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East Central (EC) Vol 3 of 3

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

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
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## CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD 20910-3281
Telephone: 1-800-638-8972
[https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/)

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

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Frequently asked questions (FAQ) are answered on our website at: [https://www.faa.gov/go/ais](https://www.faa.gov/go/ais)

See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4
INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

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

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

(1) ILS, PAR, LPV, GLS minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>½ 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>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

(4) Sidestep minima (CAT C-D)

<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>
</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>⅛ mile</td>
</tr>
</tbody>
</table>
**TERMS/LANDING MINIMA DATA**

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.

### IFR LANDING MINIMA

**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 (200½)</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>1440/50</td>
<td></td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>1440/50</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1½</td>
<td>1740-2</td>
</tr>
</tbody>
</table>

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

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

**COLD TEMPERATURE AIRPORTS**

**NOTE:** The **S** symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: [http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/](http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/)

**COLD TEMPERATURE ERROR TABLE**

<table>
<thead>
<tr>
<th>HEIGHT ABOVE AIRPORT IN FEET</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><strong>+10</strong></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><strong>0</strong></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>280</td>
</tr>
<tr>
<td><strong>-10</strong></td>
<td>20</td>
<td>20</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
<td>390</td>
<td>490</td>
</tr>
<tr>
<td><strong>-20</strong></td>
<td>30</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>
<td>710</td>
</tr>
<tr>
<td><strong>-30</strong></td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>280</td>
<td>380</td>
<td>570</td>
<td>760</td>
<td>950</td>
</tr>
<tr>
<td><strong>-40</strong></td>
<td>50</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>220</td>
<td>240</td>
<td>360</td>
<td>480</td>
<td>720</td>
<td>970</td>
<td>1210</td>
</tr>
<tr>
<td><strong>-50</strong></td>
<td>60</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>
### TERMS/LANDING MINIMA DATA

**CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE**

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

**STANDARD CIRCLING APPROACH MANEUVERING RADIUS**

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

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

**EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS**

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

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

**Comparable Values of RVR and Visibility**

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

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>¾</td>
</tr>
<tr>
<td>1800</td>
<td>½</td>
</tr>
<tr>
<td>2000</td>
<td>½</td>
</tr>
<tr>
<td>2200</td>
<td>½</td>
</tr>
<tr>
<td></td>
<td>Visibility (SM)</td>
</tr>
<tr>
<td>2400</td>
<td>½</td>
</tr>
<tr>
<td>3000</td>
<td>¾</td>
</tr>
<tr>
<td>3200</td>
<td>¾</td>
</tr>
</tbody>
</table>

**RADAR MINIMA**

<table>
<thead>
<tr>
<th>RWY GP/TCH/RPI</th>
<th>DA/MDA-VIS</th>
<th>HAT HAA</th>
<th>CEIL-VIS</th>
<th>CAT DA/MDA-VIS</th>
<th>HAT HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>10 2.5°/42/1000 ABCDE 195/16 100 (100-¾) DE 560/50 463 (500-¾)</td>
<td>100</td>
<td>100 (100-¾) DE 560/50 463 (500-¾)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28 2.5°/48/1068 ABCDE 187/16 100 (100-¾) DE 560/50 463 (500-¾)</td>
<td>100</td>
<td>100 (100-¾) DE 560/50 463 (500-¾)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ASR</td>
<td>10 AB 560/40 463 (500-¾) DE 560/50 463 (500-¾)</td>
<td>100</td>
<td>100 (100-¾) DE 560/50 463 (500-¾)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28 AB 600/50 513 (600-1) CDE 600/60 513 (600-1¾)</td>
<td>100</td>
<td>100 (100-¾) DE 560/50 463 (500-¾)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIR</td>
<td>10 AB 560-1¾ 463 (500-1¾) CDE 600-1¾ 503 (600-1¾)</td>
<td>100</td>
<td>100 (100-¾) DE 560/50 463 (500-¾)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28 AB 600-1¾ 503 (600-1¾) CDE 600-1¾ 503 (600-1¾)</td>
<td>100</td>
<td>100 (100-¾) DE 560/50 463 (500-¾)</td>
<td></td>
<td></td>
<td></td>
<td></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 500-1¾.

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

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

1. Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF Pilots refer to appropriate regulations.
2. NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

**TERMS/LANDING MINIMA DATA**
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

Date of Latest Revision 09365

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

FAA Procedure Amendment Number

Orig 31DEC09 Amdt 2B 12MAR09 Procedure Amendment Effective Date

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

MISCELLANEOUS

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

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

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

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

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans 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

<table>
<thead>
<tr>
<th>PBN Requirements Box</th>
<th>Equipment Requirements Box</th>
<th>Standard Procedure Notes Box</th>
</tr>
</thead>
<tbody>
<tr>
<td>From WINRZ, U7RGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.</td>
<td>DME required for LOC only.</td>
<td>Circling to Rwy 25 NA at night. #For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.</td>
</tr>
</tbody>
</table>

RNAV STAR and DP PBN/Equipment Requirements Notes Box

<table>
<thead>
<tr>
<th>PBN Requirements Box</th>
<th>Equipment Requirements Box</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNAV 1 - DME/DME/IRU or GPS</td>
<td>RADAR required</td>
</tr>
</tbody>
</table>

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>KEY MIKE</th>
<th>FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 times within 5 seconds</td>
<td>Highest intensity available</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL-off)</td>
</tr>
<tr>
<td>3 times within 5 seconds</td>
<td>Lowest intensity available (Lower REIL or REIL-off)</td>
</tr>
</tbody>
</table>
### ABBREVIATIONS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
</tr>
<tr>
<td>APCH</td>
<td>Approach</td>
</tr>
<tr>
<td>APP CON</td>
<td>Approach Control</td>
</tr>
<tr>
<td>AR</td>
<td>Authorization Required</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
</tr>
<tr>
<td>AUNICOM</td>
<td>Automated UNICOM</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automated Weather Observing System</td>
</tr>
<tr>
<td>AZ</td>
<td>Azimuth</td>
</tr>
<tr>
<td>BC</td>
<td>Back Course</td>
</tr>
<tr>
<td>BND</td>
<td>Bound</td>
</tr>
<tr>
<td>C</td>
<td>Circling</td>
</tr>
<tr>
<td>CAT</td>
<td>Category</td>
</tr>
<tr>
<td>CW</td>
<td>Circling</td>
</tr>
<tr>
<td>CIR</td>
<td>Clearance Delivery</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>Computer Navigation Fix</td>
</tr>
<tr>
<td>CNF</td>
<td>Controller Pilot Data Link</td>
</tr>
<tr>
<td>CPDLC</td>
<td>Communication</td>
</tr>
<tr>
<td>CTAF</td>
<td>Common Traffic Advisory Frequency</td>
</tr>
<tr>
<td>CW</td>
<td>Clockwise</td>
</tr>
<tr>
<td>D-ATIS</td>
<td>Digital-Automated Terminal Information Service</td>
</tr>
<tr>
<td>DA</td>
<td>Decision Altitude</td>
</tr>
<tr>
<td>DER</td>
<td>Departure End of Runway</td>
</tr>
<tr>
<td>DH</td>
<td>Decision Height</td>
</tr>
<tr>
<td>DME</td>
<td>Distance Measuring Equipment</td>
</tr>
<tr>
<td>DTHR</td>
<td>Displaced Threshold</td>
</tr>
<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>
</tr>
<tr>
<td>FM</td>
<td>Fan Marker</td>
</tr>
<tr>
<td>FMS</td>
<td>Flight Management System</td>
</tr>
<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 Intersection</td>
</tr>
<tr>
<td>GPS</td>
<td>Global Positioning System</td>
</tr>
<tr>
<td>GS</td>
<td>Glide Slope</td>
</tr>
<tr>
<td>HAA</td>
<td>Height above Airport</td>
</tr>
<tr>
<td>HAL</td>
<td>Height above Landing</td>
</tr>
<tr>
<td>HAT</td>
<td>Height above Touchdown</td>
</tr>
<tr>
<td>HATH</td>
<td>Height above Threshold</td>
</tr>
<tr>
<td>HCH</td>
<td>Heliport Crossing Height</td>
</tr>
<tr>
<td>HGS</td>
<td>Heads-up Guidance System</td>
</tr>
<tr>
<td>HIAS</td>
<td>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>
</tr>
<tr>
<td>IF</td>
<td>Intermediate Fix</td>
</tr>
<tr>
<td>IM</td>
<td>Inner Marker</td>
</tr>
<tr>
<td>INOP</td>
<td>Inoperative</td>
</tr>
<tr>
<td>INT</td>
<td>Intersection</td>
</tr>
<tr>
<td>K</td>
<td>Knots</td>
</tr>
<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>Ldg</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</td>
</tr>
<tr>
<td>LP</td>
<td>Localizer Performance</td>
</tr>
<tr>
<td>LPV</td>
<td>Localizer Performance with Vertical Guidance</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>MALS</td>
<td>Medium Approach Lighting System</td>
</tr>
<tr>
<td>MALSF</td>
<td>Medium Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>MALSR</td>
<td>Medium Intensity Approach Light System with RAIL</td>
</tr>
<tr>
<td>MAP</td>
<td>Missed Approach Point</td>
</tr>
<tr>
<td>MDA</td>
<td>Minimum Descent Altitude</td>
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<tr>
<td>MIRL</td>
<td>Minimum Intensity Runway Lights</td>
</tr>
<tr>
<td>MM</td>
<td>Middle Marker</td>
</tr>
<tr>
<td>MRA</td>
<td>Minimum Reception Altitude</td>
</tr>
<tr>
<td>NA</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>NA</td>
<td>Not Authorized</td>
</tr>
<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>
</tr>
<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
</tr>
<tr>
<td>ODP</td>
<td>Obstacle Departure Procedure</td>
</tr>
<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-Departure Clearance</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
</tr>
<tr>
<td>R</td>
<td>Radial</td>
</tr>
<tr>
<td>RA</td>
<td>Radio Altimeter setting height</td>
</tr>
<tr>
<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
</tr>
<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>
</tr>
<tr>
<td>SALS</td>
<td>Short Approach Light System</td>
</tr>
<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>TODA</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>
<tr>
<td>VDA</td>
<td>Vertical Descent Angle</td>
</tr>
<tr>
<td>VDP</td>
<td>Visual Descent Point</td>
</tr>
<tr>
<td>VGSI</td>
<td>Visual Glide Slope Indicator</td>
</tr>
<tr>
<td>VNAV</td>
<td>Vertical Navigation</td>
</tr>
<tr>
<td>WAAS</td>
<td>Wide Area Augmentation System</td>
</tr>
<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
</tr>
</tbody>
</table>
**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

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

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

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

**RADIO AIDS TO NAVIGATION**
- Underline indicates No Voice transmitted on this frequency
- ○ VOR
- ○ VOR/DME
- ○ DME
- ○ NDB
- ○ NDB/DME
- ▲ LOM (Compass locator at Outer Marker)
- Marker Beacons that are not specifically part of the procedure.

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

**FIXES/ATC REPORTING REQUIREMENTS**
- △ Reporting Point
- ★ Waypoint
- ■ MAP WP (Flyby)
- □ MAP WP (Flyover)
- X Flyover Point

**LEGEND**

**LOC/LDA/SDF Transmitter**
- ○ LOC/LDA/SDF Transmitter
- □ LOC/DME

**Primary NAVAID**
- LIMA
- 114.5 LIM Channel 92

**Secondary NAVAID**
- LOM AKRON

**TACAN or DME NAVAID**
- SCOTT Chan 59
- SKE (112.2) VHF Paired Frequency
LEGEND 22251

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°, TCH 55.
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°, TCH 50.
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: 3.00°.

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

ILS or LOC APPROACH

RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE

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

ALTIMETRY

RNP APPROACH WITH TF AND RF SEGMENTS

LEGEND 22251
INSTRUMENT APPROACH PROCEDURES (CHARTS)

LEGEND

Runways
- Hard Surface
- Other Than Hard Surface
- Stopways, Taxiways, Parking Areas
- Metal Surface
- Closed Runway
- Non-Movement
- Under Construction
- Water Runway

ARRESTING SYSTEM
- uni-directional
- bi-directional
- Jet Barrier

REFERENCE FEATURES
- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- Self-Serve Fuel
- Tanks
- Obstructions
- Airport Beacon
- Runway Radar Reflectors
- Bridges
- Control Tower
- Wind Cone
- Landing Tee
- Tetrahedron

NOTE:
- 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 660 R/6/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

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, B, 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, B indicates Pilot Controlled Lighting (PCL).

**LEGEND 22195**

**INSTRUMENT APPROACH PROCEDURES (CHARTS) APPROACH LIGHTING SYSTEM - UNITED STATES**

**CATEGORY I APPROACH LIGHTING SYSTEM**

**ALSF-1**

- RED
- RED
- GREEN
- WHITE
- SEQUENCED FLASHING LIGHTS

(High Intensity)
LENGTH 2400/3000 FEET

**CATEGORY II APPROACH LIGHTING SYSTEM**

**ALSF-2**

- RED
- RED
- WHITE
- GREEN
- SEQUENCED FLASHING LIGHTS

(High Intensity)
LENGTH 2400/3000 FEET

**SHORT APPROACH LIGHTING SYSTEM**

**SALS/SALSF**

- RED
- RED
- GREEN
- WHITE
- SEQUENCED FLASHING LIGHTS FOR SALSF ONLY

(High Intensity)
LENGTH 1500 FEET

**SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM**

**SSALR**

- GREEN
- RAIL
- SEQUENCED FLASHING LIGHTS

(High Intensity)
LENGTH 2400 FEET

**MEDIUM INTENSITY APPROACH LIGHTING SYSTEM**

**MALS**

- GREEN
- WHITE
- SEQUENCED FLASHING LIGHTS

LENGTH 1500 FEET

**MEDIUM INTENSITY**

**MALSF**

- RED
- WHITE
- SEQUENCED FLASHING LIGHTS

LENGTH 1500 FEET

**MEDIUM INTENSITY (MALSF and MALSR) OR SIMPLIFIED SHORT (SSALR and SSALF) APPROACH LIGHTING SYSTEMS**

**MALSF/SSALF**

- GREEN
- WHITE
- SEQUENCED FLASHING LIGHTS

LENGTH 1400 FEET

**OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM**

**ODALS**

- WHITE
- OMNI-DIRECTIONAL FLASHING LIGHTS

LENGTH 1500 FEET

**RUNWAY TOUCHDOWN Zone AND CENTERLINE LIGHTING SYSTEMS**

**TDZ/CL**

- GREEN
- RUNWAY CENTERLINE LIGHTS
- TDZL

AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, A, V 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, V indicates Pilot Controlled Lighting (PCL).

**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**APPROACH LIGHTING SYSTEM - UNITED STATES**

**LEGEND 22195**

**APPROACH PATH INDICATOR**

**PAPI**

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

**PATH INDICATOR**

**PRECISION APPROACH**

**SLOPE INDICATOR**

**VISUAL APPROACH**

**SLOPE INDICATOR**

**VASI**

**VISUAL APPROACH SLOPE INDICATOR**

**VASI**

**VISUAL APPROACH SLOPE INDICATOR**

**VASI 6**

**VASI 16**

**VASI 12**

**THRESHOLD**

**THRESHOLD**

**THRESHOLD**

**VISUAL APPROACH SLOPE INDICATOR**

**VASI 2**

**VASI 4**

**VASI 12**

**TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

**TRCV**

**ALIGNED ELEMENTS SYSTEMS**

**APAP**

Painted panels which may be lighted at night.

To use the system the pilot positions the aircraft so the elements are in alignment.
### FREQUENCY PAIRING TABLE

<table>
<thead>
<tr>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
</tr>
</thead>
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See the Chart Supplement for a complete listing.
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--- SEE STERLING/ROCKFALLS, IL

--- SEE OSHKOSH, WI
IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

ALTON/ST LOUIS, IL
ST LOUIS RGNL (ALN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05MAY11 (11125) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 11, tree and pole beginning 1066’ from DER, 668’ left of centerline, up to 76’ AGL/575’ MSL.
Tree 2822’ from DER, 933’ right of centerline, 100’ AGL/629’ MSL.
Rwy 17, trees beginning 1063’ from DER, 282’ left of centerline, up to 67’ AGL/606’ MSL.
Trees beginning 1321’ from DER, 115’ right of centerline, up to 100’ AGL/621’ MSL.
Rwy 29, trees and floodlight on hangar beginning 665’ from DER, 472’ left of centerline, up to 100’ AGL/649’ MSL. Trees beginning 1570’ from DER, 204’ right of centerline, up to 75’ AGL/604’ MSL.
Rwy 35, trees beginning 1286’ from DER, 477’ left of centerline, up to 67’ AGL/596’ MSL.

AMERY, WI
AMERY MUNI (AHH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1C 27JAN22 (22027) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 400-1½ or std, w/min. climb of 390’ per NM to 1500.

TAKEOFF OBSTACLE NOTES:
Rwy 18, NAVAID 8’ from DER, 97’ left of centerline, 15’ AGL/1089’ MSL.
Tree 301’ from DER, 480’ left of centerline, 100’ AGL/1124’ MSL.
Tree 410’ from DER, 472’ left of centerline, 100’ AGL/1127’ MSL.
Vehicles on road beginning 608’ from DER, crossing left and right of centerline, up to 15’ AGL/1110’ MSL.
Trees beginning 667’ from DER, 419’ left of centerline, up to 100 AGL/1131’ MSL.
Trees beginning 644’ from DER, 41’ right of centerline, up to 100 AGL/1125’ MSL.
Trees, pole, tank beginning 708’ from DER, 559’ right of centerline, up to 1167’ MSL.
Tower 6684’ from DER, 2073’ left of centerline, 140’ AGL/1340’ MSL.
Rwy 36, vehicles on road beginning 12’ from DER, crossing left and right of centerline, up to 15’ AGL/1191’ MSL.
Trees beginning 83’ from DER, 151’ right of centerline, up to 100’ AGL/1092’ MSL.
Trees beginning 287’ from DER, 269’ right of centerline, up to 100’ AGL/1117’ MSL.
Trees beginning 1022’ from DER, 22’ right of centerline, up to 100’ AGL/1151’ MSL.
Trees beginning 2295’ from DER, 98’ right of centerline, up to 100’ AGL/1155’ MSL.
Trees beginning 2856’ from DER, 179’ right of centerline, up to 100’ AGL/1173’ MSL.

CON’T
AMERY, WI (CON’T)

AMERY MUNI (AHH) (CON’T)

Rwy 36 (CON’T), pole and tree 352’ from DER, 564’ left of centerline, up to 1102’ MSL.

Tree 569’ from DER, 256’ left of centerline, 100’ AGL/1118’ MSL.

Trees and pole beginning 611’ from DER, 396’ left of centerline, up to 100’ AGL/1149’ MSL.

Trees beginning 2093’ from DER, 270’ left of centerline, up to 100’ AGL/1150’ MSL.

Trees beginning 3827’ from DER, 387’ left of centerline, up to 100’ AGL/1190’ MSL.

ANTIGO, WI

LANGLADE COUNTY (AIG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25JUL13 (13206) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 300-2½ or std. w/min. climb gradient of 215’ per NM to 1900, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1700’ prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 9, sign 28’ from DER, 124’ left of centerline, 1’ AGL/1524’ MSL.

Fence 207’ from DER, 440’ right of centerline, 10’ AGL/1534’ MSL.

Buildings beginning 432’ from DER, 32’ right of centerline, up to 82’ AGL/1561’ MSL.

Trees beginning 1073’ from DER, 637’ left of centerline, up to 65’ AGL/1597’ MSL.

Trees beginning 2093’ from DER, 696’ left of centerline, up to 70’ AGL/1611’ MSL.

Trees beginning 1524’ from DER, 706’ left of centerline, up to 72’ AGL/1622’ MSL.

Trees beginning 2401’ from DER, 708’ left of centerline, up to 72’ AGL/1624’ MSL.

Trees beginning 3307’ from DER, 766’ left of centerline, up to 76’ AGL/1637’ MSL.

Appleton, WI

APPLETON INTL (ATW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDG-A 10DEC15 (15344) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, antenna on building, 266’ from DER, 259’ right of centerline, 12’ AGL/891’ MSL.

Trees beginning 545’ from DER, 467’ right of centerline, up to 21’ AGL/911’ MSL.

Trees beginning 1188’ from DER, 467’ left of centerline, 64’ AGL/955’ MSL.

Trees beginning 1925’ from DER, 2’ right of centerline, up to 66’ AGL/1580’ MSL.

Trees beginning 1463’ from DER, 471’ left of centerline, up to 63’ AGL/1587’ MSL.

Trees beginning 1463’ from DER, 471’ left of centerline, up to 63’ AGL/1587’ MSL.

Ashland, WI

JOHN F KENNEDY MEML (ASX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDG 1 05JUN08 (22083) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 52’ from DER, 209’ right of centerline, up to 100’ AGL/939’ MSL.

Trees beginning 11’ from DER, 110’ left of centerline, up to 100’ AGL/929’ MSL.

Antenna 2411’ from DER, 920’ left of centerline, 117’ AGL/926’ MSL.

Rwy 13, trees beginning 44’ from DER, 161’ right of centerline, up to 100’ AGL/878’ MSL.

Trees beginning 831’ from DER, 241’ left of centerline, up to 100’ AGL/868’ MSL.

Trees beginning 206’ from DER, 229’ right of centerline, up to 100’ AGL/893’ MSL.

Trees beginning 1152’ from DER, 295’ left of centerline, up to 100’ AGL/893’ MSL.

Trees beginning 90’ from DER, 172’ right of centerline, up to 100’ AGL/919’ MSL.

Trees beginning 34’ from DER, 222’ left of centerline, up to 100’ AGL/838’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BARABOO, WI
BARABOO/WISCONSIN DELLS RGNL (DLL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 20JUN19 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwys 14, 32, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 19, climb on heading 190° to 1800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 1, electrical system 9' from DER, 85' right of centerline, 4' AGL/969' MSL.
Electrical system and NAVAID beginning 10' from DER, 20' left of centerline, up to 3' AGL/970' MSL.
Trees beginning 19' from DER, 169' right of centerline, up to 975' MSL.
Tree 164' from DER, 180' right of centerline, 980' MSL.
Tree 600' from DER, 570' left of centerline, 1009' MSL.
Tree 1177' from DER, 352' left of centerline, 45' AGL/1015' MSL.
Tree 1216' from DER, 284' right of centerline, 1010' MSL.
Tree 1269' from DER, 617' right of centerline, 1000' MSL.
Tree 1423' from DER, 419' left of centerline, 1027' MSL.
Tree 1636' from DER, 377' right of centerline, 60' AGL/1036' MSL.
Tree 2406' from DER, 314' left of centerline, 1033' MSL.
Trees beginning 2469' from DER, 27' right of centerline, up to 1064' MSL.
Tree 2533' from DER, 327' left of centerline, 1035' MSL.
Tree 2557' from DER, 338' left of centerline, 1036' MSL.
Tree 2675' from DER, 344' left of centerline, 1037' MSL.
Tree 2800' from DER, 370' left of centerline, 1038' MSL.
Tree 3215' from DER, 422' left of centerline, 1051' MSL.
Tree 3757' from DER, 244' right of centerline, 1075' MSL.
Trees beginning 3800' from DER, 4' right of centerline, up to 1084' MSL.
Trees beginning 3867' from DER, 461' right of centerline, up to 1095' MSL.
Tree 3887' from DER, 48' left of centerline, 1064' MSL.
Tree 4532' from DER, 650' right of centerline, 1111' MSL.

BELLEVILLE, IL
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29JUL10 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwys 32L, 300-1½ or std. w/min. climb of 250' per NM to 800.
TAKEOFF OBSTACLE NOTES:
Rwys 32L, tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL.
Rwys 32R, trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL.
Trees beginning 1349' from DER, 16' left of centerline, up to 2' AGL/979' MSL.

BELOIT, WI
BELOIT (44C)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13NOV14 (14317) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, vehicles on road beginning 11' from DER, left and right of centerline, up to 15' AGL/844' MSL.
Trees beginning 13' from DER, 241' right of centerline, 75' AGL/894' MSL.
Tree 20' from DER, 220' left of centerline, 75' AGL/894' MSL.
Silo 86' from DER, 230' left of centerline, 100' AGL/919' MSL.
Tree 146' from DER, 31' left of centerline, 75' AGL/904' MSL.
Tree 278' from DER, 305' left of centerline, 75' AGL/904' MSL.
Tree 827' from DER, 693' left of centerline, 75' AGL/894' MSL.
Tree 4827' from DER, 1523' right of centerline, 75' AGL/944' MSL.
Rwy 25, trees beginning 47' from DER, 35' right of centerline, 75' AGL/884' MSL.
Tree 180' from DER, 237' left of centerline, 75' AGL/874' MSL.
BENTON, IL
BENTON MUNI (H96)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 22APR21 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-1 or std. w/min. climb of 355’ per NM to 700.
TAKEOFF OBSTACLE NOTES:
Rwy 18, lighting 12’ from DER, 77’ left of centerline, 445’ MSL.
General utility 14’ from DER, 76’ right of centerline, 1’ AGL/445’ MSL.
Tree 66’ from DER, 214’ right of centerline, 451’ MSL.
Trees beginning 120’ from DER, 463’ left of centerline, up to 450’ MSL.
Tree, terrain, pole, building, vehicle on road beginning 132’ from DER, 176’ right of centerline, up to 52’ AGL/500’ MSL.
Tree, pole, vehicle on road, sign beginning 415’ from DER, 187’ left of centerline, up to 510’ MSL.
Tree 1217’ from DER, 159’ left of centerline, 512’ MSL.
Tree, pole beginning 1283’ from DER, 51’ left of centerline, up to 519’ MSL.
Tree, pole beginning 1348’ from DER, 38’ right of centerline, up to 529’ MSL.
Trees beginning 1527’ from DER, 463’ left of centerline, up to 537’ MSL.

BLACK RIVER FALLS, WI
BLACK RIVER FALLS AREA (BCK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 23AUG12 (12236) (FAA)
TAKEOFF MINIMUMS:
Rwy 26, 400-3 or std. w/min. climb of 210’ per NM to 1400.
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees 173’ from DER, 271’ right of centerline, up to 10’ AGL/841’ MSL.
OL on WSK 300’ from DER, 400’ left of centerline, 23’ AGL/863’ MSL.
Vehicle on road, 460’ from DER, 606’ left of centerline, 15’ AGL/857’ MSL.
Poles 1100’ from DER, left and right of centerline, up to 32’ AGL/872’ MSL.

BLOOMINGTON-NORMAL, IL
CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 15OCT15 (21112) (FAA)
DEPARTURE PROCEDURE:
Rwy 20, climb heading 201° to 1400 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 2, tower 1639’ from DER, 908’ right of centerline, 78’ AGL/922’ MSL.
Rwy 11, trees beginning 2069’ from DER, 870’ right of centerline, up to 100’ AGL/979’ MSL.
Rwy 29, vehicle on road 103’ from DER, 471’ right of centerline, 15’ AGL/849’ MSL.
Fence 2’ from DER, left and right of centerline, 7’ AGL/827’ MSL.
Trees beginning 16’ from DER, left and right of centerline, up to 7’ AGL/1219’ MSL.
BOLINGBROOK, IL
BOLINGBROOK'S CLOW INTL (1C5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27APR17 (17117) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees and buildings beginning 38’ from DER, 299’ left of centerline, up to 100’ MSL/755’ MSL. Hangars and trees beginning 55’ from DER, 223’ right of centerline, up to 100’ AGL/750’ MSL.
Trees beginning 551’ from DER, left and right of centerline, up to 750’ MSL.
Rwy 36, trees and buildings beginning 304’ from DER, 281’ left of centerline, up to 100’ AGL/770’ MSL.
Vehicle on road 390’ from DER, 157’ right of centerline, 15’ AGL/695’ MSL.
Sign 615’ from DER, 154’ right of centerline, 25’ AGL/697’ MSL.

BOSCOBEL, WI
BOSCOBEL (OVS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25OCT07 (07298) (FAA)
TAKEOFF MINIMUMS:
Rwy 2,
600-3 or std. w/min. climb of 447’ per NM to 1300.
Rwy 7,
std. w/min. climb of 548’ per NM to 1500, or 1200-2½ for climb in visual conditions.
Rwy 20,
std. w/min. climb of 672’ per NM to 1400 or 1200-2½ for climb in visual conditions.
Rwy 25,
std. w/min. climb of 381’ per NM to 1300 or 1200-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 2,
climb heading 017° to 1300 before turning south.
Rwy 7,
climb heading 067° to 1500 before turning south, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course.
Rwy 20,
climb heading 197° to 1500 before turning east, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course.
Rwy 25,
climb heading 247° to 1500 before proceeding on course, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 2,
trees 1.3 NM from DER, 2536’ left of centerline, 100’ AGL/1118’ MSL.
Trees 1.6 NM from DER, 1276’ left of centerline, 100’ AGL/1127’ MSL.
Trees 1750’ from DER, 470’ left of centerline, 100’ AGL/835’ MSL.
Rwy 7,
trees 1.2 NM from DER, 2270’ right of centerline, 100’ AGL/1167’ MSL.
Trees 1290’ from DER, 580’ left of centerline, 100’ AGL/726’ MSL.
Tree 13’ from DER, 489’ left of centerline, 10’ AGL/690’ MSL.
Trees 1988’ from DER, 250’ left of centerline, 40’ AGL/738’ MSL.
Rwy 20,
tower 1.7 NM from DER, 205’ right of centerline, 205’ AGL/1196’ MSL.
Tower 3070’ from DER, 865’ left of centerline, 100’ AGL/790’ MSL.
Rwy 25,
tree 1.6 NM from DER, 2290’ right of centerline, 100’ AGL/1137’ MSL.
Tree 2.1 NM from DER, 1110’ right of centerline, 100’ AGL/1066’ MSL.
Trees 958’ from DER, 478’ left of centerline, 40’ AGL/737’ MSL.
Trees 1165’ from DER, 701’ left of centerline, 40’ AGL/731’ MSL.
Tree 1.6 NM from DER, 2290’ right of centerline, 100’ AGL/1137’ MSL.

BOYCEVILLE, WI
BOYCEVILLE MUNI (3T3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15JUN23 (23166) (FAA)
TAKEOFF MINIMUMS:
Rwy 8,
std. w/min. climb of 250’ per NM to 2600, or 1100-3 for VCOA.
VCOA:
Rwy 8,
secure ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Boyceville Muni airport at or above 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8,
trees 1.3 NM from DER, 2536’ left of centerline, 100’ AGL/1118’ MSL.
Trees 1.6 NM from DER, 1276’ left of centerline, 100’ AGL/1127’ MSL.
Trees 1750’ from DER, 470’ left of centerline, 100’ AGL/835’ MSL.
Rwy 7,
trees 1.2 NM from DER, 2270’ right of centerline, 100’ AGL/1167’ MSL.
Trees 1290’ from DER, 580’ left of centerline, 100’ AGL/726’ MSL.
Tree 13’ from DER, 489’ left of centerline, 10’ AGL/690’ MSL.
Trees 1988’ from DER, 250’ left of centerline, 40’ AGL/738’ MSL.
Rwy 20,
tower 1.7 NM from DER, 205’ right of centerline, 205’ AGL/1196’ MSL.
Tower 3070’ from DER, 865’ left of centerline, 100’ AGL/790’ MSL.
Rwy 25,
tree 1.6 NM from DER, 2290’ right of centerline, 100’ AGL/1137’ MSL.
Tree 2.1 NM from DER, 1110’ right of centerline, 100’ AGL/1066’ MSL.
Trees 958’ from DER, 478’ left of centerline, 40’ AGL/737’ MSL.
Trees 1165’ from DER, 701’ left of centerline, 40’ AGL/731’ MSL.
Tree 1.6 NM from DER, 2290’ right of centerline, 100’ AGL/1137’ MSL.

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

BOYCEVILLE, WI (CON’T)
BOYCEVILLE MUNI (3T3) (CON’T)

Rwy 26 (CON’T), trees beginning 1.8 NM from DER, 3389’ left of centerline, up to 100’ AGL/1249’ MSL.
Trees beginning 2 NM from DER, 3521’ left of centerline, up to 100’ AGL/1278’ MSL.
Trees beginning 2 NM from DER, 3823’ left of centerline, up to 100’ AGL/1285’ MSL.

BURLINGTON, WI
BURLINGTON MUNI (BUU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 19SEP13 (13262) (FAA)
TAKEOFF MINIMUMS:
Rwys 1, 19, NA-Environmental.
Rwy 29, 300-1 or std. w/min. climb of 325’ per NM to 1000.

TAKEOFF OBSTACLE NOTES:
Rwy 11, numerous trees beginning 137’ from DER, 41’ right of centerline, up to 125’ AGL/901’ MSL.
Building 1438’ from DER, 415’ right of centerline, 50’ AGL/825’ MSL.
Numerous trees beginning 227’ from DER, 46’ left of centerline, up to 72’ AGL/847’ MSL.

Rwy 29, numerous trees beginning 11’ from DER, 77’ left of centerline, up to 161’ AGL/938’ MSL.
Buildings beginning 3568’ from DER, 1138’ left of centerline, up to 122’ AGL/899’ MSL.
Numerous trees beginning 177’ from DER, 144’ right of centerline, up to 37’ AGL/812’ MSL.

CABLE, WI
CABLE UNION (3CU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A 10DEC15 (15344) (FAA)
TAKEOFF MINIMUMS:
Rwys 8, 26, NA - environmental.
Rwy 17, 400-2½ or std. w/min. climb of 655’ per NM to 1900.
Rwy 35, 300-1½ or std. w/min. climb of 316’ per NM to 1600.

DEPARTURE PROCEDURE:
Rwy 17, climb heading 167° to 1900 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 15’ from DER, 228’ left of centerline, up to 91’ AGL/1421’ MSL.
Trees beginning 572’ from DER, 21’ left of centerline, up to 26’ AGL/1368’ MSL.

Rwy 35, trees beginning 40’ from DER, 157’ left of centerline, up to 91’ AGL/1427’ MSL.

Trees beginning 171’ from DER, 45’ left of centerline, up to 26’ AGL/1368’ MSL.
Trees beginning 1938’ from DER, 14’ left of centerline, up to 100’ AGL/1502’ MSL.

Rwy 12L, tree 1629’ from DER, 144’ left of centerline, 45’ AGL/453’ MSL.
Rwy 12R, tree 3822’ from DER, 20’ left of centerline, 94’ AGL/509’ MSL.
Tree 2082’ from DER, 927’ right of centerline, 69’ AGL/486’ MSL.

Rwy 23, multiple trees beginning 815’ from DER, 69’ left of centerline, up to 56’ AGL/470’ MSL.
Multiple trees beginning 740’ from DER, 4’ right of centerline, up to 78’ AGL/492’ MSL.
Rwy 30L, multiple trees beginning 2510’ from DER, 503’ left of centerline, up to 107’ AGL/521’ MSL.
Multiple trees beginning 737’ from DER, 32’ right of centerline, up to 99’ AGL/508’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
CAIRO, IL
CAIRO RGNL (CIR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27JUN13 (13178) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, bushes beginning 14' from DER, left and right of centerline, up to 15' AGL/336' MSL.
Trees beginning 142' from DER, 293' right of centerline, up to 62' AGL/372' MSL.
Poles beginning 298' from DER, 215' right of centerline, up to 43' AGL/343' MSL.
Trees beginning 551' from DER, left and right of centerline, up to 100' AGL/424' MSL.
Rwy 14, light support structure 10' from DER, 56' left of centerline, 1' AGL/321' MSL.
Trees beginning 37' from DER, 413' right of centerline, up to 11' AGL/321' MSL.
Trees beginning 44' from DER, 357' left of centerline, up to 39' AGL/353' MSL.
Trees beginning 651' from DER, left and right of centerline, up to 105' AGL/417' MSL.
Rwy 20, trees beginning 38' from DER, 84' left of centerline, up to 34' AGL/349' MSL.
Tree 39' from DER, 79' right of centerline, up to 8' AGL/323' MSL.
Trees beginning 1600' from DER, left and right of centerline, up to 12' AGL/440' MSL.
Rwy 32, REIL 10' from DER, 91' right of centerline, 1' AGL/314' MSL.
Sign 11' from DER, 125' left of centerline, 4' AGL/ 316' MSL.
Trees beginning 257' from DER, 77' right of centerline, up to 105' AGL/417' MSL.
Rwy 36, vehicle on road 255' from DER, 389' left of centerline, 15' AGL/671' MSL.
Trees 2297' from DER, 766' right of centerline, 100' AGL/756' MSL.

CANTON, IL
INGERSOLL (CTK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31JUL08 (08213) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, tree 1335' from DER, 772' right of centerline, 100' AGL/749' MSL.
Rwy 36, tree 1162' from DER, 486' right of centerline, 100' AGL/739' MSL.

CARBONDALE/MURPHYSBORO, IL
SOUTHERN ILLINOIS (MDH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11FEB10 (10042) (FAA)
TAKEOFF MINIMUMS:
Rwys 18L, 18R, std. w/min. climb of 225' per NM to 1100, or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwys 18L, 18R, for climb in visual conditions, cross Southern Illinois airport at or above 1200 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, road 179' from DER, 214' left of centerline, 418' MSL.
Antenna 2731' from DER, 458' left of centerline, 100' AGL/483' MSL.
Tower 2780' from DER, 484' left of centerline, 100' AGL/483' MSL.
Pole 1166' from DER, 192' right of centerline, 100' AGL/439' MSL.
Rwy 24, trees beginning 633' from DER left and right of centerline up to 100' AGL/485' MSL.
Rwy 36L, trees beginning 480' from DER left and right of centerline up to 100' AGL/479' MSL.

CARMEN, IL
CARMEN MUNI (CUL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 4288' from DER, 930' right of centerline, 100' AGL/499' MSL.
Rwy 36, tree 3078' from DER, 41' left of centerline, 100' AGL/499' MSL.

CASEY, IL
CASEY MUNI (1H8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 29JUL10 (10210) (FAA)
TAKEOFF MINIMUMS:
Rwys 18, 36, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 4, tank 4010' from DER, 1464' right of centerline, 140' AGL/785' MSL.
Vehicle on road 651' from DER, 539' right of centerline, 15' AGL/671' MSL.
Trees 998' from DER, 463' right of centerline, 100' AGL/756' MSL.
Rwy 22, vehicle on road 255' from DER, 389' left of centerline, 15' AGL/671' MSL.
Trees 2297' from DER, 766' right of centerline, 100' AGL/756' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CENTRALIA, IL
CENTRALIA MUNI (ENL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 31MAY12 (12152) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 208' from DER, 494' right of centerline, up to 100' AGL/624' MSL.
Rwy 18, trees beginning 60' from DER, 265' left of centerline, up to 100' AGL/562' MSL.
Silo 1115' from DER, 755' right of centerline, 73' AGL/608' MSL.
Rwy 27, trees beginning 1169' from DER, 493' left of centerline, up to 100' AGL/624' MSL.
Rwy 36, trees and poles beginning 37' from DER, 5' right of centerline, up to 100' AGL/604' MSL.

CHAMPAIGN/URBANA, IL
UNIVERSITY OF ILLINOIS/WILLARD (CMI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15SEP16 (22027) (FAA)
DEPARTURE PROCEDURE:
Rwy 4, climb heading 044° to 1300 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 928' from DER, 554' right of centerline, up to 785' MSL.
Rwy 14R, rod on ol and pole beginning 527' from DER, 388' left of centerline, up to 759' MSL.
Rwy 32L, tower and asr beginning 1914' from DER, 346' left of centerline, up to 79' AGL/832' MSL.
Rwy 32R, pole and rod on ol pole beginning 844' from DER, 713' right of centerline, up to 33' AGL/783' MSL.

CHETEK, WI
CHETEK MUNI/SOUTHWORTH (Y23)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 20APR23 (23110) (FAA)
TAKEOFF MINIMUMS:
Rwys 7, 25, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 44' from DER, 13' left of centerline, up to 100' AGL/1120' MSL.
Vehicle on road 355' from DER, across centerline, 15' AGL/1070' MSL.
Multiple poles beginning 338' from DER, 278' left of centerline, up to 29' AGL/1079' MSL.
AG equipment beginning 27' from DER, 451' right of centerline, 19' AGL/1073' MSL.
Pole 294' from DER, 299' right of centerline, 16' AGL/1070' MSL.
Trees beginning 343' from DER, 7' right of centerline, up to 100' AGL/1137' MSL.
Rwy 35, beacon 79' from DER, 448' left of centerline, 48' AGL/1103' MSL.
Multiple buildings beginning 154' from DER, 339' left of centerline, up to 28' AGL/1082' MSL.
Multiple poles beginning 881' from DER, 135' left of centerline, up to 34' AGL/1088' MSL.
Multiple antennas beginning 1141' from DER, 40' left of centerline, up to 58' AGL/1107' MSL.
Trees beginning 324' from DER, 4' left of centerline, up to 100' AGL/1146' MSL.
Fence 80' from DER, 145' right of centerline, 6' AGL/1081' MSL.
Multiple buildings beginning 144' from DER, 102' right of centerline, up to 22' AGL/1081' MSL.
Multiple poles beginning 452' from DER, 14' right of centerline, up to 75' AGL/1088' MSL.
Trees beginning 64' from DER, 1' right of centerline, up to 100' AGL/1141' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHICAGO, IL
CHICAGO MIDWAY INTL (MDW)

AMDT 12A 10SEPT20 (20254) (FAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

DEPARTURE PROCEDURE:

Rwys 4L/R, climbing right turn to 2400 heading 100° before proceeding on course.

Rwys 13L/C, climbing heading 138° to 1500 before turning.

Rwy 13R, climb heading 138° to 1400 before turning.

Rwys 22L/R, climbing heading 227° to 1400 before turning.

Rwy 31L, climb heading 318° to 1400 before turning.

Rwys 31C/R, climbing heading 318° to 1500 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 4L, fence 2' from DER, 421' left of centerline, 8' AGL/610' MSL.

Terrain 10' from DER, 492' right of centerline, 606' MSL.

Fence beginning 18' from DER, 256' left of centerline, up to 11' AGL/616' MSL.

Vehicle on road 143' from DER, 161' left of centerline, 620' MSL.

Poles and building beginning 166' from DER, 4' left of centerline, up to 24' AGL/630' MSL.

Poles and tree beginning 374' from DER, 19' right of centerline, up to 28' AGL/633' MSL.

Poles beginning 621' from DER, 27' right of centerline, up to 34' AGL/639' MSL.

Poles beginning 744' from DER, 26' left of centerline, up to 26' AGL/631' MSL.

Poles and trees beginning 1154' from DER, 14' left of centerline, up to 41' AGL/646' MSL.

Tower and pole beginning 1365' from DER, 50' right of centerline, up to 42' AGL/647' MSL.

Sign 1586' from DER, 20' right of centerline, 44' AGL/657' MSL.

Trees and sign beginning 1611' from DER, 33' right of centerline, up to 671' MSL.

Sign and trees beginning 1946' from DER, 19' left of centerline, up to 88' AGL/691' MSL.

Trees and tower beginning 2154' from DER, 145' right of centerline, up to 679' MSL.

Rwy 4R, poles and fence beginning 40' from DER, 21' left of centerline, up to 34' AGL/639' MSL.

Pole 45' from DER, 476' right of centerline, 26' AGL/678' MSL.

Poles, fence and NAVAIMD beginning 225' from DER, on centerline, up to 29' AGL/634' MSL.

Transmission line, poles and trees beginning 830' from DER, 9' right of centerline, up to 39' AGL/644' MSL.

Pole and transmission line beginning 891' from DER, 43' left of centerline, up to 38' AGL/641' MSL.

Trees, poles, transmission lines and sign beginning 905' from DER, 73' left of centerline, up to 671' MSL.

Trees and transmission line beginning 1374' from DER, 570' right of centerline, up to 657' MSL.

Trees beginning 1447' from DER, 369' left of centerline, up to 679' MSL.

Tower 1823' from DER, 110' right of centerline, 61' AGL/672' MSL.

Tower 3983' from DER, 1142' left of centerline, 109' AGL/708' MSL.

Rwy 13C, building 37' from DER, 470' right of centerline, 23' AGL/630' MSL.

Tree, poles, stack, NAVAIMD, transmission line and building beginning 73' from DER, on centerline, up to 641' MSL.

Building 101' from DER, 253' left of centerline, 15' AGL/629' MSL.

Transmission line and fence beginning 229' from DER, 51' left of centerline, up to 28' AGL/638' MSL.

Tree, poles and building beginning 270' from DER, 143' left of centerline, up to 640' MSL.

Building and poles beginning 391' from DER, 32' left of centerline, up to 32' AGL/641' MSL.

Tree, poles, buildings and sign beginning 503' from DER, 2' left of centerline, up to 647' MSL.

Trees, poles, transmission lines and buildings beginning 613' from DER, 16' right of centerline, up to 660' MSL.

Transmission lines and poles beginning 661' from DER, 12' left of centerline, up to 39' AGL/649' MSL.

Trees, poles, transmission lines and buildings beginning 708' from DER, 12' left of centerline, up to 680' MSL.

Trees beginning 1536' from DER, 79' right of centerline, up to 667' MSL.

Trees beginning 1624' from DER, 116' right of centerline, up to 670' MSL.

Tree 1728' from DER, 937' left of centerline, 684' MSL.

Tree 1793' from DER, 757' right of centerline, 673' MSL.

Tree 1903' from DER, 731' right of centerline, 678' MSL.

Trees beginning 2038' from DER, 568' right of centerline, up to 679' MSL.

Tree 2310' from DER, 869' right of centerline, 684' MSL.

Trees beginning 2308' from DER, 393' right of centerline, up to 689' MSL.

Rwy 27L, building 609' from DER, 620' right of centerline, 700' MSL.

Rwy 13L, fence 178' from DER, 463' left of centerline, 15' AGL/622' MSL.

Poles beginning 363' from DER, 199' left of centerline, up to 25' AGL/633' MSL.

Poles beginning 488' from DER, 35' left of centerline, up to 27' AGL/634' MSL.

Poles and building beginning 657' from DER, 80' left of centerline, up to 34' AGL/642' MSL.

Pole 701' from DER, 44' right of centerline, 18' AGL/626' MSL.

Pole 812' from DER, 4' right of centerline, 23' AGL/632' MSL.

Transmission lines, buildings and pole beginning 832' from DER, 36' left of centerline, up to 34' AGL/643' MSL.

Poles beginning 897' from DER, 42' right of centerline, up to 23' AGL/633' MSL.

Tree, building and transmission line beginning 945' from DER, 64' left of centerline, up to 645' MSL.

Transmission line and pole beginning 973' from DER, 34' right of centerline, up to 26' AGL/636' MSL.

Transmission lines, building and tree beginning 1043' from DER, 16' right of centerline, up to 34' AGL/644' MSL.

Tree 1170' from DER, 44' left of centerline, 656' MSL.

Trees beginning 1188' from DER, 79' left of centerline, up to 671' MSL.

Trees beginning 1284' from DER, 40' left of centerline, up to 675' MSL.

Tree 1321' from DER, 104' right of centerline, 648' MSL.

Trees, transmission line and pole beginning 1345' from DER, 16' right of centerline, up to 652' MSL.

Trees beginning 1657' from DER, 40' right of centerline, up to 680' MSL.

Tree 2678' from DER, 149' left of centerline, 684' MSL.

CON'T
EC-3, 11 JUL 2024 to 05 SEP 2024

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

CHICAGO MIDWAY INTL (MDW) (CON’T)

Rwy 13R, building 79’ from DER, 334’ right of centerline, 23’ AGL/636’ MSL.
Pole 262’ from DER, 255’ left of centerline, 11’ AGL/621’ MSL.
Building 458’ from DER, 594’ right of centerline, 50’ AGL/660’ MSL.
Building 660’ from DER, 291’ right of centerline, 49’ AGL/661’ MSL.
Building 689’ from DER, 367’ right of centerline, 50’ AGL/663’ MSL.

Trees, poles and transmission line beginning 977’ from DER, 52’ right of centerline, up to 692’ MSL.

Rwy 22L, poles, building and trees beginning 73’ from DER, 1’ left of centerline, up to 31’ AGL/648’ MSL.
Poles beginning 464’ from DER, 75’ right of centerline, up to 30’ AGL/653’ MSL.

Trees, transmission lines and buildings beginning 603’ from DER, 1’ left of centerline, up to 899’ MSL.

Tree 2094’ from DER, 704’ right of centerline, 679’ MSL.
Tree 2248’ from DER, 597’ right of centerline, 682’ MSL.
Pole 3991’ from DER, 1231’ left of centerline, 107’ AGL/739’ MSL.

Tank and water tower beginning 4100’ from DER, 160’ right of centerline, up to 113’ AGL/728’ MSL.
Pole 4356’ from DER, 846’ left of centerline, 107’ AGL/740’ MSL.
Poles beginning 4484’ from DER, 571’ left of centerline, up to 107’ AGL/743’ MSL.

Rwy 22R, fence beginning 7’ from DER, 132’ right of centerline, up to 12’ AGL/630’ MSL.
Pole and fence beginning 83’ from DER, 63’ right of centerline, up to 18’ AGL/636’ MSL.

Tree, poles, building and fence beginning 142’ from DER, 1’ right of centerline, up to 647’ MSL.
Fence beginning 291’ from DER, on centerline, up to 13’ AGL/630’ MSL.
Poles and fence beginning 281’ from DER, 7’ left of centerline, up to 18’ AGL/635’ MSL.
Transmission line and building beginning 336’ from DER, 5’ right of centerline, up to 34’ AGL/650’ MSL.

Tree, pole and fence beginning 366’ from DER, 24’ left of centerline, up to 637’ MSL.
Transmission lines and buildings beginning 381’ from DER, 44’ right of centerline, up to 37’ AGL/654’ MSL.

Pole and building beginning 471’ from DER, 97’ left of centerline, up to 640’ MSL.
Buildings 491’ from DER, 154’ left of centerline, up to 30’ AGL/647’ MSL.

Trees, buildings, poles and transmission line beginning 492’ from DER, 31’ right of centerline, up to 668’ MSL.
Transmission line 509’ from DER, 28’ left of centerline, 35’ AGL/650’ MSL.

Poles, transmission line and building beginning 574’ from DER, 48’ left of centerline, up to 37’ AGL/653’ MSL.
Transmission line 662’ from DER, 182’ left of centerline, 39’ AGL/655’ MSL.
Trees and pole beginning 676’ from DER, 28’ right of centerline, up to 660’ MSL.
Trees and buildings beginning 765’ from DER, 29’ left of centerline, up to 668’ MSL.
Tree and building beginning 853’ from DER, 47’ left of centerline, up to 672’ MSL.
Trees and buildings beginning 861’ from DER, 30’ right of centerline, up to 675’ MSL.

Trees, buildings, poles and transmission line beginning 880’ from DER, 18’ left of centerline, up to 675’ MSL.
Trees and building beginning 975’ from DER, 65’ left of centerline, up to 677’ MSL.
Trees beginning 1386’ from DER, 192’ right of centerline, up to 689’ MSL.

Tree 2325’ from DER, 219’ left of centerline, 679’ MSL.
Tree 2479’ from DER, 326’ left of centerline, 682’ MSL.

Tank and water tower beginning 4331’ from DER, 763’ left of centerline, up to 113’ AGL/728’ MSL.

Transmission line 662’ from DER, 182’ left of centerline, 39’ AGL/655’ MSL.
Trees and pole beginning 676’ from DER, 28’ left of centerline, up to 660’ MSL.

Transmission line and building beginning 765’ from DER, 29’ left of centerline, up to 668’ MSL.
Tree and building beginning 853’ from DER, 47’ left of centerline, up to 672’ MSL.
Trees and buildings beginning 861’ from DER, 30’ right of centerline, up to 675’ MSL.

Trees, buildings, poles and transmission line beginning 880’ from DER, 18’ left of centerline, up to 675’ MSL.
Trees and building beginning 975’ from DER, 65’ left of centerline, up to 677’ MSL.
Trees beginning 1386’ from DER, 192’ right of centerline, up to 689’ MSL.

Tree 2325’ from DER, 219’ left of centerline, 679’ MSL.

Rwy 31C, trees and NAVAID beginning 83’ from DER, on centerline, up to 648’ MSL.

Pole, NAVAID and building beginning 140’ from DER, 390’ right of centerline, up to 29’ AGL/634’ MSL.
Transmission line, poles and tree beginning 315’ from DER, 20’ right of centerline, up to 34’ AGL/639’ MSL.

Tree 342’ from DER, 558’ left of centerline, 654’ MSL.

Trees, poles and building beginning 395’ from DER, 13’ left of centerline, up to 658’ MSL.
Trees, poles, transmission lines and building beginning 563’ from DER, 41’ right of centerline, up to 647’ MSL.
Transmission lines and poles beginning 1116’ from DER, 123’ right of centerline, up to 46’ AGL/651’ MSL.

Trees beginning 1204’ from DER, 134’ left of centerline, up to 670’ MSL.

Tree 1585’ from DER, 756’ right of centerline, 652’ MSL.

Trees beginning 1588’ from DER, 654’ right of centerline, up to 658’ MSL.

Trees beginning 1663’ from DER, 14’ right of centerline, up to 666’ MSL.

Tank 2213’ from DER, 709’ left of centerline, 77’ AGL/682’ MSL.
Tree 2374’ from DER, 712’ right of centerline, 673’ MSL.

Tank 5574’ from DER, 1451’ right of centerline, 162’ AGL/756’ MSL.

Water tower 5606’ from DER, 1420’ right of centerline, 160’ AGL/757’ MSL.

Rwy 31L, terrain 14’ from DER, 501’ right of centerline, 608’ MSL.
Sign 67’ from DER, 340’ right of centerline, 5’ AGL/611’ MSL.

Sign 82’ from DER, 16’ left of centerline, 2’ AGL/610’ MSL.

Building 338’ from DER, 559’ left of centerline, 49’ AGL/657’ MSL.

Building, trees and poles beginning 538’ from DER, 57’ left of centerline, up to 53’ AGL/661’ MSL.

Tree 1410’ from DER, 51’ right of centerline, 648’ MSL.
Tree 1716’ from DER, 192’ left of centerline, 662’ MSL.
Tree 1723’ from DER, 6’ right of centerline, 658’ MSL.

Tree 2142’ from DER, 689’ left of centerline, 764’ MSL.

Rwy 31R, transmission line, pole and building beginning 16’ from DER, 127’ right of centerline, up to 34’ AGL/638’ MSL.

Trees, buildings, transmission lines and poles beginning 208’ from DER, 18’ right of centerline, up to 665’ MSL.

Pole 258’ from DER, 24’ left of centerline, 18’ AGL/623’ MSL.

Trees, poles, transmission line, buildings and sign beginning 345’ from DER, 6’ left of centerline, up to 640’ MSL.

Trees, buildings, NAVAID, transmission lines and poles beginning 574’ from DER, 3’ left of centerline, up to 655’ MSL.

Trees beginning 1792’ from DER, 49’ right of centerline, up to 667’ MSL.

Tree 2030’ from DER, 128’ left of centerline, 658’ MSL.

Tree 2104’ from DER, 71’ left of centerline, 664’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHICAGO, IL (CON’T)
CHICAGO O’HARE INTL (ORD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 23 02DEC21 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 22R, NA-ATC.
Rwys 27L/C, std. w/min. climb of 220’ per NM to 1800.
Rwy 27R, std. w/min. climb of 210’ per NM to 900, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1300’ prior to DER.
TAKEOFF OBSTACLE NOTES:

Rwy 4L, lighting 6' from DER, 108’ right of centerline, 2’ AGL/649’ MSL.
Pole 3031’ from DER, 1248’ right of centerline, 109’ AGL/750’ MSL.
Tower, vehicle on road beginning 3341’ from DER, 1206’ right of centerline, 107’ AGL/747’ MSL.
Rwy 4R, tree 809’ from DER, 610’ right of centerline, 675’ MSL.
Trees beginning 1108’ from DER, 889’ right of centerline, up to 700’ MSL.
Tree 1306’ from DER, 823’ right of centerline, 711’ MSL.
Antenna 4857’ from DER, 1500’ right of centerline, 777’ MSL.
Rwy 9C, terrain 417’ from DER, 586’ right of centerline, 666’ MSL.
Rwy 9L, building 2771’ from DER, 1233’ right of centerline, 94’ AGL/745’ MSL.
Rwy 9R, pole 1026’ from DER, 754’ right of centerline, 680’ MSL.
Pole 1074’ from DER, 775’ left of centerline, 683’ MSL.
Vehicle on road, poles beginning 1078’ from DER, 775’ left of centerline, up to 41’ AGL/684’ MSL.
Poles beginning 1171’ from DER, 764’ right of centerline, up to 682’ MSL.
Rwy 10C, tower 1169’ from DER, 778’ left of centerline, 41’ AGL/694’ MSL.
Rwy 10L, bldg, sign beginning 2517’ from DER, 729’ right of centerline, 88’ AGL/732’ MSL.
Tower 3958’ from DER, 1287’ right of centerline, 127’ AGL/771’ MSL.
Pole 4388’ from DER, 1585’ left of centerline, 124’ AGL/762’ MSL.
Antenna 4390’ from DER, 1585’ left of centerline, 125’ AGL/763’ MSL.
Rwy 10R, tree 2218’ from DER, 1016’ right of centerline, 714’ MSL.
Tree 2248’ from DER, 777’ right of centerline, 716’ MSL.
Tree 2358’ from DER, 821’ right of centerline, 717’ MSL.
Trees beginning 2365’ from DER, 732’ right of centerline, up to 720’ MSL.
Trees beginning 2415’ from DER, 690’ right of centerline, up to 71’ AGL/724’ MSL.
Rwy 22L, pole 1301’ from DER, 737’ right of centerline, 39’ AGL/694’ MSL.
Rwy 27C, terrain 330’ from DER, 577’ left of centerline, 684’ MSL.
Tree 2426’ from DER, 593’ left of centerline, 737’ MSL.
Tree 2494’ from DER, 683’ right of centerline, 88’ AGL/751’ MSL.
Rwy 27L, terrain 486’ from DER, 593’ right of centerline, 681’ MSL.
Terrain 779’ from DER, 661’ right of centerline, 688’ MSL.
Terrain beginning 1177’ from DER, 717’ left of centerline, up to 707’ MSL.
Tree 2426’ from DER, 1013’ right of centerline, 737’ MSL.
Rwy 27R, pole 1051’ from DER, 739’ left of centerline, 707’ MSL.
Vehicle on road 1071’ from DER, 560’ right of centerline, 698’ MSL.
Tree 1248’ from DER, 815’ right of centerline, 712’ MSL.
Tank 1509’ from DER, 886’ left of centerline, 56’ AGL/726’ MSL.
Vehicle on road, elevator beginning 2777’ from DER, 1019’ left of centerline, up to 111’ AGL/777’ MSL.
Rwy 28C, tree, vehicle on road beginning 2373’ from DER, 1099’ left of centerline, up to 737’ MSL.
Tree 2559’ from DER, 257’ right of centerline, 737’ MSL.
Tree, vehicle on road, 2719’ from DER, 1194’ left of centerline, up to 80’ AGL/750’ MSL.
Tree 3526’ from DER, 695’ left of centerline, 768’ MSL.
Vehicle on road 3538’ from DER, 702’ left of centerline, 97’ AGL/771’ MSL.
Rwy 28L, vehicle on road beginning 590’ from DER, 656’ left of centerline, up to 700’ MSL.
Vehicle on road, pole beginning 1070’ from DER, 697’ left of centerline, up to 707’ MSL.
Tree 1583’ from DER, 803’ left of centerline, 724’ MSL.
Tree 1608’ from DER, 777’ left of centerline, 727’ MSL.
Trees beginning 1675’ from DER, 759’ left of centerline, up to 728’ MSL.
Trees beginning 1748’ from DER, 724’ left of centerline, up to 732’ MSL.
Trees beginning 1911’ from DER, 788’ left of centerline, up to 79’ AGL/751’ MSL.
Tree, vehicles on road beginning 2552’ from DER, 717’ left of centerline, up to 758’ MSL.
Tank 5893’ from DER, 740’ right of centerline, 167 AGL/834 MSL.
Rwy 28R, tree 2559’ from DER, 942’ left of centerline, 737’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHICAGO, IL (CON’T)
LANSING MUNI (IGQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 02JUL09 (09183) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 300-1½ or std. w/ min. climb of 322’ per NM to 900.
DEPARTURE PROCEDURE:
Rwy 36, climb heading 002° to 1200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, poles beginning 1203’ from DER, from left to right of centerline, up to 32’ AGL/647’ MSL.
Building 1882’ from DER, 964’ left of centerline, 50’ AGL/668’ MSL.
Tower 4314’ from DER, 664’ left of centerline, 149’ AGL/764’ MSL.
Rwy 18, trees beginning 381’ from DER, 440’ right of centerline, up to 42’ AGL/661’ MSL.
Rwy 27, hangar and building beginning 254’ from DER, 69’ right of centerline, up to 26’ AGL/641’ MSL.
Trees, antennas, antennas on buildings, signs, light poles, and road with vehicles beginning 326’ from DER, from left to right of centerline, up to 68’ AGL/683’ MSL.
Tank 575’ from DER, 65’ left of centerline, 16’ AGL/630’ MSL.
Rwy 36, pole 5546’ from DER, 1932’ right of centerline, 164’ AGL/777’ MSL.

CHICAGO/AURORA, IL
AURORA MUNI (ARR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25OCT07 (07298) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, vehicle on road 794’ from DER, right and left of centerline, 15’ AGL/734’ MSL.
Multiple trees beginning 4126’ from DER, on centerline, 100’ AGL/819’ MSL.
Rwy 15, multiple trees, power poles and road beginning 900’ from DER, 47’ right of centerline, up to 100’ AGL/809’ MSL.
Power pole 1313’ from DER, 47’ left of centerline, 34’ AGL/733’ MSL.
Rwy 18, multiple power poles beginning 1218’ from DER, 190’ right of centerline, up to 35’ AGL/734’ MSL.
Multiple trees beginning 3646’ from DER, on centerline up to 100’ AGL/809’ MSL.
Rwy 27, vehicle on road 1020’ from DER, right and left of centerline, 15’ AGL/734’ MSL.
Rwy 33, multiple trees and road beginning 788’ from DER, left and right of centerline, 238’ right of centerline, up to 79’ AGL/788’ MSL.
Multiple trees beginning 299’ from DER, 101’ left of centerline, up to 100’ AGL/734’ MSL.
Power lines beginning 1714’ from DER, 12’ right of centerline, up to 36’ AGL/937’ MSL.
Power lines beginning 1879’ from DER, 87’ left of centerline, up to 52’ AGL/952’ MSL.

CHICAGO/LAKE IN THE HILLS, IL
LAKE IN THE HILLS (3CK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 05APR12 (12096) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 8, road beginning 118’ from DER, left/right and on centerline, 15’ AGL/901’ MSL.
Multiple trees beginning 2174’ from DER, 294’ left of centerline, up to 100’ AGL/986’ MSL.
Multiple trees beginning 3312’ from DER, 1023’ right of centerline, up to 100’ AGL/994’ MSL.
Rwy 26, multiple trees beginning 55’ from DER, 288’ right of centerline, up to 100’ AGL/999’ MSL.
Multiple trees beginning 259’ from DER, 101’ left of centerline, up to 100’ AGL/959’ MSL.
Power lines beginning 1714’ from DER, 12’ right of centerline, up to 36’ AGL/937’ MSL.
Power lines beginning 1879’ from DER, 87’ left of centerline, up to 52’ AGL/952’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHICAGO/PROSPECT HEIGHTS/WHEELING, IL
CHICAGO EXEC (PWK)

AMDT 3A 01FEB18 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 24, NA - ATC request.

Rwy 12, 300-1/2 or std. w/ min. climb of 230’ per NM to 900, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1700’ prior to DER.

Rwy 30, 300-1 or std. w/ min. climb of 250’ per NM to 900, 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 12, building, pole beginning 53’ from DER, 57’ right of centerline, up to 16’ AGL/658’ MSL. Vehicles on traverse way beginning 114’ from DER, 484’ right of centerline, up to 15’ AGL/664’ MSL.

Fence, pole beginning 126’ from DER, 31’ left of centerline, up to 8’ AGL/648’ MSL.

Building, fence beginning 192’ from DER, 133’ right of centerline, up to 22’ AGL/663’ MSL.

Vehicles on traverse way, fence beginning 202’ from DER, 7’ left of centerline, up to 655’ MSL.

Lighting, sign, vehicling on traverse way, pole beginning 243’ from DER, 51’ left of centerline, up to 678’ MSL.

Building, tree, vehicles on traverse way, pole beginning 255’ from DER, 35’ right of centerline, up to 35’ AGL/677’ MSL.

Tree, vehicles on traverse way, pole beginning 417’ from DER, 47’ left of centerline, up to 696’ MSL.

Tree, pole beginning 561’ from DER, 110’ left of centerline, up to 699’ MSL.

Tree, pole beginning 620’ from DER, 6’ left of centerline, up to 702’ MSL.

Building, pole beginning 661’ from DER, 14’ right of centerline, up to 32’ AGL/681’ MSL.

Tree, pole, vehicles on traverse way, centerline, pole beginning 712’ from DER, 80’ right of centerline, up to 684’ MSL.

Trees beginning 79’ from DER, 139’ left of centerline, up to 709’ MSL.

Pole, vehicles on traverse way, tree, transmission line beginning 838’ from DER, 45’ right of centerline, up to 36’ AGL/690’ MSL.

Tree, vehicles on traverse way beginning 931’ from DER, 26’ left of centerline, up to 80’ AGL/717’ MSL.

Tree, pole, transmission line beginning 1186’ from DER, 89’ right of centerline, up to 703’ MSL.

Tree, pole, beginning 1394’ from DER, 112’ right of centerline, up to 715’ MSL.

Trees beginning 1945’ from DER, 44’ left of centerline, up to 725’ MSL.

Trees beginning 2026’ from DER, 20’ left of centerline, up to 738’ MSL.

Trees beginning 2373’ from DER, 66’ right of centerline, up to 100’ AGL/731’ MSL.

Building, pole beginning 340’ from DER, 1148’ right of centerline, 114’ AGL/755’ MSL.

Building 4117’ from DER, 1190’ right of centerline, 128’ AGL/769’ MSL.

Pole 1 NM from DER, 2072’ left of centerline, 138’ AGL/798’ MSL.

Building 1.1 NM from DER, 14’ left of centerline, 174’ AGL/834’ MSL.

Building 1.1 NM from DER, 141’ left of centerline, 152’ AGL/818’ MSL.

Rwy 16, general utility 39’ from DER, 113’ right of centerline, 4’ AGL/646’ MSL.

Building 55’ from DER, 464’ right of centerline, 656’ MSL.

Building, vehicles on traverse way beginning 91’ from DER, 298’ right of centerline, up to 658’ MSL.

Pole, sign, vehicles on traverse way beginning 275’ from DER, 25’ right of centerline, up to 29’ AGL/672’ MSL.

NAVAID 297’ from DER, 2’ left of centerline, 11’ AGL/653’ MSL.

Vehicles on traverse way beginning 306’ from DER, 365’ left of centerline, up to 15’ AGL/671’ MSL.

Vehicles on traverse way, 319’ from DER, 230’ left of centerline, 15’ AGL/672’ MSL.

Vehicles on traverse way beginning 402’ from DER, 11’ left of centerline, up to 15’ AGL/673’ MSL.

Tree, transmission line, pole beginning 442’ from DER, 62’ right of centerline, up to 682’ MSL.

Tree, building beginning 573’ from DER, 34’ left of centerline, up to 38’ AGL/680’ MSL.

Tree 1026’ from DER, 237’ right of centerline, 684’ MSL.

Tree, pole beginning 1082’ from DER, 23’ right of centerline, up to 688’ MSL.

Tree 1084’ from DER, 642’ left of centerline, 684’ MSL.

Tree, building beginning 1102’ from DER, 33’ left of centerline, up to 685’ MSL.

Trees beginning 1237’ from DER, 252’ left of centerline, up to 689’ MSL.

Trees beginning 1248’ from DER, 285’ right of centerline, up to 693’ MSL.

Tree 1370’ from DER, 349’ left of centerline, 695’ MSL.

Tree, pole beginning 1461’ from DER, 183’ left of centerline, up to 78’ AGL/717’ MSL.

Trees beginning 1502’ from DER, 14’ right of centerline, up to 79’ AGL/720’ MSL.

Tree 2073’ from DER, 894’ left of centerline, 718’ MSL.

Trees beginning 2173’ from DER, 97’ right of centerline, up to 726’ MSL.

Rwy 30, fence 25’ from DER, 108’ left of centerline, 5’ AGL/650’ MSL.

Vehicles on traverse way, fence beginning 47’ from DER, 25’ right of centerline, up to 658’ MSL.

Tree 56’ from DER, 285’ left of centerline, 36’ AGL/683’ MSL.

Tree, vehicles on traverse way, fence beginning 77’ from DER, 41’ left of centerline, up to 689’ MSL.

Building, vehicles on traverse way, pole beginning 79’ from DER, 66’ right of centerline, up to 670’ MSL.

Pole, vehicles on traverse way, tree, transmission line beginning 235’ from DER, 99’ right of centerline, up to 34’ AGL/678’ MSL.

Building 383’ from DER, 594’ left of centerline, 44’ AGL/691’ MSL.

Tree, building, transmission line, pole beginning 523’ from DER, 240’ right of centerline, up to 679’ MSL.

Tree, building, transmission line beginning 636’ from DER, 48’ right of centerline, up to 689’ MSL.

Tree, building, pole beginning 794’ from DER, 123’ right of centerline, up to 709’ MSL.

Trees beginning 1114’ from DER, 82’ left of centerline, up to 702’ MSL.

Trees beginning 1267’ from DER on centerline, up to 89’ AGL/730’ MSL.

Trees beginning 1580’ from DER, 51’ left of centerline, up to 712’ MSL.

Transmission line 2741’ from DER, 1053’ left of centerline, 110’ AGL/760’ MSL.

Transmission line, tree beginning 2977’ from DER, 96’ left of centerline, up to 118’ AGL/768’ MSL.

CONT
CHICAGO/PROSPECT HEIGHTS/WHEELING, IL (CON’T)
CHICAGO EXEC (PWK) (CON’T)

Rwy 30 (CON’T), transmission line 3858’ from DER, 172’ right of centerline, 757’ MSL.
Transmission line beginning 3873’ from DER, 160’ right of centerline, up to 108’ AGL/776’ MSL.
Transmission line 4732’ from DER, 1004’ right of centerline, 133’ AGL/778’ MSL.
Transmission line 4792’ from DER, 938’ right of centerline, 141’ AGL/790’ MSL.
Tank, transmission line beginning 5087’ from DER, 760’ right of centerline, up to 802’ MSL.

Rwy 34, sign 26’ from DER, 492’ right of centerline, 11’ AGL/645’ MSL.
Sign, general utility beginning 29’ from DER, 115’ left of centerline, up to 6’ AGL/646’ MSL.
General utility 39’ from DER, 115’ right of centerline, 6’ AGL/647’ MSL.
Tree, poles, vehicles on traverse way beginning 115’ from DER, 55’ left of centerline, up to 723’ MSL.
Vehicles on traverse way 392’ from DER, 584’ right of centerline, 15’ AGL/678’ MSL.
Vehicles on traverse way beginning 526’ from DER, 331’ right of centerline, up to 15’ AGL/679’ MSL.
Tree, vehicles on traverse way beginning 594’ from DER, 29’ right of centerline, up to 866’ MSL.
Tree, building, pole, transmission line beginning 708’ from DER, 225’ right of centerline, up to 697’ MSL.
Trees beginning 1507’ from DER, 491’ right of centerline, up to 700’ MSL.
Tree, transmission line, pole beginning 1661’ from DER, 53’ right of centerline, up to 701’ MSL.
Trees beginning 2131’ from DER, 121’ right of centerline, up to 712’ MSL.
Tree 2862’ from DER, 637’ right of centerline, 716’ MSL.
Tree 2927’ from DER, 106’ right of centerline, 723’ MSL.
Trees beginning 2986’ from DER, 373’ right of centerline, up to 727’ MSL.

CHICAGO/ROCKFORD, IL
CHICAGO/ROCKFORD INTL (RFD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 11AUG22 (22223) (FAA)
TAKEOFF MINIMUMS:

Rwy 7, 300-1½ or std. w/min. climb of 230’ per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1700’ prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 1287’ from DER, 674’ left of centerline, 772’ MSL.
Tree 1481’ from DER, 895’ left of centerline, 779’ MSL.
Trees, transmission line, pole beginning 1522’ from DER, 658’ left of centerline, up to 784’ MSL.
Tree 1692’ from DER, 893’ left of centerline, 787’ MSL.
Tree 1967’ from DER, 843’ left of centerline, 794’ MSL.

Rwy 7, general utility 38’ from DER, 146’ right of centerline, 6’ AGL/739’ MSL.
General utility 38’ from DER, 150’ left of centerline, 3’ AGL/737’ MSL.
Pole 544’ from DER, 596’ right of centerline, 771’ MSL.
Transmission line, poles, buildings, traverse way beginning 554’ from DER, 274’ right of centerline, up to 36’ AGL/773’ MSL.
Transmission line, pole beginning 958’ from DER, 660’ right of centerline, up to 40’ AGL/775’ MSL.

Trees beginning 1021’ from DER, 591’ right of centerline, up to 787’ MSL.
Trees beginning 1110’ from DER, 472’ right of centerline, up to 61’ AGL/794’ MSL.

Trees beginning 1204’ from DER, 157’ right of centerline, up to 802’ MSL.
Trees beginning 1529’ from DER, 353’ left of centerline, up to 779’ MSL.
Trees beginning 1604’ from DER, 255’ left of centerline, up to 790’ MSL.
Tree 2439’ from DER, 1082’ right of centerline, 805’ MSL.
Tower 5359’ from DER, 1786’ left of centerline, 140’ AGL/888’ MSL.

Rwy 19, vertical point 1’ from DER, 4’ left of centerline, 1’ AGL/710’ MSL.
Vertical point, sign beginning 3’ from DER, 300’ right of centerline, up to 1’ AGL/711’ MSL.
Tree 861’ from DER, 699’ right of centerline, 752’ MSL.
Trees beginning 1413’ from DER, 793’ left of centerline, up to 769’ MSL.
Tree 1720’ from DER, 913’ right of centerline, 758’ MSL.

Transmission line 2983’ from DER, 792’ right of centerline, up to 786’ MSL.
Trees beginning 2221’ from DER, 989’ right of centerline, up to 794’ MSL.

Rwy 25, NAVAID 7’ from DER, 4’ left of centerline, 1’ AGL/743’ MSL.
Trees beginning 4102’ from DER, 1082’ left of centerline, up to 123’ AGL/860’ MSL.
Tree 4558’ from DER, 1316’ left of centerline, 84’ AGL/861’ MSL.
Trees beginning 4680’ from DER, 947’ left of centerline, up to 866’ MSL.
Tree 4964’ from DER, 1175’ left of centerline, 76’ AGL/870’ MSL.

CHICAGO/ROMEOVILLE, IL
LEWIS UNIVERSITY (LOT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 03JUN10 (10154) (FAA)
TAKEOFF MINIMUMS:

Rwy 2, 300-1½ or std. w/min. climb of 420’ per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 016° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 2, multiple towers, tree, and stack beginning 1196’ from DER, 49’ left of centerline, up to 213’ AGL/876’ MSL.
Rwy 9, multiple trees and building beginning 243’ from DER, 358’ left of centerline, up to 64’ AGL/735’ MSL.
Multiple light poles, trees, and sign beginning 112’ from DER, 174’ right of centerline, up to 77’ AGL/721’ MSL.

Rwy 27, multiple trees beginning 1143’ from DER, 634’ right of centerline, up to 70’ AGL/723’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHICAGO/WAUKEGAN, IL
WAUKEGAN NTL (UGN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 07DEC17 (21112) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 328’ from DER, 493’ left of centerline, up to 58’ AGL/759’ MSL.
Bush 362’ from DER, 130’ left of centerline, 17’ AGL/728’ MSL.
Bush 371’ from DER, 161’ right of centerline, 14’ AGL/725’ MSL.
Hangar 920’ from DER, 452’ right of centerline, 30’ AGL/749’ MSL.
Rwy 23, trees beginning 89’ from DER, 344’ right of centerline, up to 59’ AGL/780’ MSL.
Trees beginning 212’ from DER, 372’ left of centerline, up to 44’ AGL/758’ MSL.
Trees beginning 925’ from DER, left and right of centerline, up to 73’ AGL/797’ MSL.
Rwy 32, terrain beginning 7’ from DER, 112’ left of centerline, up to 738’ MSL.
Terrain 122’ from DER, 249’ right of centerline, up to 15’ AGL/752’ MSL.
Trees, bush and wind vane on building beginning 246’ from DER, left and right of centerline, up to 54’ AGL/784’ MSL.
Trees 1560’ from DER, 259’ right of centerline, 70’ AGL/801’ MSL.

CHICAGO/WEST CHICAGO, IL
DUPAGE (DPA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwy 15, 300-1 ⅜ or std. w/min. climb of 205’ per NM to 1000.
TAKEOFF OBSTACLE NOTES:
Rwy 2L, electrical system 9’ from DER, 60’ left of centerline, 5’ AGL/756’ MSL.
Transmission line, pole beginning 1075’ from DER, 621’ left of centerline, up to 39’ AGL/792’ MSL.
Fence, transmission line beginning 1431’ from DER, 745’ right of centerline, up to 44’ AGL/799’ MSL.
Tree, fence beginning 1635’ from DER, 811’ left of centerline, up to 807’ MSL.
Trees beginning 2248’ from DER, 447’ left of centerline, up to 831’ MSL.
Trees beginning 2795’ from DER, 930’ left of centerline, 835’ MSL.
Trees beginning 2832’ from DER, 368’ left of centerline, up to 836’ MSL.
Trees beginning 2868’ from DER, 407’ left of centerline, up to 841’ MSL.
Tree 3866’ from DER, 790’ left of centerline, 104’ AGL/856’ MSL.
Rwy 2R, lighting 2’ from DER, 30’ left of centerline, 1’ AGL/759’ MSL.
Rwy 10, lighting, NAVAID beginning 39’ from DER, 77’ right of centerline, up to 757’ MSL.
Building 629’ from DER, 611’ left of centerline, 22’ AGL/777’ MSL.
Tower 699’ from DER, 632’ left of centerline, 22’ AGL/777’ MSL.
Tree, pole, tower beginning 871’ from DER, 1’ left of centerline, up to 815’ MSL.
Tree, building, pole, stack beginning 1435’ from DER, 133’ right of centerline, up to 827’ MSL.
Trees beginning 1944’ from DER, 130’ right of centerline, up to 829’ MSL.
Trees beginning 2369’ from DER, 170’ left of centerline, up to 839’ MSL.
Tree 3006’ from DER, 502’ right of centerline, 841’ MSL.
Trees beginning 3396’ from DER, 885’ right of centerline, up to 849’ MSL.
Rwy 15, tree, fence, vehicles on traverse way beginning 3’ from DER, 240’ left of centerline, up to 796’ MSL.
Tree, vehicles on traverse way, building beginning 136’ from DER, 9’ left of centerline, up to 44’ AGL/797’ MSL.
Tree 493’ from DER, 458’ left of centerline, 909’ MSL.
Tree 538’ from DER, 564’ left of centerline, 813’ MSL.
Tree, vehicles on traverse way beginning 564’ from DER, 74’ right of centerline, up to 74’ AGL/836’ MSL.
Tree, vehicles on traverse way, building, pole, transmission line beginning 697’ from DER, 8’ right of centerline, up to 838’ MSL.
Trees beginning 1578’ from DER, 29’ left of centerline, up to 95’ AGL/850’ MSL.
Tower 1 NM from DER, 1677’ left of centerline, 165’ AGL/927’ MSL.
Rwy 20L, sign beginning 19’ from DER, 89’ right of centerline, up to 3’ AGL/752’ MSL.
Fence 209’ from DER, 547’ left of centerline, 10’ AGL/757’ MSL.
Tree 614’ from DER, 481’ left of centerline, 773’ MSL.
Trees beginning 1058’ from DER, 725’ left of centerline, up to 805’ MSL.
Tree 1204’ from DER, 736’ left of centerline, 806’ MSL.
Tree 1455’ from DER, 812’ left of centerline, 816’ MSL.
Trees beginning 1482’ from DER, 398’ left of centerline, up to 820’ MSL.
Trees beginning 2194’ from DER, 967’ left of centerline, up to 844’ MSL.
Trees beginning 2346’ from DER, 888’ left of centerline, up to 102’ AGL/849’ MSL.
Rwy 20R, vertical structure 19’ from DER, 88’ left of centerline, 3’ AGL/753’ MSL.
Tree 645’ from DER, 616’ right of centerline, 768’ MSL.
Rwy 28, sign 38’ from DER, 454’ right of centerline, 3’ AGL/756’ MSL.
Building 974’ from DER, 681’ right of centerline, 781’ MSL.
Tree 1227’ from DER, 683’ right of centerline, 789’ MSL.
Tree 1951’ from DER, 968’ left of centerline, 810’ MSL.
Tree 2146’ from DER, 971’ left of centerline, 814’ MSL.
Trees beginning 2603’ from DER, 1025’ left of centerline, up to 830’ MSL.
Tree 2874’ from DER, 1073’ right of centerline, 837’ MSL.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHICAGO/WEST CHICAGO, IL (CON’T)

DUPAGE (DPA) (CON’T)

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

EC-3, 11 JUL 2024 to 05 SEP 2024

CHICAGO/WEST CHICAGO, IL (CON’T)

DUPAGE (DPA) (CON’T)

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

EC-3, 11 JUL 2024 to 05 SEP 2024

CLINTONVILLE, WI

CLINTONVILLE MUNI (CLI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 27, 22, NA-environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 14, tree 22' from DER, 488' right of centerline, 829' MSL.

Trees beginning 192' from DER, 248' left of centerline, up to 836' MSL.

Tree 305' from DER, 464' left of centerline, 838' MSL.

Tree 371' from DER, 274' right of centerline, 849' MSL.

Trees beginning 517' from DER, 484' left of centerline, 846' MSL.

Trees beginning 254' from DER, 63' right of centerline, up to 854' MSL.

Trees beginning 252' from DER, 145' left of centerline, up to 863' MSL.

Trees beginning 691' from DER, 144' right of centerline, up to 870' MSL.

Trees beginning 1253' from DER, 685' left of centerline, up to 882' MSL.

Trees beginning 1362' from DER, 660' right of centerline, up to 885' MSL.

Trees beginning 1416' from DER, 246' right of centerline, up to 893' MSL.

Tree 1995' from DER, 709' left of centerline, 872' MSL.

Trees beginning 2086' from DER, 735' left of centerline, up to 877' MSL.

Tree 2233' from DER, 1044' left of centerline, 882' MSL.

Tree 2336' from DER, 660' left of centerline, 884' MSL.

Trees beginning 2417' from DER, 596' left of centerline, up to 891' MSL.

Tree 3179' from DER, 194' right of centerline, 896' MSL.

Rwy 32, ground 32' from DER, 449' left of centerline, 824' MSL.

Ground 160' from DER, 373' left of centerline, 825' MSL.

Pole 199' from DER, 454' left of centerline, 8' AGL/833' MSL.

Pole and ground beginning 226' from DER, 365' left of centerline, up to 8' AGL/834' MSL.

Pole 421' from DER, 572' left of centerline, 8' AGL/839' MSL.

Trees beginning 759' from DER, 410' left of centerline, up to 880' MSL.

Trees beginning 1105' from DER, 532' left of centerline, up to 891' MSL.

Tree 1231' from DER, 656' left of centerline, 896' MSL.

Trees beginning 1254' from DER, 5' left of centerline, up to 900' MSL.

Trees beginning 1511' from DER, 189' right of centerline, up to 887' MSL.

Trees beginning 1600' from DER, 301' right of centerline, up to 894' MSL.

Trees beginning 1633' from DER, 4' left of centerline, up to 897' MSL.

Trees beginning 2670' from DER, 321' left of centerline, up to 901' MSL.

Tree 3270' from DER, 199' right of centerline, 906' MSL.

Tree 3318' from DER, 280' right of centerline, 908' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CRANDON, WI
CRANDON/STEVIE CONWAY MUNI (Y55)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 08JAN15 (15008) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 19, NA – Environmental.
Rwy 30, 30-2 or std. w/min. climb of 218’ per NM to 2100, or alternatively with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1800’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 12, tree 21’ from DER, 315’ left of centerline, 3’ AGL/1630’ MSL.
Obstruction light wind sock 89’ from DER, 222’ left of centerline, 20’ AGL/1649’ MSL.
Vehicle on roadway 302’ from DER, 258’ left to right of centerline, 15’ AGL/1644’ MSL.
Buildings 438’ from DER, 386’ right of centerline, up to 19’ AGL/1648’ MSL.
Apbn 474’ from DER, 492’ right of centerline, 39’ AGL/1668’ MSL.
Tree 475’ from DER, 437’ left of centerline, 17’ AGL/1646’ MSL.
Pole 678’ from DER, 629’ right of centerline, 21’ AGL/1650’ MSL.
Trees beginning 831’ from DER, 222’ right of centerline, up to 10’ AGL/1685’ MSL.
Rwy 30, trees beginning 3’ from DER, 199’ right of centerline, up to 10’ AGL/1659’ MSL.
Trees beginning 105’ from DER, 236’ right of centerline, up to 11’ AGL/1661’ MSL.
Trees beginning 1096’ from DER, 42’ left of centerline, up to 78’ AGL/1707’ MSL.
Trees beginning 3974’ from DER, 166’ right of centerline, up to 86’ AGL/1795’ MSL.
Trees beginning 5974’ from DER, 1892’ right of centerline, up to 100’ AGL/1939’ MSL.

CUMBERLAND WI
CUMBERLAND MUNI (UBE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31MAR16 (16091) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 36, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 9, REIL 35’ from DER, 107’ left of centerline, 4’ AGL/1235’ MSL.
REIL 35’ from DER, 107’ left of centerline, 4’ AGL/1235’ MSL.
Pole 662’ from DER, 456’ left of centerline, 29’ AGL/1260’ MSL.
Trees beginning 802’ from DER, 573’ left of centerline, up to 1292’ MSL.
Tree 1618’ from DER, 269’ right of centerline, 1283’ MSL.
Trees beginning 1947’ from DER, 66’ left of centerline, up to 1294’ MSL.
Trees beginning 1954’ from DER, 288’ left of centerline, up to 1296’ MSL.
Tree 2312’ from DER, 1100’ left of centerline, 1307’ MSL.
Rwy 27, pole 10’ from DER, 15’ right of centerline, 2’ AGL/1244’ MSL.
Fence 54’ from DER, 386’ right of centerline, 4’ AGL/1246’ MSL.
Trees beginning 3356’ from DER, 394’ right of centerline, 1330’ MSL.

DANVILLE, IL
VERMILION RGNL (DNV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02JUL09 (09183) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 2298’ from DER, 725’ right of centerline, 50’ AGL/761’ MSL.
Rwy 16, tree 4101’ from DER, 378’ left of centerline, 50’ AGL/789’ MSL.
Rwy 21, tree 1982’ from DER, 802’ left of centerline, 50’ AGL/728’ MSL.
Rwy 34, tree 3460’ from DER, 2’ right of centerline, 50’ AGL/812’ MSL.

DE KALB, IL
DE KALB TAYLOR MUNI (DKB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 30APR15 (15120) (FAA)
TAKEOFF MINIMUMS:
Rwy 27, 300-1.
DEPARTURE PROCEDURE:
Rwy 9, climb runway heading to 1400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, antenna tower 4363’ from DER, 760’ right of centerline, 130’ AGL/1024’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DECATUR, IL

DECATUR (DEC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 23SEP10 (10266) (FAA)

DEPARTURE PROCEDURE:
Rwy 6, climb heading 060° to 1700 before turning left.
Rwy 30, climb heading 300° to 1400 before turning right.
Rwy 36, climbing left turn to intercept AXC VORTAC R-340 to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 24, pole 802' from DER, 664' left of centerline, 30' AGL/704' MSL.
Trees beginning 895' from DER, 722' right of centerline, up to 88' AGL/742' MSL.
Trees beginning 1314' from DER, 57' right of centerline, up to 90' AGL/739' MSL.
Rwy 36, trees beginning 1549' from DER, 14' left of centerline, up to 75' AGL/749' MSL.

Trees beginning 460' from DER, 84' right of centerline, up to 72' AGL/751' MSL.

DIXON, IL

DIXON MUNI-CHARLES R WALGREEN FLD (C73)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 10JAN13 (21224) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, 400-2½ or std. w/min. climb of 250' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 8, vehicle on road beginning 336' from DER, on centerline, up to 15' AGL/798' MSL.

Rwy 12, railroad track beginning 198' from DER, 288' right of centerline, up to 23' AGL/810' MSL.

Vehicle on road beginning 150' from DER, 106' left of centerline, up to 15' AGL/794' MSL.

Monopole 1806' from DER, 411' left of centerline, 45' AGL/827' MSL.

Rwy 26, tower 2.0 NM from DER, 707' left of centerline, 749' AGL/1100' MSL.

Light poles beginning 166' from DER, 361' right of centerline, up to 39' AGL/806' MSL.

Stack 793' from DER, 672' right of centerline, 60' AGL/843' MSL.

Railroad tracks 572' from DER, 305' right of centerline, 23' AGL/803' MSL.

Roofops beginning 426' from DER, 413' right of centerline, up to 36' AGL/805' MSL.

Trees beginning 330' from DER, 83' left and right of centerline, up to 14' AGL/833' MSL.

Rwy 30, rooftops beginning 321' from DER, 140' left of centerline, up to 62' AGL/833' MSL.

Power line beginning 259' from DER, 120' right of centerline, up to 100' AGL/870' MSL.

Trees beginning 769' from DER, 211' left and right of centerline, up to 100' AGL/896' MSL.

EAGLE RIVER, WI

EAGLE RIVER UNION (EGV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 05NOV20 (20310) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, vehicle on road 240' from DER, 559' right of centerline, 15' AGL/1654' MSL, terrain 51' from DER, 288' right of centerline, 1639' MSL.

Rwy 13, vehicle on road 268' from DER, 572' left of centerline, 15' AGL/1654' MSL, antenna tower, 1816' from DER, 487' left of centerline, 60' AGL/1708' MSL.

Rwy 22, vehicle on road 246' from DER, 566' right of centerline, 15' AGL/1654' MSL, multiple trees 476' from DER, 430' right of centerline, 83' AGL/1722' MSL, multiple trees 761' from DER, 147' left of centerline, 96' AGL/1735' MSL.

EAST TROY, WI

EAST TROY MUNI (57C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 106' from DER, 45' right of centerline, up to 100' AGL/979' MSL.

Trees beginning 34' from DER, 6' left of centerline, up to 100' AGL/908' MSL.

Rwy 26, vehicle on road 346' from DER, 17' right of centerline, up to 15' AGL/865' MSL.

Vehicle on road 561' from DER, 588' left of centerline, up to 15' AGL/865' MSL.

Vehicle on road 607' from DER, 46' right of centerline, up to 17' AGL/867' MSL.

Trees beginning 1850' from DER, 131' right of centerline, up to 100' AGL/989' MSL.

Trees beginning 2870' from DER, 431' left of centerline, up to 100' AGL/959' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EAU CLAIRE, WI
CHIPPEWA VALLEY RGNL (EAU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:
Rwy 14, 500-2% or standard w/ min. climb of 307’ per NM to 1500.
Rwy 32, 200-1½ or standard w/ min. climb of 302’ per NM to 1200.

DEPARTURE PROCEDURE:
Rwy 14, climb heading 138° to 2000 before proceeding on course.
Rwy 22, climb heading 224° to 1700 before proceeding on course.
Rwy 32, climb heading 304° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 14, pole, fence beginning 57’ from DER, 302’ right of centerline, up to 25’ AGL/910’ MSL.
Tree, pole beginning 146’ from DER, 359’ right of centerline, up to 925’ MSL.
Trees beginning 817’ from DER, 449’ right of centerline, up to 949’ MSL.
Pole 897’ from DER, 619’ left of centerline, 34’ AGL/935’ MSL.
Tree, pole beginning 927’ from DER, 339’ right of centerline, up to 954’ MSL.
Tree 998’ from DER, 593’ left of centerline, 944’ MSL.
Trees beginning 1041’ from DER, 27’ left of centerline, up to 951’ MSL.
Trees beginning 1205’ from DER, 5’ right of centerline, up to 955’ MSL.
Tree, stack beginning 1465’ from DER, 50’ left of centerline, up to 959’ MSL.
Tree 2487’ from DER, 545’ right of centerline, 962’ MSL.
Trees beginning 4159’ from DER, 971’ right of centerline, up to 997’ MSL.
Tree 1 NM from DER, 1489’ left of centerline, 1057’ MSL.
Tree 1 NM from DER, 511’ right of centerline, 1060’ MSL.
Tree 1 NM from DER, 1116’ left of centerline, 1063’ MSL.
Trees beginning 1 NM from DER, 826’ left of centerline, up to 1076’ MSL.
Trees beginning 1 NM from DER, 616’ left of centerline, up to 1080’ MSL.
Trees beginning 1 NM from DER, 360’ left of centerline, up to 1083’ MSL.
Trees beginning 1.1 NM from DER, 1114’ left of centerline, up to 1097’ MSL.
Trees beginning 1.1 NM from DER, 755’ left of centerline, up to 1110’ MSL.
Trees beginning 1.1 NM from DER, 612’ left of centerline, up to 1116’ MSL.
Trees beginning 1.1 NM from DER, 354’ left of centerline, up to 1117’ MSL.
Trees beginning 1.1 NM from DER, 924’ left of centerline, up to 1122’ MSL.
Trees beginning 1.1 NM from DER, 214’ left of centerline, up to 1140’ MSL.
Tree 1.1 NM from DER, 625’ left of centerline, 1148’ MSL.
Trees beginning 1.1 NM from DER, 128’ left of centerline, up to 1150’ MSL.
Trees beginning 1.1 NM from DER, 157’ left of centerline, up to 1154’ MSL.
Trees beginning 1.1 NM from DER, 364’ left of centerline, up to 1158’ MSL.
Trees beginning 1.1 NM from DER, 20’ right of centerline, up to 1090’ MSL.
Trees beginning 1.1 NM from DER, 159’ right of centerline, up to 1095’ MSL.
Tree, pole beginning 1.1 NM from DER, 47’ right of centerline, up to 1112’ MSL.
Trees beginning 1.1 NM from DER, 25’ left of centerline, up to 1164’ MSL.
Trees beginning 1.2 NM from DER, 203’ right of centerline, up to 1113’ MSL.
Transmission line beginning 1.2 NM from DER, 547’ right of centerline, up to 64’ AGL/1114’ MSL.
Tree, transmission line, pole beginning 1.2 NM from DER, 79’ right of centerline, up to 1119’ MSL.
Tree, transmission line beginning 1.2 NM from DER, 47’ left of centerline, up to 1169’ MSL.
Trees beginning 1.3 NM from DER, 1603’ right of centerline, up to 1120’ MSL.
Trees beginning 2.2 NM from DER, 4’ left of centerline, up to 455’ AGL/1349’ MSL.
Rwy 32, traverse-way 10’ from DER, 443’ left of centerline, 893’ MSL.
Traverse-way 116’ from DER, 438’ left of centerline, 15’ AGL/895’ MSL.
Tree, traverse-way beginning 184’ from DER, 416’ left of centerline, up to 928’ MSL.
Trees beginning 482’ from DER, 391’ left of centerline, up to 931’ MSL.
Trees beginning 561’ from DER, 565’ right of centerline, up to 927’ MSL.
Trees beginning 903’ from DER, 371’ right of centerline, up to 939’ MSL.
Tree 1054’ from DER, 702’ right of centerline, 942’ MSL.
Tree, building beginning 1059’ from DER, 388’ right of centerline, up to 943’ MSL.
Trees beginning 1299’ from DER, 520’ right of centerline, up to 948’ MSL.
Tree 4343’ from DER, 967’ left of centerline, 994’ MSL.
Tree 4367’ from DER, 1423’ left of centerline, 1001’ MSL.
Tree 4385’ from DER, 1581’ left of centerline, 1008’ MSL.
Trees beginning 4448’ from DER, 1167’ left of centerline, up to 1017’ MSL.
Tree 4470’ from DER, 1412’ left of centerline, 1023’ MSL.
Trees beginning 4554’ from DER, 1209’ left of centerline, up to 1025’ MSL.
Tree 4563’ from DER, 1355’ left of centerline, 1029’ MSL.
Trees beginning 4572’ from DER, 1230’ left of centerline, up to 1037’ MSL.
Tree 4674’ from DER, 1602’ left of centerline, 1040’ MSL.
Trees beginning 4685’ from DER, 1132’ left of centerline, up to 1048’ MSL.
Trees beginning 4809’ from DER, 1089’ left of centerline, up to 1099’ MSL.
Trees beginning 4917’ from DER, 1038’ left of centerline, up to 81’ AGL/1067’ MSL.
Trees beginning 5004’ from DER, 756’ left of centerline, up to 78’ AGL/1070’ MSL.
Trees beginning 5051’ from DER, 442’ left of centerline, up to 73’ AGL/1073’ MSL.
Tree, transmission line beginning 5370’ from DER, 95’ left of centerline, up to 1077’ MSL.
Tree 1.1 NM from DER, 1985’ left of centerline, 85’ AGL/1078’ MSL.
Tree 1.1 NM from DER, 2361’ left of centerline, 1070’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EFFINGHAM, IL

EFFINGHAM COUNTY MEML (1H2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5B 22APR21 (21224) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std. w/min. climb of 235’ per NM to 1300 or 1000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 1, climb on heading 009° to 1400 before proceeding on course.

Rwy 29, climb on heading 294° to 1100 before proceeding on course.

VCOA:

Rwy 1, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Effingham County Meml airport at or above 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, sign 4’ from DER, 208’ left of centerline, 3’ AGL/581’ MSL.

Building 156’ from DER, 355’ left of centerline, 6’ AGL/565’ MSL.

Tree 186’ from DER, 475’ right of centerline, 587’ MSL.

Tree 188’ from DER, 333’ right of centerline, 18’ AGL/591’ MSL.

Tree 224’ from DER, 245’ right of centerline, 592’ MSL.

Tree 238’ from DER, 500’ right of centerline, 593’ MSL.

Tree 270’ from DER, 365’ right of centerline, 617’ MSL.

Building 283’ from DER, 474’ left of centerline, 29’ AGL/609’ MSL.

Tree 313’ from DER, 583’ right of centerline, 630’ MSL.

Tree 358’ from DER, 417’ right of centerline, 648’ MSL.

Pole 370’ from DER, 546’ left of centerline, 28’ AGL/608’ MSL.

Tree 384’ from DER, 313’ right of centerline, 637’ MSL.

Building 384’ from DER, 418’ left of centerline, 600’ MSL.

Tree 405’ from DER, 50’ left of centerline, 593’ MSL.

Tree 430’ from DER, 578’ right of centerline, 444’ MSL.

Vehicle on road 467’ from DER, 173’ left of centerline, 595’ MSL.

Tree 477’ from DER, 302’ left of centerline, 646’ MSL.

Tree 494’ from DER, 516’ left of centerline, 632’ MSL.

Tree 503’ from DER, 64’ right of centerline, 598’ MSL.

Tree 553’ from DER, 281’ right of centerline, 600’ MSL.

Tree 563’ from DER, 651’ left of centerline, 614’ MSL.

Tree 620’ from DER, 387’ left of centerline, 608’ MSL.

Tree 666’ from DER, 588’ left of centerline, 618’ MSL.

Pole 713’ from DER, 422’ left of centerline, 25’ AGL/604’ MSL.

Tree 721’ from DER, 150’ right of centerline, 613’ MSL.

Tree 782’ from DER, 631’ left of centerline, 646’ MSL.

Tree 814’ from DER, 203’ right of centerline, 616’ MSL.

Elevator 821’ from DER, 491’ left of centerline, 72’ AGL/654’ MSL.

Tree 824’ from DER, 8’ left of centerline, 624’ MSL.

Tree 872’ from DER, 687’ left of centerline, 612’ MSL.

Building 877’ from DER, 282’ left of centerline, 30’ AGL/609’ MSL.

Building 925’ from DER, 453’ left of centerline, 27’ AGL/607’ MSL.

Tree 946’ from DER, 163’ left of centerline, 622’ MSL.

Tree 947’ from DER, 85’ right of centerline, 626’ MSL.

Tree 1046’ from DER, 168’ left of centerline, 628’ MSL.

Tree 1049’ from DER, 1049’ right of centerline, 636’ MSL.

Rwy 11, tree 15’ from DER, 153’ right of centerline, 574’ MSL.

Tree 22’ from DER, 363’ left of centerline, 48’ AGL/619’ MSL.

Tree 103’ from DER, 166’ left of centerline, 575’ MSL.

Tree 1311’ from DER, 758’ left of centerline, 659’ MSL.

Tree 1355’ from DER, 663’ left of centerline, 660’ MSL.

Tree 1483’ from DER, 720’ left of centerline, 652’ MSL.

Tree 1494’ from DER, 873’ left of centerline, 660’ MSL.

Tree 1590’ from DER, 676’ left of centerline, 639’ MSL.

Tree 1656’ from DER, 773’ left of centerline, 626’ MSL.

Tree 1699’ from DER, 839’ right of centerline, 617’ MSL.

Tree 1782’ from DER, 685’ left of centerline, 662’ MSL.

Tree 1873’ from DER, 854’ right of centerline, 635’ MSL.

Tree 1887’ from DER, 786’ left of centerline, 640’ MSL.

Tree 1923’ from DER, 413’ left of centerline, 642’ MSL.

Tree 1950’ from DER, 699’ left of centerline, 641’ MSL.

Tree 1951’ from DER, 868’ left of centerline, 652’ MSL.

Tree 2048’ from DER, 830’ left of centerline, 629’ MSL.

Tree 2052’ from DER, 568’ left of centerline, 626’ MSL.

Tree 2156’ from DER, 772’ left of centerline, 634’ MSL.

Tree 2195’ from DER, 974’ left of centerline, 658’ MSL.

Tree 2235’ from DER, 600’ left of centerline, 636’ MSL.

Tree 2306’ from DER, 1002’ left of centerline, 648’ MSL.

Tree 2324’ from DER, 281’ right of centerline, 634’ MSL.

Tree 2338’ from DER, 380’ left of centerline, 635’ MSL.

Tree 2390’ from DER, 621’ left of centerline, 643’ MSL.

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

EFFINGHAM, IL (CON’T)
EFFINGHAM COUNTY MEML (1H2) (CON’T)

Rwy 11 (CON’T), tree 2418’ from DER, 209’ right of centerline, 641’ MSL.
Tree 2457’ from DER, 1086’ left of centerline, 636’ MSL.
Tree 2461’ from DER, 394’ right of centerline, 636’ MSL.
Tree 2494’ from DER, 627’ left of centerline, 642’ MSL.
Tree 2533’ from DER, 458’ left of centerline, 642’ MSL.
Tree 2636’ from DER, 1125’ right of centerline, 644’ MSL.
Tree 2649’ from DER, 613’ left of centerline, 639’ MSL.
Tree 2746’ from DER, 738’ left of centerline, 641’ MSL.
Tree 2813’ from DER, 551’ left of centerline, 644’ MSL.

Rwy 19, tree 37’ from DER, 461’ right of centerline, 620’ MSL.
Tree 79’ from DER, 468’ left of centerline, 63’ AGL/627’ MSL.
Tree 107’ from DER, 229’ left of centerline, 612’ MSL.
Tree 133’ from DER, 400’ right of centerline, 627’ MSL.
Tree 167’ from DER, 346’ left of centerline, 615’ MSL.
Tree 202’ from DER, 524’ right of centerline, 638’ MSL.
Tree 314’ from DER, 494’ right of centerline, 625’ MSL.
Tree 515’ from DER, 632’ left of centerline, 603’ MSL.
Tree 546’ from DER, 431’ left of centerline, 633’ MSL.
Tree 547’ from DER, 497’ right of centerline, 633’ MSL.
Tree 549’ from DER, 329’ right of centerline, 625’ MSL.
Tree 556’ from DER, 626’ right of centerline, 631’ MSL.
Tree 688’ from DER, 483’ left of centerline, 610’ MSL.
Tree 717’ from DER, 132’ left of centerline, 597’ MSL.
Tree 877’ from DER, 499’ right of centerline, 638’ MSL.
Tree 881’ from DER, 90’ left of centerline, 604’ MSL.
Tree 926’ from DER, 651’ right of centerline, 651’ MSL.
Tree 965’ from DER, 654’ left of centerline, 636’ MSL.
Tree 986’ from DER, 538’ right of centerline, 649’ MSL.
Tree 1059’ from DER, 590’ left of centerline, 623’ MSL.
Tree 1239’ from DER, 607’ left of centerline, 613’ MSL.
Tree 1270’ from DER, 421’ left of centerline, 630’ MSL.
Tree 1357’ from DER, 585’ left of centerline, 638’ MSL.
Tree 1430’ from DER, 275’ left of centerline, 625’ MSL.
Tree 1454’ from DER, 440’ left of centerline, 642’ MSL.
Tree 1459’ from DER, 676’ left of centerline, 647’ MSL.
Tree 1475’ from DER, 171’ left of centerline, 629’ MSL.
Tree 1518’ from DER, 233’ right of centerline, 641’ MSL.
Tree 1521’ from DER, 315’ left of centerline, 638’ MSL.
Tree 1522’ from DER, 759’ left of centerline, 642’ MSL.
Tree 1526’ from DER, 374’ right of centerline, 655’ MSL.
Tree 1532’ from DER, 76’ left of centerline, 643’ MSL.
Tree 1538’ from DER, 651’ right of centerline, 628’ MSL.
Tree 1545’ from DER, 105’ right of centerline, 647’ MSL.
Tree 1546’ from DER, 793’ right of centerline, 635’ MSL.
Tree 1619’ from DER, 330’ right of centerline, 647’ MSL.
Tree 1627’ from DER, 889’ left of centerline, 640’ MSL.
Tree 1631’ from DER, 635’ left of centerline, 637’ MSL.
Tree 1665’ from DER, 129’ right of centerline, 645’ MSL.
Tree 1721’ from DER, 217’ right of centerline, 642’ MSL.
Tree 1758’ from DER, 374’ right of centerline, 640’ MSL.
Tree 1773’ from DER, 930’ left of centerline, 657’ MSL.
Tree 1828’ from DER, 805’ left of centerline, 658’ MSL.
Tree 1908’ from DER, 573’ left of centerline, 631’ MSL.
Tree 2016’ from DER, 475’ left of centerline, 633’ MSL.
Tree 2017’ from DER, 1005’ left of centerline, 640’ MSL.
Tree 2065’ from DER, 853’ left of centerline, 647’ MSL.
Tree 2181’ from DER, 753’ left of centerline, 643’ MSL.
Tree 2241’ from DER, 899’ left of centerline, 649’ MSL.
Tree 2297’ from DER, 1020’ left of centerline, 644’ MSL.
Tree 2408’ from DER, 793’ left of centerline, 640’ MSL.
Tree 2433’ from DER, 1050’ left of centerline, 641’ MSL.
Tree 2456’ from DER, 893’ left of centerline, 638’ MSL.
Tree 2731’ from DER, 1089’ left of centerline, 641’ MSL.
Tree 2759’ from DER, 769’ left of centerline, 644’ MSL.

Rwy 29, electrical system 8’ from DER, 352’ right of centerline, 1’ AGL/588’ MSL.
Pole 925’ from DER, 630’ right of centerline, 32’ AGL/612’ MSL.
Tree 1043’ from DER, 650’ right of centerline, 627’ MSL.
Pole 1104’ from DER, 662’ right of centerline, 34’ AGL/613’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EPHRAIM, WI

EPHRAIM/GIBRALTAR (3D2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07SEP23 (23250) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 19, NA- Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 14, utility poles, trees beginning 3’ from DER, 90’ left of centerline, up to 34’ AGL/781’ MSL.

Trees beginning 71’ from DER, 162’ right of centerline, up to 770’ MSL.

Trees, utility poles beginning 302’ from DER, 340’ left of centerline, up to 804’ MSL.

Tree 509’ from DER, 586’ right of centerline, 771’ MSL.

Trees beginning 1039’ from DER, 211’ left of centerline, up to 81’ AGL/810’ MSL.

Tree 1362’ from DER, 587’ right of centerline, 791’ MSL.

Trees beginning 1554’ from DER, 161’ right of centerline, up to 793’ MSL.

Tree 1650’ from DER, 590’ right of centerline, 800’ MSL.

Tree 1693’ from DER, 275’ right of centerline, 802’ MSL.

Rwy 32, electrical system 10’ from DER, 50’ right of centerline, 5’ AGL/764’ MSL.

Tree 29’ from DER, 296’ right of centerline, 796’ MSL.

Tree 90’ from DER, 130’ left of centerline, 769’ MSL.

Trees beginning 123’ from DER, 77’ right of centerline, up to 805’ MSL.

Tree 174’ from DER, 289’ left of centerline, 775’ MSL.

Trees beginning 175’ from DER, 333’ left of centerline, up to 790’ MSL.

Trees beginning 354’ from DER, 3’ left of centerline, up to 808’ MSL.

Trees beginning 991’ from DER, 4’ right of centerline, up to 820’ MSL.

Tree 1794’ from DER, 841’ left of centerline, 810’ MSL.

Trees beginning 1813’ from DER, 106’ left of centerline, up to 813’ MSL.

Trees beginning 1826’ from DER, 276’ left of centerline, up to 815’ MSL.

Trees beginning 1969’ from DER, 40’ left of centerline, up to 819’ MSL.

Trees beginning 2113’ from DER, 381’ left of centerline, up to 836’ MSL.

FAIRFIELD, IL

FAIRFIELD MUNI (FWC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 400-1 ½ or std. w/min. climb of 370’ per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 9, sign 16’ from DER, 125’ left of centerline, 414’ MSL.

Vehicles beginning 341’ from DER, 270’ right of centerline, up to 427’ MSL.

Pole, vehicles beginning 498’ from DER, 122’ right of centerline, up to 22’ AGL/432’ MSL.

Pole 504’ from DER, 569’ left of centerline, 17’ AGL/429’ MSL.

Poles beginning 673’ from DER, 380’ left of centerline, up to 36’ AGL/446’ MSL.

Pole 801’ from DER, 212’ right of centerline, 32’ AGL/442’ MSL.

Tree, pole beginning 803’ from DER, 180’ left of centerline, up to 452’ MSL.

Poles beginning 864’ from DER, 26’ right of centerline, up to 36’ AGL/444’ MSL.

Trees beginning 1350’ from DER, 296’ left of centerline, up to 465’ MSL.

Trees beginning 1558’ from DER, 241’ right of centerline, up to 468’ MSL.

Trees beginning 1599’ from DER, 608’ right of centerline, up to 478’ MSL.

Tree 1702’ from DER, 859’ right of centerline, 483’ MSL.

Tree 2113’ from DER, 853’ left of centerline, 467’ MSL.

Trees beginning 2206’ from DER, 175’ right of centerline, up to 496’ MSL.

Tree 2270’ from DER, 578’ left of centerline, 474’ MSL.

Trees beginning 2454’ from DER, 163’ right of centerline, up to 504’ MSL.

Trees beginning 3393’ from DER, 150’ right of centerline, up to 507’ MSL.

Terrain 4501’ from DER, 1704’ left of centerline, 534’ MSL.

