

EC-3

IL WI

12 JUN 25 to 07 AUG 25



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

East Central (EC) Vol 3 of 3

Effective: 0901Z

12 JUN 2025

to: 0901Z

07 AUG 2025

Consult the Change Notice
(CN) effective 10 JUL 2025 for
revised Instrument Procedure
Charts for this volume



Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:

http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

Published from digital files compiled in accordance with Interagency Air
Committee specifications and agreements approved by
Department of Defense - Federal Aviation Administration



TERMINAL PROCEDURES TABLE OF CONTENTS

Inoperative Components or Visual Aids Table.....A1

Explanation of Terms/Landing Minima Data.....B1

General Information.....C1

Abbreviations.....D1

Legend—IAP Planview.....E1

Legend—IAP Profile.....F1

Legend—Standard Terminal Arrival Charts.....G1

Legend—Departure Procedure Charts.....G2

Legend—Airport Diagram/Sketch.....H1

Legend—Approach Lighting Systems.....I1

Supplemental Tables—Frequency Pairing.....J1

Supplemental Tables—Rate of Climb Table.....J2

Supplemental Tables—Rate of Descent Table.....J3

Index of Terminal Charts and Minimums.....K1

IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors).....L1

IFR Alternate Airport Minimums.....M1

Radar Minimums.....N1

Land and Hold-Short Operations (LAHSO).....O1

Hot Spots.....P1

Standard Terminal Arrival Charts.....Z1

Terminal Charts.....Page 1

Area of Coverage.....Outside Back Cover

CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

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

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

For a list of approved FAA Print Providers, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Frequently asked questions (FAQ) are answered on our website at: <https://www.faa.gov/go/ais>
See the FAQs prior to contact via toll free number or email.

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

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

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000 [†] To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criterion 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 minima of other procedures.

LANDING MINIMA FORMAT

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

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

DA: Visibility (RVR 100's of feet)
HAT: Aircraft Approach Category
MDA: MDA
HAA: HAA
Vis: Visibility in Statute Miles

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

COPTER MINIMA ONLY

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

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

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE
HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA 20142

TERMS/LANDING MINIMA DATA 25163

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 table below. The resultant arcs are then connected tangentially to define the protected area.

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas 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.

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

Users may ignore the presence of **C** symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.

Comparable Values of RVR and Visibility

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

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

RADAR MINIMA

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

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.

2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

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

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

- ⚠ Alternate Minima not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- ⚠ NA Alternate minima are Not Authorized due to unmonitored facility or absence of weather reporting service.
- ▼ Airport is published in the Takeoff Minima, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

TERMS/LANDING MINIMA DATA 25163

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.



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.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

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

PBN Requirements Box

Equipment Requirements Box

Standard Procedure Notes Box

From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1 GPS from MAP to YARKU.

DME required for LOC only.

▼

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

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box



Equipment Requirements Box


RNAV 1 - DME/DME/IRU or GPS


RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

To activate lights, use frequency indicated in the communications section of the chart with a 

KEY MIKE

- 7 times within 5 seconds
- 5 times within 5 seconds
- 3 times within 5 seconds

FUNCTION

- Highest intensity available
- Medium or lower intensity (Lower REIL or REIL-off)
- Lowest intensity available (Lower REIL or REIL-off)

ABBREVIATIONS 25107

AAF.....	Army Air Field	D-ATIS.....	Digital-Automatic Terminal Information Service
AAUP.....	Attention All Users Page	DA.....	Decision Altitude
ADF.....	Automatic Direction Finder	DEP.....	Departure
ADIZ.....	Air Defense Identification Zone	DEP CON.....	Departure Control
AFAUX.....	Air Force Auxiliary	DER.....	Departure End of Runway
AFB.....	Air Force Base	DH.....	Decision Height
AFRC.....	Armed Forces Reserve Center/Air Force Reserve Command	DME.....	Distance Measuring Equipment
AGL.....	Above Ground Level	DP.....	Departure Procedure
AFHP.....	Air Force Heliprot	DTHR.....	Displaced Runway Threshold
AFIS.....	Automatic Flight Information Service	DVA.....	Diverse Vector Area
AHP.....	Army Heliprot	ELEV.....	Elevation
ALF.....	Auxiliary Landing Field	EMAS.....	Engineered Material Arresting System
ALS.....	Approach Light System	EXEC.....	Executive
ALSF.....	Approach Light System with Sequenced Flashing Lights	FAF.....	Final Approach Fix
ANGB.....	Air National Guard Base	FD.....	Flight Director System
ANGS.....	Air National Guard Station	FL.....	Flight Level
Ant.....	Antenna	FLD.....	Field
AOB.....	At or Below	FM.....	Fan Marker
AP.....	Autopilot System	FMS.....	Flight Management System
APCH.....	Approach	GBAS.....	Ground Based Augmentation System
APP CON.....	Approach Control	GCA.....	Ground Control Approach
AR.....	Authorization Required	GCO.....	Ground Communication Outlet
ARB.....	Air Reserve Base	GLS.....	Ground Based Augmentation System
ARPT.....	Airport	GP.....	Landing System
ARR.....	Arrival	GPS.....	Glidepath
AS.....	Air Station	GS.....	Global Positioning System
ASOS.....	Automated Surface Observing System	HAA.....	Glide Slope
ASR.....	Airport Surveillance RADAR	HAL.....	Height Above Airport
ASSC.....	Airport Surface Surveillance Systems	HAT.....	Height Above Landing
ATC.....	Air Traffic Control	HATH.....	Height Above Touchdown
ATCT.....	Airport Traffic Control Tower	HCH.....	Height Above Threshold
ATIS.....	Automatic Terminal Information Service	hdg.....	Heliport Crossing Height
AUNICOM.....	Automated UNICOM	HIRL.....	Heading
AWOS.....	Automated Weather Observing System	HUD.....	High Intensity Runway Lights
Baro-VNAV.....	Barometric Vertical Navigation	IAF.....	Head-up Display
BC.....	Back Course	IAP.....	Initial Approach Fix
brg.....	Bearing	ICAO.....	Instrument Approach Procedure
CAPT.....	Captain	IF.....	International Civil Aviation Organization
CAT.....	Category	IFR.....	Intermediate Fix
CCW.....	Counterclockwise	ILS.....	Instrument Flight Rules
CDI.....	Course Deviation Indicator	IM.....	Instrument Landing System
CGAS.....	Coast Guard Air Station	INC.....	Inner Marker
Chan.....	Channel	Inop.....	Incorporated
CIR.....	Circling	INT.....	Inoperative
CL.....	Centerline Lighting System	INTCNTL.....	Intersection
CLNC DEL.....	Clearance Delivery	INTL.....	Intercontinental
CNF.....	Computer Navigation Fix	JNGB.....	International
CPDLC.....	Controller Pilot Data Link Communications	JRB.....	Joint National Guard Base
CTAF.....	Common Traffic Advisory Frequency	K.....	Joint Reserve Base
CW.....	Clockwise	KIAS.....	Knots
		LAAS.....	Knots Indicated Airspeed
			Local Area Augmentation System

ABBREVIATIONS 25107

LDA.....	Localizer Type Directional Aid	OPSPEC.....	Operations Specification
Ldg.....	Landing	PAR.....	Precision Approach Radar
LIRL.....	Low Intensity Runway Lights	PDC.....	Pre-Departure Clearance
LNAV.....	Lateral Navigation	PRM.....	Precision Runway Monitor
LOA.....	Letter of Agreement/Authorization	Pvt.....	Private
LOC.....	Localizer	R.....	Radial
LOM.....	Locator Outer Marker	RA.....	Radio Altimeter setting height
LP.....	Localizer Performance	RAIL.....	Runway Alignment Indicator Lights
LPV.....	Localizer Performance with Vertical Guidance	RCLS.....	Runway Centerline Light System
LR.....	Lead Radial	REIL.....	Runway End Identifier Lights
LRRS.....	Long Range RADAR Station	RF.....	Radius to Fix
MAA.....	Maximum Authorized Altitude	RGNL.....	Regional
MALS.....	Medium Intensity Approach Lighting System	RLLS.....	Runway Lead-in Light System
MALSF.....	Medium Approach Lighting System with Sequenced Flashers	RNAV.....	Area Navigation
MALSR.....	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights	RNP.....	Required Navigation Performance
MAP.....	Missed Approach Point	RPI.....	Runway Point of Interception)
MCAF.....	Marine Corps Air Facility	RVR.....	Runway Visual Range
MCALF.....	Marine Corps Auxiliary Landing Field	RWY.....	Runway
MCAS.....	Marine Corps Air Station	S.....	Straight-in
MCB.....	Marine Corps Base	SALS.....	Simplified Short Approach Light System
MCOLF.....	Marine Corps Outlying Field	SALSF.....	Short Approach Lighting System with Sequenced Flashing Lights
MDA.....	Minimum Descent Altitude	SDF.....	Simplified Directional Facility
MEA.....	Minimum Enroute Altitude	SFB.....	Space Force Base
MEML.....	Memorial	SID.....	Standard Instrument Departure
METRO.....	Metropolitan	SM.....	Statute Mile
MIRL.....	Medium Intensity Runway Lights	SR-SS.....	Sunrise-Sunset
MM.....	Middle Marker	SSALF.....	Short Approach Lighting System with Sequenced Flashing Lights
MOCA.....	Minimum Obstruction Clearance Altitude	SSALR.....	Simplified Short Approach Light System with Runway Alignment Indicator Lights
MRA.....	Minimum Reception Altitude	SSALS.....	Simplified Short Approach Lighting System
MSL.....	Mean Sea Level	ST.....	Saint
MSPEC.....	Management Specification	STE.....	Sainte
MUNI.....	Municipal	STAR.....	Standard Terminal Arrival
N/A.....	Not Applicable	TAA.....	Terminal Arrival Area
NA.....	Not Authorized	TACAN.....	Tactical Air Navigation
NAAS.....	Naval Auxiliary Air Station	TCH.....	Threshold Crossing Height
NAF.....	Naval Air Facility	TDZ.....	Touchdown Zone
NALF.....	Naval Auxiliary Landing Field	TDZE.....	Touchdown Zone Elevation
NAS.....	Naval Air Station	TDZ/CL.....	Touchdown Zone and Runway Centerline Lighting
NDB.....	Nondirectional Radio Beacon	TDZL.....	Touchdown Zone Lights
NM.....	Nautical Mile	THR.....	Threshold
NOLF.....	Naval Outlying Field	TODA.....	Takeoff Distance Available
NoPT.....	No Procedure Turn	TORA.....	Takeoff Run Available
NOTAM.....	Notice to Airmen	tr.....	Track
NS.....	Naval Station	TRML.....	Terminal
NTL.....	National	TWR.....	Tower
ODALS.....	Omnidirectional Approach Lighting System	UNICOM.....	Universal Communications Station
ODP.....	Obstacle Departure Procedure	USA.....	United States Army
OM.....	Outer Marker	USAF.....	United States Air Force

ABBREVIATIONS 25107

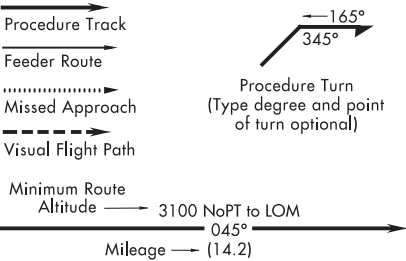
USCG.....	United States Coast Guard
USMC.....	United States Marine Corps
USN.....	United States Navy
USSF.....	United States Space Force
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDA.....	Vertical Descent Angle
VDP.....	Visual Descent Point
VFR.....	Visual Flight Rules
VGSI.....	Visual Glide Slope Indicator
VNAV.....	Vertical Navigation
VOR.....	Very High Frequency Omni-Directional Range
VORTAC.....	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS.....	Wide Area Augmentation System
WP/WPT.....	Waypoint

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

PLANVIEW SYMBOLS

ROUTES



ALTITUDES

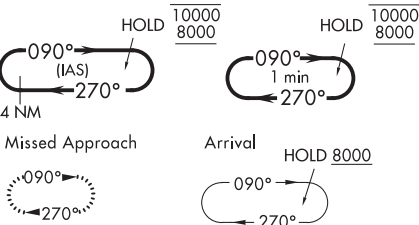
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
<u>4300</u> Maximum Altitude	<u>3000</u> Altitude

INDICATED AIRSPEED

<u>175K</u>	<u>120K</u>	<u>250K</u>	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

HOLDING PATTERNS

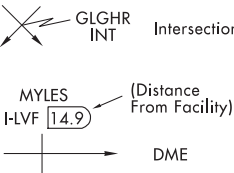
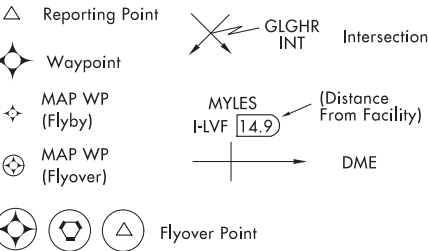
Hold-in-lieu of Procedure Turn



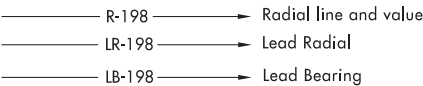
Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

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

FIXES/ATC REPORTING REQUIREMENTS

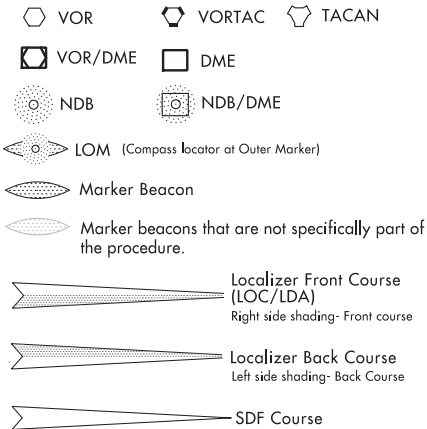


x (CFTSP) Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)



RADIO AIDS TO NAVIGATION

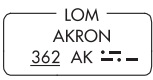
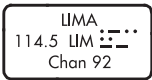
110.1 Underline indicates No Voice transmitted on this frequency



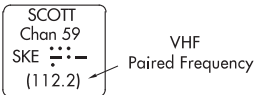
○ LOC/LDA/SDF Transmitter □ LOC/DME (shown when installation is offset from its normal position off the end of the runway.)

Primary NAVAID

Secondary NAVAID



TACAN or DME NAVAID

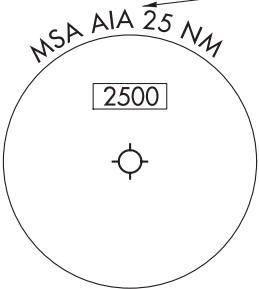
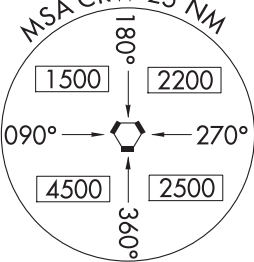


PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

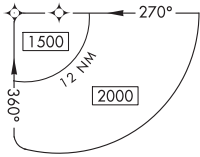
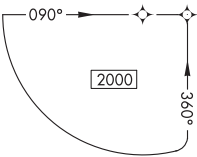
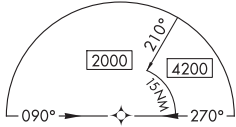
Facility Identifier

Airport Identifier



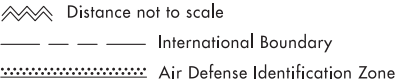
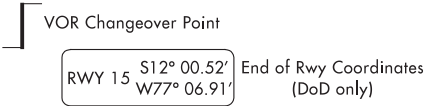
(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

SPECIAL USE AIRSPACE



AIRPORTS

OBSTACLES



LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

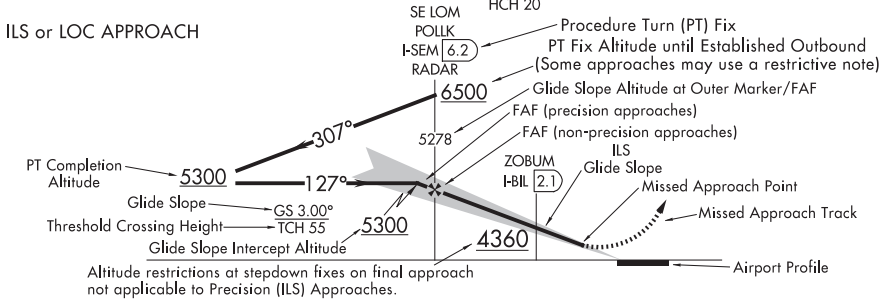
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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: $\angle 3.00^\circ$ TCH 55

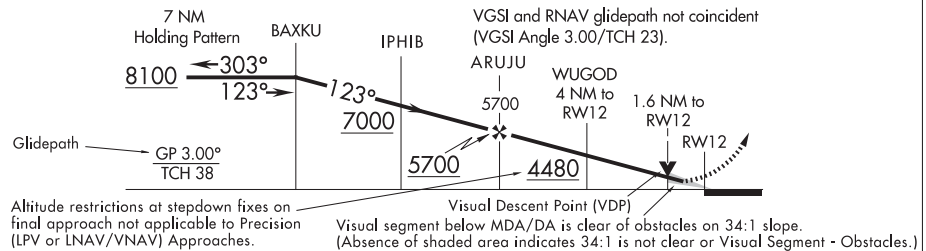
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: $\angle 3.00^\circ$ 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: $\angle 3.00^\circ$ TCH 55. On Copter procedures this is depicted in the following format: $\angle 7.30^\circ$ HCH 20

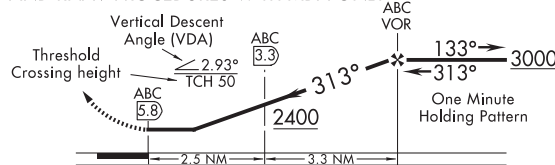
ILS or LOC APPROACH



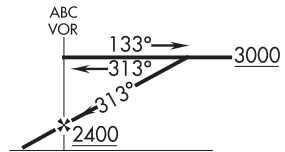
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



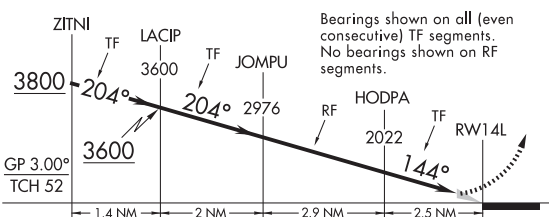
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



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

5500	Mandatory Altitude	3000	Recommended Altitude
2500	Minimum Altitude	5000	Mandatory Block
4300	Maximum Altitude	3000	Altitude

PROFILE SYMBOLS

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

LEGEND 24361

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:



Localizer Front Course

Localizer Back Course
(Shading on left)

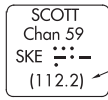
(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

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

TACAN or DME
NAVAID Box



VHF Paired Frequency

ROUTES

MAA FL200 Maximum Authorized Altitude

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Arrival Route

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

Transition Route

R-275 Radial line and value

..... Last Communications Track

V12

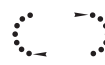
J80

Airway/Jet Route Identification



(IAS)

Holding Pattern



Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE



R-Restricted

P-Prohibited

MOA-Military Operations Area

W-Warning

A-Alert

ALTITUDES

5500

2300

4800

Mandatory Altitude
(Cross at)

Minimum Altitude
(Cross at or above)

Maximum Altitude
(Cross at or below)

15000

12000

Block Altitude

Altitude change at other than Radio Aids to Navigation

FIXES/ATC REPORTING REQUIREMENTS

→ Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

→ Obvious DME
(DME mileage matches route mileage)

(75) → DME Mileage
(when not obvious)



Waypoint
(Compulsory)



Waypoint
(Non-Compulsory)



Flyover Point

x
(CFTSP)

Computer Navigation Fix
(CNF) - No ATC Function

AIRPORTS



Civil

Military

Joint

(Civil-Military)

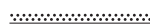
Airports not served by the procedure shown in screened color

Joint

(Civil-Military)

MISCELLANEOUS

Changeover Point



Air Defense Identification Zone

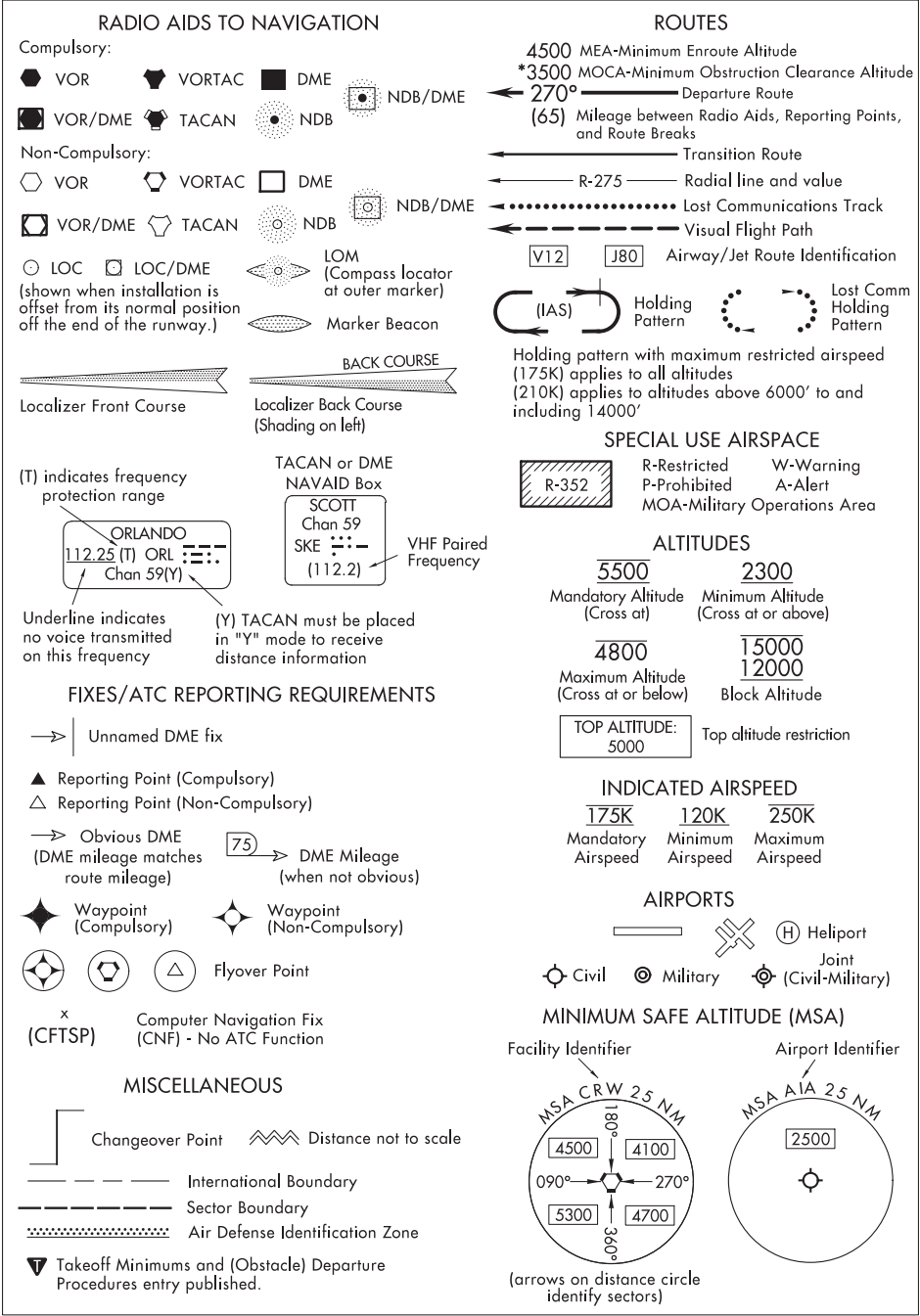
N

Indicates True North is not aligned to the top of the page

Ldg KLAS and KHND

Ldg Rws 16L/C/R

Terminus identifier



LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface

Other Than Hard Surface

Taxiways, Parking Areas

Stopways, Overruns, Blast Pads

Metal Surface

Closed Runway

Closed Surface

Non-Movement

Under Construction

Water Runway

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

uni-directional

bi-directional

Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold

Hot Spot

Runway Holding Position Markings

Buildings

Self-Serve Fuel ##

Tanks

Obstructions

Airport Beacon #

Runway Radar Reflectors

Bridges

Control Tower #

Wind Cone

Landing Tee

Tetrahedron

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

See appropriate Chart Supplement for information.

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

Helicopter Alighting Areas

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

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

Runway TDZ elevation.....TDZE 123

Runway Slope..... 0.3% Down.....0.8% UP
(shown when rounded runway slope is $\geq 0.3\%$)

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

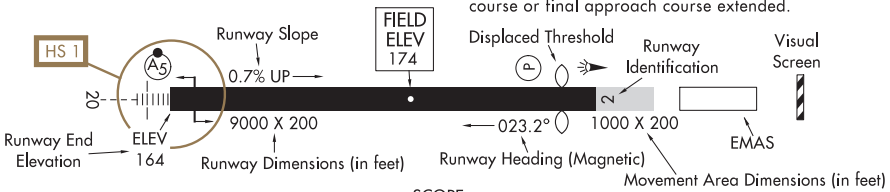
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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

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



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

LEGEND

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

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

Diagram illustrating the TDZ/CL (Touchdown Zone/Centerline) lighting system. The diagram shows a cross-section of a runway with a solid black bar representing the TDZ/CL, a dashed line representing the CL (Centerline), and a series of dots representing the TDZL (Touchdown Zone Lights). Labels include TDZ/CL, CL, TDZL, and RUNWAY CENTERLINE LIGHTS.

LEGEND 22195

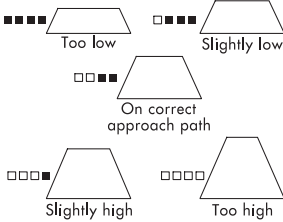
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

(P) **PRECISION APPROACH PATH INDICATOR**

PAPI



Legend: □ White ■ Red

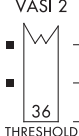
(V) **VISUAL APPROACH SLOPE INDICATOR**

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.


ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW

VASI 2



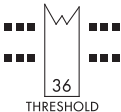
THRESHOLD

VASI 4



THRESHOLD

VASI 12



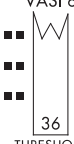
THRESHOLD

(V3) **VISUAL APPROACH SLOPE INDICATOR**

VASI

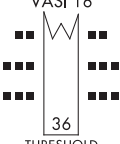
3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.

VASI 6



THRESHOLD

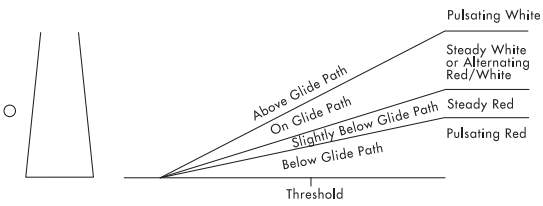
VASI 16



THRESHOLD

(V2) **PULSATING VISUAL APPROACH SLOPE INDICATOR**

PVASI

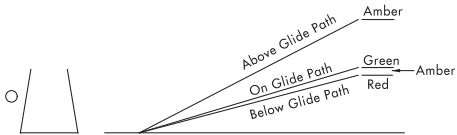


Threshold

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

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

TRCV

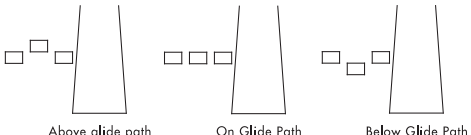


Amber
Green
Red

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

(V5) **ALIGNMENT OF ELEMENTS SYSTEMS**

APAP



Above glide path On Glide Path Below Glide Path

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

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LEGEND 22195

12

SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF CLIMB TABLE (ft per min)												
The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.												
ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

SUPPLEMENTAL TABLES 25107

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF DESCENT TABLE												
The rate of descent table is provided for use in planning and executing descents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.												
ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

SUPPLEMENTAL TABLES 25107

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

INDEX

25163

K1

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
ABRAHAM LINCOLN CAPITAL			ASHLAND, WI		
---SEE SPRINGFIELD, IL			JOHN F KENNEDY MEML(ASX)		
ADAMS COUNTY LEGION FLD			TAKEOFF MINIMUMS .....L		
---SEE FRIENDSHIP (ADAMS), WI			ALTERNATE MINIMUMS .....M		
ALBERTUS			IAPS RNAV (GPS) RWY 02 .....27		
---SEE FREEPORT, IL			RNAV (GPS) RWY 13 .....28		
ALEXANDER FLD SOUTH WOOD COUNTY			RNAV (GPS) RWY 20 .....29		
---SEE WISCONSIN RAPIDS, WI			RNAV (GPS) RWY 31 .....30		
ALTON/ST LOUIS, IL			LOC RWY 02 .....31		
ST LOUIS RGNL(ALN)			AURORA MUNI		
TAKEOFF MINIMUMS .....L			---SEE CHICAGO/AURORA, IL		
ALTERNATE MINIMUMS .....M			BARABOO, WI		
LAHSO .....O			BARABOO/WISCONSIN DELLS RGNL(DLL)		
HOT SPOT .....P			TAKEOFF MINIMUMS .....L		
STARS DELMA FOUR (RNAV) .....29			ALTERNATE MINIMUMS .....M		
FARMR THREE (RNAV) .....Z17			IAPS RNAV (GPS) RWY 01 .....32		
IAPS ILS OR LOC RWY 29 .....1			RNAV (GPS) RWY 19 .....33		
RNAV (GPS) RWY 11 .....2			LOC RWY 01 .....34		
RNAV (GPS) RWY 17 .....3			VOR-A .....35		
RNAV (GPS) RWY 29 .....4			BARABOO/WISCONSIN DELLS RGNL		
RNAV (GPS) RWY 35 .....5			---SEE BARABOO, WI		
VOR-A .....6			BATTEN INTL		
AIRPORT DIAGRAM .....7			---SEE RACINE, WI		
DPS GATEWAY ONE .....8			BELLEVILLE, IL		
LINDBERGH EIGHT .....10			SCOTT AFB/MIDAMERICA ST LOUIS(BLV)		
OZARK EIGHT .....12			TAKEOFF MINIMUMS .....L		
PLESS FIVE .....13			ALTERNATE MINIMUMS .....M		
AMERY, WI			RADAR MINIMUMS .....N		
AMERY MUNI(AHH)			HOT SPOT .....P		
TAKEOFF MINIMUMS .....L			STARS BUUDD THREE (RNAV) .....27		
IAPS RNAV (GPS) RWY 18 .....14			CENTRALIA TWO (RNAV) .....28		
RNAV (GPS) RWY 36 .....15			DELMA FOUR (RNAV) .....29		
ANTIGO, WI			DIXEE THREE (RNAV) .....Z10		
LANGLADE COUNTY(AIG)			FARMR THREE (RNAV) .....Z17		
TAKEOFF MINIMUMS .....L			IAPS ILS OR LOC RWY 14L .....36		
ALTERNATE MINIMUMS .....M			ILS OR LOC RWY 14R .....37		
IAPS RNAV (GPS) RWY 09 .....16			ILS OR LOC RWY 32L .....38		
RNAV (GPS) RWY 17 .....17			ILS OR LOC RWY 32R .....39		
RNAV (GPS) RWY 27 .....18			RNAV (GPS) RWY 14L .....40		
RNAV (GPS) RWY 35 .....19			RNAV (GPS) RWY 14R .....41		
APPLETON, WI			RNAV (GPS) RWY 32L .....42		
APPLETON INTL(ATW)			RNAV (GPS) RWY 32R .....43		
TAKEOFF MINIMUMS .....L			TACAN RWY 14R .....44		
ALTERNATE MINIMUMS .....M			TACAN RWY 32L .....45		
LAHSO .....O			TACAN-A .....46		
HOT SPOT .....P			AIRPORT DIAGRAM .....47		
IAPS ILS OR LOC RWY 03 .....20			DPS GATEWAY ONE .....48		
ILS OR LOC RWY 30 .....21			LINDBERGH EIGHT .....50		
RNAV (GPS) RWY 03 .....22			OZARK EIGHT .....52		
RNAV (GPS) RWY 12 .....23			PLESS FIVE .....53		
RNAV (GPS) RWY 21 .....24			BELOIT, WI		
RNAV (GPS) RWY 30 .....25			BELOIT(44C)		
AIRPORT DIAGRAM .....26			TAKEOFF MINIMUMS .....L		
			IAPS VOR-A .....54		

EC-3, 12 JUN 2025 to 07 AUG 2025

INDEX

25163

K1

EC3

INDEX

K2

25163

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
BENTON, IL			BURLINGTON, WI		
BENTON MUNI(H96)			BURLINGTON MUNI(BUU)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 18	55		ALTERNATE MINIMUMS	M	
BLACK RIVER FALLS, WI			STARS GOPAC THREE (RNAV)	Z22	
BLACK RIVER FALLS AREA(BCK)			IAPS RNAV (GPS) RWY 11	74	
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 29	75	
ALTERNATE MINIMUMS	M		VOR-A	76	
IAPS RNAV (GPS) RWY 08	56		DPS ACCRA FIVE (RNAV)	77	
RNAV (GPS) RWY 26	57		UECKR SIX (RNAV)	78	
BLACKHAWK AIRFIELD			BURNETT COUNTY		
---SEE MADISON, WI			---SEE SIREN, WI		
BLOOMINGTON/NORMAL, IL			CABLE, WI		
CENTRAL IL RGNL/BLOOMINGTON-NORMAL(BMI)			CABLE UNION(3CU)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 35	79	
LAHSO	O		CAHOKIA/ST LOUIS, IL		
HOT SPOT	P		ST LOUIS DOWNTOWN(CPS)		
IAPS ILS OR LOC RWY 02	58		TAKEOFF MINIMUMS	L	
ILS OR LOC RWY 20	59		ALTERNATE MINIMUMS	M	
ILS OR LOC RWY 29	60		STARS BUUDD THREE (RNAV)	Z7	
ILS RWY 20 (CAT II)	61		DELMA FOUR (RNAV)	Z9	
RNAV (GPS) RWY 02	62		DIXEE THREE (RNAV)	Z10	
RNAV (GPS) RWY 11	63		FARMR THREE (RNAV)	Z17	
RNAV (GPS) RWY 20	64		IAPS ILS OR LOC RWY 30L	80	
RNAV (GPS) RWY 29	65		RNAV (GPS) RWY 12R	81	
LOC BC RWY 11	66		RNAV (GPS) RWY 30L	82	
AIRPORT DIAGRAM	67		RNAV (GPS) RWY 30R	83	
BLOYER FLD			AIRPORT DIAGRAM	84	
---SEE TOMAH, WI			DPS GATEWAY ONE	85	
BOLINGBROOK, IL			LINDBERGH EIGHT	87	
BOLINGBROOK'S CLOW INTL(1C5)			OZARK EIGHT	89	
TAKEOFF MINIMUMS	L		PLESS FIVE	91	
IAPS RNAV (GPS)-B	68		CAIRO, IL		
VOR-A	69		CAIRO RGNL(CIR)		
BOLINGBROOK'S CLOW INTL			TAKEOFF MINIMUMS	L	
---SEE BOLINGBROOK, IL			ALTERNATE MINIMUMS	M	
BOSCOBEL, WI			IAPS RNAV (GPS) RWY 14	92	
BOSCOBEL(OVS)			RNAV (GPS) RWY 32	93	
TAKEOFF MINIMUMS	L		CAMP DOUGLAS, WI		
ALTERNATE MINIMUMS	M		---SEE VOLK FLD		
IAPS RNAV (GPS) RWY 07	70		CAMPBELL		
RNAV (GPS) RWY 25	71		---SEE GRAYSLAKE, IL		
BOYCEVILLE, WI			CANTON, IL		
BOYCEVILLE MUNI(3T3)			INGERSOLL(CTK)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 08	72		IAPS RNAV (GPS) RWY 18	94	
RNAV (GPS) RWY 26	73		RNAV (GPS) RWY 36	95	
BULT FLD			VOR-A	96	
---SEE MONEE, IL					

INDEX

K2

25163

EC3

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

CARBONDALE/MURPHYSBORO, IL
SOUTHERN ILLINOIS(MDH)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
LAHSOO
HOT SPOTP
IAPS ILS OR LOC RWY 18L97
 RNAV (GPS) RWY 18L98
 RNAV (GPS) RWY 36R99
 NDB RWY 18L100
AIRPORT DIAGRAM101

CARMI, IL
CARMI MUNI(CUL)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 18102
 RNAV (GPS) RWY 36103

CASEY, IL
CASEY MUNI(1H8)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 04104
 RNAV (GPS) RWY 22105

CENTRAL IL RGNL/BLOOMINGTON-NORMAL
---SEE BLOOMINGTON/NORMAL, IL

CENTRAL WISCONSIN
---SEE MOSINEE, WI

CENTRALIA, IL
CENTRALIA MUNI(ENL)
TAKEOFF MINIMUMSL
IAPS RNAV (GPS) RWY 18106
 RNAV (GPS) RWY 36107
 VOR-A108

CHAMPAIGN/URBANA, IL
UNIVERSITY OF ILLINOIS/WILLARD(CMI)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
RADAR MINIMUMSN
LAHSOO
IAPS ILS OR LOC RWY 32R109
 RNAV (GPS) RWY 04110
 RNAV (GPS) RWY 14L111
 RNAV (GPS) RWY 22112
 RNAV (GPS) RWY 32R113
 VOR RWY 04114
 VOR RWY 22115
AIRPORT DIAGRAM116

CHETEK, WI
CHETEK MUNI/SOUTHWORTH(Y23)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 17117
 RNAV (GPS) RWY 35118

CHICAGO, IL
CHICAGO MIDWAY INTL(MDW)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
HOT SPOTP
STARS ENDEE SEVEN (RNAV)Z12
 FISSK SEVEN (RNAV)Z18
 PANGG SIX (RNAV)Z28
IAPS ILS OR LOC RWY 04R119
 ILS OR LOC RWY 13L120
 ILS OR LOC RWY 31R121
 RNAV (RNP) X RWY 22L122
 RNAV (RNP) Y RWY 04R123
 RNAV (RNP) Y RWY 13L124
 RNAV (RNP) Y RWY 22L125
 RNAV (RNP) Y RWY 31R126
 RNAV (GPS) RWY 04L127
 RNAV (GPS) RWY 22R128
 RNAV (GPS) Z RWY 04R129
 RNAV (GPS) Z RWY 13L130
 RNAV (GPS) Z RWY 22L131
 RNAV (GPS) Z RWY 31R132
AIRPORT DIAGRAM133
DPS CICERO FOUR134
 MIDWAY EIGHT135

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

CHICAGO, IL	
CHICAGO O'HARE INTL(ORD)	
TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
LAHSO	O
HOT SPOT	P
STARS	
BENKY SIX (RNAV)	Z3
BRADFORD NINE	Z5
ERNNY EIGHT (RNAV)	Z14
ESSPO FIVE (RNAV)	Z16
FYTTE SEVEN (RNAV)	Z20
JANESVILLE ONE	Z23
MADII SEVEN (RNAV)	Z26
SHAIN TWO (RNAV)	Z30
TRTLL SIX (RNAV)	Z32
VEECK FIVE (RNAV)	Z35
WATSN FOUR (RNAV)	Z37
WYNDE TWO (RNAV)	Z38

CHICAGO, IL(CON'T)	
CHICAGO O'HARE INTL(ORD)(CON'T)	
IAPS	136
ILS OR LOC RWY 04R	137
ILS OR LOC RWY 09C	138
ILS OR LOC RWY 09L	139
ILS OR LOC RWY 09R	140
ILS OR LOC RWY 10C	141
ILS OR LOC RWY 10L	142
ILS OR LOC RWY 22L	143
ILS OR LOC RWY 22R	144
ILS OR LOC RWY 27C	145
ILS OR LOC RWY 27L	146
ILS OR LOC RWY 27R	147
ILS OR LOC RWY 28C	148
ILS OR LOC RWY 28L	149
ILS OR LOC RWY 28R	150
ILS Y OR LOC Y RWY 10R	151
ILS Z OR LOC Z RWY 10R	152
ILS RWY 09C (SA CAT I)	153
ILS RWY 09L (SA CAT I)	154
ILS RWY 10C (SA CAT I)	155
ILS RWY 10L (SA CAT I)	156
ILS RWY 27C (SA CAT I)	157
ILS RWY 27L (SA CAT I)	158
ILS RWY 27R (SA CAT I)	159
ILS RWY 28C (SA CAT I)	160
ILS RWY 28L (SA CAT I)	161
ILS RWY 28R (SA CAT I)	162
ILS Z RWY 10R (SA CAT I)	163
ILS RWY 04R (SA CAT I - II)	164
ILS RWY 22L (SA CAT I - II)	165
ILS RWY 09C (CAT II - III)	166
ILS RWY 09L (CAT II - III)	167
ILS RWY 09R (CAT II - III)	168
ILS RWY 10C (CAT II - III)	169
ILS RWY 10L (CAT II - III)	170
ILS RWY 27C (CAT II - III)	171
ILS RWY 27L (CAT II - III)	172
ILS RWY 27R (CAT II - III)	173
ILS RWY 28C (CAT II - III)	174
ILS RWY 28L (CAT II - III)	175
ILS RWY 28R (CAT II - III)	176
ILS Z RWY 10R (CAT II - III)	177
RNAV (RNP) Y RWY 27L	178
RNAV (GPS) PRM RWY 28C	179
RNAV (GPS) RWY 04R	180
RNAV (GPS) RWY 09C	181
RNAV (GPS) RWY 09L	182
RNAV (GPS) RWY 09R	183
RNAV (GPS) RWY 10C	184
RNAV (GPS) RWY 10L	185
RNAV (GPS) RWY 22L	186
RNAV (GPS) RWY 22R	187
RNAV (GPS) RWY 27C	188
RNAV (GPS) RWY 27R	189
RNAV (GPS) RWY 28C	190
RNAV (GPS) RWY 28R	191
RNAV (GPS) Y RWY 10R	192
RNAV (GPS) Y RWY 28L	193
RNAV (GPS) Z RWY 10R	194
RNAV (GPS) Z RWY 27L	195
RNAV (GPS) Z RWY 28L	196
PRM AAUP	197
ILS PRM RWY 10C	198
ILS PRM RWY 28C	199
ILS PRM Y RWY 10R	200
ILS PRM RWY 10C (SA CAT I)	201
ILS PRM RWY 28C (SA CAT I)	

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

CHICAGO, IL(CON'T)**CHICAGO O'HARE INTL(ORD)(CON'T)**

IAPS	(CON'T)	.....
ILS PRM RWY 10C (CAT II - III)	.....	202
ILS PRM RWY 28C (CAT II - III)	.....	203
RNAV (GPS) PRM RWY 10C	.....	204
RNAV (GPS) PRM Y RWY 10R	.....	205
RNAV (GPS) PRM Y RWY 28L	.....	206
AIRPORT DIAGRAM	.....	207
DPS	OHARE EIGHT	208

LANSING MUNI(IGQ)

TAKEOFF MINIMUMS	.....	L
ALTERNATE MINIMUMS	.....	M
STARS	LUCIT THREE (RNAV)	224
IAPS	RNAV (GPS) RWY 09	210
RNAV (GPS) RWY 27	.....	211
RNAV (GPS) RWY 36	.....	212
LOC RWY 36	.....	213
VOR-A	.....	214
AIRPORT DIAGRAM	.....	215

CHICAGO EXEC**---SEE CHICAGO/PROSPECT HEIGHTS/WHEELING, IL****CHICAGO/AURORA, IL****AURORA MUNI(ARR)**

TAKEOFF MINIMUMS	.....	L
HOT SPOT	.....	P
IAPS	ILS OR LOC RWY 09	216
RNAV (GPS) RWY 09	.....	217
RNAV (GPS) RWY 15	.....	218
RNAV (GPS) RWY 27	.....	219
RNAV (GPS) RWY 33	.....	220
LOC RWY 33	.....	221
VOR RWY 36	.....	222
AIRPORT DIAGRAM	.....	223
DPS	ADELL SEVEN (RNAV)	224
BLOKR SEVEN (RNAV)	.....	225
CARYN SEVEN (RNAV)	.....	226
DARCY SEVEN (RNAV)	.....	227
ELANR EIGHT (RNAV)	.....	228
OBENE THREE (RNAV)	.....	229

CHICAGO/LAKE IN THE HILLS, IL**LAKE IN THE HILLS(3CK)**

TAKEOFF MINIMUMS	.....	L
IAPS	RNAV (GPS) RWY 08	231
RNAV (GPS) RWY 26	.....	232

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

TAKEOFF MINIMUMS	.....	L
ALTERNATE MINIMUMS	.....	M
LAHSO	.....	O
HOT SPOT	.....	P
STARS	GOPAC THREE (RNAV)	222
IAPS	ILS OR LOC RWY 16	233
RNAV (GPS) RWY 16	.....	234
RNAV (GPS) RWY 30	.....	235
VOR RWY 16	.....	236
AIRPORT DIAGRAM	.....	237
DPS	JORJO FIVE (RNAV)	238
MONKZ FIVE (RNAV)	.....	239
PAL-WAUKEE SIX	.....	241

CHICAGO/ROCKFORD, IL**CHICAGO/ROCKFORD INTL(RFD)**

TAKEOFF MINIMUMS	.....	L
ALTERNATE MINIMUMS	.....	M
RADAR MINIMUMS	.....	N
LAHSO	.....	O
HOT SPOT	.....	P
STARS	ALEXS ONE (RNAV)	22
EMMAS ONE (RNAV)	.....	211
FNLEE ONE (RNAV)	.....	219
QUOTE ONE (RNAV)	.....	229
IAPS	ILS OR LOC RWY 01	242
ILS OR LOC RWY 07	.....	243
ILS RWY 07 (SA CAT I)	.....	244
ILS RWY 07 (CAT II - III)	.....	245
RNAV (GPS) RWY 01	.....	246
RNAV (GPS) RWY 07	.....	247
RNAV (GPS) RWY 19	.....	248
RNAV (GPS) RWY 25	.....	249
LOC BC RWY 19	.....	250
AIRPORT DIAGRAM	.....	251
DPS	BIXBY ONE (RNAV)	252

CHICAGO/ROMEOVILLE, IL**LEWIS UNIVERSITY(LOT)**

TAKEOFF MINIMUMS	.....	L
ALTERNATE MINIMUMS	.....	M
IAPS	RNAV (GPS) RWY 02	253
RNAV (GPS) RWY 09	.....	254
RNAV (GPS) RWY 20	.....	255
RNAV (GPS) RWY 27	.....	256
LOC/DME RWY 09	.....	257
LOC RWY 02	.....	258
AIRPORT DIAGRAM	.....	259
DPS	ADELL SEVEN (RNAV)	260
BLOKR SEVEN (RNAV)	.....	261
CARYN SEVEN (RNAV)	.....	262
DARCY SEVEN (RNAV)	.....	263
ELANR EIGHT (RNAV)	.....	264
OBENE THREE (RNAV)	.....	265

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

CHICAGO/WAUKEGAN, IL		
WAUKEGAN NTL(UGN)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
STARS GOPAC THREE (RNAV)	Z22	
IAPS ILS OR LOC RWY 23	267	
RNAV (GPS) RWY 05	268	
RNAV (GPS) RWY 23	269	
AIRPORT DIAGRAM	270	
DPS JORJO FIVE (RNAV)	271	
MONKZ FIVE (RNAV)	273	

CHICAGO/WEST CHICAGO, IL		
DUPAGE(DPA)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS ILS OR LOC RWY 02L	275	
ILS OR LOC RWY 10	276	
RNAV (GPS) RWY 02L	277	
RNAV (GPS) RWY 02R	278	
RNAV (GPS) RWY 10	279	
RNAV (GPS) RWY 20L	280	
RNAV (GPS) RWY 20R	281	
AIRPORT DIAGRAM	282	
DPS ADELL SEVEN (RNAV)	283	
BLOKR SEVEN (RNAV)	284	
CARYN SEVEN (RNAV)	285	
DARCY SEVEN (RNAV)	286	
ELANR EIGHT (RNAV)	287	
OBENE THREE (RNAV)	288	

CHIPPEWA VALLEY RGNL
---SEE EAU CLAIRE, WI

CLINTONVILLE, WI		
CLINTONVILLE MUNI(CLI)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 04	290	
RNAV (GPS) RWY 14	291	
RNAV (GPS) RWY 22	292	
RNAV (GPS) RWY 32	293	

COLES COUNTY MEML
---SEE MATTOON/CHARLESTON, IL

CRANDON, WI		
CRANDON/STEVE CONWAY MUNI(Y55)		
TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 12	294	
RNAV (GPS) RWY 30	295	

CRANDON/STEVE CONWAY MUNI
---SEE CRANDON, WI

CRAWFORD COUNTY
---SEE ROBINSON, IL

CUMBERLAND, WI		
CUMBERLAND MUNI(UBE)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 09	296	
RNAV (GPS) RWY 27	297	

DANE COUNTY RGNL/TRUAX FLD
---SEE MADISON, WI

DANVILLE, IL		
VERMILION RGNL(DNV)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS ILS OR LOC RWY 21	298	
RNAV (GPS) RWY 03	299	
RNAV (GPS) RWY 21	300	
RNAV (GPS) RWY 34	301	

DE KALB, IL		
DE KALB TAYLOR MUNI(DKB)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS ILS OR LOC RWY 02	302	
RNAV (GPS) RWY 02	303	
RNAV (GPS) RWY 09	304	
RNAV (GPS) RWY 20	305	
RNAV (GPS) RWY 27	306	

DECATUR, IL		
DECATUR(DEC)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
LAHSO	O	
IAPS ILS OR LOC RWY 06	307	
RNAV (GPS) RWY 06	308	
RNAV (GPS) RWY 12	309	
RNAV (GPS) RWY 18	310	
RNAV (GPS) RWY 24	311	
RNAV (GPS) RWY 30	312	
RNAV (GPS) RWY 36	313	
LOC BC RWY 24	314	
VOR RWY 18	315	
VOR RWY 36	316	
AIRPORT DIAGRAM	317	

DIXON, IL		
DIXON MUNI-CHARLES R WALGREEN FLD(C73)		
TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 08	318	
RNAV (GPS) RWY 26	319	

DODGE COUNTY
---SEE JUNEAU, WI

DOOR COUNTY CHERRYLAND
---SEE STURGEON BAY, WI

DUPAGE
---SEE CHICAGO/WEST CHICAGO, IL

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

INDEX

25163

K7

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
EAGLE RIVER, WI					
EAGLE RIVER UNION(EGV)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 04	320			
	RNAV (GPS) RWY 22	321			
	LOC/DME RWY 04	322			
	VOR/DME RWY 04	323			
EAST TROY, WI					
EAST TROY MUNI(57C)					
TAKEOFF MINIMUMS		L			
STARS	GOPAC THREE (RNAV)	Z22			
IAPS	RNAV (GPS) RWY 08	324			
	RNAV (GPS) RWY 26	325			
	VOR/DME-A	326			
DPS	ACCRA FIVE (RNAV)	327			
	UECKR SIX (RNAV)	328			
EAU CLAIRE, WI					
CHIPPEWA VALLEY RGNL(EAU)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	ILS OR LOC RWY 22	329			
	RNAV (GPS) RWY 04	330			
	RNAV (GPS) RWY 22	331			
	LOC BC RWY 04	332			
	VOR-A	333			
AIRPORT DIAGRAM		334			
EDGAR COUNTY					
---SEE PARIS, IL					
EFFINGHAM, IL					
EFFINGHAM COUNTY RGNL(1H2)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 01	335			
	RNAV (GPS) RWY 11	336			
	RNAV (GPS) RWY 29	337			
EPHRAIM, WI					
EPHRAIM/GIBALTAR(3D2)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 14	338			
	RNAV (GPS) RWY 32	339			
EPHRAIM/GIBALTAR					
---SEE EPHRAIM, WI					
FAIRFIELD, IL					
FAIRFIELD MUNI(FWC)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 09	340			
	NDB RWY 09	341			
FLORA, IL					
FLORA MUNI(FOA)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 03	342			
	RNAV (GPS) RWY 21	343			
	LOC RWY 21	344			
FOND DU LAC, WI					
FOND DU LAC COUNTY(FLD)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 18	345			
	RNAV (GPS) RWY 36	346			
	LOC RWY 36	347			
	VOR/DME RWY 36	348			
	VOR RWY 18	349			
FORT ATKINSON, WI					
FORT ATKINSON MUNI(61C)					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 03	350			
	RNAV (GPS) RWY 21	351			
	VOR-A	352			
FRASCA FLD					
---SEE URBANA, IL					
FREEPORT, IL					
ALBERTUS(FEP)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	ILS OR LOC RWY 24	353			
	RNAV (GPS) RWY 06	354			
	RNAV (GPS) RWY 24	355			
FRIENDSHIP (ADAMS), WI					
ADAMS COUNTY LEGION FLD(63C)					
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 33	356			
GALESBURG, IL					
GALESBURG MUNI(GBG)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	ILS OR LOC RWY 03	357			
	RNAV (GPS) RWY 03	358			
	RNAV (GPS) RWY 21	359			
GALT FLD					
---SEE GREENWOOD/WONDER LAKE, IL					
GENERAL DOWNING - PEORIA INTL					
---SEE PEORIA, IL					
GENERAL MITCHELL INTL					
---SEE MILWAUKEE, WI					
GRAND GENEVA RESORT					
---SEE LAKE GENEVA, WI					

INDEX

25163

K7

EC3

INDEX

25163

K8

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
GRANTSBURG, WI			ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD		
GRANTSBURG MUNI(GTG)			---SEE PERU, IL		
TAKEOFF MINIMUMS	L		INGERSOLL		
IAPS RNAV (GPS) RWY 12	360		---SEE CANTON, IL		
RNAV (GPS) RWY 30	361				
GRAYSLAKE, IL			IOWA COUNTY		
CAMPBELL(C81)			---SEE MINERAL POINT, WI		
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS)-B	362		JACKSONVILLE, IL		
GREATER KANKAKEE			JACKSONVILLE MUNI(IJX)		
---SEE KANKAKEE, IL			TAKEOFF MINIMUMS	L	
			ALTERNATE MINIMUMS	M	
GREEN BAY, WI			IAPS RNAV (GPS) RWY 04	383	
GREEN BAY/AUSTIN STRAUBEL INTL(GRB)			RNAV (GPS) RWY 13	384	
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 22	385	
ALTERNATE MINIMUMS	M		RNAV (GPS) RWY 31	386	
RADAR MINIMUMS	N				
LAHSO	O		JANESVILLE, WI		
IAPS ILS OR LOC RWY 06	363		SOUTHERN WISCONSIN RGNL(JVL)		
ILS OR LOC RWY 36	364		TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 06	365		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 18	366		HOT SPOT	P	
RNAV (GPS) RWY 24	367		IAPS ILS OR LOC RWY 04	387	
RNAV (GPS) RWY 36	368		ILS OR LOC RWY 32	388	
LOC BC RWY 24	369		RNAV (GPS) RWY 04	389	
AIRPORT DIAGRAM	370		RNAV (GPS) RWY 14	390	
			RNAV (GPS) RWY 22	391	
GREENVILLE, IL			RNAV (GPS) RWY 32	392	
GREENVILLE(GRE)			AIRPORT DIAGRAM	393	
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS) RWY 18	371		JOHN F KENNEDY MEML		
RNAV (GPS) RWY 36	372		---SEE ASHLAND, WI		
GREENWOOD/WONDER LAKE, IL					
GALT FLD(10C)			JUNEAU, WI		
TAKEOFF MINIMUMS	L		DODGE COUNTY(UNU)		
IAPS RNAV (GPS)-B	373		TAKEOFF MINIMUMS	L	
			ALTERNATE MINIMUMS	M	
HARRISBURG, IL			IAPS RNAV (GPS) RWY 02	394	
HARRISBURG-RALEIGH(HSB)			RNAV (GPS) RWY 08	395	
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 20	396	
ALTERNATE MINIMUMS	M		RNAV (GPS) RWY 26	397	
IAPS RNAV (GPS) RWY 06	374				
RNAV (GPS) RWY 24	375		KANKAKEE, IL		
HARTFORD, WI			GREATER KANKAKEE(IKK)		
HARTFORD MUNI(HXF)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		ALTERNATE MINIMUMS	M	
STARS GOPAC THREE (RNAV)	Z22		IAPS ILS OR LOC RWY 04	398	
IAPS RNAV (GPS) RWY 09	376		RNAV (GPS) RWY 04	399	
RNAV (GPS) RWY 27	377		RNAV (GPS) RWY 16	400	
DPS ACCRA FIVE (RNAV)	378		RNAV (GPS) RWY 22	401	
UECKR SIX (RNAV)	379		RNAV (GPS) RWY 34	402	
HAYWARD, WI					
SAWYER COUNTY(HYR)					
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS ILS OR LOC RWY 21	380				
RNAV (GPS) RWY 03	381				
RNAV (GPS) RWY 21	382				

INDEX

25163

K8

EC3

25163

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROG	SECT PG	NAME	PROG	SECT PG
KENOSHA, WI			LAKE GENEVA, WI		
KENOSHA RGNL(ENW)			GRAND GENEVA RESORT(C02)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 23	428	
HOT SPOT	P		LAKE IN THE HILLS		
STARS GOPAC THREE (RNAV)	Z22		---SEE CHICAGO/LAKE IN THE HILLS, IL		
IAPS ILS OR LOC RWY 07L	403		LAKELAND/NOBLE F LEE MEML FLD		
RNAV (GPS) RWY 07L	404		---SEE MINOCQUA-WOODRUFF, WI		
RNAV (GPS) RWY 15	405		LAND O' LAKES, WI		
RNAV (GPS) RWY 25R	406		KINGS LAND O' LAKES(LNL)		
RNAV (GPS) RWY 33	407		TAKEOFF MINIMUMS	L	
AIRPORT DIAGRAM	408		ALTERNATE MINIMUMS	M	
DPS ACCRA FIVE (RNAV)	409		IAPS RNAV (GPS) RWY 14	429	
UECKR SIX (RNAV)	410		RNAV (GPS) RWY 32	430	
KEWANEE, IL			LANGLADE COUNTY		
KEWANEE MUNI(EZI)			---SEE ANTIGO, WI		
TAKEOFF MINIMUMS	L		LANSING MUNI		
IAPS RNAV (GPS) RWY 01	411		---SEE CHICAGO, IL		
RNAV (GPS) RWY 09	412		LAWRENCE J TIMMERMAN		
RNAV (GPS) RWY 19	413		---SEE MILWAUKEE, WI		
RNAV (GPS) RWY 27	414		LAWRENCEVILLE, IL		
KINGS LAND O' LAKES			LAWRENCEVILLE-VINCENNES INTL(LWW)		
---SEE LAND O' LAKES, WI			TAKEOFF MINIMUMS	L	
L O SIMENSTAD MUNI			ALTERNATE MINIMUMS	M	
---SEE OSCEOLA, WI			IAPS RNAV (GPS) RWY 09	431	
LA CROSSE, WI			RNAV (GPS) RWY 18	432	
LA CROSSE RGNL(LSE)			RNAV (GPS) RWY 27	433	
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 36	434	
ALTERNATE MINIMUMS	M		LEWIS UNIVERSITY		
HOT SPOT	P		---SEE CHICAGO/ROMEOVILLE, IL		
IAPS ILS OR LOC RWY 18	415		LINCOLN, IL		
RNAV (GPS) RWY 04	416		LOGAN COUNTY(AAA)		
RNAV (GPS) RWY 13	417		TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 18	418		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 22	419		IAPS RNAV (GPS) RWY 03	435	
RNAV (GPS) RWY 31	420		RNAV (GPS) RWY 21	436	
RNAV (GPS) RWY 36	421		VOR RWY 03	437	
AIRPORT DIAGRAM	422		LITCHFIELD, IL		
LA POINTE, WI			LITCHFIELD MUNI(3LF)		
MAJOR GILBERT FLD(4R5)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		ALTERNATE MINIMUMS	M	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 09	438	
IAPS RNAV (GPS) RWY 04	423		RNAV (GPS) RWY 18	439	
RNAV (GPS) RWY 22	424		RNAV (GPS) RWY 27	440	
LACON, IL			RNAV (GPS) RWY 36	441	
MARSHALL COUNTY(C75)			LOGAN COUNTY		
TAKEOFF MINIMUMS	L		---SEE LINCOLN, IL		
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 13	425				
LADYSMITH, WI					
RUSK COUNTY(RCX)					
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 14	426				
RNAV (GPS) RWY 32	427				

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

LONE ROCK, WI		
TRI-COUNTY RGNL(LNR)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 09	442	
RNAV (GPS) RWY 27	443	
LOC RWY 27	444	

MACOMB, IL		
MACOMB MUNI(MQB)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 09	445	
RNAV (GPS) RWY 27	446	
LOC RWY 27	447	

MADISON, WI		
BLACKHAWK AIRFIELD(87Y)		
TAKEOFF MINIMUMS	L	
IAPS VOR OR GPS-A	448	
DANE COUNTY RGNL/TRUEX FLD(MSN)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
LAHSO O		
HOT SPOT	P	
IAPS ILS OR LOC RWY 18	449	
ILS OR LOC RWY 21	450	
ILS OR LOC/DME RWY 36	451	
ILS RWY 36 (SA CAT I)	452	
ILS RWY 18 (SA CAT I - II)	453	
ILS RWY 36 (CAT II - III)	454	
RNAV (GPS) RWY 03	455	
RNAV (GPS) RWY 14	456	
RNAV (GPS) RWY 18	457	
RNAV (GPS) RWY 21	458	
RNAV (GPS) RWY 32	459	
RNAV (GPS) RWY 36	460	
VOR RWY 14	461	
VOR RWY 32	462	
AIRPORT DIAGRAM	463	

MAJOR GILBERT FLD		
---SEE LA POINTE, WI		

MANITOWISH WATERS, WI		
MANITOWISH WATERS(D25)		
TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 14	464	
RNAV (GPS) RWY 32	465	

MANITOWOC, WI		
MANITOWOC COUNTY(MTW)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS ILS OR LOC RWY 17	466	
RNAV (GPS) RWY 17	467	
RNAV (GPS) RWY 35	468	

MARION, IL		
VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
LAHSO O		
HOT SPOT	P	
IAPS ILS OR LOC RWY 20	469	
RNAV (GPS) RWY 02	470	
RNAV (GPS) RWY 20	471	
AIRPORT DIAGRAM	472	

MARSHALL COUNTY		
---SEE LACON, IL		

MARSHFIELD, WI		
MARSHFIELD MUNI(MFI)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 05	473	
RNAV (GPS) RWY 16	474	
RNAV (GPS) RWY 23	475	
RNAV (GPS) RWY 34	476	

MATTOON/CHARLESTON, IL		
COLES COUNTY MEML(MTO)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS ILS OR LOC RWY 29	477	
RNAV (GPS) RWY 06	478	
RNAV (GPS) RWY 11	479	
RNAV (GPS) RWY 24	480	
RNAV (GPS) RWY 29	481	
AIRPORT DIAGRAM	482	

MAUSTON/NEW LISBON UNION		
---SEE NEW LISBON, WI		

MEDFORD, WI		
TAYLOR COUNTY(MDZ)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 09	483	
RNAV (GPS) RWY 16	484	
RNAV (GPS) RWY 27	485	
RNAV (GPS) RWY 34	486	

MENOMONIE, WI		
MENOMONIE MUNI/SCORE FLD(LUM)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 09	487	
RNAV (GPS) RWY 27	488	
VOR/DME RWY 27	489	

MERRILL, WI		
MERRILL MUNI(RRL)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 07	490	
RNAV (GPS) RWY 25	491	

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
MIDDLETON, WI			MOLINE, IL		
MIDDLETON MUNI/MOREY FLD(C29)			QUAD CITIES INTL(MLI)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 10	492	IAPS	ILS OR LOC RWY 09	531
	RNAV (GPS) RWY 28	493		ILS OR LOC RWY 27	532
	LOC/DME RWY 10	494		RNAV (GPS) RWY 09	533
	VOR RWY 28	495		RNAV (GPS) RWY 13	534
				RNAV (GPS) RWY 27	535
				RNAV (GPS) RWY 31	536
			AIRPORT DIAGRAM		537
MILWAUKEE, WI			MONEE, IL		
GENERAL MITCHELL INTL(MKE)			BULT FLD(C56)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
STARS	GOPAC THREE (RNAV)	Z22	IAPS	RNAV (GPS) RWY 09	538
IAPS	ILS OR LOC RWY 01L	496		RNAV (GPS) RWY 27	539
	ILS OR LOC RWY 07R	497			
	ILS OR LOC RWY 19R	498	MONMOUTH, IL		
	ILS RWY 01L (CAT II - III)	499	MONMOUTH MUNI(C66)		
	RNAV (RNP) Y RWY 07R	500	TAKEOFF MINIMUMS		L
	RNAV (RNP) Y RWY 25L	501	IAPS	RNAV (GPS)-A	540
	RNAV (GPS) RWY 01L	502			
	RNAV (GPS) RWY 01R	503	MONROE, WI		
	RNAV (GPS) RWY 07L	504	MONROE MUNI(EFT)		
	RNAV (GPS) RWY 13	505	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 19L	506	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 19R	507	IAPS	RNAV (GPS) RWY 12	541
	RNAV (GPS) RWY 25R	508		RNAV (GPS) RWY 30	542
	RNAV (GPS) RWY 31	509		VOR/DME RWY 30	543
	RNAV (GPS) Z RWY 07R	510			
	RNAV (GPS) Z RWY 25L	511	MORRIS, IL		
	LOC RWY 25L	512	MORRIS MUNI/JAMES R WASHBURN FLD(C09)		
AIRPORT DIAGRAM		513	TAKEOFF MINIMUMS		L
DPS	ACCRA FIVE (RNAV)	514	ALTERNATE MINIMUMS		M
	MITCHELL NINE	515	IAPS	RNAV (GPS) RWY 18	544
	UECKR SIX (RNAV)	516		RNAV (GPS) RWY 36	545
				VOR-A	546
LAWRENCE J TIMMERMAN(MWC)			MOSINEE, WI		
TAKEOFF MINIMUMS		L	CENTRAL WISCONSIN(CWA)		
ALTERNATE MINIMUMS		M	TAKEOFF MINIMUMS		L
STARS	GOPAC THREE (RNAV)	Z22	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 04L	517	IAPS	ILS OR LOC RWY 08	547
	RNAV (GPS) RWY 15L	518		ILS OR LOC RWY 35	548
	RNAV (GPS) RWY 22R	519		RNAV (GPS) RWY 08	549
	LOC RWY 15L	520		RNAV (GPS) RWY 17	550
AIRPORT DIAGRAM		521		RNAV (GPS) RWY 26	551
DPS	ACCRA FIVE (RNAV)	522		RNAV (GPS) RWY 35	552
	UECKR SIX (RNAV)	523	AIRPORT DIAGRAM		553
MINERAL POINT, WI			MOUNT CARMEL, IL		
IOWA COUNTY(MRJ)			MOUNT CARMEL MUNI(AJG)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 04	554
IAPS	RNAV (GPS) RWY 04	524		RNAV (GPS) RWY 22	555
	RNAV (GPS) RWY 11	525		RNAV (GPS) RWY 31	556
	RNAV (GPS) RWY 22	526			
	RNAV (GPS) RWY 29	527	MOUNT HAWLEY AUXILIARY		
			---SEE PEORIA, IL		
MINOCQUA-WOODRUFF, WI					
LAKELAND/NOBLE F LEE MEML FLD(ARV)					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 18	528			
	RNAV (GPS) RWY 28	529			
	RNAV (GPS) RWY 36	530			

EC-3, 12 JUN 2025 to 07 AUG 2025

INDEX

25163

K12

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
MOUNT STERLING, IL			OLNEY-NOBLE, IL		
MOUNT STERLING MUNI(163)			OLNEY-NOBLE(OLY)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 18	557	IAPS	RNAV (GPS) RWY 04	574
	RNAV (GPS) RWY 36	558		RNAV (GPS) RWY 11	575
				LOC RWY 11	576
				NDB RWY 04	577
MOUNT VERNON, IL			OSCEOLA, WI		
MOUNT VERNON(MVN)			L O SIMENSTAD MUNI(OEO)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 23	559	STARS	AGUDE FIVE	Z1
	RNAV (GPS) RWY 05	560		TWOLF FOUR	Z34
	RNAV (GPS) RWY 23	561	IAPS	RNAV (GPS) RWY 10	578
AIRPORT DIAGRAM		562		RNAV (GPS) RWY 28	579
NECEDAH, WI			OSHKOSH, WI		
NECEDAH(DAF)			WITTMAN RGNL(OSH)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 36	563	ALTERNATE MINIMUMS		M
NEILLSVILLE, WI			HOT SPOT		P
NEILLSVILLE MUNI(VIQ)			IAPS	ILS OR LOC RWY 36	580
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 09	581
IAPS	RNAV (GPS) RWY 10	564		RNAV (GPS) RWY 18	582
	RNAV (GPS) RWY 28	565		RNAV (GPS) RWY 27	583
NEW HOLSTEIN, WI				RNAV (GPS) RWY 36	584
NEW HOLSTEIN MUNI(8D1)				LOC/DME BC RWY 18	585
TAKEOFF MINIMUMS		L		VOR RWY 09	586
IAPS	RNAV (GPS) RWY 14	566		VOR RWY 18	587
	RNAV (GPS) RWY 32	567		VOR RWY 27	588
NEW LISBON, WI				VOR RWY 36	589
MAUSTON/NEW LISBON UNION(82C)				NDB RWY 36	590
TAKEOFF MINIMUMS		L	AIRPORT DIAGRAM		591
IAPS	RNAV (GPS) RWY 14	568	PARIS, IL		
	RNAV (GPS) RWY 32	569	EDGAR COUNTY(PRG)		
NEW RICHMOND, WI			TAKEOFF MINIMUMS		L
NEW RICHMOND RGNL(RNH)			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	IAPS	RNAV (GPS) RWY 09	592
ALTERNATE MINIMUMS		M		RNAV (GPS) RWY 18	593
STARS	AGUDE FIVE	Z1		RNAV (GPS) RWY 27	594
	TWOLF FOUR	Z34		RNAV (GPS) RWY 36	595
IAPS	RNAV (GPS) RWY 14	570	PARK FALLS, WI		
	RNAV (GPS) RWY 32	571	PARK FALLS MUNI(PKF)		
OCONTO, WI			TAKEOFF MINIMUMS		L
OCONTO/J DOUGLAS BAKE MUNI(OCQ)			IAPS	RNAV (GPS) RWY 18	596
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 36	597
ALTERNATE MINIMUMS		M	PAXTON, IL		
IAPS	RNAV (GPS) RWY 11	572	PAXTON(1C1)		
	RNAV (GPS) RWY 29	573	TAKEOFF MINIMUMS		L
OCONTO/J DOUGLAS BAKE MUNI			IAPS	RNAV (GPS) RWY 18	598
---SEE OCONTO, WI				VOR RWY 18	599
INDEX			PEKIN, IL		
25163			PEKIN MUNI(C15)		
			TAKEOFF MINIMUMS		L
			IAPS	RNAV (GPS) RWY 09	600
				RNAV (GPS) RWY 27	601
				VOR-A	602

INDEX

25163

K12

EC3

EC-3, 12 JUN 2025 to 07 AUG 2025

INDEX

25163

K13

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
PEORIA, IL			PONTIAC, IL		
GENERAL DOWNING - PEORIA INTL(PIA)			PONTIAC MUNI(PNT)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
HOT SPOT		P	IAPS	RNAV (GPS) RWY 06	630
IAPS	ILS OR LOC RWY 04	603		RNAV (GPS) RWY 24	631
	ILS OR LOC RWY 13	604			
	ILS OR LOC RWY 31	605	POPLAR GROVE, IL		
	ILS RWY 04 (SA CAT I - II)	606	POPLAR GROVE(C77)		
	RNAV (GPS) RWY 04	607	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 13	608	IAPS	RNAV (GPS)-A	632
	RNAV (GPS) RWY 22	609	PORTAGE, WI		
	RNAV (GPS) RWY 31	610	PORTAGE MUNI(C47)		
	VOR OR TACAN RWY 13	611	TAKEOFF MINIMUMS		L
	VOR Z OR TACAN Z RWY 31	612	IAPS	RNAV (GPS) RWY 18	633
	NDB RWY 31	613	PRAIRIE DU CHIEN, WI		
AIRPORT DIAGRAM		614	PRAIRIE DU CHIEN MUNI(PDC)		
MOUNT HAWLEY AUXILIARY(3MY)			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 18	615	IAPS	RNAV (GPS) RWY 14	634
				RNAV (GPS) RWY 29	635
				RNAV (GPS) RWY 32	636
PERU, IL			PRAIRIE DU SAC, WI		
ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD (VYS)			SAUK/PRAIRIE(91C)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 18	637
IAPS	RNAV (GPS) RWY 18	616		RNAV (GPS) RWY 36	638
	RNAV (GPS) RWY 36	617	PRICE COUNTY		
PHILLIPS, WI			---SEE PHILLIPS, WI		
PRICE COUNTY(PBH)			QUAD CITIES INTL		
TAKEOFF MINIMUMS		L	---SEE MOLINE, IL		
ALTERNATE MINIMUMS		M	QUINCY, IL		
IAPS	RNAV (GPS) RWY 01	618	QUINCY RGNL-BALDWIN FLD(UIN)		
	RNAV (GPS) RWY 06	619	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 19	620	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 24	621	HOT SPOT		P
PINCKNEYVILLE, IL			IAPS	ILS OR LOC RWY 04	639
PINCKNEYVILLE/DU QUOIN(PJY)				RNAV (GPS) RWY 04	640
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 13	641
IAPS	RNAV (GPS) RWY 18	622		RNAV (GPS) RWY 22	642
	RNAV (GPS) RWY 36	623		RNAV (GPS) RWY 31	643
				LOC BC RWY 22	644
				NDB RWY 04	645
PINCKNEYVILLE/DU QUOIN			AIRPORT DIAGRAM		646
---SEE PINCKNEYVILLE, IL			RACINE, WI		
PITTSFIELD, IL			BATTEN INTL(RAC)		
PITTSFIELD PENSTONE MUNI(PPQ)			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 13	624	STARS	GOPAC THREE (RNAV)	222
	RNAV (GPS) RWY 31	625	IAPS	ILS OR LOC RWY 04	647
				RNAV (GPS) RWY 04	648
PLATTEVILLE, WI				RNAV (GPS) RWY 22	649
PLATTEVILLE MUNI(PVB)				RNAV (GPS) RWY 32	650
TAKEOFF MINIMUMS		L	DPS	ACCRA FIVE (RNAV)	651
ALTERNATE MINIMUMS		M		UECKR SIX (RNAV)	652
IAPS	RNAV (GPS) RWY 07	626			
	RNAV (GPS) RWY 15	627			
	RNAV (GPS) RWY 25	628			
	RNAV (GPS) RWY 33	629			

INDEX

25163

K13

EC3

INDEX

25163

K14

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
RANTOUL, IL			RUSK COUNTY		
RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)			---SEE LADYSMITH, WI		
TAKEOFF MINIMUMS	L		ST LOUIS DOWNTOWN		
ALTERNATE MINIMUMS	M		---SEE CAHOKIA/ST LOUIS, IL		
IAPS RNAV (GPS) RWY 09	653		ST LOUIS RGNL		
RNAV (GPS) RWY 18	654		---SEE ALTON/ST LOUIS, IL		
RNAV (GPS) RWY 27	655				
RNAV (GPS) RWY 36	656				
REEDSBURG, WI			SALEM, IL		
REEDSBURG MUNI(C35)			SALEM-LECKRONE(SLO)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 18	657		IAPS RNAV (GPS) RWY 18	675	
RNAV (GPS) RWY 36	658		RNAV (GPS) RWY 36	676	
RHINELANDER, WI			SAUK/PRAIRIE		
RHINELANDER/ONEIDA COUNTY(RHI)			---SEE PRAIRIE DU SAC, WI		
TAKEOFF MINIMUMS	L		SAVANNA, IL		
ALTERNATE MINIMUMS	M		TRI-TOWNSHIP(SFY)		
IAPS ILS OR LOC RWY 09	659		TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 09	660		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 15	661		IAPS RNAV (GPS) RWY 13	677	
RNAV (GPS) RWY 27	662		VOR-A	678	
RNAV (GPS) RWY 33	663				
VOR/DME RWY 27	664		SAWYER COUNTY		
AIRPORT DIAGRAM	665		---SEE HAYWARD, WI		
RHINELANDER/ONEIDA COUNTY			SCOTT AFB/MIDAMERICA ST LOUIS		
---SEE RHINELANDER, WI			---SEE BELLEVILLE, IL		
RICE LAKE, WI			SHAWANO, WI		
RICE LAKE RGNL/CARL'S FLD(RPD)			SHAWANO MUNI(EZS)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS ILS OR LOC RWY 01	666		IAPS RNAV (GPS) RWY 12	679	
RNAV (GPS) RWY 01	667		RNAV (GPS) RWY 30	680	
RNAV (GPS) RWY 19	668				
RICHARD I BONG			SHEBOYGAN, WI		
---SEE SUPERIOR, WI			SHEBOYGAN COUNTY MEML INTL(SBM)		
RICHLAND CENTER, WI			TAKEOFF MINIMUMS	L	
RICHLAND(93C)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		IAPS ILS OR LOC RWY 22	681	
IAPS RNAV (GPS)-A	669		RNAV (GPS) RWY 04	682	
			RNAV (GPS) RWY 13	683	
ROBINSON, IL			RNAV (GPS) RWY 22	684	
CRAWFORD COUNTY(RSV)			RNAV (GPS) RWY 31	685	
TAKEOFF MINIMUMS	L		AIRPORT DIAGRAM	686	
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 09	670		SHELBY COUNTY		
RNAV (GPS) RWY 17	671		---SEE SHELBYVILLE, IL		
RNAV (GPS) RWY 27	672				
ROCHELLE, IL			SHELBYVILLE, IL		
ROCHELLE MUNI/KORITZ FLD(RPJ)			SHELBY COUNTY(2H0)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 36	687	
IAPS RNAV (GPS) RWY 07	673		NDB-A	688	
RNAV (GPS) RWY 25	674				

INDEX

25163

K14

EC3

INDEX

25163

K15

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
SHELL LAKE, WI			SPRINGFIELD, IL		
SHELL LAKE MUNI(SSQ)			ABRAHAM LINCOLN CAPITAL(SPI)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 14	689		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 32	690		RADAR MINIMUMS	N	
			IAPS ILS OR LOC RWY 04	702	
SIREN, WI			ILS OR LOC RWY 22	703	
BURNETT COUNTY(RZN)			ILS OR LOC RWY 31	704	
TAKEOFF MINIMUMS	L		RNAV (GPS) RWY 04	705	
ALTERNATE MINIMUMS	M		RNAV (GPS) RWY 13	706	
IAPS RNAV (GPS) RWY 05	691		RNAV (GPS) RWY 22	707	
RNAV (GPS) RWY 14	692		RNAV (GPS) RWY 31	708	
RNAV (GPS) RWY 23	693		VOR/DME RWY 13	709	
RNAV (GPS) RWY 32	694		VOR/DME RWY 22	710	
			VOR/DME RWY 31	711	
SOLOM SPRINGS, WI			VOR RWY 04	712	
SOLOM SPRINGS MUNI(OLG)			AIRPORT DIAGRAM	713	
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS) RWY 19	695		STERLING/ROCKFALLS, IL		
			WHITESIDE COUNTY/JOS H BITTORF FLD(SQI)		
SOUTHERN ILLINOIS			TAKEOFF MINIMUMS	L	
---SEE CARBONDALE/MURPHYSBORO, IL			ALTERNATE MINIMUMS	M	
			IAPS ILS OR LOC RWY 25	714	
SOUTHERN WISCONSIN RGNL			RNAV (GPS) RWY 07	715	
---SEE JANESVILLE, WI			RNAV (GPS) RWY 25	716	
			LOC BC RWY 07	717	
SPARTA, IL			STEVENS POINT, WI		
SPARTA COMMUNITY-HUNTER FLD(SAR)			STEVENS POINT MUNI(STE)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 18	696		IAPS ILS OR LOC RWY 21	718	
RNAV (GPS) RWY 36	697		RNAV (GPS) RWY 03	719	
			RNAV (GPS) RWY 12	720	
SPARTA, WI			RNAV (GPS) RWY 21	721	
SPARTA/FORT MC COY(CMY)			RNAV (GPS) RWY 30	722	
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M		STURGEON BAY, WI		
IAPS RNAV (GPS) RWY 11	698		DOOR COUNTY CHERRYLAND(SUE)		
RNAV (GPS) RWY 29	699		TAKEOFF MINIMUMS	L	
NDB RWY 29	700		ALTERNATE MINIMUMS	M	
AIRPORT DIAGRAM	701		IAPS RNAV (GPS) RWY 02	723	
			RNAV (GPS) RWY 10	724	
SPARTA/FORT MC COY			RNAV (GPS) RWY 20	725	
---SEE SPARTA, WI			RNAV (GPS) RWY 28	726	
			SUPERIOR, WI		
			RICHARD I BONG(SUW)		
			TAKEOFF MINIMUMS	L	
			ALTERNATE MINIMUMS	M	
			IAPS RNAV (GPS) RWY 04	727	
			RNAV (GPS) RWY 14	728	
			RNAV (GPS) RWY 22	729	
			RNAV (GPS) RWY 32	730	
			TAYLOR COUNTY		
			---SEE MEDFORD, WI		
			TAYLORVILLE, IL		
			TAYLORVILLE MUNI(TAZ)		
			TAKEOFF MINIMUMS	L	
			ALTERNATE MINIMUMS	M	
			IAPS RNAV (GPS) RWY 18	731	
			RNAV (GPS) RWY 36	732	

INDEX

25163

K15

EC3

INDEX

K16

25163

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
TOMAH, WI			WATERTOWN, WI		
BLOYER FLD(Y72)			WATERTOWN MUNI(RYV)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 07	733		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 25	734		IAPS RNAV (GPS) RWY 05	749	
			RNAV (GPS) RWY 11	750	
			RNAV (GPS) RWY 23	751	
			RNAV (GPS) RWY 29	752	
			NDB RWY 05	753	
			NDB RWY 23	754	
TOMAHAWK, WI			WAUKEGAN NTL		
TOMAHAWK RGNL(TKV)			---SEE CHICAGO/WAUKEGAN, IL		
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 09	735				
RNAV (GPS) RWY 27	736				
TRI-COUNTY RGNL					
---SEE LONE ROCK, WI					
TRI-TOWNSHIP					
---SEE SAVANNA, IL					
UNIVERSITY OF ILLINOIS/WILLARD					
---SEE CHAMPAIGN/URBANA, IL					
URBANA, IL			WAUKESHA, WI		
FRASCA FLD(C16)			WAUKESHA COUNTY(UES)		
IAPS VOR-A	737		TAKEOFF MINIMUMS	L	
			ALTERNATE MINIMUMS	M	
			HOT SPOT	P	
			STARS GOPAC THREE (RNAV)	222	
			IAPS ILS OR LOC RWY 10	755	
			RNAV (GPS) RWY 10	756	
			RNAV (GPS) RWY 28	757	
			VOR-A	758	
			AIRPORT DIAGRAM	759	
			DPS ACCRA FIVE (RNAV)	760	
			UECKR SIX (RNAV)	761	
VANDALIA, IL			WAUPACA, WI		
VANDALIA MUNI(VLA)			WAUPACA MUNI(PCZ)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 18	738		IAPS RNAV (GPS) RWY 10	762	
RNAV (GPS) RWY 36	739		RNAV (GPS) RWY 28	763	
VERMILION RGNL					
---SEE DANVILLE, IL					
VETERANS AIRPORT OF SOUTHERN ILLINOIS			WAUSAU, WI		
---SEE MARION, IL			WAUSAU DOWNTOWN(AUW)		
			TAKEOFF MINIMUMS	L	
			ALTERNATE MINIMUMS	M	
			IAPS RNAV (GPS) RWY 13	764	
			RNAV (GPS) RWY 31	765	
VIROQUA, WI			WAUTOMA, WI		
VIROQUA MUNI(Y51)			WAUTOMA MUNI(Y50)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 11	740		IAPS RNAV (GPS) RWY 13	766	
RNAV (GPS) RWY 29	741		RNAV (GPS) RWY 31	767	
VOLK FLD(KVOK)			WEST BEND, WI		
CAMP DOUGLAS, WI			WEST BEND MUNI(ETB)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS ILS OR LOC/DME RWY 27	742		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 09	743		STARS GOPAC THREE (RNAV)	222	
TACAN RWY 09	744		IAPS RNAV (GPS) RWY 06	768	
TACAN RWY 27	745		RNAV (GPS) RWY 13	769	
AIRPORT DIAGRAM	746		RNAV (GPS) RWY 24	770	
			RNAV (GPS) RWY 31	771	
			VOR RWY 13	772	
			VOR RWY 24	773	
			DPS ACCRA FIVE (RNAV)	774	
			UECKR SIX (RNAV)	775	
WASHINGTON ISLAND, WI			WHITESIDE COUNTY/JOS H BITTORF FLD		
WASHINGTON ISLAND(2P2)			---SEE STERLING/ROCKFALLS, IL		
TAKEOFF MINIMUMS	L				
IAPS COPTER RNAV (GPS) 029	747				
DPS WINEP ONE (RNAV)	748				

INDEX

25163

K16

EC3

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

WISCONSIN RAPIDS, WI
ALEXANDER FLD SOUTH WOOD COUNTY(ISW)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 02776
RNAV (GPS) RWY 20777

WITTMAN RGNL
---SEE OSHKOSH, WI

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

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

25163

INSTRUMENT APPROACH PROCEDURE CHARTS

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

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

25163

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

25163

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, 300-2¼ 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, 486' right of centerline, up to 28' AGL/1552' MSL.
 Trees beginning 1073' from DER, 637' left of centerline, up to 64' AGL/1597' MSL.
 Trees beginning 1.6 NM from DER, 1895' right of centerline, 100' AGL/1799' MSL.
Rwy 17, vehicles on road beginning 17' from DER, 273' left of centerline, up to 15' AGL/1531' MSL.
 Vehicles on road beginning 62' from DER, 247' right of centerline, up to 15' AGL/1529' MSL.
Rwy 27, trees beginning 1032' from DER, 379' right of centerline, up to 73' AGL/1587' MSL.
 Pole 1142' from DER, 552' right of centerline, 32' AGL/1546' MSL.
 Tree 1784' from DER, 159' right of centerline, 55' AGL/1589' MSL.
 Trees beginning 1925' from DER, 2' right of centerline, up to 66' AGL/1580' MSL.
 Tree 2043' from DER, 225' left of centerline, 60' AGL/1574' MSL.
 Tree 2503' from DER, 63' right of centerline, 71' AGL/1580' MSL.
Rwy 35, sign 226' from DER, 493' left of centerline, 29' AGL/1543' MSL.
 Building 623' from DER, 665' left of centerline, 32' AGL/1551' MSL.
 Trees beginning 896' from DER, 499' right of centerline, up to 62' AGL/1586' MSL.
 Poles beginning 1049' from DER, 448' left of centerline, up to 33' AGL/1557' MSL.
 Trees beginning 1463' from DER, 471' left of centerline, up to 63' AGL/1587' MSL.
 Trees beginning 2334' from DER, 1108' right of centerline, up to 69' AGL/1598' MSL.

APPLETON, WI

APPLETON INTL (ATW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-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 42' AGL/911' MSL.
Rwy 12, tree, 85' from DER, 310' left of centerline, 13' AGL/861' MSL.
Rwy 30, trees beginning 568' from DER, 575' right of centerline, up to 21' AGL/950' MSL.

ASHLAND, WI

JOHN F KENNEDY MEML (ASX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 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 119' 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.
Rwy 20, truck on road 329' from DER, 576' right of centerline, 15' AGL/844' 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.
Rwy 31, truck on road 65' from DER, 325' right and 331' left of centerline, 15' AGL/844' 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)

25163

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

25163

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, 1030' 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 3867' from DER, 48' left of centerline, 1064' MSL.

Tree 4532' from DER, 650' right of centerline, 1111' MSL.

Rwy 19, NAVAID and electrical system beginning 9' from DER, 16' left of centerline, up to 2' AGL/979' MSL.

NAVAID and electrical system beginning 9' from DER, 19' right of centerline, up to 2' AGL/979' MSL.

Tree 2055' from DER, 69' right of centerline, 1031' MSL.

BELLEVILLE, IL

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29JUL10 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 32L, 300-1½ or std. w/min. climb of 250' per NM to 800.

TAKEOFF OBSTACLE NOTES:

Rwy 32L, tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL.**Rwy 32R**, trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL.

Trees beginning 1349' from DER, 439' right of centerline, up to 94' AGL/516' 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.

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

25163

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/446' 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, 440' right of centerline, up to 537' MSL.

Tree, pole, sign beginning 1601' from DER, 12' left of centerline, up to 550' MSL.

Trees beginning 1674' from DER, 28' right of centerline, up to 538' MSL.

Tree, pole beginning 1745' from DER, 119' right of centerline, up to 540' MSL.

Sign, pole, tree beginning 2059' from DER, 74' right of centerline, up to 88' AGL/543' MSL.

Trees beginning 2808' from DER, 49' left of centerline, up to 555' MSL.

Trees beginning 2828' from DER, 543' right of centerline, up to 549' MSL.

Trees beginning 3592' from DER, 1164' left of centerline, up to 556' MSL.

Tank, sign beginning 3617' from DER, 583' right of centerline, up to 146' AGL/596' MSL.

Tank 3807' from DER, 855' right of centerline, 163' AGL/613' MSL.

Tree 4457' from DER, 1678' left of centerline, 100' AGL/557' MSL.

Rwy 36, general utility 14' from DER, 77' right of centerline, 3' AGL/441' MSL.

Tree 36' from DER, 378' right of centerline, 445' MSL.

Tree, fence beginning 92' from DER, 229' left of centerline, up to 11' AGL/450' MSL.

Tree 501' from DER, 546' left of centerline, 513' MSL.

Tree 537' from DER, 313' right of centerline, 455' MSL.

Trees beginning 625' from DER, 393' right of centerline, up to 495' MSL.

Tree 630' from DER, 643' left of centerline, 519' MSL.

Tree, pole beginning 673' from DER, 444' left of centerline, up to 91' AGL/532' MSL.

Tree, pole beginning 877' from DER, 435' right of centerline, up to 506' MSL.

Trees beginning 1117' from DER, 141' right of centerline, up to 512' MSL.

Trees beginning 1407' from DER, 11' left of centerline, up to 105' AGL/543' MSL.

Trees beginning 1530' from DER, 117' right of centerline, up to 515' MSL.

Trees beginning 1868' from DER, 292' right of centerline, up to 516' MSL.

Trees beginning 2096' from DER, 147' right of centerline, up to 531' MSL.

Trees beginning 2130' from DER, 39' right of centerline, up to 533' MSL.

Trees beginning 2227' from DER, 11' right 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/852' MSL.

Poles 1100' from DER, left and right of centerline, up to 32' AGL/872' MSL.

Trees beginning 1112' from DER, left and right of centerline, up to 53' AGL/919' MSL.

Rwy 26, vehicle on road, 155' from DER, 440' 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.

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/884' MSL.

Tree 1667' from DER, 462' left of centerline, 100' AGL/979' MSL.

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

25163

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

25163

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 1A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 600-3 or std w/min climb of 461'/NM to 1300.

Rwy 7, std w/min climb of 565'/NM to 1500, or 1200-3 for VCOA.

Rwy 20, std w/min climb of 672'/NM to 1400, or 1200-3 for VCOA.

Rwy 25, std w/min climb of 388'/NM to 1300, or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 017° to 1300 before turning south.

Rwy 7, climb on heading 067° to 1500 before turning south.

Rwy 20, climb on heading 197° to 1500 before turning east.

Rwy 25, climb on heading 247° to 1500 before proceeding on course.

VCOA:

Rwys 7, 20, 25, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Boscobel airport at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 10' from DER, 58' right of centerline, up to 100' AGL/767' MSL.

Trees beginning 139' from DER, 6' right of centerline, up to 100' AGL/770' MSL.

Trees beginning 171' from DER, 242' left of centerline, up to 100' AGL/763' MSL.

Trees beginning 300' from DER, 9' left of centerline, up to 100' AGL/767' MSL.

Trees beginning 1.1 NM from DER, 2147' left of centerline, up to 100' AGL/976' MSL.

Trees beginning 1.2 NM from DER, 976' left of centerline, up to 100' AGL/1085' MSL.

Trees beginning 1.5 NM from DER, 1064' left of centerline, up to 100' AGL/1095' MSL.

Trees beginning 1.6 NM from DER, 815' left of centerline, up to 100' AGL/1121' MSL.

Trees beginning 1.7 NM from DER, 33' left of centerline, up to 100' AGL/1127' MSL.

Trees beginning 2 NM from DER, 231' right of centerline, up to 100' AGL/1013' MSL.

Trees beginning 2.1 NM from DER, 54' right of centerline, up to 100' AGL/1078' MSL.

Trees beginning 2.2 NM from DER, 2' right of centerline, up to 100' AGL/1137' MSL.

Trees beginning 2.3 NM from DER, 14' left of centerline, up to 100' AGL/1173' MSL.

Rwy 7, tree 12' from DER, 489' left of centerline, 690' MSL.

Tree 1108' from DER, 687' right of centerline, 702' MSL.

Tree 1292' from DER, 583' left of centerline, 726' MSL.

Tree 2396' from DER, 583' left of centerline, 736' MSL.

Trees beginning 5070' from DER, 1773' right of centerline, 100' AGL/799' MSL.

Trees beginning 5275' from DER, 1859' right of centerline, 100' AGL/826' MSL.

Trees beginning 5480' from DER, 1946' right of centerline, 100' AGL/888' MSL.

Trees beginning 1 NM from DER, 1925' right of centerline, 100' AGL/960' MSL.

Trees beginning 1.1 NM from DER, 2164' right of centerline, up to 1167' MSL.

Rwy 20, vehicle on road 27' from DER, 316' right of centerline, 15' AGL/714' MSL.

Trees, tower beginning 754' from DER, 325' left of centerline, up to 100' AGL/799' MSL.

Bldg 956' from DER, 341' right of centerline, 20' AGL/719' MSL.

Tree 2598' from DER, 310' right of centerline, 100' AGL/799' MSL.

Tree 4738' from DER, 1715' left of centerline, 900' MSL.

Trees beginning 5090' from DER, 1099' left of centerline, up to 100' AGL/1000' MSL.

Trees beginning 5591' from DER, 482' left of centerline, up to 100' AGL/1150' MSL.

Tree 1.5 NM from DER, 1090' right of centerline, 100' AGL/1000' MSL.

Towers, transmission lines beginning 1.7 NM from DER, 401' right of centerline, up to 205' AGL/1196' MSL.

Tree 2.1 NM from DER, 3218' left of centerline, 1159' MSL.

Rwy 25, tree 402' from DER, 429' right of centerline, 696' MSL.

Tree 637' from DER, 511' left of centerline, 714' MSL.

Trees beginning 929' from DER, 478' right of centerline, up to 731' MSL.

Tree 1059' from DER, 464' left of centerline, 715' MSL.

Tree 1099' from DER, 637' left of centerline, 730' MSL.

Tree 1165' from DER, 700' left of centerline, 733' MSL.

Tree 1188' from DER, 789' left of centerline, 735' MSL.

Trees beginning 1.3 NM from DER, 2401' right of centerline, up to 100' AGL/1026' MSL.

Trees beginning 1.5 NM from DER, 1113' right of centerline, up to 1137' MSL.

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

25163

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

25163

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, obtain 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, NAVAID 10' from DER, 106' left of centerline, 6' AGL/969' MSL.

Trees beginning 810' from DER, 391' right of centerline, up to 1004' MSL.

Trees beginning 1036' from DER, 508' left of centerline, up to 1013' MSL.

Tree 3011' from DER, 208' right of centerline, 1044' MSL.

Tree 3042' from DER, 1302' right of centerline, 1058' MSL.

Tree 3231' from DER, 1257' right of centerline, 1066' MSL.

Rwy 26, terrain 74' from DER, 241' left of centerline, 955' MSL.

Trees, pole beginning 94' from DER, 3' left of centerline, up to 1025' MSL.

Building 521' from DER, 574' right of centerline, 21' AGL/969' MSL.

Building 657' from DER, 613' right of centerline, 27' AGL/974' MSL.

Trees, tower, pole beginning 991' from DER, 81' right of centerline, up to 997' MSL.

Trees beginning 1260' from DER, 114' right of centerline, up to 1004' MSL.

Trees beginning 1280' from DER, 56' right of centerline, up to 1005' MSL.

Trees beginning 1675' from DER, 24' left of centerline, up to 1026' MSL.

Trees, building spire beginning 1771' from DER, 53' right of centerline, up to 1019' MSL.

Trees beginning 2461' from DER, 146' right of centerline, up to 1020' MSL.

Tree 2540' from DER, 68' right of centerline, 1031' MSL.

Tree 2900' from DER, 1206' right of centerline, 1036' MSL.

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.

Vehicle on road, antenna, and buildings beginning 43' from DER, 3' left of centerline, up to 37' AGL/812' 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, 400-2¼ 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/1574' MSL.

Vehicle on road, 636' from DER, on centerline, 15' AGL/1388' MSL.

Trees, fence, road and terrain beginning 18' from DER, 169' right of centerline, up to 100' AGL/1500' MSL.

Trees, terrain and buildings beginning 981' from DER, 9' right of centerline, up to 100' AGL/1720' MSL.

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

Trees beginning 171' from DER, 48' left of centerline, up to 26' AGL/1368' MSL.

Trees beginning 1938' from DER, 14' left of centerline, up to 100' AGL/1502' MSL.

Trees beginning 13' from DER, 216' right of centerline, up to 64' AGL/1403' MSL.

Trees, pole and buildings beginning 610' from DER, 6' right of centerline, up to 100' AGL/1531' MSL.

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

25163

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

25163

CAHOKIA/ST LOUIS, IL

ST LOUIS DOWNTOWN (CPS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 23SEP10 (10266) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 200-1 ¼ or std. with a min. climb of 343' per NM to 700.**Rwy 30L**, 400-2½ or std. with a min. climb of 220' per NM to 900, alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE:

Rwy 5, climb on heading 047° to 900 before turning left.**Rwys 12L, 12R**, climb on heading 122° to 1000 before turning left.**Rwy 23**, climb on heading 227° to 2000 before turning.**Rwys 30L, 30R**, climb on heading 302° to 1600 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 5, obstruction light on transmission tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL.

Transmission tower 324' from DER, 79' right of centerline, 78' AGL/487' 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.

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 121' 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 41' AGL/354' MSL.

Trees beginning 662' from DER, 12' left of centerline, up to 91' AGL/403' MSL.

Trees beginning 1093' from DER, left and right of centerline, up to 107' AGL/420' MSL.

CANTON, IL

INGERSOLL (CTK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 17APR25 (25107) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, pole 9' from DER, 40' left of centerline, 2' AGL/683' MSL.

Tree 481' from DER, 426' left of centerline, 699' MSL.

Trees beginning 562' from DER, 373' right of centerline, up to 703' MSL.

Trees beginning 958' from DER, 375' left of centerline, up to 720' MSL.

Trees beginning 1074' from DER, 47' left of centerline, up to 723' MSL.

Tree 1197' from DER, 724' right of centerline, 725' MSL.

Trees beginning 1370' from DER, 549' right of centerline, up to 738' MSL.

Tree 1504' from DER, 563' left of centerline, 727' MSL.

Trees beginning 1535' from DER, 424' left of centerline, up to 730' MSL.

Rwy 18, utility building 20' from DER, 79' left of centerline, 1' AGL/671' MSL.

Utility building 22' from DER, 75' right of centerline, 2' AGL/671' MSL.

Trees beginning 589' from DER, 472' right of centerline, up to 695' MSL.

Pole 637' from DER, 556' left of centerline, 26' AGL/688' MSL.

Pole, trees beginning 746' from DER, 675' left of centerline, up to 36' AGL/699' MSL.

Tree 781' from DER, 490' right of centerline, 697' MSL.

Tree 800' from DER, 691' right of centerline, 698' MSL.

Tree 1105' from DER, 504' right of centerline, 711' MSL.

Tree 1274' from DER, 503' right of centerline, 712' MSL.

Tree 1277' from DER, 275' right of centerline, 724' MSL.

Tree 1786' from DER, 188' left of centerline, 716' MSL.

CON'T

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

25163

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

25163

CANTON, IL (CON'T)

INGERSOLL (CTK) (CON'T)

Rwy 27, trees beginning 41' from DER, 291' left of centerline, up to 24' AGL/701' MSL.

Tree 87' from DER, 246' right of centerline, 695' MSL.

Tree 224' from DER, 249' right of centerline, 698' MSL.

Tree 400' from DER, 250' right of centerline, 711' MSL.

Tree 659' from DER, 330' right of centerline, 717' MSL.

Tree 879' from DER, 689' left of centerline, 713' MSL.

Trees beginning 960' from DER, 576' right of centerline, up to 739' MSL.

Trees, pole beginning 1155' from DER, 658' left of centerline, up to 737' MSL.

Rwy 36, terrain 118' from DER, 406' left of centerline, 686' MSL.

Fence 621' from DER, 567' left of centerline, 9' AGL/699' MSL.

Tree 860' from DER, 569' left of centerline, 709' MSL.

Tree 967' from DER, 571' left of centerline, 716' MSL.

Tree 1136' from DER, 570' left of centerline, 717' MSL.

Trees beginning 1210' from DER, 27' right of centerline, up to 81' AGL/758' MSL.

Tree 1709' from DER, 53' left of centerline, 734' MSL.

Trees beginning 1771' from DER, 190' left of centerline, up to 742' MSL.

Tree 2049' from DER, 527' left of centerline, 746' MSL.

Tree 2285' from DER, 13' left of centerline, 749' MSL.

Tree 2688' from DER, 502' right of centerline, 83' AGL/761' MSL.

Tree 4915' from DER, 1804' left of centerline, 100' AGL/806' 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.

Rwy 18L, tree 3235' from DER, 696' right of centerline, 100' AGL/497' 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.

CARMI, IL

CARMI 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, 399' 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)

25163

EC-3

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

25163

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.

Trees beginning 528' from DER, 653' left 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.

Trees beginning 77' from DER, 207' right of centerline, up to 100' AGL/603' 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.

Trees beginning 1793' from DER, 377' right of centerline, up to 100' AGL/619' MSL.

Rwy 36, trees and poles beginning 37' from DER, 5' right of centerline, up to 100' AGL/604' MSL.

Trees, poles, and buildings beginning 203' from DER, 363' left of centerline, up to 100' AGL/610' 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.

Trees beginning 1217' from DER, 339' right of centerline, up to 792' MSL.

Tree 1339' from DER, 474' right of centerline, 798' MSL.

Trees beginning 1343' from DER, 166' right of centerline, up to 802' MSL.

Tree 1695' from DER, 535' right of centerline, 803' MSL.

Trees beginning 1699' from DER, 233' right of centerline, up to 804' MSL.

Tree 1728' from DER, 115' left of centerline, 789' MSL.

Tree 2249' from DER, 441' left of centerline, 808' MSL.

Trees beginning 2352' from DER, 411' right of centerline, up to 811' MSL.

Tree 3096' from DER, 121' right of centerline, 826' MSL.

Tree 3502' from DER, 391' right of centerline, 837' MSL.

Tree 3705' from DER, 380' right of centerline, 843' MSL.

Rwy 14R, rod on ol and pole beginning 527' from DER, 388' left of centerline, up to 759' MSL.

Tower and rod on ol gs beginning 543' from DER, 437' left of centerline, up to 37' AGL/780' 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/1061' 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)

25163

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

25163

CHICAGO, IL

CHICAGO MIDWAY INTL (MDW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 13 12JUN25 (25163) (FAA)

DEPARTURE PROCEDURE:

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

Rwy 13L, climb heading 138° to 1500 before turning.

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

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

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

Rwy 31R, climb heading 318° to 1500 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 4L, fence 2' from DER, 421' left of centerline, 8' AGL/610' 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, building beginning 166' from DER, 4' left of centerline, up to 24' AGL/630' MSL.

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

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

Sign 1596' from DER, 20' right of centerline, 44' AGL/657' MSL.

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

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

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

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

Pole 45' from DER, 475' right of centerline, 26' AGL/628' MSL.

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

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

Poles, transmission lines beginning 891' from DER, 43' left of centerline, up to 38' AGL/641' MSL.

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

Tree, tramway beginning 1374' from DER, 570' right of centerline, up to 657' MSL.

Trees beginning 1448' from DER, 369' left of centerline, up to 679' MSL.

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

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

Trees, poles, smokestack, NAVAID, transmission lines, buildings beginning 73' from DER, on centerline, up to 641' MSL.

Building 101' from DER, 253' left of centerline, 15' AGL/625' MSL.

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

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

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

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

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

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

Tree, pole, transmission line, building 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 2368' from DER, 393' right of centerline, up to 689' MSL.

Tree 2799' from DER, 620' right of centerline, 700' MSL.

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 659' from DER, 291' right of centerline, 49' AGL/661' MSL.

Building 689' from DER, 367' right of centerline, 50' AGL/663' MSL.

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

Rwy 22L, poles, building, 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 38' AGL/653' MSL.

Trees, transmission lines, buildings, poles beginning 603' from DER, 1' left of centerline, up to 689' MSL.

Trees, poles, buildings, transmission lines beginning 648' from DER, 1' right of centerline, up to 675' MSL.

Tree 2094' from DER, 705' right of centerline, 679' MSL.

Tree 2248' from DER, 598' right of centerline, 682' MSL.

Tree 2664' from DER, 542' right of centerline, 686' MSL.

Pole 3991' from DER, 1230' left of centerline, 107' AGL/739' MSL.

Tank, water tower beginning 4100' from DER, 160' right of centerline, up to 113' AGL/728' MSL.

Pole 4356' from DER, 845' left of centerline, 107' AGL/740' MSL.

Poles beginning 4484' from DER, 570' 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, fence beginning 83' from DER, 63' right of centerline, up to 18' AGL/636' MSL.

Trees, poles, buildings, fence beginning 142' from DER, 1' right of centerline, up to 647' MSL.

Fence beginning 201' from DER, on and left of centerline, up to 13' AGL/630' MSL.

Poles, fence beginning 281' from DER, 7' left of centerline, up to 18' AGL/635' MSL.

CON'T

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

25163



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



25163

CHICAGO, IL (CON'T)

CHICAGO MIDWAY INTL (MDW) (CON'T)

Rwy 22R (CON'T), transmission line, buildings beginning 330' from DER, 5' right of centerline, up to 34' AGL/650' MSL.
 Tree, building, pole, fence beginning 365' from DER, 25' left of centerline, up to 637' MSL.
 Transmission lines, buildings beginning 381' from DER, 44' right of centerline, up to 37' AGL/654' MSL.
 Tree, pole beginning 471' from DER, 97' left of centerline, up to 640' MSL.
 Building 491' from DER, 154' left of centerline, 30' AGL/647' MSL.
 Trees, buildings, poles, transmission lines 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, building beginning 574' from DER, 46' left of centerline, up to 37' AGL/653' MSL.
 Transmission line 662' from DER, 182' left of centerline, 39' AGL/655' MSL.
 Trees, pole beginning 676' from DER, 28' left of centerline, up to 660' MSL.
 Trees, buildings beginning 765' from DER, 29' left of centerline, up to 668' MSL.
 Tree, building beginning 853' from DER, 47' left of centerline, up to 672' MSL.
 Trees, buildings beginning 861' from DER, 30' right of centerline, up to 675' MSL.
 Trees, poles, buildings, transmission lines beginning 880' from DER, 18' left of centerline, up to 675' MSL.
 Trees, building beginning 1275' from DER, 85' 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, water tower beginning 4331' from DER, 763' left of centerline, up to 113' AGL/728' MSL.
Rwy 31L, terrain 14' from DER, 501' right of centerline, 608' MSL.
 Sign 67' from DER, 349' right of centerline, 5' AGL/611' MSL.
 Sign 82' from DER, 167' left of centerline, 2' AGL/610' MSL.
 Building 338' from DER, 559' left of centerline, 49' AGL/657' MSL.
 Building, trees, pole 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, 674' MSL.
Rwy 31R, trees, NAVAID beginning 83' from DER, on and left of centerline, up to 648' MSL.
 Pole, NAVAID, building beginning 140' from DER, 309' right of centerline, up to 29' AGL/634' MSL.
 Transmission line, poles, 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, transmission lines, building beginning 395' from DER, 13' left of centerline, up to 658' MSL.
 Trees, poles, transmission lines, building beginning 563' from DER, 41' right of centerline, up to 647' MSL.
 Transmission lines, 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 1598' from DER, 654' right of centerline, up to 658' MSL.
 Trees beginning 1663' from DER, 435' right of centerline, up to 666' MSL.
 Building spire 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.

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 220' per NM to 1700.

Rwy 28L, 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 587' from DER, 614' right of centerline, 663' MSL.

Building 3275' from DER, 1320' right of centerline, 93' AGL/734' MSL.

Bldg. twr 3301' 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, 689' 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 1076' 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.

CON'T



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



25163

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

25163

CHICAGO, IL (CON'T)

CHICAGO O'HARE INTL (ORD) (CON'T)

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.

LANSING MUNI (IGQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 02JUL09 (09183) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1¼ 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, 238' right of centerline, up to 79' AGL/788' MSL.

Road and power pole beginning 577' from DER, 137' left of centerline, up to 38' AGL/747' MSL.

Rwy 36, tree, pole and fence beginning 31' from DER, 169' left of centerline, up to 35' AGL/734' MSL.

Vehicle on road beginning 1099' from DER, right and left of centerline, 15' AGL/734' MSL.

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

25163

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

25163

CHICAGO/LAKE IN THE HILLS, IL

LAKE IN THE HILLS (3CK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31OCT24 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, pole 4' from DER, 373' right of centerline, 4' AGL/891' MSL.
 Trees, poles beginning 11' from DER, 200' left of centerline, up to 927' MSL.
 Pole 1773' from DER, 829' left of centerline, 46' AGL/935' MSL.
 Pole 1870' from DER, 663' left of centerline, 48' AGL/937' MSL.
Rwy 26, tree 21' from DER, 423' right of centerline, 902' MSL.
 Trees beginning 79' from DER, 280' right of centerline, up to 919' MSL.
 Tree 304' from DER, 384' left of centerline, 933' MSL.
 Trees beginning 338' from DER, 319' left of centerline, up to 935' MSL.
 Trees beginning 722' from DER, 191' left of centerline, up to 939' MSL.
 Tree 1257' from DER, 152' left of centerline, 945' MSL.
 Tree, light poles beginning 1303' from DER, 21' left of centerline, up to 946' MSL.
 Tree 1449' from DER, 28' right of centerline, 922' MSL.
 Tree 1459' from DER, 53' right of centerline, 925' MSL.
 Tree 1820' from DER, 43' right of centerline, 932' MSL.
 Transmission line 1909' from DER, 211' right of centerline, 34' AGL/934' MSL.
 Transmission line 1946' from DER, 12' right of centerline, 36' AGL/937' MSL.
 Transmission lines, light poles, trees beginning 1964' from DER, 86' left of centerline, up to 52' AGL/952' MSL.
 Trees beginning 2063' from DER, 10' right of centerline, up to 948' MSL.
 Trees beginning 2354' from DER, 136' right of centerline, up to 954' MSL.
 Trees beginning 2469' from DER, 137' left of centerline, up to 966' MSL.
 Trees beginning 2525' from DER, 26' right of centerline, up to 961' MSL.
 Tree 2999' from DER, 124' left of centerline, 967' MSL.

CHICAGO/PROSPECT HEIGHTS/WHEELING, IL

CHICAGO EXEC (PWK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 01FEB18 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, NA - ATC request.**Rwy 12**, 300-1% 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, vehicles on traverse way, building 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 beginning 712' from DER, 80' right of centerline, up to 684' MSL.
 Trees beginning 797' 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, building, 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 4040' 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, 141' 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.

CONT

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

25163

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

25163

CHICAGO/PROSPECT HEIGHTS/WHEELING, IL (CON'T)

CHICAGO EXEC (PWK) (CON'T)

Rwy 16 (CON'T), 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 1094' 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, tower 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 beginning 393' from DER, 1' left of centerline, up to 697' MSL.
 Tree, building, transmission line, pole beginning 523' from DER, 240' right of centerline, up to 679' MSL.
 Tree, building, pole, 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.
 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, pole, 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 686' 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, 300-1% 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.

CON'T

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

25163

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

25163

CHICAGO/ROCKFORD, IL (CON'T)

CHICAGO/ROCKFORD INTL (RFD) (CON'T)

Rwy 7 (CON'T), 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.
Trees beginning 2083' 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, NAVD 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 4660' 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, 300-1¼ 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.

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.
Rwy 14, hangar 196' from DER, 453' left of centerline, 30' AGL/749' 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, 734' MSL.
Vehicle on road 232' from DER, 124' 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, 300-1¼ 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' left of centerline, up to 44' AGL/799' MSL.
Tree, fence beginning 1635' from DER, 635' left of centerline, up to 807' MSL.
Trees beginning 2248' from DER, 447' left of centerline, up to 831' MSL.
Tree 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, NAVD 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, 36' AGL/792' MSL.
Tree 845' from DER, 679' left of centerline, 805' MSL.
Tree, pole, tower beginning 871' from DER, 1' left of centerline, up to 815' MSL.

CON'T

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

25163

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

25163

CHICAGO/WEST CHICAGO, IL (CON'T)

DUPAGE (DPA) (CON'T)

Rwy 10 (CON'T), 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, 809' 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.

Rwy 33, terrain 15' from DER, 436' left of centerline, 759' MSL.

NAVAID, terrain beginning 50' from DER, 94' right of centerline, up to 760' MSL.

Building 195' from DER, 451' right of centerline, 24' AGL/778' MSL.

Building 239' from DER, 424' right of centerline, 25' AGL/780' MSL.

Tree, fence beginning 335' from DER, 338' left of centerline, up to 807' MSL.

Tree, pole, vehicles on traverse way, building beginning 354' from DER, 154' right of centerline, up to 810' MSL.

Tree, pole beginning 653' from DER, 168' right of centerline, up to 812' MSL.

Tree, pole beginning 704' from DER, 340' right of centerline, up to 817' MSL.

Tree, pole, transmission line beginning 713' from DER, 6' left of centerline, up to 826' MSL.

Tree, pole beginning 835' from DER, 29' right of centerline, up to 832' MSL.

Tree, pole beginning 904' from DER, 76' right of centerline, up to 836' MSL.

Trees beginning 1068' from DER, 521' left of centerline, up to 838' MSL.

Tree, pole, transmission line beginning 1106' from DER, 153' right of centerline, up to 841' MSL.

Trees beginning 1687' from DER, 20' left of centerline, up to 844' MSL.

Trees beginning 1865' from DER, 11' right of centerline, up to 847' MSL.

Trees beginning 2250' from DER, 247' left of centerline, up to 96' AGL/854' MSL.

Trees beginning 2450' from DER, 32' right of centerline, up to 110' AGL/859' MSL.

CLINTONVILLE, WI

CLINTONVILLE MUNI (CLI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, 22, NA-environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 79' from DER, 252' left of centerline, up to 822' MSL.

Tree and ground beginning 172' from DER, 277' right of centerline, up to 856' MSL.

Trees beginning 192' from DER, 202' left of centerline, up to 832' MSL.

Tree 352' from DER, 521' left of centerline, 836' MSL.

Tree 376' from DER, 563' right of centerline, 877' MSL.

Tree 392' from DER, 466' right of centerline, 901' MSL.

Trees beginning 397' from DER, 322' left of centerline, up to 864' MSL.

Tree, grain bin/silo, and elevator beginning 508' from DER, 440' right of centerline, up to 905' MSL.

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

Trees beginning 39' from DER, 118' left of centerline, up to 829' MSL.

Trees beginning 94' from DER, 248' right of centerline, up to 847' MSL.

Trees beginning 202' from DER, 402' 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 388' from DER, 341' right of centerline, up to 850' MSL.

CON'T

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

25163



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



25163

CLINTONVILLE, WI (CON'T)

CLINTONVILLE MUNI (CLI) (CON'T)

Rwy 14 (CON'T), tree 517' from DER, 484' left of centerline, 846' MSL.
 Trees beginning 524' from DER, 63' right of centerline, up to 854' MSL.
 Trees beginning 525' 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' right of centerline, up to 882' MSL.
 Trees beginning 1362' from DER, 266' 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, 6' AGL/833' MSL.
 Pole and ground beginning 286' 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 882' MSL.
 Tree and pole beginning 958' from DER, 447' left of centerline, up to 886' MSL.
 Trees beginning 1098' from DER, 76' right 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, 51' 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' right 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.

CRANDON, WI

CRANDON/STEVE CONWAY MUNI (Y55)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08JAN15 (15008) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 19, NA – Environmental.

Rwy 30, 300-2 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 from 831' from DER, 222' right of centerline, up to 66' 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 50' AGL/1679' MSL.
 Trees beginning 1126' from DER, 181' left to right 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' right of centerline, 3' 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 1946' from DER, 64' right of centerline, up to 1298' 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.

CON'T



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



25163

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

25163

CUMBERLAND WI (CON'T)

CUMBERLAND MUNI (UBE) (CON'T)

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.

Vehicles on road beginning 634' from DER, left and right of centerline, up to 15' AGL/1262' MSL.

Building 852' from DER, 425' left of centerline, 29' AGL/1271' MSL.

Tree 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.

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/762' MSL.

Rwy 30, trees beginning 948' from DER, 395' left of centerline, up to 78' 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 1606' 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.

Rooftops beginning 428' 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.

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

25163

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

25163

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.

EAU CLAIRE, WI

CHIPPEWA VALLEY RGNL (EAU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, 500-2¼ or std w/min climb of 307'/NM to 1500.

Rwy 32, 300-1½ or std w/min climb of 302'/NM to 1200.

DEPARTURE PROCEDURE:

Rwy 14, climb on heading 138° to 2000 before proceeding on course.

Rwy 22, climb on heading 224° to 1700 before proceeding on course.

Rwy 32, climb on heading 304° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 1403' from DER, 832' left of centerline, up to 960' MSL.

Tree 1808' from DER, 923' right of centerline, 964' MSL.

Rwy 14, pole, fence beginning 57' from DER, 302' right of centerline, up to 25' AGL/910' MSL.

Trees, poles 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.

Trees, 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.

Trees, smokes stack beginning 1465' from DER, 50' left of centerline, up to 959' MSL.

Tree 2487' from DER, 545' right of centerline, 962' MSL.

Tree 4159' from DER, 1074' right of centerline, 997' MSL.

Trees beginning 1 NM from DER, 360' left of centerline, up to 1083' MSL.

Trees beginning 1.1 NM from DER, 157' left of centerline, up to 1158' MSL.

Trees, pole beginning 1.1 NM from DER, 25' right of centerline, up to 1164' 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 lines beginning 1.2 NM from DER, 547' right of centerline, up to 64' AGL/1114' MSL.

Trees, transmission lines, poles beginning 1.2 NM from DER, 79' right of centerline, up to 1119' MSL.

Trees, transmission lines 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.

Towers beginning 2.2 NM from DER, 4' left of centerline, up to 455' AGL/1349' MSL.

Rwy 22, fence 3' from DER, 485' right of centerline, 8' AGL/888' MSL.

Vehicles on road, pole beginning 79' from DER, 426' right of centerline, up to 891' MSL.

Trees beginning 594' from DER, 508' left of centerline, up to 926' MSL.

Trees beginning 693' from DER, 468' left of centerline, up to 929' MSL.

Rwy 32, vehicles on road 10' from DER, 443' left of centerline, 893' MSL.

Vehicles on road 116' from DER, 438' left of centerline, 15' AGL/895' MSL.

Trees, vehicles on road 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.

CONT

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

25163

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

25163

EAU CLAIRE, WI (CON'T)

CHIPPEWA VALLEY RGNL (EAU) (CON'T)

Rwy 32 (CON'T), trees, building beginning 1058' 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 4571' 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 1059' 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.
 Trees, transmission lines beginning 5370' from DER, 95' left of centerline, up to 1077' MSL.
 Trees beginning 1.1 NM from DER, 1985' left of centerline, up to 85' AGL/1078' MSL.

EFFINGHAM, IL

EFFINGHAM COUNTY RGNL (1H2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5B 22APR21 (24305) (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 Rgnl 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.
 Sign 14' from DER, 51' left of centerline, 55' AGL/581' MSL.
 Building 156' from DER, 355' left of centerline, 6' AGL/585' 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, 644' 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 762' 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 2212' 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.

CON'T

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

25163

25163

EFFINGHAM, IL (CON'T)

EFFINGHAM COUNTY RGNL (1H2) (CON'T)

Rwy 11 (CON'T), 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.
 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, 392' right of centerline, 624' MSL.
 tree 321' from DER, 494' right of centerline, 625' MSL.
 Tree 351' from DER, 505' left of centerline, 640' MSL.
 Tree 417' from DER, 390' right of centerline, 616' MSL.
 Tree 446' from DER, 563' right of centerline, 641' MSL.
 Tree 454' from DER, 541' left of centerline, 636' 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, 96' 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, 898' left of centerline, 640' MSL.

CON'T

25163



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



25163

EFFINGHAM, IL (CON'T)

EFFINGHAM COUNTY RGNL (1H2) (CON'T)

Rwy 19 (CON'T), 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 1829' 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, 562' right of centerline, 34' AGL/613' MSL.

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 1071' from DER, 439' right of centerline, 783' 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% 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.

CON'T



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



25163

EC-3

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

25163

FAIRFIELD, IL (CON'T)

FAIRFIELD MUNI (FWC) (CON'T)

Rwy 9 (CON'T), 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.

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, 476' left of centerline, up to 512' 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.

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

25163

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

25163

FORT ATKINSON, WI

FORT ATKINSON MUNI (61C)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06FEB14 (14037) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1½ 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/884' 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.

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, 500-2¼ 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.

Trees, tower beginning 1395' from DER, 291' left of centerline, up to 1039' MSL.

Pole, tower, trees beginning 1614' from DER, 334' left of centerline, up to 63' AGL/1043' MSL.

Trees, pole beginning 1769' from DER, 105' left of centerline, up to 1053' MSL.

Trees beginning 1857' from DER, 225' right of centerline, up to 1040' MSL.

Trees beginning 2104' from DER, 78' right of centerline, up to 1044' MSL.

Trees beginning 2228' from DER, 25' right of centerline, up to 1045' MSL.

Trees beginning 2552' from DER, 331' left of centerline, up to 1059' MSL.

Trees beginning 2735' from DER, 211' left of centerline, up to 1067' MSL.

Rwy 33, trees beginning 155' from DER, 492' right of centerline, up to 1014' MSL.

Pole, building beginning 195' from DER, 379' left of centerline, up to 32' AGL/995' MSL.

Tree 657' from DER, 665' right of centerline, 1019' MSL.

Trees beginning 715' from DER, 49' right of centerline, up to 1024' MSL.

Trees beginning 951' from DER, 45' left of centerline, up to 1004' MSL.

Trees beginning 1064' from DER, 87' left of centerline, up to 1007' MSL.

Trees beginning 1299' from DER, 78' right of centerline, up to 1028' MSL.

Trees beginning 1406' from DER, 296' left of centerline, up to 1027' MSL.

Trees, pole beginning 1483' from DER, 73' left of centerline, up to 1045' MSL.

Trees beginning 1594' from DER, right of centerline, up to 1036' MSL.

Tree 2652' from DER, 915' right of centerline, 1056' MSL.

Mountain with trees, buildings, and towers beginning 1.2 NM from DER, 2068' left of centerline up to 1412' MSL.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

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

25163

EC-3

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

25163

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' right of centerline to 764' left of centerline, up to 63' AGL/820' MSL. Light 3969' from DER, 700' left of centerline 106' AGL/863' MSL.**Rwy 21**, trees beginning 361' from DER, 496' left of centerline, to 657' right of centerline, up to 42' AGL/796' MSL. **Rwy 28**, trees beginning 79' from DER, 138' left of centerline, to 330' right of centerline, up to 29' AGL/786' MSL. Pole 1204' from DER, 372' right of centerline 32' AGL/789' 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 331' 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.

GRAYSLAKE, 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, 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.

Rwy 36, vehicle on road at DER, 393' right of centerline, up to 15' AGL/554' MSL.

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

25163

EC-3

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

25163

GREENWOOD/WONDER LAKE, IL

GALT FLD (10C)

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:

Rwy 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.

Pole 1316' from DER, 42' right of centerline, 31' 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.

Rwy 27, terrain beginning 13' from DER, 183' right of centerline, up to 1062' MSL.

Building 21' from DER, 471' left of centerline, 16' AGL/1058' MSL.

Building beginning 120' from DER, 402' left of centerline, up to 26' AGL/1069' MSL.

HAYWARD, WI

SAWYER COUNTY (HYR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 34, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 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/1311' MSL.

Rwy 21, vehicles on road, pole, and NAVAID beginning 17' from DER, 91' right of centerline, up to 23' AGL/1224' 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.

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

25163

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

25163

JACKSONVILLE, IL

JACKSONVILLE MUNI (IJX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 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.

Rwy 22, trees beginning 2888' from DER, 259' left of centerline, up to 100' AGL/707' MSL.**Rwy 31**, trees beginning 2044' 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:

Rwy 36, 300-2¼ 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:

Rwy 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.

Rwy 32, tree 1524' from DER 857' left of centerline, 100' AGL/869' MSL.**Rwy 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:

Rwy 20, 300-1 or std. w/min. climb of 446' per NM to 1200.

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.

Pole 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, 390' left of centerline, up to 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.

Rwy 20, tower 4174' from DER, 1502' left of centerline, 174' AGL/1085' MSL.**Rwy 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, 1284' right of centerline, 998' MSL.

Trees beginning 3582' from DER, 905' right of centerline, up to 1009' MSL.

Tree 3934' from DER, 93' left 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.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

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

25163

EC-3

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

25163

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.

Tree 2658' from DER, 1085' left of centerline, 81' AGL/698' MSL.

Rwy 34, 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, 664' left of centerline, 73' AGL/690' 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 2950' 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.

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.

Tree 808' from DER, 401' right of centerline, 778' 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.

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 1, electrical system 9' from DER, 26' right of centerline, 1' AGL/838' MSL.

Tree 2144' from DER, 1026' right of centerline, 68' AGL/901' MSL.

Tree 2552' from DER, 990' left of centerline, 909' MSL.

Rwy 19, tower, building beginning 166' from DER, 486' left of centerline, up to 22' AGL/871' MSL.

Tree, 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.

CON'T

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

25163

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

25163

LA CROSSE, WI (CON'T) LA CROSSE RGNL (LSE) (CON'T)

TAKEOFF OBSTACLE NOTES:

- Rwy 4**, trees beginning 498' from DER, right and left of centerline, up to 100' AGL/799' MSL.
Pole 4371' from DER, 205' left of centerline, 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.
Vehicles on road beginning 477' from DER, right and left of centerline, 15' AGL/694' MSL.
- Rwy 22**, vehicles on road and buildings beginning 478' 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.

LACON, IL MARSHALL COUNTY (C75) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

- Rwy 13**, 300-1½ or std w/min climb of 513'/NM to 800.
Rwy 18, 300-1½ or std w/min climb of 840'/NM to 800.
Rwy 36, 300-1½ or std w/min climb of 347'/NM to 900.

TAKEOFF OBSTACLE NOTES

- Rwy 13**, utility building 18' from DER, 125' left of centerline, 586' MSL.
Tree, terrain beginning 162' from DER, 41' right of centerline, up to 66' AGL/637' MSL.
Vegetation 165' from DER, 404' left of centerline, 4' AGL/604' MSL.
Terrain 201' from DER, 421' left of centerline, 605' MSL.
Terrain 296' from DER, 479' left of centerline, 618' MSL.
Terrain beginning 405' from DER, 103' left of centerline, up to 619' MSL.
Terrain beginning 598' from DER, 35' left of centerline, up to 620' MSL.
Terrain beginning 666' from DER, 68' left of centerline, up to 635' MSL.
Terrain, vegetation beginning 864' from DER, 114' left of centerline, up to 641' MSL.
Terrain beginning 916' from DER, 286' right of centerline, up to 644' MSL.
Trees, terrain, vehicles on road, vegetation beginning 1006' from DER, 36' right of centerline, up to 718' MSL.
Tree, terrain beginning 1265' from DER, 478' left of centerline, up to 693' MSL.
Trees, terrain beginning 1286' from DER, 3' left of centerline, up to 711' MSL.
Trees, terrain beginning 1593' from DER, 123' left of centerline, up to 716' MSL.
Trees, terrain beginning 1676' from DER, 71' right of centerline, up to 722' MSL.
Trees, vegetation, terrain beginning 1755' from DER, 303' left of centerline, up to 729' MSL.
Trees, terrain, vegetation, vehicles on road beginning 1854' from DER, 71' left of centerline, up to 733' MSL.
Trees, vegetation, terrain, fence beginning 1857' from DER, 130' right of centerline, up to 726' MSL.
Trees, terrain, fence, vehicles on roads, vegetation beginning 1978' from DER, 15' right of centerline, up to 729' MSL.
Trees, terrain beginning 2468' from DER, 13' left of centerline, up to 743' MSL.
Trees beginning 3720' from DER, 136' right of centerline, up to 730' MSL.
Trees beginning 4945' from DER, 104' right of centerline, up to 86' AGL/740' MSL.
Trees beginning 5635' from DER, 20' left of centerline, up to 751' MSL.
Trees beginning 1 NM from DER, 495' left of centerline, up to 91' AGL/754' MSL.
- Rwy 18**, tree 2' from DER, 382' right of centerline, 568' MSL.
Tree 46' from DER, 484' right of centerline, 574' MSL.
Trees, poles beginning 98' from DER, 150' right of centerline, up to 585' MSL.
Tree 266' from DER, 121' left of centerline, 571' MSL.
Trees beginning 535' from DER, 76' right of centerline, up to 649' MSL.
Tree 702' from DER, 110' left of centerline, 577' MSL.
Tree 734' from DER, 255' left of centerline, 580' MSL.
Trees beginning 745' from DER, 289' left of centerline, up to 72' AGL/595' MSL.
Trees, building, grain silo beginning 1071' from DER, 283' left of centerline, up to 659' MSL.
Tree 2045' from DER, 749' left of centerline, 678' MSL.
Tree 2703' from DER, 742' left of centerline, 685' MSL.
Tree 3628' from DER, 910' left of centerline, 691' MSL.

CON'T

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

25163

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

25163

LACON, IL (CON'T)

MARSHALL COUNTY (C75) (CON'T)

Rwy 18 (CON'T), trees 3815' from DER, 328' right of centerline, 679' MSL.

Trees 4640' from DER, 819' right of centerline, 739' MSL.

Trees 5464' from DER, 126' right of centerline, 759' MSL.

Rwy 31, pole, vehicles on road beginning 55' from DER, 475' right of centerline, up to 31' AGL/568' MSL.

Trees beginning 828' from DER, 646' left of centerline, up to 586' MSL.

Trees beginning 1097' from DER, 392' left of centerline, up to 587' MSL.

Trees, pole beginning 1175' from DER, 292' left of centerline, up to 596' MSL.

Trees beginning 1258' from DER, 621' left of centerline, up to 605' MSL.

Trees beginning 1390' from DER, 133' left of centerline, up to 612' MSL.

Water tower, trees beginning 2355' from DER, 260' left of centerline, up to 85' AGL/631' MSL.

Trees beginning 2604' from DER, 194' left of centerline, up to 96' AGL/639' MSL.

Rwy 36, vehicles on road 354' from DER, 3' left of centerline, 569' MSL.

Pole 3095' from DER, 241' left of centerline, 70' AGL/634' MSL.

Trees 3101' from DER, 720' right of centerline, 689' MSL.

Trees 4507' from DER, 1693' right of centerline, 749' MSL.

Trees 1 NM from DER, 2180' right of centerline, 759' MSL.

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.

Vehicles 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, 300-1¼ or 300-1 w/ min. climb of 260' per NM to 1100.

Rwy 23, 300-1¼ or 300-1 w/ min. climb of 310' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 23, climb on heading 237° to 1500 before turning right.

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/1019' MSL.

Trees beginning 1652' from DER, left and right of centerline, up to 100' AGL/969' MSL.

Trees beginning 2428' from DER, 459' left of centerline, up to 100' AGL/989' 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/949' MSL.

Trees beginning 333' from DER, 157' right of centerline, up to 100' AGL/949' MSL.

Trees beginning 1467' from DER, 581' left of centerline, up to 100' AGL/979' MSL.

Trees beginning 1559' from DER, 273' right of centerline, up to 100' AGL/1009' MSL.

Trees beginning 3094' from DER, 558' left of centerline, up to 100' AGL/1009' MSL.

Trees beginning 4099' from DER, left and right of centerline, up to 100' AGL/1039' MSL.

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

25163

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

25163

LAND O' LAKES, WI

KINGS LAND O' LAKES (LNL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07OCT21 (24249) (FAA)

TAKEOFF MINIMUMS:

Rwys 5, 23, NA-Environmental.**Rwy 32**, 300-1% 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.

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 1187' 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.

Rwy 32, terrain 5' from DER, 265' right of centerline, 1706' 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 2195' 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 684' 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, 22' AGL/443' 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.

CON'T

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

25163

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

25163

LINCOLN, IL (CON'T)

LOGAN COUNTY (AAA) (CON'T)

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/669' 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.

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, 261' left of centerline, 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, 666' 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 730' MSL.
Transmission line, pole, vehicle on traverse way beginning 499' from DER, 68' left 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/822' 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.
Rwy 18, tree 494' from DER, 610' left of centerline, 746' MSL.
Rwy 27, REIL, 10' from DER, 115' left of centerline, up to 2' AGL/683' MSL.
Vehicle on traverse way beginning 13' from DER, 483' right of centerline, up to 15' AGL/693' MSL.
Vehicle on traverse way 192' from DER, 132' left of centerline, 692' MSL.
Vehicle on traverse way beginning 303' from DER, 127' right of centerline, up to 15' AGL/694' MSL.
Vehicle on traverse way beginning 344' from DER, 77' right of centerline, up to 17' AGL/698' MSL.
Trees beginning 689' from DER, 441' right of centerline, up to 717' MSL.
Tree 777' from DER, 445' left of centerline, 702' MSL.
Transmission line, pole, tree beginning 900' from DER, 436' right of centerline, up to 38' AGL/718' MSL.
Rwy 36, tower, pole, tree beginning 2186' from DER, 75' left of centerline, up to 56' AGL/748' MSL.
Tree, sign beginning 2272' from DER, 116' right of centerline, up to 752' MSL.
Transmission line 2682' from DER, 71' right of centerline, 61' AGL/753' MSL.
Tank 2735' from DER, 1121' left of centerline, 71' AGL/763' MSL.

LONE ROCK, WI

TRI COUNTY RGNL (LNR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 03JUL08 (08185) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, 600-1%, or 1000-2% 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.
Road beginning 244' from DER, 330' left of centerline, up to 17' AGL/733' MSL.
Terrain and trees beginning 18' from DER, 235' right of centerline, up to 100' AGL/722' MSL.
Rwy 27, building 764' from DER, 386' left of centerline, up to 25' AGL/744' MSL.
Tree 1381' from DER, 590' 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 1A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwys 18, 36, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 27, climb on heading 269° to 1700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 9, NAVAID 10' from DER, 112' left of centerline, 1' AGL/680' MSL.
NAVAID 10' from DER, 112' right of centerline, 1' AGL/680' MSL.

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

25163

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

25163

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.**Rwy 27**, 300-2½ or std. w/min. climb of 260' per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 043° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 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.

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/944' MSL.

Trees and buildings beginning 1071' from DER, 612' right of centerline, up to 30' AGL/939' MSL.

Trees beginning 1337' from DER, left and right of centerline, up to 100' AGL/999' MSL.

Trees and buildings beginning 1456' from DER, 729' left of centerline, up to 100' AGL/1009' MSL.

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

Houses beginning 1085' from DER, left and right of centerline, up to 30' AGL/1019' MSL.

Vehicles on road beginning 1087' from DER, left and right of centerline, up to 15' AGL/974' MSL.

Water tower 3995' from DER, 792' left of centerline, 81' AGL/1089' MSL.

Rwy 27, tower 5474' from DER, 1145' right of centerline, 55' AGL/1065' MSL.

DANE COUNTY RGNL/TRUAX FLD (MSN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A 04FEB16 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 200-1½ or std. w/min. climb of 212' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 18, (southwest departures 200° CW 260°) climb on heading 179° to 3200 before proceeding on course.**Rwy 21**, (southwest departures 200° CW 260°) climb on heading 206° to 3200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, tower 7137' from DER, 2392' left of centerline, 132' AGL/1082' MSL.

Trees beginning 4368' from DER, 1526' left of centerline, up to 100' AGL/1082' MSL.

Rwy 14, trees and poles beginning 936' from DER, left and right of centerline, up to 100' AGL/986' MSL.

Antenna on building 3747' from DER, 1283' left of centerline, 57' AGL/976' MSL.

Vehicle on road 134' from DER, left to right of centerline, up to 17' AGL/874' MSL.

Rwy 18, trees beginning 287' from DER, left and right of centerline, up to 100' AGL/941' MSL.**Rwy 21**, trees beginning 1557' from DER, 383' right of centerline, up to 100' AGL/972' MSL.

Sign 29' from DER, 118' left of centerline, 6' AGL/862' MSL.

Glideslope antenna 1144' from DER, 140' left of centerline, 39' AGL/898' MSL.

Rwy 32, trees beginning 1810' from DER, left and right of centerline, up to 100' AGL/948' MSL.

Railroad 672' from DER, left to right of centerline, 23' AGL/882' MSL.

Rwy 36, trees and pole beginning 1325' from DER, left and right of centerline, up to 100' AGL/1012' MSL.

Rapidly rising terrain 1467' from DER, 678' right of centerline, up to 947' MSL.

Vehicle on road 1154' from DER, left to right of centerline, up to 17' AGL/908' MSL.

MANITOWISH WATERS, WI

MANITOWISH WATERS (D25)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-Environment.

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 93' from DER, 225' right of centerline, up to 100' AGL/1709' MSL.

Trees beginning 279' from DER, 441' left of centerline, up to 100' AGL/1709' MSL.

Rwy 32, trees beginning 70' from DER, 343' left of centerline, up to 100' AGL/1714' MSL.

Trees beginning 151' from DER, 362' right of centerline, up to 100' AGL/1714' MSL.

Road 617' from DER, 44' right of centerline, 15' AGL/1634' MSL.

MANITOWOC, WI

MANITOWOC COUNTY (MTW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1½ or std. with a min. climb of 254' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 072° to 1200 before proceeding on course.**Rwy 25**, climb heading 252° to 1200 before proceeding on course.

CON'T

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

25163

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

25163

MANITOWOC, WI (CON'T)

MANITOWOC COUNTY (MTW) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree 520' from DER, 279' left of centerline, 27' AGL/666' MSL.
Rwy 17, stack 1.24 NM from DER, 1915' left of centerline, 310' AGL/893' MSL.
 Trees beginning 23' from DER, 16' left of centerline, up to 94' AGL/743' MSL.
 Trees beginning 1802' from DER, 76' right of centerline, up to 98' AGL/747' MSL.
 Flaggpole 1234' from DER, 512' right of centerline, 36' AGL/695' MSL.
 Antenna 989' from DER, 511' right of centerline, 39' AGL/688' MSL.
Rwy 25, tree 734' from DER, 321' right of centerline, 48' AGL/697' MSL.
 Tree 1870' from DER, 223' left of centerline, 63' AGL/722' MSL.
 Train on railroad, 744' from DER, on centerline, 23' AGL/676' MSL.
Rwy 35, 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.

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.
 Tree 1298' from DER, 594' right of centerline, 81' AGL/528' MSL.
 Tank 5154' from DER, 800' 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.
Rwy 29, wind sock 341' from DER, 291' left of centerline, 11' AGL/461' MSL.
 Trees beginning 559' from DER, 360' right of centerline, up to 77' AGL/534' MSL.
 Theater screen 1347' from DER, 634' right of centerline, 77' AGL/530' MSL.

MARSHFIELD, WI

MARSHFIELD MUNI (MFI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, vehicles on road 9' from DER, 30' right of centerline, 3' AGL/1251' MSL.
 Trees, poles beginning 32' from DER, 5' right of centerline, up to 100' AGL/1344' MSL.
 Vegetation 32' from DER, 183' left of centerline, 1252' MSL.
 Trees, poles beginning 83' from DER, 1' left of centerline, up to 100' AGL/1344' MSL.
 Trees 3905' from DER, 655' left of centerline, 100' AGL/1347' MSL.
Rwy 16, vehicles on road 7' from DER, 38' left of centerline, 3' AGL/1257' MSL.
 Tree 244' from DER, 453' right of centerline, 1291' MSL.
 Trees beginning 374' from DER, 478' right of centerline, up to 1319' MSL.
Rwy 23, tree 10' from DER, 473' right of centerline, 1255' MSL.
 Trees beginning 34' from DER, 51' right of centerline, up to 100' AGL/1354' MSL.
 Trees beginning 86' from DER, 4' left of centerline, up to 100' AGL/1354' MSL.
 Trees beginning 3807' from DER, 1268' right of centerline, up to 100' AGL/1364' MSL.
 Trees 4331' from DER, 1418' right of centerline, 100' AGL/1367' MSL.
 Trees 4488' from DER, 1567' right of centerline, 100' AGL/1377' MSL.
 Trees 4645' from DER, 1716' right of centerline, 100' AGL/1380' MSL.
 Trees 5850' from DER, 2023' right of centerline, 100' AGL/1403' MSL.
Rwy 34, terrain 45' from DER, 370' left of centerline, 1280' MSL.
 Terrain 195' from DER, 276' left of centerline, 1284' MSL.
 Terrain 209' from DER, 485' left of centerline, 1285' MSL.
 Vehicles on road 1008' from DER, 759' left of centerline, 1306' MSL.
 Pole 1117' from DER, 684' left of centerline, 34' AGL/1317' MSL.
 Pole 1368' from DER, 587' left of centerline, 36' AGL/1319' MSL.
 Pole 1548' from DER, 516' left of centerline, 41' AGL/1327' MSL.
 Elevator, building, tree beginning 1550' from DER, 554' left of centerline, up to 59' AGL/1350' MSL.
 Trees, pole beginning 1769' from DER, 416' left of centerline, up to 1351' MSL.
 Tree 1837' from DER, 641' left of centerline, 1368' MSL.
 Trees beginning 1914' from DER, 284' right of centerline, up to 59' AGL/1329' MSL.
 Tree 1915' from DER, 663' left of centerline, 82' AGL/1388' MSL.
 Tree 1928' from DER, 644' left of centerline, 84' AGL/1389' MSL.
 Tree, pole beginning 1946' from DER, 342' left of centerline, up to 85' AGL/1391' MSL.
 Trees beginning 1986' from DER, 236' right of centerline, up to 61' AGL/1334' MSL.
 Tree 2063' from DER, 327' right of centerline, 61' AGL/1335' MSL.
 Tree 2107' from DER, 310' right of centerline, 66' AGL/1340' MSL.
 Trees beginning 2112' from DER, 1' right of centerline, up to 69' AGL/1344' MSL.

CON'T

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

25163

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

25163

MARSHFIELD, WI (CON'T)

MARSHFIELD MUNI (MFI) (CON'T)

Rwy 34 (CON'T), tree 2123' from DER, 756' left of centerline, 84' AGL/1394' MSL.
Trees beginning 2199' from DER, 5' left of centerline, up to 90' AGL/1398' MSL.
Trees beginning 2280' from DER, 125' right of centerline, up to 67' AGL/1345' MSL.
Tree 2333' from DER, 286' right of centerline, 71' AGL/1352' MSL.
Trees beginning 2336' from DER, 28' right of centerline, up to 73' AGL/1354' MSL.
Elevator 4536' from DER, 461' right of centerline, 86' AGL/1394' MSL.
Elevator 4537' from DER, 465' right of centerline, 96' AGL/1404' 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/1482' MSL.
Windsock 389' from DER, 270' right of centerline, 18' AGL/1487' MSL.
Antenna 598' from DER, 501' right of centerline, 11' AGL/1480' MSL.
Trees beginning 2049' from DER, 627' left of centerline, up to 75' AGL/1525' MSL.
Tower 3741' from DER, 1111' left of centerline, 150' AGL/1580' 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.
Tree 2264' from DER, 497' right of centerline, 100' AGL/1019' 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.
Tree 4388' from DER, 1090' left of centerline, 100' AGL/1019' MSL.
Tree 1.6 NM from DER, 2577' right of centerline, 100' AGL/1239' MSL.
Tower 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 4388' 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.
Buildings and vehicles on road beginning 409' from DER, 290' right of centerline, up to 40' AGL/959' MSL.
Tree 929' from DER, 383' right of centerline, 100' AGL/1019' MSL.

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

25163

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

25163

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 583' 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 4291' 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.

Tree 1 NM from DER, 302' left of centerline, 1107' MSL.

Tree 1 NM from DER, 420' left of centerline, 1121' MSL.

Tree 1 NM from DER, 652' left of centerline, 1124' MSL.

Tree 1 NM from DER, 564' left of centerline, 1127' MSL.

Tree 1.3 NM from DER, 2609' left of centerline, 63' AGL/1139' MSL.

Transmission line beginning 1.5 NM from DER, 214' left of centerline, up to 131' AGL/1206' MSL.

Transmission line 1.5 NM from DER, 579' right of centerline, 123' AGL/1202' MSL.

Transmission line beginning 1.6 NM from DER, 1294' right of centerline, up to 141' AGL/1217' MSL.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

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

25163

EC-3

25163

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.

Vehicle on road beginning 514' from DER, left and right of centerline, up to 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, on centerline, 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' left of centerline, up to 790' MSL.

Tree 3724' from DER, 84' right 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' right 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 320' 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, poles, vehicle on road beginning 1472' from DER, 214' left of centerline, up to 746' MSL.

Trees, poles, 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.

Poles, tree 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 700' from DER, 538' right of centerline, 39' AGL/707' 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.

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.

Stack 1.2 NM from DER, 1166' left of centerline, 180' AGL/891' MSL.

CONT

EC-3, 12 JUN 2025 to 07 AUG 2025

25163

EC-3

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

25163

MILWAUKEE, WI (CON'T)

GENERAL MITCHELL INTL (MKE) (CON'T)

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, transmission line, 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, 41' AGL/709' 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.

Trees beginning 2224' from DER, 57' left of centerline, up to 752' MSL.

Tree 2333' from DER, 255' right of centerline, 737' MSL.

Tree 2397' from DER, 42' right of centerline, 739' MSL.

Trees beginning 2453' from DER, 164' right of centerline, up to 749' MSL.

Rwy 19L, tower, 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' left 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' left of centerline, 31' AGL/706' MSL.

Tree 1302' from DER, 222' left of centerline, 715' MSL.

Trees, signs beginning 1302' from DER, 100' 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 976' from DER, 435' right of centerline, up to 753' MSL.

Tree 1334' from DER, 579' right of centerline, 755' MSL.

Trees, pole 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/885' MSL.

LAWRENCE J. TIMMERMAN (MWC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 14NOV13 (13318) (FAA)

TAKEOFF MINIMUMS:

Rwys 4R, 15R, 22L, 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.

CON'T

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

25163

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

25163

MILWAUKEE, WI (CON'T)

LAWRENCE J. TIMMERMAN (MWC) (CON'T)

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, 33' 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.
 AC equipment 926' from DER, 741' left of centerline, 70' AGL/808' MSL.
 Tree 1106' from DER, 731' right of centerline, 70' AGL/808' MSL.
 Building 887' from DER, 641' left of centerline, 67' AGL/805' MSL.
 Numerous trees beginning 623' from DER, right and left of centerline, up to 100' AGL/820' MSL.
 Vehicle on road 517' from DER on centerline, 17' AGL/755' MSL.
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 958' from DER, 281' left of centerline, up to 51' AGL/801' MSL.
 Lights beginning 1421' from DER, 512' right of centerline, up to 42' AGL/797' MSL.
 Antenna on building 437' from DER, 264' left of centerline, 12' AGL/756' MSL.
 Billboard 816' from DER, 297' left of centerline, 31' AGL/775' MSL.
 Trees beginning 487' from DER, 397' left of centerline, up to 67' AGL/817' MSL.
 Trees beginning 1203' from DER, 247' left of centerline, up to 85' AGL/835' MSL.
 Trees beginning 583' from DER, 165' right of centerline, up to 50' AGL/791' MSL.
 Trees beginning 1186' from DER, 184' right of centerline, up to 76' AGL/831' MSL.
 Trees beginning 2297' from DER, left and right of centerline, up to 86' AGL/841' MSL.
Rwy 22R, trees beginning 553' from DER, right and left of centerline, up to 100' AGL/820' MSL.
Rwy 33R, trees beginning 495' from DER, 18' left of centerline, up to 100' AGL/797' MSL.
 Tree 1257' from DER, 130' right of centerline, 100' AGL/783' MSL.

MINERAL 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.
 Trees beginning 2199' from DER, 667' left of centerline, up to 100' AGL/1279' MSL.
Rwy 11, trees beginning 95' from DER, 79' right of centerline, up to 100' AGL/1259' MSL.
 Trees beginning 467' from DER, 517' left of centerline, up to 100' AGL/1259' MSL.
Rwy 22, vehicles on road beginning 102' from DER, left and right of centerline, up to 15' AGL/1184' MSL.
 Trees beginning 324' from DER, 40' right of centerline, up to 100' AGL/1279' MSL.
 Tree 1241' from DER, 627' left of centerline, 100' AGL/1239' MSL.
Rwy 29, trees beginning 536' from DER, 497' right of centerline, up to 100' AGL/1179' MSL.
 Trees beginning 1319' from DER, 571' left of centerline, up to 100' AGL/1209' 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.
 Trees beginning 424' from DER, 576' left 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.
 Trees beginning 825' from DER, 506' left of centerline, up to 100' AGL/1729' MSL.
Rwy 28, trees beginning 659' from DER, 564' right of centerline, up to 100' AGL/1729' MSL.
 Trees beginning 474' from DER, 432' 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.

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, 300-1¼ or std. w/min. climb of 315' per NM to 900.
Rwy 13, 300-1% or std. w/min. climb of 350' per NM to 900.
Rwy 23, 300-1% 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.

CON'T

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

25163

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

25163

MOLINE, IL (CON'T)

QUAD CITIES INTL (MLI) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 5, sign 10' from DER, 113' right of centerline, 3' AGL/584' MSL.
 Pole 1167' from DER, 738' left of centerline, 56' AGL/643' MSL.
 Tower, pole beginning 1223' from DER, 673' left of centerline, up to 75' AGL/656' MSL.
 Tree 2514' from DER, 819' left of centerline, 685' MSL.
 Antenna 2593' from DER, 1082' left of centerline, 134' AGL/741' MSL.
 Tower 2596' from DER, 1116' left of centerline, 130' AGL/737' 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.
 Pole 772' from DER, 683' left of centerline, 30' AGL/596' MSL.
 Trees beginning 4376' from DER, 1463' right of centerline, up to 735' MSL.
 Trees beginning 4557' from DER, 1432' right of centerline, up to 752' MSL.
 Trees beginning 4807' from DER, 1468' right of centerline, up to 756' MSL.
 Trees beginning 5106' from DER, 1722' right of centerline, up to 763' MSL.
 Tree 5652' from DER, 1960' right of centerline, 749' 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, terrain 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.
 Tree, pole, building beginning 4400' from DER, 127' right of centerline, up to 771' MSL.
 Trees beginning 4648' 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 4993' from DER, 281' right of centerline, up to 784' MSL.
 Transmission line beginning 5299' from DER, 405' left of centerline, up to 149' AGL/738' MSL.
 Trees beginning 5882' from DER, 1918' left of centerline, up to 763' MSL.
 Trees beginning 6014' from DER, 1151' left of centerline, up to 767' MSL.
 Transmission line, trees beginning 1 NM from DER, 1843' right of centerline, up to 70' AGL/785' MSL.
 Trees beginning 1.1 NM from DER, 1435' left of centerline, up to 777' 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 789' 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.
 Tree 1623' from DER, 759' left of centerline, 676' MSL.
 Tree 1714' from DER, 784' left of centerline, 706' MSL.
 Tree 1717' from DER, 683' right of centerline, 643' MSL.
 Trees beginning 1771' from DER, 560' left of centerline, up to 734' MSL.
 Tree 1812' from DER, 858' left of centerline, 735' MSL.
 Tree, pole beginning 1832' from DER, 276' left of centerline, up to 737' MSL.
 Trees beginning 1833' from DER, 550' right of centerline, up to 645' MSL.
 Trees beginning 1904' from DER, 92' right of centerline, up to 663' MSL.
 Trees beginning 2560' from DER, 216' left of centerline, up to 743' MSL.
 Tree 2755' from DER, 205' right of centerline, 666' MSL.
 Tree 2756' from DER, 21' right of centerline, 674' MSL.
 Trees beginning 2813' from DER, 238' left of centerline, up to 751' MSL.
 Trees beginning 2972' from DER, 193' right of centerline, up to 698' MSL.
 Tree, pole beginning 3082' from DER, 49' left of centerline, up to 754' MSL.
 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, 373' 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 27, lighting 9' from DER, 5' left of centerline, 1' AGL/579' MSL.
 Lighting 10' from DER, 4' right of centerline, 1' AGL/579' 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.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

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

25163

EC-3

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

25163

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 MINIMUMS:

Rwy 21, 400-2½ or std. w/min. climb of 321' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicle on road beginning at DER, 201' right of centerline, 15' AGL/764' MSL.

Trees beginning at DER, 251' right of centerline, up to 100' AGL/849' MSL.

Trees beginning 841' from DER, left and right of centerline, up to 100' AGL/849' MSL.

Rwy 21, vehicle on road, beginning 347' from DER, left and right of centerline, 17' AGL/776' MSL.

Trees beginning 449' from DER, left and right of centerline, up to 100' AGL/859' MSL.

MONROE, WI

MONROE MUNI (EFT)

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 (24305) (FAA)

TAKEOFF MINIMUMS:

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.

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 26' from DER, 95' right of centerline, up to 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 152' 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.

Tree 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, 756' right of centerline, up to 1333' MSL.

CONT

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

25163

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

25163

MOSINEE, WI (CON'T)

CENTRAL WISCONSIN (CWA) (CON'T)

Rwy 26 (CON'T), tree 2247' from DER, 883' right of centerline, 1338' MSL.
Tree 2252' 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.
NAVAID 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 1335' from DER, 831' right of centerline, 30' 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.
Tree 1869' from DER, 958' right of centerline, 1328' 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 MINIMUMS:

Rwy 22, 300-1 or std. w/min. climb of 325' per NM to 700.
Rwy 31, 300-1 or std. w/min. climb of 225' per NM to 700, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.

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.
Rwy 13, vehicle on road 7' from DER, 190' right of centerline, 15' AGL/445' 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.
Rwy 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.

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, 465' 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 1797' from DER, 158' left of centerline, 57' AGL/524' MSL.
Railroad 238' from DER, 500' left of centerline, 23' AGL/485' MSL.

CON'T

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

25163

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

25163

MOUNT VERNON, IL (CON'T)

MOUNT VERNON (MVN) (CON'T)

Rwy 23 (CON'T), multiple roads beginning 12' from DER, 367' left of centerline, up to 15' AGL/479' MSL.

Fencepost 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-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 17' from DER, 369' right of centerline, 958' MSL.

Trees beginning 26' from DER, 465' left of centerline, up to 969' MSL.

Trees beginning 120' from DER, 297' right of centerline, up to 51' AGL/969' MSL.

Trees beginning 153' from DER, 312' right of centerline, up to 61' AGL/975' MSL.

Trees, vehicles on road, building beginning 303' from DER, 102' left of centerline, up to 970' MSL.

Trees, buildings, vehicles on road beginning 406' from DER, 19' right of centerline, up to 977' MSL.

Tree, vehicles on road beginning 559' from DER, 136' left of centerline, up to 971' MSL.

Tree 826' from DER, 645' left of centerline, 976' MSL.

Trees beginning 851' from DER, 53' right of centerline, up to 988' MSL.

Tree 860' from DER, 488' left of centerline, 978' MSL.

Trees beginning 952' from DER, 447' left of centerline, up to 979' MSL.

Tree 1412' from DER, 333' left of centerline, 986' MSL.

Trees beginning 1454' from DER, 115' left of centerline, up to 987' MSL.

Trees beginning 1742' from DER, 22' left of centerline, up to 1004' MSL.

Trees beginning 2220' from DER, 197' right of centerline, up to 59' AGL/990' MSL.

Rwy 36, trees, buildings, poles, railroad beginning 16' from DER, 46' right of centerline, up to 63' AGL/975' MSL.

Trees beginning 701' from DER, 30' left of centerline, up to 938' MSL.

Tree 707' from DER, 463' left of centerline, 948' MSL.

Tree 793' from DER, 295' left of centerline, 960' MSL.

Trees beginning 816' from DER, 71' left of centerline, up to 974' MSL.

Trees beginning 1005' from DER, 18' left of centerline, up to 978' MSL.

Trees beginning 1659' from DER, 230' right of centerline, up to 978' MSL.

Trees beginning 1839' from DER, 153' right of centerline, up to 987' MSL.

Trees beginning 2222' from DER, 327' left of centerline, up to 980' MSL.

Tree 2937' from DER, 378' left of centerline, 986' 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)

25163

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

25163

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:

Rwy 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, 286' 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.

CON'T

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

25163

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

25163

OLNEY-NOBLE, IL (CON'T) OLNEY-NOBLE (OLY) (CON'T)

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 1117' from DER, 742' left of centerline, 545' 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, 846' 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.

OSHKOSH, WI

WITTMAN RGNL (OSH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

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, 485' 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.
Trees beginning 1479' from DER, 147' right of centerline, up to 835' MSL.
Tree 1659' from DER, 668' left of centerline, 818' MSL.
Tree 1684' from DER, 789' left of centerline, 827' MSL.
Trees beginning 1688' from DER, 298' right of centerline, up to 839' MSL.
Tree 1775' from DER, 459' left of centerline, 829' MSL.
Trees beginning 1845' from DER, 503' left of centerline, up to 833' MSL.
Tree 2012' from DER, 422' left of centerline, 837' MSL.
Tree 2252' from DER, 423' left of centerline, 838' MSL.
Tree 2417' from DER, 448' left of centerline, 843' MSL.
Tree 2617' from DER, 417' left of centerline, 852' MSL.

CON'T

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

25163

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

25163

OSHKOSH, WI (CON'T)

WITTMAN RGNL (OSH) (CON'T)

Rwy 9 (CON'T), tree 2858' from DER, 194' right of centerline, 110' AGL/863' 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, tree 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.
 Traverse way 520' from DER, 26' left of centerline, 806' MSL.
 Trees beginning 843' from DER, 363' left of centerline, up to 826' MSL.
 Tree 996' from DER, 583' left of centerline, 835' MSL.
 Pole 1001' from DER, 696' right of centerline, 35' AGL/827' MSL.
 Tree, pole beginning 1026' from DER, 60' left of centerline, up to 51' AGL/839' MSL.
 Pole, tree beginning 1228' from DER, 161' right of centerline, up to 45' AGL/837' MSL.
 Tree 1337' from DER, 193' right of centerline, 838' MSL.
 Tree, pole beginning 1345' from DER, 82' right of centerline, up to 844' MSL.
 Trees beginning 1355' from DER, 439' left of centerline, up to 841' MSL.
 Tree 1611' from DER, 834' left of centerline, 851' MSL.
 Light poles 2235' from DER, 708' left of centerline, 138' AGL/938' MSL.
 Control tower, transmission line, pole beginning 2241' from DER, 452' left of centerline, up to 141' AGL/941' MSL.
 Tower, tree beginning 2513' from DER, 167' right of centerline, up to 65' AGL/872' MSL.
 Tree 2793' from DER, 282' right of centerline, 877' MSL.
 Trees beginning 2938' from DER, 507' right of centerline, up to 881' MSL.
 Trees beginning 3207' from DER, 682' right of centerline, up to 882' MSL.
Rwy 27, pole, sign beginning 1204' from DER, 753' right of centerline, up to 28' AGL/833' MSL.
 Pole beginning 1795' from DER, 652' right of centerline, up to 42' AGL/845' MSL.
 Tree 2197' from DER, 382' left of centerline, 854' MSL.
 Pole 2369' from DER, 315' left of centerline, 29' AGL/862' MSL.
 Tree, pole beginning 2402' from DER, 62' left of centerline, up to 867' MSL.
 Tree 3169' from DER, 1282' right of centerline, 878' MSL.
 Pole, transmission line beginning 4253' from DER, 1540' left of centerline, up to 904' 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.

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.
 Wsk 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, grd 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 266' 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.

CON'T

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

25163

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

25163

PARIS, IL (CON'T)

EDGAR COUNTY (PRG) (CON'T)

Rwy 27 (CON'T), 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, 459' 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.

Rwy 36, tree 97' from DER, 178' right of centerline, 1508' MSL.

Trees beginning 114' from DER, 23' left of centerline, up to 1516' 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.

CON'T

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

25163

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

25163

PARK FALLS, WI

PARK FALLS MUNI (PKF)

Rwy 36 (CON'T), trees beginning 3637' from DER, 1' left of centerline, up to 1635' MSL.
 Tree 5412' from DER, 508' 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, 1761' 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.
 Flaggpole 1748' from DER, 783' right of centerline, 53' AGL/687' MSL.
 Trees beginning 3783' from DER, 1448' left of centerline, up to 85' AGL/747' 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.
 Trees beginning 537' from DER, 351' right of centerline, up to 100' AGL/853' MSL.
 Building 714' from DER, 291' left of centerline, 30' AGL/809' MSL.
 Building 1104' from DER, 225' left of centerline, 23' AGL/802' MSL.
 Trees 1328' from DER, across centerline, up to 100' AGL/834' 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.
 Trees and light poles beginning 946' from DER, 514' right of centerline, 46' AGL/845' MSL.
 Vehicles on roadway 984' from DER, 420' left of centerline, 15' AGL/824' MSL.
 Tower 2311' from DER, 655' left of centerline, 61' AGL/858' MSL.

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

25163

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

25163

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.

Tree 1858' from DER, 803' left of centerline, 59' AGL/687' MSL.

Rwy 25, trees beginning 1176' from DER, right and left of centerline, up to 111' AGL/718' MSL.

Rwy 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.

PHILLIPS, WI

PRICE COUNTY (PBH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

Rwy 19, 200-1 or std. w/min. climb of 272' per NM to 1700.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 61' from DER, 18' left of centerline, up to 1526' MSL.

Tree 121' from DER, 463' right of centerline, 1519' MSL.

Trees beginning 1027' from DER, 674' right of centerline, up to 1562' MSL.

Trees beginning 1606' from DER, 743' right of centerline, up to 1573' MSL.

Pole, trees beginning 1813' from DER, 905' right of centerline, up to 72' AGL/1583' MSL.

Tree 2544' from DER, 498' left of centerline, 1563' MSL.

Trees beginning 2595' from DER, 655' right of centerline, up to 1586' MSL.

Tree 2765' from DER, 104' left of centerline, 1567' MSL.

Trees beginning 2871' from DER, 26' right of centerline, up to 1592' MSL.

Tree 3056' from DER, 355' left of centerline, 1575' MSL.

Tree 3315' from DER, 75' left of centerline, 1580' MSL.

Tree 3374' from DER, 401' left of centerline, 1583' MSL.

Tree 3560' from DER, 345' right of centerline, 1594' MSL.

Tree 3617' from DER, 20' left of centerline, 1588' MSL.

Trees beginning 3725' from DER, 140' right of centerline, up to 1599' MSL.

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, terrain 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.

Trees, 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 1591' from DER, 489' right of centerline, up to 1540' MSL.

Trees beginning 1601' 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, 908' 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.

CON'T

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

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

25163

EC-3

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

25163

PHILLIPS, WI (CON'T)

PRICE COUNTY (PBH) (CON'T)

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 3874' from DER, 941' right of centerline, up to 1576' MSL.
 Tank 4854' from DER, 1681' left of centerline, 144' AGL/1624' 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.

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 27' 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.
 Trees beginning 3602' from DER, 627' right of centerline, up to 100' AGL/789' 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/789' MSL.
 Trees beginning 5157' from DER, 1284' 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, 325' 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.

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

25163

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

25163

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.

Power transmission lines, vehicle on road, tree and pole beginning 1277' from DER, 43' right of centerline, up to 103' AGL/940' MSL.

Pole beginning 47' from DER, 187' left of centerline, up to 26' AGL/848' MSL.

Telephone line, 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.

Tree 600' from DER, 343' left of centerline, 882' 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.

Pole 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.

Tree 443' from DER, 245' left of centerline, 56' AGL/879' MSL.

Tree, telephone line, pole, bldg and sign beginning 507' from DER, 137' left of centerline, up to 890' MSL.

Power transmission lines beginning 1344' from DER, 830' left of centerline, up to 891' MSL.

Power transmission lines beginning 1595' from DER, 562' left of centerline, up to 901' MSL.

Trees beginning 2046' from DER, 183' left of centerline, up to 917' MSL.

CONT

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

25163

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

25163

PORTAGE, WI (CON'T)

PORTAGE MUNI (C47) (CON'T)

Rwy 22 (CON'T), 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.
Tree and vehicles on road beginning 46' from DER, 28' right of centerline, up to 882' MSL.
Trees beginning 1633' 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.
Tree 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 29, 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.
Trees beginning 966' from DER, 7' right of centerline, up to 111' AGL/810' 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.
Rwy 32, NAVAIDs 25' from DER, 77' left and right of centerline, up to 4' AGL/653' MSL.
Pole 2410' 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.

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

25163

QUINCY, IL

QUINCY RGNL-BALDWIN FLD (UIN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, lighting 40' from DER, 149' left of centerline, 3' AGL/749' MSL.

Lighting 43' from DER, 150' right of centerline, 3' AGL/749' MSL.

Terrain 353' from DER, 399' right of centerline, 784' MSL.

Tree 997' from DER, 692' left of centerline, 775' MSL.

Tree 1041' from DER, 706' right of centerline, 797' 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 5B 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 5' from DER, 64' right of centerline, up to 33' AGL/679' MSL.

Trees beginning 72' from DER, 9' left of centerline, up to 18' AGL/685' MSL.

Trees, vehicles on road, pole beginning 79' from DER, 3' right of centerline, up to 60' AGL/701' MSL.

Trees, pole beginning 178' from DER, 23' left of centerline, up to 40' AGL/699' MSL.

Trees, poles, building beginning 336' from DER, 154' left of centerline, up to 50' AGL/702' MSL.

Trees beginning 632' from DER, 195' left of centerline, up to 59' AGL/707' MSL.

Trees beginning 701' from DER, 15' left of centerline, up to 66' AGL/711' MSL.

Trees, poles beginning 805' from DER, 5' left of centerline, up to 74' AGL/714' MSL.

Trees beginning 907' from DER, 17' right of centerline, up to 62' AGL/702' MSL.

Tree 2699' from DER, 101' left of centerline, 738' MSL.

Rwy 14, tree 20' from DER, 496' right of centerline, 673' MSL.

Tree 21' from DER, 315' left of centerline, 702' MSL.

Trees beginning 73' from DER, 178' right of centerline, up to 716' MSL.

Tower, poles, tree beginning 241' from DER, 431' left of centerline, up to 57' AGL/706' MSL.

Pole, trees, antenna beginning 363' from DER, 1' right of centerline, up to 62' AGL/717' MSL.

Trees, tower, antenna beginning 619' from DER, 179' left of centerline, up to 711' MSL.

Trees beginning 1942' from DER, 695' right of centerline, up to 718' MSL.

Rwy 22, terrain 3' from DER, 133' right of centerline, 676' MSL.

Wall, terrain beginning 4' from DER, 96' right of centerline, up to 7' AGL/682' MSL.

Terrain 7' from DER, 195' left of centerline, 673' MSL.

Vehicles on road, fence, wall, terrain, trees beginning 29' from DER, 6' right of centerline, up to 692' MSL.

Poles, terrain, wall, fence beginning 36' from DER, 3' left of centerline, up to 22' AGL/694' MSL.

Pole, terrain, fence, traverse way, tree beginning 102' from DER, on and left of centerline, up to 30' AGL/704' MSL.

Trees beginning 170' from DER, 390' right of centerline, up to 65' AGL/731' MSL.

Trees, pole beginning 450' from DER, 29' left of centerline, up to 45' AGL/713' MSL.

Trees beginning 906' from DER, 29' right of centerline, up to 101' AGL/738' MSL.

Tree 1453' from DER, 162' left of centerline, 108' AGL/721' MSL.

Trees beginning 1456' from DER, 12' left of centerline, up to 100' AGL/725' MSL.

Trees beginning 1875' from DER, 14' right of centerline, up to 111' AGL/756' MSL.

Tree 2086' from DER, 22' left of centerline, 89' AGL/726' MSL.

Trees beginning 2120' from DER, 5' left of centerline, up to 93' AGL/733' MSL.

Trees beginning 2618' from DER, 6' left of centerline, up to 82' AGL/742' MSL.

Trees beginning 2654' from DER, 63' right of centerline, up to 86' AGL/757' MSL.

Trees beginning 2683' from DER, 17' right of centerline, up to 95' AGL/758' MSL.

Trees beginning 2693' from DER, 16' right of centerline, up to 93' AGL/762' MSL.

Trees beginning 2721' from DER, 9' right of centerline, up to 99' AGL/764' MSL.

Trees beginning 2762' from DER, 34' left of centerline, up to 84' AGL/744' MSL.

Tree 2795' from DER, 61' left of centerline, 85' AGL/747' MSL.

Trees beginning 2814' from DER, 8' left of centerline, up to 84' AGL/749' MSL.

Trees beginning 2930' from DER, 138' left of centerline, up to 97' AGL/750' MSL.

Tree 2941' from DER, 254' left of centerline, 95' AGL/751' MSL.

Trees beginning 2966' from DER, 181' right of centerline, up to 93' AGL/765' MSL.

Tree 3186' from DER, 60' left of centerline, 88' AGL/752' MSL.

Tree 3272' from DER, 105' left of centerline, 95' AGL/758' MSL.

Trees beginning 3285' from DER, 122' left of centerline, up to 96' AGL/759' MSL.

Trees beginning 3406' from DER, 27' left of centerline, up to 105' AGL/762' MSL.

Tower 3843' from DER, 1213' right of centerline, 103' AGL/797' MSL.

Rwy 32, vehicles on road 0' from DER, 149' left of centerline, 691' MSL.

Vehicles on road, fence, building beginning 1' from DER, 66' left of centerline, up to 692' MSL.

Tree, traverse way, fence, pole, building, tower, antenna beginning 68' from DER, 1' left of centerline, up to 64' AGL/742' MSL.

Traverse way, fence beginning 143' from DER, 1' right of centerline, up to 688' MSL.

Poles, vehicles on road beginning 214' from DER, 100' right of centerline, up to 28' AGL/698' MSL.

Trees, vehicles on road, poles beginning 237' from DER, 10' right of centerline, up to 722' MSL.

Trees, vehicles on road beginning 356' from DER, 72' right of centerline, up to 732' MSL.

Trees beginning 390' from DER, 16' right of centerline, up to 70' AGL/737' MSL.

Trees, pole, building beginning 412' from DER, on centerline, up to 74' AGL/743' MSL.

CONT

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

25163

25163

RACINE, WI (CON'T)

BATTEN INTL (RAC) (CON'T)

Rwy 32 (CON'T), trees, building, pole beginning 440' from DER, 9' left of centerline, up to 67' AGL/746' MSL.
 Trees beginning 785' from DER, 394' left of centerline, up to 68' AGL/750' MSL.
 Trees beginning 841' from DER, 239' left of centerline, up to 751' MSL.
 Trees beginning 941' from DER, 175' left of centerline, up to 81' AGL/762' MSL.
 Trees beginning 1051' from DER, 1' left of centerline, up to 89' AGL/764' 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 1285' 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 3 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, NA-Obstacles.
Rwy 18, 400-1% w/min climb of 225'/NM to 1400 or std w/min climb of 516'/NM to 1400, or 1000-3 for VCOA.
Rwy 36, 400-2 or std w/min climb of 300'/NM to 1400.

VCOA:

Rwy 18, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Reedsburg Muni airport at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 4' from DER, 56' left of centerline, up to 12' AGL/890' MSL.
 Tree 21' from DER, 321' right of centerline, 903' MSL.
 Trees, vehicle on road beginning 77' from DER, 182' right of centerline, up to 29' AGL/916' MSL.
 Trees, vehicle on road, terrain beginning 100' from DER, on and right of centerline, up to 55' AGL/937' MSL.
 Trees beginning 139' from DER, 15' left of centerline, up to 31' AGL/903' MSL.
 Trees beginning 197' from DER, 17' left of centerline, up to 50' AGL/922' MSL.
 Tree, vehicle on road beginning 262' from DER, 1' left of centerline, up to 55' AGL/927' MSL.
 Trees beginning 624' from DER, 14' left of centerline, up to 59' AGL/929' MSL.
 Trees beginning 645' from DER, 15' left of centerline, up to 60' AGL/930' MSL.
 Trees beginning 681' from DER, 18' left of centerline, up to 62' AGL/932' MSL.
 Trees beginning 710' from DER, 4' left of centerline, up to 68' AGL/939' MSL.
 Trees beginning 844' from DER, 10' left of centerline, up to 944' MSL.
 Tree 2646' from DER, 1169' right of centerline, 86' AGL/953' MSL.
 Tree 3020' from DER, 1091' left of centerline, 961' MSL.
 Trees beginning 3106' from DER, 940' left of centerline, up to 968' MSL.
 Trees, transmission lines beginning 3335' from DER, 268' right of centerline, up to 79' AGL/976' MSL.
 Trees, transmission lines, electrical system beginning 3541' from DER, 8' right of centerline, up to 76' AGL/989' MSL.
 Trees beginning 3677' from DER, 8' left of centerline, up to 71' AGL/978' MSL.
 Tree 3718' from DER, 113' left of centerline, 78' AGL/985' MSL.
 Trees beginning 3734' from DER, 140' left of centerline, up to 93' AGL/986' MSL.
 Trees beginning 3740' from DER, 31' left of centerline, up to 87' AGL/997' MSL.
 Transmission lines, pole, trees beginning 3842' from DER, 5' left of centerline, up to 110' AGL/1037' MSL.
 Tree 3934' from DER, 1119' right of centerline, 90' AGL/1017' MSL.
 Trees beginning 3987' from DER, 581' right of centerline, up to 90' AGL/1046' MSL.
 Trees beginning 4049' from DER, 22' right of centerline, up to 90' AGL/1067' MSL.
 Trees beginning 4106' from DER, 32' right of centerline, up to 76' AGL/1078' MSL.
 Trees beginning 4165' from DER, 204' right of centerline, up to 90' AGL/1089' MSL.
 Tree 4177' from DER, 804' right of centerline, 52' AGL/1110' MSL.
 Trees beginning 4178' from DER, 111' right of centerline, up to 55' AGL/1113' MSL.
 Trees beginning 4262' from DER, 159' right of centerline, up to 1115' MSL.
 Tree 4284' from DER, 1331' right of centerline, 66' AGL/1124' MSL.
 Trees beginning 4289' from DER, 80' right of centerline, up to 68' AGL/1131' MSL.
 Trees, transmission lines beginning 4317' from DER, 27' left of centerline, up to 89' AGL/1043' MSL.
 Trees beginning 4330' from DER, 193' right of centerline, up to 61' AGL/1132' MSL.
 Trees, terrain beginning 4335' from DER, 13' right of centerline, up to 68' AGL/1135' MSL.
 Trees, vehicle on road beginning 4434' from DER, 42' left of centerline, up to 1052' MSL.
 Trees, terrain, pole beginning 4475' from DER, 11' right of centerline, up to 70' AGL/1136' MSL.
 Trees beginning 4484' from DER, 10' left of centerline, up to 94' AGL/1060' MSL.
 Trees beginning 4503' from DER, 16' left of centerline, up to 93' AGL/1062' MSL.
 Trees, terrain beginning 4506' from DER, 2' right of centerline, up to 67' AGL/1139' MSL.
 Trees, terrain, transmission lines, vehicle on road beginning 4512' from DER, 12' left of centerline, up to 75' AGL/1129' MSL.
 Trees, vehicle on road, terrain beginning 4594' from DER, 11' left of centerline, up to 88' AGL/1149' MSL.

CON'T

25163

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

25163

REEDSBURG, WI (CON'T) REEDSBURG MUNI (C35) (CON'T)

Rwy 18 (CON'T), trees, terrain beginning 4648' from DER, 7' right of centerline, up to 88' AGL/1140' MSL.
 Trees beginning 4685' from DER, 7' left of centerline, up to 91' AGL/1153' MSL.
 Trees beginning 4718' from DER, 140' left of centerline, up to 1159' MSL.
 Trees, terrain, poles, vehicle on road beginning 4721' from DER, on centerline, up to 71' AGL/1142' MSL.
 Trees beginning 4731' from DER, 5' left of centerline, up to 82' AGL/1164' MSL.
 Trees, vehicle on road, poles, terrain, building beginning 4752' from DER, 4' left of centerline, up to 83' AGL/1171' MSL.
 Trees, terrain beginning 5394' from DER, 29' left of centerline, up to 80' AGL/1175' MSL.
 Trees, terrain beginning 5414' from DER, 43' left of centerline, up to 1176' MSL.
 Trees, terrain, vehicle on road beginning 5461' from DER, 516' left of centerline, up to 92' AGL/1184' MSL.
 Trees, terrain beginning 5484' from DER, 20' left of centerline, up to 97' AGL/1197' MSL.
 Trees, terrain beginning 5587' from DER, 199' left of centerline, up to 96' AGL/1203' MSL.
 Trees, terrain beginning 5648' from DER, 88' left of centerline, up to 100' AGL/1204' MSL.
 Trees, terrain, vehicle on road beginning 5687' from DER, 40' left of centerline, up to 98' AGL/1217' MSL.
 Trees, terrain beginning 5776' from DER, 382' left of centerline, up to 88' AGL/1247' MSL.
 Trees, terrain beginning 5792' from DER, 161' left of centerline, up to 89' AGL/1248' MSL.
 Trees, terrain beginning 5819' from DER, 3' left of centerline, up to 87' AGL/1256' MSL.
 Trees, terrain beginning 5976' from DER, 376' left of centerline, up to 89' AGL/1262' MSL.
 Trees, terrain beginning 5996' from DER, 45' left of centerline, up to 91' AGL/1264' MSL.
 Trees beginning 6044' from DER, 1191' left of centerline, up to 93' AGL/1266' MSL.
 Trees beginning 6048' from DER, 1218' left of centerline, up to 93' AGL/1267' MSL.
 Trees, vehicle on road beginning 6068' from DER, 399' left of centerline, up to 90' AGL/1268' MSL.
 Trees, vehicle on road, terrain beginning 1 NM from DER, 5' left of centerline, up to 96' AGL/1269' MSL.
 Trees beginning 1 NM from DER, 74' right of centerline, up to 102' AGL/1152' MSL.
 Trees beginning 1.1 NM from DER, on and right of centerline, up to 95' AGL/1249' MSL.
 Tree 1.3 NM from DER, 941' left of centerline, 76' AGL/1111' MSL.
Rwy 36, building 24' from DER, 492' right of centerline, 921' MSL.
 Buildings, vehicle on road beginning 40' from DER, 180' right of centerline, up to 16' AGL/932' MSL.
 Tree, building, poles, fences, vehicles on road beginning 101' from DER, 30' right of centerline, up to 949' MSL.
 Fence 125' from DER, 222' left of centerline, 910' MSL.
 Fence 182' from DER, 112' left of centerline, 7' AGL/913' MSL.
 Sign 197' from DER, 347' left of centerline, 916' MSL.
 Poles, sign, vehicles on road beginning 205' from DER, on and left of centerline, up to 928' MSL.
 Poles, vehicles on road, signs, buildings, terrain, fences beginning 209' from DER, on and right of centerline, up to 41' AGL/957' MSL.
 Poles, vehicles on road, signs, buildings beginning 286' from DER, on and left of centerline, up to 932' MSL.
 Signs, buildings, poles, trees, fences beginning 369' from DER, 39' left of centerline, up to 935' MSL.
 Buildings, poles, trees, signs, vehicles on road beginning 460' from DER, 22' left of centerline, up to 30' AGL/939' MSL.
 Pole 529' from DER, 110' left of centerline, 28' AGL/940' MSL.
 Poles, buildings, sign beginning 558' from DER, 113' left of centerline, up to 42' AGL/948' MSL.
 Pole, trees beginning 746' from DER, 113' left of centerline, up to 42' AGL/949' MSL.
 Tree, buildings, poles beginning 767' from DER, 5' right of centerline, up to 62' AGL/1005' MSL.
 Poles beginning 893' from DER, on and left of centerline, up to 44' AGL/952' MSL.
 Trees, buildings beginning 936' from DER, 39' right of centerline, up to 57' AGL/1008' MSL.
 Trees, buildings, poles, fences, vehicle on road beginning 979' from DER, on and right of centerline, up to 55' AGL/1016' MSL.
 Tree, pole, building beginning 1031' from DER, 4' left of centerline, up to 52' AGL/965' MSL.
 Poles, trees beginning 1554' from DER, 46' left of centerline, up to 62' AGL/973' MSL.
 Trees, pole beginning 1704' from DER, 96' left of centerline, up to 974' MSL.
 Trees, buildings, vehicles on road beginning 1750' from DER, 124' right of centerline, up to 68' AGL/1017' MSL.
 Trees, pole beginning 1761' from DER, 28' left of centerline, up to 67' AGL/983' MSL.
 Trees, poles beginning 1835' from DER, 1' left of centerline, up to 90' AGL/1006' MSL.
 Trees beginning 1947' from DER, 394' right of centerline, up to 76' AGL/1019' MSL.
 Trees, buildings, poles, spire beginning 1956' from DER, 2' right of centerline, up to 74' AGL/1021' MSL.
 Trees, buildings beginning 2450' from DER, 82' left of centerline, up to 71' AGL/1009' MSL.
 Trees, buildings beginning 2505' from DER, 45' left of centerline, up to 64' AGL/1013' MSL.
 Trees, buildings, poles beginning 2556' from DER, 7' left of centerline, up to 67' AGL/1021' MSL.
 Trees, pole, building, transmission line beginning 2703' from DER, 29' left of centerline, up to 68' AGL/1022' MSL.
 Tree 4384' from DER, 1545' left of centerline, 1032' MSL.
 Tree 5104' from DER, 1706' right of centerline, 1034' MSL.
 Trees beginning 5110' from DER, 1249' right of centerline, up to 1061' MSL.
 Trees beginning 5397' from DER, 1598' right of centerline, up to 36' AGL/1078' MSL.
 Terrain 5452' from DER, 1790' right of centerline, 1081' MSL.
 Trees, building beginning 5518' from DER, 1389' right of centerline, up to 53' AGL/1090' MSL.
 Trees beginning 5622' from DER, 1537' right of centerline, up to 62' AGL/1092' MSL.
 Trees beginning 5697' from DER, 722' right of centerline, up to 86' AGL/1099' MSL.
 Trees beginning 1 NM from DER, 990' left of centerline, up to 80' AGL/1082' MSL.
 Trees, pole beginning 1.1 NM from DER, 6' right of centerline, up to 115' AGL/1155' MSL.
 Trees beginning 1.3 NM from DER, 20' left of centerline, up to 98' AGL/1159' MSL.
 Trees beginning 1.3 NM from DER, 111' right of centerline, up to 83' AGL/1179' MSL.
 Trees, tank beginning 1.4 NM from DER, 7' left of centerline, up to 104' AGL/1219' MSL.
 Trees beginning 1.4 NM from DER, 16' right of centerline, up to 98' AGL/1209' MSL.
 Trees beginning 1.5 NM from DER, 5' right of centerline, up to 81' AGL/1259' MSL.
 Trees beginning 1.5 NM from DER, 45' left of centerline, up to 81' AGL/1259' MSL.
 Trees beginning 1.6 NM from DER, 176' left of centerline, up to 87' AGL/1270' MSL.

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

25163

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

25163

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, 1092' right of centerline, 1675' MSL.

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 1693' 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.

Trees beginning 2190' from DER, 150' left of centerline, up to 1678' MSL.

Trees and pole beginning 3018' from DER, 299' right of centerline, up to 1706' MSL.

Trees beginning 3183' from DER, 234' right of centerline, up to 1709' 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.

Trees beginning 1703' from DER, 669' left of centerline, up to 1158' 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.

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

25163

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

25163

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.

Trees 971' from DER, 594' left of centerline, 58' AGL/517' MSL.

Rwy 17, tree 2493' from DER, 521' right of centerline, 100' AGL/589' MSL.

Rwy 27, trees beginning at 178' from DER, 358' right of centerline, up to 78' AGL/547' MSL.

Trees beginning at 2190' from DER, 89' left of centerline, 98' AGL/567' MSL.

Rwy 35, road with vehicle 693' from DER, 611' right of centerline, 15' AGL/474' MSL.

Tree 1545' from DER, 841' left of centerline, 100' AGL/554' 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 NAV AIDs beginning 10' from DER, 17' left and right of centerline, up to 3' AGL/782' MSL.

Fence 184' from DER, 427' right of centerline, 6' AGL/787' MSL.

Tree 292' from DER, 482' right of centerline, 64' AGL/845' MSL.

Trees and transmission line towers beginning 505' from DER, 375' right of centerline, up to 72' AGL/853' MSL.

Vehicle on road 695' from DER, 244' right of centerline, 15' AGL/799' MSL.

Transmission line towers beginning 1056' from DER, 425' left of centerline, up to 39' AGL/814' MSL.

Tower 3413' from DER, 1135' right of centerline, 120' AGL/924' MSL.

Elevator 3540' from DER, 953' right of centerline, 135' AGL/943' MSL.

Rwy 25, bush 108' from DER, 465' left of centerline, 6' AGL/778' MSL.

Road sign 152' from DER, 532' right of centerline, 22' AGL/794' MSL.

Tree 1625' from DER, 805' right of centerline, 61' AGL/831' MSL.

SALEM, IL

SALEM-LECKRONE (SLO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-1¼ or std w/min climb of 230'/NM to 800' MSL

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 181° to 1900 before turning left..

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 108' from DER, 192' right of centerline, 9' AGL/566' MSL.

Tree 681' from DER, 484' left of centerline, 621' MSL.

Trees beginning 717' from DER, 291' left of centerline, up to 635' MSL.

Trees beginning 1064' from DER, 412' right of centerline, up to 601' MSL.

Trees beginning 1611' from DER, 511' right of centerline, up to 616' MSL.

Trees beginning 1792' from DER, 517' right of centerline, up to 617' MSL.

Tree 1892' from DER, 945' right of centerline, 623' MSL.

Tree 2417' from DER, 994' right of centerline, 635' MSL.

Tower 1 NM from DER, 256' right of centerline, 200' AGL/739' MSL.

Towers beginning 1 NM from DER, 72' left of centerline, up to 199' AGL/737' MSL.

Rwy 36, tree 59' from DER, 248' right of centerline, 4' AGL/577' MSL.

Tree 318' from DER, 512' right of centerline, 588' MSL.

Tree 2912' from DER, 1145' left of centerline, 647' MSL.

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

25163

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

25163

SAVANNA, IL

TRI-TOWNSHIP (SFY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12AUG21 (21224) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 400-2¼ 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.

Trees, vehicle on road, agriculture equipment beginning 199' from DER, 25' left of centerline, up to 638' MSL.

Tree 278' from DER, 346' right of centerline, 627' MSL.

Tree 454' from DER, 0' of centerline, 628' MSL.

Tree 651' from DER, 40' right of centerline, 630' MSL.

Tree 720' from DER, 152' right of centerline, 631' MSL.

Tree 2.1 NM from DER, 3451' left of centerline, 947' MSL.

Rwy 31, vehicle on road 7' from DER, 421' right of centerline, 622' MSL.

Vehicle on road beginning 10' from DER, 168' right of centerline, up to 627' MSL.

Trees, vehicle on road beginning 132' from DER, 114' left of centerline, up to 638' MSL.

Tree 173' from DER, 545' right of centerline, 639' MSL.

Trees, vehicle on road beginning 282' from DER, 117' right of centerline, up to 666' MSL.

Trees beginning 693' from DER, 160' left of centerline, up to 640' MSL.

Trees beginning 793' from DER, 4' right of centerline, up to 676' MSL.

Tree 1005' from DER, 768' left of centerline, 641' MSL.

Tree 1050' from DER, 114' left of centerline, 652' MSL.

Trees beginning 1126' from DER, 314' left of centerline, up to 679' MSL.

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 (EZZ)

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 2432' right of centerline, up to 100' AGL/1149' 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.

Vehicle on road 538' from DER, crossing left to right 17' AGL/826' MSL.

Water tank 1.1 NM from DER, 1310' right of centerline, 175' AGL/1019' 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 INTL (SBM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10JAN13 (24249) (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.

Trees 1709' from DER, 35' left of centerline, 83' AGL/794' MSL.

Vehicle on road, 702' from DER, 589' right of centerline, 15' AGL/764' MSL.

Tree 230' from DER, 377' right of centerline, 27' AGL/767' MSL.

Trees 1475' from DER, 291' right of centerline, 92' AGL/792' MSL.

Transmission line tower 5414' from DER, 1625' right of centerline, 133' AGL/883' 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 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.

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

25163

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

25163

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 1755' from DER, left and right 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.

SHELL LAKE, WI

SHELL LAKE MUNI (SSQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, 200-1¼ 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, 200-1¼ 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.

Vehicle and road 745' from DER 30' right of centerline, up to 15' AGL/1274' MSL.

Railroad 827' from DER, 686' right of centerline, up to 23' AGL/1272' MSL.

Trees 2467' from DER, 853' right of centerline, up to 100' AGL/1349' 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.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

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

25163

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

25163

SOLON SPRINGS, WI

SOLON SPRINGS MUNI (OLG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, building 37' from DER, 509' right of centerline, 19' AGL/1119' MSL.
Trees beginning 55' 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, 20' 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.
Trees beginning 2539' from DER, 631' left of centerline, up to 85' AGL/1186' 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, 300-1¾ 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/780' 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 388' 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, 500-2¾ 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, 432' right of centerline, 50' AGL/866' MSL.

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

25163

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

25163

SPRINGFIELD, IL

ABRAHAM LINCOLN CAPITAL (SPI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15JUN23 (23166) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, multiple trees beginning 1456' from DER, 734' left of centerline, up to 59' AGL/650' MSL.**Rwy 13**, bush 342' from DER, 299' right of centerline, 43' AGL/592' MSL.**Rwy 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:

Rwy 7, elevator 3095' from DER, 1099' right of centerline, 91' AGL/741' MSL.**Rwy 18**, vehicle on roadway 736' from DER, on centerline, 15' AGL/664' MSL.

Tree 1012' from DER, 288' left of centerline, 35' AGL/680' MSL.

Tree 787' from DER, 120' right of centerline, 29' AGL/669' MSL.

Multiple trees beginning 3619' from DER, 944' left of centerline, up to 100' AGL/769' MSL.

Rwy 25, multiple trees beginning 1308' from DER, 22' left of centerline, up to 82' AGL/732' MSL.

Multiple trees beginning 666' from DER, 42' right of centerline, up to 80' AGL/720' MSL.

Rwy 36, vehicle on roadway, 575' from DER, on centerline, 17' AGL/668' MSL.

Tree 564' from DER, 103' right of centerline, 11' AGL/662' MSL.

STEVENS POINT, WI

STEVENS POINT MUNI (STE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 1175' from DER, 649' left of centerline, 54' AGL/1173' MSL.

Tree 2693' from DER, 556' right of centerline, 62' AGL/1181' MSL.

Rwy 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.

Rwy 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 958' from DER, 112' left of centerline, up to 87' AGL/1196' MSL.

Rwy 30, building 217' from DER, 535' left of centerline, 30' AGL/1139' MSL.

Vehicle and road 499' from DER, on centerline, 15' AGL/1124' 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:

Rwy 10, 300-1% or std. w/min. climb of 305' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 016° to 1600 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 10, lighting 9' from DER, 77' left of centerline, 717' MSL.

Lighting 10' from DER, 78' right of centerline, 717' MSL.

Traverse way beginning 17' from DER, 347' right of centerline, up to 721' MSL.

Tree 139' from DER, 495' left of centerline, 740' MSL.

Tree 233' from DER, 505' left of centerline, 758' 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.

Rwy 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.

Tree 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.

CONT

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

25163

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

25163

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, 300-1 or std. w/min. climb of 386' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 038° to 1900 before turning left.

Rwy 14, 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' right of 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 535' 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.

Pole 1794' from DER, 956' left of centerline, 77' AGL/738' MSL.

Pole 2166' 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.

Trees beginning 84' from DER, 329' right of centerline, up to 14' AGL/675' MSL.

Poles beginning 689' from DER, 424' right of centerline, up to 25' AGL/696' MSL.

Pole 1312' from DER, 793' left of centerline, 47' AGL/708' MSL.

Building 1578' from DER, 831' right of centerline, 49' AGL/720' 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 667' 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.

Tree 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.

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)

25163

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

25163

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.

Poles, ant, utility pole tops, sign, and trees beginning 605' from DER, left to right of centerline, up to 30' AGL/999' MSL.

Treetops, 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' left of centerline, 1302' MSL.

Poles and signs beginning 24' from DER, 148' right of centerline, up to 34' AGL/1319' MSL.

Poles 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 centerline, 3' AGL/1265' 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)

25163

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

25163

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, 300-1½ or std. w/min. climb of 295' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 29, climb heading 293° to 1500 before turning north.

TAKEOFF OBSTACLE NOTES:

Rwy 5, vegetation 12' from DER, 400' right of centerline, 838' MSL.

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/869' 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 1369' from DER, 249' 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, 261' 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.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

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

25163

EC-3

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

25163

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.

Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL.

Rwy 36, rod on pole 401' from DER, 555' left of centerline, 46' AGL/945' MSL.

Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' 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 1965' from DER, 585' left of centerline, 100' AGL/979' 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 307° to 2800 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, 3952' 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)

25163

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

25163

WAUTOMA, WI

WAUTOMA MUNI (Y50)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 16JUN22 (22167) (FAA)

TAKEOFF MINIMUMS:

Rwys 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, 300-1¼ 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**, 300-1¼ 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, 2' left of centerline, up to 100' AGL/1019' MSL.

Trees beginning 47' from DER, 91' right of centerline, up to 100' AGL/886' MSL.

Rwy 13, trees beginning 452' from DER, 127' left of centerline, up to 100' AGL/1109' MSL.

Trees beginning 214' from DER, 179' right of centerline, up to 100' AGL/1049' MSL.

Rwy 24, trees beginning 114' from DER, 74' left of centerline, up to 100' AGL/1029' MSL.

Trees beginning 89' from DER, 120' right of centerline, up to 100' AGL/969' MSL.

Tower 1.9 NM from DER, 2572' right of centerline, 196' AGL/1156' MSL.

Rwy 31, vehicle on road 99' from DER, 492' left of centerline, 15' AGL/904' MSL.

Trees beginning 550' from DER, 173' left of centerline, up to 100' AGL/1039' 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.

Trees beginning 962' from DER, left and right of centerline, up to 91' AGL/1111' 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.

EC-3, 12 JUN 2025 to 07 AUG 2025

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

25163

EC-3

NAME ALTERNATE MINIMUMS

BELLEVILLE, IL

SCOTT AFB/MIDAMERICA ST
LOUIS (BLV).....ILS or LOC Rwy 14L¹²
ILS or LOC Rwy 14R¹²
ILS or LOC Rwy 32L¹²
ILS or LOC Rwy 32R¹²
RADAR-1³
RNAV (GPS) Rwy 14L¹⁴
RNAV (GPS) Rwy 14R¹⁴
RNAV (GPS) Rwy 32L¹⁴
RNAV (GPS) Rwy 32R¹⁴
TACAN-A¹⁵
TACAN Rwy 14R¹³
TACAN Rwy 32L¹³

¹NA when local weather not available.

²LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.

³Category C, 800-2¼; Category D, 800-2½;

Category E, 800-2¾.

⁴Category C, 800-2¼; Category D, 800-2½.

⁵Categories A, B, C, 800-2¼;

Category D, 800-2½; Category E, 800-2¾.

BLACK RIVER FALLS, WI

BLACK RIVER FALLS
AREA (BCK).....RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26

NA when local weather not available.

Category D 1000-3.

BLOOMINGTON/NORMAL, IL

CENTRAL IL RGNL/BLOOMINGTON-
NORMAL (BMI).....ILS or LOC Rwy 2¹²
ILS or LOC Rwy 20¹²
ILS or LOC Rwy 29¹²
LOC BC Rwy 11¹³
RNAV (GPS) Rwy 2³
RNAV (GPS) Rwy 11³
RNAV (GPS) Rwy 20³
RNAV (GPS) Rwy 29³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category C, 800-2¼; Category D, 800-2½.

³Category C, 800-2¼; Category D, 800-2½.

BOSCobel, WI

BOSCobel (OVS).....RNAV (GPS) Rwy 7¹
RNAV (GPS) Rwy 25²

NA when local weather not available.

¹Category A, 900-2; Category B, 1000-2;

Category C, 1000-2¾.

²Categories A, B, 1000-4; Category C, 1100-4.

BURLINGTON, WI

BURLINGTON
MUNI (BUU).....RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29
VOR-A

NA when local weather not available.

Category D, 800-2½.

NAME ALTERNATE MINIMUMS

CAHOKIA/ST. LOUIS, IL

ST. LOUIS
DOWNTOWN (CPS).....ILS or LOC Rwy 30L¹²
RNAV (GPS) Rwy 12R³
RNAV (GPS) Rwy 30L³
RNAV (GPS) Rwy 30R³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category C, 900-2¼; Category D, 1000-3.

³Category C, 900-2¼; Category D, 1000-3.

CAIRO, IL

CAIRO RGNL (CIR).....RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

CARBONDALE/MURPHYSBORO, IL

SOUTHERN
ILLINOIS (MDH).....ILS or LOC Rwy 18L¹²
NDB Rwy 18L¹³
RNAV (GPS) Rwy 18L³
RNAV (GPS) Rwy 36R³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category C, 800-2¼; Category D, 800-2½.

³Category C, 800-2¼; Category D, 800-2½.

CARMi, IL

CARMi MUNI (CUL).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

CHAMPAIGN/URBANA, IL

UNIVERSITY OF ILLINOIS/
WILLARD (CMI).....ILS or LOC Rwy 32R¹²³
RADAR-1¹⁴
RNAV (GPS) Rwy 4³⁴
RNAV (GPS) Rwy 14L³⁴
RNAV (GPS) Rwy 22³⁴
RNAV (GPS) Rwy 32R³⁴
VOR Rwy 4⁴
VOR Rwy 22³⁴

¹NA when control tower closed.

²LOC, Category C, 800-2¼; Category D, 800-2½.

³NA when local weather not available.

⁴Category C, 800-2¼; Category D, 800-2½.

CHETEK, WI

CHETEK MUNI/
SOUTHWORTH (Y23).....RNAV (GPS) Rwy 17

NA when local weather not available.

NAME ALTERNATE MINIMUMS

HAYWARD, WI

SAWYER
COUNTY (HYR).....RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21

NA when local weather not available.
Category C, 900-2½; Category D, 900-2¾.

JACKSONVILLE, IL

JACKSONVILLE
MUNI (IJX).....RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31

NA when local weather not available.
Category D, 900-2¾.

JANESVILLE, WI

SOUTHERN WISCONSIN
RGNL (JVL).....ILS or LOC Rwy 4¹
ILS or LOC Rwy 32¹
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 22

NA when local weather not available.
¹NA when control tower closed.

JUNEAU, WI

DODGE COUNTY (UNU).....RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 26

NA when local weather not available.

KANKAKEE, IL

GREATER
KANKAKEE (IKK).....RNAV (GPS) Rwy 4¹
RNAV (GPS) Rwy 16¹
RNAV (GPS) Rwy 22¹
RNAV (GPS) Rwy 34

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

KENOSHA, WI

KENOSHA
RGNL (ENW).....ILS or LOC Rwy 7L¹²
RNAV (GPS) Rwy 7L³
RNAV (GPS) Rwy 15³
RNAV (GPS) Rwy 25R³
RNAV (GPS) Rwy 33³

NA when local weather not available.
¹NA when control tower closed.
²LOC, Category D, 800-2¼.
³Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

LA CROSSE, WI

LA CROSSE
RGNL (LSE).....ILS or LOC Rwy 18¹²
RNAV (GPS) Rwy 4³
RNAV (GPS) Rwy 13⁴
RNAV (GPS) Rwy 18¹⁴
RNAV (GPS) Rwy 22⁵
RNAV (GPS) Rwy 31⁶
RNAV (GPS) Rwy 36⁴

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category B, 900-2; Categories C, D, 1200-3.

³Categories A, B, 1000-2; Categories C, D, 1200-3.

⁴Category B, 900-2; Categories C, D, 1200-3.

⁵Categories A, B, 1200-2; Categories C, D, 1200-3.

⁶Categories A, B, 1100-2; Categories C, D, 1200-3.

LA POINTE, WI

MAJOR GILBERT
FLD (4R5).....RNAV (GPS) Rwy 4
NA when local weather not available.

LACON, IL

MARSHALL
COUNTY (C75).....RNAV (GPS) Rwy 13
NA when local weather not available.

LADYSMITH, WI

RUSK COUNTY (RCX).....RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

LAND O' LAKES, WI

KINGS LAND
O' LAKES (LNL).....RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

LAWRENCEVILLE, IL

LAWRENCEVILLE-VINCENNES
INTL (LWV).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36

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

LINCOLN, IL

LOGAN COUNTY (AAA).....RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3¹

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

NAME ALTERNATE MINIMUMS

LITCHFIELD, IL

LITCHFIELD
MUNI (3LF).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36

NA when local weather not available.

LONE ROCK, WI

TRI-COUNTY
RGNL (LNR).....RNAV (GPS) Rwy 9¹
RNAV (GPS) Rwy 27²

NA when local weather not available.

¹Categories A, B, C, 1000-4.

²Categories A, B, C, 900-4.

MACOMB, IL

MACOMB
MUNI (MQB).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

Category C, 900-2½; Category D, 900-2¾.

MADISON, WI

DANE COUNTY RGNL/
TRUAX FLD (MSN).....ILS or LOC Rwy 18¹²
ILS or LOC Rwy 21¹³
ILS or LOC/DME Rwy 36¹⁴
RNAV (GPS) Rwy 3⁵
RNAV (GPS) Rwy 14⁵
RNAV (GPS) Rwy 18⁵
RNAV (GPS) Rwy 21⁵
RNAV (GPS) Rwy 32⁵
RNAV (GPS) Rwy 36⁵
VOR Rwy 14⁶
VOR Rwy 32⁵

¹NA when control tower closed.

²LOC, Category D, 900-2¾; Category E, 900-3.

³LOC, Category D, 900-2¾.

⁴ILS, LOC, Category D, 900-2¾; Category E, 900-3.

⁵Category D, 900-2¾.

⁶Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

MANITOWOC, WI

MANITOWOC
COUNTY (MTW).....ILS or LOC Rwy 17¹
RNAV (GPS) Rwy 17²
RNAV (GPS) Rwy 35²

NA when local weather not available.

¹LOC, Category C, 800-2¼; Category D, 900-2¾.

²Category C, 800-2¼; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

MARION, IL

VETERANS AIRPORT OF SOUTHERN
ILLINOIS (MWA).....ILS or LOC Rwy 20¹²
RNAV (GPS) Rwy 2³
RNAV (GPS) Rwy 20³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 900-2¾.

³Category D, 900-2¾.

MARSHFIELD, WI

MARSHFIELD
MUNI (MFI).....RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 34

NA when local weather not available.

Category C, 800-2¼; Category D, 800-2½.

MATTOON/CHARLESTON, IL

COLES COUNTY
MEML (MTO).....RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 29

NA when local weather not available.

MEDFORD, WI

TAYLOR
COUNTY (MDZ).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 34

NA when local weather not available.

Category D, 800-2¾.

MENOMONIE, WI

MENOMONIE MUNI/SCORE
FLD (LUM).....RNAV (GPS) Rwy 9¹
RNAV (GPS) Rwy 27²
VOR/DME Rwy 27¹³

¹Category B, 1000-2; Category C, 1000-2¾.

²Category C, 1000-2¾.

³NA when local weather not available.

MERRILL, WI

MERRILL MUNI (RRL).....RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

MIDDLETON, WI

MIDDLETON MUNI/MOREY
FLD (C29).....RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28
VOR Rwy 28

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

MILWAUKEE, WI

LAWRENCE J
TIMMERMAN (MWC).....LOC Rwy 15L¹
RNAV (GPS) Rwy 4L
RNAV (GPS) Rwy 15L
RNAV (GPS) Rwy 22R

NA when local weather not available.

Category D, 900-2¾.

¹NA when control tower closed.

MINERAL POINT, WI

IOWA
COUNTY (MRJ).....RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 29

NA when local weather not available.

MINOCQUA-WOODRUFF, WI

LAKELAND/NOBLE F LEE MEML
FLD (ARV).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 28
RNAV (GPS) Rwy 36

NA when local weather not available.

MOLINE, IL

QUAD CITIES
INTL (MLI).....ILS or LOC Rwy 9¹²
ILS or LOC Rwy 27¹²
RNAV (GPS) Rwy 9³
RNAV (GPS) Rwy 13⁴
RNAV (GPS) Rwy 27³
RNAV (GPS) Rwy 31³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 900-2¾.

³Category D, 900-2¾.

⁴Categories A, B, C 800-2½; Category D, 900-2¾.

MONROE, WI

MONROE MUNI (EFT).....RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR/DME Rwy 30

NA when local weather not available.

MORRIS, IL

MORRIS MUNI/JAMES R WASHBURN
FLD (C09).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

MOSINEE, WI

CENTRAL
WISCONSIN (CWA).....ILS or LOC Rwy 8¹²
ILS or LOC Rwy 35²
RNAV (GPS) Rwy 8¹
RNAV (GPS) Rwy 17¹
RNAV (GPS) Rwy 26¹

¹NA when local weather not available.

²NA when control tower closed.

NAME

ALTERNATE MINIMUMS

MOUNT STERLING, IL

MOUNT STERLING
MUNI (I63).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

MOUNT VERNON, IL

MOUNT VERNON
(MVN).....ILS or LOC Rwy 23¹
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23²

NA when local weather not available.

¹LOC, Category D, 900-3.

²Category D, 900-3.

NEW RICHMOND, WI

NEW RICHMOND
RGNL (RNH).....RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

OCONTO, WI

OCONTO/J DOUGLAS BAKE
MUNI (OCQ).....RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 29

NA when local weather not available.

OLNEY-NOBLE, IL

OLNEY-NOBLE (OLY).....LOC Rwy 11
NDB Rwy 4
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 11

NA when local weather not available.

Category D, 800-2¾.

OSCEOLA, WI

L O SIMENSTAD
MUNI (OEO).....RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when local weather not available.

OSHKOSH, WI

WITTMAN
RGNL (OSH).....ILS or LOC Rwy 36¹³
LOC/DME BC Rwy 18¹
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36
VOR Rwy 9
VOR Rwy 18²
VOR Rwy 27
VOR Rwy 36

NA when local weather not available.

¹NA when control tower closed.

²Category D, 800-2¾.

³ILS, Category D, 700-2.

NAME ALTERNATE MINIMUMS

PARIS, IL

EDGAR COUNTY (PRG).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36

NA when local weather not available.

PEORIA, IL

GENERAL DOWNING-
PEORIA INTL (PIA).....ILS or LOC Rwy 4¹
ILS or LOC Rwy 13¹
ILS or LOC Rwy 31²
NDB Rwy 31³
RNAV (GPS) Rwy 4³
RNAV (GPS) Rwy 13³
RNAV (GPS) Rwy 22³
RNAV (GPS) Rwy 31³
VOR or TACAN Rwy 13³
VOR Z or TACAN Z Rwy 31³

NA when local weather not available.

¹LOC, Category D, 800-2½.

²LOC, Category D, 800-2½; Category E, 1100-3.

³Category D, 800-2½.

PERU, IL

ILLINOIS VALLEY RGNL-WALTER A
DUNCAN FLD (VYS).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

Category D, 900-2½.

PHILLIPS, WI

PRICE COUNTY (PBH).....RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 24

NA when local weather not available.

Category D, 800-2½.

PLATTEVILLE, WI

PLATTEVILLE
MUNI (PVB).....RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

PONTIAC, IL

PONTIAC MUNI (PNT).....RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

PRAIRIE DU CHIEN, WI

PRAIRIE DU
CHIEN MUNI (PDC).....RNAV (GPS) Rwy 14¹²
RNAV (GPS) Rwy 29³
RNAV (GPS) Rwy 32³

¹NA when local weather not available.

²Category A, 1000-2; Category B, 1100-2;

Categories C, D, 1100-3.

³Category A, 1000-2; Category B, 1100-2;

Categories C, D, 1200-3.

NAME ALTERNATE MINIMUMS

QUINCY, IL

QUINCY RGNL-
BALDWIN FLD (UIN).....RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31

NA when local weather not available.

RACINE, WI

BATTEN
INTL (RAC).....ILS or LOC Rwy 4¹
RNAV (GPS) Rwy 4²
RNAV (GPS) Rwy 22²
RNAV (GPS) Rwy 32²

NA when local weather not available.

¹LOC, Category D, 800-2½.

²Category D, 800-2½.

RANTOUL, IL

RANTOUL NTL AVN CNTR-FRANK ELLIOTT
FLD (TIP).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36

NA when local weather not available.

Category D, 800-2½.

REEDSBURG, WI

REEDSBURG MUNI (C35).....RNAV (GPS) Rwy 36

NA when local weather not available.

RHINELANDER, WI

RHINELANDER/ONEIDA
COUNTY (RHI).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 33

NA when local weather not available.

RICE LAKE, WI

RICE LAKE RGNL/
CARL'S FLD (RPD).....ILS or LOC Rwy 1¹²
RNAV (GPS) Rwy 1¹
RNAV (GPS) Rwy 19³

¹NA when local weather not available.

²LOC, Category D, 900-2½.

³Category D, 900-2½.

ROBINSON, IL

CRAWFORD
COUNTY (RSV).....RNAV (GPS) Rwy 9¹
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 27²

NA when local weather not available.

¹Categories A, B, C, D, 800-2½.

²Category D, 800-2½.

NAME

ALTERNATE MINIMUMS

ROCHELLE, IL

ROCHELLE MUNI/KORITZ
FLD (RPJ).....**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.
Category C, 900-2¼; Category D, 1100-3.

SALEM, IL

SALEM-
LECKRONE (SLO).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

Category C, 900-2¼; Category D, 900-2¾.

SAVANNA, IL

TRI-TOWNSHIP (SFY).....**RNAV (GPS) Rwy 13**
NA when local weather not available.

SHAWANO, WI

SHAWANO
MUNI (EZS).....**RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.
Category C, 900-2¼; Category D, 900-2¾.

SHEBOYGAN, WI

SHEBOYGAN COUNTY
MEML INTL (SBM).....**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31

NA when local weather not available.

SIREN, WI

BURNETT
COUNTY (RZN).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 32

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

SPARTA, IL

SPARTA COMMUNITY-HUNTER
FLD (SAR).....**RNAV (GPS) Rwy 36**

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

SPARTA, WI

SPARTA/
FORT MCCOY (CMY).....**NDB Rwy 29¹**
RNAV (GPS) Rwy 11²
RNAV (GPS) Rwy 29²

NA when local weather not available.

¹Category C, 800-2¼.

²Category C, 800-2¼, Category D, 1100-3.

NAME

ALTERNATE MINIMUMS

SPRINGFIELD, IL

ABRAHAM LINCOLN
CAPITAL (SPI).....**ILS or LOC Rwy 4¹²**
ILS or LOC Rwy 22³⁴
RADAR-1¹⁴⁵
RNAV (GPS) Rwy 4¹⁶
RNAV (GPS) Rwy 13¹⁶
RNAV (GPS) Rwy 22¹⁶
RNAV (GPS) Rwy 31¹⁶
VOR Rwy 4⁶
VOR/DME Rwy 13¹⁶
VOR/DME Rwy 22¹⁶
VOR/DME Rwy 31¹⁶

¹NA when local weather not available.

²ILS, LOC Category C, 800-2¼;

Category D, 800-2¾.

³LOC, Category C, 800-2¼; Category D, 800-2¾.

⁴NA when control tower closed.

⁵Category C, 800-2¼; Category D, 800-2¾;
Category E, 800-2¾.

⁶Category C, 800-2¼; Category D, 800-2¾.

STERLING/ROCKFALLS, IL

WHITESIDE COUNTY/JOS H BITTORF
FLD (SQI).....**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

Category D, 900-2¾.

STEVENS POINT, WI

STEVENS POINT
MUNI (STE).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 30

NA when local weather not available.

Category C, 800-2¼; Category D, 800-2¾.

STURGEON BAY, WI

DOOR COUNTY
CHERRYLAND (SUE).....**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 28

NA when local weather not available.

SUPERIOR, WI

RICHARD I
BONG (SUW).....**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 22¹
RNAV (GPS) Rwy 32

Category D, 800-2¼.

¹NA when local weather not available.

NAME

ALTERNATE MINIMUMS

TAYLORVILLE, IL

TAYLORVILLE
MUNI (TAZ).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

TOMAHAWK, WI

TOMAHAWK
RGNL (TKV).....**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

Category D, 900-2½.

VANDALIA, IL

VANDALIA
MUNI (VLA).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

Category D, 800-2¼.

VIROQUA, WI

VIROQUA MUNI (Y51).....**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29¹

NA when local weather not available.

¹Category B, 900-2; Category C, 900-2½.

WATERTOWN, WI

WATERTOWN
MUNI (RYV).....**RNAV (GPS) Rwy 5¹**
RNAV (GPS) Rwy 11²
RNAV (GPS) Rwy 23¹
RNAV (GPS) Rwy 29¹

NA when local weather not available.

¹Category C, 900-2¾; Category D, 900-3.

²Categories A, B, 900-2; Category C, 900-2¾;

Category D, 900-3.

WAUKESHA, WI

WAUKESHA
COUNTY (UES).....**ILS or LOC Rwy 10¹²**
RNAV (GPS) Rwy 10³
RNAV (GPS) Rwy 28¹³
VOR-A³

NA when local weather not available.

¹NA when control tower closed.

²LOC, Category D, 800-2¼.

³Category D, 800-2¼.

WAUPACA, WI

WAUPACA
MUNI (PCZ).....**RNAV (GPS) Rwy 10**

NA when local weather not available.

WAUSAU, WI

WAUSAU
DOWNTOWN (AUW).....**RNAV (GPS) Rwy 13¹**
RNAV (GPS) Rwy 31²

¹Category C, 800-2¼; Category D, 1100-3.

²Category D, 1100-3.

NAME

ALTERNATE MINIMUMS

WAUTOMA, WI

WAUTOMA MUNI (Y50).....**RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.

WEST BEND, WI

WEST BEND
MUNI (ETB).....**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 24

NA when local weather not available.

Category D, 800-2¼.

WISCONSIN RAPIDS, WI

ALEXANDER FLD SOUTH WOOD
COUNTY (ISW).....**RNAV (GPS) Rwy 2¹**
RNAV (GPS) Rwy 20

Category D, 800-2½.

¹NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS


BELLEVILLE, IL

Orig-A, 08SEP22 (22251) (FAA)

ELEV 459

SCOTT AFB / MIDAMERICA ST LOUIS (BLV)

RADAR-1 125.2 281.5 

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	32L		AB	880/24	441	(500-½)	CDE	880/45	441	(500-¾)
	32R		AB	920/24	478	(500-½)	CDE	920/50	478	(500-1)
	14L		AB	1020/55	578	(600-1)	CDE	1020-1%	578	(600-1½)
	14R		AB	1100/24	641	(700-½)	CDE	1100-1%	641	(700-1½)
 CIRCLING	ALL RWY		A	1100-1	641	(700-1)	B	1120-1	661	(700-1)
			C	1240-2¼	781	(800-2¼)	D	1240-2½	781	(800-2½)
			E	1240-2¾	781	(800-2¾)				


Inoperative table does not apply to S-14L all Cats.
For inoperative ALS, increase S-14R CAT E visibility to 1½ mile.
For inoperative ALS, increase S-32L CAT E visibility to 1½ mile.
For inoperative ALS, increase S-32R CATs C, D, E visibility to 1½ mile.
Rwy 14L helicopter visibility reduction below RVR 4000 not authorized.

CHAMPAIGN/URBANA, IL

Amdt 6C, 12NOV15 (22027) (FAA)

ELEV 755

UNIVERSITY OF ILLINOIS/WILLARD (CMI)

RADAR-1 (319°-138°) 121.35 285.65 (139°-318°) 132.85 290.225 

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	32R		ABC	1180/40	430	(500-¾)	D	1180/50	430	(500-1)
	14L		AB	1200-1	445	(500-1)	CD	1200-1%	445	(500-1½)
CIRCLING	ALL RWY		AB	1240-1	485	(500-1)	C	1500-2¼	745	(800-1¼)
			D	1500-2½	745	(800-2½)				


When control tower closed ASR and alternate minimums NA.


CHICAGO/ROCKFORD, IL

Amdt 11, 05SEP24 (24277) (FAA)

ELEV 742

CHICAGO/ ROCKFORD INTL (RFD)

RADAR-1 121.0 327.0 

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	1		AB	1180/24	451	(500-½)	CD	1180/45	451	(500-¾)
	7		AB	1220/24	478	(500-½)	CD	1220/50	478	(500-1)
	25		AB	1200/55	464	(500-1)	CD	1200-1%	464	(500-1½)
 CIRCLING	ALL RWY		A	1220-1	478	(500-1)	B	1280-1	538	(600-1)
			C	1320-1½	578	(600-1½)	D	1460-2¼	718	(800-2¼)

Rwy 25 helicopter visibility reduction below ¾ SM not authorized.
For inoperative ALS, increase S-7 Cat C and D visibility to 1½ SM.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

GREEN BAY, WI
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)
RADAR-1 119.4 338.2

Amdt 9F, 24MAR22 (22083) (FAA)

ELEV 695

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	36		AB	1100/24	418	(500-½)	C	1100/40	418	(500-¾)
			D	1100/50	418	(500-1)				
	24		AB	1140-1	458	(500-1)	C	1140-1¾	458	(500-1¾)
			D	1140-1½	458	(500-1½)				
	6		AB	1220/24	528	(600-½)	C	1220/50	528	(600-1)
			D	1220/60	528	(600-1¼)				
	18		AB	1220-1	525	(600-1)	C	1220-1½	525	(600-1½)
			D	1220-1¾	525	(600-1¾)				
CIRCLING	ALL RWY		AB	1220-1	525	(600-1)	C	1300-1¾	605	(700-1¾)
			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
ABRAHAM LINCOLN CAPITAL (SPI)
RADAR-1 126.15 323.0

Amdt 9C, 17JUN21 (22251) (FAA)

ELEV 598

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	4		ABC	1060/24	472	(500-½)	DE	1060/50	472	(500-1)
	22		AB	1100-½	502	(600-½)	CDE	1100-1	502	(600-1)
	31		AB	1240-½	650	(700-1)	C	1240-1¼	650	(700-1¼)
			D	1240-1½	650	(700-1½)	E	1240-1¾	650	(700-1¾)
CIRCLING	ALL RWY		AB	1240-1	642	(700-1)	C	1360-2¼	762	(800-2¼)
			D	1380-2½	782	(800-2½)	E	1380-2¾	782	(800-2¾)

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.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RADAR INSTRUMENT APPROACH MINIMUMS

24193

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
ALTON/ST. LOUIS, IL			
ST LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
APPLETON INTL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL RGNL/			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN/URBANA, IL			
UNIVERSITY OF ILLINOIS/			
WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,500 feet
	32R	04-22	4,050 feet
CHICAGO, IL			
CHICAGO O'HARE INTL (ORD)	09C	TWY TT	8,830 feet
	09R	TWY TT	8,780 feet
	10C	TWY GG	9,610 feet
	27C	TWY VV	9,725 feet
	27L	TWY VV	9,620 feet
	28C	TWY Z	9,610 feet
	28R	TWY SS	10,530 feet
CHICAGO/PROSPECT HEIGHTS/			
WHEELING, IL			
CHICAGO EXEC (PWK)	16	12-30	3,600 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet
GREEN BAY, WI			
GREEN BAY/AUSTIN STRAUBEL			
INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL/			
TRUAX FLD (MSN)	03	14-32	3,150 feet
	18	03-21	4,800 feet
	21	18-36	6,450 feet
	32	18-36	5,150 feet
	36	14-32	7,050 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

24193

20366

LAND AND HOLD-SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
MARION, IL			
VETERANS AIRPORT OF	20	11-29	6,650 feet
SOUTHERN ILLINOIS (MWA)	29	02-20	4,650 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD	01	07-25	6,000 feet
INTL (RFD)	07	01-19	8,800 feet

20366

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

25163

HOT SPOTS

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

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

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL ST LOUIS RGNL (ALN)	HS 1 HS 2	Twy C and Rwy 11, rwy in close proximity of ramp. Twy A and Rwy 17-35, rwy in close proximity of ramp.
APPLETON, WI APPLETON INTL (ATW)	HS 1	Complex int.
BELLEVILLE, IL SCOTT AFB/MIDAMERICA ST LOUIS (BLV)	HS 1 HS 2	Maintain vigilance Twy G due to numerous vehicle crossings. Maintain vigilance Twy G close proximity to the ramp and numerous vehicle crossings.
BLOOMINGTON/NORMAL, IL CENTRAL IL RGNL/ BLOOMINGTON-NORMAL (BMI)	HS 1 HS 2	Twy G intersecting Rwy 11-29. Int of Twy E and Rwy 02-20.
CARBONDALE/MURPHYSBORO, IL SOUTHERN ILLINOIS (MDH)	HS 1	Int of Rwy 06-24 and Twy A. Rwy incursion risk.
CHICAGO, IL CHICAGO O'HARE INTL (ORD)	HS 1 HS 2	Twy A between Twy A14 and Twy A12. Acft/vehicles taxiing on Twy A near Twy A7, use caution for acft pushing onto Twy A from Gates F26 and F28.
MIDWAY INTL (MDW)	HS 1 HS 2 HS 3	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L. Int of Rwy 04R and Twy F. Rwy 31L hold short line on Twy K.
CHICAGO/AURORA, IL AURORA MUNI (ARR)	HS 1	Pilots often miss the hold short markings for Rwy 15-33 on Twy A. Maint vigilance.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL CHICAGO EXEC (PWK)	HS 1 HS 2	Complex int in close proximity of rws. Twy int in close proximity of Rwy 06.
CHICAGO/ROCKFORD CHICAGO/ROCKFORD INTL (RFD)	HS 1 HS 2	Int at Twy F and Twy B. Runway Incursion Risk. West side of airfield to include both the Rwy and Twy between Rwy 07 approach end and Twy M, poor visibility area from the tower.
JANESVILLE, WI SOUTHERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
KENOSHA, WI KENOSHA RGNL (ENW)	HS 1	Int of Twy D and Twy E.
LA CROSSE, WI LA CROSSE RGNL (LSE)	HS 1 HS 2	Rwy 36 hold position set back on Twy C. Twy A3, Twy A and Twy B complex int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

25163

24305

HOT SPOTS

(CONTINUED)

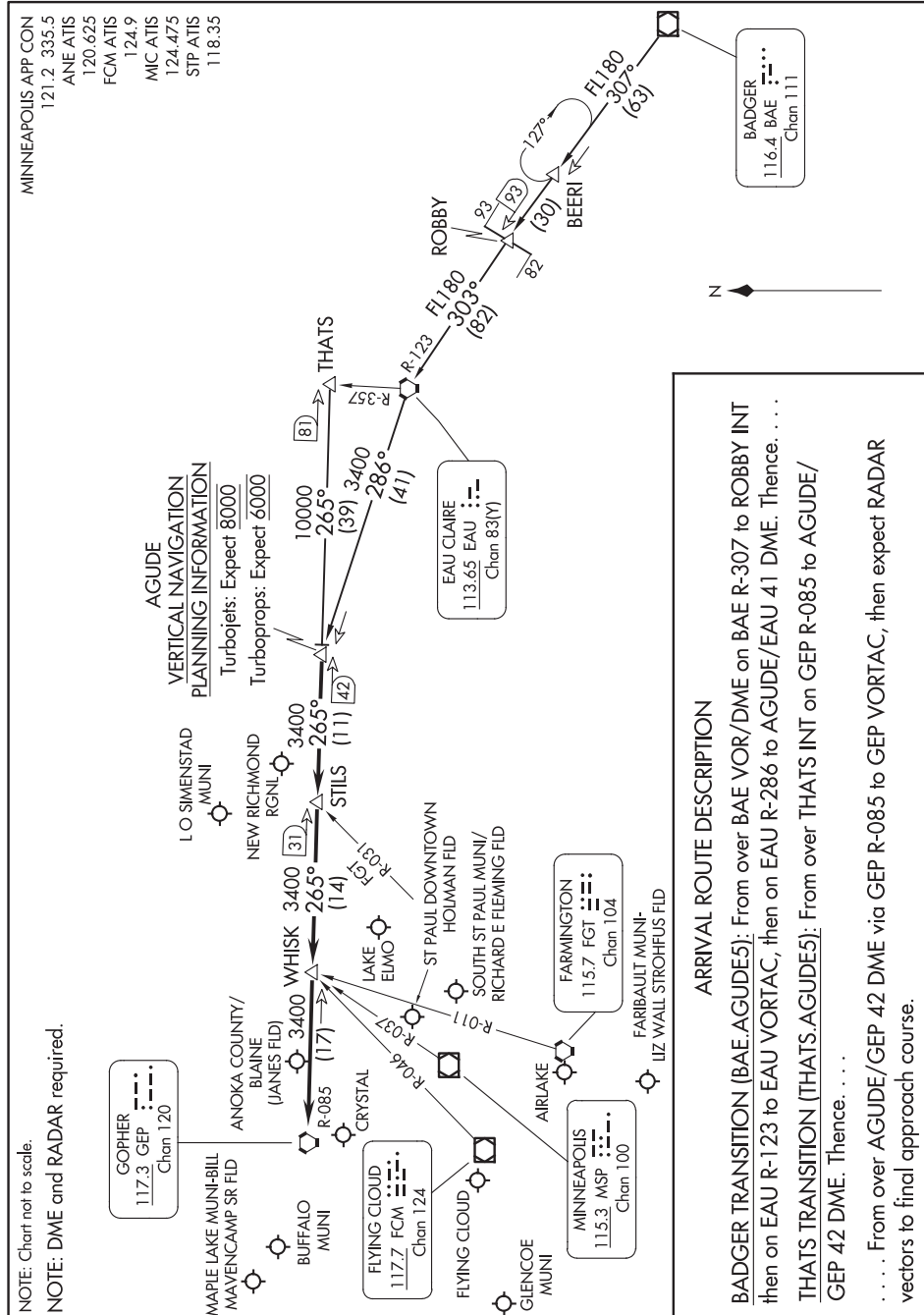
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MADISON, WI DANE COUNTY RGNL/TRUAX FLD (MSN)	HS 1 HS 2	Closely aligned Rwys - Rwy 36 and Rwy 03 at Twy A4. Twy C and Rwy 03-21.
MARION, IL VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)	HS 1 HS 2 HS 3	Area not visible from the twr. Area not visible from the twr. Hold short of Rwy 02 at Twy B for departure on Rwy 11.
OSHKOSH, WI WITTMAN RGNL (OSH)	HS 1	Int of Twy C1, Twy C, Twy A, Twy A1 and Twy J.
PEORIA, IL GENERAL DOWNING - PEORIA INTL (PIA)	HS 1 HS 2	Twy E and Twy A. Twy A and Twy A4.
QUINCY, IL QUINCY RGNL-BALDWIN FLD (UIN)	HS 1	Rwy 04-22 and Rwy 31 line of sight issues.
WAUKESHA, WI WAUKESHA COUNTY (UES)	HS 1	Rwy Incursion Risk. Rwy 10-28 and Twy C3. Runway Position Holding Markings further from Rwy than expected.

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

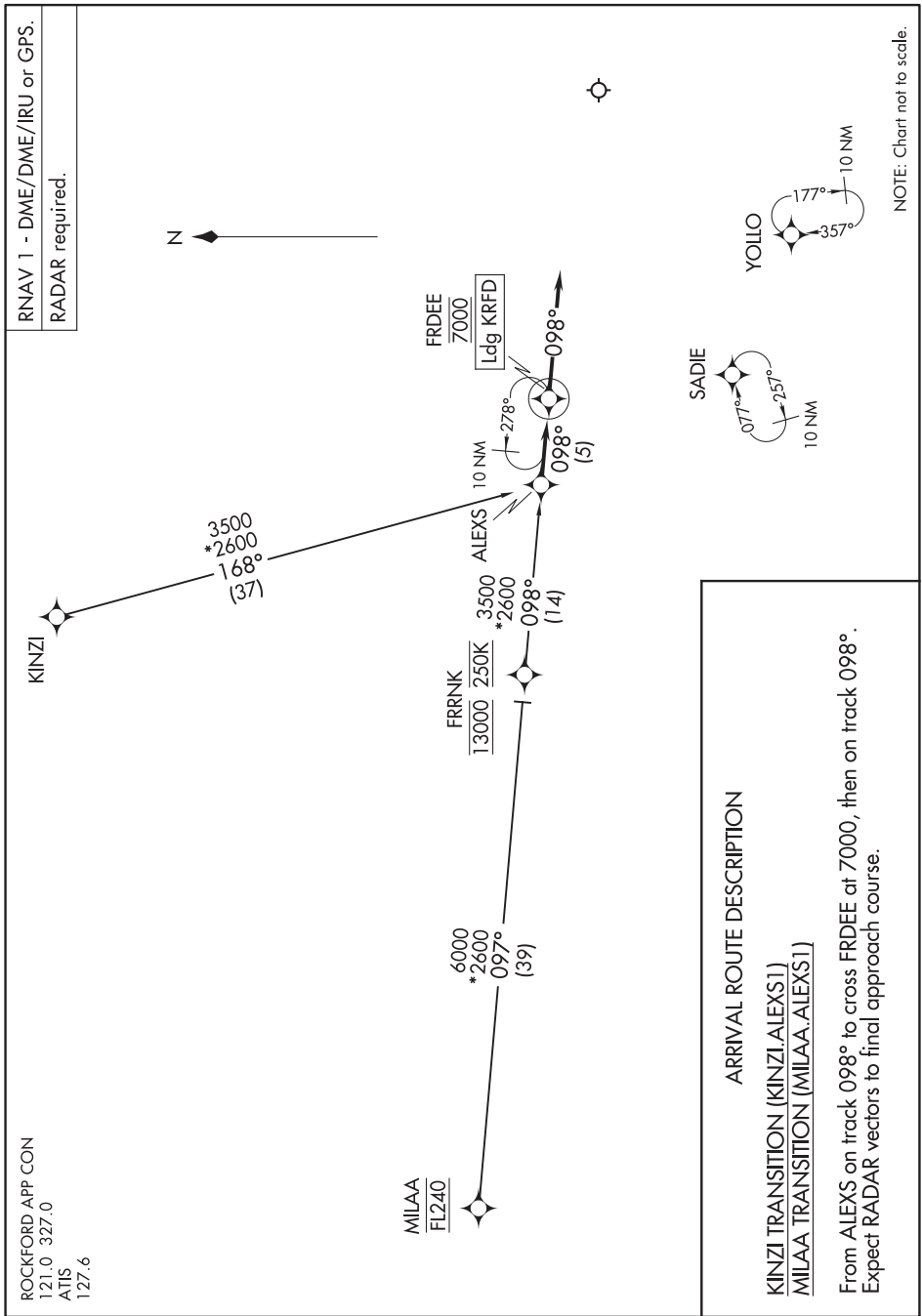
24305

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

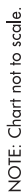


EC-3, 12 JUN 2025 to 07 AUG 2025



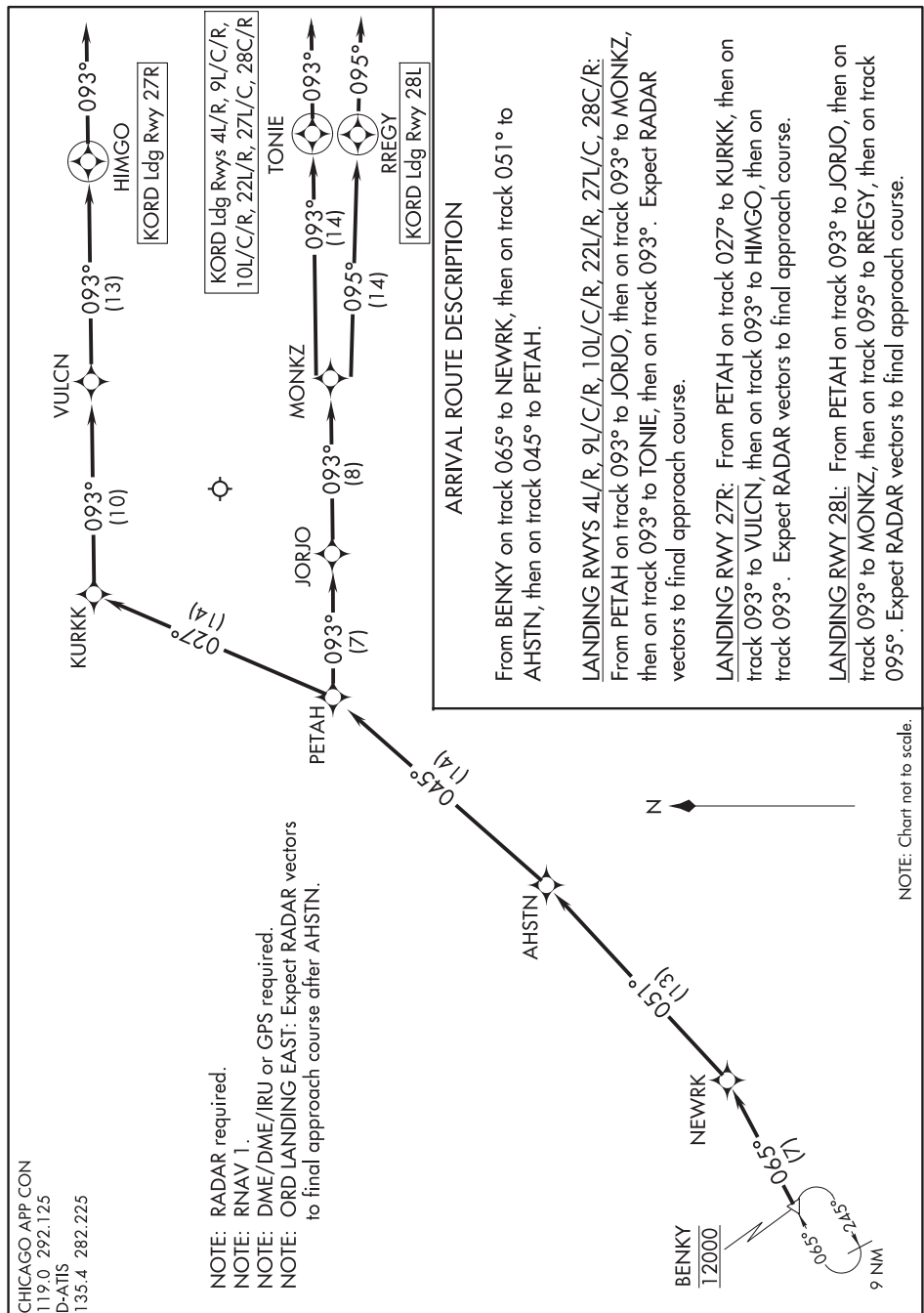
EC-3, 12 JUN 2025 to 07 AUG 2025

CHICAGO, ILLINOIS



EC-3, 12 JUN 2025 to 07 AUG 2025

BENKY SIX ARRIVAL (RNAV) Arrival Routes



NOTE: Chart not to scale.

BRADFORD NINE ARRIVAL

AL-166 (FAA)

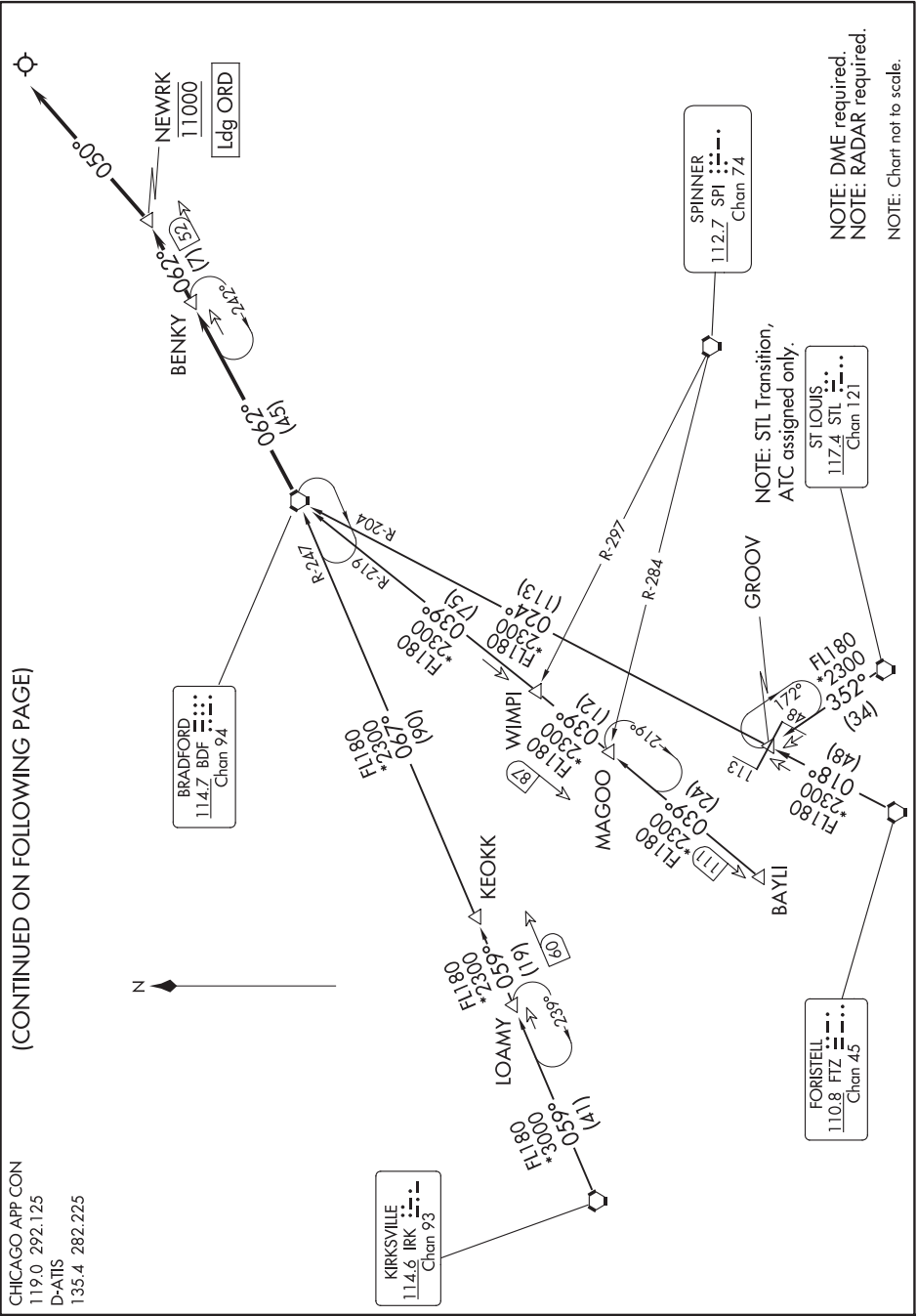
CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

EC-3, 12 JUN 2025 to 07 AUG 2025

(CONTINUED ON FOLLOWING PAGE)

CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225

BRADFORD NINE ARRIVAL
(BDF.BDF9) 26DEC24



EC-3, 12 JUN 2025 to 07 AUG 2025

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

BRADFORD NINE ARRIVAL

AL-166 (FAA)

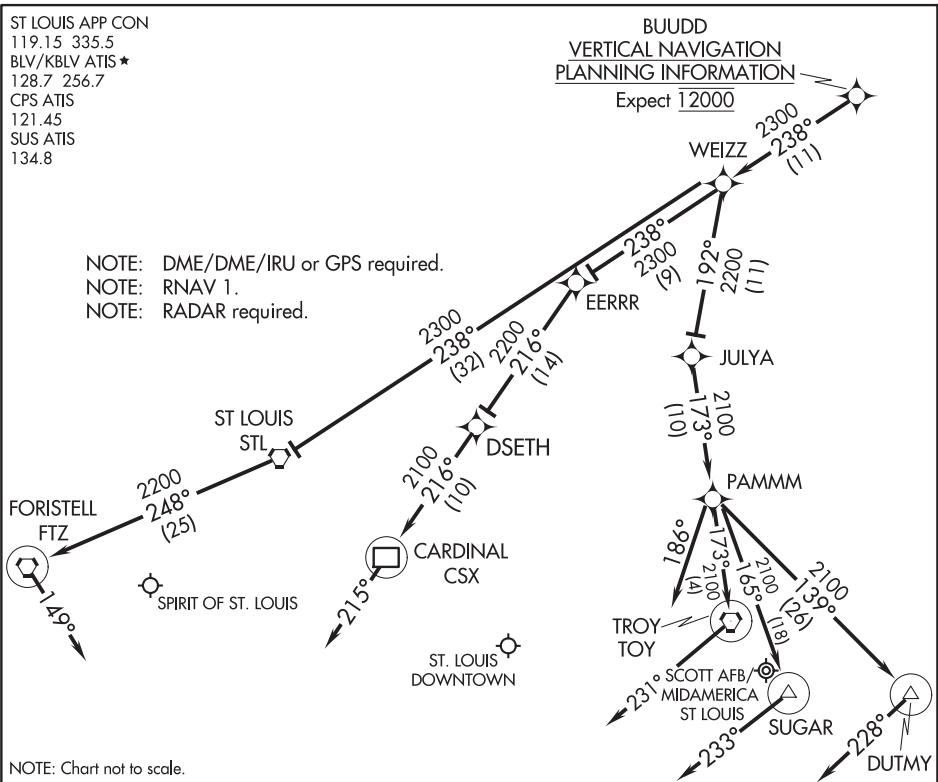
ARRIVAL DESCRIPTION

BAYLI TRANSITION (BAYLI.BDF9): From over BAYLI on BDF R-219 to BDF VORTAC. Thence....
FORISTELL TRANSITION (FTZ.BDF9): From over FTZ VORTAC on FTZ R-018 to GROOV, then on BDF R-204 to BDF VORTAC. Thence....
KIRKSVILLE TRANSITION (IRK.BDF9): From over IRK VORTAC on IRK R-059 and BDF R-247 to BDF VORTAC. Thence....
ST LOUIS TRANSITION (STL.BDF9): From over STL VORTAC on STL R-352 to GROOV, then on BDF R-204 to BDF VORTAC. Thence....

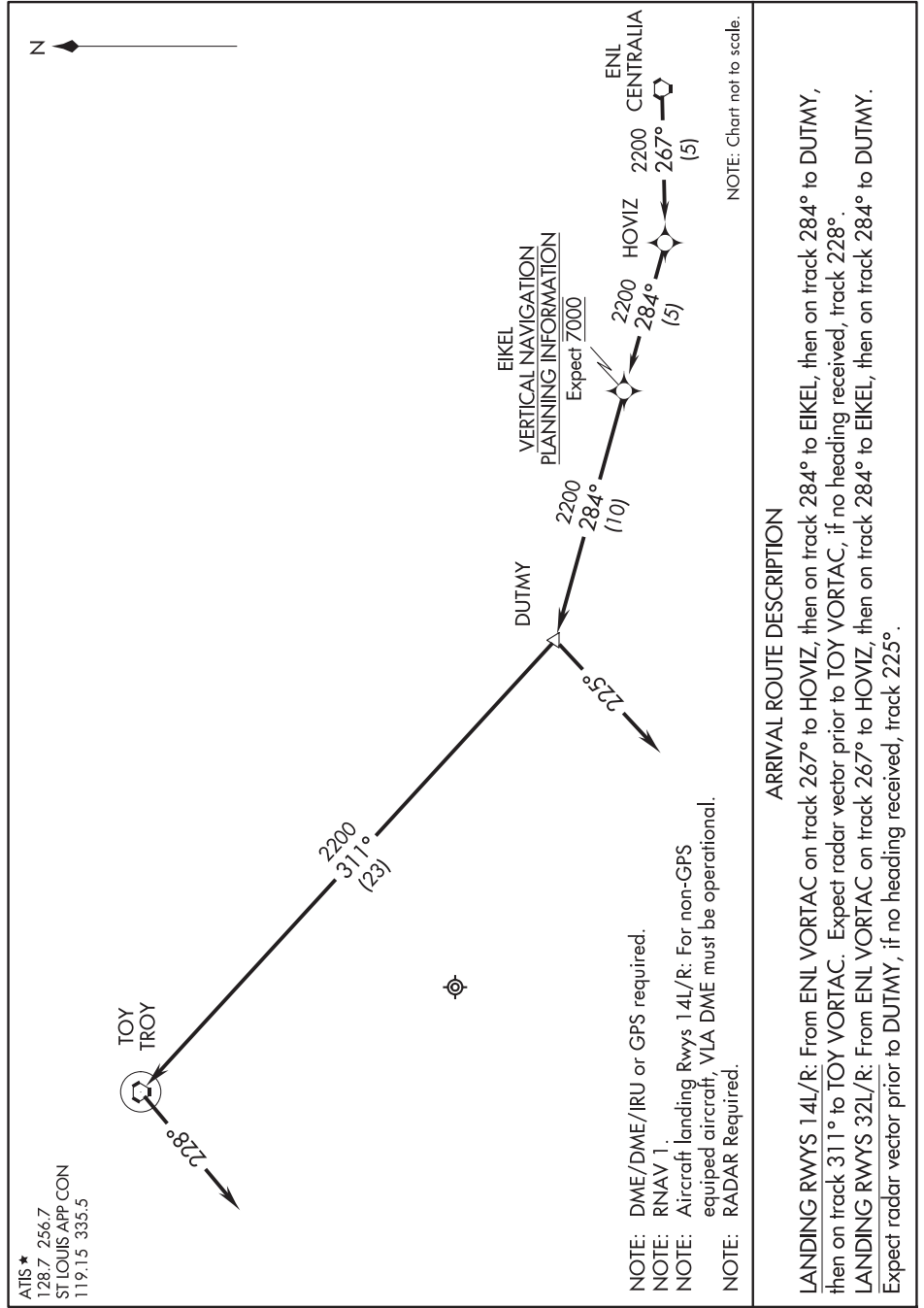
....from over BDF VORTAC on BDF R-062 to cross NEWRK at 11000, then on heading 050°. Expect RADAR vectors to final approach course.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025



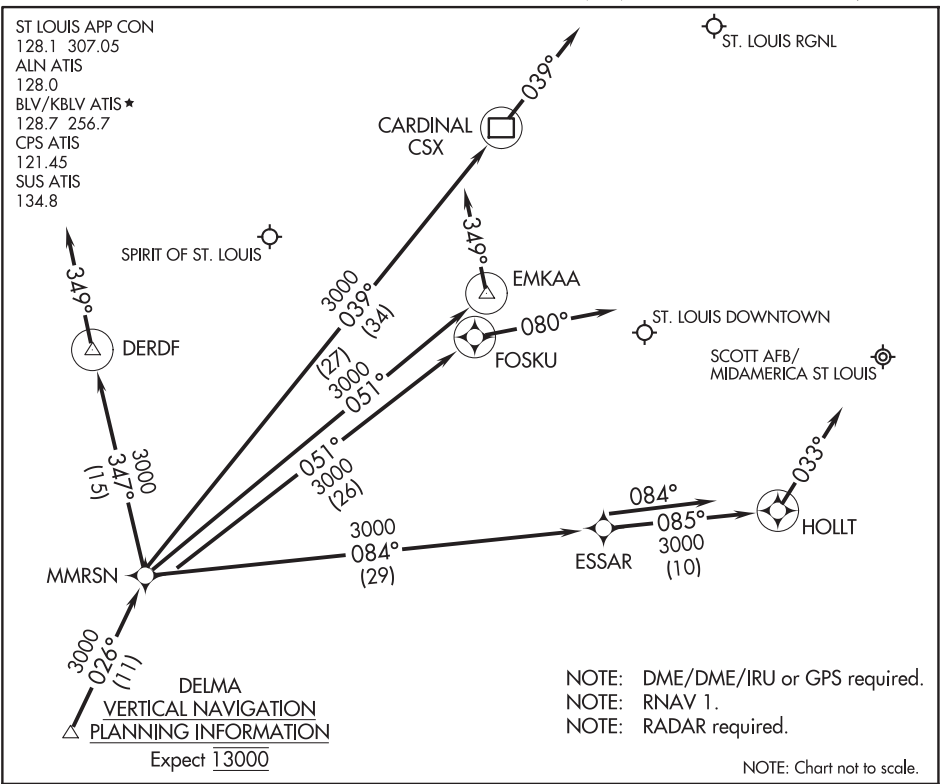
EC-3, 12 JUN 2025 to 07 AUG 2025



EC-3, 12 JUN 2025 to 07 AUG 2025

DELMA FOUR ARRIVAL (RNAV)

AL-46 (FAA) BELLEVILLE, ILLINOIS



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°.

DELMA FOUR ARRIVAL (RNAV)

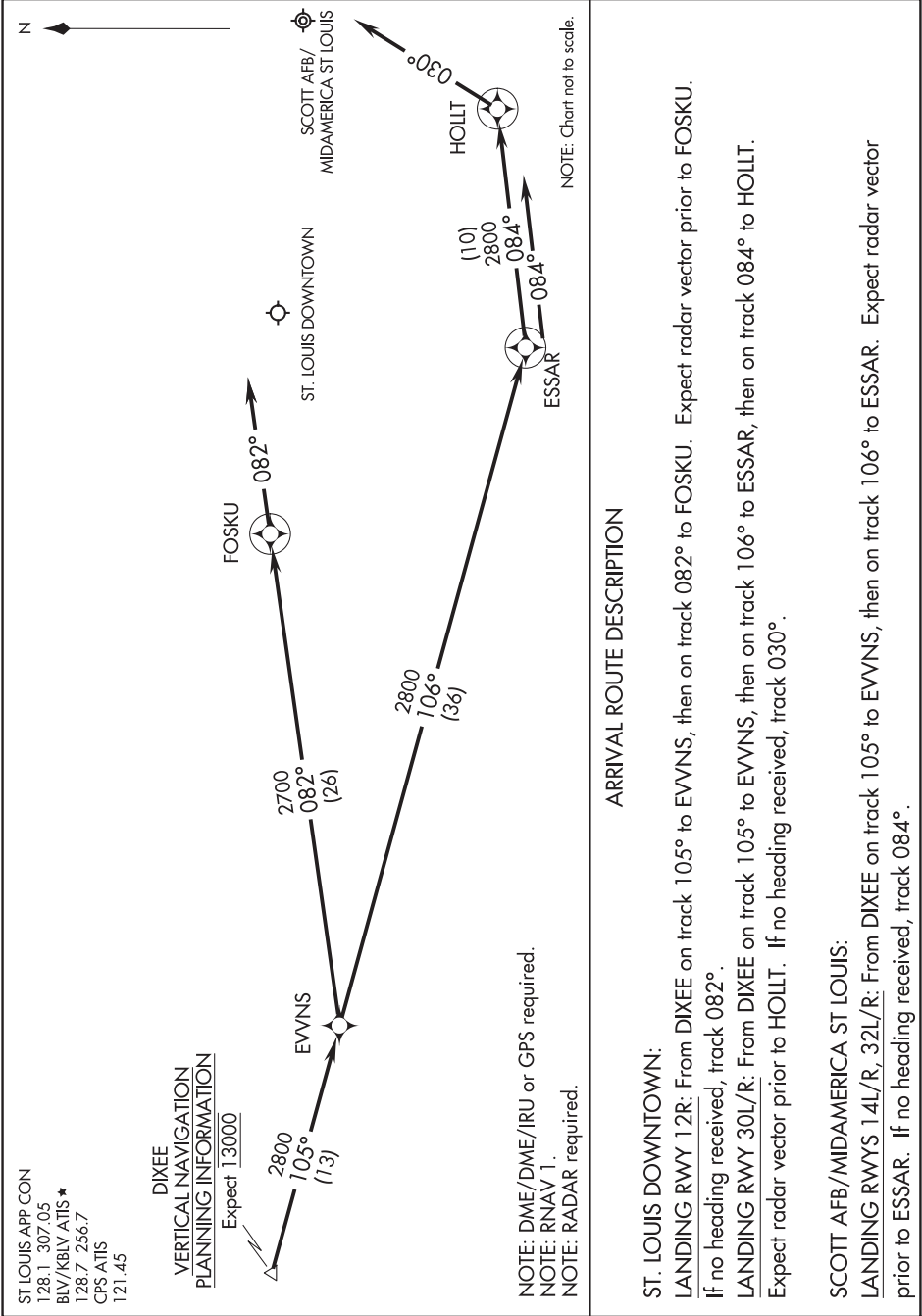
BELLEVILLE, ILLINOIS

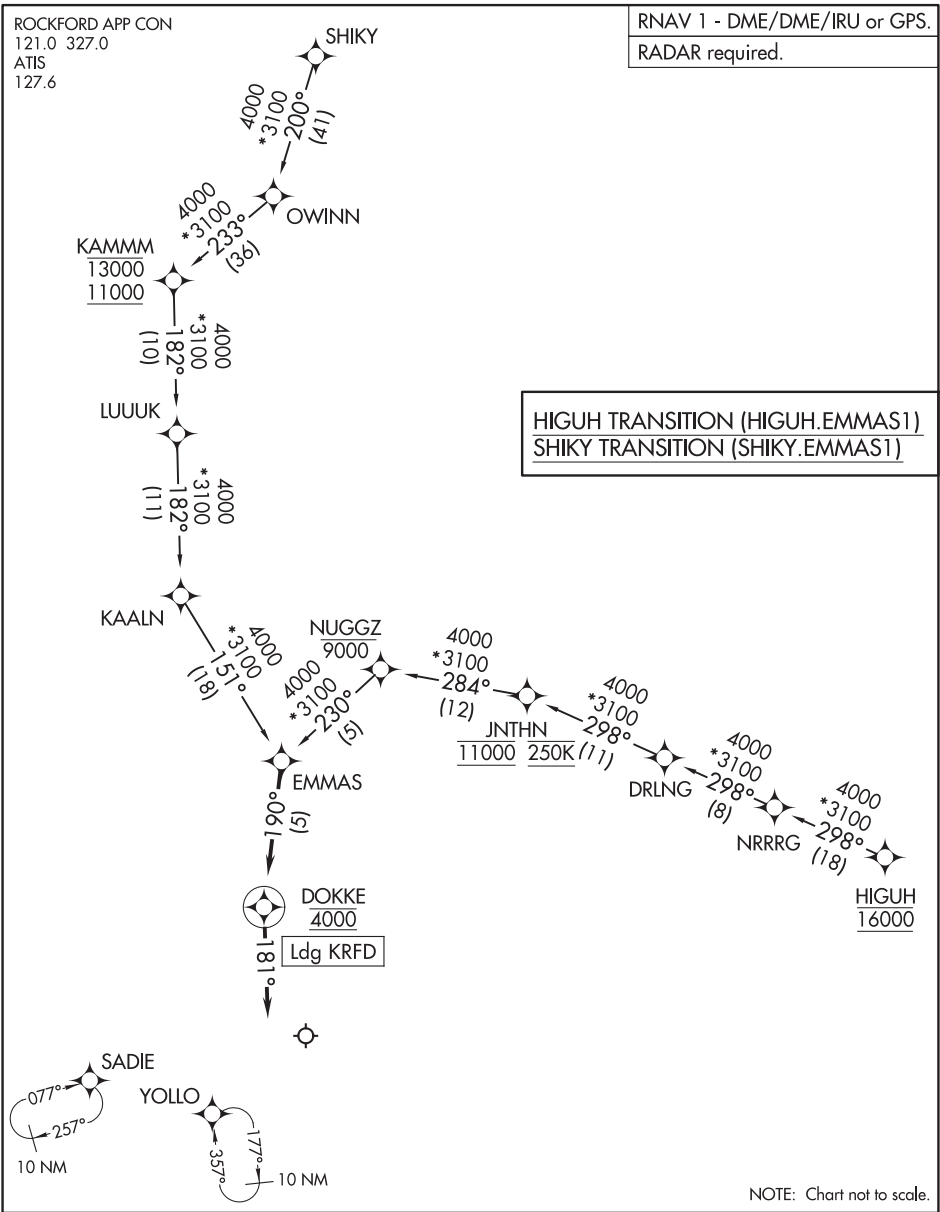
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

DIXEE THREE ARRIVAL (RNAV)

BELLEVILLE, ILLINOIS

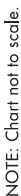




ARRIVAL ROUTE DESCRIPTION

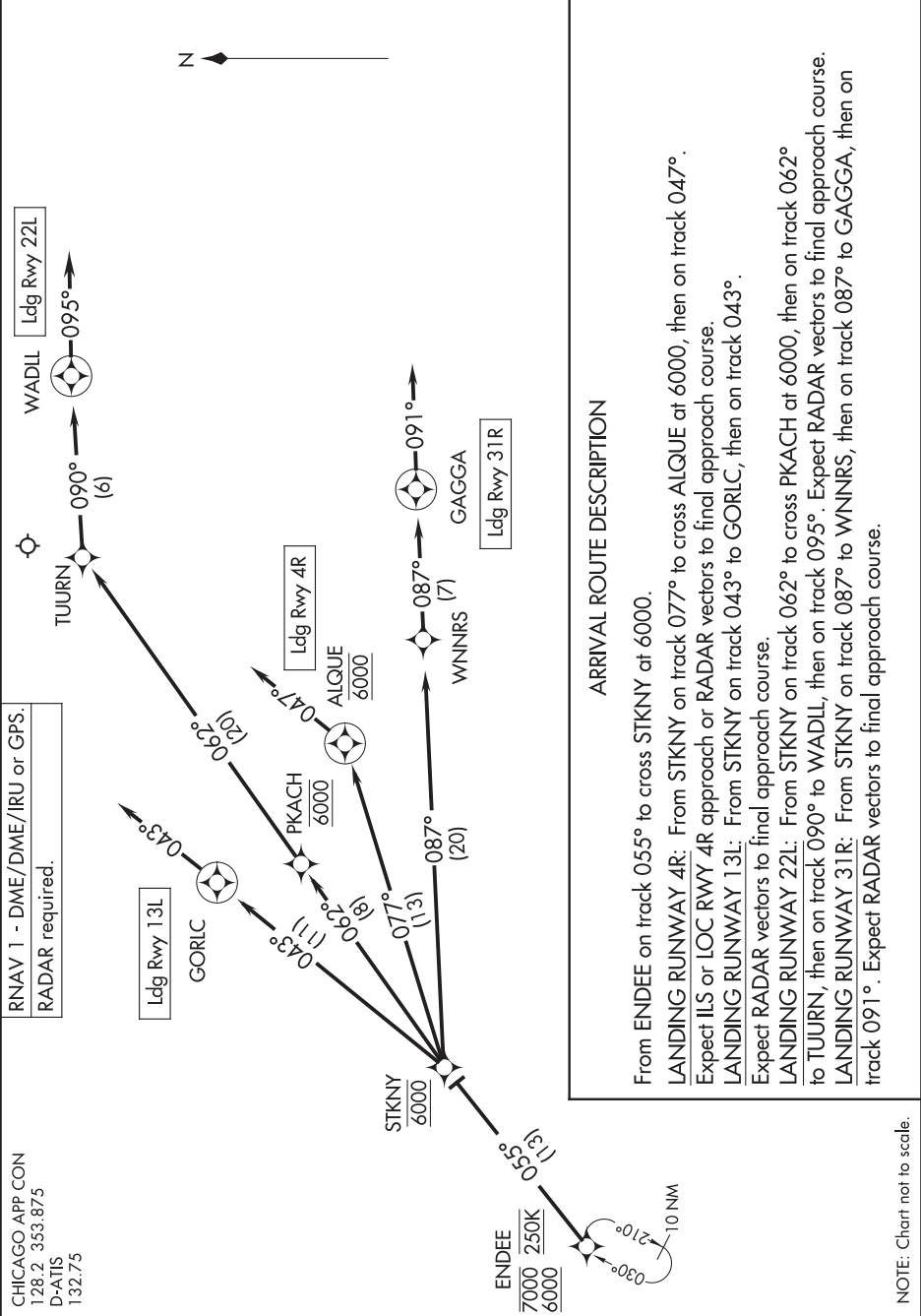
From EMMAS on track 190° to cross DOKKE at 4000, then on track 181°.
Expect RADAR vectors to final approach course.

CHICAGO, ILLINOIS

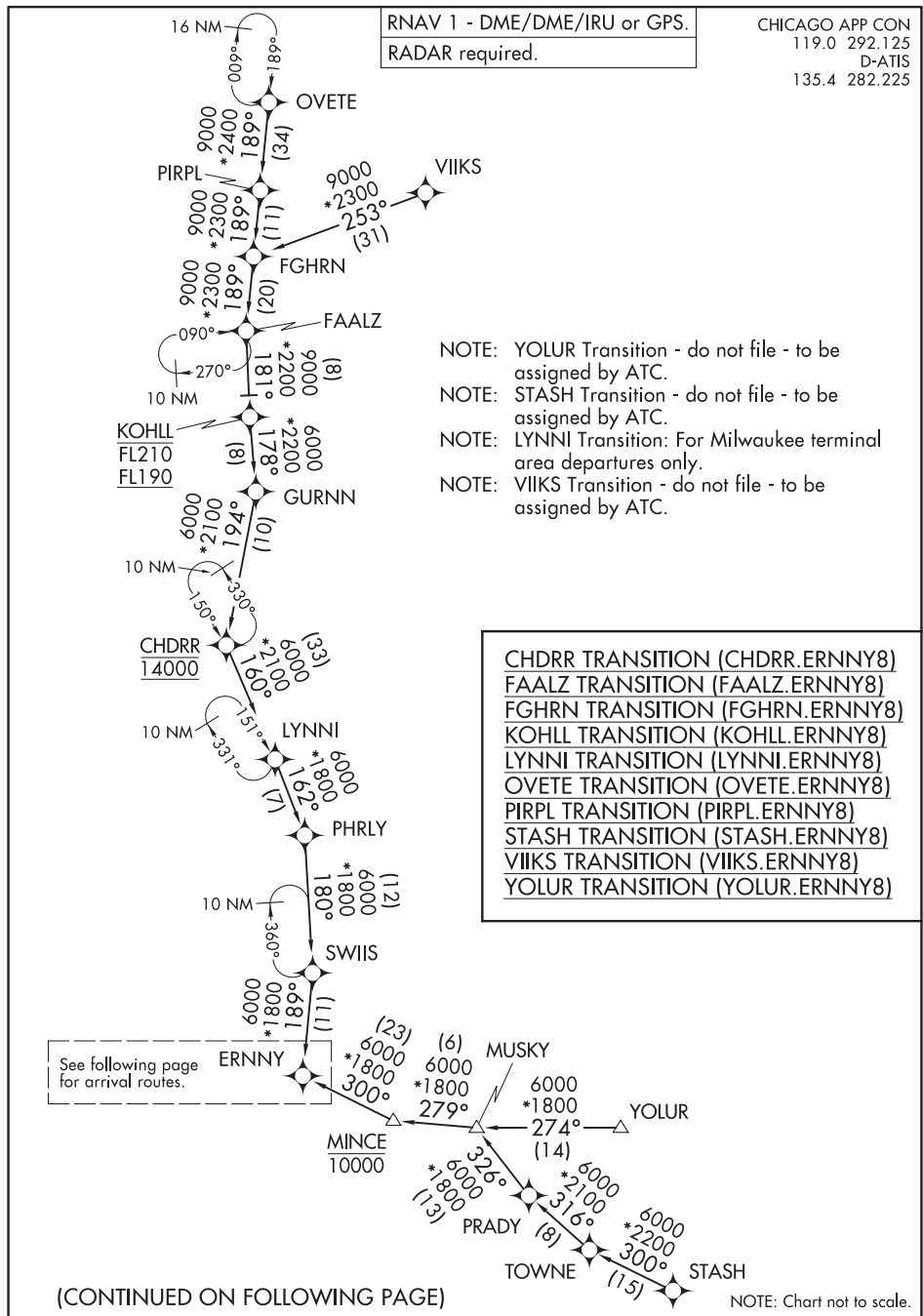


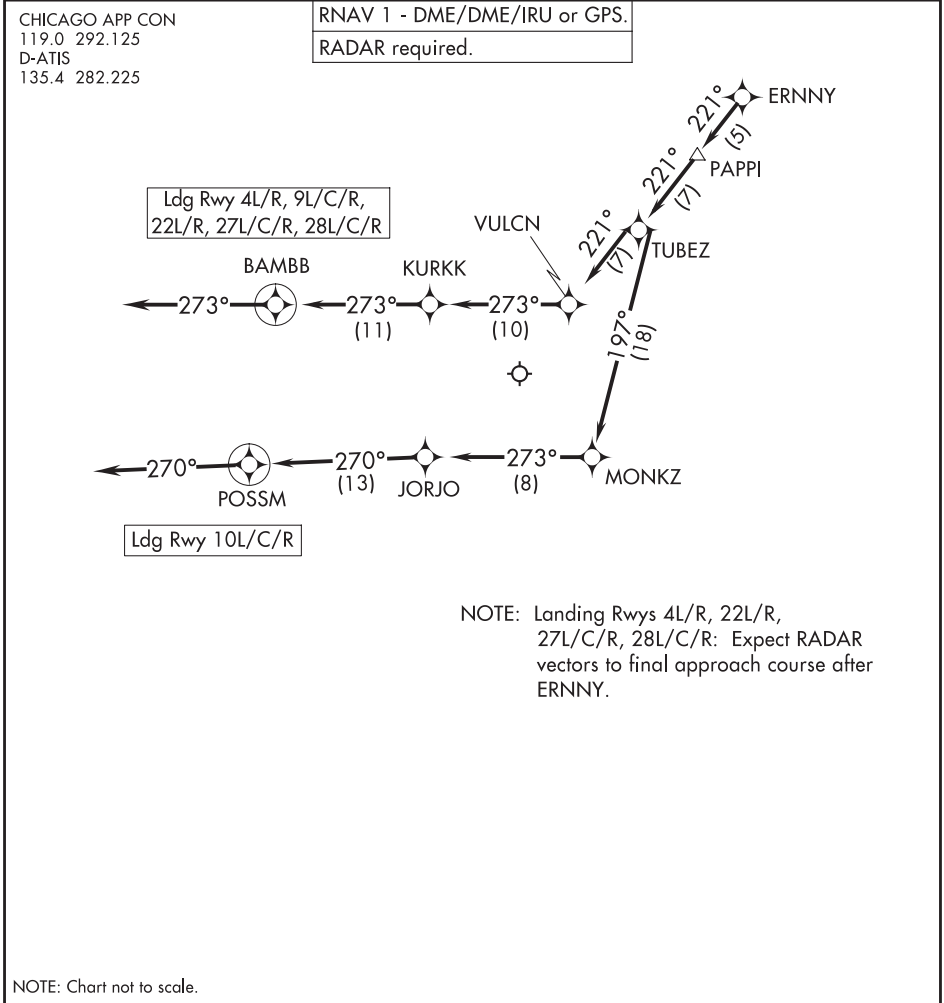
(CONTINUED ON FOLLOWING PAGE)

EC-3, 12 JUN 2025 to 07 AUG 2025



EC-3, 12 JUN 2025 to 07 AUG 2025





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.

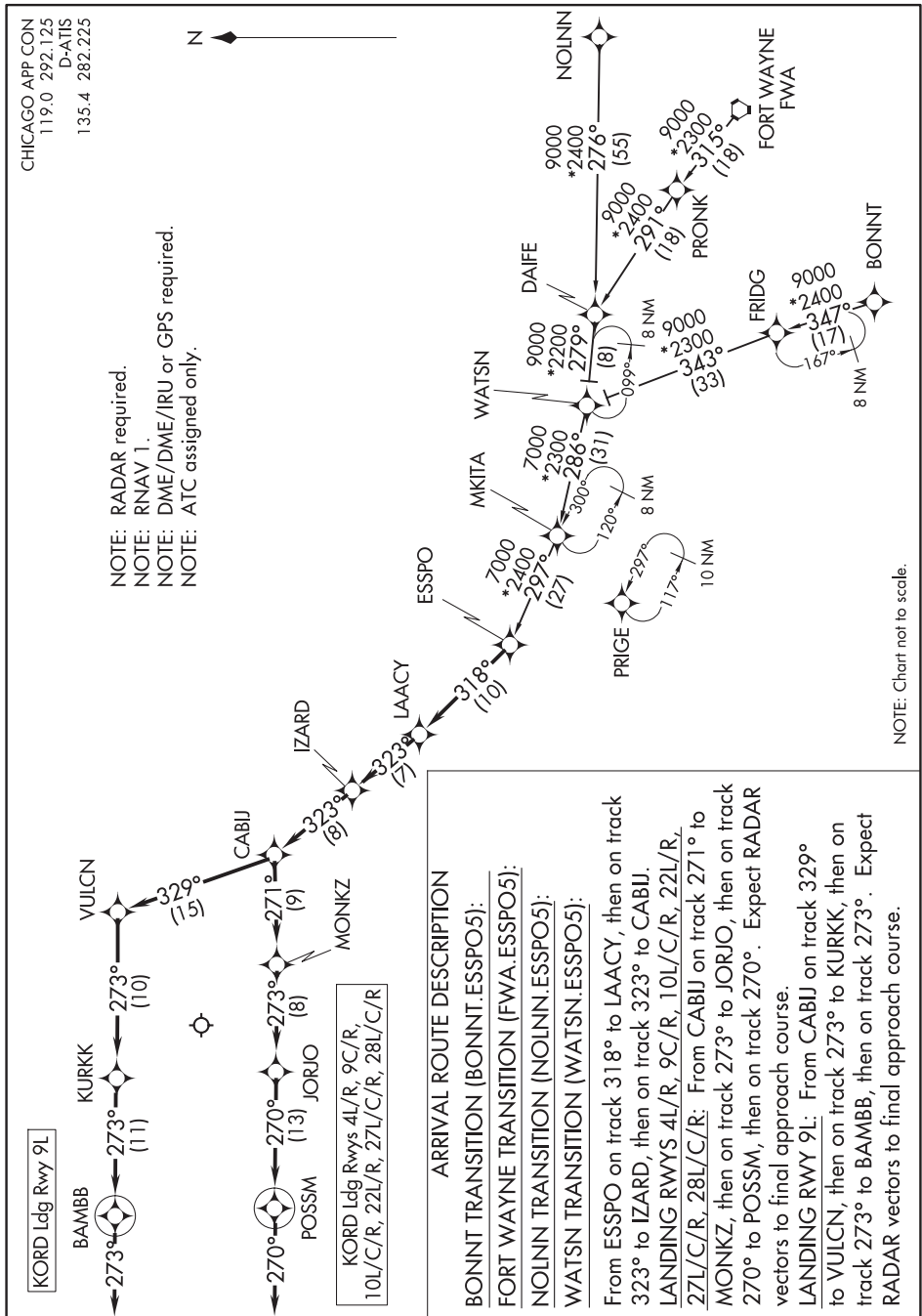
(ESSPO.ESSPO5) 23166

ESSPO FIVE ARRIVAL (RNAV)

Z16

AL-166 (FAA)

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

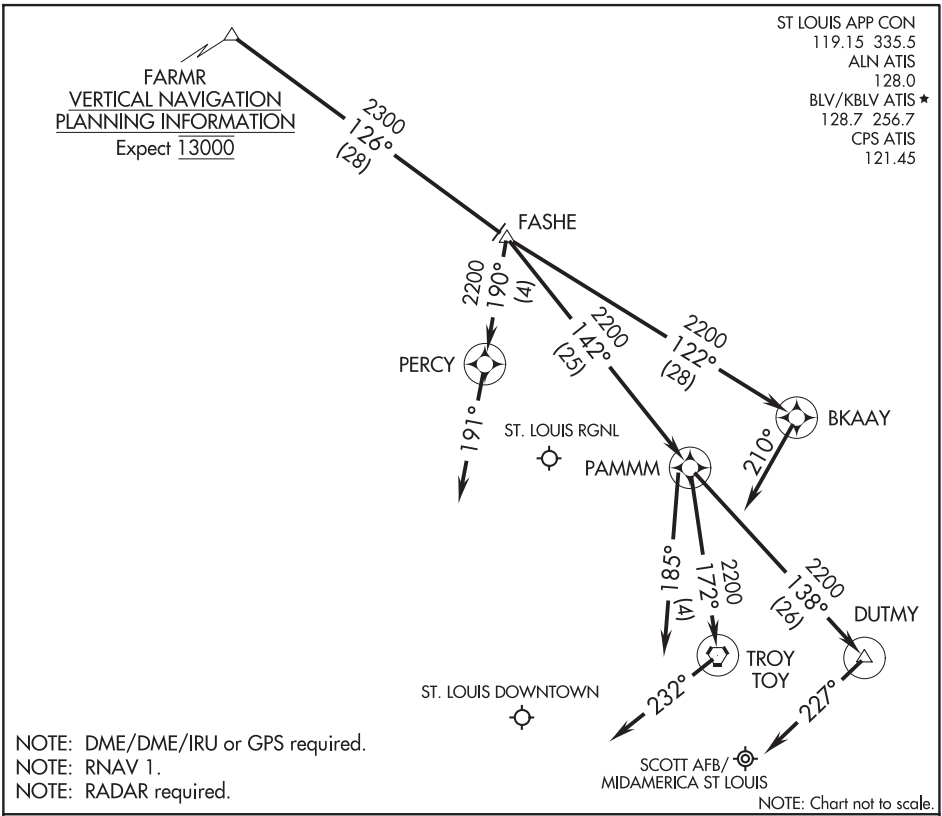


NOTE: Chart not to scale.

ESSPO FIVE ARRIVAL (RNAV)

(ESSPO.ESSPO5) 05NOV20

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)



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:

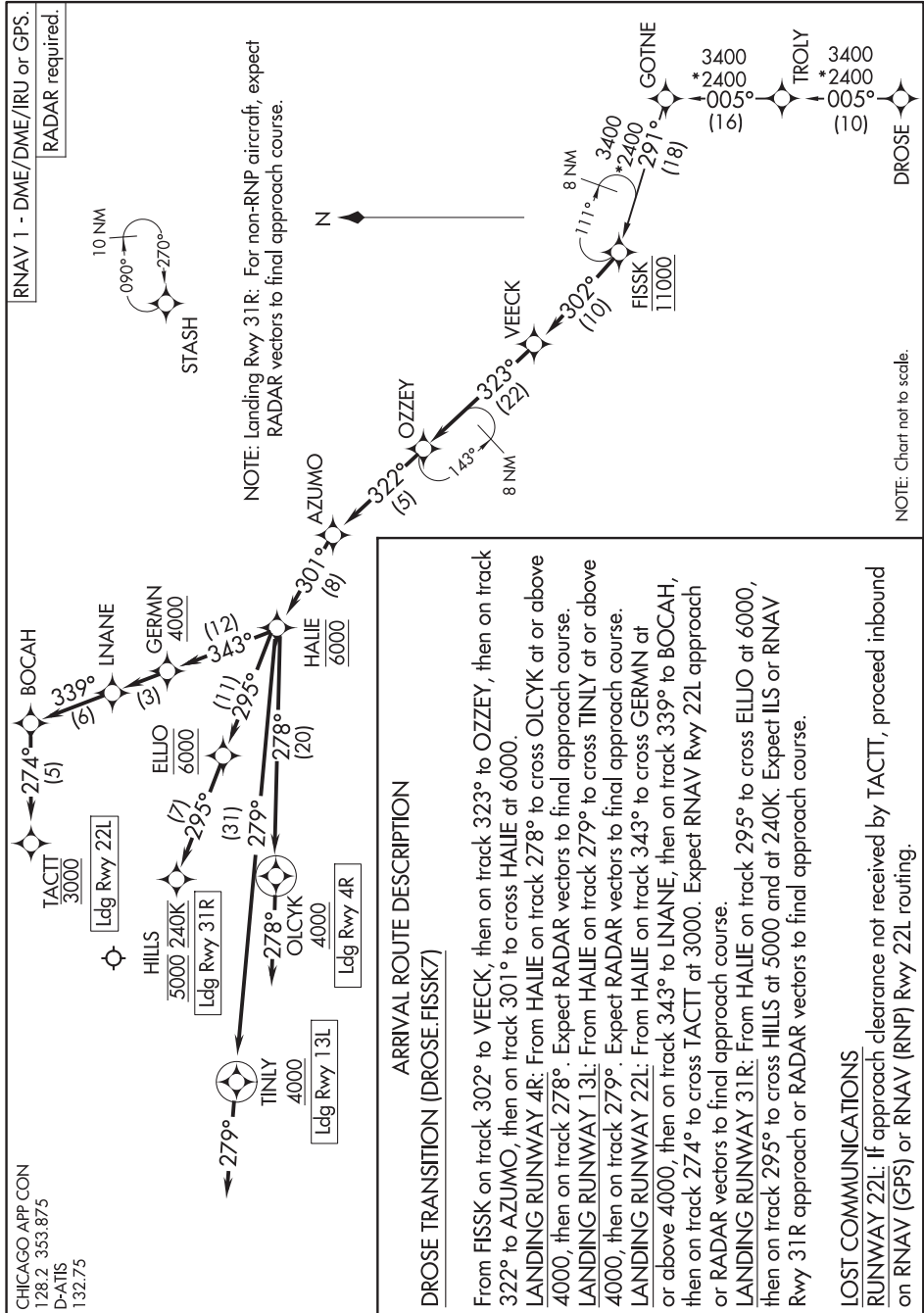
LANDING RWYS 14L/R: From FARMR on track 126° to FASHE, then on track 142° to PAMMM, then on track 172° to TOY VORTAC. Expect RADAR vector prior to TOY VORTAC. If no heading received, track 232°.

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°.



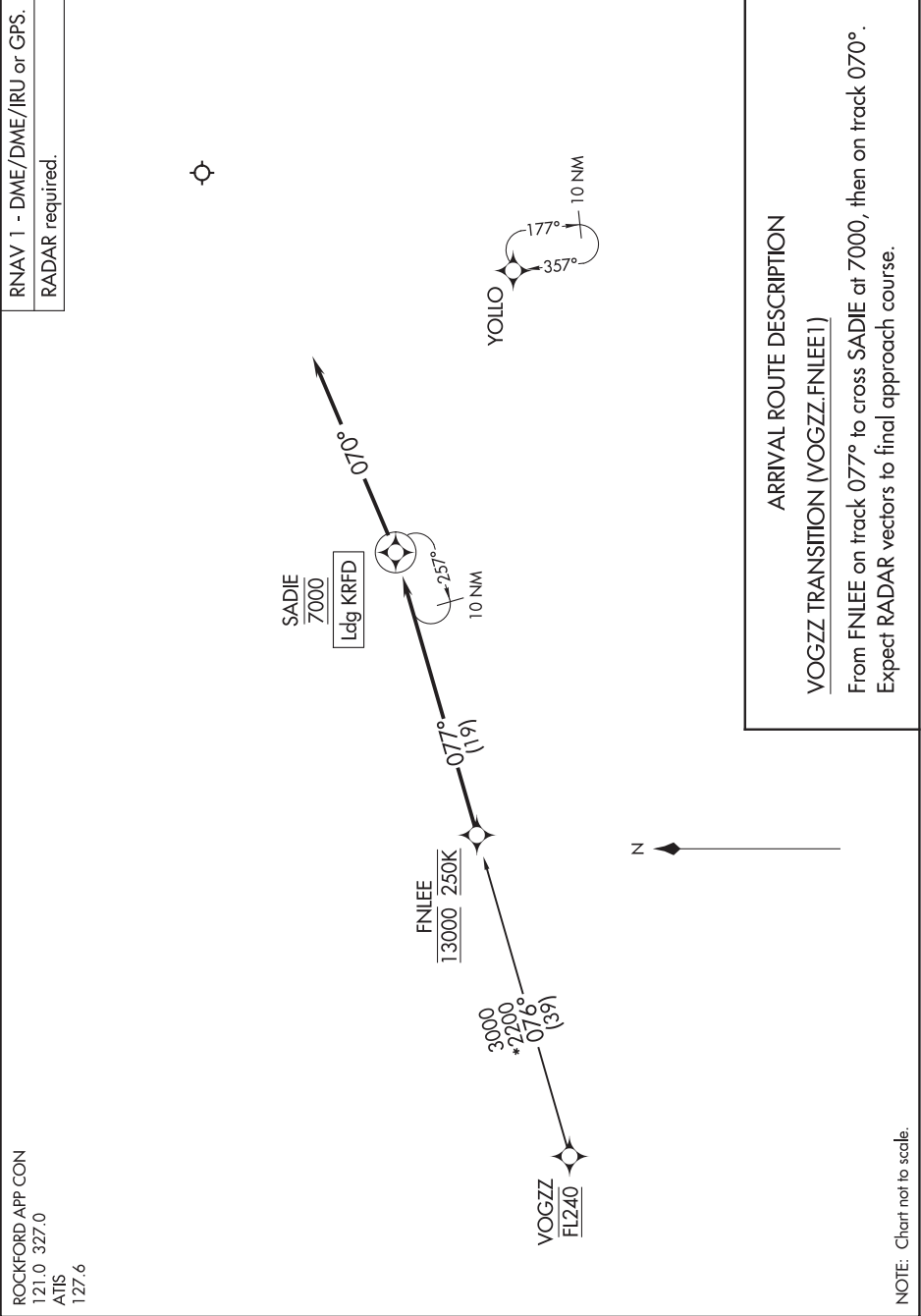
FNLEE ONE ARRIVAL (RNAV)

EC-3, 12 JUN 2025 to 07 AUG 2025

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

ROCKFORD APP CON
121.0 327.0
ATIS
127.6

FNLEE ONE ARRIVAL (RNAV)
(FNLEE.FNLEE1) 25JAN24



EC-3, 12 JUN 2025 to 07 AUG 2025

CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225

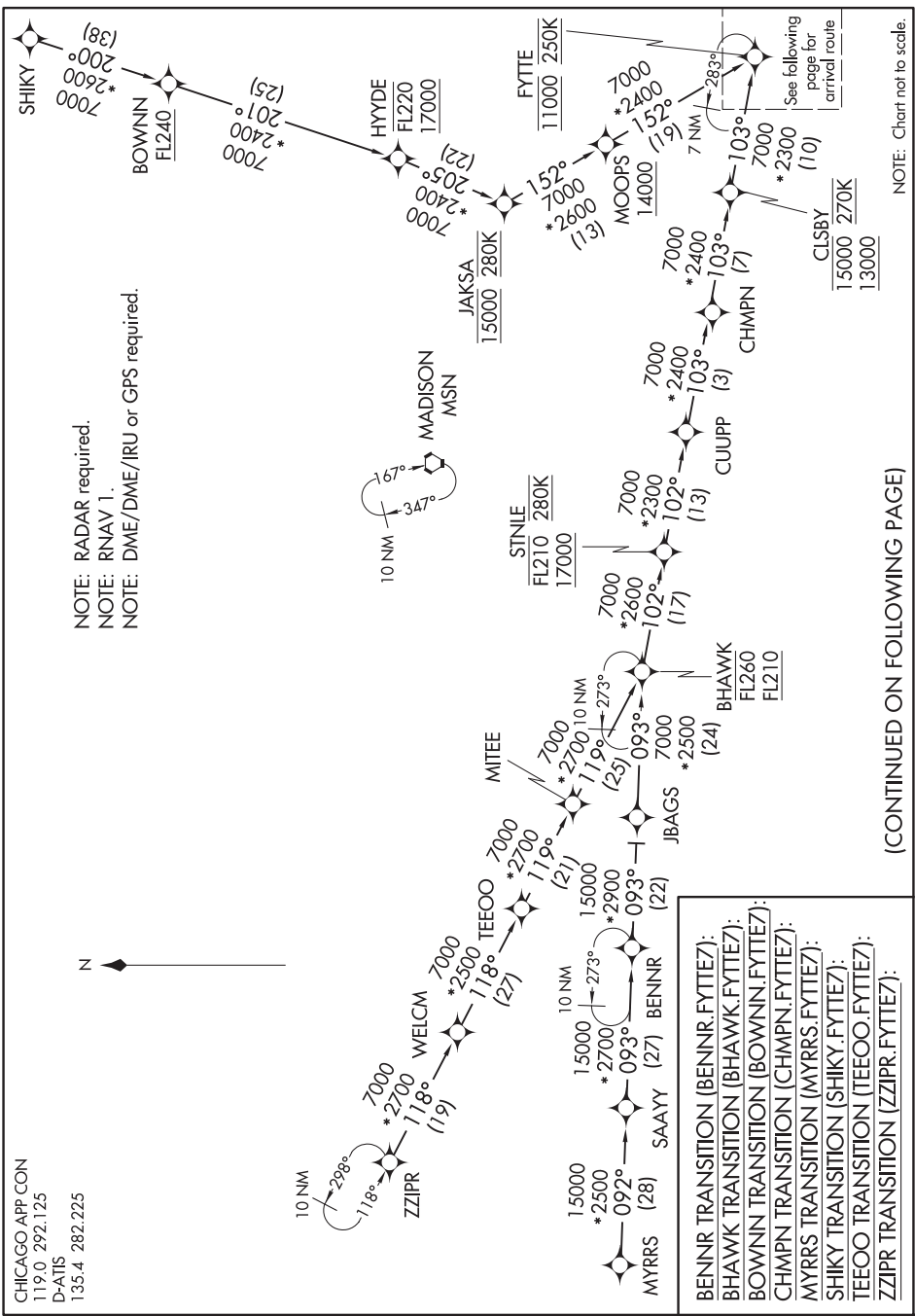
(FYTTE.FYTTE7) 21168

Z20

AL-166

FYTTE SEVEN ARRIVAL (RNAV) Transition Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS



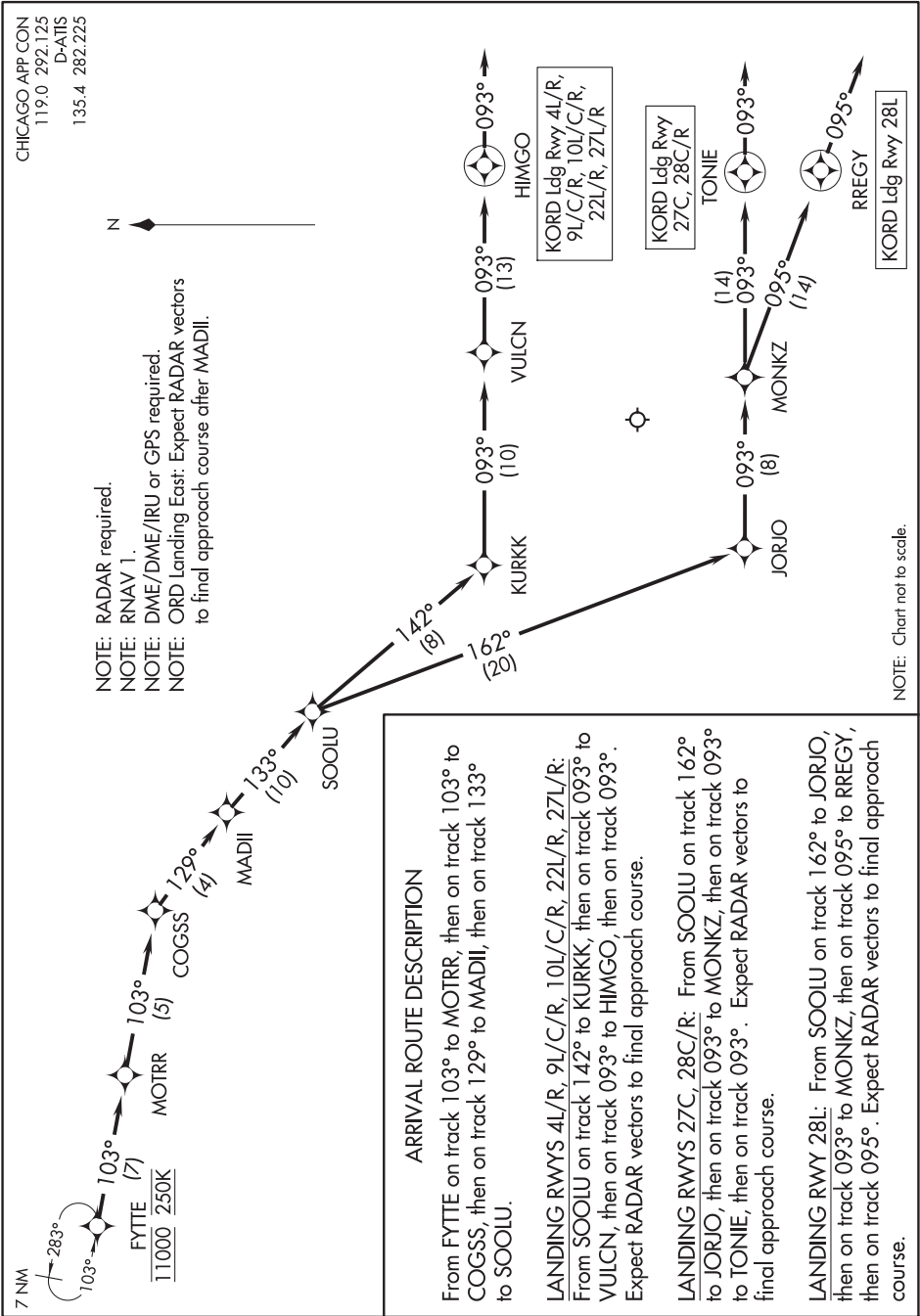
FYTTE SEVEN ARRIVAL (RNAV) Transition Routes

(FYTTE.FYTTE7) 17JUN21

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

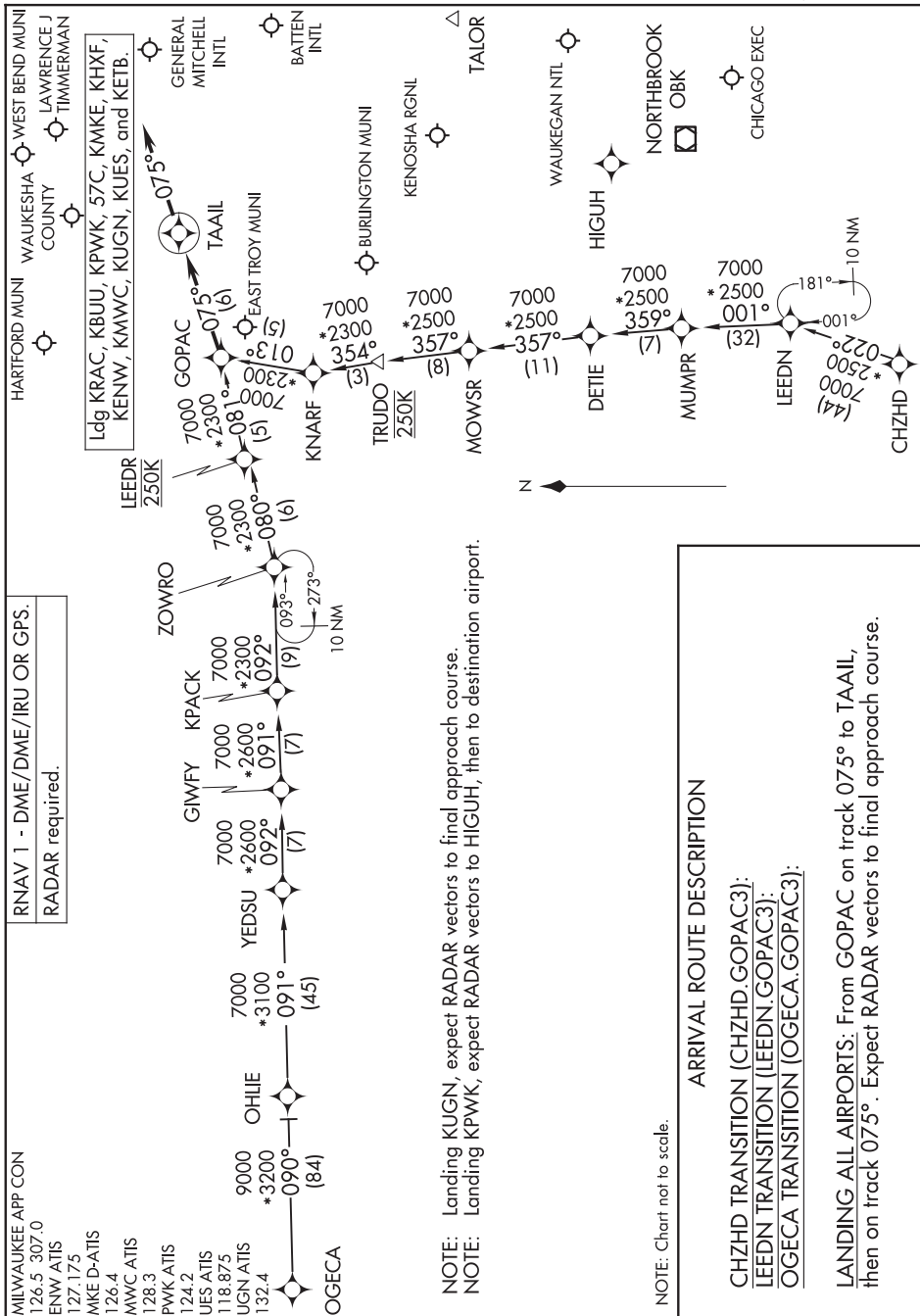
FYTTE SEVEN ARRIVAL (RNAV) Arrival Routes

EC-3, 12 JUN 2025 to 07 AUG 2025



FYTTE SEVEN ARRIVAL (RNAV) Arrival Routes

EC-3, 12 JUN 2025 to 07 AUG 2025



GOPAC THREE ARRIVAL (RNAV)

(GOPAC.GOPAC3) 15JUN23

MILWAUKEE, WISCONSIN

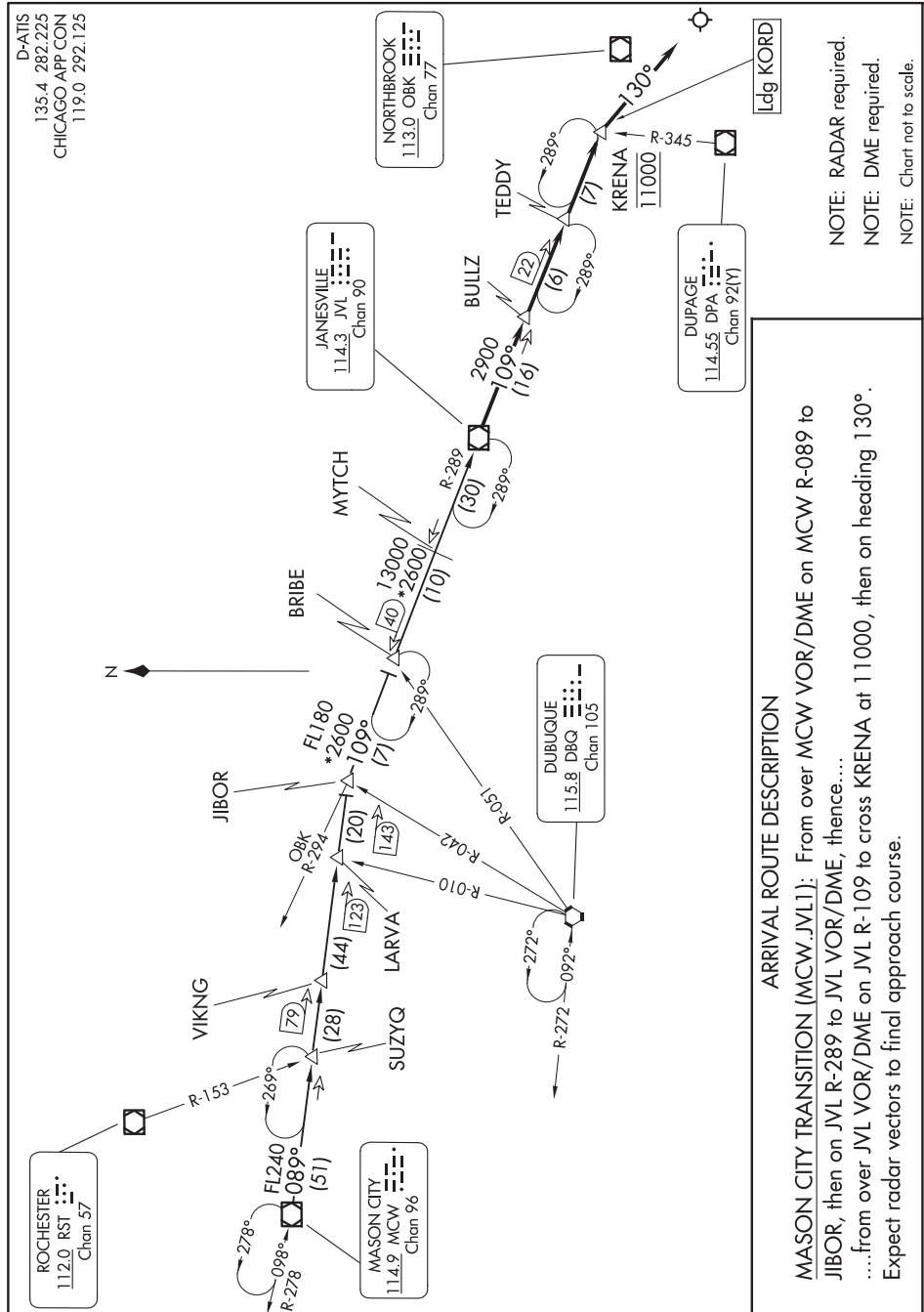
JANESVILLE ONE ARRIVAL

(JVL.JVL1) 25163

AL-166 (FAA)

CHICAGO O'HARE INTL (ORD)

CHICAGO, ILLINOIS



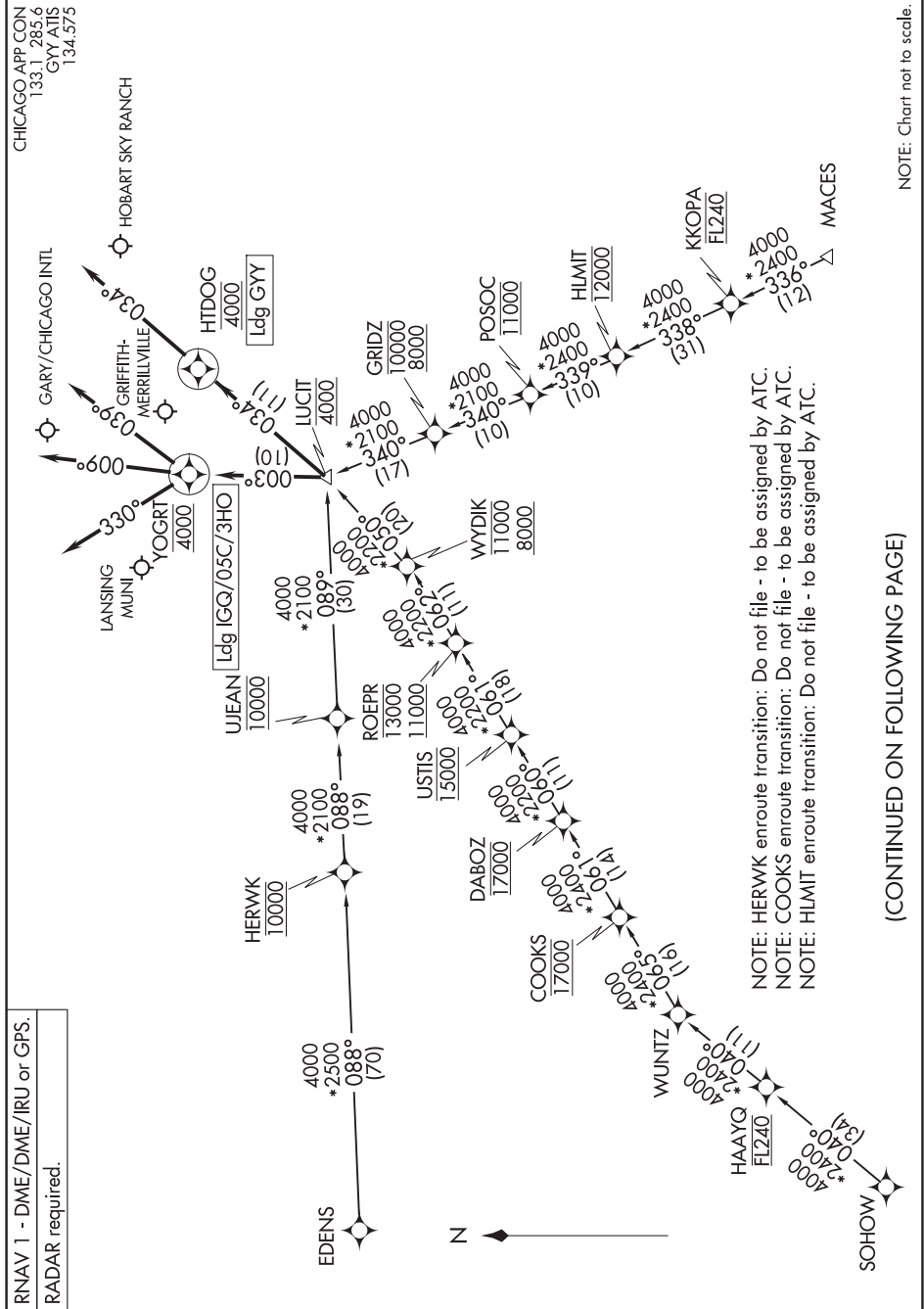
JANESVILLE ONE ARRIVAL

(JVL.JVL1) 07OCT21

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

LUCIT THREE ARRIVAL (RNAV)

GARY/CHICAGO, INDIANA



LUCIT THREE ARRIVAL (RNAV)

GARY/CHICAGO, INDIANA

(CONTINUED ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

COOKS TRANSITION (COOKS.LUCIT3):
EDENS TRANSITION (EDENS.LUCIT3):
HERWK TRANSITION (HERWK.LUCIT3):
HLMIT TRANSITION (HLMIT.LUCIT3):
MACES TRANSITION (MACES.LUCIT3):
SOHOW TRANSITION (SOHOW.LUCIT3):

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 IGQ: From LUCIT on track 003° to cross YOGRT at 4000, then on track 330°. Expect RADAR vectors to final approach course.

(MADII.MADII7) 23110

MADII SEVEN ARRIVAL (RNAV) Transition Routes

CHICAGO O'HARE INTL (ORD)

CHICAGO, ILLINOIS

CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225

RNAV 1 - DME/DME/IRU or GPS.

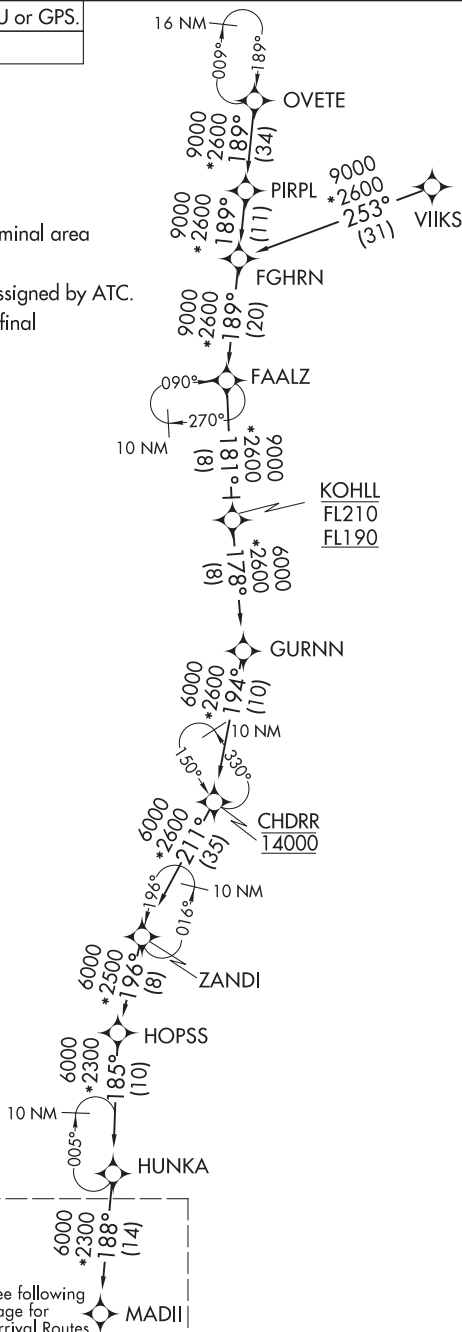
RADAR required.

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.MADII7):
FAALZ TRANSITION (FAALZ.MADII7):
FGHRN TRANSITION (FGHRN.MADII7):
KOHLL TRANSITION (KOHLL.MADII7):
OVETE TRANSITION (OVETE.MADII7):
PIRPL TRANSITION (PIRPL.MADII7):
VIIKS TRANSITION (VIIKS.MADII7):
ZANDI TRANSITION (ZANDI.MADII7):



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

See following
page for
Arrival Routes.

MADII SEVEN ARRIVAL (RNAV) Transition Routes

(MADII.MADII7) 20APR23

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

RNAV 1 - DME/DME/IRU or GPS.

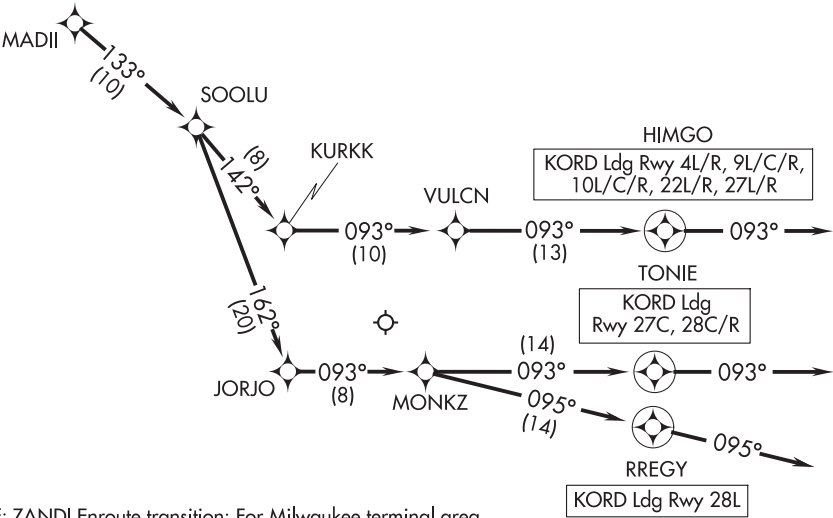
RADAR required.

CHICAGO APP CON

119.0 292.125

D-ATIS

135.4 282.225



NOTE: ZANDI Enroute transition: For Milwaukee terminal area departures only.

NOTE: VIKS Enroute transition: Do not file - to be assigned by ATC.

NOTE: ORD landing east: Expect RADAR vectors to final approach course after MADII.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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.

CHICAGO APP CON
128.2 353.875
D-ATIS
132.75

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

ARRIVAL ROUTE DESCRIPTION

BAGEL TRANSITION (BAGEL.PANGG6)
FORT WAYNE TRANSITION (FWA.PANGG6)
ILTCH TRANSITION (ILTCH.PANGG6)

From PANGG on track 274° to MEGGZ, then on track 274° to cross AWSUM at 10000, then on track 273° to IROCK, then on track 273° to cross HALIE at 6000.

LANDING RUNWAY 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 RUNWAY 13L: From HALIE on track 279° to cross TINLY at or above 4000, then on track 279°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 22L: From HALIE on track 343° to cross GERMN at or above 4000, then on track 343° to INANE, then on track 339° to BOCAH, then on track 274° to cross TACTT at 3000. Expect RNAV Rwy 22L approach or RADAR vectors to final approach course.

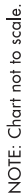
LANDING RUNWAY 31R: From HALIE on track 295° to cross ELIJO at 6000, then on track 295° to cross HILLS at 5000 and at 240K. Expect ILS or RNAV Rwy 31R approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS:
RUNWAY 22L: If approach clearance not received by TACTT, proceed inbound on RNAV (GPS) or RNAV (RNP) Rwy 22L routing.

NOTE: Chart not to scale.

CHICAGO/ROCKFORD INTL (RFD)
CHICAGO/ROCKFORD, ILLINOIS

CHICAGO/ROCKFORD, ILLINOIS



EC-3, 12 JUN 2025 to 07 AUG 2025

CHICAGO/ROCKFORD, ILLINOIS

CHICAGO/ROCKFORD INTL (RFD)

SHAIN TWO ARRIVAL(RNAV) Transition Routes

CHICAGO, ILLINOIS

SHAIN
12000

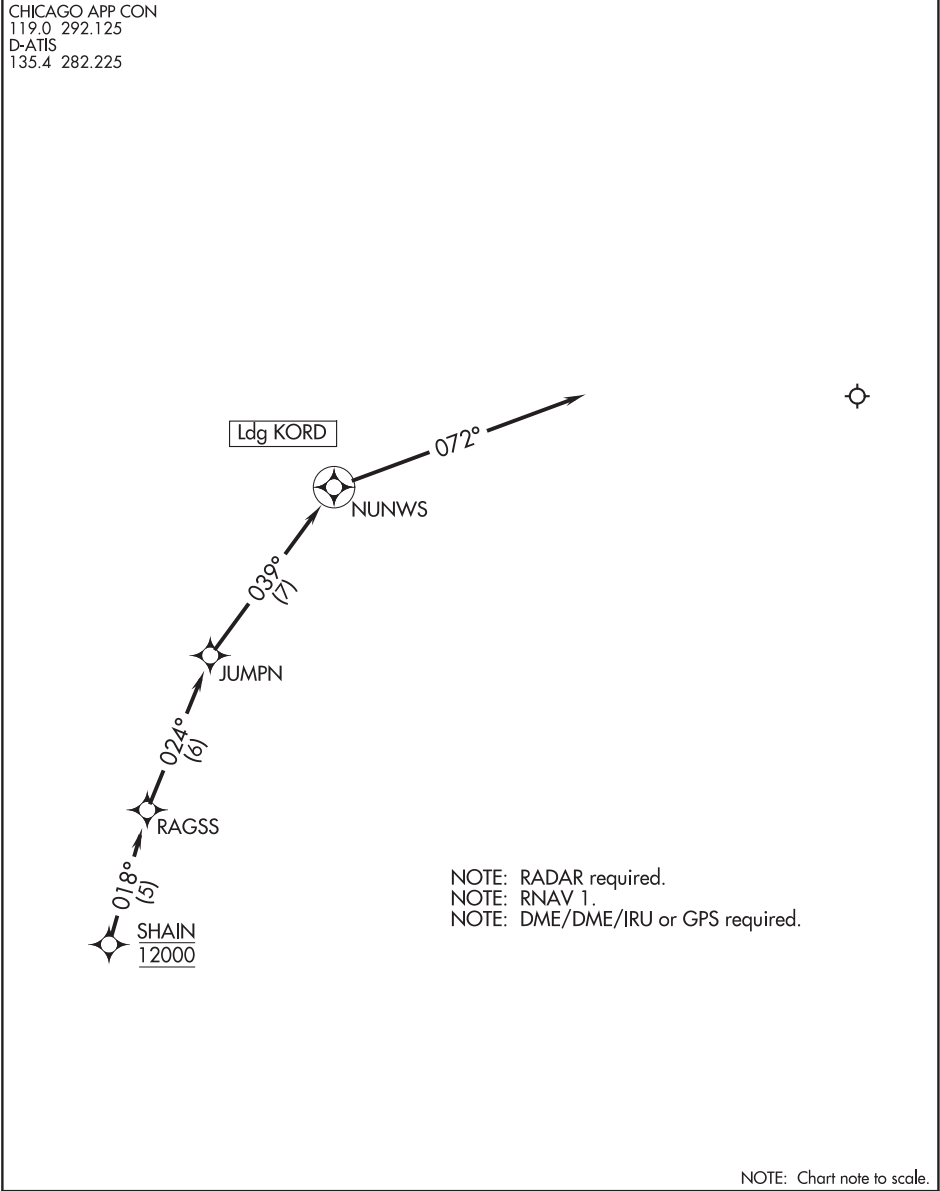
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: STL, DRAMS, VINCA transitions:
ATC assigned only.
NOTE: PNTAC transition: For CMI, SPI,
and BMI departures only or
as assigned by ATC.

NOTE: PNTAC transition: For CMI, SPI, and BMI departures only or as assigned by ATC.



(SHAIN,SHAIN2) 05NOV20

CHICAGO O'HARE INTL (ORD)



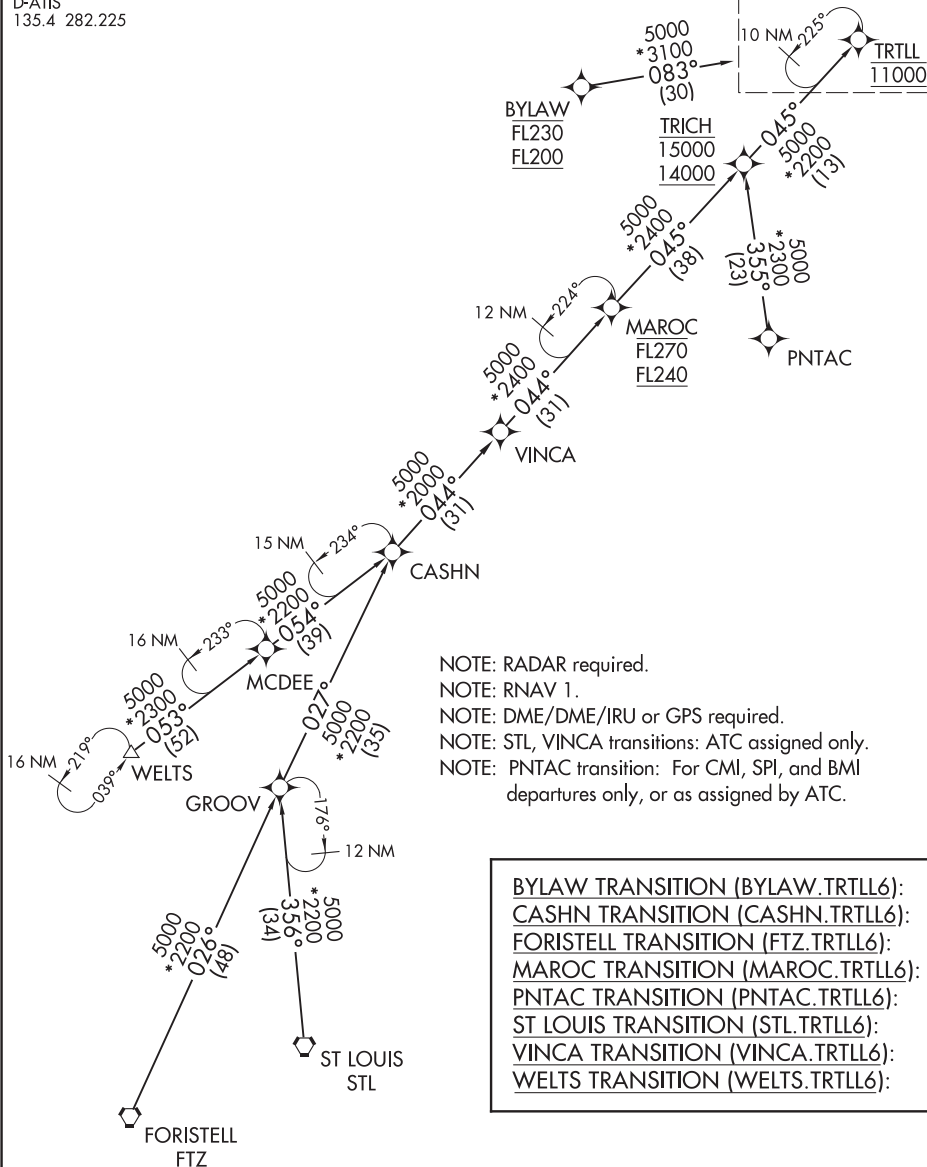
ARRIVAL ROUTE DESCRIPTION

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

CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225

See following page for
Arrival Routes



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

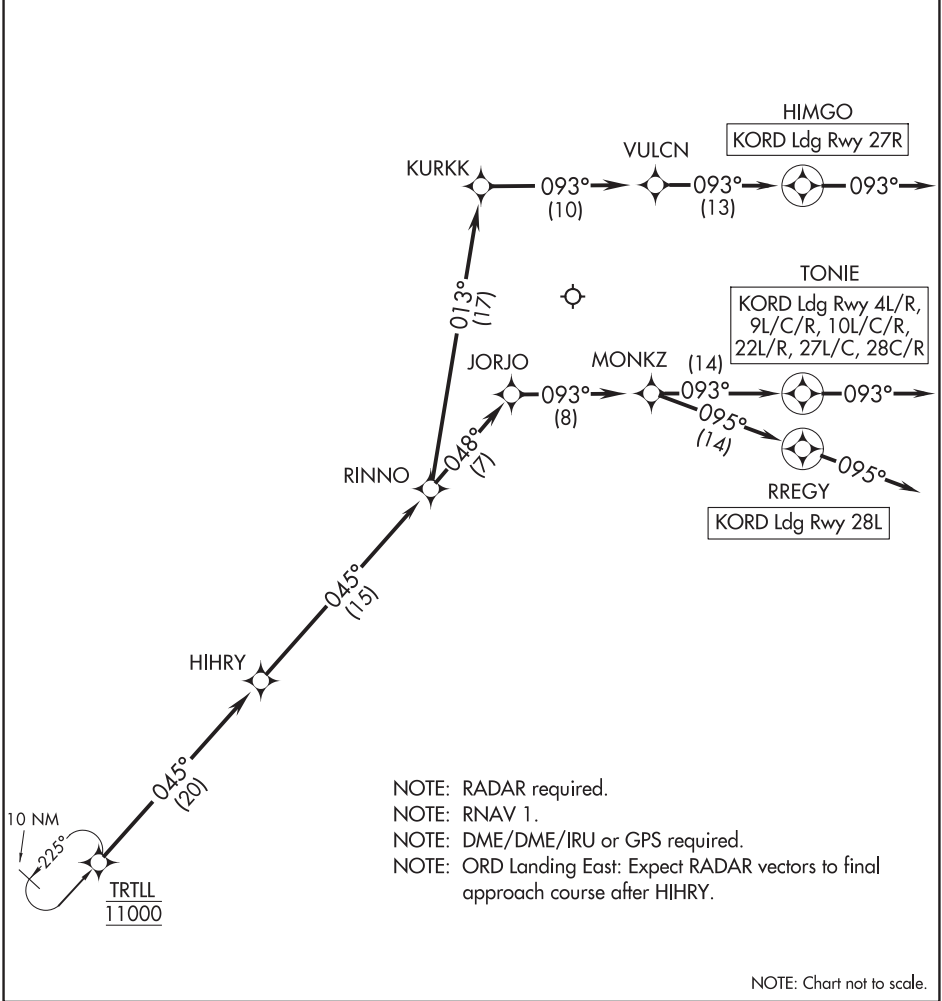
From TRTLL on track 045° to HIHRY, then on track 045° to RINNO.
LANDING RWYS 4L/R, 9L/C/R, 10L/C/R, 22L/R, 27L/C, 28C/R:
From RINNO on track 048° to JORJO, then on track 093° to MONKZ,
then on track 093° to TONIE, then on track 093°. Expect RADAR vectors
to final approach course.
LANDING RWY 27R: From 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.

CHICAGO APP CON

119.0 292.125

D-ATIS

135.4 282.225

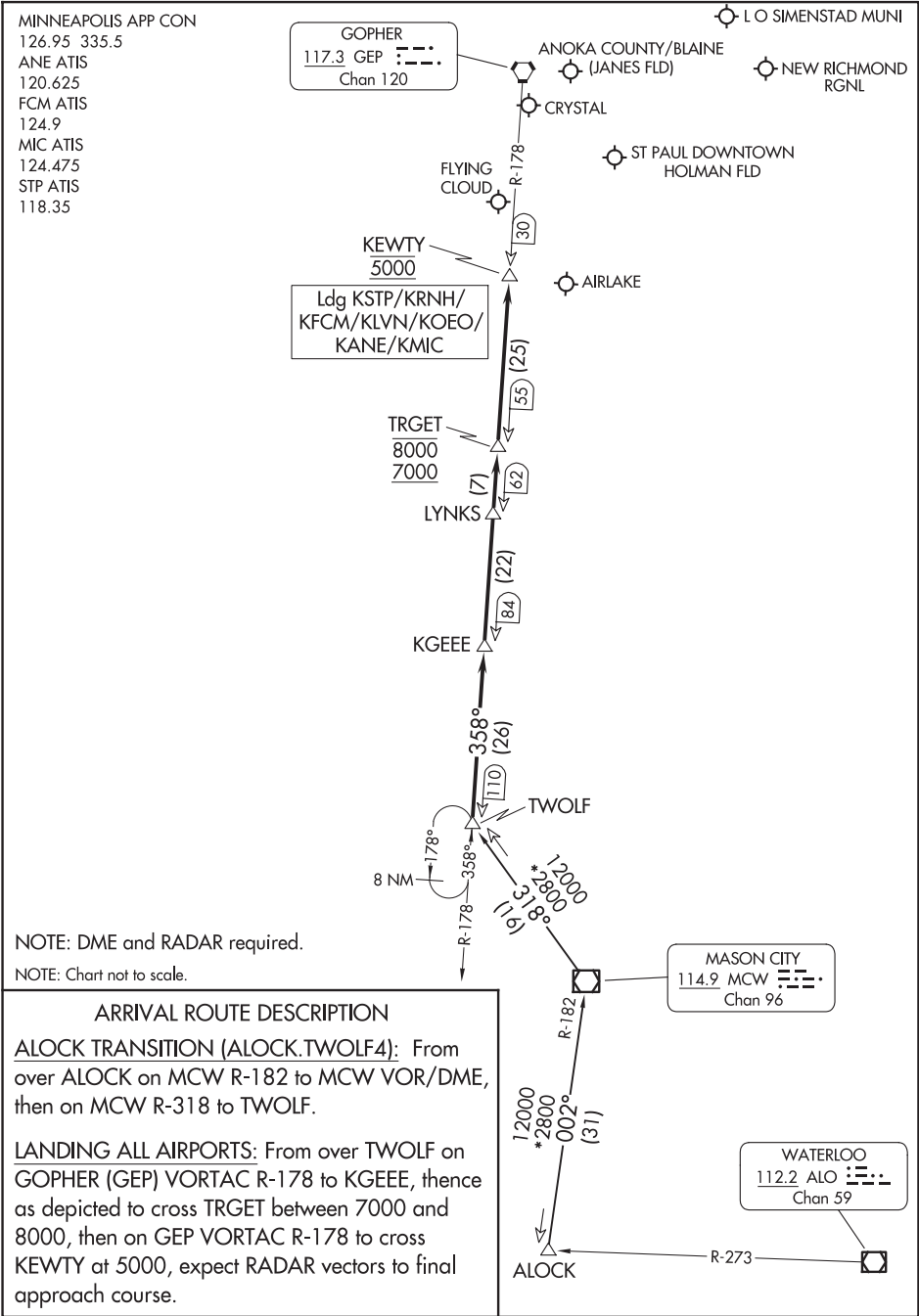


(TWOLF.TWOLF4) 23334

TWOLF FOUR ARRIVAL

AL-263 (FAA)

MINNEAPOLIS, MINNESOTA



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

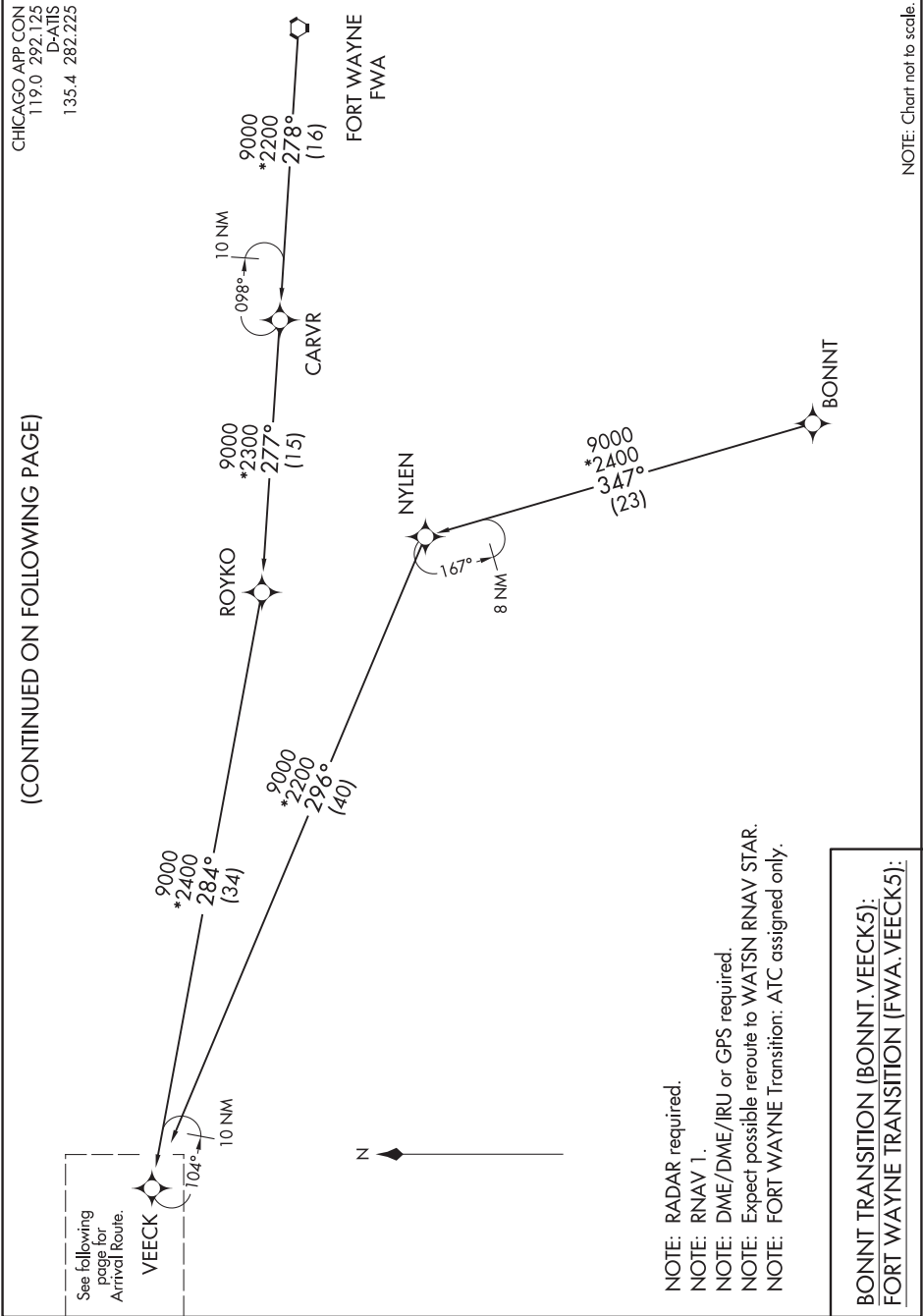
TWOLF FOUR ARRIVAL

MINNEAPOLIS, MINNESOTA

(TWOLF.TWOLF4) 03NOV22

VEECK FIVE ARRIVAL (RNAV) Transition Routes

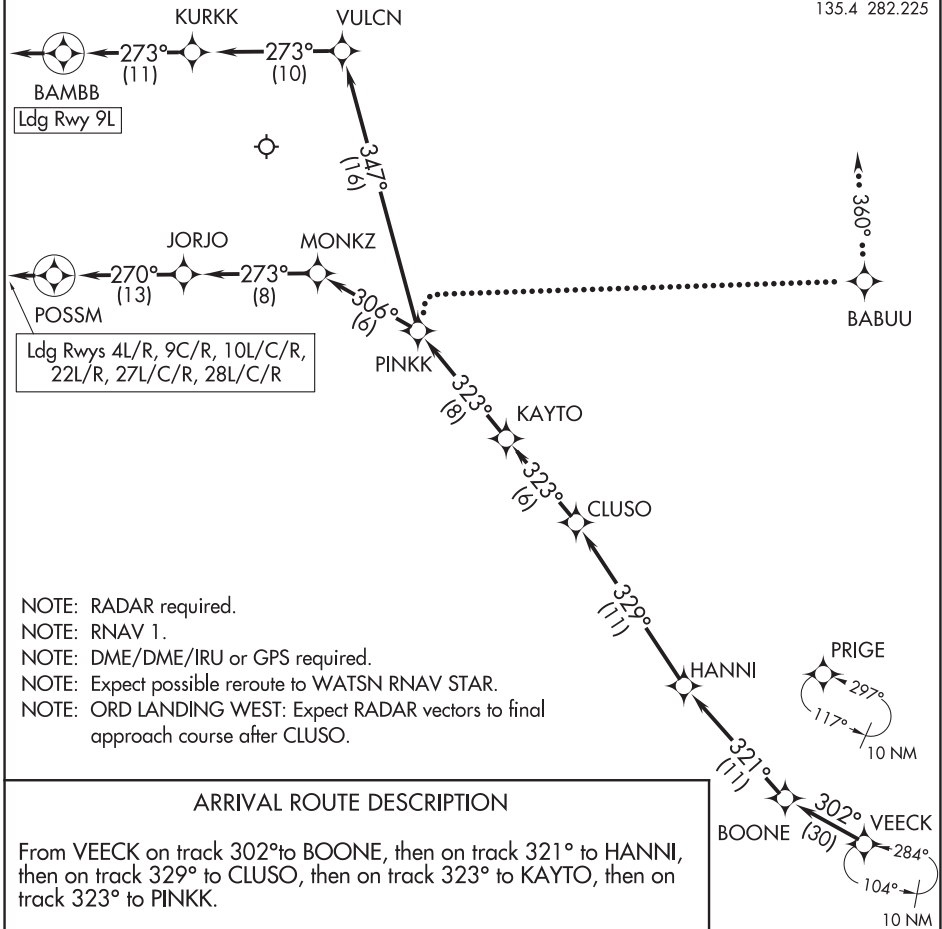
EC-3, 12 JUN 2025 to 07 AUG 2025



VEECK FIVE ARRIVAL (RNAV) Transition Routes

EC-3, 12 JUN 2025 to 07 AUG 2025

CHICAGO APP CON
119.0 292.125
D-ATIS
135.4 282.225



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Expect possible reroute to WATSN RNAV STAR.
NOTE: ORD LANDING WEST: Expect RADAR vectors to final approach course after CLUSO.

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:

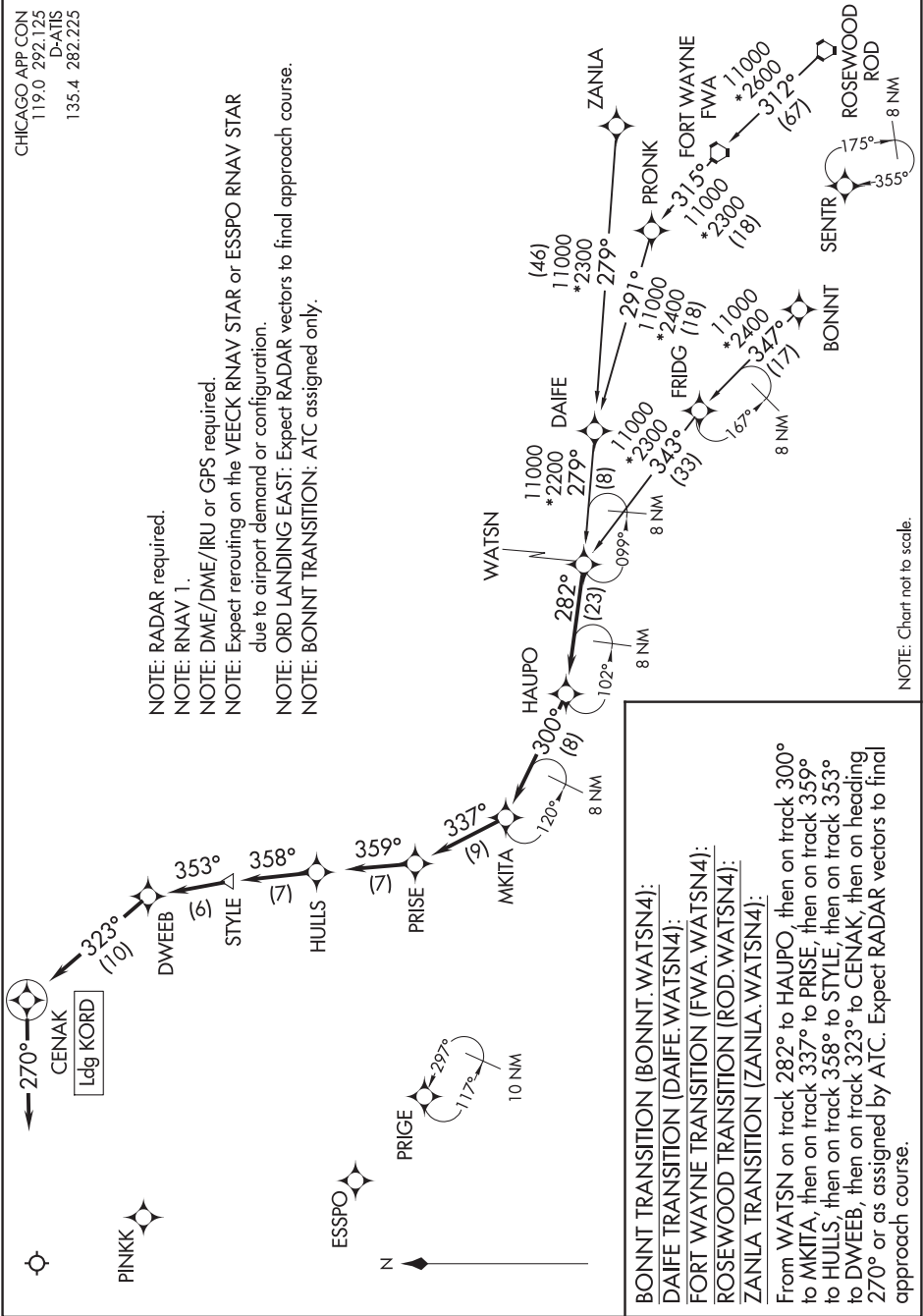
ORD AIRCRAFT LANDING WEST: At PINKK, turn right direct BABUU, maintain 5000, then via 360° heading, intercept localizer and execute ILS or LOC Rwy 28R approach.

ORD AIRCRAFT LANDING EAST: Standard.

NOTE: Chart not to scale.

