **BOLTON TOWER** 128.1 (CTAF)  | **GND CON** 121.8

**Category**  | **A**  | **B**  | **C**  | **D**
---|---|---|---|---
S-4  | 1400- ¾  | 496 (500- ¾)  | 1400-1  | 1400-1¼  | 1400-1½  | 1500-2  | 496 (500-1¾)  | 496 (500-1¼)  | 596 (600-2)

**Circling** 1400-1  | 496 (500-1)  | 1400-1½  | 1500-2  | 496 (500-1½)  | 596 (600-2)

**COLUMBUS, OHIO**

Amdt 7A 13SEP18

39°54'N-83°08'W

**BOLTON FLD (TZR)**

**NDB RWY 4**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
### ILS or LOC RWY 10L

**LOCATION:** John Glenn Columbus Intl (CMH)  
**COLUMBUS, OHIO**

#### LOC/DME I-CBP

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<th>Category</th>
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<th>C</th>
<th>D</th>
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<tr>
<td><strong>S-ILS 10L</strong></td>
<td>1015/24</td>
<td>200 (200-1/2)</td>
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<tr>
<td><strong>S-LOC 10L</strong></td>
<td>1280/24</td>
<td>465 (500-1/2)</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>1340-1</td>
<td>525 (600-1)</td>
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</table>

**Rwy Idg:** 8000  
**TDZE:** 815  
**Apt Elev:** 815

**MISSED APPROACH:** Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

**Procedure NA for arrival on APE VORTAC airway radials 196 CW 316.**

**DME or RADAR required:**
- Simultaneous approach authorized.
- For inop ALS, increase S-LOC 10L Cat C/D visibility to 1 SM.
- RVR 1800 authorized with the use of FD or AP or HUD to DA.

**Notes:**
- For EC-2, 30 Nov 2023 to 25 Jan 2024
- Amdt 20 22APR21
**COLUMBUS, OHIO**

**ILS or LOC RWY 10R**

**JOHN GLENN COLUMBUS INTL (CMH)**

ADF required. DME or RADAR required.

**V** Simultaneous approach authorized.

**D-ATIS** 124.6  
**COLUMBUS APP CON** 125.95 371.975  
**COLUMBUS TOWER** 132.7 257.8  
**GND CON** 121.9 348.6  
**CLNC DEL** 126.3  
**CPDLC**

**LOC/DME I-AQI** 111.75  
**Chan** 54 (Y)

**APP CRS** 101°  
**Rwy Idg** 10113  
**TDZE** 809  
**Apt Elev** 815

**ALTERNATE MISSED APCH FIX**

**DME**

**MALSR**

**MISSING APPROACH:** Climb to 1400 then climbing right turn to 3000 direct BU LOM and hold.

**COM**

**LOC or LOC/DME I-AQI**

**TWR**

**GND CON**

**TDZE** 809

**ELEV** 815

**LOCALIZER 111.75**

**I-AQI**

**Chan 54 (Y)**

**HDG**

**LOW**

**ALT**

**CIRCLING** 1340-1 525 (600-1)

**CATEGORY**

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<td>S-ILS 10R</td>
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<td>CIRCLING</td>
<td>1340-1</td>
<td>525 (600-1)</td>
<td>1520-2</td>
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</table>

**GS 3.00°**

**TCH 54**

**101° (3.5)**

**3000 NPT**

**Holding Pattern**

**Procedure NA for arrival on APE VORTAC airway radials 194° CW 315.**

**101° 4.5 NM from FAF**

**TDZ/CL Rwy 10R-28L**

**HIRL Rwy 10R and 10L-28R**

**HDG**

**FAD to MAP 4.5 NM**

**Knots** 60 90 120 150 180

**Min Sec** 4:30 3:00 2:15 1:48 1:30

**Amdt 10 22APR21**

**COLUMBUS, OHIO**

**AL-94 (FAA)** 22083

**40°00'N-82°54'W**
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

**D-ATIS**

**COLUMBUS APP CON**

**COLUMBUS TOWER**

**GND CON**

**CLNC DEL**

**CPDLC**

**MALSR**

**MISSING APPROACH:** Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

**MISSING APCH FIX 4 NM**

**APPE**

**ELEV**

**TDZE**

**ELEV 815**

**TDZE 815**

**See planview for multiple IF locations.**

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<td>RNP 0.13 DA</td>
<td>1148/26</td>
<td>333 (400-5%)</td>
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<td>RNP 0.26 DA</td>
<td>1198/35</td>
<td>383 (400-3%)</td>
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<tr>
<td>RNP 0.30 DA</td>
<td>1216/40</td>
<td>401 (500-3%)</td>
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**AUTHORIZATION REQUIRED**

**COLUMBUS, OHIO**

Amdt 2 22APR21

**JOHN GLENN COLUMBUS INTL (CMH)**

**RNAV (RNP) Z RWY 10L**

**40°00'N-82°54'W**
RNAV (RNP) Z RWY 28L

JOHN GLENN COLUMBUS INTL (CMH)

For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1/2 SM. Simultaneous approach authorized.

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

VGS and RNAV glidepath not coincident
(VGS Angle 3.00°/ TCH 68):
See planview for multiple IF locations.

AUTHORIZATION REQUIRED
RNAV (RNP) Z RWY 28R

For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.16 all Cats visibility to RVR 4500 and increase RNP 0.30 all Cats visibility to RVR 5500. Simultaneous approach authorized.

**AUTHORIZATION REQUIRED**

COLUMBUS, OHIO

Amdt 2 22APR21

ROCKETFRESH
RNAV (GPS) Y RWY 10L
JOHN GLENN COLUMBUS INTL (CMH)

**MISSED APPROACH:**
Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

**RNP APCH:**
For uncompensated Baro VNAV systems, LNAV/VNAV NA below -1.9°C or above 54°C.
LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. For inop ALS, increase LNAV Cat C/D visibility to 1 SM.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

**CATEGORY**

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<td>LNAV MDA</td>
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<td>CIRCLING</td>
<td>1340-1</td>
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<td>1520-2</td>
<td>705 (800-2)</td>
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<td></td>
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<td>1520-2 1/2</td>
<td>705 (800-2 1/2)</td>
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</table>
ILS or LOC RWY 9R
OHIO STATE UNIVERSITY (OSU)

ADF required for procedure entry. ADF required.

When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting; increase DA to 1140 feet; increase all MDAs 40 feet and S-9R visibility CAT C ½ SM and Cat D and Circling Cat D ¼ SM. Circling Rwy 23 NA at night.

Remain within 10 NM.

GS 3.00°
TCH 51

COLUMBUS, OHIO
Amdt SC 09SEP21

40°05'N - 83°04'W

OHIO STATE UNIVERSITY (OSU)

AL-5387 (FAA) 23278
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; increase LPV DA to 1140 feet; increase LNAV/VNAV DA to 1227 feet; increase all MDAs 40 feet and LNAV visibility Cat C 1/4 SM, Cat D 1/4 SM and Circling Cat D 1/2 SM. Circling Rwy 23 NA at night. For inop ALS, increase LNAV/ VNAV visibility all Cats to 1/2 SM.

ATIS
121.35
COLUMBUS APP CON
125.95
STATE TOWER *
317.775
GND CON
254.325
CLNC DEL
121.7
UNICOM
122.95

Procedure NA for arrivals on APE VORTAC airway radials 189 CW 335.

LPV DA
1105-1/2
200 (200-1/2)

LNAV/ VNAV DA
1192-1/2
287 (300-1/4)

LNAV MDA
1420-1/2
515 (600-1/2)
1420-1
515 (600-1)

CIRCLING
1420-1
515 (600-1)
1420-1-1/2
515 (600-1/2)
1680-2-1/2
775 (800-2-1/2)

VNAV visibility all Cats to 1 SM.

and Circling Cat D 1 SM. Circling Rwy 23 NA at night. For inop ALS, increase LNAV/ VNAV visibility all Cats to 1/2 SM.

MISSED APPROACH: Climb to 3200 direct KOLNY and hold.
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; increase LPV DA to 1178 feet; increase LNAV/VNAV DA to 1224 feet and all visibilities ½ SM; increase all MDAs 40 feet and visibility LNAV Cat C ⅔ SM and Cat D ⅔ SM, and Circling Cat D ⅔ SM. Circling Rwy 23 NA at night. Rwy 27L helicopter visibility reduction below ⅓ SM NA.

Procedure NA for arrivals on APE VORTAC airway radials 168 CW 006.

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; increase LPV DA to 1178 feet; increase LNAV/VNAV DA to 1224 feet and all visibilities ½ SM; increase all MDAs 40 feet and visibility LNAV Cat C ⅔ SM and Cat D ⅔ SM, and Circling Cat D ⅔ SM. Circling Rwy 23 NA at night. Rwy 27L helicopter visibility reduction below ⅓ SM NA.

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; increase LPV DA to 1178 feet; increase LNAV/VNAV DA to 1224 feet and all visibilities ½ SM; increase all MDAs 40 feet and visibility LNAV Cat C ⅔ SM and Cat D ⅔ SM, and Circling Cat D ⅔ SM. Circling Rwy 23 NA at night. Rwy 27L helicopter visibility reduction below ⅓ SM NA.

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; increase LPV DA to 1178 feet; increase LNAV/VNAV DA to 1224 feet and all visibilities ½ SM; increase all MDAs 40 feet and visibility LNAV Cat C ⅔ SM and Cat D ⅔ SM, and Circling Cat D ⅔ SM. Circling Rwy 23 NA at night. Rwy 27L helicopter visibility reduction below ⅓ SM NA.
When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all MDAs 40 feet and S-9R visibility Cat C, 1/8 SM and Cat D and Circling Cat D 1/8 SM. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 3100 then left turn direct OS LOM and hold.

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ILS or LOC RWY 5R
RICKENBACKER INTL (LCK)

Missed Approach: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

Circling NA northwest of Rwy SL-23R.

Remain within 10 NM.
Circling NA northwest of Rwy 5L-23R. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting; increase DA to 975 feet; increase all MDAs 40 feet and S LOC 23L visibility Cats C/D to RVR 5500 and Circling visibility Cat D to 2 1/2 SM. Autopilot coupled approach NA below 1000 MSL.

MISSUED APPROACH: Climb to 3000, then left turn direct XUB VOR and hold.
ILS RWY 5R (SA CAT I)
RICKENBACKER INTL (LCK)

ATIS 132.75
COLUMBUS APP CON 134.0 279.6
RICK TOWER 120.05 348.4
GND CON 125.275 275.8
CLNC DEL 125.275 275.8

ATS tower services
EC-2, 30 Nov 2023 to 25 Jan 2024

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

ALTERNATE MISSED APCH FIX
COBBS DD = 253
I-DDV 7.2

ADF or DME required.
ALSF-2

Requires specific OPSPEC, MSPEC or LOA approval.

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

COLUMBUS, OHIO
Amdr 3E 09SEP21

39°49'N-82°56'W

RICKENBACKER INTL (LCK)
ILS RWY 5R (SA CAT I)
COLUMBUS, OHIO

ILS RWY 5R (CAT II)
RICKENBACKER INTL (LCK)

ADF or DME required.

COLUMBUS APP CON 134.0 279.6
RICK TOWER 120.05 348.4
GND CON 125.275 275.8
CLNC DEL 125.275 275.8

MISSED APPROACH: Climb to 1,500 then climbing right turn to 3,000 direct XUB VOR and hold.

ALTERNATE MISSED APCH FIX
COBBS DD = 253
I-DDV 7.2

YELLOW BUD
112.5 XUB

ADL -6846 (FAA)

COLUMBUS, OHIO

Appr CRS 12103
Rwy Idg 736
Apt Elev 744

MISSED APPROACH: Climb to 1,500 then climbing right turn to 3,000 direct XUB VOR and hold.

GS 3.00°
TCH 54

EC-2, 30 NOV 2023 to 25 JAN 2024

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

COLUMBUS, OHIO

Amrd 3E 09SEP21

39°49'N-82°56'W

RICKENBACKER INTL (LCK)

ILS RWY 5R (CAT II)
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: increase LPV DA to 979 feet; increase LNAV/VNAV DA to 1042 feet; increase all MDAs 40 feet and Circling Cat D visibility D ¾ SM.

ATIS 132.75  
COLUMBUS APP CON 134.0 279.6  
RICK TOWER 120.05 348.4  
GND CON 125.275 275.8  
CLNC DEL 125.275 275.8

Procedures:

**RNAV (GPS) RWY 5L**

RICKENBACKER INTL (LCK)

**Category B**

- **LPV DA**: 944-½ 200 (200-½)
- **LNAV/VNAV DA**: 1007-½ 263 (300-¼)
- **LNAV MDA**: 1100-½ 356 (400-½) 1100-½ 356 (400-½)
- **CIRCLING**: 1240-1 496 (500-1) 1280-1 536 (600-1½) 1400-2 656 (600-2)

**RNAV (GPS) RWY 5L**

RICKENBACKER INTL (LCK)

**Category B**

- **LPV DA**: 944-½ 200 (200-½)
- **LNAV/VNAV DA**: 1007-½ 263 (300-¼)
- **LNAV MDA**: 1100-½ 356 (400-½) 1100-½ 356 (400-½)
- **CIRCLING**: 1240-1 496 (500-1) 1280-1 536 (600-1½) 1400-2 656 (600-2)

**RNAV (GPS) RWY 5L**

RICKENBACKER INTL (LCK)

**Category B**

- **LPV DA**: 944-½ 200 (200-½)
- **LNAV/VNAV DA**: 1007-½ 263 (300-¼)
- **LNAV MDA**: 1100-½ 356 (400-½) 1100-½ 356 (400-½)
- **CIRCLING**: 1240-1 496 (500-1) 1280-1 536 (600-1½) 1400-2 656 (600-2)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Circling NA to Rwy 4 and 22. For inop MALSR, increase S-LOC 18 Cats C/D visibility to 1 1/2 miles. 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 1 1/2 mile. Increase all MDA 140 feet and LOC Cats C/D visibility to 1 1/2 mile, and Circling Cat B visibility to 1 1/4 miles and Cat C to 2 1/4 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 1 1/2 mile.

**AWOS-3**
118.325

**COLUMBUS APP CON**
118.425 352.05

**UNICOM**
122.8 (CTAF)

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**METTEL FLD (CEV)**

---

**LOC I-SQK**
108.35

**APP CRS**
185°

**Rwy Idg**
6503

**TDZE**
866

**Apt Elev**
866

---

**CATEGORY**

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<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>S-ILS 18</td>
<td>1116 1/2</td>
<td>250 (300-1/2)</td>
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<tr>
<td>S-LOC 18</td>
<td>1280 1/2</td>
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<td>CIRCLING</td>
<td>1440-1</td>
<td>574 (600-1)</td>
<td>1540-1</td>
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**AWOS-3**
118.325

**COLUMBUS APP CON**
118.425 352.05

**UNICOM**
122.8 (CTAF)

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**METTEL FLD (CEV)**

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**LOC I-SQK**
108.35

**APP CRS**
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**Rwy Idg**
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**Apt Elev**
866

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<td>1440-1</td>
<td>574 (600-1)</td>
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**AWOS-3**
118.325

**COLUMBUS APP CON**
118.425 352.05

**UNICOM**
122.8 (CTAF)
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 1½ 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 1½ 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 ½ SM, and Circling Cat C/D visibility ½ SM.

**AWOS-3**

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
<th>COLUMBUS APP CON</th>
<th>UNICOM</th>
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<tr>
<td>866</td>
<td>866</td>
<td>118.425, 352.05</td>
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**UNICOM**

AWOS-3

118.325

COLUMBUS APP CON

118.425, 352.05

**UNICOM**

122.8 (CTAF)

**AWOS-3**

118.325

COLUMBUS APP CON

118.425, 352.05

**UNICOM**

122.8 (CTAF)

**AWOS-3**

118.325

COLUMBUS APP CON

118.425, 352.05

**UNICOM**

122.8 (CTAF)

**AWOS-3**

118.325

COLUMBUS APP CON

118.425, 352.05

**UNICOM**

122.8 (CTAF)

**AWOS-3**

118.325

COLUMBUS APP CON

118.425, 352.05

**UNICOM**

122.8 (CTAF)
**RNAV (GPS) RWY 36**

**METTELFLD (CEV)**

**Amdt 3 03JAN19**

**CONNERVILLE, INDIANA**

**WAAS CH 93929 W36A**

**APP CRS 005°**

**Rwy Idg 6503**

**TDZE 862**

**Apt Elev 866**

**RNP APCH.**

**NAV**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. VDF and Baro VNAV NA when using James M. Cox Dayton Intl altimeter setting. Rwys 36 helicopter visibility reduction below ½ SM 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 1½ 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 1½ SM, Circling Cat B to 1½ SM, Cat C to 2¼ SM, and Cat D to 3 SM.

**AWOS-3**

118.325

**COLUMBUS APP CON**

118.425 352.05

**UNICOM**

122.8 (CTAF)

**MISS  APCH FIX**

4 NM

**RULSE**

**VA**

**To WALAG**

1 NM

**To WALAG**

3000

**To WALAG**

2800

**WALAG**

1095°

275°

**VGS1 and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 34).**

4 NM

**Holding Pattern**

**WALAG**

6000

**2800**

**185°**

**005°**

**GP 3.00°/ TCH 45**

**2600**

**005°**

**YOSKU**

**2600**

**1700**

**2800**

**RULSE**

**LNAV only**

**1.6 NM to RW36**

**2800**

**RULSE**

**2.5 NM to RW36**

**JULKO**

**2800**

**RULSE**

**1491**

**ELEV 866**

**TDZE 862**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**RNAV (GPS) RWY 36**

**METTELFLD (CEV)**

**CONNERVILLE, INDIANA**

**Amdt 3 03JAN19**

**39°42'N - 85°08'W**

**2000 direct RULSE and hold.**

**MISSAPPROACH: Climb to**

**2800 direct RULSE and hold.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. VDF and Baro VNAV NA when using James M. Cox Dayton Intl altimeter setting. Rwys 36 helicopter visibility reduction below ½ SM 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 1½ 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 1½ SM, Circling Cat B to 1½ SM, Cat C to 2¼ SM, and Cat D to 3 SM.**
RNAV (GPS) RWY 4

- **Rwy 4** helicopter visibility reduction below 1/2 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 1/2 SM, LNAV Cat C/D visibility 1/2 SM, and Circling Cat C/D visibility 1/2 SM.

**AWOS-3**
- **Indianapolis Center** 118.875
- **GCO** 121.725
- **UNICOM** 123.0 (CTAF) 122.9

**AIRPORT**
- **COSHOCTON, OHIO**
- **COSHOCTON, OHIO**
- **(I40)**
- **RICHARD DOWNING**
- **AL-5804 (FAA)**
- **40°19'N-81°51'W**

**RNAV (GPS) RWY 4**
- **NA**
- **RNAV (GPS) RWY 4**
- **044°
- **TDZE 978**
- **Apt Elev 979**

**RNP APPROACH**
- **NA**
- **RNAV (GPS) RWY 4**
- **044°
- **978**
- **UREYO (FAF)**
- **WUMDO (IF/IAF)**
- **3400 direct WUMDO climbing left turn to RW04.**

**HOLD**
- **3400**
- **6000**
- **1480 then hold.**

**MIssed Approach**
- **Climb to 1480 then turning left turn to 3400 direct WUMDO and hold.**

**RNAV**
- **GP 3.5° TCH 45**
- **6.7 NM**
- **2.3 NM**
- **1.5 NM**

**Category**
- **A**
- **B**
- **C**
- **D**

**LPV DA**
- **1282-7/8**
- **304 (400-3/8)**

**LNAV/VNAV DA**
- **1248-7/8**
- **270 (300-3/8)**

**LNAV MDA**
- **1400-1**
- **422 (500-1)**
- **1400-1/4**
- **422 (500-1/4)**

**CIRCLING**
- **1440-1**
- **461 (500-1)**
- **1500-1**
- **521 (600-1)**
- **1780-2/4**
- **801 (900-2/4)**
- **1780-2/1**
- **801 (900-2/1)**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**Orig-A 05OCT23**

**RICHARD DOWNING (I40)**

**RNAV (GPS) RWY 4**
RNAV (GPS) RWY 22
RICHARD DOWNING (140)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°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 ½ SM, increase LNAV/VNAV DA to 1501 feet and all visibilities ½ SM, increase all MDA 80 feet and LNAV Cat C/D visibility ½ SM, Circling Cat C/D visibility ½ SM.

MISSED APPROACH: Climb to 1400 then climbing right turn to 3400 direct BEDDE and hold.

RNAV glideslope not coincident (VGS Angle 3.00°/TCH 25).

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<tr>
<td>LPV DA</td>
<td>1229-1/2</td>
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<td>LNAV/VNAV DA</td>
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<td>LNAV MDA</td>
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<td>CIRCLING</td>
<td>1440-1</td>
<td>1520-1</td>
<td>1780-2/4</td>
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<td>461 (500-1)</td>
<td>541 (600-1)</td>
<td>801 (900-1/4)</td>
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</table>

EC-2, 30 NOV 2023 to 25 JAN 2024

Amdt 1 02MAR17

40°19′N-81°51′W
RNAV (GPS) RWY 4
CRAWFORDSVILLE RGNL (CFJ)

Baro-VNAV NA when using Greencastle altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA 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 ¾ 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.

Climb to 2700 direct CONUM and hold.

**Amdt 1B 08NOV18**

CRAWFORDSVILLE, INDIANA

WAAS CH 82739
APP CRS 047°
Rwy Idg 5506
TDZE 797
Apt Elev 800

UNICOM 122.8 (CTAF)

AWOS-3PT 125.65
INDIANAPOLIS APP CON 119.05 317.8

Procedure NA for arrival on TTH VORTAC airway radials 303 CW 077.

**4 NM Holding Pattern**

1101 1063
[FAF] 869
ZAGPA

Procedure NA for arrival on TTH VORTAC airway radials 303 CW 077.

**Category**

<table>
<thead>
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<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1076-7/8</td>
<td>279 (300-7/8)</td>
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<tr>
<td>LNAV, VNAV DA</td>
<td>1066-7/8</td>
<td>269 (300-7/8)</td>
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<tr>
<td>LNAV MDA</td>
<td>1240-1</td>
<td>443 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1240-1</td>
<td>1260-1</td>
<td>1440-1 3/4</td>
<td>1520-2 1/4</td>
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**EC-2, 30 NOV 2023 to 25 JAN 2024**

CRAWFORDSVILLE RGNL (CFJ)
RNAV (GPS) RWY 4

CRAWFORDSVILLE, INDIANA

Amdt 1B 08NOV18

39°59'N-86°55'W
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.

**AWOS-3PT**
125.65

**INDIANAPOLIS APP CON**
119.05 317.8

**UNICOM**
122.8 (CTAF)

**NDB RWY 4**
CRAWFORDSVILLE RGNL (CFJ)

**Procedure NA** for arrivals on VHP VORTAC airway radials 244 CW 311.

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**CIRCLING**

**CATEGORY** | **A** | **B** | **C** | **D**
---|---|---|---|---

S-04 | 1420-1 623 (700-1) | 1420-1 623 (700-1) | 1440-1 640 (700-1) | 1520-2 720 (800-2)

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**Amdt 6A** 08NOV18

**CRAWFORDSVILLE, INDIANA**

**Amdt 6A 08NOV18**

**NDB RWY 4**
CRAWFORDSVILLE RGNL (CFJ)

**39°59'N 86°55'W**
Usage: James M Cox Dayton Intl altimeter setting.

Procedure NA for arrival on DQN VOR/DME

Procedure NA for arrival on ROD VORTAC

Use James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2700 then right turn direct DQN VOR/DME and hold.
RNAV (GPS) RWY 20
DAYTON/WRIGHT BROTHERS (MGY)

ASOS
118.375
COLUMBUS APP CON
269.275
UNICOM
122.8 (CTAF)

EC-2, 30 Nov 2023 to 25 Jan 2024

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 ½ SM. Rwy 20 helicopter visibility reduction below ¾ SM NA. VDP NA when using James M Cox Dayton Intl altimeter setting.

1.4 NM to RW20

MISSED APPROACH: Climb to 3100 direct SOVVO and hold.

LNAV only.

* 1.4 NM to RW20

TALAC
SOVVO
3100
WOBUL

1.4
3.6 NM
6 NM

CATEGORY
LPV DA
LNAV MDA
CIRCLING
A
1440-1
1480-1¼

B
485 (500-1)
523 (600-1¼)

C
1440-1½
1660-2

D
485 (500-1½) 703 (800-2)
703 (800-2½)
LOC RWY 20
DAYTON/WRIGHT BROTHERS (MGY)

DME required.

Rwy 20 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply.

ASOS 118.375
COLUMBUS APP CON 118.85 269.275
CLNC DEL 119.4
UNICOM 122.8 (CTAF)

DAYTON, OHIO
Amdt 1 10OCT19
RNAV (GPS) RWY 7
GREENE COUNTY/LEWIS A JACKSON RGNL (GDK)

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 ½ SM. Rwy 7 helicopter visibility reduction below ¾ SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

AWOS-3 118.525
COLUMBUS APP CON 118.85 269.275
UNICOM 122.7 (CTAF)

Procedure NA for arrivals at CINPA on V47 southwest bound.

Procedure NA for arrivals at JENEY on V5 southwest bound.

Procedure NA for arrivals at WANKU on V18.

LPV DA 1205-1 273 (300-1) NA
LNAV/VNAV DA 1238-1 306 (300-1) NA
LNAV MDA 1320-1 388 (400-1) 1320-1.5 388 (400-1.5) NA
CIRCLING 1480-1 531 (600-1) 1560-1.5 611 (700-1.5) NA
RNAV (GPS) RWY 25

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. Rwy 25 helicopter visibility reduction below ½ 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 ½ SM.

Climb to 2700 direct UYOKO and hold.

Procedure NA for arrivals at SHIRT on V5 northeast bound.

Procedure NA for arrivals at BONEE on T217 northwest bound.

Dayton/Wright Brothers altimeter setting: increase LPV DA to 1249 feet; increase LNAV/VNAV visibility Cat C ½ SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. Rwy 25 helicopter visibility reduction below ½ 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 ½ SM.
**Simultaneous approach authorized.**
For inop ALSF-2, increase S-LOC 6L Cat C/D visibility to 1 1/2 mile.

**MISSING APPROACH:** Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

**ALTERNATE MISSED APCH FIX**
ROSEWOOD
315 AT DQN
Chan 122

**DAYTON**
114.5 DQN
Chan 92

**LOCALIZER**
108.9 I-ATD

**DAYTON, OHIO**

**JAMES M COX DAYTON INTL (DAG)**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024
**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.**

**MALSAL**

Missed Approach: Climb to 1400 then climbing right turn to 3100 direct DQN VOR/DME and hold.

Procedure NA for arrival at ROD VORTAC on airway radials 207 CW 273.
DAYTON, OHIO

ILS or LOC RWY 24L

JAMES M COX DAYTON INTL (DAY)

ATIS 125.8
COLUMBUS APP CON 118.425 323.15
DAYTON TOWER 119.9 257.7
GND CON 121.9
CINC DEL 121.75

DME required.

Simultaneous approach authorized.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 3000 on heading 241° and DQN R-180 to MIMMS/DQN 18 DME and hold.

MALS R

ATIS
125.8
COLUMBUS APP CON
118.425 323.15
DAYTON TOWER
119.9 257.7
GND CON
121.9
CINC DEL
121.75

3000
DQN
R-180
MIMMS
DQN 18

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00°/TCH 54)

ZAMBO INT
I-EGK 6.2

JAVDO INT
I-EGK 12.2

ILS or LOC RWY 24L

CIRCLING
1580-1
571 (600-1)

1580-1½
571 (600-1½)

1580-2
631 (700-2)

39°54'N-84°13'W
Simultaneous approach authorized. For inop ALS, increase S-LOC 24R Cat C/D visibility to RVR 6000.

MISSED APPROACH: Climb to 3000 then right turn direct DQN VOR/DME and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>COLUMBUS APP CON</th>
<th>DAYTON TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.8</td>
<td>118.425 323.15</td>
<td>119.9 257.7</td>
<td>121.9</td>
<td>121.75</td>
</tr>
</tbody>
</table>

ROD VORTAC R-196 and DQN VOR/DME R-107 may be used to locate HABNU intersections.

ALTERATE MISSED APCH FIX

BRUNY 315 AT

026°

2800 107° (12.9)

R-107

LOCALIZER 111.9

I-VUQ

Chan 56

LOM BRUNY 315 AT

1333

241°

2049

3000

I-VUQ

HABNU INT I-VUQ 16.8

Remain within 10 NM

GS 3.00° TCH 55

2800

2600 241° (6)

241° (4)

2700 NaPT 241° (4)

1214 A

HNL Rwy 24R

I-VUQ 6.8

LOC/DME I-VUQ 111.9

Chan 56

ROEWOOD 117.5 ROD

Chan 122

ROSEWOOD 117.5 ROD

Chan 122

168°

2800

2600

061°

I-VUQ 16.8

BONEE IAF

I-VUQ 12.8

(IAF)

UYOGO INT (IF)

I-VUQ 12.8

10900

241°

10901 X 150

193

241°

10901 X 150

193

241°

10901 X 150

193

241°

10901 X 150

193

241°

10901 X 150

193

241°

10901 X 150

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10901 X 150

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10901 X 150

193

241°
Simultaneous approach authorized.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

**GND CON**

**CLNC DEL**

**ATIS**

**COLUMBUS APP CON**

**DAYTON TOWER**

**GND CON**

**CLNC DEL**

2049°

Remain within 10 NM

2667°

2700°

 CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**DAYTON, OHIO**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**DAYTON, OHIO**

**39°54'N-84°13'W**

**JAMES M COX DAYTON INTL (DAY)**

**JAMES M COX DAYTON INTL (DAY)**
**RNAV (RNP) Y RWY 6L**  
**JAMES M COX DAYTON INTL (DAY)**

**ATIS**  
125.8  
**Columbus APP CON**  
118.425  323.15  
**Dayton Tower**  
119.9  257.7  
**GND CON**  
121.9  
**Clnc Del**  
121.75

---

**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 1/4.**

**ATIS**  
125.8  
**Columbus APP CON**  
118.425  323.15  
**Dayton Tower**  
119.9  257.7  
**GND CON**  
121.9  
**Clnc Del**  
121.75

---

**Category**  
<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNP 0.10 DA</td>
<td>1358/40</td>
<td>360 (400-1/4)</td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA</td>
<td>1464/60</td>
<td>466 (500-1/4)</td>
<td></td>
</tr>
</tbody>
</table>

**Authorization Required**

---

**Dayton, Ohio**  
Orig-B 24MAY18  
39°54’N-84°13’W  
JAMES M COX DAYTON INTL (DAY)  
RNAV (RNP) Y RWY 6L
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 6R helicopter visibility reduction below 3/4 SM NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

**ATIS** 125.8  
**COLUMBUS APP CON** 118.425 323.15  
**DAYTON TOWER** 119.9 257.7  
**GND CON** 121.9  
**CLNC DEL** 121.75

Procedure NA for arrivals at CAMMS on V275 southwest bound.

**MISSED APCH FIX**

- **TCH 53**
- **TCH 55**

**VGSIA and RNAV glidepath not coincident (VGSIA Angle 3.00/TCH 50).**

- **3000**
- **1.5 NM to RW06R**
- **2700**
- **1333A**

**LNAV/ VNAV DA**

- **1496-1 3/4**
- **487 (500-1 3/4)**

**LNAV MDA**

- **1520-1 1/2**
- **511 (600-1 1/2)**
- **511 (600-1 1/4)**

**CIRCLING**

- **1580-1 1/2**
- **571 (600-1 1/2)**
- **631 (700-2)**

**HRL all Rwys**

- **TDZ/CL Rwy 6L**
- **REIL Rwys 6R and 36**

**DAYTON, OHIO**

Amdt 1C 10AUG23  
**39°54'N-84°13'W**  

**RNAV (GPS) RWY 6R**

JAMES M COX DAYTON INTL (DAY)

**WAAS CH 90414**

**APPROX CRS 061°**

**Rwy Idg 7001**

**TDZE 1009**

**Apt Elev 1009**
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.

ATIS 125.8
COLUMBUS APP CON 118.425 323.15
DAYTON TOWER 119.9 257.7
GND CON 121.9
CLNC DEL 121.75

Procedure NA for arrival at DQN VOR/DME on airway radials 287 CW 008.

Procedure NA for arrival at ROD VORTAC on airway radials 207 CW 314.

Missed Approach: Climb to 3000 direct GUPNE and track 255° to CAMMS and hold.

** RVR 1800 authorized with use of FD or AP or HUD to DA.
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.

Procedure NA for arrivals at ROD VORTAC on V47 northeast bound.

** VNAV all Cats RVR to 4500. RVR 1800 authorized with use of FD or AP or HUD to DA.

For inop ALS, use of Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA**</td>
<td>1207/24 200 (200-1/2)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1327/24 320 (400-1/2)</td>
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</tr>
<tr>
<td>LNAV MDA</td>
<td>1440/24 433 (500-1/2)</td>
<td>1440/40 433 (500-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1580-1 571 (600-1)</td>
<td>1580-1 571 (600-1/2)</td>
<td>1640-2 631 (700-2)</td>
<td></td>
</tr>
</tbody>
</table>

HIRL all Rwys

TDZ/CL Rwys 6L

REIL Rwys 6R and 36
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 3/4 SM NA.

**MISSING APPROACH:** Climb to 3000 direct to KIRON and hold.

Procedure NA for arrival at CINPA on V47 southwest bound.

**ATIS** 125.8

**APPROACH CHART**

- **APPROACH CRITICAL SIGHTING POINTS**
  - CINPA
  - KIRON

- **RNAV (GPS) RWY 36**
  - MSA RW36 25 NA
  - RW36
  - GUPNE
  - FOSDU

- **RNAV (GPS) RWY 36**
  - 3100
  - 005°
  - 2700
  - 3100

- **LNAV/VNAV**
  - LNAV DA 1449-1½
  - LNAV MDA 1500-1
  - CIRCLING MDA 1580-1

- **CATEGORY**
  - A
  - B
  - C
  - D

- **DEPARTURE CHART**
  - JAMES M COX DAYTON INTL (DAY)
  - DAYTON, OHIO

- **APPROVED AMENDMENTS**
  - Amdt 1A 24MAY18

- **EC-2, 30 NOV 2023 to 25 JAN 2024**
  - EC-2, 30 NOV 2023 to 25 JAN 2024
  - 200
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 1 1/4 SM.

**MISSING APPROACH:** Climb to 3000 direct HEGUK and on track 331° to ICASI and on track 270° to DQN VOR/DME and hold.

**Procedures NA for arrival on DQN VOR/DME airway radials 208 CW 287.**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).**

**HIREl all Rwys**

**TDZ/CL Rwys 6R and 36**

**RNAV (GPS) Z RWY 6L**

**JAMES M COX DAYTON INTL (DAY)**

**DAYTON, OHIO**

**ATIS** 125.8

**COLUMBUS APP CON** 118.425 323.15

**DAYTON TOWER** 119.9 257.7

**GND CON** 121.9

**CLNC DEL** 121.75

**DAYTON, OHIO**

**DATE, 30 NOV 2023 to 25 JAN 2024**

Amdt 1E 03JAN19

**39°54'N-84°13W**

**JAMES M COX DAYTON INTL (DAY)**
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.

**ATIS**
125.8

**COLUMBUS APP CON**
118.425 323.15

**DAYTON TOWER**
119.9 257.7

**GND CON**
121.9

**CLNC DEL**
121.75

Procedure NA for arrivals at ROD VORTAC on V47 northeast bound and at BONEE on T217 northbound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwy 18: 300-1 or standard with a minimum climb of 305' per NM to 1300.

REELS

MUNCIE
114.4 MIE
Chan 91

FORT WAYNE
117.8 FWA
Chan 125

DINNEA
113.6 DJB
Chan 83

CINCINNATI
117.3 CVG
Chan 120

DAYTON
114.5 DQN
Chan 92

DAYTON TOWER
119.9 257.7

DAYTON SEVEN DEPARTURE

YELLOW BUD
112.5 XUB
Chan 125

APPLETON
116.7 APE
Chan 92

ROSEWOOD
117.5 ROD
Chan 122

BRICKYARD
116.3 VHP
Chan 110

KLOEE

TOP ALTITUDE: 5000

NOTE: Chart not to scale.

ECL, 30 NOV 2023 to 25 JAN 2024

DAYTON SEVEN DEPARTURE

EC-2, 30 NOV 2023 to 25 JAN 2024

DAYTON, OHIO
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.
**RNAV (GPS)-A**

**MORAIN AIR PARK (I73)**

<table>
<thead>
<tr>
<th>MGY ASOS</th>
<th>COLUMBUS APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.375</td>
<td>118.85 269.275</td>
<td>122.7 (CTAF)</td>
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</tbody>
</table>

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**APP CRS**

<table>
<thead>
<tr>
<th>RWY lgd</th>
<th>TDZE</th>
<th>Apt Elev</th>
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</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>720</td>
</tr>
</tbody>
</table>

**RNP APCH - GPS.**

- **NA**
  - Procedure NA at night.
  - Rwy 8 and 26 helicopter visibility reduction below 1 SM NA.
  - Use Dayton-Wright Brothers altimeter setting.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 direct EIKON and hold.

**Elev 720**

**MINIMUMS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1440-1</td>
<td>720 (800-1)</td>
<td>1520-1</td>
<td>800 (800-1)</td>
</tr>
</tbody>
</table>

**MORAIN AIR PARK (I73)**

**Dayton, Ohio**

**Orig 03NOV22**

**Dayton, Ohio**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**Use Dayton-Wright Brothers altimeter setting.**

Rwy 8 and 26 helicopter visibility reduction below 1 SM NA.

**Procedure NA at night.**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**Rwy 8 and 26**

**AL-10653 (FAA) 22307**

**DAYTON, OHIO**

**MIRL Rwy 8-26**

**MGY 118.375 ASOS**

**COLUMBUS APP CON 118.85 269.275**

**UNICOM 122.7 (CTAF)**

**UNICOM**

**122.7 (CTAF)**

**UNEKON**

**3000 6000**

**3100**

**1463**

**084° HOLD 3000 3000**

**3000**

**EIKON (IF/IAF)**

**EIKON**

**HOLD 3000 3000**

**2.3 NM to Rwy 26**

**4 NM**

**2.8 NM**

**ELEV 720**

**DAYTON, OHIO**

**Orig 03NOV22**

**39°41'N-84°14'W**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
Circular Rwy 30 NA at night. Rwy 12 helicopter visibility reduction below 1/2 SM NA.

MISSED APPROACH: Climb to 3000 direct JUTLI and on track 117° to KLOEE and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1100-1</td>
<td>393 (400-1)</td>
<td>1100-1/8</td>
<td>393 (400-1/8)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1140-1</td>
<td>1160-1</td>
<td>1380-2</td>
<td>1380-2 1/4</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 12
DEFIANCE MEML (DFI)

Amdt 1A 03JAN19

EC-2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 10
DELAWARE MUNI/JIM MOORE FLD (DLZ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Procedure NA for arrivals at ESSIE on V279 northwest bound.

AWOS-3
119.025

COLUMBUS APP CON
125.95  317.775

UNICOM
122.7 (CTAF) •

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Procedure NA for arrivals at ESSIE on V279 northwest bound.

AWOS-3
119.025

COLUMBUS APP CON
125.95  317.775

UNICOM
122.7 (CTAF) •

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Procedure NA for arrivals at ESSIE on V279 northwest bound.

AWOS-3
119.025

COLUMBUS APP CON
125.95  317.775

UNICOM
122.7 (CTAF) •

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Procedure NA for arrivals at ESSIE on V279 northwest bound.

AWOS-3
119.025

COLUMBUS APP CON
125.95  317.775

UNICOM
122.7 (CTAF) •

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Procedure NA for arrivals at ESSIE on V279 northwest bound.

AWOS-3
119.025

COLUMBUS APP CON
125.95  317.775

UNICOM
122.7 (CTAF) •

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Procedure NA for arrivals at ESSIE on V279 northwest bound.

AWOS-3
119.025

COLUMBUS APP CON
125.95  317.775

UNICOM
122.7 (CTAF) •

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Procedure NA for arrivals at ESSIE on V279 northwest bound.

AWOS-3
119.025

COLUMBUS APP CON
125.95  317.775

UNICOM
122.7 (CTAF) •

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Procedure NA for arrivals at ESSIE on V279 northwest bound.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 28 helicopter visibility reduction below ⅓ SM NA.

**AWOS-3** 119.025  **COLUMBUS APP CON** 125.95  317.775  **UNICOM** 122.7 (CTAF)

Procedure NA for arrivals at MECKS on V38 northwest bound.

**AWOS-3** 119.025  **COLUMBUS APP CON** 125.95  317.775  **UNICOM** 122.7 (CTAF)

**REIL Rwys 10 and 28**  **MIRL Rwy 10-28**
DELTA, OHIO
AL-6258 (FAA)

VOR RWY 28
DELTA MUNI/JIM MOORE FLD (DLZ)

 CATEGORY

AWOS-3
119.025

COLUMBUS APP CON
125.95 317.775

UNICOM
122.7 (CTAF)

Rwy 28 helicopter visibility reduction below 3/4 SM NA.

MISSING APPROACH: Climb to 3100 then right turn direct APE VORTAC and hold.

Procedure NA for arrival on APE VORTAC airway radials 235 CW 335.

AWOS-3
119.025

COLUMBUS APP CON
125.95 317.775

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 3100 then right turn direct APE VORTAC and hold.

Procedure NA for arrival on APE VORTAC airway radials 235 CW 335.

AWOS-3
119.025

COLUMBUS APP CON
125.95 317.775

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 3100 then right turn direct APE VORTAC and hold.

Procedure NA for arrival on APE VORTAC airway radials 235 CW 335.
MISSED APPROACH: Climb to 3000 direct OCUPA and hold.

房车18号直升机能见度降低1海里NA。

使用蒙特塞洛的气压高度表设置。夜间情况NA。
RNAV (GPS) RWY 36
DELPHI MUNI (119)

MISSED APPROACH: Climb to 3000 direct MOOMO and hold.

When Circling to Rwy 18 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 36 helicopter visibility reduction below ½ SM NA. Baro-VNAV NA. Use Monticello altimeter setting.

MOOMO 4 NM
and hold.

EC-2, 30 NOV 2023 to 25 JAN 2024

CTAF 122.9
RNAV (GPS) RWY 25
COLUMBIANA COUNTY (02G)

PITTSBURGH APP CON
124.75 338.2

UNICOM
123.0 (CTAF)

DME/DME RNP-0.3 NA. Use Pittsburgh Intl altimeter setting, when not received use Wheeling, WV altimeter setting and increase all MDA 20 feet; increase LNAV Cat C visibility ¾ SM, and Circling Cat A visibility ¼ SM.

Rwy 25 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct CUTTA and hold.

E C-2, 30 NOV 2023 to 25 JAN 2024

EAST LIVERPOOL, OHIO
Orig-A 17JUN21

40°40'N-80°38'W
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 1/3 SM.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct GSH VORTAC and hold.

GOSHEN
113.7 GSH  
Chan 84

EC-2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 9
ELKHART MUNI (EKM)

VDP NA when using South Bend altimeter setting. Circling Rwy 36 NA at night. Circling NA to Rwy 8 and 26. Rwy 9 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 40 feet.

AWOS-3 | SOUTH BEND APP CON | ELKHART TOWER | GND CON | CLNC DEL | UNICOM
-------|--------------------|---------------|--------|----------|--------
124.475 | 118.55 | 257.8 | 119.5 (CTAF) | 121.8 | 121.8 | 122.95

MISSED APPROACH: Climb to 4000 direct CORYA and via 351° track to JJANN and hold.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 38).