Terrain 4740’ from DER, 1706’ left of centerline, 540’ MSL.

Tower, trees, tank beginning 4792’ from DER, 511’ left of centerline, up to 166’ AGL/598’ MSL.

Tower 1.1 NM from DER, 999’ left of centerline, 281’ AGL/732’ MSL.

Tower 1.2 NM from DER, 2435’ left of centerline, 243’ AGL/703’ MSL.

Rwy 18, terrain abeam DER, 278’ right of centerline, 414’ MSL.

Vehicles beginning 32’ from DER, 198’ left of centerline, up to 427’ MSL.

Tree, fence beginning 97’ from DER, 198’ right of centerline, up to 424’ MSL.

Pole 223’ from DER, 400’ left of centerline, 21’ AGL/431’ MSL.

Pole, vehicles beginning 336’ from DER, 144’ left of centerline, up to 22’ AGL/432’ MSL.

NAVAID 418’ from DER, 446’ right of centerline, 13’ AGL/425’ MSL.

Pole, vehicles beginning 453’ from DER, 66’ left of centerline, up to 23’ AGL/433’ MSL.

CON’T
FAIRFIELD, IL (CON’T)
FAIRFIELD MUNI (FWC) (CON’T)

Rwy 27, fence 92’ from DER, 319’ left of centerline, 3’ AGL/438’ MSL.

Vehicles 120’ from DER, 297’ right of centerline, 15’ AGL/445’ MSL.

Vehicles 208’ from DER, 296’ right of centerline, 448’ MSL.

Vehicles beginning 320’ from DER, 296’ right of centerline, up to 450’ MSL.

Building 519’ from DER, 593’ left of centerline, 26’ AGL/455’ MSL.

Vehicles 536’ from DER, 440’ right of centerline, 451’ MSL.

Vehicles beginning 538’ from DER, 17’ right of centerline, up to 452’ MSL.

Tree 609’ from DER, 580’ left of centerline, 491’ MSL.

Tree 764’ from DER, 666’ left of centerline, 500’ MSL.

Trees beginning 811’ from DER, 495’ left of centerline, up to 83’ AGL/511’ MSL.

Trees beginning 1069’ from DER, 17’ right of centerline, up to 452’ MSL.

Tree 1178’ from DER, 469’ left of centerline, 513’ MSL.

Building 1198’ from DER, 605’ right of centerline, 19’ AGL/465’ MSL.

Trees beginning 1291’ from DER, 325’ left of centerline, up to 514’ MSL.

Trees beginning 1885’ from DER, 283’ left of centerline, up to 530’ MSL.

Trees beginning 2303’ from DER, 2’ left of centerline, up to 83’ AGL/531’ MSL.

Trees beginning 2514’ from DER, 492’ right of centerline, up to 529’ MSL.

Trees beginning 2588’ from DER, 23’ right of centerline, up to 534’ MSL.

Tree 2624’ from DER, 869’ right of centerline, 541’ MSL.

Trees beginning 2627’ from DER, 154’ right of centerline, up to 543’ MSL.

Trees beginning 2788’ from DER, 13’ right of centerline, up to 545’ MSL.

Trees beginning 4003’ from DER, 597’ right of centerline, up to 546’ MSL.

Trees 4615’ from DER, 1724’ left of centerline, 100’ AGL/553’ MSL.

Trees 4854’ from DER, 1726’ left of centerline, 100’ AGL/557’ MSL.

FLORA, IL
FLORA MUNI (FOA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 18NOV10 (22055) (FAA)

TAKEOFF MINIMUMS:
Rwys 15, 33, NA-Environmental.

TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 198’ from DER, 55’ left of centerline. Up to 99’ AGL/554’ MSL.

Pole 897’ from DER, 389’ left of centerline, 29’ AGL/493’ MSL.

Vehicle on road beginning 293’ from DER, 55’ left of centerline, 15’ AGL/479’ MSL.

Trees beginning 59’ from DER, 312’ right of centerline, up to 99’ AGL/537’ MSL.

Rwy 21, vehicle on road beginning 11’ from DER, 445’ left of centerline. Up to 15’ AGL/488’ MSL.

Trees beginning 2730’ from DER, 29’ left of centerline, up to 98’ AGL/572’ MSL.

Tree 2785’ from DER, 108’ right of centerline, 99’ AGL/547’ MSL.

FOND DU LAC, WI
FOND DU LAC COUNTY (FLD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 17OCT13 (13290) (FAA)

DEPARTURE PROCEDURE:
Rwy 9, climb runway heading to 2000 before turning north.
Rwy 36, climb runway heading to 2000 before turning east.

FORT ATKINSON, WI
FORT ATKINSON MUNI (61C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 06FEB14 (14037) (FAA)

TAKEOFF MINIMUMS:
Rwys 3, 300-1 1/2 or std. w/min, climb of 242’ per NM to 1100’, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2100’ prior to DER.

TAKEOFF OBSTACLE NOTES:
Rwy 3, obstruction light on water tower 1.2 miles from DER, 2213’ left of centerline, 144’ AGL/994’ MSL.

Tank 1.2 miles from DER, 2203’ left of centerline, 144’ AGL/993’ MSL.

Trees beginning 412’ from DER, 34’ left of centerline, up to 100’ AGL/984’ MSL.

Trees beginning 930’ from DER, 40’ right of centerline, up to 100’ AGL/882’ MSL.

Buildings beginning 544’ from DER, 479’ left of centerline, up to 29’ AGL/835’ MSL.

Buildings beginning 786’ from DER, 694’ right of centerline, up to 22’ AGL/817’ MSL.

Vehicle on road 670’ from DER, 57’ left of centerline, up to 15’ AGL/814’ MSL.

Rwy 21, trees beginning 183’ from DER, 380’ right of centerline, up to 100’ AGL/876’ MSL.

Trees beginning 1816’ from DER, 698’ left of centerline, up to 100’ AGL/872’ MSL.

Sign 782’ from DER, 684’ right of centerline, 36’ AGL/835’ MSL.

Vehicle on road 34’ from DER, 81’ left of centerline, up to 15’ AGL/808’ MSL.

EC-3
EC-3 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FREEPORT, IL
ALBERTUS (FEP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10MAY07 (07130) (FAA)
TAKEOFF MINIMUMS:
Rwys 13, 18, 31, 36, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 24, multiple trees beginning 446' from DER, 450' right of centerline, up to 67' AGL/903' MSL.

FRIENDSHIP (ADAMS), WI
ADAMS COUNTY LEGION FLD (63C)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 30JAN20 (22083) (FAA)
TAKEOFF MINIMUMS:
Rwys 8, 26, NA-Unsurveyed turf runways.
Rwy 33, 500-2½ or std. w/min. climb of 375' per NM to 1500.
DEPARTURE PROCEDURES:
Rwy 33, climb on heading 335° to 1600 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 15, tree 94' from DER, 417' right of centerline, 1022' MSL.
Tree 195' from DER, 446' right of centerline, 1034' MSL.
Trees beginning 233' from DER, 498' right of centerline, up to 1039' MSL.
Tree 569' from DER, 586' left of centerline, 1012' MSL.
Trees beginning 608' from DER, 243' left of centerline, up to 1033' MSL.
Trees, towers, pole beginning 769' from DER, 216' left of centerline, up to 1038' MSL.
Pole, tower, trees beginning 1614' from DER, 331' left of centerline, up to 63' AGL/1043' MSL.
Trees, pole beginning 1769' from DER, 105' left of centerline, up to 1053' MSL.

GALESBURG, IL
GALESBURG MUNI (GBG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29JUL10 (10210) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 1372' from DER, 352' right of centerline to 752' right of centerline, up to 55' AGL/819' MSL.
Rwy 10, trees beginning 326' from DER, 154' left of centerline, to 657' right of centerline, up to 29' AGL/786' MSL.

GRANTSBURG, WI
GRANTSBURG MUNI (GTG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 20SEP12 (12264) (FAA)
TAKEOFF MINIMUMS:
Rwys 5, 23, NA - Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 12, trees beginning 154' from DER, 4' left of centerline, up to 102' AGL/1026' MSL.
Vehicle on road beginning 178' from DER, 48' left of centerline, 15' AGL/938' MSL.
Trees beginning 326' from DER, 34' right of centerline, up to 106' AGL/1030' MSL.
Vehicle on road beginning 204' from DER, 306' right of centerline, 15' AGL/943' MSL.
Rwy 30, trees beginning 164' from DER, 181' left of centerline, up to 69' AGL/993' MSL.
Vehicle on road beginning 375' from DER, 451' left of centerline, 15' AGL/940' MSL.
Trees beginning 112' from DER, 199' right of centerline, up to 24' AGL/948' MSL.
Vehicle on road beginning 59' from DER, 30' right of centerline, 15' AGL/937' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GRAYS LAKE, IL
CAMPBELL (C81)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 04MAR82 (82063) (FAA)
TAKEOFF MINIMUMS:
Rwy 24, 300-1,
DEPARTURE PROCEDURE:
Rwy 9, climb runway heading to 1200 before turning.

GREEN BAY, WI
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 17AUG17 (21336) (FAA)
DEPARTURE PROCEDURE:
Rwy 6, climb heading 062° to 1300 before turning right.
Rwy 18, climb heading 182° to 1600 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 3022' from DER, 680' left of centerline, up to 100' AGL/779' MSL.
Rwy 24, trees beginning 1556' from DER, 893' left of centerline, up to 100' AGL/779' MSL.
Pole 1114' from DER, 665' left of centerline, 38' AGL/722' MSL.

GREENVILLE, IL
GREENVILLE (GRE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11MAR10 (10070) (FAA)
TAKEOFF MINIMUMS:
Rwys 9, 27, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 18, vehicle on road at DER, 376' left of centerline, up to 15' AGL/554' MSL.
Trees beginning 534' from DER, 491' right of centerline, up to 100' AGL/639' MSL.
Trees beginning 3097' from DER, 54' left of centerline, 100' AGL/629' MSL.

GREENWOOD/WONDER LAKE, IL
GALT FLD (1OC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10MAR11 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwys 18, 36, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 9, terrain rising 31' from DER, left and right of centerline, up to 857' MSL.
Trees beginning 260' from DER, 319' right of centerline, up to 100' AGL/939' MSL.
Trees beginning 352' from DER, 255' left of centerline, up to 100' AGL/949' MSL.
Rwy 27, terrain rising 70' from DER, left and right of centerline, up to 922' MSL.
Trees beginning 703' from DER, 225' left of centerline, up to 100' AGL/989' MSL.
Trees beginning 885' from DER, 115' right of centerline, up to 100' AGL/999' MSL.
Power lines and poles beginning 904' from DER, right and left of centerline, up to 100' AGL/1016' MSL.
Vehicle on road 1027' from DER, 16' right of centerline, 15' AGL/914' MSL.

HARRISBURG, IL
HARRISBURG-RALEIGH (HSB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 23SEP10 (10266) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 62' from DER, 257' left of centerline, up to 100' AGL/519' MSL.
Trees and PVC pipe in concrete beginning 627' from DER, 230' left of centerline, up to 100' AGL/519' MSL.
Tree 895' from DER, 523' right of centerline, 61' AGL/454' MSL.
Tree 5590' from DER, 1383' left of centerline, 100' AGL/539' MSL.
Rwy 14, vehicle 368' from DER, 594' right of centerline, 15' AGL/394' MSL.
Trees beginning 3343' from DER, 1286' left of centerline, up to 100' AGL/509' MSL.
Rwy 24, trees beginning 919' from DER, 487' right of centerline, up to 100' AGL/509' MSL.
Trees beginning 1706' from DER, 420' right of centerline, up to 100' AGL/519' MSL.
Rwy 32, vehicle 482' from DER, 609' left of centerline, 15' AGL/414' MSL.
Trees beginning 1087' from DER, 207' left of centerline, up to 100' AGL/509' MSL.
Trees beginning 1616' from DER, 45' right of centerline, up to 100' AGL/509' MSL.
HARTFORD, WI
HARTFORD MUNI (HXF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  26MAR20 (20086) (FAA)
TAKEOFF MINIMUMS:
Rwys 18, 36, NA - Environmental.
TAKEOFF OBSTACLE NOTES:
- Rw 9, terrain beginning 186' from DER, 381' left of centerline, up to 1084' MSL.
- Terrain beginning 412' from DER, 399' left of centerline, up to 1087' MSL.
- Terrain 598' from DER, 560' left of centerline, 1088' MSL.
- Pole 1315' from DER, 209' left of centerline, 35' AGL/1110' MSL.
- Trees beginning 1458' from DER, 38' right of centerline, up to 1123' MSL.
- Trees beginning 1608' from DER, 27' right of centerline, up to 1136' MSL.
- Transmission line 2808' from DER, 713' right of centerline, 95' AGL/1146' MSL.

HAYWARD, WI
SAWYER COUNTY (HYR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5  20AUG15 (15232) (FAA)
TAKEOFF MINIMUMS:
Rwys 16, 34, NA - Environmental.
TAKEOFF OBSTACLE NOTES:
- Rw 3, trees and pole beginning 37' from DER, 163' left of centerline, up to 27' AGL/1238' MSL.
- Trees beginning 106' from DER, 224' right of centerline, up to 50' AGL/1260' MSL.
- Trees beginning 131' from DER, 311' left of centerline, up to 88' AGL/1298' MSL.
- Trees beginning 262' from DER, 412' right of centerline, up to 77' AGL/1288' MSL.
- Trees beginning 1818' from DER, crossing centerline, up to 100' AGL/1288' MSL.
- Tree 272' from DER, 416' left of centerline, 17' AGL/1218' MSL.
- Trees, pole, and NAVAID beginning 326' from DER, 254' right of centerline, up to 86' AGL/1284' MSL.
- Trees beginning 2344' from DER, crossing centerline, up to 100' AGL/1311' MSL.

JACKSONVILLE, IL
JACKSONVILLE MUNI (IJX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rw 13, trees beginning 811' from DER, 430' left of centerline, up to 100' AGL/708' MSL.
- Power lines 705' from DER, crossing centerline, 40' AGL/655' MSL.
- Rw 31, trees beginning 204' from DER, 823' right of centerline, up to 100' AGL/688' MSL.

JANESVILLE, WI
SOUTHERN WISCONSIN RGNL (JVL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  10APR08 (08101) (FAA)
TAKEOFF MINIMUMS:
Rwys 36, 300-2½ or std. w/ a min. climb of 203' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'NM climb gradient, takeoff must occur no later than 1200' prior to DER.
TAKEOFF OBSTACLE NOTES:
- Rw 4, road 342' from DER, 520' right of centerline, 17' AGL/846' MSL.
- Trees beginning 624' from DER, 366' left of centerline, up to 60' AGL/889' MSL.
- Light on pole 1290' from DER, 595' left of centerline, 21' AGL/840' MSL.
- Antenna 804' from DER, 190' left of centerline, 16' AGL/825' MSL.
- Rw 32, tree 1524' from DER 857' left of centerline, 100' AGL/869' MSL.
- Rw 36, tree 1427' from DER, 108' left of centerline, 42' AGL/851' MSL.
- Road 385' from DER, 20' left of centerline, 15' AGL/824' MSL.
- Tower 1.92 NM from DER, 1427' left of centerline, 258' AGL/1101' MSL.

JUNEAU, WI
DODGE COUNTY (UNU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A  12AUG21 (21224) (FAA)
TAKEOFF MINIMUMS:
- Rw 20, 300-1 or std. w/min. climb of 446' per NM to 1200.
CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

JUNEAU, WI (CON’T)
DODGE COUNTY (UNU) (CON’T)

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, trees beginning 509’ from DER, 526’ left of centerline, up to 969’ MSL.
Wind indicator, pole beginning 517’ from DER, 394’ right of centerline, up to 958’ MSL.
Tree 561’ from DER, 536’ right of centerline, 36’ AGL/969’ MSL.
Trees, pole beginning 625’ from DER, 309’ right of centerline, up to 981’ MSL.
Tree 795’ from DER, 439’ right of centerline, 984’ MSL.
Tree, building beginning 862’ from DER, 413’ right of centerline, up to 989’ MSL.
Trees, poles beginning 937’ from DER, 311’ right of centerline, up to 990’ MSL.

**Rwy 8**, buildings beginning 375’ from DER, 27’ AGL/966’ MSL.
Buildings beginning 523’ from DER, 441’ left of centerline, up to 976’ MSL.
Trees, pole beginning 567’ from DER, 366’ left of centerline, up to 988’ MSL.
Tree 635’ from DER, 466’ right of centerline, 970’ MSL.
Trees beginning 667’ from DER, 340’ right of centerline, up to 978’ MSL.
Tree 699’ from DER, 487’ right of centerline, 981’ MSL.
Trees beginning 735’ from DER, 72’ right of centerline, up to 982’ MSL.
Tree, tower beginning 813’ from DER, 609’ right of centerline, up to 986’ MSL.

**Wry 20**, tower 4174’ from DER, 1502’ left of centerline, 174’ AGL/1085’ MSL.

**Wry 26**, trees beginning 581’ from DER, 111’ right of centerline, up to 926’ MSL.
Trees beginning 683’ from DER, 162’ right of centerline, up to 940’ MSL.
Tree 736’ from DER, 453’ left of centerline, 929’ MSL.
Tree 760’ from DER, 687’ left of centerline, 949’ MSL.
Trees beginning 1112’ from DER, 642’ right of centerline, up to 952’ MSL.
Trees, pole beginning 1138’ from DER, 400’ left of centerline, up to 966’ MSL.
Trees beginning 1590’ from DER, 453’ right of centerline, up to 957’ MSL.
Tree 1783’ from DER, 538’ right of centerline, 970’ MSL.
Trees beginning 1796’ from DER, 141’ right of centerline, up to 995’ MSL.
Trees beginning 2564’ from DER, 351’ left of centerline, up to 969’ MSL.
Trees beginning 2829’ from DER, 249’ left of centerline, up to 972’ MSL.
Tree 3459’ from DER, 1289’ right of centerline, 998’ MSL.
Trees beginning 3582’ from DER, 905’ right of centerline, up to 1009’ MSL.
Tree 3934’ from DER, 93’ right of centerline, 994’ MSL.
Trees beginning 4242’ from DER, 37’ left of centerline, up to 1022’ MSL.
Tree 4422’ from DER, 266’ left of centerline, 1030’ MSL.
Trees beginning 4495’ from DER, 42’ left of centerline, up to 111’ AGL/1036’ MSL.
Tree 4603’ from DER, on centerline, 84’ AGL/1015’ MSL.

KANKAKEE, IL
GREATER KANKAKEE (IKK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  02MAY13  (13122)  (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 1296’ from DER, 303’ left of centerline, up to 36’ AGL/666’ MSL.
Trees 2045’ from DER, 231’ left of centerline, 51’ AGL/681’ MSL.

**Rwy 16**, trees beginning 525’ from DER, 162’ left of centerline, up to 27’ AGL/639’ MSL.
Trees beginning 72’ from DER, 406’ right of centerline, up to 26’ AGL/647’ MSL.
Trees beginning 501’ from DER, 123’ left of centerline, up to 51’ AGL/672’ MSL.
Tree 993’ from DER, 100’ AGL/809’ MSL.

**Rwy 25L**, buildings, tree beginning 10’ from DER, 207’ right of centerline, up to 20’ AGL/760’ MSL.
Trees, fence, vehicles on road beginning 21’ from DER, 1’ left of centerline, up to 763’ MSL.
Poles, buildings beginning 464’ from DER, 113’ right of centerline, up to 50’ AGL/799’ MSL.
Building 1164’ from DER, 388’ left of centerline, 50’ AGL/799’ MSL.

**Rwy 33**, poles beginning 581’ from DER, 455’ right of centerline, up to 33’ AGL/738’ MSL.
Trees beginning 868’ from DER, 356’ right of centerline, up to 786’ MSL.
Trees beginning 960’ from DER, 36’ right of centerline, up to 792’ MSL.
Tree 1171’ from DER, 61’ left of centerline, 771’ MSL.
Trees beginning 1178’ from DER, 525’ left of centerline, up to 795’ MSL.

KENOSHA, WI
KENOSHA RGNL (ENW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  31DEC20  (20366)  (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7R**, poles beginning 559’ from DER, 342’ right of centerline, up to 30’ AGL/729’ MSL.
Tree 569’ from DER, 251’ left of centerline, 722’ MSL.
Trees, pole beginning 810’ from DER, 248’ left of centerline, up to 760’ MSL.

**Rwy 15**, trees beginning 1604’ from DER, 40’ right of centerline, up to 100’ AGL/809’ MSL.
Trees beginning 1964’ from DER, 173’ left of centerline, up to 100’ AGL/799’ MSL.
Tree 2850’ from DER, 22’ left of centerline, 100’ AGL/809’ MSL.

**Rwy 25L**, buildings, tree beginning 10’ from DER, 207’ right of centerline, up to 20’ AGL/760’ MSL.

**Rwy 33**, poles beginning 581’ from DER, 455’ right of centerline, up to 33’ AGL/738’ MSL.
Trees beginning 868’ from DER, 356’ right of centerline, up to 786’ MSL.
Trees beginning 960’ from DER, 36’ right of centerline, up to 792’ MSL.
Tree 1171’ from DER, 61’ left of centerline, 771’ MSL.
Trees beginning 1178’ from DER, 525’ left of centerline, up to 795’ MSL.

CON’T
KENOSHA, WI (CON’T)
KENOSHA RGNL (ENW) (CON’T)
Rwy 33 (CON’T), trees beginning 1228’ from DER, 77’ left of centerline, up to 801’ MSL.
Trees, poles beginning 1408’ from DER, 139’ left of centerline, up to 810’ MSL.
Trees beginning 1430’ from DER, 218’ right of centerline, up to 800’ MSL.
Trees beginning 3302’ from DER, 165’ right of centerline, up to 809’ MSL.
Tree 3644’ from DER, 351’ right of centerline, 811’ MSL.

KEWANEE, IL
KEWANEE MUNI (EZI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 11AUG22 (22223) (FAA)
DEPARTURE PROCEDURE:
Rwy 1, climb on heading 013° to 1400 before turning west.
Rwy 27, climb on heading 273° before turning north.
TAKEOFF OBSTACLE NOTES:
Rwy 19, tower, building beginning 166’ from DER, 486’ left of centerline, up to 22’ AGL/871’ MSL.
Trees, pole beginning 685’ from DER, 413’ right of centerline, up to 887’ MSL.
Rwy 27, tower, transmission line beginning 1417’ from DER, 95’ right of centerline, up to 69’ AGL/917’ MSL.
Transmission line 2606’ from DER, 982’ left of centerline, 75’ AGL/920’ MSL.
Elevator 2977’ from DER, 794’ right of centerline, 92’ AGL/945’ MSL.

LA CROSSE, WI
LA CROSSE RGNL (LSE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A 08JAN15 (15008) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, std. w/ min. climb of 460’ per NM to 1700, or 1400-2½ for climb in visual conditions.
Rwy 13, std. w/ min. climb of 420’ per NM to 2000, or 1400-2½ for climb in visual conditions.
Rwy 18, std. w/ min. climb of 400’ per NM to 2200, or 1400-2½ for climb in visual conditions.
Rwy 22, std. w/ min. climb of 430’ per NM to 2100, or 1400-2½ for climb in visual conditions.
Rwy 31, std. w/ min. climb of 340’ per NM to 2500, or 1400-2½ for climb in visual conditions.
Rwy 36, std. w/ min. climb of 400’ per NM to 2200, or 1400-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwys 4, 13, 18, 22, 31, 36, for climb in visual conditions cross La Crosse Muni airport at or above 1900 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 498’ from DER, right and left of centerline, up to 100’ AGL/799’ MSL.
Pole 437’ from DER, 84’ AGL/784’ MSL.
Rwy 13, trees beginning 423’ from DER, right and left of centerline, up to 100’ AGL/754’ MSL.
Rwy 18, trees beginning 1337’ from DER, right and left of centerline, up to 100’ AGL/739’ MSL.
Vegetation vehicles on road beginning 477’ from DER, right and left of centerline, 15’ AGL/694’ MSL.
Rwy 22, vehicles on road and buildings beginning 476’ from DER, right and left of centerline, up to 30’ AGL/694’ MSL.
Trees beginning 1436’ from DER, 281’ left of centerline, up to 100’ AGL/735’ MSL.
Light poles beginning 1503’ from DER, 171’ right of centerline, up to 35’ AGL/695’ MSL.
Rwy 31, trees beginning 967’ from DER, right and left of centerline, up to 100’ AGL/754’ MSL.
Rwy 36, trees beginning 2910’ from DER, right and left of centerline, up to 100’ AGL/744’ MSL.

LA POINTE, WI
MAJOR GILBERT FIELD (4R5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUN08 (08157) (FAA)
TAKEOFF MINIMUMS:
Rwy 22, 300-2 or std. w/ min. climb of 213’ per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 22, Climb heading 220° to 1200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 69’ from DER, 5’ left of centerline, up to 100’ AGL/759’ MSL.
Trees beginning 340’ from DER, 52’ right of centerline, up to 100’ AGL/759’ MSL.
Rwy 22, trees beginning 1867’ from DER, 187’ left of centerline, up to 100’ AGL/710’ MSL.
Trees beginning 167’ from DER, 23’ right of centerline, up to 100’ AGL/729’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LACON, IL
MARSHALL COUNTY (C75)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24AUG89 (89236) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 18, 36, 300-1.
DEPARTURE PROCEDURE:
Rwy 31, climb runway heading to 1800 before turning.

LADYSMITH, WI
RUSK COUNTY (RCX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15NOV12 (12320) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, multiple trees 7' from DER, 420' right of centerline, up to 21' AGL/1271' MSL.
Multiple trees 127' from DER, 319' right of centerline, up to 3' AGL/1243' MSL.
Trees beginning 197' from DER, right and left of centerline, up to 100' AGL/1354' MSL.
Vehicles on road beginning 110' from DER, right and left of centerline, up to 17' AGL/1263' MSL.
NAVAID 493' from DER, 534' left of centerline, 15' AGL/1252' MSL.
Posts beginning 519' from DER, 387' left of centerline, up to 55' AGL/1296' MSL.
Pole 772' from DER, 453' right of centerline, 35' AGL/1282' MSL.

Rwy 14, sign 30' from DER, 485' right of centerline, 10' AGL/1228' MSL.
NAVAID 33' from DER, 124' right of centerline, 12' AGL/1232' MSL.
Trees beginning 84' from DER, 491' left of centerline, up to 75' AGL/1304' MSL.
Trees beginning 900' from DER, right and left of centerline, up to 75' AGL/1305' MSL.
Rwy 19, trees beginning 7' from DER, 28' right of centerline, up to 53' AGL/1285' MSL.
Vehicles on road 178' from DER, 349' right of centerline, 17' AGL/1234' MSL.
Trees beginning 1132' from DER, 779' left of centerline up to 65' AGL/1285' MSL.
Obstruction light on water tank and water tower beginning 3382' from DER, 1276' left of centerline, up to 134' AGL/1362' MSL.
Rwy 32, trees beginning 22' from DER, 427' right of centerline, up to 30' AGL/1267' MSL.
Trees beginning 137' from DER, right and left of centerline, up to 65' AGL/1301' MSL.
Vehicles on road beginning 109' from DER, 312' right of centerline, up to 17' AGL/1251' MSL.
Trees beginning 2458' from DER, 710' right of centerline, up to 100' AGL/1299' MSL.

LAKE GENEVA, WI
GRAND GENEVA RESORT (C02)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 07DEC17 (17341) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-1½ or 300-1 w/min. climb of 260' per NM to 1100.
Rwy 23, 300-1½ or 300-1 w/min. climb of 310' per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 23, climb on heading 237° to 1500 before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning abeam DER, 51' right of centerline, up to 100' AGL/939' MSL.
Trees beginning 456' from DER, 167' right of centerline, up to 100' AGL/989' MSL.
Trees beginning 2428' from DER, 459' right of centerline, up to 100' AGL/1039' MSL.
Trees beginning 3408' from DER, 253' right of centerline, up to 100' AGL/979' MSL.
Trees beginning 4645' from DER, 1697' left of centerline, up to 100' AGL/959' MSL.
Trees beginning 5477' from DER, 1005' right of centerline, up to 100' AGL/1019' MSL.
Rwy 23, trees beginning abeam DER, 86' left of centerline, up to 100' AGL/943' MSL.
Vehicles on road and fence beginning 11' from DER, 260' left of centerline, up to 1724' MSL.
Vegetation 15' from DER, 121' right of centerline, 1706' MSL.
Tree 48' from DER, 423' right of centerline, 1754' MSL.

LAND O'LAKES, WI
KINGS LAND O'LAKES (LNL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 07OCT21 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwys 5, 23, NA-Environmental.
Rwy 32, 300-1½ or std. w/min. climb of 250' per NM to 2000.
TAKEOFF OBSTACLE NOTES:
Rwy 14, pole 10' from DER, 47' left of centerline, 3' AGL/1705' MSL.
Vehicles on road and fence beginning 11' from DER, 260' left of centerline, up to 1724' MSL.
Vegetation 15' from DER, 121' right of centerline, 1706' MSL.
Tree 48' from DER, 423' right of centerline, 1754' MSL.
CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LAND O'LAKE S, WI (CON’T)

KINGS LAND O'LAKE S (LNL) (CON’T)

Rwy 14 (CON’T), trees, fence, vehicles on road, sign, poles, and transmission line beginning 96’ from DER, 31’ left of centerline, up to 1769’ MSL.

Trees and building beginning 122’ from DER, 21’ right of centerline, up to 1757’ MSL.

Trees beginning 571’ from DER, 72’ right of centerline, up to 1758’ MSL.

Trees beginning 1124’ from DER, 17’ right of centerline, up to 1760’ MSL.

Trees beginning 1167’ from DER, 33’ right of centerline, up to 1774’ MSL.

Trees beginning 1758’ from DER, 83’ right of centerline, up to 1781’ MSL.

Tree 4729’ from DER, 671’ right of centerline, 1824’ MSL.

Vegetation beginning 60’ from DER, 190’ left of centerline, up to 1715’ MSL.

Fence 129’ from DER, 105’ right of centerline, 4’ AGL/1709’ MSL.

Building 164’ from DER, 495’ right of centerline, 13’ AGL/1721’ MSL.

Tree 198’ from DER, 296’ left of centerline, 1719’ MSL.

Tree 222’ from DER, 485’ left of centerline, 1721’ MSL.

Trees and vehicles on road beginning 250’ from DER, 32’ left of centerline, up to 1771’ MSL.

Trees, vegetation, poles, tower, and vehicles on road beginning 311’ from DER, 14’ right of centerline, up to 1799’ MSL.

Trees and poles beginning 544’ from DER, 1’ left of centerline, up to 1785’ MSL.

Trees, poles, buildings, towers, antenna, and fence beginning 656’ from DER, 3’ right of centerline, up to 1801’ MSL.

Trees and pole beginning 933’ from DER, 43’ left of centerline, up to 1790’ MSL.

Trees, poles, and stack beginning 1006’ from DER, 7’ left of centerline, up to 1800’ MSL.

Trees and buildings beginning 1538’ from DER, 0’ left of centerline, up to 1801’ MSL.

Trees beginning 1584’ from DER, 0’ right of centerline, up to 1812’ MSL.

Trees beginning 2102’ from DER, 70’ left of centerline, up to 1803’ MSL.

Trees beginning 2185’ from DER, 55’ left of centerline, up to 1805’ MSL.

Trees beginning 2317’ from DER, 9’ left of centerline, up to 1812’ MSL.

Tree 5499’ from DER, 1769’ right of centerline, 1847’ MSL.

Tree 5596’ from DER, 1779’ right of centerline, 1852’ MSL.

Trees beginning 5620’ from DER, 1552’ right of centerline, up to 1867’ MSL.

Trees beginning 5813’ from DER, 1528’ right of centerline, up to 1877’ MSL.

Trees beginning 5848’ from DER, 1372’ right of centerline, up to 1879’ MSL.

Trees beginning 5967’ from DER, 747’ right of centerline, up to 1890’ MSL.

Tree 1.1 NM from DER, 720’ right of centerline, 1881’ MSL.

LAWRENCEVILLE, IL

LAWRENCEVILLE-VINCENNES INTL (LWV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 19JUL18 (18200) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, ag equipment, 435’ from DER, 479’ right of centerline, 23’ AGL/452’ MSL.

Rwy 18, ag equipment beginning 274’ from DER, 299’ right of centerline, up to 448’ MSL.

Ag equipment 585’ from DER, 473’ left of centerline, 445’ MSL.

Ag equipment beginning 884’ from DER, 362’ left of centerline, up to 446’ MSL.

Rwy 27, vehicle on road 331’ from DER, 453’ left of centerline, 439’ MSL.

Ag equipment 597’ from DER, 474’ right of centerline, up to 444’ MSL.

Rwy 36, tree 3454’ from DER, 1063’ right of centerline, 100’ AGL/539’ MSL.

LINCOLN, IL

LOGAN COUNTY (AAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 31MAR16 (16091) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, 32, NA-Environmental.

Rwy 21, 300-½ or std. with a min. climb of 341’ per NM to 800.

TAKEOFF OBSTACLE NOTES:

Rwy 3, road/vehicles beginning 210’ from DER, 296’ right of centerline, up to 15’ AGL/607’ MSL.

Trees beginning 783’ from DER, 353’ left of centerline, up to 100’ AGL/664’ MSL.

Trees 2733’ from DER, 390’ left of centerline, up to 100’ AGL/676’ MSL.

Rwy 21, NAVAID 9’ from DER, 111’ right of centerline, 3’ AGL/594’ MSL.

Trees beginning 377’ from DER, 546’ right of centerline, up to 100’ AGL/621’ MSL.

Trees beginning 1773’ from DER, 155’ right of centerline, up to 100’ AGL/689’ MSL.

Multiple towers beginning 3190’ from DER, 579’ right of centerline, up to 101’ AGL/689’ MSL.

Tower 4139’ from DER, 158’ left of centerline, 126’ AGL/715’ MSL.

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LITCHFIELD, IL
LITCHFIELD MUNI (3LF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 11OCT18 (18284) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, general utility poles 83' from DER, 6' AGL/695' MSL.
Transmission line, pole beginning 146' from DER, 476' left of centerline, up to 31' AGL/720' MSL.
Vehicle on traverse way 178' from DER, 422' right of centerline, 701' MSL.
Vehicle on traverse way 269' from DER, 382' right of centerline, 702' MSL.
Building 285' from DER, 566' right of centerline, 33' AGL/720' MSL.
Transmission line, pole, building beginning 318' from DER, 476' left of centerline, up to 31' AGL/721' MSL.
Tree, vehicle on traverse way, pole, transmission line beginning 327' from DER, 12' right of centerline, up to 33' AGL/725' MSL.
Transmission line, pole, tree beginning 745' from DER, 72' left of centerline, up to 38' AGL/729' MSL.
Tower, tree, building, tank beginning 1059' from DER, 66' left of centerline, up to 132' AGL/782' MSL.
Trees, beginning 1688' from DER, 431' right of centerline, up to 741' MSL.

Trees beginning 2538' from DER, 582' right of centerline, up to 82' AGL/758' MSL.

LONE ROCK, WI
TRI COUNTY RGNL (LNR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 03JUL08 (08185) (FAA)
TAKEOFF MINIMUMS:
Rwys 9, 27, 600-1¾, or 1000-2½ for climb in visual conditions.
Rwys 18, 36, NA-Environmental.
DEPARTURE PROCEDURE:
Rwys 9, 27, for climb in visual conditions: cross Tri-County Rgnl Airport at or above 1600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, terrain and trees beginning 23' from DER, 238' left of centerline, up to 100' AGL/1129' MSL.

Terrain and trees beginning 18' from DER, 322' right of centerline, up to 33' AGL/752' MSL.
Tree 777' from DER, 445' left of centerline, up to 70' AGL/785' MSL.
Road beginning 245' from DER, on centerline, up to 12' AGL/731' MSL.
Antennas and poles beginning 920' from DER, 372' right of centerline, up to 33' AGL/752' MSL.
Trees and terrain beginning 2 NM from DER, 2658' right of centerline, up to 100' AGL/1199' MSL.

MACOMB, IL
MACOMB MUNI (MQB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 24AUG89 (89236) (FAA)
DEPARTURE PROCEDURE:
Rw 4, climb runway heading to 1700 before turning right.
Rw 27, climb runway heading to 1700 before turning left.

MADISON, WI
BLACKHAWK AIRFIELD (87Y)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 11AUG22 (22223) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 300-2 or std. w/min. climb of 300' per NM to 1500.
Rwy 22, 300-2 or std. w/min. climb of 479' per NM to 1300.
Rw 27, 300-2½ or std. w/min. climb of 260' per NM to 1400.
DEPARTURE PROCEDURE:
Rw 4, climb heading 043° to 1500 before turning left.
TAKEOFF OBSTACLE NOTES:
Rw 4, trees beginning 35' from DER, left and right of centerline, up to 35' AGL/934' MSL.
Vehicle on road beginning 785' from DER, left and right of centerline, up to 17' AGL/926' MSL.
Trees beginning 1.6 NM from DER, left and right of centerline, up to 100' AGL/1069' MSL.
CON T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MADISON, WI (CON’T)
BLACKHAWK AIRFIELD (87Y) (CON’T)
Rwy 9, trees beginning 141’ from DER, 249’ left of centerline, up to 35’ AGL/974’ MSL. 
Vehicle on road beginning 265’ from DER, left and right of centerline, up to 15’ AGL/974’ MSL.

DEPARTURE PROCEDURE:
Rwy 9, climb heading 179° to 3200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 1337’ from DER, left and right of centerline, up to 100’ AGL/999’ MSL.
Trees and buildings beginning 1071’ from DER, 612’ right of centerline, up to 30’ AGL/939’ MSL.

Rwy 22, trees beginning 35’ from DER, left and right of centerline, up to 35’ AGL/944’ MSL.

Rwy 22, trees beginning 1802’ from DER, 76’ right of centerline, up to 98’ AGL/747’ MSL.

Trees beginning 167’ from DER, 477’ right of centerline, up to 66’ AGL/710’ MSL.
Tree 2012’ from DER, 863’ left of centerline, 67’ AGL/716’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MARION, IL
VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17AUG17 (17229) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, 600-3 or std. w/min. climb of 235’ per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 11, Climb via heading 107° to 1100 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 119’ from DER, 265’ left of centerline, up to 106’ AGL/543’ MSL.
Rwy 11, poles beginning 630’ from DER, 496’ right of centerline, up to 75’ AGL/518’ MSL.
Tank 1259’ from DER, 594’ right of centerline, 164’ AGL/601’ MSL.
Tower 3.16 NM from DER, 1.32 NM left of centerline, 490’ AGL/980’ MSL.
Rwy 20, trees beginning 1538’ from DER, 823’ right of centerline, up to 68’ AGL/521’ MSL.
Trees beginning 559’ from DER, 360’ right of centerline, up to 77’ AGL/534’ MSL.
Trees beginning 1412’ from DER, 532’ left of centerline, up to 60’ AGL/1359’ MSL.
MARSHFIELD, WI
MARSHFIELD MUNI (MFI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 28SEP06 (06271) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 34, multiple trees beginning 1412’ from DER, 532’ left of centerline, up to 60’ AGL/1359’ MSL.
MATTOON/CHARLESTON, IL
COLES COUNTY MEML (MTO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 17DEC09 (21112) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 11, trees beginning 1842’ from DER, 869’ left of centerline, up to 100’ AGL/803’ MSL.
MEDFORD, WI
TAYLOR COUNTY (MDZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 07MAR13 (13066) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 1123’ from DER, 561’ left of centerline, up to 61’ AGL/1540’ MSL.
Trees beginning 2555’ from DER, 592’ right of centerline, up to 85’ AGL/1544’ MSL.
Rwy 16, trees beginning 7’ from DER, 248’ left of centerline, up to 75’ AGL/1524’ MSL.
Vehicle on road beginning 33’ from DER, 8’ left of centerline, up to 15’ AGL/1466’ MSL.
Vehicle on road beginning 27’ from DER, 93’ right of centerline, up to 15’ AGL/1462’ MSL.
Rwy 27, pole 112’ from DER, 498’ right of centerline, 13’ AGL/1432’ MSL.
Windsock 389’ from DER, 270’ right of centerline, 18’ AGL/1457’ MSL.
Antenna 598’ from DER, 501’ right of centerline, 11’ AGL/1480’ MSL.
Rwy 34, terrain beginning 37’ from DER, 482’ right of centerline, 1461’ MSL.
Trees beginning 370’ from DER, 187’ right of centerline, up to 41’ AGL/1510’ MSL.
Poles beginning 489’ from DER, 310’ right of centerline, up to 26’ AGL/1488’ MSL.
MENOMONIE, WI
MENOMONIE MUNI/SCORE FLD (LUM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20JUN19 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 500-2½ or std. w/min. climb of 601’ per NM to 1700.
DEPARTURE PROCEDURE:
Rwy 18, climb heading 176° to 1600 before turning right.
Rwy 36, climb heading 356° to 1800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 9, buildings beginning 116’ from DER, 347’ right of centerline, up to 27’ AGL/915’ MSL.
Building 563’ from DER, 545’ right of centerline, 52’ AGL/939’ MSL.
Rwy 18, trees beginning 7’ from DER, 329’ right of centerline, up to 100’ AGL/999’ MSL.
Tree 922’ from DER, 175’ left of centerline, 100’ AGL/999’ MSL.
Trees beginning 2049’ from DER, 627’ left of centerline, up to 75’ AGL/1525’ MSL.
Tree 2484’ from DER, 501’ right of centerline, 100’ AGL/1059’ MSL.
Tree 2621’ from DER, 514’ right of centerline, 100’ AGL/1079’ MSL.
Tree 2743’ from DER, 586’ right of centerline, 100’ AGL/1099’ MSL.
Trees beginning 3636’ from DER, 126’ right of centerline, up to 100’ AGL/1119’ MSL.
CONT’
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MENOMONIE, WI (CON’T)

MENOMONIE MUNI/SCORE FLD (LUM) (CON’T)

Rwy 18 (CON’T), tree 438’ from DER, 1090’ left of centerline, 100’ AGL/1019’ MSL.

Tree 1.6 NM from DER, 257’ right of centerline, 100’ AGL/1239’ MSL.

Tree and trees beginning 1.6 NM from DER, 728’ right of centerline, up to 250’ AGL/1370’ MSL.

Tree 1.6 NM from DER, 2278’ left of centerline, 100’ AGL/1219’ MSL.

Tree 2 NM from DER, ‘122’ right of centerline, 100’ AGL/1239’ MSL.

Rwy 27, trees and pole beginning 434’ from DER, 545’ right of centerline, up to 943’ MSL.

Tree 2620’ from DER, 688’ left of centerline, 969’ MSL.

Stack and trees beginning 2667’ from DER, 579’ left of centerline, up to 93’ AGL/987’ MSL.

Rwy 36, trees and buildings beginning 207’ from DER, 62’ left of centerline, up to 100’ AGL/999’ MSL.

Tree 929’ from DER, 383’ right of centerline, 100’ AGL/1019’ MSL.

MERRILL, WI

MERRILL MUNI (RRL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, bush 55’ from DER, 468’ left of centerline, 5’ AGL/1311’ MSL.

Pole 392’ from DER, 512’ right of centerline, 23’ AGL/1329’ MSL.

Building 358’ from DER, 451’ right of centerline, 21’ AGL/1327’ MSL.

Multiple trees beginning 905’ from DER, from 727’ right to 552’ left of centerline, up to 91’ AGL/1400’ MSL.

Multiple trees beginning 2597’ from DER, from 22’ right to 86’ left of centerline, up to 82’ AGL/1401’ MSL.

Rwy 16, multiple trees beginning 1587’ from DER, on centerline, up to 100’ AGL/1439’ MSL.

Rwy 25, bush 132’ from DER, 494’ right of centerline, 13’ AGL/1331’ MSL.

Pole 1240’ from DER, 778’ left of centerline, 37’ AGL/1356’ MSL.

Multiple trees beginning 1085’ from DER, from 554’ right to 359’ left of centerline, up to 69’ AGL/1388’ MSL.

Rwy 34, multiple trees beginning 49’ from DER, from 33’ right to 139’ left of centerline, up to 100’ AGL/1439’ MSL.

MIDDLETON, WI

MIDDLETON MUNI/MOREY FLD (C29)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 19, NA-Turf.

Rwy 10, 300-1¼ or std. w/min. climb of 233’ per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1900’ prior to DER.

Rwy 28, 300-2 or std. w/min. climb of 293’ per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 10, climb on heading 101° to 2600 before turning right.

Rwy 28, climb on heading 281° to 2600 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 10, building 72’ from DER, 421’ right of centerline, 25’ AGL/951’ MSL.

Vegetation 128’ from DER, 316’ left of centerline, 933’ MSL.

Pole 683’ from DER, 516’ right of centerline, 32’ AGL/953’ MSL.

Pole 874’ from DER, 461’ right of centerline, 33’ AGL/954’ MSL.

Terrain 1041’ from DER, 755’ left of centerline, 972’ MSL.

Poles beginning 1148’ from DER, 523’ left of centerline, up to 30’ AGL/973’ MSL.

Tree 1168’ from DER, 591’ right of centerline, 991’ MSL.

Building, trees beginning 1276’ from DER, 199’ left of centerline, up to 30’ AGL/975’ MSL.

Trees, transmission lines, poles beginning 1299’ from DER, 225’ right of centerline, up to 81’ AGL/1002’ MSL.

Poles, transmission lines beginning 2823’ from DER, 26’ right of centerline, up to 1003’ MSL.

Water tower 1 NM from DER, 1833’ left of centerline, 94’ AGL/1087’ MSL.

Tank 1 NM from DER, 1821’ left of centerline, 113’ AGL/1108’ MSL.

Rwy 28, vegetation 36’ from DER, 173’ left of centerline, 930’ MSL.

Vegetation 198’ from DER, 346’ right of centerline, 938’ MSL.

Tree 524’ from DER, 470’ left of centerline, 944’ MSL.

Trees beginning 843’ from DER, 647’ left of centerline, up to 52’ AGL/985’ MSL.

Trees beginning 1199’ from DER, 574’ left of centerline, up to 999’ MSL.

Trees beginning 2160’ from DER, 425’ left of centerline, up to 1023’ MSL.

Tree, building beginning 2416’ from DER, 35’ left of centerline, up to 1026’ MSL.

Tree 2626’ from DER, 17’ right of centerline, 1008’ MSL.

Trees beginning 2633’ from DER, 109’ left of centerline, up to 1031’ MSL.

Tree 2708’ from DER, 1’ right of centerline, 1019’ MSL.

Tree 3081’ from DER, 134’ right of centerline, 1022’ MSL.

Trees beginning 3088’ from DER, 135’ right of centerline, up to 1037’ MSL.

Tree 4231’ from DER, 481’ right of centerline, 1038’ MSL.

Tree 5015’ from DER, 70’ right of centerline, 1071’ MSL.

Tree 5145’ from DER, 74’ left of centerline, 1095’ MSL.

Trees beginning 5293’ from DER, 24’ right of centerline, up to 1109’ MSL.

Trees beginning 5307’ from DER, 112’ left of centerline, up to 1098’ MSL.

Tree, building beginning 5458’ from DER, 7’ left of centerline, up to 1105’ MSL.

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

MILWAUKEE, WI
GENERAL MITCHELL INTL (MKE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9 05OCT23 (23278) (FAA)

TAKEOFF MINIMUMS:

Rwy 7R, 300-1½ or std w/min climb of 293'NM to 1100.
Rwy 31, 300-1½ or std w/min climb of 255'NM to 1000.

TAKEOFF OBSTACLE NOTES:

Rwy 1L, fence 147' from DER, 391' left of centerline, 8' AGL/678' MSL.

Light poles 410' from DER, 1' right of centerline, 13' AGL/685' MSL.

Vehicle on road 485' from DER, left and right of centerline, 686' MSL.

Vehicle on road 494' from DER, left and right of centerline, 687' MSL.

Pole 575' from DER, 594' left of centerline, 17' AGL/689' MSL.

Light poles 625' from DER, 1' right of centerline, 21' AGL/692' MSL.

Light poles 824' from DER, 20' AGL/694' MSL.

Pole, tree, light poles, utility building beginning 1859' from DER, 1' right of centerline, up to 21' AGL/734' MSL.

Light poles 1928' from DER, 8' left of centerline, 21' AGL/727' MSL.

Tree 2011' from DER, 966' right of centerline, 738' MSL.

Tree, poles beginning 2154' from DER, 835' right of centerline, up to 751' MSL.

Poles beginning 2354' from DER, 682' right of centerline, up to 31' AGL/754' MSL.

Trees beginning 2384' from DER, 920' left of centerline, up to 785' MSL.

Trees beginning 2772' from DER, 431' right of centerline, up to 790' MSL.

Tree 3724' from DER, 84' left of centerline, 780' MSL.

Trees beginning 3777' from DER, 101' right of centerline, up to 782' MSL.

Rwy 1R, light poles 10' from DER, 54' right of centerline, 2' AGL/671' MSL.

Light poles 10' from DER, 55' left of centerline, 2' AGL/671' MSL.

Sign 75' from DER, 249' left of centerline, 5' AGL/672' MSL.

Antenna 579' from DER, 601' left of centerline, 51' AGL/718' MSL.

Tower 581' from DER, 600' left of centerline, 53' AGL/719' MSL.

Tree 3596' from DER, 729' right of centerline, 761' MSL.

Trees beginning 3724' from DER, 600' left of centerline, up to 778' MSL.

Trees beginning 4101' from DER, 213' right of centerline, up to 794' MSL.

Trees beginning 4499' from DER, 979' right of centerline, up to 795' MSL.

Rwy 7L, light poles 35' from DER, 88' right of centerline, 3' AGL/676' MSL.

Building 3250' from DER, 455' right of centerline, 25' AGL/696' MSL.

Building 1262' from DER, 735' left of centerline, 21' AGL/721' MSL.

Pole 1324' from DER, 453' left of centerline, 31' AGL/733' MSL.

Poles beginning 1341' from DER, 58' right of centerline, up to 38' AGL/711' MSL.

Tree, poles beginning 1407' from DER, 47' left of centerline, up to 739' MSL.

Vehicle on road 1441' from DER, 292' right of centerline, 713' MSL.

Tree, vehicle on road beginning 1466' from DER, 112' right of centerline, up to 718' MSL.

Tree, vehicle, poles on road beginning 1472' from DER, 214' left of centerline, up to 746' MSL.

Trees, vehicles on road beginning 1538' from DER, 49' left of centerline, up to 754' MSL.

Pole 1583' from DER, 223' right of centerline, 40' AGL/732' MSL.

Pole 1664' from DER, 51' right of centerline, 40' AGL/734' MSL.

Trees, poles, vehicle on road, signs, buildings beginning 1882' from DER, 94' left of centerline, up to 759' MSL.

Trees, poles, building, signs beginning 2195' from DER, 14' left of centerline, up to 771' MSL.

Pole 2256' from DER, 221' right of centerline, 35' AGL/739' MSL.

Poles, trees, building beginning 2297' from DER, 10' right of centerline, up to 42' AGL/752' MSL.

Trees, poles beginning 2591' from DER, 42' left of centerline, up to 775' MSL.

Trees, poles beginning 2885' from DER, 38' right of centerline, up to 44' AGL/757' MSL.

Trees, pole, sign beginning 2891' from DER, 13' left of centerline, up to 777' MSL.

Pole 3166' from DER, 361' right of centerline, 66' AGL/772' MSL.

Trees beginning 3685' from DER, 961' left of centerline, up to 781' MSL.

Trees beginning 3813' from DER, 97' right of centerline, up to 785' MSL.

Rwy 7R, sign 34' from DER, 286' left of centerline, 3' AGL/671' MSL.

Pole 706' from DER, 543' right of centerline, 41' AGL/709' MSL.

Vehicles on road, trees, poles beginning 753' from DER, 203' right of centerline, up to 711' MSL.

Railroad, pole, trees beginning 922' from DER, 64' right of centerline, up to 712' MSL.

Pole 1051' from DER, 199' left of centerline, 39' AGL/708' MSL.

Railroad, trees, poles beginning 1086' from DER, 77' left of centerline, up to 712' MSL.

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

MILWAUKEE, WI (CON’T)
GENERAL MITCHELL INTL (MKE) (CON’T)

Rwy 7R (CON’T), trees beginning 1415’ from DER, 685’ left of centerline, up to 732’ MSL.

Trees beginning 1810’ from DER, 895’ right of centerline, up to 746’ MSL.

Tree 2241’ from DER, 870’ right of centerline, 752’ MSL.

Tree 2300’ from DER, 337’ left of centerline, 735’ MSL.

Trees beginning 2310’ from DER, 327’ right of centerline, up to 755’ MSL.

Tree 2347’ from DER, 815’ right of centerline, 759’ MSL.

Trees beginning 2364’ from DER, 224’ left of centerline, up to 743’ MSL.

Trees beginning 2389’ from DER, 177’ right of centerline, up to 763’ MSL.

Stack 1.1 NM from DER, 2098’ right of centerline, 217’ AGL/930’ MSL.

Rwy 13, sign 49’ from DER, 471’ right of centerline, 4’ AGL/671’ MSL.

Sign 81’ from DER, 405’ left of centerline, 10’ AGL/678’ MSL.

Tree 701’ from DER, 581’ left of centerline, 697’ MSL.

Vehicles on road, poles, trees, vegetation beginning 703’ from DER, 23’ left of centerline, up to 712’ MSL.

Tree, pole beginning 1136’ from DER, 56’ right of centerline, up to 707’ MSL.

Pole 1186’ from DER, 144’ right of centerline, 709’ AGL/701’ MSL.

Railroad, pole, trees beginning 1262’ from DER, 134’ right of centerline, up to 711’ MSL.

Antenna, tree beginning 1371’ from DER, 43’ right of centerline, up to 59’ AGL/730’ MSL.

Tree 1690’ from DER, 119’ left of centerline, 717’ MSL.

Tree 1844’ from DER, 306’ left of centerline, 718’ MSL.

Trees beginning 1905’ from DER, 166’ left of centerline, up to 721’ MSL.

Trees beginning 2034’ from DER, 137’ left of centerline, up to 746’ MSL.

Tree 2224’ from DER, 57’ left of centerline, up to 752’ MSL.

Tree 2333’ from DER, 255’ right of centerline, 737’ MSL.

Trees beginning 2453’ from DER, 16’ right of centerline, up to 749’ MSL.

Rwy 19L, lower, antenna beginning 1837’ from DER, 558’ right of centerline, up to 71’ AGL/749’ MSL.

Trees beginning 1869’ from DER, 795’ left of centerline, up to 753’ MSL.

Trees beginning 2181’ from DER, 739’ left of centerline, up to 761’ MSL.

Rwy 19R, trees beginning 2392’ from DER, 1035’ right of centerline, up to 821’ MSL.

Rwy 25L, lighting 10’ from DER, 4’ left of centerline, 1’ AGL/730’ MSL.

Building 2790’ from DER, 1223’ right of centerline, 55’ AGL/812’ MSL.

Rwy 25R, light poles 32’ from DER, 89’ right of centerline, 3’ AGL/674’ MSL.

Light poles 33’ from DER, 88’ right of centerline, 3’ AGL/673’ MSL.

Fence 183’ from DER, 386’ left of centerline, 12’ AGL/684’ MSL.

Building 627’ from DER, 363’ right of centerline, 33’ AGL/704’ MSL.

Poles beginning 1139’ from DER, 127’ right of centerline, up to 31’ AGL/706’ MSL.

Pole 1274’ from DER, 141’ right of centerline, 31’ AGL/706’ MSL.

Tree 1302’ from DER, 222’ left of centerline, 715’ MSL.

Trees, signs beginning 1302’ from DER, 105’ left of centerline, up to 717’ MSL.

Trees beginning 1314’ from DER, 91’ right of centerline, up to 711’ MSL.

Sign, pole beginning 1398’ from DER, 137’ left of centerline, up to 68’ AGL/748’ MSL.

Pole 1608’ from DER, 301’ right of centerline, 43’ AGL/720’ MSL.

Tree 4188’ from DER, 169’ right of centerline, 777’ MSL.

Rwy 31, light poles 13’ from DER, 40’ left of centerline, 1’ AGL/672’ MSL.

Poles, fence, vehicle on road beginning 30’ from DER, 162’ right of centerline, up to 31’ AGL/707’ MSL.

Tree, fence, poles, vehicle on road beginning 326’ from DER, 6’ right of centerline, up to 710’ MSL.

Fence 473’ from DER, 3’ left of centerline, 12’ AGL/683’ MSL.

Poles beginning 583’ from DER, 27’ left of centerline, up to 31’ AGL/703’ MSL.

Trees beginning 876’ from DER, 435’ right of centerline, up to 753’ MSL.

Tree 1334’ from DER, 579’ right of centerline, 755’ MSL.

Trees, poles beginning 1352’ from DER, 272’ right of centerline, up to 759’ MSL.

Trees, building, poles beginning 1462’ from DER, 199’ right of centerline, up to 765’ MSL.

Tree 1589’ from DER, 280’ left of centerline, 711’ MSL.

Tree 1634’ from DER, 196’ left of centerline, 712’ MSL.

Tree 1774’ from DER, 163’ left of centerline, 716’ MSL.

Trees, poles beginning 1797’ from DER, 60’ right of centerline, up to 766’ MSL.

Tree 1921’ from DER, 145’ left of centerline, 725’ MSL.

Tree 2131’ from DER, 60’ left of centerline, 728’ MSL.

Tree 2170’ from DER, 17’ left of centerline, 730’ MSL.

Tree 2381’ from DER, 131’ left of centerline, 734’ MSL.

Trees, poles, transmission line, building beginning 2386’ from DER, 46’ right of centerline, up to 768’ MSL.

Trees beginning 2769’ from DER, 212’ right of centerline, up to 777’ MSL.

Trees beginning 2930’ from DER, 518’ right of centerline, up to 784’ MSL.

Trees beginning 3019’ from DER, 34’ right of centerline, up to 785’ MSL.

Transmission line 5295’ from DER, 1206’ right of centerline, 90’ AGL/804’ MSL.

Tank 1.1 NM from DER, 741’ right of centerline, up to 167’ AGL/865’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MILWAUKEE, WI (CON’T)

LAWRENCE J. TIMMERMANN (MWC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B  14NOV13  (13318)  (FAA)

TAKEOFF MINIMUMS:

Rwys 4R, 15R, 22R, 33L, N/A Environmental and obstacles.

DEPARTURE PROCEDURE:

Rwy 4L, climb heading 038° to 2100 before turning East.
Rwy 15L, climb heading 148° to 2100 before turning East.
Rwy 22R, climb heading 218° to 2100 before turning East.
Rwy 33R, climb heading 328° to 2100 before turning East.

TAKEOFF OBSTACLE NOTES:

Rwy 4L, transmission line 5082’ from DER, 917’ left of centerline, 133’ AGL/878’ MSL.
Building 75’ from DER, 480’ left of centerline, 176’ AGL/771’ MSL.
Fence 197’ from DER, 381’ left of centerline, 6’ AGL/745’ MSL.
Billboard 565’ from DER, 176’ left of centerline, 17’ AGL/755’ MSL.

DEPARTURE PROCEDURE:

Rwy 15L, climb heading 148° to 2100 before turning East.
Rwy 22R, climb heading 218° to 2100 before turning East.
Rwy 33R, climb heading 328° to 2100 before turning East.

TAKEOFF OBSTACLE NOTES:

Rwy 15L, vehicles on road beginning 628’ from DER, 186’ left of centerline, up to 31’ AGL/780’ MSL.
Pole 1549’ from DER, 462’ right of centerline, 41’ AGL/796’ MSL.
Poles and lights beginning 956’ from DER, 103’ right of centerline, up to 100’ AGL/1289’ MSL.

DEPARTURE PROCEDURE:

Rwy 22R, vehicles on road beginning 102’ from DER, left and right of centerline, up to 15’ AGL/1184’ MSL.

DEPARTURE PROCEDURE:

Rwy 29, vehicles on road beginning 536’ from DER, 497’ right of centerline, up to 100’ AGL/1179’ MSL.

DEPARTURE PROCEDURE:

Rwy 36, trees beginning 1280’ from DER, 29’ left of centerline, up to 100’ AGL/1749’ MSL.

MINERIAL POINT, WI

IOWA COUNTY (MRJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  20OCT11  (11293)  (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 503’ from DER, 103’ right of centerline, up to 100’ AGL/1289’ MSL.

Rwy 11, trees beginning 95’ from DER, 79’ right of centerline, up to 100’ AGL/1259’ MSL.

Rwy 18, trees beginning 785’ from DER, 482’ right of centerline, up to 100’ AGL/1729’ MSL.

Rwy 28, trees beginning 625’ from DER, 506’ left of centerline, up to 100’ AGL/1729’ MSL.

Rwy 36, trees and windsock beginning 157’ from DER, 5’ right of centerline, up to 96’ AGL/1725’ MSL.

MINOCQUA-WOODRUFF, WI

LAKELAND/NOBLE F LEE MEML FLD (ARV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  17DEC09  (21224)  (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees beginning 239’ from DER, 545’ right of centerline, up to 100’ AGL/1729’ MSL.

Rwy 18, trees beginning 785’ from DER, 482’ right of centerline, up to 100’ AGL/1729’ MSL.

Rwy 28, trees beginning 625’ from DER, 506’ left of centerline, up to 100’ AGL/1729’ MSL.

Rwy 36, trees and windsock beginning 157’ from DER, 5’ right of centerline, up to 96’ AGL/1725’ MSL.

Trees beginning 1280’ from DER, 29’ left of centerline, up to 100’ AGL/1749’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MOLINE, IL
QUAD CITIES INTL (MLI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 23FEB23 (23054) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-1 or std. w/min. climb of 490' per NM to 800.
Rwy 9, 300-1½ or std. w/min. climb of 315' per NM to 900.
Rwy 13, 300-1½ or std. w/min. climb of 350' per NM to 900.
Rwy 23, 300-1½ or std. w/min. climb of 705' per NM to 800.

DEPARTURE PROCEDURE:
Rwy 5, climb on heading 048° to 2100 before turning left.
Rwy 9, climb on heading 090° to 1500 before turning left.
Rwy 13, climb on heading 126° to 1200 before turning.
Rwy 23, climb on heading 228° to 1200 before turning.
Rwy 27, climb on heading 270° to 1200 before turning.
Rwy 31, climb on heading 306° to 1600 before turning.

TAKEOFF OBSTACLE NOTES:
Rwy 5, sign 10' from DER, 113' right of centerline, 3' AGL/584' MSL.
Tower, pole beginning 1223' from DER, 673' left of centerline, up to 75' AGL/656' MSL.

Rwy 9, lighting 10' from DER, 5' left of centerline, 1' AGL/575' MSL.
Lighting 11' from DER, 4' right of centerline, 1' AGL/575' MSL.

Rwy 13, tree 1408' from DER, 663' right of centerline, 645' MSL.
Trees beginning 1582' from DER, 432' right of centerline, up to 647' MSL.
Trees beginning 1591' from DER, 718' right of centerline, up to 661' MSL.
Trees beginning 1923' from DER, 719' right of centerline, up to 674' MSL.
Tree 2785' from DER, 927' right of centerline, 679' MSL.

Trees beginning 2828' from DER, 573' right of centerline, up to 685' MSL.
Tree 3059' from DER, 1173' right of centerline, 686' MSL.
Trees beginning 3233' from DER, 330' right of centerline, up to 707' MSL.
Tree 3420' from DER, 1343' right of centerline, 708' MSL.

Trees beginning 3479' from DER, 295' right of centerline, up to 732' MSL.
Trees beginning 3842' from DER, 291' right of centerline, up to 740' MSL.
Trees beginning 4099' from DER, 127' right of centerline, up to 750' MSL.
Trees beginning 4248' from DER, 47' right of centerline, up to 756' MSL.

Trees beginning 4650' from DER, 169' right of centerline, up to 772' MSL.
Tree 4650' from DER, 190' left of centerline, 709' MSL.
Trees beginning 4817' from DER, 1161' right of centerline, up to 779' MSL.
Trees beginning 4983' from DER, 281' right of centerline, up to 784' MSL.
Trees beginning 5268' from DER, 405' left of centerline, up to 149' AGL/738' MSL.

Transmission line, trees beginning 1 NM from DER, 1843' right of centerline, up to 785' MSL.
Trees beginning 1.1 NM from DER, 1558' right of centerline, up to 800' MSL.
Trees beginning 1.2 NM from DER, 1420' left of centerline, up to 792' MSL.
Trees beginning 1.3 NM from DER, 1657' left of centerline, up to 792' MSL.
Rwy 23, tree 1573' from DER, 733' left of centerline, 663' MSL.
Tree 1607' from DER, 810' right of centerline, 635' MSL.

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

MOLINE, IL (CON’T)
QUAD CITIES INTL (MLI) (CON’T)

Rwy 23 (CON’T), trees beginning 3109’ from DER, 132’ right of centerline, up to 729’ MSL.
Tree, pole, building beginning 3261’ from DER, 16’ left of centerline, up to 773’ MSL.
Trees beginning 3594’ from DER, 39’ right of centerline, up to 739’ MSL.
Tree 4537’ from DER, 375’ right of centerline, 745’ MSL.
Tree 4546’ from DER, 183’ right of centerline, 748’ MSL.
Tree, building beginning 4550’ from DER, 76’ right of centerline, up to 749’ MSL.
Trees beginning 5193’ from DER, 29’ right of centerline, up to 754’ MSL.
Transmission line beginning 1.3 NM from DER, 742’ left of centerline, up to 107’ AGL/807’ MSL.

Rwy 31, lighting 39’ from DER, 150’ right of centerline, 3’ AGL/586’ MSL.
Tree 1644’ from DER, 270’ left of centerline, 629’ MSL.
Tree 2712’ from DER, 263’ right of centerline, 654’ MSL.

MONEE, IL
BULT FLD (C56)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12MAR09 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 9, vehicle on road 145’ from DER, on centerline, 15’ AGL/785’ MSL.
Rwy 27, vehicle on road 150’ from DER, on centerline, 15’ AGL/797’ MSL.
Metal chimney 305’ from DER, 210’ left of centerline, 29’ AGL/812’ MSL.
Tree 367’ from DER, 161’ left of centerline, 40’ AGL/819’ MSL.
Pole barn 421’ from DER, 202’ left of centerline, 22’ AGL/801’ MSL.
Trees beginning 1484’ from DER, 223’ right of centerline, up to 100’ AGL/859’ MSL.

MONMOUTH, IL
MONMOUTH MUNI (C66)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 22JUN17 (17173) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 21, 400-2½ or std. w/min. climb of 321’ per NM to 1200.

MONROE, WI
MONROE MUNI - JAMES R WASHBURN FLD (C09)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicle on road 926’ from DER, left and right of centerline, up to 17’ AGL/1116’ MSL.
Trees beginning 182’ from DER, 175’ right of centerline, up to 100’ AGL/1169’ MSL.
Rwy 12, trees beginning 1234’ from DER, 655’ right of centerline, up to 100’ AGL/1189’ MSL.
Rwy 20, trees beginning 712’ from DER, 288’ right of centerline, up to 100’ AGL/1129’ MSL.
Rwy 30, trees beginning 1918’ from DER, 87’ right of centerline, up to 100’ AGL/1209’ MSL.
Vehicle on road 1166’ from DER, 157’ right of centerline, up to 17’ AGL/1126’ MSL.

MORRIS, IL
MORRIS MUNI - JAMES R WASHBURN FLD (C09)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 22JUN17 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 18, 300-1¼ or std. w/min. climb of 265’ per NM to 1000.

TAKEOFF OBSTACLE NOTES:
Rwy 18, tower 1.39 NM from DER, 86’ left of centerline, 290’ AGL/839’ MSL.
Terrain 6’ from DER, 7’ left of centerline, 565’ MSL.
Rwy 36, vehicle on road beginning 382’ from DER, 371’ right of centerline, 15’ AGL/605’ MSL.
Trees beginning 1019’ from DER, 469’ right of centerline, up to 78’ AGL/653’ MSL.
Trees beginning 1960’ from DER, 17’ left of centerline, up to 102’ AGL/675’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MOSINEE, WI
CENTRAL WISCONSIN (CWA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  10AUG23 (23222)  (FAA)

DEPARTURE PROCEDURE:
- RwY 35, climb on heading 335° to 3000 before turning right.

TAKEOFF OBSTACLE NOTES:
- RwY 8, tree 156' from DER, 520' right of centerline, 1276' MSL.
- Tree 607' from DER, 636' right of centerline, 1282' MSL.
- Tree 738' from DER, 676' right of centerline, 1283' MSL.

RwY 26, terrain 13' from DER, 388' right of centerline, 1275' MSL.
- Sign beginning 95' from DER, 3' AGL/1277' MSL.
- Sign 43' from DER, 95' left of centerline, 3' AGL/1276' MSL.
- Vertical point, utility building beginning 124' from DER, 449' right of centerline, up to 4' AGL/1278' MSL.
- Utility building 125' from DER, 448' right of centerline, 5' AGL/1279' MSL.

- Fence 150' from DER, 502' right of centerline, 8' AGL/1284' MSL.
- Fence beginning 154' from DER, 176' right of centerline, up to 9' AGL/1286' MSL.
- Fence beginning 179' from DER, 103' left of centerline, up to 10' AGL/1283' MSL.
- Fence 1819' from DER, 789' right of centerline, 1324' MSL.
- Trees beginning 1888' from DER, 658' right of centerline, up to 1326' MSL.
- Trees beginning 1927' from DER, 676' right of centerline, 1283' MSL.
- Trees beginning 2247' from DER, 1015' right of centerline, 1341' MSL.
- Trees beginning 2351' from DER, 930' right of centerline, up to 1342' MSL.

- Rwy 35, utility building, vertical point beginning 39' from DER, 153' right of centerline, up to 5' AGL/1279' MSL.
- Light poles 39' from DER, 152' left of centerline, 1278' MSL.
- Fence beginning 62' from DER, 125' right of centerline, up to 9' AGL/1286' MSL.
- Wind indicator 509' from DER, 443' right of centerline, 26' AGL/1302' MSL.
- Pole 513' from DER, 443' right of centerline, 23' AGL/1303' MSL.
- Pole 912' from DER, 695' right of centerline, 25' AGL/1311' MSL.
- NAVALD 1042' from DER, 250' left of centerline, 17' AGL/1306' MSL.
- Poles beginning 1098' from DER, 656' right of centerline, up to 27' AGL/1315' MSL.
- Pole 1315' from DER, 831' right of centerline, 50' AGL/1318' MSL.
- Tree 1404' from DER, 670' right of centerline, 1319' MSL.
- Pole, trees beginning 1513' from DER, 693' right of centerline, up to 38' AGL/1327' MSL.
- Tower, tree beginning 1995' from DER, 867' right of centerline, up to 47' AGL/1349' MSL.
- Tree 2500' from DER, 367' left of centerline, 1346' MSL.
- Tower 2714' from DER, 857' right of centerline, 44' AGL/1356' MSL.
- Smokestack 2838' from DER, 862' right of centerline, 46' AGL/1359' MSL.
- Smokestack 3248' from DER, 1353' right of centerline, 72' AGL/1372' MSL.

MOUNT CARMEL, IL
MOUNT CARMEL MUNI (AJG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  03APR14  (14093)  (FAA)

TAKEOFF OBSTACLE NOTES:
- RwY 4, vehicle on road 409' from DER, 170' left of centerline, up to 15' AGL/404' MSL.
- Trees 3718' from DER, 130' right of centerline, 85' AGL/525' MSL.
- Trees beginning 2438' from DER, 839' right of centerline, up to 90' AGL/545' MSL.
- Trees beginning 2438' from DER, 839' right of centerline, up to 100' AGL/542' MSL.
- REIL 41' from DER, 112' left of centerline, 1' AGL/413' MSL.
- Rwy 22, ground beginning 194' from DER, 262' right of centerline, up to 459' MSL.
- Trees beginning 535' from DER, 146' right of centerline, up to 90' AGL/587' MSL.
- Tree 81' from DER, 146' right of centerline, 19' AGL/448' MSL.
- Antenna on grain elevator 4403' from DER, 378' left of centerline, 100' AGL/606' MSL.
- Pole 31, poles beginning 1812' from DER, 318' left of centerline, up to 55' AGL/484' MSL.
- Trees beginning 2886' from DER, 112' left of centerline, up to 98' AGL/527' MSL.
- Trees beginning 3657' from DER, 217' right of centerline, up to 91' AGL/580' MSL.

MOUNT STERLING, IL
MOUNT STERLING MUNI (I63)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  02JUL09  (09183)  (FAA)
TAKEOFF OBSTACLE NOTES:
- RwY 18, trees beginning 1555' from DER, 309' right of centerline, up to 95' AGL/784' MSL.
- Tree 2243' from DER, 856' left of centerline, 100' AGL/819' MSL.
- RwY 36, vehicle on road and pole 686' from DER, 486' right of centerline, up to 60' AGL/779' MSL.
- Vehicle on road and trees beginning 679' from DER, 365' left of centerline, up to 100' AGL/839' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MOUNT VERNON, IL
MOUNT VERNON (MVN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15MAR07 (07074) (FAA)
DEPARTURE PROCEDURE:
Rwy 33, climb via heading 331° to 1300 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 5, multiple trees beginning 1615’ from DER, 7’ left of centerline, up to 134’ AGL/602’ MSL.
Antenna 2477’ from DER, 990’ right of centerline, 79’ AGL/547’ MSL.
Tree 3329’ from DER, 519’ right of centerline, 98’ AGL/566’ MSL.
Rwy 15, multiple trees beginning 712’ from DER, 17’ right of centerline, up to 71’ AGL/529’ MSL.
Tree 908’ from DER, 466’ left of centerline, 70’ AGL/527’ MSL.
Railroad 608’ from DER, 159’ right of centerline, 23’ AGL/479’ MSL.
Road 564’ from DER, 3’ right of centerline, 15’ AGL/472’ MSL.
Rwy 23, multiple trees beginning 1705’ from DER, 102’ right of centerline, up to 72’ AGL/539’ MSL.
Tree 1777’ from DER, 158’ left of centerline, 57’ AGL/524’ MSL.
Railroad 238’ from DER, 900’ left of centerline, 23’ AGL/485’ MSL.
Multiple roads beginning 12’ from DER, 367’ left of centerline, up to 15’ AGL/479’ MSL.
Fencpost 291’ from DER, 426’ right of centerline, 9’ AGL/476’ MSL.
Rwy 33, multiple trees beginning 696’ from DER, 130’ right of centerline, up to 93’ AGL/573’ MSL.
Multiple trees beginning 689’ from DER, 216’ left of centerline, up to 105’ AGL/585’ MSL.

NECEDAH, WI
NECEDAH (DAF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22SEP11 (11265) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, road beginning at DER, left and right of centerline, up to 15’ AGL/934’ MSL.
Trees and buildings beginning at DER, 446’ left of centerline, up to 100’ AGL/1019’ MSL.
Trees and buildings beginning at DER, 317’ right of centerline, up to 100’ AGL/1019’ MSL.
Rwy 36, trees beginning 711’ from DER, 687’ left of centerline, up to 100’ AGL/1021’ MSL.
Power lines, building and railroad beginning 19’ from DER, 268’ right of centerline, up to 100’ AGL/1012’ MSL.

NEILLSVILLE, WI
NEILLSVILLE MUNI (VIQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 02DEC21 (21336) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, tree, NAVAID beginning 9’ from DER, 30’ right of centerline, up to 1252’ MSL.
Tree 159’ from DER, 528’ left of centerline, 1268’ MSL.
Trees beginning 417’ from DER, 550’ left of centerline, up to 1272’ MSL.
Tree 774’ from DER, 564’ left of centerline, 1281’ MSL.
Trees beginning 902’ from DER, 60’ left of centerline, up to 1308’ MSL.
Trees beginning 961’ from DER, 19’ right of centerline, up to 1264’ MSL.
Tree 1063’ from DER, 772’ right of centerline, 1274’ MSL.
Trees, vehicle on road beginning 1647’ from DER, 309’ left of centerline, up to 1309’ MSL.
Poles, tree beginning 2152’ from DER, 171’ left of centerline, up to 34’ AGL/1318’ MSL.
Trees, pole beginning 2274’ from DER, 209’ left of centerline, up to 1321’ MSL.
Pole 2295’ from DER, 145’ right of centerline, 33’ AGL/1297’ MSL.
Pole 2351’ from DER, 138’ right of centerline, 34’ AGL/1302’ MSL.
Trees, building, pole, elevator, tank beginning 2375’ from DER, 6’ right of centerline, up to 1340’ MSL.
Tree 2573’ from DER, 15’ left of centerline, 1330’ MSL.
Trees beginning 2660’ from DER, 121’ left of centerline, up to 1340’ MSL.
Tree 2928’ from DER, 1146’ left of centerline, 1348’ MSL.
Trees beginning 3232’ from DER, 179’ right of centerline, up to 1352’ MSL.
Tree 3542’ from DER, 998’ left of centerline, 1352’ MSL.
Trees beginning 3563’ from DER, 546’ left of centerline, up to 1358’ MSL.
Trees beginning 3582’ from DER, 275’ right of centerline, up to 1371’ MSL.
Rwy 28, tree 5’ from DER, 219’ left of centerline, 1213’ MSL.
Terrain 147’ from DER, 373’ right of centerline, 1212’ MSL.
Poles, tree beginning 349’ from DER, 460’ right of centerline, up to 41’ AGL/1252’ MSL.
Trees beginning 861’ from DER, 149’ left of centerline, up to 1233’ MSL.
Trees beginning 950’ from DER, 218’ right of centerline, up to 1253’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NEW HOLSTEIN, WI
NEW HOLSTEIN MUNI (8D1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 22, NA - Environmental.
Rwy 32, 300-1 or std. w/min. climb of 350’ per NM to 1200.
TAKEOFF OBSTACLE NOTES:
Rwy 14, rising terrain beginning 135’ from DER, 187’ left of centerline, up to 985’ MSL.
Terrain with trees beginning 143’ from DER, left and right of centerline, up to 100’ AGL/1117’ MSL.
Rwy 32, vehicles on road beginning 6’ from DER, 19’ right of centerline, up to 19’ AGL/998’ MSL.
Poles beginning 332’ from DER, left and right of centerline, up to 37’ AGL/1033’ MSL.
Terrain with trees beginning 561’ from DER, left and right of centerline, up to 100’ AGL/1129’ MSL.

NEW LISBON, WI
MAUSTON/NEW LISBON UNION (82C)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 05MAR15 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwys 14, 32, 400-1 or std. with a min. climb of 220’ per NM to 1400.
TAKEOFF OBSTACLE NOTES:
Rwy 14, vehicle on road beginning 22’ from DER, 153’ left of centerline, up to 15’ AGL/907’ MSL.
Trees beginning 20’ from DER, 15’ right of centerline, up to 87’ AGL/987’ MSL.
Trees beginning 715’ from DER, 39’ left of centerline, up to 95’ AGL/985’ MSL.
Rwy 32, fence beginning 67’ from DER, 300’ right of centerline, up to 6’ AGL/918’ MSL.
Vehicle on road beginning 72’ from DER, 5’ right and left of centerline, up to 15’ AGL/954’ MSL.
Trees beginning 110’ from DER, 146’ left and right of centerline, up to 97’ AGL/1007’ MSL.
Terrain beginning 190’ from DER, 43’ left and right of centerline, up to 941’ MSL.
Buildings beginning 2202’ from DER, 398’ left and right of centerline, up to 64’ AGL/981’ MSL.

NEW RICHMOND, WI
NEW RICHMOND RGNL (RNH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 23JUL15 (15204) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 22, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 14, multiple trees beginning 810’ from DER, 230’ left of centerline, up to 100’ AGL/1099’ MSL.
Vehicle on road 502’ from DER, 612’ left of centerline, 15’ AGL/1014’ MSL.
Rwy 32, vehicle on road 425’ from DER, 591’ left of centerline, 15’ AGL/1014’ MSL.
Multiple trees beginning 1460’ from DER, 443’ right of centerline, up to 100’ AGL/1099’ MSL.

OCONTO, WI
OCONTO/J DOUGLAS BLAKE MUNI (OCQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30JUN11 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 22, NA-ATC.
TAKEOFF OBSTACLE NOTES:
Rwy 11, trees beginning 8’ from DER, left and right of centerline, up to 91’ AGL/693’ MSL.
Rwy 29, trees beginning 342’ from DER, left and right of centerline, up to 80’ AGL/684’ MSL.
Vehicle on road beginning 182’ from DER, 266’ right of centerline, 15’ AGL/619’ MSL.
Fence 340’ from DER, 553’ left of centerline, 9’ AGL/614’ MSL.
REIL 14’ from DER, 76’ left of centerline, 1’ AGL/605’ MSL.
OLNEY-NOBLE, IL
OLNEY-NOBLE (OLY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 20JUN19 (19171) (FAA)
TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees beginning 112' from DER, 416' left of centerline, up to 72' AGL/519' MSL.
- Trees beginning 387' from DER, 326' left of centerline, up to 525' MSL.
- Tree 546' from DER, 455' left of centerline, 530' MSL.
- Trees beginning 659' from DER, 353' left of centerline, up to 536' MSL.
- Tree 731' from DER, 561' right of centerline, 512' MSL.
- Trees beginning 752' from DER, 33' right of centerline, up to 515' MSL.
- Trees beginning 1120' from DER, 49' left of centerline, up to 539' MSL.
- Trees beginning 1307' from DER, 285' right of centerline, up to 525' MSL.
- Tree 2147' from DER, 846' right of centerline, 526' MSL.
- Tree 2357' from DER, 8' right of centerline, 538' MSL.
- Tree 2377' from DER, 304' right of centerline, 539' MSL.

**Rwy 11**, tree 484' from DER, 500' left of centerline, 503' MSL.
- Trees beginning 646' from DER, 6' left of centerline, up to 513' MSL.
- Tree 872' from DER, 611' right of centerline, 497' MSL.
- Trees beginning 1065' from DER, 127' right of centerline, up to 533' MSL.
- Trees beginning 1328' from DER, 797' left of centerline, up to 518' MSL.
- Trees beginning 1783' from DER, 731' left of centerline, up to 536' MSL.
- Trees beginning 1918' from DER, 303' left of centerline, up to 559' MSL.
- Trees beginning 2140' from DER, 579' left of centerline, up to 125' AGL/576' MSL.

**Rwy 22**, vehicles on road, terrain beginning 3' from DER, 124' left of centerline, up to 477' MSL.
- Vehicles on road 34' from DER, 20' left of centerline, 479' MSL.
- Vehicles on road 46' from DER, 87' right of centerline, 477' MSL.
- Vehicles on road beginning 186' from DER, 185' right of centerline, up to 15' AGL/483' MSL.
- Vehicles on road beginning 372' from DER, 30' right of centerline, up to 484' MSL.
- Pole 685' from DER, 644' left of centerline, 42' AGL/509' MSL.
- Pole, tree beginning 854' from DER, 487' left of centerline, up to 43' AGL/510' MSL.
- Tree, pole beginning 979' from DER, 383' left of centerline, up to 514' MSL.
- Tree 1567' from DER, 441' right of centerline, 518' MSL.
- Tree 1657' from DER, 567' right of centerline, 524' MSL.
- Trees beginning 1739' from DER, 245' right of centerline, up to 531' MSL.
- Tree 2096' from DER, 970' right of centerline, 546' MSL.

**Rwy 29**, tree 181' from DER, 515' right of centerline, 33' AGL/512' MSL.
- Tree 213' from DER, 508' right of centerline, 516' MSL.
- Tree 329' from DER, 476' right of centerline, 75' AGL/553' MSL.
- Trees beginning 790' from DER, 521' left of centerline, up to 525' MSL.
- Tree 3062' from DER, 1093' left of centerline, 560' MSL.
- Tree 3083' from DER, 992' left of centerline, 563' MSL.
- Tree 3174' from DER, 646' left of centerline, 564' MSL.

OSCEOLA, WI
L.O. SIMENSTAD MUNI (OEO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15MAR07 (07074) (FAA)
TAKEOFF MINIMUMS:

**Rwys 4, 22**, NA-environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, multiple trees beginning 9951' from DER, 3135' right of centerline, up to 100' AGL/1159' MSL.
- Multiple trees beginning 1785' from DER, 932' left of centerline, up to 100' AGL/1149' MSL.

**Rwy 28**, multiple trees beginning 3534' from DER, 1277' right of centerline, up to 100' AGL/979' MSL.
- Truck on road beginning 421' from DER 71' left of centerline, 15' AGL/904' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

OSHKOSH, WI
WITTMAN RGNL (OSH)

AMDT 1A 29DEC22 (22363) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 69' from DER, 364' left of centerline, up to 793' MSL.
Pole, traverse way, tree beginning 198' from DER, 58' left of centerline, up to 32' AGL/804' MSL.
Traverse way 285' from DER, 502' right of centerline, 785' MSL.
Pole, traverse way, tree beginning 357' from DER, 96' right of centerline, up to 44' AGL/814' MSL.
Tree 462' from DER, 456' right of centerline, 56' AGL/819' MSL.
Tree, pole, building beginning 482' from DER, 19' right of centerline, up to 52' AGL/820' MSL.
Tree, pole beginning 760' from DER, 23' left of centerline, up to 70' AGL/838' MSL.
Tree, pole beginning 991' from DER, 42' right of centerline, up to 821' MSL.
Tree 1457' from DER, 37' right of centerline, 825' MSL.
Tree, pole beginning 1612' from DER, 74' right of centerline, up to 830' MSL.
Trees beginning 1857' from DER, 28' right of centerline, up to 840' MSL.

Rwy 9, pole 28' from DER, 385' right of centerline, 28' AGL/800' MSL.
Building, tree, pole beginning 223' from DER, 362' right of centerline, up to 822' MSL.
Pole, traverse way, tree beginning 461' from DER, 144' left of centerline, up to 44' AGL/814' MSL.
Trees beginning 1228' from DER, 263' right of centerline, up to 831' MSL.

Rwy 13, building beginning 33' from DER, 452' left of centerline, up to 21' AGL/800' MSL.
Tree, traverse way beginning 115' from DER, 140' left of centerline, up to 64' AGL/839' MSL.
Tree, pole beginning 271' from DER, 35' left of centerline, up to 68' AGL/842' MSL.
Traverse way beginning 279' from DER, 9' right of centerline, up to 792' MSL.
Trees beginning 381' from DER, 3' right of centerline, up to 810' MSL.
Tree, pole, pipeline, building, utility building beginning 511' from DER, 6' right of centerline, up to 840' MSL.
Tree, transmission line, pole beginning 1795' from DER, 645' right of centerline, up to 841' MSL.

Rwy 18, building, tree, pole beginning 1563' from DER, 897' left of centerline, 851' MSL.
Tree 2034' from DER, 971' left of centerline, 877' MSL.

Rwy 23, building, traverse way, tree, pole beginning 21' from DER, 287' right of centerline, up to 29' AGL/816' MSL.
Terrain 51' from DER, 444' left of centerline, 792' MSL.
Pole, traverse way beginning 320' from DER, 72' right of centerline, up to 30' AGL/819' MSL.

Rwy 27, pole, sign beginning 1204' from DER, 753' right of centerline, up to 141' AGL/941' MSL.
Tree, pole beginning 2513' from DER, 167' right of centerline, up to 65' AGL/872' MSL.
Tree 2793' from DER, 282' right of centerline, 877' MSL.

Rwy 31, building, tower, tree, pole beginning 1132' from DER, 317' right of centerline, up to 832' MSL.
Tree, pole beginning 1621' from DER, 193' right of centerline, up to 65' AGL/843' MSL.

Rwy 36, sign 23' from DER, 474' left of centerline, 1' AGL/791' MSL.
NAVAID 148' from DER, 3' left of centerline, 15' AGL/801' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PARIS, IL
EDGAR COUNTY (PRG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 21JUL16 (16203) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, airfield lt 9’ from DER, 11’ right of centerline, 2’ AGL/651’ MSL.
Pole 305’ from DER, 237’ right of centerline, 660’ MSL.
Pole 575’ from DER, 385’ right of centerline, 673’ MSL.
Pole 640’ from DER, 321’ left of centerline, 671’ MSL.
Trees beginning 877’ from DER, 556’ left of centerline, up to 705’ MSL.
Tree 1359’ from DER, 634’ right of centerline, 688’ MSL.
Tree 1513’ from DER, 628’ right of centerline, 689’ MSL.
Tree 1750’ from DER, 334’ right of centerline, 705’ MSL.
Trees beginning 1775’ from DER, 126’ right of centerline, up to 707’ MSL.
Tree 2001’ from DER, 322’ right of centerline, 710’ MSL.
Trees beginning 2100’ from DER, 406’ right of centerline, up to 711’ MSL.
Tree 2129’ from DER, 1037’ left of centerline, 711’ MSL.
Tree 2243’ from DER, 1052’ left of centerline, 722’ MSL.
Tree 2324’ from DER, 1037’ right of centerline, 713’ MSL.
Tree 2429’ from DER, 1151’ right of centerline, 714’ MSL.
Rwy 18, terrain 20’ from DER, 18’ left of centerline, 655’ MSL.
Wsk 297’ from DER, 235’ right of centerline, 668’ MSL.
Vehicles on road beginning 440’ from DER, 353’ right of centerline, up to 672’ MSL.
Rwy 27, grind 1’ from DER, 454’ left of centerline, 658’ MSL.
Terrain 23’ from DER, 14’ right of centerline, 655’ MSL.
Terrain beginning 42’ from DER, 361’ left of centerline, up to 659’ MSL.
Tree 56’ from DER, 321’ right of centerline, 693’ MSL.
Tree 112’ from DER, 439’ right of centerline, 716’ MSL.
Tree 195’ from DER, 372’ right of centerline, 79’ AGL/727’ MSL.
Tree and wsk beginning 286’ from DER, 100’ right of centerline, up to 93’ AGL/729’ MSL.
Trees beginning 1204’ from DER, 621’ left of centerline, up to 718’ MSL.
Tree and pole beginning 1331’ from DER, 258’ left of centerline, up to 739’ MSL.
Rwy 36, fence 17’ from DER, 338’ left of centerline, 4’ AGL/648’ MSL.
Wsk 301’ from DER, 136’ right of centerline, 656’ MSL.
Trees beginning 681’ from DER, 47’ right of centerline, up to 720’ MSL.
Trees beginning 771’ from DER, 382’ left of centerline, up to 705’ MSL.
Trees beginning 1182’ from DER, 52’ left of centerline, up to 714’ MSL.

PARK FALLS, WI
PARK FALLS MUNI (PKF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02DEC21 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-2¼ or std. w/min. climb of 210’ per NM to 1900.
Rwy 36, 300-2¼ or std. w/min. climb of 300’ per NM to 1700.
DEPARTURE PROCEDURE:
Rwy 18, climb on heading 184° to 2400 before turning left.
Rwy 36, climb on heading 004° to 2100 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 7’ from DER, 488’ left of centerline, 1506’ MSL.
Tree 46’ from DER, 151’ right of centerline, 1509’ MSL.
Trees beginning 86’ from DER, 31’ left of centerline, up to 1539’ MSL.
Traverse way 96’ from DER, 458’ right of centerline, 1523’ MSL.
Tree, traverse way beginning 105’ from DER, 13’ right of centerline, up to 1560’ MSL.
Trees beginning 475’ from DER, 2’ left of centerline, up to 1569’ MSL.
Tree, traverse way beginning 599’ from DER, 4’ right of centerline, up to 1578’ MSL.
Trees beginning 725’ from DER, 12’ left of centerline, up to 1573’ MSL.
Trees beginning 754’ from DER, 47’ right of centerline, up to 1594’ MSL.
Trees beginning 960’ from DER, 6’ right of centerline, up to 1600’ MSL.
Tree 2411’ from DER, 33’ left of centerline, 1574’ MSL.
Trees beginning 2417’ from DER, 5’ left of centerline, up to 1579’ MSL.
Trees beginning 2527’ from DER, 144’ left of centerline, up to 1580’ MSL.
Trees beginning 2599’ from DER, 58’ left of centerline, up to 1591’ MSL.
Trees beginning 2860’ from DER, 12’ right of centerline, up to 1603’ MSL.
Trees beginning 3143’ from DER, 38’ left of centerline, up to 1595’ MSL.
Trees beginning 3967’ from DER, 913’ right of centerline, up to 1610’ MSL.
Tree 4711’ from DER, 1085’ right of centerline, 1620’ MSL.
Tree 4739’ from DER, 741’ right of centerline, 1622’ MSL.

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
PARK FALLS, WI (CON’T)

PARK FALLS MUNI (PKF) (CON’T)

Rwy 36, tree 97’ from DER, 178’ right of centerline, 1508’ MSL.
Trees beginning 114’ from DER, 23’ left of centerline, up to 1515’ MSL.
Trees beginning 348’ from DER, 173’ right of centerline, up to 1516’ MSL.
Trees beginning 462’ from DER, 16’ right of centerline, up to 1523’ MSL.
Trees beginning 581’ from DER, 78’ right of centerline, up to 1529’ MSL.
Tree 761’ from DER, 652’ left of centerline, 1542’ MSL.
Tree 907’ from DER, 641’ left of centerline, 1547’ MSL.
Trees beginning 1097’ from DER, 438’ left of centerline, up to 1563’ MSL.
Trees beginning 1171’ from DER, 425’ left of centerline, up to 1575’ MSL.
Trees beginning 1404’ from DER, 159’ left of centerline, up to 1582’ MSL.
Trees beginning 1667’ from DER, 21’ left of centerline, up to 1583’ MSL.
Trees beginning 1725’ from DER, 8’ left of centerline, up to 1594’ MSL.
Tree 1757’ from DER, 29’ right of centerline, 1538’ MSL.
Tree, transmission line beginning 1762’ from DER, 56’ left of centerline, up to 1598’ MSL.
Trees beginning 1773’ from DER, 15’ right of centerline, up to 1546’ MSL.
Trees beginning 1824’ from DER, 51’ left of centerline, up to 1601’ MSL.
Trees beginning 1835’ from DER, 36’ right of centerline, up to 1553’ MSL.
Trees beginning 1879’ from DER, 48’ right of centerline, up to 1556’ MSL.
Tree, transmission line, pole beginning 2061’ from DER, 24’ left of centerline, up to 1613’ MSL.
Trees beginning 2082’ from DER, 272’ right of centerline, up to 1565’ MSL.
Trees beginning 2121’ from DER, 205’ right of centerline, up to 1568’ MSL.
Tree 2222’ from DER, 136’ right of centerline, 1571’ MSL.
Trees beginning 2225’ from DER, 143’ right of centerline, up to 1577’ MSL.
Trees beginning 2269’ from DER, 43’ right of centerline, up to 1590’ MSL.
Trees beginning 2508’ from DER, 94’ right of centerline, up to 1598’ MSL.
Trees beginning 2550’ from DER, 25’ right of centerline, up to 1599’ MSL.
Trees beginning 2593’ from DER, 38’ right of centerline, up to 1601’ MSL.
Trees beginning 2601’ from DER, 10’ right of centerline, up to 1615’ MSL.
Tree, pole beginning 2609’ from DER, 6’ left of centerline, up to 1617’ MSL.
Trees beginning 2638’ from DER, 141’ right of centerline, up to 1622’ MSL.
Tree, transmission line beginning 2664’ from DER, 2’ right of centerline, up to 1624’ MSL.
Trees beginning 3441’ from DER, 43’ left of centerline, up to 1619’ MSL.
Trees beginning 3459’ from DER, 72’ left of centerline, up to 1625’ MSL.
Trees beginning 3581’ from DER, 28’ left of centerline, up to 1631’ MSL.
Trees beginning 3637’ from DER, 1’ left of centerline, up to 1635’ MSL.
Tree 5412’ from DER, 608’ right of centerline, 1630’ MSL.
Trees beginning 5491’ from DER, 53’ left of centerline, up to 1639’ MSL.
Trees beginning 5515’ from DER, 13’ right of centerline, up to 1636’ MSL.
Tree 5535’ from DER, 36’ right of centerline, 1639’ MSL.
Trees beginning 5600’ from DER, 33’ right of centerline, up to 1640’ MSL.
Trees beginning 5602’ from DER, 47’ left of centerline, up to 1641’ MSL.
Trees beginning 5616’ from DER, 18’ right of centerline, up to 1643’ MSL.
Trees beginning 5621’ from DER, 11’ left of centerline, up to 1643’ MSL.
Trees beginning 5632’ from DER, 8’ right of centerline, up to 1645’ MSL.
Trees beginning 5707’ from DER, 11’ left of centerline, up to 1645’ MSL.

PAXTON, IL

PAXTON (1C1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  01JUL10 (10182)  (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1½ or std. w/ min. climb of 321’ per NM to 1200.

TAKEOFF OBSTACLE NOTES:

Rwy 36, vehicles on road 439’ from DER, crossing from left to right, up to 15’ AGL/796’ MSL.
Trees beginning 557’ from DER, 31’ right of centerline, up to 60’ AGL/849’ MSL.
Tower 1.1 NM from DER, 178’ left of centerline, 179’ AGL/983’ MSL.

PEKIN, IL

PEKIN MUNI (C15)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG  25SEP08 (08269)  (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 62’ from DER, 411’ right of centerline, up to 63’ AGL/583’ MSL.
Poles beginning 819’ from DER, 388’ left of centerline, up to 32’ AGL/552’ MSL.
Poles beginning 824’ from DER, 411’ right of centerline, up to 34’ AGL/554’ MSL.
Rwy 27, rising terrain 718’ from DER, 103’ left of centerline, up to 550’ MSL.
PEORIA, IL
GENERAL DOWNING - PEORIA INTL (PIA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 30APR15 (15120) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 1217' from DER, 548' left of centerline, up to 85' AGL/742' MSL.
Trees beginning 1389' from DER, 597' right of centerline, up to 75' AGL/728' MSL.
Tank 4757' from DER, 1617' left of centerline, 131' AGL/781' MSL.

Rwy 13, trees beginning 1020' from DER, 722' left of centerline, up to 85' AGL/705' MSL.
Trees 1175' from DER, 773' right of centerline, 60' AGL/682' MSL.
Flagpole 1748' from DER, 783' right of centerline, 53' AGL/687' MSL.

Rwy 22, trees beginning 450' from DER, 558' right of centerline, up to 60' AGL/691' MSL.

Rwy 31, trees beginning 818' from DER, 607' left of centerline, up to 50' AGL/706' MSL.
Trees beginning 1480' from DER, 690' right of centerline, up to 75' AGL/736' MSL.
Trees beginning 2000' from DER, 900' left of centerline, up to 75' AGL/760' MSL.
Trees beginning 3400' from DER, 165' right of centerline, up to 75' AGL/776' MSL.

MOUNT HAWLEY AUXILIARY (3MY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 12DEC13 (13346) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 369' from DER, 247' left of centerline, up to 100' AGL/826' MSL.

Rwy 36, peak 100' from DER, 374' right of centerline. 20' AGL/809' MSL.
Trees beginning 506' from DER, 12' right of centerline, up to 100' AGL/899' MSL.
Trees beginning 810' from DER, 324' left of centerline, up to 100' AGL/909' MSL.

PERU, IL
ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD (VYS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15OCT15 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, 300-1 or std. w/min. climb of 285' per NM to 900.

DEPARTURE PROCEDURE:
Rwy 18, climb heading 198° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 7, numerous poles beginning 501' from DER, right and left of centerline, up to 65' AGL/704' MSL.

Rwy 18, bush 82' from DER, 266' right of centerline, 5' AGL/641' MSL.

Rwys 25, trees beginning 1176' from DER, right and left of centerline, up to 111' AGL/718' MSL.

Ryw 36, sign 1929' from DER, 936' right of centerline, 69' AGL/723' MSL.
Poles beginning 1070' from DER, crossing left and right of centerline up to 71' AGL/713' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PHILLIPS, WI (CON’T)
PRICE COUNTY (PBH) (CON’T)

Rwy 6, trees, terrain beginning 66’ from DER, 97’ right of centerline, up to 1516’ MSL.
Trees beginning 98’ from DER, 240’ left of centerline, up to 1518’ MSL.
Trees beginning 137’ from DER, 159’ left of centerline, up to 74’ AGL/1523’ MSL.
Trees beginning 489’ from DER, 296’ left of centerline, up to 1533’ MSL.
Trees beginning 747’ from DER, 45’ left of centerline, up to 1537’ MSL.
Trees beginning 878’ from DER, 382’ right of centerline, up to 1518’ MSL.
Tree, building, water tower beginning 1189’ from DER, 57’ left of centerline, up to 1538’ MSL.
Tree 1294’ from DER, 549’ right of centerline, 1520’ MSL.
Trees beginning 1296’ from DER, 549’ right of centerline, up to 1525’ MSL.
Tree 1398’ from DER, 507’ right of centerline, 1530’ MSL.
Trees beginning 1430’ from DER, 501’ right of centerline, up to 1536’ MSL.
Tree 1522’ from DER, 683’ left of centerline, 1545’ MSL.
Trees beginning 1581’ from DER, 489’ right of centerline, up to 1540’ MSL.
Trees beginning 1624’ from DER, 144’ left of centerline, up to 82’ AGL/1561’ MSL.
Trees, poles beginning 1717’ from DER, 8’ right of centerline, up to 1553’ MSL.
Trees, poles beginning 1895’ from DER, 112’ left of centerline, up to 1562’ MSL.
Trees, transmission lines beginning 2163’ from DER, 42’ left of centerline, up to 1563’ MSL.
Trees beginning 2239’ from DER, 36’ right of centerline, up to 1562’ MSL.
Tree 2353’ from DER, 808’ right of centerline, 1563’ MSL.
Trees beginning 2372’ from DER, 7’ right of centerline, up to 1574’ MSL.
Trees beginning 2373’ from DER, 65’ left of centerline, up to 1566’ MSL.
Trees beginning 2477’ from DER, 54’ left of centerline, up to 1567’ MSL.
Trees beginning 2523’ from DER, 12’ left of centerline, up to 1569’ MSL.
Trees beginning 2646’ from DER, 129’ left of centerline, up to 1572’ MSL.
Trees beginning 3779’ from DER, 17’ left of centerline, up to 1577’ MSL.
Tree 3980’ from DER, 79’ right of centerline, 1575’ MSL.
Trees beginning 4095’ from DER, 182’ left of centerline, up to 1580’ MSL.
Trees beginning 4118’ from DER, 56’ left of centerline, up to 1587’ MSL.
Trees beginning 4289’ from DER, 191’ left of centerline, up to 1595’ MSL.
Tree 4291’ from DER, 143’ right of centerline, 1592’ MSL.
Trees beginning 4292’ from DER, 11’ right of centerline, up to 85’ AGL/1594’ MSL.

Rwy 19, tree 61’ from DER, 452’ left of centerline, 1501’ MSL.
Trees beginning 1110’ from DER, 609’ left of centerline, up to 1527’ MSL.
Trees beginning 1164’ from DER, 654’ left of centerline, up to 1530’ MSL.
Trees beginning 1309’ from DER, 10’ left of centerline, up to 1531’ MSL.
Tree 1441’ from DER, 624’ right of centerline, 1506’ MSL.
Tree 1463’ from DER, 591’ right of centerline, 45’ AGL/1508’ MSL.
Trees beginning 1558’ from DER, 418’ right of centerline, up to 1515’ MSL.
Trees beginning 1999’ from DER, 78’ right of centerline, up to 1523’ MSL.
Trees beginning 3674’ from DER, 941’ left of centerline, up to 1576’ MSL.
Tank 4854’ from DER, 1681’ left of centerline, 144’ AGL/1824’ MSL.
Water tower 4890’ from DER, 1744’ left of centerline, 148’ AGL/1631’ MSL.

Rwy 24, building 38’ from DER, 478’ right of centerline, 1489’ MSL.
Buildings beginning 48’ from DER, 454’ left of centerline, up to 24’ AGL/1489’ MSL.
Antenna 97’ from DER, 397’ right of centerline, 35’ AGL/1499’ MSL.
Poles beginning 198’ from DER, 352’ right of centerline, up to 36’ AGL/1500’ MSL.
Pole 217’ from DER, 420’ left of centerline, 35’ AGL/1500’ MSL.
Trees, fence beginning 291’ from DER, 91’ left of centerline, up to 52’ AGL/1516’ MSL.
Poles beginning 643’ from DER, 455’ right of centerline, up to 51’ AGL/1512’ MSL.
Trees, pole beginning 976’ from DER, 283’ left of centerline, up to 77’ AGL/1537’ MSL.
Trees, pole beginning 1162’ from DER, 580’ right of centerline, up to 1525’ MSL.
Trees beginning 1427’ from DER, 495’ right of centerline, up to 1534’ MSL.
Trees beginning 1672’ from DER, 504’ right of centerline, up to 1541’ MSL.
Trees beginning 1738’ from DER, 405’ left of centerline, up to 1548’ MSL.
Trees beginning 1823’ from DER, 517’ right of centerline, up to 1542’ MSL.
Trees beginning 1964’ from DER, 512’ right of centerline, up to 1553’ MSL.

PINCKNEYVILLE, IL
PINCKNEYVILLE/DU QUOIN (PJY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22SEP11 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicle on road beginning at DER, 340’ left of centerline, 15’ AGL/409’ MSL.
Power lines and vehicle on road beginning 507’ from DER, left and right of centerline, up to 40’ AGL/434’ MSL.

Rwy 36, trees beginning 1740’ from DER, 724’ right of centerline, up to 100’ AGL/495’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PITTSFIELD, IL
PITTSFIELD PENSTONE MUNI (PPQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 26JUL12 (12208) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, vehicles on roadway beginning 29' from DER, 360' right of centerline, up to 15' AGL/724' MSL.
Trees beginning 819' from DER, 564' right of centerline, up to 100' AGL/779' MSL.
Trees beginning 912' from DER, 629' left of centerline, up to 100' AGL/759' MSL.
Rwy 31, trees beginning 594' from DER, 626' left of centerline, up to 100' AGL/789' MSL.
Vehicles on roadway beginning 1038' from DER, 776' right of centerline, up to 17' AGL/746' MSL.
Trees beginning 1652' from DER, 172' right of centerline, up to 100' AGL/859' MSL.

PLATTEVILLE, WI
PLATTEVILLE MUNI (PVB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27AUG09 (09239) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, vehicle on road beginning 499' from DER, left to right of centerline, up to 15' AGL/1053' MSL.
Pavilion 250' from DER, 345' left of centerline, 17' AGL/1039' MSL.
Poles beginning 208' from DER, 438' left of centerline, up to 37' AGL/1059' MSL.
Trees beginning 224' from DER, 17' right of centerline, up to 47' AGL/1069' MSL.
Trees beginning 257' from DER, 222' left of centerline, up to 29' AGL/1051' MSL.
Rwy 25, tree 91' from DER, 277' left of centerline, 21' AGL/1020' MSL.
Trees beginning 57' from DER, 329' right of centerline, up to 10' AGL/1009' MSL.
Rwy 15, tree 1145' from DER, 620' right of centerline, 52' AGL/1073' MSL.
Trees beginning 61' from DER, 208' left of centerline, up to 11' AGL/1032' MSL.

PONTIAC, IL
PONTIAC MUNI (PNT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31JUL08 (08213) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 24, multiple buildings beginning 766' from DER, 60' left of centerline, up to 28' AGL/672' MSL.
Tree 2226' from DER, 1040' right of centerline, 100' AGL/744' MSL.
Multiple light poles beginning 3635' from DER, 262' right of centerline, up to 130' AGL/774' MSL.

POPLAR GROVE, IL
POPLAR GROVE (C77)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 04NOV99 (99308) (FAA)
TAKEOFF MINIMUMS:
Rwy 30, 300-1 or std. with a min. climb of 310' per NM to 1000.
Rwys 9, 12, 17, 27, 35, NA.

PORTAGE, WI
PORTAGE MUNI (C47)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05JAN17 (17005) (FAA)
TAKEOFF MINIMUMS:
Rwy 22, std. w/min. climb of 259' per NM to 1900 or 1000-2½ for VCOA.
DEPARTURE PROCEDURE:
Rwy 18, climb on heading 181° to 1900 before turning right.
VCOA
Rwy 22, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Portage Muni airport at or above 1700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees and vehicles on road beginning at DER, 48' right of centerline, up to 100' AGL/925' MSL.
Vehicles on road 1' from DER, 88' left of centerline, 15' AGL/840' MSL.
Trees beginning 12' from DER, 27' left of centerline, up to 100' AGL/925' MSL.
Trees and telephone line beginning 120' from DER, 264' left of centerline, up to 43' AGL/852' MSL.
Trees beginning 1573' from DER, 551' left of centerline, up to 77' AGL/906' MSL.
Rwy 18, trees and poles 5' from DER, 127' right of centerline, up to 42' AGL/860' MSL.
Vehicle on road 64' from DER, 22' right of centerline, 15' AGL/835' MSL.
Parking lots 222' from DER, 134' right of centerline, 837' MSL.
Tree and parking lot beginning 336' from DER, 91' right of centerline, up to 874' MSL.
Tree 373' from DER, 215' right of centerline, 888' MSL.
Tree, parking lot, pole, bldg, telephone line and fence beginning 449' from DER, 19' right of centerline, up to 889' MSL.
Tree 1008' from DER, 437' right of centerline, 895' MSL.
Power transmission lines, tree, vehicles on road beginning 1072' from DER, 2' right of centerline, up to 77' AGL/906' MSL.
CONT

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
PORTAGE, WI (CON’T)
PORTAGE MUNI (C47) (CON’T)

Rwy 18 (CONT), power transmission lines, vehicle on road, tree and pole beginning 1277’ from DER, 43’ right of centerline, up to 103’ AGL/940’ MSL.

Pol beginning 47’ from DER, 187’ left of centerline, up to 26’ AGL/848’ MSL.

Tree, pole and vehicle on road beginning 57’ from DER, 81’ left of centerline, up to 853’ MSL.

Tree 271’ from DER, 148’ left of centerline, 858’ MSL.

Tree and vehicle on road beginning 372’ from DER, 135’ left of centerline, up to 865’ MSL.

Tree 483’ from DER, 621’ left of centerline, 869’ MSL.

Tree and bldg beginning 529’ from DER, 66’ left of centerline, up to 880’ MSL.

Trees beginning 600’ from DER, 343’ left of centerline, 892’ MSL.

Trees beginning 622’ from DER, 453’ left of centerline, up to 888’ MSL.

Tree, pole and telephone line beginning 700’ from DER, 150’ left of centerline, up to 892’ MSL.

Tree and power transmission lines beginning 905’ from DER, 3’ left of centerline, up to 902’ MSL.

Tree 1870’ from DER, 111’ left of centerline, 907’ MSL.

Tree, pole and power transmission lines beginning 1996’ from DER, 1’ left of centerline, up to 921’ MSL.

Power transmission lines and tree beginning 3392’ from DER, 222’ left of centerline, up to 925’ MSL.

Rwy 22, trees beginning at DER, 107’ right of centerline, up to 100’ AGL/925’ MSL.

Parking lot 69’ from DER, 222’ right of centerline, 840’ MSL.

Vehicles on road beginning 377’ from DER, 9’ right of centerline, up to 15’ AGL/840’ MSL.

Pol 403’ from DER, 352’ right of centerline, 63’ AGL/886’ MSL.

Power transmission lines beginning 1000’ from DER, 412’ right of centerline, up to 64’ AGL/886’ MSL.

Power transmission lines beginning 1833’ from DER, 114’ right of centerline, up to 899’ MSL.

Power transmission lines beginning 2295’ from DER, 1054’ right of centerline, up to 955’ MSL.

Bldg 7’ from DER, 313’ left of centerline, 33’ AGL/856’ MSL.