WATSN FOUR ARRIVAL (RNAV)

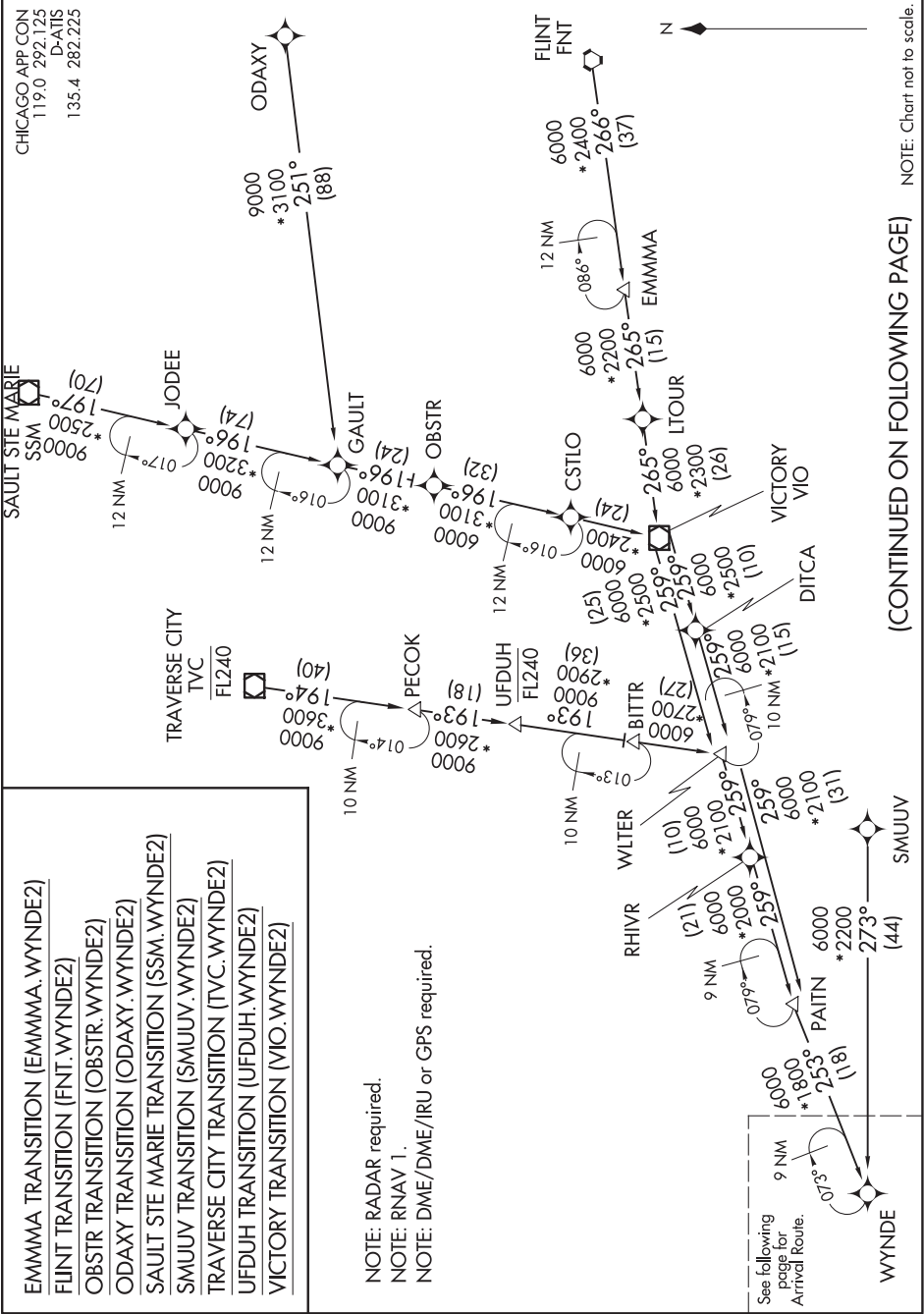
EC-3, 12 JUN 2025 to 07 AUG 2025



EC-3, 12 JUN 2025 to 07 AUG 2025

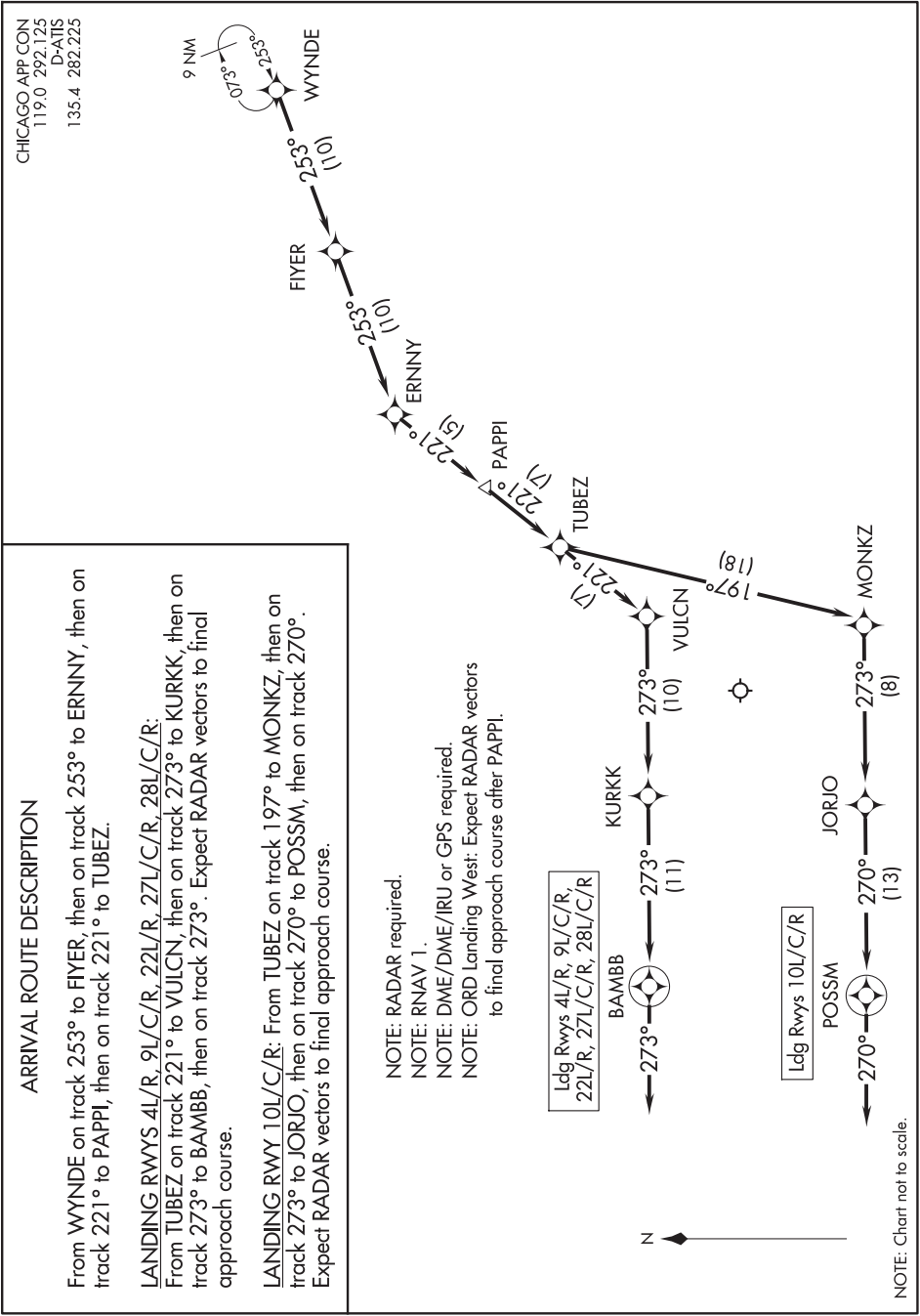
WATSN FOUR ARRIVAL (RNAV)

WYNDE TWO ARRIVAL (RNAV) Transition Routes



WYNDE TWO ARRIVAL (RNAV) Transition Routes

EC-3, 12 JUN 2025 to 07 AUG 2025



EC-3, 12 JUN 2025 to 07 AUG 2025

INTENTIONALLY
LEFT
BLANK

ALTON/ST LOUIS, ILLINOIS

AL-5178 (FAA)

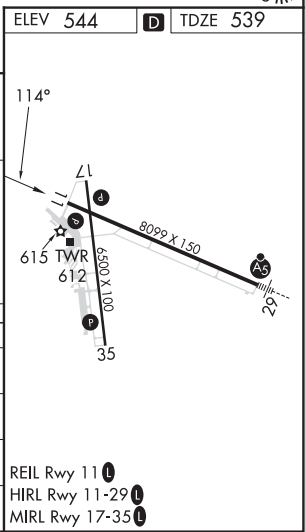
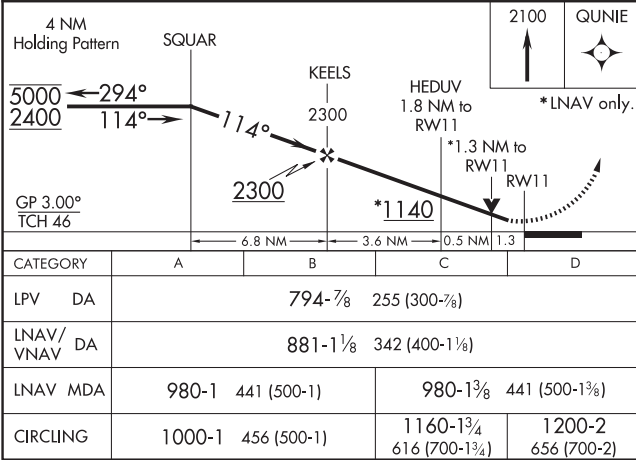
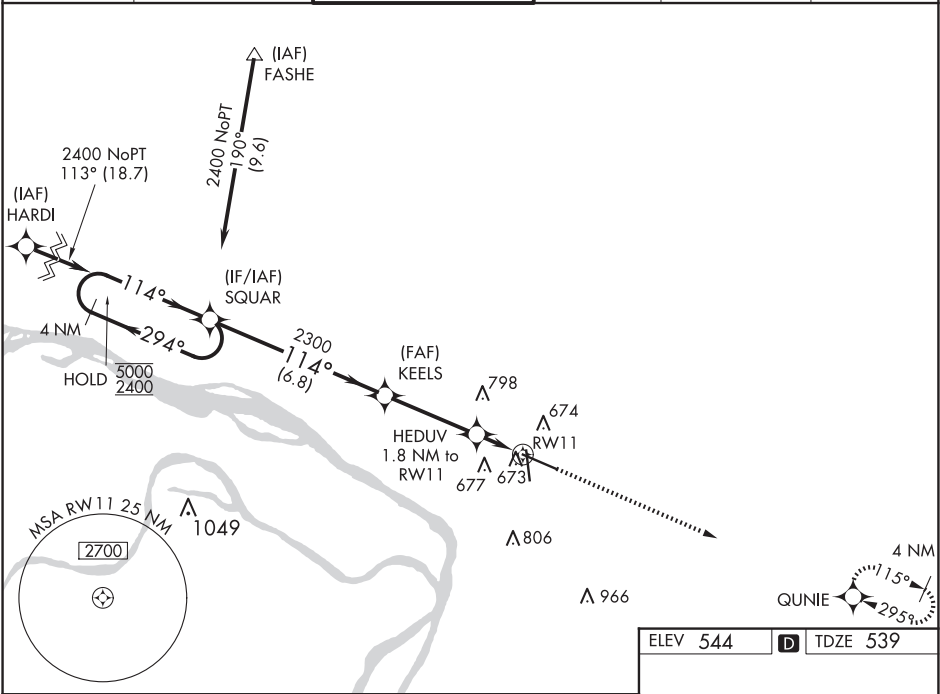
24305

WAAS CH 90417 W11A	APP CRS 114°	Rwy Idg TDZE 539 Apt Elev 544
--	------------------------	---

RNAV (GPS) RWY 11

ST LOUIS RGNL (ALN)

RNP APCH.		MISSED APPROACH: Climb to 2100 direct QUNIE and hold.			
▼ ▲ Rwy 11 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.					
ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER★ 126.0 (CTAF) 0 239.0	GND CON 120.2	CLNC DEL 120.2 (when tower closed)	UNICOM 122.95



ALTON/ST LOUIS, ILLINOIS
Amdt 2C 25MAR21

38°53'N-90°03'W

ST LOUIS RGNL (ALN)

RNAV (GPS) RWY 11

EC-3, 12 JUN 2025 to 07 AUG 2025

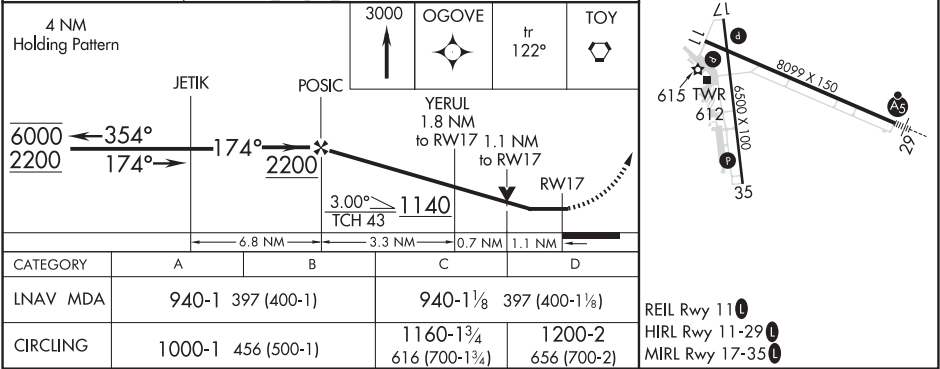
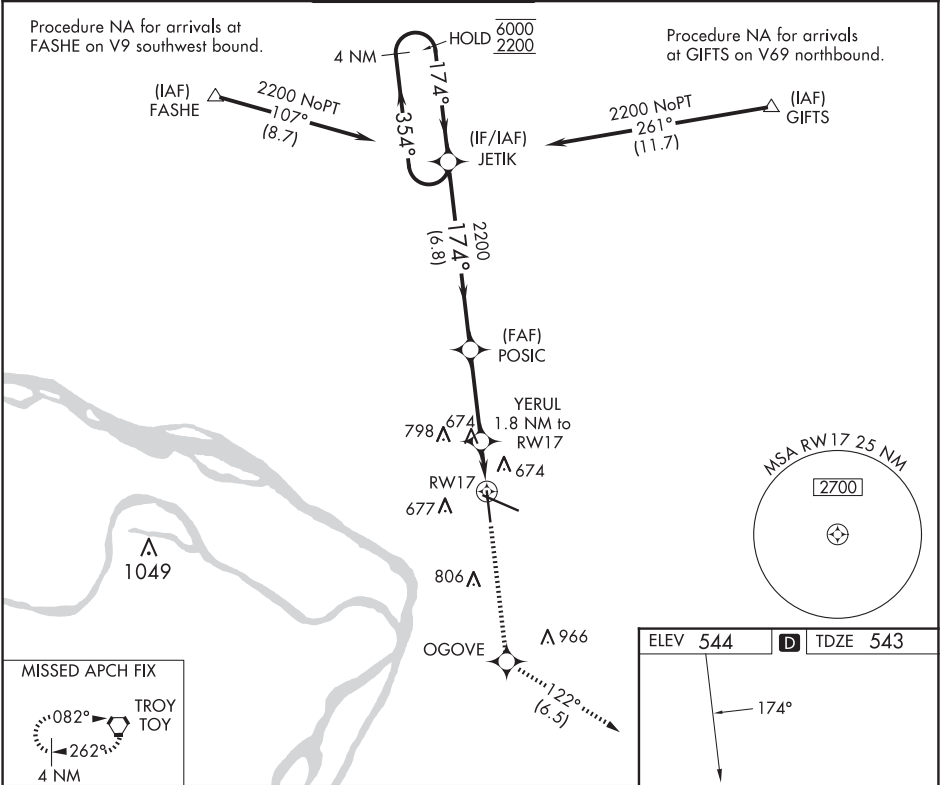
EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	6500
174°	TDZE	543
	Apt Elev	544

RNAV (GPS) RWY 17

ST LOUIS RGNL (ALN)

RNP APCH.			MISSED APPROACH: Climb to 3000 direct OGOVE and on track 122° to TOY VORTAC and hold.		
Rwy 17 helicopter visibility reduction below ¾ SM NA.					
ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER★ 126.0 (CTAF) 0 239.0	GND CON 120.2	CLNC DEL 120.2 (when tower closed)	UNICOM 122.95



ALTON/ST. LOUIS, ILLINOIS

AL-5178 (FAA)

24305

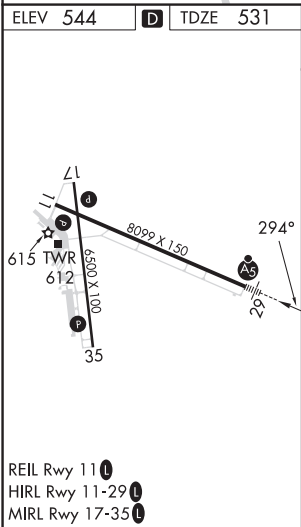
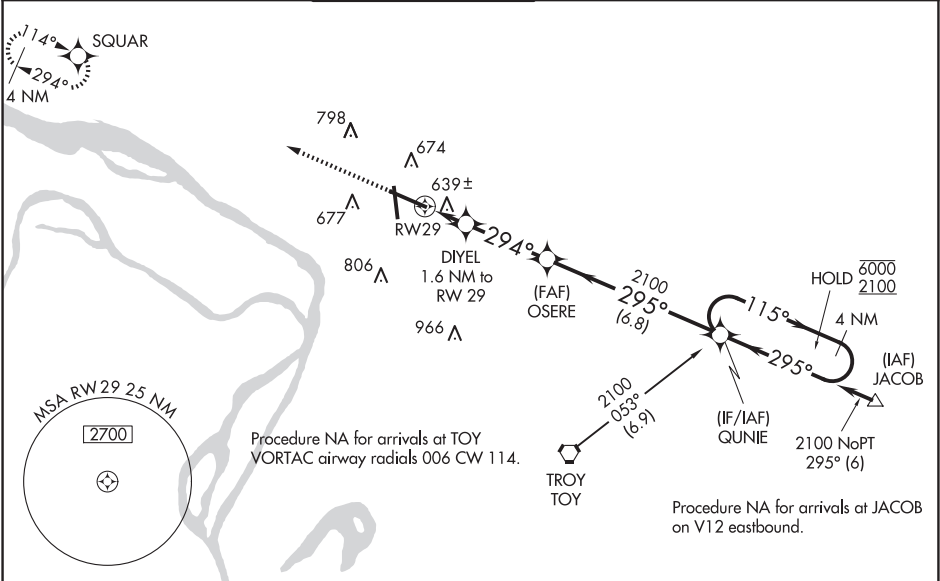
WAAS CH 77507 W29A	APP CRS 294°	Rwy Idg TDZE 531 Apt Elev 544	8099
--	------------------------	---	-------------

RNAV (GPS) RWY 29

ST LOUIS RGNL (ALN)

RNP APCH.		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 2400 direct SQUAR and hold.
<div><div><div>V</div><div>A</div></div><div>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 ¾ SM and LNAV Cat C/D visibility to 1 SM.</div></div>			

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER* 126.0 (CTAF) 0 239.0	GND CON 120.2	CLNC DEL 120.2 (when tower closed)	UNICOM 122.95
----------------------	--	--	-------------------------	---	-------------------------



<div></div> <div>2400 SQUAR</div> <div>DIYEL 1.6 NM to RW29</div> <div>OSERE 2100</div> <div>QUNIE 4 NM Holding Pattern</div> <div>*LNAV only.</div> <div>*1 NM to RW29</div> <div>*1080</div> <div>294°</div> <div>295°</div> <div>2100</div> <div>6000 2100</div> <div>GP 3.00° TCH 55</div>				
CATEGORY	A	B	C	D
LPV DA	731-½		200 (200-½)	
LNAV/VNAV DA	825-½		294 (300-½)	
LNAV MDA	900-½ 369 (400-½)		900-¾ 369 (400-¾)	
CIRCLING	1000-1 456 (500-1)		1160-1¾ 616 (700-1¾) 1200-2 656 (700-2)	

ALTON/ST. LOUIS, ILLINOIS
Amdt 1C 25MAR21

38°53'N-90°03'W

ST LOUIS RGNL (ALN)

RNAV (GPS) RWY 29

EC-3, 12 JUN 2025 to 07 AUG 2025

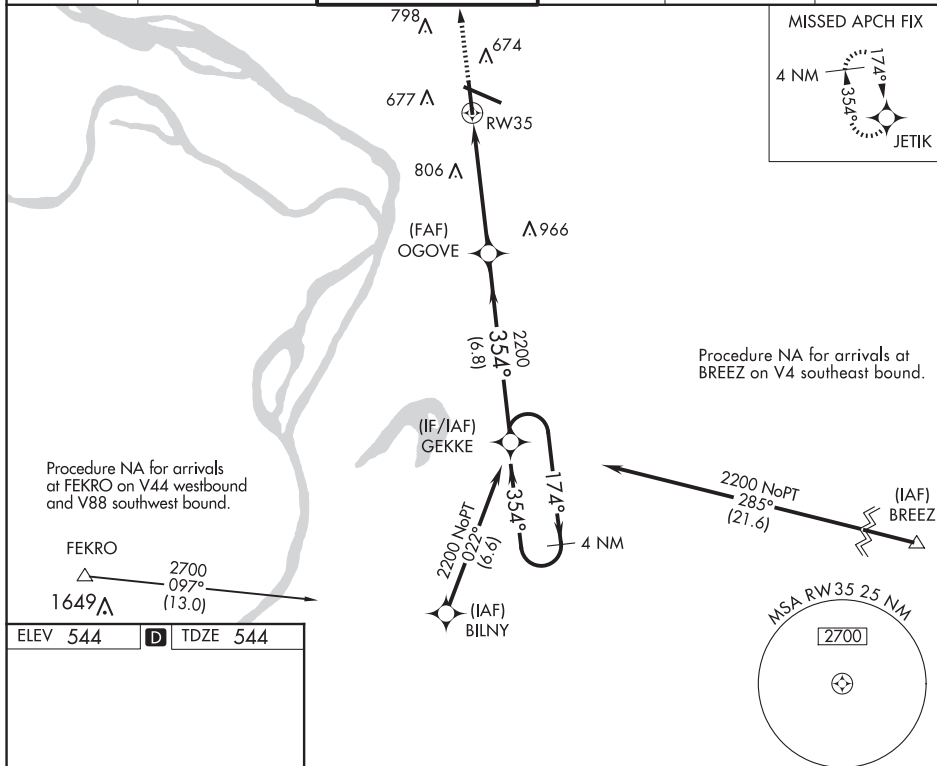
EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 35
ST LOUIS RGNL (ALN)

T Visibility reduction by helicopters NA. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D visibility $\frac{1}{8}$ SM and Circling Cat C/D visibility $\frac{1}{4}$ SM. When VGSI inop, straight-in/Circling Rwy 35 procedure and Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 2200 direct JETIK and hold.

CLNC DEL
120.2
(when tower closed)

UNICOM
122.95[illegible]

Visual Segment - Obstacles.

4 NM Holding Pattern

2200

JETIK

OGOVE

GEKKE

354°

174°

2200

354°

RW35

5.1 NM

6.8 NM

CATEGORY	A	B	C	D
ENAV MDA	1020-1	476 (500-1)	1020-1 ³ / ₈	476 (500-1 ³ / ₈)
CIRCLING	1020-1	476 (500-1)	1160-1 ³ / ₄ 616 (700-1 ³ / ₄)	1200-2 656 (600-2)

ALTON/ST. LOUIS, ILLINOIS

AL-5178 (FAA)

24305

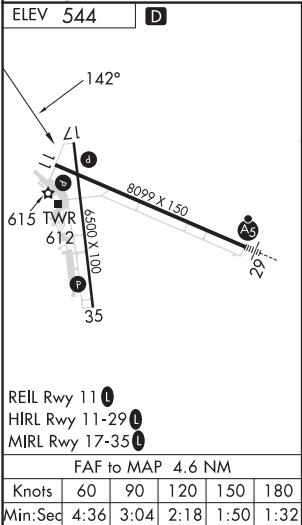
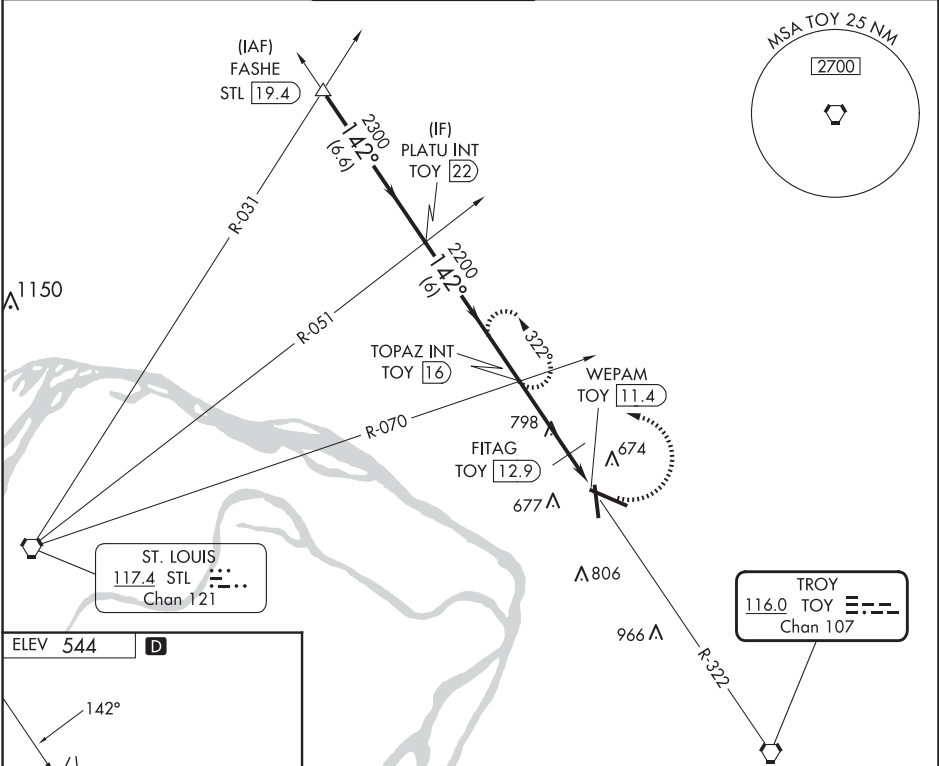
VORTAC TOY 116.0 Chan 107	APP CRS 142°	Rwy Idg TDZE Apt Elev N/A N/A 544
---	------------------------	---

VOR-A
ST LOUIS RGNL (ALN)

⚠ When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase all MDA 60 feet and increase Circling Cat C/D visibility ¼ SM. When VGSi inop, Circling to Rwy 17/35 NA at night.

MISSED APPROACH: Climbing left turn to 2200 via TOY R-322 to TOPAZ INT/TOY 16 DME and hold.

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER★ 126.0 (CTAF) 0 239.0	GND CON 120.2	CLNC DEL 120.2 (when tower closed)	UNICOM 122.95
----------------------	--	--	-------------------------	---	-------------------------



Procedure Turn NA			
*1160 when using St Louis Lambert Intl altimeter setting.			
2700 142° 2300 2200 1100 616 656			
6.6 NM 6 NM 3.2 NM 1.4 NM			
CATEGORY	A	B	C
CIRCLING	1100-1	556 (600-1)	1160-1¾ 616 (700-1¾)
FITAG FIX MINIMUMS			
CIRCLING	1000-1	456 (500-1)	1160-1¾ 616 (700-1¾)

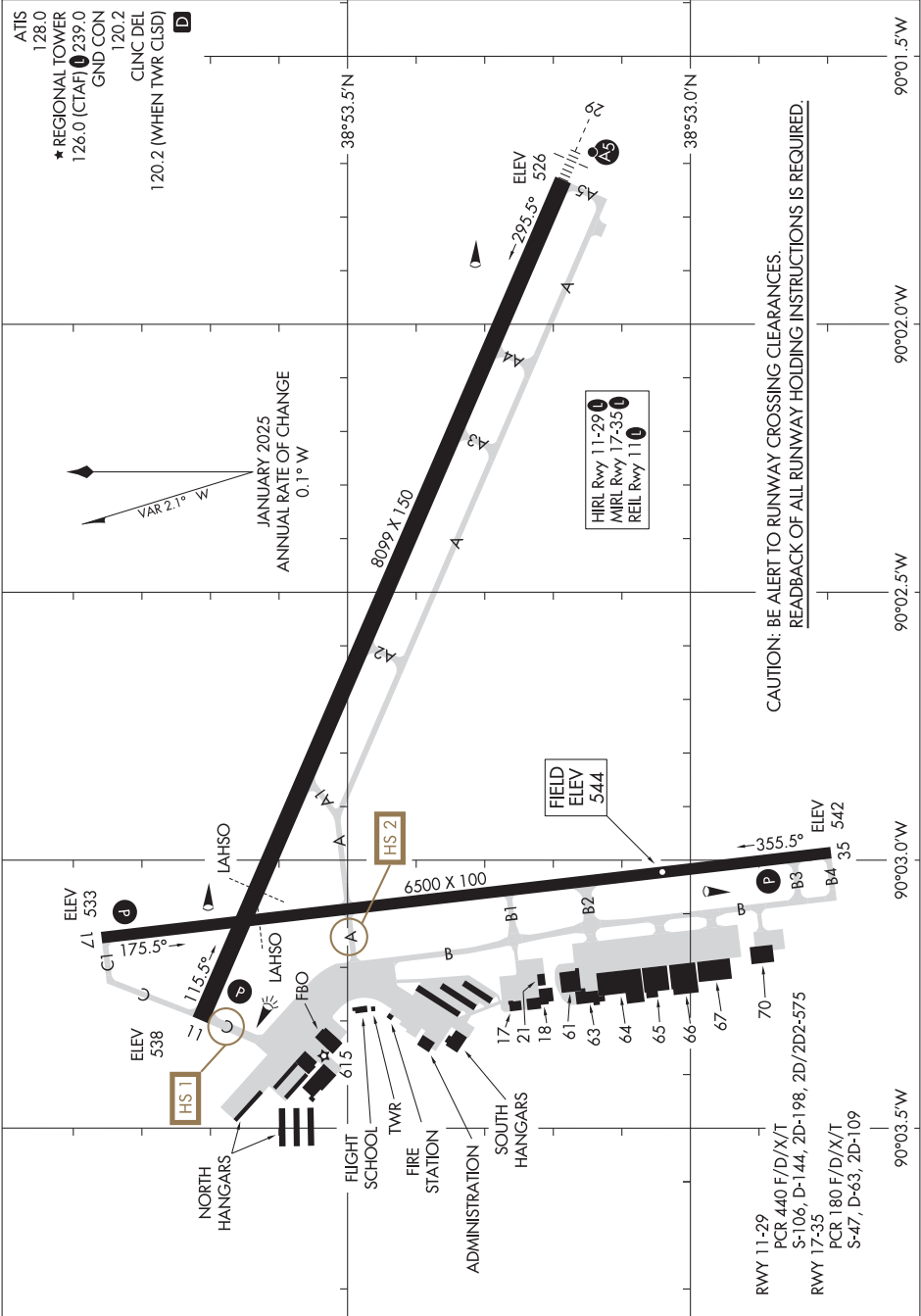
ALTON/ST. LOUIS, ILLINOIS
Amdt 9B 25MAR21

38°53'N-90°03'W

ST LOUIS RGNL (ALN)
VOR-A

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025



(GATWY1.TWILA) 24025
GATEWAY ONE DEPARTURE

AL-5178 (FAA)

ST LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

EC-3, 12 JUN 2025 to 07 AUG 2025

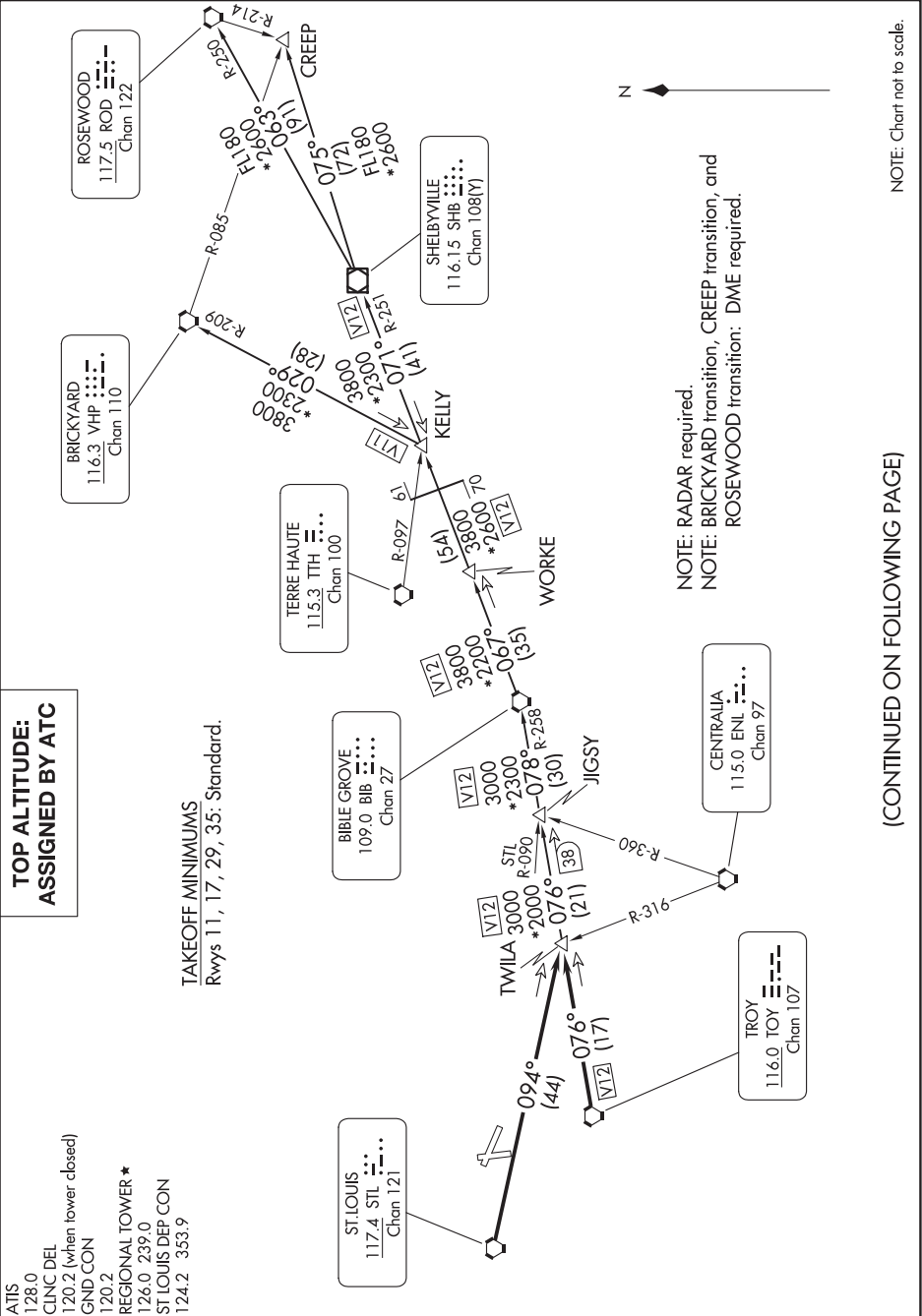
TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 11, 17, 29, 35: Standard.

ATIS
128.0
CLNC DEL
120.2 (when tower closed)
GND CON
120.2
REGIONAL TOWER ★
126.0 239.0
ST LOUIS DEP CON
124.2 353.9

GATEWAY ONE DEPARTURE
(GATWY1.TWILA) 08NOV18

ALTON/ST. LOUIS, ILLINOIS
ST LOUIS RGNL (ALN)



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-3, 12 JUN 2025 to 07 AUG 2025



DEPARTURE ROUTE DESCRIPTION

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

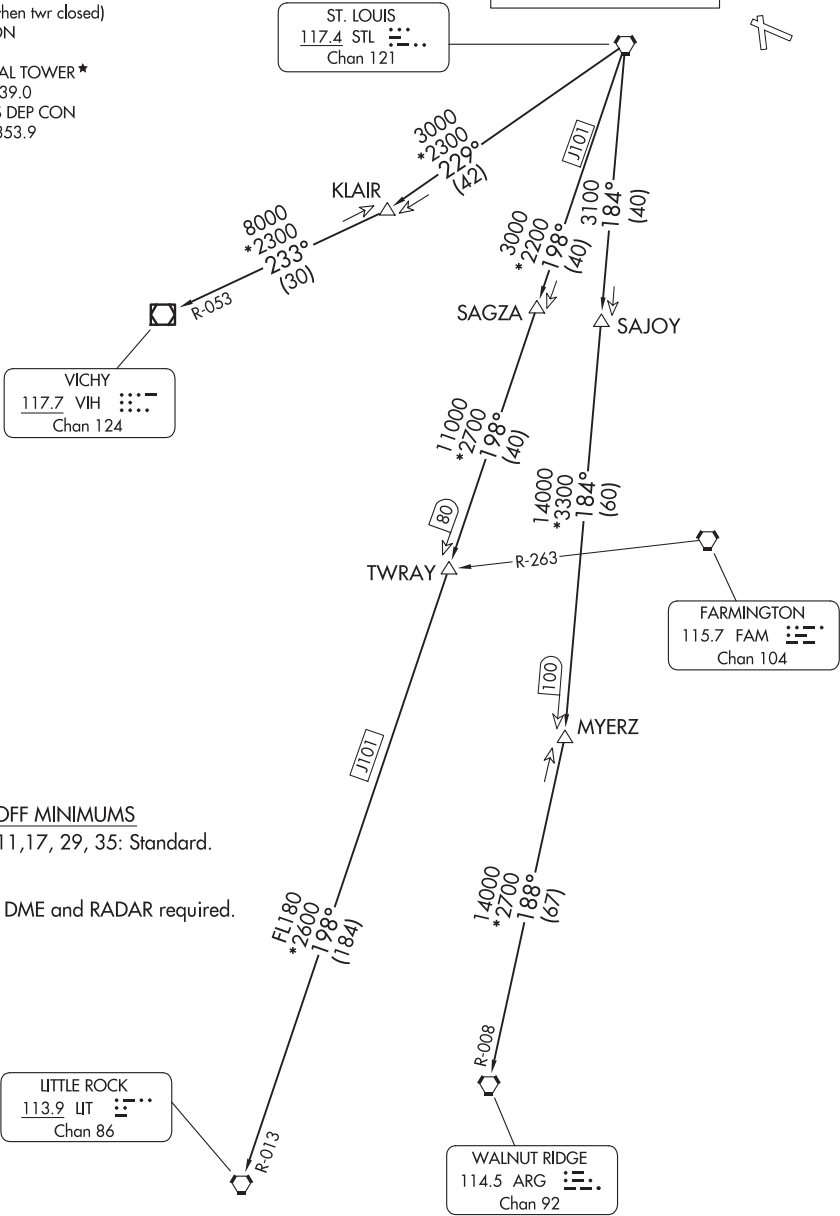
LINDBERGH EIGHT DEPARTURE

AL-5178 (FAA)

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



TAKEOFF MINIMUMS

Rwys 11,17, 29, 35: Standard.

NOTE: DME and RADAR required.

(CONTINUED ON FOLLOWING PAGE)

LINDBERGH EIGHT DEPARTURE

(LINDY8.STL) 17JUN21

ALTON/ST. LOUIS, ILLINOIS
ST LOUIS RGNL (ALN)



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.

EC-3, 12 JUN 2025 to 07 AUG 2025

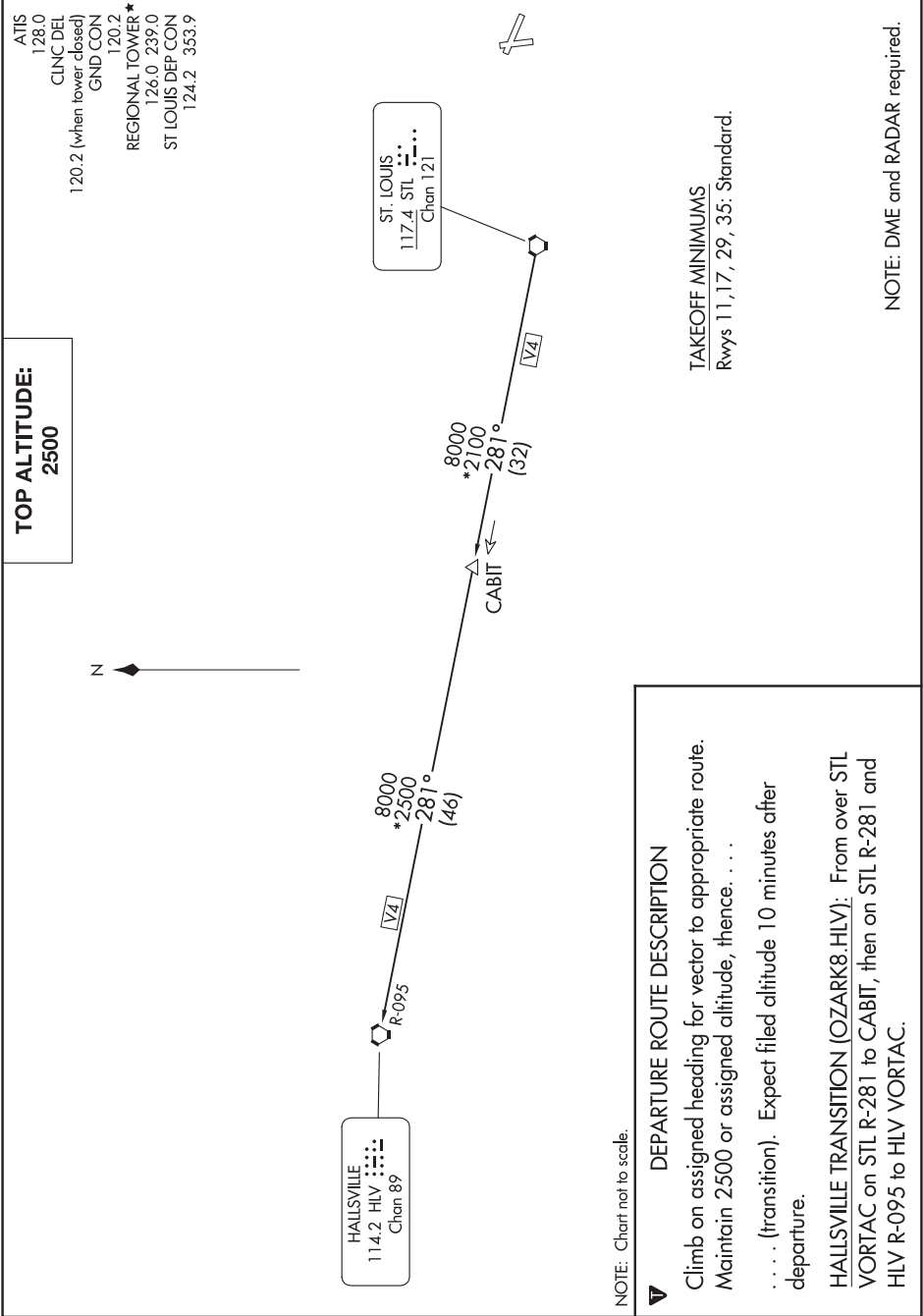
EC-3, 12 JUN 2025 to 07 AUG 2025

(OZARK8.STL) 24025

OZARK EIGHT DEPARTURE

AL-5178 (FAA)

ST LOUIS RGNL (A.L.N)
ALTON/ST. LOUIS, ILLINOIS

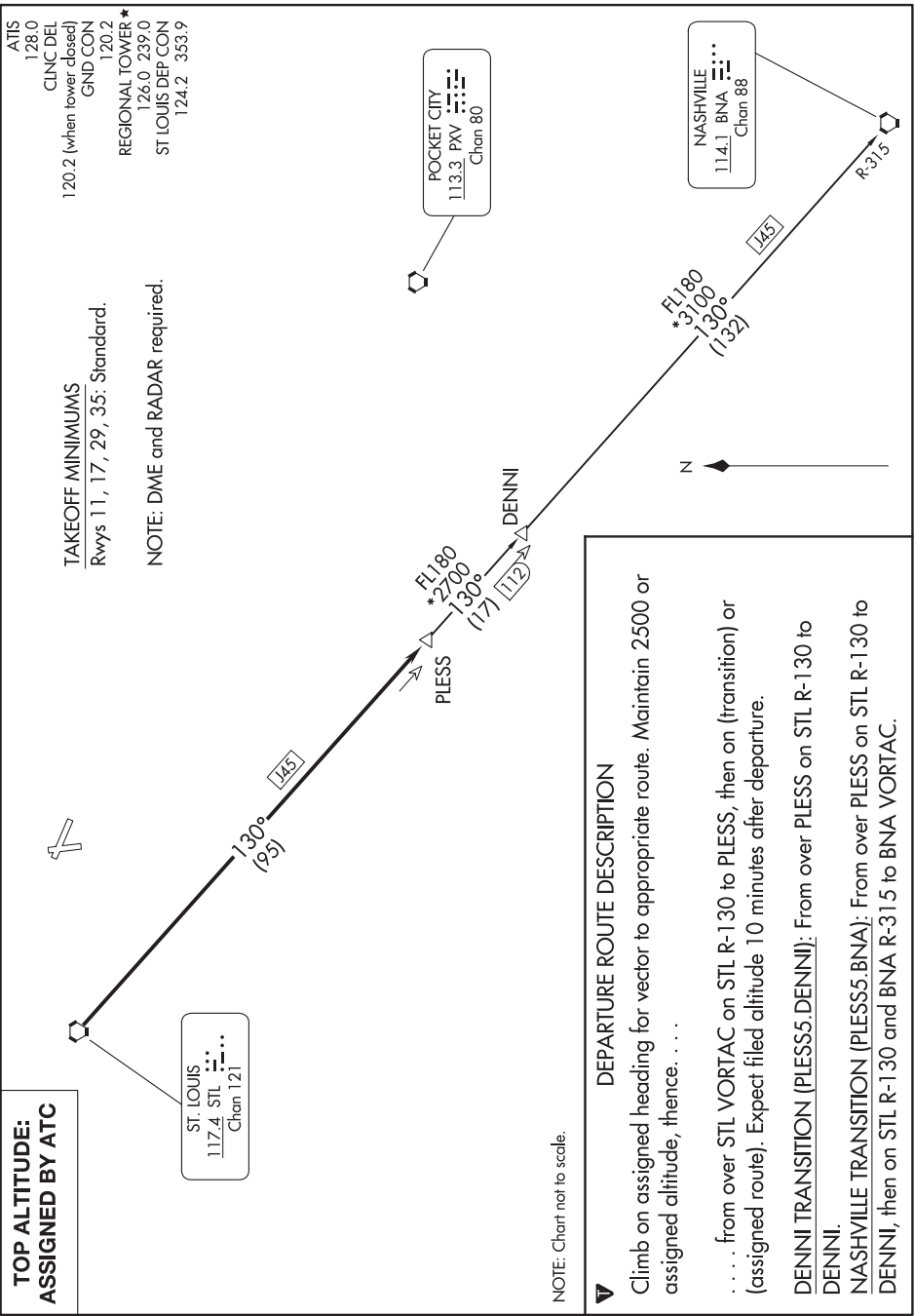


(PLESS5.PLESS) 24025

PLESS FIVE DEPARTURE

AL-5178 (FAA)

ST LOUIS RGNL (A.L.N)
ALTON/ST. LOUIS, ILLINOIS



PLESS FIVE DEPARTURE

(PLESS5.PLESS) 17AUG17

ALTON/ST. LOUIS, ILLINOIS
ST LOUIS RGNL (A.L.N)

AMERY, WISCONSIN

AL-6711 (FAA)

25163

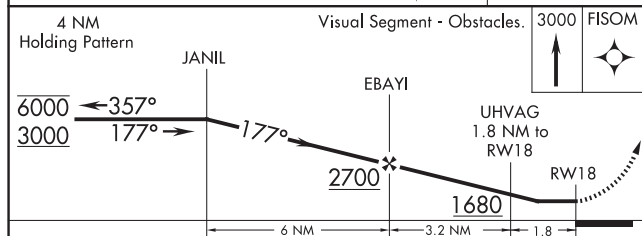
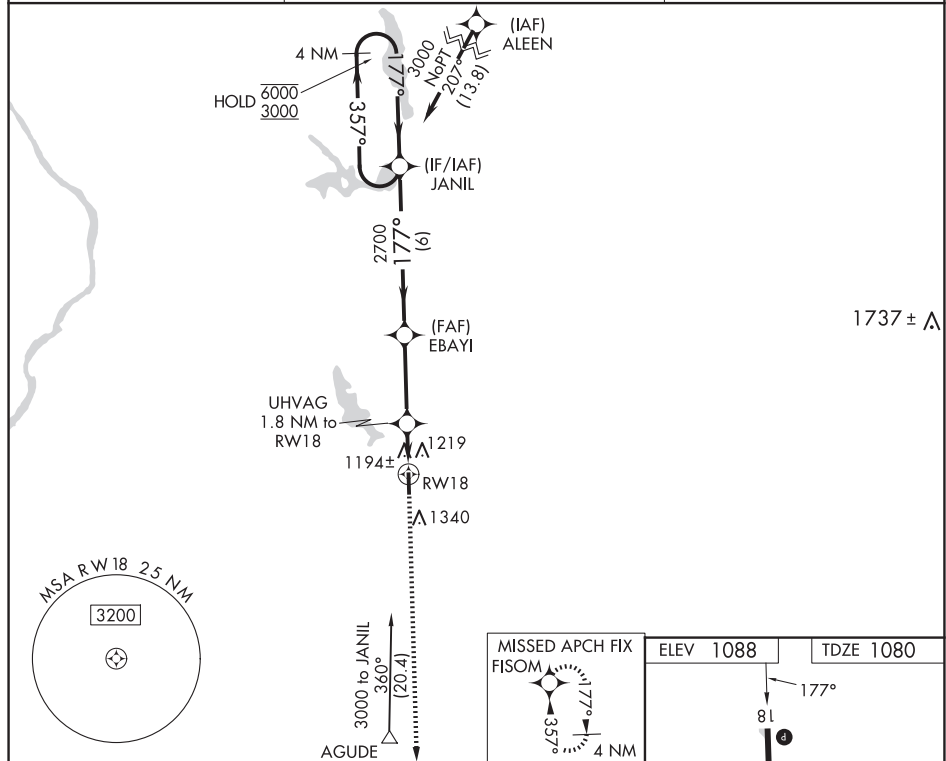
WAAS CH 77732 W18A	APP CRS 177°	Rwy Ldg TDZE 1080 Apt Elev 1088
--	------------------------	---

RNAV (GPS) RWY 18

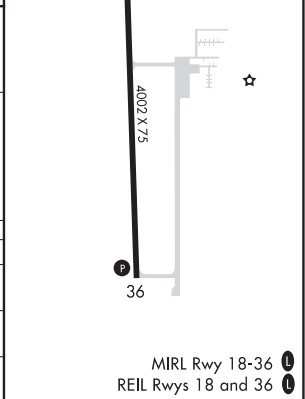
AMERY MUNI (AHH)

RNP APCH.	Rwy 18 helicopter visibility reduction below ¾ 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 ¼ SM.	MISSED APPROACH: Climb to 3000 direct FISOM and hold.
-----------	--	--

RNH AWOS-3 120.0	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------------



CATEGORY	A	B	C	D
LP MDA	1500-1	420 (500-1)	1500-1¼ 420 (500-1¼)	NA
LNAV MDA	1600-1	520 (600-1)	1600-1½ 520 (600-1½)	NA
CIRCLING	1740-1	652 (700-1)	1740-1¾ 652 (700-1¾)	NA



AMERY, WISCONSIN
Amdt 1B 05DEC19

45°17'N-92°23'W

RNAV (GPS) RWY 18

AMERY MUNI (AHH)

MIRL Rwy 18-36 0

REIL Rwy 18 and 36 0

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **70433**
W36A

APP CRS
357°

Rwy Ldg
TDZE **1088**
Apt Elev **1088**

RNAV (GPS) RWY 36

AMERY MUNI (AHH)

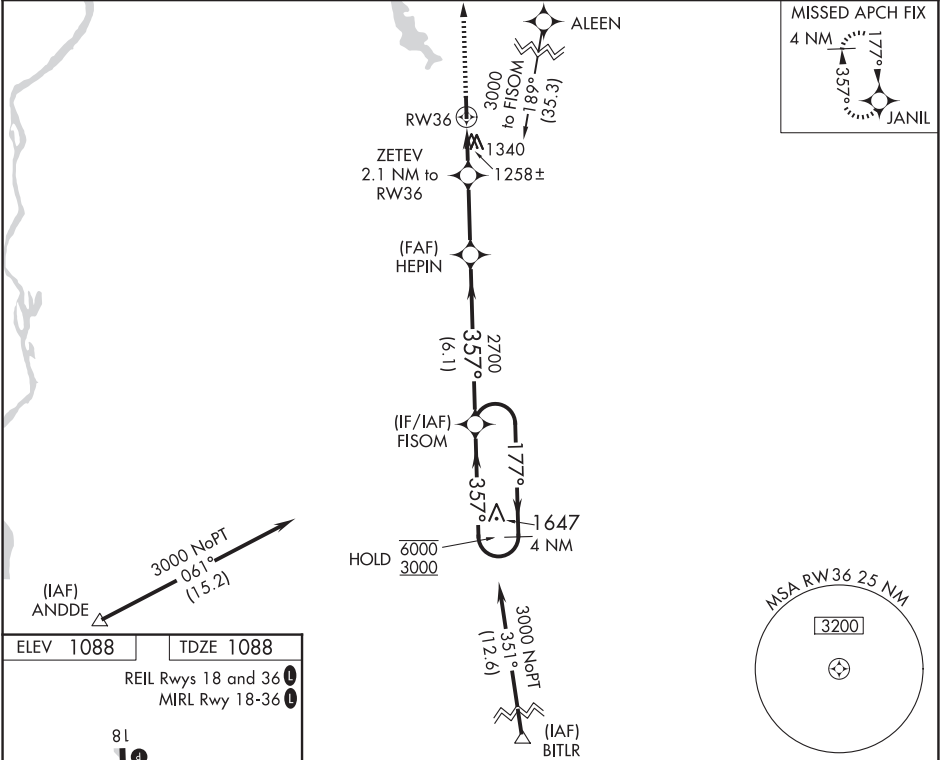
▼

NA

Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ 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 $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3000 direct JANIL and hold.

RNH AWOS-3 120.0	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------------



ELEV 1088

TDZE 1088

REIL Rwy 18 and 36
MIRL Rwy 18-36

3000

JANIL

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 23).

4 NM Holding Pattern

ZETEV 2.1 NM to RW36

HEPIN

FISOM

1780

2700

3.00° TCH 40

357°

177°

6000

3000

CATEGORY	A	B	C	D
LP MDA	1560-1	472 (500-1)	1560-1 $\frac{3}{8}$ 472 (500-1 $\frac{3}{8}$)	NA
LNAV MDA	1680-1	592 (600-1)	1680-1 $\frac{3}{4}$ 592 (600-1 $\frac{3}{4}$)	NA
CIRCLING	1740-1	652 (700-1)	1740-1 $\frac{3}{4}$ 652 (700-1 $\frac{3}{4}$)	NA

ANTIGO, WISCONSIN

AL-6215 (FAA)

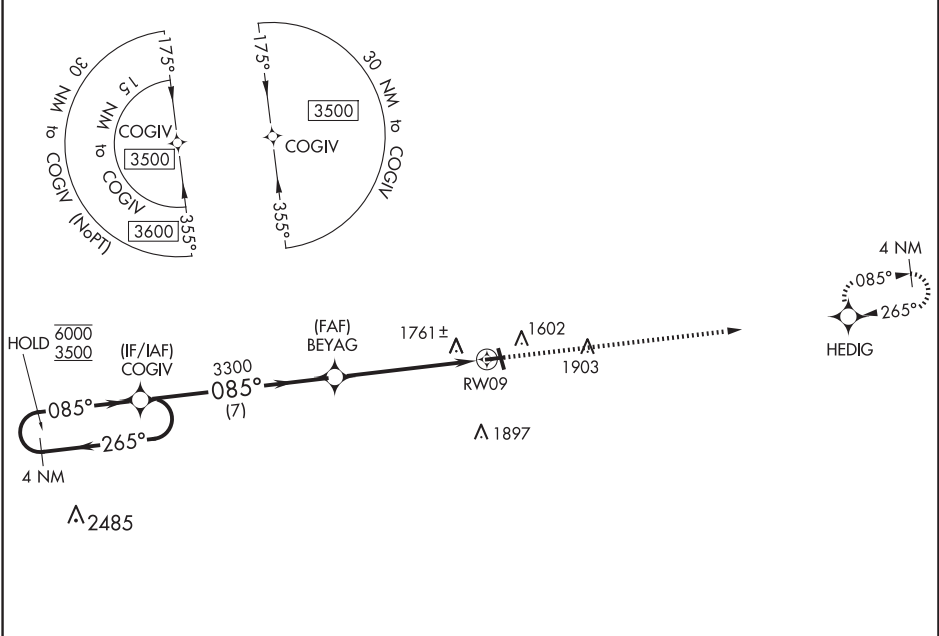
22363

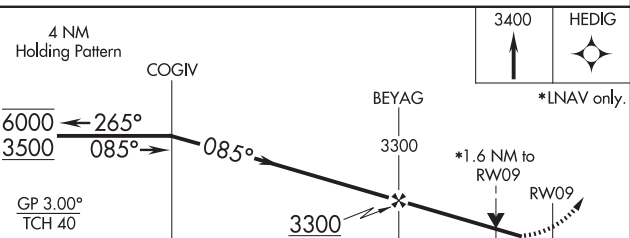
WAAS CH 82130 W09A	APP CRS 085°	Rwy Idg 3400 TDZE 1522 Apt Elev 1523
--	------------------------	---

RNAV (GPS) RWY 9
LANGLADE COUNTY (AIG)

RNP APCH.		MISSED APPROACH: Climb to 3400 direct HEDIG and hold.
▼ Rwy 9 helicopter visibility reduction below ¾ SM NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18C or above 54°C.		

AWOS-3 119.075	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



4 NM Holding Pattern					ELEV 1523	TDZE 1522
						
CATEGORY	A	B	C	D		
LPV DA	1772-1		250 (300-1)			
LNAV/ VNAV DA	2135-2¼		613 (700-2¼)			
LNAV MDA	2080-1 558 (600-1)		2080-1½ 558 (600-1½)			
C CIRCLING	2120-1 597 (600-1)		2260-2 737 (800-2)			
			2260-2¼ 737 (800-2¼)			

ANTIGO, WISCONSIN
Orig-B 10OCT19

45°09'N-89°07'W

LANGLADE COUNTY (AIG)
RNAV (GPS) RWY 9

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS

CH **49131**

W17A

APP CRS

166°

Rwy Idg

4010

TDZE

1522

Apt Elev

1523

RNAV (GPS) RWY 17

LANGLADE COUNTY (AIG)

RNP APCH - GPS.

⚠

Baro-VNAV NA when using AUW altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use AUW altimeter setting and increase LPV DA to 1877 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 2029 feet and all visibilities ¼ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ½ SM.

MISSED APPROACH:

Climb to 3300 direct ZABVI and hold.

AWOS-3 119.075	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 1
--------------------------	--	---------------------------------

CATEGORY	A	B	C	D
LPV DA	1772-1		250 (300-1)	
LNAV/VNAV DA	1924-1⅓		402 (400-1⅓)	
LNAV MDA	1920-1	398 (400-1)	1920-1⅓	398 (400-1⅓)
CIRCLING	2120-1	597 (600-1)	2260-2 737 (800-2)	2260-2¼ 737 (800-2¼)

ANTIGO, WISCONSIN

Amdt 2B 26DEC24

45°09'N-89°07'W

17

LANGLADE COUNTY (AIG)

RNAV (GPS) RWY 17

ANTIGO, WISCONSIN

AL-6215 (FAA)

22363

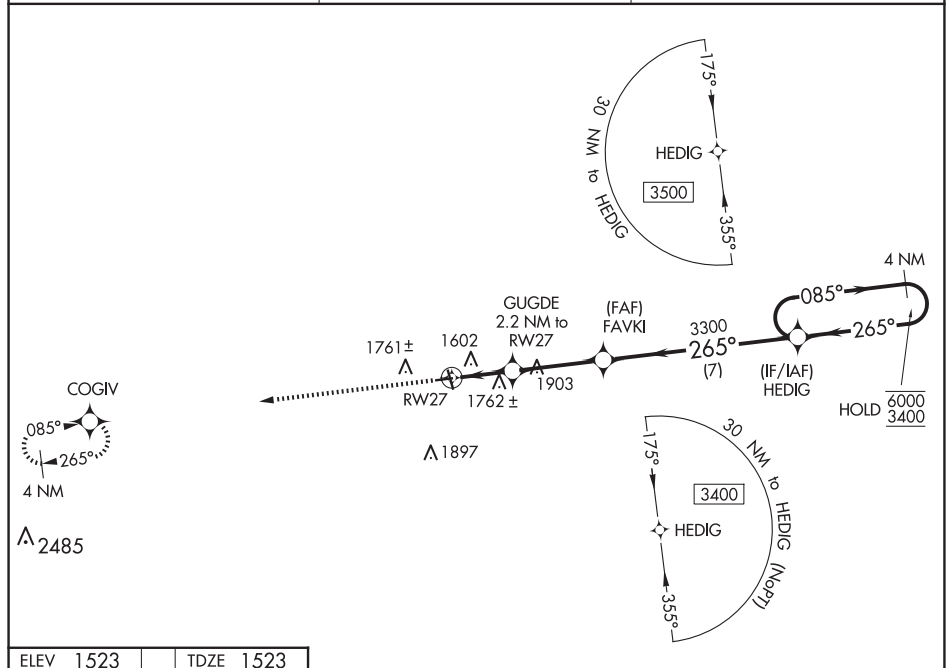
WAAS CH 45629 W27A	APP CRS 265°	Rwy Idg 3400 TDZE 1523 Apt Elev 1523
--	------------------------	---

RNAV (GPS) RWY 27

LANGLADE COUNTY (AIG)

RNP APCH.	MISSED APPROACH: Climb to 3500 direct COGIV and hold.
Rwy 27 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) 0
--------------------------	--	---------------------------------



REIL Rws 17 and 35
MIRL Rws 17-35 and 9-27

3500

COGIV

*LNAV only.

RW27

1.5 NM

0.7 NM

GUGDE
2.2 NM to RW27

FAVKI
3300

HEDIG

4 NM Holding Pattern

085° → 6000
← 265° 3400

GP 3.00°
TCH 40

*2260

265°

3300

CATEGORY	A	B	C	D
LPV DA	1773-1		250 (300-1)	
LNAV/VNAV DA	1792-1		269 (300-1)	
LNAV MDA	2020-1 497 (500-1)		2020-1 ³ / ₈ 497 (500-1 ³ / ₈)	
C CIRCLING	2120-1 597 (600-1)		2260-2 737 (800-2)	2260-2 ¹ / ₄ 737 (800-2 ¹ / ₄)

ANTIGO, WISCONSIN
Amdt 1A 10OCT19

45°09'N-89°07'W

LANGLADE COUNTY (AIG)

RNAV (GPS) RWY 27

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **45732**
W35A

APP CRS
346°

Rwy Idg
TDZE **1522**
Apt Elev **1523**

RNAV (GPS) RWY 35

LANGLADE COUNTY (AIG)

RNP APCH - GPS.

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C .

▲

Baro-VNAV and VDP NA when using AUW altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use AUW altimeter setting and increase LPV DA to 1877 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 2124 feet and all visibilities ¾ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D ¾ SM, and Circling visibility Cat C/D ½ SM.

MISSED APPROACH:
Climb to 3400 direct
OZOOXY and hold.

AWOS-3 119.075	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------

1761± A 1602 A 1903 A 1699± A 1897 A

RW35

(FAF) IYUR

3400 346°

(IF/IAF) ZABVI

169° 346° 4 NM

30 NM to ZABVI

3600 256° 076°

3000 256° 076°

30 NM to ZABVI (NoPT)

4 NM

ELEV 1523 TDZE 1522

3400 OZOOXY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 36).

4 NM Holding Pattern

IYUR 3300 ZABVI

1.3 NM to RW35

346° 166° 3300

GP 3.00° TCH 40

1.3 4.2 NM 7 NM

CATEGORY	A	B	C	D
LPV DA	1772-1		250 (300-1)	
LNAV/VNAV DA	2019-1¾		497 (500-1¾)	
LNAV MDA	1960-1	438 (500-1)	1960-1¼	438 (500-1¼)
CIRCLING	2120-1	597 (600-1)	2260-2 737 (800-2)	2260-2¼ 737 (800-2¼)

REIL Rwy 17 and 35 0

MIRL Rwy 17-35 and 9-27 0

ANTIGO, WISCONSIN

Amtdt 2C 26DEC24

45°09'N-89°07'W

19

LANGLADE COUNTY (AIG)

RNAV (GPS) RWY 35

ILS or LOC RWY 3
APPLETON INTL (ATW)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 310° and OSH VORTAC R-355 to BECKY INT/ OSH VORTAC 33.8 DME and hold.

MISSIED APCH FIX
115.5 GRB
R-269
Chan 102

BECKY
OSH 33.8
Chan 114(Y)

ALTERNATE MISSIED APCH FIX

GREEN BAY GRB
115.5
Chan 102

LOCALIZER 109.1
I-ATW
Chan 28

GAMIE I-ATW 7.7

IF/IAF
APIXE INT
I-ATW 13.6
OSH 6.2

OSH 25 NM
2700

Procedure NA for arrival on GRB VORTAC
airway radials 161 CW 269.

Procedure NA for arrivals at OSH VORTAC
on V191 southeast bound.

IAF
OSHKOSH
116.75 OSH
Chan 114(Y)

ELEV 918
TDZE 888

	Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04	

APPLETON INTL (ATW)
ILS or LOC RWY 3

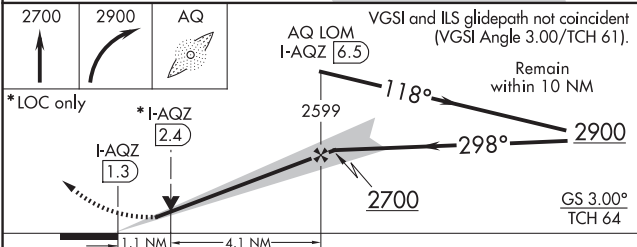
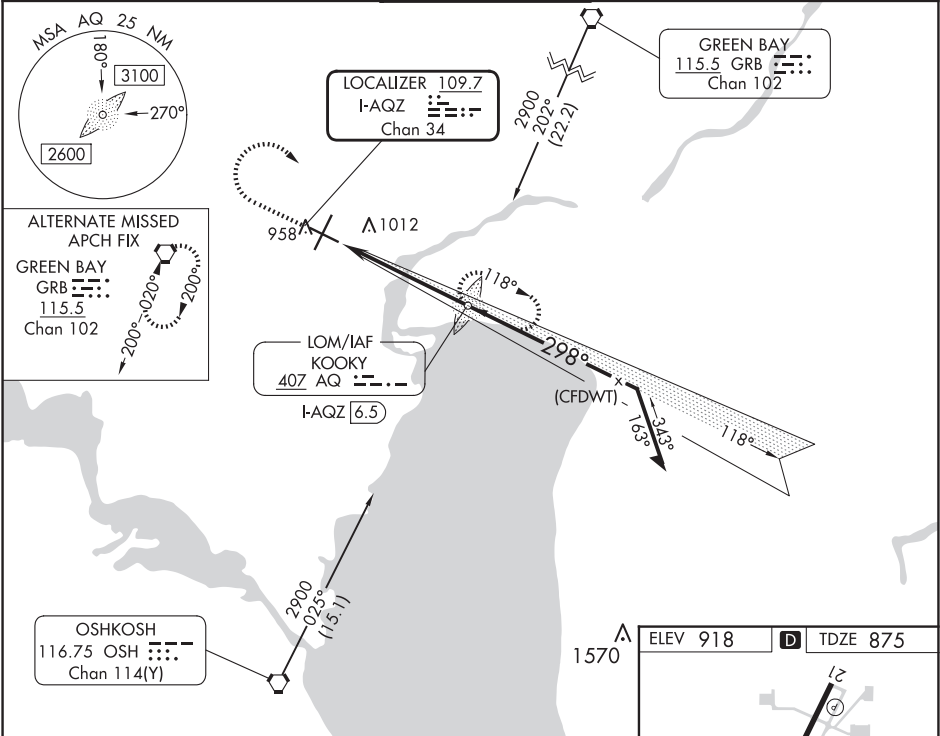
LOC/DME I-AQZ	APP CRS	Rwy Idg	6502
109.7	298°	TDZE	875
Chan 34		Apt Elev	918

ILS or LOC RWY 30

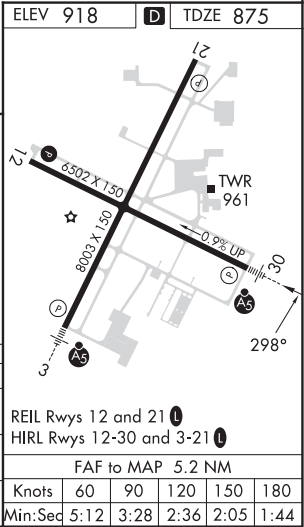
APPLETON INTL (ATW)

ADF required.	MALSR	MISSED APPROACH: Climb to 2700 then climbing right turn to 2900 direct KOOKY LOM/I-AQZ 6.5 DME and hold.
<div><div>▼</div><div>▲ NA</div></div>	<div><div>AS</div><div></div></div>	

ATIS	GREEN BAY APP CON★	APPLETON TOWER★	GND CON	UNICOM
127.15	126.3 338.2	119.6 (CTAF) 0	121.7	122.95



CATEGORY	A	B	C	D
S-ILS 30	1075-½		200 (200-½)	
S-LOC 30	1260-½	385 (400-½)	1260-⅝	385 (400-⅝)
CIRCLING	1340-1 422 (500-1)	1380-1 462 (500-1)	1400-1½ 482 (500-1½)	1480-2 562 (600-2)



APPLETON, WISCONSIN

AL-5216 (FAA)

23362

WAAS CH 56223 W03A	APP CRS 028°	Rwy Idg TDZE 888 Apt Elev 918	8003
--	------------------------	---	-------------

RNAV (GPS) RWY 3

APPLETON INTL (ATW)

▼

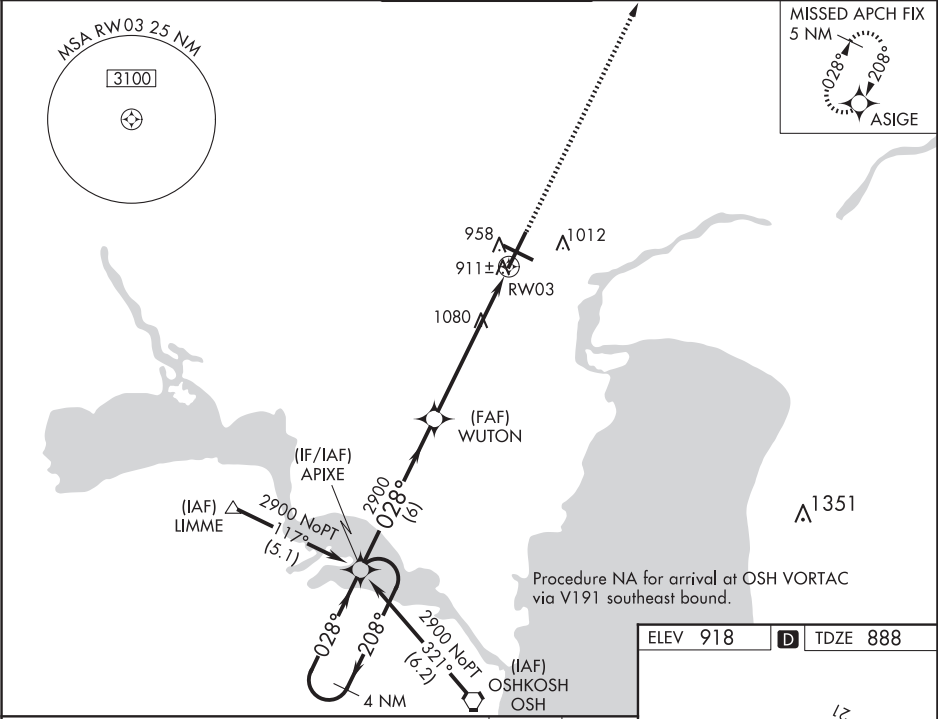
▲

Baro-VNAV NA below -16°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.

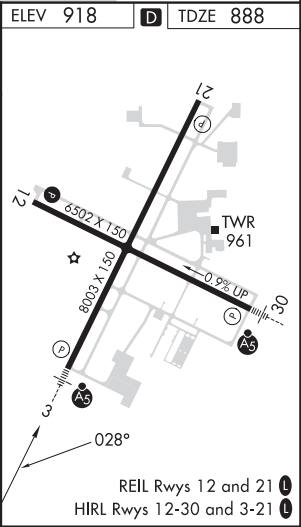
MALSR

MISSED APPROACH: Climb to 2700 direct ASIGE and hold.

ATIS 127.15	GREEN BAY APP CON★ 126.3 338.2	APPLETON TOWER★ 119.6 (CTAF) 0	GND CON 121.7	UNICOM 122.95
-----------------------	--	--	-------------------------	-------------------------



4 NM Holding Pattern		APIXE	WUTON	2700	ASIGE
2900 ← 208° 2900 → 028°		2900	2900	*1.5 NM to RW03	RW03
GP 3.00° TCH 47				*LNAV only	
		6 NM	4.6 NM	1.5 NM	
CATEGORY	A	B	C	D	
LPV DA		1138/24	250 (300-½)		
LNAV/VNAV DA		1232/40	344 (400-¾)		
LNAV MDA	1400/24	512 (500-½)	1400/50 512 (500-1)	1400/60 512 (500-¼)	
CIRCLING	1400-1	482 (500-1)	1400-1½ 482 (500-½)	1480-2 562 (600-2)	



APPLETON, WISCONSIN
Amdt 1B 26MAR20

44°15'N-88°31'W

APPLETON INTL (ATW)

RNAV (GPS) RWY 3

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 12
APPLETON INTL (ATW)

MISSED APPROACH:
Climb to 2700 direct
APESE and hold.

113.8

(IAF) SOMBE

2600 NoPT 208° (5)

(IF/IAF) ARALE

118° 298° 2600 NoPT 028° (5)

4 NM

2600 118° (6.1)

HODNO 1.7 NM to RW12

(FAF) ZOGLO

980± 958 RW12

1012

Procedure NA for arrivals on GRB VORTAC airway radials 269 CW 286.

Procedure NA for arrivals on OSH VORTAC airway radials 307 CW 337.

MSA RW12 25 NM

3100

2600 328° (20)

OSHKOSH OSH

ELEV 918 D TDZE 918

4 NM

118° 298°

APESE

ELEV 918

TDZE 918

118°

6502' X 150'

8003' X 150'

TWR 961

0.9% UP

V

VORTAC

P

A5

A5

REIL Rwy 12 and 21

HIRL Rwy 12-30 and 3-21

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APPLETON, WISCONSIN

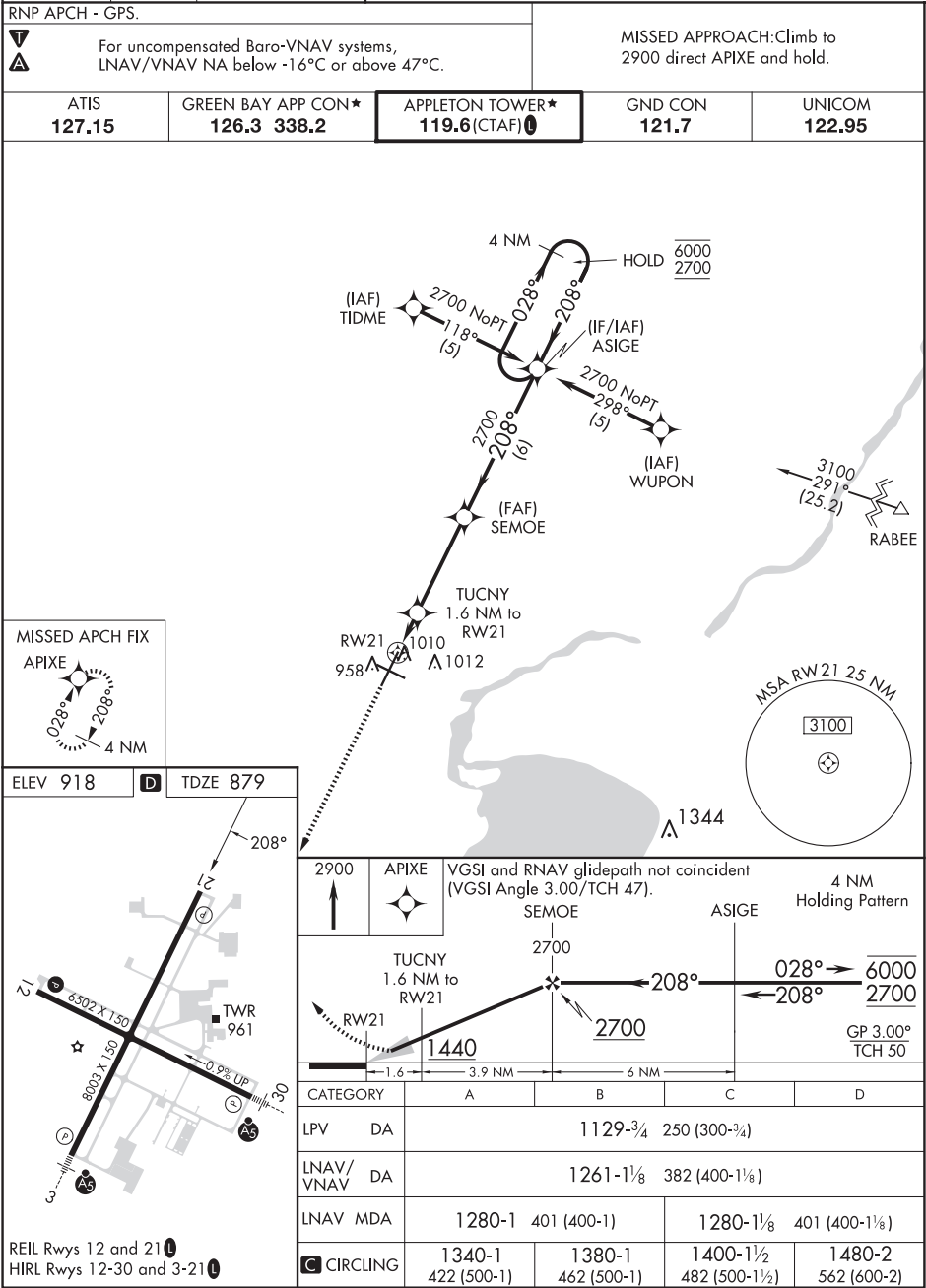
AL-5216 (FAA)

23362

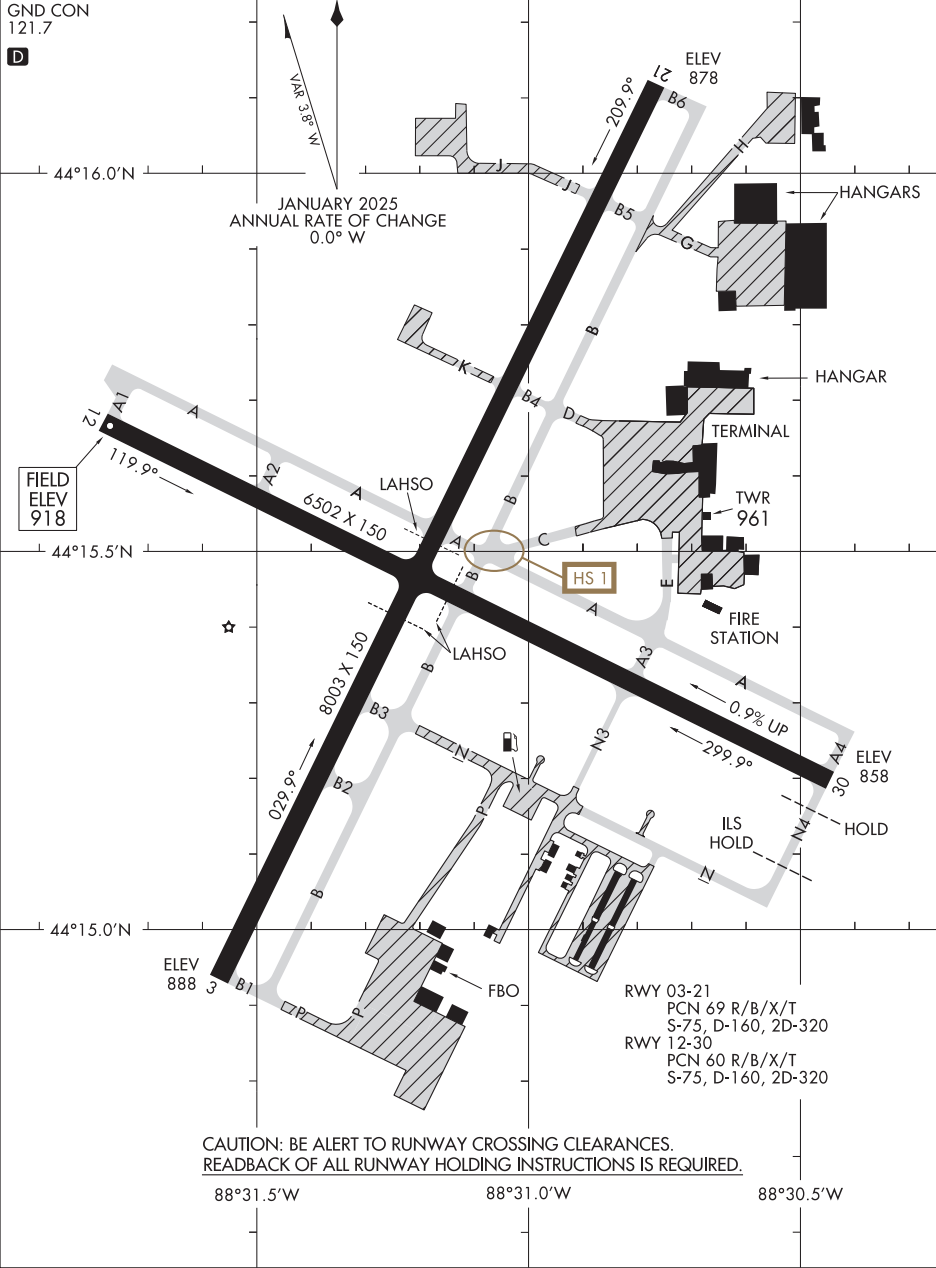
WAAS CH 93517 W21A	APP CRS 208°	Rwy Idg TDZE Apt Elev	8002 879 918
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 21

APPLETON INTL (ATW)



ATIS
127.15
APPLETON TOWER★
119.6
GND CON
121.7
D



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 72707 W02A	APP CRS 023°	Rwy Idg TDZE Apt Elev	5197 826 827
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 2

JOHN F KENNEDY MEML (ASX)

RNP APCH.

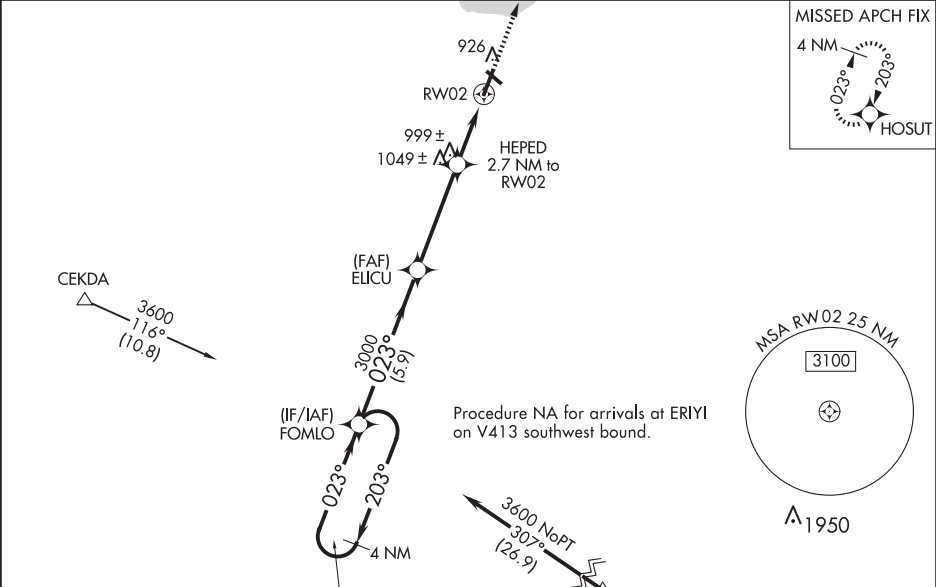
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.
Rwy 2 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 DA 132 feet and all MDAs 140 feet; increase LPV all Cats and LNAV Cat C/D visibility ¾ SM, LNAV/VNAV all Cats and Circling Cat C/D visibility ½ SM.

MISSED APPROACH:
Climb to 3200 direct HOSUT and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	GCO 122.25	UNICOM 122.8 (CTAF) 0
------------------------	---	----------------------	--



ELEV 827

TDZE 826

4 NM Holding Pattern

FOMLO

ELICU

HEPED 2.7 NM to RWY 2

RWY 2

HOSUT

*LNAV only

*1.4 NM to RWY 2

*1720

GP 3.00° TCH 41

5.9 NM

4 NM

1.3

1.4

CATEGORY	A	B	C	D
LPV DA		1076-1	250 (300-1)	
LNAV/VNAV DA		1103-1	277 (300-1)	
LNAV MDA	1300-1	474 (500-1)	1300-1¾ 474 (500-1¾)	
CIRCLING	1300-1	473 (500-1)	1440-1¾ 613 (700-1¾)	1560-2¼ 733 (800-2¼)

REIL Rwy 2

MIRL Rwy 2-20 and 13-31

ASHLAND, WISCONSIN

AL-5383 (FAA)

23222

WAAS CH 61107 W13A	APP CRS 132°	Rwy Idg TDZE Apt Elev 3498 827 827
--	------------------------	--

RNAV (GPS) RWY 13

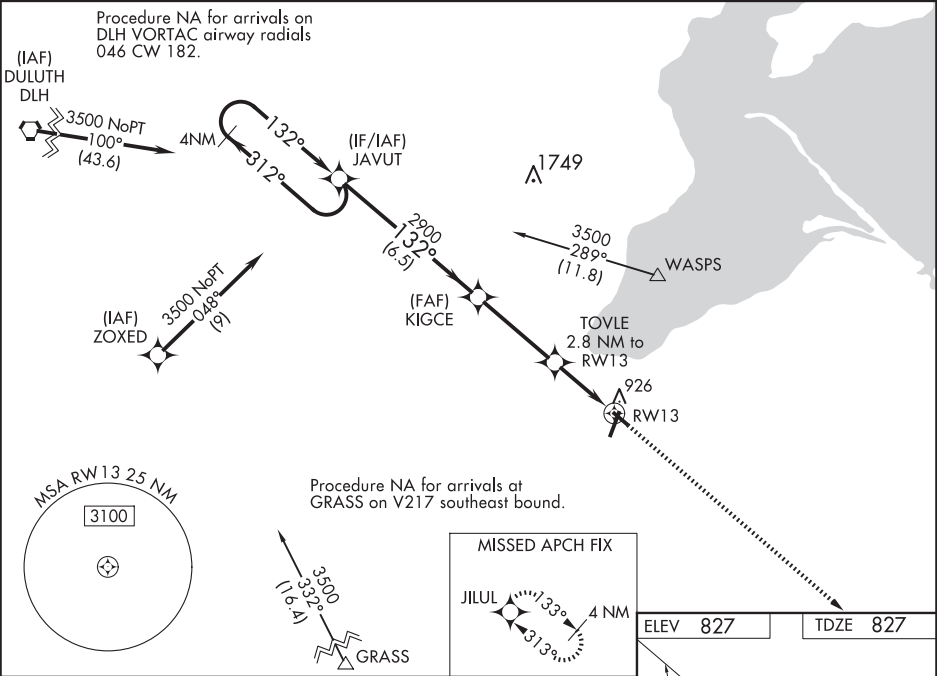
JOHN F KENNEDY MEML (ASX)

⚠

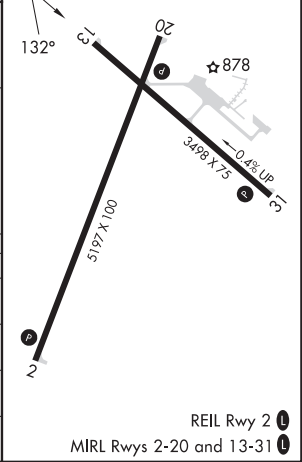
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Ironwood altimeter setting. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and all MDAs 140 feet; increase LPV, LNAV/VNAV all Cats, and LNAV Cat C/D visibility ¾ mile and Circling Cat C/D visibility ½ mile.

MISSED APPROACH:
Climb to 3500 direct JILUL and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	GCO 122.25	UNICOM 122.8 (CTAF) 0
------------------------	---	----------------------	--



4 NM Holding Pattern		JAVUT	KIGCE	TOVLE	JILUL
3500		312°	132°	132°	3500
GP 3.00°			2900	*1740	*1740
TCH 40					
		6.5 NM	3.6 NM	1.7 NM	1.1 NM
CATEGORY	A	B	C	D	
LPV DA		1077-7/8	250 (300-7/8)		
LNAV/ VNAV DA		1110-1	283 (300-1)		
LNAV MDA		1200-1	373 (400-1)		
CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1440-1¾ 613 (700-1¾)	1560-2¼ 733 (800-2¼)	



ASHLAND, WISCONSIN
Amdt 1A 02APR15

46° 33'N-90° 55'W

JOHN F KENNEDY MEML (ASX)

RNAV (GPS) RWY 13

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 90307 W20A	APP CRS 203°	Rwy Idg TDZE Apt Elev	5197 827 827
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 20

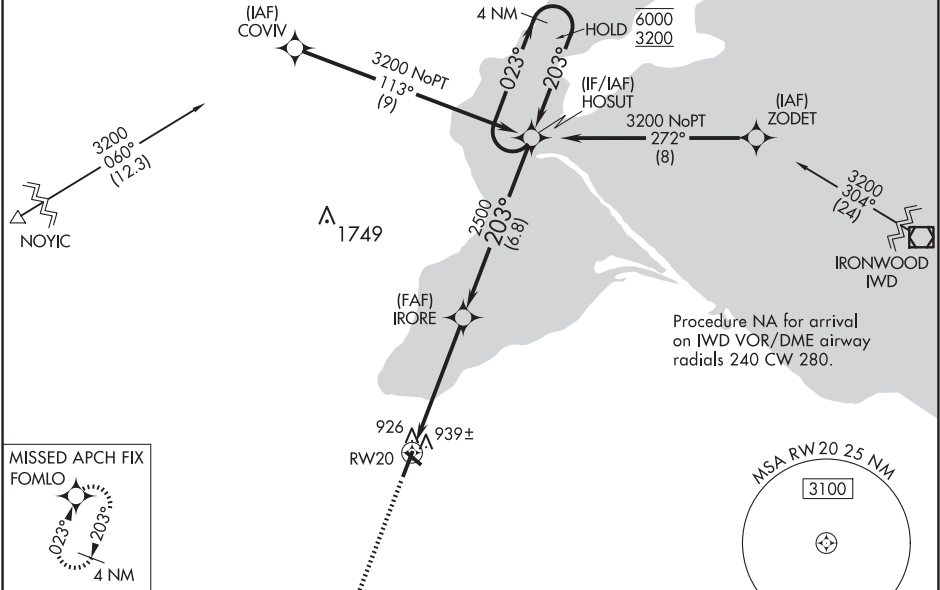
JOHN F KENNEDY MEML (ASX)

RNP APCH.

Baro-VNAV and VDP NA when using Ironwood altimeter setting. Rwy 20 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received, use Ironwood altimeter setting: increase LPV DA to 1260 feet and all visibilities $\frac{1}{2}$ SM; increase LNAV/VNAV DA to 1256 feet and all visibilities $\frac{1}{2}$ SM; increase all MDA 140 feet and LNAV visibility Cat C/D $\frac{3}{8}$ SM and Circling visibility Cat C/D $\frac{1}{2}$ SM.

MISSED APPROACH:
Climb to 3600 direct
FOMLO and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	GCO 122.25	UNICOM 122.8 (CTAF)
------------------------	---	----------------------	-------------------------------



ELEV **827**

TDZE **827**

203°

13

2

5197 X 100

3498 X 75

0.4% Up

878

REIL Rwy 20

MIRL Rwy 2-20 and 13-31

3600 FOMLO				
* LNAV only				
RW20				
1.1 NM 4.1 NM 6.8 NM				
IRORE 2500				
HOSUT				
4 NM Holding Pattern				
023° 6000 203° 3200				
GP 3.00° TCH 34				
CATEGORY	A	B	C	D
LPV DA		1128-1	301 (400-1)	
LNAV/VNAV DA		1124-1	297 (300-1)	
LNAV MDA		1200-1	373 (400-1)	
CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1440-1¾ 613 (700-1¾)	1560-2¼ 733 (800-2¼)

ASHLAND, WISCONSIN

AL-5383 (FAA)

23222

WAAS CH 65807 W31A	APP CRS 313°	Rwy Idg 3498 TDZE 827 Apt Elev 827
--	------------------------	---

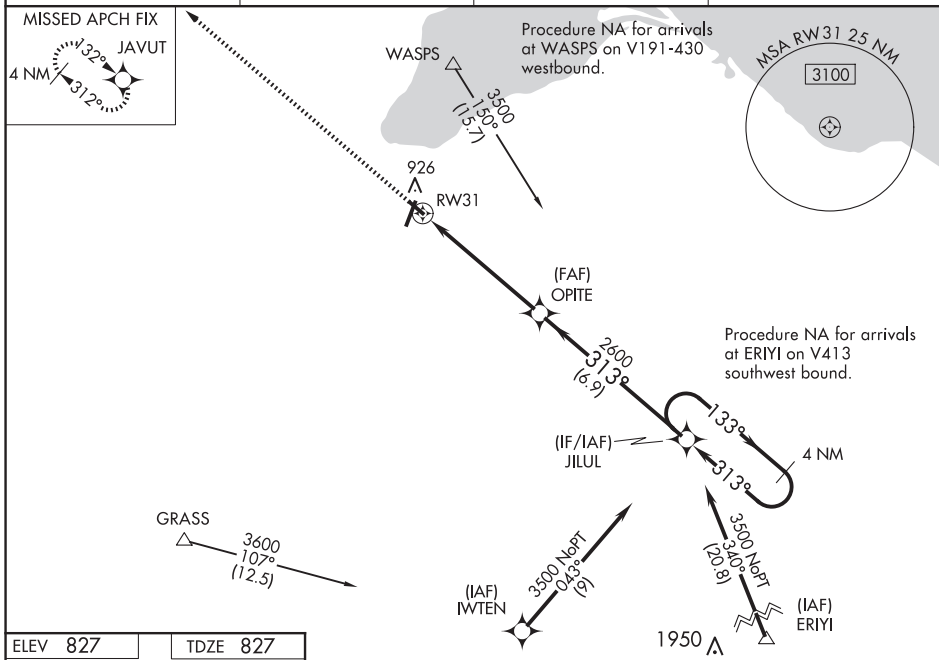
RNAV (GPS) RWY 31

JOHN F KENNEDY MEML (ASX)

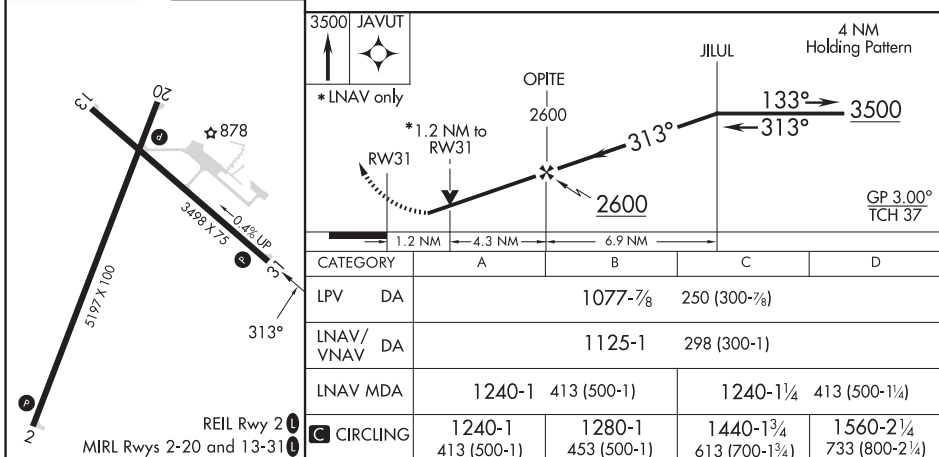
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Ironwood altimeter setting. When local altimeter setting not received, use Ironwood altimeter setting and increase all DAs 132 feet and all MDAs 140 feet; increase LPV all Cats and LNAV Cat C/D visibility ¾ mile, LNAV/VNAV all Cats and Circling Cat C/D visibility ½ mile.

MISSED APPROACH:
Climb to 3500 direct JAVUT and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	GCO 122.25	UNICOM 122.8 (CTAF) 0
------------------------	---	----------------------	---------------------------------



ELEV 827	TDZE 827
----------	----------



ASHLAND, WISCONSIN
Amdt 1A 02APR15

46° 33'N-90° 55'W

JOHN F KENNEDY MEML (ASX)
RNAV (GPS) RWY 31

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-ASX 109.3 Chan 30	APP CRS 023°	Rwy Idg 5197 TDZE 826 Apt Elev 827
---	------------------------	---


LOC RWY 2

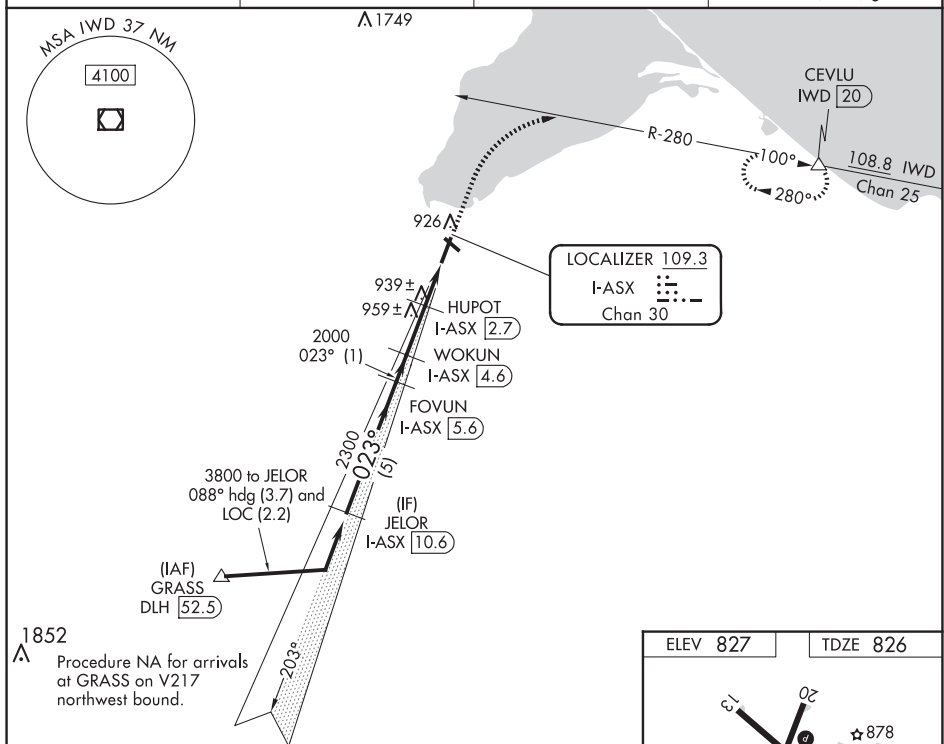
JOHN F KENNEDY MEML (ASX)

DME required.

T Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using
A NA Ironwood altimeter setting. When local altimeter setting not received, use
 Ironwood altimeter setting and increase all MDA 140 feet; increase S-02
 Cat C/D visibility $\frac{3}{8}$ SM and Circling Cat C/D visibility $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 2200 then climbing right turn to 3500 on IWD VOR/DME R-280 to CEVLU/IWD 20 DME and hold.

ASOS 126.775	MINNEAPOLIS CENTER 126.45 276.4	GCO 122.25	UNICOM 122.8 (CTAF) 
------------------------	---	----------------------	---



<div><div>JELOR I-ASX 10.6</div><div>FOVUN I-ASX 5.6</div><div>WOKUN I-ASX 4.6</div><div>HUPOT I-ASX 2.7</div><div>I-ASX 2.1</div><div>I-ASX 1</div><div>CEVLU △</div></div>				<div><div>2200 ↑</div><div>3500 ↗</div><div>IWD R-280</div></div>
CATEGORY	A	B	C	D
S-2	1200-1	374 (400-1)	1200-1 $\frac{1}{8}$	374 (400-1 $\frac{1}{8}$)
C CIRCLING	1240-1 413 (500-1)	1280-1 453 (500-1)	1440-1 $\frac{3}{4}$ 613 (700-1 $\frac{3}{4}$)	1560-2 $\frac{1}{4}$ 733 (800-2 $\frac{1}{4}$)

WAAS CH 78232 W19A	APP CRS 190°	Rwy Idg TDZE Apt Elev	5010 979 979
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 19

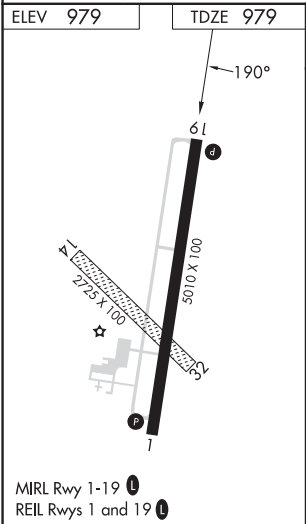
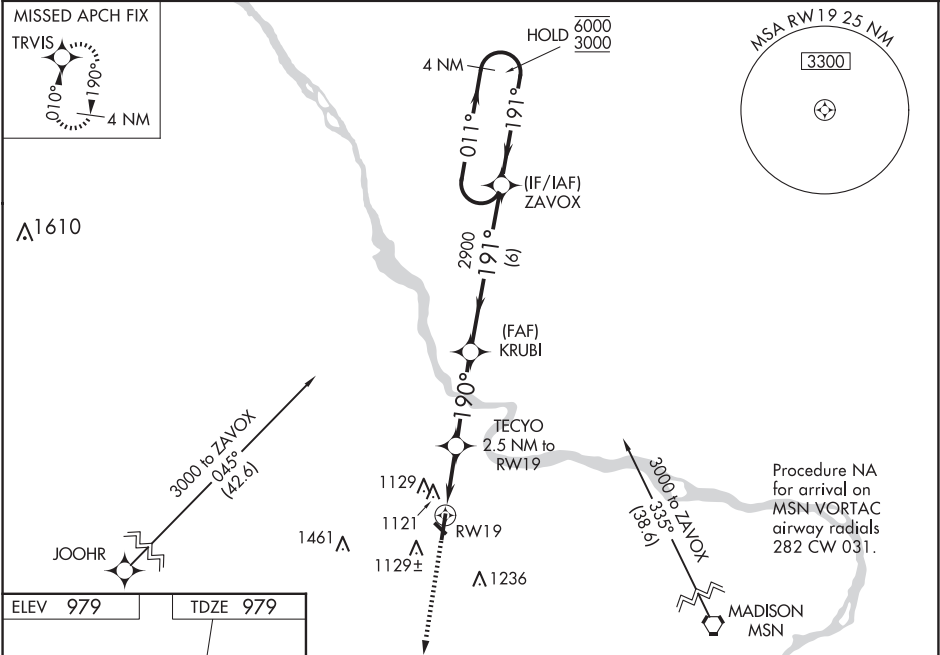
BARABOO/WISCONSIN DELLS RGNL (DLL)

RNP APCH.

Circling NA to Rwy 14 and 32.
Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:
Climb to 3000 direct
TRVIS and hold.

AWOS-3 118.325	MADISON APP CON ★ 135.45 343.7	UNICOM 123.05 (CTAF) 0
--------------------------	--	----------------------------------



3000	TRVIS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32)				4 NM
* LNAV only.		TECYO 2.5 NM to RW19	KRUBI 2900	ZAVOX	011° → 6000 ← 191° 3000	Holding Pattern
* 1.3 NM to RW19		* 1800	2900	GP 3.00° TCH 53		
→ 1.3 NM		→ 1.2 NM	→ 3.4 NM	→ 6 NM		
CATEGORY	A	B	C	D		
LPV DA	1341-1	362 (400-1)		NA		
LNAV/ VNAV DA	1302-1	323 (400-1)		NA		
LNAV MDA	1420-1	441 (500-1)	1420-1 $\frac{3}{8}$ 441 (500-1 $\frac{3}{8}$)	NA		
CIRCLING	1520-1	541 (600-1)	1580-1 $\frac{3}{4}$ 601 (700-1 $\frac{3}{4}$)	NA		

BARABOO, WISCONSIN

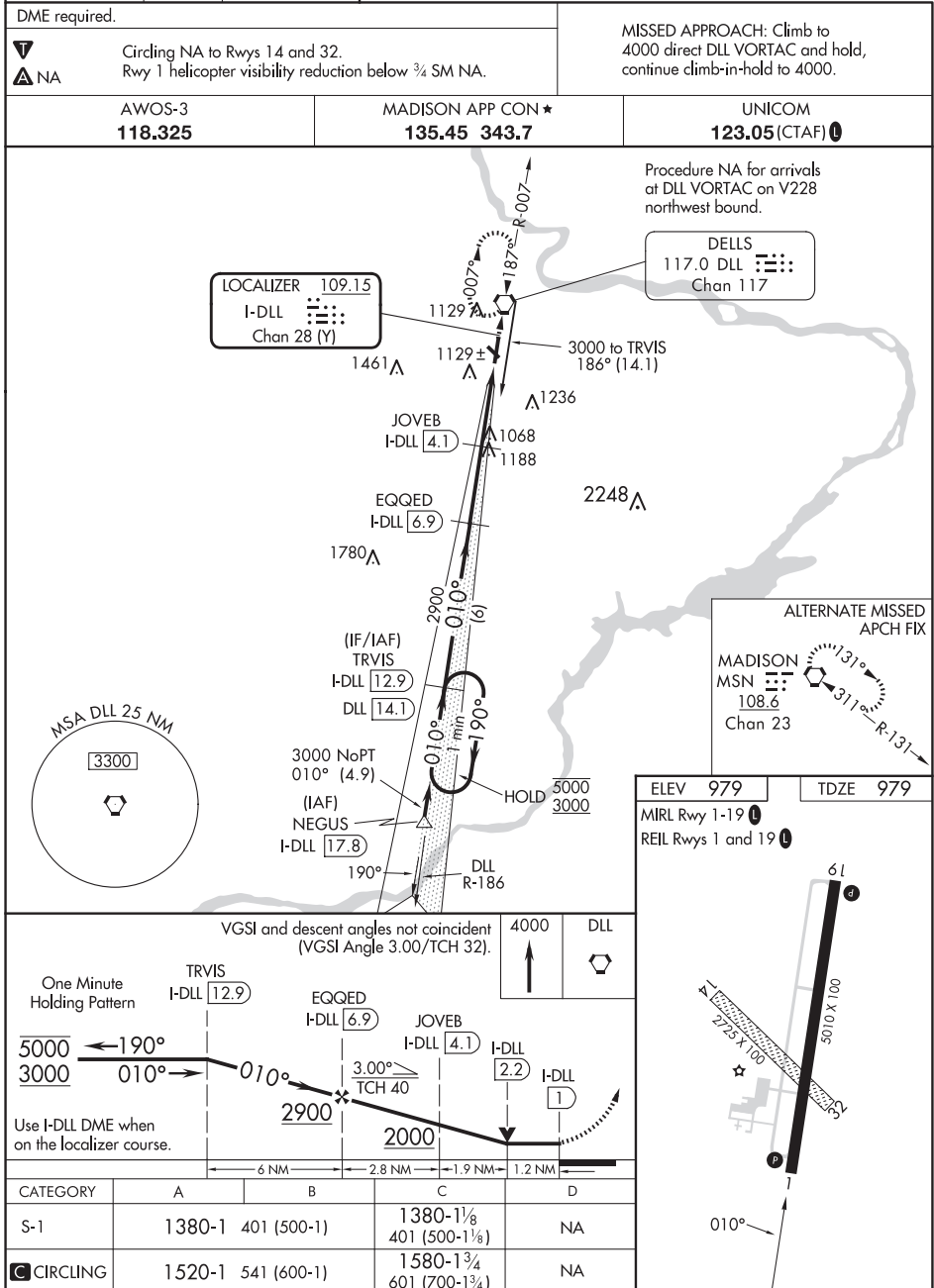
AL-5319 (FAA)

24249

LOC/DME I-DLL 109.15	APP CRS 010°	Rwy Idg 5010
Chan 28 (Y)	TDZE 979	Apt Elev 979

LOC RWY 1

BARABOO/WISCONSIN DELLS RGNL (DLL)



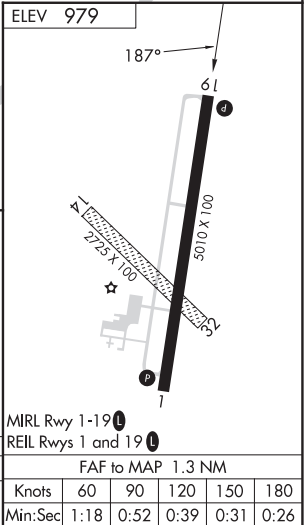
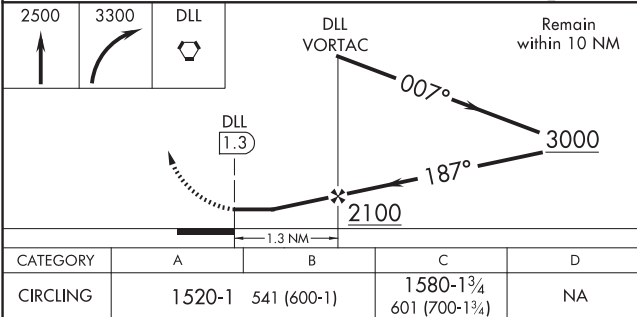
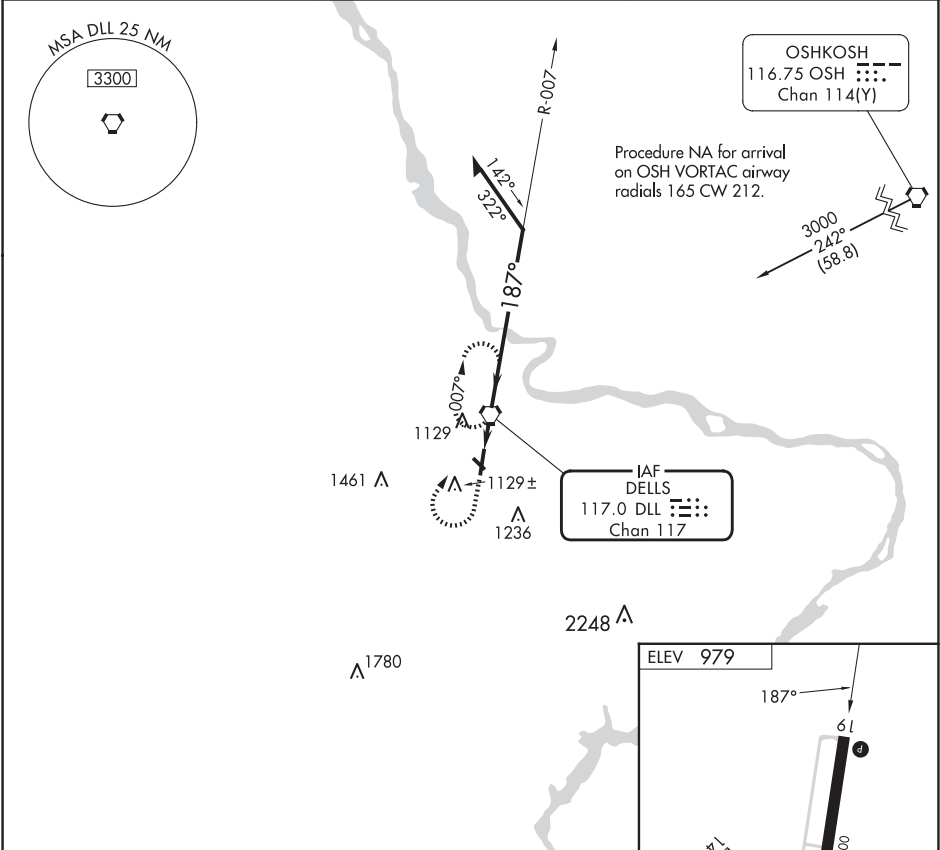
VORTAC DLL 117.0 Chan 117	APP CRS 187°	Rwy Idg TDZE Apt Elev	N/A N/A 979
---	------------------------	-----------------------------	--

VOR-A

BARABOO/WISCONSIN DELLS RGNL (DLL)

 Circling NA to Rwy 14 and 32.	MISSED APPROACH: Climb to 2500 then climbing right turn to 3300 direct DLL VORTAC and hold, continue climb-in-hold to 3300.
---	---

AWOS-3 118.325	MADISON APP CON ★ 135.45 343.7	UNICOM 123.05(CTAF) 0
--------------------------	--	---------------------------------



VOR-A


BELLEVILLE, ILLINOIS

AL-46 (FAA)

24025

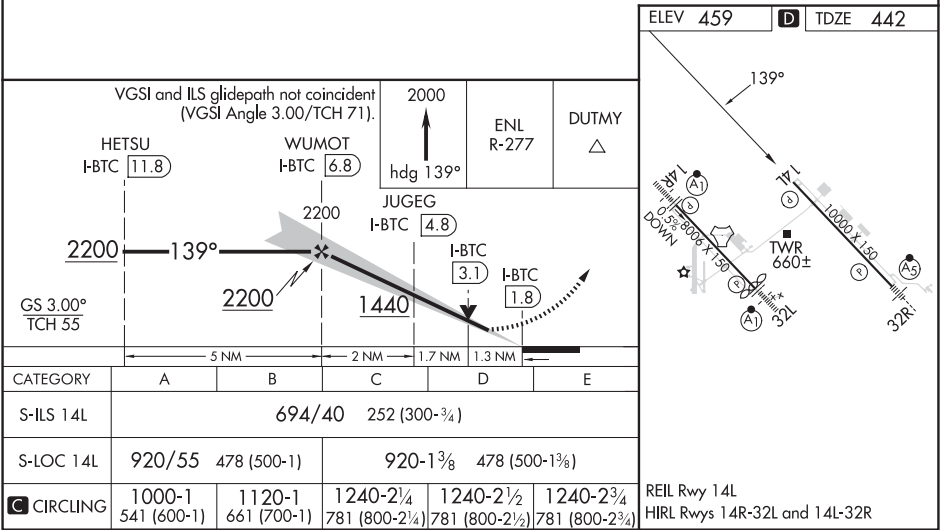
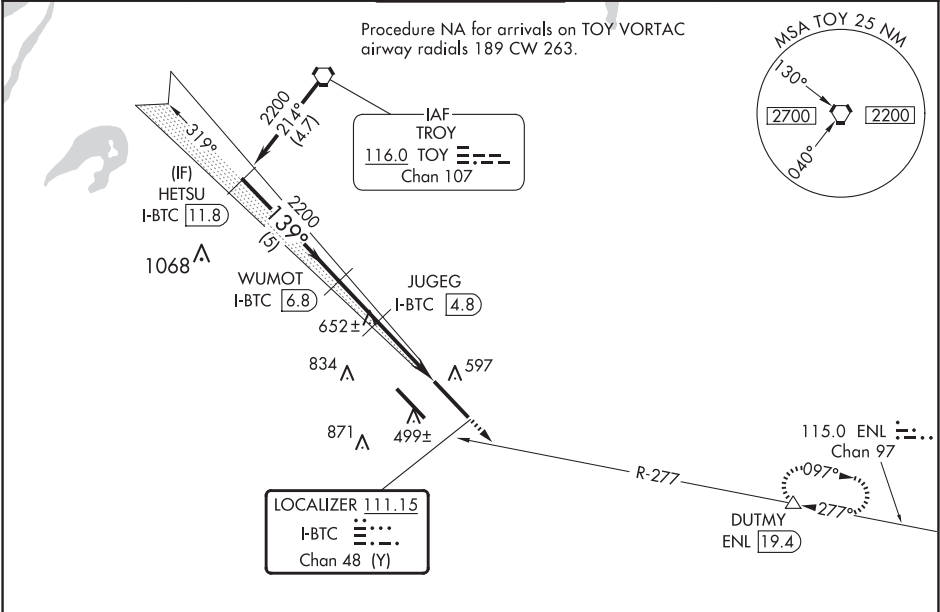
LOC/DME I-BTC 111.15 Chan 48 (Y)	APP CRS 139°	Rwy Idg 10000 TDZE 442 Apt Elev 459
--	------------------------	--

ILS or LOC RWY 14L
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

DME required.
 Rwy 14L helicopter visibility reduction below RVR 4000 NA.
ASR

MISSED APPROACH: Climb to 2000 on heading 139° and on ENL VORTAC R-277 to DUTMY/ENL VORTAC 19.4 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

Orig-I 25JAN24

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

38°33'N-89°50'W

ILS or LOC RWY 14L

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 14R
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

MISSED APPROACH: Climb to 2200 then on TOY VORTAC R-148 to WOMUG INT/TOY 25.6 DME and hold.

Procedure NA for arrivals on TOY VORTAC
airway radials 189 CW 263.

IAF
TROY
116.0 TOY Chan 107

(IF)
DADNE INT
SKE 10.4
TOY 5.8

R-221

2200 221° (5.8)

R-184

2200 221° (4.5)

HELGU INT
SKE 5.9

834

597

499±

871

SCOTT
Chan 59
SKE (112.2)

LOCALIZER 109.9
I-OKK

R-148

WOMUG INT
TOY 25.6

115.0 ENL
Chan 97

R-258

322°

147°

ELEV 459 TDZE 459

139°

MSA TOY 25 NM

2700 2200

30°

040°

<div style="display: flex; justify-content: space-between;"> <div> <p>DADNE INT SKE 10.4</p> </div> <div> <p>HELGU INT SKE 5.9</p> </div> <div> <p>2200 ↑</p> </div> <div> <p>TOY R-148</p> </div> <div> <p>WOMUG INT</p> </div> </div>				
<p>GS 3.00° TCH 51</p>				
CATEGORY	A	B	C	D
S-ILS 14R *	659/24 200 (200-½)			
S-LOC 14R	1040/24	581 (600-½)	1040-1¼ 581 (600-1¼)	
CIRCLING	1040-1	1120-1	1240-2¼	1240-2½
	581 (600-1)	661 (700-1)	781 (800-2¼)	781 (800-2½)
			1240-2¾	781 (800-2¾)

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

ILS or LOC RWY 14R

ILS or LOC RWY 32L
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct SKE TACAN and on SKE R-139 to TIBLY INT/ SKE 14.1 DME and hold.

1500 ↑	2400 ↘	SKE R-139	TIBLY INT	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 50). Remain within 10 NM GS 3.00° TCH 57		
CATEGORY	A	B	C	D	E	
S-ILS 32L *	639/24 200 (200-½)					
S-LOC 32L	920/24 481 (500-½)		920/50 481 (500-1)			
C CIRCLING	1000-1 541 (600-1)	1120-1 661 (700-1)	1240-2¼ 781 (800-2¼)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)	

ILS or LOC RWY 32L

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC I-JDU 111.15	APP CRS 319°	Rwy Ldg 10000 TDZE 442 Apt Elev 459
----------------------------	------------------------	--

ILS or LOC RWY 32R

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

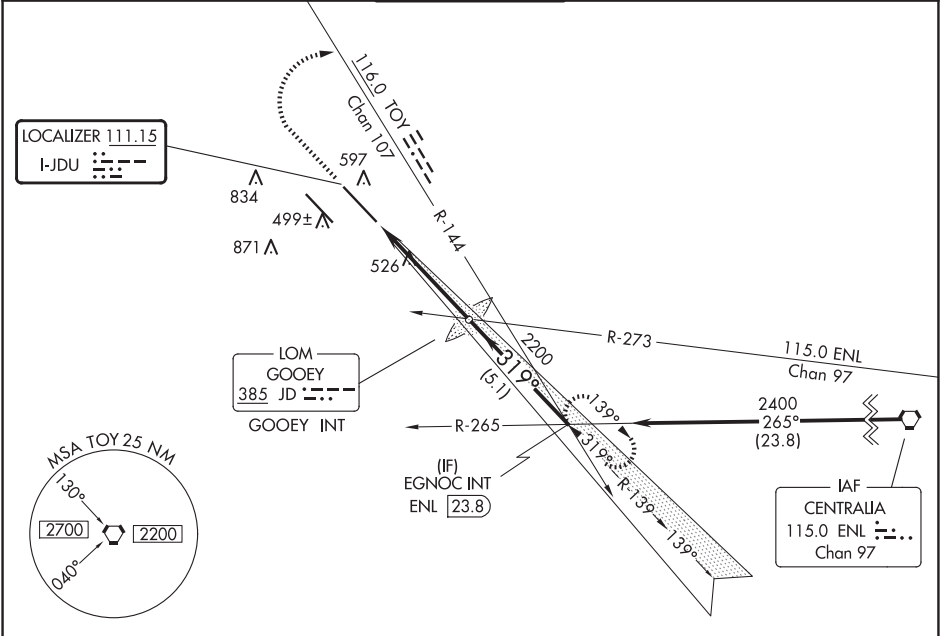
⚠

For inop ALS, increase S-ILS 32R Cat E visibility to RVR 4000 and increase S-LOC Cat E visibility to RVR 5000.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

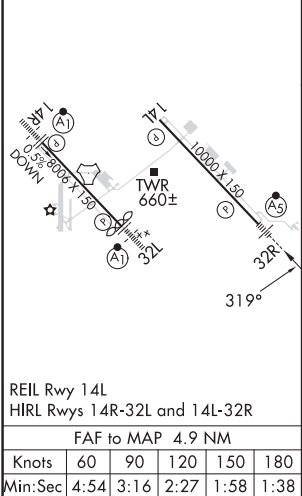
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2400 on heading 194° and TOY VORTAC R-144 to EGNOC INT 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
------------------------------	--	------------------------------------	-------------------------------	------------------------------------



ELEV 459	D	TDZE 442
-----------------	----------	-----------------



1500	2400	TOY R-144	EGNOC INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	EGNOC INT
CATEGORY	A	B	C	D	E
S-ILS 32R *	642/24 200 (200-½)				
S-LOC 32R	780/24	338 (400-½)	780/26	338 (400-½)	
CIRCLING	1000-1 541 (600-1)	1120-1 661 (700-1)	1240-2¼ 781 (800-2¼)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)

BELLEVILLE, ILLINOIS

AL-46 (FAA)

23334

WAAS CH 58218 W14A	APP CRS 139°	Rwy Idg 10000 TDZE 442 Apt Elev 459
--	------------------------	--

RNAV (GPS) RWY 14L

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

RNAV 1 - GPS.

▼

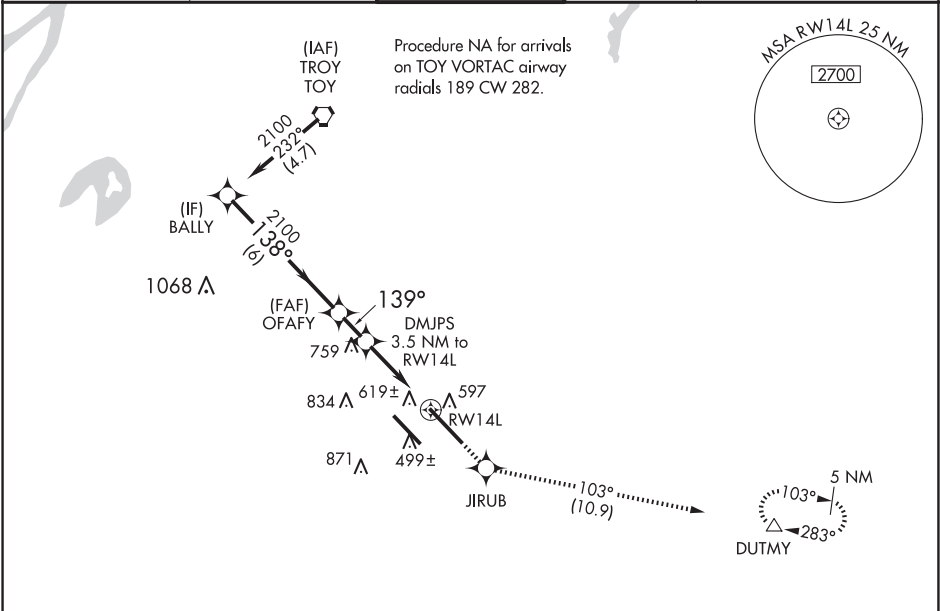
▲

ASR

Rwy 14L helicopter visibility reduction below RVR 4000 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -18°C or above 54°C.

MISSED APPROACH: Climb to
2300 direct JIRUB and on track
103° to DUTMY 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
------------------------------	--	------------------------------------	-------------------------------	------------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

2300

JIRUB

DUTMY

ELEV 459

D

TDZE 442

BALLY

OFAFY

DMJPS

RW14L

2100

2100

1620

1.2 NM to RW14L

GP 3.00°

TCH 55

6 NM

1.5 NM

2.3 NM

1.2 NM

CATEGORY	A	B	C	D
LPV DA	694/40 252 (300-¾)			
LNAV/VNAV DA	934-1⅓ 492 (500-1⅓)			
LNAV MDA	900/55 458 (500-1)	900-1⅓ 458 (500-1⅓)		
CIRCLING	1000-1 541 (600-1)	1120-1 661 (700-1)	1240-2¼ 781 (800-2¼)	1240-2½ 781 (800-2½)

REIL Rwy 14L

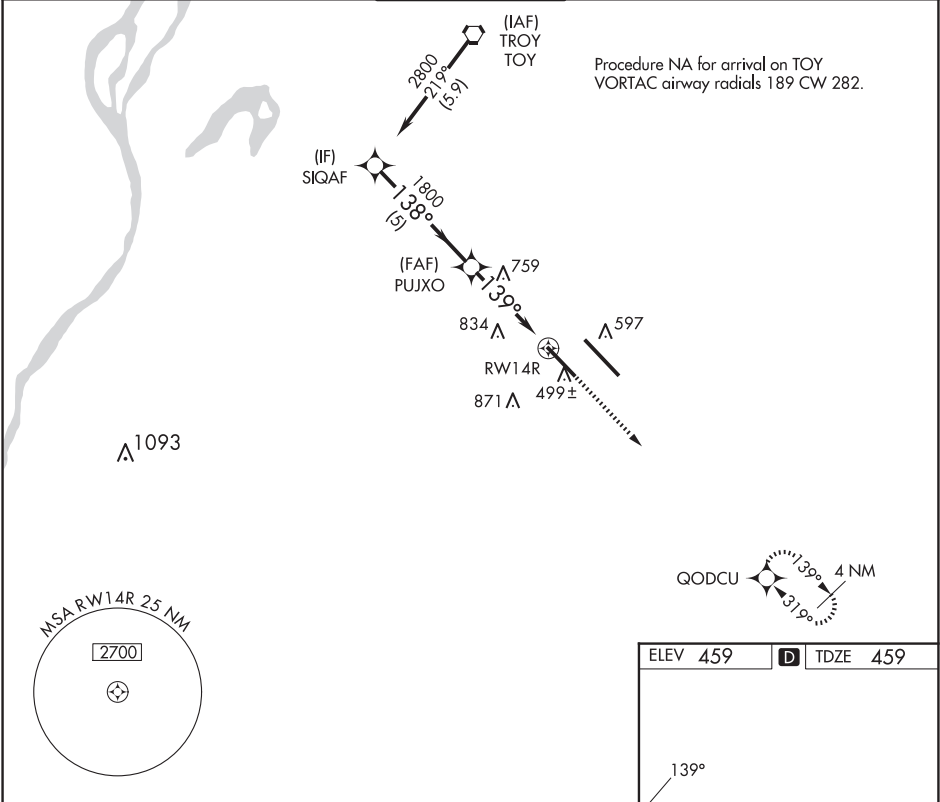
HIRL Rws 14R-32L and 14L-32R

APP CRS	Rwy Idg	8006
139°	TDZE	459
	Apt Elev	459

RNAV (GPS) RWY 14R

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

RNP APCH - GPS.		ALSIF-1	MISSED APPROACH: Climb to 3000 direct QODCU and hold.	
For inop ALS, increase LNAV Cat C/D visibility to 1 3⁄4 SM.		(A1)		
ASR				
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



SIQAF		VGS and descent angles not coincident (VGS Angle 3.00/TCH 50).		3000	QODCU
2800		138°			
		1800			
		139°			
		3.01° TCH 65			
		1.7 NM to RWY 14R			
		RWY 14R			
		5 NM			
		2.3 NM			
		1.7 NM			
CATEGORY	A	B	C	D	
LNAV MDA	1060-24	601 (700-1⁄2)	1060-13⁄8	601 (700-13⁄8)	
CIRCLING	1060-1 601 (700-1)	1120-1 661 (700-1)	1240-2¼ 781 (800-2¼)	1240-2½ 781 (800-2½)	REIL Rwy 14L HIRL Rwy 14L-32R and 14R-32L

BELLEVILLE, ILLINOIS



AL-46 (FAA)

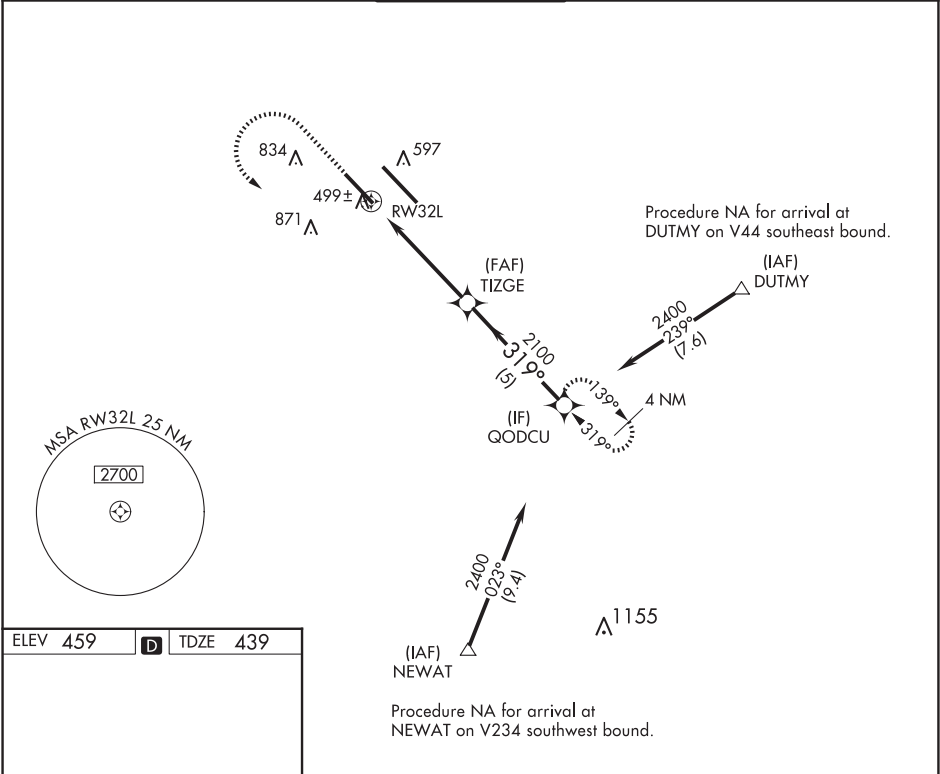
23334

APP CRS	Rwy ldg	7822
319°	TDZE	439
	Apt Elev	459

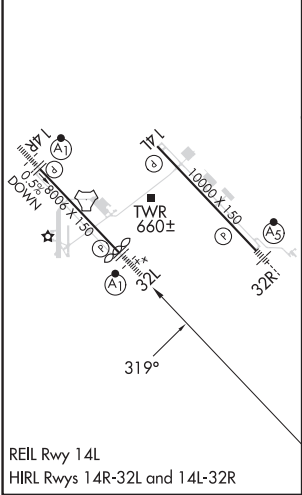
RNAV (GPS) RWY 32L




SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

RNP APCH-GPS.		ALSIF-1 	MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct QODCU and hold.	
	For inop ALS, increase LNAV Cat C/D visibility to 1 3/8 mile.			
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



ELEV 459	D	TDZE 439
----------	----------	----------



1500		2400	QODCU	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).	QODCU
					
1.4 NM to RW32L		1.4 NM	3.7 NM	5 NM	
CATEGORY	A	B	C	D	
LNAV MDA	920/24	481 (500-1/2)	920/50	481 (500-1)	
C CIRCLING	1000-1 541 (600-1)	1120-1 661 (700-1)	1240-2 1/4 781 (800-2 1/4)	1240-2 1/2 781 (800-2 1/2)	

BELLEVILLE, ILLINOIS

Orig-F 08SEP22

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

38°33'N-89°50'W

RNAV (GPS) RWY 32L



EC-3, 12 JUN 2025 to 07 AUG 2025

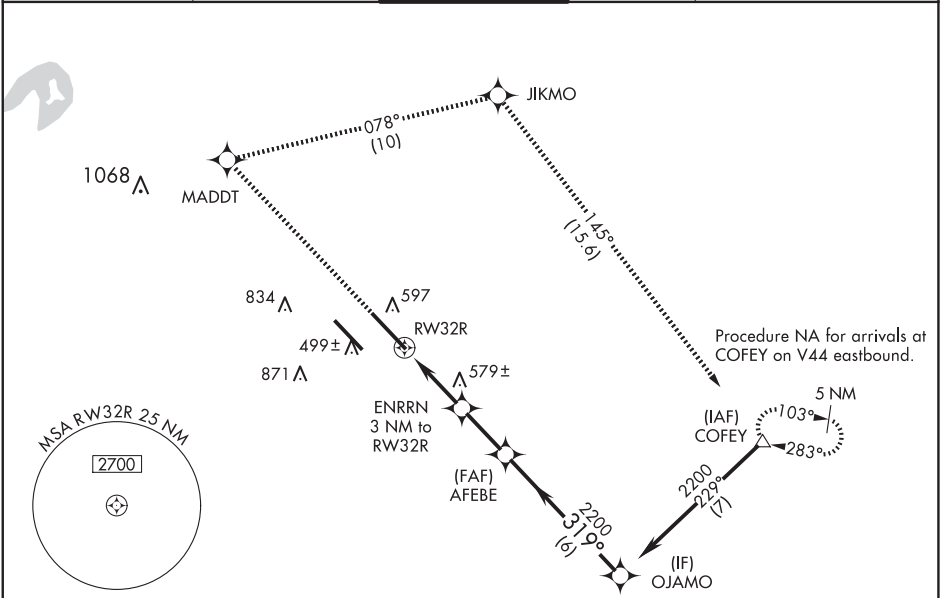
EC-3, 12 JUN 2025 to 07 AUG 2025

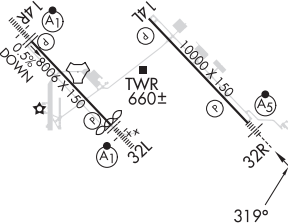





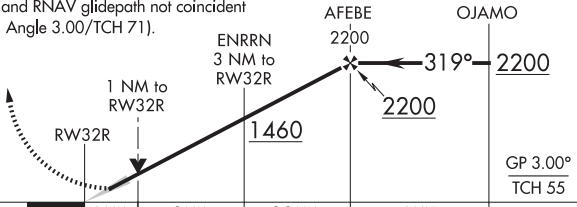

WAAS CH 50518 W32A	APP CRS 319°	Rwy Idg 10000 TDZE 442 Apt Elev 459
--	------------------------	--

RNAV (GPS) RWY 32R

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

RNP APCH - GPS.		MALSR 	MISSED APPROACH: Climb to 2300 direct MADDT and right turn on track 078° to JIKMO and on track 145° to COFEY and hold.	
 ASR	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.			
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



ELEV 459	D	TDZE 442						
					 tr 078°		tr 145°	
			VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).					
								
			CATEGORY	A	B	C	D	
			LPV DA	642/24 200 (200-½)				
			LNAV/VNAV DA	804/35 362 (400-⅝)				
			LNAV MDA	840/24 398 (400-½)		840/35 398 (400-⅝)		
REIL Rwy 14L HIRL Rwys 14R-32L and 14L-32R			 CIRCLING	1000-1 541 (600-1)	1120-1 661 (700-1)	1240-2¼ 781 (800-2¼)	1240-2½ 781 (800-2½)	

BELLEVILLE, ILLINOIS

AL-46 (FAA)

23334

TACAN SKE Chan 59 (112.2)	APP CRS 134°	Rwy Idg TDZE 459 Apt Elev 459	8006
--	------------------------	---	-------------

TACAN RWY 14R

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)



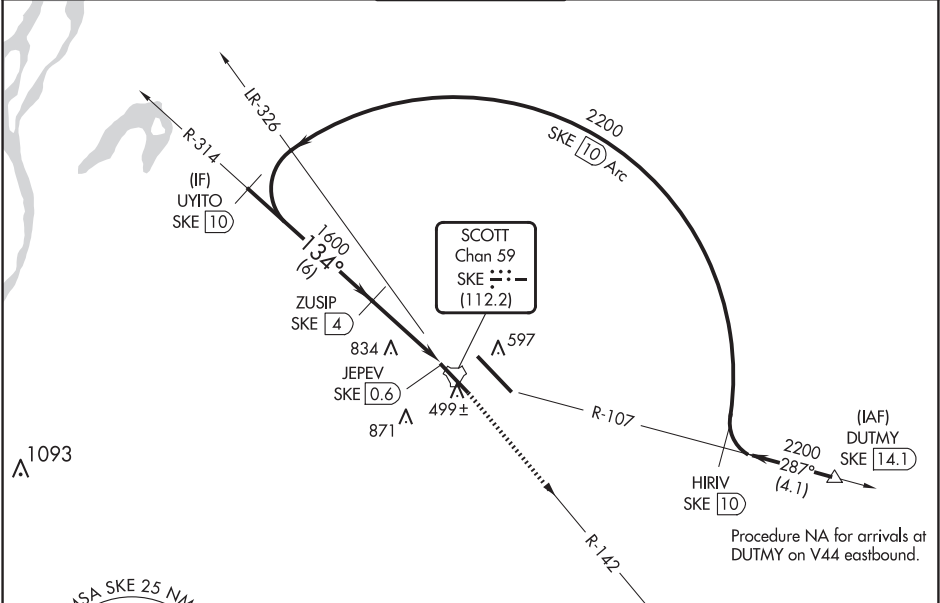
For inop ALS, increase S-14R Cat E visibility to 1 1/8 SM.

ALSF-1

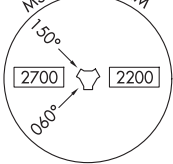


MISSED APPROACH: Climb to 2400 on SKE R-142 to WOMUG/14.1 DME and hold.

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
------------------------------	--	------------------------------------	-------------------------------	------------------------------------

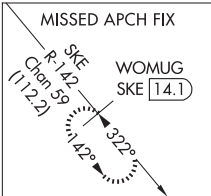


MSA SKE 25 NM



ESA W/IN 100 NM 3500

MISSED APCH FIX



ELEV 459 **D** TDZE 459

UYITO SKE 10

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

2400

WOMUG SKE 14.1

SKE R-142

JEPEV SKE 0.6

3.00° TCH 65

1600

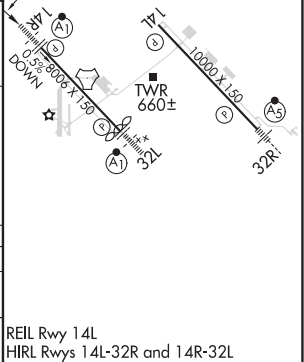
134°

6 NM

1.5 NM

1.9 NM

CATEGORY	A	B	C	D	E
S-14R	1100/24	641 (700-1/2)	1100-1 3/8	641 (700-1 3/8)	
CIRCLING	1100-1 641 (700-1)	1120-1 661 (700-1)	1240-2 1/4 781 (800-2 1/4)	1240-2 1/2 781 (800-2 1/2)	1240-2 3/4 781 (800-2 3/4)



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

TACAN SKE Chan 59 (112.2)	APP CRS 322°	Rwy ldg TDZE Apt Elev	7822 439 459
--	------------------------	-----------------------------	---

TACAN RWY 32L

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

⚠

ASR

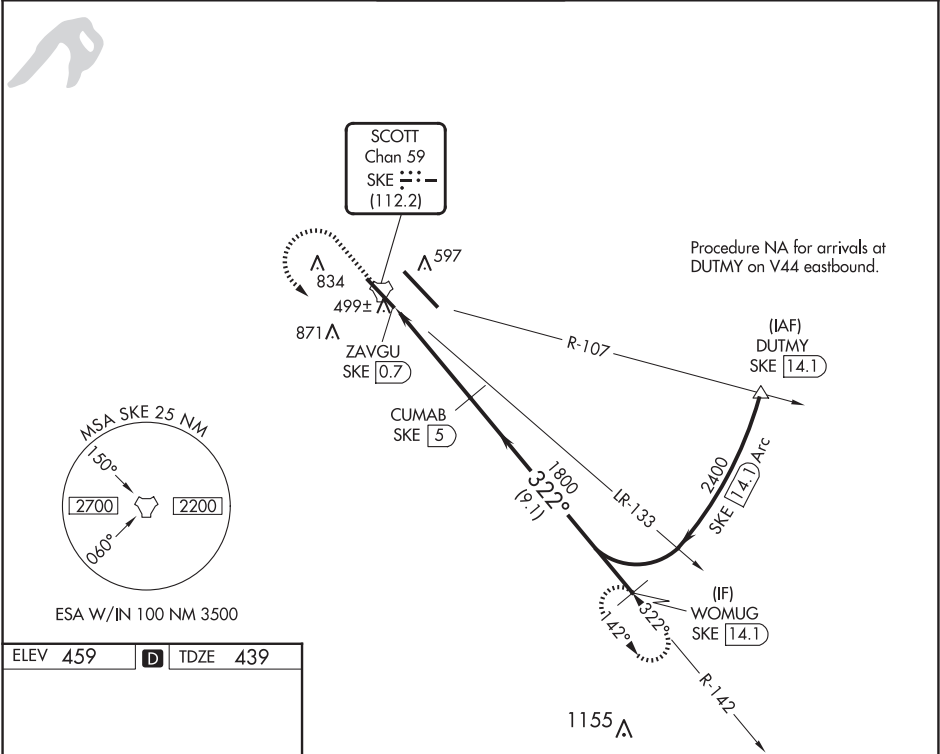
For inop ALS, increase S-32L Cat C/D/E visibility to 1½ SM.

ALS-F1

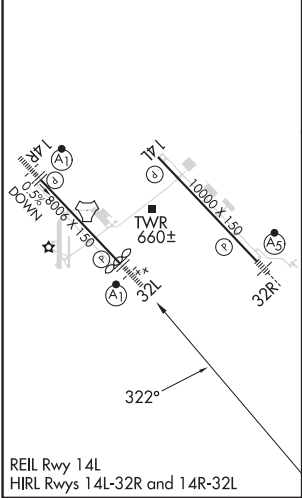
ⓐ1

MISSED APPROACH: Climb to 1500 then climbing left turn 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
------------------------------	--	------------------------------------	-------------------------------	------------------------------------



ELEV 459	D	TDZE 439
-----------------	----------	-----------------



1500		2400	WOMUG SKE [14.1]		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).		WOMUG SKE [14.1]	
↑		SKE R-142						
		SKE [2]	CUMAB SKE [5]		2.81°		322°	
		ZAVGU SKE [0.7]	TCH 72		1800		2400	
		1.4 NM	3 NM		9.1 NM			
CATEGORY	A	B	C	D	E			
S-32L	920/24	481 (500-½)	920/50	481 (500-1)	920/60	481 (500-1½)		
CIRCLING	1000-1	1120-1	1240-2¼	1240-2½	1240-2¾	781 (800-2¾)		
	541 (600-1)	661 (700-1)	781 (800-2¼)	781 (800-2½)	781 (800-2¾)			

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

TACAN SKE Chan 59 (112.2)	APP CRS 230°	Rwy Idg TDZE Apt Elev	N/A N/A 459
--	------------------------	-----------------------------	--

TACAN-A
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

T RADAR required. When local altimeter setting not received, use
A St Louis Downtown altimeter setting; increase all MDA 60 feet;
 ASR increase Circling Cat C/D/E visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to 3000 on heading 130° and SKE TACAN R-107 to DUTMY/SKE 14.1 DME and hold.

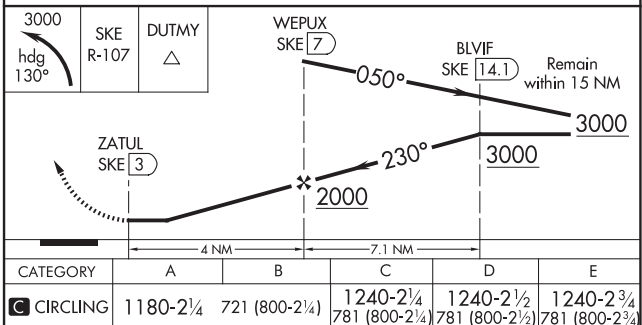
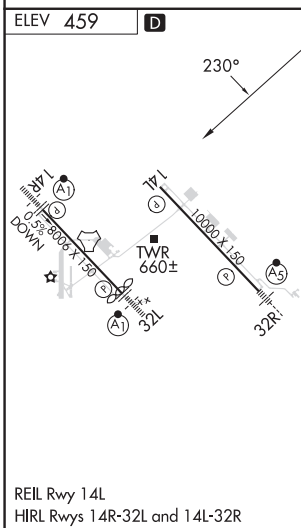
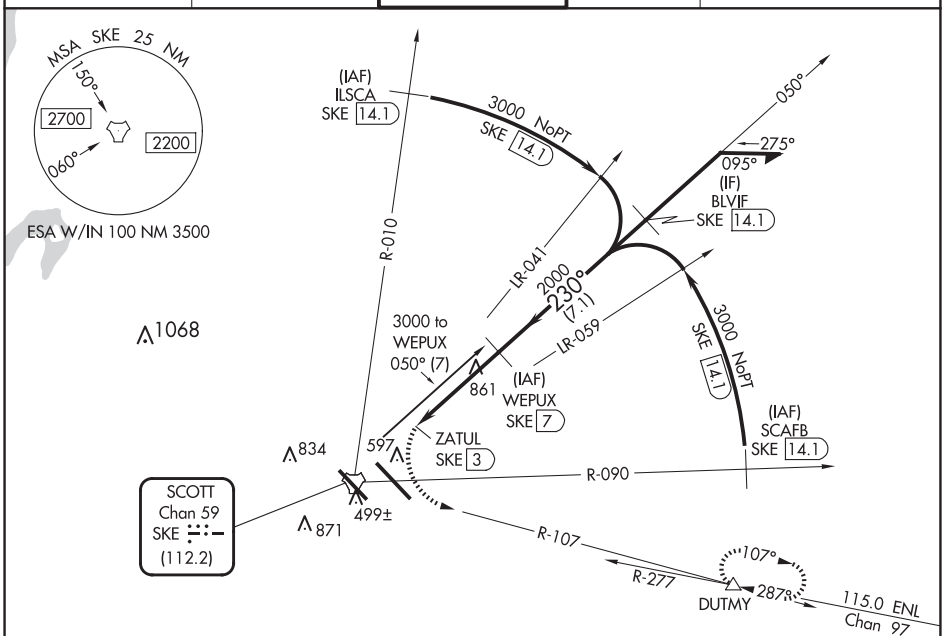
ATIS ★
128.7 256.7

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



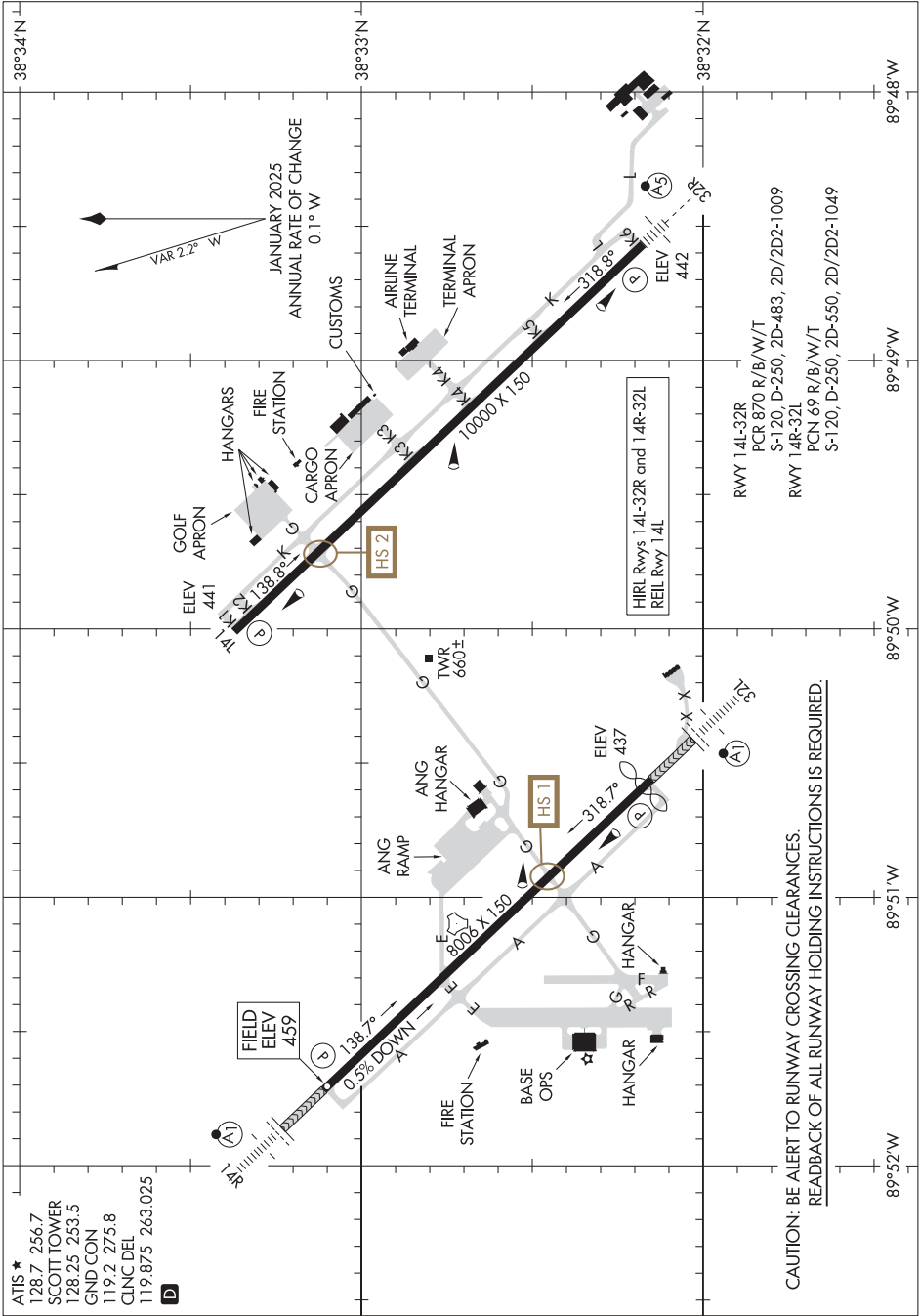
BELLEVILLE, ILLINOIS
Orig 26MAY16

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)

38°33'N-89°50'W

TACAN-A

EC-3, 12 JUN 2025 to 07 AUG 2025

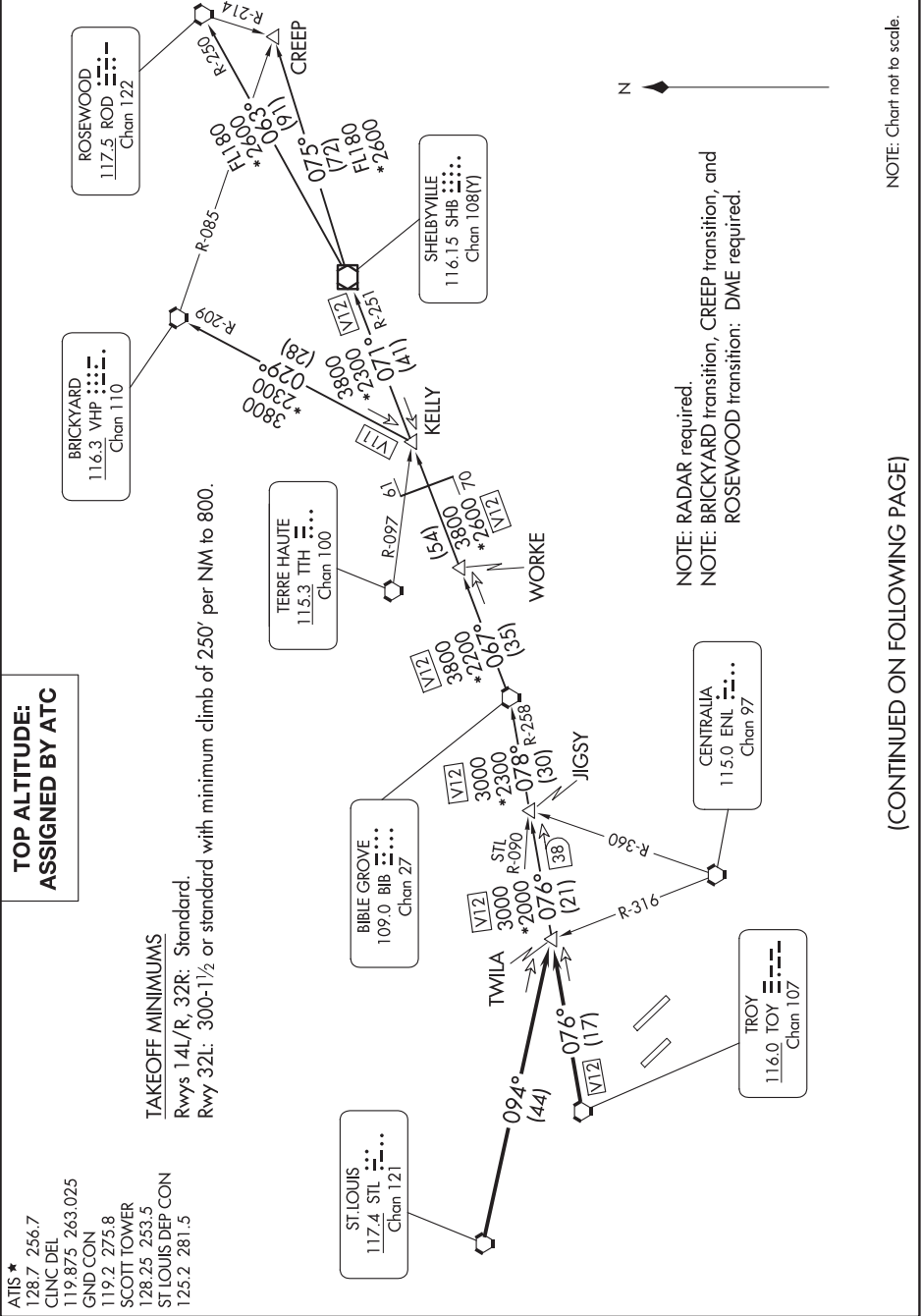


(GATWY1.TWILA) 23334
GATEWAY ONE DEPARTURE

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)
BELLEVILLE, ILLINOIS

AL-46 (FAA)

EC-3, 12 JUN 2025 to 07 AUG 2025



GATEWAY ONE DEPARTURE
(GATWY1.TWILA) 08NOV18

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)
BELLEVILLE, ILLINOIS

(CONTINUED ON FOLLOWING PAGE)

EC-3, 12 JUN 2025 to 07 AUG 2025



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.

(LINDY8.STL) 23334

LINDBERGH EIGHT DEPARTURE

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)
AL-46 (FAA) BELLEVILLE, ILLINOIS

ATIS ★
128.7 256.7
CLNC DEL
119.875 263.025
GND CON
119.2 275.8
SCOTT TOWER
128.25 253.5
ST LOUIS DEP CON
125.2 281.5

ST LOUIS
117.4 STL
Chan 121

TOP ALTITUDE:
3000

VICHY
117.7 VIH
Chan 124

FARMINGTON
115.7 FAM
Chan 104

WALNUT RIDGE
114.5 ARG
Chan 92

LITTLE ROCK
113.9 LIT
Chan 86

TAKEOFF MINIMUMS

Rwys 14L/R, 32R: Standard.
Rwy 32L: 300-1½ or standard with minimum
climb of 250' per NM to 800.

NOTE: DME and RADAR required.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LINDBERGH EIGHT DEPARTURE

(LINDY8.STL) 17JUN21

SCOTT AFB/MIDAMERICA ST LOUIS (BLV)
BELLEVILLE, ILLINOIS



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.

EC-3, 12 JUN 2025 to 07 AUG 2025

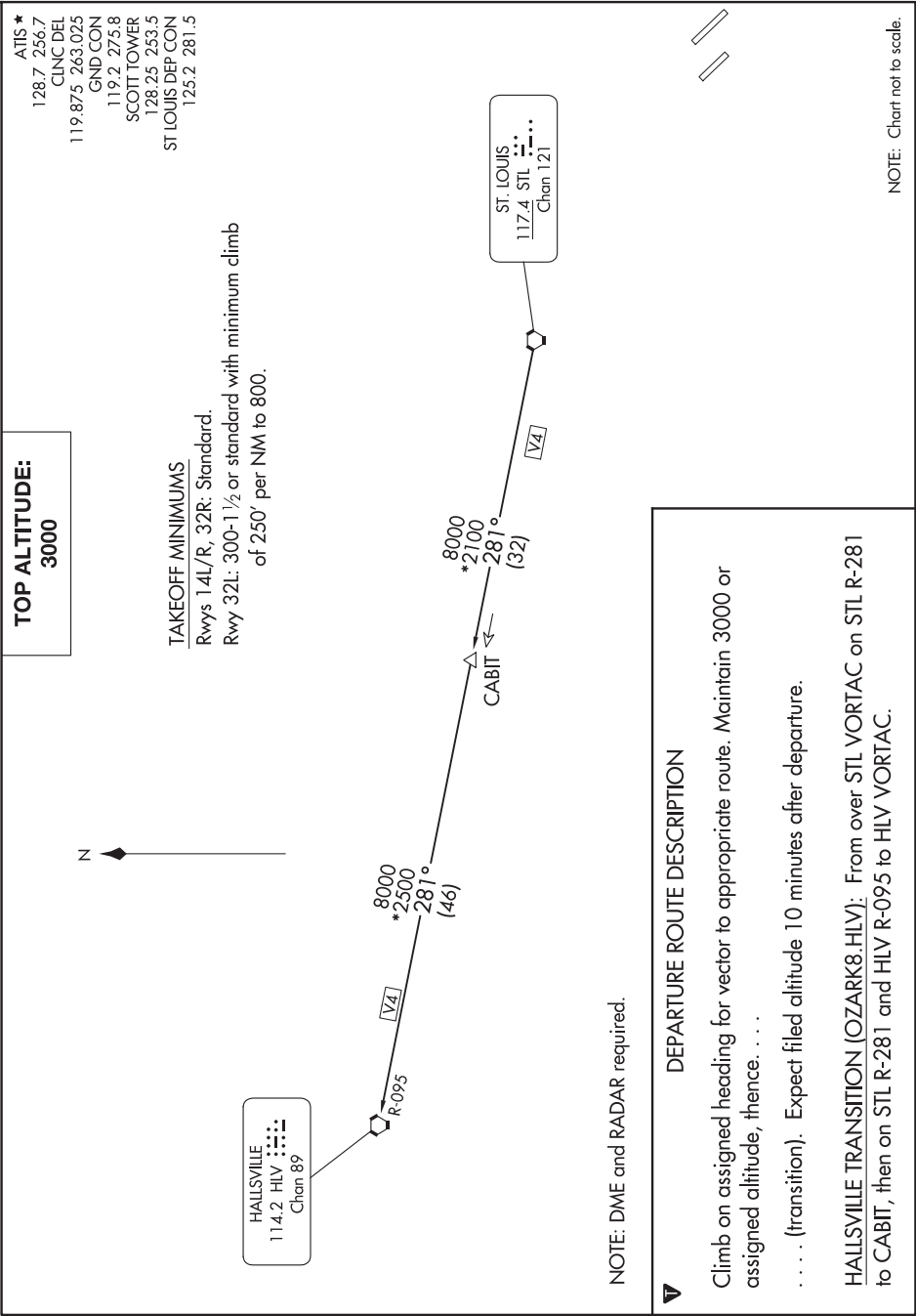
EC-3, 12 JUN 2025 to 07 AUG 2025

(OZARK8.STL) 23334

OZARK EIGHT DEPARTURE

AL-46 (FAA)

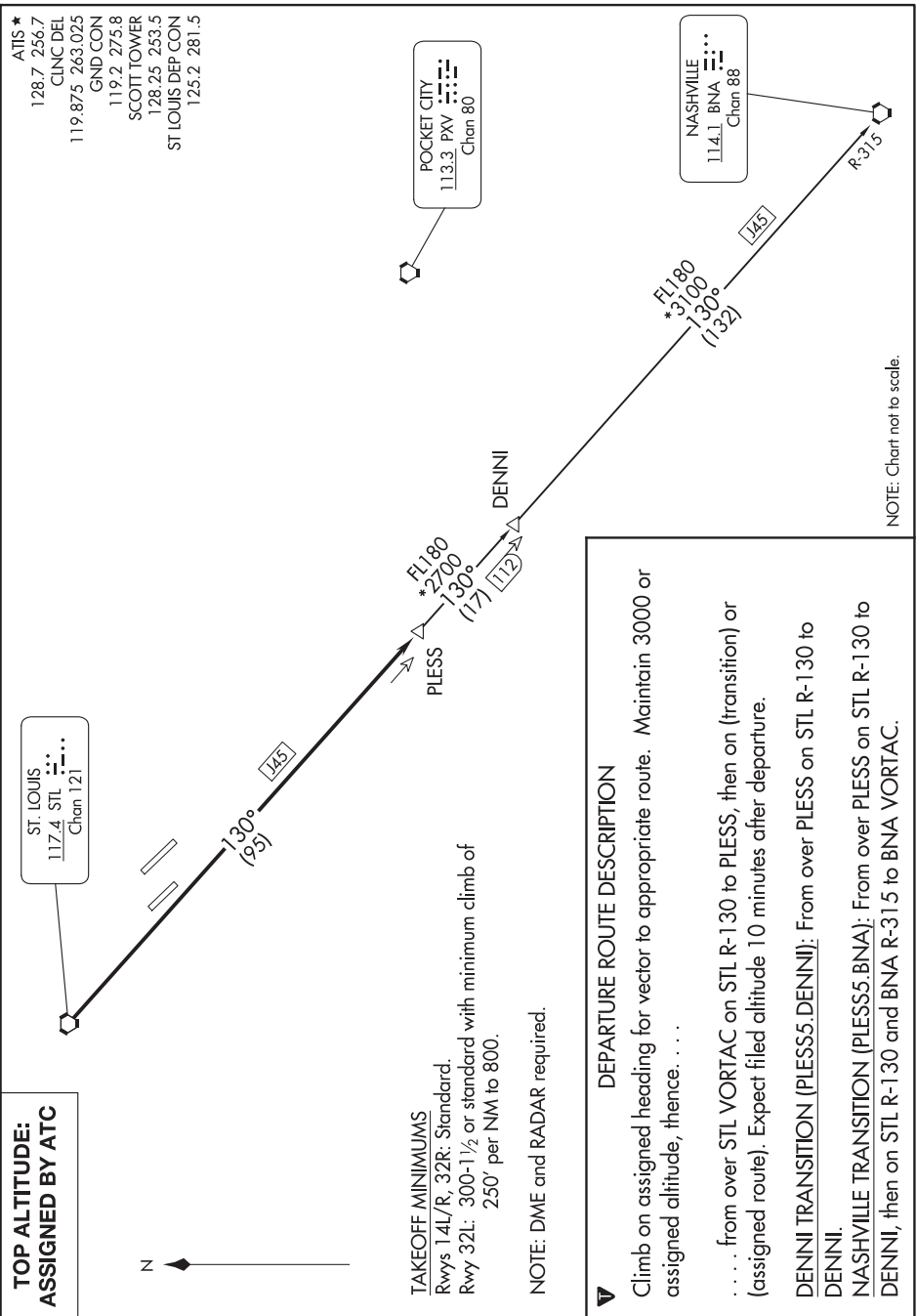
SCOTT AFB/MIDAMERICA ST LOUIS (BLV)
BELLEVILLE, ILLINOIS



(PLESS5.PLESS) 23334

PLESS FIVE DEPARTURE

AL-46 (FAA) SCOTT AFB/MIDAMERICA ST LOUIS (BLV) BELLEVILLE, ILLINOIS



WAAS CH 78428 W08A	APP CRS 080°	Rwy Idg TDZE Apt Elev	4601 831 836
--	------------------------	-----------------------------	---

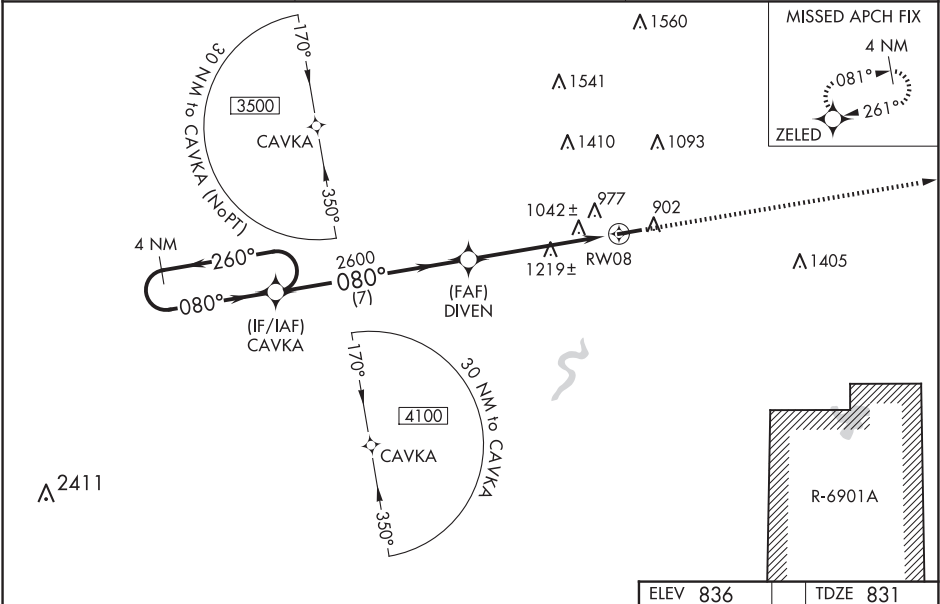
RNAV (GPS) RWY 8

BLACK RIVER FALLS AREA (BCK)

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 ¼ SM; increase LNAV/VNAV DA to 1441 feet and visibility all Cats ½ SM; increase all MDA 100 feet and visibility LNAV Cat B ¼ SM, Cat C and D ½ SM and Circling Cat C ¼ SM.

MISSED APPROACH:
Climb to 3500 direct
ZELED and hold.

AWOS-3PT 119.125	MINNEAPOLIS CENTER 128.6 363.0	CTAF 122.9 0
----------------------------	--	------------------------



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

3500 ZELED

CAVKA

DIVEN

RW08

*LNAV only.

GP 3.00° TCH 40

2600

7 NM

3.5 NM

2.0 NM

080° to RW08

0.3% UP

4601 X 75

CATEGORY	A	B	C	D
LPV DA	1081-7/8 250 (300-7/8)			
LNAV/VNAV DA	1350-13/4 519 (600-13/4)			
LNAV MDA	1480-1 649 (700-1)		1480-17/8 649 (700-17/8)	
CIRCLING	1480-1 644 (700-1)		1520-2 684 (700-2)	1760-3 924 (1000-3)

REIL Rwy 8 and 26 0

MIRL Rwy 8-26 0

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS

CH **86230**

W26A

APP CRS

261°

Rwy Idg

4601

TDZE

836

Apt Elev

836

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 ¾ 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 ½ SM; increase LNAV/VNAV DA to 1211 feet and visibility all Cats ½ SM; increase all MDA 100 feet and visibility LNAV Cat C and D ¾ SM and Circling Cat C ½ SM.

MISSED APPROACH:

Climb to 3500 direct CAVKA and hold.

AWOS-3PT

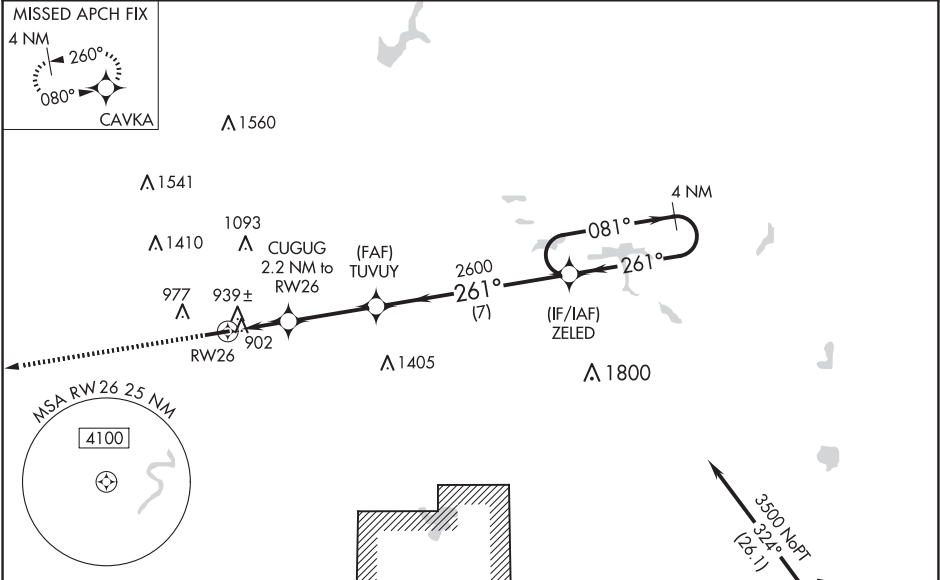
119.125

MINNEAPOLIS CENTER

128.6 363.0

CTAF

122.9 **0**



ELEV **836**

TDZE **836**

3500

CAVKA

*LNAV only.

*0.9 NM to RW26

RW26

0.3% UP

4601 X 75

261° to RW26

261°

R-6901A

Procedure NA for arrivals at HURST on V345 southeast bound.

3500 NoPT

324°

(26.1)

(IAF) HURST

3500

CAVKA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 27).

4 NM Holding Pattern

ZELED

081°

261°

3500

GP 3.00° TCH 50

CUGUG

2.2 NM to RW26

TUVUY

2600

261°

2600

*1580

0.9 NM

1.3 NM

3.2 NM

7 NM

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	1280-1 444 (500-1)	1380-1 544 (600-1)	1520-2 684 (700-2)	1760-3 924 (1000-3)

REIL Rwy 8 and 26 **0**

MIRL Rwy 8-26 **0**

BLACK RIVER FALLS, WISCONSIN

44°15'N-90°51'W

57

BLACK RIVER FALLS AREA (BCK)

RNAV (GPS) RWY 26

ILS or LOC RWY 2
CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

MALSR
A5

MISSED APPROACH:
Climb to 1400 then climbing
left turn to 3000 on heading
270° and SPI VORTAC R-037
to MCLEN INT/SPI 42 DME
and hold.

ALTERNATE PEORIA
MISSED PIA
APCH FIX 115.2
Chan 99

← R-275 — 095° →

275°

One Minute Holding Pattern

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

HUPAD I-TXN 12.4	CIGIG I-TXN 6.5	I-TXN 2.5	I-TXN 1.5
---------------------	--------------------	-----------	-----------

5300 ← 201°
3100 → 021°

GS 3.00°
TCH 55

2500

2500

5.9 NM

4 NM

1 NM

1400

3000

hdg 270°

SPI R-037

MCLEN △

CATEGORY	A	B	C	D
S-ILS 2	1067/40 200 (200-¾)			
S-LOC 2	1260/40 393 (400-¾)			
C CIRCLING	1340-1	469 (500-1)	1620-2¼ 749 (800-2¼)	1620-2½ 749 (800-2½)

LOC/DME I-LHJ

111.55

Chan 52(Y)

APP CRS

201°

Rwy Idg

8000

TDZE

871

Apt Elev

871

ILS or LOC RWY 20

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

ADF or DME or RADAR required for LOC only.
RADAR required for procedure entry at OLIDE.

VDP NA when using PIA altimeter setting. When local altimeter setting not received, use PIA altimeter setting: increase S-ILS 20 DA to 1187 feet and all visibilities to RVR 2400; increase all MDAs 120 feet and S-LOC 20 visibility Cats C and D to RVR 5500 and Circling visibility Cats C and D ¼ SM. For inop ALS when using PIA altimeter setting, increase S-ILS 20 all Cats visibility to RVR 4500 and S-LOC 20 Cats C and D visibility to 1¾ SM.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 279° and SPI VORTAC R-037 to MCLN INT/PIA 34.2 DME and hold, continue climb-in-hold to 3000.

ALTERNATE MISSED APCH FIX

LOCALIZER 111.55

I-LHJ

Chan 52(Y)

MSA LH 25 NM

2800

ELEV 871

TDZE 871

1500

3000

hdg 279°

SPI R-037

MCLN

IH LOM EGROW I-LHJ 4.6

Remain within 10 NM

CATEGORY	A	B	C	D
S-ILS 20	1071/18		200 (200-½)	
S-LOC 20	1260/24 389 (400-½)		1260/35 389 (400-¾)	
CIRCLING	1340-1 469 (500-1)		1620-2¼ 749 (800-2¼) 1620-2½ 749 (800-2½)	

TDZ/CL Rwy 20

HIRL Rwy 2-20 and 11-29

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

BLOOMINGTON/NORMAL, ILLINOIS

Amdt 4A 20FEB25

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

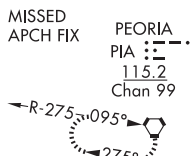
40°29'N-88°55'W

59


ILS or LOC RWY 20

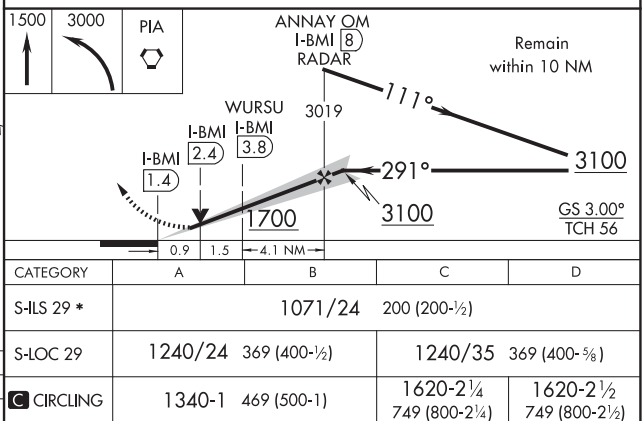
ILS or LOC RWY 29
CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct PIA VORTAC and hold.

UNICOM
122.95

Procedure NA for arrival on CMI VORTAC
airway radials 234 CW 006.

IAF
CHAMPAIGN
115.75 CMI 
Chan 104 (Y)






CENTRAL IL RGNI/BLOOMINGTON-NORMAL (BMT)

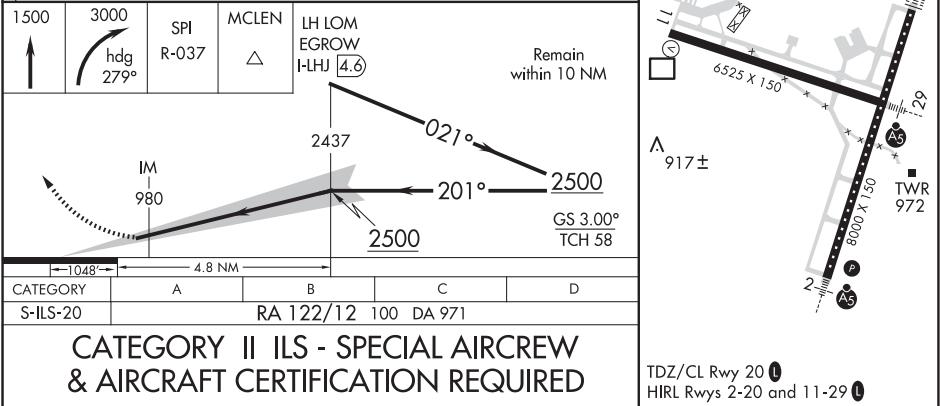
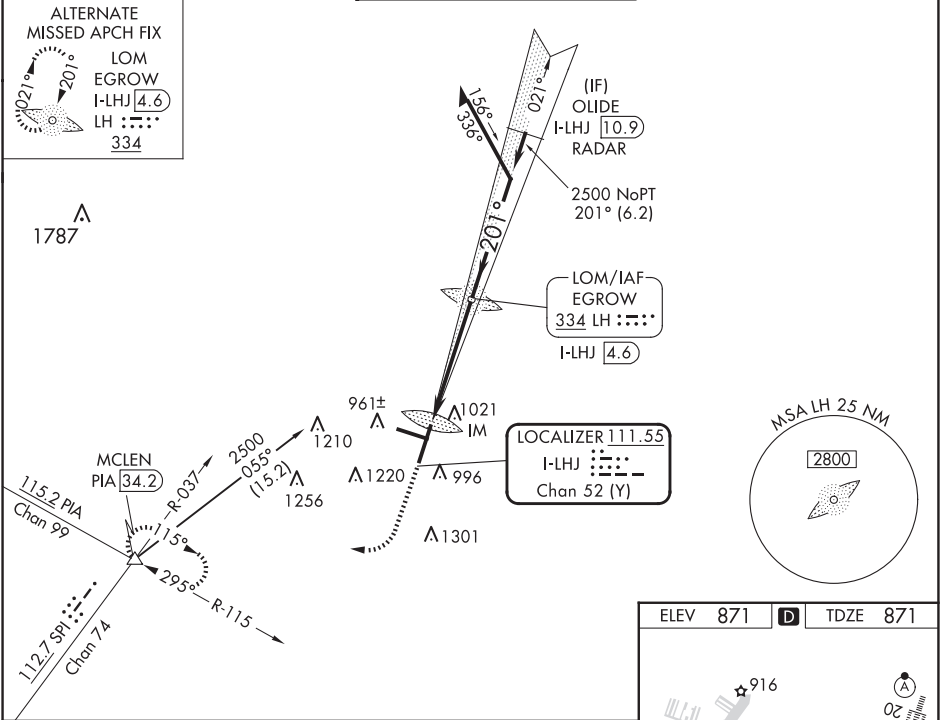
40°29'N-88°55'W

ILS or LOC RWY 29

LOC/DME I-LHJ 111.55 Chan 52 (Y)	APP CRS 201°	Rwy Idg 8000 TDZE 871 Apt Elev 871	ILS RWY 20 (CAT II)
CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)			

RADAR required for procedure entry at OLIDE.		ALSIF-2 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 279° and SPI VORTAC R-037 to MCLEN INT/PIA 34.2 DME and hold, continue climb-in-hold to 3000.
 	Procedure NA when tower closed.		

ATIS 119.575	SAINT LOUIS APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
------------------------	---	---	--------------------------	-------------------------



BLOOMINGTON/NORMAL, ILLINOIS

AL-5058 (FAA)

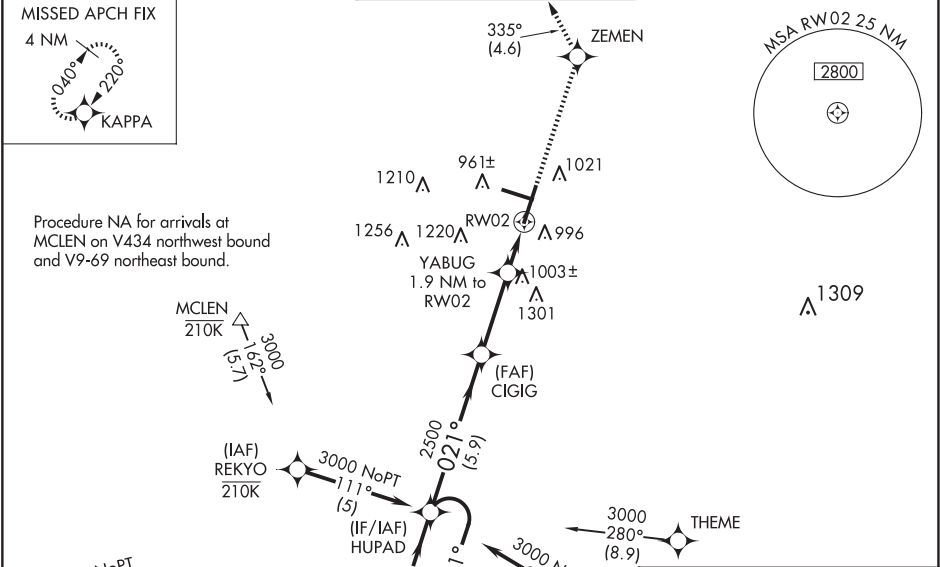
24361

WAAS CH 56303 W02A	APP CRS 021°	Rwy Idg 8000 TDZE 867 Apt Elev 871
--	------------------------	---

RNAV (GPS) RWY 2

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

RNP APCH - GPS.			<div>MALS R</div> <div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><</div></div>
-----------------	--	--	--



3000 Not
079°
(14.9)

(IAF)
ALAND

HOLD
3000

021°

4 NM

304°
NoPT
(9.9)

(IAF)
EWITT

Procedure NA for arrivals at
EWITT on V233 northeast bound.

4 NM
Holding Pattern

6000 ← 201°
3000 → 021°

HUPAD

GP 3.00°
TCH 55

CIGIG
2500

YABUG
1.9 NM to
RW02

1 NM
to RW02

RW02

1520

5.9 NM

3.1 NM

0.9 NM

1 NM

CATEGORY	A	B	C	D
LPV DA		1067/40	200 (200-¾)	
LNAV/VNAV DA		1260/40	393 (400-¾)	
LNAV MDA		1260/40	393 (400-¾)	
C CIRCLING	1340-1 469 (500-1)		1620-2¼ 749 (800-2¼)	1620-2½ 749 (800-2½)

ELEV 871 D TDZE 867

TDZ/CL Rwy 20

HIRL Rwy 2-20 and 11-29

916

6525 X 150

917±

8000 X 150

2

021°

TWR 972

BLOOMINGTON/NORMAL, ILLINOIS

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

Amdt 1 26DEC24

40°29'N-88°55'W

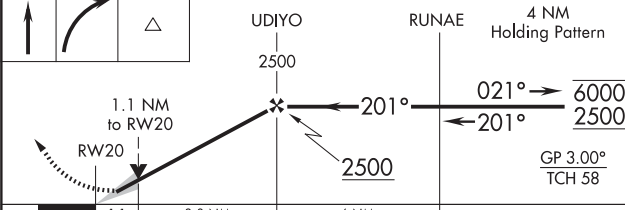
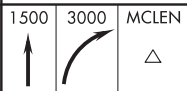
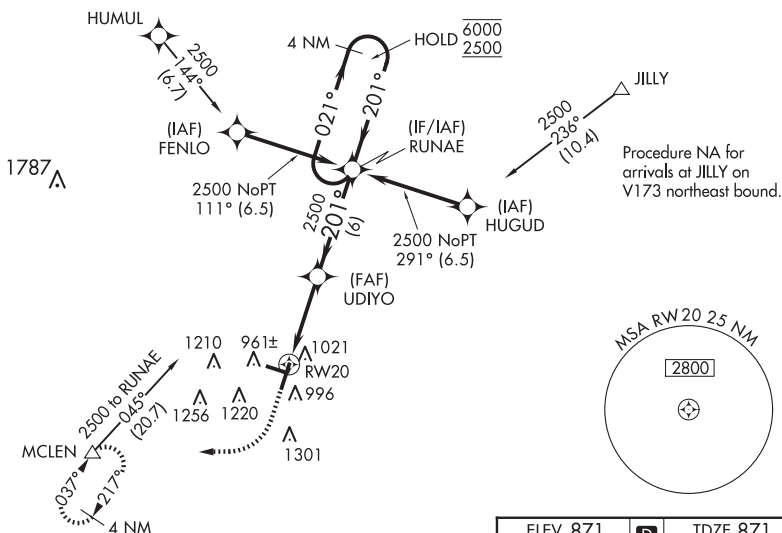
RNAV (GPS) RWY 2


EC-3, 12 JUN 2025 to 07 AUG 2025

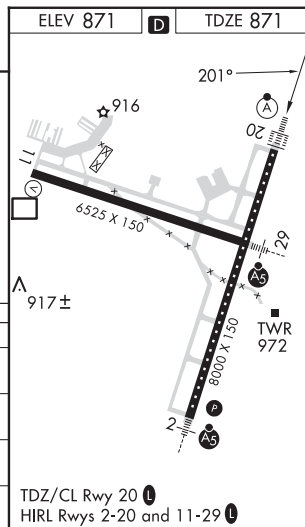
EC-3, 12 JUN 2025 to 07 AUG 2025

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

MISSED APPROACH:
Climb to 1500 then
climbing right turn to
3000 direct MCLEN
and hold.

UNICOM
122,95

CATEGORY		A	B	C	D
LPV	DA	1071/18 200 (200-½)			
LNAV/ VNAV	DA	1301/40 430 (500-¾)			
LNAV	MDA	1280/24 409 (500-½)	1280/40 409 (500-¾)		
 CIRCLING		1340-1 469 (500-1)	1620-2¼ 749 (800-2¼)	1620-2½ 749 (800-2½)	



RNAV (GPS) RWY 20

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 60909 W29A	APP CRS 291°	Rwy Idg 6525 TDZE 871 Apt Elev 871
--	------------------------	---

RNAV (GPS) RWY 29

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

▼

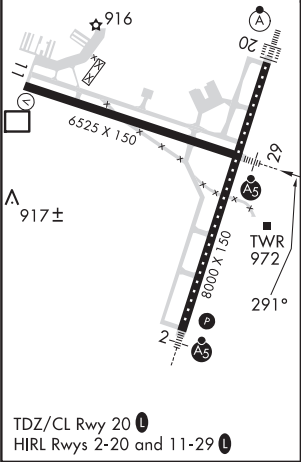
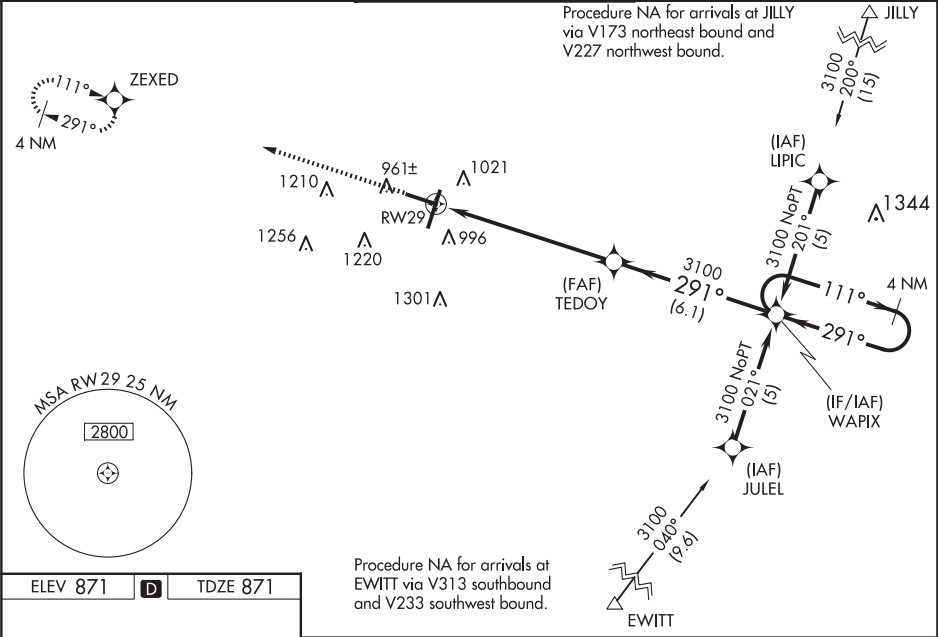
▲

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 Intl altimeter setting. When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting: increase 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 ¾ mile, and Circling Cats C/D visibility ¼ mile. For inoperative MALSRs when using General Downing-Peoria Intl Regional altimeter setting increase LPV all Cats visibility ½ mile, and LNAV Cat C/D visibility ¾ mile.

MALSR

MISSED APPROACH:
Climb to 2500 direct ZEXED 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 122.95
------------------------	---	--	--------------------------	-------------------------



2500

ZEXED

TEDOY

3100

WAPIX

4 NM Holding Pattern

111°

291°

3100

GP 3.00°

TCH 56

*LNAV only

*1.6 NM to RW29

1.6

5.1 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	1121/24 250 (300-½)			
LNAV/VNAV DA	1304/50 433 (500-1)			
LNAV MDA	1460/24	589 (600-½)	1460-1¼	589 (600-1¼)
CIRCLING	1460-1	589 (600-1)	1620-2¼ 749 (800-2¼)	1620-2½ 749 (800-2½)

BLOOMINGTON/NORMAL, ILLINOIS

AL-5058 (FAA)

24361

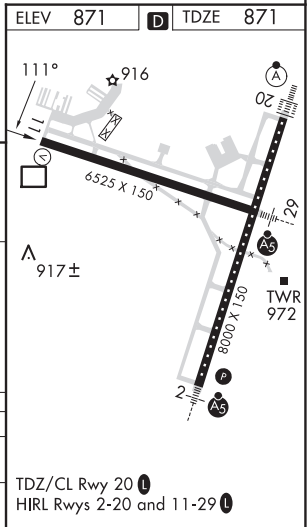
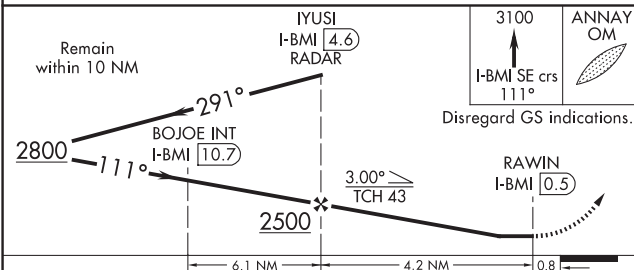
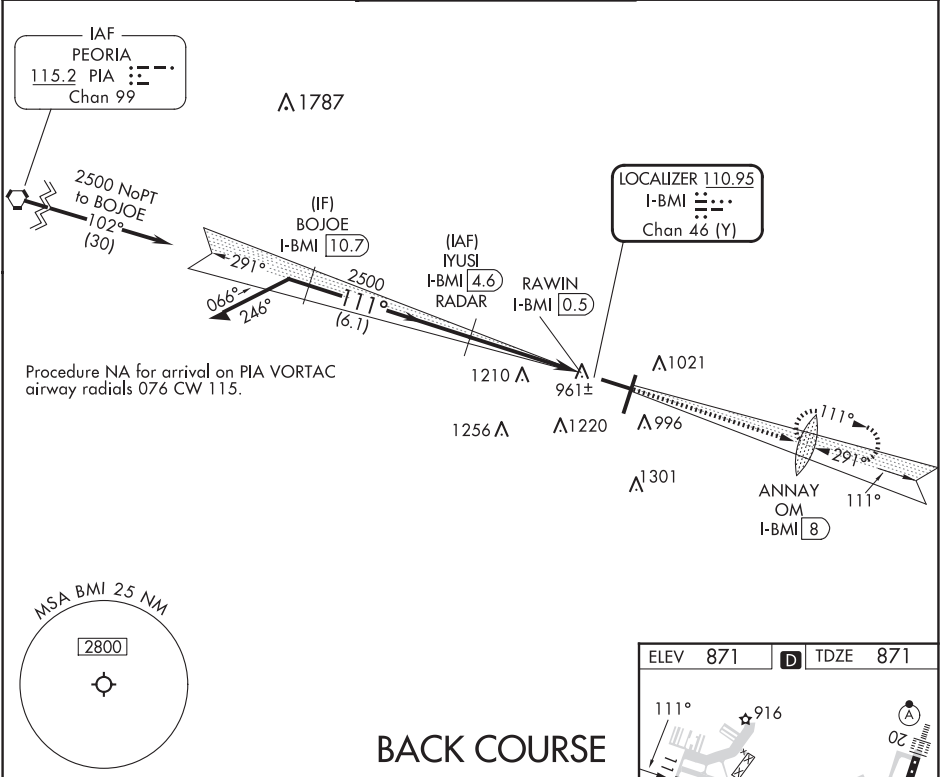
LOC/DME I-BMI 110.95 Chan 46 (Y)	APP CRS 111°	Rwy Idg TDZE 871 Apt Elev 871	6525 871 871
--	------------------------	---	---

LOC BC RWY 11

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

DME required. RADAR required for procedure entry at IYUSI.	MISSED APPROACH: Climb to 3100 on I-BMI localizer SE course 111° to ANNAY OM/I-BMI 8 DME and hold, continue climb-in-hold to 3100.
When local altimeter setting not received, use PIA altimeter setting: increase all MDAs 120 feet and S-LOC BC 11 visibility Cats C and D ¾ SM, and Circling visibility Cats C and D ¼ SM.	

ATIS 119.575	SAINT LOUIS APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
------------------------	---	---	--------------------------	-------------------------



CATEGORY	A	B	C	D
S-LOC 11	1280-1	409 (500-1)	1280-1½	409 (500-1½)
CIRCLING	1340-1	469 (500-1)	1620-2¼ 749 (800-2¼)	1620-2½ 749 (800-2½)

TDZ/CL Rwy 20 **0**
HIRL Rwy 2-20 and 11-29 **0**

BLOOMINGTON/NORMAL, ILLINOIS
Amdt 13 26DEC24

CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

40°29'N-88°55'W

LOC BC RWY 11

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

D

FIRE
STATION

FBO

FBC

GENERAL VIBRATION RAMP

PASSENGER

AIR CARRIER
RAMP ONLY

ELEV
863

ELEV
871

6525 X 150

CARGO
RAMP

HS 1

HS 2

FIELD
ELEV
871

RWY 02-20
PCR 700 R/D/W/T
S-120, D-211, 2D-322, 2D/2D2-753
RWY 11-29
PCR 700 R/C/W/T
S-120, D-216, 2D-349, 2D/2D2-814

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIRE TWR 972

ILS HOLD

/

020



ELEV
956

AIRPORT DIAGRAM

25107

BLOOMINGTON, ILLINOIS
CENTRAL IL RGNL/BLOOMINGTON-NORMAL (BMI)

EC-3, 12 JUN 2025 to 07 AUG 2025

BOLINGBROOK, ILLINOIS

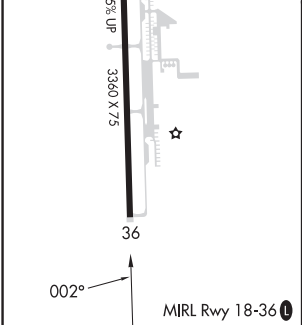
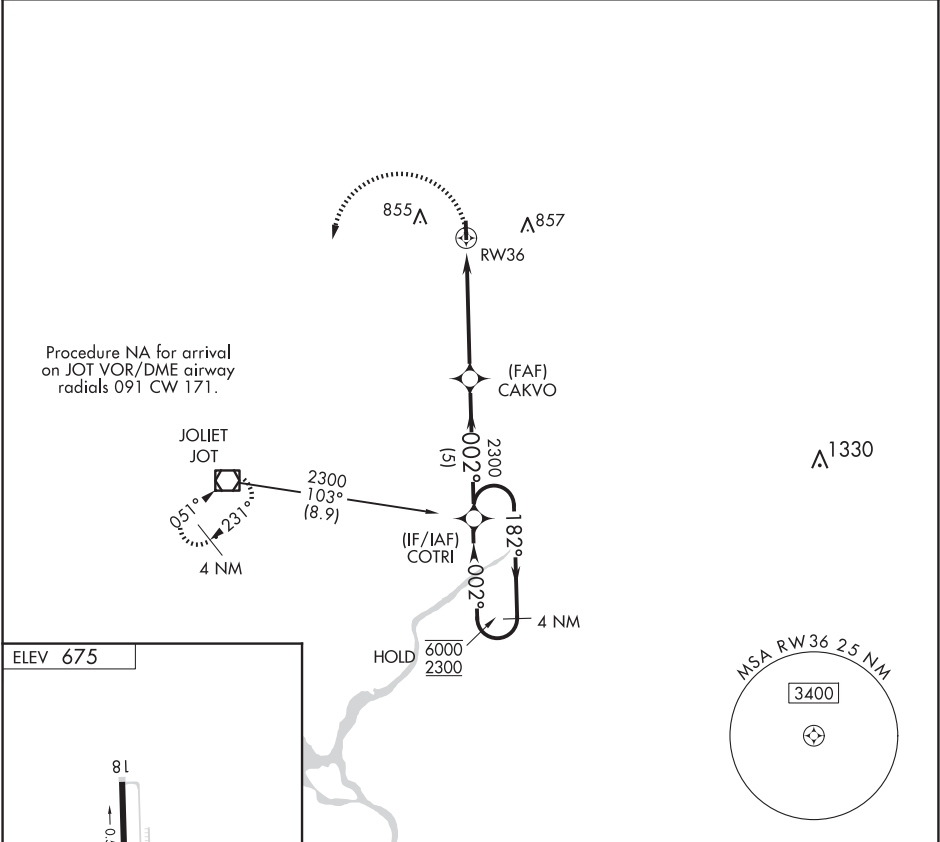
AL-6535 (FAA)



23054

APP CRS 002°	Rwy Idg TDZE Apt Elev	N/A N/A 675
------------------------	-----------------------------	--

RNAV (GPS)-B
BOLINGBROOK'S CLOW INTL (1C5)

RNP APCH.		MISSED APPROACH: Climbing left turn to 2300 direct JOT VOR/DME and hold.
Procedure NA at night. Use Lewis University altimeter setting.		
LOT AWOS-3PT 126.675	CHICAGO APP CON 119.35 354.075	CTAF 122.9



2300	JOT	4 NM Holding Pattern			
		CAKVO	COTRI		
					

BOLINGBROOK, ILLINOIS
Amdt 1B 15AUG19

41°42'N-88°08'W

BOLINGBROOK'S CLOW INTL (1C5)
RNAV (GPS)-B

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

NA

Procedure NA at night. Use Lewis University altimeter setting.

MISSED APPROACH: Climbing right turn to 2200 direct JOT VOR/DME and hold.

LOT AWOS-3PT

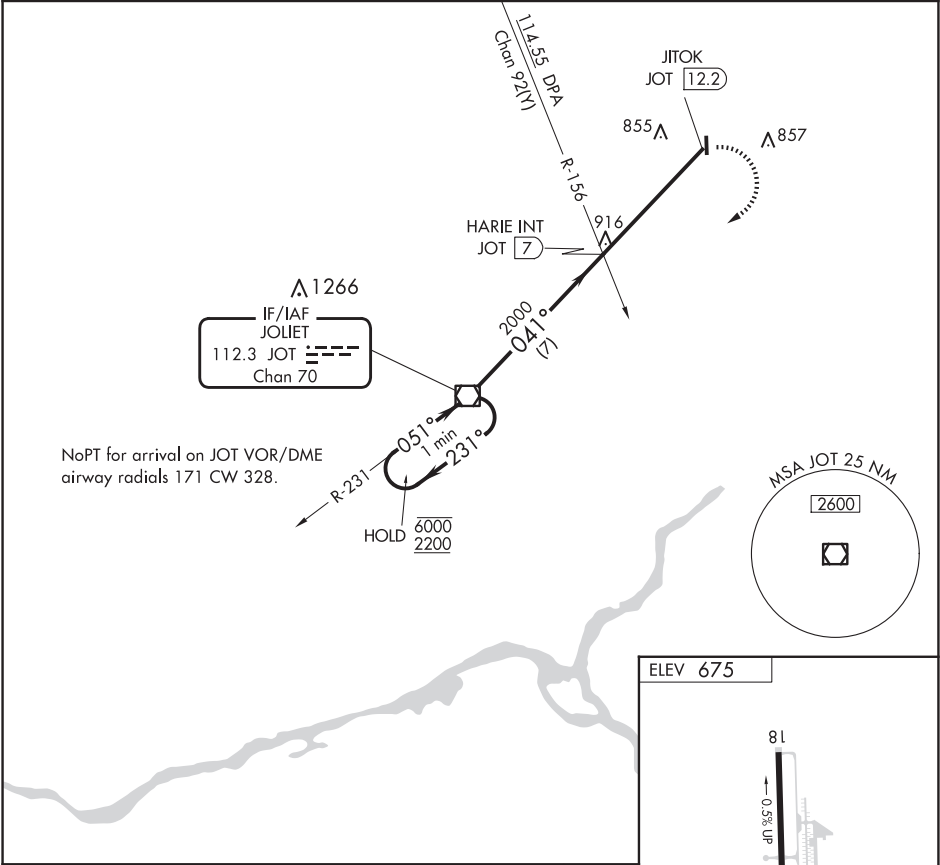
126.675

CHICAGO APP CON

119.35 354.075

CTAF

122.9



One Minute Holding Pattern

JOT VOR/DME

6000 ← 231°

2200 → 051°

041°

HARIE INT JOT 7

2000

JITOK JOT 12.2

7 NM

5.2 NM

2200

JOT

81

0.5% UP

3360 X 75

36

041°

MIRL Rwy 18-36

CATEGORY	A	B	C	D	FAF to MAP 5.2 NM
CIRCLING	1180-1 505 (600-1)	1220-1 545 (600-1)	NA		Knots Min:Seq 5:12 3:28 2:36 2:05 1:44

BOSCobel, WISCONSIN

AL-6361 (FAA)

24361

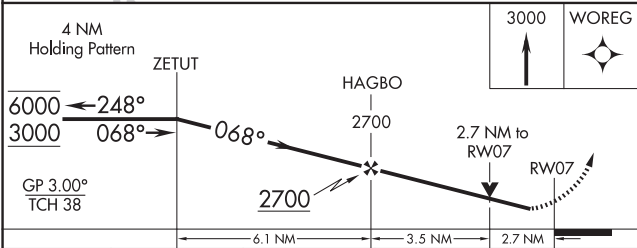
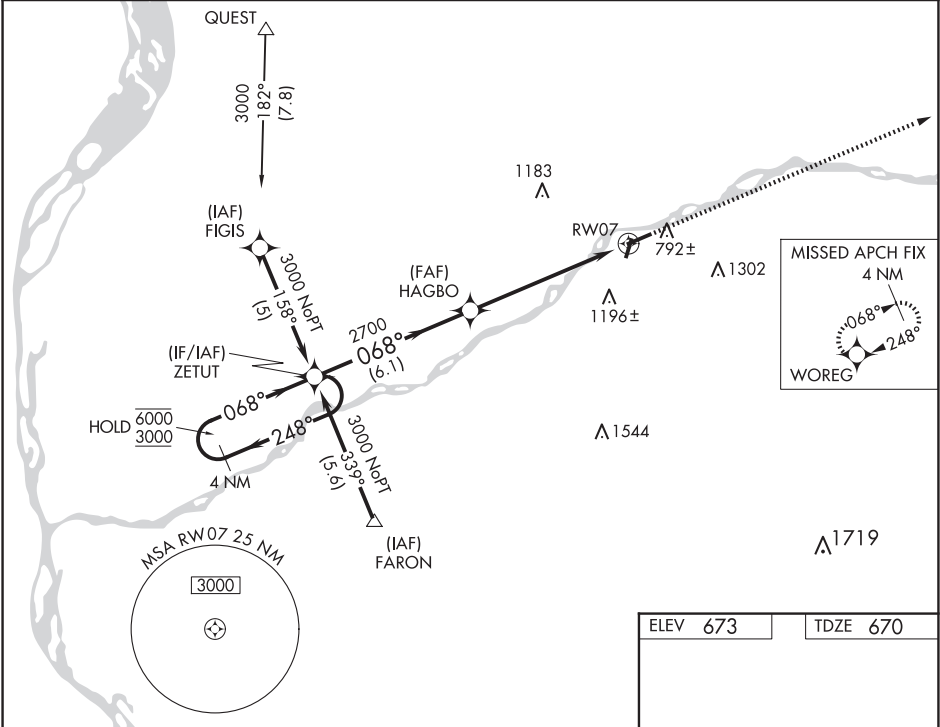
WAAS CH 77902 W07A	APP CRS 068°	Rwy Idg TDZE Apt Elev 5000 670 673
--	------------------------	--

RNAV (GPS) RWY 7

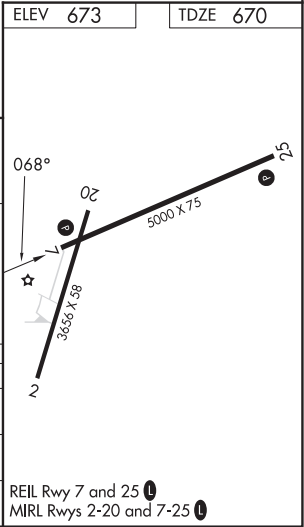
BOSCobel (OVS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct WOREG and hold.
<div><div>▼</div><div>▲</div><div>❄</div></div> <div>-30°C</div> <div>Circling Rwy 2, 20 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA.</div>	

ASOS 126.775	CHICAGO CENTER 133.3 257.925	UNICOM 122.8 (CTAF) 1
------------------------	--	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1040-1¼ 370 (400-1¼)			NA
LNAV MDA	1560-1¼	890 (900-1¼)	1560-2¾ 890 (900-2¾)	NA
CIRCLING	1560-1¼ 887 (900-1¼)	1580-1¼ 907 (1000-1¼)	1620-2¾ 947 (1000-2¾)	NA



BOSCobel, WISCONSIN
Orig-C 26DEC24

43°10'N-90°40'W

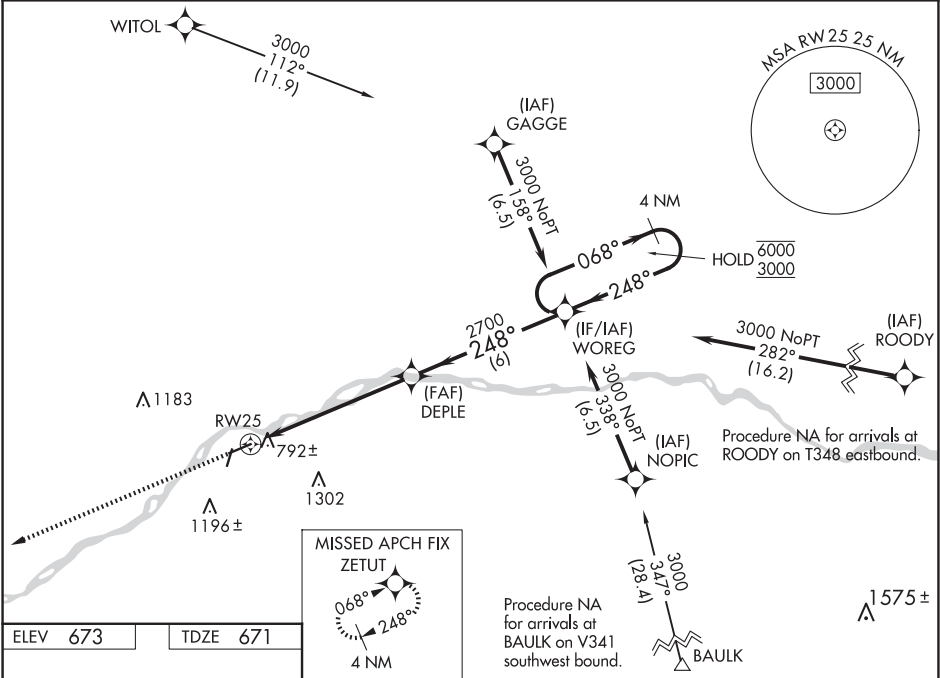
BOSCobel (OVS)

RNAV (GPS) RWY 7

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct ZETUT and hold.
Circling to Rwy 2, 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.		
ASOS 126.775	CHICAGO CENTER 133.3 257.925	UNICOM 122.8 (CTAF) 0



ELEV 673	TDZE 671	<div><div>3000</div><div>ZETUT</div></div> <div><div>248°</div><div>25</div></div> <div><div>DEPLE</div><div>2700</div></div> <div><div>WOREG</div><div>4 NM Holding Pattern</div></div> <div><div>2.6 NM to RW25</div></div> <div><div>2.6 NM</div><div>3.6 NM</div><div>6 NM</div></div> <div><div>GP 3.00°</div><div>TCH 42</div></div>			
CATEGORY		A	B	C	D
LPV DA		921-1 250 (300-1)			NA
LNAV/VNAV DA		1610-4 939 (1000-4)			NA
LNAV MDA		1560-1¼ 889 (900-1¼)	1560-2½ 889 (900-2½)		NA
CIRCLING		1560-1¼ 887 (900-1¼)	1580-1¼ 907 (1000-1¼)	1740-3 1067 (1100-3)	NA

REIL Rwy 7 and 25 0

MIRL Rwys 2-20 and 7-25 0

BOYCEVILLE, WISCONSIN

AL-10056 (FAA)

24305

APP CRS	Rwy Idg	3299
083°	TDZE	964
	Apt Elev	967

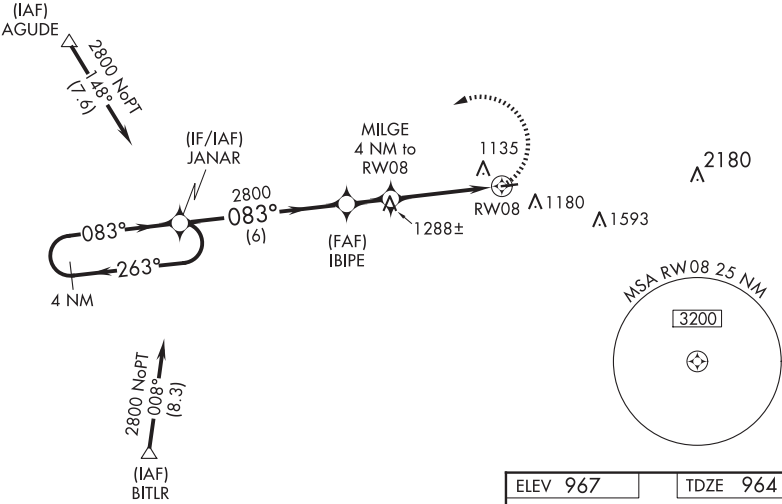
RNAV (GPS) RWY 8

BOYCEVILLE MUNI (3T3)

RNP APCH.	MISSED APPROACH: Climbing left turn to 2800 direct JANAR and hold.
▼ ▲ NA	Use New Richmond Rgnl altimeter setting. When VGS1 inop, procedure NA at night. Helicopter visibility reduction below 1 SM NA.

RNH AWOS-3 120.0	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.8 (CTAF) 1
---------------------	-----------------------------------	--------------------------

Procedure NA for arrivals at AGUDE via V78 westbound.



ELEV 967	TDZE 964
<p>MIRL Rwy 8-26 1 REIL Rwy 26 1</p>	

VGS1 and descent angles not coincident (VGS1 Angle 4.00/TCH 34).			
4 NM Holding Pattern			
2800 ← 263° 083° → 083°			
JANAR IBIPE MILGE 4 NM to RW08			
2800 2280 RW08			
6 NM 1.6 NM 4 NM			
CATEGORY	A	B	C
LNAV MDA	1580-1	616 (700-1)	1580-1 3/4 616 (700-1 3/4)

BOYCEVILLE, WISCONSIN
Amdt 1C 07NOV19

45°03'N-92°01'W

BOYCEVILLE MUNI (3T3)
RNAV (GPS) RWY 8

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70335 W26A	APP CRS 264°	Rwy Idg TDZE Apt Elev	3299 967 967
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 26

BOYCEVILLE MUNI (3T3)

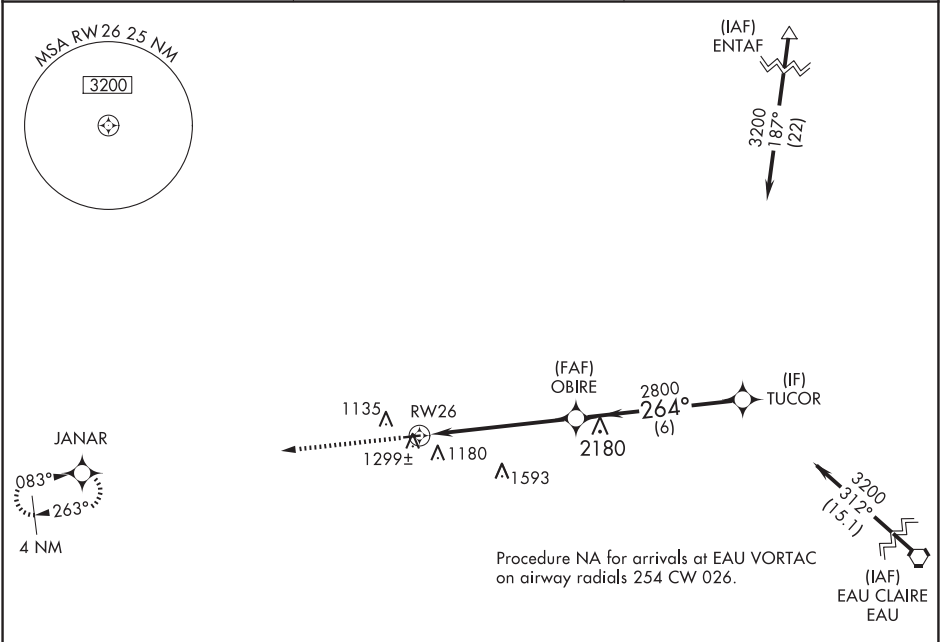
▼

▲ NA

Baro-VNAV NA. Use New Richmond altimeter setting; when not received, use Menomoneie 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.

RNH AWOS-3 120.0	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------------



ELEV 967	TDZE 967
-----------------	-----------------

2800

JANAR

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 20).

3299 X 60

0.5% UP

264°

RW26

2800

264°

3200

GP 3.00°
TCH 40

CATEGORY	A	B	C	D
LPV DA	1333-1¼	366 (400-1¼)		NA
LNAV/VNAV DA	1526-2	559 (600-2)		NA
LNAV MDA	1620-1	653 (700-1)	1620-1⅞ 653 (700-1⅞)	NA
CIRCLING	1680-1	713 (800-1)	1700-2 733 (800-2)	NA

BURLINGTON, WISCONSIN

AL-5901 (FAA)

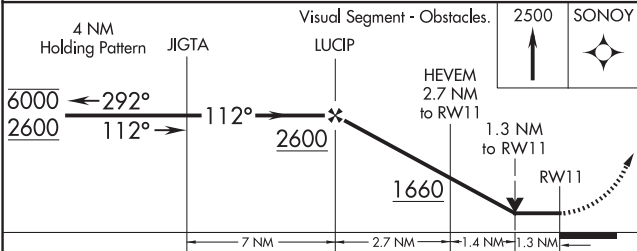
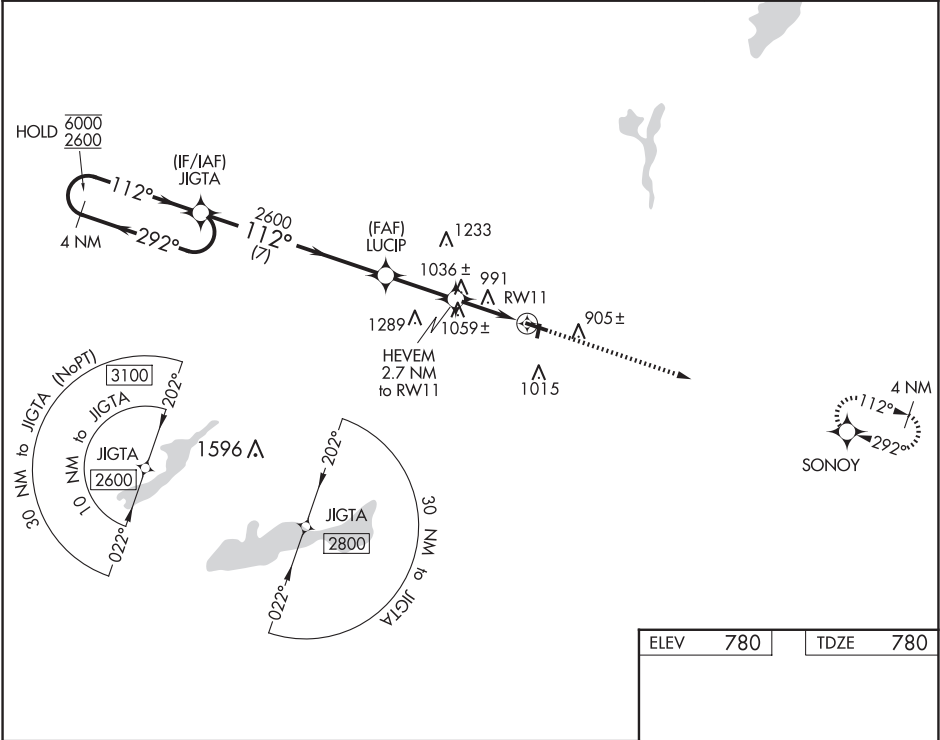
24305

WAAS CH 90134 W11A	APP CRS 112°	Rwy Idg 4300 TDZE 780 Apt Elev 780
--	------------------------	---

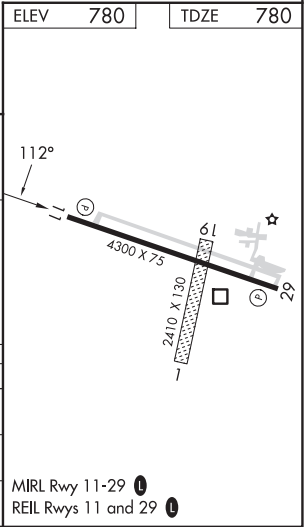
RNAV (GPS) RWY 11

BURLINGTON MUNI (BUU)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2500 direct SONOY and hold.	
<div><div><div></div><div></div></div></div> <div>Circling NA to Rwy 1 and 19. Rwy 11 helicopter visibility reduction below ¾ SM NA.</div>			
AWOS-3 125.275	MILWAUKEE APP CON 135.875 307.0	GCO 121.725	UNICOM 123.05 (CTAF) 1



CATEGORY	A	B	C	D
LP MDA	1300-1	520 (600-1)	1300-1 $\frac{3}{8}$	520 (600-1 $\frac{3}{8}$)
LNAV MDA	1320-1	540 (600-1)	1320-1 $\frac{1}{2}$	540 (600-1 $\frac{1}{2}$)
<div><div></div><div>CIRCLING</div></div>	1320-1 540 (600-1)	1380-1 600 (600-1)	1380-1 $\frac{1}{2}$ 600 (600-1 $\frac{1}{2}$)	1560-2 $\frac{1}{2}$ 780 (800-2 $\frac{1}{2}$)



BURLINGTON, WISCONSIN
Orig-D 27JAN22

42°41'N-88°18'W

BURLINGTON MUNI (BUU)

RNAV (GPS) RWY 11

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

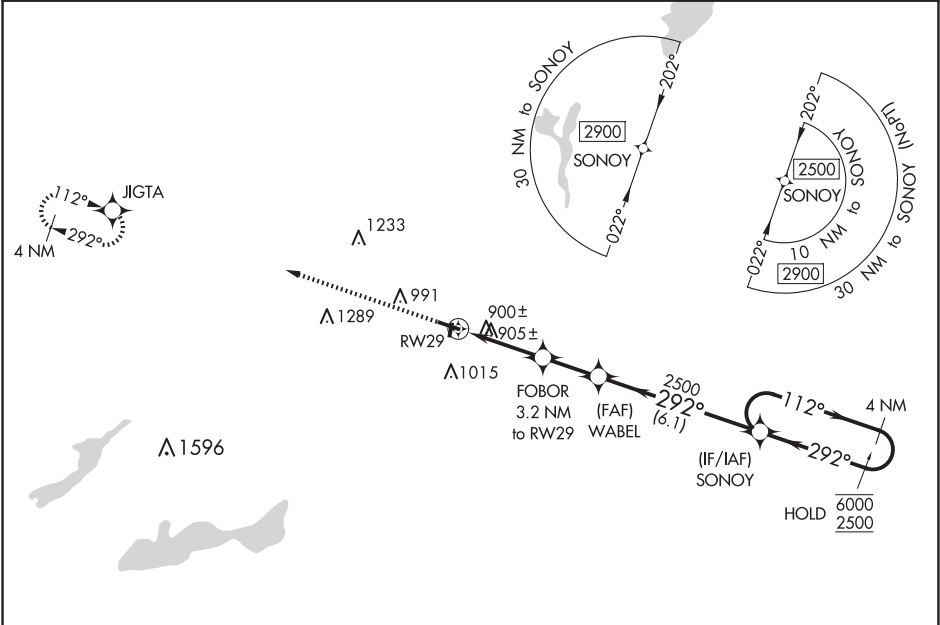
WAAS CH 82732 W29A	APP CRS 292°	Rwy Idg TDZE Apt Elev	4300 780 780
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 29

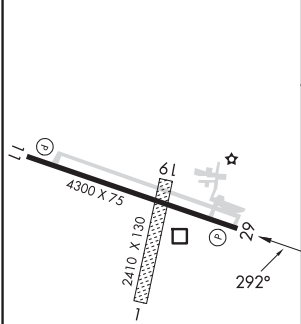
BURLINGTON MUNI (BUU)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2600 direct JIGTA and hold.
<div><div>T</div><div>A</div></div> <div>Circling NA to Rwy 1 and 19. Rwy 29 helicopter visibility reduction below ¾ SM NA.</div>	

AWOS-3 125.275	MILWAUKEE APP CON 135.875 307.0	GCO 121.725	UNICOM 123.05 (CTAF) 1
--------------------------	---	-----------------------	---



ELEV	780	TDZE	780
------	-----	------	-----



2600	JIGTA	Visual Segment - Obstacles.	WABEL	SONOY	4 NM Holding Pattern
1 NM to RW29	1 NM to RW29	2.2 NM	2.1 NM	6.1 NM	
CATEGORY	A	B	C	D	
LP	MDA	1160-1	380 (400-1)		
LNAV	MDA	1280-1	500 (500-1)	1280-1½	500 (500-1½)
CIRCLING	1300-1	1380-1	1380-1½	1560-2½	
	520 (600-1)	600 (600-1)	600 (600-1½)	780 (800-2½)	

MIRL Rwy 11-29 **1**
REIL Rwy 11 and 29 **1**

BURLINGTON, WISCONSIN

AL-5901 (FAA)

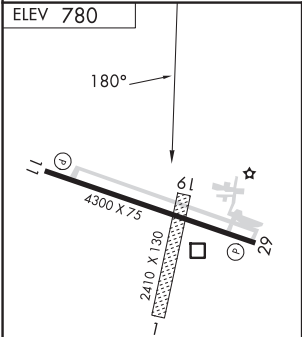
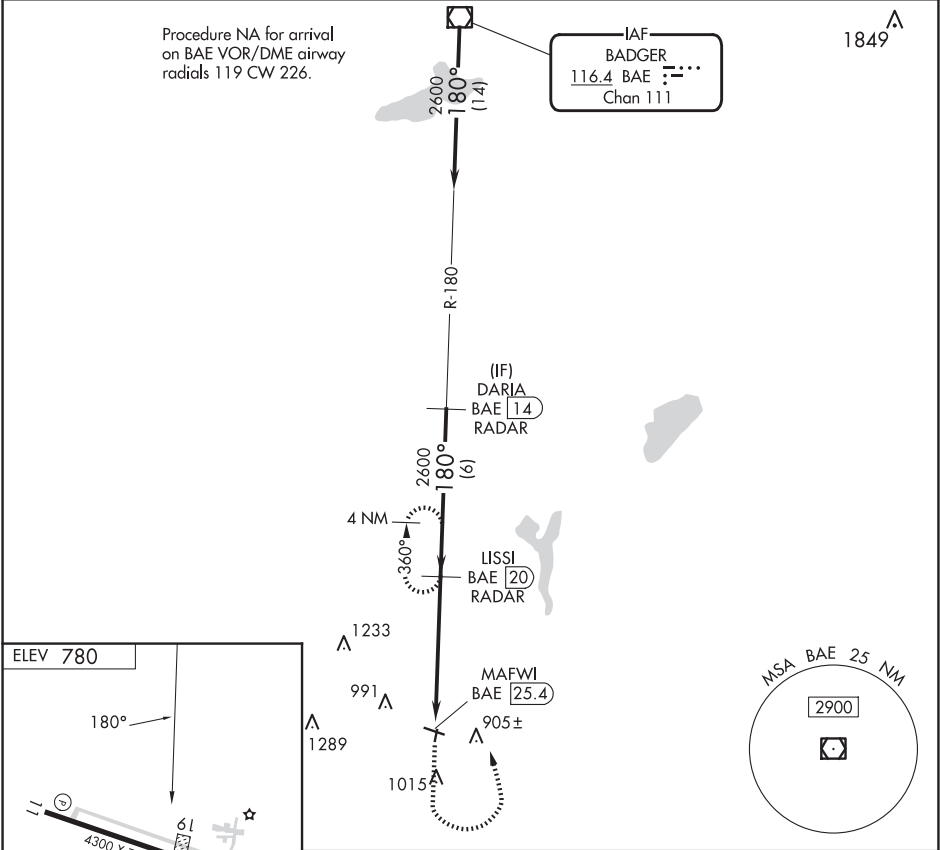
24305



VOR/DME BAE	APP CRS	Rwy Idg	N/A
116.4	180°	TDZE	N/A
Chan 111		Apt Elev	780


VOR-A
BURLINGTON MUNI (BUU)

DME or RADAR required.	MISSED APPROACH: Climb to 2600 then left turn on BAE VOR/DME R-180 to LISSI/20 DME/RADAR and hold.
  Circling NA to Rwys 1 and 19.	

AWOS-3 125.275	MILWAUKEE APP CON 135.875 307.0	GCO 121.725	UNICOM 123.05 (CTAF) 
--------------------------	---	-----------------------	--



MIRL Rwy 11-29 
REIL Rwys 11 and 29 

FAF to MAP 5.4 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	 CIRCLING	1400-1	620 (700-1)	1400-1¾	1560-2½
Min:Sec	5:24	3:36	2:42	2:10	1:48				620 (700-1¾)	780 (800-2½)

BURLINGTON, WISCONSIN

Amdt 2B 27JAN22

42°41'N-88°18'W

BURLINGTON MUNI (BUU)

VOR-A

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

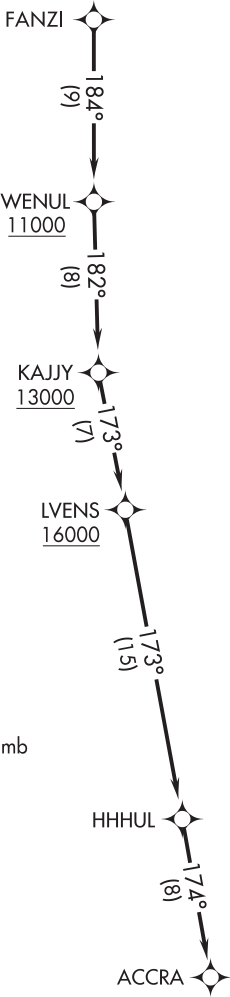
ACCRA FIVE DEPARTURE (RNAV)

AL-5901 (FAA)

BURLINGTON MUNI (BTU)
BURLINGTON, WISCONSIN

AWOS-3
125.275
MILWAUKEE DEP CON
135.875 307.0

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS

Rwys 1, 19: NA - Environmental.
Rwy 11: Standard.
Rwy 29: 300-1 or standard with 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: Advise ATC if unable to comply with
crossing restrictions.

NOTE: Chart not to scale.



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.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

(UECKR6.UECKR) 24137
UECKR SIX DEPARTURE (RNAV)

AL-5901 (FAA)

BURLINGTON MUNI (BTU)
BURLINGTON, WISCONSIN

AWOS-3
125.275
MILWAUKEE DEP CON
135.875 307.0

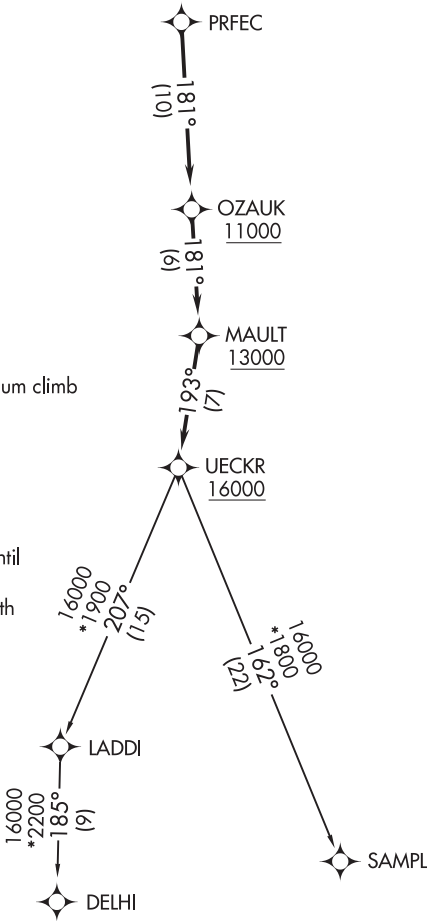
**TOP ALTITUDE:
ASSIGNED BY ATC**



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.

T 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)

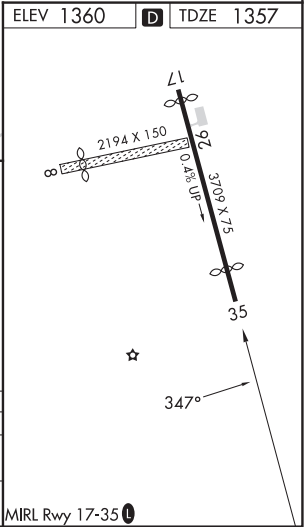
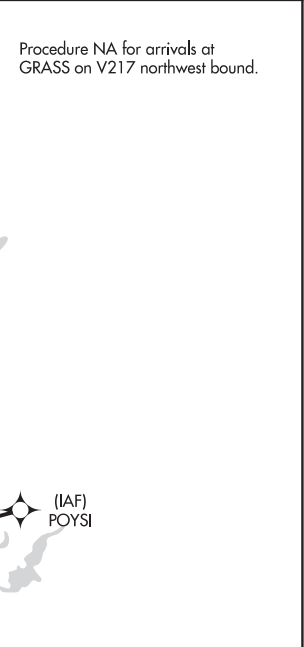
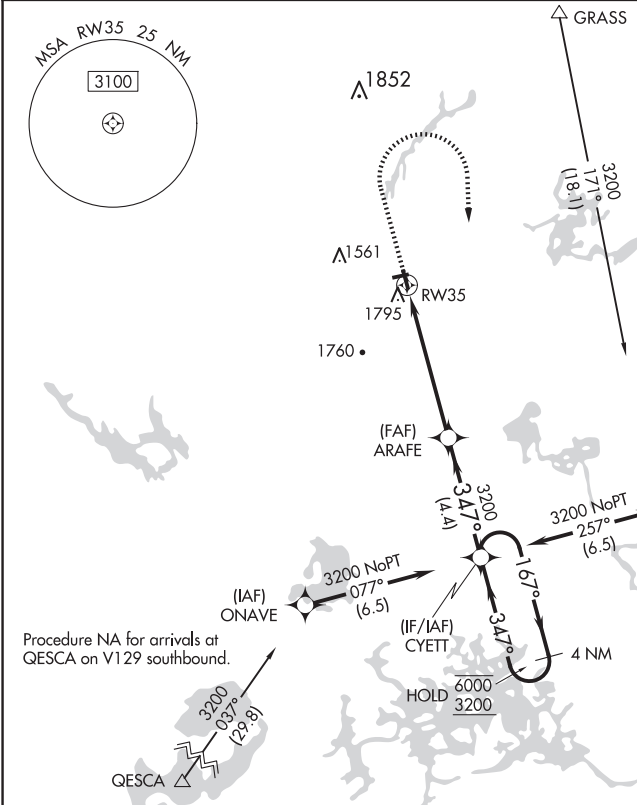
APP CRS	Rwy Idg	3146
347°	TDZE	1357
	Apt Elev	1360

RNAV (GPS) RWY 35

CABLE UNION (3CU)

RNP APCH.	MISSED APPROACH: Climb to 3200 then right turn direct CYETT and hold.
<div><div>▼</div><div>▲ NA</div></div> Circling NA to Rwys 8 and 26. Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. Use Hayward altimeter setting.	

MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF) 0
------------------------------------	--------------------------



3200

↑

↗

CYETT

✦

Visual Segment - Obstacles.

4 NM

Holding Pattern

ARAPE

CYETT

3200

347°

167°

6000


3200

347°

RW35

5.7 NM

4.4 NM

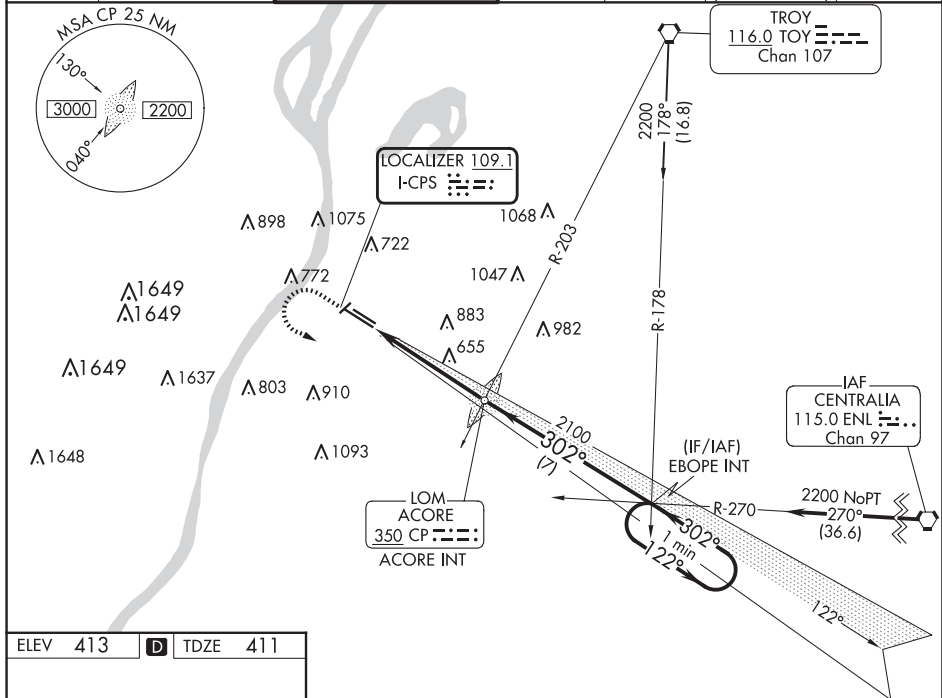
CATEGORY	A	B	C	D
LNAV MDA	2120-1 763 (800-1)	2120-1¼ 763 (800-1¼)	2120-2½	763 (800-2½)
 CIRCLING	2160-1 800 (800-1)	2160-1¼ 800 (800-1¼)	2160-2½ 800 (800-2½)	2200-2¾ 840 (900-2¾)

ILS or LOC RWY 30L
ST LOUIS DOWNTOWN (CPS)

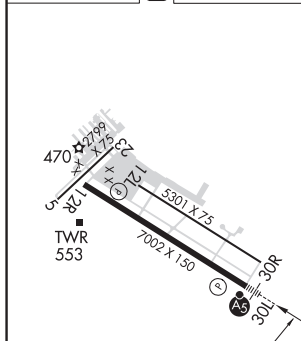
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 2200 on heading 080° and on I-CPS SE course (122°) to EBOPE INT and hold.

ATIS 121.45	ST LOUIS APP CON 123.7 371.875	DOWNTOWN TOWER ★ 119.925 (CTAF) 0 379.3	GND CON 121.8	CLNC DEL 118.275	CLNC DEL 121.8 (When twr closed)	UNICOM 122.95
-----------------------	--	---	-------------------------	----------------------------	---	-------------------------

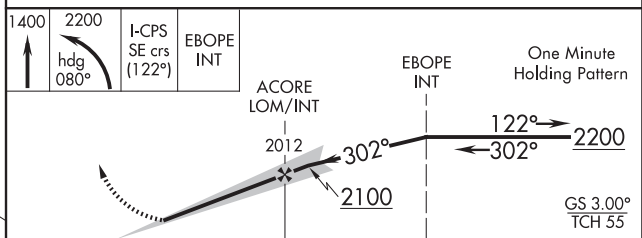


ELEV 413	D	TDZE 411
----------	----------	----------



HIRL Rwy 12R-30L
REIL Rwy 12L and 12R
REIL Rwy 30R **L**
MIRL Rwy 5-23 and 12L-30R
FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



	4.8 NM		7 NM		
CATEGORY	A		B	C	D
S-ILS 30L	611-½ 200 (200-½)				
S-LOC 30L	960-½ 549 (600-½)		960-1⅛ 549 (600-1⅛)	960-1¼ 549 (600-1¼)	
CIRCLING	940-1 527 (600-1)	1120-1 707 (800-1)	1240-2½ 827 (900-½)	1380-3 967 (1000-3)	

CAHOKIA/ST LOUIS, ILLINOIS
Amdt 9E 21MAR24

ST LOUIS DOWNTOWN (CPS)
ILS or LOC RWY 30L

38°34'N-90°09'W

APP CRS 107°	Rwy Idg TDZE Apt Elev	7002 413 413
------------------------	-----------------------------	---

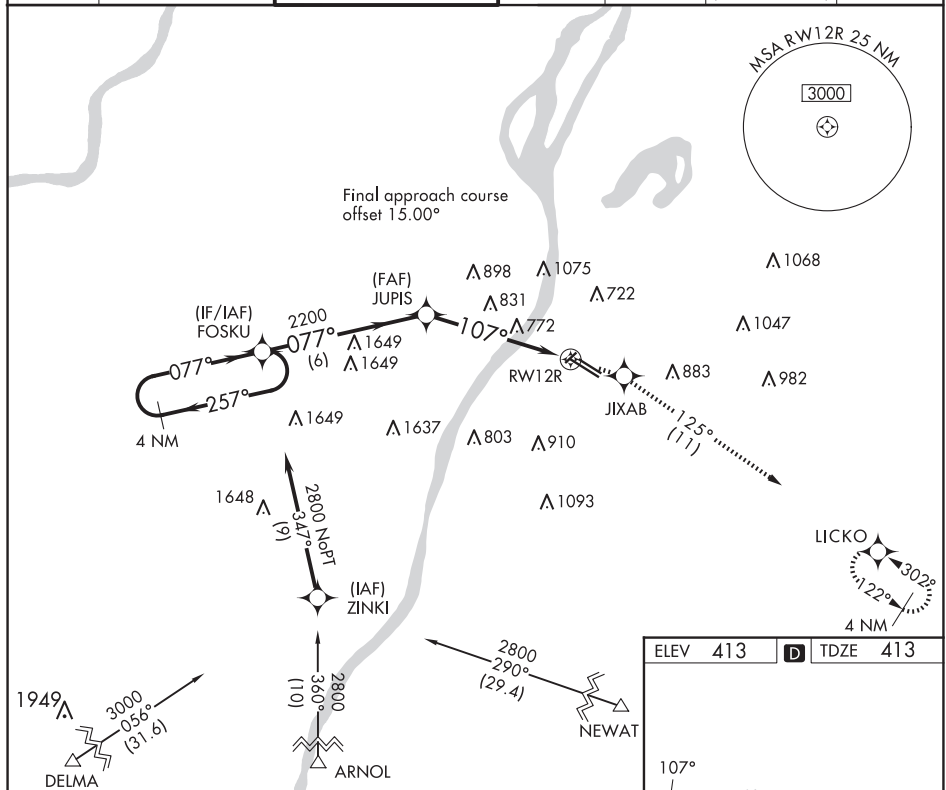
RNAV (GPS) RWY 12R
ST LOUIS DOWNTOWN (CPS)

RNP APCH - GPS

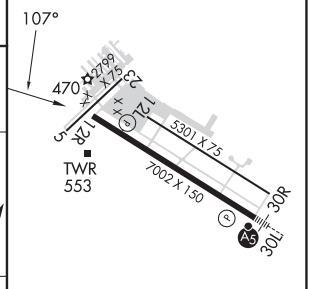
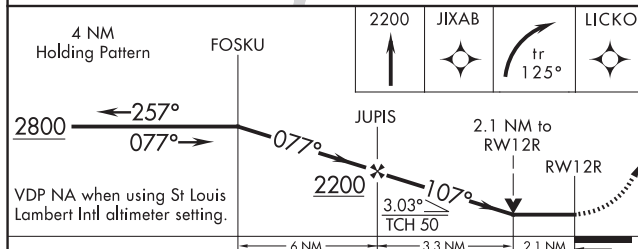
T When local altimeter setting not received, use St Louis Lambert Intl altimeter setting
A and increase all MDAs 80 feet; increase LNAV Cats B/C/D and Circling Cat C
visibility $\frac{1}{4}$ SM. Circling Rwy 5 NA at night. Rwy 12R helicopter visibility reduction
below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 2200 direct JIXAB and right turn on 125° track to LICKO and hold.

ATIS 121.45	ST LOUIS APP CON 123.7 371.875	DOWNTOWN TOWER * 119.925 (CTAF) 0 379.3	GND CON 121.8	CLNC DEL 118.275	CLNC DEL 121.8 (When twr closed)	UNICOM 122.95
-----------------------	--	---	-------------------------	----------------------------	---	-------------------------



ELEV 413	D	TDZE 413
----------	----------	----------



CATEGORY	A	B	C	D
LNAV MDA	1140-1	727 (800-1)	1140-2 727 (800-2)	1140-2¼ 727 (800-2¼)
CIRCLING	1140-1	727 (800-1)	1240-2 ½ 827 (900-2½)	1380-3 967 (1000-3)

HIRL Rwy 12R-30L
REIL Rwy 12L and 12R
REIL Rwy 30R **L**
MIRL Rwy 5-23 and 12L-30R

CAHOKIA/ST LOUIS, ILLINOIS


AL-5316 (FAA)

24193

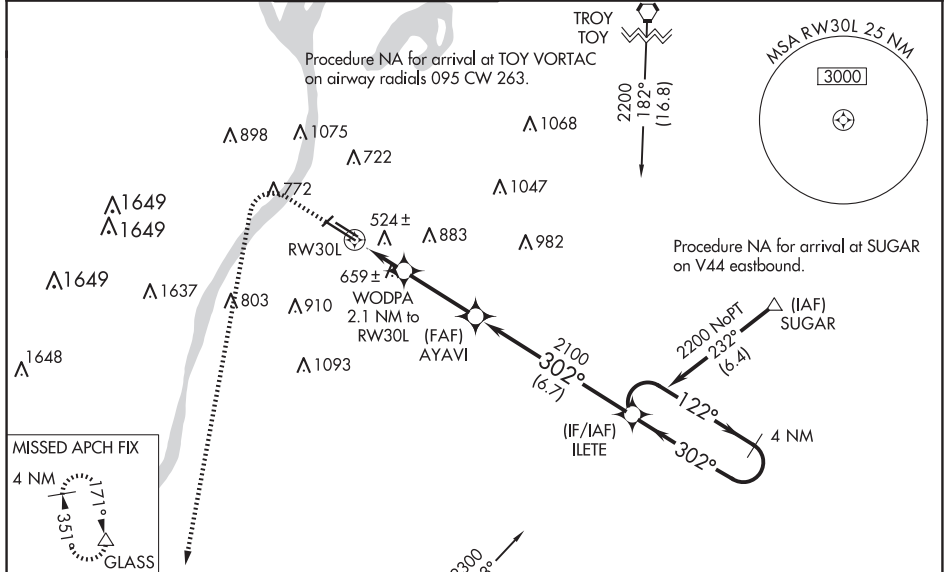
WAAS CH 70521 W30A	APP CRS 302°	Rwy Idg 7002 TDZE 411 Apt Elev 413
--	------------------------	---

RNAV (GPS) RWY 30L

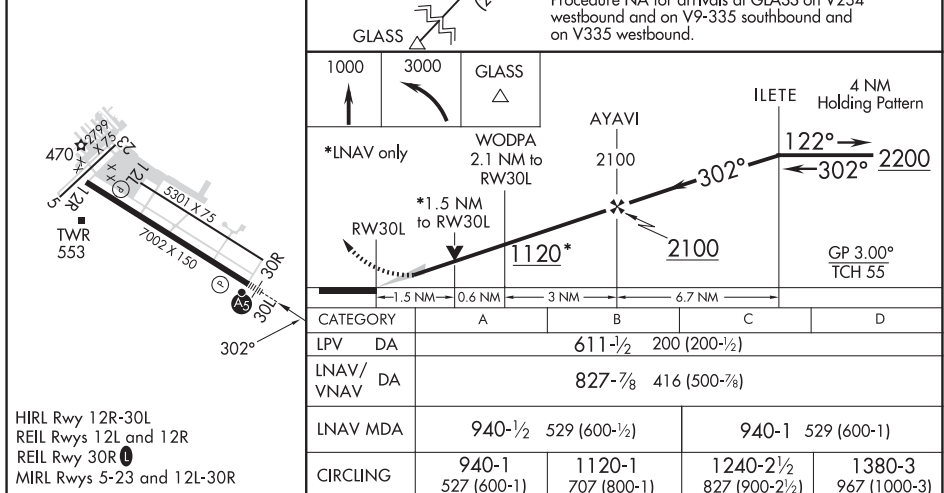
ST LOUIS DOWNTOWN (CPS)

<p>▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase LPV DA to 674 feet, LNAV/VNAV DA to 890 feet, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility $\frac{1}{4}$ SM, LNAV Cats C/D visibility $\frac{3}{8}$ SM, and Circling Cat C visibility $\frac{1}{4}$ SM. VDP and Baro-VNAV NA with St Louis Lambert Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 41°C (105°F). When using St Louis Lambert Intl altimeter setting; for inop MALSR, increase LPV all Cats visibility to $\frac{3}{8}$ mile and LNAV Cats C/D visibility to $1\frac{1}{2}$ mile. Night landing: Rwy 5 NA.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct GLASS and hold.</p>
---	---	---

ATIS 121.45	ST LOUIS APP CON 123.7 371.875	DOWNTOWN TOWER ★ 119.925 (CTAF) 0 379.3	GND CON 121.8	CLNC DEL 118.275	CLNC DEL 121.8 (When twr closed)	UNICOM 122.95
-----------------------	--	---	-------------------------	----------------------------	---	-------------------------



ELEV 413	D	TDZE 411
-----------------	----------	-----------------



CAHOKIA/ST LOUIS, ILLINOIS
Orig-D 25MAR21

38°34'N-90°09'W

ST LOUIS DOWNTOWN (CPS)

RNAV (GPS) RWY 30L

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS
302°

Rwy Idg
TDZE
Apt Elev

5300
408
413

RNAV (GPS) RWY 30R

ST LOUIS DOWNTOWN (CPS)

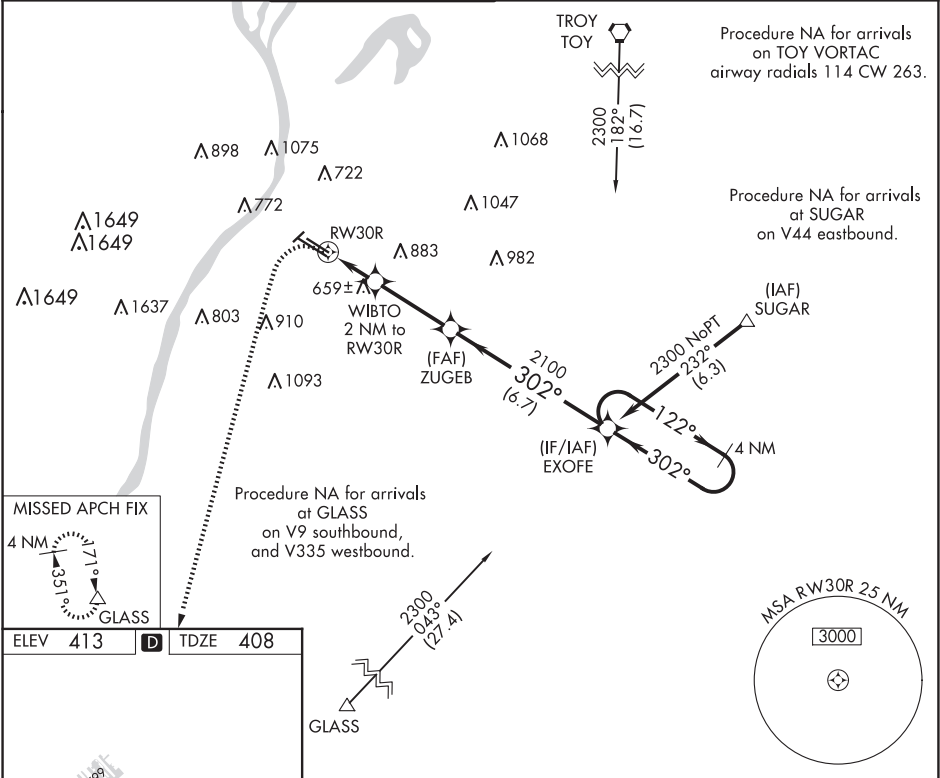
▼

⚠

Circling Rwy 5 NA at night. DME/DME RNP-0.3 NA. Rwy 30R helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use St Louis Lambert Intl altimeter setting and increase all MDA 80 feet, increase LNAV Cats C/D visibility ¾ SM and Circling Cat C visibility ¼ SM.

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

ATIS 121.45	ST LOUIS APP CON 123.7 371.875	DOWNTOWN TOWER ★ 119.925 (CTAF) 0 379.3	GND CON 121.8	CLNC DEL 118.275	CLNC DEL 121.8 (When twr closed)	UNICOM 122.95
----------------	-----------------------------------	--	------------------	---------------------	--	------------------



ELEV 413

D

TDZE 408

3000

GLASS

△

470

5301 X 75

7002 X 150

30R

302°

WIBTO 2 NM to RW30R

ZUGEB

2100

1080

3.00° TCH 40

2 NM

3.2 NM

6.7 NM

EXOFE

4 NM Holding Pattern

122°

2300

CATEGORY	A	B	C	D
LNAV MDA	920-1 512 (600-1)	920-1 512 (600-1)	920-1 512 (600-1)	920-1 512 (600-1)
CIRCLING	920-1 507 (600-1)	1120-1 707 (800-1)	1240-2 827 (900-2)	1380-3 967 (1000-3)

D

38°35'N

38°34'N

90°10'W

90°09'W

FBO

ELEV 470

WEST RAMP

2799 X 75

229.0°

FIELD ELEV 413

ELEV 409

FBO

EAST RAMP

ELEV 410

124.2°

5301 X 75

7002 X 150

124.2°

304.2°

304.2°

30L

30R

ELEV 407

ELEV 408

RUN-UP PAD

TWR 553

ELEV 412

049.0°

ELEV 410

PCN 11 R/C/W/T S-12

PCN 10 F/D/X/T S-30, D-30

PCN 48 F/D/X/T S-65, D-95, 2D-175

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

VAR 2.0° N

AIRPORT DIAGRAM

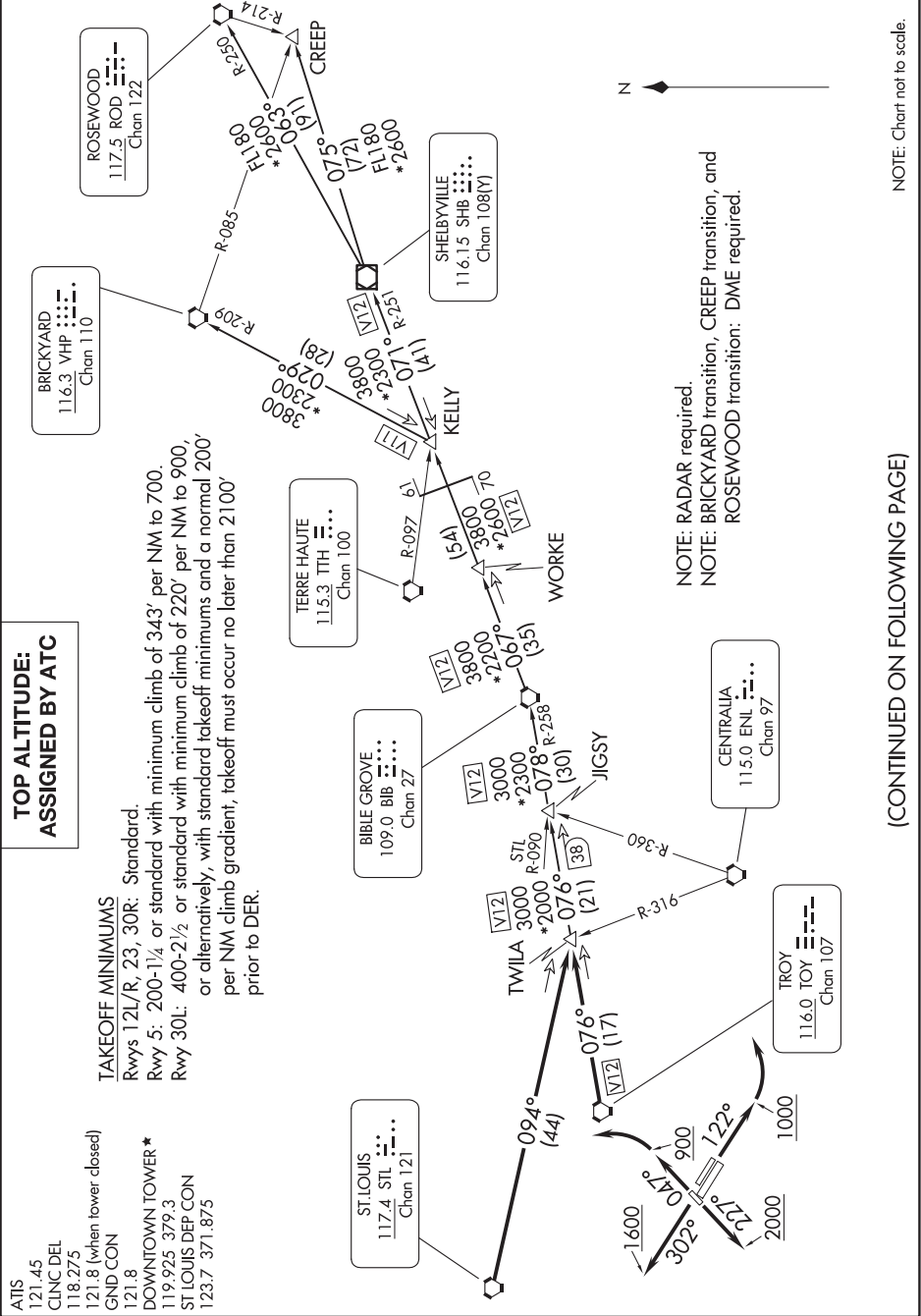
25107 CAHOKIA/ST. LOUIS, ILLINOIS
ST LOUIS DOWNTOWN (CPS)

GATEWAY ONE DEPARTURE

AL-5316 (FAA)

ST LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

EC-3, 12 JUN 2025 to 07 AUG 2025



(CONTINUED ON FOLLOWING PAGE)

EC-3, 12 JUN 2025 to 07 AUG 2025



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. . . .

. . . .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.

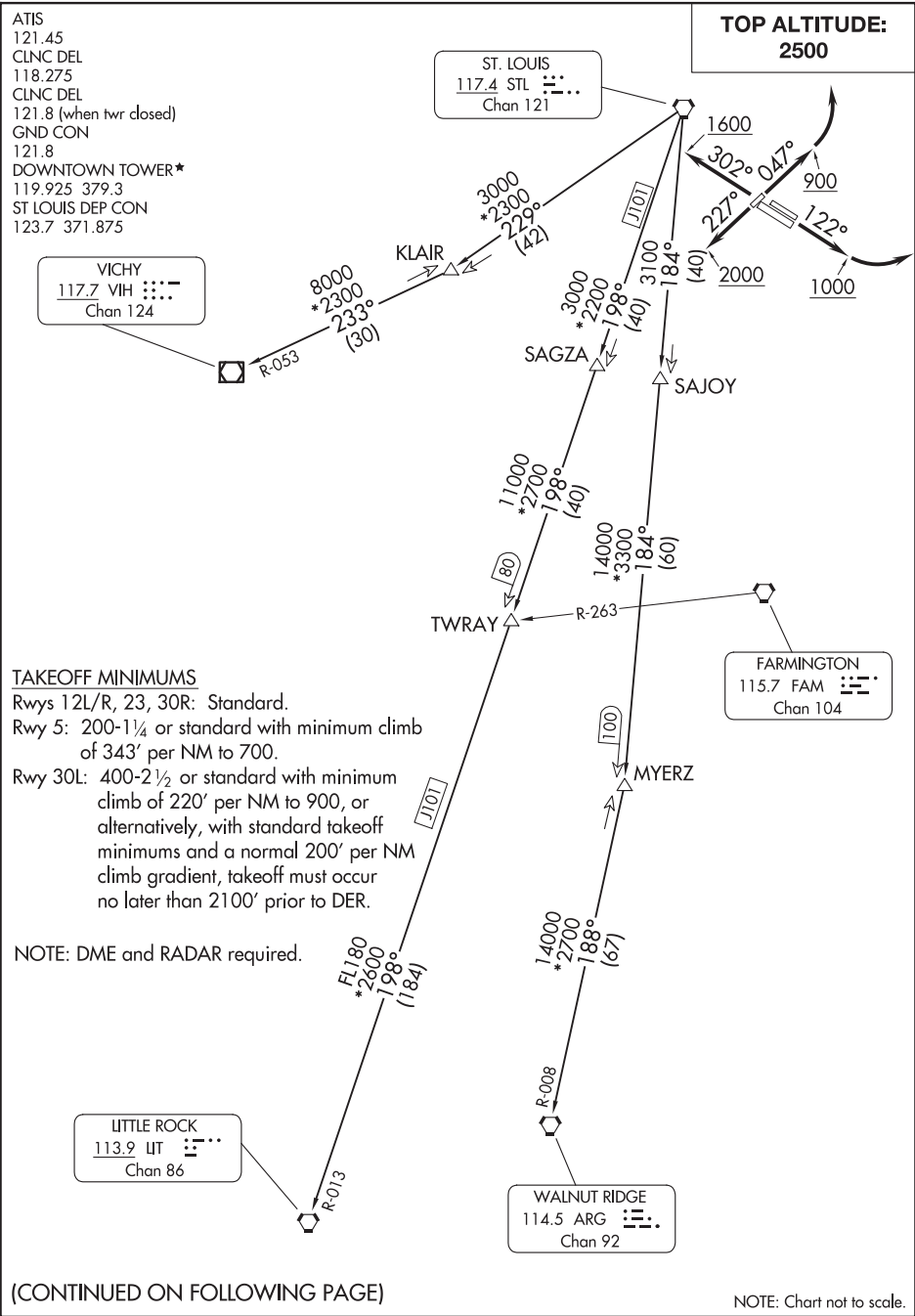
CREEP TRANSITION (GATWY1.CREEP): From over TWILA on TOY R-076 to JIGSY, then on BIB R-258 to BIB VORTAC, then on BIB R-067 to WORKE, then on BIB R-067 and SHB R-251 to KELLY, then on SHB R-251 to SHB VOR/DME, then on SHB R-075 to CREEP.

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.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025





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.

EC-3, 12 JUN 2025 to 07 AUG 2025

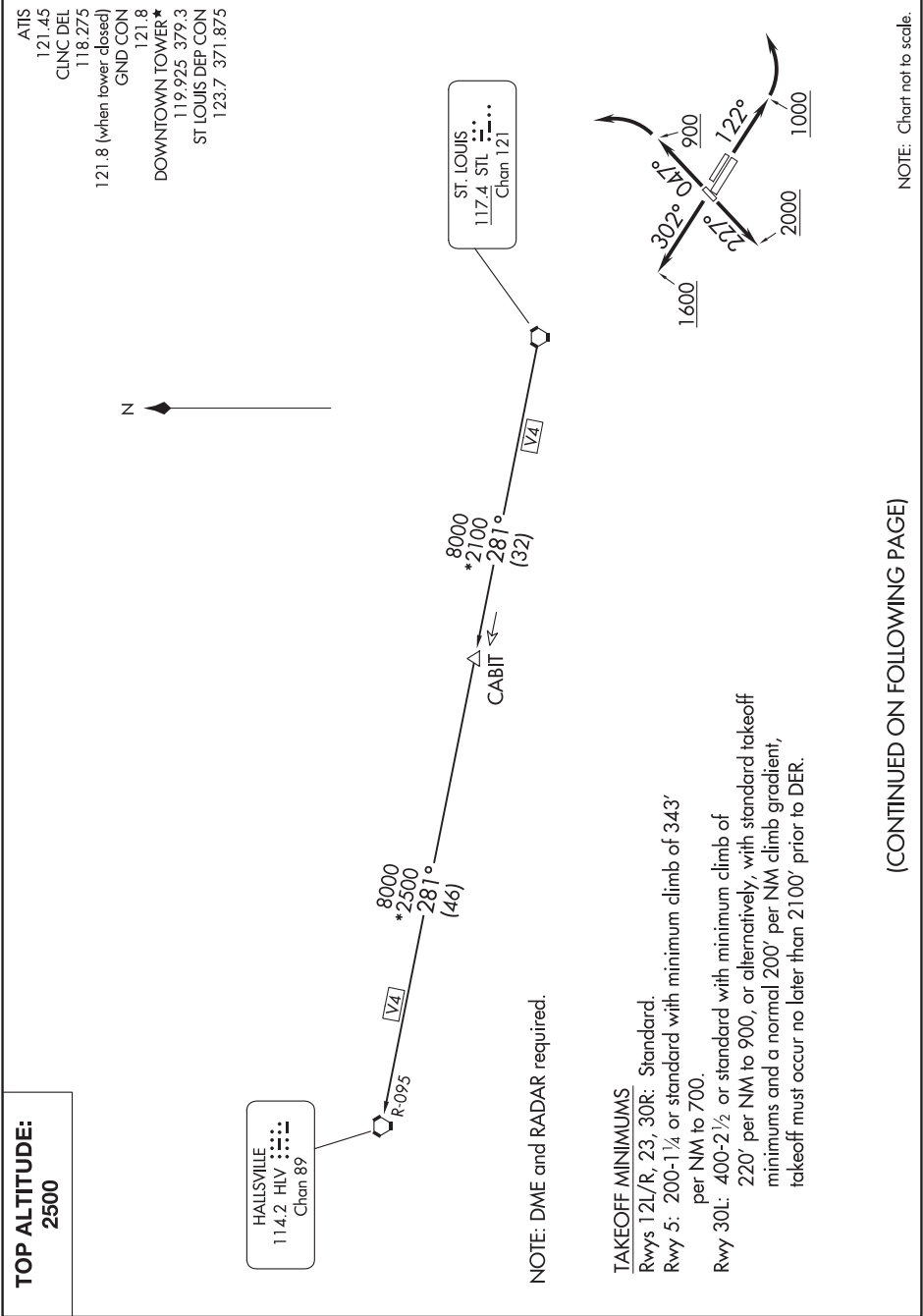
EC-3, 12 JUN 2025 to 07 AUG 2025

OZARK EIGHT DEPARTURE

AL-5316 (FAA)

ST LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

EC-3, 12 JUN 2025 to 07 AUG 2025





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.

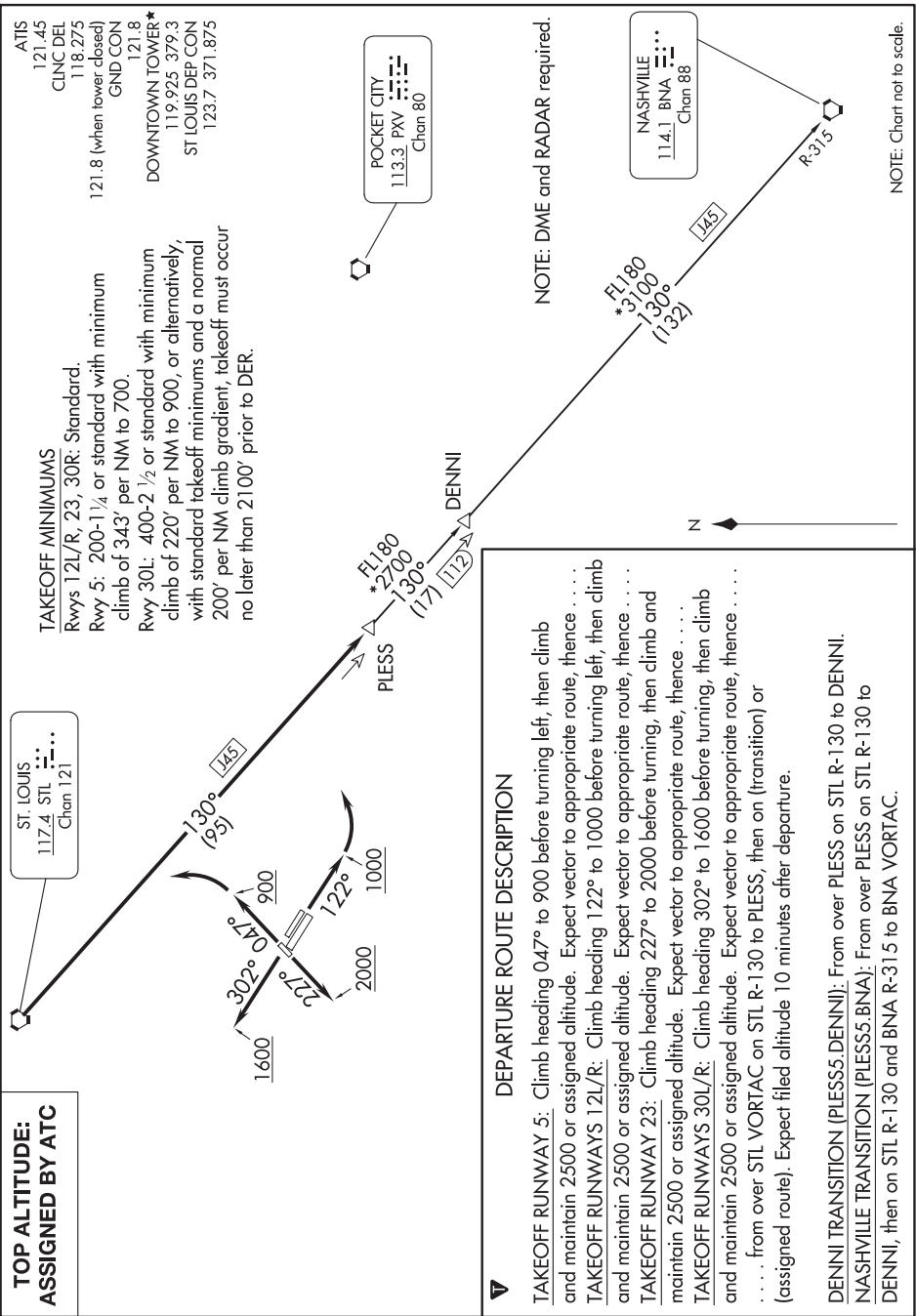
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

PLESS FIVE DEPARTURE

AL-5316 (FAA)

ST LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS



PLESS FIVE DEPARTURE

CAIRO, ILLINOIS

AL-5738 (FAA)

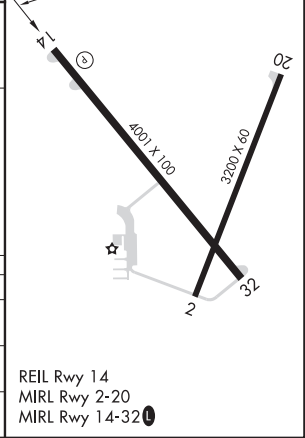
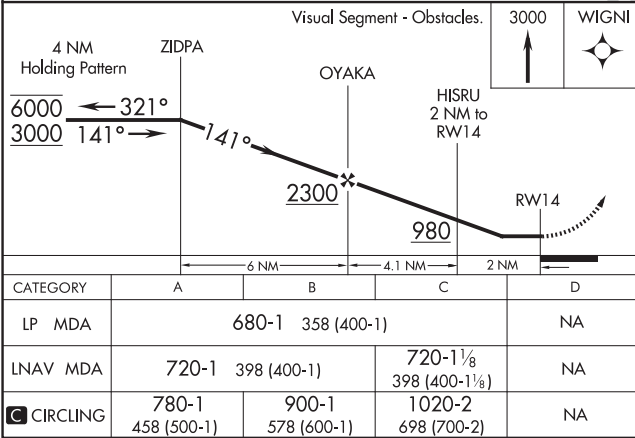
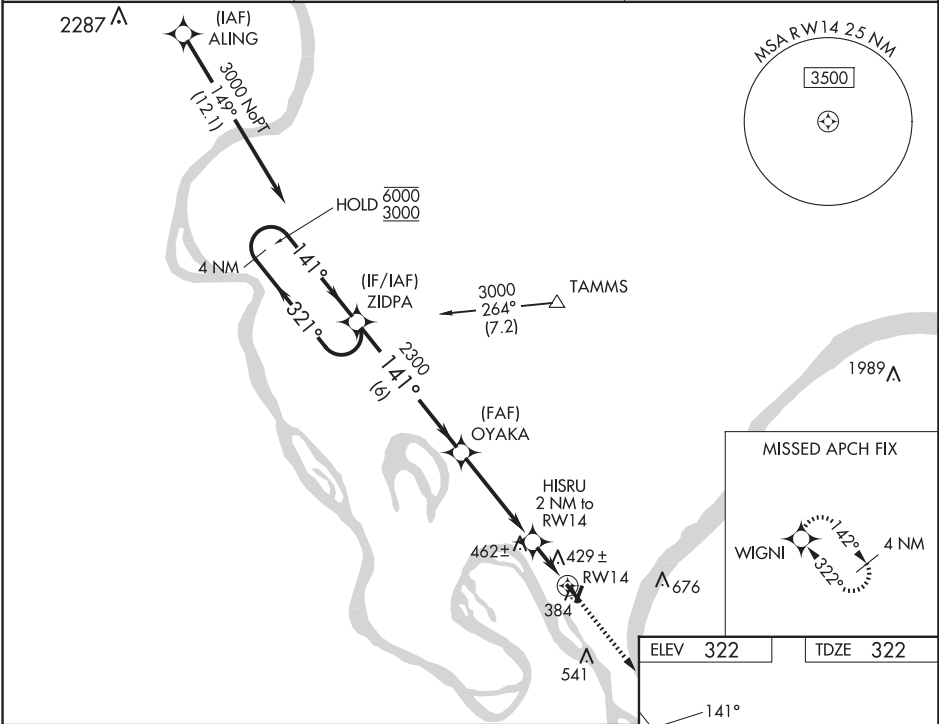
25107

WAAS CH 77932 W14A	APP CRS 141°	Rwy Idg TDZE Apt Elev	4001 322 322
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 14

CAIRO RGNL (CIR)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct WIGNI and hold.
AWOS-3 118.025		UNICOM 122.8 (CTAF) 0
MEMPHIS CENTER 133.65 292.15		





CANTON, ILLINOIS

AL-5900 (FAA)

25163

WAAS CH 93931 W18A	APP CRS 183°	Rwy Ldg TDZE 682 Apt Elev 684
--	------------------------	---

RNAV (GPS) RWY 18
INGERSOLL (CTK)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2500 direct CETRU and hold.
 Baro-VNAV NA, Rwy 18 helicopter visibility reduction below ¾ SM NA.  NA Use PIA altimeter setting; when not received, procedure NA.		
PIA ASOS 126.1 282.2	SAINT LOUIS APP CON 125.8 269.2	UNICOM 122.8 (CTAF) 0

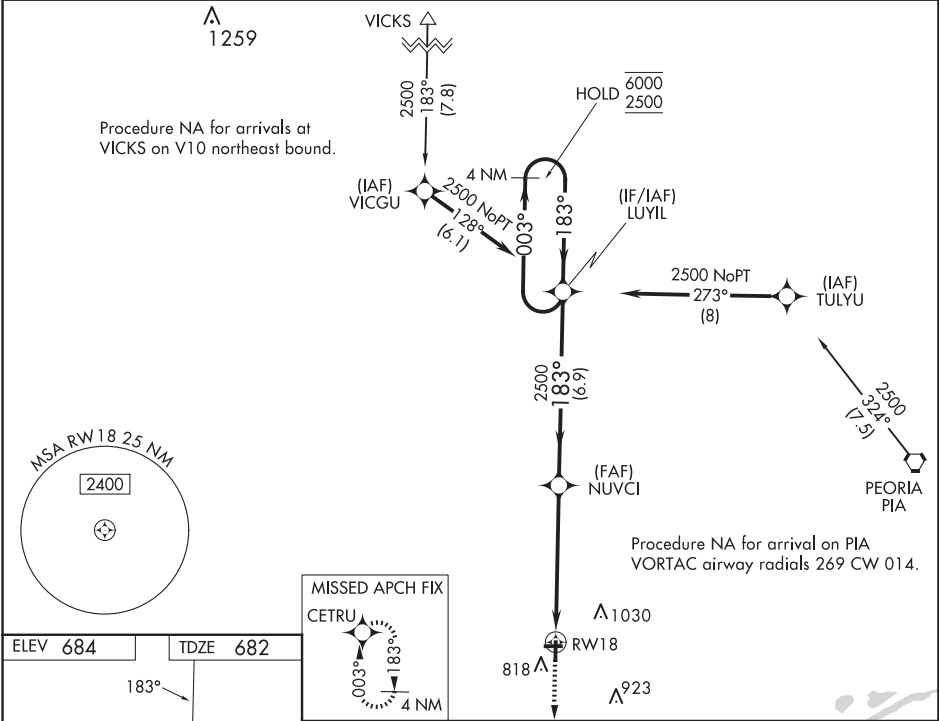


Diagram of Runway 36 showing dimensions and slope. The runway is 3294 X 60 feet wide and 3899 X 75 feet long. The slope is 0.3% UP. The runway is labeled 36 at the bottom and 18 at the top. The runway is shown as a thick black line with a dashed line indicating the centerline. The runway is oriented vertically.

Diagram of the holding pattern for Runway 18. The holding pattern is a 4 NM Holding Pattern. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line with a dashed line indicating the centerline. The pattern is oriented vertically. The pattern is labeled 18 at the top. The pattern is shown as a thick black line

CANTON, ILLINOIS
Amdt 1D 12JUN25

40°34'N-90°04'W

INGERSOLL (CTK)
RNAV (GPS) RWY 18

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 78331 W36A	APP CRS 003°	Rwy Ldg 3899 TDZE 680 Apt Elev 684
--	------------------------	---

RNAV (GPS) RWY 36
INGERSOLL (CTK)

RNP APCH - GPS.

T Baro-VNAV NA. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A NA Use PIA altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2500 direct LUYIL and hold.

PIA ASOS
126.1 282.2

SAINT LOUIS APP CON
125.8 269.2

UNICOM
122.8 (CTAF) **L**

MISSED APCH FIX

MSA RW 38 25 NM

2500

Procedure NA for arrival on R
airway radials 115 CW 170.

1030



△ 923

PEORIA
PIA

BURLINGTON

 BRL Procedure NA for arrival on BRL VOR/DME airway radials 061 CW 161.

$$\frac{2500}{127^\circ} = (38.6)$$

(IAF)
CANUT  2500 NoPT
093° 
(7)

(IF/IAF)
CETRU

2500 NoPT (IAF)
273° LOPIY
(10)

ELEV 684		TDZE 680
----------	--	----------

REIL Rwy 36 **L**
MIRL Rwy 9-27 and 18-36 **L**

HOLD 6000 4 nm

1175A

2500	LUYIL
	

JITID CETRU 4 NM
Holding Pattern

A horizontal line representing a DNA molecule is divided by a vertical line. To the left of the vertical line, there is a double-headed arrow labeled "5.6 nm". To the right of the vertical line, there is a double-headed arrow labeled "6.9 nm".

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)		1180-1 $\frac{3}{8}$ 500 (500-1 $\frac{3}{8}$)	NA
CIRCLING	1200-1 516 (600-1)	1440-1 756 (800-1)	1440-2 $\frac{1}{4}$ 756 (800-2 $\frac{1}{4}$)	NA

CANTON, ILLINOIS

AL-5900 (FAA)

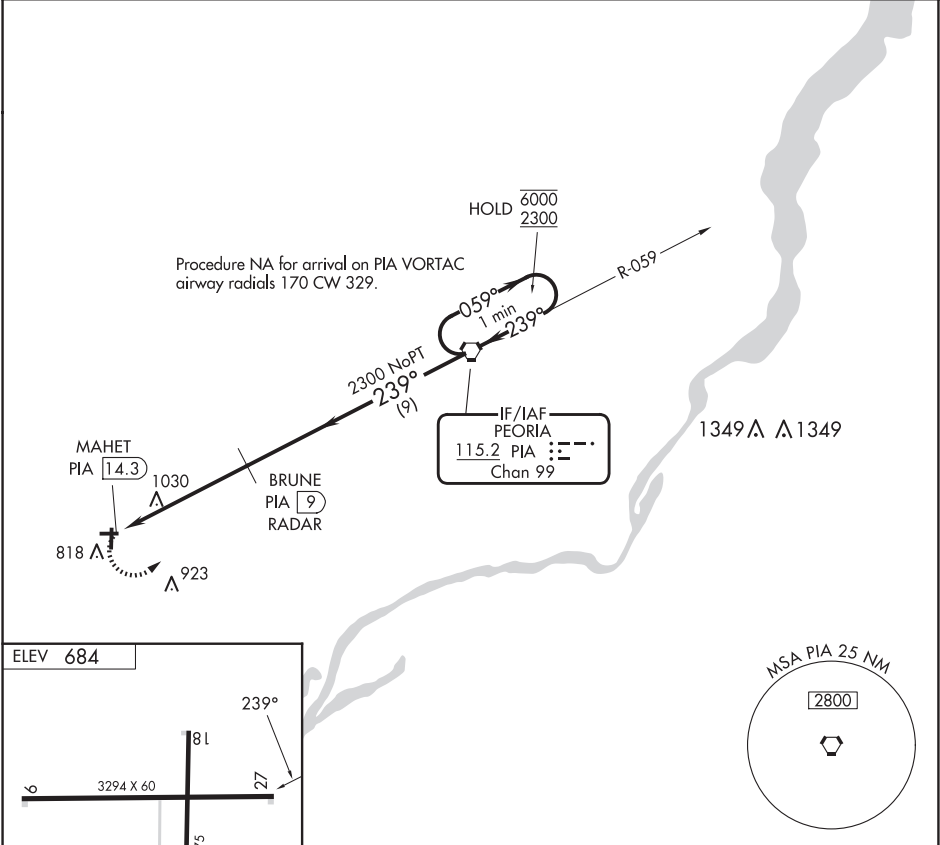
25163

VORTAC PIA 115.2 Chan 99	APP CRS 239°	Rwy Ldg TDZE Apt Elev N/A N/A 684
--	------------------------	---

VOR-A
INGERSOLL (CTK)

DME or RADAR required.	MISSED APPROACH: Climbing left turn to 2300 direct PIA VORTAC and hold.
NA Use PIA altimeter setting; when not received, procedure NA.	

PIA ASOS 126.1 282.2	SAINT LOUIS APP CON 125.8 269.2	UNICOM 122.8 (CTAF) 0
--------------------------------	---	---------------------------------



2300	PIA	BRUNE PIA (9) RADAR	PIA VORTAC	One Minute Holding Pattern
MAHET PIA (14.3)				
5.3 NM		9 NM		
CATEGORY	A	B	C	D
CIRCLING	1400-1 716 (800-1)	1440-1 756 (800-1)	1440-2¼ 756 (800-2¼)	NA

CANTON, ILLINOIS
Amdt 9 12JUN25

40°34'N-90°04'W

INGERSOLL (CTK)
VOR-A

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 18L
SOUTHERN ILLINOIS (MDH)

MISSED APPROACH: Climb to 2100 then climbing right turn to 2400 direct CABBI LOM and hold.



MSA MD 25 NM

2700

IAF CENTRALIA
115.0 ENL ---
Chan 97

Procedure NA for arrival
on ENL VORTAC airway
radials 198 CW 225.

2400 NoPT
to HEMPA
184° (27)

R-184

(IF)
HEMPA
ENL **27**
RADAR

LOM/IAF
CABBI
388 MD ==

2100
182°
(6.2)

550±

LOCALIZER **110.9**
I-MDH ---

536±
536±

Λ 767 Λ 866 Λ 749

ELEV	411	D	TDZE	407
182° 18 L				

CARBONDALE/MURPHYSBORO, ILLINOIS

AL-5091 (FAA)

24193

APP CRS	Rwy Idg	6506
182°	TDZE	407
	Apt Elev	411

RNAV (GPS) RWY 18L

SOUTHERN ILLINOIS (MDH)

RNP APCH.

▼

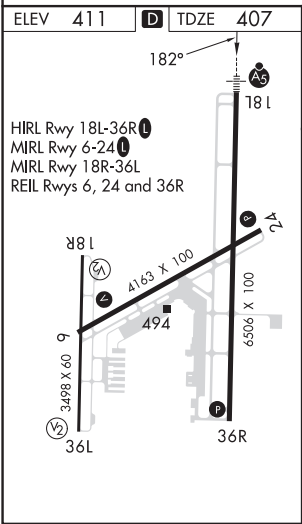
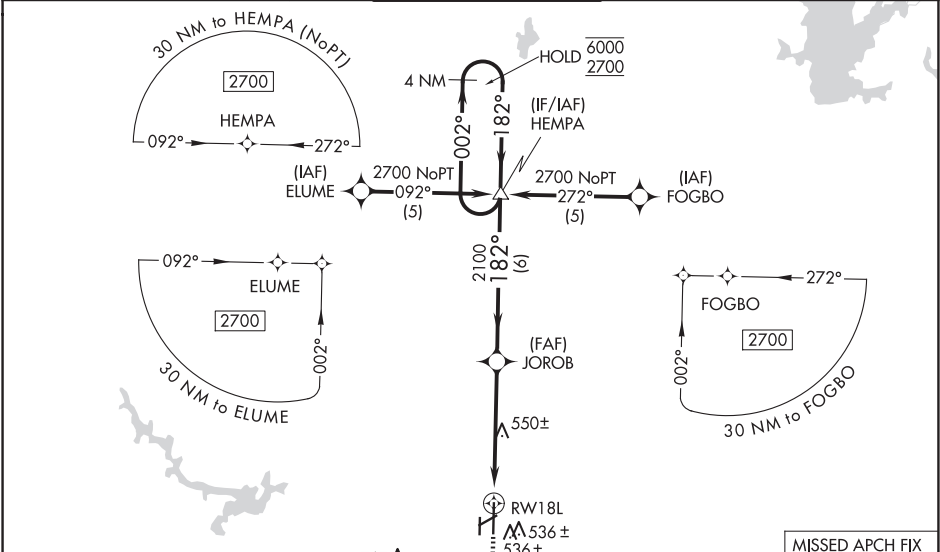
▲

Circling Rwy 6, 36L NA at night.
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -15°C or above 54°C.

MALSR

MISSED APPROACH:
Climb to 2700 direct
SOPAW and hold.

ATIS 119.725	KANSAS CITY CENTER 127.475 346.275	SOUTHERN TOWER ★ 125.35 (CTAF) 0 322.4	GND CON 121.8	UNICOM 122.95
------------------------	--	--	-------------------------	-------------------------



ELEV 411	TDZE 407
HIRL Rwy 18L-36R MIRL Rwy 6-24 REIL Rws 6, 24 and 36R	
*LNAV only	
*1.1 NM to RWY18L	
RWY18L	
JROB	
HEMPA	
SOPAW	
Holding Pattern	
GP 3.00°	
TCH 55	
CATEGORY	A B C D
LNAV/VNAV DA	804- ⁵ / ₈ 397 (400- ⁵ / ₈)
LNAV MDA	800- ¹ / ₂ 393 (400- ¹ / ₂) 800- ⁵ / ₈ 393 (400- ⁵ / ₈)
CIRCLING	900-1 489 (500-1) 920-1 509 (600-1) 1180-2 ¹ / ₄ 769 (800-2 ¹ / ₄) 1180-2 ¹ / ₂ 769 (800-2 ¹ / ₂)

CARBONDALE/MURPHYSBORO, ILLINOIS
Orig-A 22APR21

37°47'N-89°15'W

SOUTHERN ILLINOIS (MDH)

RNAV (GPS) RWY 18L

EC-3, 12 JUN 2025 to 07 AUG 2025

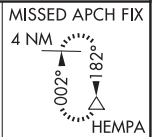
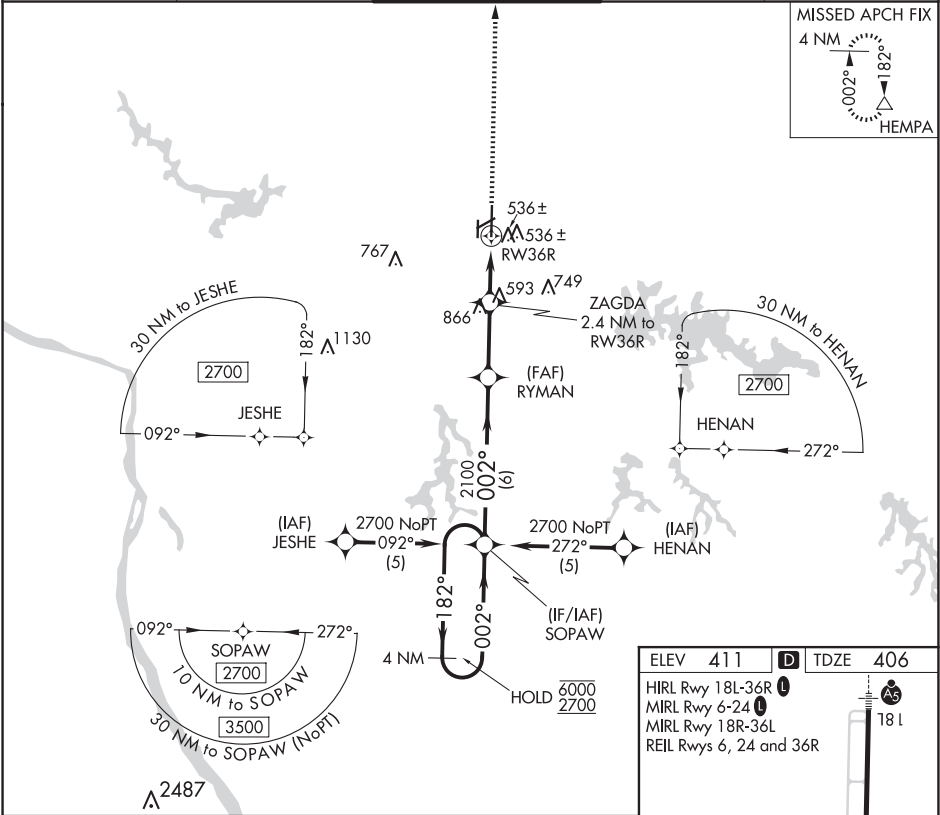
EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	6506
002°	TDZE	406
	Apt Elev	411

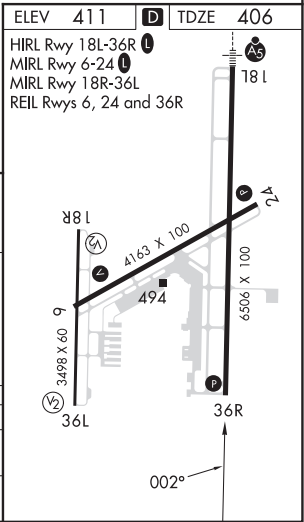
RNAV (GPS) RWY 36R

SOUTHERN ILLINOIS (MDH)

RNP APCH.		MISSED APPROACH: Climb to 2700 direct HEMPA and hold.		
⚠ Circling Rwy 6, 36L NA at night. ⚠ Rwy 36R helicopter visibility reduction below ¾ SM NA.				
ATIS 119.725	KANSAS CITY CENTER 127.475 346.275	SOUTHERN TOWER ★ 125.35 (CTAF) 0 322.4	GND CON 121.8	UNICOM 122.95



4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).		2700	HEMPA
SOPAW		RYMAN		ZAGDA 2.4 NM to RW36R	
6000 2700 182° 002° 002°		2100 1200		1.3 NM to RW36R	
6 NM		2.7 NM		1.1 NM	
CATEGORY		A		B	
LNAV MDA		860-1		454 (500-1)	
CIRCLING		900-1		920-1	
		489 (500-1)		509 (600-1)	
		1180-2¼		1180-2½	
		769 (800-2¼)		769 (800-2½)	



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

CARBONDALE/MURPHYSBORO, ILLINOIS

AL-5091 (FAA)

24193

LOM MD	APP CRS	Rwy Idg	6506
388	182°	TDZE	407
		Apt Elev	411

NDB RWY 18L
SOUTHERN ILLINOIS (MDH)



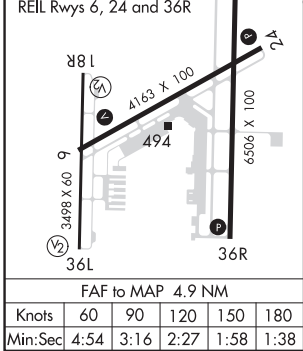
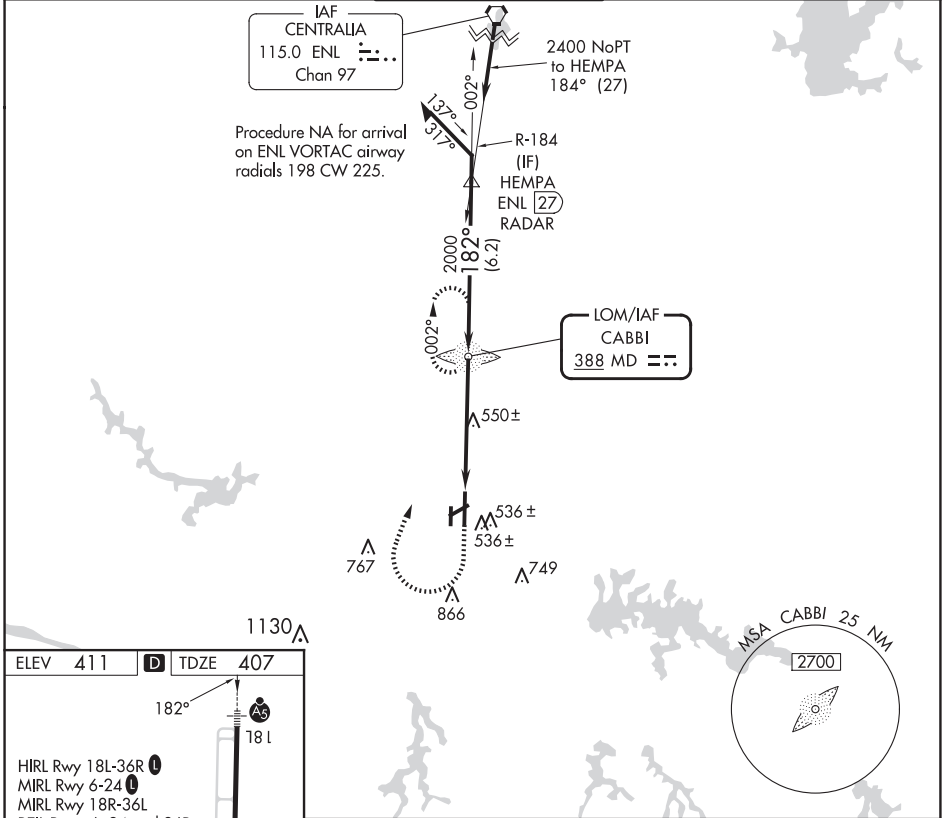
Circling Rwy 6, 36L NA at night.
For inop ALS, increase S-18L Cat A/B visibility to 1 SM.




MALS

MISSED APPROACH: Climb to 2100 then climbing right turn to 2400 direct CABBI LOM and hold.

ATIS 119.725	KANSAS CITY CENTER 127.475 346.275	SOUTHERN TOWER ★ 125.35 (CTAF) 322.4	GND CON 121.8	UNICOM 122.95
-----------------	---------------------------------------	---	------------------	------------------



2100	2400	MD	MD LOM	Remain within 10 NM
↑	↪		002°	2400
≤ 2.99° TCH 40				
4.9 NM				
CATEGORY	A	B	C	D
S-18L	860-3/4	453 (500-3/4)	860-7/8	453 (500-7/8)
CIRCLING	900-1 489 (500-1)	920-1 509 (600-1)	1180-2 1/4 769 (800-2 1/4)	1180-2 1/2 769 (800-2 1/2)

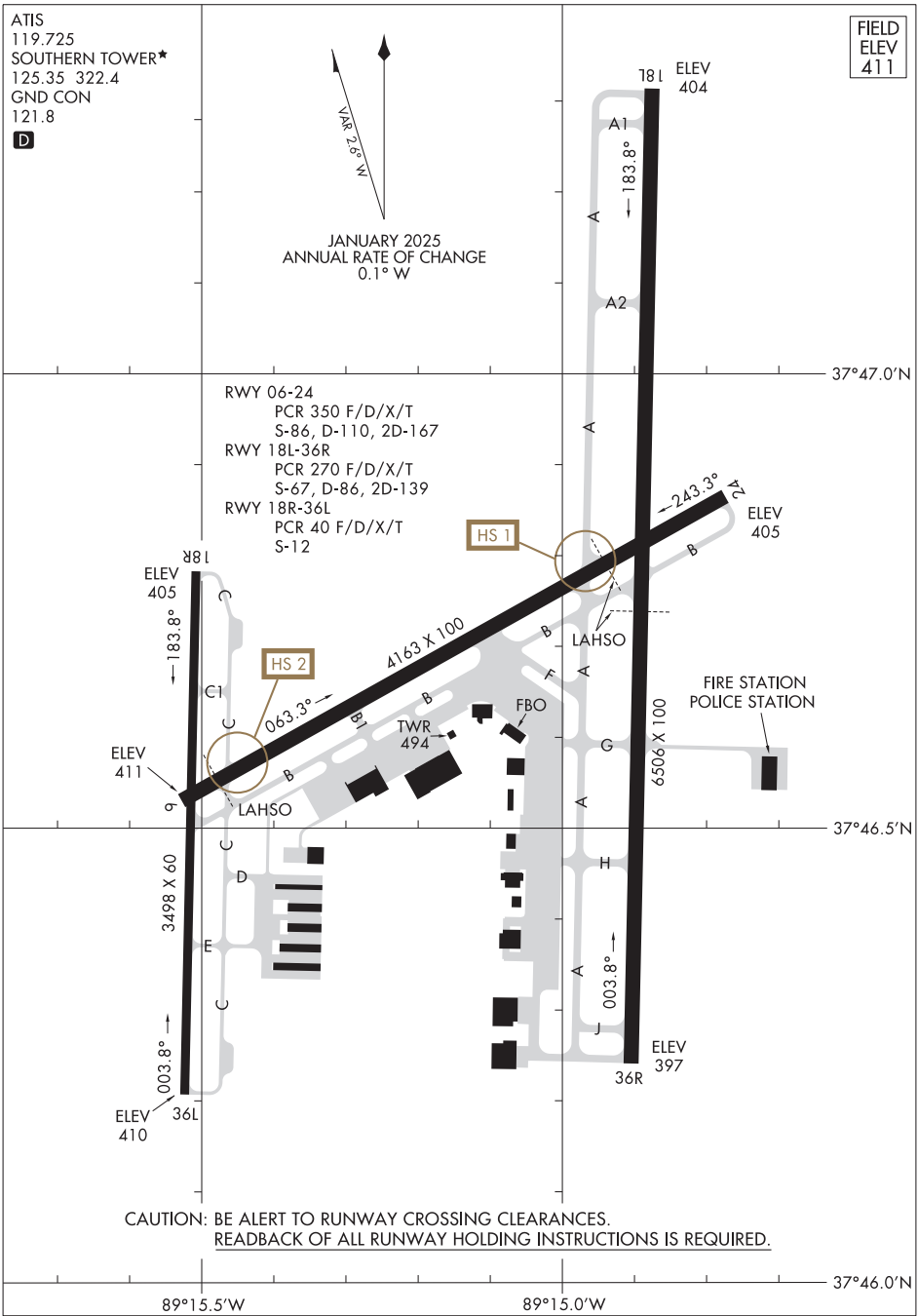
CARBONDALE/MURPHYSBORO, ILLINOIS
Amdt 13B 17JUN21

37°47'N-89°15'W

SOUTHERN ILLINOIS (MDH)
NDB RWY 18L

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025



EC-3, 12 JUN 2025 to 07 AUG 2025

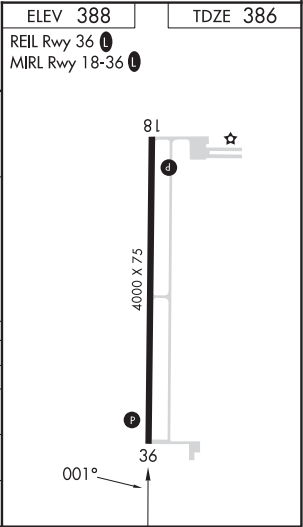
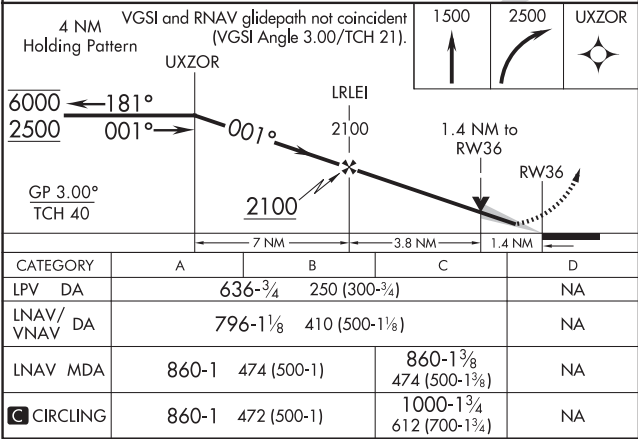
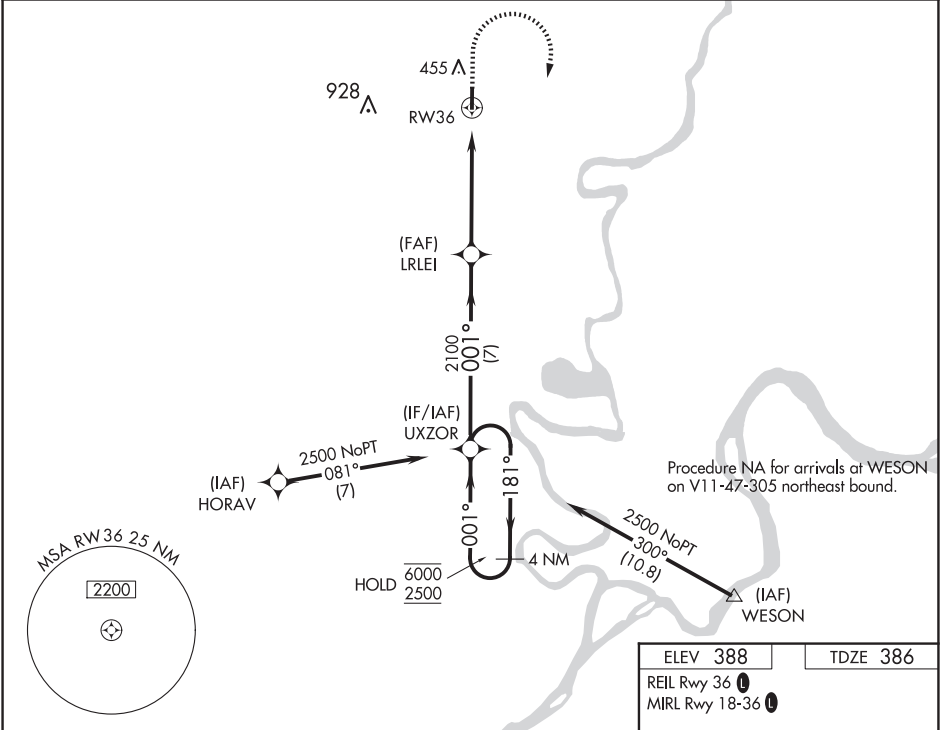
EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 77625 W36A	APP CRS 001°	Rwy Idg TDZE 386 Apt Elev 388
--	------------------------	---

RNAV (GPS) RWY 36

Carmi Muni (CUL)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. ▲		MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct UXZOR and hold.
AWOS-3 118.425	EVANSVILLE APP CON ★ 127.35 343.7	UNICOM 122.8 (CTAF) 0



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 4
CASEY MUNI (1H8)

MISSED APPROACH: Climb to 2500 direct LUDJU and hold.

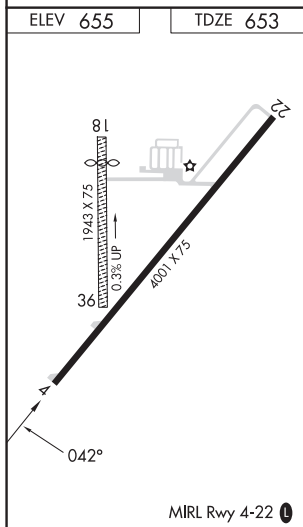
UNICOM
122.8 (CTAF) **L**



MOBBY  2300
123°
(6.6)

Procedure NA for arrivals at
WORKE on V12 eastbound.

2300 WORKE
270° \triangle
(14)



4 NM Holding Pattern

FOXUK

COTGA

2500

LUDJU

6000 ← 222°

2300 ← 042°

042°

2300

3.04°

TCH 40

RW04

6 NM

5 NM

CATEGORY	A	B	C	D
LNAV MDA	1260-1	607 (700-1)	1260-1 ³ / ₄ 607 (700-1 ³ / ₄)	1260-2 607 (700-2)

CASEY MUNI (1H8)
RNAV (GPS) RWY 4

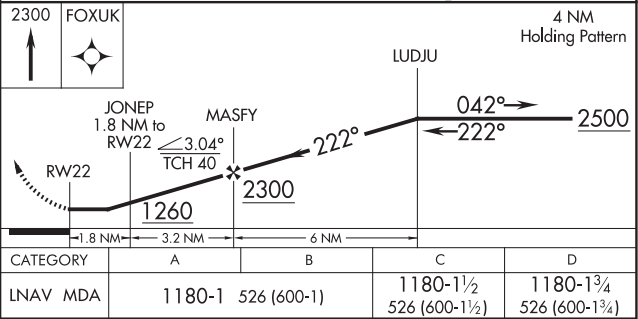
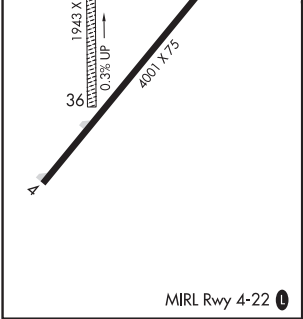
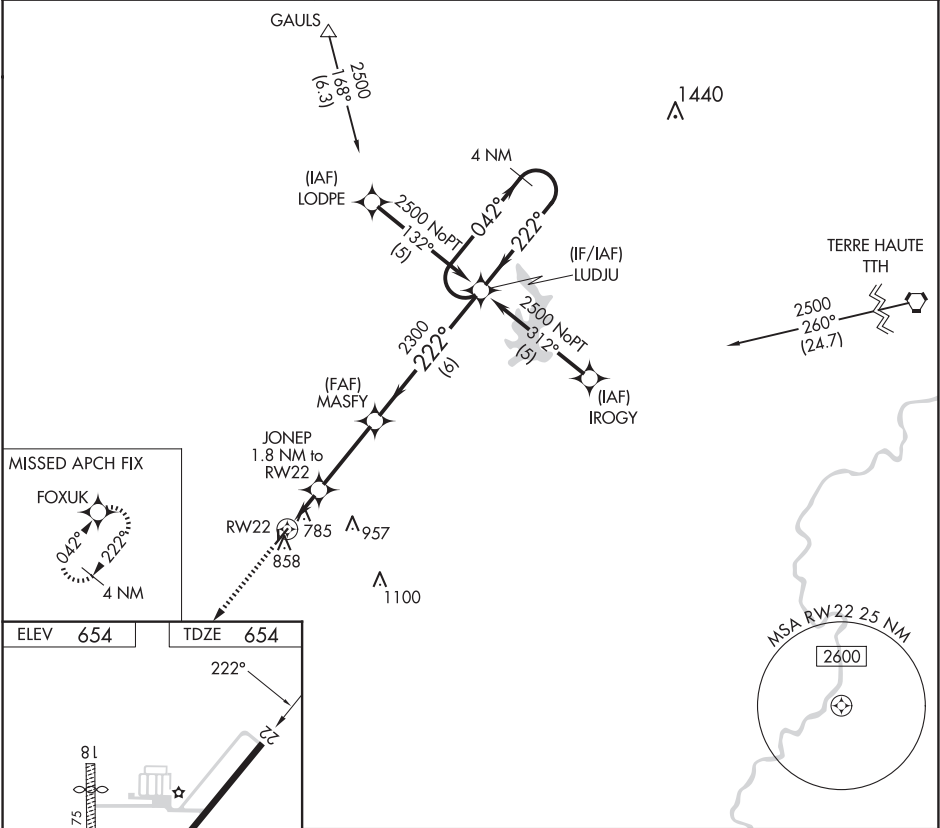
APP CRS	Rwy Idg	4001
222°	TDZE	654
	Apt Elev	654

RNAV (GPS) RWY 22

CASEY MUNI (1H8)

RNP APCH.	MISSED APPROACH: Climb to 2300 direct FOXUK and hold.
<div><div>▼</div><div>NA</div></div> Rwy 22 helicopter visibility reduction below ¾ SM NA. Use Terre Haute Rgnl altimeter setting; when not received, use Robinson altimeter setting.	

HUF ASOS 127.5	HULMAN APP CON 125.45 263.125	UNICOM 122.8 (CTAF) 0
-------------------	----------------------------------	--------------------------



CENTRALIA, ILLINOIS


AL-5056 (FAA)

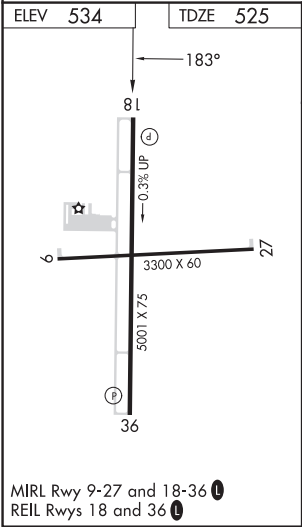
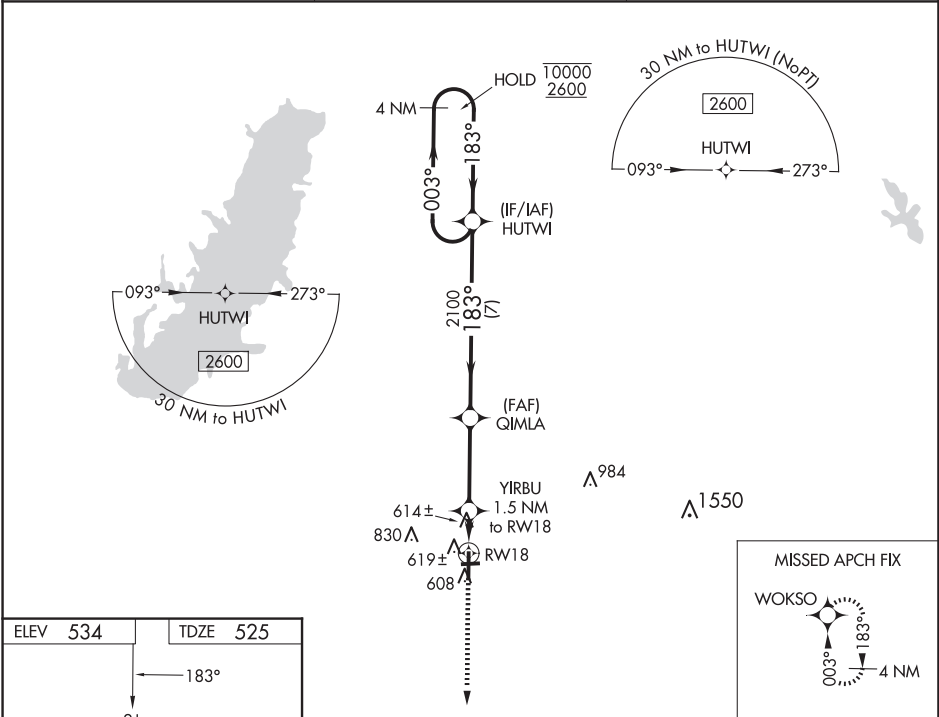
23334

WAAS CH 77728 W18A	APP CRS 183°	Rwy Idg TDZE Apt Elev	5001 525 534
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

CENTRALIA MUNI (ENL)

RNP APCH. <div><div></div><div>Rwy 18 helicopter visibility reduction below ¾ SM NA. Circling Rwy 9, 27 NA at night.</div></div>		MISSED APPROACH: Climb to 2600 direct WOKSO and hold.
AWOS-3PT 121.125	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.8 (CTAF) 



2600

↑

WOKSO

✱

YIRBU

1.5 NM to RW18

QIMLA

3.00° TCH 45

HUTWI

4 NM Holding Pattern

1 NM to RW18

1 NM

0.5 NM

3.3 NM

7 NM

1040

2100

10000

2600

CATEGORY

A

B

C

D

LP MDA

880-1

355 (400-1)

LNAV MDA

900-1

375 (400-1)

✱

CIRCLING

980-1

446 (500-1)

1000-1

466 (500-1)

1180-1¾

646 (700-1¾)

1180-2

646 (700-2)

CENTRALIA, ILLINOIS
Amdt 1C 05DEC19

38°31'N-89°05'W

CENTRALIA MUNI (ENL)

RNAV (GPS) RWY 18

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

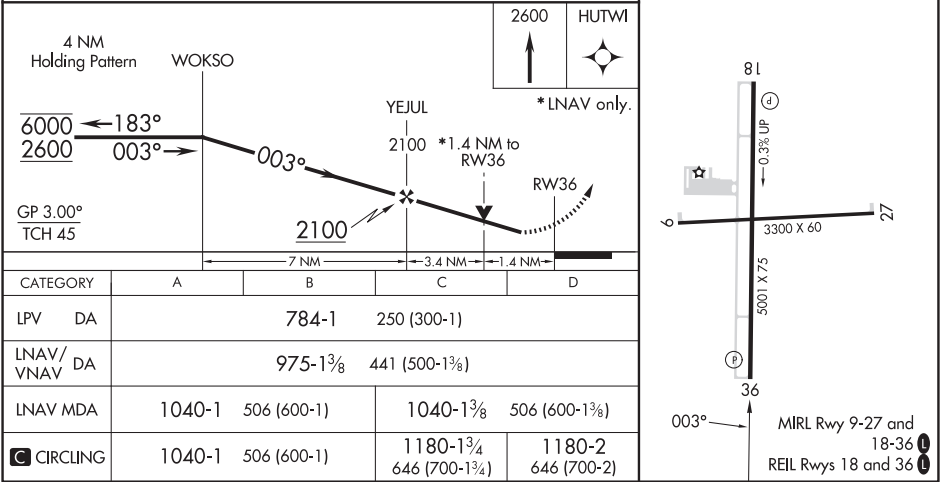
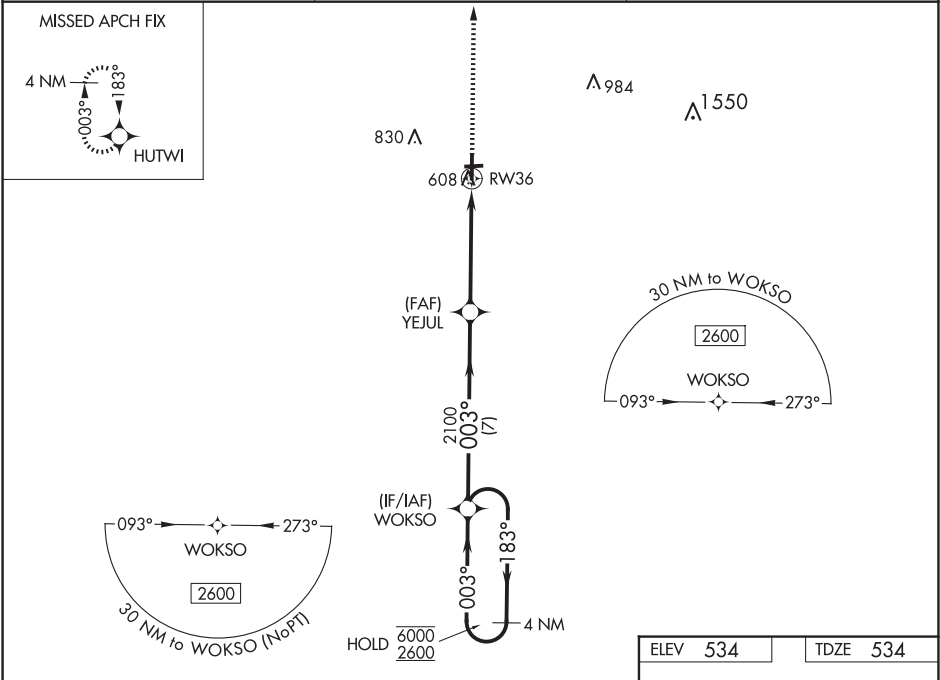
WAAS CH 61028 W36A	APP CRS 003°	Rwy Idg TDZE Apt Elev	5001 534 534
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 36

CENTRALIA MUNI (ENL)

RNP APCH. ▼ Circling Rwy 9, 27 NA at night. Rwy 36 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 2600 direct HUTWI and hold.
--	---

AWOS-3PT 121.125	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------------



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

CENTRALIA, ILLINOIS


AL-5056 (FAA)

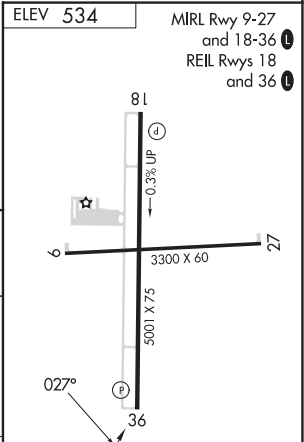
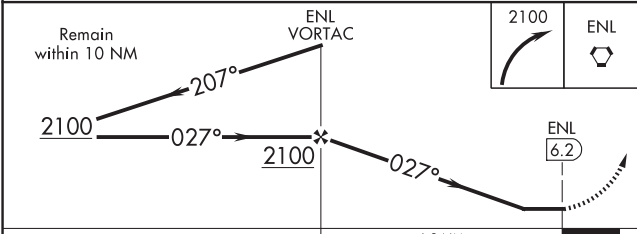
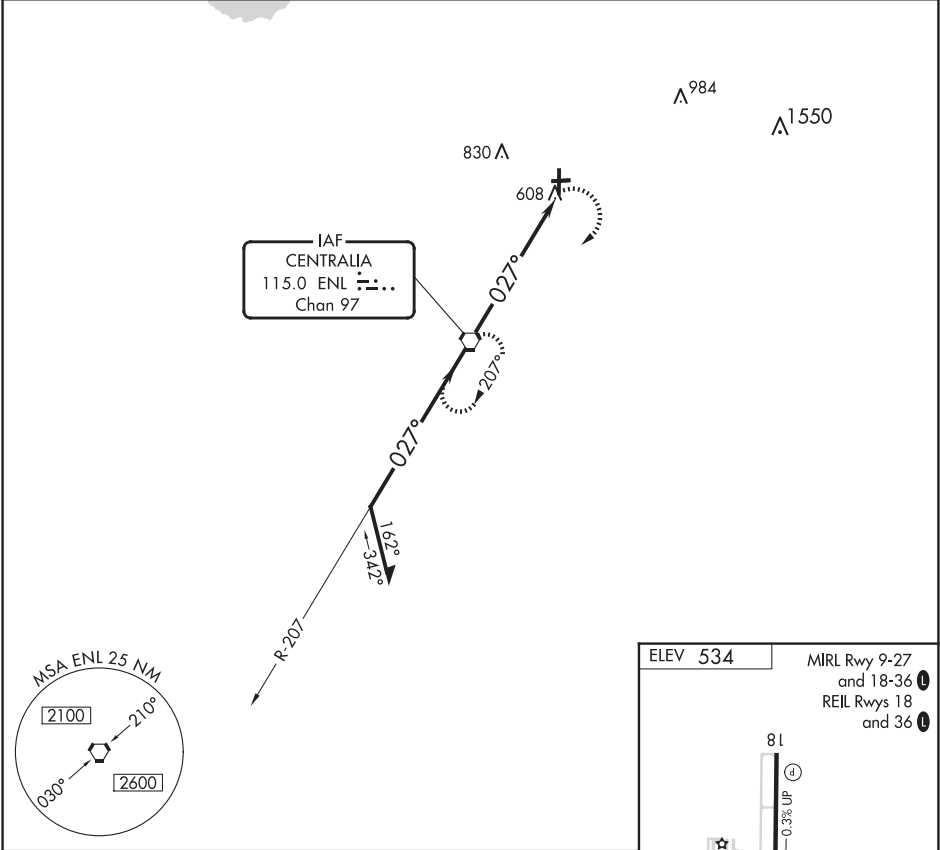
23334


VORTAC ENL 115.0 Chan 97	APP CRS 027°	Rwy Idg TDZE Apt Elev	N/A N/A 534
--	------------------------	-----------------------------	--

VOR-A
CENTRALIA MUNI (ENL)

 Circling Rwy 9, 27 NA at night.	MISSED APPROACH: Climbing right turn to 2100 direct ENL VORTAC and hold.
---	--

AWOS-3PT 121.125	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.8 (CTAF) 
----------------------------	--	---



CATEGORY	A	B	C	D	FAF to MAP 6.2 NM					
 CIRCLING	980-1 446 (500-1)	1000-1 466 (500-1)	1180-1¾ 646 (700-1¾)	1200-2 666 (700-2)	Knots	60	90	120	150	180
					Min:Sec	6:12	4:08	3:06	2:29	2:04

CENTRALIA, ILLINOIS
Amdt 1A 23APR20

38°31'N-89°05'W

CENTRALIA MUNI (ENL)
VOR-A

EC-3, 12 JUN 2025 to 07 AUG 2025

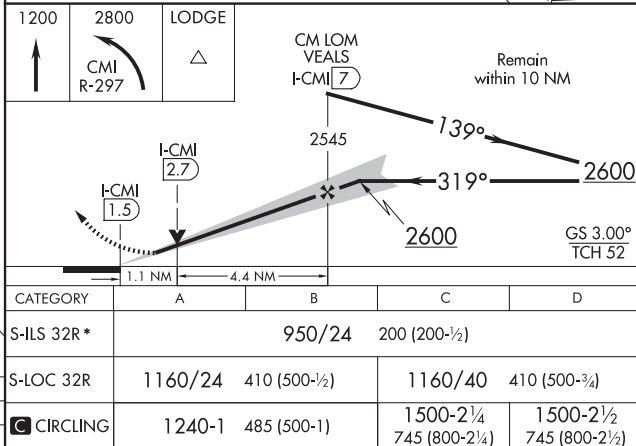
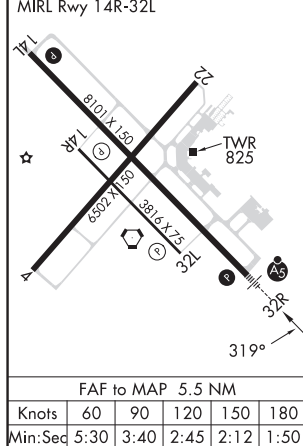
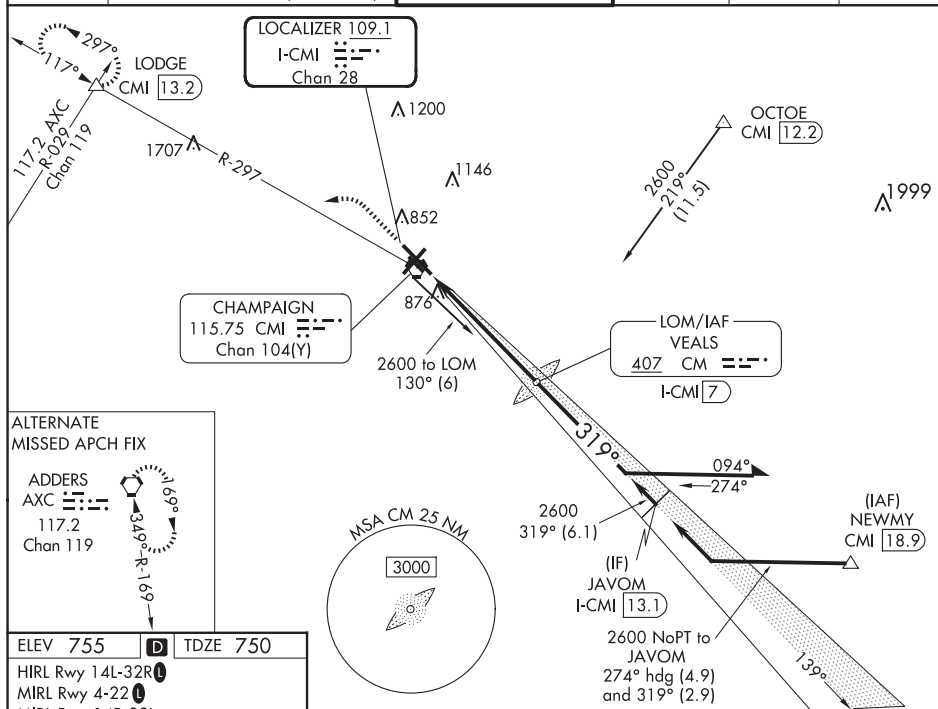
EC-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 32R
UNIVERSITY OF ILLINOIS/WILLARD (CMI)

MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2800 on CMI VORTAC R-297 to LODGE INT/CMI VORTAC 13.2 DME and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (319°-138°) 132.85 290.225 (139°-318°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
----------------	--	---	------------------	--------------------	------------------




CHAMPAIGN/URBANA, ILLINOIS

AL-709 (FAA)

24249

WAAS CH 58311 W04A	APP CRS 041°	Rwy Idg TDZE 751 Apt Elev 755
--	------------------------	---

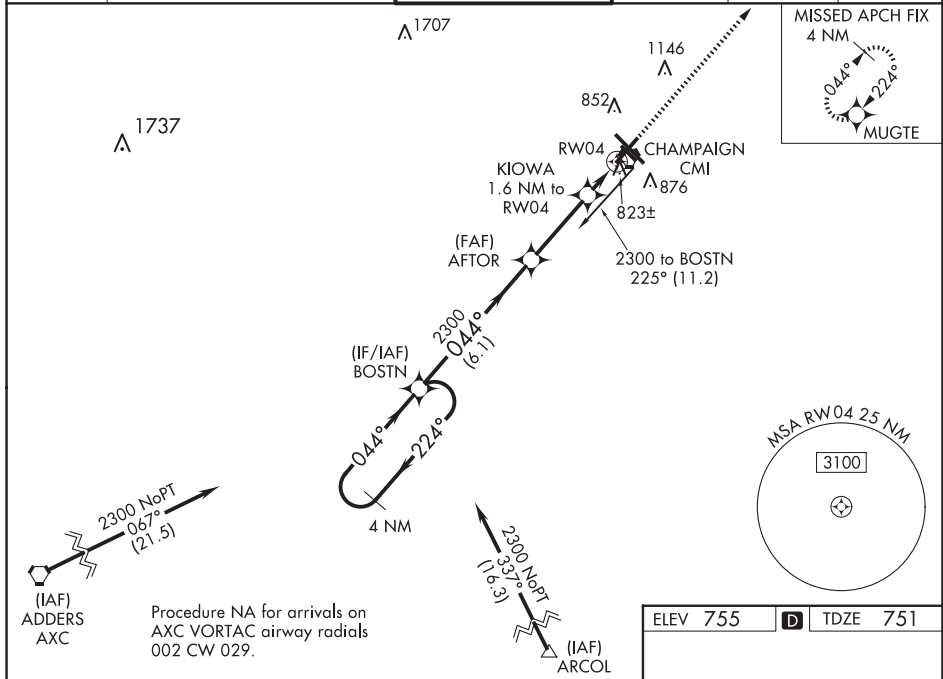
RNAV (GPS) RWY 4
UNIVERSITY OF ILLINOIS/WILLARD (CMI)



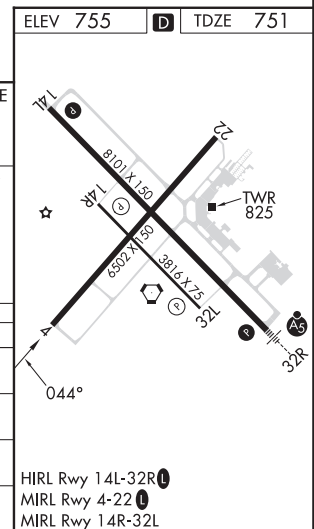
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, and all MDA 60 feet. Increase LNAV Cat D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Rantoul altimeter setting.

MISSED APPROACH: Climb to 2800 direct MUGTE and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (319°-138°) 132.85 290.225 (139°-318°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
-----------------------	--	---	-------------------------	---------------------------	-------------------------



4 NM Holding Pattern		BOSTN	AFTOR	KIOWA	
2300 ← 224°		044° →	2300	1.6 NM to RW04	
GP 3.00° TCH 42					
		6.1 NM	3.1 NM	0.7 NM	0.9
CATEGORY	A	B	C	D	
LPV DA	1001-1 250 (300-1)				
LNAV/VNAV DA	1083-1¼ 332 (400-1¼)				
LNAV MDA	1080-1 329 (400-1)				
CIRCLING	1240-1	485 (500-1)	1500-2¼ 745 (800-2¼)	1500-2½ 745 (800-2½)	



CHAMPAIGN/URBANA, ILLINOIS
Orig-B 05MAR15

UNIVERSITY OF ILLINOIS/WILLARD (CMI)
40°02'N-88°17'W
RNAV (GPS) RWY 4

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **86419**
W14A

APP CRS
139°

Rwy Idg
TDZE **755**
Apt Elev **755**

RNAV (GPS) RWY 14L

UNIVERSITY OF ILLINOIS/WILLARD (CMI)

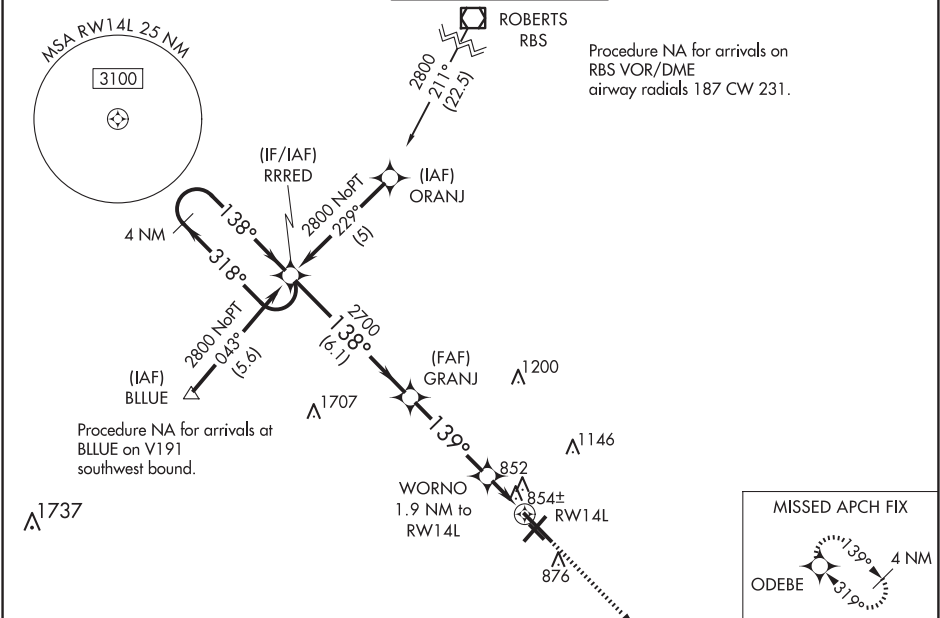
▼

▲

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 ¼ mile. DME/DME RNP-0.3 NA. Baro-VNAV and ASR VDP NA when using Rantoul altimeter setting.

MISSED APPROACH:
Climb to 2600 direct ODEBE and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (319°-138°) 132.85 290.225 (139°-318°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
-----------------------	--	--	-------------------------	---------------------------	-------------------------



4 NM Holding Pattern		2600 ODEBE	
GP 3.00° TCH 48		*1NM to RWY 14L	
2800 ← 318°		2700	
138° →		*1380	
6.1 NM		0.9 1 NM	
CATEGORY		ELEV 755 TDZE 755	
LPV DA		139°	
LNAV/VNAV DA		14L	
LNAV MDA		22	
CIRCLING		32R	

CHAMPAIGN/URBANA, ILLINOIS

WAAS CH 97619 W22A	APP CRS 224°	Rwy Idg 6502 TDZE 750 Apt Elev 755
--	------------------------	---

RNAV (GPS) RWY 22
UNIVERSITY OF ILLINOIS/WILLARD (CMI)

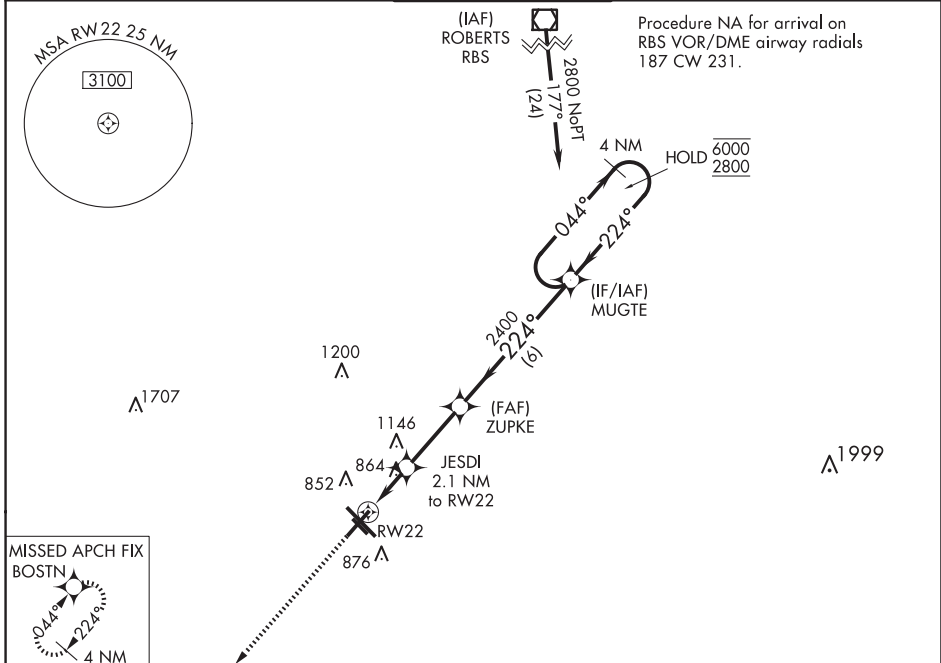
RNP APCH - GPS.



Rwy 22 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

MISSED APPROACH:
Climb to 2300 direct
BOSTN and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (319°-138°) 132.85 290.225 (139°-318°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
----------------	--	---	------------------	--------------------	------------------



The diagram shows the BOSTON VORTAC at the top left, with a frequency of 113.7 MHz and a distance of 23 NM from the airport. The station is located near the intersection of I-93 and I-90. The diagram includes the following information:

- ELEV 755**: Elevation of the station.
- D TDZE 750**: Decision height for the approach.
- 224°**: Magnetic heading for the approach.
- TWR 825**: Tower frequency.
- MUGTE**: Mute time indicator.
- JESDI 2.1 NM to RW22**: Distance to runway 22.
- ZUPKE 2400**: Zulu time indicator.
- RW22**: Runway 22.
- GP 3.00° TCH 43**: Glide path angle and touchdown point.
- 4 NM Holding Pattern**: Holding pattern distance.
- 044° → 6000 / ← 224° 2800**: Holding pattern altitude and heading.
- GP 3.00° TCH 43**: Glide path angle and touchdown point.

CATEGORY	A	B	C	D
LPV DA		1000- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		1219-1 $\frac{3}{8}$	469 (500-1 $\frac{3}{8}$)	
LNAV MDA		1120-1	370 (400-1)	
C CIRCLING	1240-1	485 (500-1)	1500-2 $\frac{1}{4}$ 745 (800-2 $\frac{1}{4}$)	1500-2 $\frac{1}{2}$ 745 (800-2 $\frac{1}{2}$)

HIRL Rwy 14L-32R
MIRL Rwy 4-22
MIRL Rwy 14R-32L

CHAMPAIGN/URBANA, ILLINOIS
Amdt 1C 25JAN24

UNIVERSITY OF ILLINOIS/WILLARD (CMI)

40°02'N-88°17'W

RNAV (GPS) RWY 22

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 61110 W32A	APP CRS 319°	Rwy Idg TDZE 750 Apt Elev 755	8101
--	------------------------	---	-------------

RNAV (GPS) RWY 32R

UNIVERSITY OF ILLINOIS/WILLARD (CMI)

⚠

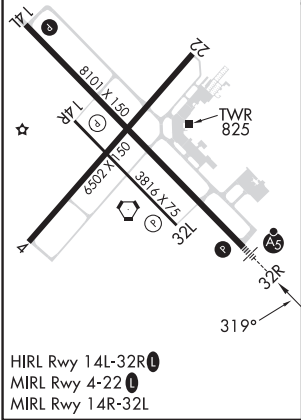
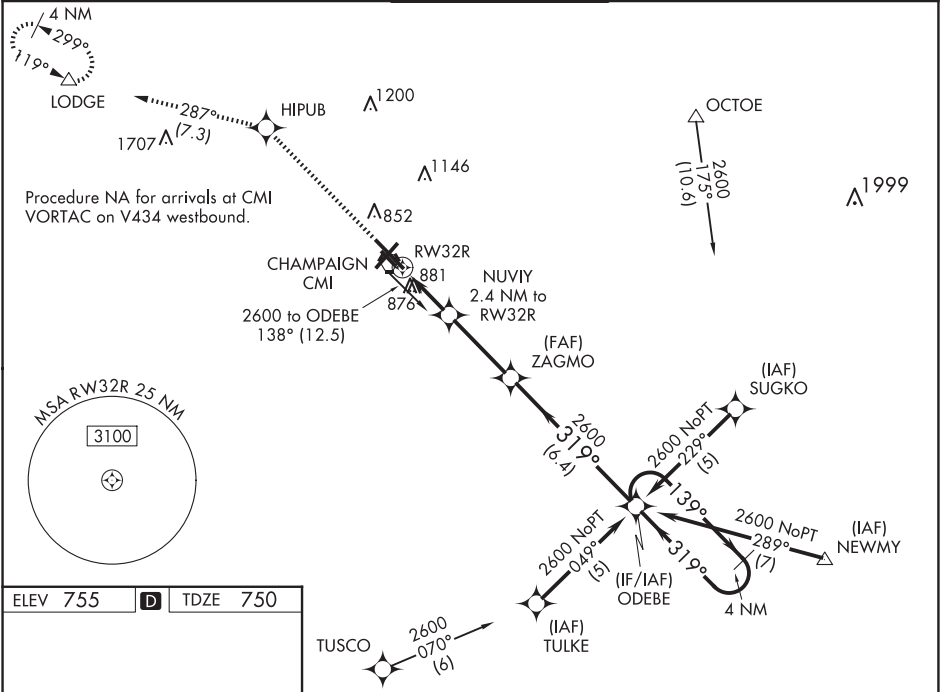
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1° C (-2° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Rantoul altimeter setting. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, all MDA 60 feet; increase LNAV Cat C/D visibility to RVR 5500. For inoperative MALS, when using local or Rantoul altimeter setting, increase LNAV Cat C/D visibility to 1½ miles.

MALS

MISSED APPROACH:

Climb to 2800 direct HIPUB and on track 287° to LODGE and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (319°-138°) 132.85 290.225 (139°-318°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
-----------------------	--	---	-------------------------	---------------------------	-------------------------



2800	HIPUB	tr 287°	LODGE	ZAGMO	ODEBE	4 NM Holding Pattern
* LNAV only	NUVIY 2.4 NM to RW32R	* 1560	319°	139°	2600	GP 3.00° TCH 52
1 NM	1.4 NM	3.2 NM	6.4 NM			
CATEGORY	A	B	C	D		
LPV DA	1000/24	250 (300-½)				
LNAV/VNAV DA	1159/50	409 (500-1)				
LNAV MDA	1200/24	450 (500-½)	1200/45	450 (500-¾)		
CIRCLING	1240-1	485 (500-1)	1500-2¼	1500-2½	745 (800-2¼)	745 (800-2½)

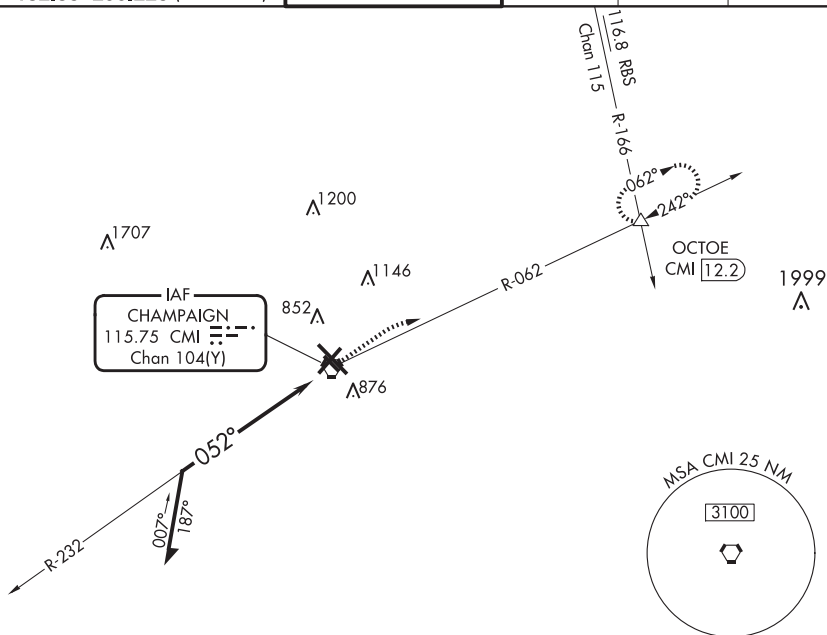
VORTAC CMI 115.75 Chan 104 (Y)	APP CRS 052°	Rwy Idg 6502 TDZE 751 Apt Elev 755
--	------------------------	---

VOR RWY 4
UNIVERSITY OF ILLINOIS/WILLARD (CMI)



MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 on CMI VORTAC R-062 to OCTOE INT/CMI 12.2 DME and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (319°-138°) 132.85 290.225 (139°-318°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
-----------------------	--	--	-------------------------	---------------------------	-------------------------



EC-3, 12 JUN 2025 to 07 AUG 2025

Remain within 10 NM

CMI VORTAC

232°

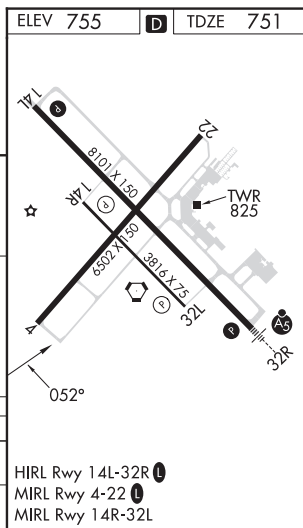
2300

052°

CMI 1.8

1.3 NM

CATEGORY	A	B	C	D
S-4	1220-1 469 (500-1)		1220- $1\frac{3}{8}$ 469 (500- $1\frac{3}{8}$)	1220- $1\frac{1}{2}$ 469 (500- $1\frac{1}{2}$)
C CIRCLING	1240-1 485 (500-1)		1500- $2\frac{1}{4}$ 745 (800- $2\frac{1}{4}$)	1500- $2\frac{1}{2}$ 745 (800- $2\frac{1}{2}$)




CHAMPAIGN-URBANA, ILLINOIS
Amdt 12A 13SEP18

UNIVERSITY OF ILLINOIS/WILLARD (CMI)
W VOR RWY 4

40°02'N-88°17'W

VOR RWY 22
UNIVERSITY OF ILLINOIS/WILLARD (CMI)

	Rwy 22 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
--	---

MISSED APPROACH: Climb to 2800 then right turn on heading 340° and on CMI VORTAC R-297 to LODGE INT/CMI 13.2 DME and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (319°-138°) 132.85 290.225 (139°-318°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
-----------------------	--	--	-------------------------	---------------------------	-------------------------

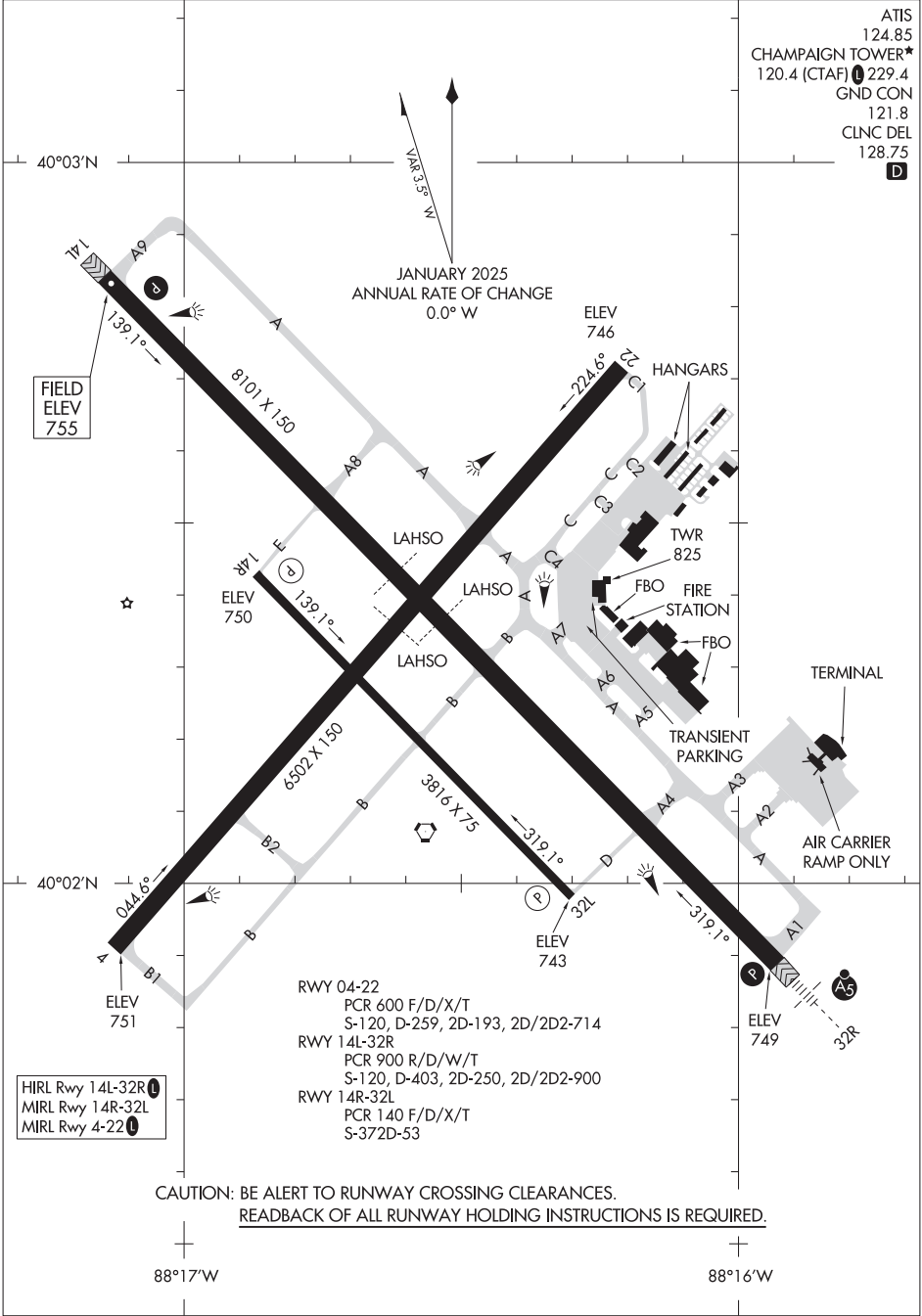
[illegible]

HIRL Rwy 14L-32R **L**
MIRL Rwy 4-22 **L**
MIRL Rwy 14R-32L

<p>2800 ↑ hdg 340° CMI R-297 LODGE △ STADI CMI 6 Remain within 10 NM 027° 2800 207° 2500 LOMI CMI 0.7 JOKOP CMI 2.8 CMI VORTAC CMI 1.7 1460 ≤ 3.04° TCH 41 1 NM 1.1 3.2 NM</p>					
CATEGORY	A		B	C	D
S-22	1120-1 370 (400-1)			1120-1½ 370 (400-1½)	
C CIRCLING	1240-1	485 (500-1)	1500-2½ 745 (800-2½)	1500-2½ 745 (800-2½)	

CHAMPAIGN/URBANA, ILLINOIS
Amdt 8B 25JAN24

UNIVERSITY OF ILLINOIS/WILLARD (CMI)
VOR RWY 22

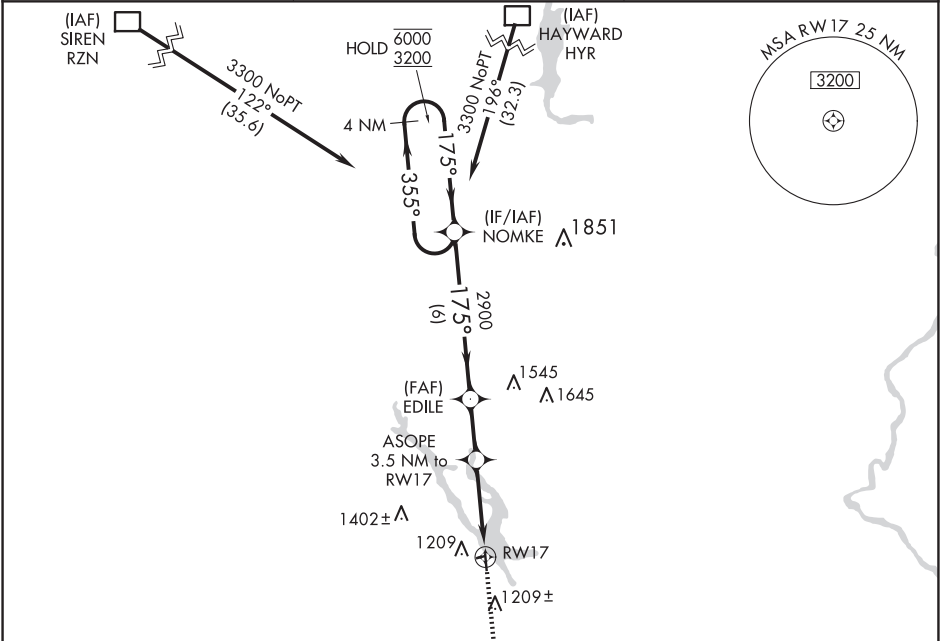


RNP APCH.

Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 7 and 25.

MISSED APPROACH: Climb to 3200 direct IJPUD and hold.

AWOS-3P 119.05	MINNEAPOLIS CENTER 125.3 335.6	CTAF 122.9
-------------------	-----------------------------------	---------------



MISSED APCH FIX
IJPUD

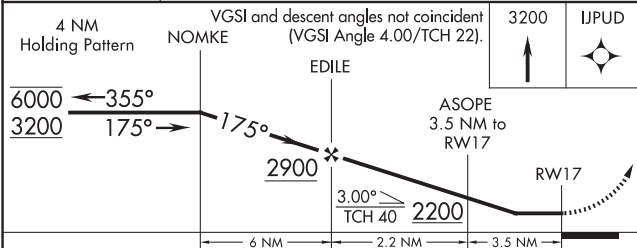
ELEV 1056 | TDZE 1056

175°

1490 X 120
0.3% UP

3401 X 60

35



CATEGORY	A	B	C	D
RNAV MDA	1640-1	584 (600-1)	1640-1¾ 584 (600-1¾)	NA
CIRCLING	1640-1	584 (600-1)	1740-2 684 (700-2)	NA

CHETEK, WISCONSIN

AL-6935 (FAA)

24025

APP CRS	Rwy Idg	3401
355°	TDZE	1056
	Apt Elev	1056

RNAV (GPS) RWY 35

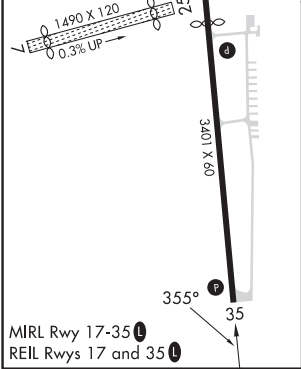
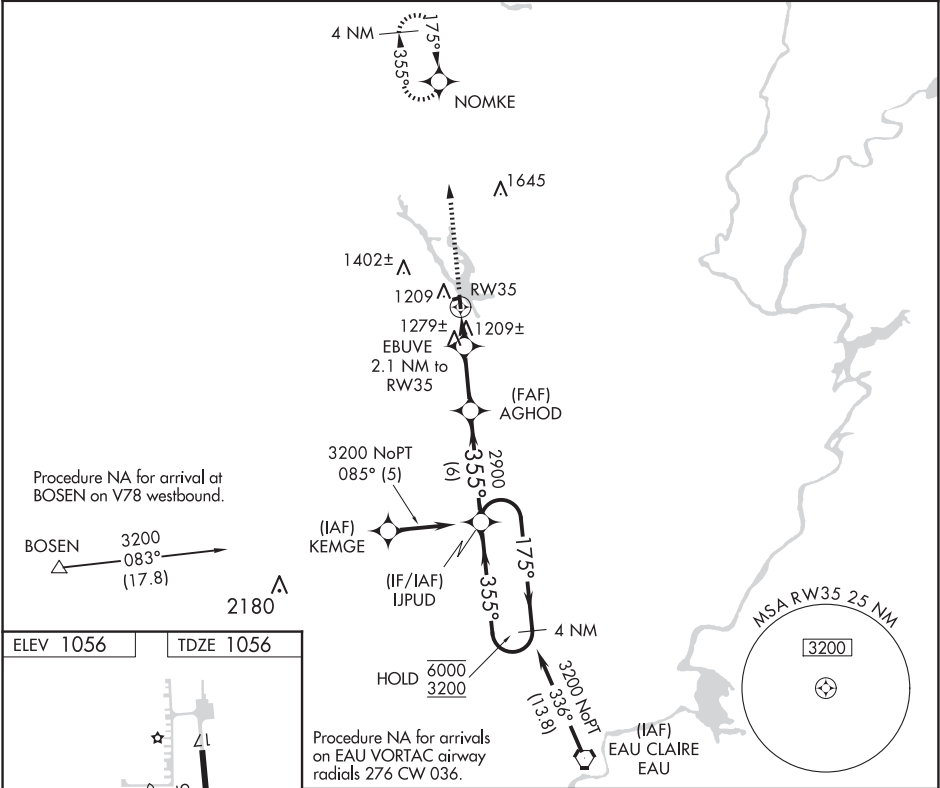
CHETEK MUNI/SOUTHWORTH (Y23)

RNP APCH:

Circling to Rwy 17 NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Rice Lake altimeter setting. Circling NA to Rwys 7 and 25.