EC-2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 18
ELKHART MUNI (EKM)

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 Rwy 8 and 26. Rwy 18 helicopter visibility reduction below 2/3 SM NA.

Procedure NA for arrivals on GIJ VORTAC airway radials 021 CW 092.

Procedure NA for arrivals at VENTU via V285 northeastbound and V10 eastbound.

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) Ø
121.8
121.8
122.95

LATITUDE
3000

2800
27°8' (12.4)

VENTU

 Procedure NA for arrivals at VENTU via V285 northeastbound and V10 eastbound.

EGC-2, 30 NOV 2023 to 25 JAN 2024

ELKHART, INDIANA
AL-5287 (FAA)
RNAV (GPS) RWY 27
ELKHART MUNI (EKM)

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 ½ SM, VDP and Baro-VNAV NA with South Bend altimeter setting. Circling Rwy 36 NA at night. Circling NA to Rwy 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 ½ SM, LNAV Cat A/B visibility to RVR 5500 and Cat C/D to 1 ½ SM. For inop ALS when using South Bend altimeter setting, increase LNAV/VNAV all Cats visibility to ½ SM and LNAV Cat A/B to RVR 5500.

ELKHART, INDIANA
AL-5287 (FAA) 22363

RNAV (GPS) RWY 27
ELKHART MUNI (EKM)

MISSED APPROACH: Climb to 4000 direct CIGIP and via 027° track to JJANN and hold.

MISSED APCH FIX
4 NM 53° JJANN

Procedure NA for arrivals at VENTU via V285 northeast bound and V10 eastbound.

Procedure NA for arrivals on GSH airway radials 038 CW 108.

Category

| LPV DA     | 1071/40  | 293 (300-3/4) |
| LNAV/ VNAV DA | 1221/50  | 443 (500-1)  |
| LNAV MDA    | 1260/40  | 482 (500-3/4) |
|            | 1260/50  | 482 (500-1)  |
| CIRCLING    | 1260-1½  | 1300-1½      |
|            | 1300-1½  | 1380-1¾      |
|            | 1380-1¾  | 1580-2½      |

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

ELKHART, INDIANA
Orig-C 10OCT19

41°43'N 86°00'W

ELKHART MUNI (EKM)
ELKHART, INDIANA

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 Rwy 8 and 26.

MISSING 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   | 121.8    | 121.8

Procedure NA for arrivals at BAGEL via V277 westbound and at NOMES via V156 eastbound.

EC-2, 30 NOV 2023 to 25 JAN 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020 ANNUAL RATE OF CHANGE 0.0° W
Use Cleveland Hopkins Intl altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**CLEVELAND APP CON**
- Frequency: 125.35
- IAF: DJB
- Channel: 83

**CLNC DEL**
- Frequency: 125.7

**UNICOM**
- Frequency: 122.8 (CTAF)

**VOR or GPS-A ELYRIA (1G1)**

**UNICOM**
- Frequency: 122.8

**CLEVELAND APP CON**
- Frequency: 125.35
- IAF: DJB
- Channel: 83

**Missed Approach:** Climbing right turn to 3000 direct DJB VOR/DME and hold.

**ELEV 758**
- Procedure NA at night.
- Use Cleveland Hopkins Intl altimeter setting.

**EC-2, 30 Nov 2023 to 25 Jan 2024**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>Circling</td>
<td>1280-1</td>
<td>1320-1</td>
<td>1420-1(\frac{3}{4})</td>
<td>NA</td>
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<tr>
<td>FAF to Map 3.1 NM</td>
<td>522 (600-1)</td>
<td>562 (600-1)</td>
<td>662 (700-1(\frac{3}{4}))</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Amdt 7D 30DEC21**

**ELYRIA, OHIO**

41°20'N - 82°06'W

**Amdt 7D 30DEC21**
Circling Rwy 9 NA at night.

Procedure NA for arrival on PXV VORTAC airway radials 043 CW 081.
### RNAV (GPS) RWY 18

**EVANSVILLE RGNL (EVV)**

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.

**ATIS**
- **EVANSVILLE APP CON**: 120.2
- **EVANSVILLE TOWER**: 124.025
- **GND CON**: 290.9
- **CLNC DEL**: 118.7
- **UNICOM**: 257.8

**ELEV**
- 422

**TDZE**
- 396

**Miscellaneous**

- **Procedure NA for arrivals at PRINC on V7 northbound.**
- **Procedure NA for arrivals at MACKY on V11 northeast bound.**

---

**MISSED APCH FIX**

- **ADABN**
  - 004°
  - 184°
  - 4 NM

**CIRCLING**

- GP 3.00°
- TCH 50

**CATEGORY**

<table>
<thead>
<tr>
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<td>B</td>
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<tr>
<td>C</td>
<td>3 NM</td>
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<tr>
<td>D</td>
<td>6.4 NM</td>
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</tbody>
</table>

**LPV**

- DA
- 596 3/4
- 200 (200-3/4)

**LNAV/VNAV**

- DA
- 931 1/4
- 535 (600-1/4)

**LNAV MDA**

- 880-1
- 484 (500-1)

**CIRCLING**

- 920-1
- 498 (500-1)
- 1040-1
- 618 (700-1)
- 1040-3/4
- 618 (700-1/4)
- 618 (700-2)

---

**Adm 2A 13OCT16**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 36
EVANSVILLE RGNL (EVV)

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 ½ SM NA.

MISSED APPROACH: Climb to 2500 and hold.

Procedure NA for arrivals at DIXEY on V7-52 southeast bound.

Procedure NA for arrivals at LOONE on V243 southbound.

4 NM Holding Pattern

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 ½ SM NA.

MISSED APPROACH: Climb to 2500 and hold.

Procedure NA for arrivals at DIXEY on V7-52 southeast bound.

Procedure NA for arrivals at LOONE on V243 southbound.
NoPT for arrival on PXV VORTAC airway radials 141 CW 308.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**RNAV (GPS) RWY 7**

**FINDLAY (FDY)**

**ASOS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV/VNAV DA</td>
<td>1311-1\frac{1}{4}</td>
<td>501 (500-1\frac{1}{4})</td>
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<tr>
<td>LNAV MDA</td>
<td>1260-1</td>
<td>450 (500-1)</td>
<td>1260-1\frac{3}{8}</td>
<td>450 (500-1\frac{3}{8})</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>1440-1</td>
<td>627 (700-1)</td>
<td>1440-1\frac{3}{4}</td>
<td>627 (700-1\frac{3}{4})</td>
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</table>

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**FINDLAY, OHIO**

**Orig-C 19MAY22**

**41°01'N-83°40'W**

**MISSED APPROACH:**

Climb to 2500 direct DOYET and hold.

Baro-VNAV and VDP NA when using Lima Allen County altimeter setting. Rwy 7 helicopter visibility reduction below 7/8 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 24°C. When local altimeter setting not received, use Lima altimeter setting and increase LNAV/VNAV DA to 1391 feet and all visibilities 7/8 SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D 7/8 SM, and Circling visibility Cat C/D 7/8 SM. Straight-In Rwy 7 NA at night, Circling Rwy 7 NA at night.

Procedure NA for arrivals at KINDE on V47 southbound.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°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 1/4 SM. Circling Rwy 7 NA at night.

**MISSED APPROACH:**
Climb to 2600 direct KASPE and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>TOLEDO APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>132.85</td>
<td>120.8 317.55</td>
<td>122.725 (CTAF)</td>
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**EC-2, 30 NOV 2023 to 25 JAN 2024**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1063-1 250 (300-1)</td>
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<td></td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1320-1 507 (600-1)</td>
<td>1300-1 487 (500-1)</td>
<td>1300-1 487 (500-1)</td>
<td>1300-1 487 (500-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1300-1 487 (500-1)</td>
<td>1300-1 487 (500-1)</td>
<td>1300-1 487 (500-1)</td>
<td>1300-1 487 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1440-1 627 (700-1)</td>
<td>1440-1 627 (700-1)</td>
<td>1440-1 627 (700-1)</td>
<td>1540-2 727 (800-2)</td>
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</table>

**RNAV (GPS) RWY 18 FINDLAY (FDY)**

**RNAV (GPS) RWY 18 FINDLAY (FDY)**
RNAV (GPS) RWY 25

FINDLAY (FDY)

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 ¼ SM all Cats; increase LNAV Cat C/D and Circling Cat C/D visibility ½ SM. Circling Rwy 7 NA at night.

MISSED APPROACH: Climb to 2500 direct PURIC and hold.

ASOS
UNICOM
122.725 (CTAF)

TOLEDO APP CON
120.8 317.55

EC-2, 30 NOV 2023 to 25 JAN 2024

Amdt 1C 19MAY22
RNAV (GPS) RWY 36
FINDLAY (FDY)

For uncompensated Baro-VNAV systems, UNAV/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 ½ SM and Circling Cat C/D visibility ¼ SM. Circling Rwy 7 NA at night.

Procedure NA for arrival on FBC VORTAC airway radials 148 CW 200.

2600
185°
005°

GP 3.00°
TCH 47

KASPE

Procedure NA for arrival on ROD VORTAC airway radials 023 CW 088.

4 NM
Holding Pattern

VGS/ and descent angles not coincident (VGS/Angle 3.00/TCH 50).

2500
GAVEY

*1.2 NM to RW36

1.2

6.1 NM

3.9 NM

LNAV only

EC-2, 30 NOV 2023 to 25 JAN 2024
Rwy 7 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDA 80 feet, and increase S-07 visibility Cat C/D 1/4 SM, and Circling visibility Cat C/D 1/4 SM. Straight-In Rwy 7 NA at night, Circling Rwy 7 NA at night.

MISSED APPROACH: Climb to 2500 then right turn direct FBC VORTAC and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<tbody>
<tr>
<td>S-7</td>
<td>1260-1</td>
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<td>1260-1 1/4</td>
<td>450 (500-1 1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>1440-1</td>
<td>627 (700-1)</td>
<td>1440-1 1/4</td>
<td>627 (700-1 1/4)</td>
</tr>
</tbody>
</table>

EC-2, 30 Nov 2023 to 25 Jan 2024
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.

**FORT WAYNE, INDIANA**

**AL-156 (FAA)**

**ILS or LOC RWY 32**

**FORT WAYNE INTL (FWA)**

**MISSED APPROACH:** Climb to 3000 then left turn on FWA VORTAC R-285 to TELEY INT/FWA 17.5 DME and hold.
Procedure NA for arrival on FWA VORTAC airway radials 154 CW 317.

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 1/2 SM and LNAV Cat C/D/E visibility to 1/2 SM.
RNAV (GPS) RWY 32
FORT WAYNE INTL (FWA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 3000 direct LABIC and hold.

RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrival on FWA VORTAC airway radials 077 CW 226.
VOR or TACAN RWY 14
FORT WAYNE INTL (FWA)

DME or RADAR required.

V

ASR

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

(FAA)

FAF to MAP 4.3 NM

Knots

60

90

120

150

180

Min:Sec

4:18

2:52

2:09

1:43

1:26

OSBER

RIPE 791

VOR or TACAN RWY 14

FORT WAYNE INTL (FWA)

VOR or TACAN RWY 14

FORT WAYNE INTL (FWA)

VOR or TACAN RWY 14

FORT WAYNE INTL (FWA)

VOR or TACAN RWY 14

FORT WAYNE INTL (FWA)
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 5
SMITH FLD (SMD)

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.

AWOS-3
FORT WAYNE APP CON
UNICOM

124.55
127.2 284.6
122.8 (CTAF)

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)

Visual Segment - Obstacles.

FORT WAYNE, INDIANA
2000

EC-2, 30 NOV 2023 to 25 JAN 2024

41°09'N-85°09'W

RNAV (GPS) RWY 5
SMITH FLD (SMD)

2000

EC-2, 30 NOV 2023 to 25 JAN 2024
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 1/4 SM. Baro-VNAV NA when using Fort Wayne Intl altimeter setting.

AWOS-3  FORT WAYNE APP CON  UNICOM
124.55  127.2  284.6  122.8 (CTAF)

Procedure NA for arrivals at WERBU on V55 northwest bound and at GAREN on V221 northbound and V8 eastbound.
**RNAV (GPS) RWY 23**

**SMITH FLD (SMD)**

**FORT WAYNE, INDIANA**

**AL-157 (FAA)**

**RNAP 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 ½ SM.**

**AWOS-3**

- **124.55**

**FORT WAYNE APP CON**

- **127.2**
- **284.6**

**UNICOM**

- **122.8 (CTAF)**

**NoPT for arrival at GRABI on V11 southwest bound, and V8 westbound.**

**HOLD**

- **HOLD**
- **5000 3000**

**MISSING APPROACH:** Climb to 2700 direct JISUD and on track 294° to WERBU and hold.

**MIRL Rwys 5-23 and 13-31**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
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 4/4 SM and LNAV Cat C visibility 4/4 SM.

**AWOS-3**

**FORT WAYNE APP CON**

**UNICOM**

124.55  127.2  284.6

122.8 (CTAF)

**WPRBU**

2700 25 NM

**GRUSS**

Procedure NA for arrivals at TWERP on
V8 eastbound and V422 eastbound.

**MIRL Rwys 5-23 and 13-31**

**CATEGORY**

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<th>B</th>
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<td>LP MDA</td>
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<td>LNAV MDA</td>
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<td>424 (500-1)</td>
<td>1260-11/8</td>
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<tr>
<td>CIRCLING</td>
<td>1400-1</td>
<td>564 (600-1)</td>
<td>1940-3</td>
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**EC-2, 30 NOV 2023 to 25 JAN 2024**

-22°C
VOR RWY 13
SMITH FLD (SMD)

AWOS-3
124.55

FORT WAYNE APP CON
127.2 284.6

UNICOM
122.8 (CTAF)

VOR OLK
110.4

APP CRS
114°

Rwy Idg
TDZE
Apt Elev
836
836
836

Category
A
B
C
D

S-13
1360-1  524 (600-1)
1360-1½
524 (600-1½)
NA

CIRCLING
1400-1  564 (600-1)
1940-3
1104 (1200-3)
NA

For arrival on OLK VOR airway radial 278.

Missed Approach: Climb to 1900 then climbing left turn to 2700 direct OLK VOR and hold.

When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and S-13 Cat C visibility ½ SM.

NA

AWOS-3
124.55

FORT WAYNE APP CON
127.2 284.6

UNICOM
122.8 (CTAF)

VOR OLK
110.4

APP CRS
114°

Rwy Idg
TDZE
Apt Elev
836
836
836

Category
A
B
C
D

S-13
1360-1  524 (600-1)
1360-1½
524 (600-1½)
NA

CIRCLING
1400-1  564 (600-1)
1940-3
1104 (1200-3)
NA

For arrival on OLK VOR airway radial 278.

Missed Approach: Climb to 1900 then climbing left turn to 2700 direct OLK VOR and hold.

When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and S-13 Cat C visibility ½ SM.

NA
RNAV (GPS) RWY 9

FOSTORIA METRO (FZI)

**AWOS-3**

| 124.625 |

**TOLEDO APP CON**

| 126.1  | 307.0 |

**UNICOM**

| 122.7 (CTAF) |

**EO TO 2.5 NM to UCODU**

**GP 3.00° TCH 40**

**LG 2300**

**UCODU**

**ROPPE**

**MIRL Rwy 9-27**

**REIL Rwy 9 and 27**

**MISA RW 09 25 NM**

**3100**

**ELEV 752**

**TDZE 752**

**Fostoria, Ohio**

Orig-B 07OCT21

41°11'N-83°24'W
RNAV (GPS) RWY 27
FOSTORIA METRO (FZI)

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-3 124.625
TOLEDO APP CON 126.1 307.0
UNICOM 122.7 (CTAF)

EC-2, 30 NOV 2023 to 25 JAN 2024

FOSTORIA, OHIO
Amdt 1C 07OCT21

41°11'N-83°24'W

MISSED APCH FIX
4 NM
FLAG CITY
FBC

2500
DAVVS
fr
224°
FBC

* LNAV only
* 1.2 NM to RW 27

1.2 NM
3.5 NM
5 NM

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)
1160-1½ 408 (500-1¼)
NA

CIRCLING
1280-1 528 (600-1)
1320-1 568 (600-1)
1400-1¾ 648 (700-1¼)
NA

REIL Rwys 9 and 27
MIRL Rwy 9:27
When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet, and increase Cat C visibility 1/2 mile.

MISSED APPROACH: Climbing right turn to 2400 on FBC VORTAC R-051 to ARCAD/FBC 17 DME and hold.

AWOS-3
124.625

TOLEDO APP CON
126.1  307.0

UNICOM
122.7 (CTAF)
RNAV (GPS) RWY 9
FRANKFORT CLINTON COUNTY RGNL (FKR)

Baro-VNAV NA when using Indianapolis Exec altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Indianapolis Exec altimeter setting. When local altimeter setting not received, use Indianapolis Exec altimeter setting; increase LPV DA to 1162 feet and visibility ¾ SM all Cats; increase LNAV/VNAV DA to 1245 feet and visibility ¾ SM all Cats; increase all MDAs 60 feet and LNAV and Circling Cats C/D visibilities ¾ SM.

MISSED APPROACH:
Climb to 2500 direct CAXEV and hold.

AWOS-3
124.325

GRISsom APP CON *
123.85 291.675

UNICOM
123.0 (CTAF)

Procedure NA for arrivals on BVT VORTAC airway radials 135 CW 186.

Procedure NA for arrival at JELLS on V24-128-399 southeast bound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

EC-2, 30 NOV 2023 to 25 JAN 2024

Baro-VNAV NA when using Indianapolis Exec altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Indianapolis Exec altimeter setting. When local altimeter setting not received, use Indianapolis Exec altimeter setting; increase LPV DA to 1162 feet and visibility ¾ SM all Cats; increase LNAV/VNAV DA to 1245 feet and visibility ¾ SM all Cats; increase all MDAs 60 feet and LNAV and Circling Cats C/D visibilities ¾ SM.

MISSED APPROACH:
Climb to 2500 direct CAXEV and hold.

AWOS-3
124.325

GRISsom APP CON *
123.85 291.675

UNICOM
123.0 (CTAF)

Procedure NA for arrivals on BVT VORTAC airway radials 135 CW 186.

Procedure NA for arrival at JELLS on V24-128-399 southeast bound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

EC-2, 30 NOV 2023 to 25 JAN 2024
Circling Rwy 4, 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**Awos-3**
- **124.325**

**Grissom App Con**
- **123.85**
- **291.675**

**Unicom**
- **123.0 (CTAF)**

**Ec-2, 30 Nov 2023 to 25 Jan 2024**
- EC-2, 30 NOV 2023 to 25 JAN 2024

**Amdt 1B**
- 19 May 22
RNAV (GPS) RWY 9
FREMONT (14G)

**Procedure NA at night. Use Sandusky County Rgnl altimeter setting; when not received use Toledo Executive altimeter setting: increase all MDA 40 feet and LNAV Cat D and Circling Cat C and D visibility ½ SM. Rwy 9 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 18-36.**

**TOLEDO APP CON**

- **Unicom:** 122.8 (CTAF)
- **Fremont, Ohio APP Con:** 126.1 307.0

**RNAV (GPS) RWY 9**

**FALWA**

- LNAV MDA: 1080-1 417 (500-1)
- Circling: 1240-1 577 (600-1)

**ELEV 663)**

- **TDZE 663**
- **LIRL Rwy 9-27**

**MISSED APPROACH:**

- Climbing right turn to 2600 direct KADBY and hold.

**LNAV MDA:**

- 41°20’N - 83°10’W

**Cat C and D visibility NA.**

**Ec-2, 30 Nov 2023 to 25 Jan 2024**
RNAV (GPS) RWY 6
SANDUSKY COUNTY RGNL (S24)

**AWOS-3P**

**119.575**

**TOLEDO APP CON**

**126.1**

**307.0**

**UNICOM**

**123.05 (CTAF)**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**HIGHWAY**

**5500 X 100**

**REIL Rwy 6-24**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**HIGHWAY**

**5500 X 100**

**REIL Rwy 6-24**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**HIGHWAY**

**5500 X 100**

**REIL Rwy 6-24**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**HIGHWAY**

**5500 X 100**

**REIL Rwy 6-24**
RNAV (GPS) RWY 24
SANDUSKY COUNTY RGNL (S24)

MISSED APPROACH: Climb to 3000 direct ZUFIL and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°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 ½ SM; increase LNAV/VNAV DA to 1196 feet and all visibilities ½ SM; increase all MDA 100 feet and LNAV visibility Cat C and D ¼ SM and Circling visibility Cat C and D ½ SM.

LPV DA

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>885-3/4</td>
<td>220 (300-3/4)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1103-1/2</td>
<td>438 (500-1/2)</td>
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<tr>
<td>LNAV MDA</td>
<td>1040-1</td>
<td>375 (400-1)</td>
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</tr>
<tr>
<td>CIRCLING</td>
<td>1120-1</td>
<td>1160-1</td>
<td>1380-2</td>
<td>1380-2 1/4</td>
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<tr>
<td></td>
<td>455 (500-1)</td>
<td>495 (500-1)</td>
<td>715 (800-2)</td>
<td>715 (800-2 1/4)</td>
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</table>
RNAV (GPS) RWY 8
FRENCH LICK MUNI (FRH)

<table>
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<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1240-1</td>
<td>448 (500-1)</td>
<td>1240-1/38</td>
<td>448 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1280-1</td>
<td>488 (500-1)</td>
<td>1480-2</td>
<td>688 (700-2)</td>
</tr>
</tbody>
</table>

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 39°C.**

**AWOS-3**
118.075

**LOUISVILLE APP CON**
132.075 327.0

**UNICOM**
122.8 (CTAF)

**UNICOM**
122.8 (CTAF)

**MISSED APPROACH:** Climb to 4000 direct WITAM and hold.

**HOLD**
6000
4000

**Procedure NA for arrivals at CLOWN on V11 southwest bound and V44 westbound.**

**Procedure NA for arrival on PXV VORTAC airway radials 013 CW 081.**

**RNP APCH.**

**LSB 1125**

**WAYPTS**

**RW08**

**FORBS**

**JIKPI**

**VORTAC**

**PXV**

**WITAM**

**MISSED APPROACH FIX**

4 NM

**WITAM**

**260°**

**979**

**820**

**1053**

**2300**

**MSA RW08 25 NM**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 39°C.

Procedure NA for arrivals at STREP on V53 northwest bound.

Procedure NA for arrivals at MAIZE on V171 southeast bound and V47 northeast bound.

**EC-2, 30 Nov 2023 to 25 Jan 2024**

**FRENCH LICK MUNI (FRH)**

**RNAV (GPS) RWY 26**

**AWOS-3**
118.075

**LOUISVILLE APP CON**
132.075 327.0

**UNICOM**
122.8 (CTAF)

**LNAV only.**

**VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 44).**

**4 NM Holding Pattern**

**MIRL Rwy 8-26**

**REIL Rwy 8 and 26**

**MISA RW 26 25 NM**
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.

**CLEVELAND APP CON**
- **CH**: 69223
- **W**: 05A
- **APP CRS**: 054°
- **Rwy Idg**: 3318
- **TDZE**: 1224
- **Apt Elev**: 1224

**CLNC DEL**
- **UNICOM**: 122.8 (CTAF)

**MISSING APPROACH**
- Climb to 2900 direct JUXOL and on track 046° to MFD VORTAC and hold.

**GALION MUNI (GQQ)**

**RNAV (GPS) RWY 5**

**MFD VORTAC** airway radials 142 CW 310.

**Category**
- **A**
- **B**
- **C**
- **D**

**LP MDA**
- 1600-1
- 376 (400-1)
- NA

**LNAV MDA**
- 1620-1
- 396 (400-1)
- 1620-1/2
- 396 (400-1/2)
- NA

**CIRCLING**
- 1800-1
- 576 (600-1)
- 1960-1
- 736 (800-1)
- 1960-2
- 736 (800-2)
- NA

**MIRL Rwy 5-23**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**GALION, OHIO**

**Orig-C 15JUL21**
### RNAV (GPS) RWY 23

**GALION MUNI (GQQ)**

**Use Mansfield altimeter setting. Circling Rwy 5 NA at night.**

#### MISSED APPROACH:
- Climb to 2900 direct RICKO and hold.

---

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LP MDA</td>
<td>1620-1</td>
<td>396</td>
<td>400-1</td>
<td>1620-1/8</td>
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<tr>
<td>LNAV MDA</td>
<td>1760-1</td>
<td>536</td>
<td>600-1</td>
<td>1760-1/8</td>
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<tr>
<td>CIRCLING</td>
<td>1800-1</td>
<td>576</td>
<td>600-1</td>
<td>1960-1</td>
</tr>
</tbody>
</table>

---

**GALION, OHIO**

**Orig-C 15JUL21**

**40°45'N-82°43'W**

---

**CLEVELAND APP CON**

- **CH 124.2**
- **CTAF 360.65**

**CLNC DEL**

- **UNICOM 126.8 (CTAF)**

---

**NA**

Helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA. Use Mansfield altimeter setting. Circling Rwy 5 NA at night.
**VOR RWY 23**

**GALION MUNI (GQQ)**

---

**Radar Required for Procedure Entry:**

- Procedure NA at night. Use Mansfield altimeter setting; when not received, use Marion altimeter setting and increase all MDAs 40 feet, increase CUBYS fix minimums S-23 all Cats visibility ½ SM and Circling Cat C ¼ 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**

<table>
<thead>
<tr>
<th>Category</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>A 124.2</td>
<td>126.8</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

---

**CUBYS INT MFD**

- 6.9

---

**MFD**

- 108.8

**Channel**

- 25

**Rwy Idg**

- TDZE

**Apt Elev**

- 1224

---

**Unicom**

- 1224

---

**ELEV**

- 1224

**TDZE**

- 1224

---

**ELEV 2244**

**TDZE 1224**

---

**Reil Rwys 5 and 23**

**MIRL Rwy 5-23**

---

**Faf to Map**

- 8.9 NM

---

**CATEGORY**

- S-23

**CIRCLING**

- 1760-1

---

**Cubys Fix Minimums**

- S-23

**CIRCLING**

- 1800-1

---

**Mfd Vortac**

- 044°

**Cubys Int Mfd**

- 6.9

---

**GALION, OHIO**

**Amdt 13C 15JUL21**

---

**GALION MUNI (GQQ)**

**VOR RWY 23**

**AL-5044 (FAA)**

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**

---

**GALION, OHIO**

**Amdt 13C 15JUL21**

---

40°45'N-82°43'W

263
RNAV (GPS) RWY 23
GALLIA-MEIGS RGNL (G.A.S.)

Helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

Procedure NA for arrivals at UJOYU on V133 northbound and V119 northeast bound.

Amdt 1 17JUN21

EC-2, 30 NOV 2023 to 25 JAN 2024

GALLIPOLIS, OHIO
Amnd 1 17JUN21
**ILS or LOC RWY 30**

**GARY/CHICAGO INTL (GYY)**

**Loc/DME 1-GYY 108.75 Ch 24 (Y)**

<table>
<thead>
<tr>
<th>App Crs</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td>306°</td>
<td>7959</td>
<td>591</td>
<td>597</td>
</tr>
</tbody>
</table>

**DME or Radar Required:** RNP APCH - GPS from HTDOG.

- For inop ALS, increase S-LOC-30 Cats C and D visibility to 1 1/2 SM. HROLD fix minimums: for inop ALS increase S-LOC-30 Cats C and D visibility to RVR 6000.
- *RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Chicago Midway Int'l altimeter setting).*

**ATIS**

- 134.575

**Chicago App Con**

- 133.1 285.6

**GARY Tower**

- 125.6 (CTAF)

**GND Con**

- 121.9

**Procedure NA for arrival on CGT VORTAC airway radials 087 CW 115.**

**Category**

- A
- B
- C
- D

**FAF to Map 4.3 NM**

<table>
<thead>
<tr>
<th>Knots</th>
<th>Min/Sec</th>
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<tbody>
<tr>
<td>60</td>
<td>2:25</td>
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<td>90</td>
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<td>120</td>
<td>1:43</td>
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<tr>
<td>150</td>
<td>1:26</td>
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<tr>
<td>180</td>
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</tbody>
</table>

**GARY, INDIANA Amdt 7 17JUN21**
**RNAV (RNP) Z RWY 30**

**GARY/CHICAGO INTL (GYY)**

**MISSING APPROACH:** Climb to 2100 on track 306° to HOSEN, right turn to DANGE, then track 028° to KEGLE and hold.

**ATIS**
- **134.575**

**CHICAGO APP CON**
- **133.1 285.6**

**GARY TOWER**
- **125.6 (CTAF)**

**GND CON**
- **121.9**

---

**APP CRS**
- **306°**

**Rwy Ldg**
- **7959**

**TDZE**
- **591**

**Apt Elev**
- **597**

---

**RNP AR APCH - GPS.**

For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. Missed approach requires RNP less than 1.0. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM.

**FEBAG (IAF)**
- **RNAV (RNP) Z RWY 30**

**MALSR**
- **RNP 0.80**

**DANGE**
- **FEBAG (RNP 0.80)**

**KEGLE**
- **EBGIN (RNP 0.80)**

**AUTHORIZATION REQUIRED**

---

**GARY, INDIANA**

Amdt 2 17JUN21

**41°37'N-87°25'W**

267
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. Rwy 2 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Chicago Midway Intl altimeter setting; increase LPV DA to 947 feet and visibility 3/4 SM, LNAV/VNAV DA to 1135 feet and visibility 3/4 SM; increase all MDAs 60 feet and Circling Cats C and D visibility 3/4 SM. 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.
**RNAV (GPS) RWY 20**

**GARY/CHICAGO INTL (GYY)**

**ATIS**
134.575

**CHICAGO APP CON**
133.1 285.6

**GARY TOWER**
125.6 (CTAF)

**GND CON**
121.9

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2400 direct HALIE WP and hold.

**TCH 50**
3.00°

**VGSi and descent angles not coincident**

**VGSi Angle 3.00°/TCH 42.**

**GARY, INDIANA**

**RNAV (GPS) RWY 20**

**GARY/CHICAGO INTL (GYY)**

**41°37'N - 87°25'W**

**269**
RNAV (GPS) Y RWY 12
GARY/CHICAGO INTL (GYY)

**NAVIGATION AID: GARY TOWER**

**ATIS:** 134.575
**CHICAGO APP CON:** 133.1  285.6
**GARY TOWER** 125.6  (CTAF) 
**GND CON** 121.9

**HOLD**

- 6000 2200
- 4 NM
- 306°
- 126°
- 126°
- 2200
- 2200
- (4.7)
- (4.7)
- 853
- 807
- 761
- 807
- 716
- 737
- 790
- 942
- 942
- 942
- 917
- 923
- A923
- A917
- A1111
- 1004
- 1090
- 1090
- 1103
- 1290

**GAT**

- 797°-3/4
- 200 (200-3/4)

**ALTIMETER:**

- HTO 2200
- 6000 (24.4)
- 4000 (24.4)
- 4000

**ELEVATION:**

- 597
- TDZE 597

**ELEVATION CONSTRUCTION:**

- 2200
- 6000

**CIRCLING:**

- 1160-1
- 1180-1
- 1400
- 1420

**RNAV (GPS) Y RWY 12**

**SUPERVISORY AIRSPACE:**

- 41°37'N-87°25'W

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 TO 25 JAN 2024**

**EC-2, 30 NOV 2023 TO 25 JAN 2024**

**EC-2, 30 NOV 2023 TO 25 JAN 2024**

**EC-2, 30 NOV 2023 TO 25 JAN 2024**
RNAV (GPS) Y RWY 30
GARY/CHICAGO INTL (GYY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cat C and D visibility to RVR 6000.

** RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Chicago Midway Intl altimeter setting).

** MISSED APPROACH: Climb to 1100 then climbing left turn to 2400 direct KIKVE and hold.

** Procedure NA for arrivals on CGT VORTAC airway radials 087 CW 156.

Procedure NA for arrivals at STYLE on V6-10 eastbound.

** Procedure NA for arrivals at CGT VORTAC airway radials 087 CW 156.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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.

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):

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.
CARYN SIX DEPARTURE (RNAV)

ATIS
134.575
GND CON
121.9
GARY TOWER *
125.6
CHICAGO DEP CON
133.1 285.6

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.

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 altitude
10 minutes after departure.

CYBIL TRANSITION (CARYN6.CYBIL):
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):
NOTE: Chart not to scale.

TOP ALTITUDE: 3000

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.

EMEGER TRANSITION (ELANR6.EMEGER):
EMMELY TRANSITION (ELANR6.EMMELY):
ERECO TRANSITION (ELANR6.ERECCO):
RNAV (GPS) RWY 36
BROWN COUNTY (GEO)

**Category**
- **A**
- **B**
- **C**
- **D**

**APP CRS 355°**
- MIRL Rwy 18-36
- RNAV (GPS) RWY 36
- GEORGETOWN, OHIO (GEO)
- BROWN COUNTY

**MISSED APPROACH:** Climbing left turn to 3000 direct BIKAY WP and hold.

**CTAF** 122.9

**INDIANAPOLIS CENTER**
- 135.575
- 290.5

**RNAV (GPS) RWY 36**
- GEORGETOWN, OHIO
- BROWN COUNTY

**BUCKEYE MOA**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
Use Cincinnati/Northern Kentucky Intl, KY altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

Procedure NA for arrival at FLM VOR/DME on V44 westbound and V478 northwestbound.

MISSED APPROACH: Climb to 2800 then left turn via FLM R-059 to SHLDA 20 DME and hold.
**ILS or LOC RWY 27**

**GOSHEN MUNI (GSH)**

**LOC** I-GSH 108.3

**APP CRS** 273°

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>6050</td>
<td>827</td>
<td>827</td>
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</tbody>
</table>

**DME or RADAR required.**

When local altimeter setting not received, use Warsaw altimeter setting; increase DA to 1067 feet and all MDAs 40 feet; increase S-LOC 27 Cats C/D visibility 1/2 SM and all Circling Cat D visibilities 1/2 SM. Circling NA to Rwys 5 and 23.

**MISSED APPROACH:** Climb to 2500 direct GSH VORTAC and hold.

**UNICOM** 123.05 (CTAF)

**ALTERNATE MISSED APCH FIX**

- R-001
- GIPPER
- Chan 101

**GOSHEN 113.7 GSH**

**ELEV** 827

**TDZE** 827

**ASOS** 121.45

**SOUTH BEND APP CON** 132.05

**CLNC DEL** 125.25

**LOCATION**

- **1143 A**
- **997 A**
- **CEDOB GSH 12.5**
- **(IAF) BALLA GSH 16 RADAR**
- **(IF) ETUVE GSH 23 RADAR**
- **(IAF) KODHY GSH 23**
- **GOSHEN LOCALIZER**
- **108.3 I-GSH**
- **(VGSI Angle 3.00° TCH 51).**

**CIRCLING**

1360° when using Warsaw Muni altimeter setting.

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

<table>
<thead>
<tr>
<th>S-ILS 27</th>
<th>1027-1/2</th>
<th>200 (200-1/2)</th>
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<tbody>
<tr>
<td>S-LOC 27</td>
<td>1360-1</td>
<td>1360-1/2</td>
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<tr>
<td>CIRCLING</td>
<td>1360-1</td>
<td>1360-1/2</td>
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**S-LOC 27**

<table>
<thead>
<tr>
<th>1300-1</th>
<th>1300-1/2</th>
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<tbody>
<tr>
<td>473 (500-1)</td>
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**CEDOB FIX MINIMUMS**

<table>
<thead>
<tr>
<th>S-LOC 27</th>
<th>1300-1</th>
<th>1300-1/2</th>
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<tbody>
<tr>
<td>473 (500-1)</td>
<td>473 (500-1)</td>
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</table>

**AF to MAP** 5 NM

**Knots**

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<tr>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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</thead>
<tbody>
<tr>
<td>5.00</td>
<td>3.20</td>
<td>2.30</td>
<td>2.00</td>
<td>1.40</td>
</tr>
</tbody>
</table>

**GOSHEN, INDIANA**

Amdt 1B 20MAY21

41°32'N 85°48'W
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 MDAs 40 feet; increase LP and LNAV Cats C/D visibility 1/2 SM, and Circling Cat D visibility 1/4 SM.

MISSED APPROACH: Climb to 1900 then climbing right turn to 2500 direct GSH VORTAC and hold.

ASOS 121.45  SOUTH BEND APP CON* 132.05 257.8  CLNC DEL 125.25  UNICOM 123.05 (CTAF) 0

NoPT for arrival on GSH VORTAC airway radials 247 CW 318.

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 40).

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1180-1</td>
<td>360 (400-1)</td>
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<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1200-1</td>
<td>380 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1300-1</td>
<td>1320-1</td>
<td>1500-2</td>
<td>1540-2/4</td>
</tr>
<tr>
<td></td>
<td>473 (500-1)</td>
<td>493 (500-1)</td>
<td>673 (700-2)</td>
<td>713 (800-2½)</td>
</tr>
</tbody>
</table>

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

GOSHEN, INDIANA

Orig-B 20MAY21

GOSHEN MUNI (GSH)

RNAV (GPS) RWY 9

GOSHEN MUNI (GSH)

RNAV (GPS) RWY 9

41.52'N - 85.48'W
**RNAV (GPS) RWY 27**

**GOSHEN MUNI (GSH)**

**ASOS**
- 121.45

**SOUTH BEND APP CON**
- 132.05
- 257.8

**CLNC DEL**
- 125.25

**UNICOM**
- 123.05 (CTAF)

**GOSHEN, INDIANA**

**GOSHEN MUNI (GSH)**

**RNAV (GPS) RWY 27**

**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 altimeter setting; increase LPV DA to 1160 feet,
LNAV/VNAV DA to 1347 feet, and all MDAs 40 feet; increase LPV visibility all Cats ½ SM,
LNAV visibility Cats C/D ½ SM and Circling visibility Cat D ¾ SM. Circling NA to Rwys 5
and 23. Rwy 27 helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:** Climb to
2500 direct JANUG and on 274°
track to GSH VORTAC and hold.

**Procedures**

1. **Entry Procedures**
   - GSH VORTAC airway radials 038 CW 130.
   - Procedure NA for arrivals at SEWTO via V233 northeast bound.
   - Procedure NA for arrivals at RABBT via V277 southeast bound.

2. **Approach Procedure**
   - **LNAV only.**
   - **GSH**
     - JANUG
     - **GSH**
     - 2500 to ETUVE
     - **GSH**
     - JANUG
     - **GSH**
   - **LADIC**
     - 1.7 NM to RW27
   - **Balla**
     - 2500
   - **ETUVE**
     - Holding Pattern
     - **GP 3.00°**
     - **TCH 56**
   - **CATEGORY**
     - **A**
     - **B**
     - **C**
     - **D**
   - **LPV DA**
     - 1120-1
     - 293 (300-1)
   - **LNAV/VNAV DA**
     - 1307-1½
     - 480 (500-1¼)
   - **LNAV MDA**
     - 1260-1½
     - 433 (500-1¼)
   - **CIRCLING**
     - 1300-1
     - 473 (500-1)
     - 1320-1
     - 493 (500-1)
     - 1500-2
     - 673 (700-2)
     - 1540-2½
     - 713 (800-2¼)

**NOTE:**
- Vertical guidance not available for any part of the approach.
- Increased LPV visibility for all Cats SM.
- LNAV visibility for all Cats D SM.

**GOSHEN, INDIANA**

**Orig-B** 20MAY21

**41°32'N-85°48'W**

**283**
**GOSHEN, INDIANA**

**VOR RWY 9**

**GOSHEN MUNI (GSH)**

**VORTAC GSH** 113.7  GSH
Chan 84

**ASOS** 121.45  **SOUTH BEND APP CON** 123.05 257.8

**CLNC DEL** 125.25

**UNICOM** 123.05 (CTAF)

---

**One Minute Holding Pattern**

**GOSHEN VORTAC**

**MARIS GSH 7 RADAR**

**GSH 10**

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-9</td>
<td>1300-1</td>
<td>1300-1¼</td>
<td>1300-1½</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1300-1</td>
<td>1300-1</td>
<td>1300-1</td>
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</table>

**FAF to MAP 3 NM**

**KNOTS**

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<tr>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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<tbody>
<tr>
<td>3:00</td>
<td>2:00</td>
<td>1:30</td>
<td>1:12</td>
<td>1:00</td>
</tr>
</tbody>
</table>

---

**MISSED APPROACH:** Climb to 2500 then right turn direct GSH VORTAC and hold.

DME or RADAR required.

Circling NA to Rwy 5 and 23.

Rwy 9 helicopter visibility reduction below 1/4 SM NA.

No PT for arrivals on GSH VORTAC airway radials 181 CW 318

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**GOSHEN, INDIANA**

**Am/dt** 12D 20MAY21

**41°32'N-85°48'W**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). Rwy 18 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

**AWOS-3PT**  
**118.125**

**INDIANAPOLIS APP CON**  
**119.05 317.8**

**UNICOM**  
**122.8 (CTAF)**

Procedure NA for arrival on VHP VORTAC airway radials 209 CW 311.

Procedure NA for arrivals at ALLOE on V7 northbound.
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.

Procedure NA for arrivals at ZARHO on V12 and V305 northeast bound.

Amdt 2  05JAN17
EC-2, 30 NOV 2023 to 25 JAN 2024
DME required.

5.1 NM
8 NM
10 NM

AWOS-3PT
118.125

INDIANAPOLIS APP CON
119.05 317.8

UNICOM
122.8 (CTAF)

Procedure NA for arrival on VHP VORTAC airway radials 184 CW 278.

MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 on VHP VORTAC R-241 to AVAIL/18 DME and hold.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS-3PT
118.125

INDIANAPOLIS APP CON
119.05 317.8

UNICOM
122.8 (CTAF)

Procedure NA for arrival on VHP VORTAC airway radials 184 CW 278.

MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 on VHP VORTAC R-241 to AVAIL/18 DME and hold.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS-3PT
118.125

INDIANAPOLIS APP CON
119.05 317.8

UNICOM
122.8 (CTAF)

Procedure NA for arrival on VHP VORTAC airway radials 184 CW 278.

MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 on VHP VORTAC R-241 to AVAIL/18 DME and hold.

EC-2, 30 NOV 2023 to 25 JAN 2024
GREENSBURG, INDIANA

RNAV (GPS) RWY 36
GREENSBURG MUNI (I34)

APP CRS
014°

Rwy Idg 3333
TDZE 912
Apt Elev 912

RNP APCH - GPS.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1560-1</td>
<td>648 (700-1)</td>
<td>1560-1(\frac{2}{3})</td>
<td>648 (700-1(\frac{2}{3}))</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1680-1</td>
<td>768 (800-1)</td>
<td>1680-1(\frac{1}{4})</td>
<td>768 (800-1(\frac{1}{4}))</td>
</tr>
</tbody>
</table>

Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet and increase LNAV visibility Cat C 1/8 SM. Circling Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below 1/8 SM NA.

BAK AWOS-3
119.75

INDIANAPOLIS APP CON
127.15

CTAF
122.9

Procedure NA for arrivals at LOVEY via V128 southeast bound.

Visual Segment - Obstacles.

ZIGDO
HUMIG

BAK AWOS-3
EC-2, 30 NOV 2023 to 25 JAN 2024

INDIANAPOLIS APP CON
EC-2, 30 NOV 2023 to 25 JAN 2024

CTAF
EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

GREENSBURG, INDIANA

Orig-D 08SEP22

39°20'N-85°31'W
Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet. Circling Rwy 18 NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrival on SHB VOR/DME airway radials 124 CW 171.