Ol on bldg and parking lot beginning 14’ from DER, 243’ left of centerline, up to 859’ MSL.

Trees beginning 221’ from DER, 68’ left of centerline, up to 862’ MSL.

Tree, vehicles on road, pole and telephone line beginning 267’ from DER, 44’ left of centerline, up to 873’ MSL.

Trees beginning 2046’ from DER, 183’ left of centerline, up to 917’ MSL.

Tree 2542’ from DER, 636’ left of centerline, 923’ MSL.

Tree 2625’ from DER, 1179’ left of centerline, 925’ MSL.

Rwy 36, trees beginning 2’ from DER, 43’ right of centerline, up to 51’ AGL/847’ MSL.

Trees and vehicles on road beginning 46’ from DER, 28’ right of centerline, up to 882’ MSL.

Trees beginning 1833’ from DER, 13 right of centerline, up to 883’ MSL.

Trees beginning 2673’ from DER, 407’ right of centerline, up to 110’ AGL/903’ MSL.

Vehicles on road beginning 13’ from DER, 116’ left of centerline, up to 821’ MSL.

Trees and vehicles on road beginning 105’ from DER, 50’ left of centerline, up to 827’ MSL.

Trees beginning 365’ from DER, 224’ left of centerline, up to 831’ MSL.

Tree 450’ from DER, 126’ left of centerline, 832’ MSL.

Tree 621’ from DER, 128’ left of centerline, 853’ MSL.

Trees beginning 707’ from DER, 130’ left of centerline, up to 875’ MSL.

Trees beginning 997’ from DER, 11’ left of centerline, up to 880’ MSL.

Tree 3079’ from DER, 366’ left of centerline, 893’ MSL.

Trees beginning 3167’ from DER, 284’ left of centerline, up to 903’ MSL.

PRAIRIE DU CHIEN, WI
PRAIRIE DU CHIEN MUNI (PDC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 26JUL12 (12208) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 200-1¼ or std. w/min. climb of 444’ per NM to 900.

Rwy 14, 600-3 w/min. climb of 251’ per NM to 1400 or std. w/min. climb of 589’ per NM to 1400, or 1200-2½ for climb in visual conditions.

Rwy 22, 500-3 w/min. climb of 230’ per NM to 1300 or std. w/min. climb of 261’ per NM to 1300, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 110° to 2000 before turning.

Rwy 14, climb heading 140° to 2000 before turning, for climb in visual conditions cross Prairie du Chien airport at or above 1700’ MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 29, climb heading 290° to 2000 before turning, for climb in visual conditions cross Prairie du Chien airport at or above 1700’ MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

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

TAKEOFF OBSTACLE NOTES:

Rwy 11, poles, signs, trees, terrain and road beginning 59’ from DER, 9’ left of centerline, up to 70’ AGL/809’ MSL.

Rwy 14, trees, terrain, and NAVAID beginning 21’ from DER, 62’ left of centerline, up to 187’ AGL/801’ MSL.

Trees and railroad beginning 180’ from DER, 53’ right of centerline, up to 112’ AGL/727’ MSL.

Rwy 29, tanks, railroad, trees, and road beginning 141’ from DER, 11’ left of centerline, up to 70’ AGL/724’ MSL.

Trees, poles, road, and tower beginning 446’ from DER, 89’ right of centerline, up to 68’ AGL/717’ MSL.

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

PRAIRIE DU CHIEN, WI (CON’T)

PRAIRIE DU CHIEN MUNI (PDC) (CON’T)

Rwy 32, NAVAIDs 25’ from DER, 77’ left and right of centerline, up to 4’ AGL/653’ MSL.
Pole 241’ from DER, 198’ left of centerline, 60’ AGL/714’ MSL.
Trees, poles, and towers beginning 1418’ from DER, 200’ right of centerline, up to 65’ AGL/719’ MSL.

PRAIRIE DU SAC, WI

SAUK/PRAIRIE (91C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20DEC07 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, std. w/min. climb gradient of 221’ per NM to 1700 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 36, climb heading 357° to 1700 before turning or for climb in visual conditions cross Sauk/Prairie airport at or above 1700 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, utility pole, 330’ from DER, 325’ right of centerline, 19’ AGL/839’ MSL.
Trees beginning 802’ from DER, 175’ left of centerline, up to 100’ AGL/919’ MSL.
Trees beginning 921’ from DER, on centerline, up to 100’ AGL/929’ MSL.

Rwy 36, navigation light top 15’ from DER, 35’ right of centerline, 2’ AGL/833’ MSL.
Navigation light top 16’ from DER, 60’ left of centerline, 3’ AGL/834’ MSL.
Silo top 855’ from DER, 414’ left of centerline, up to 33’ AGL/864’ MSL.

Trees beginning 967’ from DER, 611’ left of centerline, up to 60’ AGL/891’ MSL.

QUINCY, IL

QUINCY RGNL-BALDWIN FLD (UIN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15JUN23 (23166) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, terrain 352’ from DER, 400’ right of centerline, 784’ MSL.
Tree 1041’ from DER, 706’ right of centerline, 797’ MSL.
Tree 1128’ from DER, 623’ left of centerline, 775’ MSL.

Rwy 22, tree 620’ from DER, 665’ right of centerline, 804’ MSL.

RACINE, WI

BATTEN INTL (RAC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 22JUN17 (17173) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 137’ from DER, 185’ right of centerline, up to 676’ MSL.
Tree 195’ from DER, 445’ left of centerline, 690’ MSL.
Pole beginning 220’ from DER, 530’ left of centerline, up to 692’ MSL.
Tree, pole, building beginning 223’ from DER, 226’ left of centerline, up to 694’ MSL.
Tree 394’ from DER, 96’ right of centerline, 681’ MSL.
Tree 576’ from DER, 521’ left of centerline, 701’ MSL.

Trees beginning 205’ from DER, up to 702’ MSL.

Tree, pole beginning 688’ from DER, 419’ right of centerline, up to 697’ MSL.

Racine, pole-620’ from DER, 280’ left of centerline, up to 709’ MSL.
Tree 1371’ from DER, 700’ left of centerline, 712’ MSL.

Rwy 14, tree 18’ from DER, 497’ right of centerline, 673’ MSL.
Tree 19’ from DER, 314’ left of centerline, 702’ MSL.

Trees beginning 71’ from DER, 315’ right of centerline, up to 716’ MSL.

Tree, ant, pole, flgpl, tree beginning 239’ from DER, 431’ left of centerline, up to 57’ AGL/706’ MSL.

OL on light stan, pole, tree beginning 361’ from DER, 2’ right of centerline, up to 717’ MSL.

Tree, tower, ant, antenna beginning 617’ from DER, 181’ left of centerline, up to 711’ MSL.

Trees beginning 1940’ from DER, 695’ right of centerline, up to 718’ MSL.

Rwy 22, pole, light standard, vehicle on road beginning 35’ from DER, 1’ left of centerline, up to 22’ AGL/694’ MSL.

Tree 253’ from DER, 177’ left of centerline, 701’ MSL.

Tree 1450’ from DER, 168’ left of centerline, 713’ MSL.

Tree 1521’ from DER, 37’ right of centerline, 723’ MSL.

Tree 1628’ from DER, 614’ right of centerline, 729’ MSL.

Tree 2327’ from DER, 546’ right of centerline, 749’ MSL.

Tree 3120’ from DER, 274’ right of centerline, 763’ MSL.

Tower, antenna beginning 3843’ from DER, 1214’ right of centerline, up to 103’ AGL/797’ MSL.

Rwy 32, fence, blast fence beginning 18’ from DER, 103’ left of centerline, up to 8’ AGL/682’ MSL.

Building beginning 63’ from DER, 484’ left of centerline, up to 686’ MSL.

Tree, vehicle on road, tower, building building 79’ from DER, 68’ left of centerline, up to 57’ AGL/734’ MSL.

Vehicle on road 180’ from DER, 17’ right of centerline, 688’ MSL.

Pole, OL on pole beginning 215’ from DER, 116’ right of centerline, up to 28’ AGL/686’ MSL.

Tree, vehicle on road beginning 236’ from DER, 9’ right of centerline, up to 722’ MSL.

Trees beginning 357’ from DER, 94’ right of centerline, up to 732’ MSL.

Tower, antenna, tree, pole beginning 356’ from DER, 153’ left of centerline, up to 56’ AGL/736’ MSL.

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

RACINE, WI (CON’T)

BATTEN INTL (RAC) (CON’T)

Rwy 32 (CON’T), trees beginning 420’ from DER, 13’ right of centerline, up to 740’ MSL.
Trees beginning 584’ from DER, 260’ left of centerline, up to 739’ MSL.
Tree 839’ from DER, 491’ left of centerline, 742’ MSL.
Tree 842’ from DER, 391’ left of centerline, 751’ MSL.
Trees beginning 944’ from DER, 56’ left of centerline, up to 80’ AGL/759’ MSL.

RANTOUL, IL

RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15DEC11 (21224) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 1994’ from DER, 28’ right of centerline, up to 100’ AGL/829’ MSL.
Rwy 18, trees beginning 2685’ from DER, 12’ left of centerline, up to 100’ AGL/839’ MSL.
Rwy 27, trees beginning 2651’ from DER, 15’ right of centerline, up to 100’ AGL/839’ MSL.
Rwy 36, trees beginning 1313’ from DER, 5’ right of centerline, up to 100’ AGL/839’ MSL.
Tower 4949’ from DER, 1784’ right of centerline, 139’ AGL/874’ MSL.

REEDSBURG, WI

REEDSBURG MUNI (C35)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 14JUL22 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwys 7, 25, NA-Obstacles.
Rwy 18, std. w/min. climb of 505’ per NM to 1400 or 400-1 ½ w/min. climb of 215’ per NM to 2000 or 1000-3. For climb in visual conditions.
Rwy 36, 400-2 or std. w/min. climb of 300’ per NM to 1400.

DEPARTURE PROCEDURE:
Rwy 18, for climb in visual conditions: cross Reedsburg Muni airport at or above 1600 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 22’ from DER, 6’ right of centerline, up to 88’ AGL/1031’ MSL.
Train and railroad tracks 99’ from DER, right to left of centerline, 23’ AGL/900’ MSL.
Terrain beginning 206’ from DER, 83’ right of centerline, 1033’ MSL.
Vehicle on road 571’ from DER, right to left of centerline, 15’ AGL/1033’ MSL.
T-L tower 3633’ from DER, right to left of centerline, up to 80’ AGL/1009’ MSL.
Trees beginning 27’ from DER, 6’ left of centerline, up to 89’ AGL/1032’ MSL.
Pole 3842’ from DER, 39’ left of centerline, up to 76’ AGL/997’ MSL.
Terrain beginning 5518’ from DER, 14’ left of centerline, 1033’ MSL.
Rwy 36, vertical structures beginning 23’ from DER, 62’ right and left of centerline, up to 21’ AGL/942’ MSL.
Vehicle on road 44’ from DER, left to right of centerline, 15’ AGL/962’ MSL.
Buildings beginning 79’ from DER, 5’ right of centerline, up to 29’ AGL/1050’ MSL.
Trees beginning 100’ from DER, 12’ right of centerline, up to 40’ AGL/1041’ MSL.
Fences beginning 121’ from DER, right and left of centerline, up to 24’ AGL/925’ MSL.
Signs beginning 196’ from DER, left and right of centerline, up to 38’ AGL/939’ MSL.
Parking lot 198’ from DER, 295’ right of centerline, 13’ AGL/914’ MSL.
Poles beginning 204’ from DER, right and left of centerline, up to 102’ AGL/1043’ MSL.
Light support structures beginning 291’ from DER, left and right of centerline, up to 44’ AGL/945’ MSL.
Buildings beginning 328’ from DER, 107’ left of centerline, up to 55’ AGL/976’ MSL.
Terrain beginning 397’ from DER, 176’ right of centerline, up to 915’ MSL.
Fences poles begin 359’ from DER, 158’ left of centerline, up to 37’ AGL/978’ MSL.
Trees and transmission line beginning 1032’ from DER, 28’ left of centerline, up to 61’ AGL/1041’ MSL.

RHINELANDER, WI

RHINELANDER/ONEIDA COUNTY (RHI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4B 05NOV20 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, std. w/min. climb of 230’ per NM to 3900, or 1100-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 9, climb on heading 091° to 3900 before turning.
VCOA:
Rwy 9, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Rhinelander/Oneida County airport at or above 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 9, utility pole 40’ from DER, 149’ right of centerline, 1’ AGL/1601’ MSL.
Utility pole 41’ from DER, 149’ left of centerline, 1’ AGL/1601’ MSL.
Trees beginning 2294’ from DER, 977’ right of centerline, up to 1670’ MSL.
Tree 2769’ from DER, 931’ left of centerline, 1669’ MSL.
Trees beginning 2870’ from DER, 910’ left of centerline, up to 1678’ MSL.
Tree 3006’ from DER, 1002’ right of centerline, 1675’ MSL.
CON’T
RACINE, WI (CON’T)

BATTEN INTL (RAC) (CON’T)

Rwy 9 (CON’T), tree 3010’ from DER, 1283’ left of centerline, 1679’ MSL.
Tree 3054’ from DER, 1196’ right of centerline, 1680’ MSL.
Trees beginning 3106’ from DER, 1076’ right of centerline, up to 1684’ MSL.
Trees beginning 3110’ from DER, 1104’ left of centerline, up to 1689’ MSL.
Trees beginning 3218’ from DER, 710’ left of centerline, up to 1690’ MSL.
Stack 1.6 NM from DER, 3028’ left of centerline, 296’ AGL/1857’ MSL.

Rwy 15, fence beginning 61’ from DER, 482’ left of centerline, up to 6’ AGL/1625’ MSL.
Trees and pole beginning 624’ from DER, 283’ right of centerline, up to 1684’ MSL.
Trees beginning 663’ from DER, 465’ left of centerline, up to 1657’ MSL.
Trees beginning 681’ from DER, 376’ left of centerline, up to 1660’ MSL.

Rwy 27, vehicle on road beginning 99’ from DER, 50’ left of centerline, up to 1638’ MSL.
Vehicle on road 620’ from DER, 611’ right of centerline, 1651’ MSL.
Fence 763’ from DER, 642’ right of centerline, 14’ AGL/1252’ MSL.
Vehicle on road beginning 884’ from DER, 648’ right of centerline, up to 1655’ MSL.
Vehicle on road 1206’ from DER, 695’ right of centerline, 1660’ MSL.
Tree 2686’ from DER, 1147’ right of centerline, 1691’ MSL.
Tree 2890’ from DER, 1190’ right of centerline, 1696’ MSL.

Rwy 33, tree 187’ from DER, 405’ left of centerline, 1609’ MSL.
Tree 355’ from DER, 347’ left of centerline, 1631’ MSL.
Tree and poles beginning 704’ from DER, 405’ left of centerline, up to 1655’ MSL.
Tree 891’ from DER, 527’ right of centerline, 1659’ MSL.
Tree 1267’ from DER, 831’ right of centerline, 1685’ MSL.
Tree 1559’ from DER, 615’ left of centerline, 1658’ MSL.
Tree 1650’ from DER, 450’ right of centerline, 1686’ MSL.
Tree 1683’ from DER, 426’ right of centerline, 1690’ MSL.
Tree 1724’ from DER, 750’ right of centerline, 1703’ MSL.
Trees and pole beginning 1770’ from DER, 338’ right of centerline, up to 1704’ MSL.
Pole 1803’ from DER, 335’ left of centerline, 1664’ MSL.
Pole 2135’ from DER, 106’ left of centerline, 1669’ MSL.

RICE LAKE, WI

RICE LAKE RGNL/CARL'S FLD (RPD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08NOV18 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std. w/min. climb of 231’ per NM to 2200, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 1, for climb in visual conditions: cross Rice Lake Rgnl/Carl's Fld at or above 2300.
Rwy 31, climb via heading 310° to 1900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 1324’ from DER, 701’ left of centerline, up to 1157’ MSL.
Tree 1693’ from DER, 258’ left of centerline, 1156’ MSL.
Tree 1881’ from DER, 970’ left of centerline, 1162’ MSL.
Tree 1971’ from DER, 883’ left of centerline, 1163’ MSL.
Tree 2288’ from DER, 893’ left of centerline, 1167’ MSL.

Rwy 13, trees 1550’ from DER, 200’ right of centerline, 67’ AGL/1167’ MSL.
Rwy 19, trees 2780’ from DER, 200’ left of centerline, 73’ AGL/1169’ MSL.
Rwy 31, trees 1480’ from DER, 50’ right of centerline, 64’ AGL/1156’ MSL.

RICHLAND CENTER, WI

RICHLAND (93C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29AUG07 (07241) (FAA)

TAKEOFF MINIMUMS:

Rwys 9,17, NA.
Rwy 27, 400-2 or std. with a min. climb of 491’ per NM to 1300.
Rwy 35, 300-1 or std. with a min. climb of 222’ per NM to 1800.
ROBINSON, IL
CRAWFORD COUNTY (RSV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (21224) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees 2285' from DER, 474' right of centerline, 60' AGL/516' MSL.
Rwy 17, tree 2493' from DER, 521' right of centerline, 100' AGL/589' MSL.

ROCHELLE, IL
ROCHELLE MUNI/KORITZ FLD (RPJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 04FEB16 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, 300-1 w/min. climb of 243' per NM to 1700 or std. w/min. climb of 364' per NM to 1200.
TAKEOFF OBSTACLE NOTES:
Rwy 7, runway lights and NAVAIDs beginning 10' from DER, 17' left and right of centerline, up to 3' AGL/782' MSL.
Tree 292' from DER, 482' right of centerline, 64' AGL/845' MSL.

SALEM, IL
SALEM-LECKRONE (SLO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 10JAN13 (13010) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-1¼ or std. w/min. climb of 291' per NM to 900' MSL.
DEPARTURE PROCEDURE:
Rwy 18, Climb heading 181° to 1900 before turning east.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 272' from DER, left and right of centerline, up to 100' AGL/635' MSL.
Antenna tower 1.0 NM from DER, 257' right of centerline, 200' AGL/739' MSL.

SAVANNA, IL
TRI-TOWNSHIP (SFY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 12AUG21 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 400-2½ or std. w/min. climb of 208' per NM to 1100.
TAKEOFF OBSTACLE NOTES:
Rwy 13, vehicle on road 20' from DER, 352' left of centerline, 627' MSL.
Tree 99' from DER, 71' right of centerline, 616' MSL.
Tree 104' from DER, 281' left of centerline, 635' MSL.

CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
SAVANNA, IL (CON’T)
TRI-TOWNSHIP (SFY) (CON’T)

Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors)

Takeoff Minimums:
Rwy 31 (CON’T), trees beginning 1557’ from DER, 223’ left of centerline, up to 688’ MSL.
Trees beginning 1702’ from DER, 38’ right of centerline, up to 679’ MSL.
Trees beginning 1733’ from DER, 28’ left of centerline, up to 689’ MSL.

SHAWANO, WI

Shawano Muni (EZS)

Takeoff Minimums and (Obstacle) Departure Procedures

Amdt 2A 03APR14 (14093) (FAA)

Takeoff Minimums:
Rwy 12, 600-3 or std. w/ min. climb of 329’ per NM to 1600.
Rwy 17, 300-2 or std. w/ min. climb of 245’ per NM to 1200.
Rwy 30, 300-1½ or std. w/ min. climb of 248’ per NM to 1100.

Takeoff Obstacle Notes:
Rwy 12, tower 2.3 NM from DER, 3006’ right of centerline, 222’ AGL/1240’ MSL.
Multiple trees beginning 1700’ from DER, 389’ left to 1117’ right of centerline, up to 100’ AGL/929’ MSL.
Vehicle on road 538’ from DER, crossing left to right 17’ AGL/824’ MSL.

Rwy 17, multiple trees beginning 1710’ from DER, 2951’ left to 1292’ right of centerline, up to 100’ AGL/1059’ MSL.
Elevator 5839’ from DER, 738’ right of centerline, 149’ AGL/979’ MSL.

Rwy 30, multiple trees beginning 649’ from DER, 1052’ left to 1117’ right of centerline, up to 100’ AGL/929’ MSL.
Water tank 1.1 NM from DER, 1310’ right of centerline, 175’ AGL/1059’ MSL.

Rwy 35, ships 1007’ from DER, left to right of centerline, up to 60’ AGL/869’ MSL.
Vehicle on road 580’ from DER, left to right of centerline, up to 15’ AGL/824’ MSL.
Multiple trees beginning 2200’ from DER, 724’ left of centerline, up to 100’ AGL/909’ MSL.

SHEBOYGAN, WI

Sheboygan County Meml (SBM)

Takeoff Minimums and (Obstacle) Departure Procedures

Amdt 2 10JAN13 (21224) (FAA)

Takeoff Obstacle Notes:
Rwy 13, tree 366’ from DER, 106’ left of centerline, 31’ AGL/761’ MSL.
Tree 494’ from DER, 33’ left of centerline, 24’ AGL/754’ MSL.
Trees beginning 29’ from DER, 391’ left of centerline, up to 91’ AGL/821’ MSL.
Vehicle on road 553’ from DER, west to east, 15’ AGL/764’ MSL.
Poles and trees beginning 543’ from DER, 493’ right of centerline, up to 62’ AGL/805’ MSL.

Rwy 22, obstruction light on localizer 157’ from DER, 4’ left of centerline, 11’ AGL/750’ MSL.
Aircraft on ramp, 780’ from DER, 645’ left of centerline, 15’ AGL/764’ MSL.

Rwy 31, pole 405’ from DER, 40’ right of centerline, 27’ AGL/777’ MSL.
Trees and fence 70’ from DER, 352’ right of centerline, up to 56’ AGL/806’ MSL.

Trees beginning 835’ from DER, 653’ right of centerline, up to 100’ AGL/709’ MSL.
Trees beginning 1500’ from DER, 819’ left of centerline, up to 100’ AGL/709’ MSL.

Rwy 36, vehicle on roadway 665’ from DER, left and right of centerline, 15’ AGL/644’ MSL.

Trees beginning 835’ from DER, 653’ right of centerline, up to 100’ AGL/709’ MSL.
Trees beginning 1500’ from DER, 819’ left of centerline, up to 100’ AGL/709’ MSL.

SHELBYVILLE, IL

Shelby County (2H0)

Takeoff Minimums and (Obstacle) Departure Procedures

Orig 03JUN10 (10154) (FAA)

Takeoff Minimums:
Rwys 4, 22, 14, 32, NA-Environmental.

Takeoff Obstacle Notes:
Rwy 18, vehicle on roadway 529’ from DER, left and right of centerline, 15’ AGL/634’ MSL.
Building 716’ from DER, 561’ left of centerline, 25’ AGL/644’ MSL.

Trees 1345’ from DER, 482’ right of centerline, 76’ AGL/826’ MSL.
Trees 2227’ from DER, 18’ right of centerline, 71’ AGL/821’ MSL.

Trees 1604’ from DER, 32’ left of centerline, 95’ AGL/845’ MSL.

Tower 4606’ from DER, 920’ left of centerline, 139’ AGL/889’ MSL.

Transmission line tower 4691’ from DER, 1003’ left of centerline, 140’ AGL/890’ MSL.

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SHELL LAKE, WI
SHELL LAKE MUNI (SSQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14FEB08 (08045) (FAA)
TAKEOFF MINIMUMS:

Rwy 14, 200-1/4° or std. w/min climb of 238’ per NM to 1500, or alternatively with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2000’ prior to DER.
Rwy 32, 200-1/4° or std. w/min climb of 235’ per NM to 1500, or alternatively with std. takeoff minimums and normal 200’ per NM climb gradient, takeoff must occur no later than 2000’ prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 14, vehicle and road 91’ from DER, 167’ left of centerline, up to 15’ AGL/1244’ MSL.
Trees beginning 147’ from DER, 89’ right of centerline up to 100’ AGL/1409’ MSL.
Vehicle and road 218’ from DER, 144’ right of centerline, up to 15’ AGL/1244’ MSL.
Trees beginning 358’ from DER, 306’ left of centerline up to 100’ AGL/1329’ MSL.
Rwy 32, vehicle and road 84’ from departure end of runway, 3’ left of centerline, up to 15’ AGL/1264’ MSL.
Railroad 347’ from DER, 56’ left of centerline, up to 23’ AGL/1272’ MSL.
Railroad 827’ from DER, 686’ right of centerline, up to 23’ AGL/1272’ MSL.
Trees 2467’ from DER, 100’ left of centerline, up to 100’ AGL/1419’ MSL.
Trees 2645’ from DER, 100’ left of centerline, up to 100’ AGL/1419’ MSL.

SIREN, WI
BURNETT COUNTY (RZN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02MAY13 (13122) (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 89’ from DER, 18’ left of centerline, up to 46’ AGL/1035’ MSL.
Trees beginning 546’ from DER 144’ right of centerline, up to 55’ AGL/1044’ MSL.
Trees beginning 1020’ from DER, 33’ left of centerline, up to 74’ AGL/1063’ MSL.
Trees beginning 1026’ from DER 28’ right of centerline, up to 81’ AGL/1070’ MSL.
Poles beginning 221’ from DER, 227’ right of centerline, up to 30’ AGL/1014’ MSL.
Vehicles on road, beginning 147’ from DER, 181’ right of centerline, up to 15’ AGL/1002’ MSL.
Building 450’ from DER, 471’ right of centerline, 18’ AGL/1007’ MSL.
Equipment 96’ from DER, 474’ right of centerline, 3’ AGL/987’ MSL.
Rwy 14, trees beginning 271’ from DER, 351’ left of centerline, up to 37’ AGL/1026’ MSL.
Trees beginning 493’ from DER, 439’ right of centerline, up to 64’ AGL/1053’ MSL.
Trees beginning 1277’ from DER, 13’ left of centerline, up to 98’ AGL/1087’ MSL.
Trees beginning 1198’ from DER, 7’ right of centerline, up to 107’ AGL/1096’ MSL.
Vehicles on road, beginning 306’ from DER, 56’ right and left of centerline, up to 15’ AGL/’ MSL.
Poles beginning 667’ from DER, 207’ right of centerline, up to 45’ AGL/1007’ MSL.
Poles beginning 679’ from DER, 41’ left of centerline, up to 38’ AGL/1027’ MSL.
Building 1168’ from DER, 90’ right of centerline, 35’ AGL/1019’ MSL.
Rwy 23, trees beginning 56’ from DER, 267’ left of centerline, up to 62’ AGL/1051’ MSL.
Trees beginning 35’ from DER, 49’ right of centerline, up to 19’ AGL/1008’ MSL.
Trees beginning 1086’ from DER, 10’ left of centerline, up to 79’ AGL/1068’ MSL.
Trees beginning 1091’ from DER, 8’ right of centerline, up to 75’ AGL/1069’ MSL.
REIL 10’ from DER, 76’ left of centerline, 7’ AGL/991’ MSL.
REIL 10’ from DER, 77’ right of centerline, 6’ AGL/990’ MSL.
Pole 1655’ from DER, 10’ left of centerline, 50’ AGL/1034’ MSL.
Rwy 32, trees beginning 1174’ from DER, 449’ left of centerline, up to 45’ AGL/1029’ MSL.
Trees beginning 297’ from DER, 522’ right of centerline, up to 50’ AGL/1039’ MSL.
Trees beginning 1400’ from DER, 23’ left of centerline, up to 78’ AGL/1062’ MSL.
Trees beginning 1057’ from DER, 23’ right of centerline, up to 72’ AGL/1056’ MSL.
Poles beginning 942’ from DER, 83’ left of centerline, up to 49’ AGL/1033’ MSL.
Poles beginning 871’ from DER, 393’ right of centerline, up to 29’ AGL/1018’ MSL.
Vehicles on road, beginning 118’ from DER, 521’ left of centerline, up to 15’ AGL/998’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SOLO SPRINGS, WI
SOLO SPRINGS MUNI (OLG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, building 37' from DER, 59' right of centerline, 19' AGL/1119' MSL.
Trees beginning 65' from DER, 329' left of centerline, up to 49' AGL/1149' MSL.
Vehicles on roadway left and right of centerline beginning 77' from DER, up to 15' AGL/1114' MSL.
Poles beginning 785' from DER, 526' right of centerline, up to 43' AGL/1143' MSL.
Trees beginning 1140' from DER, 277' right of centerline, up to 48' AGL/1148' MSL.
Trees left and right of centerline beginning 1474' from DER, up to 61' AGL/1161' MSL.
Rwy 19, structure 12' from DER, 26' left of centerline, 3' AGL/1104' MSL.
Vehicles on roadway beginning 20' from DER, 248' right of centerline, up to 15' AGL/1116' MSL.
Terrain 40' from DER, 109' right of centerline, 1104' MSL.
Trees beginning 45' from DER, 307' right of centerline, up to 40' AGL/1141' MSL.
Trees beginning 74' from DER, 319' left of centerline, up to 75' AGL/1176' MSL.
Trees left and right of centerline beginning 1027' from DER, up to 54' AGL/1155' MSL.
Transmission line beginning 2455' from DER, 740' right of centerline, up to 123' AGL/1224' MSL.

SPARTA, IL
SPARTA COMMUNITY-HUNTER FLD (SAR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07FEB13 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwys 9, 27, NA - Environmental.
Rwy 18, 300-1½ or std. w/ min. climb of 316' per NM to 1000 MSL.
TAKEOFF OBSTACLE NOTES:
Rwy 18, tower 1.4 NM from DER, 771' right of centerline, 260' AGL/1780' MSL.
Multiple light poles beginning 41' from DER, 495' right of centerline, up to 33' AGL/572' MSL.
Antenna 1838' from DER, 615' right of centerline, 51' AGL/590' MSL.
Multiple buildings beginning at 386' from DER, 378' right of centerline, up to 38' AGL/569' MSL.
Trees beginning 119' from DER, 65' left of centerline, up to 100' AGL/580' MSL.
Trees beginning 9' from DER, 8' right of centerline, up to 100' AGL/630' MSL.
Water tower 5238' from DER, 666' right of centerline, 140' AGL/669' MSL.
Sign 12' from DER, 152' right of centerline, 5' AGL/526' MSL.
Vehicles on road beginning 500' from DER, 144' right of centerline, 15' AGL/536' MSL.
Rwy 36, trees beginning 165' from DER, 166' left of centerline, up to 100' AGL/610' MSL.
Trees beginning 612' from DER, 413' right of centerline, up to 100' AGL/619' MSL.

SPARTA, WI
SPARTA/FORT MC COY (CMY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 30JUN11 (11181) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 400-1½.
Rwy 19, 500-2½ w/ min. climb of 217' per NM to 1800 or std. w/min. climb of 425' per NM to 1500, or 1100-2½, for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 1, climb heading 030° to 1600 before turning on course.
Rwy 11, climb heading 112° to 1800 before turning on course.
Rwy 19, climb heading 195° to 1500 before turning on course.
Rwy 29, climb heading 287° to 1500 before turning on course. For climb in visual conditions. Cross Sparta/Fort Mc Coy airport at or above 1800' MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1, rising terrain beginning 14' from DER, left and right of centerline, up to 1019' MSL.
Trees beginning 73' from DER, left and right of centerline, up to 100' AGL/1119' MSL.
Vehicles on road beginning 1437' from DER, left and right of centerline, up to 15' AGL/874' MSL.
Rwy 11, Obstruction light on pole 759' from DER, 232' left of centerline, 26' AGL/854' MSL.
Trees beginning 989' from DER, left and right of centerline, up to 100' AGL/949' MSL.
Rwy 19, trees beginning 99' from DER, left and right of centerline, up to 100' AGL/1239' MSL.
Ridge 8695' from DER, 2008' left of centerline, 0' AGL/1122' MSL.
Rwy 29, trees beginning 802' from DER, 31' left of centerline, up to 61' AGL/879' MSL.
Pole 1447' from DER, 452' right of centerline, 50' AGL/866' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SPRINGFIELD, IL
ABRAHAM LINCOLN CAPITAL (SPI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 15JUN23 (23166) (FAA)
TAKEOFF OBSTACLE NOTES:
  Rw 4, multiple trees beginning 1456' from DER, 734' left of centerline, up to 59' AGL/650' MSL.
  Rw 13, bush 342' from DER, 299' right of centerline, 43' AGL/592' MSL.
  Rw 31, multiple trees beginning 1641' from DER, 619' left of centerline, up to 81' AGL/665' MSL.

STERLING-ROCKFALLS, IL
WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20NOV08 (21224) (FAA)
TAKEOFF OBSTACLE NOTES:
  Rw 7, elevator 3095' from DER, 1099' right of centerline, 91' AGL/741' MSL.
  Rw 18, vehicle on roadway 736' from DER, on centerline, 15' AGL/664' MSL.
  Rw 25, multiple trees beginning 1308' from DER, 22' left of centerline, up to 82' AGL/732' MSL.
  Rw 36, building on roadway 575' from DER, on centerline, 17' AGL/668' MSL.
  Rw 28, vehicle on roadway 575' from DER, on centerline, 17' AGL/668' MSL.
  Rw 36, vehicle on roadway 575' from DER, on centerline, 17' AGL/668' MSL.
  Rw 36, vehicle on roadway, 575' from DER, on centerline, 17' AGL/668' MSL.

STEVENS POINT, WI
STEVENS POINT MUNI (STE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15JAN09 (09015) (FAA)
TAKEOFF OBSTACLE NOTES:
  Rw 3, trees beginning 1175' from DER, 649' left of centerline, 54' AGL/1173' MSL.
  Tree 258', left of DER, 762' AGL/1181' MSL.
  Rw 21, trees beginning 1127' from DER, 119' right of centerline, up to 100' AGL/1209' MSL.
  Trees beginning 1247' from DER, 151' left of centerline, up to 45' AGL/1153' MSL.
  Rw 12, poles beginning 177' from DER, 197' right of centerline, up to 37' AGL/1126' MSL.
  Trees beginning 757' from DER, 27' right of centerline, up to 95' AGL/1204' MSL.
  Trees beginning 956' from DER, 112' left of centerline, up to 87' AGL/1186' MSL.
  Trees beginning 3619' from DER, 944' left of centerline, up to 100' AGL/769' MSL.
  Trees beginning 1247' from DER, 151' left of centerline, up to 45' AGL/1153' MSL.
  Trees beginning 757' from DER, 27' right of centerline, up to 95' AGL/1204' MSL.
  Trees beginning 848' from DER, 66' left of centerline, up to 87' AGL/1206' MSL.
  Trees beginning 869' from DER, 139' right of centerline, up to 81' AGL/1210' MSL.

STURGEON BAY, WI
DOOR COUNTY CHERRYLAND (SUE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 03DEC20 (20338) (FAA)
TAKEOFF MINIMUMS:
  Rw 10, 300-1½ or std. w/min. climb of 305' per NM to 1100.
DEPARTURE PROCEDURE:
  Rw 2, climb on heading 016° to 1600 before turning right.
TAKEOFF OBSTACLE NOTES:
  Rw 10, lighting 9' from DER, 77' left of centerline, 717' MSL.
  Lighting 10, 78' right of centerline, 717' MSL.
  Traverse way beginning 17' from DER, 347' right of centerline, up to 721' MSL.
  Trees beginning 303' from DER, 9' left of centerline, up to 100' AGL/829' MSL.
  Trees beginning 438' from DER, 217' right of centerline, up to 767' MSL.
  Trees beginning 710' from DER, 347' right of centerline, up to 771' MSL.
  Trees beginning 733' from DER, 20' right of centerline, up to 780' MSL.
  Crane 1.1 NM from DER, 64' left of centerline, 344' AGL/925' MSL.
  Crane 1.2 NM from DER, 91' right of centerline, 344' AGL/924' MSL.
  Crane 1.3 NM from DER, 249' right of centerline, 344' AGL/924' MSL.
  Rw 20, terrain 122' from DER, 473' right of centerline, 726' MSL.
  Pole 203' from DER, 511' right of centerline, 748' MSL.
  Pole 321' from DER, 557' left of centerline, 29' AGL/747' MSL.
  Pole, traverse way, tree, building beginning 556' from DER, 404' right of centerline, up to 33' AGL/754' MSL.
  Trees beginning 576' from DER, 396' left of centerline, up to 769' MSL.
  Trees beginning 961' from DER, 375' right of centerline, 763' MSL.
  Tree 1972' from DER, 517' right of centerline, 779' MSL.
  Trees beginning 2098' from DER, 248' left of centerline, up to 787' MSL.
  Trees beginning 2600' from DER, 560' right of centerline, up to 802' MSL.
CON'T

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

STURGEON BAY, WI (CON’T)
DOOR COUNTY CHERRYLAND (SUE) (CON’T)

**Rwy 28**, lighting 11’ from DER, 76’ right of centerline, 720’ MSL.
Lighting 11’ from DER, 77’ left of centerline, 720’ MSL.
Building 66’ from DER, 475’ left of centerline, 17’ AGL/738’ MSL.
Building, traverse way, tree beginning 71’ from DER, 419’ left of centerline, up to 748’ MSL.
Tree 613’ from DER, 513’ right of centerline, 749’ MSL.
Tree 2612’ from DER, 451’ right of centerline, 787’ MSL.

SUPERIOR, WI
RICHARD I BONG (SUW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

**AMDT 6  03APR14  (14093)  (FAA)**

**TAKEOFF MINIMUMS:**
Rwy 4, climb heading 038° to 1900 before turning left.

**DEPARTURE PROCEDURE:**
Rwy 4, climb heading 141° to 1200 before proceeding on course.

**Rwy 22,** climb heading 218° to 1300 before proceeding on course.

**Rwy 32,** climb heading 321° to 2200 before turning right.

**TAKEOFF OBSTACLE NOTES:**

**Rwy 4,** NAVAID 11’ from DER, 78’ centerline, 3’ AGL/661’ MSL.
Bush and trees beginning 4’ from DER, 150’ left of centerline, up to 20’ AGL/671’ MSL.
Fence and trees beginning 105’ from DER, 202’ right of centerline, up to 24’ AGL/677’ MSL.
Train on railroad beginning 459’ from DER, 494’ right of centerline, up to 23’ AGL/684’ MSL.
Trees beginning 635’ from DER, 375’ left of centerline, up to 48’ AGL/699’ MSL.
Trees beginning 865’ from DER, 599’ right of centerline, up to 49’ AGL/700’ MSL.
Trees beginning 965’ from DER, crossing centerline, up to 55’ AGL/706’ MSL.
Poles beginning 1692’ from DER, 663’ left of centerline, up to 64’ AGL/715’ MSL.
Chimney 4059’ from DER, 1488’ left of centerline, 225’ AGL/861’ MSL.

**Rwy 14,** NAVAID 49’ from DER, 99’ left of centerline, 3’ AGL/675’ MSL.
NAVAID 50’ from DER, 102’ right of centerline, 3’ AGL/675’ MSL.
Tree 424’ from DER, 568’ right of centerline, 16’ AGL/687’ MSL.
Vehicle on road beginning 506’ from DER, crossing centerline, up to 15’ AGL/689’ MSL.
Trees beginning 573’ from DER, 29’ right of centerline, up to 35’ AGL/706’ MSL.
Trees beginning 579’ from DER, 216’ left of centerline, up to 21’ AGL/692’ MSL.
Train on railroad beginning 805’ from DER, crossing centerline, up to 23’ AGL/698’ MSL.
Trees beginning 1083’ from DER, 119’ right of centerline, up to 45’ AGL/711’ MSL.

**Rwy 1794’ from DER, 956’ left of centerline, 77’ AGL/738’ MSL.
Pole 2186’ from DER, 643’ left of centerline, 72’ AGL/733’ MSL.**

**Rwy 22,** terrain 5’ from DER, 380’ left of centerline, 673’ MSL.
NAVAID 11’ from DER, 78’ right of centerline, 3’ AGL/671’ MSL.

**NAVAID 12’ from DER, 77’ left of centerline, 3’ AGL/673’ MSL.**

**Rwy 22,** terrain 5’ from DER, 380’ left of centerline, 673’ MSL.
NAVAID 11’ from DER, 78’ right of centerline, 3’ AGL/671’ MSL.

**Rwy 32,** NAVAID 49’ from DER, 102’ right of centerline, 3’ AGL/674’ MSL.
NAVAID 50’ from DER, 101’ left of centerline, 3’ AGL/674’ MSL.
Poles beginning 676’ from DER, 413’ left of centerline, up to 25’ AGL/696’ MSL.
Sign and trees beginning 1023’ from DER, 117’ left of centerline, up to 43’ AGL/714’ MSL.
Trees beginning 1380’ from DER, 23’ right of centerline, up to 59’ AGL/720’ MSL.

**Rwy 1481’ from DER, 825’ right of centerline, 51’ AGL/712’ MSL.**
Communication towers beginning 3136’ from DER, 1112’ left of centerline, up to 118’ AGL/779’ MSL.

**TAYLORVILLE, IL**
TAYLORVILLE MUNI (TAZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

**ORIG-A  11AUG22  (22223)  (FAA)**

**TAKEOFF MINIMUMS:**
Rwys 9L, 27R, NA-Turf runway.
Rwys 9R, 27L, NA-Obstacles.

**Rwy 9L,** NA-Turf runway.

**Rwys 9R, 27L,** NA-Obstacles.

**TAKEOFF OBSTACLE NOTES:**

**Rwy 18,** numerous trees 1000’ from DER, from 335’ left of centerline to 1150’ right of centerline, up to 100’ AGL/719’ MSL.

**Rwy 36,** numerous trees 1580’ from DER, from 20’ left of centerline to 570’ right of centerline, up to 100’ AGL/724’ MSL.
**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)**

### TOMAH, WI
**BLOYER FLD (Y72)**

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

**ORIG 10DEC15 (21224) (FAA)**

**TAKEOFF MINIMUMS:**

- **Rwy 25**, 300-1½ or std. w/min. climb of 295' per NM to 1400.

**DEPARTURE PROCEDURE:**

- **Rwy 25**, climb heading 248° to 1500 before proceeding on course.

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 7**, trees beginning 6' from DER, 442' left of centerline, up to 70' AGL/1028' MSL.
- Trees beginning 58' from DER, 373' right of center, up to 59' AGL/1019' MSL.
- Trees beginning 224' from DER, 192' right of centerline, up to 68' AGL/1028' MSL.
- **Rr 615' from DER, 566 left of centerline, 23' AGL/983' MSL.**
- Trees beginning 1091' from DER, 500' left of centerline, up to 82' AGL/1042' MSL.
- Trees beginning 1180 from DER, crossing centerline, up to 99' AGL/1049' MSL.

- **Rwy 25**, building 3' from DER, 430' left of centerline, 26' AGL/976' MSL.
- Buildings beginning 122' from DER, 388' left of centerline, up to 16' AGL/980' MSL.
- Tree tops, poles and cranes (mobile) beginning 288' from DER, right to left of centerline, up to 40' AGL/1010' MSL.
- Vehicle on road (n) beginning 512' from DER, crossing centerline, 15' AGL/987' MSL.
- Trees, utility pole tops, poles, treetops and transmission towers beginning 596' from DER, left to right of centerline, up to 59' AGL/1029' MSL.
- Trees, ant, utility pole tops, sign, and trees beginning 605' from DER, left to right of centerline, up to 30' AGL/999' MSL.
- Trees, cranes (mobile), trees, utility pole tops, and transmission towers beginning 735' from DER, right to left of centerline, up to 50' AGL/1020' MSL.
- Transmission towers and trees beginning 843' from DER, right to left of centerline, up to 74' AGL/1044' MSL.
- Trees, TL tower, and pole beginning 2361' from DER, left to right of centerline, up to 85' AGL/1055' MSL.
- Tower and OL communication beginning 1.21 NM from DER, 713' right of centerline, up to 207' AGL/1177' MSL.

### TOMAHAWK, WI

**TOMAHAWK RGNL (TKV)**

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

**AMDT 1 31MAY12 (12152) (FAA)**

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 9**, vehicles on road 160' from DER, right and left of runway, up to 15' AGL/1494' MSL.
- Trees beginning 2' from DER, right and left of runway, up to 100' AGL/1599' MSL.
- **Rwy 27**, obstruction light on windsock 10' from DER, 400' left of centerline, 25' AGL/1496' MSL.
- Vehicle on road 11' from DER, right and left of runway, 15' AGL/1479' MSL.
- Trees beginning 40' from DER, right and left of centerline, up to 100' AGL/1599' MSL.

### VANDALIA, IL

**VANDALIA MUNI (VLA)**

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

**ORIG 31MAY12 (12152) (FAA)**

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 9**, trees 2563' from DER, 140' right of centerline, 100' AGL/649' MSL.
- Trees 3364' from DER, 740' left of centerline, 100' AGL/644' MSL.
- **Rwy 18**, trees 764' from DER, 519' right of centerline, 100' AGL/629' MSL.
- Trees beginning 3115' from DER, 293' left of centerline, 100' AGL/659' MSL.
- **Rwy 27**, trees beginning 1581' from DER, 885' right of centerline, 100' AGL/659' MSL.
- Trees beginning 2548' from DER, 4' to 1230' left of centerline, 100' AGL/649' MSL.
- **Rwy 36**, trees beginning 256' from DER, 327' to 882' right of centerline, 100' AGL/659' MSL.
- Trees beginning 1834' from DER, 288' to 1548' left of centerline, 100' AGL/649' MSL.

### VIROQUA, WI

**VIROQUA MUNI (Y51)**

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

**AMDT 2 23APR20 (20114) (FAA)**

**TAKEOFF MINIMUMS:**

- **Rwys 2, 20**, NA - Environmental.
- **Rwy 11**, 300-1 or std. w/min. climb of 460' per NM to 1500.

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 11**, tree 1' from DER, 448' right of centerline, 1302' MSL.
- Trees and buildings beginning 24' from DER, 148' right of centerline, up to 34' AGL/1319' MSL.
- Polars and buildings beginning 153' from DER, 424' right of centerline, up to 33' AGL/1325' MSL.
- Building 537' from DER, 430' right of centerline, 42' AGL/1328' MSL.
- Water tower, tank, elevator and rig beginning 2689' from DER, 439' right of centerline, up to 149' AGL/1445' MSL.
- Elevator and rig beginning 4215' from DER, 51' left of centerline, up to 139' AGL/1423' MSL.
- **Rwy 29**, lighting 10' from DER, 10' right of center, 3' AGL/1226' MSL.
- Tree 53' from DER, 339' left of centerline, 1286' MSL.
- Trees beginning 181' from DER, 387' left of centerline, up to 1306' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

VOLK FLD (KVOK)
CAMP DOUGLAS, WI
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
24MAR22 (22083) (USAF)
TAKEOFF OBSTACLE NOTES:
- Rwy 27, trees 2537' from DER, 983' right of centerline, 80' AGL/1019' MSL.
- Trees 3742' from DER, 835' left of centerline, 80' AGL/1039' MSL.
- Rwy 9, antenna 4966' from DER, 625' left of centerline, 50' AGL/1040' MSL.

WASHINGTON ISLAND, WI
WASHINGTON ISLAND (2P2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 08NOV18 (18312) (FAA)
DEPARTURE PROCEDURE:
Use WINEP DEPARTURE.

WATERTOWN, WI
WATERTOWN MUNI (RYV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
- Rwy 5, 300-1 ½ or std. w/min. climb of 295' per NM to 1100.
- Tree, building beginning 209' from DER, 477' left of centerline, up to 851' MSL.
- Building, tree beginning 512' from DER, 310' right of centerline, up to 35' AGL/873' MSL.
- Tree 609' from DER, 426' left of centerline, 854' MSL.
- Trees, poles, buildings beginning 751' from DER, 51' right of centerline, up to 908' MSL.
- Trees beginning 874' from DER, 566' left of centerline, up to 892' MSL.
- Tree 1064' from DER, 652' left of centerline, 904' MSL.
- Trees beginning 1245' from DER, 407' left of centerline, up to 909' MSL.
- Tree 1953' from DER, 227' right of centerline, 914' MSL.
- Tree 1968' from DER, 775' right of centerline, 919' MSL.
- Tree 2102' from DER, 585' right of centerline, 921' MSL.
- Trees, pole beginning 2121' from DER, 15' left of centerline, up to 919' MSL.
- Trees, building beginning 2173' from DER, 15' right of centerline, up to 922' MSL.
- Trees, transmission line beginning 2492' from DER, 213' right of centerline, up to 934' MSL.
- Tree 4164' from DER, 578' left of centerline, 930' MSL.
- Rwy 11, vegetation beginning 38' from DER, 329' left of centerline, up to 10' AGL/849' MSL.
- Building 230' from DER, 415' left of centerline, 30' AGL/889' MSL.
- Building 736' from DER, 530' left of centerline, 35' AGL/890' MSL.
- Structure 892' from DER, 582' right of centerline, 30' AGL/889' MSL.
- Trees, power pole beginning 947' from DER, 438' right of centerline, up to 100' AGL/949' MSL.
- Rwy 23, vehicles on road 248' from DER, 415' left of centerline, 826' MSL.
- Pole 742' from DER, 551' left of centerline, 45' AGL/855' MSL.
- Pole 1050' from DER, 125' right of centerline, 37' AGL/853' MSL.
- Tree, pole beginning 1071' from DER, 10' right of centerline, up to 882' MSL.
- Tree, fence beginning 1089' from DER, 105' left of centerline, up to 860' MSL.
- Tree 1158' from DER, 687' right of centerline, 889' MSL.
- Poles beginning 1238' from DER, 730' right of centerline, up to 45' AGL/897' MSL.
- Trees, buildings beginning 1368' from DER, 248' right of centerline, up to 902' MSL.
- Trees, tower, building beginning 1599' from DER, 102' left of centerline, up to 893' MSL.
- Grain elevator 2329' from DER, 671' left of centerline, 902' MSL.
- Rwy 29, buildings beginning 192' from DER, 397' left of centerline, up to 20' AGL/839' MSL.
- Tower, vehicles on road, power poles, light poles beginning 360' from DER, 156' left of centerline, up to 75' AGL/894' MSL.
- Tree, building beginning 667' from DER, 281' right of centerline, up to 30' AGL/849' MSL.
- Tree, pole beginning 875' from DER, 50' right of centerline, up to 100' AGL/919' MSL.
WAUKESHA, WI
WAUKESHA COUNTY (UES)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 07MAY09 (09127) (FAA)
TAKEOFF MINIMUMS:
  Rwy 10, 400-2½ or std. with a min. climb of 316’ per NM to 1400.
TAKEOFF OBSTACLE NOTES:
  Rwy 10, light pole 146’ from DER, 326’ left of centerline, 9’ AGL/918’ MSL.
  Light pole 560’ from DER, 597’ left of centerline, 17’ AGL/936’ MSL.
  Pipe on building 229’ from DER, 275’ left of centerline, 16’ AGL/925’ MSL.
  Trees beginning 1652’ from DER, 171’ right of centerline, up to 70’ AGL/1029’ MSL.
  Trees beginning 1868’ from DER, 16’ left of centerline, up to 54’ AGL/983’ MSL.
  Tower 1.0 NM from DER, 1571’ right of centerline, 219’ AGL/1148’ MSL.
  Tower 1.1 NM from DER, 1140’ right of centerline, 177’ AGL/1126’ MSL.
  Tower 1.8 NM from DER, 3455’ right of centerline, 272’ AGL/1238’ MSL.
  Rwy 18, vehicle on road 618’ from DER, 162’ left of centerline, 15’ AGL/946’ MSL.
  Bush 746’ from DER, 107’ right of centerline, 9’ AGL/938’ MSL.
  Trees beginning 753’ from DER, 187’ right of centerline, up to 18’ AGL/957’ MSL.
  Tree 757’ from DER, 182’ left of centerline, 17’ AGL/946’ MSL.
  Tree 1188’ from DER, 27’ left of centerline, 27’ AGL/956’ MSL.
  Pole 1976’ from DER, 304’ left of centerline, 48’ AGL/967’ MSL.
  Pole 2026’ from DER, 196’ right of centerline, 62’ AGL/981’ MSL.
  Tower 2010’ from DER, 932’ left of centerline, 66’ AGL/984’ MSL.
  Rod on stack 4489’ from DER, 657’ left of centerline, 118’ AGL/1037’ MSL.
  Rwy 28, vehicle on road 877’ from DER, 541’ left of centerline, 15’ AGL/924’ MSL.
  Tree 560’ from DER, 411’ right of centerline, 41’ AGL/850’ MSL.
  Rwy 13, road and vehicle 240’ from DER, 275’ right of centerline, 29’ AGL/832’ MSL.
  Rwy 28, trees 1.1 NM from DER, 1848’ left of centerline, 100’ AGL/1119’ MSL.
  Rwy 31, trees 800’ from DER, 150’ left of centerline, 19’ AGL/846’ MSL.
  Trees beginning 486’ from DER, 175’ right of centerline, up to 81’ AGL/970’ MSL.
  Trees beginning 999’ from DER, 124’ left of centerline, up to 72’ AGL/962’ MSL.

WAUPACA, WI
WAUPACA MUNI (PCZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20JAN05 (05020) (FAA)
TAKEOFF MINIMUMS:
  Rwy 28, 300-2 or std. w/min. climb of 317’ per NM to 1300.
TAKEOFF OBSTACLE NOTES:
  Rwy 10, trees 1400’ from DER, 300’ left of centerline, 41’ AGL/850’ MSL.
  Rwy 13, road and vehicle 240’ from DER, 275’ right of centerline, 29’ AGL/832’ MSL.
  Rwy 28, trees 1.1 NM from DER, 1848’ left of centerline, 100’ AGL/1119’ MSL.
  Rwy 31, trees 800’ from DER, 150’ left of centerline, 19’ AGL/846’ MSL.
  Trees beginning 486’ from DER, 175’ right of centerline, up to 81’ AGL/970’ MSL.
  Trees beginning 999’ from DER, 124’ left of centerline, up to 72’ AGL/962’ MSL.

WAUSAU, WI
WAUSAU DOWNTOWN (AUW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A 28FEB19 (19059) (FAA)
TAKEOFF MINIMUMS:
  Rwys 12W, 30W, NA- Environmental.
  Rwy 5, 400-2½ or std. w/min. climb of 378’ per NM to 1700.
  Rwy 23, 700-3 or std. w/min. climb of 362’ per NM to 2100.
DEPARTURE PROCEDURE:
  Rwy 5, climb heading 047° to 2100 before proceeding on course.
  Rwy 13, climb heading 127° to 2200 before proceeding on course.
  Rwy 23, climb heading 227° to 2800 before proceeding on course.
  Rwy 31, climb heading 047° to 2100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
  Rwy 5, trees beginning 885’ from DER, 53’ right of centerline, up to 100’ AGL/1409’ MSL.
  Rising terrain and trees beginning 4552’ from DER, right to left of centerline, up to 100’ AGL/1529’ MSL.
  Rwy 13, boat with mast beginning 215’ from DER, 498’ right of centerline, up to 100’ AGL/1222’ MSL.
  Rwy 23, trees and boats with masts beginning 299’ from DER, 8’ right of centerline, up to 100’ AGL/1269’ MSL.
  Trees and boats with masts beginning 332’ from DER, 190’ left of centerline, up to 100’ AGL/1609’ MSL.
  Tower 2.3 NM from DER, 3962’ left of centerline, 248’ AGL/1840’ MSL.
  Rwy 31, boat with masts beginning 236’ from DER, 511’ right of centerline, up to 100’ AGL/1222’ MSL.
  Trees and boats with masts beginning 169’ from DER, 27’ left of centerline, up to 100’ AGL/1222’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WAUTOMA, WI
WAUTOMA MUNI (Y50)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 16JUN22 (22167) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 26, NA-Turf runway.
DEPARTURE PROCEDURE:
Rwy 31, climb runway heading to 1800 before turning north.

WEST BEND, WI
WEST BEND MUNI (ETB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11FEB10 (10042) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 300-1½ or std. w/ a min. climb of 260' per NM to 1200.
Rwy 24, 300-2 or std. w/ a min. climb of 250' per NM to 1400.
Rwy 31, 300-1½ or standard w/ a min. climb of 220' per NM to 1100.
TAKEOFF OBSTACLE NOTES:
Rwy 6, vehicle on roads beginning 15' from DER, 251' left of centerline, up to 17' AGL/959' MSL.
Trees beginning 85' from DER, 125' right of centerline, up to 71' AGL/1022' MSL.
Trees beginning 179' from DER, 313' right of centerline, up to 67' AGL/1082' MSL.
Rwy 24, trees beginning 313' from DER, 179' right of centerline, up to 100' AGL/1029' MSL.
Trees beginning 962' from DER, left and right of centerline, up to 91' AGL/1111' MSL.
Tower 1.9 NM from DER, 2572' right of centerline, 196' AGL/1156' MSL.
Vehicle on road 61' from DER, 498' right of centerline, 15' AGL/906' MSL.
Trees beginning 832' from DER, 236' right of centerline, up to 100' AGL/1009' MSL.

WISCONSIN RAPIDS, WI
ALEXANDER FLD SOUTH WOOD COUNTY (ISW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10JAN13 (22083) (FAA)
TAKEOFF MINIMUMS:
Rwys 18,36, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 2, NAVAID 9' from DER, 125' right of centerline, 7' AGL/1022' MSL.
Tree 109' from DER, 308' left of centerline, 26' AGL/1041' MSL.
Trees beginning 179' from DER, 313' right of centerline, up to 67' AGL/1082' MSL.
Rwy 12, pole 1401' from DER, 93' right of centerline, 97' AGL/1097' MSL.
Trees beginning 2326' from DER, 58' left of centerline, up to 99' AGL/1107' MSL.
Rwy 20, trees beginning 125' from DER, 362' right of centerline, up to 101' AGL/1076' MSL.
Trees beginning 88' from DER, 273' left of centerline, up to 85' AGL/1085' MSL.
Trees beginning 2784' from DER, 126' right of centerline, up to 101' AGL/1093' MSL.
### INSTRUMENT APPROACH PROCEDURE CHARTS

#### IFR ALTERNATE AIRPORT MINIMUMS

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

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

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<tbody>
<tr>
<td>ALTON/ST. LOUIS, IL</td>
<td>ST. LOUIS</td>
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<td>RGNL (ALN).......ILS or LOC Rwy 29&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 11</td>
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<td>VOR-A</td>
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<td></td>
<td><strong>&lt;sup&gt;1&lt;/sup&gt;NA when control tower closed.</strong></td>
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<td>LANGLADE</td>
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<td>COUNTY (AIG).......RNAV (GPS) Rwy 9&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 35</td>
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<td><strong>&lt;sup&gt;1&lt;/sup&gt;Categories A, B, C, D, 800-2¼.</strong></td>
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<td><strong>&lt;sup&gt;2&lt;/sup&gt;NA when local weather not available.</strong></td>
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<tr>
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<td><strong>&lt;sup&gt;3&lt;/sup&gt;Category D, 800-2¼.</strong></td>
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<td>RNAV (GPS) Rwy 3&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 21</td>
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<td><strong>&lt;sup&gt;1&lt;/sup&gt;NA when control tower closed.</strong></td>
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<td><strong>&lt;sup&gt;2&lt;/sup&gt;NA when local weather not available.</strong></td>
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<td>ASHLAND, WI</td>
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<td>MEML (ASX).....RNAV (GPS) Rwy 2</td>
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**Note:** For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).
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<td>TACAN Rwy 32L\textsuperscript{13}</td>
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1. NA when local weather not available.
2. LOC, Category C, 800-2½; Category D, 800-2½.
3. Category E, 800-2½.

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NA when local weather not available.

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NA when local weather not available.

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<td>VOR Rwy 22\textsuperscript{14}</td>
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</table>

1. NA when control tower closed.
2. LOC, Category C, 800-2½; Category D, 800-2½.
3. Category C, 800-2½; Category D, 800-2½.
4. Category C, 800-2½; Category D, 800-2½.

<table>
<thead>
<tr>
<th>NAME</th>
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<tbody>
<tr>
<td>CHETEK, WI</td>
<td>RNAV (GPS) Rwy 17</td>
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NA when local weather not available.
### ALTERNATE MINIMUMS

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<thead>
<tr>
<th>NAME</th>
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<tbody>
<tr>
<td><strong>CHICAGO, IL</strong></td>
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</table>
| CHICAGO MIDWAY INTL (MDW) | ILS or LOC Rwy 4R<sup>1</sup>  
ILS or LOC Rwy 13C<sup>1</sup>  
ILS or LOC Rwy 31C<sup>1</sup>  
RNAV (GPS) Rwy 4L<sup>2</sup>  
RNAV (GPS) Rwy 22R<sup>2</sup>  
RNAV (GPS) Rwy 31R<sup>2</sup>  
RNAV (GPS) Z Rwy 4R<sup>2</sup>  
RNAV (GPS) Z Rwy 13C<sup>2</sup>  
RNAV (GPS) Z Rwy 22L<sup>2</sup>  
RNAV (GPS) Z Rwy 31C<sup>2</sup>  
<sup>1</sup>LOC, Category D, 800-2¼.  
<sup>2</sup>Category D, 800-2¼. |
| **CHICAGO O’HARE** |  |
| INTL (ORD) | ILS or LOC Rwy 4R<sup>1</sup>  
ILS or LOC Rwy 22L<sup>1</sup>  
ILS or LOC Rwy 22R<sup>1</sup>  
RNAV (GPS) Rwy 4R<sup>2</sup>  
RNAV (GPS) Rwy 22L<sup>2</sup>  
RNAV (GPS) Rwy 22R<sup>2</sup>  
<sup>1</sup>LOC, Category D, 800-2¼.  
<sup>2</sup>Category D, 800-2¼. |
| **CHICAGO/WHEELING, IL** |  |
| CHICAGO EXEC (PWK) | ILS or LOC Rwy 16<sup>1</sup>  
RNAV (GPS) Rwy 16<sup>2</sup>  
RNAV (GPS) Rwy 30<sup>2</sup>  
VOR Rwy 16<sup>2</sup>  
NA when local weather not available.  
<sup>1</sup>LOC, Category D, 900-2¼.  
<sup>2</sup>Category D, 900-2¼. |
| **CHICAGO/ROCKFORD, IL** |  |
| CHICAGO/ROCKFORD INTL (RFD) | ILS or LOC Rwy 1<sup>2</sup>  
ILS or LOC Rwy 7<sup>2</sup>  
LOC BC Rwy 19<sup>12</sup>  
RNAV (GPS) Rwy 1<sup>3</sup>  
RNAV (GPS) Rwy 7<sup>2</sup>  
RNAV (GPS) Rwy 19<sup>3</sup>  
RNAV (GPS) Rwy 25<sup>3</sup>  
NA when local weather not available.  
<sup>1</sup>LOC, Category D, 800-2¼.  
<sup>2</sup>LOC, Category D, 800-2¼.  
<sup>3</sup>Category D, 800-2¼. |
| **CHICAGO/WAUKEGAN, IL** |  |
| WAUKEGAN INTL (UGN) | ILS or LOC Rwy 23<sup>12</sup>  
RNAV (GPS) Rwy 5<sup>14</sup>  
RNAV (GPS) Rwy 23<sup>2</sup>  
NA when control tower closed.  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.  
<sup>3</sup>Category D, 800-2¼.  
<sup>4</sup>NA when local weather not available. |
| **CHICAGO/WEST CHICAGO, IL** |  |
| DUPAGE (DPA) | ILS or LOC Rwy 2L<sup>12</sup>  
ILS or LOC Rwy 10<sup>34</sup>  
RNAV (GPS) Rwy 2L<sup>15</sup>  
RNAV (GPS) Rwy 10<sup>15</sup>  
RNAV (GPS) Rwy 20L<sup>15</sup>  
RNAV (GPS) Rwy 20R<sup>15</sup>  
NA when local weather not available.  
<sup>1</sup>NA when local weather not available.  
<sup>2</sup>ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2¼; LOC, Category C, 800-2¼; Category D, 800-2¼.  
<sup>3</sup>LOC, NA when local weather not available.  
<sup>4</sup>LOC, Category D, 800-2¼.  
<sup>5</sup>Category D, 800-2¼. |
| **CLINTONVILLE, WI** |  |
| CLINTONVILLE MUNI (CLI) | RNAV (GPS) Rwy 22  
NA when local weather not available.  
<sup>1</sup>NA when local weather not available. |
| **CUMBERLAND, WI** |  |
| CUMBERLAND MUNI (UBE) | RNAV (GPS) Rwy 9  
NA when local weather not available.  
<sup>1</sup>NA when local weather not available. |
| **DANVILLE, IL** |  |
| VERMILION RGNL (DNV) | RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 21  
RNAV (GPS) Rwy 34  
NA when local weather not available.  
<sup>1</sup>NA when local weather not available.  
<sup>2</sup>LOC, Category D, 800-2¼.  
<sup>3</sup>Category D, 800-2¼. |
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<th>ALTERNATE MINIMUMS</th>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<td>DE KALB, IL</td>
<td>ILS or LOC Rwy 2&lt;sup&gt;1&lt;/sup&gt;</td>
<td>EFFINGHAM, IL</td>
<td>ILS or LOC Rwy 2&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>DE KALB TAYLOR MUNI (DKB)</td>
<td>RNAV (GPS) Rwy 2&lt;sup&gt;2&lt;/sup&gt;</td>
<td>EFFINGHAM COUNTY MUNI (1H2)</td>
<td>RNAV (GPS) Rwy 1&lt;sup&gt;12&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 29&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 27&lt;sup&gt;2&lt;/sup&gt;</td>
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<td>2Category C, 900-2½.</td>
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<td>DECATUR (DEC)</td>
<td>LOC BC Rwy 24&lt;sup&gt;456&lt;/sup&gt;</td>
<td>EPHRIAM/ GIBRALTAR (3D2)</td>
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<td>RNAV (GPS) Rwy 12&lt;sup&gt;6&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 18&lt;sup&gt;6&lt;/sup&gt;</td>
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<td>VOR Rwy 36&lt;sup&gt;6&lt;/sup&gt;</td>
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<td>FAIRFIELD, IL</td>
<td>RNAV (GPS) Rwy 9&lt;sup&gt;15&lt;/sup&gt;</td>
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<td>EAGLE RIVER UNION (EGV)</td>
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<td>2ILS, LOC, NA when control tower closed, except for operators with approved weather reporting services.</td>
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<td>5NA when local weather not available, except for operators with approved weather reporting services.</td>
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<td>CHIPPEWA VALLEY RGNL (EAU)</td>
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<td>VOR Rwy 18&lt;sup&gt;21&lt;/sup&gt;</td>
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<td>VOR/DME Rwy 36&lt;sup&gt;23&lt;/sup&gt;</td>
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<td>RADAR-1&lt;sup&gt;31&lt;/sup&gt;</td>
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<td>³NA when local weather not available.</td>
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<td>⁴Category D, 800-2¾.</td>
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<td>²LOC, Category D, 800-2¾.</td>
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<td>³Category D, 800-2¾.</td>
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<td>⁴Categories A, B, 1000-2; Categories C, D, 1200-3.</td>
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<td>⁶Categories A, B, 1200-2; Categories C, D, 1200-3.</td>
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<sup>1</sup>NA when local weather not available. <sup>2</sup>NA when control tower closed.
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<td>ILLINOIS VALLEY RGNL-WALTER A</td>
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<td>(SPI)</td>
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<tr>
<td>NA when local weather not available. Category D, 800-2%.</td>
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1NA when local weather not available.  
2ILS, LOC Category C, 800-2%; Category D, 800-2½.  
3LOC, Category C, 800-2½; Category D, 800-2½.  
4NA when control tower closed.  
5Category C, 800-2½; Category D, 800-2½; Category E, 800-2%.  
6Category C, 800-2½; Category D, 800-2%.  
7Category C, 800-2½; Category D, 800-2½; Category E, 800-2¾.  
8Category C, 800-2½; Category D, 800-2½.
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<td>RNAV (GPS) Rwy 29&lt;sup&gt;1&lt;/sup&gt;</td>
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<sup>1</sup>NA when control tower closed.
<sup>2</sup>LOC, Category D, 800-2¼.
<sup>3</sup>Category D, 800-2½.
BELLEVILLE, IL  
SCOTT AFB / MIDAMERICA ST LOUIS (BLV)  
RADAR-1 125.2  281.5  

Inoperative table does not apply to S-14L all Cats.  
For inoperative ALS, increase S-14R CAT E visibility to 1⅞ mile.  
For inoperative ALS, increase S-32L CATs C, D, E visibility to 1⅜ mile.  
Rwy 14L helicopter visibility reduction below RVR 4000 not authorized.  
When control tower closed ASR and alternate minimums NA.  

CHAMPAIGN/URBANA, IL  
UNIVERSITY OF ILLINOIS/WILLARD (CMI)  
RADAR-1 (319°-138°) 121.35  285.65  (139°-318°) 132.85  290.225  

When control tower closed ASR and alternate minimums NA.  

CHICAGO/ROCKFORD, IL  
CHICAGO/ ROCKFORD INTL (RFD)  
RADAR-1 121.0  327.0  NA  

Rwy 25 helicopter visibility reduction below ¾ SM not authorized.  

RADAR INSTRUMENT APPROACH MINIMUMS  
EC-3, 11 JUL 2024 to 05 SEP 2024
### GREEN BAY, WI

**Amendment**: 9F, 24MAR22 (202083) (FAA) **Elevation**: 695

**Aerodrome**: GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

**Runway**: RADAR-1 119.4 338.2

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<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
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<td>36</td>
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**Circling**: ALL RWY

|     | AB         | 1220-1  | 525        | (600-1) | C        | 1300-1½ | 605    | (700-1½)|          |
|     | D          | 1300-2  | 605        | (700-2) |          |         |        |        |          |

For inoperative MALSR, increase ASR S-36 Category D visibility to RVR 6000. When control tower closed, ASR not authorized.

### SPRINGFIELD, IL

**Amendment**: 9C, 17JUN21 (22251) (FAA) **Elevation**: 598

**Aerodrome**: ABRAHAM LINCOLN CAPITAL (SPI)

**Runway**: RADAR-1 126.15 323.0

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<th>RWY</th>
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<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>
</tr>
</thead>
<tbody>
<tr>
<td>ASR</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>ABC</td>
<td>1060/24</td>
<td>472</td>
<td>(500-½)</td>
<td>DE</td>
<td>1060/50</td>
<td>472</td>
<td>(500-1)</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>AB</td>
<td>1100-½</td>
<td>502</td>
<td>(600-½)</td>
<td>CDE</td>
<td>1100-1</td>
<td>502</td>
<td>(600-1)</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>AB</td>
<td>1240-½</td>
<td>650</td>
<td>(700-1)</td>
<td>C</td>
<td>1240-1½</td>
<td>650</td>
<td>(700-1½)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>D</td>
<td>1240-1½</td>
<td>650</td>
<td>(700-1½)</td>
<td>E</td>
<td>1240-1½</td>
<td>650</td>
<td>(700-1½)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING ALL RWY</td>
<td>AB</td>
<td>1240-1</td>
<td>642</td>
<td>(700-1)</td>
<td>C</td>
<td>1360-2½</td>
<td>762</td>
<td>(800-2½)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>D</td>
<td>1380-2½</td>
<td>782</td>
<td>(800-2½)</td>
<td>E</td>
<td>1380-2½</td>
<td>782</td>
<td>(800-2½)</td>
<td></td>
</tr>
</tbody>
</table>

When local altimeter setting not received, use Lincoln altimeter setting and increase all MDAs 60 feet and increase S-22 visibility CATs C/D/E ¼ SM; S-4 visibility CAT C ¼ SM and Circling visibility CATs C/D/E ¼ SM.

For inoperative MALSR increase S-4 CATs D and E visibility to 1½ mile.

When control tower closed, ASR not authorized.
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>ALTON/ST. LOUIS, IL</td>
<td>29</td>
<td>17-35</td>
<td>6,850 feet</td>
</tr>
<tr>
<td>ST LOUIS RGNL (ALN)</td>
<td>35</td>
<td>11-29</td>
<td>5,100 feet</td>
</tr>
<tr>
<td>APPLETON, WI</td>
<td>03</td>
<td>12-30</td>
<td>3,300 feet</td>
</tr>
<tr>
<td>APPLETON INTL (ATW)</td>
<td>21</td>
<td>12-30</td>
<td>4,100 feet</td>
</tr>
<tr>
<td>30</td>
<td>03-21</td>
<td></td>
<td>3,400 feet</td>
</tr>
<tr>
<td>BLOOMINGTON/NORMAL, IL</td>
<td>02</td>
<td>11-29</td>
<td>4,600 feet</td>
</tr>
<tr>
<td>CENTRAL IL RGNL/</td>
<td>11</td>
<td>02-20</td>
<td>6,200 feet</td>
</tr>
<tr>
<td>BLOOMINGTON-NORMAL (BMI)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CARBONDALE-MURPHYSBORO, IL</td>
<td>06</td>
<td>18L-36R</td>
<td>3,100 feet</td>
</tr>
<tr>
<td>SOUTHERN ILLINOIS (MDH)</td>
<td>24</td>
<td>18R-36L</td>
<td>3,800 feet</td>
</tr>
<tr>
<td>36R</td>
<td>06-24</td>
<td></td>
<td>3,000 feet</td>
</tr>
<tr>
<td>CHAMPAIGN/URBANA, IL</td>
<td>04</td>
<td>14L-32R</td>
<td>3,600 feet</td>
</tr>
<tr>
<td>UNIVERSITY OF ILLINOIS/</td>
<td>14L</td>
<td>04-22</td>
<td>3,500 feet</td>
</tr>
<tr>
<td>WILLARD (CMI)</td>
<td>32R</td>
<td>04-22</td>
<td>4,050 feet</td>
</tr>
<tr>
<td>CHICAGO, IL</td>
<td>09C</td>
<td>TWY TT</td>
<td>8,830 feet</td>
</tr>
<tr>
<td>CHICAGO O'HARE INTL (ORD)</td>
<td>09R</td>
<td>TWY TT</td>
<td>8,780 feet</td>
</tr>
<tr>
<td>10C</td>
<td>TWY GG</td>
<td>9,610 feet</td>
<td></td>
</tr>
<tr>
<td>27C</td>
<td>TWY VV</td>
<td>9,725 feet</td>
<td></td>
</tr>
<tr>
<td>27L</td>
<td>TWY VV</td>
<td>9,620 feet</td>
<td></td>
</tr>
<tr>
<td>28C</td>
<td>TWY Z</td>
<td>9,610 feet</td>
<td></td>
</tr>
<tr>
<td>28R</td>
<td>TWY SS</td>
<td>10,530 feet</td>
<td></td>
</tr>
<tr>
<td>CHICAGO/PROSPECT HEIGHTS/</td>
<td>16</td>
<td>12-30</td>
<td>3,600 feet</td>
</tr>
<tr>
<td>WHEELING, IL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHICAGO EXEC (PWK)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DECATUR, IL</td>
<td>06</td>
<td>12-30</td>
<td>4,800 feet</td>
</tr>
<tr>
<td>DECATUR (DEC)</td>
<td>12</td>
<td>06-24</td>
<td>4,450 feet</td>
</tr>
<tr>
<td>18</td>
<td>06-24</td>
<td>4,450 feet</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>12-30</td>
<td>3,000 feet</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>18-36</td>
<td>8,000 feet</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>18-36</td>
<td>5,050 feet</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>12-30</td>
<td>4,800 feet</td>
<td></td>
</tr>
<tr>
<td>GREEN BAY, WI</td>
<td>18</td>
<td>06-24</td>
<td>2,692 feet</td>
</tr>
<tr>
<td>GREEN BAY/AUSTIN STRAUBEL INTL (GRB)</td>
<td>24</td>
<td>18-36</td>
<td>6,050 feet</td>
</tr>
<tr>
<td>36</td>
<td>06-24</td>
<td>4,932 feet</td>
<td></td>
</tr>
<tr>
<td>MADISON, WI</td>
<td>03</td>
<td>14-32</td>
<td>3,150 feet</td>
</tr>
<tr>
<td>DANE COUNTY RGNL/</td>
<td>18</td>
<td>03-21</td>
<td>4,800 feet</td>
</tr>
<tr>
<td>TRUAX FLD (MSN)</td>
<td>21</td>
<td>18-36</td>
<td>6,450 feet</td>
</tr>
<tr>
<td>32</td>
<td>18-36</td>
<td>5,150 feet</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>14-32</td>
<td>7,050 feet</td>
<td></td>
</tr>
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</table>

(SEE CONTINUATION PAGE FOR MORE LISTINGS)
<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>MARION, IL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)</td>
<td>20</td>
<td>11-29</td>
<td>6,650 feet</td>
</tr>
<tr>
<td></td>
<td>29</td>
<td>02-20</td>
<td>4,650 feet</td>
</tr>
<tr>
<td>ROCKFORD, IL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHICAGO/ROCKFORD INTL (RFD)</td>
<td>01</td>
<td>07-25</td>
<td>6,000 feet</td>
</tr>
<tr>
<td></td>
<td>07</td>
<td>01-19</td>
<td>8,800 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>ALTON/ST. LOUIS, IL</td>
<td>ST LOUIS RGNL (ALN)</td>
<td>HS 1 Twy C and Rwy 11, rwy in close proximity of ramp.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 2 Twy A and Rwy 17-35, rwy in close proximity of ramp.</td>
</tr>
<tr>
<td>APPLETON, WI</td>
<td>APPLETON INTL (ATW)</td>
<td>HS 1 Complex int.</td>
</tr>
<tr>
<td>BELLEVILLE, IL</td>
<td>SCOTT AFB/MIDAMERICA ST LOUIS (BLV)</td>
<td>HS 1 Maintain vigilance Twy G due to numerous vehicle crossings.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 2 Maintain vigilance Twy G close proximity to the ramp and numerous vehicle crossings.</td>
</tr>
<tr>
<td>BLOOMINGTON/NORMAL, IL</td>
<td>CENTRAL IL RGNL/ BLOOMINGTON-NORMAL (BMI)</td>
<td>HS 1 Twy G intersecting Rwy 11-29.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 2 Int of Twy E and Rwy 02-20.</td>
</tr>
<tr>
<td>CARBONDALE/MURPHYSBORO, IL</td>
<td>SOUTHERN ILLINOIS (MDH)</td>
<td>HS 1 Int of Rwy 06-24 and Twy A. Rwy incursion risk.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 2 Int of Rwy 06-24 and Twy C. Rwy incursion risk.</td>
</tr>
<tr>
<td>CHAMPAIGN-URBANA, IL</td>
<td>UNIVERSITY OF ILLINOIS/ WILLARD (CMI)</td>
<td>HS 1 Complex twy/twy int.</td>
</tr>
<tr>
<td>CHICAGO, IL</td>
<td>CHICAGO O'HARE INTL (ORD)</td>
<td>HS 1 Twy A between Twy A19 and Twy A17.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 2 Air/vehicles taxiing on Twy A near Twy A12, use caution for acft pushing onto Twy A from Gates F26 and F28.</td>
</tr>
<tr>
<td>MIDWAY INTL (MDW)</td>
<td></td>
<td>HS 1 Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 2 Int of Rwy 04R and Twy F.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 3 Rwy 31L hold short line on Twy K.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 4 Terminal ramp and Rwy 13L-31R.</td>
</tr>
<tr>
<td>CHICAGO/AURORA, IL</td>
<td>AURORA MUNI (ARR)</td>
<td>HS 1 Pilots often miss the hold short markings for Rwy 15-33 on Twy A. Maint vigilance.</td>
</tr>
<tr>
<td>CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL</td>
<td>CHICAGO EXEC (PWK)</td>
<td>HS 1 Complex int in close proximity of rwys.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HS 2 Twy int in close proximity of Rwy 06.</td>
</tr>
<tr>
<td>CHICAGO/ROCKFORD</td>
<td>CHICAGO/ROCKFORD INTL (RFD)</td>
<td>HS 1 Int at Twy F and Twy B.</td>
</tr>
<tr>
<td>JANESVILLE, WI</td>
<td>SOUTHERN WISCONSIN RGNL (JVL)</td>
<td>HS 1 Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.</td>
</tr>
<tr>
<td>KENOSHA, WI</td>
<td>KENOSHA RGNL (ENV)</td>
<td>HS 1 Int of Twy D and Twy E.</td>
</tr>
</tbody>
</table>

(SEE CONTINUATION PAGE FOR MORE LISTINGS)
<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>LA CROSSE, WI</td>
<td>HS 1</td>
<td>Rwy 36 hold position set back on Twy C.</td>
</tr>
<tr>
<td>LA CROSSE RGNL (LSE)</td>
<td>HS 2</td>
<td>Twy A3, Twy A and Twy B complex int.</td>
</tr>
<tr>
<td>MADISON, WI</td>
<td>HS 1</td>
<td>Closely aligned Rwys - Rwy 36 and Rwy 03 at Twy A4.</td>
</tr>
<tr>
<td>DANE COUNTY RGNL/TRUAX FLD (MSN)</td>
<td>HS 2</td>
<td>Twy C and Rwy 03-21.</td>
</tr>
<tr>
<td>MARION, IL</td>
<td>HS 1</td>
<td>Area not visible from the twr.</td>
</tr>
<tr>
<td>VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)</td>
<td>HS 2</td>
<td>Area not visible from the twr.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Hold short of Rwy 02 at Twy B for departure on Rwy 11.</td>
</tr>
<tr>
<td>OSHKOSH, WI</td>
<td>HS 1</td>
<td>Int of Twy C1, Twy C, Twy A, Twy A1 and Twy J.</td>
</tr>
<tr>
<td>WITTMAN RGNL (OSH)</td>
<td>HS 1</td>
<td>Twy E and Twy A.</td>
</tr>
<tr>
<td>PEORIA, IL</td>
<td>HS 2</td>
<td>Twy A and Twy A4.</td>
</tr>
<tr>
<td>GENERAL DOWNING - PEORIA INTL (PIA)</td>
<td>HS 1</td>
<td>Rwy 04-22 and Rwy 31 line of sight issues.</td>
</tr>
<tr>
<td>QUINCY, IL</td>
<td>HS 1</td>
<td>Rwy 04-22 and Rwy 31 line of sight issues.</td>
</tr>
<tr>
<td>QUINCY RGNL-BALDWIN FLD (UIN)</td>
<td>HS 1</td>
<td>Rwy 04-22 and Rwy 31 line of sight issues.</td>
</tr>
</tbody>
</table>

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

**BADGER TRANSITION (BAE.AGUDE5):** From over BAE VOR/DME on BAE R-307 to ROBBY INT then on EAU R-123 to EAU VORTAC, then on EAU R-286 to AGUDE/EAU 41 DME. Thence. . . .

**THATS TRANSITION (THATS.AGUDE5):** From over THATS INT on GEP R-085 to AGUDE/GE P42 DME. Thence. . . .

. . . . . From over AGUDE/GE P42 DME via GEP R-085 to GEP VORTAC, then expect RADAR vectors to final approach course.
ALEXS ONE ARRIVAL (RNAV)

ALEXS A ONE ARRIVAL (RNAV)

ROCKFORD APP CON
121.0 327.0
ATIS
127.6

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

CHICAGO/ROCKFORD, ILLINOIS
CHICAGO/ROCKFORD INTL
RFD

ALEXS ONE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

KINZI TRANSITION (KINZI.ALEXS1)
MILAA TRANSITION (MILAA.ALEXS1)

From ALEXS on track 098° to cross FRDEE at 7000, then on track 098°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: CASHN TRANSITION: ATC assigned only.
NOTE: DRAMS TRANSITION: ATC assigned only.

RNAV Transition Routes

BENKY SIX ARRIVAL (RNAV) Transition Routes

BFORD TRANSITION (BFORD.BENKY6):
BYLAW TRANSITION (BYLAW.BENKY6):
CASHN TRANSITION (CASHN.BENKY6):
DRAMS TRANSITION (DRAMS.BENKY6):
KIRKSVILLE TRANSITION (IRK.BENKY6):
LOAMY TRANSITION (LOAMY.BENKY6):
TRICH TRANSITION (TRICH.BENKY6):

ORD

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

From BENKY on track 065° to NEWRK, then on track 051° to AHSTN, then on track 045° to PETAH.

LANDING RWYS 4L/R, 9L/C/R, 10L/C/R, 22L/R, 27L/C, 28C/R:
From PETAH on track 093° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RWY 27R: From PETAH on track 027° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RWY 28L: From PETAH on track 093° to JORJO, then on track 093° to MONKZ, then on track 095° to RREGY, then on track 095°. Expect RADAR vectors to final approach course.
ARRIVAL DESCRIPTION

BAYLI TRANSITION (BDF.BDF8): From over BAYLI on BDF R-219 to BDF VORTAC. Thence....
FORISTELL TRANSITION (FTZ.BDF8): From over FTZ VORTAC on FTZ R-018 to GROOV, then on BDF R-204 to BDF VORTAC. Thence....
KIRKSVILLE TRANSITION (IRK.BDF8): From over IRK VORTAC on IRK R-059 and BDF R-247 to BDF VORTAC. Thence....
ST LOUIS TRANSITION (STL.BDF8): From over STL VORTAC on STL R-352 to GROOV, then on BDF R-204 to BDF VORTAC. Thence....

....from over BDF VORTAC on BDF R-062 to cross NEWRK at 11000, then on heading 050°. Expect radar vectors to final approach course.
BUUDD THREE ARRIVAL (RNAV)

NOTE: Chart not to scale.

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

SPIRIT OF ST. LOUIS:
LANDING RUNWAYS 8L/R: From BUUDD on track 238° to WEIZZ, then on track 238° to STL VORTAC, then on track 248° to FTZ VORTAC. Expect RADAR vectors prior to FTZ VORTAC, if no heading received, track 149°.

LANDING RUNWAYS 26L/R: From BUUDD on track 238° to WEIZZ, then on track 238° to EERRR, then on track 216° to DSETH, then on track 216° to CSX DME. Expect RADAR vectors prior to CSX DME, if no heading received, track 215°.

ST. LOUIS DOWNTOWN:
LANDING RUNWAY 12R: From BUUDD on track 238° to WEIZZ, then on track 192° to JULYA, then on track 173° to PAMMM. Expect RADAR vectors prior to PAMMM, if no heading received, track 186°.

LANDING RUNWAYS 30L/R: From BUUDD on track 238° to WEIZZ, then on track 192° to JULYA, then on track 173° to PAMMM, then on track 165° to SUGAR. Expect RADAR vectors prior to SUGAR, if no heading received, track 233°.

SCOTT AFB/MIDAMERICA ST LOUIS:
LANDING RUNWAYS 14L/R: From BUUDD on track 238° to WEIZZ, then on track 192° to JULYA, then on track 173° to PAMMM, then on track 173° to TOY VORTAC. Expect RADAR vectors prior to TOY VORTAC, if no heading received, track 231°.

LANDING RUNWAYS 32L/R: From BUUDD on track 238° to WEIZZ, then on track 192° to JULYA, then on track 173° to PAMMM, then on track 139° to DUTMY. Expect RADAR vectors prior to DUTMY, if no heading received, track 228°.
ARRIVAL ROUTE DESCRIPTION

LANDING RWYS 14L/R: From ENL VORTAC on track 267° to HOVIZ, then on track 284° to EIKEL, then on track 228°.

LANDING RWYS 32L/R: From ENL VORTAC on track 267° to HOVIZ, then on track 284° to DUTMY.

Expect radar vector prior to TOY VORTAC, if no heading received, track 228°.

Expect radar vector prior to DUTMY, if no heading received, track 225°.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

SPIRIT OF ST. LOUIS:
LANDING RUNWAYS 8L/R: From DELMA on track 026° to MMRSN, then on track 347° to DERDF. Expect RADAR vectors to final approach. If no heading received, track 349°.

LANDING RUNWAYS 26L/R: From DELMA on track 026° to MMRSN, then on track 051° to EMKAA. Expect RADAR vectors to final approach. If no heading received, track 349°.

ST. LOUIS DOWNTOWN:
LANDING RUNWAY 12R: From DELMA on track 026° to MMRSN, then on track 051° to FOSKU. Expect RADAR vectors to final approach. If no heading received, track 080°.

LANDING RUNWAYS 30L/R: From DELMA on track 026° to MMRSN, then on track 084° to ESSAR, then on track 085° to HOLLT. Expect RADAR vectors to final approach. If no heading received, track 033°.

SCOTT AFB/MIDAMERICA ST LOUIS:
LANDING RUNWAYS 14L/R, 32L/R: From DELMA on track 026° to MMRSN, then on track 084° to ESSAR. Expect RADAR vectors to final approach. If no heading received, track 084°.

ST. LOUIS RGNL:
LANDING RUNWAYS 11, 17, 29, 35: From DELMA on track 026° to MMRSN, then on track 039° to CSX DME. Expect RADAR vectors to final approach course. If no heading received, track 039°.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

ST. LOUIS DOWNTOWN:
LANDING RWY 12R: From DIXEE on track 105° to EVVNS, then on track 082° to FOSKU. Expect radar vector prior to FOSKU. If no heading received, track 082°.

LANDING RWY 30L/R: From DIXEE on track 105° to EVVNS, then on track 106° to ESSAR, then on track 084° to HOLLT. Expect radar vector prior to HOLLT. If no heading received, track 030°.

SCOTT AFB/MIDAMERICA ST LOUIS:
LANDING RWYS 14L/R, 32L/R: From DIXEE on track 105° to EVVNS, then on track 106° to ESSAR. Expect radar vector prior to ESSAR. If no heading received, track 084°.
ARRIVAL ROUTE DESCRIPTION

From EMMAS on track 190° to cross DOKKE at 4000, then on track 181°.
Expect RADAR vectors to final approach course.
Arrival Routes.

See following page for Arrival Routes.

NOTE: Chart not to scale.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV, DME/IRU or GPS required.

NOTE: DARKK, FUDDD, KIRKSVILLE, MAGOO, LLVSS, POOGY, PHEEB, and CHUMP transitions: ATC assigned only.

NOTE: EC-3, 11 JUL 2024 to 05 SEP 2024

NOTE: Z12

CONTINUOUS ON FOLLOWING PAGE
From ENDEE on track 055° to cross STKNY at 6000.

**LANDING RWY 4R:** From STKNY on track 077° to cross ALQUE at 6000, then on track 047°. Expect ILS or LOC RWY 4R approach or RADAR vectors to final approach course.

**LANDING RWY 13C:** From STKNY on track 043° to GORLC, then on track 043°. Expect RADAR vectors to final approach course.

**LANDING RWY 22L:** From STKNY on track 062° to cross PKACH at 6000, then on track 062° to TUURN, then on track 090° to WADLL, then on track 095°. Expect RADAR vectors to final approach course.

**LANDING RWY 31C:** From STKNY on track 087° to WNNRS, then on track 087° to GAGGA, then on track 091°. Expect RADAR vectors to final approach course.
NOTE: YOLUR transition - do not file - to be assigned by ATC.
NOTE: STASH transition - do not file - to be assigned by ATC.
NOTE: LYNNI transition: For Milwaukee terminal area departures only.
NOTE: VIIKS transition - do not file - to be assigned by ATC.

(CONTINUED ON FOLLOWING PAGE)
ERNNY EIGHT ARRIVAL (RNAV) Arrival Routes

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From ERNNY on track 221° to PAPPI, then on track 221° to TUBEZ.

LANDING RUNWAY 4L/R, 9L/C/R, 22L/R, 27L/C/R, 28L/C/R: From TUBEZ on track 221° to VULCN, then on track 273° to KURKK, then on track 273° to BAMBB, then on track 273°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 10L/C/R: From TUBEZ on track 197° to MONKZ, then on track 273° to JORJO, then on track 270° to POSSM, then on track 270°. Expect RADAR vectors to final approach course.

ARRIVAL ROUTE DESCRIPTION

ESSPO FIVE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

BONNT TRANSITION (BONNT.ESSPO5):
FORT WAYNE TRANSITION (FWA.ESSPO5):
NOLNN TRANSITION (NOLNN.ESSPO5):
WATSN TRANSITION (WATSN.ESSPO5):

From ESSPO on track 318° to LAACY, then on track 323° to IZARD, then on track 323° to CABIJ.
LANDING RWYS 4L/R, 9C/R, 10L/C/R, 22L/R, 27L/C/R, 28L/C/R: From CABIJ on track 271° to MONKZ, then on track 273° to JORJO, then on track 270° to POSSM, then on track 270°. Expect RADAR vectors to final approach course.
LANDING RWY 9L: From CABIJ on track 329° to VULCN, then on track 273° to KURKK, then on track 273° to BAMBB, then on track 273°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
ARRIVAL DESCRIPTION

ST. LOUIS DOWNTOWN:
LANDING RWY 12R, 30L/R: From FARMR on track 126° to FASHE, then on track 142° to PAMMM. Expect radar vector prior to PAMMM. If no heading received, track 185°.

SCOTT AFB/MIDAMERICA ST LOUIS:
LANDING RWYS 14L/R: From FARMR on track 126° to FASHE, then on track 142° to PAMMM, then on track 172° to TOY VORTAC. Expect RADAR vector prior to TOY VORTAC. If no heading received, track 232°.

LANDING RWYS 32L/R: From FARMR on track 126° to FASHE, then on track 142° to PAMMM, then on track 138° to DUTMY. Expect radar vector prior to DUTMY. If no heading received, track 227°.

ST. LOUIS RGNL:
LANDING RWY 11: From FARMR on track 126° to FASHE, then on track 190° to PERCY. Expect radar vector prior to PERCY. If no heading received, track 191°.

LANDING RWY 29: From FARMR on track 126° to FASHE, then on track 122° to BKAAY. Expect radar vector prior to BKAAY. If no heading received, track 210°.
ARRIVAL ROUTE DESCRIPTION

DROSE TRANSITION (DROSE.FISSK6)

From FISSK on track 302° to VEECK, then on track 323° to OZZEY, then on track 322° to AZUMO, then on track 301° to cross HALIE at 6000.

LANDING RWY 4R: From HALIE on track 278° to cross OLCYK at or above 4000, then on track 278°. Expect RADAR vectors to final approach course.

LANDING RWY 13C: From HALIE on track 279° to cross TINLY at or above 4000, then on track 279°. Expect RADAR vectors to final approach course.

LANDING RWY 22L: From HALIE on track 343° to cross GERMN at or above 4000, then on track 343° to LNANE, then on track 339° to BOCAH, then on track 274° to cross TACTT at 3000. Expect RNAV (RNP/GPS) Rwy 22L approach or RADAR vectors to final approach course.

LANDING RWY 31C: From HALIE on track 278° to cross TACTT at 3000, then on track 274° to cross HILLS at 5000 and at 240K. Expect RNAV (RNP/GPS) Rwy 31C approach or RADAR vectors to final approach course.

LANDING RWY 4R: From HALIE on track 278° to cross OLCYK at or above 4000, then on track 279°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

Rwy 22L: If approach clearance not received by TACTT, proceed inbound on RNAV (GPS) or RNAV (RNP) Rwy 22L routing.
ARRIVAL ROUTE DESCRIPTION

VOGZZ TRANSITION (VOGZZ.FNLEE1)

From FNLEE on track 077° to cross SADIE at 7000, then on track 070°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
ARRIVAL ROUTE DESCRIPTION

From FYTTE on track 103° to MOTRR, then on track 103° to COGSS, then on track 129° to MADII, then on track 133° to SOOLU.

LANDING RWYS 4L/R, 9L/C/R, 10L/C/R, 22L/R, 27L/R:
From SOOLU on track 142° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RWYS 27C, 28C/R: From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RWY 28L: From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 095° to RREGY, then on track 095°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: ORD Landing East: Expect RADAR vectors to final approach course after MADII.
**ARRIVAL ROUTE DESCRIPTION**

**CHZHD TRANSITION (CHZHD.GOPAC3):**

**LEEDN TRANSITION (LEEDN.GOPAC3):**

**OGECA TRANSITION (OGECA.GOPAC3):**

**LANDING ALL AIRPORTS:** From GOPAC on track 075° to TAAIL, then on track 075°. Expect RADAR vectors to final approach course.

NOTE: Landing KPNG, expect RADAR vectors to final approach course.

NOTE: Landing KPWK, expect RADAR vectors to HIGUH, then to destination airport.

NOTE: Chart not to scale.

**RNAV 1 - DME/DME/IRU OR GPS.**

RADAR required.
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

MAISON CITY TRANSITION (MCW.JVL1): From over MCW VOR/DME on MCW R-089 to JIBOR, then on JVL R-289 to JVL VOR/DME, thence....

...from over JVL VOR/DME on JVL R-109 to cross KRENA at 11000, then on heading 130°. Expect radar vectors to final approach course.

NOTE: RADAR required.
NOTE: DME required.
NOTE: Chart not to scale.
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.

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ARRIVAL ROUTE DESCRIPTION

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

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

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

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

LANDING IGO: From LUCIT on track 003° to cross YOGRT at 4000, then on track 330°. Expect RADAR vectors to final approach course.
CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225

NOTE: ZANDI Enroute transition: For Milwaukee terminal area departures only.

NOTE: VIIKS Enroute transition: Do not file - to be assigned by ATC.

NOTE: ORD landing east: Expect RADAR vectors to final approach course after MADII.

CHDRR TRANSITION (CHDRR.MADI17):
FAALZ TRANSITION (FAALZ.MADI17):
FGHRN TRANSITION (FGHRN.MADI17):
KOHLL TRANSITION (KOHLL.MADI17):
OVETE TRANSITION (OVETE.MADI17):
PIRPL TRANSITION (PIRPL.MADI17):
VIIKS TRANSITION (VIIKS.MADI17):
ZANDI TRANSITION (ZANDI.MADI17):

(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.
From MADII on track 133° to SOOLU.

LANDING RUNWAY 4L/R, 9L/C/R, 10L/C/R, 22L/R, 27L/R: From SOOLU on track 142° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27C, 28C/R: From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 28L: From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 095° to RREGY, then on track 095°. Expect RADAR vectors to final approach course.
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.
LANDING RWY 4R: From HALIE on track 278° to cross OLCKY at or above 4000, then on track 278°. Expect RADAR vectors to final approach course.

LANDING RWY 13C: From HALIE on track 279° to cross TINLY at or above 4000, then on track 279°. Expect RADAR vectors to final approach course.

LANDING RWY 22L: From HALIE on track 343° to cross GERMN at or above 4000, then on track 343° to LNANE, then on track 339° to BOCAH, then on track 274° to cross TACTT at 3000. Expect RNAV (RNP/GPS) RWY 22L approach or RADAR vectors to final approach course.

LANDING RWY 31C: From HALIE on track 295° to cross HAADN at 6000, then on track 295° to cross HILLS at 5000 and at 240K. Expect ILS or RNAV (RNP/GPS) RWY 31C approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS:
Rwy 22L: If approach clearance not received by TACTT, proceed inbound on RNAV (GPS) or RNAV (RNP) Rwy 22L routing.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

From QUOTE on track 357° to cross YOLLO at 8000, then on track 010°. Expect RADAR vectors to final approach course.
**SHAIN TWO ARRIVAL (RNAV) Transition Routes**

**BFORD TRANSITION (BFORD.SHAIN2)**
**CASHN TRANSITION (CASHN.SHAIN2)**
**DRAMS TRANSITION (DRAMS.SHAIN2)**
**FORISTELL TRANSITION (FTZ.SHAIN2)**
**KIRKSVILLE TRANSITION (IRK.SHAIN2)**
**LOAMY TRANSITION (LOAMY.SHAIN2)**
**PNTAC TRANSITION (PNTAC.SHAIN2)**
**ST LOUIS TRANSITION (STL.SHAIN2)**
**TRIDE TRANSITION (TRIDE.SHAIN2)**
**VINCA TRANSITION (VINCA.SHAIN2)**
**WELTS TRANSITION (WELTS.SHAIN2)**

**NOTE:** RADAR required.
**NOTE:** RNAV 1.
**NOTE:** DME/DME/IRU or GPS required.
**NOTE:** STL, DRAMS, VINCA transitions: ATC assigned only.
**NOTE:** PNTAC transition: For CMI, SPI, and BMI departures only or as assigned by ATC.

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**Arrival Routes**

See following page for Arrival Routes

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**Transition Routes**

**CONTINUED ON FOLLOWING PAGE**

NOTE: Chart note to scale.
From SHAIN on track 018° to RAGSS, then on track 024° to JUMPN, then on track 039° to NUNWS, then on track 072°. Expect RADAR vectors to final approach course.
**TRTLL SIX ARRIVAL (RNAV) Transition Routes**

**NOTE:** PNTAC transition: For CMI, SPI, and BMI departures only, or as assigned by ATC.

**NOTE:** STL, VINCA transitions: ATC assigned only.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RNAV 1.

**NOTE:** RADAR required.

---

**BYLAW TRANSITION (BYLAW.TRTLL6):**

**CASHN TRANSITION (CASHN.TRTLL6):**

**FORISTELL TRANSITION (FTZ.TRTLL6):**

**MAROC TRANSITION (MAROC.TRTLL6):**

**PNTAC TRANSITION (PNTAC.TRTLL6):**

**ST LOUIS TRANSITION (STL.TRTLL6):**

**VINCA TRANSITION (VINCA.TRTLL6):**

**WELTS TRANSITION (WELTS.TRTLL6):**

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**NOTE:** Chart not to scale.

**EC-3, 11 JUL 2024 to 05 SEP 2024**
ARRIVAL ROUTE DESCRIPTION

From TRTLL on track 045° to HIHRY, then on track 045° to RINNO.

LANDING RWYS 4L/R, 9L/C/R, 10L/C/R, 22L/R, 27L/C, 28C/R:

From RINNO on track 048° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RWY 27R: From RINNO on track 013° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RWY 28L: From RINNO on track 048° to JORJO, then on track 093° to MONKZ, then on track 095° to RREGY, then on track 095°. Expect RADAR vectors to final approach course.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: ORD Landing East: Expect RADAR vectors to final approach course after HIHRY.
MINNEAPOLIS APP CON
126.95  335.5
ANE ATIS
120.625
FCM ATIS
124.9
MIC ATIS
124.475
STP ATIS
118.35

NOTE: DME and RADAR required.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

ALOCK TRANSITION (ALOCK.TWOLF4): From over ALOCK on MCW R-182 to MCW VOR/DME, then on MCW R-318 to TWOLF.

LANDING ALL AIRPORTS: From over TWOLF on GOPHER (GEP) VORTAC R-178 to KGEEE, thence as depicted to cross TRGET between 7000 and 8000, then on GEP VORTAC R-178 to cross KEWTY at 5000, expect RADAR vectors to final approach course.

TWOLF FOUR ARRIVAL
AL-263 (FAA)
VEECK FIVE ARRIVAL (RNAV) Transition Routes

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Expect possible reroute to WATSN RNAV STAR.

NOTE: FORT WAYNE Transition: ATC assigned only.

BONNT TRANSITION (BONNT.VEECK5):
FORT WAYNE TRANSITION (FWA.VEECK5):

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ARRIVAL ROUTE DESCRIPTION

From VEECK on track 302° to BOONE, then on track 321° to HANNI, then on track 329° to CLUSO, then on track 323° to KAYTO, then on track 323° to PINKK.

LANDING RWYS 4L/R, 9C/R, 10L/C/R, 22L/R, 27L/C/R, 28L/C/R:
From PINKK on track 306° to MONKZ, then on track 273° to JORJO, then on track 270° to POSSM, then on track 270°. Expect RADAR vectors to final approach course.

LANDING RWY 9L: From PINKK on track 347° to VULCN, then on track 273° to KURKK, then on track 273° to BAMBB, then on track 273°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
ORD AIRCRAFT LANDING WEST: At PINKK, turn right direct BABUU, maintain 5000, then via 360° heading, intercept localizer and execute ILS or LOC Rwy 28R approach.
ORD AIRCRAFT LANDING EAST: Standard.

NOTE: Chart not to scale.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Expect rerouting on the VEECK RNAV STAR or ESSPO RNAV STAR due to airport demand or configuration.
NOTE: ORD LANDING EAST: Expect RADAR vectors to final approach course.
NOTE: BONNT TRANSITION: ATC assigned only.

BONNT TRANSITION (BONNT.WATSN4):
DAIFE TRANSITION (DAIFE.WATSN4):
FORT WAYNE TRANSITION (FWA.WATSN4):
ROSEWOOD TRANSITION (ROD.WATSN4):
ZANLA TRANSITION (ZANLA.WATSN4):

From WATSN on track 282° to HAUPO, then on track 300° to MKITA, then on track 337° to PRISE, then on track 359° to HULLS, then on track 358° to STYLE, then on track 353° to DWEEB, then on track 323° to CENAK, then on heading 270° or as assigned by ATC. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

See following page for Arrival Route.
ARRIVAL ROUTE DESCRIPTION

From WYNDE on track 253° to FIYER, then on track 253° to ERNNY, then on track 221° to PAPPI, then on track 221° to TUBEZ.

LANDING RWYS 4L/R, 9L/C/R, 22L/R, 27L/C/R, 28L/C/R:
From TUBEZ on track 221° to VULCN, then on track 273° to KURKK, then on track 273° to BAMBB, then on track 273°. Expect RADAR vectors to final approach course.

LANDING RWY 10L/C/R: From TUBEZ on track 197° to MONKZ, then on track 273° to JORJO, then on track 270° to POSSM, then on track 270°. Expect RADAR vectors to final approach course.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: ORD Landing West: Expect RADAR vectors to final approach course after PAPPI.

EC-3, 11 JUL 2024 to 05 SEP 2024

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

EC-3, 11 JUL 2024 to 05 SEP 2024

CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225
For inop ALS, increase WULIB fix minimums S-LOC 29 Cats C/D visibility to 1 SM.

ATIS 128.0  
ST LOUIS APP CON 124.2 353.9  
REGIONAL TOWER* 126.0(CTAF) 239.0  
GND CON 120.2  
C/N C/D 120.2  
UNICOM 122.95

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on heading 310° and on TOY VORTAC R-322 to TOPOZ INT/TOY 16 DME and hold.

Procedure NA for arrivals at JACOB on V12 northeast bound.

ST LOUIS RGNL (ALN)

ST LOUIS RGNL

For inop ALS, increase WULIB fix minimums S-LOC 29 Cats C/D visibility to 1 SM.

ATIS 128.0  
ST LOUIS APP CON 124.2 353.9  
REGIONAL TOWER* 126.0(CTAF) 239.0  
GND CON 120.2  
C/N C/D 120.2  
UNICOM 122.95

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on heading 310° and on TOY VORTAC R-322 to TOPOZ INT/TOY 16 DME and hold.

Procedure NA for arrivals at JACOB on V12 northeast bound.

ILS or LOC RWY 29

ST LOUIS RGNL (ALN)

ST LOUIS RGNL
RNP APCH.

- Rwy 11 helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:
- Climb to 2100 direct QUNIE and hold.

ATIS 128.0  ST LOUIS APP CON 124.2 353.9  REGIONAL TOWER* 126.0(CTA) 239.0  GND CON 120.2  CLINC DEL 120.2 (when tower closed) UNICOM 122.95

RNAV (GPS) RWY 11
ST LOUIS RGNL (ALN)

WAAS CH 90417 W11A
APP CRS 114° Rwy Idg 8099 TDZE 539 Apt Elev 544

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 17
ST LOUIS RGNL (ALN)

**Category**

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**Procedure NA for arrivals at FASHE on V9 southwest bound.**

**Procedure NA for arrivals at GIFTS on V69 northbound.**

**Rwy 17 helicopter visibility reduction below ¾ SM NA.**
AVON/ST. LOUIS, ILLINOIS
AL-517B (FAA)
24193

RNAV (GPS) RWY 29
ST LOUIS RGNL (ALN)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM and LNAV Cat C/D visibility to 1 SM.

ATIS  128.0
ST LOUIS APP CON  124.2 353.9
REGIONAL TOWER*  126.0 (CTAF)  239.0
GND CON  120.2
CLNC DEL  120.2
(when tower closed)
UNICOM  122.95

Procedure NA for arrivals at TOY VORTAC airway radials 006 CW 114.

Procedure NA for arrivals at JACOB on V12 eastbound.

ELEV 544  TDZE 531

ATIS  128.0
ST LOUIS APP CON  124.2 353.9
REGIONAL TOWER*  126.0 (CTAF)  239.0
GND CON  120.2
CLNC DEL  120.2
(when tower closed)
UNICOM  122.95

Procedure NA for arrivals at TOY VORTAC airway radials 006 CW 114.

Procedure NA for arrivals at JACOB on V12 eastbound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**TOP ALTITUDE: ASSIGNED BY ATC**

**TAKEOFF MINIMUMS**
Rwys 11, 17, 29, 35: Standard.

---

**NOTE:** Chart not to scale.

**EC-3, 11 Jul 2024 to 05 Sep 2024**
Climb on assigned heading for vector to appropriate route, maintain 2500 or assigned altitude, thence . . .

. . . from over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY1.BIB): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY1.VHP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY1.CREEP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP.

JIGSY TRANSITION (GATWY1.JIGSY): From over TWILA on TOY R-076 to JIGSY.

ROSEWOOD TRANSITION (GATWY1.ROD): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.
(LINDY8.STL) 24025

LINDBERGH EIGHT DEPARTURE

ST LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

ATIS
128.0
CLNC DEL
120.2 (when twr closed)
GND CON
120.2
REGIONAL TOWER *
126.0  239.0
ST LOUIS DEP CON
124.2  353.9

TOP ALTITUDE:
2500

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 11, 17, 29, 35: Standard.

NOTE: DME and RADAR required.

CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route, maintain 2500 or assigned altitude, thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY8.LIT): From over STL VORTAC on STL R-198 to TWRAY, then on STL R-198 and LIT R-013 to LIT VORTAC.
MYERZ TRANSITION (LINDY8.MYERZ): From over STL VORTAC on STL R-184 to MYERZ.
VICHY TRANSITION (LINDY8.VIH): From over STL VORTAC on STL R-229 to KLAIR, then on VIH R-053 to VIH VOR/DME.
WALNUT RIDGE TRANSITION (LINDY8.ARG): From over STL VORTAC on STL R-184 to MYERZ, then on ARG R-008 to ARG VORTAC.
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 2500 or assigned altitude, thence . . .

. . . (transition). Expect filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK8.HLV): From over STL VORTAC on STL R-281 to CABIT, then on STL R-281 and HLV R-095 to HLV VORTAC.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 11, 17, 29, 35: Standard.

NOTE: DME and RADAR required.
TOP ALTITUDE: ASSIGNED BY ATC

ST. LOUIS
117.4 STL
Chan 121

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 2500 or assigned altitude, thence.

... from over STL VORTAC on STL R-130 to PLESS, then on (transition) or (assigned route). Expect filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS5.DENNI): From over PLESS on STL R-130 to DENNI.

NASHVILLE TRANSITION (PLESS5.BNA): From over PLESS on STL R-130 to DENNI, then on STL R-130 and BNA R-315 to BNA VORTAC.

NOTE: Chart not to scale.
AMERY, WISCONSIN

RNAV (GPS) RWY 18
AMERY MUNI (AHH)

RNP APCH.

- Rwy 18 helicopter visibility reduction below 3/4 SM NA. Use New Richmond altimeter setting; when not received, use Osceola altimeter setting and increase all MDAs 20 feet and Circling Cat C visibility 1/4 SM.
- MISSED APPROACH: Climb to 3000 direct FISOM 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>LP</td>
<td>1500-1</td>
<td>420 (500-1)</td>
<td>1500-1/4</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV</td>
<td>1600-1</td>
<td>520 (600-1)</td>
<td>1600-1/4</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1740-1</td>
<td>652 (700-1)</td>
<td>1740-1/4</td>
<td>NA</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 36
AMERY MUNI (AHH)

Rwy 36 helicopter visibility reduction below 3/4 SM NA. Use New Richmond altimeter setting; when not received, use Osceola altimeter setting and increase all MDAs 20 feet and Circling Cat C visibility 3/4 SM.