MISSED APPROACH: Climb to 3200 direct NOMKE WP and hold.

AWOS-3P 119.05	MINNEAPOLIS CENTER 125.3 335.6	CTAF 122.90
--------------------------	--	-----------------------



3200 ↑	NOMKE 	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 16).		4 NM Holding Pattern
CATEGORY	A	B	C	D
LNAV MDA	1580-1	524 (600-1)	1580-1½ 524 (600-1½)	NA
CIRCLING	1640-1	584 (600-1)	1740-2 684 (700-2)	NA

CHETEK, WISCONSIN
Orig-E 21APR22

45°18'N-91°38'W

CHETEK MUNI/SOUTHWORTH (Y23)
RNAV (GPS) RWY 35

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME	I-HKH 111.5 Chan 52	APP CRS 047°	Rwy Ldg TDZE Apt Elev	5927 619 620
---------	---	------------------------	-----------------------------	---

ILS or LOC RWY 4R

CHICAGO MIDWAY INTL (MDW)

DME required for LOC only.
RNP APCH - GPS or RADAR required for procedure entry.

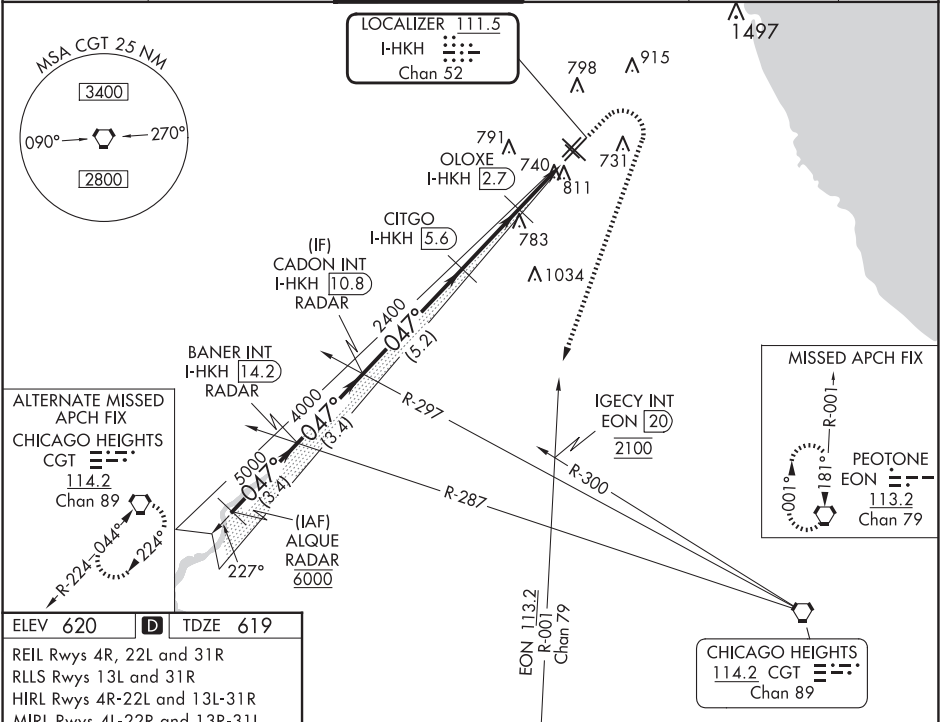
MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 on heading 230° and on EON VORTAC R-001 until crossing IGCY INT/EON 20 DME then climb to 2600 to EON VORTAC and hold.

▼

▲

Rwy 4R helicopter visibility reduction below RVR 4000 NA.

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
-------------------------	---	--------------------------------------	---------------------------	----------------------------	-------



ELEV 620 **D** TDZE 619

REIL Rwy 4R, 22L and 31R
RLS Rwy 13L and 31R
HIRL Rwy 4R-22L and 13L-31R
MIRL Rwy 4L-22R and 13R-31L

The diagram shows the layout of the runways at Chicago Midway International Airport. Runway 4R is the primary runway, with Runway 22L and Runway 31R intersecting it. Runway 13L and Runway 13R are also shown. The diagram includes the runway numbers, the runway width, and the runway length. The diagram also shows the location of the tower (TWR) and the navigation aids (ILS, LOC, and VORTAC).

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).				
ALQUE RADAR	BANER INT I-HKH 14.2	CADON INT I-HKH 10.8	CITGO I-HKH 5.6	OLOXE I-HKH 2.7
6000	5000	4000	2400	1460
GS 3.00° TCH 50	3.4 NM	3.4 NM	5.2 NM	2.9 NM
1100	2100	IGCY INT	2600	EON
↑	hdg 230°	EON R-001	↑	↑
3.4 NM	3.4 NM	5.2 NM	2.9 NM	1.5 NM
1 NM				
CATEGORY	A	B	C	D
S-ILS 4R	869/40	250 (300-¾)	869/50	250 (300-1)
S-LOC 4R	1000/55	381 (400-1)	1000/60	381 (400-1¼)
C CIRCLING	1120-1	500 (500-1)	1340-2 720 (800-2)	1340-2¼ 720 (800-2¼)

CHICAGO, ILLINOIS

AL-81 (FAA)

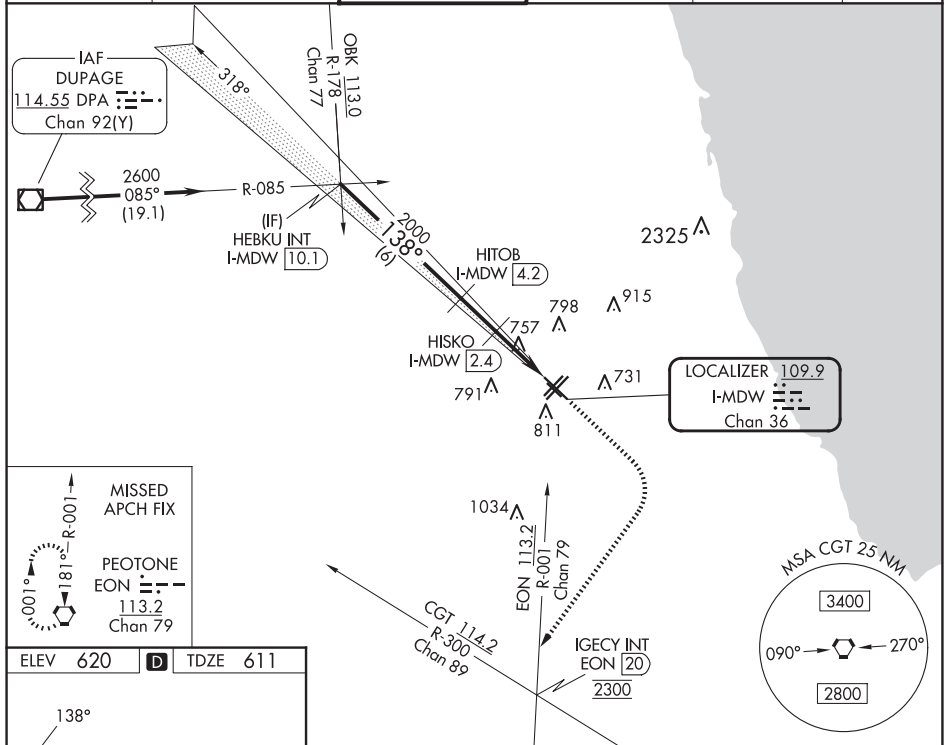
25163

LOC/DME I-MDW 109.9 Chan 36	APP CRS 138°	Rwy Ldg TDZE 611 Apt Elev 620
---	------------------------	---

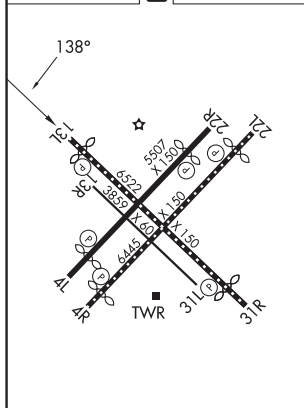
ILS or LOC RWY 13L

CHICAGO MIDWAY INTL (MDW)

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.			
Rwy 13L helicopter visibility reduction below RVR 4000 NA.					
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



ELEV 620	D	TDZE 611
----------	---	----------



REIL Rwy 4R, 22L and 31R
RLS Rwy 13L and 31R
HIRL Rwy 4R-22L and 13L-31R
MIRL Rwy 4L-22R and 13R-31L

HEBKU INT I-MDW 10.1		HITOB I-MDW 4.2	HSKO I-MDW 2.4	I-MDW 1.1	I-MDW DME ANTENNA 0.1	EON
2600		2000	1440			
GS 3.00° TCH 46						
6 NM		1.7 NM	1.4 NM	1.1 NM		
CATEGORY	A	B	C	D		
S-ILS 13L	861/40 250 (300-¾)					
S-LOC 13L	1020/55 409 (400-1)		1020/60 409 (400-1¼)			
CIRCLING	1120-1 500 (500-1)		1340-2 720 (800-2)		1340-2¼ 720 (800-2¼)	

CHICAGO, ILLINOIS
Orig 12JUN25

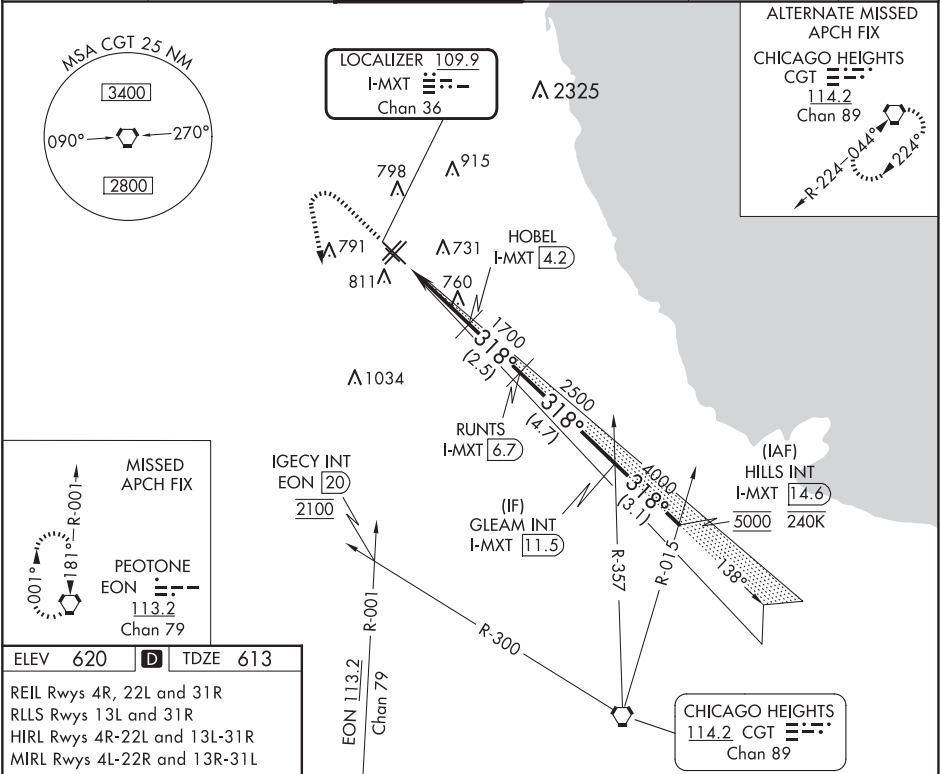
41°47'N-87°45'W

CHICAGO MIDWAY INTL (MDW)
ILS or LOC RWY 13L

LOC/DME I-MXT 109.9 Chan 36	APP CRS 318°	Rwy Ldg TDZE 613 Apt Elev 620	ILS or LOC RWY 31R	
DME and RADAR required.			CHICAGO MIDWAY INTL (MDW)	

<div><div>▼</div><div>Rwy 31R helicopter visibility reduction below RVR 4000 NA.</div></div> <div><div>▲</div><div>MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 on heading 150° and on EON VORTAC R-001 until crossing IGEVY INT/EON 20 DME then climb to 2600 direct EON VORTAC and hold.</div></div>	
--	--

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
-------------------------	---	--------------------------------------	---------------------------	----------------------------	-------



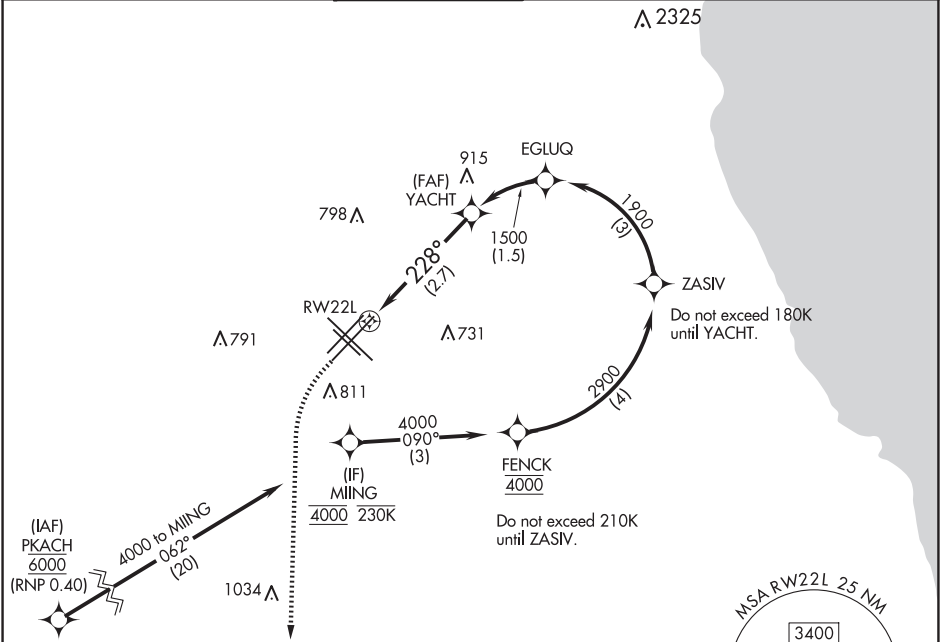
ELEV 620	D	TDZE 613
REIL Rwy 4R, 22L and 31R RLS Rwy 13L and 31R HIRL Rwy 4R-22L and 13L-31R MIRL Rwy 4L-22R and 13R-31L		
<div><div>1100</div><div>2100</div><div>2600</div><div>EON</div><div>IGEVY INT</div><div>EON R-001</div><div>IGEVY INT</div><div>EON</div><div>HOBEL I-MXT 4.2</div><div>RUNTS I-MXT 6.7</div><div>GLEAM INT I-MXT 11.5</div><div>HILLS INT I-MXT 14.6</div><div>5000</div><div>318°</div><div>GS 3.00°</div><div>TCH 48</div></div>		
CATEGORY A B C D		
S-ILS 31R 863/40 250 (300-¾)		
S-LOC 31R 1020/55 407 (400-1) 1020/60 407 (400-1¼)		
CIRCLING 1120-1 500 (500-1) 1340-2 720 (800-2) 1340-2¼ 720 (800-2¼)		

APP CRS	Rwy Ldg	5810
228°	TDZE	611
	Apt Elev	620

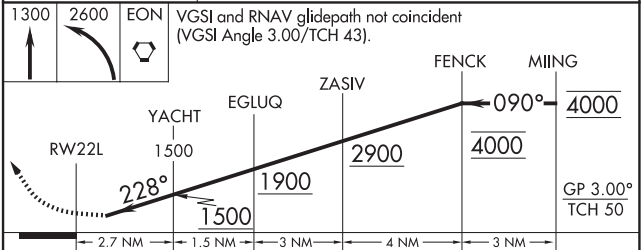
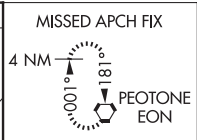
RNAV (RNP) X RWY 22L

CHICAGO MIDWAY INTL (MDW)

RNP AR APCH - GPS.		MISSED APPROACH: Climb to 1300 then climbing left turn to 2600 direct EON VORTAC and hold.			
▼ For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C.					
D-ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL	CPDLC
132.75	128.2 353.875	135.2 269.125	118.075	124.625	



ELEV 620	D	TDZE 611
----------	---	----------



MIRL Rwy 4L-22R and 13R-31L
HIRL Rwy 4R-22L and 13L-31R
REIL Rwy 4R, 22L and 31R
RLS Rwy 13L and 31R

CATEGORY	A	B	C	D
RNP 0.10 DA	923/45	312 (400-7%)		
RNP 0.20 DA	949/50	338 (400-1)		
RNP 0.30 DA	992/60	381 (400-1¼)		

AUTHORIZATION REQUIRED

APP CRS 047°	Rwy Ldg	5927
	TDZE	619
	Apt Elev	620

RNAV (RNP) Y RWY 4R

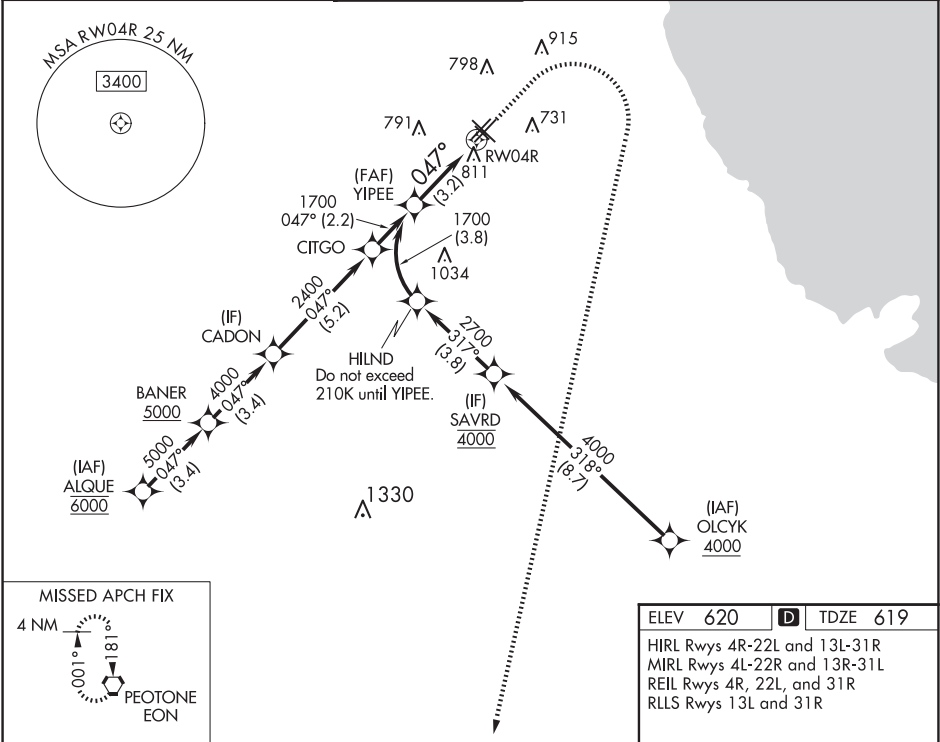
CHICAGO MIDWAY INTL (MDW)

RNP AR APCH - GPS.

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.

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
-------------------------	---	--------------------------------------	---------------------------	----------------------------	-------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

1100 2600 EON

YIPEE 1700

1700

GP 3.00° TCH 50

047°

RW04R

See planview for multiple IF locations.

3.2 NM

CATEGORY A B C D

RNP 0.10 DA 951/50 332 (400-1)

RNP 0.20 DA 1020/60 401 (400-1¼)

RNP 0.30 DA 1077-1⅜ 458 (500-1⅝)

AUTHORIZATION REQUIRED

CHICAGO, ILLINOIS

AL-81 (FAA)

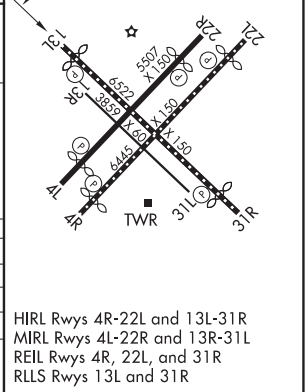
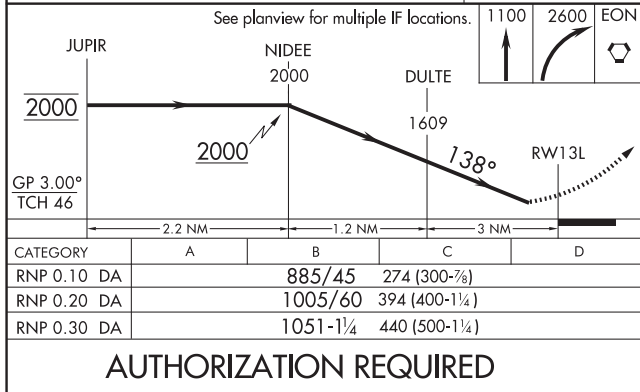
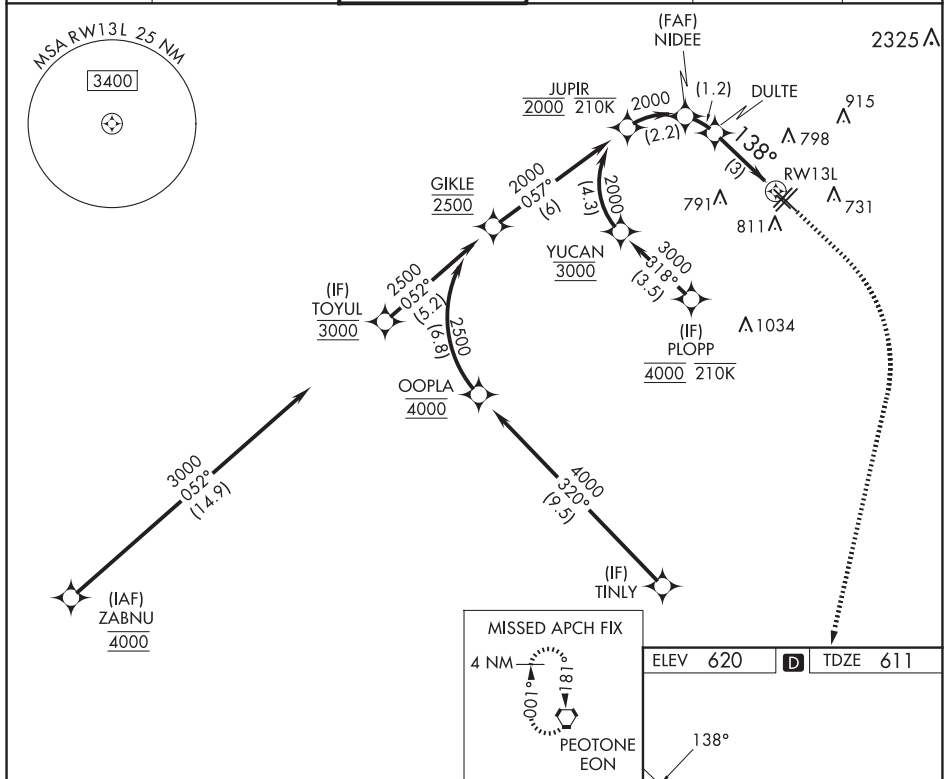
25163

APP CRS	Rwy Ldg	6059
138°	TDZE	611
	Apt Elev	620

RNAV (RNP) Y RWY 13L

CHICAGO MIDWAY INTL (MDW)

RNP AR APCH - GPS, RF. Authorization required.			MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.		
D-ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL	CPDLC
132.75	128.2 353.875	135.2 269.125	118.075	124.625	



CHICAGO, ILLINOIS
Orig 12JUN25

41°47'N-87°45'W

CHICAGO MIDWAY INTL (MDW)
RNAV (RNP) Y RWY 13L

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	5810
228°	TDZE	611
	Apt Elev	620

RNAV (RNP) Y RWY 22L

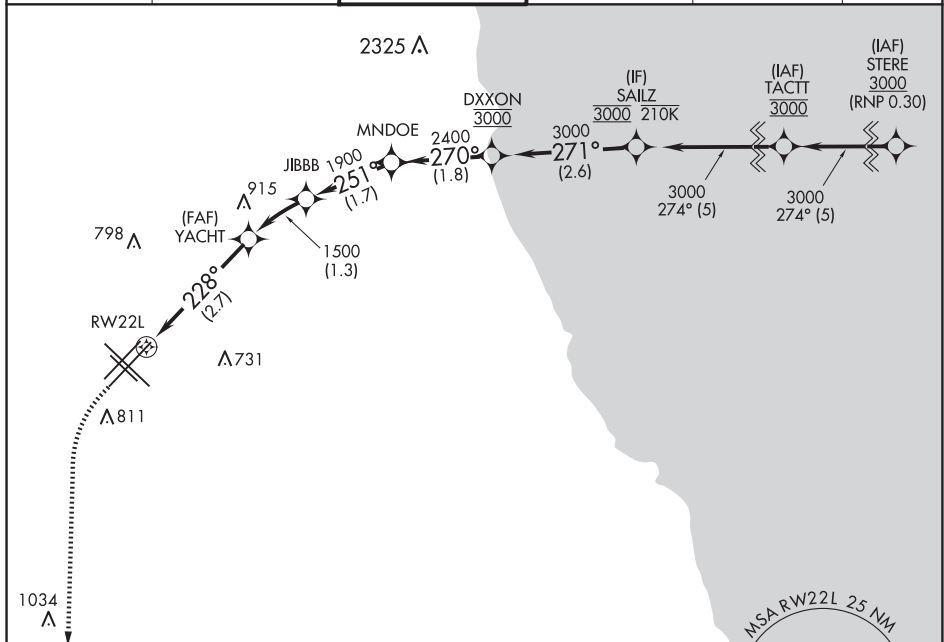
CHICAGO MIDWAY INTL (MDW)

RNP AR APCH - GPS.

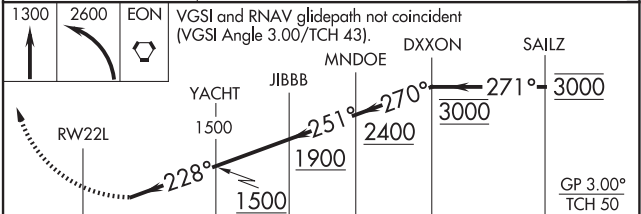
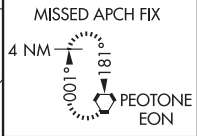
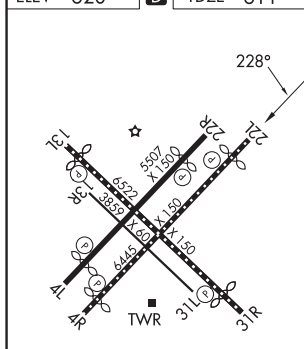
T For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 1300 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
-------------------------	---	--------------------------------------	---------------------------	----------------------------	-------



ELEV 620	D	TDZE 611
----------	----------	----------



	2.7 NM	1.3 NM	1.7 NM	1.8 NM	2.6 NM	
CATEGORY	A	B	C	D		
RNP 0.10 DA		923/45	312 (400-7 $\frac{1}{8}$)			
RNP 0.20 DA		949/50	338 (400-1)			
RNP 0.30 DA		992/60	381 (400-1 $\frac{1}{4}$)			

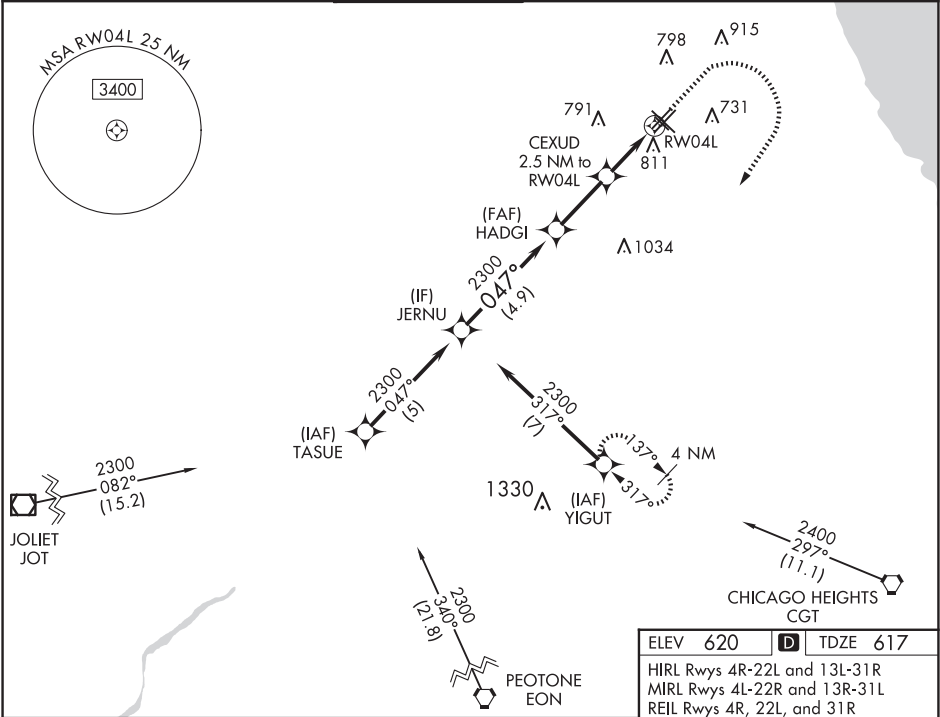
AUTHORIZATION REQUIRED

WAAS CH 97741 W04B	APP CRS 047°	Rwy Ldg TDZE 617 Apt Elev 620
--	------------------------	---

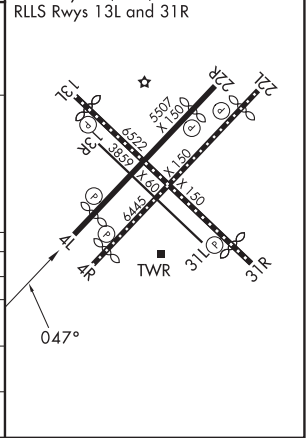
RNAV (GPS) RWY 4L

CHICAGO MIDWAY INTL (MDW)

RNP APCH - GPS.				MISSED APPROACH: Climb to 1100 then climbing right turn to 2400 direct YIGUT and hold.	
Rwy 4L helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.					
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



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).				
JERNU		HADGI		YIGUT
2300		2300		2400
GP 3.00° TCH 55		2300		1460
4.9 NM		2.6 NM	1.2 NM	1.3 NM
CATEGORY	A	B	C	D
LPV DA	867-¾		250 (300-¾)	
LNAV/VNAV DA	1021-1⅝		404 (500-1⅝)	
LNAV MDA	1080-1 463 (500-1)		1080-1⅝ 463 (500-1⅝)	
CIRCLING	1120-1 500 (500-1)		1340-2 720 (800-2)	1340-2¼ 720 (800-2¼)



CHICAGO, ILLINOIS

AL-81 (FAA)

25163

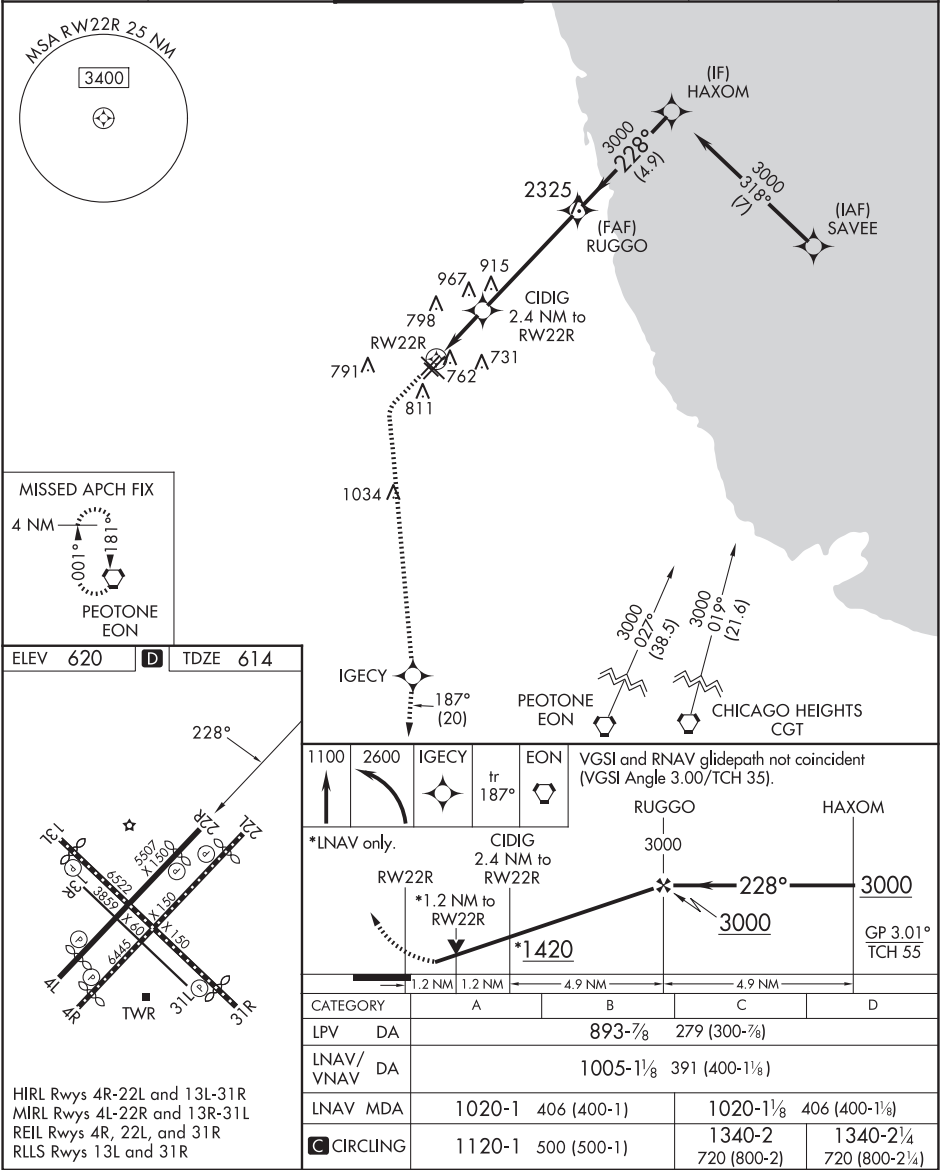
WAAS CH 56641 W22B	APP CRS 228°	Rwy Ldg TDZE 614 Apt Elev 620
--	------------------------	---

RNAV (GPS) RWY 22R

CHICAGO MIDWAY INTL (MDW)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct IGCY and on track 187° to EON VORTAC and hold.	
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 22R helicopter visibility reduction below ¾ SM NA.			

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
-------------------------	---------------------------------------	--------------------------------------	---------------------------	----------------------------	-------



CHICAGO, ILLINOIS
Amdt 1A 12JUN25

41°47'N-87°45'W

CHICAGO MIDWAY INTL (MDW) RNAV (GPS) RWY 22R

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

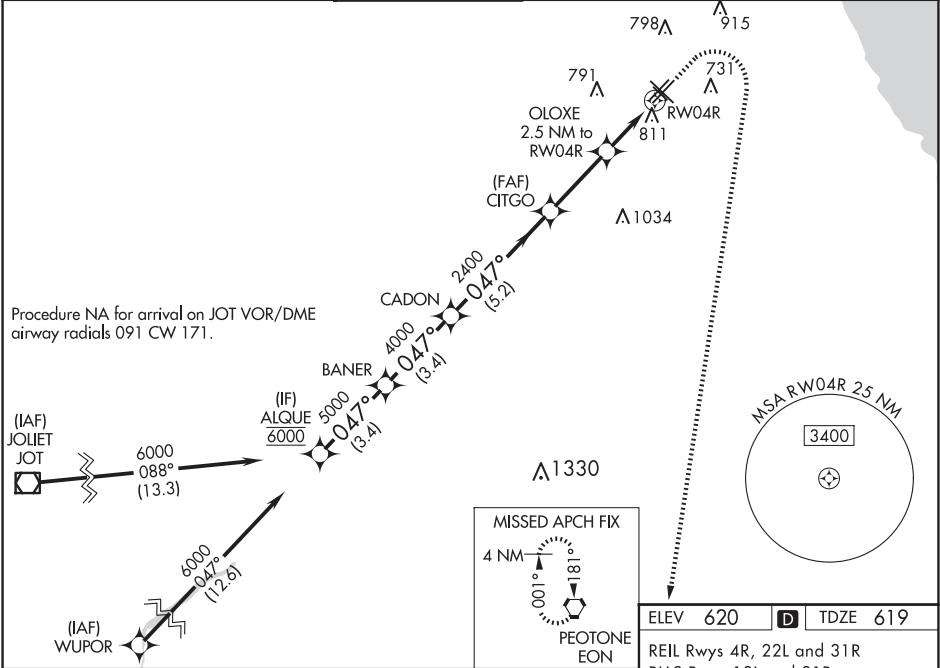
WAAS CH 65614 W04A	APP CRS 047°	Rwy Ldg TDZE 619 Apt Elev 620
--	------------------------	---

RNAV (GPS) Z RWY 4R

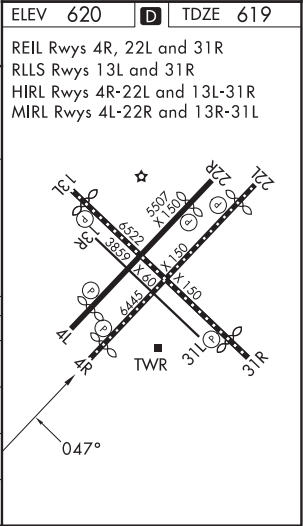
CHICAGO MIDWAY INTL (MDW)

RNP APCH - GPS	MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.
<div><div>▼</div><div>Rwy 4R helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.</div></div>	



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
-------------------------	---	--------------------------------------	---------------------------	----------------------------	-------

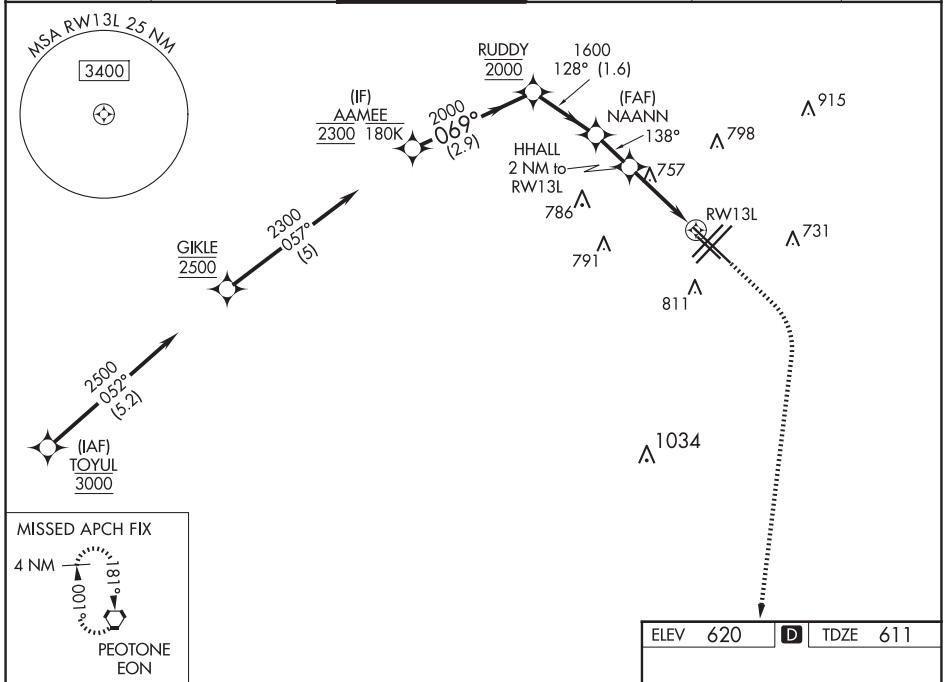


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).					
ALQUE	BANER	CADON	CITGO	OLOXE	RW04R
6000	5000	4000	2400	2400	1460
GP 3.00°					
TCH 50					
	3.4 NM	3.4 NM	5.2 NM	2.9 NM	1.3 NM
CATEGORY	A	B	C	D	
LPV DA	869/40		250 (300-¾)		
LNAV/VNAV DA	1097-1⅓		478 (500-1⅓)		
LNAV MDA	1080/55	461 (500-1)	1080-1⅓	461 (500-1⅓)	
CIRCLING	1120-1	500 (500-1)	1340-2	1340-2¼	720 (800-2¼)

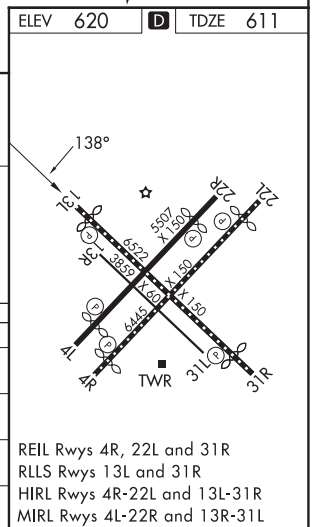


RNAV (GPS) Z RWY 13L
CHICAGO MIDWAY INTL (MDW)

RNP APCH - GPS.				MISSED APPROACH: Climb to 1100 then climbing right turn to 2600 direct EON VORTAC and hold.	
<div> <div>   </div> <div> Rwy 13L helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. </div> </div>					
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



<div><div>AAMEE <u>2300</u></div><div>069°</div><div>RUDDY <u>2000</u></div><div>128°</div><div>NAANN 1600</div><div>138°</div><div>HHALL 2 NM to RW13L</div><div>1.1 NM to RW13L</div><div>RW13L</div><div>GP 3.00° TCH 46</div><div>2.9 NM</div><div>1.6 NM</div><div>1 NM</div><div>0.8 NM</div><div>1.1 NM</div></div> <div><div>1100 ↑</div><div>2600 ↗</div><div>EON </div></div>				
CATEGORY	A	B	C	D
LPV DA	861/40 250 (300-¾)			
LNAV VNAV DA	1034-1¼ 423 (500-1¼)			
LNAV MDA	1020/55 409 (400-1)		1020/60 409 (400-1¼)	
C CIRCLING	1120-1 500 (500-1)		1340-2 720 (800-2)	1340-2¼ 720 (800-2¼)



CHICAGO MIDWAY INTL (MDW)
RNAV (GPS) Z RWY 13L

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 87132 W22A	APP CRS 238°	Rwy Ldg TDZE 611 Apt Elev 620
--	------------------------	---

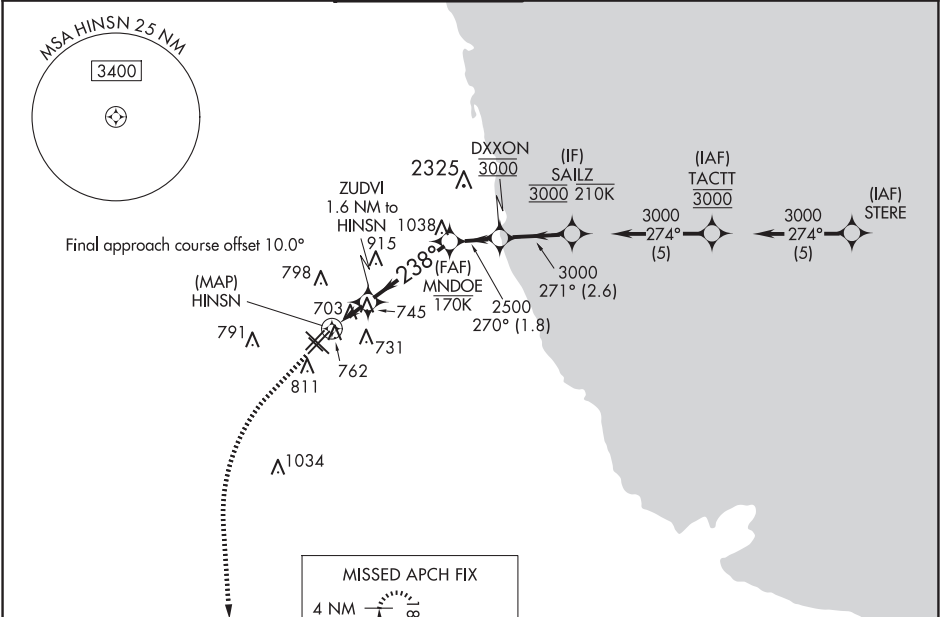
RNAV (GPS) Z RWY 22L

CHICAGO MIDWAY INTL (MDW)

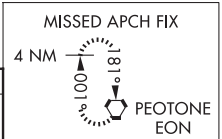
RNP APCH - GPS. RADAR required.
<div><div></div><div>Rwy 22L helicopter visibility reduction below RVR 4000 NA.</div></div>


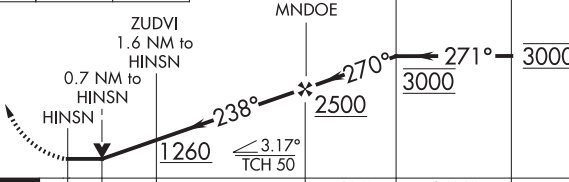

MISSED APPROACH: Climb to 1300 then climbing left turn to 2600 direct EON VORTAC and hold.

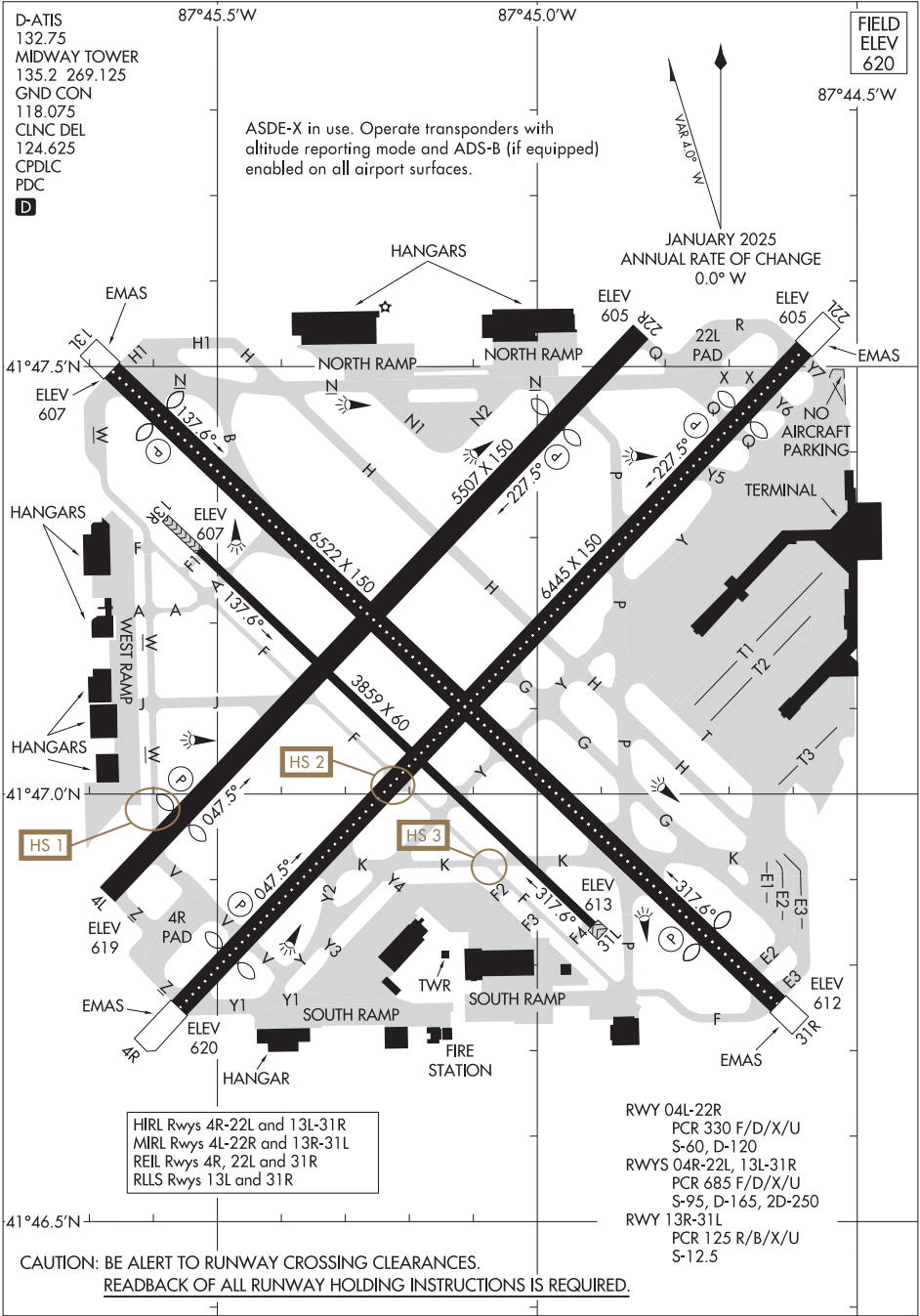
D-ATIS 132.75	CHICAGO APP CON 128.2 353.875	MIDWAY TOWER 135.2 269.125	GND CON 118.075	CLNC DEL 124.625	CPDLC
-------------------------	---	--------------------------------------	---------------------------	----------------------------	-------



ELEV 620	D	TDZE 611
----------	----------	----------



1300 ↑	2600 ↖	EON 	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).			
						
CATEGORY		A	B	C	D	
LP	MDA	960/55 349 (400-1)				
LNAV	MDA	1020/55 409 (400-1)		1020/60 409 (400-1¼)		
 CIRCLING		1120-1 500 (500-1)		1340-2 720 (800-2)	1340-2¼ 720 (800-2¼)	

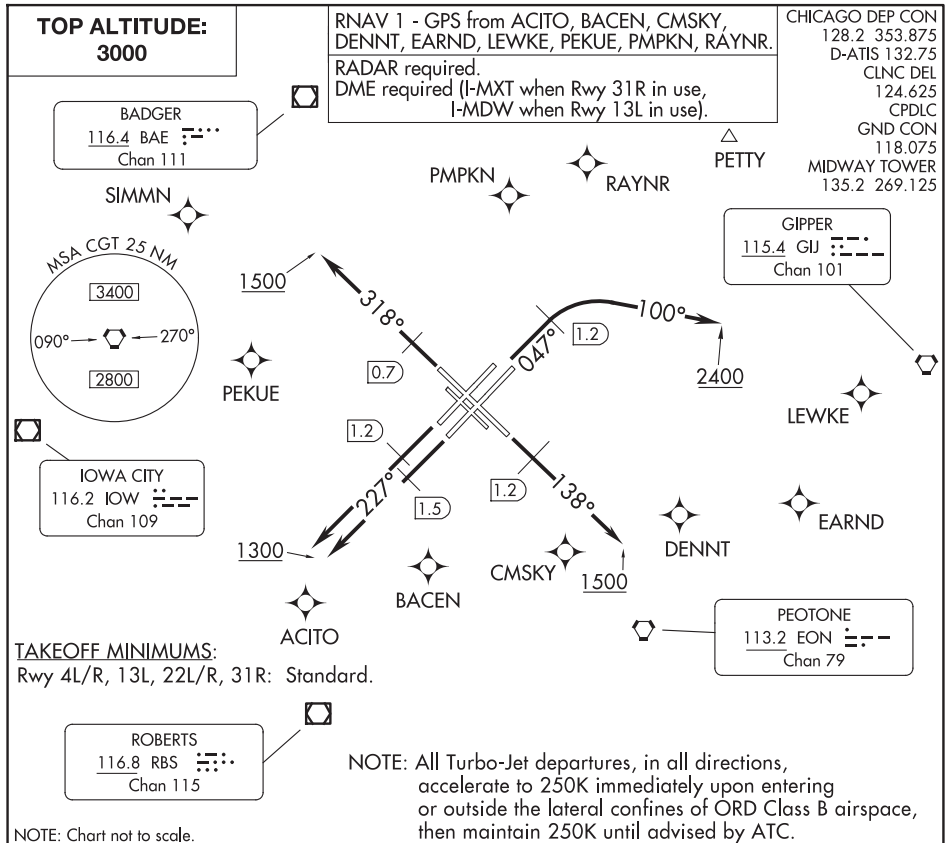


CICERO FOUR DEPARTURE

AL-81 (FAA)

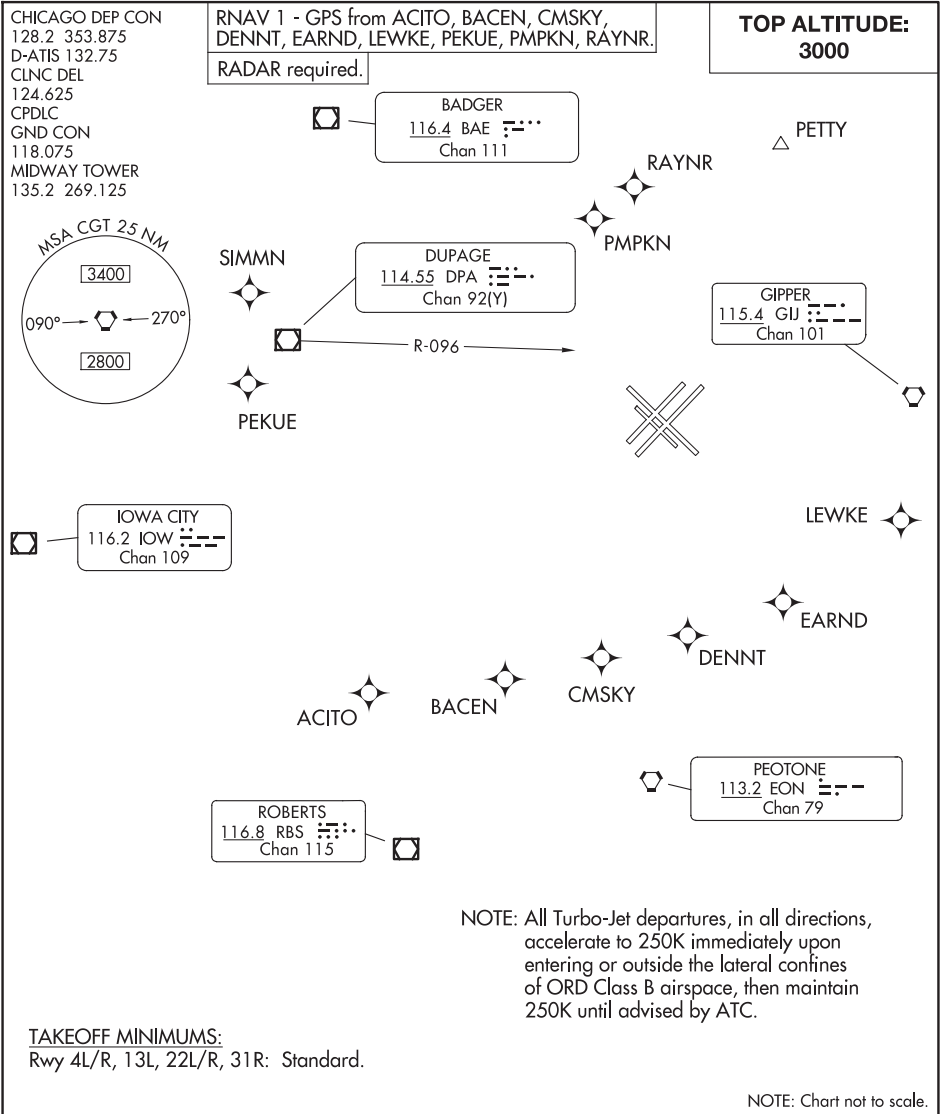
CHICAGO MIDWAY INTL (MDW)

CHICAGO, ILLINOIS



CICERO FOUR DEPARTURE

CHICAGO, ILLINOIS
CHICAGO MIDWAY INTL (MDW)



DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT:
TAKEOFF RUNWAYS 4L/R, 13L, 22L/R, 31R: Climb on assigned heading for
RADAR vectors to filed/assigned route or depicted fix. Maintain 3000, expect
filed altitude ten minutes after departure.

ALL AIRCRAFT: Complete initially assigned turn within 4 NM of KMDW airport.

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

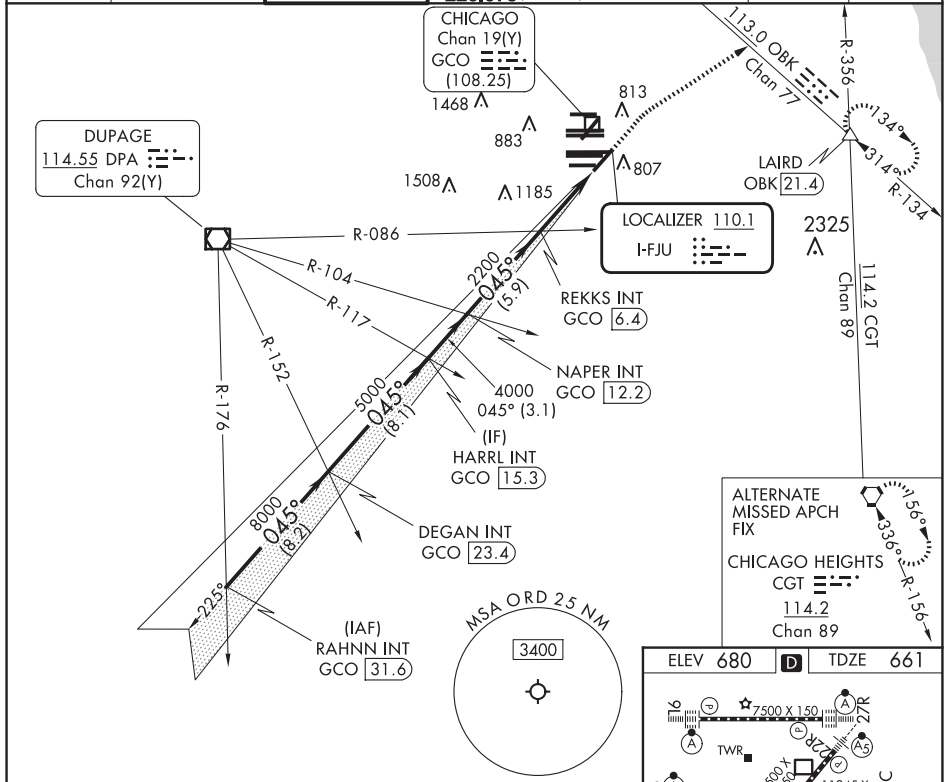
LOC I-FJU 110.1	APP CRS 045°	Rwy Ldg TDZE 661 Apt Elev 680
---------------------------	------------------------	---

ILS or LOC RWY 4R

CHICAGO O'HARE INTL (ORD)

RADAR required for procedure entry.		MALSR 	MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 060° and OBK VOR/DME R-134 to LAIRD INT/OBK 21.4 DME and hold.
-------------------------------------	--	-----------	---

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0	GND CON (TWR NORTH) 124.125 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	-------------------------------------	---	---	--------------------------	-------



RAHNN INT GCO [31.6]	DEGAN INT GCO [23.4]	HARRL INT GCO [15.3]	NAPER INT GCO [12.2]	REKKS INT GCO [6.4]	OBK R-134	LAIRD
11000						
8000 045°						
5000						
4000						
2200						
2128						
8.2 NM						
8.1 NM						
3.1 NM						
5.9 NM						
4.4 NM						
CATEGORY	A	B	C	D		
S-ILS 4R	861/18		200 (200-½)			
S-LOC 4R	1160/24 499 (500-½)		1160/50 499 (500-1)			
CIRCLING	1220-1 540 (600-1)		1220-1½ 540 (600-1½)		1460-2½ 780 (800-2½)	

ELEV 680	TDZE 661
HRL all Rws	
TDZ/CL all Rws except 4L	
FAF to MAP 4.4 NM	
Knots	60 90 120 150 180
Min:Sec	4:24 2:56 2:12 1:46 1:28

CHICAGO, ILLINOIS

Amdt 8B 08SEP22

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS or LOC RWY 4R

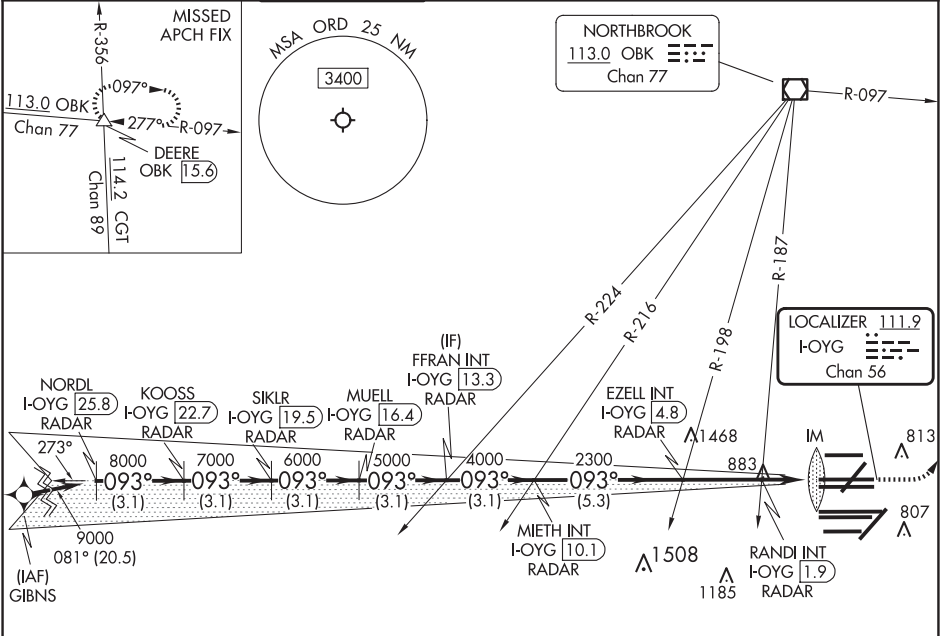
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

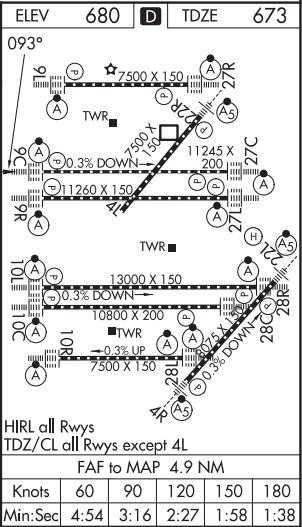
LOC/DME I-OYG 111.9 Chan 56	APP CRS 093°	Rwy Ldg 11245 TDZE 673 Apt Elev 680
---	------------------------	--

ILS or LOC RWY 9C
CHICAGO O'HARE INTL (ORD)

DME or RADAR required. From GIBNS: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry.			ALSIF-2 	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.	
Simultaneous approach authorized. For inop ALS, increase S-LOC 09C Cat C/D visibility to 1½ SM.					
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 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6
					CPDLC



NORDL I-OYG 25.8 RADAR		KOOSS I-OYG 22.7 RADAR		SIKLR I-OYG 19.5 RADAR		MUELL I-OYG 16.4 RADAR		FFRAN INT I-OYG 13.3 RADAR		EZELL INT I-OYG 4.8 RADAR		MIETH INT I-OYG 10.1 RADAR		RANDI INT I-OYG 1.9 RADAR		DEERE I-OYG 0.2	
9000 093°		8000 093°		7000 093°		6000 093°		5000 093°		4000 093°		3000 093°		2300 093°		1400 093°	
3.1 NM		3.1 NM		3.1 NM		3.1 NM		3.1 NM		5.3 NM		2.8 NM		0.7 NM		1.1 NM	
CATEGORY A		CATEGORY B		CATEGORY C		CATEGORY D											
S-ILS 9C		873/18		200 (200-½)													
S-LOC 9C		1140/24		467 (500-½)		1140/50		467 (500-1)									



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

LOC/DME I-SAJ 111.75 Chan 54 (Y)	APP CRS 093°	Rwy Ldg TDZE Apt Elev 7500 668 680
--	------------------------	---

ILS or LOC RWY 9L CHICAGO O'HARE INTL (ORD)

RNAV-1 GPS or RADAR required for procedure entry. RADAR or DME required.

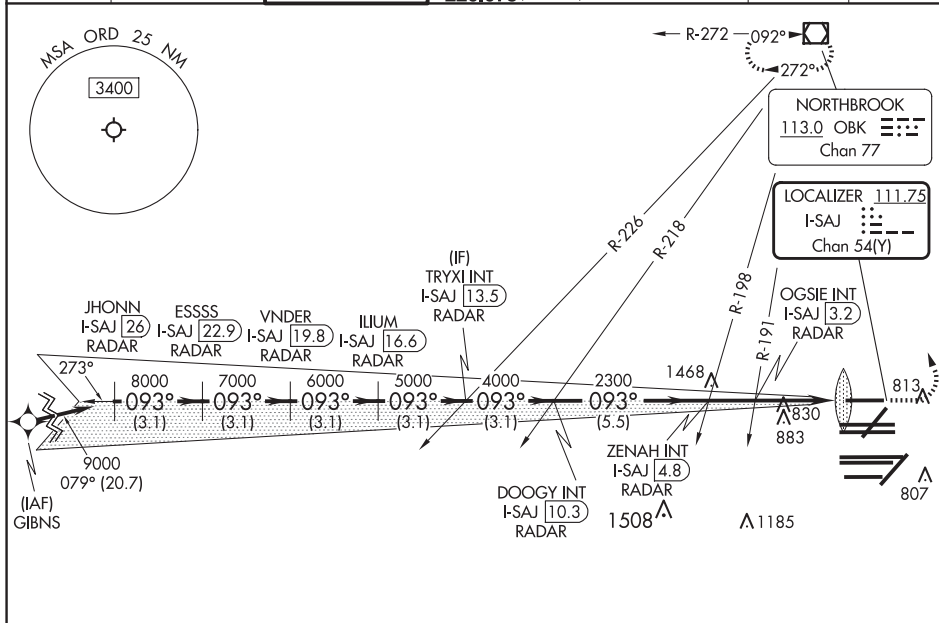
Simultaneous approach authorized.

ALSIF-2

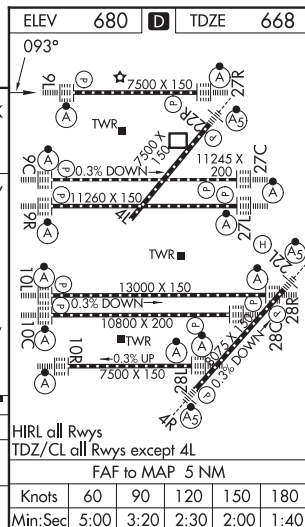


MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 128.15 348.0	124.125 GND CON (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	-------------------------------------	---	---	--------------------------	-------



JHONN I-SAJ [26] RADAR	ESSSS I-SAJ [22.9] RADAR	VNDER I-SAJ [19.8] RADAR	TRYXI INT I-SAJ [13.5] RADAR	ZENAH INT I-SAJ [4.8] RADAR	OGSIE INT I-SAJ [3.2] RADAR	DOOGY INT I-SAJ [10.3] RADAR	ILIUM I-SAJ [16.6] RADAR	1100 4000 OBK
9000 093°	8000 093°	7000 093°	6000 093°	5000 093°	4000 093°	2300 093°	2300 093°	*LOC only
GS 3.00° TCH 55	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.5 NM	1.6 NM	2.2 1.1 0.1
CATEGORY	A	B	C	D				
S-ILS 9L	868/18 200 (200-½)							
S-LOC 9L	1100/24	432 (500-½)	1100/40	432 (500-¾)				



CHICAGO, ILLINOIS

Amdt 4B 12SEP19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD) ILS or LOC RWY 9L

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-JAV
110.5
Chan **42**

APP CRS
093°

Rwy Ldg **11260**
TDZE **668**
Apt Elev **680**

ILS or LOC RWY 9R
CHICAGO O'HARE INTL (ORD)

RNP APCH-GPS from GIBNS.

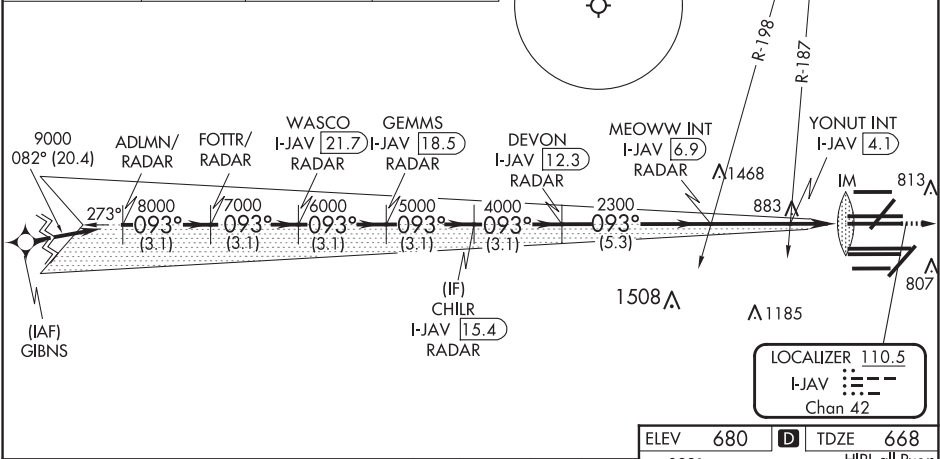
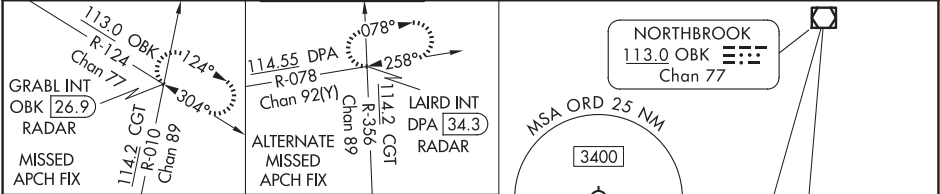
Aircraft not GPS equipped - RADAR required for procedure entry. RADAR or DME required.

Simultaneous approach authorized. For inop ALS, increase S-LOC 9R Cat C/D visibility to 2 SM.

ALSf-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.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 126.9 348.0	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	---	------------------------------------	---	---	--------------------------	-------



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 76).

ADLMN/RADAR, FOTTR/RADAR, WASCO I-JAV (21.7), GEMMS I-JAV (18.5), CHILR I-JAV (15.4), MEOWW INT I-JAV (6.9), YONUT INT I-JAV (4.1), DEVON I-JAV (12.3), GRABL INT

9000 093° 8000 7000 6000 5000 4000 2300 1380

GS 3.00° TCH 58

CATEGORY A B C D

S-ILS 9R 868/18 200 (200-½)

S-LOC 9R 1380/24 712 (700-½) 1380-1½ 712 (700-1%)

YONUT FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

S-LOC 9R 1120/24 452 (500-½) 1120/45 452 (500-¾)

ELEV 680 TDZE 668

093° TDZ/CL all Rwy's except 4L

HIRL all Rwy's

TWR, 11245 X 200, 11260 X 150, 13000 X 150, 10800 X 200, 7500 X 150

0.3% DOWN, 0.3% UP

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

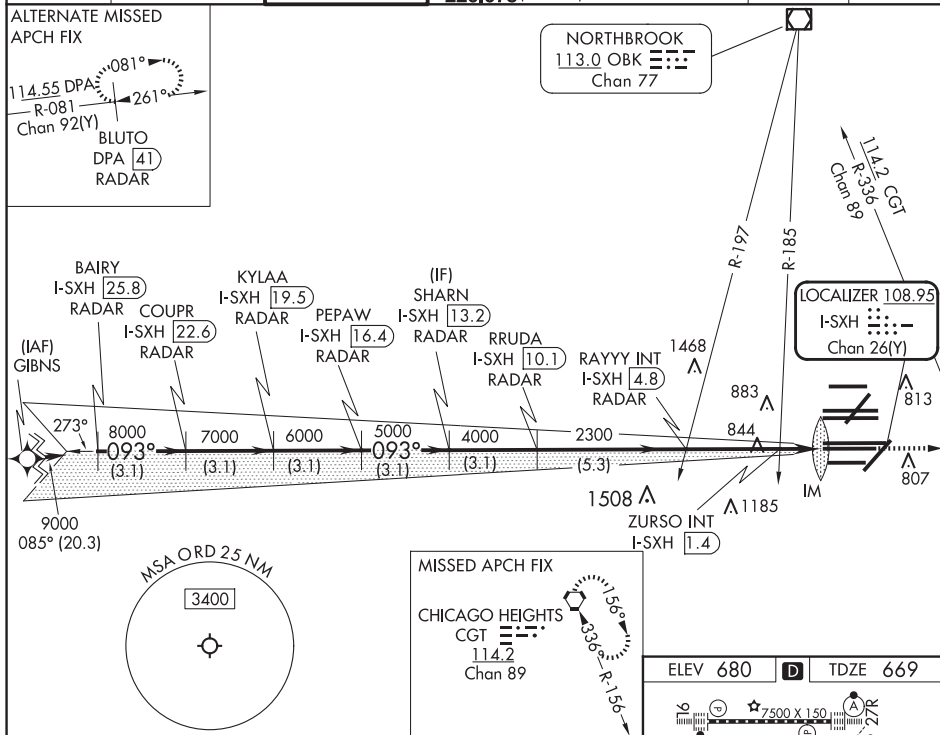
LOC/DME I-SXH 108.95 Chan 26(Y)	APP CRS 093°	Rwy Ldg TDZE 669 Apt Elev 680
--	------------------------	---

ILS or LOC RWY 10C

CHICAGO O'HARE INTL (ORD)

From GIBNS: RNAV-1 GPS required.	ALSF-2 (A)	MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.
RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.		
Simultaneous approach authorized.		

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0	124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	GND CON (TWR CENTER) 121.75 (IOBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	-------------------------------------	--	---	--------------------------	-------



BAIRY I-SXH [25.8] RADAR	KYLAA I-SXH [19.5] RADAR	SHARN I-SXH [13.2] RADAR	RAYYY INT I-SXH [4.8] RADAR	ZURSO INT I-SXH [1.4] RADAR	I-SXH DME ANTENNA
COUPR I-SXH [22.6] RADAR	PEPAW I-SXH [16.4] RADAR	RRUDA I-SXH [10.1] RADAR			
9000 093°	8000 093°	7000 093°	6000 093°	5000 093°	4000 093°
3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.3 NM	3.4 NM
1.5 NM	0.1 NM				
CATEGORY A	B	C	D		
S-ILS 10C	869/18	200 (200-½)			
S-LOC 10C	1220/24	551 (600-½)	1220/60	551 (600-¼)	
ZURSO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-LOC 10C	1100/24	431 (500-½)	1100/40	431 (500-¾)	
Knots 60 90 120 150 180					
Min:Sec 5:00 3:20 2:30 2:00 1:40					

CHICAGO, ILLINOIS

Amdt 2A 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS or LOC RWY 10C

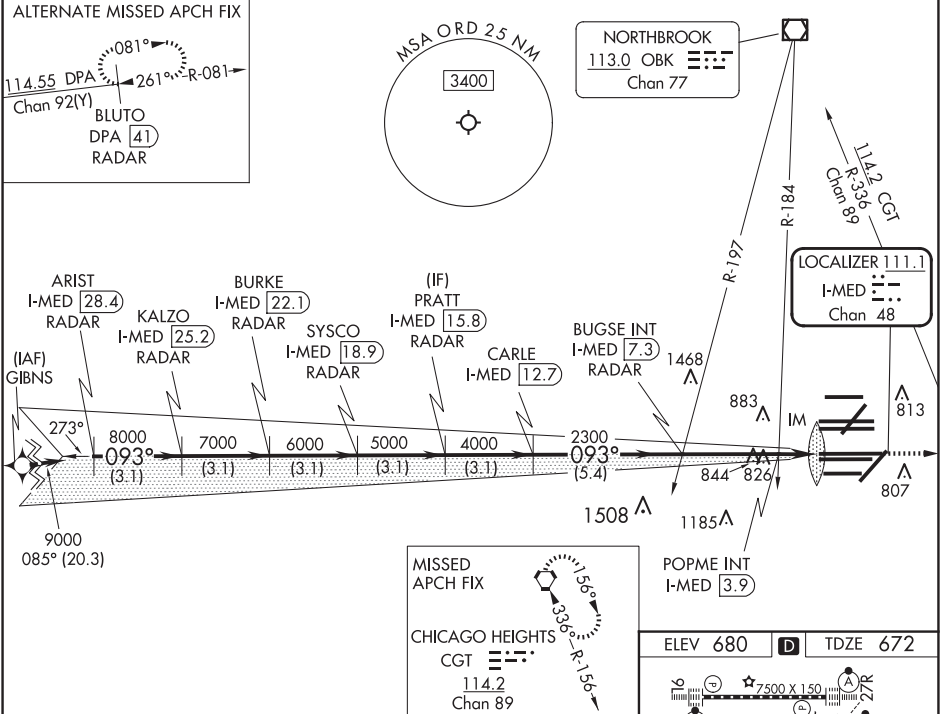
EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-MED	APP CRS	Rwy Ldg
111.1	093°	12246
Chan 48		TDZE 672
		Apt Elev 680

ILS or LOC RWY 10L

CHICAGO O'HARE INTL (ORD)

From GIBNS: RNAV-1 GPS required.			ALSIF-2 	MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.		
RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.						
Simultaneous approach authorized.						
D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 132.7 348.0	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC



ARIST I-MED [28.4] RADAR	KALZO I-MED [25.2] RADAR	BURKE I-MED [22.1] RADAR	PRATT I-MED [15.8] RADAR	SYSCO I-MED [18.9] RADAR	CARLE I-MED [12.7] RADAR	BUGSE INT I-MED [7.3] RADAR	POPME INT I-MED [3.9] RADAR	IM
9000	8000	7000	6000	5000	4000	2300	1200	2300
GS 3.00° TCH 56								
3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.4 NM	3.4 NM	1.4 NM	0.1 NM
CATEGORY	A	B	C	D				
S-ILS 10L	872/18		200 (200-½)					
S-LOC 10L	1200/24	528 (600-½)	1200/55	528 (600-1)				
POPME FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)								
S-LOC 10L	1080/24	408 (400-½)	1080/40	408 (400-¾)				
Knots				60	90	120	150	180
Min:Sec				4:54	3:16	2:27	1:58	1:38

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

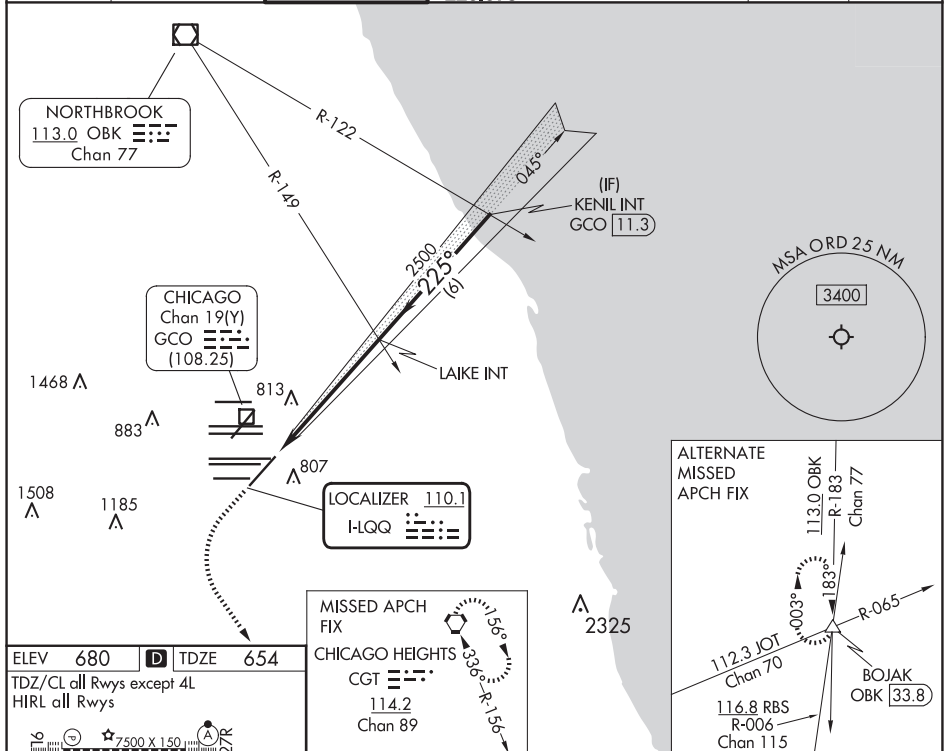
LOC I-LQQ 110.1	APP CRS 225°	Rwy Ldg TDZE Apt Elev 8075 654 680
---------------------------	------------------------	--

ILS or LOC RWY 22L



CHICAGO O'HARE INTL (ORD)

RADAR required for procedure entry.		MALSR 	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct CGT VORTAC and hold.
Simultaneous approach authorized.			

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0	124.125 GND CON 118.05 (TWR NORTH) 226.675 (TWR SOUTH) (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	---	-------------------------------------	--	---	--------------------------	-------



ELEV 680	TDZE 654
TDZ/CL all Rwy's except 4L	
HIRL all Rwy's	
FAF to MAP 5.6 NM	
Knots	60 90 120 150 180
Min:Sec	5:36 3:44 2:48 2:14 1:52

<div><div><div>1100</div><div>↑</div></div><div><div>4000</div><div></div></div><div><div>CGT</div><div></div></div></div> <div>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).</div> <div><div><div>KENIL INT GCO</div><div>11.3</div></div><div><div>LAKE INT</div><div>2500</div></div><div><div>225°</div><div>4000</div></div><div><div>2500</div></div><div><div>GS 3.00° TCH 55</div></div></div> <div><div><div></div><div>5.6 NM</div><div>6 NM</div></div></div>				
--	--	--	--	--

CATEGORY	A	B	C	D
S-ILS 22L	854/18 200 (200-½)			
S-LOC 22L	1120/24 466 (500-½)	1120/50 466 (500-1)		
CIRCLING	1220-1 540 (600-1)	1220-1½ 540 (600-1½)	1460-2½ 780 (800-2½)	

CHICAGO, ILLINOIS

Amdt 7A 25MAR21

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS or LOC RWY 22L

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

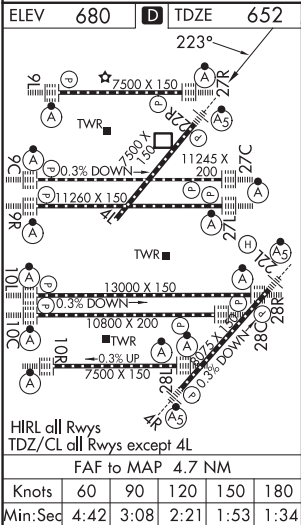
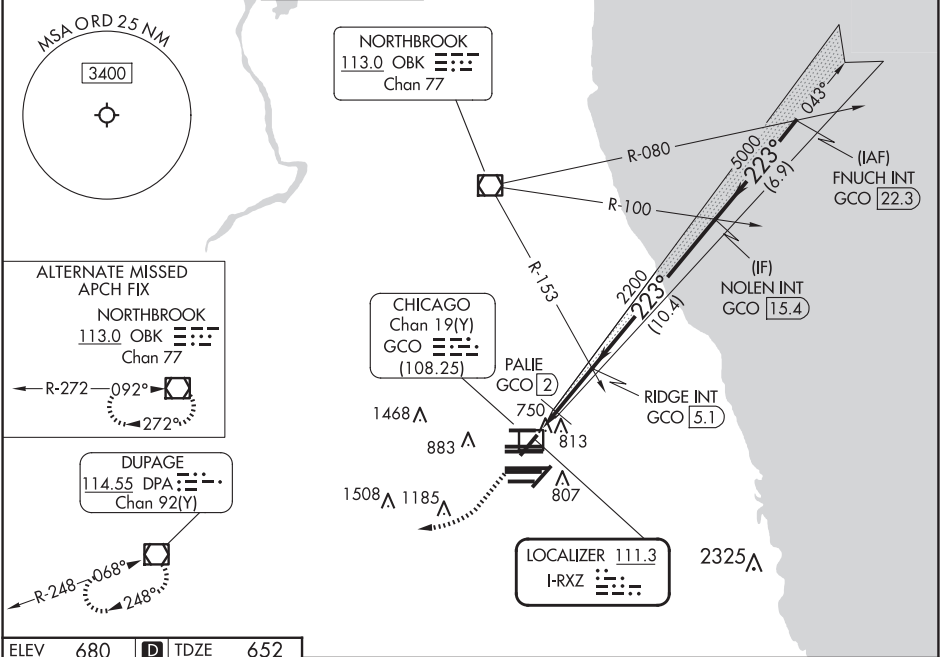
LOC I-RXZ	APP CRS	Rwy Ldg	7300
111.3	223°	TDZE	652
		Apt Elev	680



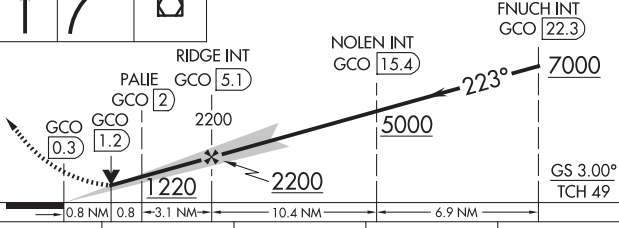


ILS or LOC RWY 22R

CHICAGO O'HARE INTL (ORD)

RADAR required for procedure entry.		MALSR	MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct DPA VOR/DME and hold.
<div><div></div><div></div></div>	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	124.125 118.05 226.675	GND CON (TWR NORTH) (TWR SOUTH) (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
----------------------------	-------------------------------------	-----------------------------	------------------------------	---	---	-------------------	-------



1300 ↑	4000 	DPA 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).		
					
CATEGORY	A		B	C	D
S-ILS 22R	852/18		200 (200-½)		
S-LOC 22R	1220/24 568 (600-½)		1220-1¼ 568 (600-1¼)		
 CIRCLING	1220-1 540 (600-1)		1220-1⅝ 540 (600-1⅝)		1460-2½ 780 (800-2½)
PALIE FIX MINIMUMS					
S-LOC 22R	980/24 328 (300-½)		980/26 328 (300-½)		
 CIRCLING	1220-1 540 (600-1)		1220-1½ 540 (600-1½)		1460-2½ 780 (800-2½)

ILS or LOC RWY 27C
CHICAGO O'HARE INTL (ORD)

ALSF-2

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.

NORTHBROOK
113.0 OBK
Chan 77

LOCALIZER 111.9
I-UYJ
Chan 56

MISSED APCH FIX
142°
114.55 DPA
R-02
Chan 92(Y)
114.2 CGT
Chan 89

UKUNE INT
CGT 48

DRSCLE INT
I-UYJ 6.7
RADAR

YVONE INT
I-UYJ 3.4
RADAR

JMBBO
I-UYJ 12.7
RADAR

BOOWW
I-UYJ 18.9
RADAR

CERMI
I-UYJ 22.1
RADAR

NCHLS
I-UYJ 28.4
RADAR

UKUNE INT
CGT 48

MSA ORD 25 NM
3400

NAVIGATION CHART

NORTHBROOK
113.0 OBK
Chan 77

LOCALIZER 111.9
I-UYJ
Chan 56

MISSED APCH FIX
142°
114.55 DPA
R-02
Chan 92(Y)
114.2 CGT
Chan 89

UKUNE INT
CGT 48

DRSCLE INT
I-UYJ 6.7
RADAR

YVONE INT
I-UYJ 3.4
RADAR

JMBBO
I-UYJ 12.7
RADAR

BOOWW
I-UYJ 18.9
RADAR

CERMI
I-UYJ 22.1
RADAR

NCHLS
I-UYJ 28.4
RADAR

UKUNE INT
CGT 48

MSA ORD 25 NM
3400

NAVIGATION CHART



1100 ↑	4000 hdg 290°	CGT R-322	UKUNE INT	VGSi and ILS glidepath not coincident (VGSi Angle 3.00°/TCH 75).										NCHLS I-UYY [28.4] RADAR
				MRRFF I-UYY [15.8] RADAR	CERMI I-UYY [22.1] RADAR	CRICO I-UYY [25.2] RADAR					9000			
		DRSCL INT I-UYY [6.7] RADAR	JMBBO I-UYY [12.7] RADAR	BOOWW I-UYY [18.9] RADAR				273°	8000					
		YVONE INT I-UYY [3.4] RADAR	IM	4000	5000	6000	7000				GS 3.00° TCH 56			
		0.1 1.3 3.3 NM	← 6 NM →	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM						
CATEGORY		A		B		C		D						
S-ILS 27C		853/18 200 (200-½)												
S-LOC 27C		1160/24 507 (500-½)				1160/55 507 (500-1)								
YVONE FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)														
S-LOC 27C		1080/24 427 (400-½)				1080/40 427 (400-¾)								

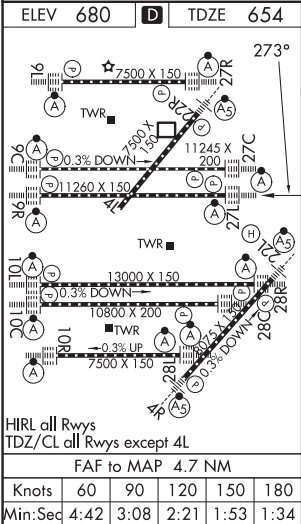
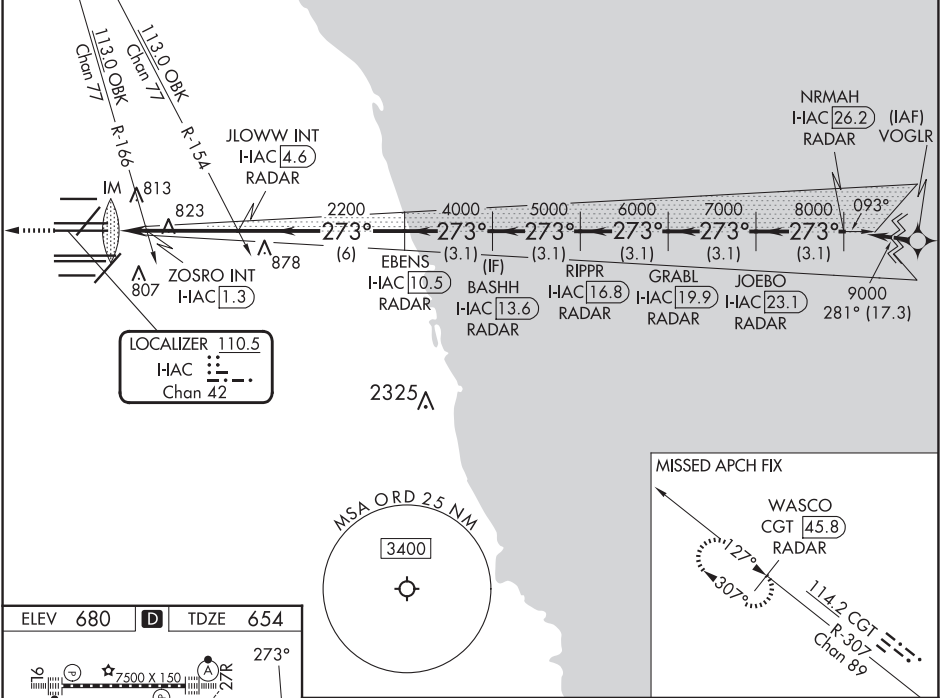
CHICAGO O'HARE INTL (ORD)
ILS or LOC RWY 27C

LOC/DME I-AIC	APP CRS	Rwy Ldg	11260
110.5	273°	TDZE	654
Chan 42		Apt Elev	680

ILS or LOC RWY 27L

CHICAGO O'HARE INTL (ORD)

RNP APCH-GPS from VOGLR.				ALSF-2 	MISSED APPROACH: Climb to 1200 then climb to 4000 on heading 265° and on CGT VORTAC R-307 to WASCO/CGT 45.8 DME/RADAR and hold.
Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.					
 Simultaneous approach authorized. For inop ALS, increase S-LOC 27L Cat C/D visibility to 1 3/8 SM.					
D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 126.9 348.0	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6
			CPDLC		



1200	4000	CGT R-307	WASCO CGT 45.8 RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).			
↑	↑	hdg 265°		BASHH I-IAC 13.6 RADAR	GRABL I-IAC 19.9 RADAR	NRMAH I-IAC 26.2 RADAR	
I-IAC DME ANTENNA		JLOWW INT I-IAC 4.6 RADAR	EBENS I-IAC 10.5 RADAR	RIPPR I-IAC 16.8 RADAR	JOEBO I-IAC 23.1 RADAR		
I-IAC 0.2		ZOSRO INT I-IAC 1.3					
IM		1160	2200	4000	5000	6000	7000
0.1		1.3	3.3 NM	6 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY		A	B	C	D		
S-ILS 27L		854/18 200 (200-½)					
S-LOC 27L		1160/24	506 (500-½)	1160/55	506 (500-1)		
ZOSRO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)							
S-LOC 27L		1080/24	426 (400-½)	1080/40	426 (400-¾)		

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

LOC/DME I-ABU	APP CRS	Rwy Ldg	7500
111.75	273°	TDZE	664
Chan 54 (Y)		Apt Elev	680

ILS or LOC RWY 27R

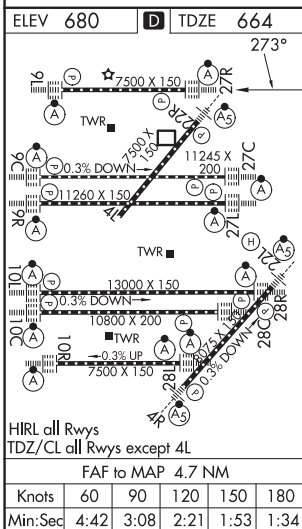
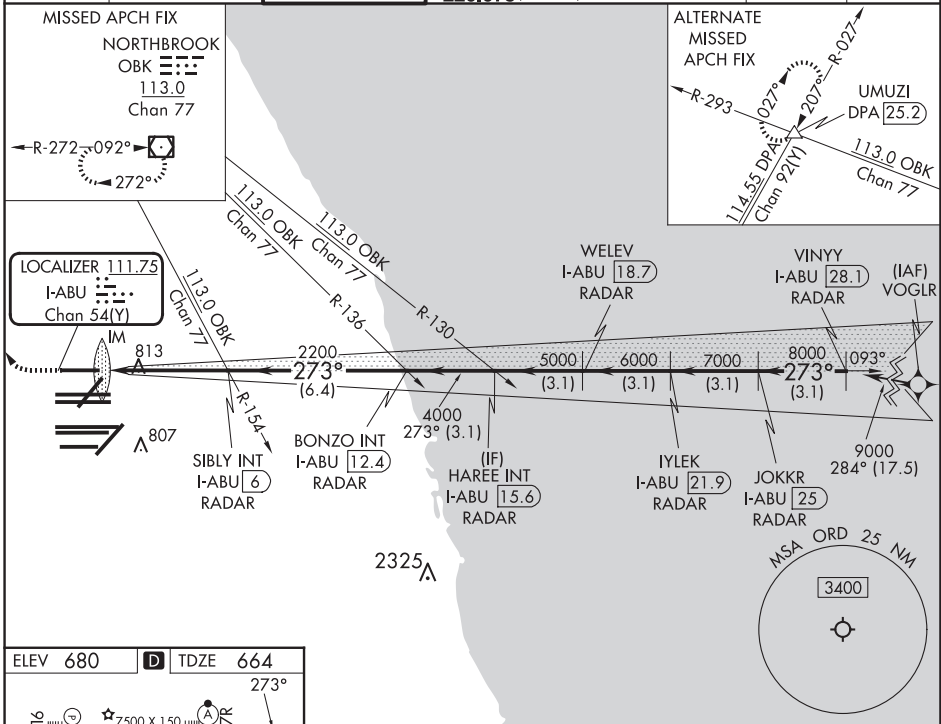
CHICAGO O'HARE INTL (ORD)

RNAV-1 GPS or RADAR required for procedure entry. RADAR or DME required.

ALSIF-2
MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

Simultaneous approach authorized.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 128.15 348.0	124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	GND CON 121.75 (TWR CENTER) 121.9 (TWR SOUTH)	CLNC DEL 121.6	CPDLC
--	--	-------------------------------------	--	---	--------------------------	-------



ELEV 680	TDZE 664
*LOC only.	
S-ILS 27R 864/18 200 (200-1/2)	
S-LOC 27R 1120/24 456 (500-1/2) 1120/45 456 (500-7/8)	

CHICAGO, ILLINOIS

Amdt 4B 12SEP19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS or LOC RWY 27R

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-VZE	APP CRS	Rwy Ldg	10800
108.95	273°	TDZE	651
Chan 26 (Y)		Apt Elev	680

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.

ALSf-2

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.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0	124.125 118.05 226.675 (ALL TWRS)	GND CON (TWR NORTH) (TWR SOUTH) (ALL TWRS)	121.75 121.9 (BND)	CLNC DEL 121.6	CPDLC
----------------------------	-------------------------------------	------------------------------	---	---	-----------------------	-------------------	-------

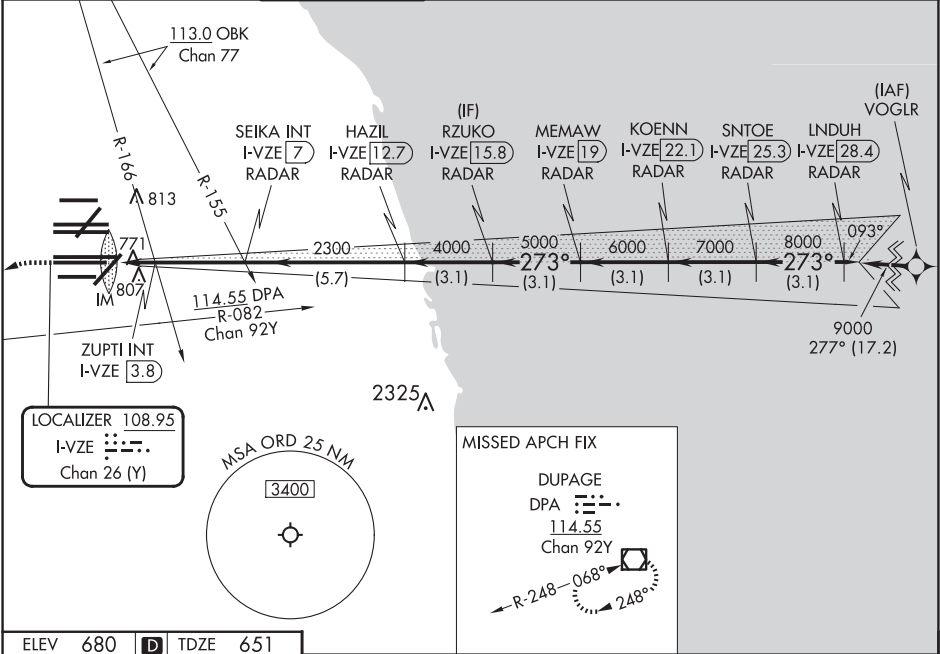


Diagram illustrating the approach procedure for Runway 28C, showing various altitudes, distances, and radar coverage areas.

Key features include:

- Altitudes: 1100, 4000, 2730, 2700, 2680, 2650, 2600, 2550, 2500, 2450, 2400, 2350, 2300, 2250, 2200, 2150, 2100, 2050, 2000, 1950, 1900, 1850, 1800, 1750, 1700, 1650, 1600, 1550, 1500, 1450, 1400, 1350, 1300, 1250, 1200, 1150, 1100, 1050, 1000, 950, 900, 850, 800, 750, 700, 650, 600, 550, 500, 450, 400, 350, 300, 250, 200, 150, 100, 50, 0.
- Distances: 1100, 4000, 2730, 2700, 2680, 2650, 2600, 2550, 2500, 2450, 2400, 2350, 2300, 2250, 2200, 2150, 2100, 2050, 2000, 1950, 1900, 1850, 1800, 1750, 1700, 1650, 1600, 1550, 1500, 1450, 1400, 1350, 1300, 1250, 1200, 1150, 1100, 1050, 1000, 950, 900, 850, 800, 750, 700, 650, 600, 550, 500, 450, 400, 350, 300, 250, 200, 150, 100, 50, 0.
- Radar Coverage: TWR, RZUKO, KOENN, LNDUH, SEIKA, HAZIL, MEMAW, SNTOE, ZUPTI, IM, I-VZE, I-V

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

LOC/DME I-VQX 110.75 Chan 44(Y)	APP CRS 274°	Rwy Ldg TDZE Apt Elev	7500 667 680
---	------------------------	-----------------------------	---

ILS or LOC RWY 28L

CHICAGO O'HARE INTL (ORD)

Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

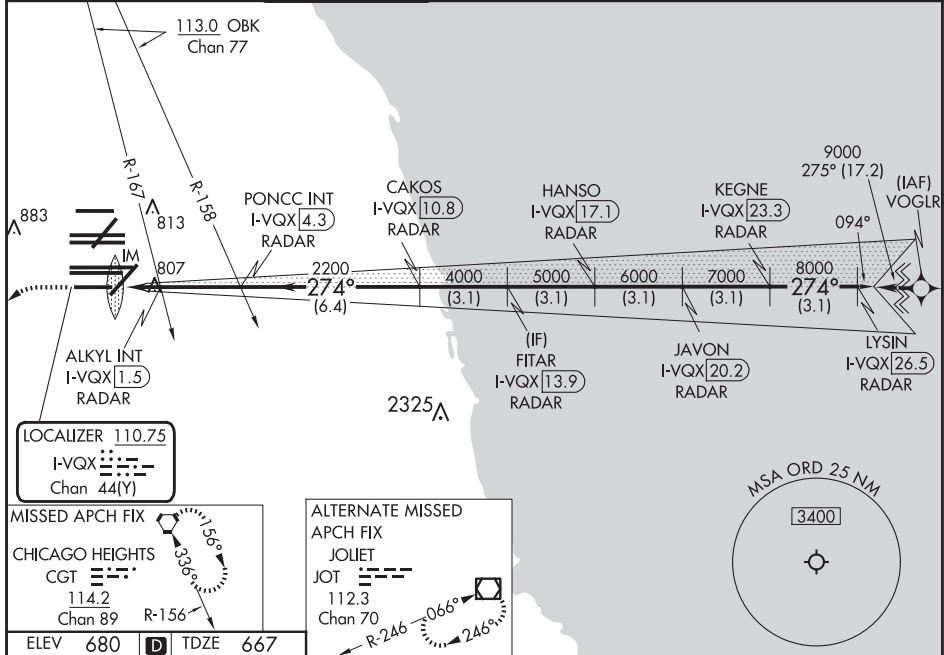
From VOGLR: RNAV 1-GPS required.

Simultaneous approach authorized.



MISSED APPROACH: Climb to 1200
then climbing left turn to 4000 direct
CGT VORTAC 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 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	------------------------------------	---	---	--------------------------	-------



HIRL all Rwys
TDZ/CL all Rwys except 4L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CHICAGO, ILLINOIS

Orig-B 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS or LOC RWY 28L

LOC/DME I-TSL	APP CRS	Rwy Ldg	13000
111.1	273°	TDZE	651
Chan 48		Apt Elev	680

ILS or LOC RWY 28R

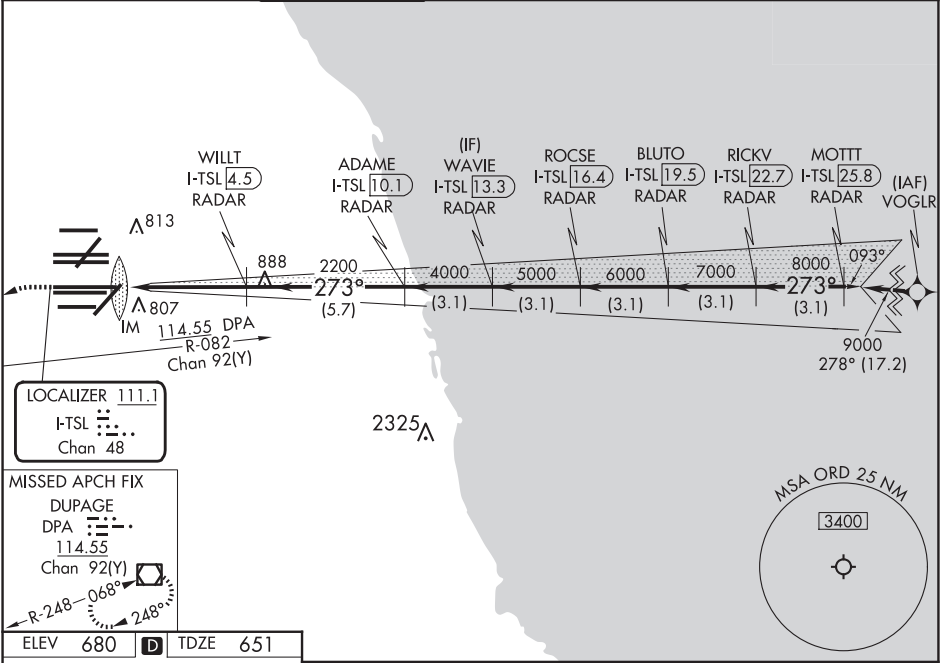
CHICAGO O'HARE INTL (ORD)

From VOGLR: RNAV 1-GPS required.
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

ALS-F-2

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.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 132.7 348.0	124.125 118.05 226.675 (ALL TWRs)	GND CON (TWR NORTH) (TWR SOUTH) (TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	------------------------------------	--	--	--------------------------	-------



ELEV 680 TDZE 651

1100

4000

DPA

hdg 215°

R-082

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

*LOC only.

WILLT I-TSL 4.5 RADAR

ADAME I-TSL 10.1 RADAR

WAVE I-TSL 13.3 RADAR

ROCSE I-TSL 16.4 RADAR

BLUTO I-TSL 19.5 RADAR

RICKV I-TSL 22.7 RADAR

MOTTT I-TSL 25.8 RADAR

1100

4000

5000

6000

7000

8000

9000

0.2

1

3.5

5.7

3.1

3.1

3.1

3.1

3.1

CATEGORY

A

B

C

D

S-ILS 28R

851/18 200 (200-½)

S-LOC 28R

1120/24 469 (500-½)

1120/50 469 (500-1)

HIRL all Rwy

TDZ/CL all Rwy except 4L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

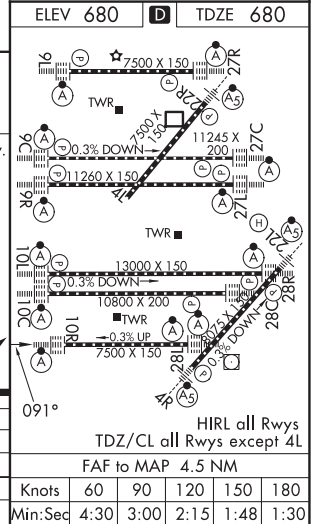
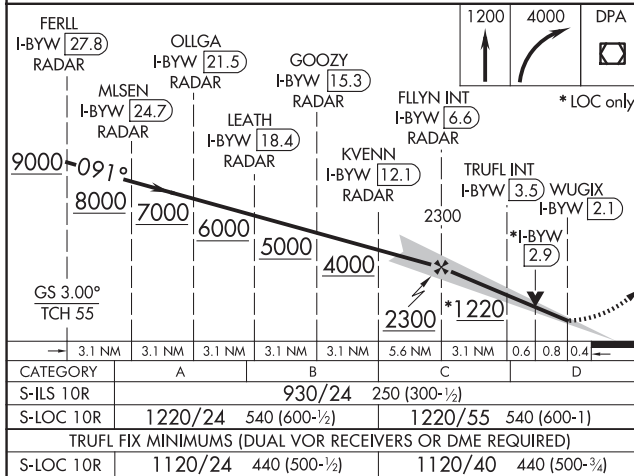
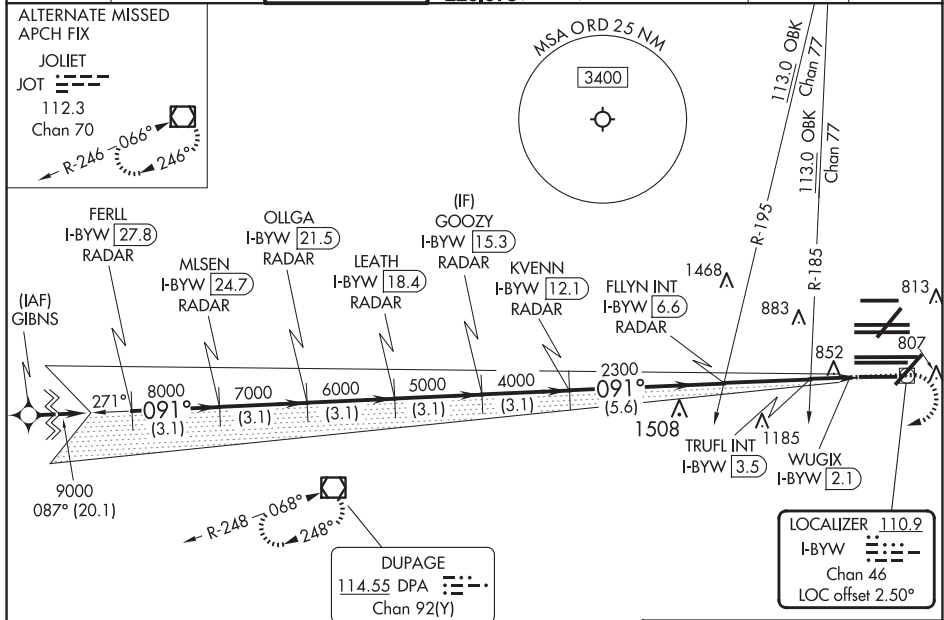
LOC/DME I-BYW 110.9 Chan 46	APP CRS 091°	Rwy Ldg TDZE 680 Apt Elev 680
---	------------------------	---

ILS Y or LOC Y RWY 10R

CHICAGO O'HARE INTL (ORD)

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required. From GIBNS: RNAV-1 GPS required.	ALSF-2 	MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.
Simultaneous approach authorized.		

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 133.0 348.0	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	---	------------------------------------	---	---	--------------------------	-------



CHICAGO, ILLINOIS

Orig-D 22APR21

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS Y or LOC Y RWY 10R

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

ILS Z or LOC Z RWY 10R
CHICAGO O'HARE INTL (ORD)

ALSF-2

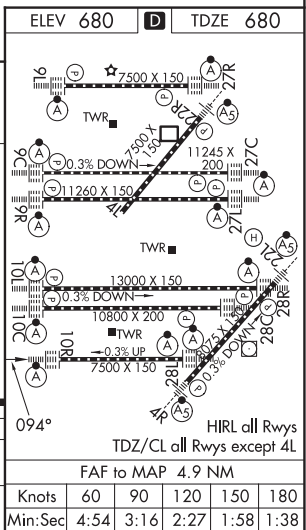
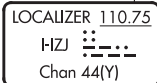
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

For inop ALS, increase S-LOC 10R Cat C and D visibility to RVR 6000.

ALTERNATE MISSED
APCH FIX

JOLIET
JOT 112.3
Chan 70

R-246-066°
246°



CATEGORY	A	B	C	D
S-ILS 10R	880/18 200 (200-½)			
S-LOC 10R	1100/24 420 (500-½)			

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

LOC/DME I-OYG 111.9 Chan 56	APP CRS 093°	Rwy Ldg 11245 TDZE 673 Apt Elev 680
---	------------------------	--

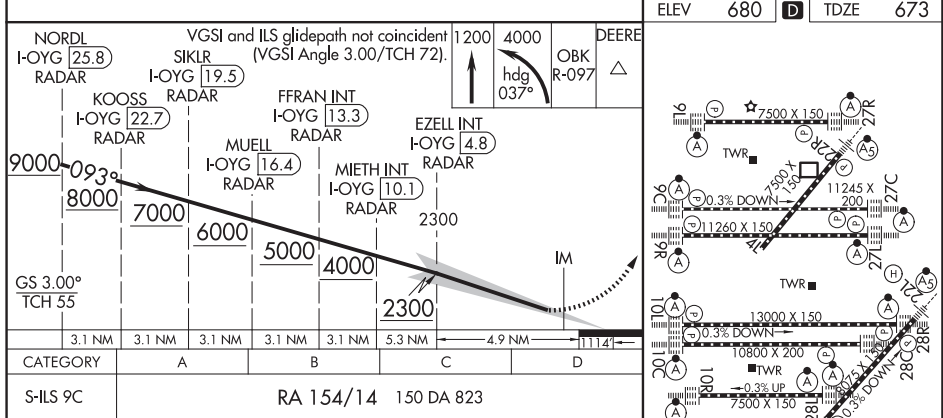
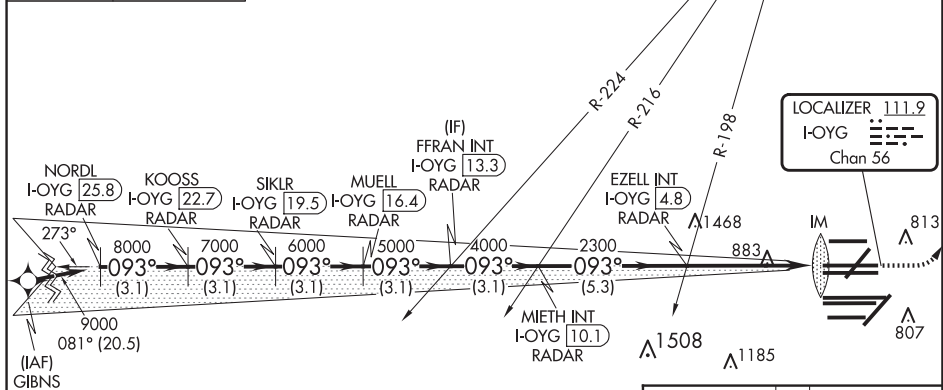
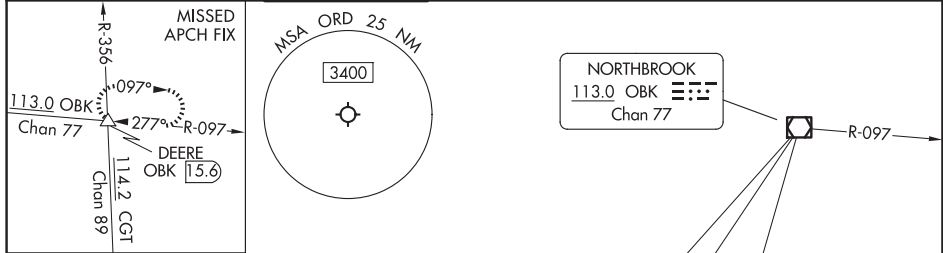
ILS RWY 9C (SA CAT I) CHICAGO O'HARE INTL (ORD)

DME or RADAR required. From GIBNS: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry.

ALSF-2
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.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC or LOA approval.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 121.15 348.0	124.125 118.05 226.675 (TWR NORTH) (TWR SOUTH) (ALL TWRs)	GND CON 121.75 121.9 (TWR CENTER) (OBND) (IBND)	CLNC DEL 121.6	CPDLC
--	---	-------------------------------------	---	--	--------------------------	-------



SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwy's
TDZ/CL all Rwy's except 4L

CHICAGO, ILLINOIS

Orig-A 15JUN23

41°59'N-87°54'W

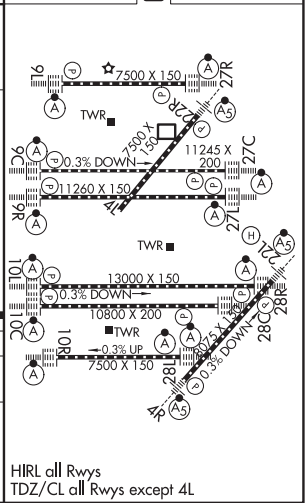
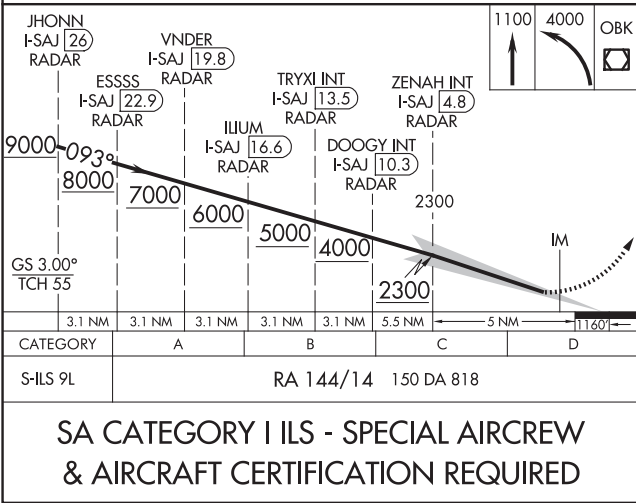
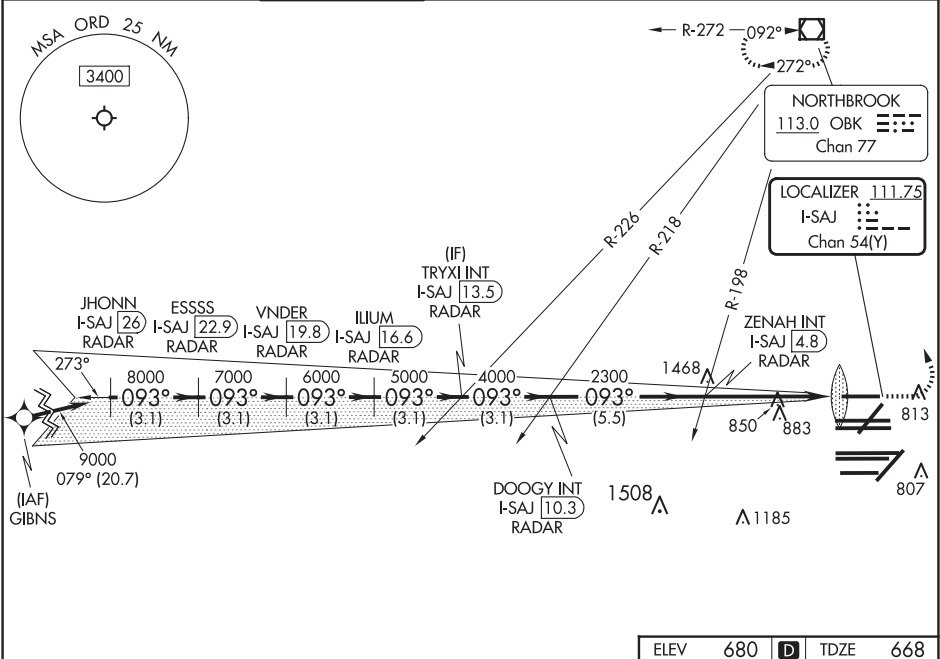
CHICAGO O'HARE INTL (ORD)
ILS RWY 9C (SA CAT I)

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-SAJ 111.75 Chan 54 (Y)	APP CRS 093°	Rwy Ldg TDZE Apt Elev	7500 668 680
--	------------------------	-----------------------------	---

ILS RWY 9L (SA CAT I)
CHICAGO O'HARE INTL (ORD)

RNAV-1 GPS or RADAR required for procedure entry. RADAR or DME required.		ALSF-2	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.	
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.				
D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 128.15 348.0	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)
			CLNC DEL 121.6	CPDLC



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

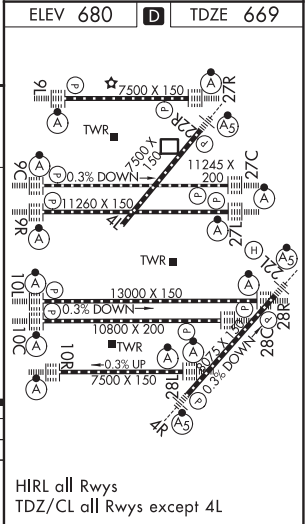
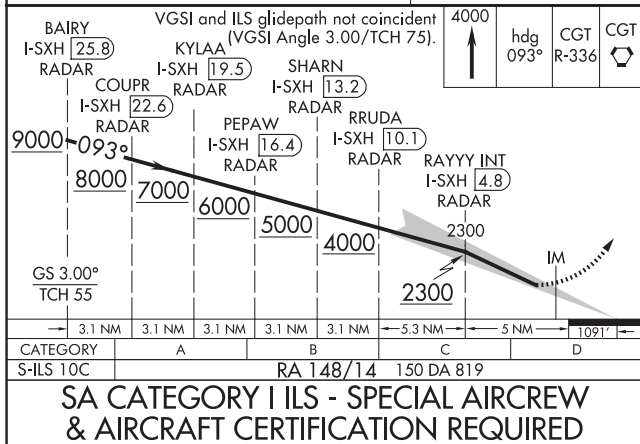
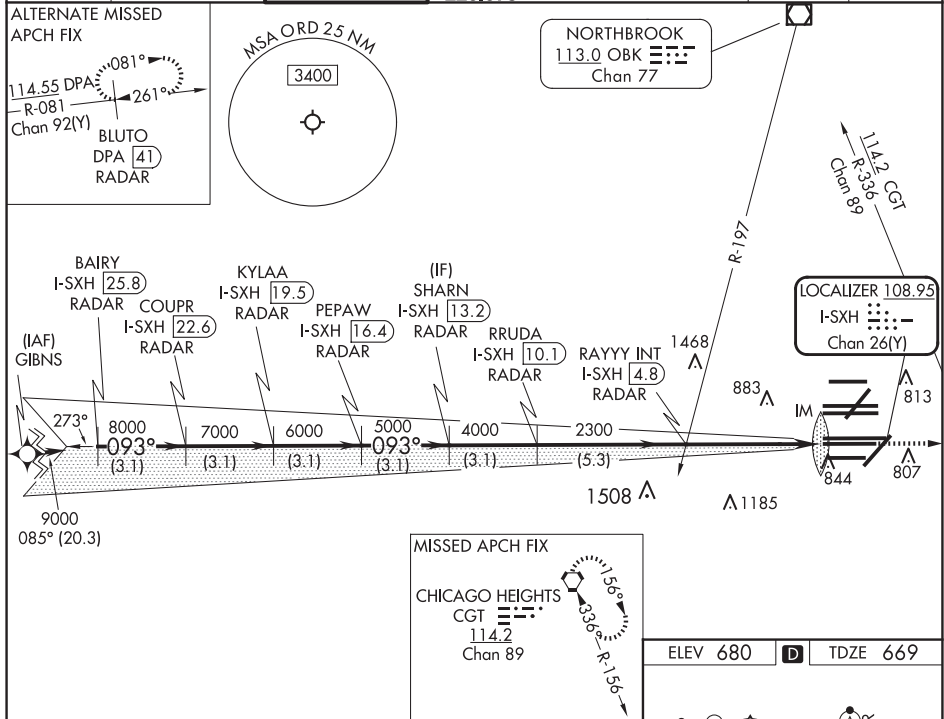
LOC/DME I-SXH 108.95 Chan 26(Y)	APP CRS 093°	Rwy Ldg TDZE 669 Apt Elev 680
--	------------------------	---

ILS RWY 10C (SA CAT I)

CHICAGO O'HARE INTL (ORD)

From GIBNS: RNAV-1 GPS required.	ALSIF-2 	MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.
RNAV 1-GPS or 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.		

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0	GND CON (TWR CENTER) 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	---	-------------------------------------	--	---	--------------------------	-------



CHICAGO, ILLINOIS

Amdt 2A 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS RWY 10C (SA CAT I)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-MED

111.1

Chan 48

APP CRS

093°

Rwy Ldg

12246

TDZE

672

Apt Elev

680

ILS RWY 10L (SA CAT I)

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. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSIF-2

MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

D-ATIS

135.4

282.225

CHICAGO APP CON

119.0

292.125

O'HARE TOWER

132.7

348.0

GND CON

124.125

118.05

226.675

(TWR NORTH)

(TWR SOUTH)

(ALL TWRs)

(TWR CENTER)

121.75

121.9

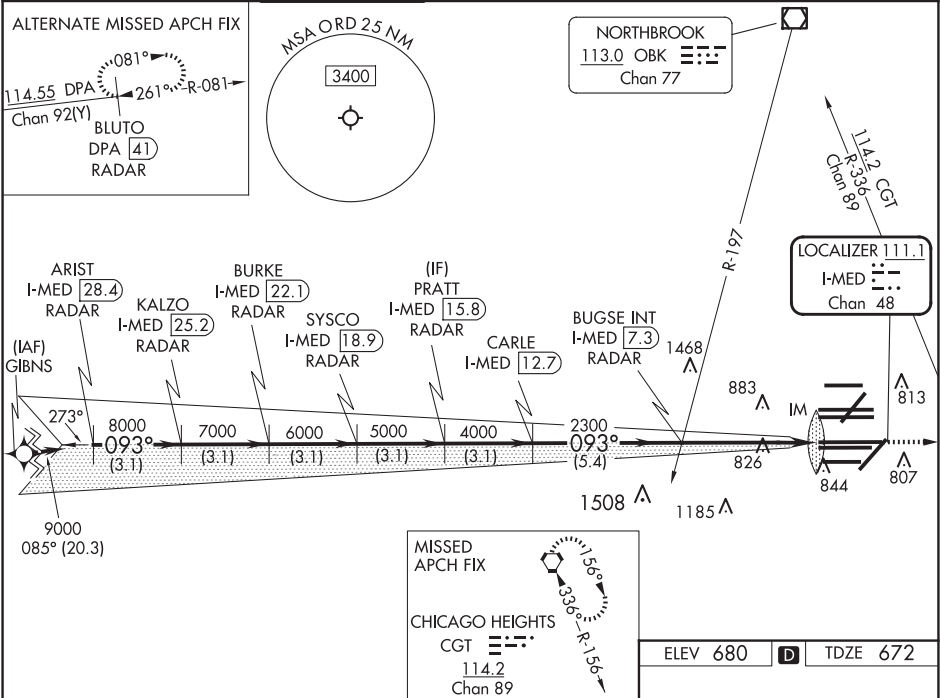
(OBND)

(BND)

CLNC DEL

121.6

CPDLC



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).

hdg 093°

CGT R-336

CGT

ARIST I-MED 28.4 RADAR

KALZO I-MED 25.2 RADAR

BURKE I-MED 22.1 RADAR

PRATT I-MED 15.8 RADAR

SYSCO I-MED 18.9 RADAR

BUGSE INT I-MED 7.3 RADAR

CARLE I-MED 12.7 RADAR

9000

8000

7000

6000

5000

4000

2300

3.1 NM

3.1 NM

3.1 NM

3.1 NM

3.1 NM

5.4 NM

4.9 NM

1113'

CATEGORY

A

B

C

D

S-ILS 10L

RA 162/14

150 DA 822

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys

TDZ/CL all Rwys except 4L

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

LOC/DME I-UYJ	APP CRS	Rwy Ldg
111.9	273°	11245
Chan 56		TDZE 653
		Apt Elev 680

ILS RWY 27C (SA CAT I)

CHICAGO O'HARE INTL (ORD)

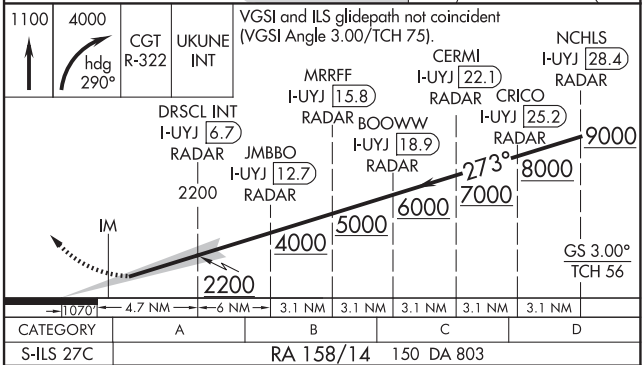
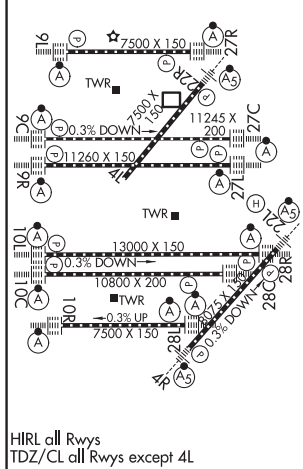
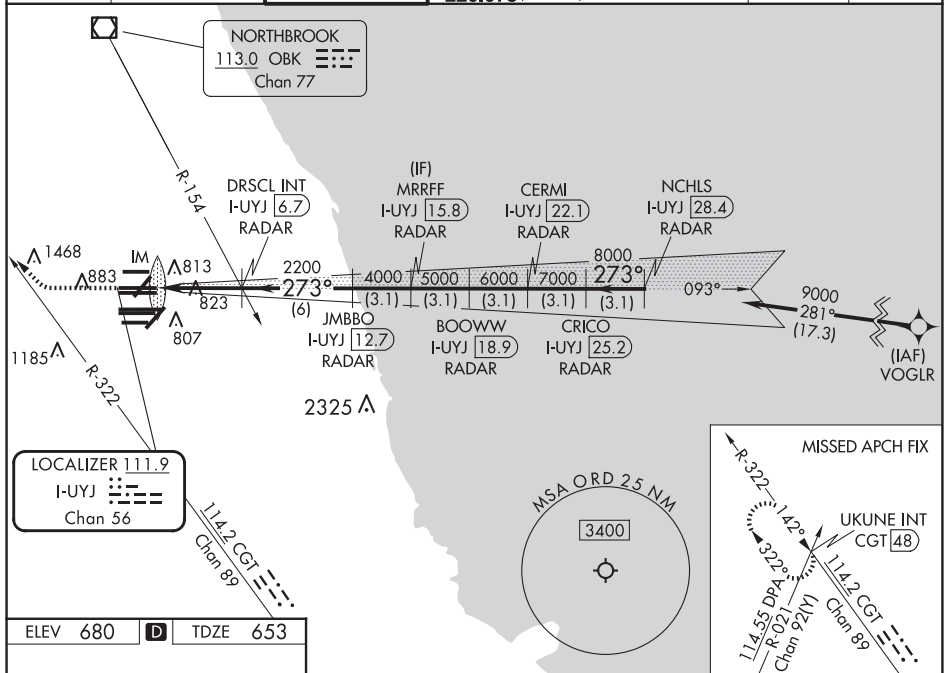
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2

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	CHICAGO APP CON	O'HARE TOWER	GND CON	(TWR CENTER)	CLNC DEL	CPDLC
135.4			124.125 (TWR NORTH)	121.75 (OBND)		
282.225	119.0 292.125	121.15 348.0	118.05 (TWR SOUTH)	121.9 (IBND)	121.6	
			226.675 (ALL TWRs)			



CATEGORY	A	B	C	D
S-ILS 27C	RA 158/14	150	DA 803	

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS
Orig-A 15JUN23

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS RWY 27C (SA CAT I)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

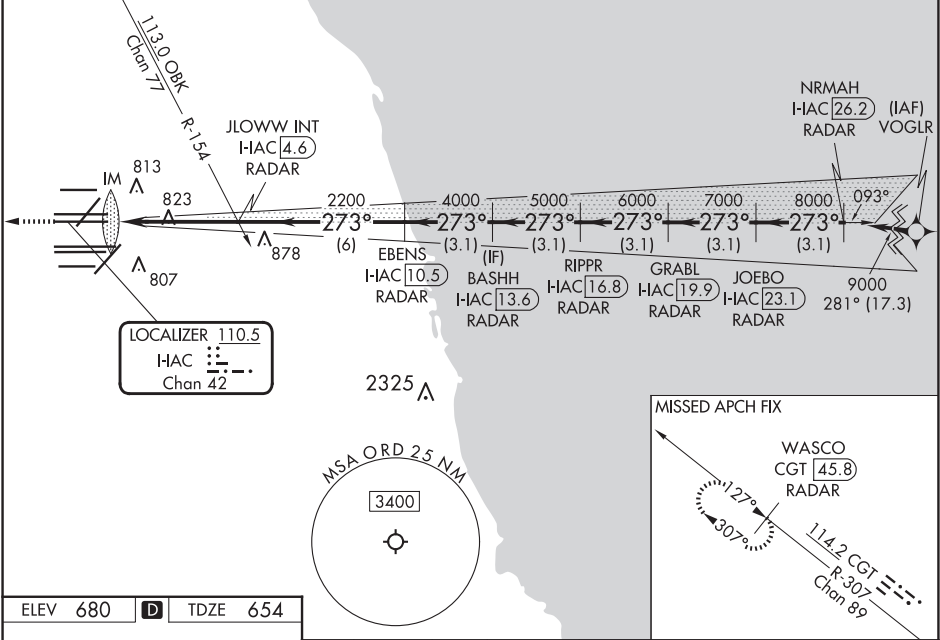
LOC/DME I-IAC	APP CRS	Rwy Ldg	11260
110.5	273°	TDZE	654
Chan 42		Apt Elev	680

ILS RWY 27L (SA CAT I)

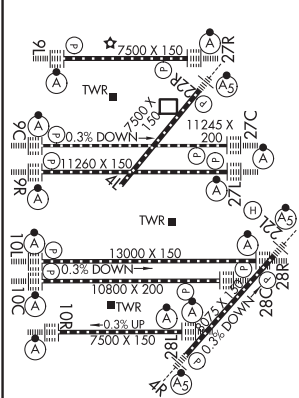
CHICAGO O'HARE INTL (ORD)

RNP APCH-GPS from VOGLR.	ALSIF-2	MISSED APPROACH: Climb to 1200 then climb to 4000 on heading 265° and on CGT VORTAC R-307 to WASCO/CGT 45.8 DME/RADAR and hold.
Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.		
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.		

D-ATIS	CHICAGO APP CON	O'HARE TOWER	GND CON (TWR CENTER)	CLNC DEL	CPDLC
135.4			124.125 (TWR NORTH)		
282.225	119.0 292.125	126.9 348.0	118.05 (TWR SOUTH)	121.6	
			226.675 (ALL TWRS)		



ELEV 680	TDZE 654
----------	----------



1200	4000	CGT R-307	WASCO CGT 45.8 RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).			
↑ hdg 265°				BASHH I-IAC 13.6 RADAR	GRABL I-IAC 19.9 RADAR	NRMAH I-IAC 26.2 RADAR	
	JLOWW INT I-IAC 4.6 RADAR	EBENS I-IAC 10.5 RADAR	RIPPR I-IAC 16.8 RADAR	JOEBO I-IAC 23.1 RADAR			
	2200	2200	4000	5000	6000	7000	8000 9000
	IM						273°
							GS 3.00° TCH 57
	1066'	4.7 NM	6 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY	A		B		C		D
S-ILS 27L	RA 165/14 150 DA 804						

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

ILS RWY 27R (SA CAT I)
CHICAGO O'HARE INTL (ORD)

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 128.15 348.0	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) 121.75 (OBND) (IBND) 121.9	CLNC DEL 121.6	CPDLC
----------------------------	-------------------------------------	------------------------------	---	--	-------------------	-------

MISSED APCH FIX
NORTHBROOK
OBK 113.0
Chan 77
←R-272°092°
272°

LOCALIZER 111.75
I-ABU Chan 54(Y)

ALTERNATE MISSED APCH FIX
UMUZI
DPA 25.2
114.55 DPA
Chan 92(V)
113.0 OBK
Chan 77

WELEV
I-ABU 18.7
RADAR

VINNY
I-ABU 28.1
RADAR

IYLEK
I-ABU 21.9
RADAR

JOKKR
I-ABU 25
RADAR

SIBLY INT
I-ABU 6
RADAR

BONZO INT
I-ABU 12.4
RADAR

HAREE INT
I-ABU 15.6
RADAR

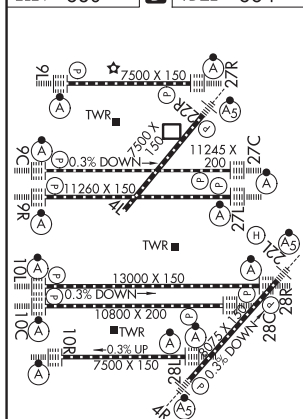
IM
A⁸⁰⁷

2325
A

MSA ORD 25 NM
3400

ELEV 680 **D** **TDZE 664**

ELEV 680	D	TDZE 664
----------	----------	----------



HIRL all Rwys
TDZ/CL all Rwys except 4L

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS RWY 27R (SA CAT I)

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-VZE 108.95 Chan 26 (Y)	APP CRS 273°	Rwy Ldg TDZE 651 Apt Elev 680	ILS RWY 28C (SA CAT I) CHICAGO O'HARE INTL (ORD)
--	------------------------	---	--

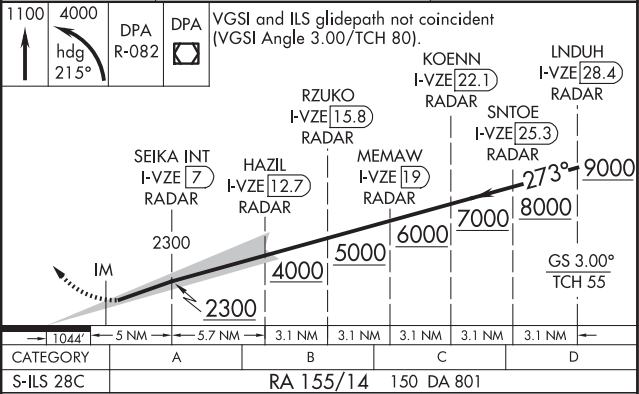
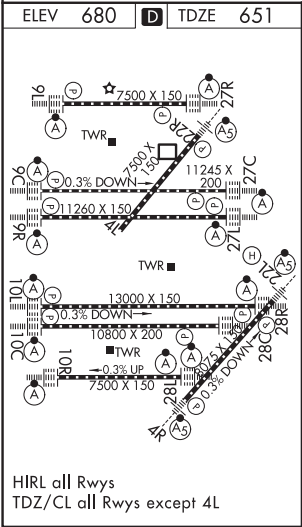
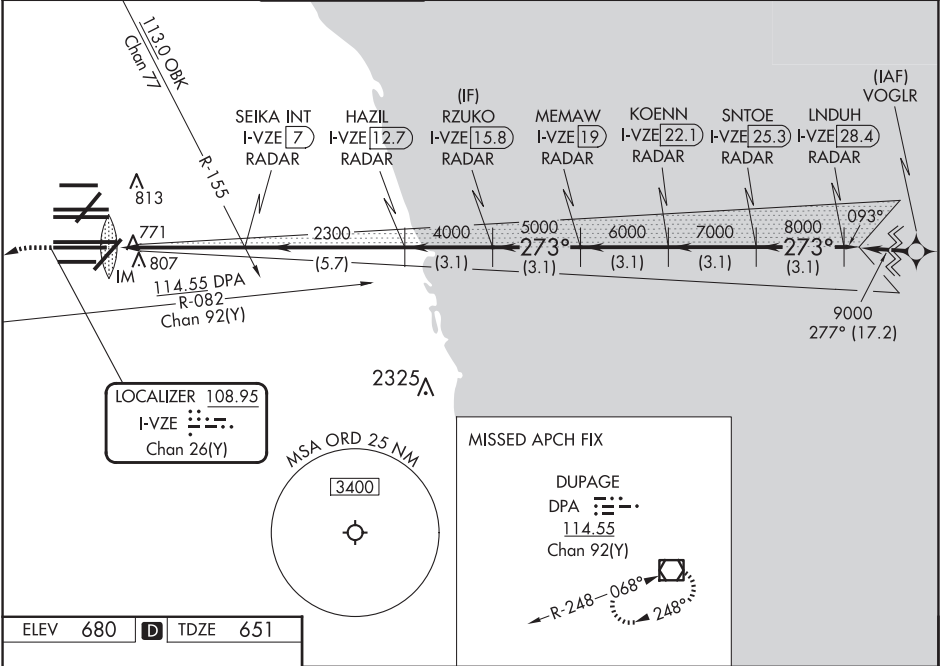
From VOGRL: RNAV 1-GPS required.
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

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.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0	124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	---	-------------------------------------	--	---	--------------------------	-------



SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

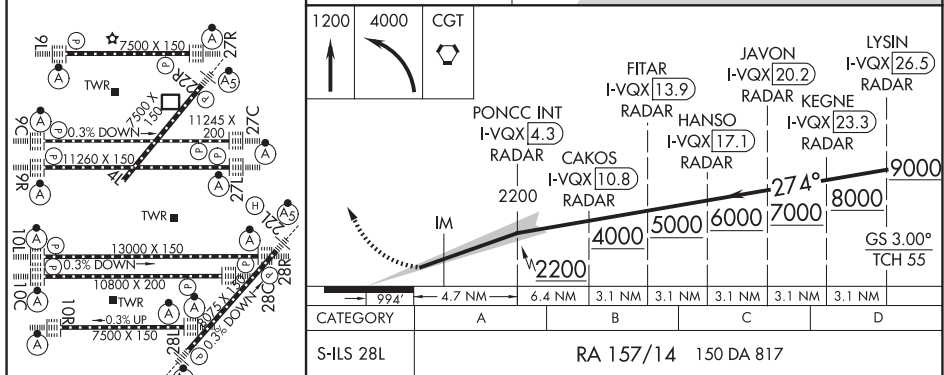
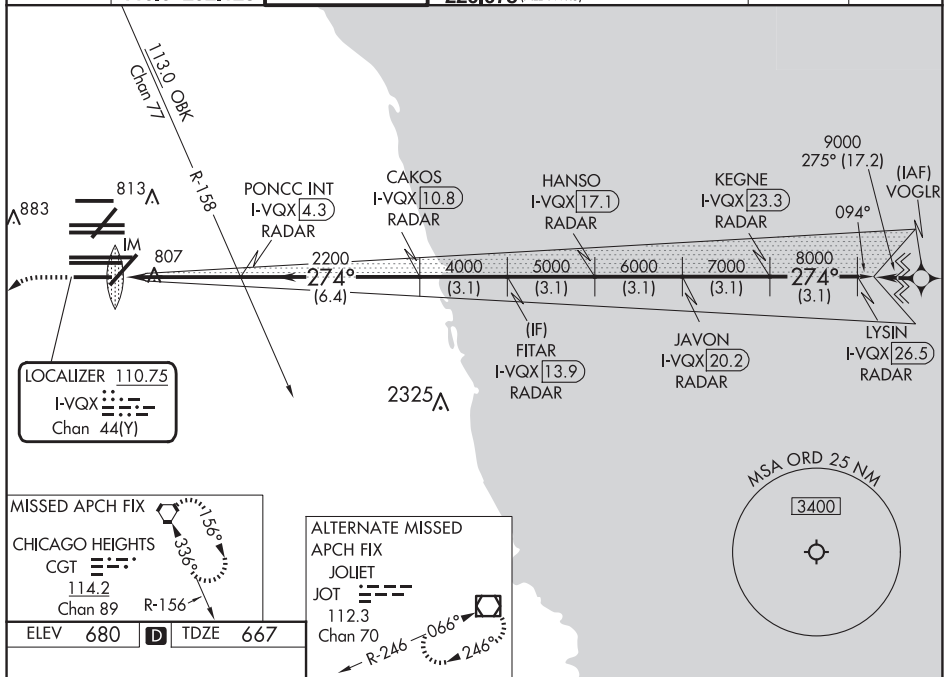
LOC/DME I-VQX 110.75 Chan 44 (Y)	APP CRS 274°	Rwy Ldg TDZE Apt Elev	7500 667 680
--	------------------------	-----------------------------	---

ILS RWY 28L (SA CAT I)

CHICAGO O'HARE INTL (ORD)

From VOGLR: RNAV 1-GPS required.	ALSIF-2 	MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.
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.		

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 133.0 348.0	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	---	------------------------------------	---	---	--------------------------	-------



HIRL all Rwy's
TDZ/CL all Rwy's except 4L

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS
Orig-B 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS RWY 28L (SA CAT I)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-TSL 111.1 Chan 48	APP CRS 273°	Rwy Ldg 13000 TDZE 651 Apt Elev 680	ILS RWY 28R (SA CAT I) CHICAGO O'HARE INTL (ORD)
---	------------------------	--	--

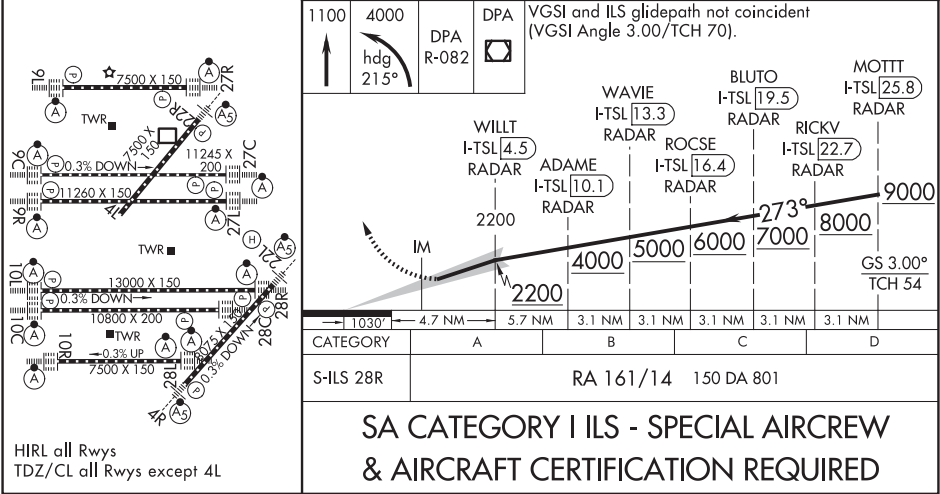
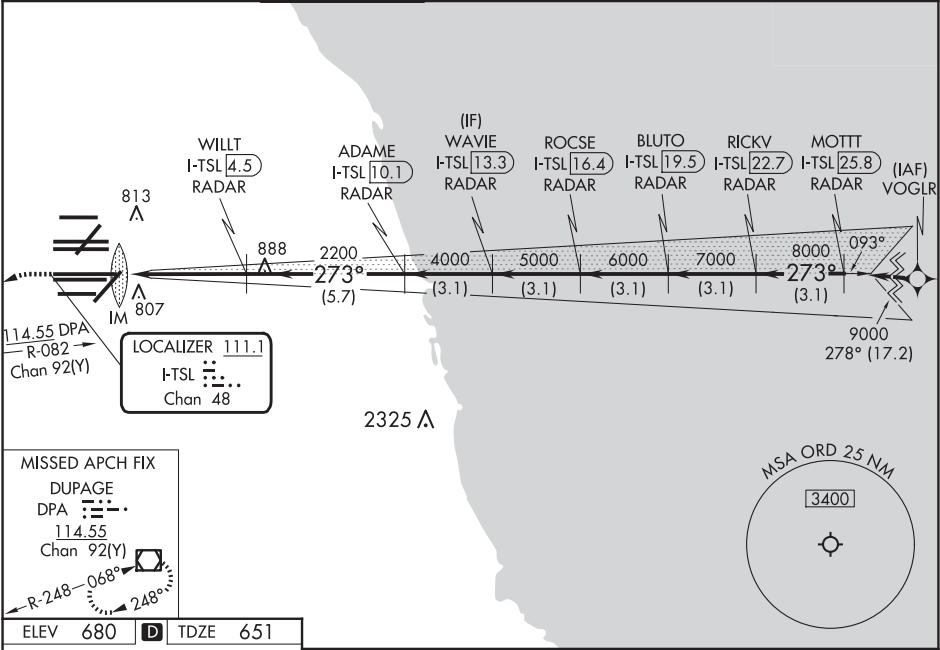
From VOGLR: RNAV 1-GPS required.
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

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.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 132.7 348.0	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	---	------------------------------------	---	---	--------------------------	-------



CHICAGO, ILLINOIS

AL-166 (FAA)

25163

LOC/DME I-HZJ 110.75 Chan 44 (Y)	APP CRS 094°	Rwy Ldg TDZE 680 Apt Elev 680
--	------------------------	---

ILS Z RWY 10R (SA CAT I) CHICAGO O'HARE INTL (ORD)

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.

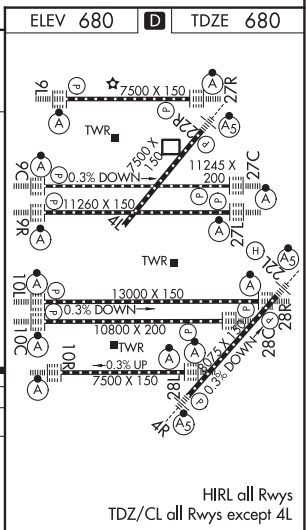
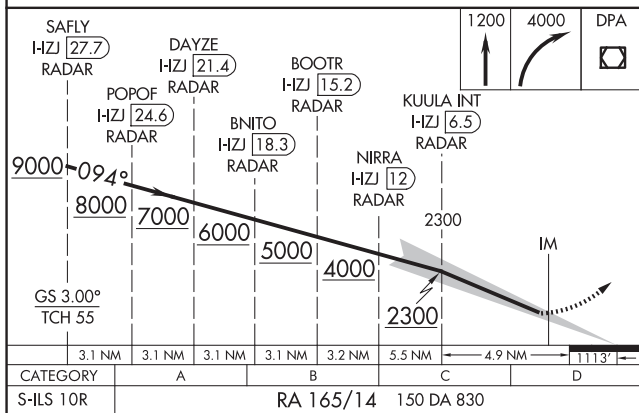
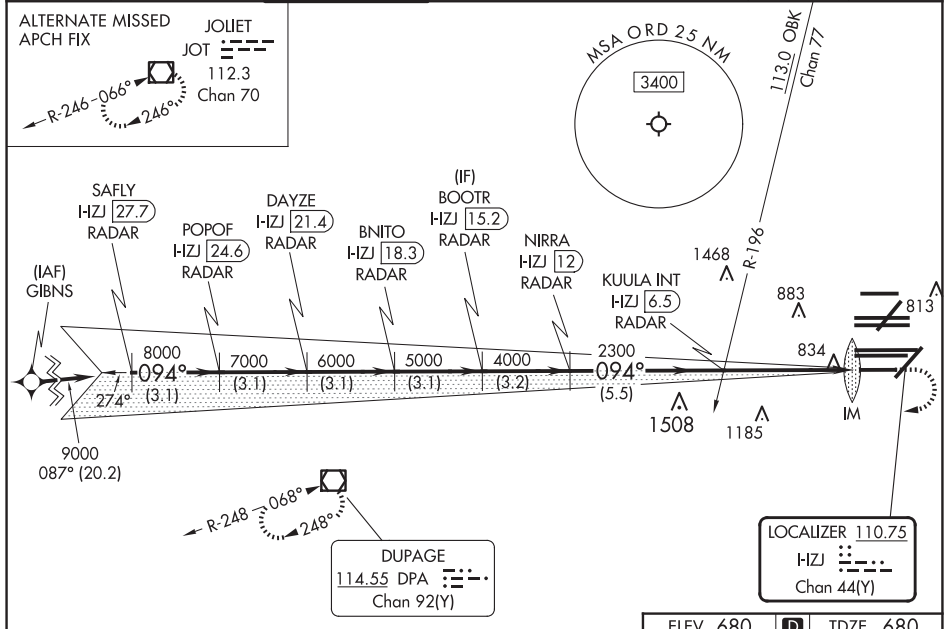
From GIBNS: RNAV-1 GPS required.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



MISSED 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	124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	GND CON 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	---	------------------------------------	--	--	--------------------------	-------



SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

Orig-B 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS Z RWY 10R (SA CAT I)

HIRL all Rwy's
TDZ/CL all Rwy's except 4L

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

ILS RWY 4R (SA CAT I & II)
CHICAGO O'HARE INTL (ORD)

MALSR MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 060° and OBK VOR/DME R-134 to LAIRD INT/OBK 21.4 DME and hold.

MALSR MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 060° and OBK VOR/DME R-134 to LAIRD INT/OBK 21.4 DME and hold.

SA CATEGORY I & II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

CHICAGO O'HARE INTL (ORD)
ILS RWY 4R (SA CAT I & II)

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

LOC I-LQQ	APP CRS	Rwy Ldg	8075
110.1	225°	TDZE	654
		Apt Elev	680

ILS RWY 22L (SA CAT I & II)

CHICAGO O'HARE INTL (ORD)

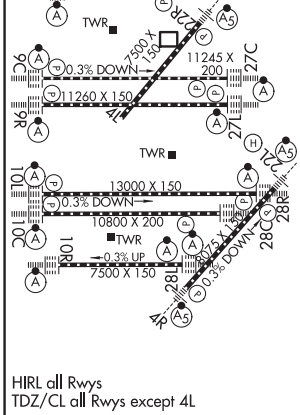
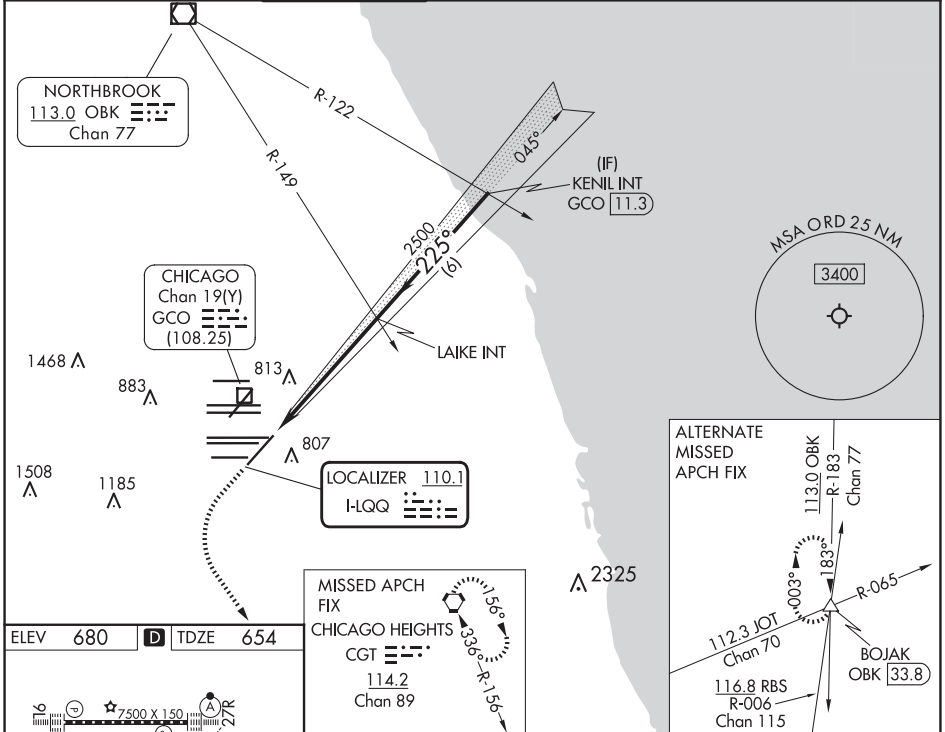
RADAR required for procedure entry.

Simultaneous approach authorized.
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



MISSED APPROACH:
Climb to 1100 then climbing
left turn to 4000 direct CGT
VORTAC and hold.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	-------------------------------------	---	---	--------------------------	-------



ELEV 680	D	TDZE 654
1100	4000	CGT
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).		
LAKE INT 2500		
KENIL INT GCO 111.3		
GS 3.00° TCH 55		
CATEGORY	A	B
S-ILS 22L	SA CAT I	RA 164/16 150 DA 804
S-ILS 22L	SA CAT II	RA 112/12 100 DA 754

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS
Amdt 7A 25MAR21

CHICAGO O'HARE INTL (ORD)
41°59'N-87°54'W
ILS RWY 22L (SA CAT I & II)

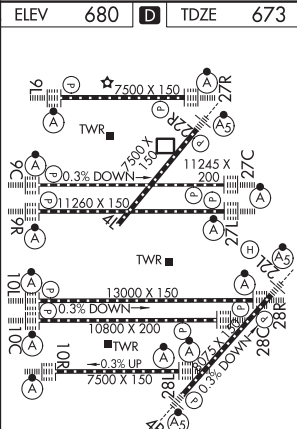
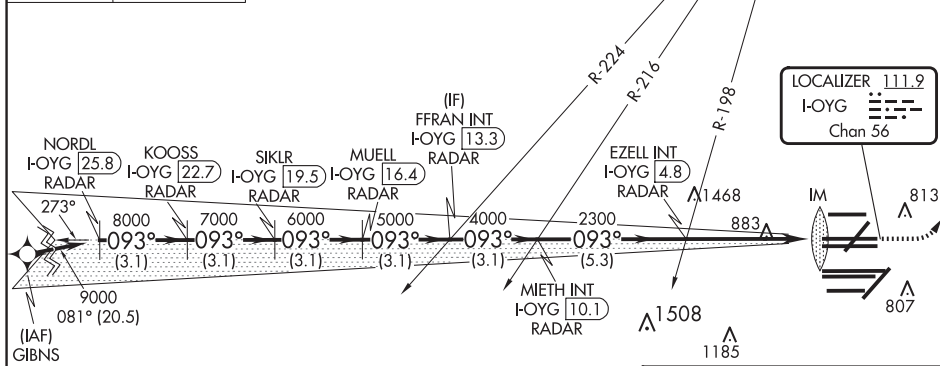
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

ILS RWY 9C (CAT II & III)
CHICAGO O'HARE INTL (ORD)

ALSF-2

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.

CPDLC

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwy's	
TDZ/CL all Rwy's except 4L	

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

CHICAGO, ILLINOIS

AL-166 (FAA)

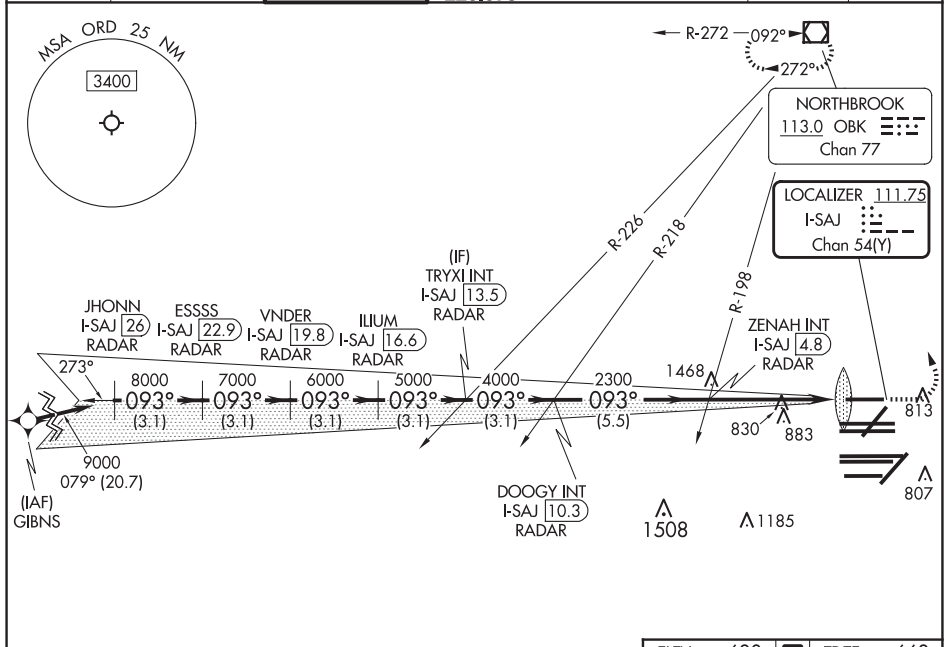
25163

LOC/DME I-SAJ 111.75 Chan 54 (Y)	APP CRS 093°	Rwy Ldg TDZE Apt Elev	7500 668 680
--	------------------------	-----------------------------	---

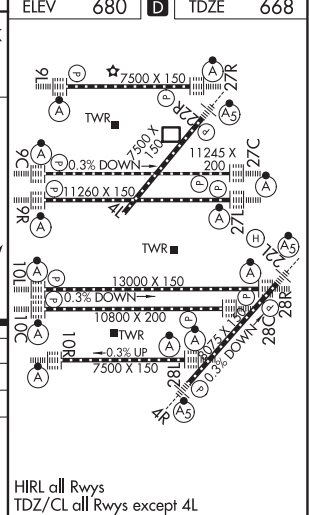
ILS RWY 9L (CAT II & III) CHICAGO O'HARE INTL (ORD)

RNAV-1 GPS or RADAR required for procedure entry. RADAR or DME required.	ALSIF-2 	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.
Simultaneous approach authorized.		

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 128.15 348.0	124.125 GND CON 118.05 (TWR NORTH) 226.675 (TWR SOUTH) (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	-------------------------------------	---	---	--------------------------	-------



JHONN I-SAJ (26) RADAR	VNDER I-SAJ (19.8) RADAR	TRYXI INT I-SAJ (13.5) RADAR	ZENAH INT I-SAJ (4.8) RADAR	IM 768
ESSSS I-SAJ (22.9) RADAR	ILIUM I-SAJ (16.6) RADAR	DOOGY INT I-SAJ (10.3) RADAR		
9000 093° 8000	7000	6000	5000	4000
GS 3.00° TCH 55				2300
3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.5 NM
CATEGORY	A	B	C	D
S-ILS 9L	CAT II RA 104/12 100 DA 768			
S-ILS 9L	CAT III RVR 06			
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				



CHICAGO, ILLINOIS

Amdt 4B 12SEP19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS RWY 9L (CAT II & III)

EC-3, 12 JUN 2025 to 07 AUG 2025

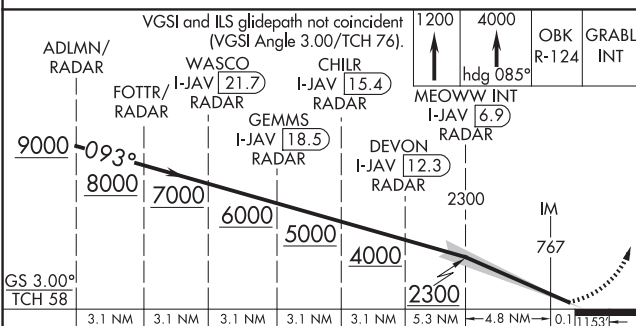
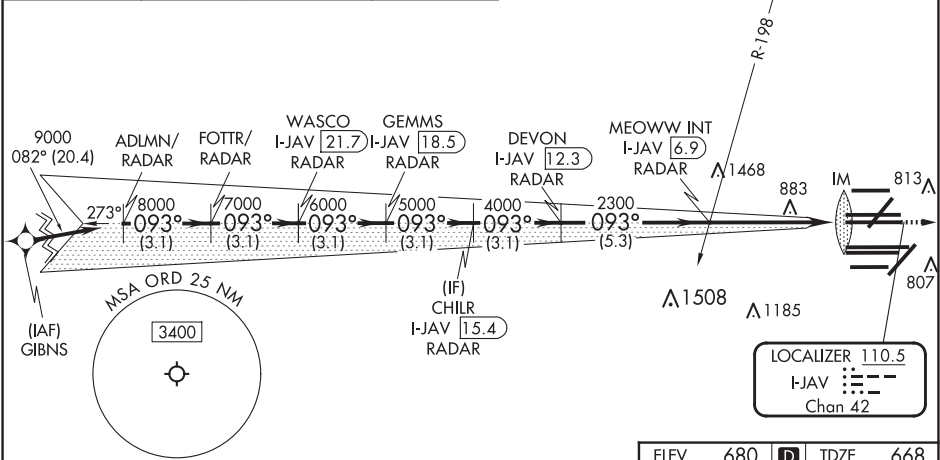
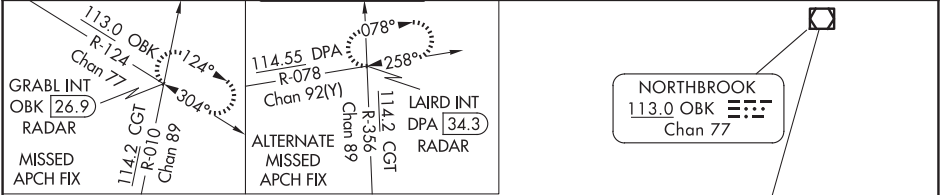
EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-JAV 110.5 Chan 42	APP CRS 093°	Rwy Ldg 11260 TDZE 668 Apt Elev 680
---	------------------------	--

ILS RWY 9R (CAT II & III)
CHICAGO O'HARE INTL (ORD)

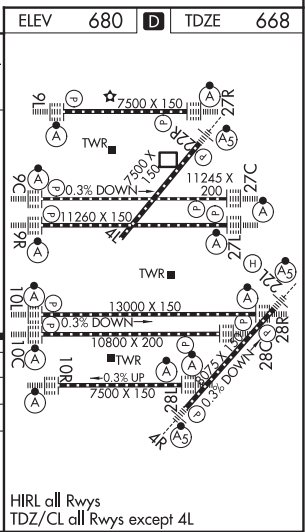
RNP APCH-GPS from GIBNS Aircraft not GPS equipped - RADAR required for procedure entry. RADAR or DME required.	ALSIF-2 	MISSED APPROACH: Climb to 1200 then climb to 4000 on heading 085° and OBK VOR/DME R-124 to GRABL INT/OBK 26.9 DME/RADAR and hold.
---	-------------	---

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 126.9 348.0	124.125 GND CON 118.05 (TWR NORTH) 226.675 (TWR SOUTH) (ALL TWRS)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	---	------------------------------------	---	---	--------------------------	-------



CATEGORY	A	B	C	D
S-ILS 9R	CAT II	RA 99/12	100 DA 768	
S-ILS 9R	CAT III	RVR 06		

**CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

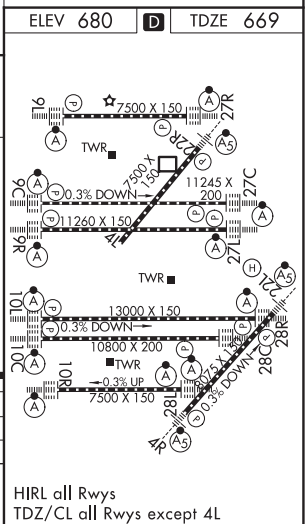
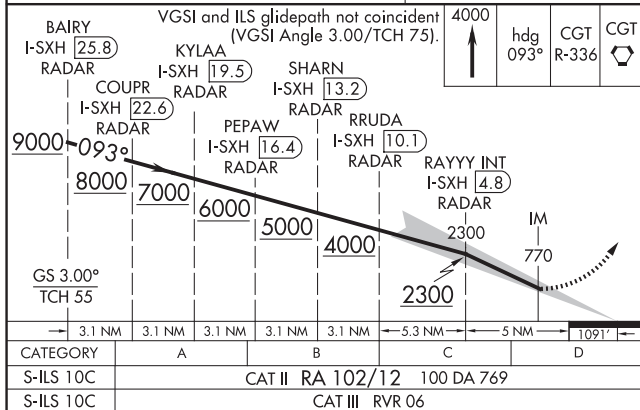
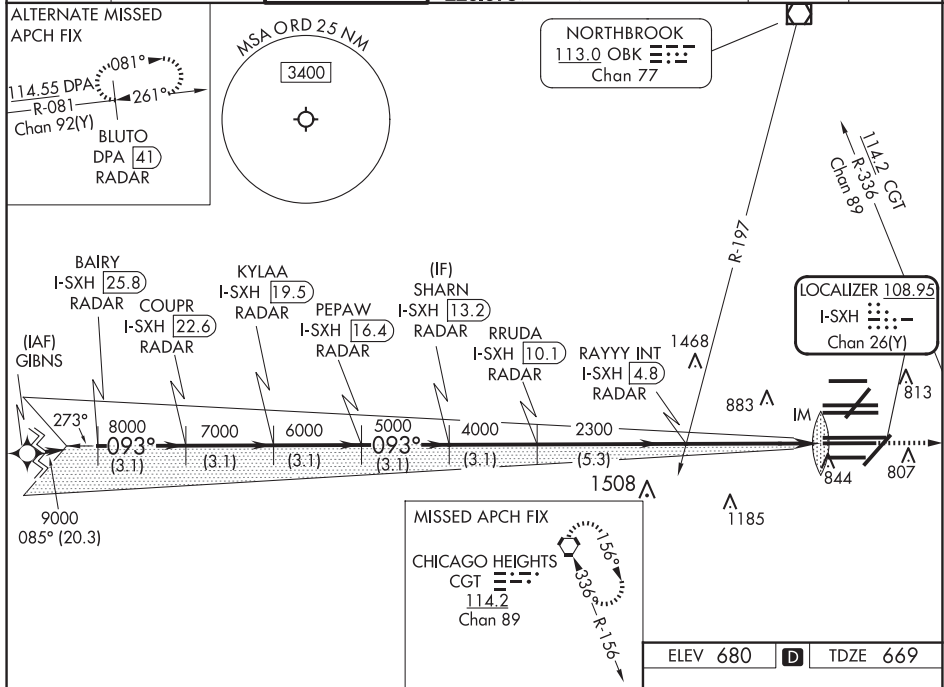
LOC/DME I-SXH 108.95 Chan 26(Y)	APP CRS 093°	Rwy Ldg TDZE 669 Apt Elev 680
--	------------------------	---

ILS RWY 10C (CAT II & III)

CHICAGO O'HARE INTL (ORD)

From GIBNS: RNAV-1 GPS required.	ALSIF-2 	MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.
RNAV 1-GPS or 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.		

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0	GND CON (TWR CENTER) 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (BND)	CLNC DEL 121.6	CPDLC
--	---	-------------------------------------	--	--	--------------------------	-------



CATEGORY		A	B	C	D
S-ILS 10C		CAT II RA 102/12 100 DA 769			
S-ILS 10C		CAT III RVR 06			

CATEGORY II and III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

Amdt 2A 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS RWY 10C (CAT II & III)

HIRL all Rwys
TDZ/CL all Rwys except 4L

EC-3, 12 JUN 2025 to 07 AUG 2025

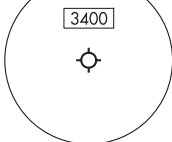
EC-3, 12 JUN 2025 to 07 AUG 2025

ILS RWY 10L (CAT II & III)
CHICAGO O'HARE INTL (ORD)


MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 132.7 348.0	GND CON (TWR CENTER) 124.125 (TWR SOUTH) 118.05 (ALL TWRS) 226.675	(TWR NORTH) 121.75 (OBND) (IBND) 121.9	CLNC DEL 121.6	CPDLC
----------------------------	-------------------------------------	-----------------------------	--	---	-------------------	-------


NORTHBROOK
13.0 OBK 
Chan 77

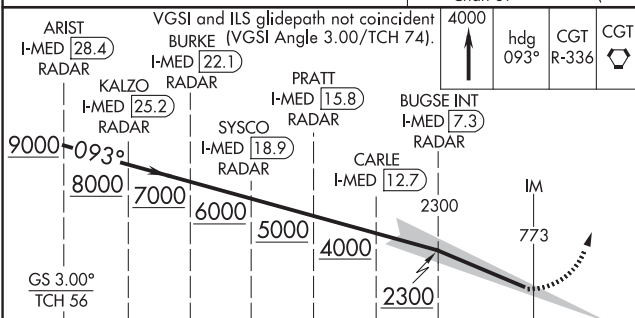
[illegible]

MISSED
APCH FIX

CHICAGO HEIGHTS
CGT 

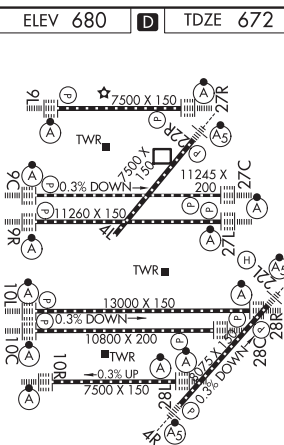
114.2
Chan 89





	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.4 NM	4.9 NM	1113'
CATEGORY	A		B		C		D	
S-ILS 10L	CAT II RA 95/12 100 DA 772							
S-ILS 10L	CAT III RVR 06							

CATEGORY II and III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 4L

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3. 12 JUN 2025 to 07 AUG 2025

CHICAGO, ILLINOIS

AL-166 (FAA)

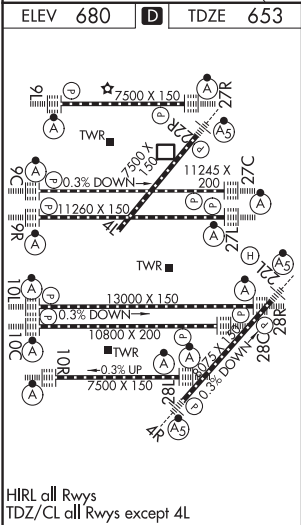
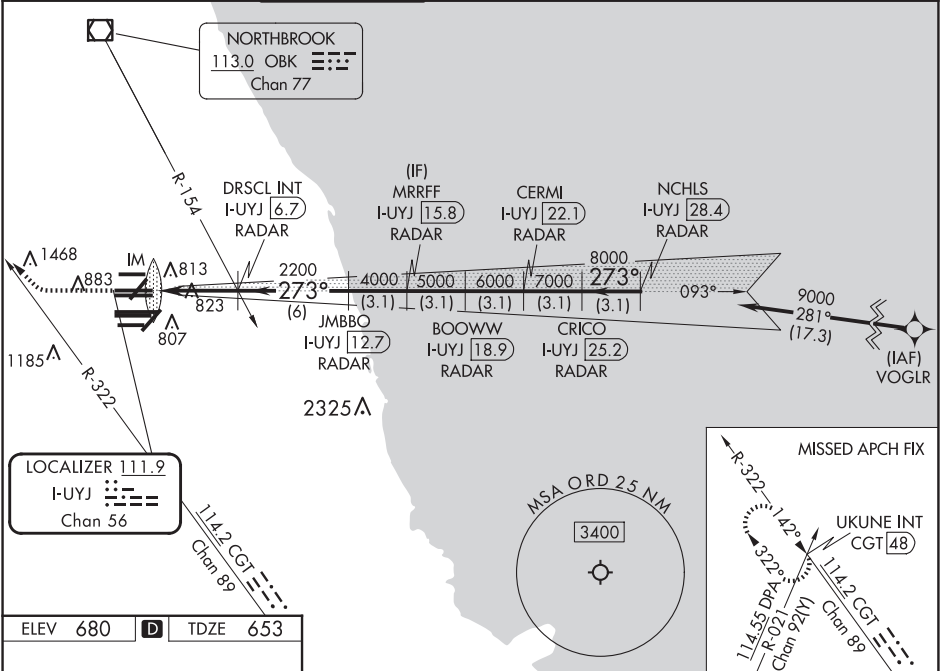
25163

LOC/DME I-UYJ 111.9 Chan 56	APP CRS 273°	Rwy Ldg 11245 TDZE 653 Apt Elev 680
---	------------------------	--

ILS RWY 27C (CAT II & III)
CHICAGO O'HARE INTL (ORD)

From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.	ALSf-2 	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.
Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		

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 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	-------------------------------------	---	---	--------------------------	-------



1100	4000	CGT R-322	UKUNE INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 75).	NCHLS I-UYJ 28.4 RADAR
↑	hdg 290°				CERMI I-UYJ 22.1 RADAR
					MRRFF I-UYJ 15.8 RADAR
					DRSCIL INT I-UYJ 6.7 RADAR
					JMBBO I-UYJ 12.7 RADAR
					BOOWW I-UYJ 18.9 RADAR
					CRICO I-UYJ 25.2 RADAR
					9000
					8000
					273°
					6000
					7000
					GS 3.00°
					TCH 56
					754
					2200
					4000
					5000
					3.1 NM
					3.1 NM
					3.1 NM
					3.1 NM
					3.1 NM
					3.1 NM
CATEGORY	A	B	C	D	
S-ILS 27C	CAT II RA 108/12 100 DA 753				
S-ILS 27C	CAT III RVR 07				

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS
Orig-A 15JUN23

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS RWY 27C (CAT II & III)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-IAC	APP CRS	Rwy Ldg	11260
110.5	273°	TDZE	654
Chan 42		Apt Elev	680

ILS RWY 27L (CAT II & III)
CHICAGO O'HARE INTL (ORD)

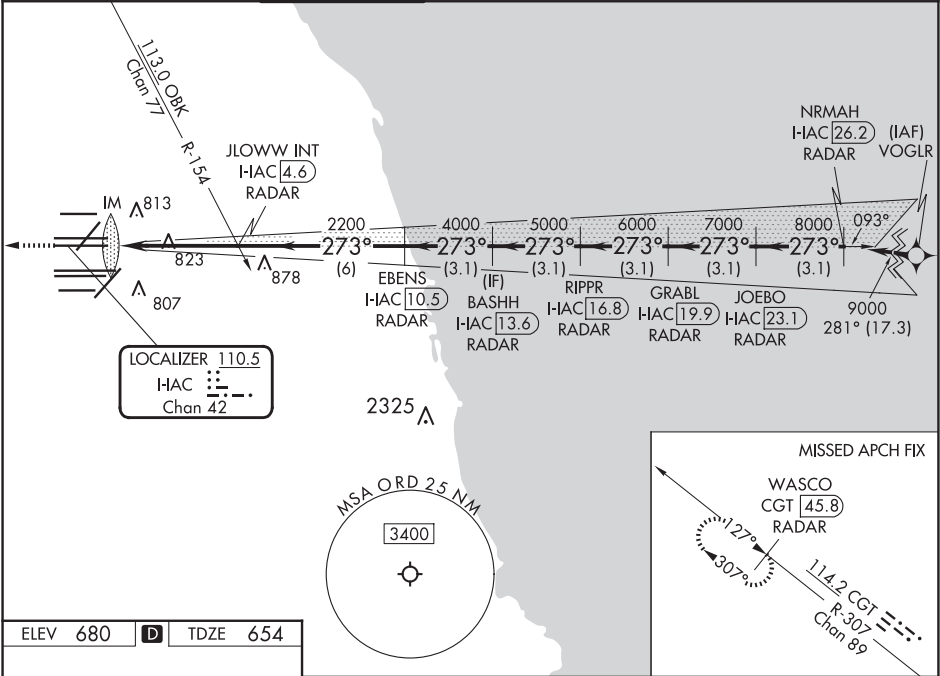
RNP APCH-GPS from VOGLR.

Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

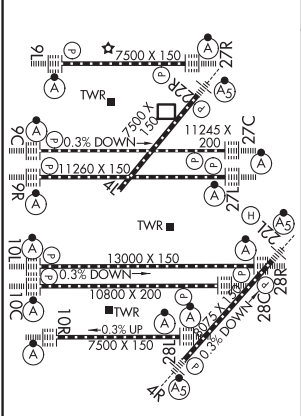
ALSIF-2
MISSED APPROACH: Climb to 1200 then climb to 4000 on heading 265° and on CGT VORTAC R-307 to WASCO/CGT 45.8 DME/RADAR and hold.

Simultaneous approach authorized.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 126.9 348.0	124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
----------------------------	-------------------------------------	-----------------------------	---	--	-------------------	-------



ELEV 680	D	TDZE 654
----------	---	----------



HIRL all Rwws
TDZ/CL all Rwws except 4L

1200	4000	CGT R-307	WASCO CGT 45.8 RADAR	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).	NRMAH I-IAC 26.2 RADAR
IM	JLOWW INT I-IAC 4.6 RADAR	EBENS I-IAC 10.5 RADAR	BASHH I-IAC 13.6 RADAR	RIPPR I-IAC 16.8 RADAR	GRABL I-IAC 19.9 RADAR
2200	4000	5000	6000	7000	8000
751	2200	4000	5000	6000	7000
1066'	0.1	4.7 NM	6 NM	3.1 NM	3.1 NM
CATEGORY	A	B	C	D	
S-ILS 27L	CAT II RA 110/12	100 DA 754			
S-ILS 27L	CAT III	RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

LOC/DME I-ABU 111.75 Chan 54 (Y)	APP CRS 273°	Rwy Ldg 7500 TDZE 664 Apt Elev 680
--	------------------------	---

ILS RWY 27R (CAT II & III)
CHICAGO O'HARE INTL (ORD)

RNAV-1 GPS or RADAR required for procedure entry. RADAR or DME required.

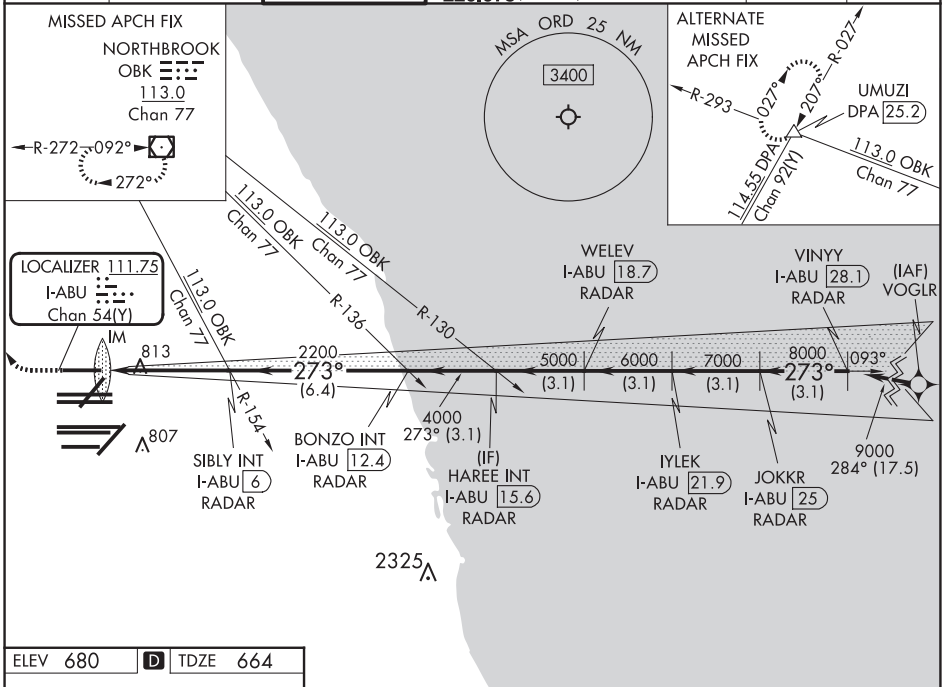
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

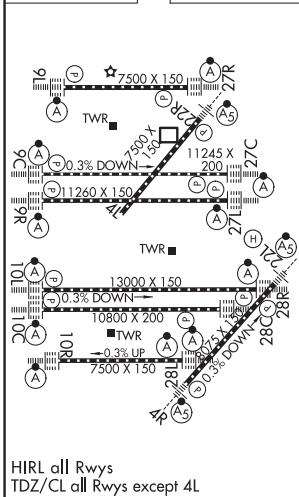
Simultaneous approach authorized.



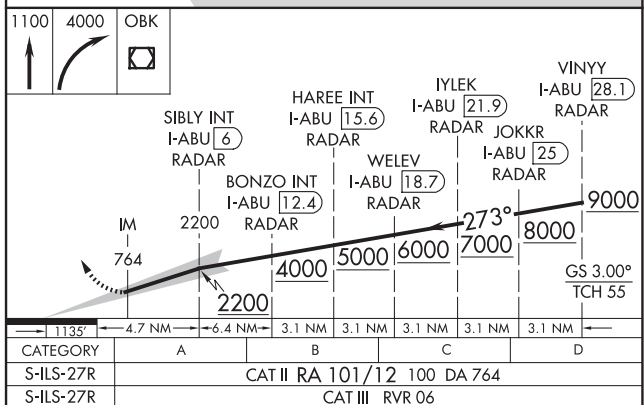
D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 128.15 348.0	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
----------------------------	-------------------------------------	------------------------------	--	---	-------------------	-------



ELEV 680	D	TDZE 664
----------	----------	----------



HIRL all Rwys
TDZ/CL all Rwys except 4L



CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS RWY 27R (CAT II & III)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-VZE 108.95 Chan 26 (Y)	APP CRS 273°	Rwy Ldg TDZE 651 Apt Elev 680	ILS RWY 28C (CAT II & III) CHICAGO O'HARE INTL (ORD)
--	------------------------	---	--

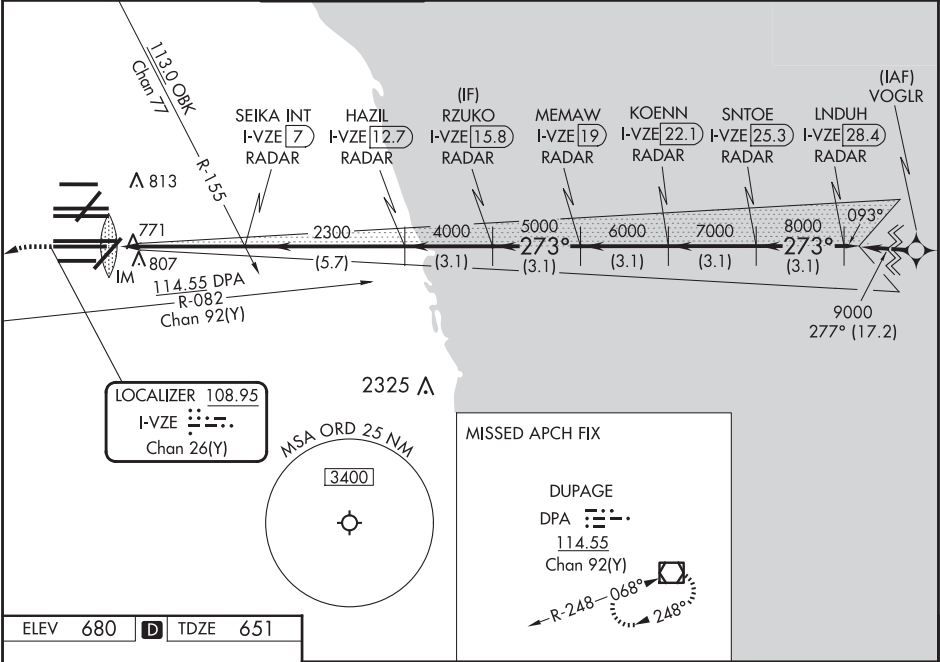
From VOGRL: RNAV 1-GPS required.
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

ALSF-2
A

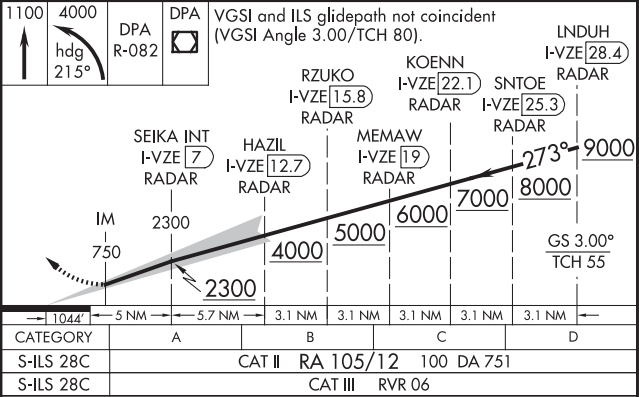
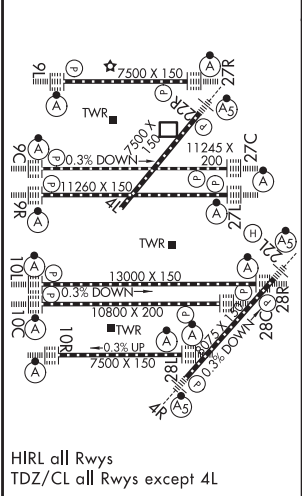
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	-------------------------------------	---	---	--------------------------	-------



ELEV 680	D	TDZE 651
-----------------	----------	-----------------



CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

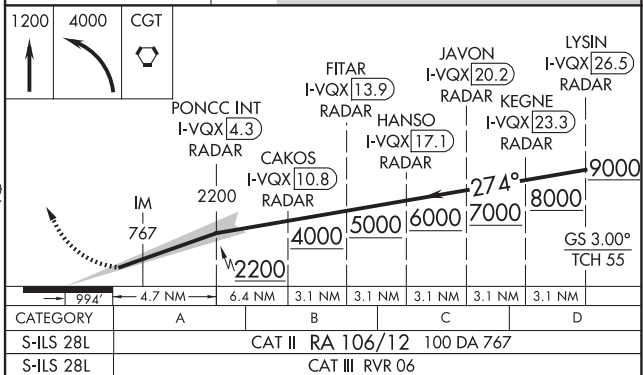
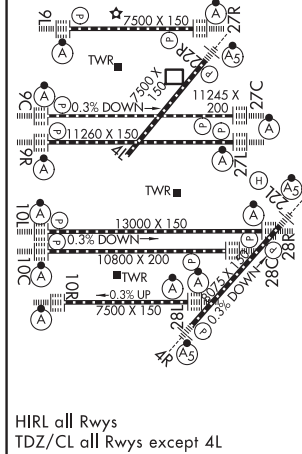
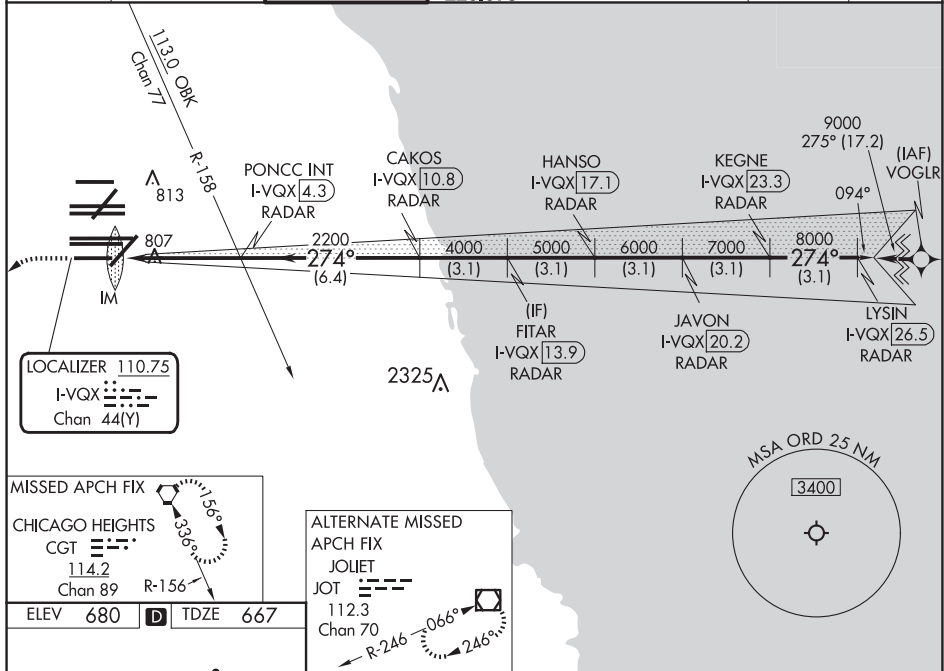
LOC/DME I-VQX 110.75 Chan 44 (Y)	APP CRS 274°	Rwy Ldg TDZE Apt Elev	7500 667 680
--	------------------------	-----------------------------	---

ILS RWY 28L (CAT II & III)

CHICAGO O'HARE INTL (ORD)

From VOGLR: RNAV 1-GPS required.	ALSIF-2 	MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.
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.		

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 133.0 348.0	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) (OBND) 121.75 (IBND) 121.9	CLNC DEL 121.6	CPDLC
--	--	------------------------------------	--	---	--------------------------	-------



CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

Orig-B 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS RWY 28L (CAT II & III)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-TSL 111.1 Chan 48	APP CRS 273°	Rwy Ldg TDZE 651 Apt Elev 680	ILS RWY 28R (CAT II & III) CHICAGO O'HARE INTL (ORD)
---	------------------------	---	--

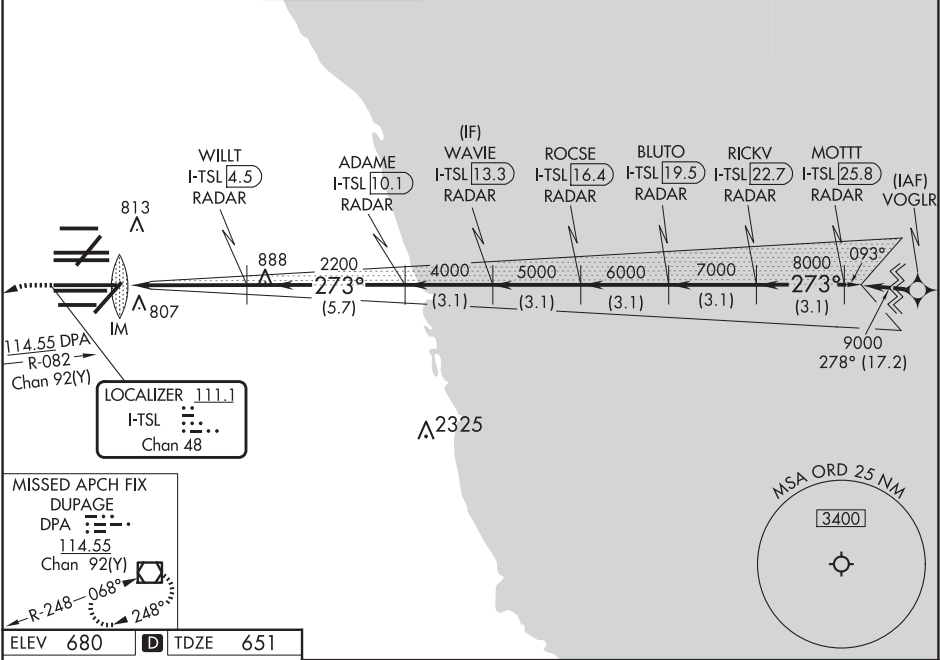
From VOGLR: RNAV 1-GPS required.
Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.

ALSIF-2

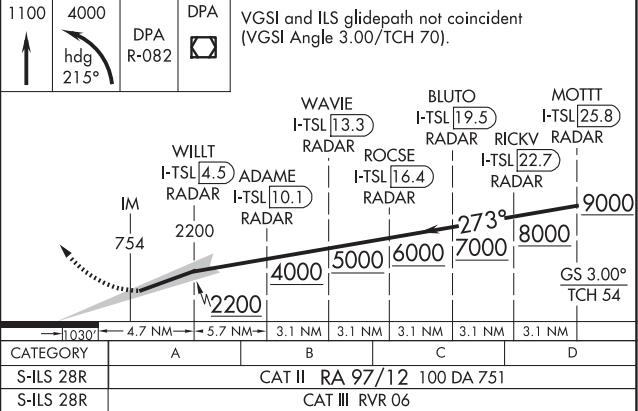
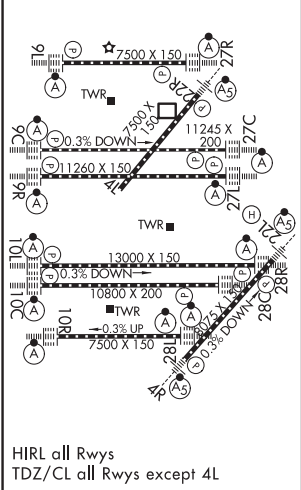
MISSED APPROACH: Climb to 1100 then climbing
left turn to 4000 on heading 215° and DPA
VOR/DME R-082 to DPA VOR/DME and hold.

Simultaneous approach authorized.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 132.7 348.0	124.125 118.05 226.675 (ALL TWRS)	GND CON (TWR NORTH) (TWR SOUTH) (TWR CENTER) 121.75 (OBND) 121.9 (BND)	CLNC DEL 121.6	CPDLC
--	--	------------------------------------	--	---	--------------------------	-------



ELEV 680	D	TDZE 651
----------	----------	----------



CATEGORY	A	B	C	D
S-ILS 28R	CAT II RA 97/12 100 DA 751			
S-ILS 28R	CAT III RVR 06			

**CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

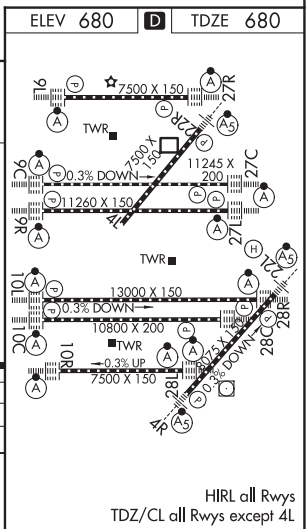
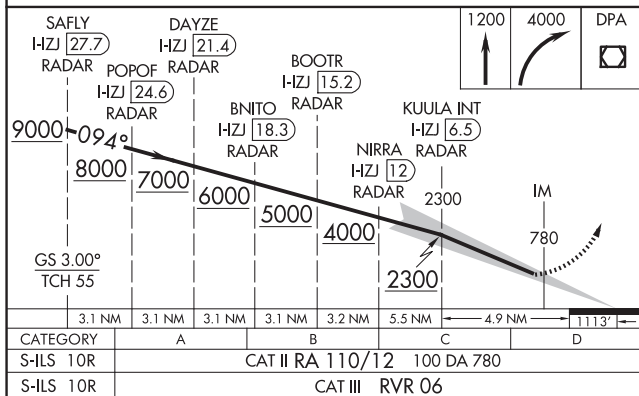
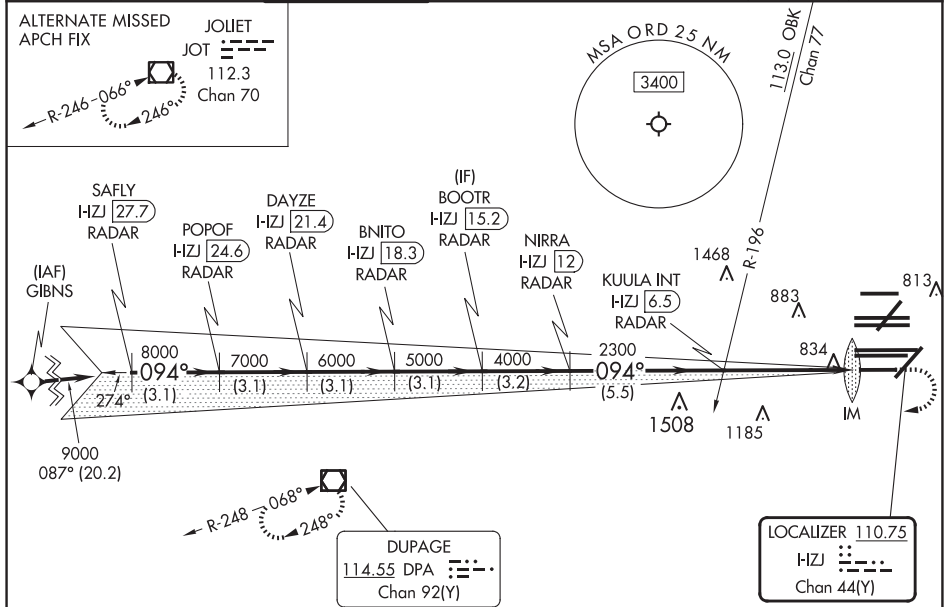
LOC/DME I-HZJ 110.75 Chan 44 (Y)	APP CRS 094°	Rwy Ldg TDZE 680 Apt Elev 680
--	------------------------	---

ILS Z RWY 10R (CAT II & III)

CHICAGO O'HARE INTL (ORD)

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required. From GIBNS: RNAV-1 GPS required.	ALSIF-2 	MISSED 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 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	------------------------------------	---	---	--------------------------	-------



CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

APP CRS
273°

Rwy Ldg
TDZE
Apt Elev

11260
654
680

RNAV (RNP) Y RWY 27L
CHICAGO O'HARE INTL (ORD)

RNP AR APCH - GPS.

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.

ALSF-2

MISSED APPROACH:
Climb to 4000 on track 273° to WASCO and hold.

D-ATIS
135.4
282.225

CHICAGO
APP CON
119.0 292.125

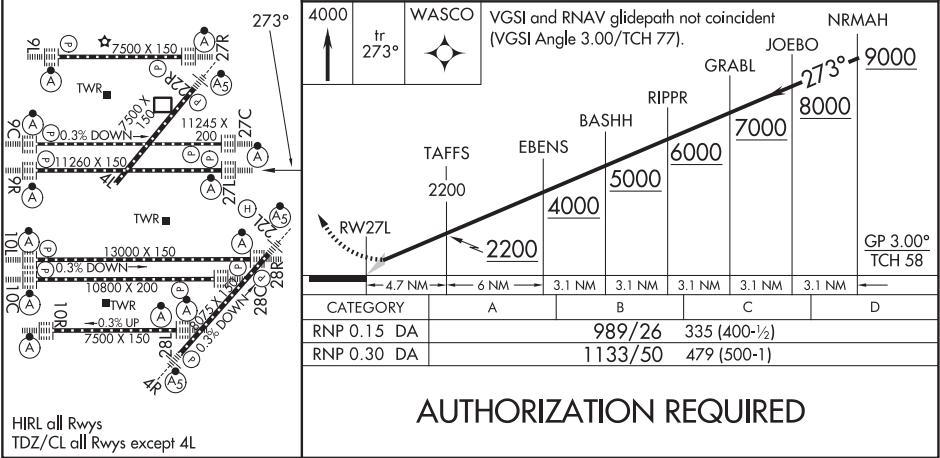
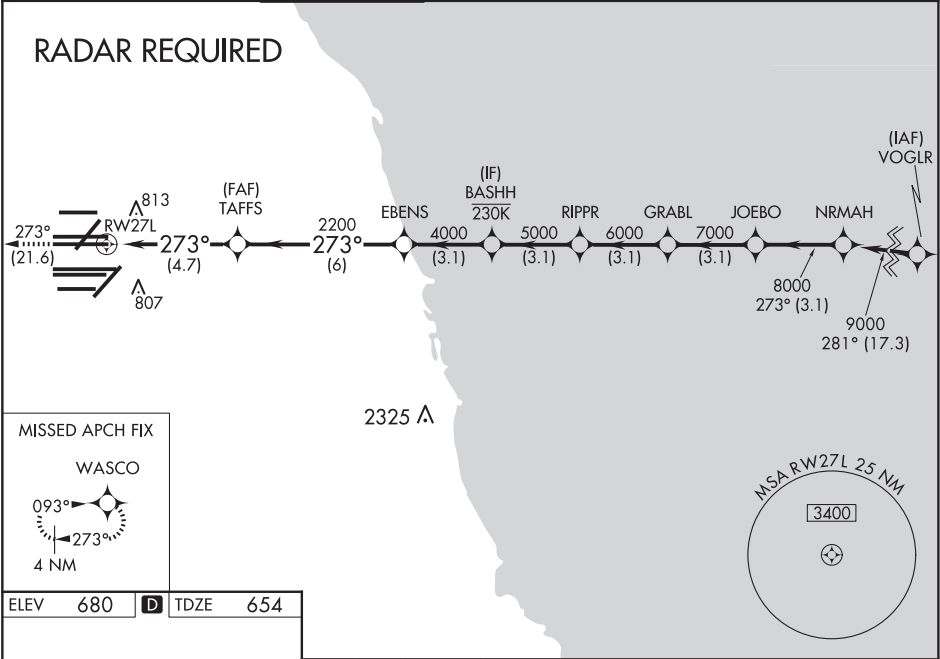
O'HARE TOWER
126.9 348.0

124.125 GND CON
118.05 (TWR NORTH)
226.675 (TWR SOUTH)
226.675 (ALL TWRs)

(TWR CENTER)
121.75 (OBND)
121.9 (IBND)

CLNC DEL
121.6

CPDLC



AL-166 (FAA)

(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

WAAS CH 53639 W28B	APP CRS 273°	Rwy Ldg 10800 TDZE 651 Apt Elev 680
--	------------------------	--

T 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 AAPP.

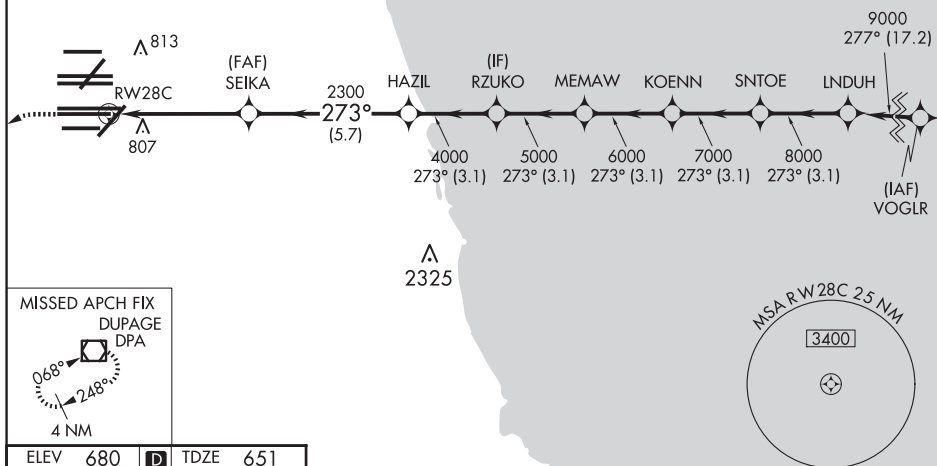
ALSF-2



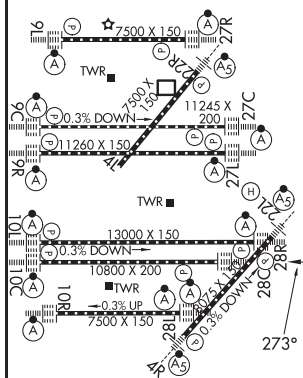
MISSED APPROACH:
Climb to 1100 then
climbing left turn to
4000 direct DPA
VOR/DME and hold.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0 PRM 119.625	GND CON (TWR CENTER) 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
----------------------------	-------------------------------------	---	---	-------------------------------	-------------------	-------

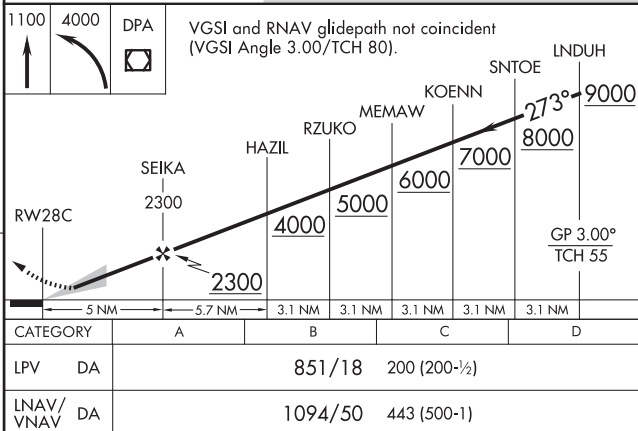
RADAR REQUIRED



ELEV	680	D	TDZE	651
------	-----	----------	------	-----



HIRL all Rwy's
TDZ/CL all Rwy's except 4L



41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

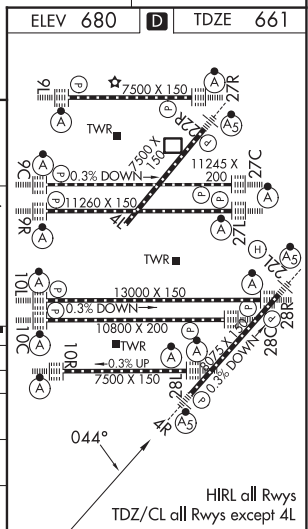
RNAV (GPS) PRM RWY 28C (CLOSE PARALLEL)

RNAV (GPS) RWY 4R
CHICAGO O'HARE INTL (ORD)

MALSR

MALSR MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct LAIRD and hold, continue climb-in-hold to 4000.

RADAR REQUIRED




EC-3, 12 JUN 2025 to 07 AUG 2025

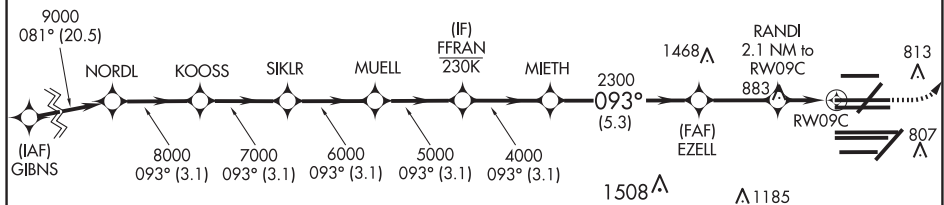
EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 9C
CHICAGO O'HARE INTL (ORD)

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct DEERE and hold.

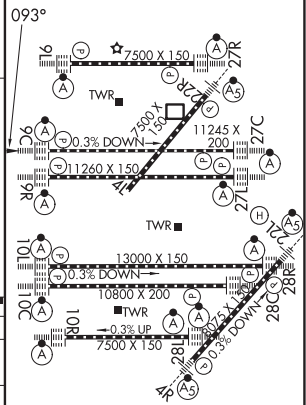
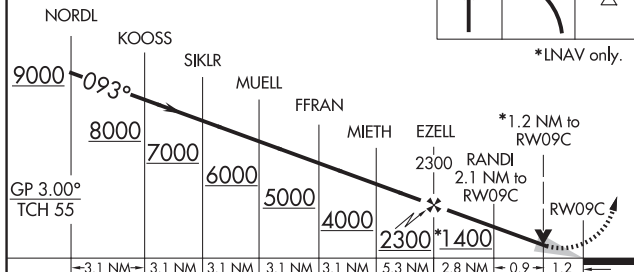


DEERE



ELEV	680		TDZE	673
------	-----	---	------	-----

1200	4000	DEERE
		



HIRL all Rwy's
TDZ/CL all Rwy's except 4L

CHICAGO O'HARE INTL (ORD)
RNAV (GPS) RWY 9C

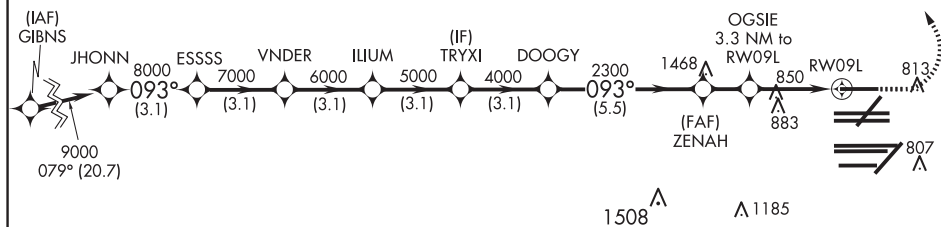
EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 9L
CHICAGO O'HARE INTL (ORD)

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.



124.125 (TWR NORTH)
118.05 (TWR SOUTH)
226.675 (ALL TWRs)



CATEGORY	A	B	C	D
LPV DA		868/18	200 (200-½)	
LNAV/VNAV DA		1034/35	366 (400-¾)	
LNAV MDA	1100/24	432 (500-½)	1100/40	432 (500-¾)

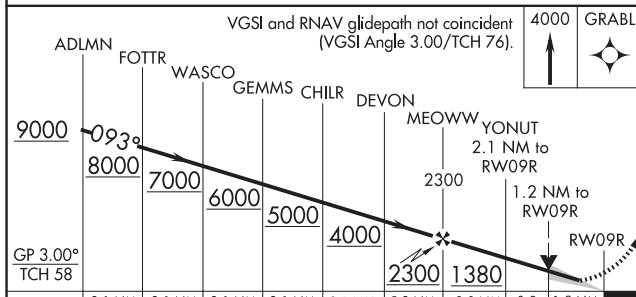
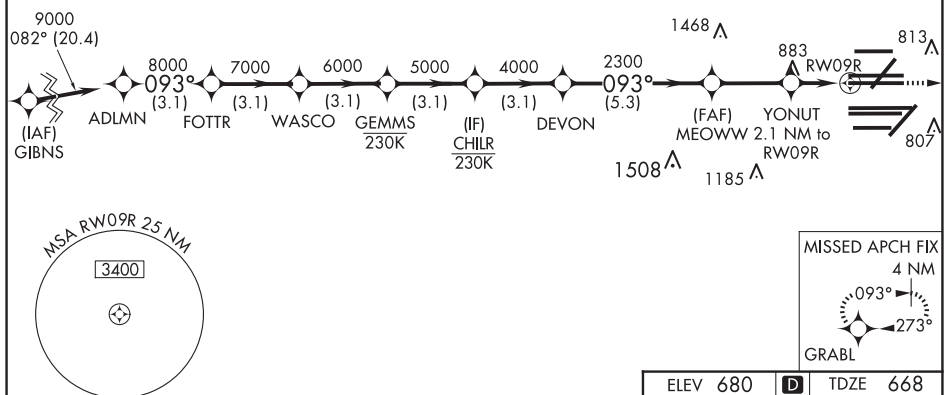
EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 9R
CHICAGO O'HARE INTL (ORD)

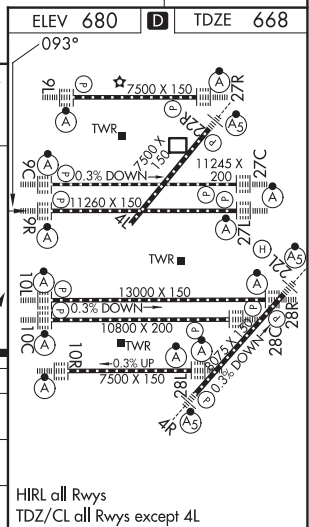
T Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. For inop ALS, increase LNAV/Cats C/D visibility to 1 3/8 SM.

MISSED APPROACH:
Climb to 4000 direct
GRABL and hold.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 126.9 348.0	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
----------------------------	-------------------------------------	-----------------------------	--	---	-------------------	-------



CATEGORY		A		B		C		D	
LPV	DA	868/18				200 (200-½)			
LNAV/ VNAV	DA	976/24				308 (300-½)			
LNAV	MDA	1140/24 472 (500-½)				1140/50 472 (500-1)			

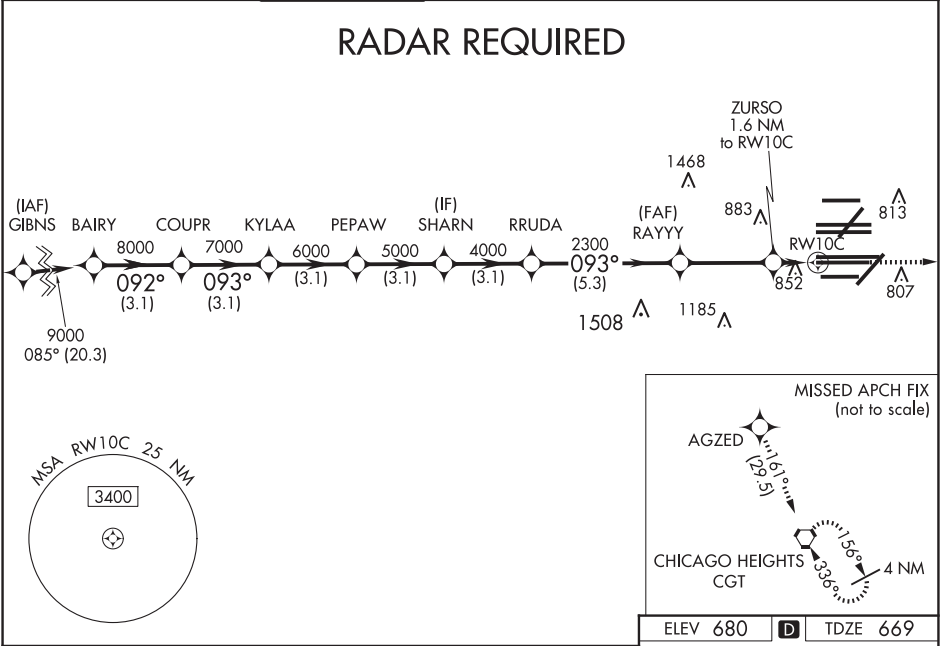
CHICAGO O'HARE INTL (ORD)
RNAV (GPS) RWY 9R

WAAS CH 81934 W10B	APP CRS 093°	Rwy Ldg 10540 TDZE 669 Apt Elev 680
--	------------------------	--

RNAV (GPS) RWY 10C

CHICAGO O'HARE INTL (ORD)

RNP APCH - GPS.				ALSF-2	
<div>⚠ 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.</div>				<div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div></div>	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).				4000 ↑	AGZED ✦	tr 161° ↗	CGT ◻
<p>BAIRY COUPR KYLAA PEPAW SHARN RRUDA RAYYY ZURSO 1.6 NM to RW10C</p> <p>9000 8000 7000 6000 5000 4000 2300 1220</p> <p>GP 3.00° TCH 55</p> <p>3.1 NM 3.1 NM 3.1 NM 3.1 NM 3.1 NM 5.3 NM 3.4 NM 1.6 NM</p>							
CATEGORY	A		B		C		D
LPV DA	869/18		200 (200-½)				
LNAV/ VNAV	DA		1062/40		393 (400-¾)		
LNAV MDA	1120/24 451 (500-½)		1120/45 451 (500-¾)				

HIRL all Rwy's
TDZ/CL all Rwy's except 4L

RNAV (GPS) RWY 10L
CHICAGO O'HARE INTL (ORD)

RADAR required for procedure entry. RNP APCH.

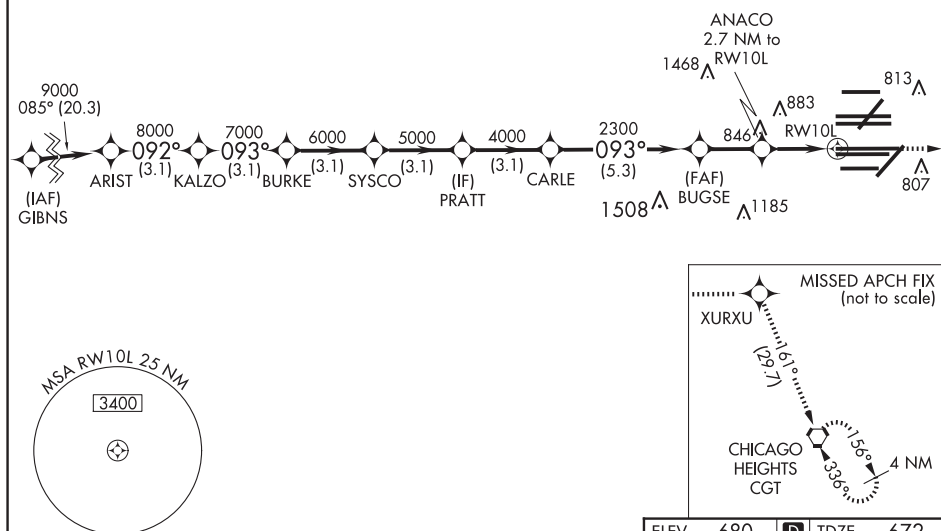
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



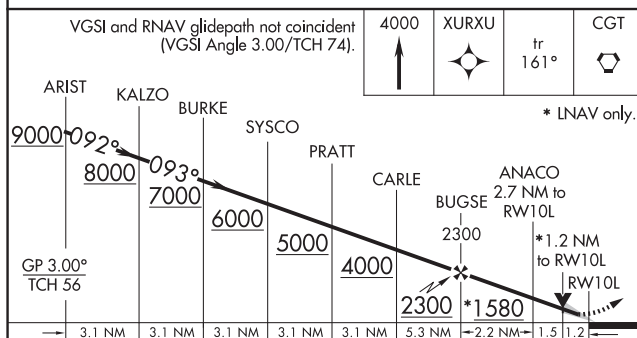
MISSED APPROACH: Climb to 4000 direct XURXU and on track 161° to CGT VORTAC and hold.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 132.7 348.0	GND CON (TWR CENTER) 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	121.75 (IBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	------------------------------------	--	---	--------------------------	-------

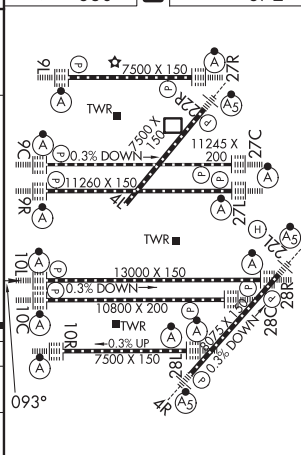


ELEV	680	D	TDZE	672
------	-----	----------	------	-----

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 74).



CATEGORY		A	B	C	D
LPV	DA	872/18		200 (200-½)	
LNAV/ VNAV	DA	1062/35		390 (400-⅝)	
LNAV	MDA	1120/24	448 (500-½)	1120/45	448 (500-⅞)



HIRL all Rwys
TDZ/CL all Rwys except 4L

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
RNAV (GPS) RWY 10L

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

CHICAGO, ILLINOIS


AL-166 (FAA)

25163

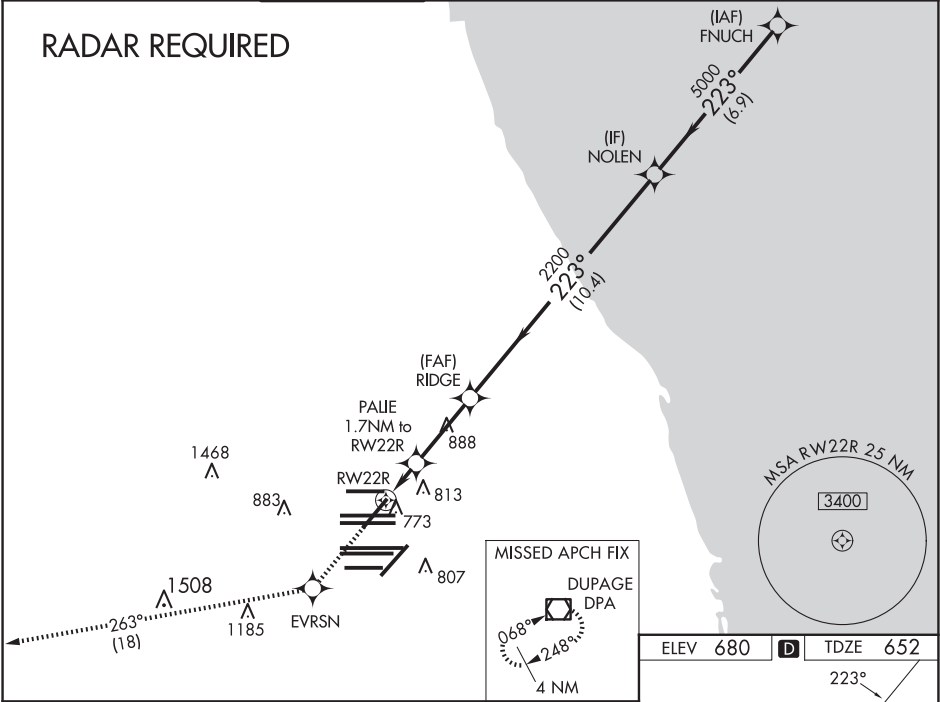
WAAS CH 90504 W22A	APP CRS 223°	Rwy Ldg 7300 TDZE 652 Apt Elev 680
--	------------------------	---

RNAV (GPS) RWY 22R

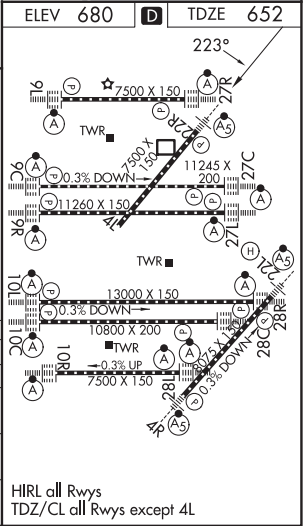
CHICAGO O'HARE INTL (ORD)

<div><div>▼</div><div>▲</div></div> <div>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.</div>	<div>MALSR</div> <div></div>	<div>MISSED APPROACH: Climb to 4000 direct EVRSN and on track 263° to DPA VOR/DME and hold.</div>
--	---	---

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 126.9 348.0	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	------------------------------------	---	---	--------------------------	-------



4000 EVRSN		fr 263°	DPA		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69°).				FNUCH		
* LNAV only.		PALIE 1.7 NM to RW22R		RIDGE	NOLEN		7000				
RW22R		*1 NM to RW22R		2200	2200		223°		5000		
1 NM		0.7		3 NM		10.4 NM		6.9 NM		GP 3.00° TCH 49	
CATEGORY		A		B		C		D			
LPV	DA			852/18		200 (200-½)					
LNAV/VNAV	DA			972/32		320 (300-¾)					
LNAV	MDA	1040/24		388 (400-½)		1040/35		388 (400-¾)			
CIRCLING		1220-1		540 (600-1)		1220-1½ 540 (600-1½)		1460-2½ 780 (800-2½)			



CHICAGO, ILLINOIS
Amdt 2C 27FEB20

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

RNAV (GPS) RWY 22R

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70643 W27D	APP CRS 273°	Rwy Ldg 11245 TDZE 653 Apt Elev 680
--	------------------------	--

RNAV (GPS) RWY 27C

CHICAGO O'HARE INTL (ORD)

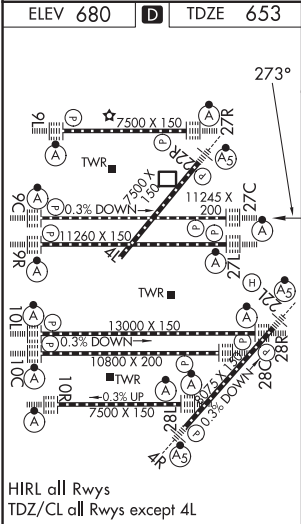
RNP APCH.





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 Cat C/D visibility to RVR 6000.

ALSF-2

MISSED APPROACH:
Climb to 1100 then climbing right turn to 4000 direct UKUNE and hold.

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 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	---	-------------------------------------	---	---	--------------------------	-------



1100	4000	UKUNE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).						NCHLS	
										
*LNAV only.										
			YVONE 1.4 NM to RW27C	DRSCl 2200	JMBBO 4000	MRRFF 5000	BOOWW 6000	CERMI 7000	CRICO 8000	NCHLS 9000
			1160*	2200						
			1.4	3.3 NM	← 6 NM →	3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY			A	B		C		D		
LPV	DA	853/18 200 (200-½)								
LNAV/ VNAV	DA	1086/40 433 (500-¾)								
LNAV MDA		1060/24	407 (400-½)			1060/40		407 (400-¾)		

CHICAGO, ILLINOIS

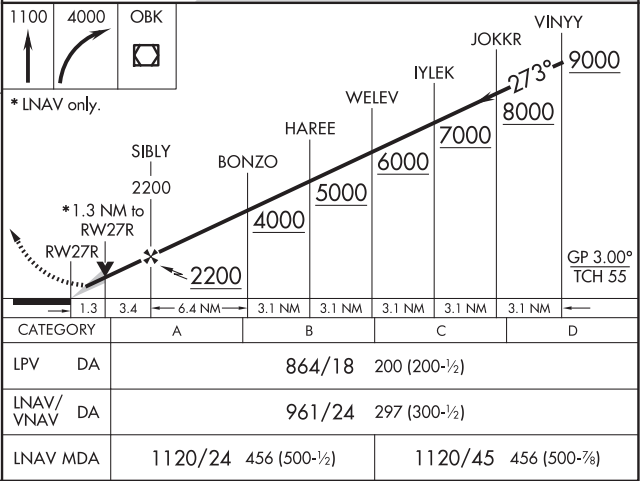
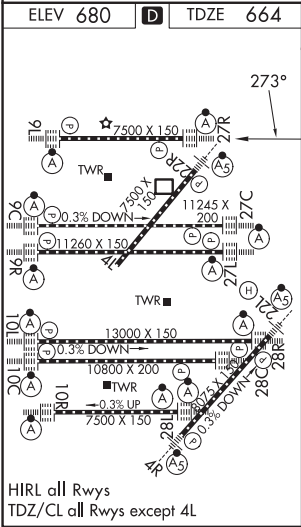
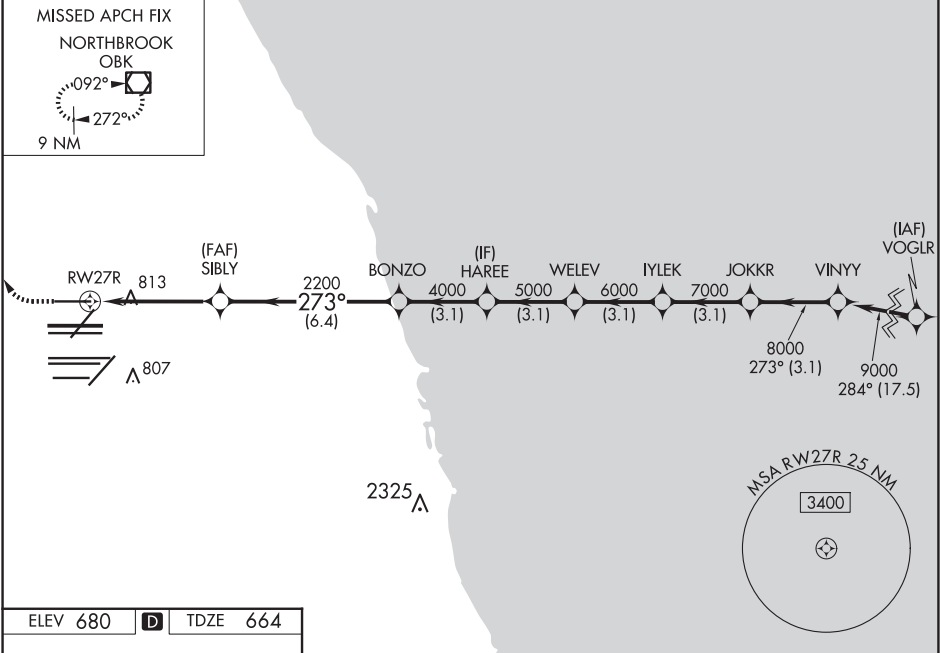
AL-166 (FAA)

25163

WAAS CH 69508 W27B	APP CRS 273°	Rwy Ldg TDZE 664 Apt Elev 680
--	------------------------	---

RNAV (GPS) RWY 27R
CHICAGO O'HARE INTL (ORD)

RNP APCH.		ALSIF-2		MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.	
RADAR required for procedure entry.					
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 -1°C or above 54°C.					
D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 128.15 348.0	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6
					CPDLC



CHICAGO, ILLINOIS
Amdt 4 05NOV20

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
RNAV (GPS) RWY 27R

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

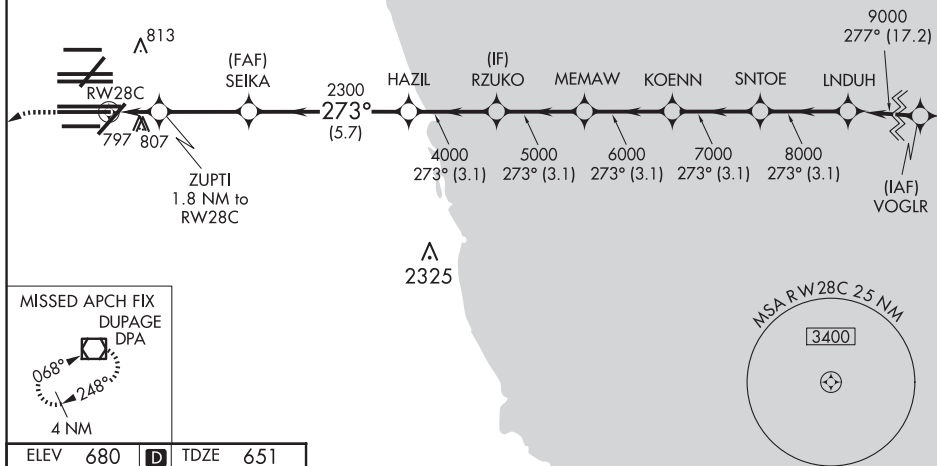
RNAV (GPS) RWY 28C
CHICAGO O'HARE INTL (ORD)

ALSF-2

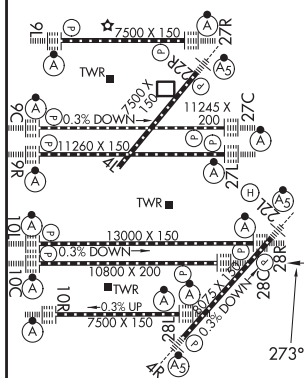
MISSED APPROACH:
Climb to 1100 then
climbing left turn to
4000 direct DPA
VOR/DME and hold.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWS)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
----------------------------	-------------------------------------	------------------------------	---	---	-------------------	-------

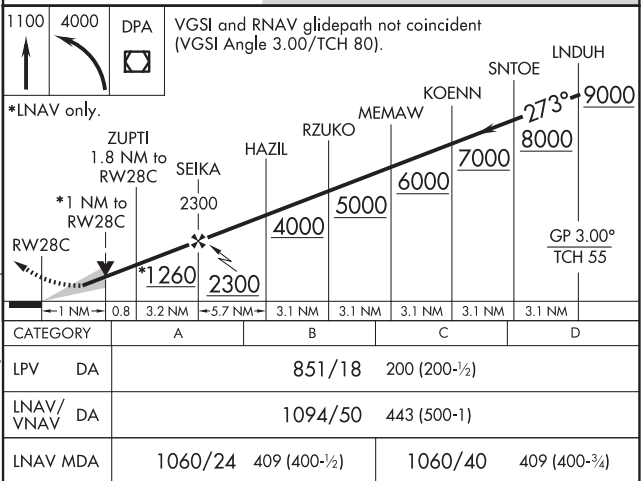
RADAR REQUIRED



ELEV	680	D	TDZE	651
------	-----	----------	------	-----



HIRL all Rwy's
TDZ/CL all Rwy's except 4L



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

CHICAGO, ILLINOIS

AL-166 (FAA)

25163

WAAS CH 42804 W28A	APP CRS 273°	Rwy Ldg 13000 TDZE 651 Apt Elev 680
--	------------------------	--

RNAV (GPS) RWY 28R

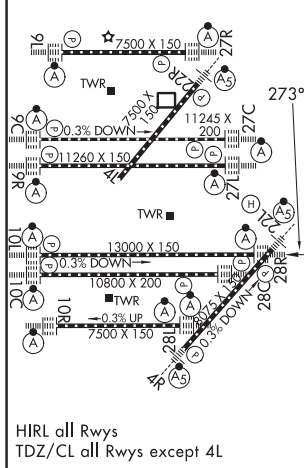
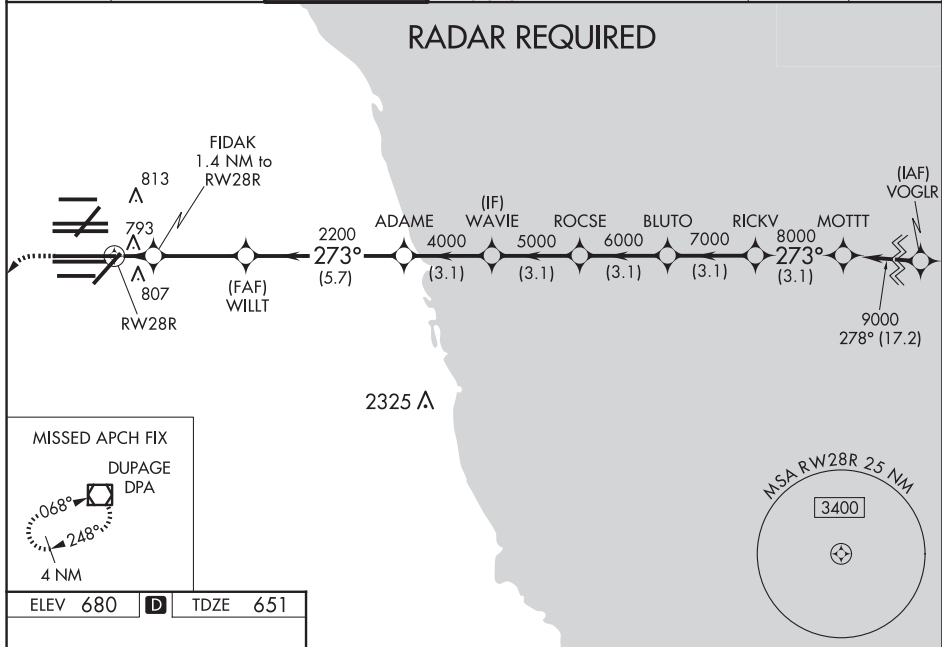
CHICAGO O'HARE INTL (ORD)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1½ 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.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left 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 132.7 348.0	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	------------------------------------	---	---	--------------------------	-------



1200	4000	DPA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).			
* LNAV only.						
1.4	3.3 NM	5.7 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM
CATEGORY	A	B	C	D		
LPV	DA	851/18		200 (200-½)		
LNAV/ VNAV	DA	1041/45		390 (400-¾)		
LNAV	MDA	1060/24		409 (400-½)		1060/40 409 (400-¾)

CHICAGO, ILLINOIS
Amdt 4A 17AUG17

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD) RNAV (GPS) RWY 28R

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

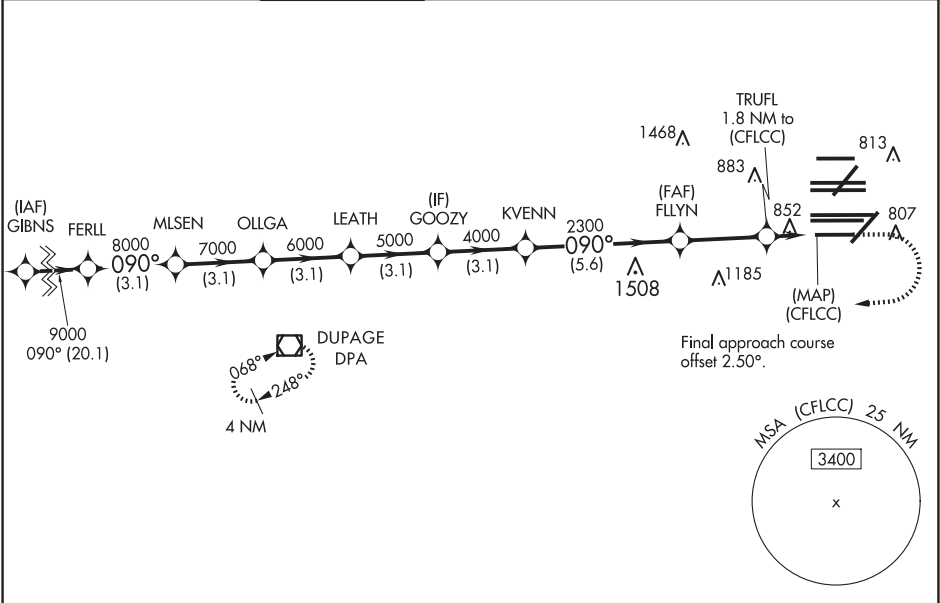
WAAS CH 77937 W10D	APP CRS 090°	Rwy Ldg TDZE Apt Elev	7500 680 680
--	------------------------	-----------------------------	---

RNAV (GPS) Y RWY 10R

CHICAGO O'HARE INTL (ORD)

RNP APCH.	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 1½ SM.	ALS F-2 	MISSED 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	124.125 GND CON (TWR CENTER) 118.05 (TWR NORTH) 226.675 (TWR SOUTH) (ALL TWRs)	121.75 (TWR CENTER) 121.9 (TWR NORTH) (TWR SOUTH)	CLNC DEL 121.6	CPDLC
--	--	------------------------------------	--	---	--------------------------	-------



		1200		4000		DPA		ELEV	680	TDZE	680
						* LNAV only.					
		9000		8000		7000		6000		5000	
		090°		090°		090°		090°		090°	
		GP 3.00		TCH 55							
		3.1 NM		3.1 NM		3.1 NM		3.1 NM		3.1 NM	
		CATEGORY		A		B		C		D	
		LPV		DA		930/24		250 (300-½)			
		LNAV/VNAV		DA		1157/50		477 (500-1)			
		LNAV		MDA		1120/24		440 (500-½)		1120/40 440 (500-¾)	
										HIRL all Rwy's TDZ/CL all Rwy's except 4L	

CHICAGO, ILLINOIS

AL-166 (FAA)

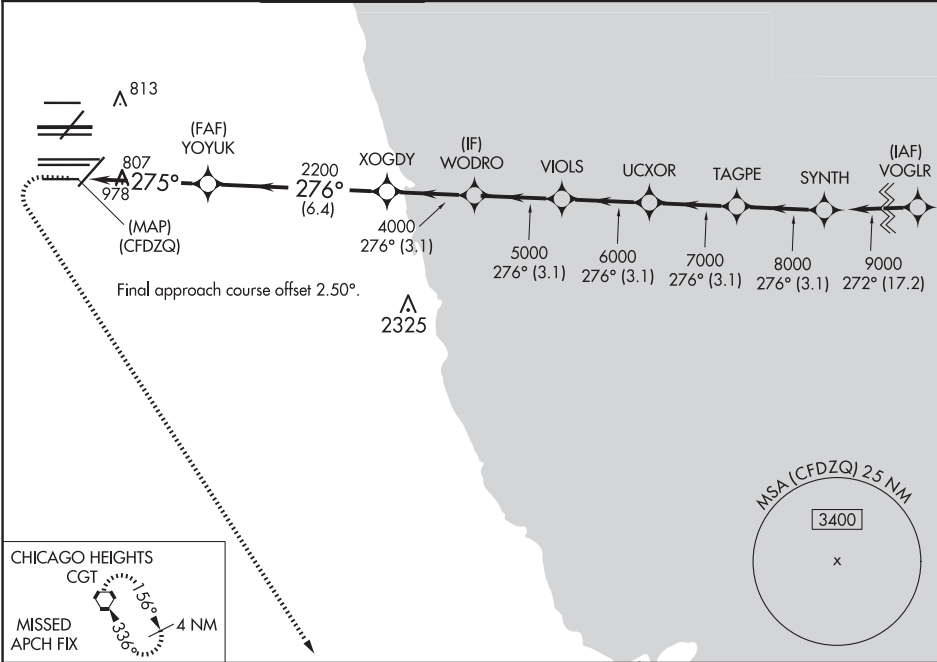
25163

WAAS CH 93839 W28E	APP CRS 275°	Rwy Ldg TDZE 667 Apt Elev 680
--	------------------------	---

RNAV (GPS) Y RWY 28L

CHICAGO O'HARE INTL (ORD)

RNP APCH:		ALSF-2		MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.	
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Use of FD or AP required during simultaneous operations.					
D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 133.0 348.0	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6 CPDLC



ELEV 680 TDZE 667	
HRL all Rwys TDZ/CL all Rwys except 4L	

CHICAGO, ILLINOIS

Orig-A 13SEP18

41°59'N-87°54'W


CHICAGO O'HARE INTL (ORD)

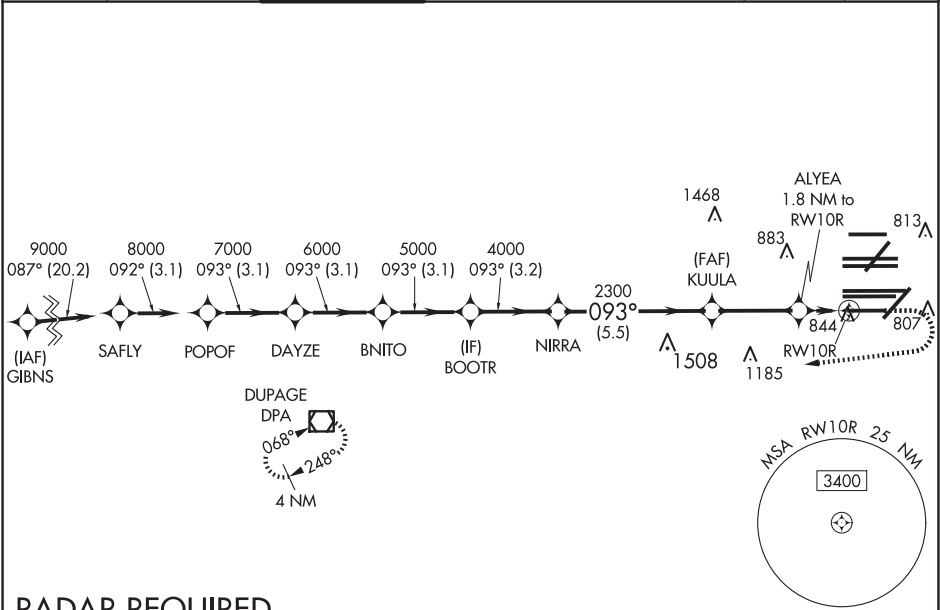
RNAV (GPS) Y RWY 28L

WAAS CH 99340 W10E	APP CRS 093°	Rwy Ldg TDZE Apt Elev 7500 680 680
--	------------------------	--

RNAV (GPS) Z RWY 10R

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. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cat C and D visibility to RVR 6000.				ALSIF-2 	MISSED 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 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)		(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC



RADAR REQUIRED

RADAR REQUIRED										ELEV 680	D	TDZE 680				
SAFLY	POPOF	DAYZE	BNITO	BOOTR	NIRRA	KUULA	ALYEA	*LNAV only								
9000	8000	7000	6000	5000	4000	2300	1300									
GP 3.00° TCH 55																
3.1 NM								3.1 NM	3.1 NM	3.1 NM		3.2 NM	5.5	3.1 NM	0.7	1.1 NM
CATEGORY	A		B		C		D									
LPV DA	881/18		201 (300-½)													
LNAV/VNAV DA	1122/50		442 (500-1)													
LNAV MDA	1100/24		420 (500-½)		1100/40		420 (500-¾)									
HIRL all Rwys TDZ/CL all Rwys except 4L																

CHICAGO, ILLINOIS

AL-166 (FAA)

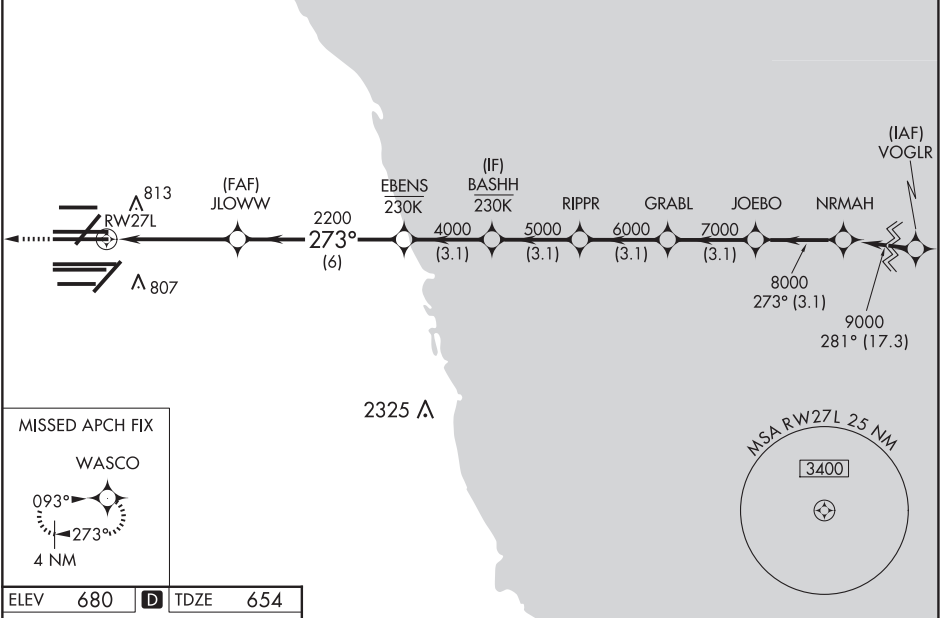
25163

WAAS CH 77804 W27A	APP CRS 273°	Rwy Ldg 11260 TDZE 654 Apt Elev 680
--	------------------------	--

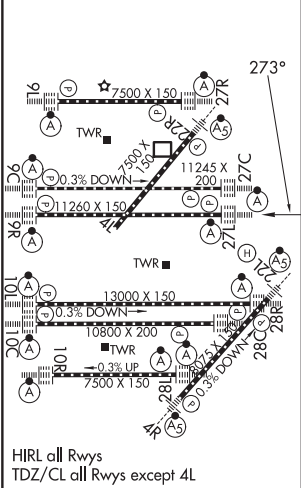
RNAV (GPS) Z RWY 27L

CHICAGO O'HARE INTL (ORD)

RNP APCH - GPS.				ALSIF-2		MISSED APPROACH: Climb to 4000 direct WASCO and hold.	
Simultaneous approach authorized. INAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, INAV/VNAV NA below -19°C or above 54°C.							
D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 126.9 348.0	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC	



ELEV 680	D	TDZE 654
----------	---	----------



4000 WASCO		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).		NRMAH	
1.2 NM to RW27L		1.2 NM to RW27L		1.2 NM to RW27L	
2200		2200		2200	
4000		4000		4000	
5000		5000		5000	
6000		6000		6000	
7000		7000		7000	
8000		8000		8000	
9000		9000		9000	
GP 3.00°		GP 3.00°		GP 3.00°	
TCH 57		TCH 57		TCH 57	
CATEGORY	A	B	C	D	
LPV	DA	854/18	200 (200-1/2)		
LNNAV/VNAV	DA	1088/40	434 (500-3/4)		
LNNAV	MDA	1100/24	446 (500-1/2)	1100/45	446 (500-7/8)

CHICAGO, ILLINOIS
Amdt 6 08SEP22

41°59'N-87°54'W

RNAV (GPS) Z RWY 27L

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

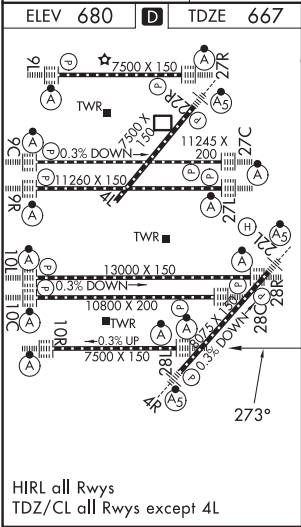
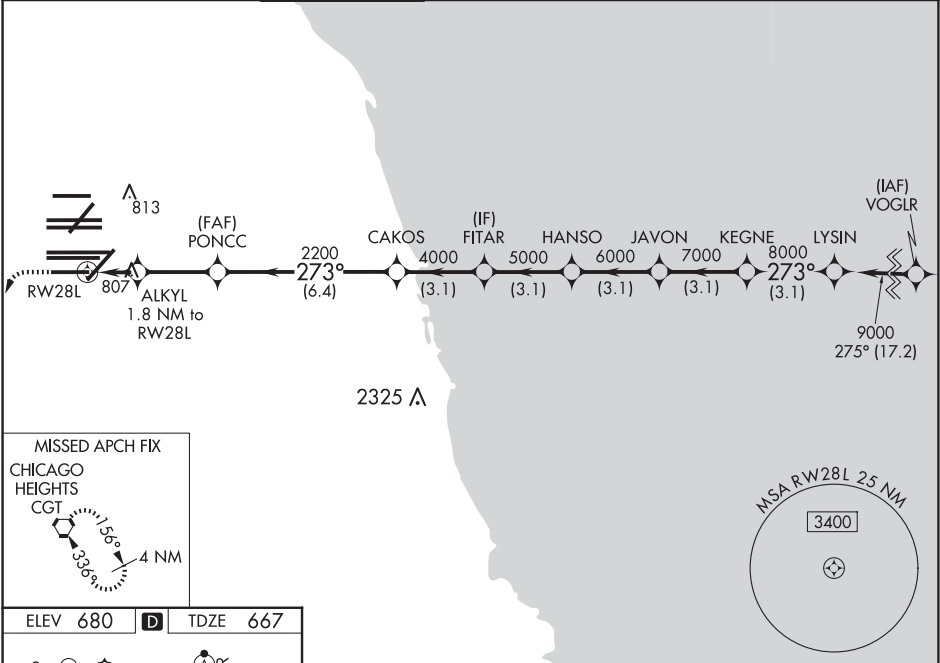
WAAS CH 65837 W28D	APP CRS 273°	Rwy Ldg TDZE Apt Elev	7500 667 680
--	------------------------	-----------------------------	---

RNAV (GPS) Z RWY 28L

CHICAGO O'HARE INTL (ORD)

RNP APCH.	ALSIF-2	MISSED APPROACH: Climb 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19C or above 54C. Use of FD or AP required during simultaneous operations.		

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 133.0 348.0	124.125 GND CON 118.05 (TWR NORTH) 226.675 (TWR SOUTH) (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	------------------------------------	---	---	--------------------------	-------



1200 4000 CGT	*LNAV only.			
ALKYL 1.8 NM to RW28L *1.1 NM to RW28L RW28L *1280 2200				
1.1 NM 0.7 2.9 NM 6.4 NM 3.1 NM 3.1 NM 3.1 NM 3.1 NM 3.1 NM				
CATEGORY	A	B	C	D
LPV DA	867/18		200 (200-½)	
LNAV/VNAV DA	1090/40		423 (500-¾)	
LNAV MDA	1060/24 393 (400-½)		1060/35 393 (400-¾)	

ATTENTION ALL USERS PAGE (AAUP)

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, ILLINOIS

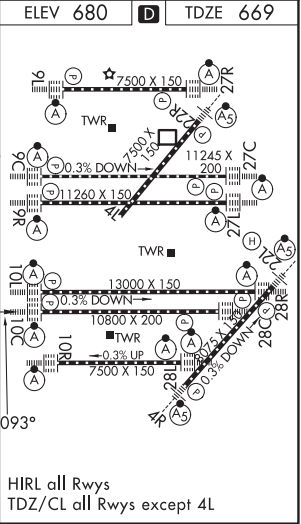
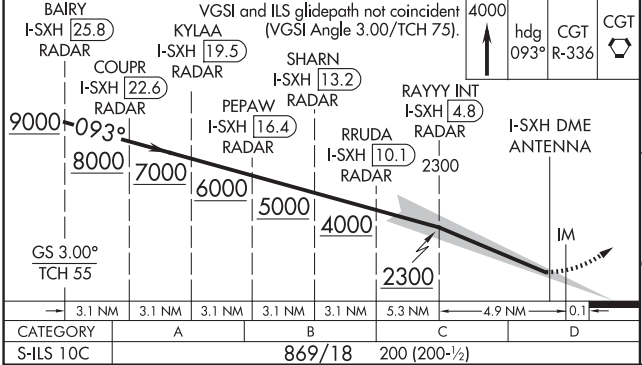
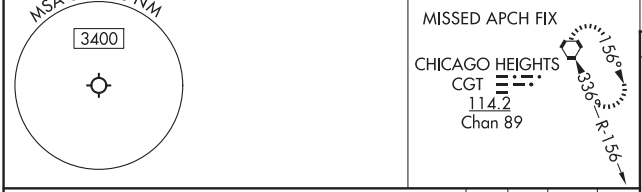
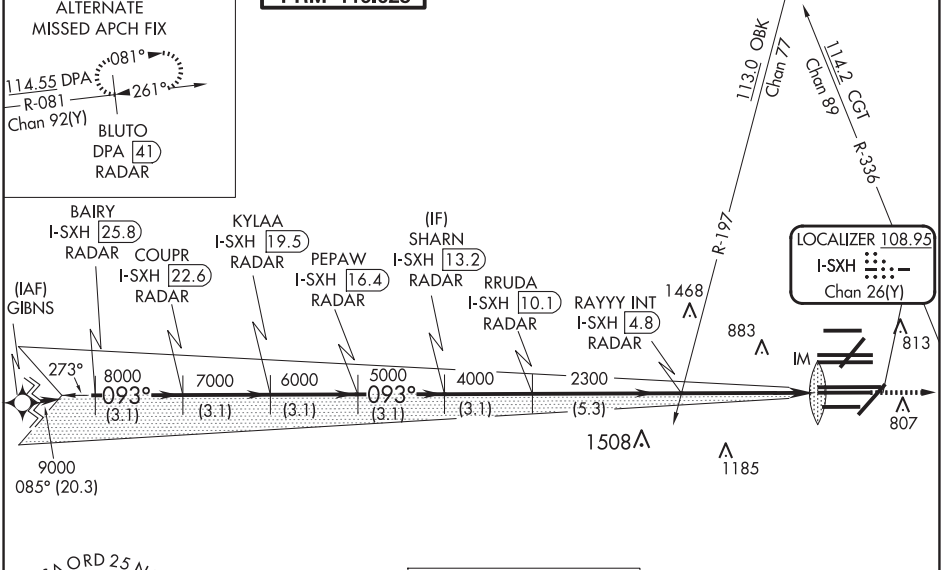
AL-166 (FAA)

ILS PRM RWY 10C
(CLOSE PARALLEL)
CHICAGO O'HARE INTL (ORD)

LOC/DME I-SXH 108.95 Chan 26(Y)	APP CRS 093°	Rwy Ldg 10540 TDZE 669 Apt Elev 680
--	------------------------	--

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.		ALSIF-2 	MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.
From GIBNS: RNAV-1 GPS required.			
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.			

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0 PRM 119.625	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	---	---	---	---	--------------------------	-------



CHICAGO, ILLINOIS

AL-166 (FAA)

ILS PRM RWY 28C
(CLOSE PARALLEL)
CHICAGO O'HARE INTL (ORD)

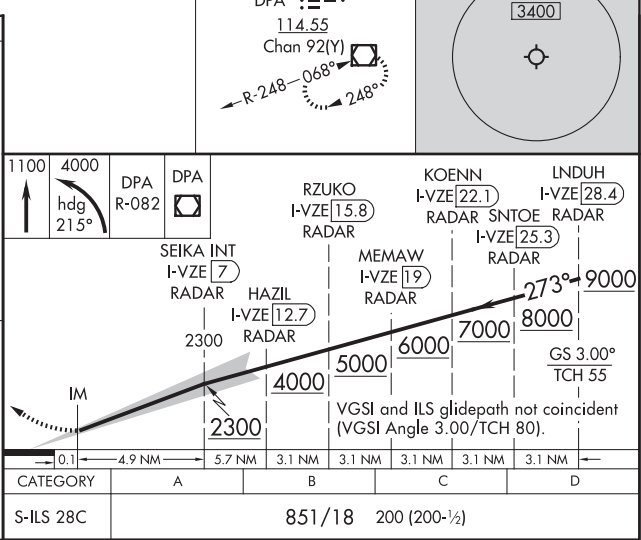
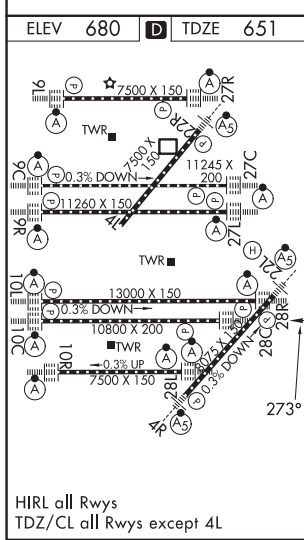
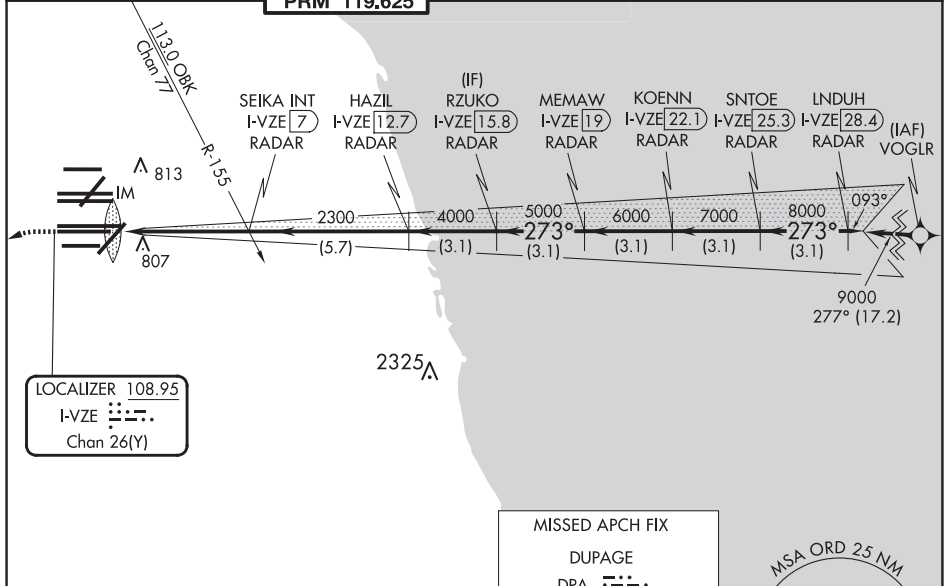
LOC/DME I-VZE 108.95 Chan 26 (Y)	APP CRS 273°	Rwy Ldg 10800 TDZE 651 Apt Elev 680
--	------------------------	--

Aircraft not GPS equipped - RADAR required for procedure entry.
DME or RADAR required.
From VOGLR: RNAV 1-GPS required.

ALS-2

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.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0 PRM 119.625	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	---	---	---	--------------------------	-------



CHICAGO, ILLINOIS
Amdt 1A 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS PRM RWY 28C (CLOSE PARALLEL)

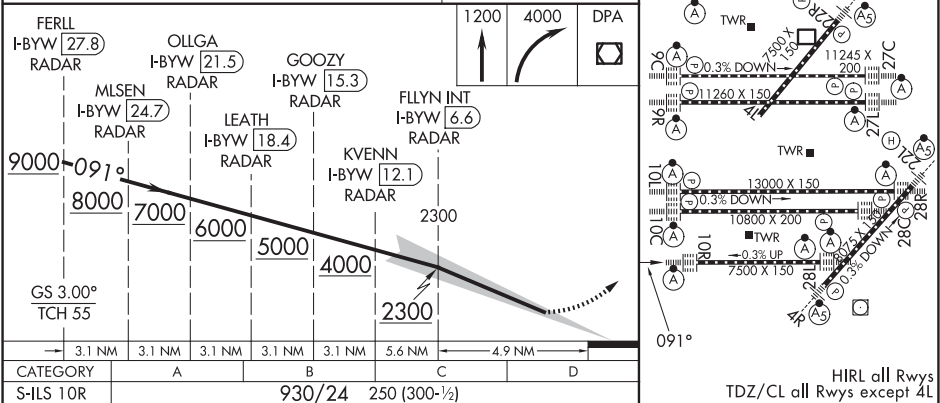
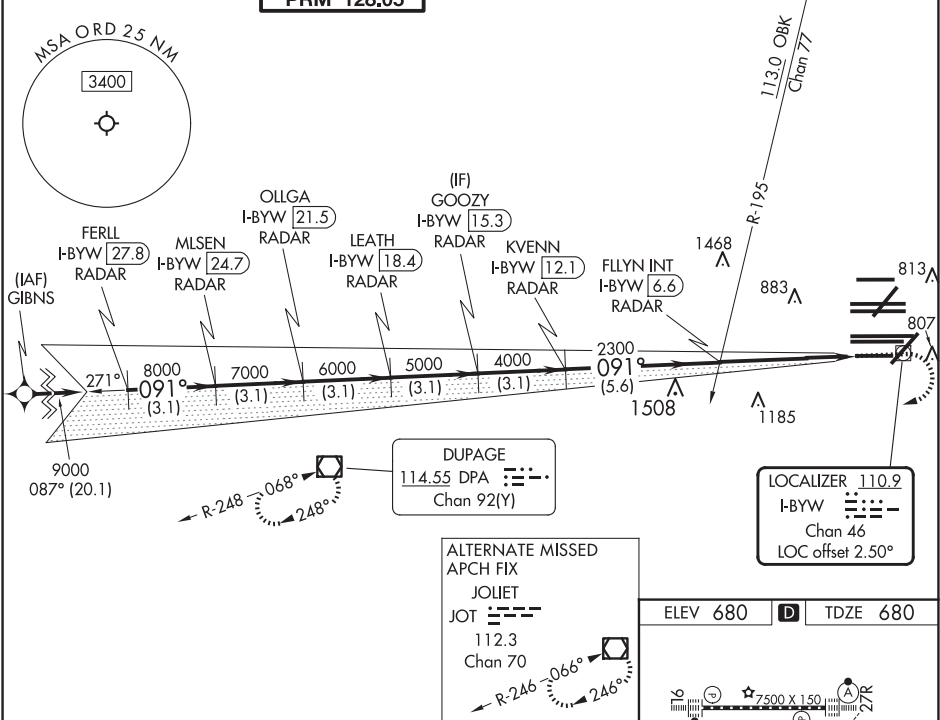
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-BYW 110.9 Chan 46	APP CRS 091°	Rwy Ldg TDZE 7500 680 Apt Elev 680	ILS PRM Y RWY 10R (CLOSE PARALLEL) CHICAGO O'HARE INTL (ORD)
---	------------------------	--	---

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required. From GIBNS: RNAV-1 GPS required.	ALSIF-2 	MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF Comm required. See additional requirements on AAUP.		

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 133.0 348.0 PRM 128.05	124.125 GND CON (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	---	---	--	--	--------------------------	-------



CHICAGO, ILLINOIS

AL-166 (FAA)

ILS PRM RWY 10C (SA CAT I)
(CLOSE PARALLEL)
CHICAGO O'HARE INTL (ORD)

LOC/DME I-SXH 108.95 Chan 26(Y)	APP CRS 093°	Rwy Ldg 10540 TDZE 669 Apt Elev 680
---	------------------------	--

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.

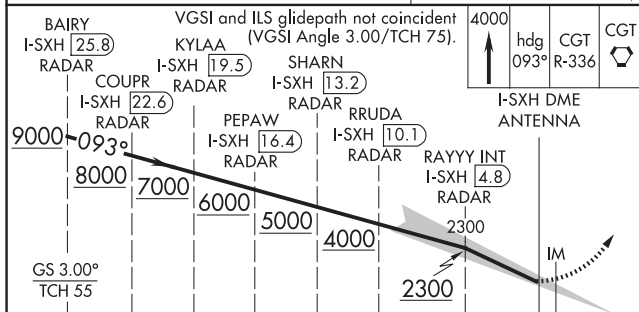
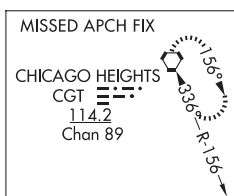
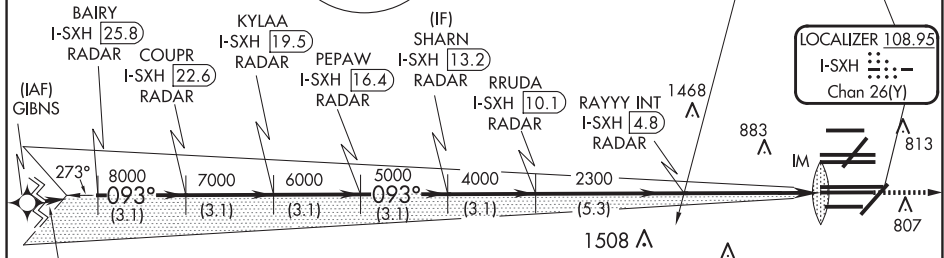
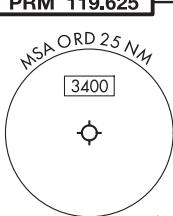
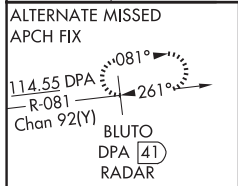
From GIBNS: RNAV-1 GPS required.

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AANUP.



MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

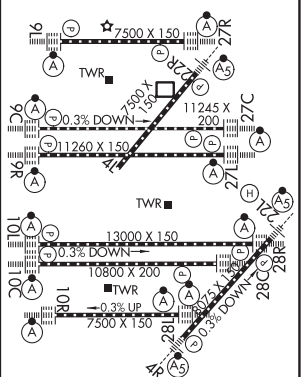
D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0 PRM 119.625	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	---	---	---	---	--------------------------	-------



CATEGORY	A	B	C	D
S-ILS 10C	RA 148/14 150 DA 819			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ELEV 680 **D** TDZE 669



HIRL all Rwys
TDZ/CL all Rwys except 4L

CHICAGO, ILLINOIS
Amdt 1A 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS PRM RWY 10C (SA CAT I) (CLOSE PARALLEL)

EC-3, 12 JUN 2025 to 07 AUG 2025

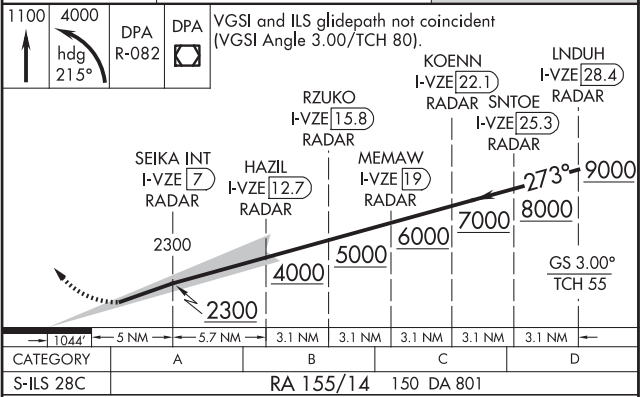
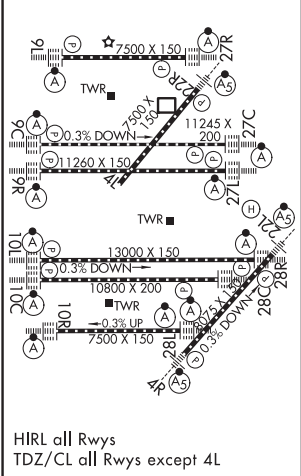
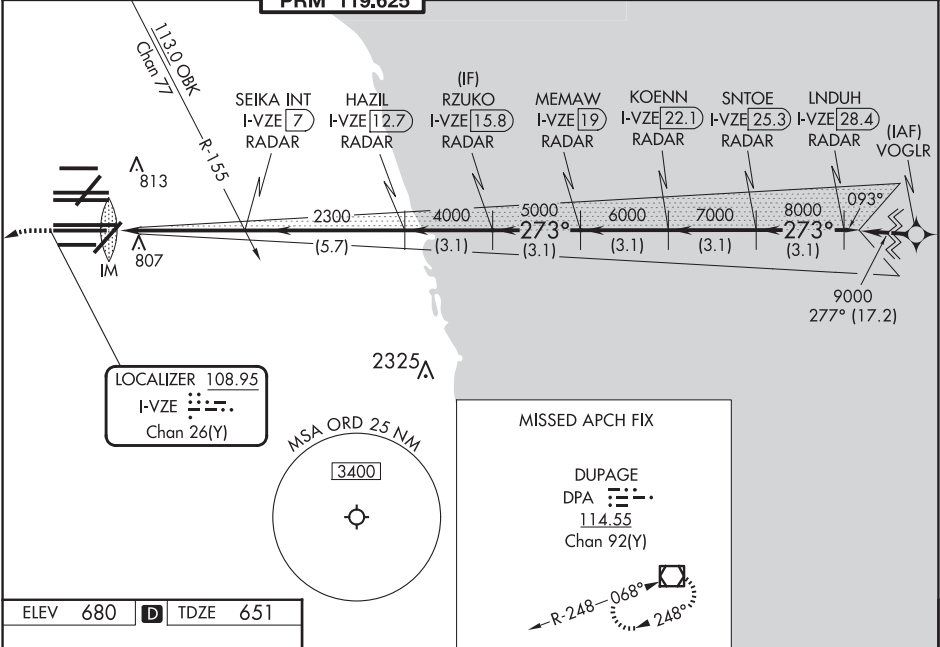
EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-VZE	APP CRS	Rwy Ldg
108.95	273°	10800
Chan 26 (Y)		TDZE 651
		Apt Elev 680

CHICAGO O'HARE INTL (ORD)

Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required. From VOGLR: RNAV 1-GPS required.	ALSF-2 	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.
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.		

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0 PRM 119.625	GND CON (TWR NORTH) 124.125 (TWR SOUTH) 118.05 (ALL TWRs) 226.675	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	---	--	---	--------------------------	-------



SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED			
--	--	--	--

CHICAGO, ILLINOIS

AL-166 (FAA)

ILS PRM RWY 10C (CAT II & III) (CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

LOC/DME I-SXH 108.95 Chan 26(Y)	APP CRS 093°	Rwy Ldg TDZE 669 Apt Elev 680
--	------------------------	---

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.

From GIBNS: RNAV-1 GPS required.

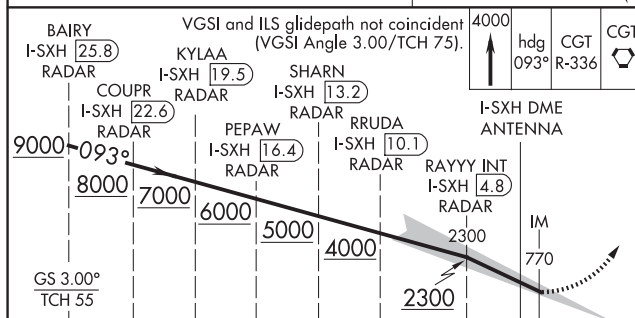
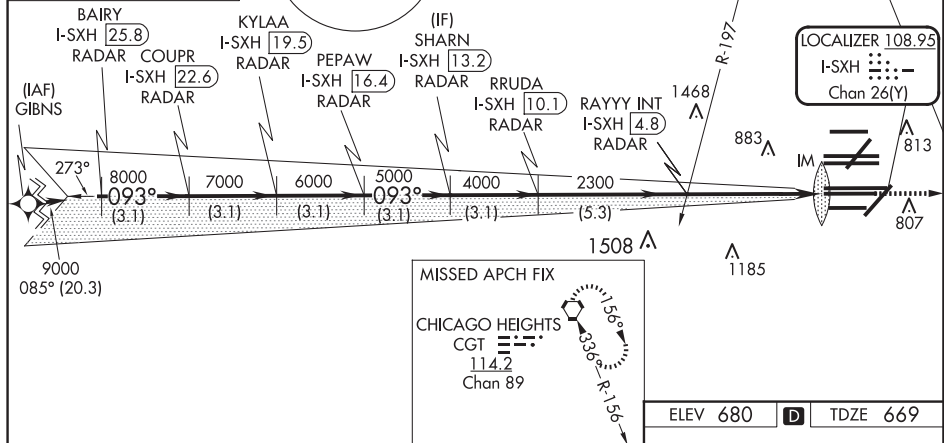
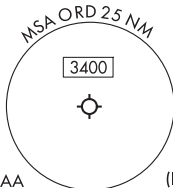
▼ CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD touchdown.
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.



MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

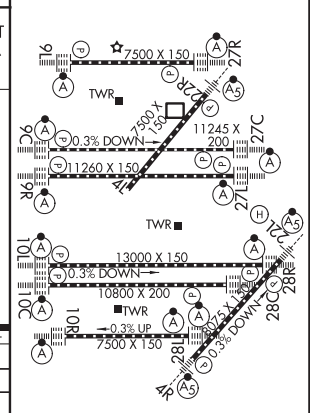
D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0 PRM 119.625	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	---	---	---	---	--------------------------	-------

ALTERNATE MISSED
APCH FIX



ELEV 680	D	TDZE 669
----------	---	----------

3.1 NM	3.1 NM	3.1 NM	3.1 NM	3.1 NM	5.3 NM	5 NM	1091'
CATEGORY	A			B	C	D	
S-ILS 10C	CAT II RA 102/12 100 DA 769						
S-ILS 10C	CAT III RVR 06						



CATEGORY II and III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwy's
TDZ/CL all Rwy's except 4L

CHICAGO, ILLINOIS
Amdt 1A 03JAN19

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS PRM RWY 10C (CAT II & III) (CLOSE PARALLEL)

ILS PRM RWY 28C (CAT II & III)
(CLOSE PARALLEL)
CHICAGO O'HARE INTL (ORD)

ALSF-2

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.

T Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

113.08K
Chan 17

SEIKA INT
I-VZE 7
RADAR

HAZIL
I-VZE 12.7
RADAR

(IF)
RZUKO
I-VZE 15.8
RADAR

MEMAW
I-VZE 19
RADAR

KOENN
I-VZE 22.1
RADAR

SNTOE
I-VZE 25.3
RADAR

LNDUH
I-VZE 28.4
RADAR

(IAF)
VOGLR

2300 (5.7)

4000 (3.1)

5000 (3.1)

6000 (3.1)

7000 (3.1)

8000 (3.1)

9000 (17.2)

273°

277° (17.2)

093°

9000

277° (17.2)

LOCALIZER 108.95
I-VZE 11.4
Chan 26(Y)

2325A

MSA ORD 25 NM

3400

MISSED APCH FIX

DUPAGE
DPA 11.4
Chan 92(Y)

R-248-068°

248°

ELEV 680 D TDZE 651

HIRL all Rwys
TDZ/CL all Rwys except 4L

1100 ↑ hdg 215°	4000 DPA R-082	DPA ☐	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80).										INDUH I-VZE[28.4] RADAR																	
													273°-9000																	
<table border="1"> <tr> <td>← 1044'</td> <td>← 5 NM</td> <td>← 5.7 NM</td> <td>← 3.1 NM</td> <td>← 3.1 NM</td> <td>← 3.1 NM</td> <td>← 3.1 NM</td> <td>← 3.1 NM</td> <td>← 3.1 NM</td> </tr> <tr> <td>CATEGORY</td> <td>A</td> <td>B</td> <td>C</td> <td colspan="5">D</td> </tr> </table>													← 1044'	← 5 NM	← 5.7 NM	← 3.1 NM	← 3.1 NM	← 3.1 NM	← 3.1 NM	← 3.1 NM	← 3.1 NM	CATEGORY	A	B	C	D				
← 1044'	← 5 NM	← 5.7 NM	← 3.1 NM	← 3.1 NM	← 3.1 NM	← 3.1 NM	← 3.1 NM	← 3.1 NM																						
CATEGORY	A	B	C	D																										
S-ILS 28C		CAT II RA 105/12 100 DA 751																												
S-ILS 28C		CAT III RVR 06																												

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

AL-166 (FAA)

RNAV (GPS) PRM RWY 10C (CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

WAAS CH 81934 W10B	APP CRS 093°	Rwy Ldg 10540 TDZE 669 Apt Elev 680
--	------------------------	--

RNP APCH - GPS.



Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 10C helicopter visibility reduction below RVR 4000 NA. Use of FD or AP required during simultaneous operations.

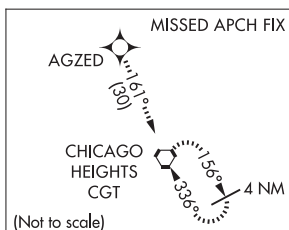
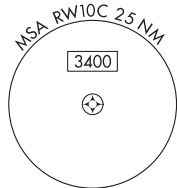
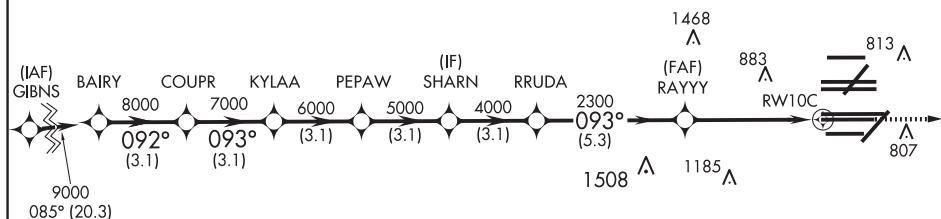
ALSF-2



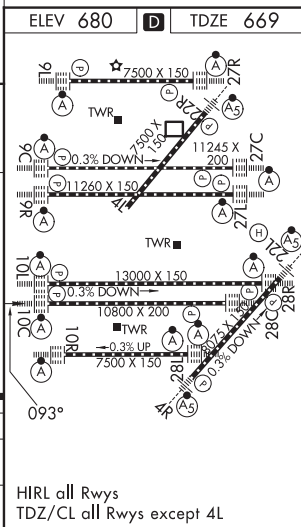
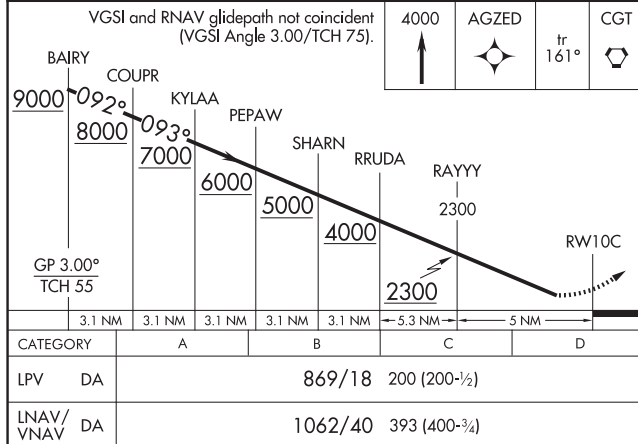
MISSED APPROACH: Climb to 4000 direct AGZED and on track 161° to CGT VORTAC and hold.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 120.75 348.0 PRM 119.625	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	---	---	---	--------------------------	-------

RADAR REQUIRED



VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 75).



CHICAGO, ILLINOIS
Orig-B 25JAN24

41°59'N-87°54'W
RNAV (GPS) PRM RWY 10C (CLOSE PARALLEL)

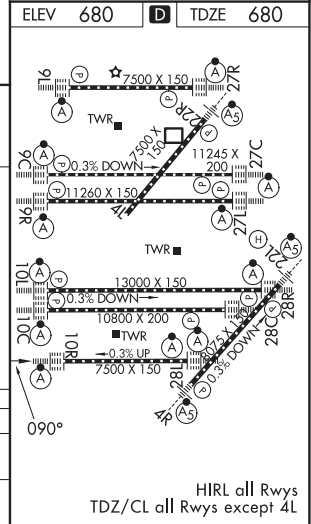
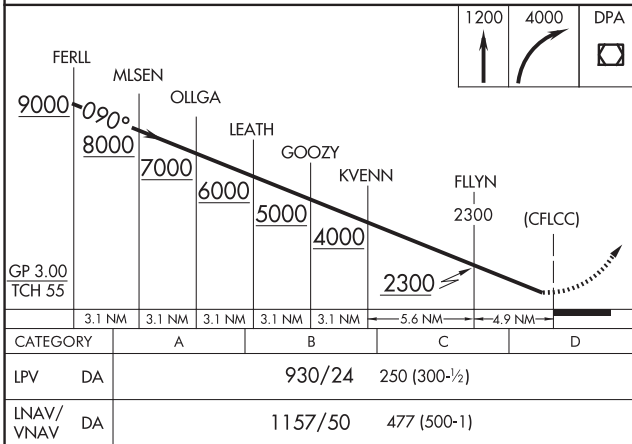
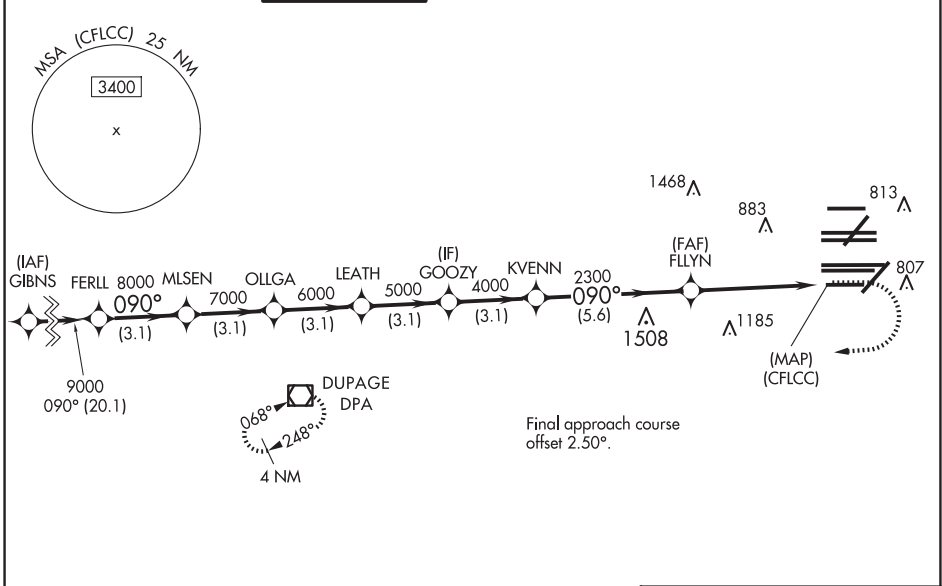
CHICAGO O'HARE INTL (ORD)

RNAV (GPS) PRM Y RWY 10R
(CLOSE PARALLEL)
CHICAGO O'HARE INTL (ORD)

WAAS CH 77937 W10D	APP CRS 090°	Rwy Ldg TDZE Apt Elev	7500 680 680
--	------------------------	-----------------------------	---

RNP APCH.	Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 3/8 SM.	ALSF-2 	MISSED 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 PRM 128.05	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	---	---	---	--------------------------	-------



CHICAGO, ILLINOIS

AL-166 (FAA)

RNAV (GPS) PRM Y RWY 28L

(CLOSE PARALLEL)

CHICAGO O'HARE INTL (ORD)

WAAS CH 93839 W28E	APP CRS 275°	Rwy Ldg TDZE 667 Apt Elev 680
--	------------------------	---

RNP APCH. RADAR required.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Dual VHF comm required. See additional requirements on AAUP.

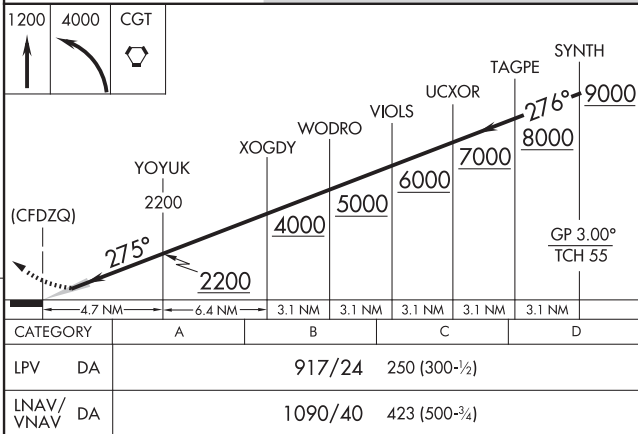
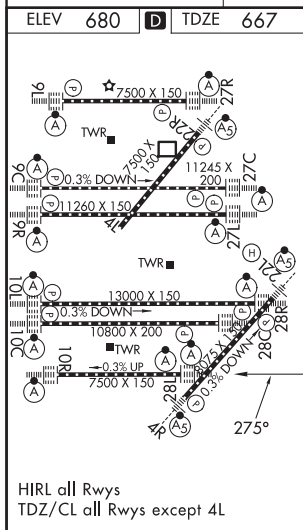
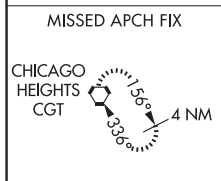
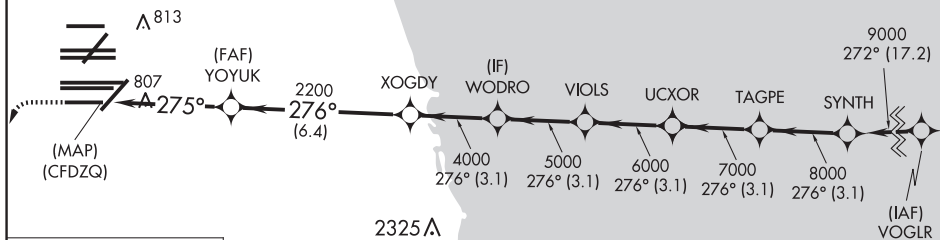
ALSIF-2



MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.

D-ATIS 135.4 282.225	CHICAGO APP CON 119.0 292.125	O'HARE TOWER 133.0 348.0 PRM 128.05	124.125 GND CON (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND)	CLNC DEL 121.6	CPDLC
--	--	---	---	---	--------------------------	-------

Final approach course offset 2.50°.



CHICAGO, ILLINOIS

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

Orig-A 13SEP18

RNAV (GPS) PRM Y RWY 28L (CLOSE PARALLEL)

EC-3, 12 JUN 2025 to 07 AUG 2025

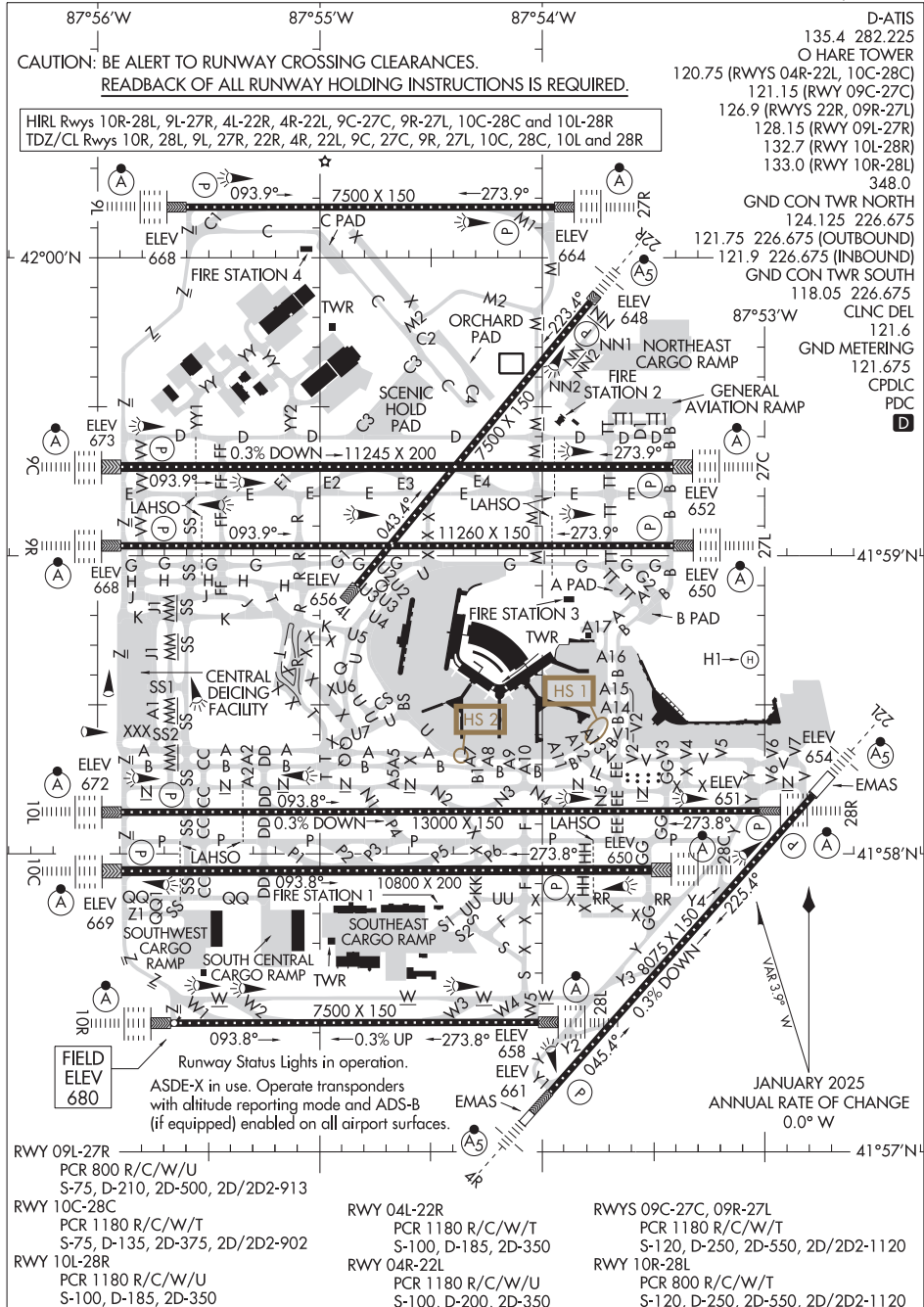
EC-3, 12 JUN 2025 to 07 AUG 2025

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

HIRL Rwys 10R-28L, 9L-27R, 4L-22R, 4R-22L, 9C-27C, 9R-27L, 10C-28C and 10L-28R

TDZ/CL Rwy's 10R, 28L, 9L, 27R, 22R, 4R, 22L, 9C, 27C, 9R, 27L, 10C, 28C, 10L and 28R



AIRPORT DIAGRAM

25163

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

NOTE: All turbo-jet departures
in all directions, maintain
250K until advised by
ATC.

CHICAGO DEP CON
EAST/NORTH
125.0 337.4

KEELER
116.6 ELX :-:-
Chan 113

GIPPER
115.4 GUJ : : ---
Chan 101

MSA ORD 25 NM

PEOTONE
113.2 EON $\dot{\cdot}$ ---
Chan 79

ROBERTS
116.8 RBS
Chan 115


CHICAGO DEP CON
SOUTH
126.625 327.075

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within the sector with first navaid/fix for your route is located (sectors indicated by dashed lines; frequencies in dashed box within)

TOP ALTITUDE:
5000

RADAR required.

CHICAGO DEP CON	WEST	126.625	327.075
-----------------	------	---------	---------

IOWA CITY
116.2 IOWA 
Chan 109

DUPAGE
114.55 DPA :
Chan 92(Y)

GCO (108.25)

Δ PETTY

BADGER
116.4 BAE :-...
Chan 111

EBAKE

DUFEE

MOBILE

TAKEOFF MINIMUMS

Rwy 22R: NA - ATC.
Rwys 4L/R, 9L/C/R, 10L/C/R, 22L, 28C/R: Standard.

Rwy 27L/C: Standard with minimum climb of 220' per NM to 1800.

Rwy 27R: Standard with minimum climb of 220' per NM to 1700

Rwy 28L: Standard with minimum 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.

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.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

CHICAGO, ILLINOIS

AL-5826 (FAA)

25163

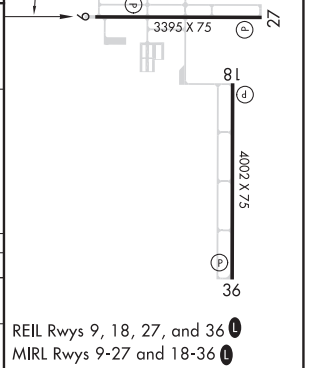
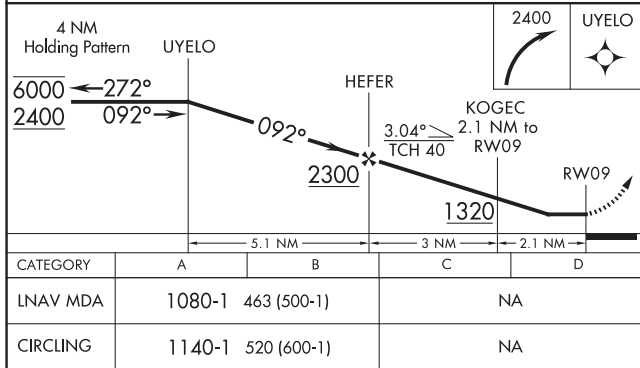
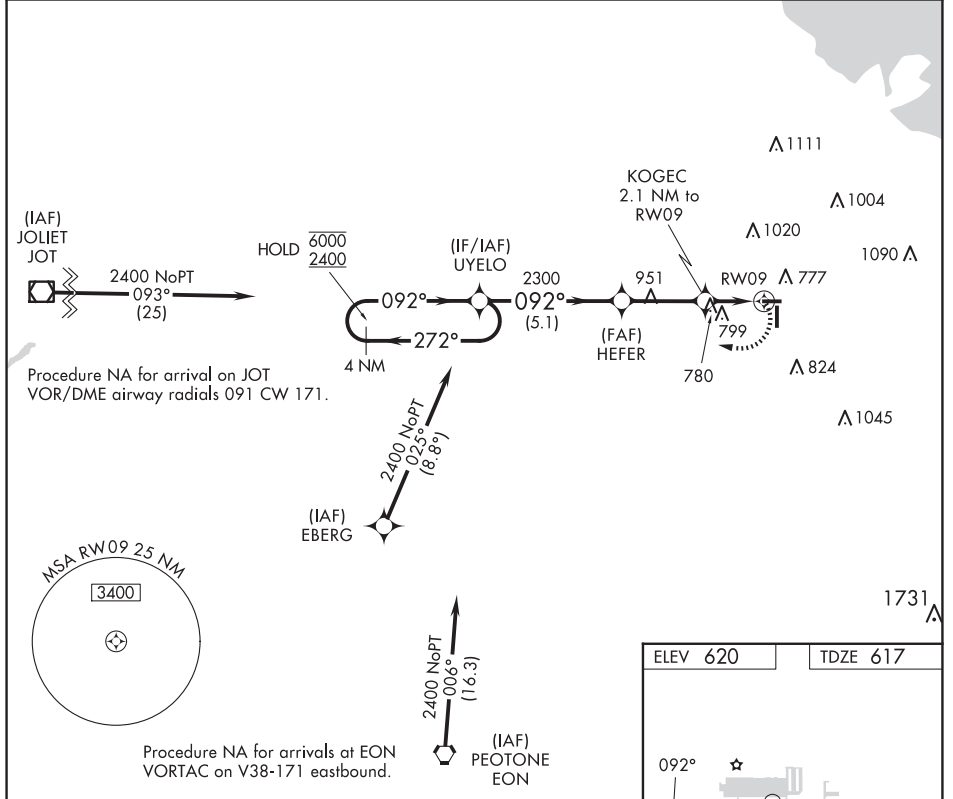
APP CRS	Rwy Ldg	3395
092°	TDZE	617
	Apt Elev	620

RNAV (GPS) RWY 9

LANSING MUNI (IGQ)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 2400 direct UYELO and hold.
<div><div></div><div>Rwy 9 helicopter visibility reduction below 1 SM NA.</div><div></div><div>Straight-in and Circling Rwy 9 NA at night.</div></div>	

AWOS-3PT 124.925	CHICAGO APP CON 128.2 285.6	UNICOM 122.7 (CTAF) 0
---------------------	--------------------------------	--------------------------



CHICAGO, ILLINOIS

Amdt 1 12JUN25

41°32'N-87°32'W

RNAV (GPS) RWY 9

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 27
LANSING MUNI (IGO)

MISSED APPROACH:
Climb to 2400 direct
UYELO and hold.

Procedure NA for arrivals at HARRT on V6-10 westbound.

HARRT

2300
162°
(19.9)

MSA RW27 25 NM
3400

(IAF) BIZZE

2300 182° (5)

(IF) COOTE

2300 002° (5)

(IAF) WYZZE

2800 023° (14.4)

LUCIT

Procedure NA for arrivals at LUCIT on V7-51-97 southeast bound and V38-156 westbound.

UYELO

092°
272°

4 NM

A1290

A1045

A1044

A1020

777 766 764

A799

RW27

(FAF) CHIPR

A1096

2200 272° (5.1)

2300 284° (6.8)

(IAF) HAIE

Procedure NA for arrivals at HAIE on V126-340 southeast bound and V8-92 eastbound.

ELEV 620	TDZE 617
----------	----------

REIL Rwy's 9, 18, 27,
and 36

MIRL Rwy's 9-27 and 18-36

[illegible]

CHICAGO, ILLINOIS

AL-5826 (FAA)

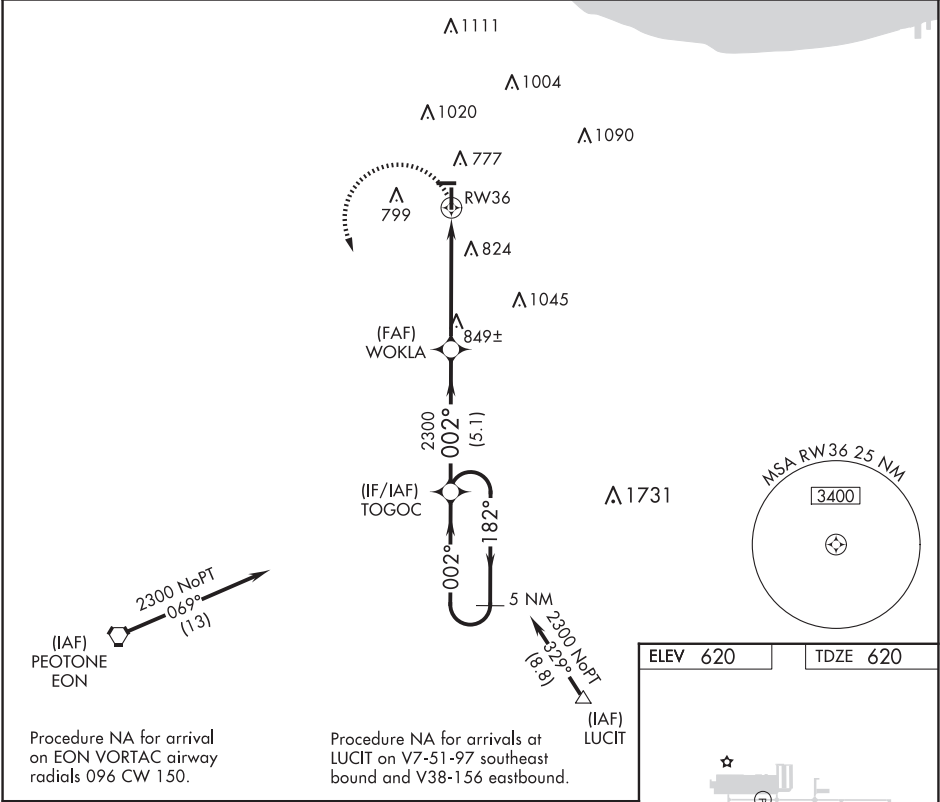
24305

APP CRS 002°	Rwy Idg	4002
	TDZE	620
	Apt Elev	620

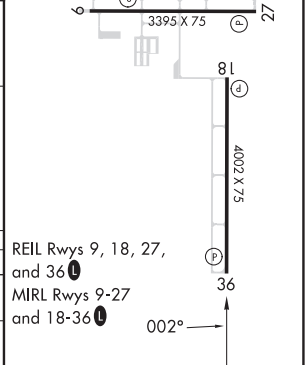
RNAV (GPS) RWY 36
LANSING MUNI (IGQ)

 	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 124.925	CHICAGO APP CON 128.2 285.6	UNICOM 122.7 (CTAF) 0
----------------------------	---------------------------------------	---------------------------------



CATEGORY	A		B		C		D	
	1100-1		480 (500-1)		NA		NA	
CIRCLING	1140-1		520 (600-1)		NA		NA	



CHICAGO, ILLINOIS
Orig-A 30MAR17

41°32'N-87°32'W

RNAV (GPS) RWY 36
LANSING MUNI (IGQ)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-XJX	APP CRS	Rwy Idg	4002
109.15	002°	TDZE	620
Chan 28 (Y)		Apt Elev	620

LOC RWY 36

LANSING MUNI(IGQ)

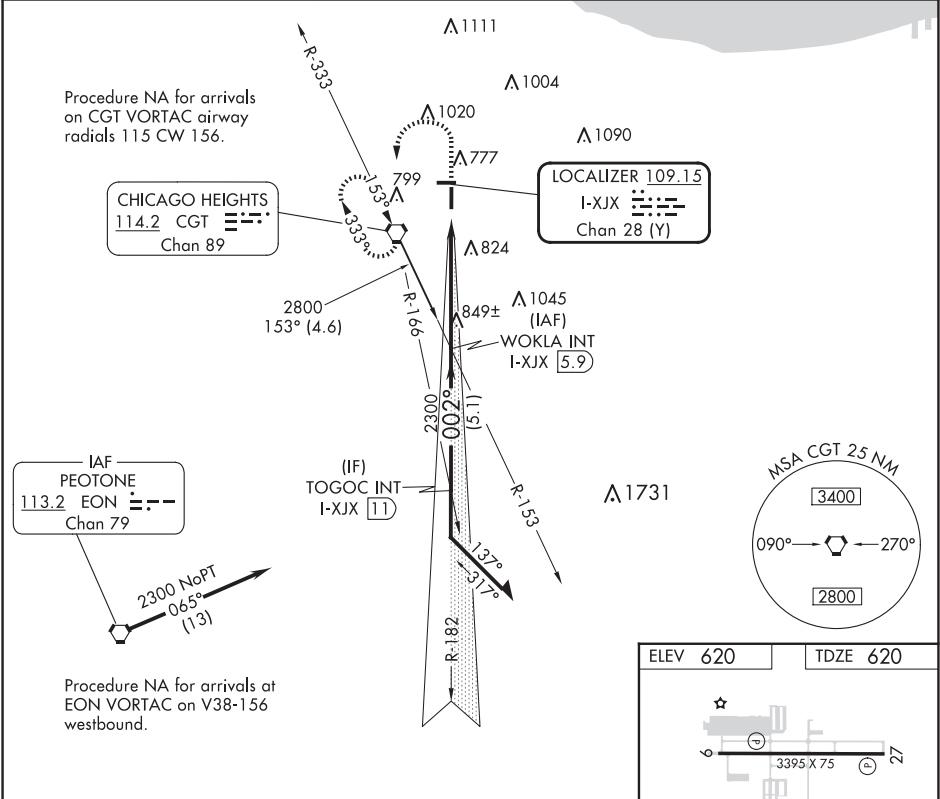
⚠

NA

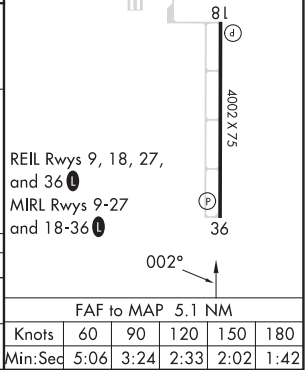
VDP NA when using Chicago Midway Intl altimeter setting.
When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.
Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2800 direct CGT VORTAC and hold, continue climb-in-hold to 2800.

AWOS-3PT 124.925	CHICAGO APP CON 128.2 285.6	UNICOM 122.7 (CTAF) 0
---------------------	--------------------------------	--------------------------



Remain within 10 NM		WOKLA INT I-XJX 5.9	1300	2800	CGT
2800		182°	002°	2300	3.04° TCH 40
		3.7 NM	1.4		
CATEGORY	A	B	C	D	
S-36	1100-1	480 (500-1)	NA		
CIRCLING	1140-1	520 (600-1)	NA		



CHICAGO, ILLINOIS

AL-5826 (FAA)

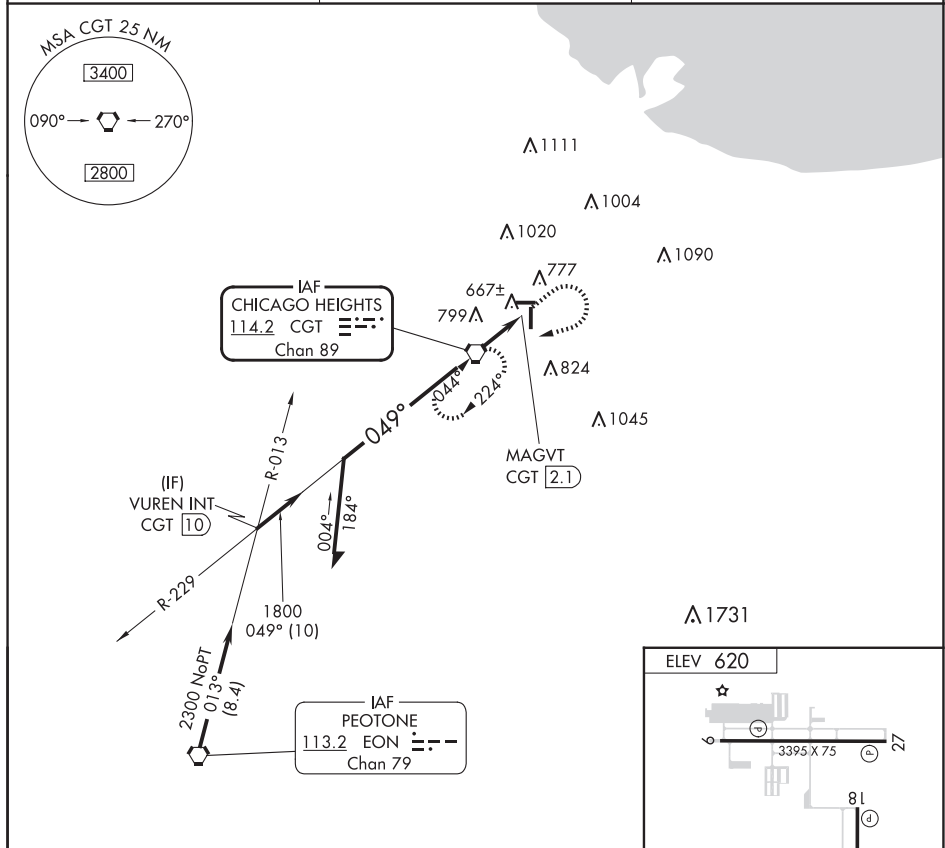
24305

VORTAC CGT	APP CRS	Rwy Idg	N/A
114.2	049°	TDZE	N/A
Chan 89		Apt Elev	620

VOR-A
LANSING MUNI (IGQ)

<p>⚠ When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Circling Rwy 9 NA at night.</p>	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CGT VORTAC and hold.</p>
---	---

AWOS-3PT 124.925	CHICAGO APP CON 128.2 285.6	UNICOM 122.7 (CTAF) 0
----------------------------	---------------------------------------	---------------------------------



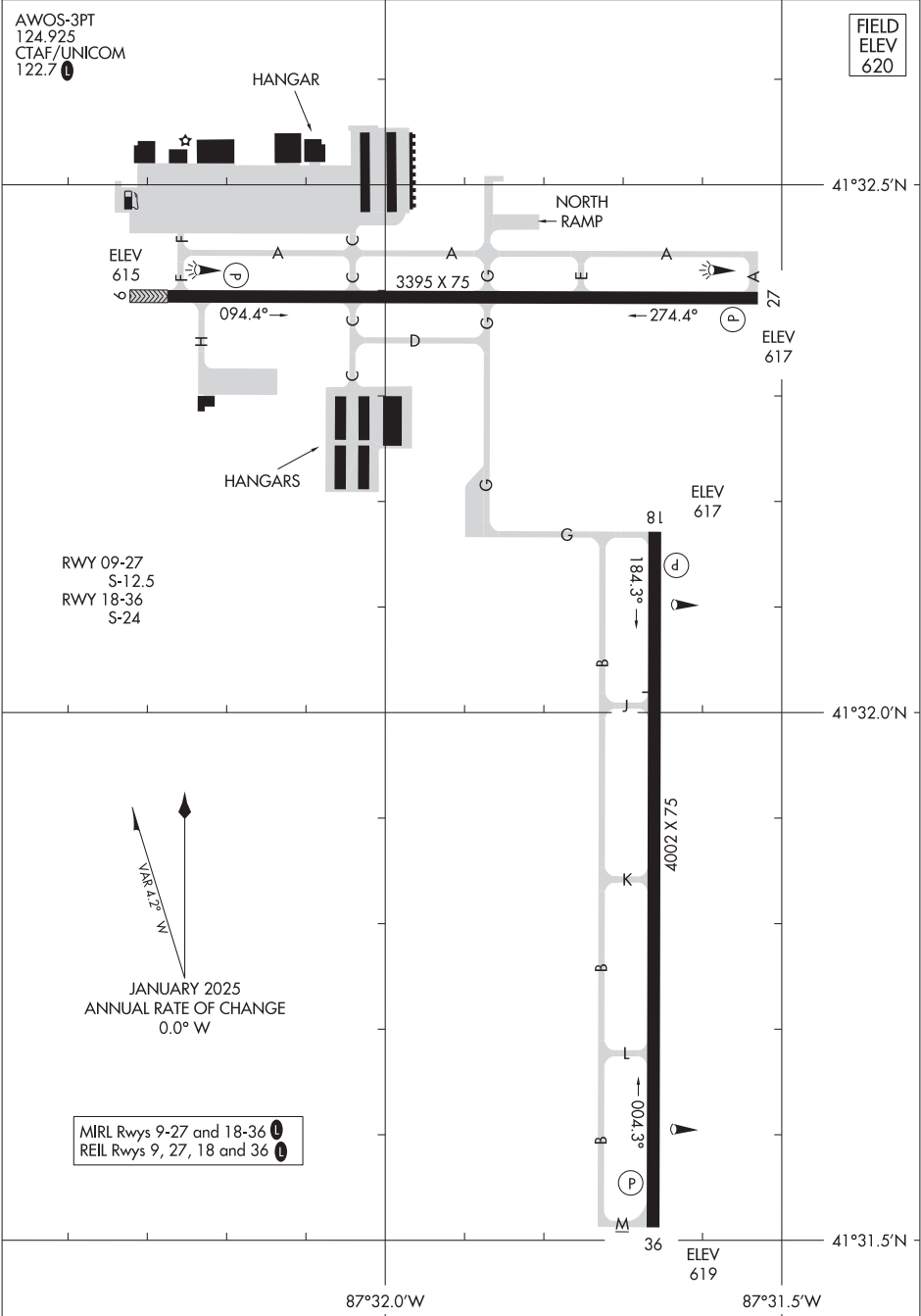
Remain within 10 NM				1500	2300	CGT
CGT VORTAC				↑	↪	⬡
2300				049°		
1800				MAGVT CGT 2.1		
2.1 NM				MIRL Rwy 9-27 and 18-36 0		
				REIL Rwy 9, 18, 27, and 36 0		
CATEGORY	A	B	C	D	FAF to MAP 2.1 NM	
CIRCLING	1140-1 520 (600-1)		NA		Knots	60 90 120 150 180
					Min:Seq	2:06 1:24 1:03 0:50 0:42

CHICAGO, ILLINOIS
Amdt 6A 30MAR17

41° 32'N - 87° 32'W

LANSING MUNI (IGQ)
VOR-A

EC-3, 12 JUN 2025 to 07 AUG 2025



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

CHICAGO/AURORA, ILLINOIS

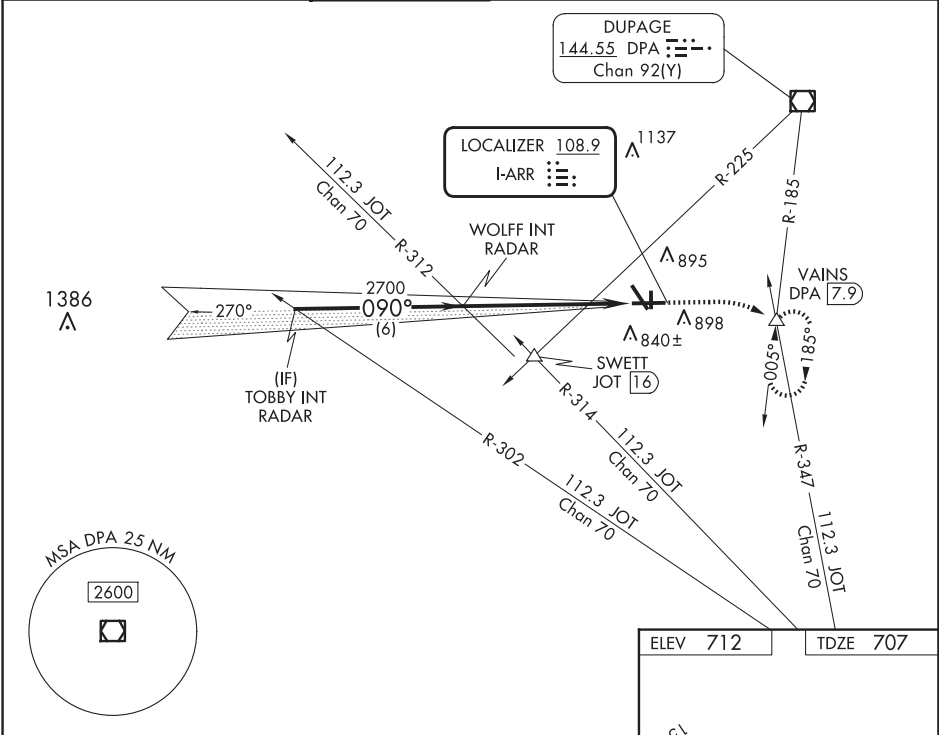
AL-5103 (FAA)

25163

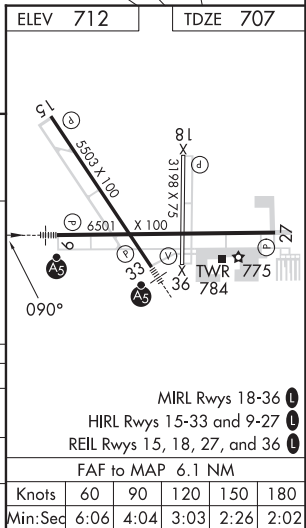
LOC I-ARR 108.9	APP CRS 090°	Rwy Ldg TDZE Apt Elev 6501 707 712
---------------------------	------------------------	--

ILS or LOC RWY 9
AURORA MUNI (ARR)

RADAR required for procedure entry.			MALS R	MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on heading 090° and on DPA VOR/DME R-185 to VAINS INT/DPA 7.9 DME and hold, continue climb-in-hold to 3000.	
For inop ALS, increase S-LOC 9 Cat C/D visibilities to 1½ SM.			AS		
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



TOBBY INT RADAR		WOLFF INT RADAR		1200 ↑	3000 hdg 090°	DPA R-185	VAINS △
2700		2700					
GS 3.00° TCH 45							
6 NM		6.1 NM					
CATEGORY	A	B	C	D			
S-ILS 9	907-½ 200 (200-½)						
S-LOC 9	1220-½ 513 (600-½)			1220-1 513 (600-1)			
CIRCLING	1220-1 508 (600-1)			1300-1½ 588 (600-1½)		1320-2 608 (700-2)	



CHICAGO/AURORA, ILLINOIS
Amdt 4A 08SEP22

41°46'N-88°29'W

AURORA MUNI (ARR)
ILS or LOC RWY 9


EC-3, 12 JUN 2025 to 07 AUG 2025

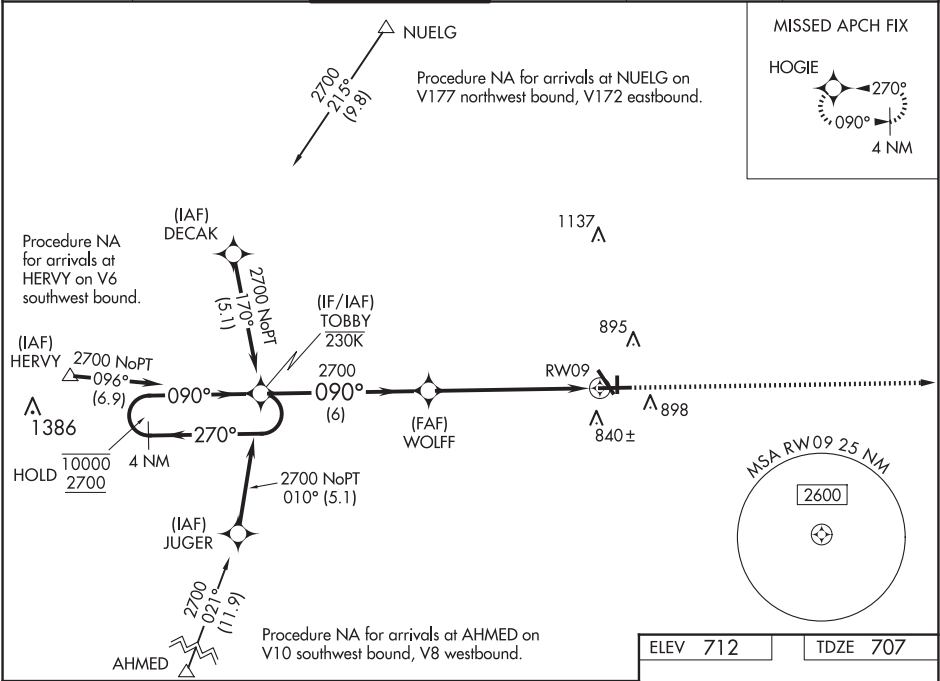
EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 45522 W09A	APP CRS 090°	Rwy Idg 6501 TDZE 707 Apt Elev 712
--	------------------------	---

RNAV (GPS) RWY 9

AURORA MUNI (ARR)

RNP APCH - GPS.				<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 2500 direct HOGIE and hold.
<div><div><div>▼</div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.</div></div>					
ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER★ 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5



4 NM Holding Pattern

TOBBY

WOLFF

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2700

2

CHICAGO/AURORA, ILLINOIS

AL-5103 (FAA)

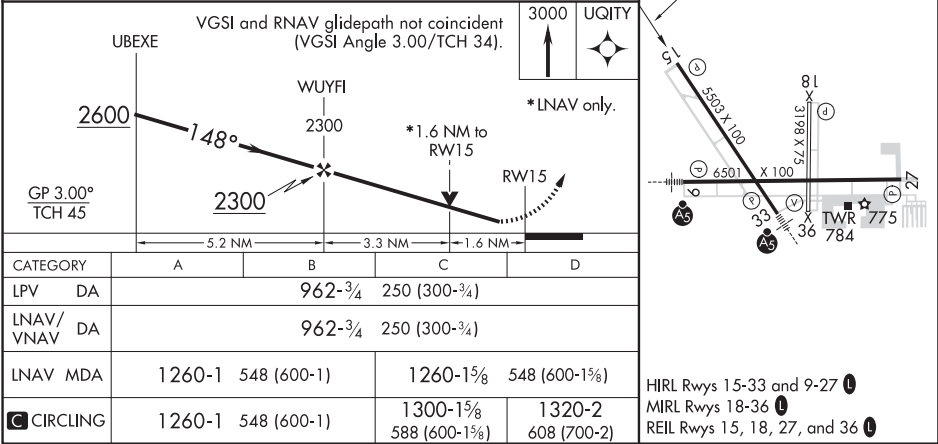
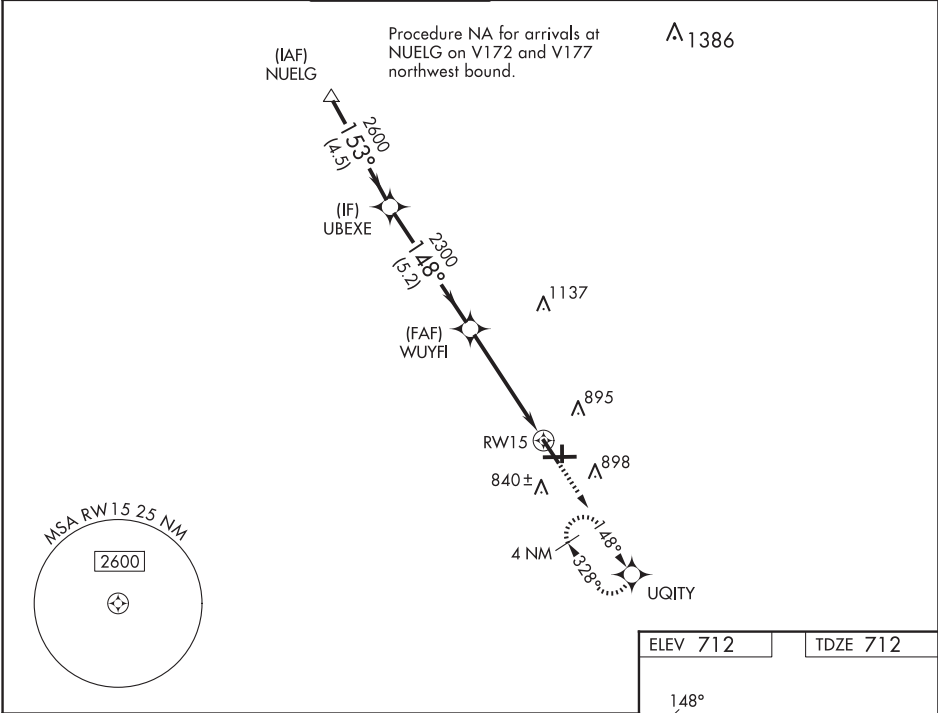
24081

WAAS CH 72941 W15A	APP CRS 148°	Rwy ldg TDZE Apt Elev	5503 712 712
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 15

AURORA MUNI (ARR)

RNP APCH - GPS.				MISSED APPROACH: Climb to 3000 direct UQITY and hold, continue climb-in-hold to 3000.	
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 15 helicopter visibility reduction below ¾ SM NA.					
ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER★ 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5



CHICAGO/AURORA, ILLINOIS
Amdt 1A 08SEP22

41°46'N-88°28'W

AURORA MUNI (ARR)

RNAV (GPS) RWY 15

EC-3, 12 JUN 2025 to 07 AUG 2025

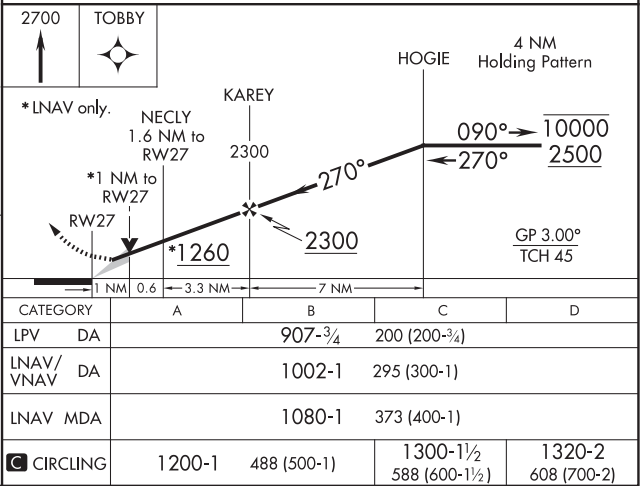
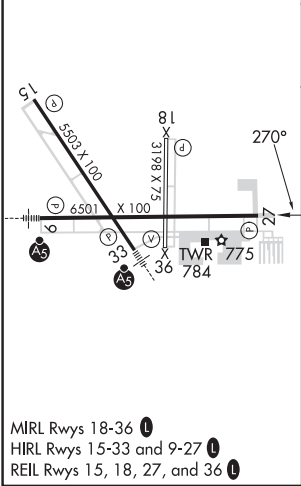
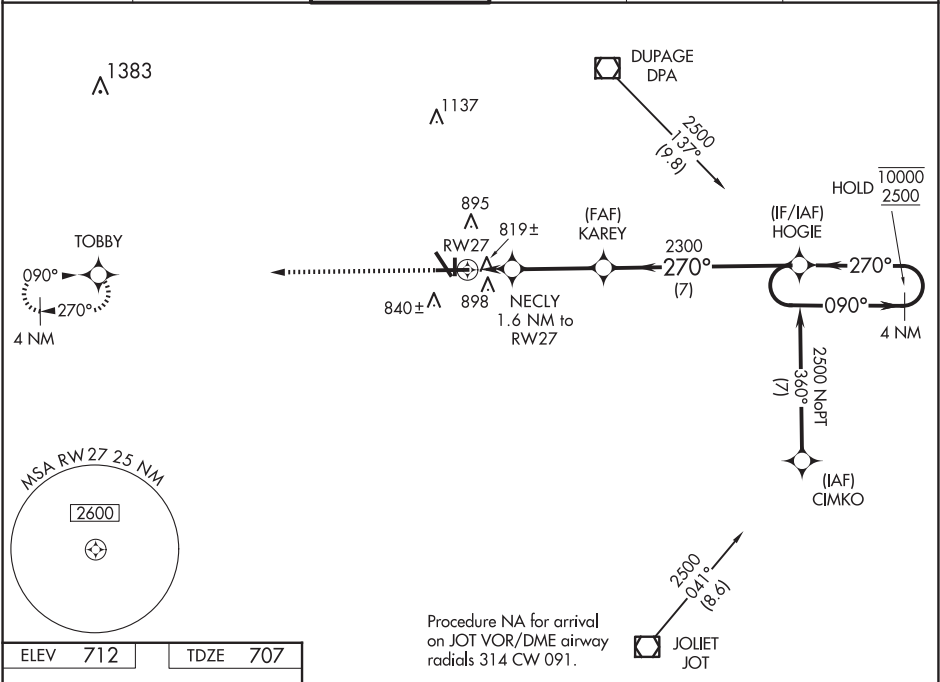
EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 48822 W27A	APP CRS 270°	Rwy Idg TDZE Apt Elev	6460 707 712
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 27

AURORA MUNI (ARR)

RNP APCH - GPS.				MISSED APPROACH: Climb to 2700 direct TOBBY and hold.	
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.					
ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER★ 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5



CHICAGO/AURORA, ILLINOIS

AL-5103 (FAA)

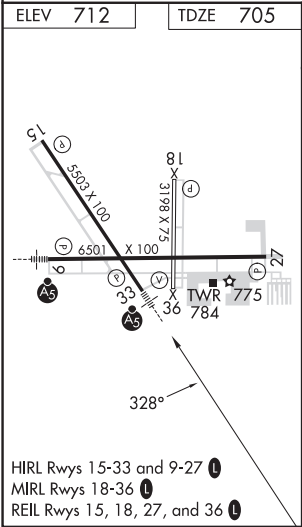
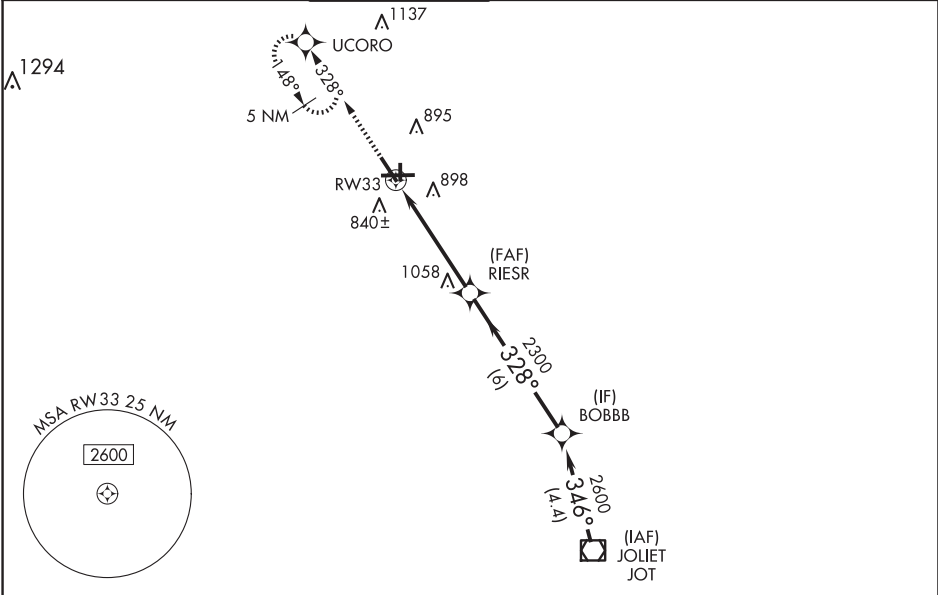
24081

WAAS CH 49105 W33A	APP CRS 328°	Rwy Idg 5503 TDZE 705 Apt Elev 712
--	------------------------	---

RNAV (GPS) RWY 33

AURORA MUNI (ARR)

RNP APCH - GPS. <div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LPV visibility to 1¼ SM all Cats, LNAV Cats A/B visibility to 1 SM.</div>			MALSR <div><div></div></div>		MISSED APPROACH: Climb to 3000 direct UCORO and hold, continue climb-in-hold to 3000.
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



Procedure NA for arrival on JOT VOR/DME
airway radials 314 CW 328.

3000 ↑	UCORO ✱				
*LNAV only.					
		RW33 ⋯	RIESR ✱	BOBBB	JOT VOR/DME
		1.3 NM ↓	3.5 NM	6 NM	4.4 NM
		2300	2300	2600	2600
		328°	328°	346°	
					GP 3.00° TCH 48
CATEGORY	A	B	C	D	
LPV DA	1042-¾ 337 (400-¾)				
LNAV/ VNAV DA	1194-1¼ 489 (500-1¼)				
LNAV MDA	1140-¾ 435 (500-¾)				1140-1 435 (500-1)
CIRCLING	1200-1 488 (500-1)		1300-1½ 588 (600-1½)		1320-2 608 (700-2)

CHICAGO/AURORA, ILLINOIS
Amdt 1B 08SEP22

41°46'N-88°29'W

AURORA MUNI (ARR)

RNAV (GPS) RWY 33

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-ROF
111.15
Chan **48(Y)**

APP CRS
328°

Rwy Ldg
TDZE
Apt Elev
5503
705
712

LOC RWY 33
AURORA MUNI (ARR)

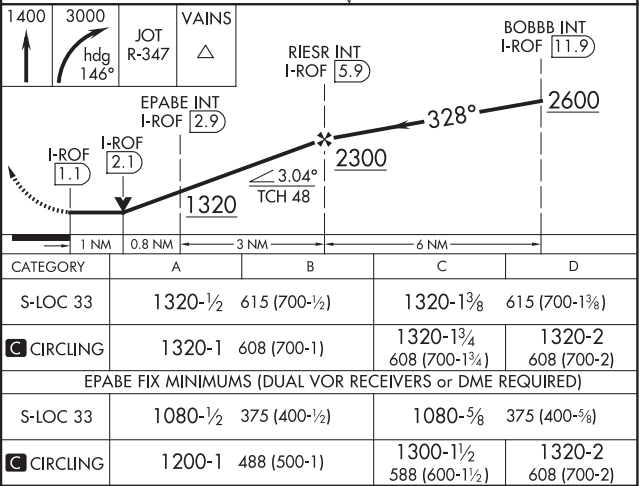
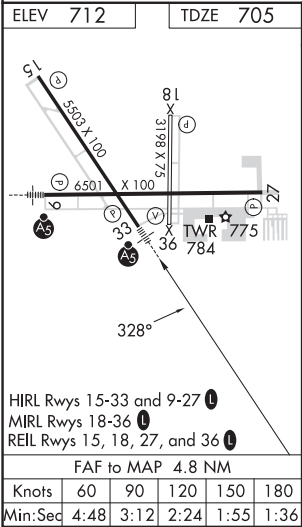
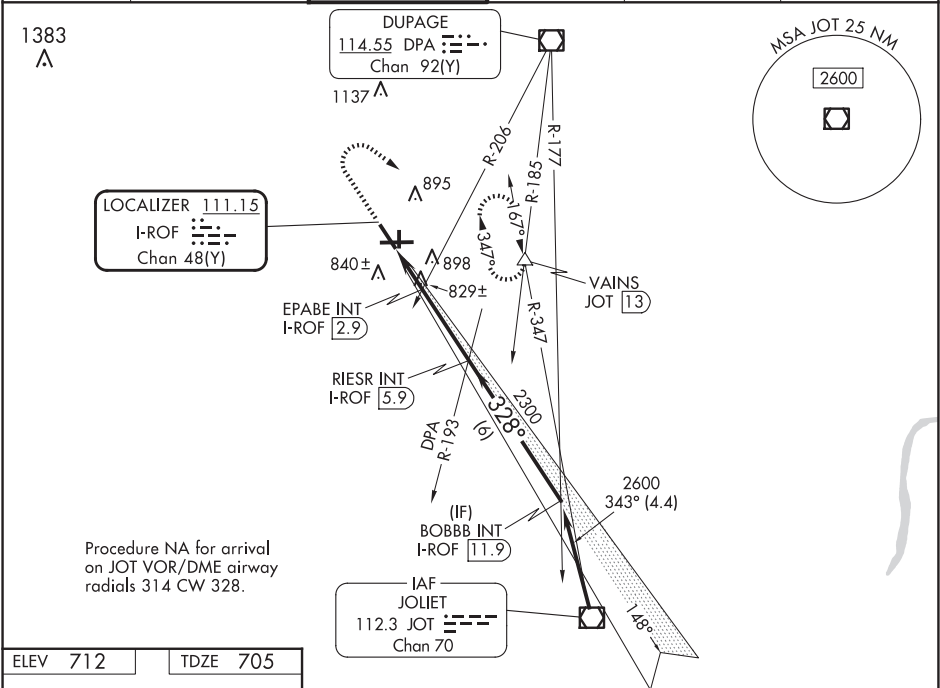
⚠

For inop ALS, increase S-LOC 33 Cats C and D visibility to 1 3⁄4 SM and EPABE FIX minimums S-LOC 33 Cats C and D visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 on heading 146° and JOT VOR/DME R-347 to VAINS INT/JOT 13 DME and hold, continue climb-in-hold to 3000.

ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER★ 120.6 (CTAF) 0	GND CON 121.7	CINC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5
-----------------------	---------------------------------------	--	-------------------------	---	-------------------------------



CHICAGO/AURORA, ILLINOIS

AL-5103 (FAA)

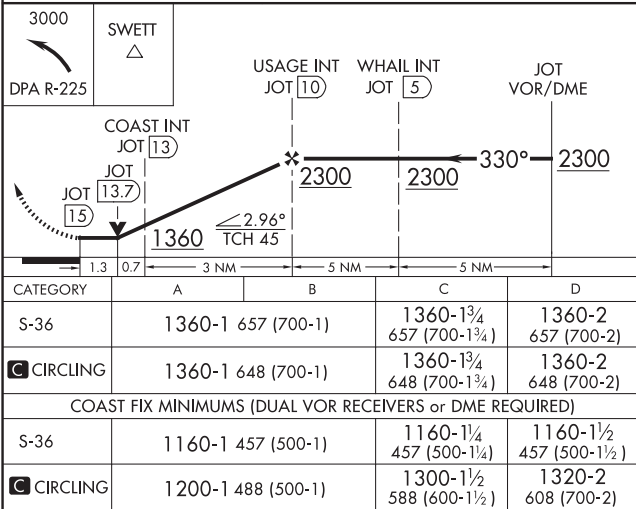
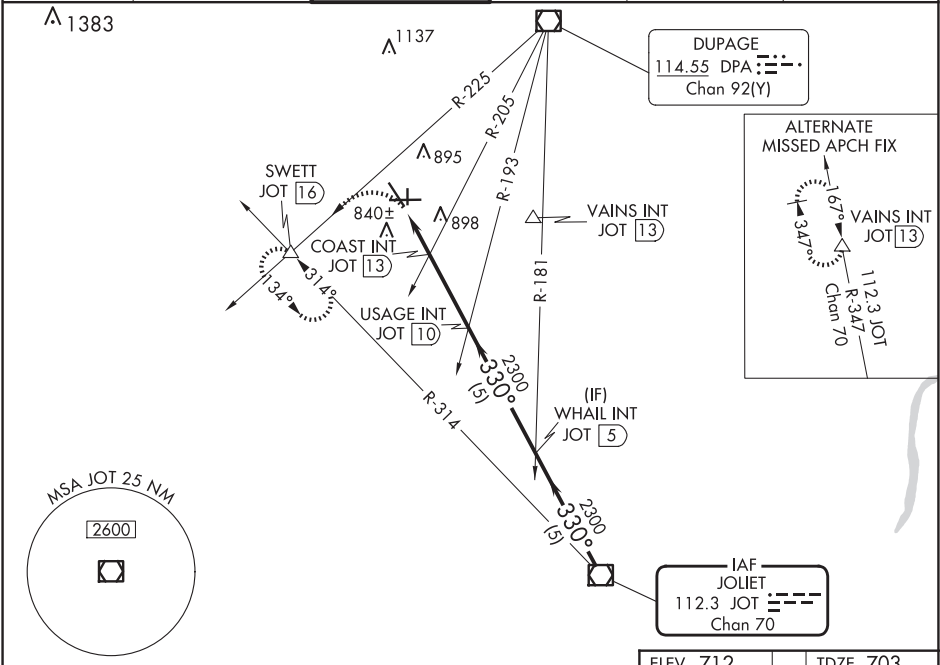
25163

VOR/DME JOT	APP CRS	Rwy Ldg	3198
112.3	330°	TDZE	703
Chan 70		Apt Elev	712

VOR RWY 36
AURORA MUNI (ARR)

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) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5
----------------	--------------------------------	---------------------------------	------------------	--	------------------------



ELEV 712	TDZE 703
MIRL Rwy 18-36 0	
HIRL Rwy 15-33 and 9-27 0	
REIL Rwy 15, 18, 27, and 36 0	
FAF to MAP 5 NM	
Knots	60 90 120 150 180
Min:Sec	5:00 3:20 2:30 2:00 1:40

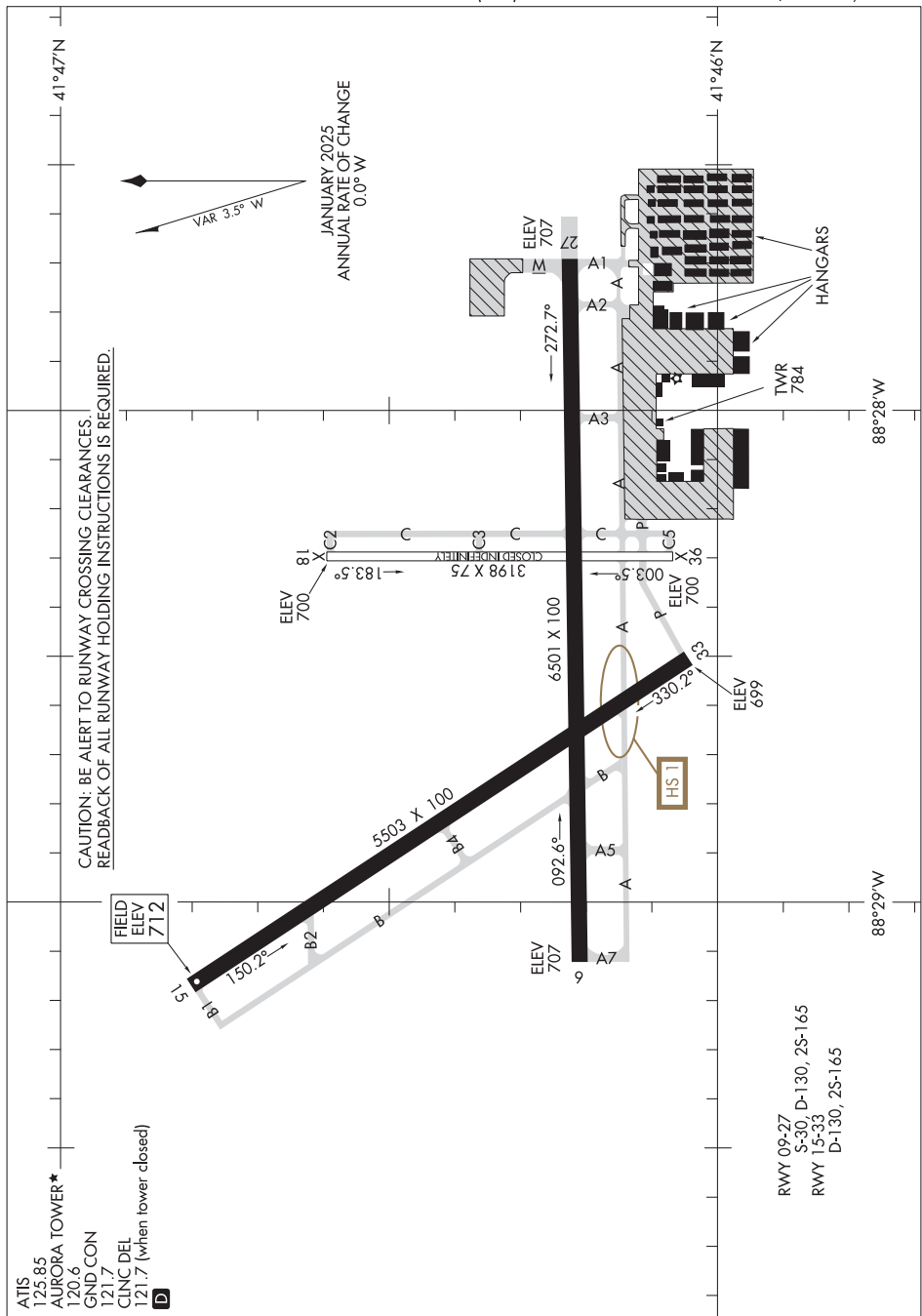
CHICAGO/AURORA, ILLINOIS
Amdt 3B 08SEP22

41°46'N-88°29'W

AURORA MUNI (ARR)
VOR RWY 36

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

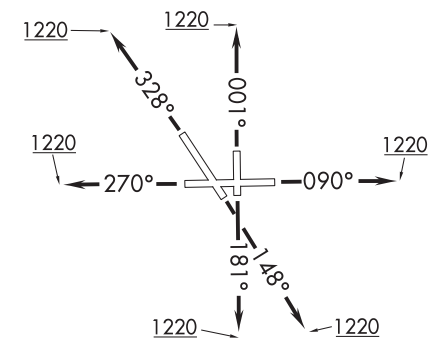


EC-3, 12 JUN 2025 to 07 AUG 2025

(ADELL7.ADELL) 24305

ADELL SEVEN DEPARTURE (RNAV) AL-5103 (FAA)

AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS



TOP ALTITUDE:
3000

CHICAGO DEP CON
133.5 349.0
ATIS
125.85
GND CON
121.7
AURORA TOWER ★
120.6 (CTAF)

TAKEOFF MINIMUMS:

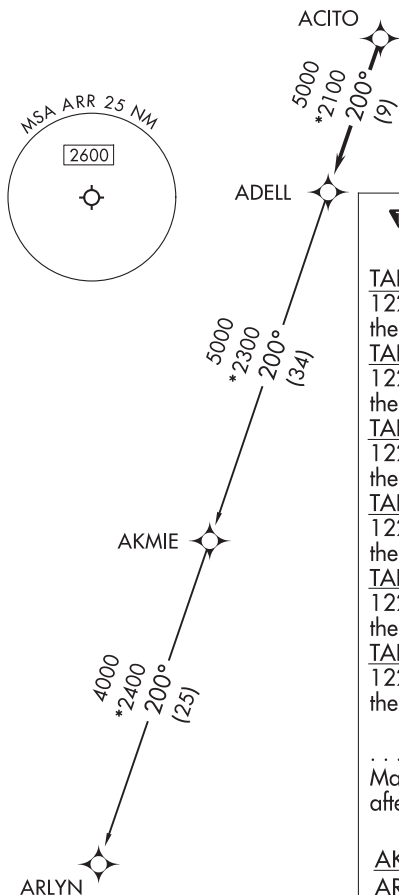
Rwys 9, 15, 18, 27, 33, 36: Standard.

