U.S. Terminal Procedures Publication
East Central (EC) Vol 2 of 3

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Consult the Change Notice (CN) effective 08 AUG 2024 for revised Instrument Procedure Charts for this volume

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**INOP COMPONENTS**

**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>¼ 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 ½ 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>½ mile</td>
</tr>
<tr>
<td>MALS, SSALF, SSALS, SALS, SALS</td>
<td>¼ 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>½ 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>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>¼ 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>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>1440/24</td>
<td>1540/1-2</td>
<td>1440/50</td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>288</td>
<td>(300-1/2)</td>
<td>461 (500-1)</td>
<td>561 (600-2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>361 (400-1)</td>
<td>461 (500-1)</td>
<td>561 (600-2)</td>
<td></td>
</tr>
</tbody>
</table>

**COPTER MINIMA ONLY**

Copter Approach Direction

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-176°</td>
<td>680-1/2</td>
</tr>
</tbody>
</table>

**Cold Temperature Airports**

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

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

### Cold Temperature 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>
</tr>
</thead>
<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>20</td>
<td>30</td>
<td>30</td>
<td>40</td>
<td>40</td>
<td>50</td>
<td>50</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>170</td>
<td>230</td>
<td>90</td>
</tr>
<tr>
<td>-10</td>
<td>30</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>-20</td>
<td>40</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>130</td>
<td>140</td>
<td>210</td>
<td>280</td>
<td>420</td>
<td>570</td>
</tr>
<tr>
<td>-30</td>
<td>50</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>280</td>
<td>380</td>
<td>570</td>
<td>760</td>
</tr>
<tr>
<td>-40</td>
<td>60</td>
<td>60</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>160</td>
<td>180</td>
<td>200</td>
<td>360</td>
<td>480</td>
<td>720</td>
<td>970</td>
<td>1210</td>
</tr>
<tr>
<td>-50</td>
<td>70</td>
<td>90</td>
<td>120</td>
<td>150</td>
<td>180</td>
<td>210</td>
<td>240</td>
<td>270</td>
<td>300</td>
<td>450</td>
<td>590</td>
<td>890</td>
<td>1190</td>
<td>1500</td>
</tr>
</tbody>
</table>

**Aircraft Approach Categories**

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

** Maneuvering Table **

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

### Circling MDA in feet MSL

<table>
<thead>
<tr>
<th>All Altitudes</th>
<th>CAT A</th>
<th>CAT B</th>
<th>CAT C</th>
<th>CAT D</th>
<th>CAT E</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000 or less</td>
<td>1.3</td>
<td>1.5</td>
<td>1.7</td>
<td>2.3</td>
<td>4.5</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
<td>1.8</td>
<td>2.8</td>
<td>3.7</td>
<td>4.6</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
<td>1.8</td>
<td>2.9</td>
<td>3.8</td>
<td>4.8</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
<td>1.9</td>
<td>3.0</td>
<td>4.0</td>
<td>5.0</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
<td>2.0</td>
<td>3.2</td>
<td>4.2</td>
<td>5.3</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
<td>2.1</td>
<td>3.3</td>
<td>4.4</td>
<td>5.5</td>
</tr>
</tbody>
</table>

- **C** EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distances 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 symbol on the circling line of minima.

### Circling MDA in feet MSL

<table>
<thead>
<tr>
<th>All Altitudes</th>
<th>CAT A</th>
<th>CAT B</th>
<th>CAT C</th>
<th>CAT D</th>
<th>CAT E</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000 or less</td>
<td>1.3</td>
<td>1.7</td>
<td>2.7</td>
<td>3.6</td>
<td>4.5</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
<td>1.8</td>
<td>2.8</td>
<td>3.7</td>
<td>4.6</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
<td>1.8</td>
<td>2.9</td>
<td>3.8</td>
<td>4.8</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
<td>1.9</td>
<td>3.0</td>
<td>4.0</td>
<td>5.0</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
<td>2.0</td>
<td>3.2</td>
<td>4.2</td>
<td>5.3</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
<td>2.1</td>
<td>3.3</td>
<td>4.4</td>
<td>5.5</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>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>1</td>
<td>2400</td>
<td>1/2</td>
<td>3500</td>
<td>3/4</td>
<td>5500</td>
<td>1</td>
</tr>
<tr>
<td>1800</td>
<td>1/2</td>
<td>2600</td>
<td>3/4</td>
<td>4000</td>
<td>5/8</td>
<td>6000</td>
<td>1/4</td>
</tr>
<tr>
<td>2000</td>
<td>3/4</td>
<td>3000</td>
<td>7/8</td>
<td>4500</td>
<td>7/8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2200</td>
<td>5/8</td>
<td>3200</td>
<td>7/8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RADAR MINIMA**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>10</td>
<td>ABCD</td>
<td>195/16</td>
<td>100</td>
<td>(100-1/4)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>ABCD</td>
<td>187/16</td>
<td>100</td>
<td>(100-1/4)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ASR</td>
<td>10</td>
<td>AB</td>
<td>560/40</td>
<td>463</td>
<td>(500-1/4)</td>
<td>DE</td>
<td>560/50</td>
<td>463</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>AB</td>
<td>600/50</td>
<td>513</td>
<td>(600-1)</td>
<td>CDE</td>
<td>600/60</td>
<td>513</td>
<td>(600-1/4)</td>
</tr>
<tr>
<td>CIR</td>
<td>10</td>
<td>AB</td>
<td>560-11/4</td>
<td>463</td>
<td>(500-1/4)</td>
<td>CDE</td>
<td>560-11/4</td>
<td>463</td>
<td>(500-1/5)</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>AB</td>
<td>600-11/4</td>
<td>503</td>
<td>(600-1)</td>
<td>CDE</td>
<td>600-11/4</td>
<td>503</td>
<td>(600-1/5)</td>
</tr>
</tbody>
</table>

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 500-1/4.

**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
(U) UHF emergency frequency (243.0) monitored
(V) VHF emergency frequency (121.5) monitored

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

**TERMS/LANDING MINIMA DATA**

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

**Alt**: Alternate Minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

**U**: 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 are regulated under 14 CFR, Part 97. SIAPS with the (FAA-O) designation have been developed by an authorized non-FAA service provider. 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 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/heads/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, UBG: RNAV-1 GPS, RNAV-1 GPS 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 2 1/2 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 communications section of the chart with a ☐.
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</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>
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<td>APP CON</td>
<td>Approach Control</td>
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<td>AR</td>
<td>Authorization Required</td>
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<td>ARR</td>
<td>Arrival</td>
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<tr>
<td>ASOS</td>
<td>Automated Surface Observation 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>
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<td>AWOS</td>
<td>Automated Weather Observation System</td>
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<tr>
<td>AZ</td>
<td>Azimuth</td>
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<td>BC</td>
<td>Back Course</td>
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<td>BND</td>
<td>Bound</td>
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<td>C</td>
<td>Circling</td>
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<td>CAT</td>
<td>Category</td>
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<td>CW</td>
<td>Clockwise</td>
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<td>CIFO</td>
<td>Coded Instrument Flight Procedures</td>
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<td>CIR</td>
<td>Circling</td>
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<td>CLNC DEL</td>
<td>Clearance Delivery</td>
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<tr>
<td>CNF</td>
<td>Computer Navigation Fix</td>
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<tr>
<td>CPDLC</td>
<td>Controller Pilot Data Link</td>
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<tr>
<td>CTAF</td>
<td>Common Traffic Advisory Frequency</td>
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<tr>
<td>DA</td>
<td>Departure End of Runway</td>
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<tr>
<td>DER</td>
<td>Decision Altitude</td>
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<tr>
<td>DH</td>
<td>Decision Height</td>
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<td>DME</td>
<td>Distance Measuring Equipment</td>
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<td>DTHR</td>
<td>Displaced Threshold</td>
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<tr>
<td>DVA</td>
<td>Diverse Vector Area</td>
</tr>
<tr>
<td>ELEV</td>
<td>Elevation</td>
</tr>
<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System</td>
</tr>
<tr>
<td>FAF</td>
<td>Final Approach Fix</td>
</tr>
<tr>
<td>FD</td>
<td>Flight Director System</td>
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<td>FM</td>
<td>Fan Marker</td>
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<tr>
<td>FMS</td>
<td>Flight Management System</td>
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<tr>
<td>GBAS</td>
<td>Ground Based Augmentation System</td>
</tr>
<tr>
<td>GCO</td>
<td>Ground Communications Outlet</td>
</tr>
<tr>
<td>GLS</td>
<td>Ground based Augmentation System Landing System</td>
</tr>
<tr>
<td>GP</td>
<td>Glidepath</td>
</tr>
<tr>
<td>GPI</td>
<td>Ground Point of Interception System Landing</td>
</tr>
<tr>
<td>GPS</td>
<td>Global Positioning System Glide Slope</td>
</tr>
<tr>
<td>GS</td>
<td>Glide Slope</td>
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<tr>
<td>HAA</td>
<td>Height above Airport</td>
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<tr>
<td>HAL</td>
<td>Height above Landing</td>
</tr>
<tr>
<td>HAT</td>
<td>Height above Touchdown</td>
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<td>HATh</td>
<td>Height above Threshold</td>
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<td>HCH</td>
<td>Height above Threshold</td>
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<td>HGS</td>
<td>Heliport Crossing Height</td>
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<tr>
<td>HIRL</td>
<td>Heads-up Guidance System High Intensity Runway Lights</td>
</tr>
<tr>
<td>HUD</td>
<td>Head-up Display</td>
</tr>
<tr>
<td>IAF</td>
<td>Initial Approach Fix</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
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<tr>
<td>IF</td>
<td>Intermediate Fix</td>
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<td>IM</td>
<td>Inner Marker</td>
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<tr>
<td>INOP</td>
<td>Inoperative</td>
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<tr>
<td>INT</td>
<td>Intersection</td>
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<tr>
<td>K</td>
<td>Knots</td>
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<tr>
<td>KIAS</td>
<td>Knots Indicated Airspeed</td>
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<tr>
<td>LAAS</td>
<td>Local Area Augmentation System</td>
</tr>
<tr>
<td>LDA</td>
<td>Localizer Type Directional Aid</td>
</tr>
<tr>
<td>Ld</td>
<td>Landing</td>
</tr>
<tr>
<td>LIRL</td>
<td>Low Intensity Runway Lights</td>
</tr>
<tr>
<td>LNAV</td>
<td>Lateral Navigation</td>
</tr>
<tr>
<td>LOC</td>
<td>Localizer Performance</td>
</tr>
<tr>
<td>LP</td>
<td>Localizer Performance with Vertical Guidance</td>
</tr>
<tr>
<td>LPV</td>
<td>Localizer Type Directional Aid LS</td>
</tr>
<tr>
<td>LR</td>
<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
</tr>
<tr>
<td>MAA</td>
<td>Maximum Authorized Altitude</td>
</tr>
<tr>
<td>MAL</td>
<td>Medium Intensity Approach Light System</td>
</tr>
<tr>
<td>MALSF</td>
<td>Medium Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>MALS</td>
<td>Medium Intensity Approach Light System with RAIL</td>
</tr>
<tr>
<td>MIAL</td>
<td>Missed Approach Point</td>
</tr>
<tr>
<td>MIRL</td>
<td>Minimum Descent Altitude</td>
</tr>
<tr>
<td>MIRL</td>
<td>Minimum Intensity Runway Lights</td>
</tr>
<tr>
<td>MM</td>
<td>Missing Approach Point</td>
</tr>
<tr>
<td>MRA</td>
<td>Minimum Reception Altitude Not Applicable</td>
</tr>
<tr>
<td>NA</td>
<td>Not Authorized</td>
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<tr>
<td>NDB</td>
<td>Non-directional Radio Beacon</td>
</tr>
<tr>
<td>NM</td>
<td>Nautical Mile</td>
</tr>
<tr>
<td>NoPT</td>
<td>No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
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<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
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<tr>
<td>ODP</td>
<td>Obstacle Departure Procedure</td>
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<tr>
<td>OM</td>
<td>Outer Marker</td>
</tr>
<tr>
<td>PAR</td>
<td>Precision Approach Radar</td>
</tr>
<tr>
<td>PDC</td>
<td>Pre-Destination Clearance</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
</tr>
<tr>
<td>R</td>
<td>Radial</td>
</tr>
</tbody>
</table>
| RA           | Runway Alignment Indicator Light |}

ABBREVIATIONS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>RCLS</td>
<td>Runway Centerline Light System</td>
</tr>
<tr>
<td>REIL</td>
<td>Runway End Identifier Lights</td>
</tr>
<tr>
<td>RF</td>
<td>Radius-to-Fix</td>
</tr>
<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
</tr>
<tr>
<td>RNAV</td>
<td>Area Navigation</td>
</tr>
<tr>
<td>RNP</td>
<td>Required Performance Navigation</td>
</tr>
<tr>
<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
</tr>
<tr>
<td>RRL</td>
<td>Runway Remaining Lights</td>
</tr>
<tr>
<td>Rwy</td>
<td>Runway</td>
</tr>
<tr>
<td>S</td>
<td>Straight-in</td>
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<tr>
<td>SALS</td>
<td>Short Approach Light System</td>
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<tr>
<td>SALSF</td>
<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>SSALR</td>
<td>Simplified Short Approach Light System with RAIL</td>
</tr>
<tr>
<td>SSALS</td>
<td>Simplified Short Approach Lighting System</td>
</tr>
<tr>
<td>SDF</td>
<td>Simplified Directional Facility</td>
</tr>
<tr>
<td>SM</td>
<td>Statute Mile</td>
</tr>
<tr>
<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
</tr>
<tr>
<td>SR-SS</td>
<td>Sunrise-Sunset</td>
</tr>
<tr>
<td>TAA</td>
<td>Terminal Arrival Area</td>
</tr>
<tr>
<td>TAC</td>
<td>TACAN</td>
</tr>
<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
</tr>
<tr>
<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
</tr>
<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
</tr>
<tr>
<td>THR</td>
<td>Threshold</td>
</tr>
<tr>
<td>TOA</td>
<td>Takeoff Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
</tr>
<tr>
<td>TR</td>
<td>Track</td>
</tr>
<tr>
<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
</tr>
</tbody>
</table>
### PLANVIEW SYMBOLS

#### ROUTES
- Procedure Track
- Feeder Route
- Missed Approach
- Visual Flight Path

- Minimum Route Altitude
- Procedure Turn (Type degree and point of turn optional)

#### ALTIMETRES
- 5500 Mandatory Altitude
- 2500 Minimum Altitude
- 5000 Mandatory Block
- 4300 Maximum Altitude
- 3000 Recommended Altitude
- 3000 Altitude

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

#### RADIO AIDS TO NAVIGATION
- 110.1 Underline indicates No Voice transmitted on this frequency
- □ VOR
- ● VORTAC
- ○ TACAN
- ○ VOR/DME
- □ DME
- ○ NDB
- ● NDB/DME
- ○ LOM (Compass locator at Outer Marker)
- Marker Beacon

#### FIXES/ATC REPORTING REQUIREMENTS
- Reporting Point
- Waypoint
- MAP WP (Flyby)
- MAP WP (Flyover)
- Flyover Point

- Computer Navigation Fix (CNF)-No ATC Function
  - R-198 Radial line and value
  - LR-198 Lead Radial
  - LB-198 Lead Bearing

- Localizer Front Course
  - Right side shading: Front course
- Localizer Back Course
  - Left side shading: Back course
- SDF Course

#### HOLDING PATTERNS
- Hold-in-lieu of Procedure Turn
  - HOLD 8000

- Holding pattern with maximum restricted airspeed:
  - (175K) applies to all altitudes.
  - (210K) applies to altitudes above 6000' to and including 14000'.
  - Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

- Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.
- DME fixes may be shown.

- Primary NAVAID
  - LIMA
  - 114.5 LIM
  - Chan 92

- Secondary NAVAID
  - LOM
  - AKRON
  - 362 AK

- TACAN or DME NAVAID
  - SCOTT Chan 59
  - SKE
  - (112.2)
  - VHF Paired Frequency

---

**Legend:**

- **Routing:**
  - Procedure Track
  - Feeder Route
  - Missed Approach
  - Visual Flight Path

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

- **Airspeeds:**
  - 175K Mandatory Airspeed
  - 120K Minimum Airspeed
  - 250K Maximum Airspeed
  - 180K Recommended Airspeed

- **Radio Aids:**
  - 110.1 Underline indicates No Voice transmitted on this frequency
  - □ VOR
  - ● VORTAC
  - ○ TACAN
  - ○ VOR/DME
  - □ DME
  - ○ NDB
  - ● NDB/DME
  - ○ LOM (Compass locator at Outer Marker)
  - Marker Beacon

- **Fixes/ATC Reporting Requirements:**
  - Reporting Point
  - Waypoint
  - MAP WP (Flyby)
  - MAP WP (Flyover)
  - Flyover Point

- **Computer Navigation Fix (CNF):**
  - R-198 Radial line and value
  - LR-198 Lead Radial
  - LB-198 Lead Bearing

- **Holding Patterns:**
  - Hold-in-lieu of Procedure Turn
  - HOLD 8000

- **Primary NAVAID:**
  - LIMA
  - 114.5 LIM
  - Chan 92

- **Secondary NAVAID:**
  - LOM
  - AKRON
  - 362 AK

- **TACAN or DME NAVAID:**
  - SCOTT Chan 59
  - SKE
  - (112.2)
  - VHF Paired Frequency

**Legend:** 23334
RADIO AIDS TO NAVIGATION

Compulsory:
- VOR
- VORTAC
- DME

Non-Compulsory:
- VOR
- VORTAC
- DME

LOM (Compass locator at outer marker)
Marker Beacon
Localizer Front Course
Localizer Back Course (Shading on left)
TACAN or DME NAV AID Box

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

FIXES/ATC REPORTING REQUIREMENTS

- Unnamed DME fix
- Reporting Point (Compulsory)
- Reporting Point (Non-Compulsory)
- Obvious DME (DME mileage matches route mileage)
- Waypoint (Compulsory)
- Waypoint (Non-Compulsory)
- Flyover Point

Computer Navigation Fix (CNF) - No ATC Function

AIRPORTS

- Civil
- Military
- Joint (Civil-Military)

Airports not served by the procedure shown in screened color

SPECIAL USE AIRSPACE

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

ALTIMETRY

Mandatory Altitude (Cross at)
Minimum Altitude (Cross at or above)
Maximum Altitude (Cross at or below)

INDICATED AIRSPEED

Mandatory Airspeed
Minimum Airspeed
Maximum Airspeed

MISCELLANEOUS

Changeover Point
Air Defense Identification Zone

LEGEND
RADIO AIDS TO NAVIGATION

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

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

(Fixed when installation is offset from its normal position off the end of the runway.)

FIXES/ATC REPORTING REQUIREMENTS

- Unnamed DME fix
- Reporting Point (Compulsory)
- Reporting Point (Non-Compulsory)
- Obvious DME (DME mileage matches route mileage)
- Waypoint (Compulsory)
- Waypoint (Non-Compulsory)
- Computer Navigation Fix (CNF) - No ATC Function
- Changeover Point

ROUTES

4500 MEA-Minimum Enroute Altitude
3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route

Radial line and value

Lost Communications Track

Visual Flight Path

Airway/Jet Route Identification

SPECIAL USE AIRSPACE

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

ALTIMETERS

5500 Mandatory Altitude (Cross at or below)
2300 Minimum Altitude (Cross at or above)
4800 Maximum Altitude (Cross at or below)
12000 Block Altitude

AIRPORTS

Civil
Military
Heliport
Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier
Airport Identifier

EC-2, 11 JUL 2024 to 05 SEP 2024
## Instrument Approach Procedures (Charts)

**Legend**

<table>
<thead>
<tr>
<th>Runways</th>
<th>Other Than Hard Surface</th>
<th>Stopways, Taxiways, Parking Areas</th>
<th>Metal Surface</th>
<th>Closed Runway</th>
<th>Closed Surface</th>
<th>Non-Movement</th>
<th>Under Construction</th>
<th>Water Runway</th>
</tr>
</thead>
</table>

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

- uni-directional
- bi-directional
- Jet Barrier

### Arresting System (EMAS)

**Reference Features**
- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- Self-Serve Fuel
- Tanks
- Obstructions
- Airport Beacon
- Runway Radar Reflectors
- Bridges
- Control Tower

**Wind Cone**
- Unlit
- Lit

**Landing Tee**
- Unlit
- Lit

**Tetrahedron**
- Unlit
- Lit

**#** 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

### Landmark Features
- 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.

**Airport Diagram/Airport Sketch**

**Legend**

**Legend**

**Field Elev 174**

**Runway Elevation**
- 164

**Runway End Elevation**
- 174

**Runway Dimensions (in feet)**
- 9000 x 200

**Runway Headings (Magnetic)**
- 023.2°

**Runway Identification**
- 002

**Runway Dimensions (in feet)**
- 1000 x 200

**Movement Area Dimensions (in feet)**
- 023.2°

**EMAS**

**ES**

**Visual Screen**

**Runway Slope**
- 0.7% Up

**Displaced Threshold**
- 0.7% Up

**Approach light symbols are shown in the Flight Information Handbook.**

**NOTE:**
- Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.
- Runway TDZ elevation..............TDZE 123
- Runway Slope........... – 0.3% Down...0.8% Up — (shown when rounded runway slope is ≥ 0.3%)

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

**a** 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.

**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, 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, A indicates Pilot Controlled Lighting (PCL).

### CATEGORY I
**APPROACH LIGHTING SYSTEM**

**ALSF-1**

- **SALS/SALSF**
  - Length 1500 feet
  - (High Intensity)

**ALSF-2**

- **SSALR**
  - Length 2400/3000 feet
  - (High Intensity)

### CATEGORY II
**APPROACH LIGHTING SYSTEM**

- **SSALR**
  - Length 2400/3000 feet
  - (High Intensity)

### MEDIUM INTENSITY
**APPROACH LIGHTING SYSTEM**

**ALSF-1**

- **MALS/ALSF**
  - Length 1500 feet
  - (High Intensity)

**ALSF-2**

- **SSALR**
  - Length 2400/3000 feet
  - (High Intensity)

**TDZ/CL**

- **TDZ/CL Rwy 15**

**LEGEND 22195**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, \( \text{\textcopyright} \), \( \text{\textcircled{C}} \), etc.

A dot * portrayal with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \( \text{\textcopyright} \). Negative symbology, e.g., \( \text{\textcircled{C}} \), \( \text{\textcircled{O}} \) indicates Pilot Controlled Lighting (PCL).

**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**APPROACH LIGHTING SYSTEM - UNITED STATES**

**P** PRECISION APPROACH PATH INDICATOR

**PAPI**

- \( \text{\textcopyright} \): Too low
- : Slightly low
- : On correct approach path
- : Slightly high
- \( \text{\textcircled{C}} \): Too high

Legend: □ White ■ Red

**V** VISUAL APPROACH SLOPE INDICATOR

**VASI**

- \( \text{\textcopyright} \): Too high
- : Too low
- : On glide slope
- : Too low

**VASI 2**

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**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.

**V** TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

**TRCV**

- Above Glide Path
- On Glide Path
- Below Glide Path
- Slightly Below Glide Path
- Steady Red
- Pulsating Red
- Red/White
- Alternating Steady White
- Alternating Steady Red

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

**V** ALIGNMENT OF ELEMENTS SYSTEMS

**APAP**

- Above glide path
- On Glide Path
- Below Glide Path

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

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#### CLINTON FLD

--- SEE WILMINGTON, OH

#### COLUMBIANA COUNTY

--- SEE EAST LIVERPOOL, OH

#### COLUMBUS, IN

#### COLUMBUS MUNI (BAK)

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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, 550' right of centerline, up to 116' AGL/1316' MSL.
Tree 577' from DER, 561' left of centerline, up to 1136' 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, 300-1/2 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, 300-1/2 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.
Vehicles on road 60' from DER, 1090' MSL.
Vehicles on road 90' from DER, 358' right of centerline, 1091' MSL.
Vehicles on road beginning 179' from DER, 397' right of centerline, up to 1095' MSL.
Terrain 196' from DER, 493' left of centerline, 1066' 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/1080' 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, vegetation, vehicles on road, terrain, building, trees beginning 498’ from DER, 11’ left of centerline, up to 1175’ MSL.
Trees, vegetation, vehicles on road, terrain, building, trees 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, 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 1192’ MSL.
Trees, terrain, fence, vehicles on road, buildings, poles, 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 2727’ from DER, 1’ right of centerline, up to 1197’ MSL.
Building 6043’ from DER, 480’ 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.
Trees, 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.
Vehicle on road beginning 199’ from DER, 130’ left of centerline, up to 1094’ MSL.
Trees, 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, NAVAIM, 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, 6’ right of centerline, up to 1192’ MSL.
Tree, pole, trees 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, 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, pole, fence, vehicles on road, building beginning 1786’ from DER, 6’ left of centerline, up to 1185’ MSL.
Trees, terrain, 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, 300-1¼ 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.
Vehicles on road beginning 373’ from DER, left and right of centerline, up to 15’ AGL/822’ 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.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
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, 300-1/₁ 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.

Trees beginning 170’ from DER, 335’ left of centerline, up to 1027’ MSL.

Trees beginning 237’ from DER, 88’ right of centerline, up to 1048’ MSL.

Trees beginning 655’ from DER, 292’ right of centerline, up to 1075’ MSL.

Trees beginning 845’ from DER, 398’ left of centerline, up to 1034’ MSL.

Tree 1013’ from DER, 671’ left of centerline, 1040’ MSL.

Trees beginning 1092’ from DER, 585’ left of centerline, up to 1074’ MSL.

Tree 1312’ from DER, 800’ right of centerline, 1078’ MSL.

Trees beginning 1397’ from DER, 148’ right of centerline, up to 1097’ MSL.

Trees beginning 1709’ from DER, 257’ left of centerline, up to 1076’ MSL.

Tree 1739’ from DER, 928’ right of centerline, 1098’ MSL.

Trees, buildings, pole beginning 1740’ from DER, 202’ right of centerline, up to 1099’ MSL.

Trees beginning 1828’ from DER, 35’ left of centerline, up to 1106’ MSL.

Trees, fence, poles, terrain, buildings, vehicles on traverse way beginning 2205’ from DER, 1’ left of centerline, up to 1122’ MSL.

Trees, buildings, terrain, fence, tower, poles, general utility beginning 2628’ from DER, 77’ left of centerline, up to 1130’ MSL.

Trees, pole, terrain, fence beginning 2927’ from DER, 113’ left of centerline, up to 1141’ MSL.

Trees 3485’ from DER, 498’ right of centerline, up to 1125’ MSL.

Trees beginning 3582’ from DER, 366’ right of centerline, up to 1134’ MSL.

Trees beginning 3659’ from DER, 652’ right of centerline, up to 1140’ MSL.

Trees beginning 3679’ from DER, 117’ right of centerline, up to 1141’ MSL.

Trees, fence, terrain, beginning 3724’ from DER, 218’ left of centerline, up to 1147’ MSL.

Trees, fence, terrain, buildings beginning 3819’ from DER, 300’ left of centerline, up to 1164’ MSL.

Trees beginning 3838’ from DER, 22’ right of centerline, up to 1154’ MSL.

Trees beginning 4029’ from DER, abeam centerline, up to 1160’ MSL.

Trees beginning 5636’ from DER, 50’ left of centerline, up to 1173’ MSL.

Trees beginning 5721’ from DER, 108’ left of centerline, up to 1181’ MSL.

Trees beginning 5832’ from DER, 66’ left of centerline, up to 1194’ MSL.

Trees 6072’ from DER, 522’ left of centerline, 1171’ MSL.

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 248’ 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.

Tree 632’ from DER, 78’ left of centerline, up to 1023’ MSL.

Trees, poles, terrain beginning 730’ from DER, 74’ right of centerline, up to 1053’ MSL.

Trees beginning 900’ from DER, 10’ left of centerline, up to 1031’ 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, 283’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ASHTABULA, OH
NORTHEAST OHIO RGNL (HZY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 12OCT17 (17285) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, tree 492' from DER, 507' left of centerline, 23' AGL/942' MSL.
Tree 904' from DER, 708' left of centerline, 5' AGL/962' MSL.
Tree 1187' from DER, 650' left of centerline, 14' AGL/966' MSL.
Trees beginning 1259' from DER, 629' left of centerline, up to 40' AGL/967' MSL.
Tree 1370' from DER, 739' left of centerline, 76' AGL/995' MSL.
Trees beginning 1464' from DER, 619' left of centerline, up to 83' AGL/1002' MSL.
Trees beginning 1613' from DER, 699' left of centerline, up to 90' AGL/1010' MSL.
Trees beginning 1737' from DER, 575' left of centerline, up to 103' AGL/1023' MSL.
Trees beginning 1778' from DER, 468' left of centerline, up to 105' AGL/1026' MSL.
Tree 2099' from DER, 816' right of centerline, 49' AGL/981' MSL.
Tree 2139' from DER, 748' right of centerline, 73' AGL/999' MSL.
Trees beginning 2201' from DER, 169' right of centerline, up to 75' AGL/1003' MSL.

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/993' 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:**
- **Rwy 4,** terrain 8' from DER, 311' left of centerline, 813' MSL.
- Trees beginning 89' from DER, left and right of centerline, up to 100' AGL/899' MSL.
- Fence 195' from DER, 276' left of centerline, up to 19' AGL/819' MSL.
- Vehicles on roadway beginning 237' from DER, left and right of centerline, up to 15' AGL/824' MSL.
- Windsock 408' from DER, 225' right of centerline, up to 24' AGL/824' MSL.
- **Rwy 22,** buildings 55' from DER, left and right of centerline, up to 22' AGL/862' MSL.
- Trees beginning 81' from DER, left and right of centerline, up to 100' AGL/967' MSL.
- Fences beginning 102' from DER, left and right of centerline, up to 17' AGL/857' MSL.
- Poles beginning 195' from DER, left and right of centerline, up to 45' AGL/885' MSL.
- Vehicles on roadway beginning 216' from DER, left and right of centerline, up to 15' AGL/866' MSL.
- Sign 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:**
- **Rwy 6,** trees beginning 321' from DER, left and right of centerline, up to 112' AGL/830' MSL.
- **Rwy 13,** trees beginning 78' from DER, left and right of centerline, up to 110' AGL/849' MSL.
- **Rwy 24,** trees beginning 534' from DER, left and right of centerline, up to 100' AGL/800' MSL.
- **Rwy 31,** trees beginning 27' from DER, left and right of centerline, up to 107' AGL/806' MSL.

**BELLEFONTAINE, OH**
BELLEFONTAINE RGNL (EDJ)

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**
ORIG-A 18OCT12 (12292) (FAA)

**TAKEOFF MINIMUMS:**
- **Rwy 7,** std. w/min. climb of 245' per NM to 2100.

**DEPARTURE PROCEDURE:**
- **Rwy 7,** climb heading 074° to 2100 before proceeding on course.

**TAKEOFF OBSTACLE NOTES:**
- **Rwy 7,** trees beginning 2172' from DER, 43' right of centerline, up to 99' AGL/1224' MSL.
- Trees beginning 2252' from DER, 77' left of centerline, up to 89' AGL/1228' MSL.
- **Rwy 25,** trees beginning 508' from DER, 62' right of centerline, 32' AGL/1144' MSL.
- Ground 66' from DER, 494' right of centerline, 1107' MSL.

**BLOOMINGTON, IN**
MONROE COUNTY (BMG)

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**
AMDT 6 25AUG11 (11237) (FAA)

**TAKEOFF MINIMUMS:**
- **Rwy 24,** 300-1.

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

BLUFFTON, OH
BLUFFTON (5G7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 15OCT15 (15288) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, runway lights beginning 9’ from DER, left and right of centerline, up to 3’ AGL/848’ MSL.
Road and pole beginning 53’ from DER, left and right of centerline, up to 42’ AGL/889’ MSL.
Roads beginning 211’ from DER, 330’ right of centerline, up to 17’ AGL/881’ MSL.
Poles, road and tree beginning 497’ from DER, up to 100’ AGL/883’ MSL.
Roads and poles beginning 1205’ from DER, left and right of centerline, up to 100’ AGL/911’ MSL.

TAKEOFF OBSTACLE NOTES:
Rwy 23, runway lights beginning 8’ from DER, left and right of centerline, up to 4’ AGL/852’ MSL.
Tree 91’ from DER, 167’ left of centerline, 100’ AGL/883’ MSL.
Tree 298’ from DER, 506’ right of centerline, 100’ AGL/866’ MSL.
Trees beginning 405 from DER, left and right of centerline, up to 100’ AGL/900’ MSL.
Trees beginning 1007’ from DER, left and right of centerline, up to 100’ AGL/932’ MSL.

TAKEOFF MINIMUMS:
Rwy 5, 300-1.
Rwy 23, 300-1.

TAKEOFF OBSTACLE NOTES:
Rwy 18, building/tower 3581’ from DER, 254’ right of centerline, 141’ AGL/841’ MSL.

BOWLING GREEN, OH
WOOD COUNTY (1G0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 15MAR07 (07074) (FAA)
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 161’ 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 left to right of centerline, up to 15’ AGL/744’ 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.

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, 281’ 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.

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

BUCYRUS, OH
PORT BUCYRUS/CRAWFORD COUNTY (17G)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 18NOV10 (22195) (FAA)
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, 281’ 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.
CADIZ, OH
HARRISON COUNTY (8G6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 10SEP20 (20254) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 300-1/2 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, 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 81' 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 1.4 NM from DER, 1568' left of centerline, up to 1339' MSL.
Tree 1.4 NM from DER, 1705' left of centerline, 1340' MSL.
Trees beginning 1.5 NM from DER, 1653' left of centerline, up to 1350' MSL.
Trees beginning 1.5 NM from DER, 1592' left of centerline, up to 1350' MSL.
Rwy 31, terrain 40' from DER, 175' right of centerline, 1198' MSL.
Terrain 71' from DER, 374' left of centerline, 1188' MSL.
Terrain 89' from DER, 287' right of centerline, 1219' MSL.
Terrain 99' from DER, 195' left of centerline, 1194' MSL.
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 892' from DER, 100' 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 1.5 NM from DER, 738' right of centerline, up to 100' AGL/1126' MSL.
Building 639' from DER, 386' right of centerline, 25' AGL/825' MSL.
Multiple trees beginning 1307' from DER, 2' left of centerline, up to 89' AGL/887' MSL.
Multiple trees beginning 1040' from DER, 336' right of centerline, up to 48' AGL/843' MSL.
Multiple trees beginning 1089' from DER, 613' left of centerline, up to 36' AGL/833' MSL.
Building 1272' from DER, 426' right of centerline, 21' AGL/881' MSL.

CARROLLTON, OH
CARROLL COUNTY-TOLSON (TSO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 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, 20' left of centerline, up to 1223' 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 9' AGL/1191' MSL.
Trees beginning 213' from DER, 245' left of centerline, up to 1199' MSL.
Trees beginning 595' 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 beginning 3135' from DER, 25' left of centerline, up to 1344' MSL.
Tree 1.1 NM from DER, 1828' 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 595' 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.

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

CELENA, 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.

Poles beginning 127' from DER, 145' right of centerline, up to 100' AGL/941' MSL.

Antenna 653' from DER, 498' right of centerline, 33' AGL/923' MSL.

Trees beginning 1154' 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 16 11JUL24 (24193) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 400-2 w/min climb of 234' per NM to 1300 or std w/min climb of 384' per NM to 1100, or 1700-3 for VCOA.

Rwy 7, 400-2½ w/min climb of 207' per NM to 1300 or std w/min climb of 451' per NM to 900, or 1700-3 for VCOA.

Rwy 21, 500-3 w/min climb of 230' per NM to 1300 or std w/min climb of 439' per NM to 1000, or 1700-3 for VCOA.

Rwy 25, 600-3½ w/min climb of 216' per NM to 1200, or 1700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 3, climb on heading 025° to 1400 before proceeding on course.

Rwy 7, climb on heading 066° to 1300 before proceeding on course.

Rwy 21, climb on heading 205° to 1400 before proceeding on course.

Rwy 25, climb on heading 246° to 1900 before proceeding on course.

VCOA:

All runways, 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 3, terrain 30' from DER, 476' left of centerline, 476' MSL.

Trees beginning 913' from DER, 579' left of centerline, up to 508' MSL.

Trees beginning 1084' from DER, 185' right of centerline, up to 527' MSL.

Trees beginning 1573' from DER, 128' right of centerline, up to 521' MSL.

Trees beginning 1662' from DER, 177' left of centerline, up to 529' MSL.

Trees beginning 1805' from DER, 285' right of centerline, up to 531' MSL.

Tree 1989' from DER, 501' right of centerline, 532' MSL.

Tree 2015' from DER, 979' right of centerline, 58' AGL/533' MSL.

Tree 2058' from DER, 385' right of centerline, up to 539' MSL.

Tree 2437' from DER, 896' right of centerline, up to 549' MSL.

Tree 2448' from DER, 749' left of centerline, 538' MSL.

Trees beginning 2621' from DER, 587' right of centerline, up to 551' MSL.

Tree 2641' from DER, 1000' left of centerline, 543' MSL.

Trees beginning 2649' from DER, 424' right of centerline, up to 558' MSL.

Trees beginning 2698' from DER, 196' right of centerline, up to 572' MSL.

Trees beginning 2814' from DER, 98' right of centerline, up to 574' MSL.

Trees beginning 2833' from DER, 984' left of centerline, up to 553' MSL.

Tree 2914' from DER, 316' left of centerline, 556' MSL.

Trees beginning 2954' from DER, 439' left of centerline, up to 561' MSL.

Trees beginning 3128' from DER, 730' left of centerline, up to 574' MSL.

Trees beginning 3336' from DER, 39' 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, 2295' left of centerline, up to 709' MSL.

Trees, terrain beginning 1.2 NM from DER, 2192' left of centerline, up to 807' MSL.

Trees, building poles beginning 1.3 NM from DER, 1811' left of centerline, up to 70' AGL/875' MSL.

Rwy 7, light poles 10' from DER, 59' right of centerline, 2' AGL/476' MSL.

Building 246' from DER, 553' left of centerline, 486' MSL.

Tree 530' from DER, 567' left of centerline, 26' AGL/498' MSL.

Trees beginning 706' from DER, 423' right of centerline, up to 521' MSL.

CON'T
ECN, 11 JUL 2024 to 05 SEP 2024

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

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

Rwy 7 (CON’T), 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 1151’ 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, 278’ 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, buildings, 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, 1131’ right of centerline, up to 782’ MSL.
Trees, buildings, terrain beginning 1.2 NM from DER, 1224’ right of centerline, up to 813’ MSL.
Trees beginning 1.3 NM from DER, 1653’ right of centerline, up to 79’ AGL/823’ MSL.
Tree 1.6 NM from DER, 2999’ right of centerline, 759’ MSL.

Rwy 21, vegetation 90’ from DER, 436’ right of centerline, 7’ AGL/486’ MSL.
Trees beginning 437’ from DER, 602’ left of centerline, up to 509’ MSL.
Tree 748’ from DER, 605’ left of centerline, 511’ MSL.
Trees beginning 835’ from DER, 587’ left of centerline, up to 522’ MSL.
Trees beginning 945’ from DER, 583’ left of centerline, up to 531’ MSL.
Trees beginning 1288’ from DER, 720’ left of centerline, up to 535’ MSL.
Tree 1510’ from DER, 880’ right of centerline, 524’ MSL.
Trees beginning 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, 573’ left of centerline, up to 570’ MSL.
Trees beginning 1693’ from DER, 218’ right of centerline, up to 543’ MSL.
Trees beginning 1770’ from DER, 653’ right of centerline, up to 573’ MSL.
Trees beginning 1962’ from DER, 173’ left of centerline, up to 575’ MSL.
Tree 2236’ from DER, 372’ right of centerline, 546’ MSL.
Tree 2246’ from DER, 250’ right of centerline, 66’ AGL/547’ MSL.
Trees beginning 2347’ from DER, 424’ right of centerline, up to 549’ MSL.
Trees beginning 2529’ from DER, 6’ left of centerline, up to 588’ MSL.
Tree 2538’ from DER, 600’ right of centerline, 550’ MSL.
Trees beginning 2601’ from DER, 725’ right of centerline, up to 556’ MSL.
Tree 2923’ from DER, 84’ right of centerline, 96’ AGL/575’ MSL.
Trees beginning 3044’ from DER, 3’ right of centerline, up to 104’ AGL/580’ MSL.
Tree 3254’ from DER, 328’ right of centerline, 105’ AGL/582’ MSL.
Trees beginning 3344’ from DER, 285’ right of centerline, up to 106’ AGL/584’ MSL.
Trees beginning 3470’ from DER, 42’ right of centerline, up to 115’ AGL/591’ MSL.
Trees beginning 3614’ from DER, 7’ right of centerline, up to 135’ AGL/597’ MSL.
Tree 3868’ from DER, 39’ left of centerline, 129’ AGL/589’ MSL.
Trees beginning 3920’ from DER, 111’ left of centerline, up to 617’ MSL.
Trees beginning 4007’ from DER, 1406’ left of centerline, up to 634’ MSL.
Trees beginning 4102’ from DER, 1321’ left of centerline, up to 654’ MSL.
Trees beginning 4376’ from DER, 1254’ left of centerline, up to 713’ MSL.
Trees beginning 4614’ from DER, 1152’ left of centerline, up to 734’ MSL.
Tree 1.4 NM from DER, 2928’ right of centerline, 743’ MSL.
Trees beginning 1.5 NM from DER, 2239’ right of centerline, up to 876’ MSL.
Trees, pole, terrain beginning 1.6 NM from DER, 1845’ right of centerline, up to 890’ MSL.
Building spires, building, trees beginning 1.9 NM from DER, 1589’ right of centerline, up to 78’ AGL/891’ MSL.
Antennas, trees, towers, pole beginning 2 NM from DER, 259’ right of centerline, up to 160’ AGL/978’ MSL.

Rwy 25, terrain 2’ from DER, 417’ left of centerline, 483’ MSL.
Fence 79’ from DER, 460’ right of centerline, 487’ MSL.

Buildings beginning 177’ from DER, 154’ left of centerline, up to 35’ AGL/518’ MSL.
Pole 182’ from DER, 310’ right of centerline, 511’ MSL.
Trees, vehicle on road, transmission lines, poles, terrain, buildings beginning 195’ from DER, on centerline, up to 67’ AGL/551’ MSL.
Tree, buildings, poles beginning 513’ from DER, on and left of centerline, up to 549’ MSL.
Tree, terrain beginning 597’ from DER, 50’ left of centerline, up to 552’ MSL.
Trees, transmission lines, signs beginning 1176’ from DER, 34’ left of centerline, up to 553’ MSL.
Trees beginning 1628’ from DER, 281’ right of centerline, up to 570’ MSL.

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

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

Rwy 25 (CON’T), tree 3484’ from DER, 393’ right of centerline, 103’ AGL/577’ MSL.
Trees beginning 3531’ from DER, 256’ right of centerline, up to 589’ MSL.
Trees, transmission line beginning 3650’ from DER, 152’ right of centerline, up to 604’ MSL.
Tree 3733’ from DER, 361’ left of centerline, 101’ AGL/578’ MSL.
Trees beginning 3752’ from DER, 119’ left of centerline, up to 81’ AGL/584’ MSL.
Trees beginning 3753’ from DER, 17’ right of centerline, up to 605’ MSL.
Trees beginning 3800’ from DER, 288’ right of centerline, up to 640’ MSL.
Trees beginning 3830’ from DER, 708’ right of centerline, up to 660’ MSL.
Trees beginning 3857’ from DER, 45’ left of centerline, up to 76’ AGL/590’ MSL.
Trees, transmission line beginning 3872’ from DER, 175’ right of centerline, up to 672’ MSL.
Trees beginning 3896’ from DER, 287’ 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.
Tree, 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, 66’ left of centerline, 67’ AGL/600’ MSL.
Trees beginning 4115’ from DER, 553’ 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.
Trees, terrain beginning 4512’ from DER, 66’ left of centerline, up to 797’ MSL.
Tree, terrain, building beginning 4523’ from DER, 39’ right of centerline, up to 807’ MSL.
Trees, building, terrain beginning 4690’ from DER, 21’ left of centerline, up to 814’ MSL.
Trees, building, terrain beginning 4706’ from DER, 81’ right of centerline, up to 817’ MSL.
Trees, 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 4973’ 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 5133’ 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 5265’ from DER, 392’ right of centerline, up to 869’ MSL.
Trees, transmission line beginning 5301’ from DER, 136’ right of centerline, up to 870’ MSL.
Trees, transmission line beginning 5319’ from DER, 36’ right of centerline, up to 877’ MSL.
Trees, terrain, buildings beginning 5394’ from DER, 43’ right of centerline, up to 903’ MSL.
Trees, building beginning 5507’ from DER, 44’ left of centerline, up to 894’ MSL.
Trees, building, 110’, 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 lines beginning 5849’ from DER, 38’ right of centerline, up to 83’ AGL/919’ MSL.
Trees, terrain, buildings, transmission lines, towers, antenna beginning 1 NM from DER, 16’ left of centerline, up to 932’ MSL.
Trees, buildings, terrain, transmission line beginning 1.1 NM from DER, 3’ right of centerline, up to 92’ AGL/943’ MSL.
Trees, trees, terrain, buildings, transmission lines beginning 1.4 NM from DER, 16’ right of centerline, up to 120’ AGL/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, tower beginning 1.5 NM from DER, 10’ left of centerline, up to 83’ AGL/926’ MSL.

CIRCLEVILLE, OH
PICKAWAY COUNTY MEML (CYO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13NOV14 (212224) (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.
Pole 170’ from DER, 250’ left of centerline, up to 12’ AGL/694’ MSL.
Poles beginning 345’ from DER, 518’ right of centerline, up to 42’ AGL/721’ MSL.
Vehicle on road beginning 649’ from DER, 16’ left of centerline, up to 15’ AGL/703’ MSL.
Pole 667’ from DER, 521’ left of centerline, 29’ AGL/711’ MSL.
Tree 1887’ from DER, 184’ right of centerline, 54’ AGL/740’ MSL.
Tree 2251’ from DER, 189’ left of centerline, 59’ AGL/745’ MSL.

CONT
TAKEOFF MINIMUMS, (OBS racle) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CIRCLEVILLE, OH (CON’T)

PICKAWAY COUNTY MEML (CYO) (CON’T)

- Rwy 19, terrain beginning 108’ from DER, 267’ right of centerline, up to 669’ MSL.
- Trees beginning 261’ from DER, 64’ left of centerline, up to 100’ AGL/755’ MSL.
- Trees beginning 765’ from DER, 99’ right of centerline, up to 100’ AGL/737’ MSL.

CLEVELAND, OH

BURKE LAKEFRONT (BKL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7A 07SEP23 (23250) (FAA)

TAKEOFF MINIMUMS:

- Rwy 6L, 300-1¼ or std w/min climb of 220’/NM to 900.
- Rwy 6R, 300-1¼ 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/618’ MSL.
- Crane, 169’ from DER, 589’ right of centerline, 73’ AGL/641’ MSL.
- Trees 2294’ from DER, 265’ left 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.
- Pole 777’ from DER, 241’ 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.

Rwys 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 waves, crane, elevator, bridge beginning 5056’ from DER, 207’ left of centerline, up to 275’ AGL/896’ MSL.

Rwys 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.

- Poles, 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)

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.

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.

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.

COLUMBUS, IN
COLUMBUS MUNI (BAK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 14, tree 1589’ from DER, 306’ right of centerline, 40’ AGL/696’ MSL.
COLUMBUS, OH
BOLTON 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, 53' AGL/959' MSL.
Tree 487' from DER, 36' AGL/942' MSL.
Tree 1307' from DER, 49' AGL/935' MSL.

Rwy 22, tree 1273' from DER, 40' AGL/945' MSL.
Tree 712' from DER, 25' AGL/927' MSL.
Tree 1411' from DER, 33' AGL/939' 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, 22' AGL/910' MSL.
Trees beginning 966' from DER, 50' AGL/936' MSL.
Trees beginning 1303' from DER, 52' AGL/929' MSL.

Rwy 9L, sign 68' from DER, 4' AGL/894' MSL.
Tree 909' from DER, 44' AGL/923' MSL.
Trees beginning 914' from DER, 54' AGL/930' MSL.

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

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 301’ 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.

Trees beginning 494’ from DER, 468’ left of centerline, 930’ MSL.
Tree, building beginning 544’ from DER, 396’ left of centerline, up to 944’ MSL.
Tree 658’ from DER, 624’ left of centerline, 945’ MSL.
Stack, tank, trees beginning 673’ from DER, 261’ left of centerline, up to 60’ AGL/963’ MSL.
Tree 1197’ from DER, 208’ right 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 27L, lighting 4’ from DER, 4’ left of centerline, 2’ AGL/903’ MSL.
Tree 2330’ from DER, 861’ right of centerline, 964’ MSL.
Tree 2479’ from DER, 789’ right of centerline, 974’ MSL.

CONNELSVILLE, IN

METTEL FLD (CEV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 28SEP06 (21224) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-VFR use only.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 18, railroad 311’ from DER, 580’ left of centerline, 23’ AGL/882’ MSL.
Multiple trees beginning 2280’ from DER, 100’ left of centerline, up to 113’ AGL/974’ MSL.
Rwy 36, road 120’ from DER, 301’ right of centerline, 15’ AGL/884’ MSL.
Railroad 649’ from DER, 578’ right of centerline, 23’ AGL/906’ MSL.

CONNERSVILLE, OH

RICHARD DOWNING (I40)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, 300-1.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 87’ from DER, 402’ left of centerline, 981’ MSL.
Trees beginning 88’ from DER, 460’ left of centerline, up to 84’ AGL/1040’ MSL.
Tree 90’ from DER, 226’ right of centerline, 963’ 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, 256' right of centerline, 873' MSL.
Poles, terrain, vehicle on road, tree beginning 41' from DER, 54' left of centerline, up to 30' AGL/834' MSL.
Tree 822' from DER, 95' left of centerline, 841' MSL.
Trees beginning 856' from DER, 123' left of centerline, up to 843' MSL.
Trees beginning 957' from DER, 213' left of centerline, up to 849' MSL.
Tree 1055' from DER, 283' left of centerline, 850' MSL.
Tree 1229' from DER, 418' left of centerline, 853' MSL.
Tree 1312' from DER, 168' left of centerline, 873' MSL.
Trees beginning 1324' from DER, 268' left of centerline, up to 875' MSL.
Trees beginning 1559' from DER, 283' left of centerline, up to 876' MSL.
Trees beginning 1862' from DER, 219' left of centerline, up to 881' MSL.
Rwy 22, tree 653' from DER, 618' right of centerline, 846' MSL.
Trees beginning 789' from DER, 205' right of centerline, up to 852' MSL.
Trees beginning 1059' from DER, 191' right of centerline, up to 857' MSL.
Trees beginning 2797' from DER, 386' right of centerline, up to 879' MSL.
Tree 328' from DER, 508' left of centerline, 815' MSL.
Trees beginning 559' from DER, 176' left of centerline, up to 867' MSL.

DAYTON, OH
DAYTON/PHILLIPSBURG (317)
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, 264' left of centerline, 983' MSL.
Trees beginning 111' from DER, 165' left of centerline, up to 986' MSL.
Trees beginning 642' from DER, 329' right of centerline, up to 1016' MSL.
Trees beginning 2361' from DER, 945' right of centerline, up to 1028' MSL.
Rwy 25, trees beginning 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DAYTON, OH (CON’T)
JAMES M COX DAYTON INTL (DAY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 27APR17 (17117) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-1 or std. w/min. climb of 305 per NM to 1300.
TAKEOFF OBSTACLE NOTES:
Rwy 6R, tower 3128’ from DER, 1114’ right of centerline, 1040’ MSL.
Rwy 18, trees beginning 1033’ from DER, 77’ right of centerline, up to 1046’ MSL.
Tree 1047’ 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.

TAKEOFF OBSTACLE NOTES:
Rwy 8, std. w/min. climb of 272’ per NM to 2400 or 1700-3 for VCOA.
Rwy 26, std. w/min. climb of 269’ per NM to 2200 or 1700-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 8, climb on heading 084° to 1700 before proceeding on course.
Rwy 26, climb on heading 264° to 1900 before proceeding on course.
VCOA:
Rwys 8, 26, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Moraine Air Park at or above 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, airport equipment 172’ from DER, 112’ right of centerline, up to 50’ AGL/749’ MSL.
Airport equipment, bldg, catenary, sign, pole beginning 363’ from DER, 54’ left of centerline, up to 50’ AGL/770’ MSL.
Blkgs beginning 532’ from DER, 417’ right of centerline, up to 30’ AGL/750’ MSL.

DEFIANCE, OH
DEFIANCE MEML (DFI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10MAR11 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 12, trees beginning 398’ from DER, 155’ right of centerline, up to 50’ AGL/749’ MSL.
Terrain beginning 62’ from DER, 1’ right of centerline, up to 706’ MSL.
Vehicle on road 833’ from DER, 286’ left of centerline, up to 15’ AGL/724’ MSL.
Rwy 30, trees and power lines beginning 527’ from DER, beginning 246’ left to right of centerline, up to 50’ AGL/759’ MSL.
Vehicle on road beginning 527’ from DER, 246’ left to right of centerline, up to 15’ AGL/724’ MSL.
Terrain beginning 36’ from DER, 17’ right of centerline, up to 712’ MSL.
Terrain beginning 116’ from DER, 353’ left of centerline, up to 712’ MSL.
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/988' MSL.
Tree 1233' from DER, 742' right of centerline, 990' MSL.

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/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 29' 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.

EAST LIVERPOOL, OH
COLUMBIANA COUNTY (02G)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 17AUG17 (17229) (FAA)
TAKEOFF MINIMUMS:
Rwy 25, 600-1¾ or std. w/min. climb gradient of 445' per NM to 1700.
DEPARTURE PROCEDURE:
Rwy 25, climb heading of 249° to 1700 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning abeam DER, 392' left of centerline, up to 71' AGL/1224' MSL.
Tree 156' from DER, 449' right of centerline, 1205' MSL.

Trees beginning 164' from DER, 11' left of centerline, up to 101' AGL/1231' MSL.
Trees beginning 182' from DER, 75' right of centerline, up to 1218' MSL.

Trees beginning 1892' from DER, 635' right of centerline, up to 1219' MSL.
Tree 2212' from DER, 850' right of centerline, 1221' MSL.

Tree 2338' from DER, 840' right of centerline, 1224' MSL.

Tree 2859' from DER, 506' left of centerline, 1236' MSL.

Rwy 25, ground 7' from DER, 401' right of centerline, 1152' MSL.

Ground beginning 104' from DER, 297' right of centerline, up to 1159' MSL.
Ground 111' 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, 139' 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.

Tee, 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.

CONT
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, 28’ right of centerline, up to 1389’ MSL.
- Trees beginning 1 NM from DER, 25’ left of centerline, up to 1325’ MSL.
- Trees beginning 1 NM from DER, 332’ right of centerline, up to 1393’ MSL.
- Trees beginning 1 NM from DER, 84’ right of centerline, up to 1406’ MSL.
- Tree, ground beginning 1 NM from DER, 430’ right of centerline, up to 76’ AGL/1418’ MSL.
- Trees beginning 1 NM from DER, 943’ right of centerline, up to 1416’ MSL.
- Transmission tower, tree, ground beginning 1.1 NM from DER, 68’ 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 beginning 1193’ 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 125’ 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**, 300-1½ 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/455’ 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, 51’ AGL/433’ 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.
- Trees beginning 265’ from DER, 420’ right of centerline, 398’ MSL.
- Vehicle on roadway 252’ 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 758’ 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, 1568’ 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.
- Signs 393’ 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.

CONT
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 1389’ 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.**

**Trees beginning 1 NM from DER, 1776’ right of centerline, up to 134’ AGL/616’ 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.**

**Tree 1715’ from DER, 959’ right of centerline, 54’ AGL/860’ MSL.**

**Trees beginning 1846’ from DER, 407’ right of centerline, up to 64’ AGL/870’ MSL.**

**Building 2374’ from DER, 1054’ right of centerline, 110’ AGL/916’ MSL.**

**Building, tree, wind indicator beginning 2417’ from DER, 109’ right of centerline, up to 121’ AGL/927’ MSL.**

**Rwy 18,** tree 2786’ from DER, 150’ left of centerline, 876’ MSL.

**Rwy 25,** fence, vegetation beginning 26’ from DER, 141’ left of centerline, up to 6’ AGL/799’ MSL.

**Wall, pole beginning 154’ from DER, 48’ left of centerline, up to 10’ AGL/816’ MSL.**

**Tree, road with vehicles, 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,** lighted structures beginning 9’ from DER, left and right of centerline, up to 3’ AGL/800’ MSL.

**Fence and trees beginning 152’ from DER, 521’ right of centerline, up to 42’ AGL/842’ MSL.**

**Railroad 834’ from DER, 582’ right of centerline, 23’ AGL/820’ MSL.**

**Trees beginning 927’ from DER, 499’ left of centerline, 40’ AGL/836’ MSL.**

**Rwy 9,** lighted structures beginning 11’ from DER, left and right of centerline, up to 2’ AGL/794’ MSL.

**Wall, pole beginning 442’ from DER, 28’ AGL/820’ MSL.**

**Pole 380’ from DER, 505’ right of centerline, 32’ AGL/822’ MSL.**

**Tower 3124’ from DER, 1109’ left of centerline, 111’ AGL/910’ MSL.**

**Rwy 14,** lighted structures beginning 9’ from DER, left and right of centerline, up 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, left and right of centerline, up to 2’ AGL/815’ MSL.

**Fences beginning 28’ from DER, 470’ right of centerline, up to 6’ AGL/804’ MSL.**

**Tower 194’ from DER, 523’ left of centerline, 19’ AGL/809’ MSL.**

**Obstruction light 370’ from DER, 230’ left of centerline, 14’ AGL/812’ MSL.**

**Trees beginning 3587’ from DER, left and right of centerline, up to 104’ AGL/910’ MSL.**

**Rwy 32,** lighted structures beginning 9’ from DER, left and right of centerline, up to 2’ AGL/803’ MSL.

**Trees beginning 3672’ from DER, 611’ left of centerline, up to 100’ AGL/901’ MSL.**
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 213° CW to 265° 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 213° CW to 265° from DER or climb on heading between 250° CW to 312° 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 100’ AGL/929’ MSL.
Trees, buildings, power poles, hanger, terminal, light pole and flag pole beginning 330’ from DER, 25’ left of centerline, up to 128’ AGL/936’ MSL.

Rwy 23, power poles, light poles, trees, building, house and shed beginning 469’ from DER, 6’ right of centerline, up to 82’ AGL/936’ MSL.
Trees, houses and light poles beginning 193’ from DER, 43’ left of centerline, up to 81’ AGL/906’ MSL.

FORTWAYNE, 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 213° CW to 265° 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 213° CW to 265° from DER or climb on heading between 250° CW to 312° 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 100’ AGL/929’ MSL.
Trees, buildings, power poles, hanger, terminal, light pole and flag pole beginning 330’ from DER, 25’ left of centerline, up to 128’ AGL/936’ MSL.

Rwy 23, power poles, light poles, trees, building, house and shed beginning 469’ from DER, 6’ right of centerline, up to 82’ AGL/936’ MSL.
Trees, houses and light poles beginning 193’ from DER, 43’ left of centerline, up to 81’ AGL/906’ 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, 342’ left of centerline, up to 100’ AGL/859’ MSL.
Trees beginning 379’ from DER, 444’ right of centerline, up to 64’ AGL/806’ MSL.
Building 2’ from DER, 500’ left of centerline, 8’ AGL/758’ MSL.
Building 262’ from DER, 523’ right of centerline, 34’ AGL/776’ MSL.
Silo 292’ from DER, 376’ right of centerline, 36’ AGL/778’ MSL.
Pole 898’ from DER, 413’ right of centerline, 39’ AGL/778’ MSL.
Power pole 961’ from DER, 562’ right of centerline, 48’ AGL/790’ MSL.

FRANKFORT, IN
FRANKFORT 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, 10’ AGL/867’ MSL.
Roads 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/867’ MSL.

FREMONNT, OH
FREMONNT (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, 1268’ 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.

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 beginning 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 438’ from DER, 267’ left of centerline, up to 100’ AGL/669’ MSL.
- Train and power lines 0’ from DER, 351’ left of centerline, up to 30’ AGL/1252’ MSL.
- Trees beginning 341’ from DER, right and left of centerline, up to 50’ AGL/1279’ MSL.

GALLIPOLIS, OH
GALLIA-MEIGS RGNL (GAS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 20JUN19 (19171) (FAA)
TAKEOFF OBSTACLE NOTES:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

GARY, IN
GARY/CHICAGO INTL (GYY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 25JUN15 (15176) (FAA)
TAKEOFF MINIMUMS:
Rwy 20, 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, buildings and vehicles on road beginning 554' from DER, 264' right of centerline, up to 26' AGL/617' MSL.
Tower 3432' from DER, 1129' 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 236' AGL/823' MSL.

GEORGETOWN, OH
BROWN COUNTY (GEO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 26AUG10 (10238) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, vehicle on road beginning 430' from DER, 116' right of centerline, up to 15' AGL/974' MSL.
Vehicle on road beginning 400' from DER, 155' left of centerline, up to 15' AGL/974' MSL.
Rwy 36, trees 328' from DER, 232' right of centerline, up to 100' AGL/1059' MSL.
Trees 301' from DER, 452' left of centerline, up to 100' AGL/1069' MSL.

GOSHEN, IN
GOSHEN MUNI (GSH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 24MAY18 (18144) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, post 42' from DER, 251' right of centerline, 12' AGL/831' MSL.
Pole 1030' from DER, 619' right of centerline, 37' AGL/862' MSL.
Pole 986' from DER, 465' left of centerline, 30' AGL/855' MSL.
Trees beginning 2493' from DER, 515' left of centerline, up to 100' AGL/964' MSL.
Rwy 27, trees beginning 2173' from DER, 210' right of centerline, up to 100' AGL/914' MSL.
Trees beginning 2072' from DER, 124' left of centerline, up to 100' AGL/914' MSL.

GREENCastle, IN
PUTNAM COUNTY RGNL (GPC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JAN17 (17005) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, grd 91' from DER, 299' left of centerline, 817' MSL.
Fence 113' from DER, 306' left of centerline, 3' AGL/822' MSL.
Fence 199' from DER, 307' left of centerline, 7' AGL/825' MSL.
Trees, poles, and bldgs beginning 538' from DER, 373' right of centerline, up to 873' MSL.
Tree 997' from DER, 266' left of centerline, 855' MSL.
Tree 1015' from DER, 360' left of centerline, 859' MSL.
Tree 2728' from DER, 1049' right of centerline, 894' MSL.
Rwy 36, grd 4' from DER, 486' right of centerline, 850' MSL.
Trees beginning 656' from DER, 596' right of centerline, up to 910' MSL.
Trees and bldg beginning 1269' from DER, 206' right of centerline, up to 912' MSL.
Trees, spire, and bldg beginning 1861' from DER, 217' right of centerline, up to 67' AGL/918' MSL.
Tree 1862' from DER, 535' left of centerline, 42' AGL/889' MSL.
Trees beginning 2277' 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
ORIG 11 JUL 24 (24193) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 300-1
TAKEOFF OBSTACLE NOTES:
Rwy 1, tree 416' from DER, 598' left of centerline, 950' MSL.
Tree 428' from DER, 487' left of centerline, 964' MSL.
Utility building 1360' from DER, 122' AGL/1035' MSL.
Elevators beginning 1443' from DER, 1018' MSL.
Rwy 19, tree 131' from DER, 487' right of centerline, 961' MSL.
Trees beginning 280' from DER, 944' MSL.
Trees beginning 498' from DER, 992' MSL.
Tree 799' from DER, 986' MSL.
Trees beginning 324' from DER, 989' MSL.
Trees beginning 2401' from DER, 993' MSL.

GRIFFITH, IN
GRIFFITH-MERRILLVILLE (05C)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4B 07 OCT 21 (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 307' from DER, 514' left of centerline, 44' AGL/675' MSL.
Tree, vehicles on road beginning 432' from DER, 169' left of centerline, up to 695' MSL.
Trees beginning 444' from DER, 6' right of centerline, up to 708' MSL.
Pole, building beginning 454' from DER, 191' left of centerline, up to 75' AGL/704' MSL.
Tree, pole beginning 831' from DER, 7' left of centerline, up to 712' MSL.
Trees beginning 1055' from DER, 5' right of centerline, up to 709' MSL.
Trees beginning 1980' from DER, 58' left of centerline, up to 717' MSL.
Tree 2967' from DER, 388' right of centerline, 714' MSL.
Trees beginning 3166' from DER, 259' left of centerline, up to 718' MSL.
Trees beginning 3288' from DER, 153' left of centerline, up to 724' MSL.
Tree 3747' from DER, 284' left of centerline, 726' MSL.
Tower 4136' from DER, 1383' left of centerline, 257' AGL/896' MSL.
Tower 4426' from DER, 1293' left of centerline, 148' AGL/791' MSL.
Rwy 26, vegetation 164' from DER, 471' left of centerline, 653' MSL.
Building 192' from DER, 156' right of centerline.
Pole, tree beginning 155' from DER, 277' right of centerline, 641' MSL.
Tree 964' from DER, 416' right of centerline, 667' MSL.

HAMILTON, OH
BUTLER COUNTY RGNL/HOGAN FLD (HAO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 03 JAN 19 (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, tree beginning 1590' from DER, 21' left of centerline, up to 75' AGL/713' MSL.
Trees beginning 1613' from DER, 93' right of centerline, up to 710' MSL.
Trees beginning 1739' from DER, 25' left of centerline, up to 723' MSL.
Trees beginning 1826' from DER, 60' right of centerline, up to 716' MSL.
Trees beginning 1920' from DER, 68' right of centerline, up to 717' MSL.
Trees beginning 2144' from DER, 12' right of centerline, up to 739' MSL.
Tree 3205' from DER, 716' left of centerline, 725' MSL.

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

CON’T

EC-2, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HAMILTON, OH (CON’T)

BUTLER COUNTY RGNL/HOGAN FLD (HAO) (CON’T)

Rwy 29 (CON’T), tree 1123’ from DER, 722’ left of centerline, 698’ MSL.
Tree 1395’ from DER, 758’ left of centerline, 702’ MSL.
Vehicle on road, trees beginning 1946’ from DER, 243’ right of centerline, up to 703’ MSL.
Pole 2217’ from DER, 422’ right of centerline, 22’ AGL/721’ MSL.
Tree, building beginning 2243’ from DER, 370’ right of centerline, up to 782’ MSL.
Tree 2580’ from DER, 289’ left of centerline, 705’ MSL.
Trees beginning 2595’ from DER, 104’ right of centerline, up to 788’ MSL.
Trees beginning 2667’ from DER, 57’ left of centerline, up to 723’ MSL.
Trees beginning 3548’ from DER, 241’ right of centerline, up to 814’ MSL.

HARRISON, OH

CINCINNATI WEST (I67)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A  08OCT20  (20282)  (FAA)

TAKEOFF MINIMUMS:
Rwy 1, 500-3 or std. w/min. climb of 385’ per NM to 1200.
Rwy 19, 500-3 or std. w/ min. climb of 253’ per NM to 1300.

TAKEOFF OBSTACLE NOTES:
Rwy 1, multiple trees beginning 5364’ from DER, 180’ right of centerline, up to 100’ AGL/915’ MSL.
Multiple trees beginning 5596’ from DER, 1180’ left of centerline up to 100’ AGL/909’ MSL.
Multiple trees beginning 1.5 NM from DER, 2293’ left of centerline, up to 200’ AGL/849’ MSL.

HILLSBORO, OH

HIGHLAND COUNTY (HOC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4  19JUL18  (18200)  (FAA)

TAKEOFF MINIMUMS:
Rwy 5, 300-1¾ or std. w/ min. climb of 285’ per NM to 1300.

DEPARTURE PROCEDURES:
Rwy 23, climb on heading 234° to 1600 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 20’ from DER, 40’ left of centerline, up to 1023’ MSL.
Fence 105’ from DER, 326’ right of centerline, 9’ AGL/952’ MSL.
Trees beginning 145’ from DER, 13’ right of centerline, up to 1023’ MSL.
Tree 4652’ from DER, 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 4648’ 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.

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 4648’ 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.

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

HUNTINGBURG, IN (CON’T)
HUNTINGBURG (HNB) (CON’T)

Rwy 27 (CON’T), 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.

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, 509’ right of centerline, 872’ MSL.

Rwy 28,
tree 112’ from DER, 498’ left of centerline, 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.

Pole, tree beginning 456’ from DER, 31’ right of centerline, up to 41’ AGL/846’ MSL.

Tree, pole beginning 832’ from DER, 2’ right of centerline, up to 851’ MSL.

Tree 2727’ from DER, 816’ right of centerline, 900’ MSL.

INDIANAPOLIS, IN
EAGLE CREEK AIRPARK (EYE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31MAR16 (16091) (FAA)

DEPARTURE PROCEDURE:
Rwy 3,
climb heading 031° to 2100 before turning on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3,
pole 507’ from DER, 631’ left of centerline, 38’ AGL/860’ MSL.

Building 859’ from DER, 524’ right of centerline, 35’ AGL/851’ MSL.

Trees beginning 2015’ from DER, 583’ left of centerline, up to 87’ AGL/904’ MSL.

Rwy 21,
airport beacon 10’ from DER, 464’ left of centerline, 54’ AGL/887’ MSL.

Pole 167’ from DER, 385’ left of centerline, 33’ AGL/848’ MSL.

Vehicles on road 310’ from DER, right and left of centerline, up to 15’ AGL/833’ MSL.

Building 363’ from DER, 258’ left of centerline, 14’ AGL/828’ MSL.

Trees beginning 677’ from DER, 267’ right of centerline, up to 89’ AGL/901’ MSL.

Poles and power lines beginning 699’ from DER, 451’ left of centerline, up to 38’ AGL/849’ MSL.

Trees beginning 1623’ from DER, 57’ left of centerline, up to 90’ AGL/890’ MSL.

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/949’ MSL.

Rwy 36,
trees 1302’ from DER, 648’ right of centerline, 100’ AGL/1009’ MSL.

Tree 3529’ from DER, 788’ right of centerline, 100’ AGL/1009’ MSL.

Tree 5244’ from DER, 1005’ left of centerline, 100’ AGL/1029’ MSL.

INDIANAPOLIS 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’ right of centerline, up to 955’ MSL, pole 1203’ from DER, 776’ right of centerline, 959’ MSL.

CONT
INDIANAPOLIS, IN (CON’T)

INDIANAPOLIS EXEC (TYQ) (CON’T)

Rwy 36 (CON’T), trees beginning 1242’ from DER, 55’ left of centerline, up to 974’ MSL.
Trees beginning 1256’ from DER, 320’ right of centerline, up to 974’ MSL.
Trees beginning 1963’ from DER, 779’ left of centerline, up to 977’ MSL.
Trees beginning 2024’ from DER, 22’ 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.
Tree 2880’ from DER, 88’ left of centerline, 74’ AGL/1000’ MSL.
Trees beginning 2887’ from DER, 21’ left of centerline, up to 98’ 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/1001’ 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 126’ AGL/1036’ MSL.
Trees beginning 3755’ from DER, 9’ left of centerline, up to 1034’ MSL.

INDIANAPOLIS METRO (UMP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4  16MAY24  (24137)  (FAA)

DEPARTURE PROCEDURE:
Rwy 33, trees beginning 666’ from DER, 108’ left of centerline, up to 865’ MSL.
Tree 852’ from DER, 605’ right of centerline, 810’ MSL.
Tree 1080’ from DER, 635’ right of centerline, 830’ MSL.
Tree 1199’ from DER, 486’ right of centerline, 842’ MSL.
Trees beginning 1210’ from DER, 365’ right of centerline, up to 859’ 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.

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

INDIANAPOLIS, IN (CON’T)

TAKEOFF MINIMUMS (MQJ) (CON’T)

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 1303’ 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.

INDY SOUTH GREENWOOD (HFY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 01FEB18 (18032) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 1, poles beginning 7’ from DER, 224’ left of centerline, up to 17’ AGL/835’ MSL.

Tree 41’ from DER, 364’ right of centerline, 26’ AGL/846’ MSL.