ADF, DME or RADAR REQUIRED

22251
**RNAV (GPS) RWY 8**

**GRIFFITH-MERRILLVILLE (85C)**

**APP CRS**
- **083°**
- **TDZE 634**
- **Apt Elev 634**

**CHICAGO APP CON**
- **133.1**
- **285.6**

**UNICOM**
- **123.0 (CTAF)**

**RNPAAPCH**
- **NA**

**Obtain local altimeter setting on CTAF; when not received use Chicago Midway Int'l altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. Procedure NA at night.**

**MISSING APPROACH:** Climbing right turn to 2300 direct FIPEX and hold.

**5 NM Holding Pattern**
- **2300**
- **083°**
- **263°**

**VGSI and descent angles not coincident**
- **(VGSI Angle 3.50/TCH 44)**

**Procedure NA for arrivals at BOONE via V422 southeastbound.**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**LNAV MDA**
- **1080-1**
- **446 (500-1)**
- **NA**

**CIRCLING**
- **1200-1**
- **566 (600-1)**
- **NA**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**41°31'N-87°24'W**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 26
GRANTHAM-MERRILLVILLE (J5C)

**CHICAGO APP CON**

**133.1 285.6**

**UNICOM**

**123.0 (CTAF)**

---

**RNAV (GPS) RWY 26**

- **App CRS**: 263°
- **Rwy Ldg**: 3779
- **TDZE**: 632
- **Apt Elev**: 634

**RNP APCH:**

- **NA**: Obtain local altimeter setting on CTAF; when not received use Chicago Midway Int'l altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. Procedure NA at night.
- **MSCD**: Climbing left turn to 2400 direct REJMO and hold.

**A1731**

1. **2400 to REJMO 085° (17.2)**
2. **263° to JASOL 083°**
3. **RW26 263° to REJMO 083°**

**CHICAGO HEIGHTS**

**CGT**

**2400 to REJMO**

**JASOL**

**REJMO**

**BOONE**

**CGT**

**TCH**

**GRANTHAM-MERRILLVILLE**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**GRANTHAM-MERRILLVILLE**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
**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.**

**MISSING APPROACH:** Climb to 1100 then climbing right turn to 2300 direct CGT VORTAC and hold.

### CHICAGO APP CON
- **133.1**
- **285.6**

### UNICOM
- **123.0 (CTAF)**

---

**Category A**
- **1160-1**
- **526 (600-1)**
- **NA**

**Category B**
- **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**

**EC-2, 30 Nov 2023 to 25 Jan 2024**

**GRiffith, Indiana**

**Amdt 8B 24 May 2018**

**41°31' N, 87°24' W**

---

**EC-2, 30 Nov 2023 to 25 Jan 2024**

**GRiffith-Merrillville (05C)**

**VOR RWY 8**

**GRiffith, Indiana**

**Amdt 8B 24 May 2018**

**41°31' N, 87°24' W**
**EMERG SAFE ALT 100 NM 3500**

**5 NM Holding Pattern**

- **RIOE**
- **ELEV 811**
- **TDZE 811**
- **BCN 913**
- **TWR 938**
- **HIRL all Rwy's**

**PERU, INDIANA**

**RNAV (GPS) RWY 5**

**GRISSOM ARB (KGUS)**

**APCH CRS**
- **Rwy Idg**
- **TDZE**
- **Arpt Elev**

**APP CON/DEP CON**
- **ELEV**
- **TDZE**

**TOWER**
- **TWR**

**GND CON**
- **CLNC DEL**

**ATIS**
- **108.45 270.8**

**APP CON/DEP CON**
- **121.05 338.275 E**
- **123.85 291.675 W**

**TOWER**
- **133.7 290.45**

**GND CON**
- **128.425 275.8**

**CLNC DEL**
- **128.425 275.8**

**MISSING APPEACH: Climb to 3000 direct RIOE and hold.**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**RNAV (GPS) RWY 5**

**GRISSOM ARB (KGUS)**

**APCH CRS**
- **046°**
- **12,501**
- **811**
- **811**

**AL-470 (USAF)**

**RNP APCH**
- **ALS-1**

**PERU, INDIANA**

**Amdt 7 14JUL22**

**Category**
- **A**
- **B**
- **C**
- **D**
- **E**

**LNAV MDA**
- 1260/24 449 (500-½)
- 1260/45 449 (500-½)
- 1400-1½ 589 (600-1½)
- 1400-2 589 (600-2)
- 1440-2½ 629 (700-2½)

**CIRCLING**
- 1340-1 529 (600-1)

**40°39'N - 86°09'W**

**295**
ILS or LOC RWY 29
BUTLER COUNTY RGNL/HOGAN FLD (HAO)

MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct MIZZA and hold.

GATING

1.3 NM
1.2 NM
3.6 NM

CIRCLING

EC-2, 30 NOV 2023 to 25 JAN 2024

39°22'N-84°31'W

HAMILTON, OHIO
Amdt 3 02NOV23
BUTLER COUNTY RGNL/HOGAN FLD (HAO)

HAMILTON, OHIO
AL-5204 (FAA)

INOP table does not apply to S-ILS 29.
RNAV (GPS) RWY 11
BUTLER COUNTY RGNL/HOGAN FLD (HAO)

RNP APCH - GPS.

- Rwy 11 helicopter visibility reduction below ¾ SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 49°C.

MISSED APPROACH: Climb to 3000 direct BRNIE and hold.

HAMILTON, OHIO

ASOS 121.425  CINCINNATI APP CON 121.0  254.25  CLNC DEL 126.25  UNICOM 123.05

EC-2, 30 NOV 2023 to 25 JAN 2024
Amdt 1C 30 NOV 2023 to 25 JAN 2024

39°22'N-84°31'W
301
RNAV (GPS) RWY 19
CINCINNATI WEST (I67)

AWOS-3PT
118.15

CINCINNATI APP CON
128.7 254.25

UNICOM
123.0 (CTAF)

Directional VOR 3000

Procedure NA for arrival at MILAN via V97 northwes bound and T213 southwest bound.

Procedure NA for arrival at MILAN via V97 northeast bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

HARRISON, OHIO
Orig-A 18AUG16

39°16'N 84°46'W
HARRISON, OHIO
AL-6433 (FAA)

CINCINNATI WEST (167)

VOR RWY 19

AWOS-3PT  118.15
CINCINNATI APP CON  128.7  254.25
UNICOM  123.0 (CTAF)

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 1/4 mile. Procedure NA at night. Rwy 1, 19 helicopter visibility reduction below 1 SM NA.

MISSING APPROACH: Climb to 2000, then climbing right turn to 2600 via CVG VORTAC R-351 to NESRY/CVG 20 DME/RADAR and hold.

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  1440-1  NA  NA
1340-1  1340-1  NA  NA
CIRCLING  1440-1  1440-1  NA  NA
1340-1  1340-1  NA  NA

IRECA FIX MINIMUMS

S-19  1440-1  1440-1  NA  NA
1340-1  1340-1  NA  NA
CIRCLING  1440-1  1440-1  NA  NA
1340-1  1340-1  NA  NA

EC-2, 30 NOV 2023 to 25 JAN 2024
Rwy 9 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**AWOS-3PT**
- **118.250**

**EVANSVILLE APP CON**
- **124.025**
- **290.9**

**CLNC DEL**
- **118.8**

**UNICOM**
- **122.8 (CTAF)**

**HUNTINGBURG, INDIANA**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**RNAV (GPS) RWY 9**

**HUNTINGBURG (HNB)**

**WAAS CH 49207 W09A**

**APP CRS**
- **095°**

**Rwy Idg**
- **5501**

**TDZE**
- **524**

**Apt Elev**
- **529**

**RNP APCH - GPS.**

**ELEV**
- **529**

**TDZE**
- **524**

**MISSED APPROACH:** Climb to 2500 direct IDGOW and hold.

**VGS and RNAV glidepath not coincident**
- **(VGS Angle 3.00/TCH 40).**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**LPV DA**
- **774-3/4**
- **250 (300-3/4)**

**LNAV/ VNAV DA**
- **810-7/8**
- **286 (300-7/8)**

**LNAV MDA**
- **1020-1**
- **496 (500-1)**
- **1020-1 1/8**
- **496 (500-1 1/8)**

**C CIRCLING**
- **1020-1**
- **491 (500-1)**
- **1040-1 1/2**
- **511 (600-1 1/2)**
- **1380-2 3/4**
- **851 (900-2 3/4)**

**MIRL Rwy 9-27**

**REL Rwys 9 and 27**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
HUNTINGBURG, INDIANA

ELEV 529
TDZE 529

AWOS-3PT 118.250
EVANSVILLE APP CON * 124.025 290.9
CLNC DEL 118.8
UNICOM 122.8 (CTAF) 0

RNP APCH - GPS.

Rwy 27 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct APKEW and hold.
RNAV (GPS) RWY 10
HUNTINGTON MUNI (HHG)

**AWOS-3PT**
126.575

**FORT WAYNE APP CON**
127.2 284.6

**UNICOM**
122.8 (CTAF)

---

**Procedure NA for arrivals at TELEY on V38 eastbound.**

**RNAV (GPS) RWY 10**

**Category**
- A
- B
- C
- D

**LNAV MDA**
- 1220-1 414 (500-1)
- 1220-1/8 414 (500-1/8)

**CIRCLING**
- 1300-1 494 (500-1)
- 1460-1 and 1/4 654 (700-1/4)
- 1540-2 and 1/4 734 (800-2/4)

---

**MISSED APPROACH:** Climb to 1700 then climbing left turn to 2600 direct IDXOH and hold.

**Rwy 10 helicopter visibility reduction below 3/4 SM NA.**
RNAV (GPS) RWY 28
HUNTINGTON MUNI (HHG)

AWOS-3PT  126.575
FORT WAYNE APP CON  127.2  284.6
UNICOM  122.8 (CTAF)

MISSED APPROACH: Climb to 1700 then climbing right turn to 2600 direct IDXOH and hold.

Procedure NA for arrivals at AJAYS on V221 southbound.

RNAV (GPS) RWY 28

 CATEGORY  A  B  C  D
LNAV MDA  1200-1  394 (400-1)  1200-1½  394 (400-1½)
1460-1¾  654 (700-1¾)  1540-2¾  734 (800-2¾)
CIRCLING  1300-1  494 (500-1)  

278°

2.3 NM  4.9 NM

1.1 NM  1.2 NM

1.1 NM to RW28

MIRL Rwys 10-28
REIL Rwys 10 and 28

HUNTINGTON, INDIANA
Amdt 1  27JAN22

40°51’N-85°27’W

RNAV (GPS) RWY 28
HUNTINGTON MUNI (HHG)

Rwy 28 helicopter visibility reduction below ¾ SM NA.
VOR-A
HUNTINGTON MUNI (HHG)

AWOS-3PT 126.575
FORT WAYNE APP CON 127.2 284.6
UNICOM 122.8 (CTAF)

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.

Procedure NA for arrival on FWA VORTAC airway radials 198 CW 294.

Remain within 10 NM

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1300-1 494 (500-1)</td>
<td>1460-1¾ 654 (700-1¾)</td>
<td>1540-2½ 734 (800-2½)</td>
<td></td>
</tr>
</tbody>
</table>
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 ¾ mile. Inoperative table does not apply to LNAV/VNAV. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climbing right turn to 2900 direct ANTTI and hold.

Procedure NA for arrivals at WELDO on V11-303 northeast bound.

Procedure NA for arrivals at VHP VORTAC airway radials 017 CW 081.

**CIRCLING**
- 1320-1 497 (500-1) 1500-2 677 (700-2) NA
Heliocopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use IndianaPols Int'l altimeter setting and increase all MDA 20 feet. DME required. For inoperative MALS, increase Cat C visibility to 1/2 mile.

Procedure NA for arrivals at JELLS on V24-128-399 northwest bound.

Procedure NA for arrivals at ANTTI on V434 westbound.

MISSED APCH FIX

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).

One Minute Holding Pattern

EC-2, 30 NOV 2023 to 25 JAN 2024
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)
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 DAWNINT then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNINT.IIU): From over DAWNINT on IIUR-311 to IIUVOR.
MYSTIC TRANSITION (DAWNINT.MYS): From over DAWNINT on MYS R-002 to MYS VOR.
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.
MAREO FIVE DEPARTURE

MAREO5.MAREO

ASOS
121.575
CLNC DEL
128.6
INDIANAPOLIS DEP CON
119.05 317.8

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-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.

NOTE: Chart not to scale.
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: Select appropriate localizer/DME frequency/channel prior to departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 031° to 2100 before turning on course. Thence....
TAKEOFF RUNWAY 21: Climb on heading 270° to 1600 then on assigned heading to
assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then on transition or
assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ7.BVT): From over MEARZ on BVT R-133 to
BVT VORTAC.
MARION TRANSITION (MEARZ7.MZZ): From over MEARZ on MZZ R-227 to
MZZ VOR/DME.
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.

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.
RNAV (GPS) RWY 36
HENDRICKS COUNTY-GORDON GRAHAM FLD (2R2)

INDIANAPOLIS, INDIANA

AWOS-3PT 118.025
IND ASOS 134.25
INDIANAPOLIS APP CON 121.1
UNICOM 122.7 (CTAF)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Indianapolis Intl altimeter setting.
Helicopter visibility reduction below \( \frac{3}{4} \) SM NA.

Procedure NA for arrivals at KELLY
on V11 southwest bound and
V12 westbound.

Missed Approach: Climb to
2700 direct GAKNE and hold.
CAUTION: Heliport located in area of numerous lighted and unlighted obstructions.

Limit final and missed approach 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.

Procedure NA for arrivals on SHB VOR/DME airway radial 231 CW 312.

Proceed VFR from OPNIC or conduct the specified missed approach procedure.

EC-2, 30 NOV 2023 to 25 JAN 2024

Orig-B 11AUG22

39°46'N-86°09'W

COPTER RNAV (GPS) 291°
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 B DME and hold.

Procedure NA for arrival on SHB VOR/DME airway radials 231 CW 312.

CAUTION: Heliport located in area of numerous lighted and unlighted obstructions.
Procedure NA for arrival on VHP VORTAC airway radials 037 CW 136.

Autopilot coupled approach NA below 1900.

Rwy 36 helicopter visibility reduction below 1/2 SM NA.

MISSED APPROACH: Climb to 2200 then climbing left turn to 3000 direct VHP VORTAC and hold.
RNAV (GPS) RWY 18
INDIANAPOLIS EXEC (TYQ)

**App CRS**
- Category: A
- LNAV/VNAV DA: 1216-7/8 ft
- LNAV MDA: 1320-1 398 (400-1)
- CIRCLING: 1380-1 458 (500-1)

**RNAV (GPS) RWY 18**
- RNAV (GPS) RWY 18
- Category: A
- LNAV/VNAV DA: 1216-7/8 ft
- LNAV MDA: 1320-1 398 (400-1)
- CIRCLING: 1380-1 458 (500-1)

**HP**
- 182°
- 4 NM
- 3000 ft
- Holding Pattern

**YABUD**
- 6000 ft
- 182°
- 2000 ft
- Holding Pattern

**CLANG**
- 6000 ft
- 182°
- 2000 ft
- Holding Pattern

**INSTRUCTIONS**
- Rwy 18 helicopter visibility reduction below 1/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
- MISSED APPROACH: Climb to 3000 ft direct YABUD and hold.

**AWOS-3PT** 120.725
**INDIANAPOLIS APP CON** 124.65 127.15 317.8
**CLNC DEL** 118.175
**UNICOM** 123.05 (CTAF)

**ELV** 922
**TDZE** 922

**EC-2, 30 NOV 2023 to 25 JAN 2024**
**RNAV (GPS) RWY 36**

**INDIANAPOLIS EXEC (TYQ)**

**RNP APCH - GPS.**

- **Rwy 36** helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**AWOS-3PT**

<table>
<thead>
<tr>
<th>INDIANAPOLIS APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>120.725</td>
<td>124.65</td>
<td>127.15</td>
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<td></td>
<td>317.8</td>
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<tr>
<td></td>
<td>118.175</td>
<td></td>
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<tr>
<td></td>
<td>123.05 (CTAF)</td>
<td></td>
</tr>
</tbody>
</table>

**MISSIONS APCH FIX**

- 4 NM to SICLE

**Category**

- **A**
- **B**
- **C**
- **D**

**LPV DA**

- 1199-⅛ 277 (300-⅛)

**LNAV/VNAV DA**

- 1351-1¼ 429 (500-1¼)

**LNAV MDA**

- 1400-1 478 (500-1)
- 1400-⅛ 478 (500-⅛)

**CIRCLING**

- 1400-1 478 (500-1)
- 1440-1 518 (600-1¼)
- 1480-2 558 (600-2)

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**40°02’N-86°15’W**
**Missed Approach**: Climb to 2700 direct VHP VORTAC and hold.

- **AWOS 3PT**: 120.725
- **Indianapolis APP CON**: 124.65 127.15 317.8
- **CLNC DEL**: 118.175
- **UNICOM**: 123.05 (CTAF)

**Procedure NA for arrival on VHP VORTAC airway radials 017 CW 059.**

**Missed APCH Fix**
- **Brickyard VHP**: 116.3 Chan 110
- **Vuvuy VHP**: 16.7
- **Zutid VHP**: 19.8

**INDIANAPOLIS EXEC (TYQ)**

**Category**: A: S-18 1400-1 478 (500-1) 1400-1½ 478 (500-1½)

**CIRCLING**: 1400-1 478 (500-1) 1440-1½ 518 (600-1½) 1480-2 558 (600-2)

**EC-2, 30 NOV 2023 to 25 JAN 2024**
NOTE: Chart not to scale.

NOTE:  Assigned to aircraft with a requested altitude of 11000 or above.

NOTE:  Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE:  Select appropriate localizer/DME frequency/channel prior to departure.

NOTE:  RADAR required.

(NARRATIVE ON FOLLOWING PAGE)
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.
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.
**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.

NOTE: Chart not to scale.
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-013 to MEARZ then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ7.BVT):
From over MEARZ on BVT R-133 to BVT VORTAC.

MARION TRANSITION (MEARZ7.MZZ):
From over MEARZ on MZZ R-227 to MZZ VOR/DME.

NOTE: Turboprops accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
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.
Simultaneous approach authorized, DME or RADAR required. For inop ALS, increase S-LOC 5L Cat C/D visibility to 1 3/4 SM. OSCRR fix minimums: For inop ALS, increase S-LOC 5L Cat C/D visibility to VFR 5500.

**MISSP APCH FIX**

KEADY
VHP 4.9
RADAR

WAAYN
I-IND 15.2
RADAR

FTBLL
I-IND 12.1
RADAR

VHP 27.9

(CFVDC) Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.

For inop ALS, increase S-LOC 5L Cat C/D visibility to 1 3/4 SM.

**OSCRR FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)**

S-LOC 5L 1120/24 473 (500-1/2) 1120/50 473 (500-1)

CIRCLING 1420-1 624 (700-1) 1420-1 624 (700-1) 1560-2 764 (800-2 1/2)

**OSCRR INT I-IND 3.3**

**RADAR or DME REQUIRED**

**ALTERNATE MISSED APCH FIX**

**115.3 TCH R-077**

**ROCKWELL INT**

**CLOTT TTH 23.3 RADAR**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.
**Simultaneous approach authorized.**

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**ILS or LOC RWY 23L**

**INDIANAPOLIS INTL (IND)**

**Procedure NA for arrivals at CLANG on V14-192-210 northeast bound.**
ILS or LOC RWY 32

INDIANAPOLIS INTL (IND)

ALTERNATE MISSED APCH FIX

116.3 VHP Chan 110

BRICKYARD

110.5 LOCALIZER

INDIANAPOLIS, INDIANA

INDIANAPOLIS INTL

APP CRS 320°

TDZE

MALSR

DME required.

# RVR 1800 authorized with the use of FD or AP or HUD to DA.

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

AL-203 (FAA)

1875

110.5

2400

Vgsm

Chn 110

1159

LOCALIZER 110.5

I- COA

134.25

128.175

317.8

120.9

257.8

121.9

128.75

257.8

TDZE

ELEV 796

VHP 4.9

897'

A

252

R-275

KEADY

303°

VHP 4.9

320°

R-303

1150

1106

23L

5R

23R

5L

1257

303°

BTTL INT

1866

1187

VHP 4.9

VHP 20.1

VHP 136

5% UP

0.3% UP

4.9 NM

8 NM

303°

B

C

D

# RVR 1800 authorized with the use of FD or AP or HUD to DA.

HIRL all Rwys

TDZ/CL Rwys 5L and 5R

Rwy Idg

Apt Elev

INDIANAPOLIS, INDIANA

Amdt 21A 22JUN17

39°43'N-86°18'W

LOC I-COA

110.5

APP CRS

320°

TDZE

7278

793

796

ELEV 796

TDZE 793

EC-2, 30 NOV 2023 to 25 JAN 2024

INDIANAPOLIS INTL (IND)

CIRCLING

1420-1

624 (700-1)

1420-1 1/4

624 (700-1 1/4)

1560-2 1/2

764 (800-2 1/2)

303°

BTTLR INT

2400

320°

4500

316° (21)

KEADY

4500

136

VHP

41.1

DECEE

VHP

20.1

VHP

23.3

I-COA

LOCALIZER 110.5

INDIANAPOLIS INTL

KEADY

HRL all Rwys

TDZ/CL Rwys 5L and 5R

Rwy Idg

Apt Elev

INDIANAPOLIS, INDIANA

Amdt 21A 22JUN17

39°43'N-86°18'W

LOC I-COA

110.5

APP CRS

320°

TDZE

7278

793

796

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

343
### ILS RWY 5L (SA CAT I)

**Indianapolis INTL (IND)**

<table>
<thead>
<tr>
<th>LOC/DME I-IND</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>111.75</td>
<td>050°</td>
<td>11200</td>
<td>747</td>
<td>796</td>
</tr>
</tbody>
</table>

- **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

<table>
<thead>
<tr>
<th>INDIANAPOLIS APP CON</th>
<th>INDY TOWER</th>
<th>GND CON</th>
<th>CINC DEL</th>
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</thead>
<tbody>
<tr>
<td>134.25</td>
<td>128.175</td>
<td>257.8</td>
<td>121.9</td>
</tr>
</tbody>
</table>

#### IND/INDIANAPOLIS INTL (IND)

- **AL-203 (FAA)**

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

**Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.
DME or RADAR required. Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

**ILS RWY 5R (SA CAT I)**

**INDIANAPOLIS INTL (IND)**

Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.

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

**INDIANAPOLIS, INDIANA**

**Amdt 7A  26MAR20**
Simultaneous approach authorized.
CAT III: Localizer not suitable for electronic rollout guidance. DME or RADAR required.

**MISSING APCH FIX**

- **KEADY**
- **VHP 4.9**
- **RADAR**

5000 to WAAYN 004° [0.9] and LOC [10.1]

- **(IAF)**
- **KELLY**
- **VHP 27.9**

**RADAR or DME REQUIRED**

**ALTERNATE APCH FIX**

- **KEADY 111.75**
- **I-IND 111.75**
- **Chan 54(Y)**

**MISSING APCH FIX**

- **KEADY**
- **VHP 4.9**
- **RADAR**

5000 to WAAYN 004° [0.9] and LOC [10.1]

**Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.**

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**INDIANAPOLIS INTL (IND)**

**ILS RWY 5L (CAT II & III)**
Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.
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 AIS, increase RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized.

D-ATIS 134.25
INDIANAPOLIS APP CON 128.175 317.8
INDY TOWER 120.9 257.8
GND CON 121.9
CLNC DEL 128.75 257.8

TDZE 747
Apt Elev 796

CATEGORY A B C
RNP 0.30 DA 1197/60 450 (500-1¼)

AUTHORIZATION REQUIRED

RAPID Required for arrivals at PETYN.

Radar required for arrivals at HLMT.

Radar required for arrivals at ATEEN.

Radar required for arrivals at PETYN.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).

See planview for multiple IF locations.

EC-2, 30 NOV 2023 to 25 JAN 2024

INDIANAPOLIS, INDIANA
Amdt 2 10NOV16
39°43'N 86°18'W
349
**RNAV (RNP) Z RWY 5R**

**INDIANAPOLIS INTL (IND)**

**APP CRS**
- **050°**
- **10000**
- **WAW**
- **128.175**
- **317.8**
- **120.9**
- **257.8**

**Apt Elev**
- **796**

**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 IUUU only.**

**ATW**

**MISSED APPROACH:**
- Climb to 1500, then climbing right turn to 3000 direct OZMOE and hold.

**D-ATIS**
- **134.25**

**INDIANAPOLIS APP CON**
- **128.175**
- **317.8**

**INDY TOWER**
- **120.9**
- **257.8**

**GND CON**
- **121.9**

**CLNC DEL**
- **128.75**
- **257.8**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**AUTHORIZATION REQUIRED**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**RNP 0.11 DA**
- **1174/45**
- **383 (400-%)**

**RNP 0.30 DA**
- **1271/60**
- **480 (500-1/4)**

**IN CON**
- **120.9**

**TDZ/CL Rwys 5L and 5R**

**RNAV (RNP) Z RWY 5R**

**INDIANAPOLIS INTL (IND)**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (RNP) Z RWY 14
INDIANAPOLIS INTL (IND)

**Category**: A
**Authorization Required**: Yes
**Amdt**: 2A 20JUN19

**RNAV (RNP) Z RWY 14**

**For uncompensated Baro-VNAV systems, procedure**
NA below -18°C or above 54°C.

**MISSED APPROACH**: Climb to 3000 on track 140° to OZMOE and hold.

**T**

**T**

**T**

**T**

**INDIANAPOLIS, INDIANA**

**APP CRS**

140°

**Rwy Idg**

7278

**TDZE**

796

**Apt Elev**

796

**D-ATIS**

134.25

**INDIANAPOLIS APP CON**

128.175

**INDY TOWER**

317.8

**GND CON**

120.9

**CLNC DEL**

257.8

**CPDLC**

128.75

**257.8**

**T**

**T**

**T**

**T**

**3000**

**OZMOE**

140°

**4 NM**

**3100 NM**

**MALSR**

For uncompensated Baro-VNAV systems, procedure
NA below -18°C or above 54°C.

**MISS**

**APP CRS**

140°

**INDIANAPOLIS INTL (IND)**

**RNAV (RNP) Z RWY 14**

**APP CRS**

140°

**Rwy Idg**

7278

**TDZE**

796

**Apt Elev**

796

**D-ATIS**

134.25

**INDIANAPOLIS APP CON**

128.175

**INDY TOWER**

317.8

**GND CON**

120.9

**CLNC DEL**

257.8

**CPDLC**

128.75

**257.8**

**T**

**T**

**T**

**T**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**351**
For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. Simultaneous approach authorized for arrivals from LLARY only. GPS required.

MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OZMOE and hold.

Radar required for procedure entry at TRAAK.

Radar required for procedure entry at KNIGHT.

Radar required for procedure entry at MILLR.

GSI and RNAV glidepath not coincident (GSI Angle 3.00/TCH 71).

See planview for multiple IF locations.
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 1 SM. Simultaneous approach authorized.

**MISSING APPROACH:** Climb to 1200 then climbing right turn to 3000 direct KEADY and hold.

**AUTHORIZATION REQUIRED**
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.

MALS

MISSING APPROACH: Climb to 3000 on track 320° to KEADY and hold.

D-ATIS
134.25
INDIANAPOLIS APP CON
128.175
INDY TOWER
120.9
GND CON
257.8
CLNC DEL
128.75
CPDLC
257.8

ELEV 796
TDZE 793

320°

MISSED APCH FIX

KEADY

4 NM

MISA RW32 25 NM

3100

320°

A 897

A 1159

A 1546

320°

4000 210K
(RF REQD)

IF)

HIKEK

3600

(2.9)

4400

(5.3)

811

320°

(4.9)

6000 210K
(RF REQD)

(FAF)

BTTLR

2800

(4.6)

2400

(4.6)

(4.2)

KEADY

MISSED APCH FIX

320°

(2.9)

1150

134°

KEADY

BDAWG

3600

075°

(4.2)

3600

(2.9)

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 73).

See planview for multiple IF locations.

GP 3.00°
TCH 33

320°

3000

KEADY

320°

4500 210K
(RF REQD)

(along)

Amdt 2 10NOV16

EC-2, 30 NOV 2023 to 25 JAN 2024

TDZE/CL Rwy 5L and 5R

HIRL all Rwy

ELEV

796

Apt Elev
796

320°

APP CRS

320°

Rwy Idg

7278

TDZE
793

Apt Elev
796

ACAT

354
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 1½ SM and increase LNAV Cat C/D visibility to 1½ SM.

### D-ATIS
134.25

### INDIANAPOLIS APP CON
128.175 317.8

### INDY TOWER
120.9 257.8

### GND CON
121.9

### CLNC DEL
128.75 257.8

### CPDLC

### MISSED APCH FIX

### RW05L

Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.

### VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).

### CATEGORY

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>947/18</td>
<td>200 (200-½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1136/45</td>
<td>389 (400-¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1220/24</td>
<td>473 (500-½)</td>
<td>1220/50</td>
<td>473 (500-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1420-1</td>
<td>624 (700-1)</td>
<td>1420-1½</td>
<td>764 (800-2½)</td>
</tr>
</tbody>
</table>
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.

Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.

RNAV (GPS) Y RWY 5R
INDIANAPOLIS INTL (IND)

**Upper Section of Chart**

- **WAAS CH** 50306 W05B
- **APP CRS 050°**
- **RWy Idg 10000 TDZE 791**
- **Apt Elev 796**

**Lower Section of Chart**

- **Category**
  - A
  - B
  - C
  - D

- **LPV DA**
  - 991/18 200 (200-½)

- **LNAV/VNAV DA**
  - 1172/40 381 (400-½)

- **LNAV MDA**
  - 1220/24 429 (500-½)
  - 1220/40 429 (500-¾)

- **CIRCLING**
  - 1420-1 624 (700-1)
  - 1420-1½ 624 (700-1½)
  - 1560-2½ 764 (800-2½)

**Missed Approach**

- Climb to 1500 then climbing right turn to 3000 direct OZMOE and hold.

**RNAV (GPS) Y RWY 5R**
INDIANAPOLIS INTL (IND)

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**Amdt 4A 17AUG17**
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.**

**MISSED APPROACH:** Climb to 3000 direct OZMOE and hold.

**RNAV (GPS) Y RWY 14**

**INDIANAPOLIS INTL (IND)**

**D-ATIS**

**134.25**

**INDIANAPOLIS APP CON**

**128.175**

**TDZE**

**317.8**

**TDZE**

**796**

**CLNC DEL**

**128.75**

**257.8**

**CPDLC**

**RNAV (GPS) Y RWY 14**

**INDIANAPOLIS INTL (IND)**

**OZMOE**

**140°**

**4 NM**

**KEADY**

**210k**

**A1866**

**A1546**

**1875**

**A1252**

**ELEV 796**

**TDZE 796**

**RSAD**

**VGSi and RNAV glidepath not coincident**

(VGSi Angle 3.00/TCH 74).

**3000**

**OZMOE**

**A**

**B**

**C**

**D**

**CATEGORY**

**LPV**

**DA**

**1092/24**

**296 (300-1/2)**

**1200/24**

**404 (500-1/2)**

**1200/40**

**404 (500-3/4)**

**C**

**CIRCLING**

**1420-1**

**624 (700-1)**

**1420-13/4**

**624 (700-1/4)**

**1560-2 1/2**

**764 (800-2 1/2)**

**HIRL all Rwys**

**TDZ/Cl. Rwys Sl and 5R**

**INDIANAPOLIS, INDIANA**

**Amdt 4A 17AUG17**

**39°43'N-86°18'W**

**357**
**RNAV (GPS) Y RWY 23L**

**INDIANAPOLIS INTL (IND)**

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>INDIANAPOLIS APP CON</th>
<th>INDY TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CPDLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>134.25</td>
<td>128.175 317.8</td>
<td>120.9 257.8</td>
<td>121.9</td>
<td>128.75 257.8</td>
<td></td>
</tr>
</tbody>
</table>

**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.**

**Procedure NA for arrivals at CLANG on V14-192-210 northeast bound.**

**RNAV (GPS) Y RWY 23L**

**INDIANAPOLIS INTL (IND)**

**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.**

**Procedure NA for arrivals at CLANG on V14-192-210 northeast bound.**

**RNAV (GPS) Y RWY 23L**

**INDIANAPOLIS INTL (IND)**

**RNAV (GPS) Y RWY 23L**

**INDIANAPOLIS INTL (IND)**

**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. 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.

**RVR 1800 authorized with use of FD or AP or HUD to DA.

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**RVR 1800 authorized with use of FD or AP or HUD to DA.
RNAV (GPS) Y RWY 32
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. **RVR 1800 authorized with use of FD or AP or HUD to DA.

**D-ATIS 134.25
INDIANAPOLIS APP CON 128.175 317.8
INDY TOWER 120.9 257.8
GND CON 121.9
CLNC DEL 128.75 257.8

---

Procedure NA for arrivals at DECEE on V128 southeast bound.

---

**LPV DA
**993/24 200 (200-1½)

**LNAV/ 
VNAV DA
1069/24 276 (300-1½)

LNAV MDA
1160/24 367 (400-½)
1160/35 367 (400-5½)

**CIRCLING
1420-1 624 (700-1)
1420-1½ 624 (700-1½)
1560-2½ 764 (800-2½)

---

VNAV LNAV/ MDA
TCH 53
367 (400-5½)

---

**D-ATIS with use of FD or AP or HUD to DA.
DME/DME RNP-0.3 NA.     RVR 1800 authorized NA below -18°C (0°F) or above 54°C (130°F).
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.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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.

TAKEOFF MINIMUMS:
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.
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 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.
INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

INDY ONE DEPARTURE

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

INDY ONE DEPARTURE

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

INDY ONE DEPARTURE

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

INDY ONE DEPARTURE

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

INDY ONE DEPARTURE

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

INDY ONE DEPARTURE

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

INDY ONE DEPARTURE

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

INDY ONE DEPARTURE

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

INDY ONE DEPARTURE

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NOTE: Chart not to scale.

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INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

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NOTE: Chart not to scale.

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NOTE: Chart not to scale.

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NOTE: Chart not to scale.

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NOTE: Chart not to scale.

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NOTE: Chart not to scale.

INDY ONE DEPARTURE

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

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NOTE: Chart not to scale.

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INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

INDY ONE DEPARTURE

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

INDY ONE DEPARTURE

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INDIANAPOLIS, INDIANA

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INDY ONE DEPARTURE

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

INDY ONE DEPARTURE

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

INDY ONE DEPARTURE

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

INDY ONE DEPARTURE

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

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 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 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 10 minutes after departure.
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)

NOTE: Chart not to scale.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Standard.

NOTE: RADAR required.

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 . . . .


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.
MEARZ SEVEN DEPARTURE

(MEARZ7.MEARZ) 23334
AL-203 (FAA)
INDIANAPOLIS INTL (IND)
INDIANAPOLIS, INDIANA

TOP ALTITUDE:
(JETS) 5000
(PROPS) 3000

NOTE: Chart not to scale.

MEARZ

BOILER
115.1 BVT 313°
Chan 98

SACHS

INDIANAPOLIS DEP CON
124.95 317.8 (EAST)
119.05 317.8 (WEST)

BRATN

MARTIN
108.6 MZ
Chan 23

MEARZ SEVEN DEPARTURE

(MEARZ7.MEARZ) 19MAY22

INDIANAPOLIS, INDIANA
INDIANAPOLIS INTL (IND)

NOTE: Chart not to scale.

TAKEOFF MINIMUMS

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: Select appropriate localizer/DME frequency/channel prior to departure.

TOP ALTITUDE:
(JETS) 5000
(PROPS) 3000

NOTE: Chart not to scale.

MEARZ SEVEN DEPARTURE

(MEARZ7.MEARZ) 23334
AL-203 (FAA)
INDIANAPOLIS INTL (IND)
INDIANAPOLIS, INDIANA

NOTE: Chart not to scale.

MEARZ

BOILER
115.1 BVT 313°
Chan 98

SACHS

INDIANAPOLIS DEP CON
124.95 317.8 (EAST)
119.05 317.8 (WEST)

BRATN

MARTIN
108.6 MZ
Chan 23

MEARZ SEVEN DEPARTURE

(MEARZ7.MEARZ) 19MAY22

INDIANAPOLIS, INDIANA
INDIANAPOLIS INTL (IND)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 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 RUNWAY 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 RUNWAY 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-013 to MEARZ then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ7.BVT): From over MEARZ on BVT R-133 to BVT VORTAC.

MARION TRANSITION (MEARZ7.MZZ): From over MEARZ on MZZ R-227 to MZZ VOR/DME.
TOP ALTITUDE:
(JETS) 5000
(PROPS) 3000

NOTE: Chart not to scale.

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)
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 . . . .


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.
RNAV (GPS) RWY 15
INDIANAPOLIS METRO (UMP)

Helicopter visibility reduction below ½ 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.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>INDIANAPOLIS APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tr>
<td>119.375</td>
<td>127.15 317.8</td>
<td>121.625</td>
<td>123.0 (CTAF)</td>
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Procedure NA for arrivals at DEEKS via V11 northeast bound and arrivals at ZIPPY via V96-285 southbound.

EC-2, 30 NOV 2023 to 25 JAN 2024
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase S-33 and Circling Cat C visibility to 1/2. Rwy 33 helicopter visibility reduction below 1/2 SM NA.

**AWOS-3PT**
**INDIANAPOLIS APP CON**
**CLNC DEL**
**UNICOM**

**INDIANAPOLIS, INDIANA**

**INDIANAPOLIS METRO (UMP)**

**VOR RWY 33**

---

**VOR/DME SHB**
116.15
Chan 108 (Y)

**APP CRS**
330°

**Rwy Idg**
4004

**TDZE**
811

**Apt Elev**
811

**CIRCLING**
S-33

---

**R-338 direct SHB VOR/DME and hold.**

**AWOS-3PT**
119.375

**INDIANAPOLIS APP CON**
127.15
317.8

**CLNC DEL**
121.625

**UNICOM**
123.0 (CTAF)

---

**ELEV 811**

---

**TDZE 811**

---

**Brickyard**
116.3 VHP
Chan 110

---

**NoPT for arrival on SHB VOR/DME airway radials 080 CW 231.**

---

**MIRL Rwy 15-33**

**REIL Rwy 15 and 33**

---

**MINUTE HOLDING PATTERN**

---

**VOR RWY 33**

---

**One Minute Holding Pattern**

---

**VGS1 and descent angles not coincident (VGS1 Angle 3.50/TCH 27).**

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**CATEGORY**

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<th>1340-1</th>
<th>529 (600-1)</th>
<th>1340-1½</th>
<th>529 (600-1½)</th>
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**EC-2, 30 NOV 2023 to 25 JAN 2024**

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**INDIANAPOLIS, INDIANA**

**Amdt 10D 26MAR20**

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**39°56’N-86°03’W**

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**

---

**INDIANAPOLIS METRO (UMP)**

**VOR RWY 33**
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)
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.
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.
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.
NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

MEARZ SEVEN DEPARTURE

INDIANAPOLIS METRO (UMP)
INDIANAPOLIS, INDIANA

AWOS-3
119.375

CLNC DEL
121.625

INDIANAPOLIS DEP CON
127.15 317.8

NOTE:  Select appropriate localizer/DME of 11000 or above.
NOTE:  Assigned to aircraft with a requested altitude of 11000 or above.
NOTE:  Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE:  Chart not to scale.

R - 3401B

R - 3401A

NOTE: Chart not to scale.

INDIANAPOLIS, INDIANA

MEARZ SEVEN DEPARTURE
(MEARZ7.MEARZ) 19MAY22
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb on 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 on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ.BVT): From over MEARZ on BVT R-133 to BVT VORTAC.

MARION TRANSITION (MEARZ.MZZ): From over MEARZ on MZZ R-227 to MZZ VOR/DME.
ROCKY ONE DEPARTURE

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.
ILS or LOC RWY 25
INDIANAPOLIS RGNL (MQJ)

When localizer 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 ½ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 on SHB VOR/DME R-334 to SHB VOR/DME and hold.

Procedure NA for arrivals at HOMAR on V30 eastbound and on V221 southbound.

AWOS-3PT
INoDAPOLIS APP CON
CINC DEL
UNICOM

INDIANAPOLIS, INDIANA
Amdt 3 17AUG17

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 16
INDIANAPOLIS RGNL (MQJ)

MISSED APPROACH: Climb to 2600 direct DOBAC and hold.

MISSED APCH FIX
DOBAC

procedure NA for arrivals at ZIPPY on V51-97 northwest bound and on V96-285 southbound.

procedure NA for arrivals at PENDS on V14-192-210 northeast bound.

AWOS-3PT  124.175
INDIANAPOLIS APP CON  127.15  317.8
CLNC DEL  119.25
UNICOM  122.975 (CTAF)

INDIANAPOLIS RGNL
39°51'N-85°54'W

Amdt 1B  28FEB19
**RNAV (GPS) RWY 25**

**INDIANAPOLIS RGNL (MQJ)**

<table>
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<th>CLNC DEL</th>
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<tr>
<td>124.175</td>
<td>127.15</td>
<td>119.25</td>
<td>122.975 (CTAF)</td>
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</table>

**Procedure NA for arrivals at PENDS on V14-192-210 northeast bound.**

**Procedure NA for arrival at NEWTO on V50 eastbound.**

**Misaligned Approach:** Climb to 2900 direct RAPBO and on track 143° to SHB VOR/DME and hold.

**MASL**

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>INDIANAPOLIS APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<td>124.175</td>
<td>127.15</td>
<td>119.25</td>
<td>122.975 (CTAF)</td>
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</tbody>
</table>

**Procedure NA for arrivals at PENDS on V14-192-210 northeast bound.**

**Procedure NA for arrival at NEWTO on V50 eastbound.**

**Misaligned Approach:** Climb to 2900 direct RAPBO and on track 143° to SHB VOR/DME and hold.

**MASL**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 5.6°C (13°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.**

**RNAV (GPS) RWY 25**

**INDIANAPOLIS RGNL (MQJ)**

**Category**

<table>
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<th>CATEGORY</th>
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<td>CIRCLING</td>
<td>1340-1</td>
<td>478 (500-1)</td>
<td>1360-1½</td>
<td>498 (500-1½)</td>
</tr>
</tbody>
</table>

**INDIANAPOLIS, INDIANA**

Orig-C 27APR17
RNAV (GPS) RWY 34
INDIANAPOLIS RGNL (MQJ)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 2500 direct AYAGO and hold.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
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<th>CLNC DEL</th>
<th>UNICOM</th>
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<tr>
<td>124.175</td>
<td>127.15 317.8</td>
<td>119.25</td>
<td>122.975 [CTAF] 0</td>
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</table>

Procedure NA for arrivals at OZMOE on V128 northwest bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

INDIANAPOLIS, INDIANA
Amld 1B 13SEP18

39°51’N-85°54’W

INDIANAPOLIS RGNL (MQJ)
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and Circling Cat D visibility ¾ SM. VDP NA when using Indianapolis Intl altimeter setting. Rwy 34 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2500 direct SHB VOR/DME and hold.

NoPT for arrival on SHB VOR/DME airway radials 080 CW 251.
NOTE: Chart not to scale.

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.
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.
INDIANAPOLIS DEP CON
127.15 317.8

NOTE: Chart not to scale.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: RADAR required.

NOTE: Chart not to scale.
**MAREO FIVE DEPARTURE**

### TAKEOFF MINIMUMS
- Rwy 34: 300-1 or standard with minimum climb of 347' per NM to 1100.

### 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.

---

**NOTE:** Chart not to scale.
TAKEOFF MINIMUMS
Rwy 34: 300-1 or standard with minimum climb of 347’ per NM to 1100.

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: Select appropriate localizer/DME frequency/channel prior to departure.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 25: Climb on 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 on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ7.BVT): From over MEARZ on BVT R-133 to BVT VORTAC.