NOTE: Turbojet departures maintain 250K until advised by ATC.

NOTE: AKMIE Transition: For aircraft inbound to BMI, SPI, PIA, or as assigned by ATC.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required. RADAR required for non-GPS equipped aircraft.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 090° to 1220, then as assigned by ATC, for vectors to ACITO, thence. . .

TAKEOFF RUNWAY 15: Climb on heading 148° to 1220, then as assigned by ATC, for vectors to ACITO, thence. . . .

TAKEOFF RUNWAY 18: Climb on heading 181° to 1220, then as assigned by ATC, for vectors to ACITO, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 270° to 1220, then as assigned by ATC, for vectors to ACITO, thence.

TAKEOFF RUNWAY 33: Climb on heading 328° to 1220, then as assigned by ATC, for vectors to ACITO, thence, . . .

TAKEOFF RUNWAY 36: Climb on 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 (ADELL7.AKMIE):

ARLYN TRANSITION (ADELL7.ARLYN):

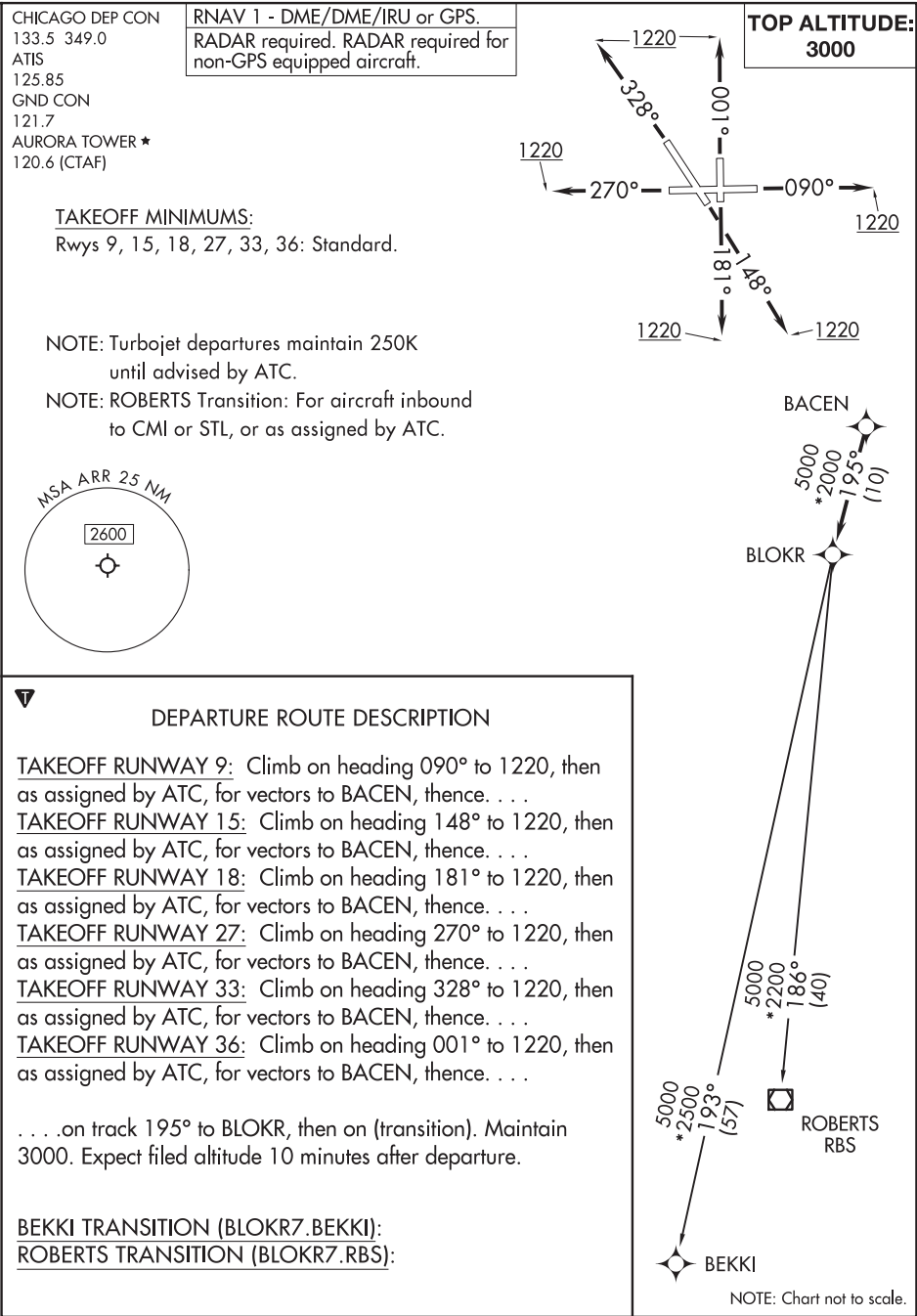
NOTE: Chart not to scale.

ADELL SEVEN DEPARTURE (RNAV)

(ADELL7.ADELL) 31OCT24

CHICAGO/AURORA, ILLINOIS
AURORA MUNI (ARR)

EC-3, 12 JUN 2025 to 07 AUG 2025



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

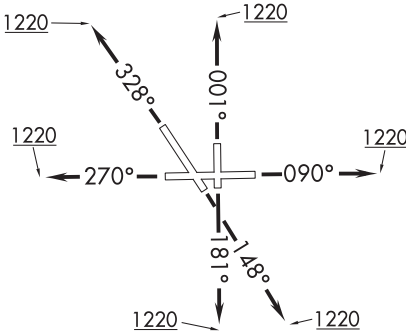
(CARYN7.CARYN) 24305

AL-5103 (FAA)

AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS

CARYN SEVEN DEPARTURE (RNAV)

CHICAGO DEP CON
133.5 349.0
ATIS
125.85
GND CON
121.7
AURORA TOWER ★
120.6 (CTAF)

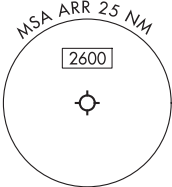
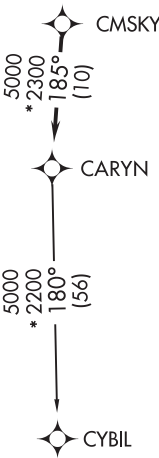


TOP ALTITUDE:
3000

NOTE: Turbojet departures maintain 250K until advised by ATC.

TAKEOFF MINIMUMS:
Rwys 9, 15, 18, 27, 33, 36: Standard.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
RADAR required for non-GPS equipped aircraft.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 090° to 1220, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 15: Climb on heading 148° to 1220, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 18: Climb on heading 181° to 1220, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 27: Climb on heading 270° to 1220, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 33: Climb on heading 328° to 1220, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 36: Climb on 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.

CYBIL TRANSITION (CARYN7.CYBIL):

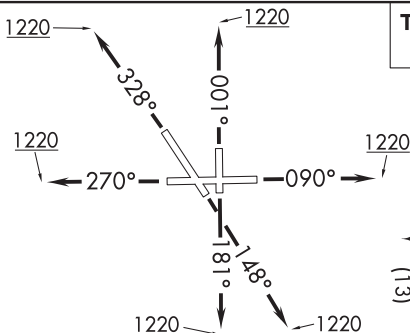
CARYN SEVEN DEPARTURE (RNAV)

(CARYN7.CARYN) 31OCT24

CHICAGO/AURORA, ILLINOIS
AURORA MUNI (ARR)

AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS

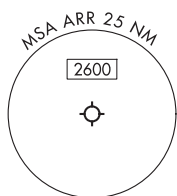
CHICAGO DEP CON	133.5	349.0
ATIS	125.85	
GND CON	121.7	
AURORA TOWER ★	120.6	(CTAF)



TOP ALTITUDE:
3000

Rwys 9, 15, 18, 27, 33, 36: Standard.

NOTE: Turbojet departures maintain 250K until advised by ATC.



NOTE: Chart not to scale.

NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

RADAR required for non-GPS equipped aircraft.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 090° to 1 220, then as assigned by ATC, for vectors to DENNT. thence. . . .

TAKEOFF RUNWAY 15: Climb on heading 148° to 1220, then as assigned by ATC, for vectors to DENNT, thence, . . .

TAKEOFF RUNWAY 18: Climb on heading 181° to 1220, then as assigned by ATC, for vectors to DENNT, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 270° to 1220, then as assigned by ATC, for vectors to DENNT, thence. . . .

TAKEOFF RUNWAY 33: Climb on heading 328° to 1220, then as assigned by ATC, for vectors to DENNT, thence. . . .

TAKEOFF RUNWAY 36: Climb on heading 001° to 1220, 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 (DARCY7.DONVE):

SCOTO TRANSITION (DARCY7.SCOTO):

CHICAGO/AURORA, ILLINOIS
AURORA MUNI (ARR)

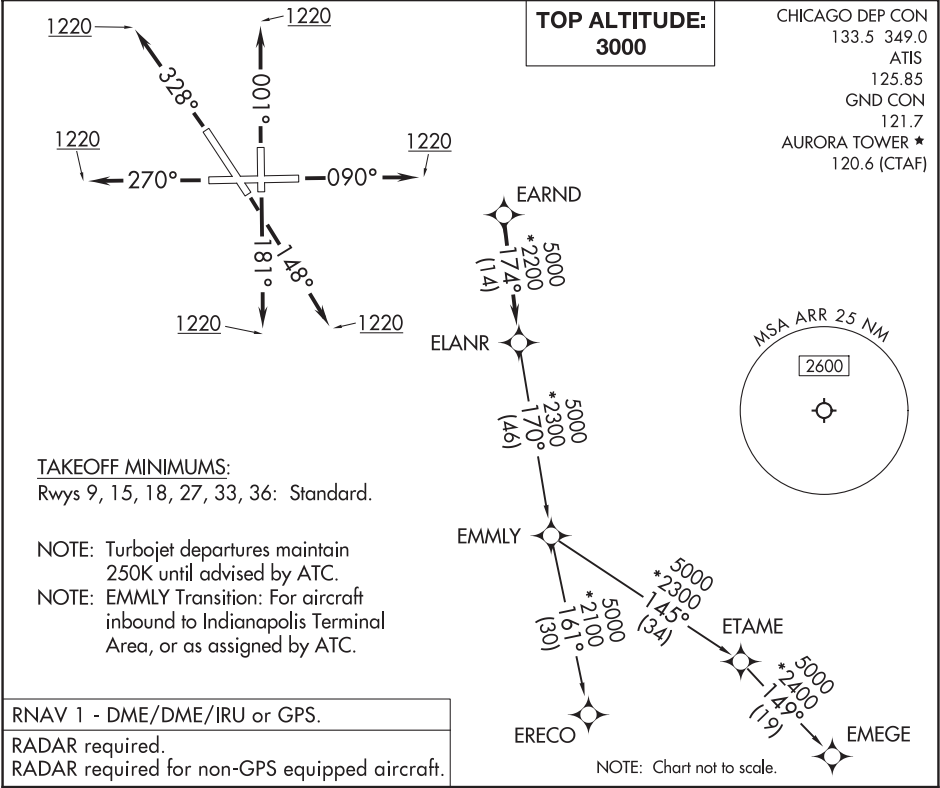
(DARCY7.DARCY) 31OCT24

(ELANR8.ELANR) 25107

AL-5103 (FAA)

AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS

ELANR EIGHT DEPARTURE (RNAV)







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)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS
082°

Rwy Ldg
TDZE
Apt Elev

3800
887
887

RNAV (GPS) RWY 8

LAKE IN THE HILLS (3CK)

RNP APCH - GPS.

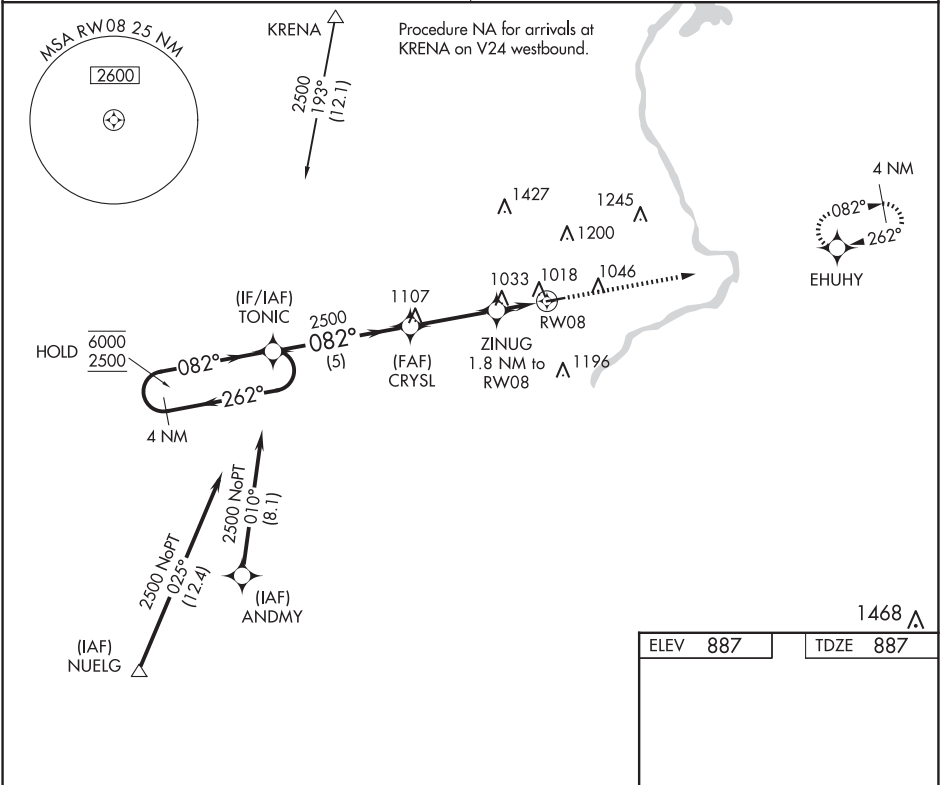
NA

Rwy 8 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2500 direct
EHUHY and hold.

CHICAGO APP CON
120.55 306.925

UNICOM
123.05 (CTAF) 1



4 NM Holding Pattern

TONIC

CRYSL

ZINUG 1.8 NM to RW08

RW08

EHUHY

CATEGORY	A	B	C	D
LNAV MDA	1300-1	413 (500-1)	1300-1 1/8 413 (500-1 1/8)	NA

REIL Rwy 8 and 26 1
MIRL Rwy 8-26 1

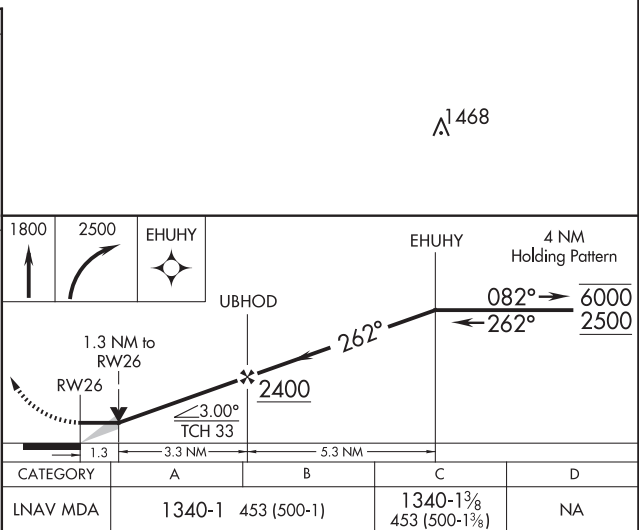
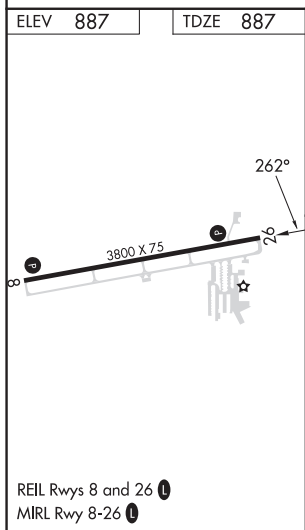
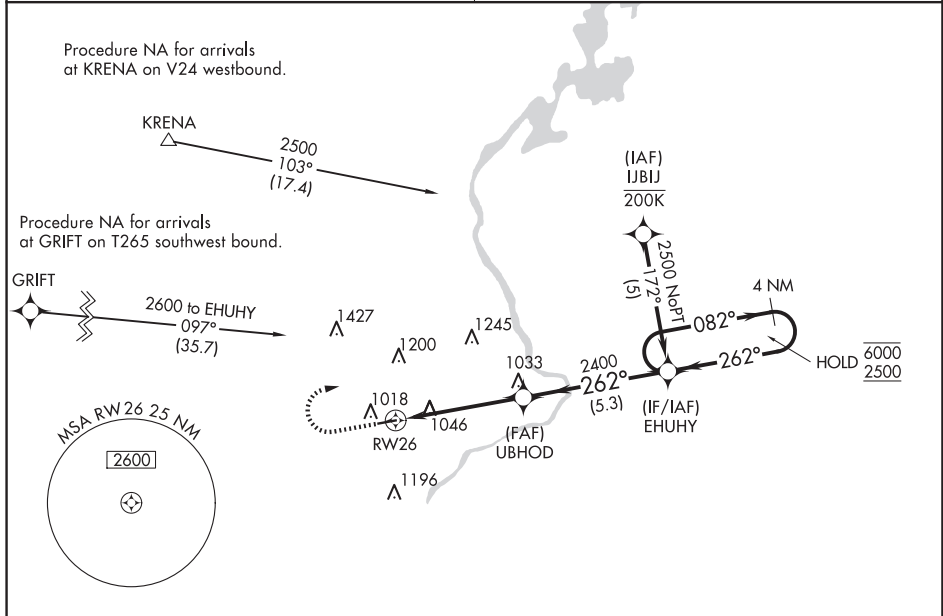
APP CRS 262°	Rwy Idg TDZE Apt Elev	3800 887 887
------------------------	-----------------------------	---

RNAV (GPS) RWY 26

LAKE IN THE HILLS (3CK)

RNP APCH - GPS. VDP NA when using DPA altimeter setting. Obtain local altimeter setting on CTAF; when not received, use DPA altimeter setting and increase all MDAs 60 feet.	MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct EHUHY and hold.
---	--

CHICAGO APP CON 120.55 306.925	UNICOM 123.05 (CTAF)
--	--------------------------------



EC-3, 12 JUN 2025 to 07 AUG 2025

DME required.

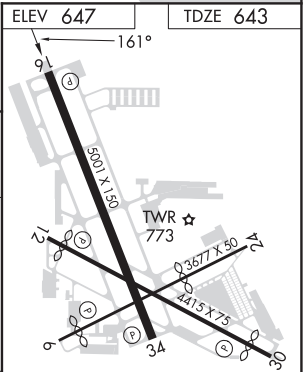
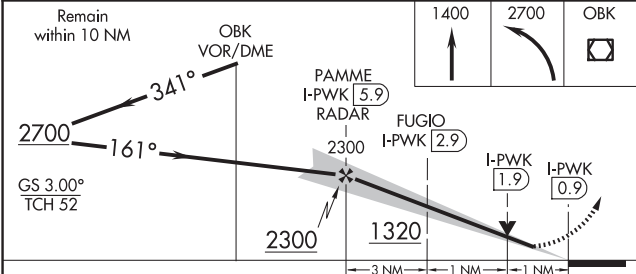
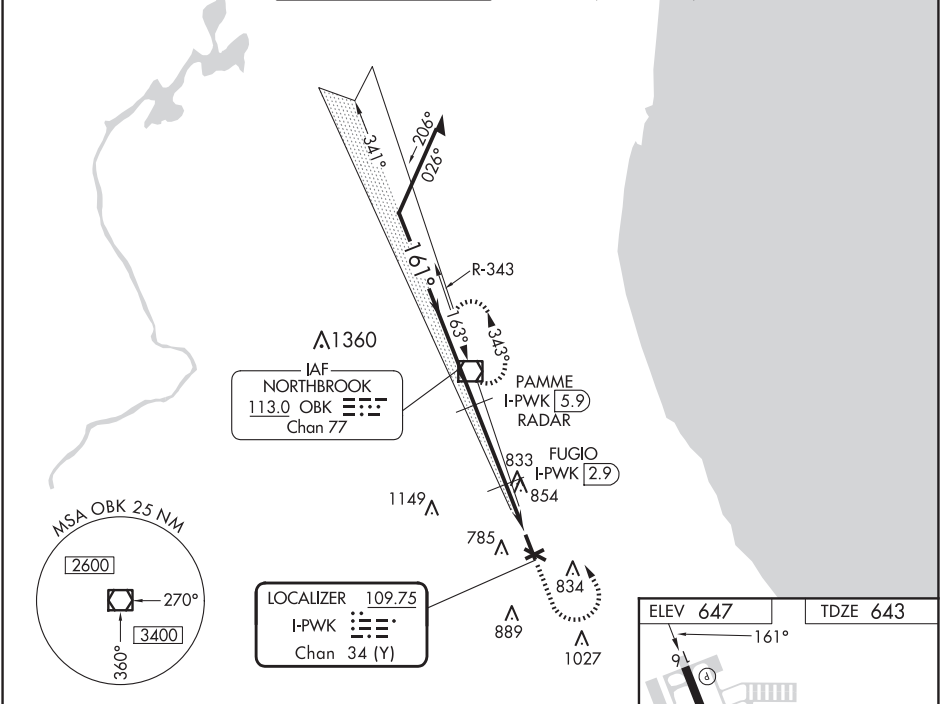
⚠

⚠

Circling Rwy 6, 12, 24, 30 NA at night.
Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2700 direct OBK VOR/DME and hold, continue climb-in-hold to 2700.

ATIS	CHICAGO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.2	120.55 306.925	119.9 (CTAF) 1	121.7	124.7	124.7 (When twr closed)	122.95



CATEGORY	A	B	C	D
S-ILS 16		927-7/8	284 (300-7/8)	
S-LOC 16		1020-1	377 (400-1)	
CIRCLING	1140-1 493 (500-1)	1160-1 513 (600-1)	1200-1½ 553 (600-2)	1460-2¾ 813 (900-2¾)

HIRL Rwy 6-24 and 16-34 1

MIRL Rwy 12-30 1

REIL Rwys 12 and 30

REIL Rwys 16 and 34 1

RLLS Rwy 16 1

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

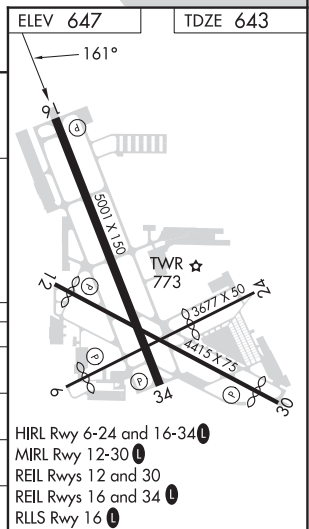
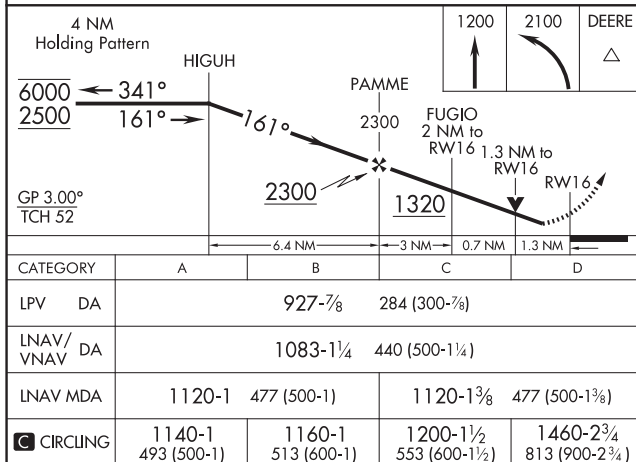
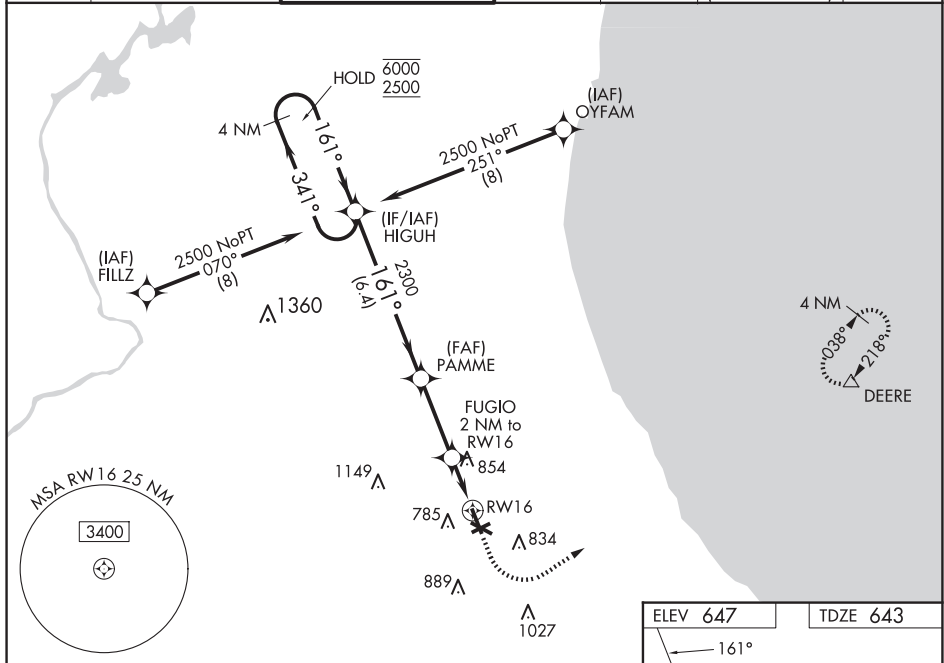
EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 16
CHICAGO EXEC (PWK)

T Circling Rwy 6, 12, 24, 30 NA at night.
A Rwy 16 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2100 direct DEERE and hold.

ATIS 124.2	CHICAGO APP CON 120.55 306.925	EXECUTIVE TOWER ★ 119.9 (CTAF) 0	GND CON 121.7	CLNC DEL 124.7	CLNC DEL 124.7 (When twr closed)	UNICOM 122.95
----------------------	--	--	-------------------------	--------------------------	---	-------------------------

CHICAGO EXEC (PWK)
RNAV (GPS) RWY 16

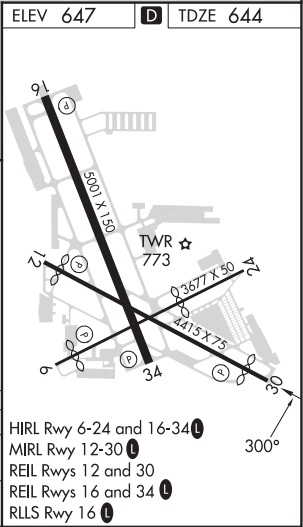
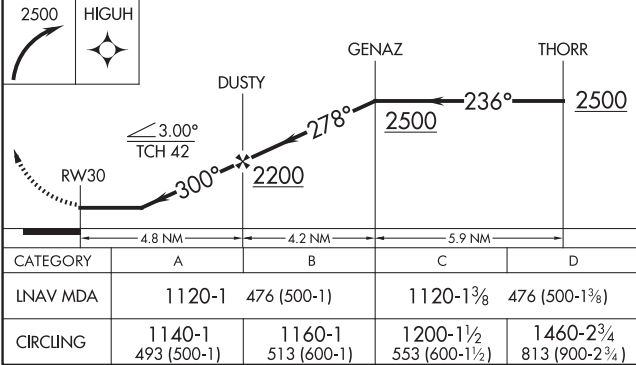
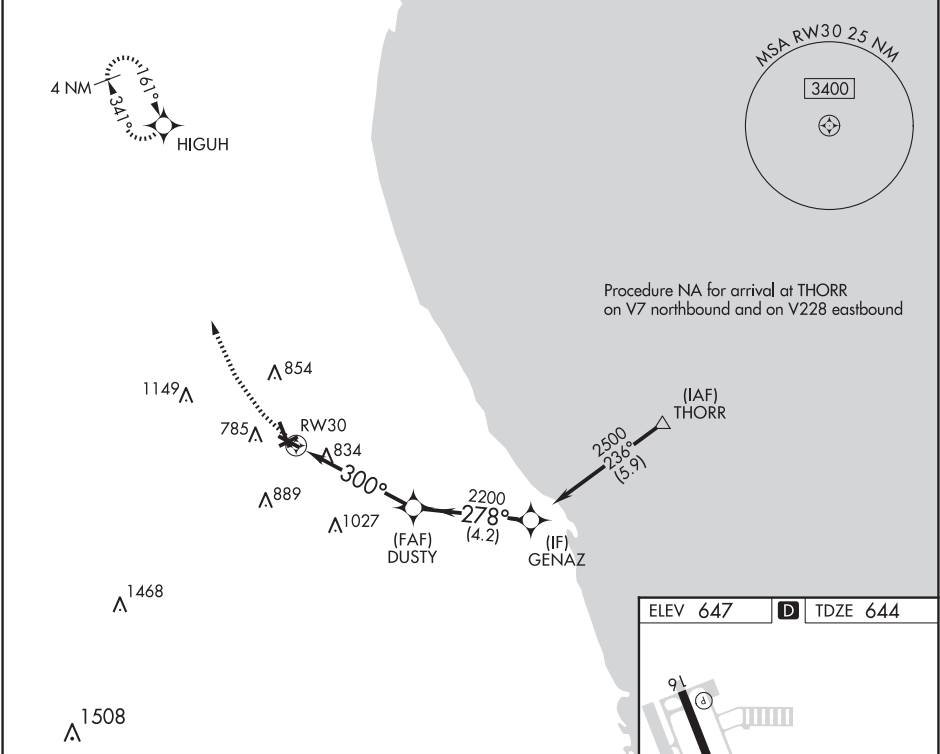
APP CRS	Rwy Idg	3725
300°	TDZE	644
	Apt Elev	647

RNAV (GPS) RWY 30

CHICAGO EXEC (PWK)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 2500 direct HIGUH and hold.
<div><div></div><div></div></div>	Circling Rwy 6, 12, 24, 30 NA at night. Rwy 30 Straight-in procedure NA at night. Rwy 30 helicopter visibility reduction below 1 SM NA.	

ATIS 124.2	CHICAGO APP CON 120.55 306.925	EXECUTIVE TOWER ★ 119.9 (CTAF) 0	GND CON 121.7	CLNC DEL 124.7	CLNC DEL 124.7 (When twr closed)	UNICOM 122.95
---------------	-----------------------------------	-------------------------------------	------------------	-------------------	--	------------------

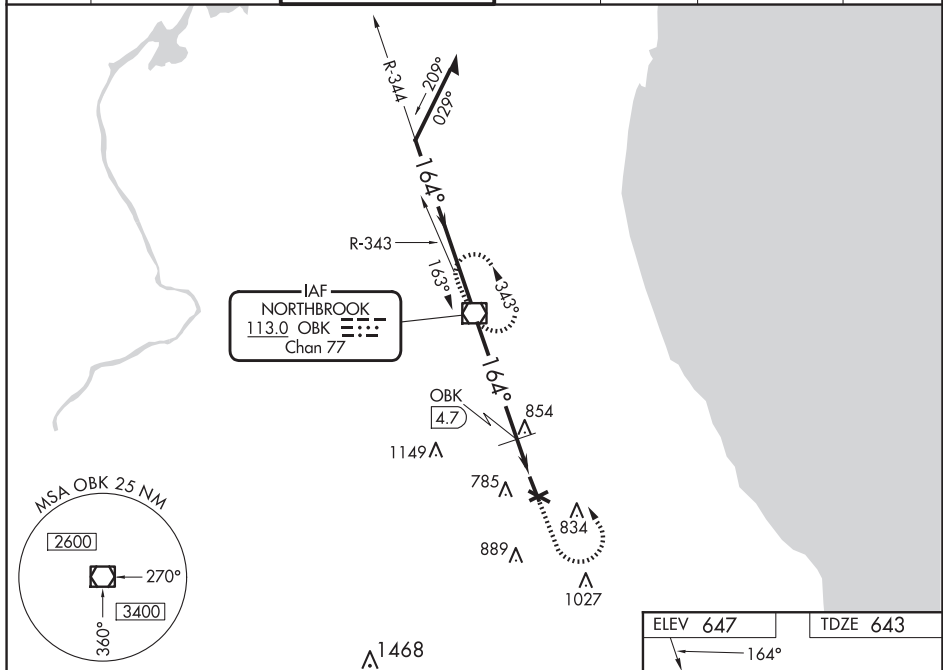


VOR/DME OBK	APP CRS	Rwy Idg	5001
113.0	164°	TDZE	643
Chan 77		Apt Elev	647

VOR RWY 16
CHICAGO EXEC (PWK)

<p>▽ Rwy 16 helicopter visibility reduction below ¾ 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 ¼ SM. Circling Rwy 6, 12, 24, 30 NA at night.</p>	<p>MISSED APPROACH: Climb to 1400, then climbing left turn to 2700 direct OBK VOR/DME and hold.</p>
---	--

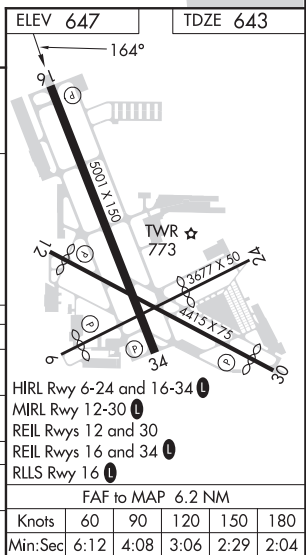
ATIS 124.2	CHICAGO APP CON 120.55 306.925	EXECUTIVE TOWER ★ 119.9 (CTAF) 0	GND CON 121.7	CLNC DEL 124.7	CLNC DEL 124.7 (When twr closed)	UNICOM 122.95
---------------	-----------------------------------	-------------------------------------	------------------	-------------------	--	------------------

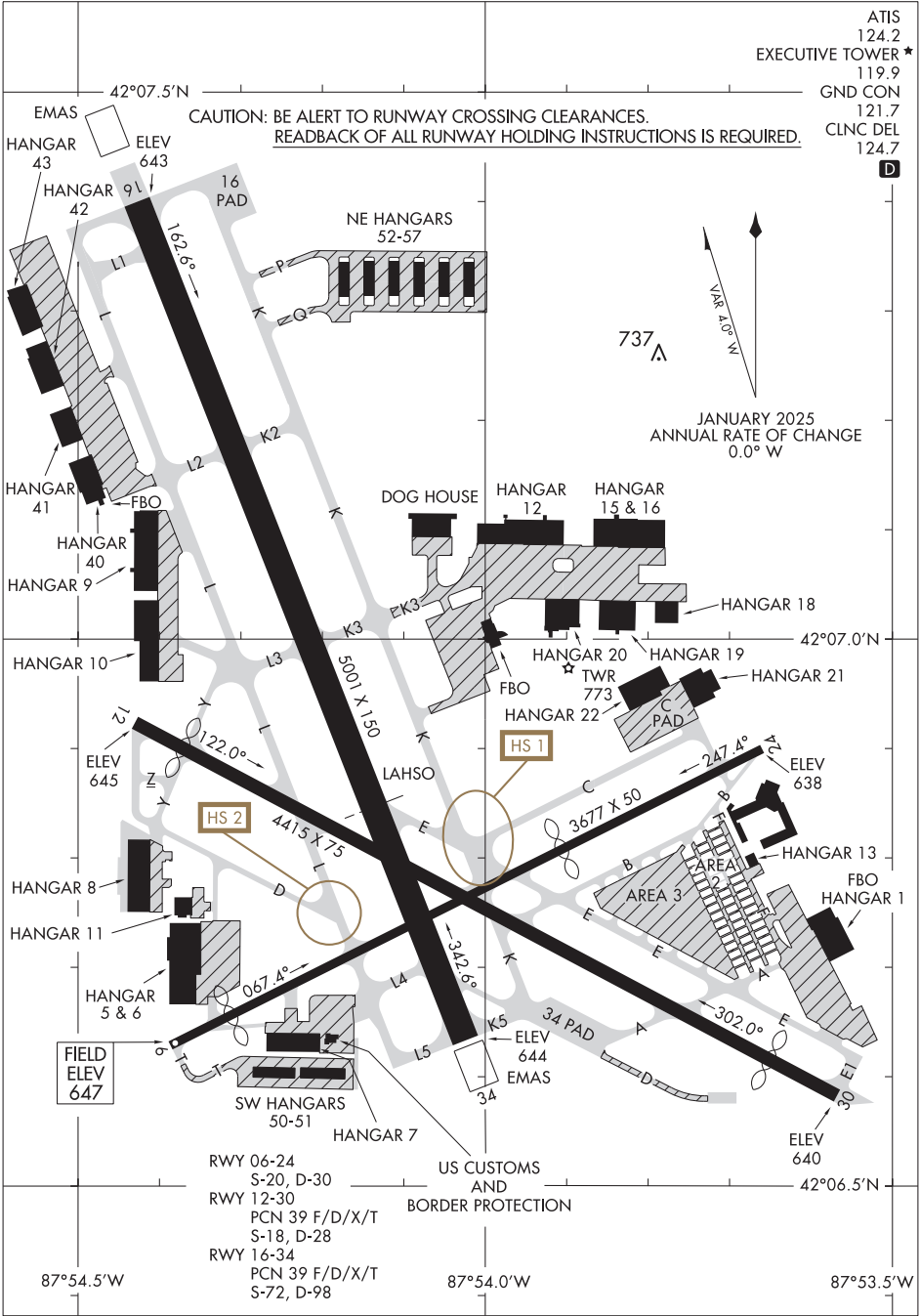


CATEGORY	A	B	C	D
S-16	1200-1	557 (600-1)	1200-1½ 557 (600-1½)	1200-1¾ 557 (600-1¾)
CIRCLING	1200-1	553 (600-1)	1200-1½ 553 (600-1½)	1460-2¾ 813 (900-2¾)

DME MINIMUMS

S-16	1120-1	477 (500-1)	1120-1¼ 477 (500-1¼)	1120-1½ 477 (500-1½)
CIRCLING	1140-1 493 (500-1)	1160-1 513 (600-1)	1200-1½ 553 (600-1½)	1460-2¾ 813 (900-2¾)





EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

(JORJO5.JORJO) 21112

AL-5028 (FAA)

CHICAGO EXEC (PWK)

JORJO FIVE DEPARTURE (RNAV)

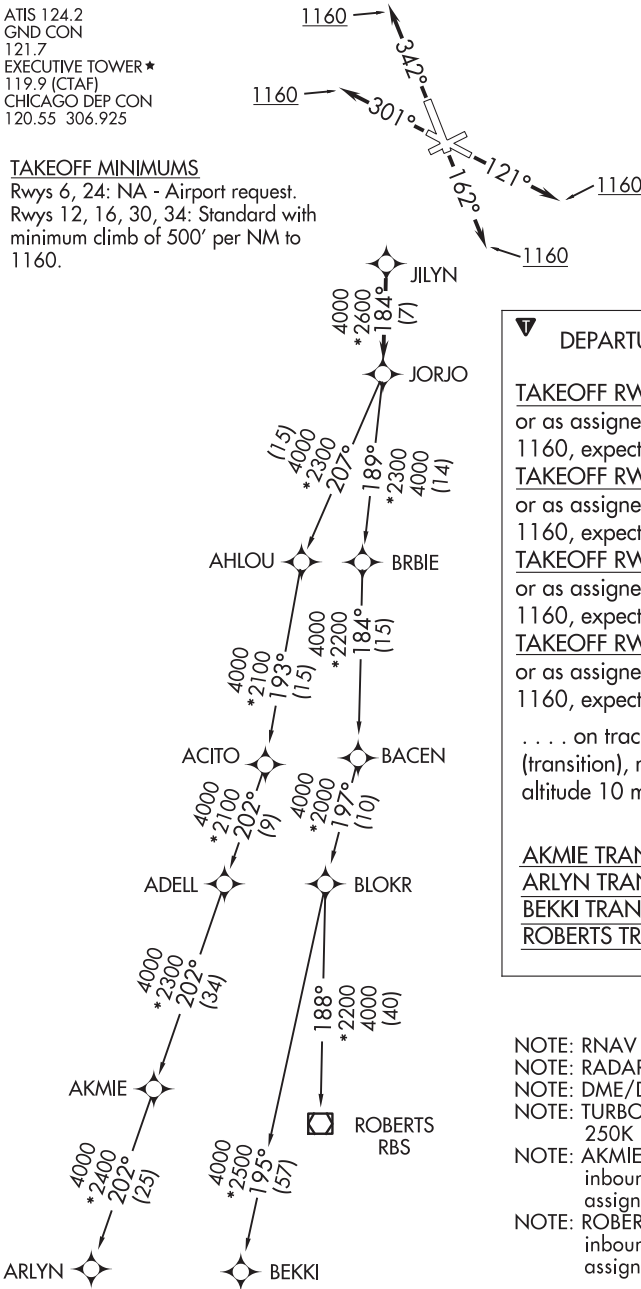
CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS

ATIS 124.2
GND CON
121.7
EXECUTIVE TOWER ★
119.9 (CTAF)
CHICAGO DEP CON
120.55 306.925

TOP ALTITUDE:
3000

TAKEOFF MINIMUMS

Rwys 6, 24: NA - Airport request.
Rwys 12, 16, 30, 34: Standard with
minimum climb of 500' per NM to
1160.



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 depatures 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.

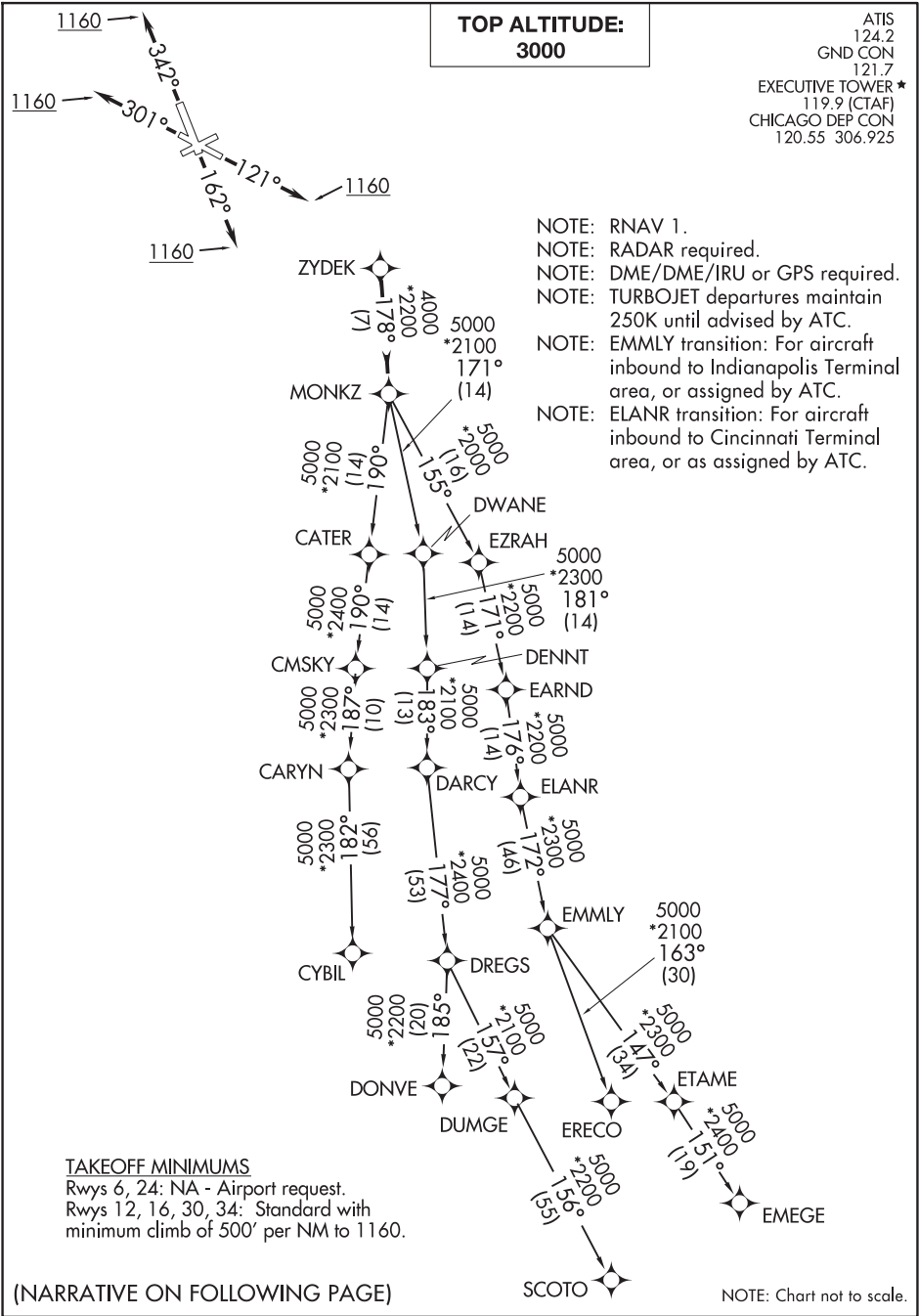
JORJO FIVE DEPARTURE (RNAV)

(JORJO5.JORJO) 01FEB18

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

(MONKZ5.MONKZ) 21112
MONKZ FIVE DEPARTURE (RNAV)

AL-5028 (FAA) CHICAGO EXEC (PWK)
CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS



MONKZ FIVE DEPARTURE (RNAV)
(MONKZ5.MONKZ) 01FEB18

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

(MONKZ5.MONKZ) 21112

MONKZ FIVE DEPARTURE (RNAV)

AL-5028 (FAA)

CHICAGO EXEC (PWK)

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS



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

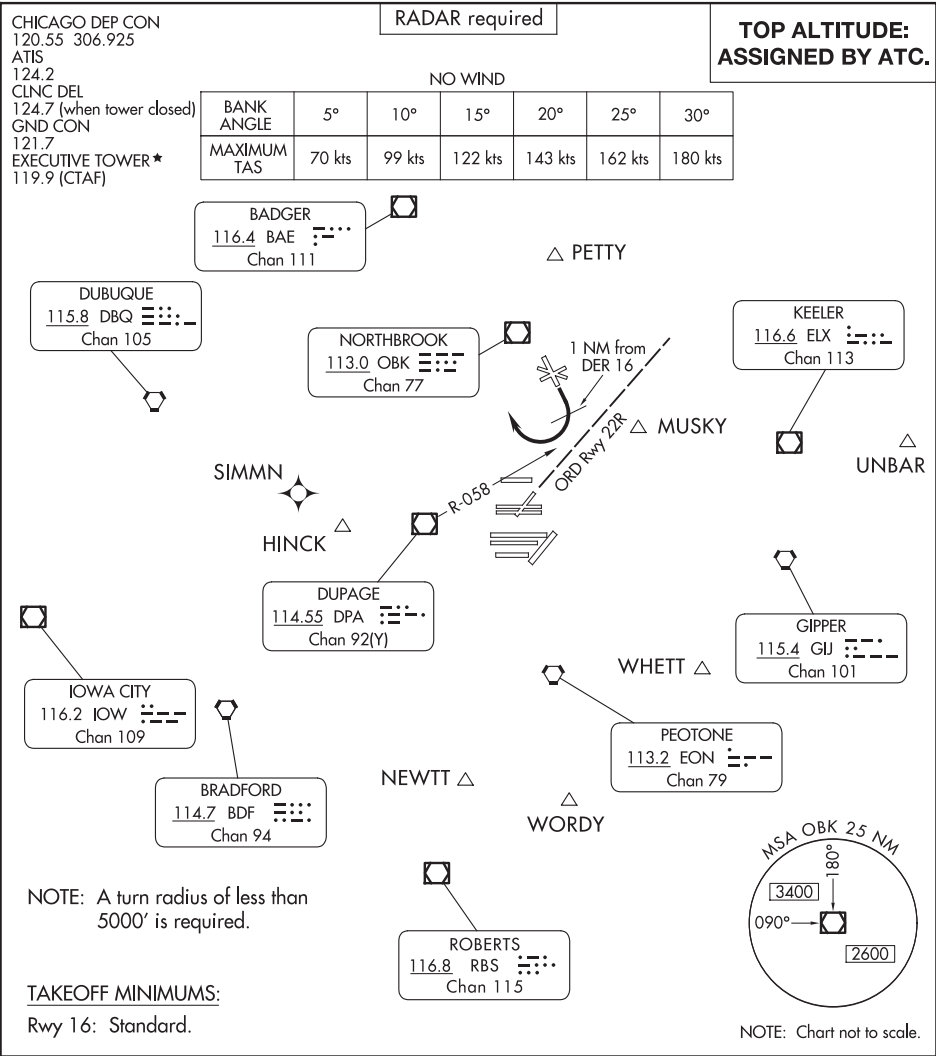
TAKEOFF RWY 34: Climb heading 342° or as assigned by ATC to at or above 1160, expect vectors to ZYDEK, thence

. . . .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)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025



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.

CHICAGO/ROCKFORD, ILLINOIS

AL-954 (FAA)

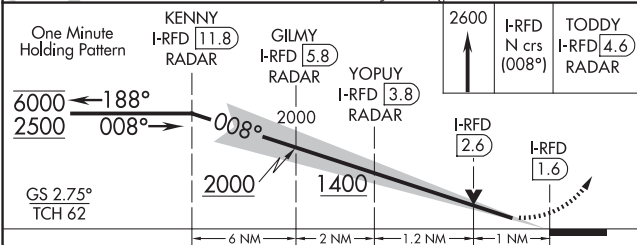
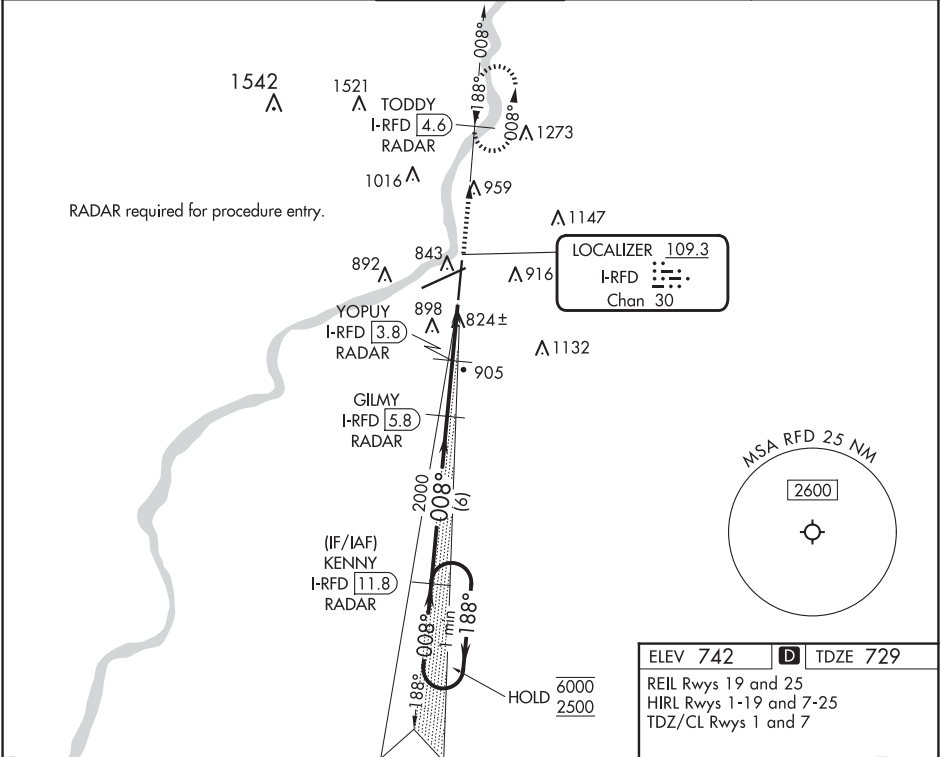
25051

LOC/DME I-RFD 109.3 Chan 30	APP CRS 008°	Rwy Idg 8199 TDZE 729 Apt Elev 742
---	------------------------	---

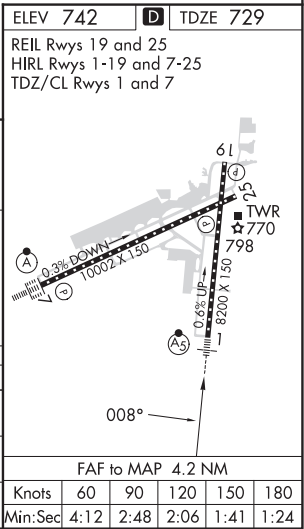
ILS or LOC RWY 1
CHICAGO/ROCKFORD INTL (RFD)

DME or RADAR required. <div><div>ASR</div><div>Inop table does not apply to S-ILS. For inop ALS, increase S-LOC 1 Cat C/D visibility to RVR 5500.</div></div>		MALS R <div><div>AS</div><div></div></div>	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.
--	--	---	--

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
----------------------	--	--	---------------------------------	---------------------------



CATEGORY	A	B	C	D
S-ILS 1	929/18		200 (200-½)	
S-LOC 1	1080/24	351 (400-½)	1080/30	351 (400-⅝)
CIRCLING	1220-1 478 (500-1)	1280-1 538 (600-1)	1320-1½ 578 (600-1½)	1460-2¼ 718 (800-2¼)



CHICAGO/ROCKFORD, ILLINOIS
Amdt 30 25JAN24

42°12'N-89°06'W

CHICAGO/ROCKFORD INTL (RFD)
ILS or LOC RWY 1

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-UDY 109.55 Chan 32 (Y)	APP CRS 068°	Rwy Idg 10002 TDZE 742 Apt Elev 742
--	------------------------	--

ILS or LOC RWY 7

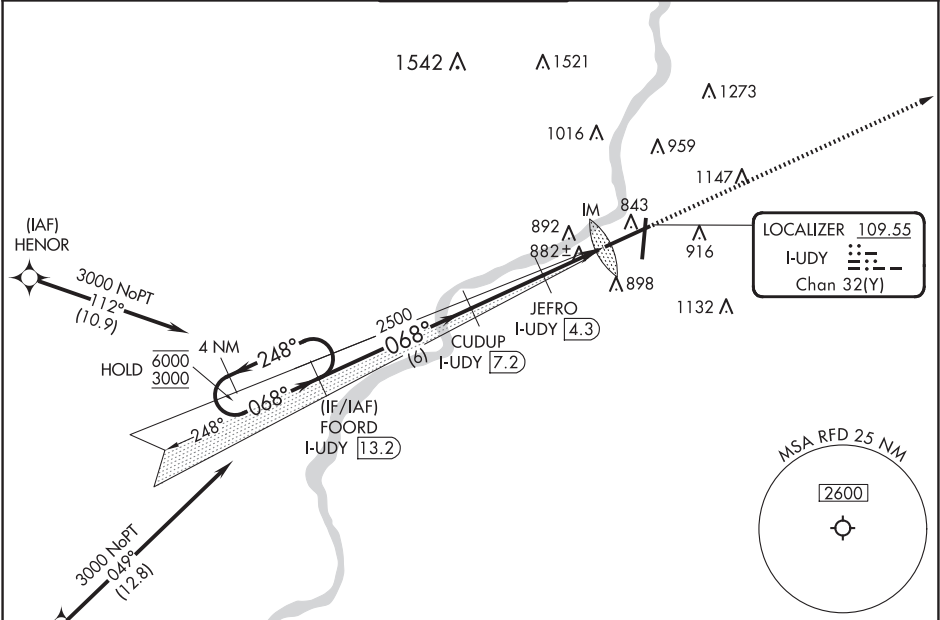
CHICAGO/ROCKFORD INTL (RFD)

DME required for LOC only.
RNP APCH - GPS. From HENOR or SOSSO.
RADAR required.

ALS-F-2

MISSED APPROACH: Climb to 3000
on heading 068°. Expect RADAR
vectors. (RADAR required).

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
----------------------	--	--	---------------------------------	---------------------------



ELEV 742

D TDZE 742

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 69).

4 NM Holding Pattern

FOORD I-UDY 13.2

CUDUP I-UDY 7.2

JEFRO I-UDY 4.3

IM I-UDY 1.8

6000 ← 248°

3000 → 068°

GS 3.00° TCH 60

2500

1580

6 NM

2.8 NM

1.3 NM

1.1

0.1

CATEGORY

A

B

C

D

S-ILS 7

942/18

200 (200-½)

S-LOC 7

1200/24

458 (500-½)

1200/45

458 (500-¾)

C CIRCLING

1220-1
478 (500-1)

1280-1
538 (600-1)

1320-1½
578 (600-1½)

1460-2¼
718 (800-2¼)

REIL Rwy 19 and 25

HIRL Rwy 1-19 and 7-25

TDZ/CL Rwy 1 and 7

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CHICAGO/ROCKFORD, ILLINOIS



AL-954 (FAA)

25051

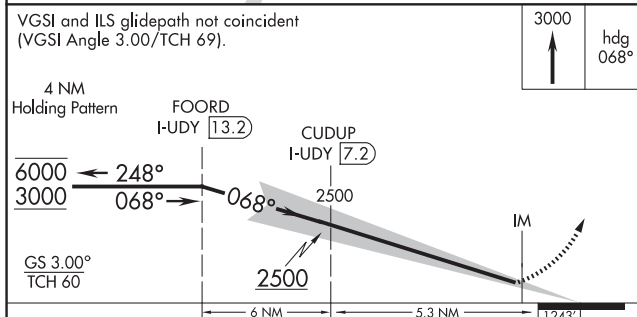
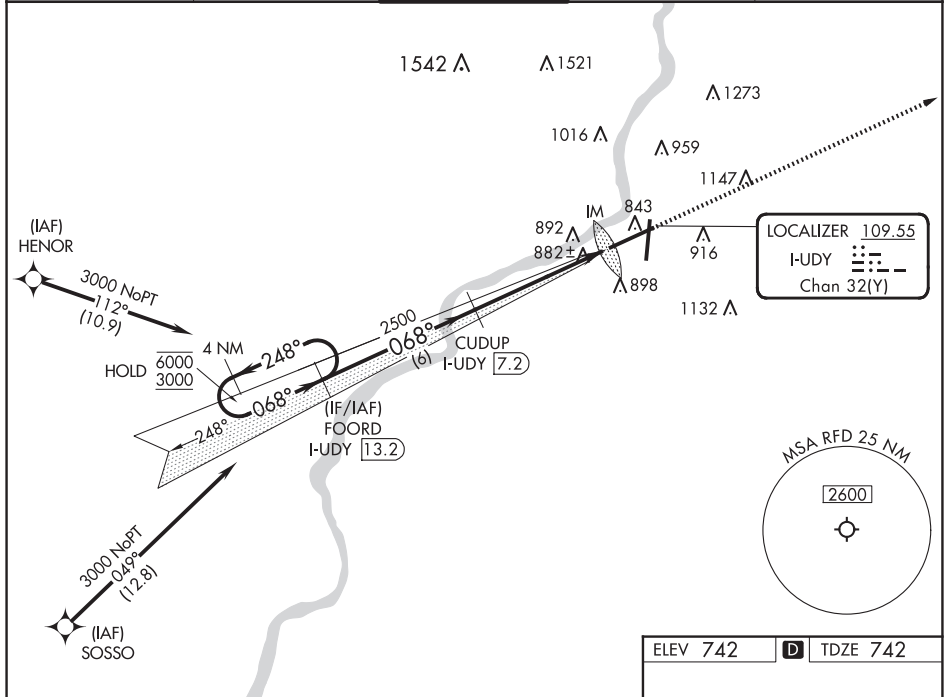
LOC/DME I-UDY 109.55 Chan 32 (Y)	APP CRS 068°	Rwy Idg 10002 TDZE 742 Apt Elev 742
--	------------------------	--

ILS RWY 7 (SA CAT I)

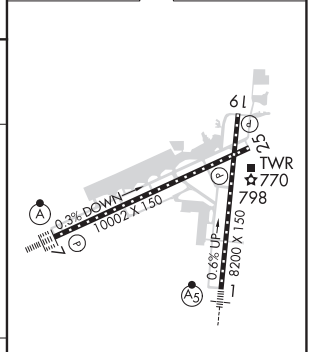
CHICAGO/ROCKFORD INTL (RFD)

RNP APCH - GPS. From HENOR or SOSSO. RADAR required.		ALSIF-2 	MISSED APPROACH: Climb to 3000 on heading 068°. Expect RADAR vectors. (RADAR required).
 ASR	Requires specific OPSPEC, MSPEC, or LOA approval.		

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
----------------------	--	--	---------------------------------	---------------------------



ELEV 742	D TDZE 742
----------	-------------------



CATEGORY	A	B	C	D
S-ILS 7	RA 164/14 150 DA 892			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25
TDZ/CL Rwy 1 and 7

CHICAGO/ROCKFORD, ILLINOIS
Amdt 2B 15JUN23

42°12'N - 89°06'W

CHICAGO/ROCKFORD INTL (RFD)
ILS RWY 7 (SA CAT I)

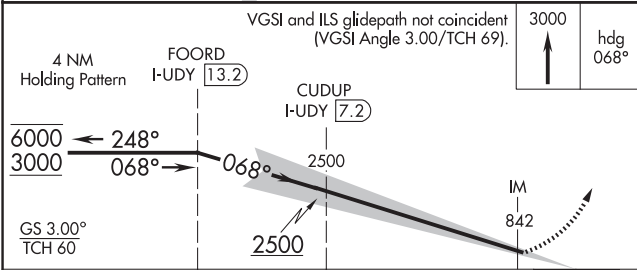
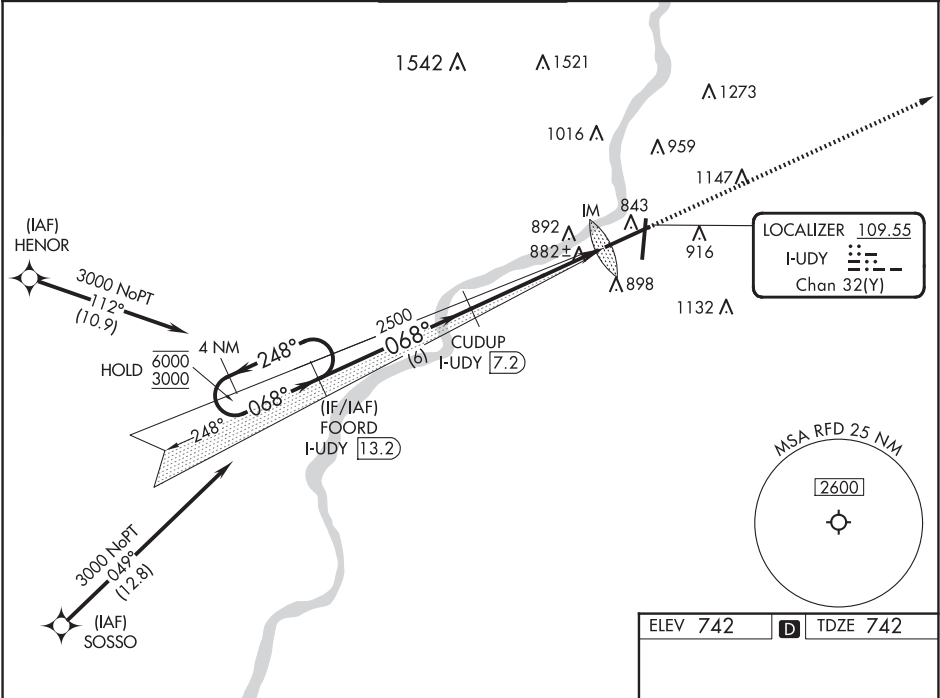
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-UDY 109.55 Chan 32 (Y)	APP CRS 068°	Rwy Idg 10002 TDZE 742 Apt Elev 742	ILS RWY 7 (CAT II & III) CHICAGO/ROCKFORD INTL (RFD)
--	------------------------	--	--

RNP APCH - GPS. From HENOR or SOSSO. RADAR required.	ALSF-2	MISSED APPROACH: Climb to 3000 on heading 068°. Expect RADAR vectors. (RADAR required).
ASR CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		

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
----------------------	--	--	---------------------------------	---------------------------



CATEGORY	A	B	C	D
S-ILS 7	CAT II RA 114/12 100 DA 842			
S-ILS 7	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25
TDZ/CL Rwy 1 and 7

RNAV (GPS) RWY 1

CHICAGO/ROCKFORD INTL (RFD)

MISSED APPROACH: Climb to 2500 direct WAGET and hold.

CHICAGO/ROCKFORD INTL (RFD)
RNAV (GPS) RWY 1

WAAS CH 53621 W07A	APP CRS 068°	Rwy Idg 10002 TDZE 742 Apt Elev 742
--	------------------------	--

RNAV (GPS) RWY 7

CHICAGO/ROCKFORD INTL (RFD)

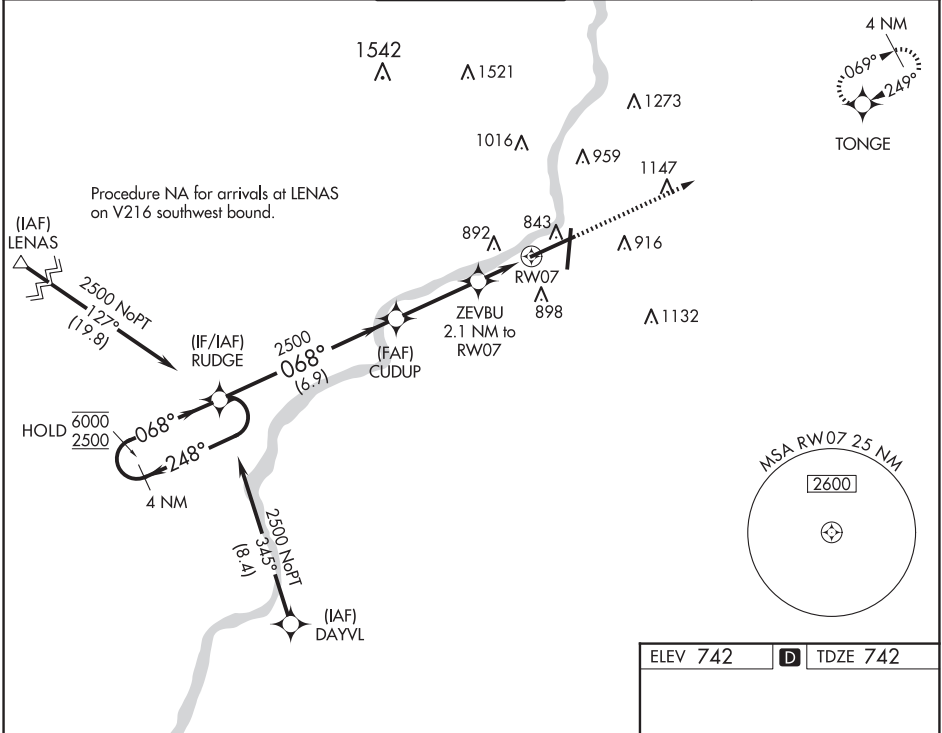
RNP APCH - GPS.

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

ALSF-2

MISSED APPROACH: Climb to 2500 direct TONGE and hold.

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
----------------------	--	--	---------------------------------	---------------------------



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69°).

2500 TONGE

CATEGORY	A	B	C	D
LPV DA	942/24 200 (200-½)			
LNAV/VNAV DA	1167/45 425 (500-¾)			
LNAV MDA	1240/24 498 (500-½)	1240/50 498 (500-1)		
CIRCLING	1240-1 498 (500-1)	1280-1 538 (600-1)	1320-1½ 578 (600-1½)	1460-2¼ 718 (800-2¼)

REIL Rwy 19 and 25

HIRL Rwy 1-19 and 7-25

TDZ/CL Rwy 1 and 7

CHICAGO/ROCKFORD, ILLINOIS


AL-954 (FAA)

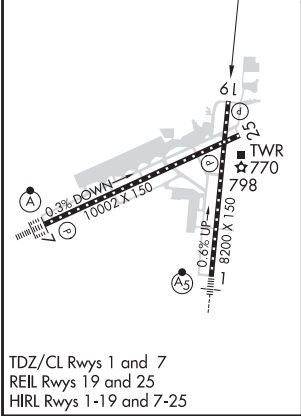
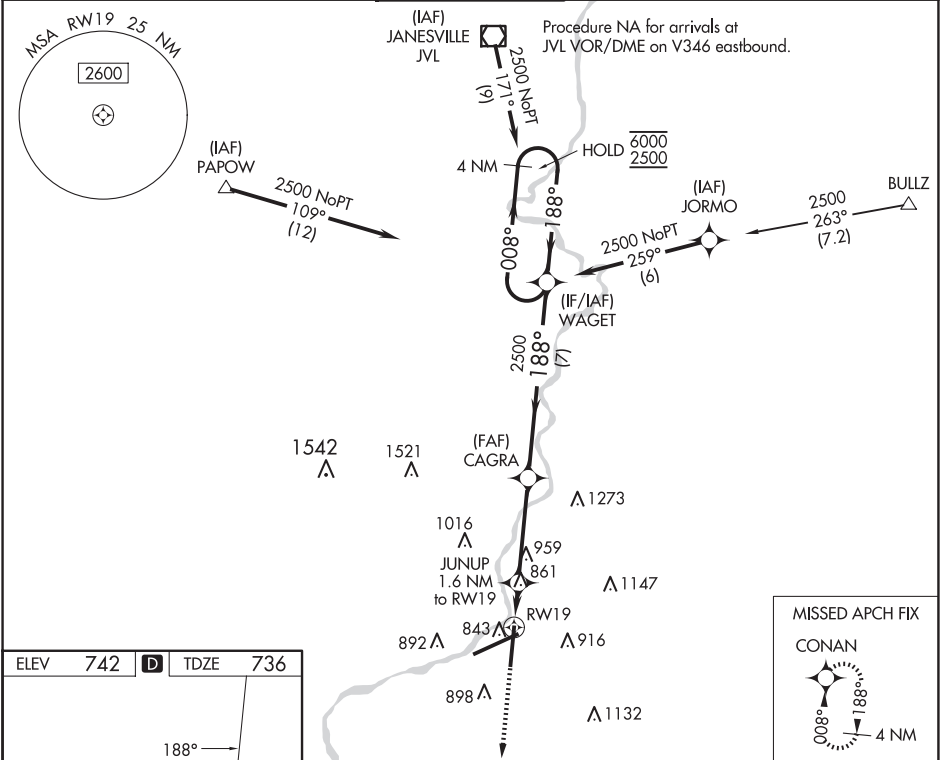
25051

WAAS CH 40435 W19A	APP CRS 188°	Rwy Idg TDZE 736 Apt Elev 742
--	------------------------	---

RNAV (GPS) RWY 19

CHICAGO/ROCKFORD INTL (RFD)

RNP APCH - GPS.					MISSED APPROACH: Climb to 2500 direct CONAN and hold.
 ASR	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.				
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	



2500 CONAN		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).		4 NM Holding Pattern	
JUNUP 1.6 NM to RW19		CAGRA 2500		WAGET	
1 NM to RW19		1280		188°	
1 NM		0.6 NM		3.8 NM	
1 NM		0.6 NM		7 NM	
CATEGORY	A	B	C	D	
LPV DA	936-3/4 200 (200-3/4)				
LNAV/VNAV DA	1039-7/8 303 (300-7/8)				
LNAV MDA	1120-1	384 (400-1)	1120-1 1/2	384 (400-1 1/2)	
CIRCLING	1220-1 478 (500-1)	1280-1 538 (600-1)	1320-1 1/2 578 (600-1 1/2)	1460-2 1/4 718 (800-2 1/4)	

CHICAGO/ROCKFORD, ILLINOIS
Amdt 2D 07OCT21

42°12'N-89°06'W

CHICAGO/ROCKFORD INTL (RFD)
RNAV (GPS) RWY 19

EC-3, 12 JUN 2025 to 07 AUG 2025

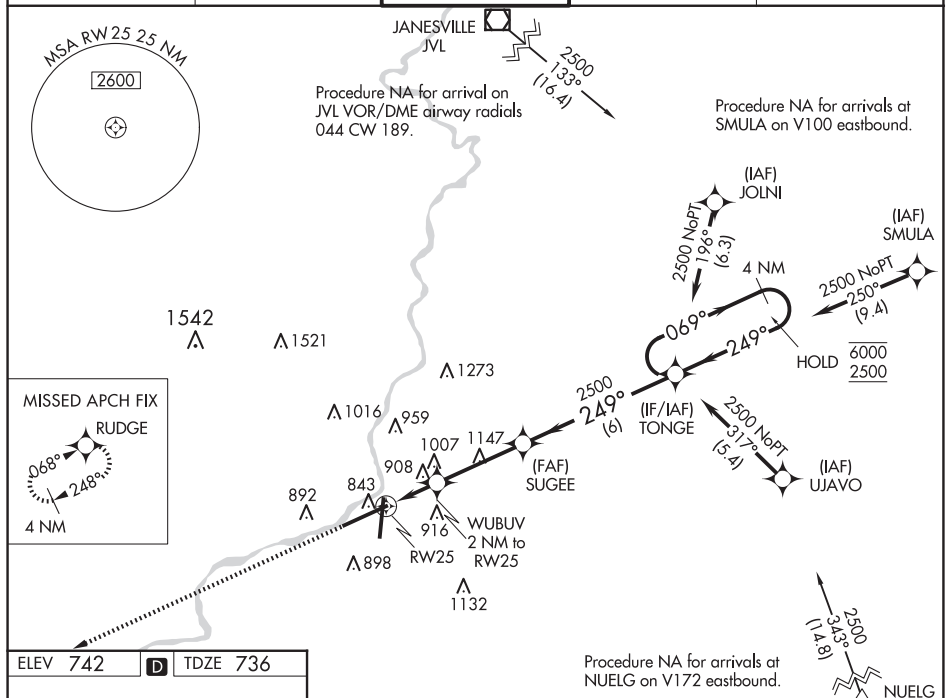
EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 25

CHICAGO/ROCKFORD INTL (RFD)

MISSED APPROACH:
Climb to 2500 direct
RUDGE and hold.

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

REIL Rwys 19 and 25

HIRL Rwy 1-19 and 7-25

TDZ/CL Rwy 1 and 7

VGSB and RNAV glidepath not coincident (VGSB Angle 3.00/TCH 75).

4 NM Holding Pattern

SUGEE 2500

TONGE 6000

GP 3.00° TCH 50

CATEGORY	A	B	C	D
LPV DA	986/50	250 (300-1)		
RNAV/VNAV DA	1191-1 $\frac{3}{8}$	455 (500-1 $\frac{3}{8}$)		
RNAV MDA	1160/55	424 (500-1)		
C CIRCLING	1220-1 478 (500-1)	1280-1 538 (600-1)	1320-1 $\frac{1}{2}$ 578 (600-1 $\frac{1}{2}$)	1460-2 $\frac{1}{4}$ 718 (800-2 $\frac{1}{4}$)

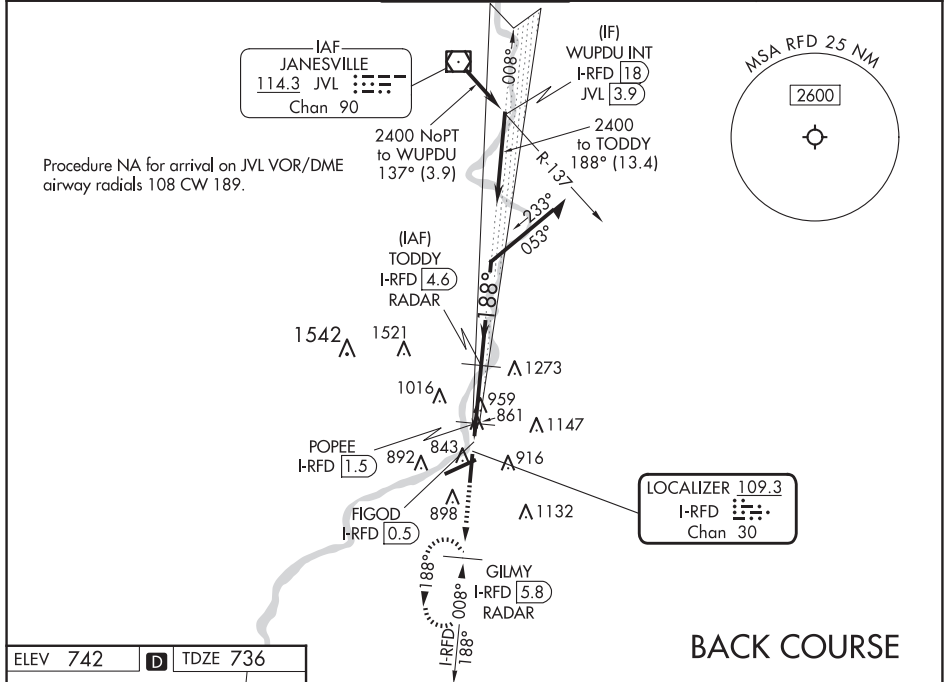
EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-RFD 109.3 Chan 30	APP CRS 188°	Rwy Idg 8099 TDZE 736 Apt Elev 742
---	------------------------	---

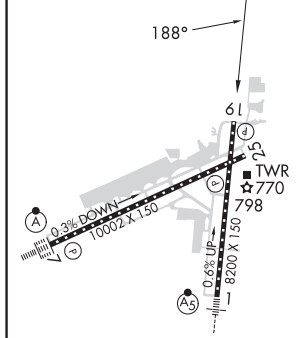
LOC BC RWY 19
CHICAGO/ROCKFORD INTL (RFD)

DME or RADAR required.	MISSED APPROACH: Climb to 2500 on I-RFD localizer course S (188°) to GILMY 5.8 DME/RADAR and hold, continue climb-in-hold to 2500.
------------------------	--

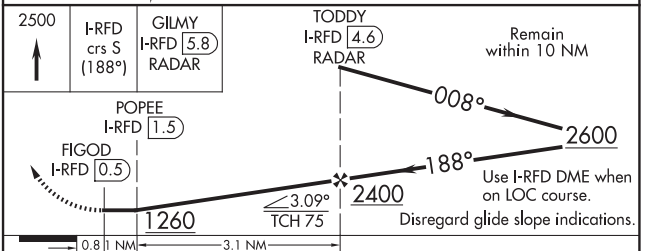
ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.1 290.375	GND CON 121.9 290.375	CLNC DEL 119.25
----------------------	--	--	---------------------------------	---------------------------



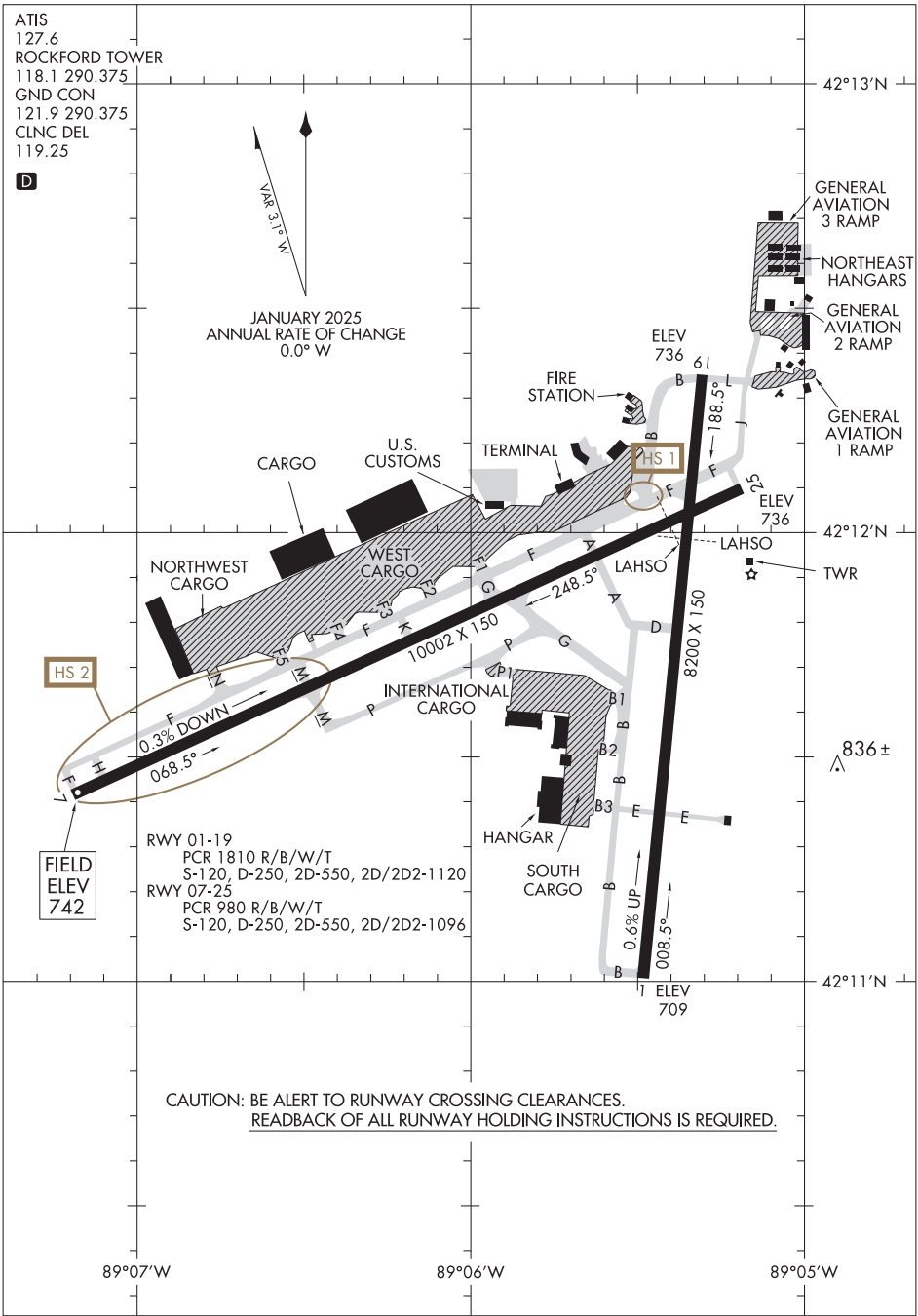
ELEV 742	D	TDZE 736
----------	----------	----------



REIL Rwy 19 and 25 HIRL Rwy 1-19 and 7-25 TDZ/CL Rwy 1 and 7
FAF to MAP 4.1 NM
Knots 60 90 120 150 180
Min:Sec 4:06 2:44 2:03 1:38 1:22



CATEGORY	A	B	C	D
S-19	1260-1 524 (600-1)		1260-1½ 524 (600-1½)	
C CIRCLING	1260-1 518 (600-1)	1280-1 538 (600-1)	1320-1½ 578 (600-1½)	1460-2¼ 718 (800-2¼)
POPEE FIX MINIMUMS (DME REQUIRED)				
S-19	1140-1 404 (400-1)		1140-1⅛ 404 (400-1⅛)	
C CIRCLING	1220-1 478 (500-1)	1280-1 538 (600-1)	1320-1½ 578 (600-1½)	1460-2¼ 718 (800-2¼)



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

BIXBY ONE DEPARTURE (RNAV)

ROCKFORD DEP CON
121.0 327.0
ATIS
127.6
CLNC DEL
119.25
GND CON
121.9 290.375
ROCKFORD TOWER
118.1 290.375

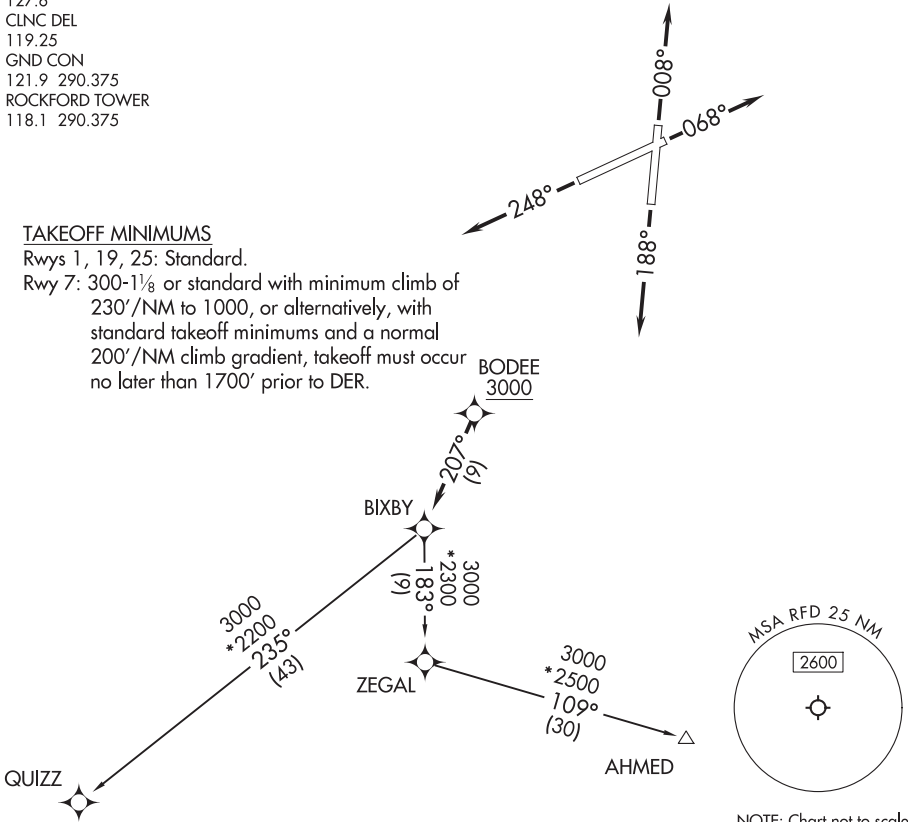
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE:
3000

TAKEOFF MINIMUMS

Rwys 1, 19, 25: Standard.

Rwy 7: 300-1 $\frac{1}{2}$ or standard with minimum climb of 230'/NM to 1000, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.



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)

WAAS
Ch **93520**
W02A

APP CRS
016°

Rwy Idg
TDZE **679**
Apt Elev **679**

RNAV (GPS) RWY 2

LEWIS UNIVERSITY (LOT)

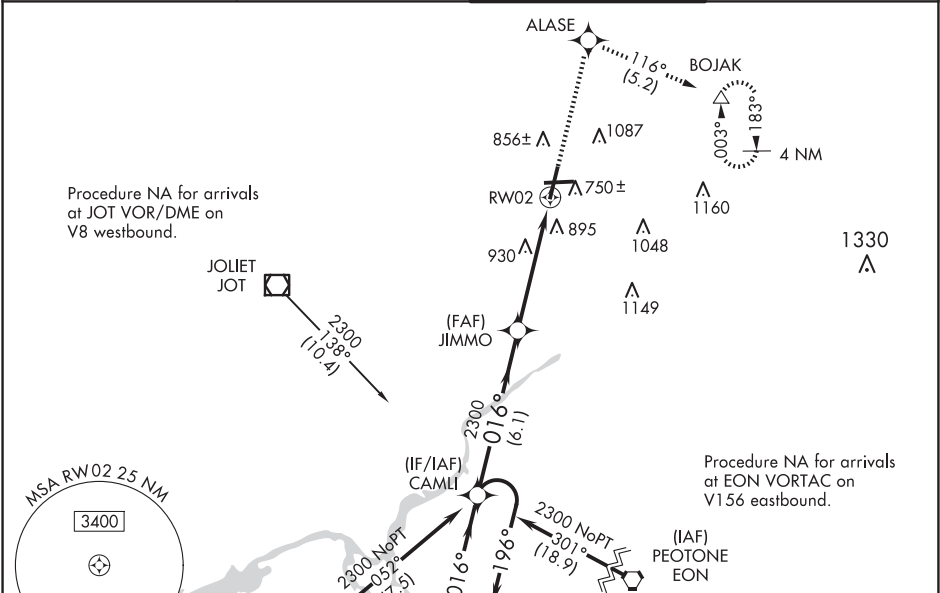
▼

▲

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.

MISSED APPROACH: Climb to 2500 direct ALASE and right turn on track 116° to BOJAK and hold.

D-ATIS 126.675	CHICAGO APP CON 119.35 354.075	LEWIS TOWER★ 134.8 (CTAF) 0	GND CON 120.425
--------------------------	--	---------------------------------------	---------------------------



4 NM Holding Pattern

CAMLI

JIMMO

2300

2300

196°

016°

016°

2300

GP 3.00°

TCH 37

6.1 NM

3.2 NM

1.7 NM

2500

ALASE

BOJAK

tr 116°

* LNAV only.

* 1.7 NM to RW02

RW02

ELEV 679

TDZE 679

20

2

3500 X 75

6500 X 100

TWR

016°

MIRL Rwy 2-20 and 9-27

REIL Rwy 2, 20, 9, and 27

CATEGORY	A	B	C	D
LPV DA	879-¾ 200 (200-¾)			
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)

CHICAGO/ROMEOVILLE, ILLINOIS

AL-6063 (FAA)

23222

WAAS CH 72604 W09A	APP CRS 090°	Rwy Idg TDZE 673 Apt Elev 679
--	------------------------	---

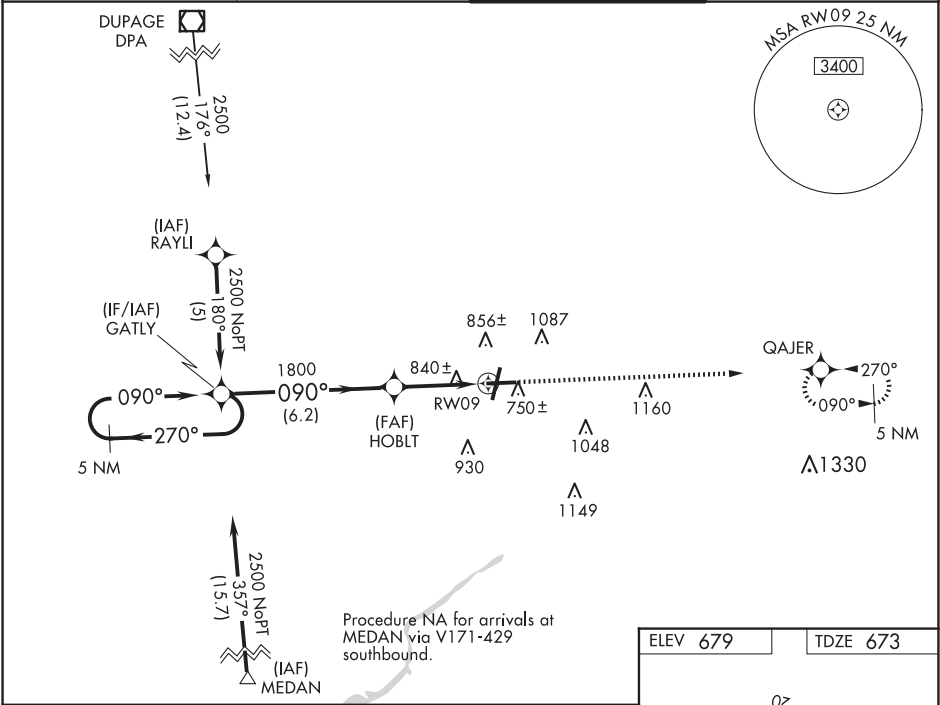
RNAV (GPS) RWY 9

LEWIS UNIVERSITY (L.O.T.)

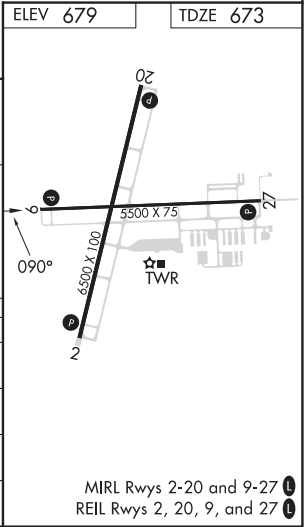
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F)
or above 46°C (114°F).

MISSED APPROACH:
Climb to 2400 direct
QAJER and hold.

D-ATIS 126.675	CHICAGO APP CON 119.35 354.075	LEWIS TOWER ★ 134.8 (CTAF) 0	GND CON 120.425
--------------------------	--	---	---------------------------



5 NM Holding Pattern				
GATLY				
2500 ← 270° 090° →				
GP 3.00° TCH 41				
HOBLT				
*1.2 NM to RW09				
*LNAV only.				
2400 QAJER				
6.2 NM 2.2 NM 1.2				
CATEGORY	A	B	C	D
LPV DA	1124-1½ 451 (500-1½)			
LNAV/VNAV DA	1153-1¾ 480 (500-1¾)			
LNAV MDA	1100-1	427 (500-1)	1100-1¼ 427 (500-1¼)	1100-1½ 427 (500-1½)
CIRCLING	1260-1 581 (600-1)	1440-1 761 (800-1)	1440-2¼ 761 (800-2¼)	1460-2½ 781 (800-2½)



CHICAGO/ROMEOVILLE, ILLINOIS
Orig-A 15JUL21

41°36'N-88°06'W

LEWIS UNIVERSITY (L.O.T.)

RNAV (GPS) RWY 9

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS
196°

Rwy Idg
TDZE
Apt Elev

6500
668
679

RNAV (GPS) RWY 20

LEWIS UNIVERSITY (LOT)

▽

▲

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct CAMLI and hold.

D-ATIS
126.675

CHICAGO APP CON
119.35 354.075

LEWIS TOWER ★
134.8 (CTAF) 0

GND CON
120.425

(IAF) DUPAGE DPA

2300
114°
(15.2)

(IF) BEPKE

2300
196°
(6.1)

(FAF) JESUB

Δ 922

856± Δ

Δ 1087

Δ 930

Δ 750±

Δ 1160

Δ 1048

Δ 1149

MSA RW20 25 NM

3400

MISSED APCH FIX

CAMLI

016°

196°

4 NM

2300

CAMLI

JESUB

BEPKE

Procedure Turn NA

1.6 NM to RW20

196°

2300

3.04° TCH 40

Δ 1330

ELEV 679

TDZE 668

196°

5500 X 75

6500 X 100

TWR

Δ 1330

5500 X 75

6500 X 100

TWR

CATEGORY	A	B	C	D
RNAV MDA	1240-1	572 (600-1)	1240-1½ 572 (600-1½)	1240-1¾ 572 (600-1¾)
CIRCLING	1260-1 581 (600-1)	1440-1 761 (800-1)	1440-2¼ 761 (800-2¼)	1460-2½ 781 (800-2½)

MIRL Rwy 2-20 and 9-27 0
REIL Rwy 2, 20, 9, and 27 0

CHICAGO/ROMEOVILLE, ILLINOIS

Amtd 1A 15JUL21

41°36'N-88°06'W

255

LEWIS UNIVERSITY (LOT)

RNAV (GPS) RWY 20

CHICAGO/ROMEOVILLE, ILLINOIS

AL-6063 (FAA)

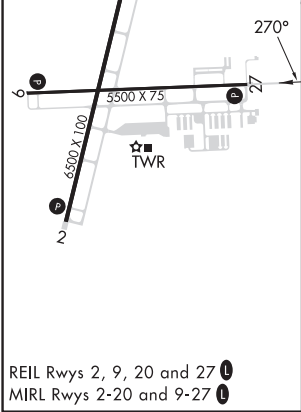
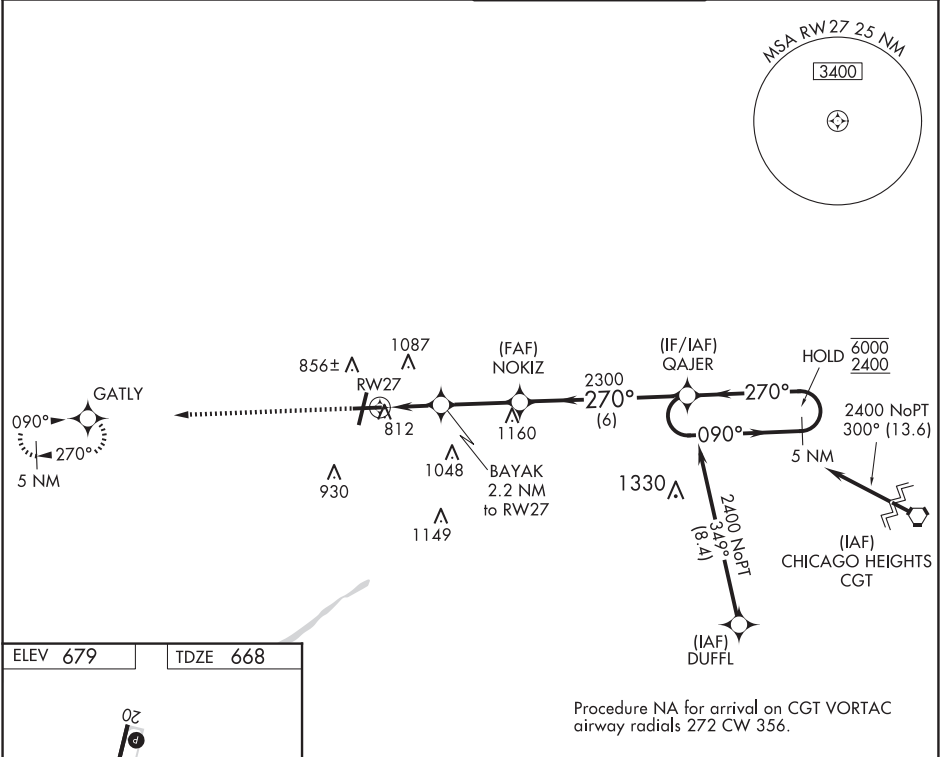
25163



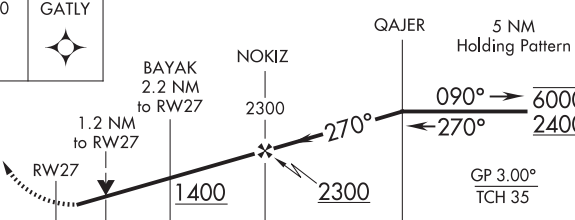
WAAS CH 78004 W27A	APP CRS 270°	Rwy Idg TDZE 668 Apt Elev 679
--	------------------------	---

RNAV (GPS) RWY 27

LEWIS UNIVERSITY (L.O.T)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2500 direct GATLY and hold.	
Rwy 27 helicopter visibility reduction below ¾ SM NA.			
D-ATIS 126.675	CHICAGO APP CON 119.35 354.075	LEWIS TOWER ★ 134.8 (CTAF) 0	GND CON 120.425



2500		GATLY		
				
				
CATEGORY	A	B	C	D
LPV DA	918- ³ / ₄ 250 (300- ³ / ₄)			
LNAV MDA	1080-1	412 (500-1)	1080-1 ¹ / ₈	412 (500-1 ¹ / ₈)
CIRCLING	1260-1 581 (600-1)	1440-1 761 (800-1)	1480-2 ¹ / ₄ 801 (900-2 ¹ / ₄)	1480-2 ¹ / ₂ 801 (900-2 ¹ / ₂)

CHICAGO/ROMEOVILLE, ILLINOIS
Amdt 1 12JUN25

41°36'N-88°06'W

LEWIS UNIVERSITY (L.O.T)

RNAV (GPS) RWY 27

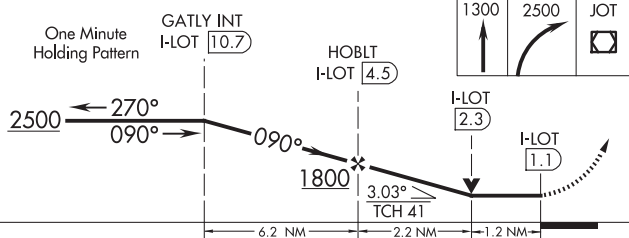
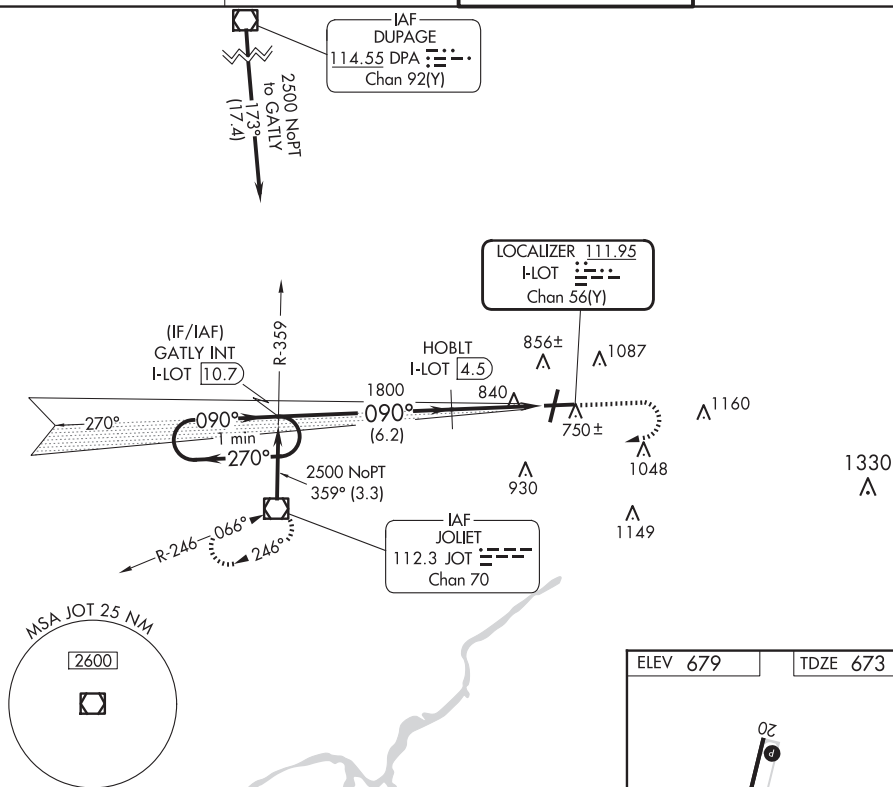
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME RWY 9
LEWIS UNIVERSITY (LOT)



GND CON
120.425



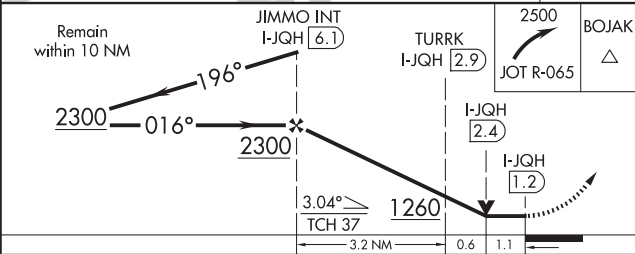
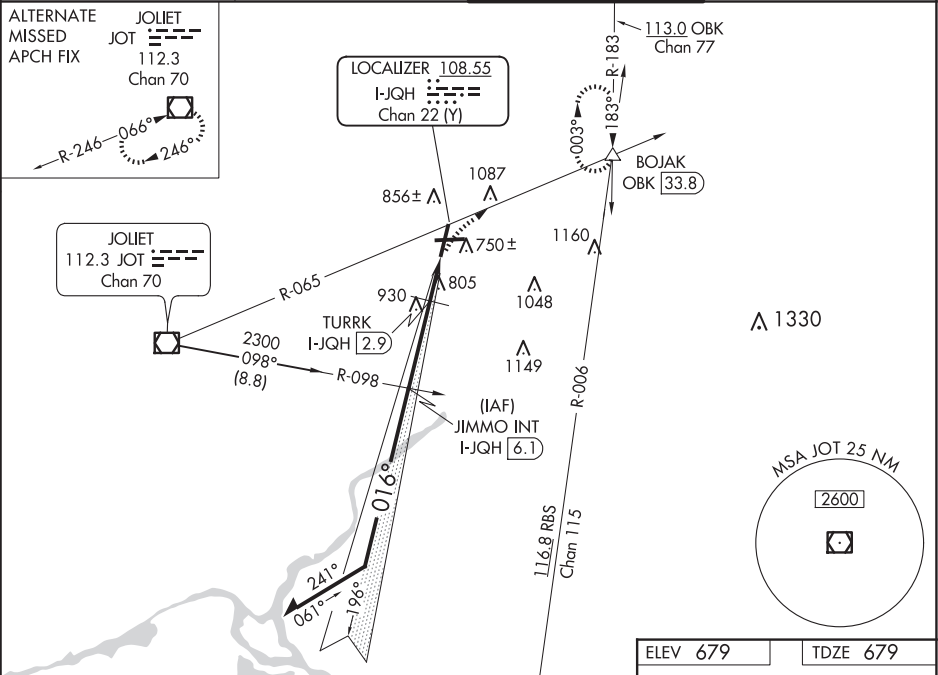
MIRA Runways 2-20 and 9-27

REIL Runways 2, 20, 9, and 27

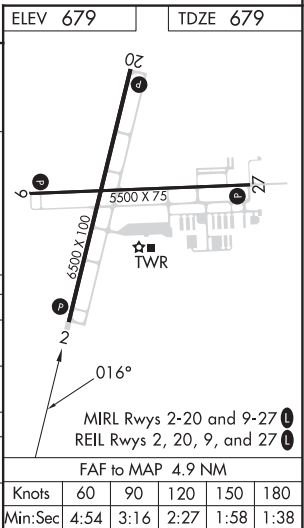
LOC/DME I-JQH	APP CRS	Rwy Idg	6500
108.55	016°	TDZE	679
Chan 22 (Y)		Apt Elev	679

LOC RWY 2
LEWIS UNIVERSITY (LOT)

D-ATIS 126.675		CHICAGO APP CON 119.35 354.075		LEWIS TOWER★ 134.8 (CTAF) 0		GND CON 120.425	
--------------------------	--	--	--	--	--	---------------------------	--

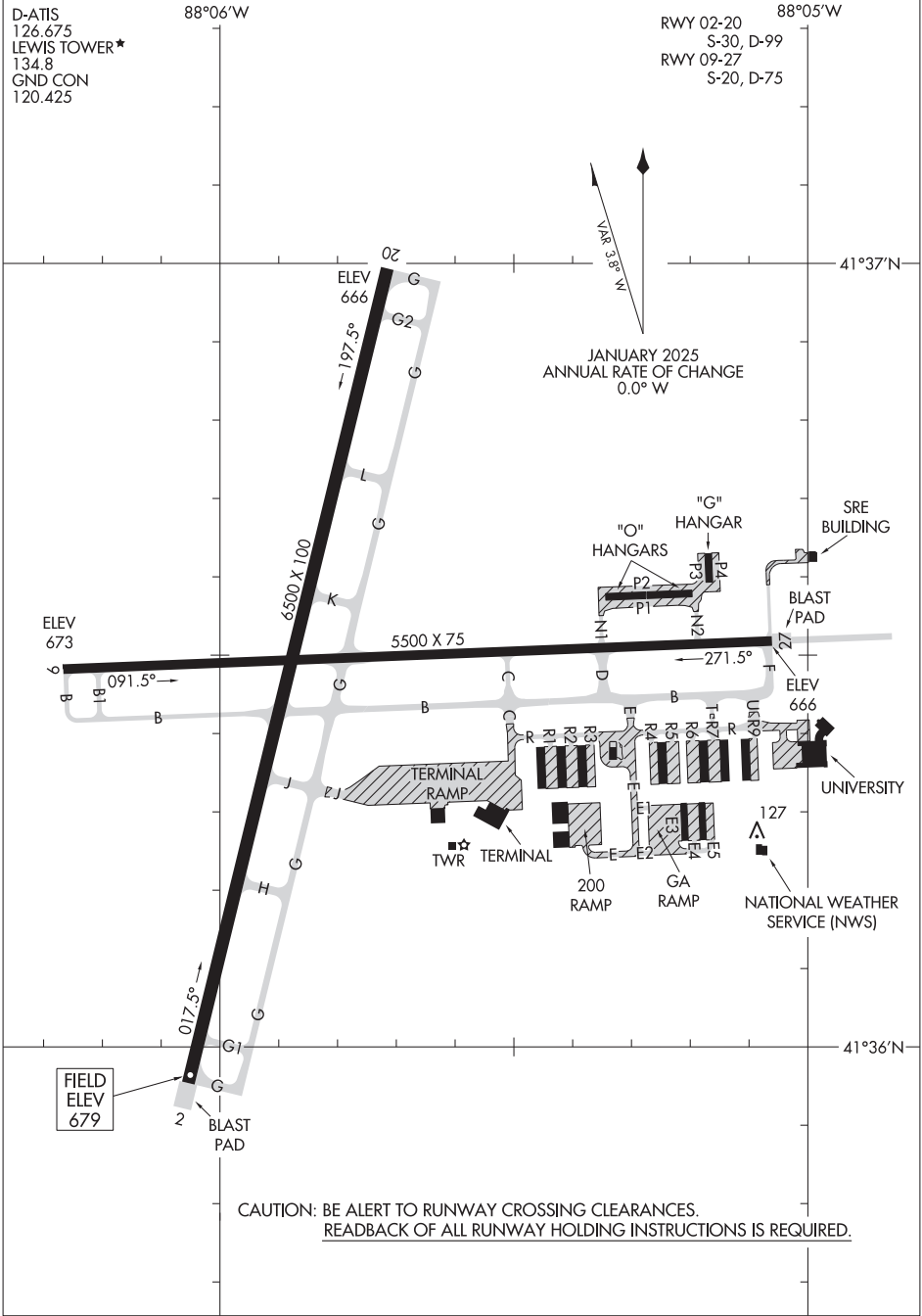


CATEGORY	A	B	C	D
S-2	1260-1 581 (600-1)	1260-1½ 581 (600-1½)	1260-1¾ 581 (600-1¾)	1260-2 581 (600-2)
CIRCLING	1260-1 581 (600-1)	1440-1 761 (800-1)	1440-2¼ 761 (800-2¼)	1460-2½ 781 (800-2½)
TURRK FIX MINIMUMS				
S-2	1080-1 401 (500-1)	1080-1¼ 401 (500-1¼)		
CIRCLING	1260-1 581 (600-1)	1440-1 761 (800-1)	1440-2¼ 761 (800-2¼)	1460-2½ 781 (800-2½)



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025



(ADELL7.ADELL) 24305

ADELL SEVEN DEPARTURE (RNAV)

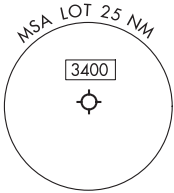
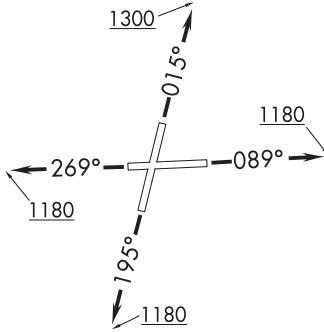
AL-6063 (FAA)

LEWIS UNIVERSITY (L.O.T)
CHICAGO/ROMEOVILLE, ILLINOIS

CHICAGO DEP CON
119.35 354.075
D-ATIS
126.675
GND CON
120.425
LEWIS TOWER ★
134.8 (CTAF)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required. RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
3000

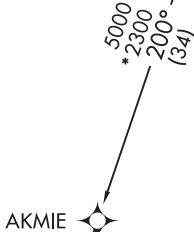


TAKEOFF MINIMUMS:

- Rwy 2: Standard with minimum climb of 420' per NM to 2700.
- Rwy 9: Standard with minimum climb of 310' per NM to 2700.
- Rwy 20: Standard with minimum climb of 370' per NM to 2700.
- Rwy 27: Standard with minimum climb of 340' per NM to 2700.

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 2: Climb on heading 015° to 1300, then as assigned by ATC, for vectors to ACITO, thence. . .
- TAKEOFF RUNWAY 9: Climb on heading 089° to 1180, then as assigned by ATC, for vectors to ACITO, thence. . .
- TAKEOFF RUNWAY 20: Climb on heading 195° to 1180, then as assigned by ATC, for vectors to ACITO, thence. . .
- TAKEOFF RUNWAY 27: Climb on 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.

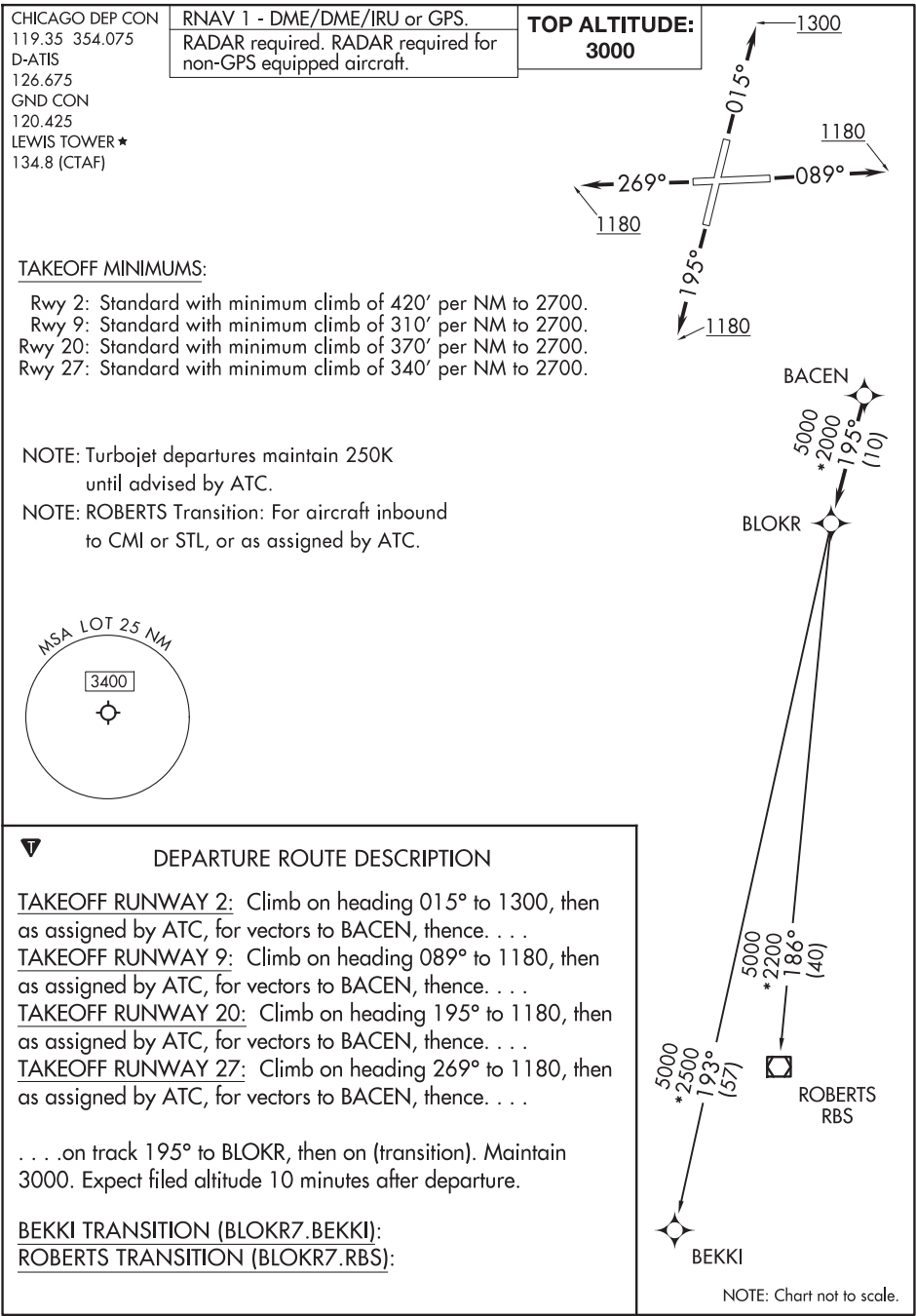
AKMIE TRANSITION (ADELL7.AKMIE):
ARLYN TRANSITION (ADELL7.ARLYN):

NOTE: Chart not to scale.

ADELL SEVEN DEPARTURE (RNAV)

(ADELL7.ADELL) 31OCT24

CHICAGO/ROMEOVILLE, ILLINOIS
LEWIS UNIVERSITY (L.O.T)



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

(CARYN7.CARYN) 24305

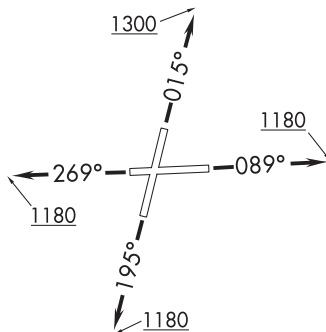
AL-6063 (FAA)

LEWIS UNIVERSITY (LOT)
CHICAGO/ROMEOVILLE, ILLINOIS

CARYN SEVEN DEPARTURE (RNAV)

CHICAGO DEP CON
119.35 354.075
D-ATIS
126.675
GND CON
120.425
LEWIS TOWER ★
134.8 (CTAF)

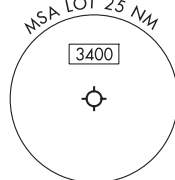
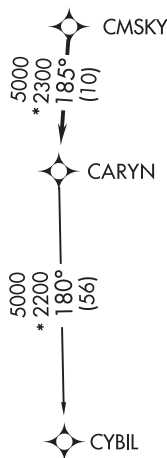
TOP ALTITUDE:
3000



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.
- Rwys 20, 27: Standard.



NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
RADAR required for non-GPS equipped aircraft.



DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 2: Climb on heading 015° to 1300, then as assigned by ATC, for vectors to CMSKY, thence....
- TAKEOFF RUNWAY 9: Climb on heading 089° to 1180, then as assigned by ATC, for vectors to CMSKY, thence....
- TAKEOFF RUNWAY 20: Climb on heading 195° to 1180, then as assigned by ATC, for vectors to CMSKY, thence....
- TAKEOFF RUNWAY 27: Climb on 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 (CARYN7.CYBIL):

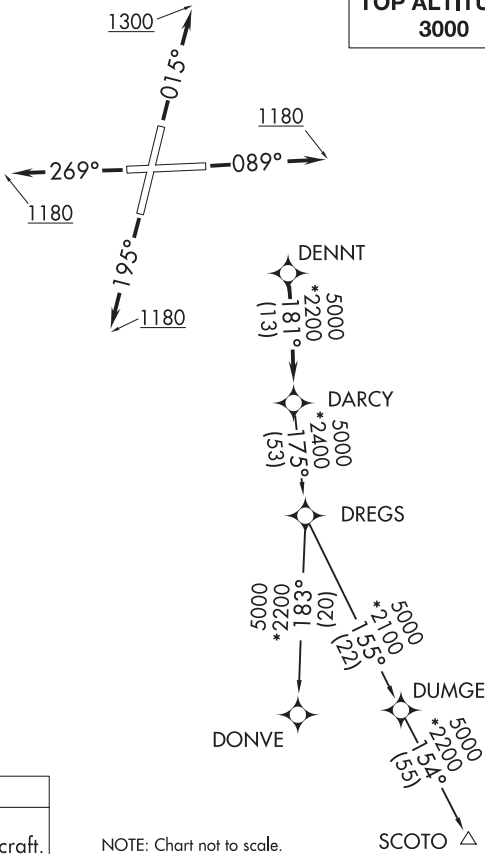
CARYN SEVEN DEPARTURE (RNAV)

(CARYN7.CARYN) 31OCT24

CHICAGO/ROMEOVILLE, ILLINOIS
LEWIS UNIVERSITY (LOT)

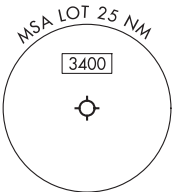
CHICAGO DEP CON
119.35 354.075
D-ATIS
126.675
GND CON
120.425
LEWIS TOWER ★
134.8 (CTAF)

TOP ALTITUDE:
3000



TAKEOFF MINIMUMS:
Rwys 9, 20, 27: Standard.
Rwy 2: Standard with minimum climb
of 420' per NM to 1200.

NOTE: Turbojet departures maintain 250K
until advised by ATC.



RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
RADAR required for non-GPS equipped aircraft.

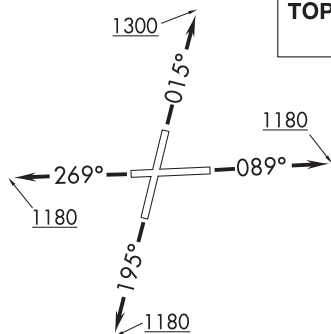
DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 2: Climb on heading 015° to 1300, then as assigned by ATC, for vectors to DENNT, thence. . . .
- TAKEOFF RUNWAY 9: Climb on heading 089° to 1180, then as assigned by ATC, for vectors to DENNT, thence. . . .
- TAKEOFF RUNWAY 20: Climb on heading 195° to 1180, then as assigned by ATC, for vectors to DENNT, thence. . . .
- TAKEOFF RUNWAY 27: Climb on heading 269° to 1180, then as assigned by ATC, for vectors to DENNT, thence. . . .

. . . . on track 181° to DARC, then on (transition), maintain 3000.
Expect filed altitude 10 minutes after departure.

DONVE TRANSITION (DARCY7.DONVE):
SCOTO TRANSITION (DARCY7.SCOTO):

ELANR EIGHT DEPARTURE (RNAV)



TOP ALTITUDE:
3000

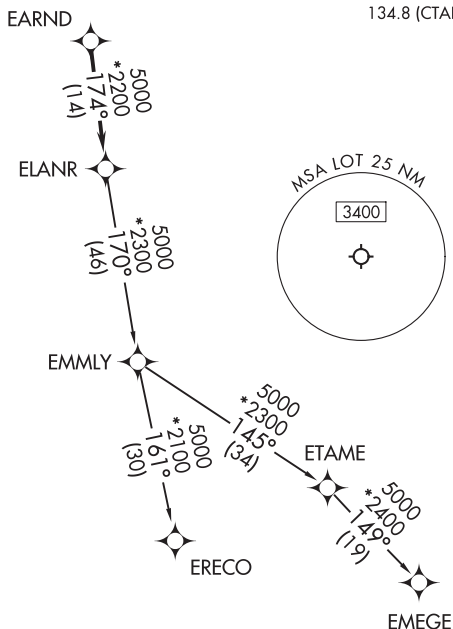
CHICAGO DEP CON
119.35 354.075
D-ATIS
126.675
GND CON
120.425
LEWIS TOWER ★
134.8 (CTAF)

TAKEOFF MINIMUMS:

Rwys 9, 20, 27: Standard.
Rwy 2: Standard with minimum
climb of 420' per NM to 1200.

NOTE: Turbojet departures maintain 250K until advised by ATC.

NOTE: EMMLY Transition: For aircraft inbound to Indianapolis Terminal Area, or as assigned by ATC.



RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 015° to 1300, then as assigned by ATC, for vectors to EARND. thence. . . .

TAKEOFF RUNWAY 9: Climb on heading 089° to 1180, then as assigned by ATC, for vectors to EARND. thence. . .

TAKEOFF RUNWAY 20: Climb on heading 195° to 1180, then as assigned by ATC, for vectors to EARND, thence. . . .

TAKEOFF RUNWAY 27: Climb on 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.

EMERGE TRANSITION (ELANR8.EMERGE):

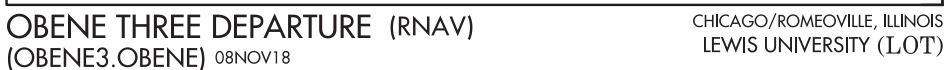
EMMLY TRANSITION (ELANR8.EMMLY):

ERECO TRANSITION (ELANR8.ERECO):

ELANR EIGHT DEPARTURE (RNAV)

(ELANR8.ELANR) 17APR25

CHICAGO/ROMEOVILLE, ILLINOIS
LEWIS UNIVERSITY (LOT)





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)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC I-UGN	APP CRS	Rwy Idg	6001
110.7	231°	TDZE	723
		Apt Elev	727

ILS or LOC RWY 23

WAUKEGAN NTL (UGN)

⚠

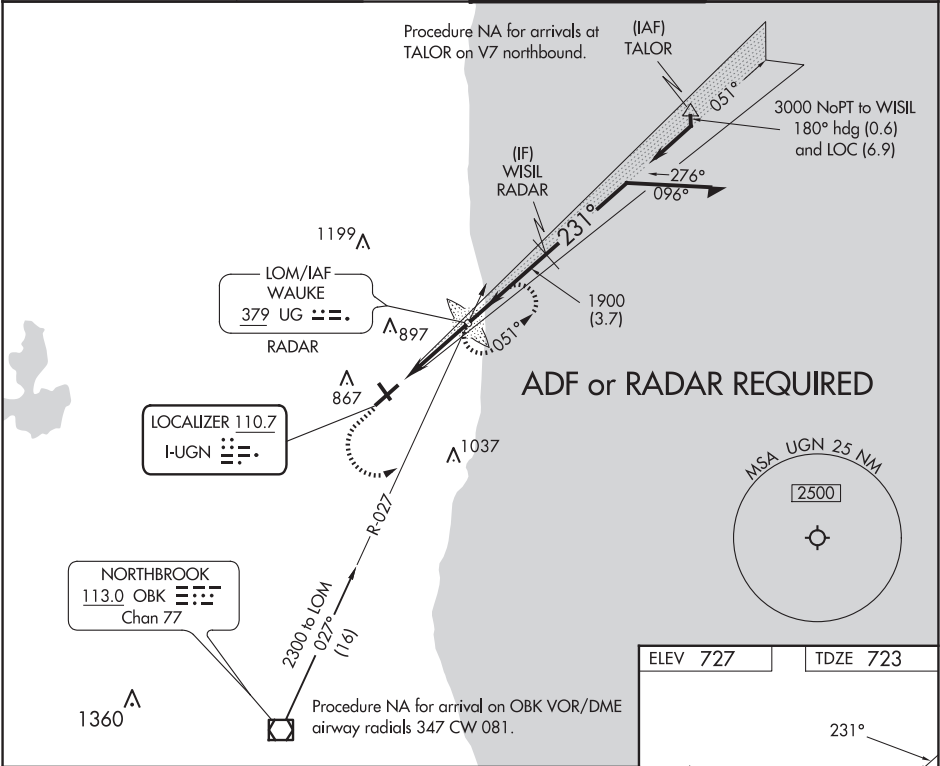
⚠

Circling to Rwy 14, 32 NA at night.
ADF or RADAR required.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 to intercept OBK VOR/DME R-027 to WAUKE LOM/RADAR and hold.

ATIS 132.4	CHICAGO APP CON 120.55	WAUKEGAN TOWER ★ 120.05 (CTAF) 273.55	GND CON 121.65
---------------	---------------------------	--	-------------------



1600

2300

OBK R-027

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 52).

WAUKE LOM/RADAR

Remain within 10 NM

1868

051°

231°

2300

1900

GS 3.00° TCH 53

3.4 NM

1220-1

493 (500-1)

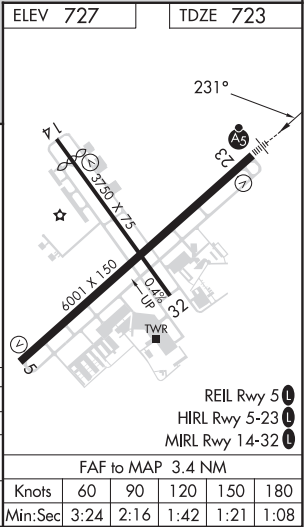
1220-1½

493 (500-1½)

1400-2¼

673 (700-2¼)

CATEGORY	A	B	C	D
S-ILS 23		923-½	200 (200-½)	
S-LOC 23		1040-½	317 (400-½)	
CIRCLING	1220-1	493 (500-1)	1220-1½	1400-2¼



CHICAGO/WAUKEGAN, ILLINOIS

AL-5324 (FAA)

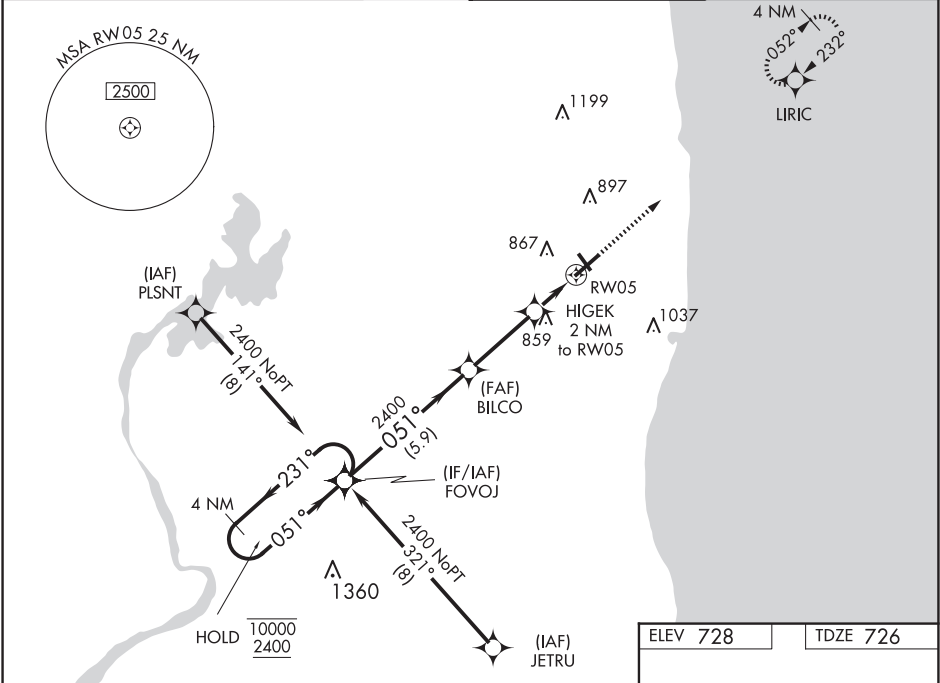
23166

WAAS CH 81812 W05A	APP CRS 051°	Rwy Idg 6001 TDZE 726 Apt Elev 728
--	------------------------	---

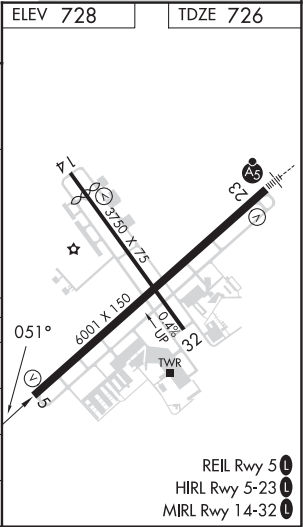
RNAV (GPS) RWY 5
WAUKEGAN NTL (UGN)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2300 direct LIRIC and hold.
<div><div></div><div></div></div> Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 14, 32 NA at night.		

ATIS 132.4	CHICAGO APP CON 120.55	WAUKEGAN TOWER ★ 120.05 (CTAF) 273.55	GND CON 121.65
----------------------	----------------------------------	--	--------------------------



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).		2300	LIRIC
FOVOJ		BILCO		HIGKE 2 NM to RW05	1.1 NM to RW05
10000 2400 GP 3.00° TCH 40		231° 051° 2400		1400	
		5.9 NM		3.1 NM	0.9 NM
CATEGORY	A	B	C	D	
LPV DA	976-¾		250 (300-¾)		
LNAV/VNAV DA	1013-7/8		287 (300-7/8)		
LNAV MDA	1120-1	394 (400-1)	1120-1½	394 (400-1½)	
CIRCLING	1220-1	492 (500-1)	1220-1½ 492 (500-1½)	1400-2¼ 672 (700-2¼)	



CHICAGO/WAUKEGAN, ILLINOIS

Amdt 1 17JUN21

42°25'N-87°52'W

RNAV (GPS) RWY 5
WAUKEGAN NTL (UGN)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS

CH 86211

W23A

APP CRS

232°

Rwy Idg

6001

TDZE

723

Apt Elev

727

RNAV (GPS) RWY 23

WAUKEGAN NTL (UGN)

⚠

⚠

Circling to Rwy 14, 32 NA at night. 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. For inoperative ALS, increase LNAV/VNAV all Cats visibility to 7/5 SM.

MALSR

MISSED APPROACH: Climb to 2400 direct FOVOJ and hold.

ATIS 132.4	CHICAGO APP CON 120.55	WAUKEGAN TOWER ★ 120.05 (CTAF) 273.55	GND CON 121.65
---------------	---------------------------	--	-------------------

2400

FOVOJ

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).

4 NM Holding Pattern

* LNAV only

* 1.3 NM to RW23

OLBOE

LIRIC

052°

232°

2300

1900

GP 3.00° TCH 53

1.3 NM

2.2 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	980-1/2 257 (300-1/2)			
LNAV/VNAV DA	1020-1/2 297 (300-1/2)		1020-3/4 297 (300-3/4)	
LNAV MDA	1160-1/2 437 (500-1/2)	1160-3/4 437 (500-3/4)	1160-1 437 (500-1)	
CIRCLING	1220-1 493 (500-1)	1220-1/2 493 (500-1/2)	1400-2 1/4 673 (700-2 1/4)	

ELEV 727

TDZE 723

CHICAGO/WAUKEGAN, ILLINOIS

Orig-A 07DEC17

42°25'N-87°52'W

269

WAUKEGAN NTL (UGN)

RNAV (GPS) RWY 23

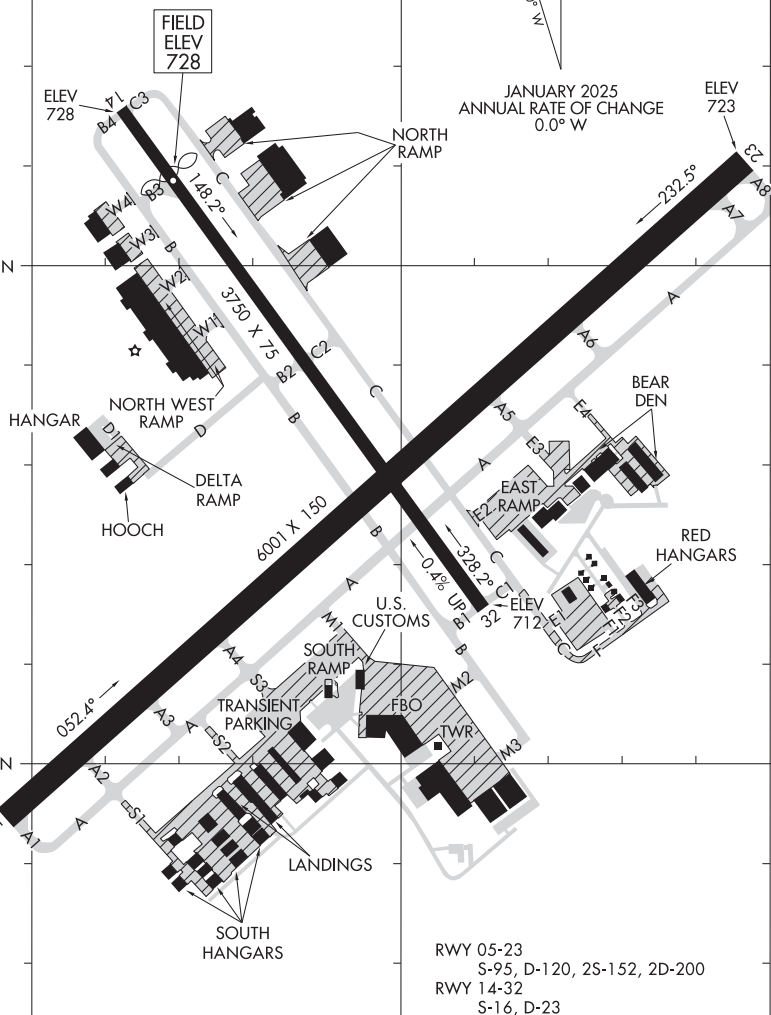
25107

AIRPORT DIAGRAM

AL-5324 (FAA)

WAUKEGAN NTL (UGN)
CHICAGO/WAUKEGAN, ILLINOIS

ATIS
132.4
WAUKEGAN TOWER ★
120.05 273.55
GND CON
121.65



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

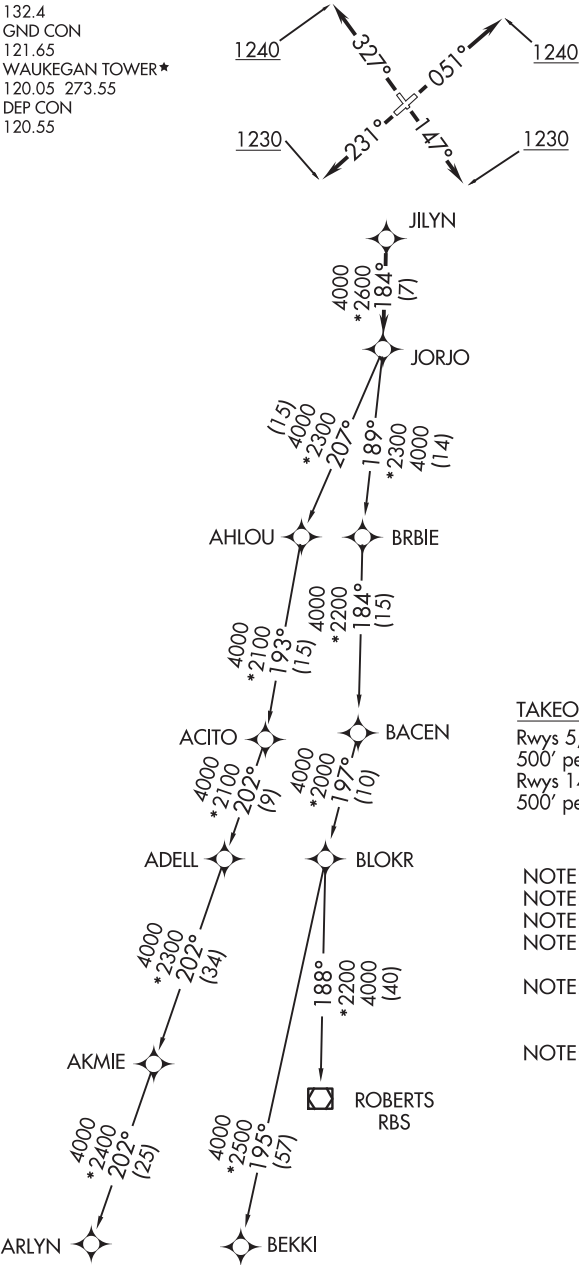
AIRPORT DIAGRAM

25107

CHICAGO/WAUKEGAN, ILLINOIS
WAUKEGAN NTL (UGN)

ATIS
132.4
GND CON
121.65
WAUKEGAN TOWER*
120.05 273.55
DEP CON
120.55

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 BML, SPI, or PIA, or as assigned by ATC.
NOTE: ROBERTS transition: for aircraft inbound to CMI or STL, or as assigned by ATC.

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

JORJO FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

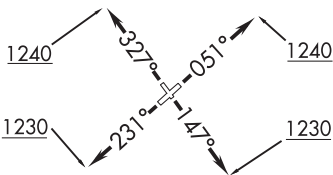
TAKEOFF RWY 5: Climb heading 051° or as assigned by ATC to at or above 1240,
expect vectors to JILYN, thence
TAKEOFF RWY 14: Climb heading 147° or as assigned by ATC to at or above 1230,
expect vectors to JILYN, thence
TAKEOFF RWY 23: Climb heading 231° or as assigned by ATC to at or above 1230,
expect 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)

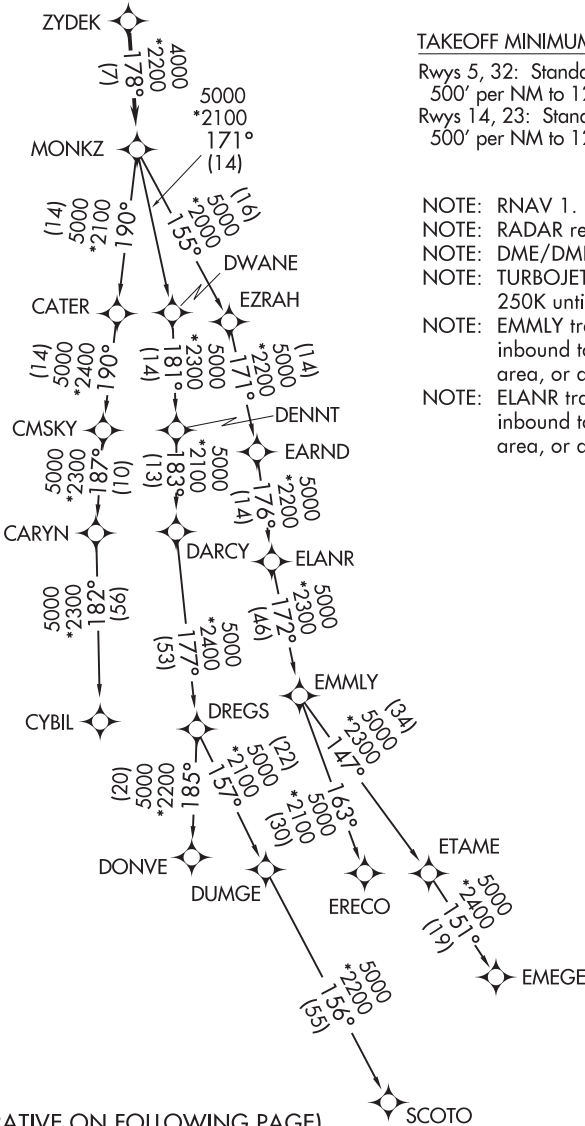
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025



TOP ALTITUDE:
3000

ATIS
132.4
GND CON
121.65
WAUKEGAN TOWER★
120.05 273.55
DEP CON
120.55



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.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MONKZ FIVE DEPARTURE (RNAV)

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 1230, 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)

ERECO TRANSITION (MONKZ5.ERECO)

SCOTO TRANSITION (MONKZ5.SCOTO)


LOC I-GVK 111.7	APP CRS 015°	Rwy Ldg TDZE Apt Elev	7571 754 759
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 2L

DUPAGE (DPA)

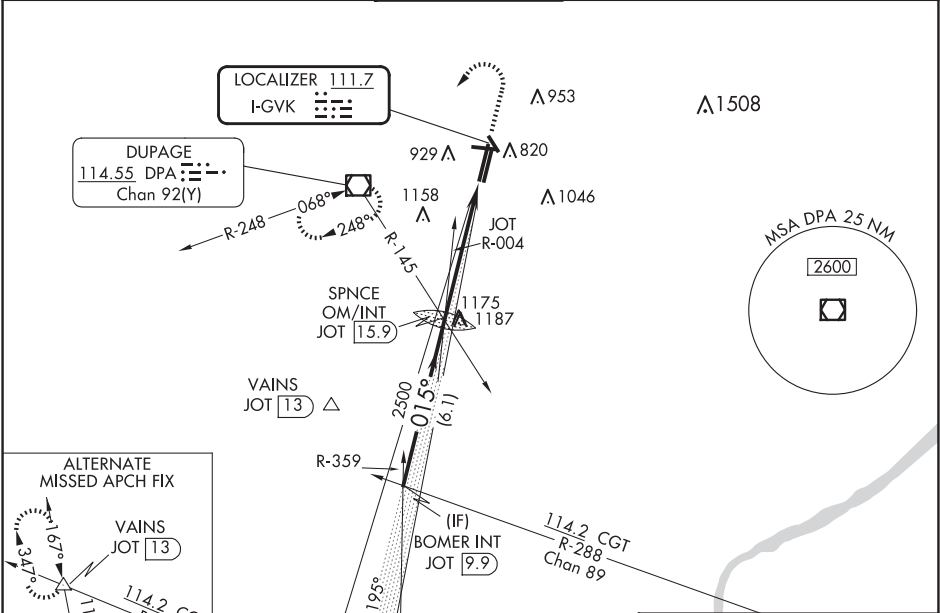
⚠ Circling Rwy 15, 28, 33 NA at night. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet. For inop ALS, increase S-LOC 2L Cat C/D visibility to 2 SM. For inop ALS when using Aurora altimeter setting, increase S-LOC 2L Cat C/D visibility to 2½ SM.


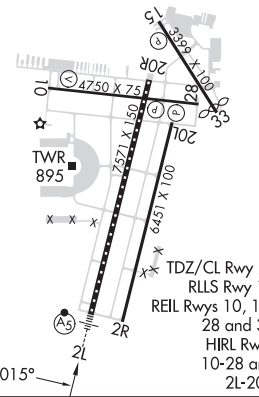
MALSR



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
------------------------	---------------------------------------	------------------------------------	-------------------------	---------------------------



ELEV 759 TDZE 754		MIRL Rwy 15-33 and 2R-20L	
			
JOT VOR/DME		BOMER INT JOT 9.9	SPNCE OM/INT JOT 15.9
3000 → 359° → 3000		1200	3000
GS 3.00° TCH 50		2472	DPA
015°		2500	
9.9 NM		6.1 NM	5.2 NM
CATEGORY	A	B	C
S-ILS 2L	954-½ 200 (200-½)		
S-LOC 2L	1500-½ 746 (800-½)	1500-¾ 746 (800-¾)	1500-1¾ 746 (800-1¾)
CIRCLING	1500-1 741 (800-1)	1500-1¼ 741 (800-1¼)	1500-2¼ 741 (800-2¼)
		1500-2½ 741 (800-2½)	
		FAF to MAP 5.2 NM	
		Knots	60 90 120 150 180
		Min:Sec	5:12 3:28 2:36 2:05 1:44

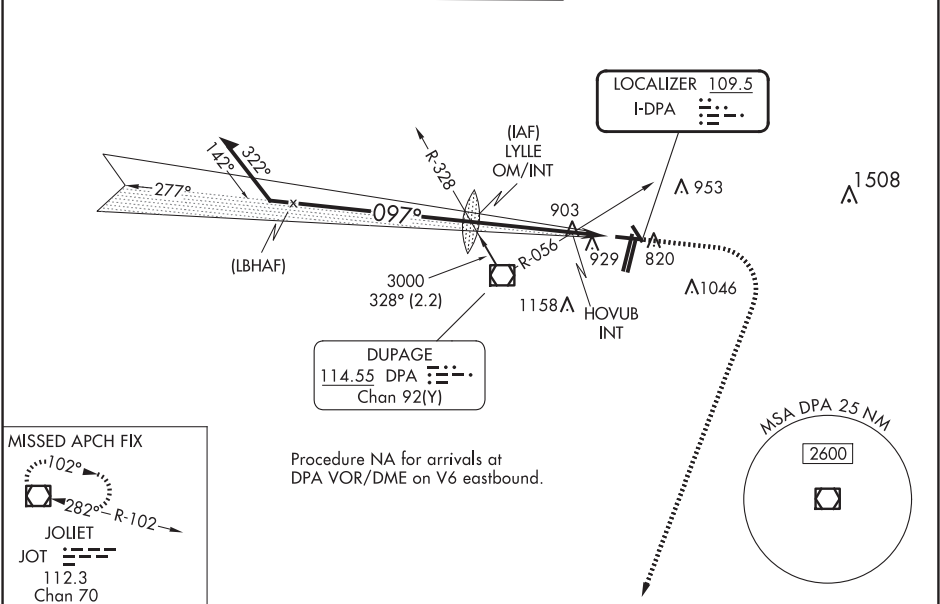
LOC I-DPA 109.5	APP CRS 097°	Rwy Ldg 4750 TDZE 756 Apt Elev 759
---------------------------	------------------------	---

ILS or LOC RWY 10
DUPAGE (DPA)

⚠ When local altimeter setting not received, use Chicago/Aurora altimeter setting: increase S-ILS 10 DA to 993 feet; increase all MDA 40 feet and visibility S-LOC 10 Cats C/D and HOVUB INT minimums S-LOC 10 Cats C/D ½ SM, and Circling and HOVUB INT minimums Circling Cats C/D ¼ SM. Circling Rwy 15, 28, 33 NA at night.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 direct JOT VOR/DME 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
------------------------	---------------------------------------	------------------------------------	-------------------------	---------------------------



Remain within 10 NM				ELEV 759	TDZE 756
				JOT	
*LOC only. *1340 when using Chicago/Aurora altimeter setting.				TWR 895	
GS 3.00° TCH 50				MIRL Rwys 15-33 and 2R-20L	
CATEGORY				TDZ/CL Rwy 2L	
S-ILS 10				RLLS Rwy 10	
S-LOC 10				REIL Rwys 10, 15, 28 and 33	
CIRCLING				HIRL Rwys 10-28 and 2L-20R	
HOVUB INT MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				FAF to MAP 5.3 NM	
S-LOC 10				Knots	
CIRCLING				Min:Sec	

WAAS CH 86830 W02B	APP CRS 015°	Rwy Idg TDZE 754 Apt Elev 759
--	------------------------	---

RNAV (GPS) RWY 2L

DUPAGE (DPA)

RNP APCH - GPS.

⚠

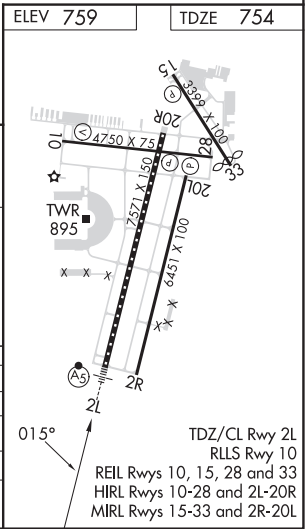
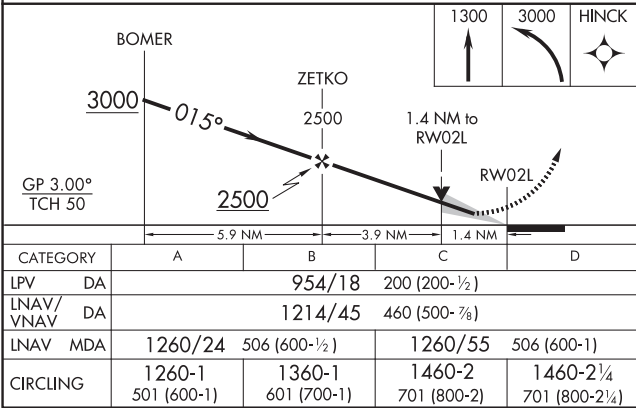
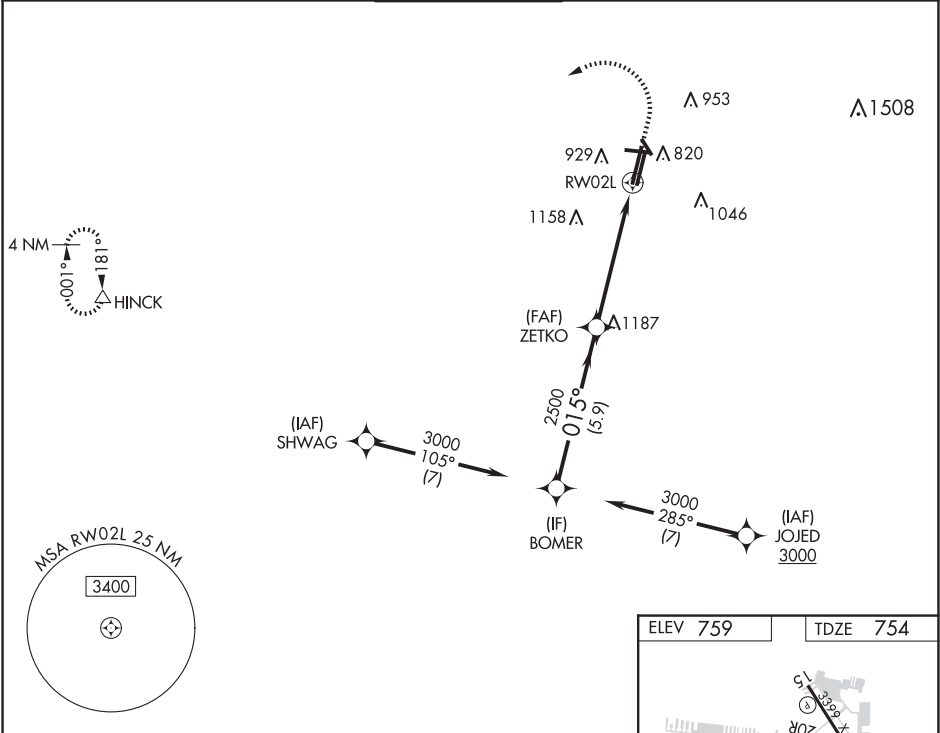
⚠

Circling Rwy 15, 28, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct HINCK 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
------------------------	---------------------------------------	------------------------------------	-------------------------	---------------------------



RNAV (GPS) RWY 2R
DUPAGE (DPA)

MISSED APPROACH:
Climb to 1300 then
climbing left turn to
3000 direct NUELG
and hold.

CLNC DEL
119.75

MISSED APCH FIX

4 NM 151° 33° NUEL

Procedure NA for arrivals on JOT VOR/DME airway radials 314 CW 328.

PLANO 3000 088° (8.1)

(IAF) CEXAB

3000 NoPT 051° (7)

(IF/IAF) GIDVE

4 NM 195°

(IAF) JOLIET 3000 NoPT 002° (8.9)

(FAF) HEGBI 2500 015° (6.9)

1158 929 820 953 1508 1046 987 1187

MSA RW02R 25 NM 3400

ELEV 759	TDZE 751
----------	----------

MIRL Rwy 15-33 and 2R-20L
TDZ/CL Rwy 2L
RLS Rwy 10

CATEGORY	A	B	C	D
LPV DA	1001-1		250 (300-1)	
LNAV/ VNAV DA	1111-1½		360 (400-1½)	
LNAV MDA	1240-1	489 (500-1)	1240-1½	489 (500-1½)
CIRCLING	1260-1 501 (600-1)	1360-1 601 (700-1)	1460-2 701 (800-2)	1460-2¼ 701 (800-2¼)

ELEV 759	TDZE 751
MIRL Rwy 15-33 and 2R-20L	
TDZ/CL Rwy 2L	
RLS Rwy 10	

DUPAGE (DPA)
RNAV (GPS) RWY 2R

WAAS CH 53618 W10A	APP CRS 097°	Rwy Idg TDZE 756 Apt Elev 759
--	------------------------	---

RNAV (GPS) RWY 10

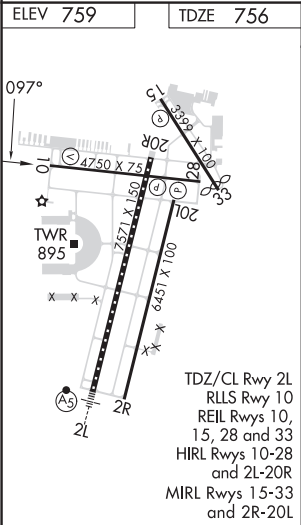
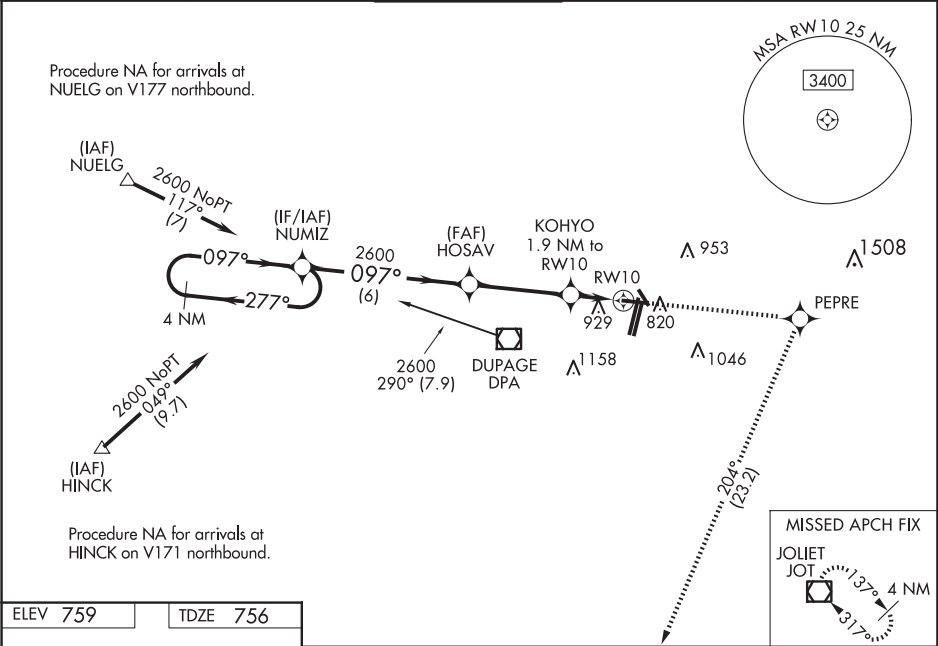
DUPAGE (DPA)

⚠

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 993 feet and LNAV/VNAV DA to 1281; increase all MDA 40 feet and visibility LNAV Cat D 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.

MISSED APPROACH: Climb to 2600 direct PEPRE and right turn on track 204° to JOT VOR/DME 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
------------------------	---------------------------------------	------------------------------------	-------------------------	---------------------------



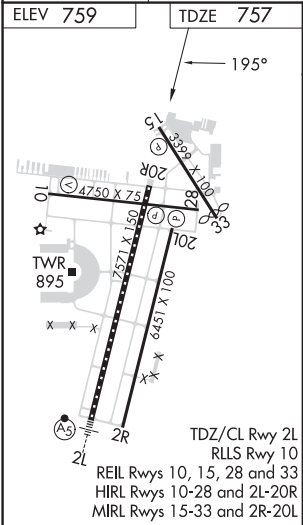
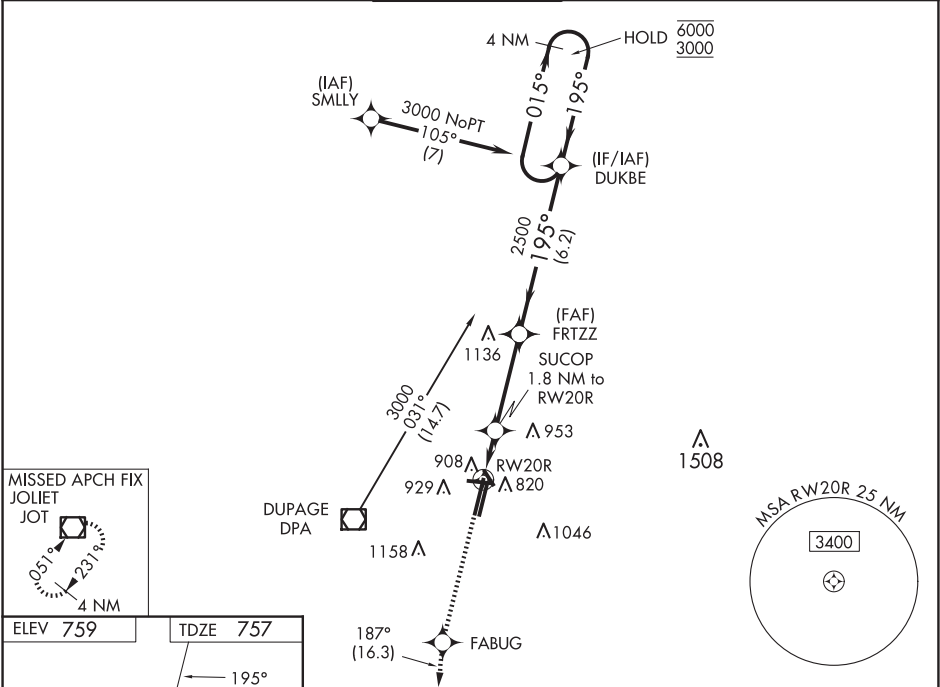
4 NM Holding Pattern			
*LNAV only			
CATEGORY	A	B	C
LPV DA	956-¾	200 (200-¾)	
LNAV/VNAV DA	1244-1¾	488 (500-1¾)	
LNAV MDA	1180-1	424 (500-1)	1180-1¼ 424 (500-1¼)
CIRCLING	1260-1 501 (600-1)	1360-1 601 (700-1)	1460-2 701 (800-2) 1460-2¼ 701 (800-2¼)

WAAS CH 45921 W20A	APP CRS 195°	Rwy Idg 7571 TDZE 757 Apt Elev 759
--	------------------------	---

RNAV (GPS) RWY 20R

DUPAGE (DPA)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2500 direct FABUG and 187° track to JOT VOR/DME and hold.		
⚠ Circling Rwy 15, 28, 33 NA at night. ⚠ Rwy 20R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.				
ATIS 132.075	CHICAGO APP CON 133.5 349.0	DUPAGE TOWER 120.9 257.8	GND CON 121.8	CLNC DEL 119.75



2500	FABUG	tr 187°	JOT				
				SUCOP 1.8 NM to RW20R	FRTZZ 2500	DUKBE 4 NM Holding Pattern	
				1.1 NM to RW20R	1360	2500	GP 3.00° TCH 40
				1.1 NM	0.6	3.6 NM	6.2 NM
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		1260-1 501 (600-1)		1360-1 601 (700-1)		1460-2 701 (800-2)	
						1460-2 1/4 701 (800-2 1/4)	

RNAV 1 - DME/DME/IRU or GPS.

RADAR required. RADAR required for non-GPS equipped aircraft.

CHICAGO DEP CON

133.5 349.0

ATIS

132.075

GND CON

121.8

DUPAGE TOWER

120.9 257.8

TOP ALTITUDE:

3000

TAKEOFF MINIMUMS:

Rwys 2L/R, 10, 20L/R, 28, 33: Standard.

Rwy 15: 300-1 or standard with minimum climb of 205' per NM to 1000.

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 RUNWAYS 2L/R: Climb on heading 015° to 1260, then as assigned by ATC, for vectors to ACITO, thence . . .

TAKEOFF RUNWAY 10: Climb on heading 097° to 1260, then as assigned by ATC, for vectors to ACITO, thence . . .

TAKEOFF RUNWAY 15: Climb on heading 149° to 1260, then as assigned by ATC, for vectors to ACITO, thence . . .

TAKEOFF RUNWAYS 20L/R: Climb on heading 195° to 1260, then as assigned by ATC, for vectors to ACITO, thence . . .

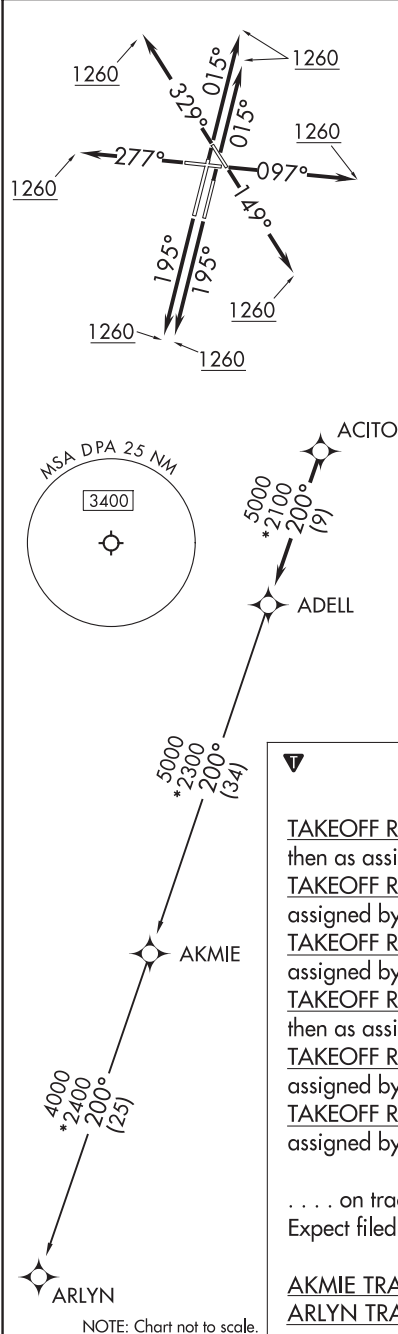
TAKEOFF RUNWAY 28: Climb on heading 277° to 1260, then as assigned by ATC, for vectors to ACITO, thence . . .

TAKEOFF RUNWAY 33: Climb on 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 (ADELL7.AKMIE):

ARLYN TRANSITION (ADELL7.ARLYN):



NOTE: Chart not to scale.

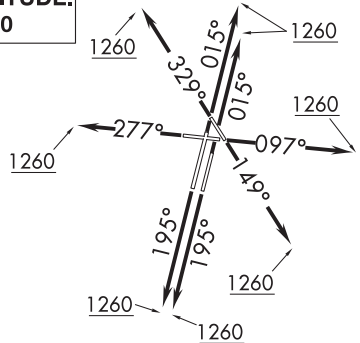
(BLOKR7.BLOKR) 24305

AL-5104 (FAA)

BLOKR SEVEN DEPARTURE (RNAV)DUPAGE (DPA)
CHICAGO/WEST CHICAGO, ILLINOIS

CHICAGO DEP CON
133.5 349.0
ATIS
132.075
GND CON
121.8
DUPAGE TOWER
120.9 257.8

TOP ALTITUDE:
3000

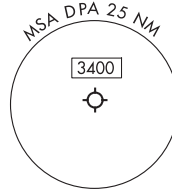
**TAKEOFF MINIMUMS:**

Rwys 2L/R, 10, 20L/R, 28, 33: Standard.

Rwy 15: 300-1% or standard with minimum climb
of 205' per NM to 1000.

NOTE: Turbojet departures maintain 250K
until advised by ATC.

NOTE: ROBERTS TRANSITION: For aircraft inbound
to CMI or STL, or as assigned by ATC.



RNAV 1 - DME/DME/IRU or GPS.

RADAR required. RADAR required for
non-GPS equipped aircraft.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAYS 2L/R: Climb on heading 015° to 1260,
then as assigned by ATC, for vectors to BACEN, thence. . .

TAKEOFF RUNWAY 10: Climb on heading 097° to 1260, then
as assigned by ATC, for vectors to BACEN, thence. . .

TAKEOFF RUNWAY 15: Climb on heading 149° to 1260, then
as assigned by ATC, for vectors to BACEN, thence. . .

TAKEOFF RUNWAYS 20L/R: Climb on heading 195° to 1260,
then as assigned by ATC, for vectors to BACEN, thence. . .

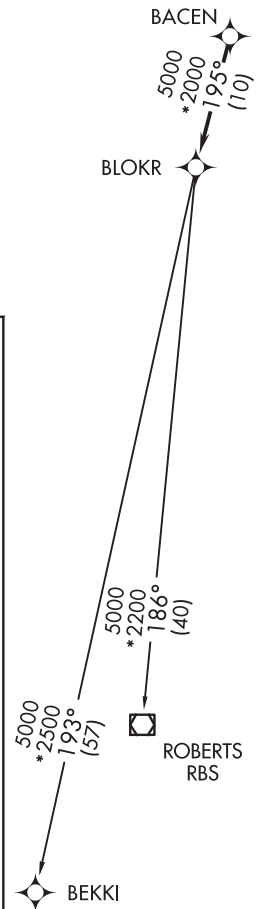
TAKEOFF RUNWAY 28: Climb on heading 277° to 1260, then
as assigned by ATC, for vectors to BACEN, thence. . .

TAKEOFF RUNWAY 33: Climb on 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 (BLOKR7.BEKKI):

ROBERTS TRANSITION (BLOKR7.RBS):



NOTE: Chart not to scale.

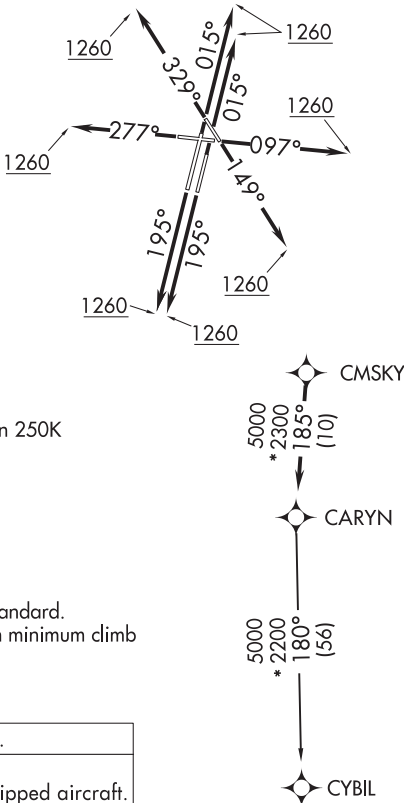
BLOKR SEVEN DEPARTURE (RNAV)

(BLOKR7.BLOKR) 31OCT24

CHICAGO/WEST CHICAGO, ILLINOIS
DUPAGE (DPA)

CHICAGO DEP CON
133.5 349.0
ATIS
132.075
GND CON
121.8
DUPAGE TOWER
120.9 257.8

TOP ALTITUDE:
3000



NOTE: Turbojet departures maintain 250K until advised by ATC.

TAKEOFF MINIMUMS:

Rwys 2L/R, 10, 20L/R, 28, 33: Standard.
Rwy 15: 300-1 $\frac{3}{8}$ or standard with minimum climb of 205' per NM to 1000.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
RADAR required for non-GPS equipped aircraft.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb on heading 015° to 1260, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 10: Climb on heading 097° to 1260, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 15: Climb on heading 149° to 1260, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAYS 20L/R: Climb on heading 195° to 1260, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 28: Climb on heading 277° to 1260, then as assigned by ATC, for vectors to CMSKY, thence....
TAKEOFF RUNWAY 33: Climb on 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 (CARYN7.CYBIL):

(DARCY7.DARCY) 24305

DARCY SEVEN DEPARTURE (RNAV)

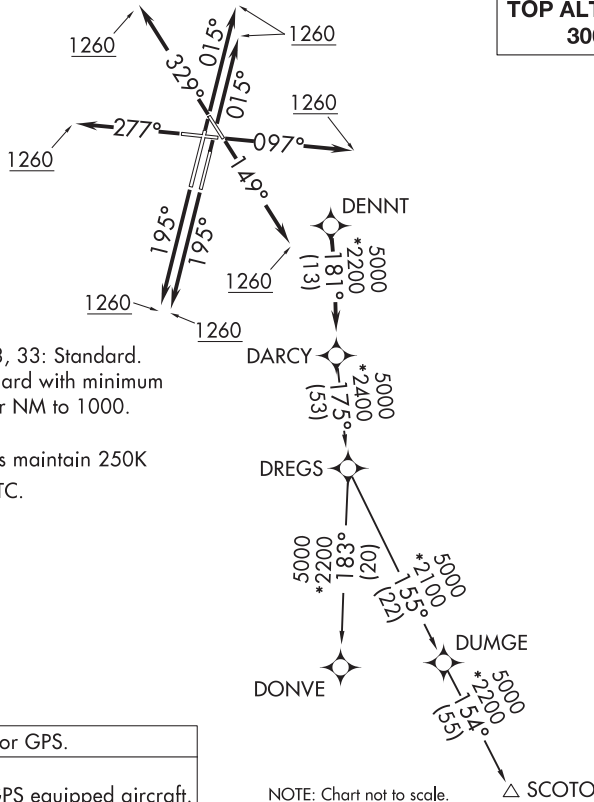
AL-5104 (FAA)

DUPAGE (DPA)

CHICAGO/WEST CHICAGO, ILLINOIS

CHICAGO DEP CON
133.5 349.0
ATIS
132.075
GND CON
121.8
DUPAGE TOWER
120.9 257.8

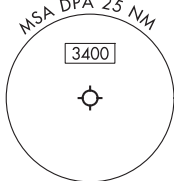
TOP ALTITUDE:
3000



TAKEOFF MINIMUMS:

Rwys 2L/R, 10, 20L/R, 28, 33: Standard.
Rwy 15: 300-1 $\frac{3}{8}$ or standard with minimum
climb of 205' per NM to 1000.

NOTE: Turbojet departures maintain 250K
until advised by ATC.



RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/R: Climb on heading 015° to 1260, then as assigned by ATC, for vectors to DENNT, thence

TAKEOFF RUNWAY 10: Climb on heading 097° to 1260, then as assigned by ATC, for vectors to DENNT, thence

TAKEOFF RUNWAY 15: Climb on heading 149° to 1260, then as assigned by ATC, for vectors to DENNT, thence

TAKEOFF RUNWAYS 20L/R: Climb on heading 195° to 1260, then as assigned by ATC, for vectors to DENNT, thence

TAKEOFF RUNWAY 28: Climb on heading 277° to 1260, then as assigned by ATC, for vectors to DENNT, thence

TAKEOFF RUNWAY 33: Climb on heading 329° to 1260, then as assigned by ATC, for vectors to DENNT, thence

. . . . on track 181° to DARC, then on (transition), maintain 3000.

Expect filed altitude 10 minutes after departure.

DONVE TRANSITION (DARCY7.DONVE):

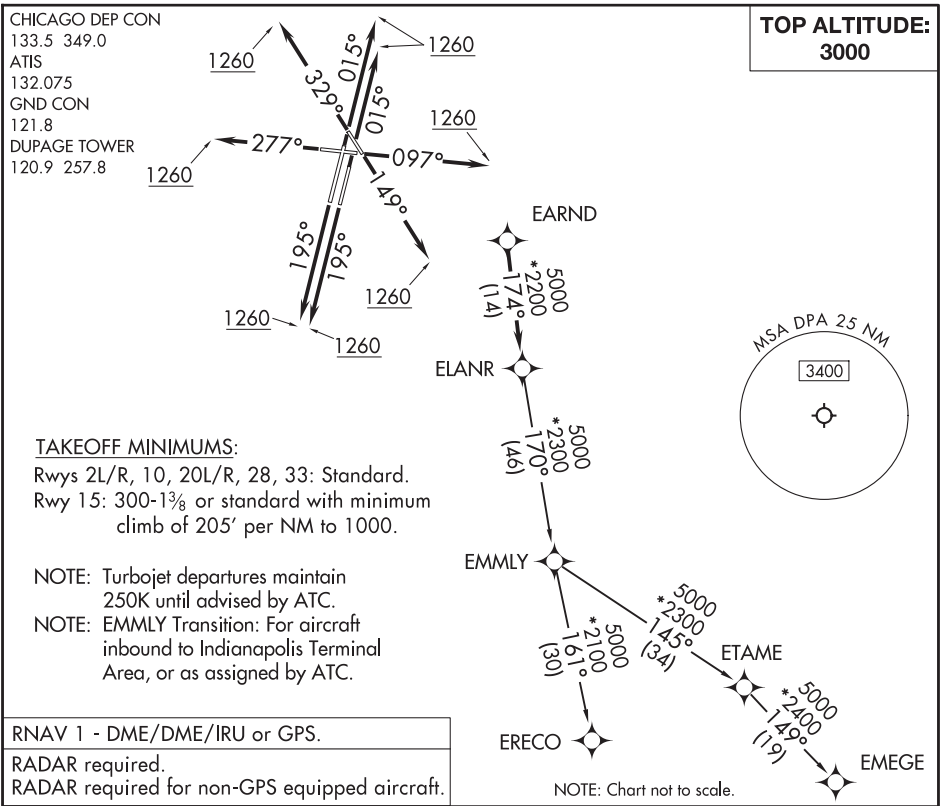
SCOTO TRANSITION (DARCY7.SCOTO):

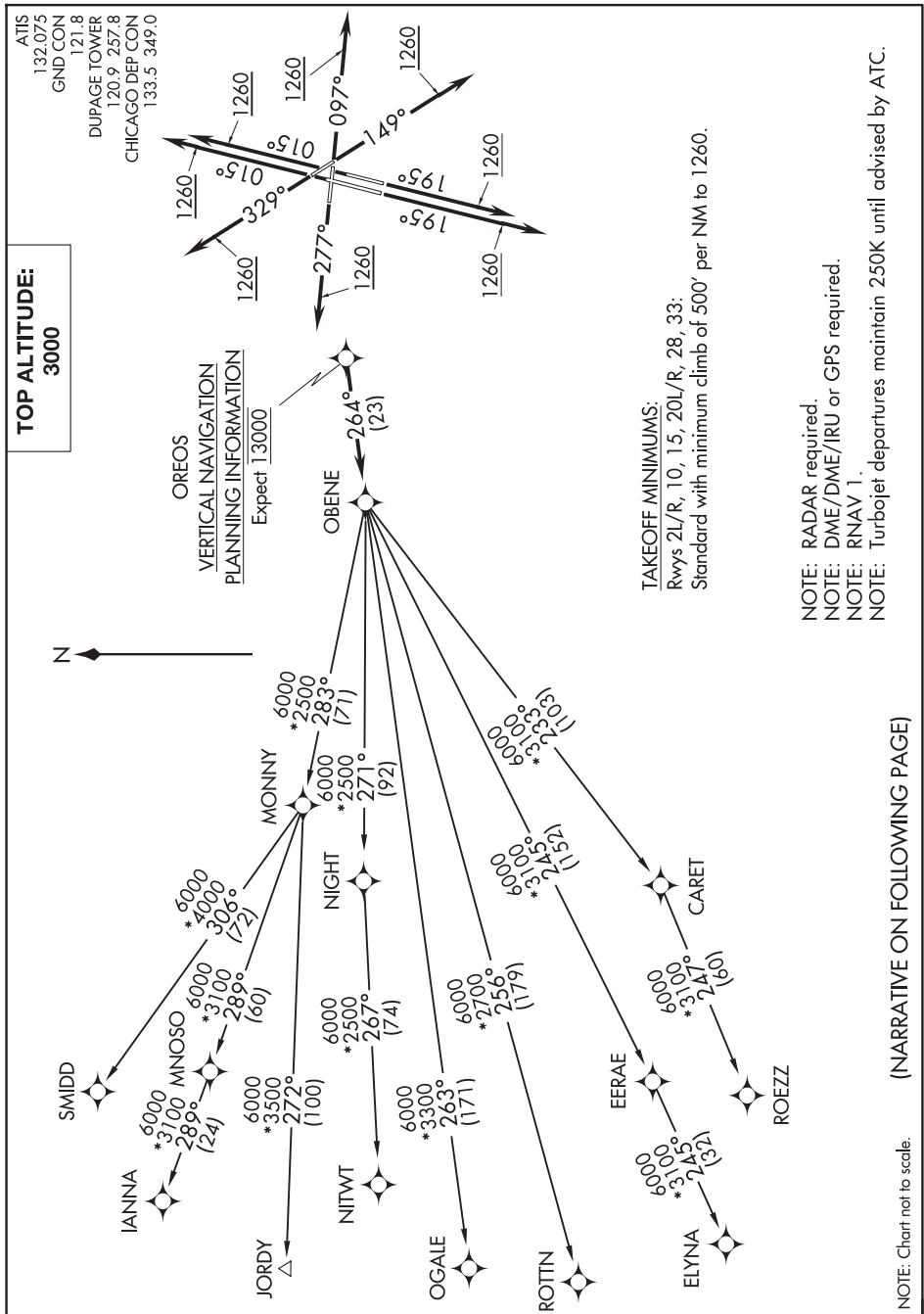
DARCY SEVEN DEPARTURE (RNAV)

(DARCY7.DARCY) 31OCT24

CHICAGO/WEST CHICAGO, ILLINOIS

DUPAGE (DPA)





NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojet departures maintain 2500.

TAKEOFF MINIMUMS:
Rwys 2L/R, 10, 15, 20L/R, 28, 33:
Standard with minimum climb of 500' per NM to 1260.

OREOS
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 13000

TOP ALTITUDE:
3000

OBENE THREE DEPARTURE (RNAV)
(OBENE3.OBENE) 08NOV18

CHICAGO/WEST CHICAGO, ILLINOIS
DUPAGE (DPA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 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

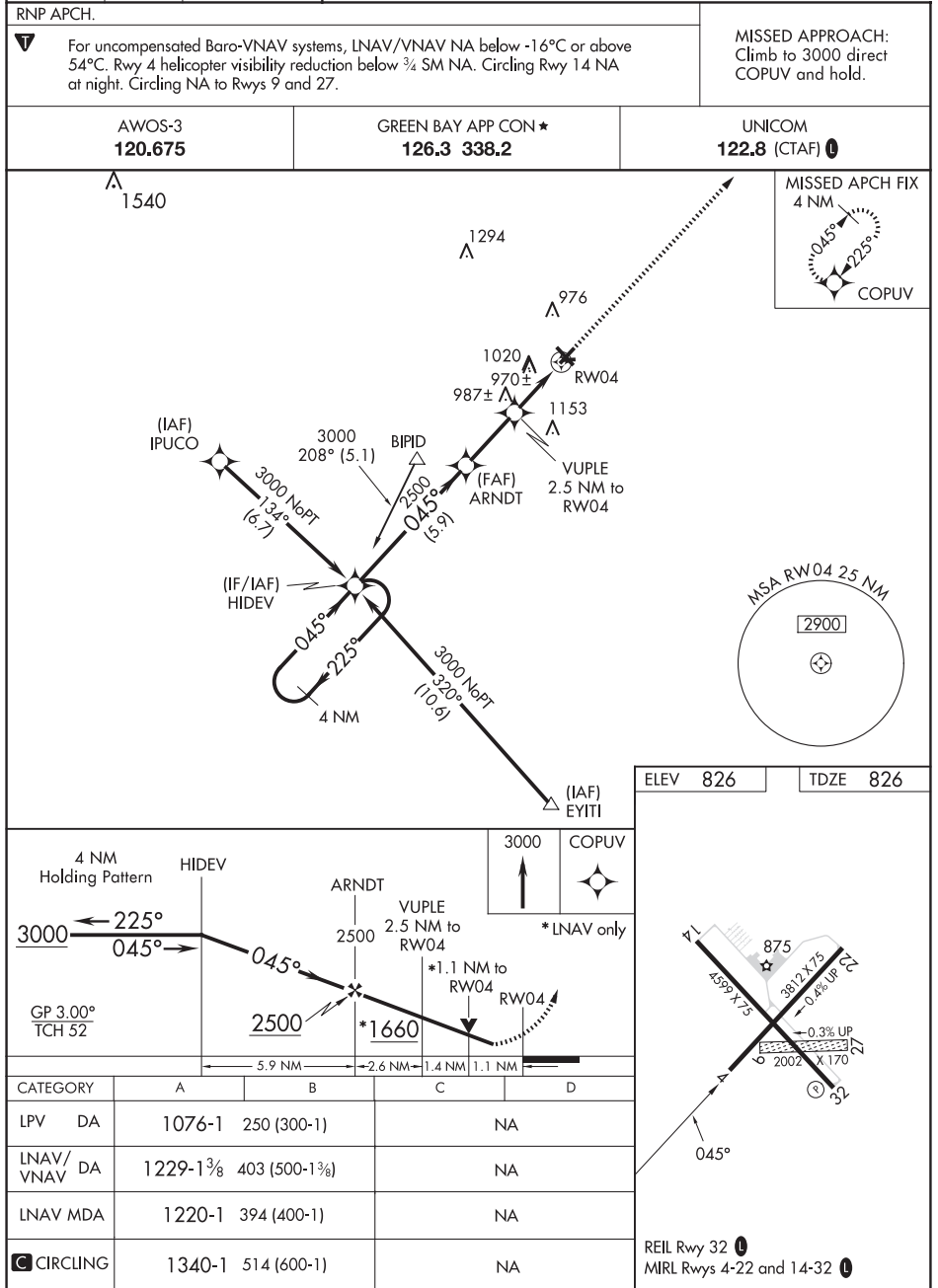
. . . . on depicted route to OBENE, maintain 3000. Expect filed altitude 10 minutes after departure.

- 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)

WAAS CH 86516 W04A	APP CRS 045°	Rwy Idg TDZE Apt Elev	3812 826 826
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 4

CLINTONVILLE MUNI (CLI)



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

CLINTONVILLE, WISCONSIN

AL-5280 (FAA)

24025

WAAS CH 40316 W22A	APP CRS 225°	Rwy Idg 3812 TDZE 821 Apt Elev 822
--	------------------------	---

RNAV (GPS) RWY 22

CLINTONVILLE MUNI (CLI)

RNP APCH.

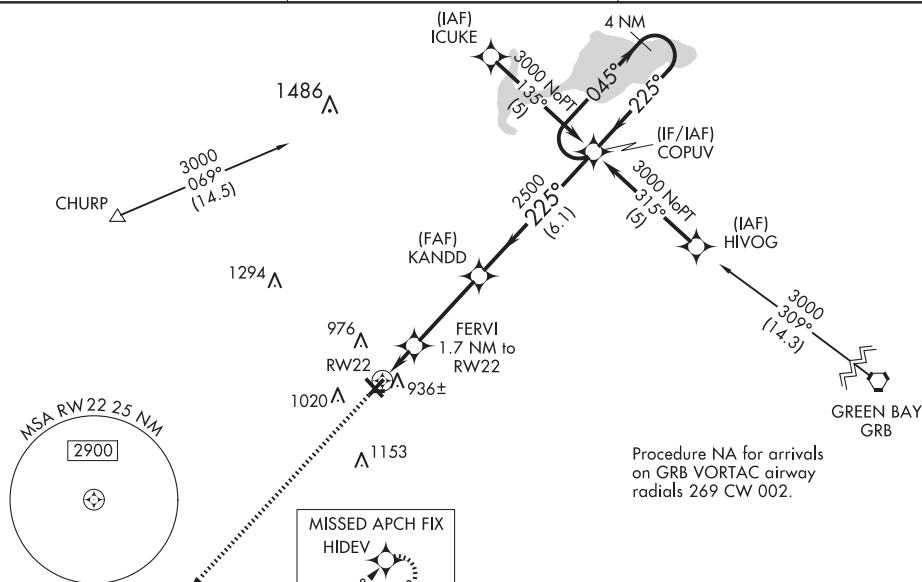
T Baro-VNAV NA when using Green Bay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Green Bay altimeter setting and increase all DA/MDA 80 feet. Increase LPV visibility ¾ SM all Cals and LNAV/VNAV visibility ¼ SM all Cals. Circling NA to Rwy 9 and 27. Circling Rwy 14 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct
HIDEV and hold.

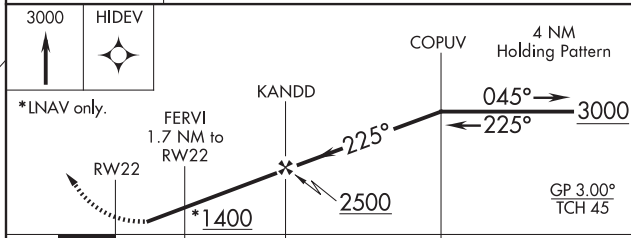
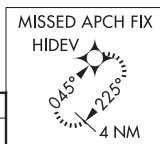
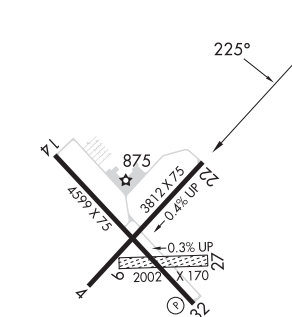
AWOS-3
120.675

GREEN BAY APP CON ★
126.3 338.2

UNICOM
122.8 (CTAF) ①



ELEV 822	TDZE 821
----------	----------



CATEGORY	A	B	C	D
LPV DA	1183-1	362 (400-1)	NA	
LNAV/VNAV DA	1236-1 ½	415 (500-1 ½)	NA	
LNAV MDA	1220-1	399 (400-1)	NA	
CIRCLING	1340-1	518 (600-1)	NA	

REIL Rwy 32 ①
MIRL Rwy 4-22 and 14-32 ①

44°37'N-88°44'W

RNAV (GPS) RWY 22

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 42740 W32A	APP CRS 319°	Rwy Idg 4599 TDZE 821 Apt Elev 826
--	------------------------	---

RNAV (GPS) RWY 32
CLINTONVILLE MUNI (CLI)

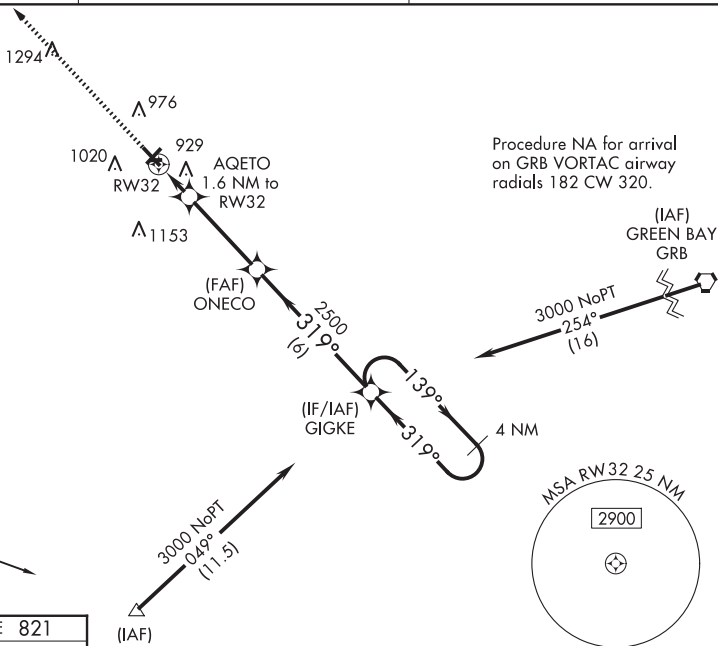
RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling Rwy 14 NA at night. Circling NA to Rws 9 and 27.

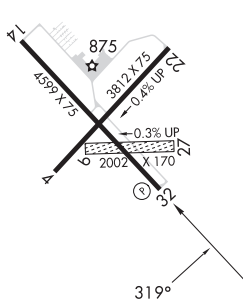
MISSED APPROACH:
Climb to 3000 direct
ICSI and hold.

AWOS-3 120.675	GREEN BAY APP CON ★ 126.3 338.2	UNICOM 122.8 (CTAF) 0
--------------------------	---	--

MISSED APCH FIX



ELEV 826		TDZE 821
----------	--	----------

REF Rwy 32 MIRL Rwy 4-22 and 14-32 **L**

3000
↑
ICSI
LNW only

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 26).

4 NM
Holding Pattern

GICKE

139° →
← 319°

3000

2500

ONCO

1.6 NM to
RW32

1.1 NM to
RW32

*1360

*2500

GP 3.00°
TCH 45

	1.1	0.5	3.6 NM	6 NM		
CATEGORY	A		B		C	D
LPV DA	1071-7/8		250 (300-7/8)		NA	
RNAV/ VNAV DA	1209-1 1/8		388 (400-1 1/8)		NA	
RNAV MDA	1180-1		359 (400-1)		NA	
CIRCLING	1340-1		514 (600-1)		NA	

RNAV (GPS) RWY 32

CRANDON, WISCONSIN

AL-10442 (FAA)

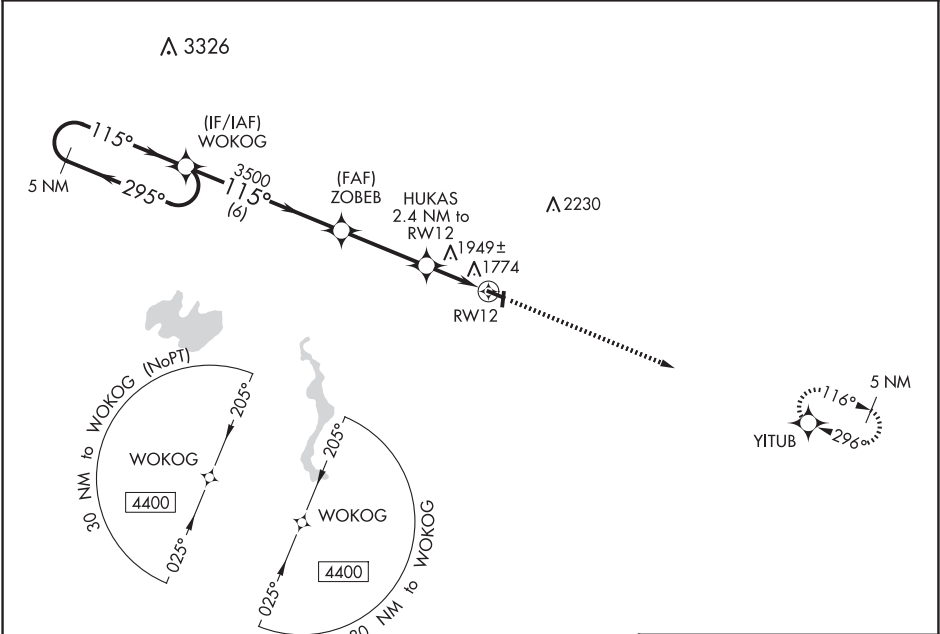
23278

WAAS CH 58036 W12A	APP CRS 115°	Rwy Idg 3550 TDZE 1650 Apt Elev 1650
--	------------------------	---

RNAV (GPS) RWY 12

CRANDON/STEVE CONWAY MUNI (Y55)

RNP APCH - GPS		MISSED APPROACH: Climb to 4400 direct YITUB and hold.
Baro-VNAV NA. Use Rhinelander altimeter setting, when not received, use Eagle River altimeter setting and increase LPV DA to 2063 feet; increase LNAV/VNAV DA to 2359 feet; increase all MDAs 20 feet. Rwy 12 helicopter visibility reduction below ¾ SM NA. Circling to Rwys 1, 19 NA.		
RHI ASOS 126.825	MINNEAPOLIS CENTER 133.65 281.5	CTAF 122.9 0



ELEV 1650

TDZE 1650

5 NM Holding Pattern

WOKOG

4400

GP 3.00° TCH 40

295°

115°

115°

3500

2440

6 NM

3.3 NM

2.4 NM

ZOBE

HUKAS 2.4 NM to RW12

RW12

4400

YITUB

115°

3550 X 75

0.6% UP

61

27.12 X 100

0.4% UP

30

MIRL Rwy 12-30 0

CATEGORY	A	B	C	D
LPV DA	2056-1⅛	406 (500-1⅛)		NA
LNAV/VNAV DA	2352-2	702 (800-2)		NA
LNAV MDA	2260-1	610 (700-1)	2260-1¾ 610 (700-1¾)	NA
CIRCLING	2300-1 650 (700-1)	2340-1 690 (700-1)	2360-2 710 (800-2)	NA

CRANDON, WISCONSIN

Orig-B 07SEP23

45°31'N-88°56'W

CRANDON/STEVE CONWAY MUNI (Y55)

RNAV (GPS) RWY 12

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

CUMBERLAND, WISCONSIN

AL-6874 (FAA)

24305

WAAS CH 49138 W09A	APP CRS 089°	Rwy Idg TDZE 1243 Apt Elev 1243
--	------------------------	---

RNAV (GPS) RWY 9

CUMBERLAND MUNI (UBE)

RNP APCH - GPS.

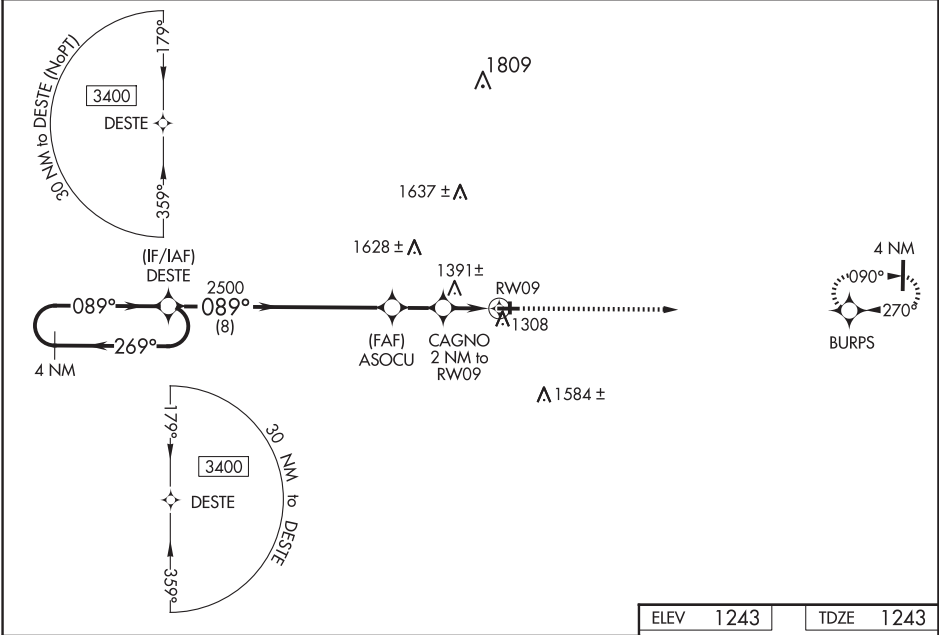
▼

▲

Baro-VNAV NA when using Rice Lake altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 9 helicopter visibility reduction below ¼ 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 1562 feet and all MDA 60 feet; increase LNAV/VNAV all Cnts visibility ⅓ mile and increase LNAV Cat C/D visibility and Circling Cat C/D visibility ¼ mile. Circling Rwy 18, 36 NA at night.

MISSED APPROACH:
Climb to 3400 direct
BURPS and hold.

AWOS-3PT 119.175	MINNEAPOLIS CENTER 125.3 335.6	GCO 121.725	UNICOM 122.8 (CTAF) 0
----------------------------	--	-----------------------	---------------------------------



4 NM Holding Pattern		DESTE		3400		BURPS	
3400		269°		089°		089°	
GP 3.00° TCH 40		ASOCU 2500		CAGNO 2 NM to RW09		1.2 NM to RW09	
8 NM		1.8 NM		0.8		1.2	
1920		RW09		089°		4043 X 75	
CATEGORY		A		B		1.9 NM C	
LPV DA		1493-1		250 (300-1)			
LNAV/VNAV DA		1519-1		276 (300-1)			
LNAV MDA		1660-1 417 (500-1)		1660-1 1/8 417 (500-1 1/8)			
CIRCLING		1660-1 417 (500-1)		1940-1 697 (700-1)		1940-2 697 (700-2)	
						1980-2 1/4 737 (800-2 1/4)	
						REIL Rwy 9 and 27	
						MIRL Rwy 9-27	

CUMBERLAND, WISCONSIN

Orig-A 31OCT24

45°30'N-91°59'W

CUMBERLAND MUNI (UBE)

RNAV (GPS) RWY 9

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 93838 W27A	APP CRS 270°	Rwy Idg TDZE 1240 Apt Elev 1243
--	------------------------	---

RNAV (GPS) RWY 27

CUMBERLAND MUNI (UBE)

RNP APCH - GPS.

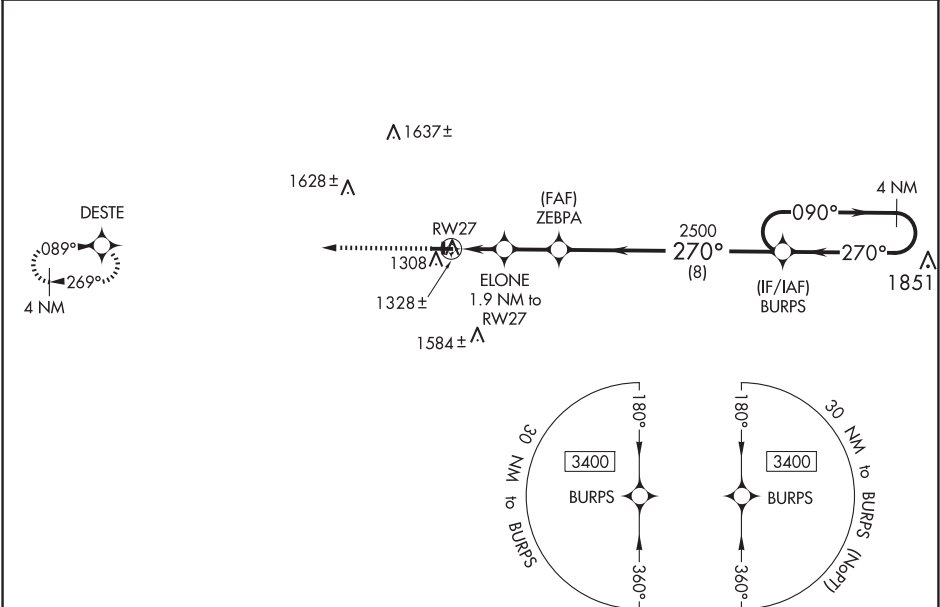
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using Rice Lake altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Rice Lake altimeter setting; increase LPV DA to 1533 feet and LNAV/VNAV DA to 1549 feet and all MDA 60 feet; increase LPV all Cats visibility and LNAV Cat C/D visibility ½ mile; increase Circling Cat D visibility ¼ mile. Circling Rwy 18, 36 NA at night.

MISSED APPROACH:
Climb to 3400 direct
DESTE and hold.

AWOS-3PT 119.175	MINNEAPOLIS CENTER 125.3 335.6	GCO 121.725	UNICOM 122.8 (CTAF) 0
----------------------------	--	-----------------------	---------------------------------



ELEV 1243 TDZE 1240

REIL Rwy 9 and 27 0
MIRL Rwy 9-27 0

3400 DESTE

ELONE 1.9 NM to RWY 27

ZEBPA 2500

BURPS

090° → 3400

← 270°

GP 3.00°

TCH 40

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 ¼ 737 (800-2 ¼)

DANVILLE, ILLINOIS

AL-5117 (FAA)

23334

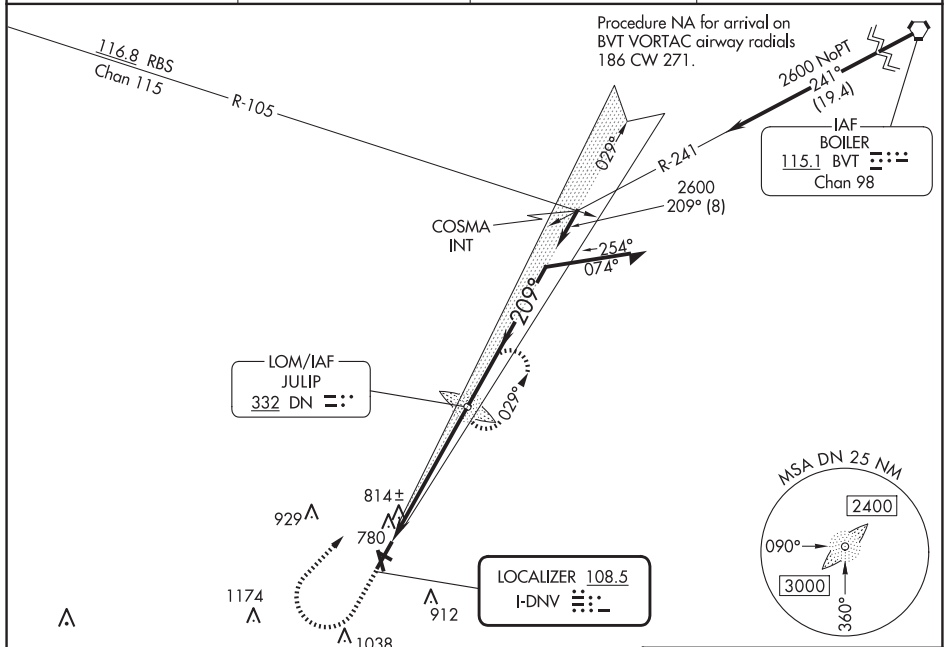
LOC I-DNV 108.5	APP CRS 209°	Rwy Idg TDZE Apt Elev	6006 697 697
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 21

VERMILION RGNL (DNV)

ADF required.	MALSR	MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct JULIP LOM and hold, continue climb-in-hold to 2600.
NA Circling NA to Rws 12 and 30.		

AWOS-3 119.275	CHAMPAIGN APP CON ★ 121.35 285.65	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 0
--------------------------	---	--------------------------	---------------------------------



1400					2600					DN					DN LOM JULIP					2523					029°					Remain within 10 NM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															

DANVILLE, ILLINOIS
Amdt 8 30NOV23

40°12'N-87°36'W

VERMILION RGNL (DNV)

ILS or LOC RWY 21

EC-3, 12 JUN 2025 to 07 AUG 2025

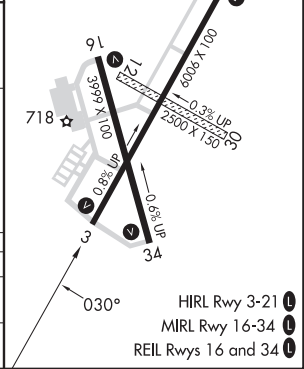
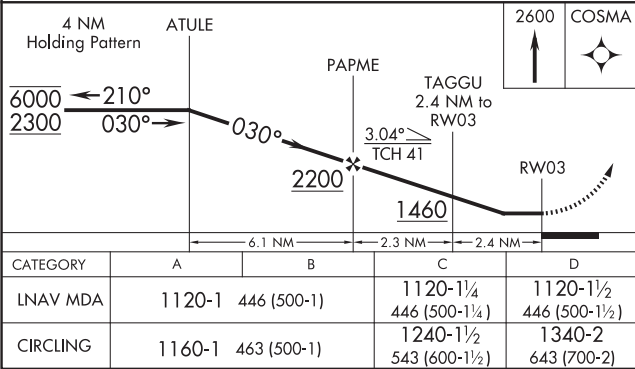
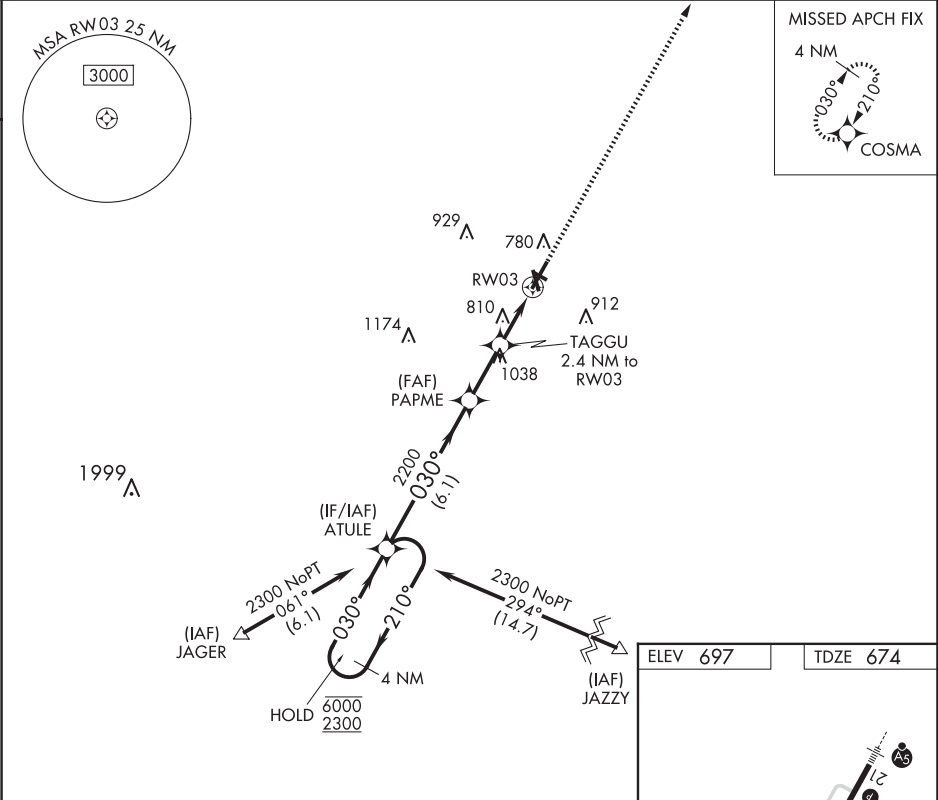
APP CRS	Rwy Idg	6006
030°	TDZE	674
	Apt Elev	697

RNAV (GPS) RWY 3

VERMILION RGNL (DNV)

RNP APCH - GPS.	<div><div>▼</div><div>▲</div></div> <div>Circling NA to Rwy 12 and 30. Rwy 3 helicopter visibility reduction below ¾ SM NA.</div>	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) 0
-------------------	--------------------------------------	-------------------	--------------------------



DANVILLE, ILLINOIS

AL-5117 (FAA)

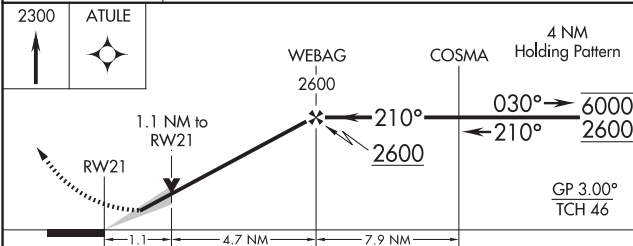
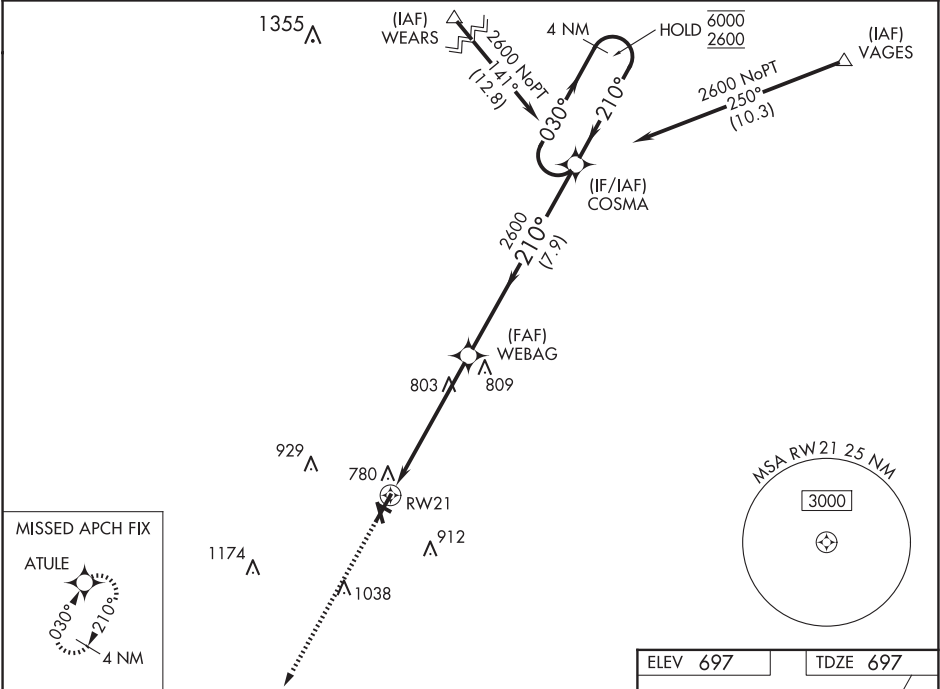
23334

WAAS CH 58004 W21A	APP CRS 210°	Rwy Idg TDZE Apt Elev	6006 697 697
--	------------------------	-----------------------------	---

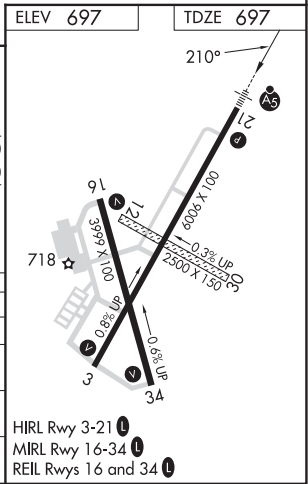
RNAV (GPS) RWY 21
VERMILION RGNL (DNL)

RNP APCH - GPS.		MALSRL	MISSED APPROACH: Climb to 2300 direct ATULE and hold.
<p>⚠ Circling NA to Rwy 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 1/4 SM.</p>			

AWOS-3 119.275	CHAMPAIGN APP CON ★ 121.35 285.65	CLNC DEL 121.7	UNICOM 122.7 (CTAF)
--------------------------	---	--------------------------	-------------------------------



CATEGORY	A	B	C	D
LPV DA		990-1/2	293 (300-1/2)	
LNAV/VNAV DA		1069-3/4	372 (400-3/4)	
LNAV MDA	1080-1/2	383 (400-1/2)		1080-1
CIRCLING	1160-1	463 (500-1)	1240-1 1/2 543 (600-1 1/2)	1340-2 643 (700-2)



DANVILLE, ILLINOIS
Orig-C 30NOV23

40°12'N-87°36'W




VERMILION RGNL (DNL)
RNAV (GPS) RWY 21

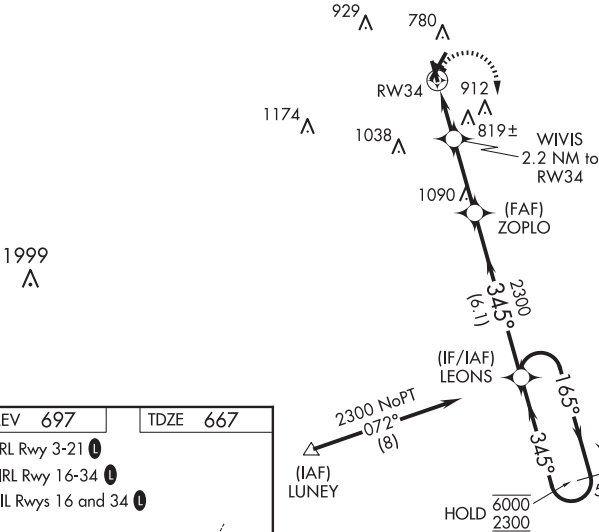
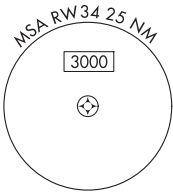
EC-3, 12 JUN 2025 to 07 AUG 2025




EC-3, 12 JUN 2025 to 07 AUG 2025

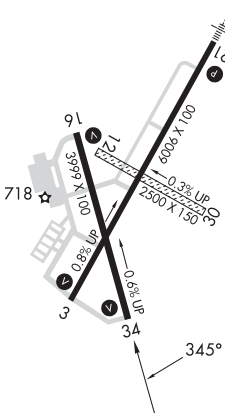
APP CRS	Rwy Idg	3999
345°	TDZE	667
	Apt Elev	697



RNAV (GPS) RWY 34
VERMILION RGNL (DNTV)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 2300 direct LEONS and hold.	
	Circling NA to Rwy 12 and 30.		
	Rwy 34 helicopter visibility reduction below ¾ SM NA.		
AWOS-3 119.275	CHAMPAIGN APP CON ★ 121.35 285.65	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 



ELEV 697	TDZE 667
HIRL Rwy 3-21 	
MIRL Rwy 16-34 	
REIL Rwy 16 and 34 	



 2300 LEONS VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 14).		5 NM Holding Pattern		
 WIVIS 2.2 NM to RW34 RW34 1400 ZOPLO 2300 LEONS 6000 2300 Holding Pattern				
2.2 NM		2.8 NM	6.1 NM	
CATEGORY	A	B	C	D
LNAV MDA	1080-1	413 (400-1)	1080-1¼	413 (400-1¼)
CIRCLING	1160-1	463 (500-1)	1240-1½ 543 (600-1½)	1340-2 643 (700-2)

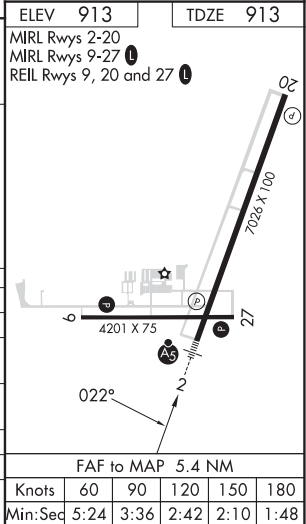
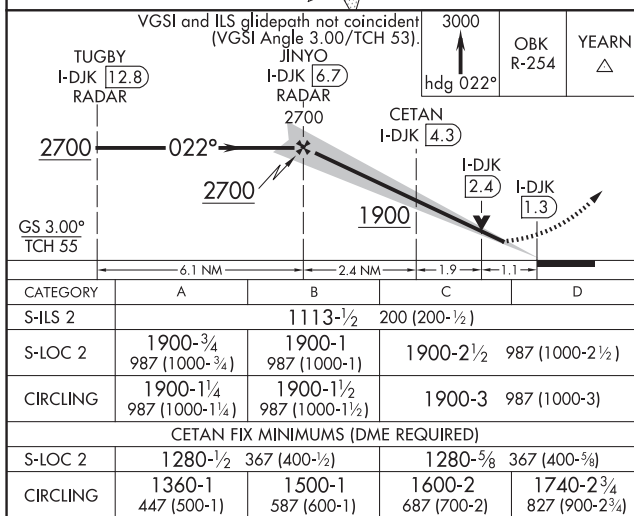
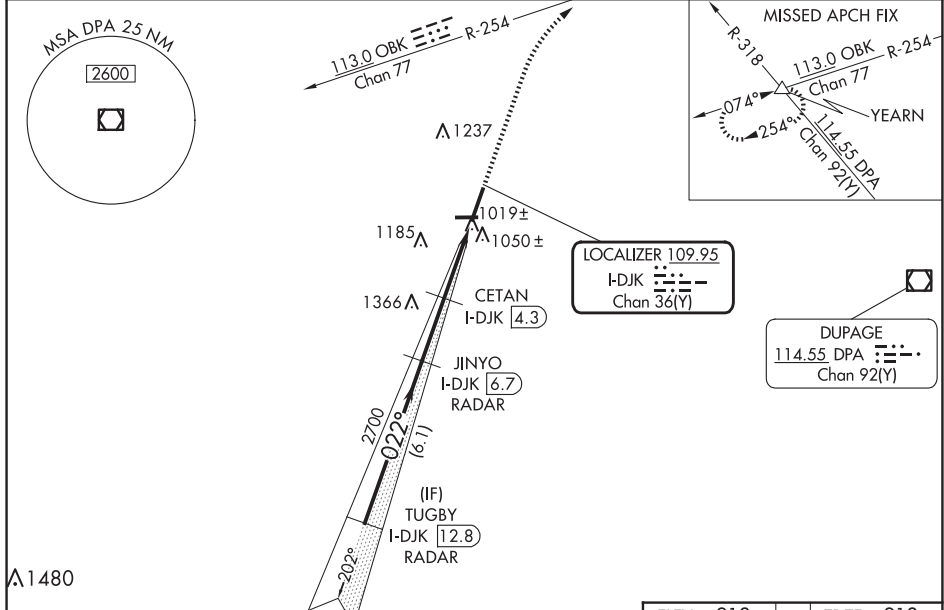
ILS or LOC RWY 2
DE KALB TAYLOR MUNI (DKB)

MALSR

MISSED APPROACH:
Climb to 3000 on
heading 022° and
OBK VOR/DME R-254
to YEARN INT and hold.

AWOS-3 119.075	CHICAGO APP CON 133.5 349.0	UNICOM 122.7(CTAF) 0
--------------------------	---------------------------------------	--------------------------------



EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58109 W02A	APP CRS 021°	Rwy Idg TDZE 913 Apt Elev 913	7026 913
--	------------------------	---	---------------------------

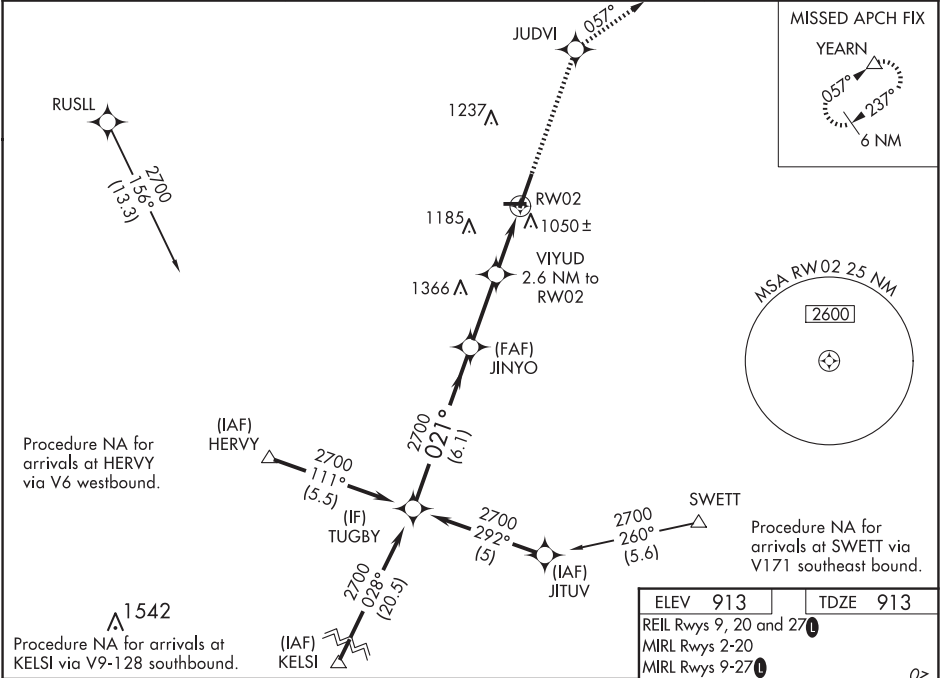
RNAV (GPS) RWY 2
DE KALB TAYLOR MUNI (DKB)

▼ 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 ¼ mile. For inop MALSR, increase LPV all Cats visibility to 1.

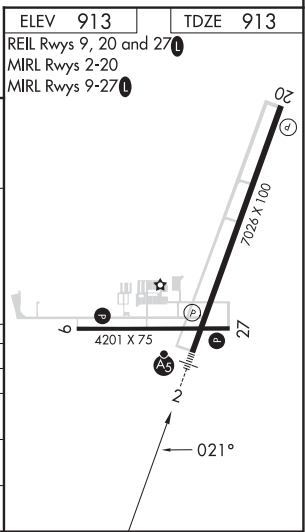
MALSR

MISSED APPROACH:
Climb to 3000 direct
JUDVI and via 057°
track to YEARN and
hold.

AWOS-3 119.075	CHICAGO APP CON 133.5 349.0	UNICOM 122.7 (CTAF) 0
--------------------------	---------------------------------------	---------------------------------





Procedure Turn NA				3000	JUDVI	tr	057°	YEARN
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 53).								
GP 3.00° TCH 55				*LNAV only.				
TUGBY				JINYO				
2700				2700				
6.1 NM				2.8 NM				
1.4 NM				1.2 NM				
CATEGORY				A				
LPV DA				1207-½				
LNAV/ VNAV DA				1360-1				
LNAV MDA				1360-½				
CIRCLING				1360-1				



RNAV (GPS) RWY 9
DE KALB TAYLOR MUNI (DKB)

MISSED APPROACH: Climb to 3000 direct OPIKE and hold.

UNICOM
122.7 (CTAF) **L**

Procedure NA for arrivals at SHOOF via V9-128 southbound

 Δ^{1480}

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 30).

3000	OPIKE
------	-------

*LNAV only

GP 3.00%

2500

*1.6 NM to RW09

← 6.1 NM →	← 3.2 NM →	1.6
------------	------------	-----

Diagram illustrating the layout of the rail yard, showing the intersection of REIL Rwy 9, 20 and 27, and MIRL Rwy 2-20 and 9-27. The diagram includes a 092° bearing, a 4201 X 75 dimension, a 7026 X 100 dimension, and a 27 bearing. A star symbol is located near the center of the yard.

DE KALB TAYLOR MUNI (DKB)
RNAV (GPS) RWY 9

EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 20
DE KALB TAYLOR MUNI (DKB)

MISSED APPROACH:
Climb to 2700 direct
TUGBY and hold.

CHICAGO APP CON
133.5 349.0

UNICOM
122.7 (CTAF) **L**

Procedure NA for arrivals at RUSLL via V172 westbound.

RUSLL 1455 Δ

(IAF) JULOX 3000 111° (8.6)

(IF) POYIV 3000 223° (17.3)

(FAF) JUDVI 2500 202° (6.2)

OCIRU 2 NM to RW20

RW20 1019± Δ

1185 Δ

1366 Δ

1050±

Procedure NA for arrivals at SWETT via V171 southeast bound.

SWETT 3000 009° (21.3)

ELEV 913	TDZE 905
----------	----------

REIL Rwy's 9, 20 and 27 **L**
MIRL Rwy's 2-20
MIRL Rwy's 9-27 **L**

2700 TUGBY VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29°)

POYIV 3000

*LNAV only.

*1.2 NM to RW20

OCIRU 2 NM to RW20

JUDVI 2500

202°

Procedure Turn NA

GP 3.00° TCH 45°

1.2 NM 0.8 NM 2.8 NM 6.2 NM

CATEGORY	A	B	C	D
LPV DA	1155- ³ / ₄	250 (300- ³ / ₄)		
LNAV/VNAV DA	1430-1 ³ / ₄	525 (600-1 ³ / ₄)		
LNAV MDA	1320-1	415 (500-1)	1320-1 ¹ / ₄	415 (500-1 ¹ / ₄)
CIRCLING	1360-1 447 (500-1)	1500-1 587 (600-1)	1600-2 687 (700-2)	1740-2 ³ / ₄ 827 (900-2 ³ / ₄)

EC-3, 12 JUN 2025 to 07 AUG 2025

DE KALB, ILLINOIS

AL-6050 (FAA)

24025

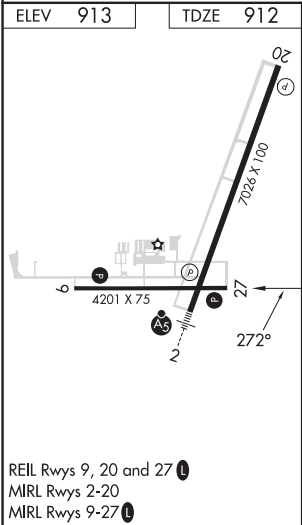
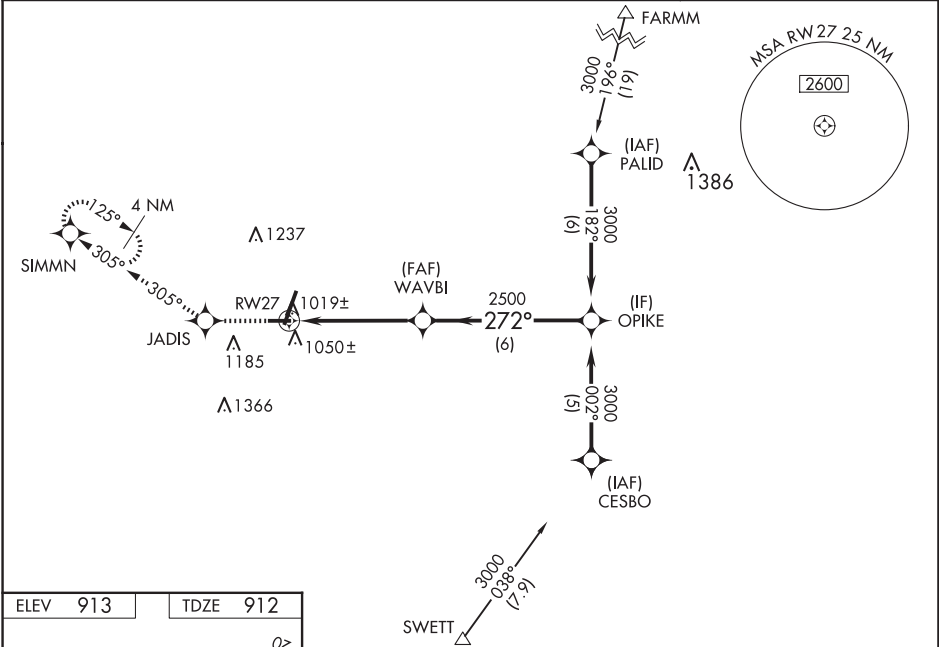
WAAS CH 72709 W27A	APP CRS 272°	Rwy Idg TDZE 912 Apt Elev 913	4201
--	------------------------	---	-------------

RNAV (GPS) RWY 27
DE KALB TAYLOR MUNI (DKB)

⚠ 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 ¼ mile. Baro-VNAV NA when using Aurora altimeter setting. VDP 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.

MISSED APPROACH: Climb to 3000 direct JADIS and via 305° track to SIMMN and hold.

AWOS-3 119.075	CHICAGO APP CON 133.5 349.0	UNICOM 122.7 (CTAF) 0
--------------------------	---------------------------------------	---------------------------------



ELEV 913	TDZE 912	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).			
3000	JADIS	305° tr	SIMMN	OPIKE	
*LNAV only.					
*1.3 NM to RW27					
WAVBI					
272°					
2500					
GP 3.00° TCH 45					
CATEGORY	A	B	C	D	
LPV DA	1162-3/4 250 (300-3/4)				
LNAV/VNAV DA	1317-1 1/2 405 (500-1 1/2)				
LNAV MDA	1360-1	448 (500-1)	1360-1 1/4	1360-1 1/2	
			448 (500-1 1/4)	448 (500-1 1/2)	
CIRCLING	1360-1	1500-1	1600-2	1740-2 3/4	
	447 (500-1)	587 (600-1)	687 (700-2)	827 (900-2 3/4)	

DE KALB, ILLINOIS
Amdt 1A 30DEC21

41°56'N-88°42'W

DE KALB TAYLOR MUNI (DKB)
RNAV (GPS) RWY 27

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 6
DECATUR (DEC)

MISSED APPROACH: Climb to 2200 then climbing left turn to 3100 on heading 270° and AXC VORTAC R-348 to MAROA INT/ AXC 14.3 DME and hold.

C



DECATUR, ILLINOIS

AL-710 (FAA)

24137

WAAS CH 86207 W06A	APP CRS 060°	Rwy Idg TDZE 677 Apt Elev 682
--	------------------------	---

RNAV (GPS) RWY 6

DECATUR (DEC)

RNP APCH - GPS.

▼

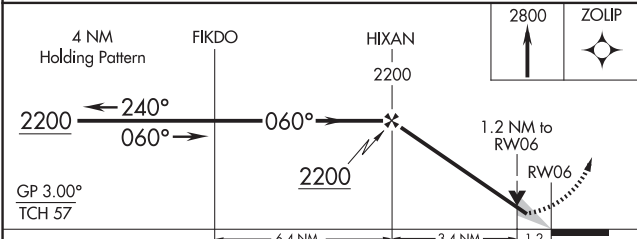
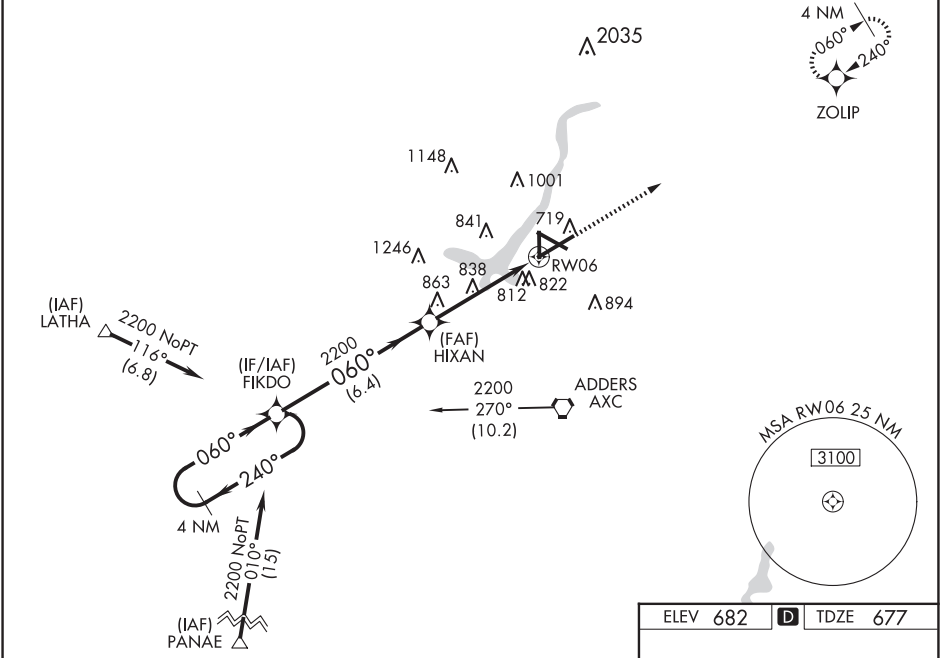
▲

For inoperative MALS, 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 ¼ mile. For inoperative MALS when using Logan County altimeter setting increase LPV visibility to 1¼ mile. Circling to Rwy 12 NA at night.

MALS

MISSED APPROACH:
Climb to 2800 direct
ZOLIP and hold.

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
-----------------------	---	--	----------------------------------	-------------------------



CATEGORY	A	B	C	D
LPV DA	951/24 274 (300-1½)			
LNAV/VNAV DA	1101/50 424 (500-1)			
LNAV MDA	1100/24 423 (500-½)	1100/40 423 (500-¾)	1100/50 423 (500-1)	
CIRCLING	1200-1 518 (600-1)	1240-1 558 (600-1)	1360-2 678 (700-2)	1360-2¼ 678 (700-2¼)

ELEV 682 TDZE 677

HIRL Rwy 6-24
MIRL Rws 12-30 and 18-36

DECATUR, ILLINOIS
Orig-D 25JAN24

39°50'N-88°52'W

DECATUR (DEC)

RNAV (GPS) RWY 6

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 12
DECATUR (DEC)

MISSED APPROACH:
Climb to 3000 direct
ZOBSE and hold.

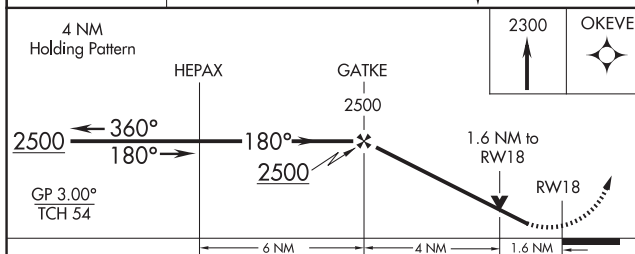
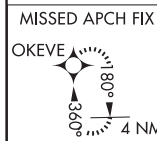
Figure 1: Instrument flight procedure for arrivals at MCLEN on V434 northwest bound. The diagram shows a vertical descent from 3000 feet to the (IAF) KENNS, followed by a turn to 120 degrees and a descent to 2000 feet. Key waypoints include SPINNER SPI, (IAF) LINPE, (IF/IAF) YENVU, (FAF) YOPNU, and RW12. A circular inset shows the MSA RW12 25 NM with a 3100 feet MSL. The procedure is for arrivals at MCLEN on V434 northwest bound.


RNAV (GPS) RWY 12

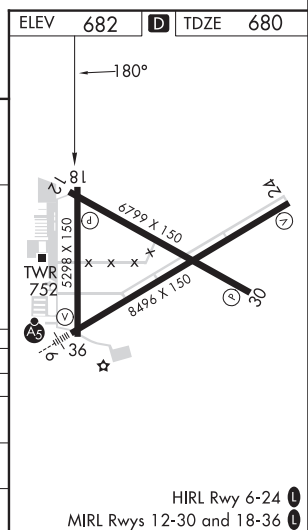
RNAV (GPS) RWY 18
DECATUR (DEC)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.
A Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 2300 direct
OKEVE and hold.

UNICOM
122.95

CATEGORY		A	B	C	D
LPV	DA	952-7/8		272 (300-7/8)	
LNAV/ VNAV	DA	1279-17/8		599 (600-17/8)	
LNAV	MDA	1240-1 560 (600-1)		1240-15/8 560 (600-15/8)	
 CIRCLING		1240-1 558 (600-1)		1360-2 678 (700-2)	1360-21/4 678 (700-21/4)



DECATUR (DEC)
RNAV (GPS) RWY 18

EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 24
DECATUR (DEC)

DECATUR (DEC)

⚠ 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 ⅜ mile, Circling visibility Cats C/D ¼ mile.

MISSED APPROACH:
Climb to 2300 direct
FIKDO and hold.

Procedure NA for arrivals at EWITT on V313 northbound, V233 northeast bound.

(IAF) EWITT
2800 NoPT
15°
17.9

(IAF) LODGE
2800 NoPT
204°
13.7
4 NM

Procedure NA for arrivals at LODGE on V191 northeast bound, V434 westbound.

2035

1148
1001
841
719
796±
ZINOB
894

(FAF) PEDIC
2300
240°
16.1

2.4 NM to RW24

(IF/IAF) ZOLIP
2800 NoPT
300°
4.9

(IAF) REGOY

Procedure NA for arrivals at REGOY on V251 northeast bound.

060°
240°

MSA RW24 25 NM
3100

FIKDO

FIKDO



060°
240°
4 NM

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

DECATUR, ILLINOIS

AL-710 (FAA)

24137

WAAS CH 49127 W30A	APP CRS 300°	Rwy Idg TDZE 679 Apt Elev 682
--	------------------------	---

RNAV (GPS) RWY 30

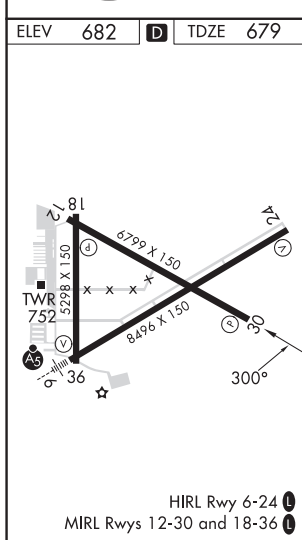
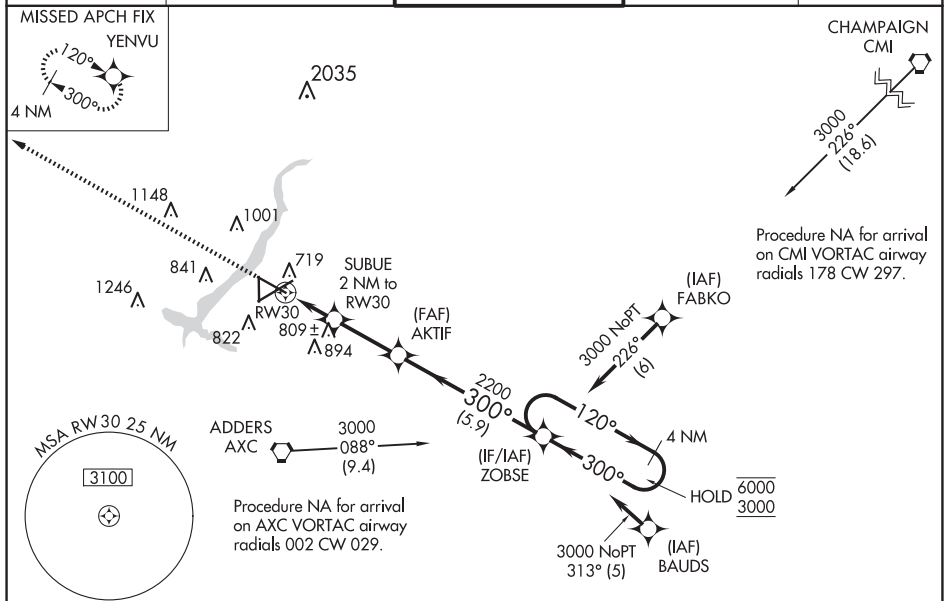
DECATUR (DEC)

RNP APCH.

- ▼ 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.

ATIS 126.35	CHAMPAIGN APP CON★ 132.85 290.225	DECATUR TOWER★ 118.9 (CTAF) 0 291.775	GND CON 121.75 291.775	UNICOM 122.95
-----------------------	---	---	----------------------------------	-------------------------



3000	YENVU	AKTIF	ZOBSE	4 NM Holding Pattern
*LNAV only	SUBUE 2 NM to RW30	2200	120° 6000 300° 3000	GP 3.00° TCH 51
*1 NM to RW30	*1360	2200	300°	
1 NM	1 NM	2.6 NM	5.9 NM	
CATEGORY	A	B	C	D
LPV DA	879-1 200 (200-1)			
LNAV/VNAV DA	929-1 250 (300-1)			
LNAV MDA	1060-1 381 (400-1)		1060-1½ 381 (400-1½)	
CIRCLING	1140-1 458 (500-1)	1240-1 558 (600-1)	1360-2 678 (700-2)	1360-2¼ 678 (700-2¼)

DECATUR, ILLINOIS

Amdt 2 03JAN19

39°50'N-88°52'W

DECATUR (DEC)

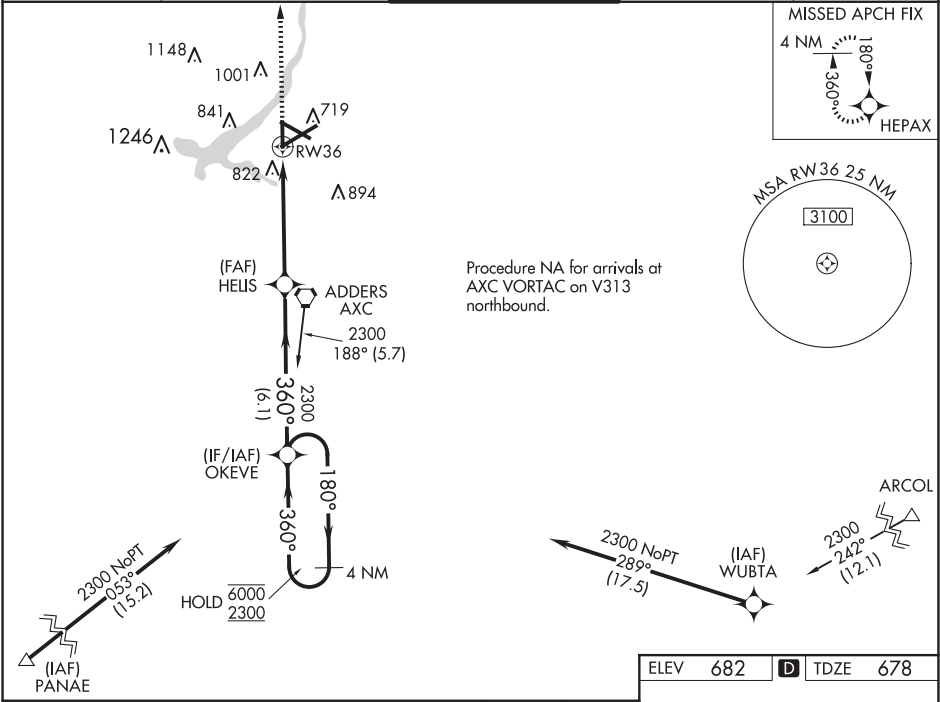
RNAV (GPS) RWY 30

EC-3, 12 JUN 2025 to 07 AUG 2025

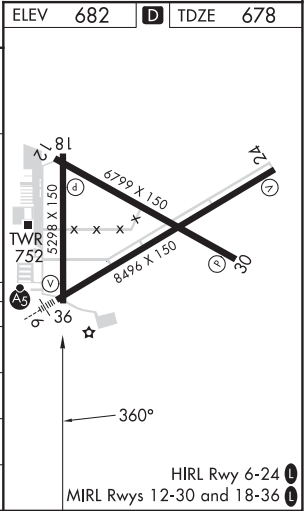
WAAS CH 45738 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	5298 678 682
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 36
DECATUR (DEC)

RNP APCH		DECATUR TOWER*		GND CON	UNICOM
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 ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cat C/D and Circling Cat C/D visibility ¾ SM.		MISSED APPROACH: Climb to 3100 direct HEPAX and hold.			
ATIS 126.35	CHAMPAIGN APP CON* 132.85 290.225	118.9(CTAF) 0 291.775		121.75 291.775	122.95



4 NM Holding Pattern		OKEVE	HELIS	3100	HEPAX
6000 2300		180° 360°	2300	*1.4 NM to RW36	*LNAV only
GP 3.00° TCH 58		6.1 NM	3.5 NM	1.4 NM	
CATEGORY	A	B	C	D	
LPV DA	984-7/8		306 (400-7/8)		
LNAV/VNAV DA	1082-1 1/8		404 (400-1 1/8)		
LNAV MDA	1180-1		502 (500-1)		
CIRCLING	1180-1	1240-1	1360-2	1360-2 1/4	
	498 (500-1)	558 (600-1)	678 (700-2)	678 (700-2 1/4)	



DECATUR, ILLINOIS

AL-710 (FAA)

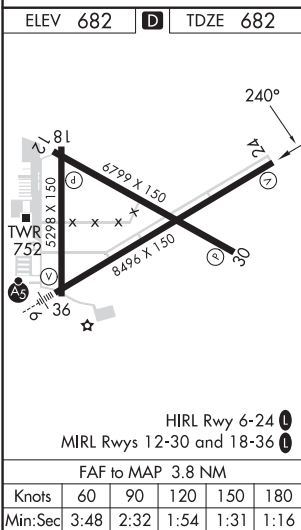
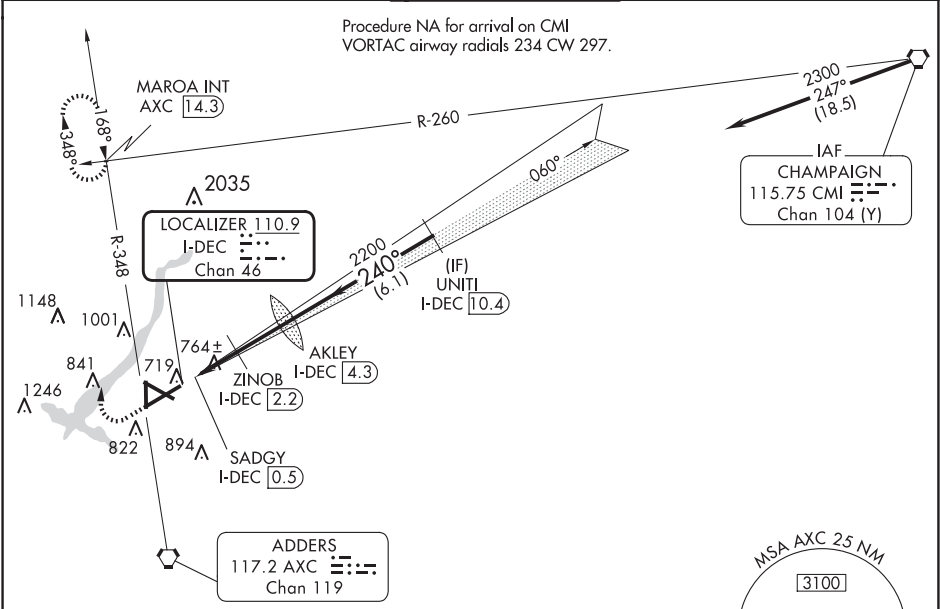
24137

LOC/DME I-DEC 110.9 Chan 46	APP CRS 240°	Rwy Idg TDZE Apt Elev	8496 682 682
---	------------------------	-----------------------------	---

LOC BC RWY 24
DECATUR (DEC)

DME required.	MISSED 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.
<p>When local altimeter setting not received use Lincoln altimeter setting and increase all MDA 80 feet, increase S-LOC 24 Cat C/D visibility ½ SM and Circling Cat C/D visibility ¼ SM.</p>	

ATIS 126.35	CHAMPAIGN APP CON* 132.85 290.225	DECATUR TOWER* 118.9 (CTAF) 0 291.775	GND CON 121.75 291.775	UNICOM 122.95
-----------------------	---	---	----------------------------------	-------------------------



BACK COURSE

2000	3100	AXC R-348	MAROA INT	Disregard GS indications.	UNITI I-DEC 10.4
I-DEC DME ANTENNA	SADGY I-DEC 0.5	ZINOB I-DEC 2.2	AKLEY I-DEC 4.3	TCH 52	2300
1500	2200	2400	2300		
0.7	1.7 NM	2.1 NM	6.1 NM		
CATEGORY	A	B	C	D	
S-LOC 24	1020-1 338 (400-1)				
CIRCLING	1140-1 458 (500-1)	1240-1 558 (600-1)	1360-2 678 (700-2)	1360-2 678 (700-2 1/4)	

DECATUR, ILLINOIS
Amdt 11 03JAN19

39°50'N-88°52'W

DECATUR (DEC)
LOC BC RWY 24

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

VOR RWY 18
DECATUR (DEC)

MISSED APPROACH: Climb to 3000
direct AXC VORTAC and hold, continue
climb-in-hold to 3000.

DECATUR, ILLINOIS
Orig-D 10OCT19
39°50'N-88°52'W
315
DECATUR (DEC)
VOR RWY 18

VOR RWY 36
DECATUR (DEC)

MISSED APPROACH: Climb to 3100 on AXC VORTAC R-348 to MAROA INT/AXC 14.3 DME and hold.

MISSED APPROACH: Climb to 3100 on AXC VORTAC R-348 to MAROA INT/AXC 14.3 DME and hold.

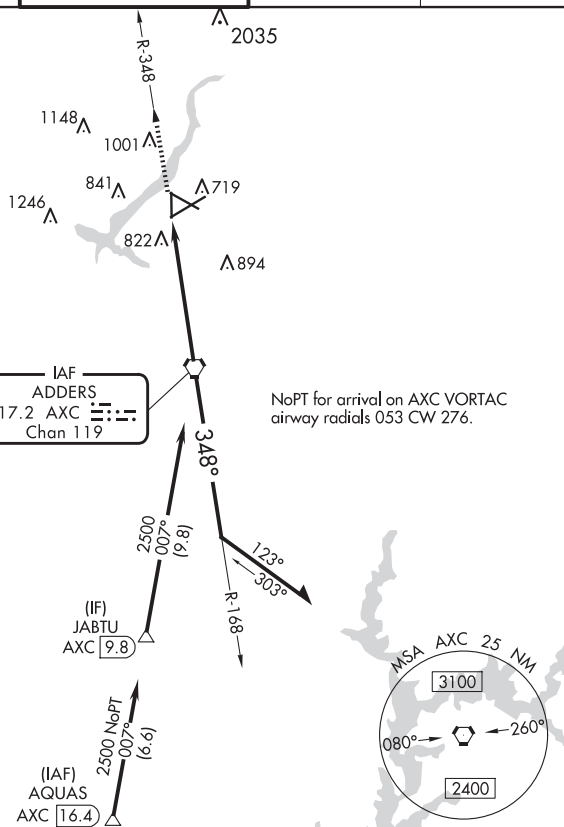


Diagram illustrating the location of the AXC VORTAC station relative to MAROA INT and AXC R-348. The diagram shows a bearing of 3100 and a distance of 1.3 NM from MAROA INT to AXC VORTAC. A bearing of 348° and a distance of 4.1 NM are shown from AXC VORTAC to the intersection point. A bearing of 308° and a distance of 3.08 NM are shown from the intersection point to AXC VORTAC. A bearing of 168° and a distance of 2500 are shown from AXC VORTAC to the intersection point. A bearing of 348° and a distance of 2500 are shown from the intersection point to the intersection point. A bearing of 3100 and a distance of 1.3 NM are shown from MAROA INT to AXC VORTAC. A bearing of 348° and a distance of 4.1 NM are shown from AXC VORTAC to the intersection point. A bearing of 308° and a distance of 3.08 NM are shown from the intersection point to AXC VORTAC. A bearing of 168° and a distance of 2500 are shown from AXC VORTAC to the intersection point. A bearing of 348° and a distance of 2500 are shown from the intersection point to the intersection point.

CATEGORY	A	B	C	D
S-36	1160-1	482 (500-1)	1160-1 $\frac{3}{8}$	482 (500-1 $\frac{3}{8}$)
C CIRCLING	1160-1 478 (500-1)	1240-1 558 (600-1)	1360-2 678 (700-2)	1360-2 $\frac{1}{4}$ 678 (700-2 $\frac{1}{4}$)

DECATUR (DEC)
VOR RWY 36



DIXON, ILLINOIS

AL-5285 (FAA)

24025

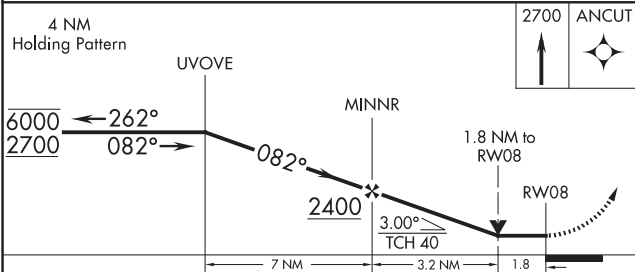
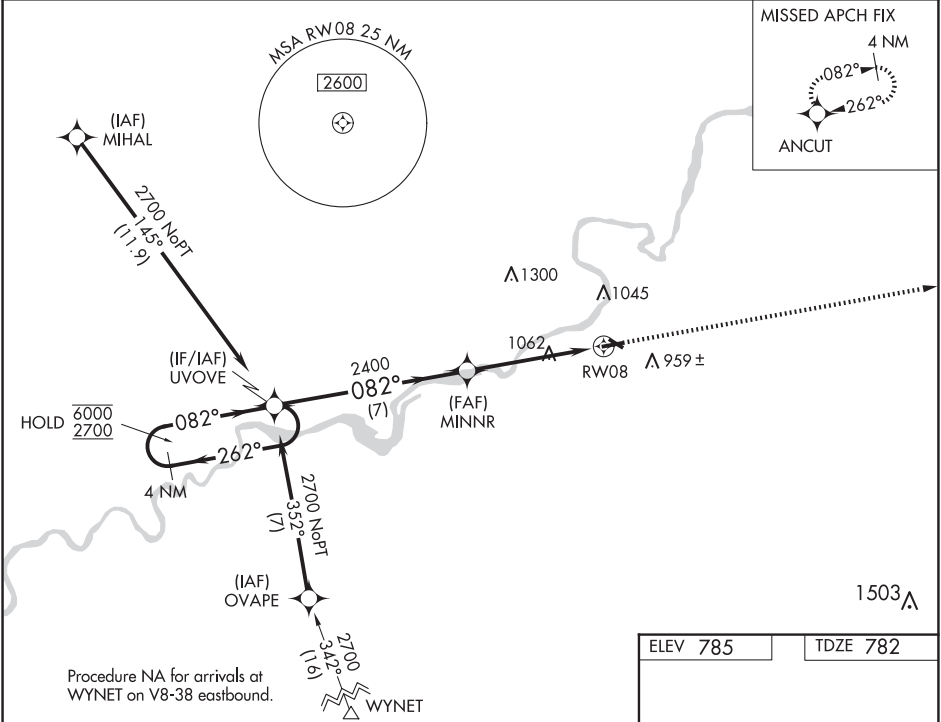
WAAS CH 42821 W08A	APP CRS 082°	Rwy Idg TDZE 782 Apt Elev 785	3897
--	------------------------	---	-------------

RNAV (GPS) RWY 8

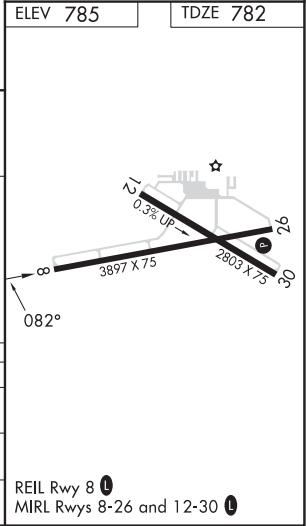
DIXON MUNI-CHARLES R WALGREEN FLD (C73)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2700 direct ANCUT and hold.
-----------------	--

AWOS-AV 118.575	ROCKFORD APP CON 126.0 327.0	UNICOM 123.05 (CTAF) 0
---------------------------	--	----------------------------------



CATEGORY	A	B	C	D
LP MDA	1380-1	598 (600-1)	1380-1 3/4 598 (600-1 3/4)	NA
LNAV MDA	1380-1	598 (600-1)	1380-1 3/4 598 (600-1 3/4)	NA
CIRCLING	1380-1 595 (600-1)	1400-1 615 (700-1)	1420-1 3/4 635 (700-1 3/4)	NA



DIXON, ILLINOIS
Amdt 2 25JAN24

DIXON MUNI-CHARLES R WALGREEN FLD (C73)
41°50'N-89°27'W

RNAV (GPS) RWY 8

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 65712 W26A	APP CRS 262°	Rwy Idg TDZE 784 Apt Elev 785
--	------------------------	---

RNAV (GPS) RWY 26

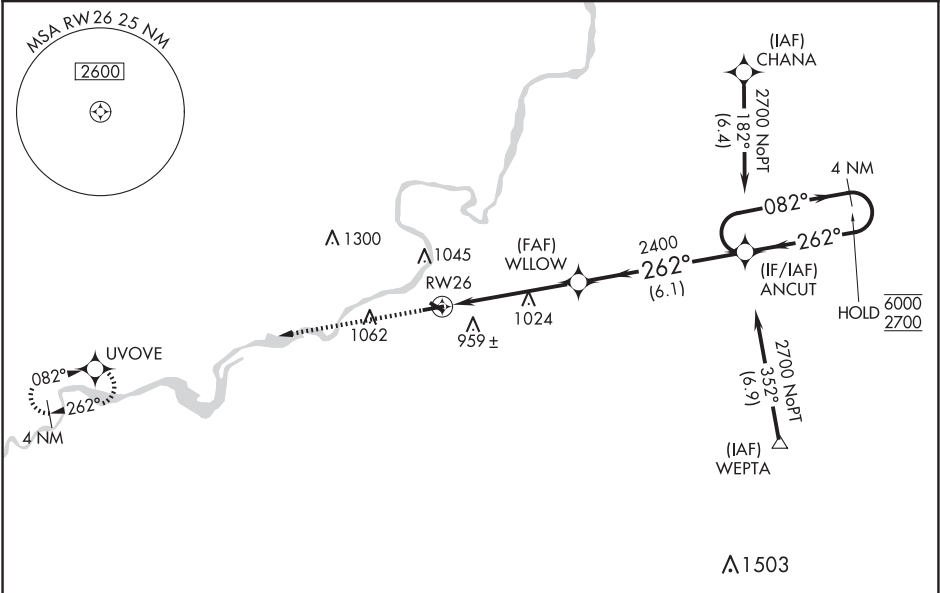
DIXON MUNI-CHARLES R WALGREEN FLD (C73)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using Rochelle altimeter setting. Rwy 26 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Rochelle altimeter setting and increase LPV DA to 1074 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1266 feet; increase all MDAs 40 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH:
Climb to 2700 direct UVOVE and hold.

AWOS-AV 118.575	ROCKFORD APP CON 126.0 327.0	UNICOM 123.05 (CTAF) 0
---------------------------	--	---



ELEV 785	TDZE 784
-----------------	-----------------

2700

UVOVE

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 21).

4 NM Holding Pattern

ANCUT

WILLOW

1.5 NM to RW26

2400

262°

2400

1.5 NM

3.5 NM

6.1 NM

REIL Rwy 8 **0**

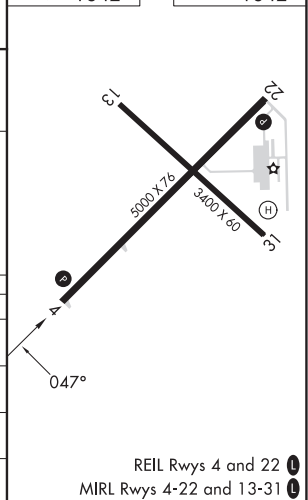
MIRL Rwy 8-26 and 12-30 **0**

CATEGORY	A	B	C	D
LPV DA	1034-¾	250 (300-¾)		NA
LNAV/VNAV DA	1226-1⅜	442 (500-1⅜)		NA
LNAV MDA	1280-1	496 (500-1)	1280-1⅜ 496 (500-1⅜)	NA
CIRCLING	1300-1 515 (600-1)	1400-1 615 (700-1)	1420-1¼ 635 (700-1¼)	NA

RNAV (GPS) RWY 4

MISSED APPROACH: Climb to 3500 direct HOVKI and on track 010° to CUSAS and hold.

ELEV	1642		TDZE	1642
------	------	--	------	------



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99304 W22A	APP CRS 227°	Rwy Idg TDZE 1642 Apt Elev 1642
--	------------------------	---

RNAV (GPS) RWY 22

EAGLE RIVER UNION (EGV)

RNP APCH - GPS

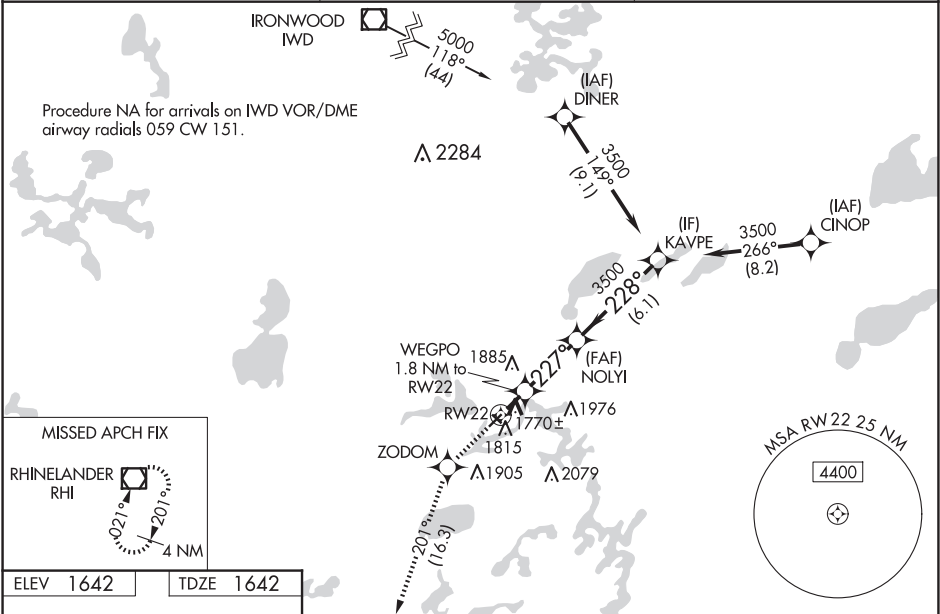
▼

▲

Baro-VNAV and VDP NA when using ARV altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 13 and 31 NA at night. When local altimeter setting not received, use ARV altimeter setting and increase LPV DA to 2013 feet; increase LNAV/VNAV DA to 2085 feet and all visibilities ¼ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH:
Climb to 3500 direct ZODOM and on track 201° to RHI VOR/DME and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0
--------------------------	---	---------------------------------



ELEV 1642

TDZE 1642

3500

ZODOM

tr 201°

RHI

3500

NOLYI

KAVPE

1.2 NM to RW22

0.7 NM

3.9 NM

6.1 NM

3500

2260

227°

228°

3500

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	1966-1		324 (400-1)	
LNAV/VNAV DA	2038-1½		396 (400-1½)	
LNAV MDA	2040-1	398 (400-1)	2040-1½	398 (400-1½)
CIRCLING	2120-1	478 (500-1)	2260-1¾ 618 (700-1¾)	2340-2¼ 698 (700-2¼)

EAGLE RIVER, WISCONSIN

AL-5884 (FAA)

23334

LOC/DME I-LBJ	APP CRS	Rwy Idg	5000
110.7	047°	TDZE	1642
Chan 44		Apt Elev	1642

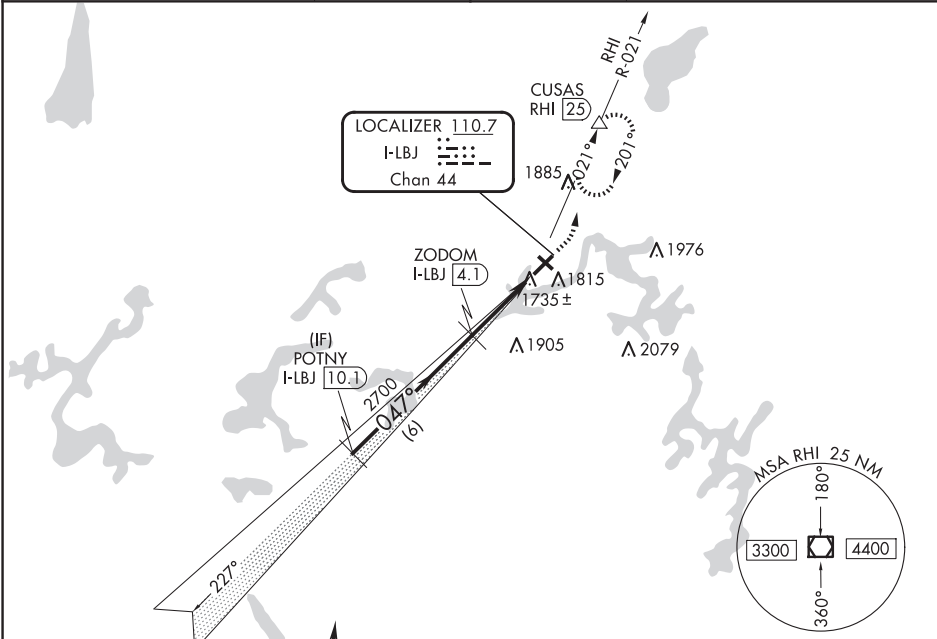
LOC/DME RWY 4
EAGLE RIVER UNION (EGV)

⚠ 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 ¼ SM.

⚠ NA

MISSED APPROACH: Climb to 2100 then climbing left turn to 3500 on heading 015° and RHI R-021 to CUSAS/RHI 25 DME and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 1
--------------------------	---	--



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).
POTNY I-LBJ 10.1

3400

Procedure Turn NA

2100 3500 hdg 015° RHI R-021 CUSAS △

ZODOM I-LBJ 4.1

2700 3.03° TCH 40

I-LBJ 0.9

6 NM 3.2 NM

CATEGORY	A	B	C	D
S-4	2000-1 358 (400-1)			
CIRCLING	2120-1 478 (500-1)		2260-1¾ 618 (700-1¾)	2340-2¼ 698 (700-2¼)

ELEV 1642 TDZE 1642

REIL Rwy 4 and 22 **1**
MIRL Rwy 4-22 and 13-31 **1**

EAGLE RIVER, WISCONSIN
Orig-C 22APR21

45°56'N-89°16'W

EAGLE RIVER UNION (EGV)
LOC/DME RWY 4

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

VOR/DME RHI	APP CRS	Rwy Idg	5000
115.05	021°	TDZE	1642
Chan 97(Y)		Apt Elev	1642

VOR/DME RWY 4

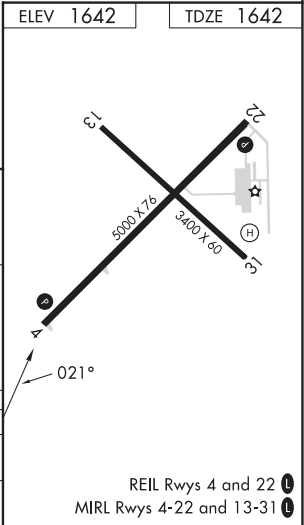
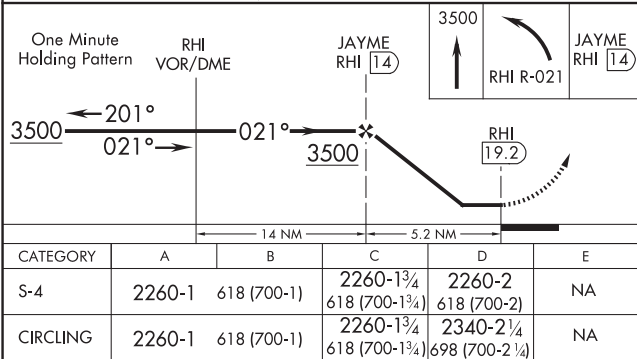
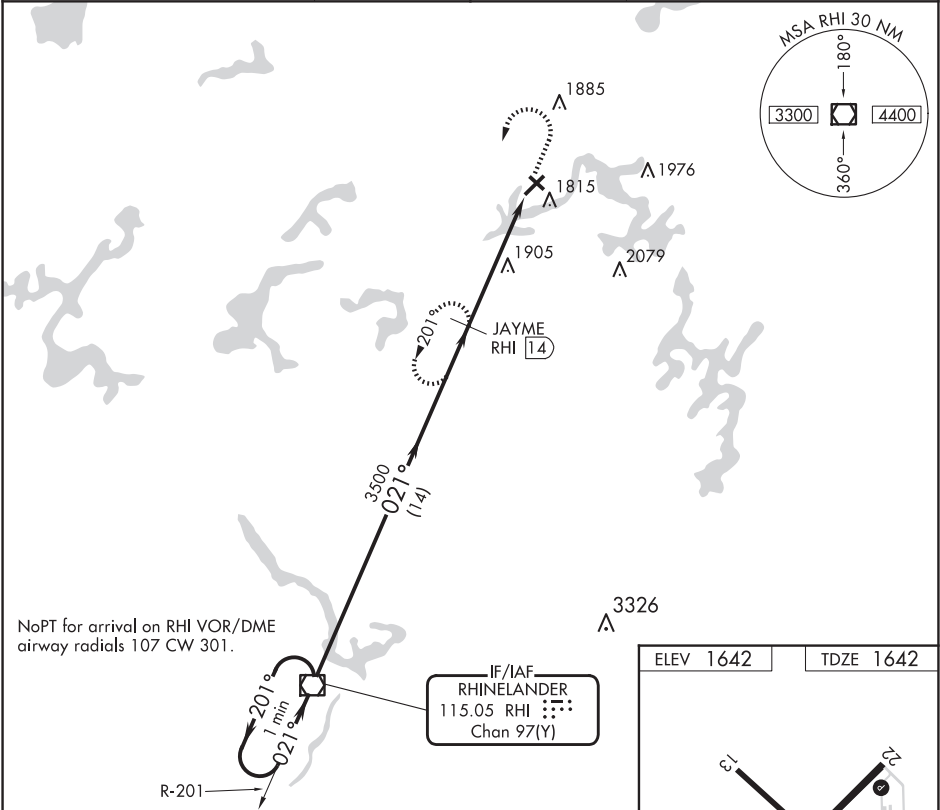
EAGLE RIVER UNION (EGV)

▼

▲

MISSED APPROACH: Climb to 3500 then left turn on RHI VOR/DME R-021 to JAYME/14 DME and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 1
-------------------	------------------------------------	--------------------------



EAST TROY, WISCONSIN

AL-9098 (FAA)

22139

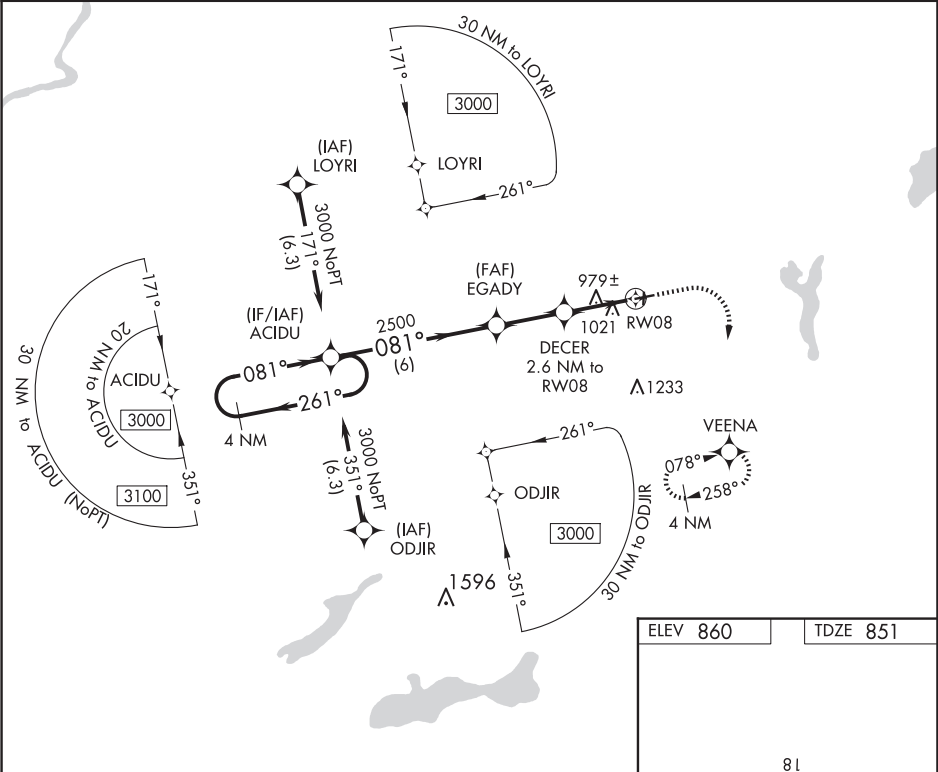
WAAS CH 78423 W08A	APP CRS 081°	Rwy Idg TDZE 851 Apt Elev 860	3900
--	------------------------	---	-------------

RNAV (GPS) RWY 8

EAST TROY MUNI (57C)

RNP APCH. ▼ 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 ¾ SM NA. VDP NA when using General Mitchell Intl altimeter setting.	MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct VEENA and hold.
--	--

AWOS-3PT 118.125	MILWAUKEE APP CON 125.35 307.0	GCO 121.725	UNICOM 123.0 (CTAF) 1
----------------------------	--	-----------------------	---------------------------------



4 NM Holding Pattern		ACIDU	EGADY	DECER	VEENA
3000 ← 261°		081° →	081°	3.00°	3.00°
2500		1700	2.6 NM to RWY08	1.1 NM to RWY08	1.1 NM to RWY08
6 NM		2.5 NM	1.5 NM	1.1 NM	
CATEGORY	A	B	C	D	
LP MDA	1240-1	389 (400-1)	NA	NA	
LNAV MDA	1280-1	429 (500-1)	NA	NA	

ELEV 860

TDZE 851

81

3900 X 75

26

0.4% UP

0.4% UP

2446 X 75

36

081° to RWY08

MIRL Rwy 8-26 1

REIL Rws 8 and 26 1

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 73023 W26A	APP CRS 261°	Rwy Idg TDZE 860 Apt Elev 860
--	------------------------	---

RNAV (GPS) RWY 26

EAST TROY MUNI (57C)

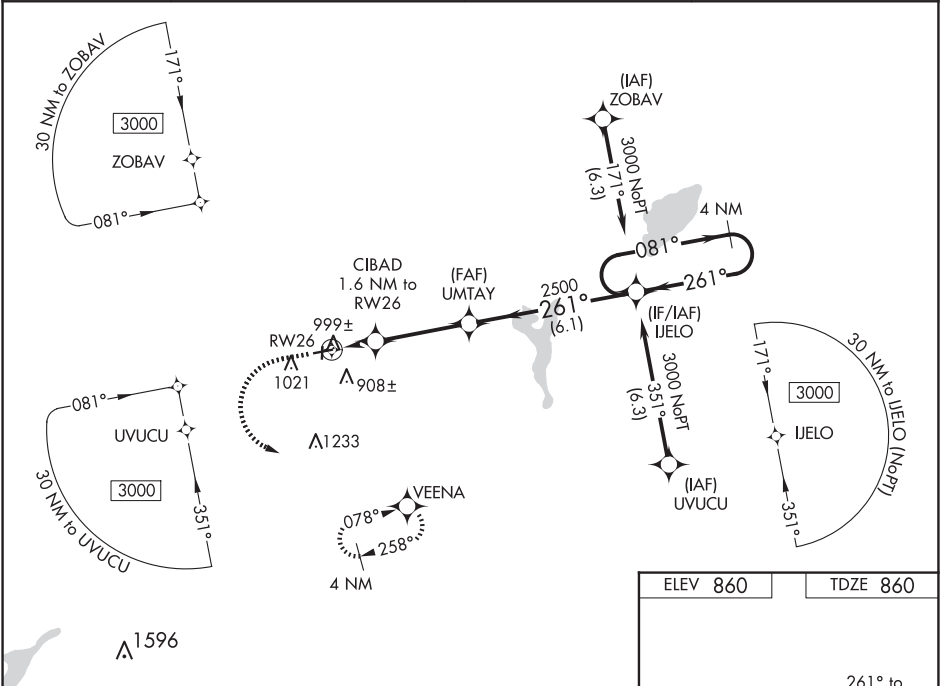
RNP APCH.

▼

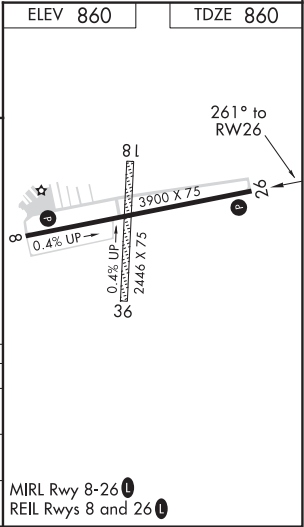
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Obtain local altimeter setting on CTAF; when not received, use General Mitchell Intl altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats ¼ mile. Rwy 26 helicopter visibility reduction below ¾ 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.

AWOS-3PT 118.125	MILWAUKEE APP CON 125.35 307.0	GCO 121.725	UNICOM 123.0 (CTAF) 0
----------------------------	--	-----------------------	--



1800		3000	VEENA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).	
*LNAV only		RW26		UMTAY	
1.1 NM		0.5 NM		3.4 NM	
1400*		2500		6.1 NM	
CATEGORY		A		B	
LPV DA		1110-1		250 (300-1)	
LNAV/VNAV DA		1161-1		301 (400-1)	
LNAV MDA		1260-1		400 (500-1)	



EAST TROY, WISCONSIN

AL-9098 (FAA)

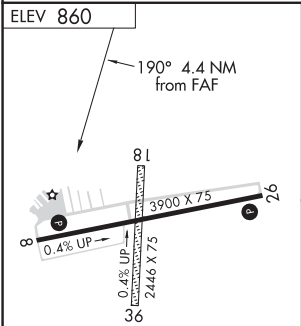
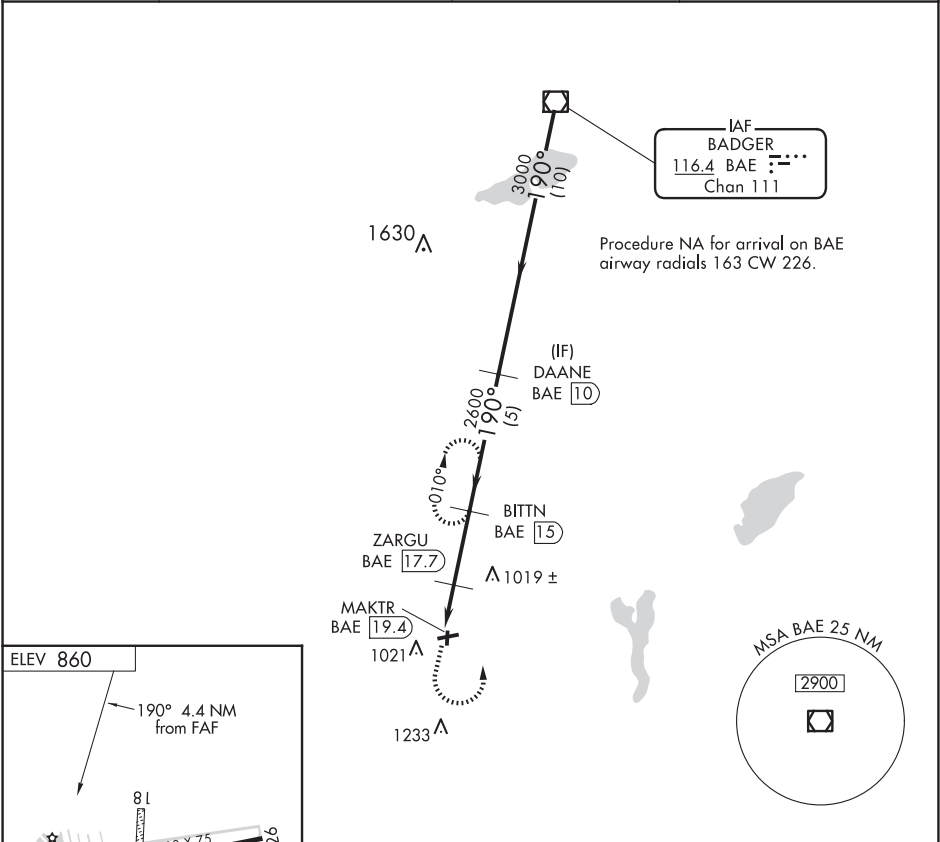
21056

VOR/DME BAE	APP CRS	Rwy Idg	N/A
116.4	190°	TDZE	N/A
Chan 111		Apt Elev	860

VOR/DME-A
EAST TROY MUNI (57C)

▼ Circling NA to Rwy 18 and 36.	MISSED APPROACH: Climb to 2700 then left turn on BAE VOR/DME R-190 to BITTN/15 DME and hold.
--	--

AWOS-3PT 118.125	MILWAUKEE APP CON 125.35 307.0	GCO 121.725	UNICOM 123.0 (CTAF) 0
----------------------------	--	-----------------------	---------------------------------



2700	BAE R-190	BITTN BAE 15	DAANE BAE 10	BAE VOR/DME
	ZARGU BAE 17.7	BITTN BAE 15	3000	3000
	MAKTR BAE 19.4	2600	190°	
	1800			
	1.7 NM	2.7 NM	5 NM	10 NM
CATEGORY	A	B	C	D
CIRCLING	1340-1	480 (500-1)	NA	

MIRL Rwy 8-26
REIL Rwy 8 and 26

EAST TROY, WISCONSIN
Amdt 1C 19JUL18

42°48'N-88°22'W

EAST TROY MUNI (57C)
VOR/DME-A

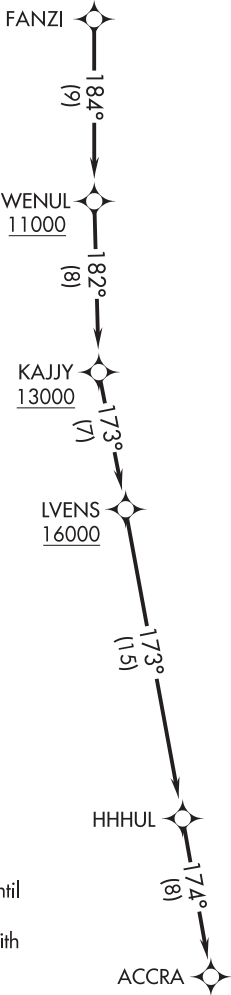
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

AWOS-3PT
118.125
MILWAUKEE DEP CON
125.35 307.0



**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF 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: Advise ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.



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.

(UECKR6.UECKR) 24137

UECKR SIX DEPARTURE (RNAV)

AL-9098 (FAA)

EAST TROY MUNI (57C)
EAST TROY, WISCONSIN



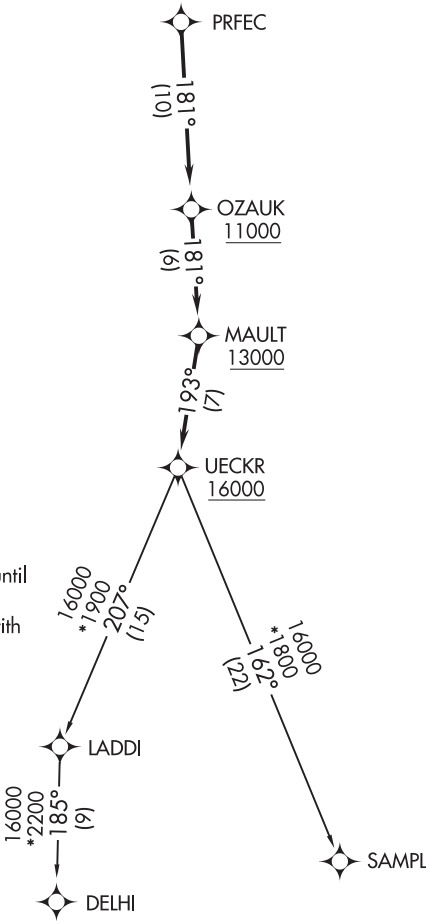
**TOP ALTITUDE:
ASSIGNED BY ATC**

AWOS-3PT
118.125
MILWAUKEE DEP CON
125.35 307.0

TAKEOFF 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)

UECKR SIX DEPARTURE (RNAV)
(UECKR6.UECKR) 26MAR20

EAST TROY, WISCONSIN
EAST TROY MUNI (57C)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-EAU	APP CRS	Rwy Ldg	7301
109.5	224°	TDZE	913
Chan 32		Apt Elev	913

ILS or LOC RWY 22

CHIPPEWA VALLEY RGNL (EAU)

From DRDAN and MENRD RNAV-1 GPS required.
DME required.

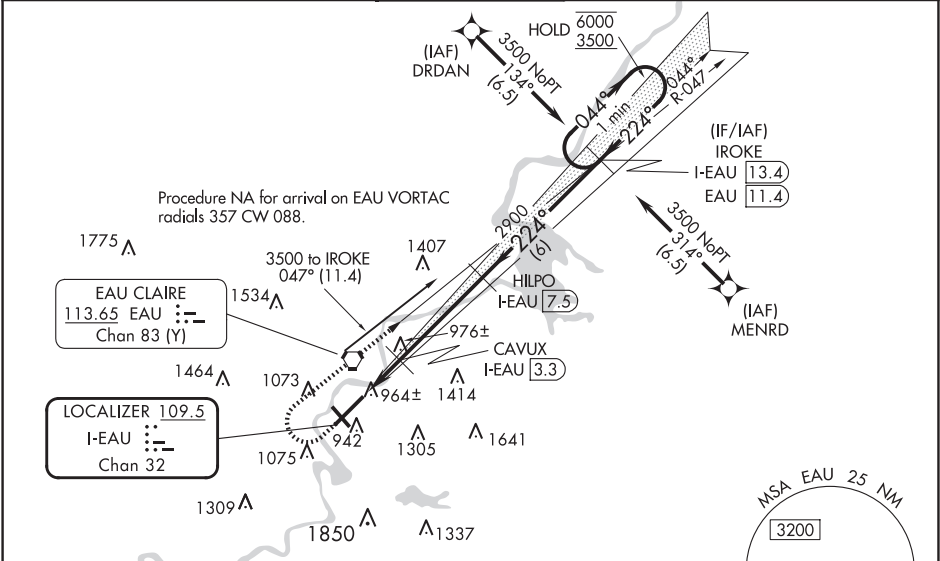
⚠

For inop ALS increase S-LOC 22 Cat C and D visibility to ¾ SM. For inop ALS when using Rice Lake altimeter setting, increase S-ILS 22 all Cats visibility to 1 SM. When local altimeter setting not received, use Rice Lake altimeter setting and increase DA 110 feet and all MDA 120 feet, increase S-LOC 22 Cat C and D and Circling Cat C visibility ¼ SM. VDP NA when using Rice Lake altimeter setting.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 on EAU VORTAC R-047 to IROKE/I-EAU LOC/DME 13.4 DME and hold.

ATIS 126.025	MINNEAPOLIS CENTER 125.3 335.6	EAU CLAIRE TOWER ★ 118.575 (CTAF) 0	GND CON 120.925	UNICOM 122.95
------------------------	--	---	---------------------------	-------------------------



ELEV 913 D TDZE 913

HIRL Rwy 4-22 1

MIRL Rwy 14-32 1

REIL Rwy 4 and 14 1

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

	1600	3500	IROKE I-EAU 13.4	Use I-EAU DME when on the localizer course.	One Minute Holding Pattern
* LOC only					
	I-EAU 1.4	* I-EAU 2.2	CAVUX I-EAU 3.3	HILPO I-EAU 7.5	IROKE I-EAU 13.4
	0.8	1.1 NM	4.2 NM	6 NM	
CATEGORY	A	B	C	D	
S-ILS 22		1113-½	200 (200-½)		
S-LOC 22		1220-½	307 (400-½)		
CIRCLING	1480-1 567 (600-1)	1540-1 627 (700-1)	1660-2¼ 747 (800-2¼)	2200-3 1287 (1300-3)	

WAAS CH 69217 W04A	APP CRS 044°	Rwy Idg TDZE 889 Apt Elev 913	7701
--	------------------------	---	-------------

RNAV (GPS) RWY 4

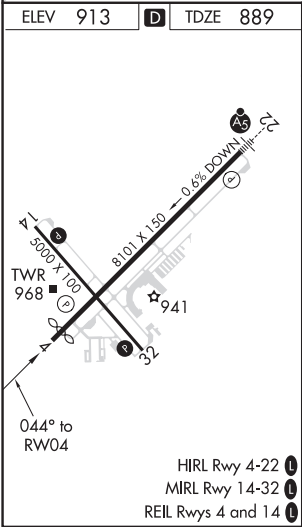
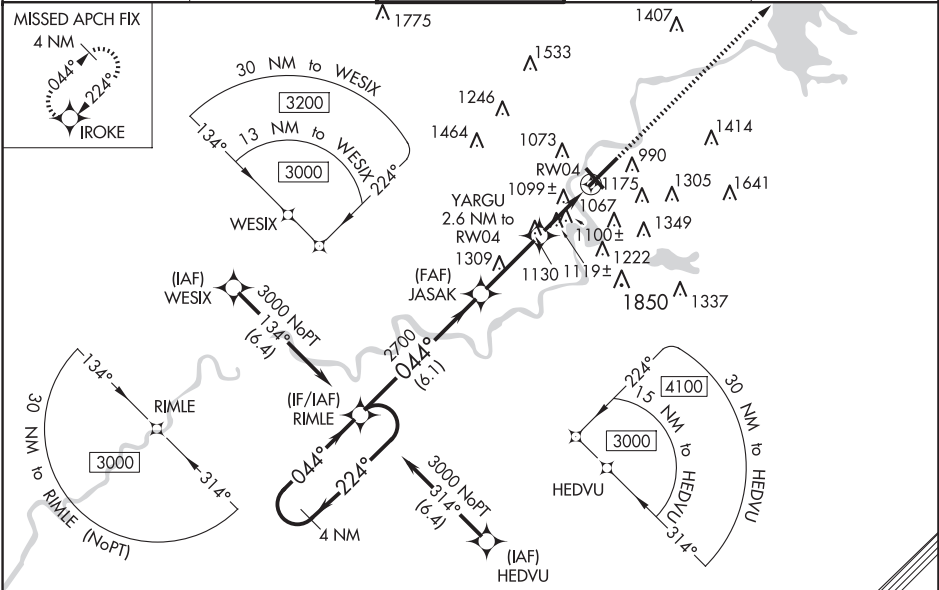
CHIPPEWA VALLEY RGNL (EAU)

⚠

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 Rice Lake Rgnl/Carl's Fld altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rice Lake Rgnl/Carl's Fld altimeter setting and increase LPV DA to 1199, LNAV/VNAV DA to 1489 and all visibilities ¾ SM. Increase all MDA 120 feet and LNAV Cat C/D and Circling Cat C visibility ¼ SM. Circling Rwy 32 NA at night.

MISSED APPROACH:
Climb to 3000 direct IROKE and hold.

ATIS 126.025	MINNEAPOLIS CENTER 125.3 335.6	EAU CLAIRE TOWER★ 118.575 (CTAF) 0	GND CON 120.925	UNICOM 122.95
------------------------	--	--	---------------------------	-------------------------



4 NM Holding Pattern RIMLE					FALLS 1 MOA	
3000 ← 224° → 044° → 044° → 2700					3000	IROKE
GP 3.00° TCH 44					* LNAV only	
JASAK 2700 YARGU 2.6 NM to RW04					* 1.3 NM to RW04	
GP 3.00° TCH 44					RW04	
6.1 NM 3 NM 1.3 NM 1.3 NM						
CATEGORY	A	B	C	D		
LPV DA	1089-¾ 200 (200-¾)					
LNAV/VNAV DA	1379-1½ 490 (500-1½)					
LNAV MDA	1360-1	471 (500-1)	1360-1¾	471 (500-1¾)		
CIRCLING	1480-1 567 (600-1)	1540-1 627 (700-1)	1660-2¼ 747 (800-2¼)	2200-3 1287 (1300-3)		

WAAS CH 87006 W22A	APP CRS 224°	Rwy Idg 7301 TDZE 913 Apt Elev 913
--	------------------------	---

RNAV (GPS) RWY 22

CHIPPEWA VALLEY RGNL (EAU)

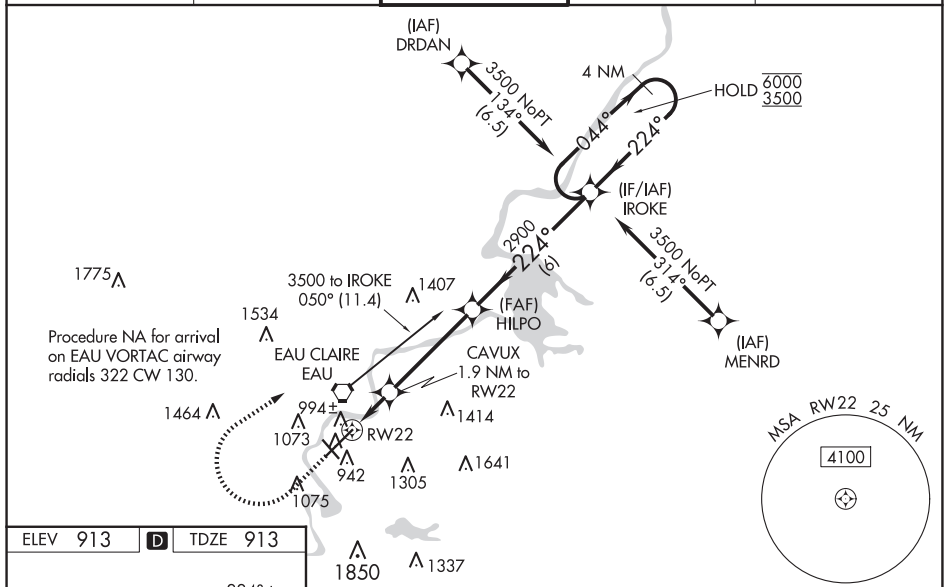
RNP APCH.

T Baro-VNAV and VDP NA when using Rice Lake altimeter setting. For uncompensated Baro-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 ¼ SM; increase all MDA 120 feet and LNAV Cats C/D visibility ¾ SM and Circling Cat C visibility ¼ 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 1 ¾ SM.

MALSR

MISSED APPROACH:
Climb to 1320 then
climbing right turn to
3500 direct IROKE
and hold.

ATIS 126.025	MINNEAPOLIS CENTER 125.3 335.6	EAU CLAIRE TOWER ★ 118.575 (CTAF) 0	GND CON 120.925	UNICOM 122.95
-----------------	-----------------------------------	--	--------------------	------------------



The diagram illustrates the IROKE Holding Pattern, which is a 4 NM holding pattern. Key features include:

- Holding Pattern:** A rectangular pattern with legs of 4 NM.
- Altitudes:** The pattern is established at 2900 feet. The MDA is 1260- $\frac{1}{2}$ feet.
- Distances:**
 - From the start of the pattern to RW22: 0.9 NM.
 - From RW22 to the start of the pattern: 1 NM.
 - From the start of the pattern to the end of the pattern: 4.2 NM.
 - From the end of the pattern to the start of the pattern: 6 NM.
- Navigation Aids:**
 - LNAV only:** Indicated by a star symbol.
 - Cavut:** Indicated by a circle with a crosshair.
- Other Information:**
 - GP 3.00° TCH 50:** Ground Proximity Protection (GPP) and Threshold Crossing Height (TCH).
 - ILS Frequencies:** 111.3 MHz (LPV), 117.5 MHz (LNAV/VNAV), and 126.0 MHz (LNAV MDA).

EAU CLAIRE, WISCONSIN

AL-937 (FAA)

24081

LOC/DME I-EAU	APP CRS	Rwy Idg	7701
109.5	044°	TDZE	889
Chan 32		Apt Elev	913

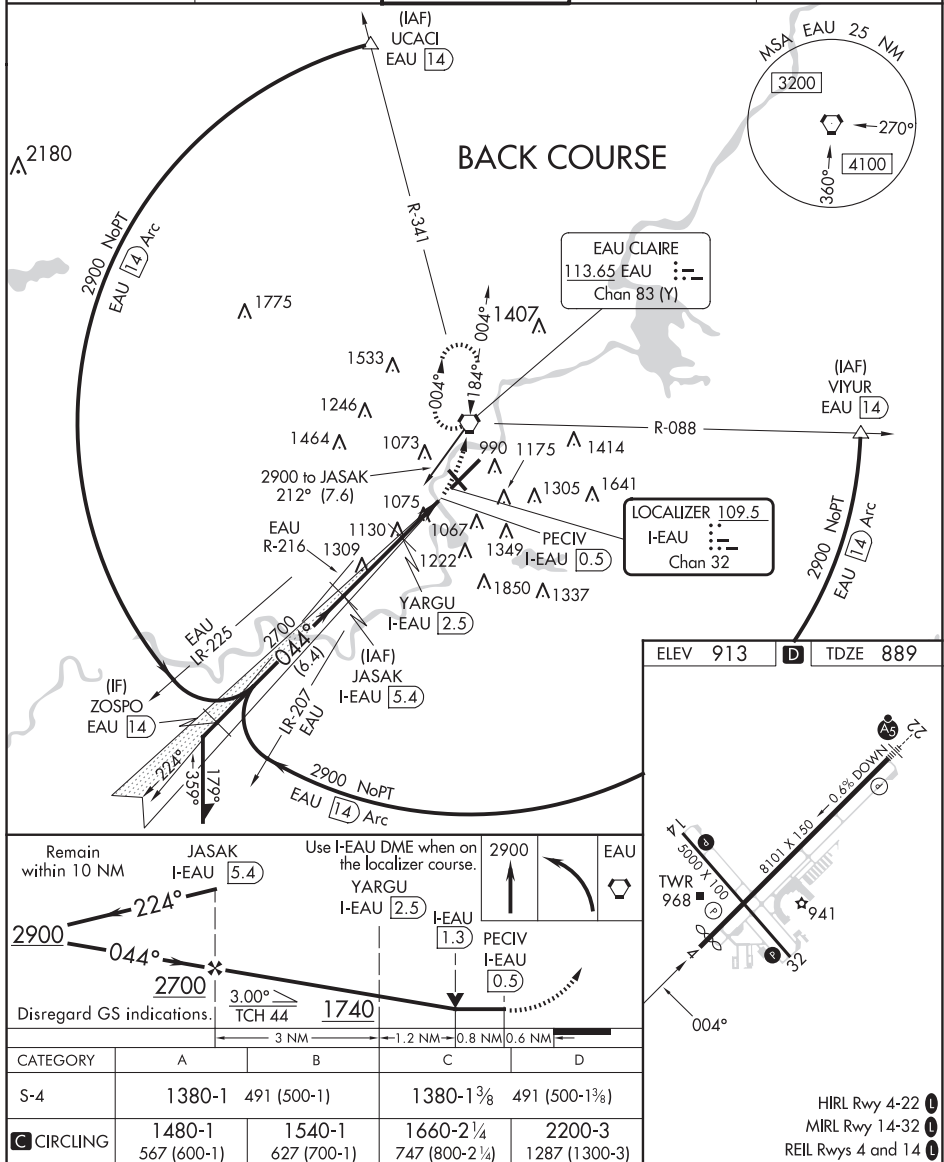
LOC BC RWY 4

CHIPPEWA VALLEY RGNL (EAU)

▼ DME required. VDP NA with Rice Lake Rgnl/Carl's Fld airport altimeter setting. When local altimeter setting not received, use Rice Lake Rgnl/Carl's Fld airport altimeter setting increase all MDA 120 feet, increase S-4 Cats C and D and Circling Cat C visibility ¼ mile. Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 2900 then left turn direct EAU VORTAC and hold.

ATIS 126.025	MINNEAPOLIS CENTER 125.3 335.6	EAU CLAIRE TOWER★ 118.575 (CTAF) 0	GND CON 120.925	UNICOM 122.95
------------------------	--	--	---------------------------	-------------------------



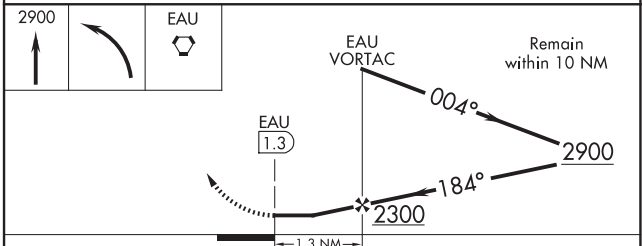
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

22111

VOR-A
CHIPPEWA VALLEY RGNL (EAU)

MISSED APPROACH: Climb to 2900 then left turn direct EAU VORTAC and hold.



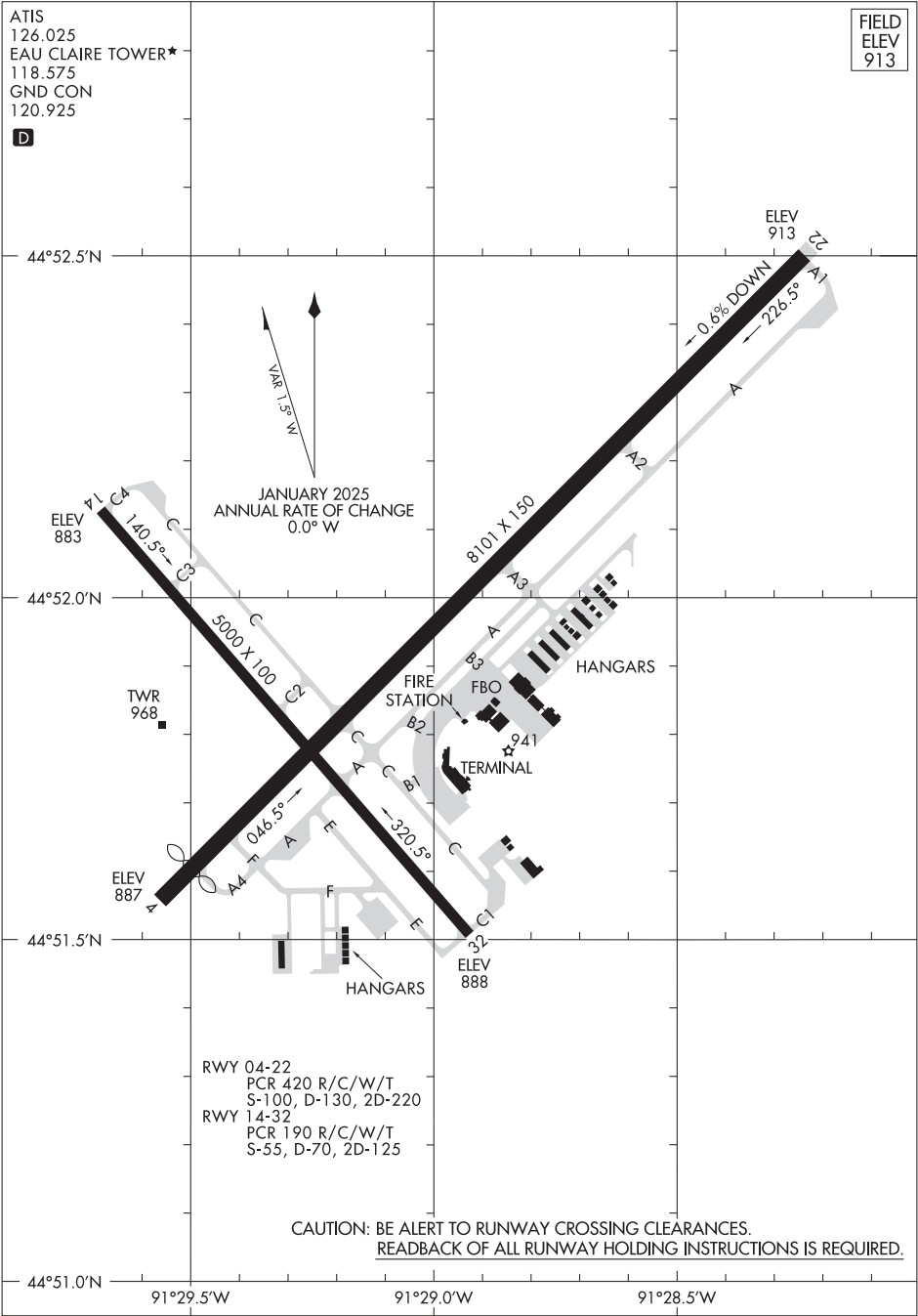
EAU CLAIRE, WISCONSIN
Amdt 22A 21APR22

44° 52' N-91° 29' W

333

CHIPPEWA VALLEY RGNL (EAU)
VOR-A

EC-3, 12 JUN 2025 to 07 AUG 2025



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

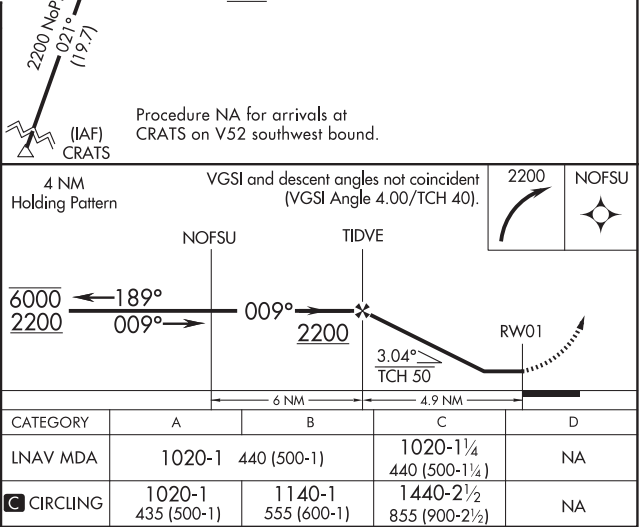
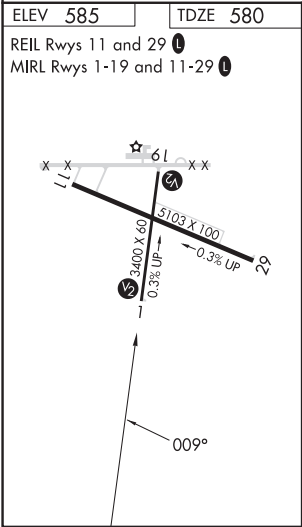
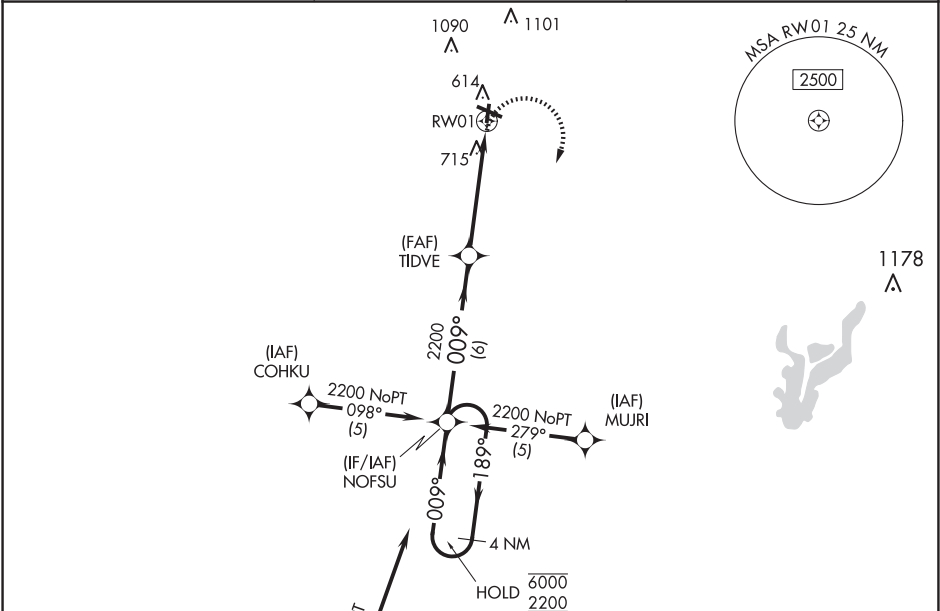
APP CRS	Rwy Idg	3400
009°	TDZE	580
	Apt Elev	585

RNAV (GPS) RWY 1

EFFINGHAM COUNTY RGNL (1H2)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 2200 direct NOFSU and hold.
<div><div>▼</div><div>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.</div></div>	

AWOS-3PT 118.375	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.725 (CTAF) 0
---------------------	------------------------------------	----------------------------



EFFINGHAM, ILLINOIS

AL-5930 (FAA)

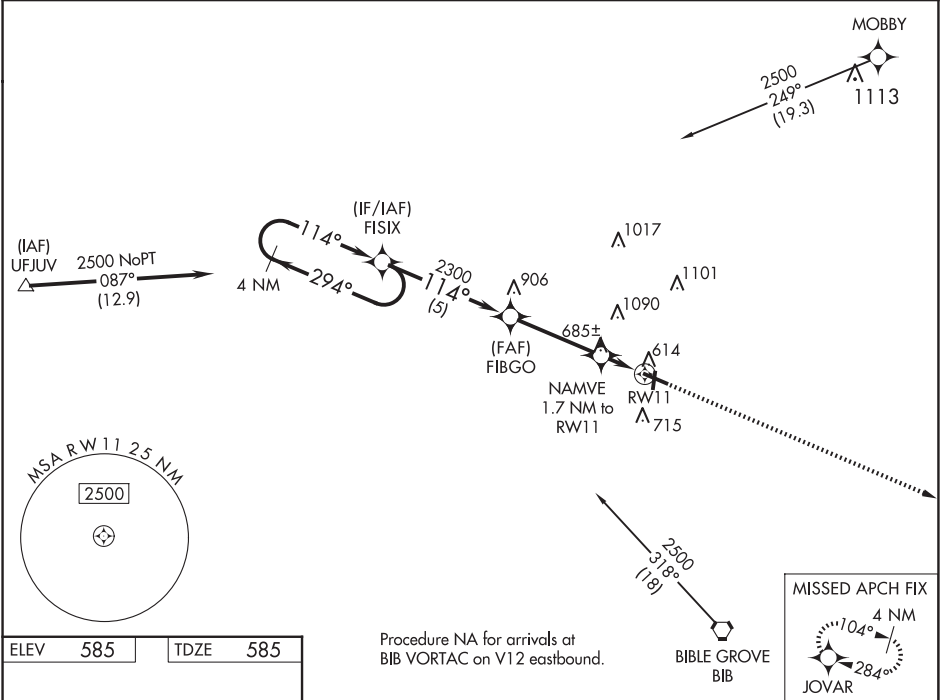
24305

WAAS CH 99439 W11A	APP CRS 114°	Rwy Idg TDZE 585 Apt Elev 585
--	------------------------	---

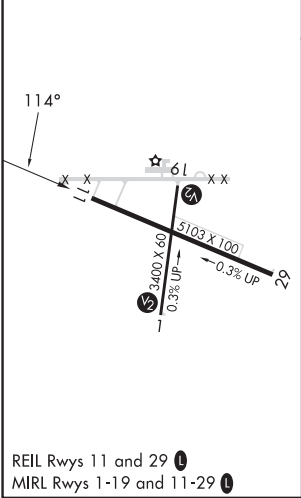
RNAV (GPS) RWY 11
EFFINGHAM COUNTY RGNL (1H2)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Straight-in Rwy 1 NA at night, Circling Rwy 1, 19 NA at night. ▲	MISSED APPROACH: Climb to 2300 direct JOVAR and hold.
---	---

AWOS-3PT 118.375	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.725 (CTAF) 0
----------------------------	---	--



ELEV 585	TDZE 585
-----------------	-----------------



4 NM Holding Pattern				
FISIX				
2500 ← 294° 114° → 2300				
GP 3.00° TCH 45				
FIBGO 2300				
NAMVE 1.7 NM to RWY 11				
* 1160				
* 1 NM to RWY 11				
RWY 11				
5 NM 3.5 NM 0.7 NM 1 NM				
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	1020-1 435 (500-1)	1140-1 555 (600-1)	1440-2½ 855 (900-2½)	1440-2¾ 855 (900-2¾)

EFFINGHAM, ILLINOIS
Orig-A 26MAR20

39°04'N-88°32'W

EFFINGHAM COUNTY RGNL (1H2)
RNAV (GPS) RWY 11

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **93933**
W29A

APP CRS
294°

Rwy Idg **5103**
TDZE **579**
Apt Elev **585**

RNAV (GPS) RWY 29

EFFINGHAM COUNTY RGNL (1H2)

RNP APCH.

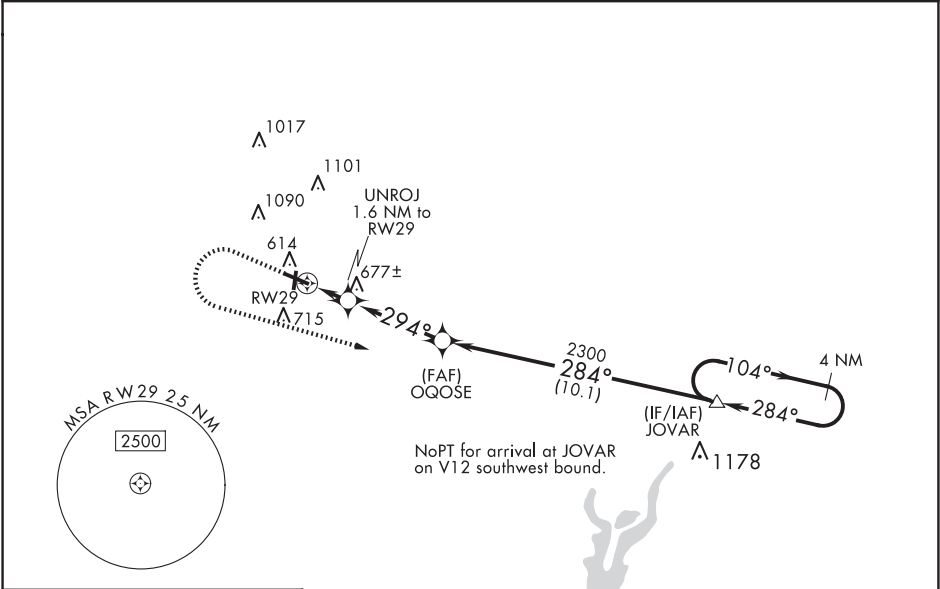
▼

▲

Rwy 29 helicopter visibility reduction below $\frac{3}{4}$ 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-Noble altimeter setting. When local altimeter setting not received, use Olney-Noble altimeter setting and increase all DA 77 feet and all MDA 80 feet; increase LPV all Cats and Circling Cat C/D visibility $\frac{1}{4}$ SM, increase LNAV/VNAV all Cats visibility $\frac{3}{8}$ 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
----------------------------	---	-----------------------------------



ELEV **585**

TDZE **579**

6L

5103 X 100

3400 X 60

0.3% UP

0.3% UP

1

294°

29°

REIL Rwy 11 and 29 ①
MIRL Rwy 1-19 and 11-29 ①

	1800	2300	JOVAR	
	↑	↶	△	
	*LNAV only. UNROJ 1.6 NM to RW29			
	*1 NM to RW29			
	RW29			
	1 NM 0.6 NM 3.7 NM 10.1 NM			
CATEGORY	A	B	C	D
LPV DA	838- $\frac{7}{8}$ 259 (300- $\frac{7}{8}$)			
LNAV/VNAV DA	859- $\frac{7}{8}$ 280 (300- $\frac{7}{8}$)			
LNAV MDA	940-1 361 (400-1)			
Ⓢ CIRCLING	1020-1 435 (500-1)	1140-1 555 (600-1)	1440-2 $\frac{1}{2}$ 855 (900-2 $\frac{1}{2}$)	1440-2 $\frac{3}{4}$ 855 (900-2 $\frac{3}{4}$)

EPHRAIM, WISCONSIN

AL-9004 (FAA)

25163

APP CRS	Rwy Ldg	2697
140°	TDZE	763
	Apt Elev	763

RNAV (GPS) RWY 14

EPHRAIM/GIBALTAR (3D2)

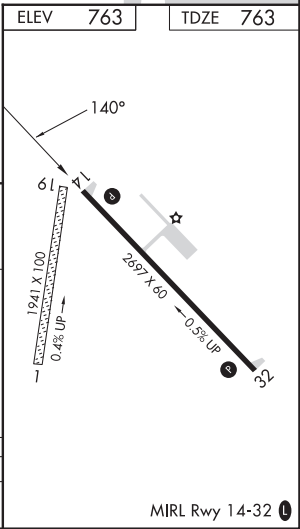
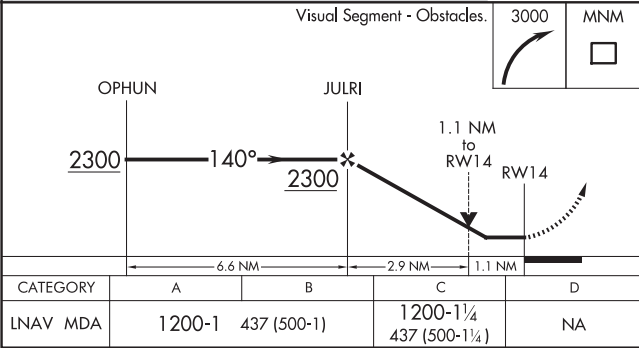
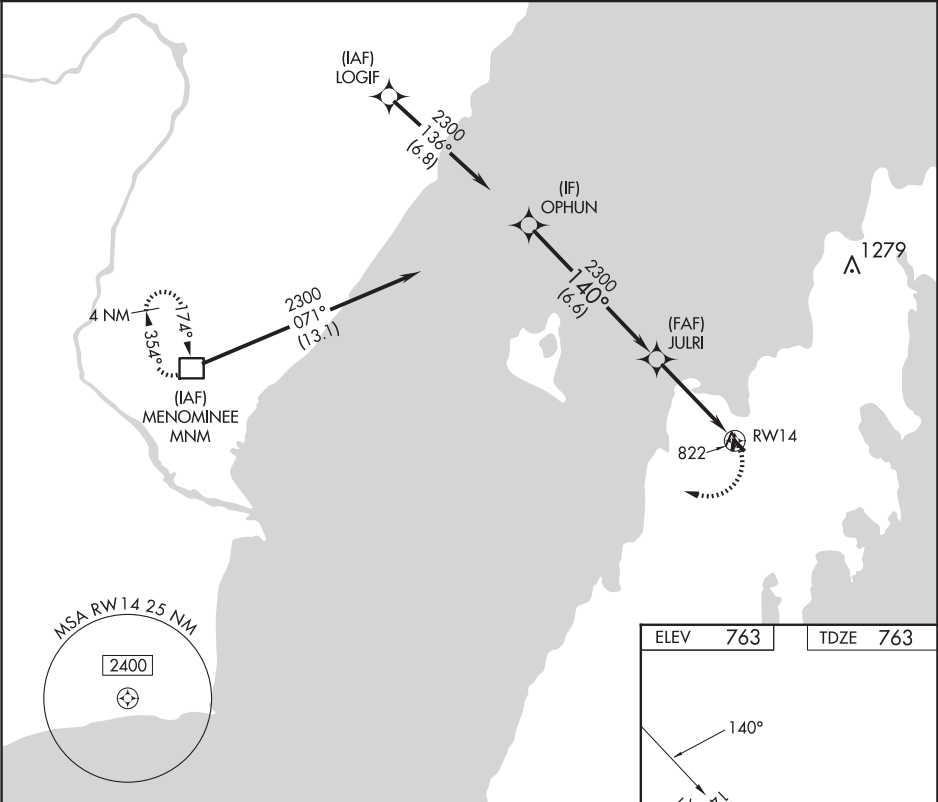
RNP APCH - GPS.



Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct MNM DME and hold.

AWOS-3PT 124.175	GREEN BAY APP CON★ 120.3 338.2	UNICOM 123.0 (CTAF) 1
---------------------	-----------------------------------	--------------------------



EPHRAIM, WISCONSIN
Amdt 1 08SEP22

45°08'N-87°11'W

EPHRAIM/GIBALTAR (3D2)

RNAV (GPS) RWY 14

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	2697
320°	TDZE	763
	Apt Elev	763

RNAV (GPS) RWY 32
EPHRAIM/GIBRALTAR (3D2)

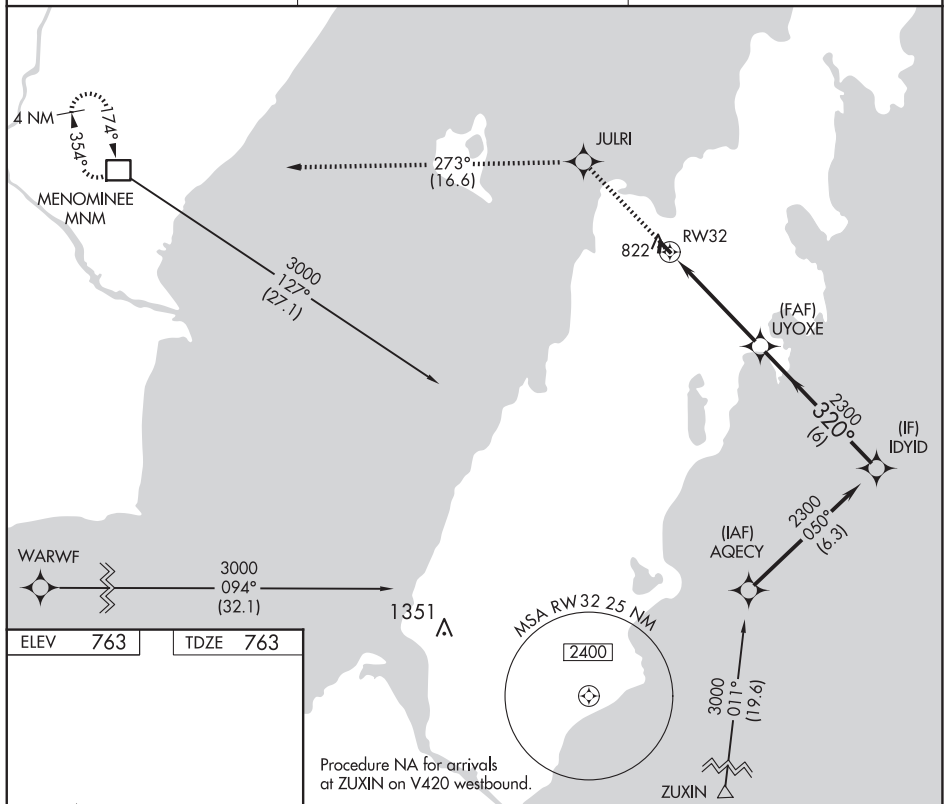
RNP APCH - GPS.	
-----------------	--



Procedure NA at night. Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3000 direct JULRI and on track 273° to MNM DME and hold.

AWOS-3PT 124.175	GREEN BAY APP CON★ 120.3 338.2	UNICOM 123.0 (CTAF) 0
----------------------------	--	--



3000 ↑	JULRI ✦	tr 273°	MNM □	VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 25).			
CATEGORY	A		B		C		D
LNNAV MDA	1120-1		357 (400-1)				NA

FAIRFIELD, ILLINOIS

AL-5961 (FAA)

24193

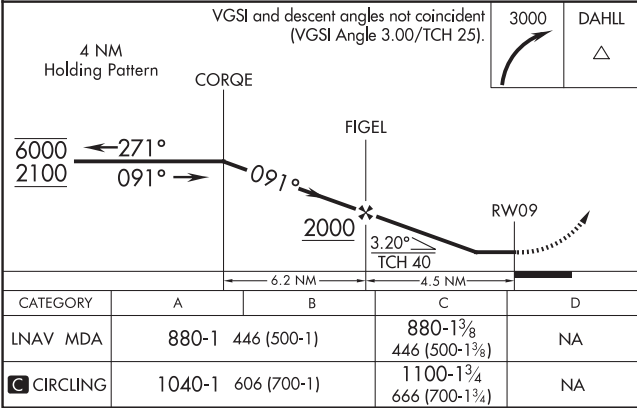
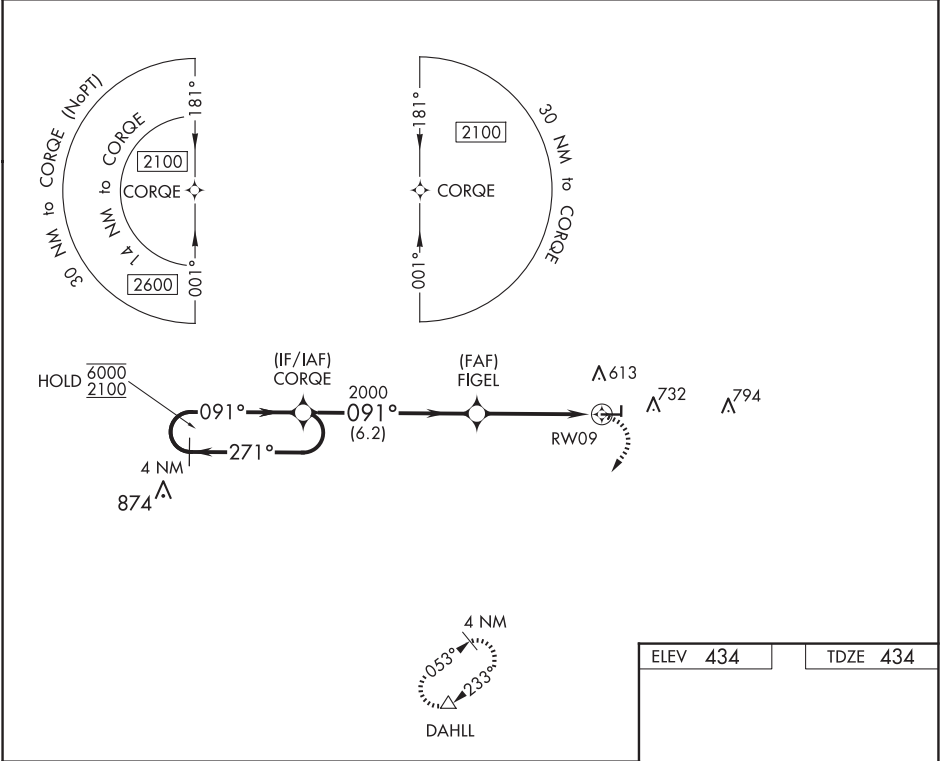
APP CRS	Rwy Idg	4000
091°	TDZE	434
	Apt Elev	434

RNAV (GPS) RWY 9

FAIRFIELD MUNI (FWC)

RNP APCH.	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.	

AWOS-3PT 119.425	KANSAS CITY CENTER 127.7 351.825	UNICOM 123.05 (CTAF) 0
---------------------	-------------------------------------	---------------------------



ELEV 434	TDZE 434
091° to RWY09 4000 X 75 0.5% UP 36	
REIL Rwy 9 0 MIRL Rwy 9-27 and 18-36 0	

FAIRFIELD, ILLINOIS
Amdt 1 08NOV18

38°23'N-88°25'W

FAIRFIELD MUNI (FWC)

RNAV (GPS) RWY 9

EC-3, 12 JUN 2025 to 07 AUG 2025

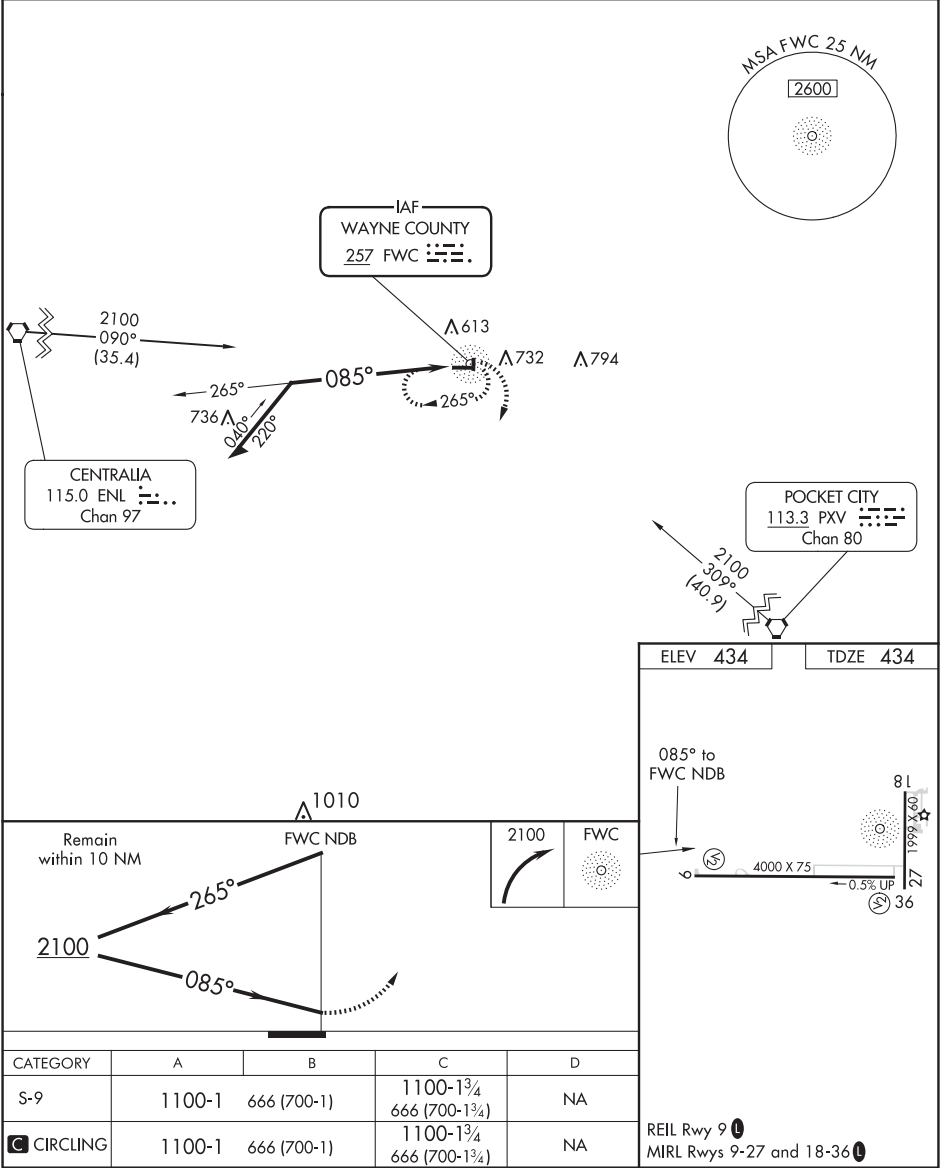
EC-3, 12 JUN 2025 to 07 AUG 2025

NDB FWC 257	APP CRS 085°	Rwy Idg TDZE Apt Elev	4000 434 434
-----------------------	------------------------	-----------------------------	---

NDB RWY 9
FAIRFIELD MUNI (FWC)

ADF required.	MISSED APPROACH: Climbing right turn to 2100 in FWC NDB holding pattern.
Rwy 9 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 9 NA at night, Circling Rwy 9, 27, 36 NA at night.	

AWOS-3PT 119.425	KANSAS CITY CENTER 127.7 351.825	UNICOM 123.05 (CTAF) 0
----------------------------	--	---



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 3
FLORA MUNI (FOA)

MISSED APPROACH:
Climb to 2200 direct
FIPEN and hold.

UNICOM
122.7 (CTAF) **L**

MSA RW03 25 NM

2600

ELEV 473

TDZE 473

REIL Rwy 21

MRL Rwy 3-21

031°

2715 X 100

5003 X 75

0.3% UP

FLORA MUNI (FOA)
RNAV (GPS) RWY 3

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86428 W21A	APP CRS 211°	Rwy Idg 5003 TDZE 470 Apt Elev 473
--	------------------------	---

RNAV (GPS) RWY 21

FLORA MUNI (F.O.A.)

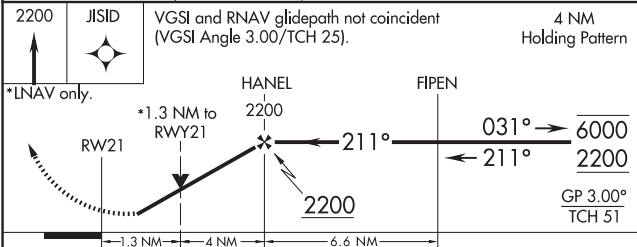
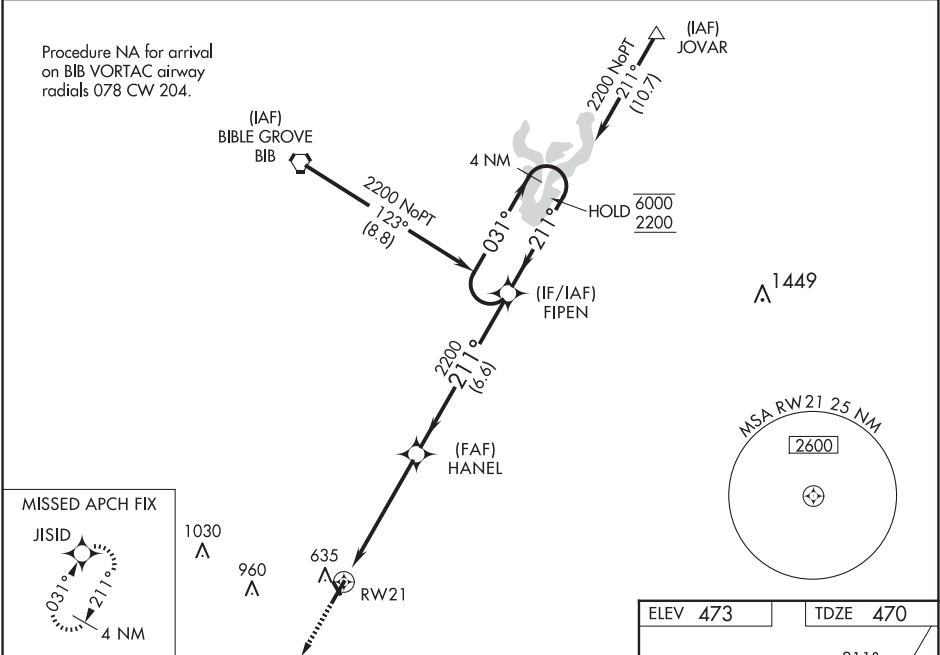
RNP APCH.

▼

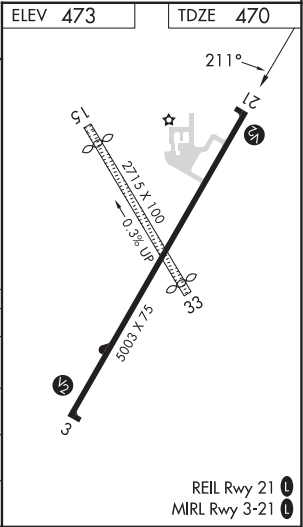
Circling NA to Rwy 15 and 33. Baro-VNAV and VDP NA when using Olney-Noble altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 21 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Olney-Noble altimeter setting and increase LPV DA to 779 feet, LNAV/VNAV DA to 838 feet and increase LNAV/VNAV visibility all Cats ⅓ SM, increase all MDA 40 feet.

MISSED APPROACH:
Climb to 2200 direct JISID and hold.

AWOS-3 120.175	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------------------



CATEGORY	A	B	C	D
LPV DA	746-1	276 (300-1)		NA
LNAV/VNAV DA	805-1	335 (400-1)		NA
LNAV MDA	920-1	450 (500-1)	920-1⅓ 450 (500-1⅓)	NA
CIRCLING	940-1	467 (500-1)	1160-2 687 (700-2)	NA



FLORA, ILLINOIS

AL-6547 (FAA)

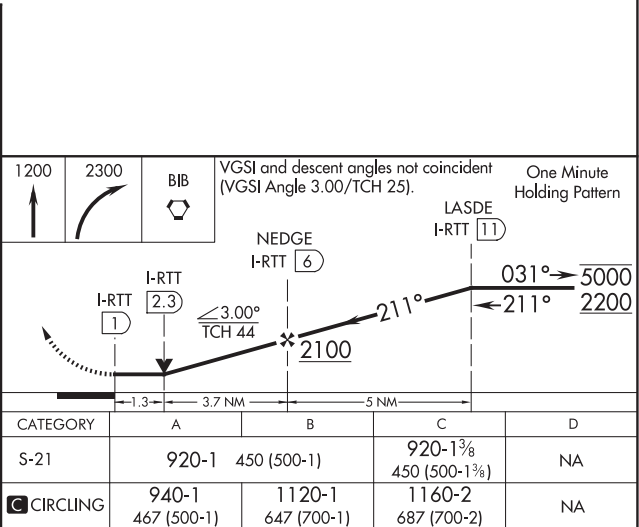
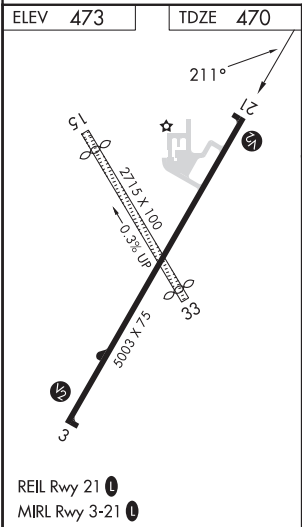
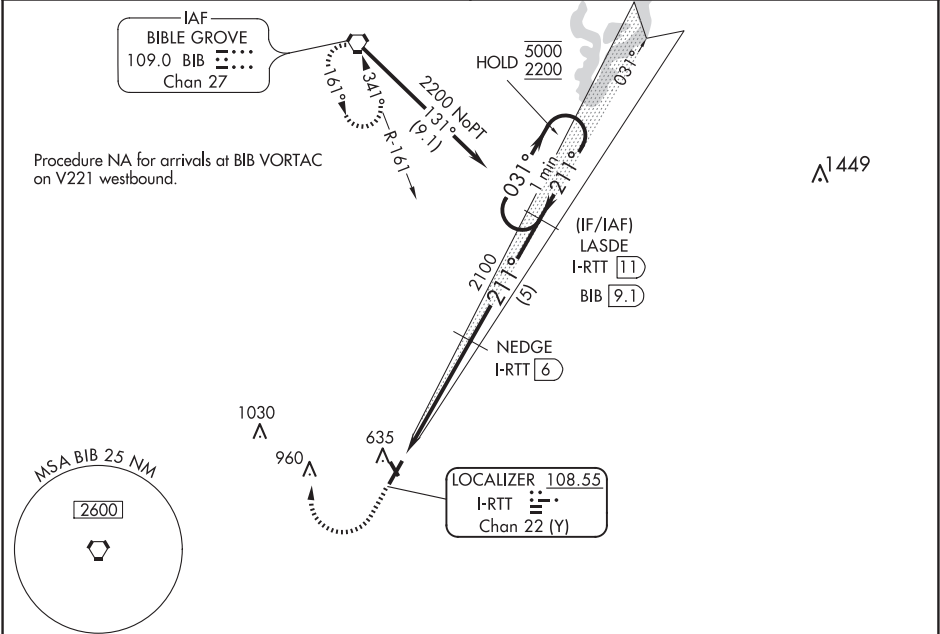
23166

LOC/DME I-RTT 108.55 Chan 22 (Y)	APP CRS 211°	Rwy Idg TDZE 470 Apt Elev 473	5003
--	------------------------	---	-------------

LOC RWY 21
FLORA MUNI (F.O.A)

DME required.	MISSED APPROACH: Climb to 1200 then climbing right turn to 2300 direct BIB VORTAC and hold.
NA Circling NA to Rwy 15 and 33. Rwy 21 helicopter visibility reduction below 3/4 SM NA.	

AWOS-3 120.175	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------------------



FLORA, ILLINOIS
Orig-G 14JUL22

38°40'N-88°27'W

FLORA MUNI (F.O.A)
LOC RWY 21

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99638 W18A	APP CRS 184°	Rwy Idg TDZE 791 Apt Elev 808
--	------------------------	---

RNAV (GPS) RWY 18

FOND DU LAC COUNTY (F.L.D.)

T

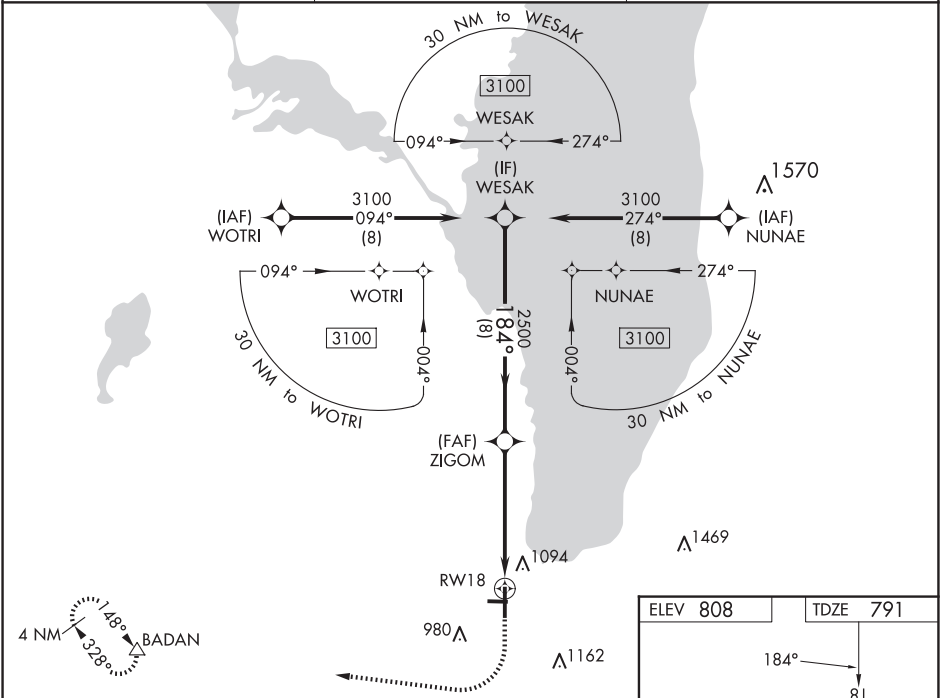
A

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 ½ mile; increase Circling Cat D visibility ¼ 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) 0
----------------------	---	---



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

WESAK

3100

184°

2500

8 NM

3.7 NM

1.6 NM

RWY 18

3602 X 75

0.6% UP

594 X 100

36

81

27

36

GP 3.00°
TCH 45

1300

3000

BADAN

*1.6 NM to RWY 18

*LNAV only

CATEGORY	A	B	C	D
LPV DA	1041-7/8		250 (300-7/8)	
LNAV/VNAV DA	1283-13/4		492 (500-13/4)	
LNAV MDA	1320-1 529 (600-1)		1320-1 1/2 529 (600-1 1/2)	
CIRCLING	1400-1 592 (600-1)		1520-2 712 (800-2) 1520-2 1/4 712 (800-2 1/4)	

REIL Rwy 18

MIRL Rwy 9-27

HIRL Rwy 18-36

WAAS CH 93800 W36A	APP CRS 004°	Rwy Idg TDZE 795 Apt Elev 808
--	------------------------	---

RNAV (GPS) RWY 36
FOND DU LAC COUNTY (F.L.D.)

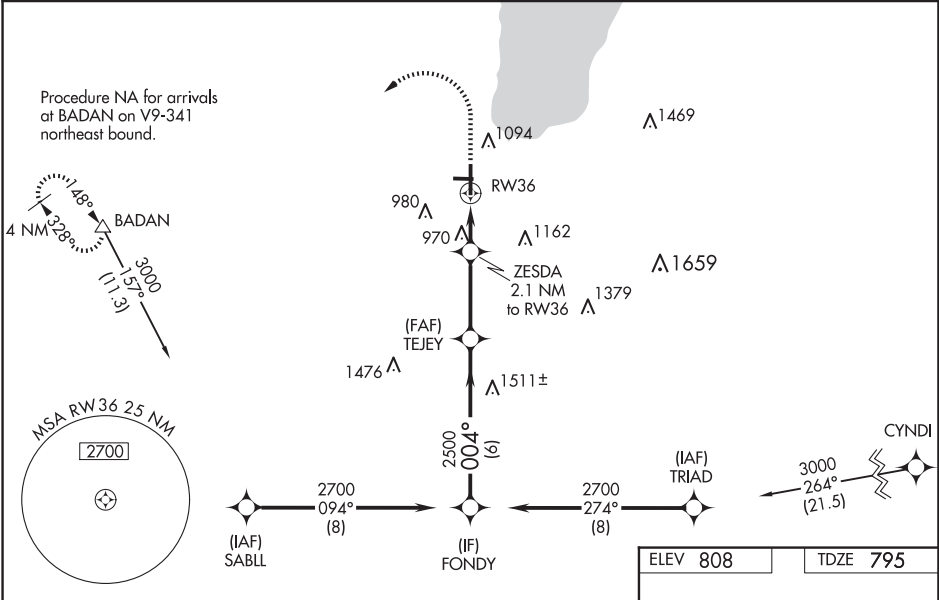
RNP APCH.