**MISSING APPROACH:**
- Climb to 3000 direct JANIL and hold.

**Category Table**

<table>
<thead>
<tr>
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<th>B</th>
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<th>D</th>
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<tbody>
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<td>LP MDA</td>
<td>1560-1</td>
<td>472 (500-1)</td>
<td>1560-1(\frac{3}{8})</td>
<td>472 (500-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1680-1</td>
<td>592 (600-1)</td>
<td>1680-1(\frac{3}{4})</td>
<td>592 (600-1(\frac{1}{4}))</td>
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<tr>
<td>CIRCLING</td>
<td>1740-1</td>
<td>652 (700-1)</td>
<td>1740-1(\frac{3}{4})</td>
<td>652 (700-1(\frac{1}{4}))</td>
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</tbody>
</table>

**RNAV (GPS) RWY 36**

**AMERY, WISCONSIN**

**45°17'N-92°23'W**

**Amdt 1B 05DEC19**

**AMERY MUNI (AHH)**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
Rw 9 helicopter visibility reduction below ¾ SM. NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

**AWOS-3**
119.075

**MINNEAPOLIS CENTER**
124.4 317.7

**UNICOM**
122.8 (CTAF)

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**HOLD 3500 (IF/IAF)**

**COGIV**

**BEYAG**

**HEDIG**

**3300**

**LNAV only.**

**BEYAG**

**HEDIG**

**3300**

**1.6 NM to RW09**

**RW09**

**3400**

**3000**

**LNAV only.**

**BEYAG**

**HEDIG**

**3300**

**LPV DA**

1772-1 250 (300-1)

**LNAV/ VNAV DA**

2135-2½ 613 (700-2½)

**LNAV MDA**

2080-1 558 (600-1) 2080-1½ 558 (600-1½)

**CIRCLING**

2120-1 597 (600-1) 2260-2 737 (800-2) 2260-2½ 737 (800-2½)

EC-3, 11 JUL 2024 to 05 SEP 2024
Baro-VNAV NA when using Wausau Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Wausau Downtown altimeter setting; increase all DA 105 feet all LPV visibilities ¼ mile, and all LNAV/VNAV visibilities ½ mile; increase all MDA 120 feet, LNAV Cat C and D visibilities ½ mile, Circling Cat C visibility ¼ mile, and Cat D visibility ¼ mile.

MISSLED APPROACH: Climb to 3300 direct ZABVI and hold.

AWOS-3 | MINNEAPOLIS CENTER | UNICOM
--- | --- | ---
119.075 | 124.4 317.7 | 122.8 (CTAF)

EC-3, 11 JUL 2024 to 05 SEP 2024

ANTIGO, WISCONSIN
Al-6215 (FAA)

RNAV (GPS) RWY 17
LANGLADE COUNTY (AIG)

Antigo, Wisconsin
Amdt 2A 02APR15

EC-3, 11 JUL 2024 to 05 SEP 2024
**RNP APCH.**

- **AWOS-3**: 119.075
- **MINNEAPOLIS CENTER**: 124.4 317.7
- **UNICOM**: 122.8 (CTAF)

**MISSED APPROACH:**
- Climb to 3500 direct COGIV and hold.

**Rwy 27 helicopter visibility reduction below 3/4 SM NA.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

**EC-3, 11 JUL 2024 to 05 SEP 2024**

- CATEGORY A
- **LPV** DA 1773-1 250 (300-1)
- **LNAV/VNAV** DA 1792-1 269 (300-1)
- **LNAV MDA** 2020-1 497 (500-1) 2020-1 497 (500-1/3)
- **CIRCLING** 2120-1 597 (600-1) 2260-2 737 (800-2) 2260-2 1/2 737 (800-2/4)

**EC-3, 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. Baro-VNAV and VDP NA when using Wausau Downtown altimeter setting. Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Wausau Downtown altimeter setting: increase all DA 105 feet and visibility LPV all Cats ¼ mile and LNAV/VNAV all Cats ¼ mile; increase all MDA 120 feet and visibility LNAV Cat C/D and Circling Cat C ½ mile and Circling Cat D ⅛ mile.

MISSED APPROACH: Climb to 3400 direct OZOXY and hold.

**AWOS-3**

119.075

**MINNEAPOLIS CENTER**

124.4 317.7

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**AWOS-3**

119.075

**MINNEAPOLIS CENTER**

124.4 317.7
Baro-VNAV NA below -1.6°C (4°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Green Bay-Austin Straubel Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro/VNAV and VDP NA when using Green Bay-Austin Straubel Intl altimeter setting. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats.

### ATIS
- **127.15**
- **GREEN BAY APP CON**
- **APPLETON TOWER**

### GND CON
- **121.7**

### UNICOM
- **122.95**

---

### APP CRS
- **RWy Idg 8003**
- **TDZE 888**
- **Apt Elev 918**

### RNAV (GPS) RWY 3
**APPLETON INTL (ATW)**

### MALSR
- **LNAV only**

### MISSED APPROACH:
Climb to 2700 direct ASIGE and hold.

---

### Procedure NA for arrival at OSH VORTAC via V191 southeast bound.

---

**APPLETON, WISCONSIN**
Amdt 18 26MAR20

---

**APPLETON INTL (ATW)**
**AL-5216 (FAA)**

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**WAAS CH 56223**
**W03A**

---

**APPLETON INTL (ATW)**
Amdt 18 26MAR20

---

**APPLETON INTL (ATW)**
**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**APPLETON INTL (ATW)**
**AL-5216 (FAA)**

---

**APPLETON INTL (ATW)**
**EC-3, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter not received, use Green Bay-Austin Straubel Intl altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Green Bay-Austin Straubel altimeter setting.

Procedure NA for arrivals on GRB VORTAC airway radials 269 CW 286.

Procedure NA for arrivals on OSH VORTAC airway radials 307 CW 337.

Atmospheric official national standard (USC) pressure setting, 29.92 in. Hg. Equal to 1013.2 hectopascals. When a specific airport altimeter setting is required, it will be published on the chart. At airports where an altimeter setting is not published, the standard setting shall be used. Increase LPV and LNAV/VNAV all Cats and not received, use Green Bay-Austin Straubel Intl altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Green Bay-Austin Straubel altimeter setting.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter not received, use Green Bay-Austin Straubel Intl altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Green Bay-Austin Straubel altimeter setting.

Procedure NA for arrivals on GRB VORTAC airway radials 269 CW 286.

Procedure NA for arrivals on OSH VORTAC airway radials 307 CW 337.
RNAV (GPS) RWY 21
APPLETON INTL (ATW)

**WAAAS**
- CH 93517
- WD21
- Rdg 8002
- TDZE 879
- Apt Elev 918

**ATIS**
- 127.15

**GREEN BAY APP CON**
- 126.3
- 338.2

**APPLETON TOWER**
- 119.6

**GND CON**
- 121.7

**UNICOM**
- 122.95

**ELEV**
- 918

**TDZE**
- 879

**MISSED APPROACH:** Climb to 2900 direct APIXE and hold.

**ELEVATION**
- **HOLD 6000**
- **APIXE**
- **VGSI** and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 47°).

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

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>LPV DA</td>
<td>1129-3/4</td>
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<td>LNAV MDA</td>
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<td>CIRCLING</td>
<td>1340-1</td>
<td>1380-1</td>
<td>1400-1⅛</td>
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<td>CIRCLING</td>
<td>422 (500-1)</td>
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<td>482 (500-1½)</td>
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**EC-3, 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).

Procedure NA for arrival on GRB VORTAC airway radials 115 CW 269.

Procedure NA for arrival on OSH VORTAC airway radials 337 CW 023.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C. Rwy 2 helicopter visibility reduction below ½ SM NA. Baro-VNAV and VDP NA when using Ironwood altimeter setting. When local altimeter setting not received, use Ironwood altimeter setting and increase all DA 132 feet and all MDAs 140 feet; increase LPV all Cats and LNAV Cat C/D visibility ½ SM, LNAV/VNAV all Cats and Circling Cat C/D visibility ½ SM.

Procedure NA for arrivals at ERIYI on V413 southwest bound.
ASHLAND, WISCONSIN

**APP CRS**

**Rwy Idg**

**TDZE**

**Apt Elev**

**132°**

**827**

**827**

**3498**

**U P**

**P**

**P**

**0.4%**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Ironwood altimeter setting. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and all MDAs 140 feet; increase LPV, LNAV/VNAV all Cats, and LNAV Cat C/D visibility ½ mile and Circling Cat C/D visibility ½ mile.**

**MISSED APPROACH:**

Climb to 3500 direct JILUL and hold.

**Procedure NA for arrivals on DLH VORTAC airway radials 046 CW 182.**

**Procedure NA for arrivals at GRASS on V217 southeast bound.**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**DULUTH**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**JOHN F KENNEDY MEML (ASX)**

**LNAV Only.**

**ASOS**

**MINNEAPOLIS CENTER**

**GCO**

**UNICOM**

126.775

126.45 276.4

122.25

122.8 (CTAF)

**LNAV/DA**

**LPV DA**

**LNAV/MDA**

**CIRCLING**

926

2900

23222

**RNAV (GPS) RWY 13**

**RNAV (GPS) RWY 13**

**RNAV (GPS) RWY 13**
RNAV (GPS) RWY 20
JOHN F KENNEDY MEML (ASX)

ASHLAND, WISCONSIN
46° 33'N-90° 55'W

EC-3, 11 Jul 2024 to 05 Sep 2024

Amdt 1B 08Nov18
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-19°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Baro-VNAV and VDP NA when using Ironwood altimeter setting. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and all MDAs 140 feet; increase LPV all Cats and LNAV Cat C/D visibility 3/8 mile, LNAV/VNAV all Cats and Circling Cat C/D visibility ½ mile.

Procedure NA for arrivals at WASPS on V191-430 westbound.

Procedure NA for arrivals at ERIYI on V413 southwest bound.

3500 JAVUT

LPV DA

1077-⅔ 250 (300-¾)

LNAV/VNAV DA

1125-1 298 (300-1)

LNAV MDA

1240-1 413 (500-1) 1240-⅓ 413 (500-⅓)

4.3 NM 6.9 NM

12 NM

CATEGORY

A

B

C

D

ASOS

126.775

MINNEAPOLIS CENTER

126.45 276.4

GCO

122.25

UNICOM

122.8 (CTAF)
**LOC RWY 2**

**ASHLAND, WISCONSIN**

**APP CRS**

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<td>Chan 30</td>
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<td>826</td>
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**Rwy Idg**

| TDZE | 826 |

**Apt Elev**

| 827 |

**MSA (IWD 37 NM)**

| 4100 |

**ASOS**

| 126.775 |

**ASOS**

| 126.45 |

**MINNEAPOLIS CENTER**

| 276.4 |

**GCO**

| 122.25 |

**UNICOM**

| 122.8 (CTAF) |

**DME required.**

- Rwy 2 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Ironwood altimeter setting. Use Ironwood altimeter setting and increase all MDA 140 feet; increase S-02 Cat C/D visibility 1/4 SM and Circling Cat C/D visibility 1/4 SM.

**MISSING APPROACH:** Climb to 2200 then climbing right turn to 3500 on IWD VOR/DME R-280 to CEVLU/IWD 20 DME and hold.

**ASOS**

| 1825 |

**PROCEDURE NA for arrivals at GRASS on V217 northwest bound.**

**S-2**

<table>
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<th>B</th>
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<td>1.9 NM</td>
<td>1.9 NM</td>
<td>0.6</td>
<td>1.1 NM</td>
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<td>1200-1/8</td>
<td>374 (400-1)</td>
<td>1200-1/8</td>
<td>374 (400-1/8)</td>
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</table>

**CIRCLING**

| 1240-1 | 413 (500-1) |
| 1280-1 | 453 (500-1) |
| 1440-1 3/4 | 613 (700-1 1/4) |
| 1560-2 1/4 | 733 (800-2 1/4) |

**ELEV 827**

**TDZE 826**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 1
BARABOO/WISCONSIN DELLS RGNL (DILL)

Baro-VNAV NA when using Lone Rock altimeter setting. 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. When local altimeter setting not received, use Lone Rock altimeter setting and increase all DA 97 feet/MDA 100 feet. Increase LPV all cats visibility 1/4 mile, LNAV/VNAV all cats visibility 3/8 mile, LNAV Cat C visibility 3/8 mile, and Circling Cat C visibility 1/2 mile. Circling NA to Rwy 14-32. Rwy 1 helicopter visibility reduction below 1/2 SM NA.

Procedure NA for arrivals at DLL VORTAC on airway radials 094 CW 140.

MISSED APPROACH: Climb to 3000 direct NOYIL and on track 011° to ZAVOX and hold.

AWOS-3 118.325 MADISON APP CON 135.45 343.7 UNICOM 123.05 (CTAF)

NWA S
CH 53304
W01A

APP CRS
010°
Rwy Ldg 5010
TDZE 979
Apt Elev 979

EC-3, 11 JUL 2024 to 05 SEP 2024
32
LOC Rwy 1
BARABOO/WISCONSIN DELLS RGNL (DLL)

DME required.

Circling NA to Rwys 14 and 32. Rwy 1 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 4000 direct DLL VORTAC and hold, continue climb-in-hold to 4000.

Procedure NA for arrivals at DLL VORTAC on V228 northwest bound.

One Minute Holding Pattern

Use I-DLL DME when on the localizer course.

EGND and descent angles not coincident (VGSI Angle 3.00/TCH 32).

LOC/RME I-DLL

RO Y 1
BARABOO/WISCONSIN DELLS RGNL (DLL)

DME required.

Circling NA to Rwys 14 and 32. Rwy 1 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 4000 direct DLL VORTAC and hold, continue climb-in-hold to 4000.

Procedure NA for arrivals at DLL VORTAC on V228 northwest bound.

One Minute Holding Pattern

Use I-DLL DME when on the localizer course.

EGND and descent angles not coincident (VGSI Angle 3.00/TCH 32).

LOC/RME I-DLL

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
Circling NA to Rwy 14 and 32.

**AWOS-3**
- **118.325**

**MADISON APP CON**
- **135.45**
- **343.7**

**UNICOM**
- **123.05 (CTAF)**

**OSHKOSH**
- 116.75 OSH:  
  Chan 114(Y)

**Procedure NA for arrival**
on OSH VORTAC airway radials 165 CW 212.

**VOR-A**
- **BARABOO/WISCONSIN DELLS RGNL (DLL)**

**MISSED APPROACH:** Climb to 2500 then climbing,  
right turn to 3300 direct DLL VORTAC and hold, continue climb-in-hold to 3300.

**OSHKOSH**
- **116.75 OSH...**
  Chan 114(Y)

**MISSED APPROACH:** Climb to 2500 then climbing,  
right turn to 3300 direct DLL VORTAC and hold, continue climb-in-hold to 3300.

** Procedure NA for arrival**
on OSH VORTAC airway radials 165 CW 212.
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<tr>
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<tr>
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<td>4.8</td>
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<td>I-BTC</td>
<td>1.8</td>
<td>1.8</td>
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**Category**

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<td>S-ILS 14L</td>
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<tr>
<td>S-LOC 14L</td>
<td>920/55</td>
<td>478 (500-1%)</td>
<td>920-1½</td>
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</table>

**Diagram Notes**

- DME required.
- Rwy 14L helicopter visibility reduction below RVR 4000 NA.
- ASR
- Procedure NA for arrivals on TOY VORTAC airway radials 189° CW 263.
- VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
- 139° heading and on ENL VORTAC R-277.
- SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

**ATIS**

- 128.7 256.7
- 128.25 253.5
- 119.2 275.8
- 119.875 263.025

**ST LOUIS APP CON**

- 125.2 281.5

**SCOTT TOWER**

- 128.75 253.5

**GND CON**

- 119.2 275.8

**CLNC DEL**

- 119.875 263.025

**Notes**

- EC-3, 11 JUL 2024 to 05 SEP 2024
- 36°N-89°50'W
ILS or LOC RWY 14R
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

For inop ALS, increase S-ILS 14R Cat E visibility to RVR 4000 and S-LOC 14R Cat E visibility to 1 ½ mile. DME from SKE TACAN. DME use requires simultaneous reception of I-OXK and SKE DME.

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

MISSED APPROACH: Climb to 2200 then on TOY VORTAC R-148 to WOMUG INT/TOY 25.6 DME and hold.

** Simultaneous reception of I-OXK and SKE DME.

* S-ILS 14R Cat E visibility to 1 mile. DME use requires simultaneous reception of I-OXK and SKE DME.

** For inop ALS, increase S-ILS 14R Cat E visibility to RVR 4000 and S-LOC 14R Cat E visibility to 1 ½ mile. DME from SKE TACAN. DME use requires simultaneous reception of I-OXK and SKE DME.

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

** Simultaneous reception of I-OXK and SKE DME.

** For inop ALS, increase S-ILS 14R Cat E visibility to RVR 4000 and S-LOC 14R Cat E visibility to 1 ½ mile. DME from SKE TACAN. DME use requires simultaneous reception of I-OXK and SKE DME.

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

** Simultaneous reception of I-OXK and SKE DME.
For inop ALS, increase S-ILS 32R Cat E visibility to RVR 4000 and increase S-LOC visibility to RVR 5000.

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

MISSED APPROACH: Climb to 1500 then climbing right turn to 2400 on heading 194° and TOY VORTAC R-144 to EGNOC INT and hold.

Procedure NA for arrivals on ENL VORTAC airway radials 225 CW 294.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

For inop ALS, increase S-ILS 32R Cat E visibility to RVR 4000 and increase S-LOC visibility to RVR 5000.

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

MISSED APPROACH: Climb to 1500 then climbing right turn to 2400 on heading 194° and TOY VORTAC R-144 to EGNOC INT and hold.

Procedure NA for arrivals on ENL VORTAC airway radials 225 CW 294.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
**RNAV (GPS) RWY 14L**

**SCOTT AFB/MIDAMERICA ST LOUIS (BLV)**

**RNAV 1 - GPS.**

Rwy 14L helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

**ATIS**

**ST LOUIS APP CON**

**SCOTT TOWER**

**GND CON**

**CLNC DEL**

**BELLEVILLE, ILLINOIS**

**WAAS**

**CH**

**W14A**

**APP CRS**

**Rwy Ldg**

**TDZE**

**Apt Elev**

**139°**

**10000**

**442**

**459**

**ELEV**

**459**

**BELLEVILLE, ILLINOIS (BLV)**

**DUTMY**

5 NM

**MSA RW14L 2.5 NM**

**2700**

**TCH 55**

**VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).**

Procedure NA for arrivals on TOY VORTAC airway radials 189 CW 282.

**2100**

**139°**

**OFAFY**

**139°**

**DMUPS**

**139°**

**3.5 NM to RW14L**

**139°**

**1.2 NM to RW14L**

**103°**

**5 NM**

**DUTMY**

**139°**

**103°**

**5 NM**

**DUTMY**

**BELLEVILLE, ILLINOIS**

**Orig-B 08SEP22**

**38°33'N-89°50'W**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**RNAV 1 - GPS.**

Rwy 14L helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

**ATIS**

**ST LOUIS APP CON**

**SCOTT TOWER**

**GND CON**

**CLNC DEL**

**BELLEVILLE, ILLINOIS**

**WAAS**

**CH**

**W14A**

**APP CRS**

**Rwy Ldg**

**TDZE**

**Apt Elev**

**139°**

**10000**

**442**

**459**

**ELEV**

**459**

**BELLEVILLE, ILLINOIS (BLV)**

**DUTMY**

5 NM

**MSA RW14L 2.5 NM**

**2700**

**TCH 55**

**VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).**

Procedure NA for arrivals on TOY VORTAC airway radials 189 CW 282.

**2100**

**139°**

**OFAFY**

**139°**

**DMUPS**

**139°**

**3.5 NM to RW14L**

**139°**

**1.2 NM to RW14L**

**103°**

**5 NM**

**DUTMY**

**BELLEVILLE, ILLINOIS**

**Orig-B 08SEP22**

**38°33'N-89°50'W**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 14R
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

**ATIS**
- 128.7
- 256.7
- 125.2
- 281.5

**ST LOUIS APP CON**
- 128.25
- 253.5

**SCOTT TOWER**
- 119.2
- 275.8

**GND CON**
- 119.875
- 263.025

**CLNC DEL**
- 3000

For inop ALS, increase LNAV Cat C/D visibility to 1 3/4 SM.

**Procedure NA for arrival on TOY**
- VORTAC airway radials 189 CW 282.
- MISSED APPROACH: Climb to 3000 direct QODCU and hold.

**ATIS**
- 128.7
- 256.7
- 125.2
- 281.5

**ST LOUIS APP CON**
- 128.25
- 253.5

**SCOTT TOWER**
- 119.2
- 275.8

**GND CON**
- 119.875
- 263.025

**CLNC DEL**
- 3000

For inop ALS, increase LNAV Cat C/D visibility to 1 3/4 SM.

**Procedure NA for arrival on TOY**
- VORTAC airway radials 189 CW 282.
- MISSED APPROACH: Climb to 3000 direct QODCU and hold.
RNAV (GPS) RWY 32L
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

For inop ALS, increase LNAV Cat C/D visibility to 1½ mile.

**ATIS**
- 128.7  256.7
- 125.2  261.5

**ST LOUIS APP CON**
- 128.25  253.5

**SCOTT TOWER**
- 119.2  275.8

**GND CON**
- 119.875  263.025

**CLNC DEL**
- 2100 (7.6)
- 2400 (9.4)

**TCH 50**
- 2100
- 2400

**QODCU**
- 1500
- Procedure NA for arrival at DUTMY on V44 southeast bound.

**NEWAT**
- 1155

**RWP 32L**
- 2700

**MIA**
- 920/24
- 481 (500-1)

**NEWAT**
- 781 (800-2)

**QODCU**
- 119.875

**CIRCLING**
- 1240-2½
- 781 (800-2½)

**LNAV MDA**
- 920/24
- 481 (500-1)
RNAV (GPS) RWY 32R
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500.

MISSED APPROACH: Climb to 2300 direct MADDT and right turn on track 078° to JIKMO and on track 145° to COFEY and hold.

Procedure NA for arrivals at COFEY on V44 eastbound.

VGSI and RNAV glideslope not coincident (VGSI Angle 3.00/TCH 71).

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<tr>
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<td>LNAV MDA</td>
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<td>CIRCLING</td>
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BELLEVILLE, ILLINOIS
Orig-F 08SEP22
38°33.9N-89°50.0W
BELLEVILLE, ILLINOIS
AL-46 (FAA)

TACAN RWY 14R
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

ATIS *          ST LOUIS APP CON          SCOTT TOWER          GND CON          CLNC DEL
128.7 256.7          125.2 281.5          128.25 253.5          119.2 275.8          119.875 263.025

For inop ALS, increase S-14R Cat E visibility to 1½ SM.

ALSF-1

MISSED APPROACH: Climb to 2400 on SKE R-142 to WOMUG/14.1 DME and hold.

ATIS
128.7 256.7

ST LOUIS APP CON
125.2 281.5

SCOTT TOWER
128.25 253.5

GND CON
119.2 275.8

CLNC DEL
119.875 263.025

Belleville, Illinois
Amdt 1D 08SEP22

38°33'N-89°50'W

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

TACAN RWY 14R

BELLEVILLE, ILLINOIS

TACAN SKE
Chan 59 (112.2)

APP CRS
134°

Rwy Idg
TDZE
Apt Elev
459
459
459

WOMUG/14.1 DME

MISSED APCH FIX

#{EC-3.11 JUL 2024 to 05 SEP 2024}
For inop ALS, increase S-32L Cat C/D/E visibility to 1½ SM.

**ATIS**
- 128.7
- 256.7

**ST LOUIS APP CON**
- 125.2
- 281.5

**SCOTT TOWER**
- 128.25
- 253.5

**GND CON**
- 119.2
- 275.8

**CLNC DEL**
- 119.875
- 263.025

**SCOTT AFB/MIDAMERICA ST LOUIS (BLV)**

Procedure NA for arrivals at DUTMY on V44 eastbound.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).
BELLEVILLE, ILLINOIS
AL-46 (FAA)
EC-3, 11 JUL 2024 to 05 SEP 2024

TACAN-A

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

Radar required. When local altimeter setting not received, use St Louis Downtown altimeter setting; increase all MDA 60 feet; increase Circling Category C/D/E visibility 1/2 mile.

Missed Approach: Climbing left turn to 3000 on heading 130° and SKE TACAN R-107 to DUTMY/SKE 14.1 DME and hold.

CATEGORY REIL Rwy 14L HIRL Rwys 14R-32L and 14L-32R
CIRCLING 1180-24/721 (800-24/781) 1240-24/781 (800-24/781)

Belleville, Illinois
Orig 26MAY16

38°33'N-89°50'W

EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 Jul 2024 to 05 Sep 2024

**AIRPORT DIAGRAM**

- **ATIS**
  - SCOTT TOWER 128.25 253.5
  - GND CON 119.2 275.8
  - CINC DEL 119.875 263.025

- **PCN 69 R/B/W/T**
  - RWY 14R-32L

- **PCN 82 R/B/W/T**
  - RWY 14L-32R

- **ELEV 441**
- **ELEV 442**
- **ELEV 437**

- **ANG RAMP**
- **ANG HANGAR**
- **GOLD APRON**
- **HANGARS**
- **FIRE STATION**
- **CARGO APRON**
- **CUSTOMS**
- **TERMINAL APRON**
- **TERMINAL**
- **AIRLINE STATION**

- **APRON**
- **GOLF APRON**
- **SCOTT TOWER**

- **119.875 263.025**
- **CLNC DEL**
- **119.2 275.8**
- **GND CON**

- **128.25 253.5**

- **REIL RWY 14L**

- **HIRL RWYS 14L-32R AND 14R-32L**

- **138.5° 318.5° 318.4°**

- **EC-3, 11 JUL 2024 TO 05 SEP 2024**

- **AL-46 (FAA)**
- **BELLEVILLE, ILLINOIS**

- **VAR 1.9° W**

- **HS 1**
- **HS 2**

- **REFERENCES**
  - **RWY 14L-32R**
    - PCN 82 R/B/W/T S-75, D-209, 2D-605, 2D/2D-840
  - **RWY 14R-32L**
    - PCN 69 R/B/W/T S-120, D-250, 2D-550, 2D/2D-1049

**NOTES**

- **CAUTION:** BE ALERT TO RUNWAY CROSSING CLEARANCES.
- Readback of all Runway Holding Instructions is required.
TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 14L/R, 32R: Standard.
Rwy 32L: 300-1½ or standard with minimum climb of 250’ per NM to 800.

NOTE: RADAR required.
NOTE: BRICKYARD transition, CREEP transition, and ROSEWOOD transition: DME required.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route, maintain 3000 or assigned altitude, thence... . . . from over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY1.BIB): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY1.VHP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY1.CREEP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP.

JIGSY TRANSITION (GATWY1.JIGSY): From over TWILA on TOY R-076 to JIGSY.

ROSEWOOD TRANSITION (GATWY1.ROD): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.
LINDBERGH EIGHT DEPARTURE

(TOP ALTITUDE: 3000)

NOTE: DME and RADAR required.

TAKEOFF MINIMUMS
Rwys 14L/R, 32R: Standard.
Rwy 32L: 300-1½ or standard with minimum climb of 250' per NM to 800.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route, maintain 3000 or assigned altitude, thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY8.LIT): From over STL VORTAC on STL R-198 to TWRAY, then on STL R-198 and LIT R-013 to LIT VORTAC.
MYERZ TRANSITION (LINDY8.MYERZ): From over STL VORTAC on STL R-184 to MYERZ.
VICHY TRANSITION (LINDY8.VIH): From over STL VORTAC on STL R-229 to KLAIR, then on VIH R-053 to VIH VOR/DME.
WALNUT RIDGE TRANSITION (LINDY8.ARG): From over STL VORTAC on STL R-184 to MYERZ, then on ARG R-008 to ARG VORTAC.
**DEPARTURE ROUTE DESCRIPTION**

Climb on assigned heading for vector to appropriate route. Maintain 3000 or assigned altitude, thence . . . . . . . . (transition). Expect filed altitude 10 minutes after departure.

**HALLSVILLE TRANSITION (OZARK8.HLV):** From over STL VORTAC on STL R-281 to CABIT, then on STL R-281 and HLV R-095 to HLV VORTAC.

**NOTE:** DME and RADAR required.

**TAKEOFF MINIMUMS**

Rwys 14L/R, 32R: Standard.  
Rwy 32L: 300-1 1/2 or standard with minimum climb of 250' per NM to 800.

**TOP ALTITUDE:**

3000

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for vector to appropriate route. Maintain 3000 or assigned altitude, thence . . .

. . . . from over STL VORTAC on STL R-130 to PLESS, then on (transition) or (assigned route). Expect filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS5.DENNI): From over PLESS on STL R-130 to DENNI.

NASHVILLE TRANSITION (PLESS5.BNA): From over PLESS on STL R-130 to DENNI, then on STL R-130 and BNA R-315 to BNA VORTAC.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.
RNAV (GPS) RWY 18
BENTON MUNI (H96)

**APP CRS 181°**

<table>
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<td>LNAV MDA</td>
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<td>416 (500-1)</td>
<td>860-1½</td>
<td>416 (500-1½)</td>
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<td>Circling</td>
<td>1000-1</td>
<td>556 (600-1)</td>
<td>1120-2</td>
<td>676 (700-2)</td>
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**TDZE 444**

**ELEV 444**

**UNICOM 122.8 (CTAF)**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**MISSED APPROACH**: Climb to 2100 direct CISEV and on track 142° to HARCE and hold.

**MWA AWOS-3PT**

**KANSAS CITY CENTER**

**CENTRALIA**

**VORTAC**

**2100 NM**

**CIRCLING**

**LANDING APPROACH**

**RNAV (GPS) RWY 18**

**DME/DME RNP-0.3 NA.** Rwy 18 helicopter visibility reduction below ½ SM NA. Use Marion altimeter setting; when not received, use Mount Vernon altimeter setting and increase all MDA 20 feet and increase LNAV Cat C visibility to 1½ mile.

Circling Rwy 36 NA at night.
Baro-VNAV NA when using La Crosse altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. VDP NA with La Crosse altimeter setting. When local altimeter setting not received, use La Crosse altimeter setting: increase LPV DA to 1172 feet and visibility all Cats 1/2 SM; increase LNAV/VNAV DA to 1441 feet and visibility all Cats 1/2 SM; increase all MDA 100 feet and visibility LNAV Cat B 1/2 SM, Cat C and D 1/2 SM and Circling Cat C 1/2 SM.  

**Misplaced Approach Fix:** Climbing to 3500 direct ZELED and hold.
RNAV (GPS) RWY 26
BLACK RIVER FALLS AREA (BCK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). Baro-VNAV and VDP NA when using La Crosse altimeter setting. Rwy 26 helicopter visibility reduction below ¼ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use La Crosse altimeter setting: increase LPV DA to 1178 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1211 feet and visibility all Cats ¼ SM; increase all MDA 100 feet and visibility LNAV Cat C and D ½ SM and Circling Cat C ¼ SM.

MISSING APCH FIX
4 NM

**Procedure NA for arrivals at HURST on V345 southeast bound.**

**CATEGORY**
A | B | C | D
---|---|---|---
LPV DA | 1087-1 | 251 (300-1) | |
LNAV/VNAV DA | 1120-1 | 284 (300-1) | |
LNAV MDA | 1200-1 | 364 (400-1) | |
CIRCLING | 1280-1 | 1380-1 | 1520-2 | 1760-3
|

**AWOS-3PT** 119.125 **MINNEAPOLIS CENTER** 128.6 363.0 **CTAF** 122.9
**ILS or LOC RWY 2**

**CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)**

**ATIS** 119.575  
**SAINT LOUIS APP CON** 128.725 256.9

**BLOOMINGTON TOWER** 124.6 (CTAF) 269.575

**GND CON** 121.65  
**UNICOM** 122.95

---

**LOC/DME I-TXN**  
**Rwy Idg** 8000  
**TDZE** 867  
**Apt Elev** 871

**APP CRS** 8000  
**APP CRS** 867

**MALSR**  
**MISSING APPROACH:** Climb to 1400 then climbing left turn to 3000 on heading 330° and on PNT VOR/DME R-214 to KAPPA INT/PNT 14.3 DME and hold.

---

**ADI**  
**ATC**  
**AIR:**  
**AVIONICS:**

**ALTERNATE PEORIA**  
**MISSING APCH FIX**

**HUPAD INT**  
**I-TXN** 124

**ADDERS**  
**LOCATOR 111.55**

**LOCALIZER 111.55**  
**I-TXN**

**PONTIAC**  
**109.6 PNT**

**CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)**

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**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 2</td>
<td>1067/40</td>
<td>200 (200-3/4)</td>
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</tr>
<tr>
<td>S-LOC 2</td>
<td>1260/40</td>
<td>393 (400-1/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1340-1</td>
<td>469 (500-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**BLOOMINGTON/NORMAL, ILLINOIS**  
**Orig-E 29DEC22**

40°29'N-88°55'W
**ILS or LOC RWY 20**

**CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)**

**APP CRS** 201°

**LOC/DME** I-LHJ 111.55

**Chn** 52(Y)

**Rwy Ldg** 8000

**TDZE** 871

**Apt Elev** 871

**ATIS** 119.575

**SAINT LOUIS APP CON** 128.725 256.9

**BLOOMINGTON TOWER** 124.6 (CTAF) 269.575

**GND CON** 121.65

**UNICOM** 122.95

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 on heading 270° and on PNT VOR/DME R-214 to MCLLEN INT/PNT 31 DME and hold.

**LOCALIZER 111.55**

**I-LHJ** 4.6

**Chan 52(Y)**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**BLOOMINGTON/NORMAL, ILLINOIS**

**AL-5058** (FAA) 24193

- **LOC/DME** I-LHJ 111.55
  - **Chn** 52(Y)
  - **Rwy Ldg** 8000
  - **TDZE** 871
  - **Apt Elev** 871

- **ATIS** 119.575

- **SAINT LOUIS APP CON** 128.725 256.9

- **BLOOMINGTON TOWER** 124.6 (CTAF) 269.575

- **GND CON** 121.65

- **UNICOM** 122.95

- **MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 on heading 270° and on PNT VOR/DME R-214 to MCLLEN INT/PNT 31 DME and hold.

**ALTERNATE MISSED APCH FIX**

- **LOM EGROW LH 334**

**ATC**

1787 A

**115.2 PA**

**Chn 99**

**1210**

**2500**

**I-LHJ 109.6**

**PNT 31**

**DME**

**4.6**

**Remain within 10 NM**

**LOCALIZER 111.55**

**I-LHJ** 4.6

**Chan 52(Y)**

**201°**

**2500**

**GS 3.00°**

**TCH 58**

**CATEGORY**

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<th>C</th>
<th>D</th>
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<tr>
<td>S-ILS 20</td>
<td>1071/18</td>
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<tr>
<td>S-LOC 20</td>
<td>1260/24 389 (400-½)</td>
<td>1260/35 389 (400-½)</td>
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<tr>
<td>CIRCLING</td>
<td>1340-1 469 (500-1)</td>
<td>1620-2½ 749 (800-2½)</td>
<td>1620-2½ 749 (800-2½)</td>
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</table>

**BLOOMINGTON/NORMAL, ILLINOIS**

**Amdt 3C 29DEC22**

**40°29'N-88°55'W**

**ILS or LOC RWY 20**

**CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)**

**FAR to MAP 4.8 NM**

**Knots** 60 90 120 150 180

**MinSec** 4:48 3:12 2:24 1:55 1:36
For inop ALS, increase S-LOC 29 categories C and D visibility to 1/3 SM and WURSU fix minimums categories C and D visibility to RVR 1800. **RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using General Downing-Peoria Intl altimeter setting).
**ILS RWY 20 (CAT II)**

**CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)**

**MISSING APPROACH:** Climb to 1500 then climbing right turn to 3000 on heading 270° and on PNT VOR/DME R-214 to MCLEN INT/PNT 31 DME and hold.

**ATIS**

**SAINT LOUIS APP CON**

**BLOOMINGTON TOWER**

**GND CON**

**UNICOM**

**LOC/DME I-LHJ**

**APP CRS**

**Rwy Ldg**

**TDZE**

**Apt Elev**

**ALTERNATE MISSED APCH FIX**

**LOM EGROW**

**EGROW LOM**

**I-LHJ 10.9**

**I-LHJ 4.6**

**LOCALIZER**

**I-LHJ 111.55**

**115.2 PA**

**PNT 31**

**MCLEN INT/PNT 31 DME and hold.**

**1787**

**ELEV 871**

**TDZE 871**

**Procedure NA when tower closed.**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. Baro-VNAV and VDP NA when using General Downing-Peoria Int'l altimeter setting. When local altimeter setting not received, use General Downing-Peoria Int'l altimeter setting; increase all DA 116 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility ½ SM, LNAV Cats C/D visibility ¼ SM. Inop table does not apply.

Procedure NA for arrivals at MCLEN on V434 northwest bound.

Procedure NA for arrivals at EWITT on V233 northeast bound.

**RNAV (GPS) RWY 2**

**CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)**

**WAAS CH 56303**

**W02A**

**APP CRS 021°**

**Rwy Ldg 8000**

**TDZE 867**

**Apt Elev 871**

**MSA RW02 25 NM**

**2800**

**1309**

**BLOOMINGTON/NORMAL, ILLINOIS**

**AL-5058 (FAA)**

**24193**

**ATIS 119.575**

**SAINT LOUIS APP CON 128.725 256.9**

**BLOOMINGTON TOWER * 124.6 (CTAF) 269.575**

**GND CON 121.65**

**UNICOM 122.95**

**ALAND**

**MCLEN**

**ZEMEN**

**THEME**

**HUPAD**

**KAPPA**

**GW -5058 (FAA)**

**RNP APCH.**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)**

**RNAV (GPS) RWY 2**
### RNAV (GPS) RWY 11

#### Central Il Rgnl/Bloomington-Normal (BMI)

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. Baro-VNAV and VDP NA when using General Downing-Peoria Infl altimeter setting. When local altimeter setting not received, use General Downing-Peoria Infl setting: increase all DA 116 feet and all MDA 120 feet; increase LPV all Cats visibility 1/2 mile, LNAV/VNAV all Cats and LNAV Cat C/D visibility 1/4 mile, and Circling Cats C/D visibility 1/4 mile.

#### MISSED APPROACH:
Climb to 3100 direct WAPIX and hold.

### ATIS
- **119.575** SAINT LOUIS APP CON
- **128.725 256.9** BLOOMINGTON TOWER
- **124.6 (CTAF) 269.575** GND CON
- **121.65** UNICOM

### GND CON

**ELEV 871**

**TDZE 871**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**Amdt 1A**

### Aeronautical Chart

**WSAS**
- **CH B1097**
- **W11A**

**Rwy Idg 6525**

**TDZE 871**

**Apt Elev 871**

**HUMUL on V48-586 eastbound.**

**Procedure NA for arrivals at**

**NINIC on V434 southeast bound.**

**Procedure NA for arrivals at**

**WAPIX and hold.**

**Climb to 3100 direct WAPIX and hold.**

#### Holding Pattern

<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>1121-3/4 250 (300-3/4)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1341-1/4 470 (500-1/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>1280-1 409 (500-1)</td>
<td>1280-1/4 409 (500-1/4)</td>
<td></td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>1340-1 469 (500-1)</td>
<td>1620-1/4 749 (800-2/4)</td>
<td>1620-2/4 749 (800-2/4)</td>
<td></td>
</tr>
</tbody>
</table>

**WAPIX** and hold.

**Climb to 3100 direct WAPIX and hold.**

**TDZ/CL Rwy 20**

**HIRL Rws 2-20 and 11-29**
RNAV (GPS) RWY 20

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

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. Baro-VNAV and VDP NA when using General Downing-Peoria Int'l altimeter setting. When local altimeter setting not received, use General Downing-Peoria Int'l altimeter setting: increase all DA 116 feet and all MDA 120 feet; increase LPV all Cats visibility to ½ mile. LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C/D visibility to 1 mile, and Circling Cats C/D visibility ½ mile. For inop ALSF increase LNAV Cat C/D visibility to RVR 6000. For inoperative ALSF-2 when using General Downing-Peoria Int'l altimeter setting increase LPV all Cats visibility to RVR 6000.

MISSED APPROACH: Climb to 3000 direct JINUB and on track 288° to MCLEN and hold.

Procedure NA for arrivals at PNT VOR/DME via V313 northbound.

Procedure NA for arrivals at JILLY via V173 northeast bound.

EC-3, 11 JUL 2024 to 05 SEP 2024

BLOOMINGTON/NORMAL, ILLINOIS

40°29'N-88°55'W

RNAV (GPS) RWY 20

AL-5058 (FAA)
RNAV (GPS) RWY 29

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (1°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using General Downgrading-Pointer Inertial setting. When local altimeter setting not received, use General Downgrading-Pointer Inertial setting increasing all DA 116 feet and all MDA 120 feet; increase LPV all Cats visibility to RVR 3500. LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ mile, and Circling Cats C/D visibility ¼ mile. For Inoperative MALSRs when using General Downgrading-Pointer Inertial Regional altimeter setting increasing LPV all Cats visibility ½ mile, and LNAV Cat C/D visibility ¼ mile.

MALSR A

MISSED APPROACH: Climb to 2500 direct ZEXED and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>SAINT LOUIS APP CON</th>
<th>BLOOMINGTON TOWER *</th>
<th>GND CON</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>119.575</td>
<td>128.725 256.9</td>
<td>124.6 (CTAF) 269.575</td>
<td>121.65</td>
<td>122.95</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at JILLY via V173 northeast bound and V227 northwest bound.

Procedure NA for arrivals at EWITT via V313 southbound and V233 southwest bound.

**A**

EC-3, 11 JUL 2024 to 05 SEP 2024

**B**

EC-3, 11 JUL 2024 to 05 SEP 2024

**C**

EC-3, 11 JUL 2024 to 05 SEP 2024

**D**

EC-3, 11 JUL 2024 to 05 SEP 2024

**E**

EC-3, 11 JUL 2024 to 05 SEP 2024

**F**

EC-3, 11 JUL 2024 to 05 SEP 2024

**G**

EC-3, 11 JUL 2024 to 05 SEP 2024

**H**

EC-3, 11 JUL 2024 to 05 SEP 2024

**I**

EC-3, 11 JUL 2024 to 05 SEP 2024

**J**

EC-3, 11 JUL 2024 to 05 SEP 2024

**K**

EC-3, 11 JUL 2024 to 05 SEP 2024

**L**

EC-3, 11 JUL 2024 to 05 SEP 2024

**M**

EC-3, 11 JUL 2024 to 05 SEP 2024

**N**

EC-3, 11 JUL 2024 to 05 SEP 2024

**O**

EC-3, 11 JUL 2024 to 05 SEP 2024

**P**

EC-3, 11 JUL 2024 to 05 SEP 2024

**Q**

EC-3, 11 JUL 2024 to 05 SEP 2024

**R**

EC-3, 11 JUL 2024 to 05 SEP 2024

**S**

EC-3, 11 JUL 2024 to 05 SEP 2024

**T**

EC-3, 11 JUL 2024 to 05 SEP 2024

**U**

EC-3, 11 JUL 2024 to 05 SEP 2024

**V**

EC-3, 11 JUL 2024 to 05 SEP 2024

**W**

EC-3, 11 JUL 2024 to 05 SEP 2024

**X**

EC-3, 11 JUL 2024 to 05 SEP 2024

**Y**

EC-3, 11 JUL 2024 to 05 SEP 2024

**Z**

EC-3, 11 JUL 2024 to 05 SEP 2024

**A**

EC-3, 11 JUL 2024 to 05 SEP 2024

**B**

EC-3, 11 JUL 2024 to 05 SEP 2024

**C**

EC-3, 11 JUL 2024 to 05 SEP 2024

**D**

EC-3, 11 JUL 2024 to 05 SEP 2024

**E**

EC-3, 11 JUL 2024 to 05 SEP 2024

**F**

EC-3, 11 JUL 2024 to 05 SEP 2024

**G**

EC-3, 11 JUL 2024 to 05 SEP 2024

**H**

EC-3, 11 JUL 2024 to 05 SEP 2024

**I**

EC-3, 11 JUL 2024 to 05 SEP 2024

**J**

EC-3, 11 JUL 2024 to 05 SEP 2024

**K**

EC-3, 11 JUL 2024 to 05 SEP 2024

**L**

EC-3, 11 JUL 2024 to 05 SEP 2024

**M**

EC-3, 11 JUL 2024 to 05 SEP 2024

**N**

EC-3, 11 JUL 2024 to 05 SEP 2024

**O**

EC-3, 11 JUL 2024 to 05 SEP 2024

**P**

EC-3, 11 JUL 2024 to 05 SEP 2024

**Q**

EC-3, 11 JUL 2024 to 05 SEP 2024

**R**

EC-3, 11 JUL 2024 to 05 SEP 2024

**S**

EC-3, 11 JUL 2024 to 05 SEP 2024

**T**

EC-3, 11 JUL 2024 to 05 SEP 2024

**U**

EC-3, 11 JUL 2024 to 05 SEP 2024

**V**

EC-3, 11 JUL 2024 to 05 SEP 2024

**W**

EC-3, 11 JUL 2024 to 05 SEP 2024

**X**

EC-3, 11 JUL 2024 to 05 SEP 2024

**Y**

EC-3, 11 JUL 2024 to 05 SEP 2024

**Z**

EC-3, 11 JUL 2024 to 05 SEP 2024
**LOC BC RWY 11**

Central IL RGNL/Bloomington-Normal (BMI)

**LOC/DME** 110.95

**APP CRS** 111°

**Chan 46 (Y)**

Rwy Idg 6525

TDZE 871

Apt Elev 871

**ELEV** 871

**TDZE** 871

**ATIS**

**SAINT LOUIS APP CON** 119.575

**BLOOMINGTON TOWER** * 124.6 (CTAF) 0 269.575

**GND CON** 121.65

**UNICOM** 122.95

---

**Procedure NA for arrival on PIA VORTAC airway radials 076 CW 113.**

**Remain within 10 NM.**

**Disregard GS indications.**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**Amendment 12 29DEC22**

**Central IL RGNL/Bloomington-Normal (BMI)**

**LOC BC RWY 11**

**Bloomington/Normal, Illinois**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**Amendment 12 29DEC22**

**Category**

**A**  

**B**  

**C**  

**D**

**S-LOC BC 11**

1280-1  409 (500-1)

1280-1½  409 (500-1½)

**CIRCLING**

1340-1  469 (500-1)

1620-2  749 (800-2³)

1620-2½  749 (800-2½)

---

**Back Course**

**Category**

**A**  

**B**  

**C**  

**D**

**S-LOC BC 11**

1280-1  409 (500-1)

1280-1½  409 (500-1½)

**CIRCLING**

1340-1  469 (500-1)

1620-2  749 (800-2³)

1620-2½  749 (800-2½)

---

**Radar required for procedure entry at IYUSI.**

**Central IL RGNL/Bloomington-Normal (BMI)**

**LOC BC RWY 11**

**Bloomington/Normal, Illinois**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**Amendment 12 29DEC22**

**Category**

**A**  

**B**  

**C**  

**D**

**S-LOC BC 11**

1280-1  409 (500-1)

1280-1½  409 (500-1½)

**CIRCLING**

1340-1  469 (500-1)

1620-2  749 (800-2³)

1620-2½  749 (800-2½)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNP APCH.

Δ NA Procedure NA at night. Use Lewis University altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct JOT VOR/DME and hold.

LOT AWOS-3PT  126.675
CHICAGO APP CON  119.35 354.075
CTAF  122.9

ELEV 675

Procedure NA for arrival on JOT VOR/DME airway radials 091 CW 171.

MISSING APPROACH: Climbing left turn to 2300 direct JOT VOR/DME and hold.
Procedure NA at night. Use Lewis University altimeter setting.

NoPT for arrival on JOT VOR/DME airway radials 171 CW 328.

MISSED APPROACH: Climbing right turn to 2200 direct JOT VOR/DME and hold.
Circling Rwy 2, 20 NA at night. Rwy 7 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 3000 direct WOREG and hold.
RNAV (GPS) RWY 25
BOSCOBEL (OVS)

ASOS 126.775
CHICAGO CENTER 133.3 257.925
UNICOM 122.8 (CTAF)

Circling to Rwy 2, 20 NA at night. For uncompensated Baro-VNAV
systems, LNAV/VNAV NA below -21°C or above 54°C.

Procedure NA for arrivals at
BAULK on V341
southwest bound.

MISSED APPROACH: Climb to
3000 direct ZETUT and hold.

MISSING APCH FIX:
ZETUT

- 2.6 NM to
- 4 NM

LPV DA 921-1 250 (300-1)
LNAV/ VNAV DA 1610-4 939 (1000-4)
LNAV MDA 1560-1 889 (900-1 14)
1560-1 889 (900-2 1/2)
1740-3
1067 (1100-3)

CIRCLING
- 3.6 NM
- 6 NM
RNAV (GPS) RWY 8

BOYCEVILLE MUNI (3T3)

APP CRS

<table>
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<th>A</th>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>1580-1</td>
<td>616 (700-1)</td>
<td>1580-1¾</td>
<td>616 (700-1¾)</td>
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</tbody>
</table>

Use New Richmond Rgnl altimeter setting. When VGSI inop, procedure NA at night. Helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at AGUDE via V78 westbound.

VEGSI and descent angles not coincident (VGI Angle 4.00/TCH 34).

MISSED APPROACH: Climbing left turn to 2800 direct JANAR and hold.

MINNEAPOLIS CENTER

UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 26
BOYCEVILLE MUNI (3T3)

Amdt 2A  02APR15

Baro-VNAV NA. Use New Richmond altimeter setting; when not received, use Menomonie altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2800 direct JANAR and hold.

Procedure NA for arrivals at EAU VORTAC on airway radials 254 CW 026.

RNAV (GPS) RWY 26
BOYCEVILLE, WISCONSIN

ELEV 967  TDZE 967

RNAV (GPS) RWY 26
BOYCEVILLE MUNI (3T3)

MINNEAPOLIS CENTER
125.3 335.6

UNICOM
122.8 (CTAF)

2800  JANAR
VGSI and descent angles not coincident (VGSI Angle 3.00°/TCH 20).

TUCOR
3200

GP 3.00°
TCH 40

MIRL Rwy 8-26
REIL Rwy 26

EC-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
BOYCEVILLE, WISCONSIN

Amdt 2A  02APR15

45°03'N-92°01'W

EC-3, 11 JUL 2024 to 05 SEP 2024
### RNAV (GPS) RWY 11

**BURLINGTON, WISCONSIN**  
**BURLINGTON MUNI (BUU)**

**RNAV (GPS) RWY 11**

**BURLINGTON MUNI (BUU)**

**RNAV (GPS) RWY 11**

**BURLINGTON, WISCONSIN**  
**BURLINGTON MUNI (BUU)**

### RNAV (GPS) RWY 11

<table>
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<th>B</th>
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<th>D</th>
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<tbody>
<tr>
<td>LP</td>
<td>1300-1</td>
<td>520 (600-1)</td>
<td>1300-1½</td>
<td>520 (600-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>540 (600-1)</td>
<td>1320-1½</td>
<td>540 (600-1½)</td>
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<td>CIRCLING</td>
<td>1320-1</td>
<td>540 (600-1)</td>
<td>1380-1½</td>
<td>600 (600-1½)</td>
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<td>1380-1</td>
<td>600 (600-1½)</td>
<td>1560-2½</td>
<td>780 (800-2½)</td>
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</tbody>
</table>

**HOLD** 6000 2600

**AWOS-3** 125.275  
**MILWAUKEE APP CON** 135.875 307.0  
**GCO** 121.725  
**UNICOM** 123.05 (CTAF)

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

**Circling NA to Rwys 1 and 19.**

**Rwy 11** helicopter visibility reduction below ¼ SM NA.

**ELEV** 780  
**TDZE** 780

**Visual Segment - Obstacles:**

- **2500** SONOY
- **HEVEM** 2.7 NM to RW11
- **LUCIP** 1.3 NM to RW11

**MIRL Rwys 11-29**

**REIL Rwys 11 and 29**

**Origin-D 27JAN22**

**42°41'N-88°18'W**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 29

BURLINGTON MUNI (BUU)

AWOS-3
125.275

MILWAUKEE APP CON
135.875 307.0

GCO
121.725

UNICOM
123.05 (CTAF)

Circling NA to Rwys 1 and 19.
Rwy 29 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2600 direct JIGTA and hold.

WAAS CH 82732
W29A
APP CRS
Rwy Idg
TDZE
Apt Elev
4300
780
780

BURLINGTON, WISCONSIN
AL-5901 (FAA)

BURLINGTON MUNI (BUU)

42°41'N-88°18'W

EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
Circling NA to Rwy 1 and 19.

Procedure NA for arrival on BAE VOR/DME airway radials 119 CW 226.

MISSED APPROACH: Climb to 2600 then left turn on BAE VOR/DME R-180 to LISSI/20 DME/RADAR and hold.

AWOS-3 125.275
MILWAUKEE APP CON 135.875 307.0
GCO 121.725
UNICOM 123.05 (CTAF)

DME or RADAR required.
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to FANZI, thence....

....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.
**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAU K at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

**DELHI TRANSITION (UECKR6.DELHI)**

**SAMPL TRANSITION (UECKR6.SAMPL)**

**TAKEOFF MINIMUMS**

Rwys 1, 19: NA - Environmental.
Rwy 11: Standard.
Rwy 29: 300-1 or standard with a minimum climb of 325' per NM to 1000.

**NOTE:** RNAV 1.
**NOTE:** GPS or DME/DME/IRU required.
**NOTE:** RADAR required.
**NOTE:** Turbojet aircraft maintain 250K until advised by ATC.
**NOTE:** Notify ATC if unable to comply with crossing restrictions.

**NOTE:**  Chart not to scale.
Circling NA to Rwys 8 and 26. Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. Use Hayward altimeter setting.

Procedure NA for arrivals at GRASS on V217 northwest bound.

Procedure NA for arrivals at QESCA on V129 southbound.

Circling NA to Rwys 8 and 26. Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. Use Hayward altimeter setting.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.
TAKEOFF RUNWAY 5: Climb heading 047° to 900 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb heading 122° to 1000 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence. . . .

TAKEOFF RUNWAY 23: Climb heading 227° to 2000 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence. . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 302° to 1600 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence. . . .

. . . . .from over TOY VORTAC on TOY R-076 or over STL VORTAC on STL R-094 to TWILA INT. Then on (transition), expect clearance to filed altitude 10 minutes after departure.

BIBLE GROVE TRANSITION (GATWY1.BIB): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY1.VHP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY1.CREEP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP.

JIGSY TRANSITION (GATWY1.JIGSY): From over TWILA on TOY R-076 to JIGSY.

ROSEWOOD TRANSITION (GATWY1.ROD): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-063 and ROD R-250 to ROD VORTAC.
ST LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

LINDBERGH EIGHT DEPARTURE

ATIS
121.45
CLNC DEL
118.275
CLNC DEL
121.8 (when twr closed)
GND CON
121.8
DOWNTOWN TOWER*
119.925 379.3
ST LOUIS DEP CON
123.7 371.875

NOTE: DME and RADAR required.

TAKEOFF MINIMUMS
Rwy 5: 200-1½ or standard with minimum climb of 343' per NM to 700.
Rwy 30L: 400-2½ or standard with minimum climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 047° to 900 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAYS 12L/R: Climb heading 122° to 1000 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAY 23: Climb heading 227° to 2000 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAYS 30L/R: Climb heading 302° to 1600 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

. . . (transition). Expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY8.LIT): From over STL VORTAC on STL R-198 to TWRAY, then on STL R-198 and LIT R-013 to LIT VORTAC.

MYERZ TRANSITION (LINDY8.MYERZ): From over STL VORTAC on STL R-184 to MYERZ.

VICHY TRANSITION (LINDY8.VIH): From over STL VORTAC on STL R-229 to KLAIR, then on VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY8.ARG): From over STL VORTAC on STL R-184 to MYERZ, then on ARG R-008 to ARG VORTAC.
TOP ALTITUDE: 2500

NOTE: DME and RADAR required.

TAKEOFF MINIMUMS
Rwy 5: 200-1½ or standard with minimum climb of 343’
per NM to 700.
Rwy 30L: 400-2½ or standard with minimum climb of
220’ per NM to 900, or alternatively, with standard takeoff
minimums and a normal 200’ per NM climb gradient,
takeoff must occur no later than 2100’ prior to DER.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 047° to 900 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAYS 12L/R: Climb on heading 122° to 1000 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAY 23: Climb on heading 227° to 2000 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

TAKEOFF RUNWAYS 30L/R: Climb on heading 302° to 1600 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

. . . . (transition). Expect filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION [OZARK8.HLV]: From over STL VORTAC on STL R-281 to CABIT, then on STL R-281 and HLV R-095 to HLV VORTAC.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 5:** Climb heading 047° to 900 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

**TAKEOFF RUNWAYS 12L/R:** Climb heading 122° to 1000 before turning left, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

**TAKEOFF RUNWAY 23:** Climb heading 227° to 2000 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

**TAKEOFF RUNWAYS 30L/R:** Climb heading 302° to 1600 before turning, then climb and maintain 2500 or assigned altitude. Expect vector to appropriate route, thence . . . .

**DENNI TRANSITION (PLESS5.DENNI):** From over PLESS on STL R-130 to DENNI.

**NASHVILLE TRANSITION (PLESS5.BNA):** From over PLESS on STL R-130 to DENNI, then on STL R-130 and BNA R-315 to BNA VORTAC.

**NOTE:** DME and RADAR required.

---

**TAKEOFF MINIMUMS**


Rwy 5: 200-1 1/4 or standard with minimum climb of 343' per NM to 700.

Rwy 30L: 400-2 1/2 or standard with minimum climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

---

**NOTE:** DME and RADAR required.

---

**CAHOKIA/ST. LOUIS, ILLINOIS**

Takeoff minimums valid from 11 Jul 2024 to 05 Sep 2024.

- Rwy 30L: 200-1 (standard minimums)
- Rwy 5: 200-1 (standard minimums)
- Rwys 12L/R, 23, 30R: Standard minimums

**NOTE:** Chart not to scale.
RNAV (GPS) RWY 14
CAIRO RGNL (CIR)

MISSED APPROACH:
Climb to 3000 direct WIGNI and hold.

AWOS-3
118.025

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF)

CAIRO, ILLINOIS
CAIRO RGNL
ELEV 322
TDZE 322

37°04’N-89°13’W

**RNAV (GPS) RWY 32**

**CAIRO RGNL (CIR)**

### Table: Approach Details

<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>321°</td>
<td>4001</td>
<td>322</td>
<td>322</td>
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</tbody>
</table>

- **RNP APCH - GPS:**
  - CIR: Circling Rwy 14, 20 NA at night. Rwy 32 helicopter visibility reduction below 3/4 SM NA.
  - Straight-in Rwy 32 and Circling Rwy 32 NA at night.

### MISSED APPROACH: Climb to 3000 direct ZIDPA and hold.

### AWOS-3
- 118.025

### MEMPHIS CENTER
- 133.65
- 292.15

### UNICOM
- 122.8 (CTAF)

### Weather
- Procedure NA for arrival on CNG VOR/DME airway radials 240 CW 303.

### Holding Pattern
- 3000 direct ZIDPA and hold.

### Approach Diagram

- **RNAV (GPS) RWY 32**
- **CAIRO RGNL (CIR)**

---

**CAIRO, ILLINOIS**

**Orig-C 07OCT21**

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 18  
INGERSOLL (CTK)

**RNAV APCH-GPS.**

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

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

**PIA ASOS**

126.1  282.2

**SAINT LOUIS APP CON**

125.8  269.2

**UNICOM**

122.8 (CTAF)

Amdt 1C  02DEC21

**TELEPHONE NUMBERS**

PEORIA PIA 122.8 (CTAF)

VICKS on V10 northeast bound.

**MISSED APPROACH:**

Procedure NA for arrivals on PIA VORTAC airway radials 269 CW 014.

**HOLDING PATTERN**

Procedure NA for arrivals at VICKS on V10 northeast bound.

**CETRU**

957  NUVCI  2500 N oPT

2500 NoPT  269°  (8)

2.9 NM to HUGSU

**LNAV only.**

**LPV**

DA

995-1  313 (400-1)

**LNAV/VNAV**

DA

1128-1  446 (500-1/8)

**LNAV MDA**

1280-1  598 (600-1)

1280-13/4  598 (600-1/3)

**CIRCLING**

1280-1  596 (600-1)

1440-1  756 (800-1)

1440-21/4  756 (800-21/4)

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 36
INGERSOLL (CTK)

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

Procedure NA for arrivals on PIA VORTAC airway radials 115 CW 230.

Procedure NA for arrivals on BRL VOR/DME airway radials 061 CW 192.

**MISSED APCH FIX**
4 NM

---

**ELEV:** 684
**TDZE:** 680

**BURLINGTON**
**BRL**

**REIL Rwy 36**
MIRL Rwys 9-27 and 18-36

**2500 LUYIL**

* LNAV only.

---

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

**LPV DA**
976-1
296 (300-1)
NA

**LNAV/ VNAV DA**
1044-1
364 (400-1)
NA

**LNAV MDA**
1180-1
500 (500-1)
1180-1½
500 (500-1½)
NA

**CIRCLING**
1200-1
516 (600-1)
1440-1
756 (800-1)
1440-2/4
756 (800-2/4)
NA

---

CANTON, ILLINOIS
Amdt 1D 02DEC21

40°34’N-90°04’W

EC-3, 11 JUL 2024 to 05 SEP 2024
### VORTAC PIA 115.2

<table>
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<th>Category</th>
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<td>Knots</td>
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<td>90</td>
<td>120</td>
<td>150</td>
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<td>Min:Sec</td>
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<td>3:32</td>
<td>2:39</td>
<td>2:07</td>
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<td>Circling</td>
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<td>716 (800-1)</td>
<td>1440-1</td>
<td>756 (800-1)</td>
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</tbody>
</table>

### APP CRS

- **239°**

### TDZE

- **Apt Elev 684**

### MSA PIA 25 NM

- **2800**

### UNICOM

- **122.8 (CTAF)**

### NoPT for arrivals on PIA VORTAC

- Airway radials 014 CW 115.

### MISSED APPROACH

- Climbing left turn to 2300 via heading 046° and PIA R-239 to BRUNE/PIA 9 DME and hold.

### Diagram Details

- **MAHET PIA 14.3**
- **REIL Rwy 36**
- **MIRL Rwy 9-27 and 18-36**
- **VORTAC PIA**
- **SAINT LOUIS APP CON**
- **EC-3, 11 JUL 2024 to 05 SEP 2024**

### Additional Information

- **EC-3, 11 JUL 2024 to 05 SEP 2024**
- **Uncontrolled Area**
- **Amdt 8B 02DEC21**

### Meteorological Information

- **SAINT LOUIS APP CON**
- **SAINT LOUIS VERTAC**

### Airport Information

- **CANTON, ILLINOIS**
- **INGERSOLL (CTK)**
- **40°34'N-90°04'W**

---

**Note:** The image contains a diagram of a flight path with various identifiers and parameters, including frequencies, headings, and distances relevant to aerial navigation and landing procedures.
**ILS or LOC RWY 18L**

**SOUTHERN ILLINOIS (MDH)**

**ADF required.**

Circling Rwy 6, 36L NA at night.

**ATIS**

119.725

**KANSAS CITY CENTER**

127.475 346.275

**SOUTHERN TOWER**

125.35 (CTAF) 322.4

**GND CON**

121.8

**UNICOM**

122.95

**MALSR**

IAP CENTRALIA 115.0 ENL 27 Chan 97

**Procedure NA for arrival on ENL VORTAC airway radials 198 CW 225.**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**DIRECT NAVIGATION**

**R-184**

**HEMPA**

**LOM/IAF**

CABBI 388 MD

**LOCALIZER 110.9**

**S-LOC 18L**

800-½  393(400-½)  800-⅕  393(400-⅕)

**CIRCLING**

900-1  489(500-1)  920-1  509(600-1)  1180-2½  769(800-2½)

**Amdt 13B  17JUN21**

**MALSR**

125.35 (CTAF) 322.4

**IAP CENTRALIA**

115.0 ENL 27 Chan 97

**Procedure NA for arrival on ENL VORTAC airway radials 198 CW 225.**

**CIRCLING**

900-1  489(500-1)  920-1  509(600-1)  1180-2½  769(800-2½)

**S-LOC 18L**

800-½  393(400-½)  800-⅕  393(400-⅕)

**CIRCLING**

900-1  489(500-1)  920-1  509(600-1)  1180-2½  769(800-2½)

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 18L
SOUTHERN ILLINOIS (MDH)

ATIS 119.725
KANSAS CITY CENTER 127.475 346.275
SOUTHERN TOWER* 125.35 (CTAF) 322.4
GND CON 121.8
UNICOM 122.95

**RAP APCH.**

Circling Rwy 6, 36L NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

**MALSR**

**MISSAPPEAP**

Climb to 2700 direct SOAPW and hold.

**ATIS**

KANSAS CITY CENTER 127.475 346.275
SOUTHERN TOWER* 125.35 (CTAF) 322.4
GND CON 121.8
UNICOM 122.95

ELEV 411
TDZE 407

**RNAV (GPS) RWY 18L**
SOUTHERN ILLINOIS (MDH)

**ATIS**

KANSAS CITY CENTER 127.475 346.275
SOUTHERN TOWER* 125.35 (CTAF) 322.4
GND CON 121.8
UNICOM 122.95

ELEV 411
TDZE 407

**RNAV (GPS) RWY 18L**
SOUTHERN ILLINOIS (MDH)
RNAV (GPS) RWY 36R
SOUTHERN ILLINOIS (MDH)

ATIS 119.725
KANSAS CITY CENTER 127.475 346.275
SOUTHERN TOWER 125.35 (CTAF) 322.4
GND CON 121.8
UNICOM 122.95

MISSING APCH FIX
4 NM
200°
HEMPA

Circling RWY 6, 36L NA at night,
RWY 36R helicopter visibility reduction below ¾ SM NA.

MISSING APPROACH:
Climb to 2700 direct
HEMPA and hold.

CARBONDALE/MURPHYSBORO, ILLINOIS
Orig-A 22APR21

RNAV (GPS) RWY 36R
SOUTHERN ILLINOIS (MDH)

LNAV MDA
860-1 (500-1) 860-1 454 (500-1)
CIRCLING
900-1 920-1 1180-2 1180-2
36L 36R

EC-3, 11 JUL 2024 to 05 SEP 2024
37°47'N 89°15'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 18
CARMIM UNI (CUL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.
RNAV (GPS) RWY 36
CARMi MUNI (CUL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>EVANSVILLE APP CON</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>118.425</td>
<td>127.35 343.7</td>
<td>122.8 (CTAF)</td>
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</table>

Procedure NA for arrivals at WESON on V11-47-305 northeast bound.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct UXZOR 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>LPV DA</td>
<td>636-3/4 250 (300-3/4)</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>796-1 410 (500-1.1)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>860-1 474 (500-1)</td>
<td>860-1 474 (500-1)</td>
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<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>860-1 472 (500-1)</td>
<td>1000-1 612 (700-1.1)</td>
<td>NA</td>
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EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 4

CASEY MUNI (1H8)

APP CRS
042°

Rwy Idg 4001
TDZE 653
Apt Elev 655

RNAV APCH - GPS.

Rwy 4 helicopter visibility reduction below ¾ SM NA.
Use Terre Haute Rgnl altimeter setting; when not received, use Robinson altimeter setting.

HUF ASOS
127.5 269.375

HUMAN APP CON
125.45 263.125

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at MOBBY on T305 westbound.

MOBBY
2300
(6.6)

IAP/JEDGA
2300 NAF (5)

(IAF)
858

LUDJU
270°

WORKE
HOLD 6000
2300

Procedure NA for arrivals at WORKE on V12 eastbound.

2300
(14)

ELEV 655
TDZE 653

LNAV MDA
1260-1  607 (700-1)

CASEY, ILLINOIS
Orig-C 25JAN24

2600

4 NM

COTGA

FOXUK

WORKE

132°

1100

LUDJU

957

1309

6000

422°

6000

222°

2300

042°

6000

2300

042°

2300

222°

042°

6000

2300

042°

2300

3.04°

TCH 40

6 NM

5 NM

CASEY, ILLINOIS
EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 22

CASEY MUNI (1H8)

Rwy 22 helicopter visibility reduction below ¾ SM NA. Use Terre Haute Rgnl altimeter setting; when not received, use Robinson altimeter setting.

MISSED APPROACH: Climb to 2300 direct FOXUK and hold.

<table>
<thead>
<tr>
<th>HUF ASOS</th>
<th>HUMAN APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.5 269.375</td>
<td>125.45 263.125</td>
<td>122.8 [CTAF]</td>
</tr>
</tbody>
</table>

ELEV 654  TDZE 654

222°

1100

1440

TERRE HAUTE

TTH

MSA RW22 25 NM

2600

EC-3, 11 JUL 2024 to 05 SEP 2024

105
AWOS-3PT | W18A | RNAV (GPS) RWY 18
---|---|---
121.125 | 183° | CENTRALIA, ILLINOIS

**Category** | **A** | **B** | **C** | **D**
---|---|---|---|---
LP MDA | 880-1 | 355 (400-1) | | |
LNAV MDA | 900-1 | 375 (400-1) | | |
CIRCLING | 980-1 | 1000-1 | 1180-1¾ | 1180-2
| 446 (500-1) | 466 (500-1) | 646 (700-1¾) | 646 (700-2)

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

**Rwy 18 helicopter visibility reduction below ¾ SM NA.**

Circling Rwys 9, 27 NA at night.
**RNAV (GPS) RWY 36**

**CENTRALIA MUNI (ENL)**

**Table: NAV Data**

<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>784-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>975-1/8</td>
<td>441 (500-1/8)</td>
<td></td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>1040-1</td>
<td>506 (600-1)</td>
<td>1040-1/8</td>
<td>506 (600-1/8)</td>
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<tr>
<td>CIRCLING</td>
<td>1040-1</td>
<td>506 (600-1)</td>
<td>1180-14</td>
<td>646 (700-1/4)</td>
</tr>
</tbody>
</table>

**Remarks:**

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
- RNP APCH.
- **EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**AWOS 3PT**

**121.125**

**KANSAS CITY CENTER**

**127.7 351.825**

**UNICOM**

**122.8 (CTAF)**

**Uncompensated Baro-VNAV Systems:**

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

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

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 4
UNIVERSITY OF ILLINOIS/Willard (CMI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, and all MDA 60 feet. Increase LNAV Cat D visibility ½ mile. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Rantoul altimeter setting.

MISSED APPROACH: Climb to 2800 direct MUGTE and hold.

ATIS
124.85

CHAMPAIGN APP CON*
121.35 285.65 (319°-318°)
132.65 290.225 (139°-318°)

CHAMPAIGN TOWER*
120.4 (CTAF) 229.4

GND CON
121.8

CLNC DEL
128.75

UNICOM
122.95

Procedure NA for arrivals on AXC VORTAC airway radials 002 CW 029.

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 14L
UNIVERSITY OF ILLINOIS/WILLARD (CMI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).
When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet and
all MDA 60 feet, increase LNAV Cat C visibility ½ mile. DME/DME RNP-0.3 NA. Baro-VNAV and
VDP NA when using Rantoul altimeter setting.

MISSED APPROACH:
Climb to 2600 direct ODEBE and hold.

Procedure NA for arrivals on
RBS VOR/DME
airway radials 187 CW 231.

Procedure NA for arrivals at
BLUE on V191
southwest bound.

MISSED APCH FIX
ODEBE

139° 4 NM

CHAMPAIGN-URBANA, ILLINOIS
AL-709 (FAA)
24081

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 22

Univ of Illinois/Willard (CMI)

**NOTE:** Rwy 22 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

**ATIS**
- 124.85
- 121.35
- 285.65
- 132.85
- 290.225

**CHAMPAIGN APP CON**
- (IF) ROBERTS
- RBS

**CHAMPAIGN TOWER**
- 120.4 (CTAF)
- 229.4

**GND CON**
- 121.8

**CLNC DEL**
- 128.75

**UNICOM**
- 122.95

**MSA RWY 22 2.5 NM**
- 3100

**ELEV 755**

**TDZE 750**

**HOLD 6000 2800**

**MISS APCH FIX BOSTN**
- 4 NM

**Procedure NA for arrival on RBS VOR/DME airway radials 187 CW 231.**

**Rwy 22 Holding Pattern**

**Category A**
- LPV DA: 1000-¾ (300-¾)
- LNAV/ VNAV DA: 1219-1¾ (500-1¾)
- LNAV MDA: 1120-1 370 (400-1)
- CIRCLING: 1240-1 485 (500-1)

**Category B**
- LPV DA: 1500-2½ (750-2½)
- LNAV/ VNAV DA: 745 (800-2¼)
- LNAV MDA: 745 (800-2½)

**Category C**
- LPV DA: 1500-2½ (750-2½)
- LNAV/ VNAV DA: 745 (800-2¼)
- LNAV MDA: 745 (800-2½)

**Category D**
- LPV DA: 1500-2½ (750-2½)
- LNAV/ VNAV DA: 745 (800-2¼)
- LNAV MDA: 745 (800-2½)
**RNAV (GPS) RWY 32R**  
**UNIVERSITY OF ILLINOIS/WILLARD (CMI)**

**Champaign-Urbana, Illinois**

**ATIS** 124.85

**CHAMPAIGN APP CON** 121.35 285.65 (319°-138°)

**CHAMPAIGN TOWER** 120.4 (CTAF) 229.4

**GND CON** 121.8

**CLNC DEL** 128.75

**UNICOM** 122.95

---

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. Baro-VNAV and VDP NA when using Rantoul altimeter setting. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, all MDA 60 feet; increase LNAV Cat C/D visibility to RVR 5500. For inoperative MALSR, when using local or Rantoul altimeter setting, increase LNAV Cat C/D visibility to 1% miles.

**ATIS** 124.85

**CHAMPAIGN APP CON** 121.35 285.65 (319°-138°)

**CHAMPAIGN TOWER** 120.4 (CTAF) 229.4

**GND CON** 121.8

**CLNC DEL** 128.75

**UNICOM** 122.95

---

Procedure NA for arrivals at CMI VORTAC on V434 westbound.

---

**Category A**

**LPV DA** 1000/24 250 (300-1/2)

**VNAV DA** 1159/50 409 (500-1)

**LNAV MDA** 1200/24 450 (500-1/2) 1200/45 450 (500-1/2)

**CIRCLING** 1240-1 485 (500-1) 1500-2 745 (800-2/1) 1500-2 745 (800-2/2)

---

**TUSCO**

**HIPUB**

**LODGE**

**ZAGMO**

**ODEBE**

**4 NM**

**1 NM**

**319°**

**287°**

**2600**

**1200/24**

**250 (300-1/2)**

**1159/50**

**409 (500-1)**

**1200/24**

**450 (500-1/2)**

**1200/45**

**450 (500-1/2)**

**1240-1**

**485 (500-1)**

**1500-2**

**745 (800-2/1)**

**1500-2**

**745 (800-2/2)**

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**Orig:** 30APR15

**UNIVERSITY OF ILLINOIS/WILLARD (CMI)**

**RNAV (GPS) RWY 32R**

**40°02'N-88°17'W**

**113**
Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 7 and 25.

**RNAV (GPS) RWY 17**

**CHETEK MUNI/SOUTHWORTH (Y23)**

**AWOS-3P**
- 119.05

**MINNEAPOLIS CENTER**
- 125.3
- 335.6

**CTAF**
- 122.9

**RNP APCH.**

**MISSED APPROACH:** Climb to 3200 direct IJPUD and hold.

**CATEGORY**

<table>
<thead>
<tr>
<th>LNAV MDA</th>
<th>1640-1</th>
<th>584 (600-1)</th>
<th>1640-1¾</th>
<th>584 (600-1¼)</th>
<th>NA</th>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>1640-1</td>
<td>584 (600-1)</td>
<td>1740-2</td>
<td>684 (700-2)</td>
<td>NA</td>
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</tbody>
</table>

**CHETEK, WISCONSIN**

Orig-G 21APR22

45°18'N-91°38'W

117
**RNAV (GPS) RWY 35**

**CHETEK MUNI/SOUTHWORTH (Y23)**

**AWOS-3P**
- Conditions: 119.05

**MINNEAPOLIS CENTER**
- Conditions: 125.3 335.6

**CTAF**
- Conditions: 122.9

**Procedure NA for arrival at BOSEN on V78 westbound.**

**Procedure NA for arrivals on EAU VORTAC airway radials 276 CW 036.**

**MIRL Rwy 17-35**
- Conditions: 1056

**REIL Rwy 17 and 35**
- Conditions: 1056

**LNAV MDA**
- Conditions: 1580-1 524 (600-1)

**CIRCLING**
- Conditions: 1640-1 584 (600-1)

**Holding Pattern**
- Conditions: 355°

**Direct NOMKE WP and hold.**

**MISSED APPROACH:** Climb to 3200 direct NOMKE WP and hold.

**EC-3, 11 JUL 2024 to 05 SEP 2024**

EC-3, 11 JUL 2024 to 05 SEP 2024

AL-6935 (FAA)
**CHICAGO MIDWAY INTL (MDW)**

**ILS or LOC RWY 4R**

**CHICAGO, ILLINOIS**  
Amdt 2 05NOV20

**LOC/DME I-HKH**  
111.5  
Chan 52

**APP CRS**  
047°

**Rwy Idg**  
5928

**TDZE**  
619

**Apt Elev**  
620

**RNAV 1-GPS or RADAR** required for procedure entry.

**DME** required for LOC only.

**V**  
Circling Rwy 31R NA at night.

**A**  
Rwy 4R helicopter visibility reduction below RVR 4000 NA.

**ALTERNATE MISSED APCH FIX**

**CHICAGO HEIGHTS**  
CGT 114.2  
Chan 89

**MISSED APPROACH:** Climb to 1100 then climbing right turn to 2100 on heading 230° and on EON VORTAC R-001 until crossing IGECY INT/EON 20 DME, then climb to 2600 to EON VORTAC and hold.

**LOC or DME I-HKH**  
111.5  
Chan 52

**GS 3.00°**  
TCH 50

** CATEGORY **  
A  
B  
C  
D

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>3.4 NM</th>
<th>5.2 NM</th>
<th>2.9 NM</th>
<th>1.5 NM</th>
<th>1 NM</th>
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<tbody>
<tr>
<td>S-ILS 4R</td>
<td>869/40</td>
<td>250 (300-¾)</td>
<td>869/50</td>
<td>250 (300-1)</td>
<td></td>
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<tr>
<td>S-LOC 4R</td>
<td>1000/55</td>
<td>381 (400-1)</td>
<td>1000/60</td>
<td>381 (400-½)</td>
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</tr>
<tr>
<td>C CIRCLING</td>
<td>1120-1</td>
<td>500 (500-1)</td>
<td>1340-2</td>
<td>720 (800-2)</td>
<td></td>
</tr>
</tbody>
</table>

**ALQUE RADAR**  
6000

**VGSi and ILS glidepath not coincident**  
(VGSi Angle 3.00/TCH 66).

**MISSED APCH FIX**

**CHICAGO HEIGHTS**  
114.2 CGT  
Chan 89

**RADAR**  
I-HKH 14.2

**LOCALIZER**  
I-HKH 11.5

**IF**  
CADON INT/R-001

**(IF)**  
CITGO I-HKH 5.6

**(IAP)**  
ALQUE RADAR

**CIRCLING**  
1120-1  
500 (500-1)

**APP CRS**  
047°

**CHICAGO MIDWAY INTL (MDW)**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
CHICAGO MIDWAY INTL (MDW)

ILS or LOC RWY 13C

DME required for LOC only.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 on heading 220° and on EON VORTAC R-001 until crossing IGECY INT/EON 20 DME then climb to 2600 to EON VORTAC and hold.

Amdt 1 13SEP18

EC-3, 11 JUL 2024 to 05 SEP 2024

CHICAGO, ILLINOIS

Amdt 1 13SEP18

41°47'N-87°45'W

CHICAGO MIDWAY INTL (MDW)
### CHICAGO HEIGHTS

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-ILS 31C</td>
<td>863/40</td>
<td>250 (300-¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-LOC 31C</td>
<td>1020/55</td>
<td>1020/60</td>
<td>1340-2</td>
<td>1340-2½</td>
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<tr>
<td>CIRCLING</td>
<td>1120-1</td>
<td>1340-1½</td>
<td>1340-2½</td>
<td>1340-2½</td>
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</tbody>
</table>

** TDZE 613**

** ELEV 620**

** APP CRS 318°**

** LOC/DME I-MXT 109.9**

** Chan 36**

** Rwy Idg 5826**

** Apt Elev 620**

** CHICAGO MIDWAY INTL (MDW)**

** ILS or LOC RWY 31C**

** CHICAGO, ILLINOIS**

** Amdt 3A  20APR23**

** 41°47'N-87°45'W**

** 23278**

** EC-3, 11 JUL 2024 to 05 SEP 2024**

---

** MISSED APPROACH:** Climb to 1100, then climbing left turn to 2100 on heading 150° and on EON VORTAC R-001 until crossing IGECY INT/EON 20 DME, then climb to 2600 to EON VORTAC and hold.

** D-ATIS**

** CHICAGO APP CON**

** MIDWAY TOWER**

** GND CON**

** CLNC DEL**

** CPDLC**

** ALTERNATE MISSED APCH FIX**

** CHICAGO HEIGHTS CPT**

** ELEV 620**

** TDZE 613**

** HIRL Rwys 4R-22L and 13C-31C**

** MIRL Rwys 4L-22R, 13L-31R, and 13R-31L**

** REIL Rwys 4R, 22L, and 31C**

** RLLS Rwys 13C and 31C**

** REIL Rwys 4R, 22L, and 31C**

** HIRL Rwys 4R-22L and 13C-31C**
RNAV (RNP) Y RWY 4R
CHICAGO MIDWAY INTL (MDW)

For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

MISSING APCH FIX

VGSI and RNAV glidespath not coincident (VGSI Angle 3.00/TCH 66).

See planview for multiple IF locations.
RNAV (RNP) Y RWY 13C
CHICAGO MIDWAY INTL (MDW)

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

See planview for multiple IF locations.

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

See planview for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

See planview for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

See planview for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

See planview for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

See planview for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

See planview for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

See planview for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

See planview for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

See planview for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

See planview for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.

See planview for multiple IF locations.
**RNAV (RNP) Y RWY 31C**

**CHICAGO MIDWAY INTL (MDW)**

**CHICAGO, ILLINOIS**

**APP CRS**

318°

**Rwy Idg**

5826

**TDZE**

613

**Apt Elev**

620

**For uncompensated Baro-VNAV systems, procedure NA below 20°C or above 54°C.**

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 2600 direct EON VORTAC and hold.

**D-ATIS**

132.75

**CHICAGO APP CON**

128.2

353.875

**MIDWAY TOWER**

135.2

269.125

**GND CON**

118.075

**CLNC DEL**

124.625

**CPDLC**

135.2

269.125

128.2

353.875

**ELEV**

620

**TDZE**

613

**HIRL Rwys 4R-22L and 13C, 31C**

**MIRL Rwys 4L-22R, 13L-31R, and 13R-31L**

**REIL Rwys 4R, 22L, and 31C**

**RLLS Rwys 13C and 31C**

**PRIUS**

2200

(IF)

3.7

2900

046°

1700

798

318°

(FAF)

731

915

811

1034

HILLS

(IAF)

GLEAM

(IF)

PRIUS

(WWGS Angle 3.00°/TCH 63).

VGSI and RNAV glidepath not coincident

**4.7**

**318°**

**2500**

**240K**

**2000**

**2300**

**4000**

**5000**

**MISSING APCH FIX**

**1034**

**2600**

**210K**

**4000**

**240K**

**1100**

**GP 3.00°**

**TCH 48**

**3.3 NM**

**318°**

See planview for multiple IF locations.

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**CHICAGO MIDWAY INTL (MDW)**

41°47’N-87°45’W

**RNAV (RNP) Y RWY 31C**

**AUTHORIZATION REQUIRED**
Circle to RWY 31R NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. RWY 4L helicopter visibility reduction below 3/4 SM NA.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 39).

MISSED APPROACH: Climb to 1100 then climbing right turn to 2400 direct YIGUT and hold.

CHICAGO, ILLINOIS

RNAV (GPS) RWY 4L
CHICAGO MIDWAY INTL (MDW)

D-ATIS
132.75
CHICAGO APP CON
128.2 388.0
MIDWAY TOWER
135.2 269.125
GND CON
118.075
CLNC DEL
124.625
CPDLC

EC-3, 11 JUL 2024 to 05 SEP 2024
Circling to Rwy 31R NA at night. Rwy 13L helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing right turn to 2100 direct IGECY then climb to 2600 on track 187° to EON VORTAC and hold.

**TWR**

**Elevation**

**MINOR ADJUSTMENTS TO CAT A/B APPROACHES**

**Visual Segment - Obstacles.**
RNAV (GPS) RWY 22R
CHICAGO MIDWAY INTL (MDW)

MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct IGECY and on track 187° to EON VORTAC and hold.

LNAV/VNAV NA below -19°C or above 54°C. Rwy 22R helicopter visibility reduction below ¾ SM NA.

1100 2600 IGECY EON 187° (20)

* LNAV only.

RW22R CIDIG 2.4 NM to RW22R

1.2 NM to RW22R

LNAV/VNAV NA below -19°C or above 54°C. Rwy 22R helicopter visibility reduction below ¾ SM NA.

EC-3, 11 JUL 2024 to 05 SEP 2024

CHICAGO, ILLINOIS
Amdt 1 13SEP18

CHICAGO MIDWAY INTL (MDW)

RNAV (GPS) RWY 22R

41°47′47″N-87°45′15″W
MISSED APPROACH: Climb to 1100 then climbing left turn to 2300 direct IGECY then climb to 2600 on track 187° to EON VORTAC and hold.

Rwy 31R helicopter visibility reduction below 1 SM NA.

Straight-in Rwy 31R and Circling Rwy 31R NA at night.
CIRCLING Rwy 31R NA at night.

Rwy 4R helicopter visibility reduction below RVR 4000 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

Procedure NA for arrival on JOT VOR/DME airway radials 091 CW 171.

AGA RW04R 25 NM

HIRL Rwys 4R, 22L and 13C-31C
MIRL Rwys 4L-22R, 13L-31R, and 13R-31L
REIL Rwys 4R, 22L, and 31C
RLLS Rwys 13C and 31C

Rwy Idg 5927
TDZE 619
Apt Elev 620
RNAV (GPS) Z RWY 13C
CHICAGO MIDWAY INTL (MDW)

CHICAGO, ILLINOIS

Amdt 3 03NOV22

RNAV (GPS) Z RWY 13C

CHICAGO MIDWAY INTL (MDW)

132
RNAV (GPS) Z RWY 22L
CHICAGO MIDWAY INTL (MDW)

D-ATIS
132.75
CHICAGO APP CON
128.2 353.875
MIDWAY TOWER
135.2 269.125
GND CON
118.075
CLNC DEL
124.625
CPDLC

RNP APCH - GPS.
RADAR required.

Circling Rwy 31R NA at night.
Rwy 22L helicopter visibility reduction below RVR 4000 NA.

Final approach course offset 10.0°

MISSED APCH FIX
4 NM

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 43).

MISSED APPROACH: Climb to 1300 then climbing left turn to 2600 direct EON VORTAC and hold.

CHICAGO, ILLINOIS
Amdt 2B 25JAN24

EC-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) Z RWY 22L
CHICAGO MIDWAY INTL (MDW)

41°47'N-87°45'W

CHICAGO, ILLINOIS
Al-81 (FAA) 24025
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Assigned headings 360° (CW) thru 080° climb on heading 047° to 1.2 DME, then continue climbing right turn heading 100° to 2400, thence . . . .

TAKEOFF RUNWAYS 13C/L: Climb on heading 138° to 1.2 DME, then continue climb to 1500, thence . . . .

TAKEOFF RUNWAY 22L: Climb on heading 227° to 1.5 DME, then continue climb to 1300, thence . . . .

TAKEOFF RUNWAY 22R: Climb on heading 227° to 1.2 DME, then continue climb to 1300, thence . . . .

TAKEOFF RUNWAY 31C: Climb on heading 318° to 0.7 DME, then continue climb to 1500, thence . . . .

TAKEOFF RUNWAY 31R: Climb on heading 318° to 1.2 DME, then continue climb to 1500, thence . . . .

ALL AIRCRAFT: Expect RADAR vectors to first enroute fix. Maintain 3000 or assigned lower altitude. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure. Complete initially assigned turn within 4 DME.

. . . . on tower assigned heading/vector to assigned altitude.

NOTE: All Turbo-Jet departures, in all directions, accelerate to 250K immediately upon entering or outside the lateral confines of ORD Class B airspace, then maintain 250K until advised by ATC.
NOTE: All Turbo-Jet departures, in all directions, accelerate to 250K immediately upon entering or outside the lateral confines of ORD Class B airspace, then maintain 250K until advised by ATC.

TAKEOFF MINIMUMS:

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT:

ALL AIRCRAFT: Complete initially assigned turn within 4 NM of KMDW airport.
Pilots should use the RNAV 1-GPS procedure to CHICAGO O'HARE INTL (ORD) from GIBNS.

Conditions: (VA) Simultaneous approach authorized. For inop ALS, increase S-LOC 09C Cat C/D visibility to 1/2 SM.

DME or RADAR required. From GIBNS: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry.

chang 77

GS 3.0°
TCH 55

121.6

3400

OBK

NORTH BROOK

Chan 77

CLNC DEL

GND CON

(TWR SOUTH)

121.9

(TWR CENTER)

121.75

(ALL TWRs)

APCH FIX

MISSED

R-097

R-097

ELEV 680

TDZE 673

EC-3 11 JUL 2024 to 05 SEP 2024

CHICAGO O'HARE INTL (ORD)

ILS or LOC RWY 9C

CHICAGO, ILLINOIS

AL-166 (FAA)

24193

LOC/DME I-OYG

111.9

APP CRS

093°

Rwy Idg

11245

TDZE

673

Apt Elev

680

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 037° and OBK VOR/DME R-097 to DEERE INT/ OBK 15.6 DME and hold.
ILS or LOC RWY 9R
CHICAGO O'HARE INTL (ORD)

APP CRS: Chan 42
LOC/DME I-JAV
110.5
Rwy Idg 11260
TDZE 668
Apt Elev 680

ALSF-2

MISSING APPROACH: Climb to 1200 then climb to 4000 on heading 085°
and OKB VOR/DME R-124 to GRABL
INT/OKB 26.9 DME/RADAR and hold.

093°

LOC/ILS 9R

EC-3, 11 JUL 2024 to 05 SEP 2024

LOCATOR CHART 11O.5

GRABL INT

GRABL

CHICAGO, ILLINOIS

AMDT 13, 14JUL22

ILS or LOC RWY 9R
CHICAGO O'HARE INTL (ORD)

RNP APCH-GPS from GIBNS.
Aircraft not GPS equipped - RADAR required for procedure entry. RADAR or DME
required.

Simultaneous approach authorized. For inop ALS, increase S-LOC 9R Cat C/D
visibility to 2 SM.

D-ATIS

CHICAGO APP CON

119.0 292.125

O’HARE TOWER

126.9 348.0

124.125

CLNC DEL

121.6

GND CON

124.125

APP CON

118.05 226.675

121.95

TWR CENTER

113.0

RADAR

O'HARE TOWER

121.95

CHICAGO, ILLINOIS

ORD

CHICAGO O'HARE INTL

ORD

CHICAGO O'HARE INTL

ORD

CHICAGO O'HARE INTL

ORD

CHICAGO O'HARE INTL

ORD
**ILS or LOC RWY 22R**

**CHICAGO O’HARE INTL (ORD)**

**Radar Required for Procedure Entry.**

Simultaneous approach authorized. DME from GCO DME.

**D-ATIS**

135.4  282.225  CHICAGO APP CON  
119.0  292.125  O’HARE TOWER  
126.9  348.0  

**GND CON**

TWR NORTH 118.05  
TWR SOUTH 121.75  
ALL (OBND) 121.9  
(IBND) 121.6  

**CLNC DEL**

CPDLC

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**Amdt 10 12AUG21**

**MLSR**

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 4000 direct DPA VOR/DME and hold.

**ALTENATE MISSED APCH FIX**

**NORTHBROOK**  
113.0  OBK  
Chan 77

**DUPAGE**  
108.4  DPA  
Chan 21

**APP CRS**

223°

**CHICAGO**

Chan 19[Y]  
GCO 22.3  
(IF)  
(108.25)  
(NORTHBROOK)

**PALIE**

GCO 2

**GCO**

5.1  
22.3  
15.4

**FNUCH INT**

GCO 22.3

**NOLEN INT**

GCO 15.4

**RIDGE INT**

GCO 5.1

**LOCALIZER**

111.3  
1-RXZ

**GS 3.00°**

TCH 69

**VGSI and ILS glidepath not coincident**

**APPROACH FIXES**

**GCO**

5.1  
15.4

**PALIE**

22.3

**APCH FIX**

**Alternate MISSED**

**Chan 77**

**CIRCLING**

2200

**DPA**

568 (600-1/4)

**RIDGE INT**

540 (600-1)

**NOLEN INT**

780 (800-2/5)

**GCO**

0.3  
1.2

**FNUCH INT**

22.3

**MALSR**

**ELEV**

652

**TDZE**

652

**FAF**

2.2 1.53 1.34

**41°59’N-87°54’W CHICAGO O’HARE INTL (ORD)**
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

- Simultaneous approach authorized. For inop ALS, increase S-LOC 27C Cat C/D visibility to 1 SM.

- MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on heading 290° and CGT R-322 to UKUNE INT/CGT 48 DME and hold.

- S-ILS 27C
  - 853/18 200 (200-1)

- S-LOC 27C
  - 1160/24 507 (500-1)
  - 1160/55 507 (500-1)

- S-LOC 27C
  - 1080/24 427 (400-3)
  - 1080/40 427 (400-4)

D-ATIS 135.4 282.225
CHICAGO APP CON 119.0 292.125
O’HARE TOWER 121.15 348.0
GND CON 124.125 (TWR NORTH) 118.05 226.675
TWR CENTER (OBND) 121.75 (CHBND) 121.9 (CHBND)
CLNC DEL 121.6
CPDLC 282.225

EC-3, 11 JUL 2024 to 05 SEP 2024
ALSF-2

Missed Approach Procedures:
- Climb to 1200 MSL then climb to 4000 then heading 265°.
- If VOR/TAC R-307 is not available, climb to 4000 MSL.

DATIS

D-ATIS 135.4

CHICAGO 124.125

WASCO 119.0

LOC/LOC 27L

S-LOC 27L

S-ILS 27L

I-IAC

AL-166 (FAA)

CHICAGO, ILLINOIS

CHICAGO O'HARE INTL (ORD)

GND CON: CHICAGO TOWER (TWR NORTH) 118.05

GND CON: CHICAGO TOWER (TWR SOUTH) 121.75

GND CON: CHICAGO O'HARE TOWER (IBND) 121.9

GND CON: CHICAGO O'HARE TOWER (OBND) 118.05

CLNC DEL: CHICAGO O'HARE TOWER (OBND) 121.6

CPDLC: 135.4

282.225

119.0 292.125

113.0 OKB

113.0 OKB

R-166

R-154

281° (17.3)

ZOSRO INT

VOR

R-307

CGT 45.8

WASCO

DME/RADAR

EC-3, 11 JUL 2024 to 05 SEP 2024

CHICAGO, ILLINOIS

Amdt 33 14JUL22

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

147
ILS or LOC RWY 28C
CHICAGO O'HARE INTL (ORD)

From VOGLR: RNAV 1-GPS required.
Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized.

D-ATIS 135.4
CHICAGO APP CON 282.225
O'HARE TOWER 119.0
C HICAGO O'HARE INTL (ORD)

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

LOCIZER 108.95
I-VZE Ch 26 (Y)

ZUPTI INT I-VZE 3.8 Ch 21

2325°

ILS or LOC RWY 28C
CHICAGO O'HARE INTL (ORD)

Amdt 2A 03JAN19

149

CHICAGO, ILLINOIS

AL-166 (FAA)
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

- Simultaneous approach authorized.

**MISSING APPROACH:** Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

**CHICAGO O'HARE INTL (ORD)**

**LOC/DME I-TSL 111.1**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>APP IDG</th>
<th>Apt Elev</th>
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<tr>
<td>273°</td>
<td>13000</td>
<td>680</td>
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<td>48</td>
<td>651</td>
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**CHICAGO APP CON**

<table>
<thead>
<tr>
<th>CHICAGO TOWER</th>
<th>O'HARE TOWER</th>
<th>WILLOT I-TSL 4.5</th>
<th>ADAME I-TSL 10.1</th>
<th>(IF) WAVIE I-TSL 13.3</th>
<th>DPA 108.4</th>
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<tbody>
<tr>
<td>119.0</td>
<td>124.125</td>
<td>888</td>
<td>2200</td>
<td>273°</td>
<td>108.4</td>
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<tr>
<td>292.125</td>
<td>114.05</td>
<td>(5.7)</td>
<td>(3.1)</td>
<td>(3.1)</td>
<td>Channel 21</td>
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**GND CON**

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<tr>
<th>REGION CENTER</th>
<th>GND CON</th>
<th>CLN CTR</th>
<th>CLN DEP</th>
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<tbody>
<tr>
<td>(TWR NORTH)</td>
<td>124.125</td>
<td>121.75</td>
<td>121.6</td>
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<tr>
<td>(TWR SOUTH)</td>
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<tr>
<td>(ALL TWRs)</td>
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<td>121.6</td>
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**D-ATIS**

| 135.4 | 282.225 | 119.0 | 292.125 |

**MISSING APCH FIX**

<table>
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<tr>
<th>DUBUQUE</th>
<th>DPA</th>
<th>DUPAGE</th>
<th>DPA</th>
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<tr>
<td>108.4</td>
<td>108.4</td>
<td>Channel 21</td>
<td>R-248</td>
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<tr>
<td>0.3% DOWN</td>
<td>0.3% DOWN</td>
<td>0.6% UP</td>
<td>0.3% UP</td>
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<tr>
<td>651</td>
<td>248°</td>
<td>651</td>
<td>248°</td>
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**ELEV 680 TDZE 651**

- HIRL all Rwys
- TDZ/CL all Rwys except 4L

**AFD to MAP 4.7 NM**

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<th>Knots</th>
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<td>90</td>
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<td>120</td>
<td>2:21</td>
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<td>150</td>
<td>1:53</td>
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<td>180</td>
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**CATEGORY**

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**S-LOC 2BR**

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<tr>
<td>A</td>
<td>1120/24</td>
<td>469 (500-½)</td>
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<tr>
<td>B</td>
<td>1120/50</td>
<td>469 (500-1)</td>
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**LOCATOR**

- LOCALIZER 111.1
  - Channel 48

**I-TSL 111.1**

- Chan 48
- 1100
- 4000
- 215°

**DPA 108.4**

- Chan 21
- 215°
- 108.4

**APP CON 124.125**

- Chan 21
- 215°
- 124.125

**APP CRS 273°**

- 273°
- 2200
- 273°

**CLN DEP 121.6**

- 121.6
- 121.75
- 121.75
- 121.75

**CPDLC**

- 121.6
- 121.6
- 121.6
- 121.6

**CHICAGO O'HARE INTL (ORD)**

**CHICAGO, ILLINOIS**

**AL-166 (FAA)** 24193

**CHICAGO, ILLINOIS**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**Amdt 1B8 20JUN19**

**41°59’N-87°54’W**

**DPA**

**GND CON**

**MISSING APPROACH**

- Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

**ILS or LOC RWY 28R**

**CHICAGO O'HARE INTL (ORD)**
From GIBNS: RNAV-1 GPS required.
RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.
Simultaneous approach authorized.
For inop ALS, increase S-LOC 10R Cat C and D visibility to RVR 6000.

APCH FIX ALTERNATE MISSED

SAFLY I-IZJ 27.7
RADAR

DAYZE I-IZJ 21.4
RADAR

BOOTR I-IZJ 15.2
RADAR

(FAA) AL-166 (FAA)
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on heading 290° and CGT R-322 to UKUNE INT/CAT 48 DME and hold.

SA CATEGORY 1  ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 11 JUL 2024 to 05 SEP 2024
CHICAGO, ILLINOIS

CHICAGO O'HARE INTL (ORD)

S-ILS 27L

RA 165/14 150 DA 804

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

EC-3, 11 JUL 2024 to 05 SEP 2024

ILS RWY 27L (SA CAT I)

AL-166 (FAA)

CHICAGO, ILLINOIS

EC-3, 11 JUL 2024 to 05 SEP 2024

CHICAGO O'HARE INTL (ORD)

Amdt 33 14JUL22

41°59’N-87°54’W

159
CHICAGO, ILLINOIS

AL-166 (FAA)

CHICAGO O’HARE INTL (ORD)

ILS RWY 28C (SA CAT I)

MISSED APCH FIX

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 11 JUL 2024 to 05 SEP 2024

CHICAGO, ILLINOIS

Amdt 2A  03JAN19

41°59’N-87°54’W

CHICAGO O’HARE INTL (ORD)

ILS RWY 28C (SA CAT I)
From VOR/LINE 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MISSING APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**Amdt 18B  20JUN19**
**CHICAGO, ILLINOIS**

**AL-166 (FAA)**

**LOC/DME I-1IJI**

**110.75**

Chan 44 (Y)

**APP CRS**

**094°**

**Rwy Idg**

**7500**

**TDZE**

**680**

**Apt Elev**

**680**

**RNAV 1-GPS or DME required for procedure entry. DME or RADAR required.**

**Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.**

**MISSING APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.**

**D-ATIS**

**135.4**

**282.225**

**CHICAGO APP CON**

**119.0**

**292.125**

**O’HARE TOWER**

**133.0**

**348.0**

**GND CON**

**124.125**

**118.056**

**226.675**

**ALL RWYS**

**CLNC DL**

**121.9**

**121.6**

**CPDL C**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**CHICAGO O’HARE INTL (ORD)**

**41°59’N-87°54’W**

**ILS Z RWY 10R (SA CAT I)**

**CHICAGO O’HARE INTL (ORD)**

**Orig-B 03JAN19**
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.

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
ILS RWY 9R (CAT II & III)  
CHICAGO O'HARE INTL (ORD)  

EC-3, 11 JUL 2024 to 05 SEP 2024

RNP APCH-GPS from GIBNS. Aircraft not GPS equipped - RADAR required for procedure entry. RADAR or DME required.

Simultaneous approach authorized.

LOC/DME I-JAV 110.5  
APP CRS 093°  
Rwy Idg 11260  
TDZE 668  
Apt Elev 680

MALP-2  
MISSED APPROACH: Climb to 1200 then climb to 4000 on heading 085° and OBK VOR/DME R-124 to GRABL INT/OKB 26.9 DME/RADAR and hold.

CHICAGO, ILLINOIS
AL-166 (FAA)  

ILS RWY 9R (CAT II & III)  
CHICAGO O'HARE INTL (ORD)  

CATEGORII & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED  

CHICAGO, ILLINOIS  
Amdt 13 14JUL22  

EC-3, 11 JUL 2024 to 05 SEP 2024
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

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 1100 then climbing right turn to 4000 on heading 290° and CGT R-322 to UKUNE INT/CGT 48 DME and hold.

D-ATIS 135.4 TDZ/CL all Rwys except 4L

10L

CHICAGO, ILLINOIS

 Glyphs and symbols indicate navigation facilities and routes for pilots.
MISSED APPROACH: Climb to 1200 then climb to 4000 on heading 265° and on CGT VOR TAC R-307 to WASCO/CTG 45.8 DME/RADAR and hold.

Simultaneous approach authorized.

Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

RNP APCH-GPS from VOGLR.

ALSF-2

Amdt 33 14JUL22

EC-3, 11 JUL 2024 to 05 SEP 2024
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized.

MSA ORD 25 NM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

EC-3, 11 JUL 2024 to 05 SEP 2024

CHICAGO O’HARE INTL (ORD)
RNAV (RNP) Y RWY 27L

CHICAGO O’HARE INTL (ORD)

**AUTHORIZATION REQUIRED**

<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>RNP 0.15 DA</td>
<td>989/26</td>
<td>335 (400-1/2)</td>
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<tr>
<td>RNP 0.30 DA</td>
<td>1133/50</td>
<td>475 (500-1)</td>
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**RNAV (RNP) Y RWY 27L**

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C.

**MISSUED APCH FIX**

WASCO

**ELEV**

680

**TDZE**

654

**RADAR REQUIRED**

**SAFW 3400**

**AREA ACES**

**CE-3, 11 JUL 2024 to 05 SEP 2024**

**CHICAGO, ILLINOIS**

Amdt 2A  22FEB24
CHICAGO, ILLINOIS

CHICAGO O'HARE INTL (ORD)

RNAV (GPS) PRM RWY 28C (CLOSE PARALLEL)

EC-3, 11 JUL 2024 to 05 SEP 2024

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. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP.

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DPA VOR/DME and hold.
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. For inop ALS, increase LNAV/VNAV all cats visibility to RVR 4500 and LNAV Cat C/D to 1½ SM.

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 9L
CHICAGO O'HARE INTL (ORD)

RADAR required for procedure entry. RNP APCH.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

CHICAGO, ILLINOIS

Amdt 4 05NOV20

183
RNAV (GPS) RWY 10C
CHICAGO O’HARE INTL (ORD)

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 required during simultaneous operations. Rwy 10C helicopter visibility reduction below RVR 4000 NA.

RNAV (GPS) RWY 10C
ALSF-2

CHICAGO, ILLINOIS
(ORD)

CHICAGO O’HARE INTL (ORD)

APP CON
120.75 348.0

GND CON
124.125 (TWR NORTH)
118.05 (TWR SOUTH)
226.675 (ALL TWRs)

RD CON
121.75 (OBN)
121.9 (IBN)

CLNC DEL
121.6

TDZE 669

2300
093°

ZURSO
1.6 NM
to RW10C

HDG

AGZED

Rwy 10C

3400

AGZED

813

155°

3.1 NM

4 NM

CHICAGO HEIGHTS

CGT

ELEV 680

GND CON

AGZED

161°

TDZE 669

Rwy 10C

ELEV 680

680

CHICAGO O’HARE INTL (ORD)

Amdt 1B  25JAN24

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

AGZED

1.6 NM
to RW10C

8000

ZURSO

1.6 NM
to RW10C

4000

AGZED

161°

CHICAGO, ILLINOIS

Am7t 18 25JAN24
**RNAV (GPS) RWY 10L**

CHICAGO O'HARE INTL (ORD)

**RADAR required for procedure entry. RNP APCH.**

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**TABLE**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<td>LPV DA</td>
<td>872/18</td>
<td>200 (200-1/2)</td>
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<td>LNAV/ VNAV DA</td>
<td>1062/35</td>
<td>390 (400-1/2)</td>
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<td>LNAV MDA</td>
<td>1120/24</td>
<td>448 (500-1/2)</td>
<td>1120/45</td>
<td>448 (500-1/2)</td>
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</tbody>
</table>

**CHICAGO, ILLINOIS**

Amtd 5B 26MAR20

41°59'N-87°54'W
RNAV (GPS) RWY 22L
CHICAGO O'HARE INTL (ORD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized with RWy 22R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

D-ATIS 135.4
CHICAGO APP CON 282.225
O'HARE TOWER 124.125 (TWR NORTH)
GND CON 120.75 348.0
118.05 (TWR SOUTH)
TWR CENTER 121.75 (OBND)
CLNC DEL 121.9 (IBND)
CPDLC 121.6

EC-3, 11 JUL 2024 to 05 SEP 2024

CHICAGO, ILLINOIS
Amdt 2A 12OCT17

41°59’N-87°54’W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 39°C (102°F). Simultaneous approach authorized with Rwy 22L. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

RADAR REQUIRED

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 28C
CHICAGO O'HARE INTL (ORD)

DME/DME RNP 0.3 NA. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 19°C (-2°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF, increase LNAV Cat C and D visibility to RVR 6000.

RNAV track guidance required during simultaneous operations. For inop ALSF, LNAV procedure NA during simultaneous operations. Use of FD or AP providing Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 19°C (-2°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF, increase LNAV Cat C and D visibility to RVR 6000.

RNAV (GPS) RWY 28C
CHICAGO O'HARE INTL (ORD)

CHICAGO, ILLINOIS

Amdt 1A 17AUG17
41°59’N-87°54’W
191
CHICAGO, ILLINOIS
CHICAGO O’HARE INTL (ORD)

RNAV (GPS) RWY 28R

APP CRS: 273°
TDZE: 651
Apt Elev: 680

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1/4 mile and LNAV Cats C/D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct DPA VOR/DME and hold.

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) Y RWY 10R
CHICAGO O'HARE INTL (ORD)

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 Cats visibility to 1.6 SM.

D-ATIS 135.4
282.225
CHICAGO
APP CON 119.0
292.125
O'HARE TOWER

Final approach course offset 2.50°.

RNAV (GPS) Y RWY 10R
CHICAGO O'HARE INTL (ORD)

RNAV (GPS) Y RWY 10R
CHICAGO O'HARE INTL (ORD)
RNAV (GPS) Z RWY 27L

CHICAGO, ILLINOIS (ORD)

WASCO and hold.
Climb to 4000 direct

MISSED APPROACH:
273°

W27A

RNP APCH - GPS.
Amdt 6  08SEP22

Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV
Simultaneous approach not authorized. RNAV procedure NA during simultaneous operations.
LNAV procedure NA during simultaneous operations.

EC-3, 11 JUL 2024 to 05 SEP 2024
Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical but at least 120 miles from destination.

- ILS PRM Rwys 10C, 28C
- ILS PRM Rwys 10C (SA CAT I), 28C (SA CAT I)
- ILS PRM Rwys 10C (CAT II-III), 28C (CAT II-III)
- ILS PRM Y 10R
- RNAV (GPS) PRM Rwys 10C, 28C
- RNAV (GPS) PRM Y Rwys 10R, 28L

General

Review procedure for executing a climbing and descending PRM breakout.

Breakout phraseology: "TRAFFIC ALERT (call sign) TURN (left/right) IMMEDIATELY HEADING (degrees) CLIMB/DESCEND AND MAINTAIN (altitude)."

All breakouts: Hand flown, initiate immediately.

Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions.

Dual VHF Comm.: When assigned or planning a specific PRM approach, tune a second receiver to the PRM monitor frequency or, if silent, another active frequency (i.e. ATIS), set the volume, retune the PRM frequency if necessary, then deselect the audio. When directed by ATC, immediately switch to the tower frequency and select the second receiver audio to ON.

If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized. PRM related chart notes and PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

Runway Specific

**RWY 10R**
- Final approach offset by 2.5 degrees.
- If later assigned a Visual Approach to RWY 10R, expect clearance via the ILS or RNAV (GPS) PRM Y final approach course.

**RWY 28L**
- RWY 28L PRM final approach course offset by 2.5 degrees.
CHICAGO O’HARE INTL (ORD)

ILS PRM RWY 10C (CAT II & III) (CLOSE PARALLEL)

CATEGORY II and III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

From GIBNS: RNAV-1 GPS required.

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD touchdown.

Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.