MARION TRANSITION (MEARZ7.MZZ): From over MEARZ on MZZ R-227 to MZZ VOR/DME.
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.
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 ½ SM NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct JINIC and hold.

**AWOS-3P** 118.525  INDY SOUTH GREENWOOD (HF Y)
**INDIANAPOLIS APP CON** 124.95  317.8  **GCO** 121.725  **UNICOM** 123.0 (CTAF)

**MOUTH** (IAF) Procedure NA for arrivals at MOUTH on V53 southeast bound, and on V221 southwest bound.

**WAGSE** (IF/IAF) Procedure NA for arrivals at WAGSE on V128 southeast bound.

**3100 NDB (8.1)** Holding Pattern

**STUNS** VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 39).

**CESUT** 3000  JINIC 317.8

**GAVYE** 1220-1 458 (500-1)  1280-1 458 (500-1)

**R-3401A** 1900-3

**R-3401B** 1380-1 558 (600-1)  1380-1 558 (600-1)  1078 (1100-3)

**GP 3.00° TCH 39**

**MISSED APCH FIX** 5 NM

**WAGSE** 3100 NoPT (14.4)

**MOUTH** 3100 NoPT (8.1)  5 NM

**GAVYE** 190°  010°  2600  2200  2002

**RW01**

**CESUT** 1010 1542 1810 (1.3)

**STUNS** 010°  (2)

**GP 3.00° TCH 39**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**INDIANAPOLIS, INDIANA** 39°38’N-86°05’W

**Amdt 2A 09NOV17**
RNAV (GPS) RWY 19
INDY SOUTH GREENWOOD (HF’Y)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°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.

Procedure NA for arrivals at ZIPPY on V51-97 northwest bound, and V96-285 northbound.

Procedure NA for arrivals at HOMAR on V50 eastbound, and V221 northeast bound.

**MISSAP APPROACH FIX**

GAVYE

**LNAV only.**

1.4 NM to RW19

**INDIANAPOLIS, INDIANA**

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

INDIANAPOLIS, INDIANA

Amdt 1C 13SEP18

39°38’N-86°05’W

399
**INDIANAPOLIS, INDIANA**

**AWOS-3P**

**INDIANAPOLIS APP CON**

**GCO**

**UNICOM**

---

**VOR/A**

**SHB**

**Approach CR**: 116.15

**Channel**: 108 (Y)

**Duplex**: N/A

**TDZE**: N/A

**Altitude**: 822

---

**MISSED APPROACH**: Climb to 1400 then climbing right turn to 2600 direct SHB VOR/DME and hold.

---

**1000**

**1010**

**1542**

**ASSUM**: SHB 7 RADAR

---

**IF/IAF**: SHELBYVILLE 116.15 SHB

**Channel**: 108 (Y)

**NoPT for arrival on SHB VOR/DME airway radials 028 CW 171.**

---

**CIMRA**

**SHB**: 12.2

**1400**

---

**CIRCLING**

**Category**: C

**Knots**: 60 90 120 150 180

**Min:Sec**: 5:12 3:28 2:36 2:05 1:44

---

**INDIANAPOLIS, INDIANA**

**Amendments**: 5B 07DEC17

**Location**: 39°38'N 86°05'W

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**
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/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.
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.
**MAREO FIVE DEPARTURE**

**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.

---

**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.
NOTE: Chart not to scale.

MEARZ SEVEN DEPARTURE
(MEARZ7.MEARZ) 19MAY22

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: Select appropriate localizer/DME frequency/channel prior to departure.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading on 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 on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ7.BVT): From over MEARZ on BVT R-133 to BVT VORTAC.

MARION TRANSITION (MEARZ7.MZZ): From over MEARZ on MZZ R-227 to MZZ VOR/DME.
ROCKY ONE DEPARTURE

INDY SOUTH GREENWOOD (HFY)

NOTE: Chart not to scale.

Takeoff Minumums:
Rwy 1, 19: Standard.

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.

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: RADAR required.
Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA.

**RNAV (GPS) RWY 1**

**JAMES A RHODES (JRO)**

**AWOS-3**
118.825

**HUNTINGTON APP CON**
128.4 270.1

**UNICOM**
122.7 (CTAF) 0

**MISSED APPROACH:**
Climb to 2800 direct FEDIK and hold.

**RNAV MDA**
CIRCLING 1340-1 1480-1 1680-3

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**OSATE**
Visual Segment - Obstacles.

**SACOY**

**REROC**
2.6 NM to RW01

**ZAXED**

**WIDRO**

**4 NM**

**HOLD**

**AWOS-3**

**HUNTINGTON APP CON**

**TDZE 722**

**ELEV 726**

**FEDIK**

**JACKSON, OHIO**

**AL-6581 (FAA)**

**JAMES A RHODES (JRO)**

**RNAV (GPS) RWY 1**

**JACKSON, OHIO**

**Amdt 1G 14JUL22**

**38°59'N-82°35'W**
**RNAV (GPS) RWY 19**

**JAMES A RHODES (JRO)**

**AWOS-3**
118.825

**HUNTINGTON APP CON**
128.4  270.1

**UNICOM**
122.7 (CTAF)

---

**RNAV APCH - GPS.**

- Procedure NA at night.
- Rwy 19 helicopter visibility reduction below 1 SM NA.

**AWOS-3**
118.825

**HUNTINGTON APP CON**
128.4  270.1

**UNICOM**
122.7 (CTAF)

---

**MISSED APPROACH:** Climb to 2800 direct OSATE and hold.

**MISSING APCH FIX**

**OSATE**

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**

---

**MIRL Rwy 1-19**

**Category A**

- **LNAV MDA**
  - 1280-1  554 (600-1)
  - 1280-1½  554 (600-1½)

**Category B**

- **CIRCLING**
  - 1340-1  614 (700-1)
  - 1480-1  754 (800-1)
  - 1680-3  954 (1000-3)

---

**38°59'N-82°35'W**

**409**
**ILS or LOC RWY 18**

**CLARK RGNL (JVVY)**

**AFD required. RADAR required for procedure entry.**

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2500 direct CATCH LOM and hold.

**AWOS-3**
AWOS-3

**LOUISVILLE APP CON**
LOUISVILLE APP CON

**CLNC DEL**
CLNC DEL

**UNICOM**
UNICOM 122.7 (CTAF)

**LOC I-JVY 111.7**

**APP CRS 182°**
APP CRS 182°

**Rwy Ldg 7000**
Rwy Ldg 7000

**TDZE 478**
TDZE 478

**Apt Elev 478**
Apt Elev 478

**Category A**
Category A

**B**
B

**C**
C

**D**
D

**SM and Circling Cat C visibility**
SM and Circling Cat C visibility

**increase DA to 708; increase all MDAs 40 feet, S-LOC 18 Cats C and D visibility**
increase DA to 708; increase all MDAs 40 feet, S-LOC 18 Cats C and D visibility

**altimeter setting not received, use Louisville Muhammad Ali Int'l altimeter setting:**
altimeter setting not received, use Louisville Muhammad Ali Int'l altimeter setting:

**For inop ALS, increase S-LOC 18 Cats C and D visibility to 1 ½ SM.**
For inop ALS, increase S-LOC 18 Cats C and D visibility to 1 ½ SM.

**When local altimeter setting not received, use Louisville Muhammad Ali Int'l altimeter setting:**
When local altimeter setting not received, use Louisville Muhammad Ali Int'l altimeter setting:

**increase all MDAs 40 feet, S-LOC 18 Cats C and D visibility**
increase all MDAs 40 feet, S-LOC 18 Cats C and D visibility

**1 ½ SM and Circling Cat C visibility 1 ¼ SM.**
1 ½ SM and Circling Cat C visibility 1 ¼ SM.

**Circling NA for Cat D southwest of Rwys 14 and 36. Circling Rwy 14, 32 NA at night.**
Circling NA for Cat D southwest of Rwys 14 and 36. Circling Rwy 14, 32 NA at night.

**Autopilot coupled approach NA below 1145 feet.**
Autopilot coupled approach NA below 1145 feet.

EC-2, 30 NOV 2023 to 25 JAN 2024
EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024
EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024
EC-2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 36

JEFFERSONVILLE, INDIANA
AL-6715 (FAA)

23222

RNAV (GPS) RWY 36
CLARK RGNL (JFY)

Rwy 36 helicopter visibility reduction below 1 SM NA. Circling NA for Cat D southwest of Rwy 14 and 36. When local altimeter setting not received, use Louisvile Muhammad Ali Int'l altimeter setting and increase all MDAs 40 feet and visibility LNAV Cat C/D ½ SM, and Circling Cat C ¼ SM. Straight-In Rwy 36 NA at night, Circling Rwy 14, 32, 36 NA at night.

AWOS-3
118.575
LOUISVILLE APP CON
132.075 327.0
CLNC DEL
118.05

UNICOM
122.7 (CTAF)

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct JKUKA and hold.

APP CRS
Rwy Idg
TDZE
Apt Elev
7000
462
478

342°

RNAV (GPS)

ELEV
3000
1000
2300
1500
1600
1800
3000

3.4 NM
2 NM
2.6 NM
0.5 NM

CATEGORY
A
B
C
D

LNAV MDA
1000-1
538 (600-1)
1000-1 ½
538 (600-1 ½)

CIRCLING
1000-1
522 (600-1)
1040-1
562 (600-1)
1060-1 ½
582 (600-1 ½)
1100-2
622 (700-2)

JEFFERSONVILLE, INDIANA
Orig 23FEB23

38°22′N-85°44′W
**Amdt 3A  05DEC19**

JEFFERSONVILLE, INDIANA

EC-2, 30 NOV 2023 to 25 JAN 2024

**NDB RWY 18**

**CLARK RGNL (JVY)**

**AWOS-3**

| 118.575 |

**LOUISVILLE APP CON**

| 132.075 | 327.0 |

**CLNC DEL**

| 118.05 |

**UNICOM**

| 122.7 (CTAF) |
RNAV (GPS) RWY 10
KENDALLVILLE MUNI (C62)

Circling to Rwy 28 NA at night. Rwy 10 helicopter visibility reduction below 3/4 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.

**Climb to 3000 direct.**

**AWOS-3P**
119.925

**FORT WAYNE APP CON**
127.2 284.6

**UNICOM**
122.8 (CTAF)

**Category**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1360-1</td>
<td>361 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1440-1</td>
<td>441 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1600-1</td>
<td>596 (600-1)</td>
<td>NA</td>
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</tr>
</tbody>
</table>

**MIRL Rwy 10-28**

**REIL Rwys 10 and 28**
RNAV (GPS) RWY 28
KENDALLVILLE MUNI (C62)

**RNAV 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 ½ mile and LNAV/VNAV all Cats visibility ¾ mile.

- **AWOS-3P**
  - **119.925**

- **FORT WAYNE APP CON**
  - **127.2 284.6**

- **UNICOM**
  - **122.8 (CTAF)**

**Rwy Idg**

- **TDZE**
  - **1004**

**Rwy Elev**

- **1004**

**Holding Pattern**

- **3000 NoPT 294° (4.4)**
  - **(IAF)**
  - **ILTON**

**3000 NoPT 249° (4.4)**

**Procedure NA for arrivals at GAREN on V8 eastbound.**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 31).**

**MISSING APPROACH:** Climb to 3000 direct HIATT and on track 286° to BAGEL and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LPV DA</strong></td>
<td>1352-1½</td>
<td>348 (400-½)</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td><strong>LNAV/VNAV DA</strong></td>
<td>1276-1</td>
<td>272 (300-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>1520-1</td>
<td>516 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>1600-1</td>
<td>596 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>
MISSED APPROACH: Climb to 3000 direct WEXER and hold.

Procedure NA for arrivals at DEFOE on V337 southwest bound.

Procedure NA for arrivals at JOSEF on V72 southwest bound.

EC-2, 30 NOV 2023 to 25 JAN 2024
**KENT, OHIO**

**AL-5397 (FAA)**

**RNAV (GPS) RWY 19**

**KENT STATE UNIVERSITY (1G3)**

**AWOS-2**  119.15

**AKR ASOS**  126.825

**CLEVELAND APP CON**  118.6 371.875

**CLNC DEL**  125.65

**UNICOM**  122.725 (CTAF)

**122.9 kHz**

**MISSED APPROACH: Climb to 3000 direct OMADE and hold.**

**AWOS-2**  119.15

**AKR ASOS**  126.825

**CLEVELAND APP CON**  118.6 371.875

**CLNC DEL**  125.65

**UNICOM**  122.725 (CTAF)

**122.9 kHz**

**MISSED APPROACH FIX**

**OMADE**

**IXORE**  3000 098° (10)

**RW19**

**KENWU**

**WEXER**

**PAGIC**

**1.7 NM to RW19**

**NLAV only.**

**VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 35).**

**LNAV only.**

**GP 3.00° TCH 40**

**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**

**KENT, OHIO**

**Amrd 1D 14JUL22**

**41°09'N-81°25'W**

**KENT STATE UNIVERSITY (1G3)**

**RNAV (GPS) RWY 19**
When local altimeter setting not received, use Akron Fulton Intl altimeter setting.

**MISSED APPROACH:** Climbing left turn to 3000 direct ACO VOR/DME and hold.

**AWOS-2**  
119.15

**AKR ASOS**  
126.825

**CLEVELAND APP CON**  
118.6 371.875

**CLNC DEL**  
125.65

**UNICOM**  
122.725 (CTAF)  
122.9

---

**3000**  
ACO

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**
Circling to Rwy 09 NA at night. Circling NA north of Rwy 27-09. DME/DME RNP 0.3 NA. Boron VNAV NA. Use Jasper County altimeter setting.

**MISSED APPROACH:** Climb to 1200 then climbing left turn to 2600 direct DNICK and hold.

### RNAV (GPS) RWY 27

**KENTLAND MUNI (501)**

#### APP CRS
- **4004**
- **TDZE 699**
- **Apt Elev 699**

#### UNICOM
- 122.8 (CTAF)

#### CHICAGO CENTER
- 132.5
- 284.7

### EC-2, 30 NOV 2023 to 25 JAN 2024

**WAAS CH**
- **42541**
- **W27A**

**ELEV**
- 699

**TDZE**
- 699

**ZITMA**
- **SEVEE**

**DNICK**
- 859
- 819
- 1364
- 1132
- 1228
- 1231

**RW27**
- 1054
- 1054

**RWY 09**
- 1200
- 2600

**RWY 27**
- 2600

**Holding Pattern**
- 2600

**2400**

**274°**

**GP 3.00°**

**TCH 45**

**2600**

**094°**

**274°**

**274°**

**4 NM**

### CATEGORY

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td><strong>LPV DA</strong></td>
<td>986-1</td>
<td>287 (300-1)</td>
<td>NA</td>
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<tr>
<td><strong>LNAV/VNAV DA</strong></td>
<td>1006-1</td>
<td>307 (400-1)</td>
<td>NA</td>
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<tr>
<td><strong>LNAV MDA</strong></td>
<td>1160-1</td>
<td>461 (500-1)</td>
<td>1160-1 3/8</td>
<td>461 (500-1)%</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>1160-1</td>
<td>461 (500-1)</td>
<td>1200-1</td>
<td>1200-1 1/2</td>
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</tbody>
</table>

**HIRL Rwy 9-27**
- 4004 X 60
- 4004 X 60

**REIL Rwys 9 and 27**
- 40°45’N-87°26’W

**KENTLAND, INDIANA**
- Orig 14SEP17
Rwy 4 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA for Cat D NW of Rwy 4-22. When local altimeter setting not received, use Lima altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM.

Procedure NA for arrivals at GUNNE on V144 southeast bound, V279 southeast bound.

Procedure NA for arrivals at ROD VORTAC on V47 southbound.

MISSED APPROACH: Climb to 3000 direct EVAJI and on track 040° to LAWTO and hold.
EC-2, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 22

HARDIN COUNTY (I95)

**RNAV (GPS) RWY 22**

### RNAV (GPS) RWY 22

- **Category**: A
- **LNAV MDA**: 1460-1
- **CIRCLING**: 1580-1

### RNAV (GPS) RWY 22

- **Category**: B
- **LNAV MDA**: 1460-1
- **CIRCLING**: 1580-1

### RNAV (GPS) RWY 22

- **Category**: C
- **LNAV MDA**: 1460-1
- **CIRCLING**: 1580-1

### RNAV (GPS) RWY 22

- **Category**: D
- **LNAV MDA**: 1460-1
- **CIRCLING**: 1580-1

---

**Rwy 22 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA for Cat D NW of Rwy 04-22. When local altimeter setting not received, use Lima altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ½ SM and Circling visibility Cat C ¼ SM.**

- **AWOS-3**: 126.4
- **AOH ASOS**: 128.725
- **COLUMBUS APP CON**: 118.425
- **UNICOM**: 323.15

**Unicom**: 122.8 (CTAF)
RNAV (GPS) RWY 18
STARKE COUNTY (OXI)

**Category**
- **A:** LPV DA
- **B:** LNAV/ VNAV DA
- **C:** LNAV MDA
- **D:** Circling

**Procedure NA for arrivals at HALIE via V340 northwest bound, and for arrivals at NOMES via V156 northeast bound:**

**A** (IF/IAF)
- WAVGO
- 2.5 NM to RW18

**1017**
- LNAV only.
- *1520*

**YPG**
- 2.4 NM
- 6.1 NM
- 1.5 NM
- 1 NM

**3000**
- Holding Pattern
- NUVIC

**181°**
- 001°

**289°**
- 108°
- 4 NM

**3096 X 145**
- 1035-1

**1120-1**
- 435 (500-1)

**1140-1**
- 455 (500-1)

**1380-2**
- 695 (700-2)

**1380-2 1/4**
- 695 (700-2 1/4)

**135.775**
- SOUTH BEND APP CON

**122.8 (CTAF)**
- UNICOM

**KNOX, INDIANA**
Orig-A 27JAN22

**EC-2, 30 NOV 2023 to 25 JAN 2024**
ILS or LOC RWY 23
KOKOMO MUNI (OKK)

**LOCALIZER 108.9 I-OKK**

**ELEV 832**
**TDZE 827**

**LOC** I-OKK
**APR CRS** 108.9
**Rwy Idg** 230°
**Apt Elev** 827

**Radar** required for procedure entry.

**AWOS-3PT** 128.675
**GRISSEOM APP CON** 121.05 338.275
**CLNC DEL** 120.0
**UNICOM** 123.0 (CTAF)

**Apt Elev**
**TDZE**
**Rwy Idg**

**Category**
**A**
**B**
**C**
**D**

**S-ILS 23**

- **108.9 I-OKK**

**Missed Approach**: Climb to 1400 then climbing left turn to 2600 direct MZZ VOR/DME and hold.

**Hilltop MOA**

**MISSED APPROACH**: Climb to 1400 then climbing left turn to 2600 direct MZZ VOR/DME and hold.

**For inop ALS, increase S-LOC 23 Cat C/D visibility to 1/4 SM.**

**DME from OKK** to 1 SM.

**For inop ALS, increase S-LOC 23 Cat C/D visibility.**

**AWOS-3PT**
**EC-2, 30 Nov 2023 to 25 Jan 2024**

**Amdt 11 19 May 2022**

**40°32'N-86°04'W**

**Kokomo, Indiana**

**Kokomo, Indiana**
RNAV (GPS) RWY 5

KOKOMO MUNI (OKK)

RNAV (GPS) RWY 5

KOKOMO, INDIANA

AL-711 (FAA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

For Baro-VNAV procedures, LNAV/VNAV NA above 54°C.

AWOS-3PT 128.675
GRISsom APP CON 121.05 338.275
CNC DEL 120.0
UNICOM 123.0 (CTAF)

MISSED APPROACH: Climb to 3000 direct HADUN and hold.

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024
**RNAV (GPS) RWY 14**

**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. Helicopter visibility reduction below ¼ SM NA.

**MISSED APPROACH:** Climb to 3000 direct EKQOR and hold.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>128.675</th>
</tr>
</thead>
<tbody>
<tr>
<td>GRISSOM APP CON*</td>
<td>121.05</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>120.0</td>
</tr>
<tr>
<td>UNICOM</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**HOLDING PATTERN**

- **VGS and RNAV glidepath not coincident**
  - VGS Angle: 3.17°/TCH 33
  - 3000 feet

**CATegory**

- LPV DA: 1076-1
- LNAV/VNAV DA: 1199-1½
- LNAV MDA: 1200-1
- CIRCLING: 1260-1

**CIRCLING**

- 428 (500-1) 1300-1 1400-1½ 1640-2½
- 374 (400-1) 568 (600-1½) 808 (900-2½)

**AWOS-3PT**

- 832

**TDZE**

- 826

**UNICOM**

- 123.0 (CTAF)

**KOKOMO, INDIANA**

Orig-B 23JUN16

**40°32'N-86°04'W**
RNAV (GPS) RWY 23
KOKOMO MUNI (OKK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct WEBUX and hold.

Procedure NA for arrival on FWA VORTAC airway radials 198 CW 317.

Procedure NA for arrivals at MZZ VOR/DME on V214 eastbound.

EC-2, 30 Nov 2023 to 25 Jan 2024
RNAV (GPS) RWY 32
KOKOMO MUNI (OKK)

AWOS-3PT
128.675

GRISSOM APP CON
121.05 338.275

CLNC DEL
120.0

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climb to 3000 direct IJCIL and hold.

DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 3/4 SM NA.

MISSED APCH FIX

Heliport visibility reduction below 3/4 SM NA.

3000

3000 NoPT 050° [8]

4 NM

2.1 NM to POYIK

050°  (8)

1649

VGS and descent angles not coincident (VGS Angle 3.18/TCH 33).

1.1

3.3 NM

6.1 NM

 CATEGORY
 A
 B
 C
 D

LP MDA
1200-1 374 (400-1)

LNAV MDA
1260-1 434 (500-1) 1260-1 434 (500-1/4)

LNAV MDA
1400-1½ 434 (500-1/4)

LNAV MDA
1400-1½ 568 (600-1/2) 808 (900-2/1)

1.1

5.1

320°

1540

2600

3000 NoPT

3000 NoPT

3000 NoPT

3000 NoPT

140°

320°

320°

320°

4 NM

2.1 NM to POYIK
RNAV (GPS) RWY 2
LA PORTE MUNI (PPO)

La Porte, Indiana

Apt Elev 812

ELEV 812  TDZE 805

Amdt 1C  23APR20

MISSED APPROACH: Climb to 2500 direct BOOTE and hold.

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 1/4 mile. Helicopter visibility reduction below 1/4 SM NA. Circling Rwy 14, 32 NA at night.

Procedure NA for arrivals at SELOE on V340 eastbound.

Procedure NA for arrivals at BOONE on V422 westbound.

Procedure NA for arrivals at SELOE on V340 eastbound.

Procedure NA for arrivals at BOONE on V422 westbound.

La Porte, Indiana

Apt Elev 812

ELEV 812  TDZE 805

Amdt 1C  23APR20

MISSED APPROACH: Climb to 2500 direct BOOTE and hold.

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 1/4 mile. Helicopter visibility reduction below 1/4 SM NA. Circling Rwy 14, 32 NA at night.

Procedure NA for arrivals at SELOE on V340 eastbound.

Procedure NA for arrivals at BOONE on V422 westbound.
**RNAV (GPS) RWY 20**

**LA PORTE MUNI** (PPO)

**AWOS-3**

119.825

**SOUTH BEND APP CON**

132.05  257.8

**UNICOM**

123.0 (CTAF)

---

**Procedure NA for arrivals on GU VORTAC airway radials 209 CW 310.**

**MISSED APPROACH:**

Climb to 2300 direct YUKIS and hold.

---

**Helicopter visibility reduction below 3 SM NA. Circling Rwy 14, 32 NA at night.**

**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 ½ mile.**

**VGSI and descent angles not coincident (VGSI Angle 3.45/TCH 27).**

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**EC-2, 30 NOV 2023 to 25 JAN 2024**

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**Amdt 1B  23APR20**

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**LA PORTE, INDIANA**

**EC-2, 23APR20**
Circling RWY 23 NA at night.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2400 on heading 360° and BVT VORTAC R-120 to BVT VORTAC and hold.

GS 3.00° TCH 53

Remain within 10 NM

ILS or LOC RWY 10

PURDUE UNIVERSITY (LAF')
When local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase LPV DA to 966 feet and visibility all Cats \( \geq 1 \) SM; increase LNAV/VNAV DA to 1172 feet; increase all MDA\s 100 feet and LNAV Cats C/D visibility \( \geq 1 \) SM; increase Circling Cat C visibility \( \geq 1 \) SM and Cat D visibility \( \geq 0.5 \) SM. 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 \(-16^\circ\)C (\(4^\circ\)F) or above \(47^\circ\)C (\(116^\circ\)F). For inoperative MSLR, increase LPV all Cats visibility to 1 mile. DME/DME RNP-0.3 NA. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 2600 direct OGREY and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>877-2½ 276 (300-3½)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1083-1½ 482 (500-1¼)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1040-½ 439 (500-½)</td>
<td>1040-3¼ 439 (500-3¼)</td>
<td>1040-1 439 (500-1)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1160-1 554 (600-1)</td>
<td>1320-2 714 (800-2)</td>
<td>1420-2 814 (900-2¾)</td>
<td></td>
</tr>
</tbody>
</table>
When local altimeter setting not received, use Vermilion Rgnl altimeter setting; increase LPV DA to 945 feet; increase LNAV/VNAV DA to 1214 feet; increase all MDAs 100 feet and LNAV Cats C/D visibility ½ SM and Circling Cat C visibility ½ SM, Cat D visibility ¼ SM. 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 ¼ SM NA. Circling Rwy 23 NA at night.

**MISSED APPROACH:** Climb to 2600 direct RESAW and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>GRISSOM APP CON</th>
<th>LAFAYETTE TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.75</td>
<td>123.85</td>
<td>291.675</td>
<td>119.6</td>
<td>343.625</td>
</tr>
</tbody>
</table>

## ELEV 606 TDZE 598

**2600** RESAW

- **2600 (IF/IAF)** OGREY
- **2600** (IF/IAF) OGREY
- **2600** (IAF) OGREY
- **2600** OGREY 5 NM  to OGREY (IF/IAF)

**HILLTOP MOA**

**ATIS**
- **127.75**
- **123.85**
- **291.675**
- **119.6 (CTAF) (IAF) 343.625**
- **121.9 343.625 122.95**

**UNICOM**

**HIGHER RATES OF CLIMB**

**RNAV (GPS) RWY 28**

**PURDUE UNIVERSITY (LAF')**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**RNAV (GPS) RWY 28**

**PURDUE UNIVERSITY (LAF')**
EC-2, 30 NOV 2023 to 25 JAN 2024

AFD or DME required.

Circling Rwy 23 NA at night. When local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all MDAs 100 feet and Cat C and D visibility ½ SM.

Misssed Approach: Climb to 2300 then climbing right turn to 2400 direct BVT VORTAC and hold.

NoPT for arrival on BVT VORTAC airway radials 234 CW 337.

One Minute Holding Pattern

VOR-A

Purdue University (Laf)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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 ½ mile.

Rwy 10 helicopter visibility reduction below ½ SM NA.

ASOS
118.375

COLUMBUS APP CON
134.0 279.6

CLNC DEL
121.65

UNICOM
122.725 (CTAF)

Procedure NA for arrivals at TARTO via V493 southbound.

Holding Pattern

CATEGORY
A   B   C   D
LPV DA
1170-1 313 (400-1) NA

LNAV/VNAV DA
1291-1 343 (500-1¾) NA

LNAV MDA
1460-1 603 (600-1) 1460-1 603 (600-1¾) NA

CIRCLING
1560-1 692 (700-1) 1560-1 692 (700-1) 1720-2 852 (900-2¾) NA

LANCASTER, OHIO
Orig-B 25MAR21

39°45'N 82°39'W
LANCASTER, OHIO
Amdt 1C  25MAR21

WAAS
CH 69628
W28A
APP CRS
280°
Rwy Idg
TDZE
Apt Elev
5003
868
868

FAIRFIELD COUNTY
(LHQ)

RNAV (GPS) RWY 28

Boro-VNAV NA when using Rickenbacker Intl altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. Rwy 28 helicopter visibility reduction below ¼ 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)

MISS APCH FIX

HASPI

Holding Pattern

1.7 NM to RW28

* LNAV only.

1068-3/4  200 (200-3/4)  NA

LPV DA

1641- 2 1/2  773 (800-2 1/2)  NA

LNAV/ VNAV DA

1520-1  652 (700-1)  NA

LNAV MDA

1520-1  652 (700-1)  1560-1  692 (700-1)  NA

CIRCLING

RNAV (GPS) RWY 28

FAIRFIELD COUNTY (LHQ)

LANCASTER, OHIO

39°45'N-82°39'W

FAIRF

(FAF)

ANOBE

AIRF

MISSED APPROACH:

Procedure NA for arrivals at APE VORTAC airway radials 090 CW 235.

Procedure NA for arrivals at TARTO on V493 southbound.

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct APE VORTAC and hold.
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 ½ 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 ½ 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.

NoPT for arrival at WUSPU on V5 northeast bound.

MISSED APCH FIX

CIRCLING

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.20°/TCH 33).

LNAV only.

LNAV/MDA

LNAV/ VNAV

DA

1189-1 296 (300-1)

NA

DA

1157-1 264 (300-1)

NA

1400-1 1480-1

1480-1 2

1480-1 1/2

1480-2

502 (600-1)

582 (600-1)

582 (600-1 2)

582 (600-1 2)

39°28'N 84°15'W

367 (400-1)

EC-2, 30 NOV 2023 to 25 JAN 2024
Rwy 19 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.
LEBANON, OHIO

AL-6485 (FAA)

WARREN COUNTY/JOHN LANE FLD (168)

RADAR required for procedure entry.

When Circling to Rwy 19 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

LOM MW 223
APP CRS 158°
Rwy Idg N/A
TDZE N/A
Apt Elev 898

MADE 6 A 06DEC18

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS-3PT 120.55
COLUMBUS APP CON 118.85 269.275
CLNC DEL 119.4
UNICOM 123.075 (CTAF)

CIRCLING

Remain within 10 NM

 CATEGORY A B C D

1680-1 782 (800-1) 1680-2 1680-2½

1682 (800-2½) 782 (800-2½)

Knobs 60 90 120 150 180
Min:Sec 7:24 4:56 3:42 2:58 2:28

LEBANON, OHIO

Amrd 6A 06DEC18

39°28'N-84°15'W

441
**LOC  I-AOH**

109.3

**APP CRS**

276°

**Rwy Idg**

6000

**TDZE**

975

**Apt Elev**

975

---

**When local altimeter setting not received, use Findlay altimeter setting and increase S-ILS DA to 1255 and all MDAs 80 feet; increase S-ILS all Cats visibility 1/2 SM, S-LOC Cats C/D and Circling Cats C/D visibility 1/4 SM.**

**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**

128.725

**COLUMBUS APP CON**

121.825 323.15

**UNICOM**

122.7 (CTAF)

---

**ALTERNATE MISSED APCH FIX**

**FLAG CITY**

FBC 108.2

Chan 19

---

**LINZZ INT**

ROD 31.2

---

**ELEV**

975

**TDZE**

975

---

**REIL Rws 10 and 28**

HIRL Rwy 10  28

---

**FAF to MAP**

3.7 NM

---

**CATEGORY**

A | B | C | D
---|---|---|---
S-ILS 28 | 1175 3/4 | 200 (200-1/4)
S-LOC 28 | 1500-1 525 (600-1) | 1500-1/2 525 (600-1/2)
CIRCLING | 1500-1 525 (600-1) | 1450-1/2 565 (600-1/2) | 1820-2/3 845 (900-2/3)

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**LIMA, OHIO**

AL-5143 (FAA) 23110

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**LIMA ALLEN COUNTY (AOH)**

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**EC-2, 30 NOV 2023 to 25 JAN 2024**

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**LIMA ALLEN COUNTY (AOH)**

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**40°42'N-84°02'W**
**RNAV (GPS) RWY 28**

**LIMA ALLEN COUNTY (AOH)**

**Category:** A

**LPV DA:** 1175-3/4

**LNNAV/VNAV DA:** 1397-1/3

**LNNAV MDA:** 1380-1

**CIRCLING:**

- **A:** 1420-1
- **B:** 1440-1
- **C:** 1540-1/2
- **D:** 1820-2/3

**ATC Information:**

- **ASOS:** 128.725
- **COLUMBUS APP CON:** 121.825 323.15
- **UNICOM:** 122.7 (CTAF)

**UCAYU**

- Procedure NA for arrivals on FBC VORTAC airway radials 134 CW 274.

- Procedure NA for arrivals at BUZZI on V144 eastbound and V416-542 southwest bound.

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**TDZE**

- **ASOS:** 128.725
- **COLUMBUS APP CON:** 121.825 323.15
- **UNICOM:** 122.7 (CTAF)

**UNICOM**

- **ASOS:** 128.725
- **COLUMBUS APP CON:** 121.825 323.15
- **UNICOM:** 122.7 (CTAF)

**UNICOM**

- **ASOS:** 128.725
- **COLUMBUS APP CON:** 121.825 323.15
- **UNICOM:** 122.7 (CTAF)

**UNICOM**

- **ASOS:** 128.725
- **COLUMBUS APP CON:** 121.825 323.15
- **UNICOM:** 122.7 (CTAF)

**UNICOM**

- **ASOS:** 128.725
- **COLUMBUS APP CON:** 121.825 323.15
- **UNICOM:** 122.7 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 33°C. When local altimeter setting not received, use Grissom ARB altimeter setting and increase LPV DA to 1026 feet, increase LNAV/VNAV DA to 1057 feet and visibilities all Cats 1/2 SM. Increase all MDAs 40 feet and LNAV/VNAV visibility Cat C/D 1/2 SM, and Circling visibility Cat D 1/4 SM. Helicopter visibility reduction below 1 SM NA. Baro-VNAV and VDP NA when using Grissom ARB altimeter setting.

**Amdt 1C   29DEC22**

Procedure NA for arrivals on BVT VORTAC airway radials 337 CW 158.

**EC-2, 30 NOV 2023 to 25 JAN 2024**
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. When local altimeter setting not received, use Grissom ARB altimeter setting; increase LPV DA to 974 feet; increase LNAV/VNAV DA to 1056 feet and all visibilities ¼ SM; increase all MDAs 40 feet and Circling visibility Cat D ¼ SM.

**MISSLED APPROACH:**
Climb to 2500 direct DATEC and hold.

**AWOS-3P**
118.5

**GRASSM APP CON** *
121.05 338.275

**UNICOM**
122.8 (CTAF)

---

**Procedure NA for arrivals at TELEY on V38-144 eastbound.**

**Procedure NA for arrivals on MZZ VOR/DME airway radials 221 CW 040.**

**MISSED APPROACH:**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>938 $\pm$ 3/4</td>
<td>200 (200-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1020-7/8</td>
<td>282 (300-7/8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1100-1</td>
<td>362 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1180-1</td>
<td>1200-1</td>
<td>1280-1/2</td>
<td>1400-2</td>
</tr>
<tr>
<td></td>
<td>442 (500-1)</td>
<td>462 (500-1)</td>
<td>542 (600-1/2)</td>
<td>662 (700-2)</td>
</tr>
</tbody>
</table>

---

**LOGANSPOST/CASS COUNTY (GGP)**

**RNAV (GPS) RWY 27**

**AWOS-3P**
118.5

**GRASSM APP CON** *
121.05 338.275

**UNICOM**
122.8 (CTAF)

---

**Procedure NA for arrivals at TELEY on V38-144 eastbound.**

**Procedure NA for arrivals on MZZ VOR/DME airway radials 221 CW 040.**

**MISSED APPROACH:**
Climb to 2500 direct DATEC and hold.

**AWOS-3P**
118.5

**GRASSM APP CON** *
121.05 338.275

**UNICOM**
122.8 (CTAF)

---

**Procedure NA for arrivals at TELEY on V38-144 eastbound.**

**Procedure NA for arrivals on MZZ VOR/DME airway radials 221 CW 040.**

**MISSED APPROACH:**
Climb to 2500 direct DATEC and hold.

**AWOS-3P**
118.5

**GRASSM APP CON** *
121.05 338.275

**UNICOM**
122.8 (CTAF)

---

**Procedure NA for arrivals at TELEY on V38-144 eastbound.**

**Procedure NA for arrivals on MZZ VOR/DME airway radials 221 CW 040.**

**MISSED APPROACH:**
Climb to 2500 direct DATEC and hold.

**AWOS-3P**
118.5

**GRASSM APP CON** *
121.05 338.275

**UNICOM**
122.8 (CTAF)

---

**Procedure NA for arrivals at TELEY on V38-144 eastbound.**

**Procedure NA for arrivals on MZZ VOR/DME airway radials 221 CW 040.**

**MISSED APPROACH:**
Climb to 2500 direct DATEC and hold.

**AWOS-3P**
118.5

**GRASSM APP CON** *
121.05 338.275

**UNICOM**
122.8 (CTAF)

---

**Procedure NA for arrivals at TELEY on V38-144 eastbound.**

**Procedure NA for arrivals on MZZ VOR/DME airway radials 221 CW 040.**

**MISSED APPROACH:**
Climb to 2500 direct DATEC and hold.
RNAV (GPS) RWY 9
MADISON COUNTY (UYF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

Procedure NA for arrivals at JOGER on V5 northeast bound.

4 NM Holding Pattern

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1332-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1548-11/4</td>
<td>466 (500-1/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>1580-1</td>
<td>498 (500-1)</td>
<td>1580-11/8</td>
<td>498 (500-1/8)</td>
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<tr>
<td></td>
<td>1580-11/2</td>
<td>498 (500-1/2)</td>
<td>1580-11/2</td>
<td>498 (500-1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1600-1</td>
<td>1640-1</td>
<td>1640-11/2</td>
<td>1840-21/2</td>
</tr>
<tr>
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<td>518 (600-1)</td>
<td>558 (600-1)</td>
<td>558 (600-1)</td>
<td>758 (800-2)</td>
</tr>
</tbody>
</table>

*LNAV only.

*1.5 NM to RW09

AWOS-3PT 120.85
COLUMBUS APP CON 118.85 269.275
UNICOM 123.0 (CTAF)
DME REQUIRED

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 on heading 270° then left turn direct DJB VOR/DME and hold.

For inoperative MALSR, increase S-LOC 7 Cats C/D visibility to 1 1/2 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.

ALTERNATE MISSED APCH

LOCLIZER 111.7
Chan 83

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 on heading 270° then left turn direct DJB VOR/DME and hold.

For inoperative MALSR, increase S-LOC 7 Cats C/D visibility to 1 1/2 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.

ALTERNATE MISSED APCH

LOCLIZER 111.7
Chan 83

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 on heading 270° then left turn direct DJB VOR/DME and hold.

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RNAV (GPS) RWY 7
LORAIN COUNTY RGNL (LPR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct WELAL and on track 025° to OTOCE and hold.

CIRCLING

LORAIN/ELYRIA, OHIO
Orig-B 24MAY18

41°21'N-82°11'W
**VOR/A**

**LORAIN/Elyria, OHIO**

**AL-5703 (FAA)**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1440-1</td>
<td>1440-1 1/4</td>
<td>1440-1 3/4</td>
<td>1440-2</td>
</tr>
<tr>
<td></td>
<td>647 (700-1)</td>
<td>647 (700-1 1/4)</td>
<td>647 (700-1 3/4)</td>
<td>647 (700-2)</td>
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<tr>
<td>SISAJ DME MINIMUMS</td>
<td>1300-1</td>
<td>1360-1</td>
<td>1420-1 3/4</td>
<td>1420-2</td>
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<tr>
<td></td>
<td>507 (600-1)</td>
<td>567 (600-1)</td>
<td>627 (700-1 1/4)</td>
<td>627 (700-2)</td>
</tr>
</tbody>
</table>

**When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, increase circling Cat C/D visibility 1/4 mile.**

**MISSED APPROACH:** Climbing left turn to 3000 via heading 029° and DJB VOR/DME R-029 direct OTOCE INT and hold.

**ASOS**
121.425

**CLEVELAND APP CON**
125.35

**CINC DEL**
125.7

**UNICOM**
122.7 (CTAF)

---

*1480 when using Cleveland-Hopkins altimeter setting.*
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
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)
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.
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.

NOTE: Chart not to scale.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

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.
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.
**RNAV (GPS) Y RWY 3**

**MADISON MUNI (IMS)**

**APPROACH**

RNP APCH - GPS.

- **Circling NA for Cat C east of Rwy 3-21. Rwy 3 helicopter visibility reduction below 3/4 SM NA. For inop ALS increase **LNAV Cat C visibility to 1 1/2 SM.**

**MISSING APPROACH:** Climbing right turn to RW03 direct GAMKE and hold, continue climb-in-hold to 4000.

- **Missed approach requires minimum climb of 410 feet per NM to 1900.**

**AWOS-3**

- **119.175**

**LOUISVILLE APP CON**

- **132.075**

**327.0**

**UNICOM**

- **123.0 (CTAF)**

**ELEV 819**

**TDZE 812**

**RNAV (GPS) Y RWY 3**

**MADISON, INDIANA**

**Orig-A 02DEC21**

**38°46'N-85°28'W**
RNAV (GPS) Z RWY 3
MADISON MUNI (IMS)

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 1 SM NA. For inoperative ALS, increase **LNAV/VNAV all Cats visibility to 1/2 SM. For inoperative ALS when using Bowman Field altimeter setting, increase LPV all Cats visibility to 1/2 SM; increase **LNAV/VNAV all Cats visibility to 1/2 SM and LNAV/VNAV all Cats visibility to 2/3 SM.

**Missed Approach:** Climb to 1300 then 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.

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1142-1/4</td>
<td>330 (400-1/4)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/ VNAV DA**</td>
<td>1095-3/4</td>
<td>283 (300-3/4)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1420-1 5/8</td>
<td>608 (700-1 5/8)</td>
<td>NA</td>
</tr>
</tbody>
</table>
For inap ALS increase S-ILS 32 all Cats visibility to 1¼ SM.

ATIS
125.3

CLEVELAND APP CON *
124.2 360.65

MANSFIELD TOWER *
119.8 (CTAF) 291.775

GND CON
121.8 291.775

UNICOM
122.95

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MFD VORTAC and hold.

ATC

MFD

APP CRS
323°

LOC I-MFD
110.5

MFD

TAZAX

108.8 MFD

MFD

MFD

1369

1468

119.5

MFD

ZIXAX

LOM/IAF

MANNS

372 MF

MFD

MFD

1952

110.5

MFD

ILS or LOC RWY 32

MANSFIELD TOWER

MANSFIELD, OHIO

MANSFIELD LAHM RGNL (MFD)

ELEV 1297

TDZE 1293

 Aircraft Elev

1 NM

3.1 NM

CATEGORY
A  B  C  D

1493/24  200 (200-½)

1840/40  547 (600-½)

1840/60  547 (600-1¼)

1840-1  543 (600-1)

EC-2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 5
MANSFIELD LAHM RGNL (MFD)

ATIS
CLEVELAND APP CON
MANSFIELD TOWER
GND CON
UNICOM

125.3
124.2
119.8 (CTAF)
121.8
122.95

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).

ATIS
CLEVELAND APP CON
MANSFIELD TOWER
GND CON
UNICOM

125.3
124.2
119.8 (CTAF)
121.8
122.95

MISSED APCH: Climb to 3000 direct NANNI and hold.