Building 105’ from DER, 495’ right of centerline, 27’ AGL/848’ MSL.

Building 430’ from DER, 603’ left of centerline, 37’ AGL/857’ MSL.

Building, tree, pole beginning 458’ from DER, 378’ right of centerline, up to 40’ AGL/858’ MSL.

Building, pole beginning 463’ from DER, 562’ left of centerline, up to 39’ AGL/859’ MSL.

Building, pole, tree beginning 506’ from DER, 470’ left of centerline, up to 45’ AGL/865’ MSL.

Pole 671’ from DER, 464’ right of centerline, 51’ AGL/868’ MSL.

Tree, pole, traverse way, sign, building, tree beginning 690’ from DER, 245’ right of centerline, up to 53’ AGL/872’ MSL.

Transmission line, pole beginning 1555’ from DER, 659’ right of centerline, up to 70’ AGL/893’ MSL.

Trees beginning 1917’ from DER, 321’ left of centerline, up to 90’ AGL/899’ MSL.

Trees beginning 2026’ from DER, 328’ left of centerline, up to 103’ AGL/907’ MSL.

Tree, transmission line beginning 2328’ from DER, 795’ right of centerline, up to 76’ AGL/894’ MSL.

Tree, transmission line beginning 2463’ from DER, 376’ right of centerline, up to 77’ AGL/898’ MSL.

Building 5365’ from DER, 1405’ right of centerline, 135’ AGL/957’ MSL.

Rwy 19, terrain 2’ from DER, 496’ left of centerline, 824’ MSL.

Fence 12’ from DER, 490’ right of centerline, 4’ AGL/826’ MSL.

Tree 212’ from DER, 549’ left of centerline, 52’ AGL/873’ MSL.

Tree 543’ from DER, 417’ right of centerline, 18’ AGL/845’ MSL.

Tree, building beginning 564’ from DER, 612’ left of centerline, up to 62’ AGL/884’ MSL.

Tree 638’ from DER, 402’ right of centerline, 20’ AGL/849’ MSL.

Tree 752’ from DER, 383’ right of centerline, 24’ AGL/852’ MSL.

Trees beginning 782’ from DER, 65’ right of centerline, up to 41’ AGL/868’ MSL.

Tree, pole beginning 953’ from DER, 9’ left of centerline, up to 62’ AGL/898’ MSL.

Tree, pole beginning 955’ from DER, 145’ right of centerline, up to 69’ AGL/896’ MSL.

Trees beginning 1487’ from DER, 83’ right of centerline, up to 78’ AGL/902’ MSL.

Trees beginning 1561’ from DER, 25’ right of centerline, up to 76’ AGL/904’ MSL.

Trees beginning 2035’ from DER, 270’ right of centerline, up to 87’ AGL/908’ MSL.

Trees beginning 2161’ from DER, 634’ left of centerline, up to 76’ AGL/908’ MSL.

Trees beginning 2705’ from DER, 156’ left of centerline, up to 80’ AGL/916’ MSL.

Trees beginning 2730’ from DER, 248’ right of centerline, up to 98’ AGL/923’ MSL.

Tree 3079’ from DER, 1113’ left of centerline, 60’ AGL/918’ MSL.

Trees beginning 3080’ from DER, 181’ left of centerline, up to 64’ AGL/921’ MSL.

Trees beginning 3246’ from DER, 131’ left of centerline, up to 72’ AGL/923’ MSL.

Tree 4071’ from DER, 127’ left of centerline, 79’ AGL/944’ MSL.

JACKSON, OH

JAMES A RHODES (JRO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1%.

Rwy 19, 300-1%.

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

Trees beginning 4074’ from DER, 434’ left of centerline, 51’ AGL/869’ 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.

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

JACKSON, OH (CON’T)

JAMES A RHODES (JRO) (CON’T)

Trees, beginning 2800' from DER, 12' right of centerline, up to 105' AGL/965' MSL.

Trees, beginning 4077' from DER, 12' right of centerline, up to 105' AGL/965' MSL.

Trees, beginning 3927' from DER, 146' right of centerline, up to 102' AGL/962' MSL.

Trees, beginning 3747' from DER, 188' right of centerline, up to 124' AGL/944' MSL.

Trees, beginning 3642' from DER, 193' right of centerline, up to 113' AGL/942' MSL.

Trees, beginning 3576' from DER, 175' right of centerline, up to 113' AGL/940' MSL.

Trees, beginning 3370' from DER, 175' right of centerline, up to 113' AGL/940' MSL.

Trees, beginning 3272' from DER, 275' right of centerline, up to 99' AGL/889' MSL.

Trees, beginning 3179' from DER, 183' right of centerline, up to 98' AGL/893' MSL.

Trees, beginning 3067' from DER, 186' right of centerline, up to 110' AGL/890' MSL.

Trees, pole, beginning 2843' from DER, 27' left of centerline, up to 93' AGL/883' MSL.

Trees, beginning 2817' from DER, 64' left of centerline, up to 78' AGL/870' MSL.

Trees, beginning 2864' from DER, 64' right of centerline, up to 82' AGL/872' MSL.

Trees, pole, building, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, transmission line, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.

Trees, pole, building, sign, tower, beginning 2721' from DER, 106' left of centerline, up to 86' AGL/899' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

**JEFFERSONVILLE, IN**

CLARK RGNL (JVV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13SEP18 (18256) (FAA)

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.

Tree 73' from DER, 286' left of centerline, 529' MSL.

Tree 123' from DER, 377' left of centerline, 540' MSL.

Tree and pole beginning 126' from DER, 29' left of centerline, up to 92' AGL/553' MSL.

Tree 205' from DER, 176' right of centerline, 21' AGL/468' MSL.

Tree 248' from DER, 179' right of centerline, 23' AGL/470' MSL.

Trees beginning 373' from DER, 41' right of centerline, up to 41' AGL/491' MSL.

Trees beginning 397' from DER, 129' right of centerline, up to 51' AGL/503' MSL.

Trees beginning 420' from DER, 22' right of centerline, up to 506' MSL.

Tree 563' from DER, 266' right of centerline, 518' MSL.

Trees beginning 565' from DER, 422' right of centerline, up to 526' MSL.

Trees beginning 596' from DER, 175' right of centerline, up to 100' AGL/536' MSL.

Catenary, tree and pole beginning 1815' from DER, 252' left of centerline, up to 563' MSL.

Tree 1693' from DER, 858' right of centerline, 537' MSL.

Tree 1793' from DER, 790' right of centerline, 550' MSL.

Trees beginning 1884' from DER, 732' right of centerline, up to 551' MSL.

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

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

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

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

Tree and catenary beginning 2388' from DER, 321' right of centerline, up to 558' MSL.

Catenary and tree beginning 2507' from DER, 165' left of centerline, up to 807' MSL.

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

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

Catenary 3763' from DER, 202' right of centerline, 95' AGL/590' MSL.

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

Antenna 1.5 NM from DER, 1335' left of centerline, 171' AGL/730' MSL.

Rwy 18, tree 262' from DER, 523' left of centerline, 50' AGL/490' MSL.

Tree 301' from DER, 515' right of centerline, 53' AGL/492' MSL.

Trees beginning 320' from DER, 475' right of centerline, up to 496' MSL.

Tree 369' from DER, 543' left of centerline, 493' MSL.

Tree and building beginning 545' from DER, 94' right of centerline, up to 508' MSL.

Trees beginning 559' from DER, 105' left of centerline, up to 512' MSL.

Trees beginning 1223' from DER, 691' left of centerline, up to 526' MSL.

Trees beginning 1375' from DER, 791' left of centerline, up to 90' AGL/538' MSL.

Tree 1716' from DER, 777' left of centerline, 545' MSL.

Tree and tank beginning 1720' from DER, 29' right of centerline, up to 96' AGL/559' MSL.

Trees beginning 1778' from DER, 746' left of centerline, up to 552 MSL.

Trees beginning 1946' from DER, 676' left of centerline, up to 559 MSL.

Trees beginning 2254' from DER, 164' left of centerline, up to 563' MSL.

Trees beginning 3221' from DER, 678' right of centerline, up to 562' MSL.

Trees beginning 3833' from DER, 303' left of centerline, up to 86' AGL/570' MSL.

Catenary and transmission line beginning 4274' from DER, 564' left of centerline, up to 603' MSL.

Catenary and transmission line beginning 4976' from DER, 254' left of centerline, up to 125' AGL/610' MSL.

Catenary 5675' from DER, 681' right of centerline, 606' MSL.

CONT
JEFFERSONVILLE, IN (CON’T)

CLARK RGNL (JVY) (CON’T)

Rwy 32, sign 19’ from DER, 87’ left of centerline, 8’ AGL/474’ MSL.
Tree 40’ from DER, 419’ right of centerline, 87’ AGL/542’ MSL.
Tree 145’ from DER, 447’ right of centerline, 101’ AGL/557’ MSL.
Tree, pole and building beginning 192’ from DER, 12’ right of centerline, up to 91’ AGL/546’ MSL.
Tree, pole and traverse way beginning 386’ from DER, 8’ left of centerline, up to 70’ AGL/531’ MSL.
Trees beginning 1054’ from DER, 9’ right of centerline, up to 101’ AGL/560’ MSL.
Tree 1638’ from DER, 744’ left of centerline, 534’ MSL.
Trees beginning 1848’ from DER, 608’ left of centerline, up to 541’ MSL.
Trees beginning 1819’ from DER, 518’ left of centerline, up to 542’ MSL.
Trees beginning 2052’ from DER, 11’ left of centerline, up to 101’ AGL/569’ MSL.
Tree 2824’ from DER, 1250’ left of centerline, 575’ MSL.
Trees beginning 3038’ from DER, 1195’ left of centerline, up to 576’ MSL.
Trees beginning 3296’ from DER, 895’ right of centerline, up to 567’ MSL.
Trees beginning 3501’ from DER, 821’ right of centerline, up to 582’ MSL.
Trees beginning 3880’ from DER, 563’ right 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.
Tree 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’ left of centerline, up to 548’ MSL.
Trees beginning 2148’ from DER, 821’ left of centerline, up to 542’ 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 3309’ from DER, 1296’ right of centerline, 552’ MSL.
Tree 3655’ 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, 325’ left of centerline, up to 42’ AGL/1144’ MSL.
Trees and a building beginning 61’ from DER, 412’ from centerline, up to 81’ AGL/1185’ MSL.
Trees beginning 1240’ from DER, left and right of centerline, up to 109’ AGL/1218’ MSL.

KENTLAND, IN

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

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 28' AGL/1027' MSL.
Sign 103' from DER, 204' right of centerline, 8' AGL/1012' MSL.
Trees beginning 877' from DER, left and right of centerline, up to 103' AGL/1093' MSL.
Rwy 22, trees and buildings beginning 7' from DER, 484' left of centerline, up to 77' AGL/1103' MSL.
Trees beginning 179' from DER, 51' right of centerline, up to 108' AGL/1122' MSL.
Trees beginning 1345' from DER, left and right of centerline, up to 119' AGL/1158' MSL.

KNOX, IN
STARKE COUNTY (OXI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)
TAKEOFF MINIMUMS:
Rwys 9, 27, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 36, tree 1234' from DER, 477' left of centerline, 35' AGL/715' MSL.
Rwy 18, trees beginning 2442' from DER, 135' right of centerline, up to 86' AGL/769' MSL.

KOKOMO, IN
KOKOMO MUNI (OKK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 23JUN16 (16175) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, sign 20' from DER, 210' left of centerline, 3' AGL/821' MSL.
Trees beginning 501' from DER, 361' right of centerline, up to 57' AGL/870' MSL.
Tree 640' from DER, 466' left of centerline, 20' AGL/835' MSL.
Pole 642' from DER, 653' left of centerline, 843' MSL.
Buildings beginning 908' from DER, 706' left of centerline, up to 37' AGL/856' MSL.
Pole 971' from DER, 610' left of centerline, up to 39' AGL/858' MSL.
Trees, poles beginning 1042' from DER, 609' left of centerline, up to 48' AGL/870' MSL.
Elevator 1835' from DER, 361' right of centerline, 41' AGL/867' MSL.
Trees beginning 3730' from DER, 1373' left of centerline, up to 928' MSL.
Trees beginning 3747' from DER, 1245' left of centerline, up to 936' MSL.

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.

24193
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LAFAYETTE, IN
PURDUE UNIVERSITY (LAF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:
Rwy 5, 300-1¼ or std w/min climb of 342'/NM to 1000.
Rwy 23, 400-2½ 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, terrain beginning 227' from DER, 227' right 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.
Transmission line, 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.
Trees, 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.
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.
Trees, 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, 256' right of centerline, 66' AGL/663' 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, buildings 1755' from DER, 765' right of centerline, up to 669' MSL.
Trees beginning 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 1517’ from DER, 647’ right of centerline, up to 56’ AGL/927’ MSL.
Trees beginning 1617’ from DER, 509’ left of centerline, up to 89’ AGL/974’ MSL.
Trees beginning 2131’ from DER, 460’ right of centerline, up to 74’ AGL/945’ MSL.
Trees beginning 5480’ from DER, 173’ right of centerline, up to 76’ AGL/1037’ MSL.
Trees beginning 1.1 NM from DER, 724’ left of centerline, up to 84’ AGL/1061’ MSL.
Tree 1.9 NM from DER, 1990’ right of centerline, 100’ AGL/1259’ MSL.
Rwy 28, trees beginning 738’ from DER, 315’ left of centerline, up to 77’ AGL/912’ MSL.
Trees 1509’ from DER, 370’ 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 77’ 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.
Tree 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.
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.

LORAIN/ELYRIA, OH
LORAIN COUNTY RGNL (LPR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 24MAY18 (18144) (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 7, terrain beginning 21' from DER, 83' left of centerline, up to 801' MSL.
Terrain 180' from DER, 288' right of centerline, 794' MSL.
Terrain beginning 229' from DER, 261' left of centerline, up to 804' MSL.
Terrain 308' from DER, 13' right of centerline, 801' MSL.
Trees beginning 839' from DER, 520' left of centerline, up to 832' MSL.
Tree 972' from DER, 294' right of centerline, 823' MSL.
Trees beginning 1181' from DER, 52' left of centerline, up to 836' MSL.
Tree 1294' from DER, 538' right of centerline, 847' MSL.
Tree 1852' from DER, 431' right of centerline, 861' MSL.
Tree 1875' from DER, 653' right of centerline, 865' MSL.

MADISON, IN
MADISON MUNI (IMS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 31JUL08 (08213) (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicle on road 625' from DER, on centerline, 15' AGL/844' MSL.
Antenna on building and trees beginning 170' from DER, 432' left of centerline, up to 85' AGL/904' MSL.
Poles and trees beginning 526' from DER, 64' right of centerline, up to 130' AGL/959' MSL.

MANSFIELD, OH
MANSFIELD LAHM RGNL (MFD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12MAR09 (09071) (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 5, trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL.
Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL.
Rwy 32, trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.
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.
Tree 534' from DER, 612' left of centerline, 890' MSL.

Terrain beginning 68' from DER, 412' right of centerline, up to 856' 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.

**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**, 533' 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**, beginning 61' from DER, 242' left of centerline, 11' AGL/864' MSL.

**Pole, vehicle on traverse way**, 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)
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:
Rwy 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.
  Trees, 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, up to 52' AGL/1022' MSL.
  Tree 42' from DER, 471' right of centerline, 1027' MSL.
Buildings, tree, pole beginning 56' from DER, 396' right of centerline, up to 30' AGL/1037' MSL.
Pole 218' from DER, 337' left of centerline, 33' AGL/1034' MSL.
  Trees beginning 458' from DER, 526' right of centerline, up to 63' AGL/1066' 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:
Rwy 1, vehicle on road 534' from DER, on centerline 15' AGL/1214' MSL.
  Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL.
  Trees beginning at DER, 112' left 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.
  Vehicle on road 501' from DER, on centerline, 15' AGL/1184' MSL.

MICHIGAN CITY, IN
MICHIGAN CITY MUNI-PHILLIPS FLD (MGC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 07SEP23 (23250) (FAA)
DEPARTURE PROCEDURE:
Rwy 20, climb on heading 203° to 1200 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 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.
  Pole, tree 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.
  Trees 615' from DER, 380' right of centerline, 711' MSL.
  Trees, antenna beginning 641' 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.
  Trees beginning 1778' from DER, on centerline, up to 101' AGL/742' MSL.
  Trees 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.
Trees beginning 328’ from DER, 39’ left of centerline, up to 707’ MSL.
Tree 1564’ from DER, 582’ right of centerline, 729’ MSL.
Trees beginning 1641’ from DER, 199’ right of centerline, up to 749’ MSL.
Trees beginning 1699’ from DER, 8’ left of centerline, up to 741’ MSL.
Trees beginning 1732’ from DER, 23’ right of centerline, up to 763’ MSL.
Trees beginning 1847’ from DER, 109’ left of centerline, up to 764’ MSL.
Trees beginning 2054’ from DER, 11’ right of centerline, up to 764’ MSL.
Trees beginning 2085’ from DER, 43’ left of centerline, up to 766’ MSL.
Trees beginning 2286’ from DER, 59’ left of centerline, up to 769’ MSL.
Trees beginning 2359’ from DER, 27’ left of centerline, up to 770’ MSL.
Trees beginning 2473’ from DER, 1’ right of centerline, up to 768’ 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 335’ from DER, 671’ left of centerline, 100’ AGL/1249’ MSL.
Rwy 29, railroad 349’ from DER, 521’ left of centerline, 23’ AGL/1212’ MSL.
Multiple buildings 993’ from DER, 294’ right of centerline, 40’ AGL/1239’ MSL.
Trees 1875’ from DER, 791’ right of centerline, 100’ AGL/1319’ MSL.
Tank 2251’ from DER, 791’ right of centerline, 100’ AGL/1319’ 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.
TAKEOFF OBSTACLE NOTES:
Rwy 5, climb heading 053° to 1500’ before proceeding on course.
Rwy 23, climb heading 233° to 1300’ before proceeding on course.

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.
Trees and poles beginning 1220’ from DER, 158’ right of centerline, up to 100’ AGL/1315’ MSL.
Trees and buildings beginning 1116’ from DER, 272’ left of centerline, up to 100’ AGL/1337’ MSL.
EC-2, 11 JUL 2024 to 05 SEP 2024
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.
Tree 1932' from DER, 817' right of centerline, 91' AGL/1176' MSL.
Trees beginning 1951' from DER, 571' right of centerline, up to 93' AGL/1190' MSL.
Rwy 28, pole, traverse way beginning 160' from DER, 464' right of centerline, up to 30' AGL/1101' MSL.
Pole beginning 346' from DER, 461' right of centerline, up to 32' AGL/1105' MSL.
Pole 444' from DER, 462' right of centerline, 35' AGL/1107' MSL.

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

NEW PHILADELPHIA, OH
HARRY CLEVER 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/950' MSL.
Rising terrain and trees beginning 320' from DER, 37' left of centerline, up to 100' AGL/1319' MSL.
Siren 383' from DER, 584' left of centerline, 81' AGL/940' MSL.
Tower 3659' from DER, 9' left of centerline, 124' AGL/983' MSL.
Vehicle on road beginning 78' from DER, 45' right of centerline, up to 15' AGL/904' MSL.
Trees beginning 79' from DER, 13' right of centerline, up to 100' AGL/972' MSL.
Poles beginning 678' from DER, 3' right of centerline, up to 61' AGL/920' MSL.
Rwy 33, trees beginning 41' from DER, 64' left of centerline, up to 100' AGL/965' MSL.
Vehicle on road beginning 108' from DER, 26' left of centerline, up to 15' AGL/914' MSL.
Headstone 142' from DER, 272' left of centerline, 6' AGL/900' MSL.
Building 167' from DER, 511' left of centerline, 34' AGL/928' MSL.
OL on pole 261' from DER, 213' left of centerline, 37' AGL/931' MSL.
Vehicle on road beginning 12' from DER, 28' right of centerline, up to 15' AGL/914' MSL.
Rising terrain and trees beginning 36' from DER, 22' right of centerline, up to 100' AGL/984' MSL.
Fence 83' from DER, 217' right of centerline, 6' AGL/900' MSL.
Poles beginning 502' from DER, 368' right of centerline, up to 28' AGL/924' MSL.
Tower 2.6 NM from DER, 210' right of centerline, 406' AGL/1319' MSL.

NEWARK, OH
NEWARK-HEATH (VTA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  20JUN19  (19171)  (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 600-3 w/min. climb of 225' per NM to 1700 or std. w/min climb of 300' per NM to 1600 or 1000-3 for VCOA.
Rwy 27, 400-2½ or std. w/min. climb of 220' per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 9, climb heading 093° to 1700 before proceeding on course.
Rwy 27, climb on heading 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, OH (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 95’ 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 265’ from DER, 283’ right of centerline, 949’ MSL.
Trees beginning 2741’ from DER, 473’ right of centerline, up to 953’ MSL.
Tree 4800’ from DER, 1713’ right of centerline, 1005’ MSL.
Trees beginning 4884’ from DER, 1409’ right of centerline, up to 1008’ MSL.
Trees, buildings beginning 5018’ from DER, 1522’ right of centerline, up to 1018’ MSL.
Trees, building beginning 5164’ from DER, 1437’ right of centerline, up to 1032’ MSL.
Trees, buildings beginning 5288’ from DER, 1367’ right of centerline, up to 1041’ MSL.
Trees, building beginning 5679’ from DER, 1429’ right of centerline, up to 1055’ MSL.
Trees beginning 5909’ from DER, 1352’ right of centerline, up to 1058’ MSL.
Tree 1 NM from DER, 1488’ right of centerline, 1065’ MSL.
Trees, building beginning 1 NM from DER, 1429’ right of centerline, up to 1076’ MSL.
Trees beginning 1 NM from DER, 1430’ right of centerline, up to 1101’ MSL.
Trees beginning 1 NM from DER, 1834’ right of centerline, up to 1110’ MSL.
Trees beginning 1.1 NM from DER, 1580’ right of centerline, up to 69’ AGL/1118’ MSL.
Tree 2058’ from DER, 1132’ right of centerline, 1130’ MSL.
Trees beginning 1.3 NM from DER, 252’ 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 360’ left of centerline, 1394’ MSL.
Tower 360’ left of centerline, 1394’ MSL.

Rwy 27, terrain 2’ from DER, 251’ right of centerline, 864’ MSL.
Terrain 11’ from DER, 486’ right of centerline, 866’ 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 897’ 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, 992’ 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 3889’ from DER, 1424’ left of centerline, 992’ MSL.
Tree 3984’ from DER, 1537’ left of centerline, 994’ MSL.
Trees beginning 4015’ from DER, 1135’ right of centerline, up to 1003’ MSL.
Trees beginning 4020’ from DER, 1325’ left of centerline, up to 998’ MSL.
Trees beginning 4550’ from DER, 755’ left of centerline, up to 1009’ MSL.
Tree 4839’ from DER, 915’ left of centerline, 1011’ MSL.
Trees beginning 4835’ from DER, 634’ left of centerline, up to 1021’ MSL.
Trees beginning 4982’ from DER, 966’ left of centerline, up to 1029’ MSL.
Tree 1.3 NM from DER, 1932’ right of centerline, 1094’ MSL.
Tree 1.3 NM from DER, 2173’ right of centerline, 1099’ MSL.
Trees beginning 1.3 NM from DER, 1874’ right of centerline, up to 1109’ MSL.
Tree 2.1 NM from DER, 2988’ right of centerline, 121’ AGL/1204’ MSL.

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

NORWALK, OH
NORWALK-HURON COUNTY (5A1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 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, up to 929’ 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.
Trees, pole beginning 855’ from DER, 197’ left of centerline, up to 104’ AGL/950’ MSL.
Trees beginning 1013’ from DER, 200’ right 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’ left 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, up to 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 4833’ from DER, 1799’ right of centerline, 976’ MSL.
Rwy 28, tree 50’ from DER, 344’ left 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.
OXFORD, OH
MIAMI UNIVERSITY (OXD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 31MAY12 (12152) (FAA)
TAKEOFF OBSTACLE NOTES:

- **Rwy 5**, vehicles beginning 314’ from DER, left and right of centerline, up to 100’ AGL/1129’ MSL.
- Vehicles on roadway beginning 320’ from DER, 282’ right of centerline, up to 15’ AGL/1044’ MSL.
- Trees beginning 966’ from DER, 518’ right of centerline, up to 43’ AGL/1038’ MSL.
- Vehicles on roadway beginning 296’ 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 OBSTACLE NOTES:

- **Rwy 21**, 400-2¾ or std. w/min. climb of 400’ per NM to 1500.
- **Rwy 21**, climb on heading 209° to 1500 before proceeding on course.

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, up to 15’ AGL/794’ MSL.
- Multiple trees beginning 588’ from DER, 134’ right of centerline, up to 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.
- **Rwy 27**, for climb in visual conditions: cross Erie-Ottawa Intl at or above 1400 MSL before proceeding on course.
- **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
PORT CLINTON, OH (CON’T)
ERIE-OTTAWA INTL (PCW) (CON’T)

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

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

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

PORTLAND, IN
PORTLAND MUNI (PLD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  23FEB23 (23054)  (FAA)
TAKEOFF OBSTACLE NOTES:

PORTLAND, IN
PORTLAND MUNI (PLD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  23FEB23 (23054)  (FAA)
TAKEOFF OBSTACLE NOTES:

PORTSMOUTH, OH
GREATER PORTSMOUTH RGNL (PMH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  31MAY12 (12152)  (FAA)
TAKEOFF MINIMUMS:

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/660’ 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.

Ravenna, OH
PORTAGE COUNTY (POV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  18NOV10 (10322)  (FAA)
TAKEOFF OBSTACLE NOTES:

Ravenna, OH
PORTAGE COUNTY (POV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  18NOV10 (10322)  (FAA)
TAKEOFF OBSTACLE NOTES:
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:
Rw 15, 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 2967' from DER, 150' right of centerline, up to 86' AGL/1226' MSL.

ROCHESTER, IN
FULTON COUNTY (RCR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 11, terrain 469' right of centerline, 797' MSL.
Trees beginning 619' from DER, 181' right of centerline, up to 105' AGL/894' MSL.
Trees beginning 2534' from DER, 27' left of centerline, up to 97' AGL/886' MSL.
Rwy 29, pole 1' from DER, 480' left of centerline, 28' AGL/817' MSL.
Pole 434' 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.
Trees beginning 229' from DER, 525' right of centerline, 40' AGL/829' MSL.
Pole 843' from DER, 94' right of centerline, 23' AGL/812' MSL.
Trees beginning 883' from DER, 152' right of centerline, up to 103' AGL/892' MSL.
ST. CLAIRSVILLE, OH
ALDERMAN (2P7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 16DEC10 (10350) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 300-1 1/4 or std. w/min. climb of 395' per NM to 1800.
Rwy 19, 500-3 or std. w/min. climb of 244' per NM to 1800.
DEPARTURE PROCEDURE:
Rwy 1, climb heading 013° to 1800 before turning right.
Rwy 19, climb heading 193° to 1800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees 49' from DER, 170' left of centerline, up to 90' AGL/1269' MSL.
Trees 179' from DER, 53' left of centerline, up to 90' AGL/1249' MSL.
Trees 210' from DER, 37' right of centerline, up to 90' AGL/1249' MSL.
Rwy 19, trees 141' from DER, 138' left of centerline, up to 90' AGL/1229' MSL.
Trees 154' from DER, 168' right of centerline up to 90' AGL/1249' MSL.
Trees 385' from DER, 34' right of centerline, up to 90' AGL/1229' MSL.
Trees 1764' from DER, 958' right of centerline, up to 90' AGL/1309' MSL.

SALEM, OH
SALEM AIRPARK (38D)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24MAY18 (24025) (FAA)
TAKEOFF MINIMUMS:
Rwys 10R, 28L, NA-Environmental.
Rwy 10L, std w/min climb of 217' per NM to 1800, or 1400-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 28R, climb on heading 277° to 2200 before turning left.
VCOA:
Rwy 10L, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Salem Airpark at or above 2400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 10L, tower, 3186' from DER, 654' left of centerline, 72' AGL/1305' MSL.

SEBRING, OH
TRI-CITY (3G6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 17JUN21 (22307) (FAA)
DEPARTURE PROCEDURE:
Rwy 18, climb on heading 181° to 3000 before turning east.
Rwy 36, climb on heading 001° to 3000 before turning east.
TAKEOFF OBSTACLE NOTES:
Rwy 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.
Rwy 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.

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 2018' from DER, 757' right of centerline, 51' AGL/631' 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 2214' 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.
CONT
SEYMOUR, IN (CON’T)
FREEMAN MUNI (SER) (CON’T)

Rwy 14 (CON’T), trees beginning 261’ from DER, 403’ right of centerline, up to 673’ MSL.
Rwy 23, tree 1906’ from DER, 882’ left of centerline, 623’ MSL.
Tree 2001’ from DER, 855’ left of centerline, 635’ MSL.
Tree 2117’ from DER, 729’ left of centerline, 643’ MSL.
Trees beginning 2241’ from DER, 461’ left of centerline, up to 644’ MSL.
Trees beginning 2400’ from DER, 458’ left of centerline, up to 652’ MSL.
Trees beginning 2437’ from DER, 172’ left of centerline, up to 658’ MSL.

Rwy 32, lighting beginning 10’ from DER, 30’ left of centerline, up to 2’ AGL/585’ MSL.
Transmission line beginning 2127’ from DER, 170’ left and right of centerline, up to 91’ AGL/1200’ 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.

SHELBY, OH
SHELBY COMMUNITY (12G)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:
Rwys 3, 21, NA-Environmental.

TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 9’ from DER, 171’ left of centerline, up to 100’ AGL/1219’ MSL.
Vehicles beginning 24’ from DER, 303’ left of centerline, up to 15’ AGL/1134’ MSL.
Trees beginning 338’ from DER, 447’ right of centerline, up to 100’ AGL/1229’ MSL.
Transmission line beginning 2127’ from DER, 170’ left and right of centerline, up to 91’ AGL/1200’ MSL.
Rwy 36, vehicles beginning 30’ from DER, left and right of centerline, up to 17’ AGL/1136’ MSL.
Buildings beginning 63’ from DER, left and right of centerline, up to 53’ AGL/1172’ MSL.
Trees beginning 561’ from DER, 85’ left of centerline, up to 100’ AGL/1209’ MSL.
Grain silos beginning 1798’ from DER, 225’ right of centerline, up to 100’ AGL/1229’ MSL.

SHELBYVILLE, IN
SHELBYVILLE MUNI (GEZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 20OCT11 (11293) (FAA)

TAKEOFF MINIMUMS:
Rwys 9, 27, NA-Environmental.

TAKEOFF OBSTACLE NOTES:
Rwy 1, trees 1111’ from DER, 753’ right of centerline, 69’ AGL/869’ MSL.
Rwy 19, trees 2180’ from DER, 261’ right of centerline, 100’ AGL/899’ MSL.
Trees 2696’ from DER, 498’ left of centerline, 100’ AGL/899’ MSL.

SIDNEY, OH
SIDNEY MUNI (SCA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 06FEB14 (14037) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 1695’ from DER, 686’ right of centerline, up to 100’ AGL/1149’ MSL.
Power poles beginning 2125’ from DER, crossing centerline, up to 100’ AGL/1149’ MSL.
Trees beginning 3071’ from DER, 402’ right of centerline, up to 100’ AGL/1149’ MSL.
Tree 3247’ from DER, 894’ left of centerline, 100’ AGL/1149’ MSL.
Trees beginning 3723’ from DER, 208’ left of centerline, up to 100’ AGL/1149’ MSL.
Rwy 10, terrain beginning 26’ from DER, 72’ right of centerline, up to 1048’ MSL.
Terrain beginning 36’ from DER, 109’ left of centerline, up to 1048’ MSL.
Tree 834’ from DER, 238’ left of centerline, 49’ AGL/1100’ MSL.
Trees beginning 1006’ from DER, 492’ right of centerline, up to 100’ AGL/1154’ MSL.
Trees beginning 3577’ from DER, 48’ right of centerline, up to 90’ AGL/1141’ MSL.
Rwy 23, vehicles and aircraft on ramp beginning at DER, 138’ left of centerline, up to 15’ AGL/1054’ MSL.
Trees beginning at DER, 308’ left of centerline, up to 100’ AGL/1149’ MSL.
Vehicles on road beginning 110’ from DER, crossing centerline, up to 15’ AGL/1054’ MSL.
Trees beginning 902’ from DER, crossing centerline, up to 100’ AGL/1149’ MSL.
Rwy 28, sign 5’ from DER, 56’ left of centerline, 2’ AGL/1041’ MSL.
Trees beginning 1261’ from DER, 405’ right of centerline, up to 71’ AGL/1102’ MSL.
Trees beginning 1658’ from DER, crossing centerline, up to 93’ AGL/1114’ MSL.
SOUTH BEND, IN
SOUTH BEND INTL (SBN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9A 14JUL22 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwy 27R, 300-1/4 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 9R, 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 755' from DER, 561' left of centerline, up to 66' AGL/825' 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.
Tree 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.
Tree 5442' from DER, 658' right of centerline, 935' MSL.
Rwy 27R, tree 66' from DER, 497' right of centerline, 843' MSL.
Tree 137' 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 1693' from DER, 13' left of centerline, 842' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SOUTH BEND, IN (CON’T)
SOUTH BEND INTL (SBN) (CON’T)
Rwy 36 (CON’T), tree 181’ 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, 300-1½ or std. w/min. climb of 280’ per NM to 1600.
DEPARTURE PROCEDURE:
Rwy 14, climb on heading 142° to 2100 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 14, tree 32’ from DER, 500’ right of centerline, 73’ AGL/1240’ MSL.
Tree 58’ from DER, 448’ right of centerline, 71’ AGL/1245’ MSL.
Trees beginning 113’ from DER, 329’ left of centerline, up to 43’ AGL/1207’ MSL.
Trees, beginning 162’ from DER, 210’ right of centerline, up to 74’ AGL/1251’ MSL.
Trees, beginning 196’ from DER, 186’ left of centerline, up to 60’ AGL/1208’ MSL.
Trees, beginning 221’ from DER, 184’ left of centerline, up to 54’ AGL/1209’ MSL.
Trees, beginning 240’ from DER, 24’ right of centerline, up to 96’ AGL/1258’ MSL.
Tree 376’ from DER, 513’ left of centerline, 96’ AGL/1235’ MSL.
Tree, ground, bush, beginning 113’ from DER, 392’ left of centerline, up to 67’ AGL/1246’ MSL.
Ant 1.3 NM from DER, 760’ left of centerline, 193’ AGL/1405’ MSL.
Tower 1.3 NM from DER, 764’ left of centerline, 199’ AGL/1411’ MSL.

SULLIVAN, IN
SULLIVAN COUNTY (SIV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30DEC99 (99364) (FAA)
TAKEOFF MINIMUMS:
Rwys 18, 36, 200-1½ or std. w/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 3340' from DER, 533' right of centerline, 79' AGL/668' MSL.
Rwy 14, trees beginning 1266' from DER, 570' left of centerline, up to 100' AGL/689' MSL.
Trees beginning 1,520' from DER 462' right of centerline, up to 100' AGL/689' MSL.
Power lines 3084' from DER, left and right of centerline, 98' AGL/682' MSL.
Rwy 23, trees beginning 412' from DER, 537' left of centerline, up to 34' AGL/593' MSL.
Tree 1201' from DER, 376' right of centerline, 38' AGL/607' MSL.
Rwy 32, trees and a pole beginning 397' from DER, 408' left of centerline, up to 82' AGL/651' MSL.
Tree 1195' from DER 544' left of centerline, 68' AGL/637' MSL.
Trees beginning 2597' from DER, 340' right of centerline, up to 100' AGL/669' MSL.

TIFFIN, OH
SENeca COUNTY(16G)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 02JUL09 (09183) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 6, multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL.
Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL.
Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL.
Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL.
Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL.
Rwy 24, multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL.
Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL.
Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL.
Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.

TOLEDO, OH
EUGENE F KRANZ TOLEDO EXPRESS (TOL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 05NOV20 (20310) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, vehicles on road beginning 246' from DER, 525' right of centerline, up to 10' AGL/671' MSL.
Tree 1339' from DER, 667' left of centerline, 700' MSL.
Trees beginning 1903' from DER, 799' right of centerline, up to 741' MSL.
Tree 2392' from DER, 852' left of centerline, 734' MSL.
Tree 2604' from DER, 1047' left of centerline, 756' MSL.
Rwy 16, terrain 59' from DER, 496' left of centerline, 671' MSL.
Tree 618' from DER, 659' right of centerline, 739' MSL.
Trees beginning 719' from DER, 42' right of centerline, up to 752' MSL.
Tree 985' from DER, 478' left of centerline, 694' MSL.
Tree 1021' from DER, 518' left of centerline, 714' MSL.
Tree 1043' from DER, 571' left of centerline, 730' MSL.
Tree 1139' from DER, 711' left of centerline, 732' MSL.
Tree 1279' from DER, 806' left of centerline, 745' MSL.
Tree 1318' from DER, 689' left of centerline, 753' MSL.
Trees beginning 1388' from DER, 648' left of centerline, up to 757' MSL.
Trees beginning 1491' from DER, 80' left of centerline, up to 758' MSL.
Trees beginning 2607' from DER, 155' right of centerline, up to 765' MSL.
Trees beginning 2704' from DER, 36' right of centerline, up to 767' MSL.

CON'T
TOLEDO, OH (CON’T)

EUGENE F KRANZ TOLEDO EXPRESS (TOL) (CON’T)

TOLEDO EXEC (TDZ)

AMDT 3 21MAY20 (21280) (FAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TAKEOFF MINIMUMS:

Rwy 16 (CONT), trees beginning 3029’ from DER, 45’ right of centerline, up to 786’ MSL.

Rwy 25, vegetation 245’ from DER, 473’ right of centerline, 692’ MSL.

Vegetation 485’ from DER, 527’ right of centerline, 695’ MSL.

Tree 2214’ from DER, 870’ right of centerline, 746’ MSL.

Tree 2362’ from DER, 907’ left of centerline, 780’ MSL.

Rwy 34, vehicles on road beginning 247’ from DER, 488’ left of centerline, up to 10’ AGL/689’ MSL.

Pole, vehicles on road beginning 445’ from DER, 533’ left of centerline, up to 38’ AGL/713’ MSL.

Vehicles on road beginning 574’ from DER, 622’ right of centerline, up to 10’ AGL/689’ MSL.

Pole 632’ from DER, 539’ left of centerline, 38’ AGL/714’ MSL.

Poles, tree beginning 704’ from DER, 522’ left of centerline, up to 38’ AGL/715’ MSL.

Trees, pole beginning 1036’ from DER, 411’ left of centerline, up to 718’ MSL.

Trees beginning 1272’ from DER, 156’ left of centerline, up to 752’ MSL.

Pole 1287’ from DER, 699’ right of centerline, 36’ AGL/711’ MSL.

Trees beginning 1826’ from DER, 102’ right of centerline, up to 780’ MSL.

Trees beginning 2489’ from DER, 90’ left of centerline, up to 761’ MSL.

Trees, tower, grain elevator beginning 2726’ from DER, 92’ left of centerline, up to 780’ MSL.

Tree 2912’ from DER, 119’ right of centerline, 766’ MSL.

Trees beginning 2953’ from DER, 451’ right of centerline, up to 780’ MSL.

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, 23’ 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.

Pole, vehicle on road beginning 489’ from DER, 164’ left of centerline, 647’ MSL.

Trees 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.

Trees, pole beginning 3309’ from DER, 1030’ left of centerline, up to 761’ MSL.

Trees beginning 5499’ from DER, 347’ right of centerline, up to 786’ MSL.

Trees, pole beginning 3535’ from DER, 141’ right of centerline, up to 787’ MSL.

Trees, pole beginning 3545’ from DER, 174’ left of centerline, up to 796’ MSL.

Trees, pole beginning 5035’ from DER, 113’ right of centerline, up to 796’ MSL.

Trees, pole beginning 5236’ from DER, 108’ left of centerline, up to 798’ MSL.

Trees, pole beginning 5623’ from DER, 135’ left of centerline, up to 799’ MSL.

Trees, pole beginning 2214’ from DER, 870’ right of centerline, 746’ MSL.

Trees beginning 2360’ from DER, 260’ left of centerline, up to 780’ MSL.

Trees, pole beginning 478’ from DER, 84’ left of centerline, up to 639’ MSL.

Trees beginning 1272’ from DER, 156’ left of centerline, up to 752’ 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.

Trees, tower, grain elevator beginning 2726’ from DER, 92’ left of centerline, up to 780’ MSL.

Tree 2912’ from DER, 119’ right of centerline, 766’ MSL.

Trees beginning 2953’ from DER, 451’ right of centerline, up to 780’ MSL.
TOLEDO, OH (CON’T)
TOLEDO EXEC (TDZ) (CON’T)

Rwy 22 (CON’T), tree 208’2 from DER, 524’ left of centerline, 685’ MSL.
Trees beginning 2130’ from DER, 589’ left of centerline, up to 692’ MSL.
Trees 1053’ from DER, 75’ AGL/697’ MSL.

Rwy 32, fence beginning 43’ from DER, 424’ left of centerline, up to 7’ AGL/626’ MSL.
Tree 177’ from DER, 521’ left of centerline, 648’ MSL.
Tree, poles, vehicle on road beginning 242’ from DER, 346’ left of centerline, up to 662’ MSL.
Poles, vehicle on road, trees beginning 556’ from DER, 18’ of centerline, up to 40’ AGL/681’ MSL.
Tree 683’ from DER, 373’ right of centerline, 640’ MSL.
Pole 1042’ from DER, 79’ right of centerline, 659’ MSL.
Transmission line 1092’ from DER, 193’ right of centerline, 46’ AGL/665’ MSL.
Pole 1206’ from DER, 29’ right of centerline, 43’ AGL/666’ MSL.
Transmission line, poles beginning 1271’ from DER, 62’ right of centerline, up to 55’ AGL/674’ MSL.
Transmission lines 1605’ from DER, 559’ right of centerline, 61’ AGL/680’ MSL.
Transmission line 1676’ from DER, 559’ right of centerline, 61’ AGL/682’ MSL.
Pole, transmission line beginning 1679’ from DER, 559’ right of centerline, up to 71’ AGL/691’ MSL.
Poles, transmission lines beginning 1781’ from DER, 639’ right of centerline, up to 74’ AGL/692’ MSL.
Trees beginning 1998’ from DER, 144’ left of centerline, up to 693’ MSL.
Pole, tower beginning 2903’ from DER, 1189’ right of centerline, up to 716’ MSL.
Transmission line 3372’ from DER, 478’ right of centerline, 139’ AGL/755’ MSL.

UPPER SANDUSKY, OH
WYANDOT COUNTY (56D)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15MAY80 (80150) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 300-1.

URBANA, OH
GRIMES 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.
Rwy 20, numerous trees beginning 5’ from DER, 487’ left of centerline, up to 100’ AGL/1111’ MSL.
Tank 5459’ from DER, 1062’ left of centerline, 170’ AGL/1195’ MSL.
Numerous trees beginning 672’ from DER, 92’ right of centerline, up to 100’ AGL/1120’ MSL.

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

VAN WERT, OH
VAN WERT COUNTY (VNW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 15JAN09 (09015) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 300-1¼ or std. w/ min. climb of 306’ per NM to 1100.

Rwys 18, 36, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 9, tower 6084’ from DER, 1963’ left of centerline, 170’ AGL/955’ MSL.
VERSAILLES, OH
DARKE COUNTY (VES)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 08NOV18 (18312) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, pole 20' from DER, 83' left of centerline, 1006' MSL.
Pole 20' from DER, 81' right of centerline, 1005' MSL.
Tree, antenna, pole, buildings beginning 169' from DER, 357' left of centerline, up to 44' AGL/1045' MSL.
Tree, vehicles on road, buildings beginning 237' from DER, 131' left of centerline, up to 1053' MSL.
Vehicles on road beginning 366' from DER, 15' left of centerline, up to 1072' MSL.

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

VILLAGE OF VERSAILLES, OH
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.

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

WABASH, IN
WABASH MUNI (IWH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08NOV18 (18312) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 194' from DER, left and right of centerline, up to 110' AGL/910' 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.

WADSWORTH, OH
WADSWORTH MUNI (3G3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, 400-2½ 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 20, 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, vehicles on road, buildings beginning 169' from DER, 357' left of centerline, up to 44' AGL/1045' MSL.

Vehicles on road beginning 366' from DER, 15' left of centerline, up to 1072' MSL.

CON'T

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

Rwy 2 (CON’T), 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/1279’ 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 2.4 NM from DER, 4211’ right of centerline, 100’ AGL/1379’ MSL.

Rwy 10, tree beginning 197’ from DER, 284’ right of centerline, up to 991’ MSL.
Tree 254’ from DER, 489’ right of centerline, 993’ MSL.
Trees, vehicles on road beginning 298’ from DER, 366’ right of centerline, up to 996’ MSL.
Trees, vehicles on road beginning 412’ from DER, 114’ right of centerline, up to 100’ AGL/1089’ MSL.

Vehicles on road 421’ from DER, 445’ left of centerline, 1000’ MSL.

Vehicles on road beginning 428’ from DER, 2’ left of centerline, up to 1001’ MSL.
Tree 866’ from DER, 53’ left of centerline, 100’ AGL/1087’ MSL.
Tree 905’ from DER, 719’ right of centerline, 100’ AGL/1099’ MSL.
Tree 1161’ from DER, 980’ 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, 667’ 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, 810’ right of centerline, up to 100’ AGL/1189’ MSL.
Trees beginning 3033’ from DER, 988’ 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 1.1 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.
Trees 1.4 NM from DER, 2522’ left of centerline, 100’ AGL/1319’ MSL.
Tree 1.9 NM from DER, 3653’ left of centerline, 100’ AGL/1359’ MSL.
Tree 2.1 NM from DER, 3881’ left of centerline, 100’ AGL/1369’ MSL.
Trees beginning 2.2 NM from DER, 2131’ left of centerline, 416’ AGL/1581’ MSL.
Tower 2.3 NM from DER, 2131’ left of centerline, 416’ AGL/1581’ MSL.

Rwy 20, tree 27’ from DER, 216’ left of centerline, 991’ MSL.
Vehicles on road 28’ from DER, 320’ right of centerline, 976’ MSL.
Trees, vehicles on road, beginning 38’ from DER, 303’ left of centerline, up to 1034’ MSL.
Trees, vehicles on road, beginning 349’ from DER, 81’ left of centerline, up to 1067’ MSL.
Vehicles on road 98’ 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.
Trees beginning 4627’ from DER, 556’ left of centerline, 1095’ MSL.
Tree 4632’ from DER, 478’ right of centerline, 1101’ MSL.
Tree 4709’ from DER, 1737’ left of centerline, 100’ AGL/1179’ MSL.
Trees beginning 4767’ from DER, 6’ left of centerline, up to 100’ AGL/1189’ MSL.
Tree 1.2 NM from DER, 2431’ left of centerline, 100’ AGL/1179’ MSL.

Rwy 28, building 172’ from DER, 429’ right of centerline, up to 26’ AGL/991’ MSL.
Tree 1035’ from DER, 434’ left of centerline, 100’ AGL/1069’ MSL.
Trees beginning 1265’ from DER, 197’ left of centerline, up to 100’ AGL/1079’ MSL.
Tree 3301’ from DER, 66’ right of centerline, 100’ AGL/1089’ MSL.
Tree 3401’ from DER, 101’ right of centerline, 100’ AGL/1099’ MSL.
Tree 3531’ from DER, 108’ right of centerline, 100’ AGL/1109’ MSL.
Tree 3643’ from DER, 111’ right of centerline, 100’ AGL/1119’ MSL.
Tree 3746’ from DER, 127’ right of centerline, 100’ AGL/1129’ MSL.
Tree 3838’ from DER, 162’ right of centerline, 100’ AGL/1139’ MSL.
Tree 3909’ from DER, 176’ right of centerline, 100’ AGL/1149’ MSL.
Tree 3987’ from DER, 176’ right of centerline, 100’ AGL/1159’ MSL.
Tree 4058’ from DER, 211’ right of centerline, 100’ AGL/1169’ MSL.
Tree 4150’ from DER, 204’ right of centerline, 100’ AGL/1179’ MSL.

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

WADSWORTH, OH (CON’T)

WADSWORTH MUNI (3G3) (CON’T)

Rwy 28 (CON’T), tree 4185’ from DER, 210’ right of centerline, 100’ AGL/1189’ MSL.
Tree 4249’ from DER, 224’ right of centerline, 100’ AGL/1199’ MSL.
Tree 4337’ from DER, 71’ left of centerline, up to 100’ AGL/1209’ MSL.
Tree 4468’ from DER, 125’ right of centerline, 100’ AGL/1219’ MSL.
Tree 4575’ from DER, 322’ right of centerline, 100’ AGL/1229’ MSL.
Tree 4780’ from DER, 364’ right of centerline, 100’ AGL/1239’ MSL.
Tree 4865’ from DER, 335’ right of centerline, 100’ AGL/1249’ MSL.
Trees beginning 5125’ from DER, 299’ right of centerline, up to 100’ AGL/1259’ MSL.
Trees beginning 5329’ from DER, 797’ right of centerline, up to 100’ AGL/1269’ MSL.
Tree 5693’ from DER, 1171’ right of centerline, 100’ AGL/1279’ MSL.
Trees beginning 5693’ from DER, 1171’ right of centerline, up to 100’ AGL/1279’ MSL.
Trees beginning 1.5 NM from DER, 974’ right of centerline, up to 100’ AGL/1299’ MSL.

WAPAKONETA, OH

NEIL ARMSTRONG (AXV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  31JUL08  (08213)  (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, vehicle on road, 1’ from DER, 403’ right of centerline, 15’ AGL/926’ MSL.
Fence 70’ from DER, 222’ right of centerline, 6’ AGL/919’ MSL.
Fence 149’ from DER, 270’ left of centerline, 8’ AGL/921’ MSL.
Obstruction light on pole, 348’ from DER, 239’ left of centerline, 15’ AGL/928’ MSL.
Building, 614’ from DER, 463’ left of centerline, 15’ AGL/929’ MSL.
Trees beginning 2385’ from DER, 51’ left of centerline, up to 101’ AGL/1014’ MSL.
Trees beginning 2263’ from DER, 268’ right of centerline, up to 75’ AGL/988’ MSL.

Rwy 26, obstruction light on DME, 401’ from DER, 268’ right of centerline, 9’ AGL/922’ MSL.
Trees beginning 496’ from DER, 51’ right of centerline, up to 83’ AGL/996’ MSL.
Trees beginning 563’ from DER, 120’ left of centerline, up to 72’ AGL/985’ MSL.
Pole 620’ from DER, 332’ left of centerline, 25’ AGL/938’ MSL.
Stack, 3021’ from DER, 577’ left of centerline, 125’ AGL/1035’ MSL.

WARSOW, IN

WARSOW MUNI (ASW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3  30JAN20  (20030)  (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, 300-1/2 or std. w/min. climb of 266’ per NM to 1100, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2000’ prior to DER.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

WARSAW, IN (CON’T)
WARSAW MUNI (ASW) (CON’T)

Rwy 36, building 199’ from DER, 528’ left of centerline, 15’ AGL/849’ MSL.
Pole 313’ from DER, 537’ left of centerline, 43’ AGL/877’ MSL.
Tree 366’ from DER, 520’ left of centerline, 59’ AGL/893’ MSL.
Trees, poles, vehicle on road beginning 448’ from DER, 237’ left of centerline, up to 77’ AGL/910’ MSL.
Pole, vehicle on road beginning 483’ from DER, 5’ right of centerline, up to 27’ AGL/864’ MSL.
Pol 254’ 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.

WASHINGTON, IN
DAVIESS COUNTY (DCY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  10AUG23  (23222)  (FAA)

TAKEOFF MINIMUMS:
Rwys 9, 27, NA-Environmental.
Rwy 18, 300-2 or std w/min climb of 295’/NM to 700.

TAKEOFF OBSTACLE NOTES:
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.

Silo 4155’ from DER, 126’ left of centerline, 110’ AGL/611’ MSL.
Silo, tanks, elevator 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.

WASHINGTON COURT HOUSE, OH
FAYETTE COUNTY (I23)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  20DEC07  (07354)  (FAA)

TAKEOFF MINIMUMS:
Rwy 5, 300-1½ or std w/min. climb of 268’ per NM to 1400.

TAKEOFF OBSTACLE NOTES:
Train on railroad tracks 384’ from DER, 243’ right of centerline, 23’ AGL/997’ MSL.
Terrain 81’ from DER, 112’ left of centerline, 545’ MSL.
Silo, tanks, elevator 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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.

TAKEOFF OBSTACLE NOTES:

Rwys 9, 27, 300-1.

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

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, up to 86' 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 79' 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.

WEST UNION, OH
ALEXANDER SALAMON (AMT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 16MAY24 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 5,
300-1½ or std w/min climb of 462'/NM to 1200.

Rwy 23,
300-2½.

DEPARTURE PROCEDURE:

Rwy 23, climb on heading 229° to 1400 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 120' from DER, 36' right of centerline, up to 100' AGL/996' MSL.
Trees beginning 166' from DER, 10' left of centerline, up to 100' AGL/999' MSL.
Tree 1741' from DER, 775' left of centerline, 100' AGL/1003' MSL.
Tree 1817' from DER, 156' right of centerline, 100' AGL/1003' MSL.
Tree 1863' from DER, 226' left of centerline, 100' AGL/1006' MSL.

Trees beginning 1909' from DER, 608' left of centerline, up to 100' AGL/1009' MSL.

Trees beginning 1940' from DER, 323' right of centerline, up to 100' AGL/1013' MSL.

Trees beginning 2031' from DER, 58' left of centerline, 100' AGL/1013' MSL.

Trees beginning 2077' from DER, 441' left of centerline, up to 100' AGL/1019' MSL.
Tree 2108' from DER, 873' right of centerline, 100' AGL/1016' MSL.

Trees beginning 2154' from DER, 108' right of centerline, up to 100' AGL/1019' MSL.
Trees beginning 2245' from DER, 106' left of centerline, up to 100' AGL/1022' MSL.
Trees beginning 2322' from DER, 276' right of centerline, up to 100' AGL/1026' MSL.
Trees beginning 2459' from DER, 489' left of centerline, up to 100' AGL/1029' MSL.
Trees beginning 2536' from DER, 60' right of centerline, up to 100' AGL/1029' MSL.

Trees beginning 2628' from DER, 321' left of centerline, up to 100' AGL/1036' MSL.

Trees beginning 2750' from DER, 228' right of centerline, up to 100' AGL/1032' MSL.

Trees beginning 2796' from DER, 154' left of centerline, up to 100' AGL/1039' MSL.

Tree 2918' from DER, 395' right of centerline, 100' AGL/1052' MSL.
Trees beginning 2964' from DER, 13' right of centerline, up to 100' AGL/1055' MSL.

Trees beginning 3010' from DER, 34' left of centerline, up to 100' AGL/1055' MSL.

Trees beginning 3132' from DER, 132' right of centerline, up to 100' AGL/1059' MSL.

Trees beginning 1 NM from DER, 1015' left of centerline, up to 100' AGL/1068' MSL.

Trees beginning 1 NM from DER, 1064' right of centerline, up to 100' AGL/1081' MSL.

Trees beginning 1.1 NM from DER, 849' right of centerline, up to 100' AGL/1085' MSL.

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

WEST UNION, OH (CON’T)
ALEXANDER SALAMON (AMT) (CON’T)

Rwy 5 (CON’T), trees beginning 1.1 NM from DER, 2162' left of centerline, up to 100' AGL/1075' MSL.
Rwy 23, trees beginning 7' from DER, 59' right of centerline, up to 100' AGL/999' MSL.
Trees beginning 278' from DER, 107' left of centerline, up to 100' AGL/990' MSL.
Trees beginning 481' from DER, 155' left of centerline, up to 100' AGL/993' MSL.
Tree 817' from DER, 12' right of centerline, 100' AGL/996' MSL.
Trees beginning 939' from DER, 179' right of centerline, up to 100' AGL/999' MSL.
Trees beginning 1031' from DER, 203' left of centerline, up to 100' AGL/996' MSL.
Trees beginning 1108' from DER, 346' right of centerline, up to 100' AGL/1003' MSL.
Trees beginning 1169' from DER, 35' left of centerline, up to 100' AGL/999' MSL.
Trees beginning 1322' from DER, 131' right of centerline, up to 100' AGL/1009' MSL.
Trees beginning 1490' from DER, 299' right of centerline, up to 100' AGL/1019' MSL.
Trees beginning 1582' from DER, 83' left of centerline, up to 100' AGL/1006' MSL.
Trees beginning 1658' from DER, 84' right of centerline, up to 100' AGL/1045' MSL.
Trees beginning 1796' from DER, 298' left of centerline, up to 100' AGL/1008' MSL.
Trees beginning 1872' from DER, 251' right of centerline, up to 100' AGL/1068' MSL.
Trees beginning 1964' from DER, 130' left of centerline, up to 100' AGL/1022' MSL.
Trees beginning 2041' from DER, 36' right of centerline, up to 100' AGL/1101' MSL.
Trees beginning 2178' from DER, 346' left of centerline, up to 100' AGL/1036' MSL.
Trees beginning 2209' from DER, 203' right of centerline, up to 100' AGL/1124' MSL.
Trees beginning 2346' from DER, 178' left of centerline, up to 100' AGL/1045' MSL.
Tree 2377' from DER, 1136' right of centerline, 100' AGL/1131' MSL.
Trees beginning 2423' from DER, 371' right of centerline, up to 100' AGL/1150' MSL.
Trees beginning 2515' from DER, 11' left of centerline, up to 100' AGL/1055' MSL.
Trees beginning 2591' from DER, 156' right of centerline, up to 100' AGL/1170' MSL.
Trees beginning 2752' from DER, 323' right of centerline, up to 100' AGL/1173' MSL.
Trees, transmission line beginning 2926' from DER, 13' right of centerline, up to 100' AGL/1180' MSL.
Trees beginning 4809' from DER, 297' left of centerline, up to 100' AGL/1059' MSL.
Trees beginning 4977' from DER, 9' left of centerline, up to 100' AGL/1068' MSL.
Trees beginning 1.7 NM from DER, 2002' right of centerline, up to 100' AGL/1167' MSL.

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 763' from DER, 289' left of centerline, 39' AGL/980' MSL.
Pole 1900' from DER, 418' left of centerline, 32' AGL/985' MSL.
Pole 1965' from DER, 985' left of centerline, 32' AGL/986' MSL.
Rwy 28, building beginning 6' from DER, 159' right of centerline, up to 30' AGL/969' MSL.
Pole 78' from DER, 306' left of centerline, up to 30' AGL/969' MSL.
Pole 125' from DER, 326' right of centerline, up to 40' AGL/979' MSL.
Trees beginning 224' from DER, 279' right of centerline, up to 100' AGL/1039' MSL.
Trees beginning 406' from DER, 487' right of centerline, up to 100' AGL/1049' MSL.
Trees beginning 1239' from DER, 144' left of centerline, up to 100' AGL/1069' MSL.
Trees beginning 1300' from DER, 4' right of centerline, up to 100' AGL/1069' MSL.

WILLOUGHBY, OH

LAKE COUNTY EXEC (LNN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3B 26MAR20 (22083) (FAA)
DEPARTURE PROCEDURE:
Rwy 10, climb on heading 099° to 1600 before turning right.
Rwy 23, climb on heading 233° to 1400 before turning right.
Rwy 28, climb on heading 279° to 1400 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 5, fence, tree beginning 3' from DER, 273' left of centerline, up to 13' AGL/633' MSL.
Terrain 40' from DER, 382' right of centerline, 625' MSL.
Tree, pole beginning 50' from DER, 343' right of centerline, up to 56' AGL/673' MSL.
Tree 403' from DER, 584' right of centerline, 62' AGL/679' MSL.
Trees beginning 416' from DER, 351' left of centerline, up to 24' AGL/640' MSL.
Tree, building beginning 428' from DER, 538' right of centerline, up to 62' AGL/680' MSL.
Tree, building, fence, electrical system beginning 455' from DER, 244' right of centerline, up to 703' MSL.
Trees beginning 522' from DER, 466' left of centerline, up to 660' MSL.
Trees beginning 662' from DER, 587' left of centerline, up to 62' AGL/674' MSL.
Tree 802' from DER, 558' left of centerline, 76' AGL/688' MSL.
Trees beginning 811' from DER, 528' left of centerline, up to 101' AGL/714' MSL.
Trees beginning 1070' from DER, 15' left of centerline, up to 109' AGL/728' MSL.
Tree, electrical system beginning 1286' from DER, 168' right of centerline, up to 98' AGL/716' MSL.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WILLOUGHBY, OH (CON’T)
LAKE COUNTY EXEC (LNN) (CON’T)

Rwy 5 (CON’T), 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.
Tree 478’ 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.
Tree, pole beginning 405’ from DER, 142’ left of centerline, up to 34’ AGL/656’ MSL.
Tree, electrical system, transmission line, pole, vertical point beginning 437’ from DER, 3’ right of centerline, up to 95’ AGL/717’ MSL.
Electrical system, vertical point, transmission line, pole, lighting beginning 607’ from DER, 26’ left of centerline, up to 55’ AGL/677’ MSL.
Electrical system, tree, pole beginning 694’ from DER, 54’ left of centerline, up to 60’ AGL/682’ MSL.
Tree, electrical system, building beginning 733’ from DER, 66’ left of centerline, up to 67’ AGL/695’ MSL.
Tree, building, electrical system beginning 850’ from DER, 520’ left of centerline, up to 86’ AGL/709’ MSL.
Tree, electrical system beginning 955’ from DER, 78’ left of centerline, up to 89’ AGL/711’ MSL.
Tree, electrical system beginning 1081’ from DER, 142’ right of centerline, up to 98’ AGL/721’ MSL.
Tree, electrical system beginning 1112’ from DER, 83’ left of centerline, up to 105’ AGL/727’ MSL.
Trees beginning 1226’ from DER, 4’ right of centerline, up to 730’ MSL.
Tree, electrical system beginning 1259’ 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, 1076’ right of centerline, up to 108’ AGL/730’ MSL.

Rwy 28, antenna 579’ from DER, 325’ right of centerline, 20’ AGL/640’ MSL.
Building 835’ from DER, 209’ left of centerline, 23’ AGL/645’ MSL.
Building 845’ from DER, 561’ right 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.
Trees beginning 1140’ from DER, 186’ right of centerline, 45’ AGL/684’ MSL.
Trees beginning 1141’ from DER, 397’ left of centerline, up to 706’ MSL.
Trees beginning 1143’ from DER, 541’ right of centerline, up to 692’ MSL.
Trees beginning 1186’ from DER, 386’ right of centerline, up to 74’ AGL/694’ MSL.
Trees beginning 1213’ from DER, 8’ left of centerline, up to 87’ AGL/709’ MSL.
Tree 1240’ from DER, 378’ right of centerline, 76’ AGL/695’ MSL.
Trees beginning 1278’ from DER, 21’ right of centerline, up to 700’ MSL.
Trees beginning 1711’ from DER, 21’ right of centerline, up to 95’ AGL/711’ MSL.
Tree 2447’ from DER, 207’ left of centerline, 99’ AGL/715’ MSL.
Trees beginning 2467’ from DER, 200’ left of centerline, up to 102’ AGL/723’ MSL.
Trees beginning 2671’ from DER, 172’ left of centerline, up to 108’ AGL/728’ MSL.
Tree 3022’ from DER, 1211’ left of centerline, 116’ AGL/735’ MSL.
Tree, antenna beginning 3105’ from DER, 248’ left of centerline, up to 123’ AGL/743’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WILMINGTON, OH
CLINTON FLD (I66)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05JUL07 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-1/4 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. 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.

WINAMAC, IN
ARENS FLD (RWN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 11OCT18 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 300-1/2 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' left of centerline, 757' MSL.

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

WOODSFIELD, OH
MONROE COUNTY (4G5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 30MAY91 (91150) (FAA)
TAKEOFF MINIMUMS:
Rwy 25, 300-1.
WOOSTER, OH
WAYNE COUNTY (BJJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 26APR18 (18116) (FAA)
TAKEOFF MINIMUMS:
- Ryw 28, 300-1.
TAKEOFF OBSTACLE NOTES:
- Ryw 10, Traverse way 11' from DER, 479' right of centerline, 1114' 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.
- Ryw 28, Vegetation 44' from DER, 467' right of centerline, 5' AGL/1116' MSL.
  Trees, beginning 1243' from DER, 400' left of centerline, up to 1240' MSL.
  Trees, beginning 2584' from DER, 229' right of centerline, up to 1203' MSL.

WRIGHT-PATTERSON AFB (KFFO)
DAYTON, OH
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
22OCT09 (09295)
TAKEOFF MINIMUMS:
- Ryw 5R, 200-1½*
- Ryw 23R, 400-2¾**
- Ryw 23L, 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'.
DEPARTURE PROCEDURE:
- Ryw 10, climb on track 050° until reaching 1100.
TAKEOFF OBSTACLE NOTES:
- Ryw 23L: 43' AGL VORTAC, 850' from DER, 662' right of centerline.
- Ryw 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:
- Ryw 10, 300-1½ or std. w/min. climb of 237' per NM to 1500.
- Ryw 28, 300-2½ or std. w/min. climb of 463' per NM to 1300.
DEPARTURE PROCEDURE:
- Ryw 10, climb heading 098° to 2000 before proceeding on course.
- Ryw 28, climb heading 278° to 1700 before turning right.
TAKEOFF OBSTACLE NOTES:
- Ryw 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.
- Ryw 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:
- Ryw 23, 300-1.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ZANESVILLE, OH
ZANESVILLE MUNI (ZZV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27JAN22 (22027) (FAA)

TAKEOFF MINIMUMS:
Rwy 16, 300-1/4 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/899' MSL.

Tree 194' from DER, 386' 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, 61' right 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.

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 1860' from DER, 58' right of centerline, up to 968' 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.

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, 28' 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.

Trees beginning 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' right 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 1351' 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' right of centerline, 934' MSL.

Trees beginning 1567' from DER, 28' left 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.
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)

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<th>Name</th>
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<td>Akron Fulton</td>
<td>LOC Rwy 25</td>
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<tr>
<td>Int'l (AKR)</td>
<td>NDB Rwy 25</td>
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<td>RNAV (GPS) Rwy 25</td>
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<tr>
<td>Category D, 800-2½</td>
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</tbody>
</table>

**ANDERSON, IN**

Anderson Muni-Darlington Field (AID)

- ILS or LOC Rwy 30
- RNAV (GPS) Rwy 12
- RNAV (GPS) Rwy 30

NA when local weather not available.

**ATHENS/ALBANY, OH**

Ohio University (UNI)

- RNAV (GPS) Rwy 7
- RNAV (GPS) Rwy 25

Category D, 800-2½.

**AUBURN, IN**

De Kalb County (GWB)

- RNAV (GPS) Rwy 9
- RNAV (GPS) Rwy 27
- VOR-A

Category C, 900-2½; Category D, 900-2½.

**BATAVIA, OH**

Clermont County (I69)

- RNAV (GPS) Rwy 4
- RNAV (GPS) Rwy 22

NA when local weather not available.

**BEDFORD, IN**

Virgil I. Grissom Muni (BFR)

- RNAV (GPS) Rwy 13

NA when local weather not available.

**BELLEFONTAINE, OH**

Bellefontaine Rgnl (EDJ)

- VOR Rwy 7
- VOR Rwy 25

NA when local weather not available.