ALTERNATE MISSED APCH FIX

BLUTO

D-ATIS

CHICAGO HEIGHTS

O’HARE TOWER

APP CON

GROUND CON

TWR NORTH

TWR SOUTH

OBND

IBND

CLNC DEL

TWR CENTER

D-ATIS

PRM 119.625

ALL TWRS

ADVISORY

CHICAGO O’HARE INTL

TWR CENTER

TWR SOUTH

TWR NORTH

TWR OBND

TWR IBND

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

204

S-ILS 10C

CAT III RVR 06

CAT II RA 102/12

100 DA 769

IAP R-336

Rwy 10C

CAT II

RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval.

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.

3.1 NM

3.1 NM

3.1 NM

6000

5000

4000

3.1 NM

3.1 NM

5000

4000

5.3 NM

5 NM

1091"

HIRL all Rwys

TDZ/CL all Rwys except 4L
CHICAGO, ILLINOIS

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

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RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

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(CLOSE PARALLEL)

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(CLOSE PARALLEL)

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(CLOSE PARALLEL)

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(CLOSE PARALLEL)

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RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

RAV NAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

Runway Status
Lights in operation.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
NOTE: Chart not to scale.

TOP ALTITUDE: 5000

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within the sector where first navaid/fix for your route is located (sectors indicated by dashed lines; frequencies in dashed box within).

TOPTOP

TOPTOP

NOTE: All turbo-jet departures in all directions, maintain 250K until advised by ATC.

CHICAGO O'HARE INTL (ORD)

CHICAGO, ILLINOIS

CHICAGO O'HARE INTL (ORD)

EAST/NORTH

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect RADAR vectors to first enroute navaid/fix. Expect clearance to requested altitude/flight level ten minutes after departure.

ALL AIRCRAFT: Cross 5.5 DME arc of GCO DME at or above 3000, cross 8.5 DME arc of GCO DME at or above 4000, maintain 5000 or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.
Baro-VNAV NA when using Chicago Midway Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

Rwy 27 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA.

LNAV/VNAV NA when using Chicago Midway Intl altimeter setting. When local altimeter setting not received, use Chicago Midway Intl altimeter setting: increase LPV DA to 1058 and LNAV/VNAV DA to 1114 and all MDA 60 feet. Circling Rwy 9 NA at night.

AWOS-3PT
119.275

CHICAGO APP CON
128.2 285.6

UNICOM
122.7 (CTAF)

**MISSPSED APPROACH:**
Climb to 2400 direct UYEO and hold.

**Procedure NA for arrivals at HARRT on V6-10 westbound.**

**Procedure NA for arrivals at LUCIT on V7-51-97 southeast bound and V38-156 westbound.**

**Procedure NA for arrivals at HALIE on V126-340 southeast bound and V8-92 eastbound.**

**REIL Rwys 9, 18, 27, and 36**

**MIRL Rwys 9-27 and 18-36**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

** ориг-A 30MAR17**
RNAV (GPS) RWY 36
LANSING MUNI (IGQ)

DME/DME RNP-0.3 NA. VDP NA when using Chicago Midway Intl altimeter setting. Circling Rwy 9 NA at night. When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2300 direct TOGOC and hold.

AWOS-3PT 119.275
CHICAGO APP CON 128.2 285.6
UNICOM 122.7 (CTAF)

Procedure NA for arrival on EON VORTAC airway radials 096 CW 150.

Procedure NA for arrivals at LUCIT on V7-51-97 southeast bound and V38-156 eastbound.

5 NM Holding Pattern

RNAV (GPS) RWY 36
CHICAGO, ILLINOIS
Orig-A 30MAR17

Category A B C D
LNAV MDA 1100-1 480 (500-1) NA
CIRCLING 1140-1 520 (600-1) NA

EC-3, 11 JUL 2024 to 05 SEP 2024
41°32'N-87°32'W
LOC RWY 36
LANSING MUNI (IGQ)

Apt Elev 620

VDP NA when using Chicago Midway Intl altimeter setting.

When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.

Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2800 direct CGT VORTAC and hold, continue climb-in-hold to 2800.

AWOS-3PT
119.275

CHICAGO APP CON
128.2 285.6

UNICOM
122.7 (CTAF)

AWOS-3PT
119.275

CHICAGO APP CON
128.2 285.6

UNICOM
122.7 (CTAF)

Procedure NA for arrivals on CGT VORTAC airway radials 115 CW 156.

Procedure NA for arrivals at EON VORTAC on V38-156 westbound.
When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Circling Rwy 9 NA at night.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2300 direct CGT VORTAC and hold.

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>FAF to MAP 2.1 NM</th>
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<tbody>
<tr>
<td>Knots</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>150</td>
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<tr>
<td>Min:Sec</td>
<td>2:06</td>
<td>1:24</td>
<td>1:03</td>
<td>0:50</td>
</tr>
</tbody>
</table>

**EC-3, 11 JUL 2024 to 05 SEP 2024**
**RNAV (GPS) RWY 9**

Instrument Approach:

- **ATIS**: 125.85
- **CHICAGO APP CON**: 133.5
- **AURORA TOWER**: 120.6 (CTAF)
- **GND CON**: 121.7
- **CLNC DEL**: 121.7
- **UNICOM**: 122.95

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.**

**MISSED APPROACH:**
- Climb to 2500 direct HOGIE and hold.

**RNAV (GPS) RWY 9 - AURORA MUNI (ARR)**

**For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.**

**Procedure NA for arrivals at HOGIE and hold.**

**Procedure NA for arrivals at AHMED on V10 southwest bound, V8 westbound.**

**AERIAL MARKING: LNAV only.**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 15
AURORA MUNI (ARR)

**ATIS**
- 125.85

**CHICAGO APP CON**
- 133.5
- 349.0

**AURORA TOWER***
- 120.6 (CTAF)

**GND CON**
- 121.7

**CLNC DEL**
- 121.7

**UNICOM**
- 122.95
- 123.5

** PROCEDURE NA** for arrivals at NUELG on V172 and V177 northwest bound.

**VGSI and RNAV glidepath not coincident** (VGSI Angle 3.00'/TCH 34).

**Rwy 15**
- 1.6 NM
to
- 2600
- 2300
- 2600
- 2300
- 3.3 NM
- 1.6 NM
- 5.2 NM

**LGAS**
- 3000
- UQITY

**LNAV only.**

**CIRCLING**
- 1260-1
- 548 (600-1)
- 1320-2
- 608 (700-2)
- 588 (600-1)
- 1300-1

**LPV**
- 962-3/4
- 250 (300-3/4)

**LNAV/ VNAV**
- 962-3/4
- 250 (300-3/4)

**LNAV**
- 1260-1
- 548 (600-1)
- 1260-1
- 548 (600-1)
- 1260-1
- 548 (600-1)

**AMDT 1A 08SEP22**

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

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**24081**

**RNAV (GPS) RWY 15**

**AURORA MUNI (ARR)**

**CHICAGO/AURORA, ILLINOIS**

**AL-5103 (FAA)**

**WAAS**
- CH 72941
- W15A

**APP CRS**
- 148°

**Rwy Ldg**
- 5503

**Apt Elev**
- 712

**TDZE**
- 712

**TDZE**
- 712

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 15**

**AURORA MUNI (ARR)**

**CHICAGO/AURORA, ILLINOIS**

**AL-5103 (FAA)**

**WAAS**
- CH 72941
- W15A

**APP CRS**
- 148°

**Rwy Ldg**
- 5503

**Apt Elev**
- 712
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LPV visibility to 1½ SM all Cats, LNAV Cats A/B visibility to 1 SM.

Procedure NA for arrival on JOT VOR/DME airway radials 314 CW 328.

Procedure NA for arrival on JOT VOR/DME airway radials 314 CW 328.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LPV visibility to 1½ SM all Cats, LNAV Cats A/B visibility to 1 SM.
MISSED APPROACH: Climbing left turn to 3000 on DPA
VOR/DME R-225 to SWETT INT/16 DME and hold.

**ATIS** 125.85  
**CHICAGO APP CON** 133.5 349.0  
**AURORA TOWER** 120.6 (CTAF)  
**GND CON** 121.7  
**CLNC DEL** 121.7 [When tower closed]  
**UNICOM** 122.95 123.5

**2600**

**3000**  
**SWETT**  
**DPA R-225**

**330°**  
**2300**  
**330°**  
**2300**

**1360**

**TDZE 703**

**3198**

**703**

**ELEV 712**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**CHICAGO/AURORA, ILLINOIS**  
**Amdt 3B 08SEP22**
AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS

TOP ALTITUDE: 3000

TAKEOFF MINIMUMS:
Rwys 9, 15, 18, 27, 33, 36: Standard.

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.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 090° to 1220, then as assigned by ATC, for vectors to ACITO. Thence . . .

TAKEOFF RUNWAY 15: Climb heading 148° to 1220, then as assigned by ATC, for vectors to ACITO. Thence . . .

TAKEOFF RUNWAY 18: Climb heading 181° to 1220, then as assigned by ATC, for vectors to ACITO. Thence . . .

TAKEOFF RUNWAY 27: Climb heading 270° to 1220, then as assigned by ATC, for vectors to ACITO. Thence . . .

TAKEOFF RUNWAY 33: Climb heading 328° to 1220, then as assigned by ATC, for vectors to ACITO. Thence . . .

TAKEOFF RUNWAY 36: Climb heading 001° to 1220, 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):
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 090° to 1220, then as assigned by ATC, for vectors to BACEN. Thence. . . .

TAKEOFF RUNWAY 15: Climb heading 148° to 1220, then as assigned by ATC, for vectors to BACEN. Thence. . . .

TAKEOFF RUNWAY 18: Climb heading 181° to 1220, then as assigned by ATC, for vectors to BACEN. Thence. . . .

TAKEOFF RUNWAY 27: Climb heading 270° to 1220, then as assigned by ATC, for vectors to BACEN. Thence. . . .

TAKEOFF RUNWAY 33: Climb heading 328° to 1220, then as assigned by ATC, for vectors to BACEN. Thence. . . .

TAKEOFF RUNWAY 36: Climb heading 001° to 1220, then as assigned by ATC, for vectors to BACEN. Thence. . . .

. . . .on track 195° to BLOKR, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

BEKKI TRANSITION (BLOKR6.BEKKI):

ROBERTS TRANSITION (BLOKR6.RBS):

NOTE: Chart not to scale.
CARYN SIX DEPARTURE (RNAV)

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet departures maintain 250K until advised by ATC.

TAKEOFF MINIMUMS:
Rwys 9, 15, 18, 27, 33, 36: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 090° to 1220, then as assigned by ATC, for vectors to CMSKY. Thence....
TAKEOFF RUNWAY 15: Climb heading 148° to 1220, then as assigned by ATC, for vectors to CMSKY. Thence....
TAKEOFF RUNWAY 18: Climb heading 181° to 1220, then as assigned by ATC, for vectors to CMSKY. Thence....
TAKEOFF RUNWAY 27: Climb heading 270° to 1220, then as assigned by ATC, for vectors to CMSKY. Thence....
TAKEOFF RUNWAY 33: Climb heading 328° to 1220, then as assigned by ATC, for vectors to CMSKY. Thence....
TAKEOFF RUNWAY 36: Climb heading 001° to 1220, 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.

CYBILL TRANSITION (CARYN6.CYBILL):
NOTE: Chart not to scale.

T TAKEOFF MINIMUMS:
Rwys 9, 15, 18, 27, 33, 36: Standard.

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 9: Climb heading 090° to 1220, then as assigned by ATC, for vectors to DENNT. Thence...
TAKEOFF RUNWAY 15: Climb heading 148° to 1220, then as assigned by ATC, for vectors to DENNT. Thence...
TAKEOFF RUNWAY 18: Climb heading 181° to 1220, then as assigned by ATC, for vectors to DENNT. Thence...
TAKEOFF RUNWAY 27: Climb heading 270° to 1220, then as assigned by ATC, for vectors to DENNT. Thence...
TAKEOFF RUNWAY 33: Climb heading 328° to 1220, then as assigned by ATC, for vectors to DENNT. Thence...
TAKEOFF RUNWAY 36: Climb heading 001° to 1220, then as assigned by ATC, for vectors to DENNT. Thence...

... on track 181° to DARYC, then on (transition). Maintain 3000.
Expect filed altitude 10 minutes after departure.

DONVE TRANSITION (DARCY6.DONVE):
SCOTO TRANSITION (DARCY6.SCOTO):
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 090° to 1220, then as assigned by ATC, for vectors to EARND. Thence. . . .

TAKEOFF RUNWAY 15: Climb heading 148° to 1220, then as assigned by ATC, for vectors to EARND. Thence. . . .

TAKEOFF RUNWAY 18: Climb heading 181° to 1220, then as assigned by ATC, for vectors to EARND. Thence. . . .

TAKEOFF RUNWAY 27: Climb heading 270° to 1220, then as assigned by ATC, for vectors to EARND. Thence. . . .

TAKEOFF RUNWAY 33: Climb heading 328° to 1220, then as assigned by ATC, for vectors to EARND. Thence. . . .

TAKEOFF RUNWAY 36: Climb heading 001° to 1220, 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.

EMME Transition (ELANR6.EMEGE):
EMMLY Transition (ELANR6.EMMLY):
EREFO Transition (ELANR6.ERECO):
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EC-3, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 090° to 1220, then continue climb on 090° heading or as assigned by ATC, for vectors to OREOS. Thence . . .
TAKEOFF RUNWAY 15: Climb heading 148° to 1220, then continue climb on 148° heading or as assigned by ATC, for vectors to OREOS. Thence . . .
TAKEOFF RUNWAY 18: Climb heading 181° to 1220, then continue climb on 181° heading or as assigned by ATC, for vectors to OREOS. Thence . . .
TAKEOFF RUNWAY 27: Climb heading 270° to 1220, then continue climb on 270° heading or as assigned by ATC, for vectors to OREOS. Thence . . .
TAKEOFF RUNWAY 33: Climb heading 328° to 1220, then continue climb on 328° heading or as assigned by ATC, for vectors to OREOS. Thence . . .
TAKEOFF RUNWAY 36: Climb heading 001° to 1220, then continue climb on 001° heading or as assigned by ATC, for vectors to OREOS. Thence . . .

... on depicted route to OBENE, maintain 3000. Expect filed altitude 10 minutes after departure.

ELYNA TRANSITION (OBENE3.ELyna)
IANNA TRANSITION (OBENE3.IANNA)
JORDY TRANSITION (OBENE3.JORDY)
MNOSO TRANSITION (OBENE3.MNOSO): For Minneapolis terminal area arrivals or assigned by ATC.

NITWT TRANSITION (OBENE3.NITWT)
OGALE TRANSITION (OBENE3.OGALE)
ROTTN TRANSITION (OBENE3.ROTTN)
ROEZZ TRANSITION (OBENE3.ROEZZ)
SMIDD TRANSITION (OBENE3.SMIDD)
CHICAGO/LAKE IN THE HILLS, ILLINOIS

RNAV (GPS) RWY 8
LAKE IN THE HILLS (3CK)

APP CRS
082°

Rwy Idg 3800
TDZE 887
Apt Elev 887

RNP APCH

Obtain local altimeter setting on CTAF; when not received, use Chicago DuPage altimeter setting. Rwy 8 helicopter visibility reduction below ¾ SM NA.

PROCEDURE

MISSED APPROACH: Climb to 2500 direct EHUHY and hold.

CHICAGO APP CON
120.55 306.925

UNICOM
123.05 (CTAF)

CHICAGO/LAKE IN THE HILLS, ILLINOIS

Orig-C 11AUG22

42°12'N-88°19'W

LAKE IN THE HILLS (3CK)

RNAV (GPS) RWY 8

ELEV 887
TDZE 887

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

VEGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 20).

LVNAV MDA 1300-1 413 (500-1)
LVNAV MDA 1360-1 473 (500-1)
CHICAGO DUPAGE ALTIMETER SETTING MINIMUMS

CHICAGO/DUPAGE ALTIMETER SETTING MINIMUMS

1300-1 413 (500-1)
1300-1½ 413 (500-1½)
NA

1360-1 473 (500-1)
1360-1½ 473 (500-1½)
NA

LNAV MDA

VOR/DME RW08 2.5 NM

KRENA

2500

(EHUHY)

Procedure NA for arrivals at
KRENA on V-100 northeast bound
and V-24-100-228 westbound.

NUELG

TWI 082° 3800 X 75

LIRL Rwy 8-26
RNAV (GPS) RWY 26
LAKE IN THE HILLS (3CK)

CHICAGO APP CON 120.55 306.925
UNICOM 123.05 (CTAF)

Rwy 26 helicopter visibility reduction below 3/4 SM NA.
Obtain local altimeter setting on CTAF; when not received, use Chicago DuPage altimeter setting.

CHICAGO DUPAGE ALTIMETER SETTING
120.55 306.925

LNAV MDA
Category A 1300-1 413 (500-1) 1300-1 413 (500-1/4) NA
B 1360-1 473 (500-1) 1360-1 473 (500-1/4) NA
C 1360-1 473 (500-1)
D 1360-1 473 (500-1/4)

CHICAGO/LAKE IN THE HILLS, ILLINOIS
Orig B 18JUL19

42°12'N-88°19'W
EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 26
**CHICAGO/LAKE IN THE HILLS, ILLINOIS**

**CHICAGO APP CON**
120.55  306.925

**UNICOM**
123.05  (CTAF)

---

**VOR RWY 26**

**LAKE IN THE HILLS (3CK)**

**CHICAGO DUPAGE 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-26</td>
<td>493</td>
<td>(500-1)</td>
<td>493</td>
<td>(500-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>493</td>
<td>(500-1)</td>
<td>733</td>
<td>(800-2)</td>
</tr>
</tbody>
</table>

**CHICAGO DUPAGE ALTIMETER SETTING**

| S-26     | 553  | (600-1) | 553  | (600-1) | NA  |
| CIRCLING | 553  | (600-1) | 793  | (800-2) | NA  |

---

**VOR/DME OBK 113.0**

<table>
<thead>
<tr>
<th>269°</th>
<th>VOR CRS</th>
<th>APP CRS</th>
<th>3800</th>
<th>Rwy Idg 887</th>
<th>TDZE 887</th>
<th>Apt Elev 887</th>
</tr>
</thead>
</table>

**ELEV** 887  TDZE 887

---

**Effect dates:**

- **EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**Rwy 26 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Chicago DuPage altimeter setting.**

**MISSED APPROACH:** Climb to 1900, then climbing right turn to 2500 on heading 130° and OBK VOR/DME R 269 to HZLET INT/OBK 11.6 DME and hold.

**Procedure NA for arrivals on OBK VOR/DME airway radials 293 CW 347.**

**Procedure**

1. **1900-1**
2. **2500-1**
3. **OBK 11.6-1**
4. **HZLET INT-1**
5. **LEGON INT-1**
6. **OBK 5-1**
7. **OBK VOR/DME-1**

**LIRL Rwy 8-26**

- **FAF to MAP 4.7 NM**
- **Knots 60 90 120 150 180**
- **Min:Sec 4:42 3:08 2:21 1:53 1:34**

---

**42°12’N-88°19’W**

---

**235**
CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS

CHICAGO EXEC (PWK)

LOC/DME  I-PWK
109.75
Ch 34 (Y)

APP CRS  Rwy Idg  5001
161°  TDZE  643

Apt Elev  647

ATIS  124.2
CHICAGO APP CON  120.55
EXECUTIVE TOWER *  119.9 (CTAF)
GND CON  121.7
CLNC DEL  124.7
CLNC DEL  124.7 (When twr closed)
UNICOM  122.95

MISSED APPROACH: Climb to 1400 then climbing left turn to 2700 direct
OBK VOR/DME and hold, continue climb-in-hold to 2700.

DME required.

Circling Rwy 6, 12, 24, 30 NA at night.
Rwy 16 helicopter visibility reduction below ¼ SM NA.

Remain within 10 NM

LOC/DME

LOCALIZER  109.75
Ch 34 (Y)

LOC/DME I-PWK

CHICAGO PROSPECT HEIGHTS/WHEELING, ILLINOIS

Amdt 3A 08SEP22

42°07'N 87°54'W
RNAV (GPS) RWY 16
CHICAGO EXEC (PWK)

HOLD 2000 2500
4 NM

HIGUH 161° 341°

4 NM
Holding Pattern

2500 NpPT 251° (9)

FUGIO 2 NM to RW16

2300 1320

1.3 NM to RW16

RW16 2 NM to FUGIO

1.3 NM

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS
AL-5028 (FAA)
RNAV (GPS) RWY 30
CHICAGO EXEC (PWK)

MISSED APPROACH: Climbing right turn to 2500 direct HIGUH and hold.

ATIS 124.2
CHICAGO APP CON 120.55 306.925
EXECUTIVE TOWER 119.9 (CTAF)
GND CON 121.7
CLNC DEL 124.7
(When twr closed)
UNICOM 122.95

Procedure NA for arrival at THORR on V7 northbound and on V228 eastbound

RNAV (GPS) RWY 30
CHICAGO EXEC (PWK)
**Rwy 16 helicopter visibility reduction below 1/4 SM NA. When local altimeter setting not received, use Chicago-O'Hare Intl altimeter setting; increase all MDAs 40 feet and visibility DME minimums S-16 Cats C and D 1/4 SM. Circling Rwy 6, 12, 24, 30 NA at night.**

**MISSED APPROACH:** Climb to 1400, then climbing left turn to 2700 direct OBK 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-16</td>
<td>1200-1</td>
<td>557 (600-1)</td>
<td>1200-1½</td>
<td>557 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1200-1</td>
<td>553 (600-1)</td>
<td>1200-1½</td>
<td>553 (600-1½)</td>
</tr>
</tbody>
</table>

**DME MINIMUMS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-16</td>
<td>1120-1</td>
<td>477 (500-1)</td>
<td>1120-1½</td>
<td>477 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1140-1</td>
<td>493 (500-1)</td>
<td>1120-1½</td>
<td>493 (500-1½)</td>
</tr>
</tbody>
</table>

**ATIS**

| 124.2 |

**CHICAGO APP CON**

| 120.55 |

**EXECUTIVE TOWER**

| 119.9 (CTAF) |

**GND CON**

| 121.7 |

**CLNC DEL**

| 124.7 |

**CLNC DEL (When twr closed)**

| 122.95 |

**UNICOM**

| 124.7 |

**VOR RWY 16**

**CHICAGO EXEC (PWK)**

**CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS**

**AL-5028 (FAA)**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

**TOP ALTITUDE:** 3000

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 12:** Climb heading 121° or as assigned by ATC to at or above 1160, expect vectors to JILYN. Thence . . .

**TAKEOFF RWY 16:** Climb heading 162° or as assigned by ATC to at or above 1160, expect vectors to JILYN. Thence . . .

**TAKEOFF RWY 30:** Climb heading 301° or as assigned by ATC to at or above 1160, expect vectors to JILYN. Thence . . .

**TAKEOFF RWY 34:** Climb heading 342° or as assigned by ATC to at or above 1160, expect vectors to JILYN. Thence . . .

. . . . on track 184° to JORJO, then on (transition), maintain 3000, expect filed altitude 10 minutes after departure.

**AKMIE TRANSITION (JORJO5.AKMIE)**

**ARLYN TRANSITION (JORJO5.ARLYN)**

**BEKKI TRANSITION (JORJO5.BEKKI)**

**ROBERTS TRANSITION (JORJO5.RBS)**

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: TURBOJET departures maintain 250K until advised by ATC.
NOTE: AKMIE transition: for aircraft inbound to BMI, SPI, or PIA, or as assigned by ATC.
NOTE: ROBERTS transition: for aircraft inbound to BMI, SPI, or PIA, or as assigned by ATC.

NOTE: Chart not to scale.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: TURBOJET departures maintain 250K until advised by ATC.
NOTE: EMMLY transition: For aircraft inbound to Indianapolis Terminal area, or assigned by ATC.
NOTE: ELANR transition: For aircraft inbound to Cincinnati Terminal area, or as assigned by ATC.

TAKEOFF MINIMUMS
Rwys 6, 24: NA - Airport request.
Rwys 12, 16, 30, 34: Standard with minimum climb of 500' per NM to 1160.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 12: Climb heading 121° or as assigned by ATC to at or above 1160,
expect vectors to ZYDEK, thence . . . .
TAKEOFF RWY 16: Climb heading 162° or as assigned by ATC to at or above 1160,
expect vectors to ZYDEK, thence . . . .
TAKEOFF RWY 30: Climb heading 301° or as assigned by ATC to at or above 1160,
expect vectors to ZYDEK, thence . . . .
TAKEOFF RWY 34: Climb heading 342° or as assigned by ATC to at or above 1160,
expect vectors to ZYDEK, thence . . . .

. . . on track 178° to MONKZ, then on (transition), maintain 3000,
expect filed altitude ten minutes after departure.

CYBIL TRANSITION (MONKZ5.CYBIL)
DONVE TRANSITION (MONKZ5.DONVE)
ELANR TRANSITION (MONKZ5.ELANR)
EMEGE TRANSITION (MONKZ5.EMEGE)
EMMLY TRANSITION (MONKZ5.EMMLY)
ERECO TRANSITION (MONKZ5.ERECO)
SCOTO TRANSITION (MONKZ5.SCOTO)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Start right turn within 1 NM of departure end of runway and complete turn to assigned heading north of R-058 of the Dupage (DPA) VOR/DME. If unable to comply, advise Executive Tower prior to take-off, thence . . . .

. . . . all aircraft will receive RADAR vectors to appropriate navaid/fix; maintain ATC assigned altitude. Expect clearance to requested altitude/flight level (three minutes for jet/turbo engines or five minutes for piston engines) after departure.

NOTE: Chart not to scale.
DME or RADAR required.
Inop table does not apply to S-ILS. For inop ALS, increase S-LOC 1 Cat C/D visibility to RVR 5500.

ATIS 127.6
ROCKFORD APP CON 121.0 327.0
ROCKFORD TOWER 116.1 290.375
GND CON 121.9 290.375
CLNC DEL 119.25

MISSED APPROACH: Climb to 2600 on I-RFD localizer N course (008°) to TODDY/4.6 DME/RADAR and hold, continue climb-in-hold to 2600.

RADAR required for procedure entry.

GS 2.75°
TCH 82

CATEGORY A B C D
S-ILS 1 929/18 200 (200-1½)
S-LOC 1 1080/24 351 (400-1½) 1080/30 351 (400-¾)
C CIRCLING 1220-1 478 (500-1) 1280-1 538 (600-1) 1320-1½ 578 (600-1½) 1460-2¼ 718 (800-2¼)

Knots 60 90 120 150 180
Min:Sec 4:12 2:48 2:06 1:41 1:24

CHICAGO/ROCKFORD, ILLINOIS
Amdt 30 25JAN24

CHICAGO/ROCKFORD, ILLINOIS
EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
CHICAGO/ROCKFORD, ILLINOIS

ILS or LOC RWY 7
CHICAGO/ROCKFORD INTL (RFD)

LOC/DME I-UDY
109.55
Rwy Idg 10002
Chan 32 (Y)

APP CRS 068°

DME required for LOC only.
RNP APCH - GPS. From HENOR or SOSSO.
RADAR required.

ASR

ATIS 127.6

ROCKFORD APP CON 121.0 327.0

ROCKFORD TOWER 118.1 290.375

GND CON 121.9 290.375

CLNC DEL 119.25

MISSED APPROACH: Climb to 3000 on heading 068°. Expect RADAR vectors. (RADAR required).

S-ILS 7
942/18 200 (200-1/2)

S-LOC 7
1200/24 458 (500-1/2) 1200/45 458 (500-1/2)

CIRCLING
1220-1 478 (500-1) 1280-1 538 (600-1)
1320-1 578 (600-1/2) 1460-2 718 (800-2/4)

CAT A 2500

GS 3.00°

3000

TCH 60

6 NM

4 NM

2.8 NM

3000 Hdg 068°

RADAR required.

EC-3, 11 JUL 2024 to 05 SEP 2024

CHICAGO/ROCKFORD, ILLINOIS
Amdt 28 15 JUN 23

42°12’N - 89°06’W

CHICAGO/ROCKFORD INTL (RFD)
ILS or LOC RWY 7
**ILS RWY 7 (SA CAT I)**

**CHICAGO/ROCKFORD INTL (RFD)**

**LOC/DME I-UDY**

- **109.55**
- **TDZE 742**

**APP CRS**

- Rwy Idg: 10002
- TDZE: 742

**Apt Elev**

- 742

**RNP APCH - GPS. From HENOR or SOSSO. RADAR required.**

**ASR**

- Requires specific OPSPEC, MSPEC, or LOA approval.

**ATIS**

- 127.6

**ROCKFORD APP CON**

- 121.0

**ROCKFORD TOWER**

- 118.1

**GND CON**

- 121.9

**CLNC DEL**

- 119.25

**ELEV**

- 742

- TDZE 742

**W**

**HOLD**

- 3000 NoPT
- 3000 SOSSO

**VGSI and ILS glidepath not coincident**

(VGSI Angle 3.00/TCH 69).

**4 NM**

**Holding Pattern**

- 6000
- 3000

**GS 3.00°**

**TCH 60**

**CATEGORY**

- A
- B
- C
- D

**S-ILS 7**

- RA 164/14
- 150
- DA 892

**SA CATEGORY 1** ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**CHICAGO/ROCKFORD, ILLINOIS**

Amdt 2B 15JUN23

**CHICAGO/ROCKFORD INTL (RFD)**

**ILS RWY 7 (SA CAT I)**

**AL:954 (FAA)**

**24025**
### CHICAGO/ROCKFORD, ILLINOIS

#### ILS RWY 7 (CAT II & III)

- **LOC/DME I-UDY**: 109.55
- **APP CRS**: 068°
- **Rwy Ldg**: 10002
- **TDZE**: 742
- **Apt Elev**: 742

#### RNP APCH - GPS

- **ASR**
  - CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

#### ALSF-2

- **ATIS**: 127.6
- **ROCKFORD APP CON**: 121.0
- **ROCKFORD TOWER**: 118.1
- **GND CON**: 121.9
- **CLNC DEL**: 119.25

#### MISSED APPROACH:

- Climb to 3000 on heading 068°. Expect RADAR vectors. (RADAR required).

#### ILS RWY 7

- **GS 3.00°**
- **TCH 60°**
- **1243'**

#### CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

#### CHICAGO/ROCKFORD INTL (RFD)

- **Amdt 2B 15Jun23**
- **EC-3, 11 Jul 2024 to 05 Sep 2024**

---

**Categories:**
- **S-ILS 7**
  - **A** CAT II
  - **B** RA 114/12
  - **C** 100 DA 842
- **S-ILS 7**
  - **D** CAT III
  - **RVR 06**

**Diagnostic:**

- **VGS and ILS glidepath not coincident**
  - **(VGS Angle 3.00/TCH 69)**

---

**Coordinates:**

- **42°12'N-89°06'W**

---

**ASR: (IAF) HENOR**

- **3000 N 027°**
- **12 NM**

---

**ASR: (IAF) SOSSO**

- **3000 N 045°**
- **12 NM**

---

**VGS and ILS glidepath not coincident**

- **(VGSI Angle 3.00/TCH 69)**

---

**.runners MISS APPROACH:**

- Climb to 3000 on heading 068°. Expect RADAR vectors. (RADAR required).
RNAV (GPS) RWY 25
CHICAGO/ROCKFORD INTL (RFD)

**ATIS**
127.6

**ROCKFORD APP CON**
121.0 327.0

**ROCKFORD TOWER**
118.1 290.375

**GND CON**
121.9 290.375

**CLNC DEL**
119.25

---

**Rwy 25 visibility reduction below ¾ SM NA.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 39°C.

**Missed Approach:**
Climb to 2500 direct RUDGE and hold.

**Procedure NA for arrival on JVL VOR/DME airway radials 044 CW 189.**

**Procedure NA for arrivals at SMULA on V100 eastbound.**

**Procedure NA for arrivals at NUELG on V172 eastbound.**

**Category:**
- **A**: 986/50
- **B**: 250 (300-1)
- **C**: 1191-1/3
- **D**: 455 (500-1)

**RNAV Glidepath not coincident (VGS Angle 3.00/TCH 75).**

---

**Weather:**
- **Visibility:** 1/2 SM NA
- **Temp:** -25°C to 39°C
- **Weather Condition:** 2500 ft above ground level

---

**Additional Information:**
- ** aids to navigation:**
  - **NUELG:** Right (FAF) UJAVO
  - **SUGEE:** TONGE Holding Pattern
  - **WUBUV:** 4 NM to RW25
  - **RUDGE:** 2 NM to WUBUV
  - **NUELG:** Holding Pattern 4 NM

---

**Airport Information:**
- **CHICAGO/ROCKFORD INTL (RFD)**
- **TDZE 736**

**TDZE:** 736

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

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**Amdt 1C 13AUG20**

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**Amdt 1C 13AUG20**
Procedure NA for arrivals on JVL VOR/DME airway radials 108 CW 189°.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 008° or as assigned by ATC. Thence . . . .
TAKEOFF RUNWAY 7: Climb on heading 068° or as assigned by ATC. Thence . . . .
TAKEOFF RUNWAY 19: Climb on heading 188° or as assigned by ATC. Thence . . . .
TAKEOFF RUNWAY 25: Climb on heading 248° or as assigned by ATC. Thence . . . .

. . . . for RADAR vectors to BODEE. Then on track 207° to BIXBY, then on transition. Maintain 3000. Expect filed altitude 10 minutes after departure.

AHMED TRANSITION (BIXBY1.AHMED)
QUIZZ TRANSITION (BIXBY1.QUIZZ)
RNAV (GPS) RWY 2
LEWIS UNIVERSITY (LOT)

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.

LEWIS TOWER* 134.8 (CTAF)
GND CON 120.425

Procedure NA for arrivals at JOT VOR/DME on V8 westbound.

Procedure NA for arrivals at EON VORTAC on V156 eastbound.

MIssed approach: Climb to 2500 direct ALASE and right turn on track 116° to BOJAK and hold.

LPV DA 879-3/4 200 (200-3/4)
LNAV/VNAV DA 1256-2 577 (600-2)
LNAV MDA 1240-1 561 (600-1) 1240-1½ 561 (600-1½) 1240-1¾ 561 (600-1¾)
CIRCLING 1260-1 581 (600-1) 1440-1 761 (800-1) 1440-2¼ 761 (800-2¼) 1460-2½ 781 (800-2½)

Amdt 2B 15 JUL 2021
RNAV (GPS) RWY 20
LEWIS UNIVERSITY (LOT)

D-ATIS
126.675

CHICAGO APP CON
119.35 354.075

LEWIS TOWER
134.8 (CTAF)

GND CON
120.425

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct CAMLI and hold.

Category A B C D
LNAV MDA 1240-1 572 (600-1) 1240-1 572 (600-1) 1240-1 572 (600-1) 1240-1 572 (600-1)
CIRCLING 1260-1 581 (600-1) 1440-1 761 (800-1) 1440-2 761 (800-2) 1460-2 781 (800-2)

RNAV (GPS) RWY 20
LEWIS UNIVERSITY (LOT)

CHICAGO/ROME OVILLE, ILLINOIS
AL-6063 (FAA)

CHICAGO/ROME OVILLE, ILLINOIS
Amdt 1B 15JUL21

41°36'N-88°06'W

RNAV (GPS) RWY 20
LEWIS UNIVERSITY (LOT)

NACPA RW 20 25 NM

2300 RW20 CAMLI

3.04° TCH 40

1.6 NM to RW20

1.6 NM

3.3 NM

6.1 NM

MISSED APCH FIX

CAMLI
016° 1.6 NM
016° 3.3 NM
016° 6.1 NM

BEPKE

JESUB

Procedure

Turn NA

ELEV 679

TDZE 668

EC-3.11 JUL 2024 to 05 SEP 2024
D-ATIS 126.675
CHICAGO APP CON 119.35 354.075
LEWIS TOWER* 134.8 (CTAF)
GND CON 120.425

RNAV (GPS) RWY 27
LEWIS UNIVERSITY (LOT)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct GATLY and hold.

Procedure NA for arrivals at CGT VORTAC on airway radials 272 CW 356.
LOC/DME RWY 9
LEWIS UNIVERSITY (LOT)

MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct JOT VOR/DME and hold.

ELEV 679
TDZE 673

LOCATOR 111.95
I-LOT
Chan 56 (Y)

D-ATIS
126.675

CHICAGO APP CON
119.35 354.075

LEWIS TOWER*
134.8 (CTAF)

GND CON
120.425

EC-3, 11 JUL 2024 to 05 SEP 2024

One Minute Holding Pattern
GATLY INT
I-LOT [10.7]

2500 -270° -090° -270° -2500

HOBRT
I-LOT [4.5]

LOCALIZER 111.95
I-LOT
Chan 56 (Y)

MIRL Rwys 2-20 and 9-27

CHICAGO/ROMEOVILLE, ILLINOIS

Amdt 18 15JUL21

41°36'N-88°06'W
LOC RWY 2
LEWIS UNIVERSITY (LOT)

**LOC/DME I-JQH**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>Apt Elev</th>
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<tr>
<td>016°</td>
<td>6500</td>
<td>679</td>
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**LOCALIZER**

- **I-JQH** Chan 22 (Y)

**LOCALIZER 108.55**

- Chan 22 (Y)

**D-ATIS**

**126.675**

**CHICAGO APP CON**

**119.35 354.075**

**LEWIS TOWER**

**134.8 (CTAF)**

**GND CON**

**120.425**

**MISSED APPROACH:** Climbing right turn to 2500 via JOT VOR/DME R-065 to BOJAK INT/OBK 33.8 DME and hold.

**GND CON**

**120.425**

**D-ATIS**

**126.675**

**CHICAGO APP CON**

**119.35 354.075**

**LEWIS TOWER**

**134.8 (CTAF)**

**GND CON**

**120.425**

**MISSED APPROACH:** Climbing right turn to 2500 via JOT VOR/DME R-065 to BOJAK INT/OBK 33.8 DME and hold.

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**TWR**

**MIRL Rwys 2-20 and 9-27**

**FAF to MAP 4.9 NM**

**MSP JOT 25 NM**

**ELEV 679**

**TDZE 679**

**CATEGORY**

<table>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-2</td>
<td>1260-1</td>
<td>581 (600-1)</td>
<td>1260-1</td>
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<td>581 (600-1)</td>
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<tr>
<td></td>
<td>1260-1</td>
<td>581 (600-1)</td>
<td>1260-1</td>
</tr>
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</table>

**CIRCLING**

| S-2 | 1080-1  | 401 (500-1) | 1080-1  |
|     | 1440-1  | 761 (800-1) | 1440-1  |
|     | 1440-1  | 761 (800-1) | 1440-1  |
|     | 1440-1  | 761 (800-1) | 1440-1  |

**Min/Sec**

<table>
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<th>Knots</th>
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<th>120</th>
<th>150</th>
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<td>41°36'N-88°06'W</td>
<td>261</td>
<td></td>
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</table>
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ADELL SIX DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 015° to 1180, then as assigned by ATC, for vectors to ACITO. Thence . . .

TAKEOFF RUNWAY 9: Climb heading 089° to 1180, then as assigned by ATC, for vectors to ACITO. Thence . . .

TAKEOFF RUNWAY 20: Climb heading 195° to 1180, then as assigned by ATC, for vectors to ACITO. Thence . . .

TAKEOFF RUNWAY 27: Climb heading 269° to 1180, then as assigned by ATC, for vectors to ACITO. Thence . . .

. . . . on track 200° to ADELL, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

AKMIE TRANSITION (ADELL6.AKMIE):

ARLYN TRANSITION (ADELL6.ARLYN):

NOTE: Chart not to scale.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 015° to 1180, then as assigned by ATC, for vectors to BACEN. Thence. . . .

TAKEOFF RUNWAY 9: Climb heading 089° to 1180, then as assigned by ATC, for vectors to BACEN. Thence. . . .

TAKEOFF RUNWAY 20: Climb heading 195° to 1180, then as assigned by ATC, for vectors to BACEN. Thence. . . .

TAKEOFF RUNWAY 27: Climb heading 269° to 1180, then as assigned by ATC, for vectors to BACEN. Thence. . . .

. . . . on track 195° to BLOKR, then on (transition).
Maintain 3000. Expect filed altitude 10 minutes after departure.

BEKKI TRANSITION (BLOKR6.BEKKI):
ROBERTS TRANSITION (BLOKR6.RBS):

NOTE: Chart not to scale.
**CARYN SIX DEPARTURE (RNAV)**

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 2:** Climb heading 015° to 1180, then as assigned by ATC, for vectors to CMSKY. Thence....

**TAKEOFF RUNWAY 9:** Climb heading 089° to 1180, then as assigned by ATC, for vectors to CMSKY. Thence....

**TAKEOFF RUNWAY 20:** Climb heading 195° to 1180, then as assigned by ATC, for vectors to CMSKY. Thence....

**TAKEOFF RUNWAY 27:** Climb heading 269° to 1180, 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.

**TAKEOFF MINIMUMS:**

- Rwy 2: Standard with minimum climb of 420' per NM to 2700.
- Rwy 9: Standard with minimum ATC climb of 260' per NM to 2700.
- Rwy 20, 27: Standard.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 015° to 1180, then as assigned by ATC, for vectors to DENNT. Thence. . . .
TAKEOFF RUNWAY 9: Climb heading 089° to 1180, then as assigned by ATC, for vectors to DENNT. Thence. . . .
TAKEOFF RUNWAY 20: Climb heading 195° to 1180, then as assigned by ATC, for vectors to DENNT. Thence. . . .
TAKEOFF RUNWAY 27: Climb heading 269° to 1180, then as assigned by ATC, for vectors to DENNT. Thence. . . .

. . . on track 181° to DARCY, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

DONVE TRANSITION (DARCY6.DONVE):
SCOTO TRANSITION (DARCY6.SCOTO):
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet departures maintain 250K until advised by ATC.
NOTE: EMMLY Transition: For aircraft inbound to Indianapolis Terminal Area, or as assigned by ATC.

TAKEOFF MINIMUMS:
Rwys 9, 20, 27: Standard.
Rwy 2: Standard with minimum climb of 420’ per NM to 1200.

TAKEOFF RUNWAY 2: Climb heading 015° to 1180, then as assigned by ATC, for vectors to EARND. Thence . . .
TAKEOFF RUNWAY 9: Climb heading 089° to 1180, then as assigned by ATC, for vectors to EARND. Thence . . .
TAKEOFF RUNWAY 20: Climb heading 195° to 1180, then as assigned by ATC, for vectors to EARND. Thence . . .
TAKEOFF RUNWAY 27: Climb heading 269° to 1180, 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):
EREKO TRANSITION (ELANR6.EREKO):

DEPARTURE ROUTE DESCRIPTION

CHICAGO/ROMEOVILLE, ILLINOIS
LEWIS UNIVERSITY (LOT')

ELANR SIX DEPARTURE (RNAV)
(ELANR6.ELANR) 10OCT19
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TOP ALTITUDE:
3000

OREOS
VERTICAL NAVIGATION
PLANNING INFORMATION

Expect 13000

TAKEOFF MINIMUMS:
Rwys 2, 9, 20, 27:
Standard with minimum climb of 500' per NM to 1180.

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 015° to 1180, then continue climb on 015° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .

TAKEOFF RUNWAY 9: Climb heading 089° to 1180, then continue climb on 089° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .

TAKEOFF RUNWAY 20: Climb heading 195° to 1180, then continue climb on 195° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .

TAKEOFF RUNWAY 27: Climb heading 269° to 1180, then continue climb on 269° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .

. . . . on depicted route to OBENE, maintain 3000. Expect filed altitude 10 minutes after departure.

ELYNA TRANSITION (OBENE3.ELYNA)
IANNA TRANSITION (OBENE3.IANNA)
JORDY TRANSITION (OBENE3.JORDY)
MNOSO TRANSITION (OBENE3.MNOSO): For Minneapolis terminal area arrivals or assigned by ATC.

NITWT TRANSITION (OBENE3.NITWT)
OGALE TRANSITION (OBENE3.OGALE)
ROTTN TRANSITION (OBENE3.ROTTN)
ROEZZ TRANSITION (OBENE3.ROEZZ)
SMIDD TRANSITION (OBENE3.SMIDD)
Circling to Rwy 14, 32 NA at night. ADF or RADAR required.

Procedure NA for arrivals at TALOR on V7 northbound.

VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 52).

CATEGORY | A | B | C | D
---|---|---|---|---
S-ILS 23 | 923½ | 200 (200-½) | | |
S-LOC 23 | 1040½ | 317 (400-½) | | |
CIRCLING | 1220-1 | 493 (500-1) | 1220-½ | 1400-2½

Knots | 60 | 90 | 120 | 150 | 180
---|---|---|---|---|---
Min:Sec | 3:24 | 2:16 | 1:42 | 1:21 | 1:08

MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 to intercept OBK VOR/DME R-027 to WAUKE LOM/RADAR and hold.

Procedure NA for arrival on OBK VOR/DME airway radials 347 CW 081.
CHICAGO/WAUKEGAN, ILLINOIS

**RNAV (GPS) RWY 5**

**WAUKEGAN NTL (UGN)**

**ATIS** 132.4

**CHICAGO APP CON** 120.55

**WAUKEGAN TOWER** 120.05 (CTAF) 273.55

**GND CON** 121.65

**RNAV APCH - GPS.**

- **Rwy 5 helicopter visibility reduction below 3/4 SM NA.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
- Circling Rwy 14, 32 NA at night.

**MISSED APPROACH:** Climb to 2300 direct LIRIC and hold.

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**271**
**RNAV (GPS) RWY 23**

**WAUKEGAN NTL (UGN)**

**CHICAGO/WAUKEGAN, ILLINOIS**

**ATIS**

132.4

**CHICAGO APP CON**

120.55

**WAUKEGAN TOWER**

120.05 (CTAF) 273.55

**GND CON**

121.65

---

**CIRCLING to Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (4°C F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LNAV/VNAV all CATs visibility to ½ SM.**

**MISSING APPROACH:** Climb to 2400 direct FOVOJ and hold.

---

**WAAS CH 86211 W23A**

**APP CRS** 232°

**Rwy Idg** 6001

**TDZE** 723

**Apt Elev** 727

**MALS R**

---

**2500**

---

**4 NM**

**231°**

**052°**

**232°**

---

**MSA RW 23 25 NM**

---

**2400**

**FOVOJ**

---

**VGSI and RNAV glidepath not coincident**

(VGSI Angle 3.00/ TCH 52).

---

**2.2 NM**

**1.3 NM**

**2.2 NM**

---

**4 NM**

**231°**

**232°**

**2300 NoPT 227° (4.9)**

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**CHICAGO/WAUKEGAN, ILLINOIS**

Orig A 07DEC17

---

**272**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
JILYN

JORJO

ACITO

AHLOU

BRBIE

ACITU

BACEN

ADELL

BLOKR

AKMIE

ROBERTS

RBS

ARLYN

BEKKI

TOP ALTITUDE: 3000

TAKEOFF MINIMUMS
Rwys 5, 32: Standard with minimum climb of 500' per NM to 1240.
Rwys 14, 23: Standard with minimum climb of 500' per NM to 1230.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: TURBOJET departures maintain 250K until advised by ATC.
NOTE: AKMIE transition: for aircraft inbound to BMI, SPI, or PIA, or as assigned by ATC.
NOTE: ROBERTS transition: for aircraft inbound to CMI or STL, or as assigned by ATC.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 051° or as assigned by ATC to at or above 1240, expect vectors to JILYN, thence . . . .
TAKEOFF RWY 14: Climb heading 147° or as assigned by ATC to at or above 1230, expect vectors to JILYN, thence . . . .
TAKEOFF RWY 23: Climb heading 231° or as assigned by ATC to at or above 1230, expect vectors to JILYN, thence . . . .
TAKEOFF RWY 32: Climb heading 327° or as assigned by ATC to at or above 1240, expect vectors to JILYN, thence . . . .

. . . . on track 184° to JORJO, then on (transition), maintain 3000, expect filed altitude ten minutes after departure.

AKMIE TRANSITION (JORJO5.AKMIE)
ARLYN TRANSITION (JORJO5.ARLYN)
BEKKI TRANSITION (JORJO5.BEKKI)
ROBERTS TRANSITION (JORJO5.RBS)
MONKZ FIVE DEPARTURE (RNAV)

**NOTE:** Chart not to scale.

**Takeoff Minimums**

Rwys 5, 32: Standard with minimum climb of 500' per NM to 1240.

Rwys 14, 23: Standard with minimum climb of 500' per NM to 1230.

**Note:** RNAV 1.

**Note:** RADAR required.

**Note:** DME/DME/IRU or GPS required.

**Note:** TURBOJET departures maintain 250K until advised by ATC.

**Note:** EMMLY transition: For aircraft inbound to Indianapolis Terminal area, or as assigned by ATC.

**Note:** ELANR transition: For aircraft inbound to Cincinnati Terminal area, or as assigned by ATC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 051° or as assigned by ATC to at or above 1240, expect vectors to ZYDEK. Thence. . . .
TAKEOFF RWY 14: Climb heading 147° or as assigned by ATC to at or above 1240, expect vectors to ZYDEK. Thence. . . .
TAKEOFF RWY 23: Climb heading 231° or as assigned by ATC to at or above 1230, expect vectors to ZYDEK. Thence. . . .
TAKEOFF RWY 32: Climb heading 327° or as assigned by ATC to at or above 1240, expect vectors to ZYDEK. Thence. . . .

. . . . on track 178° to MONKZ, then on (transition), maintain 3000, expect filed altitude ten minutes after departure.

CYBIL TRANSITION (MONKZ5.CYBIL)
DONVE TRANSITION (MONKZ5.DONVE)
ELANR TRANSITION (MONKZ5.ELANR)
EMEGE TRANSITION (MONKZ5.EMEGE)
EMMLY TRANSITION (MONKZ5.EMMLY)
EREKO TRANSITION (MONKZ5.EREKO)
SCOTO TRANSITION (MONKZ5.SCOTO)
ILS or LOC RWY 2L
DUPAGE (DPA)

Procedure NA for arrivals on JOT VOR/DME airway radials 314 CW 328.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct DPA VOR/DME and hold, continue climb-in-hold to 3000.

Category A

CHICAGO/WEST CHICAGO, ILLINOIS

CHICAGO/WEST CHICAGO, ILLINOIS

LOC 1-GVK

App CRS

111.7

015°

Rwy Idg

7571

TDZE

754

Apt Elev

759

Circling Rwy 15, 28, 33 NA at night. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet. For inop ALS, increase S-LOC 2L Cat C/D visibility to 2 SM. For inop ALS when using Aurora altimeter setting, increase S-LOC 2L Cat C/D visibility to 2 1/2 SM.

MALS R

9  

1508

Missed Approach: Climb to 1200 then climbing left turn to 3000 direct DPA VOR/DME and hold, continue climb-in-hold to 3000.

ATIS

132.075

CHICAGO APP CON

133.5

349.0

DUPAGE TOWER

120.9

257.8

GND CON

121.8

CLNC DEL

119.75

LOCALIZER 111.7

I-GVK

DUPAGE

108.4 DPA

Ch 21

ALTERNATE MISSED APCH FIX

VAINS JOT 13

JOT 112.3

Ch 70

SPNCE JOT 15.9

BOMER INT JOT 9.9

JOT 114.2

1508

I-GVK

JOT 115.7

Als

115.8

JOT 1046

JOT 820

1200

3000

359°

2500

2472

3000

6.1 NM

5.2 NM

GS 3.00°

TCH 50

9.9 NM

C/D visibility to 2 SM.

For inop ALS when using Aurora altimeter setting, increase S-LOC 2L Cat C/D visibility to 2 1/2 SM.

For inop ALS, increase S-LOC 2L Cat C/D visibility to 2 SM.

When local altimeter setting not received, use Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet.

For inop ALS, increase S-LOC 2L Cat C/D visibility to 2 SM.

For inop ALS when using Aurora altimeter setting, increase S-LOC 2L Cat C/D visibility to 2 1/2 SM.

ILS or LOC RWY 2L
DUPAGE (DPA)

EC-3, 11 JUL 2024 to 05 SEP 2024

Amdt 2G 08 OCT 20

41°54'N-88°15'W

GND CON

121.8

CLNC DEL

119.75

DUPAGE TOWER

120.9

257.8

GND CON

121.8

CLNC DEL

119.75

LOCALIZER 111.7

I-GVK

DUPAGE

108.4 DPA

Ch 21

ALTERNATE MISSED APCH FIX

VAINS JOT 13

JOT 112.3

Ch 70

SPNCE JOT 15.9

BOMER INT JOT 9.9

JOT 114.2

1508

I-GVK

JOT 115.7

Als

115.8

JOT 1046

JOT 820

1200

3000

359°

2500

2472

3000

6.1 NM

5.2 NM

GS 3.00°

TCH 50

9.9 NM

C/D visibility to 2 SM.

For inop ALS when using Aurora altimeter setting, increase S-LOC 2L Cat C/D visibility to 2 1/2 SM.

For inop ALS when using Aurora altimeter setting, increase S-LOC 2L Cat C/D visibility to 2 SM.

When local altimeter setting not received, use Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet.

For inop ALS, increase S-LOC 2L Cat C/D visibility to 2 SM.

For inop ALS when using Aurora altimeter setting, increase S-LOC 2L Cat C/D visibility to 2 1/2 SM.
ILS or LOC RWY 10
DUPAGE (DPA)

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 direct JOT VOR/DME and hold.

Procedure NA for arrivals at DPA VOR/DME on V6 eastbound.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aurora altimeter setting: increase LPV DA to 1038 feet, LNAV/VNAV DA to 1148 feet and visibility LNAV/VNAV all Cats ¼ SM; increase all MDA 40 feet and visibility LNAV Cat C/D visibility ½ SM and Circling Cat C/D ¼ SM. VDP and Baro-VNAV NA when using Aurora altimeter setting. Circling Rwy 15, 28, 33 NA at night.

CIRCLING MDA

LPV

LNAV/VNAV DA

LNAV MDA

CIRCLING

VNAV/LNAV/DA

WAAS CH 45531

APPRO CRS 015°

Rwy Idg 6451

TDZE 751

Apt Elev 759

WASHINGTON / WEST CHICAGO, ILLINOIS

AL-5104 (FAA)

23278

RNAV (GPS) RWY 2R

DUPAGE (DPA)

MISSED APPROACH:
Climb to 1300 then climbing left turn to 3000 direct NUELG and hold.

ATIS 132.075

CHICAGO APP CON 133.5 349.0

DUPAGE TOWER 120.9 257.8

GND CON 121.8

CLNC DEL 119.75

[Diagram of RNAV (GPS) RWY 2R]

Procedure NA for arrivals on JOT VOR/DME airway radials 314 CW 328.

REIL Rwys 10, 15, 28 and 33
HIRL Rwys 10-28 and 2L-20R

CHICAGO/WEST CHICAGO, ILLINOIS

Orig-E 07OCT21

41°54'N-88°15'W

281
Procedure NA for arrivals at NUELG on V177 northbound.

Procedure NA for arrivals at HINCK on V171 northbound.

**RNAV (GPS) RWY 10**

**DUPAGE (DPA)**

**MISSING APPROACH:** Climb to 2600 direct PEPRE and right turn on track 204° to JOT VOR/DME and hold.

**MISSED APCH FIX:** JOLIET

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**DUPAGE TOWER**

**GND CON**

**CLNC DEL**

**ELEV** 759

**TDZE** 756
Procedure NA for arrivals at FARMM on V24-100-228 northwest bound.

Procedure NA for arrivals at NUELG on V177 northwest bound.

MISSED APPROACH: Climb to 2500 direct GIDVE and on track 182° to JOT VOR/DME and hold.
RNAV (GPS) RWY 20R
DUPAGE (DPA)

**ATIS**
- 132.075

**CHICAGO APP CON**
- 133.5 349.0

**DUPAGE TOWER**
- 120.9 257.8

**GND CON**
- 121.8

**CLNC DEL**
- 119.75

**ELEV**
- 759

**TDZE**
- 757

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

**LPV DA**
- 1043-7/8
- 286 (300-7/8)

**LNAV/VNAV DA**
- 1080-1
- 323 (400-1)

**LNAV MDA**
- 1160-1 403 (500-1)
- 1160-1.1/8 403 (500-1.1/8)

**CIRCLING**
- 1260-1
- 1360-1
- 1460-2
- 1460-2.1/4

**1.1 NM to RW20R**
- 1.1 NM to RW20R

**2500**
- 2500

**3000 Nopt**
- 908

**3000° (6.2)**
- 1158

**3000° (16.3)**
- 1158

**A1046**
- 1508

**FABUG**
- 1508

**MISSED APPROACH**
- Climb to 2500 direct FABUG and 187° track to JOT VOR/DME and hold.

**RNAV (GPS) RWY 20R**
DUPAGE (DPA)

**复印件**: CHICAGO/WEST CHICAGO, ILLINOIS
**Amdt 2 15JUN23**

EC-3, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO HOLDING INSTRUCTIONS IS REQUIRED.

READBACK OF ALL RUNWAY CLEARANCES.
ADELL SIX DEPARTURE (RNAV)

TAKEOFF MINIMUMS:

Rwy 15: 300-1 or standard with minimum climb of 205’ per NM to 1000.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet departures maintain 250K until advised by ATC.
NOTE: AKMIE Transition: For aircraft inbound to BMI, SPI, PIA, or as assigned by ATC.

TAKEOFF RUNWAYS 2L/2R: Climb heading 015° to 1260, then as assigned by ATC, for vectors to ACITO. Thence . . . .
TAKEOFF RUNWAY 10: Climb heading 097° to 1260, then as assigned by ATC, for vectors to ACITO. Thence . . . .
TAKEOFF RUNWAY 15: Climb heading 149° to 1260, then as assigned by ATC, for vectors to ACITO. Thence . . . .
TAKEOFF RUNWAYS 20L/20R: Climb heading 195° to 1260, then as assigned by ATC, for vectors to ACITO. Thence . . . .
TAKEOFF RUNWAY 28: Climb heading 277° to 1260, then as assigned by ATC, for vectors to ACITO. Thence . . . .
TAKEOFF RUNWAY 33: Climb heading 329° to 1260, then as assigned by ATC, for vectors to ACITO. Thence . . . .

. . . . on track 200° to ADELL, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

AKMIE TRANSITION (ADELL6.AKMIE):

ARLYN TRANSITION (ADELL6.ARLYN):

NOTE: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 2L/R, 10, 20L/R, 28, 33:** Climb heading 015° to 1260, then as assigned by ATC, for vectors to BACEN. Thence. . . .

**TAKEOFF RUNWAY 10:** Climb heading 097° to 1260, then as assigned by ATC, for vectors to BACEN. Thence. . . .

**TAKEOFF RUNWAY 15:** Climb heading 149° to 1260, then as assigned by ATC, for vectors to BACEN. Thence. . . .

**TAKEOFF RUNWAYS 20L/20R:** Climb heading 195° to 1260, then as assigned by ATC, for vectors to BACEN. Thence. . . .

**TAKEOFF RUNWAY 28:** Climb heading 277° to 1260, then as assigned by ATC, for vectors to BACEN. Thence. . . .

**TAKEOFF RUNWAY 33:** Climb heading 329° to 1260, then as assigned by ATC, for vectors to BACEN. Thence. . . .

. . . . on track 195° to BLOKR, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

**BEKKI TRANSITION (BLOKR6.BEKKI):**

**ROBERTS TRANSITION (BLOKR6.RBS):**
**CARYN SIX DEPARTURE (RNAV)**

**ATIS**
132.075
GND CON
121.8
DUPAGE TOWER
120.9 257.8
CHICAGO DEP CON
133.5 349.0

**NOTE:**
- Radar required.
- DME/DME/IRU or GPS required.
- RNAV 1.
- Turbojet departures maintain 250K until advised by ATC.

**TAKEOFF MINIMUMS:**
- Rwy 15: 300-1½ or standard with minimum climb of 205' per NM to 1000.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAYS 2L/2R: Climb heading 015° to 1260, then as assigned by ATC, for vectors to CMSKY. Thence....
TAKEOFF RUNWAY 10: Climb heading 097° to 1260, then as assigned by ATC, for vectors to CMSKY. Thence....
TAKEOFF RUNWAY 15: Climb heading 149° to 1260, then as assigned by ATC, for vectors to CMSKY. Thence....
TAKEOFF RUNWAYS 20L/20R: Climb heading 195° to 1260, then as assigned by ATC, for vectors to CMSKY. Thence....
TAKEOFF RUNWAY 28: Climb heading 277° to 1260, then as assigned by ATC, for vectors to CMSKY. Thence....
TAKEOFF RUNWAY 33: Climb heading 329° to 1260, then as assigned by ATC, for vectors to CMSKY. Thence....

...on track 185° to CARYN, then on (transition). Maintain 3000. Expect filed altitude 10 minutes after departure.

**CYBIL TRANSITION (CARYN6.CYBIL):**

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF Runways 2L/R: Climb heading 015° to 1260, then as assigned by ATC, for vectors to DENNT. Thence . . .

TAKEOFF RUNWAY 10: Climb heading 097° to 1260, then as assigned by ATC, for vectors to DENNT. Thence . . .

TAKEOFF RUNWAY 15: Climb heading 149° to 1260, then as assigned by ATC, for vectors to DENNT. Thence . . .

TAKEOFF Runways 20L/R: Climb heading 195° to 1260, then as assigned by ATC, for vectors to DENNT. Thence . . .

TAKEOFF RUNWAY 28: Climb heading 277° to 1260, then as assigned by ATC, for vectors to DENNT. Thence . . .

TAKEOFF RUNWAY 33: Climb heading 329° to 1260, then as assigned by ATC, for vectors to DENNT. Thence . . .

. . . . on track 181° to DARCY, then on (transition). Maintain 3000.

Expect filed altitude 10 minutes after departure.

DONVE TRANSITION (DARCY6.DONVE):

SCOTO TRANSITION (DARCY6.SCOTO):

NOTE: Chart not to scale. △ SCOTO

TAKEOFF MINIMUMS:
Rwy 15: 300-1 3/4 or standard with minimum climb of 205' per NM to 1000.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet departures maintain 250K until advised by ATC.

SCOTO TRANSITION (DARCY6.SCOTO):

DONVE TRANSITION (DARCY6.DONVE):

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb heading 015° to 1260, then as assigned by ATC, for vectors to DENNT. Thence . . .

TAKEOFF RUNWAY 10: Climb heading 097° to 1260, then as assigned by ATC, for vectors to DENNT. Thence . . .

TAKEOFF RUNWAY 15: Climb heading 149° to 1260, then as assigned by ATC, for vectors to DENNT. Thence . . .

TAKEOFF Runways 20L/R: Climb heading 195° to 1260, then as assigned by ATC, for vectors to DENNT. Thence . . .

TAKEOFF RUNWAY 28: Climb heading 277° to 1260, then as assigned by ATC, for vectors to DENNT. Thence . . .

TAKEOFF RUNWAY 33: Climb heading 329° to 1260, then as assigned by ATC, for vectors to DENNT. Thence . . .

. . . . on track 181° to DARCY, then on (transition). Maintain 3000.

Expect filed altitude 10 minutes after departure.

DONVE TRANSITION (DARCY6.DONVE):

SCOTO TRANSITION (DARCY6.SCOTO):

NOTE: Chart not to scale. △ SCOTO
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L/R: Climb heading 015° to 1260, then as assigned by ATC, for vectors to EARND. Thence . . .

TAKEOFF RUNWAY 10: Climb heading 097° to 1260, then as assigned by ATC, for vectors to EARND. Thence . . .

TAKEOFF RUNWAY 15: Climb heading 149° to 1260, then as assigned by ATC, for vectors to EARND. Thence . . .

TAKEOFF RUNWAY 20L/R: Climb heading 195° to 1260, then as assigned by ATC, for vectors to EARND. Thence . . .

TAKEOFF RUNWAY 28: Climb heading 277° to 1260, then as assigned by ATC, for vectors to EARND. Thence . . .

TAKEOFF RUNWAY 33: Climb heading 329° to 1260, 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):

NOTE: Chart not to scale.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L/R: Climb heading 015° to 1260, then continue climb on 015° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .

TAKEOFF RUNWAY 10: Climb heading 097° to 1260, then continue climb on 097° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .

TAKEOFF RUNWAY 15: Climb heading 149° to 1260, then continue climb on 149° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .

TAKEOFF RUNWAYS 20L/R: Climb heading 195° to 1260, then continue climb on 195° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .

TAKEOFF RUNWAY 28: Climb heading 277° to 1260, then continue climb on 277° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .

TAKEOFF RUNWAY 33: Climb heading 329° to 1260, then continue climb on 329° heading or as assigned by ATC, for vectors to OREOS. Thence . . . .

. . . . on depicted route to OBENE, maintain 3000. Expect filed altitude 10 minutes after departure.

ELYNA TRANSITION (OBENE3.ELYNA)
IANNA TRANSITION (OBENE3.IANNA)
JORDY TRANSITION (OBENE3.JORDY)
MNOSO TRANSITION (OBENE3.MNOSO): For Minneapolis terminal area arrivals or assigned by ATC.

NITWT TRANSITION (OBENE3.NITWT)
OGALE TRANSITION (OBENE3.OGALE)
ROTTN TRANSITION (OBENE3.ROTTN)
ROEZZ TRANSITION (OBENE3.ROEZZ)
SMIDD TRANSITION (OBENE3.SMIDD)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 4 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 14 NA at night. Circling NA to Rwys 9 and 27.

**AWOS-3**
120.675

**GREEN BAY APP CON**
126.3 338.2

**UNICOM**
122.8 (CTAF)

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

**CLINTONVILLE MUNI (CLI)**

**RNAV (GPS) RWY 4**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>LPV DA</td>
<td>1076-1</td>
<td>250 (300-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1229-13½</td>
<td>403 (500-1½)</td>
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<td>LNAV MDA</td>
<td>1220-1</td>
<td>394 (400-1)</td>
<td>NA</td>
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<td>C CIRCLING</td>
<td>1340-1</td>
<td>514 (600-1)</td>
<td>NA</td>
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**EC-3, 11 JUL 2024 to 05 SEP 2024**

**AL-5280 (FAA)**

CLINTONVILLE, WISCONSIN

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 4**

CLINTONVILLE MUNI (CLI)

Amdt 2A  07NOV19
RNAV (GPS) RWY 14
CLINTONVILLE MUNI (CLI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA to Rwys 9 and 27. Straight-in Rw 14 NA at night, Circling Rw 14 NA at night. Rw 14 helicopter visibility below 1 SM NA.

Procedure NA for arrivals at JEVBI on V217 northwest bound.

Procedure NA for arrivals at BIPID on V191 southeast bound.

<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>LPV DA</td>
<td>1101-1</td>
<td>279 (300-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1329-1½</td>
<td>507 (600-1½)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1260-1</td>
<td>438 (500-1)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1340-1</td>
<td>514 (600-1)</td>
<td>NA</td>
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</table>
RNAV (GPS) RWY 22
CLINTONVILLE MUNI (CLI)

**AWOS-3**
120.675

**GREEN BAY APP CON**
128.3 338.2

**UNICOM**
122.8 (CTAF)

---

Baro-VNAV NA when using Green Bay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Green Bay altimeter setting and increase all DA/MDA 80 feet. Increase LPV visibility ⅛ SM all Cats and LNAV/VNAV visibility ⅛ SM all Cats. Circling NA to Rwys 9 and 27. Circling Rwy 14 NA at night. Rwy 22 helicopter visibility reduction below ⅛ SM NA.

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

---

**Procedure NA for arrivals on GRB VORTAC airway radials 269 CW 002.**

---

**CLINTONVILLE, WISCONSIN**

---

**Amdt 1B  02DEC21**

---

NA at night. Rwy 22 helicopter visibility reduction below ⅛ SM NA.

Cats and LNAV/VNAV visibility ⅛ SM all Cats. Circling NA to Rwys 9 and 27. Circling Rwy 14 NA at night. Rwy 22 helicopter visibility reduction below ⅛ SM NA.

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 32 helicopter visibility reduction below ½ SM NA. Circling Rwy 14 NA at night. Circling NA to Rwy 9 and 27.

Procedure NA for arrival on GRB VORTAC airway radials 182 CW 320.
<table>
<thead>
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<th>B</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>2056-1½</td>
<td>406 (500-1½)</td>
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<td>LNAV/VNAV DA</td>
<td>2352-2</td>
<td>702 (800-2)</td>
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<tr>
<td>LNAV MDA</td>
<td>2260-1</td>
<td>610 (700-1)</td>
<td>2260-1½</td>
<td>610 (700-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>2300-1</td>
<td>650 (700-1)</td>
<td>2340-1</td>
<td>690 (700-1)</td>
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RNAV (GPS) RWY 30
CRANDON/STEVE CONWAY MUNI (Y55)

**RNP APCH - GPS.**

Baro-VNAV NA. Rwy 30 helicopter visibility reduction below ½ SM NA. Use Rhinelander altimeter setting, when not received, use Eagle River altimeter setting and increase LPV DA to 1965 feet; increase LNAV/VNAV DA to 2012 feet; increase all MDAs 20 feet. Circling to Rwys 1, 19 NA.

**MISSED APPROACH:**
Climb to 4400 direct WOKOG and hold.

---

**RHI ASOS**

<table>
<thead>
<tr>
<th>CRANDON, WISCONSIN</th>
<th>AL-10442 (FAA)</th>
<th>23278</th>
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<tr>
<td>APP CRS</td>
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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>
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<td>MINNEAPOLIS CENTER</td>
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<tr>
<td>CTAFO</td>
<td>122.9</td>
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**ELEV 1650**

**TDZE 1647**

---

** CATEGORY **

<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>1958-1</td>
<td>311 (400-1)</td>
<td></td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>2005-1</td>
<td>358 (400-1)</td>
<td></td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2120-1</td>
<td>473 (500-1)</td>
<td>2120-1½</td>
<td>473 (500-1%)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2300-1</td>
<td>650 (700-1)</td>
<td>2340-1</td>
<td>690 (700-1)</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 9
CUMBERLAND MUNI (UBE)

Baro-VNAV NA when using Rice Lake altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 2.5 SM NA. VDP NA when using Rice Lake altimeter setting. When local altimeter setting not received, use Rice Lake altimeter setting; increase LPV DA to 1536 feet and LNAV/VNAV DA to 1.5NM and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/4 mile and increase LNAV Cat C/D visibility and Circling Cat C/D visibility 1/4 mile.

**AWOS-3PT**
119.175

**MINNEAPOLIS CENTER**
125.3 335.6

**GCO**
121.725

**UNICOM**
122.8 (CTAF)

CUMBERLAND, WISCONSIN
 Orig 31MAR16

45°30’N-91°59’W 299
RNAV (GPS) RWY 27
CUMBERLAND MUNI (UBE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Rice Lake altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Rice Lake altimeter setting; increase LPV DA to 1,533 feet and LNAV/VNAV DA to 1,549 feet and all MDA 60 feet; increase LPV all Cats visibility and LNAV Cat C/D visibility ½ mile; increase Circling Cat D visibility ¾ mile.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Rice Lake altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Rice Lake altimeter setting; increase LPV DA to 1,533 feet and LNAV/VNAV DA to 1,549 feet and all MDA 60 feet; increase LPV all Cats visibility and LNAV Cat C/D visibility ½ mile; increase Circling Cat D visibility ¾ mile.

AWOS-3PT 119.175
MINNEAPOLIS CENTER 125.3 335.6
GCO 121.725
UNICOM 122.8 (CTAF) 7

DESTE
4 NM
270°
090°
0°
90°
270°
270°
360°

1637 ±
1628 ±
1308 ±
1328 ±
1584 ±

[IF/IAF] BURPS

3400
180°
3400
180°
3400
180°
3400
180°

ELEV 1243
TDZE 1240

3400
DESTE

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00°/TCH 29).

* LNAV only

4 NM Holding Pattern

CATEGORY
A
B
C
D
LPV DA
1490-1
250 (300-1)
LNAV/VNAV DA
1506-1
266 (300-1)
LNAV MDA
1580-1
340 (400-1)
CIRCLING
1640-1
397 (400-1)
1940-1
697 (700-1)
1940-2
697 (700-2)
1980-2 2/4
737 (800-2 1/4)

EC-3, 11 JUL 2024 to 05 SEP 2024
ILS or LOC RWY 21
VERMILION RGNL (DNV)

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct JULIP LOM and hold, continue climb-in-hold to 2600.

AWOS-3
CHAMPAIGN APP CON
CLNC DEL
UNICOM
119.275
121.35 285.65
121.7
122.7 (CTAF)

Procedure NA for arrival on BVT VORTAC airway radials 186 CW 271.

ADF required.

NA

Circling NA to Rwys 12 and 30.

CATEGORY
A
B
C
D
S- ILS 21
897½
200 (200½)

S- LOC 21
1080½
383 (400½)
1080-9
383 (400-9)

CIRCLING
1160-1
1240-1½
534 (600½)
1340-2
643 (700-2)

5.6 NM

Remain within 10 NM

5.6 NM
Circling NA to Rwys 12 and 30.
Rwy 3 helicopter visibility reduction below 3/4 SM NA.

**RNAV (GPS) RWY 3**

**VERMILION RGNL (DNV)**

**APP CRS** 030°

**Rwy Idg** 6006

**TDZE** 674

**Apt Elev** 697

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

**AWOS-3** 119.275

**CHAMPAIGN APP CON** 121.35 285.65

**CLNC DEL** 121.7

**UNICOM** 122.7 (CTAF)

**RNAV (GPS) RWY 3**

**APP CRS** 030°

**Rwy Idg** 6006

**TDZE** 674

**Apt Elev** 697

**MISSED APPROACH:** Climb to 2600 direct COSMA and hold.
RNAV (GPS) RWY 21
VERMILION RGNL (DNV)

MISSED APPROACH: Climb to 2300 direct ATULE and hold.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>CHAMPAIGN APP CON*</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.275</td>
<td>121.35 285.65</td>
<td>121.7</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

Circling NA to Rws 12 and 30. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1 SM and LNAV Cat D visibility to 1/4 SM.

LPV DA: 990-1/2 293 (300-1/2)
LNAV/ VNAV DA: 1069-3/4 372 (400-3/4)
LNAV MDA: 1080-1 383 (400-1)
CIRCLING: 1160-1 463 (500-1) 1240-1/2 543 (600-1/2) 1340-2 643 (700-2)

MISSED APCH FIX
ATULE

Holding Pattern
HIRL Rwy 3-21
MIRL Rwy 16-34
REIL Rwys 16 and 34

CATEGORIES
<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>990-1/2 293 (300-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1069-3/4 372 (400-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1080-1 383 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1160-1 463 (500-1) 1240-1/2 543 (600-1/2) 1340-2 643 (700-2)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**DATABASE**

**RNP APCH - GPS.**

**AWOS-3** | 119.275 | **CHAMPAIGN APP CON** | 121.35 | **CLNC DEL** | 121.7 | **UNICOM** | 122.7 (CTAF)

---

**ELEV 697**

- **HIRL Rwy 3-21**
- **MIRL Rwy 16-34**
- **REIL Rwy 16 and 34**

**TDZE 667**

- **NAVAREA**
- **Rwy Idg**
- **Apt Elev**

---

**HOLD 6000 2300**

**3000**

**ZOPLO**

**LEONS**

**1400**

**2300**

**345°**

**5 NM**

**165°**

**6000**

**2300**

**345°**

**WIVIS**

**LEONS**

**3.05°**

**TCH 40**

**ZOPLO**

**VGS1 and descent angles not coincident**

(VGS1 Angle 3.00/TCH 14).

---

**CATEGORY** | **A** | **B** | **C** | **D**

**LNAV MDA** | 1080-1 | 413 (400-1) | 1080-1½ | 1240-1½ | 1340-2

**CIRCLING** | 1160-1 | 463 (500-1) | 543 (600-1½) | 643 (700-2)
RNAV (GPS) RWY 2
DE KALB TAYLOR MUNI (DKB)

Baro-VNAV NA when using Aurora 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. VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats C/D visibility, and Circling Cats C/D visibility ½ mile. For inop MALSR, increase LPV all Cats visibility to 1.

Procedure NA for arrivals at HERVY via V6 westbound.

Procedure NA for arrivals at KELSI via V9-128 southbound.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 53).

Baro-VNAV NA when using Aurora 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. VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats C/D visibility, and Circling Cats C/D visibility ½ mile. For inop MALSR, increase LPV all Cats visibility to 1.

Procedure NA for arrivals at KELSI via V9-128 southbound.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 53).

Procedure NA for arrivals at HERVY via V6 westbound.

Procedure NA for arrivals at KELSI via V9-128 southbound.
### RNAV (GPS) RWY 9

**DE KALB TAYLOR MUNI (DKB)**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tr>
<td>092°</td>
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<td>913</td>
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</table>

**WAAS CH 82208 W09A**

**AWOS-3**

**CHICAGO APP CON**

**UNICOM**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**Procedure NA for arrivals at RUSLL via V172 westbound.**

**Procedure NA for arrivals at SHOOF via V9-128 southbound.**

**Turn NA**

**LNAV only.**

**CGSI and RNAV glidepath not coincident**

(VGSI Angle 3.00°/TCH 30).

**LNAV/VNAV DA**

**LNAV MDA**

**CIRCLING**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>1186-1</td>
<td>274 (300-1)</td>
<td>1543-2½</td>
<td>631 (700-2¼)</td>
</tr>
<tr>
<td>1460-1</td>
<td>548 (600-1)</td>
<td>1460-1½</td>
<td>548 (600-1½)</td>
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<tr>
<td>1460-1½</td>
<td>548 (600-1½)</td>
<td>1460-3¼</td>
<td>548 (600-1¼)</td>
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<tr>
<td>1460-3¼</td>
<td>548 (600-1¼)</td>
<td>1600-2</td>
<td>827 (900-2¼)</td>
</tr>
<tr>
<td>1600-2</td>
<td>827 (900-2¼)</td>
<td>1740-2½</td>
<td>827 (900-2¼)</td>
</tr>
<tr>
<td>1740-2½</td>
<td>827 (900-2¼)</td>
<td>1820-3</td>
<td>827 (900-2¼)</td>
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</table>

---

**DE KALB, ILLINOIS**

**Amdt 1A 30DEC21**

**UNICOM**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**AWOS-3**

**CHICAGO APP CON**

**UNICOM**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**DE KALB, ILLINOIS**

**Amdt 1A 30DEC21**

**UNICOM**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**DE KALB, ILLINOIS**

**Amdt 1A 30DEC21**

**UNICOM**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
**RNAV (GPS) RWY 20**

**DE KALB TAYLOR MUNI (DKB)**

- **AWOS-3**
  - 119.075

- **CHICAGO APP CON**
  - 133.5 349.0

**DE KALB, ILLINOIS**

**AL-6050 (FAA)**

**RNAV (GPS) RWY 20**

**DE KALB TAYLOR MUNI (DKB)**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**DE KALB, ILLINOIS**

**Orig-A 30DEC21**

**41°56’N-88°42’W**

**DE KALB TAYLOR MUNI (DKB)**

**RNAV (GPS) RWY 20**

**DE KALB, ILLINOIS**

**Orig-A 30DEC21**

**41°56’N-88°42’W**

**DE KALB TAYLOR MUNI (DKB)**

**RNAV (GPS) RWY 20**

**DE KALB, ILLINOIS**

**Orig-A 30DEC21**

**41°56’N-88°42’W**

**DE KALB TAYLOR MUNI (DKB)**

**RNAV (GPS) RWY 20**

**DE KALB, ILLINOIS**

**Orig-A 30DEC21**

**41°56’N-88°42’W**

**DE KALB TAYLOR MUNI (DKB)**

**RNAV (GPS) RWY 20**

**DE KALB, ILLINOIS**

**Orig-A 30DEC21**

**41°56’N-88°42’W**

**DE KALB TAYLOR MUNI (DKB)**

**RNAV (GPS) RWY 20**
When local altimeter setting not received, use Lincoln altimeter setting and increase S-ILS 6 DA to 957 feet; increase all MDAs 80 feet and S-LOC 6 visibility Cat C/D to RVR 6000 and Circling visibility Cat C/D 1/4 SM. For inop ALS, increase S-LOC 6 Cat C/D visibility to 1 SM. For inop ALS when using Lincoln altimeter, increase S-ILS all Cats visibility to RVR 4500.

When local altimeter setting not received, use Lincoln altimeter setting and increase S-ILS 6 DA to 957 feet; increase all MDAs 80 feet and S-LOC 6 visibility Cat C/D to RVR 6000 and Circling visibility Cat C/D 1/4 SM. For inop ALS, increase S-LOC 6 Cat C/D visibility to 1 SM. For inop ALS when using Lincoln altimeter, increase S-ILS all Cats visibility to RVR 4500.

Use I-DEC DME when on the localizer course.

<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 6</td>
<td>877/24</td>
<td>200 (200-½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-LOC 6</td>
<td>1140/24</td>
<td>463 (500-½)</td>
<td>1140/50</td>
<td>463 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1140-1</td>
<td>1240-1</td>
<td>1360-2</td>
<td>1360-2¼</td>
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</table>

<table>
<thead>
<tr>
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<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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<tbody>
<tr>
<td>Min:Sec</td>
<td>4:18</td>
<td>2:52</td>
<td>2:09</td>
<td>1:43</td>
<td>1:26</td>
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</tbody>
</table>

Procedure NA for arrival on SPI VORTAC airway radials 062 CW 153.

Use I-DEC DME when on the localizer course.
RNAV (GPS) RWY 6
DECATUR (DEC)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Baro-VNAV and VDP NA when using Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA/MDA 80 feet, increase all Cats LPV and LNAV/VNAV visibility ¼ mile. Increase LNAV Cat C and Circling Cats C/D visibility ½ mile. For inoperative MALSR when using Logan County altimeter setting increase LPV visibility to 1¼ mile. Circling to Rwy 12 NA at night.

ATIS
126.35

CHAMPAIGN APP CON* 132.85 290.225

DECATUR TOWER* 118.89 (CTAF) 291.775

GND CON 121.75 291.775

UNICOM 122.95

MISSED APPROACH:
Climb to 2000 direct ZOLIP and hold.
RNAV (GPS) RWY 12
DECATUR (DEC)

ATIS
126.35

CHAMPAIGN APP CON
132.85 290.225

GAAP TOWER
118.9 (CTAF) 291.775

GND CON
121.75 291.775

UNICOM
122.95

Procedure NA for arrivals at MCLEN on V434.

Procedure NA for arrivals on SPI VORTAC airway radials 355 CW 153.

MISSED APPROACH: Climb to 3000 direct ZOBSE and hold.

Procedure NA for arrivals northwest bound.

Category B and D visibility ½ SM, LNAV Cat C and D visibility ¾ SM, and Circling Cat C and D visibility ¼ SM.

Apt Elev 680

EC-3, 11 JUL 2024 to 05 SEP 2024

39°50'N-88°52'W
RNAV (GPS) RWY 18

**Decatur (DEC)**

### UNICOM

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Date/Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>122.95</td>
<td>30 NOV 2024</td>
</tr>
</tbody>
</table>

### WAAS CH 82038 W18A

- **App CRS**: 180°
- **Rwy Idg**: 5298 820
- **TDZE**: 680 682

### Champaign App Cont

<table>
<thead>
<tr>
<th>ATIS</th>
<th>Champaign App Cont*</th>
<th>Decatur Tower*</th>
<th>GND Cont</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.35</td>
<td>132.85 290.225</td>
<td>118.9(CTAF) 291.775</td>
<td>121.75 291.775</td>
<td>122.95</td>
</tr>
</tbody>
</table>

### Procedure NA

- **2500 NoPT**
- **24° (17.5)**

Procedure NA for arrivals at LODGE on V434 southeast bound, V191 northeast bound.

### MISSED APPROACH FIX

**OKEVE**

- **2500 NoPT**
- **9° (12.4)**

Procedure NA for arrivals at KENNS on V233 southwest bound.

### Holding Pattern

- **4 NM**
- **360°**
- **180°**

### Category

- **LPV DA**: 952-7° 272 (300-3°)
- **LNAV/VNAV DA**: 1279-1° 599 (600-1°)
- **LNAV MDA**: 1240-1° 560 (600-1°)
- **Circling**: 1240-1° 558 (600-1°) 1360-2° 678 (700-2°) 1360-2° 678 (700-2°)

### Approaches

- **RNAV (GPS)**
- **RNAV (LNAV VNAV)**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.**

- **Rwy 18 helicopter visibility reduction below ½ SM NA.**

### EC-3

- **EC-3, 11 Jul 2024 to 05 Sep 2024**

### Amdt 1B

- **16 Jun 2022**
RNAV (GPS) RWY 24

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

Baro-VNAV and VDP NA when using Logan County altimeter setting.

When local altimeter setting not received, use Logan County altimeter setting; increase LPV DA to 1012 feet and visibility all Cats ¼ mile, LNAV/VNAV DA to 1168 feet and visibility all Cats ¼ mile; increase all MDA 80 feet and LNAV visibility Cats C/D ½ mile, Circling visibility Cats C/D ½ mile.

RNAV (GPS) RWY 24

DECATUR (DEC)

ATIS
126.35

CHAMPAIGN APP CON
132.85 290.225

DECATUR TOWER
118.9 (CTAF) 291.775

GND CON
121.75 291.775

UNICOM
122.95

Procedures NA for arrivals at EWITT on V313 northbound, V233 northeast bound.

Procedures NA for arrivals at LODGE on V191 northeast bound, V434 westbound.

Procedures NA for arrivals at REGOY on V251 northeast bound.

Procedure NA for arrivals at ZINOB northbound.

Procedure NA for arrivals at PEDIC northeast bound.

Procedure NA for arrivals at REGOY on V251 northeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

Baro-VNAV and VDP NA when using Logan County altimeter setting.

When local altimeter setting not received, use Logan County altimeter setting; increase LPV DA to 1012 feet and visibility all Cats ¼ mile, LNAV/VNAV DA to 1168 feet and visibility all Cats ¼ mile; increase all MDA 80 feet and LNAV visibility Cats C/D ½ mile, Circling visibility Cats C/D ½ mile.

RNAV (GPS) RWY 24

DECATUR (DEC)

ATIS
126.35

CHAMPAIGN APP CON
132.85 290.225

DECATUR TOWER
118.9 (CTAF) 291.775

GND CON
121.75 291.775

UNICOM
122.95

Procedures NA for arrivals at EWITT on V313 northbound, V233 northeast bound.

Procedures NA for arrivals at LODGE on V191 northeast bound, V434 westbound.

Procedures NA for arrivals at REGOY on V251 northeast bound.

Procedure NA for arrivals at ZINOB northbound.

Procedure NA for arrivals at PEDIC northeast bound.

Procedure NA for arrivals at REGOY on V251 northeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

Baro-VNAV and VDP NA when using Logan County altimeter setting.

When local altimeter setting not received, use Logan County altimeter setting; increase LPV DA to 1012 feet and visibility all Cats ¼ mile, LNAV/VNAV DA to 1168 feet and visibility all Cats ¼ mile; increase all MDA 80 feet and LNAV visibility Cats C/D ½ mile, Circling visibility Cats C/D ½ mile.

RNAV (GPS) RWY 24

DECATUR (DEC)

ATIS
126.35

CHAMPAIGN APP CON
132.85 290.225

DECATUR TOWER
118.9 (CTAF) 291.775

GND CON
121.75 291.775

UNICOM
122.95

Procedures NA for arrivals at EWITT on V313 northbound, V233 northeast bound.

Procedures NA for arrivals at LODGE on V191 northeast bound, V434 westbound.

Procedures NA for arrivals at REGOY on V251 northeast bound.

Procedure NA for arrivals at ZINOB northbound.

Procedure NA for arrivals at PEDIC northeast bound.

Procedure NA for arrivals at REGOY on V251 northeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

Baro-VNAV and VDP NA when using Logan County altimeter setting.

When local altimeter setting not received, use Logan County altimeter setting; increase LPV DA to 1012 feet and visibility all Cats ¼ mile, LNAV/VNAV DA to 1168 feet and visibility all Cats ¼ mile; increase all MDA 80 feet and LNAV visibility Cats C/D ½ mile, Circling visibility Cats C/D ½ mile.
RNAV (GPS) RWY 30

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Lincoln altimeter setting and increase all DA/MDA 80 feet, increase LNAV Cat C/D and Circling Cat C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Lincoln altimeter setting.

MISSED APPROACH: Climb to 3000 direct YENVU and hold.

Procedure NA for arrival on CMI VORTAC airway radials 178 CW 297.

Procedure NA for arrival on AXC VORTAC airway radials 002 CW 029.

Procedure NA for arrival on AXC VORTAC airway radials 178 CW 297.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Lincoln altimeter setting and increase all DA/MDA 80 feet, increase LNAV Cat C/D and Circling Cat C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Lincoln altimeter setting.

MISSED APPROACH: Climb to 3000 direct YENVU and hold.

Procedure NA for arrival on CMI VORTAC airway radials 178 CW 297.

Procedure NA for arrival on AXC VORTAC airway radials 002 CW 029.

Procedure NA for arrival on AXC VORTAC airway radials 178 CW 297.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Lincoln altimeter setting and increase all DA/MDA 80 feet, increase LNAV Cat C/D and Circling Cat C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Lincoln altimeter setting.

MISSED APPROACH: Climb to 3000 direct YENVU and hold.

Procedure NA for arrival on CMI VORTAC airway radials 178 CW 297.

Procedure NA for arrival on AXC VORTAC airway radials 002 CW 029.

Procedure NA for arrival on AXC VORTAC airway radials 178 CW 297.
RNAV (GPS) RWY 36

ATIS 126.35
CHAMPAIGN APP CON 132.85 290.225
DECATUR TOWER 118.9 (CTAF) 291.775
GND CON 121.75 291.775
UNICOM 122.95

RNP APCH.

- Baro-VNAV and VDP NA when using Lincoln altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Lincoln altimeter setting and increase all DA/MDA 80 feet, increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats visibility ¾ SM, LNAV Cat C/D and Circling Cat C/D visibility ¾ SM.

- MISSED APPROACH: Climb to 3100 direct HEPAX and hold.

- Procedure NA for arrivals at AXC VORTAC on V313 northbound.

- EC-3, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received use Lincoln altimeter setting and increase all MDA 80 feet, increase S-LOC 24 Cat C/D visibility 1/2 SM and Circling Cat C/D visibility 1/4 SM.

DME required.

Procedure NA for arrival on CMI VORTAC airway radials 234 CW 297.

Disregard GS indications.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>I-DEC</td>
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<tr>
<td>DME</td>
<td></td>
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</tbody>
</table>

DME required.

Misplaced approach: Climb to 2000 then climbing right turn to 3100 on heading 050° and AXC VORTAC R-348 to MAROA INT/AXC 14.3 DME and hold.

BACK COURSE
### DECOUR, ILLINOIS

**AL-710 (FAA)**

### VOR RWY 18

**DECOUR (DEC)**

#### VOR RWY 18

<table>
<thead>
<tr>
<th>VOR</th>
<th>ACP CRS</th>
<th>RWY Ldg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td>VOR</td>
<td>117.2</td>
<td>169°</td>
<td>680</td>
<td>682</td>
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</table>

**When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet; increase S-18 Cat C/D and Circling Cat C/D visibility ¾ SM. Rwy 18 helicopter visibility reduction below ¾ SM NA.**

**MISSED APPROACH:** Climb to 3000 direct AXC VORTAC and hold, continue climb-in-hold to 3000.

### ATIS

<table>
<thead>
<tr>
<th>CHAMPAIGN APP CON</th>
<th>DECOUR TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>126.35</td>
<td>118.9 (CTAF)</td>
<td>121.75</td>
<td>122.95</td>
</tr>
</tbody>
</table>

### CHART

- **ADDERS:** 117.2 AXC 169° Channel 119
- **MSA AXC 25 NM:**
  - 3100
  - 080° 260°
  - 2400

### Approach Details

- **VGS and descent angles not coincident**
  - VGS Angle 3.00/TCH 53.

### Categories

<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-18</td>
<td>1260-1</td>
<td>580 (600-1)</td>
<td>1260-1/2</td>
<td>1260-1/4</td>
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<td></td>
<td>580 (600-1/2)</td>
<td>580 (600-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>1260-1</td>
<td>578 (600-1)</td>
<td>1360-2</td>
<td>1360-2/4</td>
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<tr>
<td></td>
<td>678 (700-2)</td>
<td>678 (700-2/4)</td>
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</tr>
</tbody>
</table>

### Additional Information

- **EC-3, 11 JUL 2024 to 05 SEP 2024**
  - **MIRL Rwys 12-30 and 18-36**
  - **FAF to MAP 4.7 NM**
  - **FAR to MAP 4.7 NM**
VOR RWY 36
DECATUR (DEC)

MISSED APPROACH: Climb to 3100 on AXC VORTAC R-348 to MAROA INT/AXC 14.3 DME and hold.

Rwy 36 helicopter visibility reduction below ½ NA. When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 80 feet, increase S-36 Cat C/D and Circling Cat C/D visibility ½ SM. VDP NA when using Lincoln altimeter setting.

ATIS 126.35
CHAMPAIGN APP CON * 132.85 290.225
DECATUR TOWER * 118.9 (CTAF) 291.775
GND CON 121.75 291.775
UNICOM 122.95

NoPT for arrival on AXC VORTAC airway radials 053 CW 276.

Amdt 17A 07OCT21
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 8
DIXON MUNI-CHARLES R WALGREEN FLD (C73)

**RNAV (GPS) RWY 8**

**WAAS CH 42821**

**APP CRS 082°**

**Rwy Idg 3897**

**TDZE 782**

**Apt Elev 785**

**RNP APCH - GPS.**

- ** Mandatory Nadir Altimeter Setting:** 2700 feet
- **MISSED APPROACH:** Climb to 2700 feet direct ANCUT and hold.

**AWOS-AV**

**ROCKFORD APP CON**

**126.0 327.0**

**123.05 (CTAF)**

**UNICOM**

**118.575**

**Category A**

**LP MDA 1380-1 598 (600-1)**

**LNAV MDA 1380-1 598 (600-1)**

**CIRCLING 1380-1 595 (600-1)**

**RNAV (GPS) RWY 8**

- **2400**
- **082°**
- **7 NM**
- **3.00° TCH 40**
- **3.2 NM**
- **1.8**

**Procedure NA for arrivals at WYNET on V8-38 eastbound.**

** synopsis text:**

RNAV (GPS) RWY 8
DIXON MUNI-CHARLES R WALGREEN FLD (C73)

**Amdt 2 25JAN24**
RNAV (GPS) RWY 26
DIXON MUNI-CHARLES R WALGREEN FLD (C73)

**AWOS-AV**
118.575

**ROCKFORD APP CON**
126.0 327.0

**UNICOM**
123.05 (CTAF)

---

**RNAV (GPS) RWY 26**
NA

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

**LPV DA**
- 1034-3/4
- 250 (300-3/4)
- NA

**LNAV/VNAV DA**
- 1226-1 3/8
- 442 (500-1/3)
- NA

**LNAV MDA**
- 1280-1 1/8
- 496 (500-1/3)
- 1280-1 3/8
- 496 (500-1/3)
- NA

**CIRCLING**
- 1300-1
- 515 (600-1)
- 1400-1
- 615 (700-1)
- 1420-1 3/4
- 635 (700-1/4)
- NA

---

**Amdt 1 25JAN24**

---

**RNAV**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
Procedure NA for arrivals at RHI VOR/DME on airway radials 331 CW 021.
RNAV (GPS) RWY 22
EAGLE RIVER UNION (EGV)

**RNAV (GPS) RWY 22**

**EAGLE RIVER UNION (EGV)**

**WAAS CH 99304**

**APP CRS**

**Rwy Idg**

**TDZE**

**Apt Elev**

**5000**

**1642**

**1642**

**RNAV (GPS) RWY 22**

**EAGLE RIVER UNION (EGV)**

**WAAS CH 99304**

**APP CRS**

**Rwy Idg**

**TDZE**

**Apt Elev**

**5000**

**1642**

**1642**

**RNAV (GPS) RWY 22**

**EAGLE RIVER UNION (EGV)**

**WAAS CH 99304**

**APP CRS**

**Rwy Idg**

**TDZE**

**Apt Elev**

**5000**

**1642**

**1642**

**RNAV (GPS) RWY 22**

**EAGLE RIVER UNION (EGV)**

**WAAS CH 99304**

**APP CRS**

**Rwy Idg**

**TDZE**

**Apt Elev**

**5000**

**1642**

**1642**

**RNAV (GPS) RWY 22**

**EAGLE RIVER UNION (EGV)**

**WAAS CH 99304**

**APP CRS**

**Rwy Idg**

**TDZE**

**Apt Elev**

**5000**

**1642**

**1642**

**RNAV (GPS) RWY 22**

**EAGLE RIVER UNION (EGV)**
Visibility reduction by helicopters NA. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDAs 60 feet and Circling Cat C/D visibility ½ SM.

Procedure NA for arrivals at RHI VOR/DME via V191 southeast bound, V63 southbound.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).

Procedure Turn NA

2100 2340
3500 4400
hdg 015° 047°
RHI R-021 ZODOM

CUSAS

EAGLE RIVER, WISCONSIN
Orig-C 22APR21

45°56’N-89°16’W

EC-3, 11 JUL 2024 to 05 SEP 2024
Amdt 1C 22APR21

No PT for arrival on RHI VOR/DME airway radials 107 CW 301.

IF/IAF
RHI 115.05 RHI [14]
Chan 97(Y)

EC-3, 11 JUL 2024 to 05 SEP 2024
Obtain local altimeter setting on CTAF; when not received use General Mitchell Intl altimeter setting and increase all MDA 80 feet. Rwy 8 helicopter visibility reduction below ½ SM NA. VDP NA when using General Mitchell Intl altimeter setting.

**RNAV (GPS) RWY 8**

**EAST TROY MUNI (57C)**

**AWOS-3PT**
- 118.125

**MILWAUKEE APP CON**
- 125.35 307.0

**GCO**
- 121.725

**UNICOM**
- 123.0 (CTAF)

**30 NM to LOYRI**

**3000**

**LOYRI**

**261°**

**2.5 NM**

**ACIDU**

**081°**

**RW08**

**2.6 NM to RW08**

**3.00°**

**261°**

**VEENA**

**RW08**

**1233**

**2.6 NM to DECER**

**3.5°**

**3000**

**TDZE**

**851**

**ELEV**

**860**

**RNP APCH.**

MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct VEENA and hold.

**ACIDU**

**081°**

**RW08**

**2.6 NM to DECER**

**3.5°**

**3000**

**081°**

**3.00°**

**RW08**

**2.6 NM to RW08**

**081°**

**3000**

**ACIDU**

**Holding Pattern**

**081°**

**3000**

**TCH 43**

**DECER**

**2.6 NM to RW08**

**1.1 NM to RW08**

**RW08**

**VEENA**

**1233**

**3.5°**

**081° to RW08**

**2.6 NM to DECER**

**3.5°**

**3000**

**TDZE**

**851**

**ELEV**

**860**

**RNP APCH.**

MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct VEENA and hold.

**ACIDU**

**081°**

**RW08**

**2.6 NM to DECER**

**3.5°**

**3000**

**081°**

**3.00°**

**RW08**

**2.6 NM to RW08**

**081°**

**3000**

**ACIDU**

**Holding Pattern**

**081°**

**3000**

**TCH 43**

**DECER**

**2.6 NM to RW08**

**1.1 NM to RW08**

**RW08**

**VEENA**

**1233**

**3.5°**

**081° to RW08**

**2.6 NM to DECER**

**3.5°**

**3000**

**TDZE**

**851**

**ELEV**

**860**

**RNP APCH.**

MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct VEENA and hold.

**ACIDU**

**081°**

**RW08**

**2.6 NM to DECER**

**3.5°**

**3000**

**081°**

**3.00°**

**RW08**

**2.6 NM to RW08**

**081°**

**3000**

**ACIDU**

**Holding Pattern**

**081°**

**3000**

**TCH 43**

**DECER**

**2.6 NM to RW08**

**1.1 NM to RW08**

**RW08**

**VEENA**

**1233**

**3.5°**

**081° to RW08**

**2.6 NM to DECER**

**3.5°**

**3000**

**TDZE**

**851**

**ELEV**

**860**
RNAV (GPS) RWY 26
EAST TROY MUNI (57C)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Obtain local altimeter setting on CTAF; when not received, use General Mitchell Intl altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats ½ mile. RW 26 helicopter visibility reduction below ½ SM NA. Baro-VNAV and VDP NA when using General Mitchell Intl altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct VEENA and hold.

* LNAV only

EC-3, 11 JUL 2024 to 05 SEP 2024
Circling NA to Rwys 18 and 36.

Procedure NA for arrival on BAE airway radials 163 CW 226.

MISSED APPROACH: Climb to 2700 then left turn on BAE VOR/DME R-190 to BITTN/15 DME and hold.

MIA BAE 25 NM

EC-3, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to FANZI, thence....

....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.
TP OFF MINIMUMS
Rwys 18, 36: NA - Environmental.
Rwys 8, 26: Standard.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until
advised by ATC.
NOTE: Notify ATC if unable to comply with
crossing restrictions.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT
at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition).
Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR6.DELHI)
SAMPL TRANSITION (UECKR6.SAMPL)
RNAV (GPS) RWY 22
CHIPPEWA VALLEY RGNL (EAU)

Boro-VNAV and VDP NA when using Rice Lake altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Rice Lake altimeter setting and increase LPV DA to 1223, LNAV/VNAV DA to 1285, and increase LNAV/VNAV visibility all Cats ¾ SM; increase all MDA 120 feet and LNAV Cats C/D visibility ¾ SM and Circling Cat C visibility ¾ SM.

For inop ALS increase LNAV/VNAV visibility all Cats to ¾ SM and LNAV Cats C/D visibility to 1 SM. For inop ALS when using Rice Lake altimeter setting increase LPV visibility all Cats to 1 SM and LNAV Cats C/D visibility to 1¾ SM.

MISSED APPROACH: Climb to 1320 then climbing right turn to 3500 direct IROKE and hold.

**RNAV (GPS) RWY 22**

**CHIPPEWA VALLEY RGNL (EAU)**

**ATIS**
126.025

**MINNEAPOLIS CENTER**
125.3 335.6

**EAU CLAIRE TOWER**
118.575 (CTAF)

**GND CON**
120.925

**UNICOM**
122.95

**RNAV only**

**CAVUX**
1.9 NM to RW22

**HILPO**

**IROKE**
4 NM Holding Pattern

**GP 3.00° TCH 50°**

**Elev 913 D TDZE 913**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**44°52′N-91°29′W**
Visibility reduction by helicopters NA. When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDA 120 feet, increase Circling Cat A and B visibility 1/2 mile and Cat C visibility 1/2 mile.

MISSED APPROACH: Climb to 2900 then left turn direct EAU VORTAC and hold.

Visibity reduction by helicopters NA. When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDA 120 feet, increase Circling Cat A and B visibility 1/2 mile and Cat C visibility 1/2 mile.

MISSED APPROACH: Climb to 2900 then left turn direct EAU VORTAC and hold.
Rwy 1 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 1 NA at night.
Circling Rwy 1, 19 NA at night. When local altimeter setting not received, use Olney Noble
altimeter setting and increase all MDA 80 feet and increase LNAV visibility Cat C ¼ SM,
and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climbing right turn to 2200 direct NOFSU
and hold.

Procedure NA for arrivals at
CRATS on V52 southwest bound.

VGS and descent angles not coincident
(VGSI Angle 4.00/TCH 40).

4 NM
Holding Pattern

CATEGORY
LNAV MDA
CIRCLING

A
1020-1
440 (500-1)
1020-1½
440 (500-1½)
NA
B
C
1140-1
555 (600-1)
1440-2½
855 (900-2½)
NA
D

Effingham, Illinois
AL-5930 (FAA)

23334

RNAV (GPS) RWY 1
EFFINGHAM COUNTY MEML (1H2)

AWOS-3PT
118.375

KANSAS CITY CENTER
124.3 269.15

UNICOM
122.725 (CTAF)

EC-3, 11 JUL 2024 to 05 SEP 2024

Effingham County MEML

RNAV (GPS) RWY 1
Effingham, Illinois

AL-5930 (FAA)

23334

UNICOM
122.725 (CTAF)

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 11
EFFINGHAM COUNTY MEML (1H2)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in RW 1 NA at night, Circling RW 1, 19 NA at night.

Procedure NA for arrivals at BIB VORTAC on V12 eastbound.

AWOS-3PT  KANSAS CITY CENTER
118.375    124.3 269.15

ELEV 585   TDZE 585

 CATEGORY
          A    B    C    D
LPV         DA    835-1  250 (300-1)
LNAV/VNAV DA    856-1  271 (300-1)
LNAV MDA      940-1  355 (400-1)
CIRCLING    1020-1  1140-1 1440-2½ 1440-2¾
                435 (500-1) 555 (600-1)  855 (900-2¼)  855 (900-2¾)

EC-3, 11 JUL 2024 to 05 SEP 2024

39°04'N-88°32"W
RNAV (GPS) RWY 29
EFFINGHAM COUNTY MEML (1H2)

Rwy 29 helicopter visibility reduction below ¾ SM NA. Straight-in Rwy 1 NA at night, Circling Rwy 1, 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV below -16°C or above 54°C. Baro-VNAV and VDP NA when using Olney-Novile altimeter setting. When local altimeter setting not received, use Olney-Novile altimeter setting and increase all DA 77 feet and all MDA 80 feet; increase LPV all Cats and Circling Cat C/D visibility ½ SM, increase LNAV/VNAV all Cats visibility ¾ SM.

MISSED APPROACH:
Climb to 1800 then climbing left turn to 2300 direct JOVAR and hold.

AWOS-3PT
118.375
KANSAS CITY CENTER
124.3 269.15
UNICOM
122.725 (CTAF)

1 NM to RW29
1.6 NM to RW29
1 NM to RW29

ELEV
585
TDZE
579

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 14

EPHRAIM/GIBRALTAR (3D2)

AWOS-3PT
124.175

GREEN BAY APP CON
120.3 338.2

UNICOM
123.0 (CTAF)

EPHRAIM, WISCONSIN

EC-3, 11 JUL 2024 to 05 SEP 2024
Procedure NA for arrivals at ZUXIN on V420 westbound.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

MISSED APPROACH: Climb to 3000 direct JULRI and on track 273° to MNM DME and hold.

Procedure NA at night. Rwy 32 helicopter visibility reduction below 3/4 SM NA.

AWOS-3PT 124.175
GREEN BAY APP CON* 120.3 338.2
UNICOM 123.0 (CTAF)
RNAV (GPS) RWY 9
FAIRFIELD MUNI (FWC)

AWOS-3PT 119.425
KANSAS CITY CENTER 127.7 351.825
UNICOM 123.05 (CTAF)

FAIRFIELD, ILLINOIS

Category A
LNAV MDA 880-1 446 (500-1) 880-1 3/4 446 (500-1¼) NA
CIRCLING 1040-1 606 (700-1) 1100-1 1006 (700-1¼) NA

MISSED APPROACH: Climbing right turn to 3000 direct DAHLL and hold.

Rwy 9 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 9 NA at night, Circling Rwy 9, 27, 36 NA at night.

UNICOM

AWOS-3PT 119.425
KANSAS CITY CENTER 127.7 351.825
UNICOM 123.05 (CTAF)

FAIRFIELD, ILLINOIS

Category A
LNAV MDA 880-1 446 (500-1) 880-1 3/4 446 (500-1¼) NA
CIRCLING 1040-1 606 (700-1) 1100-1 1006 (700-1¼) NA

MISSED APPROACH: Climbing right turn to 3000 direct DAHLL and hold.

Rwy 9 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 9 NA at night, Circling Rwy 9, 27, 36 NA at night.

UNICOM

AWOS-3PT 119.425
KANSAS CITY CENTER 127.7 351.825
UNICOM 123.05 (CTAF)

FAIRFIELD, ILLINOIS

Category A
LNAV MDA 880-1 446 (500-1) 880-1 3/4 446 (500-1¼) NA
CIRCLING 1040-1 606 (700-1) 1100-1 1006 (700-1¼) NA

MISSED APPROACH: Climbing right turn to 3000 direct DAHLL and hold.

Rwy 9 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 9 NA at night, Circling Rwy 9, 27, 36 NA at night.

UNICOM

AWOS-3PT 119.425
KANSAS CITY CENTER 127.7 351.825
UNICOM 123.05 (CTAF)

FAIRFIELD, ILLINOIS

Category A
LNAV MDA 880-1 446 (500-1) 880-1 3/4 446 (500-1¼) NA
CIRCLING 1040-1 606 (700-1) 1100-1 1006 (700-1¼) NA

MISSED APPROACH: Climbing right turn to 3000 direct DAHLL and hold.

Rwy 9 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 9 NA at night, Circling Rwy 9, 27, 36 NA at night.

UNICOM

AWOS-3PT 119.425
KANSAS CITY CENTER 127.7 351.825
UNICOM 123.05 (CTAF)

FAIRFIELD, ILLINOIS

Category A
FAIRFIELD, ILLINOIS

Amdt 3D 14JUL22

38°23’N-88°25’W

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
MISSED APPROACH: Climb to 2200 direct FIPEN and hold.

Procedure NA for arrivals at JETON on V44 westbound.

Procedure NA for arrivals at ZIMUN on V52 southeast bound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 23).

LNAV/VNAV NA when using Olney-Noble altimeter setting. For uncompensated LNAV/VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Olney-Noble altimeter setting: increase LPV DA to 816 feet and visibility ½ SM; increase LNAV/VNAV DA to 892 feet; increase all MDAs 40 feet and LNAV Cat C visibility ½ SM.

Rwy 3 helicopter visibility reduction below ½ SM NA. Circling NA to Rwy 15 and 33.
RNAV (GPS) RWY 21
Flora Muni (FOA)

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>746-1</td>
<td>276 (300-1)</td>
<td>NA</td>
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<td>LNAV/ VNAV DA</td>
<td>805-1</td>
<td>335 (400-1)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>920-1</td>
<td>450 (500-1)</td>
<td>920-13/8</td>
<td>450 (500-1)</td>
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<tr>
<td>Circling</td>
<td>940-1</td>
<td>467 (500-1)</td>
<td>1160-2</td>
<td>687 (700-2)</td>
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**RNAV (GPS) RWY 21**

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<tbody>
<tr>
<td>WAAS CH</td>
<td>86428 W21A</td>
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<tr>
<td>App CRS</td>
<td>211°</td>
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<td>Rwy Idg</td>
<td>5003</td>
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<td>TDZE</td>
<td>470</td>
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<tr>
<td>Apt Elev</td>
<td>473</td>
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</table>

**Procedure**

For uncompensated baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 21 helicoper visibility reduction below ≥3/8 SM NA. When local altimeter setting not received, use Olney-Noble altimeter setting and increase LPV DA to 779 feet, LNAV/VNAV DA to 838 feet and increase LNAV/VNAV visibility all Cats ≥3/8 SM, increase all MDA 40 feet.