EC-2, 30 NOV 2023 to 25 JAN 2024
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 1½ 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.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>CLEVELAND APP CON</th>
<th>MANSFIELD TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.3</td>
<td>124.2 360.65</td>
<td>119.8 (CTAF) 291.775</td>
<td>121.8 291.775</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**APP CRS:** 143°
**TDZE:** 3000
**Rwy Idg:** 9001
**Apt Elev:** 1276

**EC-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 32
MANSFIELD LAHM RGNL (MFD)

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 ½ 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.

ATIS
125.3
CLEVELAND APP CON
124.2 360.65
MANSFIELD TOWER
119.8 (CTAF) 291.775
GND CON
121.8 291.775
UNICOM
122.95

ELEV 1297  TDZE 1293

3000
UPIYO
30 NM to IDOBY

323°

3000
HUSGI
1853
30 NM to RW32

1369
RW32
1355 ±

1468 A

1647 A

1550
(FAF)

OCOPO

(IAF)

IDOBY

145°

233°

323°

2700

1960

5

2 NM to RW32

2000-2

703 (800-2)

703 (800-2 ¼)

1493/24

200 (200-½)

1789/60

496 (500-1 ¼)

1660/24

367 (400-½)

1660/35

367 (400- ½)

1760-1

463 (500-1)

1 NM to RW32

2 NM to RW32

4 NM

2 NM to PIRCI (IAF)

3000

Holding Pattern

3000

UPIYO

2 NM to RW32

2 NM to PIRCI

LNAV only

GP 3.00

TCH 45

CATEGORY

A

B

C

D

LPV

DA**

1493/24

200 (200-½)

1789/60

496 (500-1 ¼)

1660/24

367 (400-½)

1660/35

367 (400- ½)

1760-1

463 (500-1)

1 NM

2 NM

2.2 NM

6.2 NM

1 NM to RW32

2 NM to RW32

4 NM

053°

3000

Blew

3000

HUSGI

3000

UPIYO

PIRCI

MALSR

MISSED APPROACH: Climb to 3000 direct UPIYO and hold.

CLEVELAND APP CON

124.2 360.65

MANSFIELD TOWER

119.8 (CTAF) 291.775

ELEV 1297

TDZE 1293

1468 A

3000

RPV YI

2 NM to RW32

2000-2

703 (800-2)

703 (800-2 ¼)

1493/24

200 (200-½)

1789/60

496 (500-1 ¼)

1660/24

367 (400-½)

1660/35

367 (400- ½)

1760-1

463 (500-1)

1 NM to RW32

2 NM to RW32

4 NM
MANSFIELD OHIO

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) 291.775 121.8 291.775 122.95

MFD 25 NM

Remain within 10 NM

VGSI and descent angles not coincident (VGSI Angle 3.00/
TCH 42).

CATEGORY A B C D
S-14 1640-1 364 (400-1)
C CIRCLING 1760-1 463 (500-1) 2000-2 2000-2

MFD VORTAC 1700 3000 READS MFD R-101 MFD 2.5 MFD 3.6

2.5 NM

1.1

310°

2900 130°

MFD 20.7

READS

MFD 3.21°

TCH 42

ENVY 1297 ELEV 1297 TDZE 1276

TWR 1469

REIL Rwys 5 and 23
HIRL Rwys 5-23 and 14-32

FAF to MAP 3.6 NM

Knots 60 90 120 150 180

Min:Sec 3:36 2:24 1:48 1:26 1:12

MANSFIELD LAHM RGNL (MFD)

40°49’N-82°31’W

465
NDB RWY 32
MANSFIELD LAHM RGNL (MFD)

RADAR required for procedure entry.

For inoperative ALS increase Cats A/B visibility to RVR 5500 and Cats C/D visibility to 1 1/2 SM.

MISSED APPROACH: Climb to 2900 direct MFD VORTAC and hold.

ATIS
125.3

CLEVELAND APP CON *
124.2 360.65

MANSFIELD TOWER *
119.8 (CTAF) 291.775

GND CON
121.8 291.775

UNICOM
122.95

LOM MF 372
323°

MALSR
0.90

ELEV 1297
TDZE 1293

LOM/IAF MANNS
372 MF 323°

MANSFIELD
108.8 MFD 372°
Chan 25

HIRL Rwys 5-23 and 14-32
REIL Rwys 5 and 23

FAF to MAP 4 NM

Knots
Min:Sec
60 90 120 150 180
4:00 2:40 2:00 1:36 1:20

EC-2, 30 NOV 2023 to 25 JAN 2024
MANSFIELD, OHIO
Amdt 11E 13SEP18

40°49’N-82°31’W
467
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 4
MARION MUNI - MCKINNEY FLD (MZZ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

AWOS-3
108.6

GRISSOM APP CON
121.05 338.275

CLNC DEL
120.0

UNICOM
122.7 (CTAF)

MISSED APPROACH: Climb to 3000 direct BALAC and hold.

Procedure NA for arrivals at PASEW on V96-285 south bound.

Procedure NA for arrivals at PENDS on V14-192-210 southwest bound.

LPV
DA
1058-1/2 200 (200-1/2)

LNAV/ 
VNAV
DA
1247-5/6 389 (400-5/6)

LNAV MDA
1240-1/2 382 (400-1/2)
1240-5/6 382 (400-5/6)

CIRCLING
1300-1 441 (500-1)
1320-1 461 (500-1)
1400-1 541 (600-1/2)
1500-2 641 (700-2)

MARION, INDIANA
Amdt 1 20JUN19

EC-2, 30 NOV 2023 to 25 JAN 2024
Rwy 15 helicopter visibility reduction below 0.4 SM NA.

**RNAV (GPS) RWY 15**

**MARION MUNI - MCKINNEY FLD (MZZ)**

**AWOS-3**

<table>
<thead>
<tr>
<th>108.6</th>
<th>121.05</th>
<th>120.0</th>
<th>122.7</th>
</tr>
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<tbody>
<tr>
<td>GRISSOM APP CON</td>
<td>CLNC DEL</td>
<td>UNICOM</td>
<td></td>
</tr>
</tbody>
</table>

**2500 direct AKUYA and hold.**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**MARION, INDIANA**

Amdt 1 15AUG19

**RNP APCH.**
RNAV (GPS) RWY 22
MARION MUNI - MCKINNEY FLD (MZZ)

Rwy 22 helicopter visibility reduction below ¾ SM NA.

AWOS-3
108.6

GRISSOM APP CON
121.05 338.275

CLNC DEL
120.0

UNICOM
122.7 (CTAF)

Procedure NA for arrivals at FORCE on V96 northeast bound.

Procedure NA for arrivals at AJAYS on V221 southbound.

MISSED APPROACH: Climb to 2700 direct AKICA and hold.
RNAV (GPS) RWY 33
MARION MUNI - MCKINNEY FLD (MZZ)

**RNAV (GPS) RWY 33**
MARION MUNI - MCKINNEY FLD (MZZ)

**APP CRS**
333°

**Rwy Idg**
3456

**TDZE**
859

**Apt Elev**
859

**RNP APCH.**

Rwy 33 helicopter visibility reduction below 3/4 SM NA.

**AWOS:3**
108.6

**GRISSOM APP CON**
121.05 338.275

**CLNC DEL**
120.0

**UNICOM**
122.7 (CTAF)

**MISSING APPROACH:** Climb to 2500 direct AGACI and hold.

**Procedure NA for arrivals at HAROD on V221 northeast bound.**

**Procedure NA for arrivals at PENDS on V14-192-210 southwest bound.**

**MARION, INDIANA**
Orig D 20JUN19

**MARION MUNI - MCKINNEY FLD (MZZ)**

**RNAV (GPS) RWY 33**

MARION MUNI - MCKINNEY FLD (MZZ)

**MARION, INDIANA**
Orig D 20JUN19

**MARION MUNI - MCKINNEY FLD (MZZ)**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
**VOR/RWY 15**

**MARION MUNI - MCKINNEY FLD (MZZ)**

**AWOS-3**

**108.6**

**GRISSON APP CON**

**121.05**

**CLNC DEL**

**120.0**

**UNICOM**

**122.7 (CTAF)**

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 ½ SM, increase Circling Cat B/C/D visibility ½ SM; BUCRA fix minimums: increase S-15 Cat C/D visibility ¾ SM, increase Circling Cat C/D visibility ½ SM. Rwy 15 helicopter visibility reduction below ¾ SM NA.

**MISSING APPROACH:**

Climb to 2400 then right turn direct MZZ VOR/DME and hold.

**EC-2, 30 Nov 2023 to 25 Jan 2024**
When local altimeter setting not received, use Ohio State University altimeter setting and increase LPV DA to 1327 feet, increase LNAV/VNAV DA to 1574 feet; increase all MDAs 100 feet and visibility Cat C/D 1/4 SM. 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.

Procedure NA for arrivals at GUNNE via V144 southeast bound.
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 LPV DA to 1421 feet, increase LNAV/VNAV DA to 1530 feet; increase all MDAs 100 feet and visibility Cat C/D ¾ SM.

**RNP APCH.**

**MISSING APPROACH:** Climb to 2600 direct CABDA and hold.

**ASOS**

- **CLEVELAND APP CON:**
  - 124.2
  - 360.65

- **CLNC DEL**
  - 126.8

**UNICOM**

- **122.8 (CTAF) (IAF)**

**2600**

- **CABDA and hold.**
  - Climb to 2600 direct
  - CABDA and hold.
  - 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 LPV DA to 1421 feet, increase LNAV/VNAV DA to 1530 feet; increase all MDAs 100 feet and visibility Cat C/D ¾ SM.

**245°**

- **APP CRS**
  - 5000

- **TDZE**
  - 993

- **Apt Elev**
  - 993

**RNAV (GPS) RWY 25**

**MARION MUNI (MNN)**

**AL-5352 (FAA) 23054**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**EMERGENCY**

**REIL Rwys 7, 13, 25 and 31**

**MIRL Rwys 7-25 and 13-31**
Radar required for procedure entry.

When local altimeter setting not received, use Ohio State University altimeter setting: increase MDA 100 feet and visibility Cat C/D ¼ SM.

Missed Approach: Climbing right turn to 2900 in BUD VOR holding pattern.

ASOS
119.975

CELYLAND APP CON
124.2 360.65

CLNC DEL
126.8

UNICOM
122.8 (CTAF)

MARION, OHIO
AL-5352 (FAA)

VOR-A
MARION MUNI (MNN)

MARION, OHIO
Amdt 1B 27JAN22

40°37'N-83°04'W
**RNAV (GPS) RWY 9**

**UNION COUNTY (MRT)**

**WAAS CH 72827 W09A**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>088°</td>
<td>4218</td>
<td>1021</td>
<td>1021</td>
</tr>
</tbody>
</table>

**RNP APCH - GPS.**

- **Rwy 9** helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all MDAs 100 feet; increase LP visibility Cat C/D ½ SM, LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ½ SM.
- When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

**AWOS-3**

| 119.275 |

**COLUMBUS APP CON**

| 125.95 | 317.775 |

**UNICOM**

| 122.8 (CTAF) |

**MISSED APPROACH: Climb to 3000 direct NESWU and hold.**

**4 NM Holding Pattern**

- VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).
- Holding Pattern

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1500-1</td>
<td>479 (500-1)</td>
<td>1500-1½</td>
<td>479 (500-1½)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1520-1</td>
<td>499 (500-1)</td>
<td>1520-1½</td>
<td>499 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1520-1</td>
<td>499 (500-1)</td>
<td>1620-1½</td>
<td>599 (600-1½)</td>
</tr>
<tr>
<td></td>
<td>1540-1</td>
<td>519 (600-1)</td>
<td>1620-2</td>
<td>599 (600-2)</td>
</tr>
</tbody>
</table>

**EC-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 27
UNION COUNTY (MRT)

AWOS-3
119.275

COLUMBUS APP CON
125.95  317.775

UNICOM
122.8 (CTAF)

Circling NA to Rwy 8 and 26. Rwy 27 helicopter visibility reduction below 1 SM NA.

Straight-in Rwy 27 at night, Circling Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 3000 direct KUTAW and hold.

Category

LP MDA
1360-1  345 (400-1)

LNAV MDA
1400-1  385 (400-1)
1400-1½  385 (400-1½)

Circling

1520-1  499 (500-1)
1540-1  519 (600-1)
1620-1½  599 (600-1½)
1620-2  599 (600-2)

ELEV 1021
TDZE 1015

088°  6000
268°  3000

3000
KUTAW

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 33).

3.00°
TCH 40

268°

1021
1015

EC-2, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 27
MARYSVILLE, OHIO
AL-6380 (FAA)
RNAV (GPS) RWY 9

MEDINA MUNI (1G5)

RNP APCH:

Procedure NA at night.
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
127.85

CLEVELAND APP CON
125.35 346.325

UNICOM
123.0 (CTAF)

Procedure NA for arrival
on DJB VOR/DME airway
radials 074 CW 219.

Visual Segment - Obstacles.

MEDINA, OHIO
AL-5763 (FAA)

LNAV MDA
1700-1 521 (600-1)
1700-1½ 521 (600-1½) NA
RNAV (GPS) RWY 27
MEDINA MUNI (1G5)

Rwy 27 helicopter visibility reduction below 3/4 SM NA. Use Cleveland-Hopkins Intl altimeter setting.

**Visual Segment - Obstacles.**
- **HEDIN:** 1.7 NM to RW27
- **CALSU:** 2800
- **FEPLI:** 3100

**RNAV (GPS) RWY 27 CATEGORY**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1700-1</td>
<td>517 (600-1)</td>
<td>1700-1/3</td>
<td>517 (600-1/3)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>NA</td>
</tr>
</tbody>
</table>

**MEDINA, OHIO**
Orig-C 07NOV19

41°08'N-81°46'W

EC-2, 30 NOV 2023 to 25 JAN 2024

AL-5763 (FAA) 22363
MEDINA, OHIO

VOR/DME ACO
114.4
Channel 91

APP CRS
278°

Rwy Idg
3556

TDZE
1183

Apt Elev
1190

**MEDINA MUNI (1G5)**

Rwy 27 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 1, 9, 19 NA at night. Use Cleveland-Hopkins Intl altimeter setting.

**MISSING APPROACH:** Climb to 2000 then climbing right turn to 3100 on ACO VOR/DME R-278 to NVRTL INT and hold, continue climb-in-hold to 3100.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-27</td>
<td>1780-1</td>
<td>597 (600-1)</td>
<td>1780-1 3/4</td>
<td>597 (600-1 3/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1780-1</td>
<td>590 (600-1)</td>
<td>1780-1 3/4</td>
<td>590 (600-1 3/4)</td>
</tr>
</tbody>
</table>

**EC-2, 30 Nov 2023 to 25 Jan 2024**
**RNAV (GPS) RWY 20**

**MICHIGAN CITY MUNI-PHILLIPS FLD (MGC)**

**APP CRS 203°**
- **Rwy Idg**: 3916
- **TDZE**: 653
- **Apt Elev**: 655

**RNP APCH**
- **AWOS-3**: 128.450
- **SOUTH BEND APP CON**: 118.55 257.8
- **CLNC DEL**: 118.625
- **UNICOM**: 122.7 (CTAF)

**MISSED APPROACH**: Climbing right turn to 2600 direct EXCAP and hold.

**AWOS-3**: 128.450

- **MICHIGAN CITY MUNI-PHILLIPS FLD**

**Category**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1160-1</td>
<td>507 (600-1)</td>
<td>1160-1½</td>
<td>507 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1160-1</td>
<td>505 (600-1)</td>
<td>1200-1</td>
<td>845 (900-2½)</td>
</tr>
</tbody>
</table>

**VGSIs and descent angles not coincident.**

- **VGSI**: 3.00°
- **TCH 40**: 203°

**Holding Pattern**
- **4 NM**: 2300
- **6000**: 203°

**MSP RW20 25 NM**

- **ELEV**: 655
- **TDZE**: 653

**484**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
Rwy 11 helicopter visibility reduction below 1 SM NA. Use Youngstown/Warren altimeter setting; when not received, use Cuyahoga County altimeter setting and increase all MDAs 40 feet and increase LNAV Cat C and Circling Cat C visibilities ½ SM. Straight-in Rwy 11 NA at night, Circling Rwy 11 NA at night.

Missed Approach: Climb to 4000 direct ZESAK and hold, continue climb-in-hold 4000.

YNG ASOS 123.75
CLEVELAND APP CON 125.35 346.325
UNICOM 123.0 (CTAF)
Circling Rwy 11 NA at night. Rwy 29 helicopter visibility reduction below ¾ SM NA. Use Youngstown/Warren altimeter setting; when not received, use Cuyahoga County altimeter setting and increase all MDAs 40 feet and increase Circling Cat C visibility ¼ SM.

**MISSED APPROACH:** Climb to 3100 direct EYIKY and hold.

**RNAV (GPS) RWY 29**

<table>
<thead>
<tr>
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<th>C</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1620-1</td>
<td>453 (500-1)</td>
<td>1620-1 1/8</td>
<td>453 (500-1%)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1640-1</td>
<td>473 (500-1)</td>
<td>1640-1 1/8</td>
<td>473 (500-1%)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1760-1</td>
<td>586 (600-1)</td>
<td>1900-2</td>
<td>726 (800-2)</td>
</tr>
</tbody>
</table>

**ELEV 1174**

**TDZE 1167**

**NA**
RNAV (GPS) RWY 5
MIDDLETOWN RGNL/HOOK FLD (MWO)

MISSED APPROACH: Climb to 3100 direct YEBTO and hold.

- 123.0 (CTAF)

Procedure NA for arrivals at MOAKS on V5 northeast bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS: 3-PT
120.025

COLUMBUS APP CON
118.85 269.275

UNICOM
1171

MISSED APCH FIX
4 NM

YEBTO

MISA RW 05 25 NM

3100

4 NM

Holding Pattern

CISPO

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 22).

3100

YEORTO

Procedure NA for arrivals at MOAKS on V5 northeast bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS: 3-PT
120.025

COLUMBUS APP CON
118.85 269.275

UNICOM
1171

MISSED APCH FIX
4 NM

YEBTO

MISA RW 05 25 NM

3100

4 NM

Holding Pattern

CISPO

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 22).

3100

YEORTO

Procedure NA for arrivals at MOAKS on V5 northeast bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS: 3-PT
120.025

COLUMBUS APP CON
118.85 269.275

UNICOM
1171

MISSED APCH FIX
4 NM

YEBTO

MISA RW 05 25 NM

3100

4 NM

Holding Pattern

CISPO

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 22).

3100

YEORTO

Procedure NA for arrivals at MOAKS on V5 northeast bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS: 3-PT
120.025

COLUMBUS APP CON
118.85 269.275

UNICOM
1171

MISSED APCH FIX
4 NM

YEBTO

MISA RW 05 25 NM

3100

4 NM

Holding Pattern

CISPO

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 22).

3100

YEORTO

Procedure NA for arrivals at MOAKS on V5 northeast bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS: 3-PT
120.025

COLUMBUS APP CON
118.85 269.275

UNICOM
1171

MISSED APCH FIX
4 NM

YEBTO

MISA RW 05 25 NM

3100

4 NM

Holding Pattern

CISPO

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 22).

3100

YEORTO

Procedure NA for arrivals at MOAKS on V5 northeast bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS: 3-PT
120.025

COLUMBUS APP CON
118.85 269.275

UNICOM
1171

MISSED APCH FIX
4 NM

YEBTO

MISA RW 05 25 NM

3100

4 NM

Holding Pattern

CISPO

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 22).

3100

YEORTO

Procedure NA for arrivals at MOAKS on V5 northeast bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS: 3-PT
120.025

COLUMBUS APP CON
118.85 269.275

UNICOM
1171

MISSED APCH FIX
4 NM

YEBTO

MISA RW 05 25 NM

3100

4 NM

Holding Pattern

CISPO

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 22).

3100

YEORTO

Procedure NA for arrivals at MOAKS on V5 northeast bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS: 3-PT
120.025

COLUMBUS APP CON
118.85 269.275

UNICOM
1171

MISSED APCH FIX
4 NM

YEBTO

MISA RW 05 25 NM

3100

4 NM

Holding Pattern

CISPO

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 22).

3100

YEORTO

Procedure NA for arrivals at MOAKS on V5 northeast bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS: 3-PT
120.025

COLUMBUS APP CON
118.85 269.275

UNICOM
1171

MISSED APCH FIX
4 NM

YEBTO

MISA RW 05 25 NM

3100

4 NM

Holding Pattern

CISPO

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 22).

3100

YEORTO

Procedure NA for arrivals at MOAKS on V5 northeast bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS: 3-PT
120.025

COLUMBUS APP CON
118.85 269.275

UNICOM
1171

MISSED APCH FIX
4 NM

YEBTO

MISA RW 05 25 NM

3100

4 NM

Holding Pattern

CISPO

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 22).

3100

YEORTO

Procedure NA for arrivals at MOAKS on V5 northeast bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

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120.025

COLUMBUS APP CON
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MISSED APCH FIX
4 NM

YEBTO

MISA RW 05 25 NM

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VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 22).

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YEORTO

Procedure NA for arrivals at MOAKS on V5 northeast bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS: 3-PT
120.025

COLUMBUS APP CON
118.85 269.275

UNICOM
1171

MISSED APCH FIX
4 NM

YEBTO

MISA RW 05 25 NM

3100

4 NM

Holding Pattern

CISPO

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 22).

3100

YEORTO

Procedure NA for arrivals at MOAKS on V5 northeast bound.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS: 3-PT
120.025

COLUMBUS APP CON
118.85 269.275

UNICOM
1171

MISSED APCH FIX
4 NM

YEBTO

MISA RW 05 25 NM

3100

4 NM

Holding Pattern

CISPO

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 22).

3100

YEORTO

Procedure NA for arrivals at MOAKS on V5 northeast bound.
**RNAV (GPS) RWY 23**

**MIDDLETOWN RGNL/HOOK FLD (MWO)**

**Circling NA to Rwys 8 and 26.** Circling Rwy 5 NA at night.
Rwy 23 helicopter visibility reduction below 3/4 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-3PT**

- 120.025

**COLUMBUS APP CON**

- 118.85 269.275

**UNICOM**

- 123.0 (CTAF)

**Procedure NA for arrivals at FRAAM on V275 southwest bound.**

**Procedure NA for arrivals at PRUDE on T217 south bound and on V5 southwest bound.**
RNAV (GPS) RWY 9
HOLMES COUNTY (19G)

**APP CRS**
- **Rwy Idg**: 4400
- **TDZE**: 1227
- **Apt Elev**: 1227

**RNP APCH - GPS**
- RWy 9 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Wayne County altimeter setting: increase all MDA 60 feet and visibility LNAV and Circling Cats C and D ¼ SM.

**AWOS-3**
- 128.325

**INDIANAPOLIS CENTER**
- 124.45
- 323.275

**UNICOM**
- 123.0 (CTAF)

**MISSED APPROACH**: Climb to 3000 direct DOLCI and hold.

**EC-2, 30 NOV 2023 to 25 JAN 2024**
- **HOLMES COUNTY (19G)**
- **RNAV (GPS) RWY 9**
- **MILLERSBURG, OHIO**
- **ORIG-C 29DEC22**
- **3000**
- **ANNEX**

**Visual Segment - Obstacles**
- **DOLCI**
- **RW09**
- **CLOZE**
- **BLUEY**
- **2.5 NM to RW09**
- **1620-1**
- **4 NM**

**RNAV (GPS) RWY 9**
- **3000**
- **DOLCI**
- **MIRL Rwy 9-27**
- **REIL Rwys 9 and 27**

**ELEV 1227**
- **TDZE 1227**

**4 NM**
- **275°**
- **095°**
- **1800**
- **(IF/IAF)**
- **ANNEX**
- **1467±**
- **1451±**
- **1451±**
- **2.5 NM to RW09**

**CATEGORIES**
- **A**
- **B**
- **C**
- **D**

**LNAV MDA**
- **1620-1**
- **1620-1½**
- **393 (400-1½)**
- **393 (400-1½)**

**CIRCLING**
- **1760-1**
- **1840-1½**
- **1860-2**
- **613 (700-1½)**
- **633 (700-2)**

**40°32'N-81°57'W**
### RNP APCH - GPS

- AWOS-3: 128.325
- INDIANAPOLIS CENTER: 124.45 323.275
- UNICOM (CTAF): 123.0
- UNICOM (CTAF): 123.4

### Holding Pattern

**FIGIT**

- **ESTRN** (FAF)
- **DOLCI** (IF/IAF)

**Rwy Idg**: 1215
**Apt Elev**: 1227

**MG**: 275°

### Misplaced Approach

**Climb to 3000 direct ANNEX and hold.**

### CIRCLING

- **1227**
- **1215**

### Holding Pattern

- **2800**
- **275°**
- **2100**

### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
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<th>D</th>
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<td>LP MDA</td>
<td>1480-1</td>
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<td>LNAV MDA</td>
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<td>C CIRCLING</td>
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<td>1840-1/4</td>
<td>613 (700-1/4)</td>
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<tr>
<td></td>
<td>1860-2</td>
<td>633 (700-2)</td>
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</tbody>
</table>

### RNP APCH - GPS

- **RNAV (GPS) RWY 27**
- **HOLMES COUNTY (10G)**

### RNAV (GPS) RWY 27

**HOLMES COUNTY (10G)**

**Holmes County, OH**

**millersburg, ohio**

**Orig-C 29DEC22**

**40°32'N-81°57'W**

**1880°**

**ANNEX**

**095°**

**275°**

**4 NM**

**1467°**

**1282°**

**1200°**

**1299°**

**1486°**

**0.9 NM to RW27**

**2.8 NM to RW27**

**2.8 NM from FIGIT**

**FIGIT**

**W27A**

**MIRL Rwy 9-27**

**REIL Rwy 9 and 27**

**275°**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**Orig-C 29DEC22**

**40°32'N-81°57'W**

**1880°**

**ANNEX**

**095°**

**275°**

**4 NM**

**1467°**

**1282°**

**1200°**

**1299°**

**1486°**

**0.9 NM to RW27**

**2.8 NM to RW27**

**2.8 NM from FIGIT**

**FIGIT**

**W27A**

**MIRL Rwy 9-27**

**REIL Rwy 9 and 27**

**275°**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**Orig-C 29DEC22**

**40°32'N-81°57'W**
RNAV (GPS) RWY 18
WHITE COUNTY (MCX)

**Category**

<table>
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<tr>
<th>LP MDA</th>
<th>LNAV MDA</th>
<th>Circling</th>
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<tbody>
<tr>
<td>1280-1</td>
<td>1440-1</td>
<td>1440-1</td>
</tr>
<tr>
<td>601 (700-1)</td>
<td>761 (800-1)</td>
<td>761 (800-1)</td>
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<tr>
<td>1280-3/4</td>
<td>1440-11/2</td>
<td>1500-23/4</td>
</tr>
<tr>
<td>601 (700-3/4)</td>
<td>761 (800-11/2)</td>
<td>821 (900-23/4)</td>
</tr>
</tbody>
</table>

**Amdt 1 10NOV16**

**Note:**
- **RNAV (GPS) RWY 18**
- **Circling Rwy 36 NA at night. DME/DME RNP-0.3 NA.**
- **MISSED APPROACH:** Climb to 3000 direct ALQAZ and hold.
- Procedure NA for arrival at DENAM on V38-144 westbound and on V371 northbound.

**UNICOM**
- 122.8 (CTAF)  

**UNFAV (FAF)**
- UNFAV

**IF/IAF**
- UVOKY

**IF**
- RW18

**IAF**
- DENAM

**IAF**
- (IAF) (IF/IAF)

**AWOS-3P**
- 124.05

**GRISSOM APP CON**
- 123.85 291.675

**UNICOM**
- 122.8 (CTAF)

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**AWOS-3P**
- 124.05

**AWOS-3P**
- 124.05

**AWOS-3P**
- 124.05

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**UNICOM**
- 122.8 (CTAF)  

**UNICOM**
- 122.8 (CTAF)

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- 122.8 (CTAF)

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- 122.8 (CTAF)  

**UNICOM**
- 122.8 (CTAF)
### RNAV (GPS) RWY 36

**SHAFT**

**MISSING APPROACH**: Climb to 3000 direct UVOKY and hold.

**AWOS-3P**

**124.05**

**GRISSOM APP CON**

**123.85 291.675**

**UNICOM**

**122.8 (CTAF)**

---

**ELEV 679**

**TDZE 673**

---

**APP CRS**

**002°**

**Rwy Idg**

**5001**

**TDZE**

**673**

**Apt Elev**

**679**

---

**MONTICELLO, INDIANA**

**AL-6184 (FAA)**

---

**RNAV (GPS) RWY 36**

**WHITE COUNTY (MCX)**

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**
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 1/4 SM.

**MISSED APPROACH:** Climbing left turn to 3000 on BUD VOR R-124 to ZENUD INT and hold.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td><strong>CIRCLING</strong></td>
<td>1880-1</td>
<td>794 (800-1)</td>
<td>1940-2½</td>
<td>NA</td>
</tr>
</tbody>
</table>

**APPENDIX CRS**

**UNICOM**

**CIRCLING**

**BUD VOR 109.8**

**ELEV 1086**
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.

Procedure NA for arrival on MFD VOR/LOC airway radials 142 CW 279.

Procedure NA for arrival on APE VOR/LOC airway radials 235 CW 006.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C.

Procedure NA for arrival on APE VORTAC airway radials 055 CW 168.

MISSED APPROACH: Climb to 3000 direct BONIF and hold.

AWOS 3 126.05
COLUMBUS APP CON 125.95 317.775
CLNC DEL 119.45
UNICOM 123.05 (CTAF)

MISSED APPROACH FIX

BONIF

AIRWAY RADIALS 055 CW 168.
One Minute Holding Pattern

MISSED APPROACH: Climb to 3000 then left turn direct APE VORTAC and hold.

NoPT for arrival on APE VORTAC airway radials 090 CW 318.

VOR-A

EC-2, 30 NOV 2023 to 25 JAN 2024

KNOX COUNTY (4I3)
When control tower closed, except for operations with approved weather reporting use Fort Wayne altimeter setting. For inop MALS 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 1/2 SM, increase all MDAs 120 feet and visibility Cat C 1/2 SM, Cat D 1 3/4 SM. VDF NA when using Fort Wayne altimeter setting.

**MISSED APPROACH:** Climb to 1460 then climbing right turn to 2900 direct BALL LOM and hold.
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 < ½ mile, LNAV/VNAV all Cats visibility < ½ mile and Circling Cats C/D visibility < ½ mile. Baro-VNAV NA when using Fort Wayne Intl altimeter setting. Helicopter visibility reduction below < ½ SM NA.

MISSED APPROACH: Climb to 2800 direct IFECA and hold.

### Radar Required

**2800**

**2600**

**1640**

**RW03**

**1.2 NM to RW03**

**HABIP**

**2.1 NM to RW03**

**CESUD**

**025°**

**025°**

**GP 3.0° TCH 39**

**4 NM**

**Holding Pattern**

**APPAL**

**ELEV 937**

**TDZE 937**

**M6A RW03 25 NM**

**2900**

**IFECA**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**WAAS CH 78237**

**W03A**

**APP CRS 025°**

**Rwy Idg 5197**

**TDZE 937**

**Apt Elev 937**

**ATIS 133.25**

**INDIANAPOLIS APP CON 120.65 317.8**

**MUNCIE TOWER 120.1 (CTAF)**

**GND CON 121.9**

**UNICOM 122.95**

**MISSED APCH FIX**

**4 NM**

**025° 205° IFECA**

**5197 X 100**

**32**

**6500 X 150**

**499**

**DELTA PACIFIC**
RNAV (GPS) RWY 14
DELAWARE COUNTY RGNL (MIE)

ATIS
133.25

INDIANAPOLIS APP CON
120.65 317.8

MUNCIE TOWER *
120.1 (CTAF) 

GND CON
121.9

UNICOM
122.95

MISSED APPROACH:
Climb to 2900 directed CITUK and hold.

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 ½ SM, LNAV/VNAV DA all Cats to 1410 and visibility ½ SM; increase all MDA 140 feet and LNAV Cat C ½ SM and Cat D ¼ SM, Circling visibility Cat C/D ½ SM.

HIRL Rwys 14-32
MIRL Rwys 3, 14 and 21

MUNCIE, INDIANA
Orig C 18JUN20

WAAS
CH 56401
W14A

APP CRS 139°
Rwy Idg 6500
TDZE 933
Apt Elev 937

Category
RNAV only
LNAV only
LPV DA
LNAV DA

EC-2, 30 NOV 2023 to 25 JAN 2024
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 3/4 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.

**MISSING APPROACH**: Climb to 2800 direct APPAL and hold.

Radar required for procedure entry at NOMPE or UHZAW.

Procedure NA for arrival on MIE VOR/DME airway radials 323 CW 109.

**MISSING APCH FIX**

APPAL

025°

020°

4 NM

2800 APPAL

2800 to IFECA

2800 NoPT 024° (12.9)

(IF/IAF)

IFECA

NOMPE

[FAF]

CIKEP

[IAF]

UHZAW

Climb to 2800 direct APPAL and hold.

**LNAV only**

1.3 NM to RW21

2600

025° 025°

2800

GP 3.00°

TCH 45

**CATEGORY**

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<th>B</th>
<th>C</th>
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<tr>
<td>LPV DA</td>
<td>1195-7/8</td>
<td>260 (300-300)</td>
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<td>LNAV/ VNAV DA</td>
<td>1351-1 3/4</td>
<td>416 (500-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1400-1 465 (500-1)</td>
<td>1400-1 3/8 465 (500-1 3/8)</td>
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<tr>
<td>CIRCLING</td>
<td>1460-1 523 (600-1)</td>
<td>1500-1 3/8 563 (600-1 3/8)</td>
<td>1600-2 663 (700-2)</td>
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</table>
**RNAV (GPS) RWY 32**

**DELAWARE COUNTY RGNL (MIE)**

**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 1 1/2 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 1/2 mile; increase all MDA 1.40 feet and LNAV visibility Cats C and D to 1 1/4 ; increase Circling visibility Cats C and D by 1/4 mile. For inop MALSR, increase all LPV Cats visibility to 1 SM.**

**ATIS**

133.25

**INDIANAPOLIS APP CON**

120.65  317.8

**MUNCIE TOWER**

120.1 (CTAF)

**GND CON**

121.9

**UNICOM**

122.95

**ELEV** 937

**TDZE** 937

**WAAS**

CH 72601

W32A

**APP CRS**

319°

Rwy Idg 6500

TDZE 937

Apt Elev 937

MALS R

MISSED APPROACH: Climbing to 2800 direct JOGBA and hold.

**ATIS**

133.25

**INDIANAPOLIS APP CON**

120.65  317.8

**MUNCIE TOWER**

120.1 (CTAF)

**GND CON**

121.9

**UNICOM**

122.95

**ELEV** 937

**TDZE** 937

**WAAS**

CH 72601

W32A

**APP CRS**

319°

Rwy Idg 6500

TDZE 937

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 1 1/2 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 1/2 mile; increase all MDA 1.40 feet and LNAV visibility Cats C and D to 1 1/4 ; increase Circling visibility Cats C and D by 1/4 mile. For inop MALSR, increase all LPV Cats visibility to 1 SM.**
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 ¾ SM; increase Circling Cat C/D visibility ½ SM. BOHUW fix minimums: increase S-14 Cat C visibility ½ SM, Cat D ¾ SM and Circling Cat C/D visibility ¾ SM.

VDP NA with Fort Wayne altimeter setting.

Missed Approach: Climb to 2600 then left turn direct MIE VOR/DME and hold.

ATIS: 133.25
Indianapolis APP CON: 120.65 317.8
Muncie Tower: 120.1 (CTAF) 0
GND CON: 121.9
Unicom: 122.95

Remain within 10 NM.

*1480 when using Fort Wayne Intl altimeter setting.

EC-2, 30 NOV 2023 to 25 JAN 2024
**VOR RWY 21**

**DELAWARE COUNTY RGNL (MIE)**

**ATIS** | **INDIANAPOLIS APP CON** | **MUNCIE TOWER** | **GND CON** | **UNICOM**
---|---|---|---|---
133.25 | 120.65 317.8 | 120.1 (CTAF) | 121.9 | 122.95

**ELEV** 937 | **TDZE** 935

**VOR/DME MIE**

| APP CRS | Rwy Idg | TDZE | Apt Elev |
---|---|---|---|
114.4 | 5197 | 935 | 937

**MISSED APPROACH:**
Climb to 2200 then climbing left turn to 2600 direct MIE VOR/DME and hold.

**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 ½ SM and Circling visibility Cat C/D ½ SM. VDP NA when using Fort Wayne Intl altimeter setting.

| CATEGORY | A | B | C | D |
---|---|---|---|---|
S-21 | 1500-1 | 565 (600-1) | 1500-1 1/2 | 565 (600-1 1/2) |
| | | | 1500-1 3/4 | 565 (600-1 3/4) |
CIRCLING | 1500-1 | 563 (600-1) | 1500-1 1/2 | 563 (600-1 1/2) |
| | | | 1560-2 | 623 (700-2) |

**DUNKI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)**

| CATEGORY | A | B | C | D |
---|---|---|---|---|
S-21 | 1440-1 | 505 (600-1) | 1440-1 1/2 | 505 (600-1 1/2) |
| | | | 1480-1 1/2 | 543 (600-1 1/2) |
CIRCLING | 1460-1 | 523 (600-1) | 1480-1 1/2 | 543 (600-1 1/2) |
| | | | 1560-2 | 623 (700-2) |

**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 ½ SM and Circling visibility Cat C/D ½ SM. VDP NA when using Fort Wayne Intl altimeter setting.**

**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 ½ SM and Circling visibility Cat C/D ½ SM. VDP NA when using Fort Wayne Intl altimeter setting.**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**Amdt 14A 18JUN20**

**40°15'N-85°24'W**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 28
HENRY COUNTY (7W5)

TOL ASOS
118.75 290.225

TOLEDO APP CON
134.35 307.0

UNICOM
123.0 (CTAF)

RNAV (GPS) RWY 28
HENRY COUNTY (7W5)

MISSED APPROACH: Climbing left turn to 2300 direct IZUMY and hold.

RNAV (GPS) RWY 28
HENRY COUNTY (7W5)

NAPOLEON, OHIO

APP CRS
286°

Rwy Idg 4001
TDZE 683
Apt Elev 683

ELEV 683
TDZE 683

NAPOLEON, OHIO

Amdt 1 24MAY18

EC-2, 30 NOV 2023 to 25 JAN 2024
Use South Bend altimeter setting.

Use South Bend altimeter setting.

REMISSED APPROACH: Climbing left turn to 3000 direct GSH VORTAC and hold.

SOUTH BEND APP CON

USE 132.05 257.8

UNICOM

123.0 (CTAF)
RNAV (GPS) RWY 10
NEW CASTLE HENRY COUNTY MARLATT FLD (UWL)

Rwy 10 helicopter visibility reduction below 1/3 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 1/3 SM.

**RNAV (GPS) RWY 10**

**HOLD 3000 (IF/IAF) HAFHU**

- **2600**
- **096°**
- **276°**

**AWOS-3** 132.375
**AID AWOS-3** 128.55
**INDIANAPOLIS APP CON** 135.45 317.8
**UNICOM** 123.05 (CTAF)

**MISSED APPROACH:**
Climb to 3000 direct TASUY and hold.

**LNAV only.**

- **1408-1** 319 (400-1)
- **1433-1** 344 (400-1)
- **1520-1** 431 (500-1) 1520-1¼ 431 (500-1¼)
- **1580-1** 490 (500-1) 1600-1 490 (500-1) 1780-2 690 (700-2) 1780-2¼ 690 (700-2¼)

**RNP APCH.**

- **3000**
- **TASUY**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**NEW CASTLE, INDIANA**
Orig-A 25APR19
RNAV (GPS) RWY 28
NEW CASTLE HENRY COUNTY MARLATT FLD (UWL)

MISSED APPROACH:
Climb to 3000 direct HAFHU and hold.

APP CRS WAAS CH 70541
Rwy Idg 4201
APt Elev 1090
TDZE 1090

NEW CASTLE, INDIANA
AL-6042 (FAA)

IN-room: 30 NOV 2023 to 25 JAN 2024
NDB RWY 10
NEW CASTLE HENRY COUNTY MARLATT FLD (UWL)

RADAR required for procedure entry.

1. NDB UWL 385
2. APP CRS 087°
3. Rwy Idg 4201
4. TDZE 1089
5. Apt Elev 1090

MISSED APPROACH: Climb to 2700 then right turn direct UWL NDB and hold.

- NDB RWY 10 helicopter visibility reduction below 3/4 SM NA. Use Anderson altimeter setting; when not received, use Muncie altimeter setting and increase all MDA 20 feet; increase S-10 Cat C/D visibility 3/4 SM.

- AWOS-3 132.375
- AID AWOS-3 128.55
- INDIANAPOLIS APP CON 135.45 317.8
- UNICOM 123.05 (CTAF)

EC-2, 30 NOV 2023 to 25 JAN 2024

INDIANAPOLIS APP CON 135.45 317.8 UNICOM 123.05 (CTAF)

NEW CASTLE, INDIANA
Orig-B 25APR19

NEW CASTLE HENRY COUNTY MARLATT FLD (UWL)
39°53'N-85°20'W
MISSED APPROACH: Climb to 3000 direct JEGUN and via 215° track to LARIC and hold.

Procedure NA for arrivals at ZZV VOR/DME via V38 northwest bound.

Category A: LNAV MDA 1620 - 1 573 (600-1) 1620 - 1 569 (600-1) 1620 - 1 569 (600-1) NA
Category B: LNAV MDA 1620 - 1 573 (600-1) 1620 - 1 569 (600-1) 1620 - 1 569 (600-1) NA
Category C: LNAV MDA 1620 - 1 573 (600-1) 1620 - 1 569 (600-1) 1620 - 1 569 (600-1) NA
Category D: LNAV MDA 1620 - 1 573 (600-1) 1620 - 1 569 (600-1) 1620 - 1 569 (600-1) NA

Zanesville altimeter setting; when not received, use Lancaster altimeter setting and increase all MDA 20 feet. Procedure NA at night.
NEW LEXINGTON, OHIO
EC-2, 30 NOV 2023 to 25 JAN 2024

VOR/DME RWY 26
PERRY COUNTY (186)

MISSED APPROACH: Climb to 3000 via ZZV VOR/DME R-229 to LARIC INT/ZZV 31 DME and hold.

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.

UNICOM
122.8 (CTAF)

INDIANAPOLIS CENTER
124.45  323.275

EC-2, 30 NOV 2023 to 25 JAN 2024

NEW LEXINGTON, OHIO
Amdt 2A  24MAY18

39°41'N-82°12'W
Circling NA to Rwys 12 and 30. Procedure NA at night. Rwy 15 helicopter visibility reduction below 1 SM NA.