**BLOOMINGTON, IN**

Monroe County (BMG)

- ILS or LOC/DME Rwy 35
- RNAV (GPS) Rwy 17
- RNAV (GPS) Rwy 24
- RNAV (GPS) Rwy 35
- VOR Rwy 17
- VOR/DME Rwy 6

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>CITY, OH</th>
<th>ALTERNATE MINIMUMS</th>
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</table>
| CAMBRIDGE, OH | CAMBRIDGE MUNI (CDI)........RNAV (GPS) Rwy 4  
NA when local weather not available.  
Category C, 1100-3. |
| CHILLICOTHE, OH | ROSS COUNTY (RZT).........RNAV (GPS) Rwy 23  
NA when local weather not available.  
Category C, 800-2½; Category D, 900-2¾. |
| CINCINNATI, OH | CINCINNATI MUNI/LUNKEN FLD (LUK)...............ILS or LOC Rwy 21  
RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 21  
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.  
3Category B, 900-2; Category C, 900-2½; Category D, 1000-3.  
4Categories A, B, 900-2½; Category C, 900-2½; Category D, 900-2¾. |
| CIRCLEVILLE, OH | PICKAWAY COUNTY MEML (CYO)...............RNAV (GPS) Rwy 1  
RNAV (GPS) Rwy 19  
VOR Rwy 19  
NA when local weather not available. |
| CLEVELAND, OH | BURKE LAKEFRONT (BKL)...........ILS or LOC Rwy 24R  
RNAV (GPS) Rwy 24R  
NA when local weather not available.  
1NA when control tower closed. |
| CUYAHOGA COUNTY (CGF)...............ILS or LOC Rwy 24  
RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24  
1LOC, Category D, 800-2½.  
2Category D, 800-2½.  
3Category D, 800-2½. |
| COLUMBUS, IN | 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. |

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<tr>
<th>CITY, OH</th>
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</table>
| COLUMBUS, OH | BOLTON FLD (TZR)..........ILS or LOC Rwy 4  
NA when local weather not available.  
1NA when control tower closed.  
2NA when local weather not available. |
| JOHN GLENN COLUMBUS INTL (CMH)...............ILS or LOC Rwy 10L  
ILS or LOC Rwy 10R  
ILS or LOC Rwy 28L  
ILS or LOC Rwy 28R  
RNAV (GPS) Y Rwy 10L  
RNAV (GPS) Y Rwy 10R  
RNAV (GPS) Y Rwy 28L  
RNAV (GPS) Y Rwy 28R  
1LOC, Category D, 800-2½.  
2NA when control tower closed.  
3NA when local weather not available. |
| OHIO STATE UNIVERSITY (OSU)...............ILS or LOC Rwy 9R  
NA when local weather not available.  
1NA when control tower closed.  
2NA when local weather not available. |
| RICKENBACKER INTL (LCK)...............ILS or LOC Rwy 5L  
ILS or LOC Rwy 23L  
RNAV (GPS) Rwy 5L  
RNAV (GPS) Rwy 23L  
RNAV (GPS) Rwy 23R  
NA when local weather not available. |
| CRAWFORDSVILLE, IN | CRAWFORDSVILLE RGNL (CFJ)...............RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22  
NA when local weather not available.  
Category D, 800-2½. |
| DAYTON, OH | DAYTON/WRIGHT BROTHERS (MGY)...............RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20  
NA when local weather not available.  
Category D, 800-2½. |
| GREEN COUNTY/LEWIS A JACKSON RGNL (GDK)...............RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 25  
NA when local weather not available. |
| JAMES M COX DAYTON INTL (DAY)...............ILS or LOC Rwy 6L  
ILS, Category D, 700-2. |
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<td>DEFIANCE, OH</td>
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<td>MUNI (EKM).................................ILS or LOC Rwy 27¹</td>
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<td>RNAV (GPS) Rwy 18²</td>
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<td>VOR Rwy 9³</td>
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<td>¹ILS, NA when control tower closed. LOC, NA.</td>
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<td>²NA when local weather not available.</td>
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<td>¹ILS, Categories A, B, 800-2; Categories C, D, 800-2½; LOC, Categories C, D, 800</td>
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<td>FORT WAYNE, IN</td>
<td>FORT WAYNE INTL (FWA).............................ILS or LOC Rwy 5¹</td>
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<td>ILS or LOC Rwy 32²</td>
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<td>VOR or TACAN Rwy 5⁵</td>
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<td>VOR or TACAN Rwy 14⁴</td>
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<td></td>
<td>VOR or TACAN Rwy 23³</td>
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<tr>
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<td>¹ILS, Category C, 700-2; Category D, 800-2½; Category E, 800-2½; LOC, Category D, 800-2½; Category E, 800-2½.</td>
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EC-2, 11 JUL 2024 to 05 SEP 2024
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<td>RNAV (GPS) Rwy 19 2^</td>
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<td>RNAV (GPS) Rwy 28 34</td>
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<td>VOR-A 3^</td>
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<sup>1</sup>NA when control tower closed.
<sup>2</sup>NA when local weather not available.
<sup>3</sup>LOC, Category D, 800-2¼.
<sup>4</sup>Category D, 800-2¼.
<sup>5</sup>Category C, 900-2½; Category D, 900-2¼.
<sup>6</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.
<sup>7</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.
<sup>8</sup>NA when local weather not available.
<sup>9</sup>NA when local weather not available.
<sup>10</sup>Category C, 900-2½; Category D, 900-2½.
<sup>11</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.
<sup>12</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.
<sup>13</sup>Category D, 800-2¼.
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<td>5Category D, 800-2¾.</td>
<td></td>
</tr>
<tr>
<td><strong>URBANA, OH</strong></td>
<td>RNAV (GPS) Rwy 2</td>
</tr>
<tr>
<td>GRIMES FLD (I74)</td>
<td>RNAV (GPS) Rwy 20</td>
</tr>
<tr>
<td></td>
<td>VOR-A</td>
</tr>
<tr>
<td>NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td><strong>VALPARAISO, IN</strong></td>
<td>ILS or LOC Rwy 27</td>
</tr>
<tr>
<td>PORTER COUNTY</td>
<td>RNAV (GPS) Rwy 9</td>
</tr>
<tr>
<td>RGNL (VPZ)</td>
<td>RNAV (GPS) Rwy 18</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 27</td>
</tr>
<tr>
<td>NA when local weather not available. Category D, 900-2¾.</td>
<td></td>
</tr>
<tr>
<td>1LOC, Category D, 900-2¾.</td>
<td></td>
</tr>
<tr>
<td>2Category D, 900-2¾.</td>
<td></td>
</tr>
<tr>
<td><strong>VAN WERT, OH</strong></td>
<td>RNAV (GPS) Rwy 9</td>
</tr>
<tr>
<td>VAN WERT</td>
<td>RNAV (GPS) Rwy 27</td>
</tr>
<tr>
<td>COUNTY (VNW)</td>
<td>NA when local weather not available. Category D, 900-2¾.</td>
</tr>
<tr>
<td>1LOC, Category D, 900-2¾.</td>
<td></td>
</tr>
<tr>
<td>2Category D, 900-2¾.</td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td><strong>WARSAW, IN</strong></td>
<td></td>
</tr>
<tr>
<td>WARSAW MUNI (ASW)</td>
<td>RNAV (GPS) Rwy 9</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 27</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td><strong>WASHINGTON COURT HOUSE, OH</strong></td>
<td></td>
</tr>
<tr>
<td>FAYETTE COUNTY (I23)</td>
<td>RNAV (GPS) Rwy 23</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category D, 800-2%.</td>
</tr>
<tr>
<td><strong>WILMINGTON, OH</strong></td>
<td></td>
</tr>
<tr>
<td>WILMINGTON AIR PARK (ILN)</td>
<td>ILS or LOC Rwy 4L</td>
</tr>
<tr>
<td></td>
<td>ILS or LOC Rwy 22R</td>
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<tr>
<td></td>
<td>RNAV (GPS) Rwy 4L</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 22R</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1LOC, Category C, 800-2%; Category D, 800-2%</td>
</tr>
<tr>
<td></td>
<td>2Category C, 800-2%; Category D, 800-2%</td>
</tr>
<tr>
<td><strong>WOOSTER, OH</strong></td>
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</tr>
<tr>
<td>WAYNE COUNTY (BJJ)</td>
<td>RNAV (GPS) Rwy 10</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 28</td>
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<td></td>
<td>VOR Rwy 10</td>
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<tr>
<td></td>
<td>VOR Rwy 28</td>
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<tr>
<td><strong>ZANESVILLE, OH</strong></td>
<td></td>
</tr>
<tr>
<td>ZANESVILLE MUNI (ZZV)</td>
<td>RNAV (GPS) Rwy 4</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 22</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category D, 800-2%.</td>
</tr>
</tbody>
</table>
# RADAR INSTRUMENT APPROACH MINIMUMS

## EVANSVILLE, IN

**EVANSVILLE RGNL (EVV)**

**RADAR-1 124.025 290.9**

**Asm 7B, 12AUG21 (21224) (FAA)**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
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<tbody>
<tr>
<td>4</td>
<td>AB</td>
<td></td>
<td>860-1</td>
<td>471</td>
<td>(500-1)</td>
<td>CD</td>
<td>860-1½</td>
<td>471</td>
<td>(500-1½)</td>
</tr>
<tr>
<td>18</td>
<td>AB</td>
<td></td>
<td>880-24</td>
<td>484</td>
<td>(500-1)</td>
<td>CD</td>
<td>880-1½</td>
<td>484</td>
<td>(500-1½)</td>
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<tr>
<td>22</td>
<td>AB</td>
<td></td>
<td>900-22</td>
<td>478</td>
<td>(500-½)</td>
<td>CD</td>
<td>900/50</td>
<td>478</td>
<td>(500-1)</td>
</tr>
<tr>
<td>36</td>
<td>AB</td>
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<td>920-1</td>
<td>536</td>
<td>(600-1)</td>
<td>CD</td>
<td>920-1½</td>
<td>536</td>
<td>(600-1½)</td>
</tr>
</tbody>
</table>

**CIRCLING**

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

When control tower closed, procedure NA.

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

Circling Rwy 9 NA at night.

ASR Rwy 22: For inoperative ALS, increase Cats C and D visibility to 1½ SM.

## FORT WAYNE, IN

**FORT WAYNE INTL (FWA)**

**RADAR-1 127.2 284.6**

**Asm 26A, 22JUN17 (17173) (FAA)**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
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</thead>
<tbody>
<tr>
<td>32</td>
<td>AB</td>
<td></td>
<td>1280/24</td>
<td>480</td>
<td>(500-½)</td>
<td>CDE</td>
<td>1280/50</td>
<td>480</td>
<td>(500-1)</td>
</tr>
<tr>
<td>23</td>
<td>AB</td>
<td></td>
<td>1300/55</td>
<td>501</td>
<td>(500-1¼)</td>
<td>CDE</td>
<td>1300-1½</td>
<td>501</td>
<td>(500-1¼)</td>
</tr>
<tr>
<td>14</td>
<td>AB</td>
<td></td>
<td>1320-1</td>
<td>518</td>
<td>(600-1)</td>
<td>CDE</td>
<td>1320-1½</td>
<td>518</td>
<td>(600-1½)</td>
</tr>
<tr>
<td>5</td>
<td>AB</td>
<td></td>
<td>1320/24</td>
<td>505</td>
<td>(600-½)</td>
<td>CDE</td>
<td>1320/55</td>
<td>505</td>
<td>(600-1½)</td>
</tr>
</tbody>
</table>

**CIRCLING**

A  1320-1  505  (600-1)  
B  1420-1½  605  (700-1½)  
C  1520-2½  705  (800-2½)  
D  1520-2½  705  (800-2½)  

Rwy 23 helicopter visibility reduction below RVR 4000 NA.

For inoperative ALS, increase S-5 and S-32 CAT C/D/E visibility to 1½ SM.
### TERRE HAUTE, IN
#### TERRE HAUTE RGNL (HUF)

**RADAR-1 125.45 339.8**

<table>
<thead>
<tr>
<th>ASR</th>
<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>
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<tbody>
<tr>
<td></td>
<td>32</td>
<td>AB</td>
<td></td>
<td>980-1</td>
<td>391</td>
<td>(400-1)</td>
<td>CDE</td>
<td>980-1-½</td>
<td>391</td>
<td>(400-1-½)</td>
</tr>
<tr>
<td></td>
<td>23</td>
<td>AB</td>
<td></td>
<td>1100-1</td>
<td>518</td>
<td>(600-1)</td>
<td>CDE</td>
<td>1100-1-½</td>
<td>518</td>
<td>(600-1-½)</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>AB</td>
<td></td>
<td>1220/24</td>
<td>642</td>
<td>(700-½)</td>
<td>CDE</td>
<td>1220-1-½</td>
<td>642</td>
<td>(700-1-½)</td>
</tr>
</tbody>
</table>

- **CIRCLING**
  - AB 1220-1 631 (700-1) C 1220-1½ 631 (700-1½)
  - D 1220-2 631 (700-2) E 1400-3 811 (900-3)

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-1 134.35 317.55**

<table>
<thead>
<tr>
<th>ASR</th>
<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></td>
<td>25</td>
<td>AB</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></td>
<td></td>
<td>DE</td>
<td></td>
<td>1040/55</td>
<td>362</td>
<td>(400-1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>16</td>
<td>ABC</td>
<td></td>
<td>1060-1</td>
<td>386</td>
<td>(400-1)</td>
<td>DE</td>
<td>1060-1½</td>
<td>386</td>
<td>(400-1½)</td>
</tr>
<tr>
<td></td>
<td>34</td>
<td>AB</td>
<td></td>
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<td>412</td>
<td>(500-1)</td>
<td>CD</td>
<td>1080-1½</td>
<td>412</td>
<td>(500-1½)</td>
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<td></td>
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<tr>
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<td>7</td>
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<td>1140/24</td>
<td>457</td>
<td>(500-½)</td>
<td>C</td>
<td>1140/45</td>
<td>457</td>
<td>(500-½)</td>
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<tr>
<td></td>
<td></td>
<td>DE</td>
<td></td>
<td>1140/50</td>
<td>457</td>
<td>(500-1)</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

- **CIRCLING**
  - AB 1200-1 517 (600-1) C 1300-1½ 617 (700-1½)
  - D 1360-2½ 677 (700-2½) E 1400-2½ 717 (800-2½)

When Control Tower closed, ASR NA.
Rwy 16 helicopter visibility reduction below ¾ SM not authorized.
Rwy 34 helicopter visibility reduction below ¾ SM not authorized.
For inoperative ALS, increase S-7 CAT D/E visibility to 1¾ SM.
For inoperative ALS, increase S-25 CAT C/E visibility to RVR 5500.
## RADAR INSTRUMENT APPROACH MINIMUMS

### YOUNGSTOWN/WARREN, OH

#### YOUNGSTOWN/WARREN RGNL (YNG)

**RADAR-1 133.95 322.3 △**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
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<tbody>
<tr>
<td>14</td>
<td>AB</td>
<td>1540-½</td>
<td>406</td>
<td>(500-½)</td>
<td>CD</td>
<td>1540-¾</td>
<td>406</td>
<td>(500-¾)</td>
<td></td>
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<tr>
<td>5</td>
<td>ABCD</td>
<td>1540-1</td>
<td>376</td>
<td>(400-1)</td>
<td>CD</td>
<td>1600/40</td>
<td>414</td>
<td>(500-3½)</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>AB</td>
<td>1600/24</td>
<td>414</td>
<td>(500-½)</td>
<td>CD</td>
<td>1600-1½</td>
<td>408</td>
<td>(500-1½)</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>AB</td>
<td>1600-1</td>
<td>408</td>
<td>(500-1)</td>
<td>CD</td>
<td>1600-1</td>
<td>408</td>
<td>(500-1)</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 and Circling Rwy 5 NA at night.
Straight-in and Circling Rwy 23 NA at night.
Rwy 5 helicopter visibility reduction below 1 SM NA.
Rwy 23 helicopter visibility reduction below 1 SM NA.
For inoperative ALS increase ASR-14 Cat C/D visibility to 1¾ SM.
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>05</td>
<td>01-19</td>
<td>5,723 feet</td>
</tr>
<tr>
<td>AKRON-CANTON RGNL (CAK)</td>
<td>19</td>
<td>05-23</td>
<td>3,100 feet</td>
</tr>
<tr>
<td>LAFAYETTE, IN</td>
<td>10</td>
<td>05-23</td>
<td>4,600 feet</td>
</tr>
<tr>
<td>PURDUE UNIVERSITY (LAF)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MANSFIELD, OH</td>
<td>05</td>
<td>14-32</td>
<td>4,363 feet</td>
</tr>
<tr>
<td>MANSFIELD LAHM RGNL (MFD)</td>
<td>14</td>
<td>05-23</td>
<td>6,100 feet</td>
</tr>
<tr>
<td>MUNCIE, IN</td>
<td>14</td>
<td>03-21</td>
<td>4,300 feet</td>
</tr>
<tr>
<td>DELAWARE COUNTY RGNL (MIE)</td>
<td>21</td>
<td>14-32</td>
<td>3,500 feet</td>
</tr>
<tr>
<td>TERRE HAUTE, IN</td>
<td>05</td>
<td>14-32</td>
<td>7,240 feet</td>
</tr>
<tr>
<td>TERRE HAUTE RGNL (HUF)</td>
<td>32</td>
<td>05-23</td>
<td>4,237 feet</td>
</tr>
</tbody>
</table>
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>AKRON-CANTON RGNL (CAK)</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>Departing acft on Rwy 21 can expect to hold short of Rwy 25 on Twy A.</td>
</tr>
<tr>
<td>CINCINNATI MUNI/ LUNKEN FLD (LUK)</td>
<td>HS 2</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</td>
</tr>
<tr>
<td>BURKE LAKEFRONT (BKL)</td>
<td>HS 2</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, OH</td>
<td>HS 1</td>
<td>Area not visible from the twr.</td>
</tr>
<tr>
<td>OHIO STATE UNIVERSITY (OSU)</td>
<td>HS 2</td>
<td>Rwy 05 hold short line close proximity to west ramp on Twy A.</td>
</tr>
<tr>
<td>COLUMBUS, OH</td>
<td>HS 1</td>
<td>Int Rwy 27R, Rwy 23 -wrong rwy departure risk.</td>
</tr>
<tr>
<td>JOHN GLENN COLUMBUS INTL (CMH)</td>
<td>HS 2</td>
<td>Area not visible from the twr.</td>
</tr>
<tr>
<td>DAYTON, OH</td>
<td>HS 1</td>
<td>Taxing via Twy D, Rwy 36, Twy H.</td>
</tr>
<tr>
<td>JAMES M COX DAYTON INTL (DAY)</td>
<td>HS 2</td>
<td>Rwy G and Rwy 18-36, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering rwy G.</td>
</tr>
<tr>
<td>EVANSVILLE, IN</td>
<td>HS 1</td>
<td>Short taxi distance from West Ramp when departing C2 int. Aircraft tend to miss turn onto TWY C from West Ramp.</td>
</tr>
<tr>
<td>EVANSVILLE RGNL (EVV)</td>
<td>HS 2</td>
<td>Rwy 27 and Twy A.</td>
</tr>
<tr>
<td>FORT WAYNE, IN</td>
<td>HS 1</td>
<td>Complex int Twy B, Twy B3, Twy C.</td>
</tr>
<tr>
<td>FORT WAYNE INTL (FWA)</td>
<td>HS 2</td>
<td>Short taxi distance from West Ramp when departing C2 int.</td>
</tr>
<tr>
<td>LAFAYETTE, IN</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>
<tr>
<td>PURDUE UNIVERSITY (LAF)</td>
<td>HS 2</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>
<tr>
<td>YOUNGSTOWN/WARREN, OH YOUNGSTOWN/WARREN RGNL (YNG)</td>
<td>HS 2</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: Chart not to scale.

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.

CONTINUED 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 KLLAY 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 SLOT, then on track 105° to cross SIIPE at 7000, then on track 105°. Expect RADAR vectors to final approach course.

LANDING KCAK: From BRWNZ on track 151° to cross USASN at 11000, then on track 120°. Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

CBUSS TWO ARRIVAL (RNAV)

COLUMBUS, OHIO

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

(NARRATIVE ON FOLLOWING PAGE)
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 FLJIP, 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: Radar required.

NOTE: Chart not to scale.
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.

NOTE: KCMH aircraft landing east expect Rwy 10R.

NOTE: KCMH aircraft landing west expect Rwy 28L.
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.
COLUMBUS APP CON
134.45 323.15
DAY ATIS
125.8
KFFO ATIS
124.475 269.9
SPRINGFIELD/BECKLEY MUNI CTAF
122.95
MIDDLETOWN RGNL/HOOK FLD CTAF
123.0
DAYTON/WRIGHT BROTHERS CTAF
122.8

DANEI THREE ARRIVAL

NOTE: Chart not to scale.

VERTICAL NAVIGATION PLANNING

Expect 11000 250K

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.
ARRIVAL 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 I1U R-131 to DARBY. Thence. . . .

UNCKL TRANSITION (UNCKL.DARBY8): From over UNCKL on I1U R-131 to DARBY. Thence. . . .

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

. . . . from DARBY on I1U R-131 to I1U VORTAC. Expect RADAR vectors to final course.
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 HELDI 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 TRLY 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 KTZR/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 FOUR ARRIVAL (RNAV) Transition Routes**

**EASEL TRANSITION (EASEL.GIIBS4):**

**HAGAL TRANSITION (HAGAL.GIIBS4):**

**NOTE:** Expect descend via clearance and landing direction assignment by Indianapolis Center. Approach will assign landing rwy.

**NOTE:** EASEL TRANSITION for SDF terminal area departures only.

**NOTE:** For non-GPS equipped aircraft landing Rwy 14; SHB DME must be operational.

**NOTE:** KIND landing southwest select Rwy 23L transition. Expect runway assignment from Indianapolis APP CON prior to GIIBS.

**NOTE:** KIND landing northeast select Rwy 5R transition. Expect runway assignment from Indianapolis APP CON prior to GIIBS.

(CONTINUED ON FOLLOWING PAGE)
GIIBS FOUR ARRIVAL (RNAV) Arrival Routes

ARRIVAL ROUTE DESCRIPTION

From GIIBS on track 341° to BUPTE.

LANDING RUNWAYS 5L/R: From BUPTE on track 341° to cross JOCKE between 12000 and 16000, then on track 328° to cross WONOK at or above 10000, then on track 328° to cross MOSLY at or above 7000, then on track 320° to cross KNIGT at 6000 and at 210K, then on track 230° to cross DOCEY at 6000 and at 210K, then on track 230°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 14: From BUPTE on track 341° to cross JOCKE between 12000 and 16000, then on track 324° to cross OPEVE at or above 10000, then on track 324° to PDIDY, then on track 309° to cross ROGIE at or above 7000 and at 230K, then on track 309° to cross PNFLD at 6000 and at 210K, then on track 320° to cross WONOK at 6000 and at 210K, then on track 320°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 23L/R: From BUPTE on track 341° to cross JOCKE between 12000 and 16000, then on track 326° to cross FAMIL at or above 10000, then on track 328° to cross MOSLY at or above 7000, then on track 320° to cross KNIGT at 6000 and at 210K, then on track 050° to cross RAMEY at 6000 and at 210K, then on track 050°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 32: From BUPTE on track 341° to cross SADLE at or above 7000 and at 230K, then on track 321° to cross OZMOE at or above 4500 and at 210K. Expect RNP, GPS, ILS or LOC RWY 32 approach or RADAR vectors to final approach course.

NOTE: Expect descend via clearance and landing direction assignment by Indianapolis Center. Approach will assign landing rwy.

NOTE: KIND landing southwest select Rwy 23L transition. Expect runway assignment from Indianapolis APP CON prior to GIIBS.

NOTE: KIND landing northeast select Rwy 5R transition. Expect runway assignment from Indianapolis APP CON prior to GIIBS.

NOTE: KIND landing northeast select Rwy 5R transition. Expect runway assignment from Indianapolis APP CON prior to GIIBS.

NOTE: KIND landing southwest select Rwy 23L transition. Expect runway assignment from Indianapolis APP CON prior to GIIBS.

NOTE: FOR non-GPS equipped aircraft landing Rwy 14; SHB DME must be operational.
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.
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: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS 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.
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 HANTI 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°. Expect RADAR vectors to final approach course.

LANDING KLC: 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: Jet aircraft only.

NOTE: KNSD landing north select Rwy 35L Transition. Expect runway assignment from Louisville APP CON prior to LISZA.

NOTE: KNSD landing south select Rwy 17R Transition. Expect runway assignment from Louisville APP CON prior to LISZA.
NOTE: Chart not to scale.

LOUISVILLE APP CON
132.075 327.0
SDF D-ATIS
118.725
LOU ATIS
124.15

LOUISVILLE, KENTUCKY

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

NOTE: Jet aircraft only.

NOTE: KSDF landing north select Rwy 35L
Transition. Expect runway assignment from Louisville APP CON prior to LISZA.

NOTE: KSDF landing south select Rwy 17R
Transition. Expect runway assignment from Louisville APP CON prior to LISZA.

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

KSDF: From GDAYE on track 160° to cross LISZA between 14000 and 17000 and at 280K, then on track 160° to cross Jموني between 13000 and 15000.

LANDING KSDF RUNWAY 17L: From Jموني on track 101° to cross RCTIC between 11000 and 13000, then on track 101° to cross MEENY between 9000 and 11000, then on track 101° to cross DURBY between 7000 and 9000, then on track 101° to cross BODYE at 6000, then on track 101° to MMACY, then on track 140° to cross LEGGZ at 6000 and at 210K. Expect ILS or LOC Rwy 17L approach.

LANDING KSDF RUNWAY 17R: From J몬니 on track 101° to cross RCTIC between 11000 and 13000, then on track 101° to cross MEENY between 9000 and 11000, then on track 101° to cross DURBY between 7000 and 9000, then on track 101° to cross BODYE at 6000, then on track 101° to MMACY, then on track 151° to cross CWAYN at 6000 and at 210K. Expect ILS or LOC Rwy 17R approach.

LANDING KSDF RUNWAY 29: From Jموني on track 109° to cross WILAA between 11000 and 13000, then on track 109° to cross CLLWY between 9000 and 11000, then on track 109° to cross WVEVR between 7000 and 9000, then on track 109° to cross HOOLA between 6000 and 7000, then on track 126° to cross KYANG at 6000, then on track 126° to cross CPIKE at 6000, then on track 126° to RAACH, then on track 116° to cross BATSS at 6000, then on track 111°. Expect RADAR vectors to final approach course.

LANDING KSDF RUNWAYS 35L/R: From Jموني on track 135° to cross MIII between 11000 and 13000, then on track 135° to cross MMACE between 9000 and 11000, then on track 135° to cross RLENA between 7000 and 9000, then on track 135° to cross JYTEE between 6000 and 7000, then on track 135° to cross DHARD at 6000, then on track 135° to cross LEWSS at 6000, then on track 170°. Expect RADAR vectors to final approach course.

LANDING KJVY/KLOU: From GDAYE on track 160° to cross LISZA between 14000 and 17000 and at 280K, then on track 160° to cross Jموني between 13000 and 15000, then on track 101° to cross RCTIC between 11000 and 13000, then on track 092° to cross CHKIN between 9000 and 11000, then on track 093° to cross LEGGZ between 7000 and 9000, then on track 093° to cross MYDOG at 6000, then on track 093°. Expect RADAR vectors to final approach course.
Approach will assign landing Rwy.

NOTE: Expect descend via clearance and landing direction assignment by Indianapolis Center.

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

NOTE: RNAV 1.
NOTE: RADAR required.

(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: Jet aircraft only.

**NOTE:** KSDF Landing North select Rwy 35R Transition. Expect runway assignment from Louisville APP CON prior to COBBZ.

**NOTE:** KSDF Landing South select Rwy 17L Transition. Expect runway assignment from Louisville APP CON prior to COBBZ.

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

GLAZR TRANSITION (GLAZR.LEDDL1):

LAFOX TRANSITION (LAFOX.LEDDL1):

YOCKY TRANSITION (YOCKY.LEDDL1):

KSDF: From COBBZ on track 348° to cross LEDDL between 11000 and 13000.

LANDING KSDF RUNWAY 17L/R: From LEDDL on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 322° to cross RODAH between 6000 and 7000, then on track 322° to cross STVNZ at 6000, then on track 322° to MYCUL, then on track 351° to cross HHANA at 6000, then on track 351°. Expect RADAR vectors to final approach course.

LANDING KSDF RUNWAY 29: From LEDDL on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 317° to cross SNDLS at 6000, then on track 295° to cross TRUBS at 4000 and at 210K. Expect LOC Runway 29 approach.

LANDING KSDF RUNWAY 35L: From LEDDL on track 282° to cross PPATI between 9000 and 11000, then on track 279° to cross OLDIZ between 7000 and 9000, then on track 286° to cross KYLAW at 7000, then on track 321° to cross BRBON at 6000. Expect ILS or LOC Runway 35L approach.

LANDING KSDF RUNWAY 35R: From LEDDL on track 282° to cross PPATI between 9000 and 11000, then on track 279° to cross OLDIZ between 7000 and 9000, then on track 286° to cross KYLAW at 7000, then on track 330° to cross MEEKO at 6000. Expect ILS or LOC Runway 35R approach.

LANDING KJVV: From COBBZ on track 348° to cross LEDDL between 11000 and 13000, then on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 340° to cross PNNIC at 5000, then on track 336°. Expect RADAR vectors to final approach course.

LANDING KLOU: From COBBZ on track 348° to cross LEDDL between 11000 and 13000, then on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 340° to cross PNNIC at 5000, then on track 331°. Expect RADAR vectors to final approach course.
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, 11 JUL 2024 to 05 SEP 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 IGOQ:** From LUCIT on track 003° to cross YOGRT at 4000, then on track 330°. Expect RADAR vectors to final approach course.
NOTE: Jet aircraft only.
NOTE: PENBE Transition North assigned only.
NOTE: KSDF Landing North select Rwy 35L Transition.
Expect runway assignment from Louisville APP CON prior to JIINN.
NOTE: KSDF Landing South select Rwy 17R Transition.
Expect runway assignment from Louisville APP CON prior to JIINN.
ARRIVAL ROUTE DESCRIPTION

BUMPY TRANSITION (BUMPY.MBELL5):

IMOUT TRANSITION (IMOUT.MBELL5):

MOOCH TRANSITION (MOOCH.MBELL5):

PENBE TRANSITION (PENBE.MBELL5):

KSDF: From JIINN on track 083° to cross MBELL between 13000 and 15000.

LANDING KSDF RUNWAYS 17L/R: From MBELL on track 019° to cross AABBZ between 11000 and 13000, then on track 019° to cross BLEEM between 9000 and 11000, then on track 034° to cross GLENM between 7000 and 9000, then on track 052° to cross AUDRY between 6000 and 7000, then on track 052° to cross BEEKK at 6000, then on track 052° to cross TROLI, then on track 35° to cross PDUDL at 6000, then on track 35°.
Expect RADAR vectors to final approach course.

LANDING KSDF RUNWAY 29: From MBELL on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross LIYAH between 9000 and 11000, then on track 100° to cross PRKER between 7000 and 9000, then on track 100° to cross KYSN at 6000, then on track 063° to SHLEY, then on track 026° to cross FARKN at 6000, then on track 116° to cross MAYLN at 6000, then on track 118°.
Expect RADAR vectors to final approach course.

LANDING KSDF RUNWAY 35L: From MBELL on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross LIYAH between 9000 and 11000, then on track 100° to cross PRKER between 7000 and 9000, then on track 100° to cross KYSN at 6000, then on track 072° to RNNER, then on track 010° to cross BRBON at 6000. Expect ILS or LOC RWY 35L approach.

LANDING KSDF RUNWAY 35R: From MBELL on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross LIYAH between 9000 and 11000, then on track 100° to cross PRKER between 7000 and 9000, then on track 100° to cross KYSN at 6000, then on track 072° to RNNER, then on track 020° to cross MEEKO at 6000. Expect ILS or LOC RWY 35R approach.

LANDING KJIVY: From JIINN on track 083° to cross MBELL between 13000 and 15000, then on track 019° to cross AABBZ between 11000 and 13000, then on track 019° to cross BLEEM between 9000 and 11000, then on track 019° to cross DOWNS between 7000 and 9000, then on track 030° to cross SIPPN at 5000, then on track 030°.
Expect RADAR vectors to final approach course.

LANDING KLOU: From JIINN on track 083° to cross MBELL between 13000 and 15000, then on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross LIYAH between 9000 and 11000, then on track 100° to cross PRKER between 7000 and 9000, then on track 100° to cross MOWGN at 6000, then on track 090°.
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.
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)

NOTE: Chart not to scale.
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 cross 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 LVISS between 8000 and 9000, then on track 312° to cross NIXXS at 6000, then on track 312° to cross GROHL at 6000 and at 210K, then on heading 236° or as assigned by ATC. Expect ILS, RNAV (RNP), or RNAV (GPS) approach from GROHL, or RADAR vectors to final approach course.

LANDING KCLE RUNWAYS 24L/R: From STOHN on track 010° to MEEAT, then on track 010° to cross CLAPT at 7000 and at 210K, then on heading 056° or as assigned by ATC. Expect RNAV (RNP) approach from CLAPT or RADAR vectors to final approach course.

LANDING KCLE RUNWAY 28: From STOHN on track 010° to MEEAT, then on track 029° to cross SWEEE at 7000 and at 210K, then on heading 101° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING KLPR/KLNN/KCGF/KBKL: From ROLLN on track 010° to cross STOHN between 9000 and 14000, then on track 034° to cross HENDX at 9000, then on track 034°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
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 343° 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: 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: KIND Landing southwest select Rwy 23R transition. Expect runway assignment from Indianapolis APP CON prior to SMUKE.

NOTE: KIND Landing northeast select Rwy 5L transition. Expect runway assignment from Indianapolis APP CON prior to SMUKE.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

From RACYR on track 036° to SMUKE, then on track 040° to FIIRE.

LANDING RUNWAY 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, GPS, ILS or LOC RWY 5L or RADAR vectors to final approach course.

LANDING RUNWAY 5R: From FIIRE on track 035° to cross WESLE at or above 6000, then on track 051° to cross IIUUU at or above 5000 and at 210K. Expect RNP, GPS, ILS or LOC RWY 5R or RADAR vectors to final approach course.

LANDING RUNWAY 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 cross WONOK at 6000 and at 210K, then on track 320°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 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 cross RAMEY at 6000 and at 210K, then on track 050°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 23R: From FIIRE on track 033° to cross WOTSN at or above 11000, then on track 033° to cross DUBBX at or above 10000, then on track 037° to cross BLSTR at or above 7000 and at 230K, then on track 036° to cross PETYN at 6000 and at 210K, then on track 050° to cross ZOSAR at 6000 and at 210K, then on track 050°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 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 cross ZASNI at 6000 and at 210K, then on track 139°. Expect RADAR vectors to 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.
EC-2, 11 JUL 2024 to 05 SEP 2024

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)

NOTE: Chart not to scale.
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.

(TRYBE, TRYBE4) 26MAR24

(Z47)
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.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

PARKERBURG TRANSITION (JPU.ZZIPS1)

SOORD TRANSITION (SOORD.ZZIPS1)

LANDING 1G3/KAKR: From ZZIPS on track 301° to cross CHIIP at 4000, then on track 301°. Expect RADAR vectors to final approach course.

LANDING KCAK: From ZZIPS on track 266° to cross GOTTZ at 4000, then on track 266°. Expect RADAR vectors to final approach course.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
INTENTIONALLY LEFT BLANK
**LOC RWY 25**

**AKRON FULTON INTL (AKR)**

### LOC/DME

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**ALTERNATE MISSED APCH FIX**

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**AWNEV**

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**EC-2, 11 JUL 2024 to 05 SEP 2024**
Rwy 25 helicopter visibility reduction below 1 SM NA. Circling Rwy 7 NA at night.

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

ASOS

CLEVELAND APP CON

CLNC DEL

UNICOM

126.825

125.5 371.875

121.6

123.075 (CTAF)

ALTERNATE MISSED APCH FIX

AKRON

362 AK

MSA AK 25 NM

RITZS BSV [21.2]

ELEV

TDZE

1068

1059

FAF to MAP 3.7 NM

Knots

60

90

120

150

180

Min:Sec

3:42

2:28

1:51

1:29

1:14

CATEGORY

A

B

C

D

S-25

1620-1

561 (600-1)

1620-1 ½

561 (600-1 ½)

1680-1

1800-2

1840-2 ½

CIRCLING

1620-1

552 (600-1)

1680-1

612 (700-1)

1800-2

732 (800-2)

772 (800-2 ½)

AKRON FULTON INTL (AKR)

EC-2, 11 JUL 2024 to 05 SEP 2024

AKRON, OHIO

AL-6 (FAA)

AKRON, OHIO

EC-2, 11 JUL 2024 to 05 SEP 2024

AKRON, OHIO

Amdt 15D 08SEP22
**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

**"**RAPID 1900 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.

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**"**RAPID 1900 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.

**"**RAPID 1900 authorized with the use of FD or AP or HUD to DA.
** 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.

Missed Approach: Climb to 1700 then climbing left turn to 3000 direct BSV VOR/DME and hold.

** CAUTION: OM for Akron Fulton Intl may be received approximately 5 miles north of DERBY OM.
**RNAV (GPS) RWY 1**
AKRON-CANTON RGNL (CAK)

**ATIS**
121.05

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**Procedure NA for arrival at WILMO on V43-210 southwest bound.**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
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.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

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

ATIS
121.05

CELEBAND APP CON
125.5  269.25

AKRON-CANTON TOWER
134.75  279.575

GND CON
121.7  348.6

CLNC DEL
132.05

MISSING APCH FIX
4 NM
029°
AKRON ACO

Category
A
B
C
D

LPV DA**
1399/24
200 (200-1/2)

LNAV/ VNAV DA
1577/50
378 (400-1)

LNAV MDA
1640/50
441 (500-1/2)

CIRCLING
1760-1 534 (600-1)
1780-1 554 (600-1/2)
1800-2 574 (600-2)

EC-2, 11 JUL 2024 to 05 SEP 2024

Orig-C 12AUG21

AKRON, OHIO
TWR 40°55'N - 81°27'W

AL-638 (FAA)

RNAV (GPS) RWY 19
AKRON-CANTON RGNL (CAK)

Category A

** LPV DA **
1418/24
200 (200-1/2)

LNAV/VNAV DA
1753-1/2
535 (600-1/2)

LNAV MDA
1700/24
482 (500-1/2)
1700/40
482 (500-1/2)
1700/50
482 (500-1)

CIRCLING
1760-1
534 (600-1/2)
1780-1/2
554 (600-1/2)
1800-2
574 (600-2)

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.

** MISSED APCH FIX **
** BRIGGS **
** HOMEV **
** RW19 **
** TCH 53 **
** GP 3.0° **
** TCH 53 **
** CATEGORY **
** A **
** B **
** C **
** D **

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 23**

**AKRON-CANTON RGNL (CAK)**

---

**ATIS**

121.05

**CLEVELAND APP CON**

125.5 269.25

**AKRON-CANTON TOWER**

134.75 279.575

**GND CON**

121.7 348.6

**CLNC DEL**

132.05

---

**HOLD 3000**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

---

**Procedure**

**Turn**

**NA**

---

**AIRPORT**

**AKRON**

**Elev** 1226

**TDZE** 1226

---

**2048**

---

**EC-2, 11 JUL 2024 to 05 SEP 2024**

---

**MALSR**

**MISSED APPROACH:** Climb to 3000 direct CICEE and on track 147° to BSV VOR/DME and hold.

---

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.  **

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

---

**LPV DA**

1426/24 200 (200-½)

**LNAV/VNAV DA**

1691/60 465 (500-1¼)

**LNAV MDA**

1640/24 414 (500-½)

**CIRCLING**

1760-1 534 (600-1)
VOR RWY 23
AKRON-CANTON RGNL (CAK)

DME or RADAR required.

ATIS 121.05
CLEVELAND APP CON * 125.5 269.25
AKRON-CANTON TOWER 134.75 279.575
GND CON 121.7 348.6
CLNC DEL 132.05

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

AKRON, OHIO
AL-638 (FAA)

AKRON/DME ACO

114.4
Chan 91

APP CRS
227°

Rwy Idg
TDZE
Apt Elev
8204
1226
1226

MALSR

EC-2, 11 JUL 2024 to 05 SEP 2024

MISSED APCH FIX
BRIGGS
BSV

114.05
Chan 87(Y)

180°

HIRL Rwys 1-19 and 5-23

FAF to MAP 5.5 NM

Knots
60
90
120
150
180

Min:Sec
5:30
3:40
2:45
2:12
1:50

CIRCLING
1760-1 534 (600-1)

1800-2
574 (600-2)

AKRON-CANTON RGNL (CAK)

VOR RWY 23

AKRON, OHIO
Amdt 10B 27JAN22

40°55'N - 81°27'W
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED. CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
RNAV (GPS) RWY 12
ANDERSON MUNI-DARLINGTON FLD (AID)

Missed Approach: Climb to 3000 direct NOMUF and hold.

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

Procedure NA for arrivals at WELDO on V305 southbound and arrivals at MZZ VOR/DME on V214 eastbound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**RNAV (GPS) RWY 5**

**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)

**MISSING APPROACH:**

Climb to 3000 direct WILAT and hold.

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

**Rwy 5 helicopter visibility reduction below 3/4 SM NA.**

**APP CRS**

052°

**Rwy Idg**

4000

**TDZE**

990

**Apt Elev**

995

**EC-2, 11 JUL 2024 to 05 SEP 2024**
**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)

---

**APP CRS**

<table>
<thead>
<tr>
<th>232°</th>
</tr>
</thead>
</table>

**Rwy Idg**

4000

**TDZE**

995

**Apt Elev**

995

---

**Rwy 23 helicopter visibility reduction below 1 SM NA.**

**Procedure NA at night.**

---

**Holding Pattern**

4 NM

---

**Visual Segment - Obstacles.**

4 NM

Holding Pattern

---

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**RN-02, 11 JUL 2024 to 05 SEP 2024**

---

**Category**

<table>
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<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>1700-1</td>
<td>705 (800-1)</td>
<td>1700-2</td>
<td>NA</td>
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</tbody>
</table>

**Orig F 30DEC21**

---

**41°38'N-85°05'W 5.2 NM**

**5.9 NM**

TRI-STATE STEUBEN COUNTY (ANQ)

**RNAV (GPS) RWY 23**
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**

<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 MDA</td>
<td>1600-1</td>
<td>396 (400-1)</td>
<td>1600-1½</td>
<td>396 (400-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1660-1</td>
<td>453 (500-1)</td>
<td>1740-1½</td>
<td>533 (600-1½)</td>
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</table>

**ELEV 1207**

**TDZE 1204**

**MFD ASOS**

<table>
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<th>Category</th>
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<th>D</th>
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<tbody>
<tr>
<td>125.3</td>
<td>128.35</td>
<td>360.65</td>
<td>122.7 (CTAF)</td>
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</table>

**UNICOM**

**CLEVELAND APP CON**

<table>
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<tr>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>30 NM to ECZIF (NoPT)</td>
<td>3100</td>
<td>1.5 NM to ECZIF</td>
<td>3000</td>
<td>3000</td>
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</table>

**ELEV 1207 TDZE 1204**

**MIRL Rwy 1-19**

**REIL Rwy 1 and 19**

**ASHLAND, OHIO**

Orig F 09SEP21

**ASHLAND, OHIO**

AL-6115 (FAA) 24193

EC-2, 11 JUL 2024 to 05 SEP 2024

40°54'N-82°15'W

ASHLAND COUNTY (3G4)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct ONILE and hold.

<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>1166-7/8</td>
<td>250 (300-7/8)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1182-7/8</td>
<td>266 (300-7/8)</td>
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<tr>
<td>LNAV MDA</td>
<td>1280-1</td>
<td>364 (400-1)</td>
<td></td>
<td></td>
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<tr>
<td>C CIRCLING</td>
<td>1340-1</td>
<td>1380-1</td>
<td>1500-1 1/2</td>
<td>1580-2</td>
</tr>
<tr>
<td></td>
<td>414 (500-1)</td>
<td>454 (500-1)</td>
<td>574 (600-1 1/2)</td>
<td>654 (700-2)</td>
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</tbody>
</table>

EC-2, 11 JUL 2024 to 05 SEP 2024

REIL Rwys 9 and 27
HIRL Rwy 9-27

41°47’N-80°42’W
RNAV (GPS) RWY 27
NORTHEAST OHIO RGNL (HZY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct NOJWE and hold.

ASHTABULA, OHIO
AL-5613 (FAA)

ELEV 926
TDZE 925

118.325
BUFFALO APP CON * 121.0
UNICOM 122.8 (CTAF)

123.3

Amdt 1 12OCT17

41°47'N-80°42'W

RNAV (GPS) RWY 27
NORTHEAST OHIO RGNL (HZY)
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**

I-UNI

FAF to MAP 4.6 NM

<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>S-ILS 25</td>
<td>974-1</td>
<td>209 (300-1)</td>
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<tr>
<td>S-LOC 25</td>
<td>1420-1</td>
<td>655 (700-1)</td>
<td>1420-17/8</td>
<td>655 (700-1%)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1420-1</td>
<td>654 (700-1)</td>
<td>1420-17/8</td>
<td>654 (700-1%)</td>
</tr>
</tbody>
</table>

**EC-2, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

**MISSED APPROACH:**
Climb to 3000 direct CIMIX and hold.

**AWOS-3**
128.325

**HUNTINGTON APP CON**
120.95 270.1

**CLNC DEL**
120.95

**UNICOM**
123.075 (CTAF)

**CIMIX**
3000

**ZEPEG**
2.2 NM to RW25

**TACOY**
2600

**HOPAX**
3000

**30 NM to HOPAX (NPT)**

**Holding Pattern**
4 NM

**GP 3.00°**
TCH 49

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**ATHENS/ALBANY, OHIO**
Amrd 2 09NOV17
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)

NDB UGS
250

APP CRS
247°

Rwy Idg
5600

TDZE
765

Apt Elev
766

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

M6A UGS 25 NM

NA

FAF to MAP 5.1 NM

Category
A
B
C
D

S-25
1380-1 615 (700-1) 1380-1¾ 615 (700-1¾)

EC-2, 11 JUL 2024 to 05 SEP 2024

ATHENS/ALBANY, OHIO
Amdt 9D 17JUN21
ILS or LOC RWY 27
DE KALB COUNTY (GWB)

ALTERNATE MISSED APCH FIX
117.8 FWA
Chan 125
108.75
Chan 24(Y)

LOCALIZER 108.75
I-GWB
Chan 24(Y)

LOM
SHEMK
I-GWB

FORT WAYNE
AWOS-3
124.15

FORT WAYNE APP CON
127.2 284.6

CLNC DEL
126.6

UNICOM
123.0 (CTAF)

MISSING APCH FIX
117.8 FWA
Chan 125

EC-2, 11 JUL 2024 to 05 SEP 2024

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct OIL VOR and hold.

Procedure NA for arrivals on FWA VORTAC airway radials 022 CW 097.

*LOC only

VOR R-086

1648

OLK

274° 5 NM

EC-2, 11 JUL 2024 to 05 SEP 2024

One Minute Holding Pattern

GS 3.00°
TCH 46

CECGA LOM/INT
I-GWB 12

W-096

*CECGA intersection.

VOR R-086 should be used to identify CECGA intersection.

EC-2, 11 JUL 2024 to 05 SEP 2024

LON/DME I-GWB
108.75
Chan 24(Y)

APP CRS
274°

Rwy Idg
5000
TDZE
880
Apt Elev
880

MALSR

AUBURN, INDIANA

EC-2, 11 JUL 2024 to 05 SEP 2024

29
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.

**RNAV (GPS) RWY 9**

**DE KALB COUNTY (GWB)**

**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.

**Category**  
**LPV DA** 1182-1 302 (400-1)  
**LNAV/ VNAV DA** 1237-1½ 357 (400-1½)  
**LNAV MDA** 1280-1 400 (400-1) 1280-1½ 400 (400-1½)  
**LNAV MDA** 1280-1 400 (400-1½)  
**CIRCLING** 1320-1 1560-1 1720-2½ 1720-2¾  
**TCH 45** 1720-2½ 1720-2¾  
**G P 3.04°**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**Potential Not Available**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**DRW 09 A**

**FOR WAYNE APP CON**

**FORT WAYNE APP CON** 124.15  
**CLNC DEL** 126.6  
**UNICOM** 123.0 (CTAF)

**DE KALB COUNTY (GWB)**

**RNAV (GPS) RWY 9**

**DE KALB COUNTY (GWB)**

**RNAV (GPS) RWY 9**

**DE KALB COUNTY (GWB)**
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.

MISSED APPROACH: Climb to 3000 direct DOVQU and hold.

LAUBURN, INDIANA
AL-5266 (FAA)

EC-2, 11 JUL 2024 to 05 SEP 2024

41°18'N-85°04'W
AUBURN, INDIANA

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 27
BARNESVILLE-BRADFIELD (6G5)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Washington, PA altimeter setting and increase all MDA 40 feet.

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

Western Air Traffic Control Center (WAAS)
CH 70427
W27A

ELEV 1312
TDZE 1312

HLG ASOS
127.375

CLEVELAND CENTER
126.95 239.30

UNICOM 123.0 (CTAF)

3000 LORES
274°

KESEC 2.1 NM to RW27

[FAF] KRABB

AVACA

AVACA

4 NM Holding Pattern

2.1 NM
2.8 NM
6 NM

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
**VOR/DME RWY 27**  
**BARNESVILLE-BRADFIELD (6G5)**

**Use Wheeling, WV altimeter setting.**

<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>1880-1</td>
<td>568 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1940-1</td>
<td>628 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**MISSING APPROACH:** Climb to 3000, then left turn via AIR R-274 to BAFEL/12 DME and hold.
**RNAV (GPS) RWY 4**

**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 ½SM.**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1300-1</td>
<td>460 (500-1)</td>
<td>1300-1½ 460 (500-1½)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>480 (500-1)</td>
<td>1320-1½ 480 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1360-1</td>
<td>517 (600-1)</td>
<td>1520-2 677 (700-2)</td>
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</tbody>
</table>

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 4**

**CIRCLING**

- **JAGXA** to **JOTPA**
- **WUPGO** to **RW04**

**AWOS-3**

- **127.275**

**CINCINNATI APP CON**

- **121.0**
- **254.25**

**CLNC DEL**

- **124.9**

**UNICOM**

- **122.975 (CTAF)**

**ELEV 843**

**TDZE 840**

**BATAVIA, OHIO**

**Amdt 1C 22JUN17**

**39°05'N-84°13'W**
RNAV (GPS) RWY 22

CIRCLING NA at night. Rwy 22 helicopter visibility reduction below 1 SM NA.

AWOS-3 127.275
CINCINNATI APP CON 121.0 254.25
CLINC DEL 124.9
UNICOM 122.975 (CTAF)

MISSED APPROACH: Climb to 2500 direct JAGXA and hold.

EC-2, 11 JUL 2024 to 05 SEP 2024
BETTER, INDIANA
AL-5546 (FAA)

RNAV (GPS) RWY 13
VIRGIL I GRISOM MUNI (BFR)

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.

MIRL Rwys 6-24 and 13-31

REL Rwys 13 and 31

EC-2, 11 JUL 2024 to 05 SEP 2024
**MISSING APPROACH:** Climbing left turn to 2500
on OOM VORTAC R-159 to PERLE/14 DME and hold, continue climb-in-hold to 2500.

**AWOS-3**

**LOUISVILLE APP CON**

**UNICOM**

**VOR RWY 13**

**BEDFORD, INDIANA**

**AL-5546 (FAA)**

**VIRGIL I GRISsom MUNI (BFR)**

**DME required.**

Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Bloomington
altimeter setting: increase all MDAs 80 feet and S-13 and Circling
Cats C and D visibilities ¼ SM.

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**VIRGIL I GRISsom MUNI (BFR)**

**VOR RWY 13**

**BEDFORD, INDIANA**

**AL-5546 (FAA)**

**VIRGIL I GRISsom MUNI (BFR)**

**VOR RWY 13**

**BEDFORD, INDIANA**

**AL-5546 (FAA)**

**VIRGIL I GRISsom MUNI (BFR)**

**VOR RWY 13**
RNAV (GPS) RWY 25
BELLEFONTAINE RGNL (EDJ)

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

**LPV DA**
- 1457-1 1/4
- 335 (400-1 1/4)

**LNAV/VNAV DA**
- 1664-1 1/4
- 542 (600-1 1/3)

**LNAV MDA**
- 1820-1
- 698 (700-1)
- 1820-2
- 698 (700-2)

**Circling**
- 1820-1
- 698 (700-1)
- 1860-2
- 738 (800-2)
- 1980-2 3/4
- 858 (900-2 3/4)

---

**AWOS-3**
- 118.075

**COLUMBUS APP CON**
- 134.45 294.5

**UNICOM**
- 122.8 (CTAF)

**Procedures**

**RNAV (GPS) RWY 25**

**MISSED APPROACH:**
Climb to 1900 then climbing left turn to 3000 direct ROD VORTAC and hold.

**Procedure NA for arrival on ROD VORTAC airway radial 023.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C.**
Rwy 25 helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase LPV DA to 1555 feet and all visibilities 1/2 SM; increase LNAV/VNAV DA to 1762 feet; increase all MDAs 100 feet and LNAV visibility Cat B 1 1/2 SM, Cat C and D 1 1/2 SM, and Circling visibility Cat B 1 1/2 SM, Cat C 1/2 SM, Cat D 1/2 SM.

Baro-VNAV and VDP NA when using James M Cox Dayton Intl altimeter setting.

**AWOS-3**
- 118.075

**COLUMBUS APP CON**
- 134.45 294.5

**UNICOM**
- 122.8 (CTAF)

**Procedures**

**RNAV (GPS) RWY 25**

**MISSED APPROACH:**
Climb to 1900 then climbing left turn to 3000 direct ROD VORTAC and hold.

**Procedure NA for arrival on ROD VORTAC airway radial 023.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C.**
Rwy 25 helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase LPV DA to 1555 feet and all visibilities 1/2 SM; increase LNAV/VNAV DA to 1762 feet; increase all MDAs 100 feet and LNAV visibility Cat B 1 1/2 SM, Cat C and D 1 1/2 SM, and Circling visibility Cat B 1 1/2 SM, Cat C 1/2 SM, Cat D 1/2 SM.

Baro-VNAV and VDP NA when using James M Cox Dayton Intl altimeter setting.

**AWOS-3**
- 118.075

**COLUMBUS APP CON**
- 134.45 294.5

**UNICOM**
- 122.8 (CTAF)

**Procedures**

**RNAV (GPS) RWY 25**

**MISSED APPROACH:**
Climb to 1900 then climbing left turn to 3000 direct ROD VORTAC and hold.

**Procedure NA for arrival on ROD VORTAC airway radial 023.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C.**
Rwy 25 helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase LPV DA to 1555 feet and all visibilities 1/2 SM; increase LNAV/VNAV DA to 1762 feet; increase all MDAs 100 feet and LNAV visibility Cat B 1 1/2 SM, Cat C and D 1 1/2 SM, and Circling visibility Cat B 1 1/2 SM, Cat C 1/2 SM, Cat D 1/2 SM.

Baro-VNAV and VDP NA when using James M Cox Dayton Intl altimeter setting.
VOR RWY 25
BELLEFONTAINE RGNL (EDJ)

DME required.

A W Wy 25 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 100 feet, and S-25 visibility Cats C and D 1/2 SM, and Circling visibility Cats A, C, and D 1/4 SM. VDP NA when using James M Cox Dayton Intl altimeter setting.

AWOS 3
118.075

COLUMBUS APP CON
134.45 294.5

UNICOM
122.8 (CTAF) 0

HOLD 17500
4000

MIRL Rwy 7-25

REIL Rwys 7 and 25

BELLEFONTAINE RGNL

VOR RWY 25
BELLEFONTAINE, OHIO

AL-10242 (FAA)

24193

EC-2, 11 JUL 2024 to 05 SEP 2024

AWOS-3

NoPT for arrival at ZEDIN on V144 northwest bound.

BELLEFONTAINE, OHIO

Amdt 1 11JUL24

40°22'N-83°49'W
**VOR RWY 7**

**BELLEFONTAINE RGNL (EDJ)**

**AWOS-3**

118.075

**COLUMBUS APP CON**

134.45  294.5

**UNICOM**

122.8 (CTAF)

**DME required.**

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

Procedure NA for arrivals at BUTYN on V277 northwest bound.

**Awes**

3000 NoPT (14.5)

NoPT for arrival on ROD VORTAC airway radials 207 CW 314.

**TCH 41**

3.00

ROD 5.9

JEDRI

ROD 11.1

**UNICOM**

122.8 (CTAF)

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**MIRL Rwy 7-25**

**BELLEFONTAINE, OHIO**

Orig-D  22APR21

**40°22'N-83°49'W**
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 1165 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 MALSR 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.

**DME REQUIRED**

- **ILS or LOC/DME RWY 35**
- **MONROE COUNTY (BMG)**

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2500 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

**LOCALIZER 108.3**
I-BMG

**DME REQUIRED**

- **ELEV 846**
- **TDZE 844**

**CATEGORY**

<table>
<thead>
<tr>
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**MONROE COUNTY (BMG)**

**Amdt 6C 04NOV21**

**BLOOMINGTON, INDIANA**

**39°09'N 86°37'W**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**ALTERNATE MISSED APCH FIX**

Rgnl altimeter setting: increase S-ILS 35 all Cats visibility to 1 SM. DME from OOM VORTAC. Simultaneous reception of I-BMG and OOM DME required.

**ASOS**
134.525

**HULMAN APP CON**
128.025 339.8

**BLOOMINGTON TOWER**
120.775 (CTAF)

**GND CON**
121.9

**UNICOM**
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**LOCALIZER 108.3**
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**DME REQUIRED**

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**MONROE COUNTY (BMG)**

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**MONROE COUNTY (BMG)**

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**39°09'N 86°37'W**

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**HULMAN APP CON**
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**MONROE COUNTY (BMG)**

**Amdt 6C 04NOV21**

**BLOOMINGTON, INDIANA**

**39°09'N 86°37'W**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**ALTERNATE MISSED APCH FIX**

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**ASOS**
134.525

**HULMAN APP CON**
128.025 339.8

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120.775 (CTAF)

**GND CON**
121.9

**UNICOM**
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**LOCALIZER 108.3**
I-BMG

**DME REQUIRED**

- **ELEV 846**
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**MONROE COUNTY (BMG)**

**Amdt 6C 04NOV21**

**BLOOMINGTON, INDIANA**

**39°09'N 86°37'W**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

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**HULMAN APP CON**
128.025 339.8

**BLOOMINGTON TOWER**
120.775 (CTAF)

**GND CON**
121.9

**UNICOM**
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**LOCALIZER 108.3**
I-BMG

**DME REQUIRED**

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RNAV (GPS) RWY 6
MONROE COUNTY (BMG)

RNAV (GPS) RWY 6
BLOOMINGTON, INDIANA

**ASOS**
134.525

**HULMAN APP CON**
128.025 339.8

**BLOOMINGTON TOWER**
120.775 (CTAF)

**GND CON**
121.9

**UNICOM**
122.95

**MISSED APPROACH:** Climb to 3000 direct IJPOV and hold.

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

**Category**

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<th>A</th>
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<td>LNAV MDA</td>
<td>1300-1 460 (500-1)</td>
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**APP CRS**

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<th>3494</th>
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<td>TDZE</td>
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<td>Apt Elev</td>
<td>846</td>
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**Map Diagram**

- **ELEV 846**
- **TDZE 840**
- **IPOV**
- **MIYOS**
- **OXDOH**
- **REIL Rwy 17**
- **HIRL Rwy 17-35**
- **MIRL Rwy 6-24**

**Holding Pattern**

- 4 NM
- 6000 - 3000
- 244°
- 064°

**Visual Segment - Obstacles**

- 3000
- IJPOV

**Monroe County (BMG)**

EC-2, 11 Jul 2024 to 05 Sep 2024

**Bloomington, Indiana**

Orig-D 18 Jul 19

**39°09'N-86°37'W**
RNAV (GPS) RWY 17
MONROE COUNTY (BMG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). RW 17 helicopter visibility reduction below ½ SM NA.

When local altimeter setting not received, use Terre Haute Regional 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 ½ mile.

MISSED APPROACH: Climb to 3000 direct ALFRD and hold.

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

Amdt 1C 18JUL19
RNAV (GPS) RWY 24
MONROE COUNTY (BMG)

<table>
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<td>LNAV MDA</td>
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Rwy 24 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received use Terre Haute Rgnl altimeter setting and increase all MDA 140 feet; increase LNAV Cat C/D ½ mile.

MISSED APPROACH: Climb to 3000 direct OXDOH WP and hold.

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

RNAV (GPS) RWY 24
MONROE COUNTY (BMG)

BLOOMINGTON, INDIANA
AL-5168 (FAA)

EC-2, 11 JUL 2024 to 05 SEP 2024

BLOOMINGTON, INDIANA
Orig-C 18JUL19

ELEV 846
TDZE 841

39°09'N-86°37'W
47

MONROE COUNTY (BMG)
RNAV (GPS) RWY 24

MIRL Rwy 6-24
HIRL Rwy 17-35
REIL Rwy 17

3000 OXDOH

VGSI and descent angle not coincident [VGSI Angle 4.00/TCH 51].

3000 OXDOH

IPOV

4 NM Holding Pattern

064° 244° 3000

3.06° 39°09'N-86°37'W
Procedure NA at night. When local altimeter setting not received, use Terre Haute Rgnl altimeter setting and increase all MDA 140 feet and S-6 Cat C and D visibility ½ SM, Circling Cat C visibility ½ SM, and Circling Cat D visibility ½ SM.

**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

**REMINDERS**

- **Amdt 19D 25JAN24**
- **BLOOMINGTON, INDIANA**
- **EC-2, 11 JUL 2024 to 05 SEP 2024**

**BLOOMINGTON, INDIANA**

**AL-5168 (FAA)**

**MONROE COUNTY (BMG)**

**VOR/DME RWY 6**

**ELEV 846**

**TDZE 840**

**MIRL Rwy 6-24**

**HIRL Rwy 17-35**

**REIL Rwy 17**

**39°09'N-86°37'W**

**MOBILE**
Helicopter visibility reduction below ½ 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 ½ SM.

**ASOS**
- APT 134.525
- HULMAN APP CON 128.025 339.8

**BLOOMINGTON TOWER**
- 120.775 (CTAF)

**GND CON**
- 121.9

**UNICOM**
- 122.95

**EC-2, 11 Jul 2024 to 05 Sep 2024**

**AL-5168 (FAA)**

**MONROE COUNTY (BMG)**

**APP CRS**
- Chan 39

**Rwy Idg**
- 6500

**TDZE**
- 846

**Apt Elev**
- 846

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

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

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<tr>
<td>S-17</td>
<td>1560-1</td>
<td>714 (800-1)</td>
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<td>CIRCLING</td>
<td>1560-1</td>
<td>714 (800-1)</td>
<td>1560-2</td>
<td>1620-2½</td>
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**REMINDERS**

- Remain within 10 NM
- Climb to 1800 then climbing right turn to 2500 direct OOM VORTAC and hold.

**MONROE COUNTY (BMG)**

**VOR RWY 17**

**EC-2, 11 Jul 2024 to 05 Sep 2024**

**BLOOMINGTON, INDIANA**

Amdt 128 04NOV21
HOLDING INSTRUCTIONS IS REQUIRED.
READBACK OF ALL RUNWAY CROSSING CLEARANCES.

CAUTION: BE ALERT TO FIELD ELEV 846

AIRPORT DIAGRAM

BLOOMINGTON, INDIANA

AL-5168 (FAA)

17

39°09.0'N

832

39°08.5'N

24

35

6

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 23
BLUFFTON (5G7)

**RNAV (GPS) RWY 23**

**BLUFFTON, OHIO**

**APP CRS**
237°

**Rwy Idg**
4126

**TDZE**
850

**Apt Elev**
851

**RNAV (GPS) RWY 23**

**BLUFFTON, OHIO**

**AL-5665 (FAA)**

**UNICOM**
122.8 (CTAF)

**FDY ASOS**
132.85

**TOLEDO APP CON**
120.8 317.55

**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 ½ SM.**

**FDY ASOS**
132.85

**TOLEDO APP CON**
120.8 317.55

**UNICOM**
122.8 (CTAF)

**FDY ASOS**
132.85

**TOLEDO APP CON**
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122.8 (CTAF)

**FDY ASOS**
132.85

**TOLEDO APP CON**
120.8 317.55

**UNICOM**
122.8 (CTAF)
**Use Findlay altimeter setting; when not received, use Lima altimeter setting and increase all MDA 20 feet, increase S-23 Cat C/D visibility ¾ SM and Circling Cat C/D visibility ½ SM.**

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

---

**FDY ASOS**

132.85

**TOLEDO APP CON**

120.8 317.55

**UNICOM**

122.8 (CTAF)

---

**EC-2, 11 JUL 2024 to 05 SEP 2024**

---

**AL-5665 (FAA)**

**BLUFFTON, OHIO**

Amdt 7B  26MAR20

---

**VOR RWY 23**

BLUFFTON (5G7)

---

**40°53'N-83°52'W**
RNAV (GPS) RWY 10
WOOD COUNTY (1G)

RNP APCH.

Circling Rwy 36 NA at night. VDP NA when using Toledo Express altimeter setting.
When local altimeter setting not received, use Toledo Express altimeter setting: increase DA
30 feet and LNAV Cat C visibility ¼ SM, Circling Cat C/D visibility ½ SM.

Climb to 2300 direct.

HOLD 6000-2300 (IF/IAF) UBAYA

2300 NAP (6.3)

2300 NAP (2)

2300 NAP (5)

276°  096°

UBAYA ZIMBO

2300

GP 3.04°

MIRL Rwys 10-28 and 18-36

REIL Rwys 10, 18, and 28

1.4 NM to

3.5 NM

1.4 NM

6.3 NM

2300 MELIS

1019

1050

1010

1009

MELIS

4 NM

126°

7°

18°

2300

HOLD 6000-2300

UBAYA (IAF)

096°  276°

2300-096° (6.3)

3100 MELIS

1050

1019

1010

6.3 NM

2300-096°

276°

096°

4 NM

2300-096°

4199 X 75

36

81

141°

673

22363

41°23'N-83°38'W

Orig-F 25MAR21

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

54
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.

MISSED APPROACH: Climb to 2400 direct ZABDU 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>922-1</td>
<td>250 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>648 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1320-1</td>
<td>647 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

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

BOWLING GREEN, OHIO
Orig-D 05NOV20

-2015

4 NM
Holding Pattern

ZABDU

JUMAK

IYOBI

2400
ZABDU

*LNAV only.

1.9 NM

to RW18

MISSED APCH FIX

ZABDU

JUMAK

IYOBI

2400
ZABDU

*LNAV only.

1.9 NM

to RW18

MISSED APCH FIX

ZABDU

JUMAK

IYOBI

2400
ZABDU

*LNAV only.

1.9 NM

to RW18

MISSED APCH FIX

ZABDU

JUMAK

IYOBI

2400
ZABDU

*LNAV only.

1.9 NM

to RW18

MISSED APCH FIX

ZABDU

JUMAK

IYOBI

2400
ZABDU

*LNAV only.

1.9 NM

to RW18

MISSED APCH FIX

ZABDU

JUMAK

IYOBI

2400
ZABDU

*LNAV only.

1.9 NM

to RW18

MISSED APCH FIX

ZABDU

JUMAK

IYOBI

2400
ZABDU

*LNAV only.

1.9 NM

to RW18

MISSED APCH FIX

ZABDU

JUMAK

IYOBI

2400
ZABDU

*LNAV only.

1.9 NM

to RW18

MISSED APCH FIX

ZABDU

JUMAK

IYOBI

2400
ZABDU

*LNAV only.
RNAV (GPS) RWY 36
WOOD COUNTY (1G)
HULMAN APP CON
125.45  339.8

UNICOM
122.8 (CTAF) 0

RNAV (GPS) RWY 27
BRAZIL CLAY COUNTY (0I2)

APP CRS
272°

Rwy Idg  2499
TDZE  645
Apt Elev  645

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

TERRE HAUTE TTH
3200 to HADNO 094° (18.1)

(IAF) COTT
3200 Napt 272° (9.4)

(IAF) KELLY
3200 Napt 293° (9.4)

RNAV (GPS) RWY 27

HADNO
4 NM

Hold Pattern

TERRE HAUTE
856 3200

LNAV MDA
CIRCLING

<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>1240-1</td>
<td>595 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1240-1</td>
<td>595 (600-1)</td>
<td>NA</td>
<td>NA</td>
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EC-2, 11 JUL 2024 to 05 SEP 2024

58
BRYAN, OHIO

RNAV (GPS) RWY 7
WILLIAMS COUNTY (0G6)

MISSED APPROACH:
Climb to 3000 direct ROYYS and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A (LPV)</th>
<th>B (LNAV)</th>
<th>C (LNAV)</th>
<th>D (LNAV)</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1003-1</td>
<td>273</td>
<td>1003-1</td>
<td>273</td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1240-1</td>
<td>510 (600-1½)</td>
<td>1240-1</td>
<td>510 (600-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>1260-1</td>
<td>530 (600-1)</td>
<td>1260-1½</td>
<td>530 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1300-1</td>
<td>570 (600-1)</td>
<td>1300-1½</td>
<td>570 (600-1½)</td>
</tr>
</tbody>
</table>

Amdt 1B 11 AUG 22

BRYAN, OHIO

WAAS
CH 81927
W07A

APP CRS 073°
Rwy Idg 4491
TDZE 730
Apt Elev 730

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 25
WILLIAMS COUNTY (KG6)

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 ½ SM.

MISSED APPROACH: Climb to 3000 direct POKLY and hold.

TOLEDO APP CON 123.0 ❖

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 4
PORT BUCYRUS/CRAWFORD COUNTY (17G)

Circling NA to Rwy 9 and 27. Circling Rwy 22 NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA. VDP NA with Mansfield altimeter setting. When local altimeter setting not received, use Mansfield altimeter setting: increase all MDA 100 feet and visibility Cat C ¾ SM.

AWOS-3
126.625

CLEVELAND APP CON
128.35 360.65

UNICOM
122.8 (CTAF)

MISSED APPROACH:
Climb to 3000 direct VIZXO and hold.

APP CRS
043°
Rwy Idg 3619
TDZE 1003
Apt Elev 1008

RNAV (GPS) RWY 4
Port Bucyrus/Crawford County (17G)

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 22
PORT BUCYRUS/CRAWFORD COUNTY (17G)

AWOS: 3 126.625
CLEVELAND APP CON: 128.35 360.65
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 3/8 SM.

MISSED APPROACH: Climb to 3000 direct LIANG and hold.

AWOS-3
126.625

FAA
AL-6388
BUCYRUS, OHIO
PORT BUCYRUS/CRAWFORD COUNTY (17G)
REIL Rwy 4 and 22
MIRL Rwy 4-22

3.00°

3000 LIANG

1.9 NM to RW22

1853

JIDXI
223°

VIZXO

4 NM

MISS APCH FIX
LIANG

IF/IAF

FAF

3000 direct LIANG and hold.

MISSED APCH FIX
LIANG

4 NM

EC-2, 11 JUL 2024 to 05 SEP 2024
40°47'N-82°58'W
Circling NA to Rwys 9 and 27. Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwys 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**

126.625

**CLEVELAND APP CON**

128.35 360.65

**UNICOM**

122.8 (CTAF)

**MANSFIELD**

108.8 MFD

**Chan 25**

**BUCKEYE**

109.8 BUD

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

**EC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 13
HARASSON COUNTY (8G6)

Rwy 13 helicopter visibility reduction below 1 SM NA. Use Wheeling altimeter setting; when not received, use Washington altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3100 direct SUXPU and hold.

HLG ASOS
127.375

CLEVELAND CENTER
126.95 239.30

UNICOM
122.8 (CTAF)

2314

RVUVE 2.5 NM to RW13

1330±

RW13

1419±

1404±

HOLDS

2800

ELEV 1174

TDZE 1161

Visual Segment - Obstacles.

4 NM Holding Pattern
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 6000
4 NM
Holding Pattern

Visual Segment - Obstacles.

3000 CUHSU

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

EC-2, 11 JUL 2024 to 05 SEP 2024

AL-6205 (FAA)

RNAV (GPS) RWY 31
HARRISON COUNTY (8G6)

40°14'N-81°01'W

HARRISON COUNTY
AL-6205 (FAA)
RNAV (GPS) RWY 23

NOBLE COUNTY (I10)

CUMBA

ZANESVILLE

086° (18.6)

039° (6.3)

138° (5)

102° (6.3)

102° (800-1)

ZAKFE

ENISY

RAMIQ

UMVIW

IAF

(FAF)

(IF)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1580-1</td>
<td>702 (800-1)</td>
<td>1580-2</td>
<td>702 (800-2)</td>
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<tr>
<td>LNAV MDA</td>
<td>1620-1</td>
<td>1620-1(\frac{1}{4})</td>
<td>1620-2</td>
<td>742 (800-2)</td>
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<tr>
<td>C CIRCLING</td>
<td>1620-1</td>
<td>742 (800-1)</td>
<td>1660-2(\frac{1}{4})</td>
<td>781 (800-2(\frac{1}{4}))</td>
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</table>

ZANESVILLE RSS (IAF)

INDIANAPOLIS CENTER

124.45 323.275

UNICOM

122.8 (CTAF)

ZZV ASOS

114.95

ELEV 879

TDZE 878

ELEV 879

TDZE 878

CUMBA

228°

3000

1427

1183

ZANESVILLE

Rwy 23

helicopter visibility reduction below 1 SM NA.

DME/DME RNP-0.3 NA. Procedure NA at right. Use Zanesville altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climbing right turn to 3000 direct to CUMBA and hold.

Procedure NA for arrival on ZZV VOR/DME airway radials 090 CW 147.

Procedure NA for arrivals at CADRE on V59-113 southbound.

Visual Segment - Obstacles.

MISSED APPROACH: Climbing right turn to 3000 direct to CUMBA and hold.

3400

MASA RW23 25 NM

Procedure NA for arrivals at CADRE on V59-113 southbound.

Visual Segment - Obstacles.

Procedure NA for arrivals at CADRE on V59-113 southbound.

Visual Segment - Obstacles.
DME or RADAR required.

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

CLEVELAND APP CON
125.5 371.875

UNICOM
122.7 (CTAF)

MISSED APPROACH: Climbing left turn to 3000 on BSV VOR/DME R-127. Use New Philadelphia altimeter setting and increase MDA 20 feet.

IF/IAF
BRIGGS
114.05 BSV
Chan B7 (Y)

BSV VOR/DME
LLONG BSV 14
RADAR

127°
3000

3000
127°

127°
3000

LLONG BSV 14
RADAR

1608
162±

LLONG/BSV 14 DME/RADAR and hold.

EC-2, 11 JUL 2024 to 05 SEP 2024

CARROLLTON, OHIO
Ammd 1C 11AUG22

40°34’N-81°05’W
RNAV (GPS) RWY 8
LAKEFIELD (CQA)

AXV AWOS-3PT
128.325

COOLUMS APP CON
134.45 352.05

UNICOM
122.8 (CTAF)

123.3

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 Int'l altimeter setting and increase all DA 73 feet and all MDA 80 feet; increase LPV Cats A/B/C visibility ½ mile, LNAV/VNAV Cats A/B/C visibility ½ mile and LNAV and Circling Cat C visibility ¼ mile.

RNAV, LPV, MDA; LNAV/L5, LPV, MDA; and increase all DA 73 feet and all MDA 80 feet; increase LPV Cats A/B/C visibility ½ mile, LNAV/VNAV Cats A/B/C visibility ½ mile and LNAV and Circling Cat C visibility ¼ mile.

Misssed Approach: Climb to 3000 direct EVOZU and via track 127° to ICREB and hold.

EC-2, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 8
LAKEFIELD (CQA)

40°29'N-84°33'W

71
RNAV (GPS) RWY 26
LAKEFIELD (CQA)

APP CRS
267°
Rwy ldg 4400
TDZE 893
Apt Elev 894

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Wapakoneta altimeter setting; when not received, use James M Cox Dayton Intl altimeter setting: increase LNAV/VNAV DA to 1349 feet and visibility all Cats ½ SM; increase all MDA 80 feet and visibility LNAV and Circling Cat C ¼ SM.

Missed Approach: Climb to 3000 direct EVOCO and on track 227° to COLMI and hold.