**Unicom**

- 122.7 (CTAF)

**AWOS-3**

- 120.175

**Kansas City Center**

- 127.7 351.825

**EC-3, 11 JUL 2024 to 05 SEP 2024**

- Amdt 2E 30DEC21
**LOC RWY 21**

**FLORA MUNI (FOA)**

**AWOS-3**

120.175

**KANSAS CITY CENTER**

127.7 351.825

**UNICOM**

122.7 (CTAF)

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**VALENCIA, MEXICO**

**LOC RWY 21**

**FLORA MUNI (FOA)**

**AWOS-3**

120.175

**KANSAS CITY CENTER**

127.7 351.825

**UNICOM**

122.7 (CTAF)

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**VALENCIA, MEXICO**

**LOC RWY 21**

**FLORA MUNI (FOA)**

**AWOS-3**

120.175

**KANSAS CITY CENTER**

127.7 351.825

**UNICOM**

122.7 (CTAF)

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**EC-3, 11 JUL 2024 to 05 SEP 2024**

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120.175

**KANSAS CITY CENTER**

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**EC-3, 11 JUL 2024 to 05 SEP 2024**

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120.175

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**UNICOM**

122.7 (CTAF)

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**EC-3, 11 JUL 2024 to 05 SEP 2024**

**VALENCIA, MEXICO**

**LOC RWY 21**

**FLORA MUNI (FOA)**

**AWOS-3**

120.175

**KANSAS CITY CENTER**

127.7 351.825

**UNICOM**

122.7 (CTAF)
RNAV (GPS) RWY 18
FOND DU LAC COUNTY (FLD)

Night landing: Rwy 9, 27 NA. Baro-VNAV NA when using Oshkosh altimeter setting. 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. When local altimeter setting not received, use Oshkosh altimeter setting: increase LPV DA to 1072 feet and LNAV/VNAV DA to 1314 feet and all MDA 60 feet; increase LPV visibility all Cats, LNAV/VNAV visibility all Cats and LNAV Cat C/D visibility ¾ mile; increase Circling Cat D visibility ¾ mile.

MISSED APPROACH: Climb to 1300 then climbing right turn 3000 direct BADAN and hold.

ASOS
134.0

MILWAUKEE APP CON
127.0 263.075

UNICOM
123.05 (CTAF)

EC-3, 11 JUL 2024 to 05 SEP 2024

348
RNAV (GPS) RWY 36

FOND DU LAC COUNTY (FLD)

ASOS 134.0
MILWAUKEE APP CON 127.0 263.075
UNICOM 123.05 (CTAF)

Procedure NA for arrivals at BADAN on V9-341 northeast bound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 35).

Category A
- LPV DA 1171-3/4 376 (400-3/4)
- LNAV/VNAV DA 1229-1 434 (500-1)
- LNAV MDA 1280-3/4 485 (500-3/4)
- CIRCLING 1800-1 592 (600-1)

Category B
- LPV DA 1400-1 365 (450-1)
- LNAV/VNAV DA 1529-1 434 (500-1)
- LNAV MDA 1529-1 485 (500-1)
- CIRCLING 1800-1 592 (600-1)

Category C
- LPV DA 1400-1 365 (450-1)
- LNAV/VNAV DA 1529-1 500 (500-1)
- LNAV MDA 1529-1 548 (500-1)
- CIRCLING 1800-1 605 (600-1)

Category D
- LPV DA 1400-1 365 (450-1)
- LNAV/VNAV DA 1529-1 500 (500-1)
- LNAV MDA 1529-1 548 (500-1)
- CIRCLING 1800-1 605 (600-1)
LOC RWY 36
FOND DU LAC COUNTY (FLD)

DME required. Radar required for Procedure Entry at ERAGE.

Circling Rwy 9, 27 NA at night. For inop ALS, increase S-LOC 36 Cat A/B visibility to 1 SM, and Cat C/D to 1½ SM. When local altimeter setting not received, use Oshkosh altimeter setting: increase all MDA 40 feet and increase Circling Cat C/D visibility ½ SM. VDP NA when using Oshkosh altimeter setting. For inop ALS when using Oshkosh altimeter setting, increase S-LOC 36 Cat A/B visibility to 1 SM.

ASOS

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<th>Temp</th>
<th>Pressure</th>
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<td>FOND DU LAC, WISCONSIN</td>
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MILWAUKEE APP CON

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UNICOM

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<td>123.05 (CTAF)</td>
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</table>

Use I-FLD DME when on the localizer course.

Procedure NA for arrival on BAE VOR/DME airway radials 302 CW 001.

Remain within 1.5 NM

VGS and descent angles not coincident (VGS Angle 3.00/TCH 35).

EC-3, 11 JUL 2024 to 05 SEP 2024

43°46’N-88°29’W
RNAV (GPS) RWY 3
FORT ATKINSON MUNI (61C')

**RNAV (GPS) RWY 3**
FORT ATKINSON MUNI (61C')

**CTAF**
122.9

**MISSED APCH FIX**

**ELEV** 800
**TDZE** 800

**RNAV (GPS) RWY 3**
FORT ATKINSON MUNI (61C')

**CTAF**
122.9

**HOLD**
6000
3000

**HOLD**
6000
3000

**3000**

**3000**

**3000**

**3200**

**GESJY**

**JUDIL**

**EYIRO**

**CIPOM**

**HEMUL**

**JAREB**

**120**

**3000**

**3000**

**2500**

**1800**

**3.00° TCH 40**

**MIRL Rwy 3-21**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**Amdt 1A 07NOV19**

**42°58'N-88°49'W**

**353**
RNAV (GPS) RWY 21
FORT ATKINSON MUNI (61C)

Rwy 21 helicopter visibility reduction below 3/4 SM NA. Use Watertown altimeter setting; when not received use Southern Wisconsin Rgnl altimeter setting and increase all MDA 20 feet, increase LP Cat C visibility 1/6 SM.

MISSED APPROACH: Climb to 3000 direct CIPOM and hold.

CTAF
122.9

CTAF
RYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

AWOS-3
1059

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9

CTAF
RAYV AWOS-3
119.975

MADISON APP CON *
120.1  350.3

CTAF
122.9
ADT or DME required.

Circling to Rwy 3 NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA. Use Watertown altimeter setting.

MISSDE APPROACH: Climb to 2000 then climbing right turn to 2700 on heading 082° and on BAE VOR/DME R-247 to ROSKY INT/BAE 14.2 DME and hold.

NoPT for arrival on BAE VOR/DME airway radials 345 CW 163.

HOLD 17500 2700

EC-3, 11 JUL 2024 to 05 SEP 2024
Procedure NA for arrivals at WACKS on V216 southwest bound.

MISSED APPROACH:
Climb to 2600 direct ADOSE and hold.

Circling NA to Rwy 13, 18, 31, and 36.

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

LPV DA

1109-3/4
250 (300-3/4)

LNAV/ VNAV DA

1371-1 1/8
512 (600-1/8)

LNAV MDA

1380-1
521 (600-1)

CIRCLING

1380-1
521 (600-1)
1400-1
541 (600-1)
1440-1 1/2
581 (600-1/2)
1620-2 1/2
761 (800-2 1/2)

FREEPORT, ILLINOIS
Orig-C 30NOV23

ALBERTUS (FEP)

42°15'N-89°35'W

357
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Chicago/Rockford altimeter setting: increase LPV and LNAV/VNAV DA to 1164 feet; increase all MDA 80 feet and LNAV visibility Cat C/D and Circling Cat C/D visibility ¾ SM. Baro-VNAV and VDP NA when using Chicago/Rockford altimeter setting. Circling NA to RWys 13, 18, 31, 36.

For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM. For inop ALS, when using Chicago/Rockford altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to ¾ SM and LNAV C/D visibility to 1½ SM.

Procedure NA for arrivals at JVL VOR/DME on V216 northeast bound.
RNAP (GPS) RWY 33
ADAMS COUNTY LEGION FLD (63C)

VOLK APP CON
135.25 244.875

CTAF
122.9

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct ULHUV and hold.

Procedure NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 8 and 26. Use Baraboo Wisconsin Dells altimeter setting.

RNAV (GPS) RWY 33
ADAMS COUNTY LEGION FLD (63C)

FRIENDSHIP (ADAMS), WISCONSIN
AL-9285 (FAA)

APP CRS
334°

Rwy Idg
398

TDZE
979

Apt Elev
979

RNP APCH.

1549

1260

1412

1045

(FAF)

COSRO

(FAF)

ULHUV

(UAF)

NUFYO

(IF/IAF)

(5)

2800 NoPT

334°

5.6 NM

2000

2800

015°

2800

3.0°

700-1

TCH 40

334°

5 NM

5.6 NM

CIRCLING

LNAV MDA
1500-1

521 (600-1)

NA

CIRCLING

1640-1

780-1/4

801 (900-1/4)

NA

ELEV 979

TDZE 979

Elev 2700

2800

2000

2800

2800

2800

4 NM

4 NM

Holding Pattern

VGS1 and descent angles not coincident
(VGS1 Angle 3.00/TCH 20).

EC-3, 11 JUL 2024 to 05 SEP 2024

AL-9285 (FAA) 24081
GALESBURG, ILLINOIS

RNAV (GPS) RWY 3

GALESBURG MUNI (GBG)

AWOS-3
118.975

QUAD CITY APP CON
133.275 257.8

CLINC DEL
120.7

UNICOM
123.0 (CTAF)

Procedure NA for arrival on BRL VOR/DME airway radials 015 CW 161.

Procedure NA for arrival on PIA VOR/DME airway radials 230 CW 329.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to 7/8 all Cats and LNAV Cats C/D to 1 SM.

MISSED APPROACH: Climb to 3000 direct EJIYU and hold.

Category

LPV DA
964-1/2 200 (200-1/2)

LNAV/ VNAV DA
1060-1/2 296 (300-1/2)

LNAV MDA
1140-1/2 376 (400-1/2) 1140-5/8 376 (400-5/8)

Circularing
1220-1 456 (500-1) 1380-1 3/4 616 (700-1/4) 1620-2 3/4 856 (900-2 3/4)

RWAAS
CH 93629
W03A

APP CRS 030°
Rwy Idg 5792
TDZE 764
Apt Elev 764

RNAV (GPS) - GPS.

WAAS

ATC Radio

Malfunction

MISSED APCH FIX
4 NM

4 NM

EJIYU

ELEV 764
TDZE 764

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 12
GRANTSBURG MUNI (GTG)

**GRANTSBURG, WISCONSIN**

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<th>C</th>
<th>D</th>
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<tr>
<td>LP MDA</td>
<td>1300-1</td>
<td>373 (400-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>393 (400-1)</td>
<td>1320-1(\scriptscriptstyle \frac{1}{2})</td>
<td>393 (400-1(\scriptscriptstyle \frac{1}{2}))</td>
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<tr>
<td>CIRCLING</td>
<td>1480-1</td>
<td>553 (600-1)</td>
<td>1580-1</td>
<td>653 (700-1)</td>
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</tbody>
</table>

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**MISSED APPROACH:** Climb to 3400 direct WUGAX and hold.

- **PROCEDE* NA at night. Rwy 12 helicoprer visibility reduction below 1 SM NA.**
- **CIRCLING NA to Rwy 5 and 23. Use Rush City altimeter setting, when not received, use Siren altimeter setting.**
Procedure NA at night. Rwy 30 helicopter visibility reduction below 1 SM NA. Use Rush City altimeter setting, when not received, use Siren altimeter setting. Circling NA to Rwy 5 and 23.
Use Chicago O'Hare altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 2500 direct EDAKE WP and hold.
GREEN BAY, WISCONSIN

ILS or LOC RWY 6
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

LOC/DME I-GRB
109.5
Chan 32

APP CRS
062°

Rwy Idg
7699

TDZE
692

Apt Elev
695

MALSR

For inop ALS, increase S-LOC 6 Cats C/D visibility
to 1½ SM. *RVR 1800 authorized with the use
of FD or AP or HUD to DA.

ATIS
124.1

GREEN BAY APP CON*
119.4 338.2

GREEN BAY TOWER*
118.7 (CTAF) 257.8

GND CON
121.9

CLNC DEL
121.75

MISSED APPROACH: Climb to 1400 then climbing left turn
to 2500 direct GRB VORTAC and hold.

GREEN BAY
115.5 GRB
Chan 102

LOCALIZER 109.5
I-GRB
Chan 32

REM: 2500 GRB

GREEN BAY/OSHKOSH

337 CW 023 and at GRB VORTAC 161 CW 204.

ILS or LOC RWY 6
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

Amdt 21E 12AUG21

EC-3, 11 JUL 2024 to 05 SEP 2024
**ILS or LOC RWY 36**

**GREEN BAY/AUSTIN STRAUBEL INTL (GRB)**

**ATIS** 124.1  **GREEN BAY APP CON** * 119.4  338.2  **GREEN BAY TOWER** * 118.7 (CTAF)  257.8  **GND CON** 121.9  **CLNC DEL** 121.75

---

**GREEN BAY, WISCONSIN**

**LOC I-SGZ** 109.9  **APP CRS** 002°  **Rwy Idg** 8201  **TDZE** 664  **Apt Elev** 695

---

**For inop ALS, increase S-LOC 36 Cats C/D visibility to 1½ SM. RVR 1800 authorized with the use of FD or AP or HUD to DA.**

---

**MISSED APPROACH**: Climb to 1400 then climbing left turn to 2500 direct GRB VORTAC and hold.

---

**1400**  **2500**  **GRB**  **3100**

**SG LOM**  **MAZTT INT**  **INT**

**1200**  **2200**  **002° (7.5)**

---

**MAZTT FIX MINIMUMS**

**S-LOC 36**  1200/24  516 (600-1/2)  1200/55  516 (600-1)

**S-LOC 36**  1200-1  505 (600-1)  1300-3/4  605 (700-1/2)  605 (700-2)

**MAZTT INT**

**S-LOC 36**  1020/24  336 (400-1/2)  1020/26  336 (400-1/2)

**S-LOC 36**  1200-1  505 (600-1)  1200-1/2  505 (600-1/2)  565 (600-2)

---

**GENERAL**: R/W 36

**General Category**: B

**Circling**: 

**APP CRS** 1200 N

**Localizer (IF)**

**SG LOM** 2116  **MAZTT INT**

---

**RVR 1800 authorized with the use of FD or AP or HUD to DA. For inop ALS, increase S-LOC 36 Cats C/D visibility to 1½ SM.**

---

**FAMIS**

**ALTERNATE MISSED APCH FIX**

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**FAMIS**

**OSHKOSH**

**116.75**

**CHAN 114 (Y)**

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

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**EC-3, 11 JUL 2024 to 05 SEP 2024**

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**EC-3, 11 JUL 2024 to 05 SEP 2024**

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**EC-3, 11 JUL 2024 to 05 SEP 2024**

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**EC-3, 11 JUL 2024 to 05 SEP 2024**

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**EC-3, 11 JUL 2024 to 05 SEP 2024**

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**EC-3, 11 JUL 2024 to 05 SEP 2024**

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**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 6
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

Category A

LPV DA** 892/24 200 (200-½)
LNAV/VNAV DA 1000/24 308 (400-½) 1000/40 308 (400-¾)
LNAV MDA 1100/24 408 (500-½) 1100/40 408 (500-¾)
CIRCLING 1200-1 505 (600-1) 1300-1½ 605 (700-1½)

Procedure NA for arrivals on GRB VORTAC airway radials 182 CW 286.

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 RVR 4500, and LNAV Cats C and D visibility to RVR 6000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.
**RNAV (GPS) RWY 18**

**GREEN BAY/AUSTIN STRAUBE INTL (GRB)**

**ATIS**
124.1

**GREEN BAY APP CON**
119.4 338.2

**GREEN BAY TOWER**
118.7 (CTAF) 257.8

**GND CON**
121.9

**CLNC DEL**
121.75

**MGMT**

---

**WVET**

Procedure NA for arrivals at WVET on V26 westbound, arrivals at AGOMA on V420 eastbound, or at SHOOD on V217 southbound.

**HOLD** 2500 Senna and hold.

**ATIS**
124.1

**GREEN BAY APP CON**
119.4 338.2

**GREEN BAY TOWER**
118.7 (CTAF) 257.8

**GND CON**
121.9

**CLNC DEL**
121.75

**MGMT**

---

**WVET**

Procedure NA for arrivals at WVET on V26 westbound, arrivals at AGOMA on V420 eastbound, or at SHOOD on V217 southbound.

**HOLD** 2500 Senna and hold.
RNP APCH-GPS.

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

**ATIS**
- Frequency: 124.1
- Designation: GREEN BAY APP CON
- Frequency: 119.4
- Designation: 338.2

**ATIS**
- Frequency: 118.7 (CTAF)
- Designation: 257.8

**TWR**
- Frequency: 121.9
- Designation: 121.75

**Apt Elev**
- Frequency: 695
- Designation: TDZE 681

**ELEV**
- Frequency: 3100

**TWR**
- Frequency: 796
- Designation: 1700 X 150
- Frequency: 36

**Rwy Idg**
- Frequency: 7699
- Designation: TWR

**Apt Elev**
- Frequency: 696
- Designation: W24A

**APP CRS**
- Frequency: 242°
- Designation: 99515

**CH**
- Frequency: 242°
- Designation: 99515

**TDZE**
- Frequency: 681
- Designation: 242°

**796**
- Frequency: TWR
- Designation: 7699

**GREEN BAY, WISCONSIN**

**GREEN BAY/AUSTIN STRAUBEL INTL (GRB)**

**RNAV (GPS) RWY 24**

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

**LPV DA**
- Frequency: 970-1
- Designation: 289 (300-1)

**LNAV/ VNAV DA**
- Frequency: 1143-1/2
- Designation: 462 (500-1 1/2)

**LNAV MDA**
- Frequency: 1100-1
- Designation: 419 (500-1)
- Frequency: 1100-1 1/4
- Designation: 419 (500-1 1/4)

**CIRCLING**
- Frequency: 1200-1
- Designation: 505 (600-1)
- Frequency: 1300-1 3/4
- Designation: 605 (700-1 3/4)
- Frequency: 1300-2
- Designation: 605 (700-2)

**MAP RW 24 25 NM**

**GP 3.00°**

**TCH 50°**

**CLEN DEL**
- Frequency: 1242°
- Designation: 4 NM

**NA**
- Frequency: 242°
- Designation: 088°
- Designation: (30.5)

**KILBY**
- Frequency: 935 ±
- Designation: 841 ±
- Frequency: 722
- Designation: 830

**BECKY**
- Frequency: 2500 to HAMRO (088°)
- Designation: 062°
- Designation: 242°

**HAMRO**
- Frequency: 242°
- Designation: 062°
- Designation: 242°

**MSA RW 24 25 NM**

**3100**

**Procedure NA for arrivals at SPRYS on V9 northbound.**

**Procedure NA for arrivals at BECKY on V55 westbound.**

**Procedure NA for arrivals at NEROE on V26-53 southeast bound.**
Procedure NA for arrival on GRB VORTAC airway radials 085 CW 161.

Disregard GS indications.

Use I-GRB DME when on the localizer course.

Remain within 10 NM

EC-3, 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 18
GREENVILLE (GRE)

**RNAV (GPS) RWY 18**

**GREENVILLE, ILLINOIS**

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rdg IDg</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td>69638</td>
<td>182°</td>
<td>4002</td>
<td>541</td>
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</table>

**RNP APCH - GPS.**

- Circling NA to Rwy 9 and 27. Baro-VNAV and VDP NA when using Salem altimeter setting.
- Procedure NA at night. When local altimeter setting not received, use Salem altimeter setting and increase LPV DA to 905 feet; increase LNAV/VNAV DA to 905 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D 1/4 SM, and Circling visibility Cat D 1/4 SM.

### MISSED APPROACH:
- Climb to 2300 direct HODAN and hold.

### KANSAS CITY CENTER

- **AWOS-AV**
  - 123.05
- **KANSAS CITY CENTER**
  - 127.7 351.825
- **UNICOM**
  - 123.05 (CTAF)

### Procedure NA for arrivals at OREPE on V191 southwest bound.

### MISSED APCH FIX

- **HODAN**
  - 2000
  - 002°
  - 182°

### AWOS-AV

- **123.05**

### Holding Pattern

- Holding Pattern
- **4 NM**
- **002°**
- **182°**

### GP 3.00°

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>848-1</td>
<td>307 (400-1)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>848-1</td>
<td>307 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>940-1</td>
<td>399 (400-1)</td>
<td>940-1° 399 (400-1°)</td>
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<tr>
<td>CIRCLING</td>
<td>980-1</td>
<td>439 (500-1)</td>
<td>1220-2</td>
<td>699 (700-2°/4)</td>
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</table>

### RNAV (GPS) RWY 18

**GREENVILLE, ILLINOIS**

- **Amdt 1B 25JAN24**

**38°50'N-89°23'W**
Rwy 36 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 9 and 27. Procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

When local altimeter setting not received, use Salem altimeter setting and increase LPV DA to 910 feet; increase LNAV/VNAV DA to 904 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D ¾ SM, and Circling visibility Cat D ½ SM. Baro-VNAV and VDP NA when using Salem altimeter setting.

MISSED APPROACH: Climb to 3000 direct XUHAS and hold.

Procedure NA for arrival on ENL VORTAC airway radials 249 CW 042.

4 NM to RW36

(IAF) BREEZ

3000 XUHAS

2822 X 250

ENL 2300 4000

2600

2200

3600

182° 4000

2300

2200

GP 3.00° TCH 40

4 NM

2300 N oPT

2200 N oPT

002° 002°

182°

1.2 NM

2.2 NM to RW36

1.1 NM

2.9 NM

5 NM

36

1260

2200

CIRCLING

940-1 400 (400-1) 940-1½ 400 (400-1½)

980-1 1000-1 1220-2 1240-2½

439 (500-1) 459 (500-1) 679 (700-2) 699 (700-2½)

EC-3, 11 JUL 2024 to 05 SEP 2024
**Category and CIRCLING Information**

<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>1480-1</td>
<td>605 (700-1)</td>
<td>1540-1(\frac{3}{4})</td>
<td>665 (700-1(\frac{3}{4}))</td>
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**APP CRS 270°**

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>N/A</th>
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<tbody>
<tr>
<td>TDZE</td>
<td>N/A</td>
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<tr>
<td>Apt Elev</td>
<td>875</td>
</tr>
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</table>

**Use Waukegan Rgnl altimeter setting.**

**MISSED APPROACH:** Climb to 2000, then climbing left turn to 3000 direct HADAK WP and hold.

**Greenwood/Wonder Lake, Illinois**

**UNICOM**

122.8 (CTAF)
WAAS CH 63119 APP CRS 063° Rwy Idg 5013
TDZE  394 Apt Elev 398

Baro-VNAV NA when using Williamson County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marion altimeter setting: increase LPV DA to 744 feet; increase LNAV/VNAV DA to 1020 feet; increase all MDAs 80 feet and LNAV visibility Cat C/D ½ SM and Circling visibility Cat C/D ¼ SM. VDP NA with Williamson County Rgnl altimeter setting.

MISSED APPROACH:
Climb to 2000 direct JIVSO and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LPV DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
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<tr>
<td>A</td>
<td>682-1</td>
<td>958-2</td>
<td>820-1</td>
<td>900-1</td>
</tr>
<tr>
<td>B</td>
<td>288 (300-1)</td>
<td>564 (600-2)</td>
<td>426 (500-1)</td>
<td>502 (600-1)</td>
</tr>
<tr>
<td>C</td>
<td></td>
<td></td>
<td>820-1¼</td>
<td>1020-1¼</td>
</tr>
<tr>
<td>D</td>
<td></td>
<td></td>
<td>426 (500-1¼)</td>
<td>622 (700-1¼)</td>
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</tbody>
</table>

AWOS-3PT
KANSAS CITY CENTER
UNICOM

135.925  127.475  346.275  122.8 (CTAF)

HARRISBURG-RALEIGH (HSB)

RNAV (GPS) RWY 6
HARRISBURG, ILLINOIS
AL-5198 (FAA)

MISSED APCH FIX
4 NM
JIVSO

ELEV 398
TDZE 394

HARRISBURG, ILLINOIS
Amdt 1A 19MAY22
37°49'N - 88°33'W

RNAV (GPS) RWY 6
HARRISBURG-RALEIGH (HSB)

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 9
HARTFORD MUNI (HXF)

**Category**

<table>
<thead>
<tr>
<th>Category</th>
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<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1372-7/8</td>
<td>604 (400-5/8)</td>
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<tr>
<td>LNAV/VNAV</td>
<td>1372-7/8</td>
<td>604 (400-5/8)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1480-1</td>
<td>412 (500-1)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1560-1</td>
<td>490 (500-1)</td>
<td>NA</td>
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**WAAS**

| CH 42743 | APP CRS 094° | Rwy Idg 3401 | TDZE 1068 | A pt Elev 1070 |

**RNAV (GPS) RWY 9**

**ETB AWOS-3**

120.0

**MILWAUKEE APP CON**

125.35 307.0

**UNICOM**

123.0 (CTAF)

**HARTFORD, WISCONSIN**

**38°21'N-88°23'W**

**Circling NA to Rwys 18 and 36.**

**Baro-VNAV NA.**

**Use West Bend altimeter setting.**

**MISSED APPROACH:** Climb to 1700 then climbing right turn to 3000 direct HAWKN and hold, continue climb-in-hold to 3000.
RNAV (GPS) RWY 27
HARTFORD MUNI (HXF)

- **Category**: A
- **DA**: 1341-1 (400-1)
- **LNAV/VNAV**: 1415-1 (400-1)
- **LNAV MDA**: 1540-1 (500-1)
- **CIRCLING**: 1560-1 (500-1)

**MISSED APPROACH**: Climb to 1700 then climbing right turn to 3000 direct CORIR and hold, continue climb-in-hold to 3000.

- **APP CRS**: WAAS CH 86943
- **Rwy Idg**: 3401
- **TDZE**: 1070
- **Apt Elev**: 1070

**Circling NA to Rwy 18 and 36. Rwy 27 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use West Bend altimeter setting.**

**HARTFORD, WISCONSIN (HXF)**

**Orig**: 26MAR20

**ELEV**: 1070

**TDZE**: 1070

**EC-3, 11 JUL 2024 to 05 SEP 2024**
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to FANZI, thence....

....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.
**TOP Altitude:**
Assigned by ATC

**Takeoff Minimums**
Rwys 18, 36: NA - Environmental.
Rwys 9, 27: Standard.

**Notes:**
- RNAV 1.
- GPS or DME/DME/IRU required.
- RADAR required.
- Turbojet aircraft maintain 250K until advised by ATC.
- Notify ATC if unable to comply with crossing restrictions.

**Departure Route Description**
Climb on assigned heading for RADAR vectors to PRFEC, thence....

.....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition).
Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

**DELHI Transition**
**SAMPL Transition**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.
Rwy 3 helicopter visibility reduction below 3/4 SM NA. Circling NA to Rwy 16 and 34.

Procedure NA for arrival at ENTAF on V129 southbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 34).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.
Rwy 3 helicopter visibility reduction below 3/4 SM NA. Circling NA to Rwy 16 and 34.

Procedure NA for arrival at ENTAF on V129 southbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 34).
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cat A and B visibility to 1 mile. Rw 21 helicopter visibility reduction below ½ SM NA. Circling NA to Rwys 16 and 34.

Procedure NA for arrivals at LAMPY on V12° southbound.

Procedure NA for arrivals at RUSSH on V413 southwest bound.
RNAV (GPS) RWY 4
JACKSONVILLE MUNI (IJX)

MISSED APPROACH: Climb to 2700 direct RACOD and hold.

AWOS-3PT 120.525
SAINT LOUIS APP CON 126.15 323.0
CLNC DEL 118.45
UNICOM 122.8 (CTAF)

Procedure NA for arrivals at SEXTN on V580 northbound and on V50 westbound.

Holding Pattern 2700

Rwy Idg 4001
TDZE 620
Apt Elev 624

CATEGORY
A
B
C
D

LNAV MDA
1220-1 600 (600-1)
1220-1 600 (600-1)
1280-1 656 (700-1¼)
1360-2 736 (800-2¼)

CIRCLING
1220-1 596 (600-1)
1280-1 656 (700-1¼)
1360-2 736 (800-2¼)

LOFTY

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 13
JACKSONVILLE MUNI (IJX)

MISSED APPROACH: Climb to 2700 direct JARKA and hold.

Procedure NA for arrival on SPI VORTAC airway radials 214 CW 355.

Category B

AWOS-3PT
120.525

SAINT LOUIS APP CON
126.15 323.0

CLNC DEL
118.45

UNICOM
122.8 (CTAF)

HOLD
6000
2700

[IAF] WEBDO

[IF/IAF] HIRPA

[JEXAS] JARKA

[FAF] JARKA

SAINT LOUIS APP CON

ELEV 624
TDZE 622

RNAV (GPS) RWY 13

JACKSONVILLE, ILLINOIS

AL-5686 (FAA)

RNAV (GPS) RWY 13

JACKSONVILLE MUNI (IJX)

EC-3, 11 JUL 2024 to 05 SEP 2024

39°46'N-90°14'W

25JAN24

JACKSONVILLE, ILLINOIS

Orig-D

387
RNAV (GPS) RWY 22
JACKSONVILLE MUNI (IJX)

**RNAV (GPS) RWY 22**

**JACKSONVILLE, ILLINOIS**

**APP CRS**
- Rwy Idg: 4001
- TDZE: 620
- Apt Elev: 624

**RNP APCH - GPS**

- Rwy 22 helicopter visibility reduction below ¾ SM NA.
- MISSED APPROACH: Climb to 2700 direct JANGI and hold.

**AWOS-3PT**
- 120.525

**SAINT LOUIS APP CON**
- 126.15
- 323.0

**CLNC DEL**
- 118.45

**UNICOM**
- 122.8 (CTAF)

**PROcedures NA**
- Procedure NA for arrivals at SEXTN on V580 northbound.
- Procedure NA for arrival on SPI VORTAC airway radials 191 CW 355.

**MOAs**
- PRUITT A
- PRUITT B
- JANGI

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

**LNAV MDA**
- 1020-1
- 400 (400-1)
- 1020-1\(\frac{1}{2}\)
- 400 (400-1\(\frac{1}{2}\))

**CIRCLING**
- 1040-1
- 416 (500-1)
- 1080-1
- 456 (500-1)
- 1280-1\(\frac{1}{2}\)
- 656 (700-1\(\frac{1}{2}\))
- 1360-2\(\frac{1}{4}\)
- 736 (800-2\(\frac{1}{4}\))

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**SAINT LOUIS APP CON**
- 126.15
- 323.0

**UNICOM**
- 122.8 (CTAF)

**MIRL Rwys 4-22 and 13-31**

**MOA**
- 1.1 NM to RW22
- 6000 X 75
- 4001 X 75

**RNP APCH - GPS**
- RNP APCH - GPS.
DME required. RNP APCH - GPS.

When local altimeter setting not received, use Rockford altimeter setting and increase DA 69 feet and all MDAs 80 feet; increase S-LOC 4 Cats C/D and Circling Cats C/D 1/4 SM. For inap ALS when using Rockford altimeter setting; increase S-ILS 4 all Cats visibility to 3/4 SM and S-LOC 4 Cats C/D visibility to 1/4 SM. Circling Rwy 18 NA at night. DME from JVL VOR/DME. DME use requires simultaneous reception of I-JVL and JVL VOR/DME.

Missed Approach: Climb to 3100 direct OTLEE and hold.

ATIS 128.25
ROCKFORD APP CON 121.0 327.0
JANESVILLE TOWER 118.8(CTAF) 225.4
GND CON 121.65
CLNC DEL 121.65
UNICOM 122.95

ELEV 808  TDZE 806

VGSI and ILS glideslope not coincident (VGSI Angle 3.00/TCH 54).
Circling Ryw 18 NA at night. When local altimeter setting not received, use Chicago/Rockford Intl altimeter setting and increase DA to 1075, increase all MDA 80 feet. Increase S-ILS 32 Cells C and D visibility ½ SM, and circling cups C/D ½ SM. VDP NA when using Chicago/Rockford Intl altimeter setting. For inop ALS when using Chicago/Rockford Intl altimeter setting, increase S-ILS 32 visibility all Cells C/D to 1½ SM.

MISSING APPROACH: Climb to 1700 then climbing left turn to 3100 direct TIRRO and hold.
Circling to Rwy 18 NA at night. Baro-VNAV NA when using Rockford 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. VDP NA with Rockford altimeter setting. When local altimeter setting not received, use Rockford altimeter setting and increase LPV DA to 1073 feet, LNAV/VNAV DA to 1314 feet and all MDA's 80 feet; increase LNAV Cat C and Circling Cats C/D visibility ¼ SM. For inop ALS, when using Rockford altimeter setting increase LPV all Cats visibility to ½ SM and LNAV/VNAV all Cats visibility to 1½ SM.

misprinted beam angles and course numbers
RNP APCH-GPS.

Circling Rwy 18 NA at night. Baro-VNAV NA when using Rockford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 16°C or above 47°C. VDP NA when using Rockford altimeter setting. When local altimeter setting not received, use Rockford altimeter setting and increase LPV DA to 1072 feet, LNAV/VNAV DA to 1291 feet, and all MDAs 80 feet; increase LPV all Cats visibility 1/4 SM, LNAV/VNAV all Cats visibility 1/2 SM, LNAV Cat C/D visibility 3/4 SM, and Circling Cat C/D visibility 1/4 SM.

<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>
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<tr>
<td>LNAV/MDA</td>
<td>1222-1/8</td>
<td>419 (500-1/4)</td>
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<tr>
<td></td>
<td>1280-1</td>
<td>477 (500-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1320-1</td>
<td>612 (700-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 3100 direct TIRRO and hold.

Procedure NA for arrivals at RASTT on V63 northeast bound.

Procedure NA for arrivals at DAVIS on V216 southwest bound.

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**SOUTHERN WISCONSIN RGNL (JVL)**
Circling to Rwy 18 NA at night. Baro-VNAV NA when using Rockford 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 by helicopters NA. When local altimeter setting not received, use Rockford altimeter setting and increase LPV DA to 1189 feet. LNAV/VNAV DA to 1313 feet, and all MDAs 80 feet; increase LPV all Cats visibility 1/2 SM, LNAV/VNAV all Cats visibility 1/2 SM and Circling Cats C/D visibility 1/2 SM. VDP NA with Rockford altimeter setting.

**MISSED APPROACH:**
Climb to 3100 direct to RUMO and hold.

**Procedure NA for arrivals at RASTT on V63 northeast bound.**

**NOTE:**
- LPV to RW22.
- LNAV only.
- VDP NA with Rockford altimeter setting.
- Visibility reduction by helicopters NA. When local altimeter setting not received, use Rockford altimeter setting and increase LPV DA to 1189 feet. LNAV/VNAV DA to 1313 feet, and all MDAs 80 feet; increase LPV all Cats visibility 1/2 SM, LNAV/VNAV all Cats visibility 1/2 SM and Circling Cats C/D visibility 1/2 SM. VDP NA with Rockford altimeter setting.

**LNAV/VNAV DA**
- 1244-1  439 (500-1½)

**LNAV MDA**
- 1320-1  515 (600-1)
- 1320-1½  515 (600-1½)
- 1320-1¾  515 (600-1¾)

**CIRCLING**
- 1320-1  512 (600-1)
- 1420-1¾  612 (700-1¾)
- 1460-2  652 (700-2)

**ATIS**
- JANESVILLE TOWER * 118.8
- ROYFOURD CON 121.0

**RNAV (GPS) RWY 22**
- SOUTHERN WISCONSIN RGNL (JVL)

**JANESVILLE, WISCONSIN**
- 42°37’N 89°02’W

Amdt 1A 20MAY21
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 2
DODGE COUNTY (UNU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (6° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase all visibilities ½ mile, VDP and Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 3000 direct NUNEF and hold.

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**JUNEAU, WISCONSIN**

**AL-5452 (FAA)**

**RNAV (GPS) RWY 2**

**DODGE COUNTY (UNU)**

**AWOS**

**WAAS CH 87107 W02A**

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<th>Rdg Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<td></td>
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**CIRCLING**

**CATEGORY**

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<td>LPV DA</td>
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**ELEV 934**

**TDZE 933**

**MADISON APP CON**

**UNICOM**

**120.625**

**119.15 343.7**

**122.7 (CTAF)**

**MISSED APCH FIX**

**NUNEF**

**4 NM**

**FIBVU**

**EGACA**

**DREAR**

**3000 NoRTE**

**198°**

**018°**

**EGACA**

**1.4 NM to RW02**

**LNAV only**

**ELEV 934**

**TDZE 933**

**JUNEAU, WISCONSIN**

**Amdt 1A 08OCT20**

**43°26'N-88°42'W**

**397**
**RNAV (GPS) RWY 8**

**JUNEAU, WISCONSIN**

**AL-5452 (FAA)**

**DODGE COUNTY (UNU)**

**APP CRS** 081°

**Wp Idg** 5070

**TDZE** 913

**Apt Elev** 934

**AWOS-3** 120.825

**MADISON APP CON** 119.15 343.7

**UNICOM** 122.7 (CTAF)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all MDAs 100 feet, and increase Circling Cat C visibility ¼ SM. VDP NA when using Dane County Rgnl-Truax Fld altimeter setting.

MISSED APPROACH: Climb to 3000 direct CORIR and hold.

Procedure NA for arrivals at RANDO via V9-341 northeast bound, and via V170 northwest bound.

**ELEV 934**

**TDZE 913**

**CORIR**

5 NM

3000 NAP (15.5)

(VGSI Angle 3.00/TCH 26).

**PEBIY**

**GOPBE**

**RW08**

1.3 NM to RW08

3.05°

TCH 40

**MIRL Rwys 8-26 and 2-20**

**REIL Rwys 2, 8, and 20**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

4 NM

2700

5070 X 100

**DREAR (IAF)**

**RANDO (IAF)**

**GOPBE (FAF)**

**PEBIY (IF/IAF)**

**DODGE COUNTY**

**1440-1 506 (600-1)**

**1440-1½ 506 (600-1½)**

**NA**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

JUNEAU, WISCONSIN

Orig-A 08OCT20

43°26’N-88°42’W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase visibilities 1/2 mile. Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

Missed Approach: Climb to 3000 direct FBVU and hold.

Category B

Missed Approach Fix

FIBVU

4 NM

Procedure NA for arrivals at BAE VORTAC via V217 southbound.

- Visibility reduction by helicopters NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.
- When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase visibilities 1/2 mile. Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase visibilities 1/2 mile. Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

Missed Approach: Climb to 3000 direct FBVU and hold.

Category B

Missed Approach Fix

FIBVU

4 NM

Procedure NA for arrivals at BAE VORTAC via V217 southbound.

- Visibility reduction by helicopters NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.
- When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase visibilities 1/2 mile. Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase visibilities 1/2 mile. Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

Missed Approach: Climb to 3000 direct FBVU and hold.

Category B

Missed Approach Fix

FIBVU

4 NM

Procedure NA for arrivals at BAE VORTAC via V217 southbound.

- Visibility reduction by helicopters NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.
- When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase visibilities 1/2 mile. Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase visibilities 1/2 mile. Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

Missed Approach: Climb to 3000 direct FBVU and hold.

Category B

Missed Approach Fix

FIBVU

4 NM

Procedure NA for arrivals at BAE VORTAC via V217 southbound.

- Visibility reduction by helicopters NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.
- When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase visibilities 1/2 mile. Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase visibilities 1/2 mile. Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

Missed Approach: Climb to 3000 direct FBVU and hold.

Category B

Missed Approach Fix

FIBVU

4 NM

Procedure NA for arrivals at BAE VORTAC via V217 southbound.

- Visibility reduction by helicopters NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.
- When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase visibilities 1/2 mile. Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all DA/MDA 100 feet, increase visibilities 1/2 mile. Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

Missed Approach: Climb to 3000 direct FBVU and hold.

Category B

Missed Approach Fix

FIBVU

4 NM

Procedure NA for arrivals at BAE VORTAC via V217 southbound.
RNAV (GPS) RWY 26
DODGE COUNTY (UNU)

When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all MDAs 100 feet, and increase Circling Cat C visibility 1/2 SM. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply.

AWOS-3
120.825

MADISON APP CON *
119.15  343.7

UNICOM
122.7 (CTAF)

EC-3, 11 JUL 2024 to 05 SEP 2024
Circling RWY 16, 34 NA at night. 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 7/8 SM and LNAV Cats C/D visibility to 1 SM.

Procedure NA for arrival on PNT VOR/DME airway radials 003 CW 116.

Procedure NA for arrival on RBS VOR/DME airway radials 297 CW 089.

EC-3, 11 JUL 2024 to 05 SEP 2024
Rwy 16 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 16 NA at night. Circling Rwy 34 NA at night.

Procedure NA for arrivals at MEDAN on V38/171 westbound and V429 northbound.

Procedure NA for arrivals at NEWTT on V173 southwest bound and V191 southbound.

RNAV (GPS) RWY 16

Missed Approach: Climb to 2300 direct JETIB and hold.

Missed Approach Fix: JETIB and hold.

KANKAKEE, ILLINOIS

EC-3, 11 JUL 2024 to 05 SEP 2024

KANKAKEE, ILLINOIS

Amdt 1B 10SEP20

EC-3, 11 JUL 2024 to 05 SEP 2024

41°04'N-87°51'W

403
RNAV (GPS) RWY 22
GREATER KANKAKEE (IKK)

**Amdt 1B 10SEP20**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**CHICAGO CENTER**
132.5 284.7

**UNICOM**
123.0 (CTAF)

**AWOS-3**
128.475

**ELEV**
630

**TDZE**
630

**RNP APCH.**

- **Circling Rwy 16, 34 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA.**
- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.**

**Procedure NA for arrivals at LUCIT on V7-51-97 southeast bound.**

**Procedure NA for arrivals on EON VORTAC airway radials 096 CW 168.**

**MISSED APPROACH:**
Climb to 2300 direct SEWAY and hold.

**RWA AWOS-3**
128.475

**CHICAGO CENTER**
132.5 284.7

**UNICOM**
123.0 (CTAF)

**ELEV**
630

**TDZE**
630

**REIL Rwy 22**
5

**HIRL Rwy 4-22**
5

**MIRL Rwy 16-34**
5

**KANKAKEE, ILLINOIS**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**AWOS-3**
128.475

**CHICAGO CENTER**
132.5 284.7

**UNICOM**
123.0 (CTAF)

**ELEV**
630

**TDZE**
630
**RNAV (GPS) RWY 34**

**GREATER KANKAKEE (IKK)**

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<td>1100-1</td>
<td>470 (500-1)</td>
<td>510 (600-1½)</td>
<td>710 (800-2½)</td>
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**RNP APCH:**

- **AWOS-3**
  - **CHICAGO CENTER**
  - **UNICOM**

**Rwy 34 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 16° C or above 54° C. Straight-in and Circling Rwy 34 NA at night, Circling Rwy 16 NA at night.**

**Procedure NA for arrival on RBS VOR/DME airway radials 150 CW 224.**

**Procedure NA for arrival on EON VORTAC airway radials 351 CW 229.**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
**RNAV (GPS) RWY 7L**
KENOSHA RGNL (ENW)

**ATIS**
127.175

**MILWAUKEE APP CON**
135.875 317.725

**KENOSHA TOWER**
118.6 (CTAF) 353.6

**GND CON**
121.875

**CLNC DEL**
121.875

**CLNC DEL**
118.6

(When twr closed)

**UNICOM**
122.95

---

**W07A**

**APP CRS**
066°

**Rwy Idg**
6600

**TDZE**
742

**Apt Elev**
742

---

**CIRCLING**

KENOSHA, WISCONSIN

**TWR**

**848**

**777**

**0.5%**

**UP**

**UP**

**0.7%**

**5**

**P**

**V**

**P**

**P**

**P**

---

**Amdt 1B 06OCT22**

**Procedure NA for arrivals on OBK VOR/DME on V191 southbound.**

---

**Circling Rwy 7R, 15 NA at night. 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.**

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**RNAV (GPS) RWY 7L**
KENOSHA RGNL (ENW)

---

**KENOSHA, WISCONSIN**

**Amdt 18 06OCT22**

---

**42°36'N-87°56'W**

---

**407**
RNAV (GPS) RWY 15
KENOSHA RGNL (ENW)

APP CRS
146°

Rwy Idg
4440

TDZE
721

Apt Elev
742

Category
A
B
C
D

LNAV MDA
1200-1
479 (500-1)
1200-1½
479 (500-1½)
1200-1½
479 (500-1½)

CIRCLING
1200-1
458 (500-1)
1340-1
658 (700-1½)
1440-2½
698 (700-2½)

Kenosha, Wisconsin
ATIS
127.175

Milwaukee App Con
135.875
317.725

Kenosha Tower
118.6 (CTAF)
353.6

Gnd Con
121.875

Clnce Del
118.6
(when twr closed)

Unicom
122.95

Missted Approach:
Climbing right turn to 3000
Direct Veena and hold.

At 1.5 helicopter visibility reduction below 1 SM NA:
Straight-In and Circling Rwy 15 NA at night,
Circling Rwy 7R NA at night.

Procedure NA for arrivals at PETTY
on V170 southeast bound and on
V7 southbound.

Visual Segment - Obstacles.
RNAV (GPS) RWY 25R
KENOSHA RGNL (ENW)

ATIS 127.175
MILWAUKEE APP CON 135.875 317.725
KENOSHA TOWER * 118.6 (ICTAF) 353.6
GND CON 121.875
CLNC DEL 121.875
CLNC DEL 118.6
(When twr closed)

ATIS
MILWAUKEE APP CON
KENOSHA TOWER
GND CON
CLNC DEL

Circling Rwy 7R, 1.5 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.

Missed Approach:
Climb to 3000 direct AHYOB and on track 310° to VEENA and hold.

MISSED APPROACH:
Climb to 3000 direct AHYOB and on track 310° to VEENA and hold.

3000
AHYOB
Fr 310°
VEENA

EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 25R
KENOSHA RGNL (ENW)
KENOSHA, WISCONSIN

RNAV (GPS) RWY 33
KENOSHA RGNL (ENW)

APP CRS
326°

APPROACH

Circling Rwy 7R, 15 NA at night.

ATIS
127.175

MILWAUKEE APP CON
135.875

KENOSHA TOWER *
118.6 (CTAF) 353.6

GND CON
121.875

CLNC DEL
121.875

EC-3, 11 JUL 2024 to 05 SEP 2024

KENOSHA, WISCONSIN
Orig C 30DEC21

42°36’N-87°56’W

RNP APCH.

ATIS
127.175

MILWAUKEE APP CON
135.875

KENOSHA TOWER *
118.6 (CTAF) 353.6

GND CON
121.875

CLNC DEL
121.875

CLNC DEL
118.6 (When twr closed)

EC-3, 11 JUL 2024 to 05 SEP 2024

MISSED APPROACH: Climb to 3000 direct
KENUF and on track 281° to VEENA and hold.

RNP APCH.

Circling Rwy 7R, 15 NA at night.

ATIS
127.175

MILWAUKEE APP CON
135.875

KENOSHA TOWER *
118.6 (CTAF) 353.6

GND CON
121.875

CLNC DEL
121.875

CLNC DEL
118.6 (When twr closed)

EC-3, 11 JUL 2024 to 05 SEP 2024

MISSED APPROACH: Climb to 3000 direct
KENUF and on track 281° to VEENA and hold.

RNP APCH.

Circling Rwy 7R, 15 NA at night.

ATIS
127.175

MILWAUKEE APP CON
135.875

KENOSHA TOWER *
118.6 (CTAF) 353.6

GND CON
121.875

CLNC DEL
121.875

CLNC DEL
118.6 (When twr closed)

EC-3, 11 JUL 2024 to 05 SEP 2024

MISSED APPROACH: Climb to 3000 direct
KENUF and on track 281° to VEENA and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Climb on assigned heading for RADAR vectors to FANZI, thence...

...on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR6.DELHI)
SAMPL TRANSITION (UECKR6.SAMPL)
Baro-VNAV NA, DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.
Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all Cats visibility 3/8 mile, and Circling Cat C visibility 1/4 mile.

**MISSED APPROACH:**
- Climb to 2400 direct YABYU and hold.
- Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase Baro-VNAV NA.
- DME/DME RNP-0.3 NA.
- Helicopter visibility reduction below 3 SM NA.

**QUAD CITY APP CON**
- 133.275 257.8

**UNICOM**
- 122.8 (CTAF)
Rwy 9 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Use Galesburg altimeter setting, when not received, use Moline altimeter setting and increase all DA to 1210 feet and all MDA 40 feet, and Circling Cat C visibility 3/4 SM.

Procedure NA for arrivals at GENSO on V129 northwest bound.

Procedure NA for arrivals at MZV VOR/DME on V156 west bound.

MISSED APCH FIX

RNP APCH.

QUAD CITY APP CON *

133.275  257.8

UNICOM

122.8 (CTAF) 0

Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 27).

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<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1181-1 1/2 325 (400-1 1/4)</td>
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<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1300-1 444 (500-1)</td>
<td>1300-1 1/2 444 (500-1 1/4)</td>
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<tr>
<td>C CIRCLING</td>
<td>1340-1 482 (500-1)</td>
<td>1520-1 662 (700-1)</td>
<td>1520-1 1/4 662 (700-1 1/4)</td>
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RNAV (GPS) RWY 19
KEWANEE MUNI (EZI)

**MISSED APPROACH:**
Climb to 2400 direct JUBDI and hold.

**QUAD CITY APP CON**

<table>
<thead>
<tr>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>133.275 257.8</td>
</tr>
<tr>
<td>122.8 (CTAF)</td>
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</table>

**RNP APCH - GPS**

- Baro-VNAV NA. Use Galesburg altimeter setting. When local altimeter setting not received, use Moline altimeter setting and increase LPV DA to 1212 feet; increase LNAV/VNAV DA to 1446 feet and all visibilities 1/2 SM. Increase all MDAs 40 feet and LNAV visibility Cat C 1/2 SM, and Circling visibility Cat C 1/4.

**ELEV** 858
**TDZE** 857

- 2400 RW19
- JUBDI

**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>1182-1 325 (400-1)</td>
<td>1416-1 559 (600-1)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1400-1 543 (600-1)</td>
<td>1400-1 543 (600-1)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1400-1 543 (600-1)</td>
<td>1520-1 662 (700-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1400-1 543 (600-1)</td>
<td>1520-1 662 (700-1)</td>
<td>NA</td>
</tr>
</tbody>
</table>

MiRl Rwys 1-19 and 9-27

KEWANEE, ILLINOIS
Amdt 1B 06OCT22

41°12'N 89°58'W

KEWANEE MUNI (EZI)

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 27**

**KEWANE MUNI (EZI)**

### Category A

- **LNAV only**
  - **WAVEB**
  - **VACUY**
  - **YAVUN**

### Category B

- **VGSi glidepath not coincident**
  - **LPV**
  - **DA**
  - **325 (400-1/1)**

### Category C

- **RNAP**
  - **VGSi glidepath not coincident**
  - **DA**
  - **325 (400-1/1)**

### Category D

- **LNAV/ VNAV**
  - **DA**
  - **325 (400-1/1)**

### RNAV (GPS) RWY 27

**KEWANE MUNI (EZI)**

**Amdt 1A 05MAR15**

**41°12'N-89°58’W**

**KEWANE MUNI (EZI)**

**Amdt 1A 05MAR15**

**41°12'N-89°58’W**
RNAV (GPS) RWY 4
LA CROSSE RGNL (LSE)

Circling Rwy 22 NA at night.
Rwy 22 helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrivals at FALAR on T251 southbound.

MISSED APPROACH: Climb to 3000 direct
HEKOR and hold.

4 NM Holding Pattern

VGSI and descent angles not coincident
(VGSI Angle 4.00/TCH 29).

EC-3, 11 JUL 2024 to 05 SEP 2024

LA CROSSE, WISCONSIN
Amdt 1C 05NOV20

43°53'N-91°15'W

419
Boro-VNAV NA when using Winona altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 27° C (-16° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Circling to Rwy 22 NA at night. When local altimeter setting not received, use Winona altimeter setting and increase DA 53 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 60 feet, increase LNAV Cats C/D and Circling Cat B visibility ¼ mile.

Procedure NA for arrivals at PEGGS on V2-97 northwest bound.

SOURCE: FAA
**RNAV (GPS) RWY 22**

**LA CROSSE RGNL (LSE)**

**APP CRS**
- **217°**
  - Rwy Idg 5199
  - TDZE 654
  - Apt Elev 656

**RNP APCH.**

When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet. Rwy 22 helicopter visibility reduction below 1 SM NA.

**ATIS** 124.95
**MINNEAPOLIS CENTER** 128.6 363.0
**LA CROSSE TOWER** 118.45 (CTAF) 251.075
**GND CON** 121.8
**UNICOM** 122.95

**MISSED APPROACH:** Climb to 3100, direct WEROK and hold.

**LA CROSSE, WISCONSIN**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**CIRCLING**

- **LNAV MDA**
  - 1820-1 1166 (1200-1½)
  - 1820-1½ 1166 (1200-1½)
  - 1820-3 1166 (1200-3)

- **HIRL MDA** 1361 (1200-1½)
- **REIL MDA** 1296 (1200-1½)

**CATEGORY**

- **A**
  - 1820-1 1166 (1200-1½)
  - 1820-1½ 1166 (1200-1½)
  - 1820-3 1166 (1200-3)
- **B**
  - 1820-1 1166 (1200-1½)
  - 1820-1½ 1166 (1200-1½)
  - 1820-3 1166 (1200-3)
- **C**
  - 1820-1 1164 (1200-1½)
  - 1820-1½ 1164 (1200-1½)
  - 1820-3 1164 (1200-3)
- **D**
  - 1820-1 1164 (1200-1½)
  - 1820-1½ 1164 (1200-1½)
  - 1820-3 1164 (1200-3)

**LA CROSSE, WISCONSIN**

**Orig B 28JAN21**

**43°53'N-91°15'W**
**RNAV (GPS) RWY 31**

**LA CROSSE RGNL (LSE)**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>RWY</th>
<th>TDZE</th>
<th>ELEV</th>
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<tbody>
<tr>
<td>300°</td>
<td>5310</td>
<td>654</td>
<td>656</td>
</tr>
</tbody>
</table>

**RNP APCH:**
- Circling RWY 22 NA at night. RWY 31 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Winona altimeter setting and increase all MDA 60 feet.

**ATIS** | **MINNEAPOLIS CENTER** | **LA CROSSE TOWER** | **GND CON** | **UNICOM** |
<table>
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<td>124.95</td>
<td>128.6 363.0</td>
<td>118.45 (CTAF) 251.075</td>
<td>121.8</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**LA CROSSE, WISCONSIN**

**Orig-D 31DEC20**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 36
LA CROSSE RGNL (LSE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27° C or above 54° C. When local altimeter setting not received, use Winona altimeter setting: increase LPV DA to 1006 feet, LNAV/VNAV DA to 1256 feet and all MDA 60 feet. Increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ½ SM, LNAV Cats C/D visibility 7/8 SM and Circling Cat C visibility ¾ SM. Circling to Rwy 22 NA at night. Baro-VNAV and VDP NA when using Winona altimeter setting.

Climb to 3500 direct POGOC and hold.

Holding Pattern

3000 180°
360°

GP 3.00°
TCH 50

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 28).

NoPT for arrival on V129 northwest bound.

LA CROSSE, WISCONSIN
Orig D 03JAN19

EC-3, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 655

GENERAL AVIATION RAMP

TERMINAL

TWR

FIRE STATION

HANGARS

B2

BCN

HOT CARGO RAMP

EC-3, 11 JUL 2024 to 05 SEP 2024

LA CROSSE, WISCONSIN

LA CROSSE RGNL (LSE)

AL-219 (FAA)

LA CROSSE RGNL (LSE)

LA CROSSE, WISCONSIN

ATIS
124.95
LA CROSSE TOWER*
118.45 251.075
GND CON
121.8
D

180° N

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
RNAV (GPS) RWY 4
MAJOR GILBERT FLD (4R5)

Procedure NA for arrivals on IWD VOR/DME airway radials 210 CW 240.

Procedure NA for arrivals on IWD VOR/DME airway radials 210 CW 240.

Procedure NA for arrivals on IWD VOR/DME airway radials 210 CW 240.

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Procedure NA for arrivals on IWD VOR/DME airway radials 210 CW 240.
RNAV (GPS) RWY 22
MAJOR GILBERT FLD (4R5)

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

MISSED APPROACH: Climb to 2900 direct DAGAC and hold.

Procedure NA for arrival at IWD VOR/DME on V1.48 northeast bound.

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>1300-1</td>
<td>651 (700-1)</td>
<td>1300-1 3/8</td>
<td>651 (700-1%)</td>
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<td>46°47'N-90°46'W</td>
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**AWOS-3PT**

- LA POINTE, WISCONSIN
- 119.375

**MINNEAPOLIS APP CON**

- 133.55

**CTAF**

- 122.9

**ELEV**

- 649

**TDZE**

- 649

**RNP APCH**

- RNAV (GPS) RWY 22
- LA POINTE, WISCONSIN (4R5)
- 3.06° VGSI Angle 3.75/TCH 45.

**VGSI and descent angles not coincident**

- 0.8% UP

**IWD VOR/DME on V1.48 northeast bound**

**Procedure NA for arrival at IWD VOR/DME on V1.48 northeast bound**

**JEBTO Holding Pattern**

- 4 NM

**IYASU**

- 310°

**DAGAC**

- 040°

**IWD**

- 310°

**MAJOR GILBERT FLD**

- REIL Rwy 4
- 427
RNAV (GPS) RWY 13
MARSHALL COUNTY (C75)

**CAUTION**: DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA.
When local altimeter setting not received, use Peru altimeter setting and
increase all MDA 80 feet and increase LP and Circling Cat C visibilities ½ mile and LNAV Cat C visibility ½ mile. Night landing: Rwy 18, 31, 36 NA.

**Procedure NA for arrivals on PIA VORTAC airway radials 311 CW 076.**

**Procedure NA for arrivals at OWENA on V10 northeast bound.**

**MISSED APPROACH**: Climb to 1000 then climbing right turn to 2500 direct YULUB and hold.

**AWOS-3**

**CHICAGO CENTER**

**UNICOM**

**LACON, ILLINOIS**

**MARSHALL COUNTY**

**APR CRS**

**TDZE**

**Apt Elev**

**ELEV**

**LACON, ILLINOIS**

**MARSHALL COUNTY**

**APR CRS**

**TDZE**

**Apt Elev**

**ELEV**

**WAAS CH**

**66035 W13A**

**APP CRS**

**129°**

**Rwy Idg**

**5003**

**TDZE**

**564**

**Apt Elev**

**585**

**1.1%**

**0.3%**

**119.425**

**124.55 307.125**

**122.8 (CTAF)**

**MISSED APPROACH**: Climb to 1000 then climbing right turn to 2500 direct YULUB and hold.

**AWOS-3**

**CHICAGO CENTER**

**UNICOM**

**LACON, ILLINOIS**

**MARSHALL COUNTY**

**APR CRS**

**TDZE**

**Apt Elev**

**ELEV**

**WAAS CH**

**66035 W13A**

**APP CRS**

**129°**

**Rwy Idg**

**5003**

**TDZE**

**564**

**Apt Elev**

**585**

**1.1%**

**0.3%**

**119.425**

**124.55 307.125**

**122.8 (CTAF)**
Circling to Rwy 31, 36 NA at night. Rwy 13 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct BDF VORTAC and hold.

AWOS-3
119.425

CHICAGO CENTER
124.55 307.125

UNICOM
122.8 (CTAF)

114.7 BDF
APP CRS
133°
Rwy Idg 4003
TDZE 564
Apt Elev 585

VOR RWY 13
MARSHALL COUNTY (C75)

BrADFORD
114.7 BDF
Chan 94

NoPT for arrival on BDF VORTAC airway radials 198 CW 282.

Remain within 10 NM

BDF VORTAC

133° 5.2 NM from FAF

8 L

REIL Rwy 13
MIRL Rwy 13-31
LIRL Rwy 18-36

F AF to MAP 5.2 NM

Knots 60 90 120 150 180
Min:Sec 5:12 3:28 2:36 2:05 1:44

CATEGORY
A 1140-1 576 (600-1)
B 1140-1 576 (600-1)
C 1200-1 615 (700-1)
D NA NA

EC-3, 11 JUL 2024 to 05 SEP 2024
Rwy 14 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 14 NA at night, Circling Rwy 1, 14, 19 NA at night. When local altimeter setting not received, use Rice Lake altimeter setting and increase all MDAs 100 feet.

MISSING APPROACH: Climb to 5000 direct FIMOG and hold, continue climb in hold to 5000.

LADYSMITH, WISCONSIN
AL-6704 (FAA)

RNAV (GPS) RWY 14
RUSK COUNTY (RCX)

AWOS-3 118.125
MINNEAPOLIS CENTER 133.65 281.5
UNICOM 122.8 (CTAF)

5 NM
Holding Pattern
EKASE
ZEBEM

5000
320°
6000
140°
3000
140°
1820
3000
8 NM
1.7 NM to RW14

3.00°
TCH 45
5000
3000
1.7 NM to RW14

COMUL
1.7 NM to RW14

EKASE
IF/IAF

FIMOG
14°
5 NM

HOLD
6000
5000
ZEBEM
EKASE

140°
3000

[Diagram showing runway and navigation points]

MISSING APCH FIX

77921
W14A

APP CRS
Rwy Idg
TDZE
Apt Elev
4001
1237
1240

WAAS

EC-3, 11 JUL 2024 to 05 SEP 2024

RUSK COUNTY (RCX)
RNAV (GPS) RWY 14

LADYSMITH, WISCONSIN
Orig-B 31JAN19

45°30'N-91°00'W
**RNAV (GPS) RWY 32**

**RUSK COUNTY (RCX)**

**Circling to Rwys 1, 14, 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.** When local altimeter setting not received, use Rice Lake altimeter setting: increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Rice Lake altimeter setting.

**Rwy 32 helicopter visibility below 3/4 SM NA.**

**Table:**

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1483-1</td>
<td>250 (300-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1510-1</td>
<td>277 (300-1)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1700-1</td>
<td>467 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1700-1</td>
<td>460 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 5000 direct EKASE and hold, continue climb-in-hold to 5000.
RNAV (GPS) RWY 23
GRAND GENEVA RESORT (C02)

MIRL Rwy 5-23

CATEGORY
LNAV MDA
1360-1
525 (600-1)

CIRCLING
1500-1
665 (700-1)

RNAV (GPS) RWY 23
GRAND GENEVA RESORT (C02)

ENW ASOS
127.175
MILWAUKEE APP CON
135.875
UNICOM
122.8 (CTAF)

DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 23 helicopter
visibility reduction below 1 SM NA. Use Kenosha altimeter setting.

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

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 14
KINGS LAND O'LAKES (LNL)

**AWOS-3**
119.525

**MINNEAPOLIS CENTER**
133.65 281.5

**UNICOM**
122.8 (CTAF)

Circling NA to Rwys 5 and 23.
Rwy 14 helicopter visibility reduction below 1 SM NA.

**Procedure NA for arrivals at**
**COTMO on V316 westbound.**

**HOLD 3500**
4 NM

**3600 NoPT 144° (16)**

**Procedure NA for**
**arrivals at Diner on V430 southeast bound.**

**MISSED APPROACH:** Climb to 3500 direct TOLOY and hold.

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 32
KINGS LAND O'LAKES (LNL)

AWOS-3
119.525

MINNEAPOLIS CENTER
133.65 281.5

UNICOM
122.8 (CTAF)

Circling NA to RWys 5 and 23. Rwy 32 helicopter visibility reduction below 1/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSING APPROACH: Climb to 3500 direct TECOL and hold.

Procedure NA for arrivals at JAYME on V63 southbound.

LAND O'LAKES, WISCONSIN
Amdt 1 23FEB23

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 9**

**LAWRENCEVILLE-VINCENNES INTL (LWV)**

### Missed Approach
- **Fix:** YONUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Climb to 2600 direct YONUB and hold.

### Holding Pattern
- **Fix:** ZUSPU
- **Alt:** 2600
- **Angle:** 3.00°
- **Visibility:** SM
- **Procedure:** Circling to Rwy 36 NA at night.

### Approach
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Climb to 2600 direct YUKUB and hold.

### Area
- **Category:** C
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Missed Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Visibility:** SM
- **Procedure:** Increase LNAV/VNAV DA to 855 feet and all visibilities SM; increase LNAV/VNAV DA to 855 feet and all visibilities SM; increase LNAV/VNAV DA to 855 feet and all visibilities SM; increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** YUKUB
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.

### Approach Fix
- **Fix:** ZUSPU
- **Alt:** 2600
- **Category:** D
- **Visibility:** SM
- **Procedure:** Increase all MDAs 40 feet and LNAV visibility Cat C/D, and Circling visibility Cat D, and SM.
RNAV (GPS) RWY 18

For uncompensated Baro-VNAV systems, UNNAV/NAV NA below -15°C (5°F) or above 41°C (105°F).

DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Carmel altimeter setting. When local altimeter setting not received, use Mount Carmel altimeter setting: increase LPV DA 656 feet; increase UNNAV/NAV DA to 902 feet and all visibilities ¾ SM; increase all MDAs 40 feet and UNNAV visibility Cat/C/D ¾ SM; and Circling visibility Cat D ¾ SM. Circling to RW 36 NA at night.

**MISSING APPROACH:**
Climb to 2600 direct VOCUT and hold.

**MISSING APCH FIX:**
VOCUT 2600

**CIRCLING:**
VOCUT and hold.

Climb to 2600 direct

**MISSED APPROACH:**
Increase LNAV/VNAV DA to 902 feet and all visibilities ¾ SM; increase all MDAs 40 feet and UNNAV visibility Cat/C/D ¾ SM; and Circling visibility Cat D ¾ SM. Circling to RW 36 NA at night.

- **LNAV/VNAV only.**
- **VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).**

**HOLDING PATTERNS:**

**A** 630-¾ 200 (200-¾)
**B** 876-1½ 446 (500-1½)
**C** 940-1 510 (600-1)
**D** 940-1½ 510 (600-1½)

**FD A**

**AREA:**

- **EC-3, 11 JUL 2024 to 05 SEP 2024**

**UNICOM:**

**122.8 (CTAF)**

**AREA:**

- **EC-3, 11 JUL 2024 to 05 SEP 2024**

**AREA:**

- **EC-3, 11 JUL 2024 to 05 SEP 2024**

**AREA:**

- **EC-3, 11 JUL 2024 to 05 SEP 2024**

**AREA:**

- **EC-3, 11 JUL 2024 to 05 SEP 2024**

**AREA:**

- **EC-3, 11 JUL 2024 to 05 SEP 2024**

**AREA:**

- **EC-3, 11 JUL 2024 to 05 SEP 2024**

**AREA:**

- **EC-3, 11 JUL 2024 to 05 SEP 2024**

**AREA:**

- **EC-3, 11 JUL 2024 to 05 SEP 2024**

**AREA:**

- **EC-3, 11 JUL 2024 to 05 SEP 2024**

**AREA:**

- **EC-3, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-NAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Baro-NAV and VDP NA when using Mount Carmel altimeter setting. When local altimeter setting not received, use Mount Carmel altimeter setting: increase LPV DA to 706 feet; increase LNAV/VNAV DA to 858 feet and all visibilities ¼ SM; increase all MDAs 40 feet and Circling visibility Cat D ½ SM. Inop table does not apply to LNAV Cat C. For inop ODALS increase LNAV/VNAV all Cats visibility to 1½ miles. For inop ODALS when using Mount Carmel altimeter setting increase LPV all Cats visibility to ¼ mile, LNAV/VNAV all Cats visibility to 1½ miles and LNAV Cats C and D visibility to 1½ miles. Circling to Rwy 36 NA at night.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>EVANSVILLE APP CON</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>118.0</td>
<td>125.6 343.7</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**MISSAPCH FIX**

**ZUSPU**

**ELEV** 430  **TDZE** 430

**LAWRENCEVILLE-VINCENNES INTL (LWV)**

**RNAV (GPS) RWY 27**

**ODALS**

**Climb to 2600 direct ZUSPU and hold.**

**ZUSPU**

**2600 ZUSPU**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 26).**

**2600 ZUSPU**

**RURKY**

**2600 ZUSPU**

**YONUB**

**4 NM Holding Pattern**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 3
LOGAN COUNTY (AAA)

**APP CRS**
- 035°
- 4000
- 593
- 594

**ELEV**
- 594

**TDZE**
- 593

**AWOS-3**
- 118.775

**SAINT LOUIS APP CON**
- 126.15
- 323.0

**UNICOM**
- 122.8 (CTAF)

**MISSED APCH FIX**
- 4 NM

**TCH 36**
- 035°

**RNP APCH.**

- If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet. VDP NA with Springfield, IL altimeter setting. Rwy 3 helicopter visibility reduction below ½ SM NA.

**MISSP APPROACH:** Climb to 2700 direct PIMKE and hold.

**Procedure NA for arrivals at SPI VORTAC on V173 and on V9-69 southwest bound.**

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

<table>
<thead>
<tr>
<th>Category</th>
<th>LNAV MDA</th>
<th>Rwy 3-21</th>
<th>MIRL RW 3-21</th>
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<tbody>
<tr>
<td>A</td>
<td>1120-1</td>
<td>527 (600-1)</td>
<td>1120-1</td>
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<tr>
<td>B</td>
<td>1120-1½</td>
<td>527 (600-1½)</td>
<td>1120-1½</td>
</tr>
<tr>
<td>C</td>
<td>1120-1¾</td>
<td>527 (600-1¾)</td>
<td>1120-1¾</td>
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<tr>
<td>D</td>
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**Orig-B 18JUL19**

**40°10’N-89°20’W**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
**RNAV (GPS) RWY 21**

**LOGAN COUNTY (AAA)**

**AWOS-3**
118.775

**SAINT LOUIS APP CON**
126.15 323.0

**UNICOM**
122.8 (CTAF)

---

**APP CRS**
- **Rwy Idg**: 4000
- **TDZE**: 594
- **Apt Elev**: 594

<table>
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<td>LNAV MDA</td>
<td>1080-1</td>
<td>486 (500-1)</td>
<td>1080-1½</td>
<td>1080-1½</td>
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---

**RNP APCH.**
- If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet. VDP NA with Springfield, IL altimeter setting. Rwy 21 helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climbing left turn to 2700 direct PIMKE and hold.

**Procedure NA for arrivals at MCLEN on V9-69 northeast bound.**

**EC-3, 11 JUN 2024 to 05 SEP 2024**

**LINCOLN, ILLINOIS**
Orig-B 18JUL19

**40°10’N-89°20’W**

**RNAV (GPS) RWY 21**
**VOR RWY 3**

LOGAN COUNTY (AAA)

**AWOS-3** | 118.775 | **SAINT LOUIS APP CON** | **126.15 323.0** | **UNICOM** | **122.8 (CTAF)**

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 2400 via SPI R-041 to QUOTA/19 DME/RADAR and hold.

**DME or RADAR required.**

When local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet, increase Circling Cat C/D visibility ½ SM. Circling NA to Rwys 14 and 32. Rwy 3 helicopter visibility reduction below ½ SM NA.

**Procedure**

**Turn NA**

- VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 26).

**VEP**

- SPI VORTAC
- SICOT_INT SPI 12
- QUOTA SPI 19 RADAR
- 2400
- 041°
- 2400
- 041°

**CATEGORY**

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<tr>
<th>S-3</th>
<th>1120-1</th>
<th>1120-1½</th>
<th>1120-1¼</th>
<th>1120-1¼</th>
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**CIRCLING**

<table>
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<tr>
<th>1140-1</th>
<th>1140-1¼</th>
<th>1280-2</th>
<th>1280-2¼</th>
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**EC-3, 11 JUL 2024 to 05 SEP 2024**

**Amdt 7B 20MAY21**
RNAV (GPS) RWY 9
LITCHFIELD MUNI (3LF)

When local altimeter setting not received, use Taylorville altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility to 1 1/2 SM. VDP NA with Taylorville altimeter setting. Rwy 9 helicopter visibility reduction below 1/2 SM NA.

Procedure NA for arrivals at LITCH via V69 northbound and arrivals at FASHE via V9 southwest bound.

RNAV (GPS) RWY 9
LITCHFIELD MUNI (3LF)

When local altimeter setting not received, use Taylorville altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility to 1 1/2 SM. VDP NA with Taylorville altimeter setting. Rwy 9 helicopter visibility reduction below 1/2 SM NA.

Procedure NA for arrivals at LITCH via V69 northbound and arrivals at FASHE via V9 southwest bound.
RNAV (GPS) RWY 18
LITCHFIELD MUNI (3LF)

Baro-VNAV and VDP NA when using Taylorville altimeter setting. Rwy 18 helicopter visibility reduction below 3/8 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. When local altimeter setting not received, use Taylorville altimeter setting and increase LPV DA to 1025 feet and all visibilities 1/8 SM, increase LNAV/VNAV DA to 1146 feet and all visibilities 1/8 SM, increase all MDAs 80 feet and LNAV visibility Cat C 1/8 SM.

Procedure NA for arrivals at LITCH on V69 northeast bound.

Procedure NA for arrivals at DAYRE on V191 northeast bound.

 Danneggs 39°10'N-89°40'W

MIRL Rwys 9-27 and 18-36
REIL Rwys 9, 18, 27 and 36

Missed approach: Climb to 3000 direct OREPE and hold.

AWOS-3PT 118.175
ST. LOUIS APP CON 124.2 353.9
UNICOM 122.8 (CTAF)

1120-1 434 (500-1)
1220-1 434 (500-1/4)
266 (300-1/2)
293 (400-1/2)

LPV DA
LNAV/ VNAV DA
LNAV MDA

NA
NA
NA

Category
A
B
C
D

EC-3, 11 JUL 2024 to 05 SEP 2024

LITCHFIELD, ILLINOIS
AL-6318 (FAA) 24025

WAAS
CH 58203
W18A
APP CRS 179°
Rwy Idg 4002
TDZE 686
Apt Elev 361
LITCHFIELD, ILLINOIS
LITCHFIELD MUNI (3LF)

39°10'N-89°40'W

LITCHFIELD MUNI (3LF)
Amdt 1 25JAN24

443
RNAV (GPS) RWY 27
LITCHFIELD MUNI (3LF')

Rwy 27 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Taylorville altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility 3/4 SM. VDP NA when using Taylorville altimeter setting.

MISSED APPROACH: Climb to 3000 direct OFBEP and hold.

AWOS-3PT
118.175

ST. LOUIS APP CON
124.2 353.9

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at CLEEK on V67 northwest bound.

Procedure NA for arrivals at TWILA on V12 westbound.

ST. LOUIS APP CON
124.2 353.9

UNICOM
122.8 (CTAF)

LITCHFIELD, ILLINOIS
AL-6318 (FAA)
24025

RNP APCH - GPS

RNAV (GPS) RWY 27
LITCHFIELD MUNI (3LF')

Amdt 1  25JAN24

MIRL Rwys 9-27 and 18-36
REIL Rwys 9, 18, 27 and 36

EC-3, 11 JUL 2024 to 05 SEP 2024

444
**RNAV (GPS) RWY 9**

**TRI-COUNTY RGNL (LNR)**

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

**Procedure NA for arrivals on DLL VORTAC airway radials 284 CW 318.**

**Procedure NA for arrival at DALEY on V341 northeast bound.**

**Category A**
- **LPV DA:** 994-1 277 (300-1)
- **LNAV/VNAV DA:** 1659-4 942 (1000-4)
- **LNAV MDA:** 1460-1 743 (800-1)
  - 1460-1½ 743 (800-1½)
  - 1460-2½ 743 (800-2½)
- **CIRCLING:** 1520-1 803 (900-1)
  - 1520-1½ 803 (900-1½)
  - 1560-2½ 843 (900-2½)

**Category B**
- **LPV DA:** 994-1 277 (300-1)
- **LNAV/VNAV DA:** 1460-1 743 (800-1)
  - 1460-1½ 743 (800-1½)
  - 1460-2½ 743 (800-2½)
- **LNAV MDA:** 1520-1 803 (900-1)
  - 1520-1½ 803 (900-1½)
  - 1560-2½ 843 (900-2½)

**Category C**
- **LPV DA:** 994-1 277 (300-1)
- **LNAV/VNAV DA:** 1659-4 942 (1000-4)
- **LNAV MDA:** 1460-1 743 (800-1)
  - 1460-1½ 743 (800-1½)
  - 1460-2½ 743 (800-2½)
- **CIRCLING:** 1520-1 803 (900-1)
  - 1520-1½ 803 (900-1½)
  - 1560-2½ 843 (900-2½)

**Category D**
- **LPV DA:** NA
- **LNAV/VNAV DA:** NA
- **LNAV MDA:** NA
- **CIRCLING:** NA

**Notes:**
- LPV visibility Cat C and Circling visibility Cat ASM. Circling visibility Cat C SM.
- LPV visibility all Cats SM.
- Increase LPV DA to 120 feet. Increase LPV visibility all Cats 1/2 SM, LNAV visibility Cat C and Circling visibility Cat A 1/4 SM, Circling visibility Cat C 1/2 SM.
- Procedure NA for arrivals on DLL VORTAC airway radials 284 CW 318.
- Procedure NA for arrival at DALEY on V341 northeast bound.
LOC RWY 27
TRI-COUNTY RGNL (LNR)

ASOS 119.425
MADISON APP CON 135.45 343.7
UNICOM 123.0 (CTAF)

Circling Rwy 18, 36 NA at night. Rwy 27 helicopter visibility reduction below ½ SM NA. If local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase all MDA 120 feet. Increase S-27 visibility Cat A/B ¼ SM, Cat C ½ SM, Circling visibility Cat B ¼ SM, Cat C ½ SM. Increase BOCAY fix minimums S-27 visibility Cat C ¼ SM, Circling Cat A/B ¼ SM, Cat C ½ SM.

DME required. RADAR required for procedure entry.

MISSED APPROACH: Climb to 2200 then climbing right turn to 3300 on heading 070° and on DLL R-224 to LENRE/DLL VORTAC 18 DME and hold.

EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
448
448
RNAV (GPS) RWY 9
MACOMB MUNI (MQB)

Circling NA to Rwy 18 and 36. Baro-VNAV and VDP NA when using Burlington IA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Burlington IA altimeter setting: increase LPV DA to 969 feet and LNAV/VNAV DA to 1173 feet; increase all MDA 80 feet and visibility Cats C and D ½ SM.

MISSED APPROACH: Climb to 2300 direct WULIN and hold.

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>906-1</td>
<td>200 (200-1)</td>
<td></td>
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<tr>
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<td>404 (500-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>1100-1 394 (400-1)</td>
<td>1100-1½ 394 (400-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1120-1 414 (500-1)</td>
<td>1260-1 554 (600-1)</td>
<td>1520-2½ 814 (900-2½)</td>
<td>1520-2¾ 814 (900-2¾)</td>
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</table>

AWOS-3 119.025
CHICAGO CENTER 135.6 316.1
UNICOM 122.8 (CTAF)
Baro-VNAV and VDP NA when using Burlington altimeter setting. Circling NA to Rwys 18 and 36.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Burlington altimeter setting and increase LPV DA to 949 feet; increase LNAV/VNAV DA to 1040 feet; increase all MDAs 80 feet and visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2300 direct TUYOB and hold.

Procedure NA for arrivals at LOGOS on V48 eastbound.

Procedure NA for arrivals at BADER on V67 southeast bound.
LOC RWY 27
MACOMB MUNI (MQB)

AWOS-3 119.025
CHICAGO CENTER 135.6 316.1
UNICOM 122.8 (CTAF)

Circling NA to Rwy's 18 and 36.

Missed Approach: Climb to 2300 then right turn direct JZY NDB and hold.

BURLINGTON 111.4 BRL
Chan 51

LOCALIZER 110.3
I-MQB

HOWARD WEST MOA

HOWARD EAST MOA

PEORIA 115.2 PIA
Chan 99

2300 to NDB 251° (36.4)

BADER

Remain within 10 NM

MISSED APPROACH: Climb to 2300 then right turn direct JZY NDB and hold.

AWOS-3 119.025
CHICAGO CENTER 135.6 316.1
UNICOM 122.8 (CTAF)

Circling NA to Rwy's 18 and 36.

Missed Approach: Climb to 2300 then right turn direct JZY NDB and hold.

BURLINGTON 111.4 BRL
Chan 51

LOCALIZER 110.3
I-MQB

HOWARD WEST MOA

HOWARD EAST MOA

PEORIA 115.2 PIA
Chan 99

2300 to NDB 251° (36.4)

BADER

Remain within 10 NM
**MADISON, WISCONSIN**

**VOR or GPS-A**

**BLACKHAWK AIRFIELD (87Y)**

**VORAC MSN**

<table>
<thead>
<tr>
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<td>CIRCLING</td>
<td>2500-1½</td>
<td>2500-1½</td>
<td>NA</td>
<td>NA</td>
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</table>

**Missed Approach:** Climb to 2000 then climbing left turn to 3500 via heading 045° and MSN R-089 to DREAR/MSN 12.7 DME and hold.

**MADISON APP CON**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>1520-1</td>
<td>1560-1</td>
<td>NA</td>
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</table>

**Orig-F 08OCT20**

**43°06'N-89°11'W**
ILS or LOC RWY 18
DANE COUNTY RGNL/TRUAX FLD (MSN)

**MALSR**

- **LOC** required.  
  - For inop ALS, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cat C/D/E visibility to RVR 5500.
  - **RVR** 1800 authorized with use of FD or AP or HUD to DA.

**ATIS**
- MADISON APP CON * 124.65 278.3
- MADISON TOWER * 119.3 (CTAF) 257.8
- GND CON 121.9 348.6
- CLNC DEL 121.625
- UNICOM 122.95

**ATC Procedures**

- **ILS or LOC RWY 18**
  - For arrivals, monitor the appropriate VORTAC and follow the established procedure.
  - For departures, follow the established procedure.

**MISSED APPROACH**
- Climb to 2700 on R-180 to MONAH INT/MSN VORTAC 4.9 DME/RADAR and hold.

**Alternate Missed Approach Fix**
- Use I-DSZ DME when on the localizer course.
  - Remain within 10 NM of the localizer.

**Category A/B/C/D/E**

- **S-ILS 18**
  - 1240/35
  - 376 (400-3)
  - 1064/24
  - 200 (200-1/2)

- **S-LOC 18**
  - 1460-1 533 (600-1)
  - 1460-1 573 (600-1)
  - 1460-1 573 (600-1)
  - 1600-1 813 (900-2)
  - 1700-3 813 (900-3)

- **CIRCLING**
  - 1420-1 533 (600-1)
  - 1420-1 573 (600-1)
  - 1420-1 573 (600-1)
  - 1420-1 813 (900-2)

**ILS or LOC RWY 18**

- **ILS or LOC RWY 18**
  - For arrivals, monitor the appropriate VORTAC and follow the established procedure.
  - For departures, follow the established procedure.

**Miscellaneous**

- **ILS or LOC RWY 18**
  - For arrivals, monitor the appropriate VORTAC and follow the established procedure.
  - For departures, follow the established procedure.

**ATIS**
- MADISON APP CON * 124.65 278.3
- MADISON TOWER * 119.3 (CTAF) 257.8
- GND CON 121.9 348.6
- CLNC DEL 121.625
- UNICOM 122.95

**ATC Procedures**

- **ILS or LOC RWY 18**
  - For arrivals, monitor the appropriate VORTAC and follow the established procedure.
  - For departures, follow the established procedure.

**MISSED APPROACH**
- Climb to 2700 on R-180 to MONAH INT/MSN VORTAC 4.9 DME/RADAR and hold.

**Alternate Missed Approach Fix**
- Use I-DSZ DME when on the localizer course.
  - Remain within 10 NM of the localizer.

**Category A/B/C/D/E**

- **S-ILS 18**
  - 1240/35
  - 376 (400-3)
  - 1064/24
  - 200 (200-1/2)

- **S-LOC 18**
  - 1460-1 533 (600-1)
  - 1460-1 573 (600-1)
  - 1460-1 573 (600-1)
  - 1600-1 813 (900-2)
  - 1700-3 813 (900-3)

- **CIRCLING**
  - 1420-1 533 (600-1)
  - 1420-1 573 (600-1)
  - 1420-1 573 (600-1)
  - 1420-1 813 (900-2)
  - 1700-3 813 (900-3)
For inop MALSR, increase S-LOC 21 Cat C/D visibility to 1/2 mile.

**MALSR**

**MISSING APPROACH:** Climb to 1500 then climbing right turn to 2700 on MSN VORTAC R-282 to IMMES INT/MSN 9.2 DME and hold.

**ATIS**
124.65 278.3

**MADISON APP CON**
135.45 343.7

**MADISON TOWER**
119.3 (CTAF) 257.8

**GND CON**
121.9 348.6

**CLNC DEL**
121.625

**UNICOM**
122.95

**ELEV**
887

**TDZE**
887

**LOC/DME I-DQJ**
111.55

**APP CRS**
214°

**Rwy Idg**
TDZE 887

**Apt Elev**
887

**MALSR**

**DIVCE INT**
MSN 111.55

**I-DQJ**
6.1

**ATIS**
2248

**I-DQJ**
2.4

**ZIMKI**
1.3

**IMMES**
MSN 9.2

**MSN**
9.2

**TDZE**
887

**TWR**
964

**REIL Rwys 3, 14 and 32**

**HIRL all Rwys**

**CATEGORY**
A B C D

**S-ILS 21**

**1137-1/2**

**250 (300-1/2)**

**S-LOC 21**

**1380-1/2**

**493 (500-1/2)**

**1380-1**

**493 (500-1)**

**FAF to MAP**

4.8 NM

**Knots**
60 90 120 150 180

**Min:Sec**
4:48 3:12 2:24 1:55 1:36

**CLNC DEL**

**034°**

**GS 3.0°**

**TCH 53**

**DATE**

43°08.0'N - 89°20.2'W

**454**
DME or RADAR required. For inop ALSF-2, increase S-ILS 36 Cat E visibility to RVR 4000 and S-LOC 36 Cat C/D/E visibility to RVR 5500. **RVR 1800 authorized with use of FD or AP or HUD to DA.**

**ALSF-2**

MISSED APPROACH: Climb to 2700 on MSN VORTAC R-359 to DECAL INT/MSN 14.3 DME and hold.

**ATIS**

124.65 278.3

**MADISON APP CON**

135.45 343.7

**MADISON TOWER**

119.3 (CTAF) 257.8

**GND CON**

121.9 348.6

**CLNC DEL**

121.625

**UNICOM**

122.95

Procedure turn NA for Cat E aircraft.

**CATEGORY**

A 106/24 200 (200-1/2)
B 1240/24 378 (400-1/2)
C 1240/35 378 (400-3/4)
D 1420-1 553 (600-1)
E 1460-1 573 (600-1/2)

**CIRCLING**

3.00° TCH 58

**Use I-MSN DME when on the localizer course.**

**MISS APCH FIX**

I-MSN DME I-MSN

**LOCALIZER**

110.1 Chan 38

**I-MSN**

1354 Chan 23

**OZMIX**

2700 to OZMIX 180° (6)

**ZIMIT**

2700 I-MSN 1.3

**DECAL INT**

R-359 MSN 14.3

**MSN**

Chan 23

**R-359**

Chan 17

**DECAL**

116.4 BAE

**I-MSN**

Chan 111

**BAE**

33.7

**EC-3, 11 JUL 2024 to 05 SEP 2024**
ILS RWY 36 (SA CAT I)
DANE COUNTY RGNL/TRUAX FLD (MSN)

**ATIS**
124.65 278.3

**MADISON APP CON**
135.45 343.7

**MADISON TOWER**
119.3 (CTAF) 257.8

**GND CON**
121.9 348.6

**CLNC DEL**
121.625

**UNICOM**
122.95

**LOCALIZER 110.1**
I-MSN 1083
Channel 38

**2700 to OZMIX 180° (6)**

**2700 MSN R-359**

**IF**
PACOV I-MSN 13.6
JVL 23

**JANESVILLE 114.3 JVL 90°**
Channel 23

**CUKRA I-MSN 7.6**

**2770 to OZMIX 180° (6)**

**2549 A 2365**

**ATIS GND CON CLNC DEL UNICOM**

**MADISON**
108.6 MSN 23

**TARGET:**
SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

**TWR 964**
HIRL all Rwys
REIL Rwys 3, 14 and 32

**EC-3, 11 JUL 2024 to 05 SEP 2024**
Amdt 2A 07DEC17

43°08'N-89°20'W

**EC-3, 11 JUL 2024 to 05 SEP 2024**
Amdt 2A 07DEC17

43°08'N-89°20'W
**ILS RWY 18 (SA CAT I & II)**

**DANE COUNTY RGNL/TRUAX FLD (MSN)**

- **LOC/DME I-DSZ 110.1**
  - Rwy Idg 8606
  - TDZE 864
  - Apl Elev 887

- **APP CRS 185°**
- **TWR** 964
- **U P 0.4%**

**DME required.**

- **ATIS** 124.65 278.3
- **MADISON APP CON** 135.45 343.7
- **MADISON TOWER** 119.3 (CTAF) 257.8
- **GND CON** 121.9 348.6
- **CLNC DEL** 121.625
- **UNICOM** 122.95

**Procedures 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.

**MISSED APPROACH:** Climb to 2700 on MSN VORTAC R-180 to MONAH INT/MSN VORTAC 4.9 DME/RADAR and hold.

**Dane County RGNL/Truax FLD (MSN)**

- **Altemate Missed Apch Fix**
  - **RADAR**
    - **BAE** 33.7
  - **DELL** 21.5
  - **MONAH INT**
  - **GATNE INT**
  - **ILS RWY 18**
  - **SA CAT II**
  - **SA CAT I**

- **EC-3, 11 JUL 2024 to 05 SEP 2024**

**DANE COUNTY RGNL/TRUAX FLD (MSN) ILS RWY 18 (SA CAT I & II)**

**SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
MISSED APPROACH: Climb to 2700 on MSN VORTAC R-359 to DECAL INT/MSN 14.3 DME and hold.

ATIS
124.65 278.3

MADISON APP CON *
135.45 343.7

MADISON TOWER *
119.3 (CTAF) 257.8

GND CON
121.9 348.6

CLNC DEL
121.625

UNICOM
122.95

MADISON, WISCONSIN
24025
AL-245 (FAA)

LOC/DME I-MSN
110.1
Chan 38

APP CRS
005°

Rwy Idg
8005

TDZE
862

Apt Elev
887

\[ \text{DME or RADAR required. See ILS 36 NA when control tower closed.} \]

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

DRILL 2700 to OZMIX with 180° (6)

DECAL INT

TWR
964

HIRL all R wys

REIL Rwys 3, 14 and 32

CATE GORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MADISON, WISCONSIN
Amdt 2A 07DEC17

43°08'N-89°20'W

DANE COUNTY RGNL/TRUAX FLD (MSN)

ILS RWY 36 (CAT II & III)

\[ \text{ILS RWY 36 (CAT II & III)} \]

\[ \text{LOC/DME I-MSN} \]

\[ \text{110.1} \]

\[ \text{Chan 38} \]

\[ \text{APP CRS} \]

\[ \text{005°} \]

\[ \text{Rwy Idg} \]

\[ \text{8005} \]

\[ \text{TDZE} \]

\[ \text{862} \]

\[ \text{Apt Elev} \]

\[ \text{887} \]

\[ \text{DME or RADAR required. See ILS 36 NA when control tower closed.} \]

\[ \text{CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.} \]

\[ \text{MISSED APPROACH: Climb to 2700 on MSN VORTAC R-359 to DECAL INT/MSN 14.3 DME and hold.} \]

\[ \text{ATIS} \]

\[ \text{124.65 278.3} \]

\[ \text{MADISON APP CON *} \]

\[ \text{135.45 343.7} \]

\[ \text{MADISON TOWER *} \]

\[ \text{119.3 (CTAF) 257.8} \]

\[ \text{GND CON} \]

\[ \text{121.9 348.6} \]

\[ \text{CLNC DEL} \]

\[ \text{121.625} \]

\[ \text{UNICOM} \]

\[ \text{122.95} \]

\[ \text{MADISON, WISCONSIN} \]

\[ \text{24025} \]

\[ \text{AL-245 (FAA)} \]

\[ \text{LOC/DME I-MSN} \]

\[ \text{110.1} \]

\[ \text{Chan 38} \]

\[ \text{APP CRS} \]

\[ \text{005°} \]

\[ \text{Rwy Idg} \]

\[ \text{8005} \]

\[ \text{TDZE} \]

\[ \text{862} \]

\[ \text{Apt Elev} \]

\[ \text{887} \]

\[ \text{MISSED APPROACH: Climb to 2700 on MSN VORTAC R-359 to DECAL INT/MSN 14.3 DME and hold.} \]

\[ \text{ATIS} \]

\[ \text{124.65 278.3} \]

\[ \text{MADISON APP CON *} \]

\[ \text{135.45 343.7} \]

\[ \text{MADISON TOWER *} \]

\[ \text{119.3 (CTAF) 257.8} \]

\[ \text{GND CON} \]

\[ \text{121.9 348.6} \]

\[ \text{CLNC DEL} \]

\[ \text{121.625} \]

\[ \text{UNICOM} \]

\[ \text{122.95} \]

\[ \text{DANE COUNTY RGNL/TRUAX FLD (MSN)} \]

\[ \text{ILS RWY 36 (CAT II & III)} \]

\[ \text{MISSED APPROACH: Climb to 2700 on MSN VORTAC R-359 to DECAL INT/MSN 14.3 DME and hold.} \]

\[ \text{ATIS} \]

\[ \text{124.65 278.3} \]

\[ \text{MADISON APP CON *} \]

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\[ \text{UNICOM} \]

\[ \text{122.95} \]

\[ \text{DANE COUNTY RGNL/TRUAX FLD (MSN)} \]

\[ \text{ILS RWY 36 (CAT II & III)} \]

\[ \text{MISSED APPROACH: Climb to 2700 on MSN VORTAC R-359 to DECAL INT/MSN 14.3 DME and hold.} \]

\[ \text{ATIS} \]

\[ \text{124.65 278.3} \]

\[ \text{MADISON APP CON *} \]

\[ \text{135.45 343.7} \]

\[ \text{MADISON TOWER *} \]

\[ \text{119.3 (CTAF) 257.8} \]

\[ \text{GND CON} \]

\[ \text{121.9 348.6} \]

\[ \text{CLNC DEL} \]

\[ \text{121.625} \]

\[ \text{UNICOM} \]

\[ \text{122.95} \]
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.

**MISSING APCH FIX:** Climb to 3600 direct FONUV 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>1060-3/4</td>
<td>200 (200-3/4)</td>
<td></td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1179-1</td>
<td>319 (300-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>460 (500-1)</td>
<td>1320-1/2</td>
<td>460 (500-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>1420-1</td>
<td>1460-1</td>
<td>1460-1/2</td>
<td>1700-2/3</td>
</tr>
<tr>
<td></td>
<td>533 (600-1)</td>
<td>573 (600-1)</td>
<td>573 (600-1/2)</td>
<td>813 (900-2/3)</td>
</tr>
</tbody>
</table>
**RNAV (GPS) RWY 18**

**DANE COUNTY RGNL/TRUAX FLD (MSN)**

**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. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ miles and LNAV Cat C/D visibility to 1½ miles.**

**MISSING APPROACH:**
- Climb to 3000 direct DEKEY and hold.
- RVR 1800 authorized with use of FD or AP or HUD to DA.

**VNAV LNAV MDA**
- RW 18
- LNAV only
- 3000 N oPT

**LNAV/ VNAV DA**
- 1360-1¼
- 496 (500-1¼)

**LNAV MDA**
- 1360-24
- 496 (500-1½)

**CIRCLING**
- 1420-1
- 533 (600-1)

---

<table>
<thead>
<tr>
<th>ATIS</th>
<th>MADISON APP CON</th>
<th>GND CON</th>
<th>CLNC DEL</th>
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<tr>
<td>124.65</td>
<td>278.3</td>
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<td>343.7</td>
<td>121.9</td>
</tr>
<tr>
<td></td>
<td>(IAF) DELLs</td>
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<td></td>
<td>WREST</td>
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<tr>
<td></td>
<td>RANO</td>
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</tbody>
</table>

**TWR**
- 964

**ELEV**
- 887

**TDZE**
- 864

**MALSR**
- 496 (500-1½)

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**RANDO**
- 461
RNAV (GPS) RWY 21
DAE COUNTY RGNL/TRUAX FLD (MSN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (129°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cat C/D visibility to 1½ mile.

**ATIS**
MADISON APP CON ** 124.65 278.3
MADISON TOWER * 119.3 (CTAF) ** 257.8
**GND CON** 121.9 348.6
**CLNC DEL** 121.625
**UNICOM** 122.95

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**WAAS**
CH 42829
W21A
APP CRS 212°
Rwy Idg 7015
TDZE 887
Apt Elev 887

**MALSR**

**MISSED APPROACH:** Climb to 3600 direct WIROD and hold.

**ATIS**
MADISON APP CON ** 124.65 278.3
MADISON TOWER * 119.3 (CTAF) ** 257.8
**GND CON** 121.9 348.6
**CLNC DEL** 121.625
**UNICOM** 122.95

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**MALSR**

**MISSED APPROACH:** Climb to 3600 direct WIROD and hold.

**EC-3, 11 JUL 2024 to 05 SEP 2024**
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. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1 1/2 miles. **RVR 1800 authorized with use of FD or AP or HUD to DA.

** Procedure NA for arrivals at THEBO on V341 southwest bound.

** Procedure NA for arrivals on JVL VORTAC airway radials 260 CW 044.

** Procedure NA for arrivals at DEBOW on V228 southeast bound.

** 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. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1 1/2 miles. **RVR 1800 authorized with use of FD or AP or HUD to DA.

** Procedure NA for arrivals at THEBO on V341 southwest bound.

** Procedure NA for arrivals on JVL VORTAC airway radials 260 CW 044.

** Procedure NA for arrivals at DEBOW on V228 southeast bound.

** 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. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1 1/2 miles. **RVR 1800 authorized with use of FD or AP or HUD to DA.

** Procedure NA for arrivals at THEBO on V341 southwest bound.

** Procedure NA for arrivals on JVL VORTAC airway radials 260 CW 044.
MADISON, WISCONSIN

VOR RWY 14
DANE COUNTY RGNL/TRUAX FLD (MSN)

ATIS
MADISON APP CON
MADISON TOWER
GND CON
CLNC DEL
UNICOM

Remain within 10 NM

VOR RWY 14 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2700 via MSN R-139 then left turn direct MSN VOR TAC and hold.

CATEGORY
A
B
C
D
S-14
1580-1 719 (700-1)
1580-2 719 (700-2)

C CIRCLING
1580-1 693 (700-1)
1580-2 693 (700-2)
1700-2 813 (900-2 3/4)

DANE FIX MINIMUMS

EC-3, 11 JUL 2024 to 05 SEP 2024

MADISON, WISCONSIN
Orig-F 26MAR20

DANE COUNTY RGNL/TRUAX FLD (MSN)

VOR RWY 14

43°08'N-89°20'W

465
When VGS inop, Straight-In and Circling Rwy 32 procedures NA at night. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2600 then right turn direct MSN VORTAC and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>MADISON APP CON</th>
<th>MADISON TOWER</th>
<th>GND CON</th>
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**CATEGORY**

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<tbody>
<tr>
<td>S-32</td>
<td>1560-1 698 (700-1)</td>
<td>1560-2 698 (700-2)</td>
<td>1560-1 673 (700-1)</td>
<td>1560-2 673 (700-2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1560-1 673 (700-1)</td>
<td>1560-2 673 (700-2)</td>
<td>1700-2 813 (900-2)</td>
<td></td>
</tr>
</tbody>
</table>

**EC-3, 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 14
MANITOWISH WATERS (D25)

Circling NA to Rwys 4 and 22. DME/DME RNP-0.3 NA. Procedure NA to right. Rwy 14 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting; increase all MDA 40 feet, increase LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/8 mile.

MISSED APPROACH: Climbing left turn to 3500 direct ERBUH and hold.

AWOS-3PT 118.175
MINNEAPOLIS CENTER 133.65 281.5
UNICOM 122.8 (CTAF)

MINNEAPOLIS CENTER 133.65 281.5 UNICOM 122.8 (CTAF)

MINNEAPOLIS CENTER 133.65 281.5 UNICOM 122.8 (CTAF)

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MINNEAPOLIS CENTER 133.65 281.5 UNICOM 122.8 (CTAF)

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MINNEAPOLIS CENTER 133.65 281.5 UNICOM 122.8 (CTAF)
Circling NA to Rwys 4 and 22. DME/DME RNP-0.3 NA. Procedure NA at night. Rw 32 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDA 40 feet and LNAV Cat C visibility 1/4 mile and Circling Cat C visibility 1/4 mile.

**MISSING APPROACH:**
Climb to 3500 direct ERBUH and hold.

### RNAV (GPS) RWY 32
### MANITOWISH WATERS (D25)

**AWOS-3PT**
- 118.175

**MINNEAPOLIS CENTER**
- 133.65
- 281.5

**UNICOM**
- 122.8 (CTAF)

**MISSED APCH FIX**
- ERBUH

**MISA RW32 25 NM**
- 4100

**ELEV 1610**
- TDZE 1610

**Procedure NA for arrival on RHI VOR/DME airway radials 241 CW 021.**

**TOP**
- 3500
- ERBUH

**KOLRE**
- 1.7 NM to RW32

**(FAF)**
- UPEPE

**(IF)**
- RAREW

**TER MIN**
- 3300

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

**LNAV MDA**
- 2000-1 390 (400-1)

**CIRCLING**
- 2060-1 450 (500-1)

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

**MINNEAPOLIS CENTER**
- 122.8 (CTAF)

**UNICOM**
- 122.8 (CTAF)

**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

**MINNEAPOLIS CENTER**
- 122.8 (CTAF)

**UNICOM**
- 122.8 (CTAF)

**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

**MINNEAPOLIS CENTER**
- 122.8 (CTAF)

**UNICOM**
- 122.8 (CTAF)

**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

**MINNEAPOLIS CENTER**
- 122.8 (CTAF)

**UNICOM**
- 122.8 (CTAF)

**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

**MINNEAPOLIS CENTER**
- 122.8 (CTAF)

**UNICOM**
- 122.8 (CTAF)

**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

**MINNEAPOLIS CENTER**
- 122.8 (CTAF)

**UNICOM**
- 122.8 (CTAF)

**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

**MINNEAPOLIS CENTER**
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**UNICOM**
- 122.8 (CTAF)

**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

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**UNICOM**
- 122.8 (CTAF)

**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

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**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

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**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

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**UNICOM**
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**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

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**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

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**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

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**MANITOWISH WATERS, WISCONSIN**

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**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

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**MANITOWISH WATERS, WISCONSIN**

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**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

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**MANITOWISH WATERS, WISCONSIN**

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**MANITOWISH WATERS, WISCONSIN**

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**MANITOWISH WATERS, WISCONSIN**

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**MANITOWISH WATERS, WISCONSIN**

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**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

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**RNAV (GPS) RWY 32**

**MANITOWISH WATERS, WISCONSIN**

**AMDT 1 02MAR17**

**MINNEAPOLIS CENTER**
- 122.8 (CTAF)

**UNICOM**
- 122.8 (CTAF)
RNAV (GPS) RWY 17
MANITOWOC COUNTY (MTW)

MALSR

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 7% 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 10% SM.

RNAV (GPS) RWY 17
MANITOWOC COUNTY (MTW)

MALSR

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 10% SM.

RNAV (GPS) RWY 17
MANITOWOC COUNTY (MTW)

MALSR

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 10% SM.

RNAV (GPS) RWY 17
MANITOWOC COUNTY (MTW)

MALSR

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 10% SM.

RNAV (GPS) RWY 17
MANITOWOC COUNTY (MTW)

MALSR

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 10% SM.

RNAV (GPS) RWY 17
MANITOWOC COUNTY (MTW)

MALSR

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 10% SM.

RNAV (GPS) RWY 17
MANITOWOC COUNTY (MTW)

MALSR
RNAV (GPS) RWY 35
MANITOWOC COUNTY (MTW)

**RNAV (GPS) RWY 35**

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

**AWOS-3PT**
123.775

**GREEN BAY APP CON**
120.2 338.2

**UNICOM**
122.8 (CTAF)

**MAP**

- **HALUV**
- **HEMTI**
- **BULAY**
- **GAYLE**

**Aviation Weather**
- **AL-5281 (FAA)**
- **EC-3, 11 JUL 2024 to 05 SEP 2024**

**RNP APCH.**

- **RNAV (GPS)**
- **Rwy 35**
- **Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 5.4°C.**

**Obstacles**
- **MANITOWOC, WISCONSIN**
- **TDZE 651**
- **CH 82611 W35A**
- **Apt Elev 651**
- **Rwy Idg 5001**
- **TDZE 651**
- **Amdt 2 05NOV20**

**352° to RW35**

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

**LPV DA**
- **957-7/8 306 (400-3/8)**

**LNAV/ VNAV DA**
- **1199-1/8 548 (600-1/8)**

**LNAV MDA**
- **1160-1 509 (600-1)**
- **1160-1 509 (600-1)**

**Circling**
- **1200-1 549 (600-1)**
- **1420-2 769 (800-2/4)**
- **1480-2 829 (900-2/4)**

**Manitowoc, Wisconsin**

**Amdt 2 05NOV20**

**44°08'N-87°41'W**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**AWOS-3PT**
123.775

**GREEN BAY APP CON**
120.2 338.2

**UNICOM**
122.8 (CTAF)

**MAP**

- **HALUV**
- **HEMTI**
- **BULAY**
- **GAYLE**

**Aviation Weather**
- **AL-5281 (FAA)**
- **EC-3, 11 JUL 2024 to 05 SEP 2024**

**RNP APCH.**

- **RNAV (GPS)**
- **Rwy 35**
- **Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 5.4°C.**

**Obstacles**
- **MANITOWOC, WISCONSIN**
- **TDZE 651**
- **CH 82611 W35A**
- **Apt Elev 651**
- **Rwy Idg 5001**
- **TDZE 651**
- **Amdt 2 05NOV20**

**352° to RW35**

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

**LPV DA**
- **957-7/8 306 (400-3/8)**

**LNAV/ VNAV DA**
- **1199-1/8 548 (600-1/8)**

**LNAV MDA**
- **1160-1 509 (600-1)**
- **1160-1 509 (600-1)**

**Circling**
- **1200-1 549 (600-1)**
- **1420-2 769 (800-2/4)**
- **1480-2 829 (900-2/4)**

**Manitowoc, Wisconsin**

**Amdt 2 05NOV20**

**44°08'N-87°41'W**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
ILS or LOC RWY 20
VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)

DME required. ADF required.

AWOS-3PT  KANSAS CITY CENTER  MARION TOWER  CLNC DEL  GND CON  UNICOM
119.675  127.475  346.275  128.4 (CTAF)  127.475 (When twr closed)  121.7  122.95

CENTRALIA
115°.0 ENL 110°  Chan 97

LOM/IAF JONNY
MW 845
MWA 5.5

LOCALIZER 109.3
I-MWA 110°

Procedure NA for arrival on ENL VORTAC airway radials 110 CW 166.

MARION, ILLINOIS
Amdt 12D 12AUG21

MARSHALL COUNTY AVIATION AUTHORITY
1333 AIRPORT ROAD  PO BOX 158
MARION, ILLINOIS 62959  PHONE 618-797-5045  FAX 618-797-5130
**RNAV (GPS) RWY 2**

**VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)**

---

**AWOS-3PT**

- **KANSAS CITY CENTER**: 119.675
- **MARION TOWER**: 128.4 (CTAF)
- **CLNC DEL**: 127.475 (When twr closed)

**GND CON**: 121.7

**UNICOM**: 122.95

---

**Category**: B

**LPV DA**: 666-3/4, 200 (200-3/4)

**LNAV/VNAV DA**: 753-7/8, 287 (300-7/8)

**LNAV MDA**: 940-1, 474 (500-1), 940-1 3/8, 474 (500-1 3/8)

**CIRCLING**: 940-1, 468 (500-1), 1040-1 1/2, 568 (600-1 1/2), 1340-2 3/4, 868 (900-2 3/4)

---

**RNAV (GPS) RWY 2**

- **Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.**

---

**MISSED APPROACH**

- Climb to 2400 direct YOSUP and hold.

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**ELEV 472**

**TDZE 466**

---

**awi 12AUG21**

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**ECD, 11 JUL 2024 to 05 SEP 2024**

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**EC-3, 11 JUL 2024 to 05 SEP 2024**

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**VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)**

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**MARION, ILLINOIS**

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**AL-5215 (FAA)**

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**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**MARION, ILLINOIS**

---

**AL-5215 (FAA)**

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**MARION, ILLINOIS**

---

**AL-5215 (FAA)**

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 20
VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)

MISSED APPROACH: Climb to 2400 direct ANUKE and hold.

AWOS-3PT  KANSAS CITY CENTER  MARION TOWER  CLNC DEL  GND CON  UNICOM
119.675  127.475  346.275  128.4 (CTAF)  127.475 (When twr closed)  121.7  122.95

ELEV 472  TDZE 468

Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 7/8 SM and LNAV Cats C/D visibility to 1/8 SM.

EC-3, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

RKY 02-20
PCN 25 F/C/X/U
S-80, D-95, 2D-140

RKY 11-29
PCN 15 F/C/Y/U
S-45, D-55, 2D-100

AWOS-3PT
119.675
MARION TOWER*
128.4
GND CON
121.7
CLNC DEL
127.47 (When Tower Closed)

TERMINAL
FBO
LAHSO
ELEV 472
FIELD ELEV
ELEV 454
LAHSO
ELEV 454

STATION
FIRE
TWR 542
FBO
TERMINAL

VETERANS AIRPORT OF SOUTHERN ILLINOIS
(MWA)
AL-5215 (FAA)
MARION, ILLINOIS
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Central Wisconsin altimeter setting and increase all MDA 60 feet, increase visibility LP Cat C/D ¼.

MISSED APPROACH: Climb to 3000 direct EXLIJ and hold.

ASOS

MINNEAPOLIS CENTER

UNICOM

121.575

124.4 317.7

123.0 (CTAF)
RNAV (GPS) RWY 16
MARSHFIELD MUNI (MFI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Central Wisconsin altimeter setting. DME/DME RNP-0.3 NA. Rw 16 helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use Central Wisconsin altimeter setting and increase all DA 56 feet and all visibility 1/6 SM, increase all MDA 60 feet and LNAV Cat C/D visibility 1/6 SM.

Procedure NA for arrivals at EDGRR on V26 eastbound.

VECSU and hold. Climb to 3000 direct.

**MISSED APPROACH:**
1.4 NM to RW16

Category

<table>
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<tr>
<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>LPV DA</td>
<td>1639-1 1/2</td>
<td>361 (400-1 1/2)</td>
<td></td>
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<tr>
<td>LNAV/DA</td>
<td>1682-1 3/8</td>
<td>404 (500-1 3/8)</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>1760-1 3/6</td>
<td>482 (500-1 3/6)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1760-1 482 (500-1)</td>
<td>2020-2 1/2 742 (800-2 1/2)</td>
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</tr>
</tbody>
</table>

**EC-3, 11 JUL 2024 to 05 SEP 2024**
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Central Wisconsin altimeter setting and increase all MDA 60 feet, increase LP and LNAV visibility Cat C/D ¾ mile.

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

<table>
<thead>
<tr>
<th>ASOS</th>
<th>MINNEAPOLIS CENTER</th>
<th>UNICOM</th>
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<tr>
<td>121.575</td>
<td>124.4 317.7</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 23**

**MARSHFIELD MUNI (MFI)**

**WAAS**
- CH: 70732
- APP CRS: 227°
- RWy ldg: 3597
- TDZE: 1258
- Aft Elev: 1278

**MARSHFIELD, WISCONSIN**

**APCRS**
- 44°38'N-90°11'W
- MIRL Rwys 5-23 and 16-34
- REIL Rwy 16
- MIRL Rwys 5-23 and 16-34

**EC-3, 11 JUL 2024 to 05 SEP 2024**
- EC-3, 11 JUL 2024 to 05 SEP 2024

**MISSED APPROACH:**
Climb to 3000 direct YAJJU and hold.
MARSHFIELD, WISCONSIN
AL-5368 (FAA) 23278

RNAV (GPS) RWY 34
MARSHFIELD MUNI (MFI)

For inoperative MALSR increase LPV all Cts visibility to 1. increase LNAV Cts A and B to 1 and Cat D to 1½. If local altimeter setting not received, use Central Wisconsin altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Central Wisconsin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2°F) or above 46° C (115°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DUFOE and hold.