ASOS
121.425

CLEVELAND APP CON *
125.5 371.875

UNICOM
122.8 (CTAF)

123.3

MISSED APPROACH: Climb to 3000 direct HIMEL and hold, continue climb-in-hold to 3000.
## RNAV (GPS) RWY 33

**NEW PHILADELPHIA, OHIO**

**AL-5554 (FAA)**

### WAAS
- **CH 70343**
- **APP CRS 327°**
- **Rwy Idg 3634**
- **TDZE 893**
- **Apt Elev 894**

### RNP APCH.

**Circling NA to Rwy 12 and 30.**
- **Rwy 33 helicopter visibility reduction below 1 SM NA.**
- **Procedure NA at night.**

<table>
<thead>
<tr>
<th>ASOS</th>
<th>125.5</th>
<th>371.875</th>
<th>70343/70383</th>
<th>122.8 (CTAF)</th>
<th>123.3</th>
<th>327°</th>
</tr>
</thead>
</table>

- **ASOS 121.425**
- **CLEVELAND APP CON 125.5 371.875**
- **UNICOM 122.8 (CTAF)**
- **123.3**

### Holding Pattern

- **3000 EPIBY**
- **1710±**

**HOLD 6000 3000**

### Direct Route

- **4 NM**
- **EPIBY**
- **1420**
- **1500**
- **1283±**
- **1276±**
- **299±**
- **1198±**
- **1319±**
- **1440±**
- **1540±**
- **1599±**

### Procedure

- **Category B**
- **LP MDA 1540-1 647 (700-1)**
- **NA**
- **LNAV MDA 1560-1 667 (700-1)**
- **NA**
- **CIRCLING 726 (800-1) 746 (800-1)**
- **NA**

**NEW PHILADELPHIA, OHIO**

**Orig 13SEP18**

**40°28'N-81°25'W**

**HARRY CLEVER FLD (PHD)**

**RNAV (GPS) RWY 33**

**23334**
**NEW PHILADELPHIA, OHIO**

**VOR-DME BSV 114.05 Chan 87 (Y)**

**APP CRS 182°**

**Rwy Idg TDZE N/A**

**Apt Elev 894**

**DME or RADAR required.**

**Circling NA to Rwys 12 and 30. Rwy 15, 33 helicopter visibility reduction below 1 SM.**

**Procedure NA at night.**

**UNICOM**

**NEW PHILADELPHIA, OHIO**

**VOR-A**

**HARRY CLEVER FLD (PHD)**

**MISSING APPROACH:** Climb to 2100 then climbing left turn to 3000 direct BSV VOR/DME and hold.

**ASOS**

**CLEVELAND APP CON**

**UNICOM**

**121.425**

**122.8 (CTAF)**

**123.3 (PHD)**

**ELEV 894**

**EC-2, 30 Nov 2023 to 25 Jan 2024**

**NEW PHILADELPHIA, OHIO**

**VOR-A**

**HARRY CLEVER FLD (PHD)**

**Amdt 2B 13 SEP 2018**

**CATEGORY**

**A**

**B**

**C**

**D**

**CIRCLING**

**1720-1 1/4 826 (900-1 1/4)**

**1720-2 1/2 826 (900-2 1/2)**

**NA**

**Knots**

**60**

**90**

**120**

**150**

**180**

**Min:Sec**

**4:54**

**3:16**

**2:27**

**1:58**

**1:38**

**Rhr**

**182°**

**Spec Min:Sec**

**4:54**

**3:16**

**2:27**

**1:58**

**1:38**
RNAV (GPS) RWY 9
NEWARK-HEATH (VTA)

ASOS
121.125

COLUMBUS APP CON
125.95  317.775

CLNC DEL
125.175

UNICOM
122.7 (CTAF)
123.3

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.

EC-2, 30 NOV 2023 to 25 JAN 2024
**RNAV (GPS) RWY 27**
**NEWARK-HEATH (VTA)**

**Amdt 2  07DEC17**

<table>
<thead>
<tr>
<th>Category</th>
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<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1680-1 801 (800-1)</td>
<td>1680-1 801 (800-1 1/4)</td>
<td>1680-2 801 (800-2 1/4)</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1700-1 821 (900-1)</td>
<td>1700-1 821 (900-1 1/4)</td>
<td>1700-2 821 (900-2 1/4)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1700-1 1/4 816 (900-1 1/4)</td>
<td>1760-2 876 (900-2 1/4)</td>
<td>1760-2 876 (900-2 3/4)</td>
<td></td>
</tr>
</tbody>
</table>

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**Circling Rwy 9 NA at night. Rwy 27 helicopter visibility reduction below 3/4 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**
- 121.125

**COLUMBUS APP CON**
- 125.95

**Apt Elev**
- 884

**TDZE**
- 879

**USEPE**

**BUMLE**
- 3 NM to RW27

**USEPE**

**TAZHU**
- 093°

<table>
<thead>
<tr>
<th>Newarks, Ohio</th>
<th>NEWARK-HEATH (VTA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40°01'N-82°28'W</td>
<td>517</td>
</tr>
</tbody>
</table>
LOC RWY 9
NEWARK-HEATH (VTA)

Rwy 9 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 9 NA at night.

ASOS 121.125
COLUMBUS APP CON 125.05 317.775
CLNC DEL 125.175
UNICOM 122.7 (CTAF) 123.3

MISSED APPROACH: Climbing left turn to 2900 direct APE VORTAC and hold.

Remain within 10 NM

VGSI and descent angles not coincident
(VGSI Angle 3.25/TCH 28).

CATEGORY A B C D
S-9 1420-1 536 (600-1) 1420-1½ 536 (600-1½)
C CIRCLING 1480-1 596 (600-1) 1760-2½ 876 (900-2½) 1760-2¾ 876 (900-2¾)

EC-2, 30 NOV 2023 to 25 JAN 2024
Circling Rwy 9 NA at night.

**MISSED APPROACH:** Climb to 3000 then right turn direct APE VORTAC and hold.

- **ASOS**
  - 121.125
- **COLUMBUS APP CON**
  - 125.95
  - 317.775
- **CLNC DEL**
  - 125.175
- **UNICOM**
  - 122.7 (CTAF)
  - 123.3

**NEWARK-HEATH (VTA)**

**NEWARK, OHIO**

**AL-5536 (FAA)**

**VOR-A**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1096 (1100-1½)</td>
<td>1096 (1100-1½)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1096 (1100-1½)</td>
<td>1096 (1100-1½)</td>
<td></td>
</tr>
</tbody>
</table>

**CIRCLING**

- 1620-1
- 736 (800-1)

**APE**

- 3000
- 328°
- 148°
- 148°

**VORTAC APE**

- 116.7
- Chan 114

**CLNC DEL**

- 125.175

**UNICOM**

- 122.7 (CTAF)
- 123.3

**AWX**

- 3100

**BOHEA APE**

- 9.3

**COGIT**

- APE
  - 6

**ELEV**

- 884

**FAF to MAP**

- 9.3 NM

**MIRL Rwy 9-27**

- 27

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**NEWARK-HEATH (VTA)**

**VOR-A**

**MISSED APPROACH**

- Climb to 3000 then right turn direct APE VORTAC and hold.

**NEWARK-HEATH (VTA)**

**NEWARK, OHIO**

**Amdt 13B 31DEC20**

**40°01'N-82°28'W**

**519**
RNAV (GPS) RWY 5
NORTH VERNON (OVO)

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 LPV DA to 1175, LNAV/VNAV DA to 1200, and all MDAs 100 feet. Increase LPV all Cats visibility ½ SM, LNAV/VNAV and LNAV and Circling C visibility ¼ SM. VDP and Baro-VNAV NA when using Shelbyville altimeter setting. Helicopter visibility reduction below ½ SM NA.

AWOS-3
120.625

INDIANAPOLIS CENTER
124.775 269.025

UNICOM
122.7 [CTAF]

EC-2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) Y RWY 23
NORTH VERNON (OVO)

**MISSED APPROACH:**
Climb to 2700 direct DOVGE and via track 232° to NURBE and hold.

**AWOS-3**
120.625

**INDIANAPOLIS CENTER**
124.775 269.025

**UNICOM**
122.7 (CTAF)

**RNAV (GPS) Y RWY 23**

**ADVISORY**
Shelbyville altimeter setting and increase all MDAs 100 feet, increase LNAV Cat C and Circling Cat C visibility 1/4 SM. VDP NA when using Shelbyville altimeter setting.

**MISSED APCH FIX NURBE**
0.8 NM to RW23

**CEXAR**
1.9 NM to RW23

**R-3403A**
3.1 NM

**R-3403B**
4.4 NM

**TETIE**

**AMARG**

**4 NM**

**NoPT for arrivals at AMARG via V128 northwest bound.**
RNAV (GPS) Z RWY 23
NORTH VERNON (OVO)

A missed approach: Climb to 2700 direct NURBE and hold.

When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet and all visibility 1/4 mile.

No PT for arrivals at LOPYU via V128 northwest bound.

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 27).

 CATEGORY  A  B  C  D
 LPV DA  1005-1 250 (300-1)  NA
Rwy 28 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Cleveland-Hopkins Intl altimeter setting.

CLE ASOS 127.85
CLEVELAND APP CON * 124.2 360.65
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 3000 direct JUROL and hold.

Use Cleveland-Hopkins Intl altimeter setting.

CIRCLING 1420-1 567 (600-1) 1440-1 587 (600-1) NA

LP MDA 1320-1 469 (500-1) 1320-1 469 (500-1%) NA
LNAV MDA 1360-1 509 (600-1) 1360-1 509 (600-1%) NA

41°15’N 82°33’W
NORWALK, OHIO Orig B 16AUG18
NORWALK-HURON COUNTY (5A1) RNP APCH

TAURO LNAV MDA
3000 direct JUROL and hold.

EC-2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 9
PUTNAM COUNTY (OWX)

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.

Procedure NA for arrivals at TWERP on V8-422 westbound.

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.

Procedure NA for arrivals at TWERP on V8-422 westbound.
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. Rw 27 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DAs/MDAs 40 feet.

**MISSED APPROACH:**
Climb to 3000 direct WIFES and hold.

**ELEV 763**
**TDZE 763**
VOR RWY 27
PUTNAM COUNTY (0WX)

Rwy 27 helicopter visibility reduction below 1 SM NA. Straight-in, Circling Rwy 27 NA at night.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

Rwy 27 helicopter visibility reduction below 1 SM NA. Straight-in, Circling Rwy 27 NA at night.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

AWOS 3
120.525

TOLEDO APP CON
120.8 317.55

UNICOM
122.7 (CTAF)

MISSING APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.
RNAV (GPS) RWY 5
MIAMI UNIVERSITY (OXD)

**AWOS-3PT** 118.625  **CINCINNATI APP CON** 121.0  **UNICOM** 122.8 (CTAF)

**RNAV (GPS) RWY 5**

**Climb to 3000 direct JUSAL and hold.**

**VNAV**

**MISSED APPROACH:**

**Baro RNAV NA when using Covington altimeter setting.** Straight-in/Circling RWY 5 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. RWY 5 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Covington altimeter setting: increase LPV DA to 1393 and all visibilities 1/8 SM; increase LNAV/VNAV DA to 1419 and all visibilities 1/4 SM; increase all MDA 100 feet and visibility LNAV Cat C 1/8 SM and Circling Cat C 1/4 SM.

**4 NM Holding Pattern**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).**

**ELEV 1041  TDZE 1041**
RNAV (GPS) RWY 23

MIAMI UNIVERSITY (OXD)

When Circling to Rwy 5 at night, operational VGSI required, remain on or above VGSI glideslope until threshold. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Covington altimeter setting and increase all MDA 100 feet, increase LP Cat C visibility ¾ mile, increase LNAV and Circling Cat C visibility ¾ mile.

AWOS-3PT
118.625

CINCINNATI APP CON
121.0 254.25

UNICOM
122.8 (CTAF)

122.9 (CTAF)

MISSED APPROACH:
Climb to 3000 direct JOSPU and hold.

ELEV 1041
TDZE 1041

RNAV (GPS) RWY 23

 CATEGORY A B C D
 LP MDA 1400-1 359 (400-1) 379 (400-1) 379 (400-1½) NA
 LNAV MDA 1420-1 379 (400-1) 1420-1½ 379 (400-1½) NA
 CIRCLING 1460-1 419 (500-1) 1600-1 1600-1½ 559 (600-1½) NA

EC-2, 30 NOV 2023 to 25 JAN 2024

OXFORD, OHIO
Orig-B 06OCT22

39°30'N-84°47'W
VOR or GPS-A
CONCORD AIRPARK (2G1)

**CLEVELAND APP CON**
125.35 346.325

**UNICOM**
122.8 (CTAF)

---

**VOR/DME CRX**
112.7
Chan 74

**APR CRS**
355°

**Rwy Idg**
TDZE

**Apt Elev**
N/A

**ELEV**
999

**DME** required for VOR approach.

- **NA**
  - Procedure not authorized at night.
  - Use Cleveland-Hopkins altimeter setting.

**MAJWE**

**CIRCLING**
355°

**R-175**

**AIRWAY RADIALS**
099 CW 263.

**Chan 74**

**CXR**

**NoPT** for arrival on CXR VOR/DME airway radials 099 CW 263.

**FAF to MAP**
4 NM

**DME MINIMUMS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CIRCLING</strong></td>
<td>1740-1 741 (800-1)</td>
<td>1740-1¼ 741 (800-1¼)</td>
<td>1740-2¼ 741 (800-2¼)</td>
<td>NA</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>1700-1 701 (800-1)</td>
<td>1700-2 701 (800-2)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**LATITUDE**
41°40'N

**LONGITUDE**
81°12'W
Procedure NA for arrivals on MZZ VOR/DME radials 221 CW 280.

Rwy 1 helicopter visibility reduction below 1 SM NA. Use Grissom ARB altimeter setting; when not received, use Logansport altimeter setting.

**Unicom**
- KGUS ATIS: 108.45
- GRISSOM APP CON: 121.05
- UNICOM: 122.8

**Missed Approach Fix**
- NETIY

**Missed Approach:**
- Climbing to 2600 direct
- NETIY and hold.

**Hill Top MOA**
- Holding Pattern 4 NM

**Tonne**
- Holding Pattern 4 NM

**JIRKA**
- Holding Pattern 4 NM

**Procedure NA** for arrival at OCKEL on VS1-97 northwest bound.
RNAV (GPS) RWY 8
PIQUA/HARTZELL FLD (I17)

WASS
CH 48845
W08A

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Aptr Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>081°</td>
<td>3998</td>
<td>993</td>
<td>993</td>
</tr>
</tbody>
</table>

Rwy 8 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Use Versailles altimeter setting.

MISSED APPROACH: Climb to 2800 direct IMOSE and hold.

Procedure NA for arrivals at ROSSY on V55 northwest bound.

Category

<table>
<thead>
<tr>
<th>LPV</th>
<th>DA</th>
<th>1322-1</th>
<th>329 (400-1)</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV/VNAV DA</td>
<td>1400-1/3/4</td>
<td>407 (500-1/3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1400-1</td>
<td>407 (500-1)</td>
<td>1400-1/3/4</td>
<td>407 (500-1/3/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1440-1</td>
<td>407 (500-1)</td>
<td>1540-1</td>
<td>547 (600-1)</td>
</tr>
</tbody>
</table>

CIRCLING

4 NM Holding Pattern

MANUE

GS 3.00°
TCH 36

081°
261°

6000 2700

2600

2600

2600

1620

4 NM

2800

1487

IMOSE

081°

261°

362°

6000

2700

MIRL Rwy 8-26
REIL Rwy 8 and 26

PIQUA, OHIO
Amdt 1 15JUN23

40°10'N-84°19'W

PIQUA/HARTZELL FLD (I17)

RNAV (GPS) RWY 8
PIQUA/HARTZELL FLD

RNAV (GPS) RWY 26

AL-5022 (FAA)

Baro-VNAV NA. Use Versailles altimeter setting.

MISSED APPROACH: Climb to 2700 direct MANUE and hold.

RNP APCH - GPS.

DAY ASOS
125.8

VES AWOS-3PT
125.9

COLUMBUS APP CON
118.425 294.5 352.05

UNICOM
123.0 (CTAF)

Amdt 1A 07SEP23

ELEV 993
TDZE 986

PDN 2600 1.8 NM to RW 26

MANUE

Holding Pattern

4 NM

262°

2700

262°

MANUE

1487 WUNRI

1.8 NM to RW 26

2600

ZALAD

IAP 082°

WUNRI

1.8 NM to RW 26

2600

ZALAD

IAP 082°

HOLD 6000 2800

GP 3.00° TCH 37

LNAV/ VNAV DA

1296-1 310 (400-1)

LNAV MDA

1380-1 394 (400-1)

CIRCLING

1440-1 447 (500-1)

EC-2, 30 NOV 2023 to 25 JAN 2024

533
PIQUA, OHIO (I17)

180 150 120 90 60 Knots

Min:Sec
FAF to MAP  4.9 NM

PIQUA, OHIO

PIQUA/HARTZELL FLD (I17)

VOR RWY 26

PIQUA/EC-2, 30 NOV 2023 to 25 JAN 2024

VERTICAL SLOPE LIMITS

MINIMUM DESCENT ALTITUDE

ERE 993

VOR RWY 26

PIQUA/HARTZELL FLD (I17)

VOR RWY 26

PIQUA/EC-2, 30 NOV 2023 to 25 JAN 2024

VERTICAL SLOPE LIMITS

MINIMUM DESCENT ALTITUDE

ERE 993

VOR RWY 26
**RNAV (GPS) RWY 10**

**PLYMOUTH MUNI (C65)**

**AWOS-3** 133.025  
**SOUTH BEND APP CON** * 132.05 257.8  
**UNICOM** 122.975 (CTAF)

**Circling to Rwy 28 NA at night. Rwy 10 helicopter visibility reduction below 3/4 SM NA.**

**MISSED APPROACH:** Climb to 3000 direct TYROS and hold.

**ELEV 800**  
**TDZE 796**

**LEGEND**

- LNAV MDA: 1240-1  
  - 444 (500-1)
  - 1240-1½  
  - 444 (500-1½)  
  - NA
- CIRCLING: 1280-1  
  - 480 (500-1)  
  - 1360-1  
  - 560 (600-1)  
  - 1540-2  
  - 740 (800-2)  
  - NA
**RNAV (GPS) RWY 28**

**PLYMOUTH MUNI (C65)**

**AL-5658 (FAA)**

**Category B**

**App CRS**

**TDZE**

**Apt Elev**

**N**

---

**Missed Approach**: Climb to 3000 direct PHONO and hold.

**AWOS-3**

**UNICOM**

**SOUTH BEND APP CON**

**132.05**

**257.8**

**122.975 (CTAF)**

---

**LNAV MDA**

**LPV DA**

**CG**

---

**Category C**

**LNAV/ VNAV DA**

**NA**

**LNAV MDA**

**NA**

**Circling**

**NA**

---

**MIRL Rwys 10 and 28**

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**

---

**Orig B**

**11AUG22**

---

**41°22'N-86°18'W**

---

**PLYMOUTH, INDIANA**

---

**PLYMOUTH, INDIANA**

---

**537**
RNAV (GPS) RWY 9
ERIE-OTTAWA INTL (PCW)

AWOS-3
118.775

CLEVELAND APP CON
126.35 346.325

UNICOM
122.8 (CTAF)

**APP CRS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1140-1</td>
<td>550 (600-1)</td>
<td>1140-1½</td>
<td>550 (600-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1140-1</td>
<td>550 (600-1)</td>
<td>1180-1½</td>
<td>590 (600-1½)</td>
</tr>
</tbody>
</table>

**RNP APCH - GPS.**

- When local altimeter setting not received, use Toledo Executive altimeter setting and increase all MDA 80 feet and all Cat C/D visibilities ½ mile. Rwy 9 helicopter visibility reduction below ½ SM NA. Circling Rwy 18, 36 NA at night.

- MISSED APPROACH: Climb to 2500 direct KUKAF and hold.

**ELEV 590**

<table>
<thead>
<tr>
<th>TDZE 590</th>
</tr>
</thead>
<tbody>
<tr>
<td>090° to RW09</td>
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<tr>
<td>2500</td>
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**Category**

<table>
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<tr>
<th>CATEGORY</th>
<th>3.4 NM to RW09</th>
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<tbody>
<tr>
<td>A &amp; B</td>
<td>3.4 NM to RW09</td>
</tr>
</tbody>
</table>

**Holding Pattern**

- 4 NM Holding Pattern
- 3000
- 089°
- 269°
- 865
- 2200
- 825
- 770
- 622
- 1228

**AWOS-3**

118.775

**CLEVELAND APP CON**

126.35 346.325

**UNICOM**

122.8 (CTAF)

**ERIE-OTTAWA INTL (PCW)**

**RNAV (GPS) RWY 9**

**ERIE-OTTAWA INTL (PCW)**

**RNAV (GPS) RWY 9**

**ERIE-OTTAWA INTL (PCW)**

**RNAV (GPS) RWY 9**
PORT CLINTON, OHIO

**WAAS**
- **CH**: 58012
- **W**: 27A

**APP CRS**
- **Rwy Idg**: 5445
- **TDZE**: 588
- **Apt Elev**: 590

**RNAV (GPS) RWY 27**

**ERIE-OTTAWA INTL (PCW)**

**RNP APCH - GPS.**

- **Circling Rwy 18, 36 NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.**

**AWOS-3**
- **118.775**

**CLEVELAND APP CON**
- **126.35**
- **346.325**

**UNICOM**
- **122.8** (CTAF)

**MISSED APPROACH:**
Climb to 3000 direct SALFE and hold.

**APP CRS**
- **590**
- **588**

**RNP**
- **4 NM**

**SALFE**
- **1228**
- **770**

**KUKAF**
- **1700**

**CIRCLING**
- **1.1 NM**
- **2500**
- **6000**

**IF/IAF**
- **GP 3.00°**

**LNAV**
- **980-1**
- **980-1 1/8**
- **1180-1 1/2**

**LPV**
- **842-1**
- **254 (300-1)**

**LNAV**
- **969 1/8**
- **381 (400-1 1/4)**

**VNAV**
- **392 (400-1)**
- **392 (400-1 1/8)**

**MIRL**
- **2500**
- **6000**

**HIRL**
- **1140-1**
- **550 (600-1)**

**539**
When local altimeter setting not received, use Toledo Executive altimeter setting and increase all MDA 80 feet and all visibilities 1/4 mile. Helicopter visibility reduction below 3/8 SM NA.

**MISSED APPROACH:**
Climbing right turn to 2500 in PCW NDB holding pattern.

**AWOS-3**
118.775

**CLEVELAND APP CON**
126.35 346.325

**UNICOM**
122.8 (CTAF)

---

**Radar Required**

**Radar Required**

**CATEGORY**

<table>
<thead>
<tr>
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<td>1400-1</td>
<td>1400-1¼</td>
<td>1400-2½</td>
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<td></td>
<td></td>
<td>812 (900-1)</td>
<td>812 (900-1¼)</td>
<td>812 (900-2½)</td>
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<tr>
<td><strong>CIRCLING</strong></td>
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<td>1400-1</td>
<td>1400-1¼</td>
<td>1400-2½</td>
</tr>
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<td></td>
<td></td>
<td>810 (900-1)</td>
<td>810 (900-1¼)</td>
<td>810 (900-2½)</td>
</tr>
</tbody>
</table>

**AYZEL**

DJB 30.5

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).**

**Remain within 10 NM**

---

**Port Clinton, Ohio**

Amdt 14B 15SEP16
RNAV (GPS) RWY 9
PORTLAND MUNI (PLD)

Circling to Rwy 27 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Procedure NA for arrivals at AJAYS on V221 northbound.

Procedure NA for arrivals at FAXIG on V14 southwest bound.

4 NM Holding Pattern

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 26).

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1165-1</td>
<td>250 (300-1)</td>
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<td></td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1230-1</td>
<td>315 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1280-1</td>
<td>356 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1480-1</td>
<td>555 (600-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 3000 direct MAPOL and hold.

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS-3
124.675

FORT WAYNE APP CON
132.15 (SE/NE) 284.6
127.2 (SW/NW) 284.6

UNICOM
122.8 (CTAF)
PORTLAND, INDIANA
AL-5633 (FAA)

RNAV (GPS) RWY 27
PORTLAND MUNI (PLD)

ProceduralNA at night.
Rwy 27 helicopter visibility reduction below 1 SM NA.

**AWOS 3**
124.675

**FORT WAYNE APP CON**
132.15 (SE/NE) 284.6
127.2 (SW/NW) 284.6

**UNICOM**
122.8 (CTAF)

ProcedureNA for arrivals at NADIR on V14 northeast bound and V277 southwest bound.

**ProcedureNA for arrivals at HIGLA on V55 southeast bound.**

**Portland, Indiana (PLD)**

Amdt 2 23FEB23

EC-2, 30 NOV 2023 to 25 JAN 2024

Port: 542
Portsmouth, OH

RNAV (GPS) RWY 18
GREATER PORTSMOUTH RGNL (PMH)

**AWOS-3**
125.175

**HUNTINGTON APP CON**
128.4 270.1

**UNICOM**
122.8 (CTAF)

---

**PORTSMOUTH, OHIO**

**AL-708 (FAA)**

**ELEV** 663

**TDZE** 663

---

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Huntington localizer setting and increase LPV DA to 1106 feet and visibility all Cats ½ SM; increase all MDA 100 feet and LNAV Cat C/D visibility ½ SM and Circling Cat B/C/D ½ SM.

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**
MEGGE and hold.

Climb to 3000 direct.

MISSED APPROACH:

APP CRS
Apt Elev
TDZE

AWOS-3
125.175

HUNTINGTON APP CON
128.4  270.1

UNICOM
122.8 (CTAF)

30.00 MDA

Categories:

B
C
D
A

RNAV (GPS) RWY 36
GREATER PORTSMOUTH RGNL (PMH)

EC-2, 30 NOV 2023 to 25 JAN 2024

PORTSMOUTH, OHIO
Orig-A  15JUL21

544
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 ½ mile, LNAV/VNAV all Cats and Circling Cat C visibility ½ 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**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>APP CRS</th>
<th>ELEV</th>
<th>UNICOM</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>093°</td>
<td>118.6</td>
<td>123.05</td>
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<td>371.875</td>
<td>(CTAF)</td>
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**CLEVELAND APP CON**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>TDZE</th>
<th>CLNC DEL</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>1198</td>
<td>125.65</td>
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</tbody>
</table>

**CLNC DEL**

| UNICOM | |
|---------| |
| 123.05  | (CTAF) |

**RNAV (GPS) RWY 9**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

RAVENNA, OHIO

**Orig A 26JUN14**
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 ¼ mile, LNAV/VNAV all Cats visibility ¼ mile and Circling Cat C visibility ½ mile. Helicopter visibility reduction below 1 SM NA. Night landing Cat C: Procedure NA.

CLNC DEL 125.65

UNICOM 123.05 (CTAF)

Cleveland App Con* 118.6  371.875

App Crs 273°

Awos-3 118.675

Rwy Idg 3499

TdzE 1198

Apt Elev 1198

Amp 1A  13NOV14

Elev 1198

Tdze 1198

Ew 27

Ww 27

3499 x 75

Rawaas Ch 49035 W27A

Rwy 27

Rwy Idg 3499

TdzE 1198

Apt Elev 1198

Amp 1A  13NOV14

Elev 1198

Tdze 1198

Ew 27

Ww 27

3499 x 75

Rawaas Ch 49035 W27A

Rwy 27

Rwy Idg 3499

TdzE 1198

Apt Elev 1198

Circling 1740-1  542 (600-1)

542 (600-1)

1800-1  602 (700-1)

1800-1  602 (700-1)

1920-2  722 (800-2)

1920-2  722 (800-2)

LNAV Mda 1640-1 442 (500-1)

1640-1 442 (500-1)

LNAV/VNAV Mda 1546-1 348 (400-1½)

1546-1 348 (400-1½)

LNAV Da 1471-1 273 (300-1)

1471-1 273 (300-1)

LNAV/VNAV Da 1546-1 348 (400-1½)

1546-1 348 (400-1½)

LNAV Mda 1640-1 442 (500-1)

1640-1 442 (500-1)

LNAV Da 1471-1 273 (300-1)

1471-1 273 (300-1)

LNAV/VNAV Da 1546-1 348 (400-1½)

1546-1 348 (400-1½)

LNAV Mda 1640-1 442 (500-1)

1640-1 442 (500-1)

LNAV Da 1471-1 273 (300-1)

1471-1 273 (300-1)

LNAV/VNAV Da 1546-1 348 (400-1½)

1546-1 348 (400-1½)

LNAV Mda 1640-1 442 (500-1)

1640-1 442 (500-1)

LNAV Da 1471-1 273 (300-1)

1471-1 273 (300-1)

LNAV/VNAV Da 1546-1 348 (400-1½)

1546-1 348 (400-1½)
When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet. Circling Cat C NA at night.

**MISSSED APPROACH:** Climb to 2900 then left turn direct ACO VOR/DME and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
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<tbody>
<tr>
<td><strong>CIRCLING</strong></td>
<td>1740-1</td>
<td>1800-1</td>
<td>1920-2</td>
<td>NA</td>
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<tr>
<td><strong>ACO 6.5</strong></td>
<td>542 (600-1)</td>
<td>602 (700-1)</td>
<td>722 (800-2)</td>
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RNAV (GPS) RWY 18
JASPER COUNTY (RZL)

AWOS-3P
119.175

CHICAGO CENTER
132.5 284.7

UNICOM
122.8 (CTAF)

MISSED APPROACH:
Climb to 2600 direct WUPAL and hold.

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; increase LPV DA to 1026 feet and increase visibility all Cats ½ SM;
increase LNAV/VNAV DA to 1174 feet and visibility all Cats ½ SM; increase all MDAs 80 feet
and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ¼ SM. Rwy 18 helicopter visibility
reduction below 1 SM NA. Circling NA to Rwy 9 and 27.

EC-2, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 18
JASPER COUNTY (RZL)
Circling Rwy 15 NA at night.
Rwy 6 helicopter visibility reduction below 1/4 SM NA.

AWOS-3
121.225

COLUMBUS APP CON
118.425 352.05

CLNC DEL
133.55

UNICOM
122.7 (CTAF)

Holding Pattern

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 26).

 CATEGORY | A | B | C | D
----------------------
 LP MDA | 1500-1 | 364 (400-1)
 LNAV MDA | 1520-1 | 384 (400-1) | 1520-1 1/8 | 384 (400-1 1/8)
 C CIRCLING | 1600-1 | 460 (500-1) | 1600-1 1/2 | 460 (500-1 1/2) | 1700-2 | 560 (600-2)
Circling Rwy 15 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

AWOS-3
121.225

COLUMBUS APP CON
118.425 352.05

CLNC DEL
133.55

UNICOM
122.7 (CTAF)

SNACK and hold.

Climb to 2800 direct

MISSED APPROACH:
Climb to 2800 direct
SNACK and hold.

RNAV (GPS) RWY 24
RICHMOND MUNI (RID)

RICHMOND, INDIANA

AMP 1 08NOV18

551
RNAV (GPS) RWY 33
RICHMOND MUNI (RID)

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>COLUMBUS APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>121.225</td>
<td>118.425 352.05</td>
<td>133.55</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

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.

**RNAV (GPS) RWY 33**

**AWOS-3**

**121.225**

**COLUMBUS APP CON**

**118.425 352.05**

**CLNC DEL**

**133.55**

**UNICOM**

**122.7 (CTAF)**

---

### RNAV (GPS) RWY 33

**ELEV 1140**

**TDZE 1140**

**WAAS CH 78242 W33A**

**APP CRS 328°**

**Rwy Idg 4999**

**TDZE 1140**

**Apt Elev 1140**

**RNP APCH.**

**RAP**

**CIRCLING**

**1250**

**RW33 1230**

**1.2 NM to SKYRA**

**1.2 NM to RW33**

**PIGTE**

**3000**

**ESK**

**SKYRA**

**328°**

**148°**

**3000**

**HOLD**

**6000**

**3000**

**4 NM**

**Holding Pattern**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1560-1</td>
<td>420 (500-1)</td>
<td>1560-1½</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1560-1</td>
<td>420 (500-1)</td>
<td>1560-1½</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1600-1</td>
<td>460 (500-1)</td>
<td>1600-1½</td>
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</tbody>
</table>

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**39°45’N-84°51’W**

**RICHMOND MUNI (RID)**

**Amdt 1 08NOV18**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**WAAS CH 78242 W33A**

**APP CRS 328°**

**Rwy Idg 4999**

**TDZE 1140**

**Apt Elev 1140**

**RNP APCH.**

**RAP**

**CIRCLING**

**1250**

**RW33 1230**

**1.2 NM to SKYRA**

**1.2 NM to RW33**

**PIGTE**

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**328°**

**148°**

**3000**

**HOLD**

**6000**

**3000**

**4 NM**

**Holding Pattern**

**CATEGORY**

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<tr>
<td>CIRCLING</td>
<td>1600-1</td>
<td>460 (500-1)</td>
<td>1600-1½</td>
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**EC-2, 30 NOV 2023 to 25 JAN 2024**

**WAAS CH 78242 W33A**

**APP CRS 328°**

**Rwy Idg 4999**

**TDZE 1140**

**Apt Elev 1140**

**RNP APCH.**

**RAP**

**CIRCLING**

**1250**

**RW33 1230**

**1.2 NM to SKYRA**

**1.2 NM to RW33**

**PIGTE**

**3000**

**ESK**

**SKYRA**

**328°**

**148°**

**3000**

**HOLD**

**6000**

**3000**

**4 NM**

**Holding Pattern**

**CATEGORY**

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<td>1560-1</td>
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<tr>
<td>CIRCLING</td>
<td>1600-1</td>
<td>460 (500-1)</td>
<td>1600-1½</td>
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</table>
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).
When local altimeter setting not received, use Goshen altimeter setting; increase LPV DA
to 1208 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1325 and visibility
all Cats ½ SM; increase all MDA 100 feet and visibility LNAV Cats C and D and Circling
Cats C and D ½ SM. Baro-VNAV and VDP NA when using Goshen altimeter setting.

MISSED APPROACH: Climb to
3000 direct KOMEC and hold.
Use Wheeling Ohio County altimeter setting; when not received, use Pittsburgh Intl altimeter setting and increase all MDAs 80 feet and Circling Cat A visibility 1/2 SM. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**ST CLAIRSVILLE, OHIO**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>AIR</td>
<td>1920-1</td>
<td>2000-1 1/4</td>
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<tr>
<td>CIRCLING</td>
<td>733 (800-1)</td>
<td>813 (900-1 1/4)</td>
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**ST CLAIRSVILLE, OHIO**

<table>
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<tr>
<th>Knots</th>
<th>60</th>
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<tr>
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<td>7:06</td>
<td>4:44</td>
<td>3:33</td>
<td>2:50</td>
<td>2:22</td>
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**APP CRS**

**Rwy Idg**

**Apt Elev**

**VOR-DME AIR**

**117.1**

**Chan**

**297°**

**CTAF**

**122.9**

**ELEV 1187**

**HLG ASOS**

**127.375**

**CLEVELAND CENTER**

**126.95**

**239.30**

**VOR-A**

**ALDERMAN**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS)-A
SALEM AIRPARK INC (38D)

Circling NA to Rwys 10R and 28L. Procedure NA at night. Rwy 10L, 28R helicopter visibility reduction below 1 SM NA. Use Youngstown/Warren Rgnl altimeter setting.

YNG ASOS
123.75

CLEVELAND APP CON *
125.5  371.875

UNICOM
122.7 (CTAF)  

EC-2, 30 Nov 2023 to 25 Jan 2024

LIRL Rwy 10L-28R  

3.00°

TCH 40

23334

556

EC-2, 30 Nov 2023 to 25 Jan 2024

LIRL Rwy 10L-28R  

3.00°

TCH 40

23334

556

EC-2, 30 Nov 2023 to 25 Jan 2024
Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. Use Akron-Canton Rgnl altimeter setting, when not received, use Ravenna altimeter setting.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct WAANN and hold.

CIRCLING

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<tr>
<td>LNAV MDA</td>
<td>1720-1</td>
<td>532 (600-1)</td>
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<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1720-1</td>
<td>1740-1</td>
<td>532 (600-1)</td>
<td>552 (600-1)</td>
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</table>

RNAV (GPS) RWY 18
TRI-CITY (3G6)

SEBRING, OHIO
Orig 17JUN21

40°54′N-81°00′W

557
One Minute Holding Pattern

Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. Use Akron-Canton Regnl altimeter setting, when not received, use Ravenna altimeter setting.

If/IAF

AKRON
114.4 ACO Channel 91

Cheze INT
ACO 10

Briggs
114.05 BSV
Chan 87 (Y)

CAK ASOS
121.05

CLEVELAND APP CON *
125.5 371.875

CTAF
122.9

Amdt 4A  17JUN21

EC-2, 30 NOV 2023 to 25 JAN 2024

SEBRING, OHIO
Amdt 4A  17JUN21

TRI-CITY (3G6)

40°54'N-81°00'W
RNAV (GPS) RWY 14
FREEMAN MUNI (SER)

**RNAV (GPS) RWY 14**

- **AWOS-3**: 119.425
- **INDIANAPOLIS CENTER**: 124.775 269.025
- **UNICOM**: 122.8 (CTAF)

**Procedure NA for arrivals at DECEE on V51 northbound and V128 southeast bound.**

- **HOLD 6000 2600**
  - **MOUTH**: 316° 136°
  - **DECEE**: 4 NM

**Procedure NA for arrivals at MOUTH on V221 northeast bound and V53 northbound.**

**AWOS-3**: 119.425
**INDIANAPOLIS CENTER**: 124.775 269.025
**UNICOM**: 122.8 (CTAF)

**4 NM Holding Pattern**
- **RUYOT**: 3.2 NM to RW14
- **TOLUY**: 3.2 NM to RW14
- **BEGND**: 1.2 NM to RW14

**MISSION APPROACH**
- Climb to 2400 direct ZEKAM and hold.

**Baro-VNAV and VDP NA when using Louisville Muhammad Ali Intl altimeter setting. RWY 14**
- 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 Louisville Muhammad Ali Intl altimeter setting and increase all DA 117 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cats C/D visibility /SM.

**Amdt 1A 07OCT21**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
SHELBY, OHIO  
AL-5502 (FAA)

VOR-A  
SHELBY COMMUNITY (12G)

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.

<table>
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<td>CIRCLING</td>
<td>1640-1</td>
<td>1700-1</td>
<td>1840-2</td>
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<td>EC-2, 30 NOV 2023 to 25 JAN 2024</td>
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</table>

VORTAC MFD  
108.8  
Chan 25

APP CRS  
276°

Rwy Idg  
TDZE

Apt Elev  
1120

CLEVELAND APP CON  
124.2 360.65

UNICOM  
122.8 (CTAF)

EC-2, 30 NOV 2023 to 25 JAN 2024

SHELBY, OHIO  
Amdt 5B 30DEC21

40°52'N-82°42'W

563
RNAV (GPS) RWY 1
SHELBYVILLE MUNI (GEZ)

**ASOS**
121.55

**INDIANAPOLIS APP CON**
127.15 317.8

**UNICOM**
122.8 (CTAF)

---

**Procedure NA for arrivals at SHB VOR/DME via V97 northwest bound.**

---

**DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/2 SM NA. VDP NA when using Indianapolis Int'l altimeter setting. Circling Rwy 9, 27 NA at night. When local altimeter setting not received, use Indianapolis Int'l altimeter setting: increase all MDA 60 feet and Circling Cat D visibility 1/2 SM.**

** misses approach: Climb to 3000 direct DOTYY and hold.**

---

**R-3401A**
**R-3401B**

---

**RNAV (GPS) RWY 1**

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**

---

**SHELBYVILLE, INDIANA**
Amdt 1C 30DEC21

---
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 MDA 60 feet and LNAV Cat C/D visibility ½ SM and Circling Cat D visibility ½ SM.

MISSED APPROACH:
Climb to 3000 direct WAGSE and hold.

ASOS
121.55

INDIANAPOLIS APP CON
127.15 317.8

UNICOM
122.8 (CTAF)
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
121.55

INDIANAPOLIS APP CON
127.15  317.8

UNICOM
122.8 (CTAF)

Visual Segment - Obstacles.

CALCULATED VELOCITY 

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-19</td>
<td>1180-1 377 (400-1)</td>
<td>1180-1 377 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1240-1 43 (500-1)</td>
<td>1480-1 677 (700-1)</td>
<td>1480-2 677 (700-2)</td>
<td>1540-2 737 (800-2)</td>
</tr>
</tbody>
</table>

Shelbyville, Indiana

EC-2, 30 Nov 2023 to 25 Jan 2024
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.
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.
**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.
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.
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: Select appropriate localizer/DME frequency/channel prior to departure.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ7.BVT): From over MEARZ on BVT R-133 to BVT VORTAC.

MARION TRANSITION (MEARZ7.MZZ): From over MEARZ on MZZ R-227 to MZZ VOR/DME.
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.SPI): From over ROCKY INT on STL R-059 to STL VORTAC.

NOTE: Chart not to scale.
RNAV (GPS) RWY 5

SHERIDAN (614)

MISSED APPROACH: Climb to 2700 direct BROOG and hold.

Procedure NA for arrivals at WELDO
on V11-305 northeast bound

Procedure NA for arrivals at JAKKS
on V24-128-399 northwest bound

RNP APCH.

Circling NA to RWys 9 and 27. Procedure NA at night. RWy 5
helicopter visibility reduction below 1 SM NA. Use Indianapolis
Exec altimeter setting.

EC-2, 30 NOV 2023 to 25 JAN 2024

574
RNAV (GPS) RWY 23
SHERIDAN (5I4)

**MISSED APPROACH:** Climb to 1800 then climbing right turn to 2700 direct BROOG and hold.

**Circling NA to Rwys 9 and 27. Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. Use Indianapolis Exec altimeter setting.**

**Procedure NA for arrivals at CLANG on V14-192-210 southwest bound.**
RNAV (GPS) RWY 10
SIDNEY MUNI (SCA)

Procedure NA for arrivals on ROD VORTAC airway radials 207 CW 314.

Procedure NA for arrivals on DQN VOR/DME airway radials 287 CW 085.

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 ¼ 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 ¼ mile and Circling Cat C visibility ¼ mile.

EC-2, 30 NOV 2023 to 25 JAN 2024

SIDNEY, OHIO
Amdt 1 12NOV15

40°14'N-84°09'W
RNAV (GPS) RWY 28
SIDNEY MUNI (SCA)

AWOS-3 120.425
COLUMBUS APP CON 118.425 294.5
UNICOM 123.05 (CTAF)

Procedure NA for arrival on ROD VORTAC airway radials 046 CW 207.

MISSED APPROACH: Climb to 3000 direct ZIDNI and hold.

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.

AWOS-3 120.425
COLUMBUS APP CON 118.425 294.5
UNICOM 123.05 (CTAF)

Procedure NA for arrival on ROD VORTAC airway radials 046 CW 207.

MISSED APPROACH: Climb to 3000 direct ZIDNI and hold.

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.
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 1/4 mile. Night Landing: Rwy 28 operational VGSI required, remain on or above VGSI glideslope until threshold. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.

NoPT for arrivals on ROD Vortac airway radials 314 CW 088.

SIDNEY, OHIO
Orig 12NOV15

40°14'N-84°09'W
Procedure NA when tower closed. 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.

Procedure NA for arrivals at LINGS VORTAC on V277 northwest bound.
RNAV (GPS) RWY 9L
SOUTH BEND INTL (SBN)

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

Procedure NA for arrivals at MAPER on V526 northwest bound.

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 44).

Amdt 1D 07SEP23
EC-2, 30 NOV 2023 to 25 JAN 2024

SOUTH BEND, INDIANA
Amdt 1D 07SEP23
41°42'N-86°19'W
RNAV (GPS) RWY 18
SOUTH BEND INTL (SBN)

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Circling Rwy 27R NA at night.**

**MISSED APPROACH:** Climb to 2400 direct DRNAA and hold.

**ATIS** 120.675
**SOUTH BEND APP CON** 118.55 257.8
**SOUTH BEND TOWER** 135.675 (CTAF) 0 257.8

**GND CON** 121.7
**CLNC DEL** 121.9

**Procedure NA for arrivals at MAPER on V526 northwest bound.**

**Procedure NA for arrivals at JJANN on V156 northeast bound and on V277 southeast bound.**
RNAV (GPS) RWY 27L
SOUTH BEND INTL (SBN)

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 1½ SM. Circling RWY 27R NA at night.