AXV AWOS-3PT
128.325
Columbus APP CON
134.45 352.05
UNICOM
122.8 (CTAF)
123.3 (UNICOM)

AXV

30 NM to LUSHU

57°

3000

LUSHU

3000

EVOCO

COLMI

3000

ICREB

3000

IZZIE

3000

EVOZU

ROW 26

4 NM

267°

3000

267°

2600

2600

087°

087°

3000

4.9 NM

6 NM

Category

A
B
C
D

LNAV/ VNAV DA
1277-1½ 384 (400-1½)
NA

LNAV MDA
1260-1 367 (400-1)
NA

Circling
1360-1
466 (500-1)
1400-1
506 (600-1)
1480-1½
586 (600-1½)
NA

EC-2, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Rickenbacker Intl altimeter setting. When VGSI is inop, Straight-in and Circling Rwy 23 procedures NA at night.

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

### Waypoints and Coordinates
- **BUCKEYE MOA**: 3000 ft
- **YELLOW BUD**: 112.5 XUB
- **IAF**: Pickaway County Meml
- **IAP**: XUB
- **REIL**: Rwy 5-23
- **MIRL**: Rwy 3-21

### Flight Levels and Frequencies
- **COLUMBUS APP CON**: 134.0 279.6
- **UNICOM**: 122.8 (CTAF)
- **AWOS-3**: 119.225

### Altitude and Elevations
- **ELEV**: 725
- **TDZE**: 716

### Altimeter Setting

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-23</td>
<td>1220-1</td>
<td>504 (500-1)</td>
<td>1220-1 ½</td>
<td>504 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1340-1</td>
<td>615 (700-1)</td>
<td>1360-1</td>
<td>635 (700-1)</td>
</tr>
<tr>
<td></td>
<td>1500-2 ½</td>
<td>775 (800-2 ½)</td>
<td>1540-2 ½</td>
<td>815 (900-2 ½)</td>
</tr>
</tbody>
</table>

### Visibility Minimums
- **S-23**: 1280-1 | 564 (600-1) | 1280-1 ½ | 564 (600-1 ½) |
- **CIRCLING**: 1400-1 | 675 (700-1) | 1420-1 | 695 (700-1) |
|                | 1560-2 ½ | 835 (900-2 ½) | 1600-2 ½ | 875 (900-2 ½) |

### Additional Information
- **TDZE**: RICKENBACKER INTL
- **EC-2, 11 JUL 2024 to 05 SEP 2024**: 74
**RNAV (GPS) RWY 3**

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

**RNP APCH-GPS.**

- **ATIS:** 123.6
- **CINCINNATI APP CON:** 121.0
- **LUNKEN TOWER:** 118.7 (CTAF)
- **GND CON:** 121.9
- **CLNC DEL:** 124.9
- **CLNC DEL (When twr closed):** 122.95
- **UNICOM:** 122.95

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

**Procedure NA for arrivals at FLM VOR/DME on V517 southeast bound.**

**CIRCLING**

- **3 NM to RW03**
- **2.2 NM to RW03**
- **900-1**
- **900-2**

**LNAV MDA**

- **A:** 1240-1
- **B:** 1240-1½
- **C:** 1240-2
- **D:** 759 (800-2)

**CIRCLING**

- **A:** 778 (800-1)
- **B:** 878 (900-1½)
- **C:** 878 (900-2½)
- **D:** 918 (1000-3)

**MISSED APCH FIX: Climb to 2600 direct KUYEY and hold.**

**CIRCLING NA for Cat D north of Rwy 7-25. Circling Rwy 7 NA at night.**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
Circling NA for Cat D north of Rwy 7 and northwest of Rwy 21R. Circling Rwy 3L, 7, 21R NA at night.

Baro-VNAV and VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. Rwy 25 helicopter visibility reduction below 1/2 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase LPV DA to 961 feet, all visibilities 1/2 SM; increase LNAV/VNAV DA to 1248 feet; increase all MDAs 100 feet; LNAV Cat B visibility 1/4 SM, and LNAV Cat C/D visibility 1/2 SM; increase Circling Cat B/D visibility 1/2 SM and Circling Cat C visibility 1/2 SM.

MISSED APPROACH: Climb to 2500 direct JULVU and on track 173° to SHILA and on track 096° to CALIF and hold, continue climb-in-hold to 2600.

EC-2, 11 JUL 2024 to 05 SEP 2024

Cat 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 1/4 SM, and LNAV Cat C/D visibility 1/2 SM; increase Circling Cat B/D visibility 1/2 SM and Circling Cat C visibility 1/2 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV CAIR and LPV DA to 961 feet, all visibilities SM; increase.

When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting. Rwy 25 Circling NA for Cat D north of Rwy 7 and northwest of Rwy 21R. Circling Rwy 3L, 7, 21R NA at night.

Baro-VNAV and VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting. Rwy 25 helicopter visibility reduction below 1/2 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase LPV DA to 961 feet, all visibilities 1/2 SM; increase LNAV/VNAV DA to 1248 feet; increase all MDAs 100 feet; LNAV Cat B visibility 1/4 SM, and LNAV Cat C/D visibility 1/2 SM; increase Circling Cat B/D visibility 1/2 SM and Circling Cat C visibility 1/2 SM.

MISSED APPROACH: Climb to 2500 direct JULVU and on track 173° to SHILA and on track 096° to CALIF and hold, continue climb-in-hold to 2600.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

ATIS
123.6
LUNKEN TOWER *
118.7  257.8
GND CON
121.9
CLNC DEL
121.9
124.9 (When Tower Closed)

AIRPORT DIAGRAM

TERMINAL

HANGARS

FBO

TWR

ELEV 482

ELEV 483

EC-2, 11 JUL 2024 to 05 SEP 2024

79
TAKEOFF MINIMUMS
Rwy 21L: Standard with minimum climb of 439º/NM to 1000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21L: Climb on heading 205º to 983, then direct to cross UCEEE at or above 2400, thence . . .

. . . on (transition). Maintain 2500. Expect filed altitude 10 minutes after departure.

BOBBI TRANSITION (UCEEE1.BOBBI):
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3R: Climb on heading 025° to 983, then direct HOPRR, then on track 025° to cross XAVRR at or above 2100, thence . . .

. . . .on (transition). Maintain 2500, expect filed altitude 10 minutes after departure.

SLLAM TRANSITION (XAVRR1.SLLAM):
**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 1/4 SM. Rw 1 helicopter visibility reduction below 1 SM NA. Straight-In and Circling Rw 1 NA at night.

**MISSED APPROACH:** Climb to 3000 direct WAVUX and hold.

### Table: RNP APCH

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Wavux</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>008°</td>
<td></td>
<td>122.7</td>
</tr>
<tr>
<td>678</td>
<td></td>
<td>(CTAF)</td>
</tr>
<tr>
<td>204</td>
<td></td>
<td></td>
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</tbody>
</table>

### Diagram:

- **RZT AWOS-3**: 119.225
- **COLUMBUS APP CON**: 134.0 279.6
- **ELEV**: 685
- **TDZE**: 678
- **RNPA**: 30 NM to RAJAH
- **RAJAH**: 3000
- **NEATH**: 1064
- **PETLE**: 1.9 NM to RW01
- **WAVUX**: 844
- **BUCKEYE MOA**: 3000
- **BRUSH CREEK MOA**: 30 NM to RAJAH (Non-RTF)

### Missed Approach Fix

- 4 NM

### Holding Pattern

- 4 NM

### 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>1100-1</td>
<td>422 (500-1)</td>
<td>1100-1½</td>
<td>422 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1180-1</td>
<td>1200-1</td>
<td>1300-1½</td>
<td>1340-2</td>
</tr>
<tr>
<td></td>
<td>495 (500-1)</td>
<td>515 (600-1)</td>
<td>615 (700-1½)</td>
<td>655 (700-2)</td>
</tr>
</tbody>
</table>

**Circleville, Ohio**

**Orig-A 20JUN19**

**EC-2, 11 Jul 2024 to 05 Sep 2024**
RNAV (GPS) RWY 19
PICKAWAY COUNTY MEML (CYO)

### RNP APCH:

- **Warning:** 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 ½ SM. Increase all MDAs 60 feet and Cats C and D visibility ½ SM. Circling Rwy 1 NA at night. Rwy 19 helicoper visibility reduction below ½ SM NA.

### Missed Approach

**MISSED APPROACH:** Climb to 3000 direct RAJAH and hold.

### Chart Information

- **Rwy Idg:** 4346
- **Apt Elev:** 685
- **CH:** 87038
- **W19A**
- **APP CRS:** 188°

### ATIS Information

- **ATIS:** 119.225
- **Columbus App Con:** 134.0 279.6
- **Unicom:** 122.7 (CTAF)

### Area Information

- **Elev:** 685
- **TDZE:** 685

### Proficiency Area

- **Category:** CIRCLING
- **LPV DA:** 935-1/2
- **250 (300-3/4)**
- **LNAV/VNAV DA:** 1100-1/4
- **415 (500-3/4)**
- **LNAV MDA:** 1100-1/4
- **415 (500-3/4)**
- **EC-2, 11 JUL 2024 to 05 SEP 2024**

### Operational Area

- **Circling Rwy 1 NA at night. Rwy 19 helicoper visibility reduction below ½ SM NA.**

### Weather Information

- **RZT AWOS-3**
- **BUCKEYE MOA**
- **83**
Use Chillicothe altimeter setting, when not received use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet and Cots C and D visibility ¼ SM. Circling Rwy 1 NA at night. Rwy 19 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 2700 then climbing left turn to 3000 direct XUB VOR and hold.

CIRCLING

<table>
<thead>
<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>S-19</td>
<td>1320-1 635 (700-1)</td>
<td>1320-1⅓ 635 (700-1⅓)</td>
<td>1340-2</td>
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<tr>
<td>CIRCLING</td>
<td>1320-1 635 (700-1)</td>
<td>1320-1⅓ 635 (700-1⅓)</td>
<td>1340-2</td>
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</tr>
</tbody>
</table>
ILS or LOC RWY 24R
BURKE LAKEFRONT (BKL)

ATIS              125.25
CLEVELAND APP CON 125.35
LAKEFRONT TOWER   124.3 (CTAF) 0 339.8
GND CON           121.9
CLINC DEL          339.8
CLINC DEL          121.9
UNICOM            122.95

MISSED APPROACH: Climb to 1120 then climbing right turn heading 350° and DJB VOR/DME R-056 to cross LLROY/DJB 25.5 DME or below 2000 then climb to 3000 on DJB VOR/DME R-056 northeast course to NEVTE/DJB 31.1 DME and hold.

Circling Rwy 6R NA at night. Rwy 24R helicopter visibility reduction below ½ SM NA. Circling NA southwest of Rwy 6R-24L. S ILS minimums NA when control tower closed.

DME required. RADAR required for procedure entry.

LOC/DME I-BFT
109.75
Chan 34 (Y)

APP CRS
245°

Rwy Idg
TDZE
Apt Elev
24R
24L
6003 5197
583 584
584 584

MALSF
31.1

NEVTE/DJB
(FAF)
TABEY
I-BFT 6.7

LOCALIZER 109.75
I-BFT 12.7
Chan 34 (Y)

NDTA
1251

UNGTE/DJB
31.1

41°31’N-81°41’W

CLEVELAND, OHIO
AL-5370 (FAA)

23334

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

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EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AHMET FOUR DEPARTURE (RNAV)

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RADAR required.

**NOTE:** RNAV 1.

**NOTE:** Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 6L/R:** Climb on heading 065° to 1100, then on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross AHMET at or above 3000, thence....

**TAKEOFF RUNWAYS 24L/R:** Climb on heading 245° to 1100, then right turn to heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross AHMET at or above 3000, thence....

....on track 169° to cross KKIDS at or below 14000, then on (transition).

Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

**ELLWOOD CITY TRANSITION (AHMET4.EWC)**

**NUSMM TRANSITION (AHMET4.NUSMM)**
NOTE: Chart not to scale.

CAVVS FOUR DEPARTURE (RNAV)

NOTE: GPS required.

DME/DME/IRU or RNAV 1.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 6L/R, 24R: Standard with a minimum climb of 500' per NM to 1100.
Rwy 24L: 400-1½ or standard with minimum climb of 757' per NM to 1000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb on heading 066° to 1100, then on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross LBRON at or above 10000, thence....

TAKEOFF RUNWAYS 24L/R: Climb on heading 246° to 1100, then right turn heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross LBRON at or above 10000, thence....

....on track 213° to CAVVS, then on (transition). Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

APPLETON TRANSITION (CAVVS4.APE)
TAKEOFF MINIMUMS:
Rwy 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: DAIFE TRANSITION: For aircraft landing MDW only, or as assigned by ATC.
NOTE: BAGEL TRANSITION: For aircraft landing MDW only, or as assigned by ATC.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: BAGEL TRANSITION: For aircraft landing ORD 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 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.
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.

TAKEOFF MINIMUMS:
Rwy 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.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L/R: Climb on heading 066° to 1100, then on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross MOHUM at or above 9000, thence....

TAKEOFF RUNWAY 24L/R: Climb on heading 246° to 1100, then right turn heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross MOHUM at or above 9000, thence....

....on track 259° to cross ZAAPA at or below 14000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

PUUDL transition (ZAAPA5.PUUDL)
SINKR transition (ZAAPA5.SINKR)
SNNOH transition (ZAAPA5.SNNOH)
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.

\[ \text{Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glide slope. Inop table does not apply to Sidestep 6R. For inop ALS, increase S-LOC 6L Cats C/D visibility to 1 SM.} \]

D-ATIS
\[ \text{Arr 127.85 Dep 132.375} \]

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

**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.

**VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 69).**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
Cleveland/Hopkins Intl (CLE)

ILS or LOC RWY 24L

**Approach Fix:**
- **SAROW:** I-HPI 11.7
- **FELLR:** I-HPI 5.4
- **ALOMR:** I-HPI 8.6

**Localizer:**
- Chan 36

**Missed Approach:**
- Climb to 1300 then climbing left turn to 3000 on heading 200° and DJB VOR/DME R-143 to SAROW/DJB 20 DME and hold.

**Aerial Reference:**
- **CLEVELAND, OHIO**
- **AL-B4 (FAA)**

**Approach Information:**
- **D-ATIS:**
  - **127.85**
  - **132.375**
- **CLCDEL:**
  - **125.05**
  - **273.45**

**Obstruction Clearance:**
- **Locity:**
- **GS 3.0°**
- **TCH 52**

**Altitude:**
- **ELEV 799**
- **TDZE 24L 786**
- **TDZE 24R 780**

**Flight Rules:**
- **CIRCLING:**
  - **C**
  - **1420-1**
  - **621 (700-1)**
  - **1260-1**
  - **500 (500-1)**
  - **1260-2**
  - **500 (500-2)**

**Navigation:**
- **IRU or GPS required for procedure entry. RNAV 1. From LLROY and BUDRW: RNAV 1-DME/DME/IRU or GPS required for procedure entry.**

**Rwy 24L MALSR**
- **RAL**
- **Rwy 24R ALSF-2**
- **Rwy 24R ALSF-2**

**GND CON**
- **121.7**
- **273.45**

**DEP 132.375**
- **125.05**
- **273.45**

**CDLC**
- **124.5**
- **273.45**

**Flight Levels:**
- **2000 (200-1) 1260/55 480 (500-1)**
- **480 (500-1) 1260-2 480 (500-2)**

**Circling Category: A/B/C/D**
- **A**
- **B**
- **C**
- **D**

**ILS or LOC RWY 24L**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**Amdt 24 20JUN19**
CLEVELAND, OHIO

ILS or LOC RWY 24R
CLEVELAND-HOPKINS INTL (CLE)

**DME required**. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1. From LLROY and BUDRW: RNAV 1-DME/DME/IRU or GPS required for procedure entry.

- **Circling Rwy 10 NA at night.** Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to sidestep 24L. For inop ALS, increase S-LOC 24R Cats C/D visibility to RVR 5500.

**MISSED APPROACH:** Climb to 1700 then climbing right turn to 3000 direct DJB VOR/DME and hold.

**D-ATIS**

**ARR 127.85**
**DEP 132.375**

**CLEVELAND APP CON**
**CLEVELAND TOWER**
**GND CON**
**CLNC DEL**

**ELEV 799**
**TDZE 24R 780**
**TDZE 24L 786**

**LOCALIZER 111.55**
**I-PVY 113.6**
**Chan 83**

**MISSING APCH FIX**
**DJB**

**LOCATOR 111.55**
**I-PVY 113.6**
**Chan 52(Y)**

**REGIONAL VOR/DME and hold.**

**CLEVELAND, OHIO (CLE) 22139**

**CLEVELAND-HOPKINS INTL (CLE)**

**CATEGORY**

**B**
**C**
**D**

**S-ILS 24R**

**S-LOC 24R**

**SIDESTEP 24L**

**CIRCLING**

**EXECUTION**

**CLEVELAND, OHIO (CLE)**

**AMR 7A 27JAN22**

**41°25'N-81°51'W**
CELYLAND, OHIO

**LOC/DME I-PPY**

111.55

**APPR CRS**

238°

**Rwy Idg**

9000

**TDZE**

780

**Apt Elev**

799

---

**DME required:** Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry.

**ALSF-2**

**MISSED APPROACH:** Climb to 1700 then climbing right turn to 3000 direct DJB VOR/DME and hold.

**Requirements:** Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.

**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**

---

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
**ILS RWY 6R (SA CAT II)**

**CLEVELAND-HOPKINS INTL (CLE)**

**SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**CLEVELAND, OHIO**

**LOC/DME I-CLE**
- 111.9
- Chan 56

**APP CRS**
- Rwy Idg 8029
- TDZE 777
- Apt Elev 799

**From**
- GROHL, HICKR, and RUHSH: RNAV 1-DME/DME/IRU or GPS required for procedure entry. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1.
- DME required.

- 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-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

**CPDLC**
- LOC/DME I-CLE

**ILS RWY 6R (SA CAT II)**

**CLEVELAND-HOPKINS INTL (CLE)**

**SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**CLEVELAND, OHIO**

**Amdt 22 24MAY18**

**41°25'N 81°51'W**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 44°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.

**AUTHORIZATION REQUIRED**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tr>
<td>RNP 0.17 DA</td>
<td>1123/30</td>
<td>350 (400-%)</td>
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<tr>
<td>RNP 0.30 DA</td>
<td>1176/40</td>
<td>403 (400-%)</td>
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</table>

**See planview for multiple IF locations.**
RNAV (RNP) Z RWY 6R

CLEVELAND-HOPKINS INTL (CLE)

RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 46°C (114°F).
For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5500.

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.

AUTHORIZATION REQUIRED

CLEVELAND, OHIO
Orig 24MAY18

41°25’N-81°51’W

CLEVELAND-HOPKINS INTL (CLE)

RNAV (RNP) Z RWY 6R
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.

**Category A**
RNP 0.19 DA 1140/30 354 (400-5%)

**Category C**
RNP 0.30 DA 1243/45 457 (500-7%)

**Authorization Required**

**RNAV (RNP) Z RWY 24L**
CLEVELAND-HOPKINS INTL (CLE)

**APP CRS**
238°

**Rwy Idg**
9953

**TDZE**
786

**Apt Elev**
799

**RNP AR APCH.**

**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

**CPDLC**

**MALSR**

**MISSED APPROACH:** Climb to 3000 direct HASLE and on track 177° to SAROW and hold.

**ELEV**
799

**TDZE**
786

**AOML**

**HASLE**

**3000**

**SAROW**

**238° to RW24L**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48).**

** Misplaced and misaligned Steckers. **

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
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.
RNAV (GPS) RWY 10
CLEVELAND-HOPKINS INTL (CLE)

Rwy 10 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

GND CON 121.7 273.45
CLEVELAND TOWER 124.5 273.45
CLEVELAND APP CON 126.55 346.325
CLEVELAND-HOPKINS INTL (CLE)

MISSED APPROACH: Climb to 4000 direct EKUME and hold.

Procedure NA at night.

Rwy 10 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

RNAV (GPS) RWY 10
CLEVELAND-HOPKINS INTL (CLE)

RNAV (GPS) RWY 10
CLEVELAND-HOPKINS INTL (CLE)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°F (114°F). Circling RWY 10 NA at night. For inop ALS, increase LNAV Cats C/D visibility to 1/8 SM.

Missed Approach: Climb to 3000 direct MOMBE and on track 099° to NEIIL and hold.
RNAV (GPS) Y RWY 24L
CLEVELAND-HOPKINS INTL (CLE)

**Circling Rwy 10 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.**

**MISSING APPROACH:** Climb to 3000 direct HASLE and on track 177° to SAROW and hold.

---

**APP CRS**
- **Rwy Idg:** 9953
- **TDZE:** 786
- **Apt Elev:** 799

**WAAS**
- **CH:** 77506
- **W24B**

**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

**CINC DEL**
- 125.05 273.45

**REIL Rwy 10**
- TDZ/CL Rwy 6L, 6R, 24L and 24R
- HIRL Rwy 6L-24R, 6R-24L and 10-28

**ELEV 799**
- **TDZE 786**

**ELEVATION**
- **1095**
- **A1059**

**MALSR**
- **5000**
- **2TOK**

**HSLE**
- **3000**
- **238° (3.2)**

**SAROW**
- **1493**

**VGSI**
- **3.00° (TCH 48)**

**FELLR**
- **238°**

**ALOMR**
- **1.3 NM to RW24L**

**HASLE**
- **3000**

**LNAV/VNAV NA below -19°C or above 54°C.**

**Circling Rwy 10 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.**

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**EC-2, 11 JUL 2024 to 05 SEP 2024**

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Amdt 5A 02DEC21

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**CLEVELAND, OHIO**

**AL-84 (FAA)**

**22139**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

- **Runway Clearances**
  - **06L-24R** (PCN: 78 R/B/W/T  S-75, D-200, 2D-400)
  - **06R-24L** (PCN: 63 R/B/W/T  S-100, D-185, 2D-340)
  - **10-28** (PCN: 80 R/B/W/T  S-155, D-200, 2D-400)

- **Elevations**
  - **7770**
  - **776**
  - **770**
  - **81°32'W**
  - **81°51'W**
  - **41°25'N**

- **Airport Surfaces**
  - **EMAS**
  - **NASA**
  - **WEST SIDE CARGO RAMP**
  - **U.S. CUSTOMS**
  - **AVIATION GENERAL IMIGRATION**
  - **CARGO/FREIGHT OFFICE**
  - **FENCE**

- **Equipment**
  - **D-ATIS**
  - **CLNC DEL**
  - **124.5 273.45**

- **Weather Data**
  - **125.05 273.45**
  - **ELEV 6018 X 150**
  - **6018 X 150**
  - **101.5°**

- **Annual Rate of Change**
  - **January 2020**
  - **581.0° W**

- **Operational Notes**
  - **EMAS**
  - **ALL RUNWAY HOLDING INSTRUCTIONS**
  - **0.5% UP**
  - **381.5°**

- **Operational Instructions**
  - **ASSC in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.**

**Airport Diagram**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
NOTE: Chart not to scale.

D-ATIS
CLNC DEL
CPDLC
GND CON
CLEVELAND TOWER
CLEVELAND APP CON
CLEVELAND DEP CON
132.375
125.05
121.7
124.5
126.55
135.875
273.45
273.45
346.325
346.325

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

CAVVS FOUR DEPARTURE (RNAV)

NOTE: Chart not to scale.

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.

TOP ALTITUDE: 14000

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 1300.
Rwy 10: Standard with a minimum climb of 500’ per NM to 1600.

NOTE: DAIFE TRANSITION: For aircraft landing
NOTE: BAGEL TRANSITION: For aircraft landing
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
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)
TAKING OFF 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

TAKING OFF RUNWAY 06L: 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....

TAKING OFF RUNWAY 06R: 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....

TAKING OFF 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....

TAKING OFF 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)
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)
TAKEOFF MINIMUMS

Rwys 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: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: PUUDL TRANSITION: For aircraft at or below FL220 only or as assigned by ATC.

NOTE: Chart not to scale.

(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)
ILS or LOC RWY 24
CUYAHOGA COUNTY (CGF’)

MISSED APPROACH: Climb to 1600 then climbing left turn to 3100 on CXR VOR/DME R-286 to CXR VOR/DME and hold.

Autopilot coupled approach NA below 1513.
Rwy 24 helicopter visibility reduction below ¾ SM NA.
For inop ALS increase S-LOC Cats C/D to 1 SM.

RNP APCH-GPS. From WEIDS.
RNAV 1-GPS or RADAR required for procedure entry.
Aircraft not GPS equipped - RADAR required for procedure entry.

For inop ALS increase S-LOC Cats C/D to 1 SM.

CLEVELAND, OHIO

Rwy Idg 873
Apt Elev 876

MALSR

LOC/DM
ELEV 876  TDZE 873

APP CRS 237°

LOC/DM

CLEVELAND APP CON
125.35  346.325

S-ILS 24
1400-1  624 (600-1)

CIRCLING
524 (600-1)  624 (700-1)

S-LOC 24
1240-½  367 (400-½)

376 (400-½)

1240-½  367 (400-½)

200 (200½)

EC-2, 11 JUL 2024 to 05 SEP 2024

123
RNAV (GPS) RWY 6

CUYAHOGA COUNTY (CGF™)

**MISSED APPROACH:**
Climb to 3100 direct IFSEH and on track 130° to CXR VOR/DME and hold.

**Rwy 6 helicopter visibility reduction below 3/4 SM NA.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C.

---

**D-ATIS**
119.95

**CLEVELAND APP CON**
125.35  346.325

**COUNTY TOWER**
118.5 (CTAF) 0

**GND CON**
121.85

**CLNC DEL**
121.85 (when tower closed)

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**Category**

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**CLEVELAND, OHIO**
Amdt 2  08NOV18

**41°34’N-81°29’W**
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 LBORN 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 LBORN 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.
GTLKE FOUR DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 057° to 1900, then on heading 330° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 24: Climb on heading 237° to 1900, then right turn heading 330° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

....on track 276° to cross BRNIN at or below 14000, then on track 285° to GTLKE then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

ALPHE TRANSITION (GTLKE4.ALPHE)
BAGEL TRANSITION (GTLKE4.BAGEL)
DAIFE TRANSITION (GTLKE4.DAIFE)
YABRO TRANSITION (GTLKE4.YABRO)

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BAGEL TRANSITION: For aircraft landing MDW only, or as assigned by ATC.
NOTE: DAIFE TRANSITION: For aircraft landing ORD only, or as assigned by ATC.

TAKEOFF MINIMUMS:
Rwys 6, 24: Standard with a minimum climb of 500’ per NM to 1400.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

D-AHIS
119.95
CLNC DEL
121.85 (when tower closed)
GND CON
121.85
COUNTY TOWER *
118.5 (CTAF)
CLEVELAND DEP CON
125.35 346.325

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

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.

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

NOTE: Chart not to scale.
ILS or LOC RWY 23
COLUMBUS MUNI (BAK)

ADFD or RADAR required.

For inoperative ALS increase S-LOC 23 Cats C/D visibility to 1/2 SM.

Procedure NA for arrival on SHB VOR/DME airway radials 124 CW 231.

MISSED APPROACH: Climb to 1,500 then climbing left turn to 2300 direct CLIFS LOM and hold, continue climb-in hold to 2300.

Algorithmically generated text
RNAV (GPS) RWY 5
COLUMBUS MUNI (BAK)

**AWOS-3**
- Temp 119.75
- Humidity 317.8
- Visibility 6401 X 150
- Clouds 5000 X 100

**COLUMBUS TOWER**
- 118.6 (CTAF)
- 121.6
- 134.85
- 122.95

**APP CRS**
- 033°
- Rwy Idg 685
- TDZE 828
- Apt Elev 841
- 1185

**COLUMBUS MUNI**
- 1680
- 5 NM

**GND CON**
- 121.6

**CLNCE DEL**
- 134.85

**UNICOM**
- 122.95

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

**LNAV MDA**
- 1080-1 (500-1)
- 1080-1¼ (500-1¼)
- 1080-1½ (500-1½)
- 427 (500-1)
- 427 (500-1¼)
- 427 (500-1½)

**TDZE**
- 653

**ELEV**
- 656

**REIL**
- Rwy 5-14
- Rwy 14-32

**HIRL**
- Rwy 5-23

**MIRL**
- Rwy 14-32
- Rwy 32-5
- Rwy 14-32

**RNP APCH.**

If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 100 feet. VDP NA when using Indianapolis Intl altimeter setting.

**MISSING APPROACH:** Climb to 2500 direct ODACI and on 052° track to SEVVO and hold.

**EC-2, 11 JUL 2024 to 05 SEP 2024**
COLUMBUS, INDIANA
AL-594 (FAA)

RNAV (GPS) RWY 14
COLUMBUS MUNI (BAK)

APP CRS: 153°
Rwy Idg: 5000
TDZE: 655
Apt Elev: 656

RNP APCH - GPS

NoPT for arrival on SHB VOR/DME airway radials 312 CW 124.

Final approach course offset 14.99°.

ewn (Columbus, Indiana) (CTAF)

AWOS-3
INDIANAPOLIS APP CON
COLUMBUS TOWER
GND CON
CLNC DEL
UNICOM

119.75
134.85
317.8
118.6
121.6
134.85
122.95

RNAV (GPS) RWY 14
COLUMBUS MUNI (BAK)

MISSED APPROACH: Climb to 2500 direct KUDNE and on track 133° to HUMOX and hold.

COLUMBUS, INDIANA
Amtd 1D 11AUG22

39°16'N-85°54'W
COLUMBUS MUNI (BAK)

RNAV (GPS) RWY 14

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 23
COLUMBUS MUNI (BAK)

For inop ALS, increase LNAV Cat C/D visibility to 1 1/2 SM.

Procedure NA for arrival on SHB VOR/DME airway radials 124 CW 251.

For inop ALS, increase LNAV Cat C/D visibility to 1 1/2 SM.
RNAV (GPS) RWY 32
COLUMBUS MUNI (BAK)

Rwy 32 helicopter visibility reduction below 3/4 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

Columbia, Indiana
Al-594 (FAA)

EC-2, 11 JUL 2024 to 05 SEP 2024

AMDT 1 03NOV22

LNAV DA
1056-1¾ 403 (400-1½)
LNAV MDA
1080-1¼ 427 (500-1¾)

39°16'N 85°54'W

Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1300, then climbing right turn to 2500 direct HUMOX and hold.

RNAV (GPS) RWY 32
COLUMBUS MUNI (BAK)
AIRPORT DIAGRAM

AWOS-3
119.75
COLUMBUS TOWER
118.6
GND CON
121.6
CLNC DEL
134.85 (When twr closed)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
COLUMBUS, OHIO
AL-5958 (FAA) 23166

ILS or LOC RWY 4
BOLTON FLD (TZR)

AWOS-3PT 135.925
COLUMBUS APP CON 134.0 279.6
BOLTON TOWER* 128.1 (CTAF)
GND CON 121.8

MALSR
111.7

CIRCLING

S-ILS 4
S-LOC 4
1360-1 1380-1 1380-1½ 1500-2
456 (500-1) 476 (500-1) 476 (500-1½) 596 (600-2)

COURTHOUSE

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00°/TCH 25).

Remain within 10 NM

GS 3.00°
TCH 4°

 CATEGORY A B C D
S-ILS 4 1104½ 200 (200-½) 
S-LOC 4 1360-½ 456 (500-½) 1360-½ 456 (500-½) 1360-1 456 (500-1)
1360-1 456 (500-1½) 1380-1 476 (500-1) 476 (500-1½) 1500-2 596 (600-2)

ELEV 904
TDZE 904

MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.

AutoPilot coupled approach NA below 1144.

RADAR required for procedure entry.

AFD required.

ALTERNATE MISSED APCH FIX

COURTHOUSE

CSS 414

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00°/TCH 25).

Remain within 10 NM
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 1.5 SM and LNAV Cats C/D visibility to 1 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.

AWOS-3PT
135.925

COLUMBUS APP CON
134.0 279.6

BOLTON TOWER
128.1 (CTAF)

GND CON
121.8

4 NM

MECAN

260°

089°

WATIG

3000

OYILU

073°

2700

1071

1055

1044

RW04

(FAF)

JOXOK

(IF/IAF)

RW04

MISSED APPROACH:

Cats C/D visibility to 1 SM. 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 1.5 SM and LNAV Cats C/D visibility to 1 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.
RNAV (GPS) RWY 22
BOLTON FLD (TZR)

For uncompensated Baro-VNAV systems, LNAV/VNAV RA 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 ½ SM, and LNAV Cat C/D visibility ¼ SM.

MISSED APPROACH:
Climb to 2700 direct WATIG and hold.

RADAR REQUIRED
For inop ALS, increase S-4 Cats A/B visibility to 1 SM and S-4 Cats C/D visibility to 1½ SM.

**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

**CATEGORIES:**
- **A:** 1400-¾ 496 (500-¾)
- **B:** 1400-1 496 (500-1)
- **C:** 1400-1½ 496 (500-1½) 1500-2 596 (600-2)
- **D:** 1400-½ 496 (500-½)

**LOM BU:** 230
**APP CRS:** 038°
**Rwy Idg:** 904
**TDZE:** 904
**Apt Elev:** 5500

**PUBLICATION:** AL-5958 (FAA)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ILS or LOC RWY 10L
Columbus, Ohio

D-ATIS 124.6
Columbus APP CON 125.95
Columbus Tower 371.975

Columbus Tower 132.7
Columbus Tower 257.8

GND CON 121.9
CINC DEL 348.6
CPDLC 126.3

John Glenn Columbus INTL (CMH)

DME or RADAR required.

Simultaneous approach authorized.
For inap ALS, increase S-LOC 10L Cat C/D visibility to 1SM.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

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.

JP 2049

Localizer 109.4
APE 23.9

Chan 28

IAF
AMITE 13.2
POGIE 9.7
MESRE 7.5
APE 3.9

IAP 101°

GS 3°
TCH 5°

3.2 NM
2 NM
1.2 NM
1.3 NM

One Minute
Holding Pattern

5200
3300

281°
101°

3.2 NM
2 NM
1.2 NM
1.3 NM

RVR 1800 authorized with the use of FD or AP or HUD to DA.
For inop ALS, increase S-LOC 10L Cat C/D visibility to 1SM.
Simultaneous approach authorized.

101°

AO

EC-2, 11 JUL 2024 to 05 SEP 2024
EC-2, 11 JUL 2024 to 05 SEP 2024
EC-2, 11 JUL 2024 to 05 SEP 2024
EC-2, 11 JUL 2024 to 05 SEP 2024

Amdt 20 22APR21

COLUMBUS, OHIO

JOHN GLENN COLUMBUS INTL (CMH)

Columbus, Ohio

Amnd 20 22APR21
For inop ALS, increase S-LOC 28R Cat C/D visibility to 1 SM.

Simultaneous approach authorized. Autopilot coupled approach NA.

TPZ or ILS or LOC RWY 28R

COLUMBUS, OHIO

EC-2, 11 JUL 2024 to 05 SEP 2024
**Columbus, Ohio**

**AL-94 (FAA)**

**ILS RWY 28L (SA CAT I & II)**

**John Glenn Columbus Intl (CMH)**

**LOC/DME I-CMH**

<table>
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<tr>
<th>Channel</th>
<th>TDZE</th>
<th>App Crs</th>
<th>Runway Idg</th>
<th>Apt Elev</th>
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<tr>
<td>54 (Y)</td>
<td>815</td>
<td>815</td>
<td>10113</td>
<td>111.75</td>
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</table>

**ADF required. DME or RADAR required.**

> Simultaneous approach authorized.

**SA CAT I, SA CAT II:** Requires specific OPSPEC, MSPEC, or LOA approval.

**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

**ALTERNATE MISSED APCH FIX**

- APPLETON
- APE: ---------------
- Chan 114

**Appleton APE: **

- Chan 114

**ILS RWY 28L**

- VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 68).
- LOM and hold.

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**Mal Rwy 10R-28L**

**Hirl Rwy 10R-28L and 10L-28R**

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**S-ILS 28L**

- SA CAT I: RA 157/14 150 DA 965
- SA CAT II: RA 100/12 100 DA 915

**John Glenn Columbus Intl (CMH)**

**ILS RWY 28L (SA CAT I & II) 24025**

**Columbus, OHIO**

**Amdt 31 22APR21**

**40°00"N-82°54"W**
RNAV (RNP) Z RWY 10L
JOHN GLENN COLUMBUS INTL (CMH)

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

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

See planview for multiple IF locations.

AUTHORIZATION REQUIRED

COLUMBUS, OHIO
AL-94 (FAA) 24025

RNP AR APCH.

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.

MALSR

MISSPE APCH FIX
4 NM

MISSED APPROACH FIX

4 NM

AIRPLANE

AUTHORIZATION REQUIRED
**RNAV (RNP) Z RWY 10R**

**JOHN GLENN COLUMBUS INTL (CMH)**

**AUTHORIZATION REQUIRED**

<table>
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<td>RNP 0.30 DA</td>
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<td>405 (400-3/4)</td>
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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.

**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.

**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3000 direct BOUTN LOM and hold.

**MISSED APCH FIX**

**EO-2, 11 JUL 2024 to 05 SEP 2024**

**TDZ/CL Rwy 10R-28L**

**HIRL Rwy's 10R-28L and 10L-28R**

**COLUMBUS, OHIO**

Amdt 2 22APR21

**40°00’N-82°54’W**

**JOHN GLENN COLUMBUS INTL (CMH)**

**RNAV (RNP) Z RWY 10R**
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.
RNAV (RNP) Z RWY 28R
JOHN GLENN COLUMBUS INTL (CMH)

For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.16 all Cats visibility to RVR 4500 and increase RNP 0.30 all Cats visibility to RVR 5500. Simultaneous approach authorized.

MISSCD APCH FIX:
4 NM

MALSR

RNP AR APCH.

COLUMBUS, OHIO

EC-2, 11 JUL 2024 to 05 SEP 2024

RNP 0.16 DA
1129/24 316 (400-½)
RNP 0.30 DA
1185/35 372 (400-%)

COLUMBUS, OHIO

Amdt 2 22APR21

40°00'N-82°54'W

COLUMBUS APP CON 125.95 371.975
COLUMBUS TOWER 132.7 257.8
GND CON 121.9 348.6
CLNC DEL 126.3
D-ATIS 124.6

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 to APE VORTAC and hold.

Category A B C D
RNP 0.16 DA 1129/24 316 (400-½)
RNP 0.30 DA 1185/35 372 (400-%)

APP CRS 281°
Rwy lgl 8000
TDZE 813
Apt Elev 815

MALSR

WEEKZ

RW28R

MALSR

APPLTN

ELEV 815 TDZE 813

124025

COLUMBUS, OHIO

AL-94 (FAA)
RNAV (GPS) Y RWY 10L
JOHN GLENN COLUMBUS INTL (CMH)

For uncompensated Baro VNAV systems, LNAV/VNAV NA below -19°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 1¾ SM. # RVR 1800 authorized with use of FD or AP or HUD to DA.

RNAV (GPS) Y RWY 10L
COLUMBUS, OHIO
RNAV (GPS) Y RWY 10R
JOHN GLENN COLUMBUS INTL (CMH)

Category A

**LPV DA**

1009/18  200 (200-1/2)

**LNAV/VNAV DA**

1194/35  385 (400-1/2)

**LNAV MDA**

1320/24  511 (600-1/2)  1320/55  511 (600-1)

**CIRCLING**

1340-1  525 (600-1)  1520-2  705 (800-2)  1520-2  705 (800-2 1/4)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1 1/8 SM. Simultaneous approach authorized.

**MALSR**

**HDG 210°**

**TDZE 809**

**ELEV 815**

**MISSED APPROACH: CLimb to 1400 then climbing right turn to 3000 direct BU LOM and hold.**

**COLUMBUS, OHIO**

**WAAS CH 99603 W10A**

**APP CRS 10°**

**Rwy Ldg 10113**

**TDZE 809**

**Apt Elev 815**

**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**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**154**

**JOHN GLENN COLUMBUS INTL (CMH)**

**RNAV (GPS) Y RWY 10R**

**40°00'N-82°54'W**
RNAV (GPS) Y RWY 28R

JOHN GLENN COLUMBUS INTL (CMH)

**RNP ACH.**

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cat visibility or RVR 4500; increase LNAV Cat C/D visibility to 1½ SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

**D-AIS**

**COLUMBUS APP CON**

**COLUMBUS TOWER**

**GND CON**

**CLNC DEL**

**CPDLC**

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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>1520-2½</td>
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**TDZ/CL Rwys 10R-28L and 10L-28R**

**HIRL Rwys 10R-28L and 10L-28R**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 9R
OHIO STATE UNIVERSITY (OSU)

ATIS 121.35
COLUMBUS APP CON 125.95 317.775
STATE TOWER * 118.8 (CTAF) 254.325
GND CON 121.7
CLNC DEL 121.7
UNICOM 122.95

**Misssed Approach:**
Climb to 3200 direct KOLNY and hold.

**RNAV Apch:**
Baro-VNAV NA when using John Glenn Columbus Int'l altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C. VDP NA with John Glenn Columbus Int'l altimeter setting. When local altimeter setting not received, use John Glenn Columbus Int'l 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 1⁄2 SM, Cat D 3⁄4 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.

**Procedure NA for arrivals on APE VORTAC airway radials 189 CW 335.**

**TWR 905**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 27L
OHIO STATE UNIVERSITY (OSU)

COLUMBUS, OHIO
Orig-C 09SEP21

RNAV APCH:

- Baro-VNAV NA when using John Glenn Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting; 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 ¼ SM and Cat D ½ SM, and Circling Cat D ½ SM. Circling Rwy 23 NA at night. Rwy 27L helicopter visibility reduction below ½SM 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 ¼ SM and Cat D ½ SM, and Circling Cat D ½ SM. Circling Rwy 23 NA at night. Rwy 27L helicopter visibility reduction below ½SM NA.

ATIS
121.35

COLUMBUS APP CON
125.95 317.775

STATE TOWER *
118.8 (CTAF) 254.325

GND CON
121.7

CLNC DEL
121.7

UNICOM
122.95

ATIS
121.35

COLUMBUS APP CON
125.95 317.775

STATE TOWER *
118.8 (CTAF) 254.325

GND CON
121.7

CLNC DEL
121.7

UNICOM
122.95

Procedure NA for arrivals on APE VORTAC airway radials 168 CW 006.

COLUMBUS, OHIO
AL-5387 (FAA)
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ADK or DME required.

**NA**

Circling NA northwest of Rwy S5-23R.

---

**MISSING APCH FIX**

**COBBS**

**DD** = 253°

**I-DDV** 7.2

---

**GS 3.00°**

**TCH 54**

**VGS and ILS glidepath not coincident (VGS Angle 3.00°/TCH 69).**

---

**CATEGORY**

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<td>936/18</td>
<td>200 (200-1½)</td>
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<td>S-LOC 5R</td>
<td>1080/24</td>
<td>344 (400-½)</td>
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<td>496 (500-1)</td>
<td>1280-1½</td>
<td>1400-2</td>
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</tbody>
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**ENTS**

**RICK TOWER**

**GND CON**

**CLNC DEL**

**ATIS**

**COLUMBUS APP CON**

**Apt Elev**

**TDZE**

**.jdze**

---

**MISSING APCH FIX**

**YELLOW BUD**

**XUB**

**I-DDV 7.2**

---

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**TSR 851**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**RICKENBACKER INTL (LCK)**

---

**COLUMBUS, OHIO**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**ILS or LOC RWY 5R**

**RICKENBACKER INTL (LCK)**

---

**COLUMBUS, OHIO**

**Amdt 3E 09SEP21**

---

**39°49’N-82°56’W**

---

**164**
Circling NA northwest of Rwy SL-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 2½ SM. Autopilot coupled approach NA below 1000 MSL.

**Exhibit:**

- **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

**Feedback:**

- **MALSR A**
- **LOC 110.1**
- **VSLO 110.1**
- **I-LCK**
- **TDZE**

**Special Remarks:**

- **MISSING APCH FIX:**
- **PICKL 376 LC**
- **YELLOW BUD XUB**
- **TDZE 23L 740**
- **TDZE 23R 743**

**Diagonal:**

- **EGE 2.4° TCH 78.**
- **VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 78).**

**Category:**

<table>
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<tr>
<th>CATEGORY</th>
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<th>C</th>
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<tr>
<td>S-ILS 23L</td>
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<td>480 (500-½)</td>
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<td>CIRCLING</td>
<td>1240-1</td>
<td>496 (500-1)</td>
<td>1280-1½</td>
<td>536 (600-1½)</td>
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</table>

**Missed Approach:**

- Climb to 3000, then left turn direct XUB VOR and hold.

**Location:**

- **COLUMBUS, OHIO**
- **APPROX 1249**
- **APP CRS 12103 XUB**
- **MAP CRS 052° 277°**

**Latitude/Longitude:**

- **39°49'N-82°56'W**
COLUMBUS, OHIO

AL-6846 (FAA)

ILS RWY 5R (SA CAT I)
RICKENBACKER INTL (LCK)

LOC/DME I-DDV
110.1
Chan 38

APP CRS
052°

Rwy Idg
12103
TDZE
736

Apt Elev
744

ADF or DME required.

\[ \text{NA} \]
Requires specific OPSPEC, MSPEC or LOA approval.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

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

ALTERNATE MISSED APCH FIX
COBBS
DD =
253
I-DDV 7.2

LOM/IAF

COBBS
253
DD =

I-DDV 7.2

YELLOW BUD
112.5 XUB

Remain within 10 NM

3000

232°

052°

2411

1500

3000

XUB

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).

S-ILS 5R
RA 150/14
150 DA 886

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

COLUMBUS, OHIO

Amr 3E 09SEP21

39°49'N-82°56'W

ILS RWY 5R (SA CAT I)
RICKENBACKER INTL (LCK)

EC-2, 11 JUL 2024 to 05 SEP 2024
### ATIS
- Frequency: 132.75

### COLUMBUS APP CON
- Frequency: 134.0
- Altitude: 279.6

### RICK TOWER
- Frequency: 120.05
- Altitude: 348.4

### GND CON
- Frequency: 125.275
- Altitude: 275.8

### CLNC DEL
- Frequency: 125.275
- Altitude: 275.8

### LOC/DME I- DDV
- Frequency: 110.1
- Course: 052°

### APP CRS
- Frequency: 12103
- TDZE: 736
- APT Elev: 744

### MSA DD 25 NM
- Frequency: 3100

### ALTERNATE MISSED APCH FIX
- COBBS DD: 253
- I- DDV: 7.2

### TWR
- Frequency: 120.05
- Altitude: 348.4

### COLUMBUS APP CON
- Frequency: 134.0
- Altitude: 279.6

### ALSF-2
- Frequency: 110.1
- Altitude: 275.8

### MISSED APPROACH:
- Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

### CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

### EC-2, 11 JUL 2024 to 05 SEP 2024
- Amdt 3E 09SEP21
- VGSI Angle 3.00°/TCH 69.
- VGSI and ILS glidepath not coincident within 10 NM.
Circling NA northwest of Rwy 5L-23R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV NA when using John Glenn Columbus Intl altimeter setting. 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 MDA 40 feet and Circling visibility Cat D ½ SM.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

Procedure NA for arrivals at GAILL on V19 southwest bound.
RNAV (GPS) RWY 5R
RICKENBACKER INTL (LCK)

<table>
<thead>
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<td>1120/24</td>
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<td>1240-1</td>
<td>496 (500-1)</td>
<td>1280-1½</td>
<td>536 (600-1½)</td>
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Procedure NA for arrivals at GAILL on V19 southwest bound.
RNAV (GPS) RWY 23L
RICKENBACKER INT'L (LCK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA northwest of Rwy SL-23R. Baro-VNAV NA when using John Glenn Columbus Intl altimeter setting. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting: increase LPV DA to 975 feet; increase LNAV/VNAV DA to 1157 feet and all visibilities to RVR 4000; increase all MDAs 40 feet and LNAV visibility Cats C/D to RVR 5000 and Circling Cat D to 2 1/2 SM.

* RVR 1800 authorized with use of FD or AP or HUD to DA, (NA when using John Glenn Columbus Intl altimeter setting).

Procedure NA for arrivals at TIYOY on V5 southwest bound.

COLUMBUS, OHIO
AL-6846 (FAA)

COLUMBUS, OHIO
EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Circling NA to Rwys 4 and 22. For inop MALS/ILS, increase S-LOC 18 Cat C/D visibility to 1 1/2 mile. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase ILS DA to 1237 feet and visibility all Cats to 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 mile and Cat C to 2 3/4 miles and Cat D to 3 miles. When using James M Cox Dayton Intl altimeter setting, for inop MALS/ILS, 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
134.45 352.05

UNICOM
122.8 (CTAF)

MALSR
Climb to 2800 then left turn direct SQ LOM and hold.

**MISSING APPROACH:**

**AWOS-3**

**COLUMBUS APP CON**

**UNICOM**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**Circling NA to Rwys 4 and 22. For inop MALS/ILS, increase S-LOC 18 Cat C/D visibility to 1 1/2 mile. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase ILS DA to 1237 feet and visibility all Cats to 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 mile and Cat C to 2 3/4 miles and Cat D to 3 miles. When using James M Cox Dayton Intl altimeter setting, for inop MALS/ILS, 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.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Circling Rwy 4, 22 NA at night. For inop ALS increase LPV all Cats visibility to 1 SM, LNAV/VNAV all Cats visibility to 1¾ SM, and LNAV Cats A/B visibility to 1 SM.

For inop ALS when using James M. Cox Dayton Intl altimeter setting, increase LPV all Cats visibility to 1 SM, LNAV/VNAV all Cats visibility to 1¾ SM. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 121 feet and all MDA 140 feet: increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ½ SM, and Circling Cat C/D visibility ½ SM.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C, VDF and Baro VNAV NA when using James M. Cox Dayton Intl altimeter setting. Rwy 36 helicopter visibility reduction below 1/2 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 123 feet and visibility all Cats to 1 1/2 SM, LNAV/VNAV DA to 1472 feet and visibility all Cats to 1 1/2 SM, increase all MDA 1 40 feet and LNAV Cats C/D visibility to 1 1/2 SM, Circling Cat B to 1 1/2 SM, Cat C to 2 1/2 SM, and Cat D to 3 SM.

MISSING APCH FIX
4 NM
185°
RULSE

AWOS-3
118.325

COLUMBUS APP CON
134.45 352.05

UNICOM
122.8 (CTAF)

MISSING APCH FIX
4 NM
185°
RULSE

30 NM to WALAG
10 NM to WALAG
10 NM to WALAG (IF/IAF)

WALAG

3000

2800

HOLD
6000
2800

4 NM

6000
2800
185°
005°

2600

GP 3.00°
TCH 45

6 NM

2.8 NM

0.9 NM

1.6 NM

2800

RULSE

005°

1081

1318
1265

1305
1328

Apt Elev

TDZE
862

ELEV
866

CONNERSVILLE, INDIANA

Amdt 3 03JAN19

CONNERSVILLE, INDIANA

AL-5371 (FAA)
RNAV (GPS) RWY 4
RICHARD DOWNING (140)

**WAAS**
**CH** 86543
**W04A**

**APP CRS** 044°
**Rwy Idg** 5001
**TDZE** 978
**Apt Elev** 979

**RNP APCH.**

**AWOS-3**
**INDIANAPOLIS CENTER**
**GCO**
**UNICOM**

**118.875**
**124.45**
**323.275**
**121.725**

**123.0** (CTAF)

**122.9**

**COSHOCTON, OHIO**

**CIRCLING**

**Rwy 4**

**TDZE 978**

**ELEV 979**

**NA**

**RNAV (GPS) RWY 4**

**RNAV (GPS) RWY 4**

**1440-1**

**1780-21/2**

**MIRL Rwy 4-22**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**V**

**979**

**TDZE**

**Apt Elev**

**979**

**Rwy 4**

**Helicopter visibility reduction below 3/4 SM NA. Baro-VNAVA NA when using Zanesville altimeter setting.**

**increase LPV DA to 1344 feet, increase LNAV/VNAVA DA to 1310 feet, increase all MDA 80 feet and LPV and LNAV/VNAVA visibility ½ SM, LNAV Cat C/D visibility ¼ SM, and Circling Cat C/D visibility ½ SM.**

**MISSING APPROACH:**

**Climb to 1480 then climbing left turn to 3400 direct WUMDO and hold.**

**1480**

**3400**

**WUMDO**

**224°**

**4 NM**

**Holding Pattern**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.5°/TCH 26).**

**1480**

**3400**

**WUMDO**

**WUMDO**

**6000**

**3400**

**044°**

**224°**

**GP 3.5°/TCH 45**

**1560**

**WUMDO (IF/IAF)**

**UREYO**

**ZIRUV 1.5 NM to RW04**

**LNAV only.**

**6.7 NM**

**2.3 NM**

**1.5 NM**

**Category**

**LPV DA**

**1280-1/2**

**304 (400-2)°**

**LNAV/VNAVA DA**

**1248-1/2**

**270 (300-2)°**

**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)°**

**1780-21/4**

**801 (900-21/4)°**

**1780-21/2**

**801 (900-21/2)°**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Zanesville altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Zanesville altimeter setting and increase LPV DA to 1291 feet and all visibilities 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.

AWOS-3 | INDIANAPOLIS CENTER | GCO | UNICOM (CTAF) | 122.9
---|---|---|---|---
118.875 | 124.45 | 323.275 | 123.0 | (CTAF)

COSHOCTON, OHIO

**RNAV (GPS) RWY 22**

RICHARD DOWNING (140)

**WAAS CH 42838 W22A**

**APP CRS 224°**

**Rwy Ldg 5001**

**TDZE 979**

**Apt Elev 979**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 4
CRAWFORDSVILLE RGNL (CFJ)

**AWOS-3PT**
125.65

**INDIANAPOLIS APP CON**
119.05 317.8

**UNICOM**
122.8 (CTAF)

---

**4 NM Holding Pattern**

**RNAV glidepath not coincident**
(VGSI Angle 3.00°/TCH 41).

---

**MISSED APPROACH:**

- Climb to 2700 direct CONUM and hold.

---

**CRAWFORDSVILLE, INDIANA**

Amdt 1B  08NOV18

---

**RNAV (GPS) RWY 4**

---

**CRAWFORDSVILLE RGNL (CFJ)**

---

**EC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 22
CRAWFORDSVILLE RGNL (CFJ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Greencastle altimeter setting. When local altimeter setting not received, use Greencastle altimeter setting: increase LPV DA to 1104 feet, LNAV/VNAV DA to 1115 feet; increase all MDA 60 feet and visibility Cats C and D ¾ SM. Rwy 22 helicopter visibility reduction below ¾ SM NA.

AWOS-3PT
INDIANAPOLIS APP CON
UNICOM

125.65  
119.05  317.8  
122.8 (CTAF)

Procedure NA for arrivals at OCKEL on V51-97 northwest bound.

VPW 227°

CRAWFORDSVILLE, INDIANA

EC-2, 11 JUL 2024 to 05 SEP 2024

AWOS-3PT
INDIANAPOLIS APP CON
UNICOM

125.65  
119.05  317.8  
122.8 (CTAF)

Procedure NA for arrivals at OCKEL on V51-97 northwest bound.

VPW 227°

CRAWFORDSVILLE, INDIANA

EC-2, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Greencastle altimeter setting: increase all MDA 60 feet and visibility Cats C and D ¼ SM. Rw 4 helicopter visibility reduction below ½ SM NA.

**AWOS-3PT**  
**INDIANAPOLIS APP CON**  
**UNICOM**  
125.65  
119.05  
122.8 (CTAF)

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**CIRCLING**  
**CRAWFORDSVILLE, INDIANA**  
Amdt 6A  08NOV18  

**CRAWFORDSVILLE RGNL (CFJ)**  

**NDB RWY 4**  

**EC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS)-A
DAYTON/PHILLIPSBURG (3I7)

MISSED APPROACH: Climb to 2700 then right turn direct DQN VOR/DME and hold.

Use James M Cox Dayton Intl altimeter setting.

Procedure NA for arrival on ROD VORTAC airway radials 207 CW 314.

Procedure NA for arrival on DQN VOR/DME airway radials 329 CW 008.

Use James M Cox Dayton Intl altimeter setting.

EC-2, 11 JUL 2024 to 05 SEP 2024

ELEV 1028

2700

DQN

3.00°

TCH 40°

RW21

ZILCI

KURME

4 NM

Holding Pattern

2700

208° 028°

6000

208°

2700

5.2 NM

5 NM

2048 A

Rwy Idg

TDZE

Apt Elev

N/A

N/A

1028

CATEGORY

A

B

C

D

CIRCLING

1500-1

1580-1

1680-1¾

NA

472 (500-1)

552 (600-1)

652 (700-1¾)

DAYTON, OHIO

Orig 17JUN21

DAYTON/PHILLIPSBURG (3I7)

RNAV (GPS)-A

EC-2, 11 JUL 2024 to 05 SEP 2024

181
Baro-VNAV NA when using James M Cox Dayton Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction for helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DAs/MDAs 60 feet and Circling C/D visibility 1/4 SM.

**MISSING APPROACH:**
Climb to 3100 direct WOBUL and hold.
RNAV (GPS) RWY 20
DAYTON/WRIGHT BROTHERS (MGY)

Inoperative table does not apply. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DAs/MDAs 60 feet and Circling Cat C/D visibility ¼ SM. Rwy 20 helicopter visibility reduction below ¾ SM NA. VDP NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 3100 direct SOVVO and hold.

SOVVO and hold.

Climb to 3100 direct NOPT.

MINIMUMS:

- SOVVO and hold.
- Climb to 3100 direct NOPT.

EC-2, 11 JUL 2024 to 05 SEP 2024
RADAR required for procedure entry.

When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet, and Cat C/D visibilities 1/4 SM.

MISSING APPROACH: Climb to 1800 then climbing right turn to 3000 direct MW LOM and hold.
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.
VDP and Baro-VNAV NA when using Dayton/Wright Brothers altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Procedure NA for arrivals at CINPA on V47 southwest bound.

Procedure NA for arrivals at JENEY on V5 southwest bound.

AWOS-3 118.525
COLUMBUS APP CON 118.85 269.275
UNICOM 122.725 (CTAF)

Dayton, Ohio
Amrd 1 30NOV23

EC-2, 11 JUL 2024 to 05 SEP 2024

GCP 3.50°
TCH 40

Category
LPV DA
LNAV/ VNAV DA
LNAV MDA
CIRCLING

<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>1205-1</td>
<td>273 (300-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1238-1</td>
<td>306 (300-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>388 (400-1)</td>
<td>1320-1½</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1480-1</td>
<td>531 (600-1)</td>
<td>1560-1½</td>
<td>611 (700-1½)</td>
</tr>
</tbody>
</table>

MISSED APCH FIX

TUNNU
248°
068°
4 NM

MIRL RWY 7-25
REIL Rwy 7 and 25
RNAV (GPS) RWY 25

COLUMBUS APP CON

Apt Elev 1256

TDZE 949

AWOS-3

118.525

118.85

269.275

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 1/2 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. Rwy 25 helicopter visibility reduction below 1/2 SM NA, VDP and Baro-VNAV NA when using Dayton/Wright Brothers altimeter setting.

DAYTON, OHIO

EC-2, 11 JUL 2024 to 05 SEP 2024

DAYTON, OHIO

Amdt 1B 30NOV23

0.8% U P

P

RNAV (GPS) RWY 25

GREENE COUNTY/lewIS A JACKSON RGNL (GDK)

EC-2, 11 JUL 2024 to 05 SEP 2024

187
Simultaneous approach authorized.

For inop ALSF-2, increase S-LOC 6L Cat C/D visibility to 1 3/4 mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DQN VOR/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 6L</td>
<td>1198/18</td>
<td>200 (200-1/2)</td>
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<tr>
<td>S-LOC 6L</td>
<td>1460/24</td>
<td>462 (500-1/2)</td>
<td>1460/50</td>
<td>462 (500-1)</td>
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<tr>
<td>C CIRCLING</td>
<td>1580-1</td>
<td>571 (600-1)</td>
<td>1580-1/2</td>
<td>1640-2</td>
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<tr>
<td></td>
<td>571 (600-1/2)</td>
<td>631 (700-2)</td>
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</tbody>
</table>

**LEBNE FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)**

| S-LOC 6L | 1380/24 | 382 (400-1/2) | 1380/35 | 382 (400-1/2) |
| C CIRCLING | 1580-1 | 571 (600-1) | 1580-1/2 | 1640-2 |
| | 571 (600-1/2) | 631 (700-2) | | |
For inop ALS, increase S-LOC 18 Cat C/D visibility to RVR 6000.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

** 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.
### Simultaneous approach authorized.
For inop ALS, increase S-LOC 24R Cat C/D visibility to RVR 6000.

#### ILS or LOC RWY 24R
**JAMES M COX DAYTON INTL (DAY)**

<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>S-ILS 24R</td>
<td>1203/24</td>
<td>206 (200-½)</td>
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<tr>
<td>S-LOC 24R</td>
<td>1400/24</td>
<td>403 (400-½)</td>
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<td>403 (400-¾)</td>
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<tr>
<td>CIRCLING</td>
<td>1580-1</td>
<td>571 (600-1)</td>
<td>1580-1½</td>
<td>571 (600-1½)</td>
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### FAF to MAP 4.9 NM

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<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
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<tbody>
<tr>
<td>Min:Sec</td>
<td>4:54</td>
<td>3:16</td>
<td>2:27</td>
<td>1:58</td>
<td>1:38</td>
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</tbody>
</table>

**DAYTON, OHIO**

Amdt 108 07OCT21

**39°54'N-84°13'W**
**ILS RWY 6L (CAT II & III)**

**JAMES M COX DAYTON INTL (DAY)**

**ALTSF-2**

**Category II & III ILS - Special Aircrew & Aircraft Certification Required**

**ATIS** 125.8  
**Columbus APP CON** 134.45 323.15  
**Dayton Tower** 119.9 257.7  
**GNN CON** 121.9  
**CLNC DEL** 121.75

- Simultaneous approach authorized.
- CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

**Missed Approach:** Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.

**Dayton, Ohio**

Amdt 10  26MAY16

**James M Cox Dayton Intl (DAY)**

**ALSF-2**

**Category II & III ILS - Special Aircrew & Aircraft Certification Required**

**Dayton, Ohio**

Amdt 10  26MAY16  

**39°54’N-84°13’W**
### RNAV (RNP) Y RWY 6L

**JAMES M COX DAYTON INTL (DAY)**

**DAYTON, OHIO**

**Orig-B 24MAY18**

**39°54'N-84°13W**

#### CATEGORY

<table>
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<th>B</th>
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<th>D</th>
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<tbody>
<tr>
<td>RNP 0.10 DA</td>
<td>1358/40</td>
<td>360 (400-1/4)</td>
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<tr>
<td>RNP 0.30 DA</td>
<td>1464/60</td>
<td>466 (500-1/4)</td>
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</table>

#### APP CRS

- **Rwy 1dg**: 10900
- **TDZE**: 998
- **Apt Elev**: 1009

#### ATIS

- **Dayton Tower**: 119.9
- **GND CON**: 121.9
- **CLNC DEL**: 121.75

#### RNAV (RNP) Y RWY 6L

**Dayton, OHIO**

**Columbus APP CON**: 134.45

**Dayton Tower**: 119.9

**GND CON**: 121.9

**CLNC DEL**: 121.75

**RNP 0.10 DA**

**RNP 0.30 DA**

### RNAV Glidepath

- **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%**.

### MISSED APPROACH

- **Climb to 3000 on the RNAV missed approach route to BONEE and hold.**

### Plan View

- **Favor**: CLNZ
- **Climb**: 121°
- **Rwy 6L**
- **RNAV (RNP) Y RWY 6L**
- **SUPLE**
- **SAWER**
- **ROVGE**
- **HUNTU**
- **WODNO**
- **FOVKU**
- **SAWER (IAF)**
- **DURNS**

### RNAV Glidepath

- **VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).**

### 3 NM

See planview for multiple IF locations.

### Authorization Required
RNAV (RNP) Y RWY 24R
JAMES M COX DAYTON INTL (DAY)

For inop ALS, increase RNP 0.10 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1 3/4 SM. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C.

ATIS 125.8
COLUMBUS APP CON 134.45 323.15
DAYTON TOWER 119.9 257.7
GND CON 121.9
CLNC DEL 121.75

AUTHORIZATION REQUIRED

DAYTON TOWER 119.9 257.7
ATIS GND CON 121.9
CLNC DEL 121.75

H circles the fixes in the details section.
RNAV (GPS) RWY 6R
JAMES M COX DAYTON INTL (DAY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 6R helicopter visibility reduction below ¾ SM NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

Procedure NA for arrivals at CAMMS on V275 southwest bound.

**RNAV (GPS) RWY 6R**

**JAMES M COX DAYTON INTL (DAY)**

**ATIS** 125.8
**COLUMBUS APP CON** 134.45 323.15
**DAYTON TOWER** 119.9 257.7
**GND CON** 121.9
**CLNC DEL** 121.75

**MISSED APPROACH FIX**

**4 NM**

**1333°**

**TARRY**

**RWO6R**

**MEKTE (IF)**

**CIBLO (FAF)**

**TARRY**

**061°**

**3000**

**6 NM**

**3.6 NM**

**1.5 NM**

**To RW06R**

**3000 direct TARRY and hold.**

**operations. Use of FD or AP required during simultaneous operations.**

**DAYTON, OHIO**

**Almdt 1C 10AUG23**

**WAAS CH 90414 W06B**

**APP CRS**

**TDZE**

**3000**

**061°**

**7001**

**1009**

**Apri Elev**

**1009**

**1259-3/4**

**250 (300-3/4)**

**LPV DA** 1259-3/4 250 (300-3/4)

**LNAV/VNAV DA** 1496-1/4 487 (500-1/4)

**LNAV MDA** 1520-1 511 (600-1) 1520-1/2 511 (600-1/2) 1520-1/4 511 (600-1/4)

**CIRCLING** 1580-1 571 (600-1) 1580-1/2 571 (600-1/2) 1640-2 631 (700-2)

**EC-2, 11 JUL 2024 to 05 SEP 2024**
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, increase LNAV/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.

** LNAV only.
**RNAV (GPS) RWY 36**

**JAMES M COX DAYTON INTL (DAY)**

**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.

**ATIS**

<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>134.45 323.15</td>
<td>119.9 257.7</td>
<td>121.9</td>
<td>121.75</td>
</tr>
</tbody>
</table>

**Procedure NA for arrival at CINPA on V47 southwest bound.**

**MISSING APPROACH: Climb to 3000 direct to KIRON and hold.**

---

**DAYTON, OHIO**

**AL-107 (FAA)**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**JAMES M COX DAYTON INTL (DAY)**

**RNAV (GPS) RWY 36**
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required 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. Inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cats C/D to 1 1/4 SM.

Procedure NA for arrival on DQN VOR/DME airway radials 208 CW 287.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).

VPV DA 1198/18 200 (200-1/2)
LNAV/VNAV DA 1366/40 368 (400-3/4)
LNAV MDA 1420/24 422 (500-1/2) 1420/40 422 (500-3/4) 1420/50 422 (500-1)

**CIRCLING**
39°54'N-84°13W
RNAV (GPS) Z RWY 24R
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 134.45  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.

EC-2, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb on heading 061°, thence....
TAKEOFF RUNWAY 18: Climb on heading 185°, thence....
TAKEOFF RUNWAYS 24L/R: Climb on heading 241°, thence....
TAKEOFF RUNWAY 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. Aircraft filed over APE VORTAC, expect vectors to intercept APE R-260.
RNAV (GPS)-A
MORaine AIR PARK (I73)

Procedure NA at night.
Rwy 8 and 26 helicopter visibility reduction below 1 SM NA.
Use Dayton-Wright Brothers altimeter setting.

RNAV (GPS)-A
MoraNE AIR PARK (I73)

<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>720 (800-1)</td>
<td>1520-1</td>
<td>800 (800-1)</td>
</tr>
</tbody>
</table>

MIRL Rwy B-26
DAYTON, OHIO
Orig 03NOV22

39°41'N-84°14'W
MISSED APPROACH: Climb to 3000 direct JUTLI and on track 117° to KLOEE and hold.

ASOS
121.425

TOLEDO APP CON
134.35
307.0

UNICOM
122.7 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct PICUM and hold.

Procedure NA for arrivals at ESSIE on V279 northwest bound.

<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>1195-7/8</td>
<td>250 (300-7/8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1231-1</td>
<td>286 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1340-1</td>
<td>395 (400-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5800 X 100

RICCUM 122.7 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 28 helicopter visibility reduction below ½ SM NA.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>COLUMBUS APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.025</td>
<td>125.95 317.775</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 2600 direct MOSQI and hold.

**Procedure NA for arrivals at MEEKS on V38 northwest bound.**

- **WAAS CH 50506**
- **APP CRS 284°**
- **Rwy Idg TDZE 5800 945**
- **Apt Elev 945**

**RNAV (GPS) RWY 28**

**DELAWARE MUNI/JIM MOORE FLD (DLZ)**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**207**
Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 then right turn direct APE VORTAC and hold.

Procedure NA for arrival on APE VORTAC airway radials 235 CW 335.
RNAV (GPS) RWY 18
DELPHI MUNI (119)

MISSED APPROACH: Climb to 3000 direct OCUPA and hold.

<table>
<thead>
<tr>
<th>MCX AWOS-3P</th>
<th>124.05</th>
</tr>
</thead>
<tbody>
<tr>
<td>GRISSOM APP CON</td>
<td>121.05 338.275</td>
</tr>
<tr>
<td>CTAFF</td>
<td>122.9</td>
</tr>
</tbody>
</table>

Rwy 18 helicopter visibility reduction below 1 SM NA. Use Monticello altimeter setting. Procedure NA at night.

MISSED APCH FIX
OCUPA
4 NM
Holding Pattern

3000
OCUPA
VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 26).

4 NM

-3.00°
TCH 30

185°

2300

MOOMO

1154

5 NM
6 NM

ELEV 671
TDZE 671

EC-2, 11 JUL 2024 to 05 SEP 2024

DELPHI, INDIANA
Orig 15JUN23

RNAV (GPS) RWY 18
DELPHI MUNI (119)

APP CRS
185°

Rwy Idg 4001
TDZE 671
Apt Elev 671

MIRL Rwys 18 and 36

LNAV MDA
1160-1 489 (500-1)
CIRCLING
1160-1 489 (500-1)

40°32'N-86°41'W
209
RNAV (GPS) RWY 36
DELPHI MUNI (119)

**RNP APCH - GPS.**

- **MISSING APPROACH:** Climb to 3000 direct MOOMO and hold.

| NA | When Circling to Rwy 18 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 36 helicopter visibility reduction below 1/2 SM NA. Baro-VNAV NA. Use Monticello altimeter setting.

<table>
<thead>
<tr>
<th>MCX AWOS-3P</th>
<th>GRASSOM APP CON*</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.05</td>
<td>121.05 388.275</td>
<td>122.9</td>
</tr>
</tbody>
</table>

**ELEV 671**
**TDZE 671**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
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 1/4 SM, and Circling Cat A visibility 1/4 SM.
Rwy 25 helicopter visibility reduction below 1/2 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct CUTTA and hold.

**PITTSBURGH APP CON**

**UNICOM**

<table>
<thead>
<tr>
<th>APT CRS</th>
<th>Category</th>
<th>Turn Procedure</th>
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</thead>
<tbody>
<tr>
<td>249°</td>
<td>A</td>
<td>6 NM</td>
</tr>
<tr>
<td>2800</td>
<td>B</td>
<td>5 NM</td>
</tr>
<tr>
<td>3000</td>
<td>C</td>
<td>4 NM</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 25**

**COLUMBIANA COUNTY (02G)**

**EAST LIVERPOOL, OHIO**

**AL-6235 (FAA)**

**UNICOM**

**123.0 (CTAF)**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**COLUMBIANA COUNTY (02G)**

**RNAV (GPS) RWY 25**

**COLUMBIANA COUNTY (02G)**

**RNAV (GPS) RWY 25**
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 Rwy s 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% SM.

AWOS-3  SOUTHE BEND APP CON*  ELK HART TOWER*  GND CON  CLNC DEL
124.475  118.55  257.8  119.5 (CTAF)  121.8  121.8

KEEFLER  11.66 EIX : 2 3 4 5
Chan 113’

LOCALIZER 111.5
I-OUP

(LOC/ILS)

VORTAC and hold.
2500 direct GSH
climb left turn to
Climb to 1500 then
MISSED APPROACH:
Climb to 1500 then
circling left turn to
2500 direct GSH
VORTAC and hold.