ASOS
121.575

MINNEAPOLIS CENTER
124.4 317.7

UNICOM
123.0 (CTAF)

EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024

LPV DA
1508-3/4
250 (300-3/4)

LNAV/VNAV DA
1718-1½
460 (500-1½)

LNAV MDA
1680-3/4
422 (500-3/4)

CIRCLING
1760-1½
482 (500-1½)
2020-2½
742 (800-2½)
2020-2½
742 (800-2½)

MISSED APCH FIX
5 NM
DUFOE

MISSED APCH FIX
5 NM
DUFOE

EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
MATTOON/CHARLESTON, ILLINOIS

ILS or LOC RWY 29
COLES COUNTY MEML (MTO)

DME required for procedure entry from BIB VORTAC.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 on CMI R-178 to ARCOL INT and hold.

ASOS 118.475
CHAMPAIGN APP CON 132.85 290.225
UNICOM 122.7 (CTAF)

ALTERNATE MISSED APCH

Procedure NA for arrivals at DELCO on V14 eastbound.

Procedure NA for arrival on BIB VORTAC airway radials 067 CW 078.

MATTOON
Chan 31
MTO (109.4)

MATTOON/CHARLESTON, ILLINOIS

EC-3, 11 JUL 2024 to 05 SEP 2024

AMDT 8 10OCT19

39°29’N-88°17’W

481
RNAV (GPS) RWY 6

WASHINGTON D.C. APP CRS

U 0.4%

5799

722

722

CATEGORIES

A

B

C

D

LPV DA

972-7/8

250 (300-7/8)

LNAV/ VNAV DA

1124-1/8

402 (500-1/8)

LNAV MDA

1100-1

378 (400-1)

1100-1/6

378 (400-1/6)

CIRCLING

1160-1

1180-1

1240-1/2

1380-2

438 (500-1)

458 (500-1)

518 (600-1/2)

658 (700-2)

EC-3, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all DA 82 feet, increase all MDA 100 feet, and increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ½ mile, RNAV Cat C and D and Circling Cat C visibility ½ mile, and Circling D visibility ½ mile.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Baro-VNAV and VDP NA when using Champaign/Urbana altimeter setting. Circling NA to Rwys 18 and 36.

**RNP APCH.**

**ASOS**

118.475

**CHAMPAIGN APP CON**

* 132.85 290.225

**UNICOM**

122.7 (CTAF)

**ELEV**

722

**TDZE**

718

**WUBTA**

3000

**YAYSU**

2400

**ZOSIB**

2900

**RW11**

1215

**WUBTA**

3000

**WUBTA**

3000

**3100**

1.5 NM to WUBTA (INOP)

**4 NM**

NIBIE

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).**

**Category**

A  B  C  D

**LPV DA**

918-3/4  200 (200-3/4)

**LNAV/VNAV DA**

1175-1 6  457 (500-1/6)

**LNAV MDA**

1120-1  402 (400-1)  1120-1 6  402 (400-1/6)

**CIRCLING**

1160-1  438 (500-1)  1180-1  458 (500-1)  1240-1 6  518 (600-1/6)  1380-2  658 (700-2)

**EC-3, 11 JUL 2024 to 05 SEP 2024**

39°29'N-88°17"W

**483**
RNAV (GPS) RWY 24
COLES COUNTY MEML (MTO)

ASOS
118.475

CHAMPAIGN APP CON
132.85 290.225

UNICOM
122.7 (CTAF)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign/ Urbana altimeter setting and increase all DA 82 feet, increase all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Champaign/ Urbana altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Circling NA to Rwy 18 and 36.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct WUBTA and hold.

RNAV (GPS) RWY 24
COLES COUNTY MEML (MTO)

RNAV (GPS) RWY 24
COLES COUNTY MEML (MTO)

RNAV (GPS) RWY 24
COLES COUNTY MEML (MTO)
RNAV (GPS) RWY 29
COLES COUNTY MEML (MTO)

Circling NA to Rwys 18 and 36. 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 ¼ SM and increase LNAV Cat C/D visibility to 1 SM.

ASOS
118.475

CHAMPAIGN APP CON *
132.85 290.225

UNICOM
122.7 (CTAF)

Circling NA to Rwys 18 and 36. 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 ¼ SM and increase LNAV Cat C/D visibility to 1 SM.

RNAV (GPS) RWY 29
COLES COUNTY MEML (MTO)

Amdt 1B 05DEC19

MATTOON/CHARLESTON, ILLINOIS
AL-5180 (FAA)
RNAV (GPS) RWY 16
TAYLOR COUNTY (MDZ)

When local altimeter setting not received, use Merrill altimeter setting and increase all MDA 100 feet and increase all Cat C/D visibility ¼ mile. Rwy 16 helicopter visibility reduction below ½ SM NA. VDP NA when using Merrill altimeter setting.

AWOS-3
119.025

MINNEAPOLIS CENTER
124.4 317.7

UNICOM
122.8 (CTAF) 0

RNAV (GPS) RWY 16
1478
1459

MEDFORD, WISCONSIN
Orig-C 27JAN22

RNP APCH.

EC-3, 11 JUL 2024 to 05 SEP 2024

45° 06' N-90° 18' W

Category

A

B

C

D

LP MDA
2040-1 581 (600-1)

2040-1 3/4 581 (600-1 3/4)

LNAV MDA
2060-1 601 (600-1)

2060-1 3/4 601 (600-1 3/4)

CIRCLING
2060-1 582 (600-1)

2060-1 3/4 582 (600-1 3/4)

7 NM

2.5 NM

582 (600-1)

2180-2 ½ 702 (800-2 ½)

HP

HORMA

30.00° TCH 45

4000

3.00°

HORMA

1.7 NM to RWY 16

7 NM

336°

156°

3000

336°

156°

2.2 NM to RWY 16

4000

0.3% U P

6000 X 100

34

34

MIRL Rwys 9-27 and 16-34

REIL Rwys 9, 27 and 34

MEDFORD, WISCONSIN
AL-6200 (FAA) 22027

MEDFORD, WISCONSIN
AL-6200 (FAA) 22027

MEDFORD, WISCONSIN
AL-6200 (FAA) 22027

MEDFORD, WISCONSIN
AL-6200 (FAA) 22027
RNAV (GPS) RWY 34
TAYLOR COUNTY (MDZ)

When local altimeter setting not received, use Merrill altimeter setting: increase all MDA 100 feet and all Cat C and D visibilities 1/2 SM. VDP NA when using Merrill altimeter setting.

AWOS-3 119.025
MINNEAPOLIS CENTER 124.4 317.7
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 4000 direct HORMA and hold.

4000
HORMA
336°
156°

4000
HAXAN
245°
336°
156°

HAXAN
HAXAN

ZOKOK
HAXAN

4 NM

490
RNAV (GPS) RWY 27
MENOMONIE MUNI/SCORE FLD (LUM)

**RNP APCH.**

Circling Rwy 18, 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**AWOS-3**

<table>
<thead>
<tr>
<th>MENONPELS CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.025</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

**MINNEAPOLIS CENTER**

**ELEV** 895

**TDZE** 894

**MENOMONIE MUNI/SCORE FLD**

**APP CRS**

- 268°

**Rwy Idg**

- 5074

**Apt Elev**

- 894

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**CATEGORY**

- **LPV**
  - **DA**
    - 1144-⅔ (250-300-¾)

- **LNAV/VNAV**
  - **DA**
    - 1470-⅓ (576-600-⅓)

- **LNAV MDA**
  - 1400-1 (506-600-1½)

- **CIRCLING**
  - 1420-1 (525-600-1½)

**GP 3.00°**

**TCH 45**

**3600**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**492**

**MINNEAPOLIS CENTER**

**AWOS-3**

**118.025**

**UNICOM**

**122.7 (CTAF)**

**RNP APCH.**

Circling Rwy 18, 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**492**

**MINNEAPOLIS CENTER**

**AWOS-3**

**118.025**

**UNICOM**

**122.7 (CTAF)**

**RNP APCH.**

Circling Rwy 18, 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**492**
## VOR/DME RWY 27

### MENOMONIE MUNI/SCORE FLD (LUM)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-27</td>
<td>1560-1</td>
<td>666 (700-1)</td>
<td>1560-1⅓</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>666 (700-1)</td>
<td>905 (1000-1¼)</td>
<td>1820-2⅓</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1560-1</td>
<td>1800-1½</td>
<td>1820-2⅓</td>
<td>NA</td>
</tr>
</tbody>
</table>

### AWOS-3

- 118.025

### MINNEAPOLIS CENTER

- 222.7 (CTAF)

### UNICOM

#### EC-3, 11 JUL 2024 to 05 SEP 2024

- 113.65 EAU
- Chan 83 (Y)

### MIRL Rwys 9-27 and 18-36

#### EC-3, 11 JUL 2024 to 05 SEP 2024

- Menomonee Muni
- VOR/DME RWY 27

#### MANDATORY-web

- 113.65 EAU
- Chan 83 (Y)
RNAV (GPS) RWY 7
MERRILL MUNI (RRL)

**RNAV APCH - GPS.**

- Circling Rwy 16, 34 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**AWOS-3**
- 119.925

**MINNEAPOLIS CENTER**
- 124.4 317.7

**UNICOM**
- 122.8 (CTAF)

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

**LPV DA**
- 1635-1
- 317 [400-1]
- NA

**LNAV/VNAV DA**
- 1754-1½
- 436 [500-1½]
- NA

**LNAV MDA**
- 1700-1
- 382 [400-1]
- NA
- 1700-1½
- 382 [400-1½]
- NA

**CIRCLING**
- 1760-1
- 442 [500-1]
- NA

**HOLD**
- 2000 [3500]

**3 NM**
- Holding Pattern

**5 NM**
- JELUR
- GEKPE
- ZUMBO

**Elev**
- 1318

**TDZE**
- 1318

**MERRILL, WISCONSIN**

Amdt 1D  29DEC22
Circling Rwy 16, 34 NA at night. Rwy 25 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

Missed Approach: Climb to 3500 direct JELUR and hold.

 AWOS-3 119.925
 MINNEAPOLIS CENTER 124.4 317.7
 UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 10
MIDDLETON MUNI/MOREY FLD (C29)

MISSED APPROACH: (Do not exceed 185K until APOOZ) Climb to 4000 direct APOOZ then climbing left turn on track 011° to FAVOM then climbing left turn on track 281° to CIKAS and track 270° to NEGUS and hold.

Proper GA for arrival on MSN VORTAC airway radials 231 CW 320.

Amdt 2  05DEC19

EC-3, 11 JUL 2024 to 05 SEP 2024

MIDDLETON, WISCONSIN
CH 62912
W10A

APP CRS 101° Rwy Idg 4001
TDZE 928
Apt Elev 928

Category

LPV DA 1408-1³⁄₈ 480 (500-1¾)
NA

LNAV/ VNAV DA 1596-1¾ 668 (700-1¾)
NA

LNAV MDA 1600-1 672 (700-1) 1600-1½ 672 (700-1¾)
NA

CIRCLING 1600-1 672 (700-1) 1620-1 692 (700-1) 1640-2 712 (800-2)
NA

ELEV 928
TDZE 928

RNAV (GPS) RWY 10
MIDDLETON MUNI/MOREY FLD (C29)

MIRL Rwy 10-28
REIL Rwy 10 and 28

1268 ± 1.5 NM to JALOX

4000 to JALOX

CIKAS
FAVOM

1720
1382
2549

3600

Amdt 2  05DEC19

EC-3, 11 JUL 2024 to 05 SEP 2024

MIDDLETON, WISCONSIN
43°07'N-89°32'W

Amdt 2  05DEC19

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 28
MIDDLETON MUNI/MOREY FLD (C29)

ELEV 928  TDZE 928

Procedure NA for arrivals at JVL
VOR/DME via V97 southeast bound.

RNAV NA to RWys 1 and 19.

Missed Approach: Climb to 4000 direct JALOX and hold.

Procedure NA for arrivals on MSN VORTAC airway radials 089 CW 161.

Boo-VNAV NA. Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Dane County Rgnl/Truax Fld altimeter setting. VDP NA when using Dane County Rgnl/Truax Fld altimeter setting. Circling NA to Rwys 1 and 19.

RNAV APCH - GPS.

MIRL Rwy 10-28
REIL Rwys 10 and 28

AWOS-3 118.675  MADISON APP CON* 135.45  343.7  UNICOM 123.0 (CTAF)

4000 JALOX VGSI and RNAV glidepath not coincident
(VGSI Angle 4.00/TCH 36).

4000 NoPT 252° (10.6) (IAF) DREAR
4000 NoPT 340° (32.3) to EXIDE

EXIDE (IF/IAF)
JANESVILLE JVL

MISSED APPROACH:

4000 NoPT 252° (10.6)

4000 NoPT 340° (32.3) to EXIDE

EXIDE (IF/IAF)
JANESVILLE JVL

3 NM Holding Pattern
4 NM Holding Pattern

497
LOC/DME RWY 10
MIDDLETON MUNI/MOREY FLD (C29)

MISSED APPROACH: Climb to 1700 then climbing left turn to 3600 via heading 010° and MSN VORTAC R-282 to IMMES Int/MSN 9.2 DME and hold, continue climb-in-hold to 3600.

Helicopter visibility reduction below ¾ SM NA. Use Dane County Rgnl-Truax Fld altimeter setting; when not received, use Baraboo altimeter setting and increase all MDAs 60 feet and S-10 Cat C visibility ¾ SM and Circling Cat C visibility ½ SM. Circling NA to Rwys 1 and 19.

AWOS-3 118.675
MADISON APP CON* 135.45 343.7
UNICOM 123.0 (CTAF)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-10</td>
<td>1580-1</td>
<td>652 (700-1)</td>
<td>1580-1/4</td>
<td>652 (700-13/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1580-1</td>
<td>652 (700-1)</td>
<td>1640-1</td>
<td>672 (800-1)</td>
</tr>
</tbody>
</table>

EC-3, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Dane County Rgnl/Truax Fld altimeter setting and increase all MDAs 40 feet and S-28 visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM. RADAR or DME required. Circling NA to Rwys 1 and 19. Rwy 28 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 on heading 020° and MSN R-282 to IMMES INT/9.2 DME and hold.

AWOS-3
118.675

MADISON APP CON
135.45 343.7

UNICOM
123.0 (CTAF)

EC-3, 11 JUL 2024 to 05 SEP 2024

ILS RWY 1L (CAT II & III)
GENERAL MITCHELL INTL (MKE)

DME or RADAR required.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2900 direct BAE VOR/DME and hold.

D-ATIS 126.4
MILWAUKEE APP CON 126.5
MILWAUKEE TOWER 124.575
GND CON 121.8
CLNC DEL 120.8
CPDLC

BADGER
116.4 BAE
Chan 111

LOCALIZER 110.3
I-MKE
Chan 40

MIssed approach: Climb to 1200 then climbing left turn to 2900 direct BAE VOR/DME and hold.

Procedure NA for arrival on BAE VOR/DME airway radials 100 CW 191.

GS 3.00°
TCH 56

VGSJ and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

One Minute Holding Pattern
I-MKE 13.7
RADAR

YOUNT
I-MKE 13.7
RADAR

CUTMO
I-MKE 7.8
RADAR

HOLD 5000
191°

5030
2700
011°

5.9 NM

5.8 NM

121°

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to 0.5. For inop ALS, increase RNP 0.15 all Cats visibility to 1%. For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to 0.5. For inop ALS, increase RNP 0.30 all Cats visibility to 1%. For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to 0.5. For inop ALS, increase RNP 0.15 all Cats visibility to 1%. For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to 0.5. For inop ALS, increase RNP 0.15 all Cats visibility to 1%. For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to 0.5. For inop ALS, increase RNP 0.15 all Cats visibility to 1%. For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to 0.5. For inop ALS, increase RNP 0.15 all Cats visibility to 1%. For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to 0.5. For inop ALS, increase RNP 0.15 all Cats visibility to 1%. For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to 0.5. For inop ALS, increase RNP 0.15 all Cats visibility to 1%.
RNAV (RNP) Y RWY 25L
GENERAL MITCHELL INTL (MKE)

MISSED APPROACH: Climb to 3700 on the RNAV missed approach route to PROOT and hold.

For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C.

AUTHORIZATION REQUIRED
MILWAUKEE, WISCONSIN
AL-262 (FAA)

RNAV (GPS) RWY 1L
GENERAL MITCHELL INTL (MKE)

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 6000, increase LNAV Cat C/D visibility to RVR 6000.

MISSED APPROACH: Climb to 1130 then climbing left turn to 2900 direct BAE VOR/DME and hold.

Procedure NA for arrivals on BAE VOR/DME airway radials 100 CW 226.

Procedure NA for arrivals at WIPED on V191 northbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 72).

4 NM Holding Pattern

YOUNT

CUTMO

6000 2700

GP 3.00°
TCH 56

5.9 NM 4.7 NM 1.1 NM

CATEGORY

LPV DA
LNAV/ VNAV DA
LNAV MDA
CIRCLING

904/18
1120/40
1120/24
1240-1

200 (200-½)
416 (400-¼)
416 (400-½)
512 (600-1)

EC-3, 11 JUL 2024 to 05 SEP 2024

TDZ/CL Rwy 1L
REL Rwys 1R, 7L, 13, 25L, 25R, and 31
HIRL Rwys 1L-19R and 7R-25L
MIRL Rwys 1R-19L, 13-31, and 7L-25R

Rwys 1L

Amdt 2A 10AUG23

42°57’N-87°54’W
RNAV (GPS) RWY 1R
GENERAL MITCHELL INTL (MKE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

Procedure NA for arrival on BAE VOR/DME airway radials 085 CW 226.

Procedure NA for arrivals at WIPE on V191 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

Procedure NA for arrival on BAE VOR/DME airway radials 085 CW 226.
Rwy 7L helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 2900 direct to FETIX and hold.

Procedure NA for arrival on BAE VOR/DME airway radials 085 CW 226.

VGSI and RNAV glideslope not coincident (VGSI Angle 3.00/TCH 59).
RNAV (GPS) RWY 13
GENERAL MITCHELL INTL (MKE)

Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

Procedure NA for arrival on BAE VOR/DME airway radials 085 CW 191.

(RNAV) MDA 1189-1-8
VNAV 518 (500-1)
LNAV MDA 1140-1
469 (500-1)
1140-1-8 469 (500-1)
CIRCLING 1240-1 511 (600-1)
1240-1-8 511 (600-1)
1360-2

EC-3, 11 JUL 2024 to 05 SEP 2024

MILWAUKEE, WISCONSIN
Amdt 1A 23FEB23
**RNAV (GPS) RWY 19L**

**GENERAL MITCHELL INTL (MKE)**

Rwy 19L helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

**MISSED APPROACH:** Climb to 1600 then climbing right turn to 2900 direct BAE VOR/DME and hold.

Procedure NA for arrival on BAE VOR/DME airway radials 345 CW 103.
RNAV (GPS) RWY 25R
GENERAL MITCHELL INTL (MKE)

MISSED APPROACH: Climb to 2900 direct CIKEM and hold.

Procedure NA for arrivals at PROOT on V2 westbound and V7 northbound.

TDZ/CL Rwy 1L
REIL Rwy 1R, 7L, 13, 25L, 25R, and 31
HIRL Rwy 1L-19R and 7R-25L
MIRL Rwy 1R-19L, 13-31, and 7L-25R

EC-3, 11 JUL 2024 to 05 SEP 2024

Amdt 1 13SEP18

42°57'N-87°54'W
RNAV (GPS) Z RWY 25L
GENERAL MITCHELL INTL (MKE)

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. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2900 direct OMTOE and on track 336° to BAE VOR/DME and hold.

MISSAPCH FIX:
BADGER BAE

4 NM

OMTOE

BADGER

BAE

MISSED APCH FIX

Radar required

ELEV 729
TDZE 683

2900 OMTOE BAE

* LNAV only

FAHEY

CITKI

2900

OMTOE 336° BAE

* 1.5 NM to RW25L

FAHEY RW25L

256°

2500

2900

GP 3.00°
TCH 47

CATEGORIES

A

B

C

D

LPV DA

973-1

290 (300-1)

LNAV/ VNAV DA

1262-2

579 (600-2)

LNAV MDA

1180-1

497 (500-1)

1180-1½

497 (500-1½)

CIRCLING

1240-1

511 (600-1)

1240-1½

511 (600-1½)

1360-2

631 (700-2)

MILWAUKEE, WISCONSIN
Amdt 1E 26MAR20

GENERAL MITCHELL INTL (MKE)

42°57'N-87°54'W

515
MILWAUKEE, WISCONSIN
AL-262 (FAA) 24081

LOC RWY 25L
GENERAL MITCHELL INTL (MKE)

LOC/DME I-PXY
111.5
Chan 52

APP CRS
256°

Rwy Idg 7867
TDZE 683
Apt Elev 729

RADAR required for procedure entry. DME or RADAR required.

Rwy 25L helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 then right turn direct BAE VOR/DME and hold.

D-ATIS
126.4
MILWAUKEE APP CON
126.5 307.0
MILWAUKEE TOWER
124.575 269.05
GND CON
121.8 263.125
CLNC DEL
120.8
CPDLC

MISS APCH FIX
BADGER BAE
R-270
IF/IAF CITKI I-PXY 14
RADAR

HOLD 3100 2900

1.4 NM 4.2 NM 6.9 NM

CIRCLING 1240-1 511 (600-1)

MISSED APCH FIX

MILWAUKEE, WISCONSIN
Amdt 6A 03JAN19

GENERAL MITCHELL INTL (MKE)
LOC RWY 25L

42°57'N-87°54'W

EC-3, 11 JUL 2024 to 05 SEP 2024
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

S-80, D-110, 2D-170
PCN 48 R/B/W/T
RWY 13-31

S-100, D-185, 2D-350
PCN 58 R/A/W/T
RWY 07R-25L

S-30, D-35, 2D-55
PCN 20 F/A/X/T
RWY 07L-25R

S-85, D-115, 2D-180
PCN 23 R/B/W/T
RWY 01R-19L

S-100, D-185, 2D-350
PCN 64 R/A/W/T
RWY 01L-19R

EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024

HIRL Rws 1L-19R and 7R-25L
MIRL Rws 13-31, 7L-25R and 1R-19L
REIL Rws 13, 31, 7L, 25R, 25L and 1R
TDZ/CL Rwy 1L

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READING BACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R, 7L/R, 13, 19L/R, 25L/R, 31: Climb on assigned heading for RADAR vectors to FANZI, thence....

....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Advise ATC if unable to comply with crossing restrictions.
**MITCHELL NINE DEPARTURE**

**MILWAUKEE, WISCONSIN**

**GENERAL MITCHELL INTL (MKE)**

**D-ATIS**
126.4

**CLNC DEL**
120.8

**CPDLC**

**GND CON**
121.8 263.125

**MILWAUKEE DEP CON**
135.875 317.725 (SE)
125.35 307.0 (NW)

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF ALL RUNWAYS:** Turn to assigned heading, maintain 5000 or assigned altitude. Expect RADAR vectors to join filed/assigned route. Expect clearance to filed altitude ten minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS

Rwy 7R: 300-1½ or standard with minimum climb of 290' per NM to 1100.
Rwy 31: 300-1½ or standard with minimum climb of 255' per NM to 1000.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Notify ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

TAKEOFF RUNWAYS 1L/R, 7L/R, 13, 19L/R, 25L/R, 31: Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR6.DELHI)
SAMPL TRANSITION (UECKR6.SAMPL)
Procedure NA for arrival on BAE VOR/DME airway radials 100 CW 226.

**MISSED APCH FIX**
4 NM

**HAWKNN**

**HOLD**
6000 2600

**4 NM**

**Holding Pattern**

**IVALY**

**OWYAL**

**3.00°**

**TCH 44**

**1.1 NM to RW04L**

**OTEPY**
1.8 NM to RW04L

**BADGER**

**BAE**

**4 NM**

**HAWKNN**

**2600 N oPT**

**089° (15.7)**

**2400**

**038°**

**932**

**983**

**1009**

**1320**

**910**

**797**

**1848**

**1166**

**MVSA RW04L 25 NM**

**2900**

**ELEV 745**

**TDZE 738**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**MILWAUKEE, WISCONSIN**

**AL-5077 (FAA)**

**RNAV (GPS) RWY 4L**

**LAWRENCE J TIMMERMAN (MWC)**

**Orig-E 21APR22**

**43°07'N-88°02"W**

**521**
RNAV (GPS) RWY 15L

LAWRENCE J TIMMERMAN (MWC)

**MILWAUKEE, WISCONSIN**

**RNAV (GPS) RWY 15L**

**MILWAUKEE, WISCONSIN**

**ATIS 128.3**

**MILWAUKEE APP CON 125.35 307.0**

**TIMMERMAN TOWER 120.5 (CTAF)**

**GND CON 121.7**

**CLNC DEL 121.7 (When twr closed)**

**UNICOM 122.95**

**HOLD 2800 N 086° (13.8)**

**NWPT to IZAHO 111° (6.9)**

**HEADING 147°**

**AILMENT**

**CALEND**

**AW®**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 15L**

**LAWRENCE J TIMMERMAN (MWC)**

**MILWAUKEE, WISCONSIN**

**Orig-E 04NOV21**

**522**
**RNAV (GPS) RWY 22R**

**LAWRENCE J TIMMERMAN (MWC)**

**MILWAUKEE, WISCONSIN**

**Orig-F 04NOV21**

---

**ATIS** 128.3

**MILWAUKEE APP CON** 125.35 307.0

**TIMMERMAN TOWER** *(CTAF)* 120.5

**GND CON** 121.7

**CLNC DEL** *(When twr closed)* 121.7

**UNICOM** 122.95

---

**RNP APCH.**

Circling NA to Rwys 4R, 15R, 22L, and 33L. Rwy 22R helicopter visibility reduction below 0.3 SM NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDAs 40 feet and LP and LNAV visibility Cats C and D 0.3 SM.

---

**MISSED APPROACH:** Climbing right turn to 3000 direct HAWKN and hold.

Procedure NA for arrivals at HAWKN on V217 northbound.

MRA RWY 22R 25 NM

---

**ELEV** 745

**TDZE** 739

---

**ATIS** 128.3

**MILWAUKEE APP CON** 125.35 307.0

**TIMMERMAN TOWER** *(CTAF)* 120.5

**GND CON** 121.7

**CLNC DEL** *(When twr closed)* 121.7

**UNICOM** 122.95

---

**RNP APCH.**

Circling NA to Rwys 4R, 15R, 22L, and 33L. Rwy 22R helicopter visibility reduction below 0.3 SM NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase all MDAs 40 feet and LP and LNAV visibility Cats C and D 0.3 SM.

---

**MISSED APPROACH:** Climbing right turn to 3000 direct HAWKN and hold.

Procedure NA for arrivals at HAWKN on V217 northbound.

**MISSED APPROACH:**

Climb to 3000 then right turn direct BAE VOR/DME and hold.

**LOCALIZER 108.5**

I-MWC

**BADGER**

116.4 BAE 2

Chan 111

**KINIC INT**

LJT 5.4

RA RADAR

**RUDIE INT**

LJT 1.9

**TIMMERMAN TOWER**

*1280 when using General Mitchell Intl altimeter setting.

Remain within 10 NM

EC-3, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

LAWRENCE J TIMMERMAN (MWC)
MILWAUKEE, WISCONSIN

TIMMERMAN TOWER
GND CON
CLNC DEL

TRANSIENT PARKING
GENERAL AVIATION
NORTH RAMP

65.1
149.5
4107 X 75
323 X 75
220°

ELEV 744
ELEV 742
ELEV 745
ELEV 737
ELEV 732
ELEV 733
ELEV 736
ELEV 744
ELEV 738

040°
0.3% UP
EC-3, 11 JUL 2024 to 05 SEP 2024

AR
B
C
D

TRANSIENT PARKING
GENERAL AVIATION
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to FANZI, thence....

....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

NOTE: Chart not to scale.
**(UECKR6.UECKR) 24137**

**UECKR SIX DEPARTURE (RNAV)**

**DEPARTURE ROUTE DESCRIPTION**

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

**DELHI TRANSITION (UECKR6.DELHI)**

**SAMPL TRANSITION (UECKR6.SAMPL)**
**RNAV (GPS) RWY 4**

**MINERAL POINT, WISCONSIN**

**AWOS-3**  
**CHICAGO CENTER**  
**UNICOM**

**APCRS**  
**MINERAL POINT, WISCONSIN**  
**IOWA COUNTY (MRJ)**

**APP CRS**  
**TDZE**  
**Apt Elev**

**3600**  
**1168**  
**1171**

**040°**

**HOLD 5000**  
**3500**

**4 NM**

**040°**  
**ZUPOV**  
**(IF/IAF)**

**1730**

**3600**  
**ZOBIK**

**VPNI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**ZUPOV**  
**JANUN**

**Holding Pattern**

**6000**  
**3500**

**040°**

**220°**

**VRP 3.00°**  
**TCH 40°**

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

**LPV DA**  
**1418-1**  
**250 (300-1)**  
**NA**

**LNAV/VNAV DA**  
**1443-1**  
**275 (300-1)**  
**NA**

**LNAV MDA**  
**1580-1**  
**412 (500-1)**  
**1580-1/2**  
**412 (500-1/2)**  
**NA**

**CIRCLING**  
**1620-1**  
**449 (500-1)**  
**1640-1**  
**469 (500-1)**  
**1640-1/2**  
**469 (500-1/2)**  
**NA**

**ELEV 1171**  
**TDZE 1168**

**UNICOM**

**122.8 (CTAF)**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**Missed Approach:**

- Baro-VNAV and VDP NA when using Platteville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Platteville altimeter setting and increase LPV DA to 1473 feet, increase LNAV/VNAV DA to 1498 feet, increase all MDA by 60 feet, and LNAV visibility Cat C ¾ SM.

- Amdt 1B 11 JUL 2024
MINERAL POINT, WISCONSIN
AL-6389 (FAA)

RNAV (GPS) RWY 11
IOWA COUNTY (MRJ)

MISSED APPROACH:
Climb to 3600 direct YECNU and hold.

AWOS-3 118.525
CHICAGO CENTER 133.95 281.4
UNICOM 122.8 (CTAF)

HOLD 3000 3500
(IF/IAF) YIDUC
4 NM

30 NM to YIDUC (No PT)

4 NM
Holding Pattern

GP 3.00°
TCH 40

CATEGORY
LPV DA
LNAV/VNAV DA
LNAV MDA
CIRCLING

A 1402-1 250 (300-1) NA
B 1402-1 250 (300-1) NA
C 1520-1 368 (400-1) NA
D 1620-1 449 (500-1) 1640-1 469 (500-1) 1640-1½ NA

MINERAL POINT, WISCONSIN
Amdt 18 11JUL24

ELEV 1171 TDZE 1152

EC-3, 11 JUL 2024 to 05 SEP 2024

RW11

529
RNAV (GPS) RWY 29
MINERAL POINT, WISCONSIN

**Category**: A

**LPV DA**
- 1414-1
- 250 (300-1)

**LNAV/VNAV DA**
- 1469-1
- 305 (300-1)

**LNAV MDA**
- 1580-1
- 416 (500-1)

**CIRCLING**
- 1620-1
- 449 (500-1)
- 1640-1
- 469 (500-1)

**Baro-VNAV and VDP NA when using Platteville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Platteville altimeter setting and increase LPV DA to 1469 feet; increase LNAV/VNAV DA to 1524 feet; increase all MDAs 60 feet and LNAV visibility Cat C 1/2 SM.**

**Elev** 1171
**TDZE** 1164
**Amp 1B 11 Jul 2024**

**Iowa County** (MRJ)
RNAV (GPS) RWY 28

LAKELAND/NOBLE F LEE MEML FLD (ARV)

Category A  0.3 NM
Category B  1.4 NM
Category C  4.8 NM
Category D  6 NM

Procedure NA for arrival on RHI VOR/DME airway radials 301 CW 077.

MISSED APPROACH: Climb to 6000 direct OBUVE and on track 249° to KRSMS and hold.

MINOCQUA-WOODRUFF, WISCONSIN
Orig C  10OCT19

MINOCQUA-WOODRUFF, WISCONSIN
EC-3, 11 JUL 2024 to 05 SEP 2024

533
ILS or LOC RWY 9
QUAD CITIES INTL (MLI)

**LOC/DME I-MLI**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-LOC 9#</td>
<td>787/24</td>
<td>200 (200-1/2)</td>
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<tr>
<td>S-LOC 9</td>
<td>1040/24</td>
<td>453 (500-1/2)</td>
<td>1040/50</td>
<td>453 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1140-1</td>
<td>1200-1</td>
<td>1320-2</td>
<td>1420-2 1/2</td>
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<tr>
<td>ZIKRA MINIMUMS (Dual VOR receivers or DME required)</td>
<td></td>
<td>550 (600-1)</td>
<td>610 (700-1)</td>
<td>730 (800-2)</td>
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<tr>
<td></td>
<td></td>
<td>1320-2</td>
<td>830 (900-2 1/2)</td>
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<tr>
<td>S-LOC 9</td>
<td>940/24</td>
<td>353 (400-1/2)</td>
<td>940/35</td>
<td>353 (400-3/4)</td>
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<tr>
<td>CIRCLING</td>
<td>1140-1</td>
<td>1200-1</td>
<td>1320-2</td>
<td>1420-2 3/4</td>
</tr>
<tr>
<td></td>
<td>550 (600-1)</td>
<td>610 (700-1)</td>
<td>730 (800-2)</td>
<td>830 (900-2 3/4)</td>
</tr>
</tbody>
</table>

**MISSED APPROACH**
Climb to 1100 then climbing right turn to 2300 direct MZV VOR/DME and hold.

**ATIS**
121.2

**QUAD CITY APP CON**
125.95 257.8

**QUAD CITY TOWER**
119.4 (CTAF) 269.55

**GND CON**
121.9

**CLNC DEL**
124.05

**UNICOM**
122.95

**ALTERNATE MISSED APCH FIX**

**MALS R**

**TDZE** 587

**ELEV** 590

**MIRL Rwy 5-23**
REIL Rwy 13 and 31
HIRL Rwy 9-27 and 13-31

**FAF to MAP 4.3 NM**

**Unicom**
122.95

**MOLINE, ILLINOIS**
Amdt 31E 09SEP21

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**LOC or ILS RWY 9**

**S-ILS 9**

**CIRCLING**

**ZIKRA MINIMUMS** (Dual VOR receivers or DME required)

**EC-3, 11 JUL 2024 to 05 SEP 2024**
Circling to RWY 5 NA at night. When localizer altimeter setting not received, use Davenport altimeter setting and increase DA to 828 feet and all MDA 60 feet, increase S-LOC-27 and Circling Cats C/D visibility 1/2 SM.

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

**ATIS**
- QUAD CITY APP CON * 125.95 257.8
- QUAD CITY TOWER * 1164 (CTAF) 269.55
- GND CON 121.9
- CLNC DEL 124.05
- UNICOM 122.95

**Misled Approach**
- Climb to 1100, then climbing left turn to 2300 direct MZV VOR/DME and hold.

**Localizer 110.5**
- I-GEQ
- Chan 42

**LOCALE**
- Moline, ILLINOIS
- 3100
- 270°

**ELEV**
- 590
- TDZE 581

**Other Notes**
- HIRL Rwys 9-27 and 13-31
- MIRL Rwy 5-23
- REIL Rwys 13 and 31

**Table**

<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>781/24 200 (200-1/2)</td>
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<tr>
<td>S-LOC 27</td>
<td>1060/24 479 (500-1/2) 1060/40 479 (500-1/4) 1060/50 479 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1140-1 479 (500-1) 1200-1 479 (500-3/4) 1320-2 479 (500-1)</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

**Airspace**
- 41°27'N-90°30'W

**EC-3, 11 JUL 2024 to 05 SEP 2024**
**RNAV (GPS) RWY 9**

**QUAD CITIES INTL (MLI)**

**Circling to Rwy 5 NA at night. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. VDP NA when using Davenport altimeter setting. When local altimeter setting not received, use Davenport altimeter setting and increase LPV DA to 825 feet and LNAV/VNAV DA to 1160 feet and LNAV/VNAV visibility all Cats ½ SM; increase all MDA 60 feet and LNAV visibility Cats C and D ½ SM, Circling Cats C and D ¾ SM. For inoperative ALS, increase LNAV visibility Cats C and D to 1½ SM. When using Davenport altimeter increase LNAV/VNAV visibility all Cats to 2 SM, LNAV visibility Cats C and D to 1½ SM.**

**Missed Approach:** Climb to 2500 direct TATNE and hold.

**ATIS**
- 121.2
- QUAD CITY APP CON *
- 125.95
- 257.8
- QUAD CITY TOWER *
- 119.4 (CTAF)
- 269.55
- GND CON
- 121.9
- CLNC DEL
- 124.05
- UNICOM
- 122.95

**Procedure NA for arrivals on CVA VORTAC airway radials 149 CW 277.**

**Procedure NA for arrivals at MZV VOR/DME on V156 southeast bound.**

**Missed APCH Fix**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
Circling to RWY 5 NA at night. Baro-VNAV NA when using Davenport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Davenport altimeter setting; increase LPV DA to 828 feet and LNAV/VNAV DA to 1233 feet and LNAV/VNAV visibility all Cats ½ SM; increase all MDA 60 feet and LNAV visibility Cats C and D ½ SM. Circling visibility Cats C and D ½ SM. For inoperative ALS, increase LNAV/VNAV visibility all Cats to 2 SM, LNAV visibility Cats C and D to 1½ SM. When using Davenport altimeter setting increase LNAV visibility Cats C and D to 1½ SM.

**RVR 1800 authorized with use of FD or AP or HUD to DA.**
Circling to Rwy 5 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Davenport altimeter setting and increase LPV DA to 1078 feet and LNAV/VNAV DA to 1207 feet and all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all cats, LNAV Cats C and D, and Circling Cats C and D visibility ½ SM. Baro-VNAV and VDP NA when using Davenport altimeter setting. Rwy 31 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct ALECU and on track 235° to MUTME and on track 165° to MZV VOR/DME and hold.

ATIS
121.2

QUAD CITY APP CON *
125.95

QUAD CITY TOWER *
119.4 (CTAF) 269.55

GND CON
121.9

CLNC DEL
124.05

UNICOM
122.95

ELEV 590

TDZE 583

HIRL Rwys 9-27 and 13-31
MIRL Rwy 5-23
REIL Rwys 13 and 31

EC-3, 11 JUL 2024 to 05 SEP 2024

Amdt 1D 09SEP21

RN2021005969 (FAA)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 9
BULT FLD (C56)

**APP CRS**

<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>1220-1</td>
<td>430 (500-1)</td>
<td>1220-1/4</td>
<td>430 (500-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>1260-1</td>
<td>1400-1/2</td>
<td>1400-1/4</td>
<td>610 (700-1/4)</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climbing right to 2600 direct EON VORTAC and hold.

---

**DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting; when not received, use Chicago Midway Intl altimeter setting and increase all MDA 40 feet. Procedure NA at night.**

**AWOS-AV**

| 119.125 |

**IGQ AWOS-3PT**

| 119.275 |

**CHICAGO CENTER**

| 132.5 | 284.7 |

**UNICOM**

| 123.0 (CTAF) |

---

**Holding Pattern**

2300 ° 273° 093° 2300 2300 or 093° 093° AGREE

**2600**

**EON**

**2.5 NM to RW09**

**SEFOB**

**1017**

**AGREE**

**861**

**909±**

**RW09**

---

**2300**

**262°**

**16.3**

**CHICAGO HEIGHTS**

**CGT**

**1290**

**1116**

---

**MONEE, ILLINOIS**

**AL-6218 (FAA)**

**RNAV (GPS) RWY 9**

**BULT FLD (C56)**

**5001 X 75**

**27°**

**41°23'N-87°41'W**

---

**MONEE, ILLINOIS**

**Orig:B 15JUL21**

**41°23'N-87°41'W**
RNAV (GPS) RWY 27
BULT FLD (C56)

**AWOS-AV** 119.125
**IGQ AWOS-3PT** 119.275
**CHICAGO CENTER** 132.5 284.7
**UNICOM** 123.0 (CTAF)

**App Crs**
273°

**Rwy Idg**
4850

**TDZE**
778

**Apt Elev**
790

**Elev**
790

**TDZE**
778

**LNAV MDA**
542 (600-1)

**Category**

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
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<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>542 (600-1)</td>
<td>1320-1 1/2</td>
<td>542 (600-1 1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1320-1</td>
<td>530 (600-1)</td>
<td>1400-1</td>
<td>610 (700-1)</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 2600 direct RODJU and via 196° track to EON VORTAC and hold.

**Procedure NA** for arrivals on CGT VORTAC airway radials 087 CW 115.

**EC-3, 11 JUL 2024 to 05 SEP 2024**
### RNAV (GPS)-A

**MONMOUTH MUNI (C66)**

**Category A**

**APP CRS**
- **Rwy Idg**: N/A
- **TDZE**: N/A
- **Apt Elev**: 753

**ELEV**
- **Clnc Del**: 120.7
- **UNICOM**: 122.8 (CTAF)

**G8G AWOS-3**
- **Quad City APP CON**: 118.975
- **UNICOM**: 133.275

**RNAV (GPS)-A**

**PROCEDURE**
- *NA*
  - **Procedure NA at night. Rwy 3 and 21 helicopter visibility reduction below 1 SM NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDAs 80 feet; increase Circling visibility Cat C 1/4 SM.*

**MISSED APPROACH:**
- **Climbing right turn to 2400 direct RIDTO and hold.**

**Reporting Points**
- **MAHUG**
- **PUPEE**
- **MYBRO**
- **APIKE**
- **(MAP)**
- **(IF/IAF)**

**ELEV 753**

**Ryd 200°**

**MIRL Rwy 3-21**

**MONMOUTH, ILLINOIS**

**RDP 120°**

**MONMOUTH MUNI (C66)**

**MONMOUTH MUNI (C66)**

**40°56′N-90°38′W**

**MONMOUTH, ILLINOIS**

**Orig 12AUG21**

**RNPA-036 (FAA)**

**23222**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
Procedure NA for arrivals at MADDY on V246 westbound.

Procedure:

Turn NA ALOOF 3000

121°

MADDY

MISSED APCH FIX

DAVIS

FALKN

3000

60°

4 NM

060°

MISSED APPROACH:
Climb to 3000 direct FALKN and on track 143° to DAVIS and hold.

VDP NA when using Albertus altimeter setting. When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase LNAV Cat C/D and Circling Cat C visibility 1/4 mile. Rwy 12 helicopter visibility reduction below 3/4 SM NA. Circling to Rwy 2-20 NA at night.

AWOS-3

118.375

ROCKFORD APP CON

126.0 327.0

UNICOM

123.05 (CTAF) 0

MONROE, WISCONSIN

AL-6003 (FAA)

RNAV (GPS) RWY 12

MONROE MUNI (EFT)

EC-3, 11 JUL 2024 to 05 SEP 2024

MONROE, WISCONSIN

Orig-B 20MAY21

23222

42°37'N-89°35'W

545
When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase LNAV Cat C/D and Circling Cat C visibility 1/4 mile. VDP NA when using Albertus altimeter setting. Rwy 30 helicopter visibility reduction below 3/4 SM NA. Circling to Rwy 2-20 NA at night.

Procedure NA for arrivals at DAVIS on V216 southwest bound.
When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase Circling Cat C visibility ¾ mile.

Rwy 30 helicopter visibility reduction below ¾ SM NA. Circling to Rwy 2-20 NA at night.

When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase Circling Cat C visibility ¾ mile.

Rwy 30 helicopter visibility reduction below ¾ SM NA. Circling to Rwy 2-20 NA at night.

Missed Approach: Climb to 1800 then climbing right turn to 2600 on JVL VOR/DME R-276 to JUPER/JVL 17 DME and hold.

Procedure NA for arrivals at JVL VOR/DME on V246 eastbound.

When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase Circling Cat C visibility ¾ mile.

Rwy 30 helicopter visibility reduction below ¾ SM NA. Circling to Rwy 2-20 NA at night.

When local altimeter setting not received, use Albertus altimeter setting and increase all MDA 100 feet, increase Circling Cat C visibility ¾ mile.

Rwy 30 helicopter visibility reduction below ¾ SM NA. Circling to Rwy 2-20 NA at night.

Missed Approach: Climb to 1800 then climbing right turn to 2600 on JVL VOR/DME R-276 to JUPER/JVL 17 DME and hold.

Procedure NA for arrivals at JVL VOR/DME on V246 eastbound.

Procedure NA for arrivals at JVL VOR/DME on V246 eastbound.
RNAV (GPS) RWY 18

MORRIS MUNI-JAMES R WASHBURN FLD (C09)

**APP CRS 182°**

**Rwy Idg 5501**
**TDZE 585**
**Apt Elev 585**

**RNP APCH.**

- **AWOS-3 118.175**
- **CHICAGO APP CON 119.35 354.075**
- **UNICOM 122.8 (CTAF) 6**

**MISSING APPROACH:** Climb to 2200 direct DIBBL and hold.

**RNAV (GPS) RWY 18**

**Procedure NA for arrivals at PLANO on V227 northbound.**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**Category A B C D**

**LNAV MDA**
- **940-1**
- **355 (400-1)**
- **NA**

**CIRCLING**
- **980-1**
- **395 (400-1)**
- **1140-1**
- **1140-1 1/2**
- **NA**

**LNAV Cat C visibility 1/2 mile. Straight-in, Circling Rwy 18 NA at night.**
RNAV (GPS) RWY 36

MORRIS MUNI-JAMES R WASHBURN FLD (C09)

AWOS-3 118.175
CHICAGO APP CON 119.35 354.075
UNICOM 122.8 (CTAF)

Night landing: Rwy 18 NA. DME/DME RNP-0.3 NA. VDP NA with Joliet altimeter setting. When local altimeter setting not received, use Joliet altimeter setting and increase all MDA 40 feet, and increase LNAV and Circling Cat C visibility 1/2 mile.

MISSED APPROACH: Climbing left turn to 2200 direct DIBBL and hold.

Procedure NA for arrivals at MINOK on V69-262-586 northbound.

Procedure NA for arrivals at SERCY on V429 southbound.

RNAV (GPS) RWY 36

EC-3, 11 JUL 2024 to 05 SEP 2024

MORRIS, ILLINOIS
Amdt 2 22JUN17
AWOS: 3
118.175

CHICAGO APP CON
119.35 354.075

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 3000 then left turn on JOT VOR/DME R-202 to MINOK INT/JOT 5.1 DME and hold.

VOR/DEME JOT
112.3
Chan 70

APP CRS
210°

Rwy Idg
TDZE
N/A

Apt Elev
585

ELEV 585

MORRIS, ILLINOIS
AL-5004 (FAA)

MORRIS MUNI-JAMES R WASHBURN FLD (C09)

MISSPE 3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

MORRIS, ILLINOIS
Orig-D 19JUL18
ILS or LOC RWY 8

CIRCLING

One Minute Holding Pattern

HOLD

3000

GS 3.00°

TCH 55

TWR 1355

REIL Rwys 17 and 26
HIRL Rwys 8-26 and 17-35

077°

7723 X 150

5700

3000

3000 NAPT 077° (7.6)

HOLD 5700 3000

WOKOS I-CWA 3.1

HEMPA I-CWA 6.7

I-CWA 14.2

One Minute Holding Pattern

3000

1860

GS 3.00°

TCH 55

3000

ASARE

I-CWA

EC-3, 11 JUL 2024 to 05 SEP 2024

MOSINEE, WISCONSIN

Amdt 15 10AUG23

CENTRAL WISCONSIN (CWA)

ILS or LOC RWY 8

MISSING APPROACH: Climb to 3000 direct ASARE and hold.

DME required. RNP APCH - GPS.

For inop ALS, increase S-LOC 8 Cat C and D visibility to 1 SM.

MOSINEE, WISCONSIN

AL-5674 (FAA) 24081

ILS or LOC RWY 8

CENTRAL WISCONSIN (CWA)
ILS or LOC RWY 35

Central Wisconsin (CWA)

**ATIS**
- 127.45

**MINNEAPOLIS CENTER**
- 124.4 317.7

**CWA TOWER**
- 119.75 (CTAF) 360.7

**GND CON**
- 121.9 360.7

**UNICOM**
- 122.95

**MALSR**
- DME required.
- RNAV 1-GPS or RADAR required.

**MISSED APPROACH:** Climb to 1700 then climbing right turn to 3000 direct ASARE/RADAR and hold.

**LOCALIZER 110.9**
- Chan 46

**CIRCLING**
- 1740-1

**ELEV**
- 1277

**TDZE**
- 1251

**MOSINEE, WISCONSIN**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**552**

**MOSINEE, WISCONSIN**

**AL-5674 (FAA)**

**24081**

**ILS or LOC RWY 35**

**CENTRAL WISCONSIN (CWA)**

**ATIS**

**MINNEAPOLIS CENTER**

**CWA TOWER**
- 119.75 (CTAF) 360.7

**GND CON**
- 121.9 360.7

**UNICOM**
- 122.95

**MALSR**
- DME required.
- RNAV 1-GPS or RADAR required.

**MISSING APPROACH:** Climb to 1700 then climbing right turn to 3000 direct ASARE/RADAR and hold.

**LOCALIZER 110.9**
- Chan 46

**CIRCLING**
- 1740-1

**ELEV**
- 1277

**TDZE**
- 1251

**MOSINEE, WISCONSIN**

**AL-5674 (FAA)**

**24081**

**ILS or LOC RWY 35**

**CENTRAL WISCONSIN (CWA)**

**ATIS**

**MINNEAPOLIS CENTER**

**CWA TOWER**
- 119.75 (CTAF) 360.7

**GND CON**
- 121.9 360.7

**UNICOM**
- 122.95

**MALSR**
- DME required.
- RNAV 1-GPS or RADAR required.

**MISSING APPROACH:** Climb to 1700 then climbing right turn to 3000 direct ASARE/RADAR and hold.

**LOCALIZER 110.9**
- Chan 46

**CIRCLING**
- 1740-1

**ELEV**
- 1277

**TDZE**
- 1251

**MOSINEE, WISCONSIN**

**AL-5674 (FAA)**

**24081**

**ILS or LOC RWY 35**

**CENTRAL WISCONSIN (CWA)**

**ATIS**

**MINNEAPOLIS CENTER**

**CWA TOWER**
- 119.75 (CTAF) 360.7

**GND CON**
- 121.9 360.7

**UNICOM**
- 122.95

**MALSR**
- DME required.
- RNAV 1-GPS or RADAR required.

**MISSING APPROACH:** Climb to 1700 then climbing right turn to 3000 direct ASARE/RADAR and hold.

**LOCALIZER 110.9**
- Chan 46

**CIRCLING**
- 1740-1

**ELEV**
- 1277

**TDZE**
- 1251

**MOSINEE, WISCONSIN**

**AL-5674 (FAA)**

**24081**

**ILS or LOC RWY 35**

**CENTRAL WISCONSIN (CWA)**

**ATIS**

**MINNEAPOLIS CENTER**

**CWA TOWER**
- 119.75 (CTAF) 360.7

**GND CON**
- 121.9 360.7

**UNICOM**
- 122.95

**MALSR**
- DME required.
- RNAV 1-GPS or RADAR required.

**MISSING APPROACH:** Climb to 1700 then climbing right turn to 3000 direct ASARE/RADAR and hold.

**LOCALIZER 110.9**
- Chan 46

**CIRCLING**
- 1740-1

**ELEV**
- 1277

**TDZE**
- 1251

**MOSINEE, WISCONSIN**

**AL-5674 (FAA)**

**24081**

**ILS or LOC RWY 35**

**CENTRAL WISCONSIN (CWA)**

**ATIS**

**MINNEAPOLIS CENTER**

**CWA TOWER**
- 119.75 (CTAF) 360.7

**GND CON**
- 121.9 360.7

**UNICOM**
- 122.95

**MALSR**
- DME required.
- RNAV 1-GPS or RADAR required.

**MISSING APPROACH:** Climb to 1700 then climbing right turn to 3000 direct ASARE/RADAR and hold.

**LOCALIZER 110.9**
- Chan 46

**CIRCLING**
- 1740-1

**ELEV**
- 1277

**TDZE**
- 1251

**MOSINEE, WISCONSIN**

**AL-5674 (FAA)**

**24081**

**ILS or LOC RWY 35**

**CENTRAL WISCONSIN (CWA)**

**ATIS**

**MINNEAPOLIS CENTER**

**CWA TOWER**
- 119.75 (CTAF) 360.7

**GND CON**
- 121.9 360.7

**UNICOM**
- 122.95

**MALSR**
- DME required.
- RNAV 1-GPS or RADAR required.

**MISSING APPROACH:** Climb to 1700 then climbing right turn to 3000 direct ASARE/RADAR and hold.

**LOCALIZER 110.9**
- Chan 46

**CIRCLING**
- 1740-1

**ELEV**
- 1277

**TDZE**
- 1251
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV Cat C and D visibility to 1½ SM.

**ATIS**
- **127.45**

**MINNEAPOLIS CENTER**
- **124.4**
- **317.7**

**CWA TOWER**
- **119.75**
- **(CTAF)**
- **360.7**

**GND CON**
- **121.9**
- **360.7**

**UNICOM**
- **122.95**

**ELEV 1277 D TDZE 1274**

**MALSR**
- **1836**

**MISSED APPROACH**
- Climb to 3000 direct ASARE and hold.

**RNAV (GPS) RWY 8**

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

<table>
<thead>
<tr>
<th>LPV DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
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<tbody>
<tr>
<td>1474-½</td>
<td>1601-½</td>
<td>1640-½</td>
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<tr>
<td>200 (200-½)</td>
<td>327 (400-½)</td>
<td>366 (400-½)</td>
<td>463 (500-½)</td>
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</tbody>
</table>

**077°**

**3000 ASARE**

**3000 6000**

**HOLD 6000 3000**

**4 NM**

**6000 3000**

**257° 077°**

**1860**

**3000 3000 077°**

**077° 077°**

**257°**

**3000 1.7 NM to RW08**

**WOKOS 1.7 NM to RW08**

**HOLD**

**3000 3000**

**077°**

**3000 1.1 NM to RW08**

**RW08**

**1380 ±**

**078° 258°**

**ASARE**

**ELEV 1277**

**TDZE 1274**

**7723 X 150**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 17
CENTRAL WISCONSIN (CWA)

RNP APCH - GPS.

MISSED APPROACH: Climb to 2900 direct LEERY and hold.

Procedure NA for arrivals at EDGRR on V26 westbound.

VGS1 and RNAV glideslope not coincident.

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 35

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.

Procedure NA for arrivals at EDGRR on V26 westbound.

**ATIS**
- 127.45
- 124.4 317.7

**MINNEAPOLIS CENTER**
- 119.75 (CTAF)
- 360.7

**CWA TOWER**
- 121.9
- 360.7

**GND CON**
- 122.95

**UNICOM**
- 127.45

**Missed Approach Fix**
- DUGTE

**ELEV**
- 1277

**TDZE**
- 1251

**Amdt 2 17AUG17**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
### RNP APCH.

- **Rwy 4 helicopter visibility reduction below ½ SM NA.**
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

### Holding Pattern

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV/ VNAV DA</td>
<td>937-1¼</td>
<td>508 (600-1¼)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>920-1 491 (500-1)</td>
<td>920-1¼ 491 (500-1¼)</td>
<td>NA</td>
<td></td>
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</table>

### Holding Pattern Diagram

- Holding Pattern at 4 NM TCH 40
- VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 23)
- RUOFF at 2.5 NM to RW04
- *LNAV only* to RW04

### Unicom

- **EVANSVILLE APP CON**
  - **125.6 343.7**
- **UNICOM**
  - **122.7 (CTAF)**

### Missed Approach

- Climb to 2500 direct RUOFF and hold.
RNAV (GPS) RWY 22
MOUNT CARMEL MUNI (AJG)

Rwy 22 helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrivals at LISLE on V221 eastbound and V7 northbound.

MISSED APPROACH: Climb to 2500 direct SURDY and hold.

AWOS: 3 134.9
EVANSVILLE APP CON: 125.6 343.7
UNICOM: 122.7 (CTAF)

EC-3, 11 JUL 2024 to 05 SEP 2024

WAAS
CH 53317
W22A
APP CRS 223°
Rwy Idg TDZE 429
Apt Elev 429

RNP APCH.

MOUNT CARMEL, ILLINOIS
AL-6159 (FAA)
22363

EC-3, 11 JUL 2024 to 05 SEP 2024

MISSED APCH FIX
SURDY
4 NM

ELEV 429
TDZE 429

223°

SURDY

2500

RUOFF

4 NM

ZALRA
2.6 NM to RW22

HEGSI

6147

6097

043°

223°

1.3 NM to RW22

2500 direct SURDY and hold.

MISSED APPROACH: Climb to 2500 direct SURDY and hold.

**LPV**
**DA**

2500 (300-1)

NA

**LNAV/VNAV**
**DA**

459 (500-1½)

NA

**LNAV**
**MDA**

431 (500-1½)

NA

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 18

MOUNT STERLING MUNI (163)

AWOS-3PT 118.325
UNIA S EOS 121.425
KANSAS CITY CENTER 126.225 317.775
UNICOM 122.8 (CTAF)

MISSING APPROACH: Climb to 2700 direct BEWOH and hold.

Baro-VNAV NA. Rwy 18 helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use Quincy altimeter setting: increase Circling Cat C and D MDA 60 feet and visibility Circling Cat C and D 1/4 SM.

Category

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<th>A</th>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1066-1 1/4</td>
<td>332 (400-1 1/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1191-1 3/4</td>
<td>457 (500-1 1/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1160-1</td>
<td>426 (500-1)</td>
<td>1160-1 1/4</td>
<td>426 (500-1 1/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1200-1</td>
<td>466 (500-1)</td>
<td>1360-1 3/4</td>
<td>626 (700-1 1/4)</td>
</tr>
</tbody>
</table>

MOUNT STERLING, ILLINOIS
Orig B 02DEC21

39°59'N-90°48'W

561
RNAV (GPS) RWY 36
MOUNT STERLING MUNI (163)

**RNAV (GPS) RWY 36**
MOUNT STERLING MUNI (163)

**AWOS-3PT**
118.325

**UIN ASOS**
121.425

**KANSAS CITY CENTER**
126.225
317.775

**UNICOM**
122.8 (CTAF)

---

**Category**

<table>
<thead>
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<th>A</th>
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<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1074-1 1/4</td>
<td>349 (400-1 1/4)</td>
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<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1136-1 1/2</td>
<td>411 (500-1 1/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>1140-1</td>
<td>415 (500-1)</td>
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</tr>
<tr>
<td>CIRCLING</td>
<td>1200-1</td>
<td>466 (500-1)</td>
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<td></td>
</tr>
</tbody>
</table>

---

**Holding Pattern**

- **BEWOH**
  - **GP 3.00°**
  - **TCH 40°**
  - **360°**
  - **2300**
  - **2700**
  - **180°**

---

**MISR APS**

- **Elev 734**
- **TDZE 725**

---

**Missed Approach**

- Climb to 2700 direct HAGDO and hold.

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**Mount Sterling, Illinois**

Orig-B 02DEC21

---

**39°59'N-90°48'W**
ILS or LOC RWY 23
MOUNT VERNON (MVN)

A1550

MISSED APPROACH: Climb to 2300 then climbing left turn to 2400 on heading 060° and on BIB VORTAC R-189 to OFEND and hold.

AWOS-3PT
118.2

KANSAS CITY CENTER
127.7 351.825

UNICOM
123.0 (CTAF)

ELEV 480  D  TDZE 471

MOUNT VERNON, ILLINOIS
Amdt 12A 19MAY22

ILS or LOC RWY 23
MOUNT VERNON (MVN)

38°19'N-88°52"W
563
RNAV (GPS) RWY 5

MOUNT VERNON, ILLINOIS
AL-5317 (FAA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting; increase LPV DA to 847 feet; increase LNAV/VNAV DA to 883 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat D and Circling Cat C ¼ SM. Baro-VNAV NA when using Centralia altimeter setting. Circling to Rwy 15/33 NA at night.

MISSED APPROACH: Climb to 2400 direct OFEND and hold.

AWOS-3PT 118.2
KANSAS CITY CENTER 127.7 351.825
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at CRATS via V429 northeast bound.

Procedure NA for arrivals at AYAZE via V67 northbound.

Procedure NA for arrivals at EWING via V429 southbound.

EGPA 3.00° (TCH 32). VGSI and RNAV glidepath not coincident. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting; increase LPV DA to 847 feet; increase LNAV/VNAV DA to 883 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat D and Circling Cat C ¼ SM. Baro-VNAV NA when using Centralia altimeter setting. Circling to Rwy 15/33 NA at night.

MISSED APPROACH: Climb to 2400 direct OFEND and hold.

AWOS-3PT 118.2
KANSAS CITY CENTER 127.7 351.825
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at CRATS via V429 northeast bound.

Procedure NA for arrivals at AYAZE via V67 northbound.

Procedure NA for arrivals at EWING via V429 southbound.

EGPA 3.00° (TCH 32). VGSI and RNAV glidepath not coincident. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting; increase LPV DA to 847 feet; increase LNAV/VNAV DA to 883 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat D and Circling Cat C ¼ SM. Baro-VNAV NA when using Centralia altimeter setting. Circling to Rwy 15/33 NA at night.

MISSED APPROACH: Climb to 2400 direct OFEND and hold.

AWOS-3PT 118.2
KANSAS CITY CENTER 127.7 351.825
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at CRATS via V429 northeast bound.

Procedure NA for arrivals at AYAZE via V67 northbound.

Procedure NA for arrivals at EWING via V429 southbound.

EGPA 3.00° (TCH 32). VGSI and RNAV glidepath not coincident. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting; increase LPV DA to 847 feet; increase LNAV/VNAV DA to 883 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat D and Circling Cat C ¼ SM. Baro-VNAV NA when using Centralia altimeter setting. Circling to Rwy 15/33 NA at night.

MISSED APPROACH: Climb to 2400 direct OFEND and hold.

AWOS-3PT 118.2
KANSAS CITY CENTER 127.7 351.825
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at CRATS via V429 northeast bound.

Procedure NA for arrivals at AYAZE via V67 northbound.

Procedure NA for arrivals at EWING via V429 southbound.

EGPA 3.00° (TCH 32). VGSI and RNAV glidepath not coincident. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting; increase LPV DA to 847 feet; increase LNAV/VNAV DA to 883 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat D and Circling Cat C ¼ SM. Baro-VNAV NA when using Centralia altimeter setting. Circling to Rwy 15/33 NA at night.

MISSED APPROACH: Climb to 2400 direct OFEND and hold.

AWOS-3PT 118.2
KANSAS CITY CENTER 127.7 351.825
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at CRATS via V429 northeast bound.

Procedure NA for arrivals at AYAZE via V67 northbound.

Procedure NA for arrivals at EWING via V429 southbound.

EGPA 3.00° (TCH 32). VGSI and RNAV glidepath not coincident. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting; increase LPV DA to 847 feet; increase LNAV/VNAV DA to 883 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat D and Circling Cat C ¼ SM. Baro-VNAV NA when using Centralia altimeter setting. Circling to Rwy 15/33 NA at night.

MISSED APPROACH: Climb to 2400 direct OFEND and hold.

AWOS-3PT 118.2
KANSAS CITY CENTER 127.7 351.825
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at CRATS via V429 northeast bound.

Procedure NA for arrivals at AYAZE via V67 northbound.

Procedure NA for arrivals at EWING via V429 southbound.

EGPA 3.00° (TCH 32). VGSI and RNAV glidepath not coincident. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting; increase LPV DA to 847 feet; increase LNAV/VNAV DA to 883 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat D and Circling Cat C ¼ SM. Baro-VNAV NA when using Centralia altimeter setting. Circling to Rwy 15/33 NA at night.

MISSED APPROACH: Climb to 2400 direct OFEND and hold.

AWOS-3PT 118.2
KANSAS CITY CENTER 127.7 351.825
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at CRATS via V429 northeast bound.

Procedure NA for arrivals at AYAZE via V67 northbound.

Procedure NA for arrivals at EWING via V429 southbound.

EGPA 3.00° (TCH 32). VGSI and RNAV glidepath not coincident. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting; increase LPV DA to 847 feet; increase LNAV/VNAV DA to 883 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat D and Circling Cat C ¼ SM. Baro-VNAV NA when using Centralia altimeter setting. Circling to Rwy 15/33 NA at night.

MISSED APPROACH: Climb to 2400 direct OFEND and hold.
RNAV (GPS) RWY 23
MOUNT VERNON (MVN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1.5° C (5°F) or above 48° C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Centralia altimeter setting: increase LPV DA to 918 feet; increase LNAV VNAV DA to 918 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D and Circling Cat C 1/2 SM. For inop MALS, when using Centralia altimeter setting, increase LPV all Cats visibility to 1 mile. VDP and Baro-VNAV NA when using Centralia altimeter setting. Circling to RWY 15/33 NA at night.

MISSED APPROACH: Climb to 3000 direct GEJTO and hold.

- LNAV only
- LPV DA: 721-1/2, 250 (300-1/2)
- LNAV/VNAV DA: 873-1, 402 (400-1)
- LNAV MDA: 960-1/2, 489 (500-1/2)
- 960-3/4, 489 (500-3/4)
- 960-1, 489 [500-1]
- CIRCLING: 1000-1, 520 (600-1)
- 1140-1/4, 660 (700-1/4)
- 1380-3, 900 (900-3)

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 36
NECEDAH (DAF)

T Rwy 36 helicopter visibility reduction below 1 SM NA. DME/DME-0.3 NA. Procedure NA at night. Use Wisconsin Rapids altimeter setting.

MISSED APPROACH: Climbing right turn to 2800 direct AJEPO 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>1540-1</td>
<td>621 (700-1)</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1580-1</td>
<td>1700-1</td>
<td>661 (700-1)</td>
<td>781 (800-1)</td>
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</table>

NECEDAH, WISCONSIN
Orig:E 30DEC21

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 10
NEILLSVILLE MUNI (VIQ)

BARO-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Use Marshfield altimeter setting; when not received, use Wisconsin Rapids altimeter setting and increase all DA 63 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV CAT A/B visibility 1/4 mile.

MISSION APPROACH: Climb to 3000 direct KIMQE and hold.

---

**WAAS CH 90131**

**APP CRS** 097°

**Rwy Idg** 3400

**TDZE** 1236

**Apt Elev** 1238

---

**MFI ASOS** 121.575

**MINNEAPOLIS CENTER** 124.4 317.7

**UNICOM** 122.8 (CTAF)

---

**ELEV** 1238 **TDZE** 1236

---

**4 NM Holding Pattern**

**VGS and RNAV glidepath not coincident**

(VGS Angle 3°/TCH 32).

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1526-1</td>
<td>290 (300-1)</td>
<td>NA</td>
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</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1526-1</td>
<td>290 (300-1)</td>
<td>NA</td>
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</tr>
<tr>
<td>LNAV MDA</td>
<td>1600-1</td>
<td>364 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1720-1</td>
<td>482 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
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</table>

---

**NEILLSVILLE, WISCONSIN**

**Orig A 09 MAY 15**

**NEILLSVILLE MUNI (VIQ)**

**APt Elev** 1238 **TDZE** 1236

---

**RNAV (GPS) RWY 10**

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**NEILLSVILLE MUNI (VTQ)**

**APt Elev** 1238 **TDZE** 1236

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 28
NEILLSVILLE MUNI (VIQ)

**RNP APCH.**

- **RNAV (GPS) RWY 28**
- **App CRS 277°**
- **TDZE 1237**
- **APT Elev 1238**

**MFI ASOS**

**121.575**

**MINNEAPOLIS CENTER**

**124.4 317.7**

**UNICOM**

**122.8 (CTAF)**

**Rwy 28 helicopter visibility reduction below ¾ SM NA. Use Marshfield altimeter setting; when not received, use Wisconsin Rapids altimeter setting and increase all MDA 80 feet.**

**MISSED APPROACH:**

- Climb to 3000 direct HUTOG and hold.

**ELEV 1238**

**TDZE 1237**

**RNAV (GPS) RWY 28**

**Visual Segment - Obstacles.**

**HUTOG**

**FUJRU**

**KIMQE**

**3000**

**4 NM**

**Hold to KIMQE and hold.**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**569**
RNAV (GPS) RWY 14
NEW HOLSTEIN MUNI (8D1)

MISSED APPROACH: Climb to 3000 then climbing right turn to WISGA and hold.

OSH ASOS 125.9
MILWAUKEE APP CON 127.0 263.075
UNICOM 123.0 (CTAF)

V

NA

Rwy 14 helicopter visibility reduction below 0.5 SM NA. Baro-VNAV NA. Use Oshkosh altimeter setting, when not received use Appleton altimeter setting.

 CATEGORY   A   B   C   D
LPV DA  1358-1/2  381 (400-1½)  NA
LNAV/ VNAV DA  1390-1½  413 (400-1¼)  NA
LNAV MDA  1480-1  503 (500-1)  NA

OSH ASOS 125.9
MILWAUKEE APP CON 127.0 263.075
UNICOM 123.0 (CTAF)
**NEW HOLSTEIN, WISCONSIN**

**RNAV (GPS) RWY 32**

**NEW HOLSTEIN MUNI (8D1)**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**WAAS**

- CH 58225
- APP CRS 324°
- Rwy Idg 3600
- TDZE 977
- Apt Elev 992

**UNICOM**

- 123.0 (CTAF)

**OSH ASOS**

- 125.9

**MILWAUKEE APP CON**

- 127.0 263.075

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**Navigation Aids**

- OSH ASOS
- MILWAUKEE APP CON

**Approach Details**

- RNAV (GPS) RWY 32
- holding
- 30NM to MURBE
- WISGA
- 4NM
- 6000
- UDEKE
- Holding Pattern
- 4NM to UDEKE
- UDEKE
- 2700
- WISGA
- 30NM to UDEKA (MIL)

**Category**

- A
- B
- C
- D

- LPV DA 1376-1 399 (400-1)
- LNAV/VNAV DA 1509-1 532 (600-1)
- LNAV MDA 1480-1 503 (500-1)
- CIRCLING 1540-1 548 (600-1)

**Notes**

- Climb to 1500 then climbing left turn to 3000 direct WISGA and hold.
- Baro-VNAV NA. Use Oshkosh altimeter setting, when not received use Appleton altimeter setting. Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.

**Altitude Setting**

- 125.9 altimeter setting.
RNAV (GPS) RWY 14
MAUSTON/NEW LISBON UNION (82C)

Use Volk Field altimeter setting; when not received use Wisconsin Dells altimeter setting and increase all MDA 60 feet and all Cat C visibilities 1/2 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**AWOS-3**
123.925

**VOLK APP CON**
135.25 244.875

**CTAF**
122.9

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1280-1</td>
<td>372 (400-1)</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1340-1</td>
<td>432 (500-1)</td>
<td>1340-1(\frac{1}{4})</td>
<td>432 (500-1(\frac{1}{4}))</td>
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</table>

Procedure NA for arrivals at FAPKO on V82-170-510 westbound.
NA Use Volk Field altimeter setting; when not received use Wisconsin Dells altimeter setting and increase all MDA 60 feet and all Cat C visibilities 1/2 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at DLL VORTAC airway radials 318 CW 007.

Apt Elev 908

<table>
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<th>WAAAS</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
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<tr>
<td>WAAS</td>
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<td>3688</td>
<td>905</td>
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<th>AWOS-3</th>
<th>VOLK APP CON</th>
<th>CTAFF</th>
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<tbody>
<tr>
<td>123.925</td>
<td>135.25 244.875</td>
<td>122.9</td>
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</tbody>
</table>

EC-3, 11 JUL 2024 to 05 SEP 2024

573
**RNAV (GPS) RWY 14**

**NEW RICHMOND RGNL (RNH)**

**RNP ACH.**

Baro-VNAV NA when using Osceola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 37°C (98°F). Rwy 14 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Osceola altimeter setting and increase all DA/MDA 40 feet; Circling visibility Cats C and D ¼ SM.

**AWOS-3**

<table>
<thead>
<tr>
<th>CH 82425</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td><strong>W14A</strong></td>
<td>141°</td>
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**MINNEAPOLIS APP CON**

<table>
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<th><strong>APP CRS</strong></th>
<th><strong>Rwy Idg</strong></th>
<th><strong>TDZE</strong></th>
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<tbody>
<tr>
<td><strong>120.0</strong></td>
<td>121.2</td>
<td>335.65</td>
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**GCO**

<table>
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<tr>
<th><strong>UNICOM</strong></th>
<th><strong>GCO</strong></th>
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<tr>
<td>122.975</td>
<td>121.725</td>
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**EC-3, 11 JUL 2024 to 05 SEP 2024**

**NEW RICHMOND, WISCONSIN**

Amdt 2D  11OCT18

45°09'N - 92°32'W
RNAV (GPS) RWY 32
NEW RICHMOND RGNL (RNH)

Procedure NA for arrivals at BOSEN on V78 eastbound.
Procedure NA for arrivals at PRESS on V26 westbound.

Baro-VNAV NA when using Osceola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 37°C (98°F). Rwy 32 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Osceola altimeter setting and increase all DA/MDA 40 feet; increase LNAV visibility Cats C and D ½ SM and Circling Cats C and D ½ SM. Circling to Rwy 4, 22 NA.

AWOS-3 120.0
MINNEAPOLIS APP CON 121.2 335.65
GCO 121.725
UNICOM 122.975 (CTAF)

MISSED APCH FIX

Procedure NA for arrivals at PRESS on V26 westbound and on V2-97 southeast bound.

(FAF) WUNTA

[IF] WUNTA

Procedure NA for arrivals at BITLR on V413-510 eastbound.

(IAF) BOSEN

WSA RW32 25 NM

3500

4 NM ENPE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).

3500 ENEPE

LNAV only.

HAGBU 2 NM to RW32

[WUNTA 3500]

SUVLE 2800

GP 3.00°
TCH 20°

CATEGORY

A

B

C

D

LPV DA

1246-1

250 (300-1)

LNAV/ VNAV DA

1295-1

299 (300-1)

LNAV MDA

1420-1

424 (500-1)

1420-1 1/4

424 (500-1/4)

C CIRCLING

1540-1

542 (600-1)

1660-1 1/3

662 (700-1/3)

1660-2

662 (700-2)

NEW RICHMOND, WISCONSIN
Amdt 2C 08NOV18

45°09'N-92°32'W

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 11
OCONTO/J DOUGLAS BAKE MUNI (OCQ)

**OCONTO, WISCONSIN**

**APP CRS** 3198
**TDZE** 604
**Apt Elev** 604

**When local altimeter setting not received, use Menominee, MI altimeter setting. Procedure NA at night. Rwy 11 helicopter visibility reduction below ½ SM NA. Circling NA to Rwy 4 and 22.**

**AWOS-3**
120.925

**MNM AWOS-3PT**
121.45

**GREEN BAY APP CON**
120.3 338.2

**UNICOM**
122.8 [CTAF]

---

**1483**

4 NM

**Holding Pattern**

**3200**

**WOBEV**

**VGS and descent angles not coincident**

(VGS Angle 4.00/TCH 31).

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LP</td>
<td>MDA</td>
<td>1200-1</td>
<td>596 (600-1)</td>
<td>1200-1½</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1220-1</td>
<td>616 (700-1)</td>
<td>1220-1½</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1220-1</td>
<td>616 (700-1)</td>
<td>1260-1½</td>
<td>NA</td>
</tr>
</tbody>
</table>

4 NM

**WUKIK**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 29

OCONTO/J DOUGLAS BAKE MUNI (OCQ)

AWOS-3 120.925
MNM AWOS-3 PT 121.45
GREEN BAY APP CON 120.3 338.2

When local altimeter setting not received, use Menominee, MI altimeter setting. Procedure NA at night. Rwy 29 helicopter visibility reduction below ¼ SM NA. Circling NA to Rwy 4 and 22.

MISSED APPROACH: Climb to 3200 direct WOBEV and hold.

UNICOM 122.8 (CTAF)

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 11
OLNEY-NOBLE (OLY)

RNP APCH.

Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Evansville altimeter setting and increase all DAs 126 feet, MDAs 140 feet; increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D ¾ SM and Circling Cat C ¼ SM and Cat D ½ SM.

MISSED APPROACH:
Climb to 1500 then climbing right turn to 3000 direct FOYWU and hold.

AWOS-3
119.275

KANSAS CITY CENTER
124.3 269.15

UNICOM
123.0 (CTAF)

EC-3, 11 JUL 2024 to 05 SEP 2024

38°43'N-88°11'W

Amdt 1C 26MAR20

OLNEY-NOBLE, ILLINOIS
AL-5428 (FAA)
MISSED APPROACH: Climbing right turn to 2400 on heading 290° and BIB VORTAC R-173 to ALAKE INT/I-LZW LOC/DME 1.4 DME and hold.
Rwy 4 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet and increase S-4 Cat C and D and Circling Cat C visibility ¾ mile and Circling Cat D visibility ½ mile.

**MISSED APPROACH:**
Climbing right turn to 2400 in OLY NDB holding pattern.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. VDP and Baro-VNAV NA when using Anoka County/Blaine (Janes Fld) altimeter setting. When local altimeter setting not received, use Anoka County/Blaine (Janes Fld) altimeter setting; increase LPV DA to 1204 feet and visibility all Cats ≥ SM; increase LNAV/VNAV DA to 1247 feet and visibility all Cats ≥ SM; increase all MDAs 60 feet and visibility LNAV Cat C ≥ SM and Circling Cat C ≥ SM. Rwy 10 helicopter visibility reduction below ½ NM NA. Circling NA to Rwys 4 and 22.

**AWOS-3**
**MINNEAPOLIS APP CON**
**GCO**
**CTAF**

**OSCEOLA, WISCONSIN**
**L O SIMENSTAD MUNI (OEO)**

**RNAV (GPS) RWY 10**

**ECLEY**

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

**LPV DA**
- 1147-7/6
- 250 (300-½)
- NA

**LNAV/VNAV DA**
- 1190-1
- 293 (300-1)
- NA

**LNAV MDA**
- 1360-1
- 463 (500-1)
- 1360-1½
- 463 (500-1½)
- NA

**CIRCLING**
- 1360-1
- 454 (500-1)
- 1500-1
- 594 (600-1)
- 1520-1¼
- 614 (700-1¼)
- NA
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°F. VDP and Baro-VNAV NA when using Anoka County/Blaine (Janes Fld) altimeter setting. RWy 28 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Anoka County/Blaine (Janes Fld) altimeter setting; increase LPV DA to 1163 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1236 feet and visibility all Cats ½ SM; increase all MDAs 60 feet and visibility.

LNAV Cat C ¼ SM and Circling Cat C ½ SM. Circling NA to Rwy 4 and 22.

AWOS-3
119.925

MINNEAPOLIS APP CON
121.2 335.65

GCO
121.725

CTAF
122.9

EC-3, 11 JUL 2024 to 05 SEP 2024

OSCEOLA, WISCONSIN
Amdt 1B 08SEP22

45°19'N-92°41'W

583
When local altimeter setting not received, use Fond Du Lac altimeter setting and increase DA 31 feet and all MDA 40 feet; increase S-LOC 36 Cat C/D and CIRCLING Cat C/D visibilities 1/4 mile. For inop MALSR when using Fond Du Lac altimeter setting, increase S-LOC 36 Cat C/D visibility to 1 1/2 mile. CIRCLING to Rwy 5, 23, and 31 NA at night.

* RVR 1800 authorized with the use of FD or AP or HUD to DA, NA when using Fond Du Lac altimeter setting.

**EC-3, 11 JUL 2024 to 05 SEP 2024**

<table>
<thead>
<tr>
<th>FAF to MAP</th>
<th>5.4 NM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category</td>
<td>A</td>
</tr>
</tbody>
</table>

- **S-ILS 36** * 1008/24 200 (200-1/2)
- **S-LOC 36** 1340/24 532 (600-1/2)
- **1340/55** 532 (600-1)
- **1340-1/2** 552 (600-1/2)
- **1440-2** 632 (700-2)

**OSHKOSH, WISCONSIN**

Amdt 7C 29MAR18

**43°59'N-88°33'W**
RNAV (GPS) RWY 9
WITTMAN RGNL (OSH)

OSHKOSH, WISCONSIN
AL-730 (FAA)

WAAS CH 86734
AWP CRS 093°
Rwy Idg 5648
TDZE 797
Apt Elev 808

ATIS 125.9
MILWAUKEE APP CON 127.0 263.075
OSHKOSH TOWER * 118.5 (CTAF) 290.9
GND CON 132.3
UNICOM 122.95

MISSED APPROACH:
Climb to 3000 direct PRIMO and hold.

Amdt 1B  31JAN19

LPV DA
1055-3/4 258 (300-3/4)

LNAV/ VNAV DA
1140-1 343 (400-1)

LNAV MDA
1220-1 423 (500-1)
1220-11/4 423 (500-1)

CIRCLING
1280-1 472 (500-1)
1300-1 492 (500-1)
1360-11/2 552 (600-1)
1440-2 632 (700-2)

OSHKOSH, WISCONSIN
Amend 1B  31JAN19

EC-3, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LPV and LNAV/VNAV visibility ½ mile, increase Circling Cat D ¾ mile. Baro-VNAV and VDP NA with Fond Du Lac altimeter setting. Circling to Rwys 5, 23, and 31 NA at night. Helicopter visibility reduction below ½ SM NA.
Circling to RWY 5, 23, and 31 NA at night. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet and increase S-9 Cats C and D visibility and Circling Cat C visibility 1/4 mile and Circling Cat D visibility 1/2 mile, increase CETOL fix minimums Circling Cat D visibility 1/4 mile. VDP NA with Fond Du Lac altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

MISSING APPROACH: Climb to 3000 on OSH VORTAC R-111 to LEWKO INT/OSH 15.1 DME and hold.

Remain within 10 NM.
Circling to Rwy 5, 23, and 31 NA at night. VDP NA with Fond Du Lac County altimeter setting. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase WOMEN fix minimums.

Circling Cat D visibility ½ mile. Helicopter visibility reduction below ¾ SM NA.

**MISSING APPROACH:** Climbing left turn to 3000 on OSH VORTAC R-111 to LEWKO INT/OSH 15.1 DME and hold.

*1480 when using Fond Du Lac altimeter setting.

**WOMEN FIX MINIMUMS**

- **S-18**
  - 1480-1 686 (700-1)
  - 1480-2 686 (700-2)
  - 1480-2½ 672 (700-2½)

**CIRCLING**

- **S-18**
  - 1260-1 466 (500-1)
  - 1260-2 466 (500-2)
  - 1300-1 492 (500-1)
  - 1360-2 552 (600-2½)
  - 1440-2 632 (700-2)
OSHKOSH, WISCONSIN

EC-3, 11 JUL 2024 to 05 SEP 2024

Amdt 5A  02APR15

MISSED APPROACH: Climb to 3000 on OSH VORTAC R-270 to GRATE INT/OSH 8.7 DME and hold.

Circling to Rwy 5, 23, and 31 NA at night. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase S-27 Cats C and D visibility ¼ mile and Circling Cat C visibility ½ mile, and Cat D ½ mile. VDP NA with Fond Du Lac altimeter setting. Helicopter visibility reduction below ¼ SM NA.

ATIS 125.9
MILWAUKEE APP CON 127.0 263.075
OSHKOSH TOWER 118.5 (CTAF) 290.9
GND CON 132.3
UNICOM 122.95
Circling to Rwy 5, 23, and 31 NA at night. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase S-36 Cats C/D visibility and, Circling Cat C visibility ½ mile, increase Circling Cat D visibility ¾ mile, LAUDE fix minimums increase S-36 Cats C/D visibility to RVR 5500 and Circling Cat D visibility to 2½ mile. For inop MALS, when using Fond Du Lac altimeter setting, increase LAUDE fix minimums S-36 Cats C/D visibility to ½ mile. VDP NA with Fond Du Lac altimeter setting.

LAUDE fix minimums S-36 Cats C/D visibility to 1½ mile, VDP NA with Fond Du Lac altimeter setting.

For inop MALS, when using Fond Du Lac altimeter setting, increase LAUDE fix minimums S-36 Cats C/D visibility to 1½ mile, VDP NA with Fond Du Lac altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3000 on OSH VORTAC R-111 to LEWKO INT/OSH 15.1 DME and hold.

*1500 when using Fond Du Lac altimeter setting.

For inop MALS, when using Fond Du Lac altimeter setting, increase LAUDE fix minimums S-36 Cats C/D visibility to 1½ mile, VDP NA with Fond Du Lac altimeter setting.
**EC-3, 11 JUL 2024 to 05 SEP 2024**

**OSHKOSH, WISCONSIN**

**AL-730 (FAA)**

**NDB RWY 36**
**WITTMAN RGNL (OSH)**

**LOM OS 395**

**APP CRS 003°**

**Rwy Idg 8002**

**TDZE 808**

**Apt Elev 808**

**When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase S-36 Cat C/D and Circling Cat C visibilities ½ mile, increase Circling Cat D visibility ¼ mile. For inop MALSR, increase S-36 Cat D visibility to 1½ mile. For inop MALSR when using Fond Du Lac altimeter setting, increase S-36 Cat D visibility to 2 miles.**

**Circling to Rwy 5, 23, and 31 NA at night.**

**MALSR**

**MISSED APPROACH:**
Climbing right turn to 3000 on heading 090° then right turn direct POBER LOM and hold.

**ATIS 125.9**

**MILWAUKEE APP CON 127.0 263.075**

**OSHKOSH TOWER 118.5 (CTAF) 290.9**

**GND CON 132.3**

**UNICOM 122.95**

**OSHKOSH 116.75 OSH ... Chan 114 (Y)**

**LOM/IAF POBER 395 OS ...**

**2700 179° (7)**

**A 1238**

**3.01° TCH 52**

**Ream within 10 NM**

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 52).**

**CATEGORY**

**A**

**B**

**C**

**D**

<table>
<thead>
<tr>
<th>S-36</th>
<th>1460/40</th>
<th>652 (700-3½)</th>
<th>1460-1 3/8</th>
<th>652 (700-1½)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1460-1</td>
<td>652 (700-1)</td>
<td>1460-1 3/8</td>
<td>652 (700-1½)</td>
</tr>
</tbody>
</table>

**OSHKOSH, WISCONSIN**

**Amdt 6A 02APR15**

**43°59’N-88°33’W**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD
ELEV 809

ANNUAL RATE OF CHANGE
0.3% DOWN

0.0° W
ANNUAL RATE OF CHANGE
0.0° W

RWY 18-36
S-75, D-125, 2S-159, 2D-185

RWY 09-27
S-75, D-125, 2S-159, 2D-185

MVT

0.4% UP

0.4% UP

048.5°

048.5°

133.0°

133.0°

274.2°

274.2°

941

941

EC-3, 11 JUL 2024 to 05 SEP 2024

OSHKOSH TOWER
118.5 / 297.9

ATIS
125.9

OSHKOSH, WISCONSIN
WITTMAN RGNL (OSH)
WITTMAN RGNL (OSH)

88°33'W
88°34'W

595
RNAV (GPS) RWY 9
EDGAR COUNTY (PRG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 9 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18 NA at night.

 Category

<table>
<thead>
<tr>
<th>LPV</th>
<th>DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>904-1</td>
<td>250 (300-1)</td>
<td>1020-1</td>
</tr>
<tr>
<td>B</td>
<td>908-1</td>
<td>254 (300-1)</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at NEWMY on V192 northwest bound.

Procedure NA for arrivals at GAULS on V50 westbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 9 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18 NA at night.

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 18
EDGAR COUNTY (PRG)

RNP APCH.

A Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.

MISSED APCH FIX

ATISE 1215 1124

4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 22).

3000 ATISE

3.00° TCH 40

6.2 NM 5.1 NM

3000 ATISE

182°

CIRCLING

6000 002° 182°

Holding Pattern

JAZZY on V171 southbound.

597
PARIS, ILLINOIS

RNAV (GPS) RWY 27
EDGAR COUNTY (PRG)

RNP APCH.

Circling Rwy 18 NA at night. Rwy 27 helicopter visibility reduction below 3/4 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C.

AWOS-3
124.175

HUMAN APP CON
125.45 339.8

UNICOM
123.0 (CTAF)

Procedure NA for arrivals at JAZZY on V434 westbound.

Procedure NA for arrivals on TTH VORTAC airway radials 254 CW 303.

LPV 901-1 250 (300-1)
LNAV/VNAV 925-1 274 (300-1)
LNAV MDA 1080-1 429 (500-1) 1120-1 1200-1/2 1320-2
CIRCLING 1080-1 426 (500-1) 1120-1 1200-1/2 1320-2

EC-3, 11 JUL 2024 to 05 SEP 2024
Use Phillips altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 3200 direct FARIM WP and hold.

Procedure NA for arrival at GRASS on V217 northwest bound.

Procedure NA for arrival at CESSI on V191southeast bound.

Procedure NA for arrival at FARIM WP and hold.

EC-3, 11 JUL 2024 to 05 SEP 2024

PBH AWOS-3
125.875

MINNEAPOLIS CENTER
133.65 281.5

CTAF
122.9

PARK FALLS MUNI (PKF')
RNAV (GPS) RWY 18
PAXTON (1C1)

**APP CRS**

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>2609</td>
<td>777</td>
<td>779</td>
</tr>
</tbody>
</table>

**Category**

- **A**: LNAV MDA 1400-1 623 (700-1)
- **B**: LNAV MDA 1400-1 623 (700-1)
- **C**: LNAV MDA 1620-2 841 (900-2)
- **D**: NA

**Procedure NA for arrivals at NEWTT on V191 northbound and on V173 northeast bound.**

**Procedure NA for arrivals at WEARS on V227 eastbound.**

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

**RNAV (GPS) RWY 18**

**UNICOM**

- **122.8 (CTAF)**

**COOKS**

- **ELEV 2500**
- **080° (24.8)**

**VEVKY**

- **183°**
- **2500**

**JUSAS**

- **183°**
- **2500**

**RW18**

- **183°**
- **2500**

**ELEV 779**

**TDZE 777**

**183°**

**Using Champaign-Urbana altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 80 feet; increase LNAV Cat C and Circling all Cats visibility ¼ SM. Procedure NA at night.**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**CMI ASOS**

- **124.85**

**CHAMPAIGN APP CON**

- **121.35 285.65**

**Procedure NA**

**CMI ASOS**

- **124.85**

**CHAMPAIGN APP CON**

- **121.35 285.65**

**UNICOM**

- **122.8 (CTAF)**

**Procedure NA for arrivals at NEWTT on V191 northbound and on V173 northeast bound.**

**Procedure NA for arrivals at WEARS on V227 eastbound.**

**MISSED APPROACH**: Climbing right turn to 2500 direct VEVKY and hold.
Helicopter visibility reduction below 1 SM NA. Use Champaign-Urbana altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 80 feet; increase S-18 Cat A and Circling all Cats visibility ½ SM, and S-18 Cat C visibility ½ SM. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct RBS 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-18</td>
<td>1580-1</td>
<td>1580-1¼</td>
<td>1580-2¼</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>803 (900-1)</td>
<td>803 (900-1¼)</td>
<td>803 (900-2¼)</td>
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<tr>
<td>CIRCLING</td>
<td>1580-1</td>
<td>1580-1¼</td>
<td>1620-2½</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>801 (900-1)</td>
<td>801 (900-1¼)</td>
<td>841 (900-2½)</td>
<td></td>
</tr>
</tbody>
</table>
Boro-VNAV NA. Rwy 9 helicopter visibility reduction below 1/4 SM NA. Use General Downing - Peoria Intl altimeter setting; when not received, use Lincoln altimeter setting; increase LPV DA to 887 feet; increase LNAV/VNAV DA to 1007 feet; increase all MDAs 40 feet and visibility Cat C and D 1/4 SM.

MISSED APPROACH: Climb to 2500 direct WURID and hold.

SAINT LOUIS APP CON

PEORIA

Procedure NA for arrivals at PIA VORTAC via V586 northeast bound.

VGS and RNAV glidepath not coincident (VGS and Angle 3.00/TCH 20)

<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>LPV DA</td>
<td>862-1</td>
<td>332 (400-1)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>982-1 5/8</td>
<td>452 (500-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>940-1 410 (500-1)</td>
<td>940-1 1/8 (500-1/8)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

EC-3, 11 JUL 2024 to 05 SEP 2024

40°29'N-89°41'W
RNAV (GPS) RWY 27
PEKIN MUNI (C15)

Carson-St Louis App Con
125.8 269.2

Unicom
122.8 (CTAF)

RNAV GPS RWY 27

Baro-VNAV NA. Rwy 27 helicopter visibility reduction below 1 SM NA. Use General
Downing Peoria Intl alimeter setting when not received use Lincoln altimeter setting;
increase LPV DA to 889 feet; increase LNAV/VNAV DA to 1035 feet; increase all
MDAs 40 feet and LNAV visibility Cat C/D ¼ SM and Circling visibility Cat C § SM.

Misced Approach: Climb to
2500 direct JUKAX and hold.

Elev 530
TDZE 525

9 15

RNAV 3.00° TCH 45

2500 JUKAX

VGSi and RNAV glidepath not coincident
(VGSi Angle 3.00/TCH 25).

Procedure NA for arrivals at NINIC
via V434 southeast bound.

RNPAch-GPS

1228 MAROC

954

730

USOCI

3.4 NM TO RW/27

POTIY

WURID

(FAF)

1660

2200

2500

WUO

4 NM

271°

3.4 NM TO RW/27

272°

4 NM

2200

092°

272°

272°

272°

1787

EC-3 11 Jul 2024 to 05 Sep 2024

LEGEND

0

5000 X 75

0

5000 X 75

605

PEKIN, ILLINOIS

Orig C 19MAY22

40°29'N 89°41'W

EC-3 11 Jul 2024 to 05 Sep 2024

Var

091°

092°

3.4 NM TO RW/27

525

0

5000 X 75

0

5000 X 75

605

PEKIN, ILLINOIS

Orig C 19MAY22

40°29'N 89°41'W
Circling Rwy 13, 31 NA at night. For inop ALS, increase S-LOC 4.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrival on PIA VORTAC airway radials 170 CW 230.

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

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

Procedure NA for arrival on PIA VORTAC airway radials 170 CW 230.

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

Procedure NA for arrival on PIA VORTAC airway radials 170 CW 230.

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

Procedure NA for arrival on PIA VORTAC airway radials 170 CW 230.

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

 Procedure NA for arrival on PIA VORTAC airway radials 170 CW 230.

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

Procedure NA for arrival on PIA VORTAC airway radials 170 CW 230.

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

Procedure NA for arrival on PIA VORTAC airway radials 170 CW 230.

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

Procedure NA for arrival on PIA VORTAC airway radials 170 CW 230.

** RVR 1800 authorized with use of FD or AP or HUD to DA.
**For inoperative MALSR, increase S-LOC 13 Cat C/D visibility to 1½ mile.**

Circling Rwy 13, 31 NA at night.

- RVR 1800 authorized with the use of FD or AP or HUD to DA.
**ILS or LOC RWY 31**

**GENERAL DOWNING-PEORIA INTL (PIA)**

When local altimeter setting not received, use Lincoln altimeter setting and increase S-ILS 31 DA to 939 feet; increase all MDAs 100 feet; and Circling visibility Cat C/D ½ SM. For inop ALS, when using Lincoln altimeter setting increase ILS-31 all Cats visibility to RVR 4500.

**ALTERNATE MISSED APCH FIX**

**TUNGG LOM**

- **PI**

- **356.0**

**LOM/IAF TUNGG**

- **356.0 Pl**

- **Pl**

**LOCALIZER 109.9**

- **I-PIA**

- **22°**

- **23°**

**1349**

**1048**

**2400 to LOM 112° (10.2)**

**LOC (4.3)**

**298° (3)**

**PI**

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

**MISSING APPROACH:** Climb to 1200 then climbing left turn to 2400 direct PIA VORTAC and hold, continue climb-in-hold to 2400.
DME required.

**SA CAT I:** Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. **SA CAT II:** Reduced Lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2700 direct PIA VORTAC and hold, continue climb-in-hold to 2700.

**ATIS**
- 126.1 282.2

**SAINT LOUIS APP CON**
- 125.8 269.2

**PEORIA TOWER**
- 124.0 353.85

**GND CON**
- 121.85 348.6

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

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
RNAV (GPS) RWY 4
GENERAL DOWNING-PEORIA INTL (PIA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. VDP and Baro-VNAV NA with Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV all Cats visibility 3/4 mile, LNAV Cat C and D visibility 1/2 mile, and Circling Cat C 1/4 mile and Cat D 1/2 mile. For inoperative MALSR using Logan County altimeter setting, increase LPV all Cats visibility to 1 mile. For inoperative ALS, increase LNAV Cat C/D visibility to 1 SM. Circling Rwy 13, 31 NA at night.

Procedure NA for arrivals at PIA VORTAC on airway radials 115 CW 269.

Procedure NA for arrivals on MCLEN on V9-69 northeast bound.

4 NM Holding Pattern

SADEE
PADLL
JINUL
MCLEN
WEKAR

EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 13  
GENERAL DOWNING-PEORIA INTL (PIA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Lincoln altimeter setting increase LPV DA to 1110 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1168 feet and all visibilities ¾ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ½ SM. Baro-VNAV and VDP NA when using Lincoln altimeter setting. For inop ALS, increase LPV all Cats visibility to 1½ SM, LNAV Cat A/B visibility to 1 SM and Cat C/D visibility to 1 SM. For inop ALS when using Lincoln altimeter setting, increase LPV visibility all Cats to 1½ SM and LNAV Cat A/B visibility to 1 SM.

**ATIS**  
**SAINT LOUIS APP CON**  
**PEORIA TOWER**  
**GND CON**

**PEORIA, ILLINOIS**

**WAAS CH 60922**  
**W13A**

**APP CRS 128°**  
**Rwy Idg 9604**  
**TDZE 632**  
**Apt Elev 661**

**CATEGORIES**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LPV DA</td>
<td>1025-3/4</td>
<td>389 (400-3/4)</td>
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<td>LNAV/VNAV DA</td>
<td>1083-1</td>
<td>447 (500-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1120-1/2</td>
<td>484 (500-1/2)</td>
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<td>484 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1160-1</td>
<td>499 (500-1)</td>
<td>1180-1/2</td>
<td>1400-2/3</td>
</tr>
</tbody>
</table>

**ELEV 661**

**TDZE 632**

**MALSR**

**MISSED APPROACH:** Climb to 2400 direct CASIP and hold.

**Procedure NA for arrivals at LOGOS on V48 westbound.**
RNAV (GPS) RWY 22
GENERAL DOWNING-PEORIA INTL (PIA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV DA all Cats visibility to 1 1/2 mile, LNAV MDA Cat C and D visibility to 1 1/2 mile, and Circling Cat C 1/8 mile and Cat D 1/8 mile. Baro-VNAV and VDP NA when using Logan County altimeter setting. Rwys 22 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 13, 31 NA at night.

MISSING APPROACH: Climb to 2700 direct SADEE and hold.

ATIS SAINT LOUIS APP CON PEORIA TOWER GND CON
126.1 282.2 125.8 269.2 124.0 353.85 121.85 348.6

Amdt 1C 26MAR20

SADEE and hold. Climb to 2700 direct SADEE and hold.

EC-3, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Lincoln altimeter setting and increase LPV DA to 1028 feet and all visibilities to RVR 3500; increase LNAV/VNAV DA to 1211 feet and all visibilities to 1½ SM; increase all MDAs 100 feet and LNAV visibility Cat C/D to 1½ SM, and Circling visibility Cat C/D ½ SM. Boro-VNAV and VDP NA when using Lincoln altimeter setting. For inop ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1½ SM, and LNAV visibility Cat C/D to 1½ SM. For inop ALS when using Lincoln altimeter setting, increase LPV all Cats visibility to RVR 5500, LNAV/VNAV all Cats visibility to 1½ SM, and LNAV visibility Cat C/D to 1½ SM.

Procedure NA for arrivals at PIA VORTAC on V343 northwest bound.

ATIS 126.1 282.2
SAINT LOUIS APP CON 125.8 269.2
PEORIA TOWER 124.0 353.85
GND CON 121.85 348.6

MISSED APCH FIX
4 NM FAPSA

MISSED APPROACH: Climb to 2500 direct FAPSA and hold.

ELEV 661 TDZE 650

HRL Rwys 4-22 and 13-31

PEORIA, ILLINOIS
Amdt 1F 21MAR24

GENERAL DOWNING-PEORIA INTL (PIA)

RNP (GPS) RWY 31

MALSR

[Malfunction alarm diagram]

ATIS
SAINT LOUIS APP CON
PEORIA TOWER
GND CON

MISSED APPROACH FIX
4 NM FAPSA

Procedure NA for arrivals at PIA VORTAC on V343 northwest bound.

ATIS 126.1 282.2
SAINT LOUIS APP CON 125.8 269.2
PEORIA TOWER 124.0 353.85
GND CON 121.85 348.6

MISSED APCH FIX
4 NM FAPSA

MISSED APPROACH: Climb to 2500 direct FAPSA and hold.

ELEV 661 TDZE 650

HRL Rwys 4-22 and 13-31

PEORIA, ILLINOIS
Amdt 1F 21MAR24
VOR/DME or TACAN RWY 31
GENERAL DOWNING-PEORIA INTL (PIA)

ATIS
126.1 282.2

SAINT LOUIS APP CON
125.8 269.2

PEORIA TOWER
124.0 353.85

GND CON
121.85 348.6

MALSR

If local altimeter setting not available, use Logan County altimeter setting and increase all MDAs 100 feet. Inoperative table does not apply. Straight-in and Circling RWY 31 NA at night. RWY 31 NA at night. RWY 31 helicopter visibility reduction below RVR 5000 NA.

MISSED APPROACH: Climb to 2800 direct PIA VORTAC and hold, continue climb-in-hold to 2800. (TACAN aircraft continue via PIA R-269 to LOGOS Int/PIA 17.4 DME and hold west, right turn, 089° inbound).

LOGOS
PIA 17.4
Chan 99

114.7 BDF
Chan 94

PEORIA
115.2 PIA
Chan 99

LOGOS
PIA 17.4

ELEV 660 TDZE 651

VORTAC PIA
115.2
Chan 99

APP CRS
281°

Rwy ldg
10104

TDZE
651

Apt Elev
660

PIA 8.4

WELOT
PIA 11

FISHR
PIA 11

R-101

R-269

095°

275°

1048

857

847

827

788

996

1349

281°

056°

236°

R-22A

R-275

PEORIA
115.2 PIA
Chan 99

114.7 BDF
Chan 94

PEORIA, ILLINOIS

AL-597 (FAA)

EC-3, 11 JUL 2024 to 05 SEP 2024

GENERAL DOWNING-PEORIA INTL (PIA)

Amdt 9A 26MAR20

40°40’N-89°42’W

VOR/DME or TACAN RWY 31

HRL Rwys 4-22 and 13-31

PIA 17.4

PEORIA, ILLINOIS

EC-3, 11 JUL 2024 to 05 SEP 2024

GENERAL DOWNING-PEORIA INTL (PIA)

Amdt 9A 26MAR20

40°40’N-89°42’W

VOR/DME or TACAN RWY 31

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PEORIA, ILLINOIS

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PIA 17.4

PEORIA, ILLINOIS

EC-3, 11 JUL 2024 to 05 SEP 2024

GENERAL DOWNING-PEORIA INTL (PIA)

Amdt 9A 26MAR20

40°40’N-89°42’W

VOR/DME or TACAN RWY 31

HRL Rwys 4-22 and 13-31

PIA 17.4

PEORIA, ILLINOIS

EC-3, 11 JUL 2024 to 05 SEP 2024

GENERAL DOWNING-PEORIA INTL (PIA)

Amdt 9A 26MAR20

40°40’N-89°42’W

VOR/DME or TACAN RWY 31

HRL Rwys 4-22 and 13-31

PIA 17.4
**VOR or TACAN RWY 13**

**GENERAL DOWNING-PEORIA INTL (PIA)**

---

**PEORIA, ILLINOIS**

**AL-597 (FAA)**

---

**VORTAC PIA**

<table>
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<tr>
<th>115.2</th>
<th>APP CRS</th>
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<tbody>
<tr>
<td>Chan 99</td>
<td>Rwy Idg</td>
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<td>TDZE</td>
<td>Apt Elev</td>
<td>632</td>
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<tr>
<td>Elev</td>
<td>661</td>
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</table>

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**ADF required.**

- Rwy 13 helicopter visibility reduction below 1 SM NA. Inop table does not apply. Straight-in and Circling Rwy 13 NA at night, Circling Rwy 31 NA at night.

---

**ATIS**

| 126.1 | 282.2 |

**SAINT LOUIS APP CON**

| 125.8 | 269.2 |

**PEORIA TOWER**

| 124.0 | 353.85 |

**GND CON**

| 121.85 | 348.6 |

---

**MISSED APPROACH:** Climbing right turn to 2400 direct PI LOM and hold, continue climb-in-hold to 2400.

---

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**PEORIA, ILLINOIS**

**Amnd 24 07OCT21**

---

**VOR or TACAN RWY 13**

**GENERAL DOWNING-PEORIA INTL (PIA)**
For inop ALS, increase S-31 Cat A/B visibility to RVR 5500, and Cat C/D to 1¾ SM. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 100 feet, increase S-31 Cat C and D visibility ¼ mile, and Circling Cat C ¼ mile and Cat D ½ mile. Circling Rwy 13, 31 NA at night.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Circling to Rwy 36 NA at night. DME/DME RNP-0.3 NA. Baro-VNAV NA. Use General Downing-Peoria Intl altimeter setting, when not received, use Lacon altimeter setting: increase LPV DA to 1112 feet and all visibilities ½ mile, increase LNAV/VNAV DA to 1228 feet and all visibilities ½ mile; increase all MDAs 40 feet and visibility Cat C ½ SM. Rwy 18 helicopter visibility reduction below 1 SM NA.

**UNICOM**

**EC-3**, 11 JUL 2024 to 05 SEP 2024

**RNAV (GPS) Rwy 18**

**PIA ASOS**

126.1 282.2

**SAINT LOUIS APP CON**

125.8 269.2

**CLINC DEL**

121.6

**UNICOM**

122.7 (CTAF)

**EC-3**, 11 JUL 2024 to 05 SEP 2024

**RNAV (GPS) Rwy 18**

**Category**

<table>
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<th>C</th>
<th>D</th>
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<tr>
<td>LPV DA</td>
<td>1082-1½</td>
<td>289 (300-1½)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1198-1½</td>
<td>405 (500-1½)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1180-1</td>
<td>387 (400-1)</td>
<td>1180-1½</td>
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<tr>
<td>CIRCLING</td>
<td>1360-1</td>
<td>567 (600-1)</td>
<td>1420-1½</td>
</tr>
</tbody>
</table>

**EC-3**, 11 JUL 2024 to 05 SEP 2024

**RNAV (GPS) Rwy 18**

**Category**

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**EC-3**, 11 JUL 2024 to 05 SEP 2024

**RNAV (GPS) Rwy 18**

**Category**

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<td>1360-1</td>
<td>567 (600-1)</td>
<td>1420-1½</td>
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</table>
RNAV (GPS) RWY 18

Illinois Valley RGNL-Walter A Duncan Fld (VYS)

Amdt 1A 03NOV22

Category A

LPV DA 939-1 285 (300-1)

LNAV/ VNAV DA 926-1 272 (300-1)

LNAV MDA 1020-1 366 (400-1)

Circling 1120-1 1240-1 1260-1 1460-2

6120-1 586 (600-1) 606 (700-1) 806 (900-2)

Holding Pattern

1 NM to RW18

2 NM to RW18

183°

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 2500 direct MRKWL and hold.

Missed APCH Fix:

MRKWL

Procedure NA for arrivals at SHOOF on V6 eastbound.

Procedure NA for arrivals at KELSI on V38 eastbound and V10 northeast bound.

Procedure NA for arrival on BDF VORTAC airway radials 058 CW 085.

EC-3, 11 JUL 2024 to 05 SEP 2024

Illinois Valley RGNL-Walter A Duncan Fld (VYS)

41°21’N-89°09’W
RNAV (GPS) RWY 36
ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD (VYS)

ODALS

MISS unmatched APPROACH: Climb to
2500 direct JITSA and hold.

AWOS-3
120.025

CHICAGO CENTER
123.75 259.1

UNICOM
123.0 (CTAF)

 Procedure NA for arrivals on BDF VORTAC
 airway radials 058 CW 085.

Procedure NA for arrivals at
SMARS on T325 southeast bound.

Inop table does not apply.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -16°C or above 54°C.

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 19
PRICE COUNTY (PBH)

**Warning:** Baro-VNAV NA when using Minocqua-Woodruff altimeter setting. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all DA 91 feet and all Cats C and D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 34°C (93°F), DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA. Night landing: Rwy 6, 24 NA.

**Missed Approach:** Climb to 4000 direct URPOW and hold.

<table>
<thead>
<tr>
<th>AWOS-2</th>
<th>MINNEAPOLIS CENTER</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>125.875</td>
<td>133.65 281.5</td>
<td>122.8 (CTAF)</td>
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</table>

**Procedure NA for arrivals at LAYVU via V413 southwest bound:**

**Procedure NA for arrivals at URPOW via V217 southeast bound:**

**RNAV (GPS) RWY 19**

**Category A**
- 1843-1/8
- 346 (400-1/4)

**Category B**
- 1886-1/8
- 389 (400-1/4)

**Category C**
- 1920-1
- 423 (500-1)
- 1920-1/4
- 423 (500-1/4)

**Category D**
- 2100-1
- 603 (700-1)
- 2100-1/4
- 603 (700-1/4)
- 2260-2
- 763 (800-2/3)

**AIRPORT INFORMATION**

**Access to Airport:**
- PHILLIPS, WISCONSIN
- AL-6663 (FAA)

**Price County:**
- (PBH)

**Location:**
- 45°43'N-90°24'W

**Apt Elev:**
- 1497

**TDZE:**
- 1497

**LAT: 45°43'N-90°24'W**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 24

PHILLIPS, WISCONSIN

APP CRS 239°

Rwy Idg 3951

TDZE 1472

Apt Elev 1497

ELEV 1497

TDZE 1472

2005

8.5

4 NM

239°

3200

(RW24)

ZIGIV

1.9 NM to RW24

1659 ±

1659 ±

1639 ±

059°

059°

4000 NoPT

4000 NoPT

23° (7.1)

23° (7.1)

HOLD 6000

6000

1.9 NM to ZIGIV

RUSSH

6000

6000

9° to RW24

HOLD

1.9 NM to ZIGIV

FASUX

4 NM

at RUSSH on V413 southwest bound.

Procedure NA for arrivals at RUSSH on V413 southwest bound.

Procedure NA for arrivals at KRSMS on V217 southeast bound.

Procedure NA for arrivals at FASUX on V78 northeast bound.

ZIGIV

1.9 NM to RW24

HUSRA

1659 ±

1659 ±

1639 ±

5°

13°

4 NM

HUSRA

1652

1944

1.9 NM to ZIGIV

2005

8.5

4 NM

239°

3200

(RW24)

ZIGIV

1.9 NM to RW24

1659 ±

1659 ±

1639 ±

059°

059°

4000 NoPT

4000 NoPT

23° (7.1)

23° (7.1)

HOLD 6000

6000

1.9 NM to ZIGIV

RUSSH

6000

6000

9° to RW24

HOLD

1.9 NM to ZIGIV

FASUX

4 NM

at RUSSH on V413 southwest bound.