⚠ Circling Rwy 9, 27 NA at night. Baro-VNAV and VDP NA when using Oshkosh altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Oshkosh altimeter setting: increase LPV DA to 1202 feet and LNAV/VNAV DA to 1260 feet; increase all MDAs 40 feet and visibility Circling Cat C/D ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cat A/B visibility to 1 SM, and Cat C/D visibility to 1½ SM. For inop ALS when using Oshkosh altimeter setting, increase LPV all Cats visibility to 1½ SM and LNAV/VNAV visibility all Cats to 1½ SM and LNAV Cat A/B visibility to 1 SM.

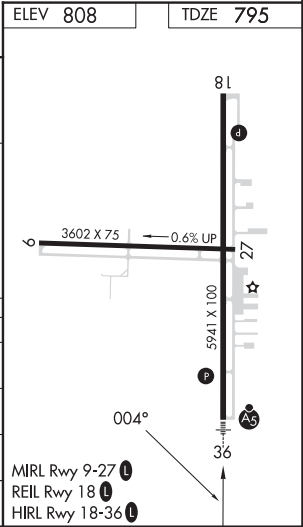
MALSR

⚠ MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct BADAN and hold.

ASOS 134.0	MILWAUKEE APP CON 127.0 263.075	UNICOM 123.05 (CTAF) 1
----------------------	---	----------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).				
CATEGORY	A	B	C	D
LPV DA	1171-¾		376 (400-¾)	
LNAV/VNAV DA	1229-1		434 (500-1)	
LNAV MDA	1280-¾ 485 (500-¾)		1280-1 485 (500-1)	
C CIRCLING	1400-1 592 (600-1)		1520-2 712 (800-2) 1520-2¼ 712 (800-2¼)	



FOND DU LAC, WISCONSIN

AL-5231 (FAA)

23054

VORTAC OSH 116.75 Chan 114 (Y)	APP CRS 346°	Rwy Idg TDZE 795 Apt Elev 808
--	------------------------	---

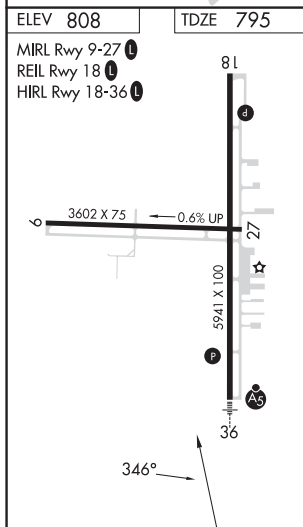
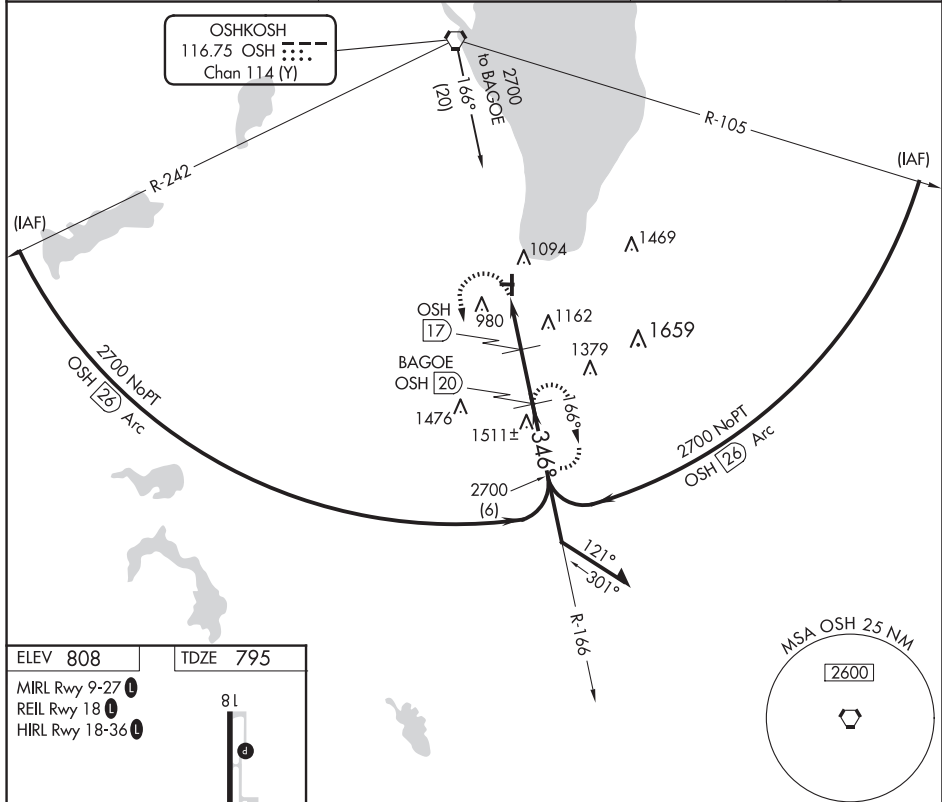
VOR/DME RWY 36

FOND DU LAC COUNTY (F.L.D.)

▼ Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling Rwy 9, 27 NA at night. For inop ALS when using Oshkosh altimeter setting, increase S-36 Cat A/B visibility to 1 SM, and Cat C/D to $1\frac{1}{2}$ SM. For inop ALS, increase S-36 Cat A/B visibility to 1 SM, Cat C/D to $1\frac{1}{2}$ SM. When local altimeter setting not received, use Oshkosh altimeter setting and increase all MDAs 40 feet and visibility S-36 Cat C $\frac{1}{8}$ SM and Circling Cat C/D $\frac{1}{4}$ SM.

MALSR
MISSED APPROACH:
Climbing left turn to 2700
on OSH R-166 to BAGOE/
20 DME and hold.

ASOS 134.0	MILWAUKEE APP CON 127.0 263.075	UNICOM 123.05 (CTAF) 1
----------------------	---	----------------------------------



2700 OSH R-166	BAGOE OSH [20]	OSH [17]	2700 BAGOE OSH [20]	Remain within 10 NM
OSH [14]	1700	2700	346°	2700
2.93°	TCH 40	166°	346°	2700
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).				
3 NM				
CATEGORY	A	B	C	D
S-36	1420- $\frac{3}{4}$ 625 (700- $\frac{3}{4}$)		1420- $1\frac{1}{8}$ 625 (700- $1\frac{1}{8}$)	1420- $1\frac{1}{2}$ 625 (700- $1\frac{1}{2}$)
CIRCLING	1420-1 612 (700-1)		1520-2 712 (800-2)	1520- $2\frac{1}{4}$ 712 (800- $2\frac{1}{4}$)

FOND DU LAC, WISCONSIN
Amdt 6D 30JAN20

43°46'N-88°29'W

FOND DU LAC COUNTY (F.L.D.)
VOR/DME RWY 36

EC-3, 12 JUN 2025 to 07 AUG 2025

VORTAC OSH 116.75 Chan 114 (Y)	APP CRS 165°	Rwy Idg 5941 TDZE 791 Apt Elev 808
--	------------------------	---

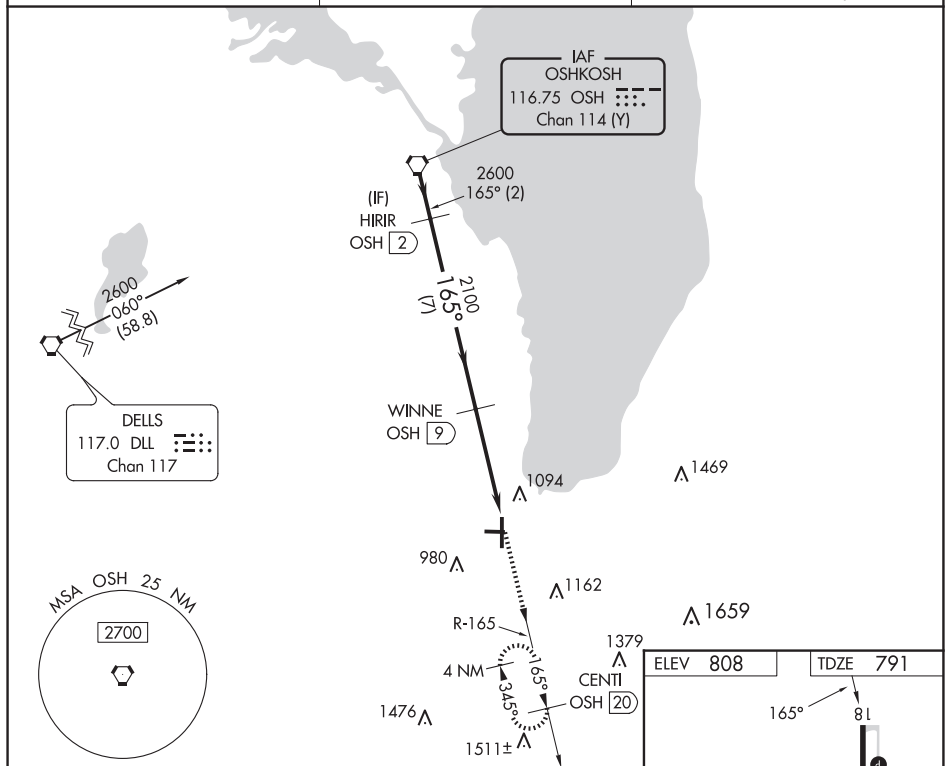
VOR RWY 18

FOND DU LAC COUNTY (FLD)

T Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Oshkosh altimeter setting: increase all MDA 40 feet; increase S-18 Cat C/D visibility $\frac{1}{8}$ mile, and increase Circling Cat C/D visibility $\frac{1}{4}$ mile. Night landing: Rwy 9, 27 NA. VDP NA when using Oshkosh altimeter setting. DME required.

MISSED APPROACH: Climb to 2600 on OSH VORTAC R-165 to CENTI/OSH 20 DME and hold.

ASOS	MILWAUKEE APP CON	UNICOM
134.0	127.0 263.075	123.05 (CTAF) 0



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).

OSH VORTAC

HIRR OSH 2

WINNE OSH 9

2600

165°

2600

2100

2.99°

TCH 55

OSH 11.3

OSH 13

2600

OSH R-165

CENTI OSH 20

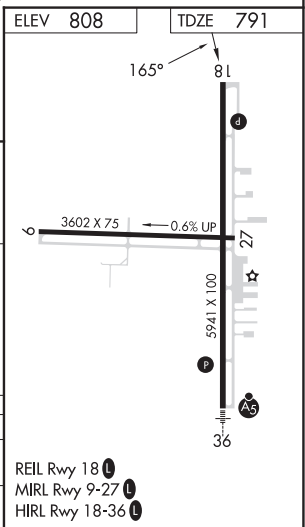
2 NM

7 NM

2.3 NM

1.7 NM

CATEGORY	A	B	C	D
S-18	1360-1	569 (600-1)	1360-1 $\frac{5}{8}$	569 (600-1 $\frac{5}{8}$)
C CIRCLING	1400-1	592 (600-1)	1520-2 712 (800-2)	1520-2 $\frac{1}{4}$ 712 (800-2 $\frac{1}{4}$)



FORT ATKINSON, WISCONSIN

AL-9037 (FAA)

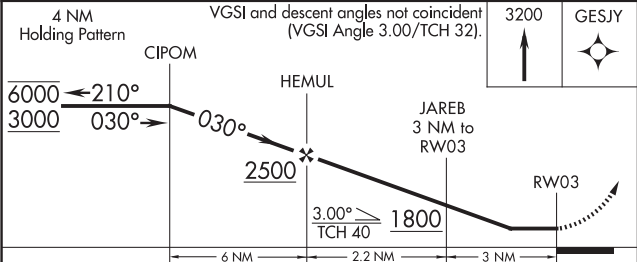
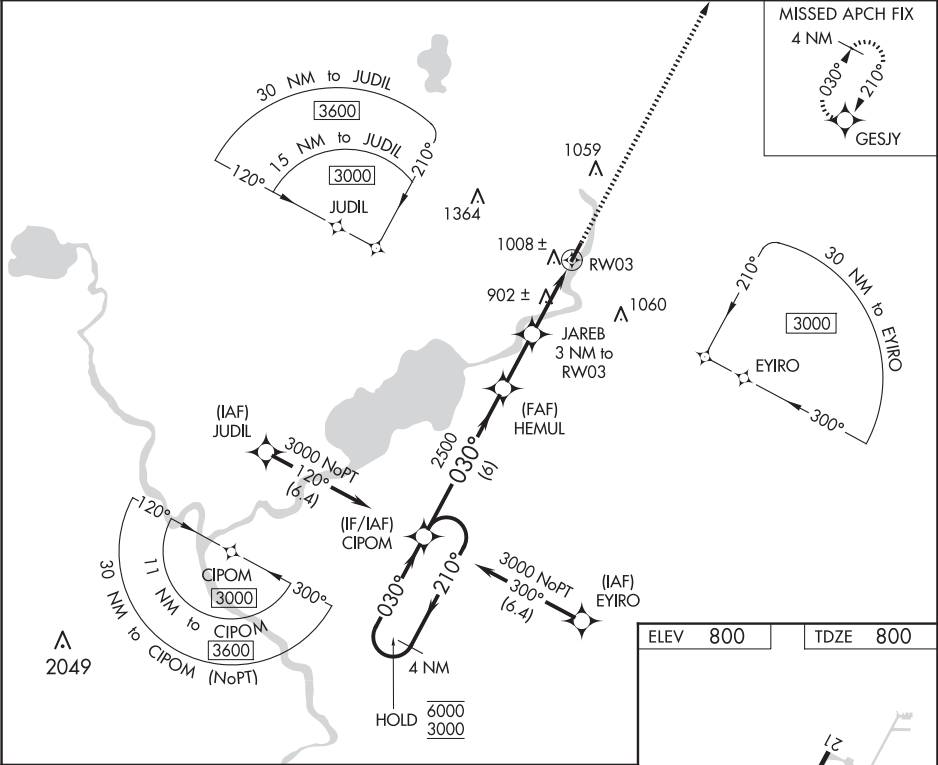
24249

WAAS CH 40342 W03A	APP CRS 030°	Rwy Idg TDZE Apt Elev	3800 800 800
--	------------------------	-----------------------------	---

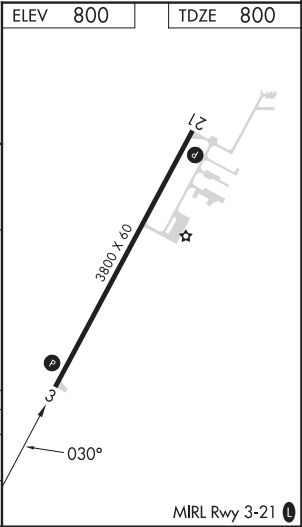
RNAV (GPS) RWY 3
FORT ATKINSON MUNI (61C)

RNP APCH.	Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA. Use Watertown altimeter setting; when not received use Southern Wisconsin Rgnl altimeter setting and increase all MDA 20 feet.	MISSED APPROACH: Climb to 3200 direct GESJY and hold.
-----------	---	---

RYV AWOS-3 119.975	MADISON APP CON ★ 120.1 350.3	CTAF 122.9
------------------------------	---	----------------------



CATEGORY	A	B	C	D
LP MDA	1200-1 400 (400-1)	1200-1 400 (400-1)	1200-1 400 (400-1)	NA
LNAV MDA	1300-1 500 (500-1)	1300-1 500 (500-1)	1300-1 500 (500-1)	NA



FORT ATKINSON, WISCONSIN
Amdt 1A 07NOV19

42°58'N-88°49'W

FORT ATKINSON MUNI (61C)
RNAV (GPS) RWY 3

EC-3, 12 JUN 2025 to 07 AUG 2025

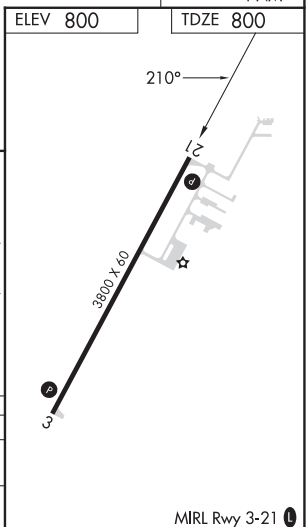
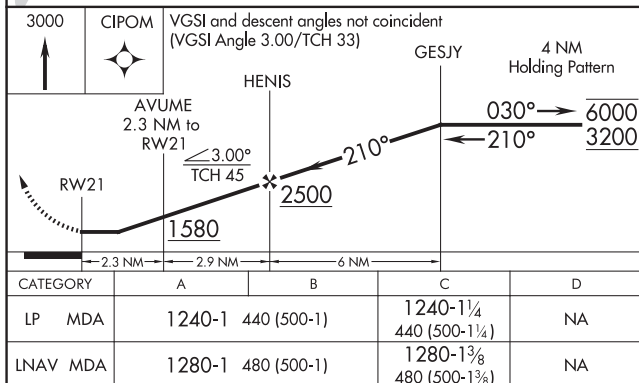
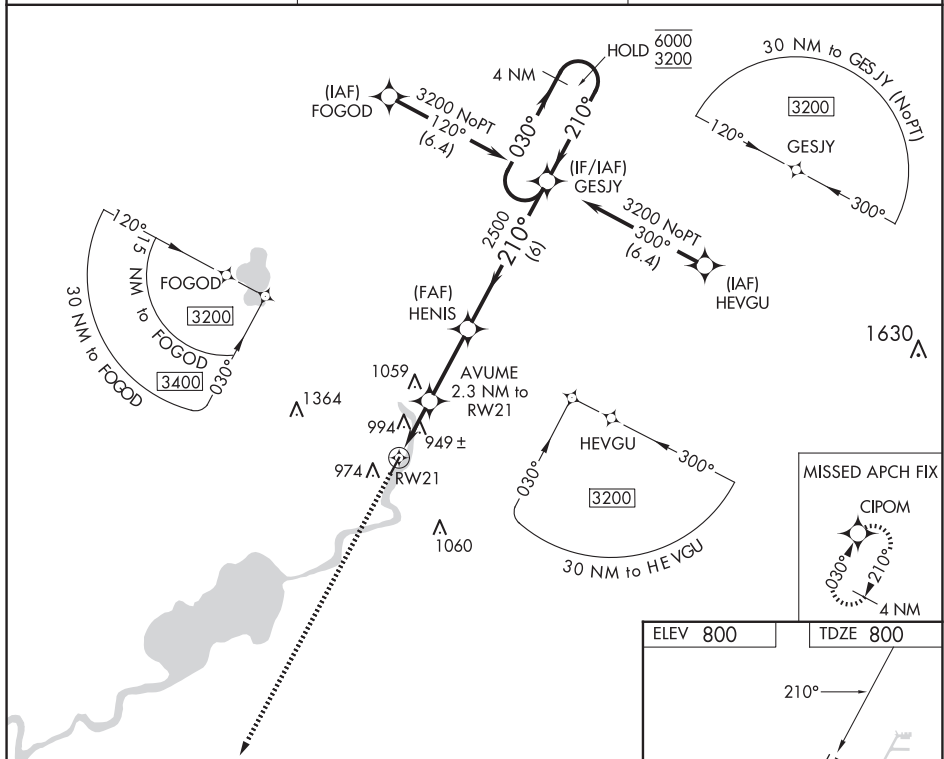
EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 21
FORT ATKINSON MUNI (61C)

T Rwy 21 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Watertown
A NA altimeter setting; when not received use Southern Wisconsin Rgnl altimeter
setting and increase all MDA 20 feet, increase LP Cat C visibility $\frac{1}{8}$ SM.

Ryv AWOS-3
119.975

MADISON APP CON ★
120.1 350.3

CTAF
122.9 **L**


FORT ATKINSON, WISCONSIN

AL-9037 (FAA)

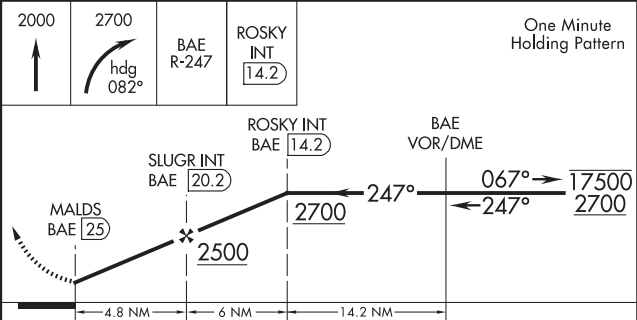
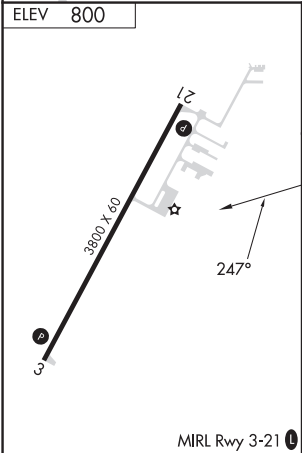
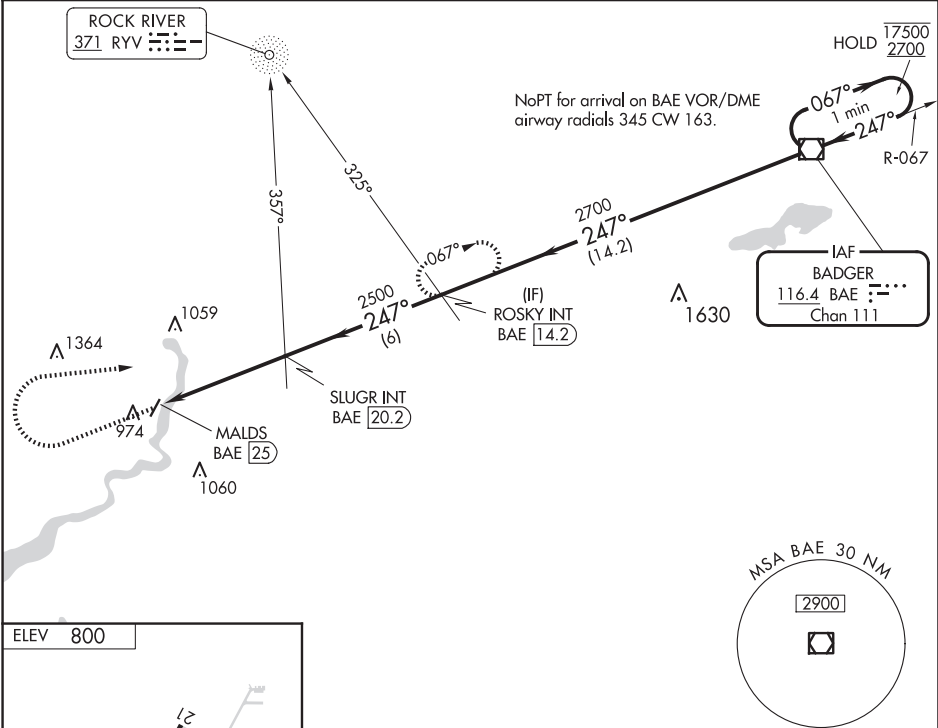
24249


VOR/DME BAE	APP CRS	Rwy Idg	N/A
116.4	247°	TDZE	N/A
Chan 111		Apt Elev	800

VOR-A
FORT ATKINSON MUNI (61C)

ADF or DME required.	MISSED 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.
 Circling to Rwy 3 NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA. Use Watertown altimeter setting.	

RYV AWOS-3 119.975	MADISON APP CON ★ 120.1 350.3	CTAF 122.9 
------------------------------	---	--



FAF to MAP 4.8 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180					
Min:Sec	4:48	3:12	2:24	1:55	1:36	 CIRCLING	1440-1	640 (700-1)	1460-1¾ 660 (700-1¾)	NA

FORT ATKINSON, WISCONSIN
Amdt 1 08NOV18

42°58'N-88°49'W

FORT ATKINSON MUNI (61C)
VOR-A

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 24
ALBERTUS(FEP)

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 on JVL VOR/ DME R-221 to ADOSE/ I-PJE 12.5 DME and hold.

IAF
JANESVILLE
114.3 JVL ---
Chan 90

Procedure NA for arrival on
JVL VOR/DME airway radials
238 CW 260.

2600 NoPT
221°
(16.6)

HOLD 5300
2600

054°
1 min
234°
054°

2600
234°
(6.1)

(IF/IAF)
ADOSE
I-PJE 12.5

LUNDN
I-PJE 6.4

875
990
1262
A

LOCALIZER 108.3
I-PJE ---
Chan 20

ELEV 859 TDZE 847

234° 5.3 NM

A1542

MSA JVL 30 NM
3100

MIRL Rwy 6-24 L					
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

1400 ↑	2600 JVL R-221	ADOSE I-PJE <u>12.5</u> LUNDN I-PJE <u>6.4</u> ADOSE I-PJE <u>12.5</u> One Minute Holding Pattern			
CATEGORY	A	B	C	D	
S-ILS 24	1047- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)				
S-LOC 24	1300- $\frac{1}{2}$	453 (500- $\frac{1}{2}$)	1300- $\frac{7}{8}$	453 (500- $\frac{7}{8}$)	
CIRCLING	1320-1 461 (500-1)	1400-1 541 (600-1)	1440- $\frac{1}{2}$ 581 (600- $\frac{1}{2}$)	1620-2 $\frac{1}{2}$ 761 (800-2 $\frac{1}{2}$)	

WAAS CH 78403 W24A	APP CRS 234°	Rwy Idg TDZE 847 Apt Elev 859
--	------------------------	---

RNAV (GPS) RWY 24

ALBERTUS (F'EP)

RNP APCH - GPS.

▼

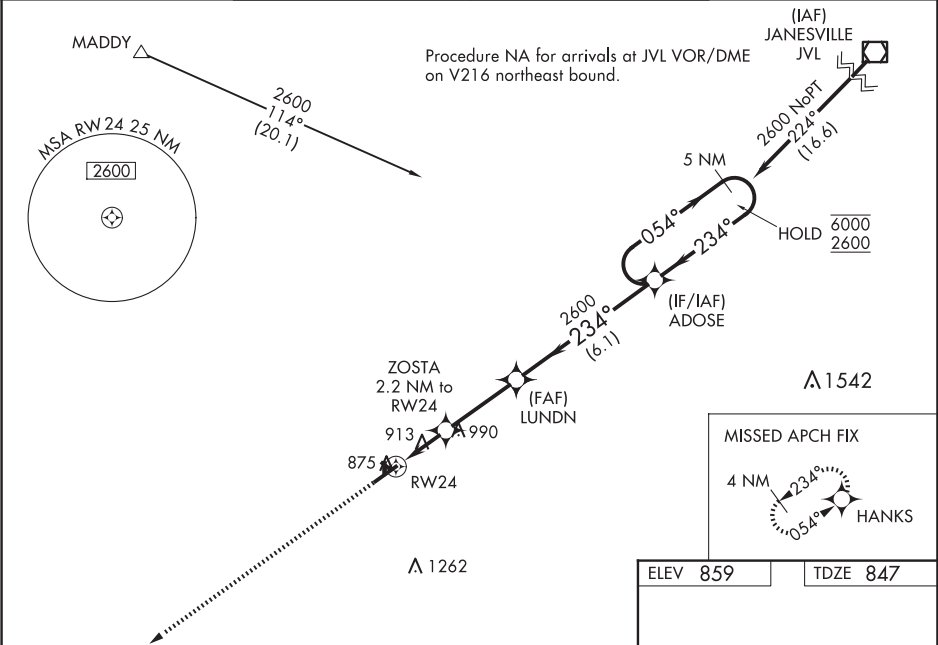
▲

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 ¼ SM. Baro-VNAV and VDP NA when
using Chicago/Rockford altimeter setting. Circling NA to Rwy's 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 ½ SM and LNAV C/D visibility to 1 ½ SM.

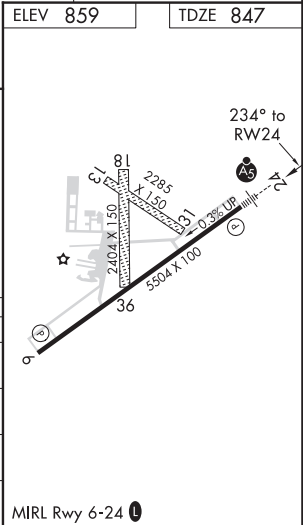
MALSR

MISSED APPROACH:
Climb to 2600 direct
HANKS and hold.

AWOS-3 120.525	ROCKFORD APP CON 126.0 327.0	CLNC DEL 121.85	UNICOM 122.8 (CTAF)
--------------------------	--	---------------------------	-------------------------------



2600	HANKS	LUNDN	ADOSE	5 NM Holding Pattern
0.9 NM to RW24	0.9 NM to RW24	2.2 NM to RW24	234°	234°
1580	2600	2600	054°	6000
GP 3.00°	TCH 45°			
CATEGORY	A	B	C	D
LPV DA		1097-½	250 (300-½)	
LNAV/VNAV DA		1097-½	250 (300-½)	
LNAV MDA		1180-½	333 (400-½)	
CIRCLING	1320-1 461 (500-1)	1400-1 541 (600-1)	1440-1½ 581 (600-1½)	1620-2½ 761 (800-2½)



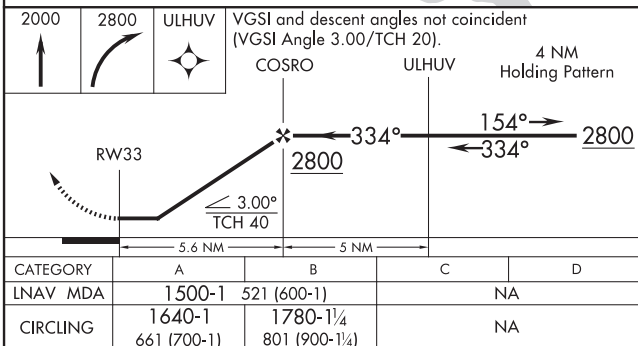
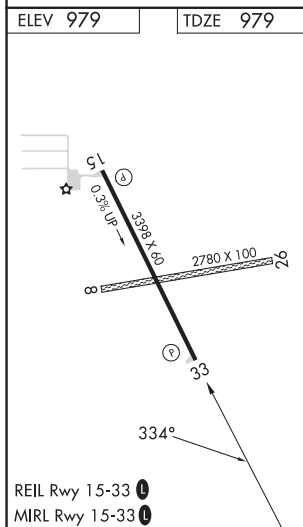
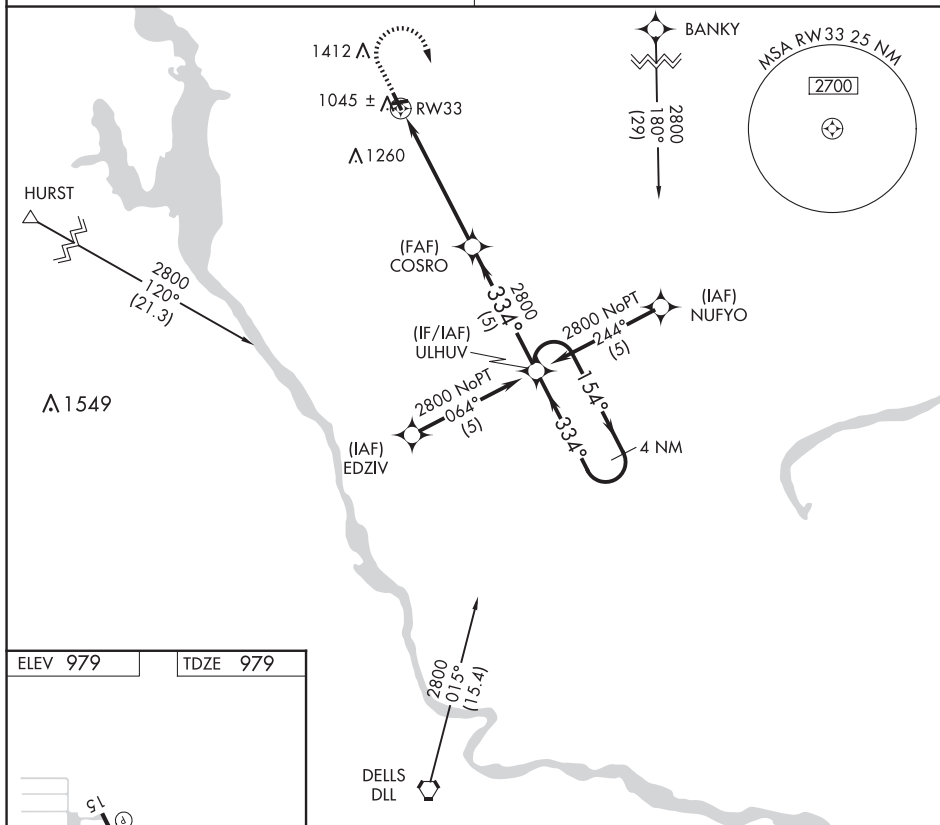
RNAV (GPS) RWY 33

ADAMS COUNTY LEGION FLD (63C)

T Procedure NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.
A_{NA} Circling NA to Rwy 8 and 26. Use Baraboo Wisconsin Dells altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct ULHUV and hold.

VOLK APP CON★
135.25 244.875

CTAF
122.9 L

FRIENDSHIP (ADAMS), WISCONSIN
Orig-B 25MAR21

ADAMS COUNTY LEGION FLD (63C)
RNAV (GPS) RWY 33

43°58'N-89°47'W

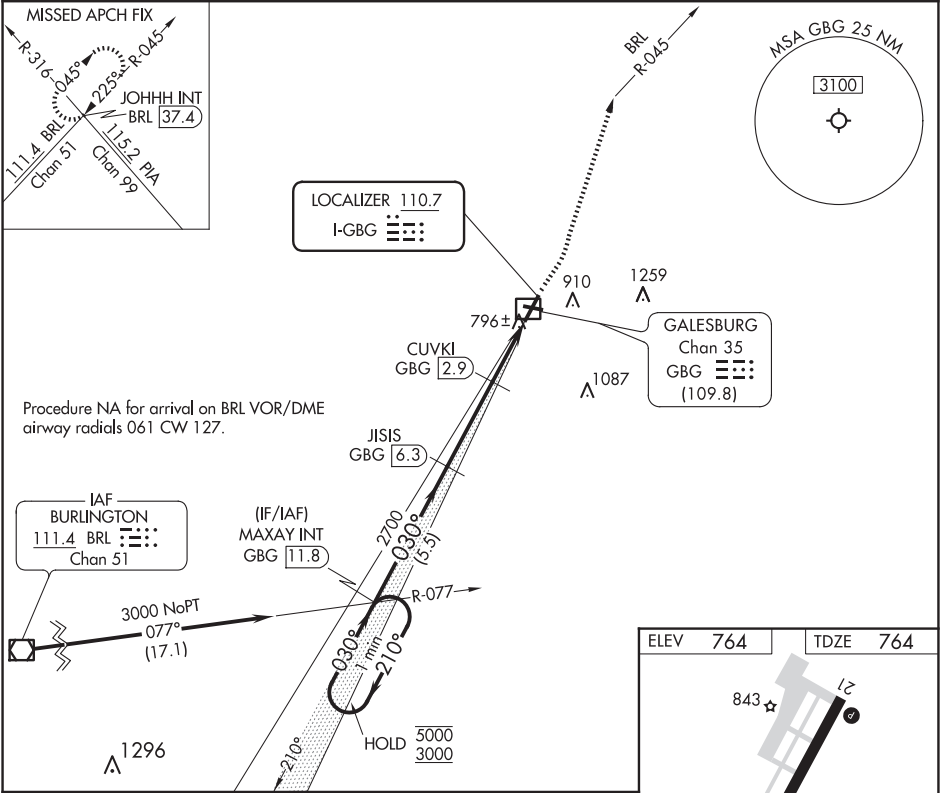
EC-3, 12 JUN 2025 to 07 AUG 2025

LOC I-GBG	APP CRS	Rwy Idg	5792
110.7	030°	TDZE	764
		Apt Elev	764

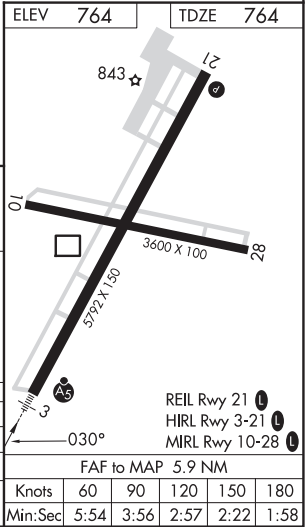
ILS or LOC RWY 3
GALESBURG MUNI (GBG)

DME required.	For inop ALS, increase S-LOC 3 Cat C/D visibility to 3/8 SM. DME from GBG DME. DME use requires simultaneous reception of I-GBG and GBG DME.	MALSR 	MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on heading 020° and BRL VOR/DME R-045 to JOHHH INT/ BRL 37.4 DME and hold.
---------------	---	-----------	---

AWOS-3 118.975	QUAD CITY APP CON ★ 133.275 257.8	CLNC DEL 120.7	UNICOM 123.0 (CTAF)
-------------------	--------------------------------------	-------------------	------------------------



One Minute Holding Pattern	MAXAY INT GBG 11.8	JISIS GBG 6.3	CUVKI GBG 2.9	GBG 1.2	BRL R-045	JOHHH INT
5000	210°	030°	030°	2700	1600	
3000	030°	030°	030°	2700	1600	
GS 3.00°						
TCH 55						
	5.5 NM	3.4 NM	1.7 NM	0.8 NM		
CATEGORY	A	B	C	D		
S-ILS 3		964-1/2	200 (200-1/2)			
S-LOC 3		1060-1/2	296 (300-1/2)			
CIRCLING	1220-1	456 (500-1)	1380-1 3/4 616 (700-1 3/4)	1620-2 3/4 856 (900-2 3/4)		



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 93629 W03A	APP CRS 030°	Rwy Idg TDZE Apt Elev	5792 764 764
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 3
GALESBURG MUNI (GBG)

RNP APCH - GPS.

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to ¾ all Cats and LNAV Cats C/D to 1 SM.

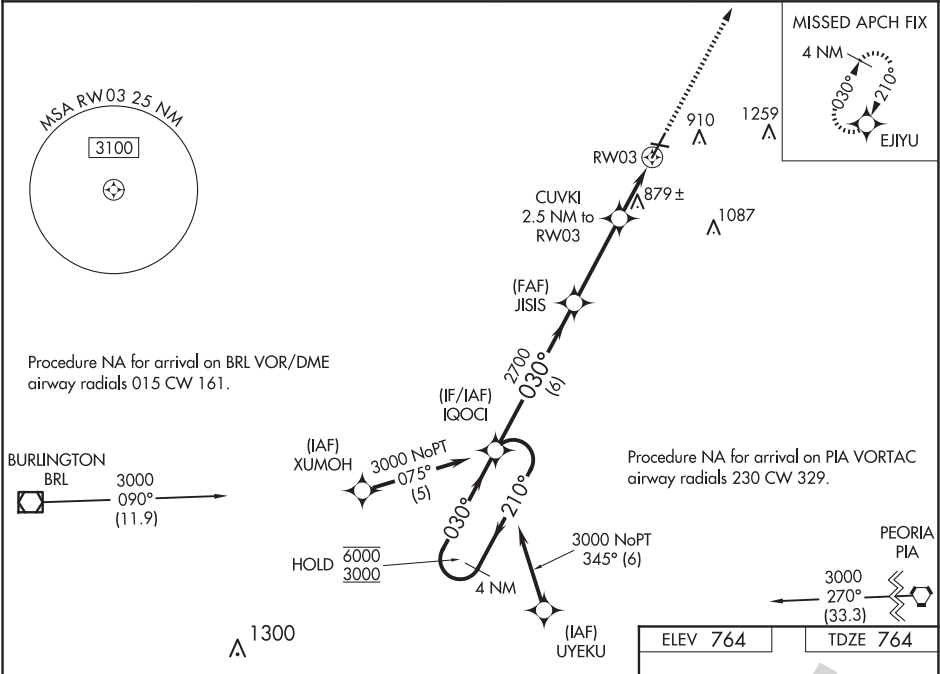
⚠

MALSR

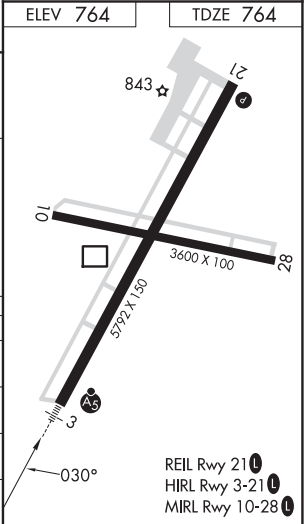
AS

MISSED APPROACH: Climb to 3000 direct EIYU and hold.

AWOS-3 118.975	QUAD CITY APP CON ★ 133.275 257.8	CLNC DEL 120.7	UNICOM 123.0 (CTAF) 1
--------------------------	---	--------------------------	--



4 NM Holding Pattern		IQOCI		3000 EIYU	
6000 ← 210°		JISIS 2700		↑	
3000 → 030°		CUVKI 2.5 NM to RW03		★	
GP 3.00° TCH 55		1 NM to RW03			
		RW03			
		6 NM			
		3.4 NM			
		1.5 NM			
		1 NM			
CATEGORY	A	B	C	D	
LPV DA	964-½		200 (200-½)		
LNAV/VNAV DA	1060-½		296 (300-½)		
LNAV MDA	1140-½	376 (400-½)	1140-⅝	376 (400-⅝)	
CIRCLING	1220-1	456 (500-1)	1380-1¾ 616 (700-1¾)	1620-2¾ 856 (900-2¾)	





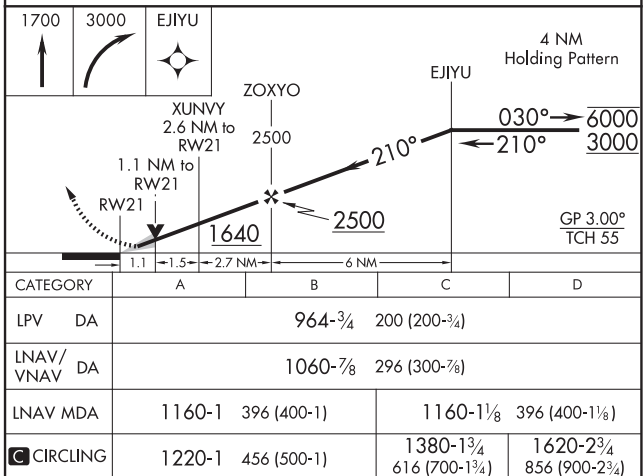
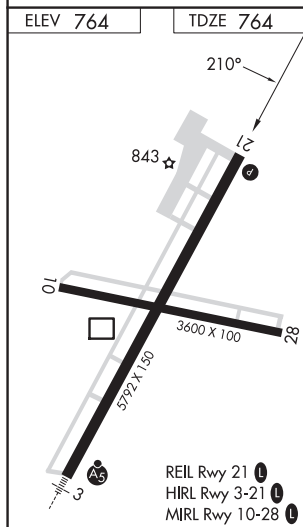
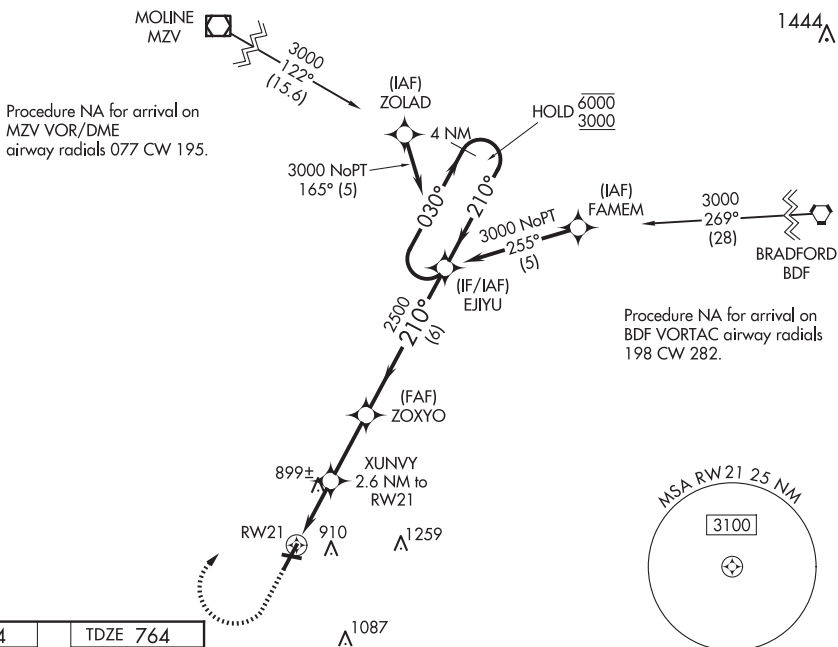
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 50428 W21A	APP CRS 210°	Rwy Idg 5792 TDZE 764 Apt Elev 764
--	------------------------	---

RNAV (GPS) RWY 21
GALESBURG MUNI (GBG)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct EJYU and hold.	
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.			
AWOS-3 118.975	QUAD CITY APP CON ★ 133.275 257.8	CLNC DEL 120.7	UNICOM 123.0 (CTAF) 



GRANTSBURG, WISCONSIN

AL-6605 (FAA)

22251

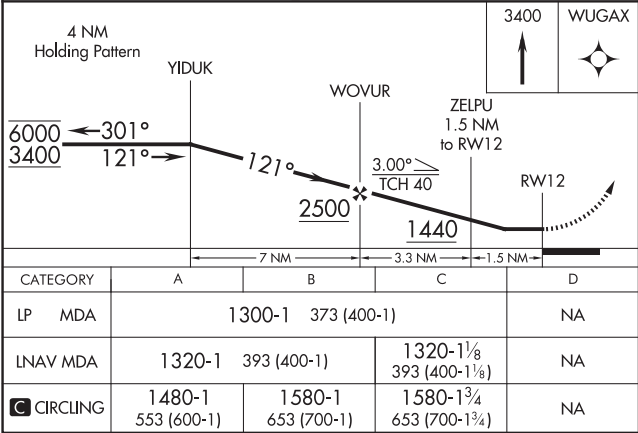
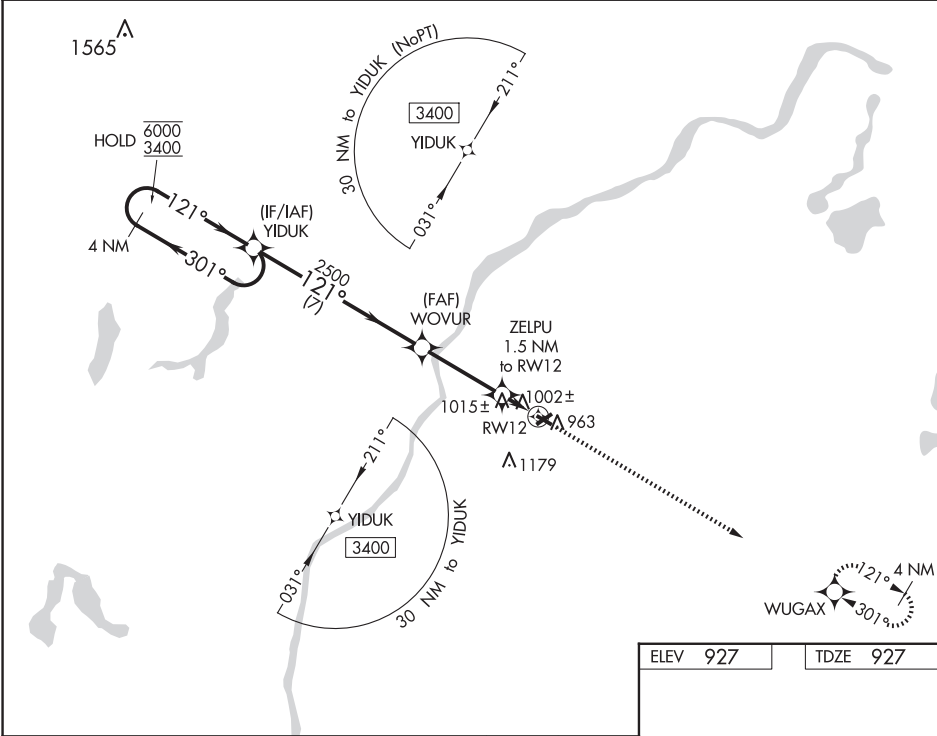
WAAS CH 70533 W12A	APP CRS 121°	Rwy Idg TDZE Apt Elev	2999 927 927
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 12

GRANTSBURG MUNI (GTG)

RNP APCH.	Procedure NA at night. Rwy 12 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 5 and 23. Use Rush City altimeter setting, when not received, use Siren altimeter setting.	MISSED APPROACH: Climb to 3400 direct WUGAX and hold.
-----------	--	---

ROS AWOS-3 118.8	MINNEAPOLIS CENTER 121.05 235.775	CTAF 122.9 0
----------------------------	---	------------------------



ELEV 927	TDZE 927
MIRL Rwy 12-30 0	

GRANTSBURG, WISCONSIN
Orig-B 21MAY20

45°48'N-92°40'W

GRANTSBURG MUNI (GTG)

RNAV (GPS) RWY 12

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

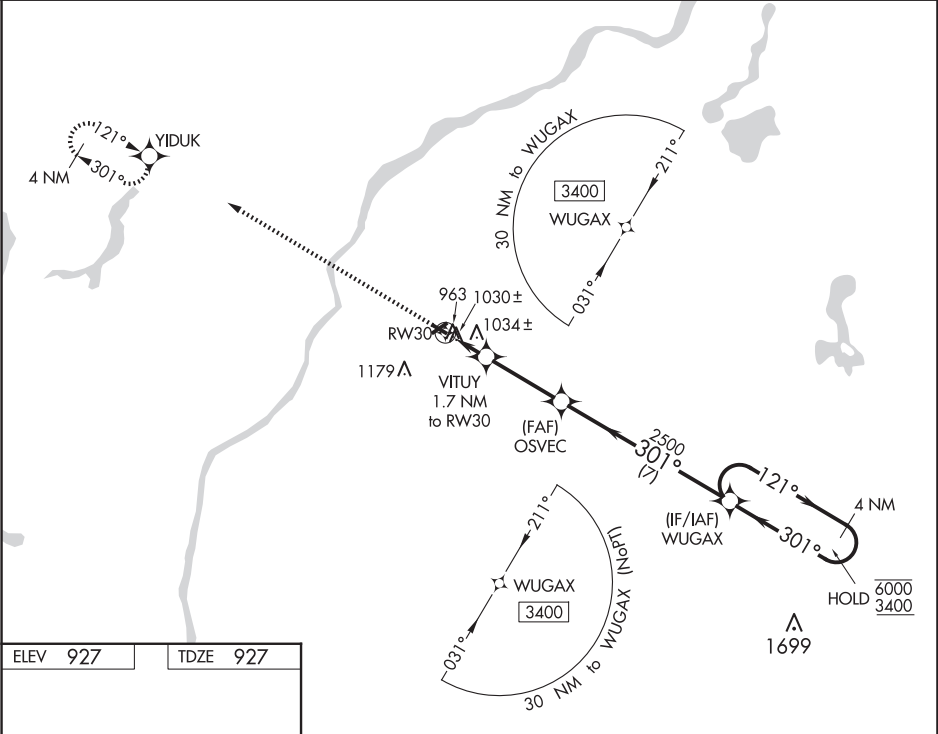
WAAS CH 49033 W30A	APP CRS 301°	Rwy Idg TDZE Apt Elev	2999 927 927
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 30

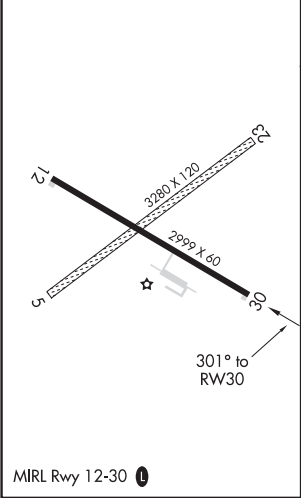
GRANTSBURG MUNI (GTG)





RNP APCH.	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 Rwys 5 and 23.	MISSED APPROACH: Climb to 3400 direct YIDUK and hold.
NA		

ROS AWOS-3 118.8	MINNEAPOLIS CENTER 121.05 235.775	CTAF 122.9
----------------------------	---	----------------------



ELEV 927	TDZE 927
-----------------	-----------------




3400 ↑		YIDUK 		Visual Segment - Obstacles.		4 NM Holding Pattern			
		RW30		VITUY 1.7 NM to RW30		OSVEC		WUGAX	
		1.7 NM		3.1 NM		7 NM		C	
CATEGORY		A		B		C		D	
LP MDA		1320-1		393 (400-1)		1320-1½ 393 (400-1½)		NA	
LNAV MDA		1340-1		413 (500-1)		1340-1½ 413 (500-1½)		NA	
 CIRCLING		1480-1 553 (600-1)		1580-1 653 (700-1)		1580-1¾ 653 (700-1¾)		NA	

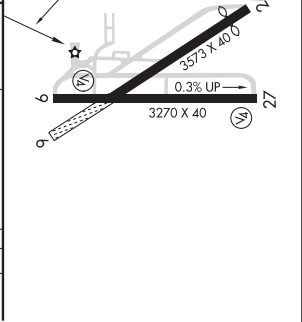
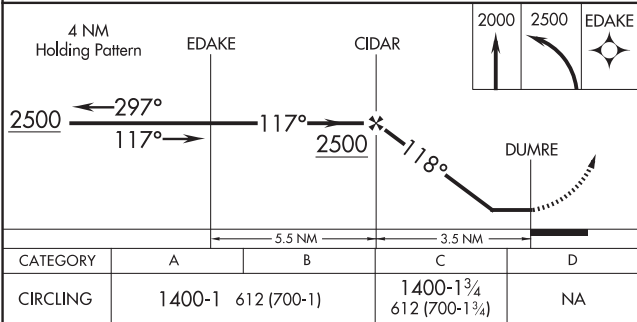
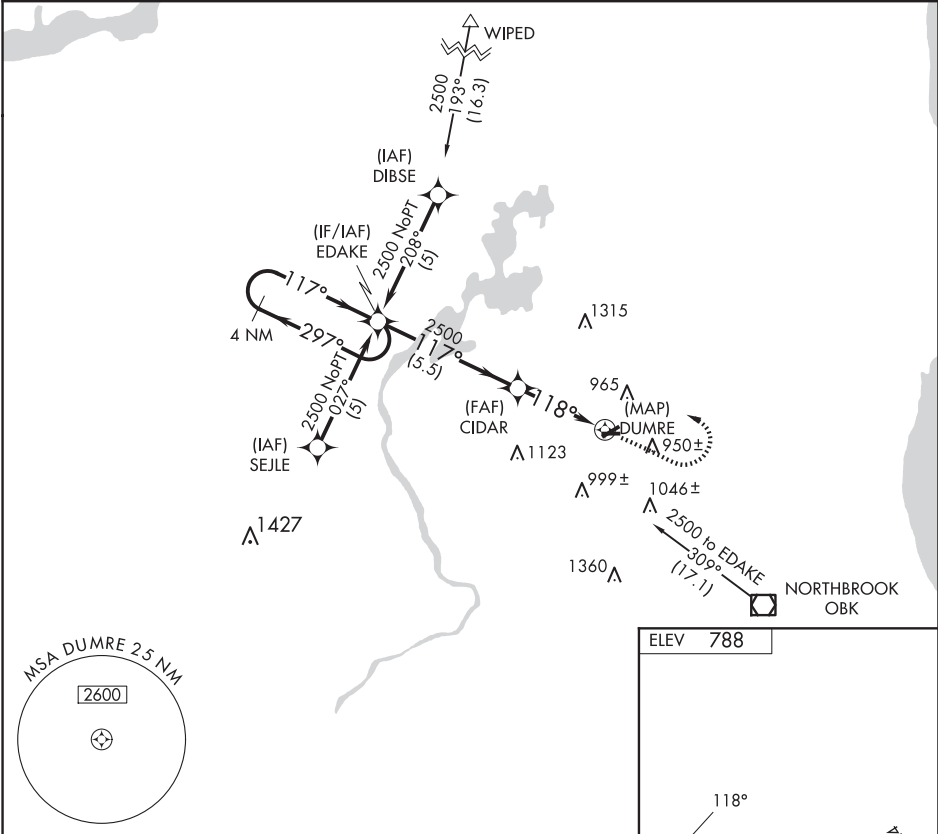
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	N/A
118°	TDZE	N/A
	Apt Elev	788

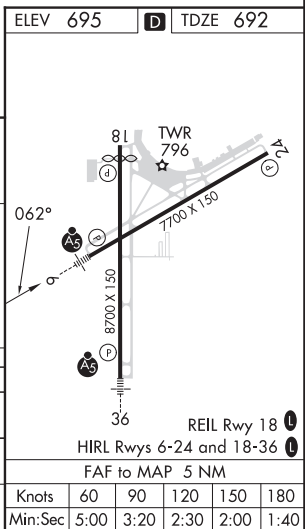
RNAV (GPS)-B
CAMPBELL (C81)

<div> NA</div> <div>Use Chicago O'Hare altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</div>	MISSED APPROACH: Climb to 2000, then climbing left turn to 2500 direct EDAKE WP and hold.
CHICAGO APP CON 120.55 306.925	UNICOM 122.7 (CTAF)



ILS or LOC RWY 6
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 direct GRB VORTAC and hold.



GREEN BAY, WISCONSIN

AL-873 (FAA)

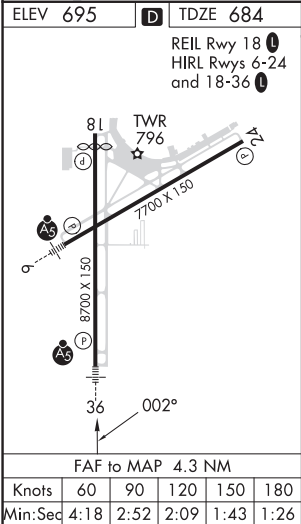
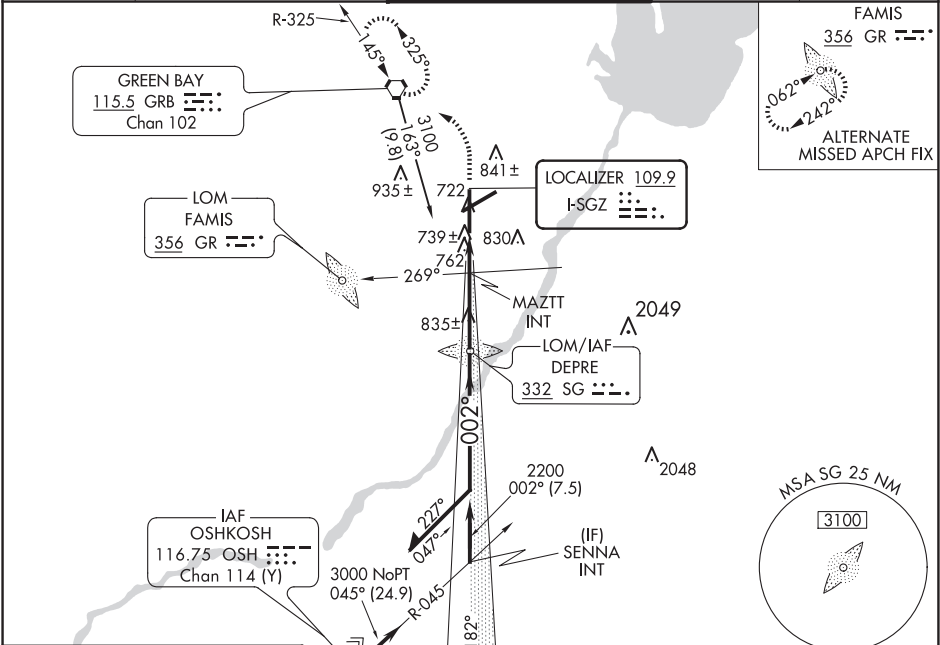
23222

LOC I-SGZ 109.9	APP CRS 002°	Rwy Idg TDZE Apt Elev	8201 684 695
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 36
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

NA ASR	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.	MALSR 	MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 direct GRB VORTAC 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
-----------------------------	--	---	--------------------------------	----------------------------------



ELEV 695	TDZE 684	REIL Rwy 18	HIRL Rwy 6-24 and 18-36
1400	2500	GRB	SG LOM 3100
*LOC only	MAZTT INT	2116	182°
*1200	2200	002°	2700
1.5 NM	2.8 NM	GS 3.00°	TCH 50
CATEGORY	A	B	C
S-ILS 36	**884/24 200 (200-½)		
S-LOC 36	1200/24	516 (600-½)	1200/55 516 (600-1)
CIRCLING	1200-1	505 (600-1)	1300-1¾ 605 (700-1¾) 1300-2 605 (700-2)
MAZTT FIX MINIMUMS			
S-LOC 36	1020/24	336 (400-½)	1020/26 336 (400-½)
CIRCLING	1200-1	505 (600-1)	1200-1½ 505 (600-½) 1260-2 565 (600-2)

GREEN BAY, WISCONSIN
Amdt 9B 12AUG21

44°29'N-88°08'W

ILS or LOC RWY 36

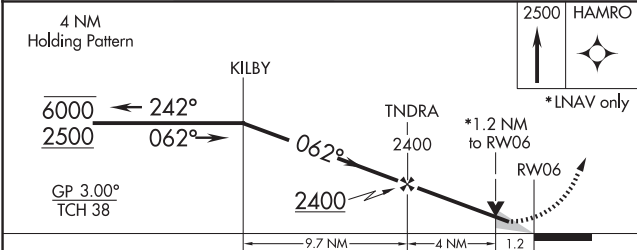
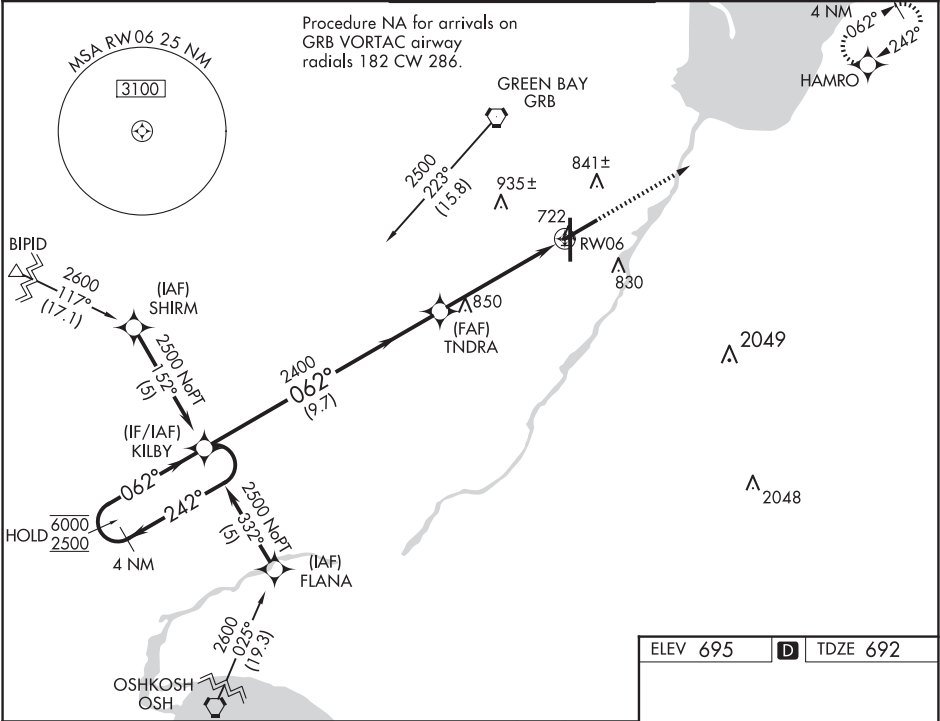
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

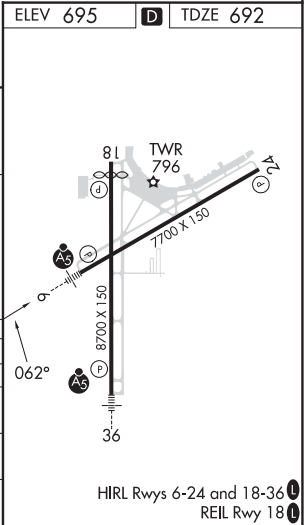
WAAS CH 63015 W06A	APP CRS 062°	Rwy Idg 7699 TDZE 692 Apt Elev 695
--	------------------------	---

RNAV (GPS) RWY 6
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

RNP APCH.		MALSR	MISSED APPROACH: Climb to 2500 direct HAMRO and hold.	
▼ 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		ASR		
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



CATEGORY	A	B	C	D
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)		1300-1¾ 605 (700-1½)	1300-2 605 (700-2)



GREEN BAY, WISCONSIN

AL-873 (FAA)

23222

WAAS CH 42802 W18A	APP CRS 182°	Rwy Idg TDZE Apt Elev	8201 695 695
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

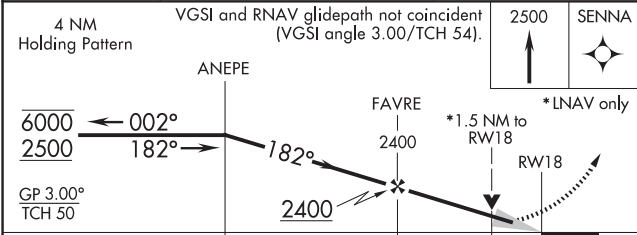
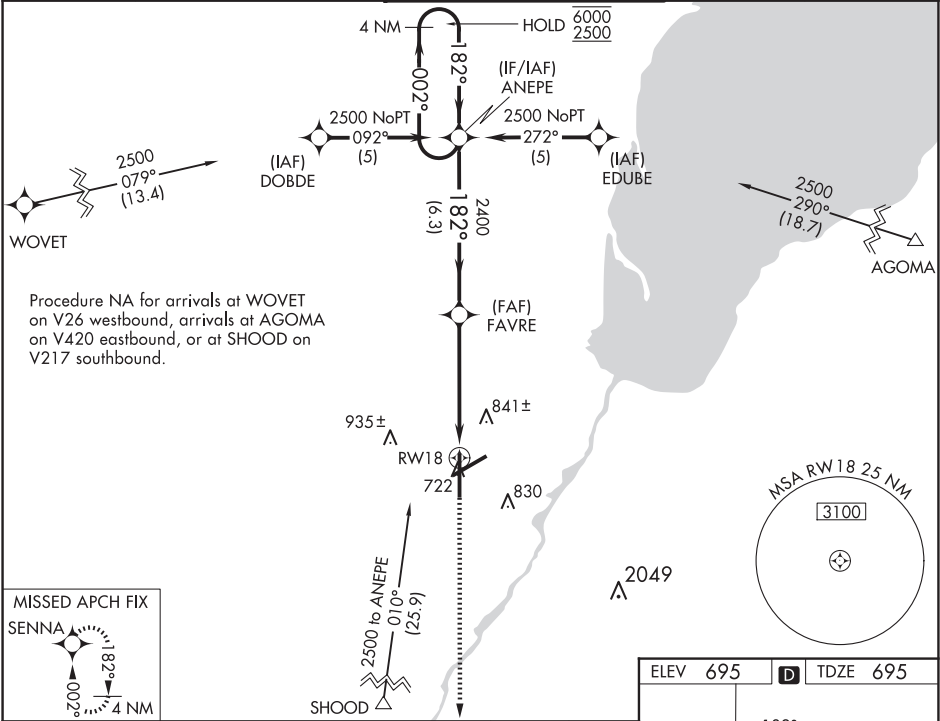
RNP APCH.

▼

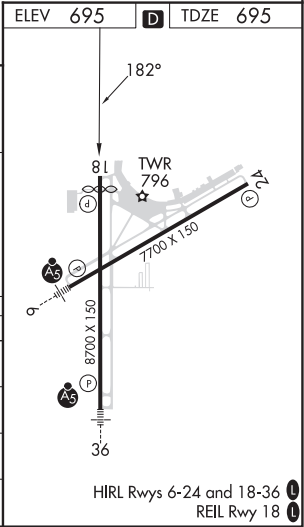
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below ASR -16° C or above 54° C.

MISSED APPROACH: Climb to 2500 direct SENNA and hold.

ATIS 124.1	GREEN BAY APP CON* 119.4 338.2	GREEN BAY TOWER* 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.75
----------------------	--	---	-------------------------	---------------------------



CATEGORY	A	B	C	D
LPV DA	979-7 ⁸ / ₈	284 (300-7 ⁸ / ₈)		
LNAV/VNAV DA	1187-1 ³ / ₈	492 (500-1 ³ / ₈)		
LNAV MDA	1220-1 525 (600-1)	1220-1 ¹ / ₂ 525 (600-1 ¹ / ₂)		
CIRCLING	1220-1 525 (600-1)	1300-1 ³ / ₄ 605 (700-1 ³ / ₄)	1300-2 605 (700-2)	



GREEN BAY, WISCONSIN
Amdt 1C 17JUN21

44°29'N-88°08'W

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)
RNAV (GPS) RWY 18

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

GREEN BAY, WISCONSIN

AL-873 (FAA)

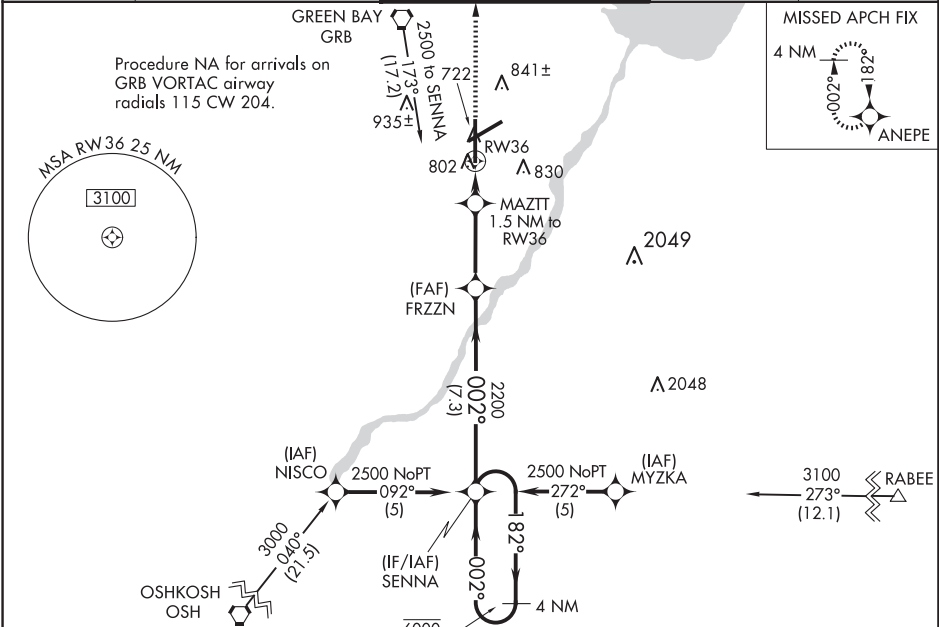
23222

WAAS CH 42902 W36A	APP CRS 002°	Rwy Idg TDZE Apt Elev	8201 684 695
--	------------------------	-----------------------------	---

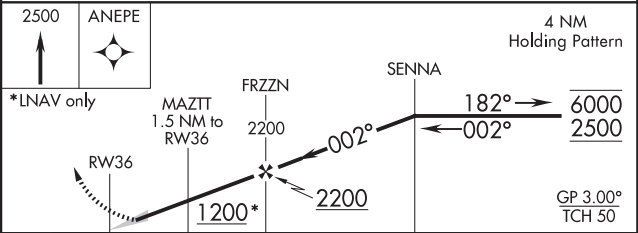
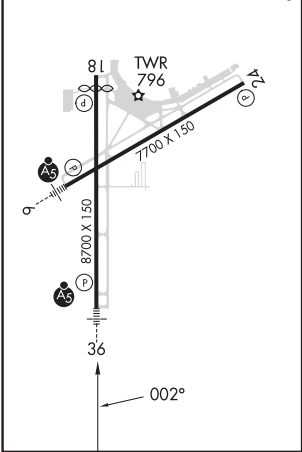
RNAV (GPS) RWY 36
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

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 RVR 6000 and LNAV Cats C/D visibility to RVR 5500. ** RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 2500 direct ANEPE and hold.
-----------	--	-----------	--

ATIS 124.1	GREEN BAY APP CON* 119.4 338.2	GREEN BAY TOWER* 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.75
----------------------	--	---	-------------------------	---------------------------



ELEV 695	D	TDZE 684
HIRL Rws 6-24 and 18-36 REIL Rwy 18		



CATEGORY	A	B	C	D
LPV DA	884/24 200 (200-½)			
LNAV/VNAV DA	1097/40 413 (500-¾)			
LNAV MDA	1060/24	376 (400-½)	1060/35	376 (400-¾)
CIRCLING	1200-1	505 (600-1)	1300-1¾ 605 (700-1¾)	1300-2 605 (700-2)

GREEN BAY, WISCONSIN
Amdt 3B 17JUN21

44°29'N-88°08'W

RNAV (GPS) RWY 36

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-GRB	APP CRS	Rwy Idg	7699
109.5	242°	TDZE	682
Chan 32		Apt Elev	695

LOC BC RWY 24

GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

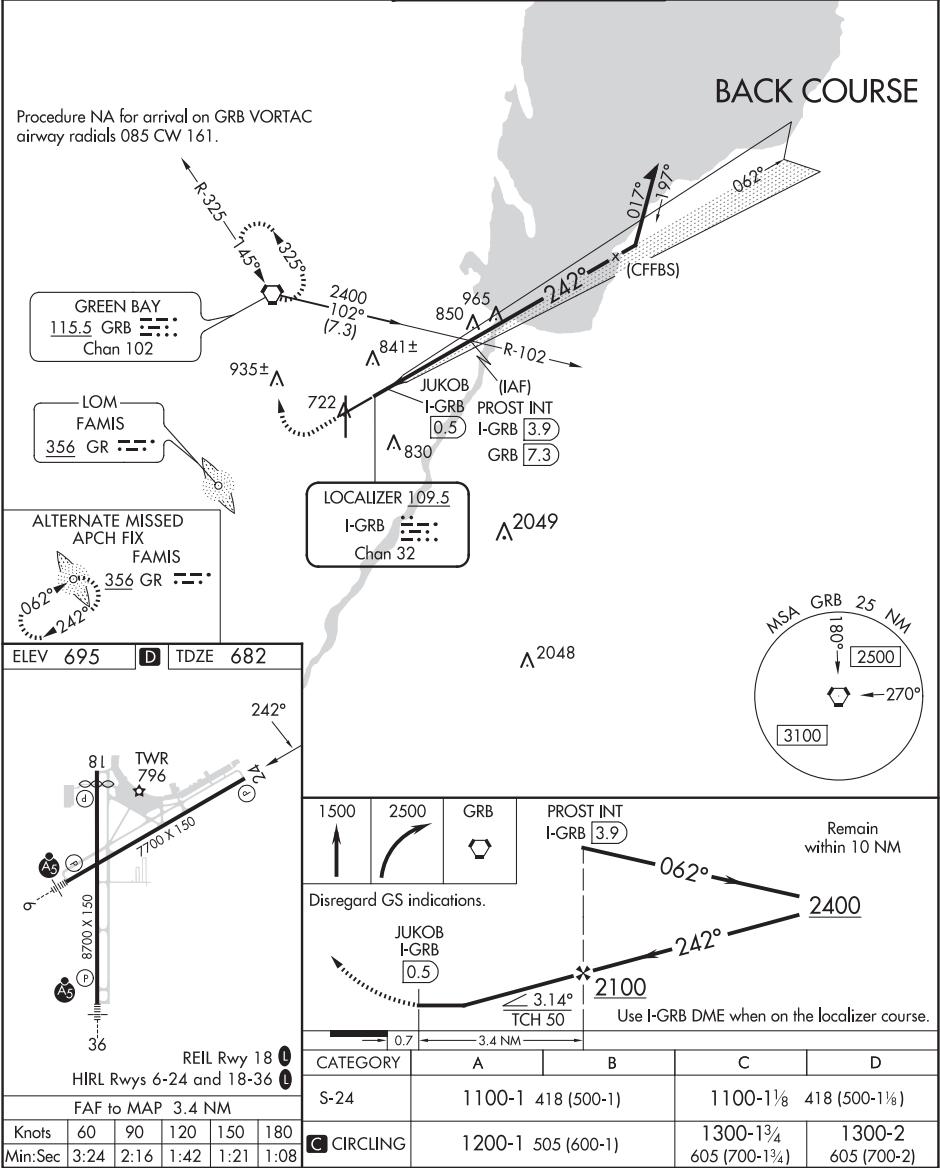
T

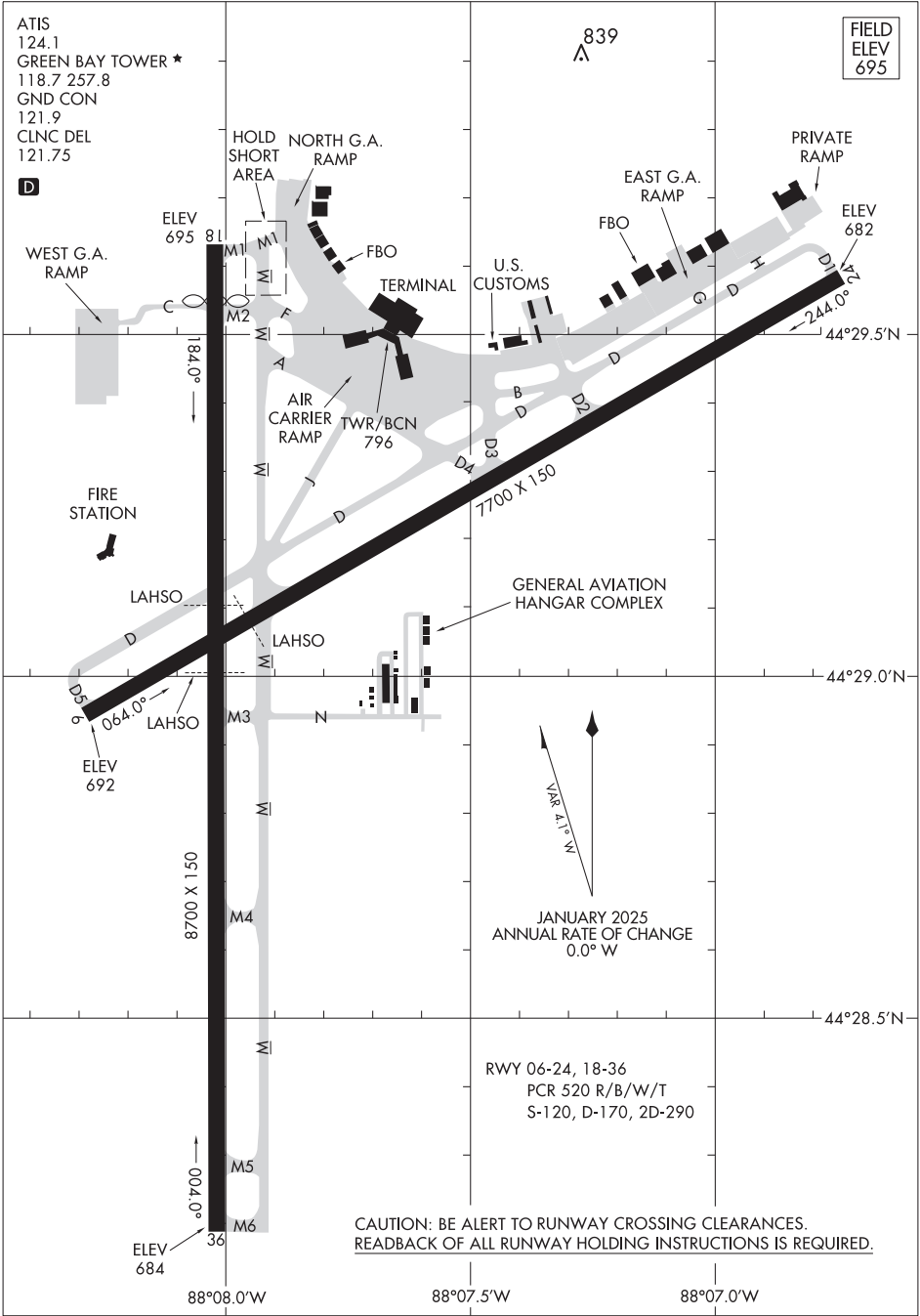
A

ASR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct GRB VORTAC and hold.

ATIS	GREEN BAY APP CON★	GREEN BAY TOWER★	GND CON	CLNC DEL
124.1	119.4 338.2	118.7 (CTAF) 257.8	121.9	121.75





EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 69638 W18A	APP CRS 182°	Rwy Idg 4002 TDZE 541 Apt Elev 541
--	------------------------	---

RNAV (GPS) RWY 18

GREENVILLE (GR'E)

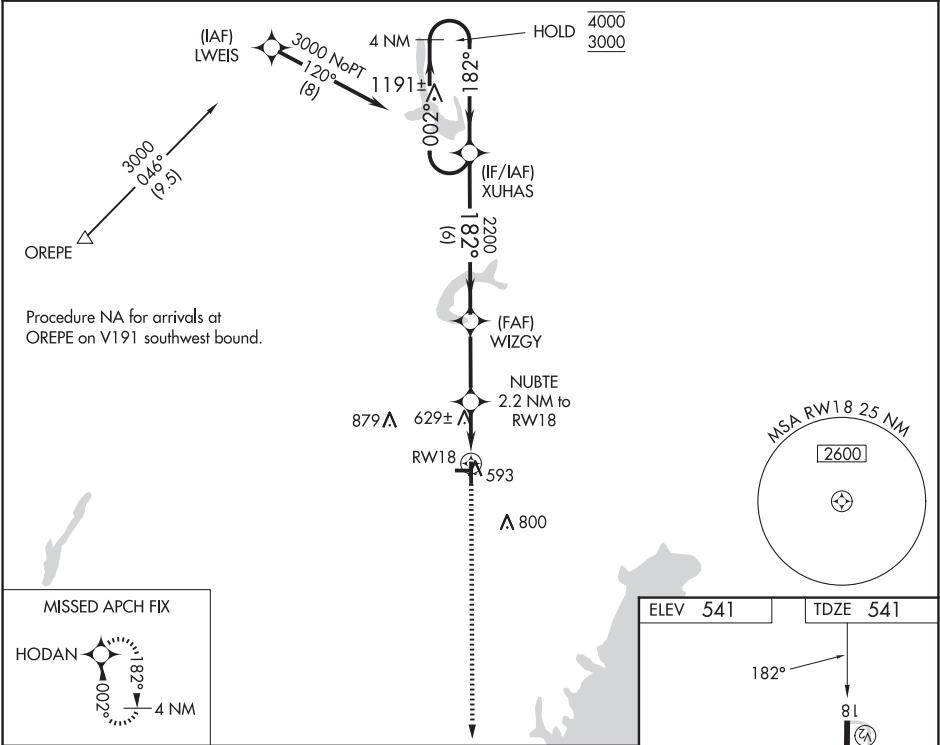
RNP APCH - GPS.

NA

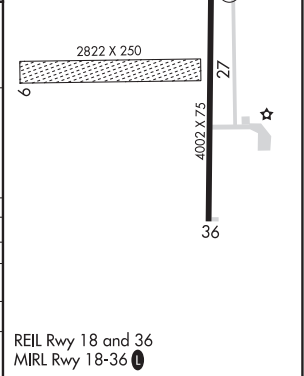
Circling NA to Rwy 9 and 27. Baro-VNAV and VDP NA when using Salem altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Procedure NA at night. When local altimeter setting not received, use Salem altimeter setting and increase LPV DA to 905 feet; increase LNAV/VNAV DA to 905 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat D ¼ SM.

MISSED APPROACH: Climb to 2300 direct HODAN and hold.

AWOS-AV 123.05	KANSAS CITY CENTER 124.3 269.15	UNICOM 123.05 (CTAF) 0
--------------------------	---	----------------------------------



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).		2300 HODAN	
4000 ← 002°		182° →		182°	
GP 3.00° TCH 40		2200		1280	
6 NM		2.9 NM		1 NM	
CATEGORY		A		B	
LPV DA		848-1		307 (400-1)	
LNAV/VNAV DA		848-1		307 (400-1)	
LNAV MDA		940-1 399 (400-1)		940-1 399 (400-1 1/2)	
CIRCLING		980-1 439 (500-1)		1220-2 679 (700-2)	



GREENVILLE, ILLINOIS

AL-5503 (FAA)

24361

WAAS CH 73038 W36A	APP CRS 002°	Rwy Idg TDZE 540 Apt Elev 541	4002
--	------------------------	---	-------------

RNAV (GPS) RWY 36

GREENVILLE (GRV)

RNP APCH - GPS.

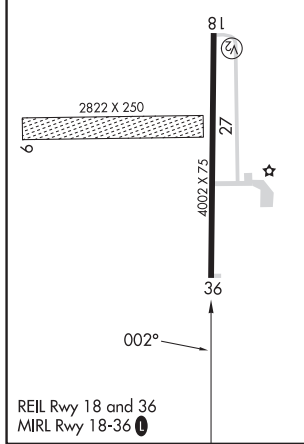
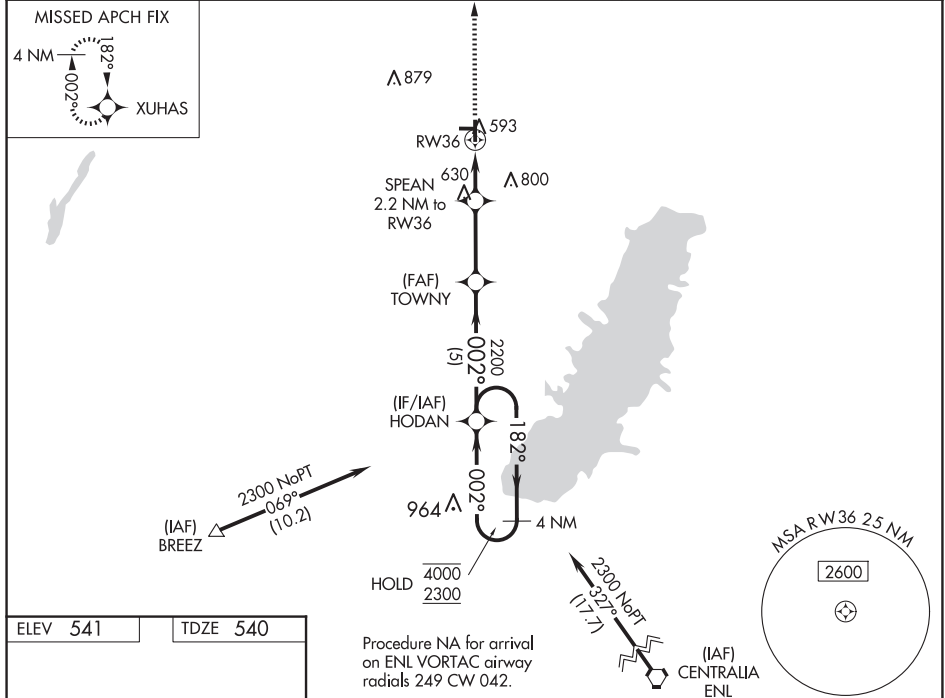
⚠

NA

Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling NA to Rwy 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 $\frac{1}{4}$ SM, and Circling visibility Cat D $\frac{1}{4}$ SM. Baro-VNAV and VDP NA when using Salem altimeter setting.

MISSED APPROACH: Climb to 3000 direct XUHAS and hold.

AWOS-AV 123.05	KANSAS CITY CENTER 124.3 269.15	UNICOM 123.05 (CTAF) 0
--------------------------	---	----------------------------------



3000	XUHAS	TOWNY	HODAN	4 NM Holding Pattern
1.2 NM	1.2 NM	1.1 NM	2.9 NM	5 NM
1260	2200	2200	4000	2300
182°	002°	002°	182°	
GP 3.00°	TCH 40			
CATEGORY	A	B	C	D
LPV DA	853-1 313 (400-1)			
LNAV/VNAV DA	847-1 307 (400-1)			
LNAV MDA	940-1	400 (400-1)	940-1 $\frac{1}{8}$	400 (400-1 $\frac{1}{8}$)
CIRCLING	980-1 439 (500-1)	1000-1 459 (500-1)	1220-2 679 (700-2)	1240-2 $\frac{1}{4}$ 699 (700-2 $\frac{1}{4}$)

GREENVILLE, ILLINOIS
Orig-B 25JAN24

38°50'N-89°23'W

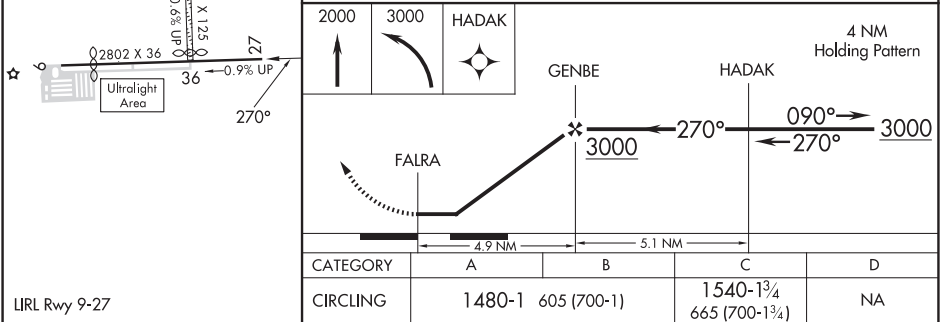
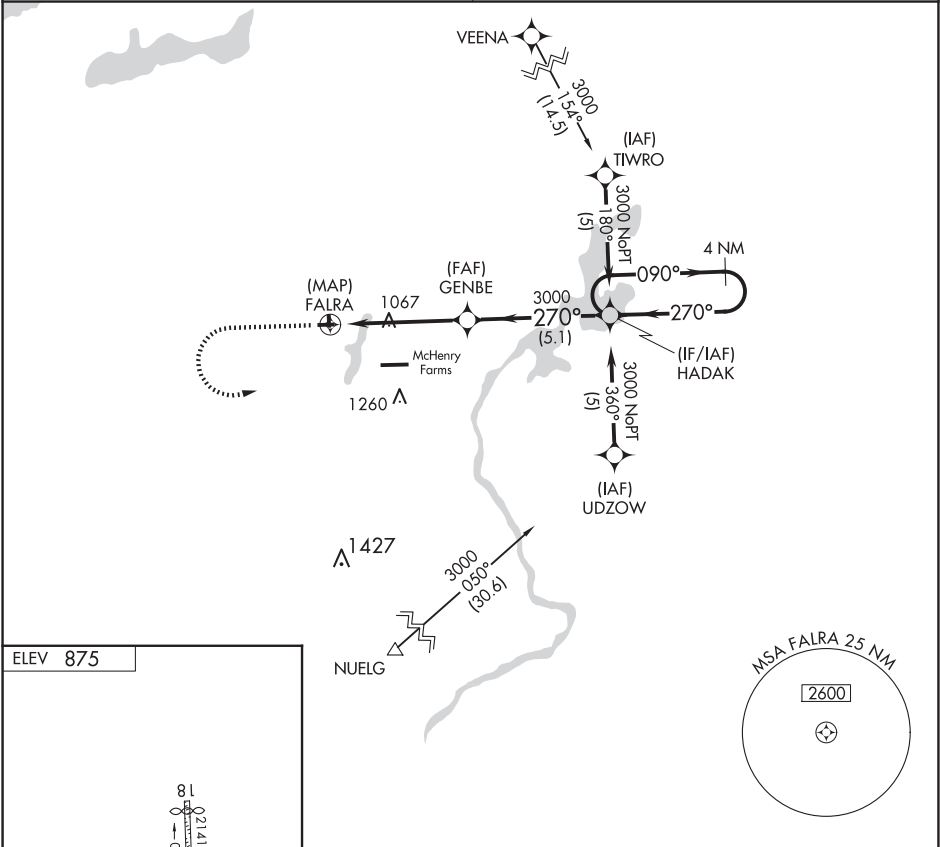
RNAV (GPS) RWY 36

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS 270°	Rwy Idg TDZE Apt Elev	N/A N/A 875	RNAV (GPS)-B GALT FLD (10C)
-----------------	-----------------------------	-------------------	--------------------------------

<div>▼</div> <div>▲ NA</div>	Use Waukegan Rgnl altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HADAK WP and hold.
------------------------------	---	---

CHICAGO APP CON 120.55 306.925	UNICOM 122.8 (CTAF)
-----------------------------------	------------------------



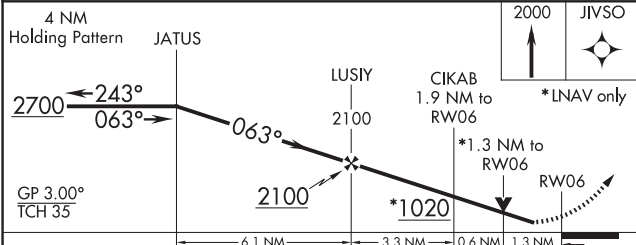
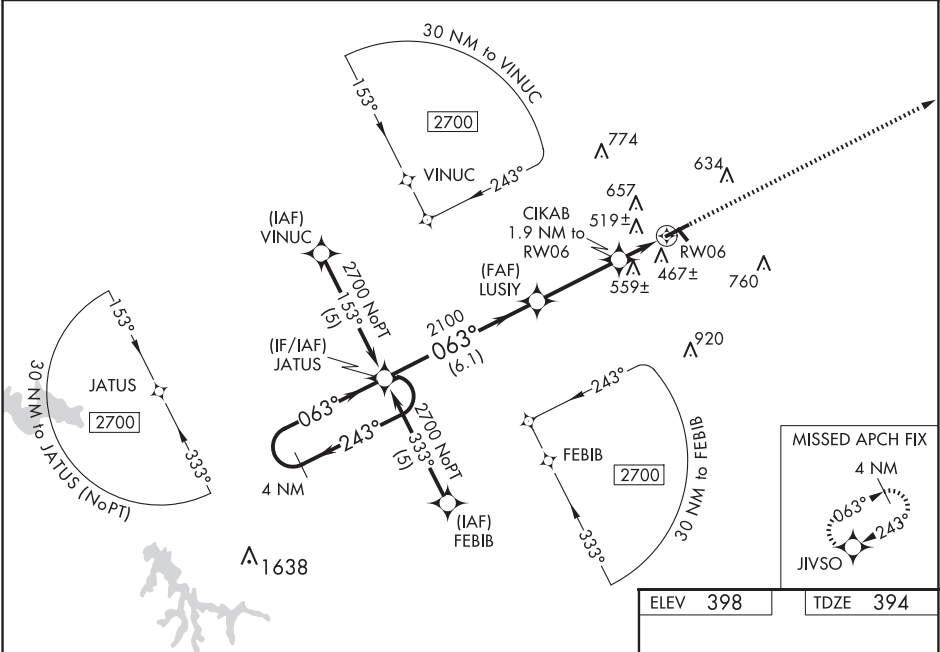
WAAS CH 63119 W06A	APP CRS 063°	Rwy Ldg TDZE 394 Apt Elev 398	5013
--	------------------------	---	-------------

RNAV (GPS) RWY 6
HARRISBURG-RALEIGH (HSB)

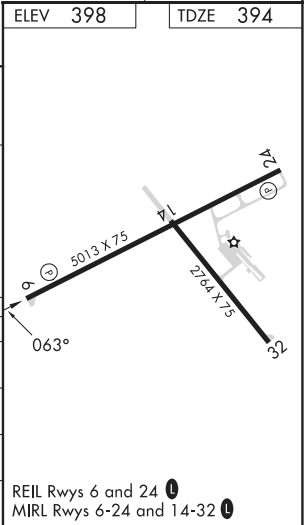
⚠ Baro-VNAV NA when using Williamson County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marion altimeter setting: increase LPV DA to 744 feet; increase LNAV/VNAV DA to 1020 feet; increase all MDAs 80 feet and LNAV visibility Cat C/D ¼ 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.

AWOS-3PT 135.925	KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------------



CATEGORY	A	B	C	D
LPV DA	682-1 288 (300-1)			
LNAV/VNAV DA	958-2 564 (600-2)			
LNAV MDA	820-1 426 (500-1)	820-1¼ 426 (500-1¼)		
CIRCLING	900-1 502 (600-1)	1020-1 622 (700-1)	1020-1¾ 622 (700-1¾)	1080-2¼ 682 (700-2¼)



WAAS CH 56519 W24A	APP CRS 243°	Rwy Ldg TDZE Apt Elev	5013 396 398
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 24

HARRISBURG-RALEIGH (HSB)

RNP APCH.

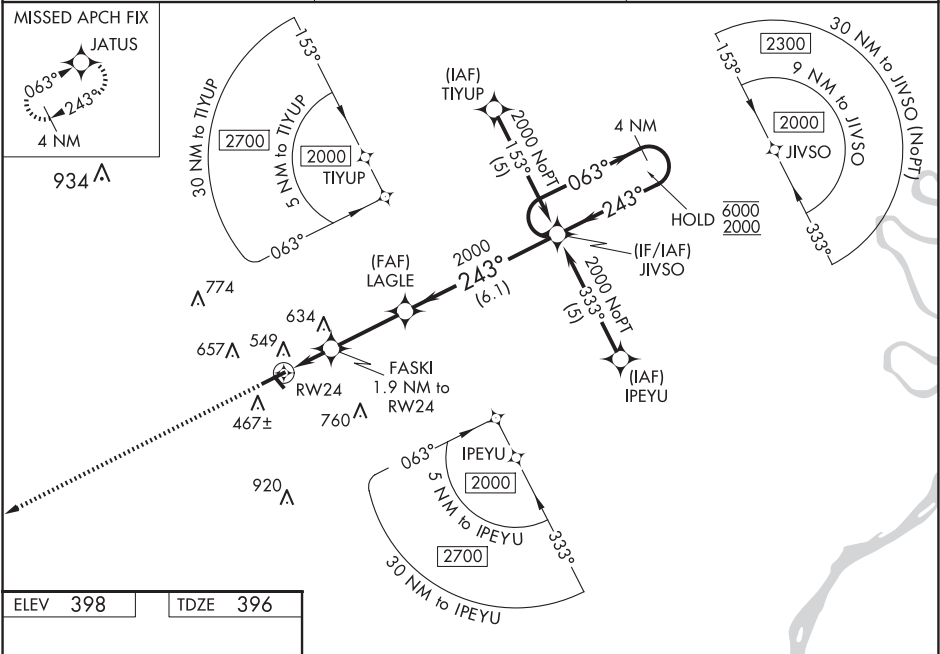
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Rwy 24 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2700 direct
JATUS and hold.

AWOS-3PT 135.925	KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------------



ELEV 398 TDZE 396

2700 JATUS

243°

24

5013 X 75

2764 X 75

32

1.4 NM

0.5 NM

3 NM

6.1 NM

LAGLE 2000

FASKI 1.9 NM to RW24

JIVSO 4 NM Holding Pattern

243°

063°

243°

6000

2000

GP 3.00°

TCH 35

CATEGORY	A	B	C	D
LPV DA	697-1 301 (300-1)			
LNAV/VNAV DA	859-1¾ 463 (500-1¾)			
LNAV MDA	880-1 484 (500-1)	880-1¼ 484 (500-1¼)	880-1½ 484 (500-1½)	880-1½ 484 (500-1½)
CIRCLING	900-1 502 (600-1)	1020-1 622 (700-1)	1020-1¾ 622 (700-1¾)	1080-2¼ 682 (700-2¼)

HARTFORD, WISCONSIN

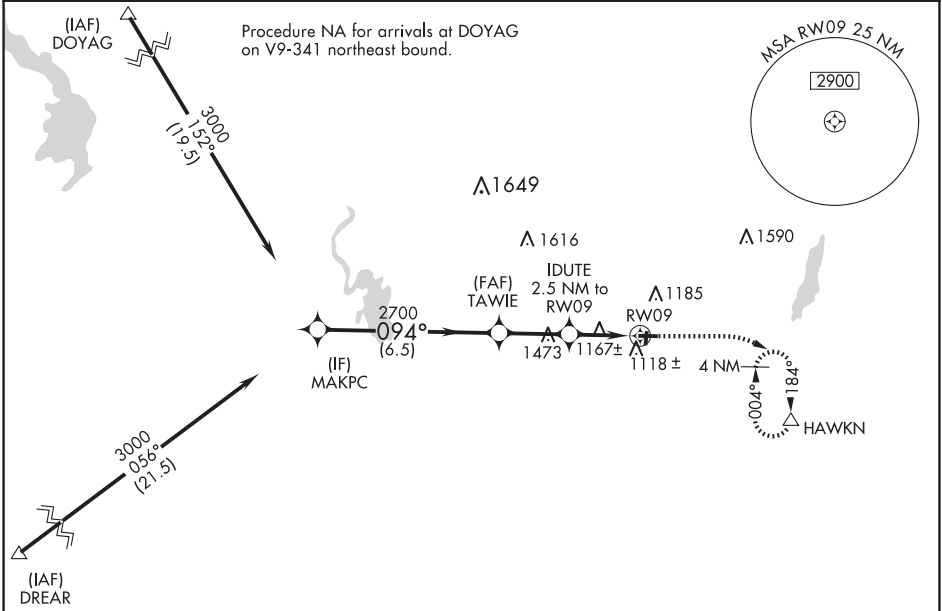
AL-6088 (FAA)

23110

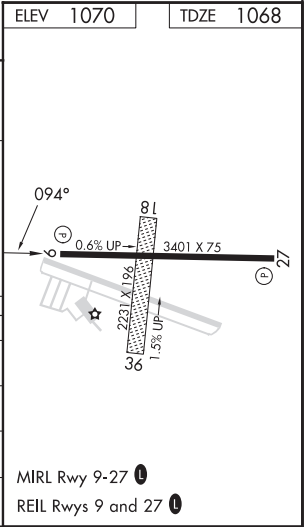
WAAS CH 42743 W09A	APP CRS 094°	Rwy Idg TDZE Apt Elev	3401 1068 1070
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 9
HARTFORD MUNI (HXF')

RNP APCH. Circling NA to Rwys 18 and 36. Baro-VNAV NA. Use Westbend altimeter setting.		MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct HAWKN and hold, continue climb-in-hold to 3000.
ETB AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	UNICOM 123.0 (CTAF) 0



ELEV 1070		TDZE 1068	
MAKPC		TAWIE	
3000		2700	
GP 3.00° TCH 40		IDUTE 2.5 NM to RW09	
6.5 NM		2.5 NM	
CATEGORY		A	
LPV DA		1372-7/8 304 (400-7/8)	
LNAV/VNAV DA		1372-7/8 304 (400-7/8)	
LNAV MDA		1480-1 412 (500-1)	
CIRCLING		1560-1 490 (500-1)	



HARTFORD, WISCONSIN
Orig 26MAR20

43°21'N-88°23'W

HARTFORD MUNI (HXF')
RNAV (GPS) RWY 9

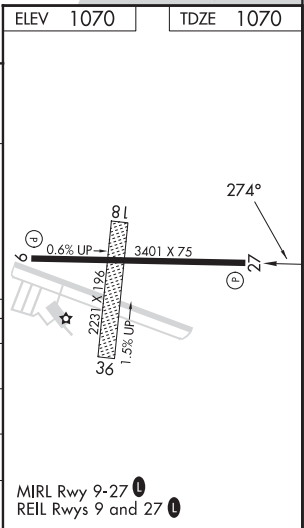
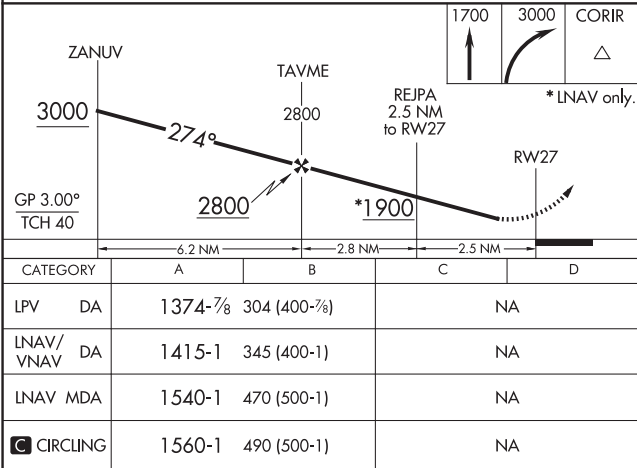
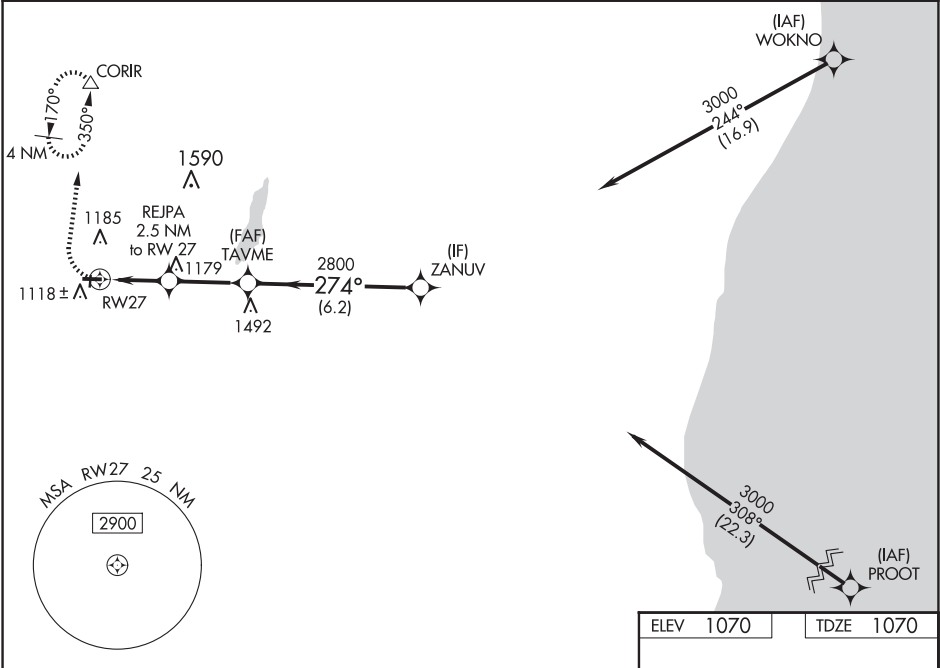
WAAS CH 86943 W27A	APP CRS 274°	Rwy Idg TDZE Apt Elev	3401 1070 1070
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 27

HARTFORD MUNI (HXF)

RNP APCH.	<p>MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct CORIR and hold, continue climb-in-hold to 3000.</p>
<p>NA</p> <p>Circling NA to Rwy 18 and 36. Rwy 27 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use West Bend altimeter setting.</p>	

ETB AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	UNICOM 123.0 (CTAF) 0
----------------------------	--	---------------------------------



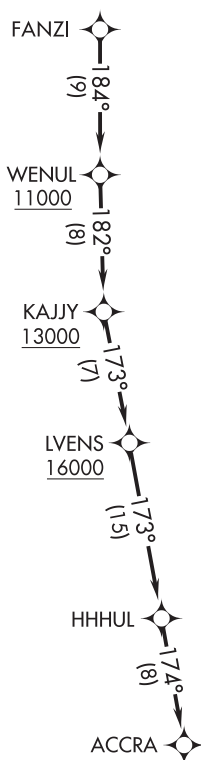
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

(ACCRA5.ACCRA) 20086

ACCRA FIVE DEPARTURE (RNAV)

AL-6088 (FAA)

HARTFORD MUNI (HXF)
HARTFORD, WISCONSINMILWAUKEE DEP CON
125.35 307.0**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS

Rwys 18, 36: NA - Environmental.
Rwys 9, 27: Standard.

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.

NOTE: Chart not to scale.



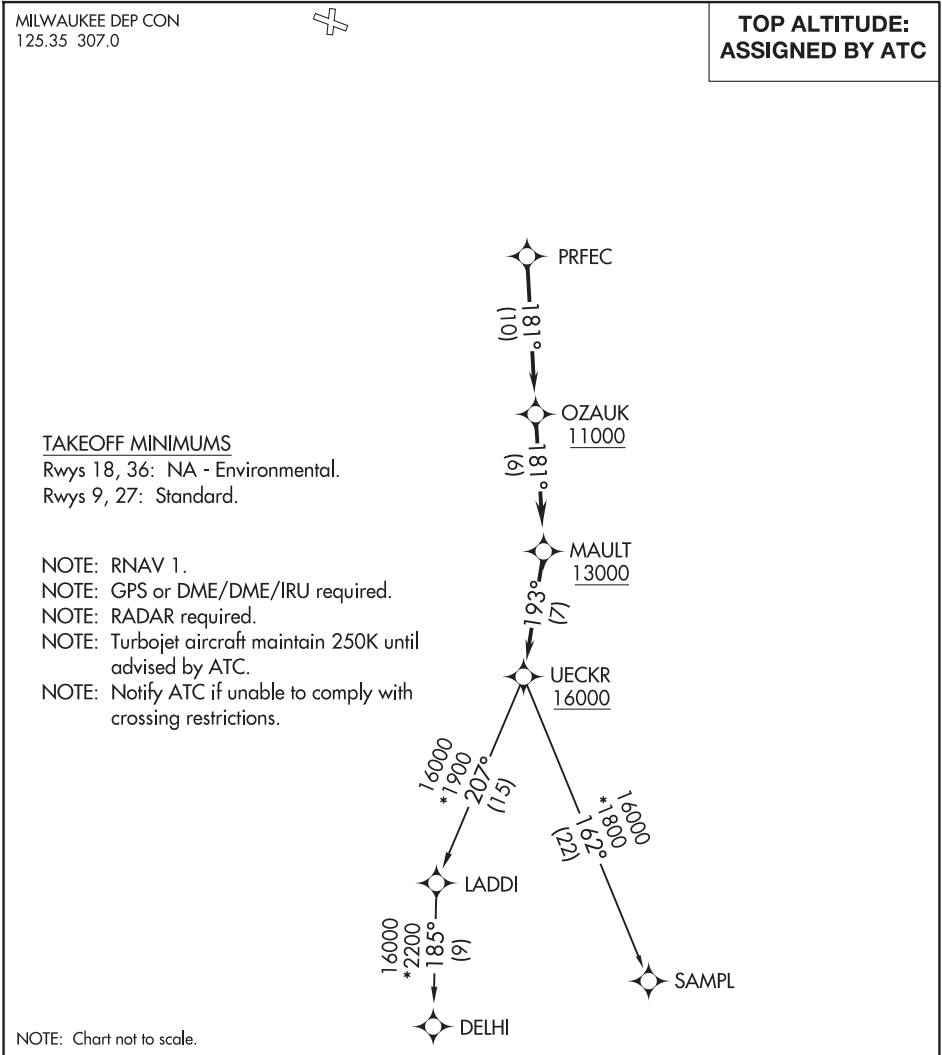
DEPARTURE ROUTE DESCRIPTION

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.

ACCRA FIVE DEPARTURE (RNAV)
(ACCRA5.ACCRA) 26MAR20

HARTFORD, WISCONSIN
HARTFORD MUNI (HXF)



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)

LOC/DME I-PTY	APP CRS	Rwy ldg	5002
108.5	205°	TDZE	1216
Chan 22		Apt Elev	1216

ILS or LOC RWY 21

SAWYER COUNTY (HYR)

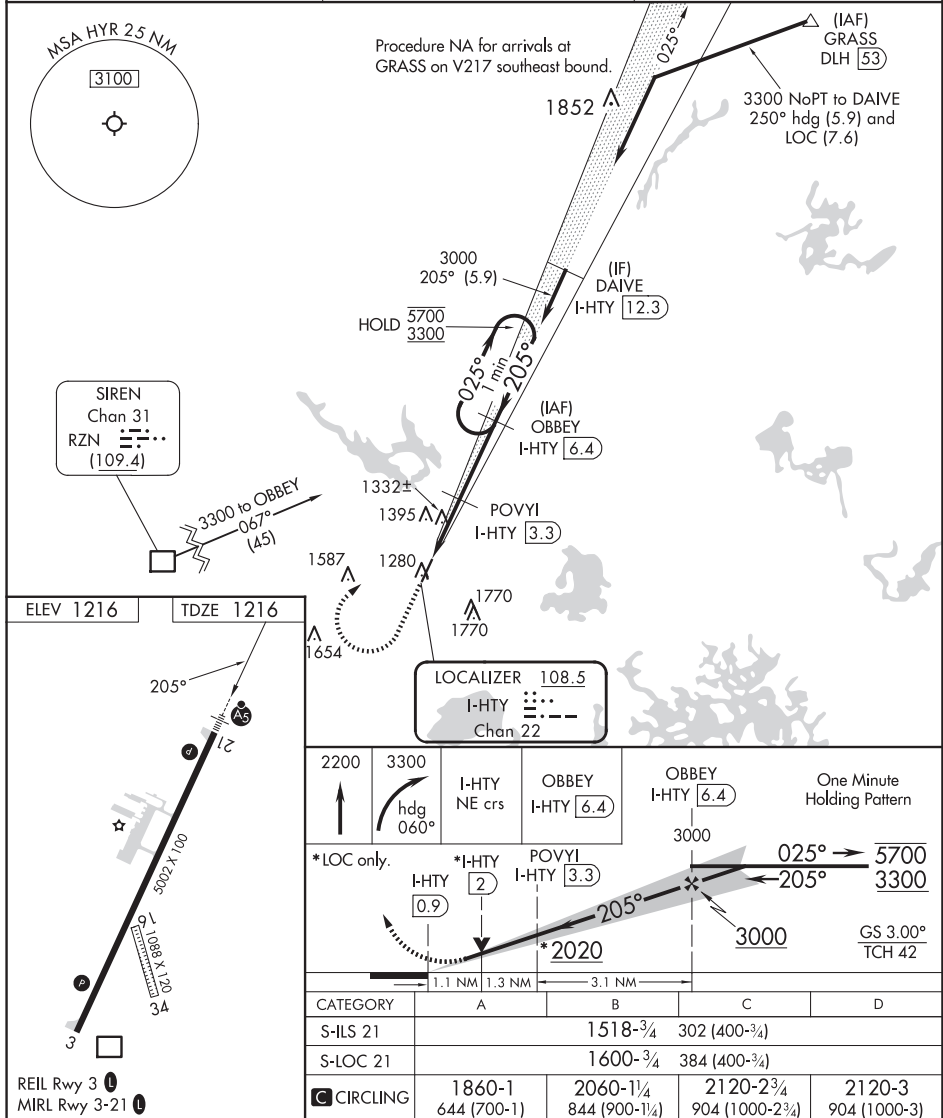
From RZN DME: RNAV 1-GPS required.
DME required.



MISSED APPROACH: Climb to 2200 then climbing right turn to 3300 on heading 060° and I-PTY northeast course to OBBEY/ I-PTY 6.4 DME and hold.

NA Circling NA to Rws 16 and 34. Rwy 21 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-ILS 21 all Cats visibility to ¾ SM, increase LOC Cat A/B visibility to 1 SM, Cat C/D to 1½ SM.

ASOS 118.4	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF) 0
---------------	------------------------------------	--------------------------



WAAS CH 90400 W03A	APP CRS 025°	Rwy Idg TDZE Apt Elev	5002 1214 1216
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 3

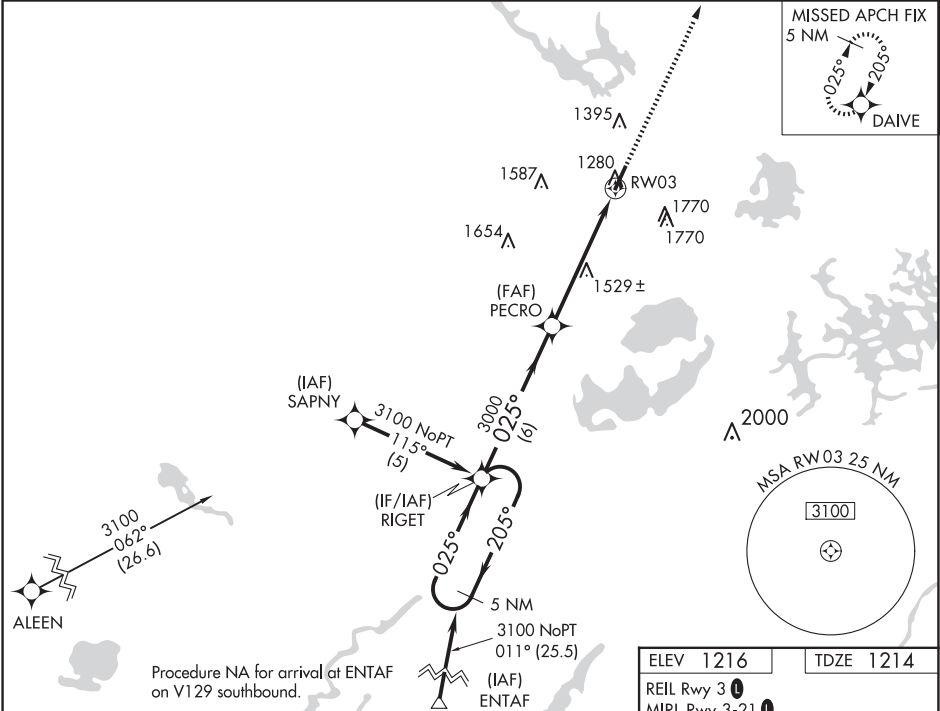
SAWYER COUNTY (HYR)

RNP APCH.

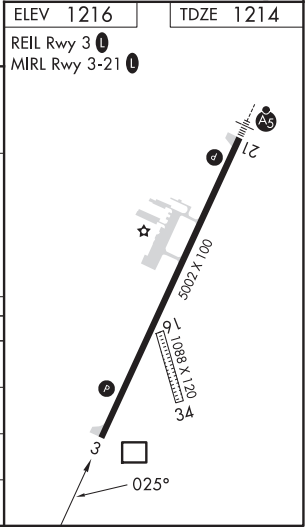
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.
Rwy 3 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy's 16 and 34.

MISSED APPROACH:
Climb to 3300 direct
DAIVE and hold.

ASOS 118.4	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF) 0
----------------------	---	---------------------------------



5 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).		3300 DAIVE	
GP 3.00° TCH 40					
CATEGORY		A		B	
LPV DA		1514-1		300 (300-1)	
LNAV/ VNAV DA		1916-2½		702 (700-2½)	
LNAV MDA		1780-1 566 (600-1)		1780-1½ 566 (600-1½)	
CIRCLING		1860-1 644 (700-1)		2120-2¾ 904 (1000-2¾)	
		2060-1¼ 844 (900-¼)		2120-3 904 (1000-3)	



HAYWARD, WISCONSIN

AL-5411 (FAA)

23110

WAAS CH 49000 W21A	APP CRS 205°	Rwy Idg TDZE Apt Elev	5002 1216 1216
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 21

SAWYER COUNTY (HYR)

RNP APCH.

⚠ 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. Rwy 21 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy's 16 and 34.

MALSR

MISSED APPROACH: Climb to 3100 direct RIGET and hold.

ASOS 118.4	MINNEAPOLIS CENTER 126.45 276.4	UNICOM 122.8 (CTAF) 0
----------------------	---	---------------------------------

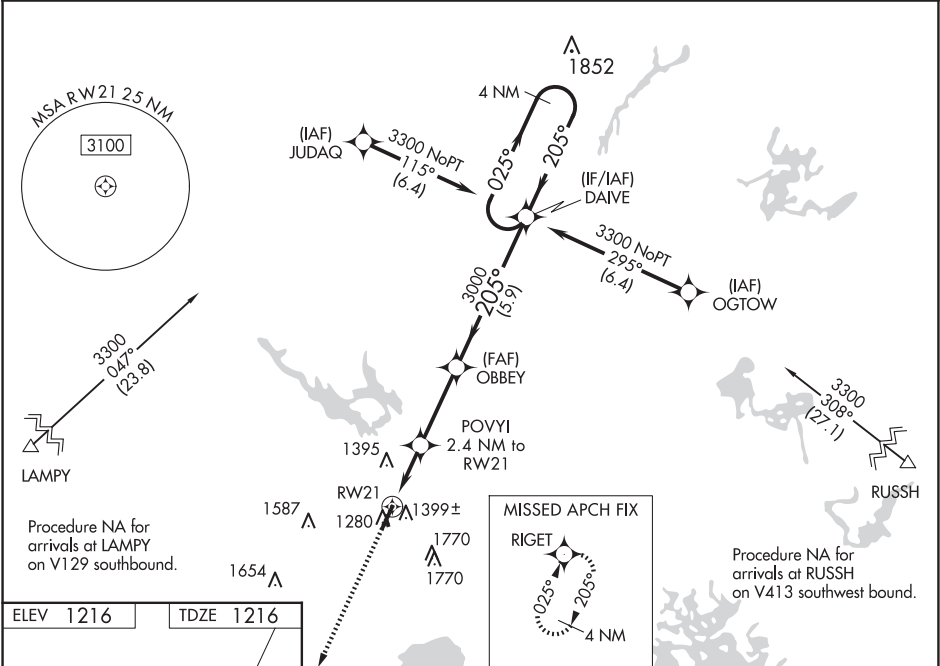


Diagram of the approach path. The path starts at a 205° heading, passes through a 3002 x 100 ft runway, and ends at a 025° heading. Key points include: 3100, RIGET, POVYI 2.4 NM to RW21, OBBEY 3000, DAIVE, and a 4 NM Holding Pattern. The path is marked with 3, 2, 1, and 21. A 3002 x 100 ft runway is shown. A 1088 x 120 ft runway is also indicated. A 34 ft width is noted. A 205° heading is shown at the start. A 025° heading is shown at the end. A 205° heading is shown at the end of the holding pattern. A 3300 ft altitude is indicated. A GP 3.00° TCH 42 is noted.

REIL Rwy 3 **1**
MIRL Rwy 3-21 **1**

<div><div>3100</div><div>RIGET</div><div>POVYI 2.4 NM to RW21</div><div>OBBEY 3000</div><div>DAIVE</div><div>4 NM Holding Pattern</div><div>025°</div><div>205°</div><div>3300</div><div>GP 3.00° TCH 42</div></div>	<div><div>RW21</div><div>*1.2 NM to RW21</div><div>*2020</div><div>3000</div><div>1.2 NM</div><div>1.2 NM</div><div>3.1 NM</div><div>5.9 NM</div></div>			
CATEGORY	A	B	C	D
LPV DA	1518-¾ 302 (400-¾)	1560-¾ 344 (400-¾)	1640-¾ 424 (500-¾)	2120-3 904 (1000-3)
LNAV/VNAV DA		1560-¾ 344 (400-¾)	1640-¾ 424 (500-¾)	2120-3 904 (1000-3)
LNAV MDA		1560-¾ 344 (400-¾)	1640-¾ 424 (500-¾)	2120-3 904 (1000-3)
C CIRCLING	1860-1 644 (700-1)	2060-1¼ 844 (900-1¼)	2120-2¾ 904 (1000-2¾)	2120-3 904 (1000-3)

HAYWARD, WISCONSIN
Amdt 1C 11OCT18

46°02'N-91°27'W

RNAV (GPS) RWY 21

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 4
JACKSONVILLE MUNI (IJX)

T
A Rwy 4 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 2700 direct RACOD and hold.

UNICOM
122.8 (CTAF) **L**

APP CRS	Rwy Idg	5000
132°	TDZE	622
	Apt Elev	624

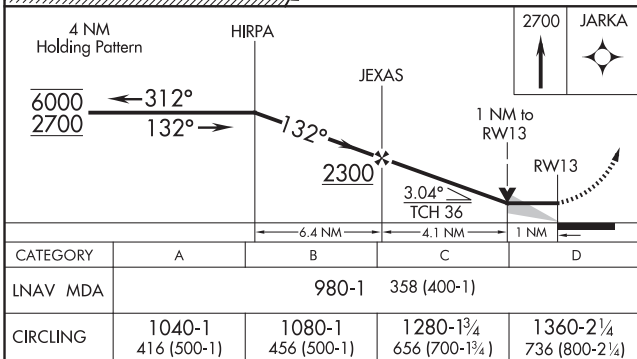
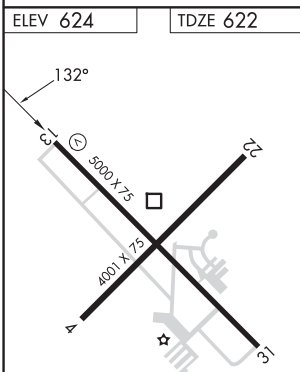
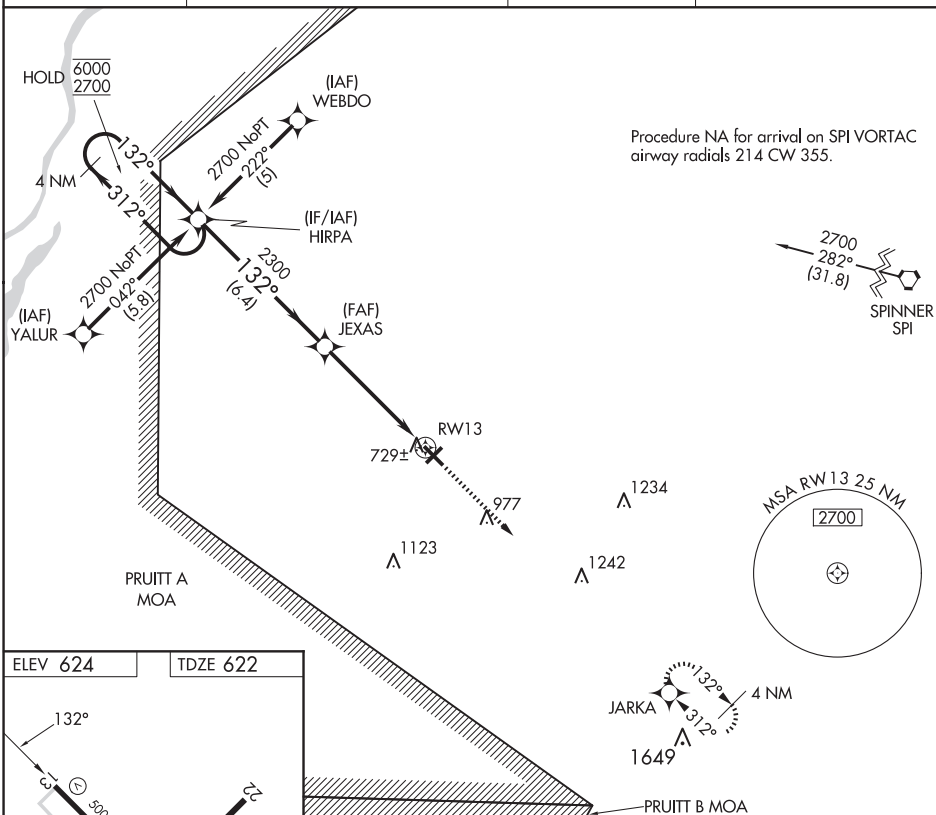
RNAV (GPS) RWY 13
JACKSONVILLE MUNI (IJX)

TA

MISSED APPROACH: Climb to 2700 direct JARKA and hold.

AWOS-3PT
120.525

SAINT LOUIS APP CON★
126-15 323-0

CLNC DEL
118.45UNICOM
122.8 (CTAF) **L**

REIL Rwy 13, 22 and 31 **L**
MIRL Rwy 4-22 and 13-31 **L**

JACKSONVILLE, ILLINOIS
Orig-D 25JAN24

39°46'N-90°14'W

JACKSONVILLE MUNI (IJX)
RNAV (GPS) RWY 13

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

JACKSONVILLE, ILLINOIS

AL-5686 (FAA)

24025

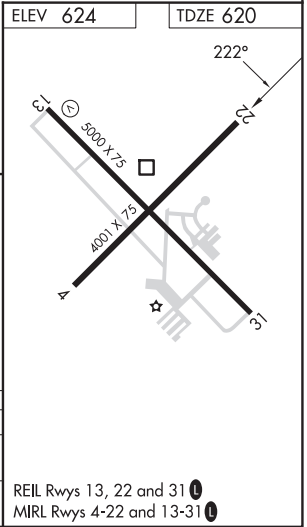
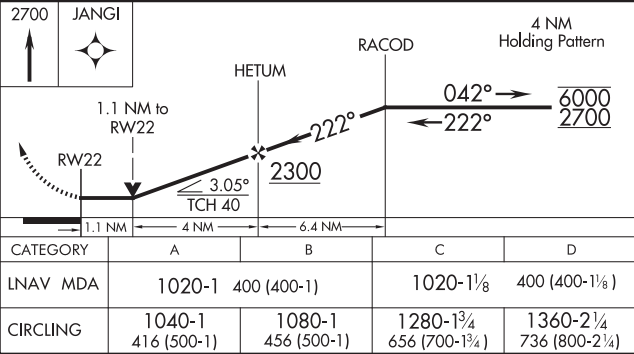
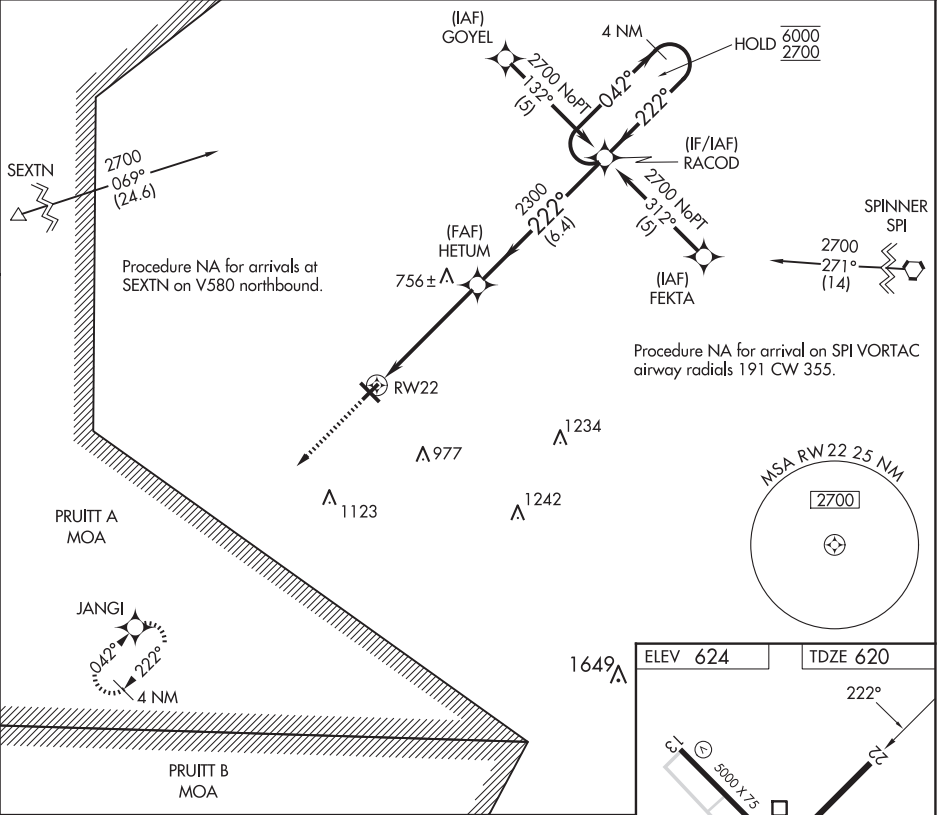
APP CRS	Rwy Idg	4001
222°	TDZE	620
	Apt Elev	624

RNAV (GPS) RWY 22

JACKSONVILLE MUNI (IJX)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2700 direct JANGI and hold.
▼ ▲ Rwy 22 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT 120.525	SAINT LOUIS APP CON ★ 126.15 323.0	CLNC DEL 118.45	UNICOM 122.8 (CTAF) 0
----------------------------	--	---------------------------	---------------------------------



JACKSONVILLE, ILLINOIS
Orig-D 25JAN24

39°46'N-90°14'W

JACKSONVILLE MUNI (IJX)

RNAV (GPS) RWY 22

EC-3, 12 JUN 2025 to 07 AUG 2025

JACKSONVILLE, ILLINOIS

AL-5686 (FAA)

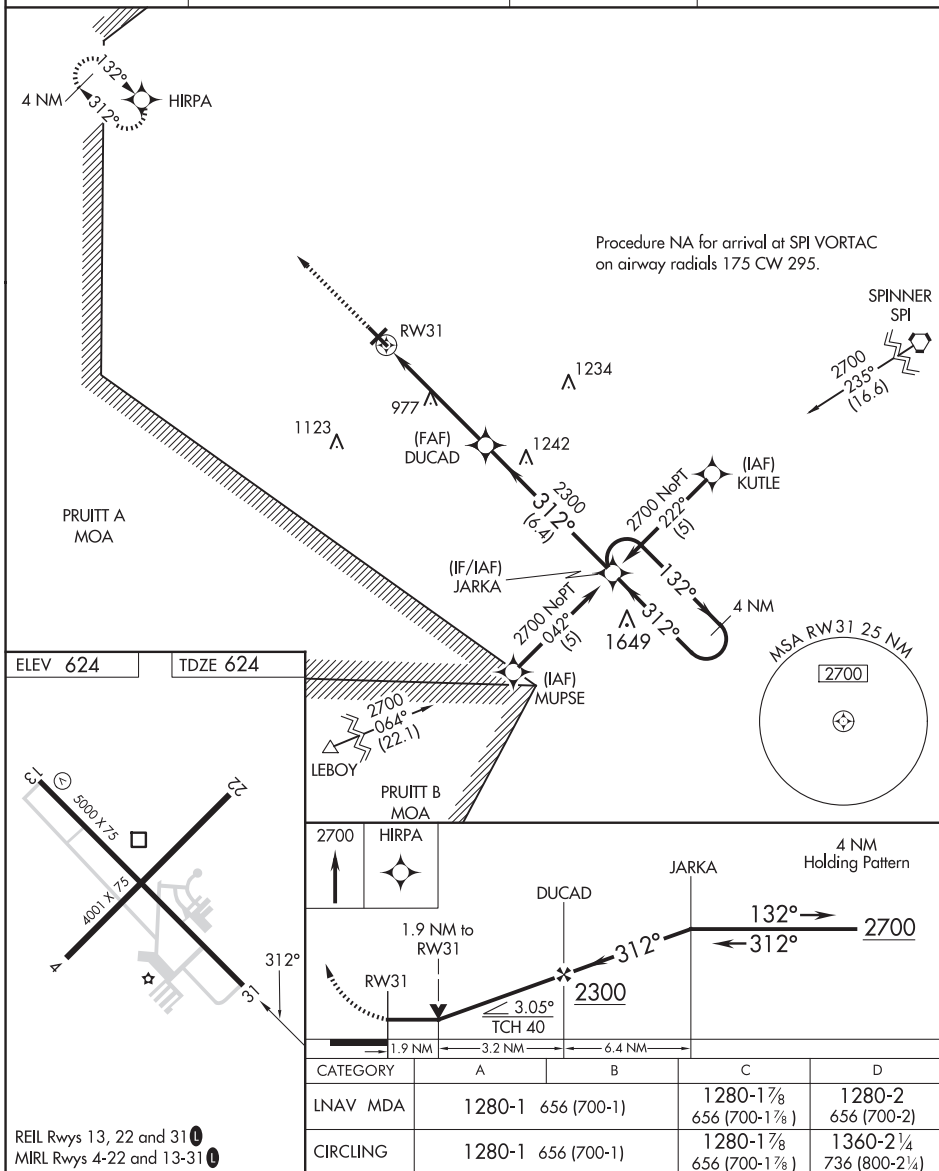
23334

APP CRS	Rwy Idg	5000
312°	TDZE	624
	Apt Elev	624

RNAV (GPS) RWY 31

JACKSONVILLE MUNI (IJX)

RNP APCH.		MISSED APPROACH: Climb to 2700 direct HIRPA and hold.	
Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA.			
AWOS-3PT 120.525	SAINT LOUIS APP CON ★ 126.15 323.0	CLNC DEL 118.45	UNICOM 122.8 (CTAF)



JACKSONVILLE, ILLINOIS

Orig-C 25MAR21

39°46'N-90°14'W

JACKSONVILLE MUNI (IJX)

RNAV (GPS) RWY 31

LOC I-JVL	APP CRS	Rwy Idg	6701
109.1	044°	TDZE	806
		Apt Elev	808

ILS or LOC RWY 4

SOUTHERN WISCONSIN RGNL (JVL)

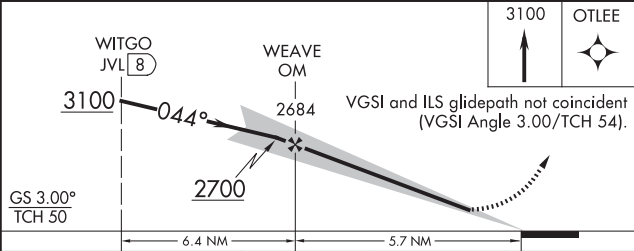
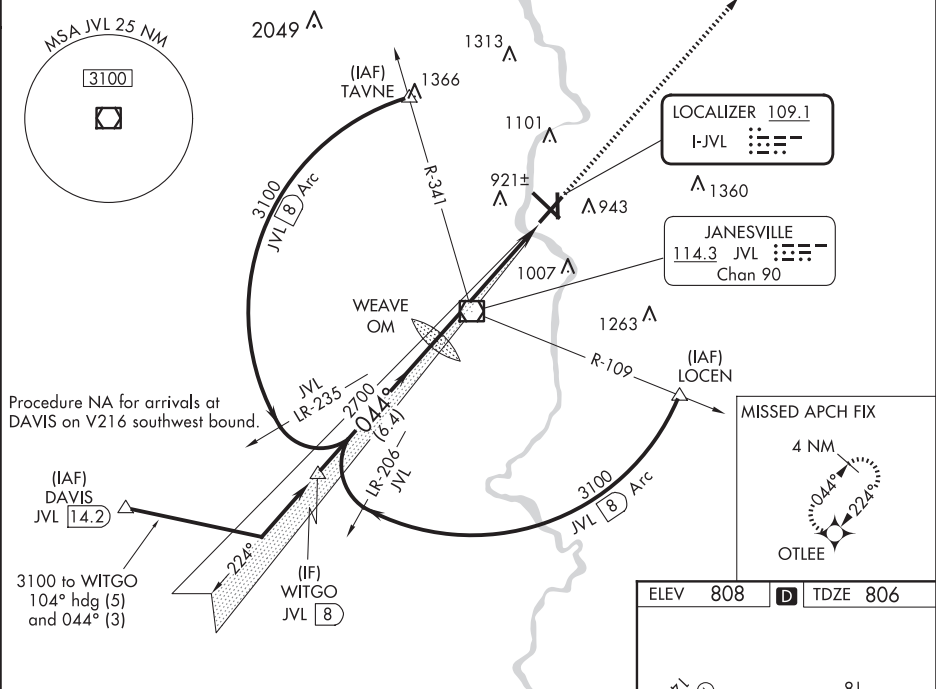
DME required. RNP APCH - GPS.

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 ¼ SM. For inop ALS when using Rockford altimeter setting; increase S-ILS 4 all Cats visibility to ¾ SM and S-LOC 4 Cats C/D visibility to 1½ SM. Circling Rwy 18 NA at night. DME from JVL VOR/DME. DME use requires simultaneous reception of I-JVL and JVL VOR/DME.

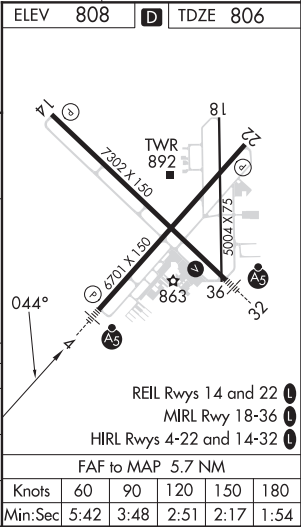
MALSR

MISSED APPROACH:
Climb to 3100 direct
OTLEE and hold.

ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8(CTAF) 225.4	121.65	121.65	122.95



CATEGORY	A	B	C	D
S-ILS 4	1006-½	200 (200-½)		
S-LOC 4	1400-½ 594 (600-½)	1400-1 594 (600-1)	1400-1¼ 594 (600-1¼)	
CIRCLING	1400-1 592 (600-1)	1420-1¾ 612 (700-1¾)	1460-2 652 (700-2)	



JANESVILLE, WISCONSIN

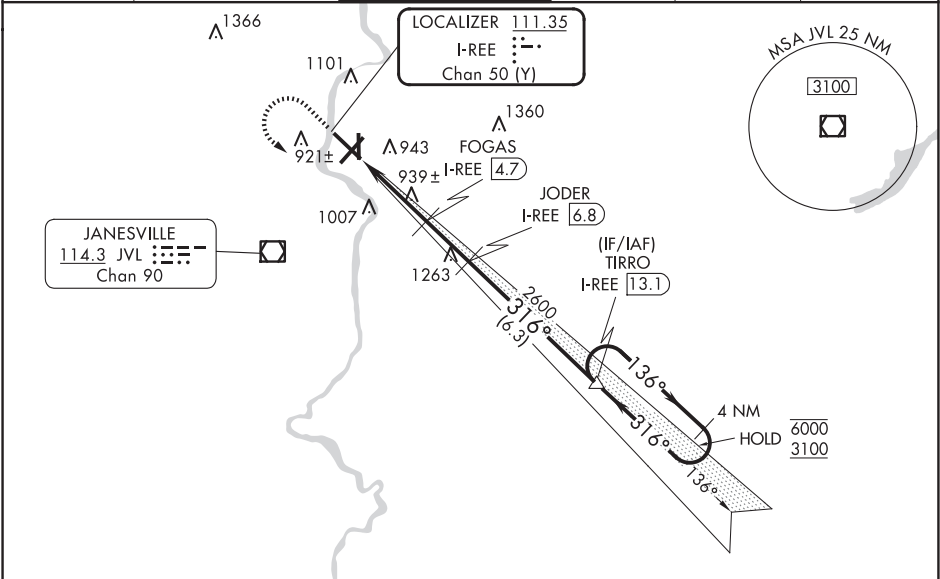
AL-938 (FAA)

24081

LOC/DME I-REE	APP CRS	Rwy Idg	7302
111.35	316°	TDZE	806
Chan 50 (Y)		Apt Elev	808

ILS or LOC RWY 32
SOUTHERN WISCONSIN RGNL (JVL)

DME required. RNP APCH - GPS.				MALSR	MISSED APPROACH: Climb to 1700 then climbing left turn to 3100 direct TIRRO and hold.
ATIS	ROCKFORD APP CON	JANESVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
128.25	121.0 327.0	118.8(CTAF) 225.4	121.65	121.65	122.95



ELEV 808 D TDZE 806		HIRL Rwy 4-22 and 14-32 L	
		MIRL Rwy 18-36 L	
		REIL Rwy 14 and 22 L	
1700 3100 TIRRO		4 NM Holding Pattern	
JODER I-REE 6.8		TIRRO I-REE 13.1	
FOGAS I-REE 4.7		GS 3.00° TCH 52	
I-REE 2.5		136° 3100	
I-REE 1.4		136° 6000	
1.1 NM 2.2 NM 2.1 NM 6.3 NM		316°	
CATEGORY	A	B	C
S-ILS 32	1006-½	200 (200-½)	
S-LOC 32	1200-½ 394 (400-½)	1200-½ 394 (400-½)	
CIRCLING	1260-1 452 (500-1)	1320-1 512 (600-1)	1420-1¾ 612 (700-1¾)

FAF to MAP 5.4 NM				
Knots	60	90	120	150
Min:Seq	5:24	3:36	2:42	2:10

JANESVILLE, WISCONSIN
Amdt 1D 16JUN22

42°37'N-89°02'W

SOUTHERN WISCONSIN RGNL (JVL)
ILS or LOC RWY 32

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

JANESVILLE, WISCONSIN

AL-938 (FAA)

24081

WAAS CH 86617 W14A	APP CRS 135°	Rwy Idg TDZE 803 Apt Elev 808	7302
--	------------------------	---	-------------

RNAV (GPS) RWY 14

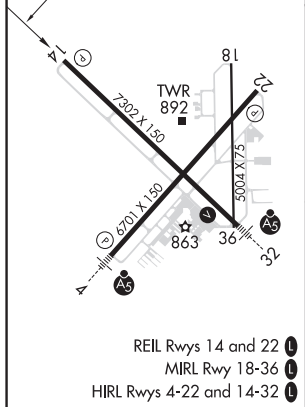
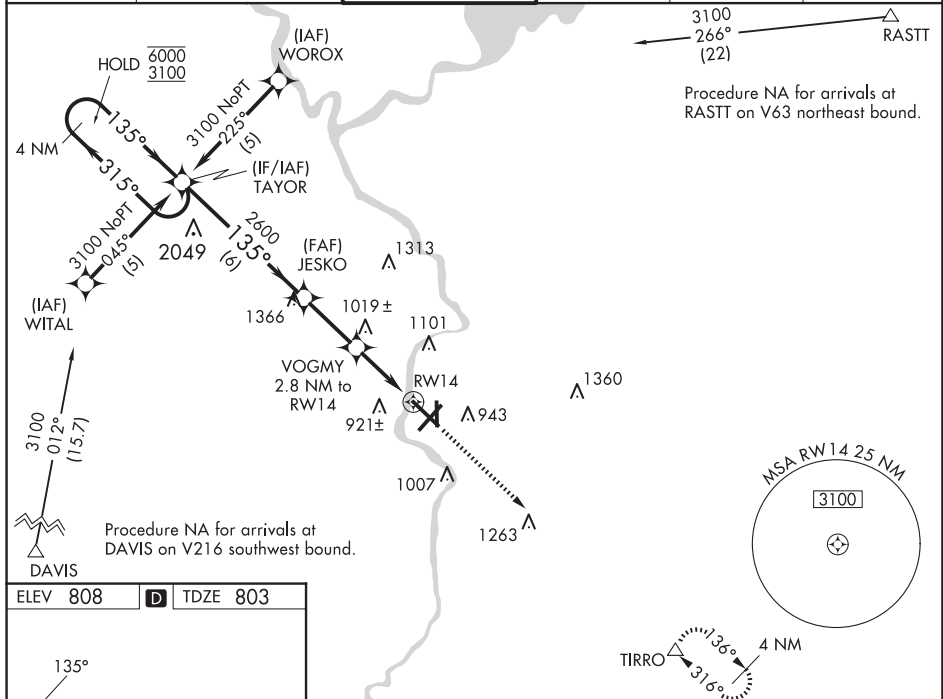
SOUTHERN WISCONSIN RGNL (JVL)

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 $\frac{1}{8}$ SM, LNAV/VNAV all Cats visibility $\frac{1}{4}$ SM, LNAV Cat C/D visibility $\frac{1}{4}$ SM, and Circling Cat C/D visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 3100 direct TIRRO 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
-----------------------	--	--	--------------------------	---------------------------	-------------------------



4 NM Holding Pattern TAYOR				3100	TIRRO
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 55).				*LNAV only.	
6000 ← 315° 3100 → 135°				*1.3 NM to RW14	
GP 3.00° TCH 60				RW14	
6 NM 2.6 NM 1.5 NM 1.3 NM					
CATEGORY	A	B	C	D	
LPV DA		1003-3/4	200 (200-3/4)		
LNAV/VNAV DA		1222-1 1/8	419 (500-1 1/8)		
LNAV MDA	1280-1	477 (500-1)	1280-1 3/8 477 (500-1 3/8)	1280-1 3/8 477 (500-1 3/8)	
CIRCLING	1280-1 472 (500-1)	1320-1 512 (600-1)	1420-1 3/4 612 (700-1 3/4)	1460-2 652 (700-2)	

JANESVILLE, WISCONSIN

Amdt 1D 16JUN22

42°37'N-89°02'W

SOUTHERN WISCONSIN RGNL (JVL)

RNAV (GPS) RWY 14

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 40417 W22A	APP CRS 224°	Rwy Idg 6701 TDZE 805 Apt Elev 808
--	------------------------	---

RNAV (GPS) RWY 22
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 data to 1189 feet, LNAV/VNAV data to 1313 feet, and all MDAs 80 feet; increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ½ SM, LNAV Cats C/D visibility ½ SM and Circling Cats C/D visibility ¼ SM. VDP NA with Rockford altimeter setting.

MISSED APPROACH:
Climb to 3100 direct
CULMO 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
----------------	---------------------------------	---	-------------------	--------------------	------------------

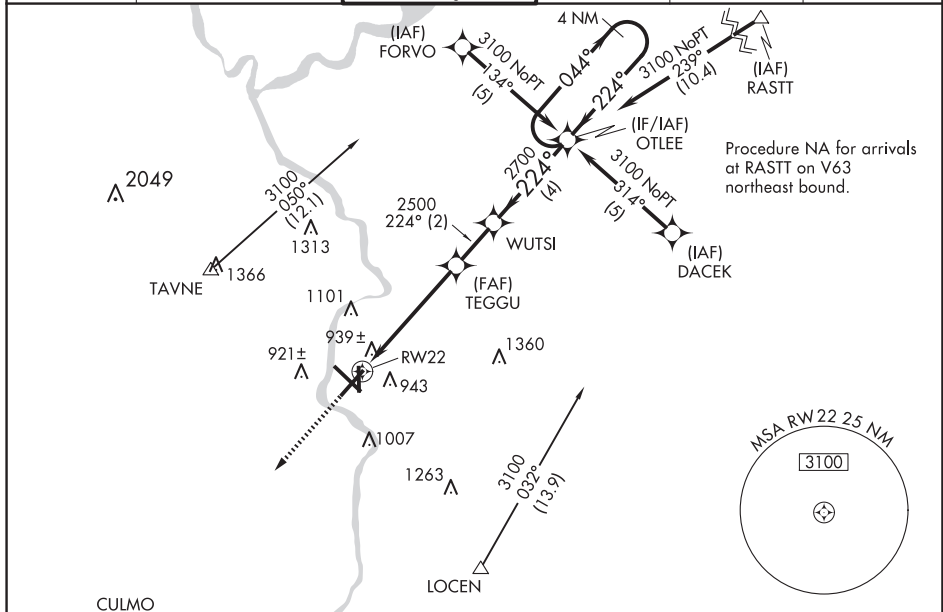
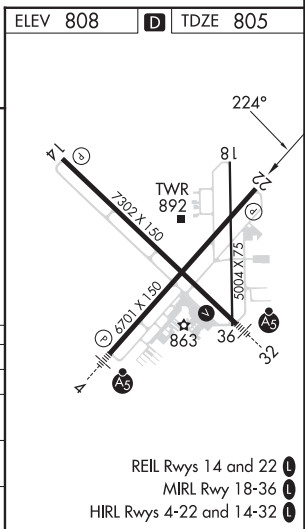


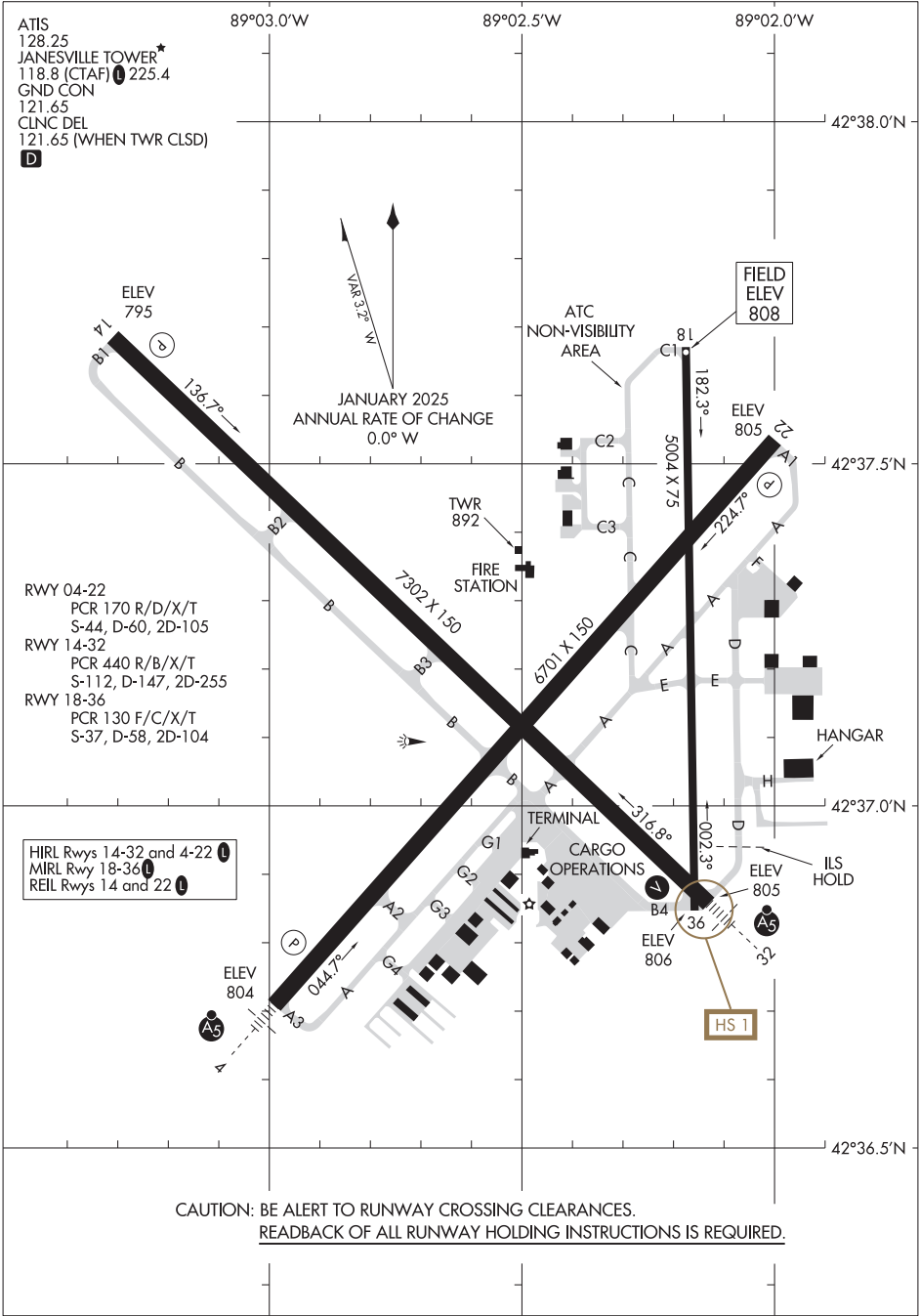
Diagram illustrating a holding pattern for a VGSJ approach. The pattern consists of several segments:

- Initial Segment:** 4 NM, leading to a 2700 ft altitude.
- Holding Pattern:** 4 NM, defined by angles of 043° and 223°.
- Descent Segment:** 2 NM, leading to a 2500 ft altitude.
- Final Segment:** 4 NM, leading to a 3100 ft altitude.

The diagram also shows a 1.4 NM segment to RW22 and a 3.7 NM segment to TEGGU. The holding pattern is defined by angles of 043° and 223°. The diagram also indicates a 4 NM Holding Pattern and a GP 3.00° TCH 60.

CATEGORY	A	B	C	D
LPV DA		1120-1	315 (400-1)	
LNAV/VNAV DA		1244-1½	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)

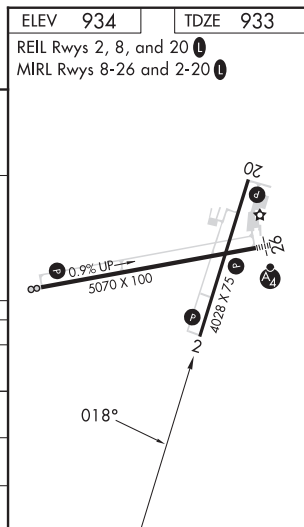
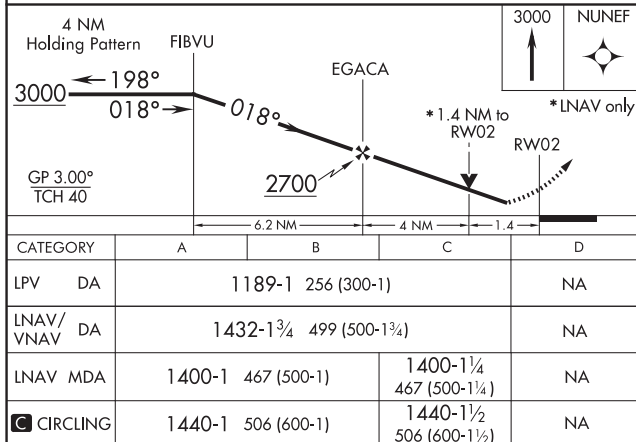
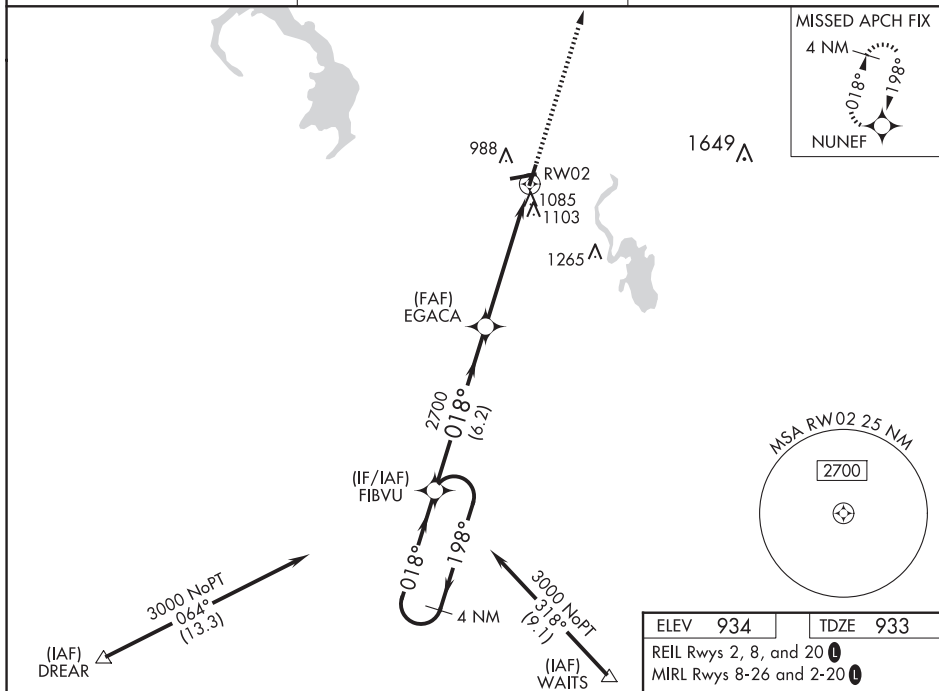




RNAV (GPS) RWY 2

DODGE COUNTY (UNU)

MISSED APPROACH:
Climb to 3000 direct
NUNEF and hold.

UNICOM
122.7 (CTAF) **L**

DODGE COUNTY(UNU)
RNAV (GPS) RWY 2

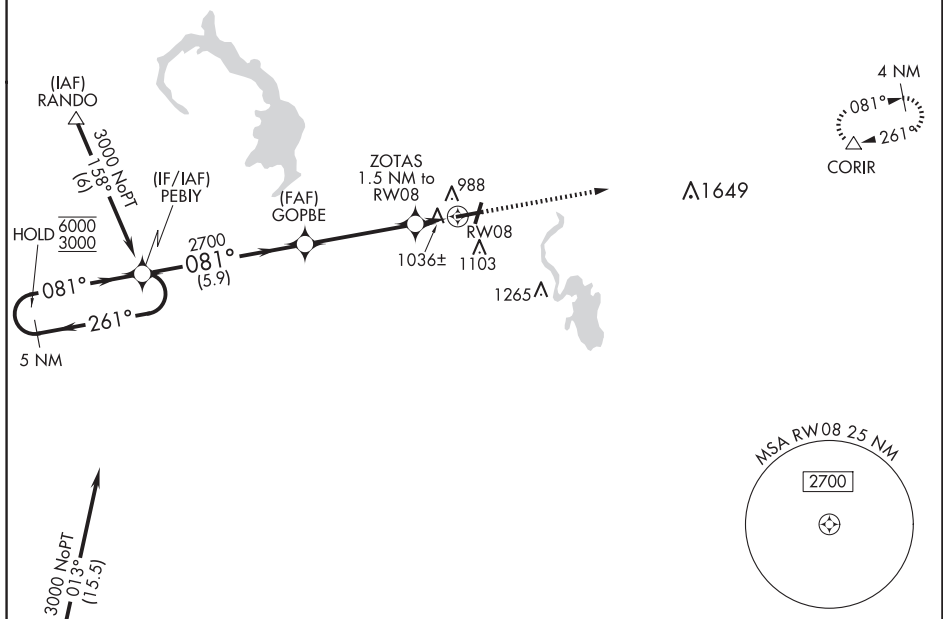
EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 8

DODGE COUNTY(UNU)

Rwy 8 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3000 direct CORIR and hold.

UNICOM
122.7 (CTAF) L

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

ELEV 934 TDZE 913

081°

5070 X 100

0.9% UP

207°

4028 X 75

207°

20

2

REIL Rwy 2, 8, and 20

MRL Rwy 8-26 and 2-20

WAAS CH 61307 W20A	APP CRS 198°	Rwy Idg TDZE 934 Apt Elev 934
--	------------------------	---

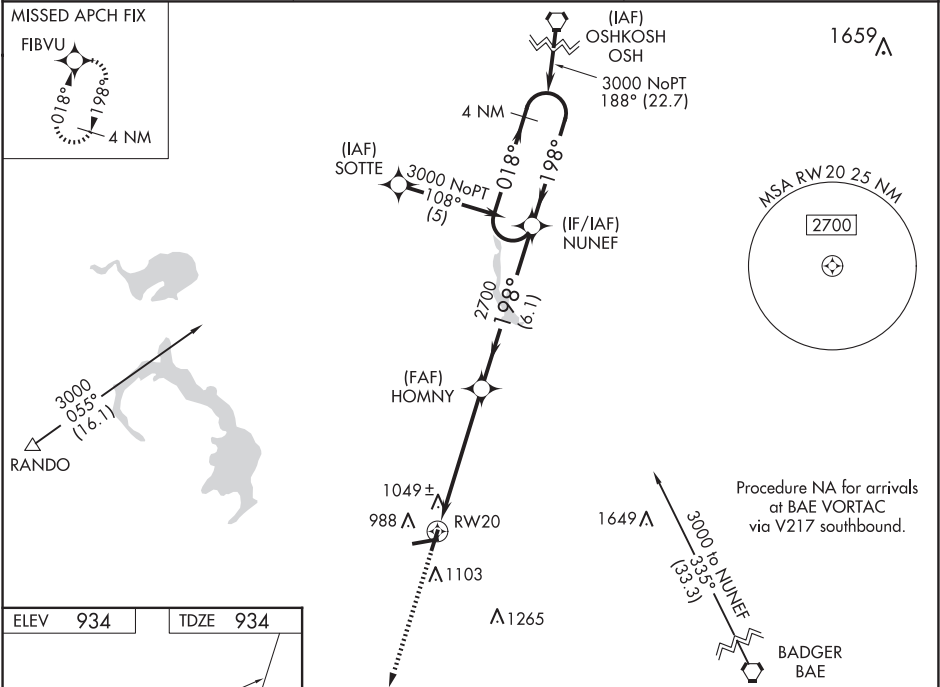
RNAV (GPS) RWY 20

DODGE COUNTY (UNU)

⚠ 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 ¼ mile. Baro-VNAV NA when using Dane County Rgnl-Truax Fld altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct FIBVU and hold.

AWOS-3 120.825	MADISON APP CON ★ 119.15 343.7	UNICOM 122.7 (CTAF) 1
--------------------------	--	---------------------------------



ELEV 934 TDZE 934

3000 FIBVU

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).

CATEGORY	A	B	C	D
LPV DA	1214-1	280 (300-1)		NA
LNAV/VNAV DA	1350-1½	416 (500-1½)		NA
LNAV MDA	1300-1	366 (400-1)		NA
CIRCLING	1440-1	506 (600-1)	1440-1½ 506 (600-1½)	NA

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

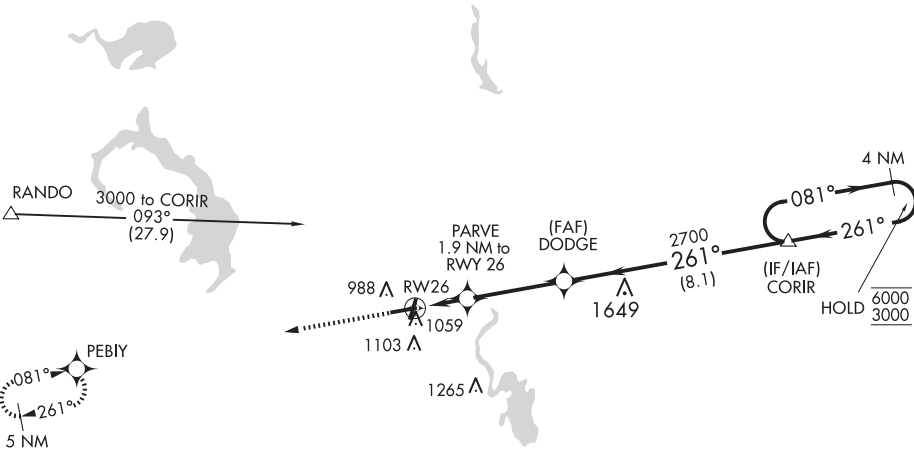
APP CRS	Rwy Ldg	5070
261°	TDZE	934
	Apt Elev	934

RNAV (GPS) RWY 26

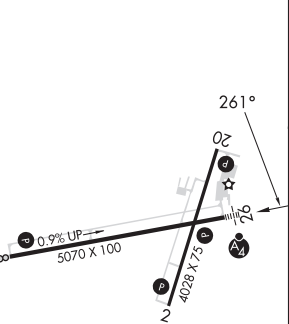
DODGE COUNTY(UNU)

RNP APCH - GPS.		MALSF	MISSED APPROACH: Climb to 3000 direct PEBIY and hold.
AWOS-3 120.825		MADISON APP CON ★ 119.15 343.7	
		UNICOM 122.7 (CTAF) ①	

Procedure NA for arrivals at RANDO on V9-341 southwest bound and V170 northwest bound.



ELEV 934	TDZE 934
----------	----------



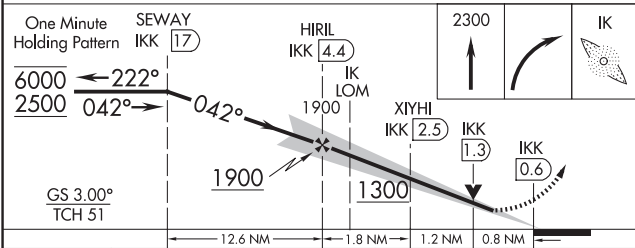
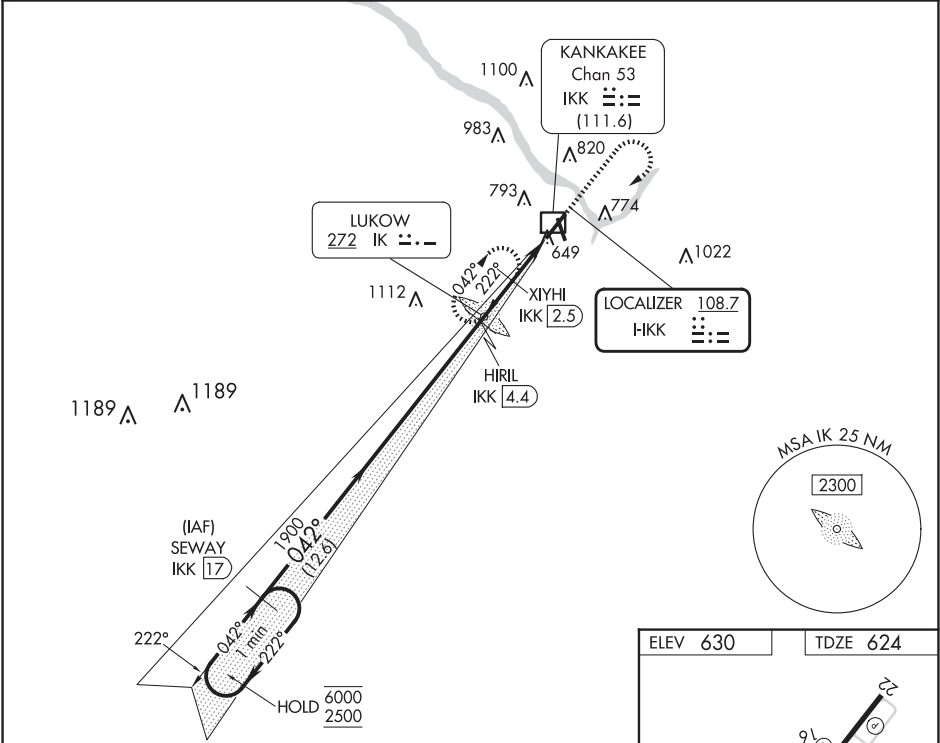
3000	PEBIY	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).		4 NM Holding Pattern
PARVE	DODGE	CORIR		
1.9 NM to RWY 26	1.1 NM to RWY 26	3.00° TCH 40	2700	081° 6000 261° 3000
1.1 NM	0.8	3.5 NM	8.1 NM	
CATEGORY	A	B	C	D
LNAV MDA	1320-¾	386 (400-¾)	1320-⅞ 386 (400-⅞)	NA
CIRCLING	1420-1	486 (500-1)	1420-1½ 486 (500-1½)	NA

LOC I-IKK 108.7	APP CRS 042°	Rwy ldg 5981 TDZE 624 Apt Elev 630
---------------------------	------------------------	--

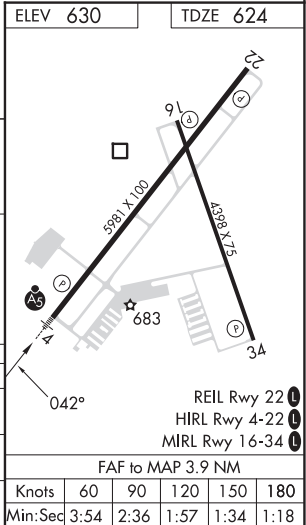
ILS or LOC RWY 4
GREATER KANKAKEE (IKK)

RADAR required for procedure entry. DME required. ADF required. ⚠ NA Circling to Rwy 16, 34 NA at night. DME from IKK DME. DME use requires simultaneous reception of I-IKK and IKK DME. For inop ALS, increase S-LOC 4 Cat C/D visibility to ¾ SM.		MALSR 	MISSED APPROACH: Climb to 2300 then right turn direct LUKOW LOM and hold.
--	--	-----------	---

AWOS-3 128.475	CHICAGO CENTER 132.5 284.7	UNICOM 123.0 (CTAF) 0
--------------------------	--------------------------------------	---------------------------------



CATEGORY	A	B	C	D
S-ILS 4	824-½	200 (200-½)		
S-LOC 4	920-½	296 (300-½)		
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1140-1½ 510 (600-1½)	1340-2¼ 710 (800-2¼)



WAAS CH 42799 W04A	APP CRS 042°	Rwy Idg TDZE 624 Apt Elev 630
--	------------------------	---

RNAV (GPS) RWY 4

GREATER KANKAKEE (IKK)

RNP APCH - GPS.

▼

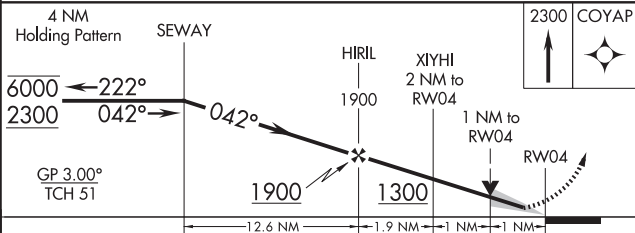
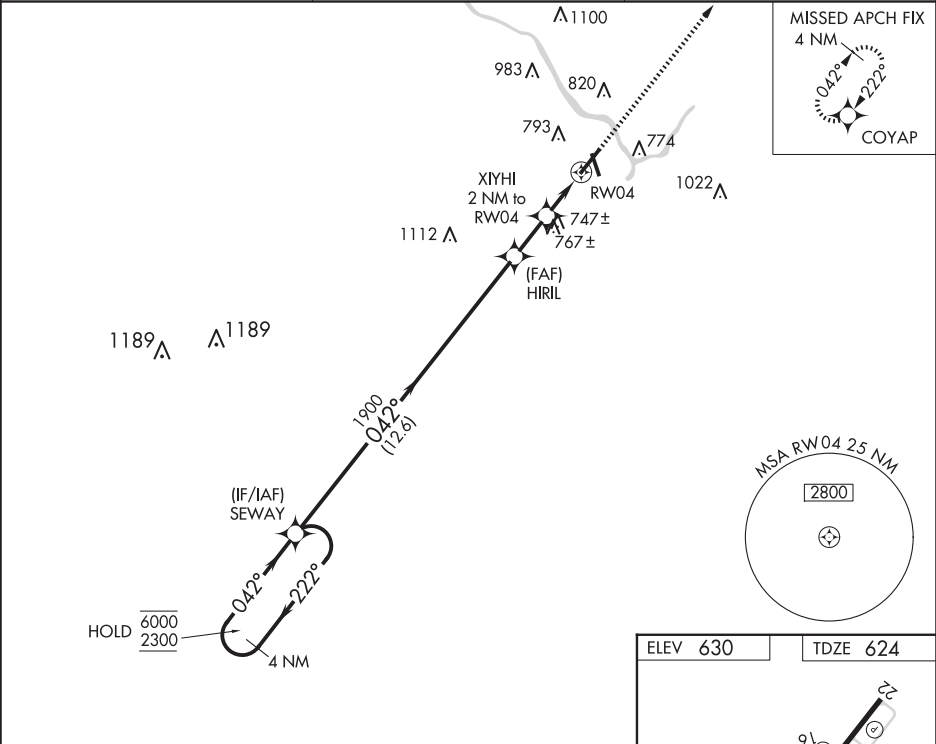
▲

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 Cats C/D to 1 SM.

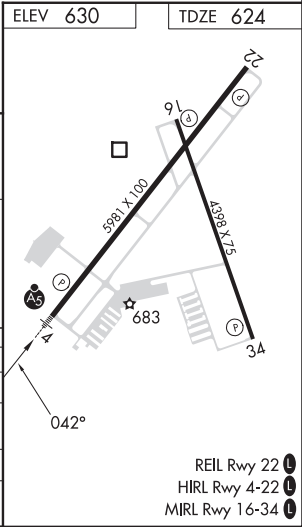
MALSR

MISSED APPROACH:
Climb to 2300 direct
COYAP and hold.

AWOS-3 128.475	CHICAGO CENTER 132.5 284.7	UNICOM 123.0 (CTAF) 0
--------------------------	--------------------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	824-1/2		200 (200-1/2)	
LNAV/VNAV DA	1010-5/8		386 (400-5/8)	
LNAV MDA	1000-1/2	376 (400-1/2)	1000-5/8	376 (400-5/8)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1140-1 1/2 510 (600-1 1/2)	1340-2 1/4 710 (800-2 1/4)



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

KANKAKEE, ILLINOIS

AL-5278 (FAA)

23110

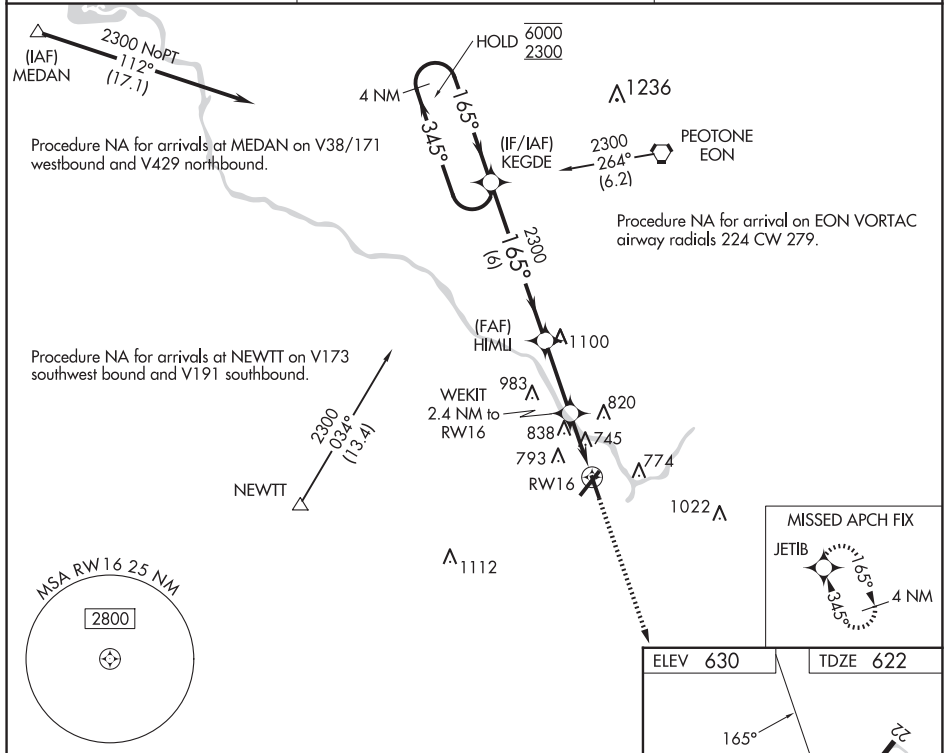
WAAS CH 56232 W16A	APP CRS 165°	Rwy Idg TDZE 622 Apt Elev 630
--	------------------------	---

RNAV (GPS) RWY 16

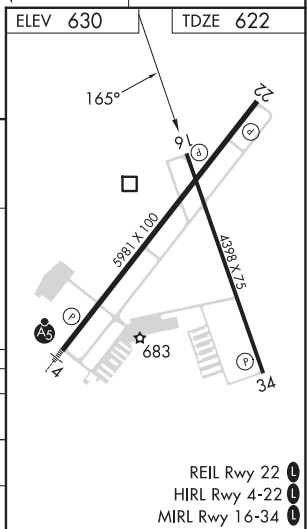
GREATER KANKAKEE (IKK)

RNP APCH.	MISSED APPROACH: Climb to 2300 direct JETIB and hold.
-----------	---

AWOS-3 128.475	CHICAGO CENTER 132.5 284.7	UNICOM 123.0 (CTAF) 0
--------------------------	--------------------------------------	---------------------------------



4 NM Holding Pattern					2300	JETIB
CATEGORY	A	B	C	D		
LP MDA	1060-1	438 (500-1)	1060-1¼	438 (400-1¼)		
LNAV MDA	1100-1	478 (500-1)	1100-1¾	478 (500-1¾)		
CIRCLING	1100-1	470 (500-1)	1140-1½ 510 (600-1½)	1340-2¼ 710 (800-2¼)		



KANKAKEE, ILLINOIS

Amdt 1B 10SEP20

41°04'N-87°51'W

RNAV (GPS) RWY 16

EC-3, 12 JUN 2025 to 07 AUG 2025

KANKAKEE, ILLINOIS

AL-5278 (FAA)

23110

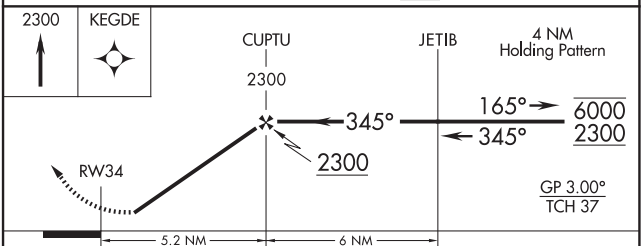
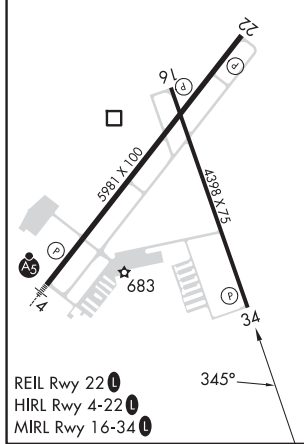
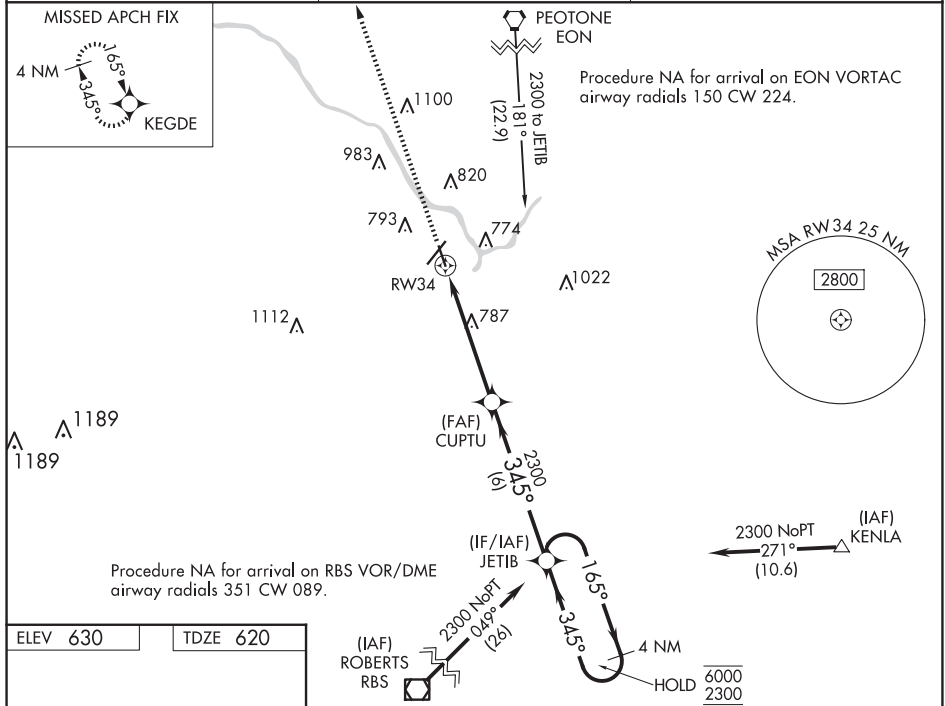
WAAS CH 86731 W34A	APP CRS 345°	Rwy Idg TDZE 620 Apt Elev 630
--	------------------------	---

RNAV (GPS) RWY 34

GREATER KANKAKEE (IKK)

RNP APCH. ▼ 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.	MISSED APPROACH: Climb to 2300 direct KEGDE and hold.
--	---

AWOS-3 128.475	CHICAGO CENTER 132.5 284.7	UNICOM 123.0 (CTAF) 0
--------------------------	--------------------------------------	--



CATEGORY	A	B	C	D
LPV DA	870-1	250 (300-1)		
LNAV/VNAV DA	885-1	265 (300-1)		
LNAV MDA	1040-1	420 (500-1)	1040-1½	420 (500-1½)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1140-1½ 510 (600-1½)	1340-2½ 710 (800-2½)

KANKAKEE, ILLINOIS
Amdt 1B 10SEP20

41°04'N-87°51'W

GREATER KANKAKEE (IKK)

RNAV (GPS) RWY 34

LOC I-ENW

109.35

APP CRS

068°

Rwy Idg

6600

TDZE

742

Apt Elev

742

ILS or LOC RWY 7L

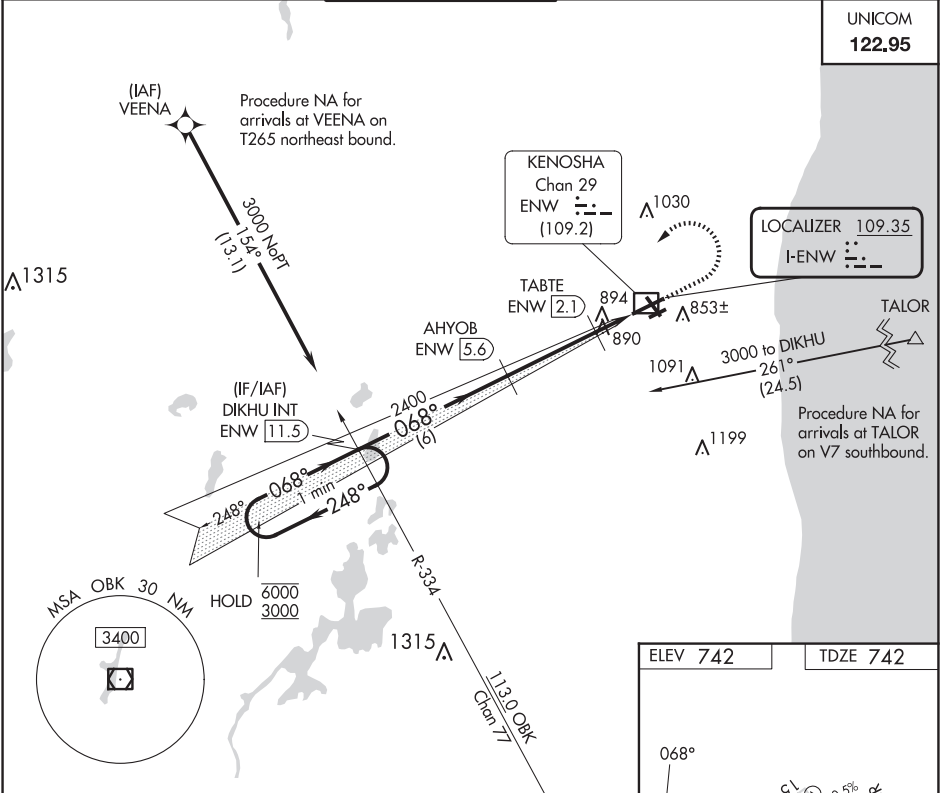
KENOSHA RGNL (ENW)

DME required for LOC only. RNAV 1-GPS required.

MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct DIKHU and hold.

ATIS 127.175	MILWAUKEE APP CON 135.875 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 0 353.6	GND CON 121.875	CLNC DEL 121.875	CLNC DEL 118.6 (When twr closed)
-----------------	--------------------------------------	---	--------------------	---------------------	--



One Minute Holding Pattern

DIKHU INT ENW 11.5

AHYOB ENW 5.6

2500

3000

DIKHU INT

6000 ← 248°

3000 ← 068°

068°

2400

*LOC only

GS 3.00°

TCH 55

6 NM

3.5 NM

1.5 NM

CATEGORY	A	B	C	D
S-ILS 7L	942-1/2 200 (200-1/2)			
S-LOC 7L	1140-1/2	398 (400-1/2)	1140-3/4	398 (400-3/4)
CIRCLING	1200-1 458 (500-1)	1340-1 598 (600-1)	1400-1 3/4 658 (700-1 3/4)	1440-2 1/4 698 (700-2 1/4)

ELEV 742

TDZE 742

068°

6600 x 100

TWR 848±

3302

x.75 777

MIRL Rwy 7R-25L 1

HIRL Rwy 7L-25R and 15-33 1

REIL Rwy 25R 1

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

KENOSHA, WISCONSIN

AL-5449 (FAA)

23278

WAAS CH 50314 W07A	APP CRS 066°	Rwy Idg TDZE 742 Apt Elev 742
--	------------------------	---

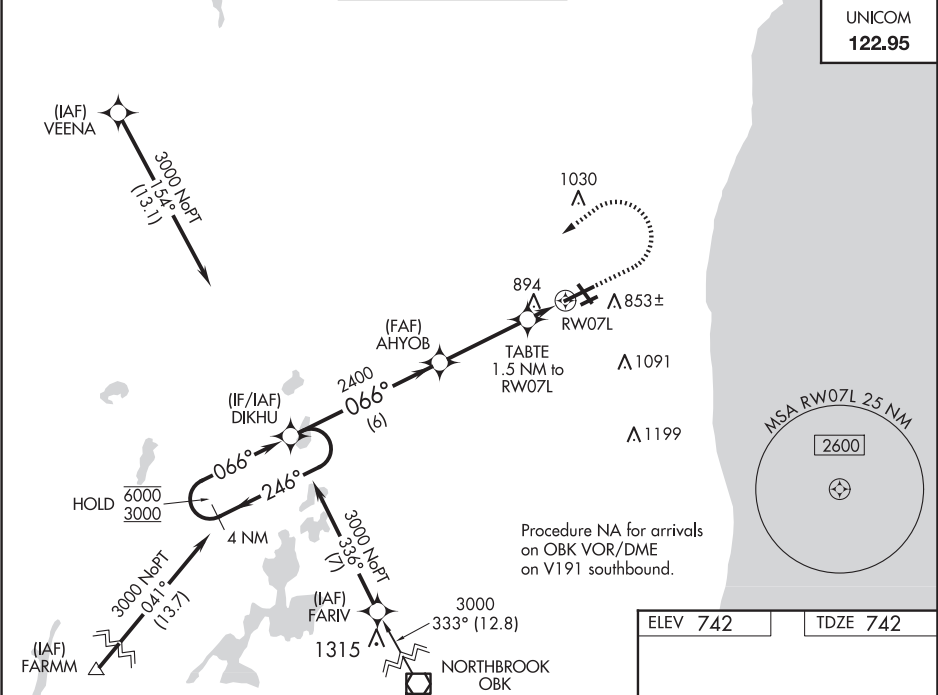
RNAV (GPS) RWY 7L

KENOSHA RGNL (ENW)

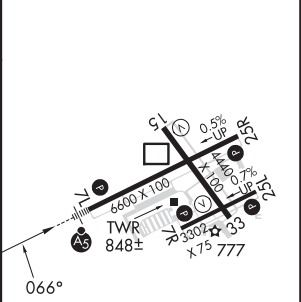
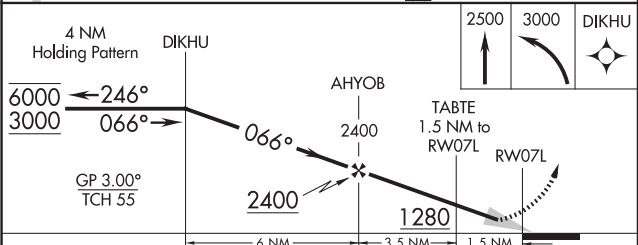
RNP APCH - GPS. ⚠ Circling Rwy 7R, 1.5 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.			MALSR AS	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct DIKHU and hold.	
ATIS 127.175	MILWAUKEE APP CON 135.875 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 0 353.6	GND CON 121.875	CLNC DEL 121.875	CLNC DEL 118.6 (When twr closed)

UNICOM

122.95



ELEV 742	TDZE 742
----------	----------



CATEGORY	A	B	C	D
LPV DA		942-½	200 (200-½)	
LNAV/VNAV DA		1181-¾	439 (500-¾)	
LNAV MDA	1160-½	418 (500-½)	1160-¾	418 (500-¾)
CIRCLING	1200-1 458 (500-1)	1340-1 598 (600-1)	1400-1¾ 658 (700-1¾)	1440-2¼ 698 (700-2¼)

MIRL Rwy 7R-25L 0
HIRL Rwy 7L-25R and 15-33 0
REIL Rwy 25R 0

KENOSHA, WISCONSIN
Amdt 1B 06OCT22

42°36'N-87°56'W

KENOSHA RGNL (ENW)

RNAV (GPS) RWY 7L

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

KENOSHA, WISCONSIN

AL-5449 (FAA)

23278

WAAS CH 49014 W25A	APP CRS 246°	Rwy Idg TDZE 723 Apt Elev 742
--	------------------------	---

RNAV (GPS) RWY 25R

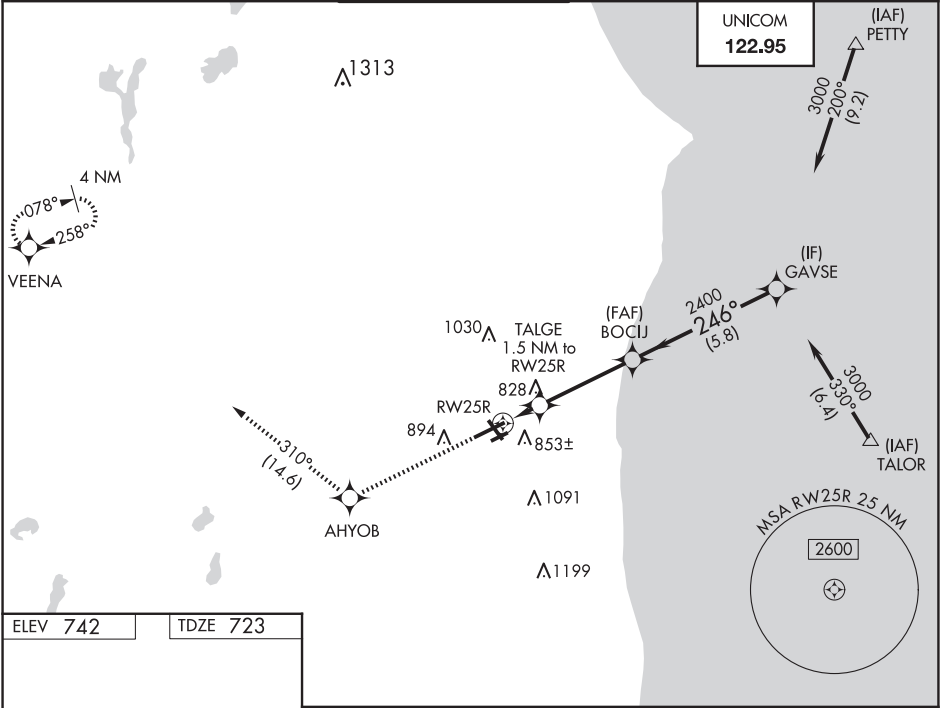
KENOSHA RGNL (ENW)

RNP APCH.

Circling Rwy 7R, 15 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.

ATIS 127.175	MILWAUKEE APP CON 135.875 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 0 353.6	GND CON 121.875	CLNC DEL 121.875	CLNC DEL 118.6 (When twr closed)
------------------------	---	--	---------------------------	----------------------------	---



ELEV **742**

TDZE **723**

MIRL Rwy 7R-25L 0

HIRL Rwy 7L-25R and 15-33 0

REIL Rwy 25R 0

3000 AHYOB tr 310° VEENA

* LNAV only

TALGE 1.5 NM to RW25R

BOCIJ 2400

GAVSE 3000

RW25R *1220

GP 3.00° TCH 45

1.5 NM 3.7 NM 5.8 NM

CATEGORY	A	B	C	D
LPV DA		923-¾	200 (200-¾)	
LNAV/ VNAV DA		984-⅞	261 (300-⅞)	
LNAV MDA		1080-1	357 (400-1)	
CIRCLING	1200-1 458 (500-1)	1340-1 598 (600-1)	1400-1¾ 658 (700-1¾)	1440-2¼ 698 (700-2¼)

KENOSHA, WISCONSIN
Amdt 1 31DEC20

42°36'N-87°56'W

KENOSHA RGNL (ENW)

RNAV (GPS) RWY 25R

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	4440
326°	TDZE	721
	Apt Elev	742

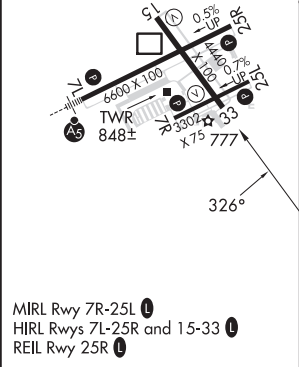
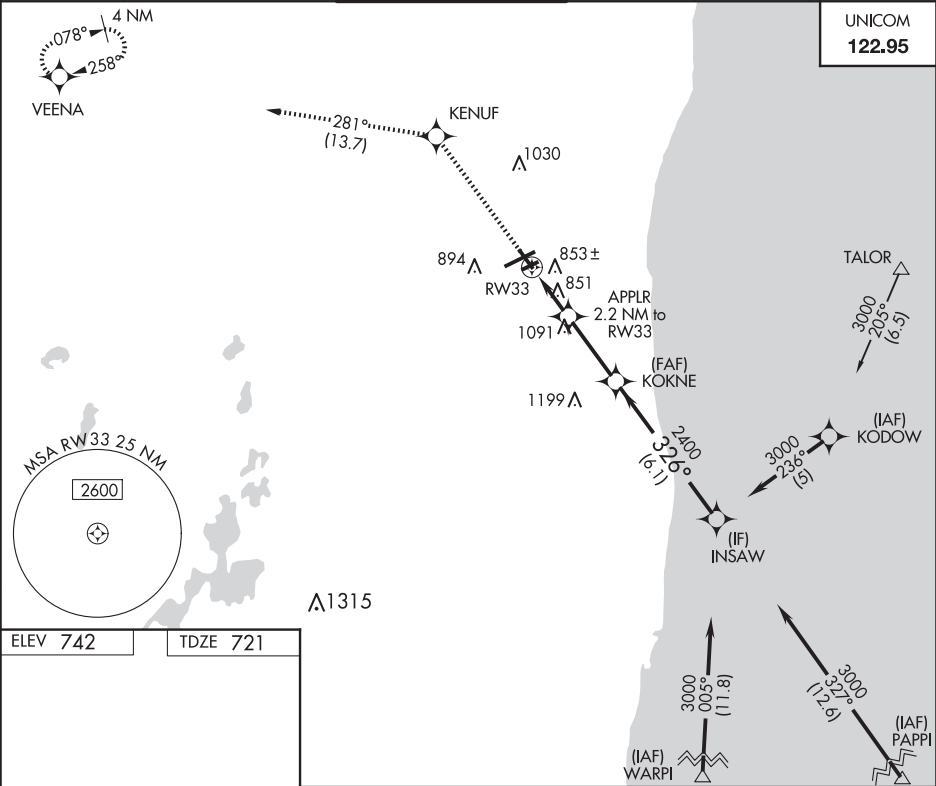
RNAV (GPS) RWY 33




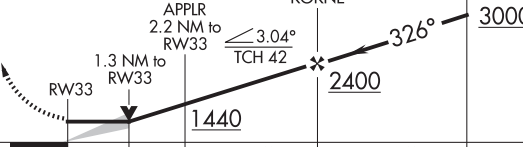
KENOSHA RGNL (ENW)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct KENUF and on track 281° to VEENA and hold.
<div><div>▼</div><div>▲</div></div> Circling Rwy 7R, 15 NA at night.	

ATIS 127.175	MILWAUKEE APP CON 135.875 317.725	KENOSHA TOWER ★ 118.6 (CTAF) 0 353.6	GND CON 121.875	CLNC DEL 121.875	CLNC DEL 118.6 (When twr closed)
-----------------	--------------------------------------	---	--------------------	---------------------	--

UNICOM 122.95



3000	KENUF	tr 281°	VEENA					
								
								
CATEGORY	A		B		C		D	
LNAV MDA	1180-1		459 (500-1)		1180-1 $\frac{3}{8}$ 459 (500-1 $\frac{3}{8}$)		1180-1 $\frac{1}{2}$ 459 (500-1 $\frac{1}{2}$)	
CIRCLING	1200-1 458 (500-1)		1340-1 598 (600-1)		1400-1 $\frac{3}{4}$ 658 (700-1 $\frac{3}{4}$)		1440-2 $\frac{1}{4}$ 698 (700-2 $\frac{1}{4}$)	

25107

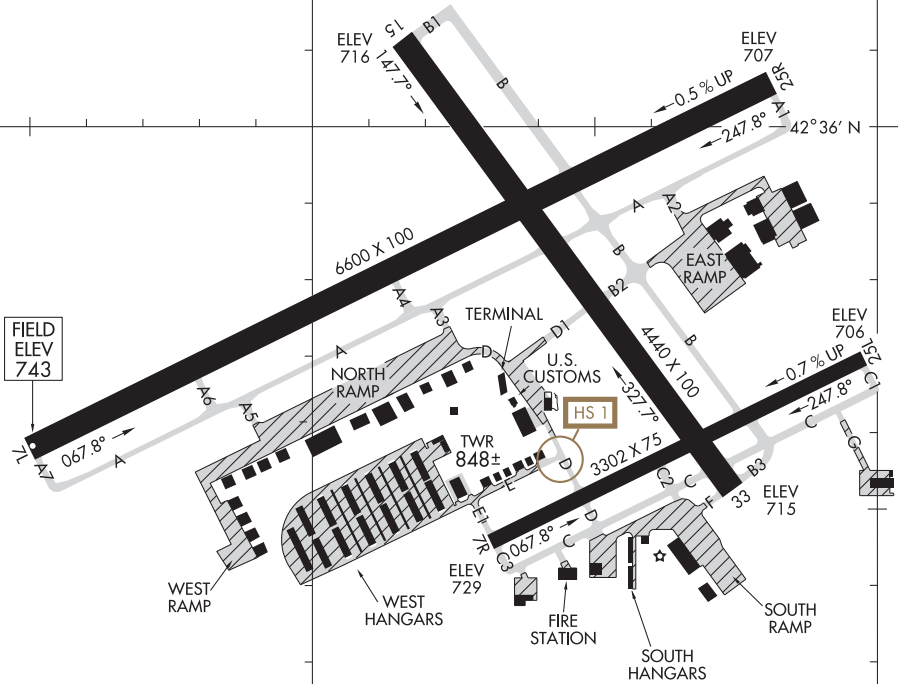
AIRPORT DIAGRAM

AL-5449 (FAA)

KENOSHA RGNL (E'NW)
KENOSHA, WISCONSIN

ATIS
127.175
KENOSHA TOWER ★
118.6 353.6
GND CON
121.875
CLNC DEL
121.875
118.6 (When Tower Closed)

VAR 4.0° W
JANUARY 2025
ANNUAL RATE OF CHANGE
0.0° W



RWY 07L-25R
PCR 430 R/D/W/T
S-108, D-135, 2D-209
RWY 07R-25L
S-40, D-48
RWY 15-33
S-62, D-73, 2S-86, 2D-135

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

87°56' W

42°35' N

AIRPORT DIAGRAM

25107

KENOSHA, WISCONSIN
KENOSHA RGNL (E'NW)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

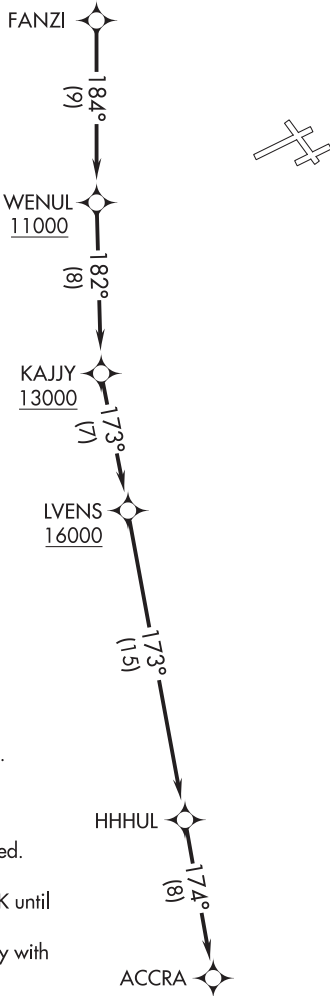
ACCRA FIVE DEPARTURE (RNAV)

AL-5449 (FAA)

KENOSHA RGNL (ENW)
KENOSHA, WISCONSIN

ATIS
127.175
CLNC DEL
121.875
118.6 (When twr closed)
GND CON
121.875
MILWAUKEE DEP CON
135.875 317.725

TOP ALTITUDE:
ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 7L/R, 15, 25L/R, 33: Standard.

- 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.

NOTE: Chart not to scale.

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.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

(UECKR6.UECKR) 24137
UECKR SIX DEPARTURE (RNAV)

AL-5449 (FAA) KENOSHA RGNL (ENW)
KENOSHA, WISCONSIN

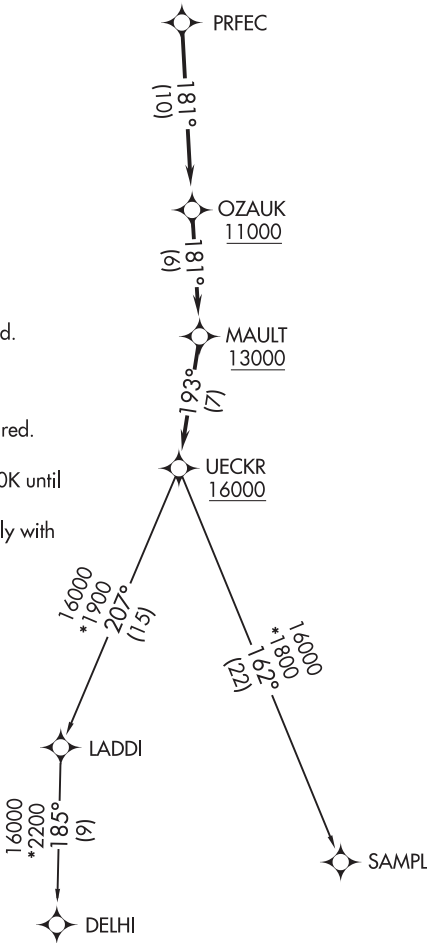
ATIS
127.175
CLNC DEL
121.875
118.6 (When twr closed)
GND CON
121.875
MILWAUKEE DEP CON
135.875 317.725

TOP ALTITUDE:
ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 7L/R, 15, 25L/R, 33: 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.



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)

UECKR SIX DEPARTURE (RNAV)
(UECKR6.UECKR) 26MAR20

KENOSHA, WISCONSIN
KENOSHA RGNL (ENW)

WAAS CH 50333 W01A	APP CRS 013°	Rwy Idg 3200 TDZE 857 Apt Elev 858
--	------------------------	---

RNAV (GPS) RWY 1

KEWANEE MUNI (EZI)

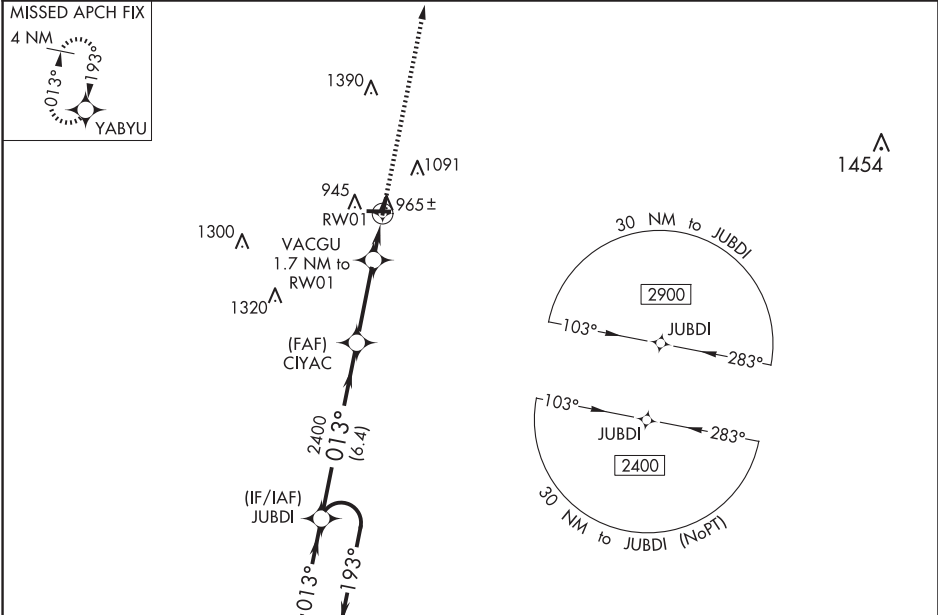
▼

▲ NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ 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 ⅓ mile, and Circling Cat C visibility ¼ mile.

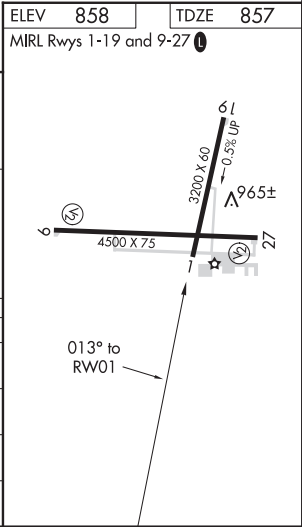
MISSED APPROACH:
Climb to 2400 direct YABYU and hold.

QUAD CITY APP CON ★ 133.275 257.8	UNICOM 122.8 (CTAF) 0
---	---------------------------------



ELEV 858	TDZE 857
MIRL Rwy 1-19 and 9-27 0	

4 NM Holding Pattern		*RNAV only		2400	YABYU
JUBDI		CIYAC		2400	
2400 ← 193°		013° →		2400	
GP 3.00°		TCH 40			
6.4 NM		3 NM		1.7 NM	
CATEGORY	A	B	C	D	
LPV DA	1182-1⅓		325 (400-1⅓)	NA	
RNAV/VNAV DA	1212-1¼		355 (400-1¼)	NA	
RNAV MDA	1300-1		443 (500-1)	NA	
CIRCLING	1340-1		1520-1	NA	
	482 (500-1)		662 (700-1)		
			662 (700-1¾)		



KEWANEE, ILLINOIS

AL-6300 (FAA)

18144

WAAS CH 72833 W09A	APP CRS 093°	Rwy Idg TDZE 856 Apt Elev 858
--	------------------------	---

RNAV (GPS) RWY 9

KEWANEE MUNI (EZI)

RNP APCH.

▼ Rwy 9 helicopter visibility reduction below ¾ 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 visibilities ½ SM; increase all MDA 40 feet, and Circling Cat C visibility ¼ SM.

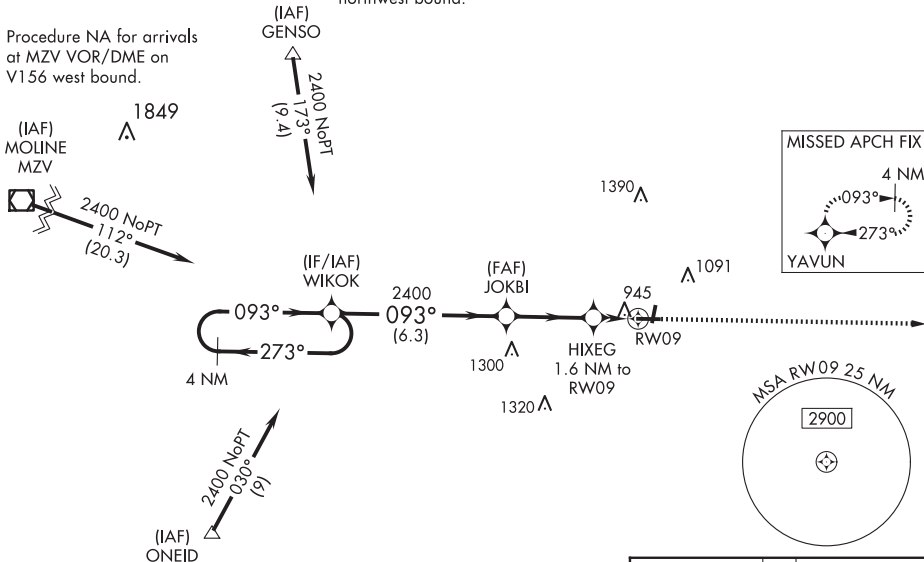
MISSED APPROACH:
Climb to 2500 direct YAVUN and hold.

QUAD CITY APP CON ★
133.275 257.8

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals
at GENSO on V129
northwest bound.

Procedure NA for arrivals
at MZV VOR/DME on
V156 west bound.



4 NM
Holding Pattern

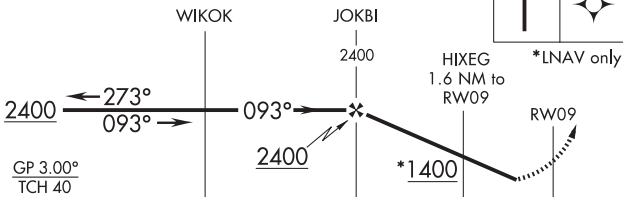
VGSI and RNAV glidepath not coincident
(VGSI Angle 3.50/TCH 27).

ELEV 858

TDZE 856

2500

YAVUN



CATEGORY	A	B	C	D
LPV DA	1181-1⅛	325 (400-1⅛)		NA
LNAV/VNAV DA	1181-1⅛	325 (400-1⅛)		NA
LNAV MDA	1300-1	444 (500-1)	1300-1⅛ 444 (500-1⅛)	NA
CIRCLING	1340-1 482 (500-1)	1520-1 662 (700-1)	1520-1⅜ 662 (700-1⅜)	NA

MIRL Rwy 1-19 and 9-27 0

KEWANEE, ILLINOIS
Amdt 1b 24MAY18

41°12'N - 89°58'W

RNAV (GPS) RWY 9

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

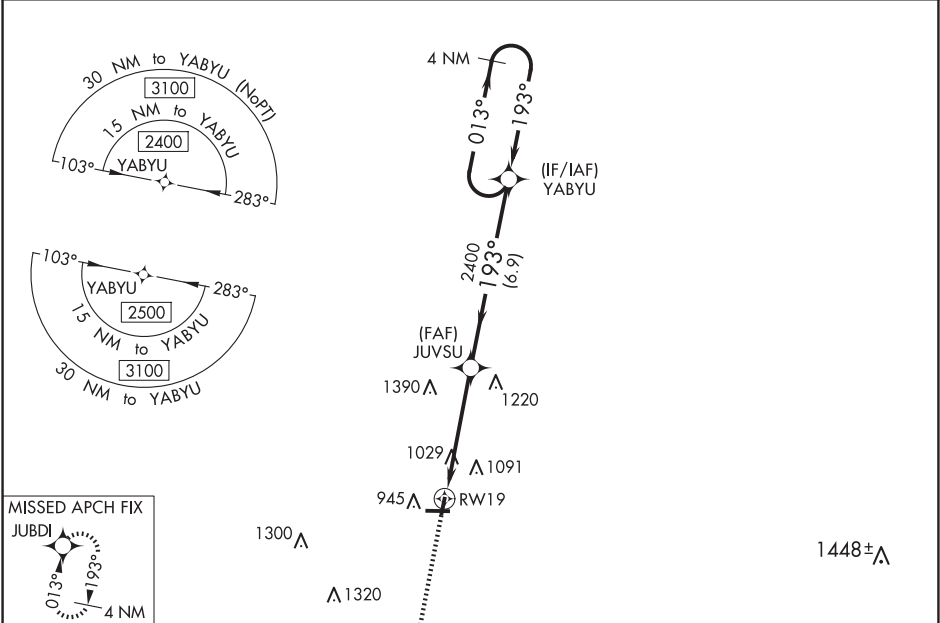
WAAS CH 97533 W19A	APP CRS 193°	Rwy Idg TDZE 857 Apt Elev 858
--	------------------------	---

RNAV (GPS) RWY 19

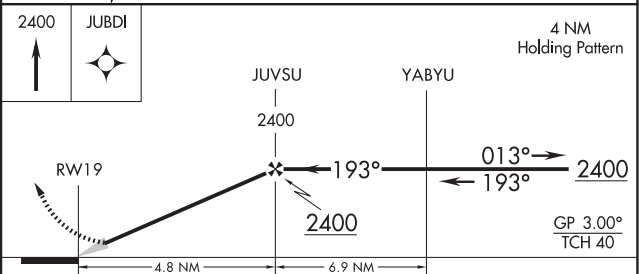
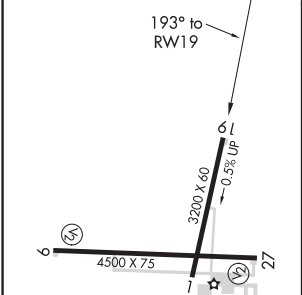
KEWANEE MUNI (EZI)

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 1/8 SM. Increase all MDAs 40 feet and LNAV visibility Cat C 1/8 SM, and Circling visibility Cat C 1/4.	MISSED APPROACH: Climb to 2400 direct JUBDI and hold.
-----------------	---	--

QUAD CITY APP CON ★ 133.275 257.8	UNICOM 122.8 (CTAF) 0
---	--



ELEV 858	TDZE 857
-----------------	-----------------



CATEGORY	A	B	C	D
LPV DA	1182-1	325 (400-1)		NA
LNAV/VNAV DA	1416-1 5/8	559 (600-1 5/8)		NA
LNAV MDA	1400-1	543 (600-1)	1400-1 5/8 543 (600-1 5/8)	NA
CIRCLING	1400-1 542 (600-1)	1520-1 662 (700-1)	1520-1 3/4 662 (700-1 3/4)	NA

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

KEWANEE, ILLINOIS


AL-6300 (FAA)

22279

WAAS CH 56433 W27A	APP CRS 273°	Rwy Idg TDZE 858 Apt Elev 858
--	------------------------	---

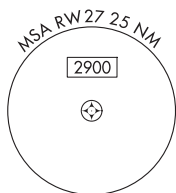
RNAV (GPS) RWY 27


KEWANEE MUNI (EZI)

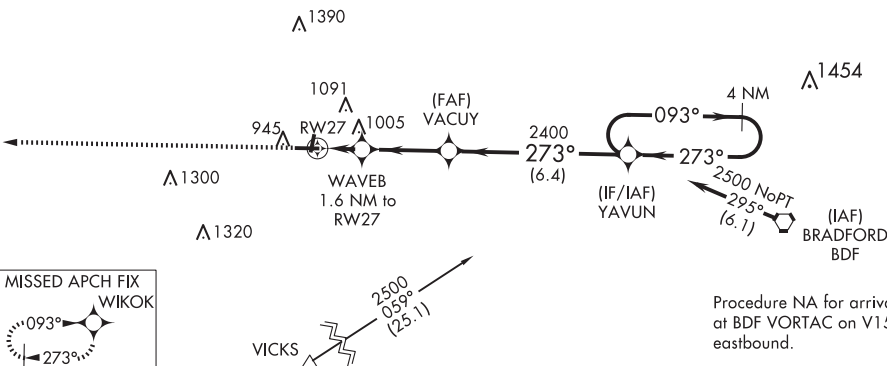
  NA	Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all Cats and LNAV Cat C visibility 1/8 mile, and Circling Cat C visibility 1/4 mile.	MISSED APPROACH: Climb to 2400 direct WIKOK and hold.
---	---	--

QUAD CITY APP CON ★
133.275 257.8

UNICOM
122.8 (CTAF) 



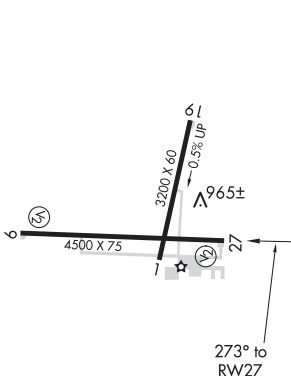

(IAF) WYNET
2500 NoPT
207°
(15.3)
Procedure NA for arrivals at WYNET on V8-38 eastbound.






Procedure NA for arrivals at VIKKS on V434 northwest bound.

Procedure NA for arrivals at BDF VORTAC on V156 eastbound.

ELEV 858 TDZE 858



2400 ↑	WIKOK 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23).				YAVUN	4 NM Holding Pattern
*LNAV only		WAVEB 1.6 NM to RW27	VACUY 2400			093° → ← 273°	2500
		*1400	2400	273°			GP 3.00° TCH 40
1.6 NM		3.1 NM	6.4 NM				
CATEGORY	A		B		C		D
LPV DA	1183-1 $\frac{1}{8}$ 325 (400-1 $\frac{1}{8}$)					NA	
LNAV/ VNAV DA	1212-1 $\frac{1}{4}$ 354 (400-1 $\frac{1}{4}$)					NA	
LNAV MDA	1340-1 482 (500-1)			1340-1 $\frac{3}{8}$ 482 (500-1 $\frac{3}{8}$)		NA	
 CIRCLING	1340-1 482 (500-1)		1520-1 662 (700-1)		1520-1 $\frac{3}{4}$ 662 (700-1 $\frac{3}{4}$)		NA

KEWANEE, ILLINOIS
Amdt 1A 05MAR15

41°12'N-89°58'W

RNAV (GPS) RWY 27

KEWANEE MUNI (EZI)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC I-LSE	APP CRS	Rwy Idg	8536
111.1	180°	TDZE	653
		Apt Elev	655

ILS or LOC RWY 18

LA CROSSE RGNL (LSE)

⚠

⚠

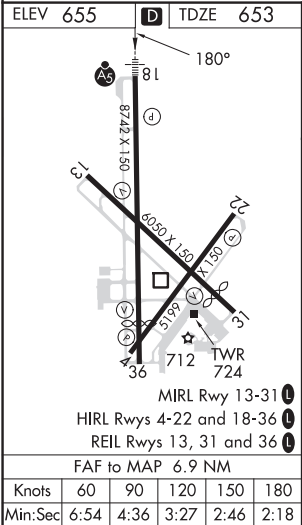
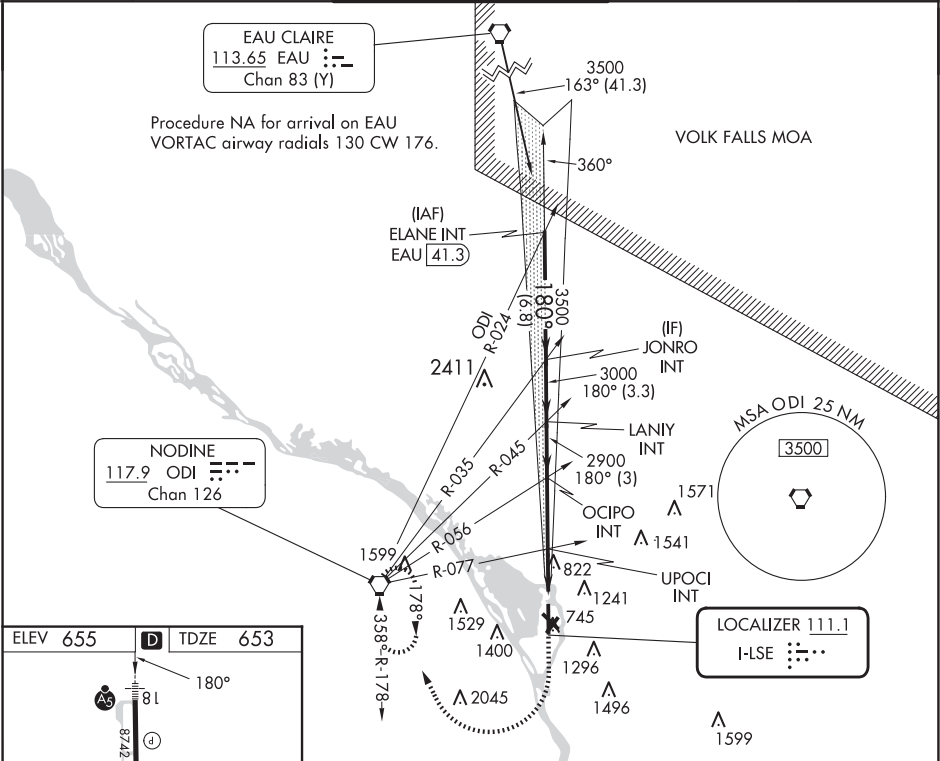
❄ -22°C

When local altimeter setting not received, use ONA altimeter setting and increase S-ILS 18 DA to 907 and increase all MDA 60 feet and S-LOC 18 visibility Cat C/D ½ SM, and Circling visibility Cat B ¼ SM. For inop ALS increase S-LOC Cats C and D visibility to 1 ¾ SM.

MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 3400 direct ODI VORTAC and hold.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
----------------	-----------------------------------	--	------------------	------------------



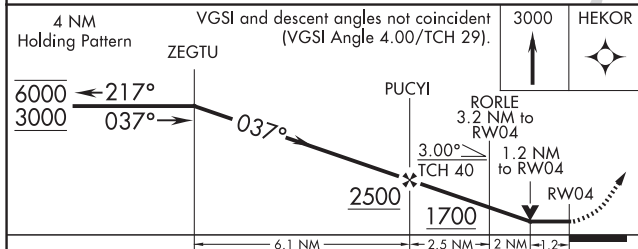
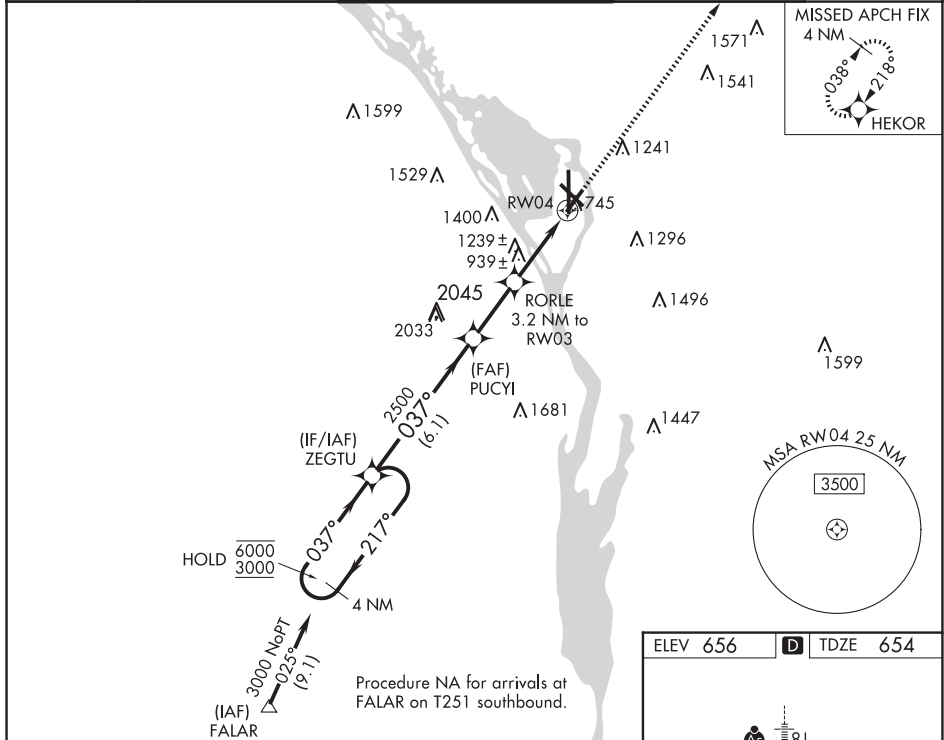
	JONRO INT	LANIY INT	OCIPO INT	UPOCI INT
	3500	3000	2900	1680
	180°			
GS 3.00°				
TCH 55				
	3.3 NM	3 NM	3.8 NM	3.1 NM
CATEGORY	A	B	C	D
S-ILS 18	853-½ 200 (200-½)			
S-LOC 18	1140-½	487 (500-½)	1140-1	487 (500-1)
CIRCLING	1140-1	1460-1	1760-3	1820-3
	485 (500-1)	805 (900-1)	1105 (1200-3)	1165 (1200-3)

WAAS CH 82622 W04A	APP CRS 037°	Rwy Idg TDZE 654 Apt Elev 656
--	------------------------	---

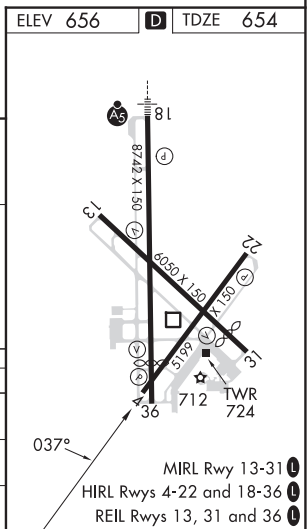
RNAV (GPS) RWY 4

LA CROSSE RGNL (LSE')

RNP APCH. ⚠️ ❄️ -22°C Circling Rwy 22 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 3000 direct HEKOR and hold.		
ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 0 251.075	GND CON 121.8	UNICOM 122.95



CATEGORY	A	B	C	D
LP MDA	1200-1	546 (600-1)	1200-1½	546 (600-1½)
LNAV MDA	1620-1¼ 966 (1000-1¼)	1620-1½ 966 (1000-1½)	1620-3	966 (1000-3)
Ⓢ CIRCLING	1620-1¼ 964 (1000-1¼)	1620-1½ 964 (1000-1½)	1760-3 1104 (1200-3)	1820-3 1164 (1200-3)



WAAS CH 56509 W13A	APP CRS 135°	Rwy Idg TDZE 656 Apt Elev 656
--	------------------------	---

RNAV (GPS) RWY 13

LA CROSSE RGNL (LSE)

⚠

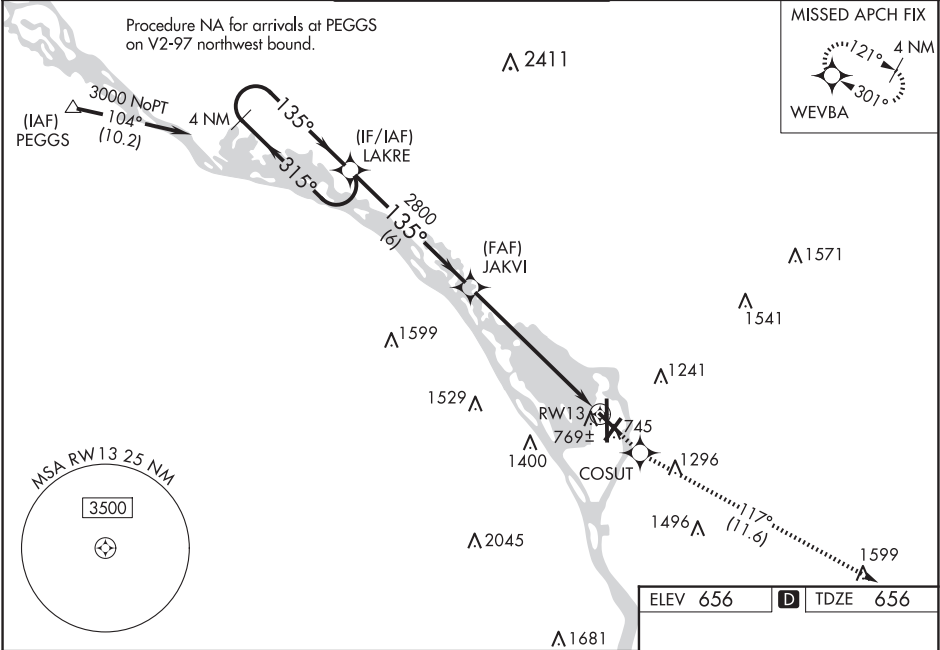
⚠

⚠

Baro-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.

MISSED APPROACH:
Climb to 3000 direct COSUT and on track 117° to WEVBA and hold.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER * 118.45 (CTAF) 0 251.075	GND CON 121.8	UNICOM 122.95
-----------------------	--	---	-------------------------	-------------------------



4 NM Holding Pattern

3000

315°

135°

GP 3.00°

TCH 45

LAKRE

3000

COSUT

tr 117°

WEVBA

JAKVI

2800

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).

RW13

6 NM

6.5 NM

CATEGORY	A	B	C	D
LPV DA	958-1 302 (400-1)			
LNAV/ VNAV DA	1020-1¼ 364 (400-1¼)			
LNAV MDA	1140-1 484 (500-1)	1140-1⅞ 484 (500-1⅞)	1140-1½ 484 (500-1½)	
CIRCLING	1140-1 484 (500-1)	1460-1 804 (900-1)	1760-3 1104 (1200-3)	1820-3 1164 (1200-3)

⚠ 81

8742 X 150

4

135°

6030 X 150

3

36

712

TWR 724

MIRL Rwy 13-31

HIRL Rwy 4-22 and 18-36

REIL Rwy 13, 31 and 36

LA CROSSE, WISCONSIN

AL-219 (FAA)

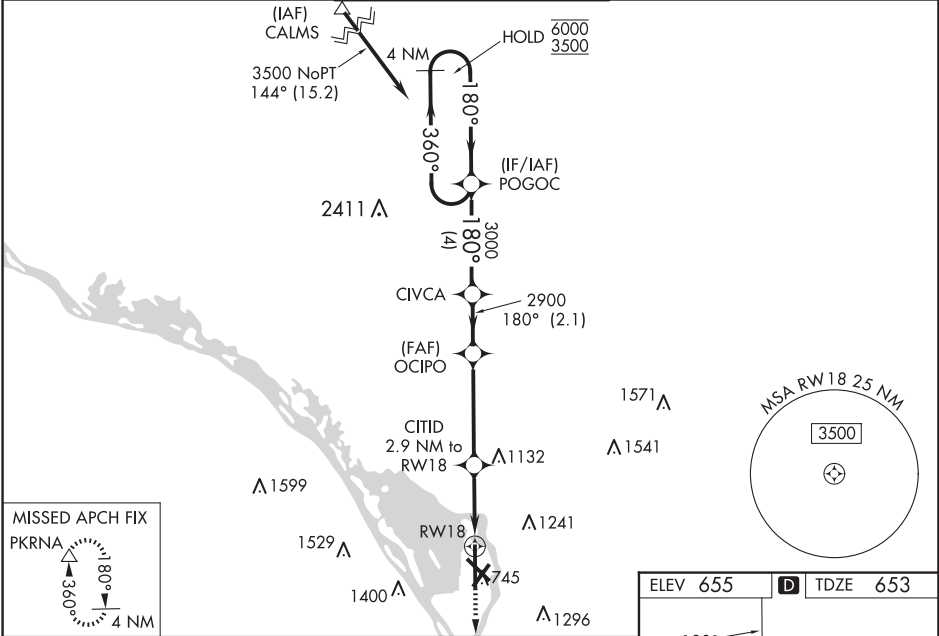
24249

WAAS CH 72809 W18A	APP CRS 180°	Rwy Idg TDZE 653 Apt Elev 655
--	------------------------	---

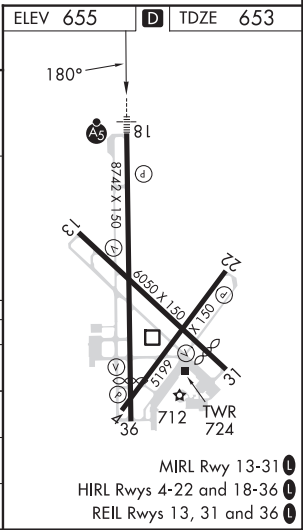
RNAV (GPS) RWY 18

LA CROSSE RGNL (LSE')

RNP APCH - GPS.		MALSR		MISSED APPROACH: Climb to 3000 direct PKRNA and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use ONA altimeter setting and increase LPV DA to 907 feet; increase LNAV/VNAV DA to 1174 feet; increase all MDAs 60 feet and Circling visibility Cat B ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 ½ SM, and LNAV Cats C and D to 1 ¾ SM. Baro-VNAV and VDP NA when using ONA altimeter setting.					
ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075		GND CON 121.8	UNICOM 122.95



4 NM Holding Pattern		POGOC		CIVCA		OCIPO		CITID		RW18	
6000 ← 360° 3500 → 180°		3000		2900		1620		2.9 NM to RW18		1.3 NM to RW18	
GP 3.00° TCH 55											
		4 NM		2.1 NM		4 NM		1.6		1.3 NM	
CATEGORY	A	B	C	D							
LPV DA	853-½ 200 (200-½)										
LNAV/ VNAV DA	1120-1 467 (500-1)										
LNAV MDA	1120-½ 467 (500-½)		1120-1 467 (500-1)		1120-1 467 (500-1)						
CIRCLING	1140-1 485 (500-1)		1460-1 805 (900-1)		1760-3 1105 (1200-3)		1820-3 1165 (1200-3)				



LA CROSSE, WISCONSIN
Amdt 1 05SEP24

43°53'N-91°15'W

LA CROSSE RGNL (LSE')

RNAV (GPS) RWY 18

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS
217°

Rwy Idg
TDZE
Apt Elev

5199
654
656

RNAV (GPS) RWY 22

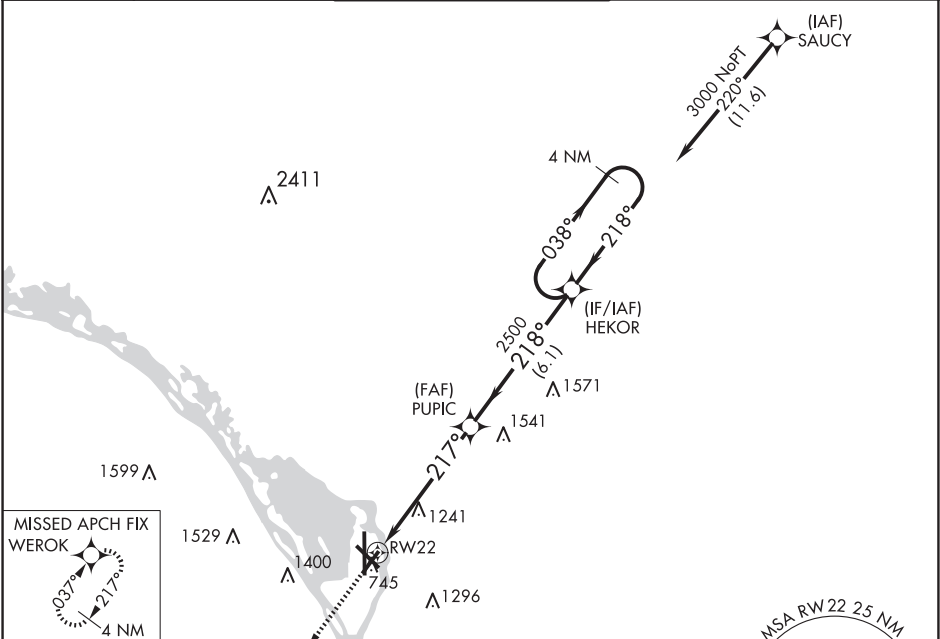
LA CROSSE RGNL (LSE')

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.

MISSED APPROACH: Climb to 3100 direct WEROK and hold.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
----------------	-----------------------------------	--	------------------	------------------



ELEV 656

D

TDZE 654

3100

WEROK

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 28).

HEKOR

4 NM Holding Pattern

038°

218°

3000

PUPIC

3.04° TCH 40

218°

2500

RW22

217°

5.6 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1820-1¼ 1166 (1200-1¼)	1820-1½ 1166 (1200-1½)	1820-3	1166 (1200-3)
CIRCLING	1820-1¼ 1164 (1200-1¼)	1820-1½ 1164 (1200-1½)	1820-3	1164 (1200-3)

LA CROSSE, WISCONSIN

AL-219 (FAA)

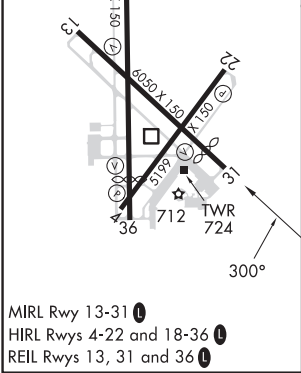
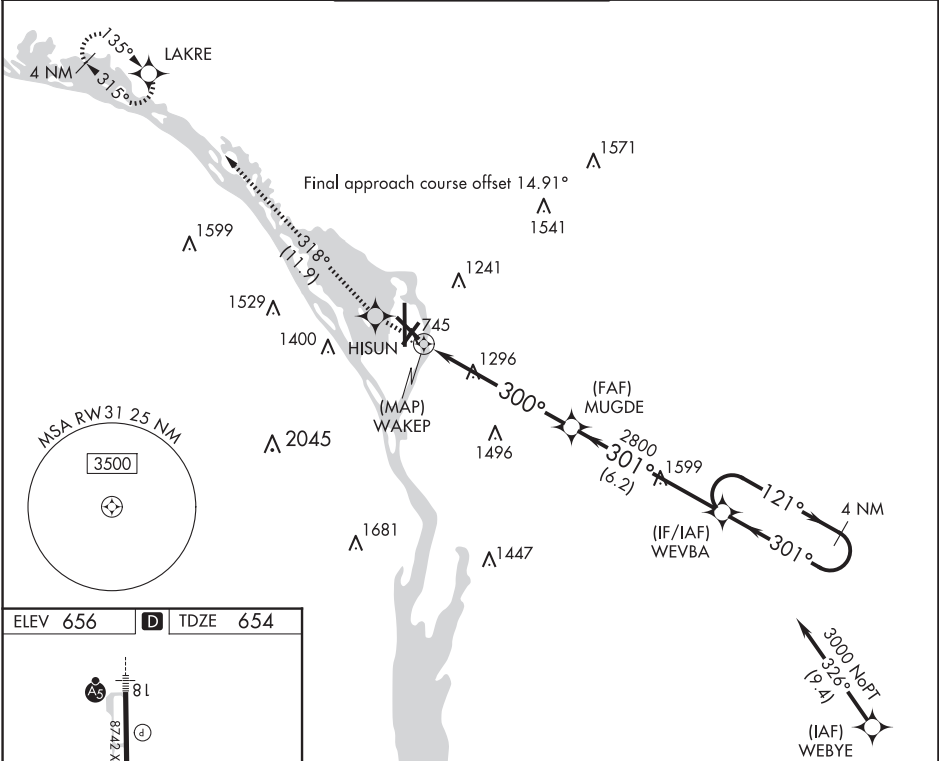
23054

APP CRS	Rwy Idg	5310
300°	TDZE	654
	Apt Elev	656

RNAV (GPS) RWY 31

LA CROSSE RGNL (LSE)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct HISUN and on track 318° to LAKRE and hold.		
⚠️ 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.				
❄️ -22°C				
ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER ★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95



3000	HISUN	tr 318°	LAKRE	WEVBA	4 NM Holding Pattern
↑	✧		✧	→ 121° → 3000	
WAKEP					Visual Segment - Obstacles.
MUGDE					
2800					
300°					
301°					
301°					
0.4					6.1 NM 6.2 NM
CATEGORY	A	B	C	D	
LNAV MDA	1720-1¼ 1066 (1100-1¼)	1720-1½ 1066 (1100-1½)	1720-3 1066 (1100-3)	1820-3 1164 (1200-3)	
CIRCLING	1720-1¼ 1064 (1100-1¼)	1720-1½ 1064 (1100-1½)	1760-3 1104 (1200-3)	1820-3 1164 (1200-3)	

LA CROSSE, WISCONSIN
Orig-D 31DEC20

43°53'N-91°15'W

LA CROSSE RGNL (LSE)

RNAV (GPS) RWY 31

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86509 W36A	APP CRS 360°	Rwy Idg TDZE 653 Apt Elev 656
--	------------------------	---

RNAV (GPS) RWY 36

LA CROSSE RGNL (LSE')

RNP APCH.

▼

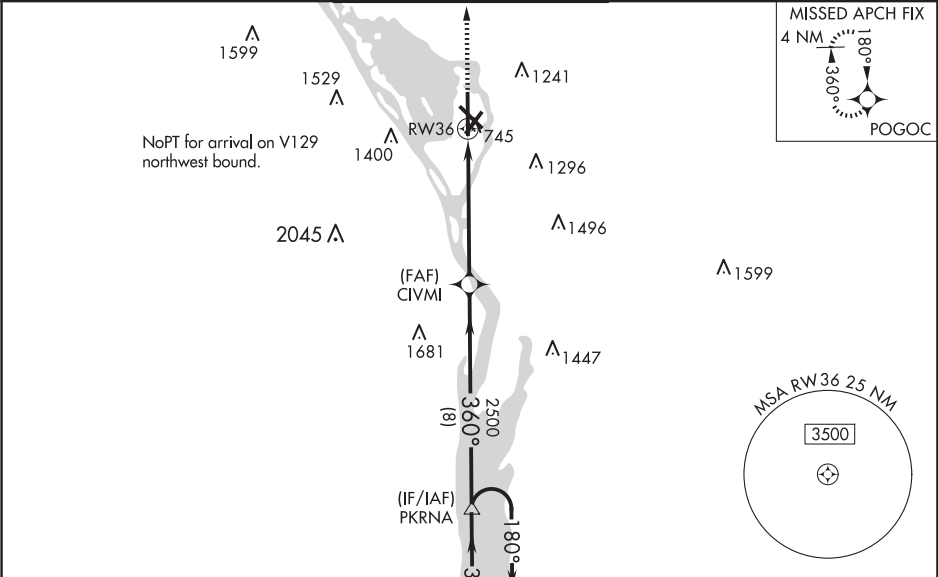
⚠

❄ -22°C

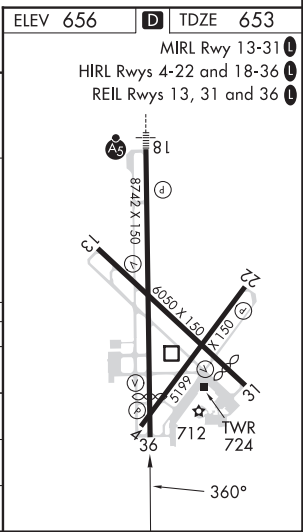
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27° C or above 54° C. When local altimeter setting not received, use Winona altimeter setting: increase LPV DA to 1006 feet, LNAV/VNAV DA to 1256 feet and all MDA 60 feet. Increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C/D visibility ¼ SM and Circling Cat C visibility ¼ SM. Circling to Rwy 22 NA at night. Baro-VNAV and VDP NA when using Winona altimeter setting.

MISSED APPROACH:
Climb to 3500 direct POGOC and hold.

ATIS 124.95	MINNEAPOLIS CENTER 128.6 363.0	LA CROSSE TOWER★ 118.45 (CTAF) 251.075	GND CON 121.8	UNICOM 122.95
-----------------------	--	---	-------------------------	-------------------------



<div><div>4 NM Holding Pattern</div><div>3000</div><div>←180° 360°→</div><div>GP 3.00° TCH 50</div></div> <div><div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).</div><div>PKRNA</div><div>CIVMI</div><div>2500</div><div>2500</div><div>360°</div><div>8 NM</div><div>4.1 NM</div><div>1.5 NM</div><div>4 NM</div><div>60°</div><div>3500</div><div>POGOC</div><div>↑</div><div>✦</div><div>*LNAV only.</div><div>*1.5 NM to RW36</div><div>RW36</div></div>				
CATEGORY	A	B	C	D
LPV DA	953-1 300 (300-1)			
LNAV/ VNAV DA	1203-2 550 (600-2)			
LNAV MDA	1140-1 487 (500-1)	1140-1¼ 487 (500-1¼)	1140-1½ 487 (500-1½)	
CIRCLING	1140-1 484 (500-1)	1460-1 804 (900-1)	1760-3 1104 (1200-3)	1820-3 1164 (1200-3)



APP CRS

Rwy Idg

3000

040°

TDZE

649

Apt Elev

649

RNAV (GPS) RWY 4

MAJOR GILBERT FLD (4R5)

RNP APCH.

⚠

⚠

Rwy 4 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH: Climb to
4000 direct JEBTO and hold.

AWOS-3PT

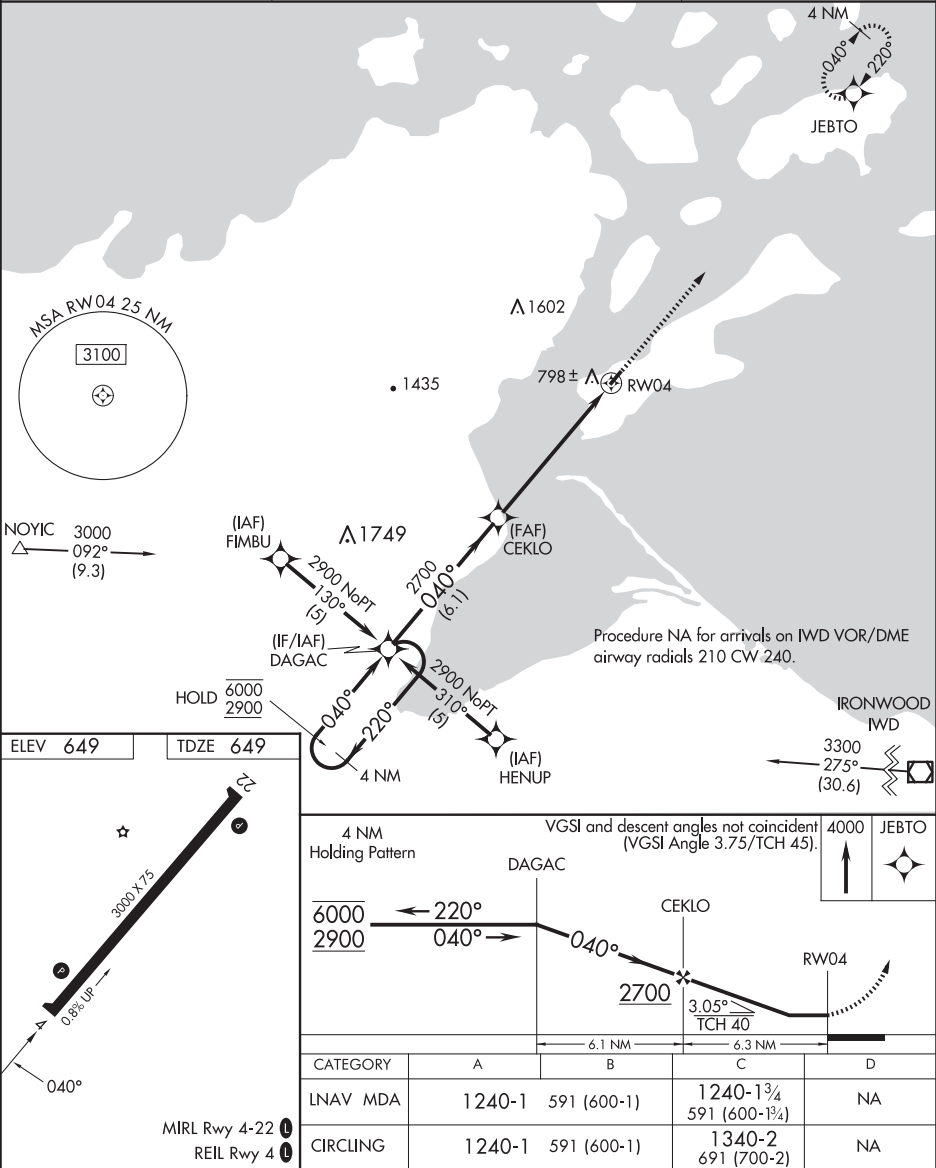
119.375

MINNEAPOLIS APP CON

133.55

CTAF

122.9 0



LA POINTE, WISCONSIN

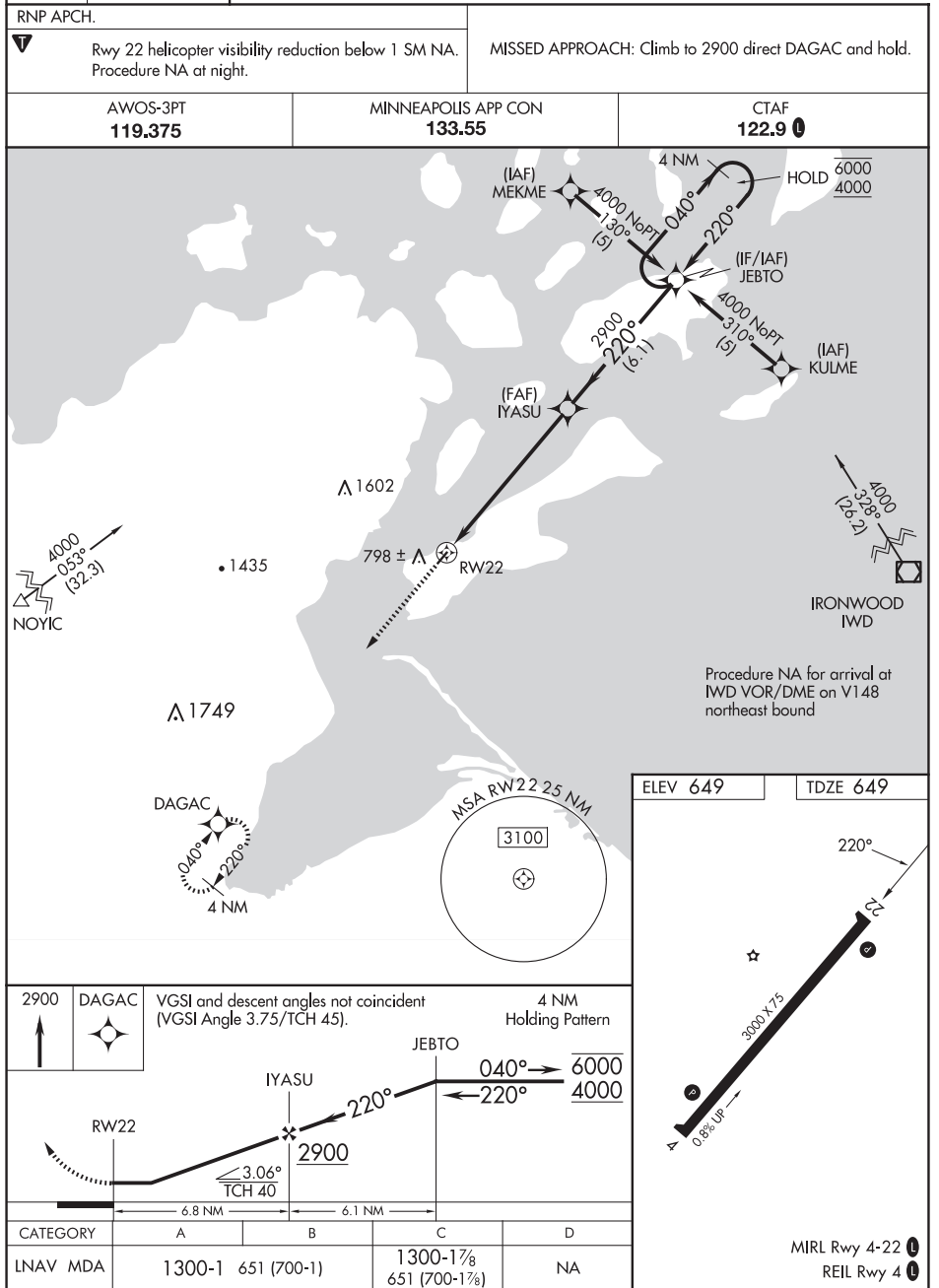
AL-9398 (FAA)

23110

APP CRS	Rwy Idg	3000
220°	TDZE	649
	Apt Elev	649

RNAV (GPS) RWY 22

MAJOR GILBERT FLD (4R5)



LA POINTE, WISCONSIN
Orig-D 07NOV19

46°47'N-90°46'W

MAJOR GILBERT FLD (4R5)
RNAV (GPS) RWY 22

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 66035 W13A	APP CRS 129°	Rwy Idg 4003 TDZE 564 Apt Elev 585
--	------------------------	---

RNAV (GPS) RWY 13

MARSHALL COUNTY (C75)

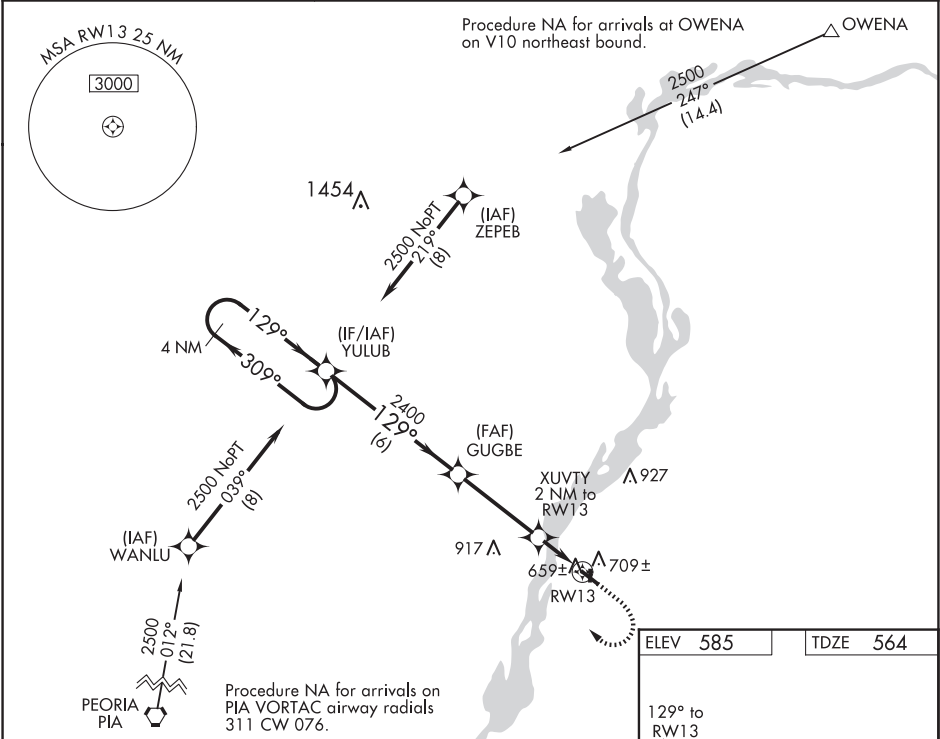
⚠

⚠

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ 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 ¼ mile and LNAV Cat C visibility ½ mile. Night landing: Rwy 18, 31, 36 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct YULUB and hold.

AWOS-3 119.425	CHICAGO CENTER 124.55 307.125	UNICOM 122.8 (CTAF) ①
--------------------------	---	---------------------------------



4 NM Holding Pattern YULUB

Visual Segment - Obstacles.

1000 2500 YULUB

2500 309° 129°

GUGBE

2400

XUVTY 2 NM to RW13

RW13

1220

6 NM 3.7 NM 2 NM

CATEGORY	A	B	C	D
LP MDA	920-1	356 (400-1)	920-1½ 356 (400-1½)	NA
LNAV MDA	960-1	396 (400-1)	960-1¼ 396 (400-1¼)	NA
CIRCLING	1100-1	515 (600-1)	1200-1¾ 615 (700-1¾)	NA

REIL Rwy 13 ①

MIRL Rwy 13-31 ①

LIRL Rwy 18-36

LADYSMITH, WISCONSIN

AL-6704 (FAA)

22363

WAAS CH 77921 W14A	APP CRS 140°	Rwy Idg TDZE 1237 Apt Elev 1240	4001
--	------------------------	---	-------------

RNAV (GPS) RWY 14

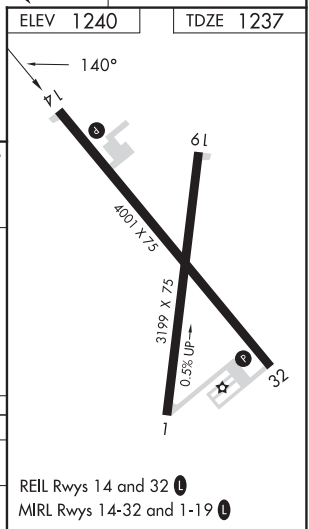
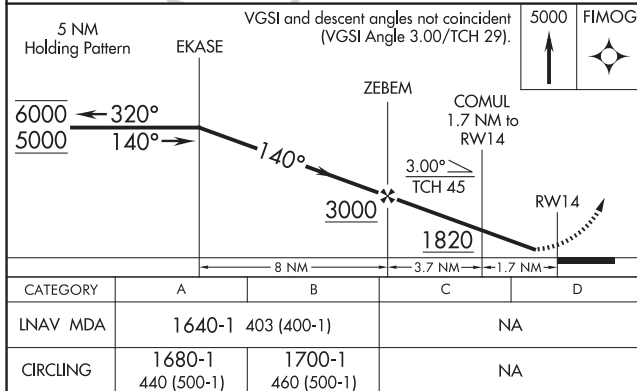
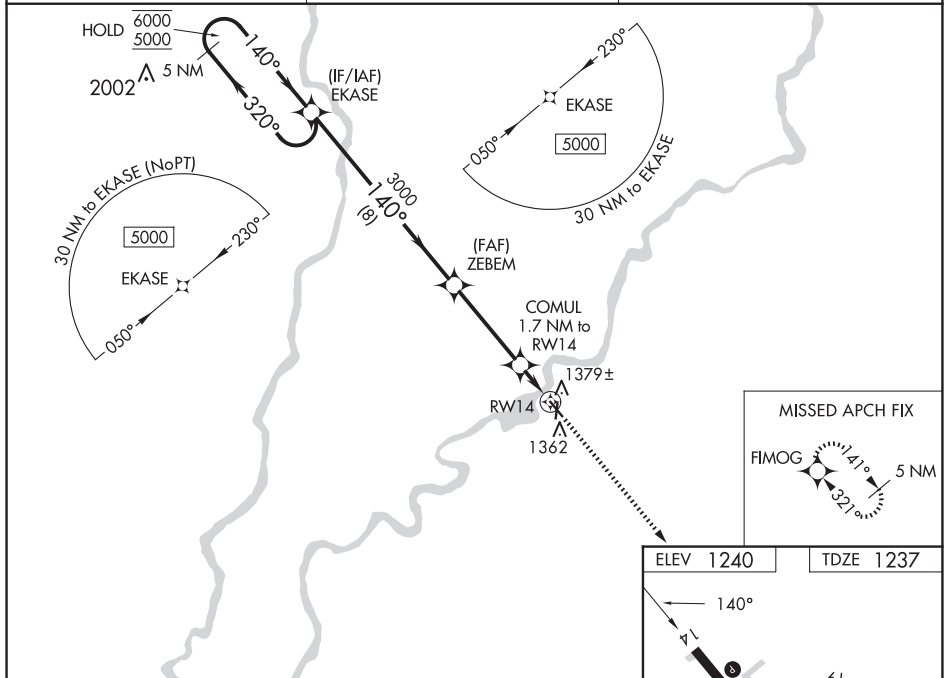
RUSK COUNTY (RCX)

RNP APCH.

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.

MISSED APPROACH: Climb to 5000 direct FIMOG and hold, continue climb-in-hold to 5000.

AWOS-3 118.125	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0
--------------------------	---	---------------------------------



LADYSMITH, WISCONSIN
Orig-B 31JAN19

45°30'N-91°00'W

RNAV (GPS) RWY 14

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70721 W32A	APP CRS 321°	Rwy Idg TDZE Apt Elev	4001 1233 1240
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32

RUSK COUNTY (RCX)

RNP APCH.

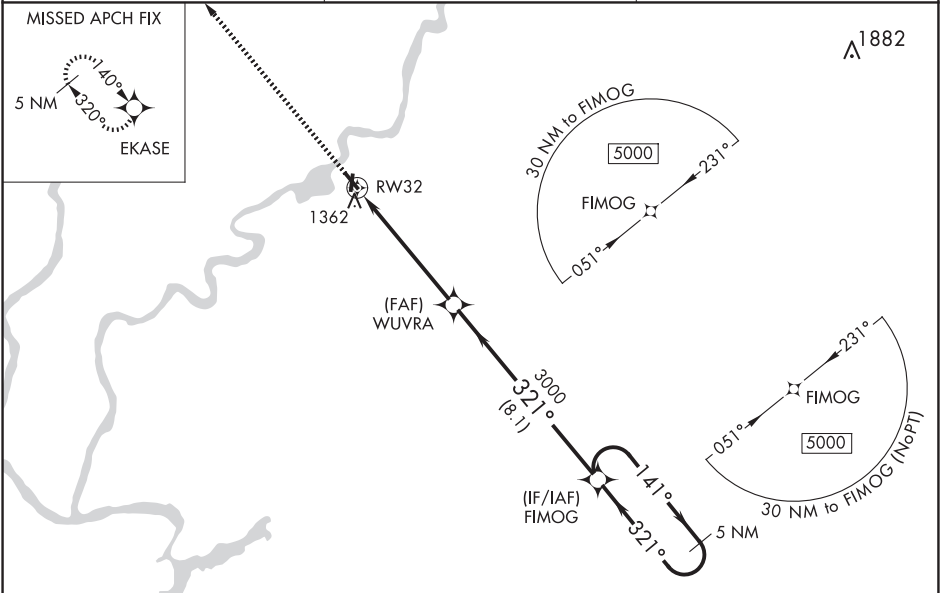
⚠

⚠

Circling to Rwy 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 ¾ SM NA.

MISSED APPROACH: Climb to 5000 direct EKASE and hold, continue climb-in-hold to 5000.

AWOS-3 118.125	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF)
--------------------------	---	-------------------------------



ELEV 1240	TDZE 1233
-----------	-----------

The inset chart shows the intersection of Rwy 14 and Rwy 32. It includes a compass rose indicating the EKASE direction (320°) and a 5 NM scale. The chart shows the intersection point at 3199 feet and 0.5% up. It also shows the intersection point at 321°.

REIL Rws 14 and 32
MIRL Rws 14-32 and 1-19

5000	EKASE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).	5 NM Holding Pattern
------	-------	--	----------------------

*LNAV only.

*1.4 NM to RW32

WUVRA 3000

FIMOG 141° 5000

321° 3000

1.4 NM 4 NM 8.1 NM

CATEGORY	A	B	C	D
LPV DA	1483-1	250 (300-1)	NA	NA
LNAV/VNAV DA	1510-1	277 (300-1)	NA	NA
LNAV MDA	1700-1	467 (500-1)	NA	NA
CIRCLING	1700-1	460 (500-1)	NA	NA

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025


LAKE GENEVA, WISCONSIN

AL-5988 (FAA)

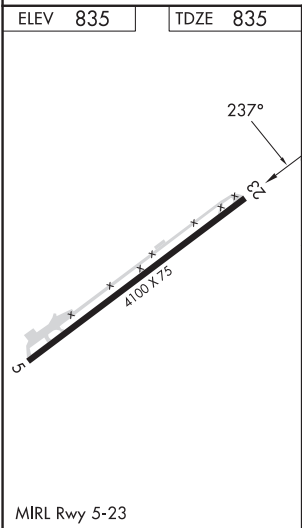
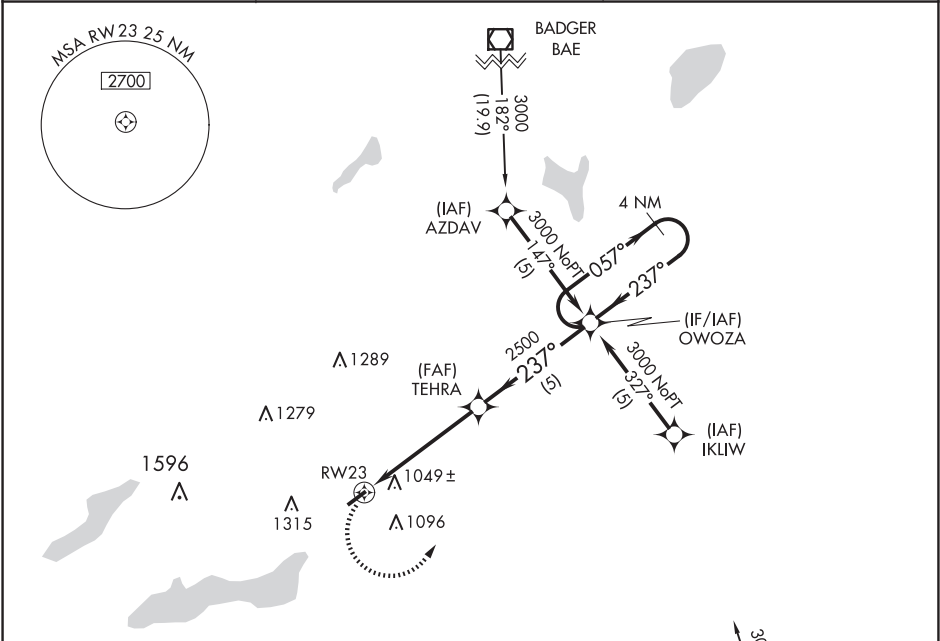
23278





APP CRS	Rwy Idg	4100
237°	TDZE	835
	Apt Elev	835

RNAV (GPS) RWY 23
GRAND GENEVA RESORT (C02)

 NA	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.
--	---	--

ENW ASOS 127.175	MILWAUKEE APP CON 135.875	UNICOM 122.8 (CTAF)
----------------------------	-------------------------------------	-------------------------------



		Visual Segment - Obstacles.	4 NM Holding Pattern	
		TEHRA	057° → 3000	
		RWY 23	← 237°	
		5.1 NM	5 NM	
CATEGORY	A	B	C	D
LNAV MDA	1360-1	525 (600-1)	1360-1½ 525 (600-1½)	NA
CIRCLING	1500-1 665 (700-1)	1520-1 685 (700-1)	1740-2¾ 905 (1000-2¾)	NA

LAKE GENEVA, WISCONSIN
Orig-C 04NOV21

42°37'N - 88°23'W

GRAND GENEVA RESORT (C02)
RNAV (GPS) RWY 23

EC-3, 12 JUN 2025 to 07 AUG 2025

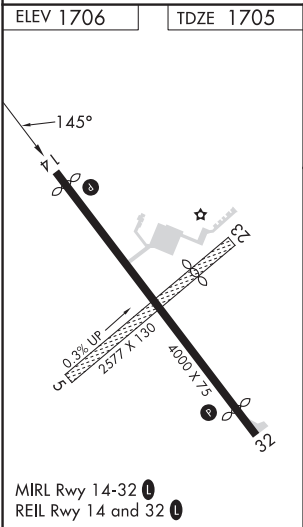
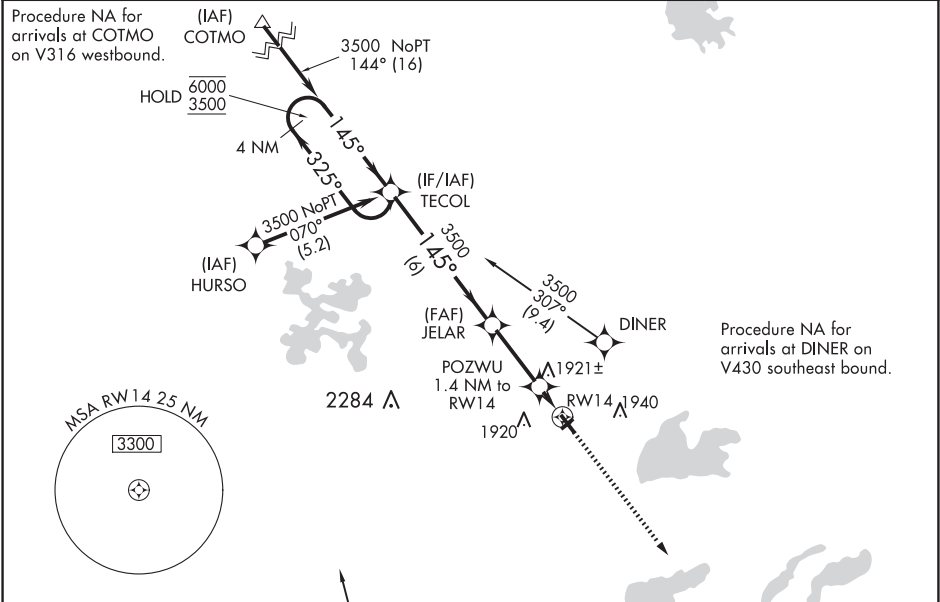
EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	3799
145°	TDZE	1705
	Apt Elev	1706

RNAV (GPS) RWY 14
KINGS LAND O' LAKES (LNL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3500 direct TOLOY and hold.
<div><div></div><div>Circle NA to Rwy 5 and 23. Rwy 14 helicopter visibility reduction below 1 SM NA.</div></div>	

AWOS-3 119.525	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0
-------------------	------------------------------------	--------------------------



4 NM Holding Pattern	TECOL	JELAR	POZWU 1.4 NM to RW14	RW14
6000 3500	←325° 145°→	145°	4.00° TCH 40	2320
6 NM		2.8 NM		1.4 NM
CATEGORY	A	B	C	D
LNAV MDA	2180-1	475 (500-1)	NA	
CIRCLING	2200-1 494 (500-1)	2240-1 534 (600-1)	NA	

EC-3, 12 JUN 2025 to 07 AUG 2025

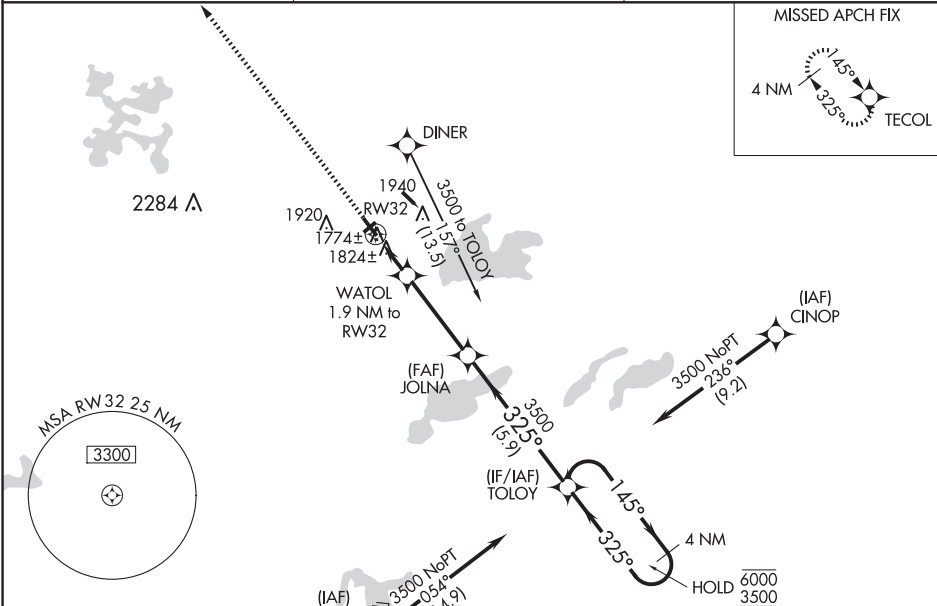
EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 97744 W32A	APP CRS 325°	Rwy Ldg TDZE Apt Elev	3601 1705 1706
--	------------------------	-----------------------------	---

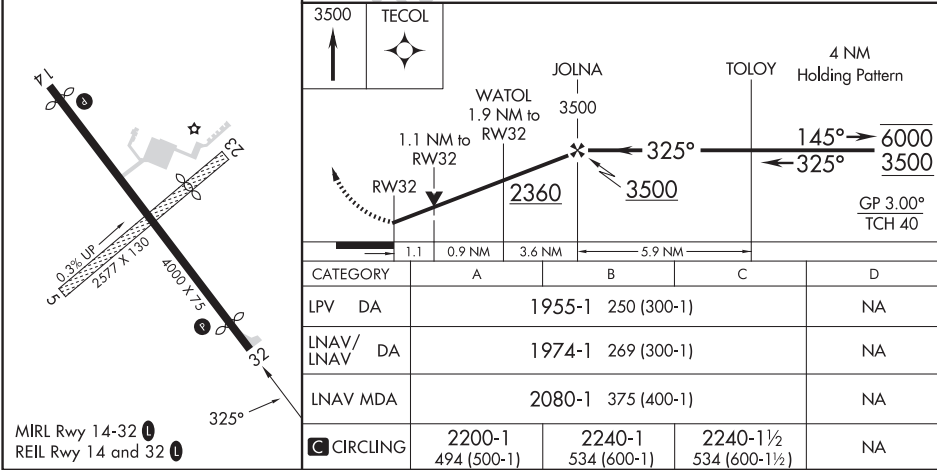
RNAV (GPS) RWY 32
KINGS LAND O' LAKES (LNL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3500 direct TECOL and hold.
<div><div></div><div></div></div> <div>Circling NA to Rwy 5 and 23. Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.</div>	

AWOS-3 119.525	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0
--------------------------	---	---------------------------------



ELEV 1706	TDZE 1705
-----------	-----------



LAWRENCEVILLE, ILLINOIS

AL-229 (FAA)

22139

WAAS CH 53528 W18A	APP CRS 180°	Rwy Idg 5199 TDZE 430 Apt Elev 430
--	------------------------	---

RNAV (GPS) RWY 18

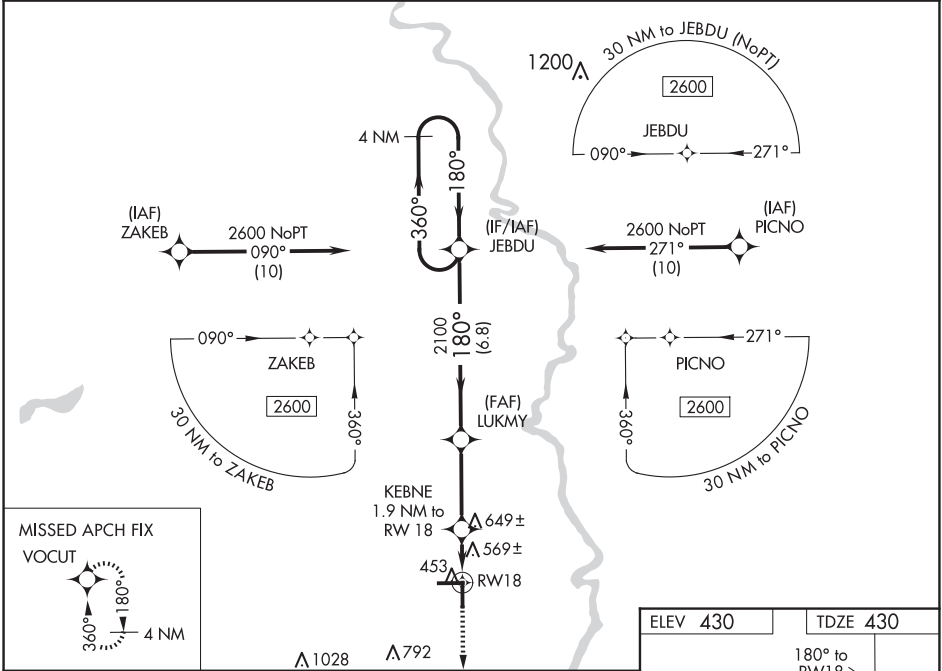
LAWRENCEVILLE-VINCENNES INTL (L WV)

⚠

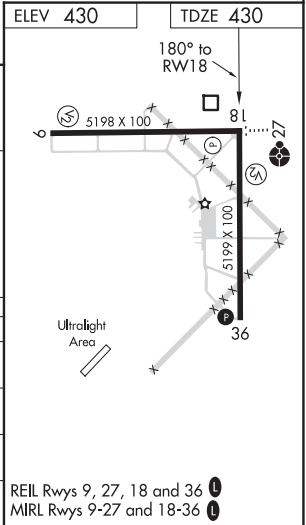
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F).
DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Carmel altimeter setting. When local altimeter setting not received, use Mount Carmel altimeter setting: increase LPV DA 656 feet; increase LNAV/VNAV DA to 902 feet and all visibilities ½ SM; increase all MDAs 40 feet and LNAV visibility Cat C/D ¼ SM; and Circling visibility Cat D ¼ SM. Circling to Rwy 36 NA at night.

MISSED APPROACH:
Climb to 2600 direct
VOCUT and hold.

ASOS 118.0	EVANSVILLE APP CON ★ 125.6 343.7	UNICOM 122.8 (CTAF) ①
----------------------	--	---------------------------------



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).		2600	VOCUT
JEBDU		LUKMY		2100	KEBNE 1.9 NM to RWY 18
2600 ← 360°		180° →		2100	*1060
GP 3.00°		TCH 45		6.8 NM	3.2 NM
CATEGORY	A	B	C	D	
LPV DA	630-¾		200 (200-¾)		
LNAV/VNAV DA	876-1½		446 (500-1½)		
LNAV MDA	940-1	510 (600-1)	940-1¾	510 (600-1¾)	
CIRCLING	940-1	510 (600-1)	940-1½	1160-2¼	730 (800-2¼)



LAWRENCEVILLE, ILLINOIS

Amdt 1C 19MAY22

38°46'N - 87°36'W

LAWRENCEVILLE-VINCENNES INTL (L WV)

RNAV (GPS) RWY 18

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 63028 W27A	APP CRS 271°	Rwy Idg TDZE 430 Apt Elev 430
--	------------------------	---

RNAV (GPS) RWY 27

LAWRENCEVILLE-VINCENNES INTL (L WV)

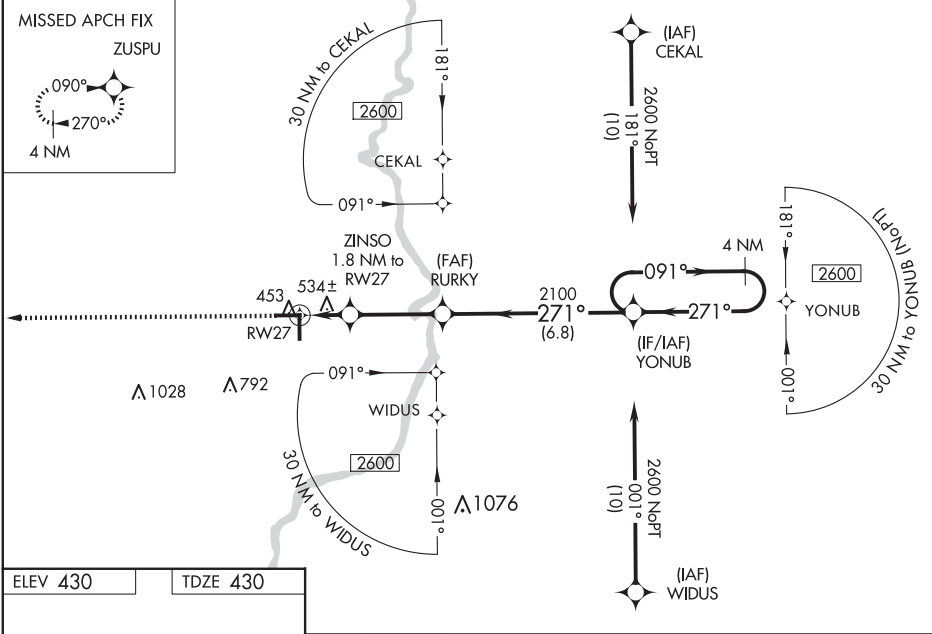
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Carmel altimeter setting. When local altimeter setting not received, use Mount Carmel altimeter setting; increase LPV DA to 706 feet; increase LNAV/VNAV DA to 858 feet and all visibilities ½ SM; increase all MDAs 40 feet and Circling visibility Cat D ¼ SM. Inop table does not apply to LNAV Cat C. For inop ODALS increase LNAV/VNAV all Cats visibility to 1¾ miles. For inop ODALS when using Mount Carmel altimeter setting increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats visibility to 1½ miles and LNAV Cats C and D visibility to 1¾ miles. Circling to Rwy 36 NA at night.

ODALS

MISSED APPROACH:

Climb to 2600 direct ZUSPU and hold.

ASOS 118.0	EVANSVILLE APP CON ★ 125.6 343.7	UNICOM 122.8 (CTAF)
----------------------	--	-------------------------------



ELEV 430

TDZE 430

2600 ZUSPU

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 26).

4 NM Holding Pattern

YONUB

2100 RURY

ZINSO 1.8 NM to RW27

*LNAV only.

*1.1 NM to RW27

*1040

2100

GP 3.00° TCH 45

1.1 NM 0.7 3.3 NM 6.8 NM

CATEGORY	A	B	C	D
LPV DA		680-¾	250 (300-¾)	
LNAV/VNAV DA		832-1¼	402 (500-1¼)	
LNAV MDA	800-¾ 370 (400-¾)		800-1 370 (400-1)	
CIRCLING	880-1 450 (500-1)	900-1 470 (500-1)	940-1½ 510 (600-1½)	1160-2¼ 730 (800-2¼)

LAWRENCEVILLE, ILLINOIS

AL-229 (FAA)

22139

WAAS CH 99528 W36A	APP CRS 360°	Rwy Idg 5199 TDZE 428 Apt Elev 430
--	------------------------	---

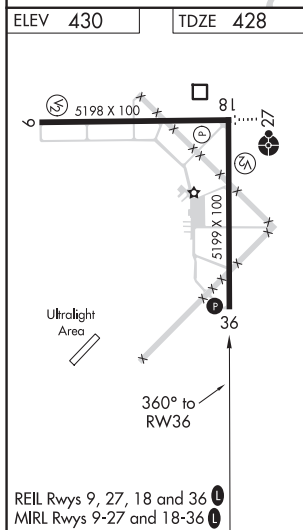
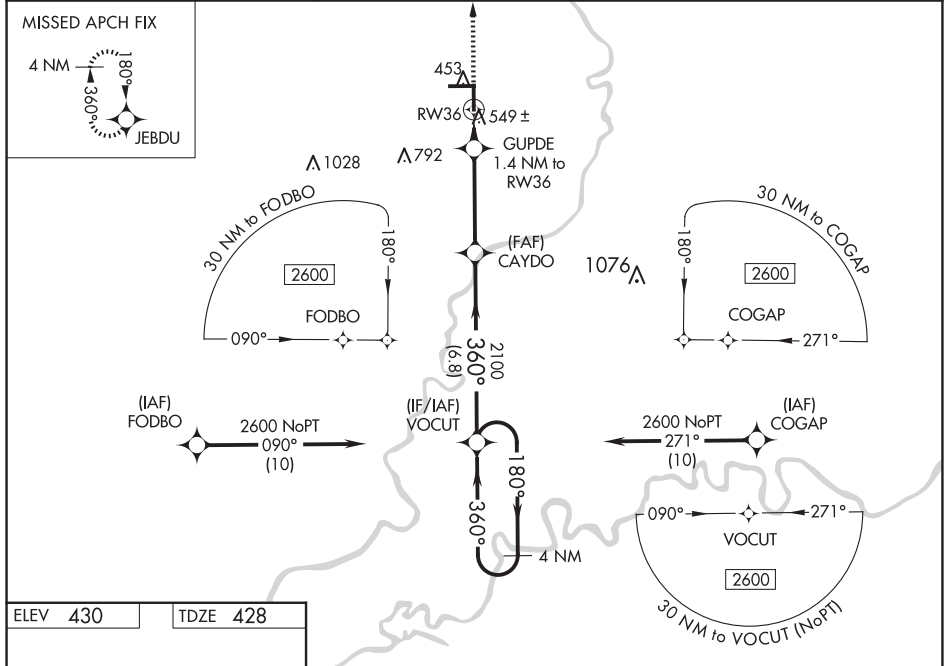
RNAV (GPS) RWY 36

LAWRENCEVILLE-VINCENNES INTL (L WV)

⚠ Baro-VNAV NA when using Mount Carmel altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). Rwy 36 Straight-in and Circling minimums NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Mount Carmel altimeter setting: increase LPV DA to 704 feet; increase LNAV/VNAV DA to 850 feet and all visibilities ½ SM; increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM and Circling visibility Cat D ¼ SM.

MISSED APPROACH: Climb to 2600 direct JEBDU and hold.

ASOS 118.0	EVANSVILLE APP CON ★ 125.6 343.7	UNICOM 122.8 (CTAF) 0
----------------------	--	---------------------------------



2600

JEBDU

VOCUT

4 NM Holding Pattern

*LNAV only.

GUPDE

1.4 NM to RW36

CAYDO

2100

180° →

← 360°

2600

RW36

*900

2100

GP 3.00°

TCH 41

1.4 NM

3.7 NM

6.8 NM

CATEGORY	A	B	C	D
LPV DA	678-1 250 (300-1)			
LNAV/VNAV DA	824-1½ 396 (400-1½)			
LNAV MDA	800-1 372 (400-1)			
CIRCLING	880-1 450 (500-1)	900-1 470 (500-1)	940-1½ 510 (600-1½)	1160-2¼ 730 (800-2¼)

LAWRENCEVILLE, ILLINOIS
Amdt 1C 19MAY22

RNAV (GPS) RWY 36

LAWRENCEVILLE-VINCENNES INTL (L WV)

38°46'N - 87°36'W

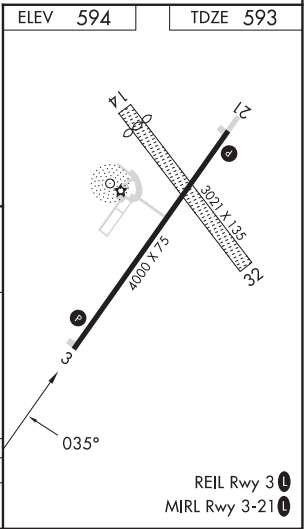
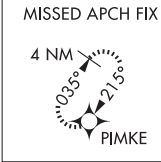
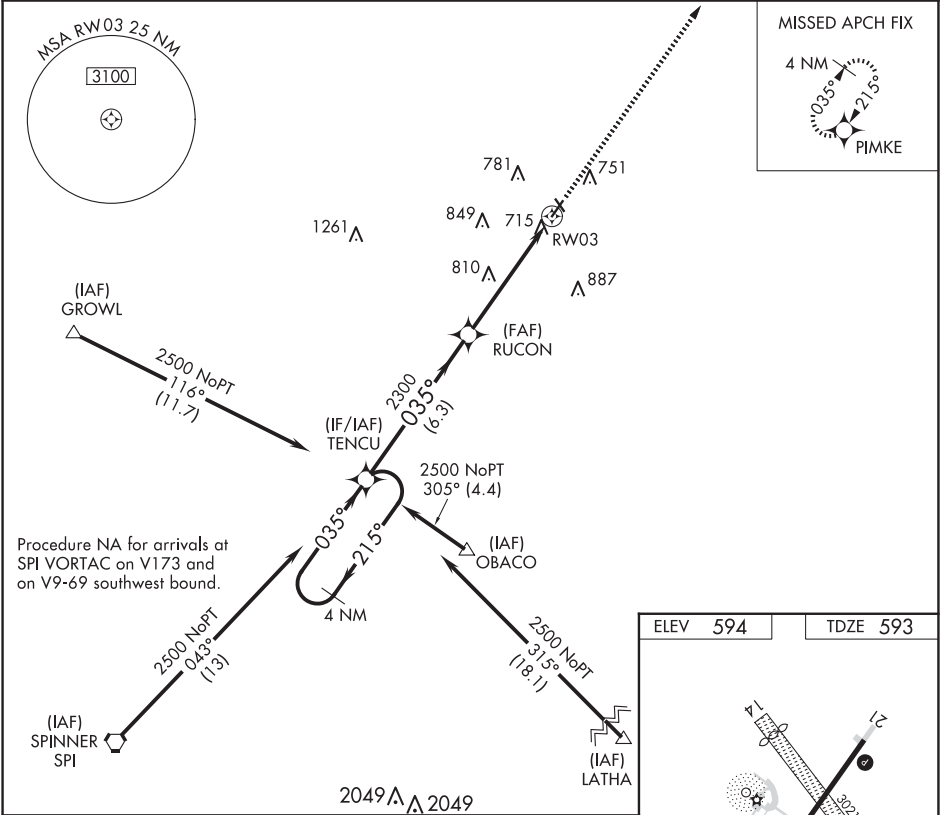
EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	4000
035°	TDZE	593
	Apf Elev	594

RNAV (GPS) RWY 3
LOGAN COUNTY (AAA)

RNP APCH.	MISSED APPROACH: Climb to 2700 direct PIMKE and hold.
<p>▼ 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 ¾ SM NA.</p>	

AWOS-3 118.775	SAINT LOUIS APP CON ★ 126.15 323.0	UNICOM 122.8 (CTAF) 0
-------------------	---------------------------------------	--------------------------



4 NM Holding Pattern TENCU				
VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 26).				
2500 215° 035° 035° 2300 3.05° TCH 36 1.5 NM to RW03 RW03				
6.3 NM 3.7 NM 1.5 NM				
CATEGORY	A	B	C	D
LNAV MDA	1120-1	527 (600-1)	1120-1½ 527 (600-1½)	1120-1¾ 527 (600-1¾)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LINCOLN, ILLINOIS

AL-5697 (FAA)

25163

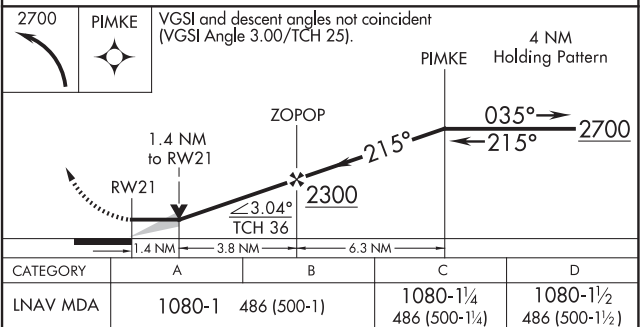
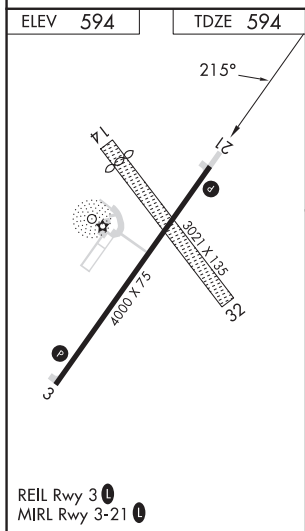
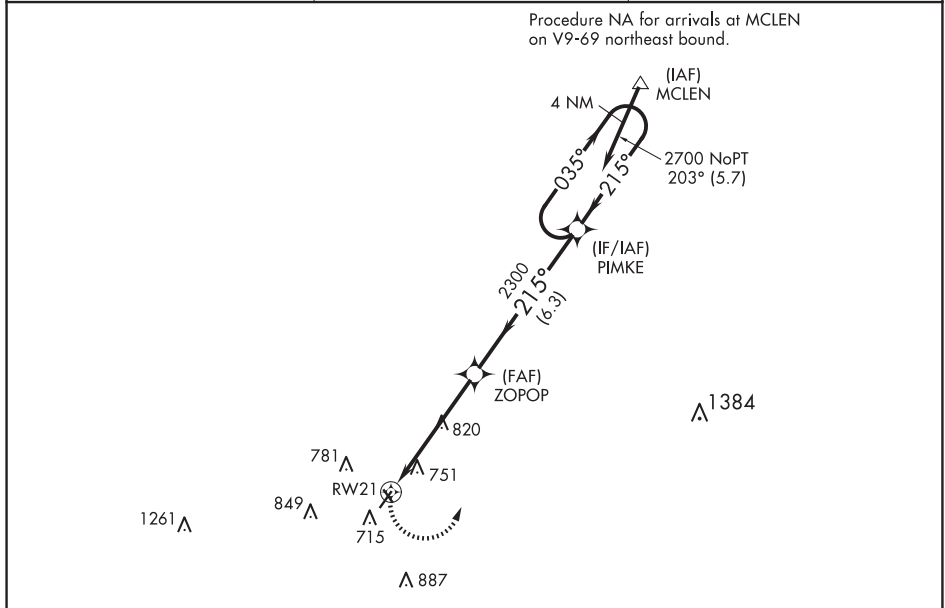
APP CRS	Rwy Ldg	4000
215°	TDZE	594
	Apt Elev	594

RNAV (GPS) RWY 21

LOGAN COUNTY (AAA)

RNP APCH.	MISSED APPROACH: Climbing left turn to 2700 direct PIMKE and hold.
<p>⚠ 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.</p>	

AWOS-3 118.775	SAINT LOUIS APP CON ★ 126.15 323.0	UNICOM 122.8 (CTAF) 0
-------------------	---------------------------------------	---------------------------------



LINCOLN, ILLINOIS
Orig-B 18JUL19

40°10'N-89°20'W

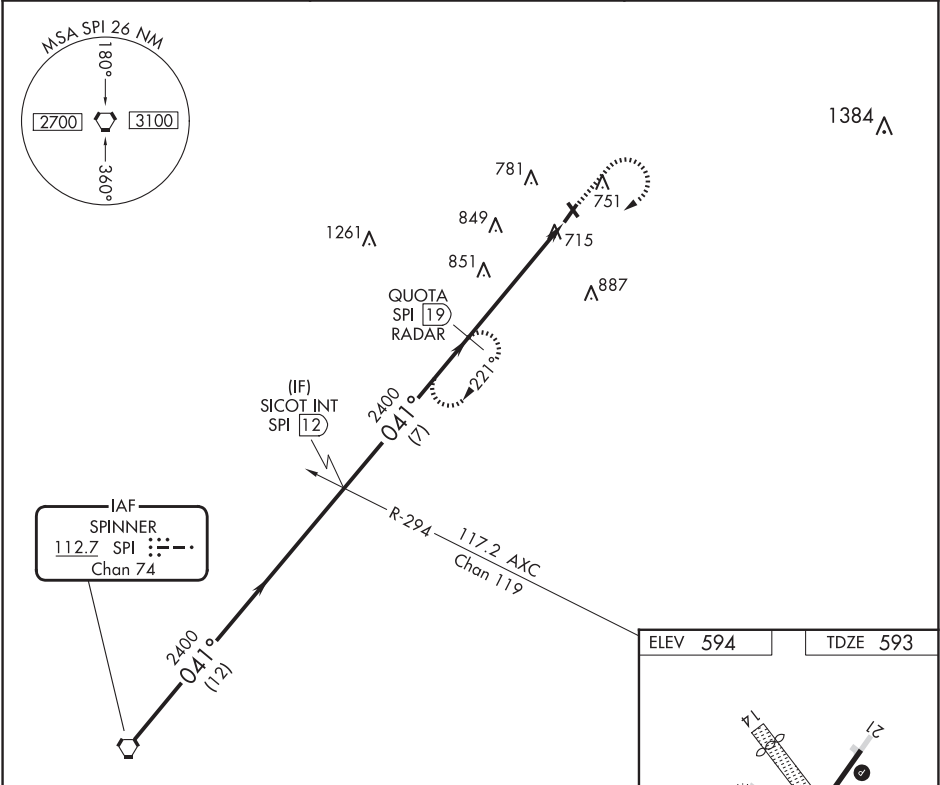
RNAV (GPS) RWY 21

EC-3, 12 JUN 2025 to 07 AUG 2025

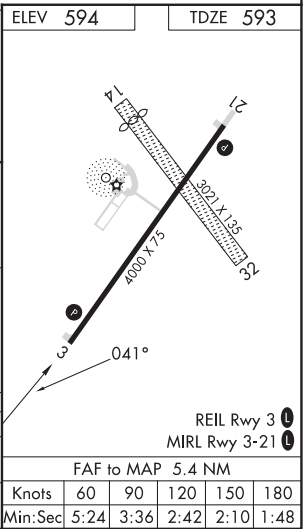
VORTAC SPI 112.7 Chan 74	APP CRS 041°	Rwy Ldg TDZE 593 Apt Elev 594
--	------------------------	---

VOR RWY 3
LOGAN COUNTY (AAA)

DME or RADAR required.		MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 via SPI R-041 to QUOTA/19 DME/RADAR and hold.
AWOS-3 118.775	SAINT LOUIS APP CON ★ 126.15 323.0	UNICOM 122.8 (CTAF) 0



Procedure Turn NA		VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 26).		2000	2400	QUOTA SPI 19
SICOT INT SPI 12		QUOTA SPI 19 RADAR		SPI R-041		
2400 041°		2400		3.09° TCH 36		SPI 24.4
12 NM		7 NM		5.4 NM		
CATEGORY	A	B	C	D		
S-3	1120-1 527 (600-1)	1120-1¼ 527 (600-1¼)	1120-1½ 527 (600-1½)	1120-1¾ 527 (600-1¾)		
CIRCLING	1140-1 546 (600-1)	1140-1¼ 546 (600-1¼)	1280-2 686 (700-2)	1280-2¼ 686 (700-2¼)		



LITCHFIELD, ILLINOIS

AL-6318 (FAA)

23334

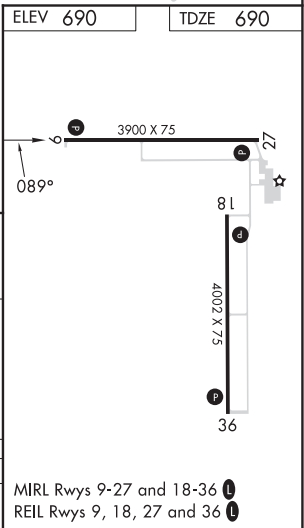
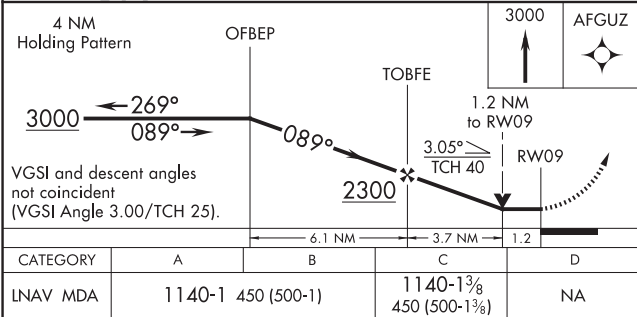
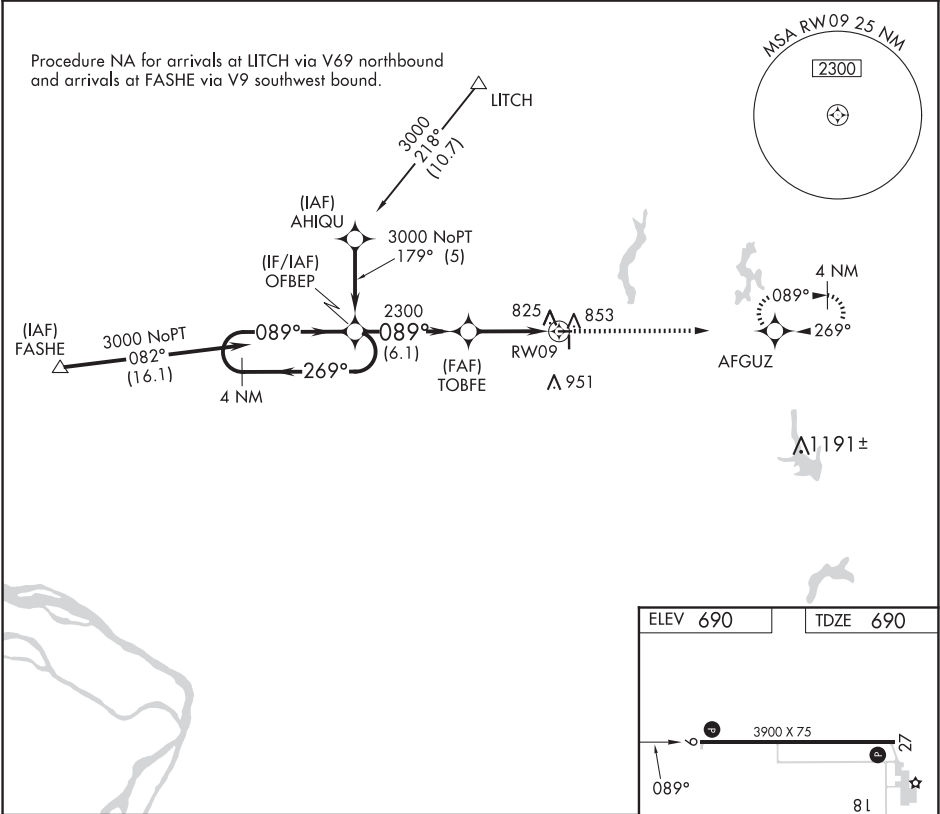
APP CRS 089°	Rwy Idg	3900
	TDZE	690
	Apt Elev	690

RNAV (GPS) RWY 9

LITCHFIELD MUNI (3LF')

RNP APCH.		MISSED APPROACH: Climb to 3000 direct AFGUZ and hold.
T A	When local altimeter setting not received, use Taylorville altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility to 1½ SM. VDP NA with Taylorville altimeter setting. Rwy 9 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT 118.175	ST. LOUIS APP CON 124.2 353.9	UNICOM 122.8 (CTAF) 0
----------------------------	---	---------------------------------



WAAS CH 58203 W18A	APP CRS 179°	Rwy Idg TDZE 686 Apt Elev 691	4002
--	------------------------	---	-------------

RNAV (GPS) RWY 18

LITCHFIELD MUNI (3LF')

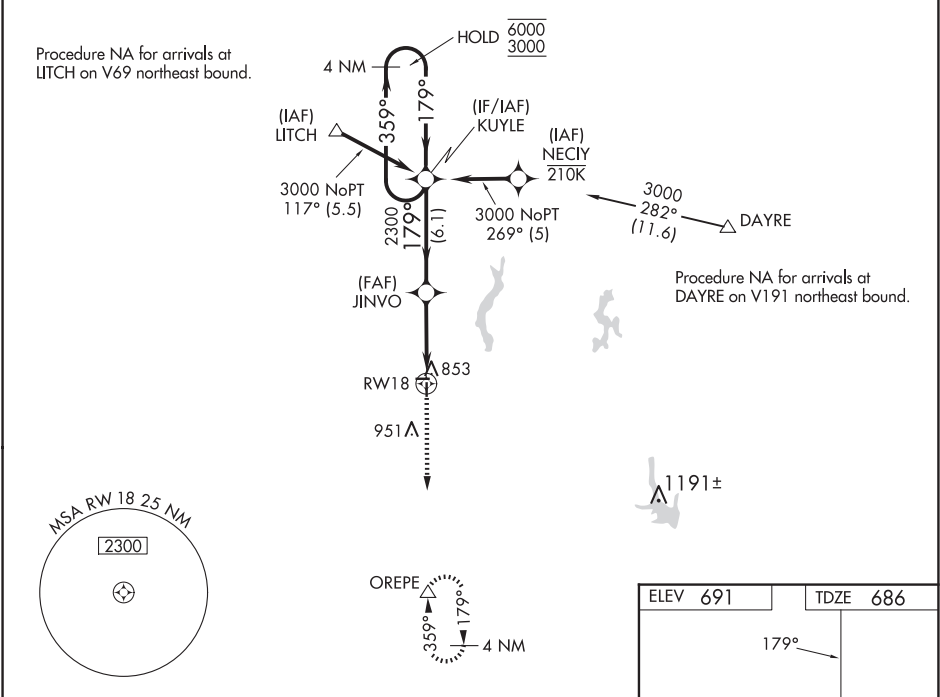
RNP APCH - GPS.

⚠

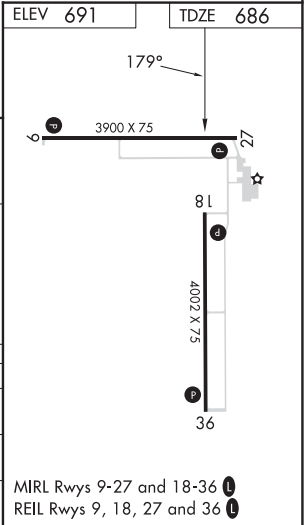
Baro-VNAV and VDP NA when using Taylorville altimeter setting. Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Taylorville altimeter setting and increase LPV DA to 1025 feet and all visibilities ½ SM, increase LNAV/VNAV DA to 1146 feet and all visibilities ¼ SM, increase all MDAs 80 feet and LNAV visibility Cat C ½ SM.

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) 0
----------------------------	---	---------------------------------



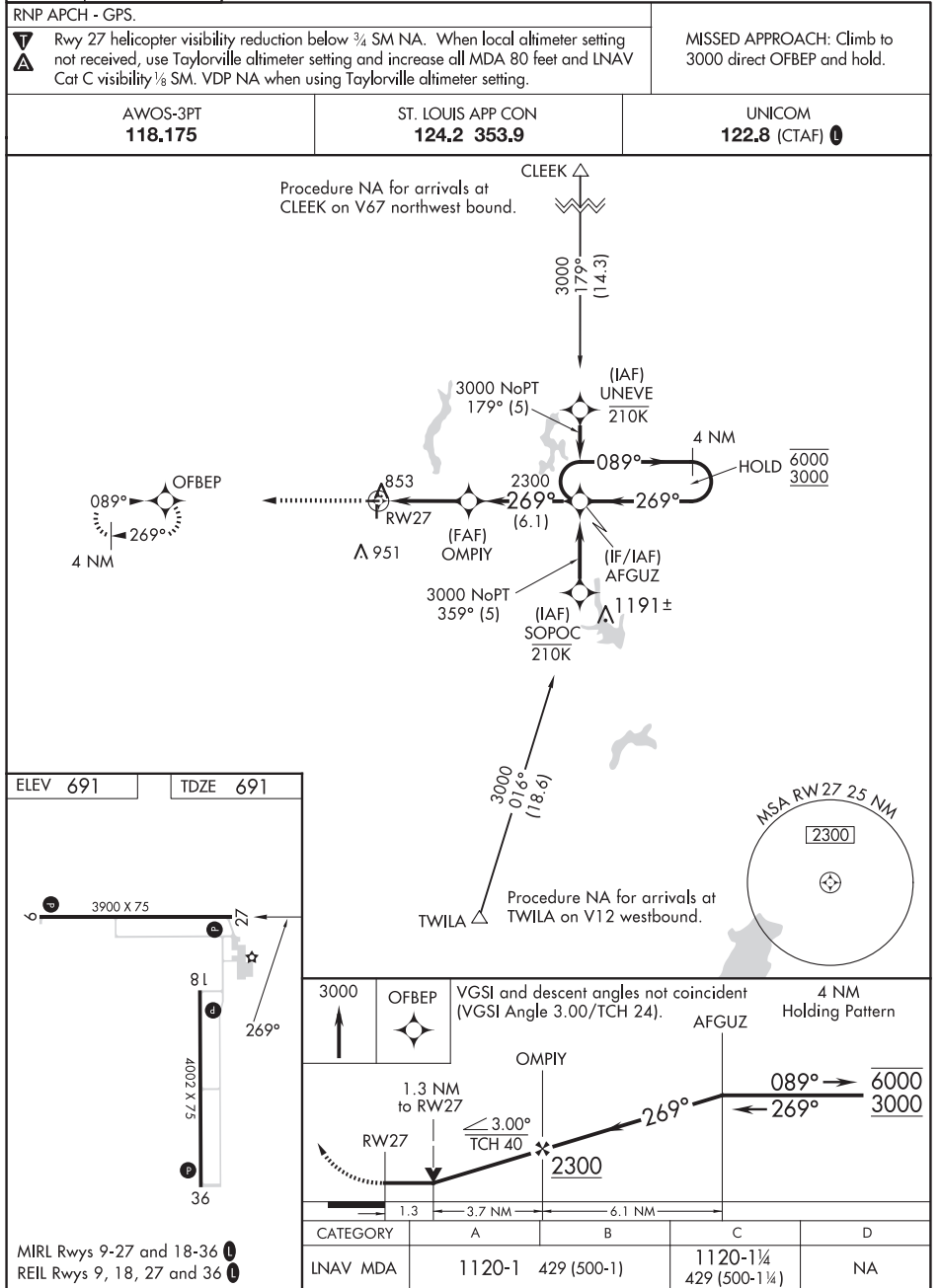
4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23).		3000	OREPE
CATEGORY	A	B	C	D	
LPV DA	952-7⁄8 266 (300-7⁄8)			NA	
LNAV/VNAV DA	1073-1½ 387 (400-1½)			NA	
LNAV MDA	1120-1 434 (500-1)		1120-1¼ 434 (500-1¼)		NA



APP CRS	Rwy Idg	3900
269°	TDZE	691
	Apt Elev	691

RNAV (GPS) RWY 27

LITCHFIELD MUNI (3LF)



WAAS CH 40403 W36A	APP CRS 359°	Rwy Idg 4002 TDZE 682 Apt Elev 691
--	------------------------	---

RNAV (GPS) RWY 36

LITCHFIELD MUNI (3LF')

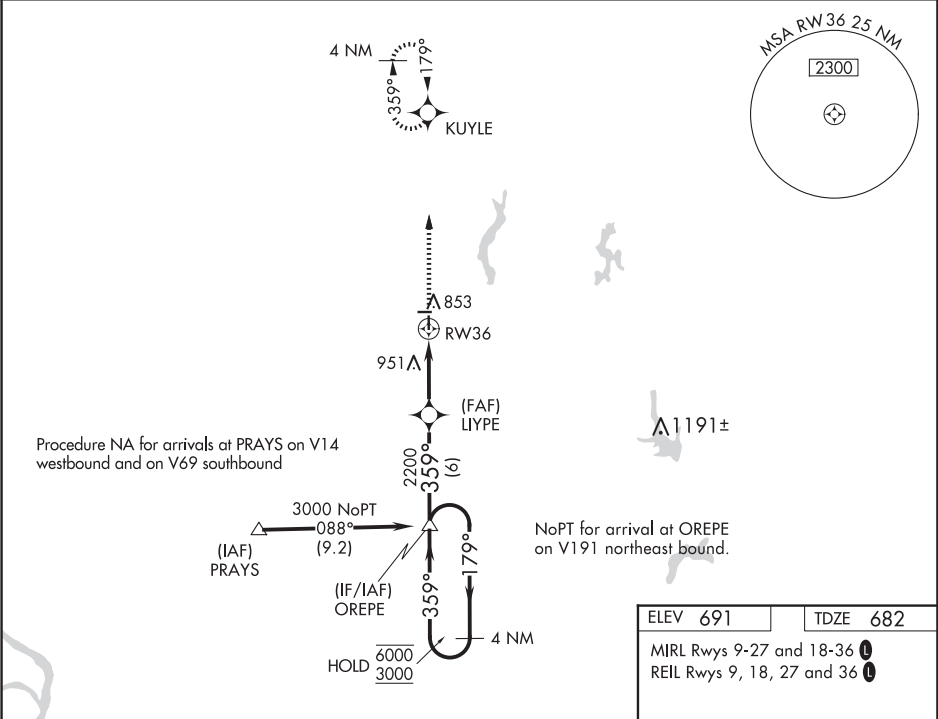
RNP APCH - GPS.

⚠

Baro-VNAV and VDP NA when using Taylorville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Taylorville altimeter setting and increase LPV DA to 1005 feet and all visibilities ¼ SM, increase LNAV/VNAV DA to 1145 and all visibilities ¼ SM; increase all MDAs 80 feet and increase LNAV Cat C visibility ½ SM.

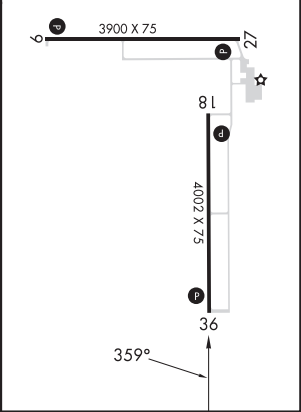
MISSED APPROACH: Climb to 3000 direct KUYLE and hold.

AWOS-3PT 118.175	ST. LOUIS APP CON 124.2 353.9	UNICOM 122.8 (CTAF) 0
----------------------------	---	---------------------------------



ELEV 691	TDZE 682
MIRL Rwy 9-27 and 18-36 1	
REIL Rwy 9, 18, 27 and 36 1	

4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).		3000	KUYLE
6000 3000		OREPE		↑	
GP 3.00° TCH 40		LIYPE			
179° 359°		2200		1.4 NM to RW36	
359°		2200		RW36	
6 NM		3.3 NM		1.4	
CATEGORY	A	B	C	D	
LPV DA	932-3/4 250 (300-3/4)			NA	
LNAV/ VNAV DA	1072-1 3/8 390 (400-1 3/8)			NA	
LNAV MDA	1140-1 458 (500-1)		1140-1 3/8 458 (500-1 3/8)		NA



LONE ROCK, WISCONSIN

AL-235 (FAA)

23278

WAAS CH 78206 W09A	APP CRS 090°	Rwy Idg TDZE 717 Apt Elev 717
--	------------------------	---

RNAV (GPS) RWY 9

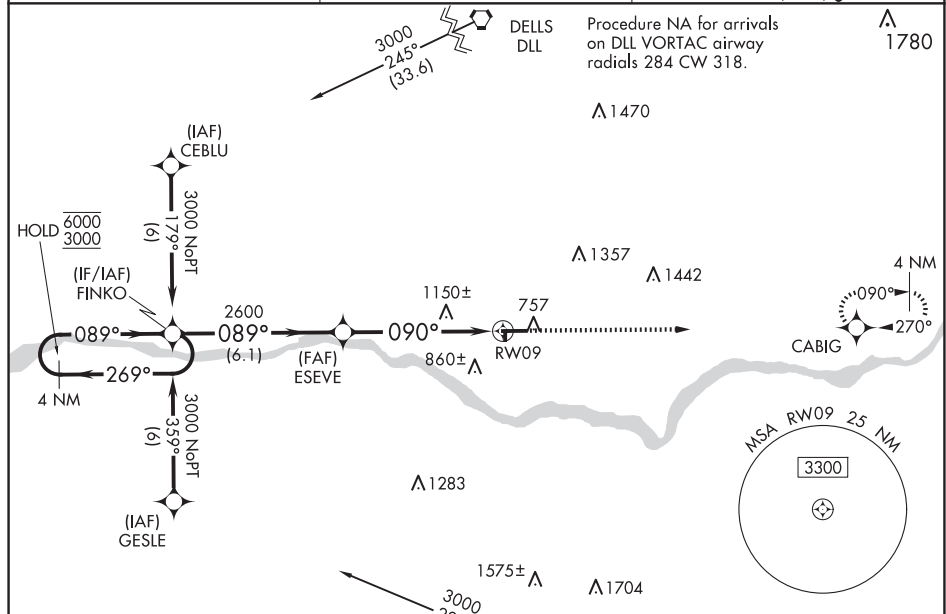
TRI-COUNTY RGNL (LNR)

RNP APCH

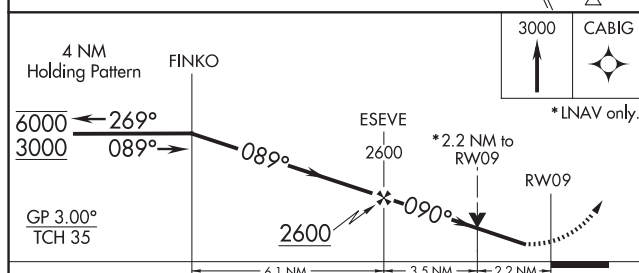
⚠ Circling Rwy 18, 36 NA at night. Baro-VNAV and VDP NA when using Dane County Rgnl-Truax Fld altimeter setting. Rwy 9 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase LPV DA to 1104, LNAV/VNAV DA to 1769, and all MDA 120 feet. Increase LPV visibility all Cats $\frac{1}{8}$ SM, LNAV visibility Cat C and Circling visibility Cat A $\frac{1}{4}$ SM, Circling visibility Cat C $\frac{1}{2}$ SM.

MISSED APPROACH:
Climb to 3000 direct
CABIG and hold.

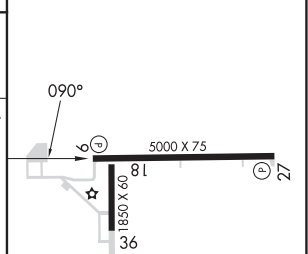
ASOS 119.425	MADISON APP CON ★ 135.45 343.7	UNICOM 123.0 (CTAF) ①
------------------------	--	---------------------------------



ELEV 717	TDZE 717
-----------------	-----------------



CATEGORY	A	B	C	D
LPV DA	994-1	277 (300-1)		NA
LNAV/VNAV DA	1659-4	942 (1000-4)		NA
LNAV MDA	1460-1 743 (800-1)	1460-1¼ 743 (800-1¼)	1460-2¼ 743 (800-2¼)	NA
CIRCLING	1520-1 803 (900-1)	1520-1¼ 803 (900-1¼)	1560-2½ 843 (900-2½)	NA



REIL Rwy 9 and 27 ①
MRL Rwy 9-27 and 18-36 ①

LONE ROCK, WISCONSIN

Orig-B 05NOV20

43°13'N-90°11'W

TRI-COUNTY RGNL (LNR)

RNAV (GPS) RWY 9

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 69506 W27A	APP CRS 270°	Rwy Idg TDZE 717 Apt Elev 717
--	------------------------	---

RNAV (GPS) RWY 27

TRI-COUNTY RGNL (LNR)

RNP APCH

⚠

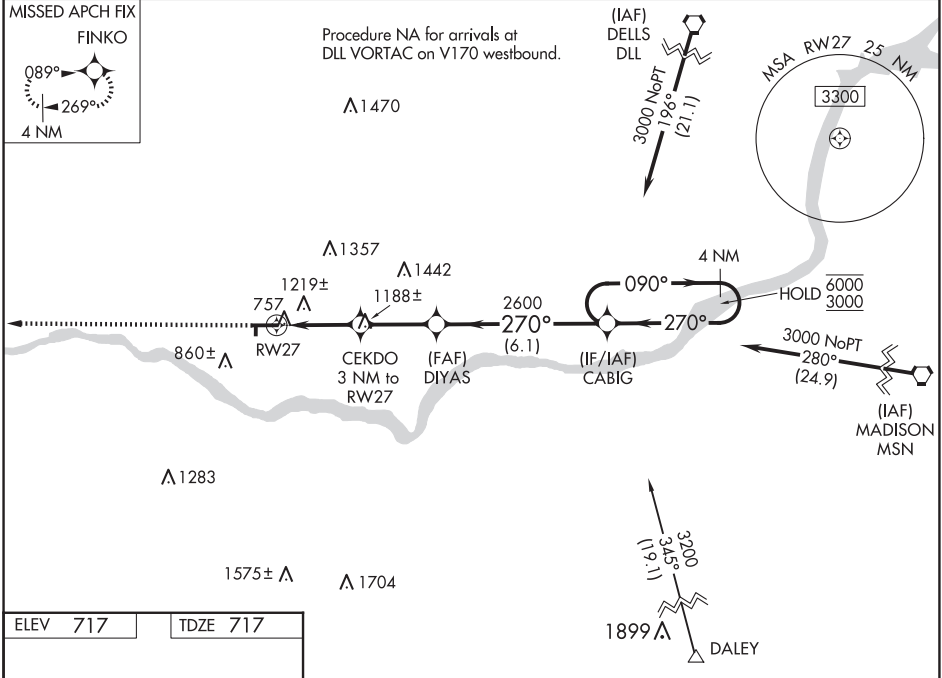
⚠

⚠

Circling Rwy 18, 36 NA at night. Baro-VNAV and VDP NA when using Dane County Rgnl-Truax Fld altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received, use Dane County Rgnl-Truax Fld altimeter setting and increase LPV DA to 1485, LNAV/VNAV DA to 1694, and all MDA 120 feet. Increase LPV visibility all Cats and Circling visibility Cat C ½ SM, LNAV visibility Cat A and Circling visibility Cat A ¼ SM.

MISSED APPROACH:
Climb to 3000 direct FINKO and hold.

ASOS 119.425	MADISON APP CON ★ 135.45 343.7	UNICOM 123.0 (CTAF) 0
------------------------	--	---------------------------------



ELEV 717	TDZE 717
----------	----------

3000

FINKO

VGSI and RNAV glidepath not coincident
(VGSI Angle 4.00/TCH 35).

4 NM
Holding Pattern

*LNAV only.

*1.7 NM to RW27

CEKDO
3 NM to RW27

DIYAS
2600

CABIG

270°

090°

270°

6000

3000

GP 3.00°
TCH 33

5000 X 75

1850 X 60

36

270°

CATEGORY	A	B	C	D
LPV DA	1375-2	658 (700-2)		NA
LNAV/VNAV DA	1584-4	867 (900-4)		NA
LNAV MDA	1480-1 763 (800-1)	1480-1¼ 763 (800-1¼)	1480-2½ 763 (800-2½)	NA
CIRCLING	1520-1 803 (900-1)	1520-1¼ 803 (900-1¼)	1560-2½ 843 (900-2½)	NA

REIL Rwy 9 and 27 0
MIRL Rwys 9-27 and 18-36 0

LONE ROCK, WISCONSIN

AL-235 (FAA)

23278

LOC/DME	I-LNR	Rwy Idg	5000
108.35	APP CRS	TDZE	717
Chan 20(Y)	270°	Apt Elev	717

LOC RWY 27
TRI-COUNTY RGNL (LNR)

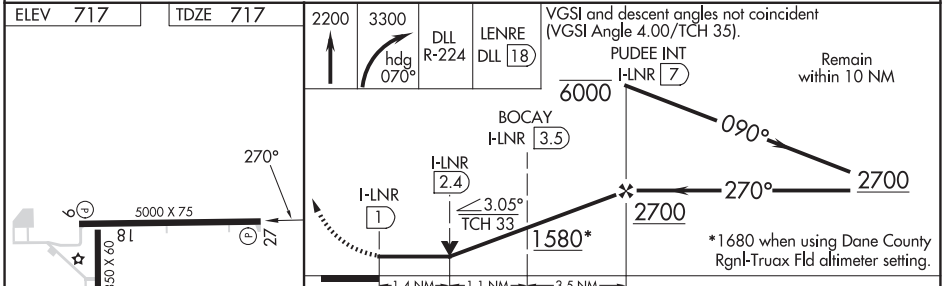
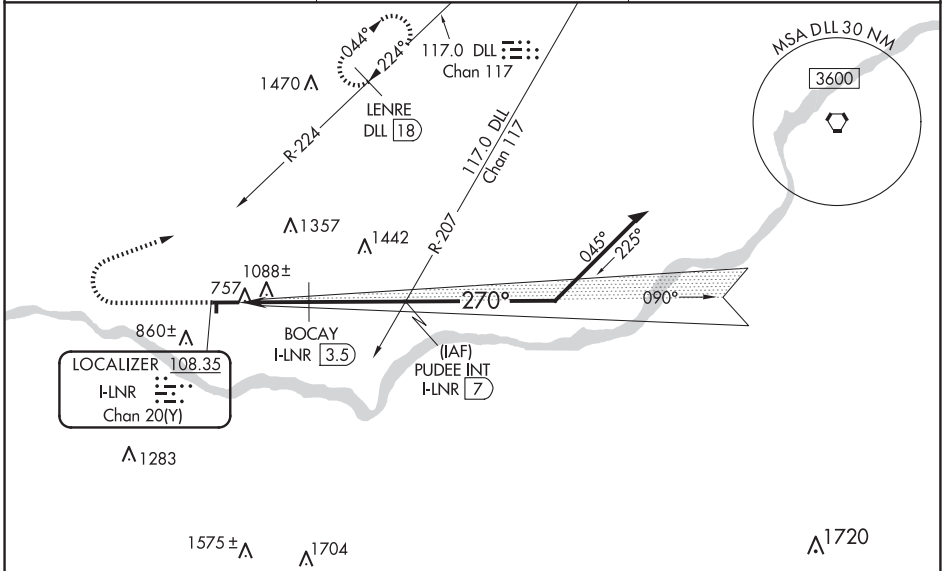
DME required. RADAR required for procedure entry.

⚠ NA
-30°C

Circling Rwy 18, 36 NA at night. Rwy 27 helicopter visibility reduction below ¾ 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.

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.

ASOS 119.425	MADISON APP CON ★ 135.45 343.7	UNICOM 123.0 (CTAF) 0
-----------------	-----------------------------------	--------------------------



CATEGORY	A	B	C	D
S-LOC 27	1580-1 863 (900-1)	1580-1¼ 863 (900-1¼)	1580-2½ 863 (900-2½)	NA
CIRCLING	1580-1¼ 863 (900-1¼)		1580-2½ 863 (900-2½)	NA
BOCAY FIX MINIMUMS				
S-LOC 27	1360-1 643 (700-1)		1360-1¾ 643 (700-1¾)	NA
CIRCLING	1520-1 803 (900-1)		1560-2½ 843 (900-2½)	NA

REIL Rwy 9 and 27 0
MIRL Rwys 9-27 and 18-36 0
FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

LONE ROCK, WISCONSIN
Amdt 1 05NOV20

43°13'N-90°11'W

TRI-COUNTY RGNL (LNR)
LOC RWY 27

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82531 W09A	APP CRS 089°	Rwy Idg TDZE Apt Elev	5100 706 706
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 9

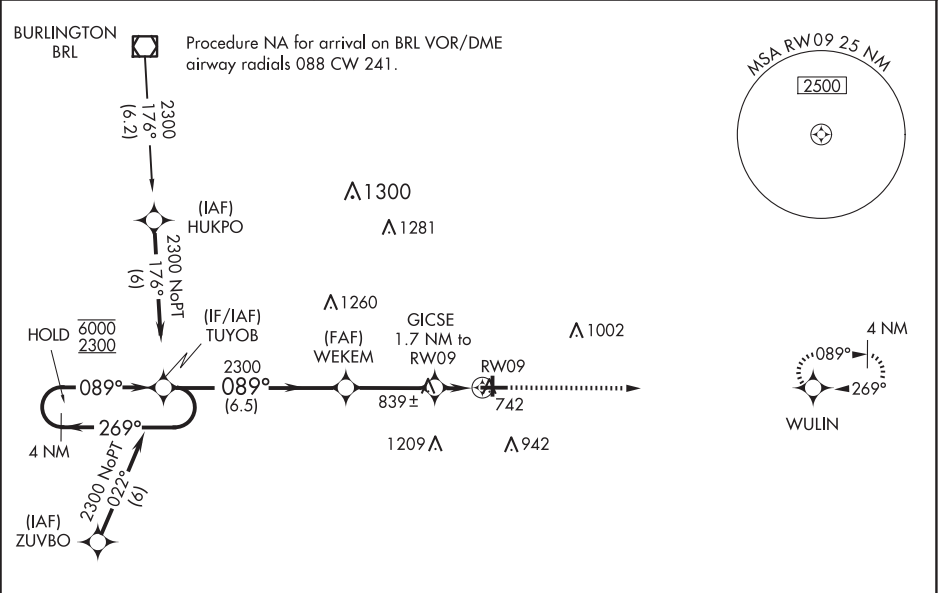
MACOMB MUNI (MQB)

RNP APCH - GPS.

⚠ 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 ¼ SM.

MISSED APPROACH:
Climb to 2300 direct WULIN and hold.

AWOS-3 119.025	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF) 0
--------------------------	--------------------------------------	---------------------------------



ELEV 706		TDZE 706	
4 NM Holding Pattern		2300 WULIN	
TUYOB		WEKEM	
6000 2300		2300	
GP 3.00° TCH 40		1280	
← 269°		089°	
089° →		089° →	
6.5 NM		3.2 NM	
0.6 NM		1.1 NM	
CATEGORY	A	B	C
LPV DA	906-1		200 (200-1)
LNAV/VNAV DA	1110-1 3/8		404 (500-1 3/8)
LNAV MDA	1100-1	394 (400-1)	1100-1 1/8 394 (400-1 1/8)
CIRCLING	1120-1 414 (500-1)	1260-1 554 (600-1)	1520-2 1/2 814 (900-2 1/2) 1520-2 3/4 814 (900-2 3/4)

REIL Rwys 9 and 27 0

HIRL Rwy 9-27 0

MACOMB, ILLINOIS

AL-5629 (FAA)

23362

WAAS CH 40331 W27A	APP CRS 269°	Rwy Idg TDZE 686 Apt Elev 706
--	------------------------	---

RNAV (GPS) RWY 27

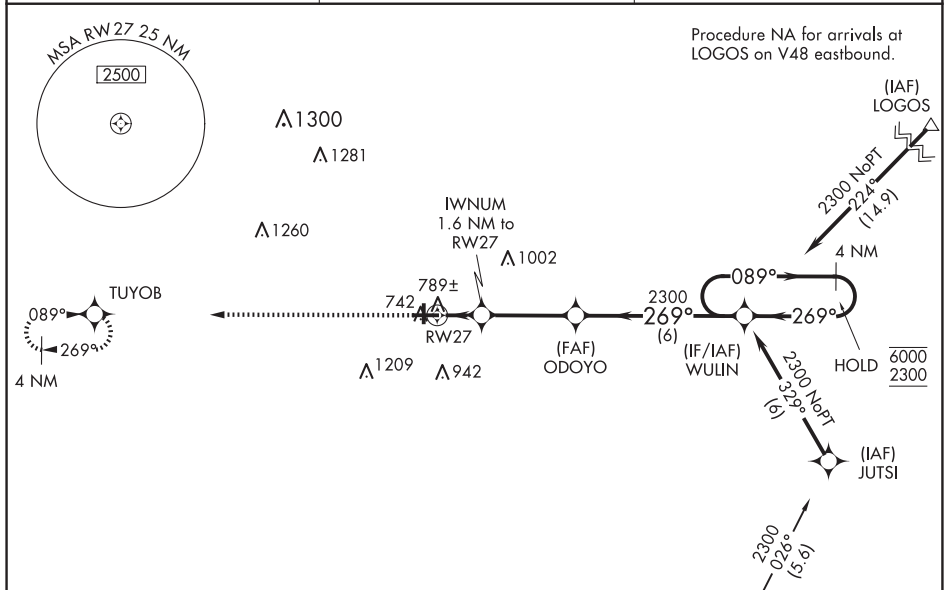
MACOMB MUNI (MQB)

RNP APCH - GPS.

- Baro-VNAV and VDP NA when using Burlington altimeter setting. Circling NA to Rwy 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.

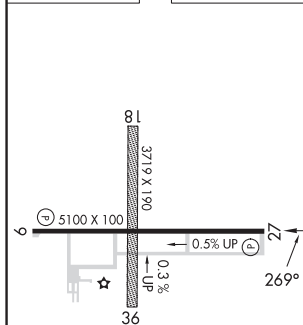
MISSED APPROACH:
Climb to 2300 direct
TUYOB and hold.

AWOS-3 119.025	CHICAGO CENTER 135.6 316.1	UNICOM 122.8 (CTAF) 0
--------------------------	--------------------------------------	---------------------------------



ELEV 706	TDZE 686
-----------------	-----------------

Procedure NA for arrivals at BADER on V67 southeast bound.



4 NM Holding Pattern				
TUYOB				
WULIN				
ODOYO				
IWNUM 1.6 NM to RW27				
RW27 1 NM to RW27				
GP 3.00° TCH 40				
CATEGORY	A	B	C	D
LPV DA	886-1 200 (200-1)			
LNAV/VNAV DA	977-1 291 (300-1)			
LNAV MDA	1040-1 354 (400-1)			
CIRCLING	1120-1 414 (500-1)	1260-1 554 (600-1)	1520-2½ 814 (900-2½)	1520-2¾ 814 (900-2¾)

MACOMB, ILLINOIS
Amdt 1D 28DEC23

40°31'N-90°39'W

RNAV (GPS) RWY 27

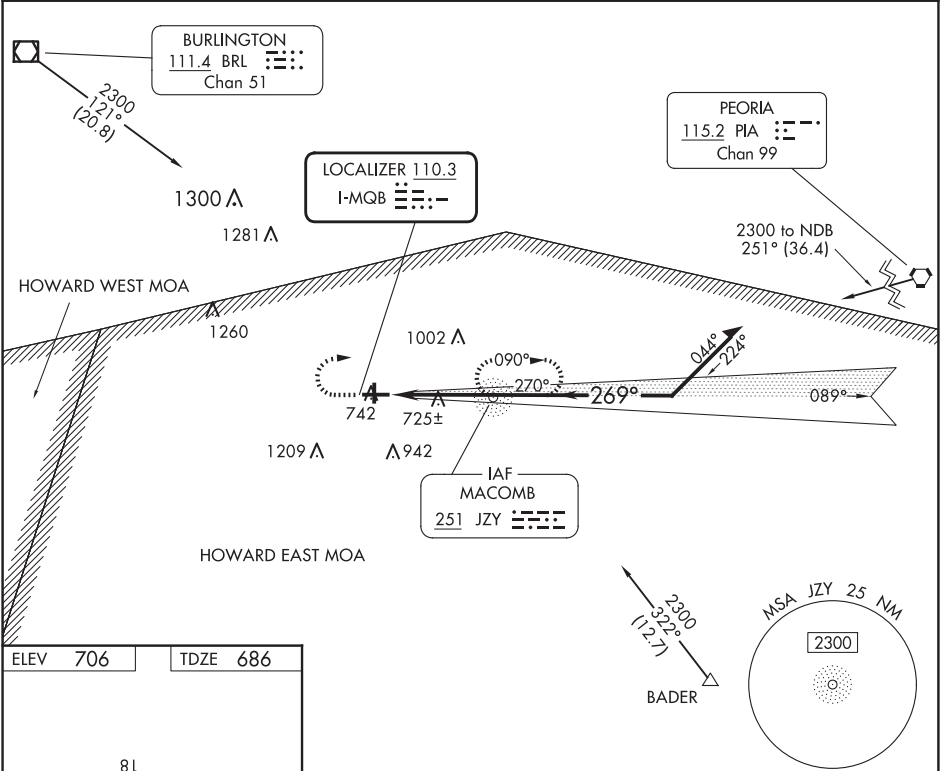
EC-3, 12 JUN 2025 to 07 AUG 2025

LOC I-MQB	APP CRS	Rwy Ldg	5100
110.3	269°	TDZE	686
		Apt Elev	706

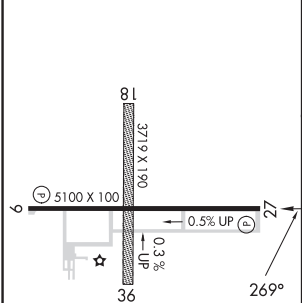
LOC RWY 27
MACOMB MUNI (MQB)

ADF required.	MISSED APPROACH: Climb to 2300 then right turn direct JZY NDB and hold.
NA	

AWOS-3 119.025	CHICAGO CENTER 135.6 316.1	UNICOM 122.8(CTAF) 0
-------------------	-------------------------------	-------------------------



ELEV 706	TDZE 686
----------	----------



REIL Rwy 9 and 27

HIRL Rwy 9-27

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

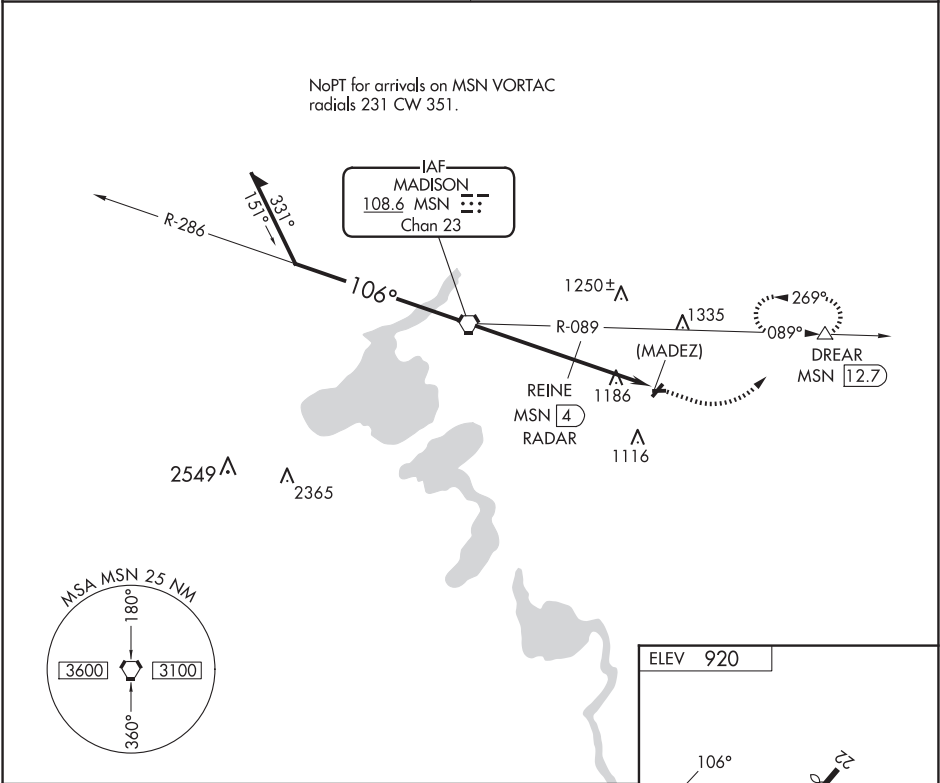
2300	JZY	JZY NDB	2300	089°	2300	269°	2000	3.20° TCH 40	3.8 NM	269°
				Remain within 10 NM						
CATEGORY	A	B	C	D						
S-27		980-1	294 (300-1)							
CIRCLING	1140-1 434 (500-1)	1200-1 494 (500-1)	1520-2½ 814 (900-2½)	1520-2¾ 814 (900-2¾)						

VORTAC MSN	APP CRS	Rwy Idg	N/A
108.6	106°	TDZE	N/A
Chan 23		Apt Elev	920

VOR or GPS-A
BLACKHAWK AIRFIELD (87Y)

NA -24°C	Use Dane County Rgnl-Truax Fld altimeter setting. DME required.	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* 120.1 343.7	UNICOM 122.7 (CTAF)
--	-------------------------------



Remain within 10 NM	MSN VORTAC	2000	3500	MSN R-089	DREAR MSN 12.7
3500	286°	3500	106°	3500	REINE MSN 4 RADAR
					(MADEZ) MSN 7.1
					2500
					4 NM
					3.1 NM
CATEGORY	A	B	C	D	
CIRCLING	2500-1¼ 1580 (1600-1¼)	2500-1½ 1580 (1600-1½)	NA		LIRL Rwy 9-27
					FAF to MAP 7.1 NM
CIRCLING	1520-1 600 (600-1)	1560-1 640 (700-1)	NA		Knots 60 90 120 150 180
					Min:Sec 7:06 4:44 3:33 2:50 2:22

LOC/DME I-DSZ 110.1 Chan 38	APP CRS 185°	Rwy Idg 8606 TDZE 864 Apt Elev 887
---	------------------------	---

ILS or LOC RWY 18
DANE COUNTY RGNL/TRUAX FLD (MSN)

DME or RADAR required.

T For inop ALS, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC
A 18 Cat C/D/E visibility to RVR 5500.
 * RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSI

MISSED APPROACH: Climb to 2700 on MSN VORTAC R-180 to MONAH INT/MSN VORTAC 4.9 DME/RADAR and hold.

ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.625	UNICOM 122.95
----------------------	-----------------------------------	---	------------------------	---------------------	------------------

LOC/DME I-DQJ 111.55 Chan 52 (Y)	APP CRS 214°	Rwy Idg TDZE 887 Apt Elev 887	7015
--	------------------------	---	-------------

ILS or LOC RWY 21
DANE COUNTY RGNL/TRUAX FLD (MSN)

T
A

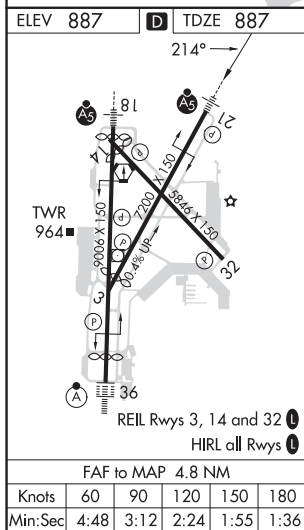
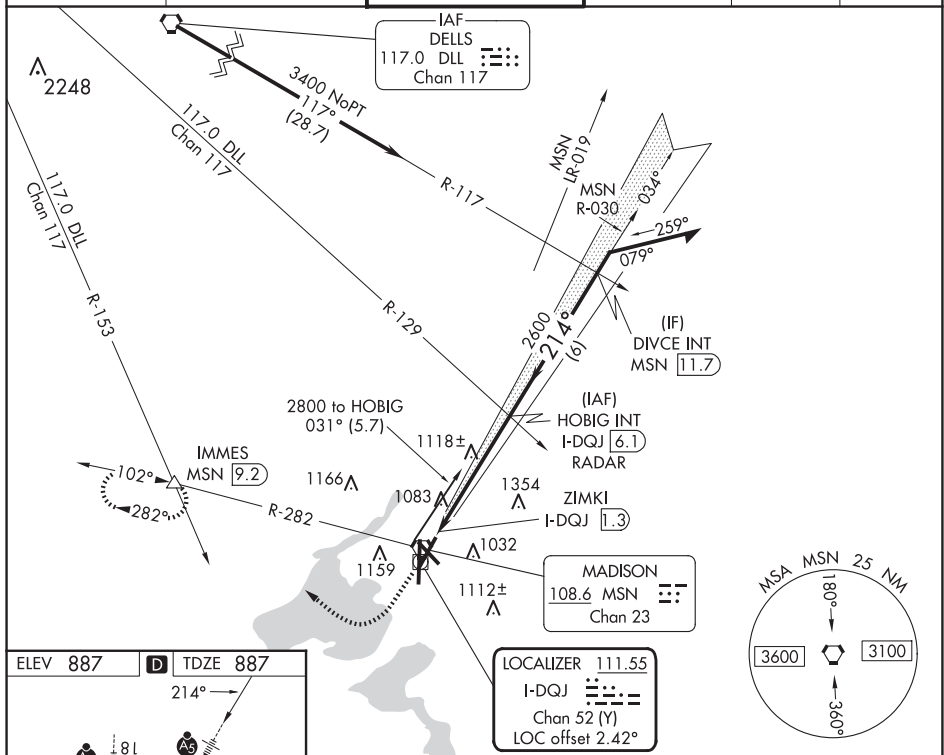
For inop ALS, increase S-LOC 21 Cat C/D visibility to 1 3/8 mile.

MALSR

AS

MISSED APPROACH: Climb to 2700 then climbing right turn to 2700 on MSN VORTAC R-282 to IMMES INT/MSN VORTAC 9.2 DME and hold.

ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.625	UNICOM 122.95
-----------------------------	--	---	-------------------------------	----------------------------	-------------------------



1500	2700	IMMES	HOBIG INT	Remain within 10 NM
↑	MSN R-282	△	I-DQJ [6.1]/RADAR	
			2600	034°
			214°	2800
			2600	GS 3.00° TCH 53
	0.3	1.1 NM	3.8 NM	
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)	
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1 1/2 573 (600-1 1/2)	1700-2 3/4 813 (900-2 3/4)

EC-3, 12 JUN 2025 to 07 AUG 2025

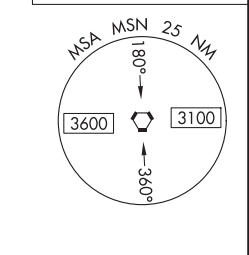
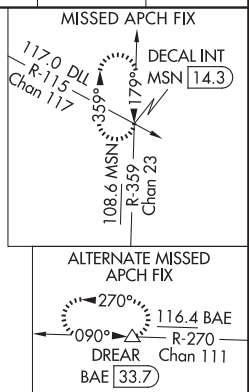
EC-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC/DME RWY 36
DANE COUNTY RGNL/TRUAX FLD (MSN)

ALSF-2



MISSED APPROACH: Climb to 2700 on MSN VORTAC R-359 to DECAL INT/MSN 14.3 DME and hold.

12

DANE COUNTY RGNL/TRUAX FLD (MSN)

ILS or LOC/DME RWY 36

ILS RWY 36 (SA CAT I)
DANE COUNTY RGNL/TRUAX FLD (MSN)

MISSED APPROACH: Climb to 2700 on MSN VORTAC R-359 to DECAL INT/MSN 14.3 DME and hold.

LOCUIZER 110.1
I-MSN
Chan 38

MADISON
108.6 MSN
Chan 23

2549A

2365

(IAF)
OZMIX
I-MSN 4.6
RADAR
6000

2500

CUKRA
I-MSN 7.6

(IF)
PACOV
I-MSN 13.6
JVL 23

3100

JANESVILLE
114.3 JVL
Chan 90

MISSING APCH FIX
117.0 DUL
R-115
Chan 117
108.6 MSN
R-359
Chan 23
DECAL INT
MSN 14.3

ALTERNATE MISSING APCH FIX
270°
090°
116.4 BAE
R-270
Chan 111
DREAR
BAE 33.7

MSA MSN 25 NM
180°
360°
3600
3100

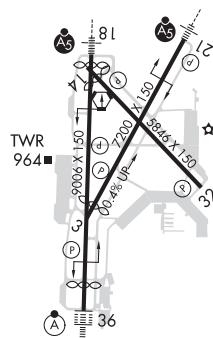
ELEV	887	TDZE	862
887	887	862	862

Use I-MSN DME when on the localizer course.

5 NM → 1114'

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

100	100
-----	-----



HIRL all Rwys **L**
REIL Rwys 3, 14 and 32 **L**

DANE COUNTY RGNL/TRUAX FLD (MSN)

43°08'N-89°20'W

ILS RWY 36 (SA CAT I)

LOC/DME I-DSZ 110.1 Chan 38	APP CRS 185°	Rwy Idg 8606 TDZE 864 Apt Elev 887	ILS RWY 18 (SA CAT I & II) DANE COUNTY RGNL/TRUAX FLD (MSN)
---	------------------------	---	---

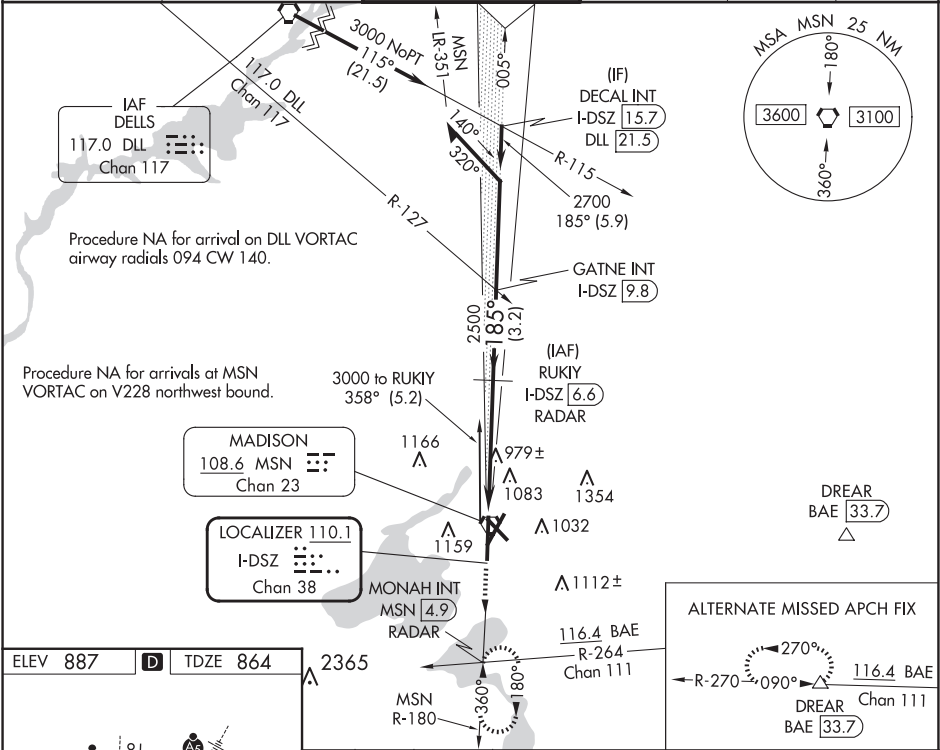
DME or RADAR required.

▼ Procedure NA when tower closed.
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: Requires specific OPSPEC MSPEC, or LOA approval and use of autoland or HUD to touchdown.

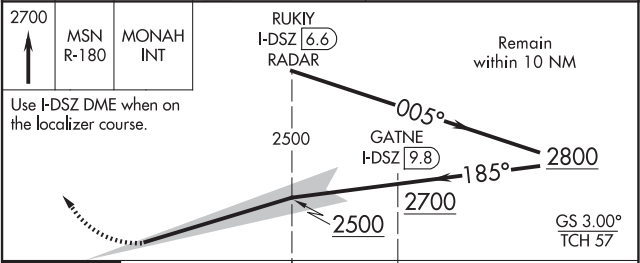
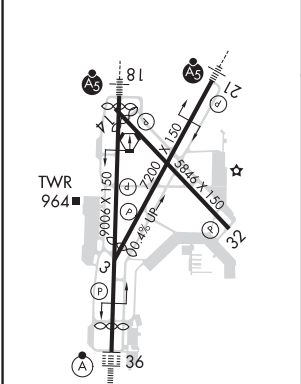
MALSR

MISSED APPROACH: Climb to 2700 on MSN VORTAC R-180 to MONAH INT/MSN VORTAC 4.9 DME/RADAR and hold.

ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.625	UNICOM 122.95
-----------------------------	--	---	-------------------------------	----------------------------	-------------------------



ELEV 887	D	TDZE 864
-----------------	----------	-----------------



CATEGORY	A	B	C	D
S-ILS 18	SA CAT I	RA 153/14	150 DA 1014	
S-ILS 18	SA CAT II	RA 103/12	100 DA 964	

SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MADISON, WISCONSIN

AL-245 (FAA)

24333

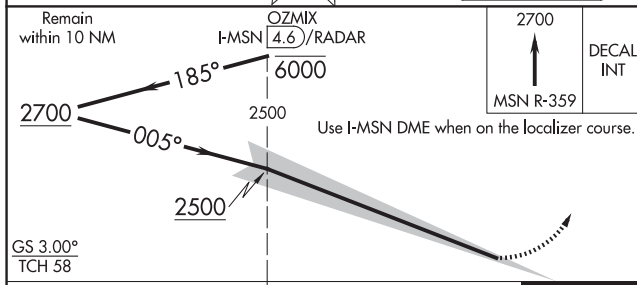
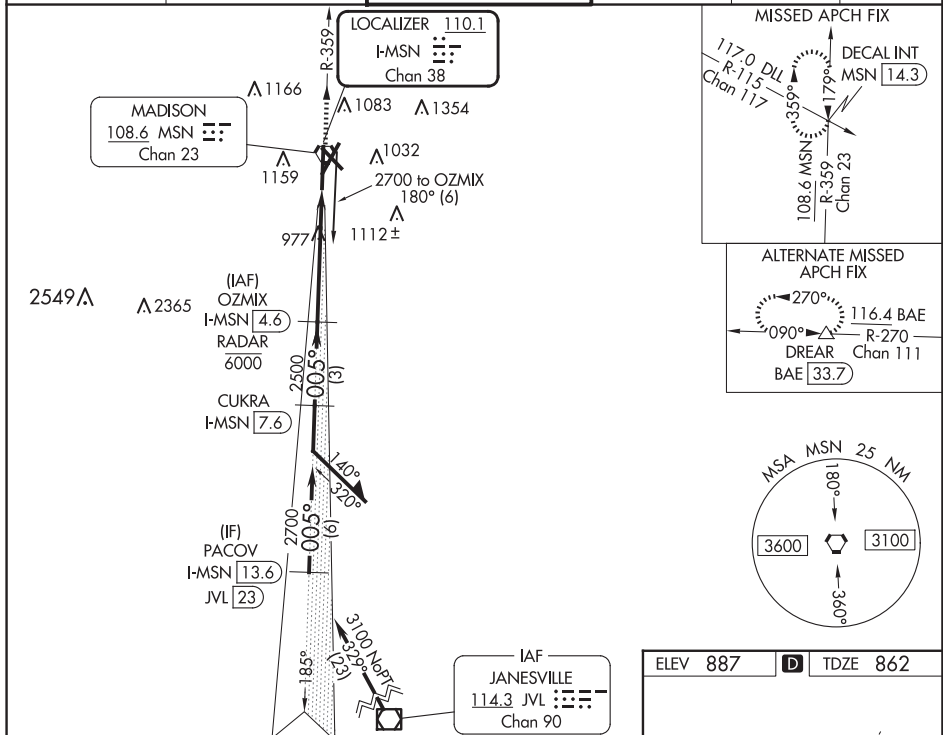
LOC/DME I-MSN 110.1 Chan 38	APP CRS 005°	Rwy ldg TDZE 862 Apt Elev 887
---	------------------------	---

ILS RWY 36 (CAT II & III)

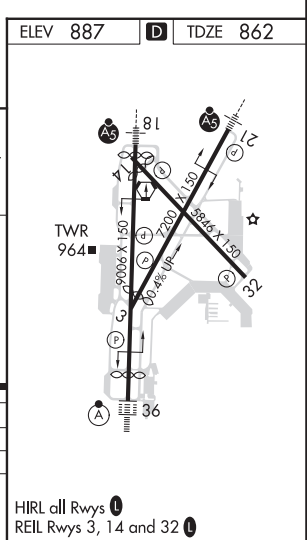
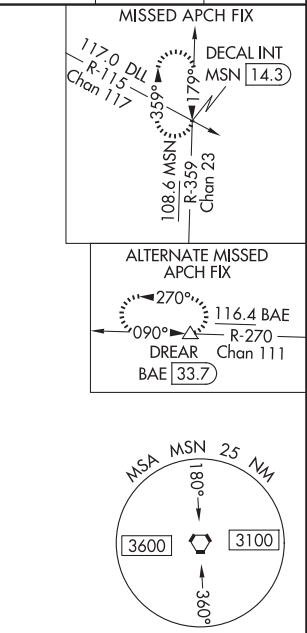
DANE COUNTY RGNL/TRUAX FLD (MSN)

DME or RADAR required.	ALS-F-2	MISSED APPROACH: Climb to 2700 on MSN VORTAC R-359 to DECAL INT/MSN 14.3 DME and hold.
Procedure NA when tower closed. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		

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
-----------------------------	--	--	-------------------------------	----------------------------	-------------------------



CATEGORY	A	B	C	D
S-ILS 36	CAT II RA 109/12 100 DA 962			
S-ILS 36	CAT III RVR 06			
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				



MADISON, WISCONSIN

Amdt 2B 05SEP24

43°08'N-89°20'W

DANE COUNTY RGNL/TRUAX FLD (MSN)

ILS RWY 36 (CAT II & III)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 87029 W03A	APP CRS 032°	Rwy Idg TDZE 860 Apt Elev 887	6769 860 887
--	------------------------	---	---

RNAV (GPS) RWY 3

DANE COUNTY RGNL/TRUAX FLD (MSN)

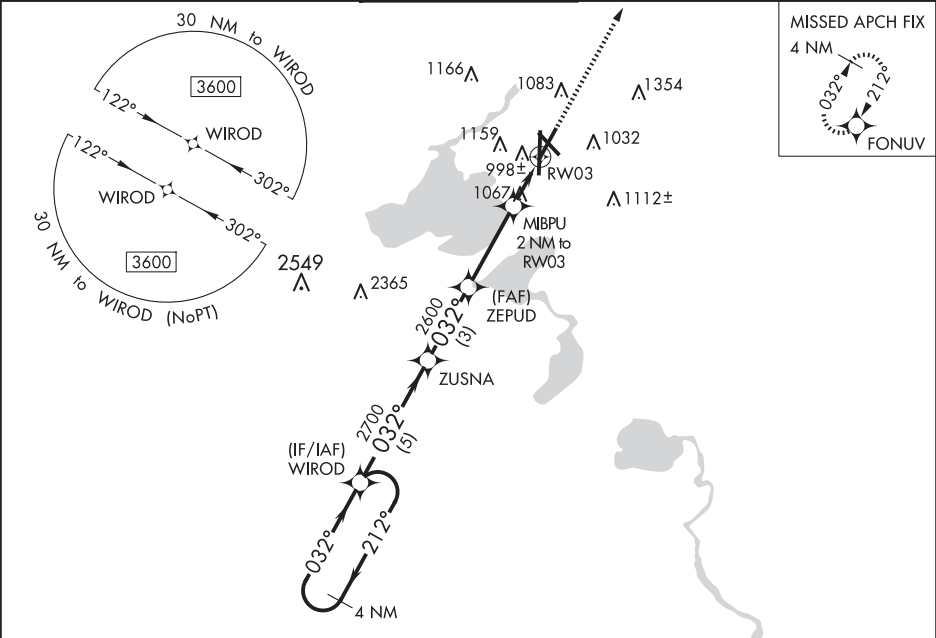
T

A

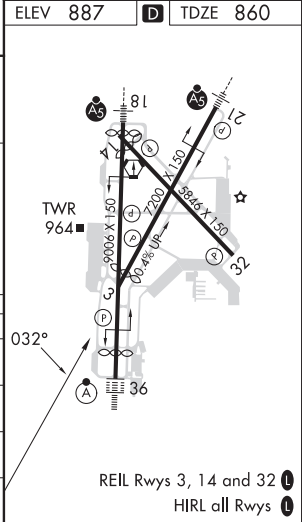
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct FONUV and hold.

ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.625	UNICOM 122.95
-----------------------------	--	--	-------------------------------	----------------------------	-------------------------



4 NM Holding Pattern		3600 F0NUV	
WIROD		*LNAV only	
3600 ← 212°		ZUSNA	
032° →		ZEPUD 2600	
032°		MIBPU 2 NM to RW03	
GP 3.00°		*1.3 NM to RW03	
TCH 49		*1540	
5 NM		0.7	
3 NM		1.3	
CATEGORY	A	B	C
LPV DA	1060-¾	200 (200-¾)	
LNAV/VNAV DA	1179-1	319 (300-1)	
LNAV MDA	1320-1	460 (500-1)	1320-1¾ 460 (500-1¾)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½) 1700-2¾ 813 (900-2¾)



MADISON, WISCONSIN

AL-245 (FAA)

24025

WAAS CH 86821 W14A	APP CRS 139°	Rwy Idg TDZE 861 Apt Elev 887	5369
--	------------------------	---	-------------

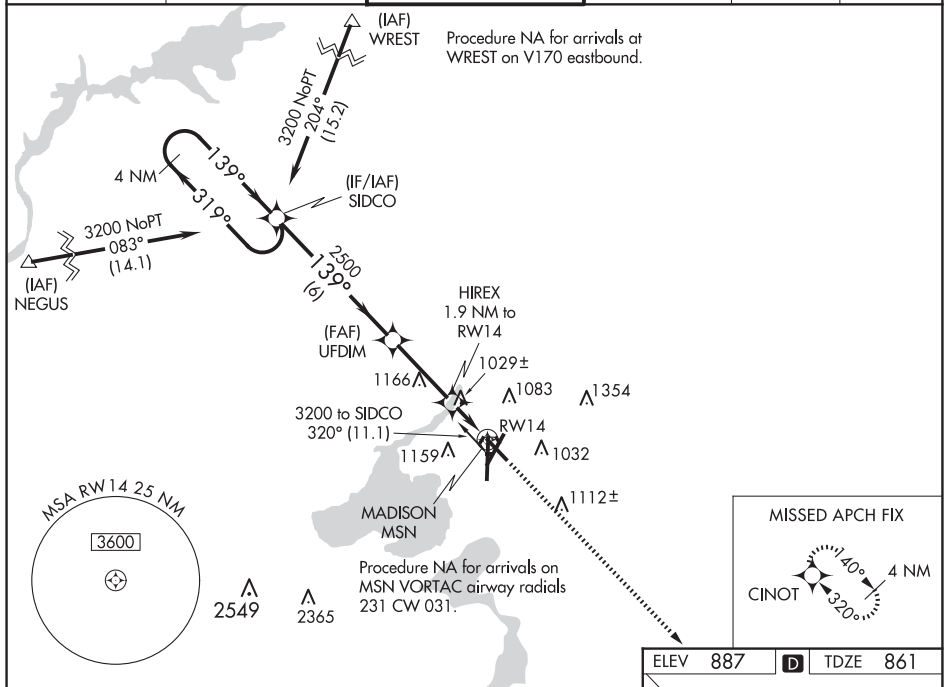
RNAV (GPS) RWY 14

DANE COUNTY RGNL/TRUAX FLD (MSN)

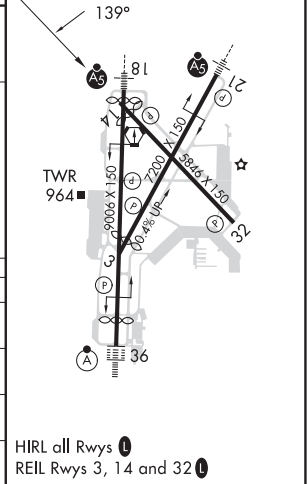
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CINOT and hold.

ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.625	UNICOM 122.95
-----------------------------	--	--	-------------------------------	----------------------------	-------------------------



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).		3000 CINOT
GP 3.00° TCH 55		*LNAV only		
SIDCO		UFDIM	HIREX 1.9 NM to RWY 14	RWY 14
3200		2500	*1500	
6 NM		3.1 NM	0.7 NM	1.2 NM
CATEGORY	A	B	C	D
LPV DA	1111-¾		250 (300-¾)	
LNAV/VNAV DA	1246-1¼		385 (400-1¼)	
LNAV MDA	1280-1	419 (400-1)	1280-1¼	419 (400-1¼)
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1700-2¾ 813 (900-2¾)



MADISON, WISCONSIN
Amdt 2E 04FEB16

43°08'N-89°20'W

DANE COUNTY RGNL/TRUAX FLD (MSN)
RNAV (GPS) RWY 14

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 42522 W18A	APP CRS 185°	Rwy Idg 8606 TDZE 864 Apt Elev 887
--	------------------------	---

RNAV (GPS) RWY 18

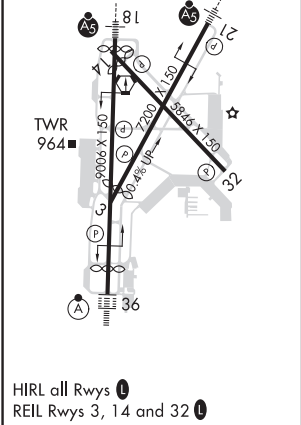
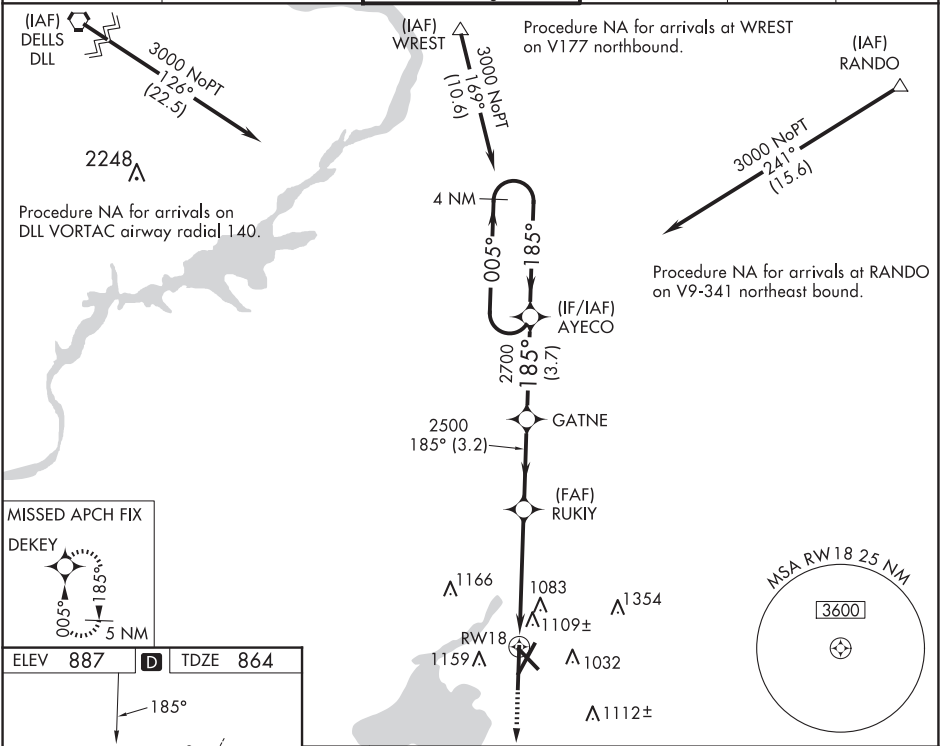
DANE COUNTY RGNL/TRUAX FLD (MSN)

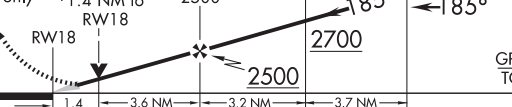
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cat C/D visibility to 1½ miles.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH:
Climb to 3000 direct
DEKEY and hold.

ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.625	UNICOM 122.95
-----------------------------	--	--	-------------------------------	----------------------------	-------------------------



3000 ↑	DEKEY ✦	AYECO			4 NM Holding Pattern
*LNAV only	*1.4 NM to RW18	RUKIY 2500	GATNE 2700	185°	005°→ ←185° 3000
		GP 3.00° TCH 57			
CATEGORY	A	B	C	D	
LPV DA **	1064/24		200 (200-½)		
LNAV/ VNAV DA	1360-1¼		496 (500-1¼)		
LNAV MDA	1360/24	496 (500-½)	1360/55	496 (500-1)	
CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-½)	1700-2¾ 813 (900-2¾)	

MADISON, WISCONSIN


AL-245 (FAA)

24025

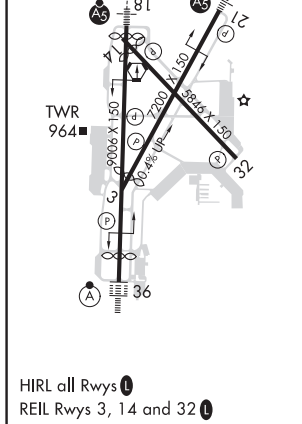
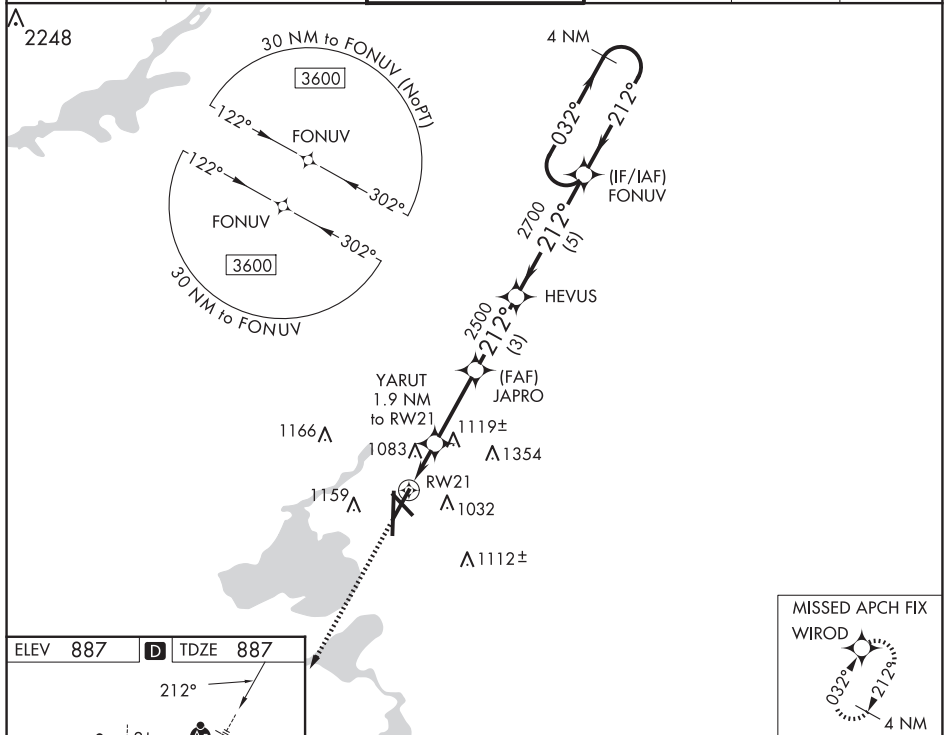
WAAS CH 42829 W21A	APP CRS 212°	Rwy Idg TDZE 887 Apt Elev 887	7015
--	------------------------	---	-------------


RNAV (GPS) RWY 21

DANE COUNTY RGNL/TRUAX FLD (MSN)

A 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. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1¾ mile and LNAV Cat C/D visibility to 1½ mile.	MALSR 	MISSED APPROACH: Climb to 3600 direct WIROD and hold.
--	---	---

ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.625	UNICOM 122.95
-----------------------------	--	---	-------------------------------	----------------------------	-------------------------



3600	WIROD	* LNAV only	FONUV	4 NM
↑		YARUT 1.9 NM to RW21	JAPRO 2500	Holding Pattern
		* 1.4 NM to RW21	HEVUS	032° → 3600
		* 1540	2500	← 212°
		1.4 NM	0.5	3 NM
			5 NM	
GP 3.00°				TCH 53
CATEGORY	A	B	C	D
LPV DA	1087-½ 200 (200-½)			
LNAV/VNAV DA	1412-1⅓ 525 (600-1⅓)			
LNAV MDA	1380-½ 493 (500-½)		1380-1 493 (500-1)	
C CIRCLING	1420-1 533 (600-1)	1460-1 573 (600-1)	1460-1½ 573 (600-1½)	1700-2¾ 813 (900-2¾)

MADISON, WISCONSIN

Amdt 2C 04FEB16

DANE COUNTY RGNL/TRUAX FLD (MSN)

43°08'N-89°20'W

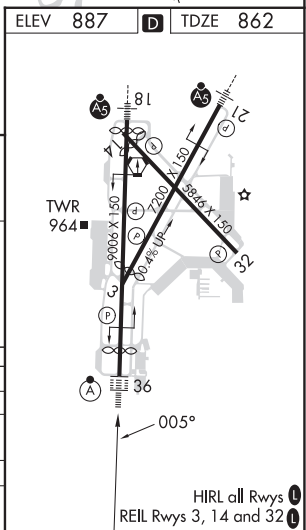
RNAV (GPS) RWY 21

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 36
DANE COUNTY RGNL/TRUAX FLD (MSN)

MISSED APPROACH:
Climb to 3000 direct
AYECO and hold.

UNICOM
122.95

DANE COUNTY RGNL/TRUAX FLD(MSN)
RNAV (GPS) RWY 36

VORTAC MSN	Rwy Idg	5369
108.6	TDZE	861
Chan 23	Apt Elev	887

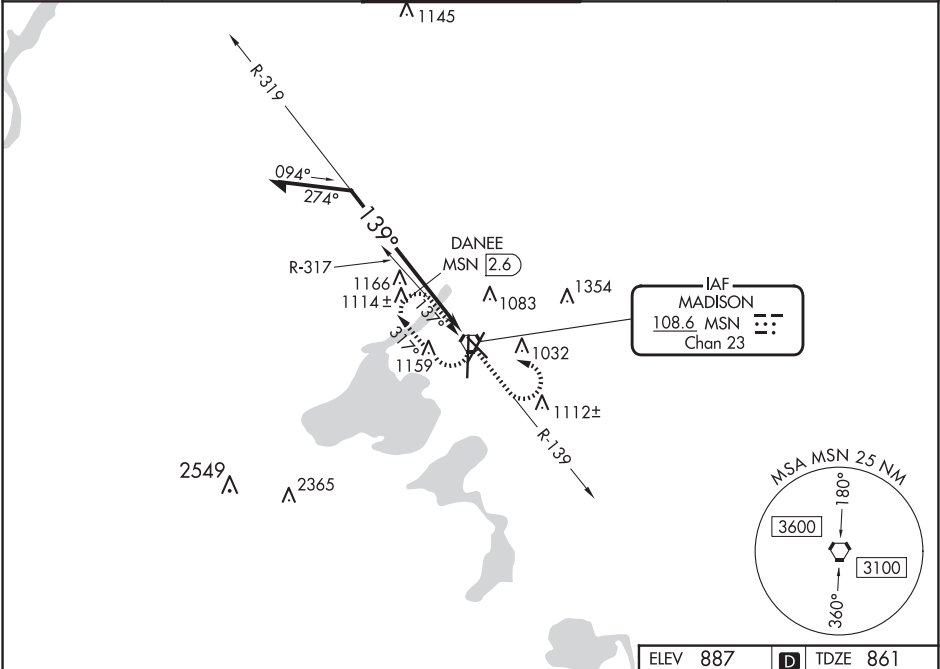
APP CRS
139°

VOR RWY 14

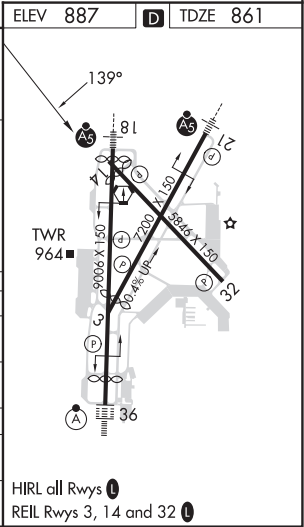
DANE COUNTY RGNL/TRUAX FLD (MSN)

<div><div></div><div>Rwy 14 helicopter visibility reduction below ¾ SM NA.</div></div> <div><div></div><div>MISSED APPROACH: Climb to 2800 on MSN VORTAC R-139 then left turn direct MSN VORTAC and hold.</div></div>

ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.625	UNICOM 122.95
----------------------	-----------------------------------	---	------------------------	---------------------	------------------



<div><div>Remain within 10 NM</div><div><div>2800</div><div>1700</div><div>3.00°</div><div>TCH 45</div><div>0.9 NM</div><div>1.5 NM</div><div>0.1</div></div><div><div>319°</div><div>139°</div><div>MSN VORTAC</div><div>DANEE MSN 2.6</div><div>MSN 1.6</div></div></div>				
<div><div>2800</div><div>MSN R-139</div><div>MSN</div></div>				
CATEGORY	A	B	C	D
S-14	1700-1 839 (900-1)	1700-1¼ 839 (900-1¼)	1700-2½	839 (900-2½)
CIRCLING	1700-1¼	813 (900-1¼)	1700-2½ 813 (900-2½)	1700-2¾ 813 (900-2¾)
DANEE FIX MINIMUMS				
S-14	1380-1 519 (500-1)	1380-1¾	519 (500-1¾)	
CIRCLING	1680-1 793 (800-1)	1680-2¼ 793 (800-2¼)	1680-2½ 793 (800-2½)	



MADISON, WISCONSIN

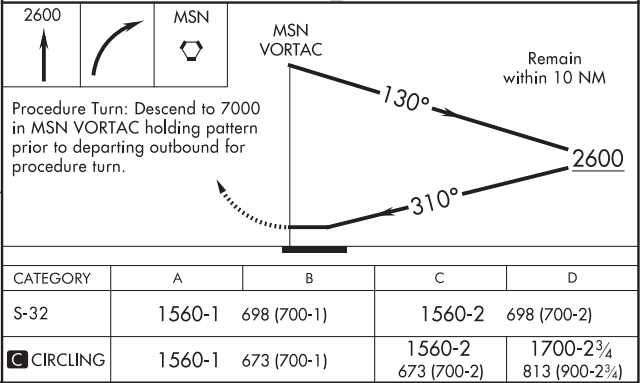
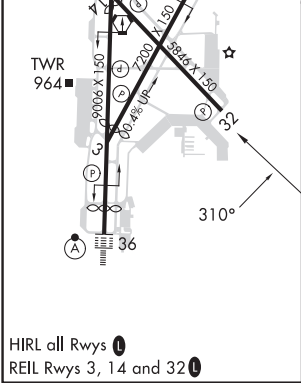
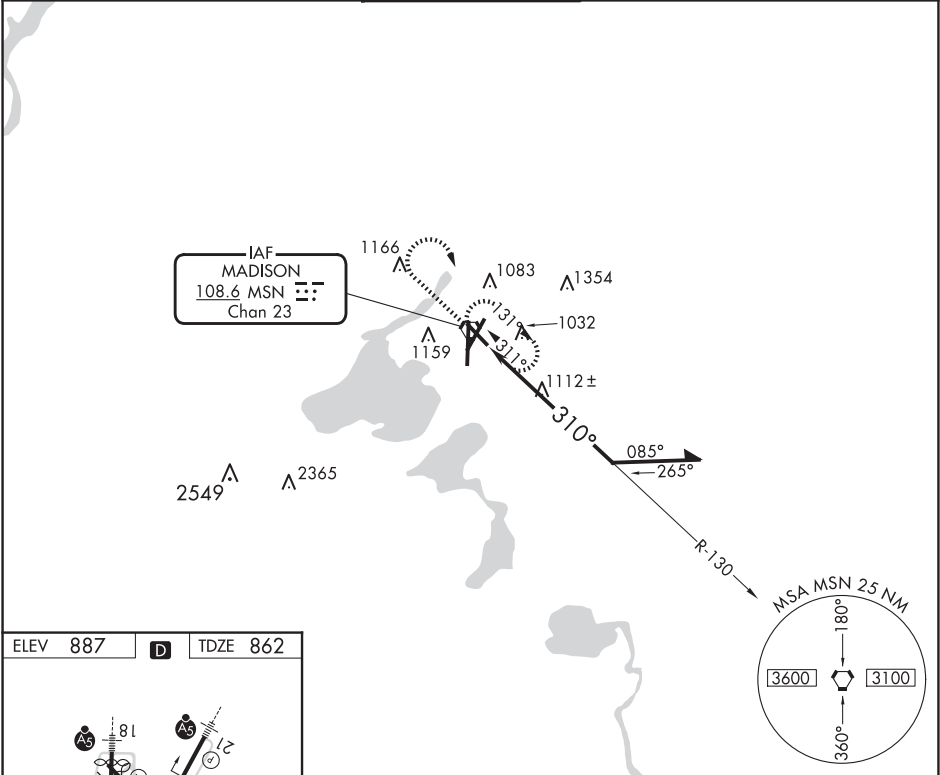
AL-245 (FAA)

24025

VORTAC MSN 108.6 Chan 23	APP CRS 310°	Rwy Idg 5846 TDZE 862 Apt Elev 887
--	------------------------	---

VOR RWY 32
DANE COUNTY RGNL/TRUAX FLD (MSN)

T A When VGSI 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.			
ATIS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	MADISON TOWER ★ 119.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.625	UNICOM 122.95



MADISON, WISCONSIN
Amdt 1B 26MAR20

43°08'N-89°20'W

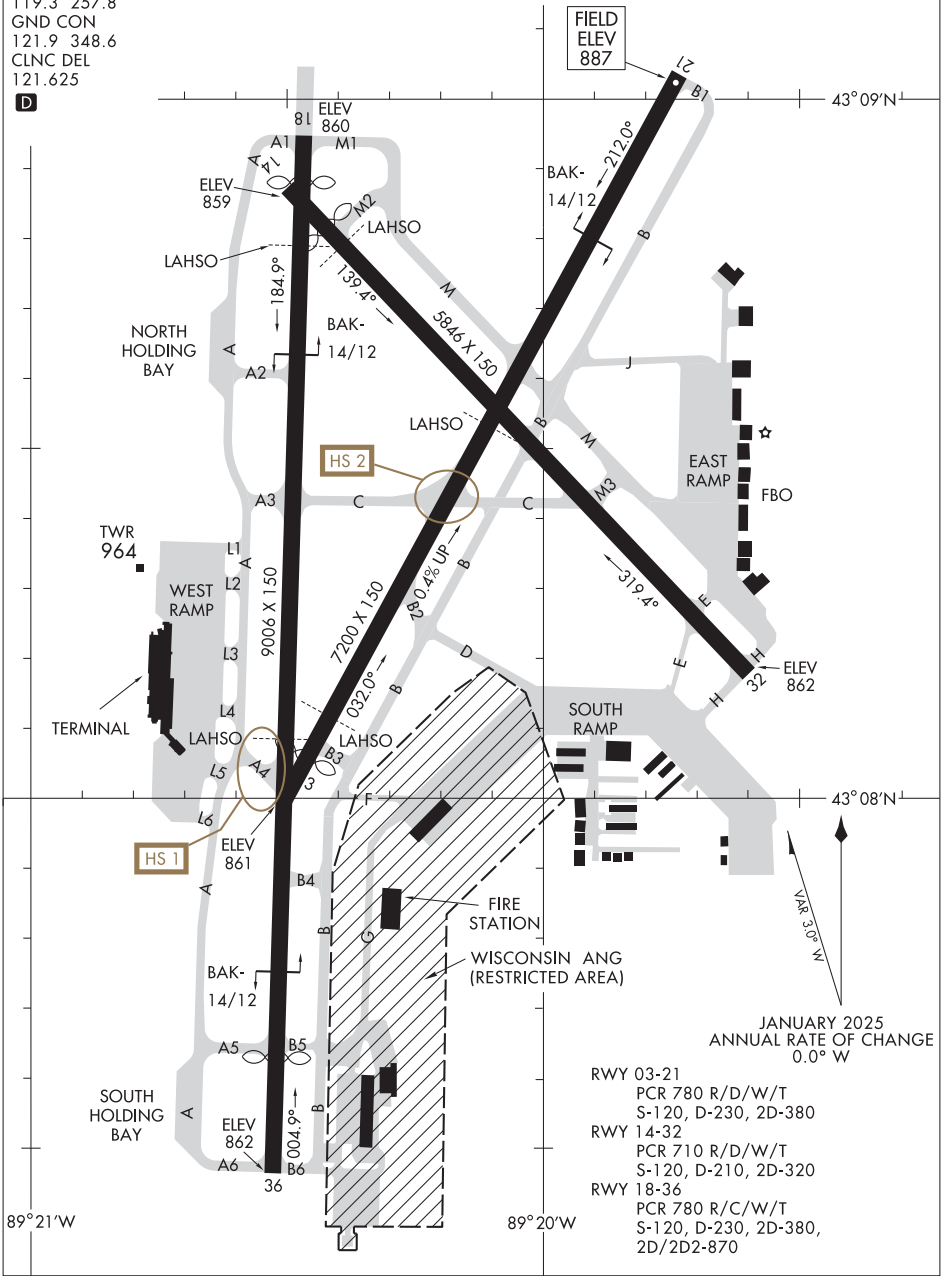
DANE COUNTY RGNL/TRUAX FLD (MSN)
VOR RWY 32

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

ATIS
124.65 278.3
MADISON TOWER★
119.3 257.8
GND CON
121.9 348.6
CLNC DEL
121.625

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	3498
142°	TDZE	1610
	Apt Elev	1610

RNAV (GPS) RWY 14

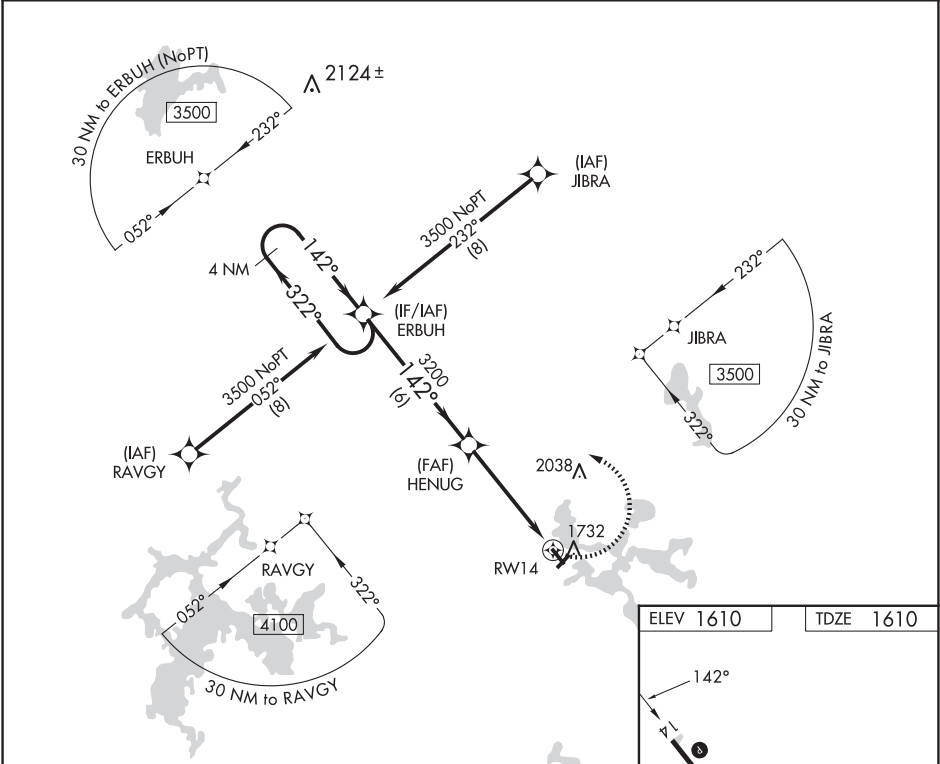
MANITOWISH WATERS (D25)

⚠

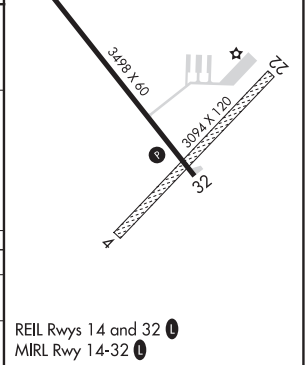
Circling NA to Rws 4 and 22. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting; increase all MDA 40 feet, increase LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ 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) ①
---------------------	------------------------------------	--------------------------



4 NM Holding Pattern		ERBUH	3500		ERBUH
3500		322°	142°	142°	HENUG
				3200	RWY 14
				3.04°	TCH 40
			6 NM	4.8 NM	
CATEGORY	A	B	C	D	
LNAV MDA	2100-1	490 (500-1)	2100-1 3/8 490 (500-1 3/8)	NA	
CIRCLING	2100-1	490 (500-1)	2340-2 730 (800-2)	NA	



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	3498
322°	TDZE	1610
	Apt Elev	1610

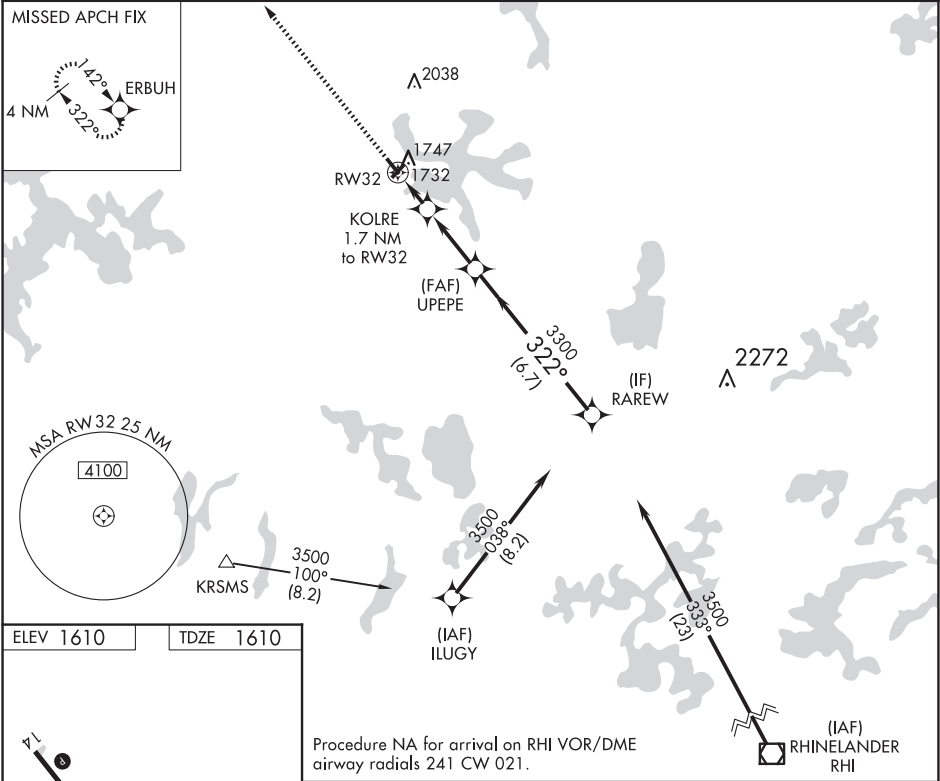
RNAV (GPS) RWY 32

MANITOWISH WATERS (D25)

⚠ Circling NA to Rws 4 and 22. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 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 $\frac{1}{8}$ mile and Circling Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH:
Climb to 3500 direct ERBUH and hold.

AWOS-3PT 118.175	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 📻
---------------------	------------------------------------	---------------------------------



3500	ERBUH								
CATEGORY	A		B		C	D			
LNAV MDA	2000-1 390 (400-1)		2000-1 $\frac{1}{8}$ 390 (400-1 $\frac{1}{8}$)		NA				
CIRCLING	2060-1 450 (500-1)		2340-2 730 (800-2)		NA				

LOC I-MTW	APP CRS	Rwy Idg	5001
111.3	172°	TDZE	651
		Apt Elev	651

ILS or LOC RWY 17

MANITOWOC COUNTY (MTW)

ADF required.

T

A

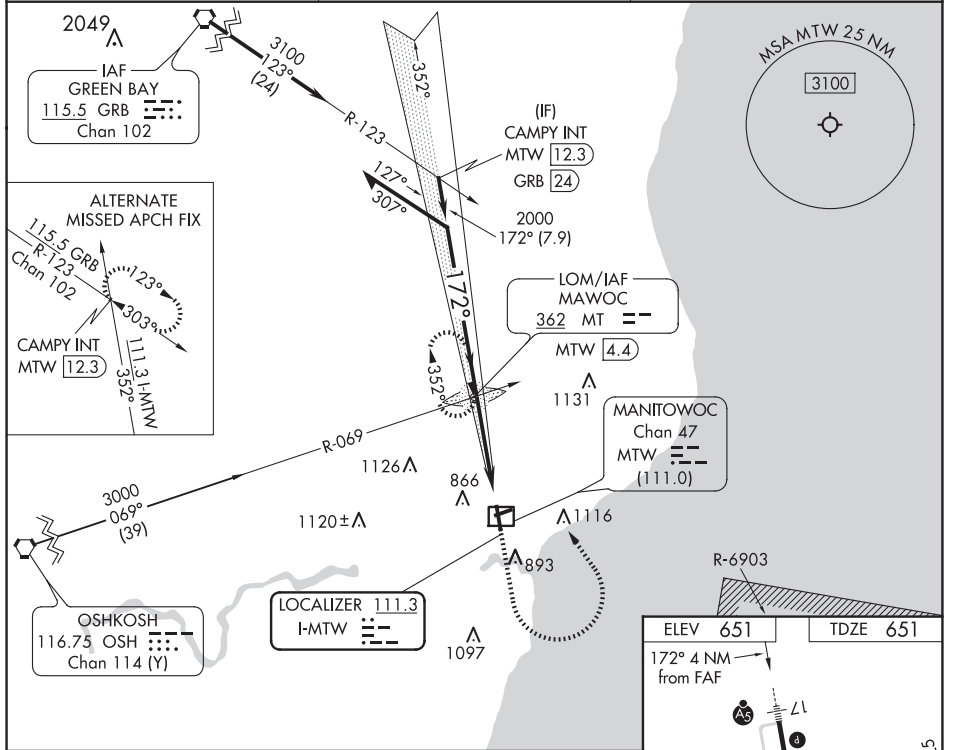
For inop ALS, increase S-LOC 17 Cat C/D visibility to 1½ SM.

MALSR

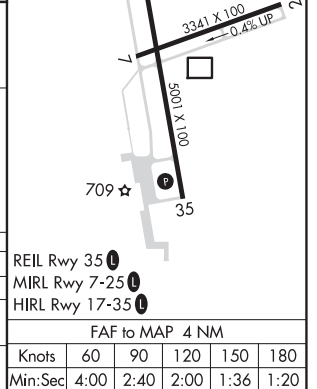
A5

MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 direct MAWOC LOM and hold.

AWOS-3PT 123.775	GREEN BAY APP CON★ 120.2 338.2	UNICOM 122.8 (CTAF) 1
---------------------	-----------------------------------	--------------------------



Remain within 10 NM				
MT LOM MTW 4.4				
2500 352° 172° 1981 2000 MTW 0.4				
GS 3.00° TCH 45 4 NM				
CATEGORY	A	B	C	D
S-ILS 17	851-½		200 (200-½)	
S-LOC 17	1160-½ 509 (600-½)		1160-1 509 (600-1)	
CIRCLING	1200-1 549 (600-1)		1420-2¼ 769 (800-2¼) 1480-2¾ 829 (900-2¾)	



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 63111 W17A	APP CRS 172°	Rwy Idg TDZE Apt Elev	5001 651 651
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 17

MANITOWOC COUNTY (MTW)

RNP APCH.

▼

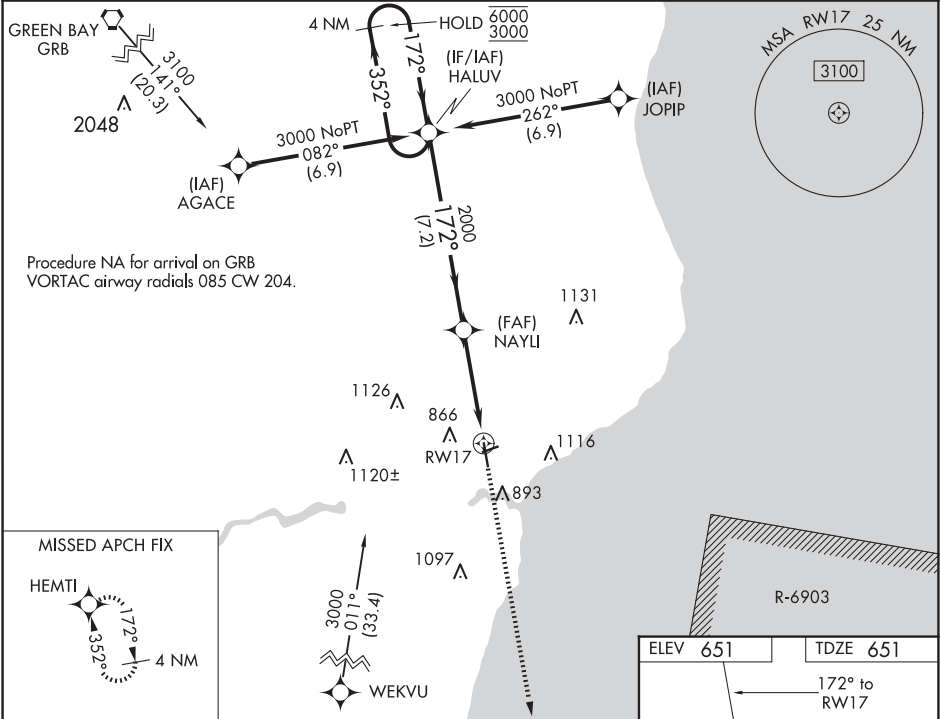
▲

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 7/8 SM.

MALSR

MISSED APPROACH: Climb to 3000 direct HEMTI and hold.

AWOS-3PT 123.775	GREEN BAY APP CON ★ 120.2 338.2	UNICOM 122.8 (CTAF)
----------------------------	---	-------------------------------



4 NM Holding Pattern

HALUV

6000 3000

352°

172°

172°

NAYLI

2000

3000

HEMTI

* 1.5 NM to RW17

* LNAV only.

GP 3.00°

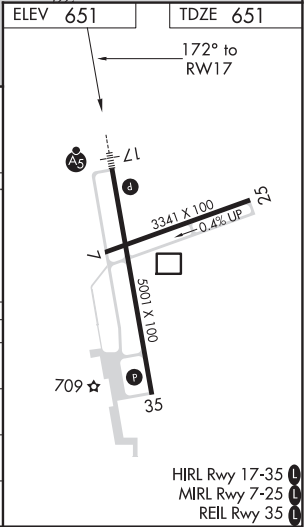
TCH 44

7.2 NM

2.6 NM

1.5

CATEGORY	A	B	C	D
LPV DA		851-½	200 (200-½)	
LNAV/VNAV DA		942-½	291 (300-½)	
LNAV MDA	1180-½	529 (600-½)	1180-1	529 (600-1)
CIRCLING	1200-1	549 (600-1)	1420-2¼ 769 (800-2¼)	1480-2¾ 829 (900-2¾)



LOC I-MWA
109.3

APP CRS
202°

Rwy Idg **8012**
TDZE **468**
Apt Elev **472**

ILS or LOC RWY 20

VETERANS AIRPORT OF SOUTHERN ILLINOIS(MWA)

DME required. ADF required.

✎

 Circling Rwy 11 NA at night. For inop ALS, increase S-LOC 20

⚠

 Cat C/D visibilities to 1 SM.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JONNY LOM/MWA 5.5 DME and hold.

AWOS-3P
119.675

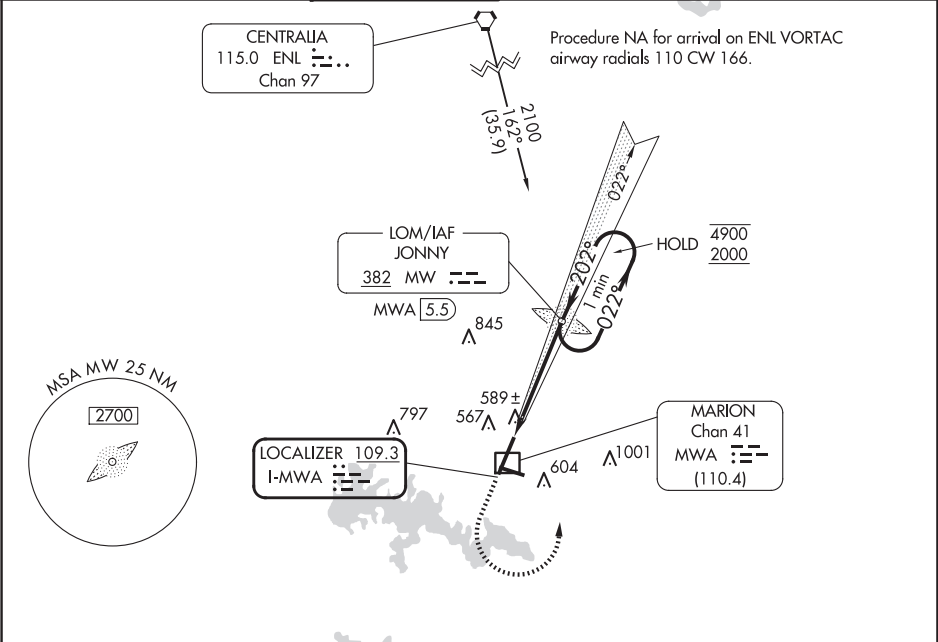
KANSAS CITY CENTER
127.475 346.275

MARION TOWER★
128.4 (CTAF) 0

CLNC DEL
127.475 (When twr closed)

GND CON
121.7

UNICOM
122.95



ELEV 472 **D** TDZE 468

HIRL Rwy 2-20 **L**
MIRL Rwy 11-29 **L**
REIL Rwy 2
REIL Rws 11 and 29 **L**

202°

20

8012 X 150

4997 X 100

0.3% UP

2 TWR 542 520

FAF to MAP 4.6 NM

Knots 60 90 120 150 180
Min:Sec 4:36 3:04 2:18 1:50 1:32

1500 2000 MW

MW LOM MWA 5.5

One Minute Holding Pattern

* LOC only.

* MWA 1.9

1990

022° 4900 2000

GS 3.00° TCH 50

1 NM 3.6 NM

CATEGORY	A	B	C	D
S-ILS 20	668- ½		200 (200-½)	
S-LOC 20	840- ½ 372 (400-½)		840- ⅝ 372 (400- ⅝)	
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	1040-1½ 568 (600-1½)	1340-2¾ 868 (900-2¾)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

MARION, ILLINOIS

AL-5215 (FAA)

24305

WAAS CH 61230 W02A	APP CRS 022°	Rwy Idg TDZE 466 Apt Elev 472
--	------------------------	---

RNAV (GPS) RWY 2

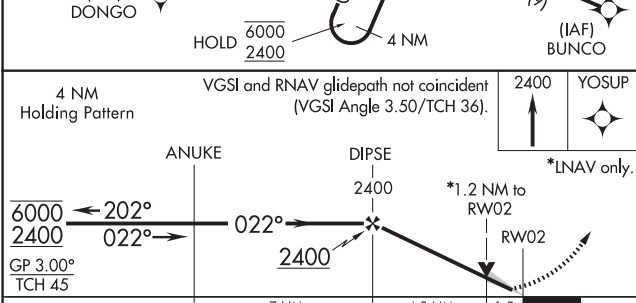
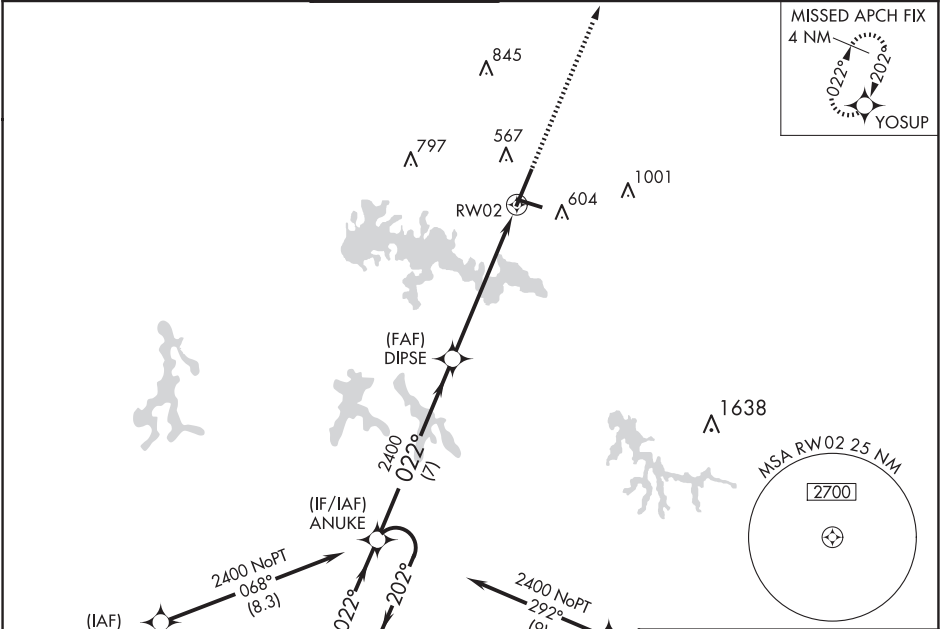
VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)

RNP APCH.

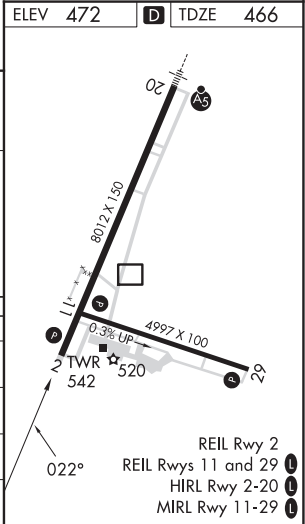
⚠ Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH:
Climb to 2400 direct
YOSUP and hold.

AWOS-3P 119.675	KANSAS CITY CENTER 127.475 346.275	MARION TOWER ★ 128.4 (CTAF) ⓪	CLNC DEL 127.475 (When twr closed)	GND CON 121.7	UNICOM 122.95
---------------------------	--	--	--	-------------------------	-------------------------



CATEGORY	A	B	C	D
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)	940-13/8	474 (500-13/8)
CIRCLING	940-1	468 (500-1)	1040-11/2	1340-23/4



MARION, ILLINOIS
Amdt 1E 12AUG21

VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)
37°45'N-89°01'W

RNAV (GPS) RWY 2

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 57904 W20A	APP CRS 202°	Rwy Idg 8012 TDZE 468 Apt Elev 472
--	------------------------	---

RNAV (GPS) RWY 20

VETERANS AIRPORT OF SOUTHERN ILLINOIS (MWA)

RNP APCH.

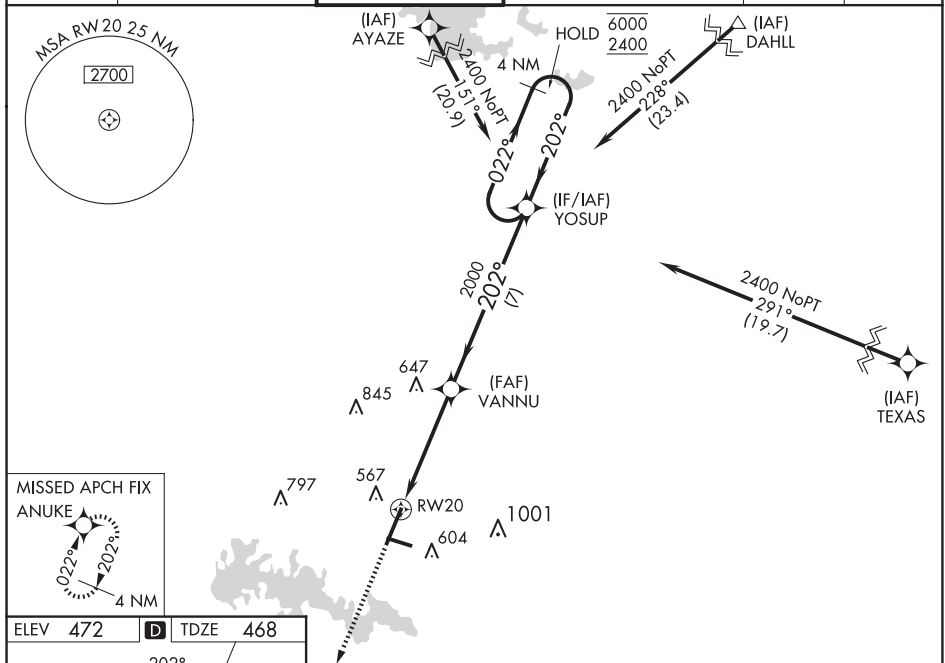
T Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C/D visibility to 1 ½ SM.

MALSR



MISSED APPROACH:
Climb to 2400 direct
ANUKE and hold.

AWOS-3P 119.675	KANSAS CITY CENTER 127.475 346.275	MARION TOWER★ 128.4 (CTAF) 0	CLNC DEL 127.475 (When twr closed)	GND CON 121.7	UNICOM 122.95
---------------------------	--	--	--	-------------------------	-------------------------



ELEV 472	D	TDZE 468
----------	----------	----------

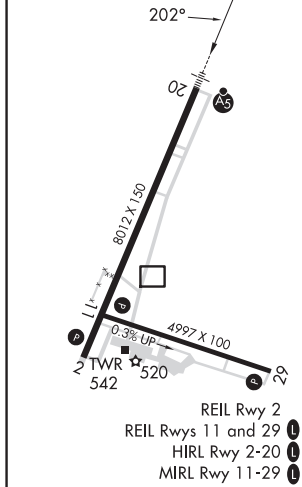
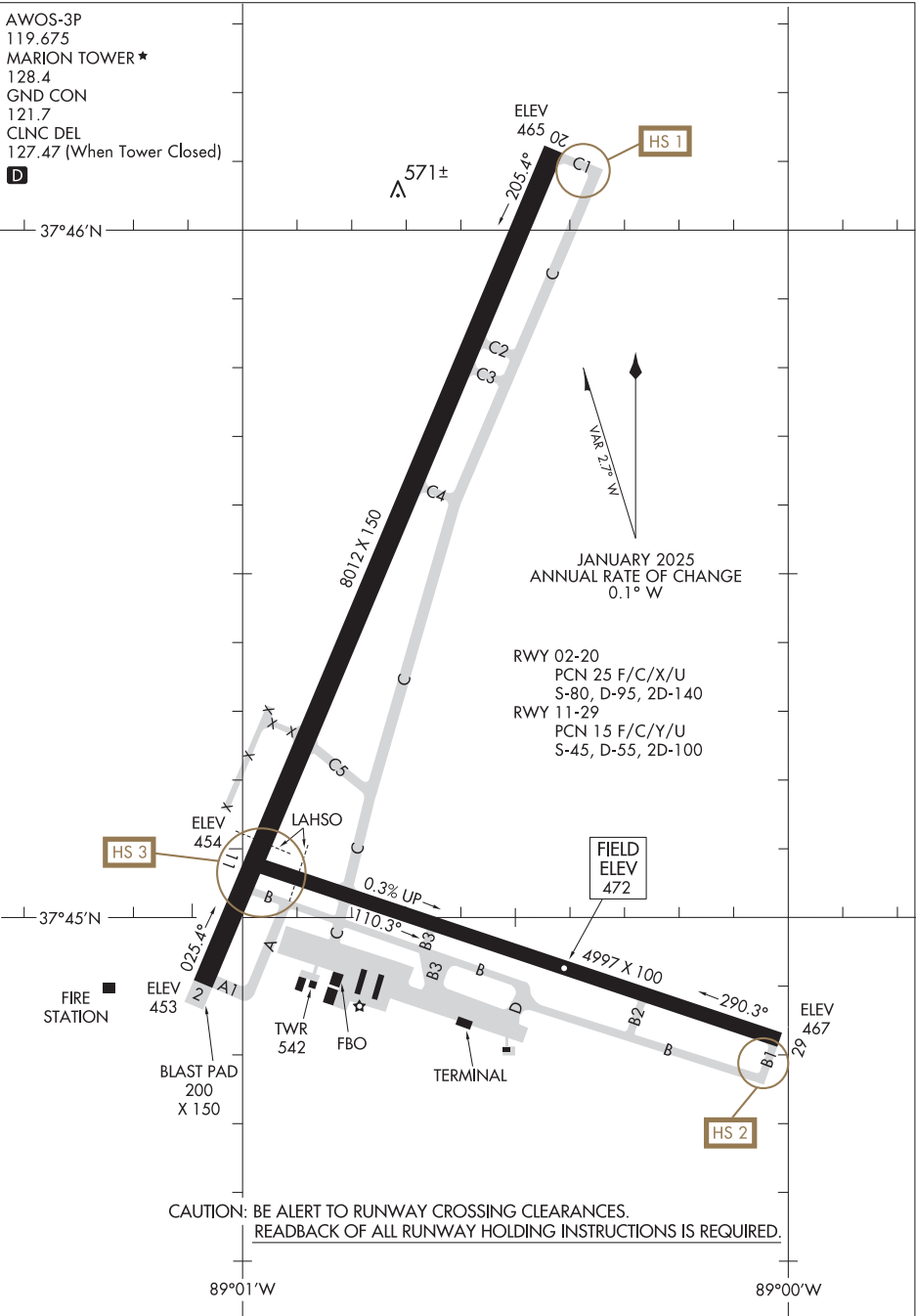


Diagram illustrating the YOSUP Holding Pattern. The pattern is defined by a 4 NM Holding Pattern. The holding pattern is centered on the YOSUP VORTAC. The diagram shows the holding pattern with a 4 NM holding leg, a 202° turn, and a 022° turn. The holding pattern is centered on the YOSUP VORTAC. The diagram also shows the YOSUP VORTAC, the YOSUP Holding Pattern, and the YOSUP Holding Pattern. The diagram includes a scale bar showing 1.2 NM, 3.5 NM, and 7 NM. The diagram also includes a scale bar showing 1.2 NM, 3.5 NM, and 7 NM. The diagram includes a scale bar showing 1.2 NM, 3.5 NM, and 7 NM. The diagram also includes a scale bar showing 1.2 NM, 3.5 NM, and 7 NM.

AWOS-3P
119.675
MARION TOWER ★
128.4
GND CON
121.7
CLNC DEL
127.47 (When Tower Closed)
D



WAAS CH 50532 W05A	APP CRS 046°	Rwy Idg 3600 TDZE 1258 Apt Elev 1278
--	------------------------	---

RNAV (GPS) RWY 5

MARSHFIELD MUNI (MFI)

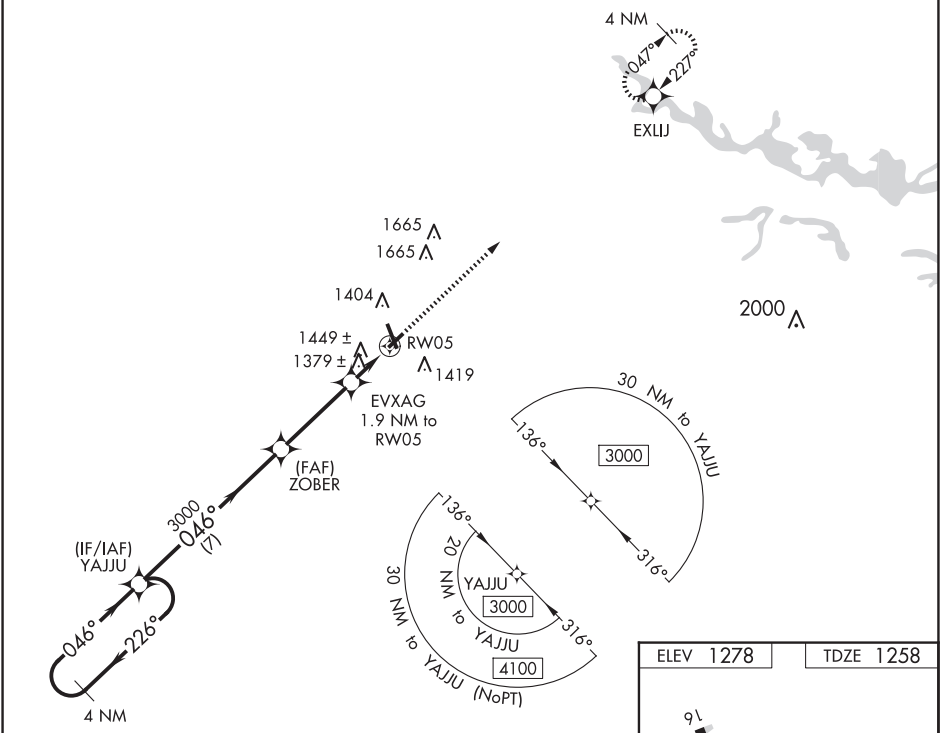
⚠

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.

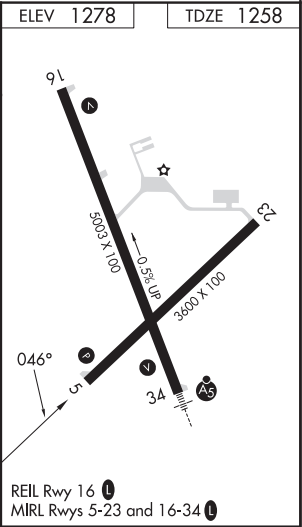
MISSED APPROACH:

Climb to 3000 direct EXLIJ and hold.

ASOS 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 123.0 (CTAF) 0
------------------------	--	---------------------------------



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 29).				
4 NM Holding Pattern				
3000 ← 226° / 046° → 3000				
7 NM 3.5 NM 1.9 NM				
CATEGORY	A	B	C	D
LP MDA	1640-1	382 (400-1)	1640-1½	382 (500-1½)
LNAV MDA	1700-1	442 (500-1)	1700-1¾	442 (500-1¾)
CIRCLING	1760-1	482 (500-1)	2020-2¼ 742 (800-2¼)	2020-2½ 742 (800-2½)



MARSHFIELD, WISCONSIN

AL-5368 (FAA)

25107

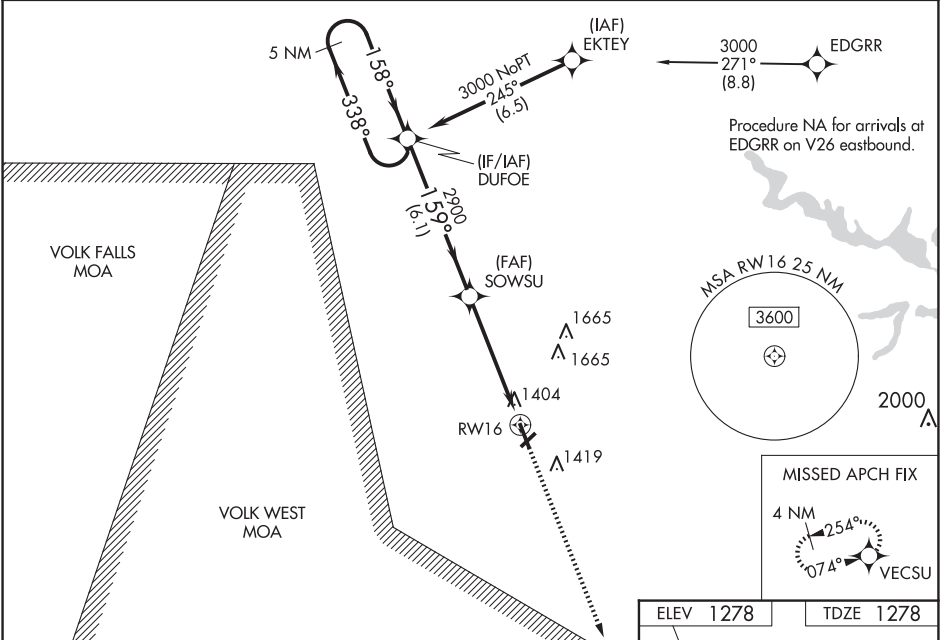
WAAS CH 99501 W16A	APP CRS 159°	Rwy Idg 5003 TDZE 1278 Apt Elev 1278
--	------------------------	---

RNAV (GPS) RWY 16
MARSHFIELD MUNI (MFI)

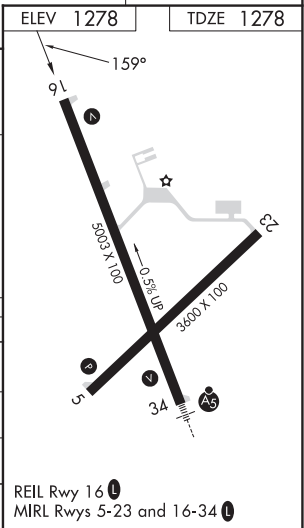
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Central Wisconsin altimeter setting. DME/DME RNP-0.3 NA. Rwy 16 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Central Wisconsin altimeter setting and increase all DA 56 feet and all visibility ⅓ SM, increase all MDA 60 feet and LNAV Cat C/D visibility ¼ SM.

MISSED APPROACH:
Climb to 3000 direct
VECSU and hold.

ASOS 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 123.0 (CTAF) 1
------------------------	--	---------------------------------



5 NM Holding Pattern				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).				
DUFOE				
SOWSU				
* LNAV only.				
* 1.4 NM to RW16				
RW16				
GP 3.00° TCH 45				
6.1 NM 3.6 NM 1.4 NM				
CATEGORY	A	B	C	D
LPV DA	1639-1¼		361 (400-1¼)	
LNAV/VNAV DA	1682-1¾		404 (500-1¾)	
LNAV MDA	1760-1	482 (500-1)	1760-1¾	482 (500-1¾)
CIRCLING	1760-1	482 (500-1)	2020-2¼ 742 (800-2¼)	2020-2½ 742 (800-2½)



MARSHFIELD, WISCONSIN
Amdt 1 22JUN17

44°38'N-90°11'W

MARSHFIELD MUNI (MFI)
RNAV (GPS) RWY 16

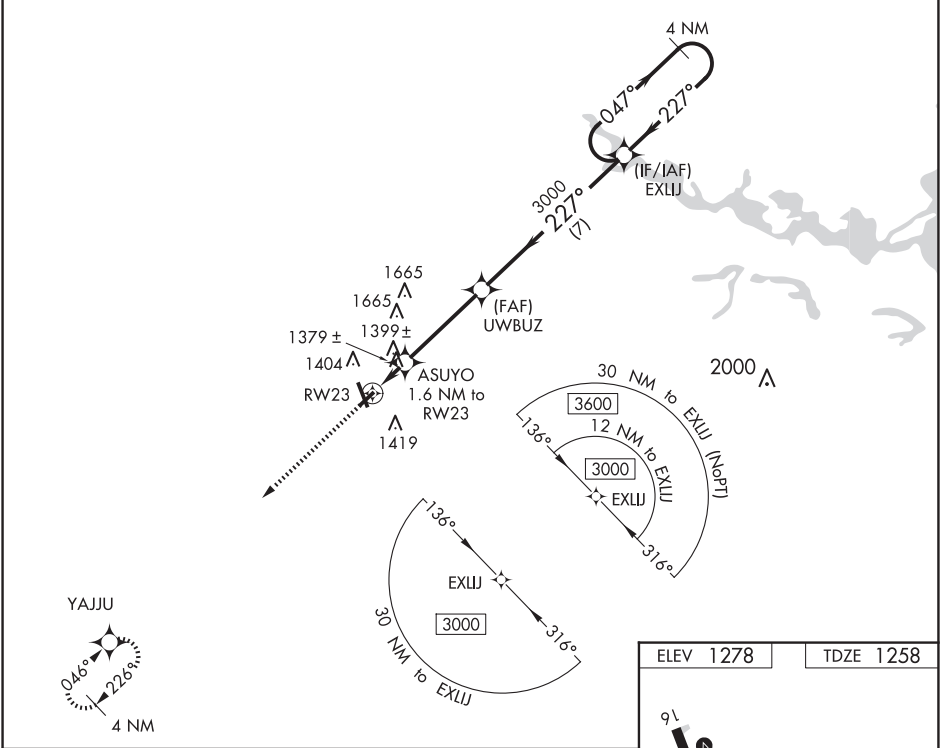
WAAS CH 70732 W23A	APP CRS 227°	Rwy Idg 3600 TDZE 1258 Apt Elev 1278
--	------------------------	---

RNAV (GPS) RWY 23

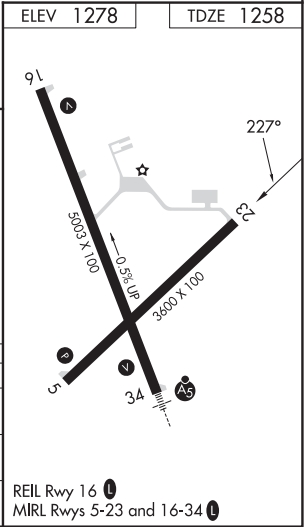
MARSHFIELD MUNI (MFI)

<div><div>⚠</div><div>DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ 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 ¼ mile.</div></div>	<div>MISSED APPROACH: Climb to 3000 direct YAJJU and hold.</div>
---	--

ASOS 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 123.0 (CTAF) 0
------------------------	--	---------------------------------



3000	YAJJU	UWBZ	EXLJ	4 NM Holding Pattern
ASUYO 1.6 NM to RW23	3000	047° 227°	3000	
RW23	1760	3.00° TCH 40		
1.6 NM	3.8 NM	7 NM		
CATEGORY	A	B	C	D
LP MDA	1640-1	382 (400-1)	1640-1½	382 (400-1½)
LNAV MDA	1660-1	402 (400-1)	1660-1½	402 (400-1½)
CIRCLING	1760-1	482 (500-1)	2020-2¼ 742 (800-2¼)	2020-2½ 742 (800-2½)



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58101 W34A	APP CRS 339°	Rwy Idg 5003 TDZE 1258 Apt Elev 1278
--	------------------------	---

RNAV (GPS) RWY 34

MARSHFIELD MUNI (MFI)

▼

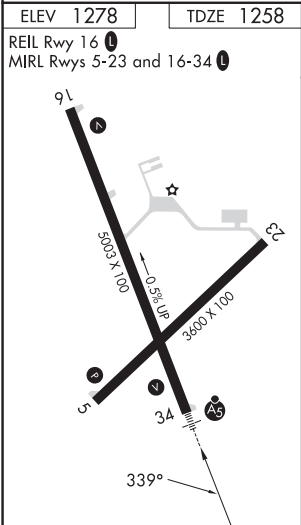
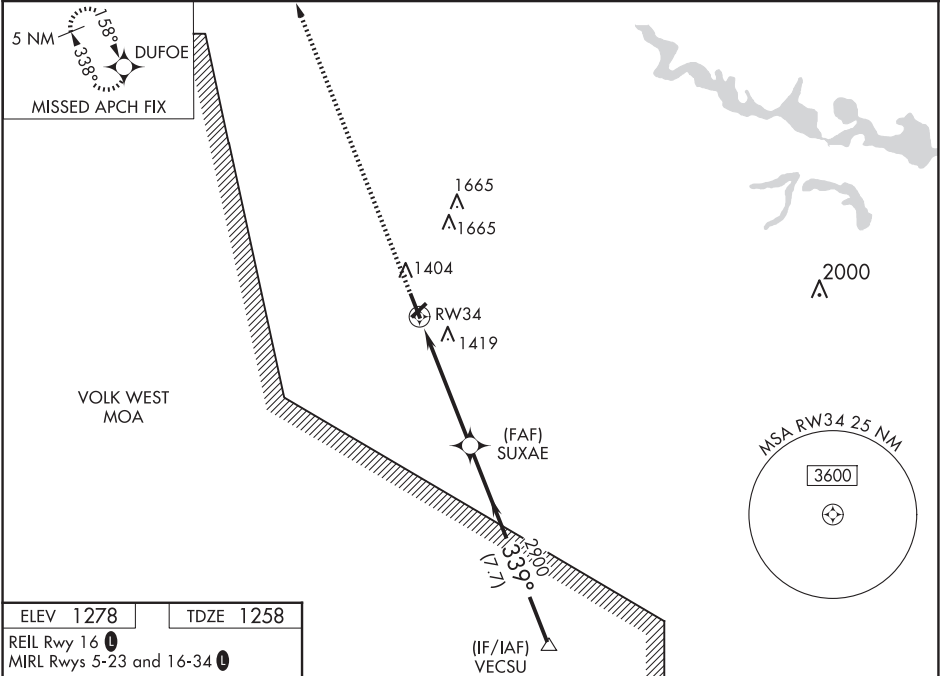
▲

For inoperative MALSR increase LPV all Cats visibility to 1, increase LNAV Cats A and B to 1 and Cat D to 1¼. 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.

MALSR

MISSED APPROACH: Climb to 3000 direct DUFOE and hold.

ASOS 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 123.0 (CTAF) 0
------------------------	--	---------------------------------



3000	DUFOE	SUXAE	VECSU	Procedure Turn NA
*LNAV only	*1.2 NM to RW34	339°	2900	GP 3.00° TCH 42
1.2	3.8 NM	7.7 NM		
CATEGORY	A	B	C	D
LPV DA	1508-¾ 250 (300-¾)			
LNAV/VNAV DA	1718-1¼ 460 (500-1¼)			
LNAV MDA	1680-¾ 422 (500-¾)			1680-1 422 (500-1)
CIRCLING	1760-1¾ 482 (500-1¾)		2020-2¼ 742 (800-2¼)	2020-2½ 742 (800-2½)

LOC I-MTO
111.1

APP CRS
296°

Rwy Idg
TDZE
Apt Elev
6501
718
722

ILS or LOC RWY 29
COLES COUNTY MEML (MTO)

DME required for procedure entry from BIB VORTAC.

▼

NA

DME from MTO DME. Simultaneous reception of I-MTO and MTO DME required. Circling NA to Rwy's 18 and 36.

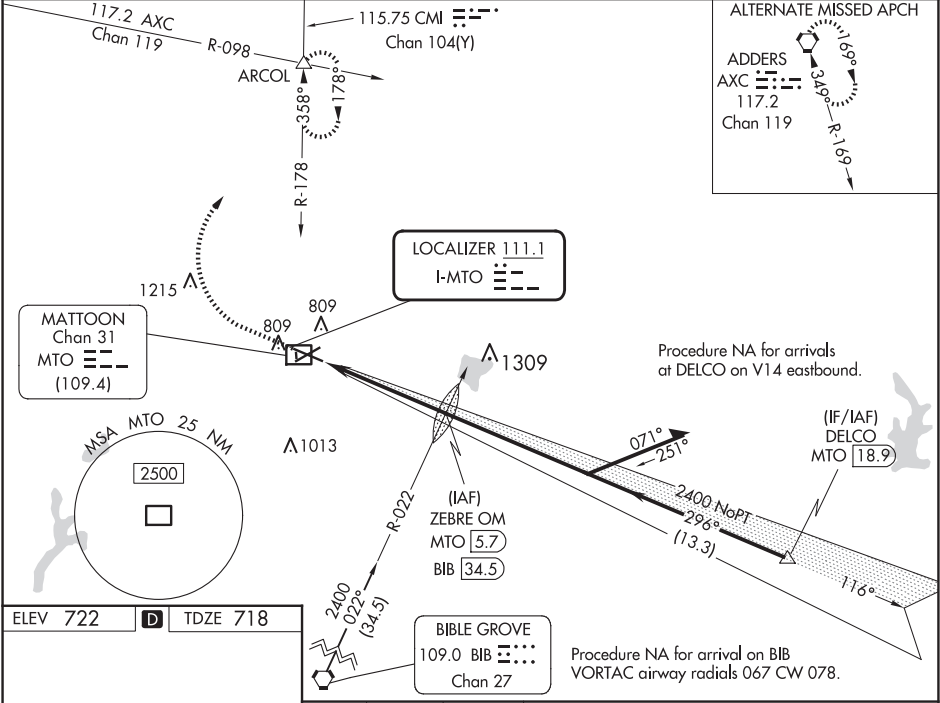
MALSR
AS

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)



1200

2500

ARCOL

↑

CMI
R-178

△

MTO 0.9

2318

116°

296°

2400

2400

4.8 NM

GS 3.00°
TCH 51

Remain within 10 NM

MIRL Rwy 6-24

HIRL Rwy 11-29

REIL Rwy's 6, 11, and 24

FAF to MAP 4.8 NM

Knots

60

90

120

150

180

Min:Sec

4:48

3:12

2:24

1:55

1:36

CATEGORY	A	B	C	D
S-ILS 29		918-½	200 (200-½)	
S-LOC 29	1160-½	442 (500-½)	1160-⅞	442 (500-⅞)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1240-1½ 518 (600-1½)	1380-2 658 (700-2)

MATTOON/CHARLESTON, ILLINOIS

AL-5180 (FAA)

23166

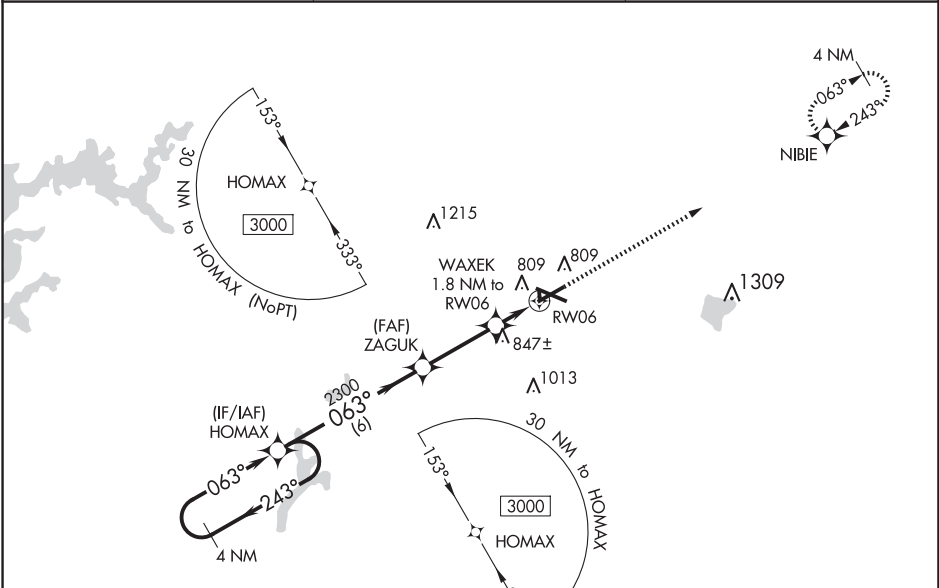
WAAS CH 56537 W06A	APP CRS 063°	Rwy Idg TDZE 722 Apt Elev 722
--	------------------------	---

RNAV (GPS) RWY 6
COLES COUNTY MEML (MTO)

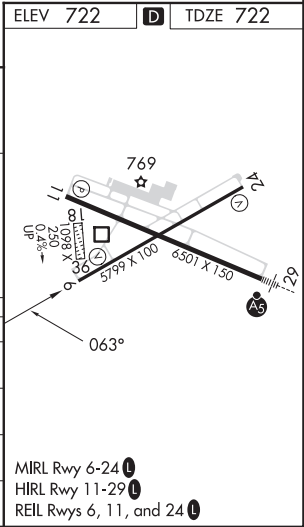
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all DA 82 feet, increase MDA 100 feet, increase LPV, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Champaign/Urbana altimeter setting. Rwy 6 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Circling NA to Rwys 18 and 36.

MISSED APPROACH:
Climb to 3000 direct NIBIE and hold.

ASOS 118.475	CHAMPAIGN APP CON ★ 132.85 290.225	UNICOM 122.7 (CTAF) 0
------------------------	--	---------------------------------



4 NM Holding Pattern		HOMAX		ZAGUK		WAXEK		RW06		NIBIE	
3000 ← 243°		063° →		2300		1.8 NM to RW06		*1.1 NM to RW06		*LNNAV only.	
GP 3.00°		063°		2300		*1320					
TCH 41											
		6 NM		3 NM		0.7 NM		1.1 NM			
CATEGORY		A		B		C		D			
LPV DA		972-7⁄8		250 (300-7⁄8)							
LNAV/VNAV DA		1124-13⁄8		402 (500-13⁄8)							
LNAV MDA		1100-1		378 (400-1)		1100-1 1⁄8		378 (400-1 1⁄8)			
CIRCLING		1160-1 438 (500-1)		1180-1 458 (500-1)		1240-1 1⁄2 518 (600-1 1⁄2)		1380-2 658 (700-2)			



MATTOON/CHARLESTON, ILLINOIS
Orig-A 04JAN18

39°29'N-88°17'W

COLES COUNTY MEML (MTO)
RNAV (GPS) RWY 6

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86537 W11A	APP CRS 116°	Rwy Idg TDZE 718 Apt Elev 722
--	------------------------	---

RNAV (GPS) RWY 11

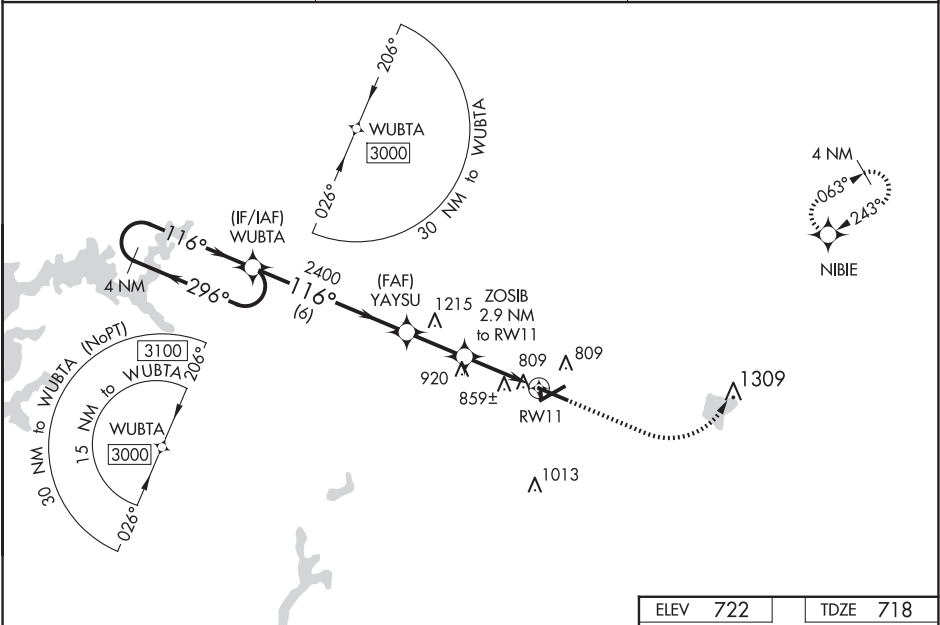
COLES COUNTY MEML (MTO)

RNP APCH

▼ 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 $\frac{1}{8}$ mile, LNAV/VNAV all Cats visibility $\frac{3}{8}$ mile, LNAV Cats C and D and Circling Cat C visibility $\frac{1}{4}$ mile, and Circling D visibility $\frac{1}{2}$ 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.

MISSED APPROACH:
Climb to 1200 then climbing left turn to 3000 direct NIBIE and hold.

ASOS 118.475	CHAMPAIGN APP CON ★ 132.85 290,225	UNICOM 122.7 (CTAF) 0
------------------------	--	---------------------------------



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

WUBTA 3000 ← 296° 116° → 2400 116° 1680* 2400

GP 3.00° TCH 45

6 NM 2.3 NM 1.8 NM 1.1 NM

YAYSU 2400 ZOSIB 2.9 NM to RW11 *1.1 NM to RW11 RW11

*LNAV only.

1200 3000 NIBIE

CATEGORY	A	B	C	D
LPV DA	918-3/4 200 (200-3/4)			
LNAV/VNAV DA	1175-15/8 457 (500-15/8)			
LNAV MDA	1120-1 402 (400-1)	1120-11/8 402 (400-11/8)		
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1240-11/2 518 (600-11/2)	1380-2 658 (700-2)

ELEV 722 TDZE 718

MIRL Rwy 6-24 0
HILL Rwy 11-29 0
REIL Rws 6, 11, and 24 0

WAAS CH 82537 W24A	APP CRS 243°	Rwy Idg TDZE Apt Elev	5799 719 722
--	------------------------	-----------------------------	---

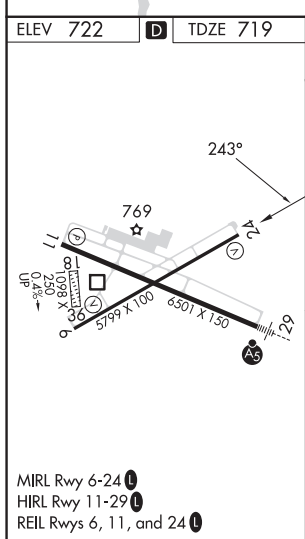
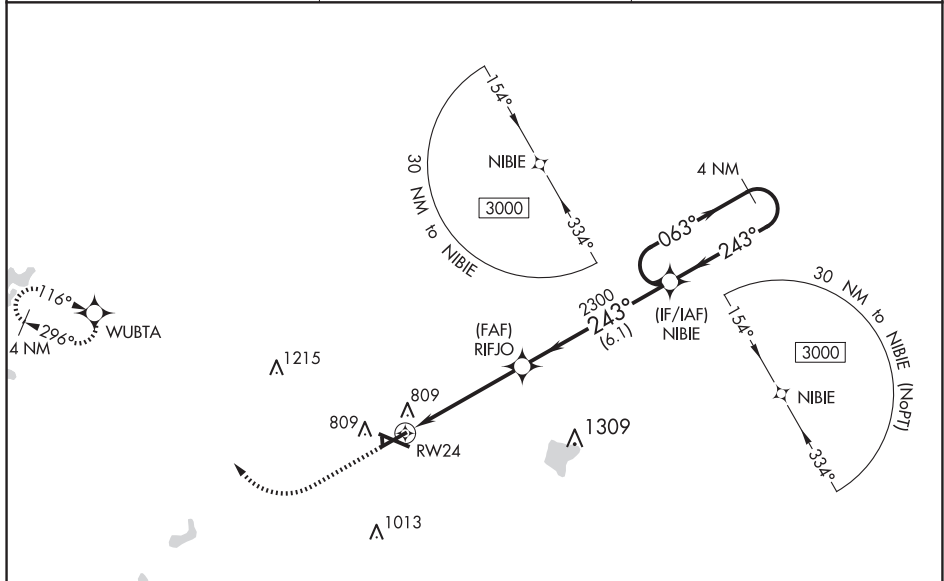
RNAV (GPS) RWY 24

COLES COUNTY MEML (MTO)

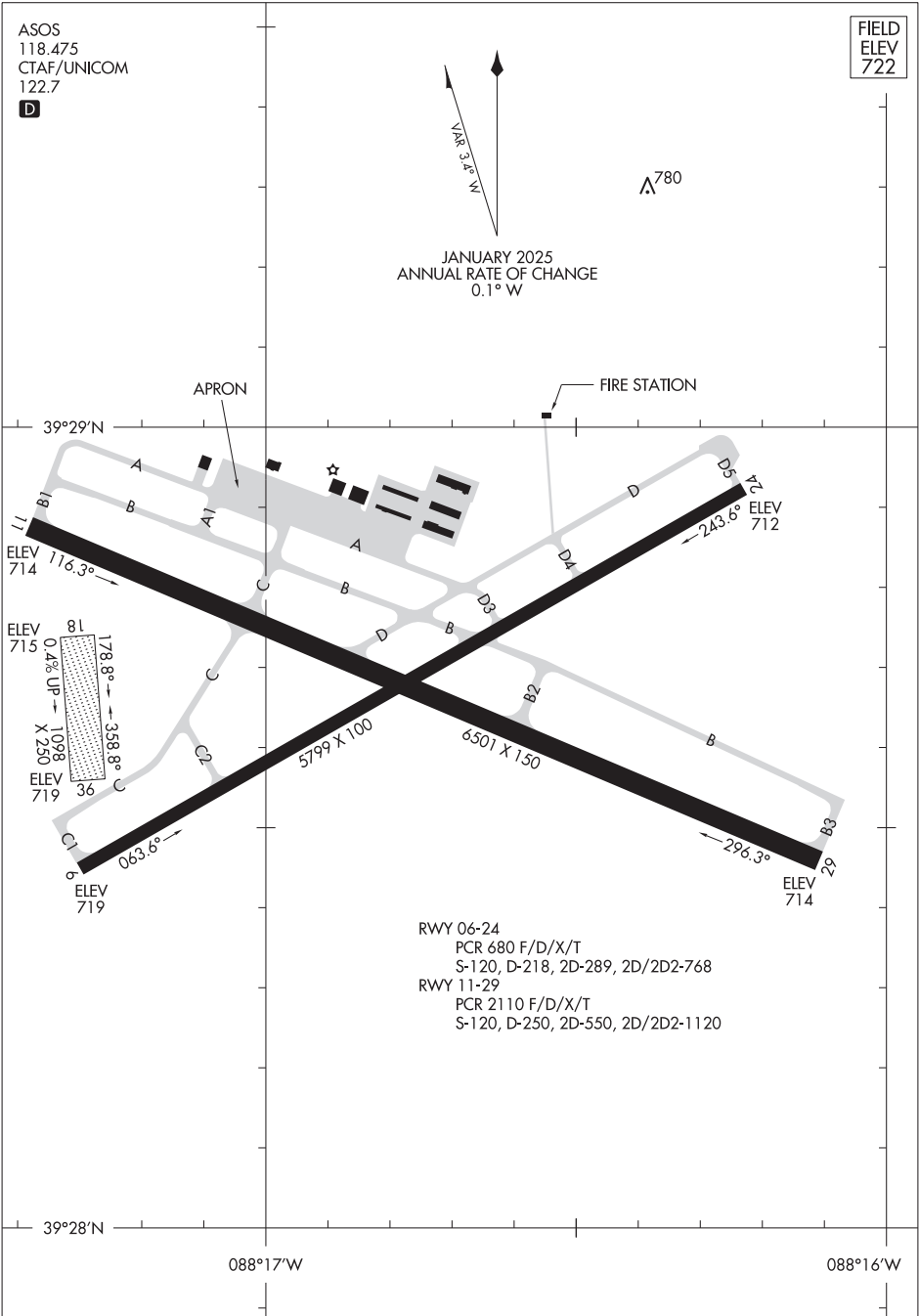
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all DA 82 feet, increase all MDA 100 feet, increase LPV all Cats visibility $\frac{1}{8}$ mile, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat D visibility $\frac{1}{4}$ mile. Baro-VNAV and VDP NA when using Champaign/Urbana altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°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.

ASOS 118.475	CHAMPAIGN APP CON ★ 132.85 290.225	UNICOM 122.7 (CTAF) 📶
------------------------	--	--



	1200	3000	WUBTA	
	* LNAV only.	* 1.1 NM to RW24		
	RW24	RIFJO 2300	NIBIE	4 NM Holding Pattern
	1.1 NM	3.7 NM	6.1 NM	
	243°	243°	063°	3000
				GP 3.00° TCH 46
CATEGORY	A	B	C	D
LPV DA	969- $\frac{7}{8}$ 250 (300- $\frac{7}{8}$)			
LNAV/VNAV DA	1017-1 298 (300-1)			
LNAV MDA	1120-1	408 (500-1)	1120-1 $\frac{1}{8}$	408 (500-1 $\frac{1}{8}$)
C CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1240-1 $\frac{1}{2}$ 518 (600-1 $\frac{1}{2}$)	1380-2 658 (700-2)

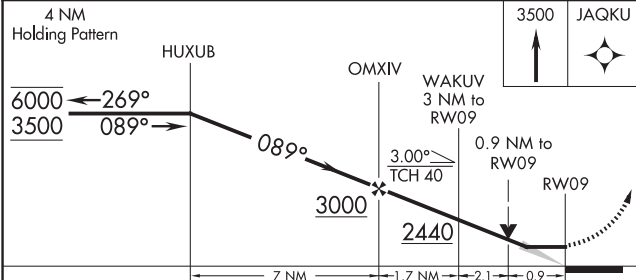
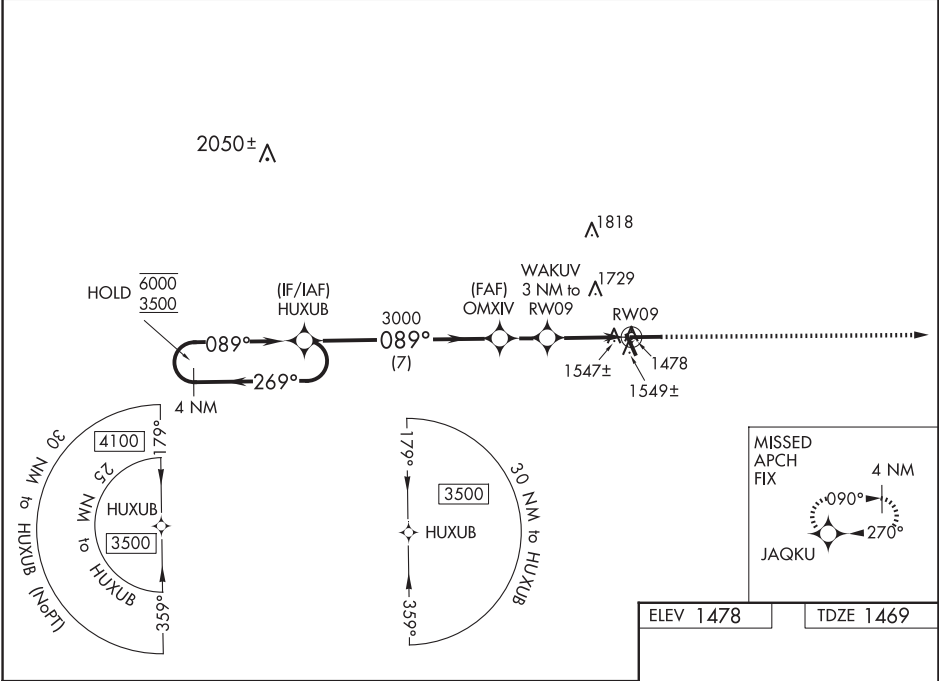


WAAS CH 99331 W09A	APP CRS 089°	Rwy Idg TDZE 1469 Apt Elev 1478	6000
--	------------------------	---	-------------

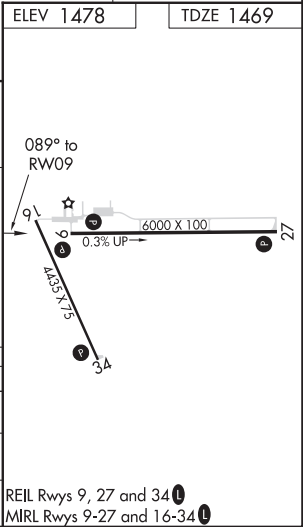
RNAV (GPS) RWY 9
TAYLOR COUNTY (MDZ)

RNP APCH.		MISSED APPROACH: Climb to 3500 direct JAQKU and hold.
-----------	--	---

AWOS-3 119.025	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



CATEGORY	A	B	C	D
LP MDA	1800-1	331 (400-1)		
LNAV MDA	1800-1	331 (400-1)		
CIRCLING	1900-1 422 (500-1)	2040-1 562 (600-1)	2040-1½ 562 (600-1½)	2180-2¼ 702 (800-2¼)



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

MEDFORD, WISCONSIN

AL-6200 (FAA)

22027

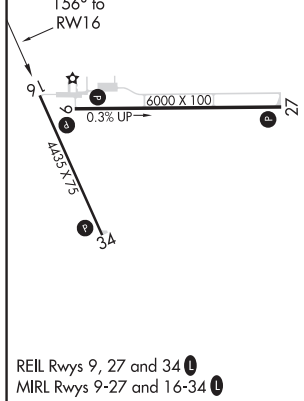
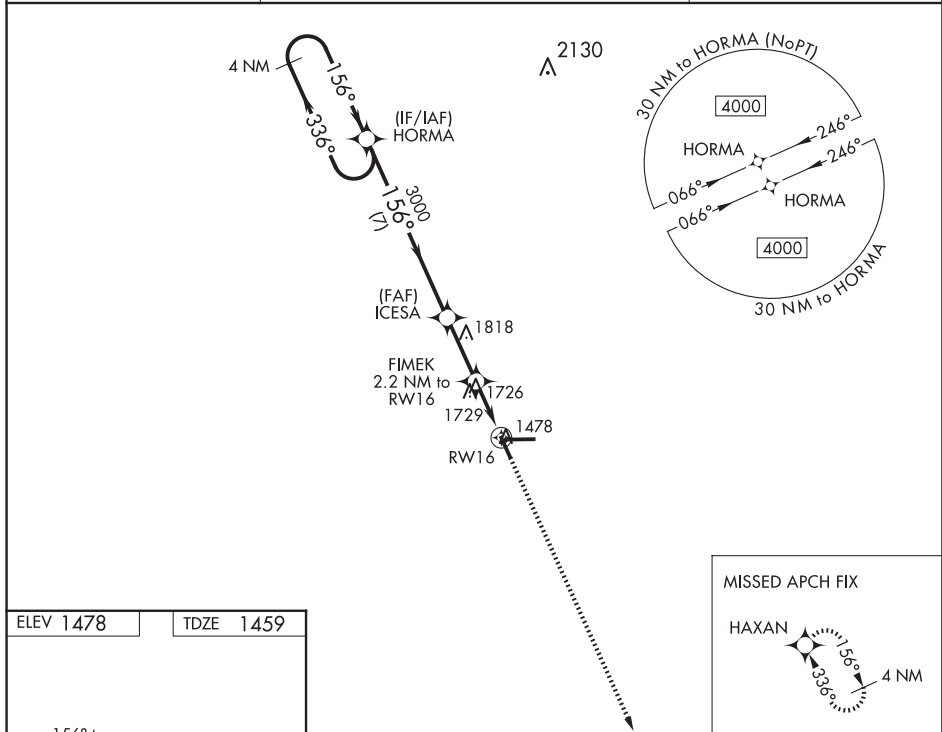
WAAS CH 86231 W16A	APP CRS 156°	Rwy Idg TDZE 1459 Apt Elev 1478
--	------------------------	---

RNAV (GPS) RWY 16

TAYLOR COUNTY (MDZ)

RNP APCH.	When local altimeter setting not received, use Merrill altimeter setting and increase all MDA 100 feet and increase all Cat C/D visibility $\frac{1}{4}$ mile. Rwy 16 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Merrill altimeter setting.	MISSED APPROACH: Climb to 4000 direct HAXAN and hold.
-----------	---	--

AWOS-3 119.025	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 1
--------------------------	--	---------------------------------



4 NM Holding Pattern HORMA				VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 37).				4000	HAXAN
4000 ← 336°				156° →					
				156°					
				3000					
				3.00° TCH 45					
				2200					
				7 NM					
				2.5 NM					
				0.5 NM					
				1.7 NM					
				FIMEK 2.2 NM to RWY 16					
				1.7 NM to RWY 16					
				RWY 16					
CATEGORY				A	B	C	D		
LP MDA				2040-1	581 (600-1)	2040-1 $\frac{3}{4}$	581 (600-1 $\frac{3}{4}$)		
LNAV MDA				2060-1	601 (600-1)	2060-1 $\frac{3}{4}$	601 (600-1 $\frac{3}{4}$)		
CIRCLING				2060-1	582 (600-1)	2060-1 $\frac{3}{4}$ 582 (600-1 $\frac{3}{4}$)	2180-2 $\frac{1}{4}$ 702 (800-2 $\frac{1}{4}$)		

MEDFORD, WISCONSIN
Orig-C 27JAN22

45°06'N-90°18'W

TAYLOR COUNTY (MDZ)

RNAV (GPS) RWY 16

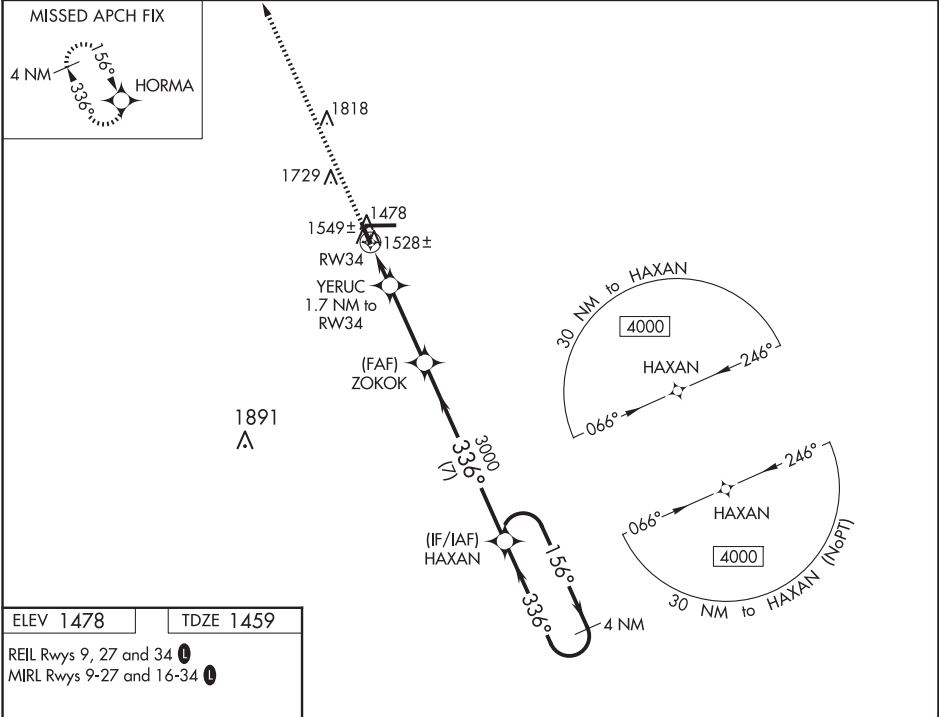
EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 73029 W34A	APP CRS 336°	Rwy Idg TDZE 1459 Apt Elev 1478
--	------------------------	---

RNAV (GPS) RWY 34
TAYLOR COUNTY (MDZ)

RNP APCH.	MISSED APPROACH: Climb to 4000 direct HORMA and hold.
When local altimeter setting not received, use Merrill altimeter setting: increase all MDA 100 feet and all Cat C and D visibilities ¼ SM. VDP NA when using Merrill altimeter setting.	

AWOS-3 119.025	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



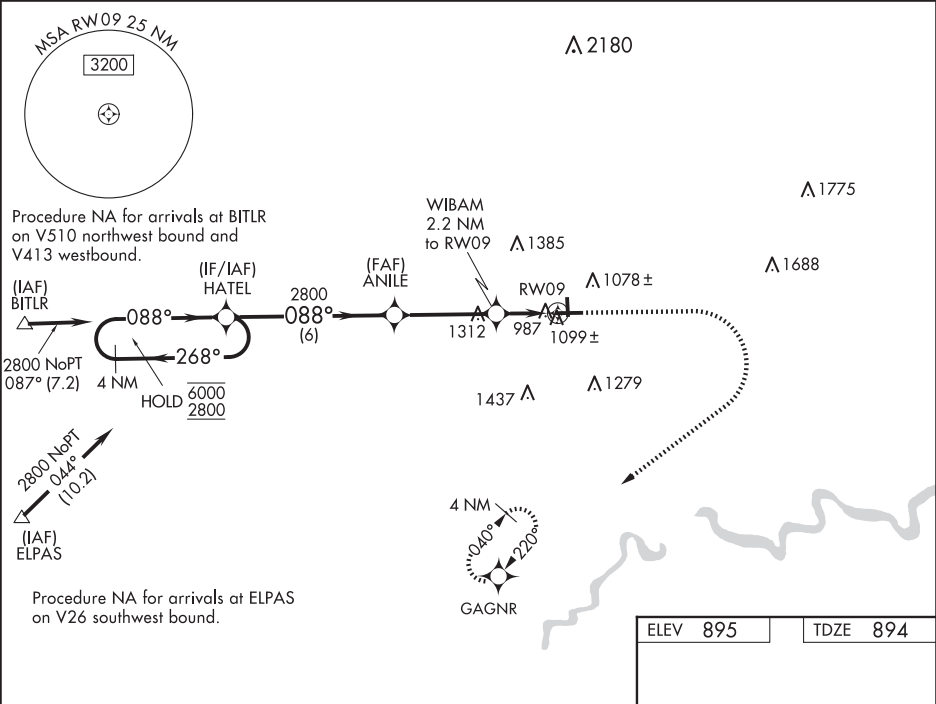
4000	HORMA	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 27).	4 NM	Holding Pattern
YERUC 1.7 NM to RW34	ZOKOK	HAXAN	156°	4000
0.9 NM to RW34	≤3.00°	TCH 45	336°	336°
RW34	2020	3000	7 NM	
0.9	0.8	3 NM		
CATEGORY	A	B	C	D
LP MDA	1780-1	321 (400-1)		
LNAV MDA	1800-1	341 (400-1)		
CIRCLING	1940-1 462 (500-1)	2040-1 562 (600-1)	2040-1½ 562 (600-1½)	2180-2¼ 702 (800-2¼)

WAAS CH 40304 W09A	APP CRS 088°	Rwy Ldg TDZE Apt Elev	5074 894 895
--	------------------------	-----------------------------	---

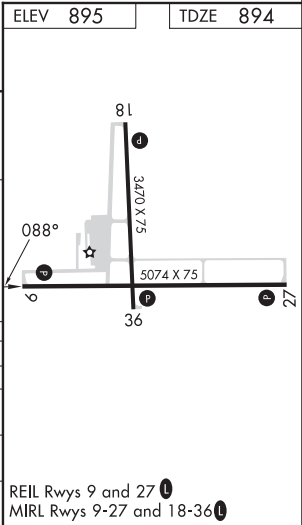
RNAV (GPS) RWY 9

MENOMONIE MUNI/SCORE FLD (LUM)

RNP APCH.		MISSED APPROACH: Climb to 1400 then climbing right turn to 2800 direct GAGNR and hold.
<div><div></div><div></div></div> <div>Circling Rwy 18, 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div>	AWOS-3 118.025	MINNEAPOLIS CENTER 125.3 335.6
		UNICOM 123.075 (CTAF)



4 NM Holding Pattern		1400	2800	GAGNR
GP 3.00° TCH 48		*1.3 NM to RW09		
6000 ← 268°		*1640		
2800 → 088°		RW09		
GP 3.00° TCH 48		0.9 1.3		
CATEGORY	A	B	C	D
LPV DA	1144-3/4	250 (300-1)		NA
LNAV/VNAV DA	1423-1 1/2	529 (600-1 1/2)		NA
LNAV MDA	1360-1	466 (500-1)	1360-1 3/8 466 (500-1 3/8)	NA
CIRCLING	1420-1 525 (600-1)	1800-1 1/4 905 (1000-1 1/4)	1820-2 3/4 925 (1000-1 3/4)	NA



VORTAC EAU	APP CRS	Rwy Ldg	5074
113.65	265°	TDZE	894
Chan 83 (Y)		Apt Elev	895

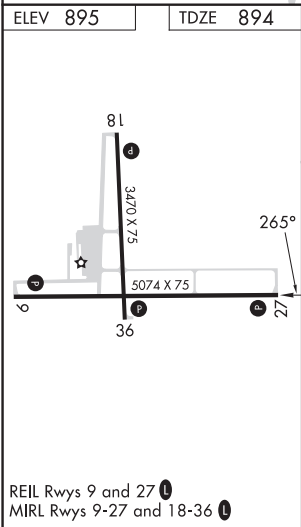
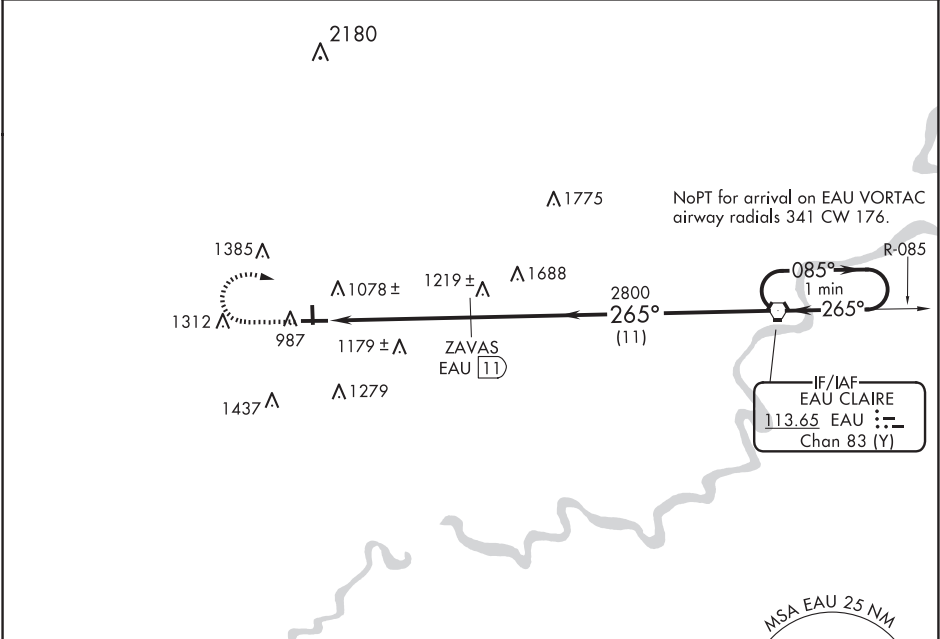
VOR/DME RWY 27




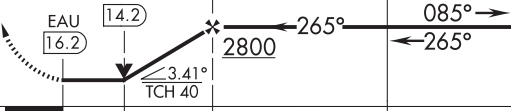

MENOMONIE MUNI/SCORE FLD (LUM)

When local altimeter setting not received, use Chippewa Valley Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat B and C visibility ¼ SM. VDP NA when using Chippewa Valley Rgnl altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct EAU VORTAC and hold.

AWOS-3 118.025	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 123.075 (CTAF) 0
-------------------	-----------------------------------	----------------------------



2000	2800	EAU	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).		One Minute Holding Pattern	
						
			ZAVAS EAU 11	EAU VORTAC		
						
2 NM			3.2 NM	11 NM		
CATEGORY	A	B	C	D		
S-27	1560-1	666 (700-1)	1560-1¾ 666 (700-1¾)	NA		
 CIRCLING	1560-1 665 (700-1)	1800-1¼ 905 (1000-1¼)	1820-2¾ 925 (1000-2¾)	NA		

WAAS CH 70604 W07A	APP CRS 069°	Rwy Ldg 5101 TDZE 1318 Apt Elev 1318
--	------------------------	---

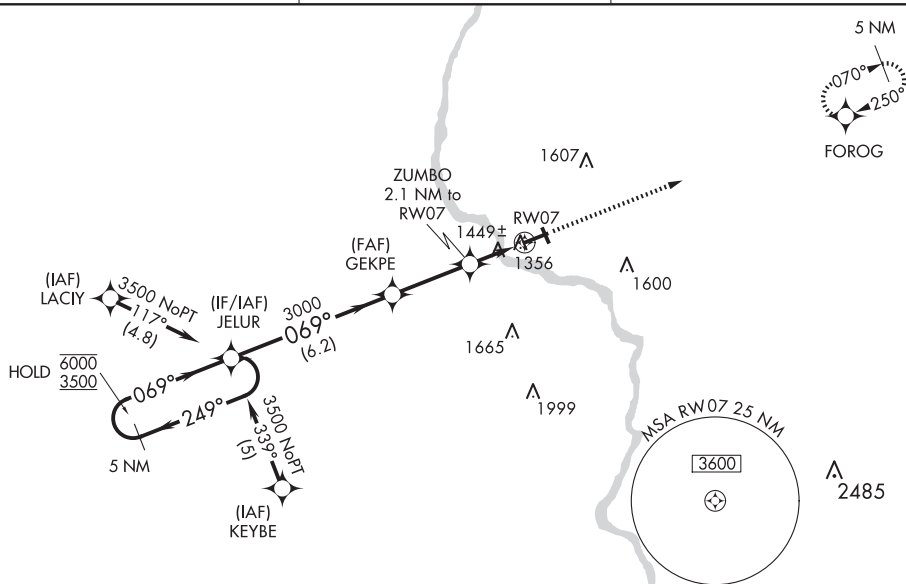
RNAV (GPS) RWY 7
MERRILL MUNI (RRL)

T Circling Rwy 16, 34 NA at night. Rwy 7 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH:
Climb to 3500 direct
FOROG and hold.

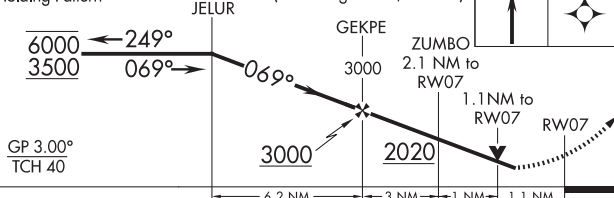
AWOS-3
119.925


MINNEAPOLIS CENTER
124.4 317.7

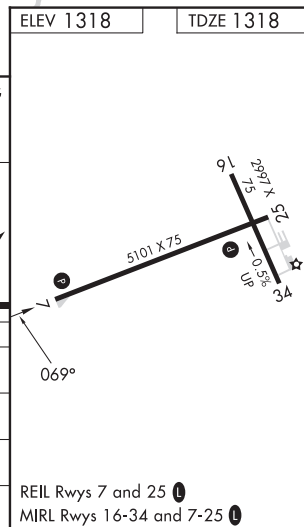
UNICOM
122.8 (CTAF) 5 NM
Holding Pattern

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 40).

3500	FOROG
------	-------



CATEGORY	A	B	C	D
LPV DA	1635-1	317 (400-1)		NA
LNAV/ VNAV DA	1754-1¼	436 (500-1¼)		NA
LNAV MDA	1700-1	382 (400-1)	1700-1⅛ 382 (400-1⅛)	NA
 CIRCLING	1760-1 442 (500-1)	1780-1 462 (500-1)	1920-1¼ 602 (700-1¼)	NA



MERRILL, WISCONSIN
Amdt 1D 29DEC22

45°12'N - 89°43'W

MERRILL MUNI (RRL)
RNAV (GPS) RWY 7

EC-3, 12 JUN 2025 to 07 AUG 2025

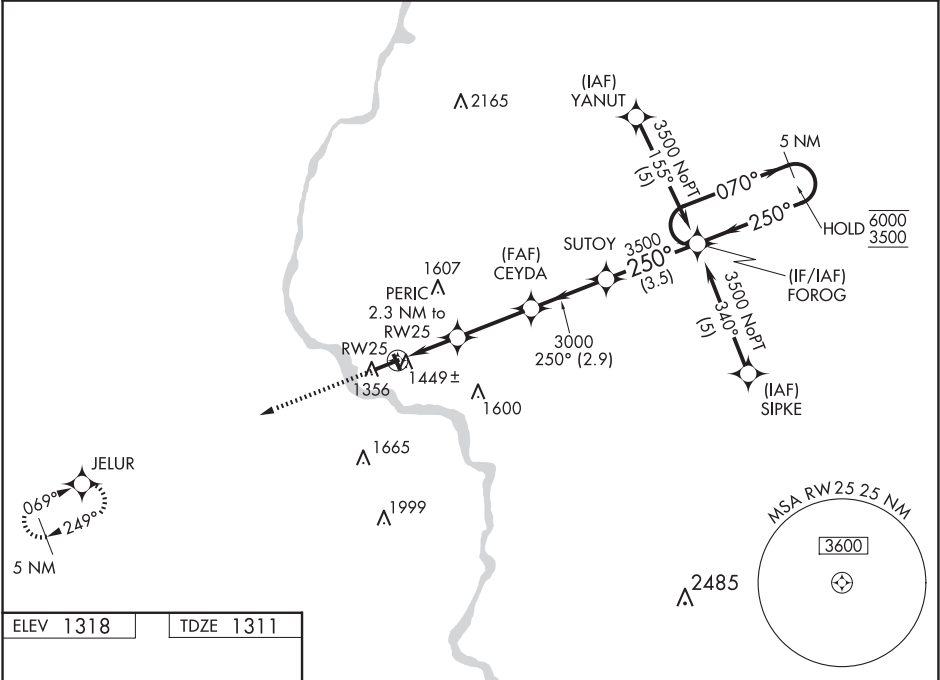
WAAS CH 49104 W25A	APP CRS 250°	Rwy Ldg TDZE 1311 Apt Elev 1318
--	------------------------	---

RNAV (GPS) RWY 25

MERRILL MUNI (RRL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3500 direct JELUR and hold.
Circling Rwy 16, 34 NA at night; Rwy 25 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) 1
--------------------------	--	---------------------------------



ELEV 1318	TDZE 1311
------------------	------------------

Diagram of runway intersection at JELUR. Runway 25 is 5101 x 75. Runway 34 is 2997 x 75. The intersection is marked with a star. A 250° heading is indicated. A 0.5% slope is shown. A 91° heading is indicated. A 75° heading is indicated. A 34° heading is indicated.

REIL Rwy's 7 and 25
 MRL Rwy's 16-34 and 7-25

Diagram of the 5 NM holding pattern at 3500ft. The pattern is a 070°/250° pattern. The holding pattern is 5 NM. The holding pattern is at 3500ft. The holding pattern is at 35

REIL Rwy 7 and 25 1
MIRL Rwy 16-34 and 7-25 1

MIDDLETON, WISCONSIN

AL-6171 (FAA)

23278

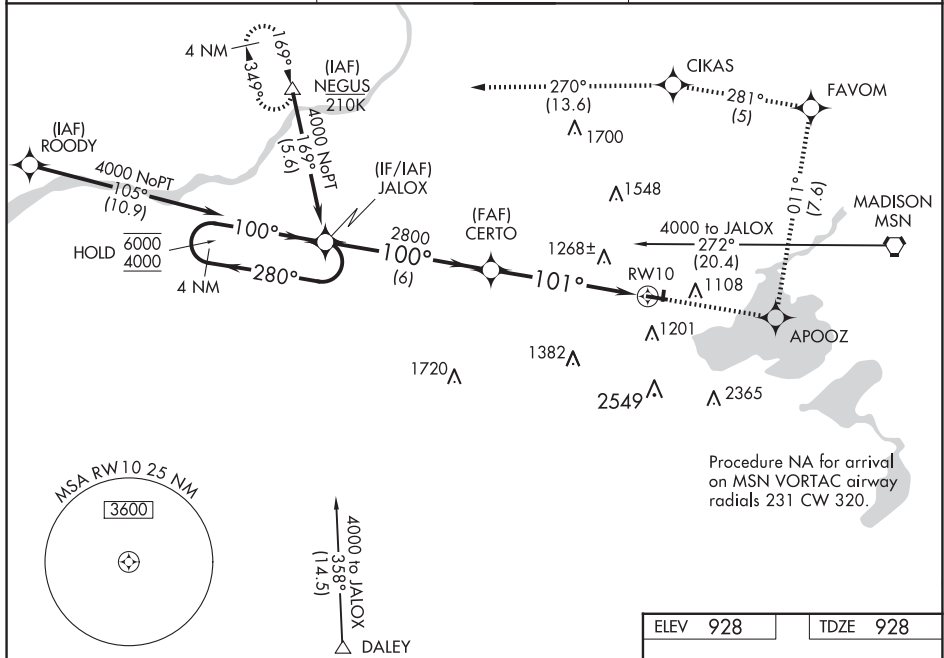
WAAS CH 62912 W10A	APP CRS 101°	Rwy Idg TDZE Apt Elev	4001 928 928
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 10

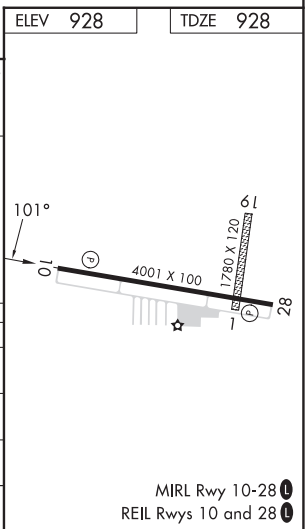
MIDDLETON MUNI/MOREY FLD (C29)

RNP APCH.	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.
Circling NA to Rwy 1 and 19. Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

AWOS-3 118.675	MADISON APP CON * 135.45 343.7	UNICOM 123.0 (CTAF) 0
--------------------------	--	---------------------------------



4 NM Holding Pattern		4000 APOOZ	FAVOM	CIKAS	NEGUS
JALOX		CERTO	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/ TCH 31).		
6000 ← 280°		2800	*1.5 NM to RW10	RW10	
4000 → 100°		2800	*LNAV only.		
GP 3.05° TCH 40		6 NM	4.2 NM	1.5 NM	
CATEGORY	A	B	C	D	
LPV DA	1408-13/8	480 (500-13/8)		NA	
LNAV/VNAV DA	1596-17/8	668 (700-17/8)		NA	
LNAV MDA	1600-1	672 (700-1)	1600-17/8 672 (700-17/8)	NA	
CIRCLING	1600-1 672 (700-1)	1620-1 692 (700-1)	1640-2 712 (800-2)	NA	



MIDDLETON, WISCONSIN
Amdt 2 05DEC19

43°07'N-89°32'W

MIDDLETON MUNI/MOREY FLD (C29)
RNAV (GPS) RWY 10

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82404 W28A	APP CRS 281°	Rwy Idg 4001 TDZE 928 Apt Elev 928
--	------------------------	---

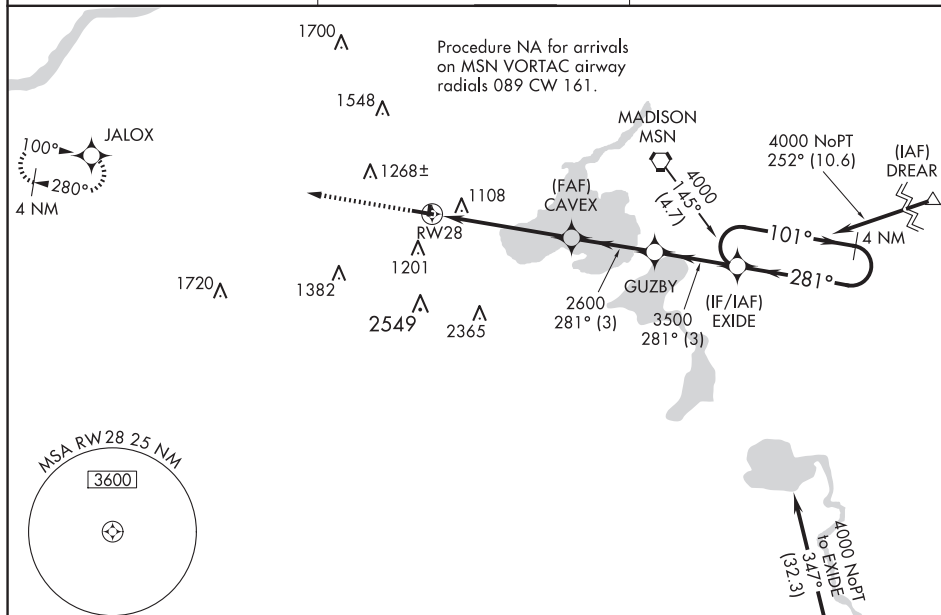
RNAV (GPS) RWY 28
MIDDLETON MUNI/MOREY FLD (C29)

RNP APCH - GPS.

T Baro-VNAV NA. Helicopter visibility reduction below $\frac{3}{4}$ 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 Rwy 1 and 19.

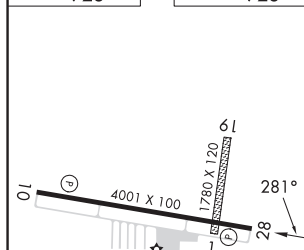
MISSED APPROACH:
Climb to 4000 direct
JALOX and hold.

AWOS-3 118.675	MADISON APP CON ★ 135.45 343.7	UNICOM 123.0 (CTAF) ①
--------------------------	--	---------------------------------

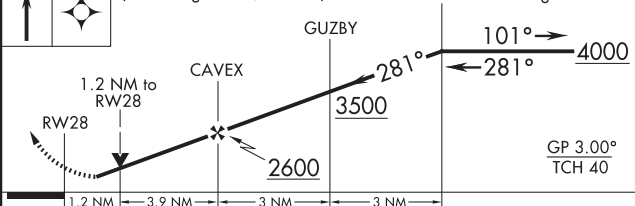


ELEV 928		TDZE 928
----------	--	----------

Procedure NA for arrivals at JVL
VOR/DME via V97 southeast bound.



4000	JALOX	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 36).	4 NM Holding Pattern
------	-------	---	-------------------------



CATEGORY	A	B	C	D
LPV DA	1326-1½	398 (400-1½)		NA
LNAV/ VNAV DA	1442-1¾	514 (600-1¾)		NA
LNAV MDA	1480-1	552 (600-1)	1480-1½ 552 (600-1½)	NA
CIRCLING	1560-1 632 (700-1)	1640-1 712 (800-1)	1660-2 732 (800-2)	NA

MIRL Rwy 10-28 **L**
REIL Rwy 10 and 28 **L**

MIDDLETON, WISCONSIN
Amdt 2C 18APR24

43°07'N - 89°32'W
493

MIDDLETON MUNI/MOREY FLD (C29)
RNAV (GPS) RWY 28

MIDDLETON, WISCONSIN

AL-6171 (FAA)

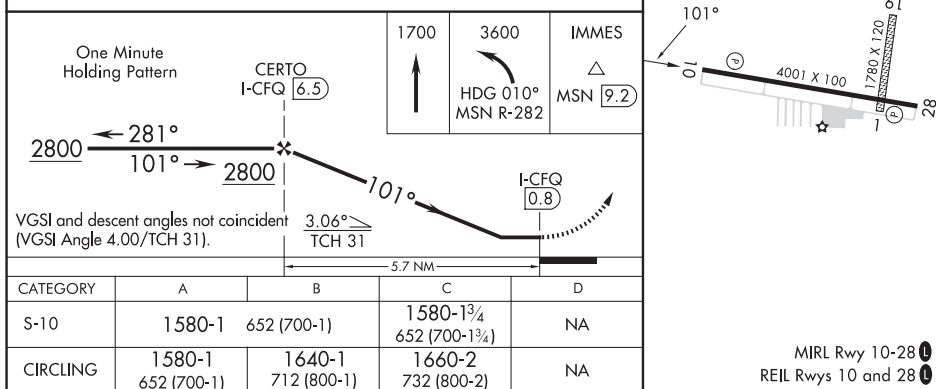
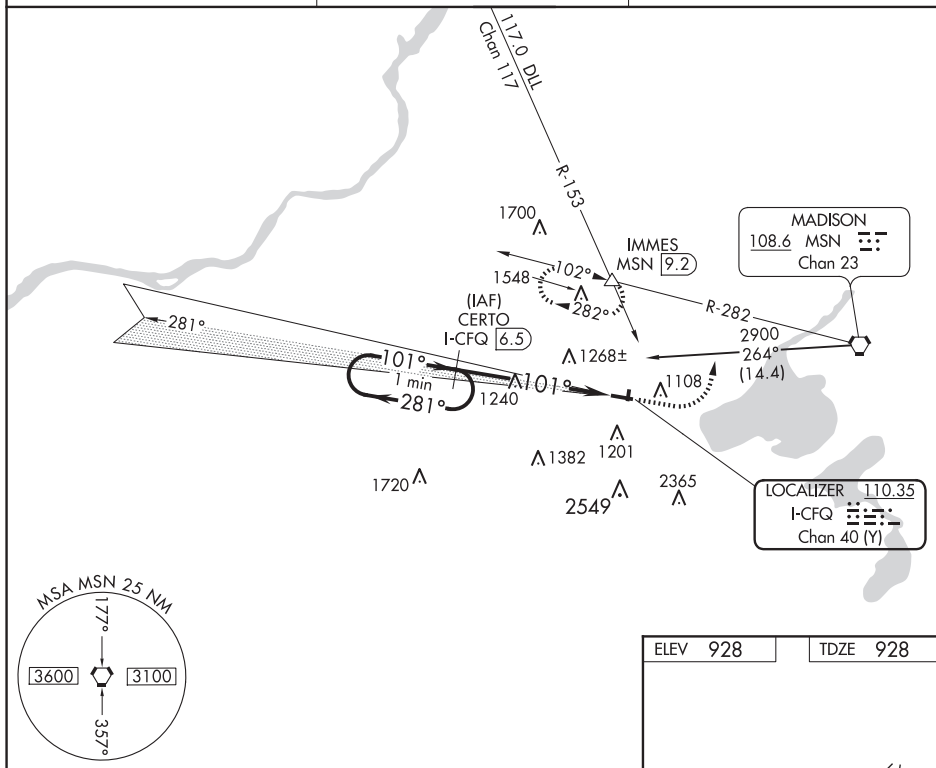
23278

LOC/DME I-CFQ 110.35 Chan 40 (Y)	APP CRS 101°	Rwy Idg 4001 TDZE 928 Apt Elev 928
---	------------------------	---

LOC/DME RWY 10

MIDDLETON MUNI/MOREY FLD (C29)

- T** Helicopter visibility reduction below $\frac{3}{4}$ 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 $\frac{1}{4}$ SM and Circling Cat C visibility $\frac{1}{4}$ SM. Circling NA to Rwy's 1 and 19.
- Δ NA** 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.

AWOS-3
118.675MADISON APP CON★
135.45 343.7UNICOM
123.0 (CTAF) **0**MIDDLETON, WISCONSIN
Amdt 1B 12AUG21

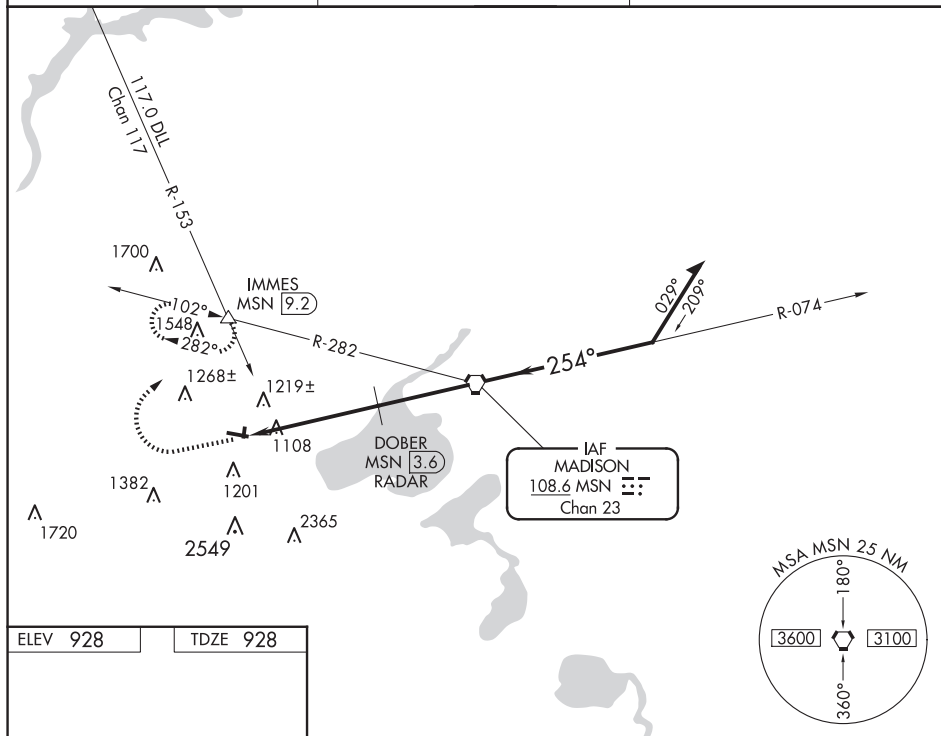
43°07'N-89°32'W

MIDDLETON MUNI/MOREY FLD (C29)
LOC/DME RWY 10

VOR RWY 28
MIDDLETON MUNI/MOREY FLD (C29)

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) ①
--------------------------	---	---------------------------------

[illegible]

EC-3, 12 JUN 2025 to 07 AUG 2025

MILWAUKEE, WISCONSIN

AL-262 (FAA)

25163

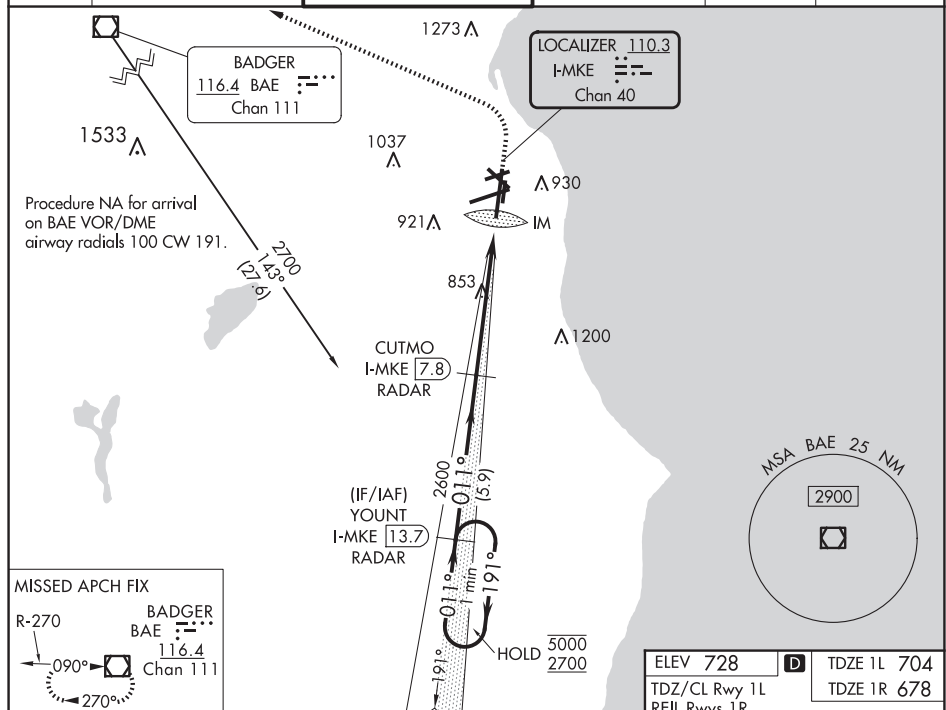
LOC/DME I-MKE 110.3 Chan 40	APP CRS 011°	Rwy Ldg TDZE Apt Elev	1L 9080 704 728	1R 4182 678 728
---	------------------------	-----------------------------	---	---

ILS or LOC RWY 1L

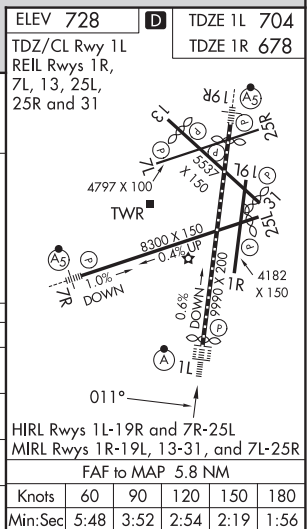
GENERAL MITCHELL INTL (MKE)

DME or RADAR required.		ALSIF-2 Rwy 1L	MISSED APPROACH: Climb to 1200 then climbing left turn to 2900 direct BAE VOR/DME and hold.
------------------------	--	-------------------	---

D-ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CLNC DEL 120.8	CPDLC
------------------------	---	--	---------------------------------	--------------------------	-------



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).				
One Minute Holding Pattern				
5000	2700	2600	2600	2600
191°	011°	011°	011°	011°
GS 3.00° TCH 56				
5.9 NM 4.6 NM 1.1 NM 0.1				
CATEGORY	A	B	C	D
S-ILS 1L	904/18 200 (200-½)			
S-LOC 1L	1140/24 436 (500-½)	1140/40 436 (500-¾)		
SIDESTEP 1R	1140-1 462 (500-1)	1140-1½ 462 (500-1½)	1140-2 462 (500-2)	
CIRCLING	1240-1 512 (600-1)	1240-1½ 512 (600-1½)	1360-2 632 (700-2)	



MILWAUKEE, WISCONSIN
Amdt 10A 10AUG23


42°57'N-87°54'W

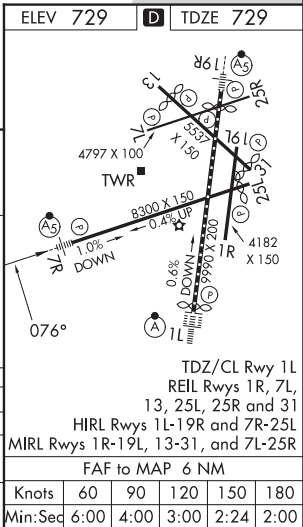
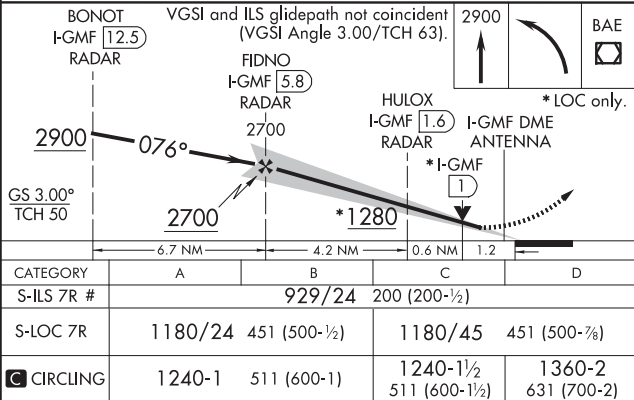
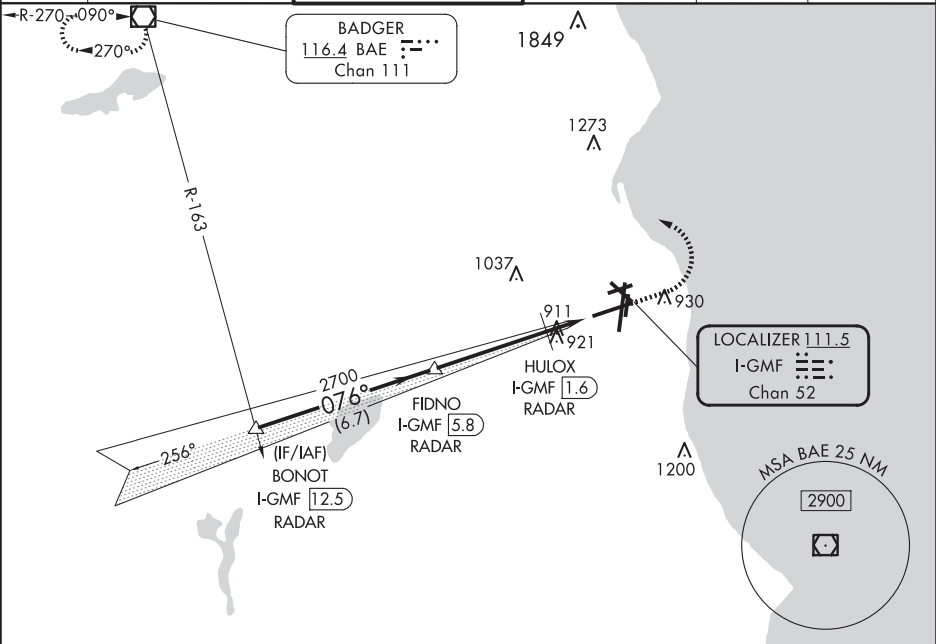
GENERAL MITCHELL INTL (MKE)
ILS or LOC RWY 1L

LOC/DME I-GMF 111.5 Chan 52	APP CRS 076°	Rwy Ldg 8012 TDZE 729 Apt Elev 729
---	------------------------	---

ILS or LOC RWY 7R

GENERAL MITCHELL INTL (MKE)

RADAR required for procedure entry. DME or RADAR required.			MALSR 	MISSED APPROACH: Climb to 2900 then left turn direct BAE VOR/DME and hold.	
# RVR 1800 authorized with use of FD or AP or HUD to DA.					
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



MILWAUKEE, WISCONSIN

AL-262 (FAA)

25163

LOC/DME I-BLY 110.3 Chan 40	APP CRS 191°	Rwy 19R Ldg 9205 TDZE 672 Apt Elev 728	Rwy 19L Ldg 4182 TDZE 674 Apt Elev 728
---	------------------------	---	---

ILS or LOC RWY 19R

GENERAL MITCHELL INTL (MKE)

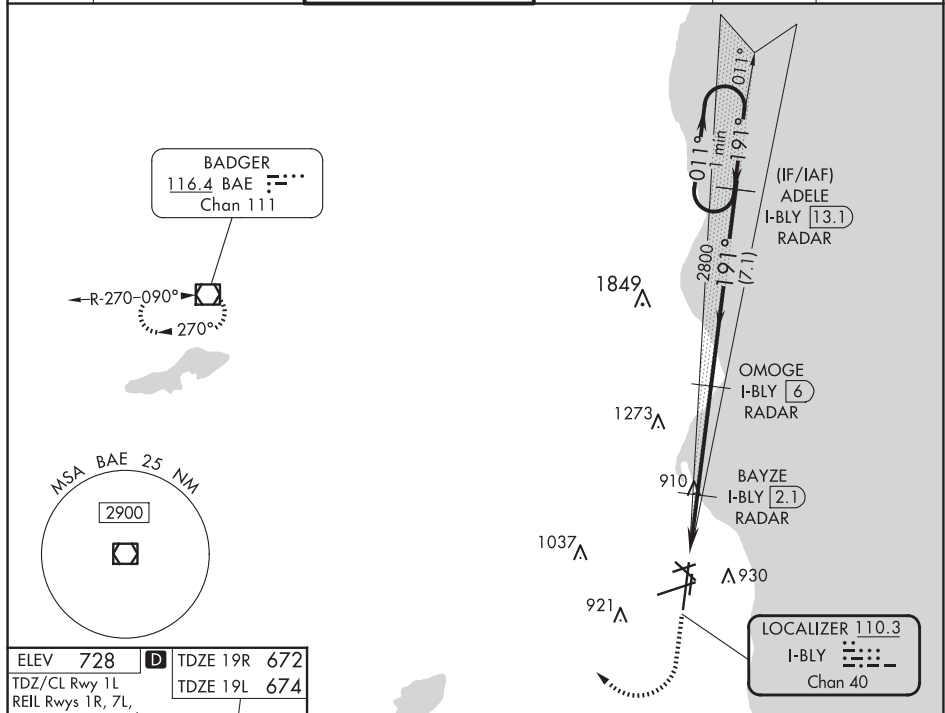
RADAR required for procedure entry, RADAR or DME required for LOC only.

▼ For inop ALS, increase S-LOC 19R Cats C and D visibility to 1½ SM.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

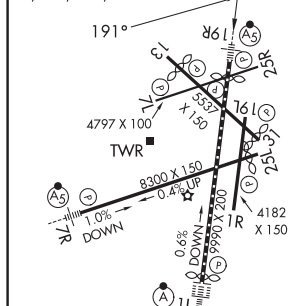
MALSR
Rwy 19R
A5

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
------------------------	---	--	---------------------------------	--------------------------	-------



ELEV 728	TDZE 19R 672
TDZ/CL Rwy 1L	TDZE 19L 674
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					
FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

CATEGORY	A	B	C	D
S-ILS 19R*	872/24 200 (200-½)			
S-LOC 19R	1160/24	488 (500-½)	1160/50	488 (500-1)
SIDESTEP 19L	1160-1	486 (500-1)	1160-1½ 486 (500-½)	1160-2 486 (500-2)
☑ CIRCLING	1240-1	512 (600-1)	1240-1½ 512 (600-½)	1360-2 632 (700-2)

MILWAUKEE, WISCONSIN
Amdt 13B 20FEB25

42°57'N-87°54'W

GENERAL MITCHELL INTL (MKE)

ILS or LOC RWY 19R

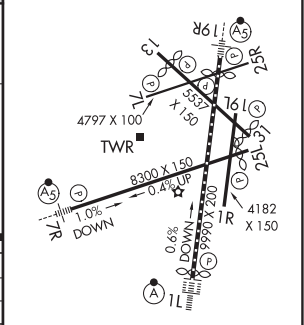
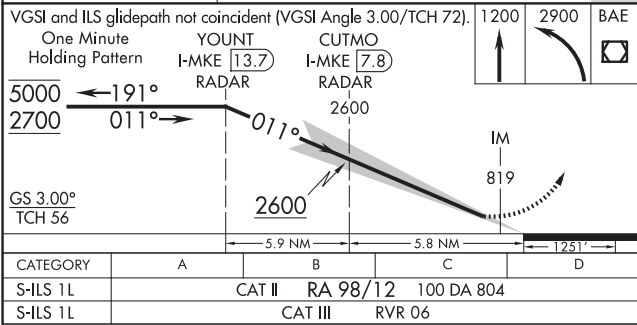
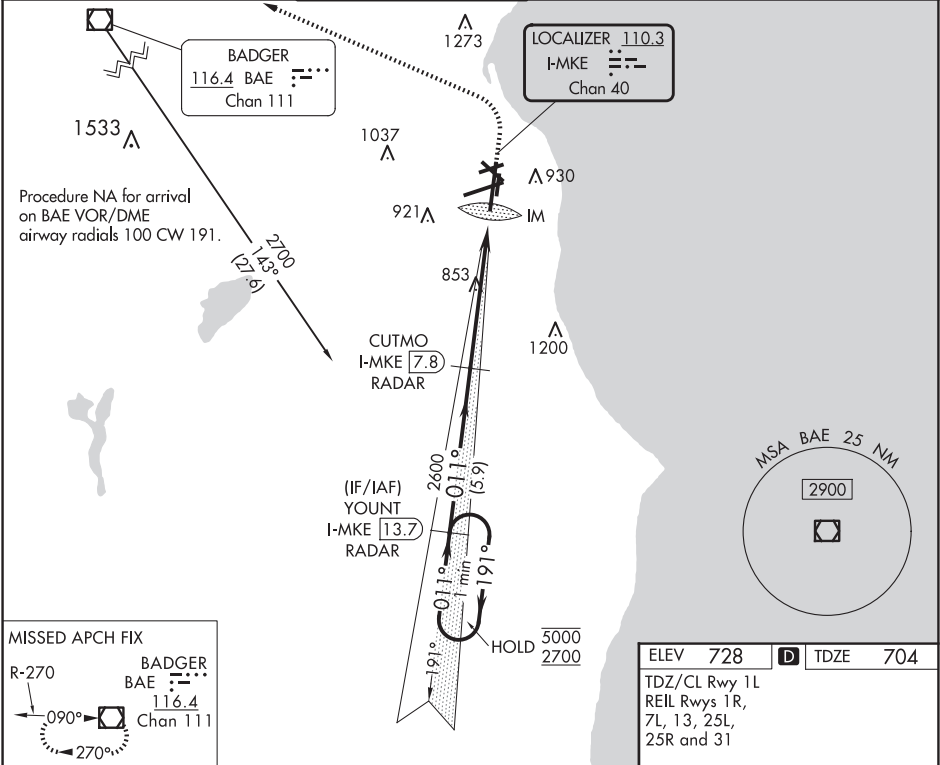
EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-MKE 110.3 Chan 40	APP CRS 011°	Rwy Ldg TDZE 704 Apt Elev 728
---	------------------------	---

ILS RWY 1L (CAT II & III)

GENERAL MITCHELL INTL (MKE)

DME or RADAR required.		ALSIF-2	MISSED APPROACH: Climb to 1200 then climbing left turn to 2900 direct BAE VOR/DME and hold.		
D-ATIS 126.4	MILWAUKEE APP CON 126.5 307.0	MILWAUKEE TOWER 124.575 269.05	GND CON 121.8 263.125	CLNC DEL 120.8	CPDLC



CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED					
CATEGORY	A	B	C	D	
S-ILS 1L	CAT II RA 98/12 100 DA 804				
S-ILS 1L	CAT III RVR 06				

RNAV (RNP) Y RWY 7R
GENERAL MITCHELL INTL (MKE)

MISSED APPROACH: Climb to 3700 on the RNAV missed approach route to PROOT and hold.

CPDLC

4 NM

174°

354°

PROOT

2900

1849 A





Diagram illustrating the flight procedure for arrivals at Bonot (V191) southbound. The procedure involves a series of waypoints and altitudes:

- ZUGUN** (IF) 6000 Δ 1273
- WIDOS** (IF) 5400 Δ 1273
- HARGU** (IF) 5400 Δ 1273
- JANSI** (IF) 5400 Δ 1273
- JITU** (IF) 5400 Δ 1273
- CEMAX** (IF) 5400 Δ 1273
- GAUSS** (IF) 5400 Δ 1273
- BONOT** (IF) 5400 Δ 1273
- WALUM** (IF) 5400 Δ 1273
- IRONY WALUM** (IF) 5400 Δ 1273
- HAXUT** (IF) 5400 Δ 1273
- WIDOS** (IF) 5400 Δ 1273
- ZUGUN** (IF) 5400 Δ 1273
- WIDOS** (IF) 5400 Δ 1273
- HARGU** (IF) 5400 Δ 1273
- JANSI** (IF) 5400 Δ 1273
- JITU** (IF) 5400 Δ 1273
- CEMAX** (IF) 5400 Δ 1273
- GAUSS** (IF) 5400 Δ 1273
- BONOT** (IF) 5400 Δ 1273
- WALUM** (IF) 5400 Δ 1273
- IRONY WALUM** (IF) 5400 Δ 1273
- HAXUT** (IF) 5400 Δ 1273
- WIDOS** (IF) 5400 Δ 1273
- ZUGUN** (IF) 5400 Δ 1273

Procedure NA for arrivals at BONOT on V191 southbound.

ELEV 729		TDZE 729
----------	---	----------

See planview for multiple IF locations.

3700 ↑ tr 076°	FAHEY 		CULEK 	tr 356°	PROOT 
----------------------	--	---	--	------------	--

IRONY

2800

076°

WALUM

1800

1800

GP 3.00°
TCH 50

RW07R

tr 076°				356°	
---------	--	--	--	------	--

		3.1 NM		3.2 NM		
CATEGORY		A	B	C	D	
RNP 0.10	DA		1119/45	390 (400-7 $\frac{1}{8}$)		
RNP 0.15	DA		1203/60	474 (500-1 $\frac{1}{4}$)		
RNP 0.30	DA		1255-1 $\frac{3}{8}$	526 (600-1 $\frac{3}{8}$)		

AUTHORIZATION REQUIRED

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

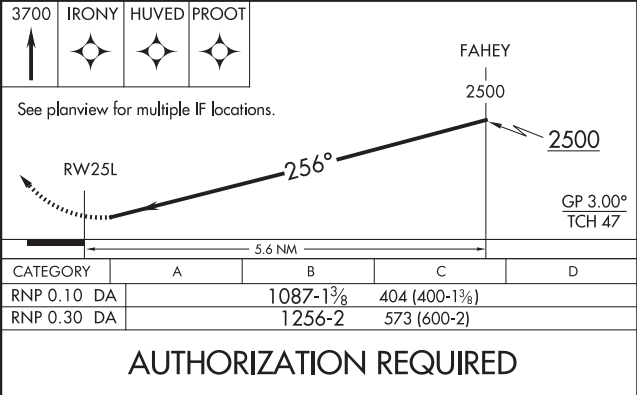
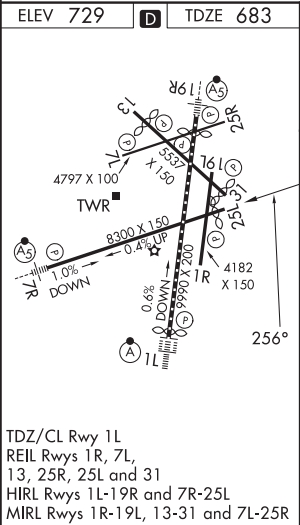
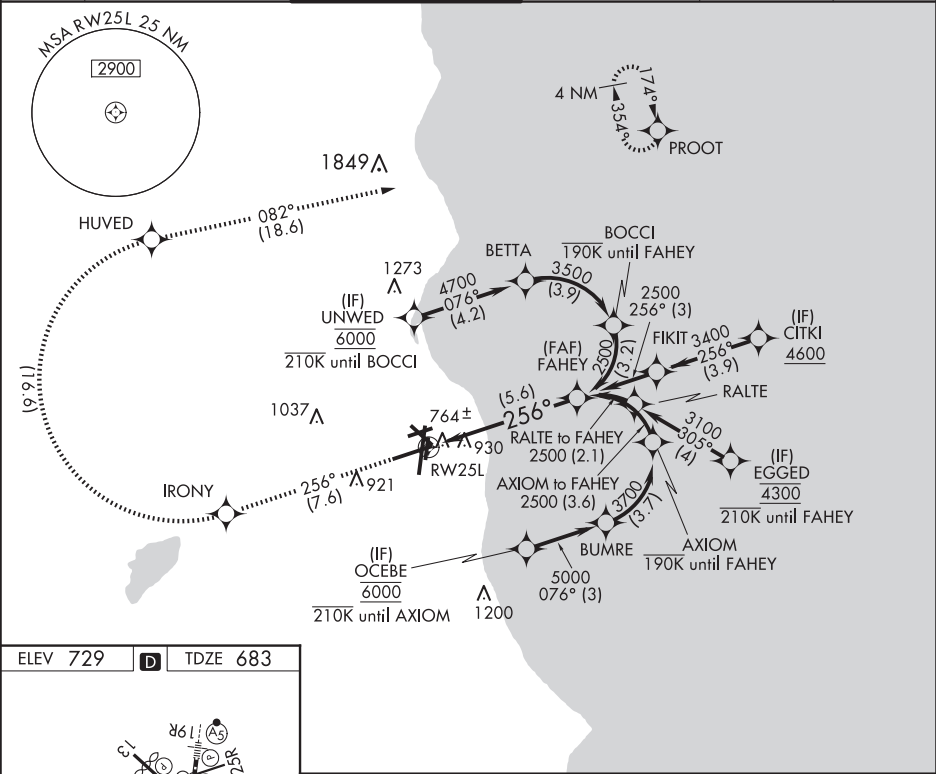
GENERAL MITCHELL INTL (MKE)
RNAV (RNP) Y RWY 7R

APP CRS	Rwy Ldg	7867
256°	TDZE	683
	Apt Elev	729

RNAV (RNP) Y RWY 25L

GENERAL MITCHELL INTL (MKE)

RF required. RNP AR APCH.			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.					
D-ATIS	MILWAUKEE APP CON	MILWAUKEE TOWER	GND CON	CLNC DEL	CPDLC
126.4	126.5 307.0	124.575 269.05	121.8 263.125	120.8	



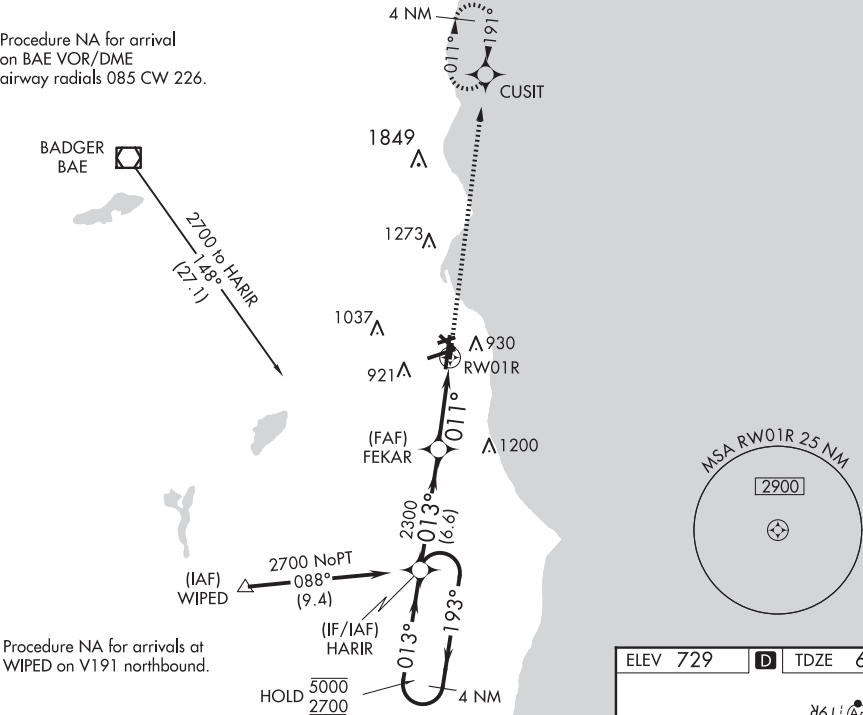
WAAS CH 97442 W01B	APP CRS 011°	Rwy Ldg TDZE 678 Apt Elev 729
--	------------------------	---

RNAV (GPS) RWY 1R

GENERAL MITCHELL INTL (MKE)

RNP APCH.			MISSED APPROACH: Climb to 2900 direct CUSIT and hold.		
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.					
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

Procedure NA for arrival
on BAE VOR/DME
airway radials 085 CW 226.



Procedure NA for arrivals at
WIPIED on V191 northbound.

4 NM

Holding Pattern

5000

2700

193°

013°

GP 3.00°

TCH 45

HARIR

FEKAR

2300

2300

013°

011°

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

2300

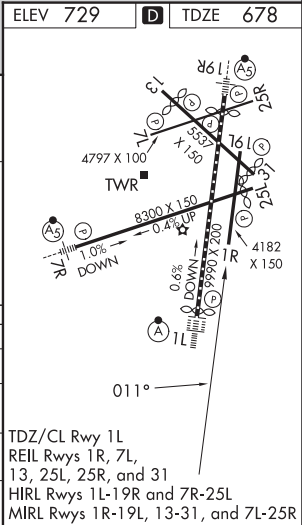
2300

2300

2300

2300

2300



MILWAUKEE, WISCONSIN

AL-262 (FAA)

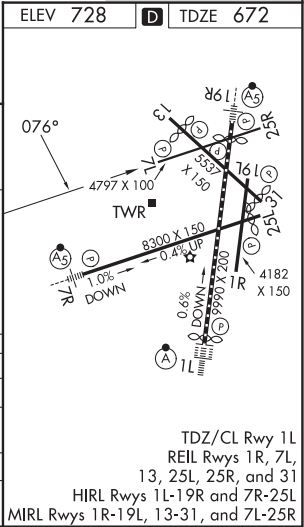
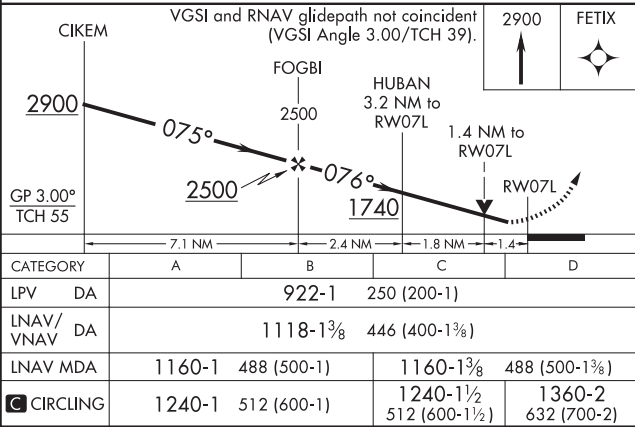
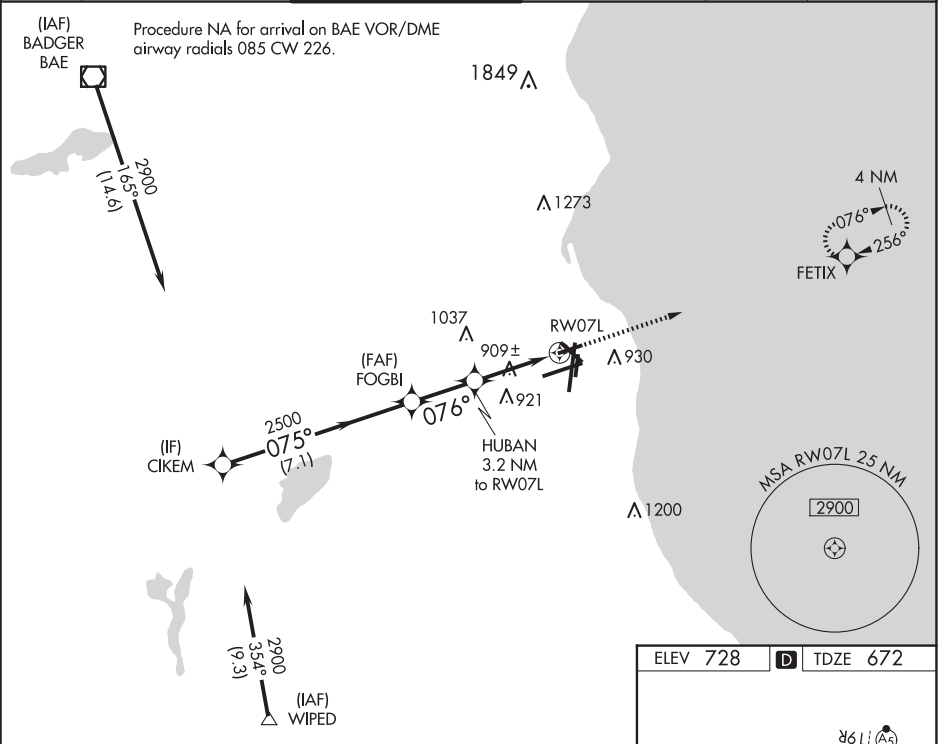
25163

WAAS CH 42542 W07B	APP CRS 076°	Rwy Ldg TDZE 672 Apt Elev 728
--	------------------------	---

RNAV (GPS) RWY 7L

GENERAL MITCHELL INTL (MKE)

RNP APCH - GPS.		Rwy 7L helicopter visibility reduction below ¾ 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.	
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



MILWAUKEE, WISCONSIN
Amdt 1A 23FEB23

42°57'N-87°54'W

GENERAL MITCHELL INTL (MKE)

RNAV (GPS) RWY 7L

EC-3, 12 JUN 2025 to 07 AUG 2025

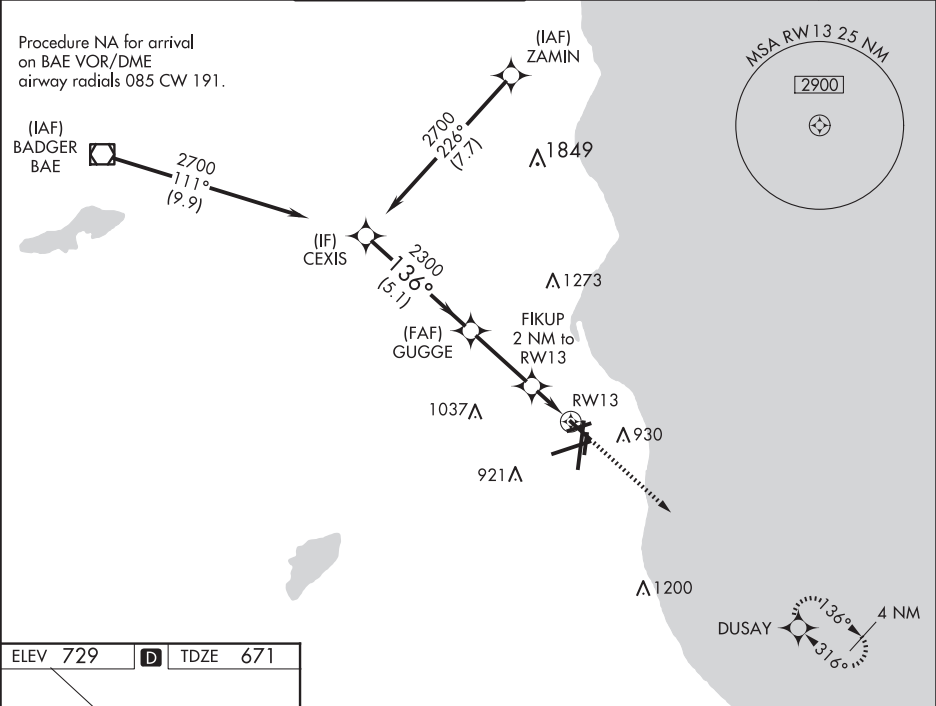
EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99342 W13A	APP CRS 136°	Rwy Ldg TDZE Apt Elev	4797 671 729
--	------------------------	-----------------------------	---

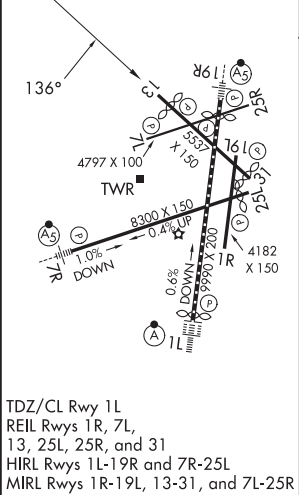
RNAV (GPS) RWY 13

GENERAL MITCHELL INTL (MKE)

RNP APCH.			MISSED APPROACH: Climb to 2900 direct DUSAY and hold.		
▼ Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.					
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



ELEV 729	D	TDZE 671
-----------------	----------	-----------------

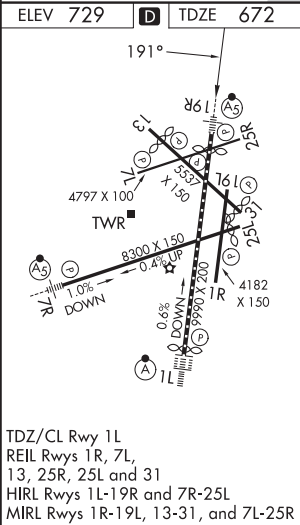
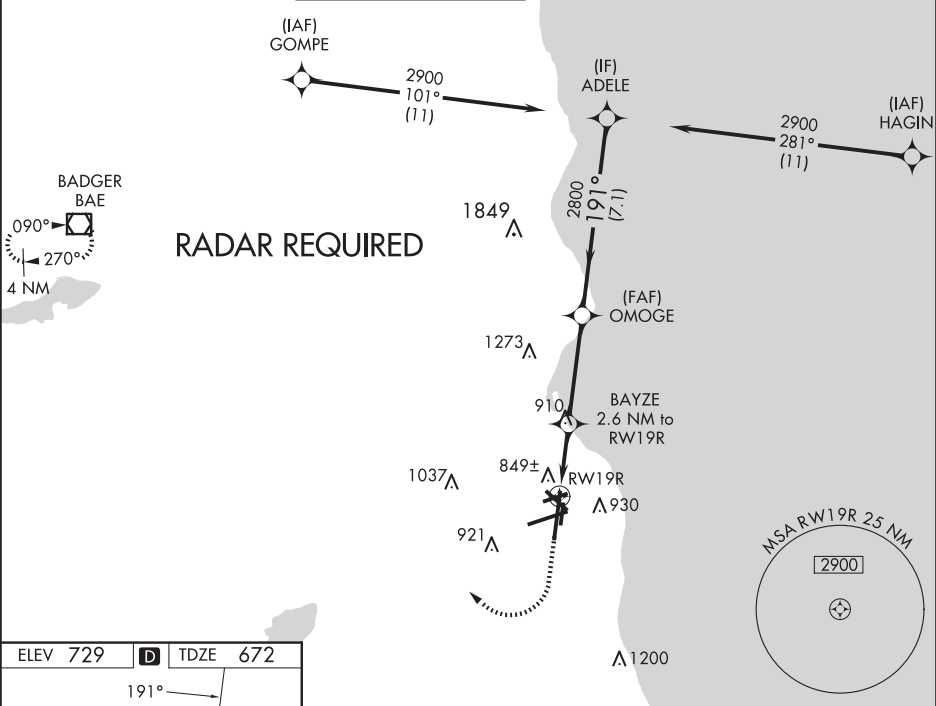


WAAS CH 99322 W19A	APP CRS 191°	Rwy Ldg TDZE 672 Apt Elev 729
--	------------------------	---

RNAV (GPS) RWY 19R

GENERAL MITCHELL INTL (MKE)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile. ** RVR 1800 authorized with use of FD or AP or HUD to DA.			MALSR 	MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 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



2000

↑

2800

↗

BAE

◻

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00/TCH 75).

↑

*LNAV only

↗

*1.1 NM to RW19R

↘

RW19R

↗

*1540

↗

BAYZE 2.6 NM to RW19R

↗

OMOGE 2800

↗

ADELE 2900

↗

191°

↗

2800

↗

GP 3.00° TCH 54

1.1 NM

1.5 NM

3.9 NM

7.1 NM

CATEGORY	A	B	C	D
LPV DA **	872/24 200 (200-½)			
LNAV/VNAV DA	1031/40 359 (400-¾)			
LNAV MDA	1100/24 428 (400-½)	1100/40 428 (400-¾)		
CIRCLING	1240-1 511 (600-1)	1240-1½ 511 (600-1½)	1360-2 631 (700-2)	

MILWAUKEE, WISCONSIN

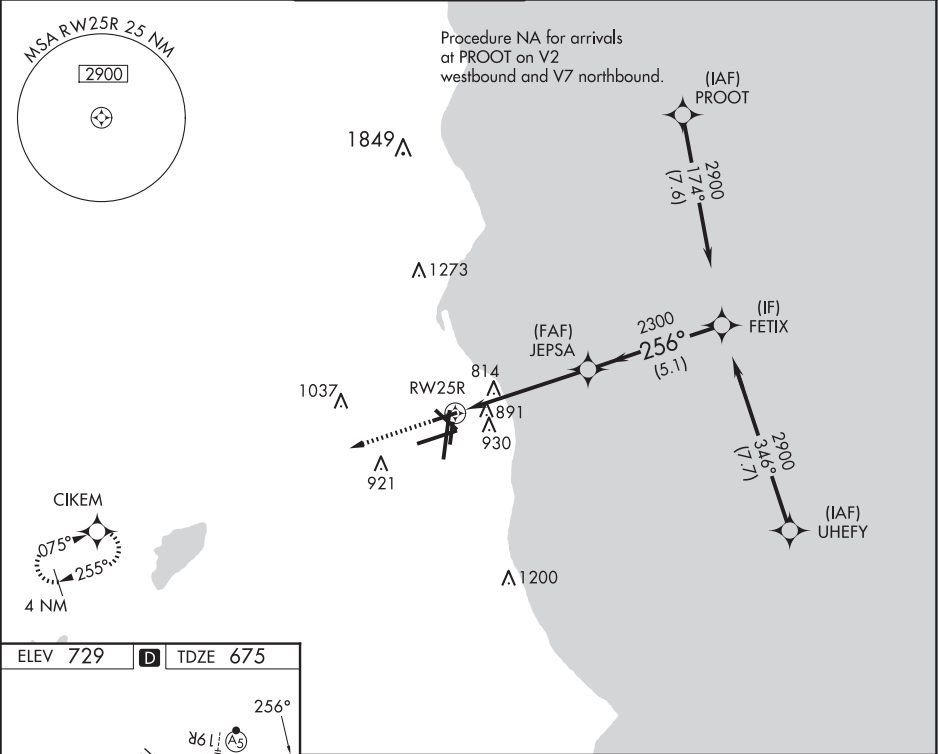
AL-262 (FAA)

25163

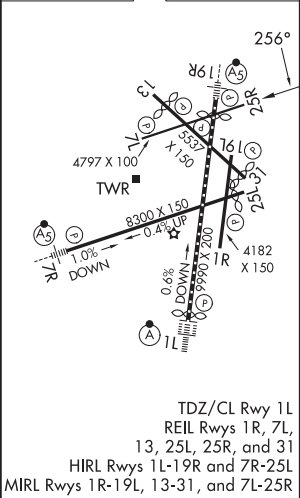
WAAS CH 77543 W25B	APP CRS 256°	Rwy Ldg TDZE Apt Elev 4797 675 729
--	------------------------	--

RNAV (GPS) RWY 25R
GENERAL MITCHELL INTL (MKE)

RNP APCH. ▼ Rwy 25R helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 2900 direct CIKEM 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



ELEV 729	D	TDZE 675
----------	----------	----------



2900 CIKEM		JEPSA		FETIX	
1.1 NM to RW25R		2300		2900	
RW25R		3.00° TCH 42			
1.1 NM		3.9 NM		5.1 NM	
CATEGORY	A	B	C	D	
LP MDA	1080-1	405 (400-1)	1080-1½	405 (400-1½)	
LNAV MDA	1160-1	485 (500-1)	1160-1¾	485 (500-1¾)	
CIRCLING	1240-1	511 (600-1)	1240-1½ 511 (600-1½)	1360-2 631 (700-2)	

MILWAUKEE, WISCONSIN
Amdt 1 13SEP18

42°57'N-87°54'W

GENERAL MITCHELL INTL (MKE)
RNAV (GPS) RWY 25R

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **48842**
W31A

APP CRS
316°

Rwy Ldg
TDZE **670**
Apt Elev **729**

5152

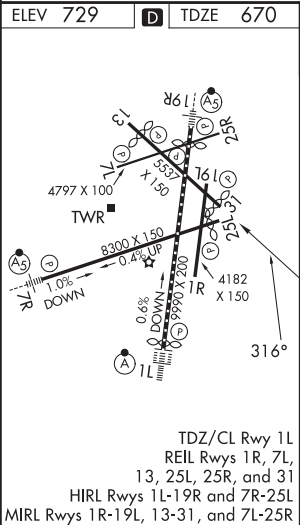
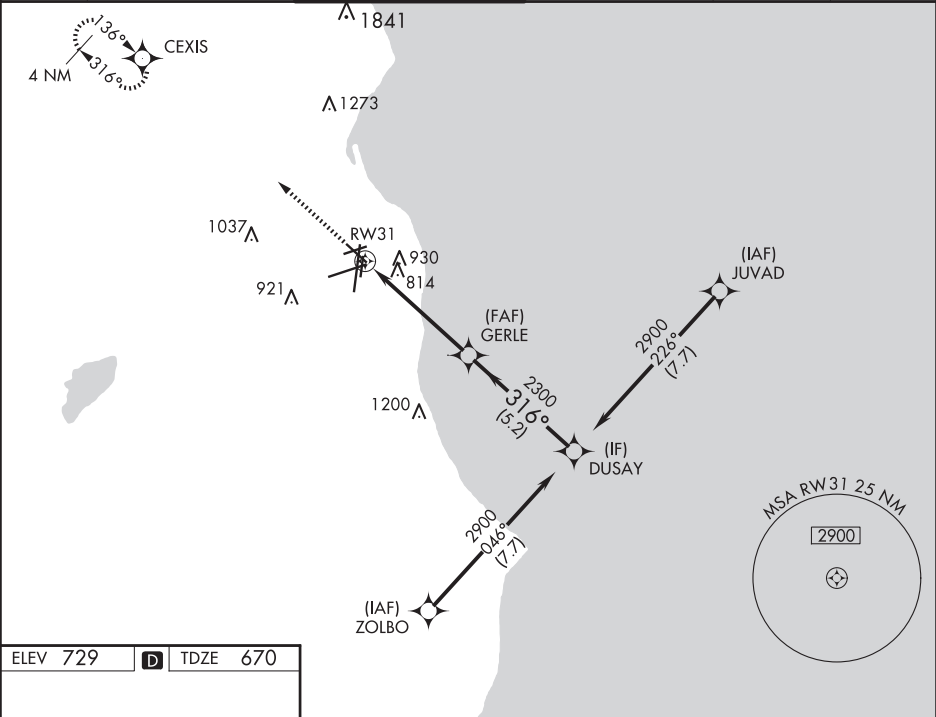
670

729

RNAV (GPS) RWY 31

GENERAL MITCHELL INTL (MKE)

RNP APCH.					
▼ Rwy 31 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.		MISSED APPROACH: Climb to 2900 direct CEXIS 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



2900 ↑ CEXIS					
*LNAV only		*1.1 NM to RW31			
RW31		DUSAY			
1.1		3.9 NM		5.2 NM	
CATEGORY	A	B	C	D	
LPV DA	948-1		278 (300-1)		
LNAV/VNAV DA	1092-1¼		422 (400-1¼)		
LNAV MDA	1080-1	410 (400-1)	1080-1⅛	410 (400-1⅛)	
CIRCLING	1240-1	511 (600-1)	1240-1½ 511 (600-1½)	1360-2 631 (700-2)	

MILWAUKEE, WISCONSIN

AL-262 (FAA)

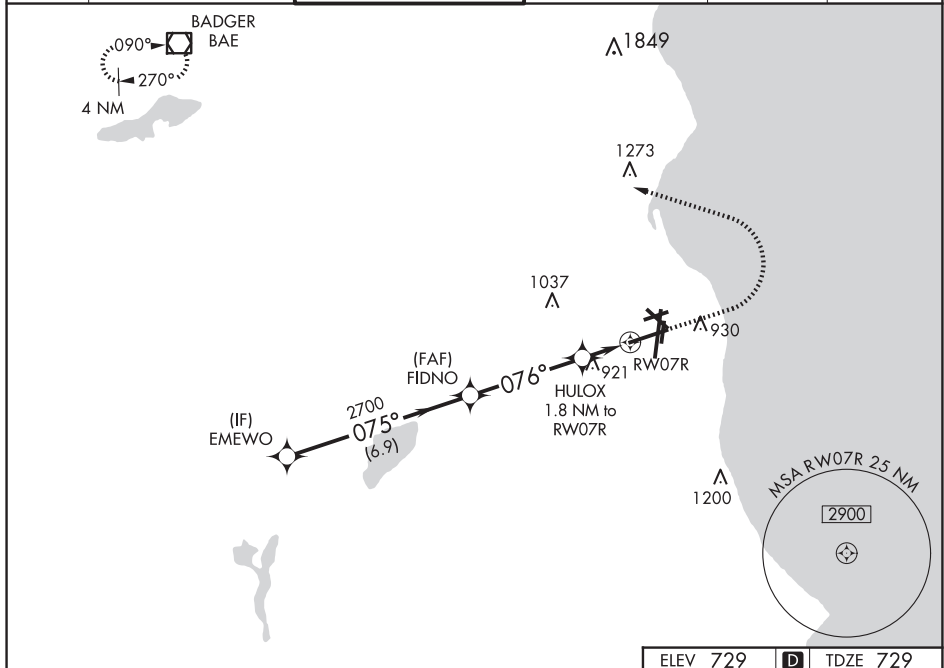
25163

WAAS CH 69226 W07A	APP CRS 076°	Rwy Ldg TDZE Apt Elev 8012 729 729
--	------------------------	---

RNAV (GPS) Z RWY 7R

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. # RVR 1800 authorized with use of FD or AP or HUD to DA.			MALSR 	MISSED APPROACH: Climb to 2900 then climbing left turn to 3000 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



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 63).		ELEV 729		TDZE 729	
EMEWO		FIDNO		HULOX	
2900		2700		1.8 NM to RWY 7R	
GP 3.00°		075°		*1.2 NM to RWY 7R	
TCH 50		076°		RWY 7R	
6.9 NM		4.2 NM		0.6 NM	
CATEGORY		A		B	
LPV DA #		929/24		200 (200-½)	
LNAV/VNAV DA		1232-1¼		503 (600-1¼)	
LNAV MDA		1180/24		451 (500-½)	
CIRCLING		1240-1		511 (600-1)	
		1240-1½		511 (600-1½)	
		1360-2		631 (700-2)	
		TDZ/CL Rwy 1L		REIL Rwy 1R, 7L, 13, 25R, 25L and 31	
		HIRL Rwy 1L-19R and 7R-25L		MIRL Rwy 1R-19L, 13-31 and 7L-25R	

MILWAUKEE, WISCONSIN
Amdt 1F 26MAR20

42°57'N-87°54'W

RNAV (GPS) Z RWY 7R

GENERAL MITCHELL INTL (MKE)

EC-3, 12 JUN 2025 to 07 AUG 2025

25163

RNAV (GPS) Z RWY 25L
GENERAL MITCHELL INTL (MKE)

MISSED APPROACH: Climb to 2900 direct OMTOE and on track 336° to BAE VOR/DME and hold.

[illegible]

Diagram illustrating the intersection of Runway 11 (TDZ/CL Rwy 11) and Runway 25L (REIL Rwy 11, 7L, 13, 25R, 25L and 31). The diagram shows the layout of Runway 11 (117' wide) and Runway 25L (256' wide) intersecting. Key dimensions and features include:

- Runway 11 width: 117'
- Runway 25L width: 256'
- Intersection dimensions: 8300 X 150, 4797 X 100, 4182 X 150
- Grades: 0.4% UP, 0.6% DOWN, 1.0% DOWN
- Visual markers: V, TWR, A5, A
- Runway identifiers: 11, 25L, 13, 7L, 25R, 31

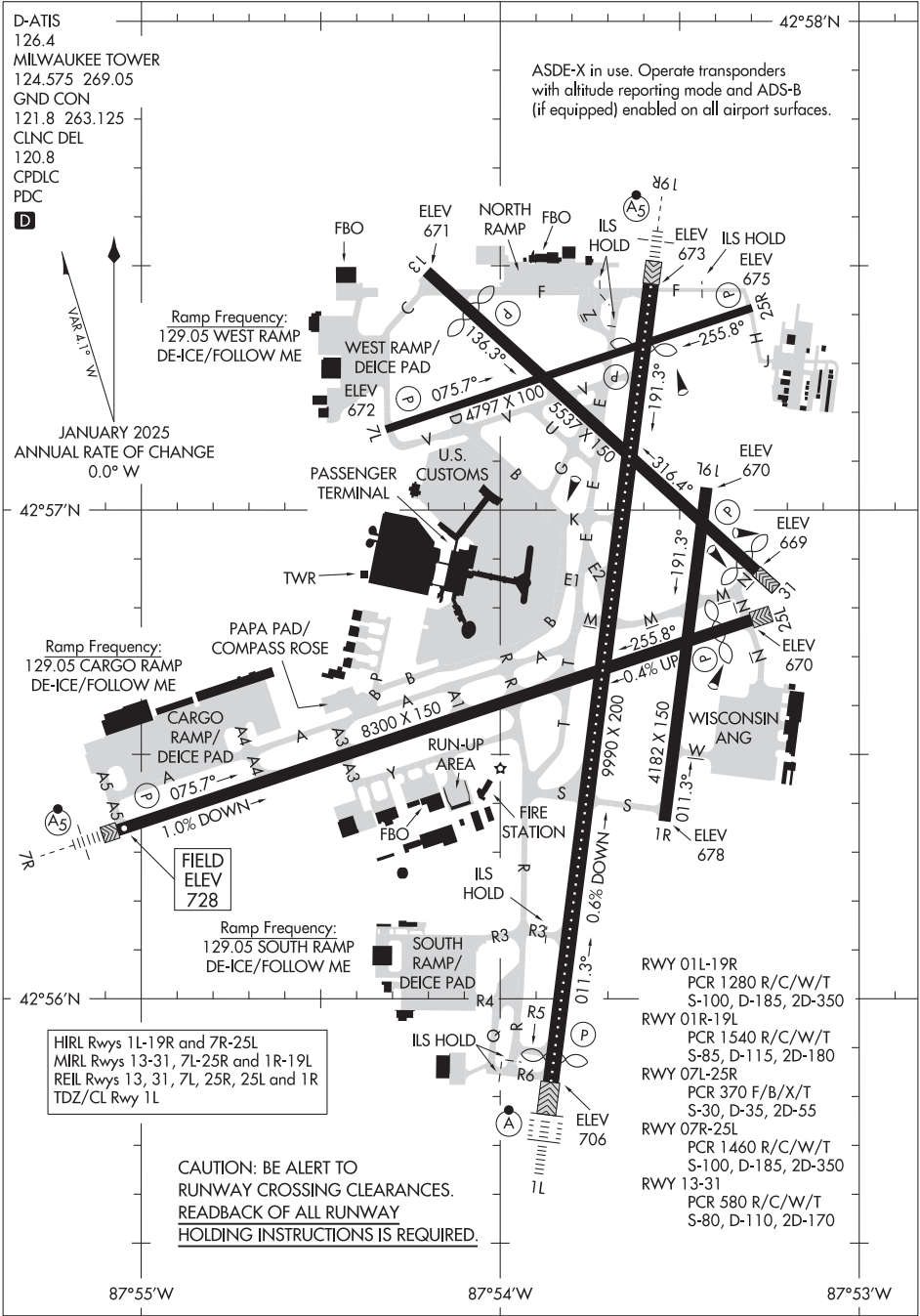
2900 ↑	OMTOE ✱	tr 336°	BAE ◻	* LNAV only	
CATEGORY	A	B	C	D	
LPV DA	973-1		290 (300-1)		
LNAV/ VNAV	1262-2		579 (600-2)		
LNAV MDA	1180-1 497 (500-1)		1180-1 $\frac{3}{8}$ 497 (500-1 $\frac{3}{8}$)		
C CIRCLING	1240-1 511 (600-1)		1240-1 $\frac{1}{2}$ 511 (600-1 $\frac{1}{2}$) 1360-2 631 (700-2)		

GENERAL MITCHELL INTL (MKE)
42°57'N-87°54'W RNAV (GPS) Z RWY 25L

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025



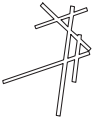
(ACCRA5.ACCRA) 20086

ACCRA FIVE DEPARTURE (RNAV)

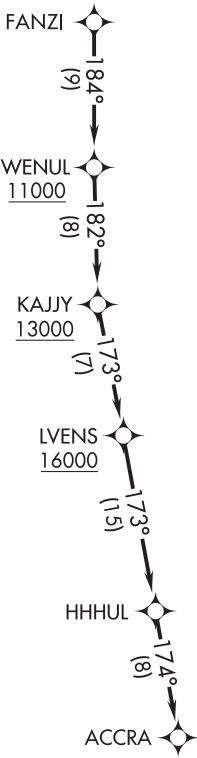
GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSIN

AL-262 (FAA)

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)



**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS
Rwys 1L/R, 7L, 13, 19L/R, 25L/R: Standard.
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: Advise ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.



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.

ACCRA FIVE DEPARTURE (RNAV)
(ACCRA5.ACCRA) 26MAR20

MILWAUKEE, WISCONSIN
GENERAL MITCHELL INTL (MKE)

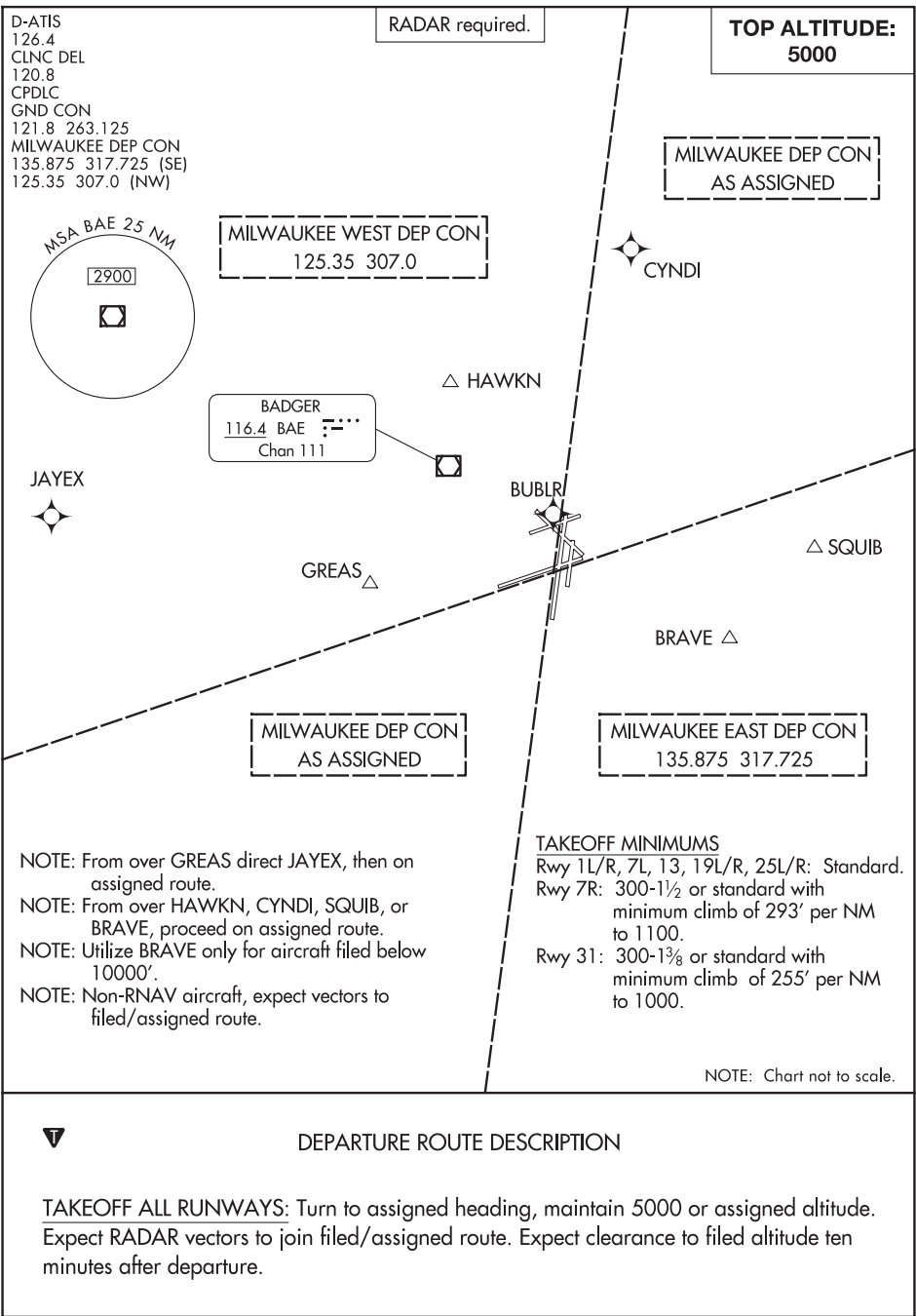
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

MITCHELL NINE DEPARTURE

AL-262 (FAA)

GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSIN



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

MITCHELL NINE DEPARTURE

(MKE9.BUBLR) 10AUG23

MILWAUKEE, WISCONSIN
GENERAL MITCHELL INTL (MKE)

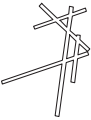
(UECKR6.UECKR) 24137

UECKR SIX DEPARTURE (RNAV)

AL-262 (FAA)

GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSIN

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)



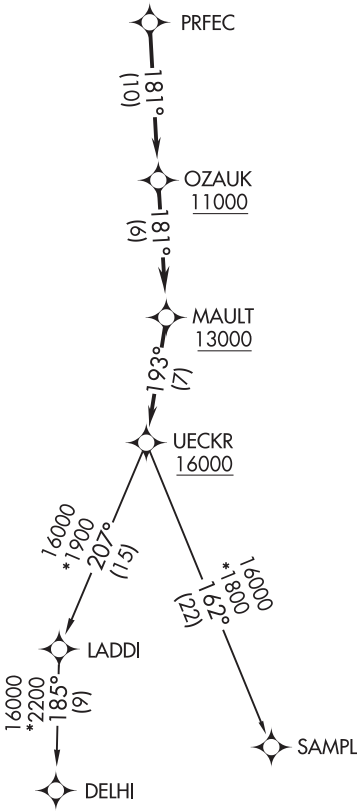
TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS

Rwys 1L/R, 7L, 13, 19L/R, 25L/R: Standard.
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.



DEPARTURE ROUTE DESCRIPTION

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)

UECKR SIX DEPARTURE (RNAV)
(UECKR6.UECKR) 26MAR20

MILWAUKEE, WISCONSIN
GENERAL MITCHELL INTL (MKE)

EC-3, 12 JUN 2025 to 07 AUG 2025

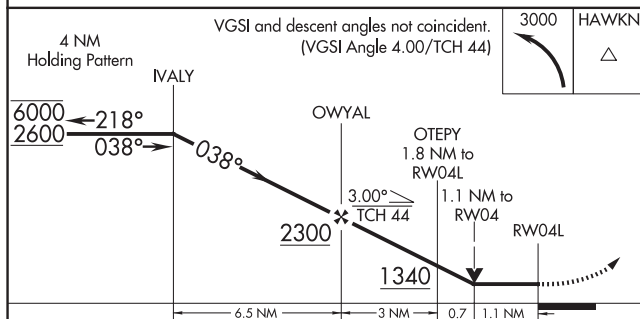
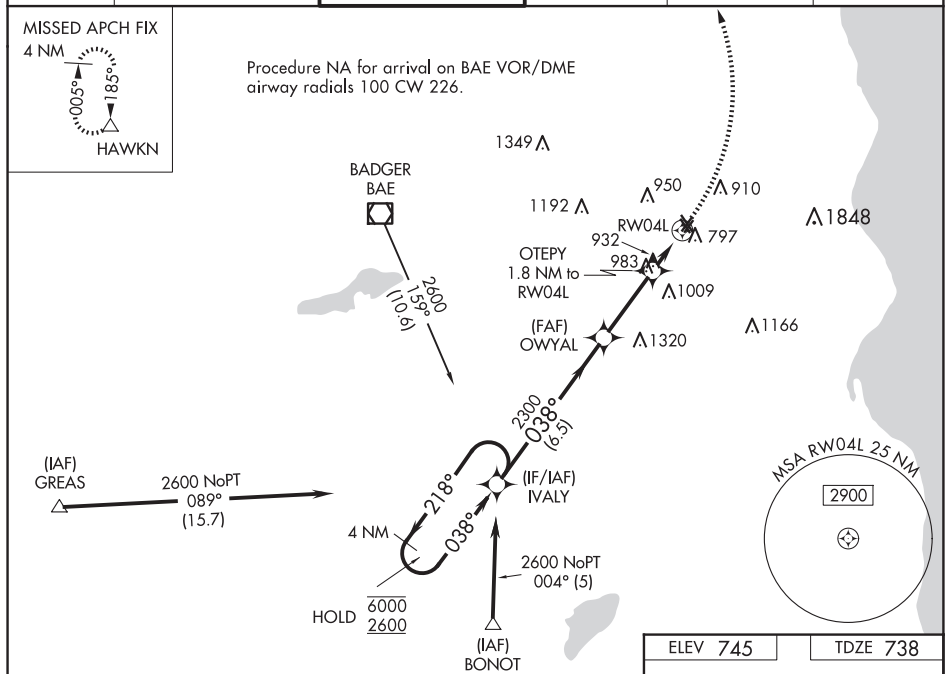
EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 4L
LAWRENCE J. TIMMERMAN (MWC)

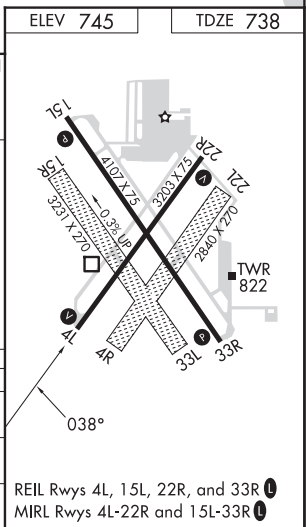
MISSED APPROACH: Climbing left turn to 3000 direct HAWKN and hold.

T Circling NA to Rwy 4R, 15R, 22L and 33L.
A Rwy 4L helicopter visibility reduction below $\frac{3}{4}$ SM NA.

ATIS 128.3	MILWAUKEE APP CON 125.35 307.0	TIMMERMAN TOWER ★ 120.5 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When twr closed)	UNICOM 122.95
----------------------	--	--	-------------------------	---	-------------------------



CATEGORY	A	B	C	D
LP MDA	1240-1	502 (500-1)	1240-1 $\frac{3}{8}$	502 (500-1 $\frac{3}{8}$)
LNAV MDA	1300-1	562 (600-1)	1300-1 $\frac{5}{8}$	562 (600-1 $\frac{5}{8}$)
CIRCLING	1300-1 555 (600-1)	1340-1 595 (600-1)	1360-1 $\frac{3}{4}$ 615 (700-1 $\frac{3}{4}$)	1560-2 $\frac{3}{4}$ 815 (900-2 $\frac{3}{4}$)



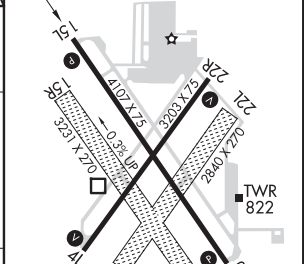
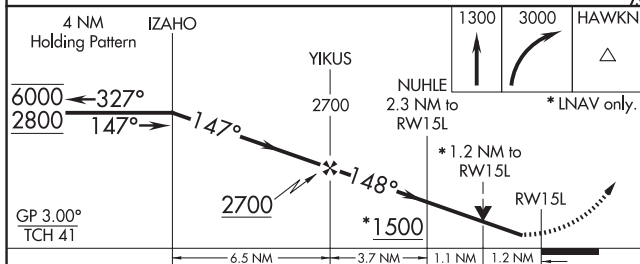
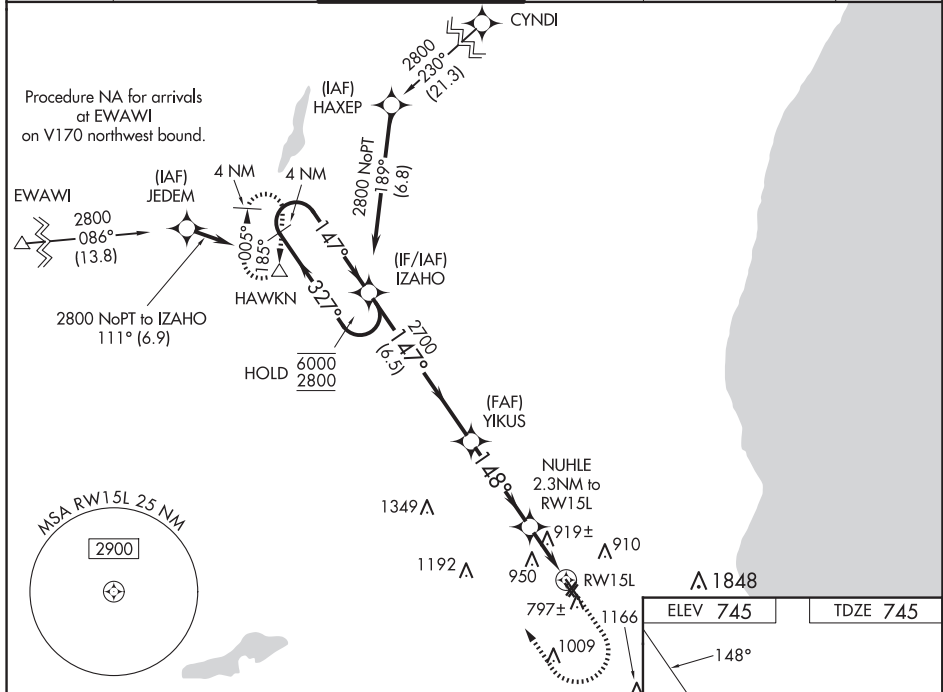
WAAS CH 63020 W15A	APP CRS 148°	Rwy Idg TDZE Apt Elev	4107 745 745
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 15L

LAWRENCE J TIMMERMAN (MWC)

RNP APCH.		MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct HAWKN and hold.	
⚠ Circling NA to Rwy 4R, 15R, 22L and 33L. Rwy 15L helicopter visibility reduction below ¼ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. VDP and Baro-VNAV NA when using General Mitchell Intl altimeter setting. When local altimeter setting not received, use General Mitchell Intl altimeter setting and increase LPV DA to 1024 feet and LNAV/VNAV DA to 1251 feet; increase all MDAs 40 feet and LNAV visibility Cats C and D ½ SM.			

ATIS 128.3	MILWAUKEE APP CON 125.35 307.0	TIMMERMAN TOWER ★ 120.5 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When twr closed)	UNICOM 122.95
----------------------	--	--	-------------------------	--	-------------------------



CATEGORY	A	B	C	D
LPV DA	995-1	250 (300-1)		
LNAV/VNAV DA	1222-1½	477 (500-1½)		
LNAV MDA	1180-1	435 (500-1)	1180-1¼	435 (500-1¼)
CIRCLING	1220-1	1340-1	1360-1¾	1560-2¾

MILWAUKEE, WISCONSIN

AL-5077 (FAA)

24025

WAAS CH 69524 W22A	APP CRS 218°	Rwy Idg 3203 TDZE 739 Apt Elev 745
--	------------------------	---

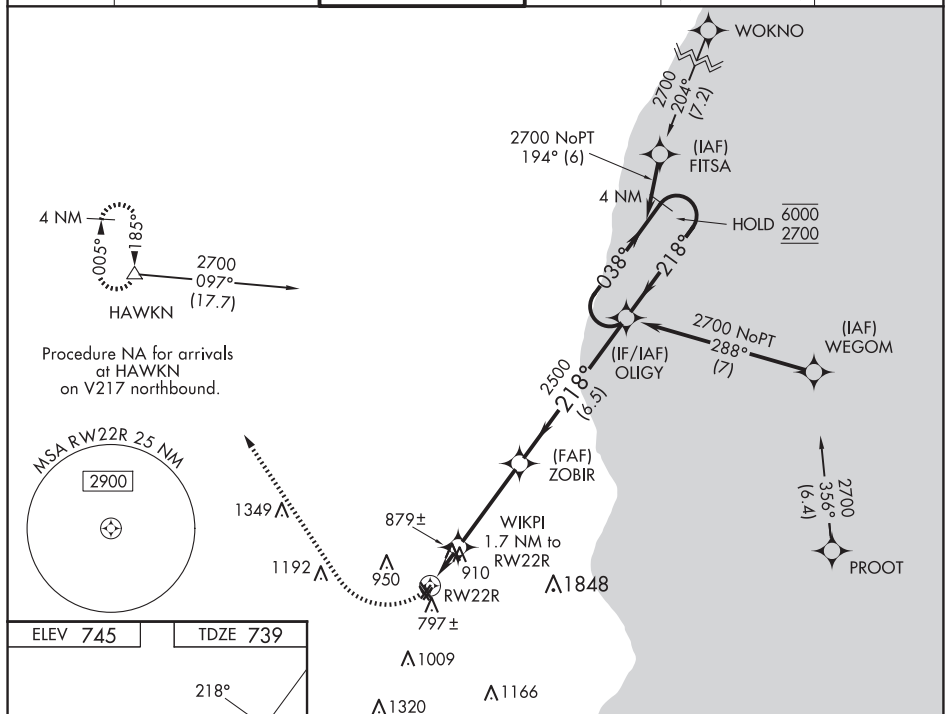
RNAV (GPS) RWY 22R
LAWRENCE J TIMMERMAN (MWC)

RNP APCH.

T Circling NA to Rwy 4R, 15R, 22L, and 33L. Rwy 22R helicopter visibility reduction below $\frac{3}{4}$ 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 Cts C and D $\frac{1}{2}$ SM.

MISSED APPROACH: Climbing right turn to 3000 direct HAWKN and hold.

ATIS 128.3	MILWAUKEE APP CON 125.35 307.0	TIMMERMAN TOWER ★ 120.5 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When twr closed)	UNICOM 122.95
----------------------	--	--	-------------------------	---	-------------------------



The diagram shows the intersection of Runway 22R/22L and Runway 4L/4R. Runway 22R/22L is 400m x 25m, Runway 4L/4R is 321m x 20m, and Runway 33L/33R is 284m x 25m. The intersection is marked with a star. A tower is located at the intersection, with a height of 822m. The diagram also shows the flight path for RW22R, which is 1.7 NM to the intersection. The flight path for RW22L is 3.7 NM to the intersection. The flight path for RW4L/4R is 1.7 NM to the intersection. The flight path for RW33L/33R is 3.7 NM to the intersection. The diagram also shows the flight path for RW22R/22L, which is 1.7 NM to the intersection. The flight path for RW4L/4R/33L/33R is 3.7 NM to the intersection. The diagram also shows the flight path for RW22R/22L, which is 1.7 NM to the intersection. The flight path for RW4L/4R/33L/33R is 3.7 NM to the intersection.

REIL Rwy 4L, 22R, 15L and 33R **(L)**
 MIRL Rwy 4L-22R and 15L-33R **(L)**

MILWAUKEE, WISCONSIN

Orig-F 04NOV21

LAWRENCE J TIMMERMAN (MWC)
RNAV (GPS) RWY 22R

43°07'N-88°02'W

519

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

MILWAUKEE, WISCONSIN

AL-5077 (FAA)

24025

LOC I-MWC 108.5	APP CRS 148°	Rwy Idg TDZE Apt Elev 4107 745 745
---------------------------	------------------------	--

LOC RWY 15L

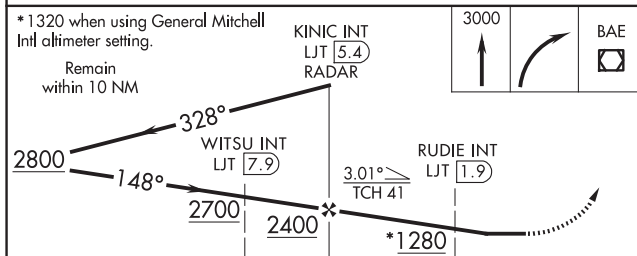
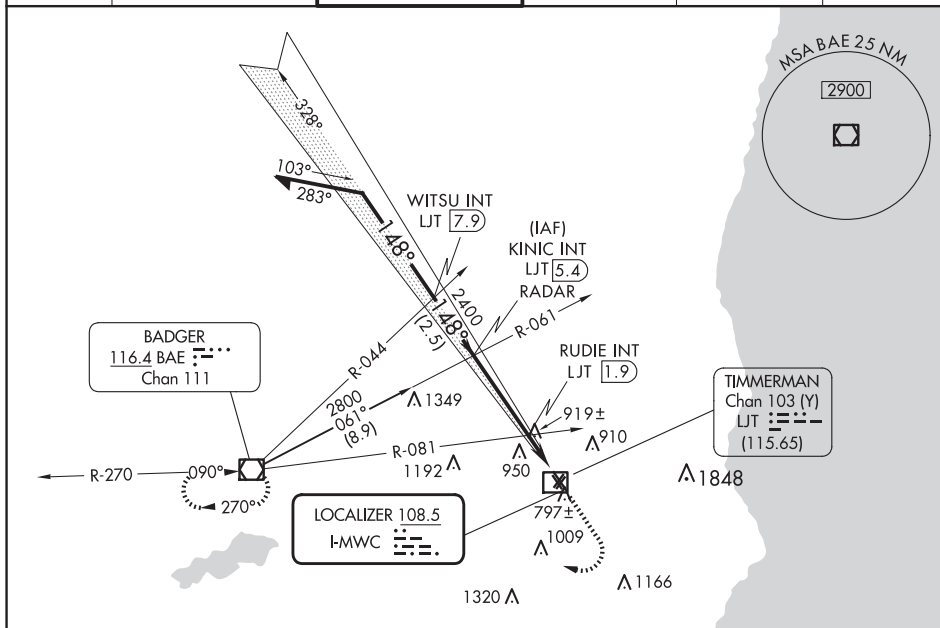
LAWRENCE J TIMMERMAN (MWC)



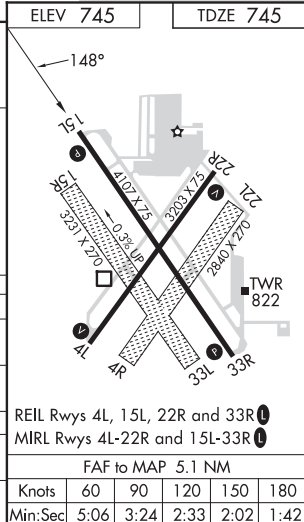
Circling NA to Rwys 4R, 15R, 22L and 33L. Rwy 15L helicopter visibility reduction below $\frac{3}{4}$ SM NA. # Simultaneous reception of I-MWC and LJT DME required.

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

ATIS 128.3	MILWAUKEE APP CON 125.35 307.0	TIMMERMAN TOWER ★ 120.5 (CTAF) ①	GND CON 121.7	CLNC DEL 121.7 (When twr closed)	UNICOM 122.95
----------------------	--	--	-------------------------	---	-------------------------



CATEGORY	A	B	C	D
S-LOC 15L	1280-1	535 (600-1)	1280-1½	535 (600-1½)
CIRCLING	1280-1 535 (600-1)	1340-1 595 (600-1)	1360-1¾ 615 (700-1¾)	1560-2¾ 815 (900-2¾)
RUDIE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED #)				
S-LOC 15L	1180-1	435 (500-1)	1180-1¼	435 (500-1¼)
CIRCLING	1220-1 475 (500-1)	1340-1 595 (600-1)	1360-1¾ 615 (700-1¾)	1560-2¾ 815 (900-2¾)



MILWAUKEE, WISCONSIN

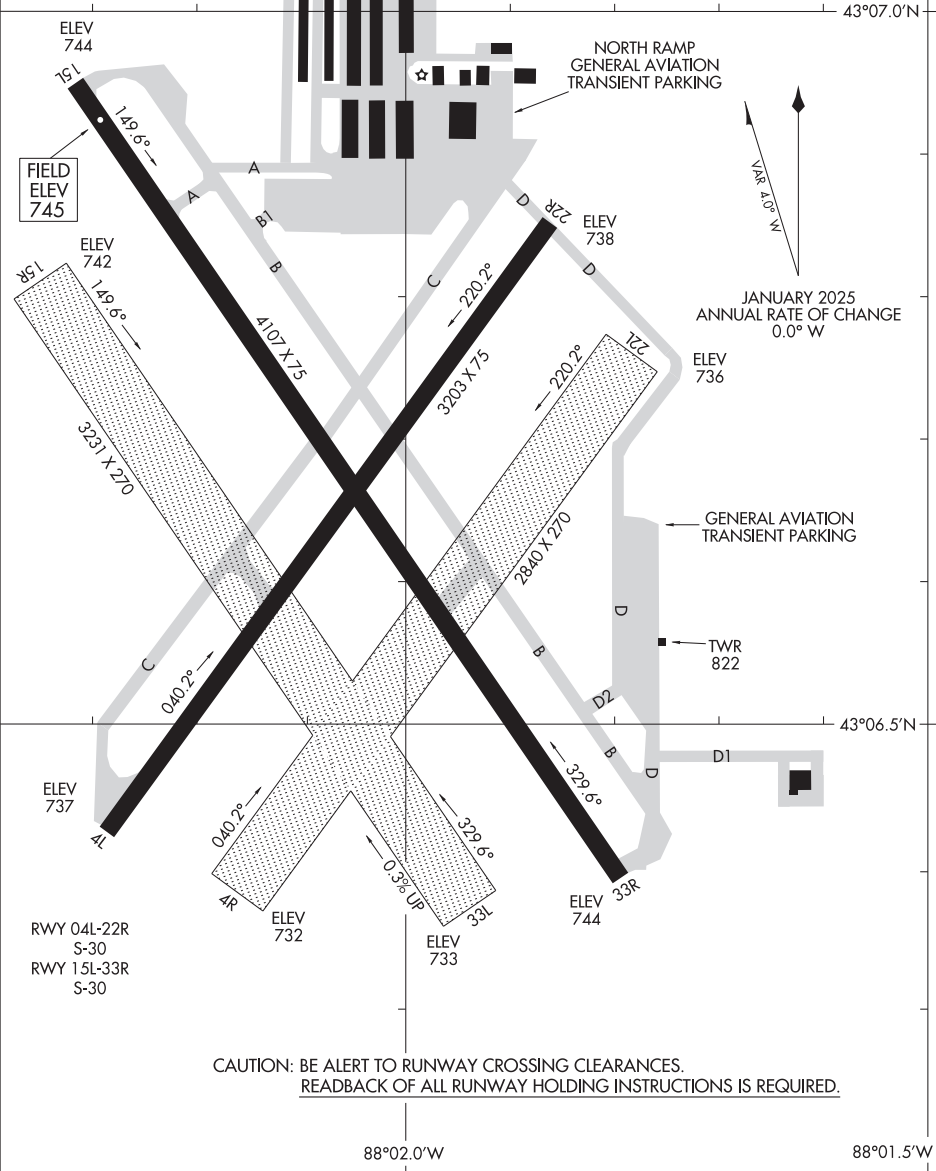
Amdt 6F 15JUN23

43°07'N-88°02'W

LAWRENCE J TIMMERMAN (MWC)

LOC RWY 15L

ATIS
128.3
TIMMERMAN TOWER★
120.5
GND CON
121.7
CLNC DEL
121.7 (When Tower Closed)



(ACCRAS.ACCRA) 20086

ACCRA FIVE DEPARTURE (RNAV)

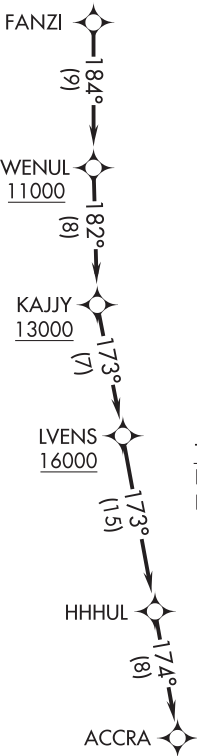
AL-5077 (FAA)

LAWRENCE J TIMMERMAN (MWC)
MILWAUKEE, WISCONSIN

ATIS
128.3
CLNC DEL
121.7 (when twr closed)
GND CON
121.7
MILWAUKEE DEP CON
125.35 307.0



**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS
Rwys 4R, 15R, 22L, 33L: NA - Environmental.
Rwys 4L, 15L, 22R, 33R: Standard with minimum climb
of 500' per NM to 2000.

- 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.

NOTE: Chart not to scale.



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.

ACCRA FIVE DEPARTURE (RNAV)
(ACCRAS.ACCRA) 26MAR20

MILWAUKEE, WISCONSIN
LAWRENCE J TIMMERMAN (MWC)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

ATIS
128.3
CLNC DEL
121.7 (when twr closed)
GND CON
121.7
MILWAUKEE DEP CON
125.35 307.0

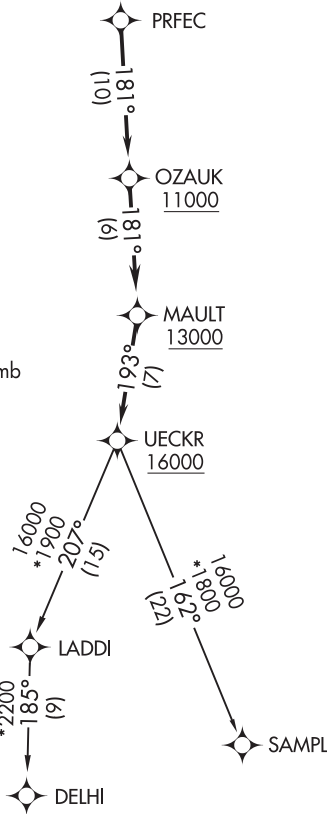


TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS

Rwys 4R, 15R, 22L, 33L: NA - Environmental.
Rwys 4L, 15L, 22R, 33R: Standard with minimum climb
of 500' per NM to 2000.

- 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)

MINERAL POINT, WISCONSIN

AL-6389 (FAA)

24249

WAAS CH 93530 W04A	APP CRS 040°	Rwy Idg TDZE 1168 Apt Elev 1171
--	------------------------	---

RNAV (GPS) RWY 4
IOWA COUNTY (MRJ)

RNP APCH - GPS.

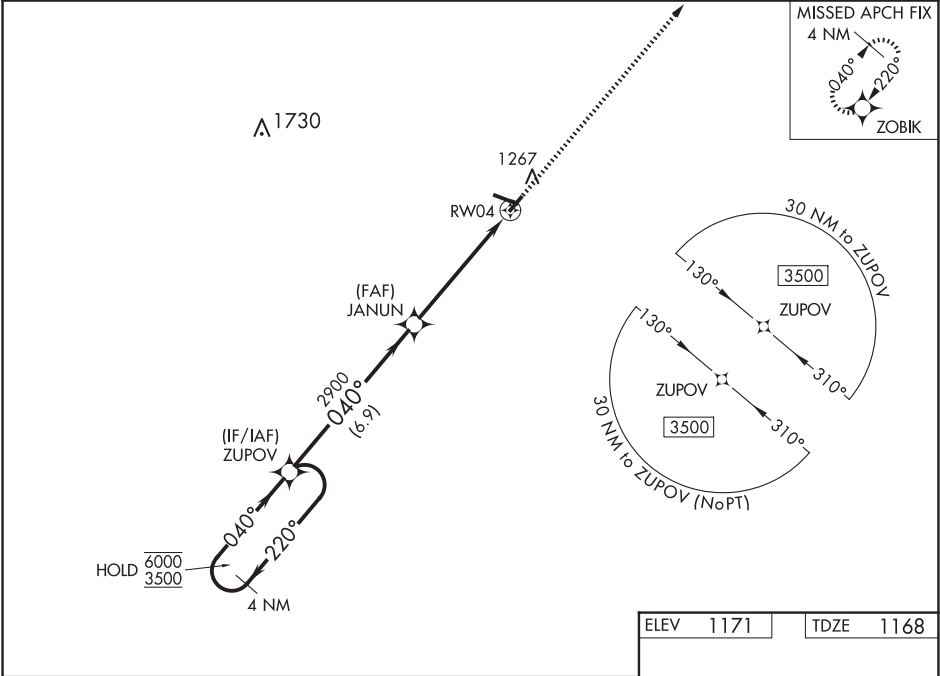
▼

▲

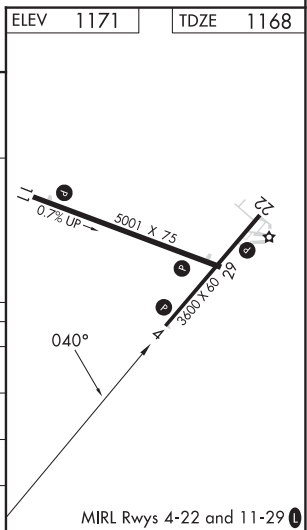
Baro-VNAV and VDP NA when using Platteville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Platteville altimeter setting and increase LPV DA to 1473 feet, increase LNAV/VNAV DA to 1498 feet, increase all MDAs 60 feet, and LNAV visibility Cat C ¼ SM.

MISSED APPROACH:
Climb to 3600 direct ZOBIK and hold.

AWOS-3 118.525	CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF) 0
--------------------------	---------------------------------------	---------------------------------



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).		3600	ZOBIK
ZUPOV		JANUN		2900	
6000 ← 220° 3500 → 040°		2900		1.2 NM to RW04	
GP 3.00° TCH 40		6.9 NM		4.1 NM	
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 1/8 412 (500-1 1/8)	NA	
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1 1/2 469 (500-1 1/2)	NA	



MINERAL POINT, WISCONSIN
Amdt 1B 11JUL24

42°53'N-90°14'W

IOWA COUNTY (MRJ)
RNAV (GPS) RWY 4

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 72630 W11A	APP CRS 111°	Rwy Idg TDZE 1152 Apt Elev 1171	5001
--	------------------------	---	-------------

RNAV (GPS) RWY 11

IOWA COUNTY (MRJ)

RNP APCH - GPS.

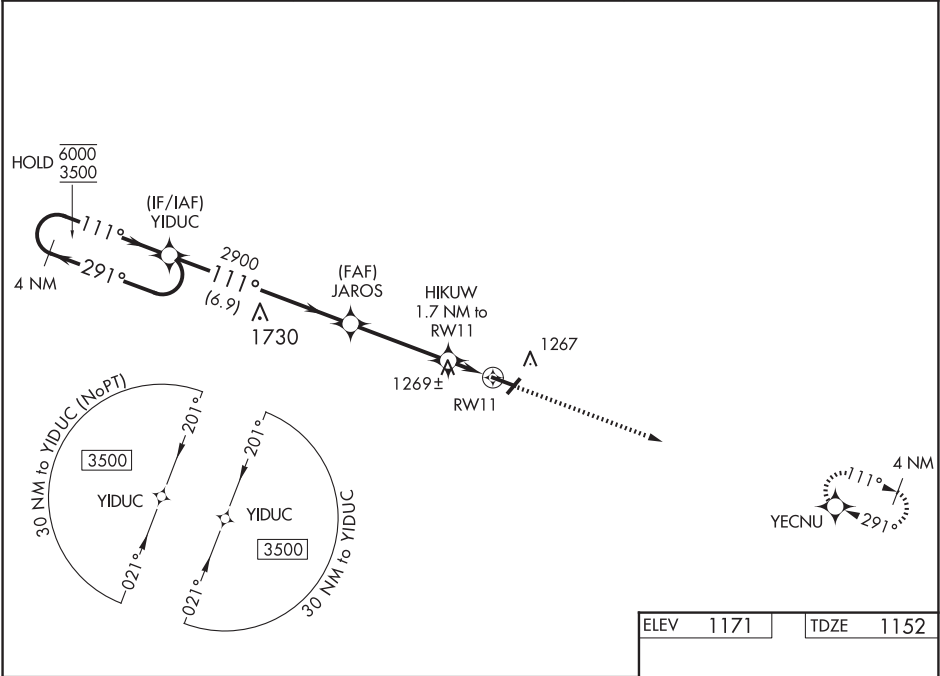
▼

▲

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 and LNAV/VNAV DA to 1457 feet; increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM.

MISSED APPROACH:
Climb to 3600 direct YECNU and hold.

AWOS-3 118.525	CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF) 1
--------------------------	---------------------------------------	---------------------------------



4 NM Holding Pattern

YIDUC

6000
3500 ← 291°
111° →

GP 3.00°
TCH 40

JAROS 2900

HIKUW 1.7 NM to RW11

1.1 NM to RW11

3600 YECNU

0.7% UP

5001 X 75

3600 X 60

22

CATEGORY	A	B	C	D
LPV DA	1402-1	250 (300-1)		NA
LNAV/VNAV DA	1402-1	250 (300-1)		NA
LNAV MDA	1520-1	368 (400-1)		NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1½ 469 (500-1½)	NA

MIRL Rwy 4-22 and 11-29 1

MINERAL POINT, WISCONSIN

AL-6389 (FAA)

24249

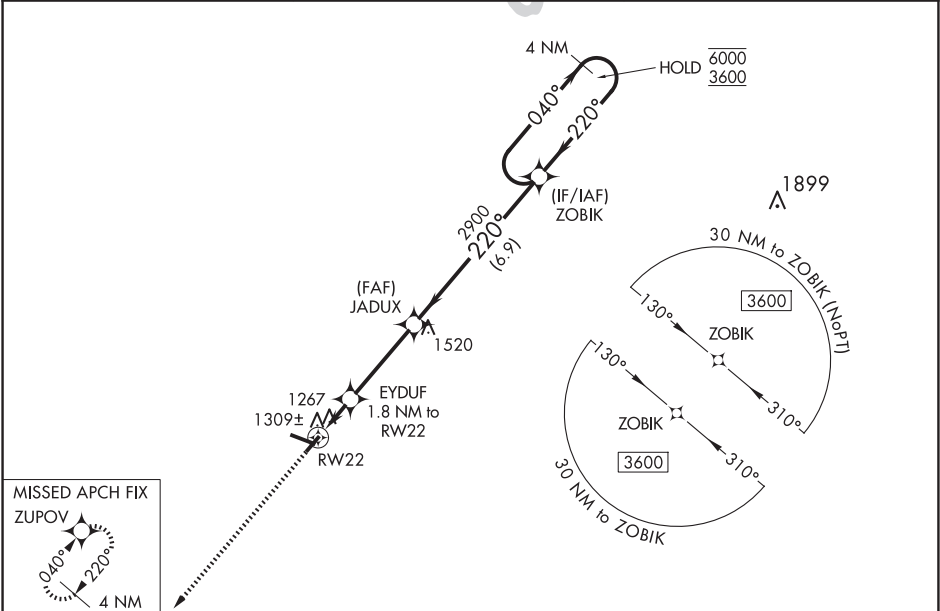
WAAS CH 57930 W22A	APP CRS 220°	Rwy Idg 3600 TDZE 1171 Apt Elev 1171
--	------------------------	---

RNAV (GPS) RWY 22
IOWA COUNTY (MRJ)

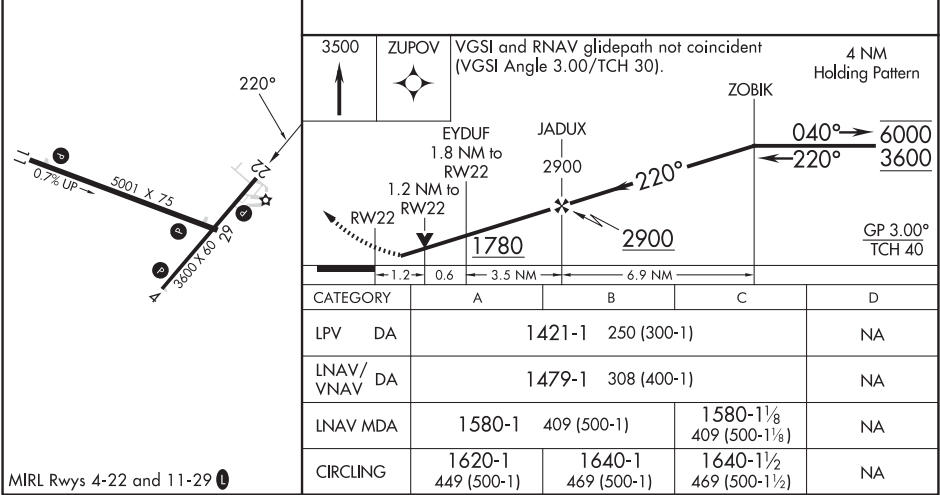
RNP APCH - GPS.

<p>⚠ 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. Rwy 22 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Platteville altimeter setting and increase LPV DA to 1476 feet, increase LNAV/VNAV DA to 1534 feet, increase all MDAs 60 feet, and LNAV visibility Cat C ¼ SM.</p>	<p>MISSED APPROACH: Climb to 3500 direct ZUPOV and hold.</p>
---	---

AWOS-3 118.525	CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF) 0
--------------------------	---------------------------------------	---------------------------------



ELEV 1171	TDZE 1171
------------------	------------------



MINERAL POINT, WISCONSIN

Amdt 1B 11JUL24

42°53'N-90°14'W

IOWA COUNTY (MRJ)
RNAV (GPS) RWY 22

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82330 W29A	APP CRS 291°	Rwy Idg TDZE 1164 Apt Elev 1171	5001
--	------------------------	---	-------------

RNAV (GPS) RWY 29

IOWA COUNTY (MRJ)

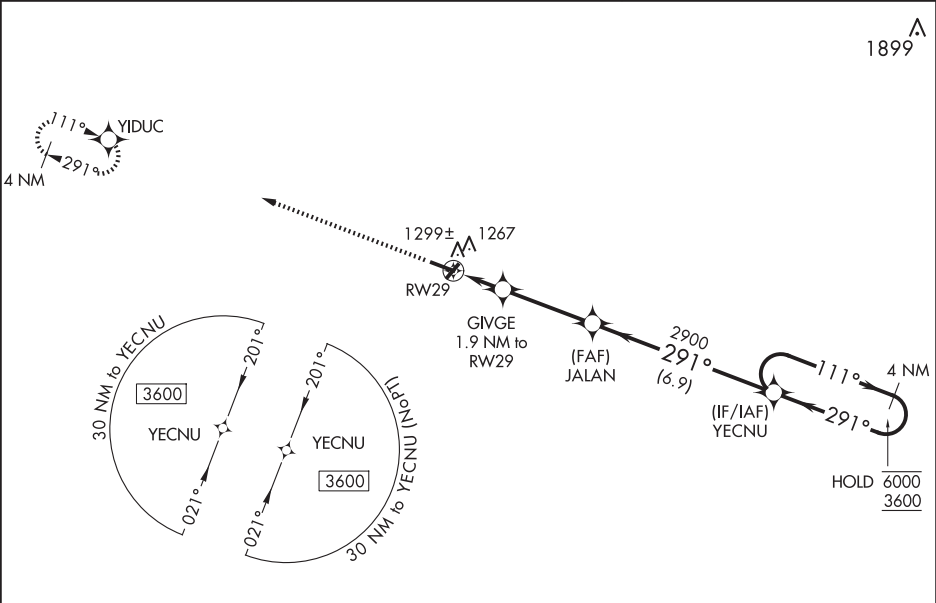
RNP APCH - GPS.

▼
▲

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 ¼ SM.

MISSED APPROACH:
Climb to 3500 direct YIDUC and hold.

AWOS-3 118.525	CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF) 0
--------------------------	---------------------------------------	---------------------------------



ELEV 1171	TDZE 1164
------------------	------------------

3500

YIDUC

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).

4 NM Holding Pattern

GIVGE 1.9 NM to RW29

JALAN 2900

YECNU

111° → 6000 / ← 291° 3600

GP 3.00° TCH 40

1.2 NM to RW29

1800

2900

291°

1.2 0.7 3.4 6.9 NM

0.7% UP

5001 X 75

3600 60 29

291°

CATEGORY	A	B	C	D
LPV DA	1414-1 250 (300-1)			NA
LNAV/VNAV DA	1469-1 305 (300-1)			NA
LNAV MDA	1580-1	416 (500-1)	1580-1 ¼ 416 (500-1 ¼)	NA
CIRCLING	1620-1 449 (500-1)	1640-1 469 (500-1)	1640-1 ½ 469 (500-1 ½)	NA

MIRL Rwy 4-22 and 11-29

RNAV (GPS) RWY 18
LAKELAND/NOBLE F LEE MEML FLD (ARV)

MISSED APPROACH: Climb to 6000 direct CEPMU and right turn on track 283° to KRSMS and hold, continue climb-in-hold to 6000.

Procedure NA for arrival on IWD VOR/DME
airway radials 093 CW 240.

IRONWOOD IWD

3000
3580
(17.1)

4 NM

HOLD 6000
3300

181°
001°

(IF/IAF) MIGPY

3300 NoPT
091°
(5)

(IAF) ICEGY

3300 NoPT
271°
(5)

(IAF) FEGOG

3200
181°
(6)

(FAF) PEHEK

RAMIW
1.7 NM to RW18

1812 A

1789 ±

1723 A

1850 ±

2120 A

CEPMU

283°
(12.6)

KRSMS

5 NM

23°
303°

ELEV 1630	TDZE 1630
-----------	-----------

181°

MSA RW 18 25 NM

4400

Diagram illustrating a 4 NM Holding Pattern for RW18. The pattern is defined by a 4 NM holding pattern. The diagram includes a table with the following data:

CATEGORY	A	B	C	D
LPV DA	1974-1 1/4	344 (400-1 1/4)		
LNAV/VNAV DA	2101-1 3/4	471 (500-1 3/4)		
LNAV MDA	2040-1	410 (500-1)	2040-1 1/4	410 (500-1 1/4)
CIRCLING	2100-1 470 (500-1)	2200-1 570 (600-1)	2200-1 1/2 570 (600-1 1/2)	2220-2 590 (600-2)

LAKELAND/NOBLE FLEE MEML FLD (ARV)

RNAV (GPS) RWY 18

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	3602
283°	TDZE	1625
	Apt Elev	1630

Rwy Idg	3602
TDZE	1625
Apt Elev	1630

H

11. _____

RNAV (GPS) RWY 28
LAKELAND/NOBLE F LEE MEML FLD (ARV)

LAKELAND/NOBLE F LEE MEML FLD (ARV)

RNP APCH.

T Rwy 28 helicopter visibility reduction below 1 SM NA.
A Straight-in and Circling Rwy 28 NA at night, Circling Rwy 10 NA at night.

A Straight-in and Circling Rwy 28 NA at night, Circling Rwy 10 NA at night.

MISSED APPROACH: Climb to 6000
direct OBUVE and on track 249° to
KRSMS and hold.

KRSMS and hold.

KRSMS and hold.

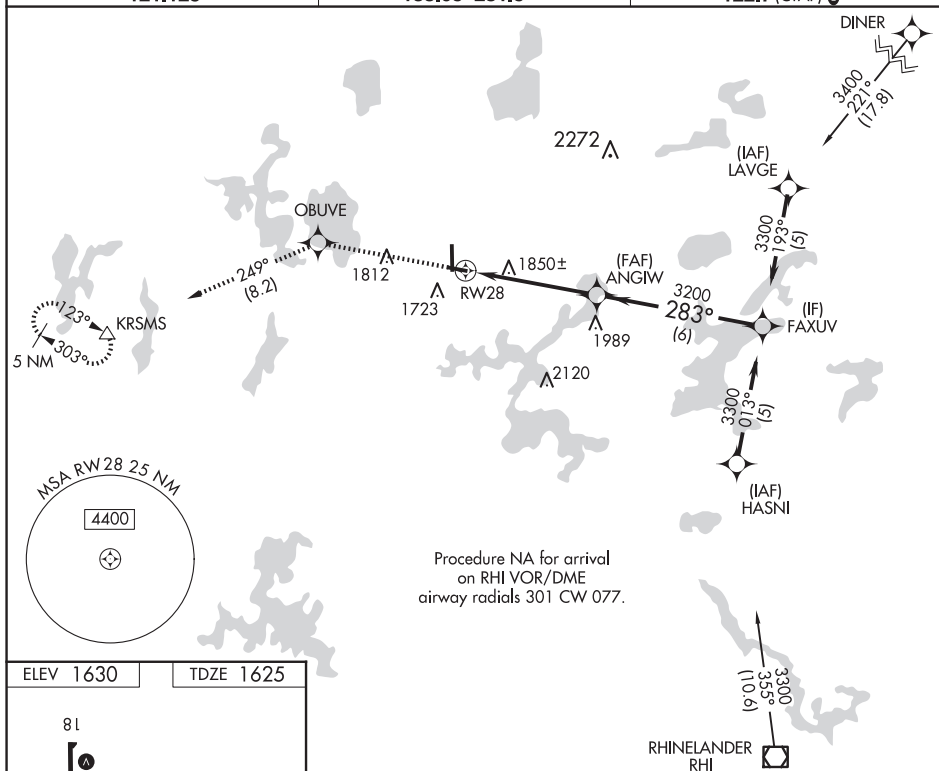
AWOS-3
121.125

121.125

MINNEAPOLIS CENTER
133.65 281.5

133.65 281.5

UNICOM

122.7 (CTAF) 

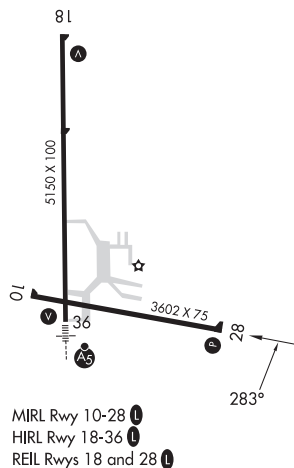
Procedure NA for arrival
on RHI VOR/DME
airway radials 301 CW 077.

airway radials 301 CW 077.

airway radials 301 CW 077.

ELEV 1630

TDZE 1625




MIRL Rwy 10-28 **L**
HIRL Rwy 18-36 **L**
REIL Rwy 18 and 28 **L**

HIRL Rwy 18-36 **L**REIL Rwys 18 and 28 **L**

6000 ↑	OBUVE 	tr 249°	KRSMS 
-----------	--	------------	--

ANGIW FAXUV
3300

283°
 $\frac{04^\circ}{37}$
3200

CATEGORY	4.8 NM		6 NM	
	A	B	C	D
LNAV MDA	2140-1	515 (600-1)	2140-1½ 515 (600-1½)	2140-1¾ 515 (600-1¾)
 CIRCLING	2140-1 510 (600-1)	2200-1 570 (600-1)	2200-1½ 570 (600-1½)	2220-2 590 (600-2)

MINOCQUA-WOODRUFF, WISCONSIN

Orig-C 10OCT19

LAKELAND/NOBLE FIFE MEMORIAL (A.R.V.)

45°56'N-89°44'W

RNAV (GPS) RWY 28

MINOCQUA-WOODRUFF, WISCONSIN

AL-5692 (FAA)

23278

WAAS CH 49115 W36A	APP CRS 001°	Rwy Idg TDZE Apt Elev	5150 1627 1630
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 36

LAKELAND/NOBLE F LEE MEML FLD (ARV)

RNP APCH.

⚠

⚠

Circling Rwy 10, 28 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

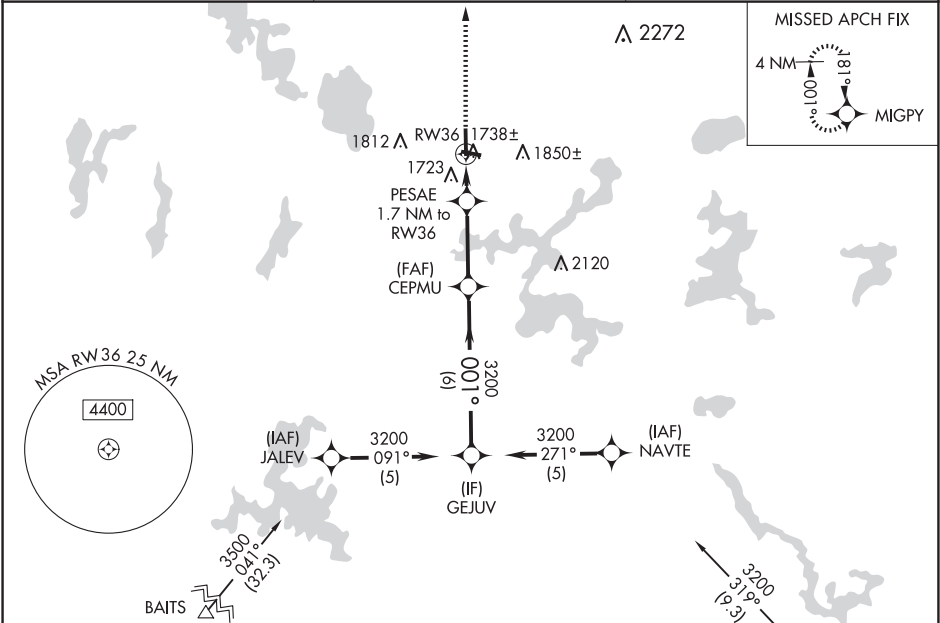
MALSR

A5

MISSED APPROACH:

Climb to 3300 direct MIGPY and hold.

AWOS-3 121.125	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.7 (CTAF)
--------------------------	---	-------------------------------



ELEV 1630 TDZE 1627

MIRL Rwy 10-28

HIRL Rwy 18-36

REIL Rwys 18 and 28

3300 MIGPY

PESAE 1.7 NM to RW36

CEPMU 3200

GEJUV 3200

*LNAV only.

CATEGORY	A	B	C	D
LPV DA	1948-1 321 (400-1)			
LNAV/VNAV DA	1999-1 372 (400-1)			
LNAV MDA	2000-1 373 (400-1)			
CIRCLING	2100-1 470 (500-1)	2200-1 570 (600-1)	2200-1½ 570 (600-1½)	2220-2 590 (600-2)

MINOCQUA-WOODRUFF, WISCONSIN

Orig-C 100CT19

LAKELAND/NOBLE F LEE MEML FLD (ARV)

45°56'N-89°44'W

RNAV (GPS) RWY 36

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-MLI <u>110.5</u> Chan 42	APP CRS 090°	Rwy Idg 10002 TDZE 587 Apt Elev 590
--	------------------------	--

ILS or LOC RWY 9
QUAD CITIES INTL (MLI)

DME required for procedure entry at CVA VORTAC and MZV VOR/DME.

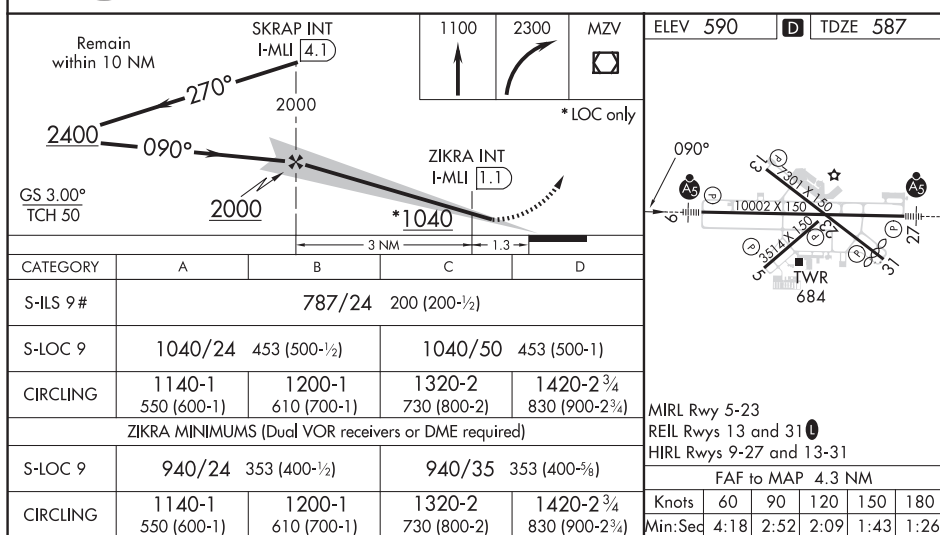
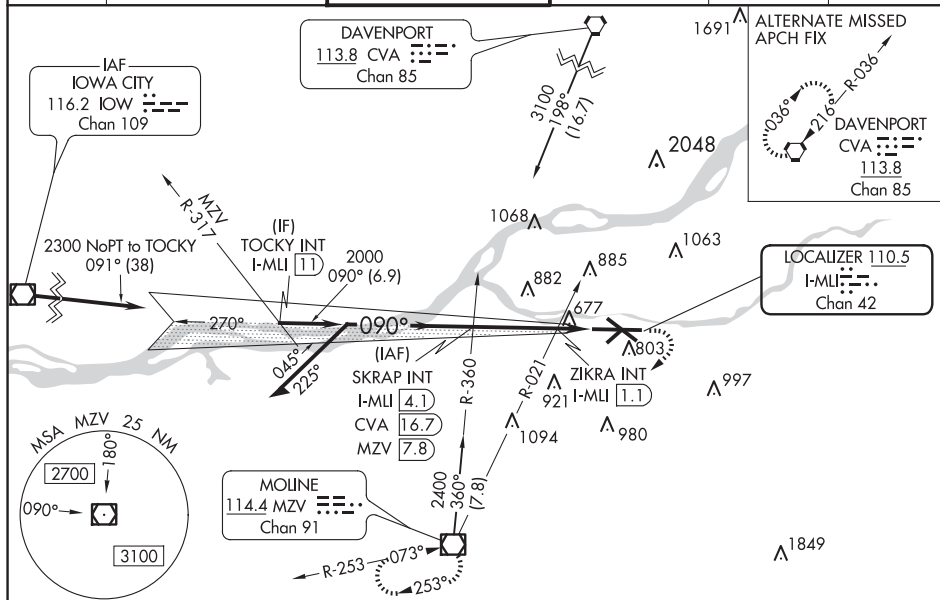
T Circling to Rwy 5 NA at night. For inop ALS, increase S-LOC 9 Cats C and D
A visibility to 1 3/4 SM. ZIKRA Minimums: For inop ALS, increase S-LOC Cats C
and D visibility to 1 SM.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



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
---------------	-------------------------------------	---	------------------	--------------------	------------------



LOC/DME I-GEQ 110.5 Chan 42	APP CRS 270°	Rwy Idg 10002 TDZE 581 Apt Elev 590
---	------------------------	--

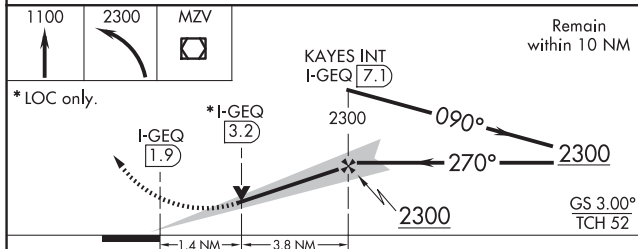
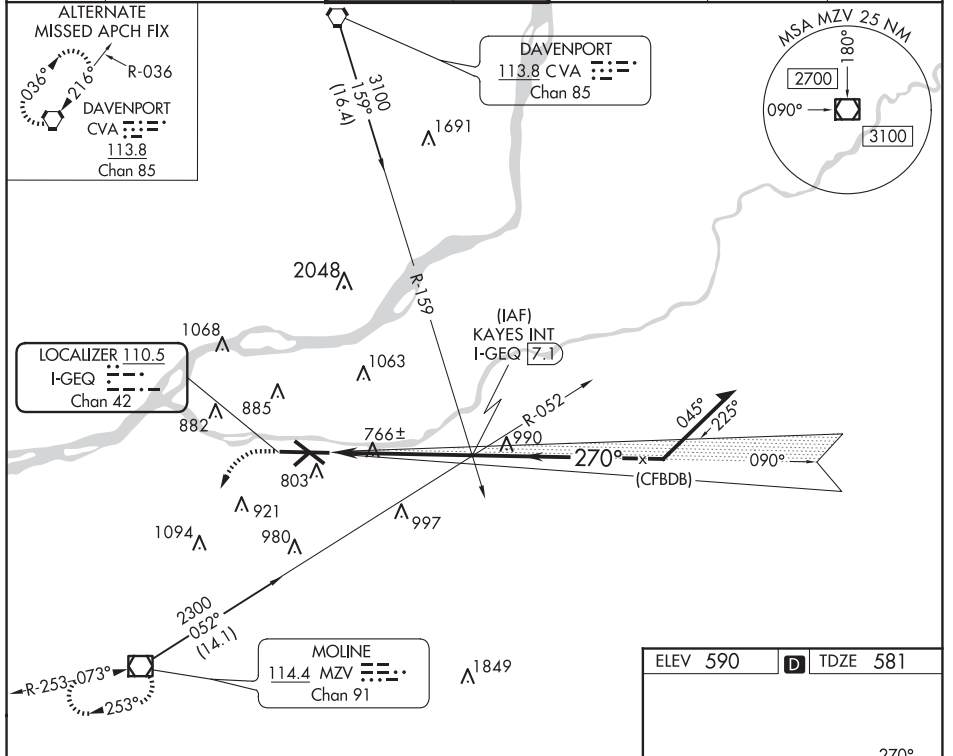
ILS or LOC RWY 27
QUAD CITIES INTL (MLI)

⚠ Circling to Rwy 5 NA at night. When local 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 Cts C/D visibility ¼ SM.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1100, then climbing left 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
----------------------	--	---	-------------------------	---------------------------	-------------------------



CATEGORY	A	B	C	D
S-ILS 27 #	781/24 200 (200-½)			
S-LOC 27	1060/24 479 (500-½)	1060/40 479 (500-1)	1060/50 479 (500-1)	
CIRCLING	1140-1 550 (600-1)	1200-1 610 (700-1)	1320-2 730 (800-2)	1420-2 ¾ 830 (900-2¾)

ELEV 590 **D** TDZE 581

HIRL Rwy 9-27 and 13-31
MIRL Rwy 5-23
REIL Rwy 13 and 31 **1**

FAF to MAP 5.2 NM


Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-3, 12 JUN 2025 to 07 AUG 2025

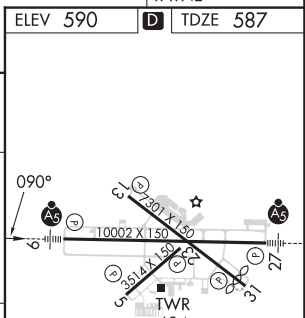
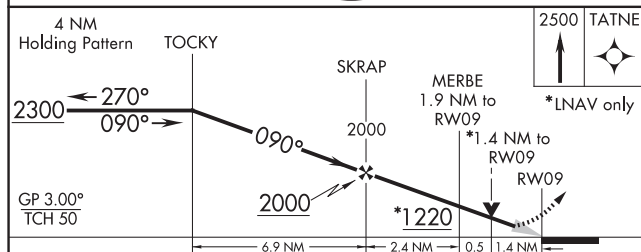
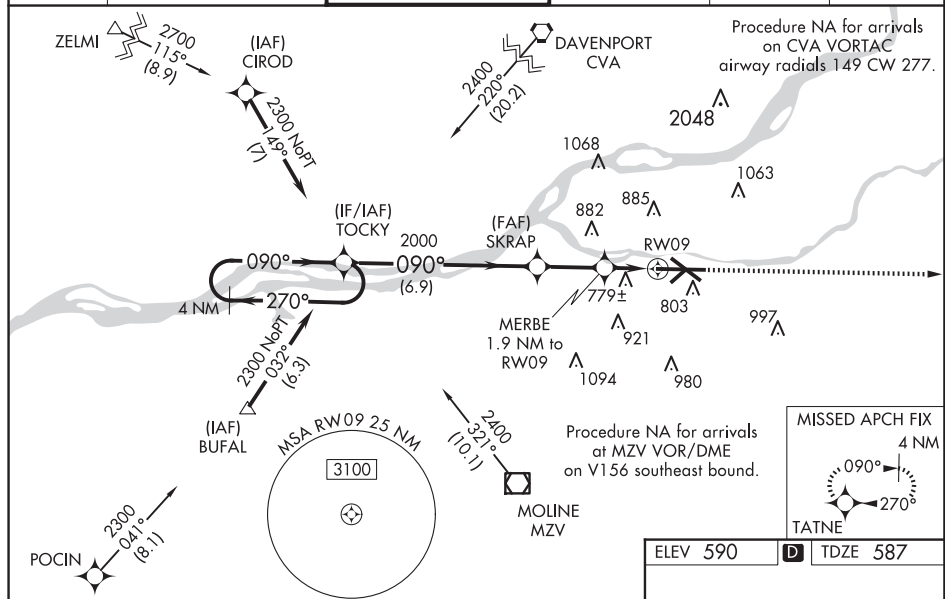
EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 61123 W09A	APP CRS 090°	Rwy Idg 10002 TDZE 587 Apt Elev 590
--	------------------------	--

RNAV (GPS) RWY 9
QUAD CITIES INTL (MLI)

<p>⚠ 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 ½ SM. For inoperative ALS, increase LNAV visibility Cats C and D to 1 ½ SM. When using Davenport altimeter increase LNAV/VNAV visibility all Cats to 2 SM, LNAV visibility Cats C and D to 1 ½ SM.</p> <p>** RVR 1800 authorized with use of FD or AP or HUD to DA.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2500 direct TATNE and hold.</p>
---	---	---

ATIS 121.2	QUAD CITY APP CON ★ 125.95 257.8	QUAD CITY TOWER ★ 119.4 (CTAF) 0 269.55	GND CON 121.9	CLNC DEL 124.05	UNICOM 122.95
---------------	-------------------------------------	--	------------------	--------------------	------------------



CATEGORY	A	B	C	D
LPV DA **	787/24 200 (200-½)			
LNAV/ VNAV DA	1 122-1⅜ 535 (600-1⅜)			
LNAV MDA	1 060/24 473 (500-½)		1 060/50 473 (500-1)	
CIRCLING	1 140-1 550 (600-1)	1 200-1 610 (700-1)	1 320-2 730 (800-2)	1 420-2¾ 830 (900-2¾)

MIRL Rwy 5-23
REIL Rwy 13 and 31 **L**
HRL Rwy 9-27 and 13-31

WAAS CH 42515 W13A	APP CRS 126°	Rwy Idg TDZE 590 Apt Elev 590	7032
--	------------------------	---	-------------

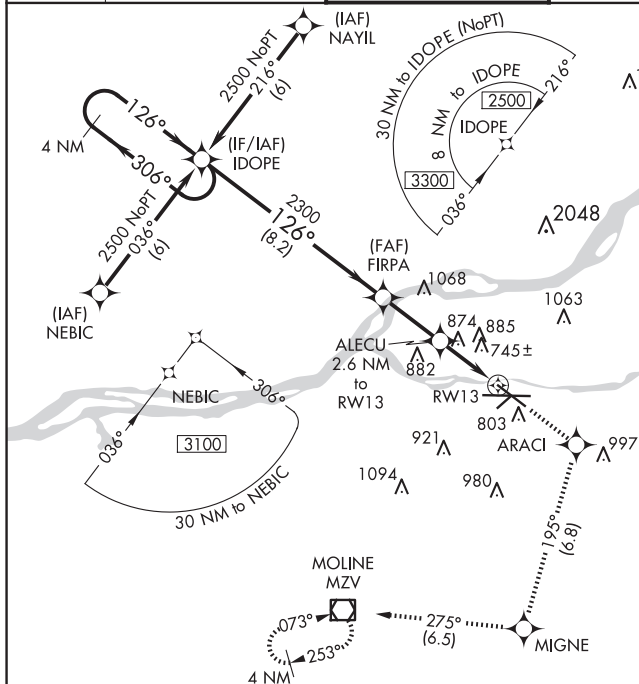
RNAV (GPS) RWY 13

QUAD CITIES INTL (MLI)

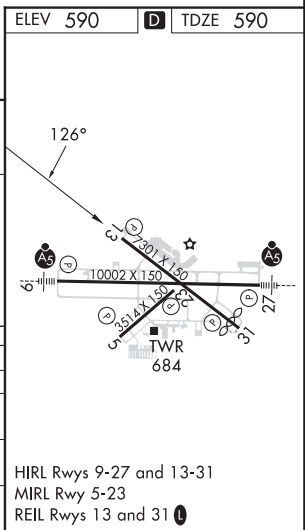
⚠ Circling to Rwy 5 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Davenport altimeter setting and increase LPV DA to 955 feet, LNAV/VNAV DA to 1339 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ SM. Rwy 13 helicopter reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Davenport altimeter setting.

⚠ MISSED APPROACH: Climb to 3000 direct ARACI and on track 195° to MIGNE and on track 275° to 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
----------------------	--	--	-------------------------	---------------------------	-------------------------



4 NM Holding Pattern		IDOPE	3000 ↑		ARACI ✧	tr 195°	MIGNE ✧	tr 275°	MZV ◻
2500 ← 306° 126° →			FIRPA	ALECU 2.6 NM to RW13	*LNAV only				
GP 3.00° TCH 48		2300	*1460	*1.6 NM to RW13	RW13				
		8.2 NM	2.6 NM	1	1.6				
CATEGORY	A	B	C	D					
LPV DA	908-1		318 (400-1)						
LNAV/ VNAV DA	1292-2½		702 (800-2½)						
LNAV MDA	1140-1	550 (600-1)	1140-1½ 550 (600-1½)		1140-1¾ 550 (600-1¾)				
CIRCLING	1140-1 550 (600-1)	1200-1 610 (700-1)	1320-2 730 (800-2)		1420-2¾ 830 (900-2¾)				



RNAV (GPS) RWY 27
QUAD CITIES INTL (MLI)

MISSED APPROACH:
Climb to 2300 direct
TOCKY and hold.

		1.9 NM		3.4 NM		6.9 NM			
CATEGORY		A		B		C		D	
LPV	DA**	781/24		200 (200-½)					
LNAV/ VNAV	DA	1186-1 ⁵ / ₈		605 (600-1 ⁵ / ₈)					
LNAV	MDA	1100/24		519 (600-½)		1100/55		519 (600-1)	
CIRCLING		1140-1		1200-1		1320-2		1420-2 ³ / ₄	
		550 (600-1)		610 (700-1)		730 (800-2)		830 (900-2 ³ / ₄)	

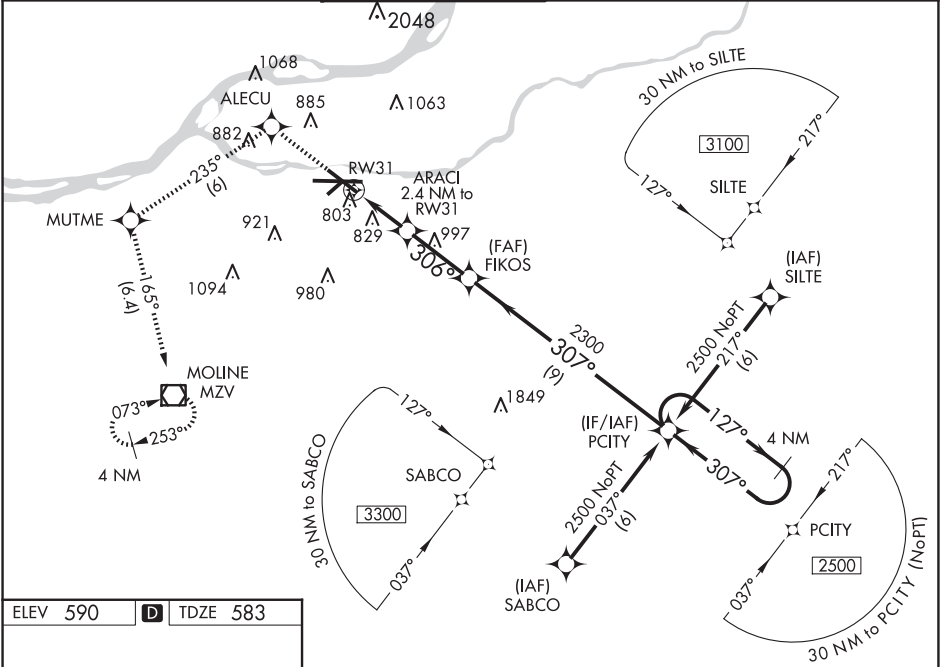
QUAD CITIES INTL (MLI)
RNAV (GPS) RWY 27

WAAS CH 86715 W31A	APP CRS 306°	Rwy Idg TDZE 583 Apt Elev 590
--	------------------------	---

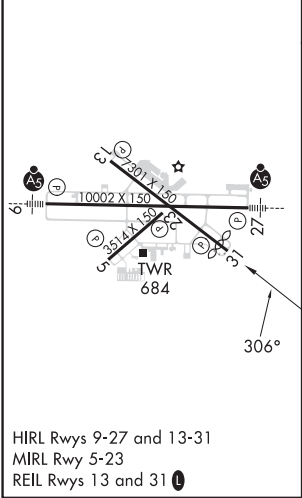
RNAV (GPS) RWY 31
QUAD CITIES INTL (MLI)

<p>⚠ 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 ¼ SM. Baro-VNAV and VDP NA when using Davenport altimeter setting. Rwy 31 helicopter visibility reduction below ¾ SM NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct ALECU and on track 235° to MUTME and on track 165° to MZV VOR/DME and hold.</p>
---	---

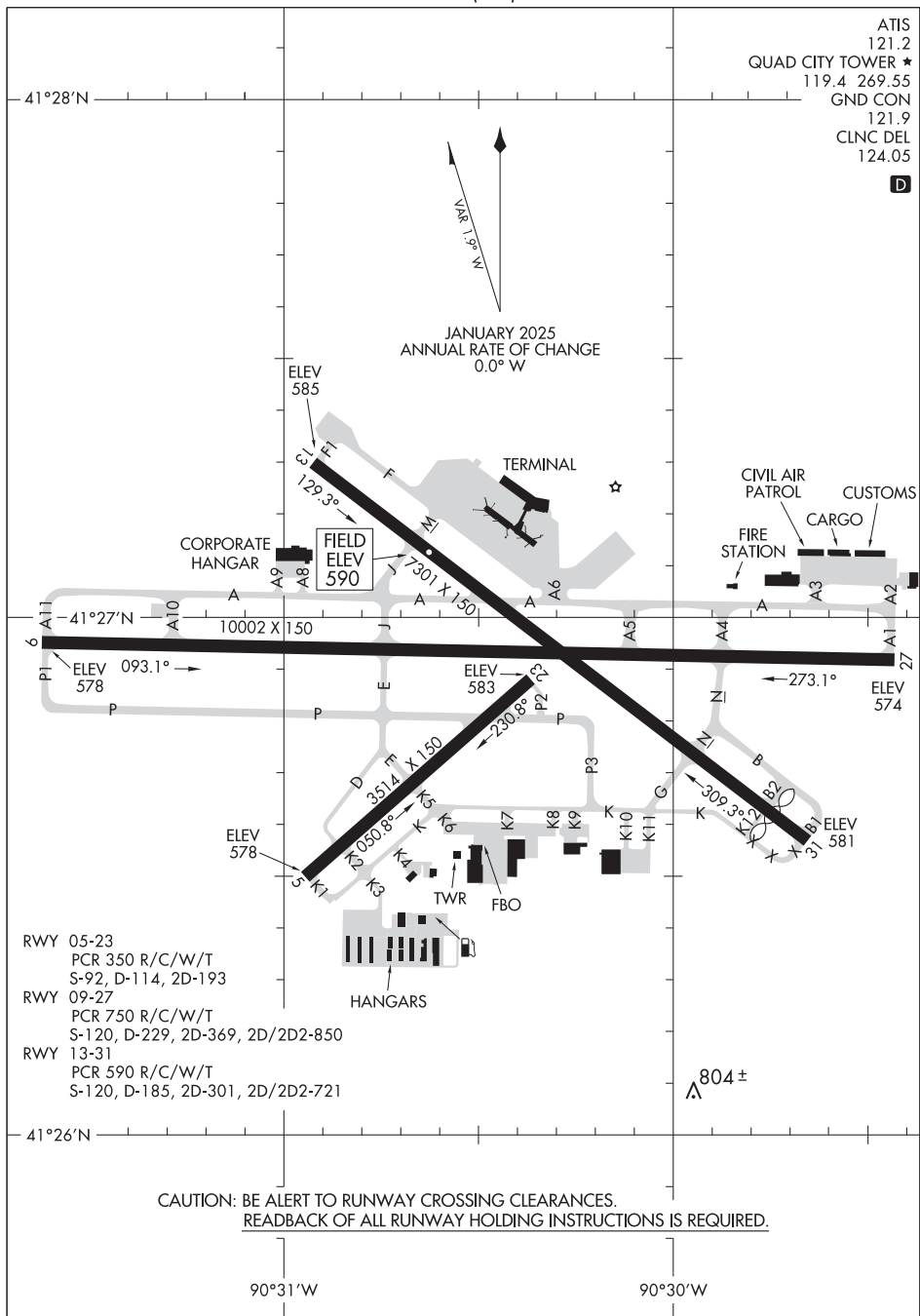
ATIS 121.2	QUAD CITY APP CON ★ 125.95 257.8	QUAD CITY TOWER ★ 119.4 (CTAF) 269.55	GND CON 121.9	CLNC DEL 124.05	UNICOM 122.95
----------------------	--	---	-------------------------	---------------------------	-------------------------



ELEV 590	D	TDZE 583
----------	----------	----------



	ALECU	tr 235°	MUTME	tr 165°	MZV	PCITY	4 NM Holding Pattern
	3000						
	*LNAV only						
	ARACI 2.4 NM to RW31						
	*1.4 NM to RW31						
	*1380						
	2300						
	GP 3.00° TCH 48						
	1.4 1 NM 2.8 NM 9 NM						
CATEGORY	A	B	C	D			
LPV DA	1031-1½ 448 (500-1½)						
LNAV/VNAV DA	1160-2 577 (600-2)						
LNAV MDA	1080-1 497 (500-1)		1080-1¼ 497 (500-¼)		1080-1½ 497 (500-1½)		
CIRCLING	1140-1 550 (600-1)		1200-1 610 (700-1)		1320-2 730 (800-2)		1420-2¾ 830 (900-2¾)



MONEE, ILLINOIS

AL-6218 (FAA)

24305

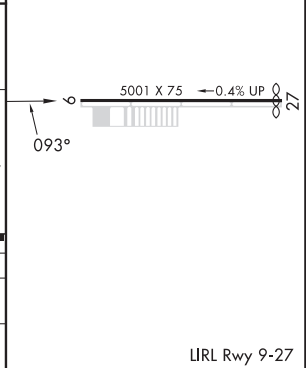
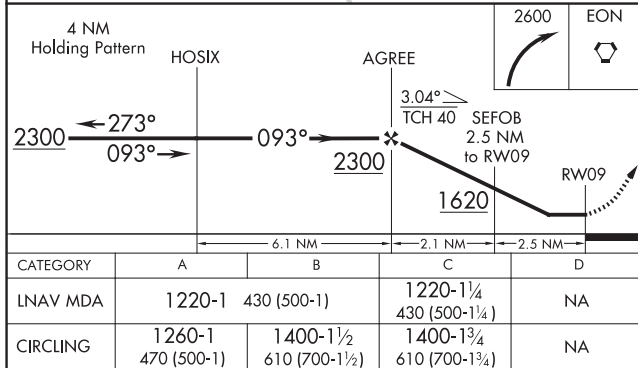
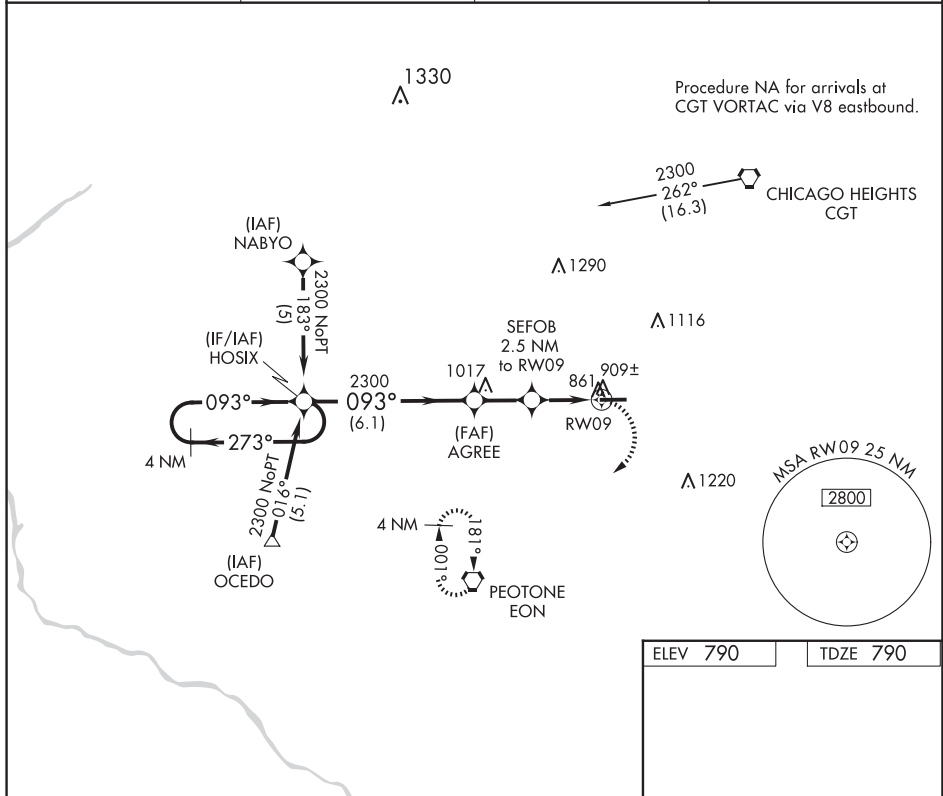
APP CRS	Rwy Idg	5001
093°	TDZE	790
	Apt Elev	790

RNAV (GPS) RWY 9

BULT FLD (C56)

<p>NA</p> <p>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.</p>	<p>MISSED APPROACH: Climbing right turn to 2600 direct EON VORTAC and hold.</p>
---	--

AWOS-AV 119.125	IGQ AWOS-3PT 124.925	CHICAGO CENTER 132.5 284.7	UNICOM 123.0 (CTAF)
---------------------------	--------------------------------	--------------------------------------	-------------------------------



MONEE, ILLINOIS

Orig-B 15JUL21

41°23'N-87°41'W

RNAV (GPS) RWY 9

BULT FLD (C56)


EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

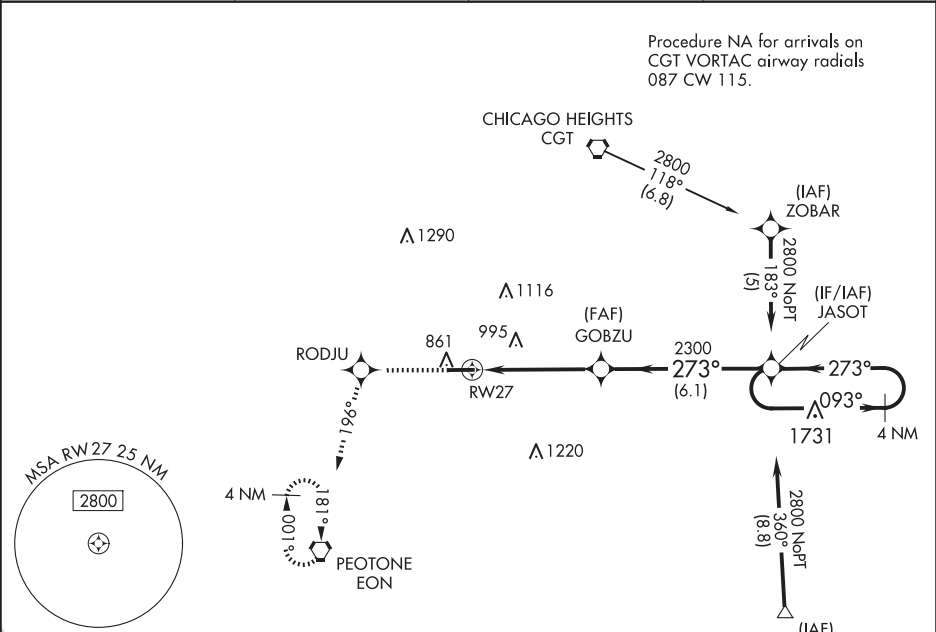
APP CRS 273°	Rwy Idg	4850
	TDZE	778
	Apt Elev	790

RNAV (GPS) RWY 27

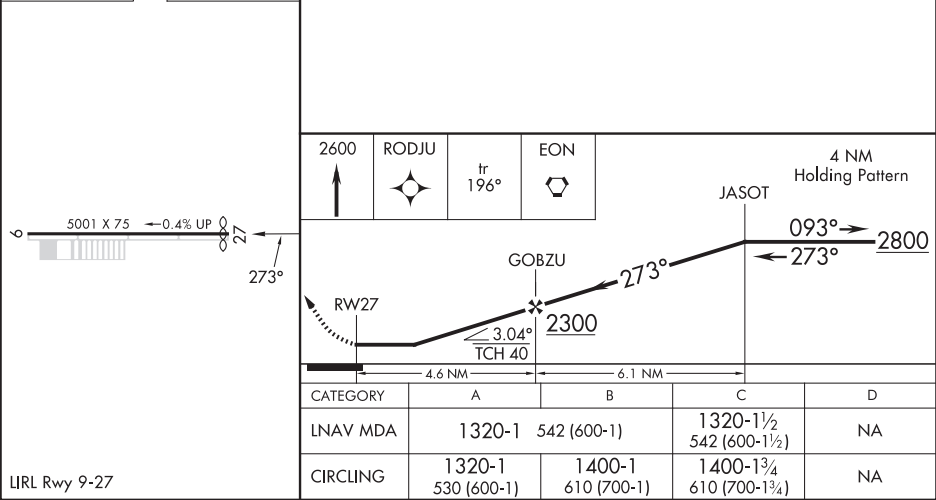
BULT FLD (C56)

	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.	MISSED APPROACH: Climb to 2600 direct RODJU and via 196° track to EON VORTAC and hold.

AWOS-AV 119.125	IGQ AWOS-3PT 124.925	CHICAGO CENTER 132.5 284.7	UNICOM 123.0 (CTAF)
--------------------	-------------------------	-------------------------------	------------------------

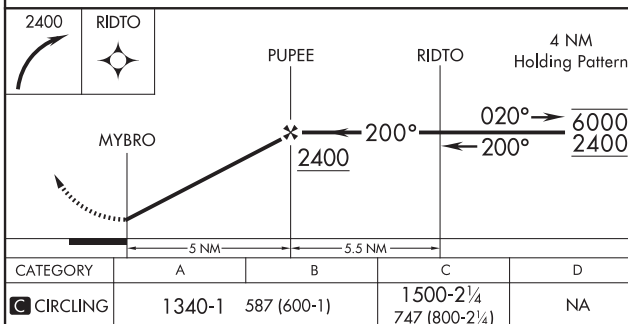
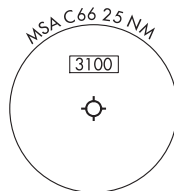
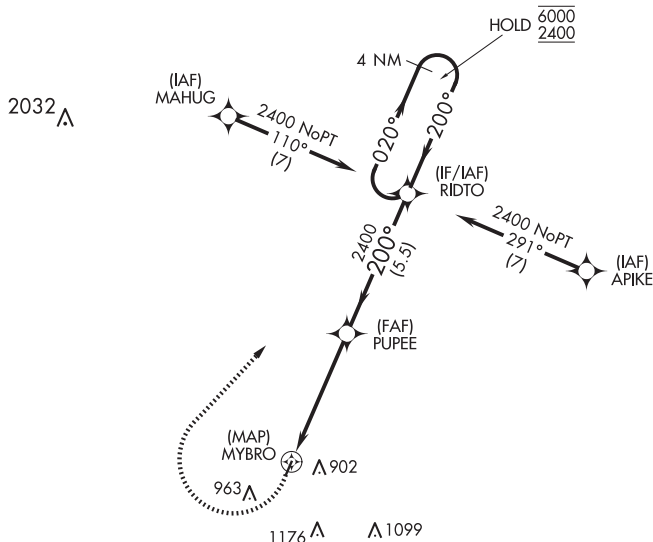


ELEV 790	TDZE 778
----------	----------



RNAV (GPS)-A
MONMOUTH MUNI (C66)

MISSED APPROACH: Climbing right turn to 2400 direct RIDTO and hold.

UNICOM
122.8 (CTAF) **L**MIRL Rwy 3-21 **L**

MONMOUTH MUNI (C66)
RNAV (GPS)-A

APP CRS
121°

Rwy Idg
5000

TDZE
1086

Apt Elev
1086

RNAV (GPS) RWY 12

MONROE MUNI (EFT)

RNP APCH-GPS.

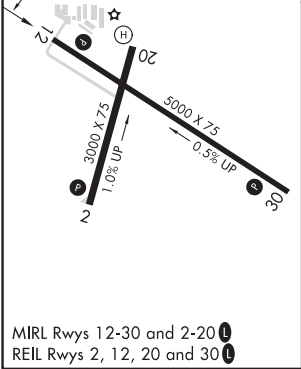
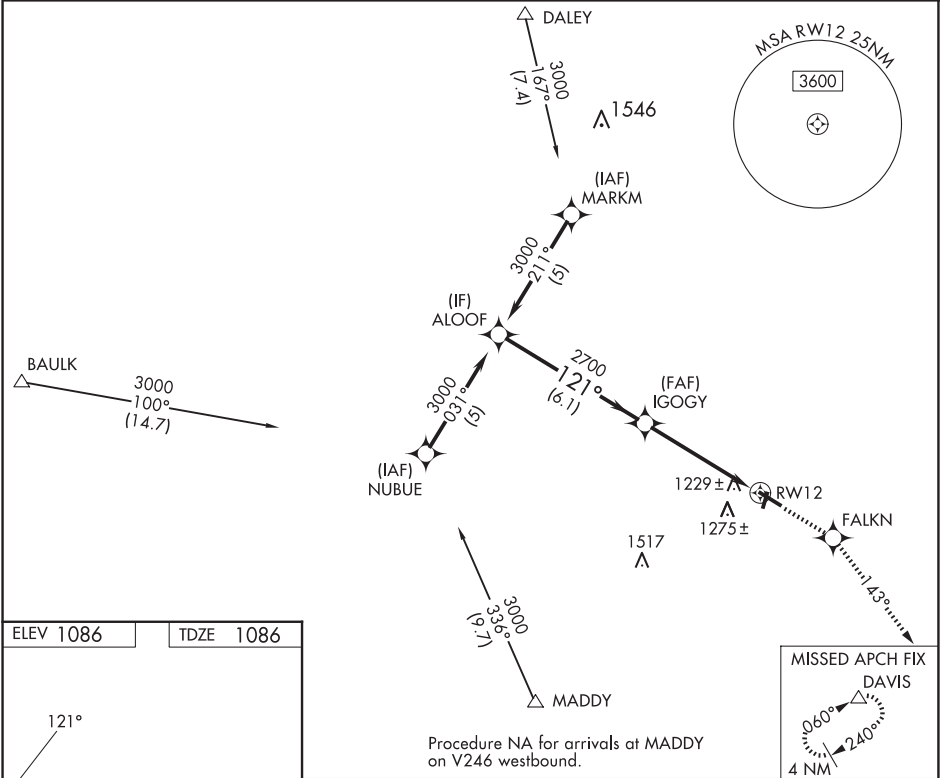
V

A

VDP NA when using Albetus altimeter setting. When local altimeter setting not received, use Albetus altimeter setting and increase all MDA 100 feet, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile. Rwy 12 helicopter visibility reduction below ¾ SM NA. Circling to Rwy 2-20 NA at night.

MISSED APPROACH:
Climb to 3000 direct FALKN and on track 143° to DAVIS and hold.

AWOS-3 118.375	ROCKFORD APP CON 126.0 327.0	UNICOM 123.05 (CTAF) 0
--------------------------	--	----------------------------------



Procedure Turn NA	ALOOF	3000	121°	IGOXY	2700	3.04° TCH 40	1.1 NM to RW12	RW12	1.1
CATEGORY	A	B	C	D					
LNAV MDA	1480-1	394 (400-1)			1480-1¼	394 (400-1¼)			
CIRCLING	1540-1 454 (500-1)	1640-1 554 (600-1)	1640-1½ 554 (600-1½)	1640-2 554 (600-2)					

MONROE, WISCONSIN

AL-6003 (FAA)

23222

APP CRS	Rwy Idg	5000
301°	TDZE	1070
	Apt Elev	1086

RNAV (GPS) RWY 30

MONROE MUNI (EFT)

RNP APCH-GPS.

⚠ When local altimeter setting not received, use Altimeter setting and increase all MDA 100 feet, increase LNAV Cat C/D and Circling Cat C visibility ¼ mile.
⚠ VDP NA when using Altimeter setting. Rwy 30 helicopter visibility reduction below ¾ SM NA. Circling to Rwy 2-20 NA at night.

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

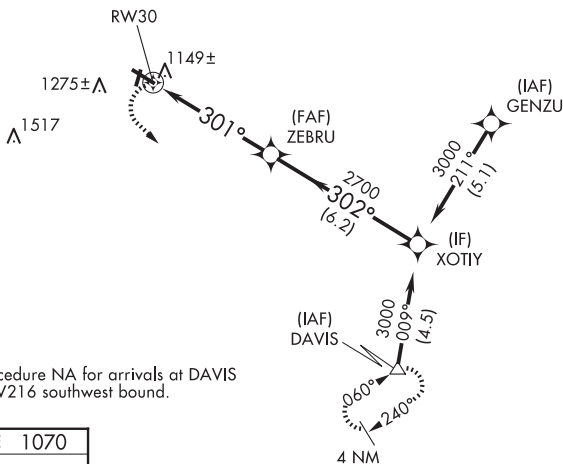
AWOS-3
118.375

ROCKFORD APP CON
126.0 327.0

UNICOM
123.05 (CTAF) 0

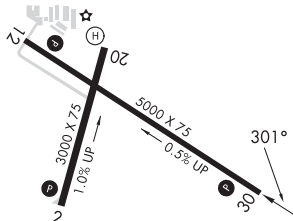
MSA RW30 25 NM

3600

2049 **⚠**

ELEV 1086

TDZE 1070



MIRL Rwy 12-30 and 2-20 **0**
 REIL Rwy 2, 12, 20, and 30 **0**

3000 DAVIS ⚠				XOTIY 3000			
ZEBRU				Procedure Turn NA			
1.2 NM to RW30				2700			
301°				302°			
1.2				3.8 NM			
3.04° TCH 42				6.2 NM			
CATEGORY	A		B		C		D
LNAV MDA	1480-1		410 (400-1)		1480-1¼		410 (400-1¼)
CIRCLING	1540-1 454 (500-1)		1640-1 554 (600-1)		1640-1½ 554 (600-1½)		1640-2 554 (600-2)

MONROE, WISCONSIN

Orig-B 20MAY21

42°37'N-89°35'W

MONROE MUNI (EFT)

RNAV (GPS) RWY 30

VOR/DME JVL	APP CRS	Rwy Idg	5000
114.3	276°	TDZE	1070
Chan 90		Apt Elev	1086

VOR/DME RWY 30

MONROE MUNI (EFT)

⚠

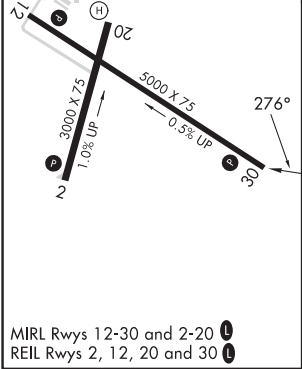
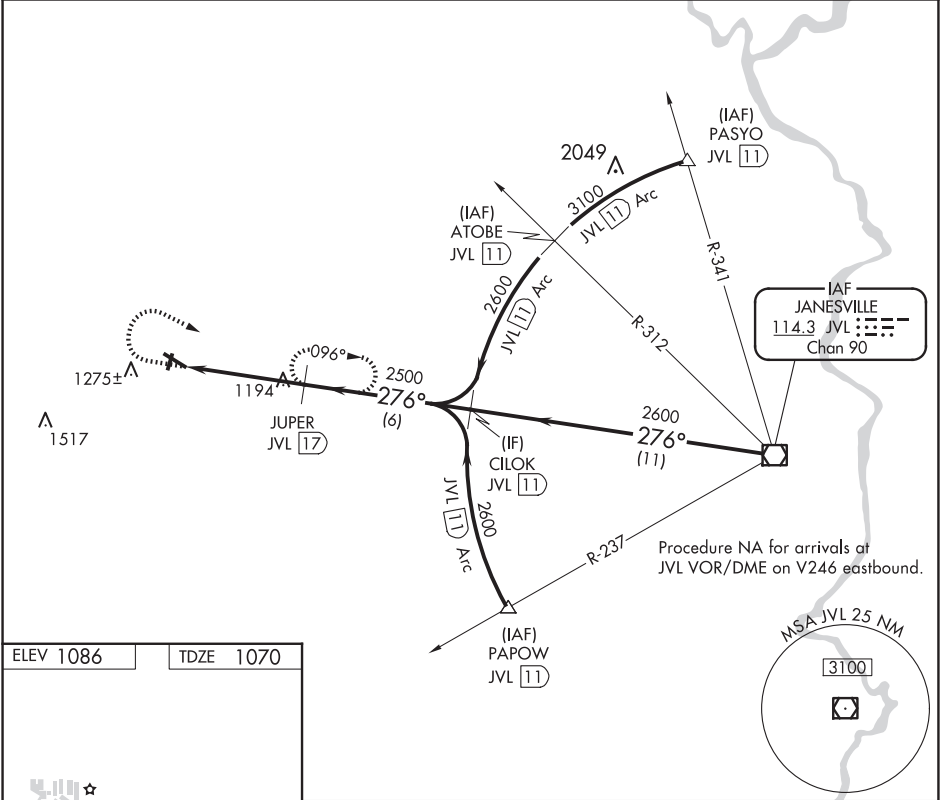
When local alimeter setting not received, use Albertus alimeter setting and increase all MDA 100 feet, increase Circling Cat C visibility ¼ mile.

⚠

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 2-20 NA at night.

AWOS-3 118.375	ROCKFORD APP CON 126.0 327.0	UNICOM 123.05 (CTAF) 0
-------------------	---------------------------------	---------------------------



1800	2600	JUPER JVL 17	JVL R-276	JVL VOR/DME
2500	2500	JUPER JVL 17	2500	2700
4.3 NM	6 NM	11 NM		
CATEGORY	A	B	C	D
S-30	1460-1 390 (400-1)	1460-1¼ 390 (400-1½)	1460-1½ 390 (400-1½)	1460-1¾ 390 (400-1¾)
CIRCLING	1540-1 454 (500-1)	1640-1 554 (600-1)	1640-1½ 554 (600-1½)	1640-2 554 (600-2)

RNAV (GPS) RWY 18

MISSED APPROACH: Climb to 2200 direct DIBBL and hold.

UNICOM
122.8 (CTAF) **L**



RNAV (GPS) RWY 18

APP CRS
002°

Rwy Idg
TDZE
Apt Elev

5501
570
585

RNAV (GPS) RWY 36

MORRIS MUNI/JAMES R WASHBURN FLD (C09)

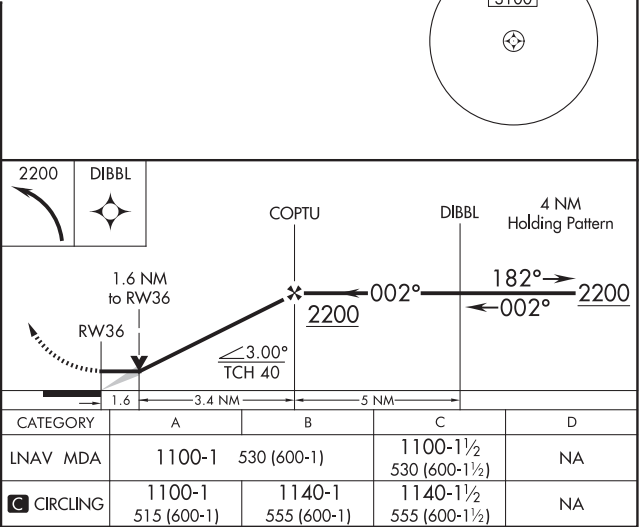
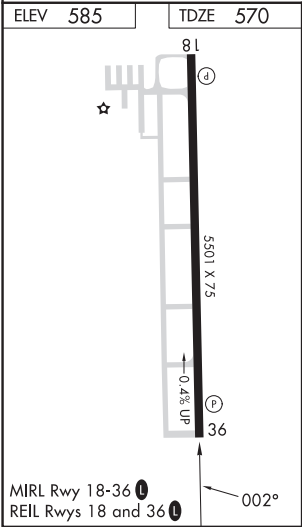
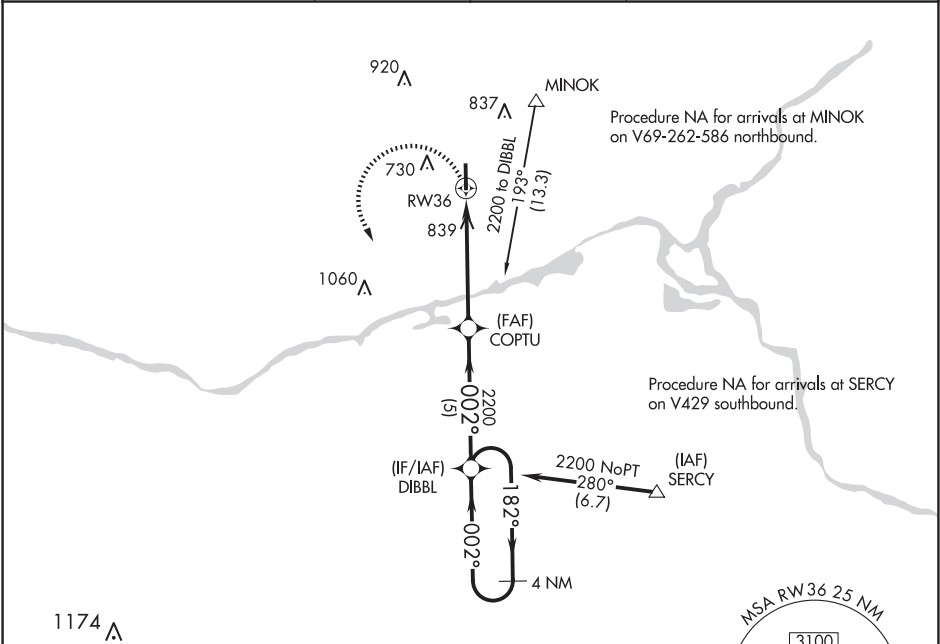
▼

▲

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 ¾ mile.

MISSED APPROACH: Climbing left turn to 2200 direct DIBBL and hold.

AWOS-3 118.175	CHICAGO APP CON 119.35 354.075	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



MORRIS, ILLINOIS


AL-5004 (FAA)

24305

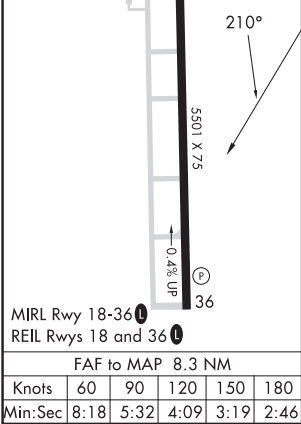
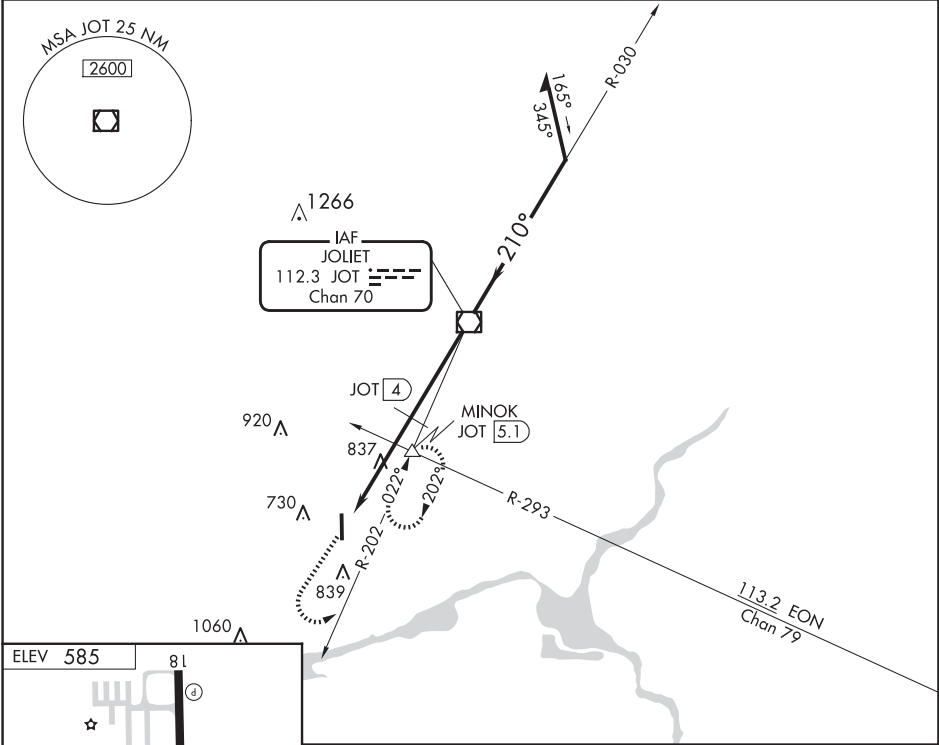
VOR/DME JOT	APP CRS	Rwy Idg TDZE	N/A
112.3	210°		N/A
Chan 70		Apt Elev	585

VOR-A

MORRIS MUNI/JAMES R WASHBURN FLD (C09)

	MISSED APPROACH: Climb to 3000 then left turn on JOT VOR/DME R-202 to MINOK INT/JOT 5.1 DME and hold.
---	---

AWOS-3 118.175	CHICAGO APP CON 119.35 354.075	UNICOM 122.8 (CTAF) 0
-------------------	-----------------------------------	--------------------------



3000

↑

MINOK

△

JOT R-202

JOT 8.3

JOT 4

1280

4.3 NM

4 NM

JOT VOR/DME

030°

210°

2500

Remain within 10 NM

CATEGORY	A	B	C	D
CIRCLING	1280-1	696 (700-1)	1280-2 696 (700-2)	NA
DME MINIMUMS				
CIRCLING	1100-1 516 (600-1)	1200-1 616 (700-1)	1200-2 616 (700-2)	NA

MORRIS, ILLINOIS
Orig-D 19JUL18

MORRIS MUNI/JAMES R WASHBURN FLD (C09)
41°25'N-88°25'W
VOR-A

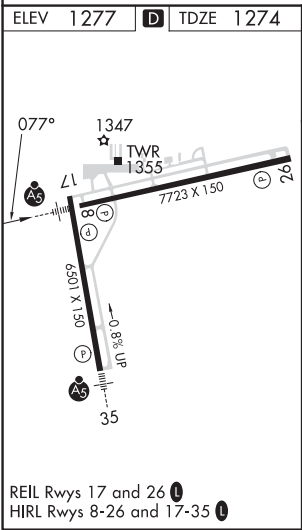
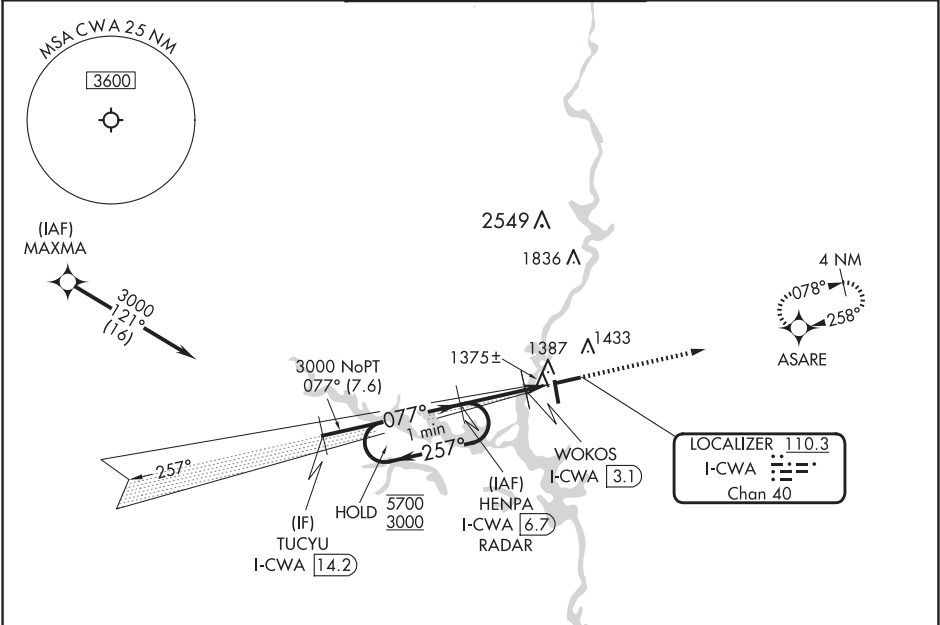
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-CWA 110.3 Chan 40	APP CRS 077°	Rwy Idg TDZE Apt Elev 7723 1274 1277	ILS or LOC RWY 8 CENTRAL WISCONSIN (CWA)
---	------------------------	--	---

DME required. RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 3000 direct ASARE and hold.
	For inop ALS, increase S-LOC 8 Cat C and D visibility to 1 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
-----------------------	--	---	-------------------------------	-------------------------



One Minute Holding Pattern		HENPA I-CWA [6.7] RADAR	3000	ASARE
5700 3000		257°	077°	077°
GS 3.00° TCH 55		3000	1860	WOKOS I-CWA [3.1]
		3.6 NM	0.7 NM	1 NM
CATEGORY	A	B	C	D
S-ILS 8	1474-½ 200 (200-½)			
S-LOC 8	1640-½	366 (400-½)	1640-⅝	366 (400-⅝)
CIRCLING	1740-1	463 (500-1)	1740-1½ 463 (500-1½)	1840-2 563 (600-2)

MOSINEE, WISCONSIN

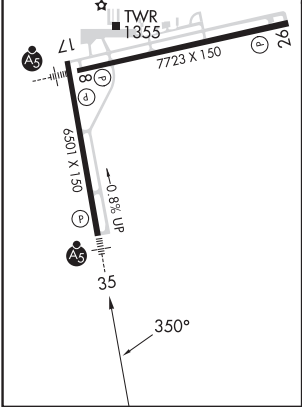
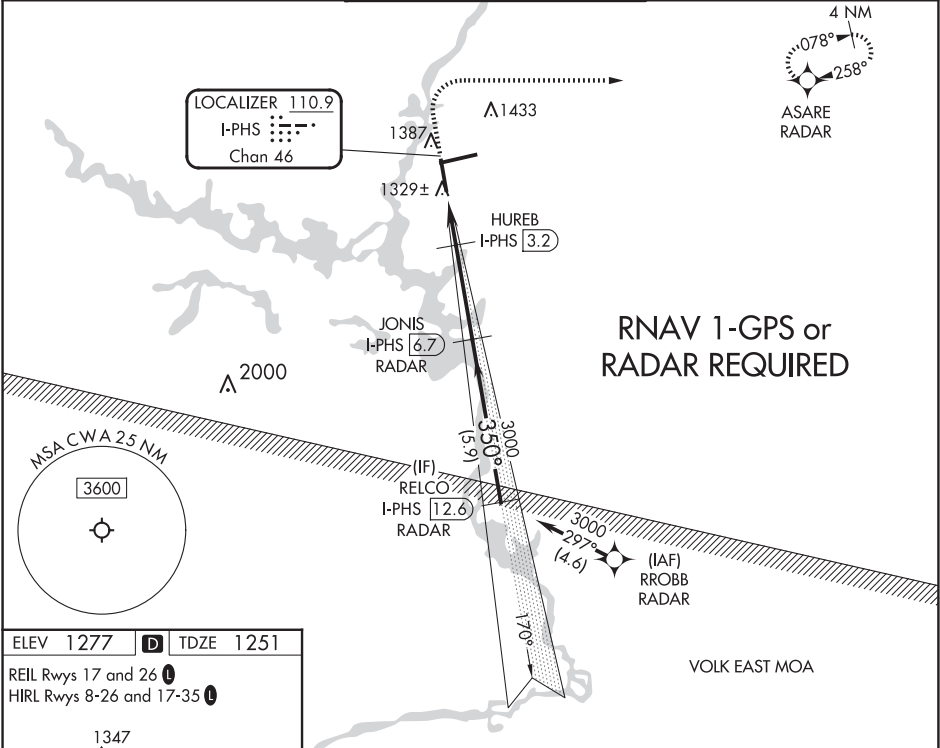
AL-5674 (FAA)

24081

LOC/DME I-PHS 110.9 Chan 46	APP CRS 350°	Rwy Idg TDZE 1251 Apt Elev 1277
---	------------------------	---

ILS or LOC RWY 35
CENTRAL WISCONSIN(CWA)

<div><div><div></div><div></div></div><div>DME required. RNAV 1-GPS or RADAR required.</div></div>		<div><div><div></div><div></div></div><div>MALSR</div></div>	MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct ASARE/RADAR and hold.		
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 1251	REIL Rwy 17 and 26 I HIRL Rwy 8-26 and 17-35 I	1700 3000 ASARE RADAR	JONIS I-PHS 6.7 RADAR	RELCO I-PHS 12.6 RADAR
*LOC only				
*I-PHS HUREB I-PHS 3.2 I-PHS 2.1 I-PHS 1.2				
3000 350° 3000				
0.9 NM 1.1 NM 3.4 NM 5.9 NM				
CATEGORY	A	B	C	D
S-ILS 35	1451-1/2 200 (200-1/2)			
S-LOC 35	1560-1/2 309 (300-1/2)			
C CIRCLING	1740-1 463 (500-1)	1740-1 1/2 463 (500-1 1/2)	1840-2 563 (600-2)	

MOSINEE, WISCONSIN
Amdt 3 17AUG17

44°47'N-89°40'W





CENTRAL WISCONSIN(CWA)
ILS or LOC RWY 35

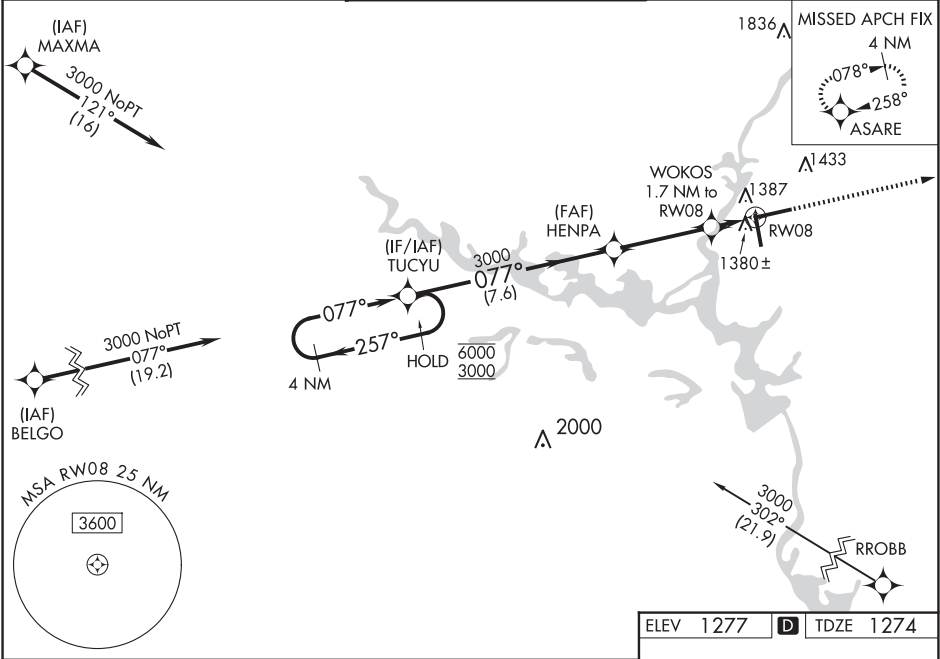
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

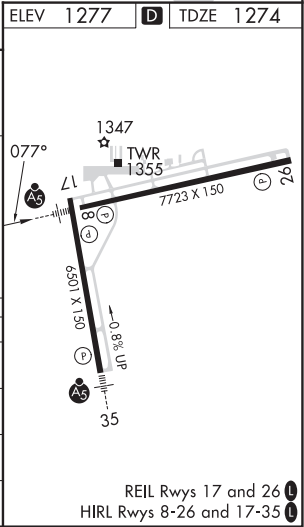
WAAS CH 42820 W08A	APP CRS 077°	Rwy Idg TDZE Apt Elev	7723 1274 1277
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 8
CENTRAL WISCONSIN (CWA)

RNP APCH - GPS.			MALSR 	MISSED APPROACH: Climb to 3000 direct ASARE and hold.	
<div></div> 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



4 NM Holding Pattern		TUCYU	HENPA	WOKOS	ASARE
6000 ← 257°		3000 → 077°	3000	1.7 NM to RW08	
3000		077°	3000	1.1 NM to RW08	
GP 3.00°			1860	RW08	
TCH 55					
		7.6 NM	3.6 NM	0.6	1.1 NM
CATEGORY		A	B	C	D
LPV DA			1474-½	200 (200-½)	
LNAV/VNAV DA			1601-½	327 (400-½)	
LNAV MDA		1640-½	366 (400-½)	1640-¾	366 (400-¾)
CIRCLING		1740-1	463 (500-1)	1740-1½	1840-2
				463 (500-1½)	563 (600-2)



WAAS CH 53321 W17A	APP CRS 170°	Rwy Idg TDZE 1277 Apt Elev 1277
--	------------------------	---

RNAV (GPS) RWY 17

CENTRAL WISCONSIN (CWA)

RNP APCH - GPS.

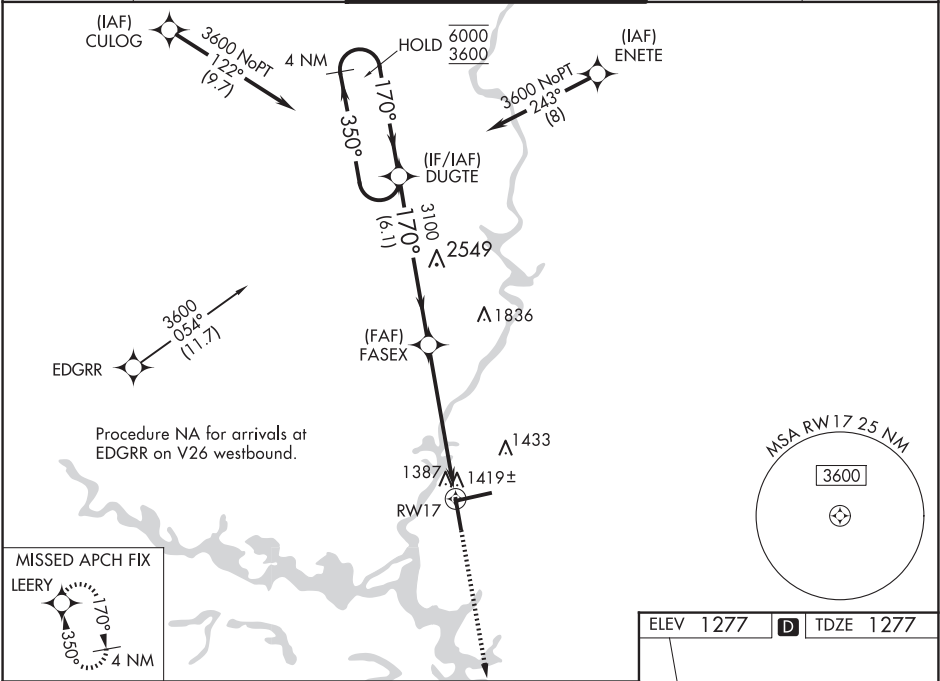
▼

▲

Rwy 17 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH:
Climb to 2900 direct
LEERY and hold.

ATIS 127.45	MINNEAPOLIS CENTER 124.4 317.7	CWA TOWER★ 119.75 (CTAF) 0 360.7	GND CON 121.9 360.7	UNICOM 122.95
-----------------------	--	--	-------------------------------	-------------------------



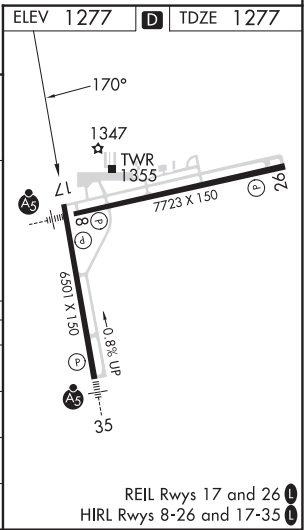
4 NM Holding Pattern

VGSI and RNAV glidepath not coincident.

2900 LEERY

GP 3.00° TCH 45

CATEGORY	A	B	C	D
LPV DA	1534-1		257 (300-1)	
LNAV/VNAV DA	1601-1½		324 (400-1½)	
LNAV MDA	1680-1	403 (500-1)	1680-1½	403 (500-1½)
CIRCLING	1740-1	463 (500-1)	1740-1½	1840-2 563 (600-2)



MOSINEE, WISCONSIN

AL-5674 (FAA)

24081

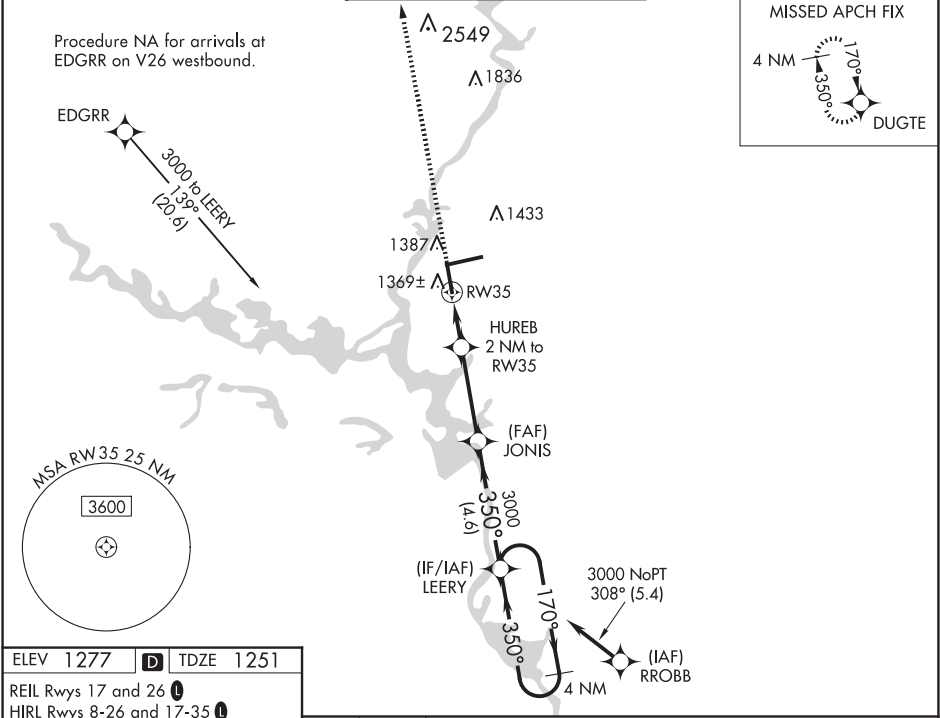
WAAS CH 93521 W35A	APP CRS 350°	Rwy Idg TDZE Apt Elev	6501 1251 1277
--	------------------------	-----------------------------	---


RNAV (GPS) RWY 35

CENTRAL WISCONSIN(CWA)

 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.	 MALSR	MISSED APPROACH: Climb to 3600 direct DUGTE and hold.
--	---	---

ATIS 127.45	MINNEAPOLIS CENTER 124.4 317.7	CWA TOWER★ 119.75 (CTAF) 0 360.7	GND CON 121.9 360.7	UNICOM 122.95
-----------------------	--	--	-------------------------------	-------------------------



3600	DUGTE	4 NM Holding Pattern			
*LNAV only.					
CATEGORY	A	B	C	D	
LPV DA	1451-½		200 (200-½)		
LNAV/ VNAV DA	1576-¾		325 (300-¾)		
LNAV MDA	1620-½ 369 (400-½)		1620-⅝ 369 (400-⅝)		
 CIRCLING	1740-1 463 (500-1)		1740-1½ 463 (500-1½)		1840-2 563 (600-2)

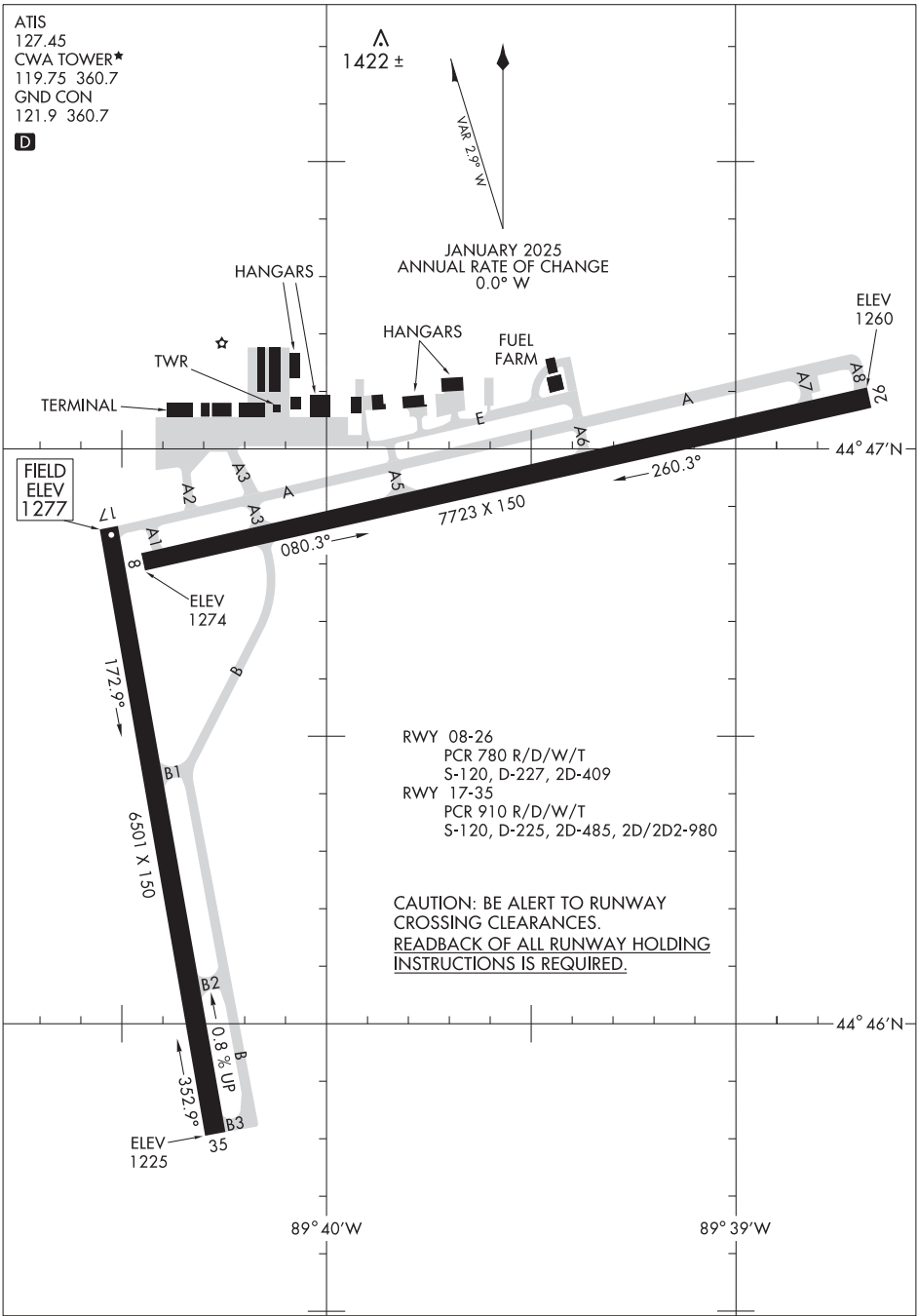
MOSINEE, WISCONSIN
Amdt 2 17AUG17

44°47'N-89°40'W

RNAV (GPS) RWY 35

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

MOUNT CARMEL, ILLINOIS

AL-6159 (FAA)

22363

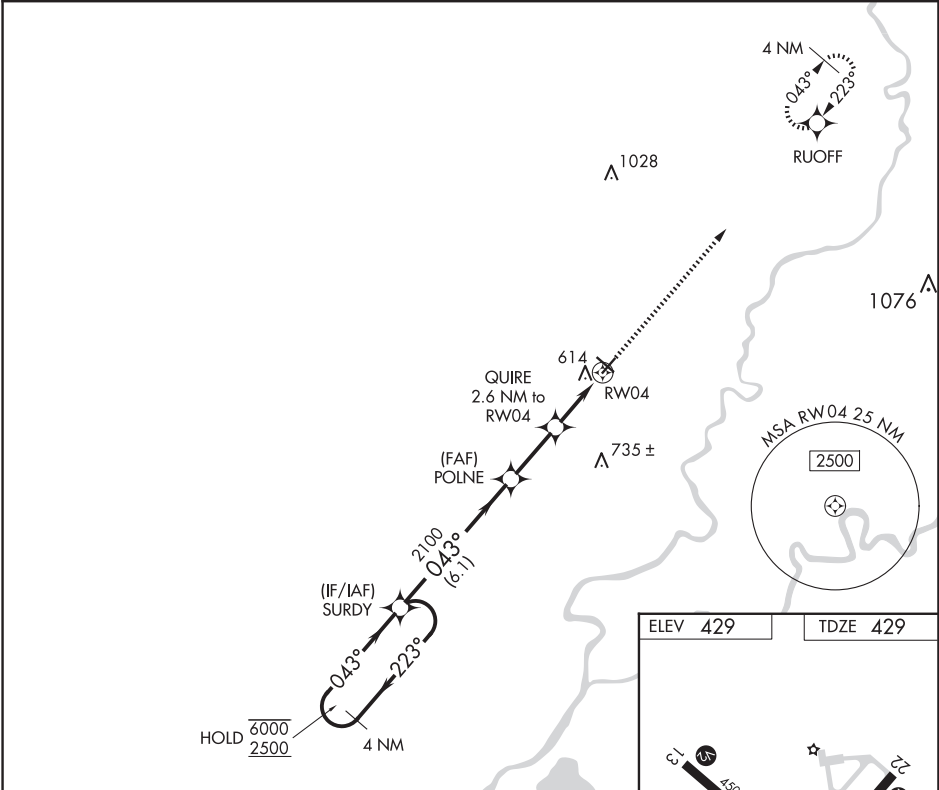
APP CRS	Rwy Idg	4000
043°	TDZE	429
	Apt Elev	429

RNAV (GPS) RWY 4

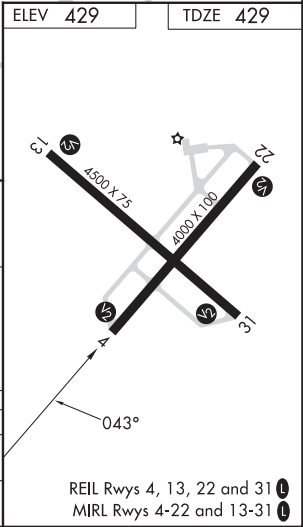
MOUNT CARMEL MUNI (AJG)

RNP APCH.	MISSED APPROACH: Climb to 2500 direct RUOFF and hold.
▼ Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

AWOS-3 134.9	EVANSVILLE APP CON★ 125.6 343.7	UNICOM 122.7 (CTAF) 0
-----------------	------------------------------------	--------------------------



4 NM Holding Pattern		SURDY		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23).		2500	RUOFF
<div>6000 ← 223°</div> <div>2500 → 043°</div>						<div>↑</div>	<div>✦</div>
GP 3.00° TCH 40		043°		POLNE 2100	QUIRE 2.6 NM to RW04	*LNAV only	
		2100		*1300		*1.5 NM to RW04	
		6.1 NM		2.5 NM		1.1 NM 1.5 NM	
CATEGORY	A	B	C	D			
LNAV/VNAV DA	937-1¾ 508 (600-1¾)				NA		
LNAV MDA	920-1 491 (500-1)		920-1¼ 491 (500-1¼)		NA		



MOUNT CARMEL, ILLINOIS
Orig-C 07NOV19

38°36'N-87°44'W

MOUNT CARMEL MUNI (AJG)
RNAV (GPS) RWY 4

EC-3, 12 JUN 2025 to 07 AUG 2025

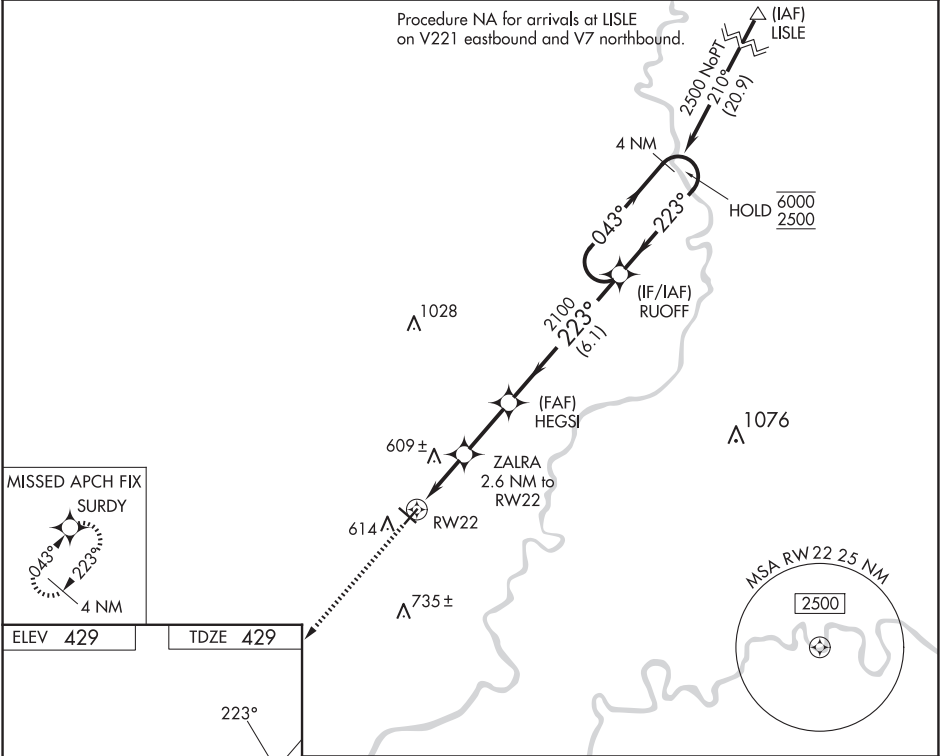
EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 53317 W22A	APP CRS 223°	Rwy Idg TDZE 429 Apt Elev 429
--	------------------------	---

RNAV (GPS) RWY 22

MOUNT CARMEL MUNI (AJG)

RNP APCH. Rwy 22 helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 2500 direct SURDY and hold.
AWOS-3 134.9	EVANSVILLE APP CON★ 125.6 343.7	UNICOM 122.7 (CTAF) 0



REIL Rwy 4, 13, 22 and 31
MIRL Rwy 4-22 and 13-31

2500

↑

SURDY

✦

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 22).

4 NM

Holding Pattern

*LNNAV only

*1.3 NM to RW22

ZALRA 2.6 NM to RW22

HEGSI 2100

1300*

2100

223°

043° → 6000

← 223° 2500

GP 3.00° TCH 40

RUOFF

1.3

1.3 NM

2.5 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	679-1 250 (300-1)			NA
LNNAV/VNAV DA	888-1¾ 459 (500-1¾)			NA
LNNAV MDA	860-1 431 (500-1)		860-1¼ 431 (500-1¼)	NA

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

MOUNT CARMEL, ILLINOIS

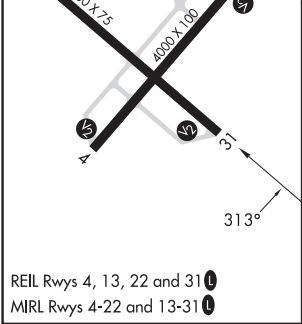
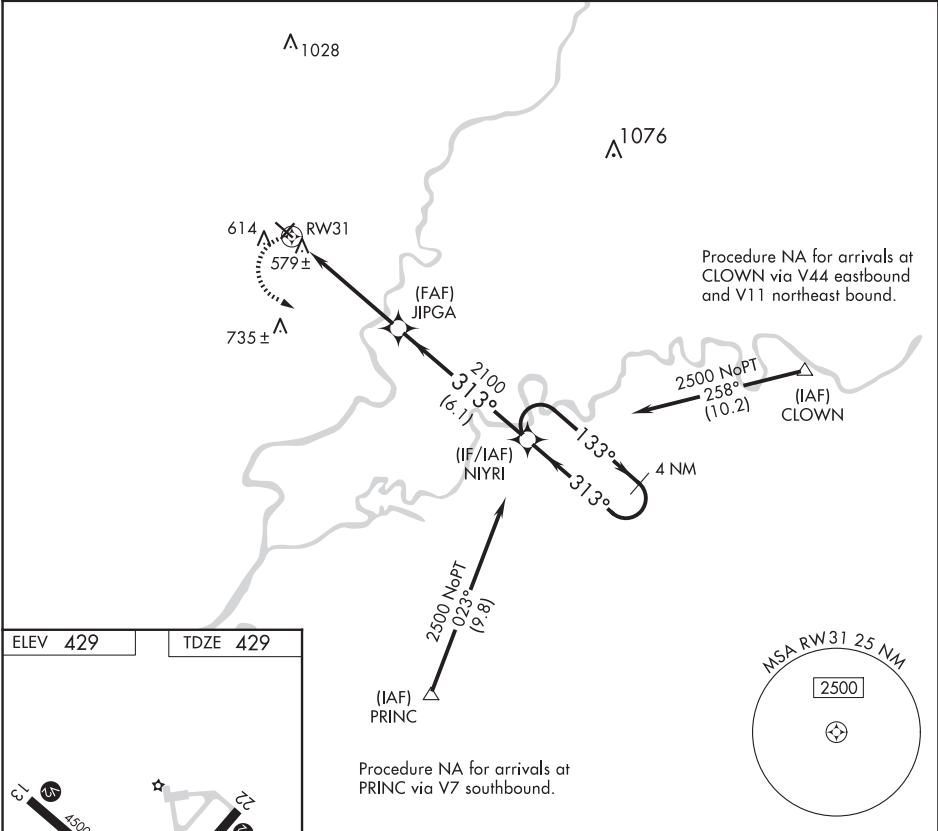
AL-6159 (FAA)

22363

APP CRS	Rwy Idg	4500
313°	TDZE	429
	Apt Elev	429

RNAV (GPS) RWY 31
MOUNT CARMEL MUNI (AJG)

RNP APCH.		MISSED APPROACH: Climbing left turn to 2500 direct NIYRI and hold.
▼ ▲ NA	When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 40 feet and increase LNAV Cat D visibility ¼ mile.	
AWOS-3 134.9	EVANSVILLE APP CON★ 125.6 343.7	UNICOM 122.7 (CTAF) 0



2500	NIYRI	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).		NIYRI	4 NM Holding Pattern
RW31		JIPGA	2100	133°	2500
5 NM		6.1 NM			
CATEGORY	A	B	C	D	
LNAV MDA	840-1	411 (500-1)	840-1¼	411 (500-1¼)	

MOUNT CARMEL, ILLINOIS
Orig-A 07NOV19

38°36'N-87°44'W

MOUNT CARMEL MUNI (AJG)
RNAV (GPS) RWY 31

EC-3, 12 JUN 2025 to 07 AUG 2025

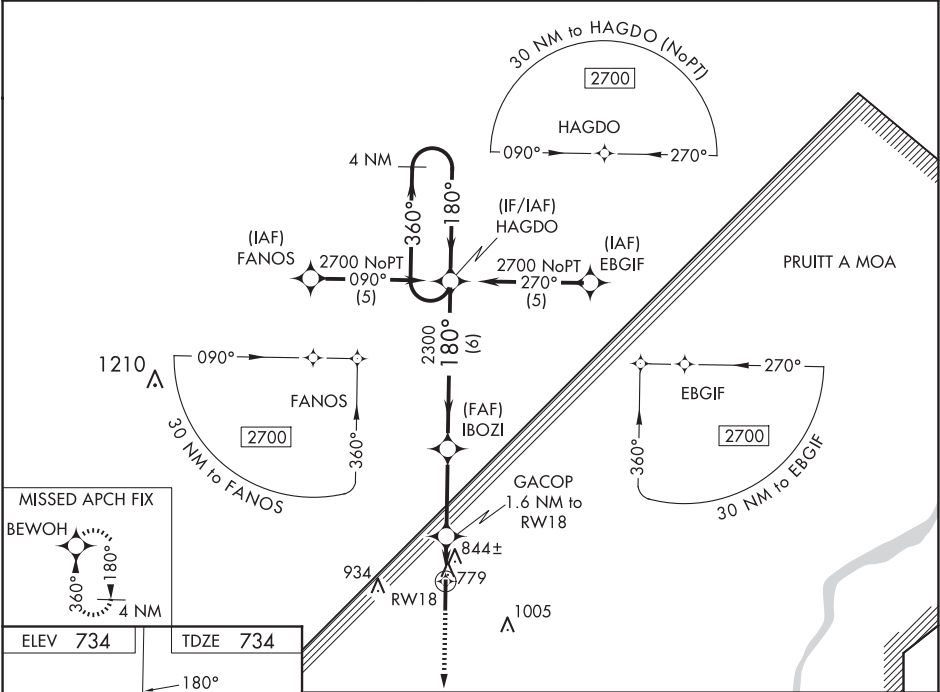
EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 45912 W18A	APP CRS 180°	Rwy Idg TDZE 734 Apt Elev 734	5905
--	------------------------	---	-------------

RNAV (GPS) RWY 18

MOUNT STERLING MUNI (I63)

RNP APCH. Baro-VNAV NA. Rwy 18 helicopter visibility reduction below ¾ 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 ¼ SM.		MISSED APPROACH: Climb to 2700 direct BEWOH and hold.	
AWOS-3PT 118.325	UIN ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 0



ELEV 734	TDZE 734
MISSED APCH FIX BEWOH 360° 180° 4 NM	
2700 BEWOH *LNAV only RWY 18 GACOP 1.6 NM to RWY 18 IBOZI HAGDO 4 NM Holding Pattern 360° 180° 2700 GP 3.00° TCH 40 1.6 NM 3.1 NM 6 NM	
CATEGORY	
LPV DA	
LNAV/VNAV DA	
LNAV MDA	
CIRCLING	

MOUNT STERLING, ILLINOIS


AL-9120 (FAA)

WAAS CH 97712 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	5905 725 734
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 36

MOUNT STERLING MUNI (I63)

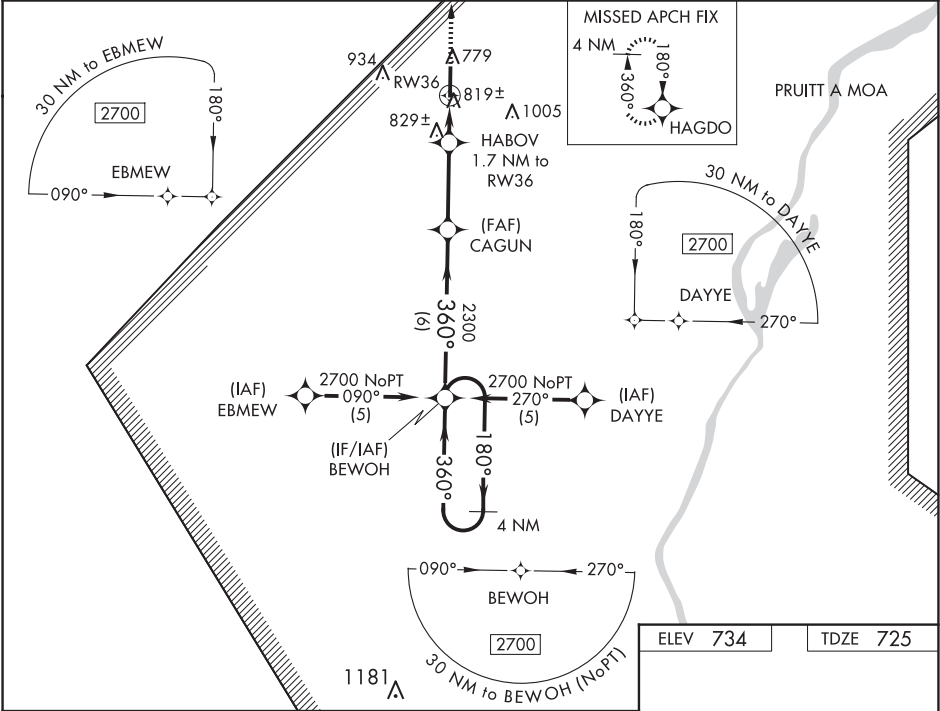
RNP APCH.



Baro-VNAV NA. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ 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 $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 2700 direct HAGDO and hold.

AWOS-3PT 118.325	UIN ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) 0
----------------------------	----------------------------	--	---------------------------------



4 NM Holding Pattern

BEWOH

CAGUN

HABOV 1.7 NM to RW36

RW36

GP 3.00° TCH 40

2700 ← 180° → 360°

2300

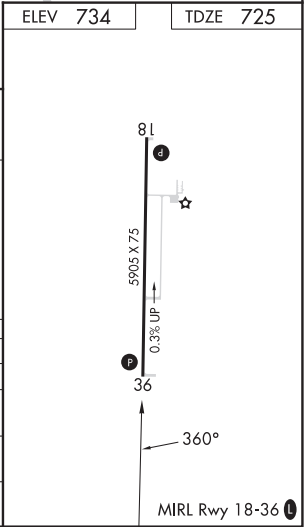
*1300

6 NM 3.1 NM 1.7 NM

2700 HAGDO

* LNAV only

CATEGORY	A	B	C	D
LPV DA	1074-1 $\frac{1}{4}$ 349 (400-1 $\frac{1}{4}$)			
LNAV/VNAV DA	1136-1 $\frac{1}{2}$ 411 (500-1 $\frac{1}{2}$)			
LNAV MDA	1140-1	415 (500-1)	1140-1 $\frac{1}{4}$	415 (500-1 $\frac{1}{4}$)
CIRCLING	1200-1	466 (500-1)	1360-1 $\frac{3}{4}$ 626 (700-1 $\frac{3}{4}$)	1360-2 626 (700-2)



MOUNT STERLING, ILLINOIS
Orig-B 02DEC21

39°59'N-90°48'W

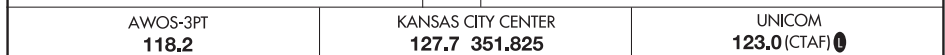
MOUNT STERLING MUNI (I63)

RNAV (GPS) RWY 36

EC-3, 12 JUN 2025 to 07 AUG 2025

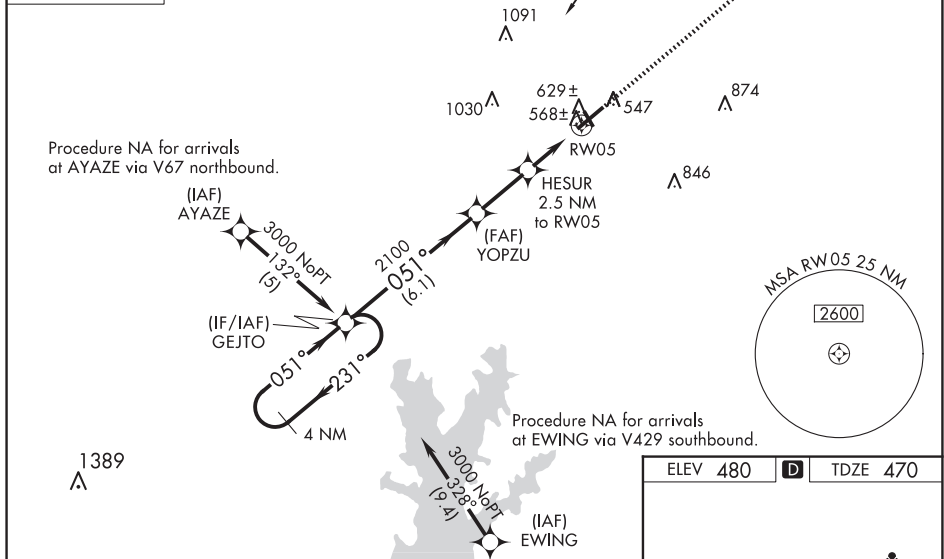
EC-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 23



RNAV (GPS) RWY 5
MOUNT VERNON (MVN)

MISSED APPROACH:
Climb to 2400 direct
OFEND and hold.