AWOS-3  SOUTHE BEND APP CON*  ELK HART TOWER*  GND CON  CLNC DEL
124.475  118.55  257.8  119.5 (CTAF)  121.8  121.8

KEEFLER  11.66 EIX : 2 3 4 5
Chan 113’

LOCALIZER 111.5
I-OUP

(LOC/ILS)

VORTAC and hold.
2500 direct GSH
climb left turn to
Climb to 1500 then
MISSED APPROACH:
Climb to 1500 then
circling left turn to
2500 direct GSH
VORTAC and hold.

AWOS-3  SOUTHE BEND APP CON*  ELK HART TOWER*  GND CON  CLNC DEL
124.475  118.55  257.8  119.5 (CTAF)  121.8  121.8

KEEFLER  11.66 EIX : 2 3 4 5
Chan 113’

LOCALIZER 111.5
I-OUP

(LOC/ILS)

VORTAC and hold.
2500 direct GSH
climb left turn to
Climb to 1500 then
MISSED APPROACH:
Climb to 1500 then
circling left turn to
2500 direct GSH
VORTAC and hold.
RNAV (GPS) RWY 9

ELKHART MUNI (EKM)

- RNP APCH:
  - 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: 124.475
    - ELKHART TOWER: 119.5 (CTAF)
    - GND CON: 121.8
    - CLNC DEL: 121.8
    - CLNC DEL: 119.7 (When twr closed)
    - UNICOM: 122.95

- MISSED APPROACH:
  - Climb to 4000 direct CORYA and via 351° track to JJANN and hold.

- LGVSI and descent angles not coincident (VGSI Angle 3.00/TCH 38).

- CATEGORY: A B C D
  - LNAV MDA: 1340-1 1340-1½ 1340-1½ 1340-1½
  - 563 (600-1) 563 (600-1½) 563 (600-1½)
  - 1340-1-1½ 1340-1¾ 1340-1¾
  - 1340-1-1½ 1340-1¾
  - 563 (600-1½) 563 (600-1¾)
  - 602 (700-1¾) 802 (900-2½)
  - 1340-1-1½ 1340-1¾
  - 563 (600-1½) 563 (600-1¾)
  - 602 (700-1¾) 802 (900-2½)

- ELKHART, INDIANA
  - Orig-A 03JAN19
  - 41°43'N-86°00'W

- EC-2, 11 JUL 2024 to 05 SEP 2024
  - EC-2, 11 JUL 2024 to 05 SEP 2024
  - EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 18
ELKHART MUNI (EKM)

Procedure NA for arrivals at GIJ VORTAC on V55 southbound.

MISSED APPROACH: Climb to 2500 direct BUCGA and hold.

AWOS-3
124.475
SOUTH BEND APP CON *
118.55
257.8
ELKHART TOWER *
119.5 (CTAF)
GND CON
121.8
CLNC DEL
119.7
CLNC DEL
121.8
UNICOM
122.95

ELKHART, INDIANA
AL-5287 (FAA)

TWR V
A
5
P
P

RNAV (GPS) RWY 18

ELKHART MUNI (EKM)

RNAV (GPS) RWY 18

ELKHART, INDIANA
Orig-C 28DEC23

41°43'N-86°00'W
RNAV (GPS) RWY 36
ELKHART MUNI (EKM)

RNAV (GPS) RWY 36
ELKHART MUNI (EKM)

LNAV MDA
1220-1
444 (500-1)
1220-1½
444 (500-1½)
1220-½
444 (500-½)

CIRCLING
1240-1
462 (500-1)
1300-1
522 (600-1)
1380-1¾
602 (700-1¾)
1580-2½
802 (900-2½)

ELEV 778
TDZE 776

Procedure NA for arrivals at BAGEL via V277 westbound and at NOMES via V156 eastbound.
Circling RWY 36 NA at night. Circling NA to RWYs 8 and 26. RWY 9 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 40 feet. VDP NA when using South Bend altimeter setting.

AWOS-3 124.475
South Bend APP CON 118.55
ELKHART TOWER 257.8
GND CON 119.5 (CTAF)
CLNC DEL 121.8
CLNC DEL (When twr closed) 119.7
UNICOM 122.95

NoPT for arrivals on GIJ VORTAC
Airway radials 209 CW 310.

NoPT for arrivals on GIJ VORTAC
Airway radials 209 CW 310.

EC-2, 11 JUL 2024 to 05 SEP 2024
EC-2, 11 JUL 2024 to 05 SEP 2024
EC-2, 11 JUL 2024 to 05 SEP 2024
EC-2, 11 JUL 2024 to 05 SEP 2024

One Minute Holding Pattern

ELEV 778
TDZE 777

AWOS-3
South Bend APP CON
ELKHART TOWER
GND CON
CLNC DEL
CLNC DEL (When twr closed)
UNICOM

ELKHART, INDIANA
Amdt 6A 03JAN19

115.4
102°

SAUM INT GIJ [9]

GOSHEN
113.7 GSH:
Chan 84

GIPPER
115.4
Chan 101

R-282
102°
282°

3.35° TCH 49

282°
102°

102°

2500 NoPT
102° (9)

149

1949

AGL 1300

1015

GJ

962

3100

1079

1148

934

1221

1298

1300

817

9

SKEAT INT GIJ [20]

MIRL Rwy 18-36
HIRL Rwy 9-27
REIL Rwy 9, 18 and 36

ELKHART, INDIANA

41°43'N-86°00'W

102°

36

81

MIRL Rwy 18-36
HIRL Rwy 9-27
REIL Rwy 9, 18 and 36
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ANNUAL RATE OF CHANGE
JANUARY 2020
VAR 5.2° W
Use Cleveland Hopkins Intl altimeter setting.  Helicopter visibility reduction below 1 SM NA.

**CLEVELAND APP CON**
- VOR/DME DJB 113.6 Chan 83
- APP CRS 125°
- Rwy Idg N/A
- Apt Elev 758

**CLNC DEL**
- 125.7

**UNICOM**
- 122.8 (CTAF)

**VOR or GPS-A**

**ELYRIA (1G1)**

**FAF to MAP** 3.1 NM

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>Knots</th>
<th>Min:Sec</th>
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</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1280-1</td>
<td>1320-1</td>
<td>1420-1</td>
<td>3-1</td>
<td>60</td>
<td>3:06</td>
</tr>
<tr>
<td></td>
<td>522 (600-1)</td>
<td>562 (600-1)</td>
<td>662 (700-1¾)</td>
<td>NA</td>
<td>90</td>
<td>2:04</td>
</tr>
<tr>
<td></td>
<td>120</td>
<td>150</td>
<td>180</td>
<td>1:33</td>
<td>1:14</td>
<td>1:02</td>
</tr>
</tbody>
</table>

**CLEVELAND APP CON (CTAF)**
- 113.6 DJB Chan 83
- 125°
- 1949

**Remain within 10 NM**

**DJB VOR/DME**

**LIRL Rwy 9-27**
- 220°
- 305°

**MOA DJB 25 NM**
- 3100

**LEVEL 758**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**Amdt 7D 30DEC21**
Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct PXV VORTAC and hold.

Procedure NA for arrival on PXV VORTAC airway radials 043 CW 081.

KECEG INT
I-DSO 1.9

HUGMU INT
I-DSO 9.3

WIDIT INT
I-DSO 4.8

GS 3.00°
TCH 49°

CATEGORY
A
B
C
D
S-ILS 4
589-3/4
200 (200-3/4)

S-LOC 4
1180-1
791 (800-1)

1180-1 1/4
791 (800-1 1/4)

1180-2 1/2
758 (800-1 1/4)

1180-2 1/4
758 (800-2 1/4)

CIRCLING
KECEG FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

S-LOC 4
820-1
431 (400-1)

820-1 1/4
431 (400-1 1/4)

CIRCLING
920-1
498 (500-1)

1040-1
618 (700-1)

1040-1 1/4
618 (700-1 1/4)

1040-2
618 (700-2)

EVANSVILLE-INDIANA
Amdt 4 02MAR17

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 4

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.

MISSING APPROACH: Climb to 2500 direct JISEV and hold.

NoPT for arrivals at PXV VORTAC on airway radials 291 CW 308.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2500 direct JISEV and hold.

NoPT for arrivals at PXV VORTAC on airway radials 291 CW 308.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2500 direct JISEV and hold.

NoPT for arrivals at PXV VORTAC on airway radials 291 CW 308.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2500 direct JISEV and hold.

NoPT for arrivals at PXV VORTAC on airway radials 291 CW 308.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2500 direct JISEV and hold.

NoPT for arrivals at PXV VORTAC on airway radials 291 CW 308.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2500 direct JISEV and hold.

NoPT for arrivals at PXV VORTAC on airway radials 291 CW 308.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2500 direct JISEV and hold.

NoPT for arrivals at PXV VORTAC on airway radials 291 CW 308.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2500 direct JISEV and hold.

NoPT for arrivals at PXV VORTAC on airway radials 291 CW 308.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2500 direct JISEV and hold.

NoPT for arrivals at PXV VORTAC on airway radials 291 CW 308.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2500 direct JISEV and hold.

NoPT for arrivals at PXV VORTAC on airway radials 291 CW 308.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2500 direct JISEV and hold.
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.

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

Procedure NA for arrivals at PRINC on V7 northbound.

Procedure NA for arrivals at MACKY on V11 northeast bound.

**ELEV** 422 **TDZE** 396

**AIR NAVIGATION SERVICES TELEPHONE**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>EVANSVILLE APP CON*</th>
<th>EVANSVILLE TOWER*</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.2</td>
<td>124.025 290.9</td>
<td>118.7 (CTAF) 257.8</td>
<td>121.9</td>
<td>126.6</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**EC-2, 11 JUL 2024 to 05 SEP 2024**

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 22
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. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

Procedure NA for arrival on PXV VORTAC airway radials 013 CW 081.

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

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night. **RVR 1800 authorized with the use of FD or AP or HUD to DA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°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 5 SM NA.

**MISSING APPROACH:** Climb to 2500 direct HEMEE and hold.

**Procedure NA for arrivals at DIXEY on V7-52 southeast bound.**

**Procedure NA for arrivals at LOONE on V243 southbound.**

**Category:**
- A
- B
- C
- D

**LPV DA:** 634-3/4
- 250 (300-3/4)

**LNAV/ VNAV DA:** 891-13/4
- 507 (500-13/4)

**LNAV MDA:** 820-1 436 (500-1/4)
- 820-1 1/4 436 (500-1/4)

**CIRCLING**
- 920-1 498 (500-1)
- 1040-1 618 (700-1)
- 1040-1 1/4 618 (700-1/4)
- 1040-2 618 (700-2)

**ELEV 422**

**TDZE 384**

**HIRL Rwys 4-22 and 18-36**

**REIL Rwys 4, 18, and 36**

**MIRL Rwy 9-27**

**UTM 243 Southbound**

**NAVDAW**
No PT 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)

**APP CRS**
- **Rwy Idg**: 4558
- **TDZE**: 810
- **Apt Elev**: 813

**RNP APCH - GPS.**

- Baro-VNAV and VDP NA when using Lima Allen County altimeter setting. Rwy 7 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 Lima altimeter setting and increase LNAV/VNAV DA to 1391 feet and all visibilities ½ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¼ SM. Straight-In Rwy 7 NA at night, Circling Rwy 7 NA at night.

**ASOS**
- 132.85

**TOLEDO APP CON**
- 120.8 317.55

**UNICOM**
- 122.725 (CTAF)

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

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.

**MISSING APPROACH:**
Climb to 2600 direct KASPE and hold.

_Amdt 1C 19MAY22_
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 ½ SM all Cats; increase LNAV Cat C/D and Circling Cat C/D visibility ½ SM. Circling RWy 7 NA at night.

MISSING APPROACH: Climb to 2500 direct PURIC and hold.

ASOS
TOLEDO APP CON
UNICOM

132.85
120.8 317.55
122.725 (CTAF)

LNAV only

*1.4 NM to RW25

VPGS and RNAV glidpath not coincident (VPGS Angle 3.00/TCH 31).

 Holding Pattern

4 NM

RNP APCH-GPS.
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 ¾ SM.

Circling Rwy 7 NA at night.

CIRCLING
1440-1
627 (700-1)

1440-1 ¾
627 (700-1)

1540-2 ¼
727 (800-2¼)

RNAV (GPS) RWY 36
FINDLAY (FDY)

Amdt 1D 19MAY22

41°01'N-83°40'W

FINDLAY, OHIO

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024
## FINDLAY, OHIO

### AL-702 (FAA)

#### VOR RWY 7

**FINDLAY (FDY)**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-7</td>
<td>1260-1</td>
<td>450 (500-1)</td>
<td>1260-1 1/4</td>
<td>1260-1 1/2</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1440-1</td>
<td>627 (700-1)</td>
<td>1440-1 1/4</td>
<td>1540-2 1/4</td>
</tr>
</tbody>
</table>

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 24).**

**Remain within 10 NM**

<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>S-7</td>
<td>1260-1</td>
<td>450 (500-1)</td>
<td>1260-1 1/4</td>
<td>1260-1 1/2</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1440-1</td>
<td>627 (700-1)</td>
<td>1440-1 1/4</td>
<td>1540-2 1/4</td>
</tr>
</tbody>
</table>

**FBC VORTAC**

**FBC**

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 24).**

**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>S-7</td>
<td>1260-1</td>
<td>450 (500-1)</td>
<td>1260-1 1/4</td>
<td>1260-1 1/2</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1440-1</td>
<td>627 (700-1)</td>
<td>1440-1 1/4</td>
<td>1540-2 1/4</td>
</tr>
</tbody>
</table>

**vgsi and descent angles not coincident (vgsi angle 3.00/tch 24).**

**Remain within 10 NM**

### ASOS

- **132.85**

### TOLEDO APP CON

- **120.8**
- **317.55**

### UNICOM

- **122.725 (CTAF)**

#### FINDLAY, OHIO

**Amdt 128 19MAY22**

41°01'N-83°40'W

**EC-2, 11 JUL 2024 to 05 SEP 2024**

[Diagram of VOR RWY 7 with FBC VORTAC and holding instructions]
ILS or LOC RWY 32
FORT WAYNE INTL (FWA)

**DME required for LOC only. DME or RADAR required for procedure entry.**

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.

**MISSED APPROACH:** Climb to 3000 then left turn on FWA VORTAC R-285 to TELEY INT/FWA 17.3 DME and hold.

**Cat E Procedure Turn NA.**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**ATIS**
FORT WAYNE APP CON 121.25 360.825
FORT WAYNE TOWER 127.2 284.6

**DME or RADAR REQUIRED**

**REAMA**

**FORT WAYNE**
117.8 FWA Chan 125

**Moscow**
2700

**ELEV**
815

**TDZE**
800

**3000**

**TELEY**

**ILS or LOC RWY 32**
FORT WAYNE INTL (FWA)

**ILS and ILS glidepath not coincident**
(VGSI Angle 3.00/TCH 76).

**Remain within 10 NM**
MRG.app

FORT WAYNE, INDIANA

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

FORT WAYNE INTL (FWA)
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\frac{1}{2} SM and LNAV Cat C/D/E visibility to 1\frac{1}{2} SM.

**ASR**

**ALSF-2**

**CLNC DEL**

**FORT WAYNE, INDIANA**

**FORT WAYNE INTL (FWA)**

**APP CRS**

**GND CON**

**TWR**

**W05A**

**050°**

**Rwy Idg** 11981

**TDZE** 815

**Apt Elev** 815

**FWA**

**FORT WAYNE INTL** (FWA)

**RNAV (GPS) RWY 5**

**Category**

**A**

**B**

**C**

**D**

**E**

**LPV**

**DA**

1065/18 250 (300-1/2)

**LNAV/VNAV**

**DA**

1275/60 460 (500-1/4)

**LNAV MDA**

1300/24 485 (500-1/2)

1300/50 485 (500-1)

**CIRCLING**

1300-1 485 (500-1)

1420-1\frac{1}{2} 605 (700-1/2)

1520-2\frac{1}{4} 705 (800-2/4)

1520-2\frac{3}{4} 705 (800-2\frac{3}{4})

**Amdt 1B 12OCT17**

**TPW** 11981 X 150

8002 X 150

4001 X 75

ELEV 815

**FORT WAYNE, INDIANA**

**FORT WAYNE INTL (FWA)**

**AL-156 (FAA)**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 14
FORT WAYNE INTL (FWA)

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.

Procedure NA for arrival on FWA VORTAC airway radials 242 CW 044.

MISSED APPROACH: Climb to 3000 direct CABAC and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
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<td>1002-3/4</td>
<td>200 (200-3/4)</td>
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<td>LNAV/VNAV DA</td>
<td>1199-1/4</td>
<td>397 (400-1/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>518 (600-1)</td>
<td>1320-1/8</td>
<td>518 (600-1/8)</td>
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<tr>
<td>CIRCLING</td>
<td>1320-1</td>
<td>505 (600-1)</td>
<td>1420-1/3</td>
<td>605 (700-1/3)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>1520-2/4</td>
<td>705 (800-2/4)</td>
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</table>

TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32
RNAV (GPS) RWY 23
FORT WAYNE INTL (FWA)

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.

For arrivals at GRABI on V8 eastbound.

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

Procedure NA for arrival at GRABI on V8 eastbound.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 76).

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024
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).

ATIS  121.25  360.825  FORT WAYNE APP CON  127.2  284.6  FORT WAYNE TOWER  119.1  269.325  GND CON  121.9  348.6  CLNC DEL  124.75

Procedure NA for arrival on FWA VORTAC airway radials 077 CW 226.
**FORT WAYNE, INDIANA**

**AL-156 (FAA)**

**VOR or TACAN RWY 5**

**FORT WAYNE INTL (FWA)**

---

### VORAC FWA

<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>117.8°</td>
<td>11981</td>
<td>815</td>
<td>815</td>
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</table>

<table>
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<th>Chan 125</th>
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**DME or RADAR required.**

⚠️ For inop ALS, increase S-5 Cat C/D/E visibility to 1% SM.

### ATIS

<table>
<thead>
<tr>
<th>121.25</th>
<th>360.825</th>
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</table>

### FORT WAYNE APP CON

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<tr>
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### FORT WAYNE TOWER

<table>
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<th>119.1</th>
<th>269.325</th>
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### GND CON

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<th>121.9</th>
<th>348.6</th>
</tr>
</thead>
</table>

### CLNC DEL

<table>
<thead>
<tr>
<th>124.75</th>
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</thead>
</table>

---

**Procedure NA for arrival on FWA VORTAC airway radials 198 CW 294.**

---

**One Minute Holding Pattern**

- **ACISA FWA 12.5 RADAR**
- **TUCUT FWA 6.5 RADAR**
- **VONYU FWA 1.5**

---

**CATEGORY**

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

<table>
<thead>
<tr>
<th>S-5</th>
<th>1320/24</th>
<th>505 (600-1/2)</th>
<th>1320/55</th>
<th>505 (600-1)</th>
<th>1320/60</th>
<th>505 (600-1½)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>1360-1½</td>
<td>1520-2½</td>
<td>1360-1½</td>
<td>1520-2½</td>
<td>1360-1½</td>
<td>1520-2½</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1320-1</td>
<td>505 (600-1)</td>
<td>1320-1</td>
<td>505 (600-1)</td>
<td>1320-1</td>
<td>505 (600-1)</td>
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**EC-2, 11 JUL 2024 to 05 SEP 2024**

**FORT WAYNE TOWER**

**FORT WAYNE INTL (FWA)**

**40°59'N-85°12'W**

---

**Amdt 20B 23MAY19**

---

**3.0° TCH 55**

---

**FORT WAYNE, INDIANA**

**MISSED APPROACH:** Climbing right turn to 3000 on FWA VORTAC R-134 to OSBER INT/FWA 22 DME and hold.
DME or RADAR required.

V

ASR

ATIS
121.25 360.825

FORT WAYNE APP CON
127.2 284.6

FORT WAYNE TOWER
119.1 269.325

FORT WAYNE TOWER
GND CON
121.9 348.6

CLNC DEL
124.75

MISSING APPROACH: Climb to 3000 on FWA R-134
to OSBER INT/FWA 22 DME and hold.

Procedure NA for arrival on FWA
VOR/TAC AIRWAY RADIALS 285 CW 022.

EC-2, 11 JUL 2024 to 05 SEP 2024

FORT WAYNE, INDIANA
G-156 (FAA)

VOR or TACAN RWY 14
FORT WAYNE INTL (FWA)

FORT WAYNE, INDIANA
Amdt 17B 23MAY19

950°N-85°12'W

241
VOR or TACAN RWY 23
FORT WAYNE INTL (FWA)

MISSED APPROACH: Climbing left turn to 3000 on FWA VORTAC R-134 to OSBER INT/FWA 22 DME and hold.

NoPT for arrival at ZOLNR on V11 southwest bound.
### RNAV (GPS) RWY 5

**SMITH FLD (SMD)**

<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>1880-1(\frac{1}{4})</td>
<td>1880-1(\frac{1}{2})</td>
<td>1880-3</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>1046 (1100-1(\frac{1}{4}))</td>
<td>1046 (1100-1(\frac{1}{2}))</td>
<td>1046 (1100-3)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1880-1(\frac{1}{4})</td>
<td>1880-1(\frac{1}{2})</td>
<td>1940-3</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>1044 (1100-1(\frac{1}{4}))</td>
<td>1044 (1100-1(\frac{1}{2}))</td>
<td>1104 (1200-3)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**AWOS-3**

- 124.55

**FORT WAYNE APP CON**

- 127.2
- 284.6

**UNICOM**

- 122.8 [CTAF]

---

**APR CRS**

- Rwy Idg: 3035
- TDZE: 834
- Apt Elev: 836

**APP CRS**

- 056°

**RNAV (GPS) RWY 5**

**FORT WAYNE, INDIANA**

**AL-157 (FAA)**

**UNICOM**

- 122.8

**Category**

- A
- B
- C
- D

**Orig: 28FEB19**

**Visual Segment - Obstacles.**

- Holding Pattern: 4 NM
- 2700
- INODY: Tr 335°
- IVUNY: Tr 256°
- WERBU

**EC-2, 11 JUL 2024 to 05 SEP 2024**

- 244

**AEW**

- 3126 X 100
- 2922 X 60

**Category B**

- 056°

**2600**

- 236°
- 056°
- 056°
- 2400
- 056°
- 2600

**EC-2, 11 JUL 2024 to 05 SEP 2024**

- 244
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 1/2 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.**

**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 1/2 SM. Baro-VNAV NA when using Fort Wayne Intl altimeter setting.**
RNAV (GPS) RWY 23
SMITH FLD (SMD)

FORT WAYNE, INDIANA
AL-157 (FAA)

**RNP APCH.**
- 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 1/4 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.

**Visual Segment - Obstacles.**

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

**LP MDA**
- 1360-1 526 (600-1)
- 1360-1 526 (600-1)
- NA

**LNAV MDA**
- 1400-1 566 (600-1)
- 1400-1 566 (600-1)
- NA

**CIRCLING**
- 1400-1 564 (600-1)
- 1940-3 1104 (1200-3)
- NA

**MIRL Rwys 5-23 and 13-31**
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 1/4 SM and LNAV Cat C visibility 1/2 SM.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>FORT WAYNE APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.55</td>
<td>127.2 284.6</td>
<td>122.8  (CTAF)</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 31**

**SMITH FLD (SMD)**

Procedure NA for arrivals at TWERP on V8 eastbound and V422 eastbound.

**ELEV 836  TDZE 836**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**FORT WAYNE, INDIANA**

Amdt 1A 25MAY17

**SMITH FLD (SMD)**

**RNAV (GPS) RWY 31**

**FORT WAYNE, INDIANA**

Amdt 1A 25MAY17

**41°09'N-85°09'W**

247
VOR RWY 13

MISSED APPROACH: Climb to 1900 then climbing left turn to 2700 direct OLK VOR and hold.

VOR OLK 110.4
APP CRS 114°
Rwy Idg TDZE 836
Apt Elev 836

AWOS-3
124.55

FORT WAYNE APP CON 127.2 284.6

UNICOM 122.8 (CTAF)

NoPT for arrival on OLK VOR airway radial 278.

The VOR OLK 110.4, TDZE 836, and OLK VOR airway radial 278 are used for the approach.

One Minute Holding Pattern
OLK VOR

ELEV 836
TDZE 836

MiRL Rwys 5-23 and 13-31
FAF to MAP 5.4 NM

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

FORT WAYNE, INDIANA
Amdt 11 25MAY17

41°09’N-85°09’W
RNAV (GPS) RWY 9
FOSTORIA METRO (FZI)

AWOS-3 124.625
TOLEDO APP CON 126.1 307.0
UNICOM 122.7 (CTAF)

MISSED APPROACH: Climb to 2400 direct ROPPE and hold.

EC-2, 11 JUL 2024 to 05 SEP 2024

VEHICLE APPROACH

FOSTORIA, OHIO
Orig/8 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.

RNAV (GPS) RWY 27

AL-6133 (FAA)

EC-2, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Findlay altimeter setting and increase all MDA 60 feet, and increase Cat C visibility ½ 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, INDIANA**

**RNAV (GPS) RWY 9**

**Frankfort Clinton County Rgnl (FKR)**

**AWOS-3**

124.325  123.85  291.675  123.0 (CTAF)

**UNICOM**

**GRISSOM APP CON**

**Category**

<table>
<thead>
<tr>
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<th>C</th>
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<td>1520-13/4</td>
<td>659 (700-1/4)</td>
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</table>

**Climb to 2500 direct CAXEV and hold.**

**Procedure NA for arrivals**

- on BVT VORTAC airway
- radials 135 CW 186.

**Procedure NA for arrival at JELLS**

- on V24-128-399 southeast bound.

**Baro-VNAV NA when using Indianapolis Exec altimeter setting:** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Indianapolis Exec altimeter setting. When local altimeter setting not received, use Indianapolis Exec altimeter setting; increase LPV DA to 1162 feet and visibility 1/2 SM all cats; increase LNAV/VNAV DA to 1245 feet and visibility 1/2 SM all cats; increase all MDAs 60 feet and LNAV and Circling cats C/D visibilities 1/2 SM.

**AWOS-3**

124.325  123.85  291.675  123.0 (CTAF)

**UNICOM**

**GRISSOM APP CON**

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**Climb to 2500 direct CAXEV and hold.**

**Procedure NA for arrivals**

- on BVT VORTAC airway
- radials 135 CW 186.

**Procedure NA for arrival at JELLS**

- on V24-128-399 southeast bound.

**Baro-VNAV NA when using Indianapolis Exec altimeter setting:** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Indianapolis Exec altimeter setting. When local altimeter setting not received, use Indianapolis Exec altimeter setting; increase LPV DA to 1162 feet and visibility 1/2 SM all cats; increase LNAV/VNAV DA to 1245 feet and visibility 1/2 SM all cats; increase all MDAs 60 feet and LNAV and Circling cats C/D visibilities 1/2 SM.

**AWOS-3**

124.325  123.85  291.675  123.0 (CTAF)

**UNICOM**

**GRISSOM APP CON**

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</table>
RNAV (GPS) RWY 27
FRANKFORT CLINTON COUNTY RGNL (FKR)

AWOS-3 124.325
GRISSOM APP CON 123.85 291.675
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at ZIPPY on V51-97 southeast bound.

RNAV (GPS) RWY 27
Frankfort, INDIANA
Amdt 1B 19MAY22

ELEV 861 TDZE 861

AWOS-3 124.325 GRISSOM APP CON 123.85 291.675 UNICOM 123.0 (CTAF)

Circling Rwy 4, 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Circling Rwy 4, 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Circling Rwy 4, 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Circling Rwy 4, 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
**RNAV (GPS) RWY 9**

**FREMONT (14G)**

**TOLEDO APP CON**

- **126.1**
- **307.0**

**UNICOM**

- **122.8 (CTAF)**

**MISSING APPR:**
- Climbing right turn to 2600
- Direct KADBY and hold.

**RNAV (GPS) RWY 9**

- **LNAV MDA**
- **417 (500-1)**

**LIRL Rwy 9-27**

- **EC-2, 11 Jul 2024 to 05 Sep 2024**

**Category C and D visibility reduction below 1 SM NA. Circling 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 Rwy 18-36.**
RNAV (GPS) RWY 6
SANDUSKY COUNTY RGNL (S24)

AWOS-3P  119.575
TOLEDO APP CON  126.1  307.0
UNICOM  123.05 (CTAF)

Baro-VNAV and VDP NA when using Toledo Express altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Toledo Express altimeter setting: increase LPV DA to 1008 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1041 feet and all visibilities ¼ SM; increase all MDA 100 feet and LNAV visibility Cat C and D ½ SM and Circling visibility Cat C and D ¼ SM.

AWOS-3P
119.575
TOLEDO APP CON
126.1  307.0
UNICOM
123.05 (CTAF)

OBOZE
1436

Hold 6000 - 247° - 067°
3000

MISSED APPROACH:
Climb to 3000 direct OBOZE and hold.

REIL Rwys 6 and 24
MIRL Rwy 6-24

EC-2, 11 JUL 2024 to 05 SEP 2024
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.

AWOS-3P 119.575
TOLEDO APP CON 126.1 307.0
UNICOM 123.05 (CTAF)

MISSED APCH FIX
ZUFIL
067° 247° 4 NM

3000 N 292° (15.4)
247°
(5)

3000 N 6000
3000

LNAV only

AKEYE
1.8 NM to RW24

1.1 NM to RW24

EXKUP

EXKUP

OBOZE

Holding Pattern

AWOS-3P
119.575

TOLEDO APP CON
126.1 307.0

UNICOM
123.05 (CTAF)

MISSED APCH FIX
ZUFIL
067° 247° 4 NM

3000 N 292° (15.4)
247°
(5)

3000 N 6000
3000

LNAV only

AKEYE
1.8 NM to RW24

1.1 NM to RW24

EXKUP

EXKUP

OBOZE

Holding Pattern

AWOS-3P
119.575

TOLEDO APP CON
126.1 307.0

UNICOM
123.05 (CTAF)

MISSED APCH FIX
ZUFIL
067° 247° 4 NM

3000 N 292° (15.4)
247°
(5)

3000 N 6000
3000

LNAV only

AKEYE
1.8 NM to RW24

1.1 NM to RW24

EXKUP

EXKUP

OBOZE

Holding Pattern

AWOS-3P
119.575

TOLEDO APP CON
126.1 307.0

UNICOM
123.05 (CTAF)

MISSED APCH FIX
ZUFIL
067° 247° 4 NM

3000 N 292° (15.4)
247°
(5)

3000 N 6000
3000

LNAV only

AKEYE
1.8 NM to RW24

1.1 NM to RW24

EXKUP

EXKUP

OBOZE

Holding Pattern

AWOS-3P
119.575

TOLEDO APP CON
126.1 307.0

UNICOM
123.05 (CTAF)

MISSED APCH FIX
ZUFIL
067° 247° 4 NM

3000 N 292° (15.4)
247°
(5)

3000 N 6000
3000

LNAV only

AKEYE
1.8 NM to RW24

1.1 NM to RW24

EXKUP

EXKUP

OBOZE

Holding Pattern

AWOS-3P
119.575

TOLEDO APP CON
126.1 307.0

UNICOM
123.05 (CTAF)

MISSED APCH FIX
ZUFIL
067° 247° 4 NM

3000 N 292° (15.4)
247°
(5)

3000 N 6000
3000

LNAV only

AKEYE
1.8 NM to RW24

1.1 NM to RW24

EXKUP

EXKUP

OBOZE

Holding Pattern
RNAV (GPS) RWY 8
FRENCH LICK MUNI (FRH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 39°C.

MISSED APPROACH: Climb to 4000 direct WITAM and hold.

AWOS-3 118.075
LOUISVILLE APP CON 132.075 327.0
UNICOM 122.8 (CTAF)

MISSED APCH FIX
4 NM
WITAM
080° 260°

1125
979±
820
1053

MSA RW08 25 NM
2300

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.

4 NM
Holding Pattern

080°
260°

4000
WITAM

1.3 NM

1057-1162-1
448 (500-1)
448 (500-1½)

4000 (NoPT)

1053
820

4000 (NoPT)

3.6 NM
080°

14.1 NM

 CATEGORY  A  B  C  D
LPV  DA  1057-½  265 (300-¾)
LNAV/ VNAV DA  1162-1½  370 (400-1¼)
LNAV MDA  1240-1 448 (500-1)  1240-1½  448 (500-1½)
CIRCLING  1280-1 488 (500-1)  1480-2  688 (700-2)  1480-2¼  688 (700-2¼)

GP 3.00°
TCH 36

EC-2, 11 JUL 2024 to 05 SEP 2024

FRENCH LICK, INDIANA
Amdt 1D 19MAY22

38°30’N-86°38’W
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.

MISSED APPROACH: Climb to 4000 direct JIKPI and hold.
Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Use Mansfield altimeter setting. Straight-in Rwy 5 NA at night, Circling Rwy 5 NA at night.

**MISSED APPROACH:** Climb to 2900 direct JUXOL and on track 046° to MFD VORTAC and hold.

**Cleveland Approach**

**Category:** A

- **LP MDA:** 1600-1
- **LNAV MDA:** 1620-1
- **CIRCLING:** 1800-1

**RNAV (GPS) RWY 5**

**GALION MUNI (GQQ)**

**Unicom:** 122.8 (CTAF)
Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Use Mansfield altimeter setting. Circling RW 5 NA at night.

**CLEVELAND APP CON**  
**CLNC DEL**  
**UNICOM**

- **WAAS CH 57923**  
- **APP CRS 235°**  
- **Rwy Idg 3504**  
- **TDZE 1224**  
- **Apt Elev 1224**

**MISSED APPROACH:**  
Climb to 2900 direct RICKO and hold.

**APPROACH CONCEPT**

### Category Table

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<td>1800-1</td>
<td>576 (600-1)</td>
<td>1960-1</td>
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**GALION, OHIO**  
Orig-C 15JUL21  
40°45'N-82°43'W  
GALION MUNI (GQQ)  
EC-2, 11 JUL 2024 to 05 SEP 2024
VOR RWY 23
GALION MUNI (GQQ)

RADAR required for procedure entry.

Cleveland APP CON *

<table>
<thead>
<tr>
<th>VOR</th>
<th>Chan</th>
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<th>Apt Elev</th>
<th>Rwy Idg</th>
<th>CLNC DEL</th>
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<td>3504</td>
<td>126.8</td>
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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 1/4 SM and Circling Cat C 1/16 SM. Rwy 23 helicopter visibility reduction below 1 SM NA.

EC-2, 11 JUL 2024 to 05 SEP 2024
GALLIPOLIS, OHIO

RNAV (GPS) RWY 23
GALLIA-MEIGS RGNL (GAS)

Amdt 1 17JUN21

GALLIPOLIS, OHIO

APP CRS
235°

Rwy ldg
3999
TDZE
566
Apt Elev
566

ELEV
566
TDZE
566

.Category
A
B
C
D

RNAV (GPS)

1320-1
754 (800-1)
1320-1¼
754 (800-1¼)
1320-2
754 (800-2)
NA
NA

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (RNP) Z RWY 12
GARY/CHICAGO INTL (GYY)

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

ATIS
134.575

CHICAGO APP CON
133.1  285.6

GARY TOWER
125.6 (CTAF)

GND CON
121.9

authorization required
### RNAV (RNP) Z RWY 30

**GARY/CHICAGO INTL (GYY)**

**Amdt 2  17JUN21**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

---

**APP CRS**
- **306°**
  - Rwy Idg: 7959
  - TDZE: 591
  - Apt Elev: 597

**ELEV**
- 597

**TDZE**
- 591

---

**Atis**
- **134.575**

**Chicago App Con**
- **133.1 285.6**

**Gary Tower**
- **125.6 (CTAF)**

**Gnd Con**
- **121.9**

---

**REIL Rwys 2, 12 and 20**
- EC-2, 11 JUL 2024 to 05 SEP 2024

**HIRL Rwy 12-30**
- EC-2, 11 JUL 2024 to 05 SEP 2024

**MIRL Rwy 2-20**
- EC-2, 11 JUL 2024 to 05 SEP 2024

---

**RNAV (RNP) AR PCH - 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 1SM.

---

**Category**
- **A**
  - RNP 0.13 DA: 976/35 385 (400-500)
  - RNP 0.30 DA: 1098/55 507 (600-1)

---

**Authorization Required**

---

**GARY, INDIANA**

EC-2, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 2 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Chicago Midway Intl altimeter setting; increase LPV DA to 947 feet and visibility ¾ SM, LNAV/VNAV DA to 1135 feet and visibility ¾ SM; increase all MDAs 60 feet and Circling Cats C and D visibility ¾ 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

GPN or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct HALIE WP and hold.

ATIS 134.575
CHICAGO APP CON 133.1 285.6
GARY TOWER * 125.6 (CTAF) 
GND CON 121.9

GLS PA DA NA
LNAV/ VNAV DA NA
LNAV MDA 1080-1 489 (500-1) 1080-1 489 (500-1½) 1080-1½ 489 (500-1½)
CIRCLING 1140-1 543 (600-1) 1180-1 583 (600-1) 1400-2 803 (900-2½) 1420-2 823 (900-2½)

EC-2, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**ADELL SIX DEPARTURE (RNAV)**

**ADELL6.ADELL** 20002

**ADELL SIX DEPARTURE (RNAV)**

**ADELL6.ADELL**

---

**ATIS**

134.575

**GND CON**

121.9

**GARY TOWER** *

125.6

**CHICAGO DEP CON**

133.1 285.6

---

**NOTE:** Chart not to scale.

**TOP ALTITUDE:**

3000

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**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS:**

Rwys 12, 20, 30: Standard.

Rwy 2: Standard with minimum climb of 323’ per NM to 900.

---

**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:** Radar required.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RNAV 1.

**NOTE:** Turbojet departures maintain 250K until advised by ATC.

**NOTE:** AKMIE Transition: For aircraft inbound to BMI, SPI, PIA, or as assigned by ATC.

---

**EC-2, 11 JUL 2024 to 05 SEP 2024**

---

272
NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet departures maintain 250K until advised by ATC.
NOTE: ROBERTS TRANSITION: For aircraft inbound to CMI or STL, or as assigned by ATC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022° to 1100, then as assigned by ATC, for vectors to BACEN. Thence.
TAKEOFF RUNWAY 12: Climb heading 125° to 1100, then as assigned by ATC, for vectors to BACEN. Thence.
TAKEOFF RUNWAY 20: Climb heading 202° to 1300, then as assigned by ATC, for vectors to BACEN. Thence.
TAKEOFF RUNWAY 30: Climb heading 305° to 1100, then as assigned by ATC, for vectors to BACEN. Thence.

. . . . . on track 195° to BLOKR, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

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: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet departures maintain 250K until advised by ATC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022° to 1100, then as assigned by ATC, for vectors to DENNT. Thence....
TAKEOFF RUNWAY 12: Climb heading 125° to 1100, then as assigned by ATC, for vectors to DENNT. Thence....
TAKEOFF RUNWAY 20: Climb heading 202° to 1300, then as assigned by ATC, for vectors to DENNT. Thence....
TAKEOFF RUNWAY 30: Climb heading 305° to 1100, then as assigned by ATC, for vectors to DENNT. Thence....
...... on track 181° to DARCY, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

DONVE TRANSITION (DARCY6.DONVE):
SCOTO TRANSITION (DARCY6.SCOTO):

EC-2, 11 JUL 2024 to 05 SEP 2024
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022° to 1100, then as assigned by ATC, for vectors to EARND. Thence. . . .

TAKEOFF RUNWAY 12: Climb heading 125° to 1100, then as assigned by ATC, for vectors to EARND. Thence. . . .

TAKEOFF RUNWAY 20: Climb heading 202° to 1300, then as assigned by ATC, for vectors to EARND. Thence. . . .

TAKEOFF RUNWAY 30: Climb heading 305° to 1100, then as assigned by ATC, for vectors to EARND. Thence. . . .

. . . . on track 174° to ELANR, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

EMEGE TRANSITION (ELANR6.EMEGE):

EMMLY TRANSITION (ELANR6.EMMLY):

ERECO TRANSITION (ELANR6.ERECO):
RNARW (GPS) RWY 36
BROWN COUNTY (GEO)

INDIANAPOLIS CENTER
135.575 290.5

CTAF 122.9

RNAV (GPS) RWY 36
GEORGETOWN, OHIO
(GEO)

BROWN COUNTY

MISSED APPROACH: Climbing left turn to 3000 direct BIKAY WP 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>LNAV MDA</td>
<td>1420-1</td>
<td>462 (500-1)</td>
<td>1420-1½</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1560-1</td>
<td>1580-1</td>
<td>1640-2</td>
<td>NA</td>
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</tbody>
</table>

DME/DME RNP-0.3 NA. Use Cincinnati/Northern Kentucky Intl., KY altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

EC-2, 11 JUL 2024 to 05 SEP 2024

GEORGETOWN, OHIO
Orig-C 12AUG21

38°53'N-83°53'W
277
Procedure NA for arrival at FLM VOR/DME on V44 westbound and V478 northwestbound.

Use Cincinnati/Northern Kentucky Int'l, KY altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2800 then left turn via FLM VOR/DME R-059 to SHLDA 20 DME and hold.

One Minute Holding Pattern

<table>
<thead>
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<th>D</th>
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</thead>
<tbody>
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<td>CIRCLING</td>
<td>1700-1</td>
<td>1700-1½</td>
<td>1700-2½</td>
<td>NA</td>
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</tbody>
</table>

Amdt 1A 23JUN16

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 9  
GOSHEN MUNI (GSH)

**MISSING APPEARANCE:** Climb to 1900 then climbing right turn to 2500 direct GSH VORTAC and hold.

**ASOS**  
GOSHEN, INDIANA  
121.45

**SOUTH BEND APP CON**  
132.05  257.8

**CLNC DEL**  
125.25

**UNICOM**  
123.05 (CTAF)

---

**Alignment Chart**

- **VOR/DME RWY 9**
- **DP**
- **MISSED APPROACH**:
  - Climb to 1900 then climbing right turn to 2500 direct GSH VORTAC and hold.

**Rwy Ldg** 6050  
**TDZE** 820  
**Apt Elev** 827

**Goshen, Indiana**

**Airport Elev** 827  
**TDZE** 820

---

**CIRCLING**

- **LP**  
  - MDAs: 1180-1, 360 (400-1)

- **LNAV**  
  - MDAs: 1200-1, 380 (400-1)

- **CIRCLING**  
  - MDAs: 1300-1, 473 (500-1), 1320-1, 493 (500-1), 1500-2, 673 (700-2), 1540-2¼, 713 (800-2½)

**EC-2, 11 JUL 2024 to 05 SEP 2024**
**RNAV (GPS) RWY 27**

GOSHEN MUNI (GSH)

**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 C/D ½ SM, LNAV visibility Cats C/D ½ SM and Circling visibility Cat D ½ SM. Circling NA to Rwys 5 and 23. RW 27 helicopter visibility reduction below ¾ SM NA.

**Missed Approach:** Climb to 2500 direct JANUG and on 274° track to GSH VORTAC and hold.

**ASOS**

<table>
<thead>
<tr>
<th>121.45</th>
<th>SOUTH BEND APP CON</th>
<th>132.05</th>
<th>257.8</th>
<th>CLNC DEL</th>
<th>125.25</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>123.05 (CTAF)</td>
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**RNAV (GPS) RWY 27**

GOSHEN MUNI (GSH)

**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 C/D ½ SM, LNAV visibility Cats C/D ½ SM and Circling visibility Cat D ½ SM. Circling NA to Rwys 5 and 23. RW 27 helicopter visibility reduction below ¾ SM NA.

**Missed Approach:** Climb to 2500 direct JANUG and on 274° track to GSH VORTAC and hold.

**ASOS**

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**RNAV (GPS) RWY 27**

GOSHEN MUNI (GSH)

**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 C/D ½ SM, LNAV visibility Cats C/D ½ SM and Circling visibility Cat D ½ SM. Circling NA to Rwys 5 and 23. RW 27 helicopter visibility reduction below ¾ SM NA.

**Missed Approach:** Climb to 2500 direct JANUG and on 274° track to GSH VORTAC and hold.

**ASOS**

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<tr>
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<th>257.8</th>
<th>CLNC DEL</th>
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<th>UNICOM</th>
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<tbody>
<tr>
<td>123.05 (CTAF)</td>
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</table>

**RNAV (GPS) RWY 27**

GOSHEN MUNI (GSH)

**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 C/D ½ SM, LNAV visibility Cats C/D ½ SM and Circling visibility Cat D ½ SM. Circling NA to Rwys 5 and 23. RW 27 helicopter visibility reduction below ¾ SM NA.

**Missed Approach:** Climb to 2500 direct JANUG and on 274° track to GSH VORTAC and hold.

**ASOS**

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<th>125.25</th>
<th>UNICOM</th>
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</table>
GOSHEN, INDIANA

VOR RWY 9
GOSHEN MUNI (GSH)

VOR TAC GSH
113.7
Chan 84

DME or RADAR required.

Circling NA to Rwys 5 and 23.

Rwy 9 helicopter visibility reduction below ½ SM NA.

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

ASOS
121.45

SOUTH BEND APP CON
132.05 257.8

CLNC DEL
125.25

UNICOM
123.05 (CTAF)

NoPT for arrivals on GSH VORTAC airway radials 181 CW 318

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN, INDIANA
Amdt 12D 20MAY21

VORTAC  GSH
113.7  GSH
Chan 84

MARIS
GSH 7
RADAR

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

GOSHEN, INDIANA

GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

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VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

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VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

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VOR RWY 9

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GOSHEN MUNI (GSH)

VOR RWY 9

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GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024

GOSHEN MUNI (GSH)

VOR RWY 9

EC-2, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct FAMTU and hold.

Procedure NA for arrivals at ZARHO on V12 and V305 northeast bound.

Procedure NA for arrival on TTH VORTAC airway radials 062 CW 189.

<table>
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<td>LNAV/ VNAV DA</td>
<td>1116-1</td>
<td>287 (300-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1180-1</td>
<td>351 (400-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1280-1</td>
<td>1400-1</td>
<td>1480-1 3/4</td>
<td>1480-2</td>
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<tr>
<td></td>
<td>438 (500-1)</td>
<td>558 (600-1)</td>
<td>638 (700-1 3/4)</td>
<td>638 (700-2)</td>
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</table>
DME required.

Procedure NA for arrival on VHP VORTAC airway radials 184 CW 278.

Procedure NA for arrival on VHP VORTAC airway radials 184 CW 278.

Procedure NA for arrival on VHP VORTAC airway radials 184 CW 278.

Procedure NA for arrival on VHP VORTAC airway radials 184 CW 278.

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Procedure NA for arrival on VHP VORTAC airway radials 184 CW 278.
GREENSBURG, INDIANA

RNAV (GPS) RWY 1
GREENSBURG MUNI (I34)

**RNAV (GPS) RWY 1**

**GREENSBURG MUNI (I34)**

**RNP APCH - GPS.**

- Baro-VNAV NA. Use Columbus Muni altimeter setting, when not received, use Indianapolis Intl altimeter setting: increase LPV DA to 1269 feet; increase LNAV/VNAV DA to 1418 feet; increase all MDAs 40 feet and Circling visibility Cat C 3/4 SM.

**MISSING APPROACH:** Climb to 1440 then climbing left turn to 2500 direct Pulic and hold.

**BAK AWOS-3**
119.75

**INDIANAPOLIS APP CON**
127.15

**CTAF**
122.9

**Procedure NA for arrivals at DECEE on V128 northwest bound.**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**Category**

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<tbody>
<tr>
<td>CATEGORY</td>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>LPV DA</td>
<td>1230-1</td>
<td>327 (400-1)</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1379-13/8</td>
<td>476 (500-13)</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1360-1</td>
<td>457 (500-1)</td>
<td>1360-13/8</td>
<td>457 (500-13)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>631 (700-1)</td>
<td>1640-1</td>
<td>731 (800-1)</td>
<td>1640-2</td>
</tr>
</tbody>
</table>
**RNAV (GPS) RWY 19**

**GREENSBURG MUNI (I34)**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>TDZE</th>
<th>APT ELEV</th>
</tr>
</thead>
<tbody>
<tr>
<td>190°</td>
<td>909</td>
<td>909</td>
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</table>

**RNAV (GPS) RWY 19**

- **BAK AWOS-3**: 119.75
- **INDIANAPOLIS APP CON**: 127.15
- **CTAF**: 122.9

**Boro-VNAV NA. Use Columbus Muni altimeter setting, when not received, use Indianapolis Intl altimeter setting:**

- Increase LPV DA to 1327 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1419 feet; increase all MDAs 40 feet and Circling visibility Cat C ¼ SM.

**MISSED APPROACH:**

- Climb to 1500 then climbing right turn to 2500 direct PULIC and hold.

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**GREENSBURG, INDIANA**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
Use Columbus Muni altimeter setting, when not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet and visibility Cat C ½ SM.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 on SHB R-142 to APODD INT/SHB 18.5 DME/RADAR and hold.

- **VOR/DME SHB 116.15**
  - Chan 108 (Y)
  - APP CRS 142°
  - Rwy Idg TDZE
  - Apt Elev

- **INDIANAPOLIS APP CON 127.15**

- **CTAF 122.9**

- **BAK AWOS-3 119.75**

- **ELEV 909**

- **MIRL Rwy 1-19**
  - REIL Rwy 1 and 19

- **EC-2, 11 JUL 2024 to 05 SEP 2024**

**VOR-A**

**GREENSBURG MUNI (I34)**

**AL-6719 (FAA)**

**CATEGORY**

**A**

**B**

**C**

**D**

**CIRCLING**

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min:Sec</td>
<td>4:30</td>
<td>3:00</td>
<td>2:15</td>
<td>1:48</td>
<td>1:30</td>
</tr>
</tbody>
</table>

**39°19'N-85°32'W**
RNAV (GPS) RWY 8

**RNAV (GPS) RWY 8**

**GRANVILLE-MERRILLVILLE (85 C)**

**CHICAGO APP CON**

**MSA RW08 25 NM**

**ELEV 634**

**TDZE 634**

**UNICOM**

**123.0 (CTAF)**

**Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Chicago Midway Int'l altimeter setting and increase all MDAs 60 feet. Rwy 8**

**Holding Pattern**

- **FIPEX (IF/IAF)**
- **SOCOS**

**5 NM Holding Pattern**

- **5 NM**
  - **VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 44)**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**GRIFFITH, INDIANA**

**Category**

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

**LNAV MDA**

- **1080-1 446 (500-1)**
- **NA**

**CIRCLING**

- **1200-1 566 (600-1)**
- **NA**
RNAV (GPS) RWY 26
CHICAGO APP CON 133.1 285.6
UNICOM 123.0 (CTAF) 

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:** Climbing left turn to 2400 direct REJMO and hold.

**CHICAGO HEAVIES**
CGT via V8-92 westbound.

**AIRPORT CRITICAL REFERENCES**

**TCA CTAF**

**APPROACH**

**RNAV (GPS) RWY 26**

**RNAV MDA**

**NA**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**41°31’N-87°24’W**

**GRANTHAM, INDIANA**
Orig-B 05NOV20
**CHICAGO APP CON**

133.1  285.6

**UNICOM**

123.0 (CTAF)

---

**MISSING APPROACH**: Climb to 1100 then climbing right turn to 2300 direct CGT VORTAC and hold.

---

**CHICAGO HEIGHTS IAF**

114.2 CGT 084°

Chan 89

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.

---

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**GRIFFITH, INDIANA**

**Amdt 8B 24MAY18**

---

**41°31’N-87°24’W**

---

**VOR RWY 8**

**GRIFFITH-MERRILLVILLE (05C)**

---

**VGSi and descent angles not coincident**

(VGSi Angle 3.50/TCH 44).

---

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-8</td>
<td>1160-1</td>
<td>526 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1200-1</td>
<td>566 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

---

**HIVAX FIX MINIMUMS**

---

**KNOTS**

<table>
<thead>
<tr>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
</tr>
</thead>
</table>

**MIN:SEC**

| 7:24 | 4:56 | 3:42 | 2:58 | 2:28 |

---

**GRANT, INDIANA**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

---

**VOR RWY 8**

**GRIFFITH-MERRILLVILLE (05C)**

---

**41°31’N-87°24’W**

---

**291**
RNAV (GPS) RWY 19
CINCINNATI WEST (I67)

AWOS-3PT
118.15
CINCINNATI APP CON
128.7 254.25
UNICOM
123.0 (CTAF)

Procedure NA for arrival at MILAN via V97 northwest bound and T213 southwest bound.

Procedure NA for arrival at MIZZA via V47 northeast bound.

MISSED APPROACH:
Climbing right turn 3000 direct KIRKS 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>LNAV MDA</td>
<td>1380-1 796 (800-1)</td>
<td>1380-1 796 (800-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1380-1 796 (800-1)</td>
<td>1380-1 796 (800-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 19
CINCINNATI WEST (I67)

HARRISON, OHIO
Orig-A 18AUG16

39°16'N-84°46'W
RNAV (GPS) RWY 23
HIGHLAND COUNTY (HOC)

**RNP APCH - GPS.**

Procedure NA at night. Rwys 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Wilmington Air Park altimeter setting; increase all MDA 60 feet; increase LNAV Cats C and D visibility ½ SM, increase LP Cats C and D visibility ½ SM, and increase Circling Cats C and D visibility ½ SM.

### AWOS-3
<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>LP MDA</td>
<td>1320-1</td>
<td>351 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1480-1</td>
<td>511 (600-1)</td>
<td>1480-11/2</td>
<td>511 (600-11/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1500-1</td>
<td>523 (600-1)</td>
<td>1520-1</td>
<td>543 (600-1)</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 3000 direct ZETAV and hold.

**INDIANAPOLIS CENTER**

<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>WAAS CH 97630 W23A</td>
<td>234°</td>
<td>3520</td>
<td>969</td>
<td>977</td>
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<tr>
<td>APP CRS</td>
<td>RNAV (GPS) RWY 23</td>
<td>Rwy Idg</td>
<td>TDZE</td>
<td>Apt Elev</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23</td>
<td>Rwy Idg</td>
<td>TDZE</td>
<td>Apt Elev</td>
<td></td>
</tr>
</tbody>
</table>

**ELEV 977**

**TDZE 969**

**UNICOM [CTAF]**

123.05

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**HILLSBORO, OHIO**

**39°11'N-83°32'W**
RNAV (GPS) RWY 9
HUNTINGBURG (HNB)

MISSED APPROACH: Climb to 2500 direct IDGOW and hold.

* AWOS-3P
  118.250

* EVANSVILLE APP CON
  124.025 290.9

* CLNC DEL
  118.8

* UNICOM
  122.8 (CTAF)

- **Rwy 9** helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
HUNTINGBURG, INDIANA

RNAV (GPS) RWY 27
HUNTINGBURG (HNB)

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.

AWOS-3PT 118.250
EVANSVILLE APP CON 124.025 290.9
CLNC DEL 118.8
UNICOM 122.8 (CTAF)

HUNTINGBURG, INDIANA
AL-5378 (FAA) 23222

RNP APCH - GPS.

MISSED APPROACH: Climb to 2500 direct APKEW and hold.

ELEV 529  TDZE 529
RNAV (GPS) RWY 10
HUNTINGTON MUNI (HHG)

AWOS-3PT  126.575
FORT WAYNE APP CON  127.2  284.6
UNICOM  122.8 (CTAF)

TELEY
(IF) EHAQY

[IAF] IDXOH

3000 227°
188°

4 NM

098°

3000

1182

Rwy 10 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.

MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct IDXOH and hold.

Procedure NA for arrivals at TELEY on V38 eastbound.

RNAV (GPS) RWY 10

1300-1
1460-1 \( \frac{3}{4} \)

654 (700-1\( \frac{3}{4} \))

1540-2 \( \frac{3}{4} \)

734 (800-2\( \frac{3}{4} \))

CATEGORY
A  B  C  D
LNAV MDA  1220-1  414 (500-1)  1220-1\( \frac{3}{4} \)  414 (500-1\( \frac{3}{4} \))

CIRCLING  1300-1  494 (500-1)  1460-1 \( \frac{3}{4} \)

654 (700-1\( \frac{3}{4} \))

1540-2 \( \frac{3}{4} \)

734 (800-2\( \frac{3}{4} \))

HUNTINGTON, INDIANA
AL-5767 (FAA)

EC-2, 11 JUL 2024 to 05 SEP 2024

23110

HUNTINGTON MUNI (HHG)

RNAV (GPS) RWY 10

Amdt 1 27JAN22

40°51’N-85°27’W

307
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.

---

RW28

923±

LAYOUT (FAF)
OQAKY

916

2300

278°

(IF)
MIHWI

3000

(6.8)

(IAF)
OJHED

2000

(8.5)

AJAYS

Procedure NA for arrivals at AJAYS on V221 southbound.

---

1700
2600
IDXOH

VGS and descent angles not coincident
(VGS Angle 3.00/TCH 49).

MIHWI

1.1 NM to RW28

LAYOUT

OQAKY

2300

278°

3000

1.1 NM

1.2 NM

2.3 NM

4.9 NM

---

MIRL Rwy 10-28
REIL Rwy 10 and 28

---

EC-2, 11 JUL 2024 to 05 SEP 2024

---

HUNTINGTON, INDIANA
Amdt 1  27JAN22
**AWOS-3PT** | **FORT WAYNE APP CON** | **UNICOM**
---|---|---
**126.575** | **127.2 284.6** | **122.8 (CTAF)**

**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.

### CIRCLING

<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>1540-2¼ 734 (800-2¼)</td>
<td></td>
</tr>
</tbody>
</table>

**MIRL Rwy 10-28** | **REIL Rwy 10 and 28**
---|---

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**Amdt 2B, 27JAN22**
INDIANAPOLIS, INDIANA
AL-5733 (FAA)

RNAV (GPS) RWY 21
EAGLE CREEK AIRPARK (EYE)

RNP APCH - GPS.

- Rwy 21 helicopter visibility reduction below ½ SM NA. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C. Inop table does not apply. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 20 feet.

Procedure NA for arrivals at ANTTI on V434 westbound.

Procedure NA for arrival on VHP VORTAC airway radials 311 CW 081.

MISSAP CH 24137

EC-2, 11 JUL 2024 to 05 SEP 2024

INDIANAPOLIS, INDIANA

Amdt 1c 16MAY24

39°50'N-86°18'W

CIRCLING

MDA

DA

0.5 NM

4.1 NM

6 NM

EC-2, 11 JUL 2024 to 05 SEP 2024

EAGLE CREEK AIRPARK (EYE)
RNAV (GPS) RWY 21

EC-2, 11 JUL 2024 to 05 SEP 2024
RNP APCH - GPS. From ANTTI or JELLS or WELDO.

**Loc RwY 21**

EAGLE CREEK AIRPARK (EYE)

**Loc** RwY 21

**DME Required.**

- **MALS**
- **MISSED APPROACH:** Climbing right turn to 2900 on heading 270° and VHP R-278 to ANTTI INT/VHP 21.1 DME and hold.

**ASOS**

- **121.575**

**INDIANAPOLIS APP CON**

- **119.05**
- **317.8**

**CLNC DEL**

- **128.6**

**UNICOM**

- **122.8 (CTAF)**

Procedure NA for arrivals at JELLS on V24 and V399 northwest bound.

**ANTTI**

- Procedure NA for arrivals at ANTTI on V434 westbound.

**VGSi and descent angles not coincident**

(VGSi Angle 3.00/TCH 35).

Procedure NA for arrival on VHP VORTAC airway radials 037 CW 081.

**REQUIRED: HOLD 6000 2900**

- **Localizer 111.5 Hz EYE**

**MISSED APCH FIX**

**LOCALIZER**

**BRICKYARD 116.3 Hz VHP, Chan 110**

**R-278**

**278°**

**2900 to FAXAG 035° (14.6)**

Procedure NA for arrival on VHP VORTAC.

**LOCALIZER 111.5 Hz EYE**

**ANTTI**

**2900 to ANTTI 079° (30.6)**

**116.3 Hz VHP**

**Chan 110**

**VHP 211°, Chan 100**

**098°**

2900 R-278

**ANTTI**

**R-290**

**098°**

**116.3 Hz VHP**

**Chan 110**

**ANTTI**

**R-278**

**116.3 Hz VHP**

**Chan 110**

**BRICKYARD 116.3 Hz VHP, Chan 110**

**R-278**

**2900 to FAXAG 035° (14.6)**

**Localizer 111.5 Hz EYE**

**MISSED APPROACH:** Climbing right turn to 2900 on heading 270° and VHP R-278 to ANTTI INT/VHP 21.1 DME and hold.

**LOCALIZER**

**BRICKYARD 116.3 Hz VHP, Chan 110**

**R-278**

**278°**

**2900 to FAXAG 035° (14.6)**

**VHS: 211°**

**2900 to ANTTI 098°**

**098°**

**116.3 Hz VHP**

**Chan 110**

**ANTTI**

**R-278**

**116.3 Hz VHP**

**Chan 110**

**ANTTI**

**R-278**

**116.3 Hz VHP**

**Chan 110**

**BRICKYARD 116.3 Hz VHP, Chan 110**

**R-278**

**2900 to FAXAG 035° (14.6)**

**Localizer 111.5 Hz EYE**

**MISSED APPROACH:** Climbing right turn to 2900 on heading 270° and VHP R-278 to ANTTI INT/VHP 21.1 DME and hold.

**LOCALIZER**

**BRICKYARD 116.3 Hz VHP, Chan 110**

**R-278**

**278°**

**2900 to FAXAG 035° (14.6)**

**VHS: 211°**

**2900 to ANTTI 098°**

**098°**

**116.3 Hz VHP**

**Chan 110**

**ANTTI**

**R-278**

**116.3 Hz VHP**

**Chan 110**

**ANTTI**

**R-278**

**116.3 Hz VHP**

**Chan 110**

**BRICKYARD 116.3 Hz VHP, Chan 110**

**R-278**

**2900 to FAXAG 035° (14.6)**

**Localizer 111.5 Hz EYE**

**MISSED APPROACH:** Climbing right turn to 2900 on heading 270° and VHP R-278 to ANTTI INT/VHP 21.1 DME and hold.

**LOCALIZER**

**BRICKYARD 116.3 Hz VHP, Chan 110**

**R-278**

**278°**

**2900 to FAXAG 035° (14.6)**

**VHS: 211°**

**2900 to ANTTI 098°**

**098°**

**116.3 Hz VHP**

**Chan 110**

**ANTTI**

**R-278**

**116.3 Hz VHP**

**Chan 110**

**ANTTI**

**R-278**

**116.3 Hz VHP**

**Chan 110**

**BRICKYARD 116.3 Hz VHP, Chan 110**

**R-278**

**2900 to FAXAG 035° (14.6)**

**Localizer 111.5 Hz EYE**

**MISSED APPROACH:** Climbing right turn to 2900 on heading 270° and VHP R-278 to ANTTI INT/VHP 21.1 DME and hold.

**LOCALIZER**

**BRICKYARD 116.3 Hz VHP, Chan 110**

**R-278**

**278°**

**2900 to FAXAG 035° (14.6)**

**VHS: 211°**

**2900 to ANTTI 098°**

**098°**

**116.3 Hz VHP**

**Chan 110**

**ANTTI**

**R-278**

**116.3 Hz VHP**

**Chan 110**

**ANTTI**

**R-278**

**116.3 Hz VHP**

**Chan 110**

**BRICKYARD 116.3 Hz VHP, Chan 110**

**R-278**

**2900 to FAXAG 035° (14.6)**

**Localizer 111.5 Hz EYE**

**MISSED APPROACH:** Climbing right turn to 2900 on heading 270° and VHP R-278 to ANTTI INT/VHP 21.1 DME and hold.

**LOCALIZER**

**BRICKYARD 116.3 Hz VHP, Chan 110**

**R-278**

**278°**

**2900 to FAXAG 035° (14.6)**

**VHS: 211°**

**2900 to ANTTI 098°**

**098°**

**116.3 Hz VHP**

**Chan 110**

**ANTTI**

**R-278**

**116.3 Hz VHP**

**Chan 110**

**ANTTI**

**R-278**

**116.3 Hz VHP**

**Chan 110**

**BRICKYARD 116.3 Hz VHP, Chan 110**

**R-278**

**2900 to FAXAG 035° (14.6)**

**Localizer 111.5 Hz EYE**

**MISSED APPROACH:** Climbing right turn to 2900 on heading 270° and VHP R-278 to ANTTI INT/VHP 21.1 DME and hold.
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2600 direct VHP VORTAC and hold.

CATEGORY
A
CIRCLING

B
1320-1

C
497 [500-1]

D
1500-2

Knots
60
90
120
150
180

Min:Sec
3:18
2:12
1:39
1:19
1:06

39°50'N-86°18'W

EC-2, 11 JUL 2024 to 05 SEP 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)
TAKEOFF RWY 3: Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence....
TAKEOFF RWY 21: Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence....

....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNN1.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.
MYSTIC TRANSITION (DAWNN1.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.
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.

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: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 3:** Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence...

**TAKEOFF RWY 21:** Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**BDOCK TRANSITION (MAREO5.BDOCK):** From over MAREO INT via VHP R-084 to BDOCK INT.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 3, 21: Standard.

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 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.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence . . .

TAKEOFF RWY 21: Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY1.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.

ST LOUIS TRANSITION (ROCKY1.STL): From over ROCKY INT on STL R-059 to STL VORTAC.
RNAV (GPS) RWY 18

**Category and Elevation**

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**WAAAS**

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**RNAV (GPS) RWY 18**

**HENDRICKS COUNTY-GORDON GRAHAM FLD (2R2)**

**AWOS-3PT**

| 118.025 |

**IND ASOS**

| 134.25 |

**INDIANAPOLIS APP CON**

| 121.1 |

**UNICOM**

| 122.7 (CTAF) |

**Procedure NA for arrivals at JELLS on V24-399 northwest bound.**

**Rwy 18 helicopter visibility reduction below ½ SM NA. Baro-VNAV NA. Use Indianapolis Intl altimeter setting.**

**Missed Approach:** Climb to 1420 then climbing right turn to 2700 direct GAKNE and hold.

**Misaligned Rwy:** EC-2, 11 JUL 2024 to 05 SEP 2024
INDIANAPOLIS, INDIANA
AL-10352 (FAA)

RNAV (GPS) RWY 36
HENDRICKS COUNTY-GORDON GRAHAM FLD (2R2)

2700 direct GAKNE and hold.

Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.

INDIANAPOLIS APP CON

UNICOM

AWOS-3PT

IND ASOS

ELEV

TDZE

118.025

134.25

898

884

1526

1172

970\pm

1210\pm

955\pm

CIRCLING

LNAV only

Missed APPROACH: Climb to 2700 direct GAKNE and hold.

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Indianapolis Intl altimeter setting.
Helicopter visibility reduction below \( \frac{3}{4} \) SM NA.

LPV DA

1168-7/8 284 (300-2/3)

NA

LNAV/ VNAV DA

1168-7/8 284 (300-2/3)

NA

LNAV MDA

1240-1 356 (400-1)

NA

CIRCLING

1380-1 1560-1 1600-2

482 (500-1) 662 (700-1) 702 (800-2)

NA

REIL Rwys 18 and 36
MIWL Rwy 18-36

GAKNE

WOSOB

OCOGU

CURGU

RW36

NA

WOSOB

POL V12 westbound.
CAUTION: Heliport located in area of numerous lighted and unlighted obstructions.
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.**

Proceed VFR from OPNIC or conduct the specified missed approach procedure.

---

**CAUTION:** Heliport located in area of numerous lighted and unlighted obstructions.
Autopilot coupled approach NA below 1900. Rwy 36 helicopter visibility reduction below 3/4 SM NA.

Procedure NA for arrival on VHP VORTAC airway radials 037 CW 136.

MISSSED APPROACH: Climb to 2200 then climbing left turn to 3000 direct VHP VORTAC and hold.
Procedure NA for arrivals at OCKEL on V51-97 northwest bound.

**Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.**

**MISSED APPROACH:** Climb to 3000 direct YABUD and hold.

**INDIANAPOLIS EXEC (TYQ) AL-5438 (FAA)**

**RNAV (GPS) RWY 18**

**Category**

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**Indianapolis, Indiana**

Amdt 2 05OCT23

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 36
INDIANAPOLIS EXEC (TYQ)

MISSED APPROACH: Climb to 3000 direct SICLE and hold.

Rwy 36 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 120.725
INDIANAPOLIS APP CON 124.65 127.15 317.8
CLNC DEL 118.175
UNICOM 123.05 (CTAF)

MISSED APCH FIX
4 NM to SICLE

3000 SICLE

1.3 NM to RW36

PIPETE

2700

002°

6000

3000

GP 3.00° TCH 53

HOLD 5000

3000

4 NM

CRAKE

YABUD

Holding Pattern

182° 002°

INDEX

EC-2, 11 JUL 2024 to 05 SEP 2024
Rwy 18 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.

Procedures NA for arrival on VHP VORTAC airway radials 017 CW 059.

MISSED APPROACH: Climb to 2700 direct VHP VORTAC and hold.

AWOS-3PT | INDIANAPOLIS APP CON | CLNC DEL | UNICOM
--- | --- | --- | ---
120.725 | 124.65 127.15 317.8 | 118.175 | 123.05 (CTAF)

VOR RWY 18
INDIANAPOLIS EXEC (TYQ)

EC-2, 11 JUL 2024 to 05 SEP 2024

INDIANAPOLIS, INDIANA
Amdt 1E 19MAY22

EC-2, 11 JUL 2024 to 05 SEP 2024

AWOS-3PT | INDIANAPOLIS APP CON | CLNC DEL | UNICOM
--- | --- | --- | ---
120.725 | 124.65 127.15 317.8 | 118.175 | 123.05 (CTAF)

VOR RWY 18
INDIANAPOLIS EXEC (TYQ)

EC-2, 11 JUL 2024 to 05 SEP 2024

AWOS-3PT | INDIANAPOLIS APP CON | CLNC DEL | UNICOM
--- | --- | --- | ---
120.725 | 124.65 127.15 317.8 | 118.175 | 123.05 (CTAF)
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.
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.
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.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

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.

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.
TOP ALTITUDE: ASSESSED BY ATC

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: Chart not to scale.
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.
AL-203 (FAA)

ILS or LOC RWY 5L
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized. DME or RADAR required.
For inop ALS, increase S-LOC 5L Cat C/D visibility to 1 1/2 NM.
OSCRR fix minimums: For inop ALS, increase S-LOC 5L Cat C/D visibility to RVR 5500.

**MISSING APCH FIX**

Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.

**Radar or DME Required**

**OSCRR FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)**

**INDIANAPOLIS, INDIANA**
Amdt 5A 08OCT20

39°43'N 86°18'W

337
Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.
**ILS or LOC RWY 32**

**INDIANAPOLIS INTL (IND)**

- **LOC** I-COA 110.5
- **APP CRS** 320°
- **Rwy Idg** 7278
- **TDZE** 793
- **Apt Elev** 796
- **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.

**ALTERNATE MISSED APCH FIX**

- **MISA VHP 25 NM**
- **Clott TTH [23.3]**

**LOCALIZER 110.5**

**I-COA**

**116.3 VHP**

**Chan 110**

**KEADY VHP 4.9**

**Chan 1866**

**BRICKYARD**

**115.3 TTH**

**Rwy Idg**

**110.5**

**INDIANAPOLIS INTL**

**INDIANAPOLIS APP CON**

**128.175**

**317.8**

**INDY TOWER**

**120.9**

**257.8**

**GND CON**

**121.9**

**CLNC DEL**

**128.75**

**257.8**

**CPDLC**

**ARRIVAL FIXES**

**115.3 TTH**

**R-077**

**Chan 100**

**CLOTT TTH [23.3]**

**116.15 SHB**

**Chan 108 (Y)**

**LOCALIZER 110.5**

**I-COA**

**1150 A**

**897 A**

**1159 A**

**1159**

**1546 A**

**1875 A**

**252 A**

**DECEE**

**VHP 4.9 DME and hold.**

**DECEE VHP**

**KEADY**

**R-303**

**4.9**

**VHP**

**BTRL**

**INT**

**275**

**1866**

**OZMOE INT**

**VHP 20.1**

**210K**

**23334**

**4.9 NM**

**8 NM**

**GS 3.00° TCH 73**

**VGS and ILS glidepath not coincident**

(VGS Angle 3.00°/TCH 73)

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**INDIANAPOLIS, INDIANA**

**39°43'N-86°18'W**

**Almdt 21A 22JUN17**

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**HIRL all Rwsy**

**TDZ/CL Rwsy 5L and 5R**

**FAF to MAP 4.9 NM**

**Knots**

60 90 120 150 180

**Min:Sec**

4.54 3.16 2.27 1.58 1.38

**INDIANAPOLIS INTL (IND)**

**ILS or LOC RWY 32**
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME or RADAR required.

**MISS APCH FIX**

KEADY VHP (4.9) RADAR

FTBLL I-IND (12.1) RADAR

WAAYN I-IND (15.2) RADAR

STDUM I-IND (6.1) RADAR

OINKK INT I-IND (8.1) RADAR

RADAR or DME REQUIRED

5000 to WAAYN O04° (0.9) and LOC (10.1)

(CFVDC)

Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.