Procedure NA for arrivals at JJANN on V277 northwest bound and on V156 northeast bound.

Procedure NA for arrival on GSH VORTAC airway radials 270 CW 060.

VNAV
LNAV/DA
LNAV/VNAV DA
LNAV MDA
CIRCLING

EC-2, 30 NOV 2023 to 25 JAN 2024

SOUTH BEND, INDIANA
Orig-D 07SEP23

41°42'N-86°19'W
585
RNAV (GPS) RWY 27R
SOUTH BEND INTL (SBN)

MISSED APPROACH: Climb to 2400 direct WASIK and hold.

Procedure NA for arrivals at JJANN on V277 northwest bound and on V156 northeast bound.

Procedure NA for arrival on GSH VORTAC airway radials 271 CW 075.

RNAV (GPS) RWY 27R
RNAV (GPS) RWY 36
SOUTH BEND INTL (SBN)

Circling Rwy 27R NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

Procedure NA for arrival on GSH VORTAC airway radials 247 CW 318.

Procedure NA for arrivals at NOMES on V156 southwest bound.

Missed Approach: Climb to 2400 direct LASEA and hold.

ATIS
120.675

SOUTH BEND APP CON
118.55 257.8

SOUTH BEND TOWER
135.675 (CTAF) 257.8

GND CON
121.7

CLNC DEL
121.9

MISSED APCH FIX
4 NM

LASEA

MISSED APPROACH: Climb to 2400 direct LASEA and hold.

EC-2, 30 NOV 2023 to 25 JAN 2024

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.
**Circling Rwy 27R NA at night.**

**MISSED APPROACH:** Climbing right turn to 2400 direct GJ VORTAC and hold.

**VOR RWY 18**

**SOUTH BEND INTL (SBN)**

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

---

**ELEV**  798  
**TDZE**  798

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

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 52).**

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**Amdt 7F 07SEP23**

**41°42'N-86°19'W**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 6
SPRINGFIELD/BECKLEY MUNI (SGH)

Category B

Missed Approach: Climb to 3000
Direct CEVKI and right turn on track 171°
to ANDII and hold.

Rwy 6 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C
or above 54°C

AWOS-3PT 134.975
COLUMBUS APP CON 118.85 269.275
UNICOM 122.95 (CTAF)

UNICOM 122.95 (CTAF)

AWOS-3PT 134.975
COLUMBUS APP CON 118.85 269.275
UNICOM 122.95 (CTAF)

AWOS-3PT 134.975
COLUMBUS APP CON 118.85 269.275
UNICOM 122.95 (CTAF)

LNAV/DVoran 1500-1 449 (500-1)
LNAV MDA 1500-1 449 (500-1)
CIRCLING 1500-1 449 (500-1)

EC-2, 30 NOV 2023 to 25 JAN 2024
EC-2, 30 NOV 2023 to 25 JAN 2024
EC-2, 30 NOV 2023 to 25 JAN 2024
EC-2, 30 NOV 2023 to 25 JAN 2024

SPRINGFIELD, OHIO
Orig-A 02DEC21

SPRINGFIELD, OHIO
Orig-A 02DEC21

SPRINGFIELD, OHIO
Orig-A 02DEC21

SPRINGFIELD, OHIO
Orig-A 02DEC21
RNAV (GPS) RWY 24
SPRINGFIELD/BECKLEY MUNI (SGH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
For inop ALS, increase LNAV/VNAV all Cats visibility to 1 SM.

MISSED APPROACH: Climb to 3000 direct KAPTE and left turn on track 127° to ANDII and hold.

ADVISORY:
AWOS-3PT 134.975
COLUMBUS APP CON 118.85 269.275
UNICOM 122.95 (CTAF)

For inop ALS, increase LNAV/VNAV all Cats visibility to 1 SM.

EC-2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 14
GEARY A BATES/JEFFERSON COUNTY AIRPARK (2G2)

MISSED APPROACH:
Climb to 2000 then climbing right turn to 3100 direct WISKE and hold.

AWOS-3 121.625
HGL ASOS 127.375
PITTSBURGH APP CON 124.75 338.2
UNICOM 122.8 (CTAF)

Rwy 14 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA when using Wheeling altimeter setting. For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Wheeling altimeter setting.

MISSP APCH FIX
4 NM 052°
051°
051°
051°
WISKE
WISKE
WISKE
WISKE

STIEUENVILLE, OHIO
Amdt 1B 27JAN22

GEARY A BATES/JEFFERSON COUNTY AIRPARK (2G2)
RIPAV (GPS) RWY 14

EC-2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 32
GEARY A BATES/JEFFERSON COUNTY AIRPARK (2G2)

AWOS-3 121.625
HLY ASOS 127.375
PITTSBURGH APP CON 124.75 338.2
UNICOM 122.8 [CTAF]

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct WISKE and hold.

EC-2, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 32
GEARY A BATES/JEFFERSON COUNTY AIRPARK (2G2)

AWOS-3 121.625
HLY ASOS 127.375
PITTSBURGH APP CON 124.75 338.2
UNICOM 122.8 [CTAF]

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct WISKE and hold.

EC-2, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 18
SULLIVAN COUNTY (SIV)

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.

RSV AWOS-3
120.5

HULMAN APP CON
119.25 339.8

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 18
SULLIVAN COUNTY (SIV)

Apt Elev 539
TDZE 539

MISSED APCH FIX
Viyut

VIYUT and hold.
Climb to 2500 direct Viyut and hold.

VNAV
LNAV/
826-1 287 (300-1)
940-1 401 (500-1)

EC-2, 30 NOV 2023 to 25 JAN 2024

MIRL Rwy 18-36

GP 3.00°
TCH 40

RED HILLS MOA

LNAV only

VIYUT

LGTV and descent angles not coincident
(VGIS Angle 3.00/TCH 21).

JIDIB

4 NM Holding Pattern

MISSED APPROACH:
2.8 NM  2500
2.8 NM  2500

VYUT

* LNAV only

FIKVI
2 NM to RW18

MISSED APPROACH FIX
VIYUT

RED HILLS MOA

2500
841

2.8 NM  2500
2.8 NM  2500

EC-2, 30 NOV 2023 to 25 JAN 2024
EC-2, 30 NOV 2023 to 25 JAN 2024

SULLIVAN, INDIANA

Amdt 1 13NOV14

EC-2, 30 NOV 2023 to 25 JAN 2024

39°07’N-87°27’W

597
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 ½ mile.

MISSED APPROACH: Climb to 2500 direct FOMUV and hold.
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 1/4 mile.

**Missed Approach**: Climb to 2500 direct MEALY and hold.
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.

LIRL Rwys 9-27 and 18-36

EC-2, 30 NOV 2023 to 25 JAN 2024

Amdt 1 08NOV18
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 47°C, 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 all Cats visibility 1/4 SM and Circling Cat C/D visibility 1/2 SM. For inoperative ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cat C/D visibility to RVR 6000, when using Paris altimeter setting, increase LPV and LNAV/VNAV visibility all Cats to RVR 6000, increase LNAV Cat C/D visibility to 1 1/2 SM.

Procedure NA for arrival on TTH VORTAC airway radials 140 CW 320.
RNAV (GPS) RWY 14
TERRE HAUTE RGNL (HUF)
Baro-VNAV and VDP NA when using Paris altimeter setting. RW 23 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ½ SM, increase LNAV and Circling Cats C/D visibilities ¼ SM.

Procedure NA for arrival on TTH VORTAC airway radials 317 CW 137.

TERRE HAUTE, INDIANA
Amdt 1E 25FEB21
TERRE HAUTE, INDIANA
AL-608 (FAA)

RNAV (GPS) RWY 32
TERRE HAUTE RGNL (HUF')

ATIS
127.5 269.375

HULMAN APP CON
125.45 339.8

HULMAN TOWER
134.725 322.475

GND CON
121.6 348.6

APP CRS
317°

Rwy Idg
TDZE 589
Apt Elev 589

RNP APCH.

⚠️ VDP NA when using Paris altimeter setting. Rwy 32 helicopter visibility reduction below 3/4 SM NA.

⚠️ When local altimeter setting not received, use Paris altimeter setting and increase all MDAs 80 feet, LNAV Cat C/D visibility to 1 3/4 SM and Circling Cat C/D 3/4 SM.

MISSED APPROACH: Climb to 2600 direct JOSTO and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>HULMAN APP CON</th>
<th>HULMAN TOWER</th>
<th>GND CON</th>
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</thead>
<tbody>
<tr>
<td>127.5</td>
<td>269.375</td>
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<td>125.45</td>
<td>339.8</td>
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<td>134.725</td>
<td>322.475</td>
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<tr>
<td>121.6</td>
<td>348.6</td>
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</tbody>
</table>

ATIS
127.5 269.375

HULMAN APP CON
125.45 339.8

HULMAN TOWER
134.725 322.475

GND CON
121.6 348.6

**ASR**

TERRE HAUTE RGNL (HUF')

RNAV (GPS) RWY 32

**ATIS**

127.5 269.375

**HULMAN APP CON**

125.45 339.8

**HULMAN TOWER**

134.725 322.475

**GND CON**

121.6 348.6

**APPS CRS**

317°

**Rwy Idg**

TDZE 589

**Apt Elev**

589

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

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**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAUTE RGNL (HUF')**

**RNAV (GPS) RWY 32**

**TERRE HAI N D ANA**

Orig-E 25FEB21

39° 27'N-87°18'W
VOR RWY 5
TERRE HAUTE RGNL (HUF)

ATIS
127.5 269.375

HULMAN APP CON
125.45 339.8

HULMAN TOWER
134.725 322.475

GND CON
121.6 348.6

TERRE HAUTE, INDIANA
AL-608 (FAA)

DME required.

VDP NA when using Paris, IL altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet and Circling Cat C/D visibility ¼ SM. For inop ALS, increase S-5 Cat C/D visibility to RVR 6000. Rwy 5 helicopter visibility reduction below ¼ SM NA.

Missed Approach: Climb to 2300 direct TTH VORTAC and hold.

CIRCLING

2200 to RILLY 228° (9)

2200 - 2300 direct

VGSI and descent Angles not concident (VGSI Angle 3.00/TCH 40).

 CATEGORY

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-5</td>
<td>960/50</td>
<td>387 (400-1)</td>
<td></td>
</tr>
</tbody>
</table>

39°27’N-87°18’W

TERRE HAUTE, INDIANA
Amdt 18A 25FEB21

607
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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 ¾ SM and LNAV and Circling Cat C visibility ½ SM.

**MISSED APPROACH:**
Climb to 2400 direct VOBRY and hold.
Circling to Rwy 24 NA at night. Baro-VNAV NA when using Findlay altimeter setting. Rwy 24 helicopter visibility reduction below \( \frac{3}{4} \) SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-1.6^\circ\) or above \(54^\circ\). When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 60 feet, and increase LPV, LNAV/VNAV all Cats visibility \( \frac{3}{4} \) SM, increase LNAV and Circling Cat C visibility \( \frac{1}{4} \) mile.

**MISSING APCH FIX**

MAZKY

**APP CRS**

242°

**Apt Elev**

785

**MISSED APPROACH:**

Climb to 2400 direct MAZKY and hold.
VOR RWY 6

SENeca COUNTY (16G)

DME required.

Circling to RwY 24 NA at night. RwY 6 helicopter reduction below 1/2 SM NA. When local altimeter not received, use Findlay altimeter setting and increase all MDA 60 feet and S-6 Cat C visibility 1/2 SM and Circling Cat C visibility 1/2 SM.

MISSED APPROACH: Climb to 2400 then left turn on FBC VORTAC R-073 to REBUT/FBC 21 DME and hold.

AWOS-3
127.175

FDY ASOS
132.85

TOLEDO APP CON
120.8 317.55

UNICOM
123.0 [CTAF]

EC-2, 30 NOV 2023 to 25 JAN 2024

Procedure NA for arrival on FBC.
VORTAC airway radials 081 CW 134.

Remain within 10 NM

MIRL Rwys 6-24
REIL Rwys 6 and 24

Amdt 9B 19JUL18

TIFFIN, OHIO

Amdt 7E 27JAN22

 categoría | A | B | C | D
---|---|---|---|---
S-24 | 1460-1 675 (700-1) | 1460-1½ 675 (700-1½) | 1460-2 | 675 (700-2)
CIRCLING | 1460-1 674 (700-1) | 1460-2 674 (700-2) | 1560-2½ 774 (800-2½) | 785 (800-2½)

**MISSED APPROACH**: Climb to 2400 feet, then right turn direct TIIF NDB and hold.

**AWOS-3** 127.175  **FDY ASOS** 132.85  **TOLEDO APP CON** 120.8 317.55  **UNICOM** 123.0 (CTAF)
TOLEDO, OHIO

ILS Z or LOC Z RWY 7
EUGENE F KRANZ TOLEDO EXPRESS (TOL)

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

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct WUPTA and hold.

For inop ALS, increase S-ILS 7 Cat E visibility to RVR 4000,
S-LOC 7 Cat C/D/E visibility to 1 ½ SM.

ADF or RADAR required for procedure entry. RNAV 1-GPS required.
ADF required for LOC only.

S-ILS 7
883/18 200 (200-½)

S-LOC 7
1140/24 457 (500-½)

CIRCLING
1200-1 517 (600-1)

CATEGORY
A
B
C
D
E

TOLEDO, OHIO
Amdt 29B 20APR23

EC-2, 30 NOV 2023 to 25 JAN 2024

614
RNAV (GPS) RWY 16
EUGENE F KRANZ TOLEDO EXPRESS (TOL)

ATIS: 118.75 290.225
TOLEDO APP CON: 134.35 317.55
TOLEDO TOWER: 118.1 285.4
GND CON: 121.9 348.6
CLNC DEL: 121.75 348.6

RNP APCH:

Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct AZEQY and hold.

ELEV 4 NM
342°
162°

2400

1.1 NM to RW16

1057°

TCH 50

1.1 NM

CATEGORY

A

B

C

D

LNAV MDA

1060-1 386 (400-1)

1060-1½ 386 (400-1½)

1060-1¾ 386 (400-1¾)

CIRCLING

1200-1 517 (600-1)

1360-2 677 (700-2)

1400-2½ 717 (800-2½)

TOLEDO, OHIO
Orig-B 05NOV20

EC-2, 30 NOV 2023 to 25 JAN 2024
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 1 1/2 SM, LNAV Cat D/E visibility to RVR 6000.

** RVR 1800 authorized with the use of FD or AP or HUD to DA.

** RVR 1800 direct at ATVIY and hold.

** RVR 1800 authorized with the use of FD or AP or HUD to DA.

** RVR 1800 direct at ATVIY and hold.

** RVR 1800 authorized with the use of FD or AP or HUD to DA.

** RVR 1800 direct at ATVIY and hold.

** RVR 1800 authorized with the use of FD or AP or HUD to DA.

** RVR 1800 direct at ATVIY and hold.
**RNAV (GPS) RWY 34**

**EUGENE F KRANZ TOLEDO EXPRESS (TOL)**

---

**ATIS**
- 118.75
- 290.225

**TOLEDO APP CON**
- 134.35
- 317.55

**TOLEDO TOWER**
- 118.1
- 285.4

**GND CON**
- 121.9
- 348.6

**CLNC DEL**
- 121.75
- 348.6

---

**RNP APCH.**

**Rwy 34**

**Category**
- A
- B
- C
- D

**App CRS**
- 342°

**Rwy Ldg**
- 5599

**TDZE**
- 668

**Apt Elev**
- 683

**MISSED APPROACH:** Climb to 2400 directly AJF and hold.

---

**ELEV 683**

**TDZE 668**

---

**License**
- EC-2, 30 NOV 2023 to 25 JAN 2024

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**EC-2, 30 NOV 2023 to 25 JAN 2024**

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**EC-2, 30 NOV 2023 to 25 JAN 2024**

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**EC-2, 30 NOV 2023 to 25 JAN 2024**

---
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Circling Rwy 14 NA at night. Rwy 4 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDA 60 feet, LP Cats C/D visibility ½ mile, increase LNAV and Circling Cats C/D visibility ½ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct VEFDO and hold.
RNAV (GPS) RWY 32
TOLEDO EXEC (TDZ)

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 3/4 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 1/2 SM. Increase all MDA 60 feet and increase LNAV Cats C and D and Circling Cat D visibility 1/2 SM. MISSP APCH: Climb to 1100 then climbing left to 2300 direct WIMLU and hold.

ASOS
<table>
<thead>
<tr>
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<th>TOLEDO APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>121.575</td>
<td>126.1 307.0</td>
<td>125.6</td>
<td>123.05 (CTAF)</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 32
TOLEDO EXEC (TDZ)

LNAV/VNAV 4.3 NM to WIMLU

GPH 3.00°
TCH 45

CATEGORY

<p>| | | | |</p>
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<tr>
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<td>B</td>
<td>C</td>
<td>D</td>
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</tbody>
</table>

LPV DA
871 - 3/4
250 (300-3/4)

LNAV/ VNAV DA
1080-1
459 (500-1)

LNAV MDA
1020-1
399 (400-1)

CIRCLING
1080-1
457 (500-1)

EC-2, 30 NOV 2023 to 25 JAN 2024

TOLEDO, OHIO
Amdt 2 19JUL18

622
ADF or DME REQUIRED

One Minute
Holding Pattern

2500
284°

104°

2500
284°

104°

2500
284°

104°

NoPT for arrival on FBC VORTAC airway radials 200 CW 012.

Category

<table>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>1520-1</td>
<td>1520-1¼</td>
<td>1540-2</td>
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<td>690 (700-1)</td>
<td>690 (700-1¼)</td>
<td>710 (800-2)</td>
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<tr>
<td></td>
<td>1540-2¼</td>
<td>710 (800-2¼)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1420-1</td>
<td>1440-1</td>
<td>1540-2</td>
</tr>
<tr>
<td></td>
<td>590 (600-1)</td>
<td>610 (700-1)</td>
<td>710 (800-2)</td>
</tr>
<tr>
<td></td>
<td>1540-2¼</td>
<td>710 (800-2¼)</td>
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FAF to MAP 5.5 NM

Knots | 60 | 90 | 120 | 150 | 180
Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50

Upper Sandusky, Ohio

Amdt 3E 06 OCT 22

Al-6381 (FAA) 22279

VOR-A

Wyandot County (56D)
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 ¾ SM, and increase Circling Cat C visibility ¼ SM. VDP NA with Springfield altimeter setting. Circling NA to Rwys 1 and 19.

Procedure NA for arrivals at GUNNE on V144 southeast bound.

Procedure NA for arrivals on ROD VORTAC airway radials 023 CW 055.

ROSEWOOD ROD

AWOS-3 118.325
COLUMBUS APP CON 118.425 294.5
UNICOM 122.7 (CTAF)
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 1/4 SM.

VOR-A
GRIMES FLD (I74)

AWOS-3
118.325

COLUMBUS APP CON
118.425 294.5

UNICOM
122.7 (CTAF)

VORTAC ROD
117.5
Chan 122

RODEO

GRIMES FLD

EC-2, 30 NOV 2023 to 25 JAN 2024

URBANA, OHIO

AL-6706 (FAA)

DME required.

MISSING APPROACH: Climb to 2800 then climbing left turn to 3000 direct ROD VORTAC and hold.

NOPT for arrivals on ROD VORTAC airway radials 273 CW 023.

Category

A

B

C

D

CIRCLING

1580-1

1780-1

1800-2

NA

512 (600-1)

712 (800-1)

732 (800-2)

11 NM

5.1 NM

3000 x 100

460 x 100

130° 5.1 NM from FAF

117.5 ROD Chan 122

Amdt 6 10OCT19

40°08'N-83°45'W

urbana, ohio

Ammt 6 10OCT19

GRIMES FLD (I74)

117.5

130°

1 min

2800

130°

2800

3000

ROD

ROSEWOOD

GRIMES FLD

Apt Elev

1068

Apt Elev

N/A

1068

N/A

1068

N/A

1068

1068
Procedure NA for arrivals at CGT VORTAC on V8-92 westbound.

MISSED APPROACH: Climb to 1400, then climbing right turn to 2600 direct SEDLY LOM and hold, continue climb-in-hold to 2600.

For inop ALS, increase S-LOC 27 Cats C and D visibility to 1 SM.
RNAV (GPS) RWY 9
PORTER COUNTY RGNL (VPZ)

ASOS
125.875

SOUTH BEND APP CON
132.05 257.8

CLNC DEL
120.525

UNICOM
122.725 (CTAF)

---

Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.

Fly visual to airport, LNAV/VNAV - 092 - 1.7 miles.

- **LPV DA:** 1038-1 269 (300-1)
- **LNAV/ VNAV DA:** 1369-2 600 (600-2)
- **LNAV MDA:** 1260-1 491 (500-1) 1260-1 491 (500-1½) 491 (500-1½)
- **CIRCLING:** 1260-1 490 (500-1) 1300-1 530 (600-1) 1360-1 590 (600-1½) 1620-2 850 (900-2½)

---

EC-2, 30 Nov 2023 to 25 Jan 2024
Rwy 18 helicopter visibility reduction below \( \frac{3}{4} \) SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

Procedure NA for arrivals at CHETT on V6-10 westbound.

MISSED APPROACH:
Climb to 2400 direct CUKIK and on track 106° to KLROY and hold.

**PORTER COUNTY RGNL (VPZ)**

**RNAV (GPS) RWY 18**

**ASOS**
125.875

**SOUTH BEND APP CON**
132.05 257.8

**CLNC DEL**
120.525

**UNICOM**
122.725 (CTAF)

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**WAAAS**
CH 82406 182°

**APP CRS**
W18A

**Rwy Idg**
4001

**Apt Elev**
770

**Apt Elev**
770

**4 NM**

**HOLD 5000 2600**

**182°**

**2400 CUKIK**

**1.3 NM to RW18**

**1.4 NM**

**2.7 NM to RW18**

**2.7 NM**

**3 NM**

**6 NM**

**GP 3.00°**

**TCH 40**

**CAPTIVE**

**A**

**B**

**C**

**D**

**LPV**

**1059-7/8**

**289 (300-7/8)**

**NA**

**LNAV/ VNAV**

**1200-1 1/4**

**430 (500-1 1/4)**

**NA**

**LNAV MDA**

**1200-1**

**430 (500-1)**

**NA**

**CIRCLING**

**1260-1**

**490 (500-1)**

**530 (600-1)**

**NA**
**RNAV (GPS) RWY 27**

**PORTER COUNTY RGNL (VPZ)**

**WAAS**
- CH 86806
- W27A
- APN CRS 272°
- Rwy Idg 6500
- TDZE 770
- Apt Elev 770

**RALP**
- 0.3%
- 0.4%

**ASOS**
- 125.875
- SOUTH BEND APP CON *
- 132.05 257.8
- CLNC DEL 120.525
- UNICOM 122.725 (CTAF)

**MALS R**
- 4 NM to FEVIX
- 092° (7.6)
- 2600 to FEVIX
- 097° (37.7)
- (FAF) POYIN

**CATEGORY**
- A
- B
- C
- D

**LPV**
- DA 1020-1/2
- 250 (300-1/2)

**LNAV/VNAV**
- DA 1201-3/4
- 431 (500-3/4)

**LNAV MDA**
- 1180-1/2
- 410 (500-1/2)
- 1180-3/4
- 410 (500-3/4)

**CIRCLING**
- 1260-1
- 490 (500-1)

**1300-1**
- 530 (600-1)

**1360-1/2**
- 590 (600-1/2)
- 850 (900-2/3)

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**UNICOM**
- 122.725 (CTAF)

**LEGEND**
- PORTER COUNTY RGNL (VPZ)
- RNAV (GPS) RWY 27

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**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.

**LOW ALTITUDE NAVIGATION R/installation**
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cats C and D visibility to 1½ SM.

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**VERSATILITY**
RNAV (GPS) RWY 9
VAN WERT COUNTY (VNW)

Circling NA to Rwys 18 and 36. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below 1/2 SM NA.

Procedure NA for arrivals at CHIZM on V38 eastbound.

Procedure NA for arrivals at BOOKS on V35 southeast bound and V14 southwest bound.

**CATEGORY**

<table>
<thead>
<tr>
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<tbody>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>1160-1</td>
<td>376 (400-1)</td>
<td>1160-1¼</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>1340-1</td>
<td>553 (600-1)</td>
<td>1340-1½</td>
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</tr>
<tr>
<td></td>
<td>1600-2½</td>
<td>813 (900-2½)</td>
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</tr>
</tbody>
</table>

**EC-2, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 27
VAN WERT COUNTY (VNW)

**RNAV APCH - GPS.**

- **Circling NA to Rwy 18 and 36. Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.**

**RNAV (GPS) RWY 27**

**Awos-3**

- 125.175

**Fort Wayne App Con**

- 127.2
- 284.6

**Unicom**

- 123.0 (CTAF)

**Procedure NA for arrivals at CHIZM on V38 westbound.**

**Procedure NA for arrivals at BOOKS on V14 southwest bound and V55 southeast bound.**

**Category**

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<tr>
<td><strong>LNAV MDA</strong></td>
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<td>553 (600-1)</td>
<td>1340-1½</td>
<td>1600-2½</td>
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<tr>
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<td>553 (600-1)</td>
<td>813 (900-2½)</td>
<td>553 (600-1)</td>
<td>813 (900-2½)</td>
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**EC-2, 30 Nov 2023 to 25 Jan 2024**

**40°52'N-84°36'W**

**633**
RNAV (GPS) RWY 9

VERSAILLES, OHIO
AL-6038 (FAA)

RNP APCH - GPS.

Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below 3/4 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-3PT 125.9
COLLUMBUS APP CON 118.425 352.05
UNICOM 122.8 (CTAF)

Procedure NA for arrivals at ROSSY on V55 southeast bound and V210 eastbound.

Procedure NA for arrival on MIE VOR/DME airway radials 015 CW 141.

Procedure NA for arrival on DQN VOR/DME airway radials 234 CW 008.

LNAV/VNAV NA below -16° C or above 54° C.

Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below 3/4 SM NA.

VERSAILLES, OHIO
Amdt 1A 30NOV23
VERSAILLES, OHIO

RNAV (GPS) RWY 27
DARKE COUNTY (VES)

AWOS-3PT
125.9

COLUMBUS APP CON
118.425 352.05

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 2700 direct COKUS and hold.

Rwy 27 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 27 NA at night, Circling Rwy 27 NA at night.

Procedure NA for arrivals at ROSSY on V210 westbound.

Procedure NA for arrival on DQN VOR/DME airway radials 359 CW 085.

Procedure NA for arrival on ROD VORTAC airway radials 207 CW 314.

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS-3PT
EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS-3PT
EC-2, 30 NOV 2023 to 25 JAN 2024

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EC-2, 30 NOV 2023 to 25 JAN 2024

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EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS-3PT
EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS-3PT
EC-2, 30 NOV 2023 to 25 JAN 2024
WABASH, INDIANA

WABASH MUNI (IWH)

RNAV (GPS) RWY 9

APP CRS
092°

Rwy Idg
4401

TDZE
796

Apt Elev
796

CATEGORY
B
C
D

A

APP CRS
Apt Elev

TDZE

CIRCLING

40°46’N-85°48’W

EC-2, 30 NOV 2023 to 25 JAN 2024

NA

Circling Rwy 9, 18, 36 NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

Use Kokomo altimeter setting; when not received, use Marion altimeter setting and increase all MDAs 40 feet and visibility LNAV Cat C 1/2 SM.

MISSED APPROACH:
Climb to 2500 direct CAXOG and hold.

OKK AWOS-3PT
128.675

GRISSOM APP CON *
121.05 338.275

UNICOM
122.8 (CTAF)

OKK

WABASH MUNI (IWH)

AL-5602 (FAA)

23110

RNAV (GPS) RWY 9

WABASH MUNI (IWH)

OKK

RTP

HOLD

2500

092°

(FAF)

[JAF]

GEORGIA

HOLD

2500

092°

(IF/IAF)

JOVEV

4 NM

Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 32).

2500

CAIXOG

6000-2500

272°

092°

2500

3.00°

TCH 40

 CATEGORY

A

1200-1

1200-1

1200-1

5.2 NM

B

404 (500-1)

404 (500-1)

404 (500-1)

C

CIRCLING

1260-1

1340-1

1540-2½

NA

D

464 (500-1)

544 (600-1)

744 (800-2½)

NA

1200-1

404 (500-1)

5.2 NM

1260-1

1340-1

1540-2½

NA

WABASH, INDIANA

Amdt 1 20APR23

EC-2, 30 NOV 2023 to 25 JAN 2024

636

EC-2, 30 NOV 2023 to 25 JAN 2024

WABASH MUNI (IWH)

RNAV (GPS) RWY 9

40°46’N-85°48’W
RNAV (GPS) RWY 27
WABASH MUNI (IWH)

**Approach Course:**
- **APP CRS:** 272°
- **Rwy Idg:** TELEY
- **Apt Elev:** 796

**RNAV (GPS) RWY 27**

### RNAV (GPS) RWY 27

- **Category:** A
- **LNAV MDA:** 1280-1 (500-1)
- **NAVAID:** JOVEV WP
- **UNICOM:** 121.05
- **TDZE:** 796
- **ELEV:** 796
- **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.**

### Holding Pattern
- **CW LNAV MDA 1280-1 (500-1), Repeat 1280-1, **
- **NA:**
- **EC-2, 30 NOV 2023 to 25 JAN 2024**
- **EC-2, 30 NOV 2023 to 25 JAN 2024**
- **EC-2, 30 NOV 2023 to 25 JAN 2024**

**RNAV (GPS) RWY 27**

- **Category:** A
- **LNAV MDA:** 1280-1 (500-1)
- **NAVAID:** JOVEV WP
- **UNICOM:** 121.05
- **TDZE:** 796
- **ELEV:** 796
- **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.**

**RNAV (GPS) RWY 27**

- **Category:** A
- **LNAV MDA:** 1280-1 (500-1)
- **NAVAID:** JOVEV WP
- **UNICOM:** 121.05
- **TDZE:** 796
- **ELEV:** 796
- **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.**

### RNAV (GPS) RWY 27

- **Category:** A
- **LNAV MDA:** 1280-1 (500-1)
- **NAVAID:** JOVEV WP
- **UNICOM:** 121.05
- **TDZE:** 796
- **ELEV:** 796
- **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.**
RNP APCH.

NA

Rwy 2 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA west of Rwy 2-20. Use Wooster altimeter setting, when not received, use Akron-Canton RhgI altimeter setting and increase all MDA 40 feet and LNAV visibility Cat C 1/2 SM, Circling Cat B 1/4 SM.

MISSED APPROACH:
Climbing right turn to 3100 direct DALTS and hold.

BJJ ASOS
118.075

CLEVELAND APP CON
118.6 371.875

UNICOM
122.8 (CTAF)

WADSWORTH, OHIO
AL-6804 (FAA)

23054

RNAV (GPS) RWY 2
WADSWORTH MUNI (3G3)

EC-2, 30 NOV 2023 to 25 JAN 2024

638
### RNAV (GPS) RWY 20

**WADSWORTH MUNI (3G3)**

**APP CRS** 198°

<table>
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<tr>
<th>Rwy Idg</th>
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<tbody>
<tr>
<td>TDZE</td>
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<tr>
<td>Ap Elev</td>
<td>974</td>
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</tbody>
</table>

**RNP APCH.**

Wry 20 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA west of Rwy 2-20. Use Wooster altimeter setting, when not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 40 feet and LNAV visibility Cat C 1/2 SM.

**MISSED APPROACH:** Climb to 3100 direct FOSGO and on track 186° to DALTS and hold.

<table>
<thead>
<tr>
<th>BJI ASOS</th>
<th>118.075</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLEVELAND APP CON</td>
<td>118.6 371.875</td>
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<td>UNICOM</td>
<td>122.8 (CTAF)</td>
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</table>

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**EC-2, 30 NOV 2023 to 25 JAN 2024**

**CLEVELAND APP CON**

- 1368
- 118.6
- 371.875

**RNP APCH.**

- LNAV MDA
- CIRCLING
- RNAV (GPS) RWY 20

**MISSING APCH FIX**

- DALTS
- FOSGO
- LEPSE
- WOMGO
- NEMEE

**VGSI and descent angles not coincident (VGSI Angle 3.50°/TCH 24).**

**CATEGORY**

<table>
<thead>
<tr>
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<th>A</th>
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<th>D</th>
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<tbody>
<tr>
<td>2NM</td>
<td>1720-1</td>
<td>1720-1/4</td>
<td>1720-2</td>
<td>NA</td>
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<tr>
<td>2.4NM</td>
<td>746 (800-1)</td>
<td>746 (800-1/4)</td>
<td>746 (800-2)</td>
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</table>

**CLEVELAND APP CON**

- 118.6
- 371.875

**UNICOM**

- 122.8 (CTAF)

**ELEV 974**

**TDZE 974**

**WADSWORTH, OHIO**

**Amdt 2A 03DEC20**

**MISSED APCH FIX**

- DALTS
- FOSGO
- LEPSE
- NEMEE
- WOMGO

**VGSI and descent angles not coincident (VGSI Angle 3.50°/TCH 24).**

**CATEGORY**

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**CLEVELAND APP CON**

- 118.6
- 371.875

**UNICOM**

- 122.8 (CTAF)

**ELEV 974**

**TDZE 974**

**WADSWORTH, OHIO**

**Amdt 2A 03DEC20**

**MISSED APCH FIX**

- DALTS
- FOSGO
- LEPSE
- NEMEE
- WOMGO

**VGSI and descent angles not coincident (VGSI Angle 3.50°/TCH 24).**

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<td>746 (800-2)</td>
<td>1006 (1100-3)</td>
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**CLEVELAND APP CON**

- 118.6
- 371.875

**UNICOM**

- 122.8 (CTAF)

**ELEV 974**

**TDZE 974**

**WADSWORTH, OHIO**

**Amdt 2A 03DEC20**

**MISSED APCH FIX**

- DALTS
- FOSGO
- LEPSE
- NEMEE
- WOMGO

**VGSI and descent angles not coincident (VGSI Angle 3.50°/TCH 24).**

**CATEGORY**

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**CLEVELAND APP CON**

- 118.6
- 371.875

**UNICOM**

- 122.8 (CTAF)

**ELEV 974**

**TDZE 974**

**WADSWORTH, OHIO**

**Amdt 2A 03DEC20**

**MISSED APCH FIX**

- DALTS
- FOSGO
- LEPSE
- NEMEE
- WOMGO

**VGSI and descent angles not coincident (VGSI Angle 3.50°/TCH 24).**

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</table>
RNAV (GPS) RWY 8
NEIL ARMSTRONG (AXV)

APPROACH

Missed Approach: Climb to 3000 direct SHOOS and hold.

WAPAKONETA, OHIO
AL-6065 (FAA) 23250

APP CRS
081°

Rwy Idg
4802

TDZE
912

Apt Elev
912

RNP APCH - GPS.

AWOS-3PT
128.325

COLUMBUS APP CON
118.425 294.5

UNICOM
122.8 (CTAF)

122.7

MISSED APPROACH: Climb to 3000 direct SHOOS and hold.

Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lima altimeter setting and increase all MDAs 60 feet and visibility Cat C 1/2 SM. Procedure NA at night.

HOLDING PATTERN

4 NM

VGSI and descent angles not coincident
(VGSI Angle 4.00/TCH 50).

3000

SHOOS

EC-2, 30 NOV 2023 to 25 JAN 2024

640
RNAV (GPS) RWY 26
NEIL ARMSTRONG (AXV)

RNP APCH - GPS.

Baro-VNAV NA when using Lima altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. RWy 26 helicopter visibility reduction below 3 SM NA. When local altimeter setting not received, use Lima altimeter setting and increase LPV DA to 1291 feet and all visibilities 1/2 SM. Increase LNAV/VNAV DA to 1324 feet and all visibilities 1/8 SM. Increase all MDAs 60 feet and LNAV visibility Cat C 1/8 SM.

MISSED APPROACH:
Climb to 3000 direct ZUKEC and hold.

AWOS-3PT 128.325
COLUMBUS APP CON 118.425 294.5
UNICOM 122.8 (CTAF) 122.7
When local altimeter setting not received, use Lima altimeter setting and increase all MDAs 60 feet and visibility Cat C. 1/4 SM. Helicopter visibility reduction below 1 SM NA. Circling Rwy 8 NA at night.

Procedure NA for arrivals on ROD VORTAC airway radials 273 CW 314

EC-2, 30 NOV 2023 to 25 JAN 2024

AWOS-3PT 128.325
COLUMBUS APP CON 118.425 294.5
UNICOM 122.8 (CTAF) 122.7 (CTAF)

If/IAF
ROSEWOOD
117.5 ROD Chan 122

Procedure NA for arrivals on ROD VORTAC airway radials 273 CW 314

One Minute Holding Pattern

ROD R-322
BOKIN INT
BOKIN ROD 12

ROD 16.8

VOR-A
NEIL ARMSTRONG (AXV)

Amdt 8B 07SEP23

40°30'N-84°18'W
WARSAW, INDIANA

ILS or LOC RWY 27

WARSAW MUNI (ASW)

DME required.

NA

Circling Rwy 18, 36 NA at night.

AWOS-3

121.125

FORT WAYNE APP CON

127.2 284.6

CLNC DEL

134.05

UNICOM

122.7 (CTAF)

LOCALIZER 111.55

I-ASW:

Chan 52 (Y)

1320

WODKA

1020

I-ASW

3

YIDUL

1015

LOCALIZER 111.55

I-ASW:

Chan 52 (Y)

1320

WODKA

1020

I-ASW

3

YIDUL

1176

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

MISSED APCH FIX

FORT WAYNE

FWA

117.8

Chan 125

ELEV 850

TDZE 847

AWOS-3

121.125

FORT WAYNE APP CON

127.2

284.6

CLNC DEL

134.05

UNICOM

122.7 (CTAF)

EC-2, 30 NOV 2023 to 25 JAN 2024
**RNAV (GPS) RWY 9**

**WARSAW MUNI (ASW)**

**AWOS-3** 121.125  
**FORT WAYNE APP CON** 127.2 284.6  
**CLNC DEL** 134.05  
**UNICOM** 122.7 (CTAF)  

**CIRCLING**  
Circling Rwy 18, 36 NA at night. Rwy 9 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C.

**MISSING APPROACH:**  
Climb to 3000 direct DABDE and hold.

**Procedure NA for arrivals at CLEFT on V38 eastbound and V285 southbound.**

**RNAV glidepath not coincident (VGS Angle 3.00°/TCH 27).**

**ELEV 850**  
**TDZE 845**

**HIREL Rwy 9-27**  
**MILR Rwy 18-36**  
**REIL Rwy 9 and 27**  

**HIREL Rwy 9-27**  
**MILR Rwy 18-36**  
**REIL Rwy 9 and 27**
RNAV (GPS) RWY 27
WARSAW MUNI (ASW)

**RNAV (GPS) RWY 27**

**WARSAW, INDIANA (ASW)**

**ELEV 850 **
**TDZE 847**

**RNAV (GPS) RWY 27**

**Circling Rwy 18, 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.**

**Procedure NA for arrivals at BAGEL on V277 northbound and V126 westbound.**

**Procedure NA for arrivals at TELEY on V38 eastbound.**

**1300**
**2700**
**DABDE**
**WODKA**

**DABDE Holding Pattern**

**Category**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1047-1/4</td>
<td>200 (200-1/4)</td>
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<td></td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1334-1 3/4</td>
<td>487 (500-1 1/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>1280-1</td>
<td>433 (500-1)</td>
<td>1280-1 3/4</td>
<td>433 (500-1 1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>1340-1</td>
<td>490 (500-1)</td>
<td>1480-1 3/4</td>
<td>630 (700-1 3/4)</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 18
DAVIESS COUNTY (DCY)

MISSED APPROACH:
Climb to 2200 direct
HOGLO and hold.

Amdt 2 10AUG23
EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

WASHINGTON, INDIANA
Amdt 2 10AUG23
38°42'N-87°08'W

WASHINGTON, INDIANA
AL-5969 (FAA)
23278

RNAV (GPS) RWY 18
DAVIESS COUNTY (DCY)

AWOS-3PT
124.1

EVANSVILLE APP CON *
125.6 343.7

UNICOM
122.8 (CTAF)

RNP APCH - GPS.

Circling NA to Rwys 9 and 27. Circling to Rwy 36 NA at night. For uncompensated
Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
RNAV (GPS) RWY 23
FAYETTE COUNTY (123)

**WASHINGTON COURT HOUSE, OHIO**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>1540-1</td>
<td>561 (600-1)</td>
<td>1540-1 1/4</td>
<td>561 (600-1 1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>1580-1</td>
<td>600 (600-1)</td>
<td>1640-1</td>
<td>660 (700-1)</td>
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<td></td>
<td>660 (700-1)</td>
<td>660 (700-1 1/4)</td>
<td>1660-2 1/4</td>
<td>680 (700-2 1/4)</td>
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</table>

**EC-2, 30 NOV 2023 to 25 JAN 2024**

Rwy 23 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 1/4 mile and Circling Cat C visibility 1/4 mile. Procedure NA at night.

**AWOS-3**

118.775

**COLUMBUS APP CON**

134.0 279.6

**UNICOM**

122.8 (CTAF)

**ELEV** 980  **TDZE** 979

**EC-2, 30 NOV 2023 to 25 JAN 2024**
WASHINGTON COURT HOUSE, OHIO
AL-6046 (FAA)

<table>
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<tr>
<td>NDB CSS</td>
<td>414</td>
<td>223</td>
<td>5097</td>
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<td>APP CRS</td>
<td>1700</td>
<td>2600</td>
<td>979</td>
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<tr>
<td>Rwy Idg</td>
<td>680 (700-1)</td>
<td>660 (700-1)</td>
<td>980</td>
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<tr>
<td>TDZE</td>
<td>660 (700-2)</td>
<td>601 (600-1)</td>
<td>979</td>
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<tr>
<td>Apt Elev</td>
<td>601 (600-2)</td>
<td>601 (600-1)</td>
<td>980</td>
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When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDAs 60 feet, and Circling visibility Cat C ½ 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
118.775

COLUMBUS APP CON
134.0 279.6

UNICOM
122.8 (CTAF)

<table>
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<tr>
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<th>C</th>
<th>D</th>
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<tr>
<td>Knots</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>150</td>
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<tr>
<td>Min:Sec</td>
<td>1:54</td>
<td>1:16</td>
<td>0:57</td>
<td>0:46</td>
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Reception

EC-2, 30 NOV 2023 to 25 JAN 2024

WASHINGTON COURT HOUSE, OHIO
Amdt 5C 25FEB21

648
RNAV (GPS) RWY 9

FULTON COUNTY (USE)

For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -16°C or above 54°C. Circling NA to Rwy 18 and 36. Rwy 9 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

AWOS-3P
127.375

TOLEDO APP CON
134.35 317.55

UNICOM
123.0 (CTAF)

RNP APCH - GPS.

MIRL Rwy 9-27
REIL Rwy 9 and 27

EC-2, 30 NOV 2023 to 25 JAN 2024

WAUSEON, OHIO
AL-5768 (FAA)

RNAV (GPS) RWY 9

FULTON COUNTY (USE)

WAUSEON, OHIO
Orig-C 11AUG23

41°37'N-84°08'W
649
RNAV (GPS) RWY 27
WAUSEON, OHIO
AL-5768 (FAA)
22223

RNAV (GPS) RWY 27
FULTON COUNTY (USE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
Circling NA to RWys 18 and 36. Rwy 27 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH:
Climb to 3000 direct DUCZZ and hold.