4 NM Holding Pattern

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 32).

GEITO

YOPZU

HESUR 2.5 NM to RW05

RW05

3000

231°

051°

GP 3.00° TCH 55

2100

*1320

6.1 NM

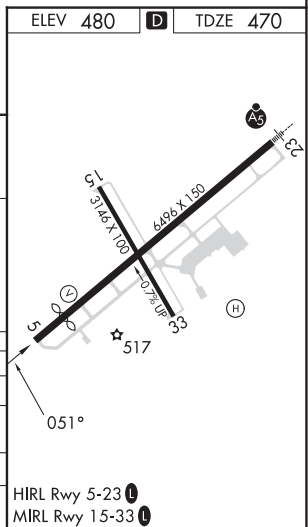
2.4 NM

2.5 NM

2400	OFEND
↑	△

*INAV only

CATEGORY	A	B	C	D
LPV DA	802-1¼ 332 (400-1¼)			
LNAV/VNAV DA	838-1¼ 368 (400-1¼)			
LNAV MDA	880-1 410 (400-1)		880-1¼ 410 (400-1¼)	
CIRCLING	1000-1 520 (600-1)		1140-1¾ 660 (700-1¾)	1380-3 900 (900-3)



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58010 W23A	APP CRS 231°	Rwy Idg 5572 TDZE 471 Apt Elev 480
--	------------------------	---

RNAV (GPS) RWY 23

MOUNT VERNON (MVN)

⚠

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. When local altimeter setting not received, use Centralia altimeter setting: increase LPV DA to 766 feet; increase LNAV VNAV DA to 918 feet; increase all MDAs 60 feet and LNAV visibility Cat C/D and Circling Cat C ¼ SM. For inop MALSRS, 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.

MALSRS

A5

MISSED APPROACH:
Climb to 3000 direct GEJTO and hold.

AWOS-3PT 118.2	KANSAS CITY CENTER 127.7 351.825	UNICOM 123.0(CTAF) 0
--------------------------	--	--------------------------------

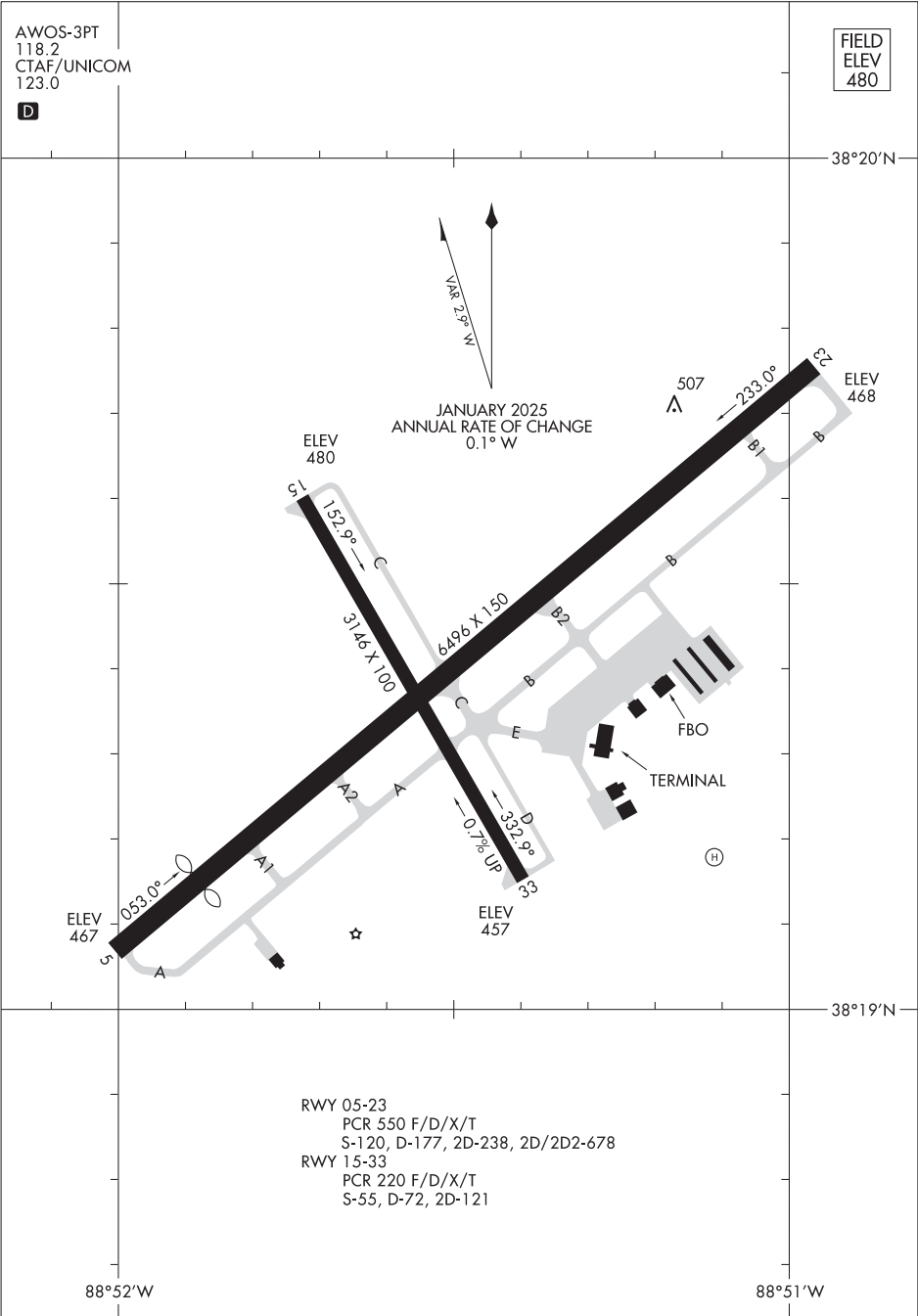
CATEGORY	A	B	C	D
LPV DA	721-½		250 (300-½)	
LNAV/VNAV DA	873-1		402 (400-1)	
LNAV MDA	960-½	489 (500-½)	960-¾ 489 (500-¾)	960-1 489 (500-1)
CIRCLING	1000-1	520 (600-1)	1140-1¾ 660 (700-1¾)	1380-3 900 (900-3)

ELEV 480 **D** TDZE 471

MOUNT VERNON, ILLINOIS
Orig-B 19MAY22

38°19'N-88°52'W
561

MOUNT VERNON (MVN)
RNAV (GPS) RWY 23



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	2721
001°	TDZE	919
	Apt Elev	919

RNAV (GPS) RWY 36

NECEDAH (DAF)

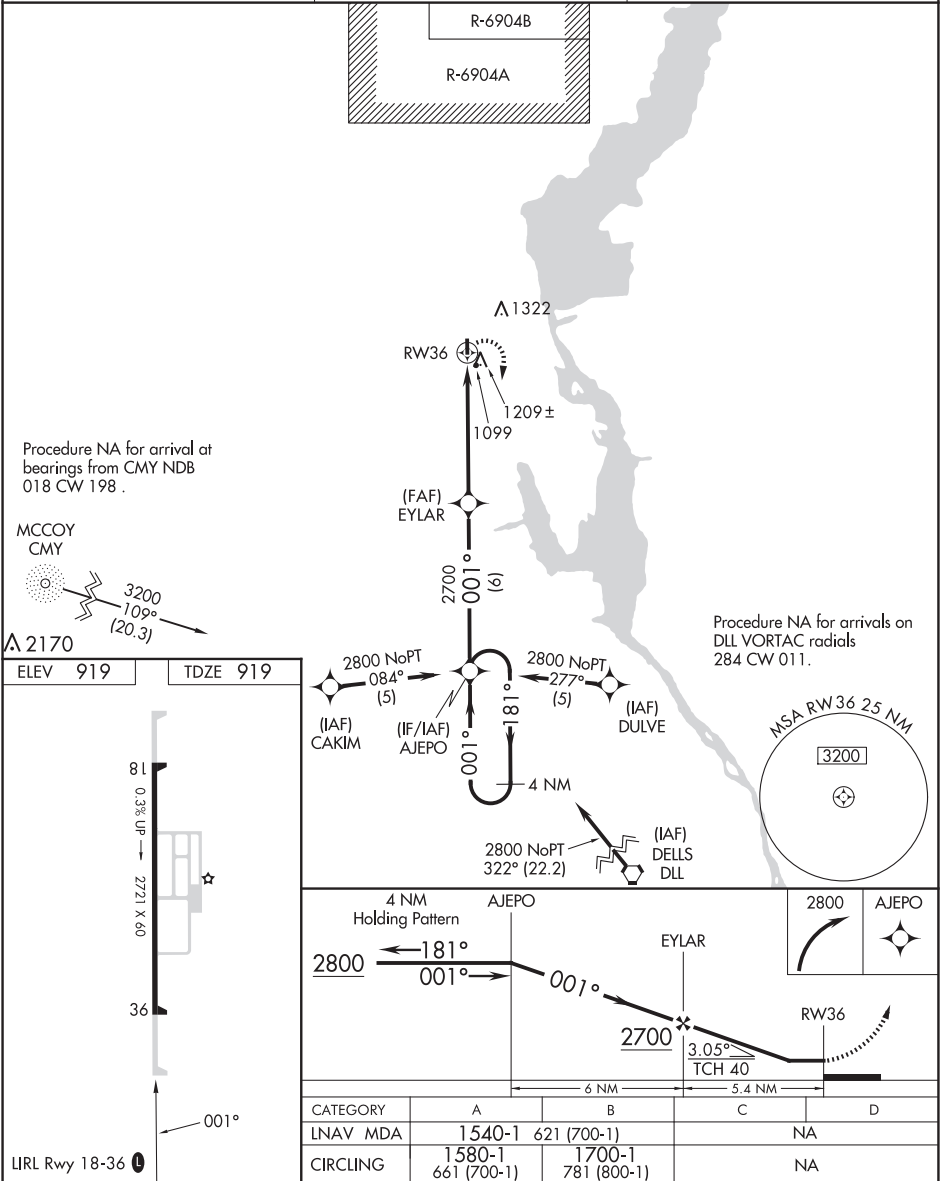
▼

NA

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.

ISW ASOS 126.575	VOLK APP CON ★ 135.25 244.875	UNICOM 122.7 (CTAF) 0
---------------------	----------------------------------	--------------------------



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

NEILLSVILLE, WISCONSIN

AL-6508 (FAA)

23110

WAAS CH 90131 W10A	APP CRS 097°	Rwy Idg TDZE 1236 Apt Elev 1238
--	------------------------	---

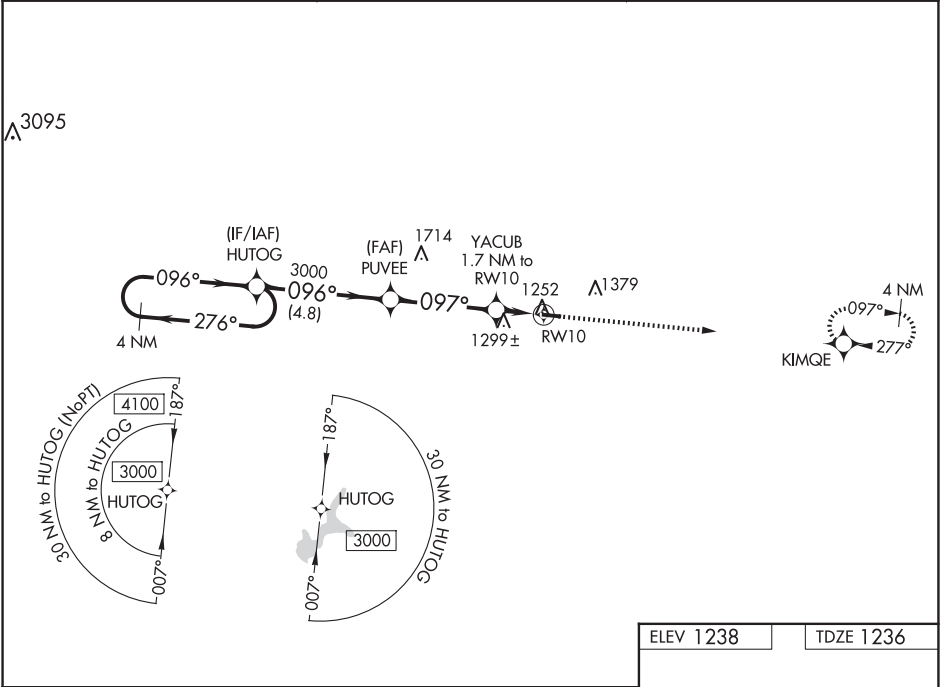
RNAV (GPS) RWY 10

NEILLSVILLE MUNI (VIQ)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ 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 Cats A/B visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct KIMQE and hold.

MFI ASOS 121.575	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 1
----------------------------	--	---------------------------------



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).

3000 KIMQE

HUTOG PUVEE YACUB 1.7 NM to RW10 *LNAV only

3000 276° 096° 3000 097° RW10

GP 3.00° TCH 40

*1780

4.8 NM 3.8 NM 1.7 NM

097° 10 0.9% UP 3400 X 60 28

CATEGORY	A	B	C	D
LPV DA	1526-1	290 (300-1)	NA	
LNAV/VNAV DA	1526-1	290 (300-1)	NA	
LNAV MDA	1600-1	364 (400-1)	NA	
CIRCLING	1720-1	482 (500-1)	NA	

LIRL Rwy 10-28 1

NEILLSVILLE, WISCONSIN
Orig-A 28MAY15

44°33'N-90°31'W

NEILLSVILLE MUNI (VIQ)

RNAV (GPS) RWY 10

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS 277°	Rwy Idg TDZE Apt Elev	3400 1237 1238
------------------------	-----------------------------	---

RNAV (GPS) RWY 28
NEILLSVILLE MUNI(VIQ)

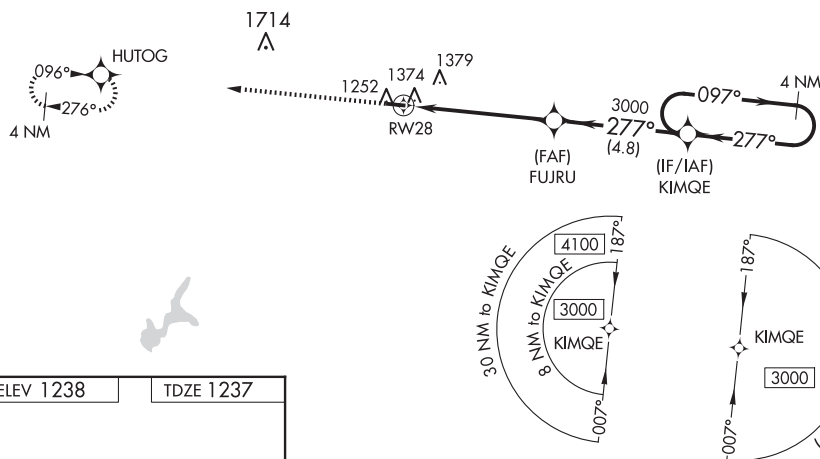
RNP APCH.

T Rwy 28 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Marshfield altimeter setting; **A** NA when not received, use Wisconsin Rapids altimeter setting and increase all MDA 80 feet.

MISSED APPROACH:
Climb to 3000 direct
HUTOG and hold.

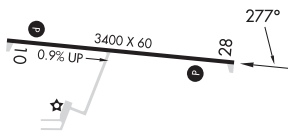
MFI ASOS
121.575

MINNEAPOLIS CENTER
124.4 317.7

UNICOM
122.8 (CTAF) **L**

ELEV 1238

TDZE 1237



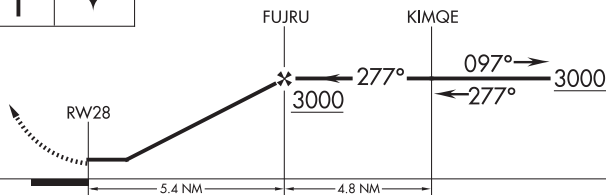
3000

HUTOG

Visual Segment - Obstacles.

4 NM

Holding Pattern



CATEGORY	5.4 NM		4.8 NM		C	D
	A	B				
INAV MDA	1680-1	443 (500-1)			NA	
CIRCLING	1720-1	482 (500-1)			NA	

NEILLSVILLE, WISCONSIN
Orig-A 13SEP18

44°33'N-90°31'W

NEILLSVILLE MUNI (VIQ)
RNAV (GPS) RWY 28

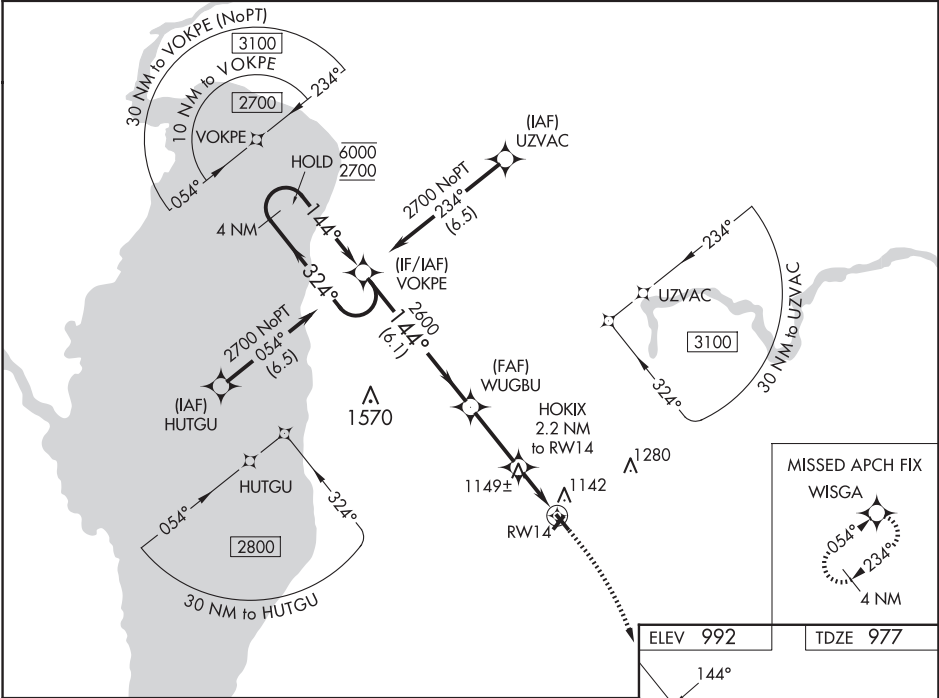
WAAS CH 99625 W14A	APP CRS 144°	Rwy Idg TDZE 977 Apt Elev 992	3600
--	------------------------	---	-------------

RNAV (GPS) RWY 14

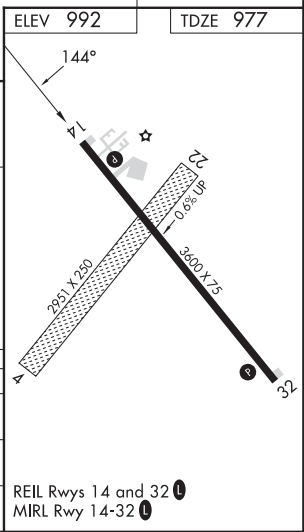
NEW HOLSTEIN MUNI (8D1)

RNP APCH.	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct WISGA and hold.
NA	Rwy 14 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Use Oshkosh altimeter setting, when not received use Appleton altimeter setting.

OSH ASOS 125.9	MILWAUKEE APP CON 127.0 263.075	UNICOM 123.0 (CTAF) 0
--------------------------	---	---------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 27).				
4 NM Holding Pattern				
GP 3.00° TCH 45				
*1720				
6.1 NM 2.8 NM 2.2 NM				
CATEGORY	A	B	C	D
LPV DA	1358-1 1/8	381 (400-1 1/8)	NA	
LNNAV/VNAV DA	1390-1 1/4	413 (400-1 1/4)	NA	
LNNAV MDA	1480-1	503 (500-1)	NA	



WAAS CH 58225 W32A	APP CRS 324°	Rwy Idg TDZE 977 Apt Elev 992	3600 977 992
--	------------------------	---	---

RNAV (GPS) RWY 32

NEW HOLSTEIN MUNI (8D1)

RNP APCH

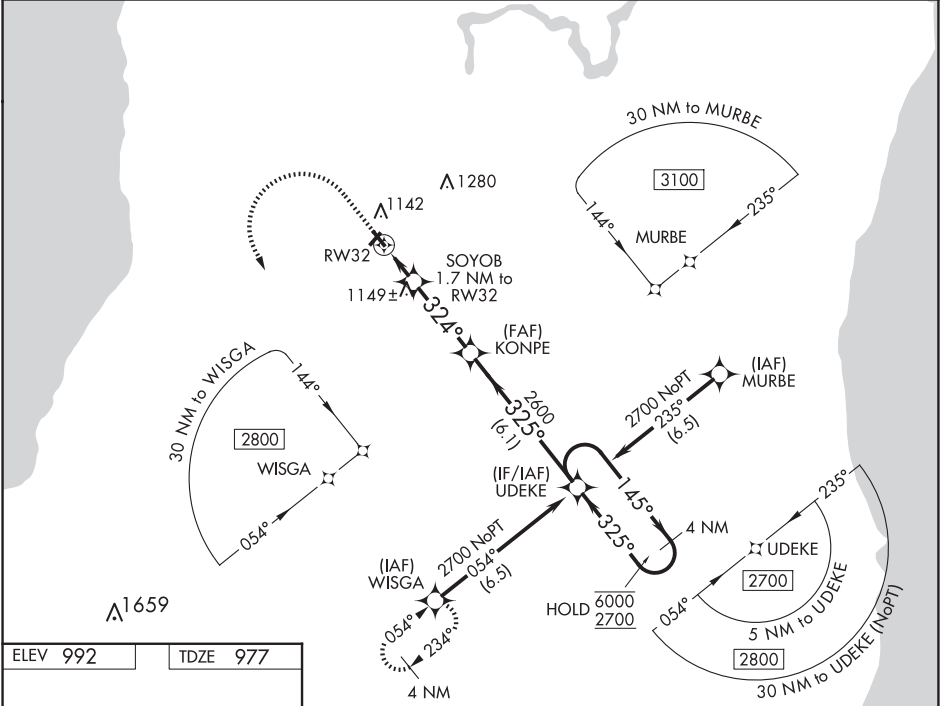
▼

NA

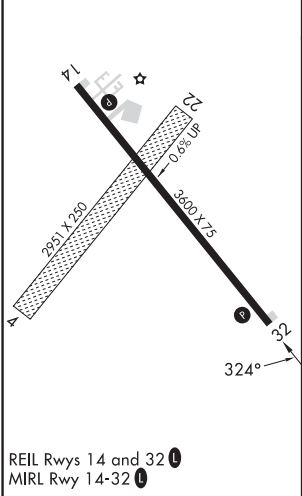
Circling NA to Rws 4 and 22. Rwy 32 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Oshkosh altimeter setting, when not received use Appleton altimeter setting. Straight-in Rwy 32 NA at night, Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct WISGA and hold.

OSH ASOS 125.9	MILWAUKEE APP CON 127.0 263.075	UNICOM 123.0 (CTAF)
--------------------------	---	-------------------------------



ELEV 992	TDZE 977
-----------------	-----------------



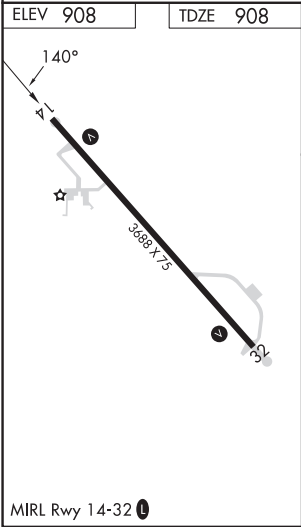
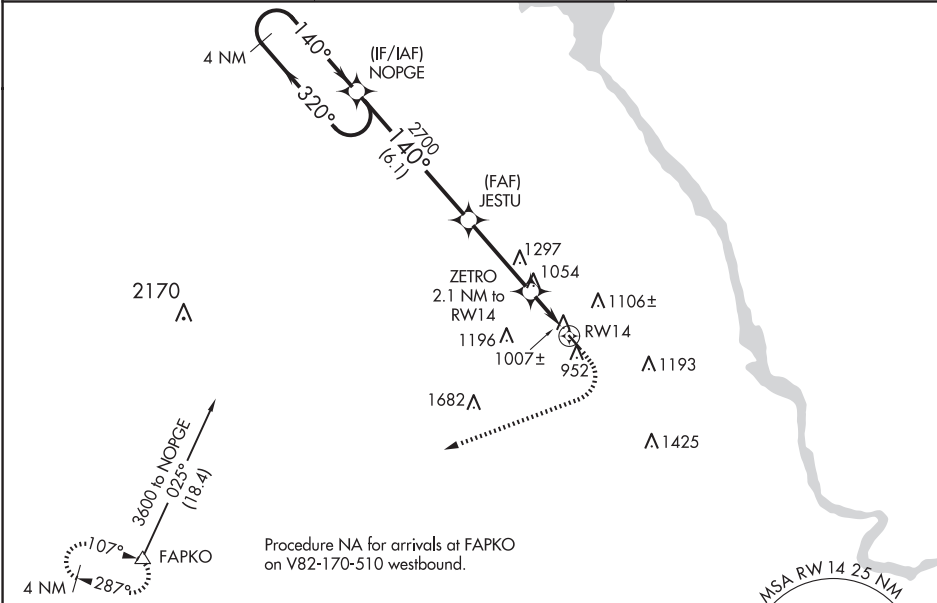
1500	3000	WISGA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 23).	4 NM Holding Pattern
* LNAV only.	SOYOB 1.7 NM to RW32	KONPE 2600	UDEKE 2700	UDEKE 2800
RW32	1.7 NM	3.3 NM	6.1 NM	
1560	2600	2600	6000	2700
145°	325°	325°	145°	145°
GP 3.00°	TCH 45			
CATEGORY	A	B	C	D
LPV DA	1376-1 $\frac{1}{8}$	399 (400-1 $\frac{1}{8}$)	NA	NA
LNAV/VNAV DA	1509-1 $\frac{1}{8}$	532 (600-1 $\frac{1}{8}$)	NA	NA
LNAV MDA	1480-1	503 (500-1)	NA	NA
CIRCLING	1540-1	548 (600-1)	NA	NA

WAAS CH 78329 W14A	APP CRS 140°	Rwy Idg TDZE Apt Elev	3688 908 908
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 14
MAUSTON/NEW LISBON UNION (82C)

RNP APCH.	MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct FAPKO and hold.
▼ ▲ 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 ¼ 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 ①
--------------------------	---	------------------------



4 NM Holding Pattern		Visual Segment - Obstacles.		1500	4000	FAPKO
NOPGE		JESTU		↑	↷	△
3600		2700		ZETRO 2.1 NM to RW14		RW14
320°		140°		1620		
140°		140°		6.1 NM		3.4 NM
320°		140°		2.1 NM		
CATEGORY	A	B	C	D		
LP MDA	1280-1 372 (400-1)					NA
LNAV MDA	1340-1 432 (500-1)		1340-1¼ 432 (500-1¼)		NA	

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 49129 W32A	APP CRS 320°	Rwy Idg TDZE Apt Elev	3688 905 908
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32

MAUSTON/NEW LISBON UNION (82C)

RNP APCH.

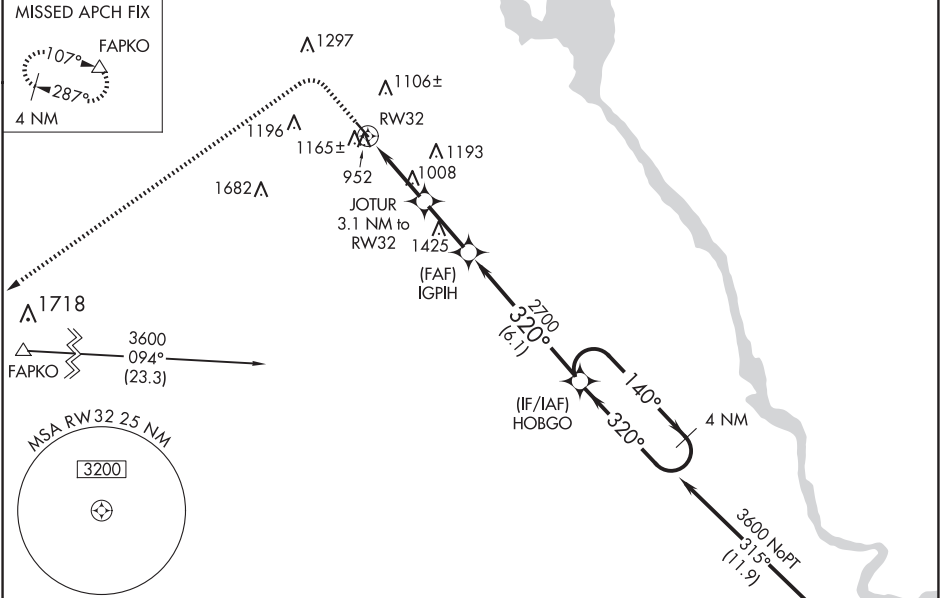
▼

▲ 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 ½ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct FAPKO and hold.

AWOS-3 123.925	VOLK APP CON ★ 135.25 244.875	CTAF 122.9 0
--------------------------	---	------------------------



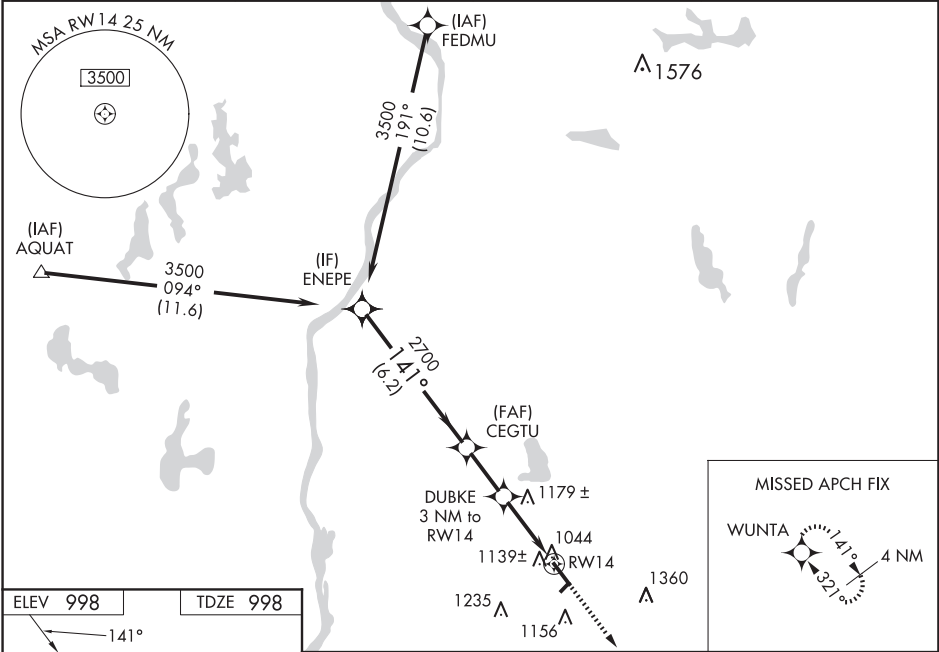
WAAS CH 82425 W14A	APP CRS 141°	Rwy Idg TDZE 998 Apt Elev 998	5507
--	------------------------	---	-------------

RNAV (GPS) RWY 14

NEW RICHMOND RGNL (R.NH)

RNP APCH.	<div><div>▼</div><div>▲</div><div>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.</div></div>	MISSED APPROACH: Climb to 3500 direct WUNTA and hold.
-----------	---	---

AWOS-3 120.0	MINNEAPOLIS APP CON 121.2 335.65	GCO 121.725	UNICOM 122.975 (CTAF) 0
------------------------	--	-----------------------	-----------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 40).				3500	WUNTA
ENEPE				2700	CEGTU
GP 3.00° TCH 50				2000*	DUBKE 3 NM to RW14
				6.2 NM	2.2 NM
				3 NM	RW14
CATEGORY	A	B	C	D	
LPV DA	1272-1 274 (300-1)				
LNAV/VNAV DA	1320-1 322 (400-1)				
LNAV MDA	1440-1	442 (500-1)	1440-1¾	442 (500-1¾)	
CIRCLING	1540-1	542 (600-1)	1660-1¾ 662 (700-1¾)	1660-2 662 (700-2)	

WAAS CH 86525 W32A	APP CRS 321°	Rwy Idg 5507 TDZE 996 Apt Elev 998
--	------------------------	---

RNAV (GPS) RWY 32

NEW RICHMOND RGNL (R.NH)

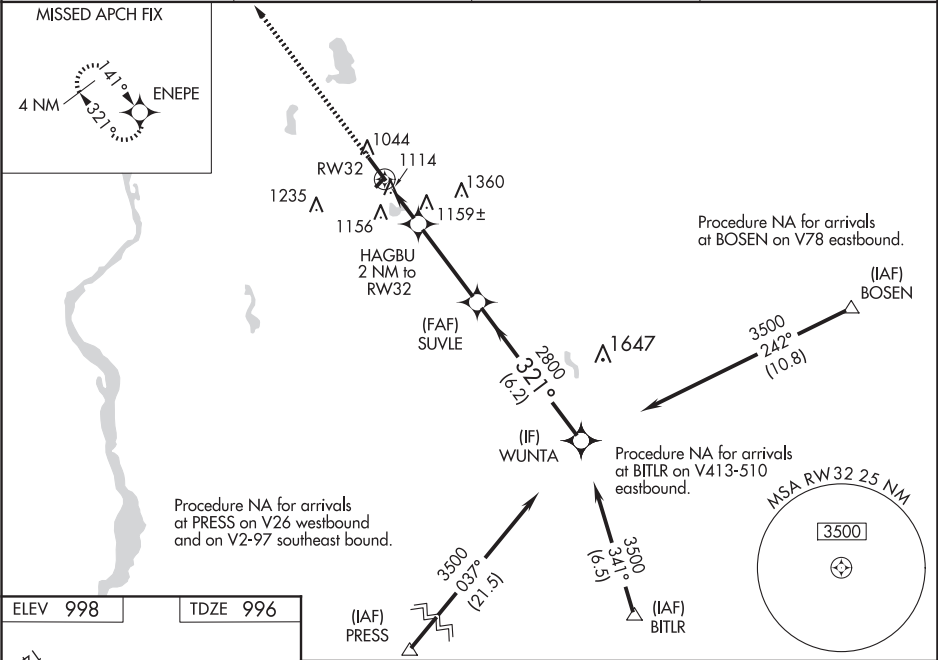
RNP APCH.

⚠

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 ¾ 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 ¼ SM. Circling to Rwy 4, 22 NA.

MISSED APPROACH:
Climb to 3500 direct ENEPE and hold.

AWOS-3 120.0	MINNEAPOLIS APP CON 121.2 335.65	GCO 121.725	UNICOM 122.975 (CTAF) 0
------------------------	--	-----------------------	-----------------------------------



ELEV 998	TDZE 996	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 20°).			
		*LNAV only.			
		HAGBU 2 NM to RW32			
		*1680			
MIRL Rwy 14-32 0 REIL Rwy 14 and 32 0		WUNTA 3500			
		GP 3.00° TCH 50			
		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)		1420-1¼ 424 (500-1¼)	
		CIRCLING 1540-1 542 (600-1)		1660-1¾ 662 (700-1¾) 1660-2 662 (700-2)	

OCONTO, WISCONSIN

AL-6337 (FAA)

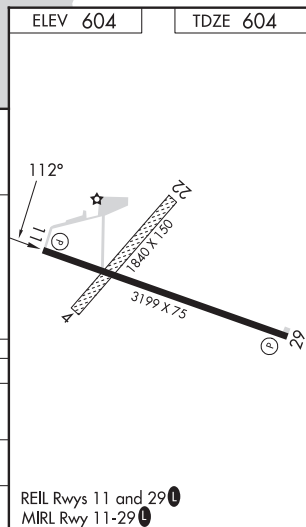
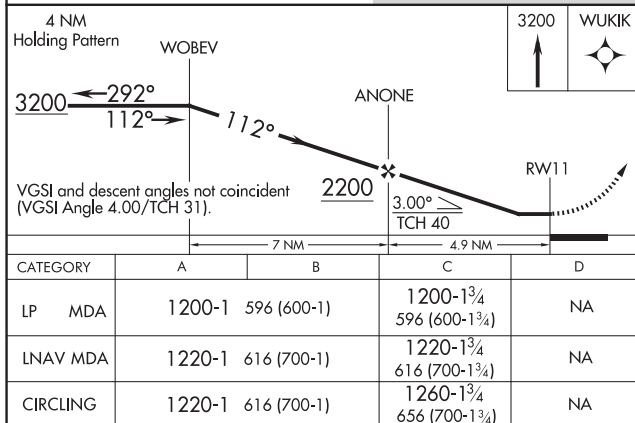
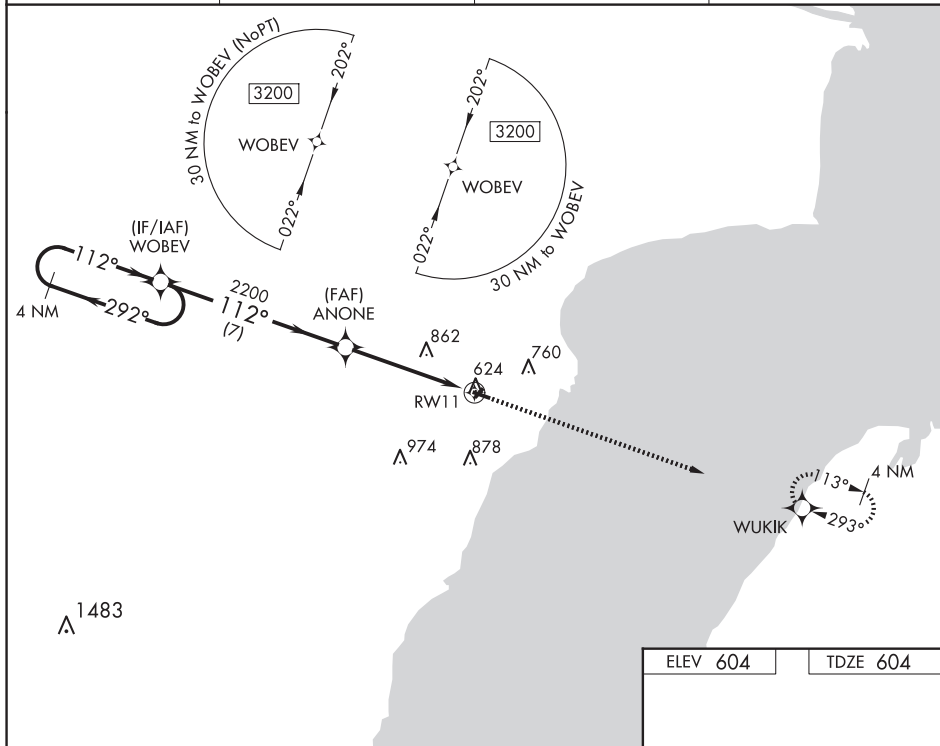
25051

WAAS CH 99629 W11A	APP CRS 112°	Rwy Idg TDZE Apt Elev	3199 604 604
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 11

OCONTO/J DOUGLAS BAKE MUNI (OCQ)

RNP APCH - GPS.			MISSED APPROACH: Climb to 3200 direct WUKIK and hold.
<p>▼ When local altimeter setting not received, use Menominee, MI altimeter setting. Procedure NA at night. Rwy 11 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling NA to Rwy 4 and 22.</p>			
AWOS-3 120.925	MNM AWOS-3PT 121.45	GREEN BAY APP CON ★ 120.3 338.2	UNICOM 122.8 (CTAF) 0



OCONTO, WISCONSIN

Orig-C 10AUG23

OCONTO/J DOUGLAS BAKE MUNI (OCQ)

44°52'N-87°55'W

RNAV (GPS) RWY 11

APP CRS
293°

Rwy Idg
TDZE
Apt Elev

3199
604
604

RNAV (GPS) RWY 29

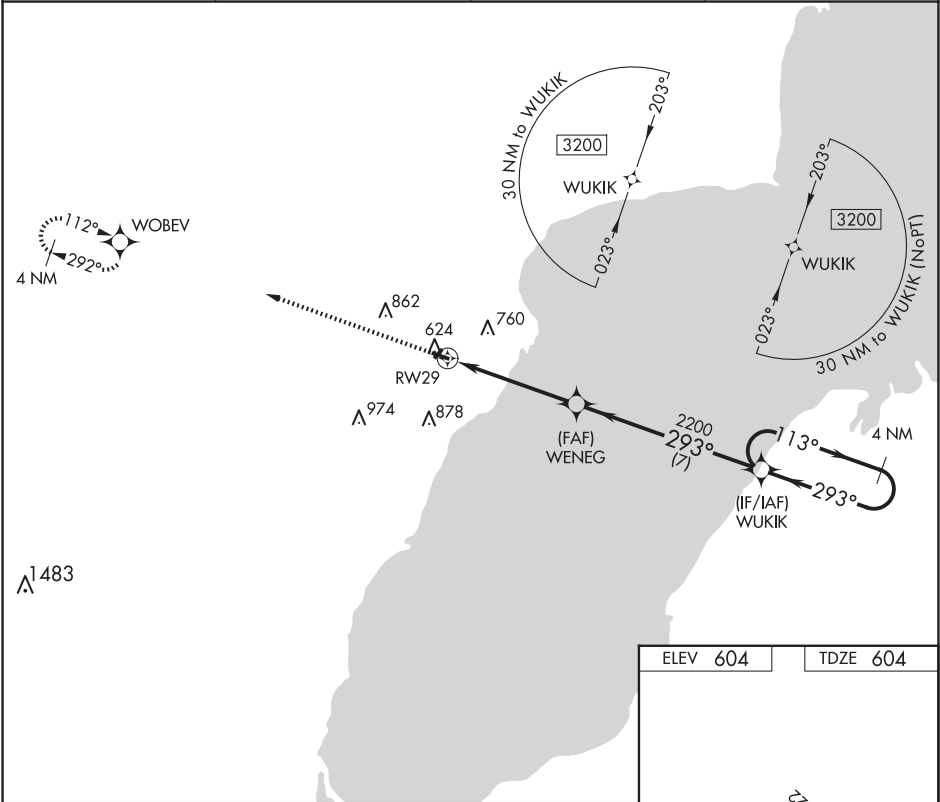
OCONTO/J DOUGLAS BAKE MUNI (OCQ)

RNP APCH - GPS.

When local altimeter setting not received, use Menominee, MI altimeter setting. Procedure NA at night. Rwy 29 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy's 4 and 22.

MISSED APPROACH:
Climb to 3200 direct
WOBEV and hold.

AWOS-3 120.925	MNM AWOS-3PT 121.45	GREEN BAY APP CON ★ 120.3 338.2	UNICOM 122.8 (CTAF) 0
--------------------------	-------------------------------	---	---------------------------------



3200 WOBEG

↑

WUKIK

4 NM Holding Pattern

113°

293°

3200

WENEG

293°

2200

3.00° TCH 40

4.9 NM

7 NM

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 31).

CATEGORY	A	B	C	D
RNAV MDA	1120-1	516 (600-1)	1120-1⅓ 516 (600-1⅓)	NA
CIRCLING	1120-1 516 (600-1)	1220-1 616 (700-1)	1260-1¼ 656 (700-1¼)	NA

ELEV 604

TDZE 604

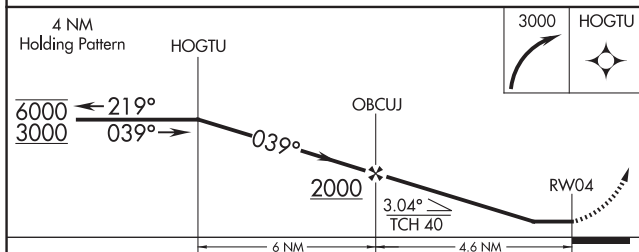
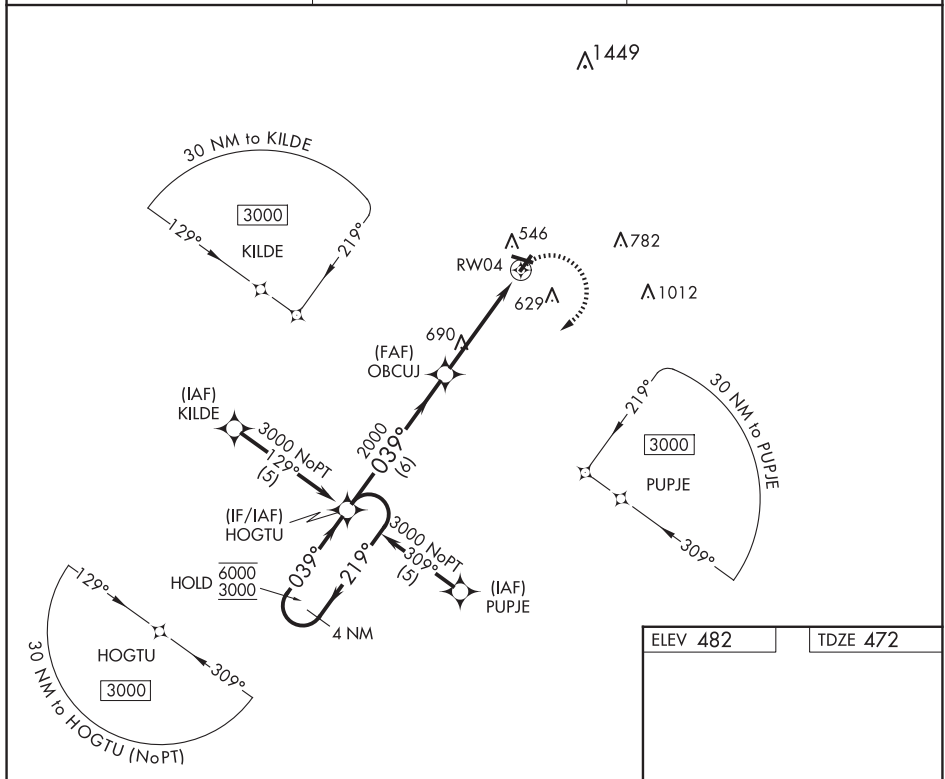
REIL Rwy's 11 and 29 0


MIRL Rwy 11-29 0

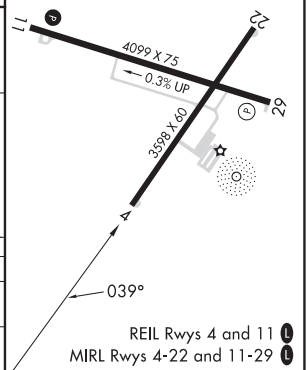
RNAV (GPS) RWY 4
OLNEY-NOBLE (OLY)

MISSED APPROACH:
Climbing right turn to
3000 direct HOGTU
and hold.

AWOS-3 119.275	KANSAS CITY CENTER 124.3 269.15	UNICOM 123.0 (CTAF) 0
--------------------------	---	---------------------------------



CATEGORY	A	B	C	D
LNAV MDA	940-1	468 (500-1)	940-1 $\frac{3}{8}$	468 (500-1 $\frac{3}{8}$)
 CIRCLING	960-1	478 (500-1)	960-1 $\frac{1}{2}$ 478 (500-1 $\frac{1}{2}$)	1180-2 $\frac{1}{4}$ 698 (700-2 $\frac{1}{4}$)



OLNEY-NOBLE (OLY)
RNAV (GPS) RWY 4

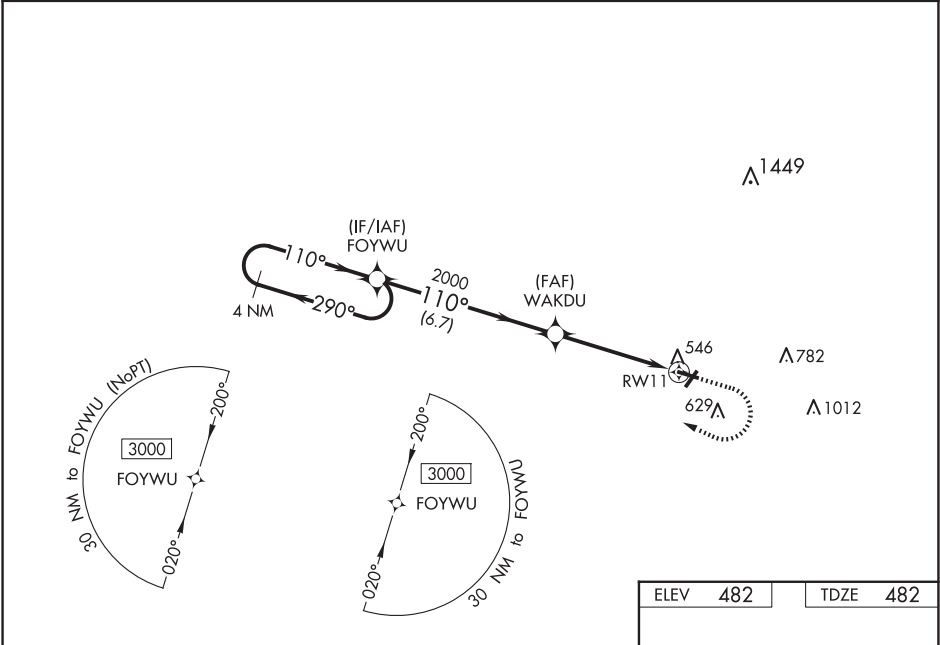
WAAS CH 82231 W11A	APP CRS 110°	Rwy Idg TDZE 482 Apt Elev 482
--	------------------------	---

RNAV (GPS) RWY 11

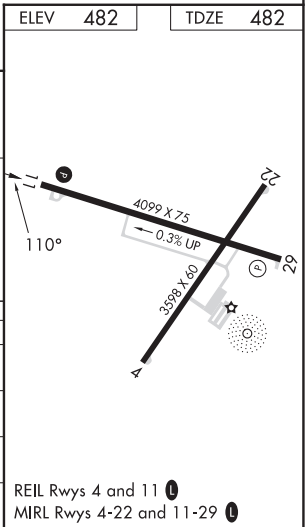
OLNEY-NOBLE (OLY)

RNP APCH.	<div><div><div>T</div><div>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.</div></div><div><div>A</div><div>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct FOYWU and hold.</div></div></div>
-----------	--

AWOS-3 119.275	KANSAS CITY CENTER 124.3 269.15	UNICOM 123.0 (CTAF) 0
--------------------------	---	---------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22).				
4 NM Holding Pattern				
FOYWU				
3000 ← 290°				
110° →				
GP 3.00°				
TCH 40				
WAKDU				
2000				
RW11				
6.7 NM				
4.6 NM				
CATEGORY	A	B	C	D
LPV DA	732-1 250 (300-1)			
LNAV/VNAV DA	962-1½ 480 (500-1½)			
LNAV MDA	920-1	438 (500-1)	920-1¼	438 (500-1¼)
CIRCLING	960-1	478 (500-1)	960-1½	1180-2¼
			478 (500-1½)	698 (700-2¼)



OLNEY-NOBLE, ILLINOIS

AL-5428 (FAA)

24025

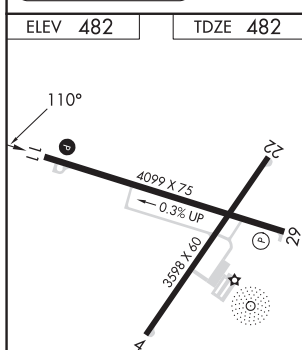
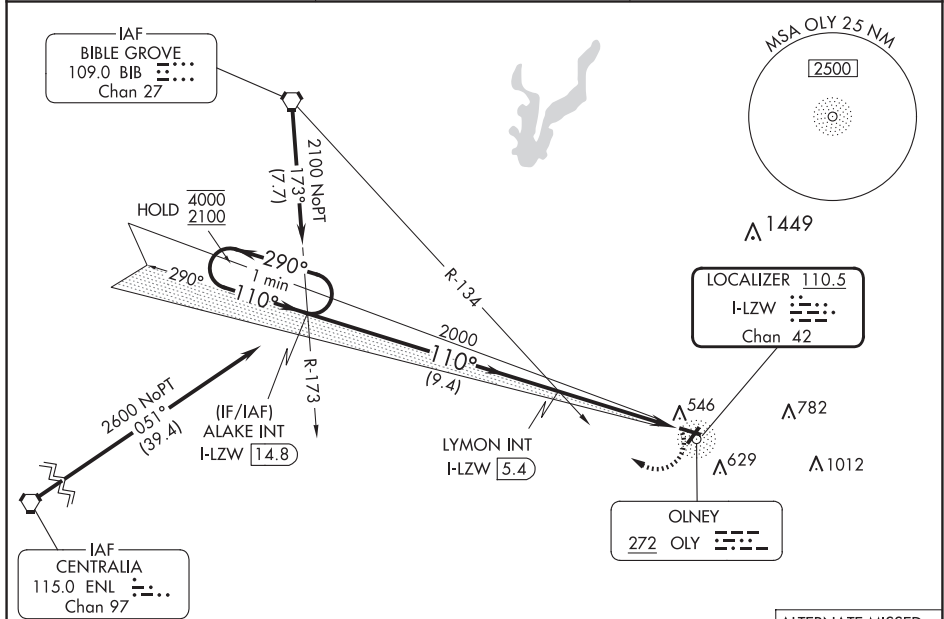
LOC/DME I-LZW 110.5 Chan 42	APP CRS 110°	Rwy Idg TDZE 482 Apt Elev 482
---	------------------------	---

LOC RWY 11

OLNEY-NOBLE (OLY)

	<p>MISSED APPROACH: Climbing right turn to 2400 on heading 290° and BIB VORTAC R-173 to ALAKE INT/I-LZW LOC/DME 14.8 DME and hold.</p>
--	--

AWOS-3 119.275	KANSAS CITY CENTER 124.3 269.15	UNICOM 123.0 (CTAF)
--------------------------	---	-------------------------------



REIL Rwy 4 and 11	
MIRL Rwy 4-22 and 11-29	
FAF to MAP 4.6 NM	
Knots	60 90 120 150 180
Min:Sec	4:36 3:04 2:18 1:50 1:32

One Minute Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 22).		2400	BIB R-173	ALAKE INT
ALAKE INT I-LZW 14.8		LYMON INT I-LZW 5.4		I-LZW 2.1	I-LZW 0.8	
4000 2100		290° 110°		2000	3.03° TCH 45	
		9.4 NM		3.3 NM	1.3 NM	
CATEGORY	A	B	C	D		
S-11	920-1	438 (500-1)	920-1¼	438 (500-1¼)		
CIRCLING	920-1	940-1	960-1½	1180-2¼		
	438 (500-1)	458 (500-1)	478 (500-1½)	698 (700-2¼)		

OLNEY-NOBLE, ILLINOIS

Amd 7 19MAY22

38°43'N-88°11'W

OLNEY-NOBLE (OLY)

LOC RWY 11

NDB RWY 4
OLNEY-NOBLE (OLY)

MISSED APPROACH:
Climbing right turn to 2400
in OLY NDB holding pattern.

ELEV 482

TDZE 472

REIL Rwy 4 and 11

MIRL Rwy 4-22 and 11-29

4099 X 75

0.3% UP

3598 X 60

048°

092°

Remain within 10 NM

2000

228°

048°

OLY NDB

2400

2400

2400

OLY

CATEGORY	A	B	C	D
S-4	1040-1	568 (600-1)	1040-1½	568 (600-1½)
C CIRCLING	1040-1	568 (600-1)	1040-1½ 568 (600-1½)	1180-2¼ 698 (700-2¼)

WAAS CH 69532 W10A	APP CRS 103°	Rwy Idg 5006 TDZE 897 Apt Elev 906
--	------------------------	---

RNAV (GPS) RWY 10

L O SIMENSTAD MUNI (O/E O)

RNP APCH - GPS.

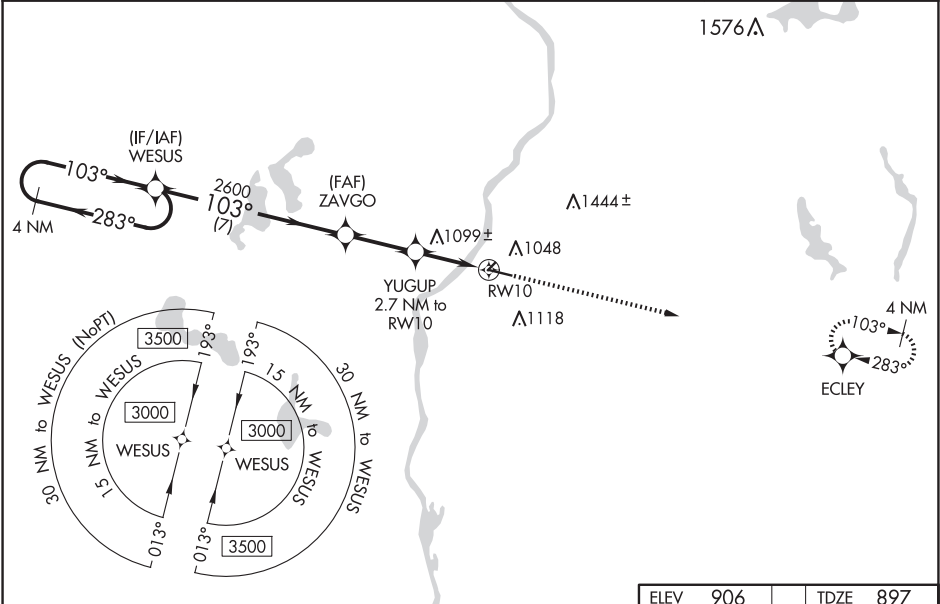
▼

▲

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 ¼ SM; increase LNAV/VNAV DA to 1247 feet and visibility all Cats ¼ SM; increase all MDAs 60 feet and visibility LNAV Cat C ¼ SM and Circling Cat C ¼ SM. Rwy 10 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy 4 and 22.

MISSED APPROACH:
Climb to 3000 direct
ECLEY and hold.

AWOS-3 119.925	MINNEAPOLIS APP CON 121.2 335.65	GCO 121.725	CTAF 122.9 0
--------------------------	--	-----------------------	------------------------



4 NM Holding Pattern

WESUS

3000 ← 283°

103° →

103°

ZAVGO

2600

YUGUP 2.7 NM to RWY 10

*1760

RWY 10

*LNAV only

GP 3.00° TCH 35

7 NM

2.6 NM

1.3 NM

1.4 NM

CATEGORY	A	B	C	D
LPV DA	1147-7⁄8	250 (300-7⁄8)		NA
LNAV/VNAV DA	1190-1	293 (300-1)		NA
LNAV MDA	1360-1	463 (500-1)	1360-13⁄8 463 (500-13⁄8)	NA
CIRCLING	1360-1 454 (500-1)	1500-1 594 (600-1)	1520-13⁄4 614 (700-13⁄4)	NA

ELEV 906

TDZE 897

3000

ECLEY

REIL Rwy 28 0

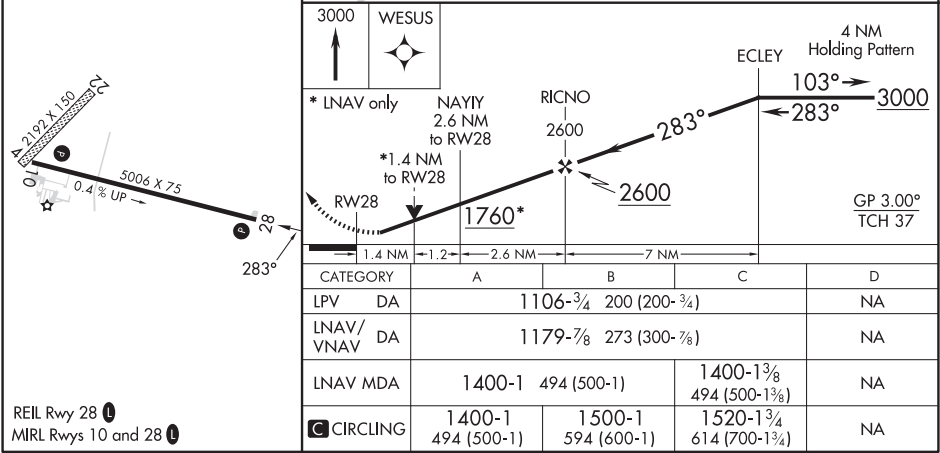
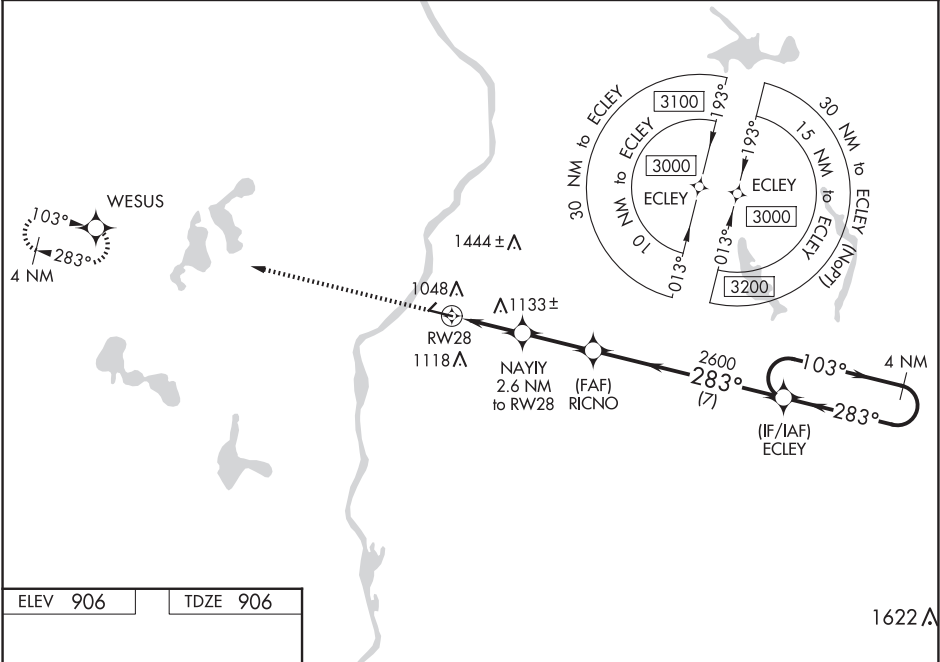
MIRL Rwy 10 and 28 0

WAAS CH 97731 W28A	APP CRS 283°	Rwy Idg TDZE Apt Elev	5006 906 906
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 28

L O SIMENSTAD MUNI (OEO)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct WESUS and hold.	
AWOS-3 119.925	MINNEAPOLIS APP CON 121.2 335.65	GCO 121.725	CTAF 122.9



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

OSHKOSH, WISCONSIN

AL-730 (FAA)

23222

LOC I-OSH 110.5	APP CRS 004°	Rwy Idg 8002
		TDZE 808
		Apt Elev 808

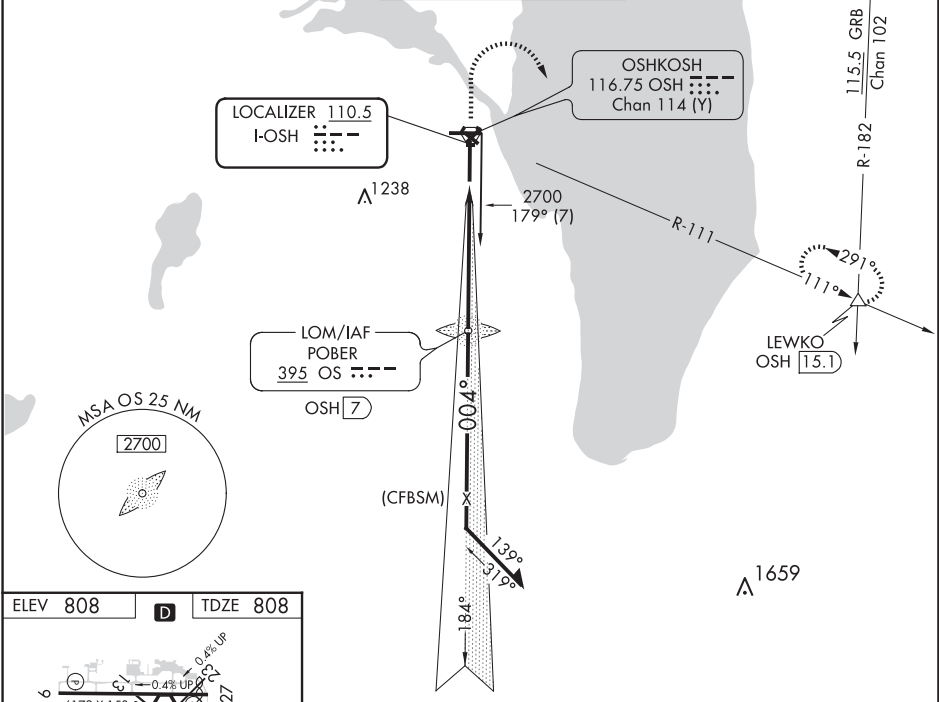
ILS or LOC RWY 36
WITTMAN RGNL (OSH)

⚠ 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 ¼ mile. For inop MALSR when using Fond Du Lac altimeter setting, increase S-LOC 36 Cat C/D visibility to 1½ 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.

MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on OSH R-111 to LEWKO INT/OSH 15 DME 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
----------------------	---	--	-------------------------	-------------------------



ELEV **808** D TDZE **808**

REIL Rwy 18 and 27
HIRL Rwy 9-27 and 18-36

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

1300	3000	LEWKO	OS LOM OSH 7	Remain within 10 NM
↑	OSH R-111	△	2610	184°
		2700		
5.4 NM		GS 3.00° TCH 53		
CATEGORY	A	B	C	D
S-ILS 36 *	1008/24 200 (200-½)			
S-LOC 36	1340/24 532 (600-½)		1340/55 532 (600-1)	
CIRCLING	1340-1 532 (600-1)		1360-1½ 532 (600-½) 1440-2 632 (700-2)	

OSHKOSH, WISCONSIN
Amdt 7C 29MAR18

43°59'N-88°33'W

WITTMAN RGNL (OSH)
ILS or LOC RWY 36

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86734 W09A	APP CRS 093°	Rwy Idg TDZE 797 Apt Elev 808
--	------------------------	---

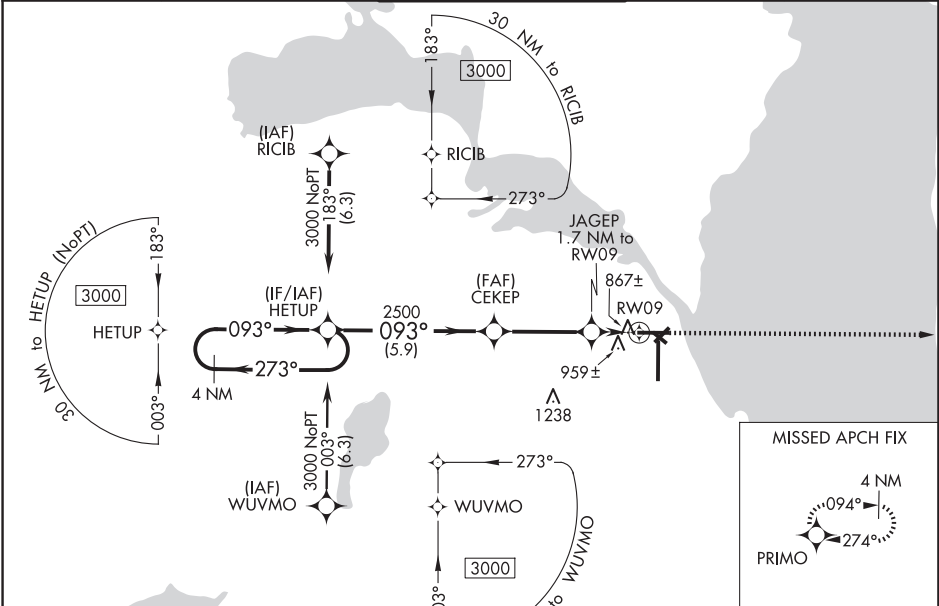
RNAV (GPS) RWY 9
WITTMAN RGNL (OSH)

RNP APCH

▼ VDP and Baro-VNAV NA with using Fond Du Lac County altimeter setting. 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 all Cnts visibility and LNAV Cnts C/D visibility 1/8 mile, increase Circling Cat D visibility 1/4 mile. Circling Rwy 5, 23, 31 NA at night. Rwy 9 helicopter visibility reduction below 1/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° C or above 54° C.

MISSED APPROACH:
Climb to 3000 direct PRIMO 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
----------------------	---	---	-------------------------	-------------------------



ELEV 808 **D** TDZE 797

CATEGORY	A	B	C	D
LPV DA	1055-3/4 258 (300-3/4)			
LNAV/ DA	1140-1 1/8 343 (400-1 1/8)			
VNAV				
LNAV MDA	1220-1 423 (500-1)	1220-1 1/4 423 (500-1 1/4)		
CIRCLING	1280-1 472 (500-1)	1300-1 492 (500-1)	1360-1 1/2 552 (600-1 1/2)	1440-2 632 (700-2)

REIL Rwy 18 and 27
HIRL Rwy 9-27, and 18-36

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

OSHKOSH, WISCONSIN

AL-730 (FAA)

23222

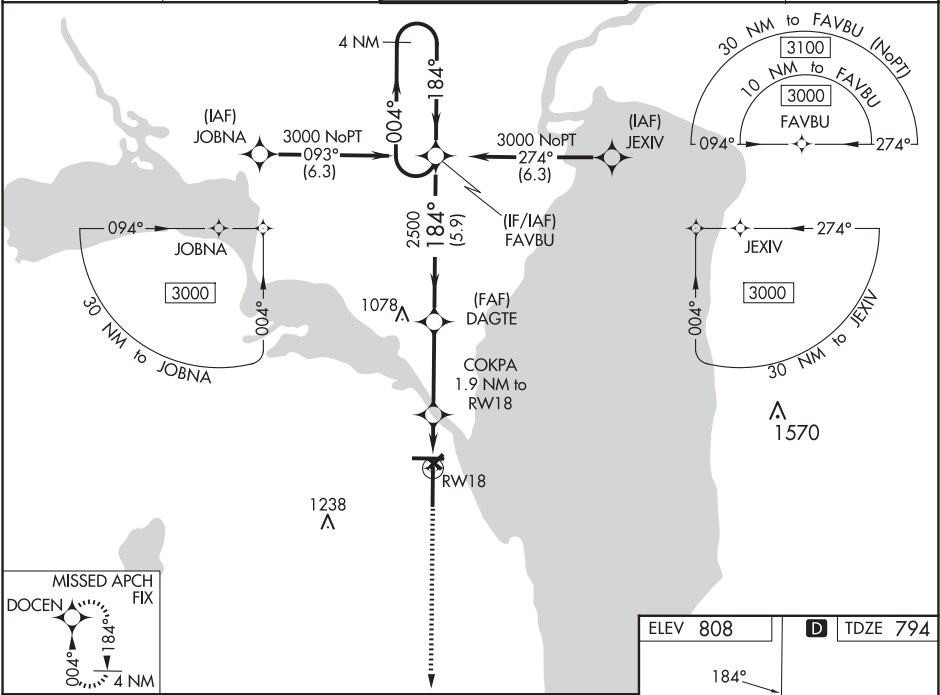
WAAS CH 58333 W18A	APP CRS 184°	Rwy Idg 8002 TDZE 794 Apt Elev 808
--	------------------------	---

RNAV (GPS) RWY 18
WITTMAN RGNL (OSH)

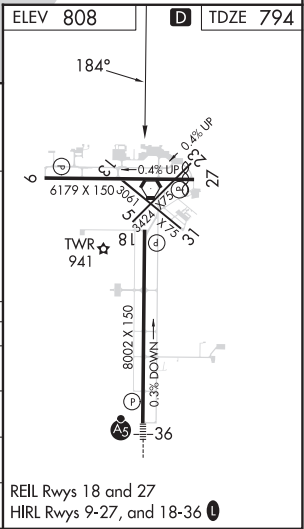
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). VDP and Baro-VNAV NA when using Fond Du Lac altimeter setting. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility $\frac{1}{8}$ mile, increase LNAV Cat C/D and Circling Cat D visibility $\frac{1}{4}$ mile. Helicopter visibility reduction below $\frac{1}{4}$ SM NA. Circling to Rwy 5, 23 and 31 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 2800 direct
DOCEN and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 0 290.9	GND CON 132.3	UNICOM 122.95
----------------------	---	--	-------------------------	-------------------------



<div>4 NM Holding Pattern</div> <div>FAVBU</div> <div>DAGTE</div> <div>COKPA</div> <div>1.9 NM to RW18</div> <div>2800</div> <div>DOCEN</div>					<div>2800</div> <div>DOCEN</div>	
<div>3000</div> <div>←004°</div> <div>184°→</div> <div>GP 3.00°</div> <div>TCH 47</div> <div>2500</div> <div>184°</div> <div>*1.1 NM to RW18</div> <div>*1440</div> <div>RW18</div> <div>*LNAV only.</div>						
<div>5.9 NM</div> <div>3.3 NM</div> <div>0.8 NM</div> <div>1.1 NM</div>						
CATEGORY	A	B	C	D		
LPV DA	1044- ³ / ₄		250 (300- ³ / ₄)			
LNAV/ VNAV DA	1122-1 ¹ / ₈		328 (400-1 ¹ / ₈)			
LNAV MDA	1200-1	406 (400-1)	1200-1 ¹ / ₈	406 (400-1 ¹ / ₈)		
<div>CIRCLING</div>	1280-1 472 (500-1)	1300-1 492 (500-1)	1360-1 ¹ / ₂ 552 (600-1 ¹ / ₂)	1440-2 632 (700-2)		



OSHKOSH, WISCONSIN
Amdt 1A 02APR15

43°59'N-88°33'W

RNAV (GPS) RWY 18
WITTMAN RGNL (OSH)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

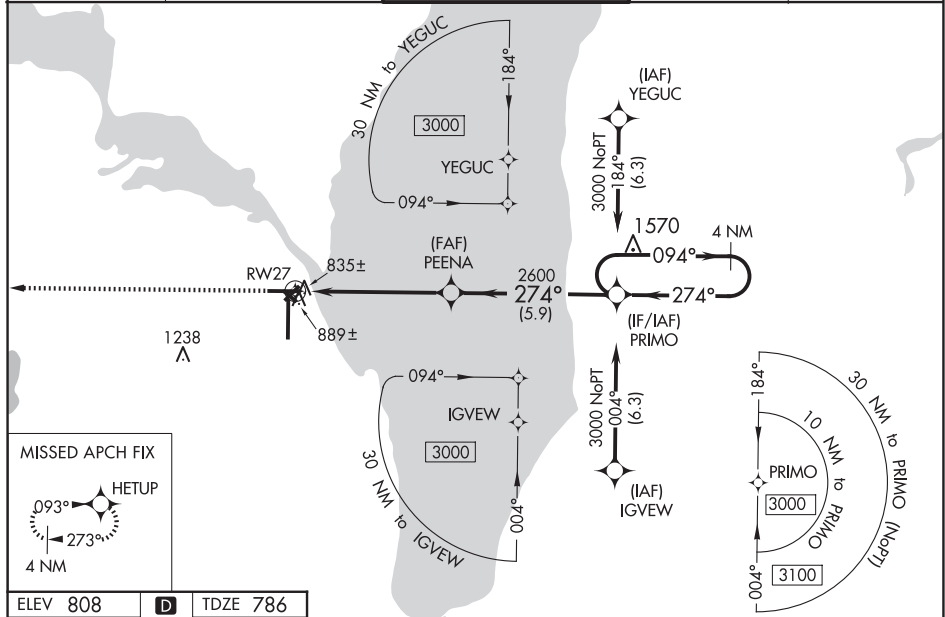
WAAS CH 93534 W27A	APP CRS 274°	Rwy Idg 5648 TDZE 786 Apt Elev 808
--	------------------------	---

RNAV (GPS) RWY 27
WITTMAN RGNL (OSH)

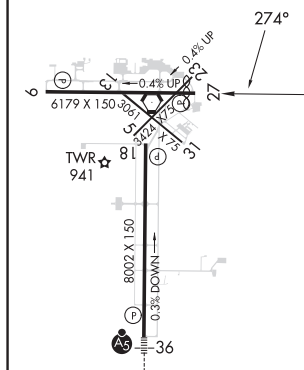
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fnd D Lac altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility and LNAV Cats C and D visibility ½ mile, increase Circling Cat D ¼ mile. Baro-VNAV and VDP NA with Fnd D Lac altimeter setting. Circling to Rwy's 5, 23, and 31 NA at night. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct
HETUP and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 0 290.9	GND CON 132.3	UNICOM 122.95
----------------------	---	--	-------------------------	-------------------------



ELEV 808	D	TDZE 786
----------	----------	----------



REIL Rwys 18 and 27
HIRL Rwys 9-27, and 18-36 **L**

OSHKOSH, WISCONSIN

Amdt 1A 02APR15

43°59'N-88°33'W

583

WITTMAN RGNL (OSH)

RNAV (GPS) RWY 27

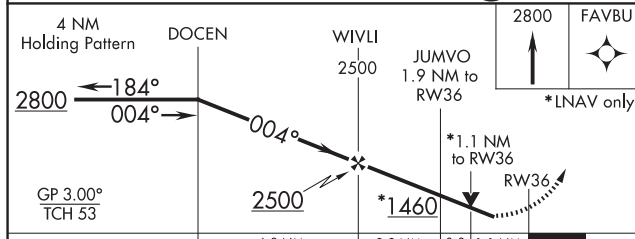
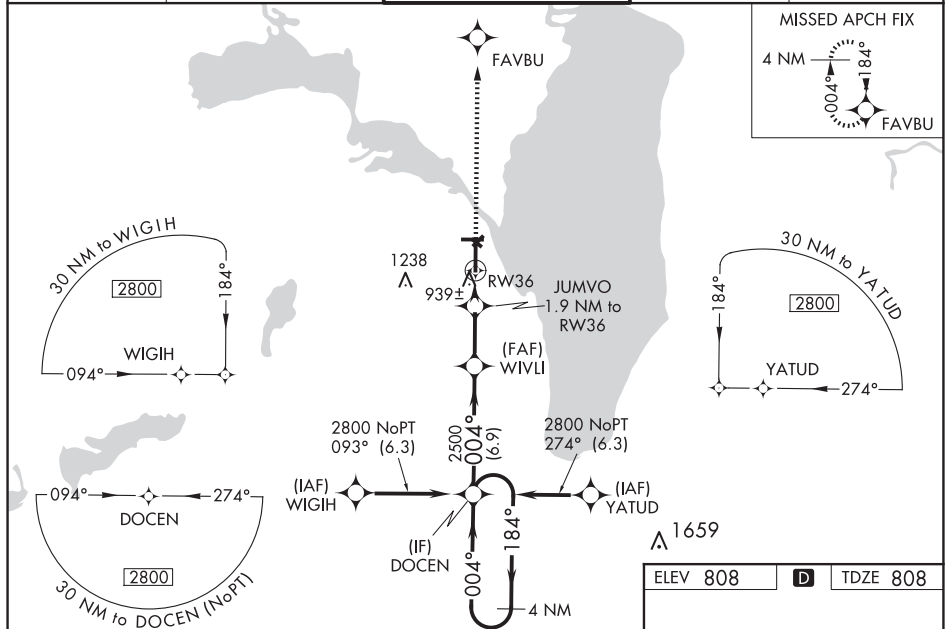
RNAV (GPS) RWY 36
WITTMAN RGNL (OSH)


T 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 LNAV/VNAV all Cats visibility to RVR 5600; increase LNAV Cat C/D visibility to RVR 4000; increase Circling Cat D visibility 1/4 mile. For inop MALSR when using Fond Du Lac altimeter setting, increase LNAV/VNAV all Cats visibility to 1/2 mile and LNAV Cats C/D to RVR 6000. Baro-VNAV and VDP NA when using Fond Du Lac altimeter setting. Circling to Rwy 5, 23 and 31 NA at night. # RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Fond Du Lac altimeter setting.

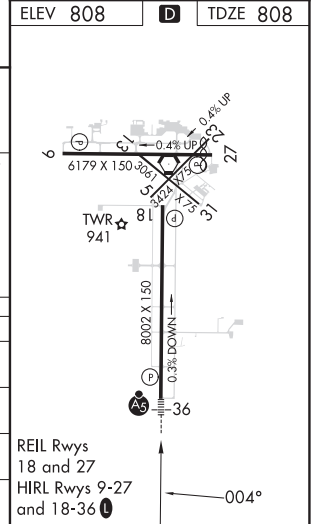
MALS

MISSED APPROACH:
Climb to 2800 direct
FAVBU and hold.

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 0 290.9	GND CON 132.3	UNICOM 122.95
----------------------	---	--	-------------------------	-------------------------



CATEGORY	A	B	C	D
LPV DA#	1008/24 200 (200-½)			
LNAV/ VNAV DA	1247/50 439 (500-1)			
LNAV MDA	1200/24 392 (400-½)		1200/35 392 (400-¾)	
 CIRCLING	1280-1 472 (500-1)	1300-1 492 (500-1)	1360-1½ 552 (600-1½)	1440-2 632 (700-2)



WITTMAN RGNL (OSH)
RNAV (GPS) RWY 36

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC I-OSH 110.5	APP CRS 184°	Rwy Idg 8002 TDZE 794 Apt Elev 808
---------------------------	------------------------	---

LOC/DME BC RWY 18

WITTMAN RGNL (OSH)

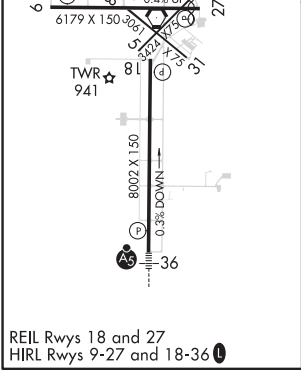
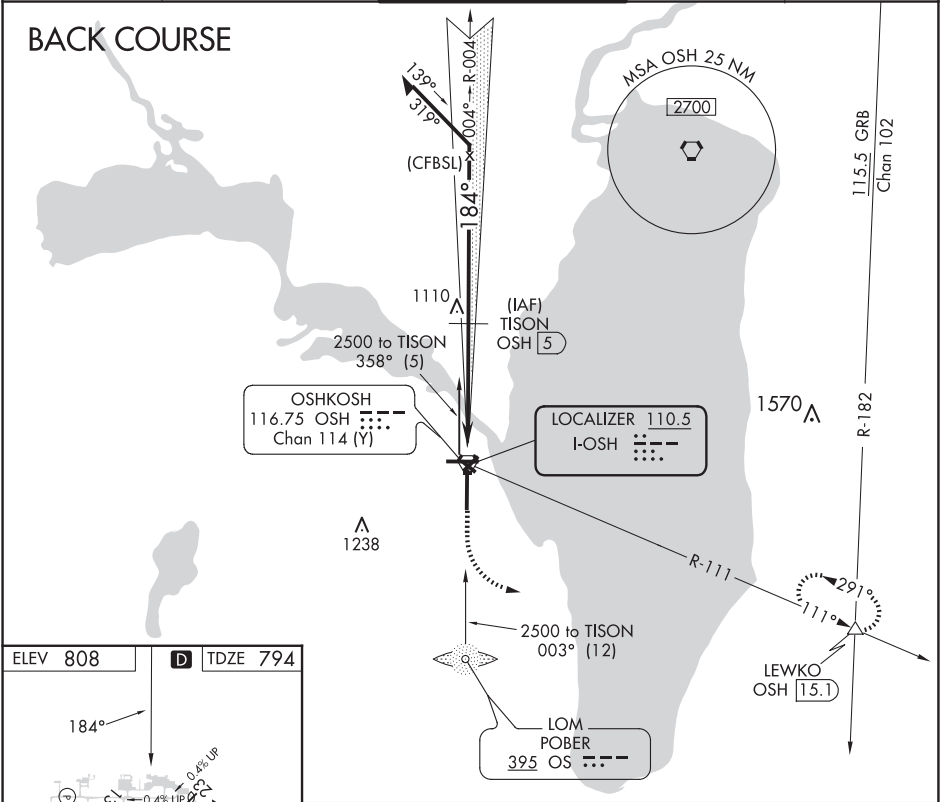
⚠

Simultaneous reception of I-OSH and OSH DME required. DME from OSH VORTAC. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase Circling Cat D visibility ¼ mile. Circling to Rwy 5, 23, and 31 NA at night. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:

Climb to 1300 then climbing left turn to 3000 on OSH R-111 to LEWKO INT/OSH 15.1 DME 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
----------------------	---	--	-------------------------	-------------------------



1300	3000	LEWKO	TISON	Remain within 10 NM
OSH R-111	OSH [0.3]	OSH VORTAC	OSH [5]	
Disregard glide slope indications.				
0.6 NM 4.7 NM				
CATEGORY	A	B	C	D
S-18	1240-1	446 (500-1)	1240-1 3/8	446 (500-1 3/8)
CIRCLING	1280-1	1300-1	1360-1 1/2	1440-2
	472 (500-1)	492 (500-1)	552 (600-1 1/2)	632 (700-2)

VOR RWY 9
WITTMAN RGNL (OSH)

MISSED APPROACH: Climb to 3000
on OSH VORTAC R-111 to LEWKO
INT/OSH 15.1 DME and hold.

[illegible][illegible]

43°59'N-88°33'W

WITTMAN RGNL (OSH)
VOR RWY 9

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

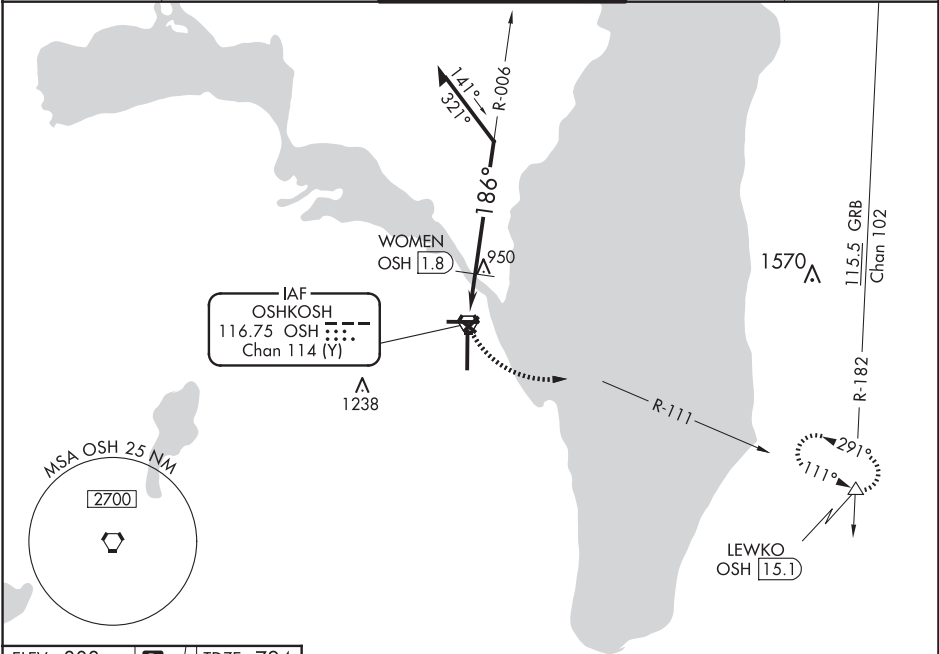
VORTAC OSH 116.75 Chan 114 (Y)	APP CRS 186°	Rwy Idg TDZE 794 Apt Elev 808
--	------------------------	---

VOR RWY 18
WITTMAN RGNL (OSH)

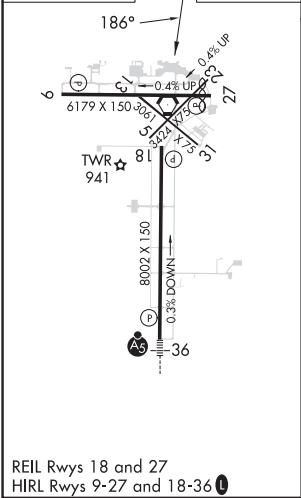
⚠ Circling to Rwy 5, 23, and 31 NA at night. VDP NA with Fond Du Lac County altimeter setting. When local altimeter setting not received, use Fond Du Lac altimeter setting and increase all MDA 40 feet; increase WOMEN fix minimums Circling Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3000 on OSH VORTAC R-111 to LEWKO INT/OSH 15.1 DME 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
----------------------	---	--	-------------------------	-------------------------



ELEV 808	D	TDZE 794
----------	----------	----------



	3000	LEWKO	OSH VORTAC	006°	2600	186°	1480	2.92°	TCH 47	0.2	1.1	0.7 NM
	OSH R-111				WOMEN OSH 1.8							
	*1520 when using Fond Du Lac altimeter setting.											
	Remain within 10 NM											
CATEGORY	A	B	C	D								
S-18	1480-1	686 (700-1)	1480-2	686 (700-2)								
CIRCLING	1480-1	672 (700-1)	1480-2	1480-2¼	672 (700-2)	672 (700-2¼)						
WOMEN FIX MINIMUMS												
S-18	1260-1	466 (500-1)	1260-1¾	466 (500-1¾)								
CIRCLING	1280-1	1300-1	1360-1½	1440-2	472 (500-1)	492 (500-1)	552 (600-1½)	632 (700-2)				

OSHKOSH, WISCONSIN

VORTAC OSH 116.75 Chan 114 (Y)	APP CRS 265°	Rwy Idg 5648 TDZE 786 Apt Elev 808
--	------------------------	---

VOR RWY 27
WITTMAN RGNL (OSH)

T Circling to Rwy 5, 23, and 31 NA at night. When local altimeter setting not received, use
A Fond Du Lac altimeter setting and increase all MDA 40 feet; increase S-27 Cats C and D
visibility ½ mile and Circling Cat C visibility ½ mile, and Cat D ¼ mile. VDP NA with
Fond Du Lac altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 on OSH VORTAC R-270 to GRATE INT/OSH 8.7 DME 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
----------------------	---	--	-------------------------	-------------------------

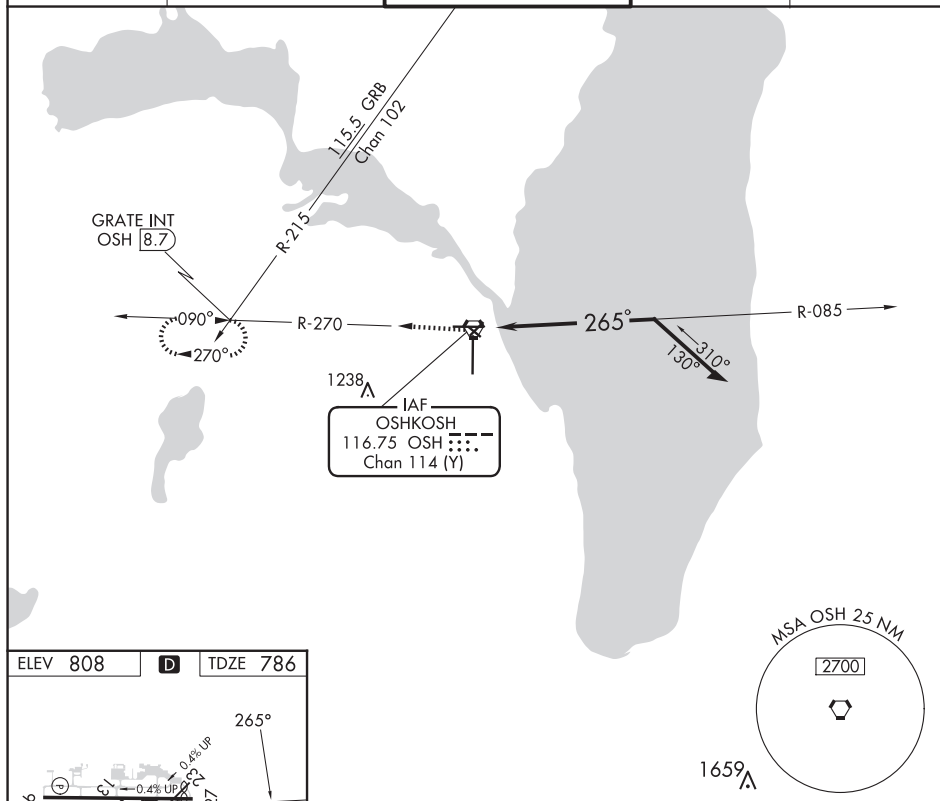
[illegible]

Diagram illustrating the layout of the OSH R-270, OSH VORTAC, and OSH 1.7. The diagram shows a cross-section of the hull with a 3000 unit scale. The OSH R-270 is located at the top left, the OSH VORTAC is at the top center, and the OSH 1.7 is at the bottom center. The diagram includes a 085° angle, a 265° angle, and a 1.4 unit dimension. A note indicates "Remain within 10 NM".

OSHKOSH, WISCONSIN
Amdt 5A 02APR15

WITTMAN RGNL (OSH)
VOR RWY 27

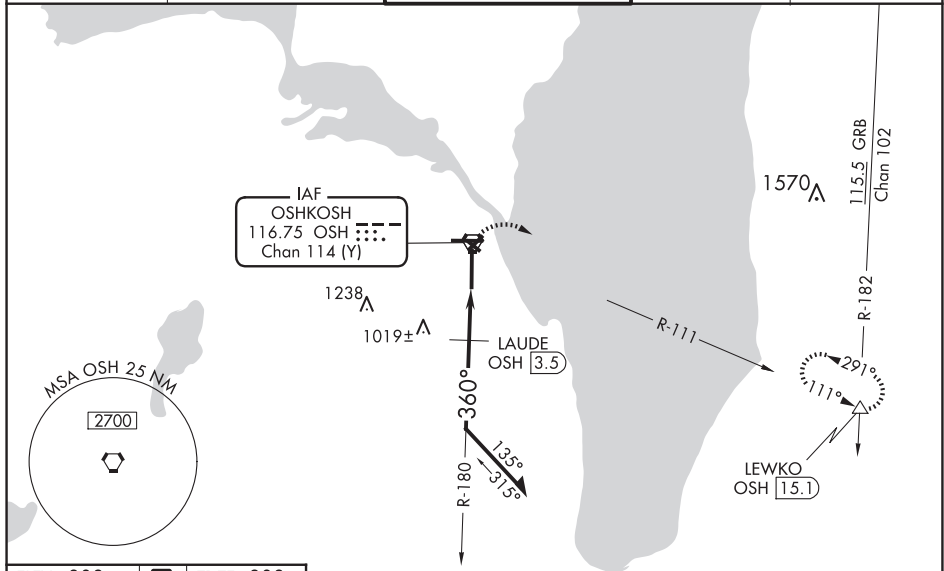
43°59'N-88°33'W

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

VOR RWY 36
WITTMAN RGNL (OSH)

ATIS 125.9	MILWAUKEE APP CON 127.0 263.075	OSHKOSH TOWER ★ 118.5 (CTAF) 0 290.9	GND CON 132.3	UNICOM 122.95
---------------	------------------------------------	---	------------------	------------------



REIL Rwy
18 and 27
HIRL Rwy 9-27
and 18-36

<div><div><div>3000</div><div>LEWKO</div><div></div></div><div><div>OSH R-111</div><div>*1500 when using Fond Du Lac altimeter setting.</div></div></div> <div><div>OSH VORTAC</div><div>6000</div><div>180°</div><div>LAUDEX 3.5</div><div>OSH 2.9</div><div>2300</div><div>360°</div><div>*1460</div><div>2.97°</div><div>TCH 52</div><div>1.3 NM</div><div>0.6 NM</div><div>Remain within 10 NM</div></div>				
CATEGORY	A	B	C	D
S-36	1460/24	652 (700-½)	1460-1⅜	652 (700-1⅜)
CIRCLING	1460-1	652 (700-1)	1460-1⅞	1460-2
			652 (700-1⅞)	652 (700-2)
LAUDEX 3.5 MINIMUMS				
S-36	1280/24	472 (500-½)	1280/50	472 (500-1)
CIRCLING	1280-1	1300-1	1360-1½	1440-2
	472 (500-1)	492 (500-1)	552 (600-1½)	632 (700-2)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOM OS 395	APP CRS 003°	Rwy Idg 8002
		TDZE 808
		Apt Elev 808

NDB RWY 36
WITTMAN RGNL (OSH)

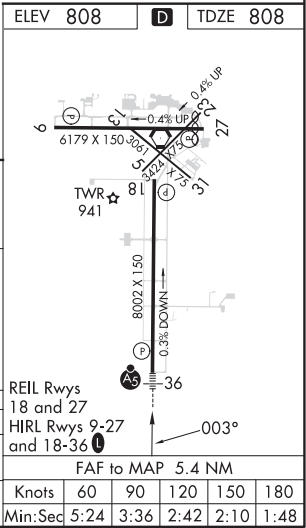
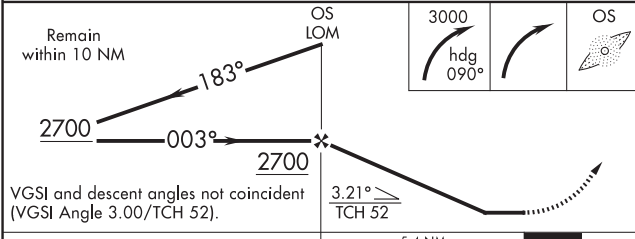
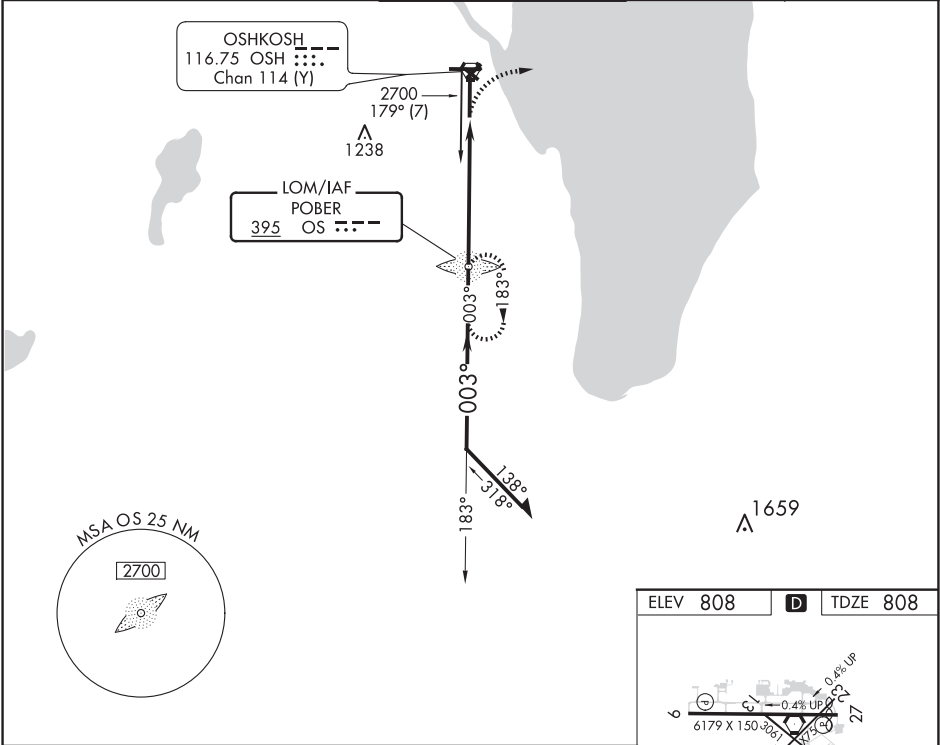
▼
▲ NA

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.

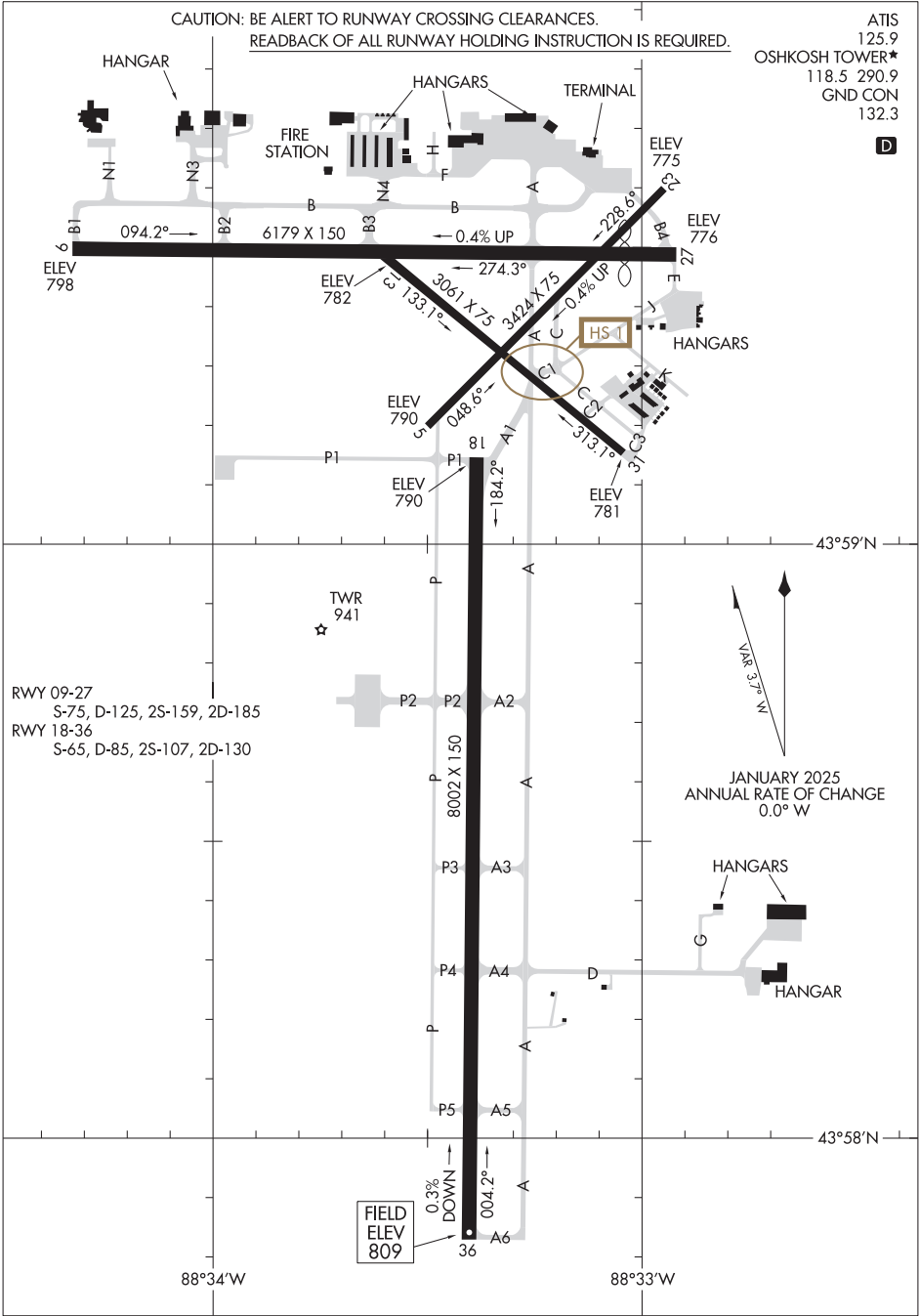
MALSR

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) 0 290.9	GND CON 132.3	UNICOM 122.95
----------------------	---	--	-------------------------	-------------------------



CATEGORY	A	B	C	D
S-36	1460/40 652 (700-¾)	1460-1 ¾ 652 (700-1½)	1460-2 652 (700-2)	
C CIRCLING	1460-1 652 (700-1)	1460-1 ¾ 652 (700-1½)	1460-2 652 (700-2)	



PARIS, ILLINOIS

AL-6298 (FAA)

23054

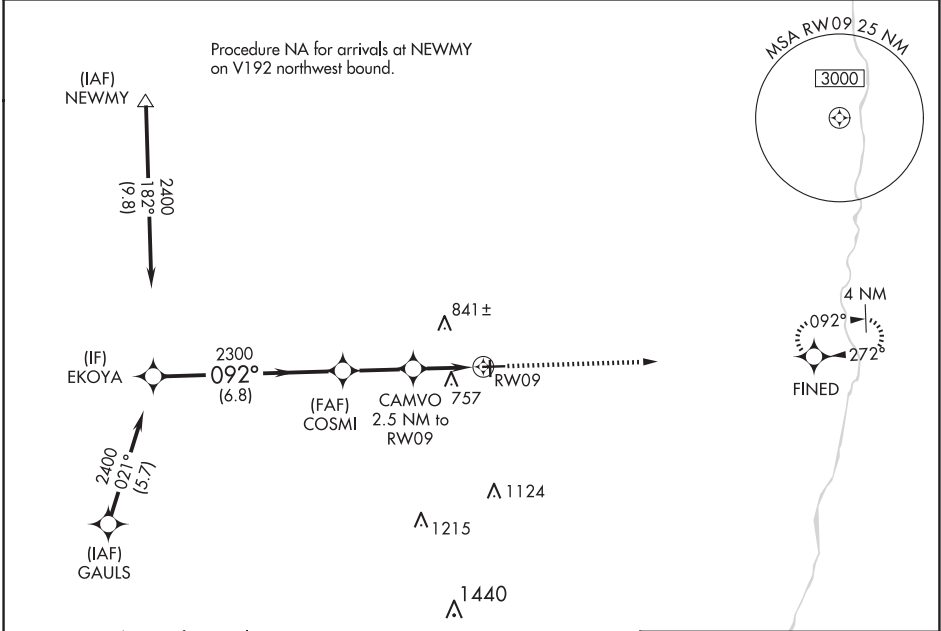
WAAS CH 50439 W09A	APP CRS 092°	Rwy Idg TDZE 654 Apt Elev 654
--	------------------------	---

RNAV (GPS) RWY 9

EDGAR COUNTY (PRG)

RNP APCH.	MISSED APPROACH: Climb to 2300 direct FINED and hold.
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.	

AWOS-3 124.175	HULMAN APP CON 125.45 339.8	UNICOM 123.0 (CTAF) 0
--------------------------	---------------------------------------	---------------------------------



ELEV 654 TDZE 654

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).

EKOYA 2400

GP 3.02° TCH 40

092°

COSMI 2300

2300

*1500

CAMVO 2.5 NM to RW09

*1.1 NM to RW09

RW09

6.8 NM 2.5 NM 1.4 NM 1.1 NM

2300 FINED

*LNAV only.

81 4501 X 75 27

092° 3600 X 75 36

Up 0.3%

CATEGORY	A	B	C	D
LPV DA	904-1 250 (300-1)			
LNAV/VNAV DA	908-1 254 (300-1)			
LNAV MDA	1020-1 366 (400-1)			
CIRCLING	1080-1 426 (500-1)	1120-1 466 (500-1)	1200-1½ 546 (600-1½)	1320-2 666 (700-2)

REIL Rwy 27
MIRL Rwy 9-27 and 18-36 0

PARIS, ILLINOIS

Amdt 1B 25FEB21

39°42'N-87°40'W

EDGAR COUNTY (PRG)

RNAV (GPS) RWY 9

EC-3, 12 JUN 2025 to 07 AUG 2025

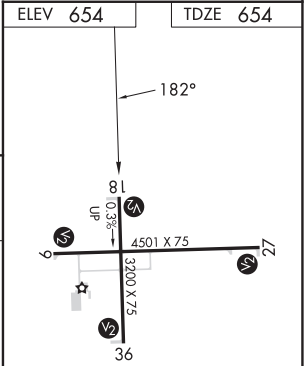
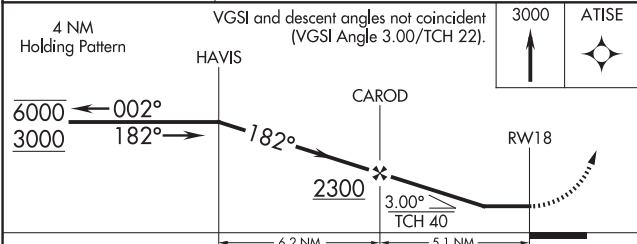
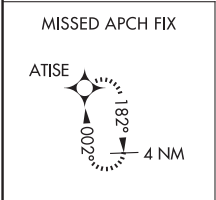
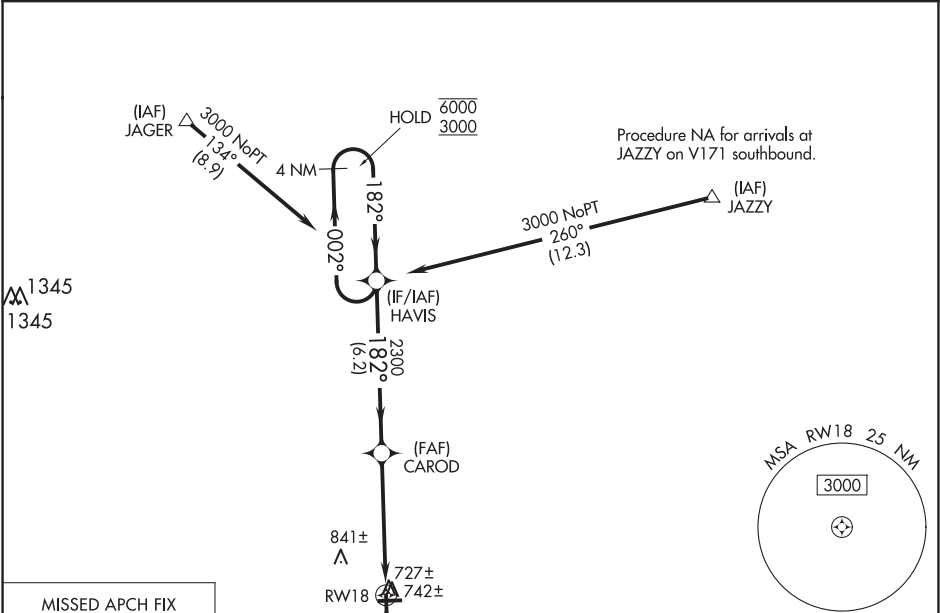
EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82639 W18A	APP CRS 182°	Rwy Idg TDZE 654 Apf Elev 654
--	------------------------	---

RNAV (GPS) RWY 18

EDGAR COUNTY (PRG)

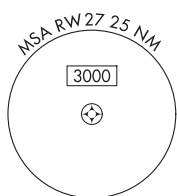
RNP APCH.		MISSED APPROACH: Climb to 3000 direct ATISE and hold.
<div><div><div></div><div></div></div><div>Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.</div></div>		
AWOS-3 124.175	HULMAN APP CON 125.45 339.8	UNICOM 123.0 (CTAF) 1



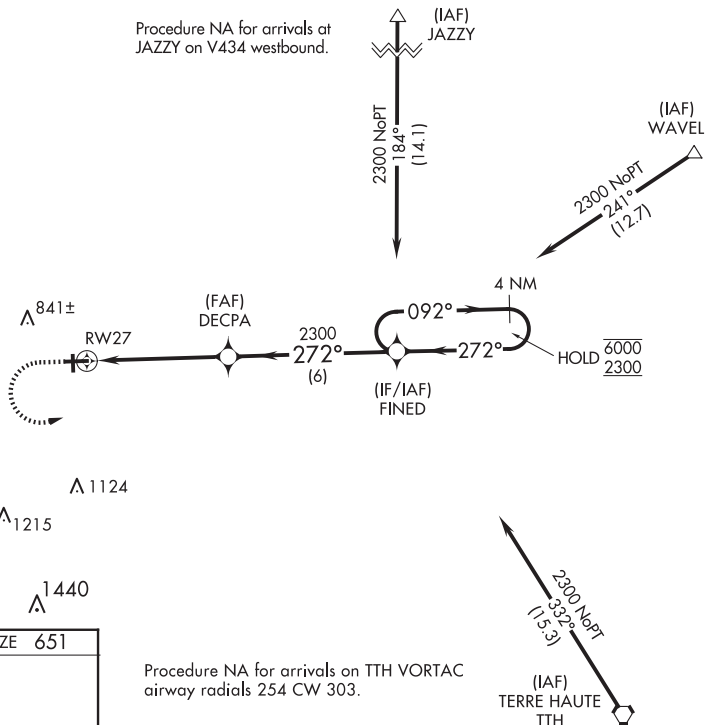
CATEGORY	A	B	C	D
LP MDA		980-1	326 (400-1)	
LNAV MDA		1000-1	346 (400-1)	
CIRCLING	1080-1 426 (500-1)	1120-1 466 (500-1)	1200-1½ 546 (600-1½)	1320-2 666 (700-2)

RNAV (GPS) RWY 27
EDGAR COUNTY (PRG)

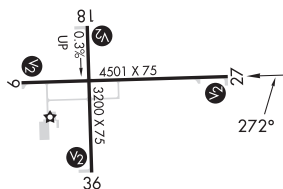
MISSED APPROACH:
Climb to 1120 then
climbing left turn to 2300
direct **FINED** and hold.

UNICOM
123.0 (CTAF) **L**

Procedure NA for arrivals at
JAZZY on V434 westbound.



Procedure NA for arrivals on TTH VORTAC
airway radials 254 CW 303.



REIL Rwy 27
MIRL Rwys 9-27 and 18-36 **L**

Diagram illustrating the layout of a VOR/DME station. The VOR is at the center, with a DME arc of 1.2 NM and a 3.9 NM arc. The VOR frequency is 112.0 MHz, and the DME frequency is 2300 MHz. The VOR is labeled "FINED". The DME is labeled "DECFA". The VOR/DME is labeled "VGSI and RNAV glidepath not coincident (VGSI Angle 3.15/TCH 26)". The RNAV glidepath is 4 NM. The VOR/DME is labeled "Holding Pattern". The VOR/DME is labeled "RW27". The VOR/DME is labeled "GP 3.00° TCH 40°". The VOR/DME is labeled "272°" and "092°". The VOR/DME is labeled "6000" and "2300".

EDGAR COUNTY (PRG)

RNAV (GPS) RWY 27

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 78339 W36A	APP CRS 002°	Rwy Idg TDZE 654 Apf Elev 654	3200
--	------------------------	---	-------------

RNAV (GPS) RWY 36

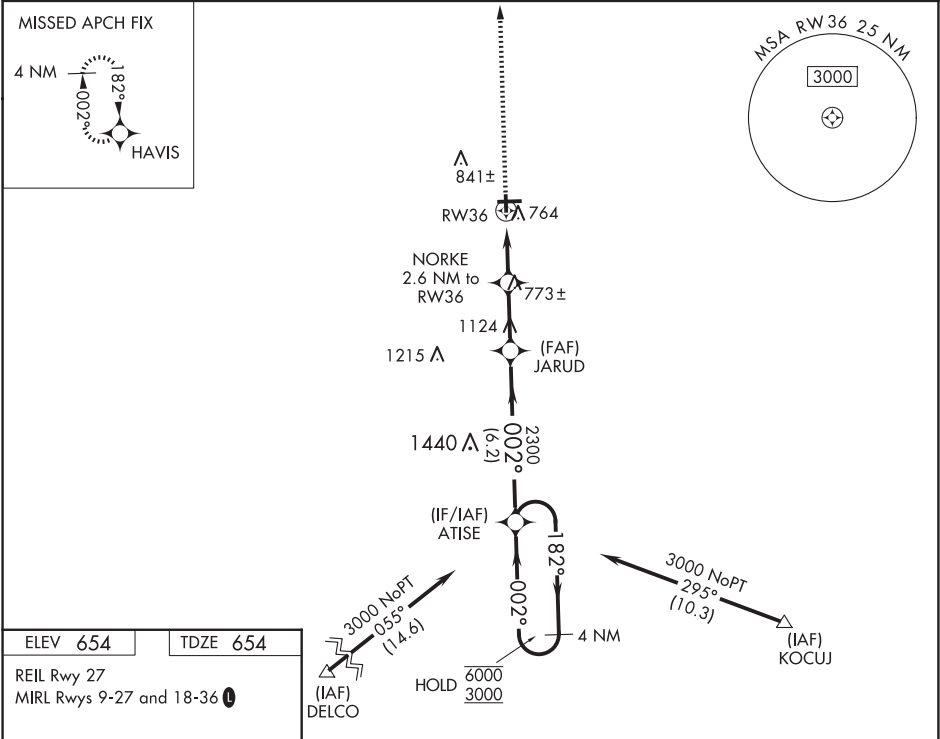
EDGAR COUNTY (PRG)



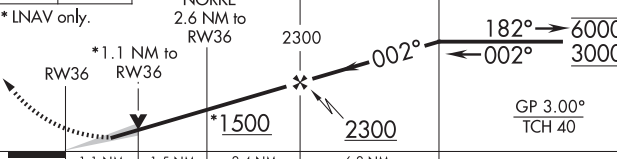

RNP APCH.

For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.
Circling Rwy 18 NA at night.

MISSED APPROACH:
Climb to 3000 direct
HAVIS and hold.

AWOS-3 124.175	HULMAN APP CON 125.45 339.8	UNICOM 123.0 (CTAF)
--------------------------	---------------------------------------	-------------------------------



3000	HAVIS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22).				4 NM Holding Pattern
						
* LNAV only.						
						
CATEGORY		A	B	C	D	
LPV DA	DA	904-1		250 (300-1)		
LNAV/VNAV DA	DA	925-1		271 (300-1)		
LNAV MDA		1020-1		366 (400-1)		
 CIRCLING		1080-1	1120-1	1200-1½	1320-2	
		426 (500-1)	466 (500-1)	546 (600-1½)	666 (700-2)	

APP CRS	Rwy Idg	3200
184°	TDZE	1494
	Apt Elev	1501

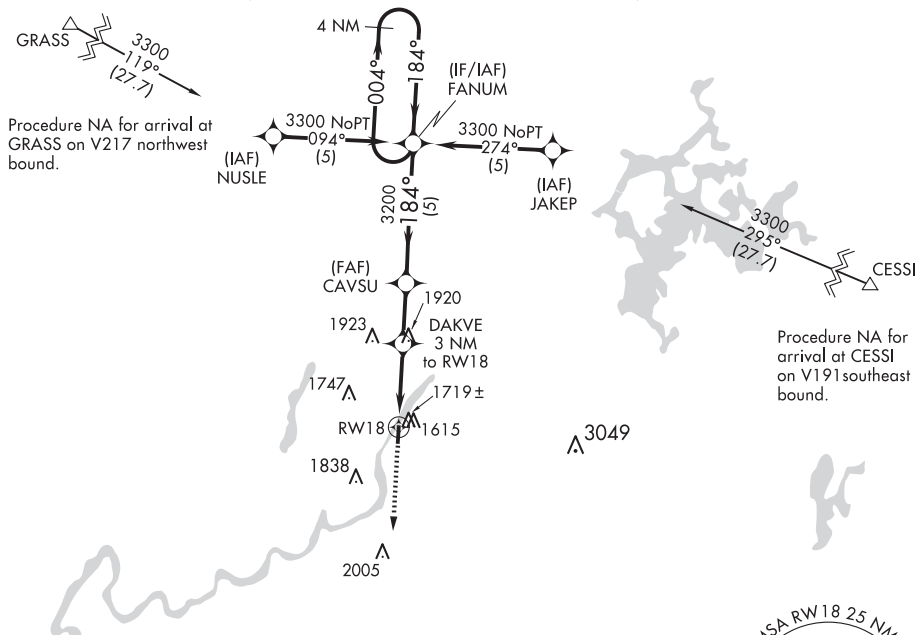
RNAV (GPS) RWY 18

PARK FALLS MUNI (PKF)

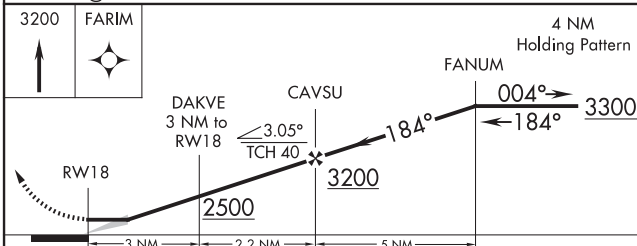
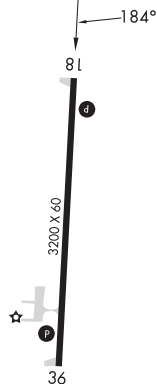
MISSED APPROACH: Climb to 3200
direct FARIM WP and hold.

MINNEAPOLIS CENTER
133.65 281.5

CTAF
122.9



ELEV	1501		TDZE	1494
------	------	--	------	------



CATEGORY	A	B	C	D
LNAV MDA	2020-1	526 (600-1)	2020-1½ 526 (600-1½)	NA
CIRCLING	2060-1	559 (600-1)	2180-2 679 (700-2)	NA

PARK FALLS, WISCONSIN
Orig-C 20MAY21

45°57'N-90°25'W

PARK FALLS MUNI (PKF)
RNAV (GPS) RWY 18

EC-3, 12 JUN 2025 to 07 AUG 2025

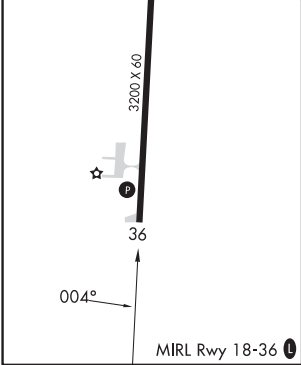
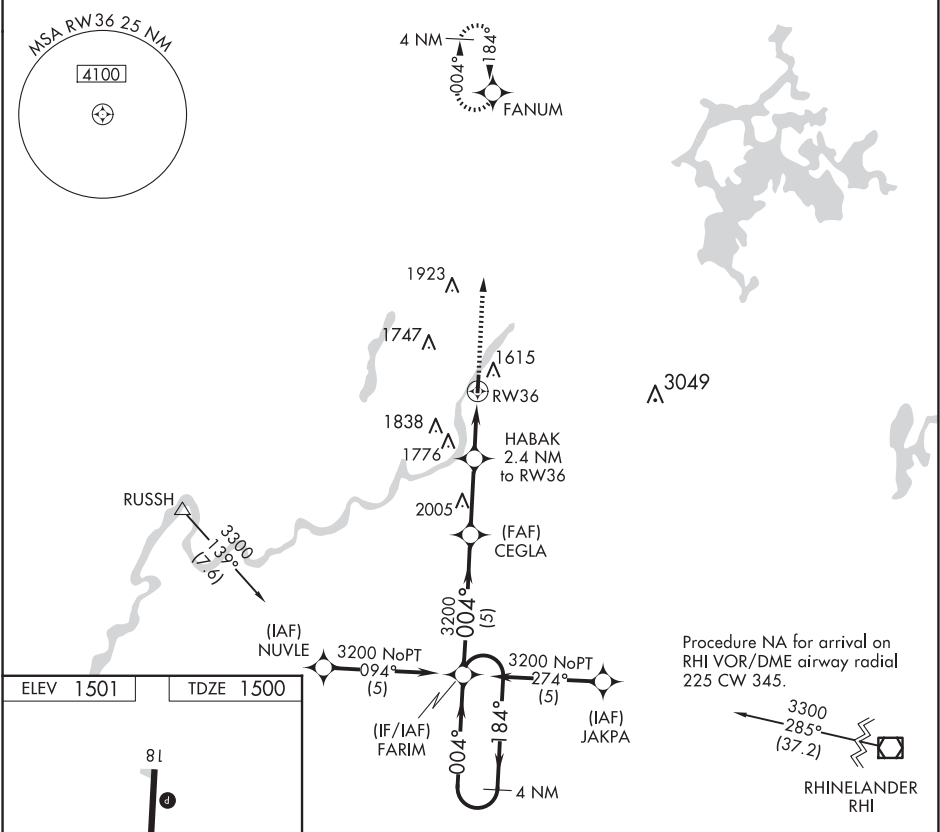
APP CRS	Rwy Idg	3200
004°	TDZE	1500
	Apt Elev	1501

RNAV (GPS) RWY 36

PARK FALLS MUNI (PKF)

<div><div><div></div><div>NA</div></div><div>DME/DME RNP-0.3 NA. Procedure NA at night. Use Phillips altimeter setting.</div></div>	MISSED APPROACH: Climb to 3300 direct FANUM and hold.
---	--

PBH AWOS-3 125.875	MINNEAPOLIS CENTER 133.65 281.5	CTAF 122.90
-----------------------	------------------------------------	----------------



4 NM Holding Pattern		FARIM	CEGLA	3300	FANUM
3200 ← 184°		004° →	004° →	3200	
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 27).		3.06°	TCH 40	HABAK 2.4 NM to RW36	
		5 NM	2.7 NM	2.4 NM	
CATEGORY	A	B	C	D	
LNAV MDA	2000-1	500 (500-1)	2000-1¼ 500 (500-1¼)	NA	
CIRCLING	2060-1	559 (600-1)	2180-2 679 (700-2)	NA	

PAXTON, ILLINOIS

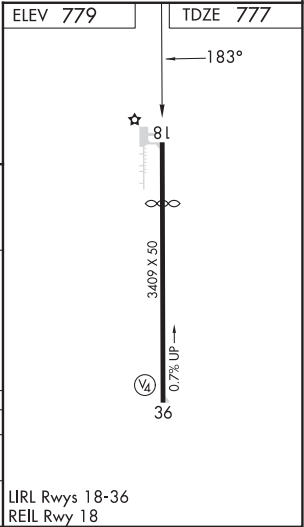
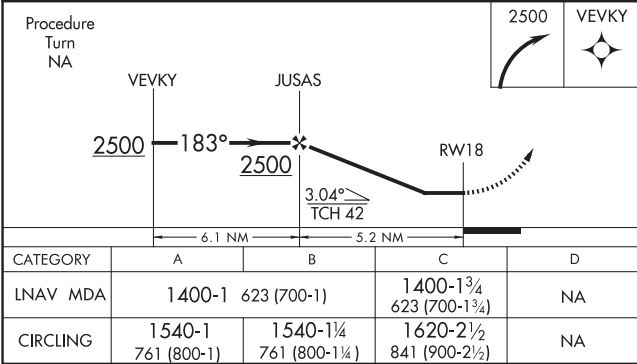
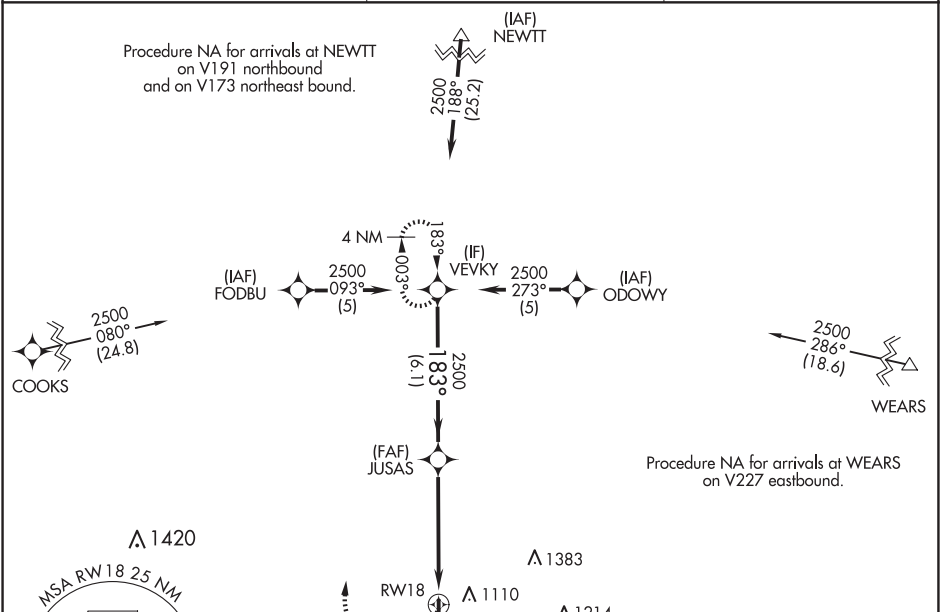
AL-6857 (FAA)

RNAV (GPS) RWY 18
PAXTON (1C1)

APP CRS	Rwy Idg	2609
183°	TDZE	777
	Apt Elev	779

<div><div>▼</div><div>▲ NA</div></div>	DME/DME RNP-0.3 NA. 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 LNAV Cat C and Circling all Cats visibility ¼ SM. Procedure NA at night.	MISSED APPROACH: Climbing right turn to 2500 direct VEVKY and hold.
--	---	---

CMI ASOS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65	UNICOM 122.8 (CTAF)
--------------------	--------------------------------------	------------------------



PAXTON, ILLINOIS
Orig-B 04NOV21

40°27'N-88°08'W

PAXTON (1C1)
RNAV (GPS) RWY 18

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

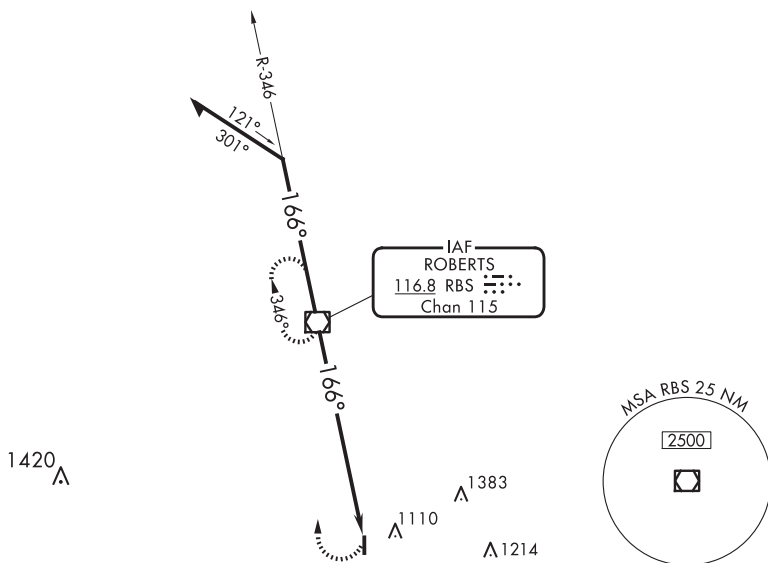
VOR/DME RBS 116.8 Chan 115	APP CRS 166°	Rwy Idg 2609 TDZE 777 Apt Elev 779
--	------------------------	---

VOR RWY 18
PAXTON (1C1)

T Helicopter visibility reduction below 1 SM NA. Use Champaign-Urbana
A NA 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
¼ 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.

CMI ASOS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65	UNICOM 122.8 (CTAF)
---------------------------	---	-------------------------------

[illegible]

CATEGORY	8 NM			D
	A	B	C	
S-18	1580-1 803 (900-1)	1580-1¼ 803 (900-1¼)	1580-2¼ 803 (900-2¼)	NA
CIRCLING	1580-1 801 (900-1)	1580-1¼ 801 (900-1¼)	1620-2½ 841 (900-2½)	NA

PEKIN, ILLINOIS

AL-5812 (FAA)

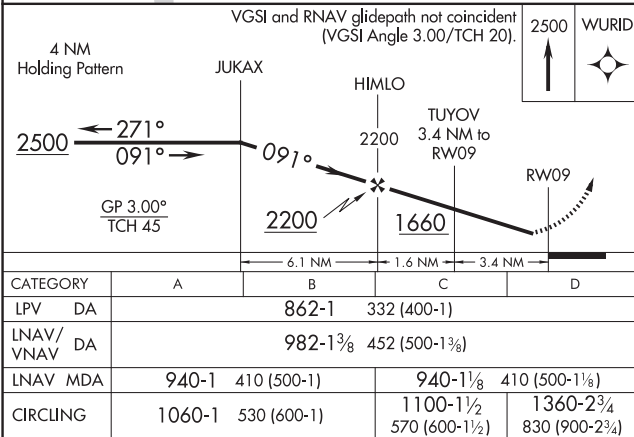
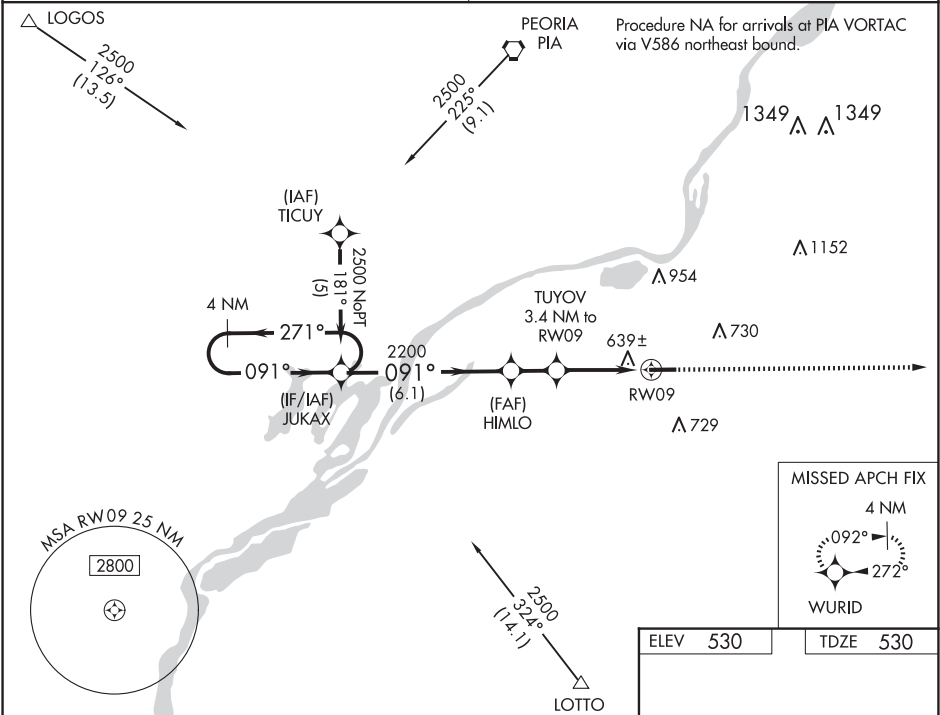
23278

WAAS CH 53509 W09A	APP CRS 091°	Rwy Idg TDZE 530 Apt Elev 530
--	------------------------	---

RNAV (GPS) RWY 9
PEKIN MUNI (C15)

RNP APCH-GPS	Baro-VNAV NA. Rwy 9 helicopter visibility reduction below 3/4 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 125.8 269.2	UNICOM 122.8 (CTAF)
---	-------------------------------



PEKIN, ILLINOIS
Orig-C 19MAY22

40°29'N-89°41'W

PEKIN MUNI (C15)
RNAV (GPS) RWY 9

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

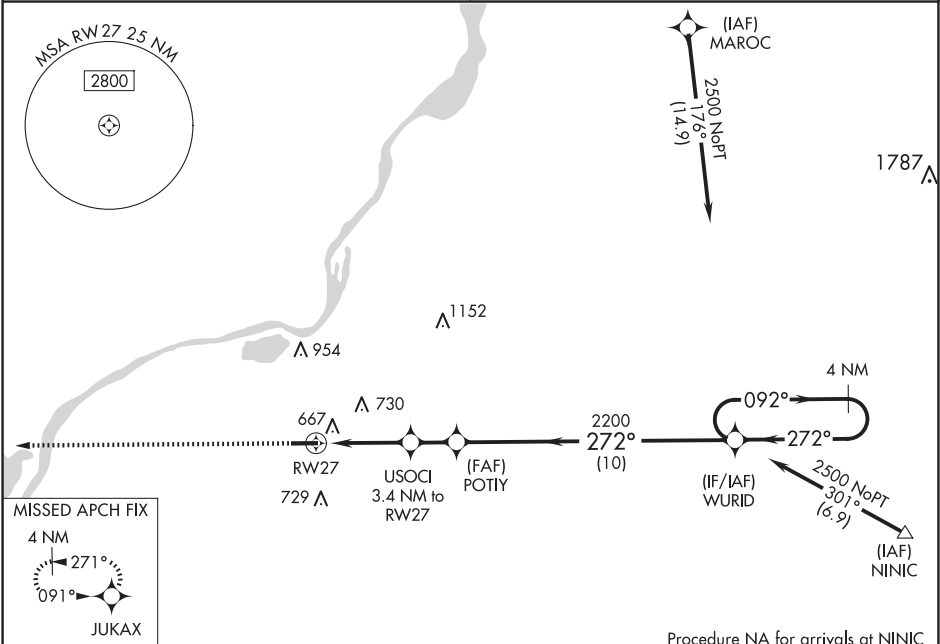
WAAS CH 99509 W27A	APP CRS 272°	Rwy Idg TDZE 525 Apt Elev 530
--	------------------------	---

RNAV (GPS) RWY 27

PEKIN MUNI (C15)

RNP APCH-GPS. ▼ NA	Baro-VNAV NA. Rwy 27 helicopter visibility reduction below 1 SM NA. Use General Downing - Peoria Intl altimeter 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 1/8 SM and Circling visibility Cat C 1/4 SM.	MISSED APPROACH: Climb to 2500 direct JUKAX and hold.
--------------------------	---	---

SAINT LOUIS APP CON 125.8 269.2	UNICOM 122.8 (CTAF) 0
---	--



ELEV 530	TDZE 525
-----------------	-----------------

2500
↑
JUKAX

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 25).

WURID

4 NM
Holding Pattern

USOCI
3.4 NM to
RW27

POTIY
2200

272°

092° →
← 272°

2500

GP 3.00°
TCH 45

RW27

1660

2200

3.4 NM

1.7 NM

10 NM

CATEGORY	A	B	C	D
LPV DA	864-1		339 (400-1)	
LNAV/VNAV DA	1010-1⅜		485 (500-1⅜)	
LNAV MDA	1020-1	495 (500-1)	1020-1⅜	495 (500-1⅜)
CIRCLING	1060-1	530 (600-1)	1100-1½ 570 (600-1½)	1360-2¾ 830 (900-2¾)

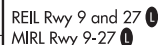
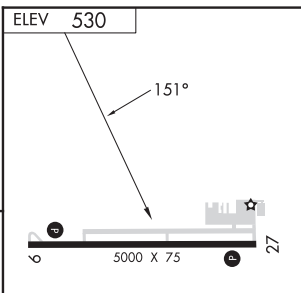
REIL Rwy 9 and 27

MIRL Rwy 9-27

REIL Rwy 9 and 27 **0**
MIRL Rwy 9-27 **0**

VOR-A
PEKIN MUNI (C15)

MISSED APPROACH: Climbing right turn to 2100 direct PIA VORTAC and hold.

UNICOM
122.8 (CTAF) **L**

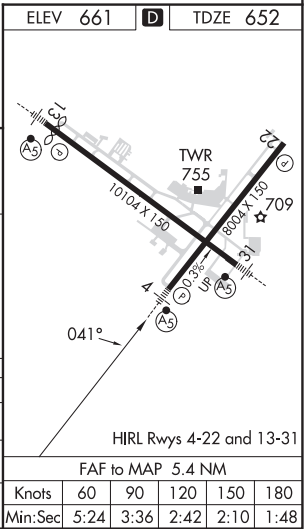
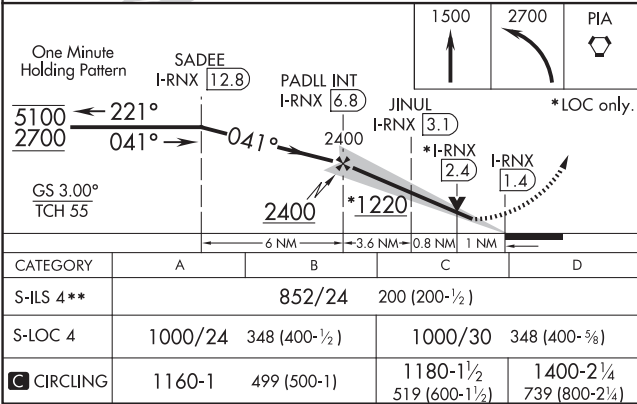
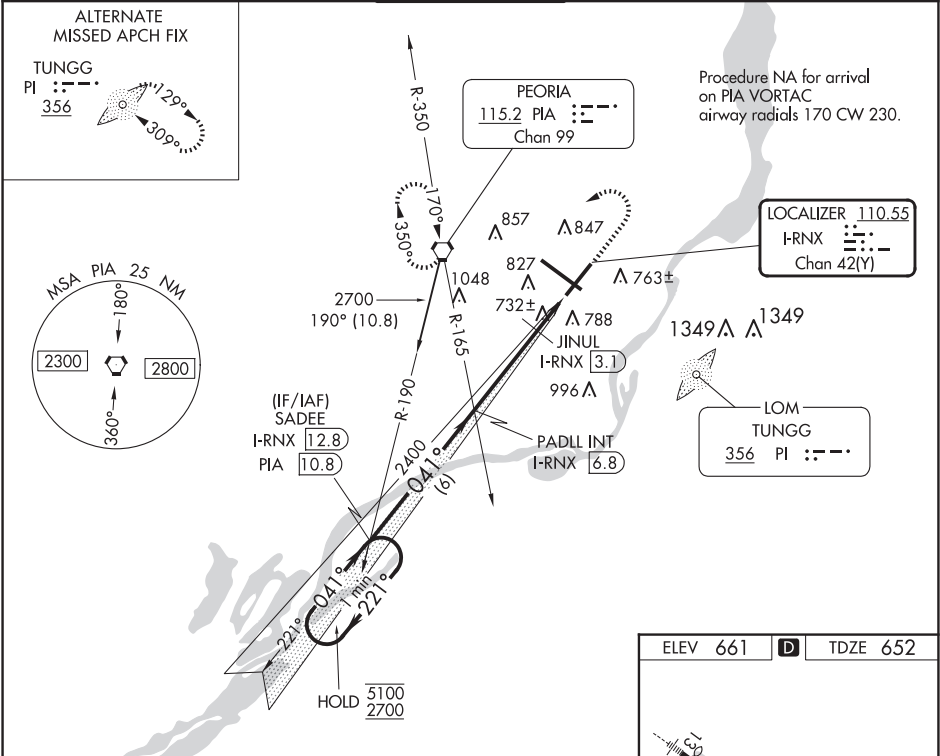
CATEGORY	A	B	C	D	FAF to MAP 2.5 NM					
CIRCLING	1060-1	530 (600-1)	1100-1½ 570 (600-½)	1360-2¾ 830 (900-2¾)	Knots Min:Sec	60 2:30	90 1:40	120 1:15	150 1:00	180 0:50

LOC/DME I-RNX 110.55 Chan 42 (Y)	APP CRS 041°	Rwy Idg 7826 TDZE 652 Apt Elev 661
--	------------------------	---

ILS or LOC RWY 4
GENERAL DOWNING - PEORIA INTL(PIA)

DME required.	MALSR A5	MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PIA VORTAC and hold, continue climb-in-hold to 2700.
---------------	-------------	--

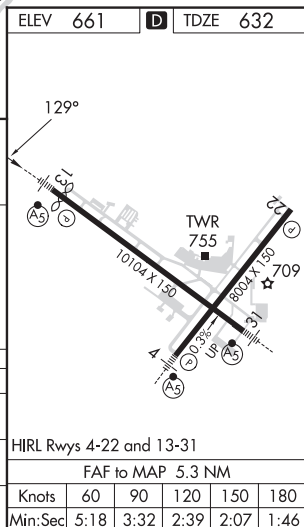
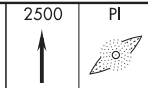
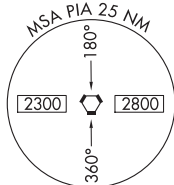
ATIS 126.1 282.2	SAINT LOUIS APP CON 125.8 269.2	PEORIA TOWER 124.0 353.85	GND CON 121.85 348.6	CLNC DEL 124.675 317.55
----------------------------	---	-------------------------------------	--------------------------------	-----------------------------------



ILS or LOC RWY 13

MISSED APPROACH: Climb to 2500 direct TUNGG LOM and hold, continue climb-in-hold to 2500.

CLNC DEL
124.675 317.55



GENERAL DOWNING - PEORIA INTL (PIA)
ILS or LOC RWY 13

LOC I-PIA

109.9

APP CRS

309°

Rwy Ldg

10104

TDZE

650

Apt Elev

661

ILS or LOC RWY 31

GENERAL DOWNING - PEORIA INTL (PIA)

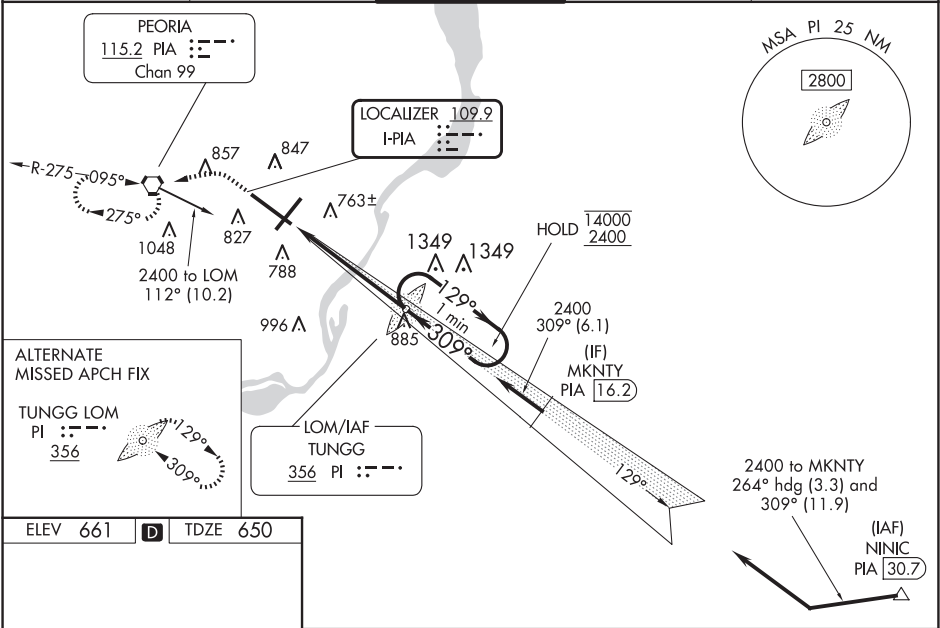
DME required.

When local altimeter setting not received, use AAA altimeter setting: increase S-ILS 31 DA to 939 feet; increase all MDAs 100 feet and S-LOC 31 visibility CAT C/D/E to 1 ¼ SM and Circling visibility Cat C ¼ SM and Cat D ½ SM. Circling Rwy 13, 31 NA at night. For inop ALS, when using AAA altimeter setting, increase S-ILS 31 all Cats visibility to RVR 4500, S-LOC 31 visibility Cats C/D/E to 1 ¾ SM. DME from PIA VORTAC. DME use requires simultaneous reception of I-PIA and PIA DME. For inop ALS, increase S-ILS 31 Cat E visibility to RVR 4000 and S-LOC 31 Cats C/D/E to 1 ¾ SM. *RVR 1800 authorized with the use of FD or AP or HUD to DA. (NA when using AAA altimeter setting).

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct PIA VORTAC and hold, continue climb-in-hold to 2400.

ATIS	SAINT LOUIS APP CON	PEORIA TOWER	GND CON	CLNC DEL
126.1 282.2	125.8 269.2	124.0 353.85	121.85 348.6	124.675 317.55



ELEV 661

D

TDZE 650

1200

2400

PIA

TUNGG LOM

2350

129°

309°

1400

2400

GS 3.00°

TCH 55

CATEGORY	A	B	C	D	E
S-ILS 31 *	850/24		200 (200-½)		
S-LOC 31	1120/24	470 (500-½)	1120/50	470 (500-1)	
CIRCLING	1160-1	499 (500-1)	1180-1½ 519 (600-1½)	1400-2¼ 739 (800-2¼)	1680-3 1019 (1100-3)

PEORIA, ILLINOIS


AL-597 (FAA)

24361

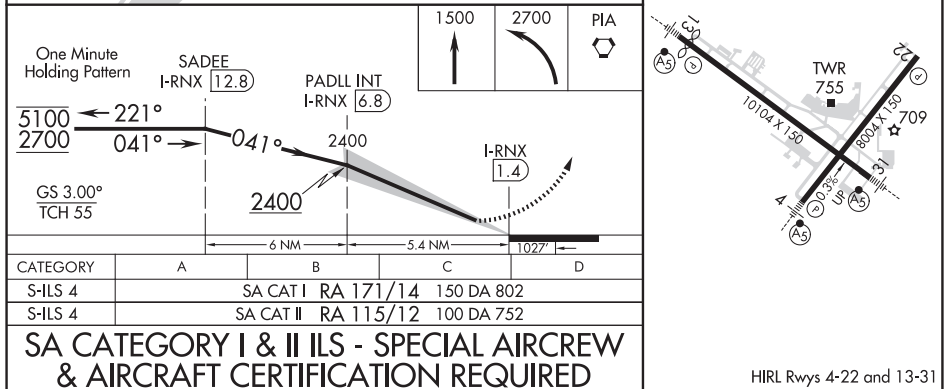
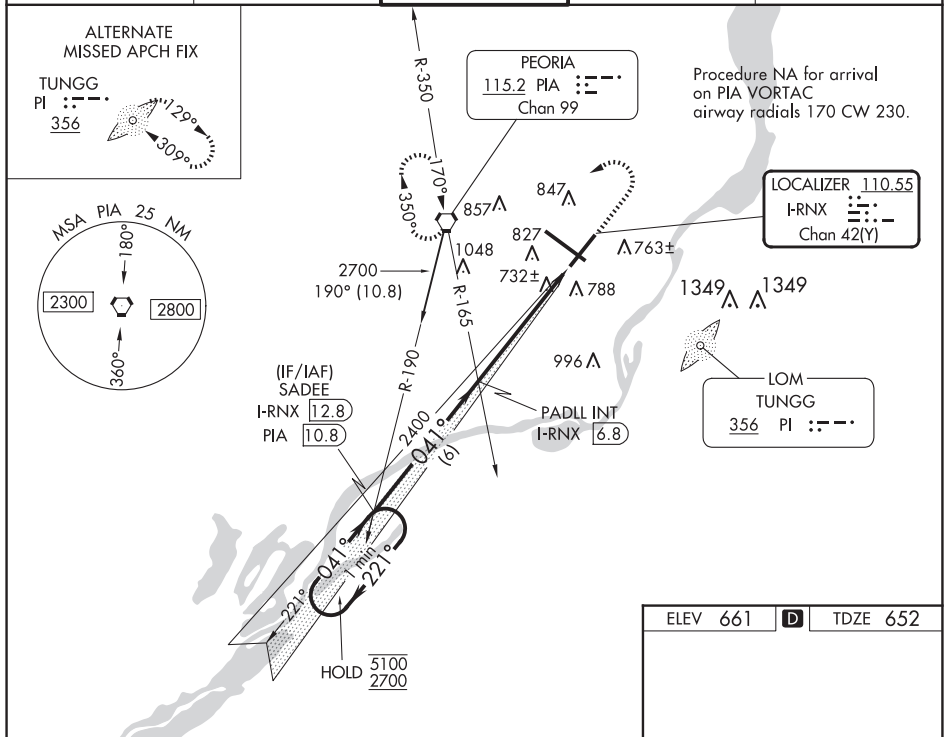
LOC/DME I-RNX 110.55 Chan 42 (Y)	APP CRS 041°	Rwy Idg TDZE 652 Apt Elev 661
--	------------------------	---

ILS RWY 4 (SA CAT I & II)

GENERAL DOWNING - PEORIA INTL(PIA)

DME required.	MALSR 	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	CLNC DEL 124.675 317.55
----------------------------	---	-------------------------------------	--------------------------------	-----------------------------------



PEORIA, ILLINOIS

Amdt 4 07OCT21

GENERAL DOWNING - PEORIA INTL(PIA)

40°40'N-89°42'W

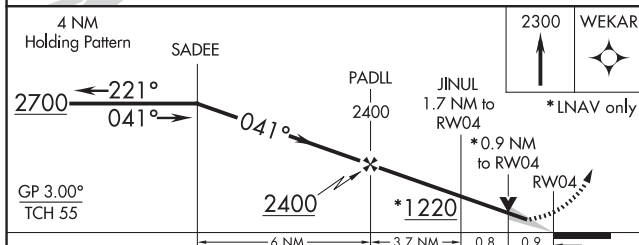
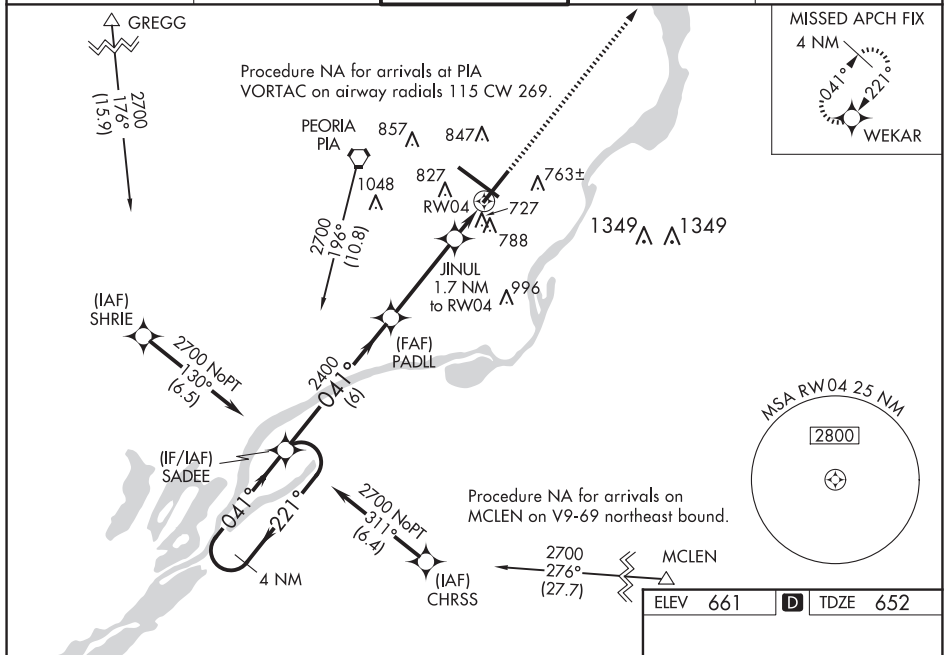
ILS RWY 4 (SA CAT I & II)

RNAV (GPS) RWY 4
GENERAL DOWNING - PEORIA INTL (PIA)

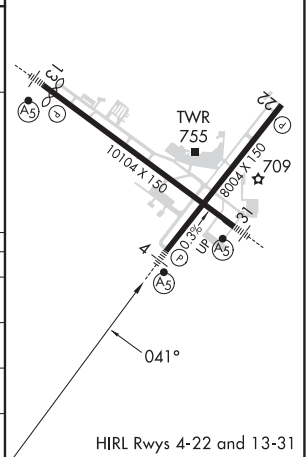
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C.
▲ VDP and Baro-VNAV NA with Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ¼ mile, and Circling Cat C ¼ mile and Cat D ½ mile. For inoperative MALSR using Logan County altimeter setting, increase LPV all Cats visibility to 1 mile. For inop ALS, increase LNAV Cat C/D visibility to 1 SM. Circling Rwy 13, 31 NA at night.



MISSED APPROACH:
Climb to 2300 direct
WEKAR and hold.



CATEGORY		A	B	C	D
LPV	DA	857-½ 205 (200-½)			
LNAV/ VNAV	DA	905-½ 253 (300-½)			
LNAV MDA		1000-½ 348 (400-½)	1000-⅝ 348 (400-⅝)		
C CIRCLING		1160-1 499 (500-1)	1180-1½ 519 (600-1½)	1400-2¼ 739 (800-2¼)	



WAAS CH 60922 W13A	APP CRS 128°	Rwy Idg 9604 TDZE 632 Apt Elev 661
--	------------------------	---

RNP APCH - GPS	
----------------	--

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.9°C or above 54°C. When local altimeter setting not received, use Lincoln altimeter setting increase LPV DA to 1110 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1168 feet and all visibilities ½ 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 1½ 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.

MAL5
A5

MISSED APPROACH:
Climb to 2400 direct
CASIP and hold.

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

CLNC DEL
124.675 317.55

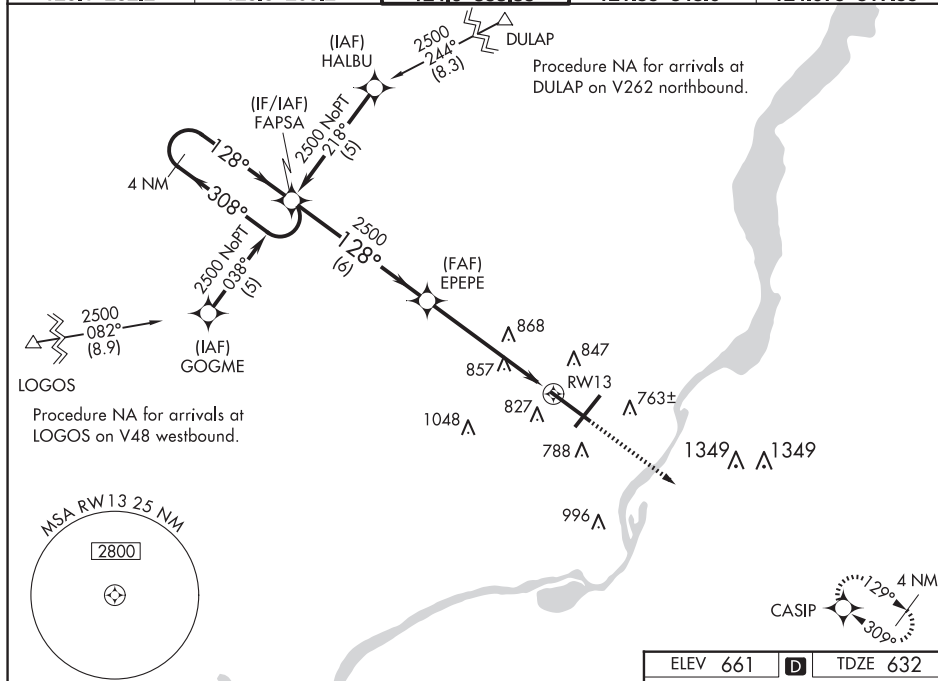
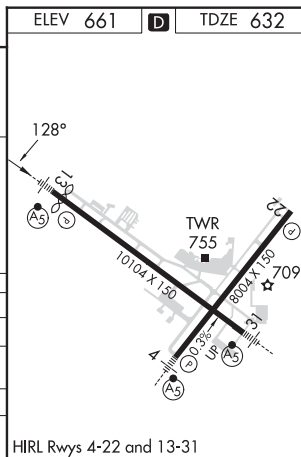


Diagram illustrating the FAPA approach procedure for RW13. The diagram shows the 4 NM Holding Pattern, FAPA, EPEPE, and RW13 points. The glidepath is 3.00° TCH 59. The diagram also shows the VGS1 and RNAV glidepaths, which are not coincident. The VGS1 glidepath is 3.00° TCH 59. The RNAV glidepath is 3.00° TCH 57. The diagram includes a 2400 CASIP symbol and a 2500 CASIP symbol.

CATEGORY		A		B		C		D	
LPV	DA	1025-3/4		389 (400-3/4)					
INAV/ VNAV	DA	1083-1		447 (500-1)					
INAV	MDA	1120-1/2	484 (500-1/2)	1120-1		484 (500-1)			
C CIRCLING		1160-1	499 (500-1)	1180-1 1/2 519 (600-1 1/2)		1400-2 1/4 739 (800-2 1/4)			



PEORIA, ILLINOIS
Amdt 1D 10AUG23

GENERAL DOWNING - PEORIA INTL(PIA)
RNAV (GPS) RWY 13

40°40'N-89°42'W

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	8004
221°	TDZE	661
	Apt Elev	661

RNAV (GPS) RWY 22

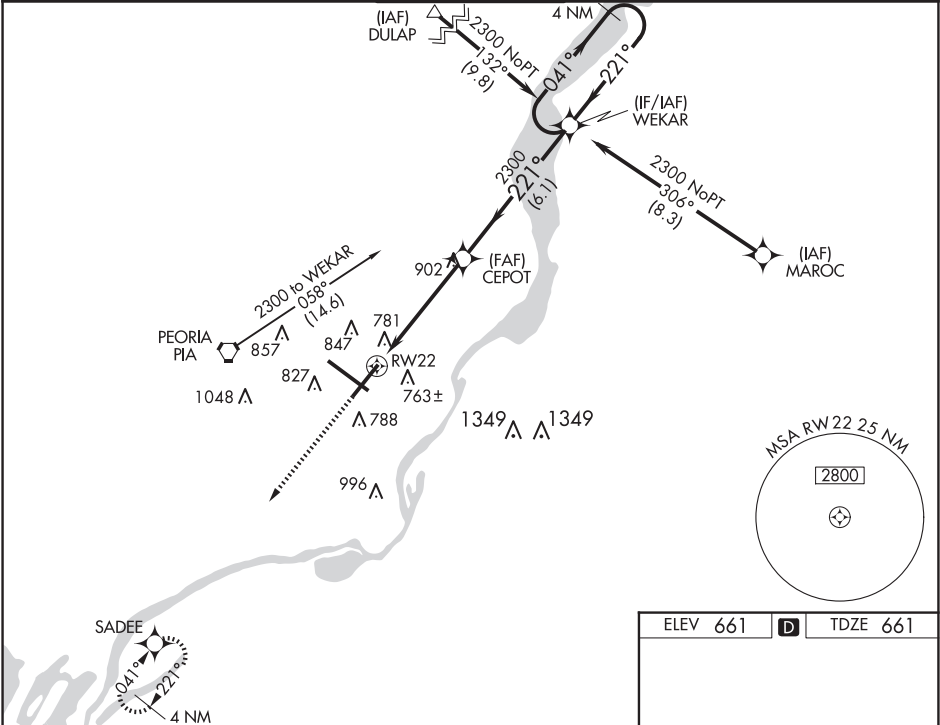
GENERAL DOWNING - PEORIA INTL (PIA)



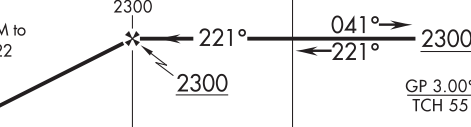

RNP APCH

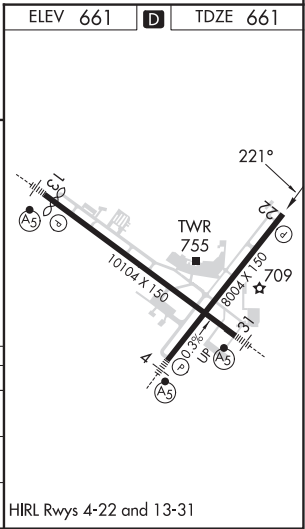
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.
When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV DA all Cats visibility to 1½ mile, LNAV MDA Cat C and D visibility to 1¾ mile, and Circling Cat C ¾ mile and Cat D ½ mile.
Baro-VNAV and VDP NA when using Logan County altimeter setting. Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 13, 31 NA at night.

MISSED APPROACH:
Climb to 2700 direct
SADEE and hold.

ATIS	SAINT LOUIS APP CON	PEORIA TOWER	GND CON	CLNC DEL
126.1 282.2	125.8 269.2	124.0 353.85	121.85 348.6	124.675 317.55



2700 ↑	SADEE 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).	4 NM Holding Pattern	
*LNAV only		CEPOT 2300	WEKAR	
	*1.4 NM to RW22 		2300 GP 3.00° TCH 55	
	1.4	3.5 NM	6.1 NM	
CATEGORY	A	B	C	D
LNAV/ VNAV DA	1093-1 $\frac{3}{8}$ 432 (500-1 $\frac{3}{8}$)			
LNAV MDA	1160-1 499 (500-1)		1160-1 $\frac{3}{8}$ 499 (500-1 $\frac{3}{8}$)	
 CIRCLING	1160-1 499 (500-1)		1180-1 $\frac{1}{2}$ 519 (600-1 $\frac{1}{2}$)	1400-2 $\frac{1}{4}$ 739 (800-2 $\frac{1}{4}$)



PEORIA, ILLINOIS

AL-597 (FAA)

24361

WAAS CH 77509 W31A	APP CRS 309°	Rwy Idg 10104 TDZE 650 Apt Elev 661
--	------------------------	--

RNAV (GPS) RWY 31

GENERAL DOWNING - PEORIA INTL (PIA)

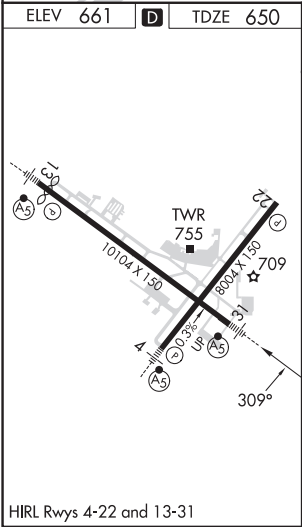
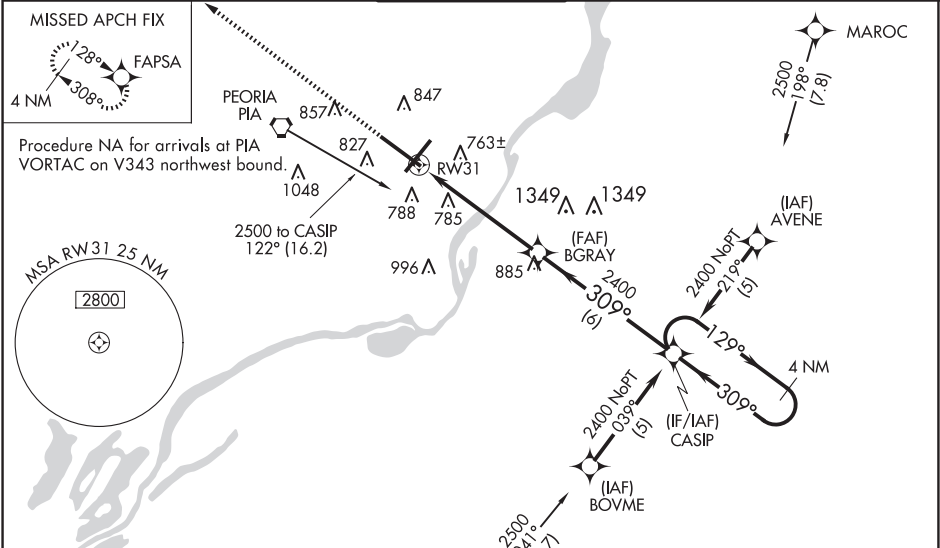
RNP APCH - GPS

⚠ 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 1 ¼ SM; increase all MDAs 100 feet and LNAV visibility Cat C/D to 1 ¼ 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 RVR 4500, LNAV/VNAV all Cats visibility to 1 ¾ SM, and LNAV visibility Cat C/D to 1 ¾ SM. For inop ALS when using Lincoln altimeter setting, increase LPV all Cats visibility to RVR 5500, LNAV/VNAV all Cats visibility to 1 ¾ SM, and LNAV visibility Cat C/D to 1 ¾ SM.

MALSR

MISSED APPROACH:
Climb to 2500 direct
FAPSA and hold.

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	CLNC DEL 124.675 317.55
----------------------------	---	-------------------------------------	--------------------------------	-----------------------------------



2500 FAPSA

LOTTO 2500 041° (13.7)

BGRAY 2400

CASIP

4 NM Holding Pattern

1.3 NM to RW31

1.3

4 NM

6 NM

GP 3.00° TCH 55

CATEGORY	A	B	C	D
LPV DA	939/24 289 (300-½)			
LNAV/VNAV DA	1122/60 472 (500-1¼)			
LNAV MDA	1120/24	470 (500-½)	1120/50	470 (500-1)
CIRCLING	1160-1	499 (500-1)	1180-1½ 519 (600-1½)	1400-2¼ 739 (800-2¼)

PEORIA, ILLINOIS

Amdt 1F 21MAR24

GENERAL DOWNING - PEORIA INTL (PIA)

40°40'N-89°42'W

RNAV (GPS) RWY 31

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

VOR or TACAN RWY 13
GENERAL DOWNING - PEORIA INTL (PIA)

MISSED APPROACH: Climbing right turn to 2400 direct PI LOM and hold, continue climb-in-hold to 2400.

IAF
PEORIA
115.2 PIA
Chan 99
6000

093°

048°
228°

1048 Δ

870 Δ

857 Δ

827 Δ

847 Δ

763 Δ

788 Δ

996 Δ

1349 Δ

1349 Δ

129°
309°

LOM
TUNGG
356 PI

MSA PIA 25 NM
180°
360°
2300 2800

ELEV 661 D TDZE 632

093°

GENERAL DOWNING - PEORIA INTL (PIA)
VOR or TACAN RWY 13

PEORIA, ILLINOIS

AL-597 (FAA)

24361

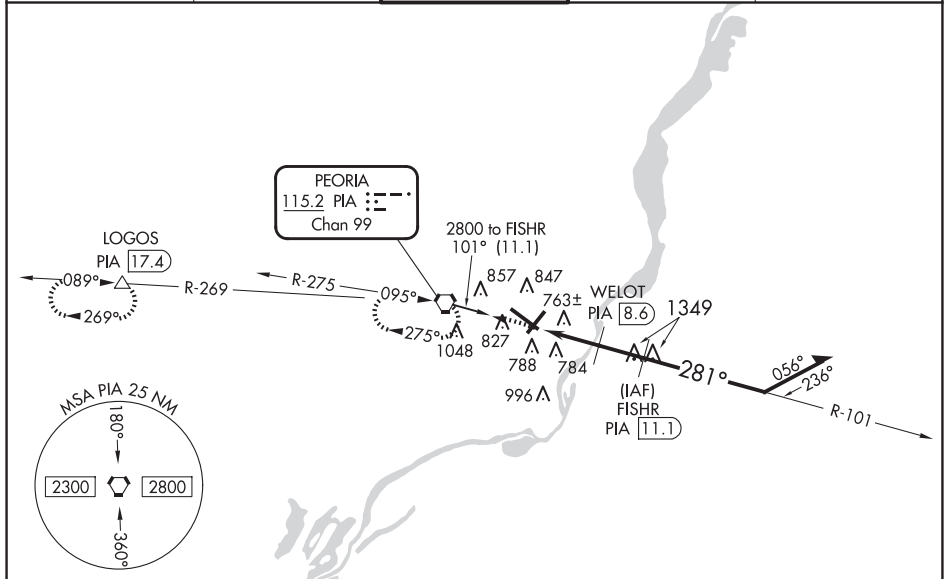
VORTAC PIA 115.2 Chan 99	APP CRS 281°	Rwy Idg TDZE 650 Apt Elev 661
--	------------------------	---

VOR Z or TACAN Z RWY 31

GENERAL DOWNING - PEORIA INTL(PIA)

DME required.	MALS R	MISSED APPROACH: Climb to 2800 direct PIA VORTAC and hold, continue climb-in-hold to 2800. (TACAN aircraft continue on PIA VORTAC R-269 to LOGOS/PIA 17.4 DME and hold west, right turn, 089° inbound).
<p>▼ Rwy 31 helicopter visibility reduction below RVR 5000 NA.</p> <p>▲ Inop table does not apply. Straight-in and Circling Rwy 31 NA at night. Circling Rwy 13 NA at night. When local altimeter setting not received, use AAA altimeter setting; increase all MDAs 100 feet and Circling visibility Cat C/D ½ SM.</p>		

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	CLNC DEL 124.675 317.55
----------------------------	---	-------------------------------------	--------------------------------	-----------------------------------



ELEV 661

D

TDZE 650

Diagram of HIRL Rws 4-22 and 13-31. The diagram shows two intersecting runways. Runway 4-22 is oriented 101° and Runway 13-31 is oriented 281°. Various lights are indicated: A5, S, Up, and 709. A tower (TWR) is located at 755. Dimensions 10104 X 130 and 800 X 150 are shown. A bearing of 281° is also indicated.

HIRL Rws 4-22 and 13-31

Diagram of a flight path. The path starts at a PIA (Pilot Information Area) at 2800, passes through WELOT PIA at 8.6, and ends at FISHR PIA at 11.1. The path is divided into segments A, B, C, and D. Segment A is 3.5 NM long, Segment B is 2.5 NM long, and Segment C is 3.00° TCH 55. The path is marked with altitudes: 2800, 1800, 2600, and 2800. The path is also marked with bearings: 101° and 281°. The path is also marked with a bearing of 281°.

CATEGORY	A	B	C	D
S-31	1040/55	390 (400-1)	1040/60	390 (400-1½)
CIRCLING	1160-1	499 (500-1)	1180-1½ 519 (600-1½)	1400-2¼ 739 (800-2¼)

PEORIA, ILLINOIS

Amdt 10 26DEC24

40°40'N-89°42'W

GENERAL DOWNING - PEORIA INTL(PIA)

VOR Z or TACAN Z RWY 31

EC-3, 12 JUN 2025 to 07 AUG 2025

LOM PI <u>356</u>	APP CRS 309°	Rwy Idg 10104 TDZE 650 Apt Elev 661
-----------------------------	------------------------	--

NDB RWY 31

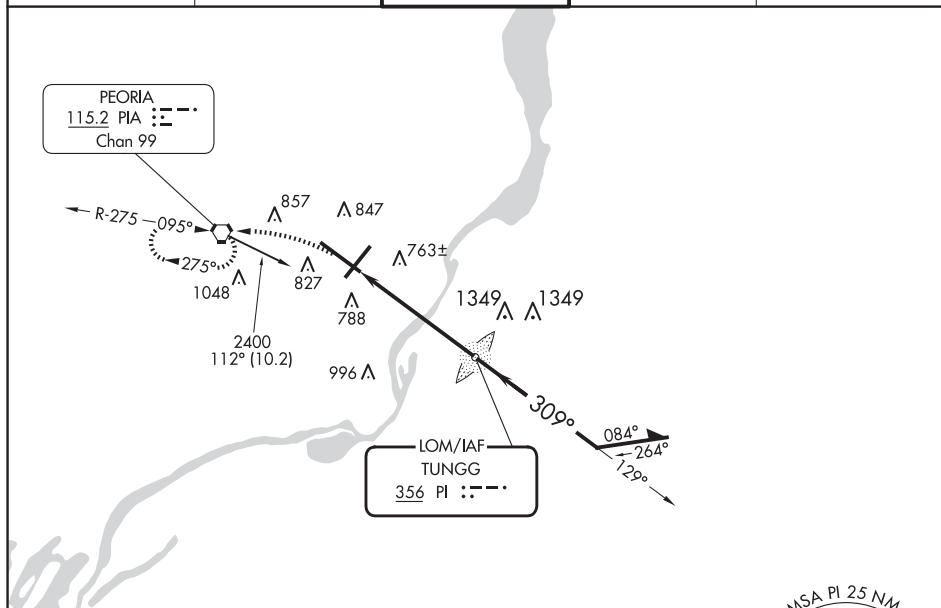
GENERAL DOWNING - PEORIA INTL (PIA)

A For inop ALS, increase S-31 Cat A/B visibility to RVR 5500, and Cat C/D to 1½ SM. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 100 feet, increase S-31 Cat C and visibility ½ mile, and Circling Cat C ¼ mile and Cat D ½ mile. Circling Rwy 13, 31 NA at night.

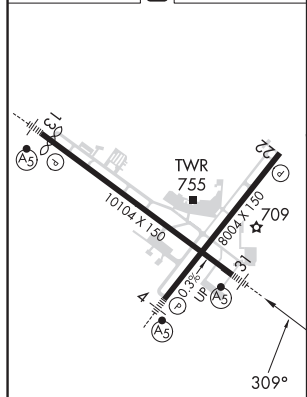


MISSED APPROACH: Climbing left turn 2400 direct PIA VORTAC and hold.

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	CLNC DEL 124.675 317.55
---------------------	------------------------------------	------------------------------	-------------------------	----------------------------



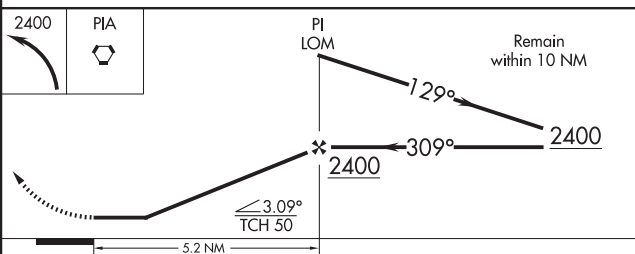
ELEV 661	D	TDZE 650
----------	----------	----------




HIRL Rwys 4-22 and 13-31

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-31	1140/40	490 (500- $\frac{3}{4}$)	1140/50	490 (500-1)
 CIRCLING	1160-1	499 (500-1)	1180-1 $\frac{1}{2}$ 519 (600-1 $\frac{1}{2}$)	1400-2 $\frac{1}{4}$ 739 (800-2 $\frac{1}{4}$)

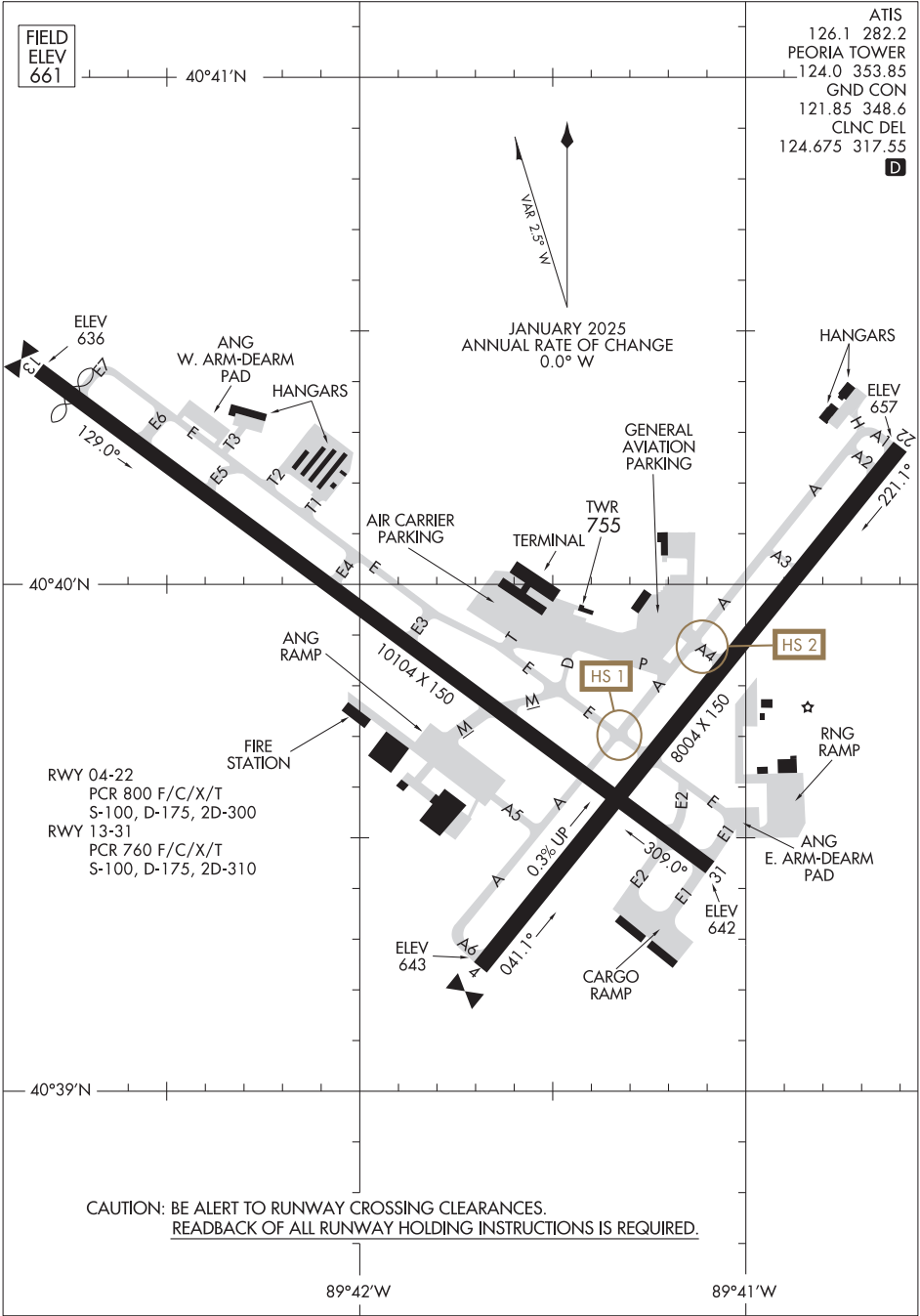
PEORIA, ILLINOIS

Amdt 15C 26MAR20

GENERAL DOWNING - PEORIA INTL (PIA)

40°40'N-89°42'W

NDB RWY 31



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 69434 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	4001 793 793
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18
MOUNT HAWLEY AUXILIARY (3MY)

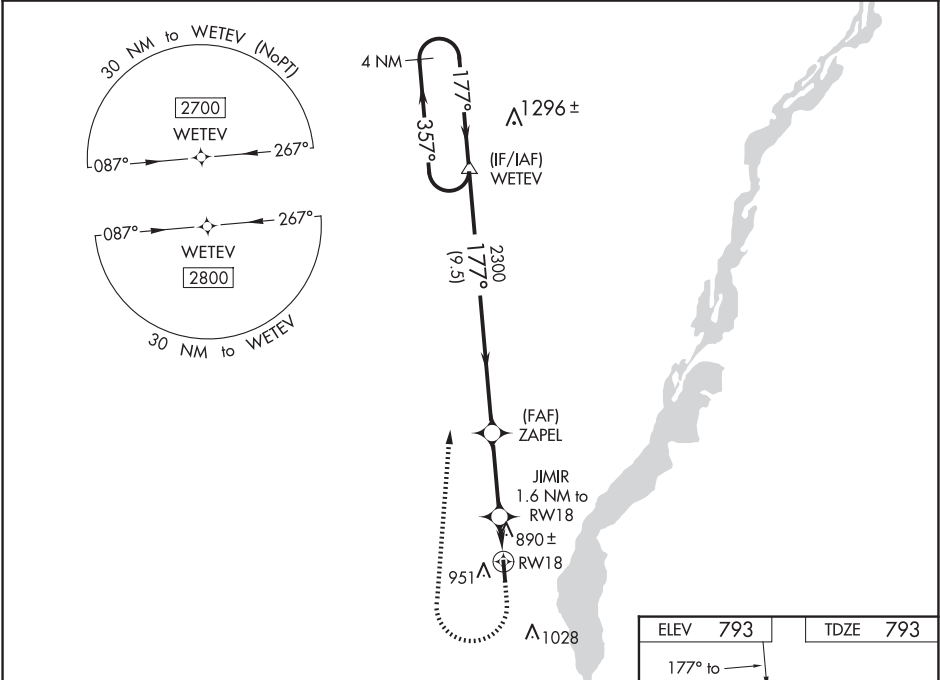
⚠

NA

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.

MISSED APPROACH:
Climb to 1200 then
climbing right turn to
2700 direct WETEV
and hold.

PIA ASOS 126.1 282.2	SAINT LOUIS APP CON 125.8 269.2	CLINC DEL 121.6	UNICOM 122.7 (CTAF) 0
--------------------------------	---	---------------------------	---------------------------------



4 NM Holding Pattern

WETEV

2700

357°

177°

GP 3.00°

TCH 40

2300

9.5 NM

3 NM

1.6 NM

ZAPEL

2300

JIMIR

1.6 NM to RWY 18

890±

RWY 18

1028

1200

2700

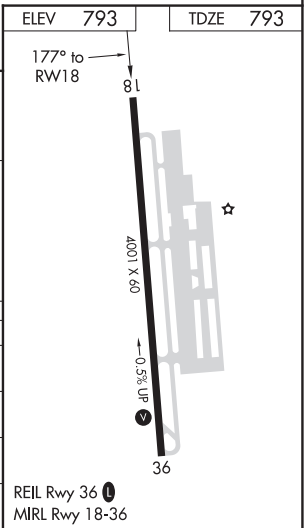
WETEV

177° to RWY 18

*LNAV only

*1340

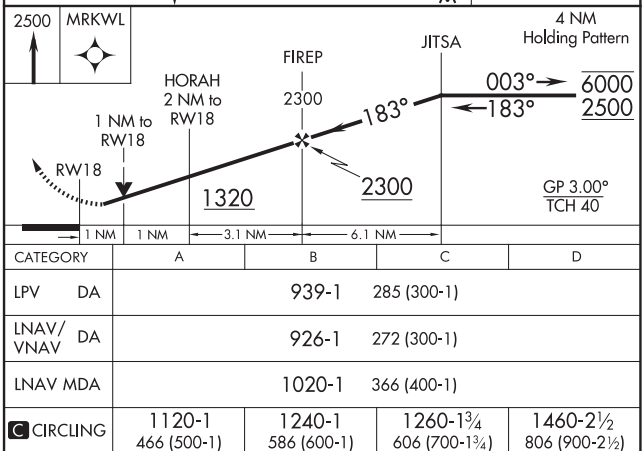
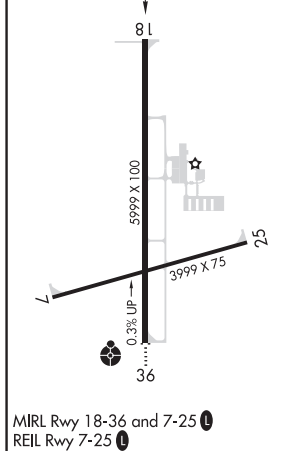
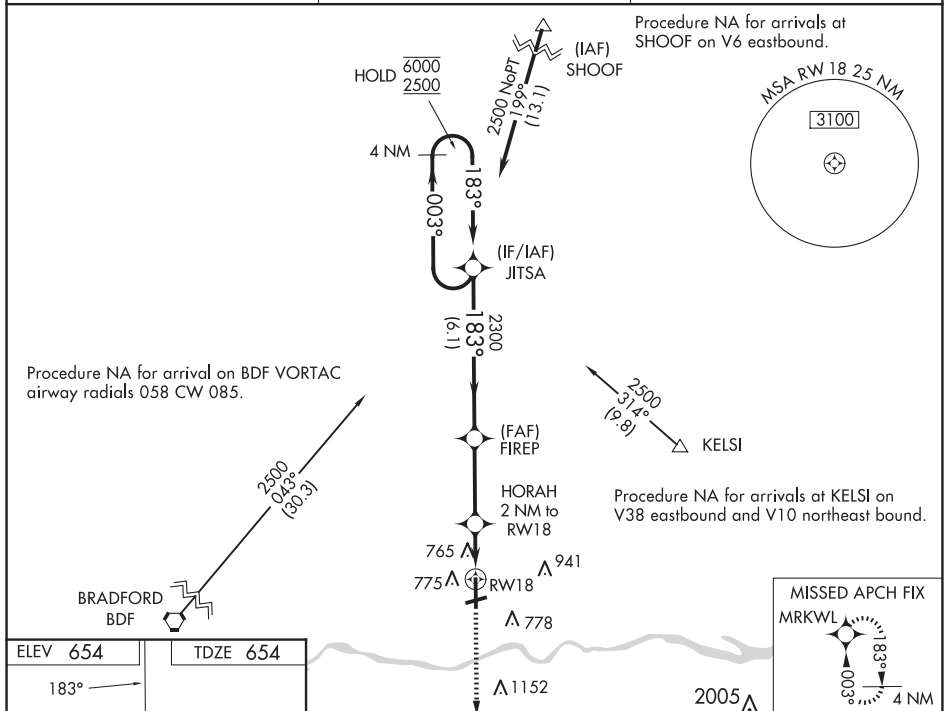
CATEGORY	A	B	C	D
LPV DA	1082-1¼	289 (300-1¼)		NA
LNAV/VNAV DA	1198-1⅜	405 (500-1⅜)		NA
LNAV MDA	1180-1	387 (400-1)	1180-1⅛ 387 (400-1⅛)	NA
CIRCLING	1360-1	567 (600-1)	1420-1¾ 627 (700-1¾)	NA



RNAV (GPS) RWY 18

ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD (VYS)

MISSED APPROACH: Climb to 2500 direct MRKWL and hold.

UNICOM
123.0 (CTAF) **L**

ILLINOIS VALLEY RGNI-WALTER A DUNCAN FLD (VYS)

41°21'N-89°09'W

RNAV (GPS) RWY 18

EC-3, 12 JUN 2025 to 07 AUG 2025

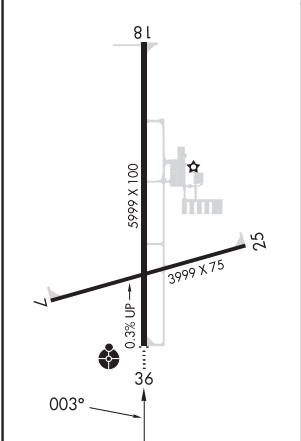
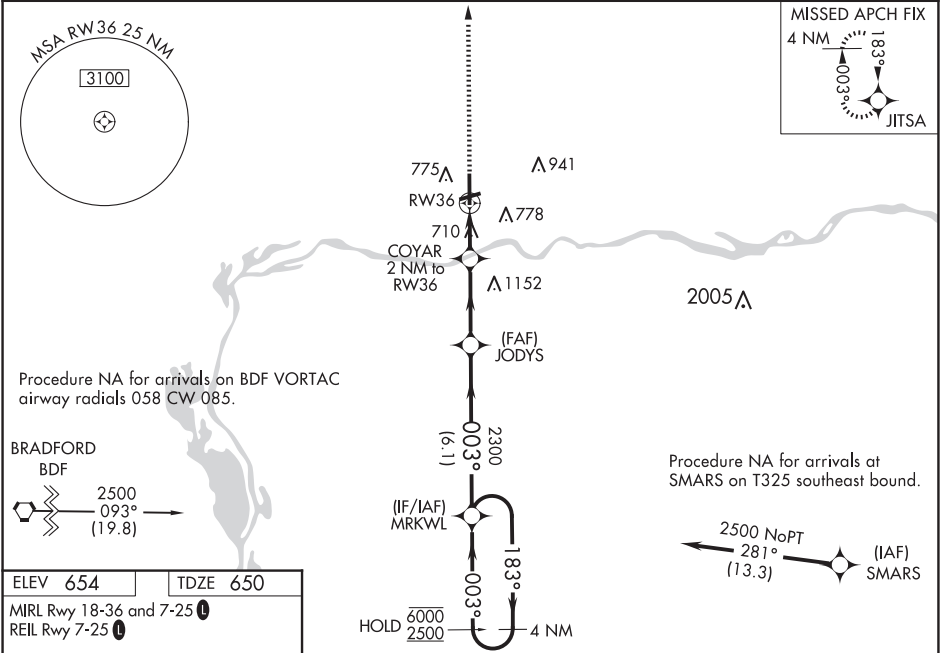
WAAS CH 82037 W36A	APP CRS 003°	Rwy Idg TDZE 5999 Apt Elev 654
--	------------------------	--

RNAV (GPS) RWY 36

ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD (VYS)

RNP APCH - GPS.	ODALS 	MISSED APPROACH: Climb to 2500 direct JITSA and hold.
 Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.		

AWOS-3 120.025	CHICAGO CENTER 123.75 259.1	UNICOM 123.0 (CTAF)
--------------------------	---------------------------------------	-------------------------------



2500	JITSA	4 NM Holding Pattern	MRKWL	183° → 6000 ← 003° 2500	GP 3.00° TCH 40
COYAR 2 NM to RW36	JODYS 2300	1.1 NM to RW36	1300	2300	
1.1	0.9	3.1 NM	6.1 NM		
CATEGORY	A	B	C	D	
LPV	DA	900-1	250 (300-1)		
LNAV/VNAV	DA	900-1	250 (300-1)		
LNAV	MDA	1020-1	370 (400-1)		
CIRCLING	1120-1 466 (500-1)	1240-1 586 (600-1)	1260-1¾ 606 (700-1¾)	1460-2½ 806 (900-2½)	

PHILLIPS, WISCONSIN

AL-6663 (FAA)

20086

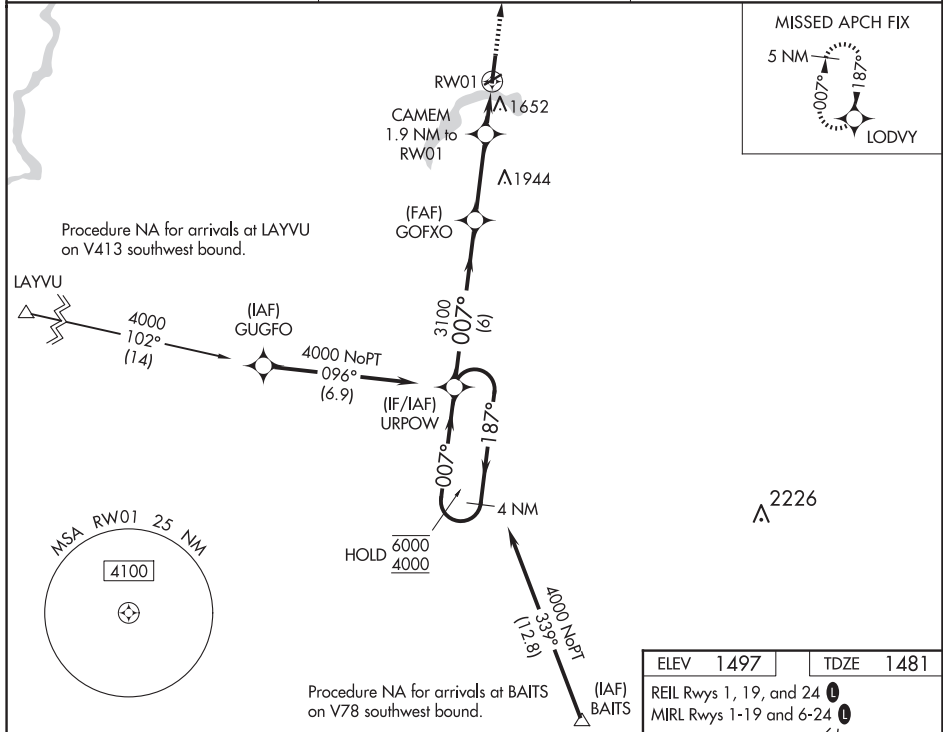
WAAS CH 56305 W01A	APP CRS 007°	Rwy Idg 5220 TDZE 1481 Apt Elev 1497
--	------------------------	---

RNAV (GPS) RWY 1

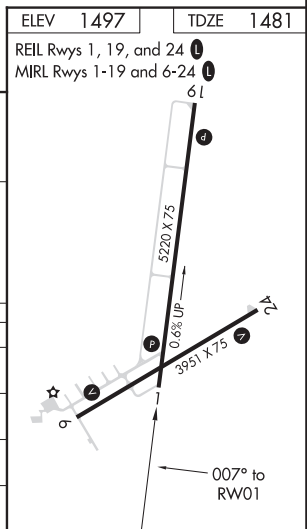
PRICE COUNTY (PBH)

RNP APCH.	MISSED APPROACH: Climb to 4100 direct LODVY and hold.
Circling Rwy 6, 24 NA at night. Rwy 1 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

AWOS-3 125.875	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0
--------------------------	---	---------------------------------



4 NM Holding Pattern		URPOW		4100 LODVY	
6000 ← 187°		007° →		3100	
4000		GP 3.00° TCH 41		*2100	
		6 NM		3.1 NM	
				0.6 NM	
				1.3 NM	
CATEGORY	A	B	C	D	
LPV DA	1731-1 250 (300-1)				
LNAV/VNAV DA	1813-1½ 332 (400-1½)				
LNAV MDA	1920-1	439 (500-1)	1920-1¼	439 (500-1¼)	
CIRCLING	1960-1	463 (500-1)	2000-1½ 503 (600-1½)	2260-2½ 763 (800-2½)	



PHILLIPS, WISCONSIN
Amdt 1A 26MAR20

45°43'N-90°24'W

PRICE COUNTY (PBH) RNAV (GPS) RWY 1

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

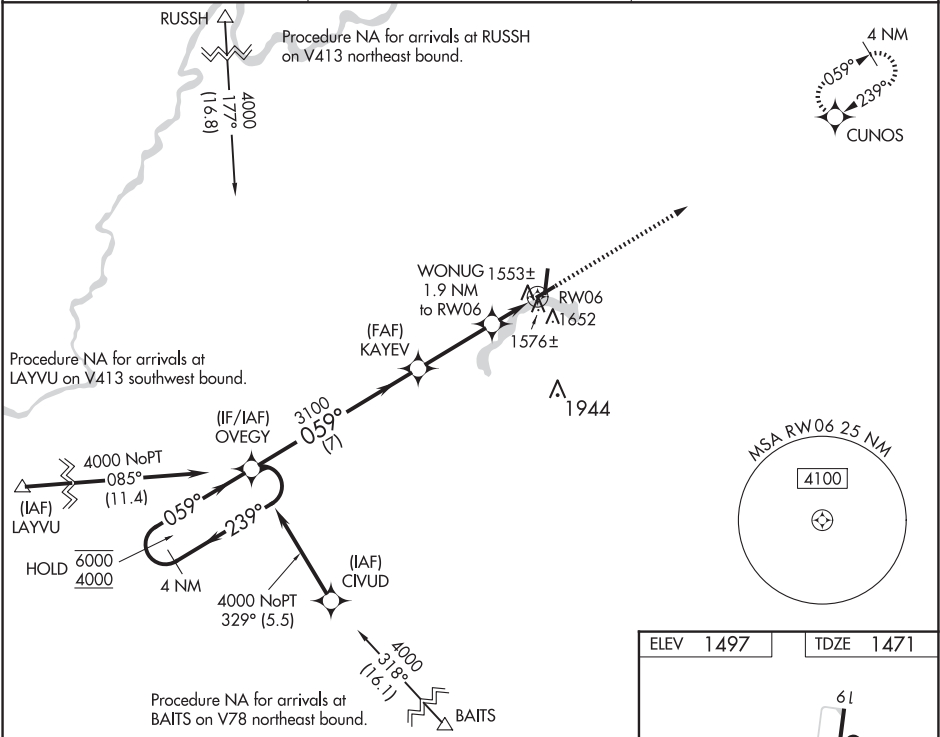
WAAS CH 49126 W06A	APP CRS 059°	Rwy Idg TDZE Apt Elev	3951 1471 1497
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 6

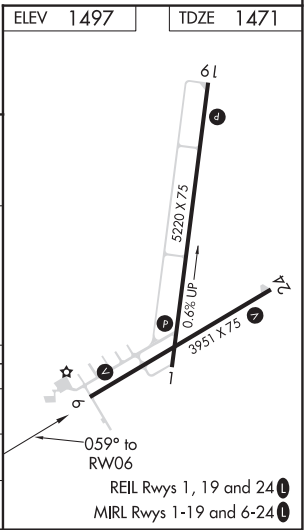
PRICE COUNTY (PBH)

RNP APCH.	MISSED APPROACH: Climb to 4200 direct CUNOS and hold.
<div><div>T</div><div>A</div></div> <div>Rwy 6 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 6 NA at night, Circling Rwy 6, 24 NA at night.</div>	

AWOS-3 125.875	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 1
--------------------------	---	--



4 NM Holding Pattern		VGSi and descent angles not coincident (VGSi Angle 4.00/TCH 66).		4200	CUNOS
OVEGY		KAYEV		WONUG 1.9 NM to RW06	
6000 ← 239°		3100		3.00° TCH 47	RW06
4000 → 059°		2100			
		7 NM		3.1 NM	1.9 NM
CATEGORY	A	B	C	D	
LP MDA	1840-1 369 (400-1)				
LNNAV MDA	1860-1	389 (400-1)	1860-1½	389 (400-1½)	
CIRCLING	1960-1	463 (500-1)	2000-1½ 503 (600-1½)	2260-2½ 763 (800-2½)	



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

PHILLIPS, WISCONSIN

AL-6663 (FAA)

23278

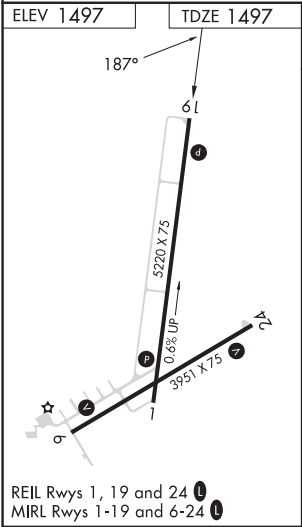
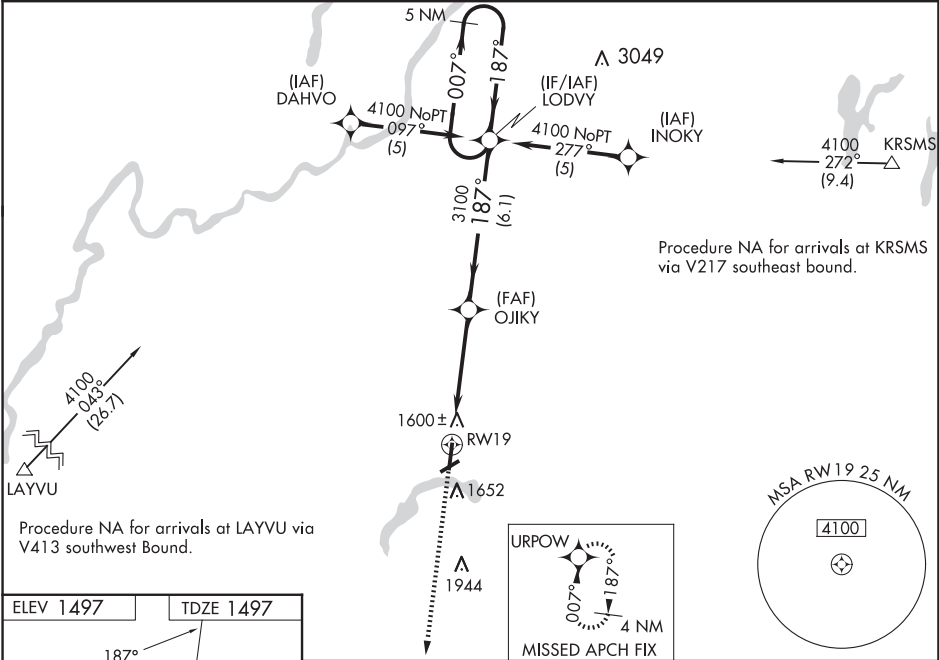
WAAS CH 97405 W19A	APP CRS 187°	Rwy Idg TDZE 1497 Apt Elev 1497
--	------------------------	---

RNAV (GPS) RWY 19
PRICE COUNTY (PBH)

⚠ 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 visibility $\frac{3}{8}$ mile, increase all MDA 100 feet and all Cats C and D visibility $\frac{1}{4}$ 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 $\frac{3}{4}$ SM NA. Night landing: Rwy 6, 24 NA.

MISSED APPROACH:
Climb to 4000 direct URPOW and hold.

AWOS-3 125.875	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 1
--------------------------	---	---------------------------------



4000	URPOW	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).		LODVY	5 NM Holding Pattern
RW19		OJIKY	3100	187°	4100
		4.9 NM	6.1 NM	GP 3.00° TCH 35	
CATEGORY	A	B	C	D	
LPV DA	1843-1 $\frac{1}{8}$		346 (400-1 $\frac{1}{8}$)		
LNAV/VNAV DA	1886-1 $\frac{3}{8}$		389 (400-1 $\frac{3}{8}$)		
LNAV MDA	1920-1	423 (500-1)	1920-1 $\frac{1}{4}$	423 (500-1 $\frac{1}{4}$)	
CIRCLING	2100-1	603 (700-1)	2100-1 $\frac{3}{4}$ 603 (700-1 $\frac{3}{4}$)	2260-2 $\frac{1}{2}$ 763 (800-2 $\frac{1}{2}$)	

PHILLIPS, WISCONSIN
Orig-D 21APR22

45°43'N-90°24'W

PRICE COUNTY (PBH)
RNAV (GPS) RWY 19

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RNP APCH - GPS.

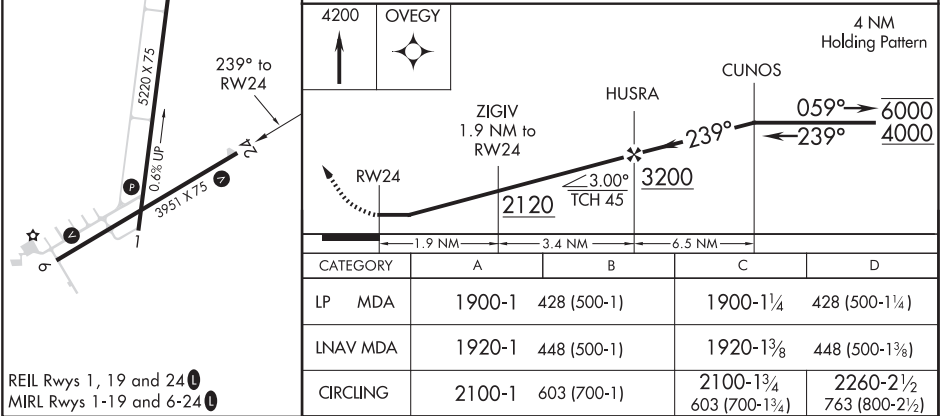
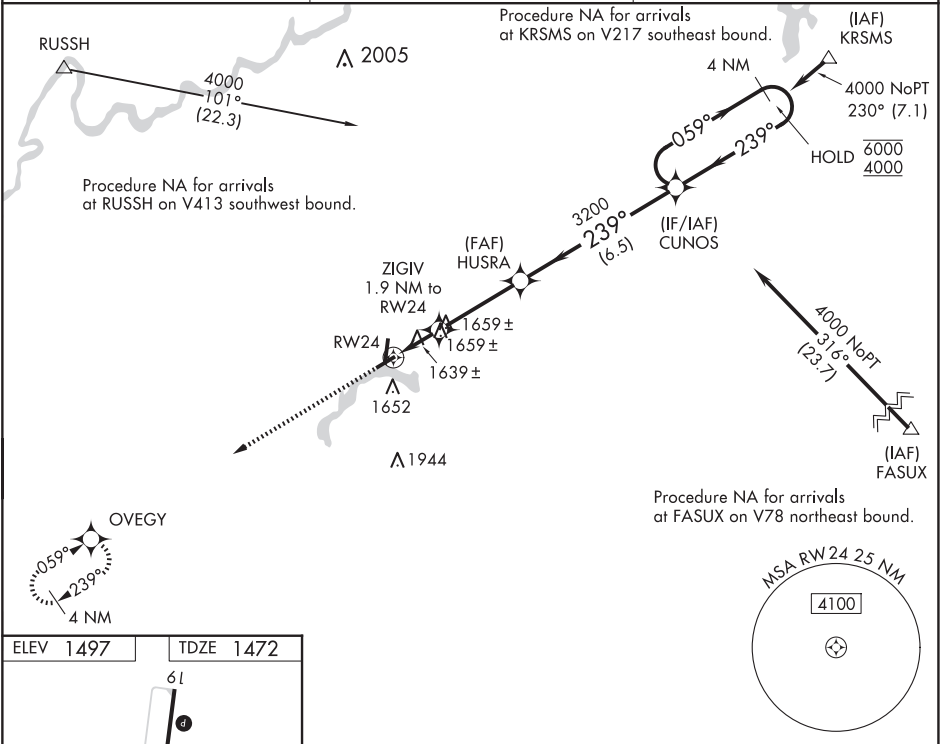
▼

▲

Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Minocqua-Woodruff altimeter setting and increase all MDAs 100 feet and visibility Cats C and D ¼ SM. Straight-in Rwy 24 NA at night, Circling Rwy 6, 24 NA at night.



MISSED APPROACH:
Climb to 4200 direct OVEGY and hold.

AWOS-3 125.875	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0
-------------------	------------------------------------	--------------------------

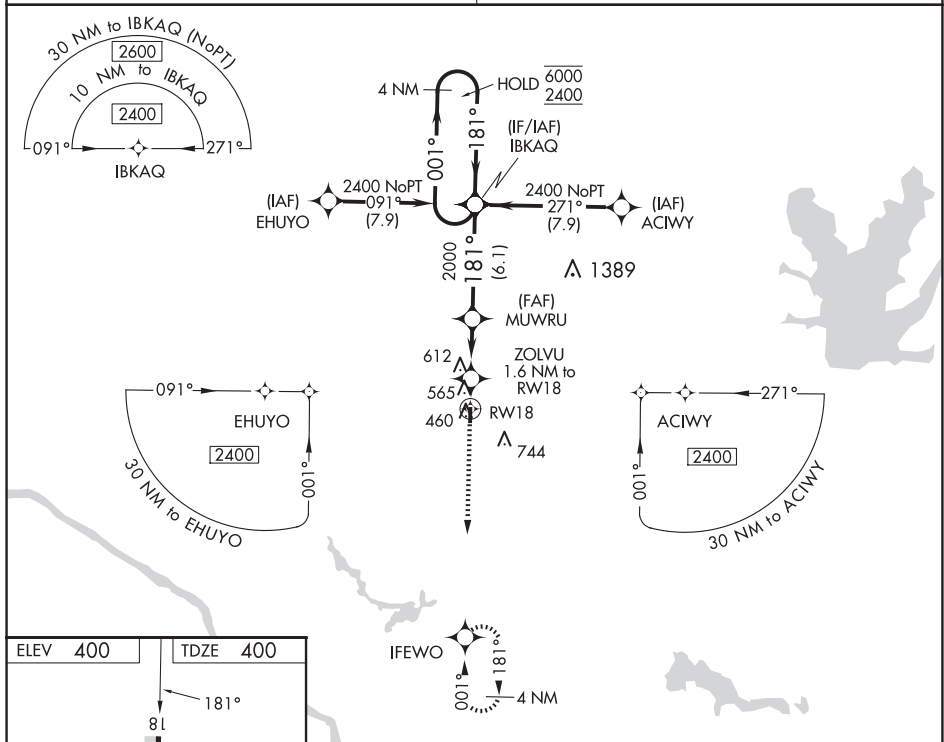


WAAS CH 57932 W18A	APP CRS 181°	Rwy Idg 3999 TDZE 400 Apt Elev 400
--	------------------------	---

RNAV (GPS) RWY 18
PINCKNEYVILLE/DU QUOIN (PJY)

RNP APCH.		MISSED APPROACH: Climb to 2400 direct IFEWO and hold.
  NA	Baro-VNAV NA. Use Carbondale-Murphysboro altimeter setting.	

KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) U
--	--



CATEGORY	A	B	C	D
LPV DA	682-1 282 (300-1)			
LNAV/VNAV DA	808-1½ 408 (500-1½)			
LNAV MDA	900-1	500 (500-1)	900-1½	500 (500-1½)
CIRCLING	960-1	560 (600-1)	1080-2 680 (700-2)	1080-2¼ 680 (700-2¼)

APP CRS
001°

Rwy Idg
3999

TDZE
394

Apt Elev
400

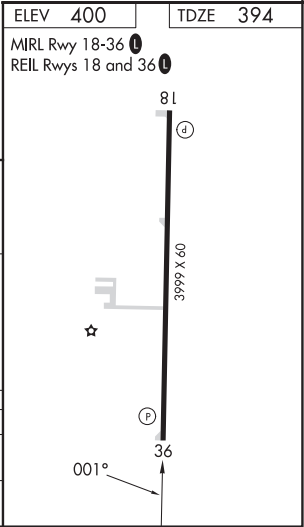
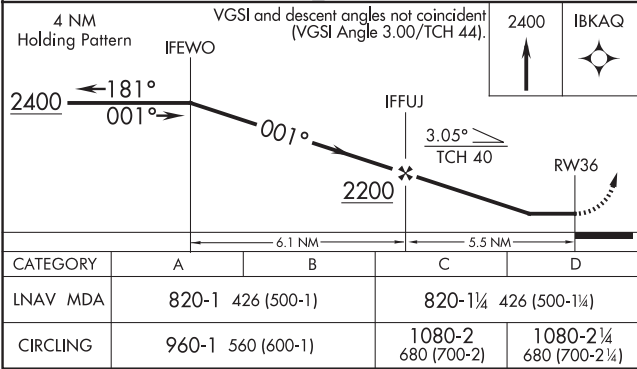
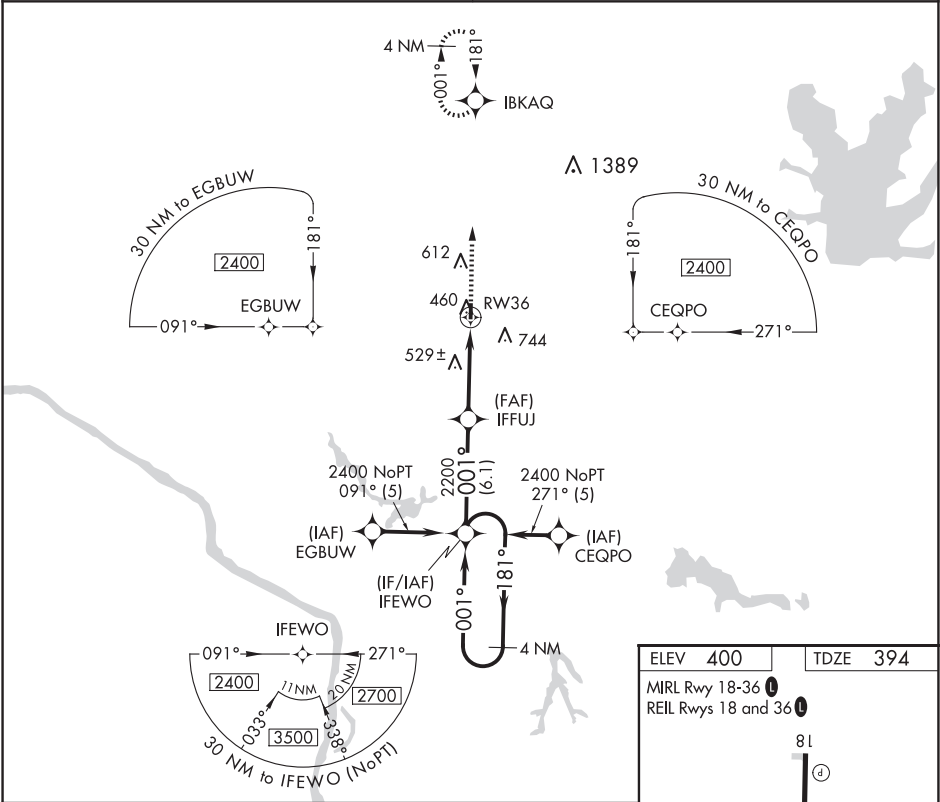
RNAV (GPS) RWY 36

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 1/8 mile. DME/DME RNP-0.3 NA. Rwy 36 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2400 direct IBKAQ and hold

KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8(CTAF) 0
---------------------------------------	-------------------------



PITTSFIELD, ILLINOIS

AL-6310 (FAA)

23334

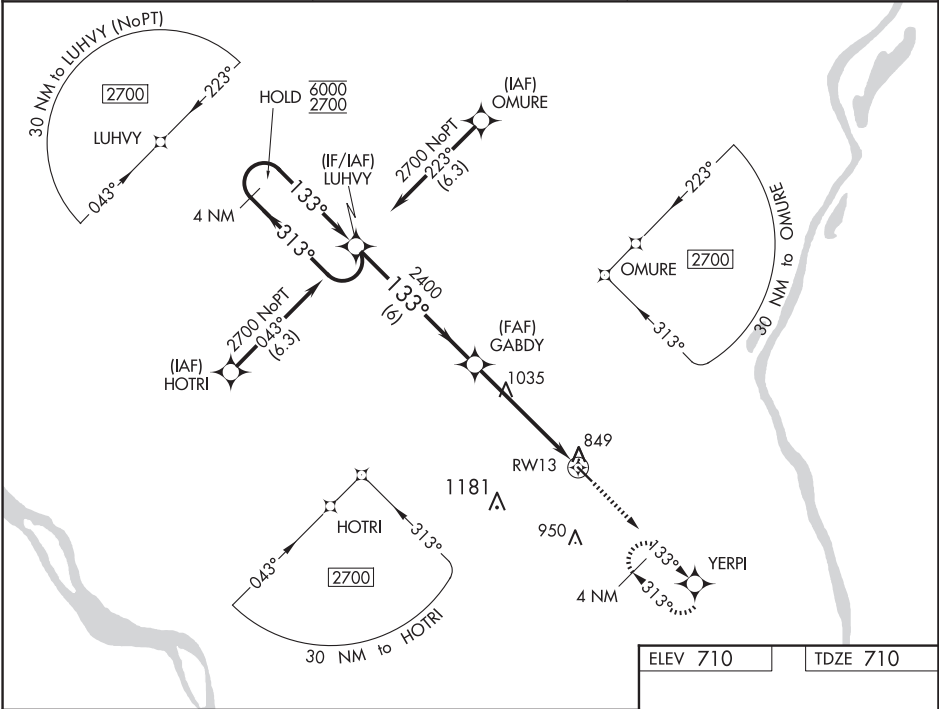
WAAS CH 86642 W13A	APP CRS 133°	Rwy Idg 4000 TDZE 710 Apt Elev 710
--	------------------------	---

RNAV (GPS) RWY 13

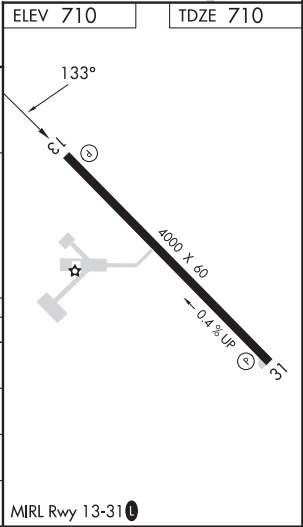
PITTSFIELD PENSTONE MUNI (PPQ)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 13 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2600 direct YERPI and hold.
--	---

AWOS-3PT 118.525	KANSAS CITY CENTER 126.225 317.775	UNICOM 122.8 (CTAF) ①
----------------------------	--	---------------------------------



4 NM Holding Pattern		2600 YERPI	
LUHVVY		*1.7 NM to RWY13	
6000 2700		*LNAV only.	
GP 3.00° TCH 32		RWY13	
313° 133°		6 NM 3.5 NM 1.7 NM	
2400			
CATEGORY	A	B	D
LPV DA	960-1	250 (300-1)	NA
LNAV/VNAV DA	1168-1¾	458 (500-1¾)	NA
LNAV MDA	1300-1	590 (600-1)	1300-1¾ 590 (600-1¾)
CIRCLING	1300-1	590 (600-1)	1340-1¾ 630 (700-1¾)



PITTSFIELD, ILLINOIS
Amdt 1 20JUN19

39°38'N-90°47'W

PITTSFIELD PENSTONE MUNI (PPQ)
RNAV (GPS) RWY 13

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

PLATTEVILLE, WISCONSIN

AL-5875 (FAA)

24305

WAAS CH 82315 W07A	APP CRS 069°	Rwy Idg TDZE Apt Elev 1017 1025
--	------------------------	---

RNAV (GPS) RWY 7

PLATTEVILLE MUNI (PVB)

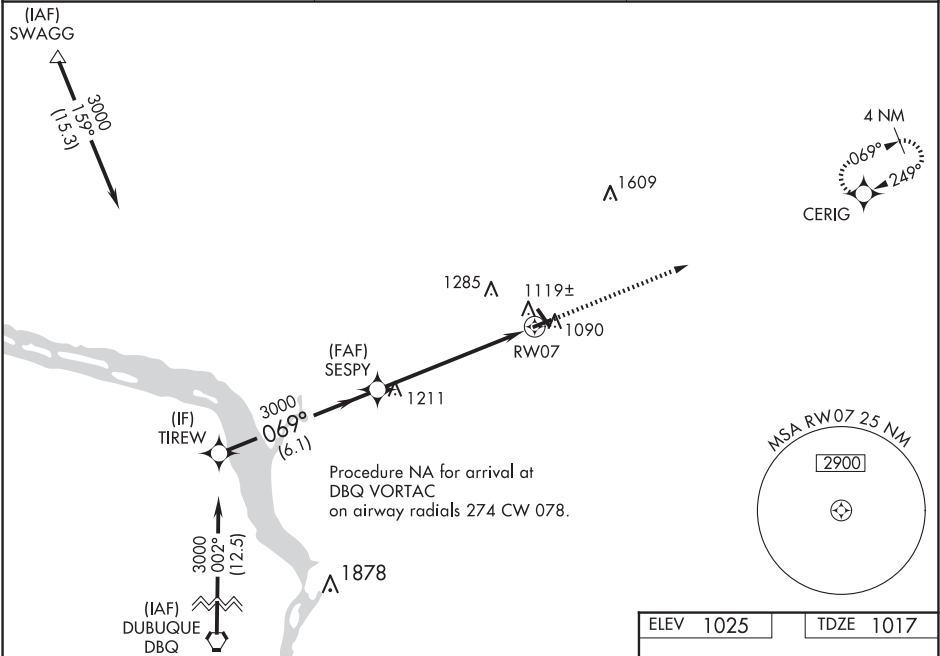
RNP APCH - GPS.

T

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Straight-in Rwy 7 NA at night, Circling Rwy 7, 25 NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct
CERIG and hold.

AWOS-3 120.575	CHICAGO CENTER 133.95 281.4	UNICOM 122.7 (CTAF)
--------------------------	---------------------------------------	-------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).				
CATEGORY	A	B	C	D
LPV DA	1284-1	267 (300-1)		NA
LNAV/VNAV DA	1407-1½	390 (400-1½)		NA
LNAV MDA	1480-1	463 (500-1)		NA
CIRCLING	1480-1 455 (500-1)	1600-1 575 (600-1)	1600-1½ 575 (600-1½)	NA

ELEV 1025 | TDZE 1017

REIL Rwy 15 and 33
MIRL Rwy 7-25 and 15-33

PLATTEVILLE, WISCONSIN
Orig-E 31OCT24

42°41'N - 90°27'W

PLATTEVILLE MUNI (PVB)

RNAV (GPS) RWY 7

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 42615 W15A	APP CRS 146°	Rwy Idg TDZE Apt Elev	4000 1025 1025
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 15

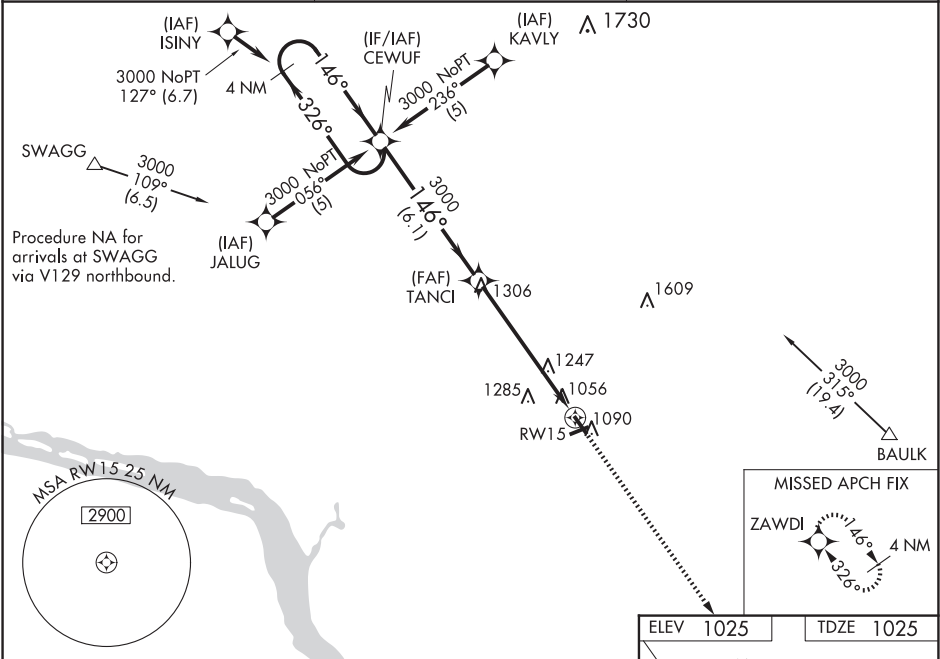
PLATTEVILLE MUNI (PVB)

RNP APCH - GPS.

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 DBQ altimeter setting and increase LPV DA to 1331 feet; increase LNAV/VNAV DA to 1394 feet; increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM. Baro-VNAV and VD NA when using Dubuque altimeter setting. Circling Rwy 7, 25 NA at night.

MISSED APPROACH:
Climb to 3000 direct ZAWDI and hold.

AWOS-3 120.575	CHICAGO CENTER 133.95 281.4	UNICOM 122.7 (CTAF) 0
--------------------------	---------------------------------------	---------------------------------



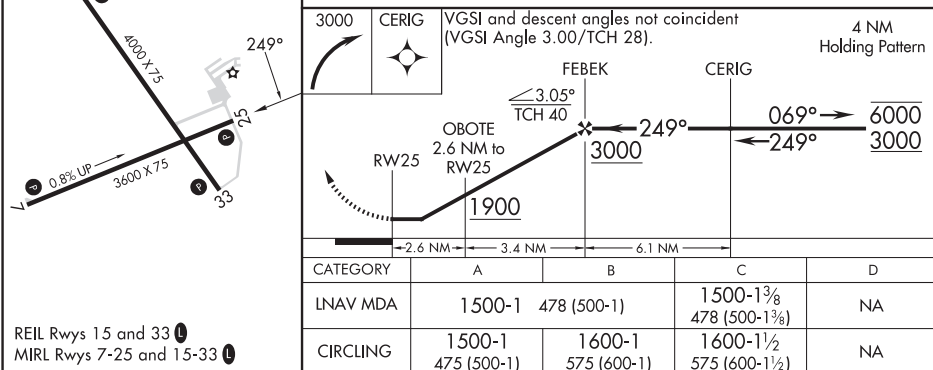
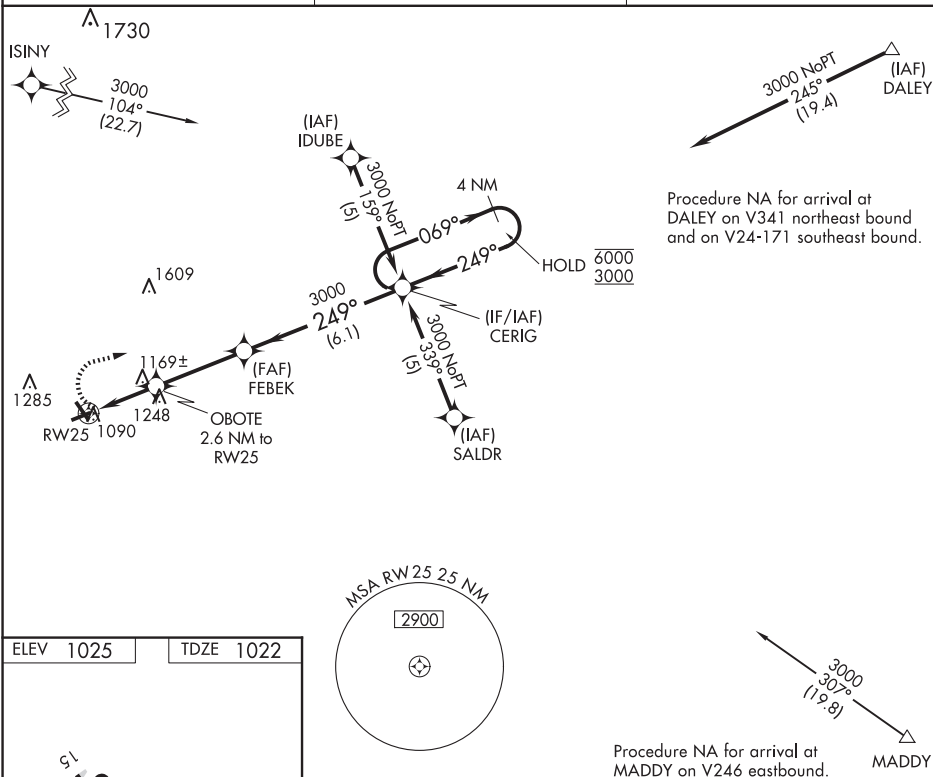
4 NM Holding Pattern		3000 ZAWDI	
CEWUF		TANC1	
3000 ← 326° → 146° → 3000		1.6 NM to RWY 15	
GP 3.00° TCH 40		RWY 15	
6.1 NM		4.4 NM	
1.6 NM		0.8% UP	
3600 X 75		33	
REIL Rws 15 and 33		MIRL Rws 7-25 and 15-33	
CATEGORY		A	
LPV DA		1275-1 250 (300-1)	
LNAV/VNAV DA		1338-1 313 (400-1)	
LNAV MDA		1560-1 535 (600-1)	
CIRCLING		1560-1 535 (600-1)	

RNAV (GPS) RWY 25
PLATTEVILLE MUNI (PVB)

T Rwy 25 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 25 NA at night, Circling Rws 7, 25 NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct CERIG and hold.

CHICAGO CENTER
133.95 281.4

UNICOM
122.7 (CTAF) **L**

PLATTEVILLE MUNI (PVB)
RNAV (GPS) RWY 25

WAAS
CH 40115
W33A

APP CRS
326°

Rwy Idg
TDZE
Apt Elev

4000
1025
1025

RNAV (GPS) RWY 33

PLATTEVILLE MUNI (PVB)

RNP APCH - GPS

▼

⚠

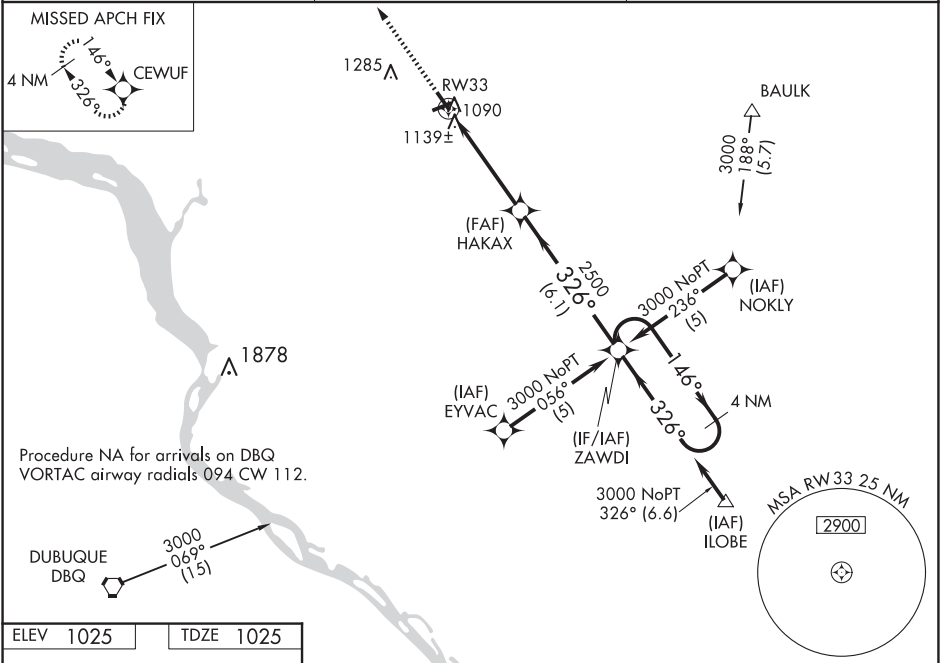
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use DBQ altimeter setting and increase LPV DA to 1331 feet; increase LNAV/VNAV DA to 1497 feet and all Cts visibilities ¼ SM; increase all MDAs 60 feet, increase LNAV and Circling Cat C visibility ¼ SM. Baro-VNAV and VDP NA when using DBQ altimeter setting. Circling Rwy 7, 25 NA at night.

MISSED APPROACH:
Climb to 3000 direct CEWUF and hold.

AWOS-3
120.575

CHICAGO CENTER
133.95 281.4

UNICOM
122.7 (CTAF) 0



ELEV 1025

TDZE 1025

3000

CEWUF

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 25).

4 NM Holding Pattern

ZAWDI

146°

326°

3000

GP 3.00°
TCH 40

* LNAV only

RW33

*1.1 NM to RW33

HAKAX

326°

2500

1.1 NM

3.4 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	1275-1	250 (300-1)		NA
LNAV/ VNAV DA	1441-1½	416 (500-1½)		NA
LNAV MDA	1400-1	375 (400-1)		NA
CIRCLING	1460-1 435 (500-1)	1600-1 575 (600-1)	1600-1½ 575 (600-1½)	NA

WAAS CH 86708 W06A	APP CRS 060°	Rwy Idg TDZE Apt Elev	5000 657 666
--	------------------------	-----------------------------	---

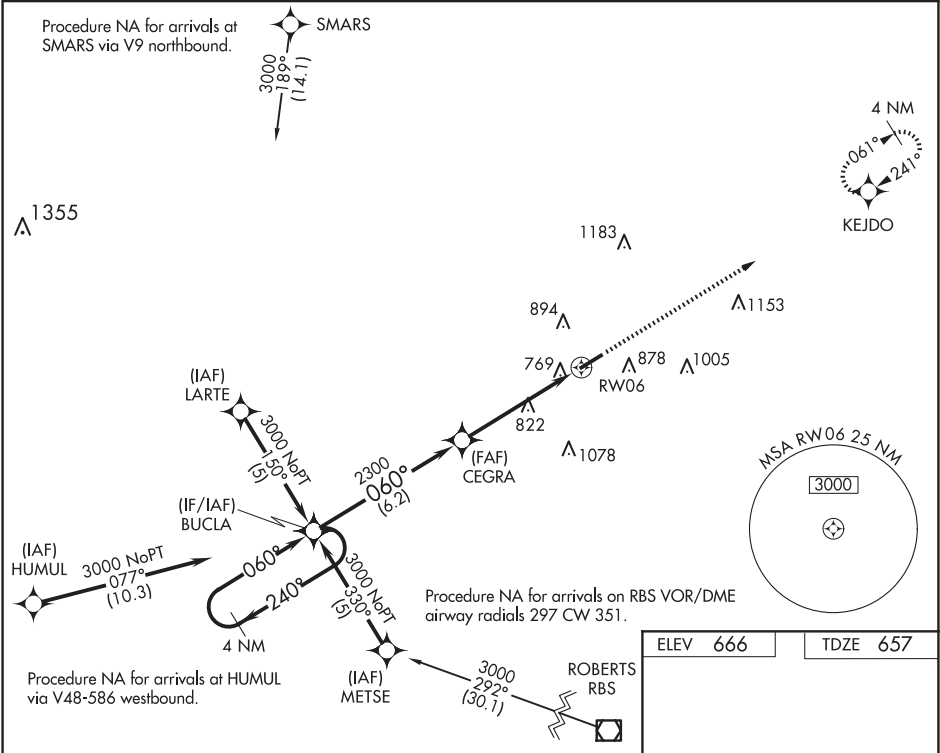
RNAV (GPS) RWY 6

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). 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 ¼ 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.

MISSED APPROACH:
Climb to 3000 direct KEJDO and hold.

AWOS-3 119.675	CHICAGO CENTER 123.75 259.1	UNICOM 123.075 (CTAF) 1
--------------------------	---------------------------------------	-----------------------------------



4 NM Holding Pattern

BUCLA

3000

240°

060°

GP 3.00°
TCH 40

CEGRA

2300

060°

2300

6.2 NM

3.8 NM

1.2

3000

KEJDO

* 1.2 NM to RW06

* LNAV only.

060°

0.3% UP

5000 X75

CATEGORY	A	B	C	D
LPV DA	1040-1½	383 (400-1½)		NA
LNAV/VNAV DA	1071-1½	414 (500-1½)		NA
LNAV MDA	1080-1	423 (500-1)	1080-1¼ 423 (500-1¼)	NA
CIRCLING	1180-1 514 (600-1)	1200-1 534 (600-1)	1320-1¾ 654 (700-1¾)	NA

MIRL Rwy 6-24 1

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 50308 W24A	APP CRS 241°	Rwy Idg 5000 TDZE 666 Apt Elev 666
--	------------------------	---

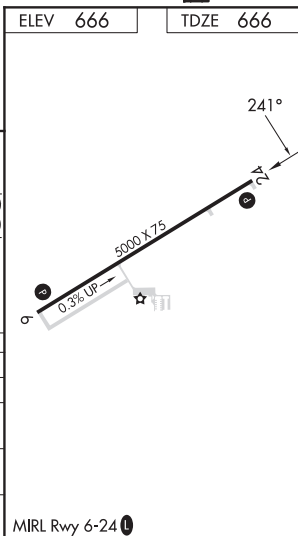
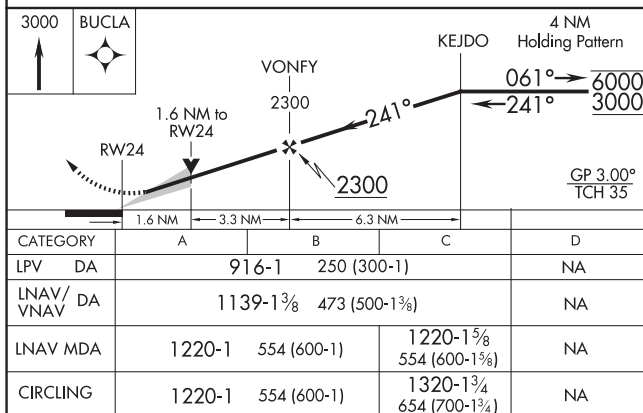
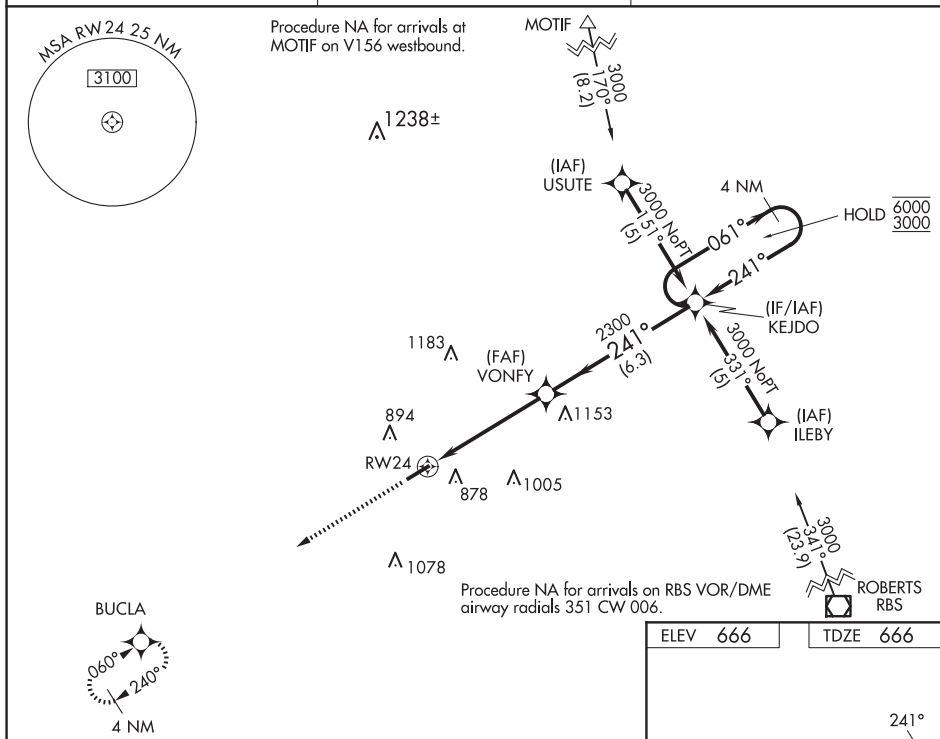
RNAV (GPS) RWY 24
PONTIAC MUNI (PNT)

RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using BMI altimeter setting. When local altimeter setting not received, use BMI altimeter setting: increase LPV DA to 1014 feet; increase LNAV/VNAV DA to 1237 feet and all visibilities ½ SM; increase all MDAs 100 feet and visibility LNAV Cat C ¼ SM and Circling Cat C ½ SM.

MISSED APPROACH:
Climb to 3000 direct
BUCLA and hold.

AWOS-3 119.675	CHICAGO CENTER 123.75 259.1	UNICOM 123.075 (CTAF) L
--------------------------	---------------------------------------	-----------------------------------



POPLAR GROVE, ILLINOIS

AL-6413 (FAA)

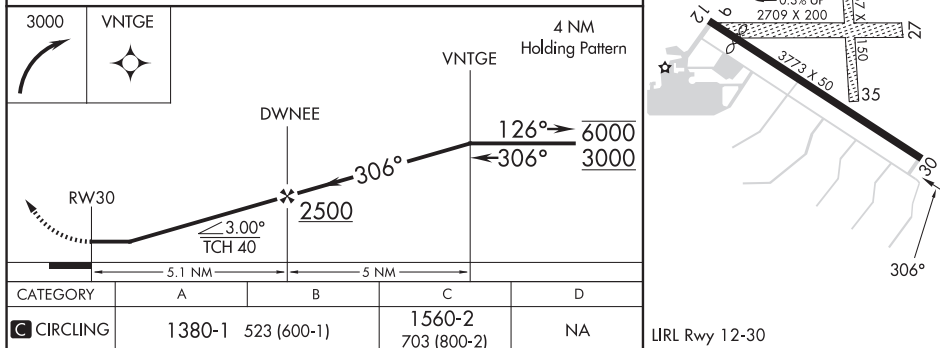
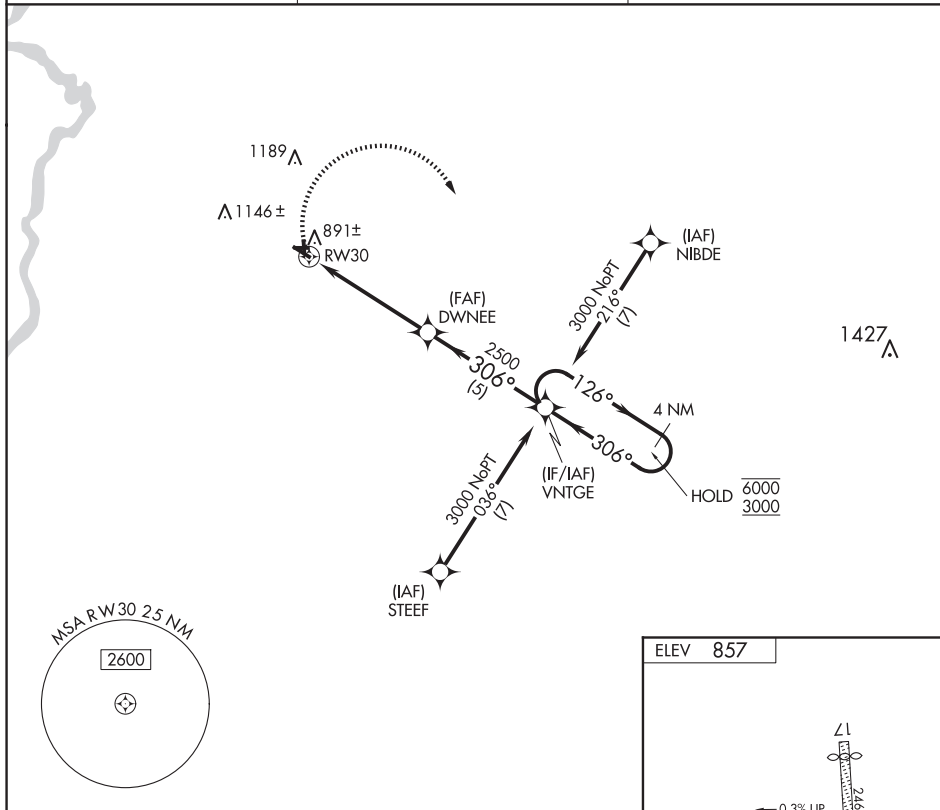
23278

APP CRS	Rwy Idg	N/A
306°	TDZE	N/A
	Apt Elev	857

RNAV (GPS)-A

POPLAR GROVE (C77)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 3000 direct VNTGE and hold.
<div> <div> <div>▼</div> <div>NA</div> </div> <div> 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. </div> </div>		
RFD ASOS 127.6	ROCKFORD APP CON 121.0 327.0	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1380-1	523 (600-1)	1560-2 703 (800-2)	NA

POPLAR GROVE, ILLINOIS

Orig 07OCT21

42°19'N-88°50'W

POPLAR GROVE (C77)

RNAV (GPS)-A

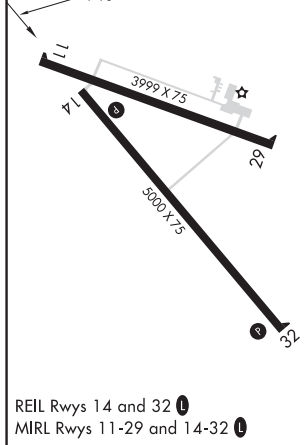
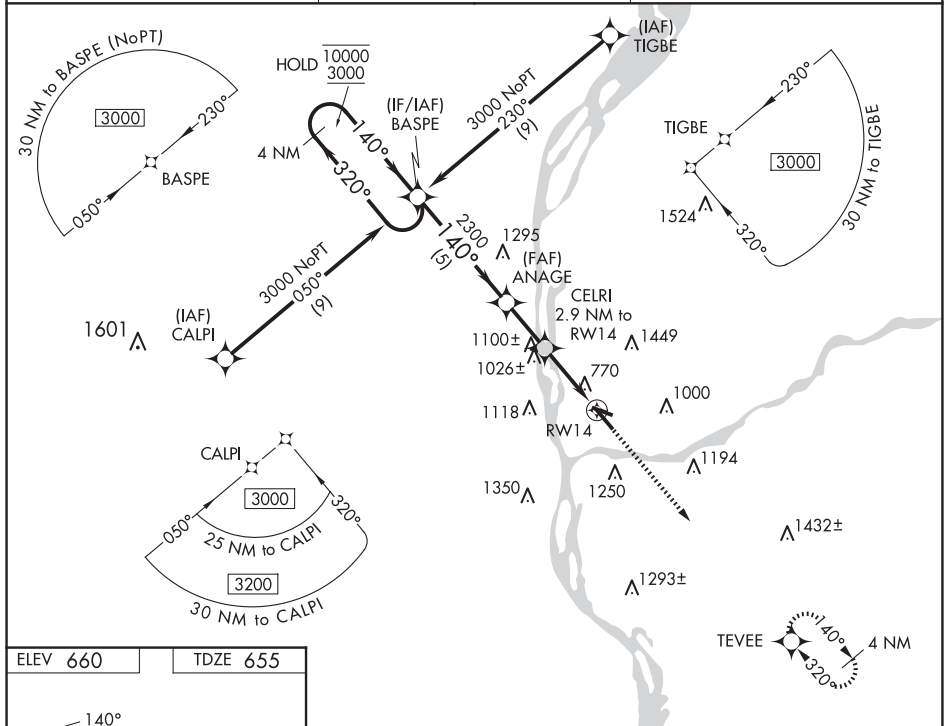
WAAS CH 48947 W14A	APP CRS 140°	Rwy Ldg TDZE 655 Apt Elev 660	5000 655 660
--	------------------------	---	---

RNAV (GPS) RWY 14

PRAIRIE DU CHIEN MUNI (PDC)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct TEVEE and hold.
-----------------	---

AWOS-3 119.925	CHICAGO CENTER 133.95 281.4	UNICOM 122.8(CTAF) 0
--------------------------	---------------------------------------	--------------------------------



VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 28).				3000	TEVEE
4 NM Holding Pattern					
BASPE					
10000 ← 320°					
3000 → 140°					
GP 3.00° TCH 45					
ANAGE					
2300					
CELRI					
2.9 NM to RW14					
1.9 NM to RW14					
RW14					
5 NM					
2.1 NM					
1 NM					
1.9					
CATEGORY	A	B	C	D	
LPV DA	983-1		328 (400-1)		
LNAV/VNAV DA	1111-1 3/8		456 (500-1 3/8)		
LNAV MDA	1280-1 625 (700-1)		1280-1 3/4 625 (700-1 3/4)		
CIRCLING	1580-1 1/4 920 (1000-1 1/4)		1760-1 1/2 1100 (1100-1 1/2)		

RNAV (GPS) RWY 32
PRAIRIE DU CHIEN MUNI (PDC)

AWOS-3 119.925	CHICAGO CENTER 133.95 281.4	UNICOM 122.8 (CTAF) ①
--------------------------	---------------------------------------	---------------------------------

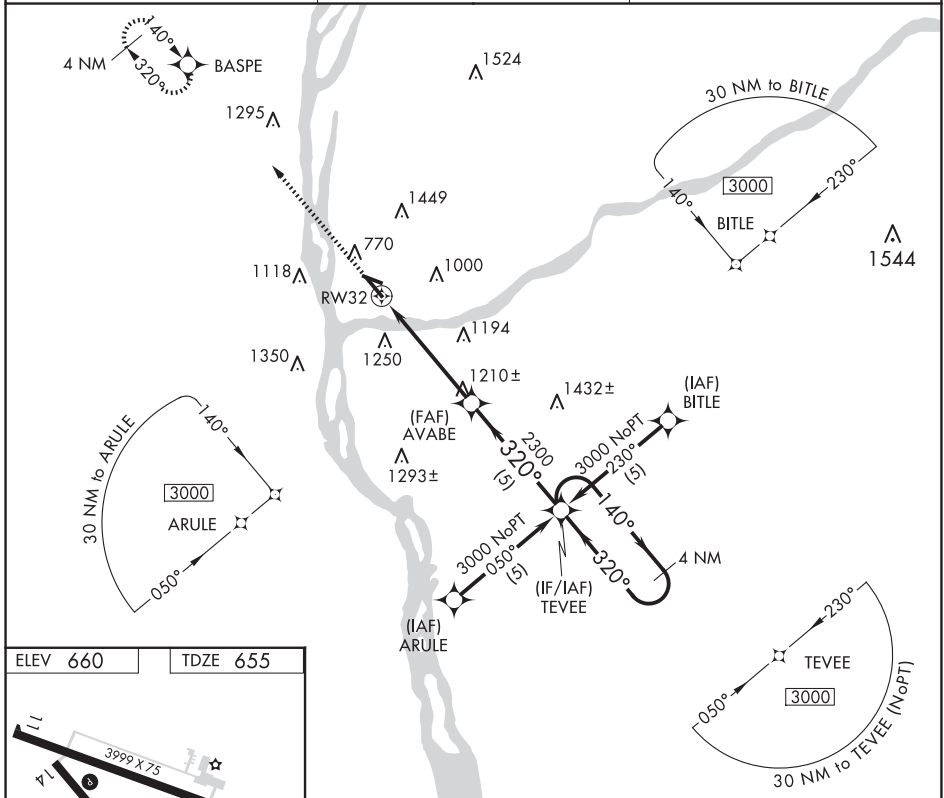


Diagram illustrating the RW32 approach procedure. The diagram shows a 320° approach to RW32, including a 5000x75 ft runway. The procedure includes a 320° climb, a 320° descent, and a 320° climb to 3000 ft. The diagram also shows the 4 NM Holding Pattern and the 320° climb to 3000 ft. The diagram includes a table with the following information:

CATEGORY	A	B	C	D
LNAV MDA	1560-1 $\frac{1}{4}$	905 (900-1 $\frac{1}{4}$)	1560-2 $\frac{5}{8}$	905 (900-2 $\frac{5}{8}$)
CIRCLING	1580-1 $\frac{1}{4}$ 920 (1000-1 $\frac{1}{4}$)	1760-1 $\frac{1}{2}$ 1100 (1100-1 $\frac{1}{2}$)	1800-3	1140 (1200-3)

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS
177°

Rwy Idg
2936

TDZE
832

Apt Elev
832

RNAV (GPS) RWY 18

SAUK/PRAIRIE (91C)

▼

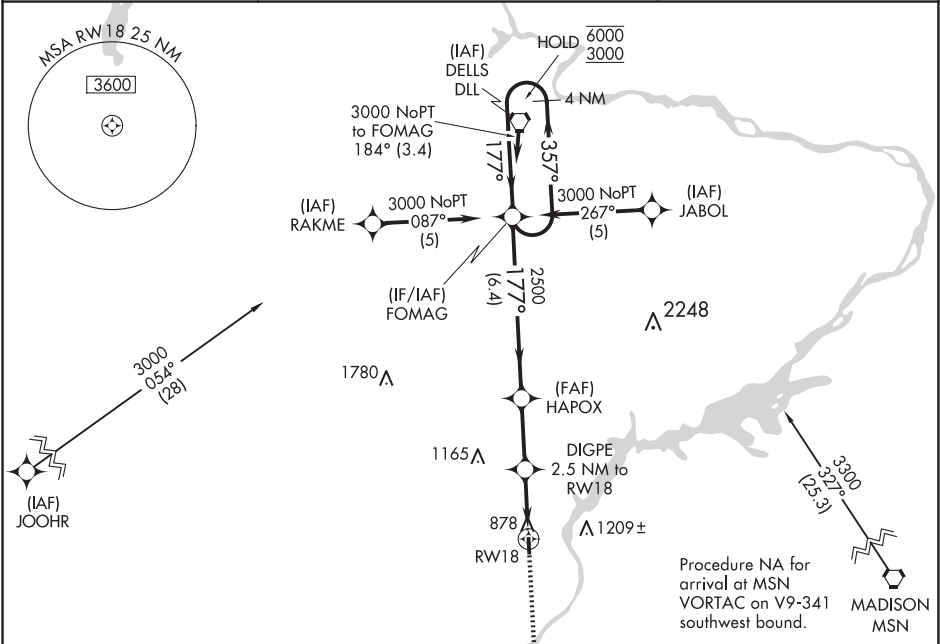
NA

RNP APCH.

Use Madison altimeter setting.

MISSED APPROACH: Climb to 3200 direct SOCNO and hold.

MSN ASOS 124.65 278.3	MADISON APP CON★ 135.45 343.7	CTAF 122.9
--------------------------	----------------------------------	---------------



MISSED APCH FIX
SOCNO

4 NM

357°

177°

ELEV 832

TDZE 832

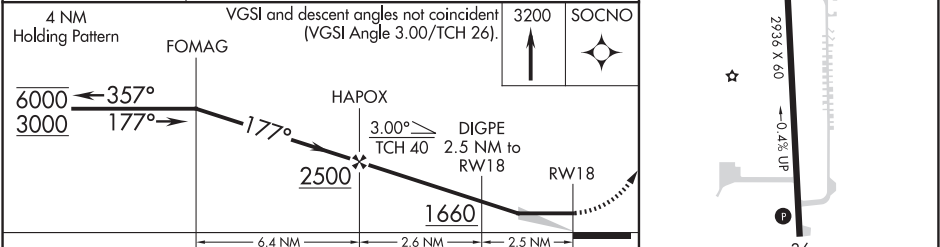
177°

81

2936 X 60

0.5 UP

36



CATEGORY	A	B	C	D
LNVA MDA	1260-1	428 (500-1)	NA	NA
CIRCLING	1400-1 568 (600-1)	1460-1 628 (700-1)	NA	NA

MIRL Rwy 18-36
REIL Rws 18 and 36

PRAIRIE DU SAC, WISCONSIN

AL-10335 (FAA)

24025

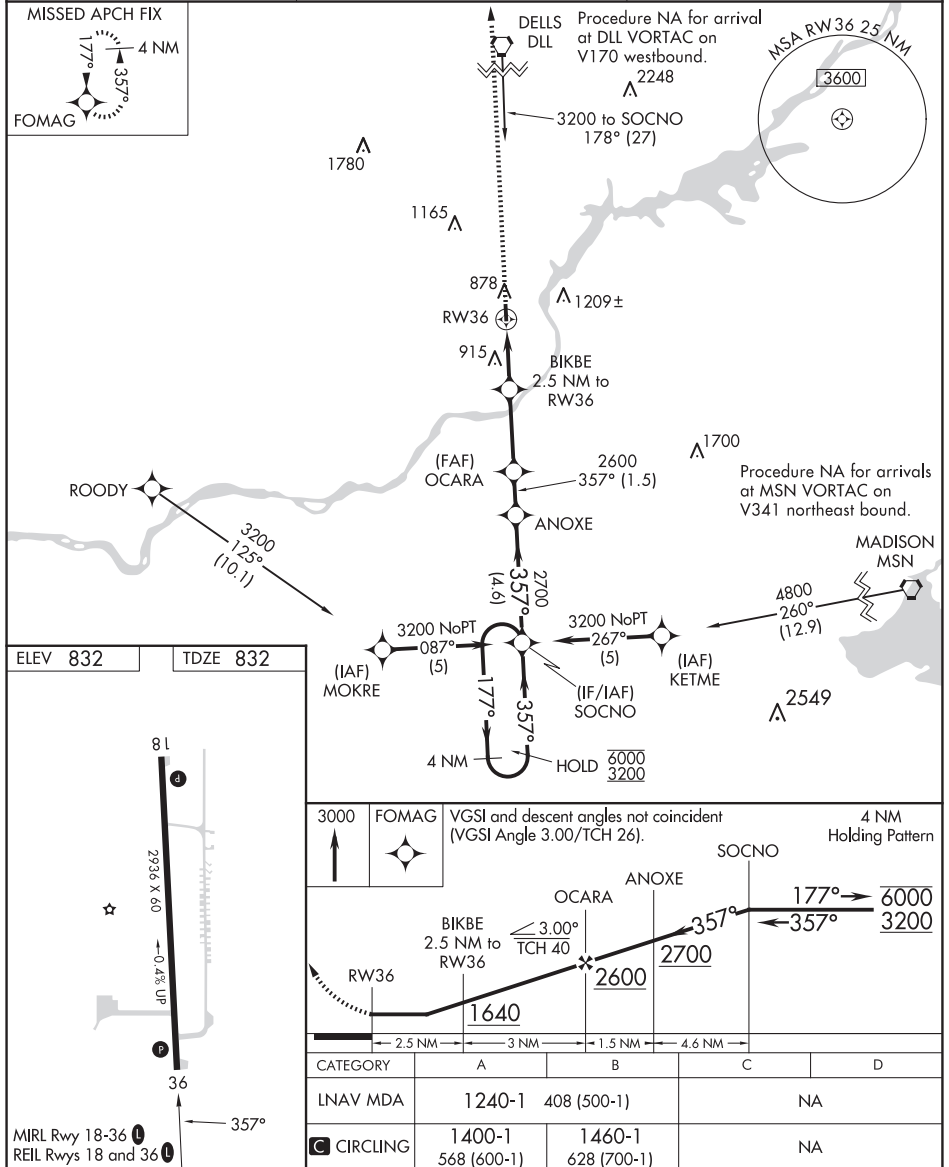
APP CRS	Rwy Idg	2936
357°	TDZE	832
	Apt Elev	832

RNAV (GPS) RWY 36

SAUK/PRAIRIE (91C)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct FOMAG and hold.
Rwy 36 helicopter visibility reduction below 3/4 SM NA. Use Madison altimeter setting.	

MSN ASOS 124.65 278.3	MADISON APP CON ★ 135.45 343.7	CTAF 122.9
--------------------------	-----------------------------------	---------------



PRAIRIE DU SAC, WISCONSIN

Amdt 1 05DEC19

43°18'N-89°45'W

RNAV (GPS) RWY 36

SAUK/PRAIRIE (91C)

LOC I- UIN 110.1	APP CRS 038°	Rwy Idg TDZE Apt Elev	7098 763 768
-----------------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 4

QUINCY RGNL-BALDWIN FLD (UIN)

ADF required.
RADAR required for procedure entry at RAYOK.

▼

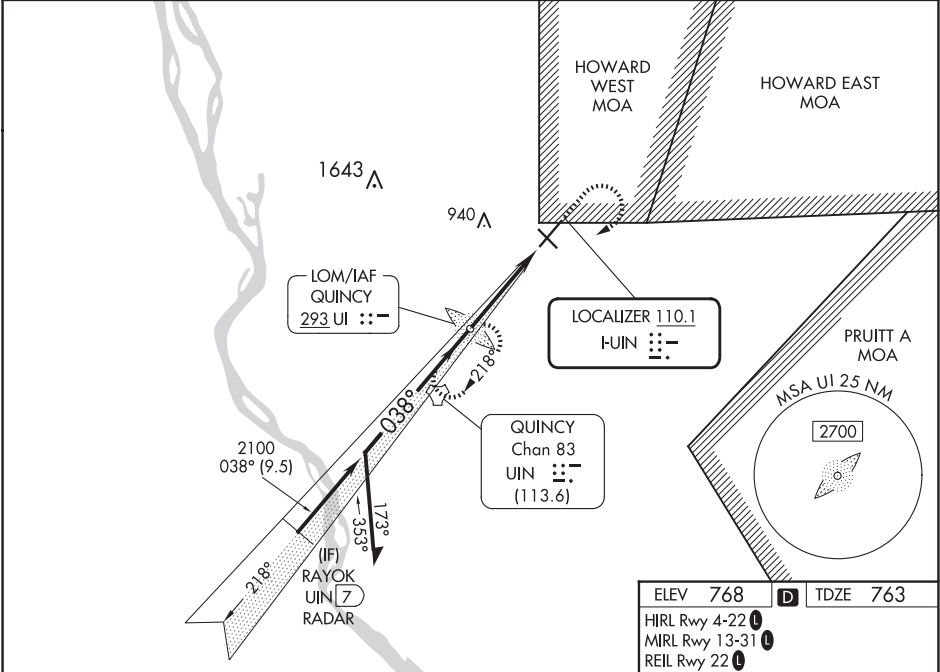
NA

DME from UIN TACAN. DME use requires simultaneous reception of I-UIN and UIN TACAN. When local altimeter setting not received, use Pittsfield altimeter setting and increase S-ILS 04 DA to 1033 feet; increase all MDAs 80 feet and S-LOC 04 visibility Cat C/D ¾ SM. For inop ALS when local altimeter not received, increase S-ILS 4 all Cats visibility to ¾ SM and S-LOC 4 Cat C and D visibility to 1 ¾ SM.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct QUINCY LOM and hold.

ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF) 1
------------------------	--	---------------------------------



Remain within 10 NM

2300

218°

038°

2100

GS 3.00° TCH 41

2500

2035

3.9 NM

1800

2300

UI


CATEGORY	A	B	C	D
S-ILS 4	963-½ 200 (200-½)			
S-LOC 4	1160-½ 397 (400-½)	1160-⅝ 397 (400-⅝)		
CIRCLING	1180-1 412 (500-1)	1220-1 452 (500-1)	1240-1½ 472 (500-1½)	1320-2 552 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

RNAV (GPS) RWY 4

QUINCY RGNL-BALDWIN FLD (UIN)

<p>RNP APCH - GPS.</p> <p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Baro-VNAV and VDP NA when using PPK altimeter setting. When local altimeter setting not received, use Pitsfield altimeter setting and increase LPV DA to 1033 feet; increase LNAV/VNAV DA to 1104 feet and all visibilities 1/2 SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D 3/4 SM. For inop ALS when local altimeter setting not received, increase LPV all Cats visibility to 7/8 SM; increase LNAV/VNAV all Cats visibility to 1 SM; increase LNAV Cat C and D visibility to 1 1/2 SM. For inop ALS increase LNAV/VNAV all Cats visibility to 7/8 SM.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2400 direct FANUT and hold.</p>
--	--	---

4 NM Holding Pattern

JISNA

WUSIS

RW04

GP 3.00° TCH 41

CATEGORY	A	B	C	D
LPV DA	963-½ 200 (200-½)			
LNAV/VNAV DA	1034-½ 271 (300-½)			
LNAV MDA	1160-½ 397 (400-½)		1160-⅝ 397 (400-⅝)	
CIRCLING	1180-1 412 (500-1)	1220-1 452 (500-1)	1240-1½ 472 (500-1½)	1320-2 552 (600-2)

HIRL Rwy 4-22
MIRL Rwy 13-31
REIL Rwy 22

QUINCY RGNL-BALDWIN FLD (UIN)
RNAV (GPS) RWY 4

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 65910 W13A	APP CRS 133°	Rwy Idg 5123 TDZE 767 Apt Elev 769
--	------------------------	---

RNAV (GPS) RWY 13
QUINCY RGNL-BALDWIN FLD (UIN)

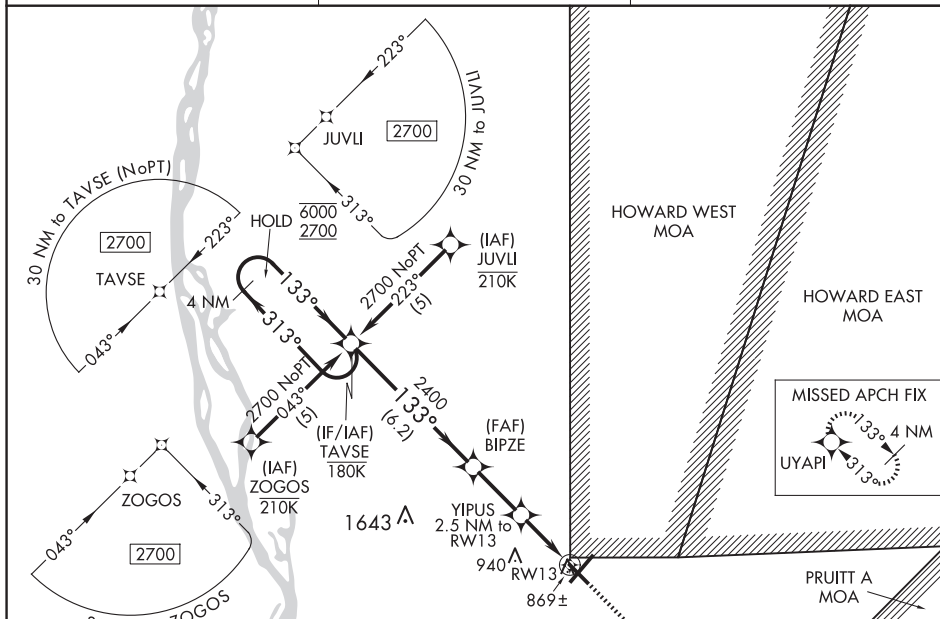
RNP APCH.



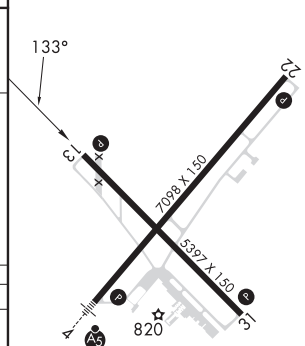
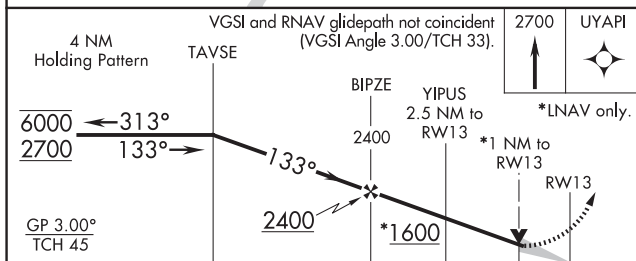
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C.

MISSED APPROACH:
Climb to 2700 direct
UYAPI and hold.

ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF) L
------------------------	--	---------------------------------



ELEV 769	D	TDZE 767
----------	----------	----------



CATEGORY	A	B	C	D
LPV DA	1116-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1139-1¼ 372 (400-1¼)			
LNAV MDA	1120-1 353 (400-1)			1120-1¼ 353 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1240-1½ 471 (500-1½)	1320-2 551 (600-2)

HIRL Rwy 4-22 **L**
MIRL Rwy 13-31 **L**
REIL Rwy 22 **L**

QUINCY, ILLINOIS

WAAS CH 45705 W22A	APP CRS 218°	Rwy Idg 7098 TDZE 753 Apt Elev 768
--	------------------------	---

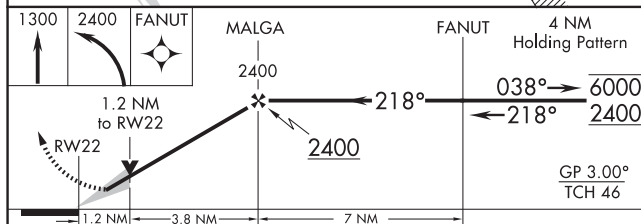
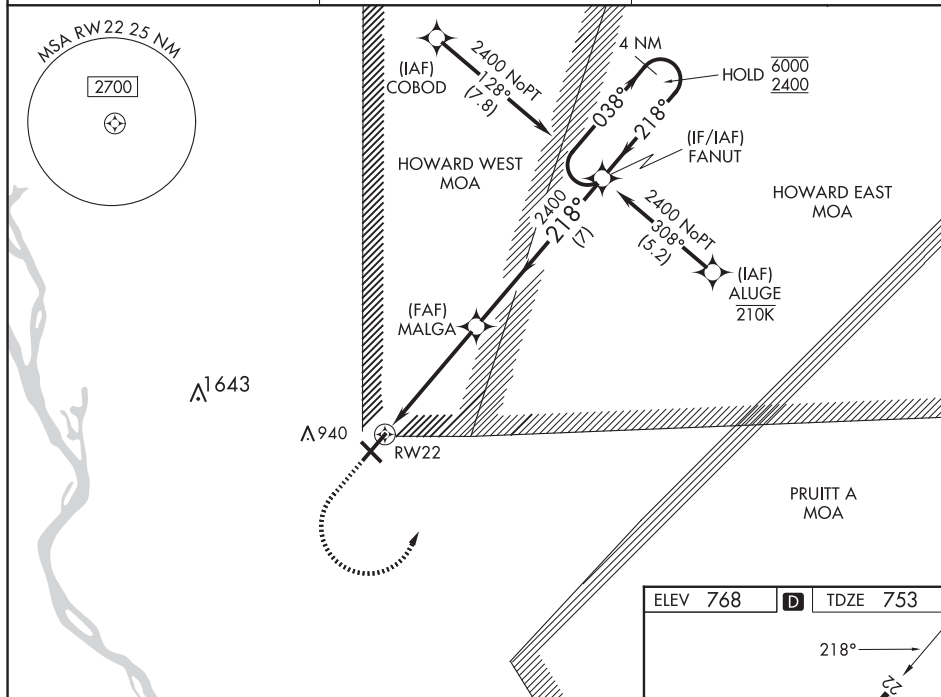
RNAV (GPS) RWY 22
QUINCY RGNL-BALDWIN FLD (UIN)


RNP APCH - GPS.

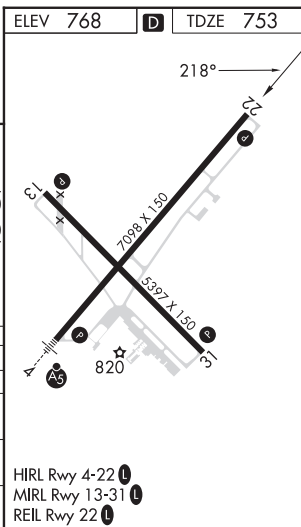
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Baro-VNAV and VDP NA when using Pittsfield altimeter setting. When local altimeter setting not received, use Pittsfield altimeter setting and increase LPV DA to 1073 feet and all visibilities $\frac{1}{8}$ SM. Increase LNAV/VNAV DA to 1120 feet and all visibilities $\frac{1}{8}$ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D $\frac{1}{8}$ SM.

MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct FANUT and hold.

ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF) 0
------------------------	--	---------------------------------



CATEGORY		A	B	C	D
LPV	DA	1003- ³ / ₄		250 (300- ³ / ₄)	
LNAV/ VNAV	DA	1050- ⁷ / ₈		297 (300- ⁷ / ₈)	
LNAV	MDA	1180-1 427 (500-1)		1180-1 ¹ / ₄ 427 (500-1 ¹ / ₄)	
 CIRCLING		1180-1 412 (500-1)	1220-1 452 (500-1)	1240-1 ¹ / ₂ 472 (500-1 ¹ / ₂)	1320-2 552 (600-2)



QUINCY, ILLINOIS
Amdt 2 26DEC24

39°57'N-91°12'W

QUINCY RGNL-BALDWIN FLD (UIN)
RNAV (GPS) RWY 22

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS
CH **61210**
W31A

APP CRS
313°

Rwy Idg
TDZE **769**
Apt Elev **769**

RNAV (GPS) RWY 31

QUINCY RGNL-BALDWIN FLD (UIN)

RNP APCH.

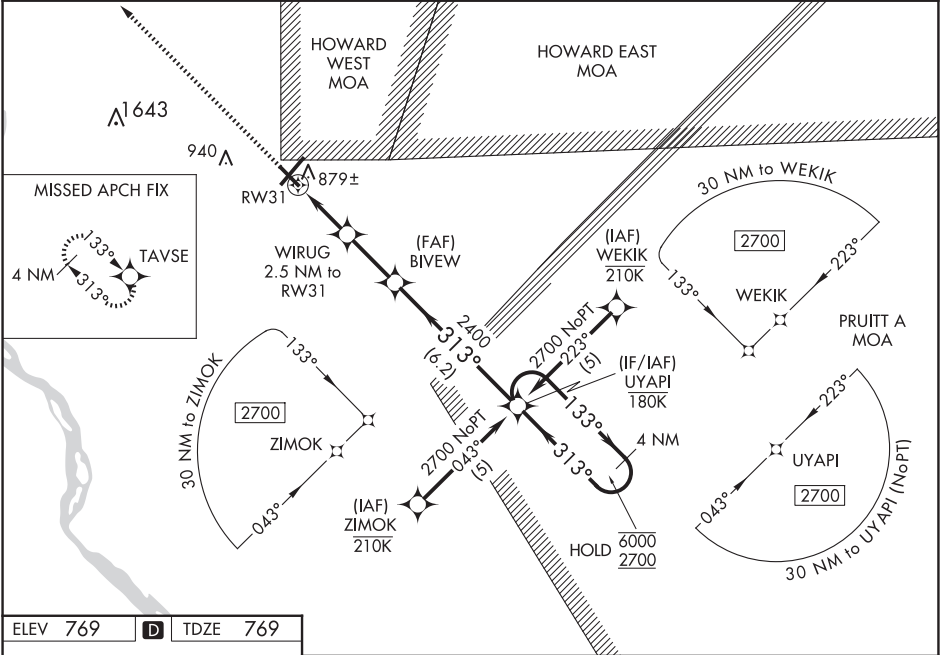
T

A

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

MISSED APPROACH:
Climb to 2700 direct
TAVSE and hold.

ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF) 1
------------------------	--	---------------------------------



ELEV 769

D

TDZE 769

2700 TAVSE

*LNAV only.

WIRUG 2.5 NM to RW31

BIVEW 2400

UYAPI 4 NM Holding Pattern

133° → 6000

← 313° 2700

GP 3.00° TCH 40

1 NM 1.5 NM 2.4 NM 6.2 NM

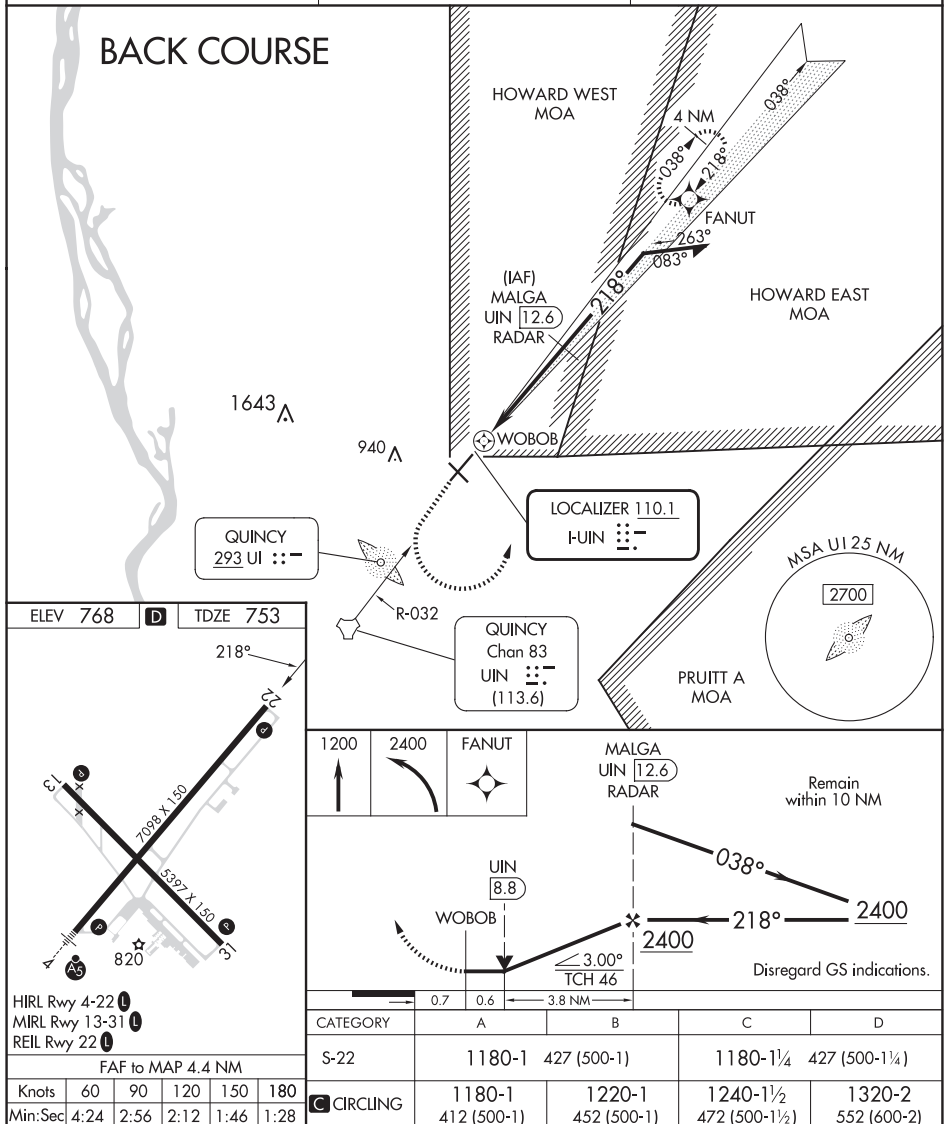
CATEGORY	A	B	C	D
LPV DA		1057-1	288 (300-1)	
LNAV/VNAV DA		1168-1½	399 (400-1½)	
LNAV MDA		1140-1	371 (400-1)	1140-1¼ 371 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1240-1½ 471 (500-1½)	1320-2 551 (600-2)

LOC BC RWY 22
QUINCY RGNL-BALDWIN FLD (UIN)

T VDP NA when using Pittsfield altimeter setting. When local altimeter setting not received, use Pittsfield altimeter setting and increase all MDAs 80 feet and S-22 visibility Cat C/D ½ SM. DME from UIN TACAN. DME use requires simultaneous reception of I-UIN and UIN DME.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct FANUT and hold.

ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF) ①
------------------------	--	---------------------------------



QUINCY RGNI-BALDWIN FID (TITN)

LOC BC RWY 22

EC-3, 12 JUN 2025 to 07 AUG 2025

LOM UI	APP CRS	Rwy Idg	7098
293	038°	TDZE	763
		Apt Elev	768

NDB RWY 4
QUINCY RGNL-BALDWIN FLD (UIN)

NA

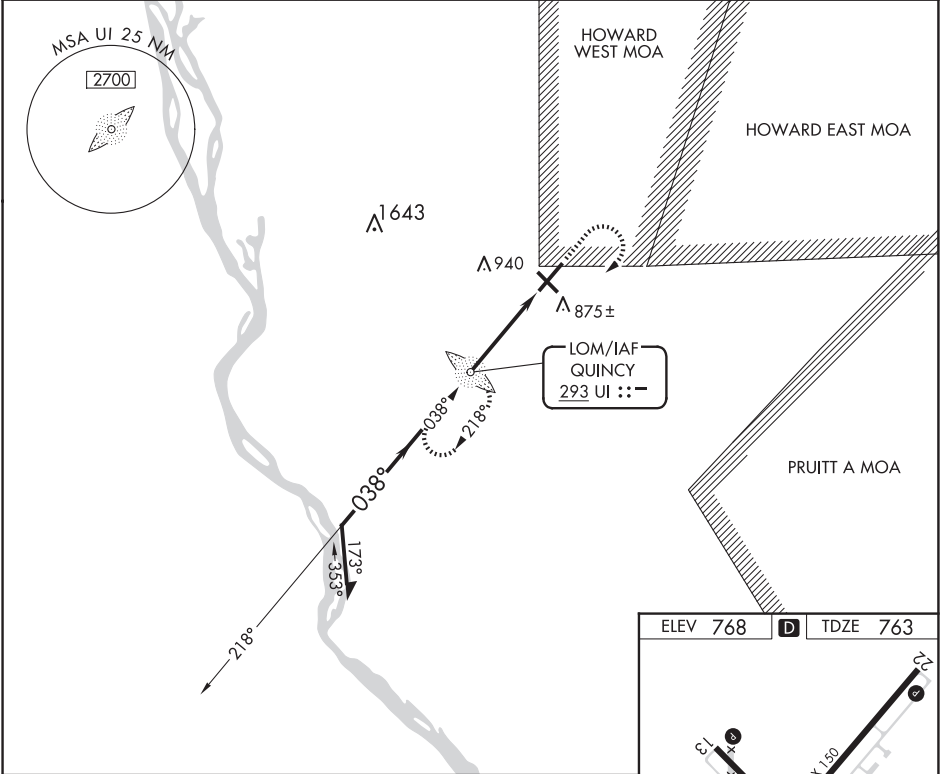
For inop ALS, increase S-04 Cat A and B visibility to 1 SM and Cat C and D visibility to 1 1/2 SM. When local altimeter setting not received, use Pittsfield altimeter setting and increase all MDAs 80 feet and S-04 visibility Cat C/D 1/4 SM. For inop ALS when local altimeter setting not received increase S-04 Cat A/B visibility to 1 SM and Cat C/D visibility to 1 1/2 SM.

MALSR

A5

MISSED APPROACH: Climb to 1800 then climbing right turn to 2300 direct UI LOM and hold.

ASOS 121.425	KANSAS CITY CENTER 126.225 317.775	UNICOM 123.0 (CTAF) 0
-----------------	---------------------------------------	--------------------------



Remain within 10 NM

2300

218°

038°

2100

3.17°

TCH 39

3.9 NM

UI LOM 2500

1800

2300

UI

CATEGORY	A	B	C	D
S-4	1180-3/4	417 (500-3/4)		
CIRCLING	1180-1 412 (500-1)	1220-1 452 (500-1)	1240-1 1/2 472 (500-1 1/2)	1320-2 552 (600-2)

ELEV 768

TDZE 763

HIRL Rwy 4-22

MIRL Rwy 13-31

REIL Rwy 22

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

AIRPORT DIAGRAM

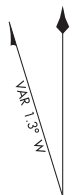
QUINCY RGNL-BALDWIN FLD (UIIN)
QUINCY, ILLINOIS

ASOS
121.425
CTAF/UNICOM
123.0

D

FIELD
ELEV
769

AL-862 (FAA)



JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W

RWY 04-22
PCR 1500 F/D/X/T
S-120, D-250, 2D-550, 2D/2D2-1120
RWY 13-31
PCR 1310 F/D/X/T
S-120, D-250, 2D-550, 2D/2D2-1081

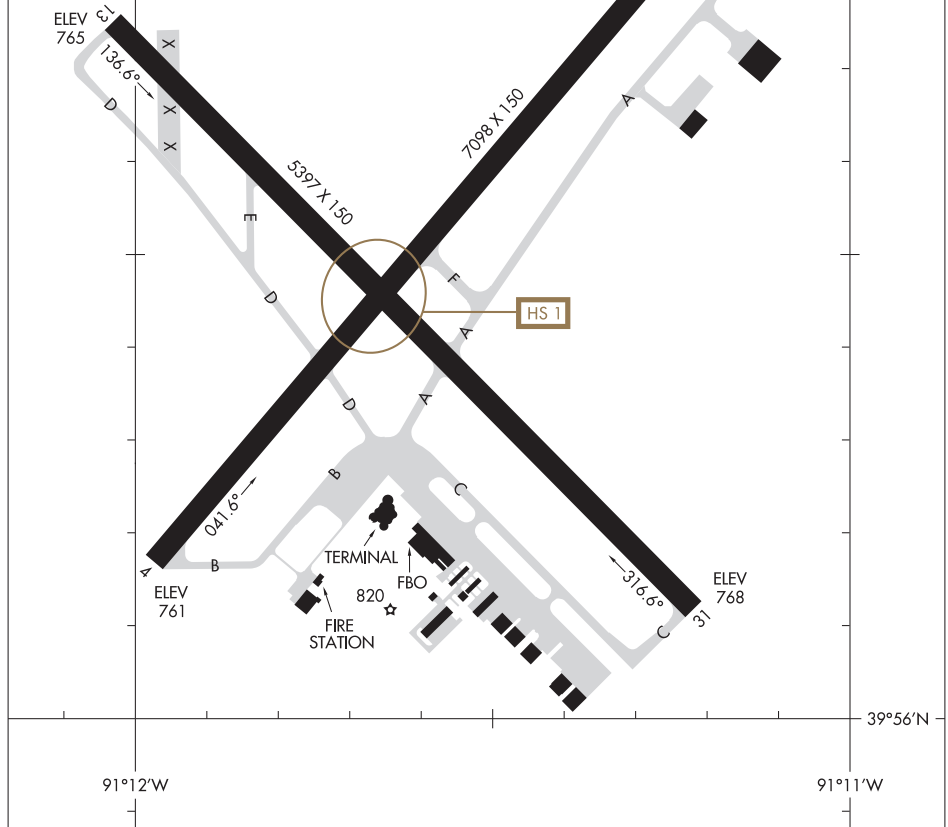
ELEV
747

39°57'N

ELEV
765

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025






AIRPORT DIAGRAM

QUINCY, ILLINOIS
QUINCY RGNL-BALDWIN FLD (UIIN)

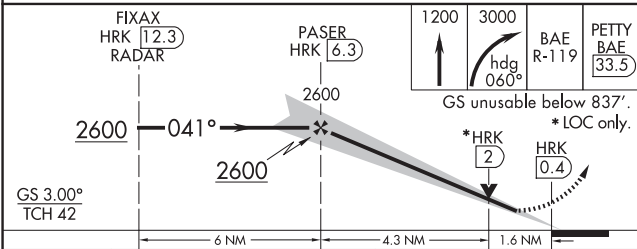
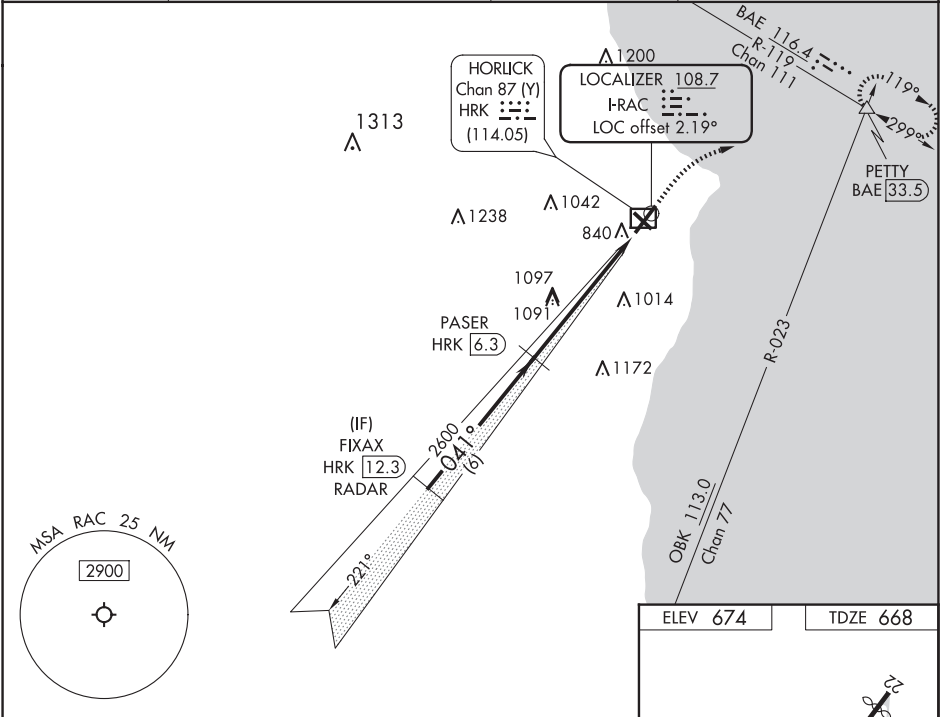
LOC I-RAC 108.7	APP CRS 041°	Rwy Idg TDZE Apt Elev	5840 668 674
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 4

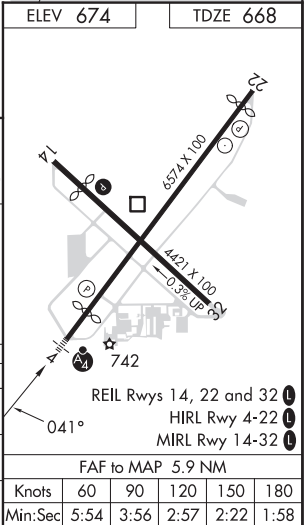
BATTEN INTL (RAC)

RADAR required for procedure entry. DME required.		MALSF 	MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on heading 060° and BAE VOR/DME R-119 to PETTY INT/BAE 33.5 DME and hold, continue climb-in-hold to 3000.
	Circling Rwy 14 NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA.		
	Inop table does not apply to S-ILS 4. DME from HRK DME. Simultaneous reception of I-RAC and HRK DME required.		

ASOS 121.425	MILWAUKEE APP CON 135.875 317.725	CLNC DEL 120.15	UNICOM 123.075 (CTAF) 0
------------------------	---	---------------------------	-----------------------------------



CATEGORY	A	B	C	D
S-ILS 4	923-¾ 255 (300-¾)			
S-LOC 4	1220-¾	552 (600-¾)	1220-1⅓	552 (600-1⅓)
CIRCLING	1220-1	546 (600-1)	1380-2 706 (800-2)	1380-2¼ 706 (800-2¼)



WAAS CH 97516 W04A	APP CRS 039°	Rwy Idg 5840 TDZE 668 Apt Elev 674
--	------------------------	---

RNAV (GPS) RWY 4

BATTEN INTL (RAC)

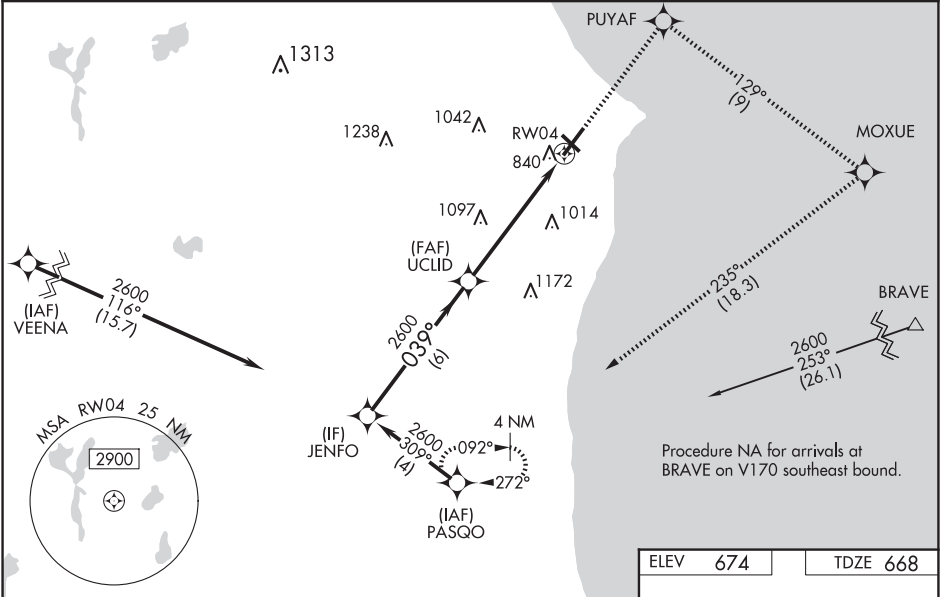
⚠

Baro-VNAV NA when using General Mitchell Intl altimeter setting. 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. VDP NA when using General Mitchell Intl altimeter setting. When local altimeter setting not received, use General Mitchell Intl altimeter setting: increase LPV DA to 1023 and all visibilities ½ SM; increase LNAV/VNAV DA to 1135 and all visibilities ½ SM; increase all MDA 40 feet and visibility Cat C and D ¼ SM. Circling Rwy 14 NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA. Inop table does not apply.

MALSF

MISSED APPROACH:
Climb to 2600 direct PUYAF and right turn on track 129° to MOXUE and right turn on track 235° to PASQO and hold.

ASOS 121.425	MILWAUKEE APP CON 135.875 317.725	CLNC DEL 120.15	UNICOM 123.075 (CTAF) 1
------------------------	---	---------------------------	-----------------------------------



	<div>2600 PUYAF MOXUE PASQO</div> <div></div> <div>↑ tr 129° tr 235°</div> <div>*LNAV only.</div>			
	<div>JENFO</div> <div>2600 039° 2600</div> <div>GP 3.00° TCH 45</div> <div>6 NM 4.4 NM 1.5 NM</div>			
CATEGORY	A	B	C	D
LPV DA	988-1		320 (400-1)	
LNAV/ VNAV DA	1100-1½		432 (500-1½)	
LNAV MDA	1180-1	512 (600-1)	1180-1¾	512 (600-1¾)
CIRCLING	1180-1	506 (600-1)	1380-2 706 (800-2)	1380-2¼ 706 (800-2¼)

Inset map showing the approach area around BATTEN INTL (RAC). Key features include:

- Waypoints:** JENFO, UCLID, PUYAF, MOXUE, PASQO, and BRAVE.
- Altitudes:** 2600 ft at JENFO, 2600 ft at UCLID, 2600 ft at PUYAF, 2600 ft at MOXUE, and 2600 ft at PASQO.
- Angles:** 039° from JENFO to UCLID, 129° from UCLID to PUYAF, and 235° from PUYAF to MOXUE.
- Distances:** 6 NM from JENFO to UCLID, 4.4 NM from UCLID to PUYAF, and 1.5 NM from PUYAF to PASQO.
- Obstacles:** Obstacle at 1313 ft, 1238 ft, 1042 ft, 1097 ft, 1014 ft, 1172 ft, and 1160 ft.
- Navigation Aids:** GP 3.00° TCH 45, MSA RW04 25 NM, and HIRL Rwy 4-22.

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 53516 W22A	APP CRS 219°	Rwy Idg TDZE 666 Apt Elev 674
--	------------------------	---

RNAV (GPS) RWY 22

BATTEN INTL (RAC)

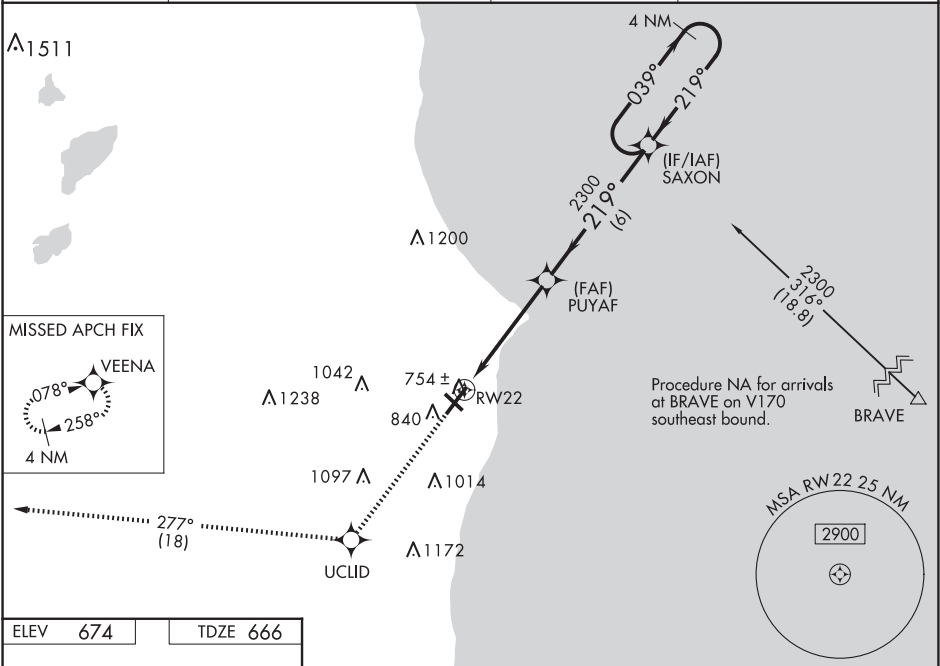
⚠

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. When local altimeter setting not received, use General Mitchell Intl altimeter setting: increase LPV DA to 984 and all visibilities ¼ SM; increase LNAV/VNAV DA to 1032 and all visibilities ¼ SM; increase all MDA 40 feet and LNAV Cat C and D visibility ½ SM and Circling Cat C and D visibility ¼ SM. Circling Rwy 14 NA at night. Rwy 22 helicopter visibility reduction below ¼ 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) 0
------------------------	---	---------------------------	-----------------------------------



ELEV 674

TDZE 666

219°

3000

UCLID

tr 277°

VEENA

3000

219°

039°

2300

2300

GP 3.00°

TCH 55

*1 NM to RW22

1 NM

3.9 NM

6 NM

CATEGORY

A

B

C

D

LPV DA

949-7/8

283 (300-7/8)

LNAV/VNAV DA

997-1

331 (400-1)

LNAV MDA

1020-1

354 (400-1)

CIRCLING

1140-1
466 (500-1)

1160-1
486 (500-1)

1380-2
706 (800-2)

1380-2¼
706 (800-2¼)

HIRL Rwy 4-22

MIRL Rwy 14-32

REIL Rwy 14, 22 and 32

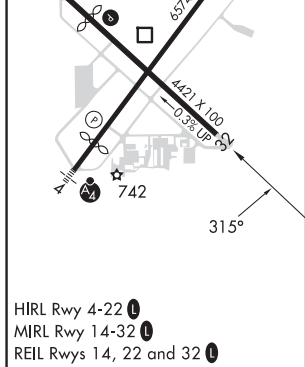
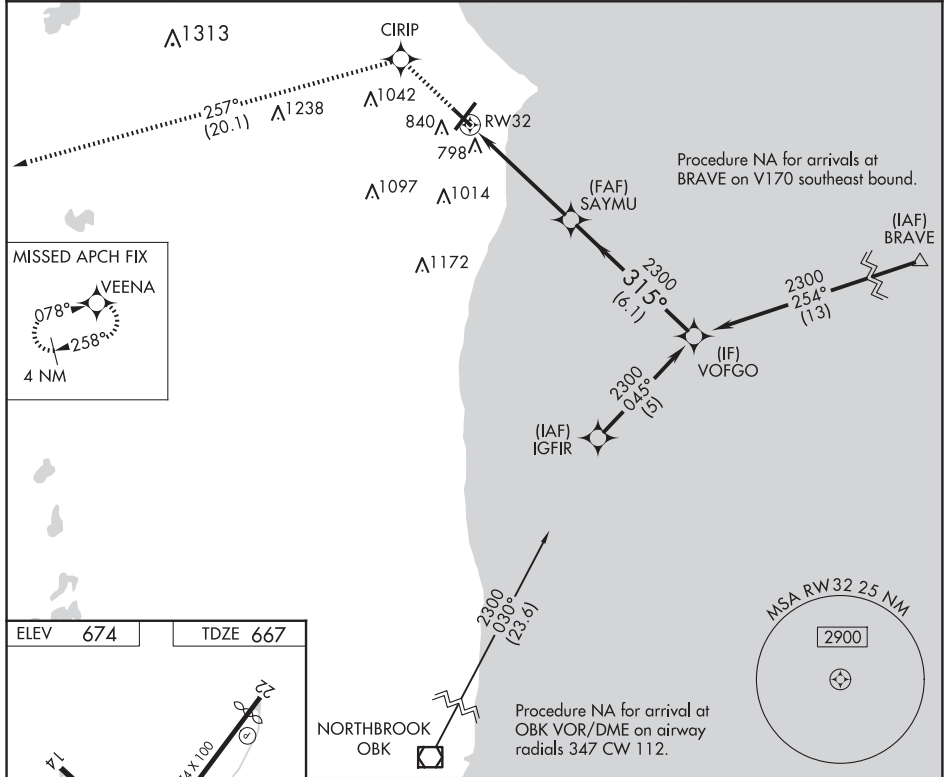
APP CRS	Rwy Idg	4421
315°	TDZE	667
	Apt Elev	674

RNAV (GPS) RWY 32

BATTEN INTL (RAC)

<p>▼ DME/DME RNP-0.3 NA. VDP NA when using General Mitchell Intl altimeter setting. When local altimeter setting not received, use General Mitchell Intl altimeter setting: Increase all MDA 40 feet and visibility Cat C and D ¼ SM. Rwy 32 helicopter visibility reduction below ¾ SM NA. Circling Rwy 14 NA at night.</p> <p>⚠ MISSED APPROACH: Climb to 3000 direct CIRIP and track 257° to VEENA and hold.</p>

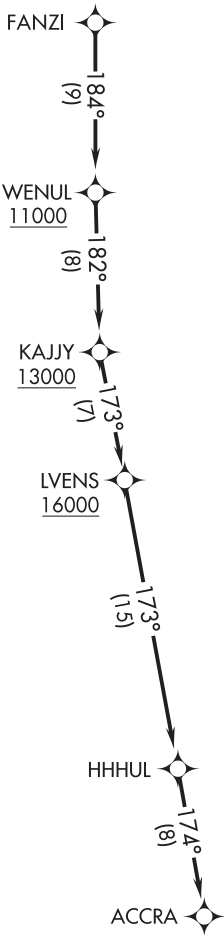
ASOS 121.425	MILWAUKEE APP CON 135.875 317.725	CLNC DEL 120.15	UNICOM 123.075 (CTAF) 0
-----------------	--------------------------------------	--------------------	----------------------------



3000 ↑	CIRIP ✧	tr 257° ✧	VEENA ✧		
				SAYMU	VOFGO
				1.1 NM to RW32 ✧	315° 2300
				✧	2300
				≤ 3.04° TCH 40	
				1.1 NM	3.9 NM
				6.1 NM	
CATEGORY		A	B	C	D
LNAV MDA		1060-1 393 (400-1)		1060-1½	393 (400-1½)
CIRCLING		1140-1 466 (500-1)	1160-1 486 (500-1)	1380-2 706 (800-2)	1380-2¼ 706 (800-2¼)

ASOS
121.425
CLNC DEL
120.15
MILWAUKEE DEP CON
135.875 317.725

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS
Rwys 4, 14, 22, 32: Standard.

- 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.

NOTE: Chart not to scale.



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.

(UECKR6.UECKR) 24137

UECKR SIX DEPARTURE (RNAV)

AL-5121 (FAA)

BATTEN INTL (RAC)
RACINE, WISCONSIN

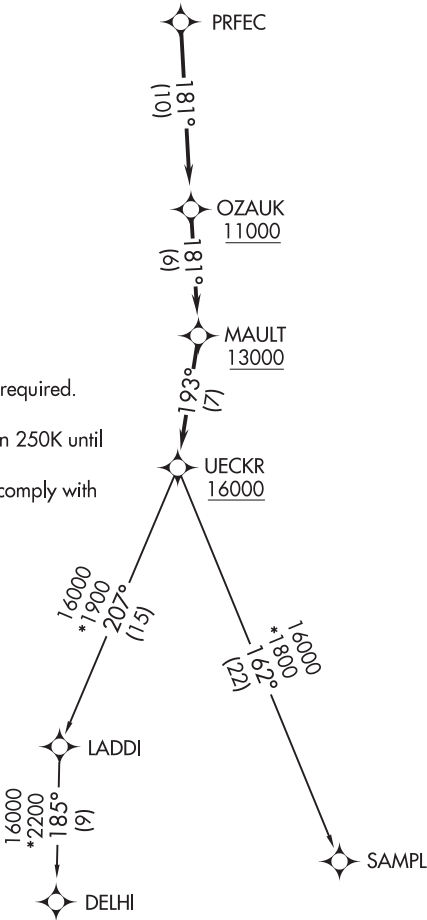
ASOS
121.425
CLNC DEL
120.15
MILWAUKEE DEP CON
135.875 317.725



**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS
Rwys 4, 14, 22, 32: 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)

UECKR SIX DEPARTURE (RNAV)
(UECKR6.UECKR) 26MAR20

RACINE, WISCONSIN
BATTEN INTL (RAC)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS

CH **62937**

W09A

APP CRS

091°

Rwy Idg

5001

TDZE

735

Apt Elev

738

RNAV (GPS) RWY 9

RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)

⚠

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 ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. Helicopter visibility reduction below ¾ 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) 0

4 NM Holding Pattern

LEVVI

3000

270°

090°

090°

GP 3.00° TCH 40

2300

RATUE

2300

091°

RW09

3000

MEDLE

*1.6 NM to RW09

*LNAV only.

6.2 NM

3.2 NM

1.6 NM

CATEGORY	A	B	C	D
LPV DA	985-1 250 (300-1)			
LNAV/VNAV DA	1167-1½ 432 (500-1½)			
LNAV MDA	1280-1 545 (600-1)		1280-1½ 545 (600-1½)	
CIRCLING	1280-1 542 (600-1)		1380-1¾ 642 (700-1¾) 1420-2¼ 682 (700-2¼)	

ELEV 738

TDZE 735

REIL Rwy 9 and 27 0
MIRL Rwy 9-27 and 18-36 0

RANTOUL, ILLINOIS

Amdt 2 15OCT15

RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)

40°18'N-88°09'W

RNAV (GPS) RWY 9

653

RANTOUL, ILLINOIS

AL-9195 (FAA)

23278

WAAS CH 90239 W18A	APP CRS 181°	Rwy Idg 4894 TDZE 738 Apt Elev 738
--	------------------------	---

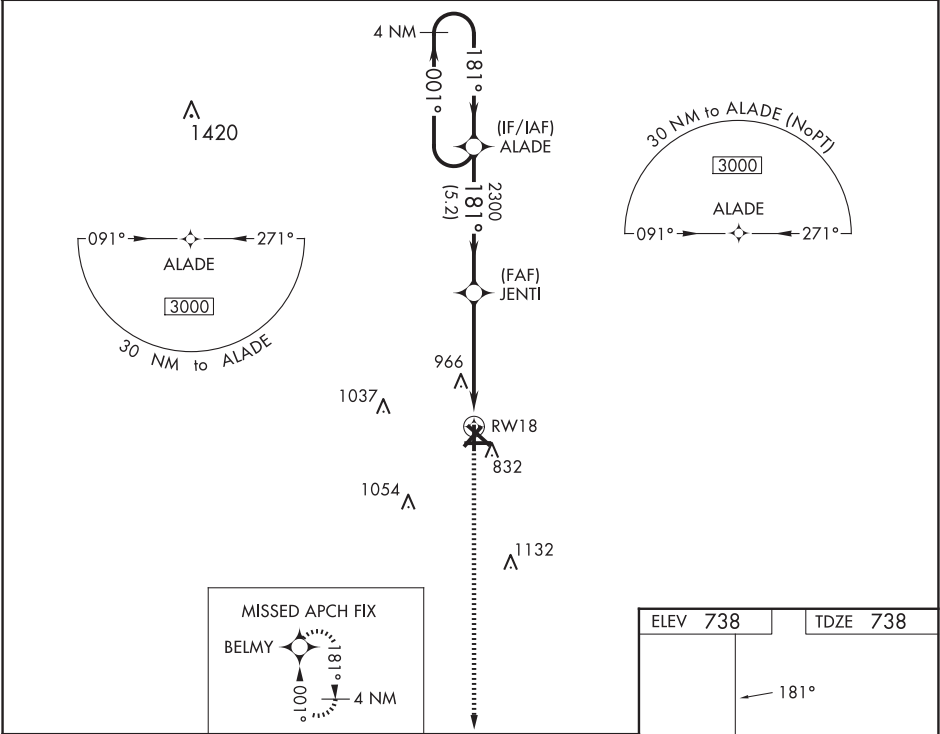
RNAV (GPS) RWY 18

RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)

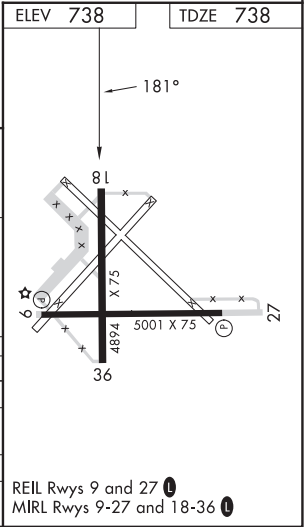
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase LPV DA to 1056 and all visibilities to 1½ 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 ¼ mile.

MISSED APPROACH:
Climb to 3000 direct BELMY and hold.

AWOS-3 119.025	CHAMPAIGN APP CON ★ 121.35 285.65	UNICOM 123.0 (CTAF) 1
--------------------------	---	---------------------------------



4 NM Holding Pattern		ALADE	JENTI	3000	BELMY
3000		← 001°	181° →	181°	
GP 3.00°		TCH 40	2300	* 1.6 NM to RW18	* LNAV only.
		5.2 NM	3.2 NM	1.6 NM	
CATEGORY	A	B	C	D	
LPV DA	1015-1		277 (300-1)		
LNAV/VNAV DA	1271-178		533 (600-178)		
LNAV MDA	1280-1	542 (600-1)	1280-158	542 (600-158)	
CIRCLING	1280-1	542 (600-1)	1380-134	1420-214	
			642 (700-134)	682 (700-214)	



RANTOUL, ILLINOIS

RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)

Amdt 2 21JUL16

40°18'N-88°09'W

RNAV (GPS) RWY 18

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 42737 W27A	APP CRS 271°	Rwy Idg TDZE Apt Elev	5001 733 738
--	------------------------	-----------------------------	---

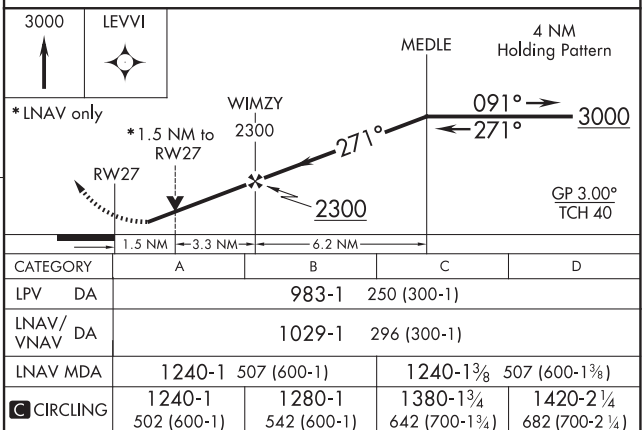
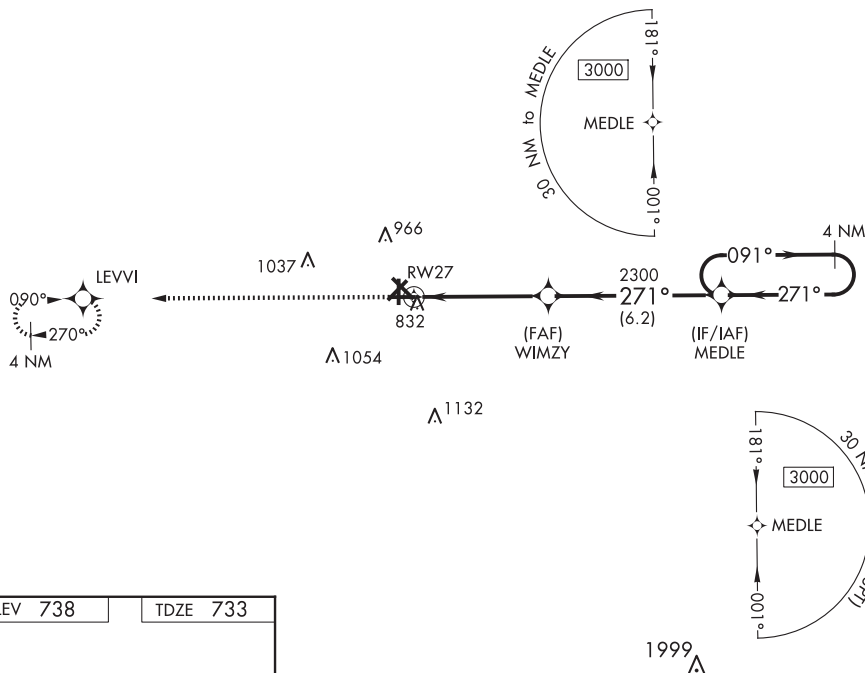
RNAV (GPS) RWY 27

RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)

T 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 $\frac{1}{8}$ mile and LNAV and Circling Cats C/D visibility $\frac{1}{4}$ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 3000 direct
LEVI and hold.

AWOS-3 119.025	CHAMPAIGN APP CON ★ 121.35 285.65	UNICOM 123.0 (CTAF) 0
--------------------------	---	---------------------------------



WAAS CH 61137 W36A	APP CRS 001°	Rwy Idg TDZE 736 Apt Elev 738	4894 736 738
--	------------------------	---	---

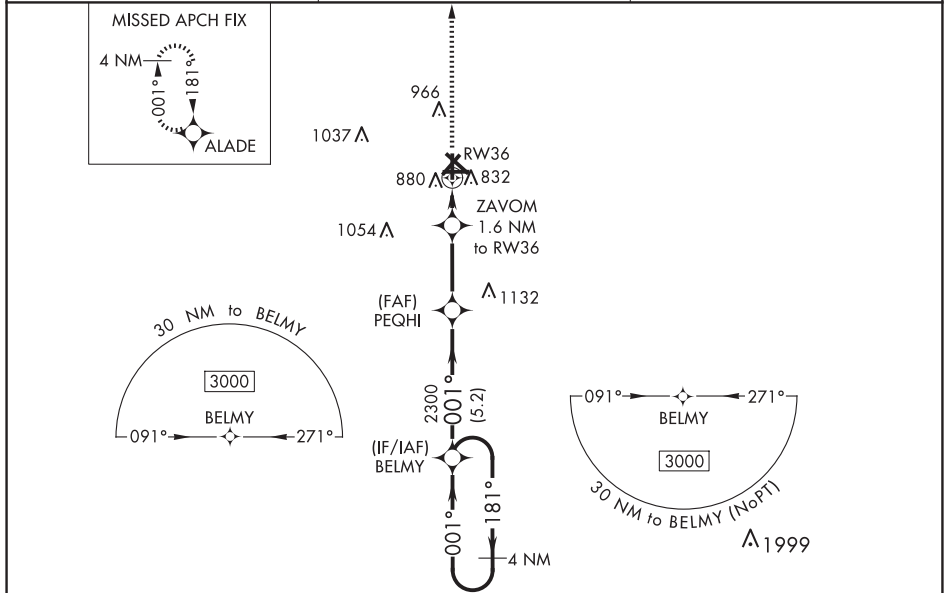
RNAV (GPS) RWY 36

RANTOUL NTL AVN CNTR-FRANK ELLIOTT FLD (TIP)

⚠ Baro-VNAV NA when using Champaign Urbana altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Champaign Urbana altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and LNAV and Circling Cats C/D visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.




MISSED APPROACH:
Climb to 3000 direct
ALADE and hold.

AWOS-3 119.025	CHAMPAIGN APP CON ★ 121.35 285.65	UNICOM 123.0 (CTAF) ①
--------------------------	---	---------------------------------



ELEV **738** TDZE **736**

REIL Rwy 9 and 27 ①
MIRL Rwy 9-27 and 18-36 ②

<div>3000 ↑</div>		<div>ALADE </div>		<div>BELMY 4 NM Holding Pattern</div>	
*LNAV only		<div>ZAVOM 1.6 NM to RW36</div>		<div>PEQHI 2300</div>	
<div>RW36 </div>		<div>1280*</div>		<div>001° 2300</div>	
<div>1.6 NM</div>		<div>3.2 NM</div>		<div>5.2 NM</div>	
CATEGORY	A	B	C	D	
LPV DA	986-1 250 (300-1)				
LNAV/VNAV DA	1147-1 ³ / ₈ 411 (500-1 ³ / ₈)				
LNAV MDA	1140-1 404 (500-1)		1140-1 ¹ / ₈ 404 (500-1 ¹ / ₈)		
 CIRCLING	1220-1 482 (500-1)	1280-1 542 (600-1)	1380-1 ³ / ₄ 642 (700-1 ³ / ₄)	1420-2 ¹ / ₄ 682 (700-2 ¹ / ₄)	

WAAS CH 78427 W18A	APP CRS 181°	Rwy Ldg TDZE 905 Apt Elev 906	4100 905 906
--	------------------------	---	---

RNAV (GPS) RWY 18

REEDSBURG MUNI (C35)

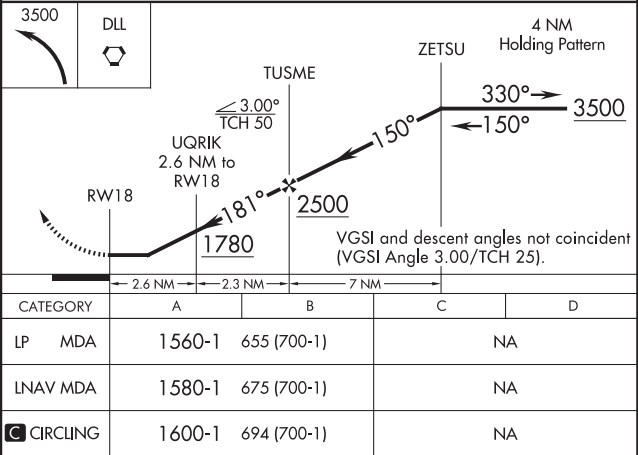
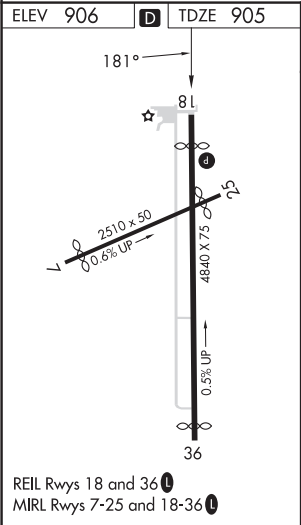
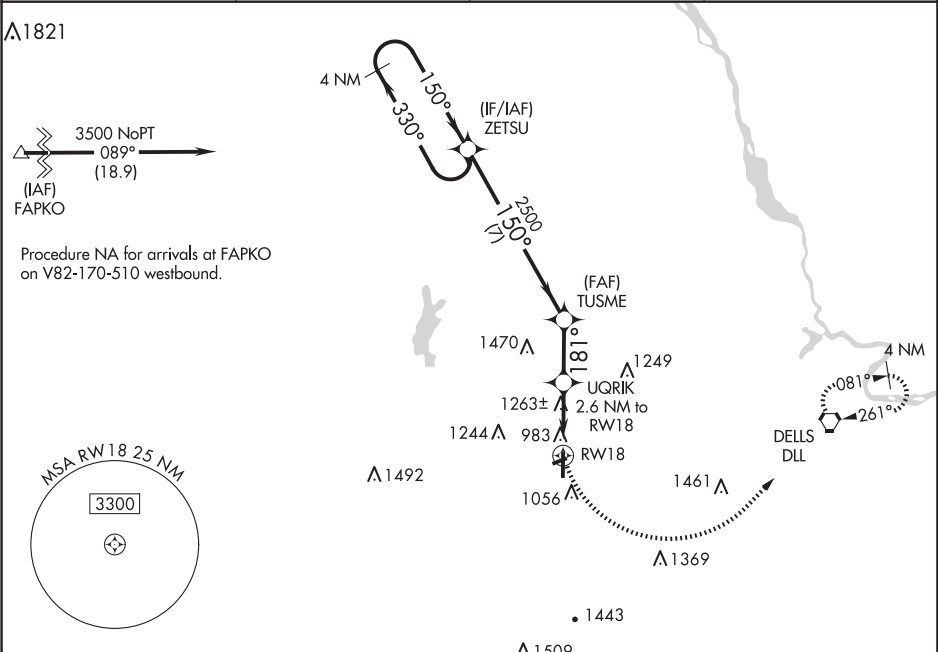
▼

NA

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.

AWOS-3PT 118.95	DLL AWOS-3 118.325	MADISON APP CON ★ 135.45 343.7	UNICOM 122.8 (CTAF) 1
---------------------------	------------------------------	--	---------------------------------

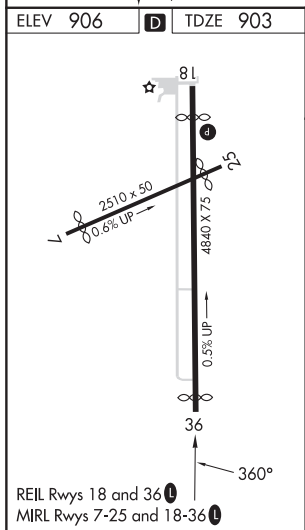
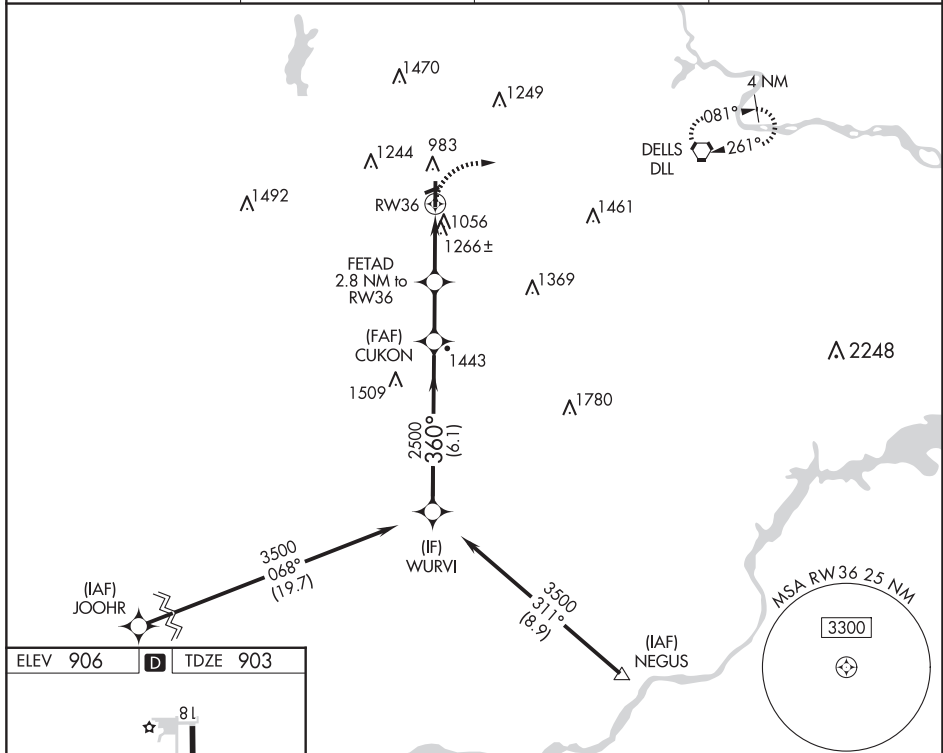


WAAS CH 82727 W36A	APP CRS 360°	Rwy Ldg TDZE 903 Apt Elev 906
--	------------------------	---

RNAV (GPS) RWY 36

REEDSBURG MUNI (C35)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 3500 direct DLL VORTAC and hold, continue climb-in-hold to 3500.	
▼ 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) 0





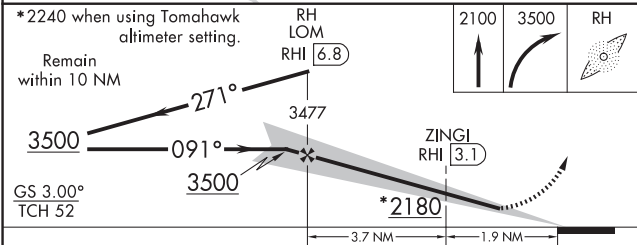
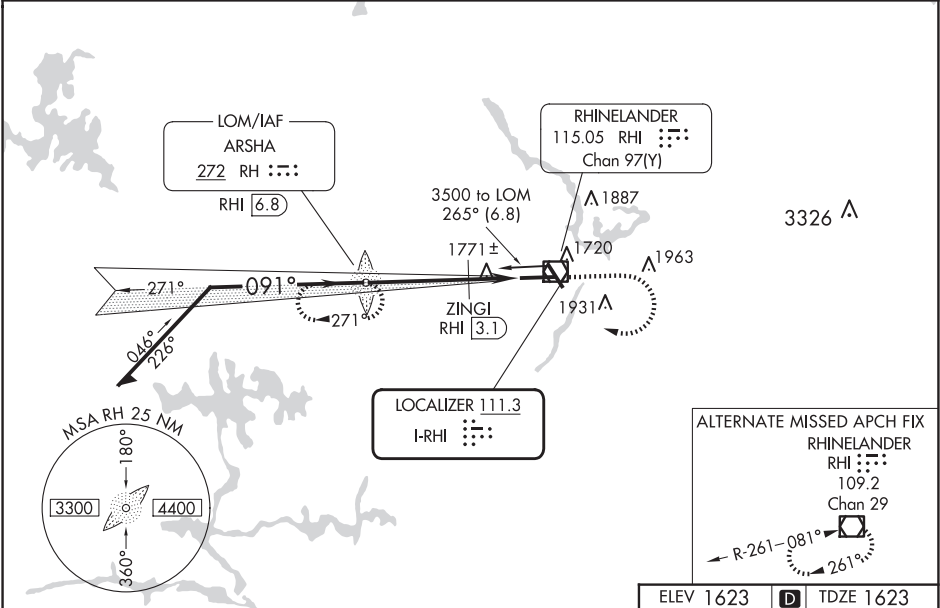
WURVI		Visual Segment - Obstacles.		3500	DLL
3500		360°			
		CUKON			
		2500			
		FETAD 2.8 NM to RW36			
		1800			
		RW36			
		6.1 NM		2.1 NM	
				2.8 NM	
CATEGORY	A	B	C	D	
LP MDA	1560-1	657 (700-1)	NA		
LNAV MDA	1580-1	677 (700-1)	NA		
C CIRCLING	1600-1	694 (700-1)	NA		

LOC I-RHI	APP CRS	Rwy Ldg
111.3	091°	6799
		TDZE
		1623
		Apt Elev
		1623

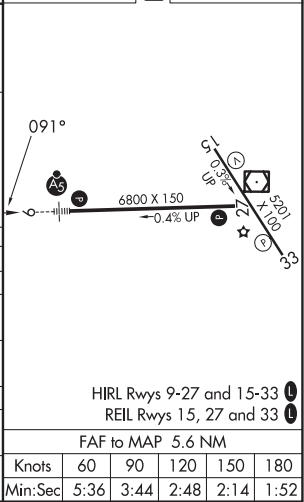
ILS or LOC RWY 9

RHINELANDER/ONEIDA COUNTY (RHI)

ADF or DME required.		MALSR 	MISSED APPROACH: Climb to 2100 then climbing right turn to 3500 direct ARSHA LOM/RHI VOR/DME 6.8 DME and hold, continue climb-in-hold to 3500.
	NA		
** DME from RHI VOR/DME.			
ASOS	MINNEAPOLIS CENTER		UNICOM
126.825	133.65 281.5		123.0 (CTAF) 1



CATEGORY	A	B	C	D
S-ILS 9	1823-1/2 200 (200-1/2)			
S-LOC 9	2180-1/2 557 (600-1/2)	2180-1 557 (600-1 1/8)		
CIRCLING	2180-1 557 (600-1)	2260-1 637 (700-1)	2260-1 3/4 637 (700-1 3/4)	2280-2 657 (700-2)
ZINGI FIX MINIMUMS**				
S-LOC 9	2040-1/2 417 (500-1/2)	2040-3/4 417 (500-3/4)		
CIRCLING	2100-1 477 (500-1)	2260-1 637 (700-1)	2260-1 3/4 637 (700-1 3/4)	2280-2 657 (700-2)



WAAS CH 97715 W09A	APP CRS 091°	Rwy Ldg TDZE 1623 Apt Elev 1623
--	------------------------	---

RNAV (GPS) RWY 9

RHINELANDER/ONEIDA COUNTY (RHI)

RNP APCH + GPS.

T

A

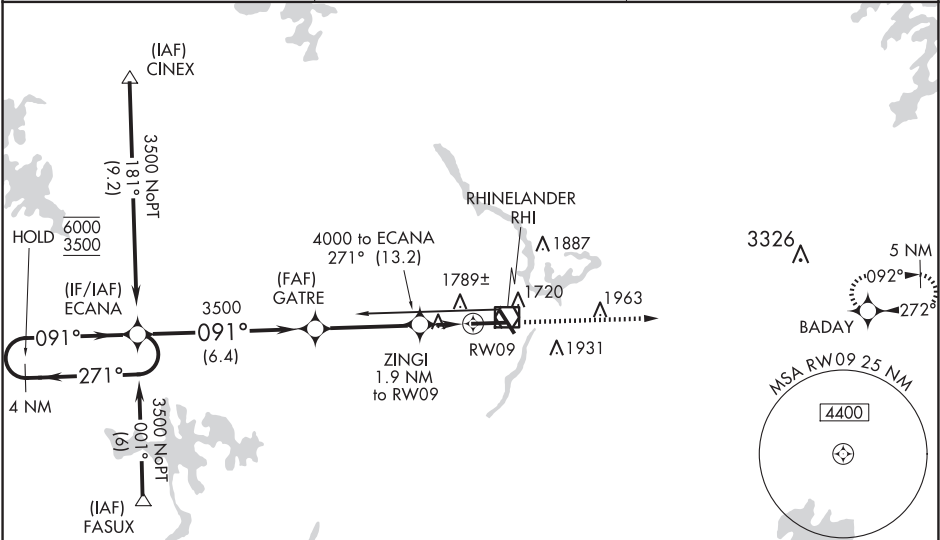
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1½ SM.

MALSR

A5

MISSED APPROACH:
Climb to 4500 direct
BADAY and hold.

ASOS 126.825	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 123.0 (CTAF) 1
------------------------	---	---------------------------------



ELEV 1623

D

TDZE 1623

4 NM Holding Pattern

ECANA

GATRE

ZINGI

RW09

6000

3500

GP 3.00°

TCH 52

271°

091°

091°

091°

091°

6.4 NM

3.7 NM

0.8 NM

1.1 NM

4500

BADAY

091°

6800 X 150

0.4° UP

5201

X.00

33

CATEGORY	A	B	C	D
LPV DA	1823-½		200 (200-½)	
LNAV/VNAV DA	2050-¾		427 (500-¾)	
LNAV MDA	2040-½	417 (500-½)	2040-¾	417 (500-¾)
CIRCLING	2100-1 477 (500-1)	2260-1 637 (700-1)	2260-1¾ 637 (700-1¾)	2280-2 657 (700-2)

HIRL Rwy 9-27 and 15-33 1
REIL Rwy 15, 27 and 33 1

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	5201
150°	TDZE	1600
	Apt Elev	1623

RNAV (GPS) RWY 15

RHINELANDER/ONEIDA COUNTY (RHI)

RHINELANDER, WISCONSIN

AL-5085 (FAA)

25163

WAAS CH 50217 W27A	APP CRS 271°	Rwy Ldg TDZE 1605 Apt Elev 1623
--	------------------------	---

RNAV (GPS) RWY 27

RHINELANDER/ONEIDA COUNTY (RHI)

RNP APCH - GPS.

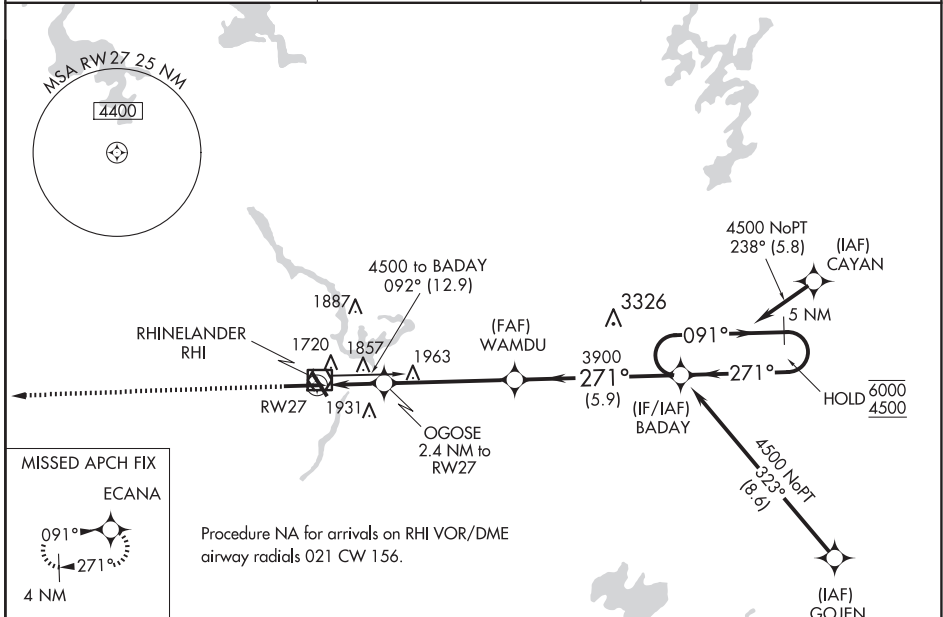
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV
▲ NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct
ECANA and hold.

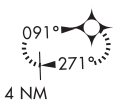
ASOS
126.825

MINNEAPOLIS CENTER
133.65 281.5

UNICOM
123.0 (CTAF) 0

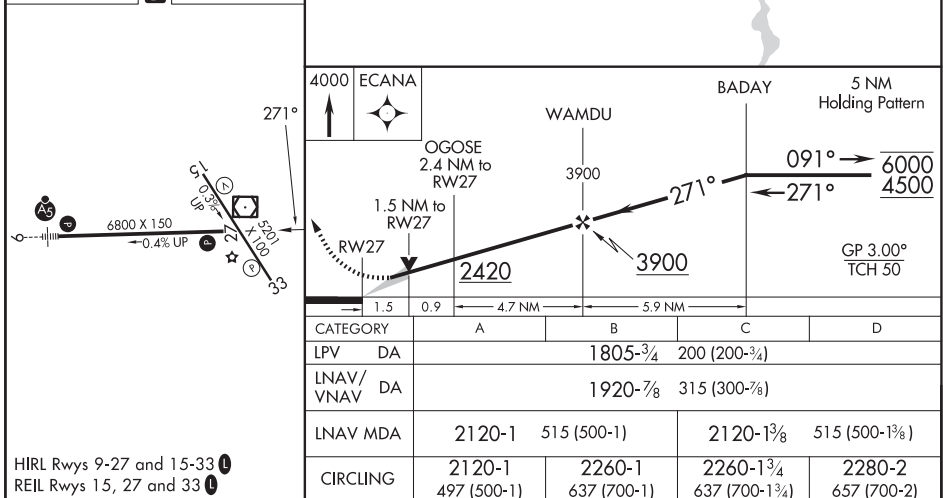


MISSED APCH FIX
ECANA



Procedure NA for arrivals on RHI VOR/DME
airway radials 021 CW 156.

ELEV 1623 **D** TDZE 1605



HIRL Rwy 9-27 and 15-33 **0**
REIL Rwy 15, 27 and 33 **0**

RHINELANDER, WISCONSIN

Amdt 2 05SEP24

RHINELANDER/ONEIDA COUNTY (RHI)

45°38'N-89°28'W

RNAV (GPS) RWY 27

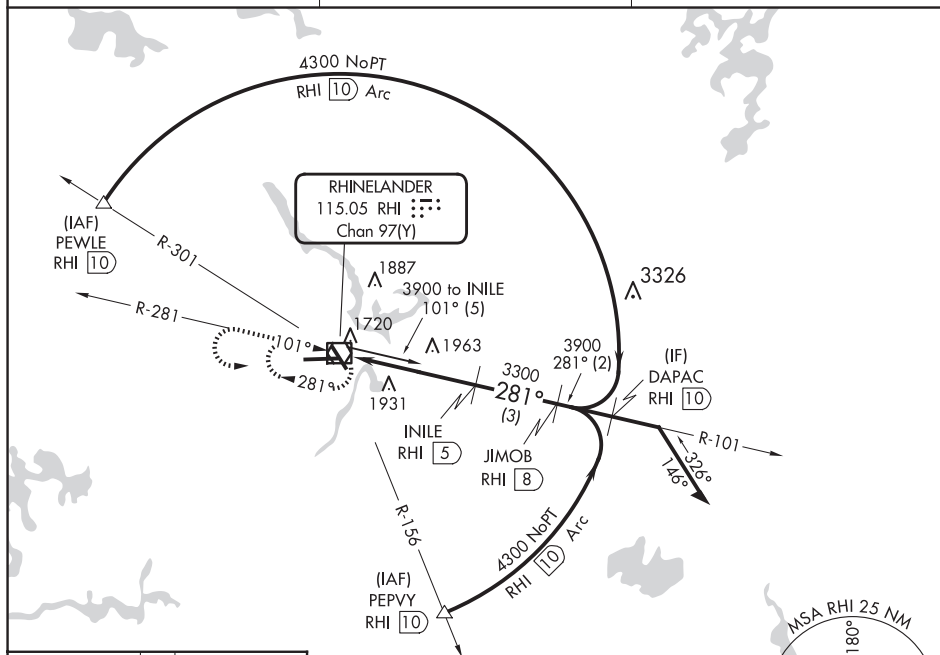
EC-3, 12 JUN 2025 to 07 AUG 2025

VOR/DME RHI 115.05 Chan 97(Y)	APP CRS 281°	Rwy Ldg 6799 TDZE 1606 Apt Elev 1624
---	------------------------	---

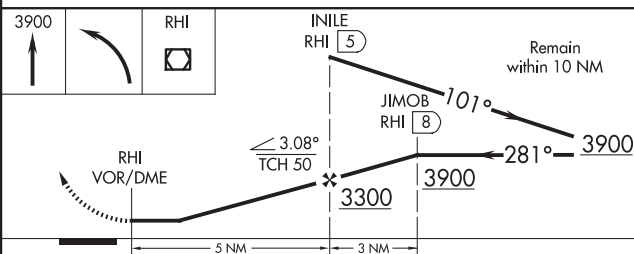
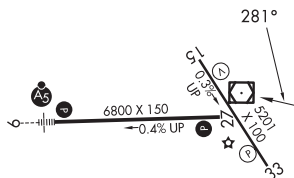
VOR/DME RWY 27
RHINELANDER/ONEIDA COUNTY (RHI)

MISSED APPROACH: Climb to 3900 then left turn direct RHI VOR/DME and hold.

MINNEAPOLIS CENTER
133.65 281.5

UNICOM
123.0 (CTAF) **L**

ELEV 1624		TDZE 1606
-----------	---	-----------



CATEGORY	A	B	C	D
S-27	2220-1 614 (600-1)		2220-1 $\frac{3}{4}$ 614 (600-1 $\frac{3}{4}$)	
CIRCLING	2220-1 596 (600-1)	2260-1 636 (700-1)	2260-1 $\frac{3}{4}$ 636 (700-1 $\frac{3}{4}$)	2280-2 656 (700-2)

HIRL Rwy 9-27 and 15-33 **L**
REIL Rwy 15, 27 and 33 **L**

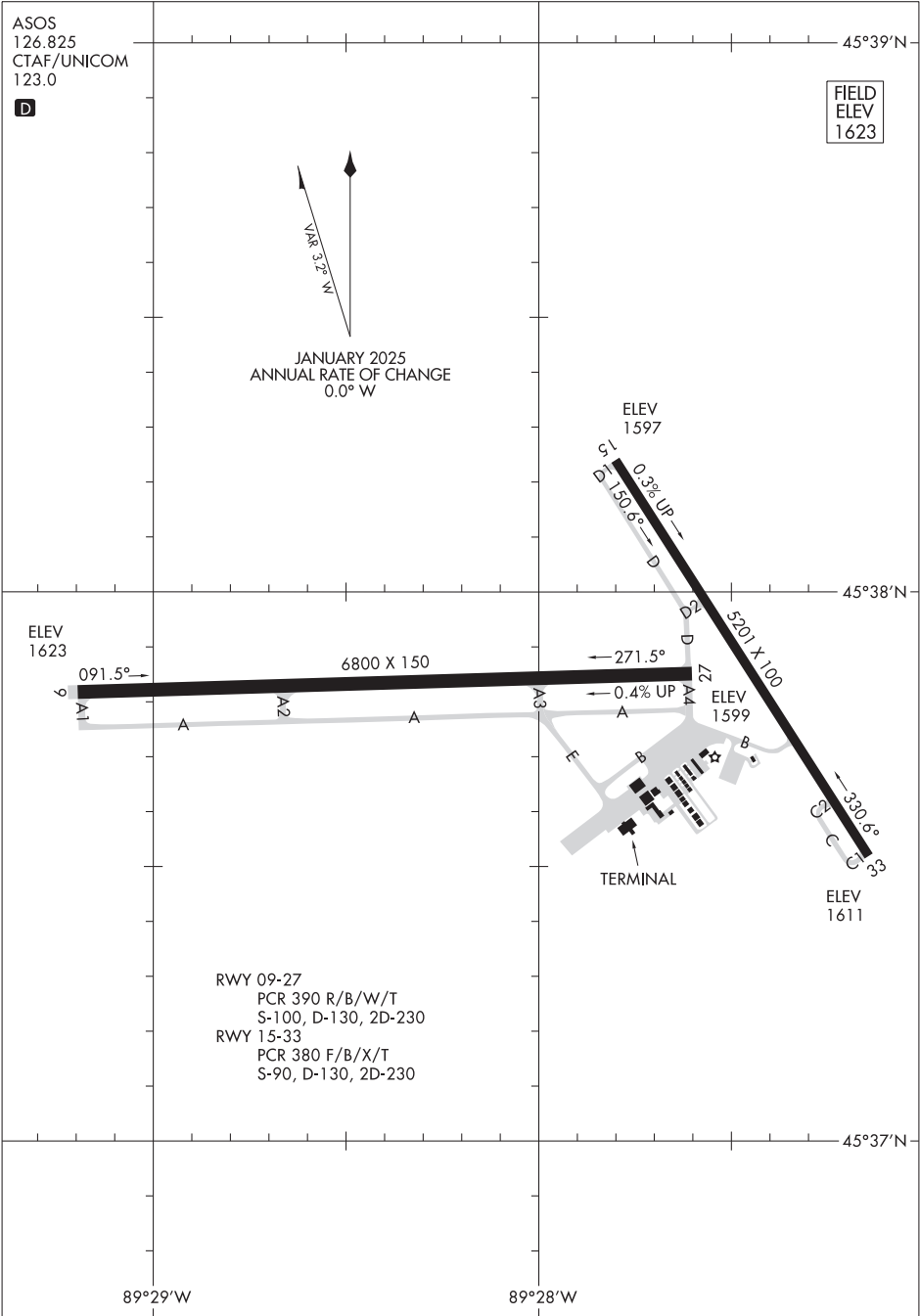
RHINELANDER, WISCONSIN
Orig-I 07OCT21

45°38'N-89°28'W

RHINELANDER/ONEIDA COUNTY (RHI) VOR/DME RWY 27

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RICE LAKE, WISCONSIN

AL-9210 (FAA)

23110

LOC I-RPD 108.3	APP CRS 010°	Rwy Idg 6500
		TDZE 1102
		Apt Elev 1109

ILS or LOC RWY 1

RICE LAKE RGNL/CARL'S FLD (RPD)

ADF required. From RZN DME: RNAV 1-GPS required.



Circling Rwy 13, 31 NA at night.

MALSR

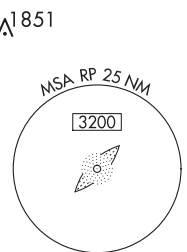


MISSED APPROACH: Climb to 2200 then climbing right turn to 3200 direct WICKR LOM and hold.