VGS and ILS glidepath not coincident (VGS Angle 3.00°/TCH 74).

**MISS APCH FIX**

WAAYN I-IND (15.2) RADAR

FTBLL I-IND (12.1) RADAR

STDUM I-IND (6.1) RADAR

OINKK INT I-IND (8.1) RADAR

KEADY VHP (4.9) RADAR

1150 FT 3100

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
SA CATEGORY I ILS SPECIAL AIRCREW 
& AIRCRAFT CERTIFICATION REQUIRED

INDIANAPOLIS, INDIANA
Amdt 7A  26MAR20

39°43'N-86°18'W
**ILS RWY 23R (SA CAT I & II)**

**INDIANAPOLIS INTL (IND)**

**Location and Frequencies**

- LOC/DME: I-UZK 111.75, Chan 54 (Y)
- APP CRS: 230°
- TDZE: 783
- Apt Elev: 796

**Towson**

- IND: 317.8
- Indy Tower: 257.8
- Gnd Con: 121.9
- Clnc Del: 128.75
- Cpld: 120.9
- Datis: 134.25

**Rwy Information**

- Rwy Idg: 11200
- Rwy Elev: 783

**MISSED APPROACH**

- Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and on VHP R-303 to KEADY/VHP 4.9 DME/RADAR and hold.

**Procedure NA**

- for arrivals at CLANG on V14-192-210 northeast bound.

**Aircraft Categories**

- **SA CATEGORY I**
- **SA CATEGORY II**

**ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**Notes**

- Simultaneous approach authorized. DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**Amdt 6 29MAR18**
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 100° and on VHP VORTAC R-136 to OZMOE INT/VHP 20.1 DME and hold.

Procedure NA for arrivals at CLANG on V14-192-210 northeast bound.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

INDIANAPOLIS, INDIANA
Amdt 8 25JAN24

39°43’N-86°18’W
### ILS RWY 5L (CAT II & III)

**Indianapolis Int'l (IND)**

**LOC/DME** 111.75

<table>
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<th>Chan 54 (Y)</th>
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<td>TDZE</td>
<td>747</td>
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</table>

**Apt Elev** 796

**APP CRS** 050°

**Rwy Idg**

**Simultaneous approach authorized.**

**CAT III:** Localizer not suitable for electronic rollout guidance. **DME or RADAR required.**

**ALSF-2 (IND):** 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** 134.25

**Indianapolis App Con** 128.175 317.8

**Indy Tower** 120.9 257.8

**Gnd Con** 121.9

**Clncl Del** 128.75 257.8

**Cpdlc**

**Missed Approach Fix:**

- **Keady VHP (4.9) RADAR**
- **WAAYN I-IND (15.2) RADAR**
- **20K**

**Procedure NA for arrivals at Kelly on V11 southwest bound and V12 westbound.**

**Vgsi and ILS glidepath not coincident (Vgsi Angle 3.00°/TCH 74).**

**Category II & III ILS - Special Aircrew & Aircraft Certification Required**

**Gnd Con** 121.9

**D-Atis** 134.25

**Indianapolis App Con** 128.175 317.8

**Indy Tower** 120.9 257.8

**Gnd Con** 121.9

**Clncl Del** 128.75 257.8

**Cpdlc**

**Radar or Dme Required**

**Alternate Missed Approach Fix:**

- **ASA VHP 25 NM**
- **1700 VHP R-303 Keady VHP (4.9) RADAR**

**Category**

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

**S-ILS 5L**

**Cat II RA 113/12 100 DA 847**

**S-ILS 5L**

**Cat III Rvr 07**

**Indianapolis Int'l (IND)**

**Indy Tower** 120.9 257.8

**Gnd Con** 121.9

**Clncl Del** 128.75 257.8

**Cpdlc**

**Hirl all Rwy**

**Tdz/Cl Rwy 5L and 5R**

**Indianapolis, Indiana**

**Amdt 5A 08OCT20**

**39°43'N-86°18'W**

**347**
DME or RADAR required. Simultaneous approach authorized.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 148° and on VHP VORTAC R-136 to OZMOE INT/VHP 20.1 DME and hold.

Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.
For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized.

**RNAV (RNP) Z RWY 5L**

**RNAV (RNP) Z RWY 5L**

**INDIANAPOLIS INTL (IND)**

**AUTHORIZATION REQUIRED**
RNAV (RNP) Z RWY 5R
INDIANAPOLIS INTL (IND)

For uncompensated Baro-VNAV systems, procedure NA below 18°C (64°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized, for arrivals from IIUUU only.

MISSING APPROACH: Climb to 1500, then climbing right turn to 3000 direct OZMOE and hold.

RADAR required for procedure entry at ATEEN.

RADAR required for procedure entry at KREEM.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).

See planview for multiple IF locations.

HIRL all Rwys

TDZ/CL Rwys 5L and 5R

AUTHORIZATION REQUIRED

INDIANAPOLIS, INDIANA
Amdt 2A 22JUN17
39°43'N-86°18'W

RNAV (RNP) Z RWY 5R
INDIANAPOLIS INTL (IND)
RNAV (RNP) Z RWY 14
INDIANAPOLIS INTL (IND)

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.

 voissons on track 140° to OZMOE and hold.

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.

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.

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.

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.

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C.

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MISSED APPROACH: Climb to 3000 on track 140° to OZMOE and hold.

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.

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.

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.
For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. Simultaneous approach authorized for arrivals from LLARY only.

RADAR required for procedure entry at TRAAK.

RADAR required for procedure entry at KNIGT.

RADAR required for procedure entry at MILLR.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).

See planview for multiple IF locations.

MISSAPPROACH: Climb to 1500, then climbing left turn to 3000 direct OZMOE and hold.
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.

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 3000 direct KEADY and hold.

**Radar Required:**
- For arrivals at TRAAK.
- For arrivals at MIILR.
- For arrivals at PEYTN.

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 71).**

**AUTHORIZATION REQUIRED**
- GPS Required. For inoperative ALS, increase RNP 0.15
- 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.

**Radar**
- Required for arrivals at TRAAK.
- Required for arrivals at PEYTN.
- Required for arrivals at MIILR.

**Planview**
- See planview for multiple IF locations.

**Airport Elevations**
- ELEV 796

**TDZE 783**

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

**RNAV (RNP) Z RWY 23R**

**APP CRS**
- 230°

**Rwy Idg**
- 11200

**APT Elev**
- 796

**Amdt 2 10NOV16**

**39°43’N-86°18’W**

**353**
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 R

MISS approaches: Climb to 3000 on track 320° to KEADY 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>RNP 0.19 DA</td>
<td>1134/30</td>
<td>341 (400-%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA</td>
<td>1196/45</td>
<td>403 (400-%)</td>
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<td></td>
</tr>
</tbody>
</table>

AUTHORIZATION REQUIRED
RNAV (GPS) Y RWY 5L
INDIANAPOLIS INTL (IND)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM and increase LNAV Cat C/D visibility to 1½ SM.

**Missed Approach:**
Climb to 1300 then climbing left turn to 3000 direct KEADY and hold.

**Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
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. UNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OZMOE and hold.

For arrivals at KELLY on V11 southwest bound and V12 westbound.

Procedure NA for arrivals at KELLY on V11 southwest bound and V12 westbound.
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.

**Procedure NA for arrivals at JELLS on V24-128-399 northwest bound.

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td><strong>996/24</strong></td>
<td>200 (200-½)</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1092/24</td>
<td>296 (300-½)</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1200/24 404 (500-½)</td>
<td>1200/40 404 (500-½)</td>
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</tr>
<tr>
<td>CIRCLING</td>
<td><strong>1420-1</strong> 624 (700-1)</td>
<td>1420-1½ 624 (700-1½) 1560-2½ 764 (800-2½)</td>
<td></td>
</tr>
</tbody>
</table>

**HIRL all Rwys TDZ/CL Rwys 5L and 5R**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

39°43'N-86°18'W
RNAV (GPS) Y RWY 23L
INDIANAPOLIS INTL (IND)

**RNAV** procedure NA during simultaneous operations. Simultaneous approach authorized.

Use of FD or AP required during simultaneous operations. 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.

**AL-203 (FAA)**

**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**

Procedure NA for arrivals at CLANG on V14-192-210 northeast bound.

**GC CRP**

**APP CRS**

10000

**TDZE**

790

**Apt Elev**

796

**WAAS CH 88406 W23A**

**MAISR**

**(IAF)**

**CLANG**

**LLARY**

**PACRR**

**CBIRD**

**MALSR**

**(IF)**

**210K**

**GP 3.00° TCH 71**

**LLARY (IAF)**

**PACRR (FAF)**

**1159**

**1150**

**1866**

**1875**

**1566**

**949**

**1252**

**2600**

**4000**

**5000**

**3100**

**ELEV 796**

**TDZE 790**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**INDIANAPOLIS, INDIANA**

Amdt 5 25JAN24

**INDIANAPOLIS, INDIANA**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**358°**

**1500**

**3000**

**OZMOE**

**A**

**1 NM to RW23L**

**2600**

**44 NM**

**PACRR**

**4.4 NM**

**CBIRD**

**3.1 NM**

**4000**

**1 NM**

**5000**

**1150**

**1159**

**897**

**230°**

**VGS and RNAV glidepath not coincident**

(VGS Angle 3.00/TCH 71).

**LNAV** procedure NA during simultaneous operations. Simultaneous approach authorized.

Use of FD or AP required during simultaneous operations. 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.

**MAISR**

**(IAF)**

**CLANG**

**LLARY**

**PACRR**

**CBIRD**

**MALSR**

**(IF)**

**210K**

**GP 3.00° TCH 71**

**LLARY (IAF)**

**PACRR (FAF)**

**1159**

**1150**

**1866**

**1875**

**1566**

**949**

**1252**

**2600**

**4000**

**5000**

**3100**

**ELEV 796**

**TDZE 790**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**INDIANAPOLIS, INDIANA**

Amdt 5 25JAN24

**INDIANAPOLIS, INDIANA**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**358°**

**1500**

**3000**

**OZMOE**

**A**

**1 NM to RW23L**

**2600**

**44 NM**

**PACRR**

**4.4 NM**

**CBIRD**

**3.1 NM**

**4000**

**1 NM**

**5000**

**1150**

**1159**

**897**

**230°**

**VGS and RNAV glidepath not coincident**

(VGS Angle 3.00/TCH 71).
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.**

Procedure NA for arrivals at CLANG on V14-192-210 northeast bound.

VGSi and RNAV glideslope not coincident (VGSi Angle 3.00°/TCH 71).

**Missed Approach:**
Climb to 1500 then climbing right turn to 3000 direct KEADY and hold.

**RNAV (GPS) Y RWY 23R**

**INDIANAPOLIS INTL (IND)**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
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 CPDLC

Procedure NA for arrivals at DECEE on V128 southeast bound.

<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>**993/24</td>
<td>200 (200-1/2)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1069/24</td>
<td>276 (300-1/2)</td>
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<tr>
<td>LNAV MDA</td>
<td>1160/24</td>
<td>367 (400-1/2)</td>
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<tr>
<td>1 NM to RW32</td>
<td>2400</td>
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</tr>
<tr>
<td>1 NM</td>
<td>3.9 NM</td>
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<tr>
<td>8 NM</td>
<td>2400</td>
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<tr>
<td>GP 3.00° TCH 73</td>
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<td>CIRCLING</td>
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<td>624 (700-1)</td>
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<td>1420-1 3/4</td>
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<tr>
<td>1560-2 1/2</td>
<td>764 (800-2 1/2)</td>
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<tr>
<td>3000 KEADY</td>
<td>VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 73).</td>
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<tr>
<td>OZMOE</td>
<td>4500</td>
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<td>4500 (RNP 3.25)</td>
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<tr>
<td>(IF/IAF) OZMOE</td>
<td>210K</td>
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<td>(FAF) BTTLR</td>
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</tr>
<tr>
<td>(IF/IAF) DECEE</td>
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<tr>
<td>3000 direct KEADY and hold.</td>
<td></td>
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</tbody>
</table>
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK 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:

NOTE: Chart not to scale.
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

INDY TWO DEPARTURE

INDIANapolis INTL (IND)  INDIANAPOLIS, INDIANA

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: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Jet aircraft accelerate to 250K until reaching 10000. If unable advise ATC.

(Continued on following page)
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 5L (JETS ONLY): Climb on heading 050°. 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....

....RADAR vectors to assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.
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 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000.

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.

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.


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

INDIANAPOLIS, INDIANA
INDIANAPOLIS INTL (IND)
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.
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

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-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)

Apt Elev 811
TDZE 805

AWOS-3PT
119.375

INDIANAPOLIS APP CON
127.15 317.8

CLNC DEL 121.625

EC-2, 11 JUL 2024 to 05 SEP 2024

MISSED APPROACH:
Climb to 2900 direct INOYO and hold.

Helicopter visibility reduction below 3/4 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 1/4 SM. On the next page...

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 33
INDIANAPOLIS METRO (UMP)

**AWOS-3PT**
119.375

**INDIANAPOLIS APP CON**
127.15 317.8

**CLNC DEL**
121.625

**UNICOM**
123.0 (CTAF)

**APP CRS**
329°

**Rwy Idg**
4004

**TDZE**
811

**Apt Elev**
811

**HOMAR**

**ZAVNE**

**RW33**

**AYUDA**

**NA**

**RW33**

**ELEV 811**

**TDZE 811**

**Procedure NA for arrivals at HOMAR via V221 northeast bound.**

**Procedure NA for arrivals at ZAVNE via V51-97 northwest bound.**

**2500**

**AYUDA**

**TGSI and descent angles not coincident**

(VGSI Angle 3.50/TCH 27)

**TEYOP**

2 NM to RW33

**MEWRO**

**INOYO**

**4 NM**

**Holding Pattern**

**MIRL Rwy 15-33**

**REIL Rwy 15 and 33**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**39°56’N-86°03’W**

**INDIANAPOLIS METRO (UMP)**

**RNAV (GPS) RWY 33**

**INDIANAPOLIS, INDIANA**

**Amdt 1B 26MAR20**
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.

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

NoPT for arrival on SHB VOR/DME airway radials 080 CW 231.
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/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: 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.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 33: Climb heading 329° to 1400 before turning left. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM5.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

NOTE: RADAR required.
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.
NOTE: Chart not to scale.

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: 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 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.
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 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.
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, increase S-LOC 25 Cats C/D visibility 1/2 mile and Circling Cat D visibility 1/4 mile.

**MISSING APPROACH:** Climb to 1400 then climbing left turn to 2400 on SHB VOR/DME R-334 to SHB VOR/DME and hold.

**LOCALIZER 108.7**

**MALS R**

**AWOS-3PT**

**INDIANAPOLIS APP CON**

**CLNC DEL**

**UNICOM**

---

**LOCALIZER 108.7**

**MALS R**

**AWOS-3PT**

**INDIANAPOLIS APP CON**

**CLNC DEL**

**UNICOM**

---

**LOCALIZER 108.7**

**MALS R**

**AWOS-3PT**

**INDIANAPOLIS APP CON**

**CLNC DEL**

**UNICOM**

---

**LOCALIZER 108.7**

**MALS R**

**AWOS-3PT**

**INDIANAPOLIS APP CON**

**CLNC DEL**

**UNICOM**
RNAV (GPS) RWY 16
INDIANAPOLIS RGNL (MQJ)

**AWOS-3PT**
124.175

**INDIANAPOLIS APP CON**
127.15 317.8

**CLNC DEL**
119.25

**UNICOM**
122.975 (CTAF)

**HOLD**
2500
2500

**Procedure NA for arrivals at PENDS on V14-192-210 northeast bound.**

**Procedure NA for arrivals at ZIPPY on V51-97 northwest bound.**

**MISSING APPROACH FIX**
DOBAC

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

**Rwy 16 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Indianapolis altimeter setting. When local altimeter setting not received, use Indianapolis altimeter setting: increase all MDA's 60 feet and LNAV visibility Cats C and D 1/2 SM; increase Circling visibility Cat D 1/4 SM.**

**Rwy Idg**
3902
162°

**Apt Elev**
858
862

**APP CRS**
162°

**ELEV**
862

**TDZE**
858

**DOBAC**

** arbitration of visual segment - obstacles.**

**CATEGORY**

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<th>C</th>
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**EC-2, 11 JUL 2024 to 05 SEP 2024**

**INDIANAPOLIS, INDIANA**

**Amrd 1C 21MAR24**

**39°51'N-85°54'W**
RNAV (GPS) RWY 25
INDIANAPOLIS RGNL (MQJ)

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 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 1/2 SM. When using Indianapolis Intl altimeter setting inoperative table does not apply. For inoperative ALS, increase LPV all Cats visibility to 1 SM.

Procedure NA for arrivals at PENDS on V14-192-210 northeast bound.

Procedure NA for arrival on SHB VOR/DME airway radials 028 CW 080.

Procedure NA for arrival at NEWTO on V50 eastbound.

INDIANAPOLIS, INDIANA
Orig-C 27APR17

39°51’N-85°54’W
387
RNAV (GPS) RWY 34
INDIANAPOLIS RGNL (MQJ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 2500 direct AYAGO and hold.

AWOS-3PT INDIANAPOLIS APP CON CLNC DEL UNICOM
124.175 127.15 317.8 119.25 122.975 (CTAF)

procedure NA for arrivals at OZMOE on V128 northwest bound.

2500 AYAGO
2600 N P 072° (13.6)

VGSI and RNAV glideslope not coincident (VGSI Angle 3.00°/TCH 49). DOBAC

1.3 NM to RW34

HOLD 6000 2600

AVG 3.00°
TCH 33

LNAV MDA
1320-1 462 (500-1) 1320-1 1/8 462 (500-1 1/4)
1360-1 1/2 498 (500-1 1/2) 1660-2 1/2 798 (800-2 1/2)

CIRCLING
1340-1 478 (500-1)

EC-2, 11 JUL 2024 to 05 SEP 2024

MISSED APPROACH FIX

4 NM

AYAGO

2500

DOWS-3PT INDIANAPOLIS APP CON CLNC DEL UNICOM
124.175 127.15 317.8 119.25 122.975 (CTAF)

procedure NA for arrivals at OZMOE on V128 northwest bound.

2500 AYAGO
2600 N P 072° (13.6)

VGSI and RNAV glideslope not coincident (VGSI Angle 3.00°/TCH 49). DOBAC

1.3 NM to RW34

HOLD 6000 2600

AVG 3.00°
TCH 33

LNAV MDA
1320-1 462 (500-1) 1320-1 1/8 462 (500-1 1/4)
1360-1 1/2 498 (500-1 1/2) 1660-2 1/2 798 (800-2 1/2)

CIRCLING
1340-1 478 (500-1)

EC-2, 11 JUL 2024 to 05 SEP 2024
INDIANAPOLIS, INDIANA

AL-6452 (FAA)

VOR/DME SHB

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AWOS: 3PT | 124.175 | IND: 317.8 | CLNC: 119.25 | UNC: 122.975

ELEV

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<tr>
<td>443 (500-1)</td>
<td>443 (500-1)</td>
<td>443 (500-1)</td>
</tr>
</tbody>
</table>

NoPT for arrival on SHB VOR/DME airway radials 080 CW 251.

EC-2, 11 JUL 2024 to 05 SEP 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 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.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 25: Climb heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-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:** 3-PI 124.175 119.25
**CINC DEL:** 127.15 317.8
**INDIANAPOLIS DEP CON:**

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**

Rwy 34: 300-1 or standard with minimum climb of 347' per NM to 1100.

**DEPARTING ALL OTHER AUTHORIZED RUNWAYS:** Climb on assigned heading to assigned altitude. Thence....

**BDOCK TRANSITION (MAREO5.BDOCK):** From over MAREO INT via VHP R-084 to BDOCK INT.
INDIANAPOLIS RGNL (MQJ)

MEARZ SEVEN DEPARTURE

TOP ALTITUDE: ASSIGNED BY ATC

Radar required.

BOILER
115.1 BVT
Chan 98

SACHS

BRATN

MARRON
108.6 MZZ
Chan 23

BRICKYARD
116.3 VHP
Chan 110

MEARZ

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.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 25: Climb heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence . . .

. . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY1.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.

ST LOUIS TRANSITION (ROCKY1.STL): From over ROCKY INT on STL R-059 to STL VORTAC.
INDIANAPOLIS, INDIANA

WAAS
APP CRS
Rwy Idg
TDZE
Apt Elev

CH 97640
010° 5000 822
W01A
822

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). Rwy 1 helicopter visibility reduction below 1/4 SM NA. DME/DME RNP-0.3 NA.

AWOS-3P 118.525
INDIANAPOLIS APP CON 124.95 317.8
GCO 121.725
UNICOM 123.0 (CTAF)

INDIANAPOLIS, INDIANA
AL-6614 (FAA)

RNAV (GPS) RWY 1
INDY SOUTH GREENWOOD (HIFY)

Procedure NA for arrivals at MOUTH on V53 southeast bound, and on V221 southwest bound.

Procedure NA for arrivals at WAGSE on V128 southeast bound.

MISSED APCH FIX
5 NM

MISSING APPROACH: Climb to 3000 direct JINIC and hold.

EC-2, 11 JUL 2024 to 05 SEP 2024
39°38'N-86°05'W

EC-2, 11 JUL 2024 to 05 SEP 2024
INDIANAPOLIS, INDIANA
AL-6614 (FAA)

RNAV (GPS) RWY 19
INDY SOUTH GREENWOOD (HF Y)

1130-1
308 (400-1)

478 (500-1)
NA

123.0 (CTAF)

procedure NA for arrivals at ZIPPY on V51-97 northwest bound.

Procedure NA for arrivals at HOMAR on V50 eastbound, and V221 northeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. Baro-VNAV and VDP NA when using Indianapolis Int'l altimeter setting.

Climb to 3100 direct GAYYE and hold.

LNAV and VNAV NA below 399

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. Baro-VNAV and VDP NA when using Indianapolis Int'l altimeter setting.
Rwy 1, 19 helicopter visibility reduction below 3/4 SM NA. DME or RADAR REQUIRED.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct SHB VOR/DME and hold.

AWOS-3P 118.525  INDIANAPOLIS APP CON 124.95  317.8  GCO 121.725  UNICOM 123.0 (CTAF)

NoPT for arrival on SHB VOR/DME airway radials 028 CW 171.
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 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.
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.

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.
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: 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: ASSIGNED BY ATC)

NOTE: Chart not to scale.
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.
**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.
RNAPCH - GPS.

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

- AWOS: 3 118.825
- HUNTINGTON APP CON 128.4 270.1
- UNICOM 122.7 (CTAF)

- MISSED APCH FIX
  - 4 NM
  - 010°
  - 190°
  - FEDIK

- MIRL Rwy 1-19

- 4 NM Holding Pattern
- OSATE 2800
- SACOY

- 4 NM to ZAXED
- 30 NM to ZAXED
- 100°

- Visual Segment - Obstacles
- 2800
- SACOY

- 2.6 NM to RW01

- LNAV MDA
  - 1300-1 578 (600-1)
  - 1300-1.5 578 (600-1.5)

- CIRCLING
  - 1340-1 614 (700-1)
  - 1480-1 754 (800-1)
  - 1680-3 954 (1000-3)

- EC-2, 11 JUL 2024 to 05 SEP 2024

- 408
RNAV (GPS) RWY 19

JAMES A RHODES (JRO)

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.

1296°
2800
1032°
837°
RW19

2800
HOLD 6000
2800

HUPIX
2800
30 NM to HUPIX
3300

100°
2800

190°
2800

HUPIX
2800
30 NM to HUPIX
3300

100°
2800

190°
2800

HUPIX
2800
30 NM to HUPIX
3300

LNAV  MDA
CIRCLING

JACKSON, OHIO
AL-6581 (FAA)
23054

RNP APCH - GPS.

MISSED APCH FIX
OSATE

ELEV 726
TDZE 726

OSATE
2800

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 45).

PECID
KOYEK

2800 direct OSATE and hold.

MISSED APPROACH FIX

EC-2, 11 JUL 2024 to 05 SEP 2024

38°59'N-82°35'W

409
**LOC I-JVY** 111.7

**APP CRS** 182°

- **Rwy Idg**: 7000
- **TDZE**: 478
- **Apt Elev**: 478

**AWOS-3** 118.575

**LOUISVILLE APP CON** 132.075 327.0

**CLNC DEL** 118.05

**UNICOM** 122.7 (CTAF)

---

**Circling NA for Cat D southwest of Rwys 14 and 36. Circling Rwy 14, 32 NA at night. For inop ALS, increase S-LOC 18 Cats C and D visibility to 1 1/2 SM. When local altimeter setting not received, use Louisville Muhammad Ali Int'l altimeter setting: increase DA to 708; increase all MDAs 40 feet, S-LOC 18 Cats C and D visibility 1/2 SM and Circling Cat C visibility 1/4 SM.**

**ADF required. RADAR required for procedure entry.**

**MALSR**

**MISSED APPROACH:**

- Climb to 1500 then climbing left turn to 2500 direct CATCH LOM and hold.

**LOM and hold.**

**2500 direct CATCH**

**Climb to 1500 then**

**MISSED APPROACH:**

**Autopilot coupled approach NA below 1145 feet.**

**5.9 NM**

---

**JEFFERSONVILLE, INDIANA**

Amdt 4B 05NOV20

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 18

CLARK RGNL (JYV)

Amdt 1A 10OCT19

38°22’N-85°44’W

RNAV (GPS) RWY 18

CLARK RGNL (JYV)

38°22’N-85°44’W
RNAV (GPS) RWY 36
CLARK RGNL (J V Y)

**AWOS-3**
118.575

**LOUISVILLE APP CON**
132.075 327.0

**CLNC DEL**
118.05

**UNICOM**
122.7 (CTAF)

**RNAV (GPS) RWY 36**

**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 Louisville Muhammad Ali Int'l altimeter setting and increase all MDAs 40 feet and visibility LNAV Cat C/D ¾ SM, and Circling Cat C ¾ SM. Straight-In Rwy 36 NA at night, Circling Rwy 14, 32, 36 NA at night.

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**AWOS-3**
118.575

**LOUISVILLE APP CON**
132.075 327.0

**CLNC DEL**
118.05

**UNICOM**
122.7 (CTAF)

**RNAV (GPS) RWY 36**

**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 Louisville Muhammad Ali Int'l altimeter setting and increase all MDAs 40 feet and visibility LNAV Cat C/D ¾ SM, and Circling Cat C ¾ SM. Straight-In Rwy 36 NA at night, Circling Rwy 14, 32, 36 NA at night.
Circling NA for Cat D southwest of Rwy 14 and 36. Circling Rwy 14, 32 NA at night. For inop ALS, increase S-18 Cats A and B visibility to 1 SM and Cats C and D to 1½ SM. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all MDAs 40 feet and Circling visibility Cat C ½ SM. For inop ALS when using Louisville Muhammad Ali Intl altimeter setting, increase S-18 Cats A and B visibility to 1 SM.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2500 direct CATCH LOM and hold.

AWOS-3
118.575

LOUISVILLE APP CON
132.075  327.0

CLNC DEL
118.05

UNICOM
122.7 [CTAF]
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.

**AWOS-3P**
119.925

**FORT WAYNE APP CON**
127.2 284.6

**UNICOM**
122.8 (CTAF)

**MISSED APPROACH:**
Climb to 3000 direct JOTRO and hold.

**Procedure NA for arrivals** at RABBT on V8 westbound.

**VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 28)**

** Categoria ** | A | B | C | D
--- | --- | --- | --- | ---
**LP MDA** | 1360-1 | 361 (400-1) | NA | NA
**LNAV MDA** | 1440-1 | 441 (500-1) | NA | NA
**CIRCLING** | 1600-1 | 596 (600-1) | NA | NA

**EC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 28
KENDALLVILLE MUNI (C62)

**AWOS-3P**
119.925

**FORT WAYNE APP CON**
127.2 284.6

**UNICOM**
122.8 (CTAF)

**RNP APCH.**

Baro-VNAV NA when using Fort Wayne altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 28 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 28 NA at night. Circling Rwy 28 NA at night. When local altimeter setting not received, use Fort Wayne altimeter setting and increase all DAs 96 feet and all MDAs 100 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats visibility ¼ mile.

**Procedure NA for arrivals at GAREN on V8 eastbound.**

**MISSED APPROACH:** Climb to 3000 direct HIATT and on track 286° to BAGEL and hold.

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1352-1/8</td>
<td>348 (400-1/8)</td>
<td></td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1276-1</td>
<td>272 (300-1)</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1520-1</td>
<td>516 (600-1)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1600-1</td>
<td>596 (600-1)</td>
<td></td>
</tr>
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</table>
Procedure NA for arrivals at JOSEF on V337 southwest bound.

Procedure NA for arrivals at DEFOE on V337 southwest bound.

MISSED APPROACH: Climb to 3000 direct WEXER and hold.

AMI RW01 2.5 NM
RNAV (GPS) RWY 19
KENT STATE UNIVERSITY (1G3)

**Category**

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

**ALS**

<table>
<thead>
<tr>
<th>ALS Code</th>
<th>Value</th>
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<tbody>
<tr>
<td>1443-1</td>
<td>309</td>
</tr>
<tr>
<td>1580-1</td>
<td>446</td>
</tr>
</tbody>
</table>

**AWOS-2**

- **119.15**

**AKR ASOS**

- **126.825**

**CLEVELAND APP CON**

- **125.5**
- **371.875**

**CLNC DEL**

- **125.65**

**UNICOM**

- **122.725** (CTAF)

**OMADE**

- **3000**
- **098° (10)**

**WEXER**

- **3000**
- **016°**

**PAGIC**

- **1.7 NM to RW19**

**KENWU**

- **1700**

**RW19**

- **1.7 NM**
- **3.3 NM**
- **6.5 NM**

**RNAV (GPS) RWY 19**

**Category**

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

**ALS**

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**UNICOM**

- **122.725** (CTAF)

**OMADE**

- **3000**
- **098° (10)**

**WEXER**

- **3000**
- **016°**

**PAGIC**

- **1.7 NM to RW19**

**KENWU**

- **1700**

**RW19**

- **1.7 NM**
- **3.3 NM**
- **6.5 NM**

**RNAV (GPS) RWY 19**

**Category**

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

**ALS**

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- **125.65**

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- **122.725** (CTAF)

**OMADE**

- **3000**
- **098° (10)**

**WEXER**

- **3000**
- **016°**

**PAGIC**

- **1.7 NM to RW19**

**KENWU**

- **1700**

**RW19**

- **1.7 NM**
- **3.3 NM**
- **6.5 NM**

**RNAV (GPS) RWY 19**

**Category**

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

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**AWOS-2**

- **119.15**

**AKR ASOS**

- **126.825**

**CLEVELAND APP CON**

- **125.5**
- **371.875**

**CLNC DEL**

- **125.65**

**UNICOM**

- **122.725** (CTAF)

**OMADE**

- **3000**
- **098° (10)**

**WEXER**

- **3000**
- **016°**

**PAGIC**

- **1.7 NM to RW19**

**KENWU**

- **1700**

**RW19**

- **1.7 NM**
- **3.3 NM**
- **6.5 NM**

**RNAV (GPS) RWY 19**

**Category**

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

**ALS**

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<td>1580-1</td>
<td>446</td>
</tr>
</tbody>
</table>
When local altimeter setting not received, use Akron Fulton Intl altimeter setting.

MISSING APPROACH: Climbing left turn to 3000 direct ACO VOR/DME and hold.

AWOS-2 | AKR ASOS | CLEVELAND APP CON | CLNC DEL | UNICOM
--- | --- | --- | --- | ---
119.15 | 126.825 | 125.5 | 125.65 | 122.725

MULIK INT ACO 8

LOM AKRON
362 AK

VOR/DME ACO
114.4
Channel 91

APP CRS 289°
Rwy 1dg
TDZE
Apt Elev 1134

ELEV 1134
When local altimeter setting not received, use Akron Fulton Intl altimeter setting.

Rwy 1 helicopter visibility reduction below 1/4 SM NA.

AWOS-2
119.15

AKR ASOS
126.825

CLEVELAND APP CON
125.5  371.875

CLNC DEL
125.65

UNICOM
122.725 (CTAF)

AWOS-2
119.15

AKR ASOS
126.825

CLEVELAND APP CON
125.5  371.875

CLNC DEL
125.65

UNICOM
122.725 (CTAF)

Missed Approach: Climbing left turn to 3100 direct AKRON LOM and hold.

KENT, OHIO

EC-2, 11 JUL 2024 to 05 SEP 2024

KENT STATE UNIVERSITY (1G3)

41°09’N-81°25’W

KENT, OHIO

EC-2, 11 JUL 2024 to 05 SEP 2024
Circling to Rwy 09 NA at night. Circling NA north of Rwy 27-09. DME/DME RNP 0.3 NA. Boro-VNAV NA. Use Jasper County altimeter setting.

**MISSED APPROACH:** Climb to 1200 then climbing left turn to 2600 direct DNICK and hold.

- **RZL AWOS-3P:** 119.175
- **CHICAGO CENTER:** 132.5 284.7
- **UNICOM:** 122.8 (CTAF) 0

**ELEV** 699  **TDZE** 699

**KENTLAND, INDIANA**

**WAAS CH** 42541

**APP CRS** 274°

**Rwy Idg** 4004  **TDZE** 699

**Apt Elev** 699

**RNAV (GPS) RWY 27**

**KENTLAND MUNI (501)**

**UNICOM**

**L** (CTAF) (50I)

**1054**

**819**

**859**

**A**

**A**

**A**

**RW27**

**UKXIK**

**3 NM to RW27**

**2600**

**274° (4.4)**

**2600**

**274°**

**274°**

**1132**

**± 1132**

**1228**

**1231**

**DNICK**

**4 NM**

**274°**

**274°**

**1700**

**2600**

**SEVEE**

**094°**

**2600**

**094°**

**2400**

**MSA RW27 2.5 NM**

** Holding Pattern**

**3 NM**

**2.8 NM**

**4.4 NM**

**GP 3.00°**

**TCH 45**

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

**LPV DA**  986-1  287 (300-1)  **NA**

**LNAV/ VNAV DA**  1006-1  307 (400-1)  **NA**

**LNAV MDA**  1160-1  461 (500-1)  1160-1\(\frac{1}{2}\)  461 (500-1%)  **NA**

**CIRCLING**  1160-1  461 (500-1)  1200-1  501 (600-1)  1200-1\(\frac{1}{2}\)  501 (600-1\(\frac{1}{2}\))  **NA**

**HIRL Rwy 9-27**

**REIL Rwys 9 and 27**

**KENTLAND, INDIANA**

**Orig 14SEP17**

**40°45'N 87°26'W**

**KENTLAND MUNI (501)**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 4
HARDIN COUNTY (I95)

AWOS-3 126.4
AOH ASOS 128.725
COLUMBUS APP CON 134.45 323.15

UNICOM 122.8 (CTAF)

**RNAV (GPS) RWY 4**

**RNP APCH - GPS.**

**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.

**Missed Approach:** Climb to 3000 direct EVAJI and on track 040° to LAWTO and hold.

**Procedure NA for arrivals at GUNNE on V144 southeast bound,** V279 southeast bound.

**Procedure NA for arrivals at ROD VORTAC on V47 southbound.**

**Category** | **A** | **B** | **C** | **D**
--- | --- | --- | --- | ---
LNAV MDA | 1560-1 | 531 (600-1) | 1560-1½ | 531 (600-1½)
| 1560-1⅓ | 531 (600-1⅓) | 1560-1¼ | 531 (600-1¼) |
CIRCLING | 1580-1 | 591 (600-1) | 1620-1½ | 591 (600-1½)
| 1620-2 | 591 (600-2) |
RNAV (GPS) RWY 18
STARKE COUNTY (OXI)

Procedure NA for arrivals at HALIE via V340 northwest bound, and for arrivals at NOMES via V156 northeast bound.

MISSED APPROACH:
Climb to 3000 direct HOTRA and left turn via 080° track to SELOE and hold.
**KOKOMO, INDIANA**

**LOC** 1-OKK  **APP CRS** 200°  **Rwy Idg** 6001  **TDZE** 827  **Apt Elev** 832

RADAR required for procedure entry.

*NA* For inop ALS, increase S-LOC 23 Cat C/D visibility to 1/8 SM.

* DME from OKK

**AWOS-3PT** 128.675  **GRISSOM APP CON** 121.05 338.275  **CLNC DEL** 120.0  **UNICOM** 123.0 (CTAF) 

**ELEV** 832  **TDZE** 827

**HILL TOP MOA**

**LOCALIZER 108.9** 1-OKK

**MISSED APPROACH:** Climb to 1400 then climbing left turn to 2600 direct MZZ VOR/DME and hold.

**AWOS-3PT** 128.675  **GRISSOM APP CON** 121.05 338.275  **CLNC DEL** 120.0  **UNICOM** 123.0 (CTAF) 

**ELEV** 832  **TDZE** 827

**HILL TOP MOA**

**LOCALIZER 108.9** 1-OKK

**MISSED APPROACH:** Climb to 1400 then climbing left turn to 2600 direct MZZ VOR/DME and hold.

**AWOS-3PT** 128.675  **GRISSOM APP CON** 121.05 338.275  **CLNC DEL** 120.0  **UNICOM** 123.0 (CTAF) 

**ELEV** 832  **TDZE** 827

**HILL TOP MOA**

**LOCALIZER 108.9** 1-OKK

**MISSED APPROACH:** Climb to 1400 then climbing left turn to 2600 direct MZZ VOR/DME and hold.
RNAV (GPS) RWY 5
KOKOMO MUNI (OKK)

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

AWOS-3PT
128.675

GRISSOM APP CON
121.05  338.275

CLNC DEL
120.0

UNICOM
123.0 (CTAF)

Procedure NA for arrival on MIE VOR/DME airway radials 212 CW 323.

Holding Pattern
6000 2400

GP 3.00° TCH 40

VGSI and RNAV glidespath not coincident (VGSI Angle 3.00°/TCH 35).

MISSED APPROACH: Climb to 3000 direct HADUN and hold.

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

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.

**CIRCLING**

<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>1076-1 250 (300-1)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1199-1 373 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1200-1 374 (400-1)</td>
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<td></td>
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</tr>
<tr>
<td>C</td>
<td>1260-1 428 (500-1) 1300-1 468 (500-1) 1400-1 568 (600-1) 1640-2 808 (900-2)</td>
<td></td>
<td></td>
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</tbody>
</table>

**RNAV (GPS) RWY 14**

KOKOMO MUNI (OKK)

**EC-2, 11 JUL 2024 to 05 SEP 2024**

EC-2, 11 JUL 2024 to 05 SEP 2024

AWOS-3PT 128.675

GRISSOM APP CON* 121.05 338.275

CLNC DEL 120.0

UNICOM 123.0 [CTAF]
RNAV (GPS) RWY 23
KOKOMO MUNI (OKK)

 MISSED APPROACH: Climb to 3000 direct WEBUX and hold.

AWOS-3PT 128.675  GRISGOM APP CON 121.05 338.275
CLNC DEL 120.0  UNICOM 123.0 (CTAF)

Procedure NA for arrival on FWA VORTAC airway radials 198 CW 317.
Procedure NA for arrivals at MZZ VOR/DME on V214 eastbound.

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

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

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

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.

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

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
RNAV (GPS) RWY 32
KOKOMO MUNI (OKK)

**AWOS-3PT**
128.675

**RISSOM 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 ¾ SM NA.
- **MISSING APCH FIX**
- **140° 320°**
- **320° 140°**

**ELEV 832**
**TDZE 826**

**KOKOMO, INDIANA**
Orig-B 23JUN16

**WAAS**
CH 69534
W32A

**APP CRS**
320°

**Rwy Idg**
4002

**TDZE**
826

**Apt Elev**
832

**HIRL Rwy 5-23**

**LNAV MDA**
1200-1 374 (400-1)

**LNAV MDA**

**CIRCLING**
1260-1 1300-1 1400-1½ 1640-2½
428 (500-1) 468 (500-1) 568 (600-1½) 808 (900-2½)

**Category A**
320°

**MISSED APPROACH**

**40°32'N-86°04'W**

**KOKOMO MUNI (OKK)**

**RNAV (GPS) RWY 32**
**RNAV (GPS) RWY 2**

**LA PORTE MUNI (PPO)**

**ELEV 812**  
**TDZE 805**

- **AWOS-3PT**: 119.925  
- **SOUTH BEND APP CON**: 132.05 257.8  
- **UNICOM**: 123.0 (CTAF)

**MISSED APPROACH**

- **Climb to 2500 direct BOOTE and hold.**
- **Procedures NA for arrivals on GIJ VORTAC airway radials 138 CW 310.**

**Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 2 helicopter visibility reduction below 1/4 SM NA.** Baro-VNAV and VDP NA when using South Bend altimeter setting. When local altimeter setting not received, use South Bend altimeter setting and increase LPV DA to 1151 feet and all visibilities 1/4 SM. Increase LNAV/VNAV DA to 1271 feet and all visibilities 1/4 SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D 1/4 SM, and Circling visibility Cat C/D 1/2 SM.

**AWOS 3PT**

- **119.925**

**Category**

- **LPV DA**: 1098-1/6 293 (300-3/6)
- **LNAV/VNAV DA**: 1220-1/6 415 (500-1/6)
- **LNAV MDA**: 1220-1 415 (500-1)
- **CIRCLING**: 1320-1 508 (600-1)
- **GIPPER**: 300 (CTAF)

**RNAV (GPS) RWY 2**

**BOOTE and hold.**

- **Climb to 2500 direct BOOTE and hold.**

**Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 2 helicopter visibility reduction below 1/4 SM NA.** Baro-VNAV and VDP NA when using South Bend altimeter setting. When local altimeter setting not received, use South Bend altimeter setting and increase LPV DA to 1151 feet and all visibilities 1/4 SM. Increase LNAV/VNAV DA to 1271 feet and all visibilities 1/4 SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D 1/4 SM, and Circling visibility Cat C/D 1/2 SM.

**ELEV 812**  
**TDZE 805**

- **AWOS 3PT**: 119.925  
- **SOUTH BEND APP CON**: 132.05 257.8  
- **UNICOM**: 123.0 (CTAF)

**MISSED APPROACH**

- **Climb to 2500 direct BOOTE and hold.**
- **Procedures NA for arrivals on GIJ VORTAC airway radials 138 CW 310.**

**Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 2 helicopter visibility reduction below 1/4 SM NA.** Baro-VNAV and VDP NA when using South Bend altimeter setting. When local altimeter setting not received, use South Bend altimeter setting and increase LPV DA to 1151 feet and all visibilities 1/4 SM. Increase LNAV/VNAV DA to 1271 feet and all visibilities 1/4 SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D 1/4 SM, and Circling visibility Cat C/D 1/2 SM.

**AWOS 3PT**

- **119.925**
RNAV (GPS) RWY 20
LA PORTE MUNI (PPO)

**Category**

<table>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1200-1</td>
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<td>388 (400-1½)</td>
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<td>LNAV MDA</td>
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<td>468 (500-1¾)</td>
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<tr>
<td>CIRCLING</td>
<td>1320-1</td>
<td>508 (600-1)</td>
<td>1560-2¼</td>
<td>748 (800-2¼)</td>
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<td></td>
<td></td>
<td>1560-2½</td>
<td>748 (800-2½)</td>
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**App Setup**

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<tr>
<th>WAAS CH</th>
<th>87034</th>
<th>W20A</th>
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<td>Rwy Idg</td>
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<tr>
<td>TDZE</td>
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<tr>
<td>Apt Elev</td>
<td>812</td>
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</tbody>
</table>

**Missed Approach**

Climb to 2300 direct YUKIS and hold.

**AWOS**

- 3P3
  - 119.825

**SOUTH BEND APP CON**

- 132.05
- 257.8

**Unicom**

- 123.0 (CTAF)

**Unicast**

- MSA RW20 25 NM
- ZAXEP 2 NM to RW20
- Style 4 NM

**Sequence**

- 2 NM to ZAXEP
- Holding Pattern 4 NM
- 203°
- 2500 N oPT

**Procedure**

Procedure NA for arrivals on GU VORTAC airway radials 209 CW 310.

**Amdt 1B 23 Apr 2020**

EC-2, 11 JUL 2024 to 05 SEP 2024

**Note**

Helicopter visibility reduction below 3 SM NA. Circling Rwy 14, 32 NA at night.

**CAVEAT**

- 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 1/2 mile.

**References**

- 41°34′N-86°44′W
- LA PORTE, INDIANA
Circling Rwy 23 NA at night.

ALTERNATE MISSED APCH FIX
(ADF required)

2300 NePT to LOM
150° hgd (1.5) and LOC (7.7)

LOM/IAF
EARLE
401 LA :==:

LOCALIZER 110.3
I-LAF :==:

Remain within 10 NM

GS 3.00°
TCH 33

 CATEGORY A B C D
 S-ILS 10 801-1/2 200 (200-1/2)
 S-LOC 10 1060-1/2 459 (500-1/2) 1060-3/4 1060-1 459 (500-3/4) 459 (500-1)
 CIRCLING 1160-1 554 (600-1) 1320-2 1420-2 714 (800-2) 814 (900-2/4)

ILS or LOC RWY 10
PURDUE UNIVERSITY (LAF')

EC-2, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase LPV DA to 966 feet and visibility all Cats ≥1 SM; increase LNAV/VNAV DA to 1172 feet; increase all MDAs 100 feet and LNAV Cats C/D visibility ≥1 SM; increase Circling Cat C visibility ≥1/2 SM and Cat D visibility ≥1/4 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 -18°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile. DME/DME RNP 0.3 NA. Circling Rwy 23 NA at night.

**MISSING APPROACH:**
Climb to 2600 direct OGREY and hold.

**ATIS**
127.75
GRISSOM APP CON
123.85
291.675
LAFAYETTE TOWER
119.6 (CTAF)
343.625
GND CON
121.9
343.625
UNICOM
122.95
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 ¾ SM. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (116°F). DME/DME RNP 0.3 NA. Rwy 28 helicopter visibility reduction below ¾ SM NA. Circling Rwy 23 NA at night.

RNAV (GPS) RWY 28
PURDUE UNIVERSITY (LAF)
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.

Missed Approach: Climb to 2300 then climbing right turn to 2400 direct BVT VORTAC and hold.

ADF or DME required.

NoPT for arrival on BVT VORTAC airway radials 234 CW 337.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 10
FAIRFIELD COUNTY (LHQ)

ELEV 868 TDZE 857

MISSED APCH FIX

WAAS CH 97701 W10A
APP CRS 100° Rwy Idg 5003 TDZE 857 Apt Elev 868

RWP APCH - GPS.

- Rwy 10 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ¾ SM, and Circling visibility Cat C ¾ SM. When Circling Rwy 28 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

- Climb to 2800 direct DIPAC and hold.

ASOS 118.375
COLUMBUS APP CON 134.0 279.6
CLNC DEL 121.65
UNICOM 122.725 (CTAF)

MIRL Rwy 10-28
REIL Rwys 10 and 28

EC-2, 11 JUL 2024 to 05 SEP 2024

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>C</th>
<th>D</th>
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<td>LP MDA</td>
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<td>1300-1¾</td>
<td>443 (500-1¾) NA</td>
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<tr>
<td>LNAV MDA</td>
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<td>583 (600-1)</td>
<td>1440-1¾</td>
<td>583 (600-1¾) NA</td>
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<tr>
<td>CIRCLING</td>
<td>1500-1</td>
<td>632 (700-1)</td>
<td>1540-1</td>
<td>672 (700-1) 752 (800-2½) NA</td>
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</table>

LANCASTER, OHIO

EC-2, 11 JUL 2024 to 05 SEP 2024

39°45'N-82°39'W

24081
LPV DA 1362-1¾ 494 (500-1¾) NA
LNAV/ VNAV DA 1500-1¾ 632 (700-1¾) NA
LNAV MDA 1500-1 632 (700-1) NA
CIRCLING 1500-1 632 (700-1) 1540-1 672 (700-1) NA
When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet and visibility Cat C 1/4 SM. Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

Missed approach: Climb to 2000 then climbing left turn to 3000 direct APE VORTAC and hold.

Procedure NA for arrival on APE VORTAC airway radials 189 CW 242.
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 ¼ 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.

Procedure NA for arrivals at MIZZA on V47 northbound.

NoPT for arrival at WUSPU on V5 northeast bound.

NoPT for arrival at WUSPU on V5 northeast bound.

Amdt 3 05JAN17

EC-2, 11 JUL 2024 to 05 SEP 2024
LEBANON, OHIO
AL-6485 (FAA)

RNAV (GPS) RWY 19
WARREN COUNTY JOHN LANE FLD (I68)

AWOS-3PT
120.55

COLUMBUS APP CON
118.85 269.275

CLNC DEL
119.4

UNICOM
123.075 (CTAF)

Procedure NA for arrivals at ZAKIT on V47 northbound.
Procedure NA to arrivals at SHIRT on V5 northeast bound.

RNAPC:

Rwy 19 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Dayton/Wright Brothers altimeter setting and increase all MDAs 40 feet, and LP and LNAV Cat C and D visibilities ½ SM and Circling Cat C visibility ¼ SM. Straight-in Rwy 19 and Circling Rwy 19 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. MISSDED APPROACH: Climb to 3000 direct WUSPU and hold.

AWOS-3PT
120.55

COLUMBUS APP CON
118.85 269.275

CLNC DEL
119.4

UNICOM
123.075 (CTAF)

Procedure NA for arrivals at ZAKIT on V47 northbound.
Procedure NA to arrivals at SHIRT on V5 northeast bound.

RNAPC:

Rwy 19 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Dayton/Wright Brothers altimeter setting and increase all MDAs 40 feet, and LP and LNAV Cat C and D visibilities ½ SM and Circling Cat C visibility ¼ SM. Straight-in Rwy 19 and Circling Rwy 19 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. MISSDED APPROACH: Climb to 3000 direct WUSPU and hold.

AWOS-3PT
120.55

COLUMBUS APP CON
118.85 269.275

CLNC DEL
119.4

UNICOM
123.075 (CTAF)

Procedure NA for arrivals at ZAKIT on V47 northbound.
Procedure NA to arrivals at SHIRT on V5 northeast bound.

RNAPC:

Rwy 19 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Dayton/Wright Brothers altimeter setting and increase all MDAs 40 feet, and LP and LNAV Cat C and D visibilities ½ SM and Circling Cat C visibility ¼ SM. Straight-in Rwy 19 and Circling Rwy 19 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. MISSDED APPROACH: Climb to 3000 direct WUSPU and hold.

AWOS-3PT
120.55

COLUMBUS APP CON
118.85 269.275

CLNC DEL
119.4

UNICOM
123.075 (CTAF)

Procedure NA for arrivals at ZAKIT on V47 northbound.
Procedure NA to arrivals at SHIRT on V5 northeast bound.

RNAPC:

Rwy 19 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Dayton/Wright Brothers altimeter setting and increase all MDAs 40 feet, and LP and LNAV Cat C and D visibilities ½ SM and Circling Cat C visibility ¼ SM. Straight-in Rwy 19 and Circling Rwy 19 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. MISSDED APPROACH: Climb to 3000 direct WUSPU and hold.

AWOS-3PT
120.55

COLUMBUS APP CON
118.85 269.275

CLNC DEL
119.4

UNICOM
123.075 (CTAF)

Procedure NA for arrivals at ZAKIT on V47 northbound.
Procedure NA to arrivals at SHIRT on V5 northeast bound.

RNAPC:

Rwy 19 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Dayton/Wright Brothers altimeter setting and increase all MDAs 40 feet, and LP and LNAV Cat C and D visibilities ½ SM and Circling Cat C visibility ¼ SM. Straight-in Rwy 19 and Circling Rwy 19 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. MISSDED APPROACH: Climb to 3000 direct WUSPU and hold.
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 ½ SM, S-LOC Cats C/D and Circling Cats C/D visibility ¼ 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.
RNAV (GPS) RWY 10
LIMA ALLEN COUNTY (AOH)

MISSED APPROACH: Climb to 3000 direct DIYZO and hold.

ASOS
128.725

COLUMBUS APP CON
121.825 323.15

UNICOM
122.7 (CTAF)

NoPT for arrival at UCAYU on V144 southeast bound.

Holding Pattern

UCAYU

BODYS

FIPVA

*1.3 NM to RW10

*1580

UCAYU 1.9 NM to RW10

3000

DIYZO

HOLD 6000

3000

6000 3000

4 NM

TCH 45

GP 3.00°

276°

096°

3000

1139±

1452

1258

1.3 NM to RW10

* LNAV only

442
RNAV (GPS) RWY 28
LIMA ALLEN COUNTY (AOH)

**WARNING**
Boro-VNAV NA when using Findlay altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 37°C (98°F). When local altimeter setting not received, use Findlay altimeter setting and increase LPV DA to 1255, LNAV/VNAV DA to 1477 and all MDAs 80 feet; increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D ½ SM. DME/DME RNP-0.3 NA. VDP NA with Findlay altimeter setting.

**MESSAPPROACH:** Climb to 3000 direct UCAYU and hold.

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.

**ASOS**
128.725
**COLUMBUS APP CON**
121.825 323.15
**UNICOM**
122.7 (CTAF)

**MNA RW28 25 NM**

**ELEV** 975  **TDZE** 975

**LIMA, OHIO**
Amrd C 02DEC21
**RNAV (GPS) RWY 27**

**LOGANSPORT/CASS COUNTY (GGP)**

**AWOS: 3P**

- **ELEV:** 118.5
- **GRISSOM 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.**

**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 1½ SM; increase all MDAs 40 feet and Circling visibility Cat D 1½ SM.**

**Missed Approach:**

- Climb to 2500 direct DATEC and hold.

**AWOS-3P**

- **Apt Elev:** 738
- **TDZE:** 738

**2000**

**DATEC**

- **VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 25).**

**LNAV**

- **LPV DA:** 938-¾ 200 (200-¾)
- **LNAV/ VNAV DA:** 1020-¾ 282 (300-¾)

**LNAV MDA**

- **1100-1 362 (400-1)**

**CIRCLING**

- **1180-1 442 (500-1)**

**NA**

- **MIRL Rwys 9-27**
- **REIL Rwys 9 and 27**

**LOGANSPORT, INDIANA**

**Amdt 1B 15JUL21**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 9
MADISON COUNTY (UYF)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct AKPUC and hold.

AWOS-3PT
120.85

COLUMBUS APP CON
134.0 279.6

UNICOM
123.0 [CTAF]

Procedure NA for arrivals at JOGER on V5 northeast bound.

**LNAV only.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
RNAV (GPS) RWY 27

LONDON, OHIO

AL-6621 (FAA)

RNAV (GPS) RWY 27

MADISON COUNTY (UYF)

LONDON, OHIO

AL-6621 (FAA)

RNAV (GPS) RWY 27

MADISON COUNTY (UYF)

**Rwy 27 helicopter visibility reduction below 3/8 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.**

**MISSED APPROACH:** Climb to 3000 direct FENLU and hold.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>COLUMBUS APP CON</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>120.85</td>
<td>134.0 279.6</td>
<td>123.0</td>
</tr>
</tbody>
</table>

**Procedure NA for arrivals at JOGER on V5 southwest bound.**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).**

**RNP APCH - GPS**

1. Rwy 27 helicopter visibility reduction below 3/8 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

2. **MISSED APPROACH:** Climb to 3000 direct FENLU and hold.

3. Procedure NA for arrivals at JOGER on V5 southwest bound.

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).**

**RNP APCH - GPS**

1. Rwy 27 helicopter visibility reduction below 3/8 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

2. **MISSED APPROACH:** Climb to 3000 direct FENLU and hold.

3. Procedure NA for arrivals at JOGER on V5 southwest bound.

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).**
For inoperative MALSR, increase S-LOC 7 Cts C/D visibility to 1/4 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**

**REIL Rwy 25**

**HIRL Rwy 7-25**

**FAP to MAP** 4.4 NM

**Knots**

**Min:Sec**

**LORAIN/ELYRIA, OHIO**

**41°21'N-82°11'W**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**Amdt 7** 05MAR15
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

**MISSING APPROACH:** Climb to 3000 direct WELAL and on track 025° to OTOCE and hold.

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<tr>
<th>ASOS</th>
<th>118.925</th>
<th>CLEVELAND APP CON</th>
<th>125.35</th>
<th>CLNC DEL</th>
<th>125.7</th>
<th>UNICOM</th>
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</thead>
</table>

**ELEV 793**  
**TDZE 793**

---

**LORAIN/ELYRIA, OHIO**  
**Orig-B 24MAY18**  
**EC-2, 11 JUL 2024 to 05 SEP 2024**
When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, increase circling Cat C/D visibility ¼ mile.

MISSUED APPROACH: Climbing left turn to 3000 via heading 029° and DJB VOR/DME R-029 direct OTOCE INT and hold.

ASOS
118.925

CLEVELAND APP CON
125.35 346.325

CLNC DEL
125.7

UNICOM
122.7 (CTAF)

LORAIN/ELYRIA, OHIO
AL-5703 (FAA) 24025

VOR/DME DJB
113.6
Chan 83

APP CRS
070°

Rwy Idg
TDZE
N/A

Apt Elev
N/A

793

5002 X 100

REIL Rwy 25
HIRL Rwy 7-25

SISAJ DME MINIMUMS

CATEGORY
A
B
C
D

CIRCLING
1440-1
647 (700-1)
1440-1¼
647 (700-1¼)
1440-2
647 (700-2)

SISAJ
1300-1
507 (600-1)
1360-1
567 (600-1)
1420-1¼
627 (700-1¼)
1420-2
627 (700-2)

LORAIN/ELYRIA, OHIO
Amdt 3A 23APR20

EC-2, 11 JUL 2024 to 05 SEP 2024

41°21'N-82°11'W
**AHMET FOUR DEPARTURE (RNAV)**

**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 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)**
CAVVS FOUR DEPARTURE (RNAV)

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.

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.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 073° to 1300, then on heading 360° or as assigned by ATC for RADAR vectors to cross MOHUM at or above 9000, thence....

TAKEOFF RUNWAY 25: Climb on heading 253° to 1300, then right turn heading 360° or as assigned by ATC for RADAR vectors to cross MOHUM at or above 9000, thence....

....on track 259° to cross ZAAPA at or below 14000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

PUUDL TRANSITION (ZAAPA5.PUUDL)
SINKR TRANSITION (ZAAPA5.SINKR)
SNNOH TRANSITION (ZAAPA5.SNNOH)

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) RWY 21
MADISON MUNI
(MS)

AWOS-3
119.175

LOUISVILLE APP CON
132.075

UNICOM
123.0 (CTAF)

Circling NA for Cat C east of Rwy 03-21. Rwy 21 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 4000 direct KOYGE and hold, continue climb-in-hold to 4000.
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 3/4 SM.

**Missed approach requires minimum climb of 410 feet per NM to 1900.

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<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
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<td>1260-1 448 (500-1)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
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<td>1420-1 1/2 608 (700-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>1420-1 601 (700-1)</td>
<td>1420-1 3/4 601 (700-1/4)</td>
<td>NA</td>
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</tbody>
</table>
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 ½ SM NA. For inoperative ALS, increase **LNAV/VNAV all Cats visibility to ½ SM. For inoperative ALS when using Bowman field altimeter setting, increase LPV all Cats visibility to 1½ SM; increase **LNAV/VNAV all Cats visibility to ⅔ SM and LNAV/VNAV all Cats visibility to 2½ 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.

**LPV**

<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>1142-1/4</td>
<td>330 (400-1/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA**</td>
<td>1095-1/2</td>
<td>283 (300-1/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1420-1½</td>
<td>608 (700-1½)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>
For inop ALS increase S-ILS 32 all Cats visibility to 1¼ SM.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MFD VORTAC and hold.

ATIS 125.3
CLEVELAND APP CON 128.35 360.65
MANSFIELD TOWER 119.8 (CTAF) 291.775
GND CON 121.8 291.775
UNICOM 122.95

ALTERNATE MISSED APCH FIX
MANNNS MF 372 MFD 9.1

2000 3000 MFD

ZIXAX MFD 323° 6

MFD LOM MFD 9.1

GS 3.00° TCH 46

Remain within 10 NM

CATEGORY A B C D
S-ILS 32 1493/24 200 (200-1/2)
S-LOC 32 1840/40 547 (600-3/4) 1840/60 547 (600-1/4)
C CIRCLING 1840-1 543 (600-1)

MANSFIELD, OHIO 24193

MANSFIELD, OHIO
Amdt 17C 10OCT19

ILS or LOC RWY 32
MANSFIELD LAHM RGNL (MFD)

EC-2, 11 JUL 2024 to 05 SEP 2024

ILS or LOC RWY 32
MANSFIELD LAHM RGNL (MFD)

EC-2, 11 JUL 2024 to 05 SEP 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 1 ½ SM. Increase Circling Cat C/D visibility ½ SM. VDP and Baro-VNAV NA when using Marion altimeter setting.

**MISSED APPROACH:**
Climb to 3000 direct PIRCI and hold.

**ATIS**
125.3

**CLEVELAND APP CON**
128.35 360.65

**MANSFIELD TOWER**
119.8 (CTAF) 291.775

**GND CON**
121.8 291.775

**UNICOM**
122.95

**ELEV**
1297

**TDZE**
1276
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Rwy 23 helicopter visibility reduction below 5/8 SM NA.

ATIS 125.3  CLEVELAND APP CON *  MANSFIELD TOWER *  GND CON 121.8  291.775  UNICOM 122.95

CIRCLING

LNAV only.

* 1.1 NM to RW23

JOKAM

053° 3000

NANNI 053°

4 NM Holding Pattern

GP 3.00 TCH 45

CATEGORY

A  B  C  D

LPV DA  1545-7/8  250 (300-3/8)

LNAV/ VNAV DA  1619-1/8  324 (400-1/4)

LNAV MDA  1680-1  385 (400-1)

CIRCLING  1760-1  463 (500-1)

MANSFIELD, OHIO

Amdt 1A 13SEP18
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.

MISSED APPROACH: Climb to 3000 direct UPIYO and hold.

ATIS 125.3 CLEVELAND APP CON ★ 128.35 360.65 ★ MANSFIELD TOWER ★ 119.8 (CTAF) ★ 291.775 GND CON 121.8 291.775 ★ UNICOM 122.95

ELEV 1297 TDZE 1293

CLEVELAND APP CON

MANSFIELD LAHM RGNL (MFD)

40°49’N-82°31’W

MANSFIELD, OHIO

Orig-F 13AUG20

AL-860 (FAA)

ELEV 1297 TDZE 1293

4 NM UPIYO

HUSGI 3000

30 NM to UPIYO

3000

UPMAGA 233°

LNAV only

*1 NM to RW32

PIRCI

4 NM

Holding Pattern

GP 3.00

TCH 48

** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Marion altimeter setting.

VNAV LNAV/MDA

1760-1 496 (500-1)

9961

W32A

CH 99611 WAAS 323°

Rwy Ldg 9001

TDZE 1293

Apt Elev 1297

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.

MISSED APPROACH: Climb to 3000 direct UPIYO and hold.

ATIS 125.3 CLEVELAND APP CON ★ 128.35 360.65 ★ MANSFIELD TOWER ★ 119.8 (CTAF) ★ 291.775 GND CON 121.8 291.775 ★ UNICOM 122.95

ELEV 1297 TDZE 1293

4 NM UPIYO

HUSGI 3000

30 NM to UPIYO

3000

UPMAGA 233°

LNAV only

*1 NM to RW32

PIRCI

4 NM

Holding Pattern

GP 3.00

TCH 48

** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Marion altimeter setting.

VNAV LNAV/MDA

1760-1 496 (500-1)

9961

W32A

CH 99611 WAAS 323°

Rwy Ldg 9001

TDZE 1293

Apt Elev 1297

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.

MISSED APPROACH: Climb to 3000 direct UPIYO and hold.

ATIS 125.3 CLEVELAND APP CON ★ 128.35 360.65 ★ MANSFIELD TOWER ★ 119.8 (CTAF) ★ 291.775 GND CON 121.8 291.775 ★ UNICOM 122.95

ELEV 1297 TDZE 1293

4 NM UPIYO

HUSGI 3000

30 NM to UPIYO

3000

UPMAGA 233°

LNAV only

*1 NM to RW32

PIRCI

4 NM

Holding Pattern

GP 3.00

TCH 48

** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Marion altimeter setting.

VNAV LNAV/MDA

1760-1 496 (500-1)

9961

W32A

CH 99611 WAAS 323°

Rwy Ldg 9001

TDZE 1293

Apt Elev 1297

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.

MISSED APPROACH: Climb to 3000 direct UPIYO and hold.

ATIS 125.3 CLEVELAND APP CON ★ 128.35 360.65 ★ MANSFIELD TOWER ★ 119.8 (CTAF) ★ 291.775 GND CON 121.8 291.775 ★ UNICOM 122.95

ELEV 1297 TDZE 1293

4 NM UPIYO

HUSGI 3000

30 NM to UPIYO

3000

UPMAGA 233°

LNAV only

*1 NM to RW32

PIRCI

4 NM

Holding Pattern

GP 3.00

TCH 48

** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Marion altimeter setting.

VNAV LNAV/MDA

1760-1 496 (500-1)

9961

W32A

CH 99611 WAAS 323°

Rwy Ldg 9001

TDZE 1293

Apt Elev 1297

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.

MISSED APPROACH: Climb to 3000 direct UPIYO and hold.

ATIS 125.3 CLEVELAND APP CON ★ 128.35 360.65 ★ MANSFIELD TOWER ★ 119.8 (CTAF) ★ 291.775 GND CON 121.8 291.775 ★ UNICOM 122.95

ELEV 1297 TDZE 1293

4 NM UPIYO

HUSGI 3000

30 NM to UPIYO

3000

UPMAGA 233°

LNAV only

*1 NM to RW32

PIRCI

4 NM

Holding Pattern

GP 3.00

TCH 48

** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Marion altimeter setting.
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
125.3 128.35 360.65 119.8 (CTAF) 291.775 121.8 291.775 122.95 1949

VORTAC MFD
108.8 Chan 25

MFD 20.7

108.8 MFD
Chan 25

VOR RWY 14
MANSFIELD LAHM RGNL (MFD)

MFD 20.7

RECEIVED

Altimeter setting 29.92 in Hg

464
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
MARION, INDIANA

AL-5064 (FAA) 24165

ILS or LOC RWY 4
MARION MUNI - MCKINNEY FLD (MZZ)

DME required.

- DME from MZZ VOR/DME. Simultaneous reception of I-MZZ and MZZ DME required. For inop ALS, increase S-LOC 4 Cats C and D visibility to 1/2 SM. Circling Rwy 15 NA at night.

AWOS-3 108.6
GRISSM APP CON * 121.05 338.275
CLNC DEL 120.0
UNICOM 122.7 (CTAF)

LOCALIZER 111.7
I-MZZ

MISSED APCH FIX

AGACI GUS 16
RADAR

Marion 108.6 MZZ
Chan 23

Ec-2, 11 Jul 2024 to 05 Sep 2024

HRL Rwys 4-22
MRL Rwys 15-33
REIL Rwys 15, 22, and 33

MSS MZZ 2.5 NM

HAR MZZ 2.5 NM

GUS VORTAC 16 DME/RADAR and hold.

to intercept GUS VORTAC R-090 to AGACI/
GUS VORTAC 1.6 DME/RADAR and hold.

Mission

EC-2, 11 Jul 2024 to 05 Sep 2024
RNAV (GPS) RWY 4
MARION MUNI - MCKINNEY FLD (MZZ)

MISSED APPROACH:
Climb to 3000 direct BALAC and hold.

Amdt 1A 13JUN24
EC-2, 11 JUL 2024 to 05 SEP 2024

RNP APCH - GPS.

A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling to Rwy 15 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling to Rwy 15 NA at night.

LNAV MDA
CIRCLING

-- Holding Pattern --

AKICA
JOSKO
CIVIL
3 NM to RW04

3000 N oPT
(14.5)

3000 N oPT
(12.9)

3000 NoPT

HOLD
3000

22.1°

Procedure NA for arrivals at PASEW on V96-285 south bound.

Procedure NA for arrivals at PENDS on V14-192-210 southwest bound.

AWOS-3
108.6

GRISGOM APP CON
121.05 338.275

CLNC DEL
120.0

UNICOM
122.7 (CTAF)

4 NM

4 NM

6000

3000

GP 3.0°

TCH 52

041°

041°

041°

3 NM to RW04

1 NM to RW04

3000 BALAC

3000

6 NM

3.6 NM

2 NM

1 NM

1058-½ 200 (200-½)

1247-⅔ 389 (400-¾)

1240-¼ 382 (400-¼)

1240-½ 382 (400-½)

1420-1½ 641 (700-½)

1420-⅔ 1500-2

1500-2

1 NM to RW04

3000 BALAC

22°

040°

041°

461 (500-1)

461 (500-1)

1320-1

1320-1

1300-1

1300-1

641 (700-2)

641 (700-2)

561 (600-½)

561 (600-½)

441 (500-1)

441 (500-1)
RNAV (GPS) RWY 33
MARION MUNI - MCKINNEY FLD (MZZ)

AWOS: 3
GRISSOM APP CON: 108.6
CLNC DEL: 120.0
UNICOM: 122.7 (CTAF)

MISSED APPROACH: Climb to 2500 direct AGACI and hold.

Rwy 33 helicopter visibility reduction below ¾ SM NA. Circling Rwy 15 NA at night.

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: E 13JUN24
Loc: 40°29’N-85°41’W
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 ½ SM, increase Circling Cat C/D visibility ½ SM. Rwy 15 helicopter visibility reduction below 1 SM NA. Circling Rwy 15 NA at night. Straight-in Rwy 15 NA at night.

**MISSING APPROACH:**
Climb to 2400 then right turn direct MZZ VOR/DME 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>S-15</td>
<td>1500-1</td>
<td>641 (700-1)</td>
<td>1500-1½</td>
<td>1500-2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>641 (700-1½)</td>
<td>641 (700-2)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1500-1</td>
<td>641 (700-1)</td>
<td>1500-1½</td>
<td>1500-2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>641 (700-1½)</td>
<td>641 (700-2)</td>
<td></td>
</tr>
</tbody>
</table>

**BUCRA FIX MINIMUMS**

<table>
<thead>
<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-15</td>
<td>1240-1</td>
<td>381 (400-1)</td>
<td>1240-1½</td>
<td>1500-2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>381 (400-1½)</td>
<td>641 (700-2)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1300-1</td>
<td>1320-1</td>
<td>1420-1½</td>
<td>1500-2</td>
</tr>
<tr>
<td></td>
<td>441 (500-1)</td>
<td>461 (500-1)</td>
<td>561 (600-1½)</td>
<td>641 (700-2)</td>
</tr>
</tbody>
</table>
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 ¼ 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.

Procedure NA for arrivals at GUNNE via V144 southeast bound.

MISSED APCH FIX

5 NM

LEBJE

[IAF] ESSIE

2600 Norht (5.6)

2600 (6.2)

2600 North (6.2)

CABDA

2600

GP 3.00°

TCH 40

065°

245°

020°

245°

065°

2600

065°

*1820

ZULGA

2.5 NM to RW07

2600 North

2.5 NM

6.2 NM

2.4 NM

3000 LEBJE

* LNAV only.

5 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 24).

LEHIGH

065°

245°

020°

245°

065°

2600

065°

2600

*1820

ZULGA

2.5 NM to RW07

2600 North

2.5 NM

6.2 NM

2.4 NM

3000 LEHIGH

* LNAV only.

5 NM

LEHIGH

065°

245°

020°

245°

065°

2600

065°

2600

*1820

ZULGA

2.5 NM to RW07

2600 North

2.5 NM

6.2 NM

2.4 NM

3000 LEHIGH

* LNAV only.