AWOS-3P
127.375

TOLEDO APP CON
134.35 317.55

UNICOM
123.0 (CTAF)

TDZE 777

ELEV 781

WAUSEON, OHIO
Orig-C 11AUG22

EC-2, 30 NOV 2023 to 25 JAN 2024
Rwy 25 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 7 NA at night. Use Greater Portsmouth Rgnl altimeter setting; when not received, use Ross County altimeter setting.

**RNAV (GPS) RWY 25**

**PIKE COUNTY (EOP)**

**范畴:** B

**跑道 IDG:** 248°

**跑道标高:** 661

**WAAS 信号源:** CH 97537

**Rwy Idg TDZE:** 4899 661

**APCP CRS:** 248°

**Apt Elev:** 661

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**AWOS-3PT**

**PMH AWOS-3**

**INDIANAPOLIS CENTER**

**UNICOM**

**121.45**

**125.175**

**135.575 290.5**

**123.0 (CTAF)**

**Procedure NA for arrivals at TARTO on V493 northbound.**

**MISSED APPROACH: Climb to 1120 then climbing left turn to 3000 direct IGI and hold.**

**HOLD 3000**

**6000**

**UNICOM 123.0 (CTAF)**
RNAV (GPS) RWY 5
ALEXANDER SALAMON (AMT)

RNAV (GPS) RWY 5

Apt Elev 896

RNAV (GPS) RWY 5

MISSED APPROACH: Climb to 2800 direct FENLA and hold.

Procedure NA at night. Rw 5 helicopter visibility reduction below 1 SM NA. Use Flemingsburg, Kentucky altimeter setting.

FPX AWOS-3
118.125

FGX AWOS-3
118.125

INDIANAPOLIS CENTER
135.575

290.5

UNICOM
122.8 (CTAF)

WEST UNION, OHIO
AL-6236 (FAA)

20198

Visual Segment - Obstacles.

EDINE
CAGSU

2800

FENLA

2800

049°

5 NM

5.8 NM

RW05

049° to RW05

REIL Rwys 5 and 23

MIRL Rwy 5-23

EC-2, 30 NOV 2023 to 25 JAN 2024

Weighted by: 653
RNAV (GPS) RWY 23

**ALEXANDER SALAMON (AMT)**

**RNAV (GPS) RWY 23**

**WEST UNION, OHIO**

**App Crs**
- RWY Idg: 3558
- TDZE: 896
- Apt Elev: 896

**RNP APCH - GPS**

- **FGX AWOS-3**
- **INDIANAPOLIS CENTER**
- 118.125
- 135.575
- 290.5
- **UNICOM**
- 122.8 (CTAF)

- **MIA RW23 25 NM**
- **Buckeye Moa**
- **Midwest MXQ**
- **(FAF) Bespe**
- **(IF) Fenla**
- **(IF) Detke**

**UNCPD**

<table>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1460-1</td>
<td>564 (600-1)</td>
<td>1460-1½</td>
<td>564 (600-1%)</td>
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</table>

**Procedure NA at night. RW 23 helicopter visibility reduction below 1 SM NA. Use Flemingsburg, Kentucky altimeter setting.**

**Missed Approach:** Climb to 2800 direct EDINE and hold.

**West Union, Ohio**

**TDZE 896**

**UNG**

**Use Flemingsburg, Kentucky altimeter setting. Procedure NA at night. RW 23 helicopter visibility reduction below 1 SM NA.**

**AMT**

**Amdt 1 20APR23**

**EC-2, 30 NOV 2023 to 25 JAN 2024**
**RNAV (GPS)-A**

**WILLARD (8G1)**

**ELEV 967**

**MNN ASOS**

| App Crs | 335° |
| N/A/Rwy Ldg | N/A |
| TDZE | N/A |
| Apt Elev | 967 |

**RNP ACH**

- NA: Procedure NA at night. Use Marion altimeter setting.
- NAV: Holding Pattern 3000 6000 155° 335°

**CLEVELAND APP CON**

| 124.2 | 360.65 |

**CLEVELAND RADIO**

| 122.6 |

**CTAF**

| 122.9 |

**Misapproach:** Climbing right turn to 3000 direct MFD VORTAC and hold.

**Procedure NA at night.** Use Marion altimeter setting.

**RNAV (GPS)-A**

1. **MAJOR** (MAP)
2. **YUMAN** (FAF)
3. **335° 4 NM**
4. **335° 155°**
5. **3000**
6. **6000**
7. **HOLD**

**RNAV (GPS)-A**

- Holding Pattern 3000 6000 155° 335°
- **4 NM**

**RNAV (GPS)-A**

- **3000**
- **MFD**
- **YUMAN**
- **MFD VORTAC**
- **4 NM**

**Holding Pattern**

<table>
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<tr>
<th>Category</th>
<th>A</th>
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<tr>
<td>CIRCLING</td>
<td>1560-1</td>
<td>1700-1</td>
<td>1700-2</td>
<td>NA</td>
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<td>593 (600-1)</td>
<td>733 (800-1)</td>
<td>733 (800-2)</td>
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</table>

**Willard, Ohio**

**Orig 26MAR20**

**AL-5846 (FAA) 23334**

**EC-2, 30 Nov 2023 to 25 Jan 2024**
## RNAV (GPS) RWY 5

### Lake County Exec (LNN)

**AWOS-3PT**

<table>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>1460-1</td>
<td>1460-1¼</td>
<td>1460-2½</td>
<td>NA</td>
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<td>CIRCLING</td>
<td>1460-1¼</td>
<td>834 (900-1¼)</td>
<td>1520-2¾</td>
<td>NA</td>
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</tbody>
</table>

**EC-2, 30 Nov 2023 to 25 Jan 2024**

Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct HILEK and hold.

### Diagram

- **App CRS**: 053°
- **Rwy Idg**: 4600
- **TDZE**: 624
- **Apt Elev**: 626

**RNAV (GPS)**

- **Unicom**: 122.725 (CTAF)
- **Cleveland App Con**: 125.35 346.325
- **AWOS-3PT**: 119.225

**Category**

- **A**: 6.1 NM
- **B**: 2.3 NM
- **C**: 2.2 NM
- **D**: NA

**EC-2, 30 Nov 2023 to 25 Jan 2024**

WILLOUGHBY, OHIO

Orig-C: 08SEP22
RNP APCH.

- RNAV (GPS) RWY 10
- Lake County Exec (LNN)
- Missed Approach: Climb to 2900 direct PADIY and on track 151° to CXR VOR/DME and hold.

AWOS-3PT
119.225

Cleveland App Con
125.35 346.325

Unicom
122.725 (CTAF)

Elev 626
TDZE 625

VGSi and descent angles not coincident
(VGSi Angle 3.5°/TCH 47).

Category

LNAV MDA

CIRCLING

098° to RW10

Holding Pattern

2.4 NM to RW10

NEVTE

HR Area

PADIY

MISSED APPROACH: Climb to 2900 direct PADIY and on track 151° to CXR VOR/DME and hold.

Rwy 10 helicopter visibility reduction below 0.3 SM NA.

AWOS-3PT
119.225

Cleveland App Con
125.35 346.325

Unicom
122.725 (CTAF)

Elev 626
TDZE 625

VGSi and descent angles not coincident
(VGSi Angle 3.5°/TCH 47).

Category

LNAV MDA

CIRCLING

098° to RW10

Holding Pattern

2.4 NM to RW10

NEVTE

HR Area

PADIY

MISSED APPROACH: Climb to 2900 direct PADIY and on track 151° to CXR VOR/DME and hold.

Rwy 10 helicopter visibility reduction below 0.3 SM NA.
RNAV (GPS) RWY 28
LAKE COUNTY EXEC (LNN)

**WILLoughby, Ohio**

**APP CRS**
- Rwy Idg: 3148
- TDZE: 626
- Apt Elev: 626

**RNAV APCH - GPS.**

- Rwy 28 helicopter visibility reduction below 3/4 SM NA.

**CLEVELAND APP CON**
- UNICOM: 122.725 (CTAF)

**AVOS:3PT**
- 119.225

**EC-2,** 30 NOV 2023 to 25 JAN 2024

**Category**
- A
  - LNAV MDA: 1260-1 634 (700-1)
  - 1260-1 634 (700-1¼)
  - NA
- C
  - CIRCLING: 1260-1 634 (700-1)
  - 1520-2 894 (900-2¼)
  - NA

**Holding Pattern**
- Holding Pattern: 2900 6000
- 4 NM

**Directional Microwave Auxiliary Landing System (DME) Tags**
- EC-2, 30 NOV 2023 to 25 JAN 2024

**WILLoughby, Ohio**

Orig-C 08SEF22

LAKE COUNTY EXEC (LNN)
RNAV (GPS) RWY 28

41°41'N-81°23'W
659
NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: RNAV 1.

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)
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)
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.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

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.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS:
Rwys 5, 10, 23, 28: Standard with a minimum climb of 500’ per NM to 1140.

TAKEOFF RUNWAY 5: Climb on heading 053° to 1140, then left turn heading 280° or as assigned by ATC for RADAR vectors to cross MOHUM 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 MOHUM 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 MOHUM 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 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)
If local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDAs 20 feet. Rwy 3 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 3000 direct HITON and hold.

AWOS-3
124.175

COLUMBUS APP CON
118.85  269.275

UNICOM
122.725 (CTAF)
RNAV (GPS) RWY 21
CLINTON FLD (I66)

AWOS-3 124.175
COLUMBUS APP CON 118.85 269.275
UNICOM 122.725 (CTAF)

MISSED APPROACH:
Climb to 3000 direct NEKOE and hold.

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 ¼ SM NA.

ELEV 1033 TDZE 1033

MISS APCH FIX
NEKOE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.75/TCH 20).

Category

LPV DA 1491-1 ¾ 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

WILMINGTON, OHIO
Amdt 1B 1SAUG19

EC-2, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 21
CLINTON FLD (I66)
**WILMINGTON, OHIO**

<table>
<thead>
<tr>
<th>LOC</th>
<th>APP CRS</th>
<th>DME</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>APT Elev</th>
<th>MALS R</th>
<th>TDZE DME</th>
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<tbody>
<tr>
<td>I-HWM</td>
<td>110.7</td>
<td>044°</td>
<td>10701</td>
<td>1057</td>
<td>1077</td>
<td>112.9</td>
<td>1030</td>
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</table>

DME required. RADAR required to define RHYNO and KNITE.

Simultaneous approach authorized. For inop ALS, increase S-LOC 4L
Cat A/B visibility to RVR 5500 and Cat C/D visibility to RVR 6000.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

**MISSED APPROACH:**
Climb to 1600 then climbing left turn to 4000 on
MXQ VOR/DME R-030
to BUNSS/MXQ 10 DME
and hold.

**D-ATIS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COLUMBUS APP CON</th>
<th>WILMINGTON TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>124.925</td>
<td>118.85 269.275</td>
<td>119.475</td>
<td>121.6</td>
</tr>
<tr>
<td>B</td>
<td></td>
<td></td>
<td></td>
<td>128.85</td>
</tr>
<tr>
<td>C</td>
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<td></td>
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</tr>
<tr>
<td>D</td>
<td></td>
<td></td>
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</tr>
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</table>

**CIRCLING**

**LOCALIZER 110.7**

**WILMINGTON TOWER**

**ELEV 1077**

**TDZE 1057**

**MISSING APPROACH FIX**

**BUNSS MXQ 10**

**RHYNO RADAR**

**KNITE RADAR**

**LOM CUBLA 29° HW 1.2°**

**RADAR**

**VGSI and ILS glidepath not coincident**

(VGSI Angle 3.00/TCH 62).

**WILMINGTON, OHIO**

**AMDT 4E 17JUN21**

39°26'N-83°48'W
WILMINGTON, OHIO
AL-583 (FAA)

ILS or LOC RWY 4R
WILMINGTON AIR PARK (ILN)

**DME required for missed approach. RADAR required for procedure entry.**

Simultaneous approach authorized. For inop ALS, increase S-ILS 4R all
Cat visibility to RVR 4500, increase S-LOC 4R Cats A/B visibility to
RVR 5500, and S-LOC Cats C/D visibility to RVR 6000.

RVR 1800 authorized with the use of FD or AP or HUD to DA.

**MISSING APPROACH:** Climb to
1700 then climbing right turn to
4000 on MXQ VOR/DME R-075 to
NEWIC/MXQ 10 DME and hold.

---

**TABLE**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-ILS 4R</td>
<td>1246/24</td>
<td>200 (200-½)</td>
<td>2800 when authorized by ATC.</td>
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<tr>
<td>S-LOC 4R</td>
<td>1460/24</td>
<td>414 (400-½)</td>
<td>1460/40</td>
<td>414 (400-¾)</td>
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<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>463 (500-1)</td>
<td>1860-2¼</td>
<td>1860-2½</td>
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</tbody>
</table>

---

**Plot Information**

- **EC-2, 30 Nov 2023 to 25 Jan 2024**

---

**Plot Details**

- **WILMINGTON TOWER**
  - **GND CON** 121.6
  - **CLNC DEL** 128.85
- **COLUMBUS APP CON** 118.85 269.275
- **D-ATIS** 124.925

---

**ILS or LOC RWY 4R**

- **Rwy Idg 9000**
- **Apt Elev 1046**

---

**Legend**

- **VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 71).**
- **GS 3.00° TCH 55**
- **NEWIC MXQ 10 DME and hold.**
- **NEWIC/MXQ 10**

---

**WILMINGTON AIR PARK (ILN)**

- **ILS or LOC RWY 4R**
- **Category**
  - **B**
  - **C**
  - **D**
- **Knots**
  - **Min:Sec**
  - **60**
  - **90**
  - **120**
  - **150**
  - **180**
  - **5:12**
  - **3:28**
  - **2:36**
  - **2:05**
  - **1:44**

---

**Plot Instructions**

- **Authorized by ATC.**
- **VGSI Angle 3.00°/TCH 71.**
- **RVR 1800 authorized with the use of FD or AP or HUD to DA.**
- **RVR 5500, and S-LOC Cats visibility to RVR 6000.**
- **Cats visibility to RVR 4500, increase S-LOC 4R Cats A/B visibility to**
- **Simultaneous approach authorized. For inop ALS, increase S-ILS 4R all**
- **Cat visibility to RVR 4500, increase S-LOC 4R Cats A/B visibility to**
- **RVR 5500, and S-LOC Cats C/D visibility to RVR 6000.**
- **RVR 1800 authorized with the use of FD or AP or HUD to DA.**
- **MISSING APPROACH:** Climb to
1700 then climbing right turn to
4000 on MXQ VOR/DME R-075 to
NEWIC/MXQ 10 DME and hold.

---

**WILMINGTON, OHIO**

**Orig-D 17JUN21**

---

**AL-583 (FAA)**

---

**Plot Image**

- **2334**
- **39°26'N-83°48'W**
- **669**

---

**Plot Annotations**

- **TCH 55**
- **GS 3.00°**
- **NEWIC/MXQ 10**
- **VGSI Angle 3.00°/TCH 71.**
- **RVR 1800 authorized with the use of FD or AP or HUD to DA.**
- **RVR 5500, and S-LOC Cats visibility to RVR 6000.**
- **Cats visibility to RVR 4500, increase S-LOC 4R Cats A/B visibility to**
- **Simultaneous approach authorized. For inop ALS, increase S-ILS 4R all**
- **Cat visibility to RVR 4500, increase S-LOC 4R Cats A/B visibility to**
- **RVR 5500, and S-LOC Cats C/D visibility to RVR 6000.**
- **RVR 1800 authorized with the use of FD or AP or HUD to DA.**
- **MISSING APPROACH:** Climb to
1700 then climbing right turn to
4000 on MXQ VOR/DME R-075 to
NEWIC/MXQ 10 DME and hold.
**WILMINGTON, OHIO**

**LOC/DME I-RHX**

| 109.35 | 224° |
| 1077 | 1077 |

**APP CRS**

Rwy Idg 9000

**Rwy**

WILMINGTON TOWER

**GND CON**

| 119.475 | 121.6 |

**ALSF-2**

| 128.85 |

**WILMINGTON AIR PARK (ILN)**

**MISSING APPROACH**: Climb to 1,500 then climbing left turn to 4000 on MXQ VOR/DME R-200 to ERLEY/MXQ 10 DME and hold.

**D-ATIS**

124.925

**COLUMBUS APP CON**

118.85 269.275

**WILMINGTON TOWER**

119.475

**GND CON**

| 121.6 |

**CLNC DEL**

| 128.85 |

**ERLEY**

MXQ 10

**TRAFFIC REPORT**

**IIH Rwy**

HIRL Rwys 4L-22R and 4R-22L

**TDZ/CL Rwys**

22L and 22R

**KNOTS**

<table>
<thead>
<tr>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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<tbody>
<tr>
<td>4:24</td>
<td>2:56</td>
<td>2:12</td>
<td>1:46</td>
<td>1:28</td>
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</table>

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**ERLEY/MXQ 10 DME and hold.**

**MGSI and ILS glidepath not coincident**

(VGSI Angle 3.00°/TCH 71).

**S-LOC 22L**

| 1460/35 | 383 (400-½) |
| 1460/24 | 383 (400-½) |

**CIRCLING**

| 1540-1 | 463 (500-1) |

**Category**

| 39°26'N-83°48'W |
DME or RADAR required for procedure entry. ADF or DME required for LOC only.

Simultaneous approach authorized. DME from MXQ VOR/DME. Simultaneous reception of I-ILN and MXQ DME required.

D-M-ATIS 124.925
COLUMBUS APP CON 118.85 269.275
WILMINGTON TOWER 119.475
GND CON 121.6
CLNC DEL 128.85

LOCALIZER 110.7
I-ILN
(IAF)
RITEY
MXQ 17.1
APE (54.4)
RADAR

WIZRD
MXQ 11
RADAR

AIRBO LOM
MXQ 4.8

MOAKS
CVG 29°

KLARC INT
MXQ 10
RADAR

1600
3500
MXQ R-250

MGSA MXQ 25 NM
80°

3100
090°

2700

3 NM

6.2 NM

0.2
0.6

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

WILMINGTON, OHIO

S-ILS 22R
1277/18
200 (200-½)

S-LOC 22R
1400/24
323 (400-½)
1400/26
323 (400-½)

Category
A
B
C
D

S-ILS 22R

CIRCLING
1540-1
463 (500-1)
1860-2½
783 (800-2½)
783 (800-2½)

WILMINGTON AIR PARK (ILN)

ILS or LOC RWY 22R

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.

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

EC-2, 30 NOV 2023 to 25 JAN 2024

Amdt 6A 17JUN21
ILS RWY 22L (SA CAT I)
WILMINGTON AIR PARK (ILN)

DME required for missed approach. RADAR required for procedure entry.

Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval.
Procedure NA when tower closed.

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on MXQ VOR/DME.
R-200 to ERLEY/MXQ 10 DME and hold.

D-ATIS
124.925

COLUMBUS APP CON
118.85 269.275

WILMINGTON TOWER
119.475

GND CON
121.6

CLNC DEL
128.85

Located/DME I-RHX
109.35

APP CRS
224°

Rwy Idg 9000
TDZE 1077

Apt Elev 1077

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WILMINGTON, OHIO
Orig-D 17JUN21

39° 26’ N - 83° 48’ W

ILS RWY 22L (SA CAT I)
DME or RADAR required for procedure entry.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval. Procedure NA when control tower closed. DME from MXQ VOR/DME. Simultaneous reception of I-ILN and MXQ DME required.

D-ATIS 124.925  COLUMBUS APP CON  118.85  269.275  WILMINGTON TOWER  119.475  GND CON  121.6  CLNC DEL  128.85  

Procedure NA for arrival on APE VORTAC airway radials 189 CW 300.
WILMINGTON, OHIO

ILS RWY 22L (CAT II)
WILMINGTON AIR PARK (ILN)

LOC/DME I-RHX
109.35
APP CRS
224°
Rwy Idg
9000
Chan 30 (Y)
TDZE
1077
Apt Elev 1077

DME required for missed approach.
Radar required for procedure entry.

\[\text{Simultaneous approach authorized. Procedure NA when tower closed.}\]

\[\text{MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 on MXQ VOR/DME R-200 to ERLEY/MXQ 10 DME and hold.}\]

D-ATIS
124.925
COLUMBUS APP CON
118.85 269.275
WILMINGTON TOWER
119.475
GND CON
121.6
CLNC DEL
128.85

\[\text{224°}\]

\[\text{MIDWEST}\]
112° MXQ Channel 76

\[\text{ERLEY}\]
MXQ 10

\[\text{ERLEY/MXQ 10 DME and hold.}\]

\[\text{TDZ/CL Rwys 22L and 22R}\]

\[\text{HIRL Rwys 4L-22R and 4R-22L}\]

\[\text{EC-2, 30 NOV 2023 to 25 JAN 2024}\]

\[\text{AL-583 (FAA)}\]

\[\text{39°26'N-83°48'W}\]

\[\text{WILMINGTON AIR PARK (ILN)}\]

\[\text{ILS RWY 22L (CAT II)}\]

\[\text{CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED}\]

\[\text{Orig-D 17JUN21}\]
DME or RADAR required for procedure entry.

Simultaneous approach authorized.
Procedure NA when control tower closed.
Simultaneous reception of I-ILN and MXQ DME required.

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.

Procedure NA for arrival on APE VORTAC airway radials 189 CW 300.

DME or RADAR required for procedure entry.

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
RNAV (GPS) RWY 4L

WILMINGTON AIR PARK (ILN)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
For inop ALS, increase LNAV Cats A/B visibility to RVR 5500 and LNAV Cats C/D visibility to RVR 6000.
*1800 RVR authorized with use of FD or AP or HUD to DA.

D-ATIS   COLONBUS APP CON   WILMINSTON TOWER   GND CON   CLNC DEL
124.925  118.85  269.275  119.475  121.6  128.85

MISSED APPROACH:
Climb to 3000 direct WIZRD and hold.

MISSED APCH FIX
4 NM

GOLYI

WIZRD

3000 to GOLYI

30 NM

FIEAT

LYMEE

1.8 NM to RW04L

JAYEL

RW04L

1230

1119±

A

1494

1391

1504

3000

30 NM to CHMLE (NoPT)

4 NM

3000

6000

224°

044°

2800

1680

6.1 NM to RW04L

3.5 NM to RW04L

0.7

1.1 NM to RW04L


WILMINGTON, OHIO
Orig-D 17JUN21

39°26’N-83°48’W
**RNAV (GPS) RWY 22R**

**WILMINGTON AIR PARK (ILN)**

**WILMINGTON, OHIO**

**AL-583 (FAA)**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000, LNAV Cats A/B to RVR 5500, and LNAV Cats C/D to 1 1/2 SM.

**D-ATIS**

**COLUMBUS APP CON**

**WILMINGTON TOWER**

**GND CON**

**CLNC DEL**

**124.925**

**118.85**

**269.275**

**119.475**

**121.6**

**128.85**

**WILMINGTON AIR PARK (ILN)**

**ELEV 1077 D TDZE 1077**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

**WILMINGTON, OHIO**

**Orig-D 12AUG21**

**39°26’N-83°48’W**

**677**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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 1/4 mile. DME/DME RNP 0.3 NA. Helicopter visibility reduction below 1/4 SM NA.

MISSED APPROACH: Climb to 2400 direct LYKES and hold.

OXI AWOS-3
135.775

SOUTH BEND APP CON*
*132.05 257.8

UNICOM
122.8 (CTAF)

EC-2, 30 NOV 2023 to 25 JAN 2024

WINAMAC, INDIANA
Amdt 1 31 MAR 16

AL-6241 (FAA)
23278

RNAV (GPS) RWY 9
ARENS FLD (RWN)

RNAV (GPS) RWY 9
ARENS FLD (RWN)

WINAMAC, INDIANA
41°06'N-86°37'W
679

ARENS FLD (RWN)

WINAMAC, INDIANA

Amdt 1 31 MAR 16

41°06'N-86°37'W
679
RNAV (GPS) RWY 27
ARENS FLD (RWN)

 CATEGORY

**NA**

Boro-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 ½ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

**Missed Approach:** Climb to 2400 direct ITELE and hold.

<table>
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<th><strong>EXSOP</strong></th>
<th><strong>LYKES</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>2400</td>
<td>3000</td>
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</tbody>
</table>

**RNAV (GPS) RWY 27**

**EXSOP**

30 NM to EXSOP

093°

**LYKES**

30 NM to LYKES

093°

**T W E L V E M I L E W E S T M O A**

**TWELVE MILE EAST MOA**

**Holding Pattern**

**VGS and RNAV glidepath not coincident** (VGS Angle 3.50°/TCH 23).

**U N I C O M**

**OXI AWOS-3**

135.775

**S O U T H B E N D A P P C O N**

132.05 257.8

**C H A N G E S**

**A M D T 1**

EC-2, 30 NOV 2023 to 25 JAN 2024

**R E L**

EC-2, 30 NOV 2023 to 25 JAN 2024

**T D Z E**

708

**E L E V**

708

**R W 2 7**

**3000**

**40238**

**W 2 7 A**

**A p t E l e v**

708

**A p p C r s**

273°
RNAV (GPS) RWY 8
RANDOLPH COUNTY (I22)

MISSED APPROACH: Climb to 3000 direct MOSEW and hold.

<table>
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<tr>
<th>VES AWOS-3PT</th>
<th>COLUMBUS APP CON</th>
<th>UNICOM</th>
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<tr>
<td>125.9</td>
<td>118.425</td>
<td>123.0</td>
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<td></td>
<td>352.05</td>
<td>(CTAF)</td>
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</table>

WINCHESTER, INDIANA
AL-6189 (FAA) 23026

EC-2, 30 NOV 2023 to 25 JAN 2024

WINCHESTER, INDIANA
Amdt 2 13SEP18

40°10'N-84°56'W

681
RNAV (GPS) RWY 26
RANDOLPH COUNTY (122)

Baro-VNAV NA. Use Versailles altimeter setting; when not received, use Muncie altimeter setting: increase all DA/MDA 20 feet and visibility LPV all Cats 1/4 SM.

Procedure NA for arrivals at BOOKS on V55 northwest bound.


Procedure NA for arrival on DQN VOR/DME airway radials 208 CW 008.

Procedure NA for arrivals at BOOKS on V55 northwest bound.


Procedure NA for arrivals at BOOKS on V55 northwest bound.


Procedure NA for arrivals at BOOKS on V55 northwest bound.


Procedure NA for arrivals at BOOKS on V55 northwest bound.

**WINCHESTER, INDIANA**  
**AL-6189 (FAA)**  

**VOR-A**  
**RANDOLPH COUNTY (I22)**

**VES AWOS-3PT**  
**125.9**

**COLUMBUS APP CON**  
**118.425**  
**352.05**

**UNICOM**  
**123.0 (CTAF)**

**MISSED APPROACH:** Climbing right turn to 2700 on DQN VOR/DME R-291 to BICEN/21 DME and hold.

**Procedure NA for arrival on DQN VOR/DME airway radials 234 CW 329.**
RNAV (GPS) RWY 25
MONROE COUNTY (4G5)

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.

Procedure NA for arrivals at WISKE on V117 northbound.

Procedure NA for arrivals at KIVGE on V103-309 southeast bound.

Procedure NA for arrivals at GALLS on V119 northeast bound.

Procedure NA for arrivals at RANDE on V44 eastbound.

Visual Segment - Obstacles.

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 direct ZUPEN and hold.

Cleveland Center 126.95 239.3
Unicom 122.8 (CTAF)

Category

<table>
<thead>
<tr>
<th>Category</th>
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<td>LP MDA</td>
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<td>1700-1½</td>
<td>503 (600-1%)</td>
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<td>LNAV MDA</td>
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<td>1860-1</td>
<td>663 (700-1)</td>
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EC-2, 30 NOV 2023 to 25 JAN 2024
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 ½ mile and Circling Cat C visibility ½ mile. Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA.

MISSpd APPROACH: Climb to 3000 then left turn on AIR VOR/DME R-229 to HOUSR/AIR 14 DME and hold.

Procedure NA for arrival on AIR VOR/DME airway radials 224 CW 272.
RNAV (GPS) RWY 10
WAYNE COUNTY (BJJ)

ASOS
118.075
CLEVELAND APP CON *
118.6 371.875
CLNC DEL
121.75
UNICOM
122.975 (CTAF) 0

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 and visibility Circling
Cat C/D ¼ SM.

MISSED APPROACH:
Climb to 3000 direct DEHYY and hold.

EC-2, 30 NOV 2023 to 25 JAN 2024

WAYNE COUNTY (BJJ)

RNAV (GPS) RWY 10

WOOSTER, OHIO
Orig A 12AUG21

40°52'N-81°53'W
RNAV (GPS) RWY 28
WAYNE COUNTY (BJJ)

**Category**: A/B/C/D

- **LPV DA**: 1398-1, 264 (300-1)
- **LNAV/VNAV DA**: 1589-1½, 455 (500-1¼)
- **LNAV MDA**: 1560-1, 426 (500-1)
- **CIRCLING**: 1600-1, 464 (500-1)

**ASOS**: 118.075
**CLEVELAND APP CON**: 118.6, 371.875
**CLNC DEL**: 121.75
**UNICOM**: 122.975 (CTAF)

**REIL Rwys 10 and 28**
**HIRL Rwy 10-28**

**WOOSTER, OHIO**
**Orig-C 12AUG21**

**Wayne County (BJJ)**

**Holding Pattern**

**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 3/8 SM NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting:**

- Increase LPV DA to 1458 feet
- LNAV/VNAV DA to 1649 feet
- Visibility LPV all Cats 3/8 SM and LNAV/VNAV all Cats 3/8 SM

**MISSED APPROACH:**
- Climb to 3000 direct
- JAVNE and hold
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 visibility ½ SM. Rwy 10 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 2800 direct BSV VOR/DME and hold.

MISSED APCH FIX

VGSI and descent angle not coincident (VGSI Angle 3.04/TCH 33).

FAF to MAP 5.3 NM

Remain within 10 NM

VGSI and descent angle not coincident (VGSI Angle 3.04/TCH 33).
WOOSTER, OHIO

VOR RWY 28
WAYNE COUNTY (BJJ)

© 2023-2024

DME REQUARED

NOPT for arrival on
BSV VOR/DME airway
radials 048 CW 188.

EC-2, 30 NOV 2023 to 25 JAN 2024
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

*** When RWy 23R VGS I, circling to RWy 23R NA at night.

**LOCALIZER 109.7**

1-FAE 1290

PATTERSON

Chan 29 FFO 1299

HOGID FFO 12

MISA FFO 2.5 NM

FPO 17

3100

2655

280*

100*

IIAF

CLACK FFO 12

R-100

1400

FPO 12

1335

**EMERG SAFE ALT 100 NM 3700**

AMOUR R-233

3100

12 Arc

CLACK R-100

2000

HOGID FFO 5

3100

CLACK FFO 12

GS 3.00 TCH 50

2000

3100

2.4 NM

2.5 NM

0.5 NM

**S-ILS SL**

1003/24 200 (200-1½)

**S-LOC SL**

1280/24 476 (500-½)

1280/50 476 (500-1)

**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)

**39° 50’N-84° 03’W**

WRIGHT-PATTERSON AFB (KFFO)
PATTERSON
Chan 29 FFO

LOCALIZER 109.7
I-FFO

EMERG SAFE ALT 100 NM 3700

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 53)

** When Rwy 23R VGSi inop, circling to Rwy 23R NA at night.

Autocoupled approach NA below 1458' MSL.

*** When Rwy 23R VGSi inop, circling to Rwy 23R NA at night.

† Missed approach requires use of RNAV or ATC radar monitoring.
**RNAV (GPS) RWY 23R**

**ATIS**
- 124.475 269.9

**COLUMBUS APP CON/DEP CON**
- 118.85 269.275

**PATTERSON TOWER**
- 126.9 281.45

**GND CON**
- 121.8 335.8

**DME/DME RNP-0.3 NA**

---

**EMERG SAFE ALT 100 NM 3300**

---

**CATEGORY**

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<td>1440-1</td>
<td>1560-2</td>
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**DAYTON, OHIO**

Amdt 5 13Oct16

---

**WRIGHT PATTERSON AFB (KFFO)**

---

**DAYTON, OHIO**

39°50'N - 84°03'W

---

**EC-2, 30 NOV 2023 to 25 JAN 2024**
**EC-2, 30 Nov 2023 to 25 Jan 2024**

**ATIS**
- 124.475 269.9

**COLUMBUS APP CON**
- 118.85 269.275

**PATTERSON TOWER**
- 126.9 281.45

**GND CON**
- 121.8 335.8

**TACAN RWY 23L**

**EC-2, 30 Nov 2023 to 25 Jan 2024**

**WRIGHT-PATTERSON AFB (KFFO)**

- **MISSING APPROACH:** Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.

**ATIS**
- 124.475 269.9

**COLUMBUS APP CON**
- 118.85 269.275

**PATTERSON TOWER**
- 126.9 281.45

**GND CON**
- 121.8 335.8

**2000**
- **FFO**
  - **R-233**

**3000**
- **CLACK R-100 FFO 12**

**ZUMVO R-056 12**

**CUBUS**
- 1297

**AKATE**
- 1299

**1297**
- **Channel 29 FFO**

**2049**

**467**

**1203**

**1660**

**2200**

**3000**

**5000**

**EMERG SAFE ALT 100 NM 3700**

**CATEGORY**
- **A**
  - 1340-1
  - 522 (600-1)

**CIRCLING**
- 1380-1
  - 557 (600-1)

**DAYTON, OHIO**
- **Amendment 3 30 Apr 15**

**39° 50' N-84° 03' W**

**TACAN RWY 23L**
ILS or LOC RWY 14
YOUNGSTOWN/WARREN RGNL (YNG)

ALTERNATE MISSED APCH FIX

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.

\[
\text{GS 3.00°} \quad \text{TCH 57}
\]

\[
\text{Remain within 10 NM}
\]

\[
\text{YOUNGSTOWN} \quad 109.0 \quad \text{YNG} \quad \text{Chan 27}
\]

\[
\text{LOCALIZER} \quad 110.1 \quad \text{I-MQK}
\]

\[
\text{MALSR} \quad \text{ASR}
\]

\[
\text{Category A B C D}
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<td>S-LOC 14</td>
<td>1580-½</td>
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<td>1580-1</td>
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<td>CIRCLING</td>
<td>1640-1</td>
<td>1660-1</td>
<td>1740-1½</td>
<td>1760-2</td>
</tr>
<tr>
<td></td>
<td>448 (500-1)</td>
<td>468 (500-1)</td>
<td>548 (600-1½)</td>
<td>568 (600-2)</td>
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\[
\text{EC-2, 30 NOV 2023 to 25 JAN 2024}
\]

\[
\text{Amdt 8D 26MAR20}
\]

\[
\text{ILS or LOC RWY 14}
\]

\[
\text{YOUNGSTOWN/WARREN, OHIO}
\]

\[
\text{41°16'N-80°41'W}
\]

\[
\text{703}
\]
RNAV (GPS) RWY 14
YOUNGSTOWN/WARREN RGNL (YNG)

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.

Procedure NA for arrivals at YNG VORTAC via airway radials 325 CW 028.

For inop ALS, increase LPV all CATs 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.

Procedure NA for arrivals at YNG VORTAC via airway radials 325 CW 028.

For inop ALS, increase LPV all CATs 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.

Procedure NA for arrivals at YNG VORTAC via airway radials 325 CW 028.
RNAV (GPS) RWY 32
YOUNGSTOWN/WARREN RGNL (YNG)

RNP APCH. 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.

MISSED APPROACH: Climb to 2900 direct OTNOE and hold.

ATIS 123.75

ATIS YOUNGSTOWN APP CON * 133.95 322.3

ATIS YOUNGSTOWN TOWER 119.5 263.0

ATIS GND CON 121.9 275.8

ATIS CLNC DEL 118.25

LNAV only

2900 OTNOE

SUYOT 2.6 NM to RW32

UNERE

 Procedure NA for arrivals at YNG VORTAC via airway radials 106 CW 182.

H IRL Rwy 14-32

M IRL Rwy 5-23

R CL NL Rwy 5 and 23

ELEV 1192 TDZE 1186
VOR-A

YOUNGSTOWN/WARREN RGNL (YNG)

ATIS 123.75

YOUNGSTOWN APP CON  133.95 322.3

YOUNGSTOWN TOWER  119.5 263.0

GND CON  121.9 275.8

CLNC DEL 118.25

Circling Rwy 5 NA at night.

MISSED APPROACH: Climbing left turn to 2800 direct YNG VORTAC and hold, continue climb-in-hold to 2800.

References:
- VORTAC YNG 109.0
  - Chan 27
- APP CRS 187°
  - Rwy Idg TDZE
  - Apt Elev 1192

- EC-2, 30 NOV 2023 to 25 JAN 2024

**Note:** EC-2, 30 NOV 2023 to 25 JAN 2024

**ATIS Reference:**

- YOUNGSTOWN/WARREN RGNL
- 109.0
- Chan 27

**VOR Reference:**

- VORTAC YNG
- 109.0
- Chan 27

**Other References:**

- ASR
- YOUNGSTOWN TOWER
- 119.5
- 263.0

**Approach Information:**

- Missed Approach: Climbing left turn to 2800 direct YNG VORTAC and hold, continue climb-in-hold to 2800.

**Navigation Aids:**

- VORTAC YNG
- 109.0
- Chan 27

**Charts:**

- YOUNGSTOWN/WARREN RGNL
- YNG

**Map Information:**

- YOUNGSTOWN/WARREN RGNL
- YNG

**Other:**

- 41°16'N - 80°41'W
- Orig-C 08SEP22
- 2054

**Notes:**

- Circling Rwy 5 NA at night.
- 3.5 NM

**Flight Levels:**

- 1332
- 1328
- 1349
- 187° (10)
- 2400

**Magnetic Variations:**

- 187°

**DME:**

- 2054

**GND CON:**

- 119.5
- 263.0

**CLNC DEL:**

- 118.25

**Knots:**

- 60
- 90
- 120
- 150
- 180

**Min/Sec:**

- 3:30
- 2:20
- 1:45
- 1:24
- 1:10

**Circling:**

- 1640-1
- 1660-1
- 1740-1½
- 1760-2

**Circling with Obstruction:**

- 448 (500-1)
- 468 (500-1)
- 548 (600-1½)
- 568 (600-2)

**ASR:**

- YOUNGSTOWN/WARREN RGNL
- YNG

**Other:**

- 707
NDB RWY 32
YOUNGSTOWN/WARREN RGNL (YNG)

MISSED APPROACH: Climb to 1800 then climbing right turn to 2900 direct FETCH LOM and hold.

TEAM 1328

ATIS 123.75
YOUNGSTOWN APP CON 133.95 322.3
YOUNGSTOWN TOWER 119.5 263.0
GND CON 121.9 275.8
CLNC DEL 118.25

EC-2, 30 NOV 2023 to 25 JAN 2024
HOLDING INSTRUCTIONS IS REQUIRED.
READBACK OF ALL RUNWAY CROSSING CLEARANCES.
CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.
ZANESVILLE, OHIO

AL-864 (FAA)

ILS or LOC RWY 22
ZANESVILLE MUNI (ZZV)

LOC/DME I-TNF
109.95 220°
Chan 36 (Y)

APP CRS
Rwy Ldg 4999
TDZE 892
Apt Elev 900

DME required.

932 0.6%

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
114.95

INDIANAPOLIS CENTER
124.45 323.275

UNICOM
123.0 (CTAF)

ZANESVILLE, OHIO

ELEV 900
TDZE 892

ZIPCODE
39°57’N-81°54’W

ZANESVILLE MUNI (ZZV)

Amrd 2 05DEC19

ILS or LOC RWY 22

LOC only.

* LOC only.

Use I-TNF DME when on the localizer course.

One Minute Holding Pattern

GS 3.00°
TCH 48

HIRL Rwy 4-22
MIIRL Rwy 16-34
REIL Rwys 4, 16, 22 and 34

HOLD
3000
400°
040°
3000

Amdt 2 05DEC19

114.95 ZZV Chan 96 (Y)

(IAF) CINAB ZZV 12

(IAF) AMALE ZZV 12

LOCALIZER 109.95
I-TNF
I-TNF
I-TNF

Chan 96 (Y)

1.3 NM 0.7 NM 3.3 NM 3.9 NM -2.2 NM

A B C D

S-ILS 22
1092 -3/4 200 (200-3/4)

S-LOC 22
1340-1 448 (500-1) 1340-13/8 448 (500-1/8)

CIRCLING
1380-1 1420-1 1560-13/4 1620-2 1/4
480 (500-1) 520 (600-1) 660 (700-1/4) 720 (800-2 1/4)
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 ½ SM and Circling Cat C/D visibility ½ SM.

**MISSED APPROACH:**
Climb to 2900 direct TWAES and hold.

---

**ASOS**

<table>
<thead>
<tr>
<th></th>
<th>114.95</th>
<th>124.45</th>
<th>323.275</th>
<th>123.0 (CTAF)</th>
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**INDIANAPOLIS CENTER**

**UNICOM**

**EC-2, 30 NOV 2023 to 25 JAN 2024**

---

**HOLDING PATTERN**

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<th>TWAES</th>
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**VGS5 and RNAV glidepath not coincident (VGS5 Angle 3.00/TCH 35).**

**CATEGORY**

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<td>CIRCLING</td>
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<td>1400-1</td>
<td>1620-2</td>
<td>1620-2½</td>
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<td>480 (500-1)</td>
<td>500 (500-1)</td>
<td>720 (800-2)</td>
<td>720 (800-2½)</td>
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</table>
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

**RNP APCH.**

**ASOS**

114.95

**INDIANAPOLIS CENTER**

124.45 323.275

**UNICOM**

123.0 (CTAF) *
**MISSED APPROACH:**
Climb to 3000 then left turn direct ZZV VOR/DME and hold.

**NEBLA FIX MINIMUMS**
When local altimeter setting not received, Newark altimeter setting and increase all MDA 80 feet; increase S-4 and Circling Cat B visibility ½ SM and Cat C/D ½ SM, NEBLA fix minimums increase S-4 Cat C/D visibility ½ SM and Circling Cat C/D ½ SM.

**EC-2, 30 NOV 2023 to 25 JAN 2024**
- *EC-2*
- 30 NOV 2023 to 25 JAN 2024

**CATEGORY**

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<td>S-4</td>
<td>1600-1</td>
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<td>700 (700-2)</td>
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<td>C</td>
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**CIRCLING**

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**CIRCLING**

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**UNICOM**

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**VOR/RWY 4**

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**ZANESVILLE MUNI (ZZV)**

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**APP CRS**

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**Rwy Idg**

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**Apt Elev**

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**TDZE**

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**ELEV**

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**TDZE**

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**ZANESVILLE, OHIO**

**Amdt 7 05JAN17**

**39°57'N-81°54'W 713**
VOR RWY 22
ZANESVILLE MUNI (ZZV)

**ASOS** 114.95

**INDIANAPOLIS CENTER** 124.45 323.275

**UNICOM** 123.0 (CTAF) *

**VOR/DME ZZV** 114.95
Chan 96 (Y)

**APP CRS** 217°
Rwy Idg 4999
TDZE 882
Apt Elev 900

**MISSED APPROACH:** Climb to 3000 then right turn direct ZZV VOR/DME and hold.

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 1/4 SM and Circling Cat C/D visibility 1/4 SM.

**S-22**
1720-1
828 (900-1)
1720-1½
828 (900-1½)
1720-2½ 828 (900-2½)
1720-2¾ 820 (900-2½)

**Revised** 4 05JAN17

**EC-2, 30 NOV 2023 to 25 JAN 2024**

SM and Circling Cat C/D visibility 1/2 SM.

**Use Newark altimeter setting and increase all MDA 80 feet; increase S-22 Cat A visibility 1/4 SM and Circling Cat C/D visibility 1/4 SM.**
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.

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