Procedure NA for arrivals at RUSSH on V413 southwest bound.

Procedure NA for arrivals at KRSMS on V217 southeast bound.

Procedure NA for arrivals at FASUX on V78 northeast bound.

PHILLIPS, WISCONSIN

Orig-D 11AUG22

45°43’N-90°24’W

Price County (PBH)

RNAV (GPS) RWY 24

Price County (PBH)

RNAV (GPS) RWY 24

Price County (PBH)

RNAV (GPS) RWY 24

Price County (PBH)

RNAV (GPS) RWY 24

Price County (PBH)

RNAV (GPS) RWY 24

Price County (PBH)

RNAV (GPS) RWY 24

Price County (PBH)
RNAV (GPS) RWY 18
PINCKNEYVILLE/DU QUOIN (PJY)

KANSAS CITY CENTER
127.475 346.275

UNICOM
122.8 (CTAF)

MISSED APPROACH:
Climb to 2400 direct IFEWO and hold.

RNAV (GPS) RWY 18
PINCKNEYVILLE/DU QUOIN (PJY)

Baro-VNAV NA. Use Carbondale-Murphysboro altimeter setting.

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 36
PINCHEYVILLE/DU QUOIN (PJY)

KANSAS CITY CENTER
127.475 346.275

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 36
PINCKNEYVILLE/DU QUOIN (PJY)

Use Carbondale-Murphysboro altimeter setting; when not received, use Sparta Community-Hunter Fld altimeter setting and increase all MDA 40 feet and LNAV Cat C/D visibility 1/4 mile. DME/DME RNP-0.3 NA. Rwy 36 helicopter visibility reduction below 1/4 SM NA.

MISSED APPROACH: Climb to 2400 direct IBKAQ and hold

Origin-D 19MAY22

Category A
LNAV MDA 820-1 426 (500-1)
CIRCLING 960-0 560 (600-0)

Category B
LNAV MDA 820-1 426 (500-1)
CIRCLING 1080-2 600 (700-2)

Category C
LNAV MDA 820-1 426 (500-1)
CIRCLING 1080-2 600 (700-2)

Category D
LNAV MDA 820-1 426 (500-1)
CIRCLING 1080-2 600 (700-2)

EC-3, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.  
Rwy 13 helicopter visibility reduction below ½ SM NA.

**AWOS-3PT**

**KANSAS CITY CENTER**

**UNICOM**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

Procedure NA for arrival at DBQ VORTAC on airway radials 274 CW 078.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).

MISSED APPROACH:
Climb to 3000 direct CERIG and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

Procedure NA for arrival at DBQ VORTAC on airway radials 274 CW 078.
RNAV (GPS) RWY 25
PLATTEVILLE MUNI (PVB)

Rwy 25 helicopter visibility reduction below 1 SM NA.

IAP-3 120.575

CHICAGO CENTER 133.95 281.4

UNICOM 122.7 (CTAF)

APPROACH:
Rwy 25 direct CERIG and hold.

RNPA APPROACH:

Rwy 25 direct CERIG and hold.

Procedure NA for arrival at DAILY on V341 northeast bound and on V24-171 southeast bound.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Dubuque altimeter setting and increase LPV DA to 1331 feet; increase LNAV/VNAV DA to 1497 feet and all Cat C visibility 1/2 SM; increase all MDAs 60 feet, increase LNAV and Circling Cat C visibility 1/2 SM. Baro-VNAV and VDP NA when using Dubuque altimeter setting.

**MISSING APPROACH:** Climb to 3000 direct CEWUF and hold.

Procedure NA for arrivals on DBQ VORTAC airway radials 094 CW 112.

**RNAV (GPS) RWY 33**

**PLATTEVILLE MUNI (PVB)**
PONTIAC, ILLINOIS  
AL-9119 (FAA)  
23110

RNAV (GPS) RWY 6  
PONTIAC MUNI (PNT)

Category: A

+ LPV DA
+ LNAV/ 
VNAV DA
+ MDA

Procedure NA for arrivals at HUMUL via V48-586 westbound.

Procedure NA for arrivals at SMARS via V9 northbound.

AWOS-3  
119.675

CHICAGO CENTER  
123.75 259.1

UNICOM  
123.075 (CTAF)

Procedure NA for arrivals on RBS VOR/DME airway radials 297 CW 351.

MISSED APPROACH: Climb to 3000 direct KEJDO and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

Increasing all MDAs 100 feet and Circling Cat C visibility 8 SM. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

Procedure NA for arrivals at HUMUL via V48-586 westbound.

Procedure NA for arrivals at SMARS via V9 northbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

To 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Bloomington/Normal altimeter setting: increase LPV DA to 1138 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1339 feet and all visibilities 1 SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM. Visibility reduction by helicopters NA.
RNAV (GPS) RWY 24
PONTIAC MUNI (PNT)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Bloomington/Normal altimeter setting; increase LPV DA to 1014 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1237 feet and all visibilities ¼ SM; increase all MDAs 100 feet and visibility LNAV Cat C ¼ SM, Circling Cat C ¼ SM. Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting.

MISSED APPROACH: Climb to 3000 direct BUCLA and hold.

Procedure NA for arrivals on RBS VOR/DME airway radials 351 CW 006.

Procedure NA for arrivals at PNT VOR/DME via V227 Southbound.

4 NM Holding Pattern

<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>916-1</td>
<td>250 (300-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/ VNAV DA</td>
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<td>473 (500-1¾)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1220-1</td>
<td>554 (600-1)</td>
<td>1220-1½</td>
<td>554 (600-1½)</td>
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<td></td>
<td>1220-1½</td>
<td>554 (600-1½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1220-1</td>
<td>554 (600-1)</td>
<td>1320-1¾</td>
<td>654 (700-1¾)</td>
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<tr>
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<td>1320-1¾</td>
<td>654 (700-1¾)</td>
<td>NA</td>
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</table>
RNAV (GPS)-A
POPLAR GROVE (C77)

Circling NA to Rwy 09, 17, 27 and 35. Procedure NA at night.
Rwy 12 and 30 helicopter visibility reduction below 1 SM NA.
Use Chicago/Rockford altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct VNTGE and hold.

RFD ASOS
127.6

ROCKFORD APP CON
121.0  327.0

UNICOM
122.8 (CTAF)

Use Chicago/Rockford altimeter setting.
Rwy 12 and 30 helicopter visibility reduction below 1 SM NA.
Circling NA to Rwys 09, 17, 27 and 35. Procedure NA at night.

POPLAR GROVE, ILLINOIS
AL-6413 (FAA)

EC-3, 11 JUL 2024 to 05 SEP 2024

POPLAR GROVE, ILLINOIS
Orig 07OCT21

42°19'N-88°50'W
637
RNAV (GPS) RWY 18
PORTAGE MUNI (C47)

**ELEV 824**

dll awos-3 118.325

**TDZE 819**

madison app con * 135.45 343.7

unicom 122.7 (ctaf)

missted approach: climbing left turn to 2600 direct hopes and hold.

procedure na for arrivals at wрест on holding pattern 4 nm.

procedure na for arrivals at wрест on v170 eastbound.

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<td>LP MDA</td>
<td>1260-1</td>
<td>441 (500-1)</td>
<td>1260-1½</td>
<td>441 (500-1%)</td>
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<tr>
<td>lnav MDA</td>
<td>1320-1</td>
<td>501 (500-1)</td>
<td>1320-1½</td>
<td>501 (500-1%)</td>
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<tr>
<td>circling</td>
<td>1420-1</td>
<td>596 (600-1)</td>
<td>1640-2½</td>
<td>816 (900-2½)</td>
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</tbody>
</table>

**Rwy 18**

helicopter visibility reduction below 1 sm na.

procedure na at night. use baraboo altimeter setting.

**Rnp apch - GPS**

**A**

category

**B**

rdy idg
tdze
apt elev

**C**

app crs

**D**

step

**E**

gs
RNAV (GPS) RWY 14
PRAIRIE DU CHIEN MUNI (PDC)

AWOS-3
119.925

CHICAGO CENTER
133.95 281.4

UNICOM
122.8 (CTAF)

DME/DME RNP-0.3 NA. Night Landing: Rwy 11, 32
NA. Helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 3000
direct TEVEE and hold.

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 29
PRAIRIE DU CHIEN MUNI (PDC)

AWOS-3
119.925

CHICAGO CENTER
133.95 281.4

UNICOM
122.8 (CTAF)

DME/DME RNP-0.3 NA.
Night landing: Rwy 11, 32 NA.
Helicopter visibility reduction below ¾ SM NA.

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

AWOS-3
119.925

CHICAGO CENTER
133.95 281.4

UNICOM
122.8 (CTAF)

DME/DME RNP-0.3 NA.
Night landing: Rwy 11, 32 NA.
Helicopter visibility reduction below ¾ SM NA.

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

AWOS-3
119.925

CHICAGO CENTER
133.95 281.4

UNICOM
122.8 (CTAF)

DME/DME RNP-0.3 NA.
Night landing: Rwy 11, 32 NA.
Helicopter visibility reduction below ¾ SM NA.

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

AWOS-3
119.925

CHICAGO CENTER
133.95 281.4

UNICOM
122.8 (CTAF)

DME/DME RNP-0.3 NA.
Night landing: Rwy 11, 32 NA.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct UWEVY and hold.
RNAV (GPS) RWY 32
PRAIRIE DU CHIEN MUNI (PDC)

DME/DME RNP-0.3 NA.
Night landing: Rwy 11, 32 NA.
Helicopter visibility reduction below 1 SM NA.

AWOS-3
119.925

CHICAGO CENTER
133.95  281.4

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 3000 direct BASPE and hold.

EC-3, 11 JUL 2024 to 05 SEP 2024
Use Madison altimeter setting.

**MISSED APPROACH:** Climb to 3200 direct SOCNO and hold.

**RNP APCH.**

<table>
<thead>
<tr>
<th>MSA RW18 2.5 NM</th>
<th>3500</th>
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<tbody>
<tr>
<td>[IAF] JOOHR</td>
<td></td>
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</tbody>
</table>

**VIN and descent angles not coincident**

(VGS1 Angle 3.00/TCH 26).

**HOLD**

3000 NoPT to FOMAG 184° (3.4)

3000 NoPT to FOMAG 267° (5)

**HOLD**

3000 NoPT to FOMAG

**2.5 NM to RW18**

3200 direct SOCNO and hold.

**Procedure NA for arrival at MSN VORTAC on V9-341 southwest bound.**

**Category**

A | B | C | D
--- | --- | --- | ---
LNAV MDA | 1260-1 | 428 (500-1) | NA |
CIRCLING | 1400-1 | 1460-1 | NA |

**SAUK/PRAIRIE (91C)**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**MISSED APCH FIX**

**SOCNO**

**4 NM Holding Pattern**

**FOMAG**

**2500**

**1660**

**3200 SOCNO**

**ELEV 832**

**TDZE 832**

**3000 177°**

**357°**

**3000**

**6000**

**MSN ASOS**

| 124.65 | 278.3 |

**MADISON APP CON**

| 135.45 | 343.7 |

**CTAF**

| 122.9 |

**Use Madison altimeter setting.**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**43°18'N-89°45'W**

**PRAIRIE DU SAC, WISCONSIN**

**Amdt 1 05DEC19**

**SAU/PRAIRIE (91C)**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**Use Madison altimeter setting.**

**VOR**

**3000 177°**

**357°**

**3000**

**6000**

**357°**

**3000**
RNAV (GPS) RWY 36
SAUK/PRARIE (91C)

MISSED APPROACH: Climb to 3000 direct FOMAG and hold.

Procedure NA for arrivals at MSN VORTAC on V341 northeast bound.

Procedure NA for arrivals at DLL VORTAC on V170 westbound.

Use Madison altimeter setting.

RNP APCH.
Rwy 36 helicopter visibility reduction below ¾ SM NA.

Apt Elev 832

ELEV 832

CTAF 122.9 📞

MADISON APP CON
135.45 343.7

MSN ASOS
124.65 278.3

<table>
<thead>
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<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>1240-1</td>
<td>408 (500-1)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1400-1</td>
<td>1460-1</td>
<td>628 (700-1)</td>
<td>NA</td>
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</tbody>
</table>

RNAV (GPS) RWY 36
SAUK/PRARIE (91C)

43°18’N-89°45’W
643

PRAIRIE DU SAC, WISCONSIN
Amdt 1 05DEC19

AL-10335 (FAA)

24025

EC-3, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C. For inop ALS increase LNAV Cat D visibility to 1½ SM.

Climb to 2400 direct FANUT and hold.

\[
\begin{align*}
\text{WETIN} & : 2700 \\
\text{JISNA} & : 2700 \\
\end{align*}
\]

\[
\begin{align*}
\text{GP} 3.00° & : 218°, 038° \\
\text{WUSIS} & : 038°, 2100 \\
\text{UKUCU} & : 2700 \\
\text{RW04} & : 2100 \\
\end{align*}
\]

\[
\begin{align*}
\text{HOLD} & : 6000-2700 \\
\text{4 NM} & : \text{Holding Pattern} \\
\end{align*}
\]
RNAV (GPS) RWY 22
QUINCY RGNL-BALDWIN FLD (UIN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct FANUT and hold.

- EC-3, 11 JUL 2024 to 05 SEP 2024
LOC BC RWY 22
QUINCY RGNL-BALDWIN FLD (UIN)

ASOS
121.425

KANSAS CITY CENTER
126.225 317.775

UNICOM
123.0 (CTAF)

RNP APCH - GPS. RADAR required for procedure entry at MALGA.

Simultaneous reception of I-UIN and UIN DME required.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct FANUT and hold.

BACK COURSE

LOCALIZER 110.1
I-UIN

QUINCY
293 UI  218°

LOCALIZER 110.1
I-UIN

QUINCY
Chan 83
UIN  113.6

ELEV 769  TDZE 747

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct FANUT and hold.

Disregard GS indications.

Back Course

R-032

QUINCY 293 UI  218°

1200  2400  FANUT

MALGA UIN  12.6 RADAR

Remain within 10 NM

Disregard GS indications.

CIRCLING

1180-1  1220-1  1240-1½  1320-2

1140-1  393 (400-1)  1140-1½  393 (400-1½)

1240-1½  393 (400-1½)

649 651 (600-2)

EC-3, 11 JUL 2024 to 05 SEP 2024
For inop ALS, increase S-4 Cat A and B visibility to 1 SM and Cat C and D visibility to 1½ SM.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct UI LOM and hold.

For inop ALS, increase S-4 Cat A and B visibility to 1 SM and Cat C and D visibility to 1½ SM.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct UI LOM and hold.
**RNAV (GPS) RWY 22**

**BATTEN INTL (RAC)**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (1°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use General Mitchell Intl altimeter setting: increase LPV DA to 984 and all visibilities ¾ SM; increase LNAV/VNAV DA to 1032 and all visibilities ¾ SM; increase all MDA 40 feet and LNAV Cat C and D visibility ¾ SM and Circling Cat C and D visibility ¾ SM. Circling RW 14 NA at night. RW 22 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using General Mitchell Intl altimeter setting.**

**MISSED APPROACH: Climb to 3000 direct UCLID and track 277° to VEENA and hold.**

**ASOS**
121.425

**MILWAUKEE APP CON**
135.875 317.725

**CLNC DEL**
120.15

**UNICOM**
123.075 (CTAF)

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**LNAV only.**

**Apt Elev**
674

**TDZE**
666

**3000**

**UCLID**

**VEENA**

**VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 46).**

**VPYAF**

**SAXON**

**Holding Pattern**

**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>949-7½</td>
<td>283 (300-½)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>997-1</td>
<td>331 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
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<tr>
<td>CIRCLING</td>
<td>1140-1</td>
<td>1160-1</td>
<td>1380-2</td>
<td>1380-2½</td>
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**RACINE, WISCONSIN**

Orig: 22JUN17
RNAV (GPS) RWY 32
BATTEN INTL (RAC)

**MISSED APPROACH:**
Climb to 3000 direct CIRIP and track 257° to VEENA and hold.

**ASOS**
121.425
**MILWAUKEE APP CON**
135.875 317.725
**CLNC DEL**
120.15
**UNICOM**
123.075 (CTAF)

---

**Procedure NA for arrivals at BRAVE on V170 southeast bound.**

**Procedure NA for arrival at OBK VOR/DME on airway radials 347 CW 112.**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

---

**ELEV 674**
**TDZE 667**

---

**RACINE, WISCONSIN**
Orig-8 22JUN17
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to FANZI, thence....

....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Advise ATC if unable to comply with crossing restrictions.
Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DEPARTURE ROUTE DESCRIPTION

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Notify ATC if unable to comply with crossing restrictions.

NOTE:  Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ mile and Circling Cats C/D visibility ¾ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. Helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 3000 direct MEDLE and hold.

AWOS-3 119.025  CHAMPAIGN APP CON*  121.35  285.65  UNICOM  123.0 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ mile and Circling Cats C/D visibility ¾ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. Helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 3000 direct MEDLE and hold.

AWOS-3 119.025  CHAMPAIGN APP CON*  121.35  285.65  UNICOM  123.0 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ mile and Circling Cats C/D visibility ¾ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. Helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 3000 direct MEDLE and hold.

AWOS-3 119.025  CHAMPAIGN APP CON*  121.35  285.65  UNICOM  123.0 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ mile and Circling Cats C/D visibility ¾ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. Helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 3000 direct MEDLE and hold.

AWOS-3 119.025  CHAMPAIGN APP CON*  121.35  285.65  UNICOM  123.0 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ mile and Circling Cats C/D visibility ¾ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. Helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 3000 direct MEDLE and hold.

AWOS-3 119.025  CHAMPAIGN APP CON*  121.35  285.65  UNICOM  123.0 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 34°C (93°F). Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase LPV DA to 1036 and all visibilities to 1/2 mile, increase LNAV/VNAV DA to 1312 and all visibilities to 2 mile: increase all MDA 60 feet; increase LNAV and Circling Cats C/D visibility 1/4 mile.

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

### AWOS 3
- **ELEV 738**
- **TDZE 738**
- **119.025**
- **121.35 285.65**
- **123.0 (CTAF)**

### CHAMPAIGN APP CON *
- **MISSED APCH FIX**
- **BELMY**
- **ALADE**

- **4 NM Holding Pattern**
- **ALADE 3000**
- **001° 181°**
- **GP 3.00° TCH 40**

### CATEGORY
<table>
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<tbody>
<tr>
<td>LPV DA</td>
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<tr>
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<td>LNAV MDA</td>
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<td>1280-1%/542 (600-1%)</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>1380-3%/642 (700-2%)</td>
<td>1420-2%/682 (700-2%)</td>
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</table>

**RANTOUL, ILLINOIS**

**Amdt 2 21JUL16**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 27

**RANTOUL, ILLINOIS**

**AL-9195 (FAA) 23278**

**WAAS CH 42737 W27A**

**APP CRS 271°**

**Rwy Idg 5001**

**TDZE 733**

**Apt Elev 738**

**CATEGORY**

**B**

**C**

**D**

**4 NM**

**MEDLE**

**3000**

**LEVVI**

**WIMZY**

**MEDLE**

**4 NM**

**Holding Pattern**

**Category**

**A**

**B**

**C**

**D**

**LPV DA**

983-1 250 (300-1)

**RNAV/VNAV DA**

1029-1 296 (300-1)

**RNAV MDA**

1240-1 507 (600-1) 1240-1 507 (600-1)

**502 (600-1)** 1240-1 1280-1 1380-1 1420-2

**1420-2**

**507 (600-1)** 542 (600-1) 642 (700-1) 682 (700-1)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all cats visibility ¼ mile and LNAV and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. Helicopter visibility reduction below ¾ SM NA.

**AWOS-3**

119.025

**CHAMPAIGN APP CON**

121.35 285.65

**UNICOM**

123.0 (CTAF)

MISSED APPROACH:

Climb to 3000 direct LEVVI and hold.

EC-3, 11 JUL 2024 to 05 SEP 2024

660
RNAV (GPS) RWY 36
RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)

Revised: EC-3, 11 JUL 2024 to 05 SEP 2024

AWOS 3 119.025

CHAMPAIGN APP CON * 121.35 285.65

UNICOM 123.0 (CTAF)

Boro-VNAV NA when using Champaign Urbana altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile and LNAV and Circling Cats C/D visibility ½ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing to 3000 direct ALADE and hold.

ELEV 738
TDZE 736

REIL Rwys 9 and 27
MIRL Rwys 9-27 and 18-36

EC-3, 11 JUL 2024 to 05 SEP 2024

This page contains the necessary information for RNAV (GPS) RWY 36 at RANTOUL, ILLINOIS, including frequency, approach details, and weather conditions. It's important to consult the latest VFR charts and NOTAMs for current and accurate information.
RNAV (GPS) RWY 18

REEDSBURG MUNI (C35)

Use Baraboo altimeter setting; when not received, use Lone Rock altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3500 direct DLL VORTAC and hold.

EC-3, 11 JUL 2024 to 05 SEP 2024

AWOS-3PT 118.95 DELL AWOS-3 118.325 MADISON APP CON * 135.45 343.7 UNICOM 122.8 (CTAF)

A1821

Procedure NA for arrivals at FAPKO on V82-170-510 westbound.
RNAV (GPS) RWY 36
REEDSBURG MUNI (C35)

Procedure NA at night.
Rwy 36 helicopter visibility reduction below 1 SM NA.

AWOS-3PT  118.95  DLL AWOS-3  118.325
MADISON APP CON*  135.45  343.7
UNICOM  122.8(CTAF)

MISSED APPROACH: Climbing right turn to 3500 direct DLL VORTAC. Continue climb-in-hold to 3500.

ELEV 906  TDZE 903

CIRCLING

LEGEND

EC-3, 11 JUL 2024 to 05 SEP 2024

43°32'N-89°59'W
ILS or LOC RWY 9
RHINELANDER/ONEIDA COUNTY (RHI)

Amdt 8F  03NOV22

EDM-3, 11 JUL 2024 to 05 SEP 2024
Rwy 15 helicopter visibility reduction below 3/4 SM NA.

Procedure NA for arrivals at RHI VOR/DME on V63 southbound.

HIRL Rwys 9-27 and 15-33
REIL Rwys 15, 27 and 33
RNAV (GPS) RWY 33
RHINELANDER/ONEIDA COUNTY (RHI)

**RNP APCH - GPS.**

Baro-VNAV NA when using Tomahawk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Tomahawk altimeter setting: increase LPV DA to 1921 feet; increase LNAV/VNAV DA to 2316 feet and visibility ½ SM; increase all MDAs 60 feet and visibility Cat C and D ¼ SM.

**MISSED APPROACH:**
Climb to 4000 direct CIDE and on track 245° to ECANA and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>MINNEAPOLIS CENTER</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>126.825</td>
<td>133.65 281.5</td>
<td>123.0 (CTAF)</td>
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</tbody>
</table>

Procedure NA for arrivals on RHI VOR/DME on V191 and V217 northwest bound.

**ELEV** 1624 **TDZE** 1611

**RHNELANDER, WISCONSIN**

Amdt 1C 07OCT21

**45°38'N - 89°28'W**
When local altimeter setting not received, use Tomahawk altimeter setting and increase all MDA 60 feet and Cat C/D visibility ½ mile.

**MISSING APPROACH:** Climb to 3900 then left turn direct RHI VOR/DME and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>MINNEAPOLIS CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.825</td>
<td>133.65 281.5</td>
<td>123.0 (CTAF)</td>
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</table>

**REIL Rwys 15, 27 and 33**

**HIRL Rwys 9°-27 and 15°-33**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**RHINELANDER, WISCONSIN (RHI)**
ILS or LOC RWY 1
RICE LAKE RGNL/CARL'S FL D (RPD)

ADIR required. From RZN DME: RNAV 1-GPS required.

Circling Rwy 13, 31 NA at night.

AWOS-3
120.525

MINNEAPOLIS CENTER
125.3 335.6

UNICOM
122.7 [CTAF]

MISSING APPROACH: Climb to 2200 then climbing right turn to 3200 direct WICKR LOM and hold.

MALSRS

ILI S or LOC RWY 1
RICE LAKE RGNL/CARL'S FL D (RPD)

RICE LAKE, WISCONSIN

LOC 1-RPD
APR CRS
108.3
010°
Rwy Idg
6500
TDZE
1102
Apt Elev
1109

ELEV
1109
TDZE
1102

REIL Rwys 13, 31
REIL Rwy 19
HIRL Rwy 1-19
MIRL Rwy 13-31

FAF to MAP 5.9 NM

Knots
60 90 120 150 180
Min:Sec
5:54 3:56 2:57 2:22 1:58

GS 3.00°
TCH 45

S-ILS 1
1620-½ 518 (600-½)
1740-1
1740-1¾
1850

S-LOC 1
1620-½ 518 (600-½)
1620-1
518 (600-1)
1620-1¼
518 (600-1¼)
1940-2¾

CIRCLING
1620-1
511 (600-1)
631 (700-1)
631 (700-1¼)
831 (900-2¾)

CATEGORY
A
B
C
D

1-½
200 (200-½)
1620-1¼
518 (600-1¼)
1940-2¾

EC-3, 11 JUL 2024 to 05 SEP 2024

RICE LAKE RGNL/CARL'S FL D (RPD)
45°25'N-91°46'W
671
If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all DAs/MDAs 120 feet. DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (3°F). Baro VNAV and VDP NA when using Chippewa Valley Rgnl altimeter setting. For inoperative MALSR, increase LPV visibility to 1, and LNAV Cat D visibility to 1½. Circling Rwy 13, 31 NA at night.

Procedure NA for arrival at EAU VORTAC on airway radials 265 CW 357.

If local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all DAs/MDAs 120 feet. DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (3°F). Baro VNAV and VDP NA when using Chippewa Valley Rgnl altimeter setting. For inoperative MALSR, increase LPV visibility to 1, and LNAV Cat D visibility to 1½. Circling Rwy 13, 31 NA at night.

Procedure NA for arrival at EAU VORTAC on airway radials 265 CW 357.
RNAV (GPS) RWY 19
RICE LAKE RGNL/Carl's FLD (RPD)

**RNP APCH.**

Circling RWY 13, 31 NA at night. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

**AWOS-3**
120.525

**MINNEAPOLIS CENTER**
125.3 335.6

**UNICOM**
122.7 (CTAF)

Climb to 3200 direct HERRB and hold.

Procedure NA for arrivals at LAYVU on V413 northeast bound.

**RICE LAKE, WISCONSIN**

WAAS
CH 93542
W19A

**APP CRS**
Rwy Idg 6700
TDZE 1109
Apt Elev 1109

**RW19**

**TISME**
88°F

**WANSO**
2.4 NM to RW19

**RW19**

**HERRB**

**TDZE**

**HOKSI**

**LAYVU**

**TCH 38**

**MAG RW19**

**MINA PW**

**MISSAPCH FIX**

**HERRB**

**ELEV 1109**

**TDZE 1109**

**2002**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
Circling NA to Rwys 9 and 27. Procedure NA at night.
Use Lone Rock altimeter setting.

Procedure NA for arrival on DELL VORTAC
airway radials 140 CW 284.

Use Lone Rock altimeter setting.
Circling NA to Rwys 9 and 27. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct JIRIX and hold.
RNAV (GPS) RWY 9
CRAWFORD COUNTY (RSV)

Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C.

MISSED APPROACH: Clim to 2200 direct JIXUT and hold.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>HULMAN APP CON</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>120.50</td>
<td>135.35 339.8</td>
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<tr>
<th>WP</th>
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<th>ELEV</th>
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<tr>
<td>2600</td>
<td>611</td>
<td>461</td>
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RNAV (GPS) RWY 9
CRAWFORD COUNTY (RSV)

<table>
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<tr>
<td>LPV DA</td>
<td>805-1 1/8</td>
<td>344 (400-1 1/4)</td>
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<td>LNAV/ VNAV DA</td>
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<tr>
<td>LNAV MDA</td>
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<td>1040-1 1/8</td>
<td>579 (600-1 1/8)</td>
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<tr>
<td>CIRCLING</td>
<td>1040-1</td>
<td>579 (600-1)</td>
<td>1080-1</td>
<td>619 (700-1)</td>
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ROBINSON, ILLINOIS
Amrd 1B  14JUL22

EC-3, 11 JUL 2024 to 05 SEP 2024

39°01’N-87°39’W

675
ROBINSON, ILLINOIS
AL-5308 (FAA)

RNAV (GPS) RWY 17
CRAWFORD COUNTY (RSV)

WAAS CH 63033
W17A

APP CRS
Rwy Idg
TDZE
Apt Elev
3398
455
461

ELEV
APP CRS
ROBINSON, ILLINOIS
AL-5308 (FAA)

AWOS-3
HULMAN APP CON
UNICOM
120.50
135.35 339.8
123.0 (CTAF)

MISSED APPROACH: Climb to 1300 then climbing right turn to 3300 direct MJUDD and hold.

Rwy 17 helicopter visibility reduction below 1/2 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

4 NM
Holding Pattern

6000
3300
169°

349°

MJUDD

GA 3.00°
TCH 51

2200
1300
3300
MJUDD

CATEGORY
IPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

734-1
812-1 3/8
860-1
940-1

279 (300-1)
357 (400-1 1/2)
605 (400-1 1/2)
479 (500-1)

1080-1
619 (700-1)

1120-1 3/4
659 (700-1 1/2)

NA
NA
NA
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
When local altimeter setting not received, use Terre Haute Rgnl altimeter setting and increase all MDA 100 feet; increase S-17 Cat B visibility ¼ mile and Cats C/D visibility ½ mile, increase Circling Cat B visibility ¼ mile and Cats C/D visibility ½ mile. Helicopter visibility reduction below 1 SM NA. Rwy 17 Straight-in and Circling minimums NA at night.

<table>
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<tr>
<th>Category</th>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-17</td>
<td>1160-1 705 (700-1)</td>
<td>1160-2 705 (700-2)</td>
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<td></td>
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<tr>
<td>CIRCLING</td>
<td>1160-1 699 (700-1)</td>
<td>1160-2 699 (700-2)</td>
<td>1180-2 719 (800-2 ¼)</td>
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</table>

MISSED APPROACH:
Climbing left turn to 2200 in PLX NDB holding pattern.
RNAV (GPS) RWY 7
ROCHELLE MUNI/KORITZ FLD (RPJ)

AWOS-3
125.2

ROCKFORD APP CON
126.0 327.0

UNICOM
122.975 (CTAF)

Program NA for arrivals at LEECS on V6 westbound.

Procedures NA for arrivals at LEECS on V6 westbound.

Baro-VNAV NA when using Chicago/Rockford Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. VDF NA when using Chicago/Rockford Intl altimeter setting. When local altimeter setting not received, use Chicago/Rockford Intl altimeter setting: increase all DA to 1073 feet and all MDA 60 feet; increase LNAV visibility Cats C/D ¼ mile; increase Circling Cat C visibility ¼ mile.

Procedure NA for arrivals at LEECS on V6 westbound.

Baro-VNAV NA when using Chicago/Rockford Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. VDF NA when using Chicago/Rockford Intl altimeter setting. When local altimeter setting not received, use Chicago/Rockford Intl altimeter setting: increase all DA to 1073 feet and all MDA 60 feet; increase LNAV visibility Cats C/D ¼ mile; increase Circling Cat C visibility ¼ mile.

Baro-VNAV NA when using Chicago/Rockford Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. VDF NA when using Chicago/Rockford Intl altimeter setting. When local altimeter setting not received, use Chicago/Rockford Intl altimeter setting: increase all DA to 1073 feet and all MDA 60 feet; increase LNAV visibility Cats C/D ¼ mile; increase Circling Cat C visibility ¼ mile.

Baro-VNAV NA when using Chicago/Rockford Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. VDF NA when using Chicago/Rockford Intl altimeter setting. When local altimeter setting not received, use Chicago/Rockford Intl altimeter setting: increase all DA to 1073 feet and all MDA 60 feet; increase LNAV visibility Cats C/D ¼ mile; increase Circling Cat C visibility ¼ mile.

Baro-VNAV NA when using Chicago/Rockford Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. VDF NA when using Chicago/Rockford Intl altimeter setting. When local altimeter setting not received, use Chicago/Rockford Intl altimeter setting: increase all DA to 1073 feet and all MDA 60 feet; increase LNAV visibility Cats C/D ¼ mile; increase Circling Cat C visibility ¼ mile.
Baro-VA NAV NA when using Chicago/Rockford Intl altimeter setting. For uncompensated Baro-VA NAV systems, LNAV/VA NAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Chicago/Rockford Intl altimeter setting: increase LPV DA to 1079 feet and LNAV/VA NAV DA to 1152 feet and all MDA 60 feet; increase LNAV/VA NAV visibility all Cats and LNAV Cat C/D visibility ½ mile; increase Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Chicago/Rockford Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct BATBE and hold.

Procedure NA for arrivals at JULOX on V177 northwest bound.

Procedure NA for arrivals at HINCK on V6 eastbound and V171 southeast bound.

MIRL Rwy 7-25 1
REIL Rwy 7 and 25 1

غا

EC-3, 11 JUL 2024 to 05 SEP 2024

ROCHELLE MUNI/KORITZ FLD (R.P.J)
RNAV (GPS) RWY 18
SALEM-LECKRONE (SLO)

Baro-VNAV NA when using Centralia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting not received, use Centralia altimeter setting: increase LPV DA to 801 feet; increase LNAV/VNAV DA to 890 feet and visibility ½ SM; increase all MDAs 40 feet and LNAV Cats C/D visibility ½ SM and Circling Cats C/D visibility ¼ SM. DME/DME RNP-0.3 NA.

**AWOS-3PT** 118.525

**KANSAS CITY CENTER** 127.7 351.825

**UNICOM** 122.725 (CTAF)

**EDHUJ**

- **(IAP)** 2000
- **(FAF)** 2200
- **(IF/IAF)** 2600
- **(IF/IAF)** 2400
- **(IAP)** 3000

**JEGUS**

- **1.6 NM to RW18**
- **2200**
- **001°**

**UQULO**

- **1.5 NM to RW18**
- **2200**
- **001°**

**RW18 Holding Pattern**

- **1.5 NM to RW18**
- **1120**
- **2200**

**Category**

<table>
<thead>
<tr>
<th>LPV DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
<th>Circling</th>
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<tbody>
<tr>
<td>773-1</td>
<td>862-1</td>
<td>940-1</td>
<td>1040-1</td>
</tr>
<tr>
<td>200 (200-1)</td>
<td>289 (300-1)</td>
<td>367 (400-1)</td>
<td>467 (500-1)</td>
</tr>
</tbody>
</table>

**SALEM, ILLINOIS**

Amdt 1B 30DEC21

38°39'N-88°58'W
**RNAV (GPS) RWY 36**

**SALEM-LECKRONE (SLO)**

**AWOS-3PT**  
118.525

**KANSAS CITY CENTER**  
127.7 351.825

**UNICOM**  
122.725 (CTAF)

---

**Baro-VNAV NA when using Centralia altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting not received, use Centralia altimeter setting: increase LPV DA to 1045 feet and visibility ⅛ SM; increase LNAV/VNAV DA to 1093 feet; increase all MDAs 40 feet and Circling Cats C/D visibility ⅛ SM. Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ⅛ SM NA.

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

**2600 EDHUJ**  
VGSI and RNAV glideslope not coincident (VGSI Angle 3.00°/TCH 28).

**Category**  
A  B  C  D

**LPV DA**  
1017-1½  445 (500-1½)

**LNAV/VNAV DA**  
1065-1¾  493 (500-1¼)

**LNAV MDA**  
1040-1  468 (500-1)  1040-1½  468 (500-1½)

**CIRCLING**  
1040-1  467 (500-1)  1380-2¾  807 (900-2½)  1380-2½  807 (900-2½)

**SALEM, ILLINOIS**  
Amdt 1B 30DEC21

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**EC-3, 11 JUL 2024 to 05 SEP 2024**

**SALEM-LECKRONE (SLO)**

---

**38°39'N-88°58'W**

---

**SALEM, ILLINOIS**  
Amdt 1B 30DEC21
SAVANNA, ILLINOIS

RNAV (GPS) RWY 13
TRI-TOWNSHIP (SFY)

When local altimeter setting not received, use Sterling/Rockfalls altimeter setting and increase all MDA 80 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at LOTTE on V129 southbound and V172 westbound.

EC-3, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Sterling/Rockfalls altimeter setting and increase all MDA 80 feet. Procedure NA at night. Rwy 13, 31 helicopter visibility reduction below 1 SM NA. DME required.

**MISSED APPROACH:** Climb to 2400 then climbing right turn to 2700 on CVA VORTAC R-036 to HAUNT and hold.

**DME REQUIRED**

**AWOS-3PT**

<table>
<thead>
<tr>
<th>Channel</th>
<th>118.650</th>
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</table>

**QUAD CITY APP CON**

<table>
<thead>
<tr>
<th>Channel</th>
<th>125.95 257.8</th>
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**UNICOM**

<table>
<thead>
<tr>
<th>Channel</th>
<th>122.7 (CTAF)</th>
</tr>
</thead>
</table>

**SAVANNA, ILLINOIS**

**AL-9152 (FAA)**

**TRI-TOWNSHIP (SFY)**

**VOR-A**

**42°03’N-90°06’W**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**ELEV 616**

**SAVANNA, ILLINOIS**

**Orig-C 25MAR21**

**TRI-TOWNSHIP (SFY)**

**42°03’N-90°06’W**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
Rwy 12 helicopter visibility reduction below 1 SM NA. For uncompensated Boro VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 12 and Circling Rwy 12, 35 NA at night.

MISSED APPROACH: Climb to 2500 direct HISAV and hold.

AWOS-3  
118.65

GREEN BAY APP CON *  
119.4 338.2

UNICOM  
122.8 (CTAF)

HOLD  
6000  
2700

4 NM  
294°  
114°

(FAF) WIRIX  
1038

(FAF) ZASRU

30 NM to ZASRU

1102

1242

999

999

2200

2200

114°

114°

114°

114°

GP 3.00°

TCH 45

2200

1460

2200

HISAV 2500

ELEV 813

TDZE 811

WATER ALL WAY:  
12000 X 1000

MIRL Rwys 12-30 and 17-35

REIL Rwy 30
Rwy 30 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling to Rwy 12, 35 NA at night.

AWOS-3
118.65

GREEN BAY APP CON
119.4 338.2

UNICOM
122.8 (CTAF)

SHAWANO, WISCONSIN
AL-9009 (FAA)
23222

RNAV (GPS) RWY 30
SHAWANO MUNI (EZS)

WATER ALL-WAY: 12000 X 1000

MIRL Rwys 12-30 and 17-35
REIL Rwy 30

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024
ILS or LOC RWY 22
SHEBOYGAN COUNTY MEML (SBM)

DME required.

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 338° and OSH VORTAC R-111 to LEWKO INT/OSH 15.1 DME and hold.

ASOS
118.425

MILWAUKEE APP CON
127.375 263.075

GCO
121.725

CLNC DEL
127.375

UNICOM
122.7 (CTAF)

OSH
116.75 OSH
Chan 114 (Y)

OSHKOSH
115.5 GRB
Chan 102

101°
(35.1)

LEWKO
OSH 15.1

I-HEV 110.7
Chan 44

LOCALIZER 110.7
I-HEV 110.7

1.3 NM

Use I-HEV DME when on the localizer course. Remain within 10 NM

CATEGORY
A
B
C
D
S-ILS 22
943-1/2 200 (200-1/2)
S-LOC 22
1200-1/2 457 (500-1/2) 1200-7/8 457 (500-7/8)
CIRCLING
1200-1 445 (500-1) 1220-1 465 (500-1) 1240-1/2 485 (500-1/2) 1360-2 605 (700-2)

REIL Rwy 4
MIWL Rwy 13-31
HIRL Rwy 4-22

EC-3, 11 JUL 2024 to 05 SEP 2024

SHEBOYGAN, WISCONSIN
Amdt 6 21 MAY 20
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. Rwy 4 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct JADNI and hold.

307/30 CW 320/30 (NoPT) not authorized when R-6903 active.

217/30 CW 307/30 not authorized when R-6903 active.

4 NM Holding Pattern

GP 3.00° TCH 52

MISSED APCH FIX

4 NM

JADNI

* LNAV only.

RNP APCH.
RNAV (GPS) RWY 13
SHEBOYGAN COUNTY MEML (SBM)

**ASOS**
- SHEBOYGAN, WISCONSIN: 118.425

**MILWAUKEE APP CON**
- RWY 13: 127.375
- 3000: 263.075

**GCO**
- SHEBOYGAN COUNTY MEML: 121.725

**CLNC DEL**
- SHEBOYGAN COUNTY MEML: 127.375

**UNICOM**
- SHEBOYGAN: 122.7 (CTAF)

**Category**
- A
  - LNAV MDA: 1160-1
  - 405 (500-1)
- B
  - 1160-1
  - 1/4 405 (500-1)
- C
  - 1200-1
  - 445 (500-1)
- D
  - 1220-1
  - 465 (500-1)
  - 1240-1/2
  - 485 (500-1)
  - 1360-2
  - 605 (700-2)

**RNAV (GPS) RWY 13**

**Rwy 13 helicopter visibility reduction below 1/8 SM NA.**

**Visual Segment - Obstacles.**
- ORMEE: 3.5 NM
- 3000: 0.6 NM
- RW13: 1.2 NM

**Holding Pattern**
- ORMEE: 4 NM
- 3000 NoPT: 0.92° (7.6)

**NBOE**
- SHEBOYGAN COUNTY MEML: 2700

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**UNICOM**
- SHEBOYGAN: 122.7 (CTAF)
- SHEBOYGAN COUNTY MEML: 122.7 (CTAF)

**Orig-C 21 MAY 2020**

**43°46'N-87°51'W**

**689**
RNAV (GPS) RWY 36
SHELBY COUNTY (2H(½))

Circling NA to Rwy 4, 14, 22, and 32. Use Decatur altimeter setting, when not received use Mattoon/Charleston altimeter setting and increase all MDA’s 20 feet, and Circling Cat C visibility 0.5 SM. Rwy 36 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 36 NA at night.

Procedure NA for arrival on AXC VORTAC airway radials 098 CW 217.

VRSI and descent angles not coincident (VRSI Angle 4.00/TCH 29).
Circling Rwy 36 NA at night. Circling NA to Rwys 4, 14, 22, and 32. Use Decatur altimeter setting, when not received use Mattoon/Charleston altimeter setting and increase all MDAs 20 feet and Cat C visibility 1/4 SM.

**NDB-A**

**SHELBY COUNTY (2H0)**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1280-1</td>
<td>661 (700-1)</td>
<td>1340-2</td>
<td>721 (800-2)</td>
</tr>
</tbody>
</table>

**ELEV 619**

**ADDERS**

117.2 AXC

Chan 119

**KANSAS CITY CENTER**

124.3 269.15

**UNICOM**

122.8 (CTAF)

**KANSAS CITY CENTER**

126.35

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**SHELBY COUNTY (2H0)**

**Amdt 3A 25JAN24**
RNAV (GPS) RWY 14
SHELL LAKE MUNI (SSQ)

**APP CRS**
- Rwy Idg: 2881
- TDZE: 1233
- Apt Elev: 1233

**RNP APCH.**
- Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Cumberland altimeter setting.
- **NA**

**U.S. A.F.S.**
- **悟**

**MINNEAPOLIS CENTER**
- **悟**

**UNICOM**
- **悟**

** sms**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 32
SHELL LAKE MUNI (SSQ)

**APP CRS**
- Rwy Idg: 3500
- TDZE: 1233
- Apt Elev: 1233

**RNP APCH:**
- Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.
- Use Cumberland altimeter setting.

**UBE AWOS-3PT**
- 119.175

**MINNEAPOLIS CENTER**
- 126.45 276.4

**UNICOM**
- 122.8 (CTAF)

**SCALE:**
- MSA RW32 25 NM

**AIRPORT AND RUNWAY IDENTIFICATION:**
- RW32

**NAVIGATION AID:**
- NAVAID: QESCA
- Holding Pattern

**GPS APPROACH:**
- Category: B
- LNAV MDA: 1800-1 567 (600-1)
- CIRCLING: 1840-1 607 (700-1)

**TCH 40°**
- Holding Pattern

**EC-3, 11 JUL 2024 to 05 SEP 2024**
- RZN SIREN
- 696
RNAV (GPS) RWY 5
BURNETT COUNTY (RZN)

MISSED APPROACH:
Climb to 3400 direct OPGIH and hold.

AWOS-3 118.325
MINNEAPOLIS CENTER 121.05 235.775
UNICOM 122.8 (CTAF)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
Night Landing: Rwy 5, 23, 32 NA. When local altimeter setting not received,
use Rush City, MN altimeter setting and increase all MDA 80 feet; increase
LNAV Cat C/D visibility ¾ mile, and Circling Cat C/D visibility ¼ mile.

CATEGORY A B C D
LNAV MDA 1360-1 371 (400-1)

CIRCLING 1440-1 451 (500-1) 1540-1½ 551 (600-1½) 1680-2¼ 691 (700-2¼)

HIREL 3400 to OPGIH

3400 226° 046°

Yesul 1321
RW05 1093
RW05 1186

贞

HIREL (IF/IAF)

HIREL

30 NM to HIREL (NoPT)

3400

176°

132°

046°

226°

REIL Rwys 5, 14, 23 and 32
MIRL Rwys 5, 23 and 14-32

ELEV 989
TDZE 989
RNAV (GPS) RWY 14
BURNETT COUNTY (RZN)

AWOS-3
118.325

MINNEAPOLIS CENTER
121.05 235.775

UNICOM
122.8 [CTAF]

⚠️ DME/DME RNP-0.3 NA. VDP NA with Rush City, MN altimeter setting.
When local altimeter setting not received, use Rush City, MN altimeter setting and increase all MDA 80 feet; increase RNAV Cat C/D visibility and Circling Cat C/D visibility 1/2 mile. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 5, 23, 32 NA.

MISSED APPROACH: Climb to 3400 direct OYORO and hold.

4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.00°/TCH 28).

ELEV 989

TDZE 988

EC-3, 11 JUL 2024 to 05 SEP 2024

MINNEAPOLIS CENTER
121.05 235.775
UNICOM
122.8 [CTAF]

AWOS-3
118.325

BURNETT COUNTY (RZN)
RNAV (GPS) RWY 14

APP CRS
138°
Rwy Ldg
5000
TDZE
988
Apt Elev
989

 CATEGORY
A
B
C
D

LNAV MDA
1340-1
352 (400-1)

CIRCLING
1440-1
451 (500-1)

1540-1 1/2
551 (600-1 1/2)

1680-2 1/4
691 (700-2 1/4)

SIREN, WISCONSIN
Orig 30APR15
45°49'N-92°22'W

EC-3, 11 JUL 2024 to 05 SEP 2024
## RNAV (GPS) RWY 23

**SIREN, WISCONSIN**

**APP CRS**
- **226°**
- **Rwy Idg** 3900
- **TDZE** 989
- **Apt Elev** 989

**AWOS-3**
- **118.325**

**MINNEAPOLIS CENTER**
- **121.05**
- **235.775**

**UNICOM**
- **122.8**

**BURNETT COUNTY**

**Category B**
- **Al-6889 (FAA)**

**Airport Elev**
- **1132**

**TDZE**
- **989**

**ELEV**
- **989**

**MISSED APPROACH**: Climb to 3400 direct HIREL and hold.

### RNAV (GPS) RWY 23

**Category B**
- **LNAV MDA**
  - **1440-1**
  - **451 (500-1)**

**Category C**
- **1440-1¾**
- **451 (500-1¾)**

**Category D**
- **1540-1½**
- **551 (600-1½)**
- **1680-2¼**
- **691 (700-2¼)**

**REIL Rwys 5, 14, 23 and 32**
**MIRL Rwys 5-23 and 14-32**

**VGSI** and descent angles not coincident
(VGSI Angle 3.00/TCH 27).

**HIREL**
- **1176**

**3400**

**OPGIH**
- **3186**

**HIREL Holding Pattern**

**30 NM to OPGIH (NeRt)**

**OPIE**
- **3400**

**30 NM to OPGIH**

**226° to RW23**

**1476**

**226° to RW23**

**3.00° TCH 40**

**227°**

**227°**

**2500**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**Orig 30APR15**

**45°49'N-92°22'W**

**699**
RNAV (GPS) RWY 32
BURNETT COUNTY (RZN)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rush City, MN altimeter setting and increase all MDA 80 feet; increase LNAV Cat C/D visibility ½ mile, and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 5, 23, 32 NA.

MISSED APPROACH:
Climb to 3400 direct LILTS and hold.

AWOS: 3
118.325

MINNEAPOLIS CENTER
121.05  225.775

UNICOM
122.8  (CTAF)

ELEV 989  TDZE 988

RNAV (GPS) RWY 32
SIREN, WISCONSIN
AL-6889 (FAA)
22251

MINNEAPOLIS CENTER
121.05  225.775

UNICOM
122.8  (CTAF)

AWOS: 3
118.325

MINNEAPOLIS CENTER
121.05  225.775

UNICOM
122.8  (CTAF)

EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
EC-3, 11 JUL 2024 to 05 SEP 2024
Straight-in Rwy 19 NA at night, Circling Rwy 19 NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2800 direct HEBON WP and hold.

<table>
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<tr>
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<th>DULUTH APP CON</th>
<th>CTAFT</th>
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</thead>
<tbody>
<tr>
<td>119.6</td>
<td>125.45 233.7</td>
<td>122.9</td>
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</tbody>
</table>

BARUM

(IAF) SIDKE

(IAF) HEBON

(IAF) TELUE

[FAF] LERVE

RW19

LNAV MDA

2800

HEBON

Visual Segment - Obstacles.

4 NM Holding Pattern

LNAV MDA

1800-1 698 (700-1) 1800-2 698 (700-2) NA

CIRCLING 1800-1 698 (700-1) 1800-2 698 (700-2) NA

EC-3, 11 JUL 2024 to 05 SEP 2024

SOLON SPRINGS, WISCONSIN

AL-6886 (FAA)

23110

RNAV (GPS) RWY 19

SOLON SPRINGS MUNI (OLG)

SOLON SPRINGS, WISCONSIN

RNAV (GPS) RWY 19

EC-3, 11 JUL 2024 to 05 SEP 2024

MIRL Rwy 1-19

REIL Rwys 1 and 19

EC-3, 11 JUL 2024 to 05 SEP 2024

701
RNAV (GPS) RWY 18
SPARTA COMMUNITY-HUNTER FLD (SAR)

- Baro-VNAV NA when using Scott AFB/Midamerica St Louis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
- DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Scott AFB/Midamerica St Louis altimeter setting and increase all DA 68 feet and all MDA 80 feet, increase LNAV and circling Cat C/D visibility ½ mile. Circling NA to Rwy 9/27.

**Missed Approach:**
Climb to 1200 then climbing left turn to 2200 direct TOSSO and hold.

**AWOS-3PT**
- 118.375

**ST. LOUIS APP CON**
- 125.2 281.5

**UNICOM**
- 123.075 (CTAF)

**ELEV** 538
**TDZE** 538

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

**Limit missed approach to 250K.**

**SPARTA, ILLINOIS**
AL-5821 (FAA) 23334

EC-3, 11 JUL 2024 to 05 SEP 2024

Amdt 1C 22APR21

38°09’N-89°42’W
Circling to Rwy 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized. Baro-VNAV and VDP NA when using La Crosse altimeter setting. When local altimeter setting not received, use La Crosse altimeter setting and increase all DA 79 feet and all MDA 80 feet; increase LPV all Cats visibility ¾ mile, and LNAV/VNAV all Cats and LNAV and Circling Cats C/D visibility ¼ mile. Procedure not authorized when R-6901B is active.

Procedure NA for arrivals at FAPKO on V82-170-510 eastbound.
### NDB RWY 29
**SPARTA/FORT MC COY (CMY)**

**ASOS**
- ELEV: 838
- TDZE: 831

**VOLK APP CON**
- **119.775**
- **135.25**
- **244.875**

**SPARTA/MC COY TOWER**
- **124.6**
- **254.375**

**GND CON**
- **123.625**

**CTAF**
- **124.6**

**NDB**
- **412**
- **CMY**
- **TDZE**
- **831**
- **Apt Elev**
- **838**

**Rwy Idg**
- **4266**

**App CRS**
- **287°**

**Category**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>1560-1</td>
<td>729 (800-1)</td>
<td>1560-2</td>
<td>729 (800-2)</td>
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<tr>
<td>CIRCLING</td>
<td>1560-1</td>
<td>722 (800-1)</td>
<td>1620-2 ¹/₄</td>
<td>782 (800-2)</td>
</tr>
</tbody>
</table>

**Circling to Rwy 19 NA at night.** When local altimeter setting not received, use La Crosse altimeter setting and increase all MDA 80 feet and visibility S-29 Cat B 3/4 mile and Cat C 1/4 mile. Helicopter visibility reduction below 1 SM not authorized.

**Procedure not authorized when R-6901B is active.**

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).**

**MISSED APPROACH:** Climb to 2100 then climbing left turn to 3200 direct CMY NDB and hold.

**EMERGENCY PROCEEDURES**
- Use La Crosse altimeter setting and increase all MDA 80 feet and visibility S-29 Cat B 3/4 mile and Cat C 1/4 mile. Helicopter visibility reduction below 1 SM not authorized.

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<thead>
<tr>
<th>Knots</th>
<th>Min:Sec</th>
<th>4:06</th>
<th>2:44</th>
<th>2:03</th>
<th>1:38</th>
<th>1:22</th>
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<tr>
<td>60</td>
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<td>150</td>
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</table>

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**SPARTA, WISCONSIN**

**Amdt 4B 30DEC21**

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**AL-6902 (FAA)**

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**EC-3, 11 JUL 2024 to 05 SEP 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
SPRINGFIELD, ILLINOIS

**ILS or LOC RWY 4**

**ABRAHAM LINCOLN CAPITAL (SPI)**

**ADSR**

When local altimeter setting not received, use Lincoln altimeter setting and increase all DA. 57 feet, all MDA 60 feet, increase S-LOC and Circling Cat C/D visibility 1/4 mile. For inop ALS when using Lincoln altimeter setting, increase S-LOC 4 Cats C and D visibility to 1 1/2 SM. *RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Lincoln altimeter setting).

**ATIS**

<table>
<thead>
<tr>
<th>SAINT LOUIS APP CON</th>
<th>SPRINGFIELD TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>127.65 270.1</td>
<td>126.15 323.0</td>
<td>121.3 (CTAF) 257.8</td>
<td>121.9 348.6</td>
<td>121.7 122.95</td>
</tr>
</tbody>
</table>

**Category**

<table>
<thead>
<tr>
<th><strong>A</strong></th>
<th><strong>B</strong></th>
<th><strong>C</strong></th>
<th><strong>D</strong></th>
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<tr>
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<td>792/24</td>
<td>200 (200-1/2)</td>
<td>1020/24</td>
<td>428 (500-1/2)</td>
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<td>428 (500-1/2)</td>
<td>1020/40</td>
<td>428 (500-3/4)</td>
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<td>1040-1</td>
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<td>782 (800-2 1/2)</td>
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</tbody>
</table>

**MALSR**

**3100**

**FAF to MAP 5.1 NM**

**MINED APPROACH:**

Climb to 1500 then climbing left turn to 2300 direct HUSKK LOM and hold.
AIR NAVIGATION TERMINOLOGY

Amdt 9C 13SEP18

112.7 SPX
R-235 to CUBVO/SPI 12 DME and hold.

MISSED APCH FIX
CUBVO
SPI 12
R-235 to CUBVO/SPI 12 DME and hold.

SPRINGFIELD, ILLINOIS
Amdt 9C 13SEP18

EC-3, 11 JUL 2024 to 05 SEP 2024

ILS or LOC RWY 22
ABRAHAM LINCOLN CAPITAL (SPI)

SPRINGFIELD, ILLINOIS
Amdt 9C 13SEP18

EC-3, 11 JUL 2024 to 05 SEP 2024

ILS or LOC RWY 22
ABRAHAM LINCOLN CAPITAL (SPI)

SPRINGFIELD, ILLINOIS
Amdt 9C 13SEP18

EC-3, 11 JUL 2024 to 05 SEP 2024

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SPRINGFIELD, ILLINOIS
Amdt 9C 13SEP18

EC-3, 11 JUL 2024 to 05 SEP 2024

ILS or LOC RWY 22
ABRAHAM LINCOLN CAPITAL (SPI)
ADF or DME required. When local altimeter setting not received, use Logan County altimeter setting: increase DA to 848 feet and all MDA 60 feet, increase Circling Cat C/D/E visibility 1/2 SM. For inop MALSR, increase S-ILS-31 Cat E visibility to 1/4 and S-LOC-31 Cat E visibility to 2 1/2. Autopilot coupled approach NA below 850.

MALSR

Missed Approach: Climb to 1700 then climbing left turn to 3100 direct CALDE LOM and hold. (DME equipped aircraft climb to 1700, then climbing left turn to 3200 via SPI R-272 to GINIA INT/SPI 19.7 DME and hold.)

DME equipped aircraft

Missed Approach Fix

Localizer 110.15 I-CJ CJ

Maximum entry altitude 6000 at CALDE LOM. LOM/IAF CALDE SPI

240 CJ

SPINNER 112.7 SPI Chan 74

2600 to LOM 125° (4.7)

ADJUSTMENT

REIL Rwy 13
HIRL Rwy 4-22 and 13-31

FAF to MAP 4.3 NM

Knots Min:Sec

60 90 120 150 180 2:52 2:09 1:43 1:26

CATEGORY

S-ILS 31

A

B

C

D

E

S-LOC 31

1200-1/2 610 (700-1/2) 1200-1/2 1200-1/2 1200-1/2 610 (700-1/2) 610 (700-1/2) 610 (700-1/2)

CIRCLING

1200-1 602 (700-1) 1360-2/3 1380-2/3 1380-2/3 762 (800-2/3) 782 (800-2/3) 782 (800-2/3)

GS 3.00° TCH 55

Remain within 15 NM
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Lincoln altimeter setting. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats C/D visibility to 1½ SM. When local altimeter setting not received, use Lincoln altimeter setting and increase LPV DA to 912 feet; increase LNAV/VNAV DA to 989 feet and all visibilities to RVR 3500; increase all MDAs 60 feet and LNAV visibility Cat C/D to RVR 5500 and Circling visibility Cat C/D ½ SM. For inop ALS when using Lincoln altimeter setting, increase LPV all Cats visibility to RVR 4500.
Boro-VNAV and VDP NA when using Lincoln altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Lincoln altimeter setting: increase LPV DA to 932 feet and all visibilities ¾ SM; increase LNAV/VNAV DA to 1068 feet and all visibilities ¾ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D ¾ SM, and Circling visibility Cat C/D ¾ SM. Rwy 13 helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrivals at ATTIC on V67 northwest bound.
RNAV (GPS) RWY 22
ABRAHAM LINCOLN CAPITAL (SPI)

**RNP APCH - GPS.**

- **ASR**
  - For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C.
  - When local altimeter not received, use Lincoln altimeter setting: increase LPV DA to 942 feet and all visibilities 1/3 SM, LNAV/VNAV DA to 1108 feet and all visibilities 1/3 SM; increase all MDAs 60 feet and visibility LNAV and Circling Cat C/D 1/3 SM. Baro-VNAV and VDP NA when using Lincoln altimeter setting. For inop ALS, increase LPV all Cat visibility to 1/3 SM. For inop ALS when using Lincoln altimeter setting, increase LPV all Cat visibility to 1 SM, increase LNAV/VNAV all Cat visibility to 1/3 SM.

**MALSR**

- **MISSED APPROACH:** Climb to 2700 direct COVAC and hold.

**ATIS**
- 127.65 270.1

**SAINT LOUIS APP CON**
- 126.15 323.0

**SPRINGFIELD TOWER**
- 121.3 (CTAF)
- 257.8

**GND CON**
- 121.9
- 348.6

**CINC DEL**
- 121.7

**UNICOM**
- 122.95

**ELEV**
- 598

**TDZE**
- 598

**MISSP APCH FIX**
- COVAC

**MALSR**

**MISSPD APPROACH**
- Climb to 2700 direct COVAC and hold.

**ATIS**
- 127.65 270.1

**SAINT LOUIS APP CON**
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**SPRINGFIELD TOWER**
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**MALSR**

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**UNICOM**
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**ELEV**
- 598

**TDZE**
- 598

**MISSPD APCH FIX**
- COVAC

**MALSR**

**MISSPD APPROACH**
- Climb to 2700 direct COVAC and hold.
RNAV (GPS) RWY 31
ABRAHAM LINCOLN CAPITAL (SPI)

ATIS
127.65 270.1
SAINT LOUIS APP CON 126.15 323.0
SPRINGFIELD TOWER 121.3 (CTAF) 257.8
GND CON 121.9 348.6
CLNC DEL 121.7
UNICOM 122.95

MISSED APPROACH: Climb to 2500 direct JOPOD and hold.

Procedure NA for arrivals at CLEEK via V67 southbound.

Procedure NA for arrivals at LATHA via V50 eastbound.

LPV DA

<table>
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<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>1360-2/4</td>
<td>760 (800-2/4)</td>
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SPRINGFIELD, ILLINOIS
Orig A 13AUG20

39°51'N-89°41'W

ABRAHAM LINCOLN CAPITAL (SPI)
RNAV (GPS) RWY 31

EC-3, 11 JUL 2024 to 05 SEP 2024
ABRAHAM LINCOLN CAPITAL (SPI)

**VOR/DME RWY 13**

**SPRINGFIELD, ILLINOIS**

**ATIS**

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**SAINT LOUIS APP CON**

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**SPRINGFIELD TOWER**

<table>
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**GND CON**

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<tbody>
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**CLNC DEL**

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**Rwy Idg**

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<td>7217</td>
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**Apt Elev**

<table>
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<th>Frequency</th>
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**Elev**

<table>
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<th>Frequency</th>
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<tbody>
<tr>
<td>598</td>
<td>SPI</td>
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</table>

**980-1**

**388 (400-1)**

**980-1 1/8**

**388 (400-1/8)**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**39°51'N-89°41'W**

**715**

**HIIRL Rwys 4-22 and 13-31**

**One Minute Holding Pattern**

- **ULAXY SPI [11.6]**
- **HEDMU SPI [5.5]**
- **ILKEW SPI [3]**
- **ESMIF SPI [0.8]**

**NoPT for arrival at ULAXY on V67 southeast bound.**

**Helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use Lincoln altimeter setting: increase all MDA 60 feet and S-13 and Circling Cat C and D visibility 1/4 SM. VDP NA when using Lincoln altimeter setting.**

**MISSED APPROACH: Climb to 1500 then climbing left turn to 3100 via SPI VORTAC R-116 to PUWGO SPI 11.5 DME and hold.**
One Minute Holding Pattern

116° to 296°

TCH 54

SPI  11.6

ULAXY

3100 NoPT to PUWGO 246° (7.9) and 296° (4.5)

RIANTE

SPI 11.5

PUWGO

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 on SPI VORTAC R-314 to ULAXY/ZIP 11.6 DME and hold.

VDP NA when using Lincoln altimeter setting.

VOR/DME RWY 31

ABRAHAM LINCOLN CAPITAL (SPT)

EC-3, 11 JUL 2024 to 05 SEP 2024
SPRINGFIELD, ILLINOIS

ABRAM LINCOLN CAPITAL (SPI)

VOR RWY 4

ATIS 127.65 270.1
SAINT LOUIS APP CON 126.15 323.0
SPRINGFIELD TOWER 121.3 (CTAF) 257.8
GND CON 121.9 348.6
CLNC DEL 121.7
UNICOM 122.95

DME required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 on SPI VORTAC R-036 to CAYAC/5.7 DME and hold.

112.7 SPI: Three NM CIRCLING 1046

SPINNER 5.7

TECOY SPI 5.6

HOMLA SPI 2

RITCU SPI 0.4

SPI 5.6

SPI 5.7

SPI 2

SPI 0.4

VOR RWY 4

ABRAM LINCOLN CAPITAL (SPI)

EC-3, 11 JUL 2024 to 05 SEP 2024

One Minute Holding Pattern

CUBVO SPI 12

TECOY SPI 5.6

HOMLA SPI 2

RITCU SPI 0.4

6000 2700

235° 055°

055° 23°

1140

6.4 NM

3.6 NM

0.6 NM

1 NM

CIRCLING

1040-1 1100-1 1360-2/4 1380-2/4

442 (500-1) 502 (600-1) 762 (800-2/4) 782 (800-2/4)

S-4

960/24 368 (400-½) 960/40 368 (400-¾)

39°51’N-89°41’W

One Minute Holding Pattern

CUBVO SPI 12

TECOY SPI 5.6

HOMLA SPI 2

RITCU SPI 0.4

6000 2700

235° 055°

055° 23°

1140

6.4 NM

3.6 NM

0.6 NM

1 NM

CIRCLING

1040-1 1100-1 1360-2/4 1380-2/4

442 (500-1) 502 (600-1) 762 (800-2/4) 782 (800-2/4)

S-4

960/24 368 (400-½) 960/40 368 (400-¾)

39°51’N-89°41’W
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 25
WHITESTONE COUNTY/JOS H BITTORF FLD (SQI)

Amdt 1A  30NOV23

Procedure NA for arrivals at TRIDE on V8-38 eastbound.
LOC BC RWY 7
WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

BACK COURSE

LOCALIZER 111.5
111.5
Chan 52

I-SQI

LOC BC RWY 7
WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

Back Course

LOCALIZER 111.5
111.5
Chan 52

I-SQI

LOC BC RWY 7
WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

Back Course

LOCALIZER 111.5
111.5
Chan 52

I-SQI

LOC BC RWY 7
WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

Back Course

LOCALIZER 111.5
111.5
Chan 52

I-SQI

LOC BC RWY 7
WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

Back Course

LOCALIZER 111.5
111.5
Chan 52

I-SQI

LOC BC RWY 7
WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

Back Course

LOCALIZER 111.5
111.5
Chan 52

I-SQI

LOC BC RWY 7
WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

Back Course

LOCALIZER 111.5
111.5
Chan 52

I-SQI
AMES POINT, WISCONSIN
AL-5050 (FAA) 24081

ILS or LOC RWY 21
AMES POINT MUNI (STE)

LOC/DME I-STE
111.35
APP CRS 211°
Rwy Idg 6028
TDZE 1110
Apt Elev 1110

RNP APCH - GPS.
DME required.

For inop ALS, increase S-LOC 21 Cat C/D visibility to 1/2 SM. Inop table does not apply to S-ILS 21 all Cats. Autopilot coupled approach NA below 1400.

AWOS-3
119.275
MINNEAPOLIS CENTER
124.4 317.7
UNICOM
122.7 (CTAF)

MISSED APCH FIX
FAYYE
211°

MISSED APPROACH: Climb to 2800 direct FAYYE and hold.

EC-3, 11 JUL 2024 to 05 SEP 2024
724
RNAV (GPS) RWY 3
STEVENS POINT MUNI (STE)

RNP APCH - GPS.

- Rwy 3 helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

### AWOS-3
- 119.275

### MINNEAPOLIS CENTER
- 124.4 317.7

### UNICOM
- 122.7 (CTAF)

---

### Holding Pattern
- VGSII and RNAV glidepath not coincident (VGSII Angle 3.00°/TCH 44).

- **AWOS-3**: 119.275
- **MINNEAPOLIS CENTER**: 124.4 317.7
- **UNICOM**: 122.7 (CTAF)

---

### Holding Pattern
- 6000 2800
- GP 3.00° TCH 38

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

- **LPV DA**
  - 1409-7/6
- **LNAV/ VNAV DA**
  - 1594-13/6
- **LNAV MDA**
  - 1540-1
  - 432 (500-1)

- **CIRCLING**
  - 1580-1
  - 470 (500-1)

---

### EC-3, 11 JUL 2024 to 05 SEP 2024
- EC-3, 11 JUL 2024 to 05 SEP 2024
- 120° 211°
- 30 NM to DOLDY
- 3600
- 120°
- 2800
- DOLDY

### EC-3, 11 JUL 2024 to 05 SEP 2024
- EC-3, 11 JUL 2024 to 05 SEP 2024
- 120° 211°
- 30 NM to FAYYE (NoPT)
- 3000
- 2800
- 2800
- 2800
- 2800

### EC-3, 11 JUL 2024 to 05 SEP 2024
- EC-3, 11 JUL 2024 to 05 SEP 2024
- 120° 211°
- 30 NM to BLUNN
- 301°
- 2800
- 2800
- 2800

---

### EC-3, 11 JUL 2024 to 05 SEP 2024
- EC-3, 11 JUL 2024 to 05 SEP 2024
- 120° 211°
- 30 NM to DOLDY
- 3600
- 120°
- 2800
- DOLDY

---

### Holding Pattern
- 6000 2800
- GP 3.00° TCH 38

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

- **LPV DA**
  - 1409-7/6
- **LNAV/ VNAV DA**
  - 1594-13/6
- **LNAV MDA**
  - 1540-1
  - 432 (500-1)

- **CIRCLING**
  - 1580-1
  - 470 (500-1)
RNAV (GPS) RWY 12
STEVENS POINT MUNI (STE)

Category
LNAV MDA
CIRCLING

A 1760-1 652 (700-1)
1760-1½ 652 (700-1½)

B 1860-2¼ 750 (800-2½)
1860-2½ 750 (800-2½)

C 1760-1 650 (700-1)

D 1860-2½ 750 (800-2½)

MISSED APPROACH: Climb to 3000 direct SAJSI and hold.

AWOS-3 119.275
MINNEAPOLIS CENTER 124.4 317.7
UNICOM 122.7 (CTAF)

Rwy 12 helicopter visibility reduction below 3/4 SM NA. When local altimeter not received, use Mosinee altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D visibility 3/4 SM. VDP NA when using Mosinee altimeter setting.

RNAV (GPS) - RWY 12

STEVENS POINT, WISCONSIN
AL-5050 (FAA)

EC-3, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Inop table does not apply to LPV all Cats.
For inop ALS, increase LNAV Cat C and D visibility to 1½ SM.

For inop ALS, increase LNAV Cat C and D visibility to 1½ SM.

Climb to 2800 direct FAYYE and hold.

Climb to 2800 direct FAYYE and hold.

Holding Pattern

LPV DA

LNAV/ VNAV DA

LNAV MDA

CIRCLING

Amdt 1C 21MAR24

44°33'N-89°32'W

727
Rwy 30 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mosinee altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D visibility ½ SM. VDP NA when using Mosinee altimeter setting.

MISSED APPROACH:
Climbing left turn to 3000 direct SAJSI and hold.
RNAV (GPS) RWY 2
DOOR COUNTY CHERRYLAND (SUE)

Pilots should be familiar with LNAV/VNAV glidepath angles not coincident (VGS Angle 3.00°/TCH 34) and RNAV glidepath angles not coincident (VGS Angle 3.00°/TCH 34).  Procedures for an RNAV approach are the same as for a non-RNAV approach.  A lateral navigation aid (RNAV) glidepath should be used when transitioning to or from a non-RNAV glidepath.  RVSM is not required.


definition of terms:

HP = Highest point/Controlled obstacle

For example:

ALTITUDE

HP = 120-1

556 (600-1½)
RNAV (GPS) RWY 10
DOOR COUNTY CHERRYLAND (SUE)

**AWOS-3PT**
128.325

**GREEN BAY APP CON**
119.25 338.2

**UNICOM**
122.7 (CTAF)

Procedure NA for arrivals at WARWF on V7-341-450 northeast bound.

Procedure NA for arrivals at AGOMA on V420 eastbound.

**STURGEON BAY, WISCONSIN**
STURGEON BAY, WISCONSIN
AL-5409 (FAA) 22251

**APP CRS**
096°

**Rwy Idg**
3199

**TDZE**
719

**Apt Elev**
724

** CATEGORY **

<table>
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<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>LNAV MDA</td>
<td>1120-1 401 (400-1)</td>
<td>1120-1½ 401 (400-1½)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1280-1 556 (600-1)</td>
<td>1280-1½ 556 (600-1½)</td>
<td>NA</td>
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**EC-3, 11 JUL 2024 to 05 SEP 2024**

**GREEN BAY APP CON**
119.25 338.2

**UNICOM**
122.7 (CTAF)

**TDZE**
719

**ELEV**
724

**RWP**
1351

**AVOS-3PT**
128.325

**GRN BAY APP CON**
119.25 338.2

**UNICOM**
122.7 (CTAF)

**AWOS-3PT**
128.325

**GREEN BAY APP CON**
119.25 338.2

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**APP CRS**
096°

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3199

**TDZE**
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**Apt Elev**
724

** CATEGORY **

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<td>1120-1½ 401 (400-1½)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1280-1 556 (600-1)</td>
<td>1280-1½ 556 (600-1½)</td>
<td>NA</td>
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**EC-3, 11 JUL 2024 to 05 SEP 2024**

**GREEN BAY APP CON**
119.25 338.2

**UNICOM**
122.7 (CTAF)

**TDZE**
719

**ELEV**
724

**RWP**
1351

**AWOS-3PT**
128.325

**GRN BAY APP CON**
119.25 338.2

**UNICOM**
122.7 (CTAF)

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STURGEON BAY, WISCONSIN
AL-5409 (FAA) 22251

**APP CRS**
096°

**Rwy Idg**
3199

**TDZE**
719

**Apt Elev**
724

** CATEGORY **

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<th>D</th>
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<td>LNAV MDA</td>
<td>1120-1 401 (400-1)</td>
<td>1120-1½ 401 (400-1½)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1280-1 556 (600-1)</td>
<td>1280-1½ 556 (600-1½)</td>
<td>NA</td>
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**EC-3, 11 JUL 2024 to 05 SEP 2024**

**GREEN BAY APP CON**
119.25 338.2

**UNICOM**
122.7 (CTAF)

**TDZE**
719

**ELEV**
724

**RWP**
1351

**AWOS-3PT**
128.325

**GRN BAY APP CON**
119.25 338.2

**UNICOM**
122.7 (CTAF)

Procedure NA for arrivals at WARWF on V7-341-450 northeast bound.

Procedure NA for arrivals at AGOMA on V420 eastbound.

**STURGEON BAY, WISCONSIN**
STURGEON BAY, WISCONSIN
AL-5409 (FAA) 22251

**APP CRS**
096°

**Rwy Idg**
3199

**TDZE**
719

**Apt Elev**
724

** CATEGORY **

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<td>LNAV MDA</td>
<td>1120-1 401 (400-1)</td>
<td>1120-1½ 401 (400-1½)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1280-1 556 (600-1)</td>
<td>1280-1½ 556 (600-1½)</td>
<td>NA</td>
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</table>
**RNAV (GPS) RWY 28**

**DOOR COUNTY CHERRYLAND (SUE)**

**GREEN BAY APP CON**
- **119.25 338.2**

**AWOS-3PT**
- **128.325**

**UNICOM**
- **122.7 (CTAF)**

**ELEV**
- **724**

**TDZE**
- **719**

**Rwy 28 helicopter visibility reduction below ¾ SM NA.**

**Procedure NA for arrivals at ZUXIN on V420 westbound.**

---

**Visual Segment - Obstacles.**

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<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>LNAV MDA</td>
<td>1240-1</td>
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<td>1240-1½</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>521 (600-1½)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1280-1</td>
<td>556 (600-1)</td>
<td>1280-1½</td>
<td>NA</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>556 (600-1½)</td>
<td>NA</td>
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</table>

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

**EC-3, 11 JUL 2024 to 05 SEP 2024**
Procedure NA for arrival on DLH VORTAC airway radials 095 CW 160.

HOLD at 8000 or 4000.

Grading and descent angles not coincident (VGSI Angle 3.00/TCH 28).

**MISSING APPROACH:** Climb to 1500 then climbing right turn to 4000 direct BARUM and hold, continue climb-in-hold to 4000.

### RNAV (GPS) RWY 4

**RICHARD I BONG (SUW)**

**Superior, Wisconsin**

**AWOS-3**

- 120.35

**DULUTH APP CON**

- 125.45
- 233.7

**CLNC DEL**

- 124.8

**UNICOM**

- 122.7 (CTAF)

---

**RNP ACHP.**

- \( \Lambda 1569 \)
- \( \Lambda 1581 \)
- \( \Lambda 883 \)
- \( \Lambda B70 \)
- \( \Lambda 1114 \)

**AWOS-3**

- 120.35

**DULUTH APP CON**

- 125.45
- 233.7

**CLNC DEL**

- 124.8

**UNICOM**

- 122.7 (CTAF)

---

**RNP ACHP.**

- \( \Lambda 1569 \)
- \( \Lambda 1581 \)

**AWOS-3**

- 120.35

**DULUTH APP CON**

- 125.45
- 233.7

**CLNC DEL**

- 124.8

**UNICOM**

- 122.7 (CTAF)

---

**RNP ACHP.**

- \( \Lambda 1569 \)
- \( \Lambda 1581 \)

**AWOS-3**

- 120.35

**DULUTH APP CON**

- 125.45
- 233.7

**CLNC DEL**

- 124.8

**UNICOM**

- 122.7 (CTAF)
**RNAV (GPS) RWY 22**

**SUPERIOR, WISCONSIN**

**CHANGE 22167**

**APP CRS**

- Category A: LP MDA 1060-1, LNAV MDA 1240-1, CIRCLING 1240-1
- Category B: LP MDA 394 (400-1), LNAV MDA 574 (600-1), CIRCLING 566 (600-1)
- Category C: LP MDA 1060-1, LNAV MDA 1240-1, CIRCLING 1240-1
- Category D: LP MDA 394 (400-1), LNAV MDA 574 (600-1), CIRCLING 686 (700-2)

**RNP APCH.**

- RLV 22 helicopter visibility reduction below \( \frac{3}{4} \) SM NA. When local altimeter setting not received, use Sky Harbor altimeter setting.

**AWOS-3**

- **DULUTH APP CON** 120.35
- **UNICOM** 122.7 (CTAF)

**Procedure NA for arrivals on DLH VORTAC airway radials 009 CW 160.**

**RNAV (GPS) RWY 22**

**RICHARD I BONG (SUW)**

**EC-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 18
TAYLORVILLE MUNI (TAZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C visibility 1/2 SM.

MISSED APPROACH: Climb to 2500 direct DAYRE and hold.

AWOS-3PT 123.875
SAINT LOUIS APP CON * 126.15 323.0
UNICOM 122.8 (CTAF)

SPINNER
SPI

Procedure NA for arrivals at SPI VORTAC on airway radials 053 CW 173.

Procedure NA for arrivals at AXC VORTAC on airway radials 207 CW 327.

MISS APCH FIX
DAYRE

4 NM
Holding Pattern

CEBHY
EHAXO

2300 359° 179° 2300

3.06° TCH 39

AREA RD

2300 179°

CATEGORY A B C D
LNAV MDA 1080-1 460 (500-1) 1080-1¼ 60 (500-1¼) NA
CIRCLING 1160-1 538 (600-1) 1260-1¾ 638 (700-1¾) NA

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 36
TAYLORVILLE MUNI (TAZ)

Missed Approach: Climb to 2300 direct CEBHY and hold.

NoPT for arrival at DAYRE on V191 northeast bound.

ELEV 622  TDZE 622
REIL Rwy 9R, 27L and 18
MIRL Rwy 9R-27L and 18-36

Category A: LNAV MDA 1100-1
               478 (500-1)

Category B: LNAV MDA 1100-1
               478 (500-1)

Category C: LNAV MDA 1100-1
               478 (500-1)

Category D: NA

LNAV MDA 1100-1
478 (500-1)

Springfield altimeter setting and increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM. LNAV MDA minimums NA at night.

Circling NA to Rwys 9L and 27R. When local altimeter setting not received, use Springfield altimeter setting and increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM. LNAV MDA minimums NA at night.
### RNAV (GPS) RWY 7

**BLOYER FLD (Y72)**

#### RNAV (GPS) RWY 7

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1460-1</td>
<td>494 (500-1)</td>
<td>1460-1½</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1500-1</td>
<td>534 (600-1)</td>
<td>1500-1½</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>574 (600-1)</td>
<td>1560-1</td>
<td>694 (700-2)</td>
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</tbody>
</table>

**FOSAT**

- Rwy Idg 3900
- TDZE 966
- Apt Elev 966
- RNAV (GPS) RWY 7
- RNAV (GPS) RWY 7 (Y72)

**MISSING APPROACH**

Climb to 3000 direct GLAKE and hold.

**VOLK APP CON**

- 135.25 244.875

**VOLK CTAFF**

- 127.5

**CTAF**

- 122.9

**ELEV**

- 966

**TDZE**

- 966

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**TOMAH, WISCONSIN**

**AL-10763 (FAA)**

**43°59'N-90°29'W**

**739**
TOMAH, WISCONSIN
43°59'N-90°29'W
AL-10763 (FAA)
BLOYER FLD (Y72)

RNAV (GPS) RWY 25

VOLK APP CON ★
135.25 244.875

VOLK CTAF
127.5

CTAF
122.9

Falls 1 MOA

R-6901 B

FOSAT

Glake

VOLK West MOA

VOLK South MOA

When restricted areas R-6901B active (hot/in use) procedure may not be available.

RNAV (GPS) RWY 25

Category

A

B

C

D

LP

MDA

1440-1

474 (500-1)

1440-1

474 (500-1)

1440-1

474 (500-1)

NA

LNAV MDA

1480-1

514 (600-1)

1480-1

514 (600-1)

1480-1

514 (600-1)

NA

CIRCLING

1540-1

574 (600-1)

1540-1

574 (600-1)

1560-1

594 (600-1)

1660-2

694 (700-2)

NA

Category A

4.7 NM

5 NM

WITHE

068°

248°

3.00°

RCH 40

FIDPA

2500

248°

068°

3000

NA

ELEV 966

TDZE 966

Fort McCoy altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below
1 SM NA. Procedure NA at night.

3000

FOSAT and hold.

Y72

1 SM MOA. Procedure NA at night.

RNAV (GPS) RWY 25

1939

1826

158°

338°

3000

3200

2500

2170

1 SM NA. Procedure NA at night.

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

EC-3, 11 JUL 2024 to 05 SEP 2024

43°59'N-90°29'W
RNAV (GPS) RWY 9
TOMAHAWK RGNL (TKV)

MISSED APPROACH: Climb to 4000 direct JAKLI and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1900-1</td>
<td>418 (500-1)</td>
<td>1900-1 (\frac{1}{4})</td>
<td>418 (500-1 (\frac{1}{4}))</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1960-1</td>
<td>478 (500-1)</td>
<td>1960-1 (\frac{3}{8})</td>
<td>478 (500-1 (\frac{3}{8}))</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1960-1</td>
<td>473 (500-1)</td>
<td>2020-1 (\frac{1}{2})</td>
<td>2320-2 (\frac{3}{4})</td>
</tr>
<tr>
<td></td>
<td>533 (600-1)</td>
<td>533 (600-1)</td>
<td>833 (900-2 (\frac{1}{4}))</td>
<td></td>
</tr>
</tbody>
</table>

TOMAHAWK, WISCONSIN
45°28'N-89°48'W

AWOS-3 118.250
MINNEAPOLIS CENTER 133.65 281.5
UNICOM 122.8 (CTAF)

Procedure NA for arrivals at BAITS on V78 southwest bound.

Procedure NA for arrivals at KRSMS on V217 northwest bound.

VGS1 and descent angles not coincident
(VGS1 Angle 3.00/TCH 24).

Rwy 9 helicopter visibility reduction below \(\frac{3}{2}\) SM NA.
RNAV (GPS) RWY 27
TOMAHAWK RGNL (TKV)

RNAV (GPS) RWY 27
TOMAHAWK, WISCONSIN

TOMAHAWK RGNL (TKV)

AWOS-3
118.250

MINNEAPOLIS CENTER
133.65  281.5

UNICOM
122.8 (CTAF)

ELEV
1487

TDZE
1487

Procedure NA for arrival on RHI
VOR/DME airway radials 138 CW 241.

EC-3, 11 JUL 2024 to 05 SEP 2024
NA  Circling NA to Rwy 18 and 36. Procedure NA at night. Use University of Illinois/Willard altimeter setting; when not received, use Decatur altimeter setting; increase all MDAs 80 feet and visibility Cats A and B ½ SM, Cat C ½ SM and Cat D ⅛ SM; increase FANUK fix minimum visibility Cats C and D ⅛ SM.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 on CMI VORTAC R-062 to OCTOE INT and hold.

FANUK FIX MINIMUMS

<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>1540-1</td>
<td>805 (900-1)</td>
<td>1540-2½</td>
<td>1560-2¾</td>
</tr>
<tr>
<td></td>
<td>2000</td>
<td>805 (900-2½)</td>
<td>825 (900-2¾)</td>
<td></td>
</tr>
</tbody>
</table>

CIRCLING

1300-1

565 (600-1)

1420-2

685 (700-2)

1560-2¾

825 (900-2¾)

Knots

60 90 120 150 180

Min:Sec

7:18 4:52 3:39 2:55 2:26

EC-3, 11 JUL 2024 to 05 SEP 2024

40º09'N-88º12'W

743
RNAV (GPS) RWY 18

VANDALIA MUNI (VLA)

**AWOS-AV** 122.8
**KANSAS CITY CENTER** 124.3 269.15
**UNICOM** 122.8 (CTAF)

**ELEV** 537
**TDZE** 534

**MISA** RW18 25 NM

**Flashlight**

Rwy 18 helicopter visibility reduction below \(\frac{3}{4}\) SM NA. When local altimeter setting not received, use Salem altimeter setting; increase all MDAs 60 feet and visibility Cats C and D \(\frac{3}{4}\) SM.

**AWOS-AV** 122.8
**KANSAS CITY CENTER** 124.3 269.15
**UNICOM** 122.8 (CTAF)

**ELEV** 537
**TDZE** 534

**MISA** RW18 25 NM

**Flashlight**

Rwy 18 helicopter visibility reduction below \(\frac{3}{4}\) SM NA. When local altimeter setting not received, use Salem altimeter setting; increase all MDAs 60 feet and visibility Cats C and D \(\frac{3}{4}\) SM.

**AWOS-AV** 122.8
**KANSAS CITY CENTER** 124.3 269.15
**UNICOM** 122.8 (CTAF)

**ELEV** 537
**TDZE** 534

**MISA** RW18 25 NM

**Flashlight**

Rwy 18 helicopter visibility reduction below \(\frac{3}{4}\) SM NA. When local altimeter setting not received, use Salem altimeter setting; increase all MDAs 60 feet and visibility Cats C and D \(\frac{3}{4}\) SM.

**AWOS-AV** 122.8
**KANSAS CITY CENTER** 124.3 269.15
**UNICOM** 122.8 (CTAF)

**ELEV** 537
**TDZE** 534

**MISA** RW18 25 NM

**Flashlight**

Rwy 18 helicopter visibility reduction below \(\frac{3}{4}\) SM NA. When local altimeter setting not received, use Salem altimeter setting; increase all MDAs 60 feet and visibility Cats C and D \(\frac{3}{4}\) SM.

**AWOS-AV** 122.8
**KANSAS CITY CENTER** 124.3 269.15
**UNICOM** 122.8 (CTAF)

**ELEV** 537
**TDZE** 534

**MISA** RW18 25 NM

**Flashlight**

Rwy 18 helicopter visibility reduction below \(\frac{3}{4}\) SM NA. When local altimeter setting not received, use Salem altimeter setting; increase all MDAs 60 feet and visibility Cats C and D \(\frac{3}{4}\) SM.
RNAV (GPS) RWY 36
VANDALIA MUNI (VLA)

MISSED APPROACH: Climb to 2400 direct LITIC and hold.

Procedure NA for arrival on ENL:
VORTAC airway radials 277 CW 042.

1.4 NM to RW36

LNAV MDA 6 NM

RNP APCH - GPS.

1.4 NM to RW36

MISSED APCH FIX
5 NM

5 NM

Holding Pattern

SEYRO

2400

LITIC

RACOV

6000

2400

181°

001°

1.4 NM

001°

3.05°

TCH 40

6 NM

4 NM

1.4 NM

LITIC

MISSED APPROACH:
Climb to 2400 direct LITIC and hold.

Rwy 36 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salem altimeter setting; increase all MDAs 60 feet and visibility Cats C and D ¼ SM.
RNAV (GPS) RWY 11
VIROQUA MUNI (Y51)

MISSED APPROACH: Climb to 3000 direct TACON and hold.

Procedure NA for arrivals at BOOTY on V-82-170-510 southeast bound.

Procedure NA for arrivals at FALAR on T251 south bound.

4 NM Holding Pattern

TEBBO

CHIPEY

OPTOE

2.1 NM to RW11

1 NM to RW11

RW11

MISSED APCH FIX

TACON

3000

3000

3000

114°

90°

088°

(13.8)

43°35'N-90°54'W

MINNEAPOLIS CENTER

CTAF

128.6 363.0

122.9

AWOS-3P

118.975

VIROQUA, WISCONSIN

APP CRS

114°

Rwy Idg

4000

TDZE

1284

Apt Elev

1292

RNP APCH.

Circling NA to Rwys 2 and 20.

MINNEAPOLIS CENTER

CTAF

128.6 363.0

122.9

AWOS-3P

118.975

VIROQUA, WISCONSIN

APP CRS

114°

Rwy Idg

4000

TDZE

1284

Apt Elev

1292

RNP APCH.

Circling NA to Rwys 2 and 20.
Circling NA to Rwys 2 and 20. Rwy 29 helicopter visibility reduction below 1½ SM NA.

Procedure NA for arrivals at QUEST on V129 southeast bound.
WASHINGTON ISLAND, WISCONSIN

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>Sfc Elev</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>029°</td>
<td>N/A</td>
<td>650</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Category:** COPTER

**LNAV MDA:** 1160-3/4

**CTAF:** 122.9

**MINNEAPOLIS CENTER:** 127.65

**AWOS-3PT:** 118.525

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**WASHINGTON ISLAND (2P2)**

**COPPER RNAV (GPS) 029°**

**MAP**

**IBUVE**

**OBIBE**

**JILIP**

**HIREE**

**MINNEAPOLIS CENTER**

**CTAF**

**AWOS-3PT**

**Limit final and missed approach to 70K.**

**Increase to 90K upon reaching the missed approach altitude; maintain 90K while in holding.**

**Limit initial and intermediate approach to 140K.**

**Proceed VFR from OBIBE or conduct the specified missed approach.**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**WASHINGTON ISLAND, WISCONSIN**

**Orig 08NOV18**

**45°23'N-86°55'W**

**753**
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

VFR SEGMENT: VFR climb to OCEKA, cross OCEKA at or above 1200.
IFR SEGMENT: Track 340° to cross WINEP at or above 3000.
RNAV (GPS) RWY 5
WATERTOWN MUNI (RYV)

Rwy 5 helicopter visibility reduction below % SM NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDAs 60 feet, increase LNAV Cat C visibility % SM. Circling Rwy 23 NA at night.

Procedure NA for arrivals on MSN VORTAC airway radials 031 CW 089.

Procedure NA for arrivals on JVL VOR/DME airway radials 044 CW 073.

LNAV MDA
1440-1  619 (700-1)  1440-1 S  619 (700-1)  1440-2  619 (700-2)

Category
A  B  C  D

RNAV (GPS) RWY 5
WATERTOWN MUNI (RYV)

RNAV (GPS) RWY 5
WATERTOWN MUNI (RYV)

RNAV (GPS) RWY 5
WATERTOWN MUNI (RYV)
RNAV (GPS) RWY 11
WATERTOWN MUNI (RYV)

EC-3, 11 JUL 2024 to 05 SEP 2024

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

AWOS-3 119.975
MADISON APP CON 119.15 343.7
UNICOM 122.8 (CTAF)

When local altimeter setting not received, use Dodge County altimeter setting and increase all MDAs 60 feet and Circling visibility Cat A ½ SM. VDP NA when using Dodge County altimeter setting. Circling Rwy 23 NA at night.

Procedure NA for arrivals at RANDO via V170 northwest bound.

Procedure NA for arrivals on MSN VORTAC airway radials 031 CW 089.

Procedure NA for arrivals at JVL VOR/DME via V63 southwest bound.

Procedure NA for arrivals at RANDO on MSN VORTAC.

Procedure NA for arrivals at RANDO.

EC-3, 11 JUL 2024 to 05 SEP 2024

When local altimeter setting not received, use Dodge County altimeter setting and increase all MDAs 60 feet and Circling visibility Cat A ½ SM. VDP NA when using Dodge County altimeter setting. Circling Rwy 23 NA at night.

Procedure NA for arrivals at RANDO via V170 northwest bound.

Procedure NA for arrivals on MSN VORTAC airway radials 031 CW 089.

Procedure NA for arrivals at JVL VOR/DME via V63 southwest bound.

Procedure NA for arrivals at RANDO on MSN VORTAC.

EC-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 23
WATERTOWN MUNI (RYV)

Rwy 23 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Dodge County altimeter setting
and increase all MDAs 60 feet, increase LNAV Cat C and D visibility ½ SM.
Straight-in Rwy 23 NA at night, Circling Rwy 23 NA at night.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>MADISON APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.975</td>
<td>119.15 343.7</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at MSN
VORTAC via V9-341 southwest bound.

Procedure NA for arrivals on BAE
VOR/DME airway radials 302 CW 001.

RNAV (GPS) RWY 23
WATERTOWN, WISCONSIN
AL-6179 (FAA)
WATERTOWN MUNI (RYV)

EC-3, 11 JUL 2024 to 05 SEP 2024

Procedure NA for arrivals on BAE
VOR/DME airway radials 302 CW 001.
RNAV (GPS) RWY 29
WATERTOWN MUNI (RYV)

Circling to Rwy 23 NA at night. Rwy 29 helicopter visibility reduction below 1
SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received,
use Dodge County altimeter setting and increase all MDAs 60 feet and LNAV
visibility Cat C/D½ SM.

**AWOS-3**

<table>
<thead>
<tr>
<th>ELEV</th>
<th>MADISON APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>833</td>
<td>119.975</td>
<td>122.8</td>
</tr>
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</table>

**EC-3, 11 JUL 2024 to 05 SEP 2024**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1400-1</td>
<td>1400-1</td>
<td>1400-1</td>
<td>1400-1</td>
</tr>
<tr>
<td></td>
<td>567 (600-1)</td>
<td>567 (600-1)</td>
<td>567 (600-1)</td>
<td>567 (600-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1400-1</td>
<td>1440-1</td>
<td>1720-2½</td>
<td>1720-3</td>
</tr>
<tr>
<td></td>
<td>567 (600-1)</td>
<td>607 (700-1)</td>
<td>887 (900-2½)</td>
<td>887 (900-3)</td>
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</tbody>
</table>

**NAVIGATION AIDS**

- UNICOM: AWOS-3
- MSA RW 29 25 NM
- RNAV (GPS) RWY 29
- 5 NM TCH 40
- 7 NM TCH 40
- CATEGORY B

**NOTICE**

- Use Dodge County altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C/D½ SM.
- Misleading approaches: Climb to 3000 direct JUTGI and right turn via 329° track to UCILU and hold.
NDB RWY 5
WATERTOWN MUNI (RYV)

MISSED APPROACH: Climb to 2500 then right turn direct RYV NDB and hold.

AWOS-3
119.975

MADISON APP CON
119.15 343.7

UNICOM
122.8 (CTAF)

BADGER
116.4 BAE
Chan 111

ROCK RIVER
371 RYV

MIRL Rwys 5-23 and 11-29
REIL Rwys 5 and 23

EC-3, 11 JUL 2024 to 05 SEP 2024
Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDA 60 feet, and increase visibility Cat A, C and D ¼ mile. Straight-In Rwy 23 NA at night, Circling Rwy 23 NA at night.

AWOS-3
119.975

MADISON APP CON *
119.15 343.7

UNICOM
122.8 (CTAF)

Missed Approach: Climb to 2800 then left turn direct RYV NDB and hold.
**ILS or LOC RWY 10**

**WAUKESHA COUNTY (UES)**

- **LOC I-SKC:** 109.5
- **APP CRS:** 103°
- **Rwy Idg:** 5849
- **TDZE:** 901
- **Apt Elev:** 911

**Radar Required for Procedure Entry:**

- For inoperative MALSR, increase S-LOC 10 Cat C/D visibility to 1/4 mile. For inop MALSR when using Lawrence J Timmerman altimeter setting, increase S-LOC 10 Cat C/D visibility to 1/4 mile. When local altimeter setting not received, use Lawrence J Timmerman altimeter setting: increase DA to 1147 feet; increase all MDAs 60 feet and increase S-LOC 10 Cat C and D and Circling Cat C and D visibility 1/4 SM.

**Missed Approach:**

- Climb to 1500 then climbing left turn to 2800 direct BAE VORTAC and hold.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
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<tbody>
<tr>
<td>S-ILS-10</td>
<td>1101-1/2</td>
<td>200 (200-1/2)</td>
<td></td>
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</tr>
<tr>
<td>S-LOC-10</td>
<td>1400-1/2</td>
<td>499 (500-1/2)</td>
<td>1400-1</td>
<td>499 (500-1)</td>
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<tr>
<td>Circling</td>
<td>1540-1/4</td>
<td>1540-1/4</td>
<td>1640-1/4</td>
<td>1640-1/4</td>
</tr>
</tbody>
</table>

**WAUKESHA, WISCONSIN**

**Amdt 2C 09SEP21**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**ILS or LOC RWY 10**

**WAUKESHA COUNTY (UES)**
When local altimeter setting not received, use Lawrence J Timmerman altimeter setting; increase all MDAs 60 feet and increase Circling Cat C and D visibility 1/4 SM.

**MISSED APPROACH:** Climb to 2000, then climbing right turn to 2800 direct BAE VORTAC and hold.

### ATIS
- **Waukesha Tower** (CTAF) 123.7
- **Ground Control** 121.6
- **CLNC Del** 128.7 (When twr closed)
- **Unicom** 122.95

### Chan 111
- **VAW** 1159.5
- **BADGER** 1071.0
- **MAFIW** 1015.0

### Chart Details
- **Bisesse 333° 153°**
- **BAE** 2800
- **MAFIW** 2800

### Chart Specifications
- **Direct BAE VORTAC and hold.**
- **Then climbing right turn to 2800.**
- **MISSED APPROACH:** Climb to 2000, then climbing right turn to 2800 direct BAE VORTAC and hold.

### Category and Speeds

<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>1460-1</td>
<td>1500-1</td>
<td>1540-1 ¼</td>
<td>1640-2 ¼</td>
</tr>
<tr>
<td></td>
<td>549 (600-1)</td>
<td>589 (600-1)</td>
<td>629 (700-1 ¼)</td>
<td>729 (800-2 ¼)</td>
</tr>
</tbody>
</table>

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

**Min:Sec**
- **4:36**
- **3:04**
- **2:18**
- **1:50**
- **1:32**

**Waukesha, Wisconsin**

**Amendment 16A** 09SEP21
ATIS
118.875
CLNC DEL 121.6
MILWAUKEE CLNC DEL 128.7 (when twr closed)
GND CON 121.6
MILWAUKEE DEP CON 125.35 307.0

**DEPARTURE ROUTE DESCRIPTION**

Climb on assigned heading for RADAR vectors to FANZI, thence…

….on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to PRFEC, thence....

....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR6.DELHI)
SAMPL TRANSITION (UECKR6.SAMPL)
AWOS-3
118.625

MINNEAPOLIS CENTER
124.4 317.7

UNICOM
122.8 [CTAF 0]

**RNAV (GPS) RWY 28**
WAUPACA MUNI (PCZ)

Rwy 28 helicopter visibility reduction below 3/4 SM NA.
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2800 direct BRUNR and hold.

---

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP</td>
<td>MDA</td>
<td>1260-1</td>
<td>433 (500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1260-1 3/4</td>
<td>433 (500-1 3/4)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1340-1</td>
<td>513 (600-1)</td>
<td>1340-1 3/4</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1380-1</td>
<td>540 (600-1)</td>
<td>1420-1</td>
</tr>
<tr>
<td></td>
<td>1420-1 1/2</td>
<td>580 (600-1 1/2)</td>
<td>1500-2</td>
</tr>
</tbody>
</table>

---

**Procedure NA for arrival on OSH**
VORTAC airway radials 307 CW 023.

---

EC-3, 11 JUL 2024 to 05 SEP 2024
Circling NA to Rwys 12W and 30W.
Circling NA southwest of Rwy 13-31.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**ASOS**
- WAUSAU, WISCONSIN
  - 125.925

**MINNEAPOLIS CENTER**
- 124.4
- 317.7

**UNICOM**
- 122.7 (CTAF)

**RNAV (GPS) RWY 13**
- WAUSAU DOWNTOWN (AUW)

**ELEV**
- 1201

**TDZE**
- 1196

**EC-3, 11 JUL 2024 to 05 SEP 2024**
- 770

**WAUSAU, WISCONSIN**
- 44°56'N-89°38'W
- WAAS 90330
- W13A

**APPROACH**
- GP 3.00°
- TCH 43

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

**LPV**
- DA
  - 1446-¾ 250 (300-¾)

**LNAV**
- VNAV DA
  - 1534-1¾ 338 (400-1¾)

**LNAV**
- MDA
  - 1600-1½ 404 (400-1½)

**CIRCLING**
- 1840-1 639 (700-1)
  - 1960-2¼ 2260-3
  - 759 (800-2¼) 1059 (1100-3)

**EC-3, 11 JUL 2024 to 05 SEP 2024**
- 770
RNAV (GPS) RWY 31
WAUSAU DOWNTOWN (AUW)

ASOS
125.925

MINNEAPOLIS CENTER
124.4 317.7

UNICOM
122.7 (CTAF)

MISSED APCH FIX
ZUPIG

Procedure NA for arrivals at CHURP on V26 eastbound and V191 southeast bound.

RS4040°

LNAV/VNAV NA below -21°C or above 54°C.

** Missed approach requires minimum climb of 300 feet per NM to 2100.

EC-3, 11 JUL 2024 to 05 SEP 2024

Amdt 1A 15AUG19

EC-3, 11 JUL 2024 to 05 SEP 2024

1960-1

44°56'N-89°38"W
Circling Rwy 8, 26 NA. Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Oshkosh altimeter setting and increase all MDA 100 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3300 direct ZOSMI and hold.
RNAV (GPS) RWY 31
WAUTOMA MUNI (Y50)

Circling Rwy 8, 26 NA. Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Oshkosh altimeter and increase all MDA 100 feet. Procedure NA at night.

AWOS 3PT 119.475
MILWAUKEE APP CON 127.0 263.075
UNICOM 122.8 (CTAF)

MIRL Rwy 13-31

WAUTOMA, WISCONSIN
Orig-B 20APR23

44°03'N-89°18'W
773
RNAV (GPS) RWY 6
WEST BEND MUNI (ETB)

MISSED APPROACH:
Climb to 3000 direct KEKSE and hold.

AWOS-3 120.0
MILWAUKEE APP CON 125.35 307.0
CLNC DEL 124.75
UNICOM 123.05 (CTAF)

Procedure NA for arrivals at CORIR via V63-191 northbound.

Procedure NA for arrivals on BAE VORTAC airway radials 302 CW 001.

Categoria A B C D
LNAV MDA 1460-1 573 (600-1) 1460-1⅛ 573 (600-1⅛) 1460-1⅛ 573 (600-1¼)
CIRCLING 1460-1 573 (600-1) 1520-1 633 (700-1) 1560-2 673 (700-2) 1560-2¼ 673 (700-2¼)

EC-3, 11 JUL 2024 to 05 SEP 2024

WEST BEND, WISCONSIN
Orig C 07OCT21
43°25'N-88°08'W
RNAV (GPS) RWY 13
WEST BEND MUNI (ETB)

When local altimeter setting not received, use Milwaukee/Lawrence J Timmerman altimeter setting: increase all MDA 80 feet and increase LNAV Cat C/D visibility ½ SM and Circling Cat C/D visibility ¼ SM. Night landing: Rwy 6 NA. Helicopter visibility reduction below ¼ SM NA.

AWOS-3 120.0  MILWAUKEE APP CON 125.35  307.0  CLNC DEL 124.75  UNICOM 123.05 (CTAF) 0

Procedure NA for arrivals on BAE VORTAC airway radials 302 CW 345.

Category A  B  C  D
LNAV MDA 1480-1  598 (600-1)  1480-½  598 (600-½)  1480-¾  598 (600-¾)
CIRCLING 1480-1  593 (600-1)  1520-1  633 (700-1)  1560-2  673 (700-2)  1560-2½  673 (700-2½)

MISSED APPROACH: Climb to 3000 direct COVNI and hold.
RNAV (GPS) RWY 24
WEST BEND MUNI (ETB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 24
helicopter visibility reduction below ½ SM NA. Baro-VNAV and VDP NA when using Lawrence J
Timmerman altimeter setting. When local altimeter setting not received, use Milwaukee/Lawrence J
Timmerman altimeter setting and increase LPV DA to 1260 feet; LNAV/VNAV DA to 1,433 feet and
all visibility ¼ SM; increase all MDA 80 feet and LNAV Cat C/D and Circling Cat C/D visibility ¼ SM.

AWOS-3 120.0
MILWAUKEE APP CON 125.35 307.0
CLNC DEL 124.75
UNICOM 123.05 (CTAF)

MIA-24A

EC-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 24
WEST BEND MUNI (ETB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 24
helicopter visibility reduction below ½ SM NA. Baro-VNAV and VDP NA when using Lawrence J
Timmerman altimeter setting. When local altimeter setting not received, use Milwaukee/Lawrence J
Timmerman altimeter setting and increase LPV DA to 1260 feet; LNAV/VNAV DA to 1,433 feet and
all visibility ¼ SM; increase all MDA 80 feet and LNAV Cat C/D and Circling Cat C/D visibility ¼ SM.

AWOS-3 120.0
MILWAUKEE APP CON 125.35 307.0
CLNC DEL 124.75
UNICOM 123.05 (CTAF)

MIA-24A

EC-3, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 31**

**WEST BEND MUNI (ETB)**

**ELEV 887**

**TDZE 879**

**AWOS-3**

**120.0**

**MILWAUKEE APP CON**

**125.35 307.0**

**CLNC DEL**

**124.75**

**UNICOM**

**123.05 (CTAF)**

**BADGER BAE**

**RNAV (GPS)**

- Boro-VNAV NA when using Milwaukee/Lawrence J. Timmerman altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Milwaukee/Lawrence J. Timmerman altimeter setting and increase all DA 6 feet and all MDA 80 feet. Increase LPV all Cats and LNAV and Circling Cats C/D visibility 1/4 mile. Night landing: Rwy 6 NA.

**Procedure NA for arrivals on BAE VORTAC airway radials 001 CW 119.**

**Category**

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

**LPV DA**

- 1175-1 296 (300-1)

**LNAV/ VNAV DA**

- 1482-2 603 (600-2)

**LNAV MDA**

- 1420-1 541 (600-1)
- 1420-1½ 541 (600-1½)
- 1420-1¾ 541 (600-1¾)

**CIRCLING**

- 1420-1 533 (600-1)
- 1520-1 633 (700-1)
- 1560-2 673 (700-2)
- 1560-2½ 673 (700-2½)

**EC-3, 11 JUL 2024 to 05 SEP 2024**
Rwy 13 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Lawrence J Timmerman altimeter setting and increase all MDAs 80 feet and visibility Cat C/D 3/4 SM.

MISSED APPROACH: Climbing left turn to 2700 in BJB VOR holding pattern.

Procedure NA for arrivals at OSH VORTAC on V63-191 northwest bound.
Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Milwaukee/Lawrence J Timmerman altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities 1/4 mile. Night landing: Rwy 6, 24 NA.

**MISSING APPROACH:** Climb to 1900 then climbing right turn 2700 direct BJB VOR and hold, continue climb-in-hold to 2700.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>1500-1 3/4</td>
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<td>613 (700-1)</td>
<td>633 (700-1)</td>
<td>673 (700-2)</td>
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</table>

**AWOS-3**

120.0

**MILWAUKEE APP CON**

125.35 307.0

**CLNC DEL**

124.75

**UNICOM**

123.05 (CTAF)

**REIL Rwy 13 and 31**

**MIRL Rws 6-24 and 13-31**

WEST BEND, WISCONSIN (ETB)
**DEPARTURE ROUTE DESCRIPTION**

Climb on assigned heading for RADAR vectors to FANZI, thence....

....on track 184° to cross WENUL at or above 11000, then on track 182° to cross KAJJY at or above 13000, then on track 173° to cross LVENS at or above 16000, then on track 173° to HHHUL, then on track 174° to ACCRA. Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.
TAKING OFF MINIMUMS
Rwy 6: Standard.
Rwy 13: 300 1/2 or standard with minimum climb of 260' per NM to 1200.
Rwy 24: 300-2 or standard with minimum climb of 250' per NM to 1400.
Rwy 31: 300-1/4 or standard with minimum climb of 220' per NM to 1100.

NOTE: RNAV 1.
NOTE: GPS or DME/DME/IRU required.
NOTE: RADAR required.
NOTE: Turbojet aircraft maintain 250K until advised by ATC.
NOTE: Notify ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
Climb on assigned heading for RADAR vectors to PRFEC, thence....

.....on track 181° to cross OZAUK at or above 11000, then on track 181° to cross MAULT at or above 13000, then on track 193° to cross UECKR at or above 16000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

DELHI TRANSITION (UECKR6.DELHI)
SAMPL TRANSITION (UECKR6.SAMPL)
RNP APCH - GPS.

Circling NA to Rwys 18 and 36. Circling Rwy 20, 30 NA at night. Baro-VNAV and VDP NA when using Stevens Point altimeter setting. Rwy 2 helicopter visibility reduction below 1/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

When local altimeter setting not received, use Stevens Point altimeter setting; increase LPV DA to 1351 feet; increase LNAV/VNAV DA to 1546 feet and all visibilities 1/4 SM; increase all MDAs 60 feet, LNAV Cat C and D visibilities 1/4 SM and Circling Cat C and D visibilities 1/4 SM.

Procedure NA for arrivals at HURST on V345 southeast bound.

Procedure NA for arrivals at HURST on V345 southeast bound.

Procedure NA for arrivals at HURST on V345 southeast bound.

Procedure NA for arrivals at HURST on V345 southeast bound.
RNAV (GPS) RWY 20
ALEXANDER FLD SOUTH WOOD COUNTY (ISW)

**RNP Approach:**

- Circling NA to Rwy 18 and 36.
- Rwy 20 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 20 NA at night, Circling Rwy 20, 30 NA at night.

**ASOS**
- 126.575

**MINNEAPOLIS CENTER**
- 124.4 317.7

**UNICOM**
- 122.8 (CTAF)

**CIRCLING**

- 1.6 NM to UHTIZ
- Climb to 3000
- LHALL and on track 004° to FAYYE and hold.

**INFORMATION**

- **Category:** A
- **LNAV MDA:** 1380-1 359 (400-1)
- **CIRCLING:**
  - 1.6 NM 2.8 NM 6.8 NM
  - LNAV MDA: 1380-1 359 (400-1)
  - CIRCLING:
    - 1480-1 (500-1)
    - 1560-1 (600-1)
    - 1620-1½ (600-1½)
    - 1800-2½ (800-2½)

**EC-3, 11 JUL 2024 to 05 SEP 2024**

**AMENDMENT**

- EC-3, 11 JUL 2024 to 05 SEP 2024

**WISCONSIN RAPIDS, WISCONSIN**

**Amdt 2A 05DEC19**
INTENTIONALLY LEFT BLANK
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.

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<th>ft/NM</th>
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<th>GROUND SPEED (knots)</th>
<th>ANGLE</th>
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