5 NM

LEHIGH

065°

245°

020°

245°

065°

2600

065°

2600

*1820

ZULGA

2.5 NM to RW07

2600 North

2.5 NM

6.2 NM

2.4 NM

3000 LEHIGH

* LNAV only.

5 NM

LEHIGH

065°

245°

020°

245°

065°

2600

065°

2600

*1820

ZULGA

2.5 NM to RW07

2600 North

2.5 NM

6.2 NM

2.4 NM

3000 LEHIGH

* LNAV only.
RNAV (GPS) RWY 13
MARION MUNI (MNN)

**APP CRS**
- Rwy Idg: 3498
- TDZE: 991
- Apt Elev: 993

**RNP APCH:**
- Rwy 13 helicopter visibility reduction below ¾ SM NA. VDP NA when using Ohio State University altimeter setting. When local altimeter setting not received, use Ohio State University altimeter setting: increase all MDAs 100 feet and visibility Cat C/D ¾ SM.

**ASOS**
- 119.975

**CLEVELAND APP CON**
- 128.35
- 360.65

**CLNC DEL**
- 126.8

**UNICOM**
- 122.8 (CTAF)

**MISSING APPROACH:**
- Climb to 3000 direct NACIS and on track 045° to LEBJE and hold.

---

**Rwy 13 Holding Pattern:**
- 2600 Napt
- 305°
- 6.3"

**NACIS:**
- 2.5 NM to RW13
- 1.1 NM to RW13

**UEYEL:**
- 3.0°
- TCH 40

**SERIE**
- 1.1°

**OTOGO**
- 125°

**LANV MDA**
- 1360-1
- 1360-1½

**CIRCLING**
- 1480-1
- 1480-1
- 1800-2
- 1500-1
- 1500-1
- 2100-2
- 707 (800-2)
- 827 (900-2½)

**UNIVERSITY ALTIMETER SETTING:**
- Increase all MDAs 100 feet and visibility Cat C/D ¾ SM.

**EC-2, 11 JUL 2024 to 05 SEP 2024**
- 475
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 ½ SM.

**CABDA and hold.**

Climb to 2600 direct CABDA and hold.
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 1/4 SM.

**ASOS**
- 119.975

**CLEVELAND APP CON**
- 128.35
- 360.65

**CLNC DEL**
- 126.8

**UNICOM**
- 122.8 (CTAF) (MNN)

**MISSED APPROACH:** Climbing right turn to 2900 in BUD VOR holding pattern.

When local altimeter setting not received, use Ohio State University altimeter setting: increase MDA 100 feet and visibility Cat C/D 1/4 SM.

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

**CIRCLING**
- 1640-1
- 647 (700-1)
- 1700-2
- 707 (800-2)
- 827 (900-2 1/4)

**MARION, OHIO**

**MARION MUNI (MNN)**

**VOR-BUD**
- 109.8

**APP CRS**
- 261°

**Rwy Idg**
- TDZE

**Apt Elev**
- N/A

**N/A**

**ELEV**
- 993

**MARION MUNI (MNN)**

**AL-5352 (FAA)**

**24193**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
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 ¾ SM, LNAV visibility Cat C/D ⅔ SM, and Circling visibility Cat C/D ⅔ SM. When Circling to Rwy 27 at night, operational VGSI required, remain on or above VGSI glideslope until threshold.

**AWOS:**
- 3: 119.275
- 12: 125.95
- 317.775

**COLUMBUS APP CON:**
- 088°
- 119.275
- 125.95
- 317.775

**UNICOM:**
- 122.8 (CTAF)

**ELEV:**
- 1021

**TDZE:**
- 1021

**VGSI and descent angles not coincident**
- (VGSI Angle 3.00/TCH 25)
- 3.00°
- 3.6 NM

**Holding Pattern:**
- 3000
- 268°
- 088°

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

**LP MDA**
- 1500-1
- 479 (500-1)
- 1500-1½
- 479 (500-1½)

**LNAV MDA**
- 1520-1
- 499 (500-1)
- 1520-1½
- 499 (500-1½)

**CIRCLING**
- 1520-1
- 499 (500-1)
- 1540-1
- 519 (600-1)
- 1620-1½
- 599 (600-1½)
- 599 (600-2)

**MIRL RWY 9-27**
- 088°
- 22279

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

**AWOS-3:**
- 3: 119.275
- 12: 125.95
- 317.775

**COLUMBUS APP CON:**
- 088°
- 119.275
- 125.95
- 317.775

**UNICOM:**
- 122.8 (CTAF)

**ELEV:**
- 1021

**TDZE:**
- 1021

**VGSI and descent angles not coincident**
- (VGSI Angle 3.00/TCH 25)
- 3.00°
- 3.6 NM

**Holding Pattern:**
- 3000
- 268°
- 088°

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

**LP MDA**
- 1500-1
- 479 (500-1)
- 1500-1½
- 479 (500-1½)

**LNAV MDA**
- 1520-1
- 499 (500-1)
- 1520-1½
- 499 (500-1½)

**CIRCLING**
- 1520-1
- 499 (500-1)
- 1540-1
- 519 (600-1)
- 1620-1½
- 599 (600-1½)
- 599 (600-2)

**MIRL RWY 9-27**
- 088°
- 22279
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.

VAAP CRS
Rwy Idg
TDZE
Apt Elev
4095
1015
1021

ReIL Rwy 9-27
MIRL Rwy 9-27

CATEGORY
A
B
C
D

LP MDA 1360-1 345 (400-1)
LNAV MDA 1400-1 385 (400-1) 1400-1/2 385 (400-1/2)
CIRCLING 1520-1 499 (500-1) 1540-1 519 (600-1) 1620-1/2 599 (600-1/2) 599 (600-2)
RNAV (GPS) RWY 27
MEDINA MUNI (1G5)

Rwy 27 helicopter visibility reduction below 3/4 SM NA. Use Cleveland-Hopkins Intl altimeter setting.

**RNAV (GPS) RWY 27**

**MEDINA MUNI (1G5)**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**RNP APCH.**

**CLE ASOS**
127.85

**CLEVELAND APP CON**
125.35 346.325

**UNICOM**
123.0 (CTAF)

**NA**

**HEDIN**

1.7 NM to RW27

**MISSED APPROACH:** Climb to 2800 direct FESTO and hold.

**ELEV 1190**

**TDZE 1183**

**MEDINA, OHIO**

**AL-5763 (FAA)**

**22363**

**REIL Rwy 27**

MIRL Rwy 9-27 and 1-19

**REL 1175**

**CALSU (IF)**

**FEPLI (IF)**

**CHARDON CXR**

**BRIGGS BSV**

**2800**

**FESTO**

**Visual Segment - Obstacles.**

**MEDINA, OHIO**

**Orig-C 07NOV19**

**41°08'N-81°46'W**

**481**
Rwy 27 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 1, 9, 19 NA at night. Use Cleveland-Hopkins Intl altimeter setting.

MISSED 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.

One Minute Holding Pattern

S-27

CIRCLING 1780-1 590 (600-1) 1780-1 590 (600-1/4) NA

MEDINA, OHIO

Amdt 3 27JAN22
**RNAV (GPS) RWY 20**

**MICHIGAN CITY MUNI-PHILLIPS FLD (MGC)**

**AWOS-3** 128.450

**SOUTH BEND APP CON** * 118.55 257.8

**CLNC DEL** 118.625

**UNICOM** 122.7 (CTAF)

---

**APP CRS**

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<th>Category</th>
<th>A</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>1160-1</td>
<td>507 (600-1)</td>
<td>1160-1½</td>
<td>507 (600-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1160-1</td>
<td>505 (600-1)</td>
<td>1200-1</td>
<td>845 (900-2½)</td>
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</table>

**MISSED APPROACH:** Climbing right
turn to 2600 direct EXCAP and hold.

Rwy 20 visibility reduction below 1 SM NA.
Circling Rwy 2 NA at night.

VGSI and descent angles not coincident.

**HOLD**

- 2600 EXCAP
- 3.00° TCH 40
- 203° 023° 203°

**Circling Rwy 2 NA at night.**

**Rwy 20 helicopter visibility reduction below 1 SM NA.**
RNAV (GPS) RWY 11
GEAUGA COUNTY (7G8)

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.

UNICOM
123.0 (CTAF)

YNG ASOS
123.75

CLEVELAND APP CON
125.35 346.325
### RNAV (GPS) RWY 29
**GEauga County (7G8)**

**RNP APCH - GPS.**

- **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 ¾ SM.

**Missed Approach:** Climb to 3100 direct EYIKY and hold.

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<tr>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1620-1</td>
<td>453 (500-1)</td>
<td>1620-1¾</td>
<td>453 (500-1)</td>
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<tr>
<td>LNAV MDA</td>
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<td>473 (500-1)</td>
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<td>473 (500-1)</td>
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<td>CIRCLING</td>
<td>1760-1</td>
<td>586 (600-1)</td>
<td>1900-2</td>
<td>726 (800-2)</td>
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**ELEV 1174 TDZE 1167**

**REIL Rwy 11 and 29**

**MIRL Rwy 11-29**

**Middlefield, Ohio**

**Orig-C 04NOV21**

**41°27’N-81°04’W**

**485**
RNAV (GPS) RWY 5
MIDDLETOWN RGNL/HOOK FLD(MWO)

**MISSED APPROACH:** Circling NA to Rwy 8 and 26. Rwy 5 Helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5 NA at night, Circling Rwy 5 NA at night.

**MISSED APCH FIX**
- 4 NM YEBTO
- 3 NM AVIDE

**AWOS:** 3PT
- 120.025

**COLUMBUS APP CON**
- 118.85
- 269.275

**UNICOM**
- 123.0 (CTAF)

**Procedure NA for arrivals at MOAKS on V5 northeast bound.**

**MISSED APPROACH:** Climb 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 MOAKS on V5 northeast bound.**

**Missed Approach Fix:**
- 4 NM YEBTO
- 3 NM AVIDE

**AWOS:** 3PT
- 120.025

**COLUMBUS APP CON**
- 118.85
- 269.275

**UNICOM**
- 123.0 (CTAF)

**Procedure NA for arrivals at MOAKS on V5 northeast bound.**
Circling NA to Rwys 8 and 26. Circling Rwy 5 NA at night. Rwy 23 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

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.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 direct YEBTO and hold.

RNAV (GPS) RWY 23

MIDDLETOWN RGNL/HOOK FLD (MWO)
RNAV (GPS) RWY 9

HOLMES COUNTY (10G)

**APP CRS**

<table>
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<th>D</th>
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<tr>
<td>LNAV MDA</td>
<td>1620-1</td>
<td>1620-1½</td>
<td>393 (400-1)</td>
<td>393 (400-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1760-1</td>
<td>1840-1½</td>
<td>613 (700-1½)</td>
<td>633 (700-2)</td>
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**MISSED APPROACH:** Climb to 3000 direct DOLCI and hold.

**AWOS-3**
128.325

**INDIANAPOLIS CENTER**
124.45 323.275

**UNICOM**
123.0 (CTAF)

123.4

**RNP APCH - GPS.**

Rwy 9 helicopter visibility reduction below 3/4 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 3/4 SM.
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.

**Climb to 3000 direct ANNEX and hold.**
RNAV (GPS) RWY 18
WHITE COUNTY (MCX)

MISSED APPROACH: Climb to 3000 direct ALQAZ and hold.

Procedure NA for arrival at DENAM on V38-144 westbound and on V371 northbound.

AWOS-3P 124.05
GRISGOM APP CON 123.85 291.675
UNICOM 122.8 (CTAF)

Circling Rwy 36 NA at night. DME/DME RNP-0.3 NA.

- WAAS CH 70728 W18A
  - APP CRS 182°
  - RW 679
  - Apt Elev 679

- RNAV (GPS) RWY 18
- UNFAV
- ALQAZ

- Holding Pattern
  - 3000 002° 182°
  - 3000 182°
  - 3000 to ALQAZ

- 5.8 NM
- 3.2 NM
- 1.8 NM

- CATEGORY
  - A
  - B
  - C
  - D

- LP MDA
  - 1280-1 601 (700-1)
  - 1280-1 601 (700-1)

- LNAV MDA
  - 1440-1 761 (800-1)
  - 1440-1 761 (800-1)

- CIRCLING
  - 1440-1 761 (800-1)
  - 1440-1 761 (800-1)

- ELEV 679
- TDZE 679

- 182°
- 8 L

- EC-2, 11 JUL 2024 to 05 SEP 2024
- 491
DME/DME RNP-0.3 NA. Straight-in Rwy 36 NA at night, Circling Rwy 36 NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct UVOKY and hold.

RNAV (GPS) RWY 36
WHITE COUNTY (MCX)

**APP CRS 002°**
- Rwby Idg 5001
- TDZE 673
- Apt Elev 679

**MONTICELLO, INDIANA**

<table>
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<tr>
<th>AWOS-3P</th>
<th>GRISOM APP CON</th>
<th>UNICOM</th>
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<tr>
<td>124.05</td>
<td>123.85 291.675</td>
<td>122.8 (CTAF)</td>
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</table>

**ELEV 679**
**TDZE 673**

MIRL Rwys 18-36
REIL Rwys 18 and 36

**UNICOM**

**3000**

**UVOKY**

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 25).

**3000**

**ALQAZ**

Holding Pattern

**4 NM**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**GRISSOM APP CON**

**123.85 291.675**

**UNICOM**

**122.8 (CTAF)**
Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. Use Marion altimeter setting, when not received use Mansfield altimeter setting and increase all MDA 60 feet and all visibilities ¼ SM.

MISSED APPROACH: Climbing left turn to 3000 on BUD VOR R-124 to ZENUD INT and hold.

BUCKEYE
109.8 BUD

MORA BUD 25 NM

MNN ASOS
119.975

COLUMBUS APP CON
125.95 317.775

MORROW COUNTY (4I9)

EC-2, 11 JUL 2024 to 05 SEP 2024

MOUNT GILEAD, OHIO

Amdt 5 24MAY18

40°31'N-82°51'W

493
RNAV (GPS) RWY 10
KNOX COUNTY (4I3)

Procedure NA for arrival on MFD VORTAC airway radials 142 CW 279.

Procedure NA for arrival on APE VORTAC airway radials 235 CW 006.

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.

Category

<table>
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<th>A</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1520-1(\frac{1}{8})</td>
<td>329 (400-1(\frac{1}{8}))</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1516-1(\frac{1}{8})</td>
<td>325 (400-1(\frac{1}{8}))</td>
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<tr>
<td>LNAV MDA</td>
<td>1620-1</td>
<td>429 (500-1)</td>
<td>1620-1(\frac{1}{4})</td>
<td>429 (500-1(\frac{1}{4}))</td>
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</table>
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.
VOR-A

KNOX COUNTY (413)

MISSED APPROACH: Climb to 3000 then left turn direct APE VORTAC and hold.

AWOS-3 126.05
COLUMBUS APP CON 125.95 317.775
CLNC DEL 119.45
UNICOM 123.05 (CTAF)

One Minute Holding Pattern

NoPT for arrival on APE VORTAC airway radials 090 CW 318.

IF/IAF APPLETON 116.7 APE 114 Chan 114

MISSED APPROACH: Climb to 3000 then left turn direct APE VORTAC and hold.

AWOS-3 126.05
COLUMBUS APP CON 125.95 317.775
CLNC DEL 119.45
UNICOM 123.05 (CTAF)

One Minute Holding Pattern

NoPT for arrival on APE VORTAC airway radials 090 CW 318.

IF/IAF APPLETON 116.7 APE 114 Chan 114

MISSED APPROACH: Climb to 3000 then left turn direct APE VORTAC and hold.

AWOS-3 126.05
COLUMBUS APP CON 125.95 317.775
CLNC DEL 119.45
UNICOM 123.05 (CTAF)

One Minute Holding Pattern

NoPT for arrival on APE VORTAC airway radials 090 CW 318.

IF/IAF APPLETON 116.7 APE 114 Chan 114

MISSED APPROACH: Climb to 3000 then left turn direct APE VORTAC and hold.

AWOS-3 126.05
COLUMBUS APP CON 125.95 317.775
CLNC DEL 119.45
UNICOM 123.05 (CTAF)
When control tower closed, except for operations with approved weather reporting use Fort Wayne altimeter setting. For inop MALSR when using Fort Wayne altimeter setting minimums, increase S-ILS 32 visibility to 1 SM. When local altimeter setting not received, use Fort Wayne altimeter setting: increase DA to 1257 feet and visibility all Cats ½ SM, increase all MDAs 120 feet and visibility Cat C ½ SM, Cat D 1½ SM. VDP NA when using Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 1460 then climbing right turn to 2900 direct BALL LOM and hold.

ADF or DME REQUIRED

<table>
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<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>D</th>
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<tbody>
<tr>
<td>S-ILS 32</td>
<td>1137-½</td>
<td>200 (200-½)</td>
<td>443 (500-½)</td>
<td>1380-7/8</td>
</tr>
<tr>
<td>S-LOC 32</td>
<td>1380-½</td>
<td>563 (600-½)</td>
<td>663 (700-2)</td>
<td>1600-2</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1460-1</td>
<td>523 (600-1)</td>
<td>1500-1½</td>
<td>1520-2½</td>
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</table>

FORT WAYNE ALTIMETER SETTING MINIMUMS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>S-ILS 32</th>
<th>S-LOC 32</th>
<th>CIRCLING</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>1257-3/8</td>
<td>320 (400-½)</td>
<td>583 (600-½)</td>
</tr>
<tr>
<td>B</td>
<td>1520-1½</td>
<td>1520-1½</td>
<td>663 (700-1½)</td>
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<tr>
<td>C</td>
<td>1580-1</td>
<td>1580-1</td>
<td>783 (800-2½)</td>
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</table>
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.

RADAR REQUIRED

MISSED APPROACH: Climb to 2800 direct IFECA and hold.

MISSED APCH FIX
4 NM
025°
205°
IFECA

498
**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

**RNP APROCH.**

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 ½ SM, Circling visibility Cat C/D ½ SM.

**MISSED APPROACH:**
Climb to 2900 direct CITUK and hold.

**ELEV 937**

**TDZE 933**

**MUNCIE, INDIANA**

**AL-5011 (FAA)**

**WAAS CH 56401 W14A**

**APP CRS 139°**

**Rwy Idg 6500**

**TDZE 933**

**Apt Elev 937**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 14**

**DELAWARE COUNTY RGNL (MIE)**

**MUNCIE, INDIANA**

**Orig C 18JUN20**

**ATIS 133.25**

**INDIANAPOLIS APP CON 120.65 317.8**

**MUNCIE TOWER 120.1 (CTAF) 121.9**

**GND CON 122.95**

**UNICOM 122.95**

**5 NM Holding Pattern**

**JOGBA**

**HIXAG**

**CITUK**

**5 NM**

**2800**

**319°**

**139°**

**2500**

**GP 3.00° TCH 50**

**3.2 NM**

**6 NM**

**1.5 NM**

**LPV DA 1254-1 321 (400-1)**

**LNAV/VNAV DA 1289-1 356 (400-1)**

**LNAV MDA 1420-1 487 (500-1) 1420-1 487 (500-1) 1420-1 487 (500-1)**

**CIRCLING 1460-1 523 (600-1) 1480-1 543 (600-1) 1560-2 623 (700-2)**
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 and LNAV/VNAV all Cats and Circling Cats C/D visibility ½ mile. Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSSED 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.

EC-2, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 32**

**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  

**MISSING APPROACH:** Climb to 2800 direct JOGBA and hold.

---

**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 by 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 140 feet and LNAV visibility Cats C and D to 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  

---

**Procedure NA for arrivals on MIE VOR/DME airway radials 090 CW 109.**

---

**2800 JOGBA**  
**PEYIV**  
**CITUK**

---

**2600**

---

**Categories**  
**LPV DA** 1241-1/2 304 (400-1/2)  
**LNAV/ VNAV DA** 1396-1/8 459 (500-1/8)  
**LNAV MDA** 1460-1/2 523 (600-1/2)  
**CIRCLING** 1460-1 523 (600-1)
When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet; increase S-14 Cat C visibility 1/2 SM, Cat D 1/4 SM; increase Circling Cat C/D visibility 1/2 SM. BOHUW fix minimums: increase S-14 Cat C visibility 1/2 SM, Cat D 1/4 SM and Circling Cat C/D visibility 1/2 SM. VDP NA with Fort Wayne altimeter setting.

**Missed Approach**: Climb to 2600 then left turn direct MIE VOR/DME and hold.

### ATIS
- Indianapolis APP CON: 120.65 317.8
- Muncie Tower: 120.1 (CTAF)
- GND CON: 121.9
- UNICOM: 122.95

**Categories**

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<td>1480-1</td>
<td>547 (600-1)</td>
<td>1480-1/2</td>
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<tr>
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<td>543 (600-1)</td>
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**Bohurw Fix Minimums**

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<tbody>
<tr>
<td>S-14</td>
<td>1380-1</td>
<td>447 (500-1)</td>
<td>1380-1/4</td>
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<td>CIRCLING</td>
<td>1460-1</td>
<td>523 (600-1)</td>
<td>1480-1/2</td>
<td>1560-2</td>
</tr>
</tbody>
</table>

**Bohurw VOR/DME and Hold.**

*1620 when using Fort Wayne Intl altimeter setting.*

**EC-2, 11 Jul 2024 to 05 Sep 2024**

- VOR/DME MIE (Chan 91)
- GND CON: 121.9
- UNICOM: 122.95
- **ATIS**
  - Indianapolis APP CON: 120.65 317.8
  - Muncie Tower: 120.1 (CTAF)
  - GND CON: 121.9
  - UNICOM: 122.95

**Categories**

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<td>543 (600-1)</td>
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**Bohurw Fix Minimums**

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**Bohurw VOR/DME and Hold.**

*1620 when using Fort Wayne Intl altimeter setting.*

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**Bohurw Fix Minimums**

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<td>1560-2</td>
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</table>

**Bohurw VOR/DME and Hold.**

*1620 when using Fort Wayne Intl altimeter setting.*

**EC-2, 11 Jul 2024 to 05 Sep 2024**
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.

MISSED APPROACH: Climb to 2200 then climbing left turn to 2600 direct MIE VOR/DME and hold.

Wayne Intl altimeter setting. 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.

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.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 28
HENRY COUNTY (7W5)

**RNP APCH.**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<td>LNAV MDA</td>
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NAPOLEON, OHIO
AL-6434 (FAA)

**APP CRS**

<table>
<thead>
<tr>
<th>Rwyr Idg</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td>4001</td>
<td>683</td>
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</table>

**TDZE**

| 683 |

**TOL ASOS**

| 118.75 | 290.225 |

**TOLEDO APP CON**

| 134.35 | 307.0 |

**UNICOM**

| 123.0 (CTAF) |

**RNAV (GPS) RWY 28**

MISSED APPROACH: Climbing left turn to 2300 direct IZUMY and hold.

RNAV (GPS) RWY 28 helicopter visibility reduction below 3/4 SM NA.
Circling Rwy 10 NA at night. Use Toledo Express altimeter setting. When not received, procedure NA.

**HOLDING**

- 2300 direct IZUMY and hold.
- 4 NM

**IF/IAF**

- ZOPKI
- HOTUK
- IZUMY

**VGS/Angle**

- 3.00°
- 25°

**EC-2, 11 JUL 2024 to 05 SEP 2024**

- EC-2, 11 JUL 2024 to 05 SEP 2024

**Amdt 1 24MAY18**

- 4001 X 60
- 4001 X 60
Use South Bend altimeter setting.

NAPPANEE MUNI (C03)

**VOR or GPS-B**

**NAPPANEE, INDIANA**

**AL-5794 (FAA)**

<table>
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**UNICOM**

123.0 (CTAF)

**SOUTH BEND APP CON**

132.05 257.8

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

**Use South Bend altimeter setting.**

**APP CRS**

138°

**Rwy Idg**

113.7

**Apt Elev**

860

**FAF to MAP**

6.4 NM

**Knots**

60 90 120 150 180

**Min:Sec**

6:24 4:16 3:12 2:34 2:08

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**VORTAC**

GSH

**Chan**

84

**TDZE**

N/A

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**TDZE**

N/A

**Apt Elev**

860

**VORTAC**

GSH

**Chan**

84

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**MIRL Rwy 9-27**

**UNICOM**

123.0 (CTAF)

**Amdt 1A**

16DEC10
Rwy 10 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using AID altimeter setting. When local altimeter setting not received, use Anderson altimeter setting; increase LPV DA to 1408 feet; increase LNAV/VNAV DA to 1424 feet; increase all MDAs 80 feet, LNAV visibility Cat C/D 3/4 SM, and Circling visibility Cat C/D 3/4 SM.

MISSED APPROACH: Climb to 3000 direct TASY and hold.

AWOS-3 132.375
INDIANAPOLIS APP CON 135.45 317.8
UNICOM 123.05 (CTAF)

HOLD 6000 3000 (IF/IAF) HAFHU

HAFHU

3000

HAFHU

3000

GP 3.00°
TCH 46

6000 276°

3000 096°

2600 096° (7.6)

1179

1395

RW10

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 46).

LPV DA 1339-1 250 (300-1)
LNAV/VNAV DA 1355-1 266 (300-1)
LNAV MDA 1460-1 371 (400-1)
CIRCLING 1520-1 430 (500-1) 1540-1 450 (500-1) 1720-1 630 (700-1 1/4)

REIL Rwys 10 and 28
MIRL Rwy 10-28

EC-2, 11 JUL 2024 to 05 SEP 2024

NEW CASTLE HENRY COUNTY MARLATT FLD (UWL)

RNAV (GPS) RWY 10

NEW CASTLE, INDIANA
Amdt 1 21MAR24

39°53'N-85°20'W

507
NDB RWY 10

NEW CASTLE, INDIANA

RADAR required for procedure entry.

- Rwy 10 helicopter visibility reduction below \( \frac{3}{4} \) SM NA. When local altimeter setting not received, use Anderson altimeter setting and increase all MDAs 80 feet, S-10 visibility Cat C/D \( \frac{3}{4} \) SM, and Circling visibility Cat C/D \( \frac{3}{4} \) SM.

AWOS-3 132.375

INDIANAPOLIS APP CON 135.45 317.8

UNICOM 123.05 (CTAF)

MISSED APPROACH: Climb to 2700 then right turn direct UWL NDB and hold.

NEW CASTLE, INDIANA

EC-2, 11 JUL 2024 to 05 SEP 2024

NEW CASTLE HENRY COUNTY MARLATT FLD (UWL)

MIRL Rwy 10-28

REIL Rwys 10 and 28
RNAV (GPS) RWY 26
PERRY COUNTY (I86)

INDIANAPOLIS CENTER
124.45 323.275
UNICOM
122.8 (CTAF)

Procedure NA for arrivals at ZZV VOR/DME via V38 northwest bound.

MISSED APPROACH: Climb to 3000 direct JEGUN and via 215° track to LARIC and hold.

DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. Use Zanesville altimeter setting; when not received, use Lancaster altimeter setting and increase all MDA 20 feet. Procedure NA at night.
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.

**INDIANAPOLIS CENTER**

**124.45**  **323.275**

**UNICOM**

**122.8 (CTAF)**

---

**NEW LEXINGTON, OHIO**

**AL-6802 (FAA)**

**VOR/DME RWY 26**

**PERRY COUNTY (I86)**

---

**NEW LEXINGTON, OHIO**

Amdt 2A 24MAY18

---

**EC-2, 11 JUL 2024 to 05 SEP 2024**

---

**EC-2, 11 JUL 2024 to 05 SEP 2024**

---

**NEW LEXINGTON, OHIO**

Amdt 2A 24MAY18
NEW PHILADELPHIA, OHIO

APR CRS
147°
Rwy Idg 3621
TDZE 894
Apt Elev 894

RNP APCH.

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

HARRY CLEVER FLD (PHD)

NEW PHILADELPHIA, OHIO

Amdt 1 13SEP18

40°28'N-81°25'W

RNAV (GPS) RWY 15

HARRY CLEVER FLD (PHD)

EC-2, 11 JUL 2024 to 05 SEP 2024

MIRL Rwy 15-33

REIL Rwys 15 and 33

147°

ELEV 894 D

TDZE 894

512
Circling NA to Rwys 12 and 30. 
Rwy 33 helicopter visibility reduction below 1 SM NA. 
Procedure NA at night.

MISSED APPROACH: Climb to 3000 
direct EPIBY and hold.

ASOS
121.425
Cleveland App Con
125.5 371.875
Unicom
122.8 (CTAF)
123.3

RNAV (GPS) RWY 33
HARRY CLEVER FLD (PHD)

Category A
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**

**AL-5554 (FAA)**

**VOR-A**

**HARRY CLEVER FLD (PHD)**

---

**DME or RADAR required.**

- **Circling NA to Rwys 12 and 30.** Rwy 15, 33 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**MISSING APPROACH:** Climb to 2100 then climbing left turn to 3000 direct BSV VOR/DME and hold.

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**ASOS**

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**APP CRS**

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<td>B</td>
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**Rwy Idg**

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**Apt Elev**

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**NEW PHILADELPHIA, OHIO**

**VOR/A**

**HARRY CLEVER FLD (PHD)**

---

**EC-2, 11 JUL 2024 to 05 SEP 2024**

---

**Amdt 2B 13SEP18**

---

**40°28'N-81°25'W**
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)


MISSING APPROACH:
Climb to 3000 direct TAZHU and hold.

ASOS
121.125

COLUMBUS APP CON
125.95  317.775

CLNC DEL
125.175

UNICOM
122.7 (CTAF)


MISSING APPROACH:
Climb to 3000 direct TAZHU and hold.

ASOS
121.125

COLUMBUS APP CON
125.95  317.775

CLNC DEL
125.175

UNICOM
122.7 (CTAF)


MISSING APPROACH:
Climb to 3000 direct TAZHU and hold.

ASOS
121.125

COLUMBUS APP CON
125.95  317.775

CLNC DEL
125.175

UNICOM
122.7 (CTAF)


MISSING APPROACH:
Climb to 3000 direct TAZHU and hold.

ASOS
121.125

COLUMBUS APP CON
125.95  317.775

CLNC DEL
125.175

UNICOM
122.7 (CTAF)


MISSING APPROACH:
Climb to 3000 direct TAZHU and hold.
Circling Rwy 9 NA at night. Rwy 27 helicopter visibility reduction below ¼ SM NA. DME/DME RNP-0.3 NA.

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

<table>
<thead>
<tr>
<th>ASOS</th>
<th>COLUMBUS APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
<th>123.3</th>
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<td>121.125</td>
<td>125.95 317.775</td>
<td>125.175</td>
<td>122.7 (CTAF)</td>
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**RNAV (GPS) RWY 27**

**NEWARK-HEATH (VTA)**
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
125.95 317.775

CLNC DEL
125.175

UNICOM
122.7 (CTAF)
123.3

MISSING APPROACH: Climbing left turn to 2900 direct APE VORTAC and hold.

LOCALIZER 110.9
I-RXK
LOC/Azimuth offset 0.13°.

MIRL Rwy 9-27
REIL Rwys 9 and 27

CIRCLING

40°01'N-82°28'W
517
RNAV (GPS) RWY 5
NORTH VERNON (OVO)

**MISSING APPROACH:**
Climb to 2800 direct KONVY and on track 353° to HIGMA and hold.

**PROCEEDING:**
House via V53 northwest bound.

**HOLDING PATTERN:**
4 NM Holding Pattern

**MUSCATAUCKET NATIONAL WILDLIFE REFUGE**

**VGSI and RNAV glidepath not coincident**
(VGSI Angle 3.00/TCH 34).

**EC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) Y RWY 23
NORTH VERNON (OVO)

MISSED APPROACH:
Climb to 1200 then climbing right turn to 2700 direct NURBE and hold.

AWOS-3
120.625
INDIANAPOLIS CENTER
124.775 269.025
UNICOM
122.7 [CTAF] 0

RNAV (GPS)

Circling to Rwy 15, 33 NA at night. When local altimeter setting not received, use Shelbyville altimeter setting and increase all MDAs 100 feet, and LNAV visibility Cat C ¾ SM, and Circling visibility Cat C ¼ SM. VDP NA when using Shelbyville Muni altimeter setting.

MIRL Rwy 5-23
MIRL Rwy 15-33

NORTH VERNON, INDIANA
Amdt 1 22FEB24

520
RNAV (GPS) Z RWY 23
NORTH VERNON (OVO)

**WAAS**
- CH: 63113
- W23A

**APP CRS**
- Rwy Idg: 230°
- TDZE: 755
- Apt Elev: 757

**ELEV**
- 757

**TDZE**
- 755

**MISSED APPROACH**: Climb to 2700 direct NURBE and hold.

**AWOS-3**
- 120.625

**INDIANAPOLIS CENTER**
- 124.775 269.025

**UNICOM**
- 122.7 (CTAF)

**RNAV (GPS) Z RWY 23**

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

**LPV DA**
- 1005-1 250 (300-1)

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**NORTH VERNON, INDIANA**

**Orig-A 29JUL10**

**39°03'N - 85°36'W**

**521**
Use Cleveland-Hopkins Intl altimeter setting.

Rwy 28 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

3000 direct JUROL and hold.

MISSED APPROACH: Climb to RNP APCH.
**RNAV (GPS) RWY 9**

**PUTNAM COUNTY (OWX)**

**ELEV 763**
**TDZE 760**

**MISSED APPROACH:** Climb to 3000 direct CIVRO and hold.

**AWOS-3**
**120.525**

**TOLEDO APP CON**
**120.8 317.55**

**UNICOM**
**122.7 (CTAF)**

**Procedure NA for arrivals at TWERP on V8-422 westbound.**

**MISA**
**RW09 25 NM**

**3000**

**4 NM Holding Pattern**

**WIFES**

**ZEBIR**

**ILEDE**

**ARW09**

**RAV 2.5 NM to RW09**

**RNAV (GPS) RWY 9**

**RNP APCH.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Findlay altimeter setting. When local altimeter setting not received, use Findlay altimeter setting and increase all DAs/MDAs 40 feet.

**Category**

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<tr>
<td>LNAV/VNAV DA</td>
<td>1147-1½</td>
<td>387 (400-1½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1120-1</td>
<td>360 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1200-1</td>
<td>1220-1</td>
<td>437 (500-1)</td>
<td>457 (500-1)</td>
</tr>
</tbody>
</table>
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Findlay altimeter setting. Rwy 27 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Findlay altimeter setting and increase all DAs/MDAs 40 feet.

MISSSED APPROACH: Climb to 3000 direct WIFES and hold.
**VOR RWY 27**

**PUTNAM COUNTY (OWX)**

**AWOS 3**  
120.525

**TOLEDO APP CON**  
120.8 317.55

**UNICOM**  
122.7 (CTAF)

---

**RADAR or DME required.**

Rwy 27 helicopter visibility reduction below 1 SM NA. Straight-in, Circling Rwy 27 NA at night.

**MISSED APPROACH:** Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.

**NoPT for arrival at FBC VORTAC on V279 northwest bound.**

---

**ELEV** 763  
**TDZE** 763

**GILBA FBC 6 RADAR**

**FBC VORTAC**

One Minute Holding Pattern

---

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

**FAF to MAP 5 NM**

**Knots**  
60  90  120  150  180

**Min:Sec**  
5:00  3:20  2:30  2:00  1:40

**NA**

---

**OTTAWA, OHIO**

Amdt 2C  21JUN18

---

**OTTAWA, OHIO**

AL-6287 (FAA)  
23054

**VOR RWY 27**

**PUTNAM COUNTY (OWX)**

**108.2**

**APP CRS 298°**

**Rwy Idg 763**

**Apt Elev 763**

**1271**

**HOLD 2500**

---

**IF/IAF**

**FLAG CITY**

**VOR RWY 27**

**One Minute**

**HOLD**

---

**EC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 5
MIAMI UNIVERSITY (OXD)

Baro VNAV NA when using Covington altimeter setting. Straight-in/Circling RWY 5 at night, operational VGSI required, remain on or above VGSI glidespath 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 ¾ SM; increase LNAV/VNAV DA to 1419 and all visibilities ¾ SM; increase all MDA 100 feet and visibility LNAV Cat C ¾ SM and Circling Cat C ¼ SM.

RNP APCH - GPS.

MISSED APPROACH: Climb to 3000 direct JUSAL and hold.

AWOS-3PT 118.625
CINCINNATI APP CON 121.0 254.25
UNICOM 122.8 (CTAF)

ELEV 1041 TDZE 1041

MISS APCH FIX 4 NM

VGSi and RNAV glidespath not coincident (VGSi Angle 3.00/TCH 26).

CIRCLING

LPV DA 1304-1 263 (300-1) NA
LNAV/ VNAV DA 1330-1 289 (300-1) NA
LNAV MDA 1420-1 379 (400-1) NA

CIRCLING

1460-1 419 (500-1) 1600-1 559 (600-1) 1600-1½ 559 (600-1½) NA

39°30'N-84°47'W
RNAV (GPS) RWY 23
MIA.
NA

Procedure not authorized at night.

Use Cleveland-Hopkins altimeter setting.

CLEVELAND APP CON

125.35

346.325

UNICOM

122.8 (CTAF)

DME required for VOR approach.

MISSED APPROACH: Climbing right turn to 3000 direct CXR VOR/DME and hold.

CIRCLING

Remain within 10 NM

LIRL Rwy 3-21

355°

3000

CXR

2400

355°

IAP

CHARDON

112.7 CXR

CXR 7

TOMTA CXR 5

701 X 38

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024
## RNAV (GPS) RWY 26

### Piqua/Hartzell Fld (117)

**Amdt 1A 07SEP23**

### Missed Approach

- Climb to 2700 direct MANUE and hold.

### DAY ASOS

<table>
<thead>
<tr>
<th>PIQUA, OHIO</th>
<th>VES AWOS-3T</th>
<th>COLUMBUS APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.8</td>
<td>125.9</td>
<td>134.45 294.5 352.05</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

### Position

- **PIQUA, OHIO**: 40°10’N-84°19’W
- **RNAV (GPS) RWY 26**

### Remarks

- Baro-VNAV NA. Use Versailles altimeter setting.

### UNICOM

- **125.8**
- **125.9**
- **134.45**
- **294.5**
- **352.05**
- **123.0 (CTAF)**

### Diagram

- **MANUE**: Holding Pattern
- **RW26**: 3.1 NM to WUNRI
- **ZALAD**: 5.1 NM to RW26
- **IMOSE**: 5.1 NM to RW26
- **HOLD**: 6000 (2800)

### Procedures

- **CIRCLING**: 1.8 NM to RW26
- **BAO**: 1.8 NM to RW26

### Charts

- **Amdt 1A 07SEP23**
- **EC-2, 11 JUL 2024 to 05 SEP 2024**

### Notices

- **EC-2, 11 JUL 2024 to 05 SEP 2024**
- **MISSED APPROACH: Climb to 2700 direct MANUE and hold.**

### RNAV (GPS) RWY 26

- **EC-2, 11 JUL 2024 to 05 SEP 2024**
- **40°10’N-84°19’W**
VOR RWY 26
PIQUA/HARTZELL FLD (I17)

**PIQUA, OHIO**

**VOR**

**Rwy** 26

**Category** B

**Apt Elev** 993

**Decl** 986

**PIQUA/HARTZELL FLD**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**DME or RADAR required.**

- Rwy 26 helicopter visibility reduction below ½ SM NA.
- Use James M Cox Dayton Intl altimeter setting.

**MISSED APPROACH:** Climb to 3000 then left turn direct ROD VORTAC and hold.

**USE**

- **PIQUA, OHIO**
- **PIQUA/HARTZELL FLD**

**Columbus APP CON**

**Day ASOS**

**VES AWOS-3T**

**Columbus APP CON**

**Unicom**

125.8

125.9

134.45

294.5

352.05

123.0 (CTAF)

**FAF to MAP 4.9 NM**

**Category** B

**Knots**

<table>
<thead>
<tr>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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<tr>
<td>4:54</td>
<td>3:16</td>
<td>2:27</td>
<td>1:58</td>
<td>1:38</td>
</tr>
</tbody>
</table>

**Category** C

**Circling**

1500-1

1560-1

1560-1/2

1880-3

507 (600-1) 567 (600-1) 567 (600-1/2) 887 (900-3)

**PIQUA, OHIO**

Amdt 6E 20JUN19

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**DME or RADAR required.**

- Rwy 26 helicopter visibility reduction below ½ SM NA.
- Use James M Cox Dayton Intl altimeter setting.

**MISSED APPROACH:** Climb to 3000 then left turn direct ROD VORTAC and hold.

**USE**

- **PIQUA, OHIO**
- **PIQUA/HARTZELL FLD**

**Columbus APP CON**

**Day ASOS**

**VES AWOS-3T**

**Columbus APP CON**

**Unicom**

125.8

125.9

134.45

294.5

352.05

123.0 (CTAF)

**FAF to MAP 4.9 NM**

**Category** B

**Knots**

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**Category** C

**Circling**

1500-1

1560-1

1560-1/2

1880-3

507 (600-1) 567 (600-1) 567 (600-1/2) 887 (900-3)

**PIQUA, OHIO**

Amdt 6E 20JUN19

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**DME or RADAR required.**

- Rwy 26 helicopter visibility reduction below ½ SM NA.
- Use James M Cox Dayton Intl altimeter setting.

**MISSED APPROACH:** Climb to 3000 then left turn direct ROD VORTAC and hold.

**USE**

- **PIQUA, OHIO**
- **PIQUA/HARTZELL FLD**

**Columbus APP CON**

**Day ASOS**

**VES AWOS-3T**

**Columbus APP CON**

**Unicom**

125.8

125.9

134.45

294.5

352.05

123.0 (CTAF)

**FAF to MAP 4.9 NM**

**Category** B

**Knots**

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<td>1:58</td>
<td>1:38</td>
</tr>
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</table>

**Category** C

**Circling**

1500-1

1560-1

1560-1/2

1880-3

507 (600-1) 567 (600-1) 567 (600-1/2) 887 (900-3)

**PIQUA, OHIO**

Amdt 6E 20JUN19

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**DME or RADAR required.**

- Rwy 26 helicopter visibility reduction below ½ SM NA.
- Use James M Cox Dayton Intl altimeter setting.

**MISSED APPROACH:** Climb to 3000 then left turn direct ROD VORTAC and hold.

**USE**

- **PIQUA, OHIO**
- **PIQUA/HARTZELL FLD**

**Columbus APP CON**

**Day ASOS**

**VES AWOS-3T**

**Columbus APP CON**

**Unicom**

125.8

125.9

134.45

294.5

352.05

123.0 (CTAF)

**FAF to MAP 4.9 NM**

**Category** B

**Knots**

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<td>1:58</td>
<td>1:38</td>
</tr>
</tbody>
</table>

**Category** C

**Circling**

1500-1

1560-1

1560-1/2

1880-3

507 (600-1) 567 (600-1) 567 (600-1/2) 887 (900-3)
Use James M Cox Dayton Intl altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3000 direct DQN VOR/DME and hold.

**DAY ASOS**
- 125.8

**VES AWOS-3T**
- 125.9

**COLUMBUS APP CON**
- 134.45
- 294.5
- 352.05

**UNICOM**
- 123.0 (CTAF)
RNP APCH.

Circling to Rwy 28 NA at night. Rwy 10 helicopter visibility reduction below ¾ SM NA.

AWOS-3 133.025  
SOUTH BEND APP CON 132.05 257.8  
UNICOM 122.975 (CTAF)

Category  

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1240-1</td>
<td>444 (500-1)</td>
<td>1240-1½</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1280-1</td>
<td>480 (500-1)</td>
<td>1360-1</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 3000 direct TYROS and hold.
**RNAV (GPS) RWY 28**

**PLYMOUTH MUNI (C65)**

**AWOS-3**  
**SOUTH BEND APP CON**  
**UNICOM**  

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>PHONO</th>
<th>SURGY</th>
<th>GROGS</th>
<th>TYROS</th>
<th>4 NM Holding Pattern</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>3000</td>
<td>2500</td>
<td>2500</td>
<td>3000</td>
<td>GP 3.05° TCH 40°</td>
</tr>
<tr>
<td>B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>C</td>
<td></td>
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<td></td>
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<tr>
<td>D</td>
<td></td>
<td></td>
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</table>

**MISS hd MIRL**  

**CIRCLING**  

**1200**  

<table>
<thead>
<tr>
<th>HD MIRL</th>
<th>CATEGORY</th>
<th>PHONO</th>
<th>SURGY</th>
<th>GROGS</th>
<th>TYROS</th>
<th>4 NM Holding Pattern</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>3000</td>
<td>2500</td>
<td>2500</td>
<td>3000</td>
<td>GP 3.05° TCH 40°</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td></td>
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<td></td>
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</tr>
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<td>C</td>
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<tr>
<td>D</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**MIRL Rwy 10: 28**

**REIL Rwy 10 and 28**

**Orig 8 11 AUG 22**
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 ¼ SM NA. Circling Rwy 18, 36 NA at night.

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 ¼ SM NA. Circling Rwy 18, 36 NA at night.
**RNAV (GPS) RWY 27**

**ERIE-OTTAWA INTL (PCW)**

**PORT CLINTON, OHIO**

### RNAV (GPS) RWY 27

**ERIE-OTTAWA INTL (PCW)**

**PORT CLINTON, OHIO**

**AL-5727 (FAA)**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**RNP APCH - GPS.**

**AWOS-3**

**118.775**

**CLEVELAND APP CON**

**126.35**

**346.325**

**UNICOM**

**122.8 (CTAF)**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

** PORT CLINTON, OHIO**

**Amdt 2 27JAN22**

**41°31’N-82°52’W**

**ERIE-OTTAWA INTL (PCW)**

**RNAV (GPS) RWY 27**

- **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.**

**SALFE**

**5646 X 100**

**602 X 75**

**590**

**588**

**089°**

**269°**

**4 NM**

**HOZDE**

**1.1 NM to RW27**

**1700**

**270°**

**6.1 NM**

**A**

**B**

**C**

**D**

**LPV DA**

**842-1**

**254 (300-1)**

**LNAV/ VNAV DA**

**969-1\frac{1}{6}**

**381 (400-1\frac{1}{6})**

**LNAV MDA**

**980-1\frac{1}{6}**

**392 (400-1\frac{1}{6})**

**CIRCLING**

**1140-1**

**550 (600-1)**

**590 (600-1\frac{1}{2})**

**1580-3**

**990 (1000-3)**
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.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

MISSED APPROACH: Climb to 3000 direct MAPOL and hold.

AWOS-3
124.675

UNICOM
122.8 (CTAF)

FORT WAYNE APP CON
132.15 (SE/NE) 284.6
127.2 (SW/NW) 284.6

RNAP APCH - GPS.

HOLD
2500 Napt [0.8]

(revised 20APR23)

EC-2, 11 JUL 2024 to 05 SEP 2024
Rwy 27 helicopter visibility reduction below 1 SM NA. 
Straight-in Rwy 27 NA at night, Circling Rwy 27 NA at night.

MISSED APPROACH: Climb to 2500 direct DIYEC and hold.

AWOS 3
124.675
FORT WAYNE APP CON
132.15 (SE/NE) 284.6
127.2 (SW/NW) 284.6
UNICOM
122.8 (CTAF) 0

Rwy 27

092°
272°

4 NM

1720

2500

DIYEC

RW27

V

Rwy 27 NA at night, Circling Rwy 27 NA at night.

Procedure NA for arrivals at HIGLA
on V14 northeast bound and V277 southwest bound.

Procedure NA for arrivals at NADIR
on V55 southeast bound.

Category

A

B

C

D

LP

MDA

1300-1

375 (400-1)

LNAV MDA

1380-1

455 (500-1)

1380-1½

455 (500-1½)

CIRCLING

1480-1

555 (600-1)

1580-1½

655 (700-1½)

1640-2¼

715 (800-2¼)

ELEV 925
TDZE 925

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 18
GREATER PORTSMOUTH RGNL (PMH)

**UNICOM**
122.8 (CTAF)

**AWOS-3**
125.175

**HUNTINGTON APP CON**
128.4 270.1

**EC-2, 11 JUL 2024 to 05 SEP 2024**

---

**30 NM to MEGGE**

**3000**

273°

183°

**MEGGE**

**30 NM to YANUG**

**3000**

273°

183°

**YANUG**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

---

**Regarding the Holding Pattern**: 4 NM Holding Pattern

**MEGGE**

**3000**

003°

183°

**VP300**

**NAUGT**

**1186**

**TIKXL**

2.8 NM to RW18

**1136**

**RW18**

**1183**

**EVRUZ**

**1141**

**1203**

**1403**

**1280**

**1123**

**1100**

---

**EC-2, 11 JUL 2024 to 05 SEP 2024**

---

**Category**: C/D visibility ½ SM and Circling Cat B/C/D ¾ SM.

**LPV DA**: 1260-1 597 (600-1)

**LNAV MDA**: 1260-1½ 597 (600-1½)

**Circling**: 1440-1 777 (800-1)

**LPV MDA**: 1260-1 597 (600-1)

**LNAV MDA**: 1260-1½ 597 (600-1½)

**Circling**: 1440-1 777 (800-1)

**EC-2, 11 JUL 2024 to 05 SEP 2024**
When local altimeter setting not received, use Huntington altimeter setting and increase DA to 1008 feet and LPV visibility ½ SM all Cats; increase all MDA 100 feet and RNAV Cat B visibility ½ SM, Cat C/D visibility ½ SM and increase Circling visibility ½ SM all Cats. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:**
Climb to 3000 direct MEGGE and hold.

**AWOS-3**
125.175

**HUNTINGTON APP CON**
128.4 270.1

**UNICOM**
122.8 (CTAF)

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 36**
GREATER PORTSMOUTH RGNL (PMH)

**RNAV (GPS) RWY 36**
GREATER PORTSMOUTH RGNL (PMH)

**Category**
A  B  C  D

**LPV DA**
912-1 250 (300-1)

**LNAV MDA**
1400-1 738 (800-1) 1400-2 738 (800-2) 1400-2¼ 738 (800-2¼)

**CIRCLING**
1400-1 737 (800-1) 1440-1 777 (800-1) 1440-2¼ 777 (800-2¼) 1540-2¼ 877 (900-2¼)
MISSED APPROACH: Climb to 4000 direct WHINR and hold.

AWOS-3
118.675

CLEVELAND APP CON*
125.5 371.875

CLNC DEL
125.65

UNICOM
123.05 (CTAF)

PORTAGE COUNTY (POV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Akron-Canton Regional altimeter setting and increase all DA 50 feet and 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 Regional altimeter setting. Helicopter visibility reduction below 1 SM NA. Night landing Cat C: Procedure NA.
When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet. Circling Cat C NA at night.

**MISSED APPROACH:** Climb to 2900 then left turn direct ACO VOR/DME and hold.

**FAF to MAP 6.5 NM**

<table>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>Knots</td>
<td>1740-1</td>
<td>1800-1</td>
<td>1920-2</td>
<td>NA</td>
</tr>
<tr>
<td>Min:Sec</td>
<td>542 (600-1)</td>
<td>602 (700-1)</td>
<td>722 (800-2)</td>
<td></td>
</tr>
</tbody>
</table>

**RAVENNA, OHIO**

**Portage County (POV)**
RNAV (GPS) RWY 18
JASPER COUNTY (RZL)

MISSED APPROACH:
Climb to 2600 direct WUPAL and hold.

AWOS-3P
119.175

CHICAGO CENTER
132.5 284.7

UNICOM
122.8 (CTAF)

RNP APCH:
Baro-VNAV NA when using Knox altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received, use Knox altimeter setting; increase LPV DA to 1026 feet and increase visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1174 feet and visibility all Cats ½ SM; increase all MDA's 80 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ½ SM. Rwy 18 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 9 and 27.

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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 ¼ SM; increase LNAV/VNAV DA to 1174 feet and visibility all Cats ½ SM; increase all MDA's 80 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ½ SM. Rwy 18 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 9 and 27.

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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 ¼ SM; increase LNAV/VNAV DA to 1174 feet and visibility all Cats ½ SM; increase all MDA's 80 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ½ SM. Rwy 18 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 9 and 27.
RNAV (GPS) RWY 36
JASPER COUNTY (RZL)

AWOS-3P
119.175

CHICAGO CENTER
132.5 284.7

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at BOSSY on V24-128 northbound.

REIL Rwy 18-36
MIRL Rwy 18-36

1.7 NM to RW36

MISSED APCH FIX
4 NM
2600

182°
2600

GP 3.00°
TC 46

Rwy 36 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy's 9 and 27.

Knox altimeter setting and increase all DA 78 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile and LNAV and Circling Cat C visibility ¼ mile. Rwy 36 circling NA below -22°C or above 54°C. When local altimeter setting not received use 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 Baro-VNAV NA when using Knox altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

Procedure NA for arrivals on BVT VORTAC airway radials 271 CW 021.

CHICAGO CENTER
AWOS-3P
119.175

CHICAGO CENTER
AWOS-3P
119.175

JITVI
WUPAL

MISSED APCH FIX
4 NM
2600

182°
2600

GP 3.00°
TC 46

Rwy 36 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy's 9 and 27.

Knox altimeter setting and increase all DA 78 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile and LNAV and Circling Cat C visibility ¼ mile. Rwy 36 circling NA below -22°C or above 54°C. When local altimeter setting not received use 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 Baro-VNAV NA when using Knox altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

Procedure NA for arrivals on BVT VORTAC airway radials 271 CW 021.
Circling Rwy 15 NA at night.
Rwy 6 helicopter visibility reduction below ¾ SM NA.

**AWOS-3**
**COLUMBUS APP CON**
**CLNC DEL**
**UNICOM**

**RNAV (GPS) RWY 6**
**RICHMOND MUNI (RID)**

**Category**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<td>364 (400-1)</td>
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<td><strong>1600-1</strong></td>
<td>364 (400-1)</td>
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**EC-2, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 24
RICHMOND MUNI (RID)

**RNAV (GPS) RWY 24**

**RICHMOND, INDIANA**

**AWOS-3**

**COLUMBUS APP CON**

**CLNC DEL**

**UNICOM**

**MISSED APPROACH:**
Climb to 2800 direct
SNACK and hold.

- **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

134.45 352.05

133.55

122.7 (CTAF)

**ELEV 1140**

**TDZE 1139**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**RICHMOND, INDIANA**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

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**Amdt 1 08NOV18**

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**Amdt 1 08NOV18**

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**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

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**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**

**MIRL Rwys 6-24 and 15-33**

**REIL Rwys 6 and 24**

**Amdt 1 08NOV18**
Circling Rwy 15 NA at night. Rwy 33 helicopter visibility reduction below 3/4 SM NA.

AWOS-3 121.225
COLUMBUS APP CON 134.45 352.05
CLNC DEL 133.55
UNICOM 122.7 (CTAF)

RICHMOND, INDIANA
CIRCLING
2200 328°
3.5 NM to SKYRA

MISSED APPROACH: Climbing right turn to 3000 direct SKYRA and hold.

ELEV 1140 TDZE 1140

1205 328°

WAAS CH 78242 W33A
APP CRS 328° RWY IDG 4999
TDZE 1140
APT ELEV 1140

RNAV (GPS) RWY 33
RICHMOND MUNI (RID)

EC-2, 11 JUL 2024 to 05 SEP 2024
RICHMOND MUNI (RID)
Amdt 1 08NOV18

39°45'N-84°51'W
RNAV (GPS) RWY 11
FULTON COUNTY (RCR)

MISSED APPROACH: Climb to 3000 direct LOWTO and hold.

AWOS-3 118.775
SOUTH BEND APP CON * 132.05 257.8
UNICOM 122.7 (CTAF)

Category B and D settings: increase all MDA 100 feet and visibility LNAV Cats C and D and Circling cats C and D ¼ SM.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Goshen altimeter setting: increase all MDA 100 feet and visibility LNAV Cats C and D and Circling Cats C and D ¼ SM.
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 ¼ SM. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MisSED APPROACH: Climb to 3100 then left turn direct AIR VOR/DME and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<td>733 (800-1)</td>
<td>813 (900-1½)</td>
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Amdt 3C 07OCT21

ST CLAIRSVILLE, OHIO
SALEM AIRPARK (381D)

RNAV (GPS)-A

Circling NA to RW 10L and 28R. Procedure NA at night. Use Yngstown/Warren Regional altimeter setting.

Rwy 10L, 28R helicopter direct ELEGE and hold then climbing right turn to 3600.

MISSED APPROACH: Climb to 1600.

UNICOM (CTAF) 122.7

NA 371.875

EC-2, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 18**

**TRI-CITY (3G6)**

**CAK ASOS** 121.05  
**CLEVELAND APP CON** 125.5 371.875  
**CTAF** 122.9

**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.

**RNP APCH.**

**CTAF** 122.9

**CATEGORY**  
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<td><strong>LNAV MDA</strong></td>
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<td><strong>CIRCLING</strong></td>
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**SEBRING, OHIO**

**Orig 17JUN21**

**SEBRING, OHIO**

**AL-5893 (FAA)**

**ELEV 1188**  
**TDZE 1188**

**23334**
One Minute Holding Pattern

<table>
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<th>10 NM</th>
<th>4.8 NM</th>
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<tr>
<td>S-18</td>
<td>NA</td>
<td>1680-1</td>
<td>492 (500-1)</td>
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 Rak CIRCLING

VOR RWY 18
TRI-CITY (3G6)

EC-2, 11 JUL 2024 to 05 SEP 2024

SEBRING, OHIO
Amdt 4A 17JUN21

40°54'N-81°00'W
RNAV (GPS) RWY 14

FREEMAN MUNI (SER)

Boro-VNAV and VDP NA when using Louisville Muhammad Ali Intl altimeter setting. Rwy 14 helicopter visibility reduction below 1/4 SM NA. For uncompensated Boro-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 1/4 SM.

AWOS-3
119.425

LOUISVILLE APP CON
132.075

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at DECEE on V51 northbound and V128 southeast bound.

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

ELEV 583

TDZE 583

RNAV (GPS) RWY 14

ZEKAM and hold.

Climb to 2400 direct

EC-2, 11 JUL 2024 to 05 SEP 2024

RNP APCH - GPS,

Amdt 1A 07OCT21

SEYMOUR, INDIANA

Amrdt 1A 07OCT21

38°55'N 85°55'W

RNAV (GPS) RWY 14
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Inop table does not apply to LPV all Cats and LNAV Cats A/B.
For inop ALS, increase LNAV/VNAV Cats C/D visibility to 1/3 SM.

AWOS-3 119.425
LOUISVILLE APP CON 132.075 327.0
UNICOM 122.8 (CTAF) 0

HOLD 6000 2400
IF/IAF NAYIV

(IAF) LUPIC

(JIRIP and hold.)
Climb to 2500 direct.

MISSED APCH FIX

ELEV 583
TDZE 578

MISSED APPROACH: Climb to 2500 direct JIRIP and hold.
RNAV (GPS) RWY 32
FREEMAN MUNI (SER)

AWOS-3
119.425

LOUISVILLE APP CON
132.075 327.0

UNICOM
122.8 (CTAF)

Baro-VNAV and VDP NA when using Louisville Muhammad Ali Intl altimeter setting. Rwy 32
helicopter visibility reduction below 3/4 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 LPV DA to 979 feet and all visibilities
1/2 SM; increase LNAV/VNAV DA to 1230 feet and all visibilities 3/4 SM; increase all MDAs 120
feet and LNAV visibility Cat C/D 3/4 SM; and Circling visibility Cat C/D 1/2 SM.

MISSED APPROACH:
Climb to 2600 direct RUYOT and hold.

SEYMOUR, INDIANA
AL-573 (FAA)

WAAS
CH 99403
W32A

APP CRS 316°
Rwy Idg 5502
TDZE 574
Apt Elev 583

RNP APCH - GPS.

EC-2, 11 JUL 2024 to 05 SEP 2024
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.

MISSING APPROACH FIX: Climbing 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.

ASOS

121.55

INDIANAPOLIS APP CON

127.15  317.8

UNICOM

122.8 (CTAF)

MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct SHB VOR/DME and hold.

Visual Segment - Obstacles.
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

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.
MAREO FIVE DEPARTURE

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

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)
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.
DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY1.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.
ST LOUIS TRANSITION (ROCKY1.STL): From over ROCKY INT on STL R-059 to STL VORTAC.
RNAV (GPS) RWY 5

SHERIDAN (5I4)

**APP CRS**
- Rw 1dg 3110
- TDZE 932
- Apt Elev 936

**RNP APCH.**

**NA**
- Circling NA to Rwys 9 and 27. Procedure NA at night. Rw 5
- helicopter visibility reduction below 1 SM NA. Use Indianapolis
- Exec altimeter setting.

**MISSED APPROACH:** Climb to 2700
- direct BROOG and hold.

**TYQ AWOS-3PT**
- 120.725

**INDIANAPOLIS APP CON**
- 124.65 317.8

**UNICOM**
- 123.075 (CTAF)

Procedure NA for arrivals at JAKKS
- on V24-128-399 northwest bound

Procedure NA for arrivals at WELDO
- on V11-305 northeast bound

 exec altimeter setting.

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**AL-6252 (FAA)**

**SHERIDAN, INDIANA**

**Orig-C 08OCT20**

**40°11′N-86°13′W**
RNAV (GPS) RWY 23

SHERIDAN (5I4)

**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.**

### 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>1340-1</td>
<td>408 (500-1)</td>
<td>1340-1$rac{1}{2}$</td>
<td>408 (500-1$rac{1}{2}$)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1400-1</td>
<td>464 (500-1)</td>
<td>1420-1</td>
<td>484 (500-1)</td>
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<tr>
<td></td>
<td>1500-1$rac{1}{2}$</td>
<td>564 (600-1$rac{1}{2}$)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 10
SIDNEY MUNI (SCA)

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 3/4 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 1/2 mile and Circling Cat C visibility 1/4 mile.

**Procedure NA for arrivals on ROD VOR/DME airway radials 287 CW 085.**

**Procedure NA for arrivals on DQN VOR/DME airway radials 207 CW 314.**

**Amdt 1 12NOV15**
RNAV (GPS) RWY 28
SIDNEY MUNI (SCA)

AWOS-3 120.425
COLUMBUS APP CON 134.45 294.5
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.

RNAV (GPS) RWY 28
SIDNEY MUNI (SCA)

AIRPORT IDENTIFICATION

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.

EC-2, 11 JUL 2024 to 05 SEP 2024

SIDNEY, OHIO
Amdt 1A 13SEP18

575

SIDNEY MUNI (SCA)
RNAV (GPS) RWY 28
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 1/2 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.
ADF required:

- RwY 9R helicopTeR visibilITy redUction beloW 3/4 SM NA.
- foR inop ALS, increase s-ILS 9R visibilITy all cats to RVR 5500, increase s-LOC 9R cats C/D visibilITy to RVR 6000.

Circling RwY 27R NA at night.

ATIS 120.675  SOUTH BEND APP CON*  118.55  SOUTH BEND TOWER*  257.8
GND CON  135.675 (CTAF)  257.8
CLNC DEL  121.7

ALTERNATE MISSED APCH FIX

GIPPER 115.4 GU  101°
Chan 101

LOM MISHA 341 SB  009°
Chan 101

MALSF -

MISSED APPROACH: ClimB to 3000 direct MISHA LOM/INT and hold, continue climb-in-hold to 3000.

EC-2, 11 JUL 2024 to 05 SEP 2024

REMANN WITHIN 10 NM

GS 3.00° TCH 55

R -251
R -236

PRAIR INT

3000
SB

HRL RwY 9R-27L
MRL RwY 18-36
MRL RwY 9L-27R

FAT TO MAP 5.3 NM

Knots 60 90 120 150 180
Min/Sec 5:18 3:32 2:39 2:07 1:46
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 GJ VORTAC on V6 westbound.**

**Procedure NA for arrivals at GSH VORTAC on V285 southwest bound.**

**Procedure NA for arrivals at LINGS on V277 northwest bound.**

**SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
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.
**RNAV (GPS) RWY 9R**

**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

**WAAAS**
CH 60908
W09B

**APP CRS**
094°

**Rwy Idg**
TDZE 790

**Apt Elev**
798

**RNAV (GPS) RWY 9R**

**PROCEDURE**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.**

**Circling Rwy 27R NA at night. Rwy 9R helicopter visibility reduction below RVR 4000 NA.**

**For inop ALS, increase LPV all Cats visibility to RVR 5500 and LNAV Cat C/D to RVR 6000.**

**MALSF**

**MISSED APPROACH:**
Climb to 2600 direct ISUYO 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

**CATEGORY**

A  B  C  D

LPV DA  1135/40 345 (400-3/4)
LNAV/ VNAV DA  1222/50 432 (500-1)
LNAV MDA  1200/40 410 (500-3/4)  1200/50 410 (500-1)
C CIRCLING  1280-1 482 (500-1)  1440-1 410 (500-3/4)  1500-2 410 (500-1)

**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

**CATEGORY**

A  B  C  D

LPV DA  1135/40 345 (400-3/4)
LNAV/ VNAV DA  1222/50 432 (500-1)
LNAV MDA  1200/40 410 (500-3/4)  1200/50 410 (500-1)
C CIRCLING  1280-1 482 (500-1)  1440-1 410 (500-3/4)  1500-2 410 (500-1)

**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

**CATEGORY**

A  B  C  D

LPV DA  1135/40 345 (400-3/4)
LNAV/ VNAV DA  1222/50 432 (500-1)
LNAV MDA  1200/40 410 (500-3/4)  1200/50 410 (500-1)
C CIRCLING  1280-1 482 (500-1)  1440-1 410 (500-3/4)  1500-2 410 (500-1)
**RNAV (GPS) RWY 18**

**SOUTH BEND INTL (SBN)**

**ATIS** | **SOUTH BEND APP CON** | **SOUTH BEND TOWER** | **GND CON** | **CLNC DEL**
---|---|---|---|---
120.675 | 118.55 257.8 | 135.675 (CTAF) 257.8 | 121.7 | 121.9

**MISSED APPROACH:** Climb to 2400 direct DRNAA and hold.

Procedure NA for arrivals at MAPER on V526 northwest bound.

Procedure NA for arrivals at JJANN on V277 southeast bound.

**MISSED APCH FIX**

**DRNAA**

\[
\text{LNAV/VNAV NA below -19°C or above 54°C.}
\]

**EC-2, 11 JUL 2024 to 05 SEP 2024**
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.

MISSED APPROACH: Climb to 2600 direct TOKOC and hold.

Procedure NA for arrivals at JJANN on V277 northwest bound and on V156 northeast bound.

Procedure NA for arrival on GSH VOR/TAC airway radials 270 CW 060.

EC-2, 11 JUL 2024 to 05 SEP 2024

SOUTH BEND, INDIANA
AL-399 (FAA)

WAAS
CH 50108
W27A
APP CRS 274°
Rwy Idg 8412
TDZE 774
Apt Elev 798

MALSR

Missed Approach:

EC-2, 11 JUL 2024 to 05 SEP 2024

SOUTH BEND INTL (SBN)

RNAV (GPS) RWY 27L
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 270 CW 318.

EC-2, 11 JUL 2024 to 05 SEP 2024
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

MISSED APPROACH: Climbing right turn to 2400 direct
GIJ VORTAC and hold.

Circling Rwy 27R NA at night.

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 52).

EC-2, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 6
SPRINGFIELD/BECKLEY MUNI (SGH)

MISSED APPROACH: Climb to 3000 direct CEVKI and right turn on track 171° to ANDII and hold.

Rwy 6 helicopter visibility reduction below 3/4 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)

**ELEV 1051**

**TDZE 1051**
**RNAV (GPS) RWY 15**

**SPRINGFIELD/BECKLEY MUNI (SGH)**

**RNP APCH - GPS.**

- **Rwy 15** helicopter visibility reduction below ¾ SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**HOLD 2800**

- **4 NM**
  - **[IF/IAF]**
  - **MALPS**

**3000**

- **ANDII**
- **COSTS**
- **MALPS**
- **1.5 NM to MALPS**
- **2800**
- **3100**

**30 NM to MALPS (NoPT)**

**2800**

- **328°**
- **148°**

**MALPS**

**GP 3.00°**

**TCH 36**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**Springfield, Ohio**

**Orig-A 10AUG23**

**39°50'N 83°50'W**

589
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.

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. below -17°C or above 54°C.
RNAV (GPS) RWY 33
SPRINGFIELD/BECKLEY MUNI (SGH)

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct ANDII and hold.

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)

EC-2, 11 JUL 2024 to 05 SEP 2024

Springfield/Beckley Mun I (SGH)
RNAV (GPS) RWY 33

Andover II

SHADS

LOANE

RW33

CIRCLING

39°50'N-83°50'W 591

Orig 02DEC21

Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
RNAV (GPS) RWY 32
GEARY A BATES/JEFFERSON COUNTY AIRPARK (2G2)

RNAV APCH.

Wisy helicopter visibility reduction below 3/4 SM NA.
Baro-VNAV NA when using Wheeling altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter not received, use Wheeling altimeter setting.

**AWOS-3** 121.625
**HLG ASOS** 127.375
**PITTSBURGH APP CON** 124.75 338.2
**UNICOM** 122.8 (CTAF)

**ELEV 1198** TDZE 1192

**REIL Rwy 14 and 32**
**MIRL Rwy 14-32**

**CATEGORY**

**LPV** DA 1519-1 327 (400-1) NA

**LNAV/VNAV** DA 1972-½ 780 (800-2½) NA

**LNAV MDA** 1880-1 688 (700-1) 1880-2 688 (700-2) NA

**CIRCLING**
1880-1 682 (700-1) 1980-1 782 (800-1) 1980-2½ 782 (800-2½) NA

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 32**
GEARY A BATES/JEFFERSON COUNTY AIRPARK (2G2)

40°22'N-80°42'W

Amdt 1C 27JAN22
**RNAV (GPS) RWY 18**

**SULLIVAN COUNTY (SIV)**

**MISSUED APPROACH:**
Climb to 2500 direct
VIYUT and hold.

**RSV AWOS-3**
120.5

**HULMAN APP CON**
135.35 339.8

**UNICOM**
122.8 [CTAF]

---

**BO category**

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.

**NA**

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**EC-2, 11 JUL 2024 to 05 SEP 2024**

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**SULLIVAN, INDIANA**

**AL-5590 (FAA)**

**24193**
RNAV (GPS) RWY 36
SULLIVAN COUNTY (SIV)

RSV AWOS-3 120.5
HULMAN APP CON 135.35 339.8
UNICOM 122.8 (CTAF)

MISSED APPROACH:
Climb to 2600 direct
JIDIB and hold.

Baro-VNAV NA. Use Robinson altimeter setting; when not received, use Terre Haute altimeter setting and increase LPV DA to 876, increase LNAV/VNAV DA to 889, and increase all MDA 20 feet.

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 21).

Altimeters: RQF 82136

APP CRS 003°
Rwy Idg 4359
TDZE 539
Apt Elev 539

Category A

LPV DA 856-1/8 317 (400-1/8)
NA

LNAV/VNAV DA 869-1 330 (400-1)
NA

LNAV MDA 980-1 441 (500-1)
NA

Circling 1000-1 1080-1
461 (500-1) 541 (600-1)
NA

SULLIVAN, INDIANA
AL-5590 (FAA)

EC-2, 11 JUL 2024 to 05 SEP 2024

SULLIVAN COUNTY (SIV)
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:
- Climbing to 2500 direct FOMUV and hold.
- Increase all MDA 80 feet.
- Increase LP Cat C visibility ¼ mile and LNAV Cat C visibility ½ mile.
- Obtain local altimeter setting on CTAF; when not received, use Huntingburg altimeter setting and procedure NA at night.
- DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA.
- 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.

TELL CITY, INDIANA

RNAV (GPS) RWY 13
PERRY COUNTY MUNI (TEL)

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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1000-1</td>
<td>358 (400-1)</td>
<td>1000-1½</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1040-1</td>
<td>398 (400-1)</td>
<td>1040-1¼</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1080-1</td>
<td>420 (500-1)</td>
<td>1120-1½</td>
<td>NA</td>
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</table>

RNAV (GPS) RWY 13
PERRY COUNTY MUNI (TEL)

EC-2, 11 JUL 2024 to 05 SEP 2024

TELL CITY, INDIANA

RNAV (GPS) RWY 13
PERRY COUNTY MUNI (TEL)

Orig-A 24JUL14

38°01’N - 86°42’W

597
When VGS is inop, Circling Rwy 13 NA at night. When VGS is 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.

**EVANSVILLE APP CON**

**UNICOM**

2500 NoPT 660 (9)

Procedure NA for arrivals at MYS VOR on V49 northbound.
RNAV (GPS)-A
SKY KING (3I3)

HULMAN APP CON
125.45 339.8

UNICOM
122.8 [CTAF]

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.

TERRE HAUTE, INDIANA
Amdt 1 08NOV18

EC-2, 11 JUL 2024 to 05 SEP 2024

599
RNAV (GPS) RWY 14
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

Missed Approach: Climb to 2600 direct CORIE and hold.

RNP APCH.

TWR 637
0.3% U P

 CATEGORY A
 1249 A
 825

 CATEGORY B
 711

 CATEGORY C
 695 A
 680

 CATEGORY D
 1046

HOLD 6000
6000

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<tr>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>1140-1</td>
<td>561 (600-1)</td>
<td>1140-1½</td>
<td>561 (600-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1140-1</td>
<td>551 (600-1)</td>
<td>1220-1½</td>
<td>631 (700-1¼)</td>
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</tbody>
</table>

RNP APCH. VDP NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet, increase LNAV and Circling. Cat C/D visibility ¼ SM. Rwy 14 helicopter visibility reduction below ½ SM NA.

ReIL Rwys 14, 23 and 32
HIRL Rwys 5-23 and 14-32

TERRE HAUTE, INDIANA
Orig E 25FEB21

TERRE HAUTE RGNL (HUF)
RNAV (GPS) RWY 14

TERRE HAUTE, INDIANA
AL-608 (FAA) 23110
RNAV (GPS) RWY 23
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

HULMAN TOWER 125.45 339.8

TERRE HAUTE, INDIANA

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23
TERRE HAUTE RGNL (HUF)

1249 1046 1.2 NM to CUVOS

1160

Procedure NA for arrival on TTH VORTAC airway radials 317 CW 137.

AIRPORT

EC-2, 11 JUL 2024 to 05 SEP 2024

TERRE HAUTE, INDIANA

Amdt 1E 25FEB21

AWOS 766.375

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

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RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF)
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

DME required.

ASR

MALS

MISSED APPROACH:
Climb to 2300 direct
TH VORTAC and hold.

Remain within 10 NM

VGSI and descent Angles not concident
(VGSI Angle 3.00/TCH 40).

CATEGORY
A  B  C  D

S-5
960/50 387 (400-1)

CIRCLING
1040-1 451 (500-1)

1220-1 3/4 631 (700-1/4) 1220-2 631 (700-2)

TERRE HAUTE, INDIANA
Amdt 18A 25FEB21

39°27’N-87°18’W

605
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 6
SENeca COUNTY (16G)

Circling to Rwy 24 NA at night. Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 60 feet, increase LPV all Cats ¼ SM and LNAV and Circling Cat C visibility ½ SM.

MISSED APPROACH:
Climb to 2400 direct VOBRY and hold.

MIRL Rwys 6-24
REIL Rwys 6 and 24
RNAV (GPS) RWY 24
SENeca County (16G)

Circling to RW 24 NA at night. Baro-VNAV NA when using Findlay altimeter setting. RW 24 helicopter visibility reduction below 1/4 SM NA. For uncompensated Baro-VNAV systems. LNAV/VNAV NA when local altimeter setting not received, use Findlay altimeter setting and increase all DA/MDA 60 feet, and increase LPV, LNAV/VNAV all Cat C visibility 1/4 SM, increase LNAV and Circling Cat C visibility 1/4 mile.

**MISSEd ApproCh Fix**

**MAszky**

Climb to 2400 direct MAZKY and hold.

**AWOS-3**
**FDY ASOS**
**TOLEDO APP CON**
**UNICOM**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**Amdt 1D 27JAN22**

**MIRL Rwys 6-24**

**REIl Rwys 6 and 24**
Circling to Rwy 24 NA at night. Rwy 6 helicopter reduction below ½ SM NA. When local altimeter not received, use Findlay altimeter setting and increase all MDA 60 feet and S-6 Cat C visibility ½ SM and Circling Cat C visibility ¼ SM.

AWOS-3 127.175
FDY ASOS 132.85
TOLEDO APP CON 120.8 317.55
UNICOM 123.0 (CTAF)

Procedure NA for arrival on FBC.

VORTAC FBC 108.2 Chan 19
APP CRS 073°
Rwy Idg 4000
TDZE 786
Apt Elev 786

TO REBUT/FBC 21 DME and hold.

MISSED APPROACH: Climb to 2400 then left turn on FBC VORTAC R-073 to REBUT/FBC 21 DME and hold.

Remain within 10 NM

EC-2, 11 JUL 2024 to 05 SEP 2024

MIRL Rwy 6-24
REIL Rwys 6 and 24

CATEGORY A B C D
S-6 1400-1 614 (700-1) 1400-1¾ 614 (700-1¼) NA
CIRCLING 1400-1 614 (700-1) 1400-1¾ 614 (700-1¼) NA

TIFFIN, OHIO
Amdt 9B 19JUL18
41°06'N-83°13'W

SENeca County (16G)

VOR RWY 6

SENeca County (16G)

VOR RWY 6

TIFFIN, OHIO
AL-5645 (FAA)
**NDB RWY 24**

**SENeca County (16G)**

**Category**

<table>
<thead>
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<th>D</th>
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<tbody>
<tr>
<td>S-24</td>
<td>1460-1</td>
<td>675 (700-1)</td>
<td>1460-1¾</td>
<td>1460-2</td>
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<tr>
<td>Circling</td>
<td>1460-1</td>
<td>674 (700-1)</td>
<td>1460-2</td>
<td>1560-2½</td>
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**AWOS-3**

127.175

**FDY ASOS**

132.85

**TOLEDO APP CON**

120.8 317.55

**UNICOM**

123.0 [CTAF]

**Amdt 7E 27Jan22**

**EC-2, 11 Jul 2024 to 05 Sep 2024**

**Tiffin, Ohio**

**AL-5645 (FAA)**

**23054**

**NDB TII 269**

**APP CRS 250°**

**Rwy Idg TDZE 785 Apt ELEV 786**

**Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDAs 60 feet, increase S-24 Cat C visibility ½ SM, and Circling Cat D visibility ¼ SM. Straight-in Rwy 24 NA at night, Circling Rwy 24 NA at night.**

**MISSed APPROACH: Climb to 2400 then right turn direct TII NDB and hold.**

**AWOS-3**

127.175

**FDY ASOS**

132.85

**TOLEDO APP CON**

120.8 317.55

**UNICOM**

123.0 [CTAF]

**Amdt 7E 27Jan22**

**EC-2, 11 Jul 2024 to 05 Sep 2024**

**Tiffin, Ohio**

**AL-5645 (FAA)**

**23054**

**NDB TII 269**

**APP CRS 250°**

**Rwy Idg TDZE 785 Apt ELEV 786**

**Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDAs 60 feet, increase S-24 Cat C visibility ½ SM, and Circling Cat D visibility ¼ SM. Straight-in Rwy 24 NA at night, Circling Rwy 24 NA at night.**

**MISSed APPROACH: Climb to 2400 then right turn direct TII NDB and hold.**

**AWOS-3**

127.175

**FDY ASOS**

132.85

**TOLEDO APP CON**

120.8 317.55

**UNICOM**

123.0 [CTAF]

**Amdt 7E 27Jan22**

**EC-2, 11 Jul 2024 to 05 Sep 2024**

**Tiffin, Ohio**

**AL-5645 (FAA)**

**23054**

**NDB TII 269**

**APP CRS 250°**

**Rwy Idg TDZE 785 Apt ELEV 786**

**Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDAs 60 feet, increase S-24 Cat C visibility ½ SM, and Circling Cat D visibility ¼ SM. Straight-in Rwy 24 NA at night, Circling Rwy 24 NA at night.**

**MISSed APPROACH: Climb to 2400 then right turn direct TII NDB and hold.**

**AWOS-3**

127.175

**FDY ASOS**

132.85

**TOLEDO APP CON**

120.8 317.55

**UNICOM**

123.0 [CTAF]
TOLEDO, OHIO

TOLEDO, OHIO

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

EC-2, 11 JUL 2024 to 05 SEP 2024

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EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024
### ATIS
- **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

### ILS Z or LOC Z RWY 25
- **EUGENE F KRANZ TOLEDO EXPRESS (TOL)***

#### RADAR required for procedure entry. DME, RNAV 1-GPS required.
- For inop ALS, increase S-ILS 25 Cat E visibility to RVR 4000, and S-LOC 25 Cat E visibility to RVR 5000.
- # RVR 1800 authorized with use of FD or AP or HUD to DA.

### Holding Pattern
- **One Minute Holding Pattern**

#### ELEV 684  TDZE 678

#### TDZ/CL Rwy 7
- HIRL Rwy 7-25
- MIRL Rwy 16-34
- REL Rwy 16 and 34

#### EC-2, 11 JUL 2024 to 05 SEP 2024
- 612
RNAV (GPS) RWY 7
EUGENE F KRANZ TOLEDO EXPRESS (TOL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 52°C. For inop ALS, increase LPV all Cats visibility to RVR 5000. Increase LNAV/VNAV Cat E and LNAV Cat E visibility to 1½ SM.

ALSF-2

MISSED APPROACH: Climb to 3000 direct AKEPE and hold.
**RNAV (GPS) RWY 25**

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

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 52°C. For inoperative ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ SM, LNAV Cat D/E visibility to RVR 6000.

**Missed Approach:** Climb to 3000 direct ATVIY and hold.

**ATIS**

<table>
<thead>
<tr>
<th>TOLEDO APP CON</th>
<th>TOLEDO TOWER</th>
<th>CLNC DEL</th>
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<tbody>
<tr>
<td>118.75 290.225</td>
<td>118.1 285.4</td>
<td>121.9 348.6</td>
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**ATVIY**

**ATVIY**

**GND CON**

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<th>TOLEDO TOWER</th>
<th>CLNC DEL</th>
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<tr>
<td>118.1 285.4</td>
<td>121.9 348.6</td>
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**Category**

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<tbody>
<tr>
<td>878/24</td>
<td>200 (200-1¾)</td>
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**LPV DA**

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<th>LNAV DA**</th>
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<tr>
<td>1065/50 387 (400-1)</td>
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**LNAV MDA**

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<tr>
<th>1040/50</th>
<th>362 (400-1)</th>
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**CIRCLING**

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<tr>
<th>1200-1</th>
<th>517 (600-1)</th>
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</table>

**Additional Information**

- **APV CRS:** 252°
- **Rwy Idg:** 10599
- **Apt Elev:** 678
- **MALS:** 683
- **EC-2, 11 JUL 2024 to 05 SEP 2024**

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**EC-2, 11 JUL 2024 to 05 SEP 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 4
TOLEDO EXEC (TDZ)

### RNP APCH.

- **Circling Rwy 14 NA at night.** Rwy 4 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDA 60 feet, LP Cats C/D visibility $\frac{1}{6}$ mile, increase LNAV and Circling Cats C/D visibility $\frac{1}{4}$ mile.

### MISSED APPROACH:
- Climb to 1100 then climbing right turn to 2300 direct VEFDO and hold.

### ASOS
- TOLEDO APP CON: 126.1 307.0
- CLNC DEL: 125.6
- UNICOM: 123.05 (CTAF)

### RNP APCH.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<tr>
<td>LP MDA</td>
<td>980-1</td>
<td>357 (400-1)</td>
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<td>LNAV MDA</td>
<td>1000-1</td>
<td>377 (400-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1080-1</td>
<td>1100-1</td>
<td>1200-1½</td>
<td>1320-2½</td>
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<table>
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<tr>
<th>MIRL Rwys 4-22 and 14-32</th>
<th>0.9 NM to RW04</th>
<th>0.9 NM to RW04</th>
<th>0.9 NM to RW04</th>
<th>0.9 NM to RW04</th>
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<tbody>
<tr>
<td>TOLEDO EXEC (TDZ)</td>
<td>VEFDO</td>
<td>WIGRI</td>
<td>ZAVRI</td>
<td>RW04</td>
</tr>
</tbody>
</table>

### Holding Pattern

- 4 NM to VEFDO
- 3.50° TCH 35
- 2200-1320
- 0.9 NM to RW04
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 ½ 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 ½ SM. Increase all MDA 60 feet and increase LNAV Cats C and D and Circling Cat D visibility ½ SM.

**MISSING APPROACH:** Climb to 1100 then climbing left turn to 2300 direct WIMLU and hold.

**ASOS:**
- 121.575
- TOLEDO APP CON: 126.1 307.0
- CLNCE DEL: 125.6
- UNICOM: 123.05 (CTAF)

**Diagram:**
- RNAV (GPS) RWY 32
- TOLEDO EXEC (TDZ)
- Holding Pattern 4 NM
- RW32 1.6 NM to RW32
- CETYA 1.6 NM to RW32
- HOKVO 2200
- CIRCLING
- TCH 45
- GP 3.00°
- Holding Pattern 4 NM
- CATEGORY
  - A
  - B
  - C
  - D
- LPV DA
  - 871-1½ 250 [300-1½]
- LNAV/VNAV DA
  - 1080-1 459 [500-1½]
- LNAV MDA
  - 1020-1 399 [400-1]
  - 1020-1½ 399 [400-1½]
- LPV MDA
  - 1080-1 457 [500-1]
  - 1100-1 477 [500-1]
  - 1200-1 577 [600-1½]
  - 1320-2 697 [700-2½]
NoPT for arrival on FBC VORTAC airway radials 200 CW 012.

ADF or DME REQUIRED

One Minute Holding Pattern

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<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>1520-1 690 (700-1)</td>
<td>1520-1½ 690 (700-1¼)</td>
<td>1540-2 710 (800-2)</td>
<td>1540-2½ 710 (800-2¼)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1420-1 590 (600-1)</td>
<td>1440-1 610 (700-1)</td>
<td>1540-2 710 (800-2)</td>
<td>1540-2½ 710 (800-2¼)</td>
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FAF to MAP 5.5 NM

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<th>Knots</th>
<th>Min:Sec</th>
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<tr>
<td>60</td>
<td>5:30</td>
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<tr>
<td>90</td>
<td>3:40</td>
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<tr>
<td>150</td>
<td>2:12</td>
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<tr>
<td>180</td>
<td>1:50</td>
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EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024
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 1/2 SM.

AWOS-3 118.325

COLUMBUS APP CON 134.45 294.5

UNICOM 122.7 (CTAF)

No PT for arrivals on ROD VORTAC airway radials 273 CW 023.

MISSED APPROACH: Climb to 2800 then climbing left turn to 3000 direct ROD VORTAC and hold.
ILS or LOC RWY 27
PORTER COUNTY RGNL (VPZ)

MISSED APPROACH: Climb to 1400, then climbing right turn to 2600 direct SEDLY LOM and hold, continue climb-in-hold to 2600.

Procedure NA for arrivals at CGT VORTAC on V8-92 westbound.

AFD required.

- For inop ALS, increase S-LOC 27 Cats C and D visibility to 1 SM.

CHICAGO HEIGHTS
114.2 CGT
Chan 89

MA S-VP 25 NM
2800

LOCALIZER 109.7
I-VPZ

Procedure NA for arrivals at CGT VORTAC on V8-92 westbound.

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 9
PORTER COUNTY RGNL (VPZ)

MISSED APPROACH:
Climb to 2600 direct
FEVIX and hold.

ASOS
125.875

SOUTH BEND APP CON
132.05 257.8

CLNC DEL
120.525

UNICOM
122.725 (CTAF)

VALPARAISO, INDIANA
AL-5460 (FAA)

RNP APCH.

Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated
Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.

カテゴリー

LPV 1038-1 269 (300-1)
LNAV/ VNAV 1369-2 600 (600-2)
LNAV MDA 1260-1 1360-1 1620-2
CIRCLING 1260-1 1300-1 1620-2

VALENCÍA, INDIANA

Appd 18 09SEP21

41°27'N-87°00'W

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 18
PORTER COUNTY RGNL (VPZ)

**ASOS**
- 125.875

**SOUTH BEND APP CON**
- 132.05
- 257.8
- 120.525

**CLNC DEL**
- 122.725 (CTAF)

**UNICOM**
- 120.525

**RNAV APCH-GPS.**

- 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 CHETC on V6-10 westbound.

**MISSING APPROACH:**
- Climb to 2400 direct
- CUKIK and on track 106° to KLROY and hold.

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**HOLD**
- 2600
- 6000

**LNAV/VNAV NA below 21°C or above 54°C.**

**Rwy 18**

**RNAV (GPS) RWY 18**

**PORTER COUNTY RGNL (VPZ)**

**Category B, C, D**

**systems, LNAV/VNAV NA below -21°C or above 54°C.**

**AMILP Rwy 9-27**

**AMILR Rwy 18-36**

**REIL Rwyys 9, 18 and 36**
RNAV (GPS) RWY 27
PORTER COUNTY RGNL (VPZ)

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 1\% SM.

MALSR

MISSING APPROACH: Climb to 2600 direct KEYVE and on track 182° to LERGE and on track 092° to LECIL and on track 050° to FEVIX and hold.

ASOS
125.675
SOUTH BEND APP CON *
132.05 257.8
CLNC DEL 120.525
UNICOM 122.725 (CTAF)

CHICAGO HEIGHTS CGT

1054
820

867

995

LERGE

092°

7.6

1.6 NM to RW27

POYIN

FEVIX

HOLD 2600

092°

272°

4 NM

2600

272°

2600

272°

2600

4 NM

1.6 NM

1.6 NM

3.9 NM

6 NM

2600

G P 3.00°

TCH 50

CATEGOR Y
LPV DA 1020-1/2
LNAV/VNAV DA 1201-3/4
LNAV MDA 1180-1/2
CIRCLING 1260-1

A 1020-1/2 1180-1/2
B 250 (300-1/2) 410 (500-1/2)
C 431 (500-3/4) 1180-3/4
D 1300-1 1360-11/2
530 (600-1) 590 (600-1/2)
1620-23/4 850 (900-2-3/4)

EC-2, 11 JUL 2024 to 05 SEP 2024
PORTER COUNTY RGNL (VPZ)

VALPARAISO, INDIANA

AIRPORT DIAGRAM

ASOS 125.875 CTAF/UNICOM 122.725

FIELD ELEV 770

FIRE STATION

TERMINAL

MAINTENANCE

HANGARS

ELEV 770

ELEV 770

7001 X 150

4001 X 75

HPM 184.0°

RAIN 274.5°

W 0.0° W

770

184.0°

094.5°

004.0°

274.5°

769

ELEV

W

PORTER COUNTY RGNL (VPZ)

WAVERLY, INDIANA

AIRPORT DIAGRAM

ASOS 125.875 CTAF/UNICOM 122.725

FIELD ELEV 770

FIRE STATION

TERMINAL

MAINTENANCE

HANGARS

ELEV 770

ELEV 770

7001 X 150

4001 X 75

HPM 184.0°

RAIN 274.5°

W 0.0° W

770

184.0°

094.5°

004.0°

274.5°

769

ELEV

W
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 V55 southeast bound and V14 southwest bound.
RNAV (GPS) RWY 27
VAN WERT COUNTY (VNW)

**APP CRS**
- Rwy Idg: 4000
- TDZE: 786
- Apt Elev: 787

**RNAV APCH - GPS.**
- CIRCLING: NA to Rwys 18 and 36. Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.
- MISSED APPROACH: Climbing right turn to 3000 direct DRIFF and hold.

**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.**

**3000**
- DRIFF
- OYNOV
- RW27
- 2400
- 3.04°
- TCH 40

**4 NM**
- Holding Pattern
- **275°**
- **275°**
- **095°**

**Procedure NA for arrivals at BOOKS on V14 southwest bound and V55 southeast bound.**

**ELEV 787**
- TDZE 786

** cognate**
- 40°52'N-84°36'W

**CATEGORY**
- LNAV MDA
- 1280-1
- 494 (500-1)

- CIRCLING
- 1340-1
- 553 (600-1)

**EC-2, 11 JUL 2024 to 05 SEP 2024**
VERSAILES, OHIO

RNAV (GPS) RWY 9
DARKE COUNTY (VES)

AWOS-3T 125.9
COLUMBUS APP CON 134.45 352.05
UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 9

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.

MISSED APPROACH: Climb to 2700 direct WEGLU and hold.

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

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

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.

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.

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.
VERSAILLES, OHIO

RNAV (GPS) RWY 27
DARKE COUNTY (VES)

AWOS-3T
125.9

COLUMBUS APP CON
134.45 352.05

UNICOM
122.8 (CTAF)

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 ROD VORTAC airway radials 207 CW 314.

Procedure NA for arrival on DQN VOR/DME airway radials 359 CW 085.
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.

OKK AWOS-3PT
128.675

GRISSEOM APP CON *
121.05 338.275

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 9
WABASH MUNI (IWH)

Category A: 1200-1 404 (500-1)
Category B: 1200-1 404 (500-1½)
Category C: 1540-2 744 (800-2½)
Category D: NA

RNAV (GPS) RWY 9
WABASH MUNI (IWH)

40°46'N-85°48'W
633
RNAV (GPS) RWY 27
WABASH MUNI (IWH)

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Tyke Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>272°</td>
<td>4401</td>
<td>796</td>
<td>796</td>
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</tbody>
</table>

**RNAV (GPS) RWY 27**

**WABASH MUNI (IWH)**

**OKK AWOS-3PT**

**GRISSOM APP CON**

**UNICOM**

| 128.675 | 121.05 | 338.275 | 122.8 (CTAF) |

- **Missed Approach:**
  - Climb to 2500 direct JOVEV WP and hold.

- **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.

**Procedure NA for arrival at LATES on V11 southwestbound.**

**LNAV MDA**

<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>1280-1</td>
<td>484 (500-1)</td>
<td>1280-1½</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1300-1</td>
<td>504 (600-1)</td>
<td>1440-1</td>
<td>1560-2¼</td>
</tr>
<tr>
<td></td>
<td>644 (700-1)</td>
<td>764 (800-2¼)</td>
<td></td>
<td>NA</td>
</tr>
</tbody>
</table>

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**WABASH, INDIANA**

**Orig-A 21JUL16**

**40°46'N-85°48'W**
RNAV (GPS) RWY 2
WADSWORTH MUNI (3G3)

MISSED APPROACH:
Climbing right turn to 3100
direct DALTS and hold.

BJJ ASOS
118.075

CLEVELAND APP CON
125.5 371.875

UNICOM
122.8 (CTAF)

WADSWORTH, OHIO
AL-6804 (FAA)
24025

APP CRS
Rwy Idg 3400
TDZE 972
Apt Elev 974

ELEV
974
TDZE 972

Apt Elev
974

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 Rgnl altimeter setting and increase all MDA 40 feet and LNAV
visibility Cat C ½ SM, Circling Cat B ½ SM.

sharing

direct DALTS and hold.

MISSED APPROACH:
Climbing right turn to 3100
direct DALTS and hold.

WELTZIEN SKYPARK
DALTS

MISSING

FOSGO

MISSED APPROACH:
Climbing right turn to 3100
direct DALTS and hold.

WELTZIEN SKYPARK
DALTS

MISSING

FOSGO

MISSING

ELEV 974
TDZE 972

4 NM
Holding Pattern
DALTS

3100

186°

006°

2600

1760-1

1660-1

1980-3

1620-1

648 (700-1)

686 (700-1)

1006 (1100-2)

1006 (1100-2)

NA

LNAV MDA

1620-1 648 (700-1)

1620-1½ 648 (700-1½)

NA

LNAV MDA

1660-1 686 (700-1)

1760-1 786 (800-1)

1980-3 1006 (1100-2)

NA

LNAV MDA

LNAV MDA

LNAV MDA

LNAV MDA

1660-1 686 (700-1)

1760-1 786 (800-1)

1980-3 1006 (1100-2)

NA

NA

NA

1660-1 686 (700-1)

1760-1 786 (800-1)

1980-3 1006 (1100-2)

NA

LNAV MDA

LNAV MDA

LNAV MDA

LNAV MDA

WADSWORTH, OHIO
Amdt 2A 03DEC20

41°00'N-81°45'W
635
RNAV (GPS) RWY 8
NEIL ARMSTRONG (AXV)

AWOS-3PT 128.325
COLUMBUS APP CON 134.45 294.5
UNICOM 122.8 (CTAF)

EWOS-3PT 128.325
COLUMBUS APP CON 134.45 294.5
UNICOM 122.8 (CTAF)

4 NM Holding Pattern

V GS and descent angles not coincident
(VGS Angle 4.00/TCH 50).

3000 SHOOS

ELEV 912 TDZE 912

MIRL Rwy 8-26
REIL Rwy 8 and 26

EC-2, 11 JUL 2024 to 05 SEP 2024

WAPAKONETA, OHIO
Orig-D 07SEP23

1380-1 468 (500-1)
1380-1½ 468 (500-1½) NA

WAPAKONETA, OHIO
AL-6065 (FAA) 24137
When local altimeter setting not received, use Lima altimeter setting and increase all MDAs 60 feet and visibility Cat C 1/2 SM. Helicopter visibility reduction below 1 SM NA. Circling Rwy 8 NA at night.

MISSED APPROACH: Climb to 3000 then left turn on ROD VORTAC R-322 to BOKIN INT/ROD 12 DME and hold.

Procedure NA for arrivals on ROD VORTAC airway radials 273 CW 314.

One Minute Holding Pattern

VOR-A
앤티 볼 25 NM

MIRL Rwy 8-26
REIL Rwy 8 and 26

AWOS-3PT
128.325

COLUMBUS APP CON
134.45 294.5

UNICOM
122.8 (CTAF)

122.7 0
WARSAW, INDIANA

LOC/DME I-ASW 111.55
Channel 52 (Y)

APP CRS 272°
Rwy Ldg 5100
TDZE 847
Apt Elev 850

DME required.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

ALTERNATE MISSED APCH FIX

LOCALIZER 111.55
Channel 52 (Y)

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3 121.125
FORT WAYNE APP CON 127.2 284.6
CLNC DEL 134.05
UNICOM 122.7 (CTAF)

Circling Rwy 18, 36 NA at night.
Circling Rwy 18, 36 NA at night.
Rwy 9 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C.

- **AWOS-3**: 121.125
- **FORT WAYNE APP CON**: 127.2 284.6
- **CLNC DEL**: 134.05
- **UNICOM**: 122.7 (CTAF)

Procedure NA for arrivals at CLEFT on V38 eastbound and V285 southbound.

**CATEGORY**

**A**

- **CD**
- **A**

**APP CRS**

- **Rwy Idg**: 5100
- **TDZE**: 845
- **Apt Elev**: 850

**270°**

**4021 X 75**

**6001 X 100**

**WARSAW, INDIANA (ASW)**

**RNAV (GPS) RWY 9**

**RNP APCH - GPS**

**WARSAW MUNI (ASW)**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**Amdt 1 07OCT21**

**41°16’N - 85°50’W**

**641**
WASHINGTON, INDIANA

RNAV (GPS) RWY 18

DAVIESS COUNTY (DCY)

Amdt 2 10AUG23

1049*

HOGLO and hold.

Climb to 2200 direct

TCH 43

GP 3.00°

TCH 43

183°

EC-2, 11 JUL 2024 to 05 SEP 2024

833

OLBEE

HOGLO

273°

1169

EC-2, 11 JUL 2024 to 05 SEP 2024

643

HOGLO

273°

UNICOM

122.8 (CTAF)

119.075

AWOS-3PT

125.6 343.7

EVANSVILLE APP CON

5001

Rwy Idg

TDZE

Apt Elev

548 (600-1)

588 (600-1)

588 (600-1)

828 (900-23)

14000

2600

003°

183°

4 NM

HOLD

2600 NoPT

[6]

2600 NoPT

[6]

2100

1280

2000

183°

1.1 NM to

RW18

1.4 NM

2.5 NM

5.9 NM

183°

183°

2600

119.075

EVANSVILLE APP CON

125.6 343.7

122.8 (CTAF)

EC-2, 11 JUL 2024 to 05 SEP 2024

2600

1.1 NM to

HERER

2.5 NM to

RW18

4.2°

608±

589±

7.4°

622

114°

273°

183°

1.1 NM to

RW18

1.4 NM

2.5 NM

5.9 NM

183°

183°

2600

119.075

EVANSVILLE APP CON

125.6 343.7

122.8 (CTAF)

EC-2, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDAs 60 feet, and Circling visibility Cat C ¼ SM.
Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.

<table>
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<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-23</td>
<td>1580-1</td>
<td>601 (600-1)</td>
<td>1580-1½</td>
<td>1580-2</td>
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<tr>
<td>CIRCLING</td>
<td>1580-1</td>
<td>600 (600-1)</td>
<td>1640-1¼</td>
<td>1660-2¼</td>
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</table>

**AWOS:** 3
**Columbus App Con:** 134.0 279.6
**UNICOM:** 122.8 (CTAF)

---

**WASHINGTON COURT HOUSE, OHIO**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**NDB RWY 23**

**FAYETTE COUNTY (123)**

**NDB CSS 414**

**APP CRS 223°**

**Rwy Idg 5097**

**TDZE 979**

**Apt Elev 980**

**MISSSED APPROACH:** Climb to 2000, then climbing left turn to 2600 direct CSS NDB and hold.
For uncompensated Baro-VNAV systems, LNAV/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.

**MISSED APPROACH:**
Climb to 2100 then climbing left turn to 3000 direct DUCZZ and hold.

**AWOS-3P**
127.375

**UNICOM**
123.0 (CTAF)

**TOLEDO APP CON**
134.35 317.55

**Appendix C**

---

4 NM Holding Pattern

- DUCZZ
- XORSE
- RW09

- VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).

- 2100
- 3000
- DUCZZ

- GP 3.00°
- TCH 40°

**CATEGORY**

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<th></th>
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<th>B</th>
<th>C</th>
<th>D</th>
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<td>419 (500-1/8)</td>
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<td>539 (600-1)</td>
<td>1480-2½</td>
<td>699 (700-2½)</td>
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</tbody>
</table>

WAUSEON, OHIO
EC-2, 11 JUL 2024 to 05 SEP 2024

FULTON COUNTY (USE)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA to Rwy 18 and 36. Rwy 27 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**AWOS-3P**

**TOLEDO APP CON**

**UNICOM**

**MIA RWY 27 25 NM**

**ELEV** 781

**TDZE** 777

**RANDL**

**DUCZZ**

**WEVUM**

**YECUK**

**CUSMA**

**TAKEOFF**

**LATITUDE**

**LONGITUDE**

**AWOS-3P**

**TOLEDO APP CON**

**UNICOM**

**RANDL**

**DUCZZ**

**WEVUM**

**YECUK**

**CUSMA**

**TAKEOFF**

**LATITUDE**

**LONGITUDE**

**AWOS-3P**

**TOLEDO APP CON**

**UNICOM**

**RANDL**

**DUCZZ**

**WEVUM**

**YECUK**

**CUSMA**

**TAKEOFF**

**LATITUDE**

**LONGITUDE**

**AWOS-3P**

**TOLEDO APP CON**

**UNICOM**

**RANDL**

**DUCZZ**

**WEVUM**

**YECUK**

**CUSMA**

**TAKEOFF**

**LATITUDE**

**LONGITUDE**

**AWOS-3P**

**TOLEDO APP CON**

**UNICOM**

**RANDL**

**DUCZZ**

**WEVUM**

**YECUK**

**CUSMA**

**TAKEOFF**

**LATITUDE**

**LONGITUDE**

**AWOS-3P**

**TOLEDO APP CON**

**UNICOM**

**RANDL**

**DUCZZ**

**WEVUM**

**YECUK**

**CUSMA**

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**RANDL**

**DUCZZ**

**WEVUM**

**YECUK**

**CUSMA**

**TAKEOFF**

**LATITUDE**

**LONGITUDE**
RNAV (GPS) RWY 7
PIKE COUNTY (EOP)

Rwy 7 helicopter visibility reduction below 1 SM NA. Use Greater Portsmouth Rgnl altimeter setting; when not received, use Ross County altimeter setting. Straight-in Rwy 7 NA at night, Circling Rwy 7 NA at night.

MISSED APPROACH:
Climb to 3000 direct IGMIY and hold.

AWOS-3PT 121.45  PMH AWOS-3 125.175  INDIANAPOLIS CENTER 135.575 290.5  UNICOM 123.0 (CTAF)

Procedure NA for arrivals at SHIRT on V5 northeast bound.

Visual Segment - Obstacles.

LP MDA 1080-1 419 (500-1) 1080-1/2 419 (500-1/2)
LNAV MDA 1340-1 679 (700-1) 1340-1/2 679 (700-1/2)
C CIRCLING 1500-1 839 (900-1) 1520-1/2 859 (900-1/2) 1580-2 919 (1000-2) 1700-3 1039 (1100-3)

EC-2, 11 JUL 2024 to 05 SEP 2024
EC-2, 11 JUL 2024 to 05 SEP 2024

WAVERLY, OHIO
AL-9431 (FAA)
23334
RNAV (GPS) RWY 25
PIKE COUNTY (EOP)

**AWOS-3PT**
121.45

**PMH AWOS-3**
125.175

**INDIANAPOLIS CENTER**
135.575 290.5

**UNICOM**
123.0 (CTAF)

**Procedure NA for arrivals at TARTO on V493 northbound.**

**RNAV (GPS) RWY 25**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**HOLD 3000 N06°17’1” W**

**MISSED APPROACH:** Climb to 1120 then climbing left turn to 3000 direct IGMIY and hold.

**Rwy 25 helicopter visibility reduction below ¾ SM NA. Circling Rwy 7 NA at night. Use Greater Portsmouth Rgnl altimeter setting; when not received, use Ross County altimeter setting.**

**WAVERLY, OHIO**

**Amendments**

**Amdt 1B 07 OCT 21**

**APP CRS**
4899

**Rwy Idg**
4899

**TDZE**
661

**Apt Elev**
661

**CATEGORY**
A 1500-1 839 (900-1)
B 1520-1 859 (900-1)
C 1580-2 919 (1000-2)
D 1700-3 1039 (1100-3)

**ELEV 661**

**TDZE 661**

**WAVERLY, OHIO**

**AL-9431 (FAA)**

**39°10’N-82°56’W**

**649**
RNAV (GPS) RWY 5
ALEXANDER SALAMON (AMT)

**APP CRS**
049°

**Rwy Idg**
3558

**TDZE**
890

**Apt Elev**
896

**RNAV (GPS) RWY 5**

**FGX AWOS-3**

**INDIANAPOLIS CENTER**

**UNICOM**
122.8 (CTAF)

**Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. Use Flemingsburg, Kentucky altimeter setting.**

**MISSED APPROACH:** Climb to 2800 direct FENLA and hold.

**Visual Segment - Obstacles.**

**EDINE**
2800

**CAGSU**

**2800**

**RW05**

**7800 X 65**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**7**

**LNAV MDA**
1480-1 590 (600-1)
1480-1\(\frac{3}{4}\) 590 (600-1\(\frac{3}{4}\))
NA

**CATEGORY**
A B C D

**MIRL Rwy 5-23**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**AL-6236 (FAA)**

**38°51'N-83°34'W**

**AL-6236 (FAA)**

**ALEXANDER SALAMON (AMT)**

**RNAV (GPS) RWY 5**
RNAV (GPS) RWY 23
ALEXANDER SALAMON (AMT)

**RNAV APCH - GPS.**

- **FGX AWOS-3**
- **INDIANAPOLIS CENTER**
- **UNICOM**
  - 122.8 (CTAF)

**Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. Use Flemingsburg, Kentucky altimeter setting.**

**Ampd 1 20APR23**

- **App Crs**
  - **Rwy Idg** 3558
  - **TDZE** 896
  - **Apt Elev** 896

**TCH 40**

**2800 direct EDINE and hold.**

**Reil. Rwys 5 and 23**

**ELEV 896**

**TDZE 896**

**Use Flemingsburg, Kentucky altimeter setting.**

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

**RNAV (GPS) RWY 23**

**WEST UNION, OHIO**

**38°51'N-83°34'W**

**ALEXANDER SALAMON (AMT)**

**38°51'N-83°34'W**

**651**
RNAV (GPS)-A
WILLARD (8G1)

MISSED APPROACH: Climbing right turn to 3000 direct MFD VORTAC and hold.

Procedure NA at night. Use Marion altimeter setting.
### RNAV (GPS) RWY 5

**LAKE COUNTY EXEC (LNN)**

**WILLOUGHBY, OHIO**

**APP CRS**
- 053°

**Rwy Idg**
- 4600

**TDZE**
- 624

**Apt Elev**
- 626

**RNAV (GPS) RWY 5**

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<th>C</th>
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<td>LNAV MDA</td>
<td>1460-1</td>
<td>1460-1½</td>
<td>1460-2½</td>
<td>NA</td>
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<td>1460-1½</td>
<td>834 (900-1)</td>
<td>1520-2¼</td>
<td>NA</td>
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</table>

**WILLOUGHBY, OHIO (LNN)**

**AL-753 (FAA)**

**UNICOM**
- 122.725 (CTAF)

**APP CRS**
- 053°

**RNAV (GPS) RWY 5**

**AWOS-3PT**
- 119.225

**CLEVELAND APP CON**
- 125.35 346.325

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**HILIEK**

**MAKIN**

**CXR**

**CHARDON CXR**

**CLEVELAND APP CON**

**REIL Rwys 5, 10, 23 and 28**

**MIRL Rwys 5-23 and 10-28**

**AWOS-3PT**
- 119.225

**CLEVELAND APP CON**
- 125.35 346.325

**UNICOM**
- 122.725 (CTAF)

**MISSED APPROACH:** Climb to 2300 direct HILEK and hold.

**HILIEK**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
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)

Rwy 10 helicopter visibility reduction below ½ SM NA.

EC-2, 11 JUL 2024 to 05 SEP 2024

WILLOUGHBY, OHIO
Orig-C 26MAR20

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<th>CATEGORY</th>
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<th>C</th>
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<td>1560-2¼ 934 (1000-2¼)</td>
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RNAV (GPS) RWY 23
LAKE COUNTY EXEC (LNN)

WILLOUGHBY, OHIO
AL-753 (FAA)

RNAV (GPS) RWY 23
LAKE COUNTY EXEC (LNN)

AWOS-3PT
119.225

CLEVELAND APP CON
125.35 346.325

UNICOM
122.725 (CTAF)

RNP APCH - GPS.

MISSED APPROACH: Climb to 2300 direct YACUT and on track 290° to NEVTE and hold.

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.

 alerts

WASHINGTON, D.C.

EC-2, 11 JUL 2024 to 05 SEP 2024

WASHINGTON, D.C.

EC-2, 11 JUL 2024 to 05 SEP 2024

WASHINGTON, D.C.

EC-2, 11 JUL 2024 to 05 SEP 2024

WASHINGTON, D.C.
RNAV (GPS) RWY 28
LAKE COUNTY EXEC (LNN)

WILLoughby, Ohio
AL-753 (FAA)

APP CRS
279°
Rwy Ldg
3148
TDZE
626
Apt Elev
626

RPN APCH - GPS.
Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct NEVTE and hold.

<table>
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<th>CLEVELAND APP CON</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>119.225</td>
<td>125.35 346.325</td>
<td>122.725 (CTAF)</td>
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ELEV 626  TDZE 626

2300 NEVTE VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 26).

1.6 NM to RW28 3.0°
TCH 40

ULIYE

WUTUR 4 NM
HOLD 6000 2900

CHARDON
CXR

CATEGORY A  B  C  D
LNAV MDA 1260-1 634 (700-1) 1260-1¾ 634 (700-1¾) NA
CIRCLING 1260-1 634 (700-1) 1520-2¾ 894 (900-2¾) NA

41°41'N-81°23'W

EC-2, 11 JUL 2024 to 05 SEP 2024

REIL Rwys 5, 10, 23, and 28

MIRL Rwys 5-23 and 10-28
Rwy 10 helicopter visibility reduction below 1/4 SM NA.

MISSING APPROACH: Climb to 3000 then right turn direct LQL NDB and hold.

AWOS-3PT 119.225
CLEVELAND APP CON 125.35 346.325
UNICOM 122.725 (CTAF)

ELEV 626
TDZE 625

MISSED APPROACH: Climb to 3000 then right turn direct LQL NDB and hold.

AWOS-3PT 119.225
CLEVELAND APP CON 125.35 346.325
UNICOM 122.725 (CTAF)

ELEV 626
TDZE 625

Remain within 10 NM

 CATEGORY | A | B | C | D
---|---|---|---|---
S-10 | 1700-1 1/4 | 1700-1 1/2 | 1700-3 | NA
| 1075 (1100-1 1/4) | 1075 (1100-1 1/2) | 1075 (1100-3) |
CIRCLING | 1700-1 1/4 | 1700-1 1/2 | 1700-3 | NA
| 1074 (1100-1 1/4) | 1074 (1100-1 1/2) | 1074 (1100-3) |

WILLoughby, Ohio
Amdt 10B 26MAR20

41°41'N-81°23'W
657
TAKEOFF MINIMUMS:
 Rwys 5, 10, 23, 28: Standard with minimum climb of 500' per NM to 1140.

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 052° to 1140, then right turn on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....

TAKEOFF RUNWAY 10: Climb on heading 098° to 1140, then on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....

TAKEOFF RUNWAY 23: Climb on heading 232° to 1140, then on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....

TAKEOFF RUNWAY 28: Climb on heading 278° to 1140, then left turn on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....

....on track 169° to cross KKIDS at or below 14000, then on (transition). Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

ELLWOOD CITY TRANSITION (AHMET4.EWC)
NUSMM TRANSITION (AHMET4.NUSMM)
CAVVS FOUR DEPARTURE (RNAV)  

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1140, then right turn heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....

TAKEOFF RUNWAY 10: Climb on heading 099° to 1140, then on heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....

TAKEOFF RUNWAY 23: Climb on heading 233° to 1140, then on heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....

TAKEOFF RUNWAY 28: Climb on heading 279° to 1140, then left turn heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....

....on track 213° to CAVVS, then on (transition).

Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

APPLETON TRANSITION (CAVVS4.APE)

NOTE: Chart not to scale.

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

TAKEOFF MINIMUMS:
Rwys 5, 10, 23, 28: Standard with a minimum climb of 500’ per NM to 1140.

AWOS-3PT 119.225
CTAF 122.725
CLEVELAND DEP CON 125.35 346.325
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1140, then left turn heading 280° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 10: Climb on heading 099° to 1140, then left turn heading 280° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 23: Climb on heading 233° to 1140, then on heading 280° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 28: Climb on heading 279° to 1140, then on heading 280° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

....on track 276° to cross BRNIN at or below 14000, then on track 285° to GTLKE then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

ALPHE TRANSITION (GTLKE4.ALPHE)
BAGEL TRANSITION (GTLKE4.BAGEL)
DAIFE TRANSITION (GTLKE4.DAIFE)
YABRO TRANSITION (GTLKE4.YABRO)

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: BAGEL TRANSITION: For aircraft landing MDW only, or as assigned by ATC.
NOTE: DAIFE TRANSITION: For aircraft landing ORD only, or as assigned by ATC.

TAKEOFF MINIMUMS:
Rwys 5, 10, 23, 28: Standard with a minimum climb of 500’ per NM to 1140.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 5:** Climb on heading 052° to 1140, then on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....

**TAKEOFF RUNWAY 10:** Climb on heading 098° to 1140, then left turn on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....

**TAKEOFF RUNWAY 23:** Climb on heading 232° to 1140, then right turn on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....

**TAKEOFF RUNWAY 28:** Climb on heading 278° to 1140, then on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....

....on track 079° to cross WHARS at or below 14000, then on track 079° to MYCAR. Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.
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 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...

TAKEOFF MINIMUMS:
Rwys 5, 10, 23, 28: Standard with a minimum climb of 500' per NM to 1140.

TAKEOFF MINIMUMS:
Rwys 5, 10, 23, 28: Standard with a minimum climb of 500' per NM to 1140.

NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

ZAZA5.ZAAPA 22083
AL-753 (FAA)
ZAAPA FIVE DEPARTURE (RNAV)
LAKE COUNTY EXEC (LNN)
WILLOUGHBY, OHIO

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 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...

TAKEOFF MINIMUMS:
Rwys 5, 10, 23, 28: Standard with a minimum climb of 500' per NM to 1140.

NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

ZAZA5.ZAAPA 22083
AL-753 (FAA)
ZAAPA FIVE DEPARTURE (RNAV)
LAKE COUNTY EXEC (LNN)
WILLOUGHBY, OHIO

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 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...

TAKEOFF MINIMUMS:
Rwys 5, 10, 23, 28: Standard with a minimum climb of 500' per NM to 1140.

NOTE: Chart not to scale.
RNAV (GPS) RWY 21
CLINTON FLD (I66)

**AWOS-3**
124.175

**COLUMBUS APP CON**
118.85  269.275

**UNICOM**
122.725 (CTAF)

**WILMINGTON, OHIO**

**ELEV**
1033

**TDZE**
1033

**MISSED APCH FIX**
NEKOE

**NEKOE and hold.**
Climb to 3000 direct.

**Baro-VNAV NA** when using Wilmington Air Park altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all DA/MDA 20 feet. Rwy 21 helicopter visibility reduction below ¾ SM NA.

**RNAV (GPS) RWY 21**

**AWOS-3**
124.175

**COLUMBUS APP CON**
118.85  269.275

**UNICOM**
122.725 (CTAF)

**WILMINGTON, OHIO**

**ELEV**
1033

**TDZE**
1033

**MISSED APCH FIX**
NEKOE

**NEKOE and hold.**
Climb to 3000 direct.

**Baro-VNAV NA** when using Wilmington Air Park altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all DA/MDA 20 feet. Rwy 21 helicopter visibility reduction below ¾ SM NA.
WILMINGTON, OHIO

LOC  I-HWM
110.7

APP CRS
044°

Rwy Idg
10701
TDZE
1057
Apt Elev
1077

RNP APCH - GPS.

Simultaneous approach authorized. For inop ALS, increase S-LOC 4L
Cats C and D visibility to 1/2 SM.

D-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-HWM

1494

1230

LOM
CUBLA

299° HW

I-HWM

119°±

LOCALIZER

110.7

I-HWM

120

224°

WIZRD

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00°/TCH 62).

3000 WIZRD

S-ILS 4L

1257/24 200 (200-½)

S-LOC 4L

1520/24 463 (500-½)

1520/50 463 (500-1)

CIRCLING

1560-1 483 (500-1)

1860-2½

783 (800-2½)

WILMINGTON TOWER

119.475

EC-2, 11 JUL 2024 to 05 SEP 2024

AL-583 (FAA)

24137

WILMINGTON AIR PARK (ILN)

ILS or LOC RWY 4L

WILMINGTON AIR PARK (ILN)

ILS or LOC RWY 4L

MISSED APPROACH: Climb to 3000 direct WIZRD 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

LOCALIZER 110.7
I-HWM

1494

1230

LOM
CUBLA

299° HW

I-HWM

119°±

LOCALIZER

110.7

I-HWM

120

224°

WIZRD

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00°/TCH 62).

3000 WIZRD

S-ILS 4L

1257/24 200 (200-½)

S-LOC 4L

1520/24 463 (500-½)

1520/50 463 (500-1)

CIRCLING

1560-1 483 (500-1)

1860-2½

783 (800-2½)

WILMINGTON TOWER

119.475

EC-2, 11 JUL 2024 to 05 SEP 2024

AL-583 (FAA)

24137

WILMINGTON AIR PARK (ILN)

ILS or LOC RWY 4L

MISSED APPROACH: Climb to 3000 direct WIZRD and hold.
DME or RADAR required for procedure entry. ADF or DME required for LOC only.

**Simultaneous approach authorized. DME from MXQ VOR/DME. DME use requires simultaneous reception of I-ILN and MXQ DME.**

**MISSING 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 radicals 189 CW 300.**

**VGSI and ILS glidepath not coincident** (VGSI Angle 3.00/TCH 71).

**AIRBO LOM**

**BRUSH CREEK MOA**

**BUCKEYE MOA**

**LOCALIZER 110.7**

**WILMINGTON TOWER**

**APPLETON 114.7 APE**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**WILMINGTON, OHIO**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**WILMINGTON AIR PARK (ILN)**

**ILS or LOC RWY 22R**

**WILMINGTON AIR PARK (ILN)**

**ILS or LOC RWY 22R**
ILS RWY 22R (SA CAT I)  
WILMINGTON AIR PARK (ILN)

DME or RADAR required for procedure entry.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval. Procedure NA when control tower closed. DME from MXQ VOR/DME. DME use requires simultaneous reception of I-ILN and MXQ DME.

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.

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.

AIRBO  
LOM 407 IL  
MXQ 4.8

LOCALIZER 110.7  
I-ILN  
MXQ 17  
APE 54.4  
R-250

S-ILS 22R  
RA 148/14  
150 DA 1227

SA CATEGORY I ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

WILMINGTON, OHIO  
Amdt 6B 21MAR24

39°26’N-83°48’W

WILMINGTON AIR PARK (ILN)  
ILS RWY 22R (SA CAT I)
WILMINGTON, OHIO

ILS RWY 22R (CAT II & III)
WILMINGTON AIR PARK (ILN)

DME or RADAR required for procedure entry.

Simultaneous approach authorized.
Procedure NA when control tower closed.
DME from MXQ VOR/DME.
DME use requires simultaneous reception of I-ILN and MXQ DME.

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.

GS 3.00°
TCH 55

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

EC-2, 11 JUL 2024 to 05 SEP 2024
### RNAV (GPS) RWY 22R

**WILMINGTON AIR PARK (ILN)**

**AL-583 (FAA)**

<table>
<thead>
<tr>
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<td>200 (200-1/2)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1393/24</td>
<td>316 (400-1/2)</td>
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<td>LNAV MDA</td>
<td>1520/24</td>
<td>443 (500-1/2)</td>
<td>1520/45</td>
<td>443 (500-7/8)</td>
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<tr>
<td>CIRCLING</td>
<td>1560-1</td>
<td>483 (500-1)</td>
<td>1860-2(1/2)\</td>
<td>783 (800-2(1/4))</td>
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</table>

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.**

**LAWS**

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<th>CH</th>
<th>40214</th>
<th>APP CRS</th>
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<td>WAAS</td>
<td>Rwy Idg</td>
<td>10701</td>
<td>TDZE</td>
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<tr>
<td>W22A</td>
<td>Apt Elev</td>
<td>1077</td>
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**D-ATIS**

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<th>124.925</th>
<th>COLUMBUS APP CON</th>
<th>118.85</th>
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<tr>
<td>269.275</td>
<td>WILMINGTON TOWER</td>
<td>119.475</td>
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<tr>
<td></td>
<td>GND CON</td>
<td>121.6</td>
</tr>
<tr>
<td></td>
<td>CLNC DEL</td>
<td>128.85</td>
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</table>

**WILMINGTON, OHIO**

**Amdt 1 21MAR24**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 22R**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.**

**For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.**

**MISSED APPROACH:** Climb to 1500 then right turn 3000 direct TIGRR and hold.

**EC-2, 11 JUL 2024 to 05 SEP 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
WINAMAC, INDIANA

RNAV (GPS) RWY 9
ARENS FLD (RWN)

RNAV (GPS) RWY 9

OXI AWOS-3 135.775
SOUTH BEND APP CON* 132.05 257.8
UNICOM 122.8 (CTAF)

EC-2, 11 JUL 2024 to 05 SEP 2024

MISSED APPROACH: Climb to 2400 direct LYKES and hold.

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 ¼ mile.
DME/DME RNP 0.3 NA. Helicopter visibility reduction below ½ SM NA.

WINAMAC, INDIANA

Amdt 1 31 MAR 16

EC-2, 11 JUL 2024 to 05 SEP 2024

672
RNAV (GPS) RWY 27
ARENS FLD (RWN)

Missed Approach: Climb to 2400 direct ITELE and hold.

OXI AWOS-3 135.775
SOUTH BEND APP CON 132.05 257.8
UNICOM 122.8 (CTAF)

萝-NNAV 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.

 sympathetically
WINCHESTER, INDIANA
Amdt 2 13SEP18
40°10'N-84°56'W

RNAV (GPS) RWY 8
RANDOLPH COUNTY (122)

VESS AWOS-3T 125.9
COLUMBUS APP CON 134.45 352.05
UNICOM 123.0 (CTAF)

RNPA APCH.

BARO-VNAV NA.

MISSED APPROACH: Climb to 3000 direct MOSEW and hold.

VES AWOS-3T 125.9
COLUMBUS APP CON 134.45 352.05
UNICOM 123.0 (CTAF)

WINCHESTER, INDIANA
Amdt 2 13SEP18
40°10'N-84°56'W

RNAV (GPS) RWY 8
RANDOLPH COUNTY (122)

VESS AWOS-3T 125.9
COLUMBUS APP CON 134.45 352.05
UNICOM 123.0 (CTAF)

WINCHESTER, INDIANA
Amdt 2 13SEP18
40°10'N-84°56'W

RNAV (GPS) RWY 8
RANDOLPH COUNTY (122)

VESS AWOS-3T 125.9
COLUMBUS APP CON 134.45 352.05
UNICOM 123.0 (CTAF)

WINCHESTER, INDIANA
Amdt 2 13SEP18
40°10'N-84°56'W

RNAV (GPS) RWY 8
RANDOLPH COUNTY (122)
**RNAV (GPS) RWY 26**

**RANDOLPH COUNTY (122)**

**Boro-VNAV NA. Use Versailles altimeter setting; when not received, use Muncie altimeter setting: increase all DA/MDA 20 feet and visibility LPV all Cats ¼ SM.**

**Procedure NA for arrivals at BOOKS on V55 northwest bound.**

**Procedure NA for arrival on MIE VOR/DME airway radials 015 CW 109.**

**Procedure NA for arrival on DQN VOR/DME airway radials 208 CW 008.**

**2500 3000 MOSEW**

**MOSW and hold.**

**Then climbing left turn to 3000 direct MOSEW then climbing left turn to 3000 direct MOSEW then climbing left turn to 3000 direct MOSEW.**

**MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct MOSEW and hold.**

**altimeter setting: increase all DA/MDA 20 feet and visibility LPV all Cats ¼ SM.**

**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 ¼ SM.**
**WINCHESTER, INDIANA**

**AL-6189 (FAA)**

**VOR-A**
**RANDOLPH COUNTY (I22)**

**VES AWOS:3T**

**COLUMBUS APP CON**

**UNICOM**

**DME**

**NA**

**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.**
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 1/4 mile and Circling Cat C visibility 1/4 mile. Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrival on AIR VOR/DME airway radials 224 CW 272.

VGSI and descent angles not coincident (VGSI Angle 3.00/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>S-25</td>
<td>1740-1</td>
<td>543 (600-1)</td>
<td>1740-1 1/2</td>
<td>543 (600-1%)</td>
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<tr>
<td>CIRCLING</td>
<td>1860-1</td>
<td>663 (700-1)</td>
<td>1860-1 1/4</td>
<td>663 (700-1 1/4)</td>
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</table>
RNAV (GPS) RWY 10
WAYNE COUNTY (BJJ)

ASOS
118.075

CLEVELAND APP CON *
125.5  371.875

CLNC DEL
121.75

UNICOM
122.975 (CTAF)

MISSED APPROACH:
Climb to 3000 direct DEHYY and hold.

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 1/4 SM.

VGSI and descent angles not coincident
(VGSI Angle 3.04/TCH 33).

EC-2, 11 JUL 2024 to 05 SEP 2024
WYOMING, OHIO

WAYNE COUNTY (BJJ)

RNAV (GPS) RWY 10

REIL Rwys 10 and 28
HIRL Rwy 10-28

WAYNE COUNTY (BJJ)

RNAV (GPS) RWY 10

WOOSTER, OHIO

Orig-A 12AUG21

40°52'N-81°53'W

679
RNAV (GPS) RWY 28
WAYNE COUNTY (BJJ)

Baro-VNAV NA when using Akron-Canton Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting: increase LPV DA to 1458 feet, LNAV/VNAV DA to 1649 feet, and visibility LPV all Cats ¾ SM and LNAV/VNAV all Cats ¾ SM; increase all MDA 60 feet and visibility LNAV Cat C/D ¾ SM and Circling Cat C/D ½ SM.

MISSED APPROACH: Climb to 3000 direct JAVNE and hold.

ASOS
118.075

CLEVELAND APP CON *
125.5  371.875

CLNC DEL
121.75

UNICOM
122.975 (CTAF)

" 2048

**LNAV only

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 33).

DEHYY

6 NM Holding Pattern

ELEV 1136

TDZE 1134

EC-2, 11 JUL 2024 to 05 SEP 2024

WAYNE COUNTY (BJJ)

RNAV (GPS) RWY 28
WOOSTER, OHIO

VOR/DME BSV
VOR RWY 10
WAYNE COUNTY (BJJ)

AL-5663 (FAA)

DME required.

When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet; increase S-10 Cat C/D and Circling Cat C/D visibility 1/4 SM. Rwy 10 helicopter visibility reduction below 1/4 SM NA.

MISSED APPROACH: Climb to 2800 direct BSV VOR/DME and hold.

ASOS
CLEVELAND APP CON *
CLNC DEL
UNICOM

118.075 125.5 371.875 121.75 122.975 (CTAF)

MISSING APCH FIX

EC-2, 11 JUL 2024 to 05 SEP 2024

MISSED APPROACH FIX

BRIGGS
BSV
114.05
Chan 87 (Y)

.locale

MISA BSV 30 NM

3100

ELEV 1136
TDZE 1113

115°

REIL Rwys 10 and 28
HIRL Rwy 10-28

FAF to MAP 5.3 NM

Knots 60 90 120 150 180
Min:Sec 5:18 3:32 2:39 2:07 1:46

WAYNE COUNTY (BJJ)

VOR RWY 10

EC-2, 11 JUL 2024 to 05 SEP 2024

40°52'N-81°53'W

681
**VOR RWY 28**

**WAYNE COUNTY (BJJ)**

**DME REQUIRED**

- **IF/IAP**: BRIGGS 114.05 BSV
- **Chan**: 87 (Y)
- **MSA**: 30 NM
- **NoPT** for arrival on BSV VOR/DME airway radial 048 CW 188.

**Category C/D SM.** When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet and visibility Circling.

**ASOS**: 118.075
**CLEVELAND APP CON**: 125.5 371.875
**CLNC DEL**: 121.75
**UNICOM**: 122.975 (CTAF)

**DME REQUIRED**

- VOR/DME BSV 114.05 Chan 87 (Y)

**APP CRS**: 296°
**Rwy Idg**: 4971
**TDZE**: 1134
**Apt Elev**: 1136

**Category**

<table>
<thead>
<tr>
<th>S-28</th>
<th>B</th>
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<tbody>
<tr>
<td>1660-1</td>
<td>526 (600-1)</td>
<td>1660-1½</td>
<td>1660-1¾</td>
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<td>1660-1¼</td>
<td>526 (600-1¼)</td>
<td>526 (600-1½)</td>
<td>526 (600-1¾)</td>
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<tr>
<td>1660-1½</td>
<td>526 (600-1½)</td>
<td>526 (600-1¾)</td>
<td>526 (600-1¾)</td>
</tr>
<tr>
<td>1660-1¾</td>
<td>526 (600-1¾)</td>
<td>526 (600-1¾)</td>
<td>526 (600-1¾)</td>
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</table>

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**UNICOM**

- **Chan**: 87 (Y)
- **ASOS**: 118.075
- **CLEVELAND APP CON**: 125.5 371.875
- **CLNC DEL**: 121.75
- **UNICOM**: 122.975 (CTAF)

**WOOSTER, OHIO**

- Orig F 12AUG21

**40°52'N-81°53'W**
**When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1/4 mile.**

***When Rwy 23R VGS I inop, circling to Rwy 23R NA at night.***

Autocoupled approach NA below 1538' MSL.
RNAV (GPS) RWY 5L

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

VGSI and descent angles not coincident (VGSI angle 3.0°/TCH 51).

EC-2, 11 JUL 2024 to 05 SEP 2024

DAYTON, OHIO
Amdt 3 13OCT16

WRIGHT PATTERSON AFB (KFFO)

RNAV (GPS) RWY 5L
RNAV (GPS) RWY 5R

**APCH CRS 053°**

<table>
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<tr>
<th>Rwty Idg</th>
<th>TDZE</th>
<th>Arpt Elev</th>
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<tr>
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<td>813</td>
<td>823</td>
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</table>

- (USAF)

**WRIGHT PATTERSON AFB (KFFO)**

**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**

5 NM

Holding Pattern

GUMM

3100

233°

053°

VGSI and descent angles not coincident. (VGSI Angle 3.00° TCH 51)

1.6 NM to RW05R

RW05R

2.74° TCH 51

6 NM

**EMERG SAFE ALT 100 NM 3300**

**CATEGORIES**

<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>1380-1</td>
<td>567 (600-1)</td>
<td>1380-1½</td>
<td>567 (600-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1380-1</td>
<td>1440-1</td>
<td>1560-2</td>
<td>1620-2½</td>
</tr>
<tr>
<td></td>
<td>557 (600-1)</td>
<td>617 (700-1)</td>
<td>737 (800-2)</td>
<td>797 (800-2½)</td>
</tr>
</tbody>
</table>

**DAYTON, OHIO**

**Amdt 4 13OCT16**

**39°50'N - 84°03'W**

**RNAV (GPS) RWY 5R**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**EC-2, 11 JUL 2024 to 05 SEP 2024**

**EC-2, 11 JUL 2024 to 05 SEP 2024**
**RNAV (GPS) RWY 23L**

**WRIGHT PATTERSON AFB (KFFO)**

### ATIS

<table>
<thead>
<tr>
<th>Code</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.475</td>
<td>269.9</td>
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### COLUMBUS APP CON/DEP CON

<table>
<thead>
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<th>Frequency</th>
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<tbody>
<tr>
<td>118.85</td>
<td>269.275</td>
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### PATTISON TOWER

<table>
<thead>
<tr>
<th>Code</th>
<th>Frequency</th>
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</thead>
<tbody>
<tr>
<td>126.9</td>
<td>281.45</td>
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</tbody>
</table>

### GND CON

<table>
<thead>
<tr>
<th>Code</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>121.8</td>
<td>335.8</td>
</tr>
</tbody>
</table>

### DME/DME RNP -0.3 NA

LNAV Visibility Reduction by Helicopters NA.

### EMERG SAFE ALT 100 NM 3300

VGSI and descent angle not coincident.

### CATEGORY

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>502 (500-1)</td>
<td>1320-1½</td>
<td>502 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING*</td>
<td>1380-1</td>
<td>557 (600-1)</td>
<td>1440-1</td>
<td>617 (700-1)</td>
</tr>
<tr>
<td></td>
<td>1560-2</td>
<td>737 (800-2)</td>
<td>1620-2½</td>
<td>797 (800-2½)</td>
</tr>
</tbody>
</table>

### DAYTON, OHIO

Amdt 6 29MAR18

**EC-2, 11 JUL 2024 to 05 SEP 2024**
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 3/8 miles.
** When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.

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** When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.
TACAN RWY 5R

DAYTON, OHIO

ATIS
124.475 269.9

COLUMBUS APP CON
118.85 269.275

PATTERSON TOWER
126.9 281.45

GND CON
121.8 335.8

EC-2, 11 JUL 2024 to 05 SEP 2024

MISSED APPROACH: Climb to 2000 via FFO R-048 to HOLKU, turn right direct CLACK climbing to 3100 and hold.

* When RWY 23R VGSI inop, circling to RWY 23R NA at night.

EMERG SAFE ALT 100 NM 3700
**TACAN RWY 23L**

<table>
<thead>
<tr>
<th>TACAN</th>
<th>FFO</th>
<th>Chan</th>
<th>APCH CRS</th>
<th>RWy Idg</th>
<th>TDZE</th>
<th>Arpt Elev</th>
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<tbody>
<tr>
<td>EC-2</td>
<td></td>
<td>29</td>
<td>236°</td>
<td>7000</td>
<td>818</td>
<td>823</td>
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**ATIS**

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**COLUMBUS APP CON**

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**PATTERSON TOWER**

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<th>281.45</th>
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**GND CON**

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<th>121.8</th>
<th>335.8</th>
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**EMERG SAFE ALT 100 NM 3700**

<table>
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<tr>
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<tbody>
<tr>
<td>S-23L</td>
<td>1340-1</td>
<td>1340-1½</td>
<td>1340-1¾</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>522</td>
<td>522</td>
<td>522</td>
<td>522</td>
<td>522</td>
</tr>
<tr>
<td></td>
<td>(600-1)</td>
<td>(600-1½)</td>
<td>(600-1¾)</td>
<td>(500-1¾)</td>
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<table>
<thead>
<tr>
<th>CIRCLING</th>
<th>1380-1</th>
<th>1400-1</th>
<th>1420-1½</th>
<th>1460-2</th>
<th>1620-2¾</th>
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<tbody>
<tr>
<td></td>
<td>557</td>
<td>577</td>
<td>597</td>
<td>637</td>
<td>797</td>
</tr>
<tr>
<td></td>
<td>(600-1)</td>
<td>(600-1)</td>
<td>(600-1½)</td>
<td>(700-2)</td>
<td>(800-2½)</td>
</tr>
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---

**MISSING APPROACH:** Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.

---

**DAYTON, OHIO**

Amdt 3 30APR15
### TACAN RWY 23R

**ATIS:** 124.475 269.9

**Columbus APP CON:** 118.85 269.275

**Patterson Tower:** 126.9 281.45

**GND CON:** 121.8 335.8

**EMERG SAFE ALT 100 NM 3700**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<th>C</th>
<th>D</th>
<th>E</th>
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<tbody>
<tr>
<td>S-23R*</td>
<td>1360/24</td>
<td>1360/55</td>
<td>537</td>
<td>537</td>
<td>600</td>
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<tr>
<td>CIRCLING</td>
<td>1380-1 (600-1)</td>
<td>1440-1 (600-1)</td>
<td>1560-2 (737-800)</td>
<td>1620-2½ (797-800)</td>
<td>1620-2½ (797-800)</td>
</tr>
</tbody>
</table>

**Notes:**
- **When Rwy 23R VGSi inop:** Circling to Rwy 23R NA at night.
- **When ALS inop:** Increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

**ALSF-1**
- † MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.
- † Missed approach requires use of RNAV or ATC radar monitoring.
RNAP APCH.

RNAV (GPS) RWY 10

YOUNGSTOWN ELSER METRO (4G4)

CLEVELAND APP CON * 125.5 371.875

CINC DEL 119.25

UNICOM 123.05 (CTAF)

APRAW (IF/IAF) 3100

EVAVY

FIKEP

2.3 NM to RW10

REIL Rwys 10 and 28

RW10

MIRL Rwy 10-28

REIL Rws 10 and 28

EC-2, 11 JUL 2024 to 05 SEP 2024

40°58’N-80°41’W
RNAV (GPS) RWY 28
YOUNGSTOWN ELSER METRO (4G4)

<table>
<thead>
<tr>
<th>CLEVELAND APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.5 371.875</td>
<td>119.25</td>
<td>123.05 (CTAF)</td>
</tr>
</tbody>
</table>

Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3200 direct KOFZU and hold.

1.4° UP

MIRL Rwy 10-28
REIL Rwy 10 and 28

CATEGORY

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1600-1 537 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1660-1 590 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

40°58'N-80°41'W
Circling Rwy 5 NA at night.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3600 on heading 190° and on YNG VORTAC R-182 to CAMES INT and hold.

ATIS 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

YOUNGSTOWN

ILS or LOC RWY 14
YOUNGSTOWN/WARREN RGNL (YNG)

EC-2, 11 JUL 2024 to 05 SEP 2024

YSW RGNL

EC-2, 11 JUL 2024 to 05 SEP 2024

YOUNGSTOWN/WARREN RGNL (YNG)

ILS or LOC RWY 14

EC-2, 11 JUL 2024 to 05 SEP 2024

YOUNGSTOWN/WARREN RGNL (YNG)

ILS or LOC RWY 14

EC-2, 11 JUL 2024 to 05 SEP 2024

YOUNGSTOWN/WARREN RGNL (YNG)

ILS or LOC RWY 14

EC-2, 11 JUL 2024 to 05 SEP 2024

YOUNGSTOWN/WARREN RGNL (YNG)

ILS or LOC RWY 14

EC-2, 11 JUL 2024 to 05 SEP 2024

YOUNGSTOWN/WARREN RGNL (YNG)

ILS or LOC RWY 14

EC-2, 11 JUL 2024 to 05 SEP 2024

YOUNGSTOWN/WARREN RGNL (YNG)

ILS or LOC RWY 14

EC-2, 11 JUL 2024 to 05 SEP 2024

YOUNGSTOWN/WARREN RGNL (YNG)

ILS or LOC RWY 14

EC-2, 11 JUL 2024 to 05 SEP 2024

YOUNGSTOWN/WARREN RGNL (YNG)

ILS or LOC RWY 14

EC-2, 11 JUL 2024 to 05 SEP 2024

YOUNGSTOWN/WARREN RGNL (YNG)

ILS or LOC RWY 14
RNAV (GPS) RWY 32
YOUNGSTOWN/WARREN RGNL (YNG)

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.

Procedure NA for arrivals at YNG VORTAC via airway radials 106 CW 182.

Procedure for arrivals at YNG VORTAC via airway radials 106 CW 182.
Circling Rwy 5 NA at night.

MISSED APPROACH: Climbing left turn to 2800 direct YNG VORTAC and hold, continue climb-in-hold to 2800.

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

ELEV 1192

FAF to MAP 3.5 NM

187°

2800 YNG

MISSED APPROACH: Climbing left turn to 2800 direct YNG VORTAC and hold, continue climb-in-hold to 2800.
**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.
ILS or LOC RWY 22
ZANESVILLE MUNI (ZZV)

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.

ALTERNATE MISSED APCH FIX

ZANESVILLE
114.95 ZVV
Chan 96(Y)

ASOS
114.95
INDIANAPOLIS CENTER
124.45 323.275
UNICOM
123.0 (CTAF)

ZANESVILLE, OHIO
AL-864 (FAA)

LOC/DME I-TNF
109.95
Chan 36(Y)

APP CRS
220°
Rwy Ldg
4999
TDZE
892
Apt Elev
900

DME required.

NA

Circling Rwy 16, 34 NA at night.

Use I-TNF DME when on the localizer course.

One Minute Holding Pattern

GS 3.00°
TCH 48

I-TNF 2.3
JAVOG

I-TNF [3]

PROLE

I-TNF 6.3

PENIC

I-TNF [10.2]

CEVAY

I-TNF 12.3

MIRL Rwy 4-22

HIRL Rwy 4-22

MIRL Rwy 16-34

REIL Rwy 4, 16, 22 and 34

CIRCLING

ZANESVILLE, OHIO

Amdt 2A 13JUN24

Amendments:

EC-2, 11 JUL 2024 to 05 SEP 2024

ZANESVILLE MUNI (ZZV)

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024

EC-2, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 4
ZANESVILLE MUNI (ZZV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Circling Rwy 16, 34 NA at night.

ASOS
114.95

INDIANAPOLIS CENTER
124.45 323.275

UNICOM
123.0 (CTAF) *

MISSED APPROACH: Climb to 2900 direct TWAES and hold.

RNP APCH - GPS.

Missed Approach Fix
4 NM

TWAES

VAIS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 35).

4 NM Holding Pattern

RUTEE

2800 - 220° - 040°

GP 3.00°
TCH 45

CATEGORIES

LPV DA
1150-3/4 250 (300-3/4)

LNAV/ VNAV DA
1155-3/4 255 (300-3/4)

LNAV MDA
1280-1 380 (400-1)

CIRCLING
1380-1 1420-1 1620-2 1620-2/4

ZANESVILLE, OHIO
Orig A 13JUN24
39°57’N-81°54’W

ZANESVILLE MUNI (ZZV)

RNAV (GPS) RWY 4
RNAV (GPS) RWY 22
ZANESVILLE MUNI (ZZV)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Circling RW 16, 34 NA at night.

ASOS
114.95

INDIANAPOLIS CENTER
124.45 323.275

UNICOM
123.0 (CTAF) 0*

EC-2, 11 JUL 2024 to 05 SEP 2024

ZANESVILLE, OHIO
Orig: 8 13JUN24

39°57'N-81°54'W
705
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 exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.