AWOS-3
120.525MINNEAPOLIS CENTER
125.3 335.6UNICOM
122.7 (CTAF)

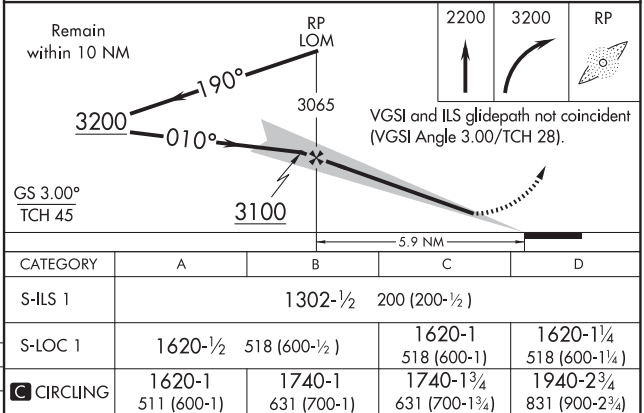
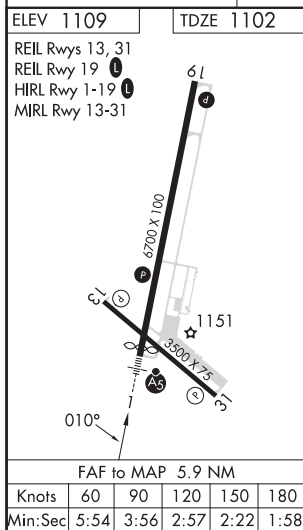
SIREN
109.4 RZN
Chan 31

LOCALIZER **108.3**
I-RPD



ALTERNATE MISSED
APCH FIX

EAU CLAIRE
EAU
113.65
Chan 83 (Y)

RICE LAKE, WISCONSIN
Orig-C 22APR21

45°25'N-91°46'W

RICE LAKE RGNL/CARL'S FLD (RPD)
ILS or LOC RWY 1

EC-3, 12 JUN 2025 to 07 AUG 2025

RICE LAKE, WISCONSIN

AL-9210 (FAA)

23110

WAAS CH 93542 W19A	APP CRS 190°	Rwy Idg TDZE 1109 Apt Elev 1109
--	------------------------	---

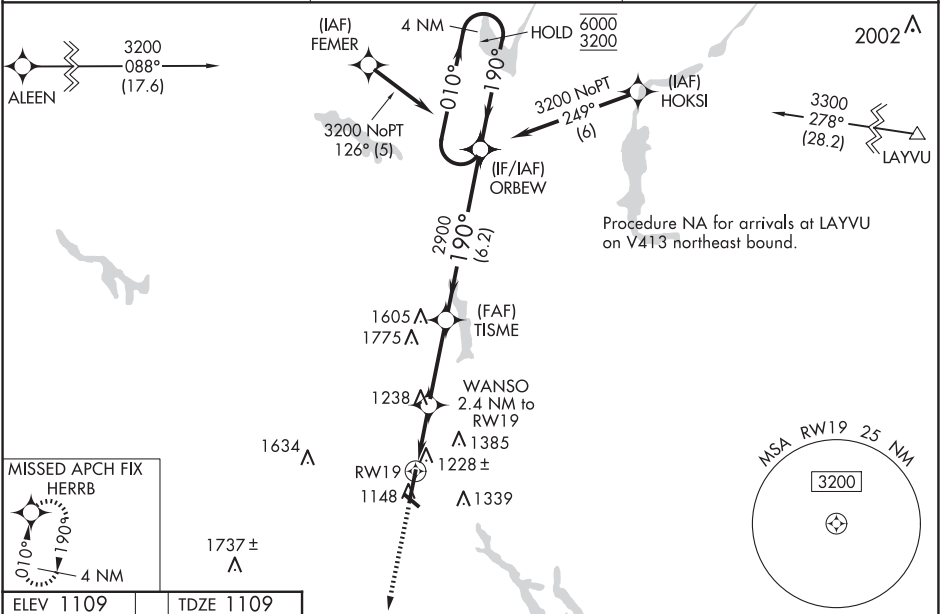
RNAV (GPS) RWY 19
RICE LAKE RGNL/CARL'S FLD (RPD)

RNP APCH.

Circling Rwy 13, 31 NA at night. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

MISSED APPROACH:
Climb to 3200 direct
HERRB and hold.

AWOS-3 120.525	MINNEAPOLIS CENTER 125.3 335.6	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------------------



ELEV 1109

TDZE 1109

3200 HERRB

* LNAV only

TISME

WANSO 2.4 NM to RW19

* 1 NM to RW19

RW19

1900*

ORBEW

4 NM Holding Pattern

010° → 6000

← 190° 3200

GP 3.00°

TCH 38

CATEGORY	A	B	C	D
LPV DA		1309-¾	200 (200-¾)	
LNAV/VNAV DA		1389-⅞	280 (300-⅞)	
LNAV MDA		1480-1	371 (400-1)	
CIRCLING	1580-1 471 (500-1)	1740-1 631 (700-1)	1740-1¾ 631 (700-1¾)	1940-2¾ 831 (900-2¾)

REIL Rwy 13, 31

REIL Rwy 19 0

HIRL Rwy 1-19 0

MIRL Rwy 13-31

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS

263°

Rwy Idg

TDZE

Apt Elev

N/A

N/A

742

RNAV (GPS)-A

RICHLAND (93C)

RNP APCH.

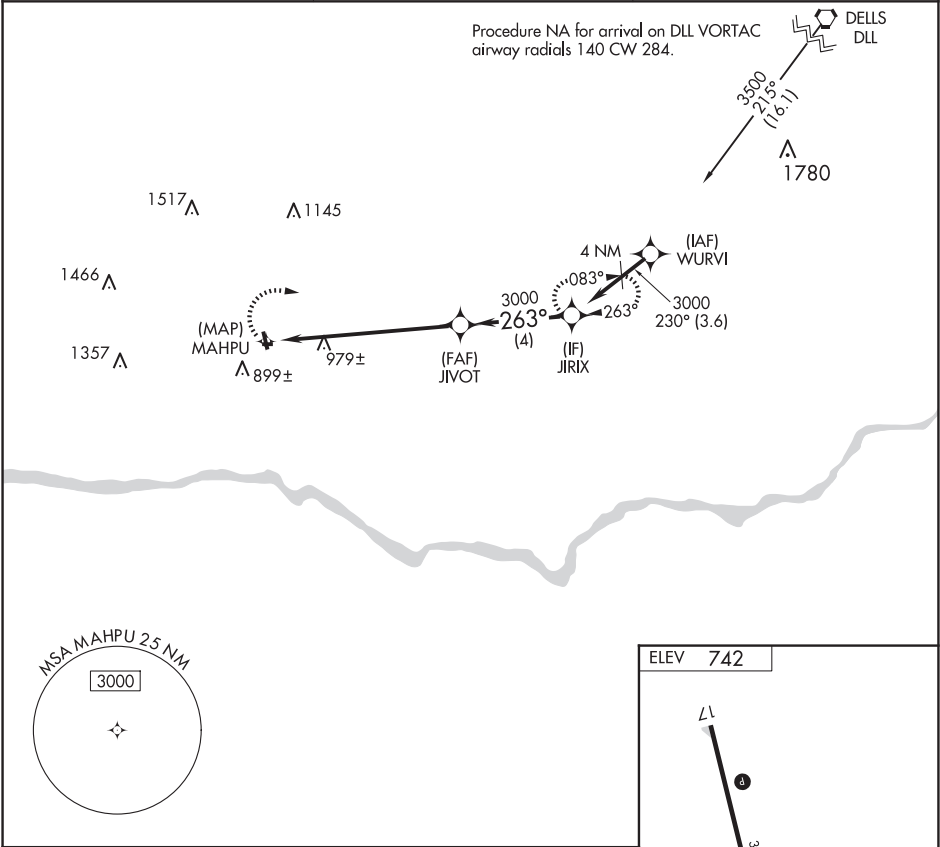
NA

Circling NA to Rwys 9 and 27. Procedure NA at night.
Use Lone Rock altimeter setting.

MISSED APPROACH:

Climbing right turn to 3000 direct JIRIX and hold.

LNR ASOS 119.425	CHICAGO CENTER 133.3 257.925	CTAF 122.9 0
---------------------	---------------------------------	-----------------



3000

JIRIX

MAHPU

JIVOT

JIRIX

3000

263°

3000

7 NM

4 NM

CATEGORY	A	B	C	D
CIRCLING	1680-1¼ 938 (1000-1¼)	1700-1½ 958 (1000-1½)	NA	

ELEV 742

3000 X 60

0.7% UP

1500 X 100

0.6% UP

27

35

752

MIRL Rwy 17-35


REIL Rwys 17 and 35

ROBINSON, ILLINOIS

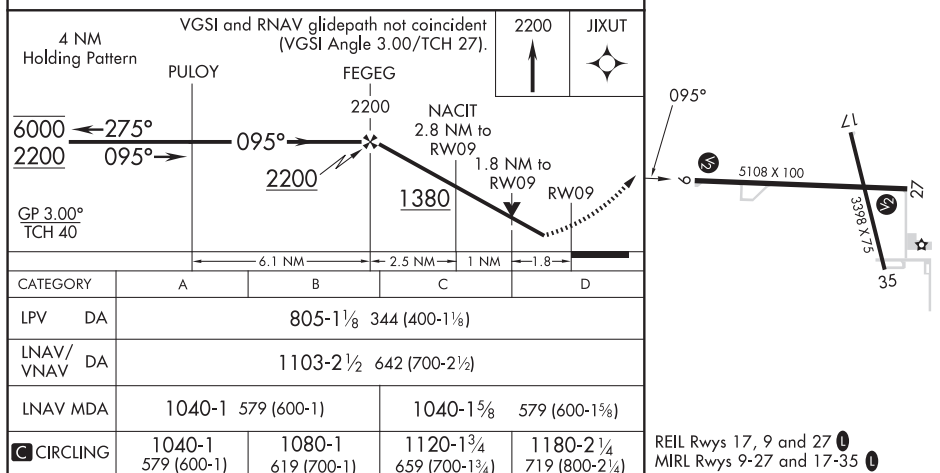
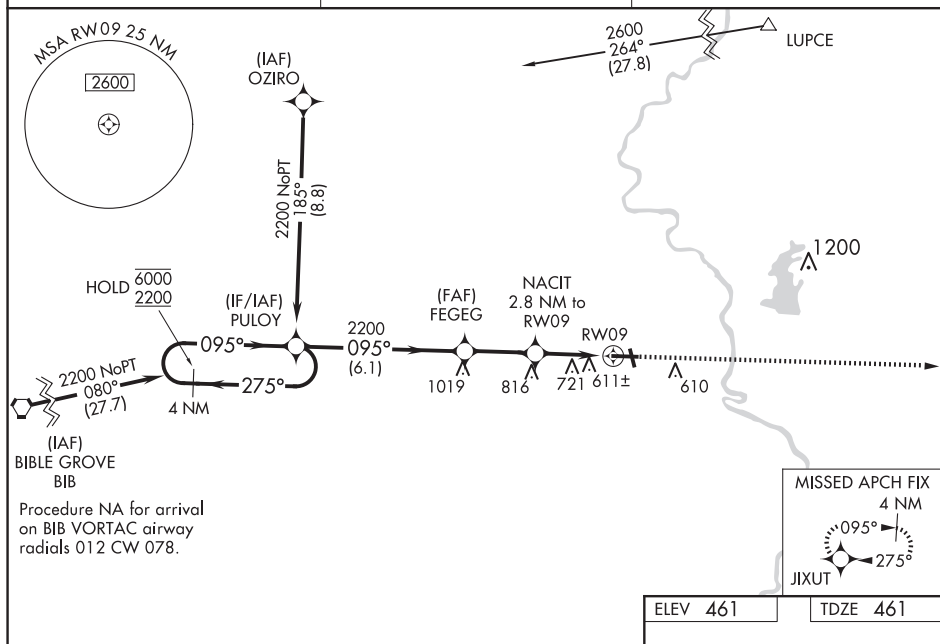
WAAS CH 49109 W09A	APP CRS 095°	Rwy Idg 5108 TDZE 461 Apt Elev 461
--	------------------------	---

RNAV (GPS) RWY 9

CRAWFORD COUNTY (RSV)

RNP APCH - GPS.		
	Rwy 9 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C.	MISSED APPROACH: Climb to 2200 direct JIXUT and hold.

AWOS-3 120.50	HULMAN APP CON 135.35 339.8	UNICOM 123.0 (CTAF) 0
-------------------------	---------------------------------------	---------------------------------



ROBINSON, ILLINOIS

Amdt 1B 14JUL22

39°01'N-87°39'W

CRAWFORD COUNTY (RSV)
RNAV (GPS) RWY 9

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 63033 W17A	APP CRS 169°	Rwy Idg 3398 TDZE 455 Apt Elev 461
--	------------------------	---

RNAV (GPS) RWY 17

CRAWFORD COUNTY (RSV)

RNP APCH - GPS.

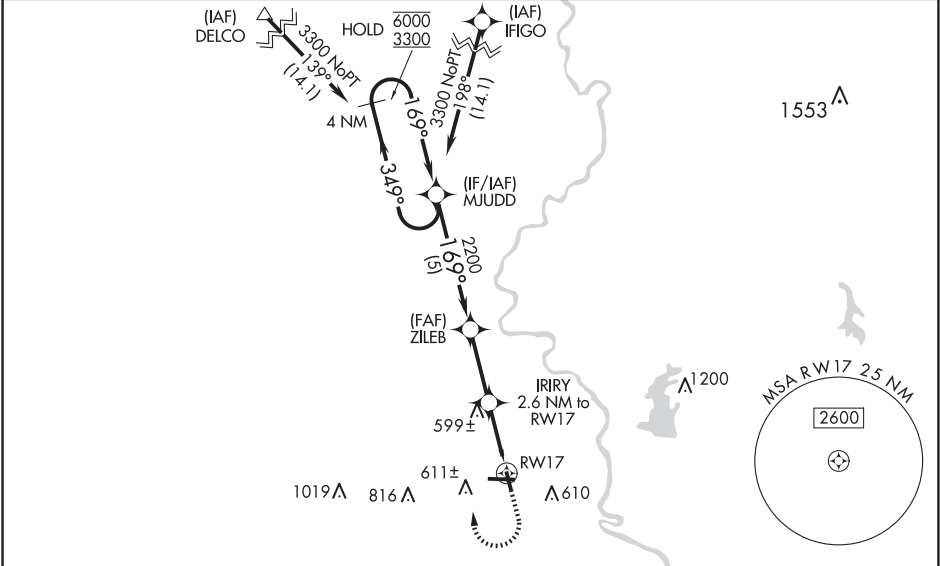
▼

▲

Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3300 direct MUDD and hold.

AWOS-3 120.50	HULMAN APP CON 135.35 339.8	UNICOM 123.0 (CTAF) 1
-------------------------	---------------------------------------	--



ELEV 461

TDZE 455

4 NM Holding Pattern

MUDD

6000 ← 349°

3300 → 169°

GP 3.00°

TCH 51

5 NM

2.7 NM

1.5

1.1 NM

1300

3300

MUDD

169°

1320

2200

1.1 NM to RWY 17

2.6 NM to RWY 17

IRIY

5108 X 100

3508 X 75

35

CATEGORY	A	B	C	D
LPV DA	734-1	279 (300-1)		NA
LNAV/VNAV DA	812-1½	357 (400-1½)		NA
LNAV MDA	860-1	405 (400-1)	860-1½ 405 (400-1½)	NA
CIRCLING	940-1 479 (500-1)	1080-1 619 (700-1)	1120-1¾ 659 (700-1¾)	NA

REIL Rwy 17, 9 and 27 **1**
MIRL Rwy 9-27 and 17-35 **1**

ROBINSON, ILLINOIS

AL-5308 (FAA)

24193

WAAS CH 69509 W27A	APP CRS 275°	Rwy ldg 5108 TDZE 455 Apt Elev 461
--	------------------------	---

RNAV (GPS) RWY 27
CRAWFORD COUNTY (RSV)

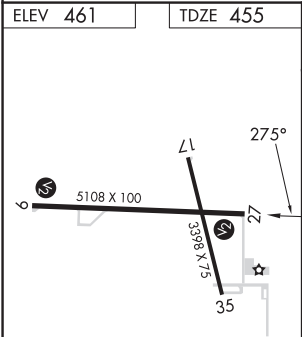
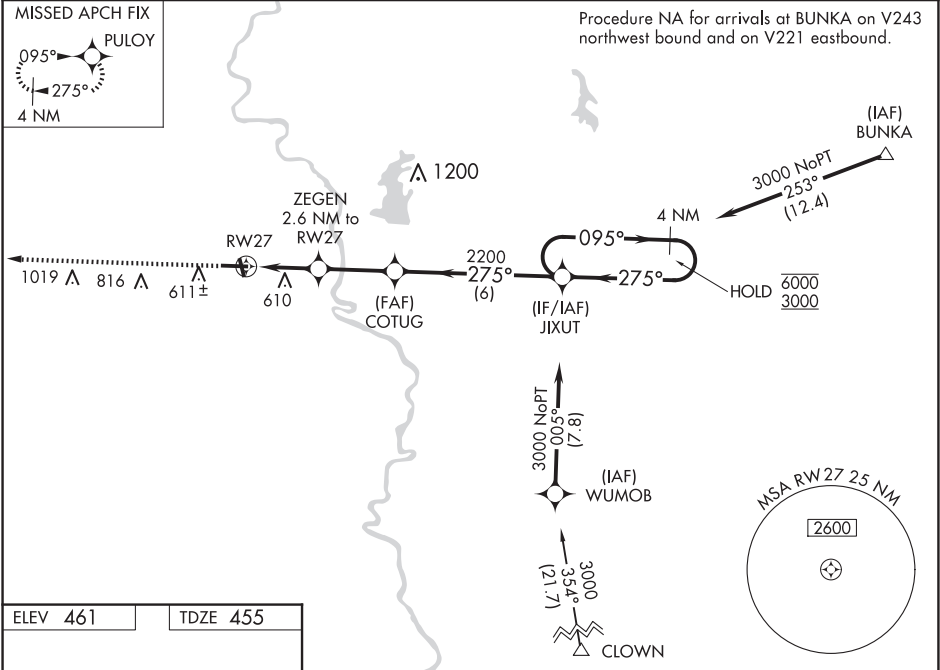
RNP APCH-GPS.

▼
▲

For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to
3000 direct PULOV and hold.

AWOS-3 120.50	HULMAN APP CON 135.35 339.8	UNICOM 123.0 (CTAF) 0
-------------------------	---------------------------------------	---------------------------------



3000 PULOV VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 25).

ZEGEN 2.6 NM to RW27 1.1 NM to RW27 1.5 NM 2.7 NM 6 NM 1320 2200 095° 4 NM Holding Pattern 275° 6000 3000 GP 3.00° TCH 45

CATEGORY	A	B	C	D
LPV DA	705-1 250 (300-1)			
LNAV/VNAV DA	845-1¼ 390 (400-1¼)			
LNAV MDA	840-1 385 (400-1)	840-1⅛ 385 (400-1⅛)		
CIRCLING	940-1 479 (500-1)	1080-1 619 (700-1)	1120-1¾ 659 (700-1¾)	1180-2¼ 719 (800-2¼)

ROBINSON, ILLINOIS
Amdt 1B 14JUL22

39°01'N-87°39'W

CRAWFORD COUNTY (RSV)
RNAV (GPS) RWY 27

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 78228 W07A	APP CRS 071°	Rwy Idg TDZE 5001 775 Apt Elev 781
--	------------------------	--

RNAV (GPS) RWY 7

ROCHELLE MUNI/KORITZ FLD (RPJ)

RNP APCH - GPS.

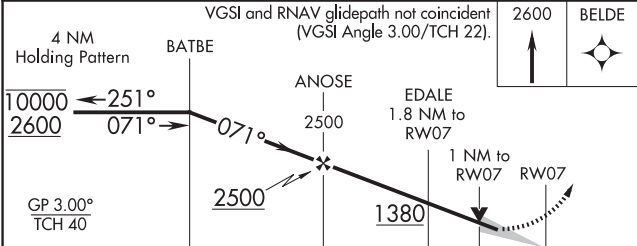
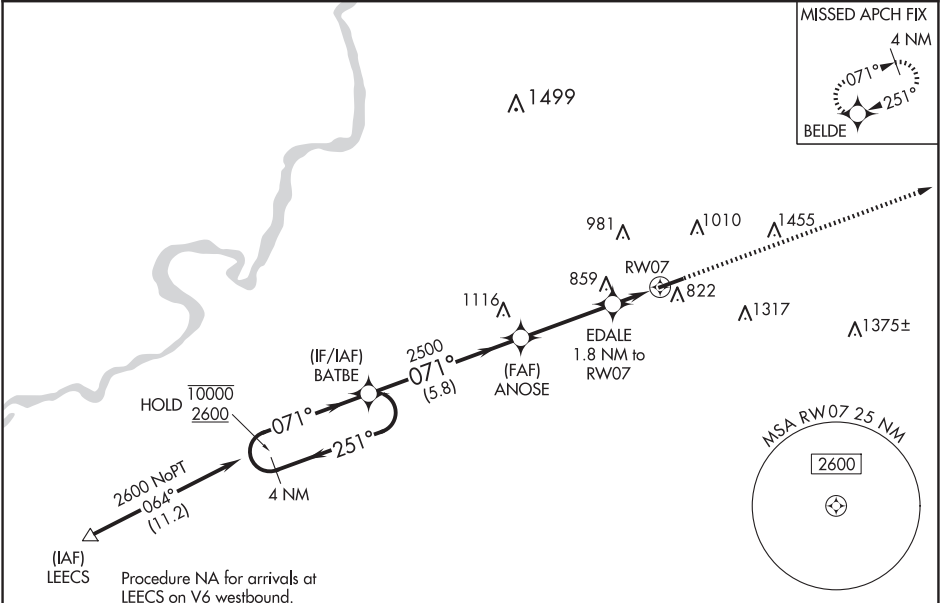
▼

Baro-VNAV NA when using Chicago/Rockford Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. VDP 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 ⅓ mile; increase Circling Cat C visibility ¼ mile.

MISSED APPROACH:

Climb to 2600 direct BELDE and hold.

AWOS-3 125.2	ROCKFORD APP CON 126.0 327.0	UNICOM 122.975 (CTAF) 0
------------------------	--	-----------------------------------



CATEGORY	A	B	C	D
LPV DA		1025-1	250 (300-1)	
LNAV/VNAV DA		1025-1	250 (300-1)	
LNAV MDA		1120-1	345 (400-1)	
CIRCLING	1260-1 479 (500-1)	1360-1 579 (600-1)	1680-2¾ 899 (900-2¾)	1820-3 1039 (1100-3)

ELEV 781 TDZE 775

MIRL Rwy 7-25 0
REIL Rws 7 and 25 0

ROCHELLE, ILLINOIS

AL-5990 (FAA)

24305

WAAS CH 40328 W25A	APP CRS 251°	Rwy Idg TDZE 781 Apt Elev 781	5001
--	------------------------	---	-------------

RNAV (GPS) RWY 25

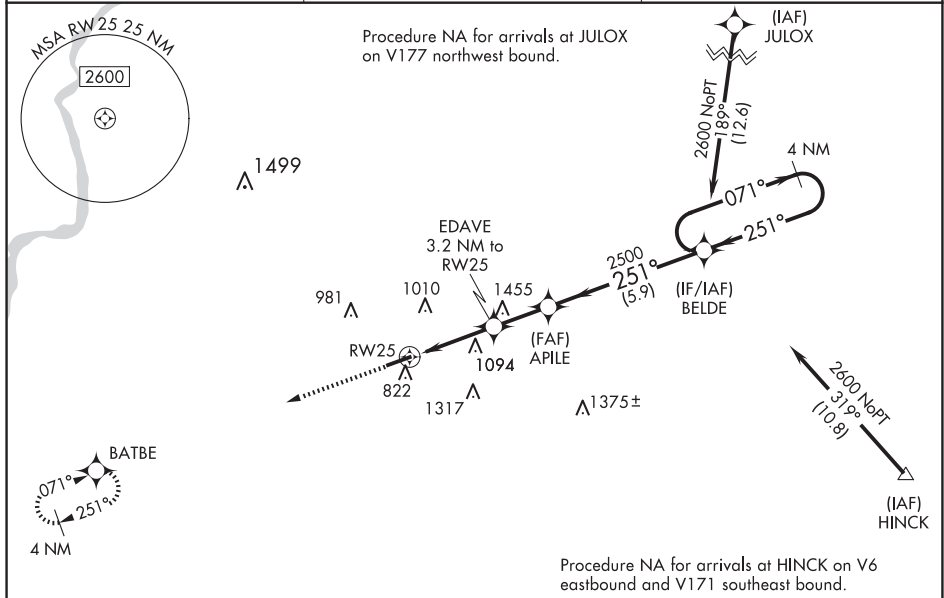
ROCHELLE MUNI/KORITZ FLD (RPJ)

Baro-VNAV NA when using Chicago/Rockford Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°F (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/VNAV DA to 1152 feet and all MDA 60 feet; increase LNAV/VNAV 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.

AWOS-3 125.2	ROCKFORD APP CON 126.0 327.0	UNICOM 122.975 (CTAF) 0
------------------------	--	-----------------------------------



ELEV **781** TDZE **781**

MIRL Rwy 7-25 0
REIL Rwy 7 and 25 0

2600 BATBE		VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 28).		4 NM Holding Pattern	
*LNAV only		EDAGE 3.2 NM to RW25		APILE 2500	
RW25		*1.3 NM to RW25		2500	
1.3 NM		1.9 NM		2.1 NM	
5.9 NM		2500		2600	
GP 3.00°		TCH 40			
CATEGORY	A	B	C	D	
LPV DA	1031-1		250 (300-1)		
LNAV/VNAV DA	1104-1½		323 (400-1½)		
LNAV MDA	1360-1	579 (600-1)	1360-1½	579 (600-1½)	
CIRCLING	1360-1	579 (600-1)	1680-2¾ 899 (900-2¾)	1820-3 1039 (1100-3)	

ROCHELLE, ILLINOIS
Amdt 2 10DEC15

41°54'N-89°05'W

RNAV (GPS) RWY 25

WAAS CH 78032 W18A	APP CRS 181°	Rwy Idg 4098 TDZE 573 Apt Elev 573
--	------------------------	---

RNAV (GPS) RWY 18

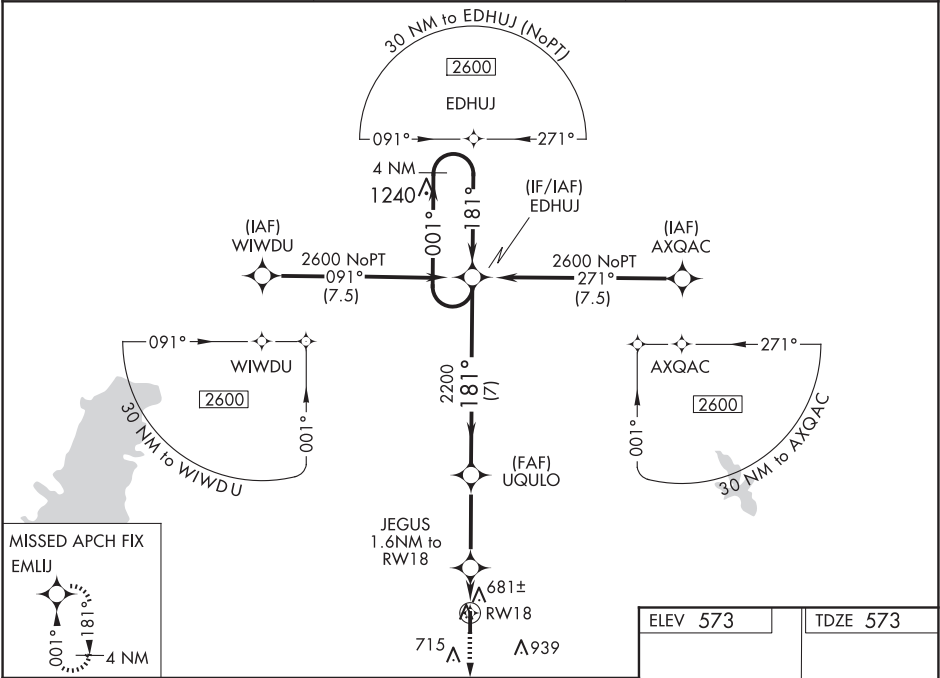
SALEM-LECKRONE (SLO)

⚠

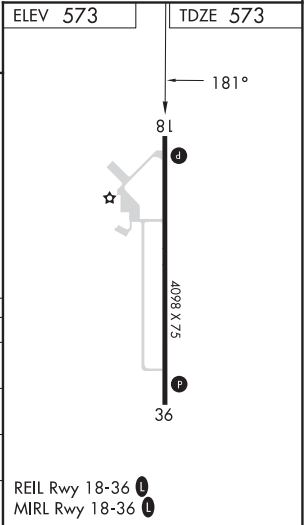
Baro-VNAV NA when using Centralia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting not received, use Centralia altimeter setting: increase LPV DA to 801 feet; increase LNAV/VNAV DA to 890 feet and visibility 1⁄8 SM; increase all MDAs 40 feet and LNAV Cats C/D visibility 1⁄8 SM and Circling Cats C/D visibility 1⁄4 SM. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct EMLJ and hold.

AWOS-3PT 118.525	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.725 (CTAF) 1
----------------------------	--	--



2600 ↑		EMLJ ✦		EDHJ 4 NM Holding Pattern	
*LNAV Only		JEGUS 2200		001° → 2600 ← 181°	
RW18		*1.5 NM to RW18		181°	
1.5 NM		1.6 NM to RW18		2200	
0.1 NM		*1120		GP 3.00° TCH 40	
3.4 NM		7 NM			
CATEGORY	A	B	C	D	
LPV DA	773-1		200 (200-1)		
LNAV/ VNAV	DA	862-1		289 (300-1)	
LNAV MDA	940-1		367 (400-1)		
CIRCLING	1040-1	467 (500-1)	1380-2¼ 807 (900-2¼)	1380-2½ 807 (900-2½)	



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

SALEM, ILLINOIS

AL-5364 (FAA)

23334

WAAS CH 82332 W36A	APP CRS 001°	Rwy Idg 4098 TDZE 572 Apt Elev 573
--	------------------------	---

RNAV (GPS) RWY 36

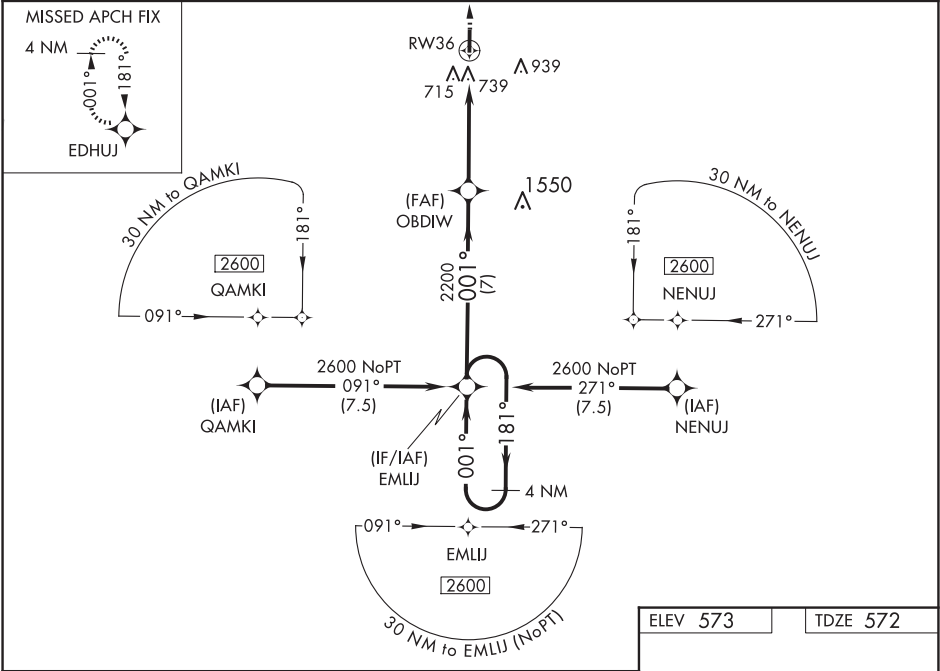
SALEM-LECKRONE (SLO)

⚠

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 1045 feet and visibility 1/8 SM; increase LNAV/VNAV DA to 1093 feet; increase all MDAs 40 feet and Circling Cats C/D visibility 1/4 SM. Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2600 direct EDHUJ and hold.

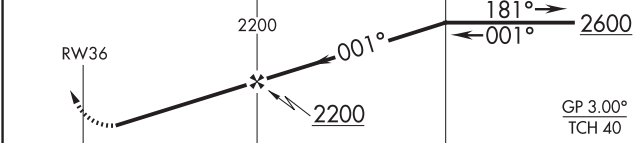
AWOS-3PT 118.525	KANSAS CITY CENTER 127.7 351.825	UNICOM 122.725 (CTAF) 0
----------------------------	--	-----------------------------------



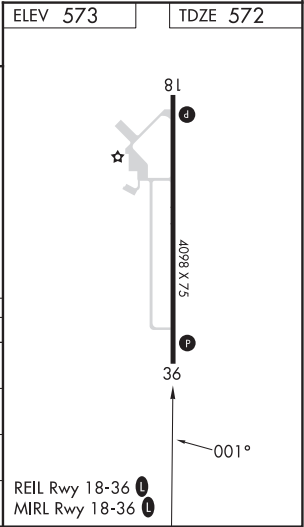
2600 EDHUJ

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA		1017-1½	445 (500-1½)	
LNAV/VNAV DA		1065-1¾	493 (500-1¾)	
LNAV MDA	1040-1	468 (500-1)	1040-1¾	468 (500-1¾)
CIRCLING	1040-1	467 (500-1)	1380-2¼ 807 (900-2¼)	1380-2½ 807 (900-2½)



SALEM, ILLINOIS
Amdt 1B 30DEC21

38°39'N-88°58'W

SALEM-LECKRONE (SLO)

RNAV (GPS) RWY 36

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS
CH 61328
W13A

APP CRS
134°

Rwy Idg
TDZE 616
Apt Elev 616

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.

MISSED APPROACH:

Climb to 1020 then climbing right turn to 3000 direct CONAT and hold.

AWOS-3PT 118.650	QUAD CITY APP CON★ 125.95 257.8	UNICOM 122.7 (CTAF) 0
---------------------	------------------------------------	--------------------------

The main chart displays the RNAV (GPS) RWY 13 approach. The path starts at a 3000 ft altitude, descends to 2400 ft, and then to 1440 ft. Key navigational points include (IAF) NORPY, (IAF) TROST, (IF/IAF) CONAT, (FAF) ACEMI, ZITSA (2.5 NM to RW13), and RW13. Altitudes are marked at various points: 1421, 1106, 1179±, 702±, 689±, 748±, 866, 1098, 1115, and 1249. A 4 NM holding pattern is shown at 3000 ft. A missed approach procedure is indicated: climb to 1020, then a climbing right turn to 3000 ft direct to CONAT. A MSA (Minimum Safe Altitude) circle for RW13 is shown with a 25 NM radius and a 2700 ft MSL. A note indicates the procedure is NA for arrivals at LOTTE on V129 southbound and V172 westbound.

4 NM Holding Pattern

Visual Segment - Obstacles.

CONAT

ACEMI

ZITSA 2.5 NM to RW13

RW13

3000

2400

1440

5 NM

3 NM

2.5 NM

CATEGORY	A	B	C	D
LP MDA	940-1	324 (400-1)	NA	
LNAV MDA	960-1	344 (400-1)	NA	
CIRCLING	1160-1 544 (600-1)	1220-1 604 (700-1)	NA	

ELEV 616

TDZE 616

134°

61°

4001 X 75

31

MIRL Rwy 13-31 0

SAVANNA, ILLINOIS

TRI-TOWNSHIP (SFY)

Orig-D 30DEC21

42°03'N-90°06'W

677

RNAV (GPS) RWY 13

VORTAC CVA	APP CRS	Rwy Idg	N/A
113.8	036°	TDZE	N/A
Chan 85		Apt Elev	616

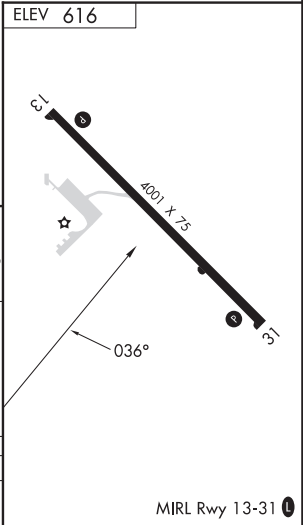
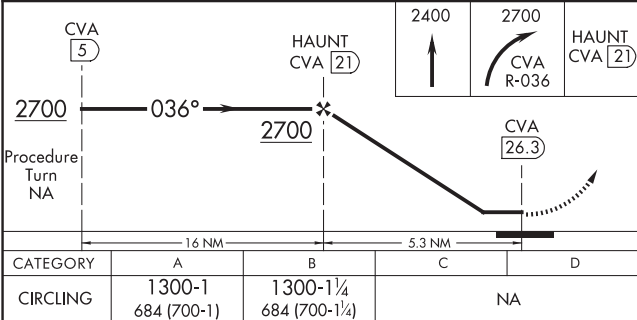
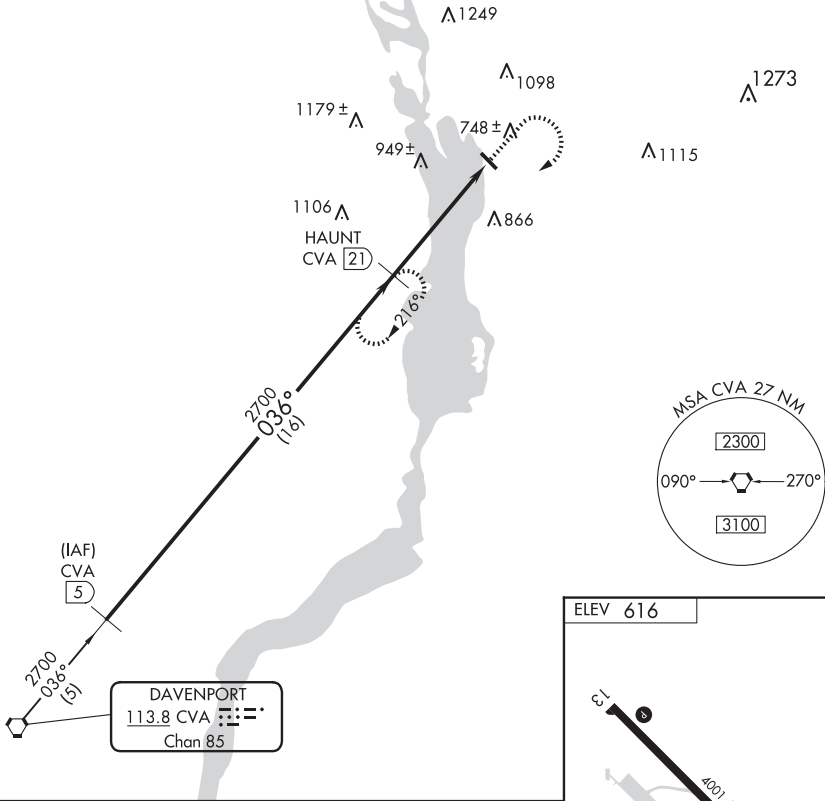
VOR-A
TRI-TOWNSHIP (SF'Y)

⚠ NA 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.

AWOS-3PT 118.650	QUAD CITY APP CON★ 125.95 257.8	UNICOM 122.7 (CTAF) ①
----------------------------	---	---------------------------------

DME REQUIRED



SHAWANO, WISCONSIN

AL-9009 (FAA)

25107

WAAS CH 77729 W30A	APP CRS 295°	Rwy Idg TDZE 810 Apt Elev 813	3901
--	------------------------	---	-------------

RNAV (GPS) RWY 30

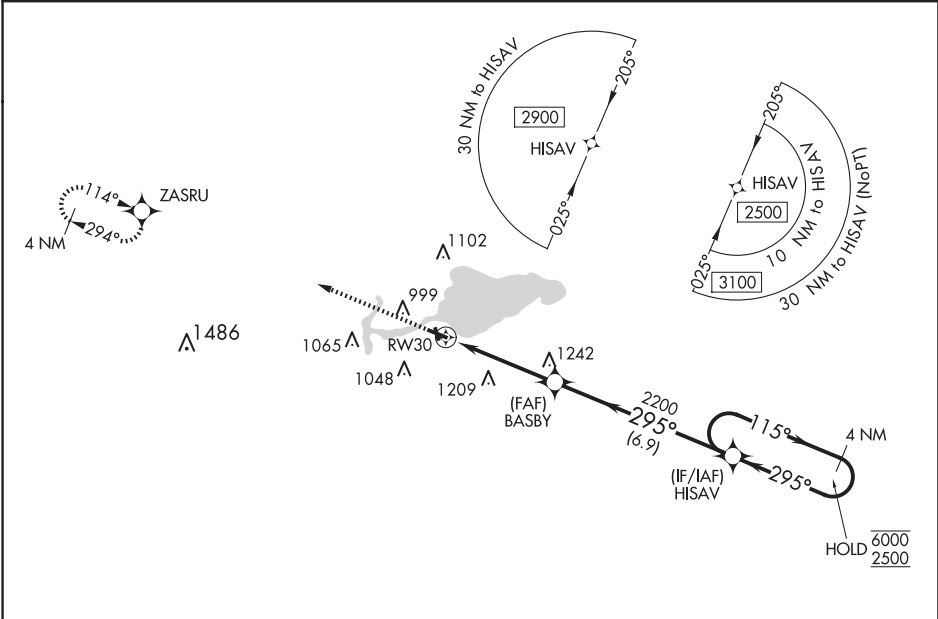
SHAWANO MUNI (E/ZS)

RNP APCH - GPS.

▼ 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.

MISSED APPROACH:
Climb to 2700 direct
ZASRU and hold.

AWOS-3 118.65	GREEN BAY APP CON ★ 119.4 338.2	UNICOM 122.8 (CTAF) ①
-------------------------	---	---------------------------------



ELEV 813 TDZE 810

WATER ALL-WAY:
12000 X 1000

MIRL Rwy 12-30 and 17-35 ①
REIL Rwy 30 ①

2700

ZASRU

2200

BASBY

2 NM

2.2 NM

6.9 NM

2 NM to RW30

RW30

2 NM

HISAV

4 NM Holding Pattern

115°

6000

295°

2500

GP 3.00°

TCH 45

CATEGORY	A	B	C	D
LPV DA	1097-1		287 (300-1)	
LNAV/VNAV DA	1456-1 ⁷ / ₈		646 (700-1 ⁷ / ₈)	
LNAV MDA	1500-1	690 (700-1)	1500-2	690 (700-2)
CIRCLING	1500-1	687 (700-1)	1680-2 ¹ / ₂ 867 (900-2 ¹ / ₂)	1680-2 ³ / ₄ 867 (900-2 ³ / ₄)

SHAWANO, WISCONSIN
Orig-C 02DEC21

44°47'N-88°34'W

SHAWANO MUNI (E/ZS)

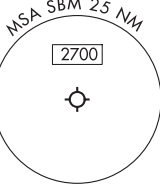
RNAV (GPS) RWY 30

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 22
SHEBOYGAN COUNTY MEML INTL (SBM)

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.

UNICOM
122.7 (CTAF) **L**

1400 ↑	3000 ↗ hdg 338°	OSH R-111	LEWKO △
-----------	--------------------------	--------------	------------

Use I-HEV DME when on the localizer course.

CUVUN INT
I-HEV 7

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)
----------	------------------------	------------------------

C CIRCLING	1200-1 445 (500-1)	1240-1 485 (500-1)	1340-1½ 585 (600-1½)	1360-2 605 (700-2)
-------------------	-----------------------	-----------------------	-------------------------	-----------------------

SHEBOYGAN, WISCONSIN


AL-5379 (FAA)

25163

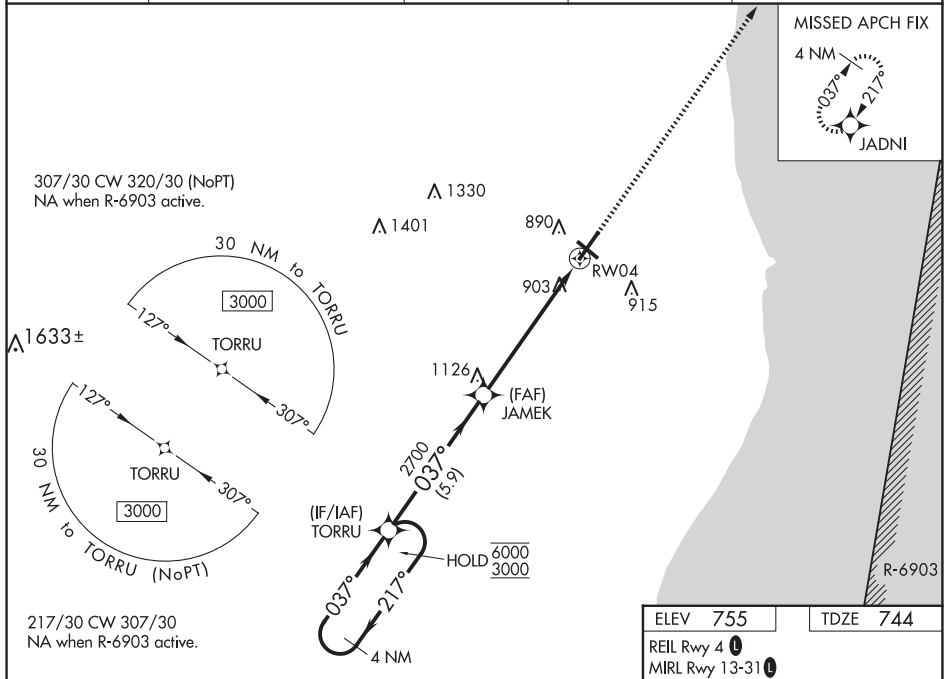
WAAS CH 61104 W04A	APP CRS 037°	Rwy Ldg TDZE Apt Elev	6801 744 755
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 4

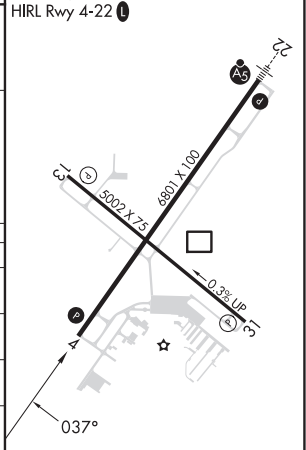
SHEBOYGAN COUNTY MEML INTL (SBM)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct JADNI and hold.	
			

ASOS 118.425	MILWAUKEE APP CON 127.375 263.075	GCO 121.725	CLNC DEL 127.375	UNICOM 122.7 (CTAF) 1
------------------------	---	-----------------------	----------------------------	---------------------------------



4 NM Holding Pattern				
TORRU				
6000 ← 217°				
3000 → 037°				
GP 3.00°				
TCH 52				
JAMEK 2700				
1.1 NM to RW04				
RW04				
5.9 NM 4.8 NM 1.1 NM				
CATEGORY	A	B	C	D
LPV DA	994-1		250 (300-1)	
LNAV/VNAV DA	1193-1 3/8		449 (500-1 3/8)	
LNAV MDA	1160-1	416 (500-1)	1160-1 1/8	416 (500-1 1/8)
CIRCLING	1200-1 445 (500-1)	1240-1 485 (500-1)	1340-1 1/2 585 (600-1 1/2)	1360-2 605 (700-2)



SHEBOYGAN, WISCONSIN

Amdt 3D 12JUN25

SHEBOYGAN COUNTY MEML INTL (SBM)

43°46'N-87°51'W

RNAV (GPS) RWY 4

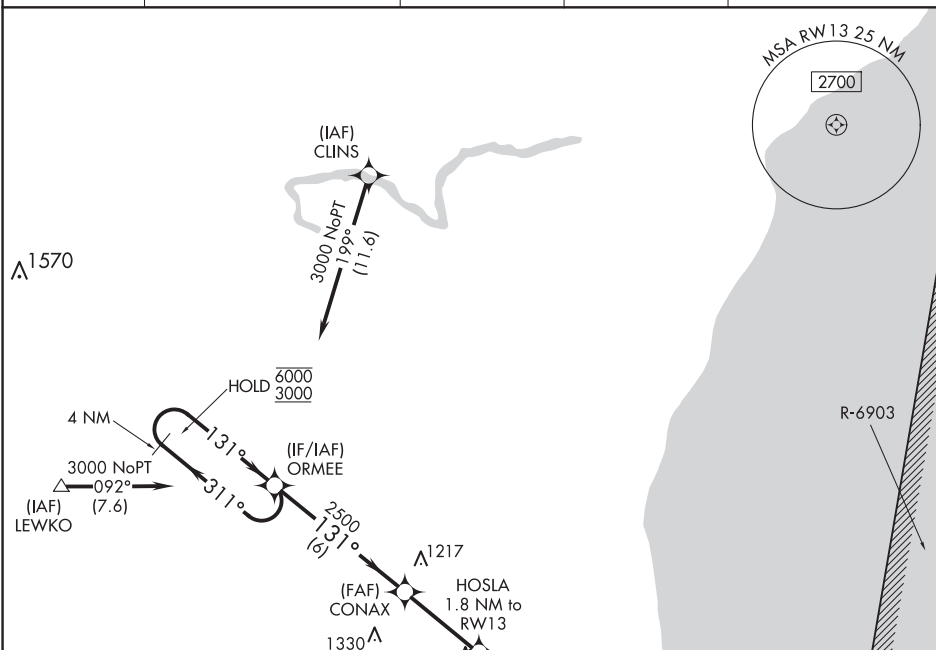
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

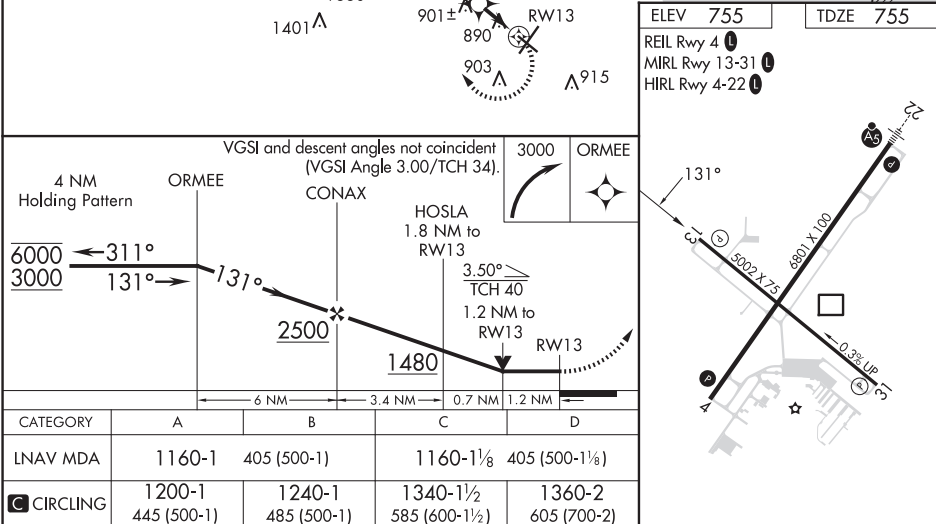
RNAV (GPS) RWY 13
SHEBOYGAN COUNTY MEMLINTL (SBM)

T
A Rwy 13 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct ORMEE and hold.

UNICOM
122.7 (CTAF) **L**

EC-3, 12 JUN 2025 to 07 AUG 2025

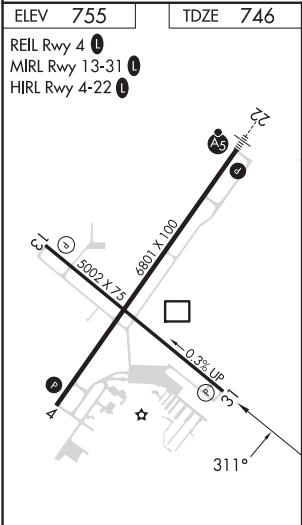
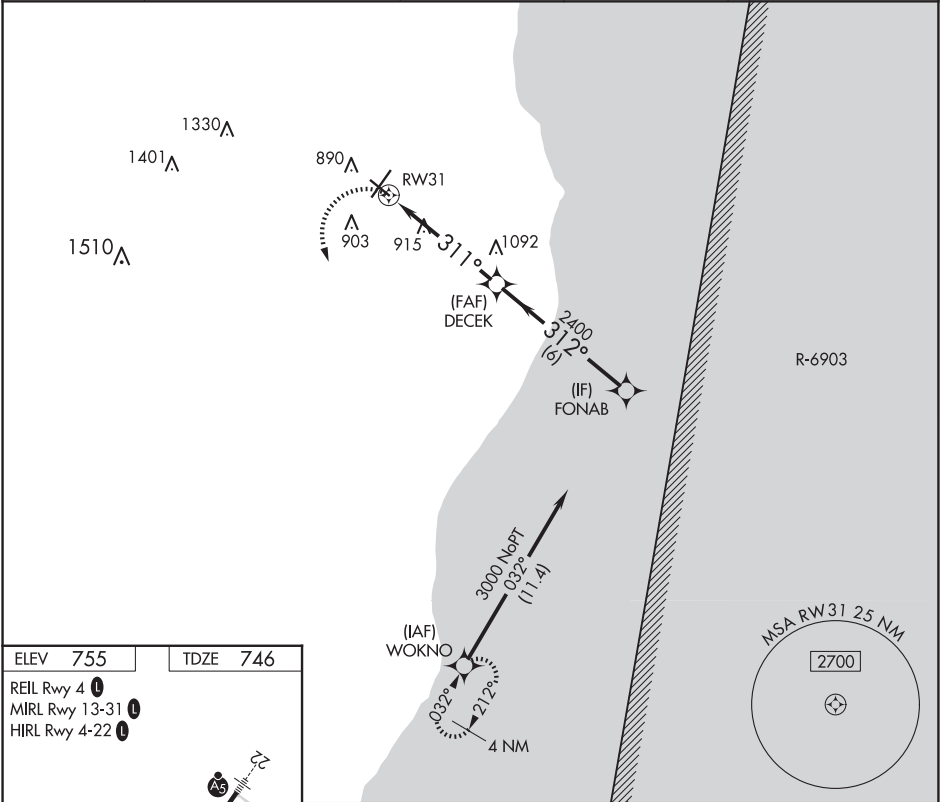


SHEBOYGAN COUNTY MEML INTL (SBM)
RNAV (GPS) RWY 13

APP CRS	Rwy Ldg	5002
311°	TDZE	746
	Apt Elev	755

RNAV (GPS) RWY 31
SHEBOYGAN COUNTY MEML INTL (SBM)

RNP APCH - GPS.			MISSED APPROACH: Climbing left turn to 3000 direct WOKNO and hold.	
Rwy 31 helicopter visibility reduction below ¾ SM NA.				
ASOS 118.425	MILWAUKEE APP CON 127.375 263.075	GCO 121.725	CLNC DEL 127.375	UNICOM 122.7 (CTAF) 1



3000 WOKNO			
FONAB 3000			
DECEK 2400			
RW31 1.5 NM to RW31			
1.5 3.5 NM 6 NM			
CATEGORY	A	B	C
LNNAV MDA	1260-1 514 (600-1)	1260-1½ 514 (600-1½)	
CIRCLING	1260-1 505 (600-1)	1340-1½ 585 (600-1½)	1360-2 605 (700-2)

EC-3, 12 JUN 2025 to 07 AUG 2025

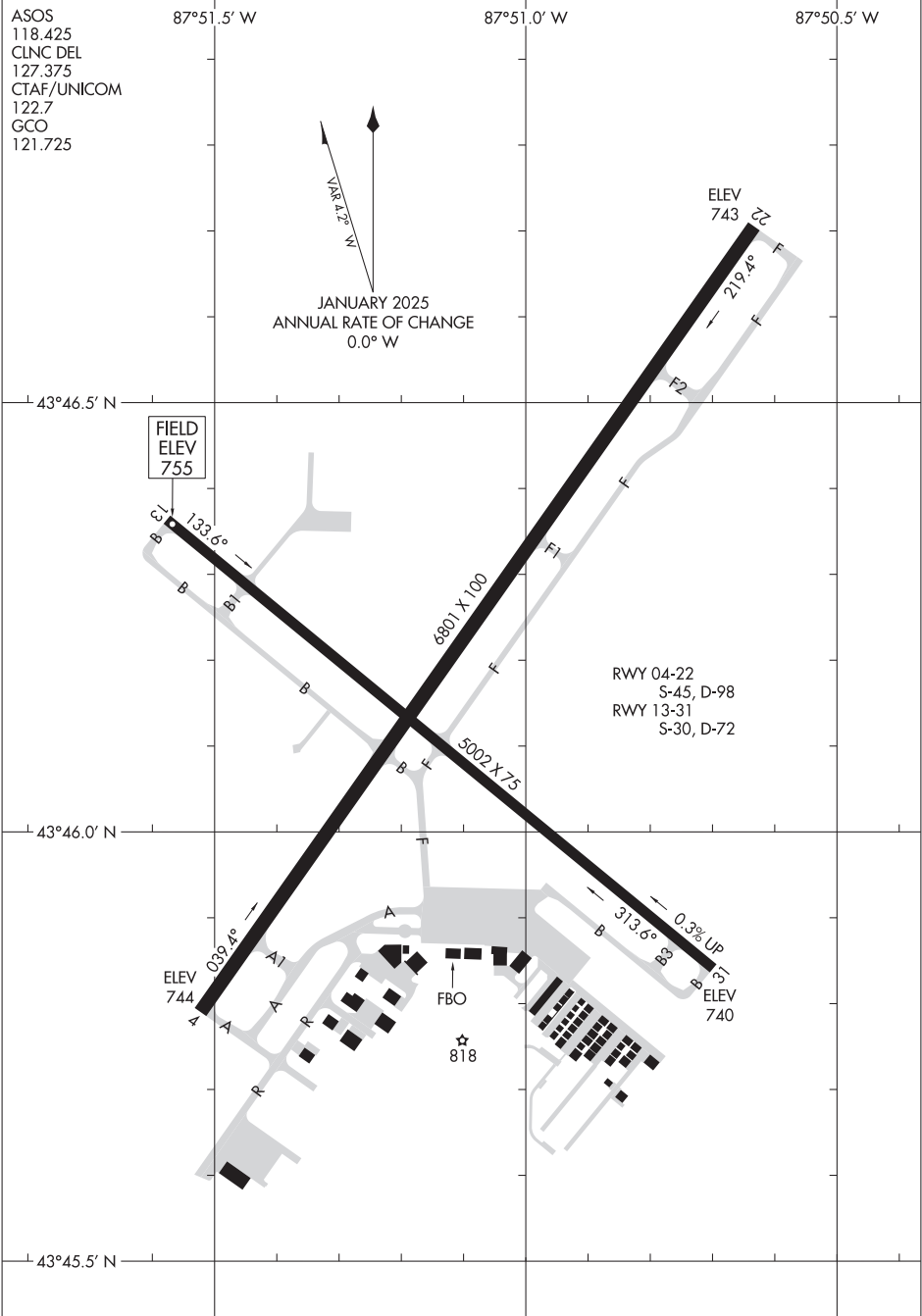
EC-3, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

SHEBOYGAN COUNTY MEML INTL (SBM)
SHEBOYGAN, WISCONSIN

AL-5379 (FAA)



EC-3, 12 JUN 2025 to 07 AUG 2025

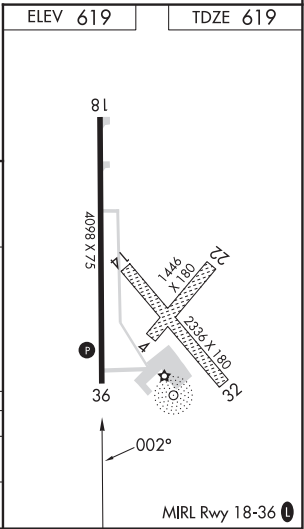
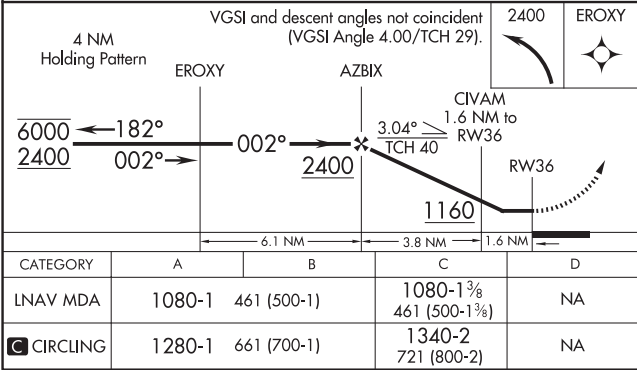
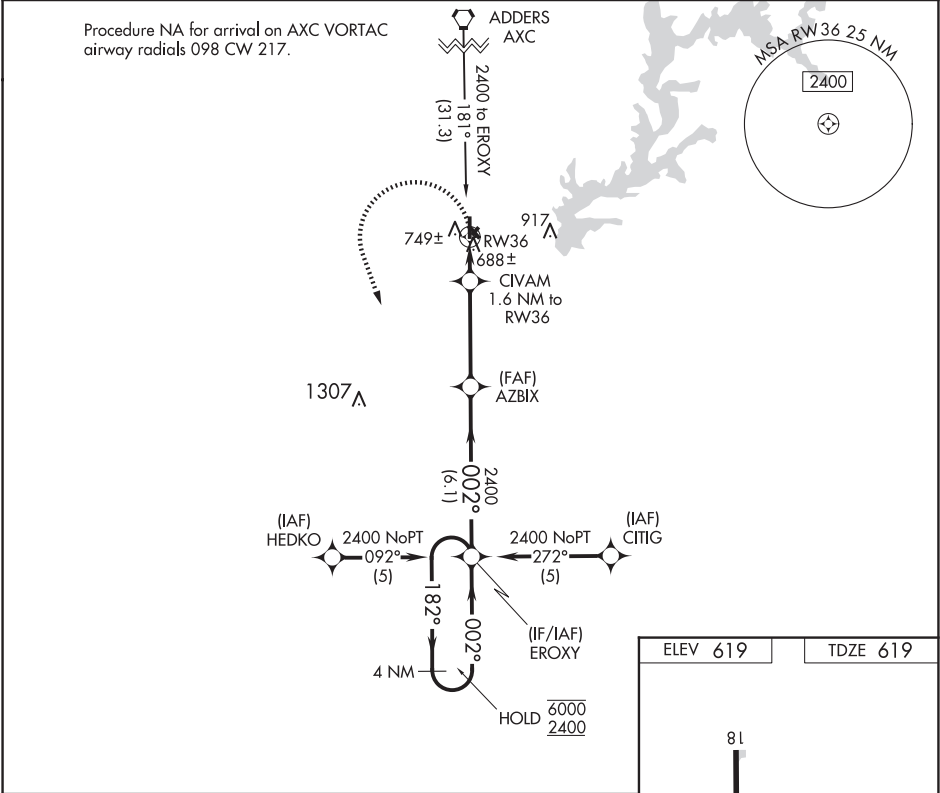
EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	4098
002°	TDZE	619
	Apt Elev	619

RNAV (GPS) RWY 36
SHELBY COUNTY (2H0)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 2400 direct EROXY and hold.
▼ ▲ NA	Circling NA to Rwy 4, 14, 22, and 32. Use Decatur altimeter setting, when not received use Mattoon/Charleston altimeter setting and increase all MDAs 20 feet, and Circling Cat C visibility ¼ SM. Rwy 36 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 36 NA at night.

DEC ASOS 126.35	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) 0
--------------------	------------------------------------	--------------------------



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

SHELBYVILLE, ILLINOIS

AL-6317 (FAA)

25163

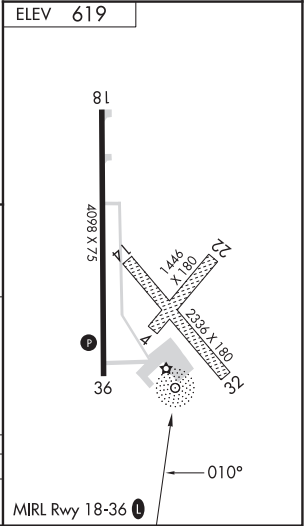
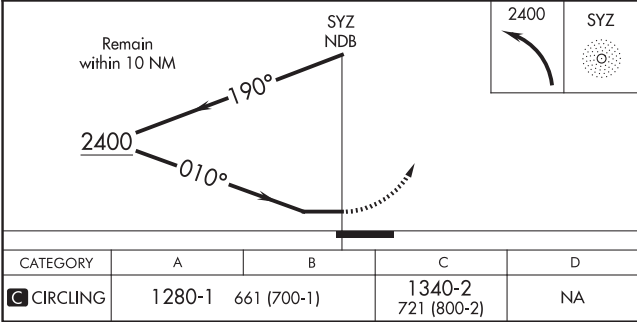
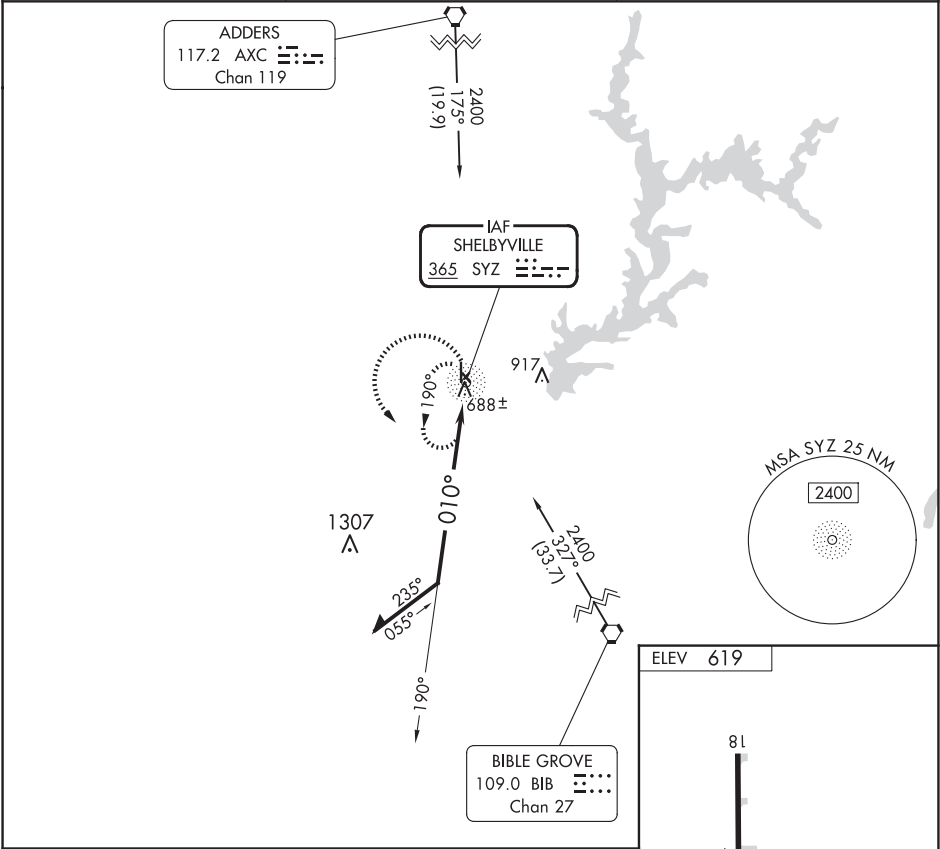
NDB	SYZ	Rwy Ldg	N/A
	APP CRS	TDZE	N/A
	010°	Apt Elev	619

NDB-A

SHELBY COUNTY (2H(0))

<p>⚠ NA</p>	<p>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 ¼ SM.</p>	<p>MISSED APPROACH: Climbing left turn to 2400 in SYZ NDB holding pattern.</p>
-------------	---	--

DEC ASOS 126.35	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) 0
--------------------	------------------------------------	--------------------------



SHELBYVILLE, ILLINOIS

Amdt 3A 25JAN24

39°25'N-88°51'W

SHELBY COUNTY (2H(0))

NDB-A

EC-3, 12 JUN 2025 to 07 AUG 2025

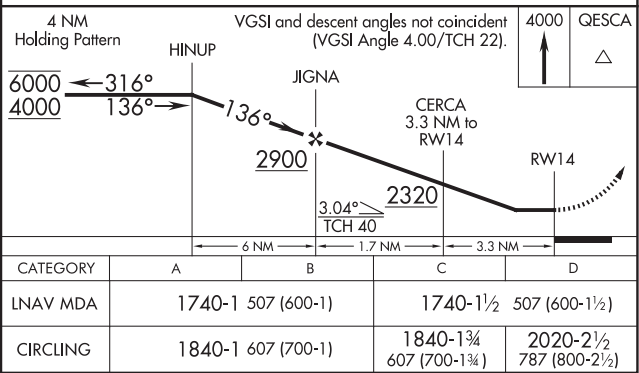
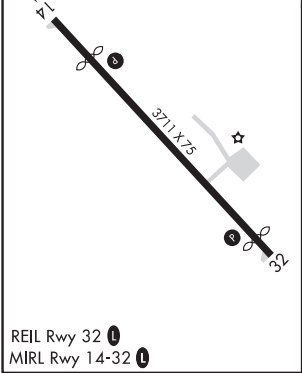
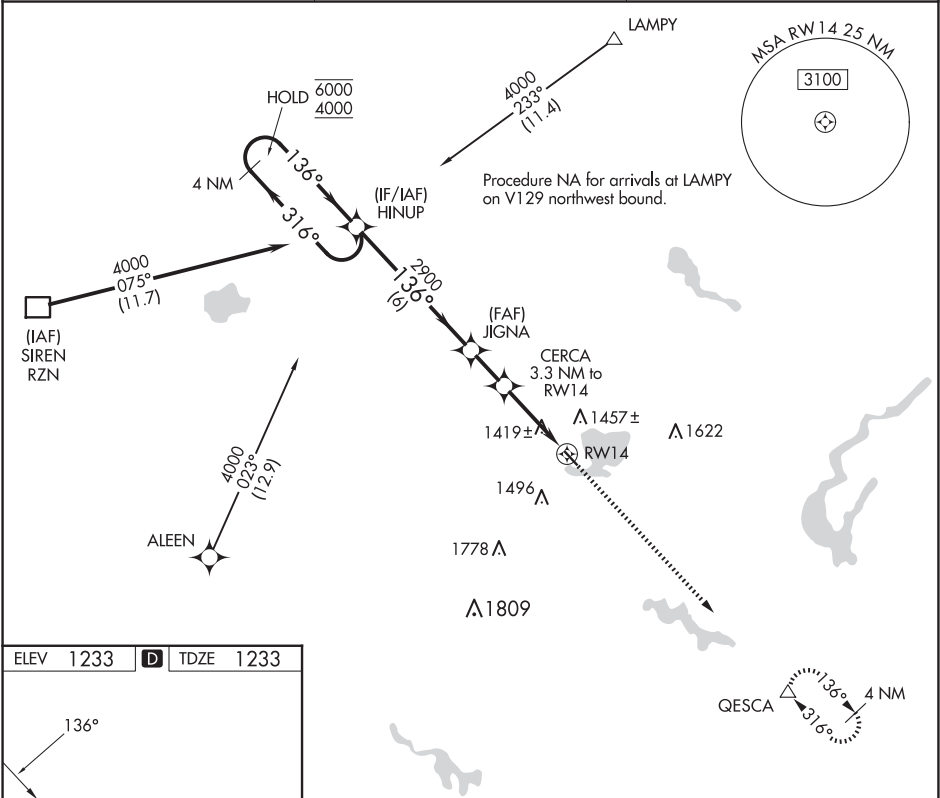
EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	2881
136°	TDZE	1233
	Apt Elev	1233

RNAV (GPS) RWY 14

SHELL LAKE MUNI (SSQ)

RNP APCH.		MISSED APPROACH: Climb to 4000 direct QESCA and hold.
Procedure NA at night. Rwy 14 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) 0



SHELL LAKE, WISCONSIN

AL-6541 (FAA)

25163

APP CRS	Rwy Ldg	3500
316°	TDZE	1233
	Apt Elev	1233

RNAV (GPS) RWY 32

SHELL LAKE MUNI (SSQ)

RNP APCH.

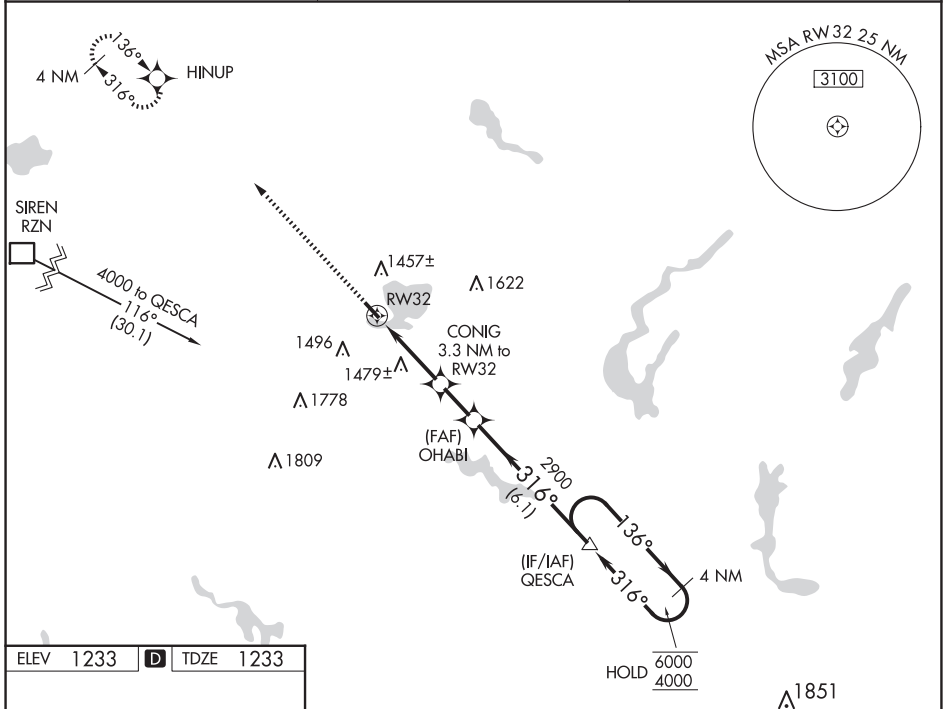
- V** Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.
Δ NA Use Cumberland altimeter setting.

MISSED APPROACH: Climb to 4000 direct HINUP and hold.

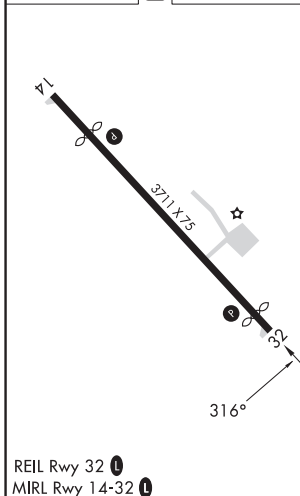
UBE AWOS-3PT
119.175

MINNEAPOLIS CENTER
126.45 276.4

UNICOM
122.8 (CTAF)



ELEV 1233 **D** TDZE 1233



REIL Rwy 32 **1**
MIRL Rwy 14-32 **1**

4000	HINUP	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 23).			
		CONIG 3.3 NM to RW32	OHABI	QESCA	4 NM Holding Pattern
		3.02° TCH 40	316°	136°	6000 4000
		2320	2900		
		3.3 NM	1.8 NM	6.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1800-1	567 (600-1)	1800-1 ⁵ / ₈ 567 (600-1 ⁵ / ₈)	1800-1 ³ / ₄ 567 (600-1 ³ / ₄)	
CIRCLING	1840-1	607 (700-1)	1840-1 ³ / ₄ 607 (700-1 ³ / ₄)	2020-2 ¹ / ₂ 787 (800-2 ¹ / ₂)	

SHELL LAKE, WISCONSIN
Orig-C 21APR22

45°44'N-91°55'W

SHELL LAKE MUNI (SSQ)
RNAV (GPS) RWY 32

APP CRS	Rwy Idg	3900
046°	TDZE	989
	Apt Elev	989

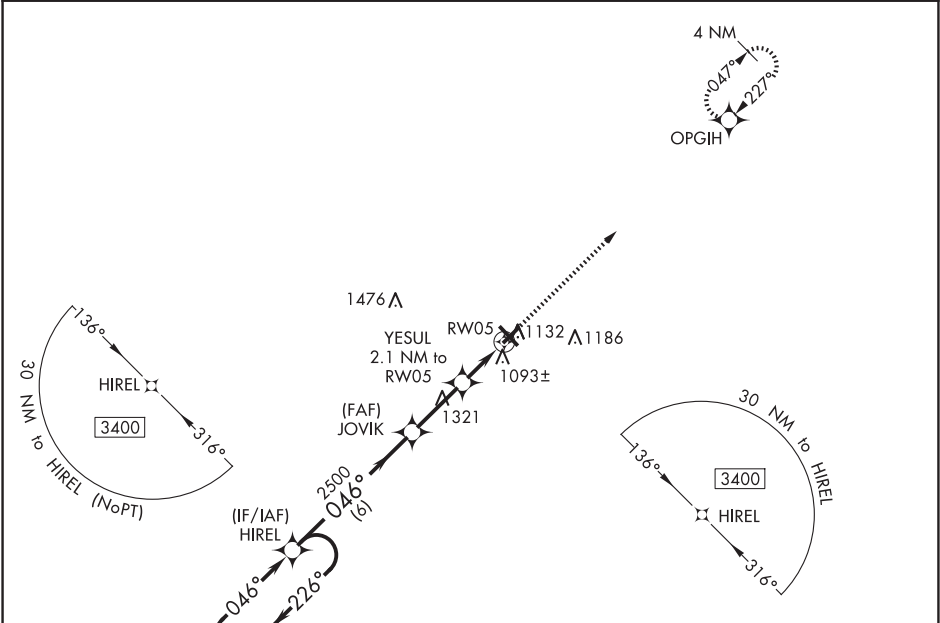
RNAV (GPS) RWY 5

BURNETT COUNTY (RZN)

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 ⅓ mile, and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3400 direct
OPGIH and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 121.05 235.775	UNICOM 122.8 (CTAF) ①
-------------------	--------------------------------------	--------------------------



4 NM Holding Pattern

3400 ← 226°

046° →

HIREL

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 31).

JOVIK

2500

3.00°

TCH 40

1680

YESUL 2.1 NM to RW05

RW05

6 NM

2.5 NM

2.1 NM

ELEV 989

TDZE 989

5000 X 75

3900 X 75

046° to RW05

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)

REIL Rwys 5, 14, 23 and 32 ①
MIRL Rwys 5-23 and 14-32 ①

SIREN, WISCONSIN

AL-6889 (FAA)

22251

APP CRS	Rwy Idg	5000
138°	TDZE	988
	Apt Elev	989

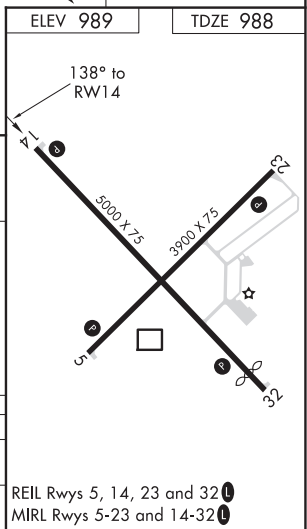
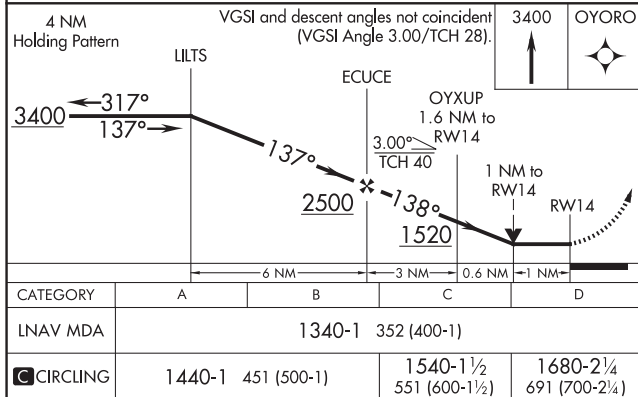
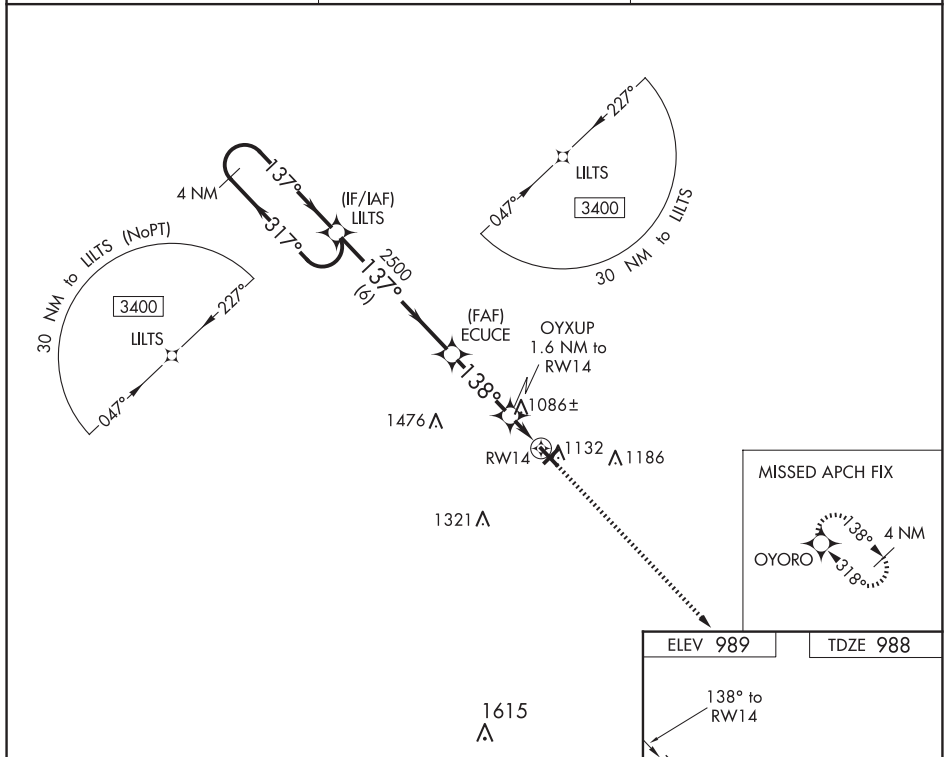
RNAV (GPS) RWY 14

BURNETT COUNTY (RZN)

⚠ 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 LNAV Cat C/D visibility and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 5, 23, 32 NA.

MISSED APPROACH: Climb to 3400 direct OYORO and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 121.05 235.775	UNICOM 122.8 (CTAF) 1
-------------------	--------------------------------------	---------------------------------



SIREN, WISCONSIN	BURNETT COUNTY (RZN)
Orig 30APR15	45°49'N-92°22'W
	RNAV (GPS) RWY 14

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	3900
226°	TDZE	989
	Apt Elev	989

RNAV (GPS) RWY 23

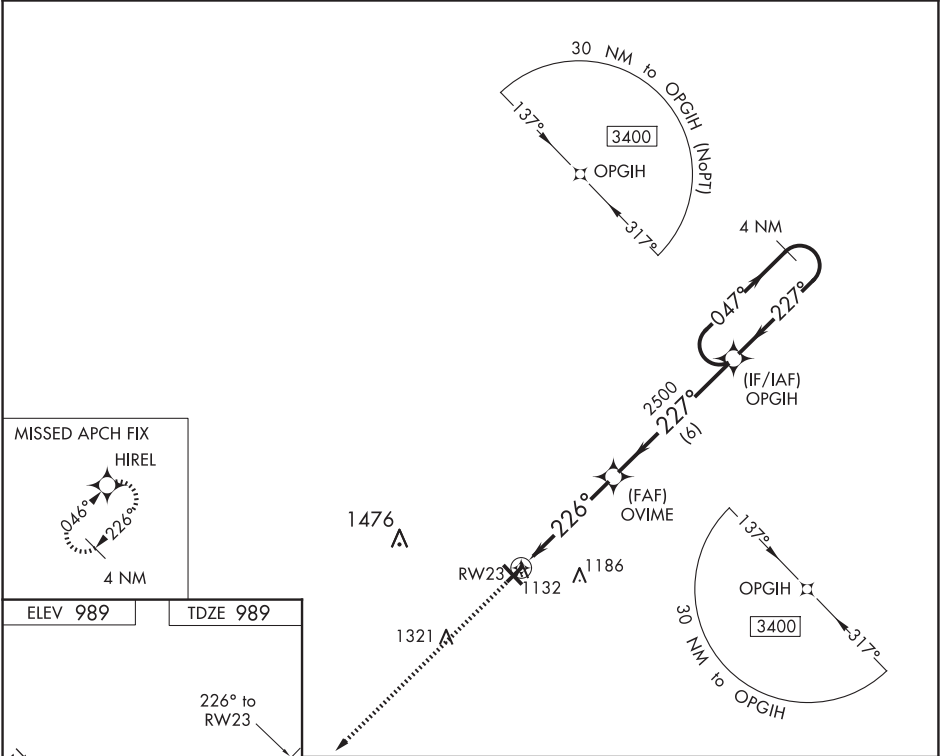
BURNETT COUNTY (RZN)

⚠

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 1/8 mile, and Circling Cat C/D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 5, 23, 32, NA.

MISSED APPROACH: Climb to 3400 direct HIREL and hold.

AWOS-3 118.325	MINNEAPOLIS CENTER 121.05 235.775	UNICOM 122.8 (CTAF) 0
-------------------	--------------------------------------	--------------------------



ELEV 989

TDZE 989

226° to RW23

5000 X 75

3900 X 75

5

32

3400

HIREL

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 27).

OPGIH

4 NM Holding Pattern

OVIME

226°

227°

047°

2500

3400

4.6 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	1 440-1	451 (500-1)	1 440-1 ³ / ₈	451 (500-1 ³ / ₈)
CIRCLING	1 440-1	451 (500-1)	1 540-1 ¹ / ₂ 551 (600-1 ¹ / ₂)	1 680-2 ¹ / ₄ 691 (700-2 ¹ / ₄)

SIREN, WISCONSIN

AL-6889 (FAA)

22251

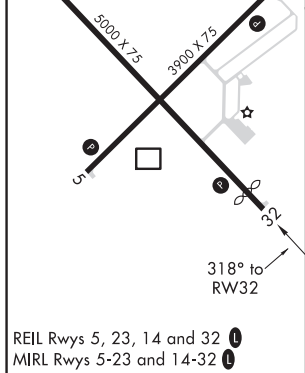
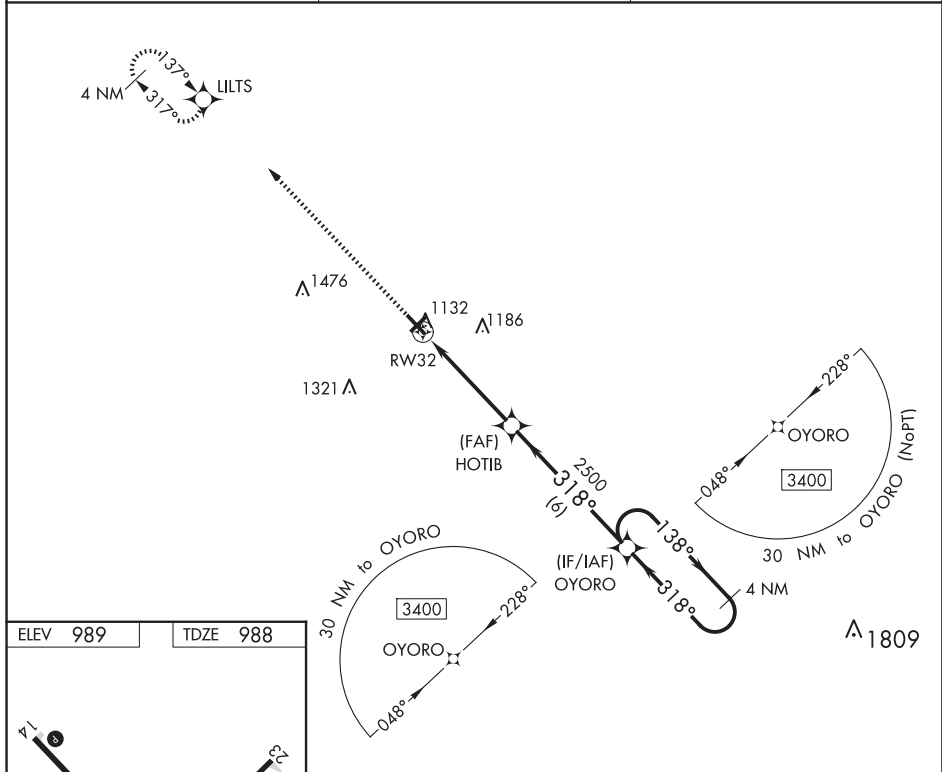
APP CRS	Rwy Idg	4660
318°	TDZE	988
	Apt Elev	989

RNAV (GPS) RWY 32

BURNETT COUNTY (RZN)

<p>⚠ 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 ¼ mile, and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 5, 23, 32 NA.</p>	<p>MISSED APPROACH: Climb to 3400 direct LILTS and hold.</p>
---	---

AWOS-3 118.325	MINNEAPOLIS CENTER 121.05 225.775	UNICOM 122.8 (CTAF) 0
-------------------	--------------------------------------	---------------------------------



3400	LILTS	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 38).			
CATEGORY	A	B	C	D	
LNAV MDA	1440-1	452 (500-1)	1440-1 $\frac{3}{8}$	452 (500-1 $\frac{3}{8}$)	
C CIRCLING	1440-1	451 (500-1)	1540-1 $\frac{1}{2}$ 551 (600-1 $\frac{1}{2}$)	1680-2 $\frac{1}{4}$ 691 (700-2 $\frac{1}{4}$)	

SIREN, WISCONSIN
Orig 30APR15

45°49'N-92°22'W

BURNETT COUNTY (RZN)
RNAV (GPS) RWY 32

EC-3, 12 JUN 2025 to 07 AUG 2025

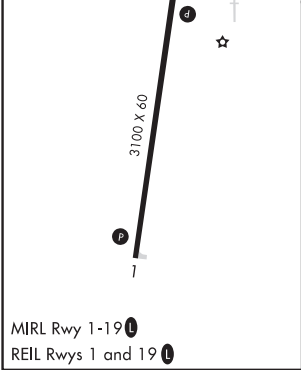
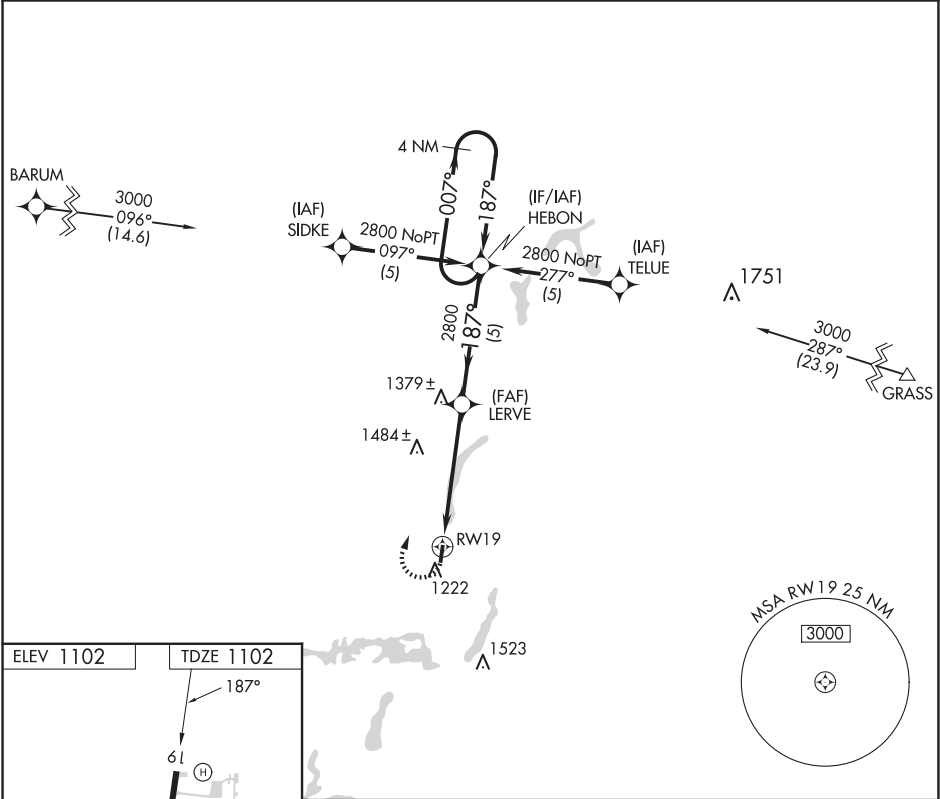
EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	3100
187°	TDZE	1102
	Apt Elev	1102

RNAV (GPS) RWY 19
SOLON SPRINGS MUNI (OLG)

RNP APCH.	MISSED APPROACH: Climbing right turn to 2800 direct HEBON WP and hold.
Straight-in Rwy 19 NA at night, Circling Rwy 19 NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.	

AWOS-3 119.6	DULUTH APP CON 125.45 233.7	CTAF 122.9 0
-----------------	--------------------------------	-----------------



2800	HEBON	Visual Segment - Obstacles.		4 NM Holding Pattern
LERVE		HEBON	007° → 2800 ← 187°	
RW19		2800	5.1 NM	
5.1 NM		5 NM		
CATEGORY	A	B	C	D
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

SPARTA, ILLINOIS

AL-5821 (FAA)

23334

WAAS CH 93630 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	4002 538 538
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

SPARTA COMMUNITY-HUNTER FLD (SAR)

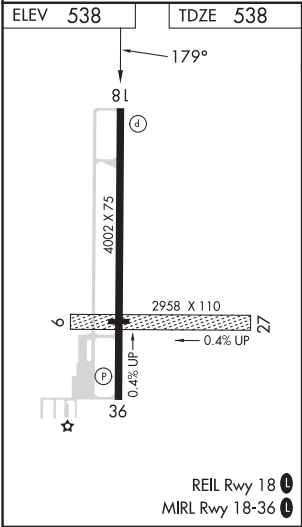
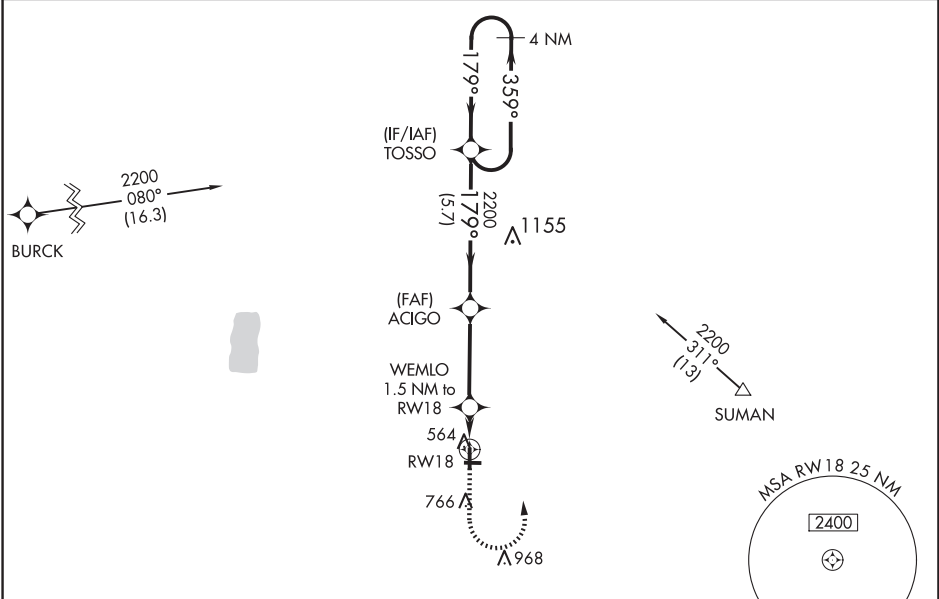
▼



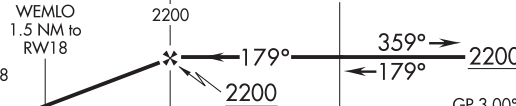
▲ NA

Baro-VNAV NA when using Scott AFB/Midamerica St Louis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use 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 ¼ 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) 0
----------------------------	---	-----------------------------------



Limit missed approach to 250K.				
1200 ↑	2200 ↙	TOSSO 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).	
			4 NM Holding Pattern	
*LNAV only		WEMLO 1.5 NM to RW18	ACIGO 2200	TOSSO
				
1.5 NM		3.6 NM	5.7 NM	
CATEGORY	A	B	C	D
LPV DA	788-1 250 (300-1)			
LNAV/ VNAV DA	788-1 250 (300-1)			
LNAV MDA	880-1 342 (400-1)			
CIRCLING	980-1 442 (500-1)	1140-1 602 (700-1)	1140-1¾ 602 (700-1¾)	1320-2½ 782 (800-2½)

SPARTA, ILLINOIS
Amdt 1C 22APR21

38°09'N-89°42'W

SPARTA COMMUNITY-HUNTER FLD (SAR)

RNAV (GPS) RWY 18

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	4002
359°	TDZE	533
	Apt Elev	538

RNAV (GPS) RWY 36

SPARTA COMMUNITY-HUNTER FLD (SAR)

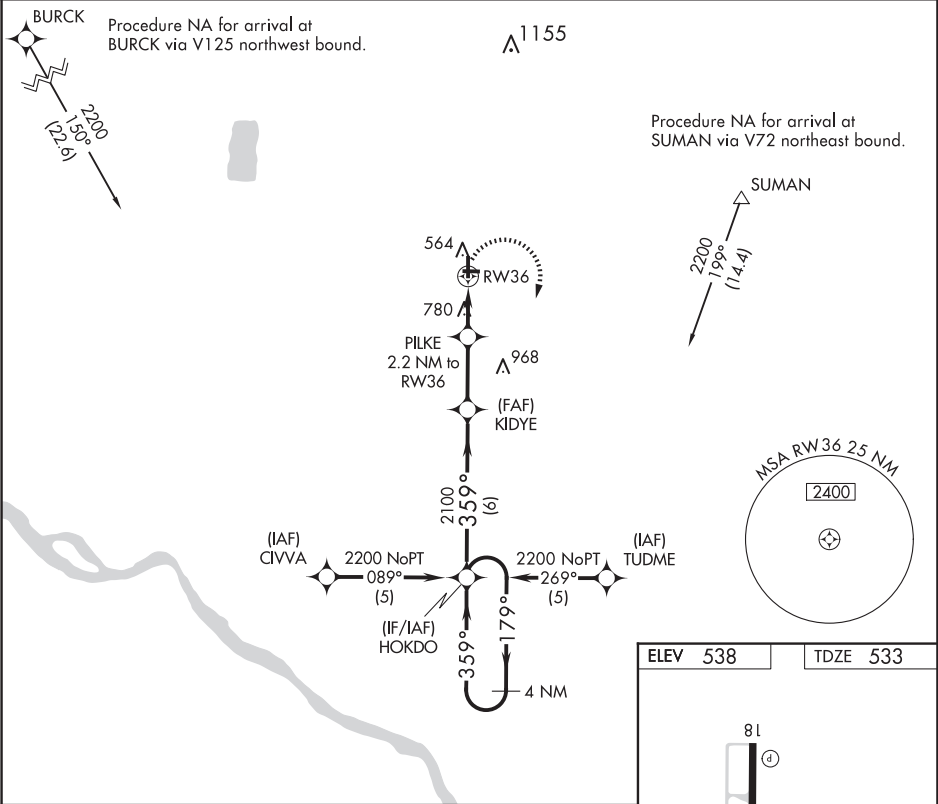
▼

▲

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Scott AFB/Midamerica St Louis altimeter setting and increase all MDAs 80 feet and increase Circling Cat C/D visibility ¼ SM. Helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy 9/27. VDP NA when using Scott AFB/Midamerica St Louis altimeter setting.

MISSED APPROACH:
Climbing right turn to 2200 direct HOKDO and hold.

AWOS-3PT 118.375	ST. LOUIS APP CON 125.2 281.5	UNICOM 123.075(CTAF) 0
---------------------	----------------------------------	---------------------------



4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 24).

2200 HOKDO

2200 ← 179°

359° →

359°

2100

3.04° TCH 40

1260

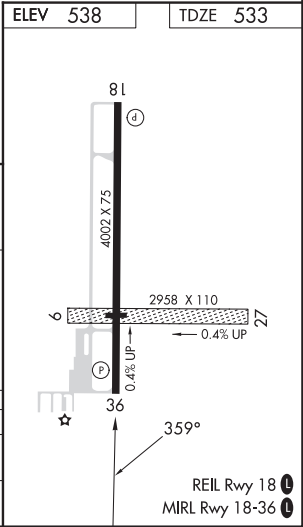
6 NM

2.6 NM

0.8

1.4

CATEGORY	A	B	C	D
LNNAV MDA	1080-1	547 (600-1)	1080-1½ 547 (600-1½)	1080-1¾ 547 (600-1¾)
CIRCLING	1080-1 542 (600-1)	1140-1 602 (700-1)	1140-1¾ 602 (700-1¾)	1320-2½ 782 (800-2½)



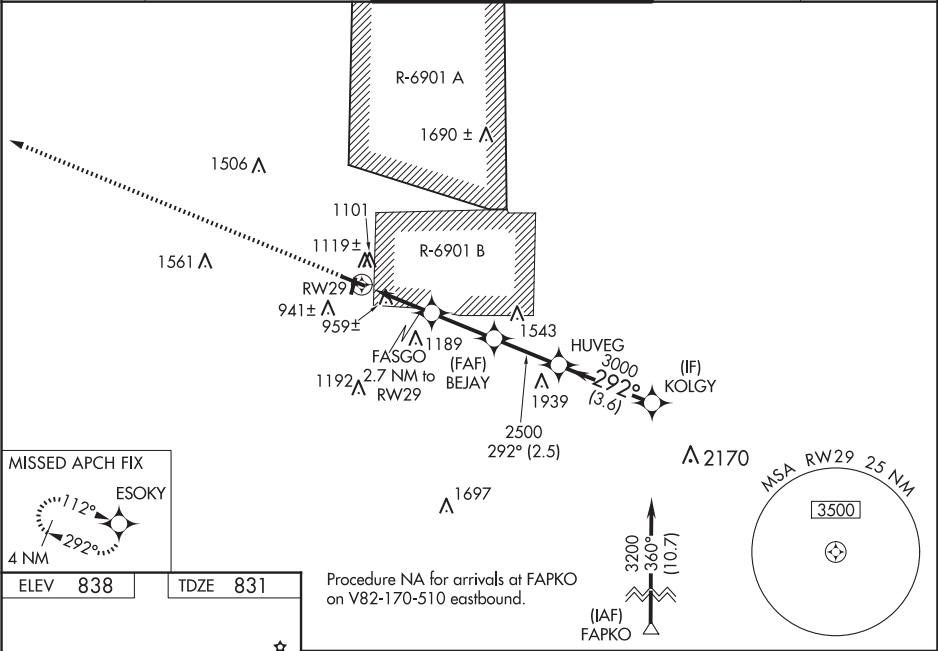
WAAS CH 56318 W29A	APP CRS 292°	Rwy Idg TDZE Apt Elev	4266 831 838
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 29
SPARTA/FORT MC COY (CMY)

⚠ 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 3⁄8 mile, and LNAV/VNAV all Cats and LNAV and Circling Cats C/D visibility 1⁄4 mile. Procedure not authorized when R-6901B is active.

MISSED APPROACH:
Climb to 4000 direct
ESOKY and hold.

ASOS 119.775	VOLK APP CON ★ 135.25 244.875	SPARTA/MC COY TOWER ★ 124.6 254.375	GND CON 123.625	CTAF 124.6 📶
------------------------	---	---	---------------------------	-------------------------------



ELEV 838 TDZE 831

☆

Diagram showing the airport layout with RWY 29, RWY 19, and other runways. Key features include:

- Runways:** 4697 X 100, 3032, 0-435, 292°.
- Obstacles:** 4697 X 100, 3032, 0-435, 292°.
- Navigation Aids:** TWR 912.

REIL Rwy 11 and 29 **📶**
MIRL Rwy 1-19 and 11-29 **📶**

4000	ESOKY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).			
*LNAV only		FASGO 2.7 NM to RW29	BEJAY 2500	HUVEG	KOLGY
*1.5 NM to RW29		*1.720	2500	3000	3200
1.5 NM		1.2 NM	2.4 NM	2.5 NM	3.6 NM
CATEGORY	A	B	C	D	
LPV DA	1107-7⁄8		276 (300-7⁄8)		
LNAV/VNAV DA	1263-1½		432 (500-1½)		
LNAV MDA	1320-1	489 (500-1)	1320-1¾	489 (500-1¾)	
CIRCLING	1520-1 682 (700-1)	1560-1 722 (800-1)	1620-2¼ 782 (800-2¼)	1860-3 1022 (1100-3)	

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

SPARTA, WISCONSIN

AL-6902 (FAA)

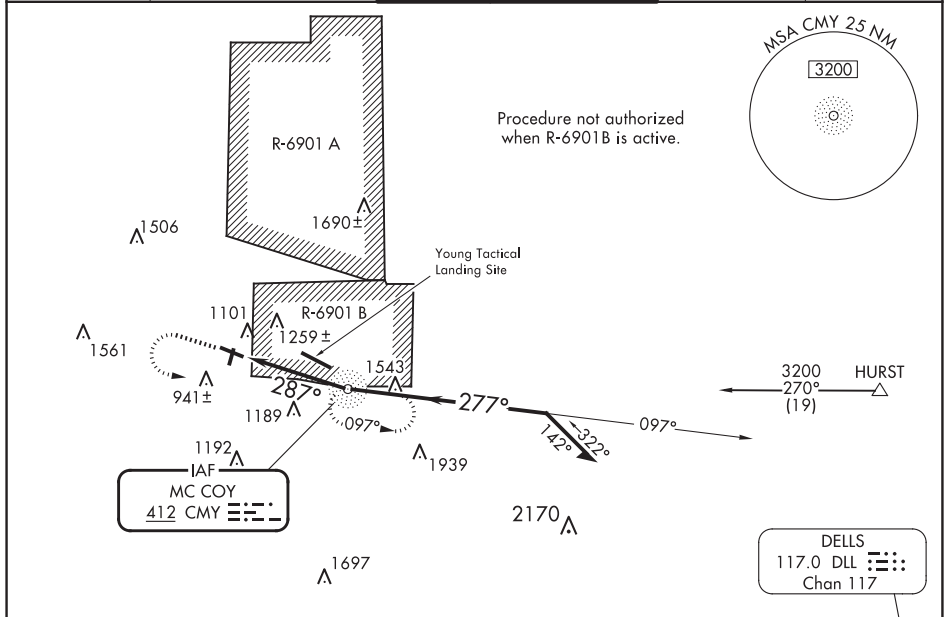
24081

NDB CMY	APP CRS	Rwy Idg	4266
412	287°	TDZE	831
		Apt Elev	838

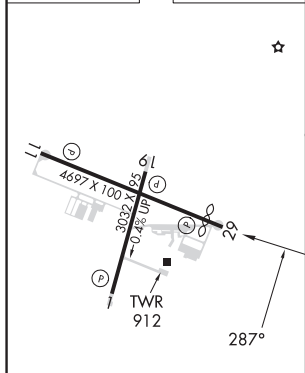
NDB RWY 29
SPARTA/FORT MC COY (CMY)

<p>⚠</p> <p>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 ¼ mile and Cat C ½ mile, Circling Cat B and C ¼ mile. Helicopter visibility reduction below 1 SM not authorized.</p>	<p>MISSED APPROACH: Climb to 2100 then climbing left turn to 3200 direct CMY NDB and hold.</p>
---	--

ASOS 119.775	VOLK APP CON ★ 135.25 244.875	SPARTA/MC COY TOWER ★ 124.6 254.375	GND CON 123.625	CTAF 124.6 0
-----------------	----------------------------------	--	--------------------	------------------------



ELEV 838	TDZE 831
----------	----------



2100	3200	CMY	CMY NDB	Remain within 10 NM
↑	↶	⊙	↷	
VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 43).				
3.56° TCH 40				
287°				
4.1 NM				
2400				
097°				
3200				
277°				
CATEGORY	A	B	C	D
S-29	1560-1	729 (800-1)	1560-2 729 (800-2)	NA
CIRCLING	1560-1	722 (800-1)	1620-2¼ 782 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

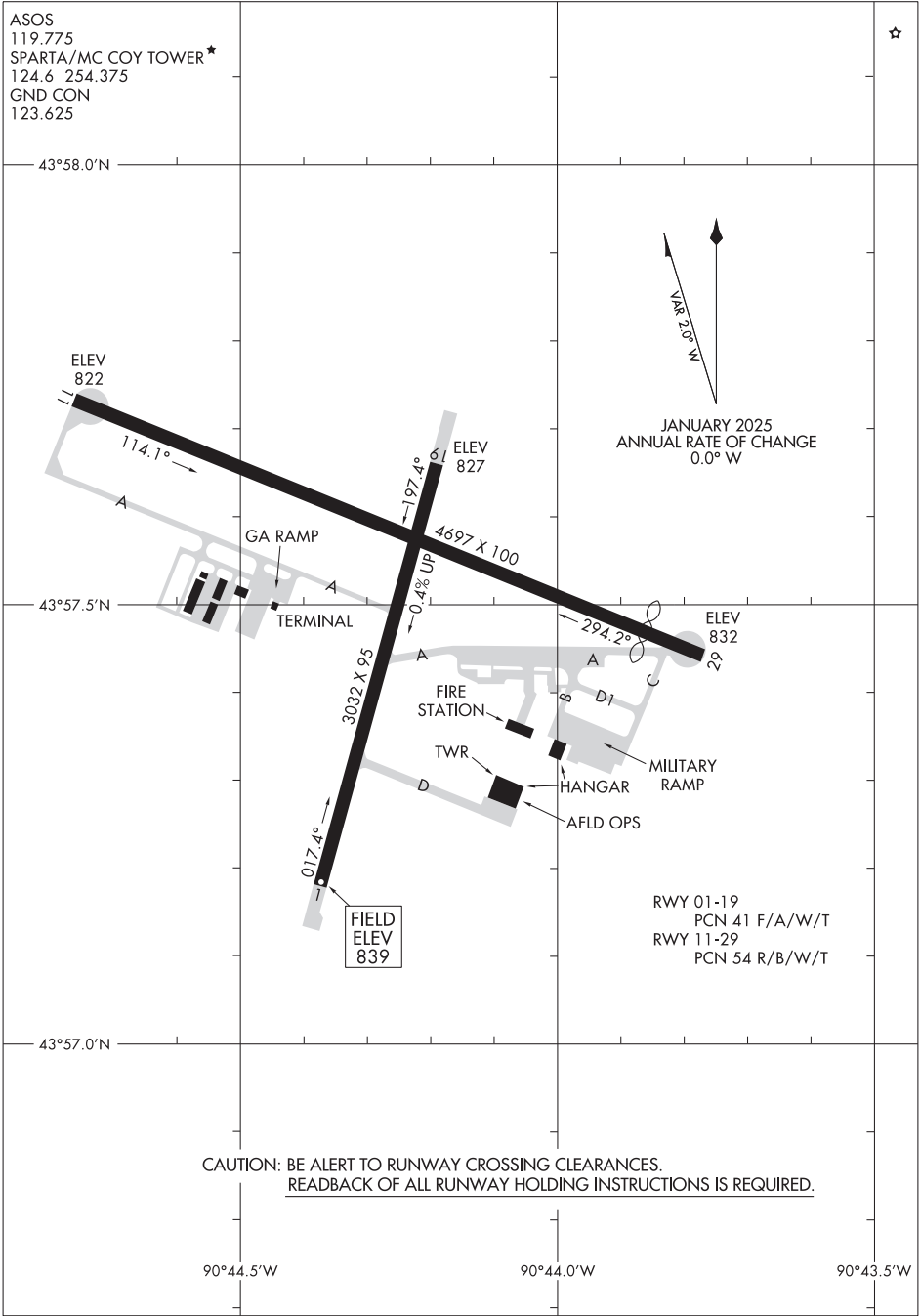
SPARTA, WISCONSIN
Amdt 4B 30DEC21

43°58'N-90°44'W

SPARTA/FORT MC COY (CMY)
NDB RWY 29

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025



SPRINGFIELD, ILLINOIS

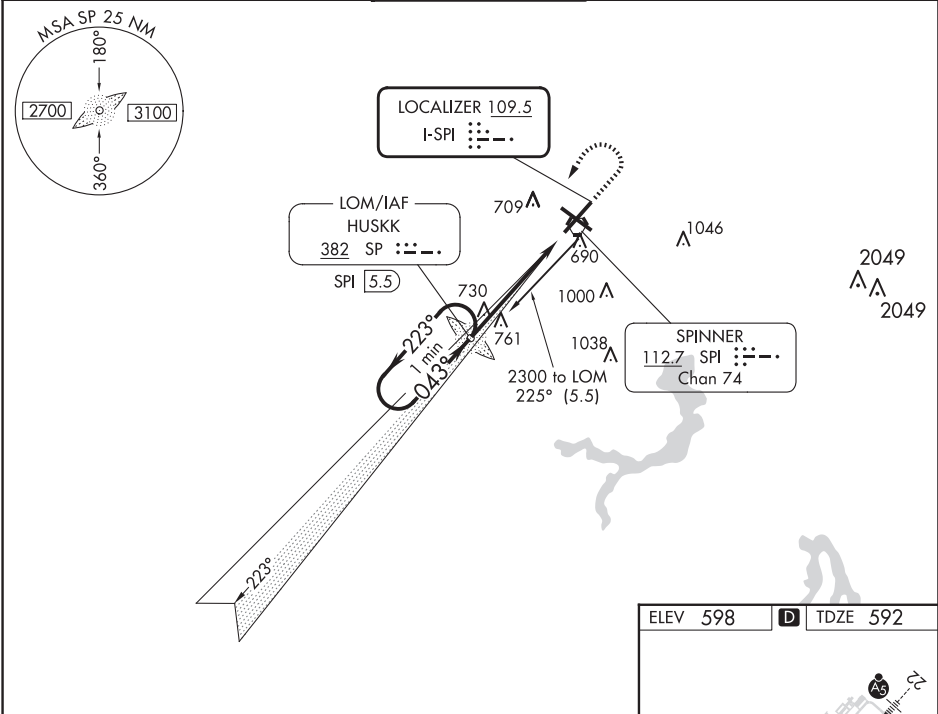
AL-518 (FAA)




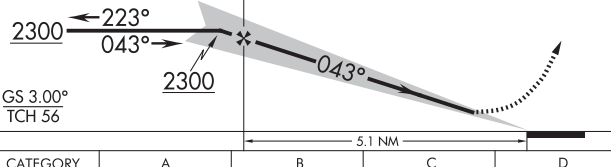

24249

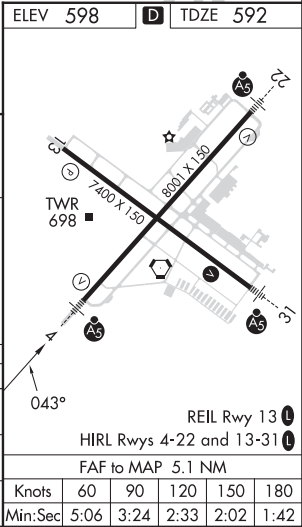
LOC I-SPI	APP CRS	Rwy Idg	7927
109.5	043°	TDZE	592
		Apt Elev	598

ILS or LOC RWY 4
ABRAHAM LINCOLN CAPITAL (SPI)

ADF Required.				MALSR		MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct HUSKK LOM and hold.	
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 ¼ mile. For inop ALS when using Lincoln altimeter setting, increase S-LOC 4 Cats C and D visibility to 1¾ SM. ASR *RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Lincoln altimeter setting).							
ATIS	SAINT LOUIS APP CON *	SPRINGFIELD TOWER *	GND CON	CLNC DEL	UNICOM		
127.65 270.1	126.15 323.0	121.3 (CTAF) 257.8	121.9 348.6	121.7	122.95		



One Minute Holding Pattern		SP LOM SPI 5.5	1500 	2300 	SP 
					
CATEGORY	A	B	C	D	
S-ILS 4	* 792/24 200 (200-½)				
S-LOC 4	1020/24 428 (500-½)		1020/40 428 (500-¾)		
 CIRCLING	1040-1 442 (500-1)	1100-1 502 (600-1)	1360-2¼ 762 (800-2¼)	1380-2½ 782 (800-2½)	



SPRINGFIELD, ILLINOIS
Amdt 25H 21JUN18

39°51'N-89°41'W

ABRAHAM LINCOLN CAPITAL (SPI)
ILS or LOC RWY 4

EC-3, 12 JUN 2025 to 07 AUG 2025

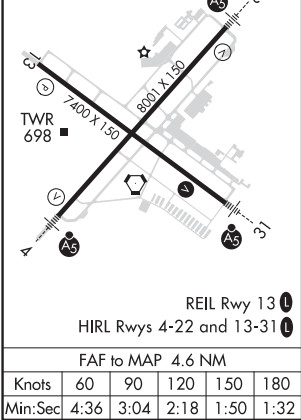
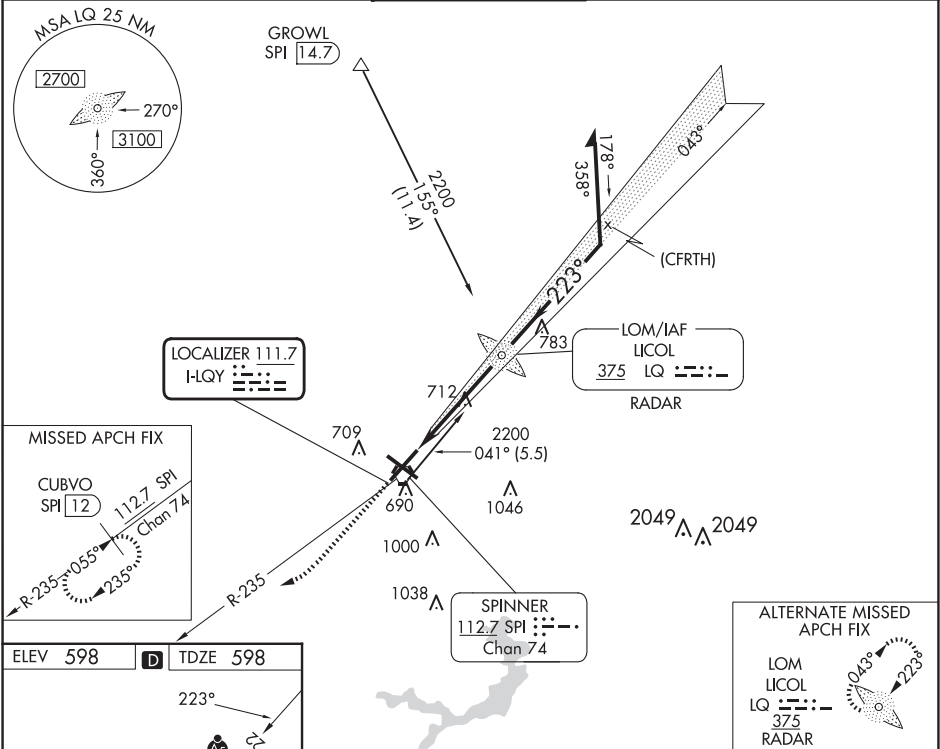
EC-3, 12 JUN 2025 to 07 AUG 2025

LOC I-LQY 111.7	APP CRS 223°	Rwy Idg TDZE Apt Elev 8001 598 598
---------------------------	------------------------	--

ILS or LOC RWY 22
ABRAHAM LINCOLN CAPITAL (SPI)

ADF or RADAR required for procedure entry, DME required.			MALSR	MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 on SPI VORTAC R-235 to CUBVO/SPI 12 DME and hold.
ASR				

ATIS 127.65 270.1	SAINT LOUIS APP CON * 126.15 323.0	SPRINGFIELD TOWER * 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
-----------------------------	--	--	-------------------------------	--------------------------	-------------------------



ELEV 598 D TDZE 598		1500 2700 CUBVO SPI 12 R-235		LQ LOM RADAR 2139 043° 223° 2200		Remain within 10 NM GS 3.00° TCH 54	
CATEGORY		A		B		C	
S-ILS 22		798-½		200 (200-½)			
S-LOC 22		980-½		382 (400-½)		980-⅝ 382 (400-⅝)	
CIRCLING		1040-1 442 (500-1)		1100-1 502 (600-1)		1360-2¼ 762 (800-2¼)	
						1380-2½ 782 (800-2½)	

LOC I-CJF	APP CRS	Rwy Idg	7000
110.15	308°	TDZE	590
		Apt Elev	598

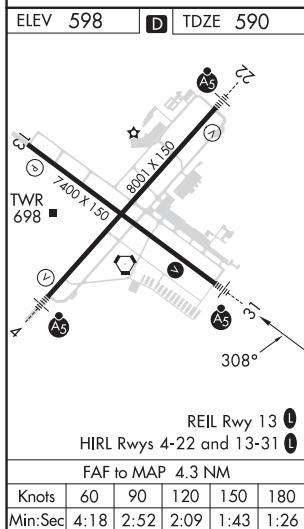
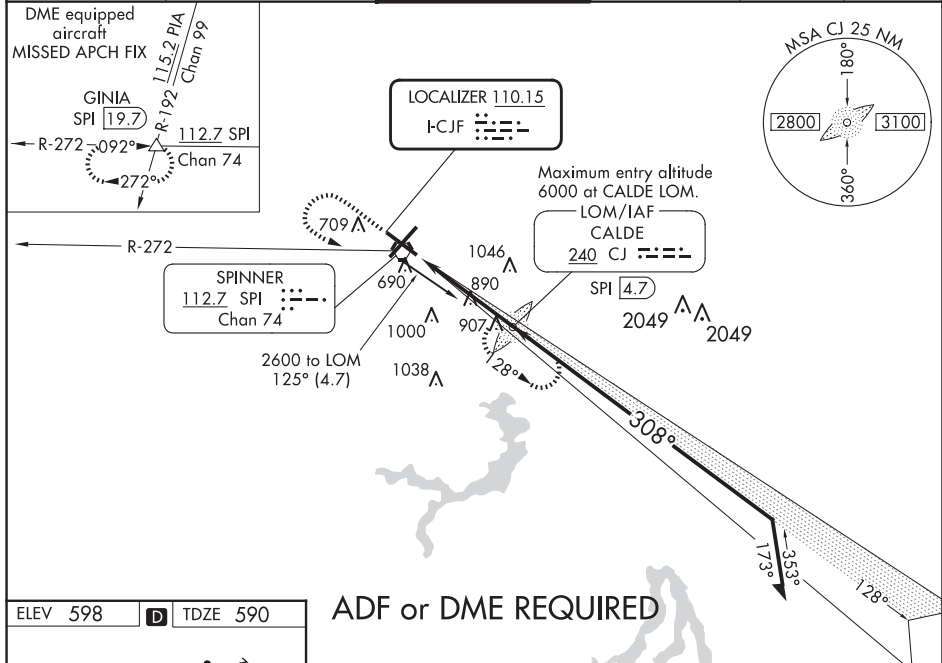
ILS or LOC RWY 31
ABRAHAM LINCOLN CAPITAL (SPI)

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 ¼ SM. For inop MALSR, increase S-ILS-31 Cat E visibility to ¾ and S-LOC-31 Cat E visibility to 2 ¼. Autopilot coupled approach NA below 850.

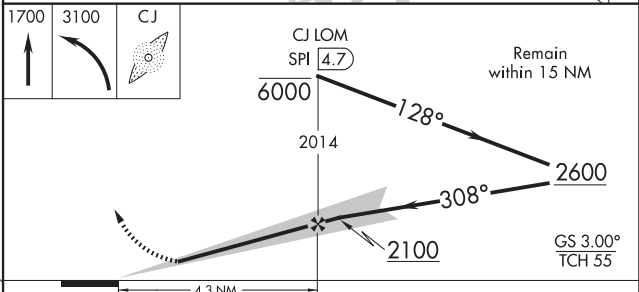
MALSR

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.)

ATIS	SAINT LOUIS APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	126.15 323.0	121.3 (CTAF) 257.8	121.9 348.6	121.7	122.95



ADF or DME REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 31	790-½ 200 (200-½)				
S-LOC 31	1200-½ 610 (700-½)	1200-1¼ 610 (700-1¼)	1200-1½ 610 (700-1½)	1200-1¾ 610 (700-1¾)	1200-2 610 (700-2)
CIRCLING	1200-1 602 (700-1)	1360-2¼ 762 (800-2¼)	1380-2½ 782 (800-2½)	1380-2¾ 782 (800-2¾)	1380-3 782 (800-3)

SPRINGFIELD, ILLINOIS

AL-518 (FAA)

24249

WAAS CH 99616 W13A	APP CRS 128°	Rwy Idg TDZE Apt Elev	7217 592 598
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 13

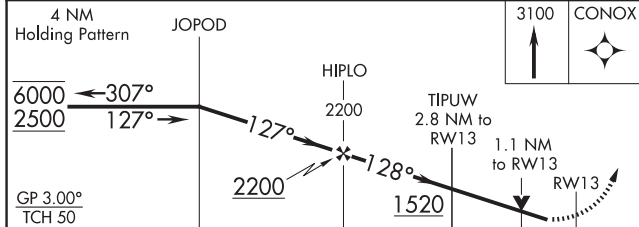
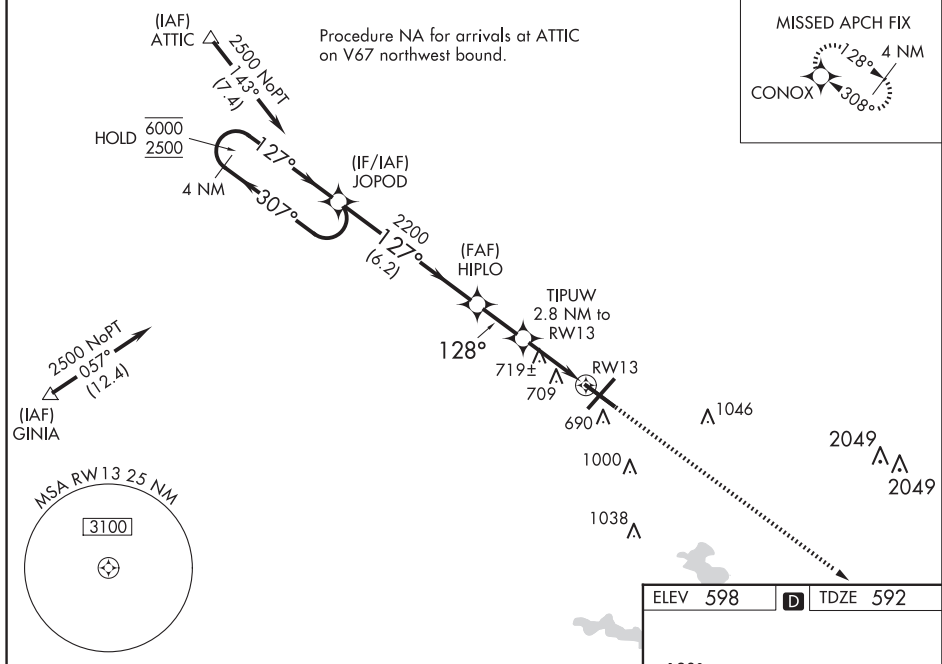
ABRAHAM LINCOLN CAPITAL (SPI)

RNP APCH - GPS.

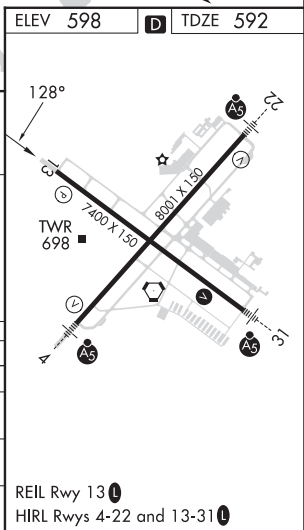
⚠ Baro-VNAV and VDP NA when using Lincoln altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Lincoln altimeter setting: increase LPV DA to 932 feet and all visibilities $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 1068 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D $\frac{1}{4}$ SM, and Circling visibility Cat C/D $\frac{1}{4}$ SM. Rwy 13 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 3100 direct
CONOX and hold.

ATIS 127.65 270.1	SAINT LOUIS APP CON * 126.15 323.0	SPRINGFIELD TOWER * 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
-----------------------------	--	--	-------------------------------	--------------------------	-------------------------



CATEGORY	A	B	C	D
LPV DA		875-7 $\frac{7}{8}$	283 (300-7 $\frac{7}{8}$)	
LNAV/VNAV DA		1011-1 $\frac{1}{8}$	419 (500-1 $\frac{1}{8}$)	
LNAV MDA	980-1	388 (400-1)	980-1 $\frac{1}{8}$	388 (400-1 $\frac{1}{8}$)
C CIRCLING	1040-1 442 (500-1)	1100-1 502 (600-1)	1360-2 $\frac{1}{4}$ 762 (800-2 $\frac{1}{4}$)	1380-2 $\frac{1}{2}$ 782 (800-2 $\frac{1}{2}$)



SPRINGFIELD, ILLINOIS
Amdt 1D 28DEC23

39°51'N-89°41'W

ABRAHAM LINCOLN CAPITAL (SPI)
RNAV (GPS) RWY 13





EC-3, 12 JUN 2025 to 07 AUG 2025

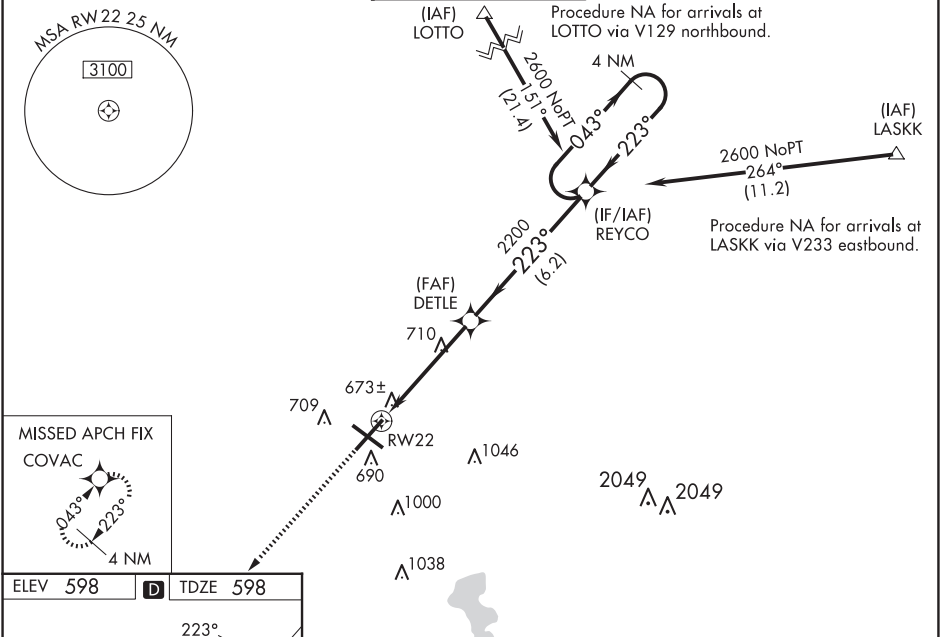
EC-3, 12 JUN 2025 to 07 AUG 2025

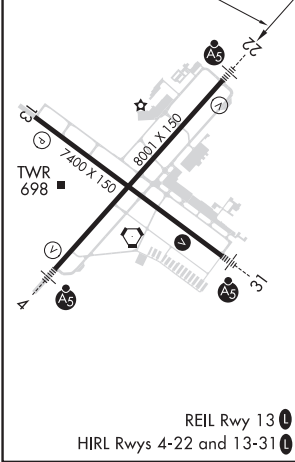
WAAS CH 81809 W22A	APP CRS 223°	Rwy Idg TDZE 598 Apt Elev 598	8001
--	------------------------	---	-------------

RNAV (GPS) RWY 22

ABRAHAM LINCOLN CAPITAL (SPI)

RNP APCH - GPS.					MALSR 	MISSED APPROACH: Climb to 2700 direct COVAC and hold.
  ASR	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter not received, use Lincoln altimeter setting: increase LPV DA to 942 feet and all visibilities ½ SM, LNAV/VNAV DA to 1108 feet and all visibilities ½ SM; increase all MDAs 60 feet and visibility LNAV and Circling Cat C/D ¼ SM. Baro-VNAV and VDP NA when using Lincoln altimeter setting. For inop ALS, increase LPV all Cats visibility to ¾ SM. For inop ALS when using Lincoln altimeter setting, increase LPV all Cats visibility to 1 SM, increase LNAV/VNAV all Cats visibility to 1 ½ SM.					
ATIS 127.65 270.1		SAINT LOUIS APP CON ★ 126.15 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95



ELEV 598	D	TDZE 598
		
REIL Rwy 13 HIRL Rwy 4-22 and 13-31		
2700 COVAC		
1 NM to RW22		
DETLE		
RW22		
1 NM 3.8 NM 6.2 NM		
REYCO		
4 NM Holding Pattern		
GP 3.00° TCH 54		
CATEGORY	A	B C D
LPV DA	884-½	286 (300-½)
LNAV/VNAV DA	1050-¾	452 (500-¾)
LNAV MDA	980-½ 382 (400-½)	980-⅝ 382 (400-⅝)
CIRCLING	1040-1¼ 442 (500-1¼)	1100-1¼ 502 (600-1¼) 1360-2¼ 762 (800-2¼) 1380-2½ 782 (800-2½)

SPRINGFIELD, ILLINOIS

AL-518 (FAA)

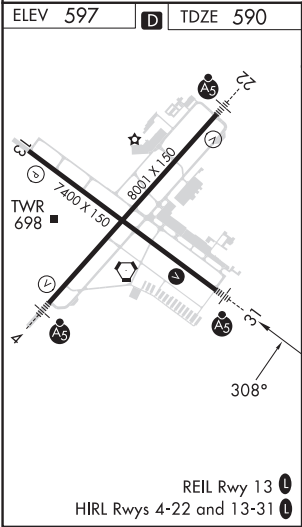
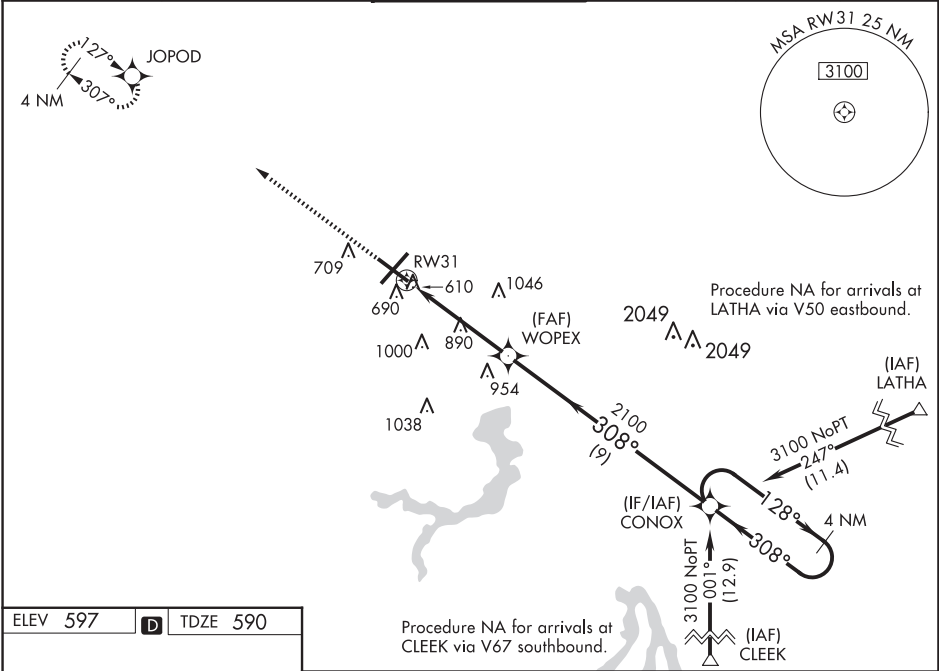
24249

WAAS CH 90124 W31A	APP CRS 308°	Rwy Idg TDZE Apt Elev	7000 590 597
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 31
ABRAHAM LINCOLN CAPITAL (SPI)

<p>⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). When local altimeter setting not received, use Lincoln altimeter setting: increase all DA 57 feet and MDA 60 feet, increase Circling Cat C and D visibility ¼ SM. VDP and ASR Baro-VNAV NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to ¾ all Cats, increase LNAV/VNAV Cat D visibility to 1.</p>	<p>MALSR</p> <p>A5</p>	<p>MISSED APPROACH: Climb to 2500 direct JOPOD and hold.</p>
---	-------------------------------	--

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
-----------------------------	--	--	-------------------------------	--------------------------	-------------------------



2500	JOPOD	4 NM	CONOX	Holding Pattern
*LNAV only.	*1.8 NM to RW31	WOPEX	128°	3100
RW31	2100	308°	308°	GP 3.00° TCH 55
1.8 NM	2.8 NM	9 NM		
CATEGORY	A	B	C	D
LPV DA	840-½	250 (300-½)		
LNAV/VNAV DA	865-½	275 (300-½)		865-¾ 275 (300-¾)
LNAV MDA	1200-½	610 (700-½)	1200-¼ 610 (700-¼)	1200-½ 610 (700-½)
CIRCLING	1200-1	603 (700-1)	1360-2¼ 762 (800-2¼)	1380-2½ 782 (800-2½)

SPRINGFIELD, ILLINOIS
Orig-A 13AUG20

39°51'N-89°41'W

ABRAHAM LINCOLN CAPITAL (SPI)
RNAV (GPS) RWY 31

EC-3, 12 JUN 2025 to 07 AUG 2025

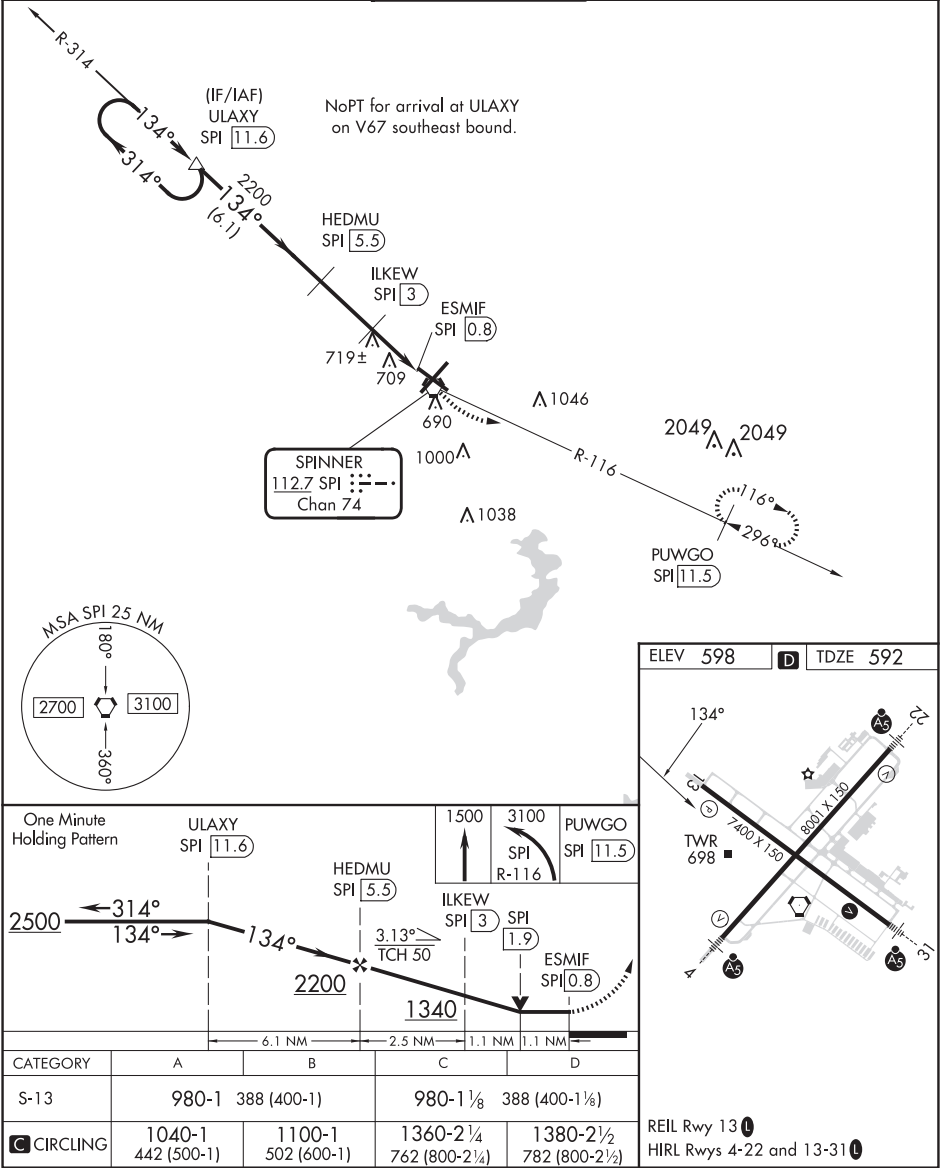
EC-3, 12 JUN 2025 to 07 AUG 2025

VORTAC SPI	APP CRS	Rwy Idg	7217
112.7	134°	TDZE	592
Chan 74		Apt Elev	598

VOR/DME RWY 13
ABRAHAM LINCOLN CAPITAL (SPI)



 ASR	Helicopter visibility reduction below ¾ SM NA. When local alimeter setting not received, use Lincoln alimeter setting: increase all MDA 60 feet and S-13 and Circling Cat C and D visibility ¼ SM. VDP NA when using Lincoln alimeter 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.
--	--	---

ATIS	SAINT LOUIS APP CON ★	SPRINGFIELD TOWER ★	GND CON	CLNC DEL	UNICOM
127.65 270.1	126.15 323.0	121.3 (CTAF) 257.8	121.9 348.6	121.7	122.95

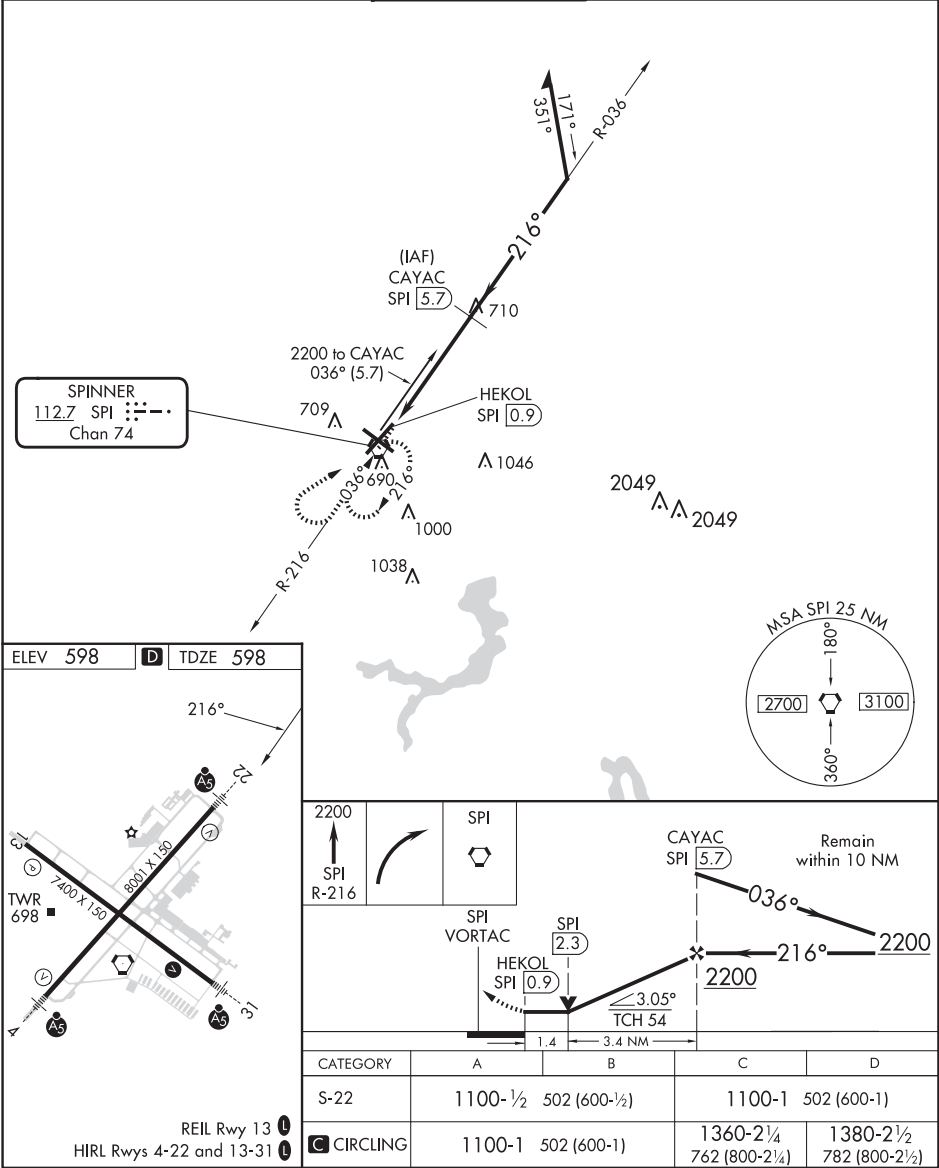


VORTAC SPI	APP CRS	Rwy Idg	8001
112.7	216°	TDZE	598
Chan 74		Apt Elev	598

VOR/DME RWY 22
ABRAHAM LINCOLN CAPITAL (SPI)

 <p>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 ¼ SM. VDP NA when using Lincoln altimeter setting.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2200 via SPI R-216 then right turn direct SPI VORTAC and hold.</p>
---	--	---

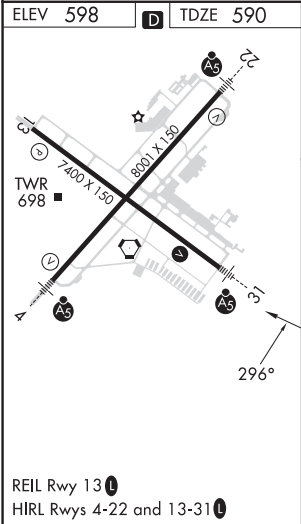
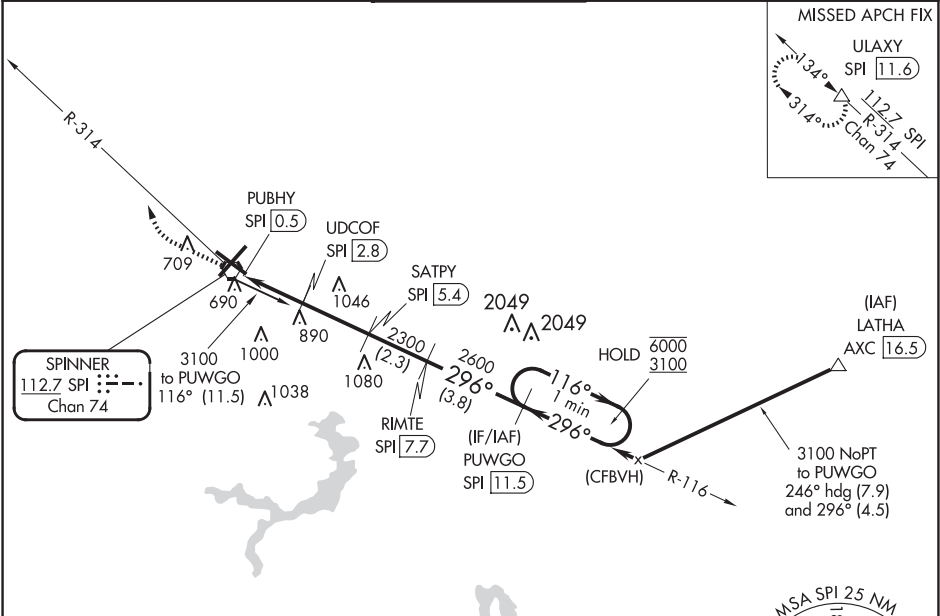
ATIS	SAINT LOUIS APP CON *	SPRINGFIELD TOWER *	GND CON	CLNC DEL	UNICOM
127.65 270.1	126.15 323.0	121.3 (CTAF) 0 257.8	121.9 348.6	121.7	122.95



VORTAC SPI	APP CRS	Rwy Idg	7000
112.7	296°	TDZE	590
Chan 74		Apt Elev	598

VOR/DME 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	
-----------------------------	--	--	--	--	--	-------------------------------	--	--------------------------	--	-------------------------	--



1500	2500	ULAXY SPI 11.6	PUBHY SPI 0.5	UDCOF SPI 2.8	SATPY SPI 5.4	RIMTE SPI 7.7	PUWGO SPI 11.5	One Minute Holding Pattern
SPI R-314		SPI 2.2		SPI 5.4		SPI 11.5		
1420		2300		2600		6000		
1.8		0.6		2.6 NM		2.3 NM		3.8 NM
CATEGORY	A	B	C	D				
S-31	1200-3/4	610 (700-3/4)	1200-1 3/8	610 (700-1 3/8)				
CIRCLING	1200-1	602 (700-1)	1360-2 1/4	762 (800-2 1/4)	1380-2 1/2	782 (800-2 1/2)		

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

SPRINGFIELD, ILLINOIS

AL-518 (FAA)

24249

VORTAC SPI 112.7 Chan 74	APP CRS 055°	Rwy Idg TDZE Apt Elev	7927 592 598
--	------------------------	-----------------------------	---

VOR RWY 4

ABRAHAM LINCOLN CAPITAL (SPI)

DME required.

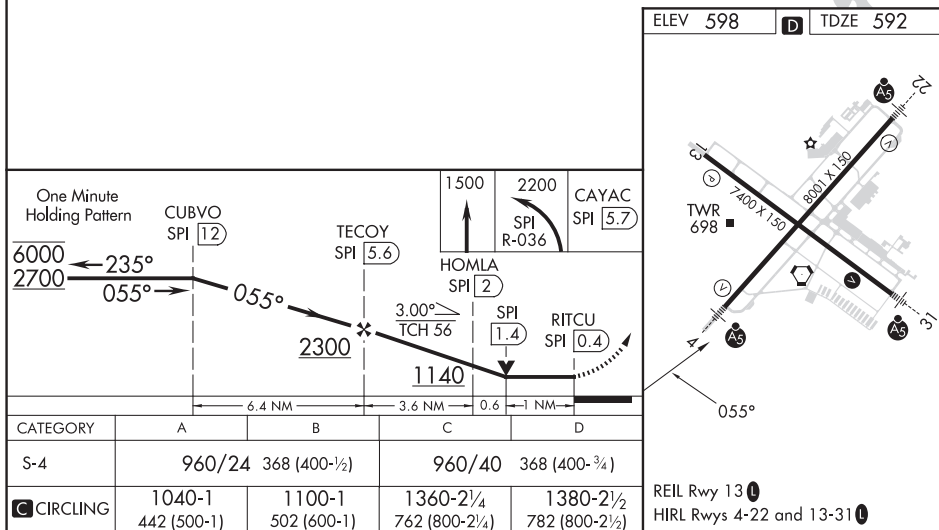
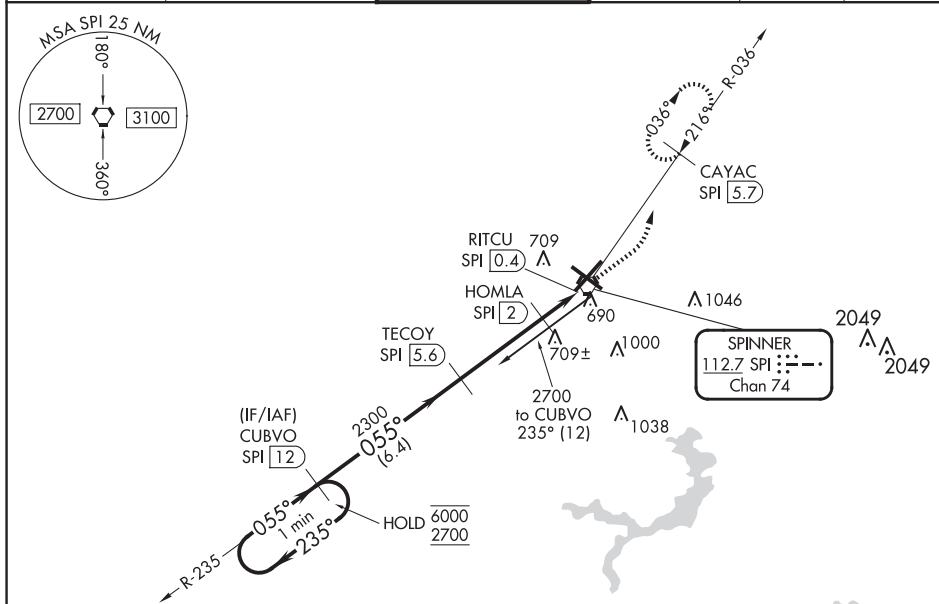


MALSR



MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 on SPI VORTAC R-036 to CAYAC/5.7 DME and hold.

ATIS 127.65 270.1	SAINT LOUIS APP CON * 126.15 323.0	SPRINGFIELD TOWER * 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
-----------------------------	--	--	-------------------------------	--------------------------	-------------------------



SPRINGFIELD, ILLINOIS

Orig-C 19JUL18

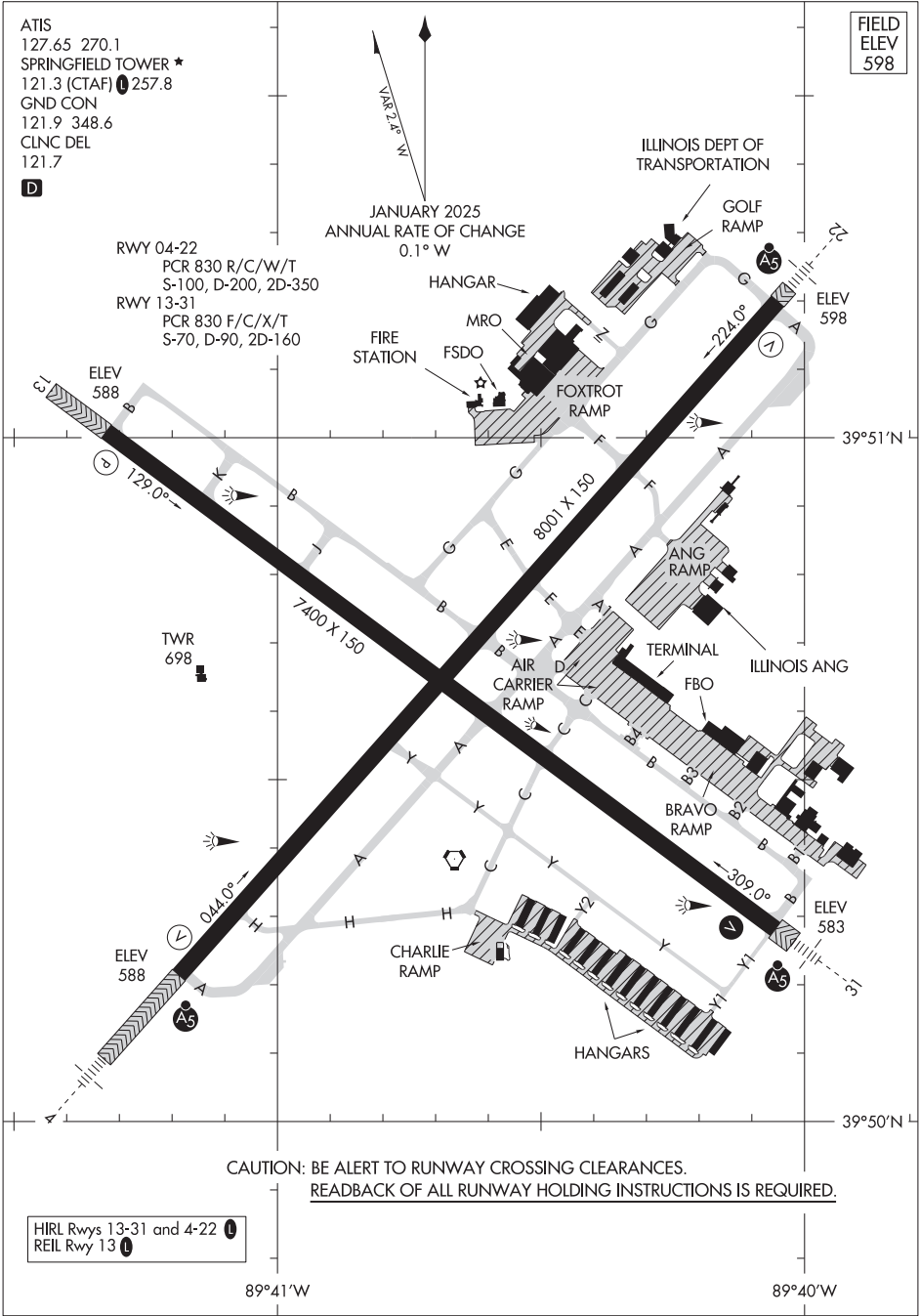
ABRAHAM LINCOLN CAPITAL (SPI)

39°51'N-89°41'W

VOR RWY 4

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025



STERLING/ROCKFALLS, ILLINOIS

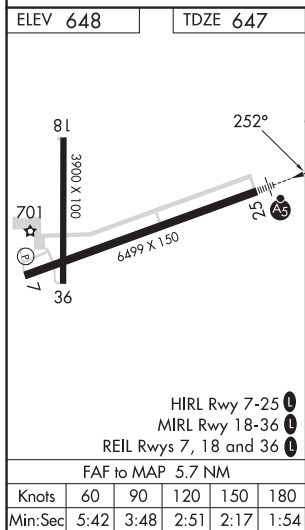
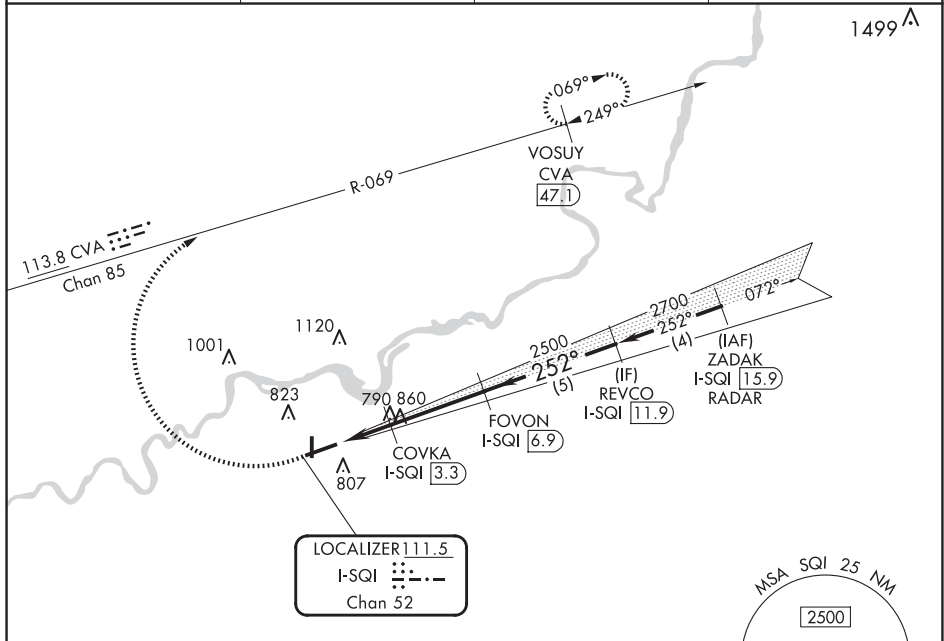
AL-5388 (FAA)

23334

LOC/DME I-SQI	APP CRS	Rwy Idg	6499
111.5	252°	TDZE	647
Chan 52		Apt Elev	648

ILS or LOC RWY 25
WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

DME required. Radar required for procedure entry.		MALSR	MISSED APPROACH: Climbing right turn to 3000 on CVA VORTAC R-069 to VOSUY/CVA 47.1 DME and hold.
AWOS-3PT 119.175	ROCKFORD APP CON 126.0 327.0	CLNC DEL 128.0	UNICOM 123.0 (CTAF) 0



3000	CVA R-069	VOSUY CVA 47.1	FOVON I-SQI 6.9	REVCO I-SQI 11.9	ZADAK I-SQI 15.9 RADAR
I-SQI 1.2	I-SQI 2.5	I-SQI 3.3	2500	252°	2700
1.3 NM	0.8 NM	3.6 NM	5 NM	4 NM	
CATEGORY	A	B	C	D	
S-ILS 25	847-1/2 200 (200-1/2)				
S-LOC 25	1100-1/2 453 (500-1/2)		1100-7/8 453 (500-7/8)		
CIRCLING	1140-1 492 (500-1)		1160-1 1/2 512 (600-1 1/2)		1480-2 3/4 832 (900-2 3/4)

STERLING/ROCKFALLS, ILLINOIS
Amdt 12 07OCT21

WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)
41°45'N-89°41'W

ILS or LOC RWY 25

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS
072°

Rwy Idg
TDZE
648

Apt Elev
648

RNAV (GPS) RWY 7

WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

RNP APCH -GPS.

Rwy 7 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct HELEG and hold.

AWOS-3PT 119.175	ROCKFORD APP CON 126.0 327.0	CLNC DEL 128.0	UNICOM 123.0 (CTAF) 0
----------------------------	--	--------------------------	---------------------------------

MSA RW07 25 NM

2500

MISSED APCH FIX

4 NM

072°

252°

HELEG

Procedure NA for arrival on CVA VORTAC airway radial 083 westbound.

Procedure NA for arrivals at GENSO on V8-38 westbound.

KEBEY

JIGRO

IROCI

RW07

2700

2400

1300

072°

3.00°

1.9 NM

1 NM

6 NM

3.5 NM

0.9

1 NM

2700

HELEG

ELEV 648

TDZE 648

81

3600 X 100

701

36

6499 X 150

25

072°

CATEGORY

A

B

C

D

LNVA MDA

1020-1

372 (400-1)

CIRCLING

1140-1

492 (500-1)

1160-1½

512 (600-1½)

1480-2¾

832 (900-2¾)

HIRL Rwy 7-25

MIRL Rwy 18-36

REIL Rws 7, 18 and 36

STERLING/ROCKFALLS, ILLINOIS

WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

Amdt 1A 30NOV23

RNAV (GPS) RWY 7

41°45'N-89°41'W

715

STERLING/ROCKFALLS, ILLINOIS

AL-5388 (FAA)

23334

WAAS CH 57910 W25A	APP CRS 252°	Rwy Idg TDZE Apt Elev	6499 647 648
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 25

WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

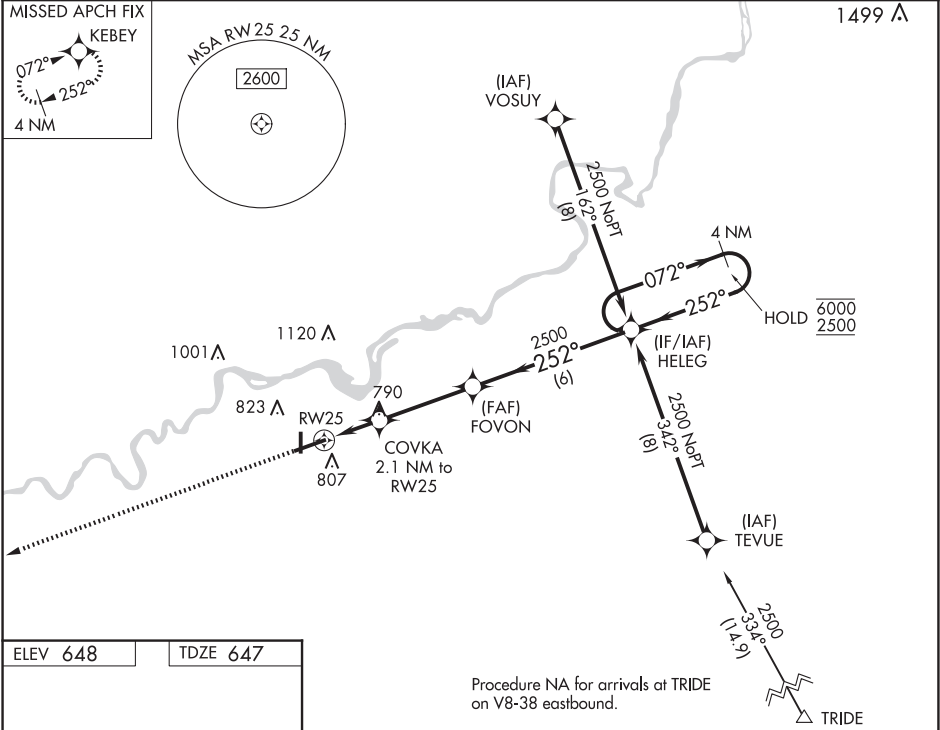
RNP APCH - GPS.

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

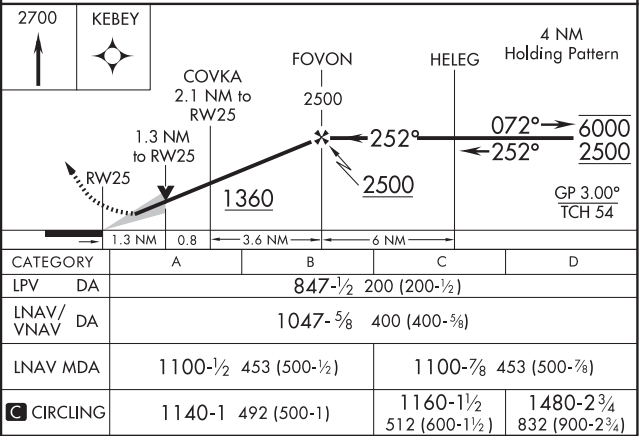
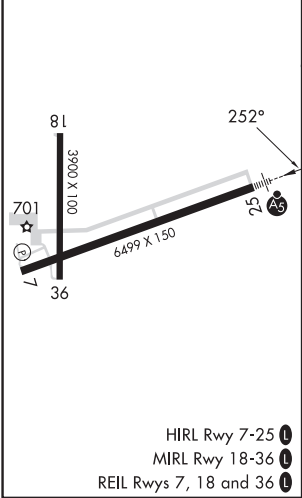
MALSR

MISSED APPROACH: Climb to 2700 direct KEBEY and hold.

AWOS-3PT 119.175	ROCKFORD APP CON 126.0 327.0	CLNC DEL 128.0	UNICOM 123.0 (CTAF) 0
----------------------------	--	--------------------------	---------------------------------



ELEV 648	TDZE 647
----------	----------



STERLING/ROCKFALLS, ILLINOIS
Amdt 1A 30NOV23

41°45'N-89°41'W

WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

RNAV (GPS) RWY 25

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-SQI
111.5
Chan **52**

APP CRS
072°

Rwy Ldg
TDZE **648**
Apt Elev **648**

LOC BC RWY 7

WHITESIDE COUNTY/JOS H BITTORF FLD (SQI)

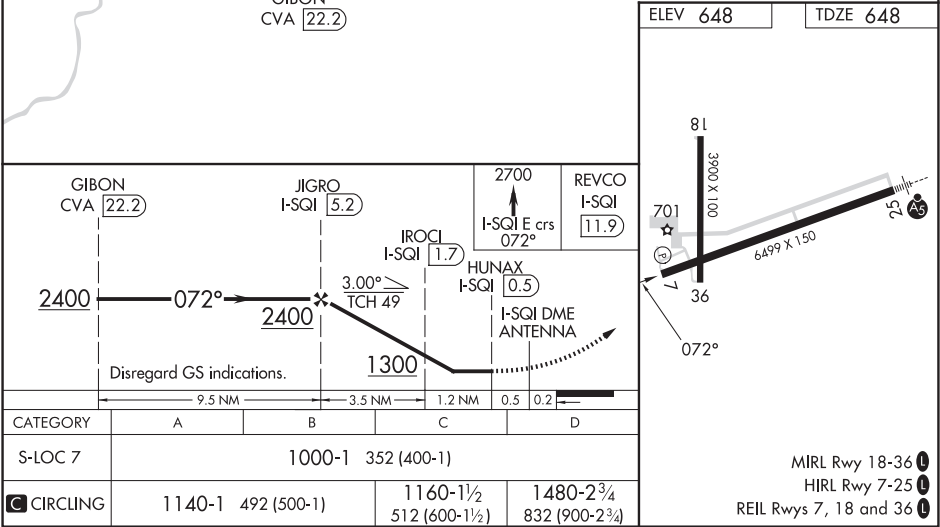
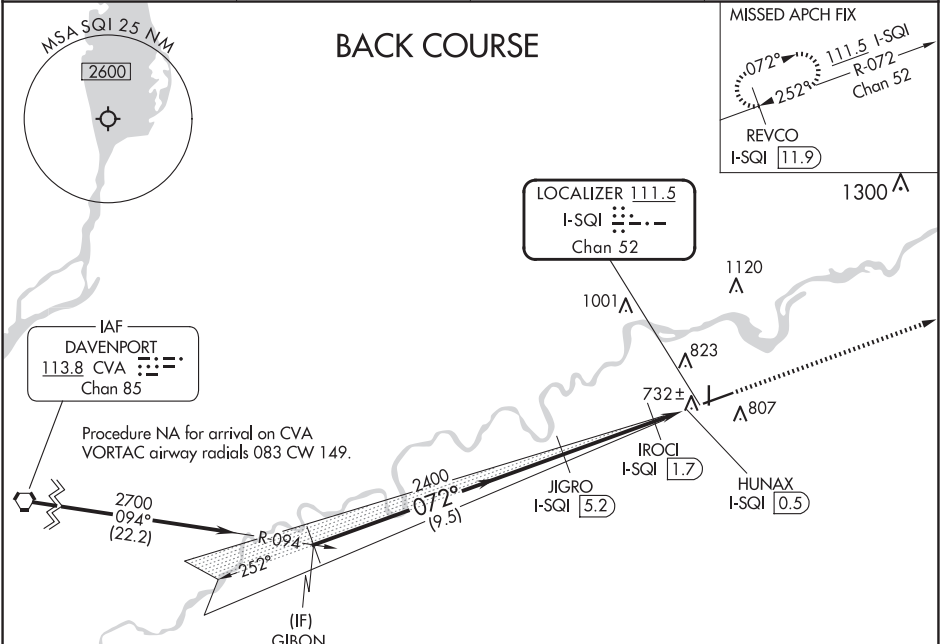
DME required.

NA

Rwy 7 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 on I-SQI localizer east course 072° to REVCO/I-SQI 11.9 DME and hold.

AWOS-3PT 119.175	ROCKFORD APP CON 126.0 327.0	CLNC DEL 128.0	UNICOM 123.0 (CTAF) 0
----------------------------	--	--------------------------	---------------------------------



STEVENS POINT, WISCONSIN

AL-5050 (FAA)

24081

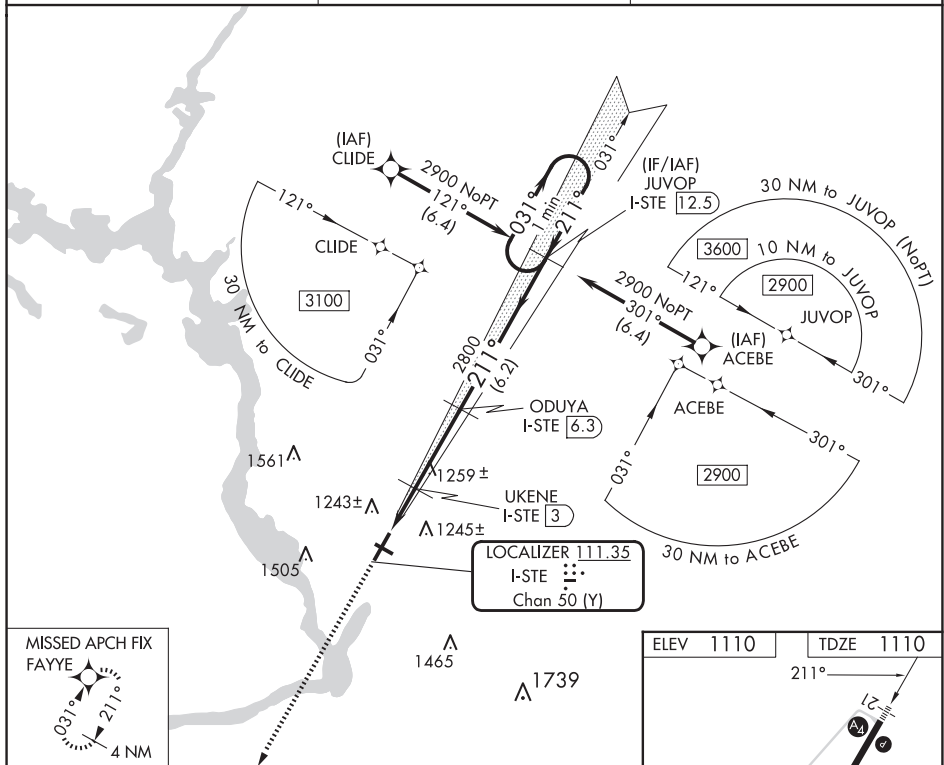
LOC/DME	I-STE	APP CRS	Rwy Idg	6028
111.35		211°	TDZE	1110
Chan 50(Y)			Apt Elev	1110

ILS or LOC RWY 21

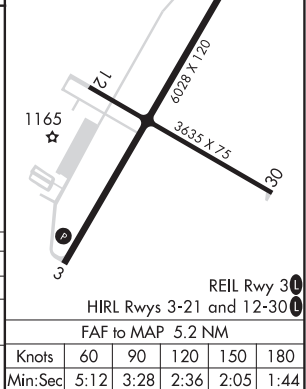
STEVENS POINT MUNI (STE)

RNP APCH - GPS.	MALS	MISSED APPROACH: Climb to 2800 direct FAYYE and hold.
DME required.		
For inop ALS, increase S-LOC 21 Cat C/D visibility to 1½ SM. Inop table does		
NA 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)
-------------------	-----------------------------------	------------------------



2800	FAYYE	ODUYA I-STE [6.3]	JUVOP I-STE [12.5]	One Minute Holding Pattern
1760	UKENE I-STE [3]	2800	2900	
1.2 NM	0.7 NM	3.3 NM	6.2 NM	
CATEGORY	A	B	C	D
S-ILS 21	1360-¾ 250 (300-¾)			
S-LOC 21	1520-¾ 410 (500-¾)		1520-1 410 (500-1)	
CIRCLING	1580-1 470 (500-1)	1600-1 490 (500-1)	1860-2¼ 750 (800-2¼)	1860-2½ 750 (800-2½)



STEVENS POINT, WISCONSIN

Amdt 1B 21MAR24

44°33'N-89°32'W

STEVENS POINT MUNI (STE)

ILS or LOC RWY 21

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 77910 W03A	APP CRS 031°	Rwy Idg TDZE 1108 Apt Elev 1110	6028 1108 1110
--	------------------------	---	---

RNAV (GPS) RWY 3

STEVENS POINT MUNI (STE)

RNP APCH - GPS.

Rwy 3 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C or above 54°C.

MISSED APPROACH:
Climb to 2900 direct JUVOP and hold.

AWOS-3
119.275

MINNEAPOLIS CENTER
124.4 317.7

UNICOM
122.7 (CTAF) 0

ELEV 1110

TDZE 1108

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).

2900

JUVOP

FAYYE

ESCAF

1.3 NM to RW03

RW03

GP 3.00°

TCH 38

6.1 NM

3.8 NM

1.3 NM

CATEGORY	A	B	C	D
LPV DA	1409- $\frac{7}{8}$ 301 (300- $\frac{7}{8}$)			
LNAV/VNAV DA	1594- $1\frac{3}{8}$ 486 (500- $1\frac{3}{8}$)			
LNAV MDA	1540-1	432 (500-1)	1540- $1\frac{1}{4}$	432 (500- $1\frac{1}{4}$)
CIRCLING	1580-1 470 (500-1)	1600-1 490 (500-1)	1860- $2\frac{1}{4}$ 750 (800- $2\frac{1}{4}$)	1860- $2\frac{1}{2}$ 750 (800- $2\frac{1}{2}$)

REIL Rwy 3 0

HIRL Rlys 3-21 and 12-30 0

STEVENS POINT, WISCONSIN

Orig-D 21MAR24

44°33'N-89°32'W

719

STEVENS POINT MUNI (STE)

RNAV (GPS) RWY 3

STEVENS POINT, WISCONSIN

AL-5050 (FAA)

23278

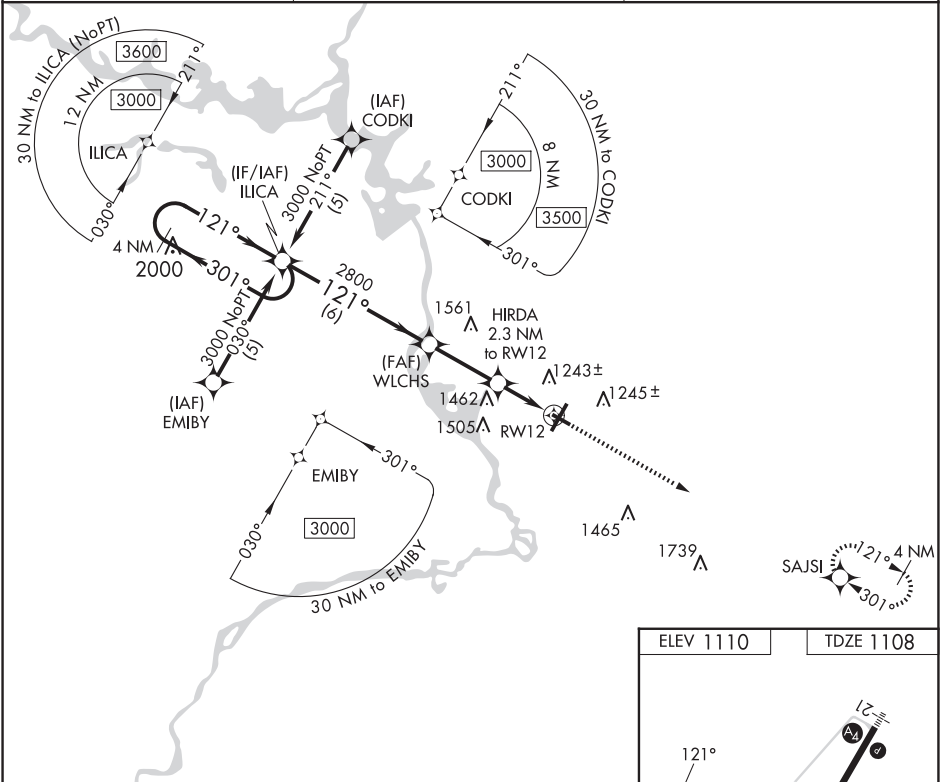
APP CRS	Rwy Idg	3635
121°	TDZE	1108
	Apt Elev	1110

RNAV (GPS) RWY 12

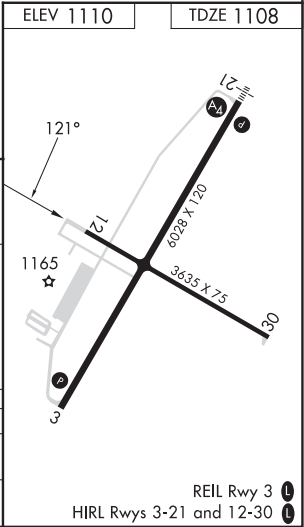
STEVENS POINT MUNI (STE)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct SAJSI and hold.
▼ Rwy 12 helicopter visibility reduction below ¾ SM NA. When local altimeter 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.	

AWOS-3 119.275	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF) 1
--------------------------	--	---------------------------------



4 NM Holding Pattern	ILUCA	WLCHS	HIRDA 2.3 NM to RWY12	3000	SAJSI
3000	301°	121°	3.05° TCH 40	2800	1880
	6 NM	2.8 NM	0.4	1.9	
CATEGORY	A	B	C	D	
LNAV MDA	1760-1	652 (700-1)	1760-1⅞	652 (700-1⅞)	
CIRCLING	1760-1	650 (700-1)	1860-2¼ 750 (800-2¼)	1860-2½ 750 (800-2½)	



STEVENS POINT, WISCONSIN
Orig-C 27JAN22

44°33'N - 89°32'W

STEVENS POINT MUNI (STE)
RNAV (GPS) RWY 12

EC-3, 12 JUN 2025 to 07 AUG 2025

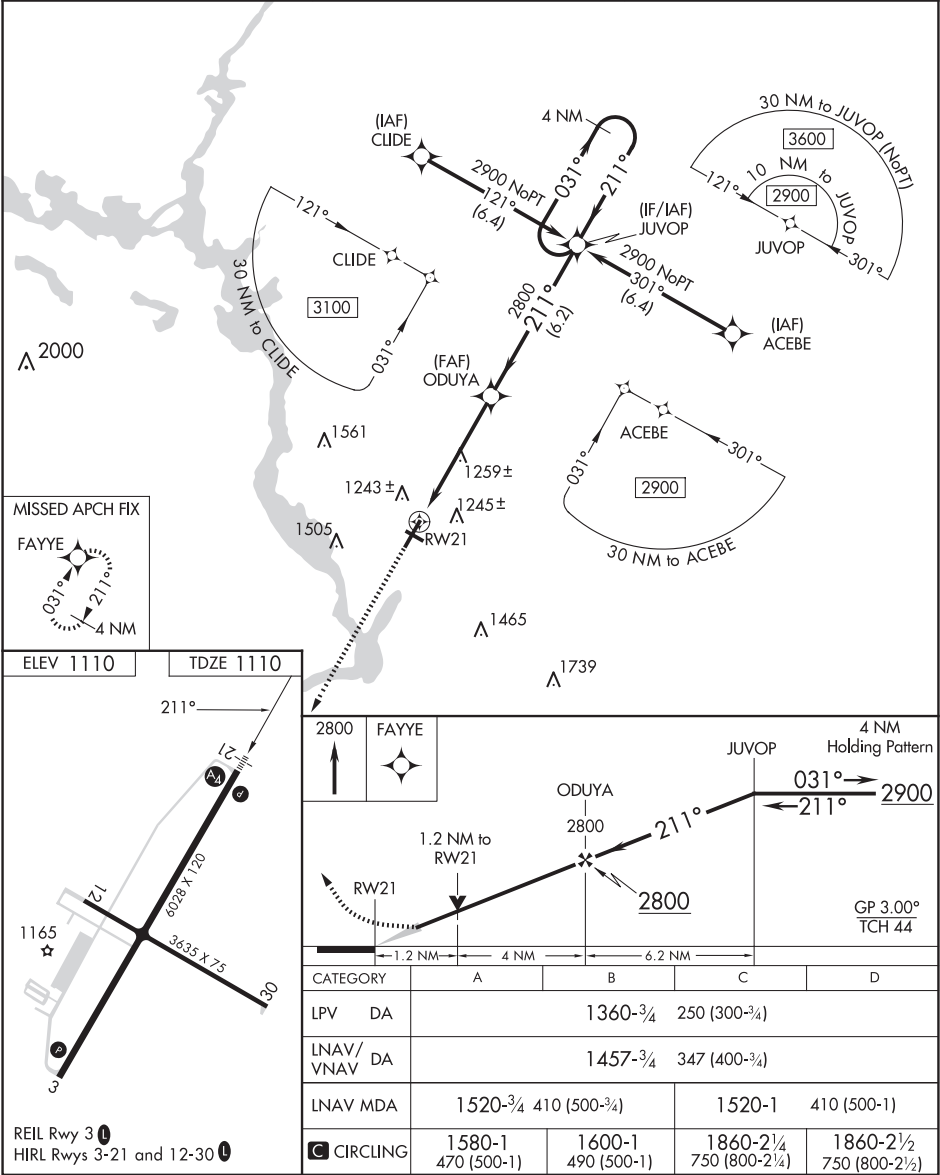
EC-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86511 W21A	APP CRS 211°	Rwy Idg TDZE 1110 Apt Elev 1110	6028
--	------------------------	---	-------------

RNAV (GPS) RWY 21

STEVENS POINT MUNI (STE)

RNP APCH - GPS. <div><div></div><div>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.</div></div>		MALS <div><div></div></div>	MISSED APPROACH: Climb to 2800 direct FAYYE and hold.
AWOS-3 119.275	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF)	



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	3635
301°	TDZE	1108
	Apt Elev	1110

RNAV (GPS) RWY 30

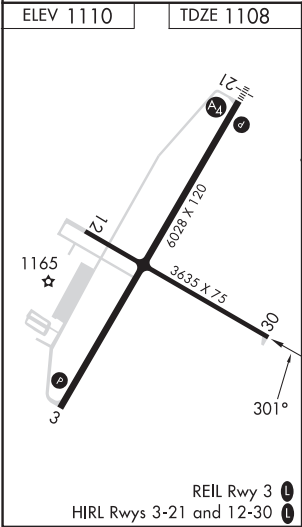
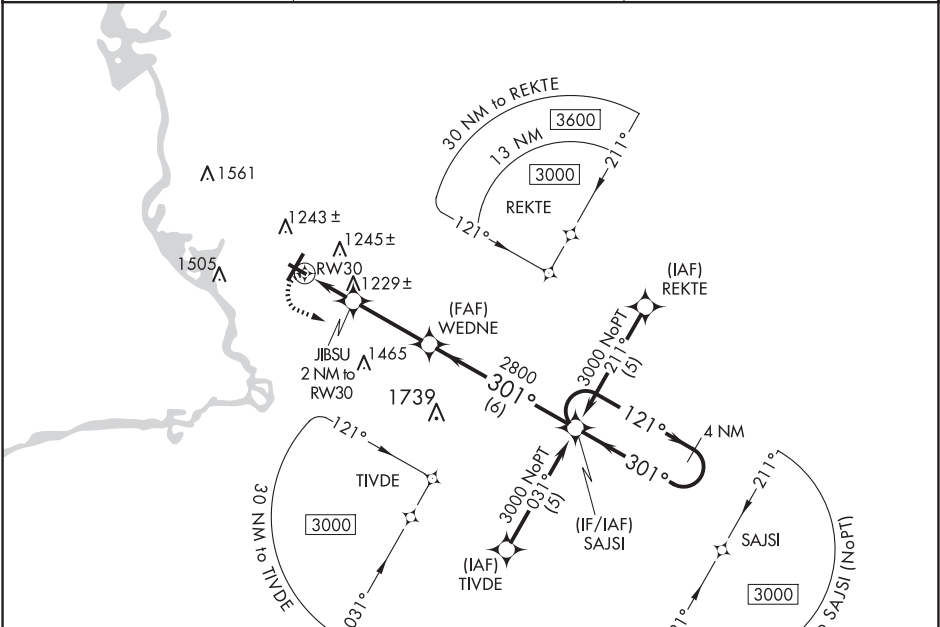
STEVENS POINT MUNI (STE)

RNP APCH - GPS.

⚠ 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 ¼ SM. VDP NA when using Mosinee altimeter setting.

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

AWOS-3 119.275	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF) 📻
-------------------	-----------------------------------	---------------------------------



3000 SAJSI				4 NM Holding Pattern
JIBSU 2 NM to RW30				WEDNE
RW30				SAJSI
1.2 NM to RW30				121° → 3000
1.2 0.8 3.1 6 NM				← 301°
CATEGORY	A	B	C	D
LNAV MDA	1520-1	412 (500-1)	1520-1½	412 (500-1½)
📻 CIRCLING	1580-1 470 (500-1)	1600-1 490 (500-1)	1860-2¼ 750 (800-2¼)	1860-2½ 750 (800-2½)

WAAS

CH **81904**

W02A

APP CRS

016°

Rwy Idg

4599

TDZE

724

Apt Elev

724

RNAV (GPS) RWY 2

DOOR COUNTY CHERRYLAND (SUE)

RNP APCH.

▼

▲

Rwy 2 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 2600 direct VOBUY and hold.

AWOS-3PT

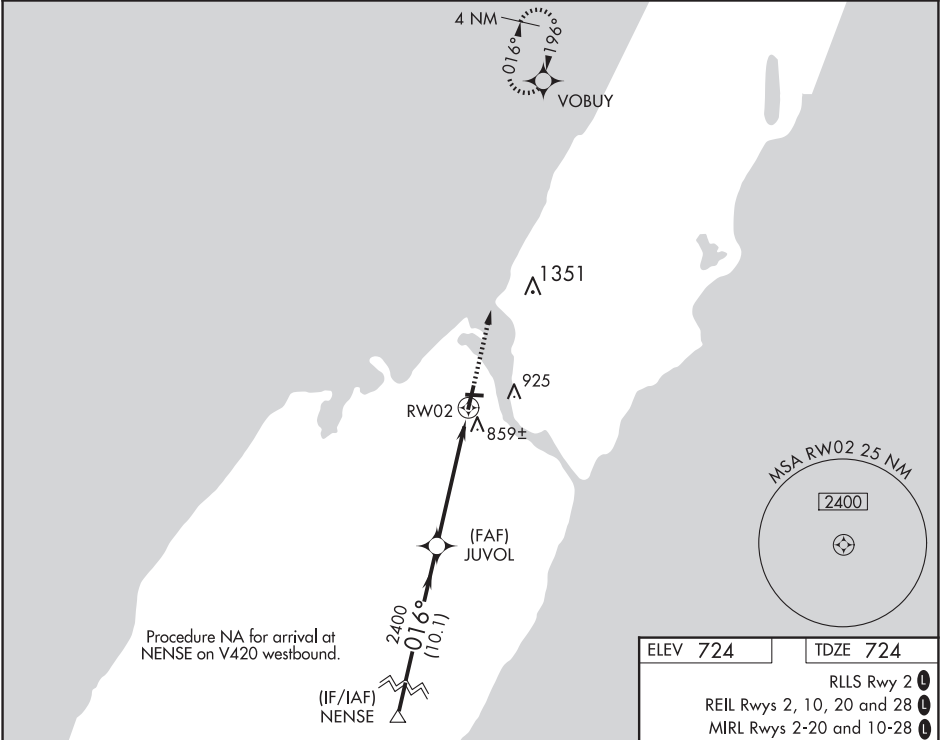
128.325

GREEN BAY APP CON ★

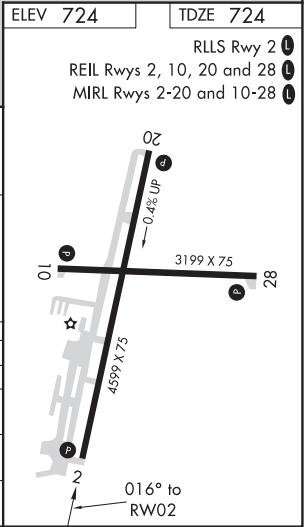
119.25 338.2

UNICOM

122.7(CTAF)**0**



NENSE		JUVOL		RWY 2	
GP 3.00° TCH 40		2400		2400	
10.1 NM		4 NM		1.1 NM	
CATEGORY	A	B	C	D	
LPV DA	1013-1		289 (300-1)		
LNAV/DA	1164-1½		440 (500-1½)		
LNAV MDA	1120-1	396 (400-1)	1120-1⅛	396 (400-1⅛)	
CIRCLING	1280-1	556 (600-1)	1280-1½	1340-2	616 (700-2)



STURGEON BAY, WISCONSIN

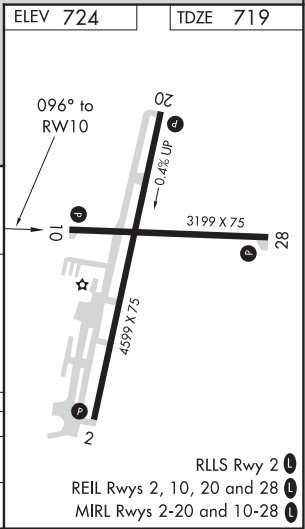
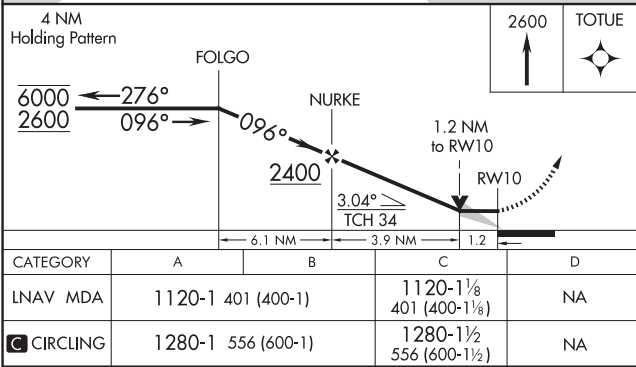
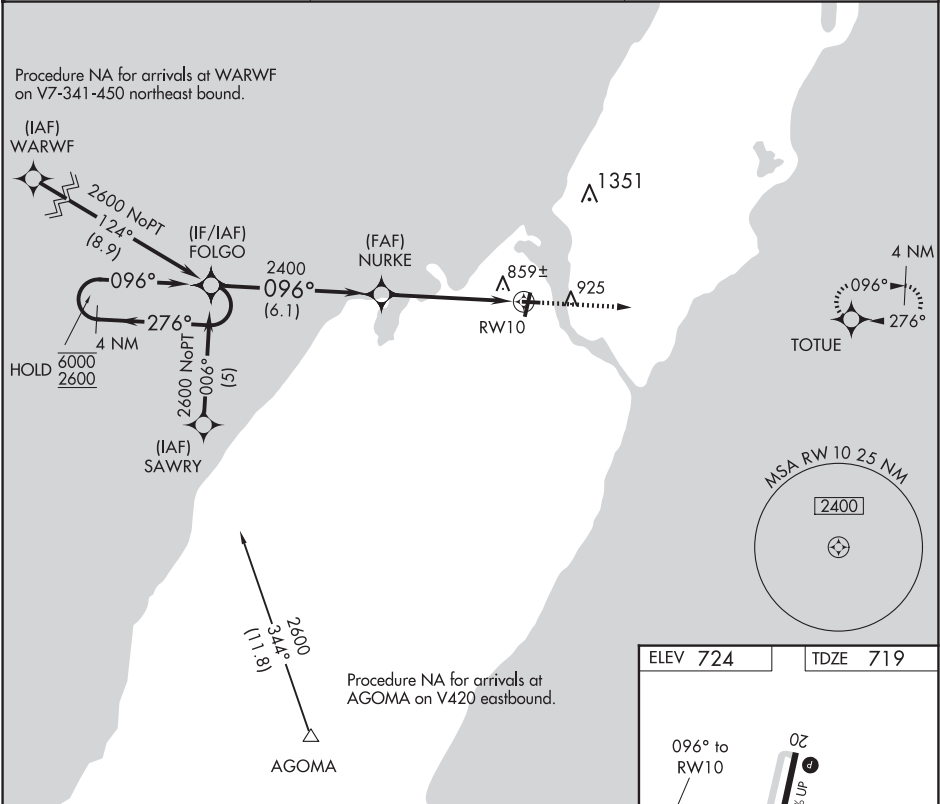
AL-5409 (FAA)

22251

APP CRS	Rwy Idg	3199
096°	TDZE	719
	Apt Elev	724

RNAV (GPS) RWY 10
DOOR COUNTY CHERRYLAND (SUE)

RNP APCH. V A		MISSED APPROACH: Climb to 2600 direct TOTUE and hold.
AWOS-3PT 128.325	GREEN BAY APP CON ★ 119.25 338.2	UNICOM 122.7 (CTAF) 0



STURGEON BAY, WISCONSIN
Orig-C 08OCT20

44°51'N-87°25'W

DOOR COUNTY CHERRYLAND (SUE)
RNAV (GPS) RWY 10

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

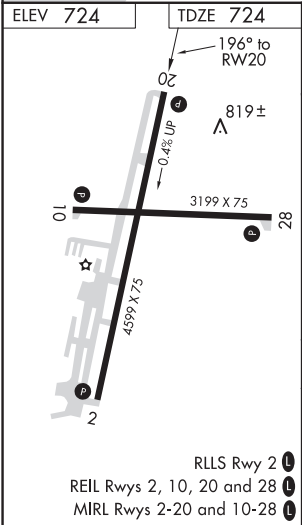
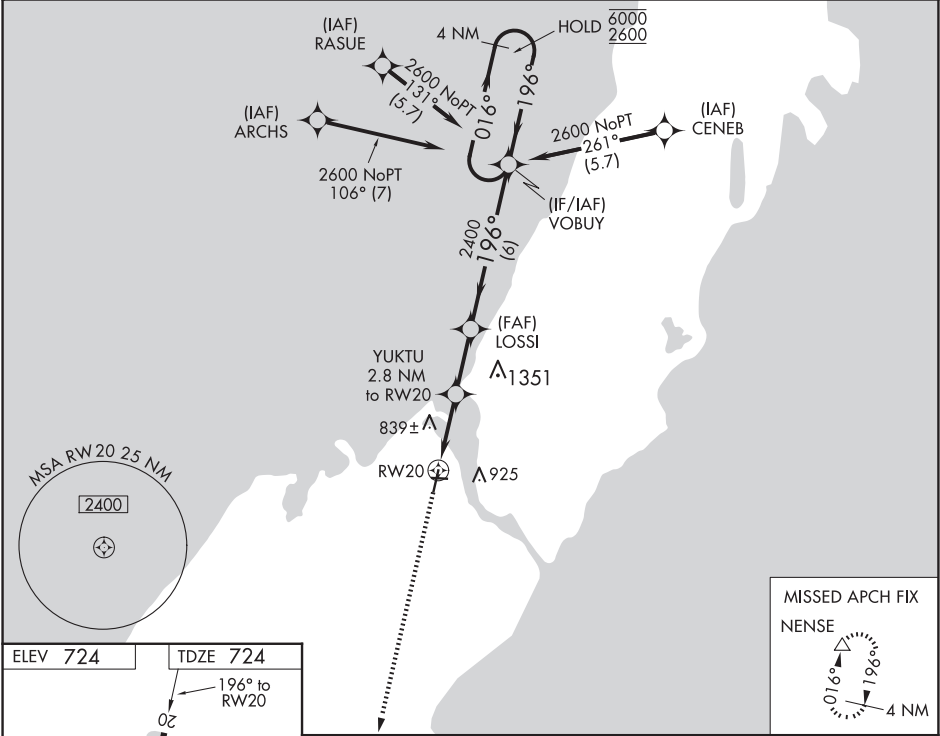
WAAS CH 86304 W20A	APP CRS 196°	Rwy Idg TDZE 724 Apt Elev 724	4599
--	------------------------	---	-------------

RNAV (GPS) RWY 20

DOOR COUNTY CHERRYLAND (SUE)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3500 direct NENSE and hold.
<div><div>T</div><div>A</div></div>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

AWOS-3PT 128.325	GREEN BAY APP CON ★ 119.25 338.2	UNICOM 122.7 (CTAF) 0
----------------------------	--	---------------------------------



CATEGORY		A	B	C	D
LPV DA			974-3/4	250 (300-3/4)	
LNAV/VNAV DA			974-3/4	250 (300-3/4)	
LNAV MDA			1100-1	376 (400-1)	
CIRCLING		1280-1	556 (600-1)	1280-1 1/2 556 (600-1 1/2)	1340-2 616 (700-2)

STURGEON BAY, WISCONSIN

AL-5409 (FAA)

22195

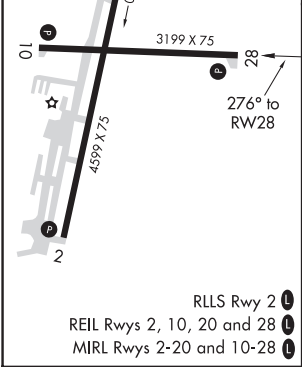
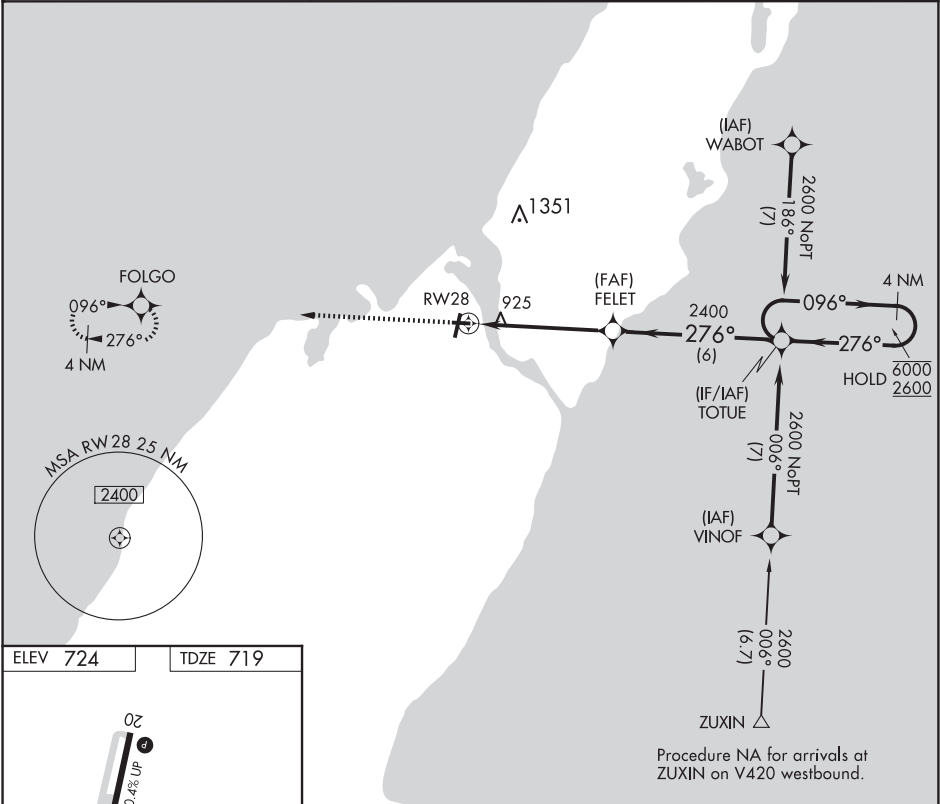
APP CRS	Rwy Idg	3199
276°	TDZE	719
	Apt Elev	724

RNAV (GPS) RWY 28

DOOR COUNTY CHERRYLAND (SUE)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2600 direct FOLGO and hold.
▼ ▲ Rwy 28 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT 128.325	GREEN BAY APP CON ★ 119.25 338.2	UNICOM 122.7 (CTAF) 0
---------------------	-------------------------------------	--------------------------



Visual Segment - Obstacles.				
4 NM Holding Pattern				
TOTUE				
FELET				
RW28				
1.5 NM to RW28				
2400				
276°				
096°				
6000				
2600				
1.5 3.7 NM 6 NM				
CATEGORY	A	B	C	D
LNAV MDA	1240-1	521 (600-1)	1240-1½ 521 (600-1½)	NA
CIRCLING	1280-1	556 (600-1)	1280-1½ 556 (600-1½)	NA

STURGEON BAY, WISCONSIN
Amdt 1 14JUL22

44°51'N-87°25'W

DOOR COUNTY CHERRYLAND (SUE)
RNAV (GPS) RWY 28

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

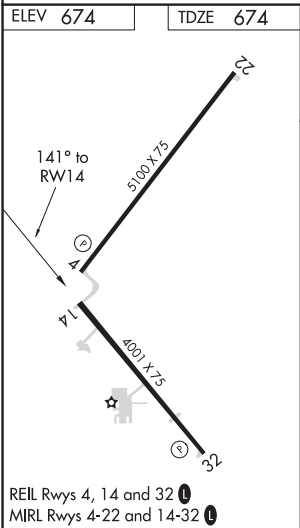
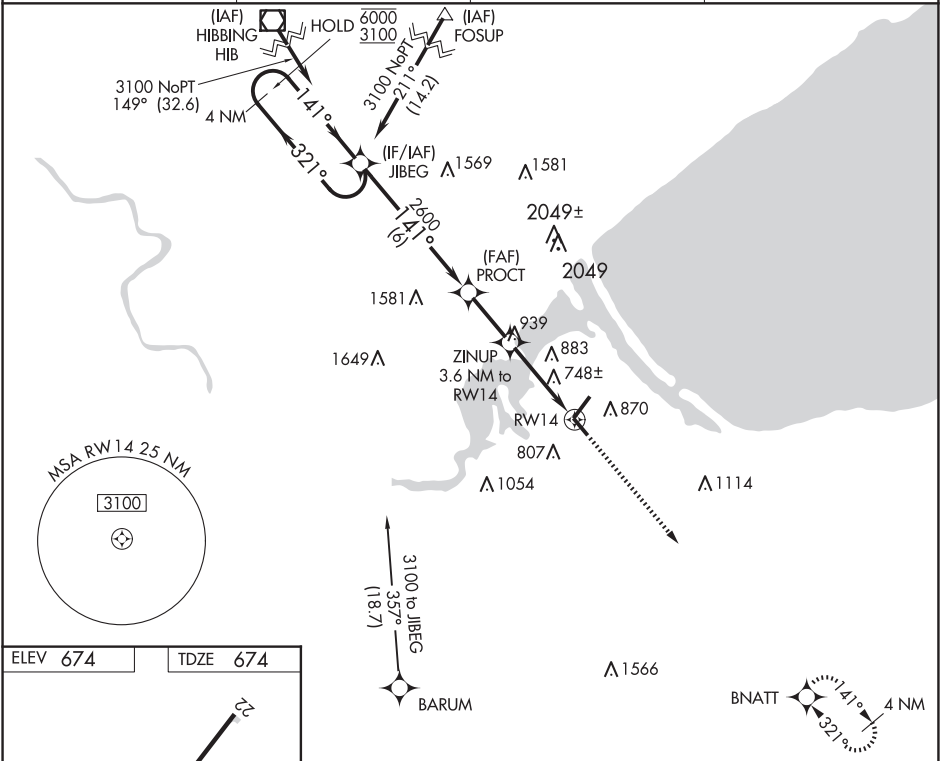
WAAS CH 49029 W14A	APP CRS 141°	Rwy ldg TDZE Apt Elev	4001 674 674
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 14

RICHARD I BONG (SUW)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct BNATT and hold.
Rwy 14 helicopter visibility reduction below ¾ SM NA.	

AWOS-3 120.35	DULUTH APP CON 125.45 233.7	CLNC DEL 124.8	UNICOM 122.7 (CTAF) 0
-------------------------	---------------------------------------	--------------------------	---------------------------------



4 NM Holding Pattern	JIBEG	PROCT	ZINUP 3.6 NM to RW14	0.9 NM to RW14	BNATT
6000 3100	321° 141°	141°	3.00° TCH 45	1860	3000
6 NM 2.3 NM 2.7 NM 0.9 NM					
CATEGORY	A	B	C	D	
LP MDA	1000-1 326 (400-1)				
LNAV MDA	1140-1 466 (500-1)		1140-1 3/8 466 (500-1 3/8)		
CIRCLING	1220-1 546 (600-1)		1360-2 686 (700-2) 1360-2 1/4 686 (700-2 1/4)		

RNAV (GPS) RWY 22

T Rwy 22 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A When local altimeter setting not received, use Sky Harbor altimeter setting.

MISSED APPROACH: Climb to 4000 direct DUYAR and on track 213° to BARUM and hold, continue climb-in-hold to 4000.

REIL Rwy's 4, 14, and 32

MIRL Rwy's 4-22 and 14-32

CATEGORY	A	B	C	D
LP MDA	1060-1	394 (400-1)	1060-1½	394 (400-1½)
LNAV MDA	1240-1	574 (600-1)	1240-1⅝	574 (600-1⅝)
CIRCLING	1240-1	566 (600-1)	1360-2 686 (700-2)	1360-2¼ 686 (700-2¼)

SUPERIOR, WISCONSIN

WAAS CH 72829 W32A	APP CRS 321°	Rwy Idg 4001 TDZE 674 Apt Elev 674
--	------------------------	---

RNAV (GPS) RWY 32

RICHARD I BONG (SUW)

RNP APCH.



Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 3100 direct JIBEG and hold.

AWOS-3 120.35	DULUTH APP CON 125.45 233.7	CLNC DEL 124.8	UNICOM 122.7 (CTAF) 0
------------------	--------------------------------	-------------------	--------------------------

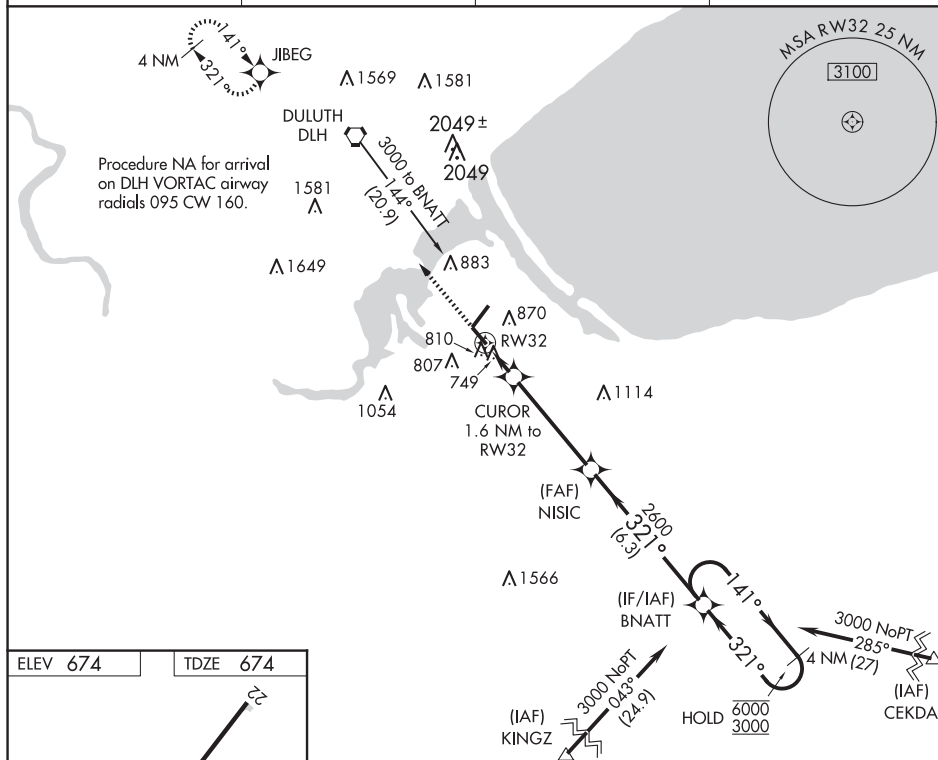


Diagram illustrating the layout of Runway 32 and Taxiway 22. Runway 32 is 4001 x 75 feet, oriented 321° to RWY32. Taxiway 22 is 5100 x 75 feet. The diagram shows the intersection of Runway 32 and Taxiway 22, with Runway 32 being a full-depth runway and Taxiway 22 being a taxiway. The diagram also shows the location of Runway 4, Runway 14, and Runway 32, and the location of Taxiway 22. The diagram is labeled with "REIL Rwy 4, 14, and 32" and "MIRL Rwy 4-22 and 14-32".

<div style="display: flex; justify-content: space-around;"> <div> <p>3100</p> </div> <div> <p>JIBEG</p> </div> </div> <p>VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 41).</p>	<p>4 NM Holding Pattern</p>			
CATEGORY	A	B	C	D
LP MDA	1000-1 326 (400-1)			
LNAV MDA	1060-1 386 (400-1)	1060-1½ 386 (400-1½)		
CIRCLING	1220-1 546 (600-1)	1360-2 686 (700-2)	1360-2¼ 686 (700-2¼)	

SUPERIOR, WISCONSIN

Orig-D 16JUN22

46°41'N-92°06'W

RICHARD I BONG (SUW)

RNAV (GPS) RWY 32

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	4001
179°	TDZE	620
	Apt Elev	622

RNAV (GPS) RWY 18

TAYLORVILLE MUNI (T.A.Z.)

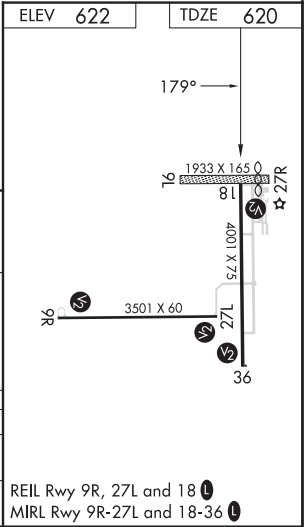
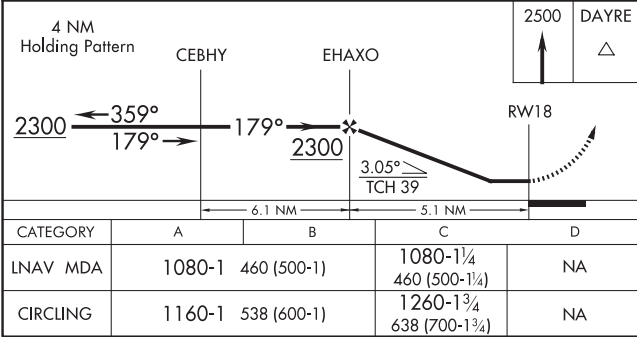
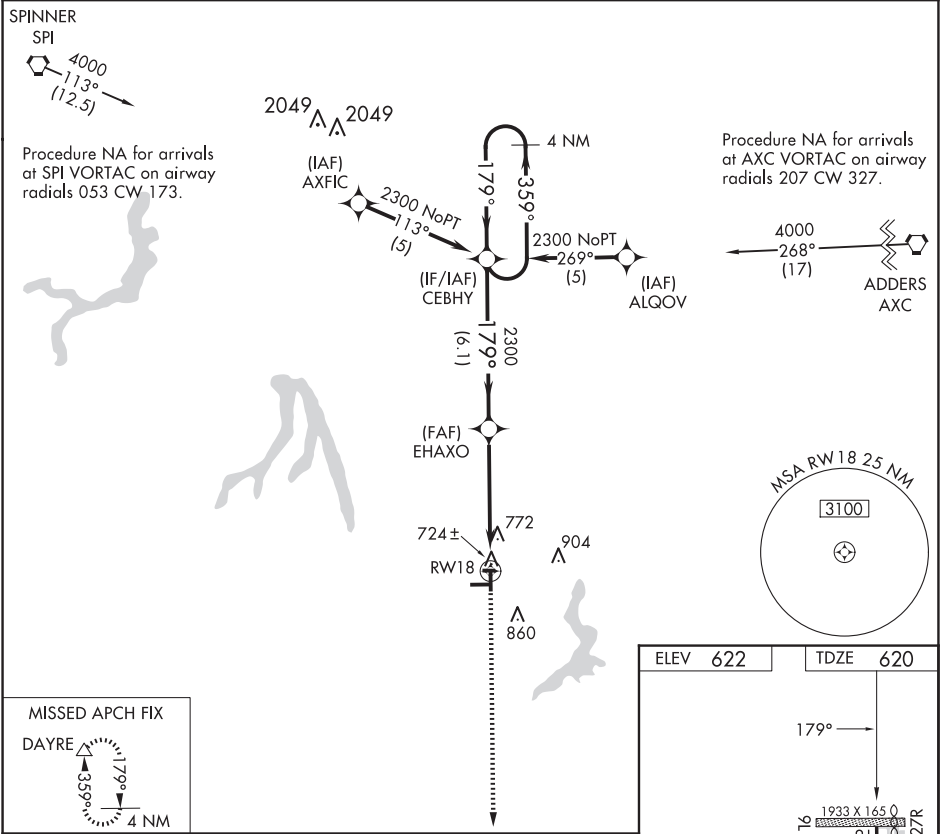
▼

▲

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 ¼ 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) 0
---------------------	---------------------------------------	--------------------------



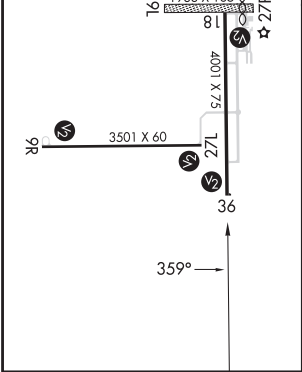
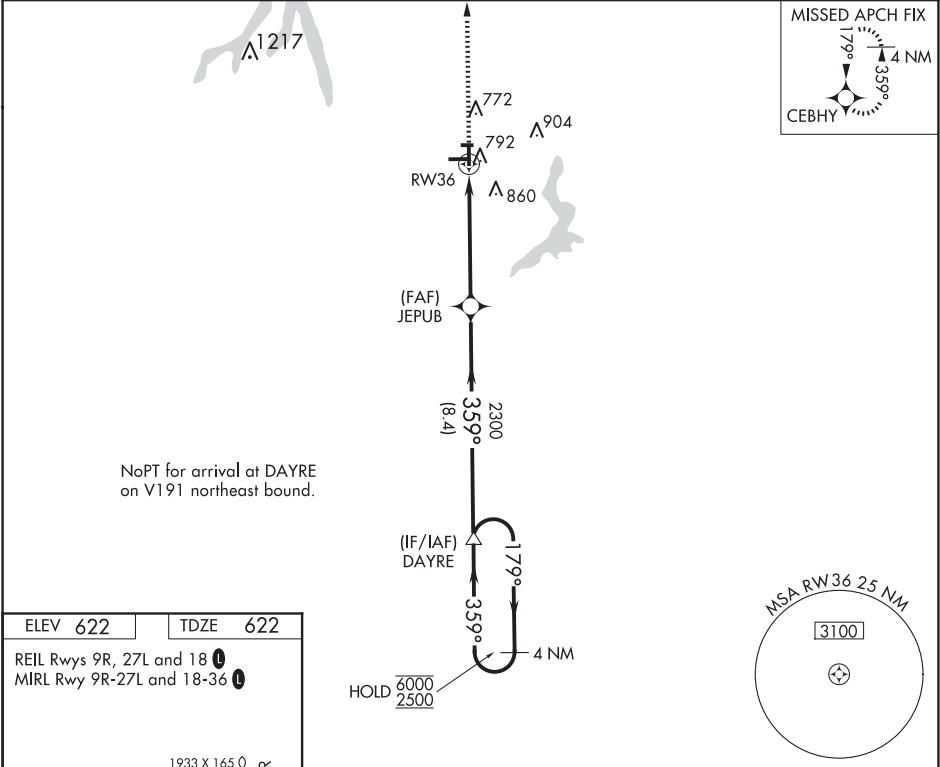
APP CRS	Rwy Idg	4001
359°	TDZE	622
	Apt Elev	622



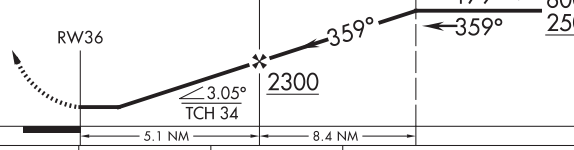
RNAV (GPS) RWY 36

TAYLORVILLE MUNI (TAZ)

RNP APCH - GPS.	Rwy 36 helicopter visibility reduction below 1 SM NA. When VGSI inop, Circling Rwy 18 NA at night. Circling NA to Rwy 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.	MISSED APPROACH: Climb to 2300 direct CEBHY and hold.
-----------------	---	--

AWOS-3PT 123.875	SAINT LOUIS APP CON ★ 126.15 323.0	UNICOM 122.8 (CTAF) 0
---------------------	---------------------------------------	--------------------------



2300	CEBHY				
					
					
CATEGORY	A	B	C	D	
LNAV MDA	1100-1	478 (500-1)	1100-1 ³ / ₈ 478 (500-1 ³ / ₈)	NA	
CIRCLING	1160-1	538 (600-1)	1260-1 ³ / ₄ 638 (700-1 ³ / ₄)	NA	

WAAS CH 97737 W07A	APP CRS 068°	Rwy Idg TDZE 966 Apt Elev 966
--	------------------------	---

RNAV (GPS) RWY 7

BLOYER FLD (Y72)

RNP APCH - GPS

▼

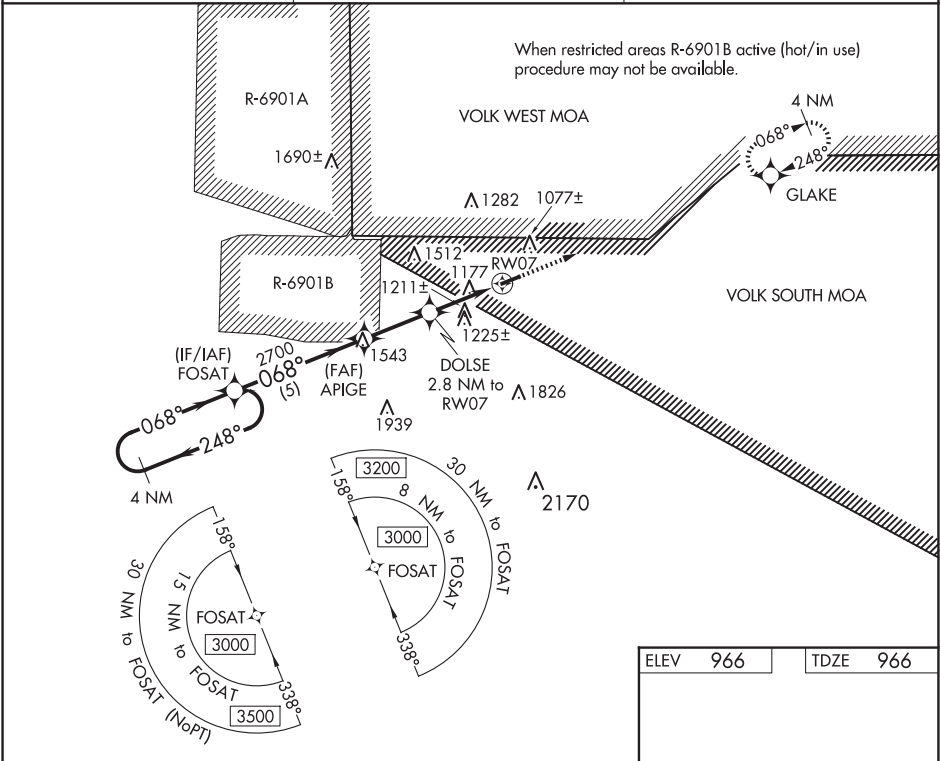
Obtain local altimeter setting on CTAF, when not received, use CMY altimeter setting and increase all MDAs 20 feet, increase LNAV visibility Cat C ½ SM.

▲ NA

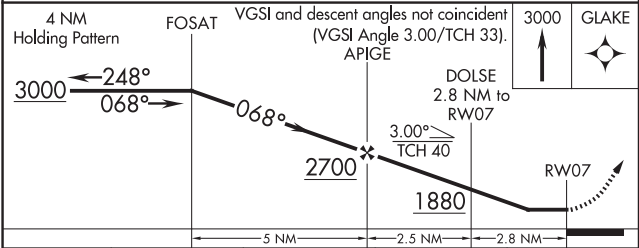
Rwy 7 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct GLAKE and hold.

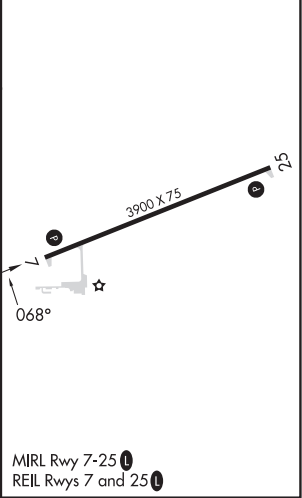
VOLK APP CON ★ 135.25 244.875	VOLK CTAF 127.5	CTAF 122.9 0
---	---------------------------	------------------------



ELEV 966	TDZE 966
----------	----------



CATEGORY	A	B	C	D
LP MDA	1460-1	494 (500-1)	1460-1⅓ 494 (500-1⅓)	NA
LNAV MDA	1500-1	534 (600-1)	1500-1½ 534 (600-1½)	NA
CIRCLING	1540-1 574 (600-1)	1560-1 594 (600-1)	1660-2 694 (700-2)	NA



TOMAH, WISCONSIN

AL-10763 (FAA)

24361

WAAS CH 56637 W25A	APP CRS 248°	Rwy Idg TDZE 966 Apt Elev 966
--	------------------------	---

RNAV (GPS) RWY 25

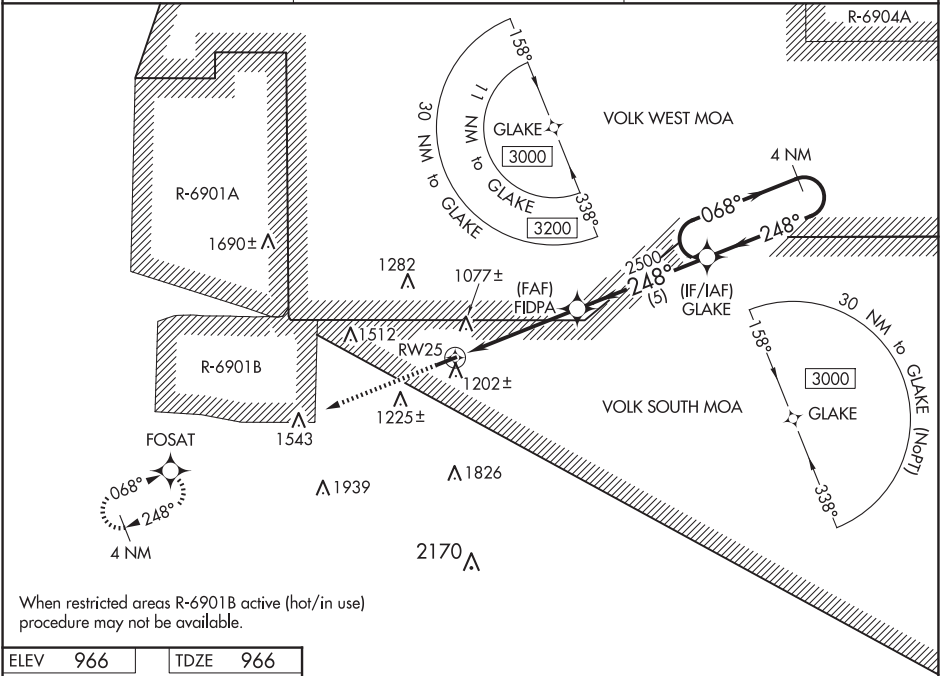
BLOYER FLD (Y72)

RNP APCH - GPS.

Obtain local altimeter setting on CTAF, when not received, use CMY altimeter setting and increase all MDAs 20 feet. Rwy 7 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct FOSAT and hold.

VOLK APP CON ★ 135.25 244.875	VOLK CTAF 127.5	CTAF 122.9 0
---	---------------------------	------------------------



When restricted areas R-6901B active (hot/in use) procedure may not be available.

ELEV 966	TDZE 966
----------	----------

3900 X 75
FOSAT
248°

3000 FOSAT

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).

GLAKE 4 NM Holding Pattern

068° → 3000
← 248°

FIDPA

≤ 3.00° TCH 40

2500

248°

4.7 NM 5 NM

CATEGORY	A	B	C	D
LP MDA	1440-1	474 (500-1)	1440-1 ³ / ₈ 474 (500-1 ³ / ₈)	NA
LNAV MDA	1480-1	514 (600-1)	1480-1 ³ / ₈ 514 (600-1 ³ / ₈)	NA
CIRCLING	1540-1 574 (600-1)	1560-1 594 (600-1)	1660-2 694 (700-2)	NA

TOMAH, WISCONSIN
Orig-A 26DEC24

43°59'N-90°29'W

BLOYER FLD (Y72)

RNAV (GPS) RWY 25

EC-3, 12 JUN 2025 to 07 AUG 2025

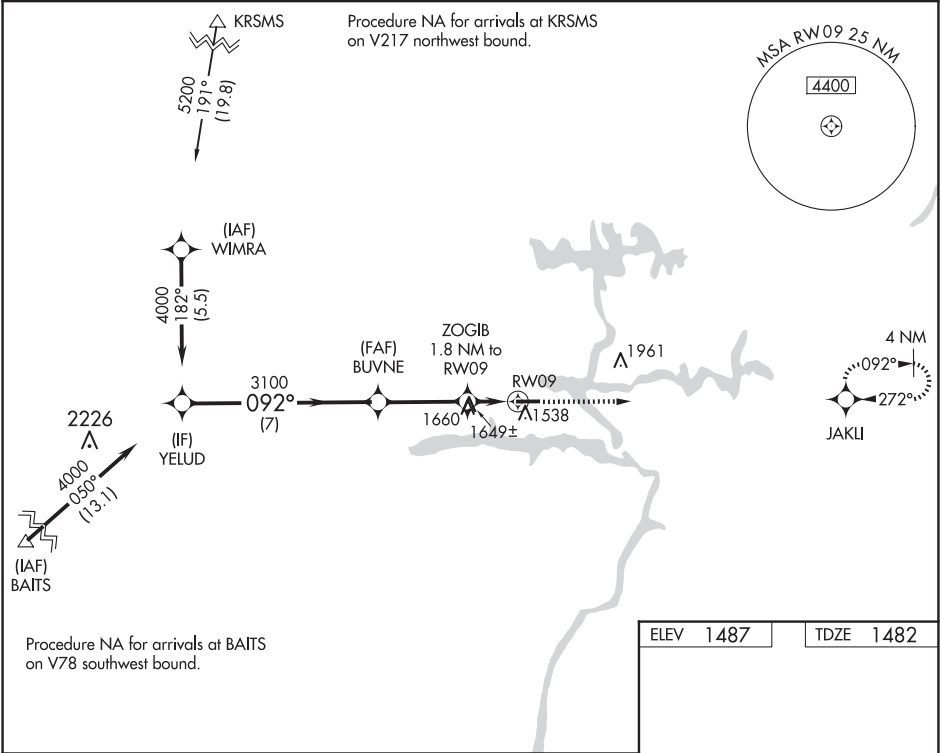
EC-3, 12 JUN 2025 to 07 AUG 2025

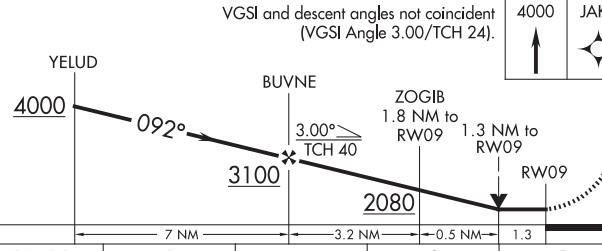
WAAS CH 78308 W09A	APP CRS 092°	Rwy Idg TDZE 1482 Apt Elev 1487	4401
--	------------------------	---	-------------

RNAV (GPS) RWY 9

TOMAHAWK RGNL (TKV)

RNP APCH. <div><div>T</div><div>A</div></div> <div>Rwy 9 helicopter visibility reduction below ¾ SM NA.</div>		MISSED APPROACH: Climb to 4000 direct JAKLI and hold.
AWOS-3 118.250	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) 0



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 24).					4000	JAKLI	092° to RW09
					4000	JAKLI	092° to RW09
					4401 X 75	27	
					0.4 % UP		
					7 NM	3.2 NM	0.5 NM
					1.3		
CATEGORY	A	B	C	D			
LP MDA	1900-1	418 (500-1)	1900-1¼	418 (500-1¼)			
LNAV MDA	1960-1	478 (500-1)	1960-1⅜	478 (500-1⅜)			
CIRCLING	1960-1 473 (500-1)	2020-1 533 (600-1)	2020-1½ 533 (600-1½)	2320-2¾ 833 (900-2¾)	MIRL Rwy 9-27 0 REIL Rws 9 and 27 0		

TOMAHAWK, WISCONSIN

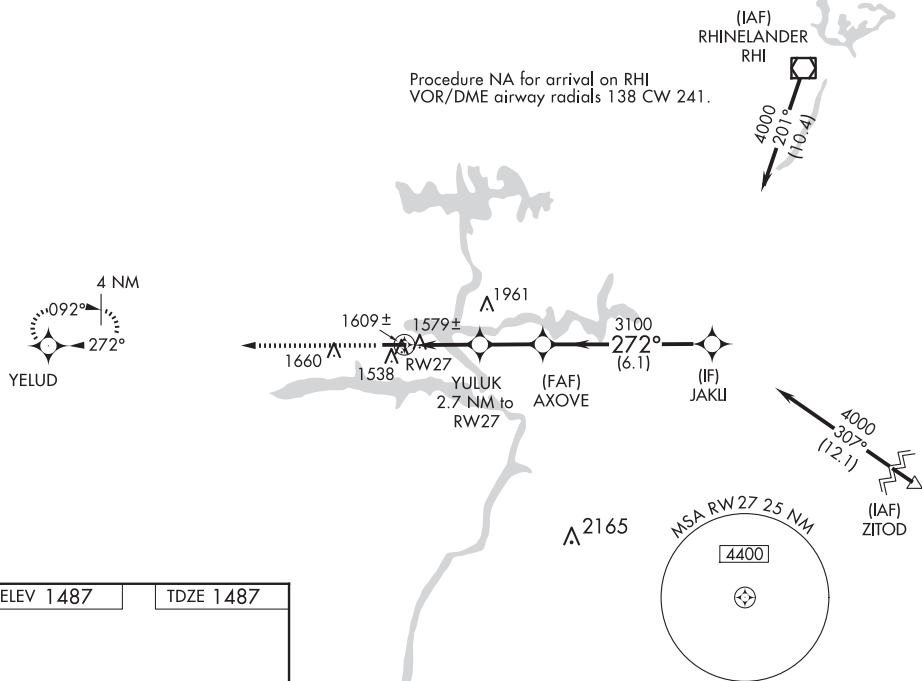
WAAS CH 45728 W27A	APP CRS 272°	Rwy Idg 4401 TDZE 1487 Apt Elev 1487
--	------------------------	---

RNAV (GPS) RWY 27
TOMAHAWK RGNL (TKV)

Rwy 27 helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rhineland altimeter setting: increase all MDA 60 feet and visibility LP Cat C and D $\frac{1}{8}$ SM and LNAV Cat C and D and Circling Cat D $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 4000 direct
YELUD and hold.

AWOS-3 118.250	MINNEAPOLIS CENTER 133.65 281.5	UNICOM 122.8 (CTAF) ①
--------------------------	---	---------------------------------



ELEV 1487		TDZE 1487
-----------	--	-----------

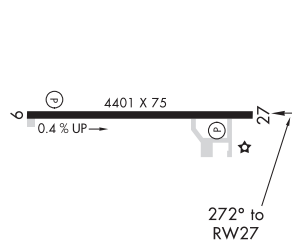


Diagram illustrating a VGS (Vertical Guidance System) profile. The profile shows a climb from a runway (RW27) to a final altitude of 4000 feet. Key points include YULU (2.7 NM to RW27), AXOVE (3.00° TCH 40°), and JAKLI (272°). The profile is divided into four segments: A (2.7 NM), B (2.2 NM), C (6.1 NM), and D. The diagram also shows the VGS angle (3.00°) and the TCH (40°).

TOMAHAWK, WISCONSIN
Amdt 2C 21APR22

45°28'N-89°48'W

TOMAHAWK RGNL (TKV)
RNAV (GPS) RWY 27

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

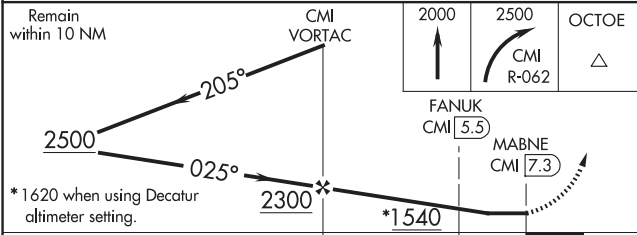
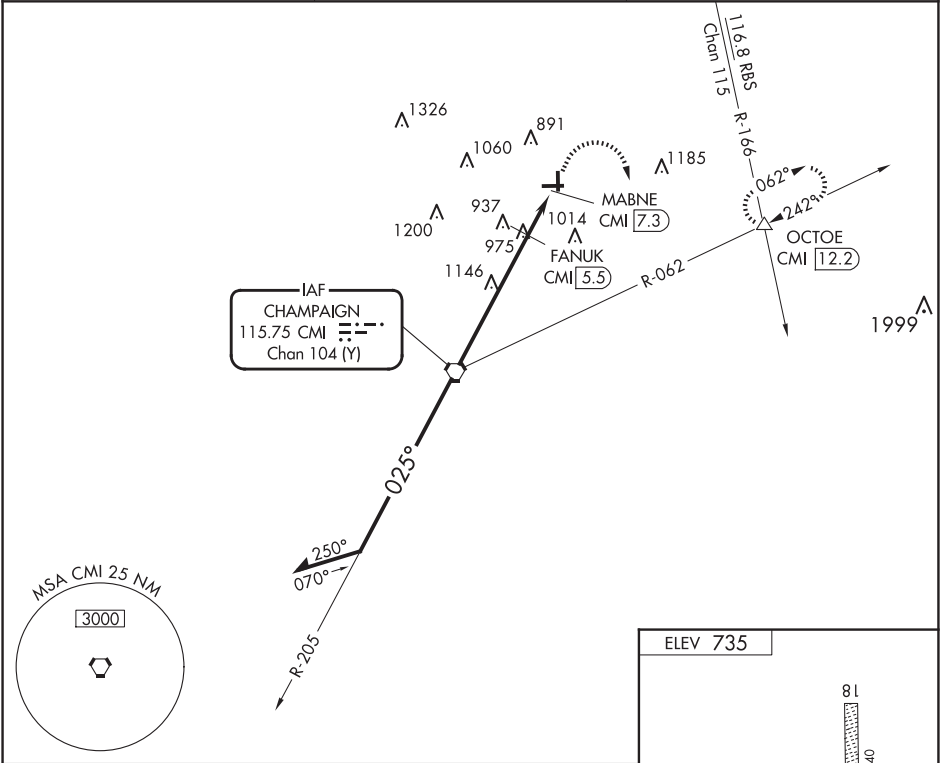
VORTAC CMI	APP CRS	Rwy Idg	N/A
115.75	025°	TDZE	N/A
Chan 104 (Y)		Apt Elev	735

VOR-A
FRASCA FLD (C16)

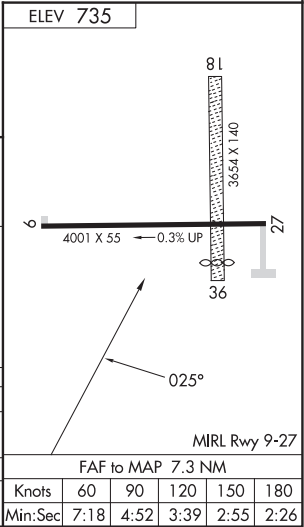
⚠ NA Circling NA to Rwy 18 and 36. Procedure NA at night. Use University of Illinois/Willard altimeter setting; when not received, use Decatur altimeter setting: increase all MDAs 80 feet and visibility Cats A and B ¼ SM, Cat C ½ SM and Cat D ¾ SM; increase FANUK fix minimum visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 on CMI VORTAC R-062 to OCTOE INT and hold.

CMI ASOS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65	UNICOM 122.8 (CTAF)
--------------------	--------------------------------------	------------------------



CATEGORY	A	B	C	D
CIRCLING	1540-1	805 (900-1)	1540-2¼ 805 (900-2¼)	1560-2¾ 825 (900-2¾)
FANUK FIX MINIMUMS				
CIRCLING	1300-1	565 (600-1)	1420-2 685 (700-2)	1560-2¾ 825 (900-2¾)



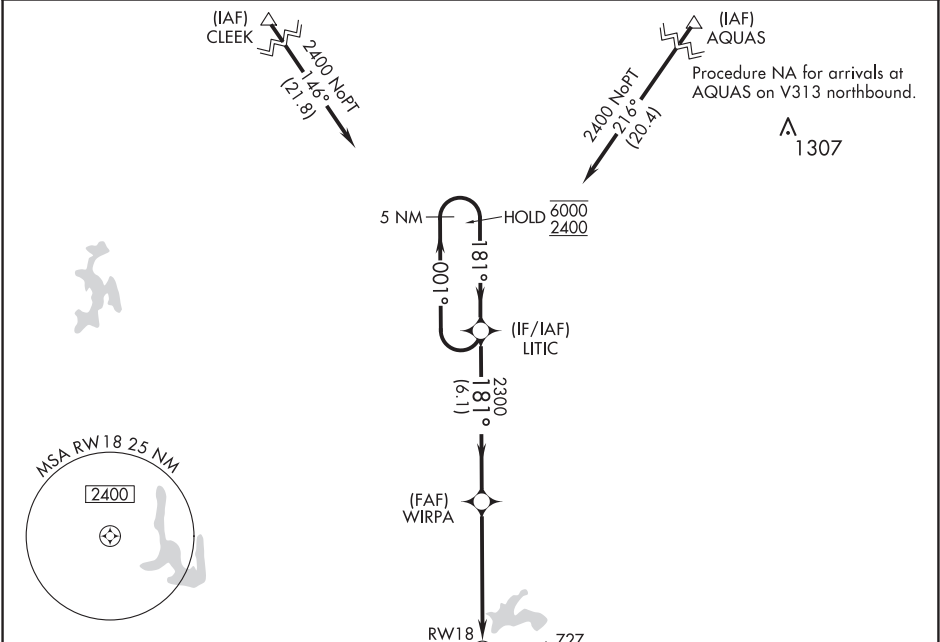
APP CRS	Rwy Idg	3751
181°	TDZE	534
	Apt Elev	537

RNAV (GPS) RWY 18

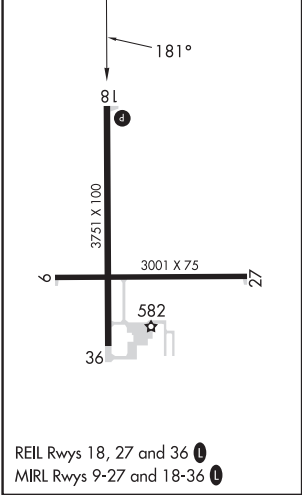
VANDALIA MUNI (VLA)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2400 direct SEYRO and hold.
<div><div></div><div>Rwy 18 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.</div></div>	

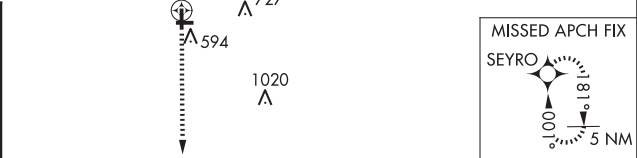


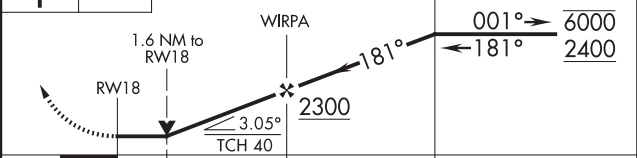
AWOS-AV 122.8	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) 0
------------------	------------------------------------	--------------------------



ELEV 537	TDZE 534
----------	----------



REIL Rws 18, 27 and 36 0
MIRL Rws 9-27 and 18-36 0

				
2400 	SEYRO 	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 20).	5 NM Holding Pattern	
				
CATEGORY	A	B	C	D
LNAV MDA	1060-1	526 (600-1)	1060-1½	526 (600-1½)
CIRCLING	1060-1	523 (600-1)	1060-1½ 523 (600-1½)	1220-2¼ 683 (700-2¼)

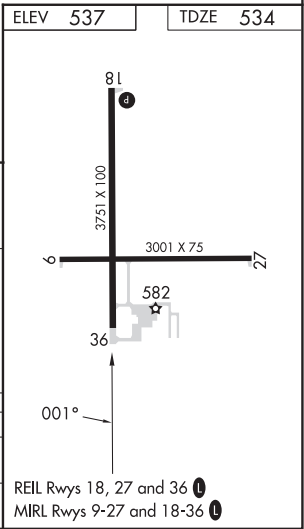
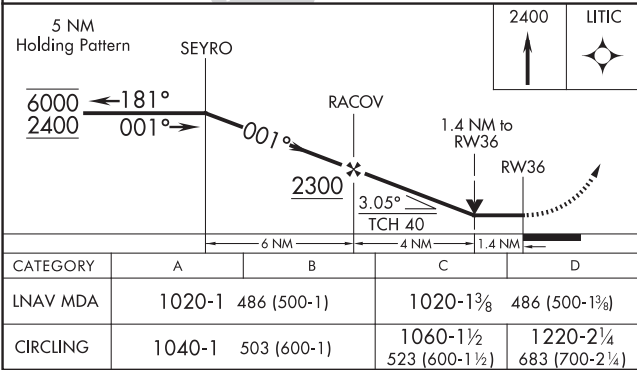
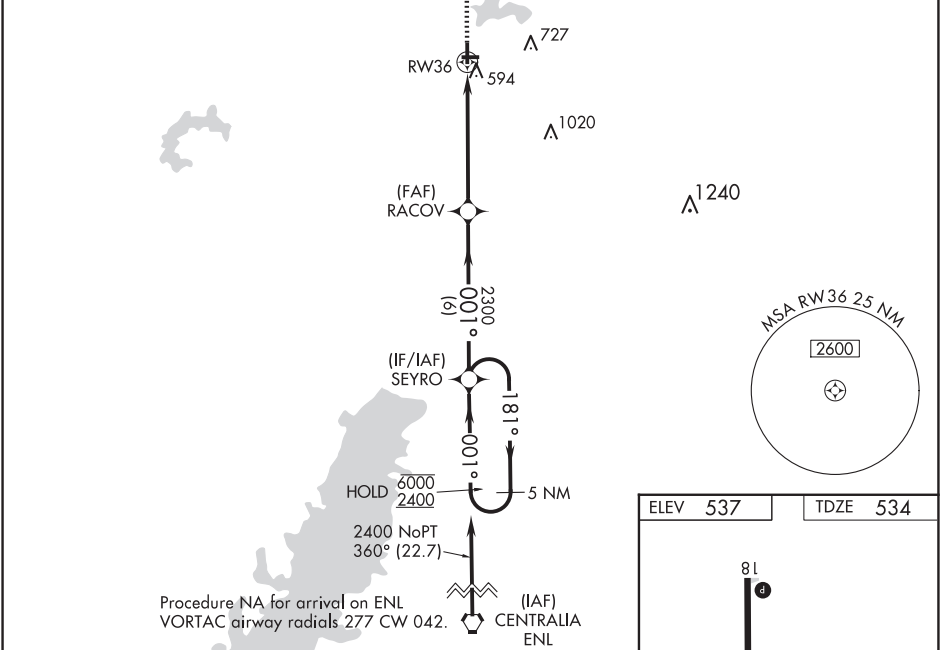
APP CRS	Rwy Idg	3751
001°	TDZE	534
	Apt Elev	537

RNAV (GPS) RWY 36

VANDALIA MUNI (VLA)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2400 direct LITIC and hold.
<div><div></div><div></div></div>	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.	

AWOS-AV 122.8	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) 1
<div>MISSED APCH FIX</div> <div>5 NM</div> <div><div>181°</div><div>100°</div><div>LITIC</div></div>		



VIROQUA, WISCONSIN

AL-10182 (FAA)

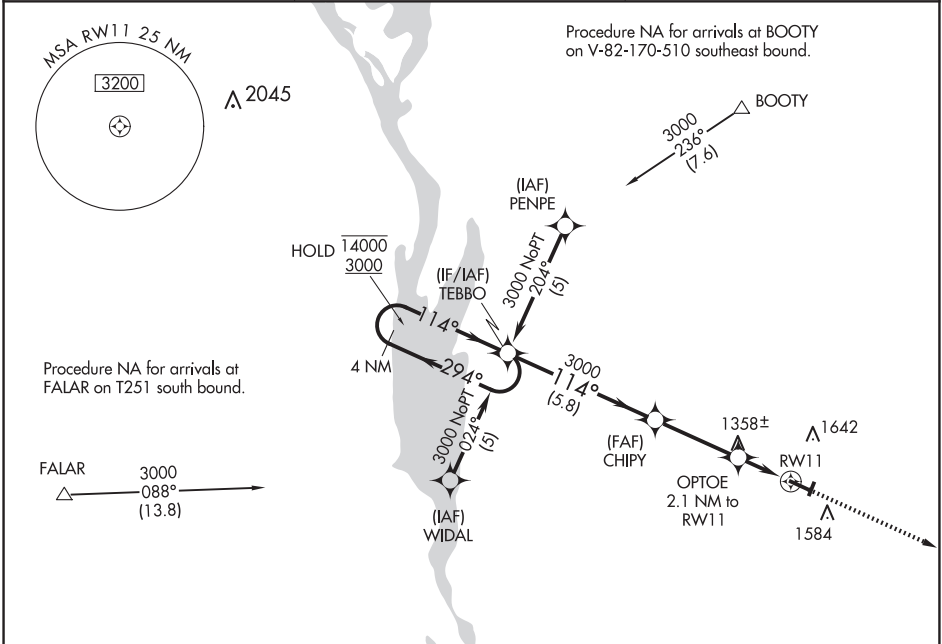
24025

APP CRS	Rwy Idg	4000
114°	TDZE	1284
	Apt Elev	1292

RNAV (GPS) RWY 11
VIROQUA MUNI (Y51)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct TACON and hold.
⚠ Circling NA to Rwy 2 and 20.	

AWOS-3P 118.975	MINNEAPOLIS CENTER 128.6 363.0	CTAF 122.9
--------------------	-----------------------------------	---------------



ELEV 1292

TDZE 1284

MISSED APCH FIX

4 NM

TACON 115° 295°

4 NM Holding Pattern

TEBBO

CHIPY

OPTOE 2.1 NM to RW11

1960

3.00° TCH 40

1 NM to RW11

RW11

5.8 NM

3.3 NM

1.1 NM

1 NM

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).

3000

TACON

114°

0.7% UP

4000 X 60

20

2024 X 90

1.0% UP

CATEGORY	A	B	C	D
LNAV MDA	1620-1	336 (400-1)	NA	
CIRCLING	1900-1 608 (700-1)	1960-1 668 (700-1)	NA	

REIL Rwy 11 and 29

MIRL Rwy 11-29

VIROQUA, WISCONSIN
Orig 27JAN22

43°35'N-90°54'W

VIROQUA MUNI (Y51)
RNAV (GPS) RWY 11

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS
295°

Rwy Idg
TDZE
Apt Elev

4000
1292
1292

RNAV (GPS) RWY 29

VIROQUA MUNI (Y51)

RNP APCH.

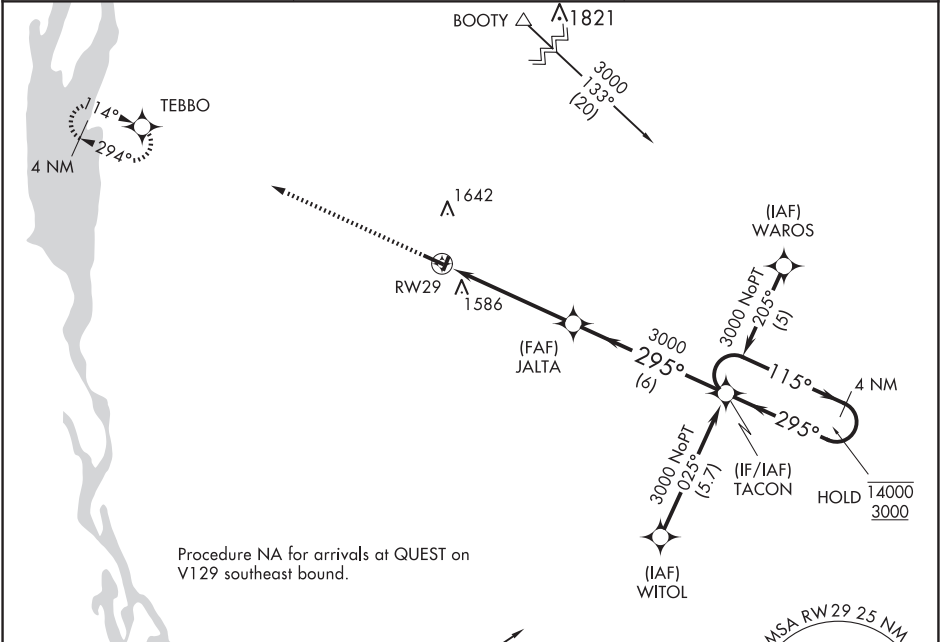
▼

▲

Circling NA to Rwy 2 and 20. Rwy 29 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct TEBBO and hold.

AWOS-3P 118.975	MINNEAPOLIS CENTER 128.6 363.0	CTAF 122.9 0
--------------------	-----------------------------------	------------------------



ELEV 1292

TDZE 1292

REIL Rwy 11 and 29 **0**
MIRL Rwy 11-29 **0**

3000 TEBBO

JALTA

TACON

4 NM Holding Pattern

2 NM to RW29

2 NM

3.2 NM

6 NM

3000

295°

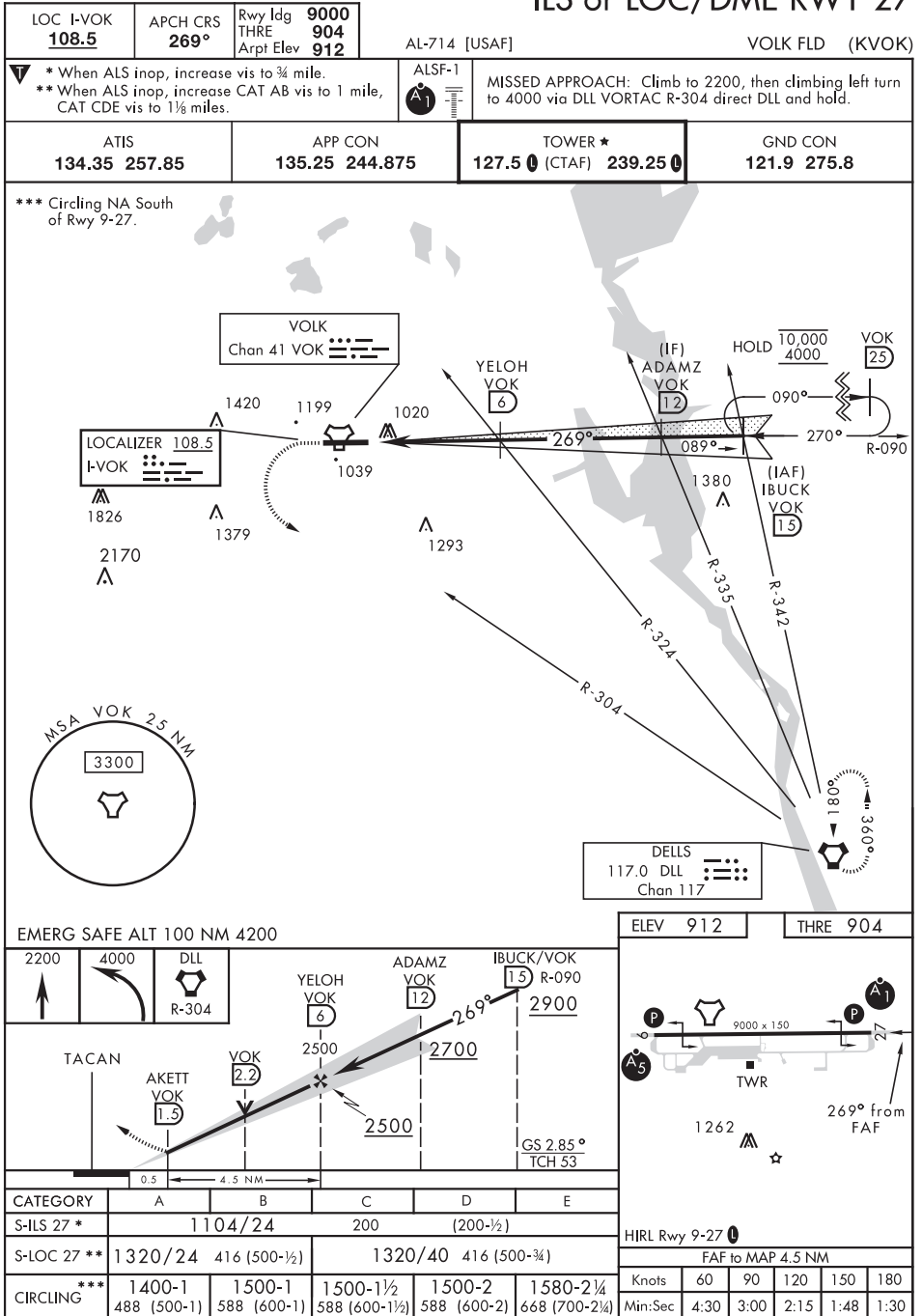
115°

14000/3000

CATEGORY	A	B	C	D
LNAV MDA	1980-1	688 (700-1)	1980-2 688 (700-2)	NA
C CIRCLING	2060-1 768 (800-1)	2100-1¼ 808 (900-1¼)	2120-2½ 828 (900-2½)	NA

CAMP DOUGLAS, WISCONSIN

ILS or LOC/DME RWY 27



CAMP DOUGLAS, WISCONSIN

43°56'N-90°15'W

VOLK FLD (KVOK)

Amtd 4

ILS or LOC/DME RWY 27

RNAV (GPS) RWY 9

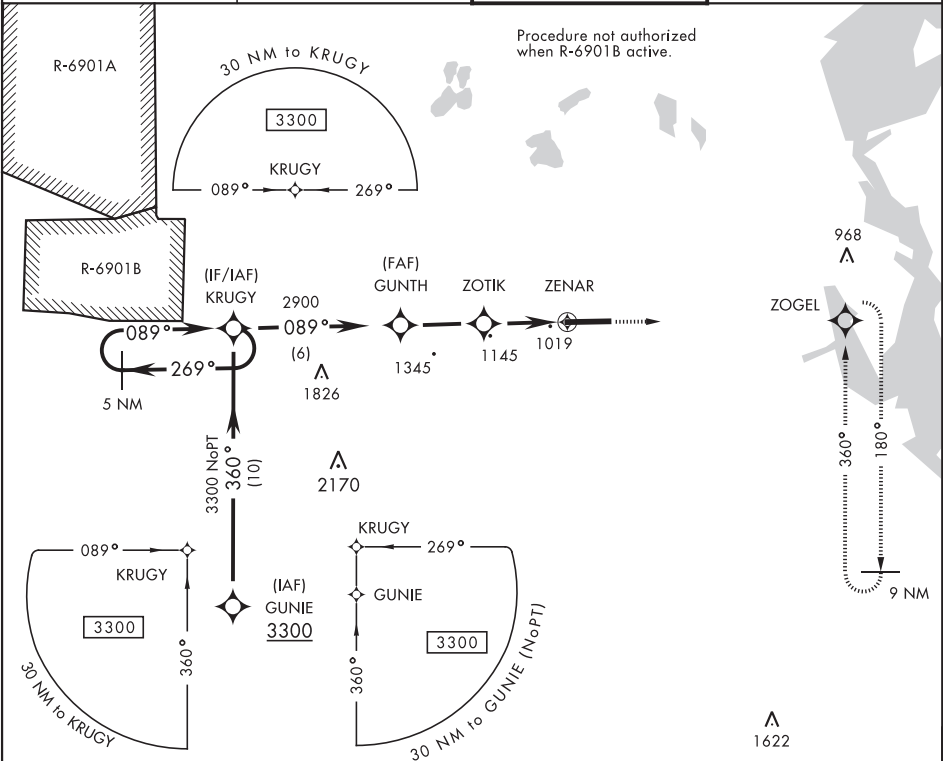
APCH CRS	Rwy Idg	9000
089°	THRE	912
	Arpt Elev	912

AL-714 [USAF]

VOLK FLD (KVOK)

RNAV 1 - GPS required. DME/DME RNP-0.3 NA.	MALSR A5	MISSED APPROACH: Climb to 4000 direct ZOGEL and hold, continue climb-in-hold to 4000.
--	-------------	---

ATIS 134.35 257.85	APP CON 135.25 244.875	TOWER ★ 127.5 (CTAF) 239.25	GND CON 121.9 275.8
-----------------------	---------------------------	--------------------------------	------------------------



EMERG SAFE ALT 100 NM 4200

<div>5 NM Holding Pattern KRUGY</div> <div><div><div>← 269°</div><div>089° →</div><div>3300</div><div>2.82°</div><div>TCH 51</div></div><div><div>089° ↘</div><div>2900</div><div>GUNTH</div></div><div><div>1860</div><div>ZOTIK</div><div>1.7 NM to ZENAR</div><div>ZENAR</div></div></div> <div><div>4000</div><div>ZOGEL</div></div> <div><div>ELEV 912</div><div>THRE 912</div></div>					
<div><div><div>089° to ZENAR</div><div>9000 X 150</div><div>1039</div><div>TWR</div><div>1262</div><div>☆</div></div><div><div>089° ↘</div><div>2900</div><div>GUNTH</div><div>1860</div><div>ZOTIK</div><div>1.7 NM to ZENAR</div><div>ZENAR</div></div></div>					
CATEGORY	A	B	C	D	E
LNAV MDA *	1500-¾ 588 (600-¾)		1500-1¼ 588 (600-1¼)		
CIRCLING	NOT AUTHORIZED				
HIRL Rwy 9-27					

RNAV (GPS) RWY 9

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

CAMP DOUGLAS, WISCONSIN

TACAN VOK
Chan **41**

APCH CRS
076°

Rwy Idg **9000**
THRE **912**
Arpt Elev **912**

AL-714 [USAF]

VOLK FLD (KVOK)

*** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 3/4 miles.**
**** Circling not authorized South of Rwy 9-27.**

ATIS
134.35 257.85

APP CON
135.25 244.875

TOWER ★
127.5 (CTAF) 239.25

GND CON
121.9 275.8

R-6901A

R-6901B

***** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 2 miles.**

USE LA CROSSE ALTIMETER WHEN LOCAL ALTIMETER IS NOT AVAILABLE

EMERG SAFE ALT 100 NM 4200

ARCEE 13

SANCH 12

DORAH 6

NITNE 3

TACAN

ALLFA 1

MAXXX VOK R-180 11

3200

3200

3000

1840

1900

3000

MAXXX VOK R-180 11

3300

MSA VOK 2.5 NM

ELEV 912

THRE 912

076° to TACAN

9000 x 150

TWR

1039

1262

HIRL Rwy 9-27

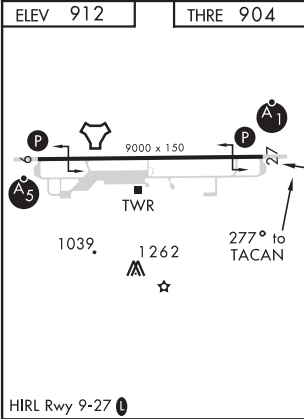
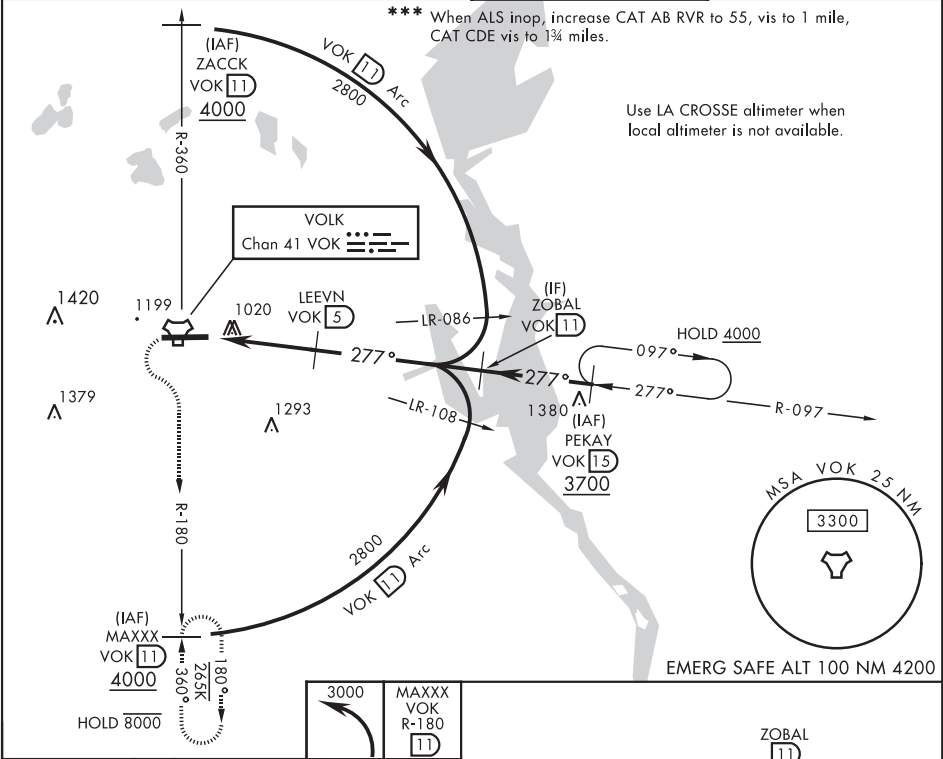
CATEGORY	A	B	C	D	E
S-9*	1500-3/4	588 (600-3/4)	1500-1 1/4	588 (600-1 1/4)	
CIRCLING **	1500-1	588 (600-1)	1500-1 3/4 588 (600-1 3/4)	1500-2 588 (600-2)	1580-2 1/4 668 (700-2 1/4)
LA CROSSE ALTIMETER SETTING MINIMUMS					
S-9***	1640-3/4	728 (800-3/4)	1640-1 1/8	728 (800-1 1/8)	
CIRCLING **	1640-1	728 (800-1)	1640-2 728 (800-2)	1640-2 1/4 728 (800-2 1/4)	1720-2 3/4 808 (900-2 3/4)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

TACAN RWY 27

TACAN VOK Chan 41	APCH CRS 277°	Rwy Ldg THRE 904 Arpt Elev 912	AL-714 [USAF]	VOLK FLD (KVOK)	
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¾ miles. ** Circling not authorized South of Rwy 9-27.				ALSF-1	MISSED APPROACH: Climbing left turn to 3000, intercept VOK TACAN R-180 to MAXXX and hold.
ATIS 134.35 257.85	APP CON 135.25 244.875	TOWER ★ 127.5 0 (CTAF) 239.25 0	GND CON 121.9 275.8		



<div>3000</div> <div></div>	<div>MAXXX VOK R-180</div> <div><div>11</div></div>				
<div>TACAN</div> <div></div>		<div>EEDEE</div> <div><div>1.5</div></div>	<div>LEEVN</div> <div><div>5</div></div>	<div>ZOBAL</div> <div><div>11</div></div>	<div>2800</div>
<div>0.5</div>		<div>3.5 NM</div>	<div>2200</div>	<div>277°</div>	<div>2.94°</div> <div>TCH 53</div>
CATEGORY	A	B	C	D	E
S-27*	1360/24	456 (500-½)	1360/45	456 (500-¾)	
CIRCLING**	1400-1 488 (500-1)	1500-1 588 (600-1)	1500-1½ 588 (600-1½)	1500-2 588 (600-2)	1580-2¼ 668 (700-2¼)
LA CROSSE ALTIMETER SETTING MINIMUMS					
S-27***	1500/24	596 (600-½)	1500-1¼	596 (600-1¼)	
CIRCLING**	1540-1 628 (700-1)	1640-1 728 (800-1)	1640-2 728 (800-2)	1640-2¼ 728 (800-2¼)	1720-2¾ 808 (900-2¾)

TACAN RWY 27

AIRPORT DIAGRAM

AL-714 [USAF]

VOLK FLD (KVOK)
CAMP DOUGLAS, WISCONSIN

ATIS
134.35 257.85
TOWER ★
127.5 (CTAF) 239.25
GND CON
121.9 275.8

90°14'W

PCN 44 R/A/W/T
RWY 9-27

BAK-12

ZZ

1000
x 150
ELEV
904

SOUTHEAST
APRON

90°15'W

VAR 2.3° W
MARCH 2022
ANNUAL RATE OF CHANGE
0.1° W

HANGAR

CONTROL TOWER

EAST RAMP

FIRE STATION

WEST RAMP

BASE OPS

90°16'W

BAK-12

9000 x 150

091.3°

FIELD
ELEV
912

1000
x 150

43°57'N

43°56'N

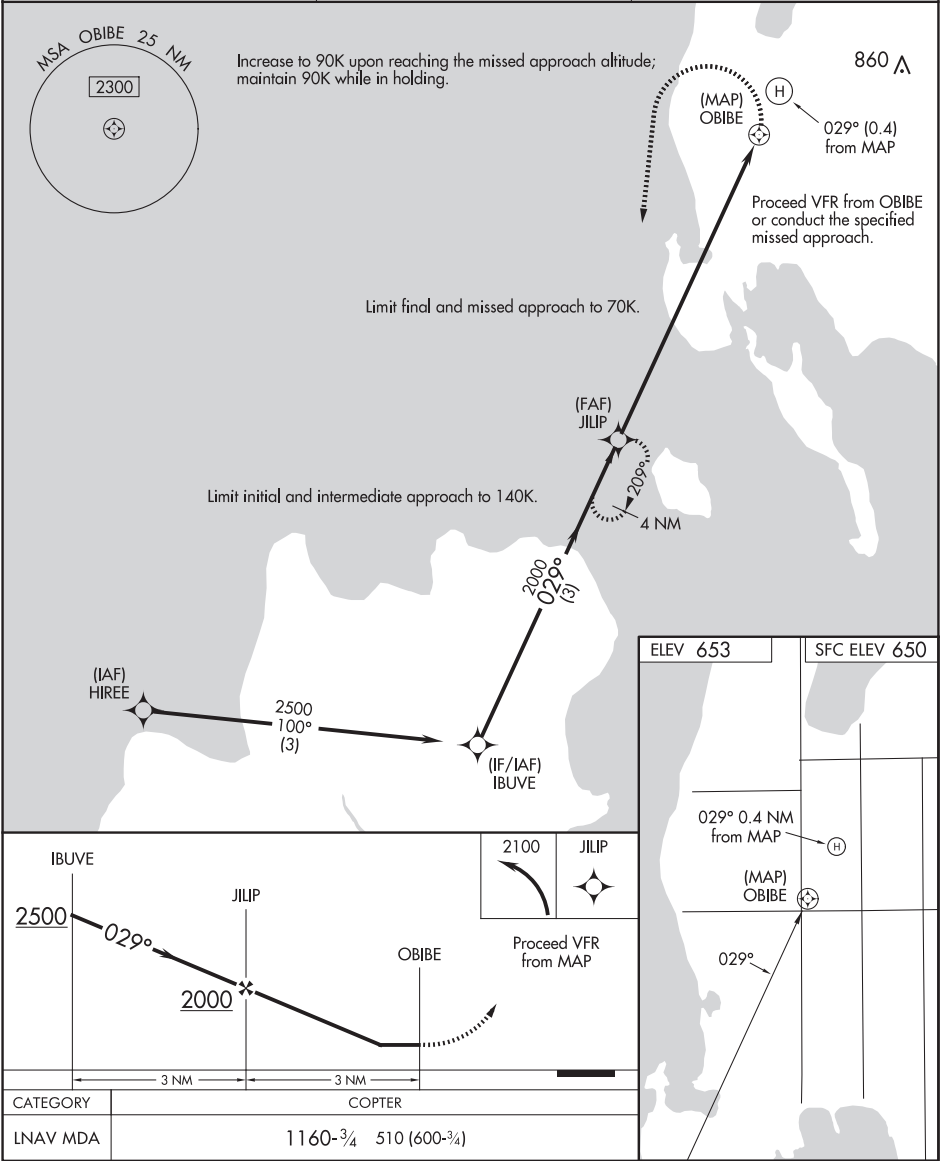
AIRPORT DIAGRAM

CAMP DOUGLAS, WISCONSIN
VOLK FLD (KVOK)

APP CRS	Rwy Idg	N/A
029°	Sfc Elev	650
	Apt Elev	653

COPTER RNAV (GPS) 029°
WASHINGTON ISLAND (2P2)

RNP APCH.		MISSED APPROACH: Climbing left turn to 2100 direct JILP and hold.
▼ ▲ NA		
AWOS-3PT 118.525	MINNEAPOLIS CENTER 127.65	CTAF 122.9



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

(WINEP1.WINEP) 24221

AL-9765 (FAA)

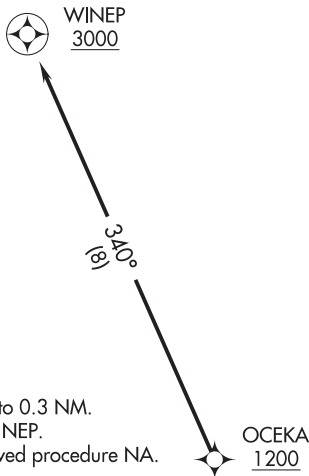
WASHINGTON ISLAND (2P2)
WASHINGTON ISLAND, WISCONSIN

WINEP ONE DEPARTURE (RNAV)

MINNEAPOLIS CENTER
127.65
AWOS-3PT
118.525
CTAF
122.9

ESCANABA
ESC

TOP ALTITUDE:
3000



NOTE: RNAV 1
NOTE: GPS required.
NOTE: Pilot must ensure CDI sensitivity is set to 0.3 NM.
CDI may be reset to 1.0 NM after WINEP.
NOTE: When local altimeter setting not received procedure NA.

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.

WINEP ONE DEPARTURE (RNAV)
(WINEP1.WINEP) 08NOV18

WASHINGTON ISLAND, WISCONSIN
WASHINGTON ISLAND (2P2)

APP CRS
054°

Rwy Idg
TDZE
Apt Elev
821
833

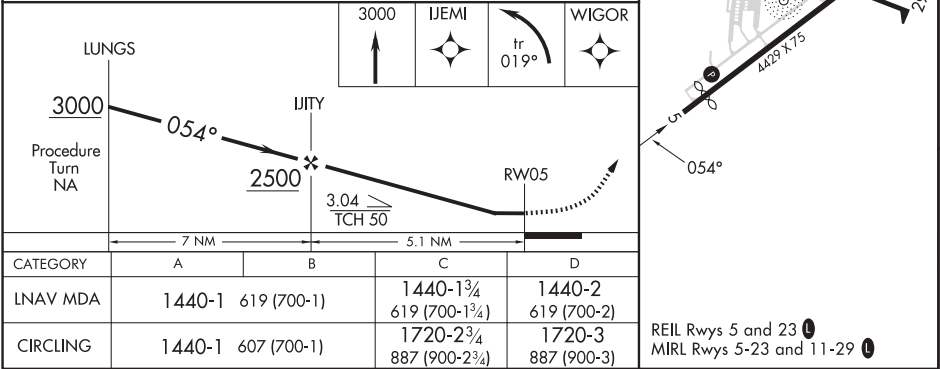
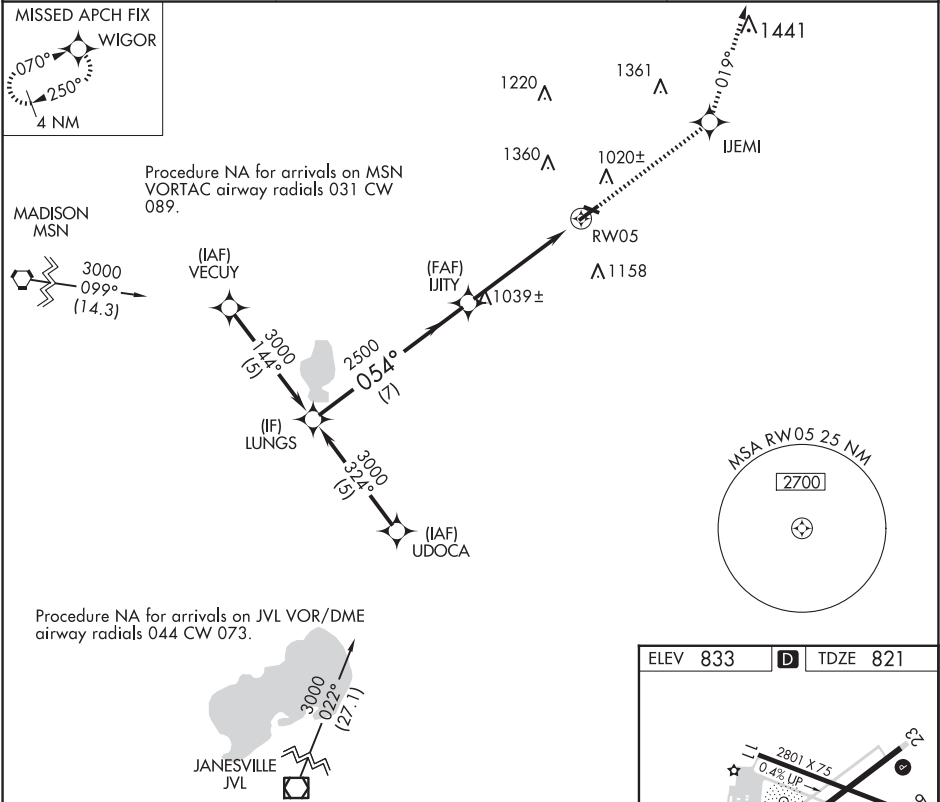
RNAV (GPS) RWY 5
WATERTOWN MUNI (RYV)

RNP APCH.

▼ Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Dodge County altimeter setting and increase all MDAs 60 feet, increase LNAV Cat C visibility ½ SM. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 3000 direct IJEMI and left turn on 019° track to WIGOR and hold.

AWOS-3 119.975	MADISON APP CON ★ 119.15 343.7	UNICOM 122.8 (CTAF) ①
--------------------------	--	---------------------------------



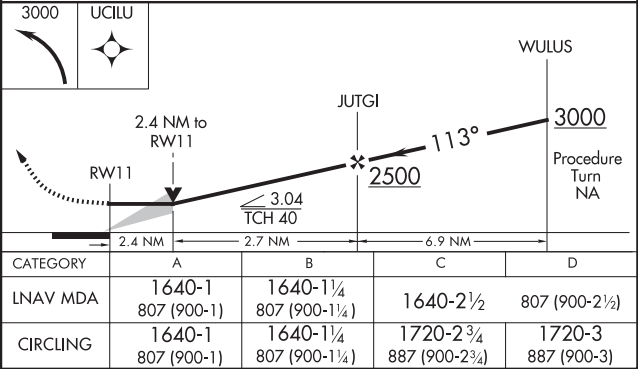
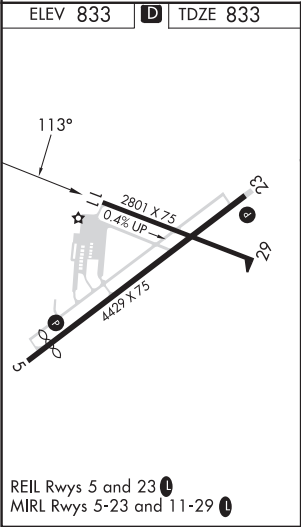
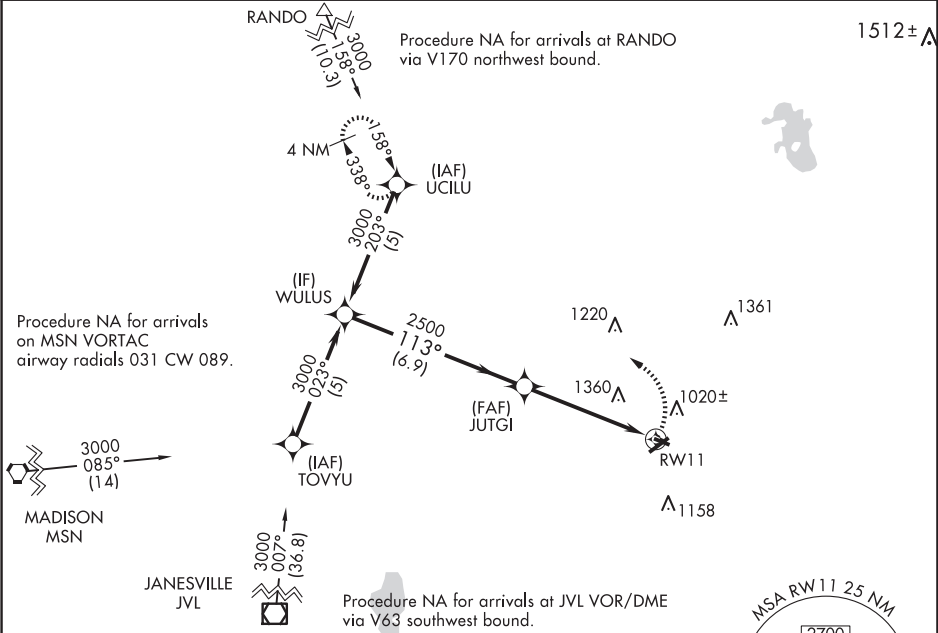
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Idg	2801
113°	TDZE	833
	Apt Elev	833

RNAV (GPS) RWY 11
WATERTOWN MUNI (RYV)

RNP APCH.		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) 0



APP CRS	Rwy Idg	4429
234°	TDZE	823
	Apt Elev	833

RNAV (GPS) RWY 23

WATERTOWN MUNI (RYV)

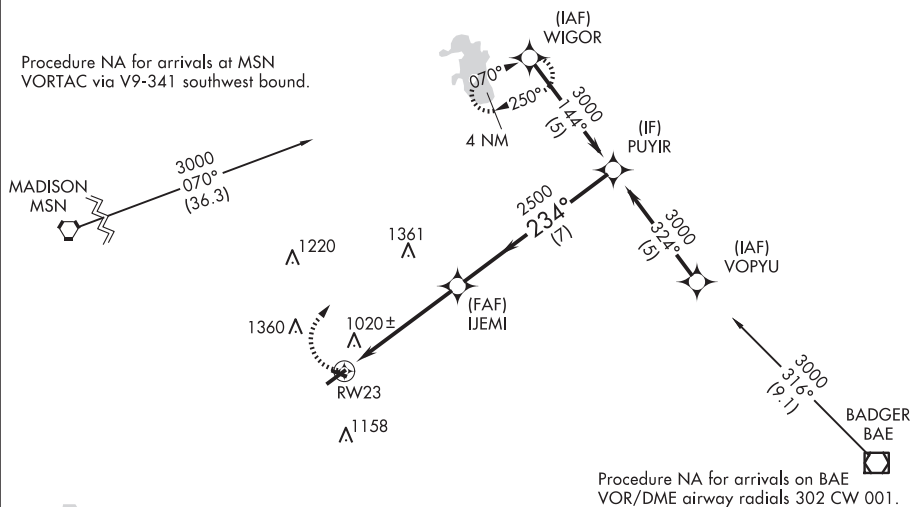
T
A

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 $\frac{1}{8}$ SM. Straight-in Rwy 23 NA at night, Circling Rwy 23 NA at night.

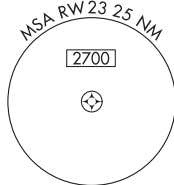
MISSED APPROACH:
Climbing right turn to 3000
direct WIGOR and hold.

AWOS-3 119.975	MADISON APP CON ★ 119.15 343.7	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------

Procedure NA for arrivals at MSN
VORTAC via V9-341 southwest bound.

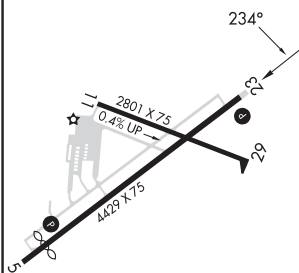


Procedure NA for arrivals on BAE
VOR/DME airway radials 302 CW 001.

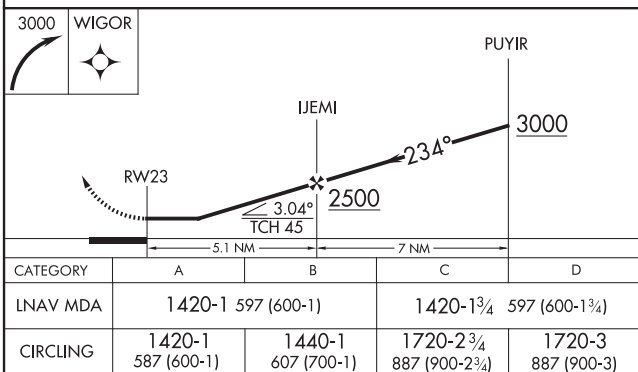


3000
017°
(17.8)

ELEV 833	D	TDZE 823
----------	----------	----------

REIL Rwys 5 and 23 **L**

MIRL Rwy 5-23 and 11-29 **L**



WATERTOWN, WISCONSIN

Orig-B 04NOV21

43°10'N-88°43'W

751

WATERTOWN MUNI (RYV)

RNAV (GPS) RWY 23

WATERTOWN, WISCONSIN

AL-6179 (FAA)

24025

APP CRS	Rwy Idg	2801
293°	TDZE	833
	Apt Elev	833

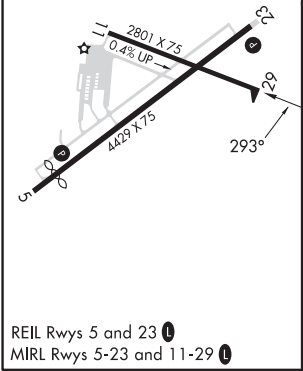
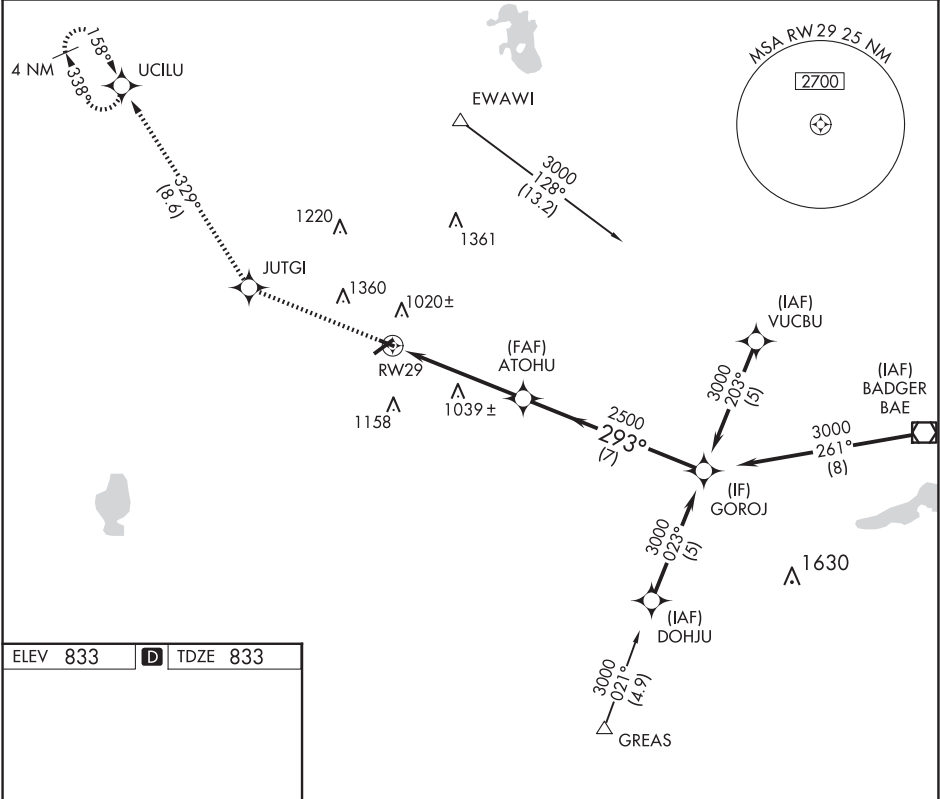
RNAV (GPS) RWY 29




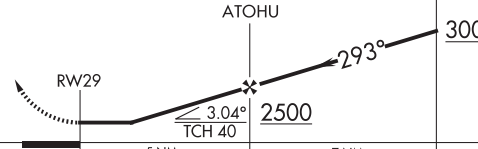
WATERTOWN MUNI (RYV)

⚠ 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/D ½ SM.

MISSED APPROACH: Climb to 3000 direct JUTGI and right turn via 329° track to UCILU and hold.

AWOS-3 119.975	MADISON APP CON ★ 119.15 343.7	UNICOM 122.8 (CTAF) 1
-------------------	-----------------------------------	---------------------------------



3000	JUTGI	UCILU		
				
				
CATEGORY	A	B	C	D
LNAV MDA	1400-1 567 (600-1)		1400-1½ 567 (600-1½)	1400-1¾ 567 (600-1¾)
CIRCLING	1400-1 567 (600-1)	1440-1 607 (700-1)	1720-2¾ 887 (900-2¾)	1720-3 887 (900-3)

WATERTOWN, WISCONSIN
Orig-B 04NOV21

43°10'N-88°43'W

RNAV (GPS) RWY 29

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

NDB RYV

371

APP CRS

039°

Rwy Idg

4239

TDZE

821

Apt Elev

833

NDB RWY 5

WATERTOWN MUNI (RYV)

⚠

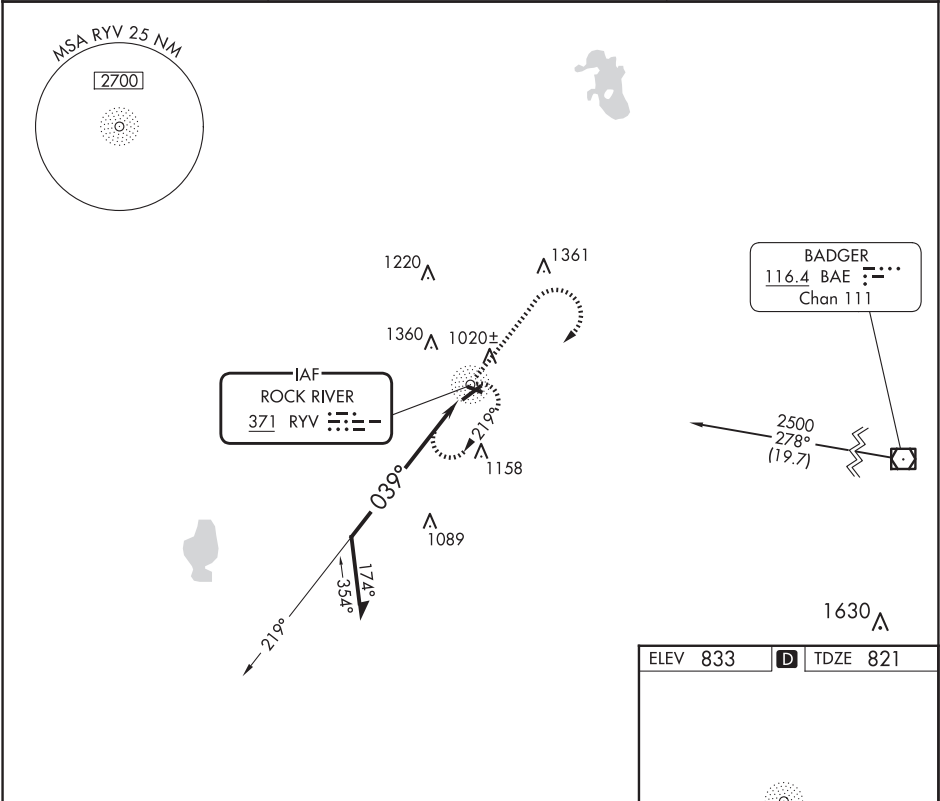
Rwy 5 helicopter visibility reduction below 1 SM NA.

⚠ NA

Straight-In Rwy 5 NA at night, Circling Rwy 5, 23 NA at night.

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) 1
-------------------	-----------------------------------	--------------------------



Remain within 10 NM

RYV NDB

2500

219°

039°

2500

RYV

CATEGORY	A	B	C	D
S-5	1460-1	639 (700-1)	1460-1¾ 639 (700-1¾)	1460-2 639 (700-2)
CIRCLING	1460-1	627 (700-1)	1720-2¾ 887 (900-2¾)	1720-3 887 (900-3)

ELEV 833

TDZE 821

RYV NDB RWY 5

2801 X 75

1429 X 75

039°

219°

23

25

REIL Rwys 5 and 23 1
MIRL Rwys 5-23 and 11-29 1

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

WATERTOWN, WISCONSIN

AL-6179 (FAA)

24025

NDB RYV	APP CRS	Rwy Idg	4429
371	254°	TDZE	823
		Apt Elev	833

NDB RWY 23

WATERTOWN MUNI (RYV)

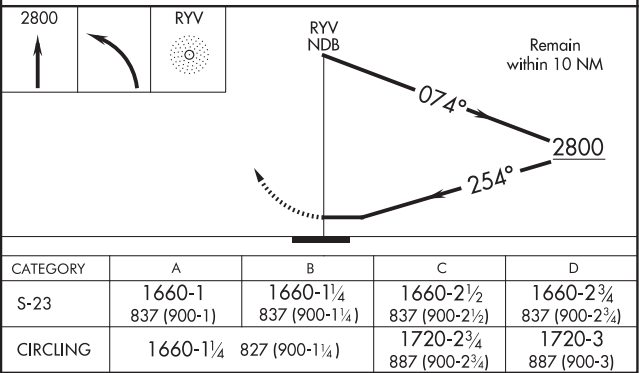
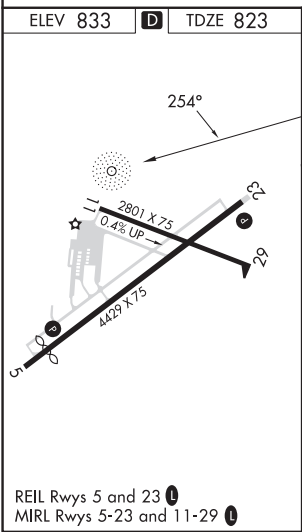
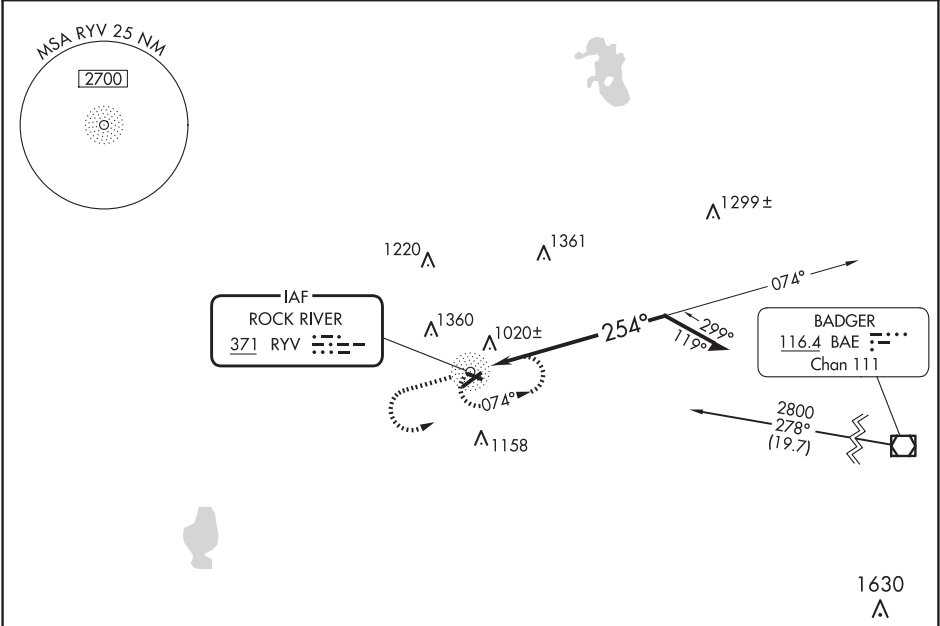
▼

▲NA

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.

MISSED APPROACH: Climb to 2800 then left turn direct RYV NDB and hold.

AWOS-3 119.975	MADISON APP CON ★ 119.15 343.7	UNICOM 122.8 (CTAF) 0
-------------------	-----------------------------------	--------------------------



WATERTOWN, WISCONSIN
Amdt 2B 04NOV21

43°10'N-88°43'W

WATERTOWN MUNI (RYV)

NDB RWY 23

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

LOC I-SKC

109.5

APP CRS

103°

Rwy Ldg

5849

TDZE

901

Apt Elev

912

ILS or LOC RWY 10

WAUKESHA COUNTY (U/S)

RADAR required for procedure entry.

For inop ALS, increase S-LOC 10 visibility to 1½ SM. When local altimeter setting not received, use MWC altimeter setting and increase S-ILS 10 DA to 1149 feet; increase all MDAs 60 feet and S-LOC 10 visibility Cats C and D ½ SM, and Circling visibility Cats C and D ¼ SM.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2800 direct BAE VOR/DME and hold, continue climb-in-hold to 2800.

ATIS

118.875

MILWAUKEE APP CON

125.35 307.0

WAUKESHA TOWER ★

123.7 (CTAF)

GND CON

121.6

CLNC DEL

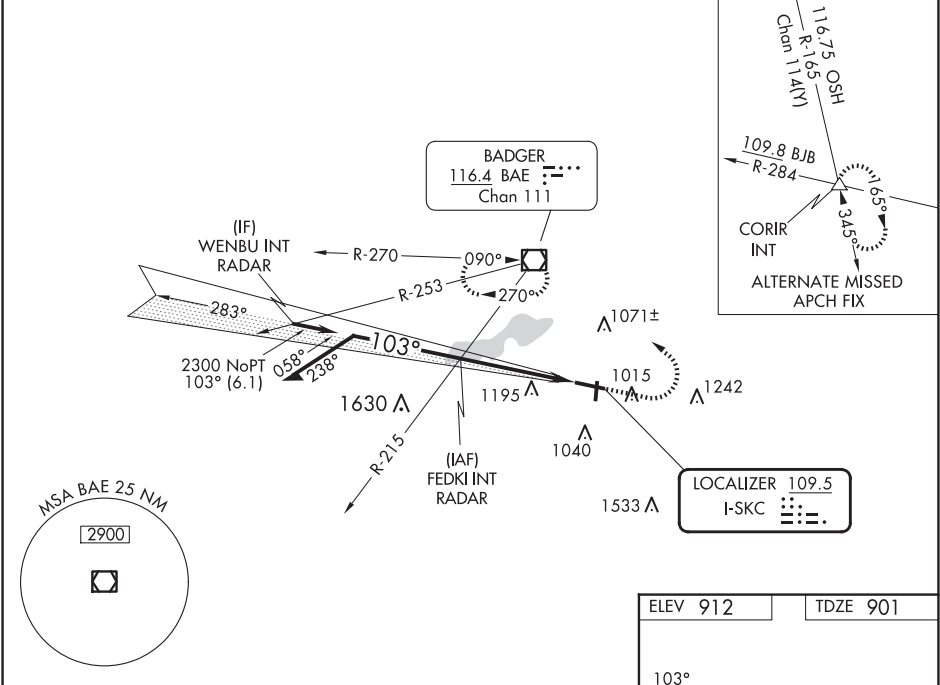
121.6

CLNC DEL

128.7
(When twr closed)

UNICOM

122.95



Remain within 10 NM

FEDKI INT RADAR

1500 2800 BAE

2800 2300 103° 2300

GS 3.00° TCH 53

4.2 NM

ELEV 912 TDZE 901

103°

81 28 36

5849 X 100 3599 X 75

TWR 960

CATEGORY	A	B	C	D
S-ILS 10	1101-½ 200 (200-½)			
S-LOC 10	1400-½	499 (500-½)	1400-1	499 (500-1)
CIRCLING	1460-1 548 (600-1)	1500-1 588 (600-1)	1540-1¾ 628 (700-1¾)	1640-2¼ 728 (800-2¼)

HIRL Rwy 10-28

MIRL Rwy 18-36

REIL Rwy 28

REIL Rws 18 and 36

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

WAAS CH 53411 W10A	APP CRS 103°	Rwy Idg TDZE Apt Elev 911	5849 901 911
--	------------------------	--	---

RNAV (GPS) RWY 10

WAUKESHA COUNTY (UES)

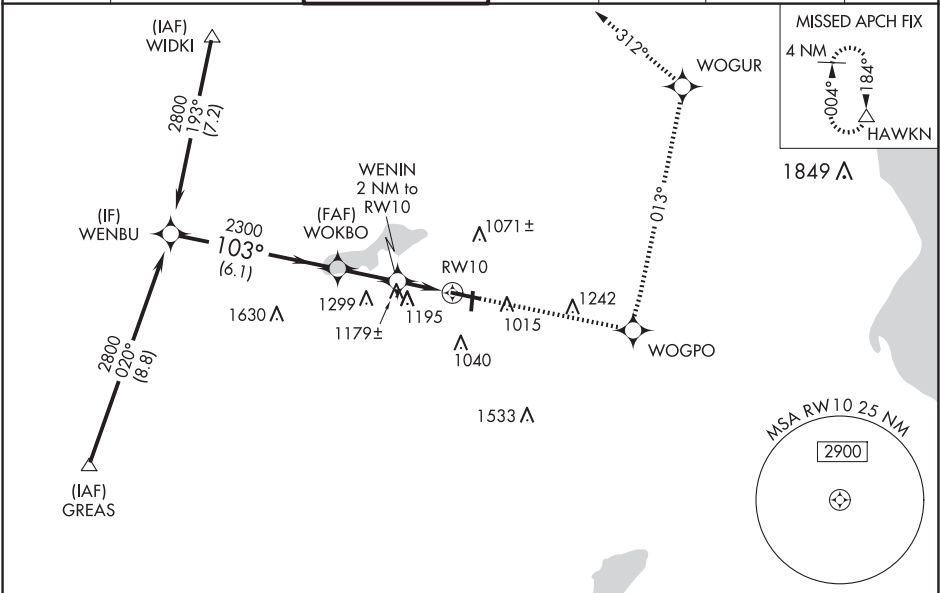
⚠

Baro-VNAV NA when using Lawrence J Timmerman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lawrence J Timmerman altimeter setting: increase LPV DA to 1147 feet, LNAV/VNAV DA to 1583 feet and all Cats visibility ¼ SM; increase all MDAs 60 feet and Circling Cat C and D visibility ¼ SM.

MALSR

MISSED APPROACH: Climb to 3000 direct WOGPO and left turn on track 013° to WOGUR and track 312° to HAWKN and hold.

ATIS 118.875	MILWAUKEE APP CON 125.35 307.0	WAUKESHA TOWER ★ 123.7 (CTAF) 0	GND CON 121.6	CLNC DEL 121.6	CLNC DEL 128.7 (When twr closed)	UNICOM 122.95
------------------------	--	--	-------------------------	--------------------------	---	-------------------------



Procedure NA for arrivals at GREAS via V63 southwest bound.

Procedure Turn NA

3000

WOGPO

tr 013°

WOGUR

tr 312°

HAWKN

WENBU

2800

103°

WOKBO

2300

WENIN 2 NM to RW10

RW10

*LNAV only

GP 3.00°

TCH 53

6.1 NM

2.2 NM

2 NM

CATEGORY	A	B	C	D
LPV DA	1101-1½ 200 (200-½)			
LNAV/VNAV DA	1537-1¾ 636 (700-1¾)			
LNAV MDA	1440-1½ 539 (600-½)	1440-1 539 (600-1)	1440-1¼ 539 (600-1¼)	
CIRCLING	1460-1 549 (600-1)	1500-1 589 (600-1)	1540-1¾ 629 (700-1¾)	1640-2¼ 729 (800-2¼)

ELEV 911

TDZE 901

103°

013°

312°

81

28

36

5849 X 100

3599 X 75

TWR 960

HIRL Rwy 10-28

MIRL Rwy 18-36

REIL Rwy 28

REIL Rws 18 and 36

APP CRS
283°

Rwy Ldg
5849

TDZE
906

Apt Elev
912

RNAV (GPS) RWY 28

WAUKESHA COUNTY (U/S)

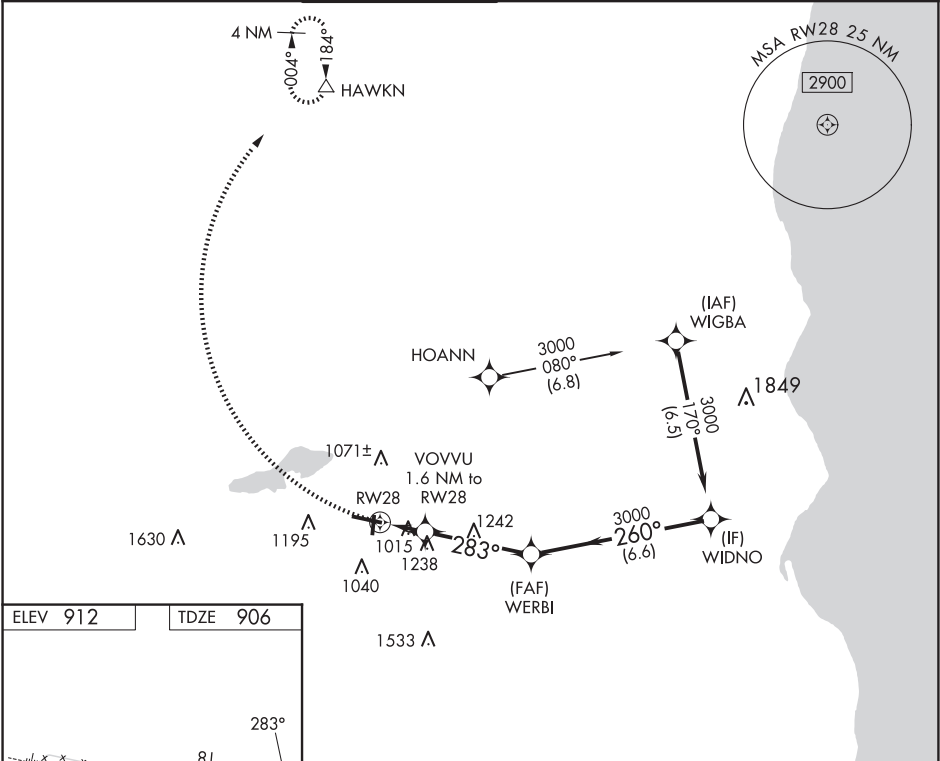
RNP APCH - GPS.

⚠

Rwy 28 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use MWC altimeter setting and increase all MDAs 60 feet and LNAV visibility Cats C and D ½ SM, and Circling visibility Cats C and D ¼ SM.

MISSED APPROACH: Climbing right turn to 3000 direct HAWKN and hold.

ATIS 118.875	MILWAUKEE APP CON 125.35 307.0	WAUKESHA TOWER ★ 123.7 (CTAF) 0	GND CON 121.6	CLNC DEL 121.6	CLNC DEL 128.7 (When twr closed)	UNICOM 122.95
-----------------	-----------------------------------	------------------------------------	------------------	-------------------	--	------------------



ELEV 912

TDZE 906

3000

HAWKN

△

3000

WERBI

✱

3000

WIDNO

—

VOVVU 1.6 NM to RW28

3.49° TCH 45

1560

283°

260°

3000

3000

1.6 NM

3.9 NM

6.6 NM

VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 37).

CATEGORY	A	B	C	D
LNAV MDA	1500-1	594 (600-1)	1500-1¾	594 (600-1¾)
CIRCLING	1500-1	588 (600-1)	1540-1¾ 628 (700-1¾)	1640-2¼ 728 (800-2¼)

HIRL Rwy 10-28 0

MIRL Rwy 18-36 0

REIL Rwy 28 0

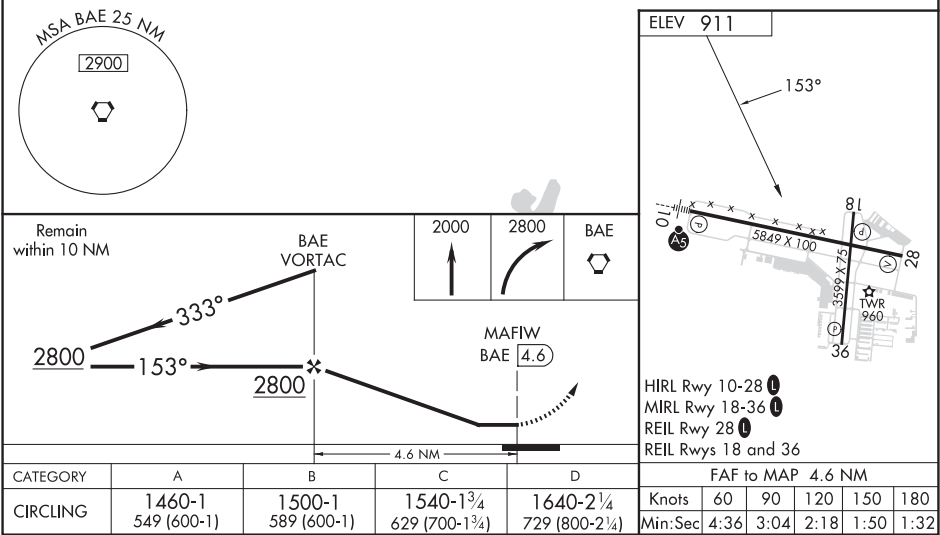
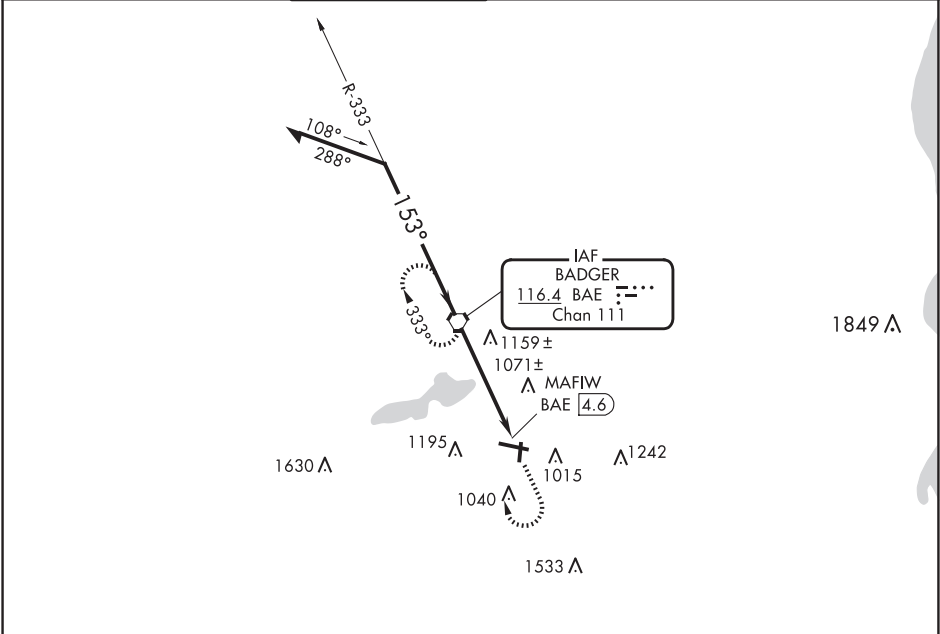
REIL Rwy 18 and 36

VORTAC BAE	APP CRS	Rwy Idg	N/A
116.4	153°	TDZE	N/A
Chan 111		Apt Elev	911

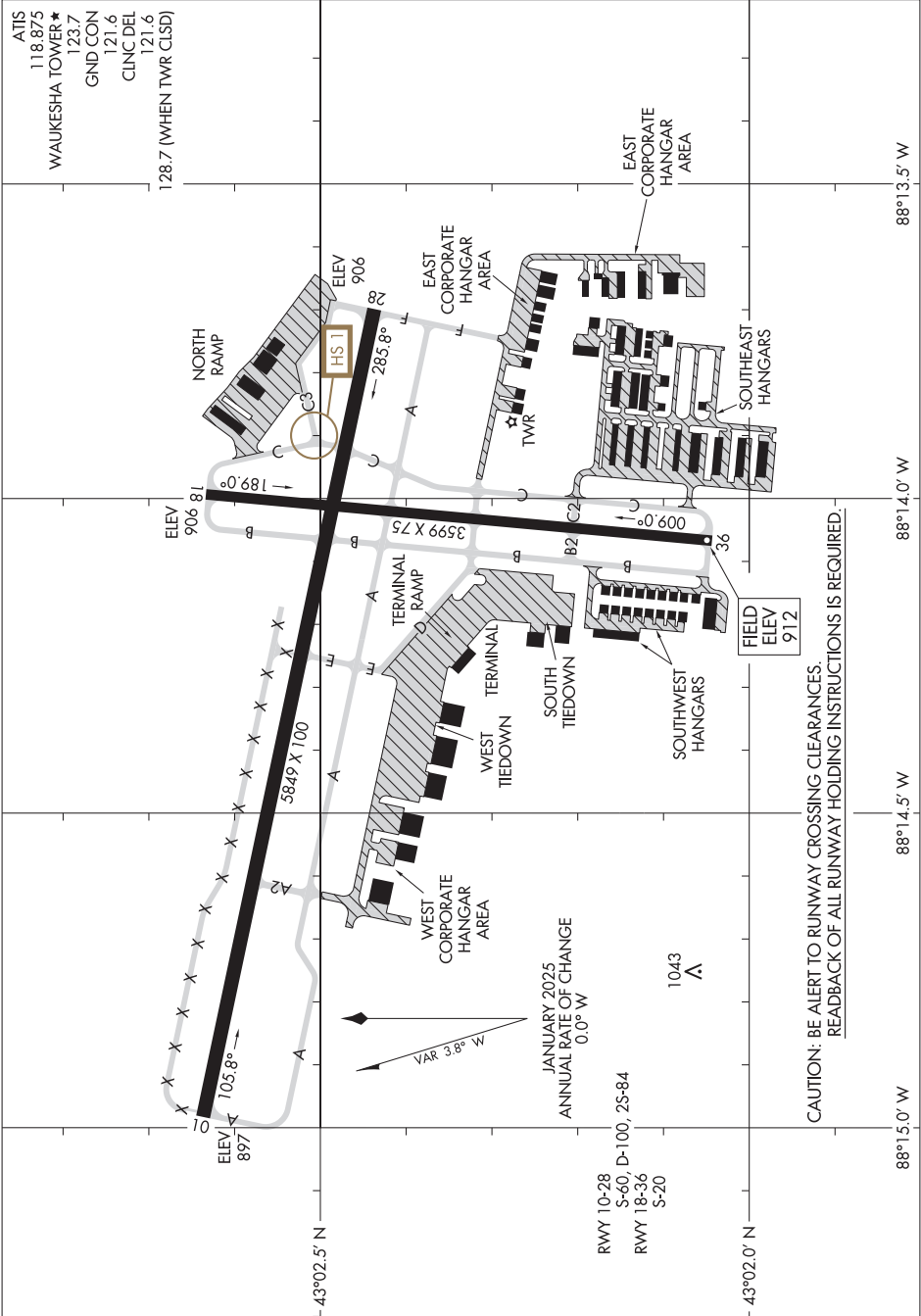
VOR-A

WAUKESHA COUNTY (UES)

<div><div>▼</div><div>▲</div></div>	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 ¼ SM.			MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 direct BAE VORTAC and hold.		
ATIS 118.875	MILWAUKEE APP CON 125.35 307.0	WAUKESHA TOWER ★ 123.7 (CTAF) 0	GND CON 121.6	CLNC DEL 121.6	CLNC DEL 128.7 (When twr closed)	UNICOM 122.95



VOR-A



ACCRA FIVE DEPARTURE (RNAV)

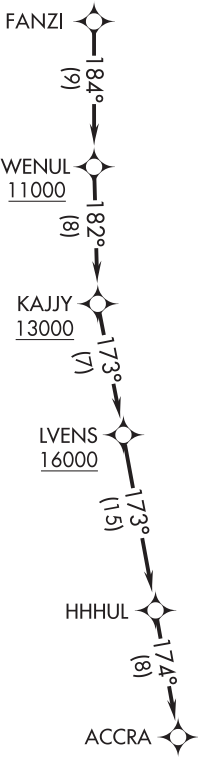
AL-5078 (FAA)

WAUKESHA COUNTY (UES)
WAUKESHA, WISCONSIN

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



**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS

Rwys 18, 28, 36: Standard.
Rwy 10: 400-2½ or standard with minimum
climb of 316' per NM to 1400.

- 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.

NOTE: Chart not to scale.



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.

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

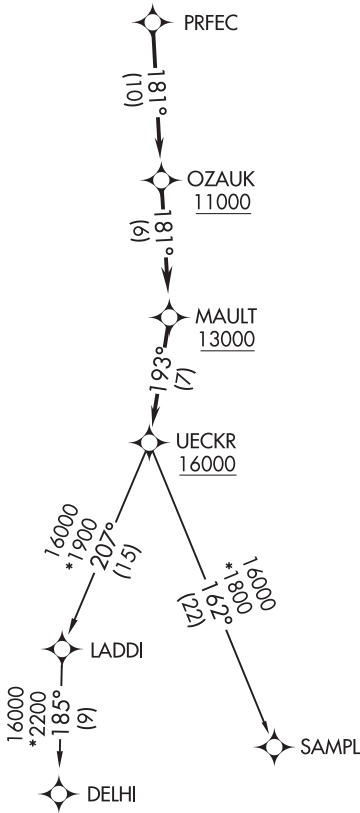
TOP ALTITUDE:
ASSIGNED BY ATC

TAKEOFF MINIMUMS

Rwys 18, 28, 36: Standard.
Rwy 10: 400-2½ or standard with minimum
climb of 316' per NM to 1400.

- 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)

WAUPACA, WISCONSIN

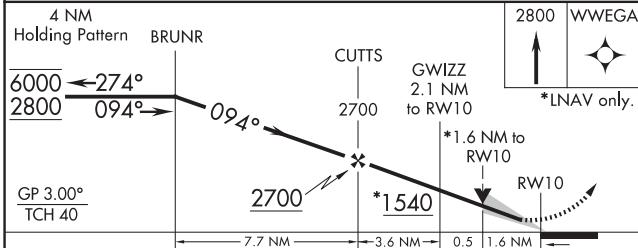
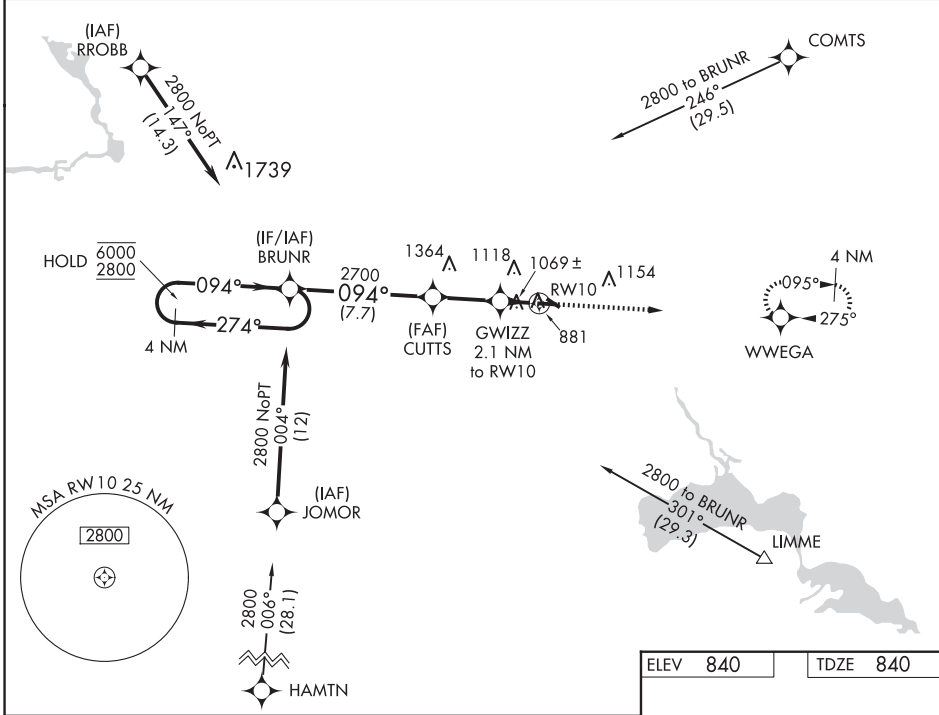
AL-6330 (FAA)

22363

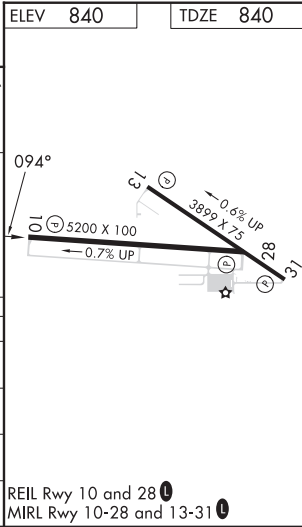
WAAS CH 63120 W10A	APP CRS 094°	Rwy Idg TDZE Apt Elev 5200 840 840
--	------------------------	--

RNAV (GPS) RWY 10
WAUPACA MUNI (PCZ)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV ▲ NA below -16°C or above 54°C.		MISSED APPROACH: Climb to 2800 direct WVEGA and hold.
AWOS-3 118.625	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA		1090-3/4	250 (300-3/4)	
LNAV/VNAV DA		1384-15/8	544 (600-15/8)	
LNAV MDA	1380-1	540 (600-1)	1380-1 1/2	540 (600-1 1/2)
CIRCLING	1380-1 540 (600-1)	1420-1 580 (600-1)	1420-1 1/2 580 (600-1 1/2)	1500-2 660 (700-2)



WAUPACA, WISCONSIN

Amtd 2B 22APR21

44°20'N-89°01'W

RNAV (GPS) RWY 10
WAUPACA MUNI (PCZ)

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 28
WAUPACA MUNI (PCZ)

1498

1364

1118

881

RW28

1040

FAF FNDRY

2700

275

(IF/IAF) WWEGA

(IAF) BECKY

2800

2750

2040

1520

095°

275°

4 NM

MISSED APCH FIX

BRUNR

094°

274°

4 NM

ELEV 840	TDZE 827
----------	----------

MSA RW28 25 NM

2800

Procedure NA for arrival on OSH VORTAC airway radials 307 CW 023.

2800 NoPT

340°

(2:12)

(IAF) OSHKOSH OSH

WAUPACA, WISCONSIN
Amdt 2 27APR17
44°20'N-89°01'W
763
WAUPACA MUNI (PCZ)
RNAV (GPS) RWY 28

WAAS CH 90330 W13A	APP CRS 127°	Rwy Idg 5200 TDZE 1196 Apt Elev 1201
--	------------------------	---

RNAV (GPS) RWY 13

WAUSAU DOWNTOWN (AUW)

RNP APCH.

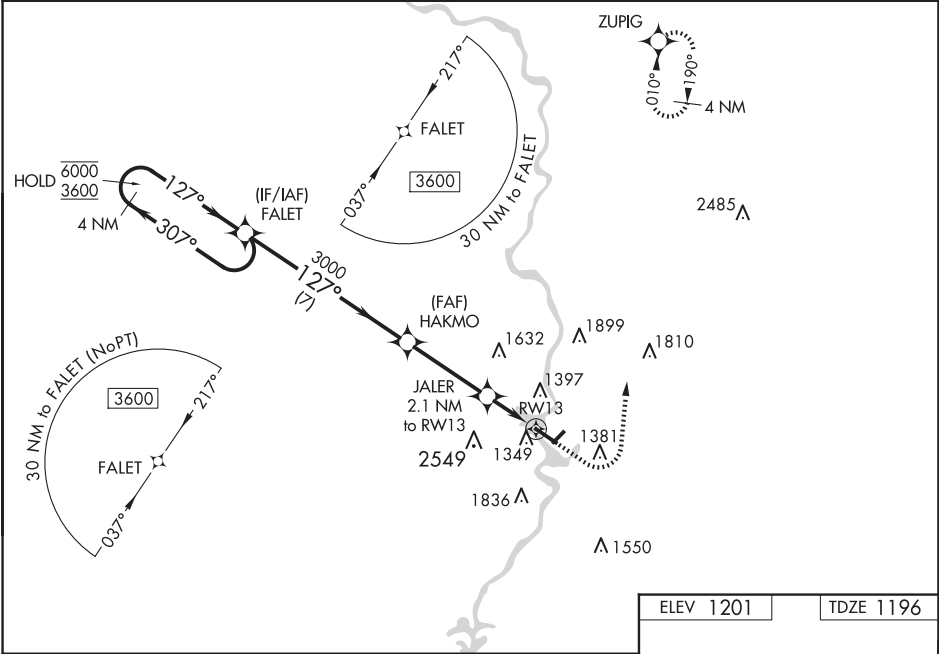
T

A

Circling NA to Rwy 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.

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct ZUPIG and hold.

ASOS 125.925	MINNEAPOLIS CENTER 124.4 317.7	UNICOM 122.7 (CTAF) 0
------------------------	--	---------------------------------



4 NM Holding Pattern

FALET

HAKMO

JALER 2.1 NM to RW13

RW13

GP 3.00° TCH 43

1800

4000

ZUPIG

*LNAV only.

CATEGORY	A	B	C	D
LPV DA	1446-3/4 250 (300-3/4)			
LNAV/VNAV DA	1534-1 1/8 338 (400-1 1/8)			
LNAV MDA	1600-1	404 (400-1)	1600-1 1/8	404 (400-1 1/8)
CIRCLING	1840-1	639 (700-1)	1960-2 1/4 759 (800-2 1/4)	2260-3 1059 (1100-3)

ELEV 1201

TDZE 1196

REIL Rwy 13 and 31 0

MIRL Rwy 5-23 and 13-31 0

WAUTOMA, WISCONSIN

AL-9011 (FAA)

23110

WAAS CH 82029 W13A	APP CRS 134°	Rwy Idg 3300 TDZE 859 Apt Elev 859
--	------------------------	---

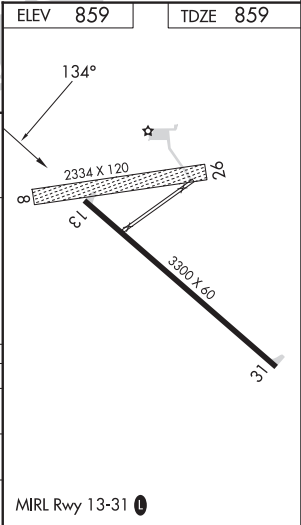
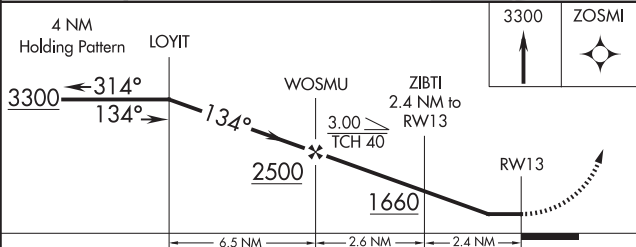
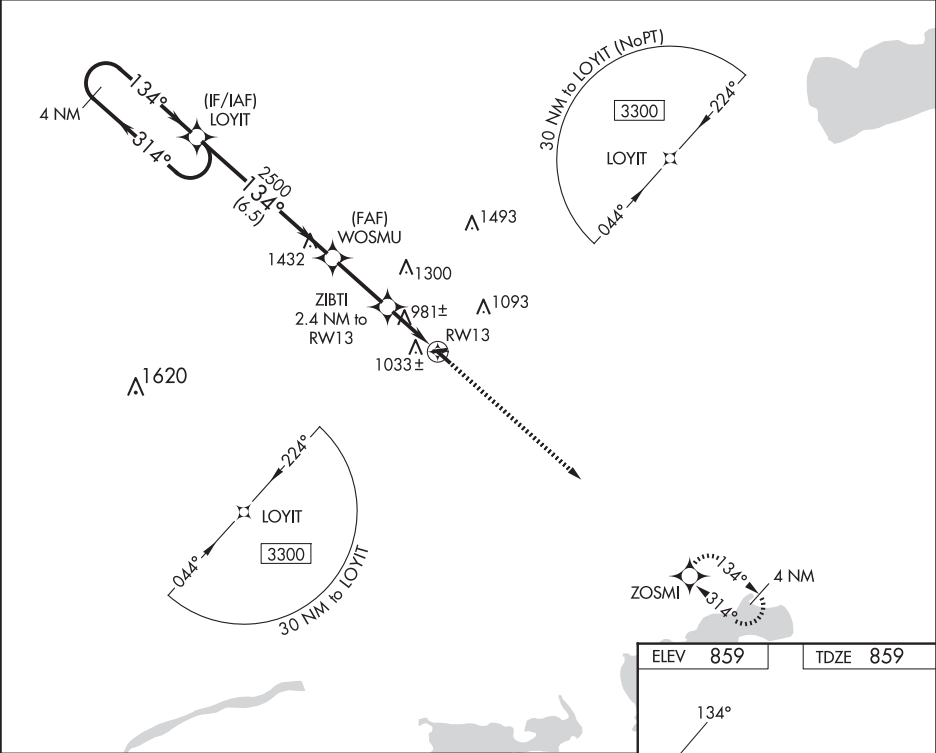
RNAV (GPS) RWY 13
WAUTOMA MUNI (Y50)

RNP APCH - GPS.

⚠ 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.

AWOS-3PT 119.475	MILWAUKEE APP CON 127.0 263.075	UNICOM 122.8 (CTAF) 0
----------------------------	---	---------------------------------



CATEGORY	A	B	C	D
LP MDA	1240-1	381 (400-1)	NA	
LNAV MDA	1300-1	441 (500-1)	NA	
CIRCLING	1340-1 481 (500-1)	1380-1 521 (600-1)	NA	

WAUTOMA, WISCONSIN
Orig-B 20APR23

44°03'N-89°18'W

WAUTOMA MUNI (Y50)
RNAV (GPS) RWY 13

EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RNP APCH - GPS.

▼

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.

▲

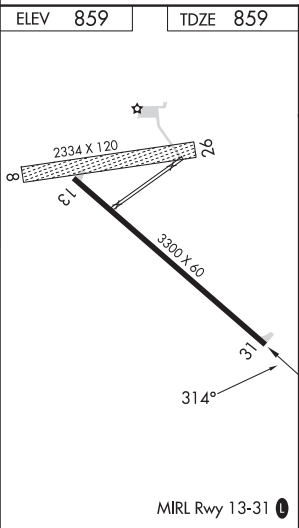
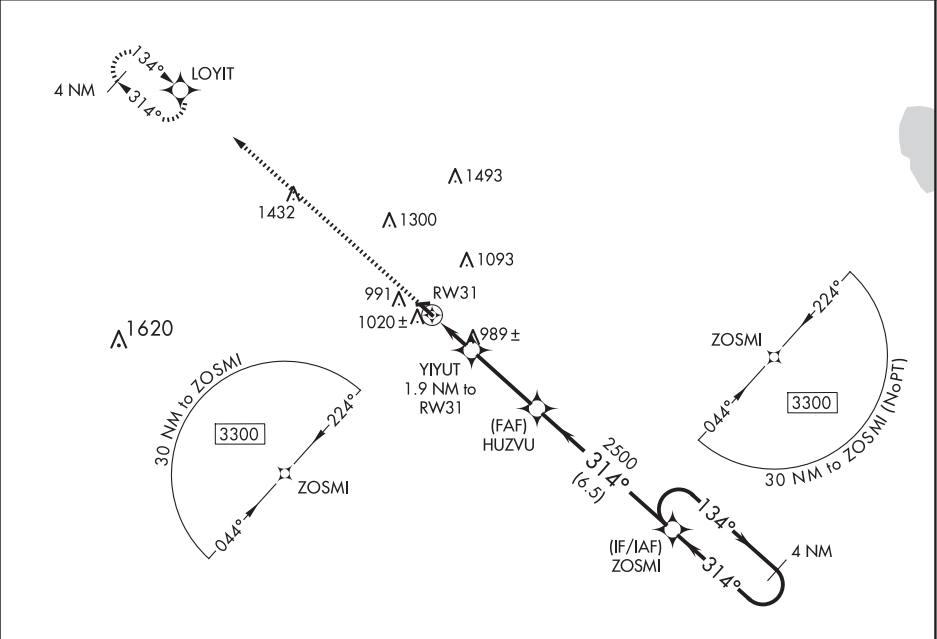
Procedure NA at night.



MISSED APPROACH:

Climb to 3300 direct

LOYIT and hold.

AWOS-3PT 119.475	MILWAUKEE APP CON 127.0 263.075	UNICOM 122.8 (CTAF) 1
---------------------	------------------------------------	--------------------------



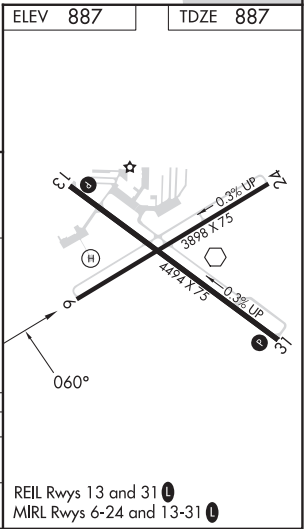
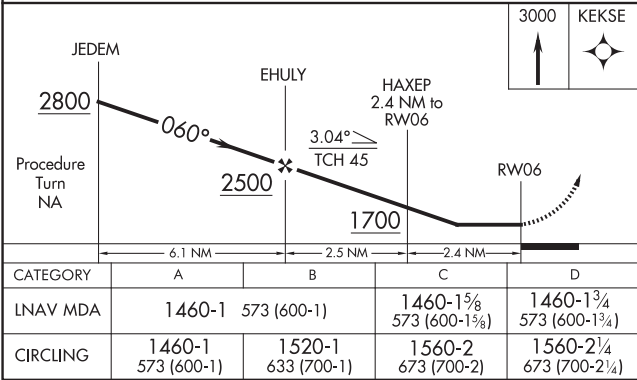
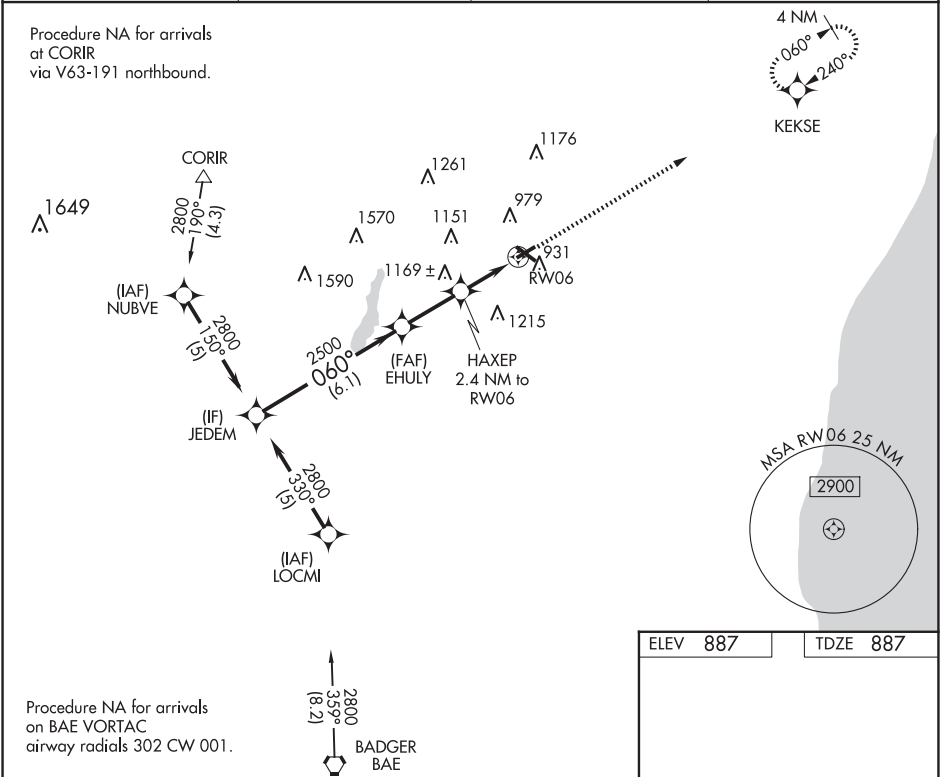
3300 ↑		LOYIT 		4 NM Holding Pattern	
RW31 		YIYUT 1.9 NM to RW31 3.00° TCH 40		HUZVU 314° 314° 3300	
1500		2500			
1.9 NM		3.1 NM		6.5 NM	
CATEGORY		A		B	
LP MDA		1240-1 381 (400-1)		NA	
LNAV MDA		1280-1 421 (500-1)		NA	
CIRCLING		1340-1 481 (500-1) 1380-1 521 (600-1)		NA	

APP CRS	Rwy Idg	3898
060°	TDZE	887
	Apt Elev	887

RNAV (GPS) RWY 6
WEST BEND MUNI (ETB)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct KEKSE and hold.
▼ When local altimeter setting not received, use Milwaukee/Lawrence J. Timmerman altimeter setting and increase all MDA 80 feet and LNAV and Circling Cat C/D visibility ¼ mile. ▲ Night landing: Rwy 6 NA. Helicopter visibility reduction below 1 SM NA.	

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 123.05 (CTAF) 1
-----------------	-----------------------------------	--------------------	---------------------------



EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

APP CRS
127°

Rwy Idg
TDZE
882

Apt Elev
887

RNAV (GPS) RWY 13

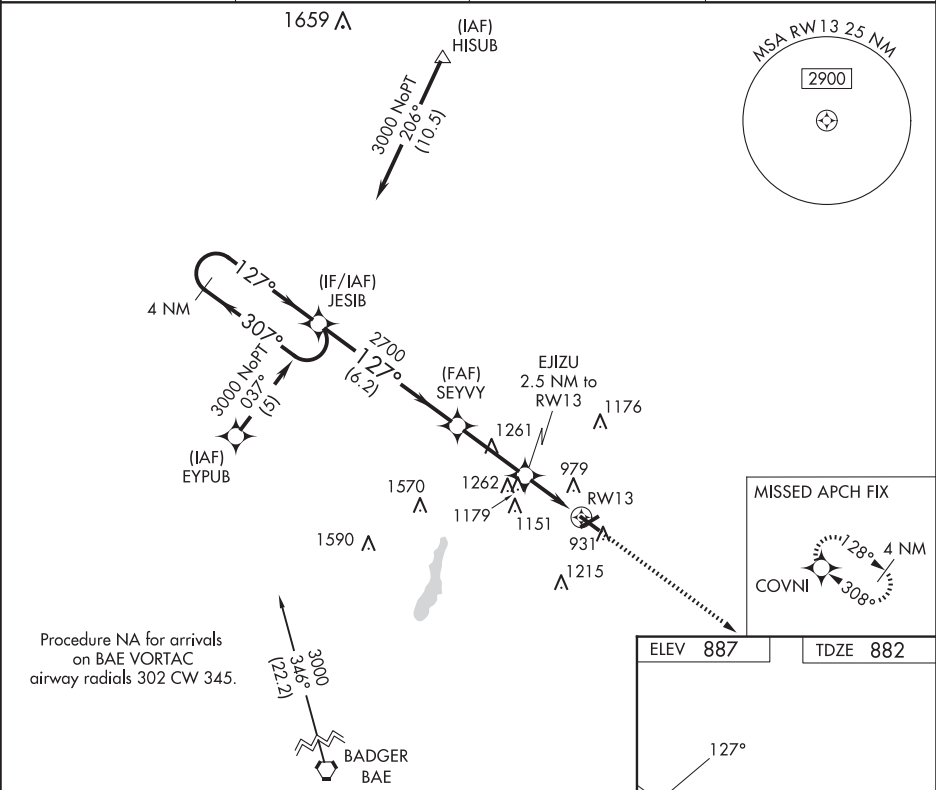
WEST BEND MUNI (ETB)

RNP APCH - GPS.

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 ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct COVNI and hold.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 123.05 (CTAF)
------------------------	--	---------------------------	--------------------------------



4 NM Holding Pattern

JESIB

3000

307°

127°

127°

SEYVY

EJIZU 2.5 NM to RWY 13

3.05° TCH 37

2700

1720

RWY 13

6.2 NM

3 NM

2.5

3000

COVNI

CATEGORY	A	B	C	D
LNAV MDA	1480-1 598 (600-1)	1480-1½ 598 (600-1½)	1480-1¾ 598 (600-1¾)	
CIRCLING	1480-1 593 (600-1)	1520-1 633 (700-1)	1560-2 673 (700-2)	1560-2¼ 673 (700-2¼)

REIL Rwy 13 and 31

MIRL Rwy 6-24 and 13-31

Rwy Idg	3898
TDZE	884
Apt Elev	887

RNAV (GPS) RWY 24
WEST BEND MUNI (ETB)

WEST BEND MUNI (ETB)

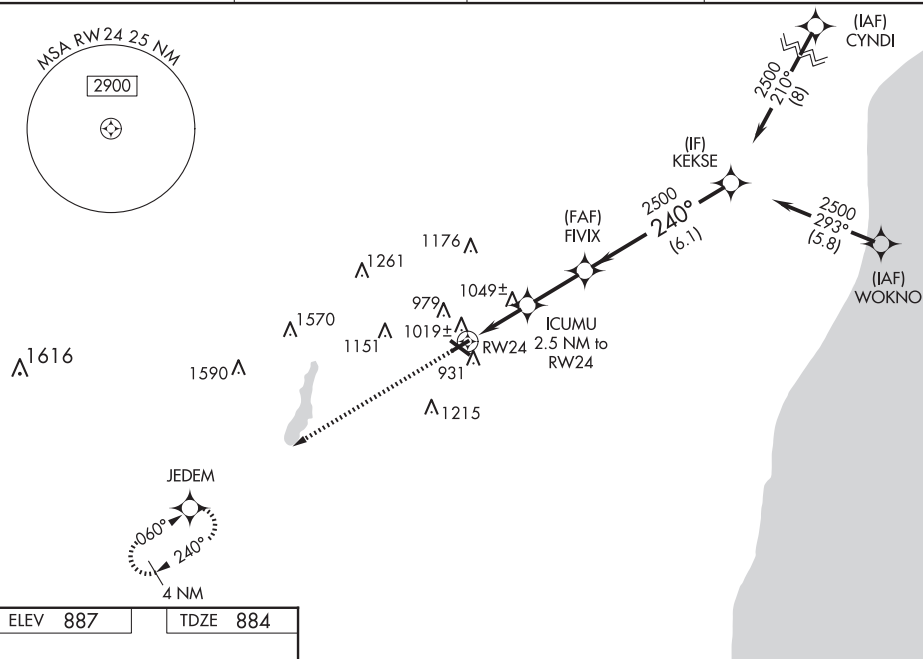
RNP APCH - GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 24 helicopter visibility reduction below $\frac{3}{4}$ 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 1433 feet and all visibility $\frac{1}{4}$ SM; increase all MDA 80 feet and LNAV Cat C/D and Circling Cat C/D visibility $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3000 direct
JEDEM and hold.

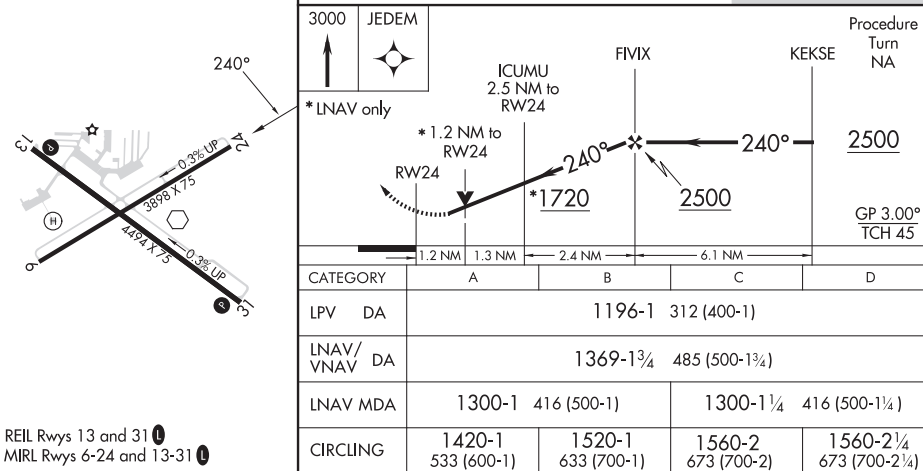
AWOS-3
120.0

MILWAUKEE APP CON
125.35 307.0

CLNC DEL
124.75UNICOM
123.05 (CTAF) **L**

ELEV 887

TDZE 884



REIL Rwys 13 and 31 **L**
MIRL Rwys 6-24 and 13-31 **L**

WEST BEND, WISCONSIN
Orig-C 07OCT21

43°25'N - 88°08'W

WEST BEND MUNI (ETB)

RNAV (GPS) RWY 24

WAAS CH 93816 W31A	APP CRS 308°	Rwy Idg 4494 TDZE 879 Apt Elev 887
--	------------------------	---

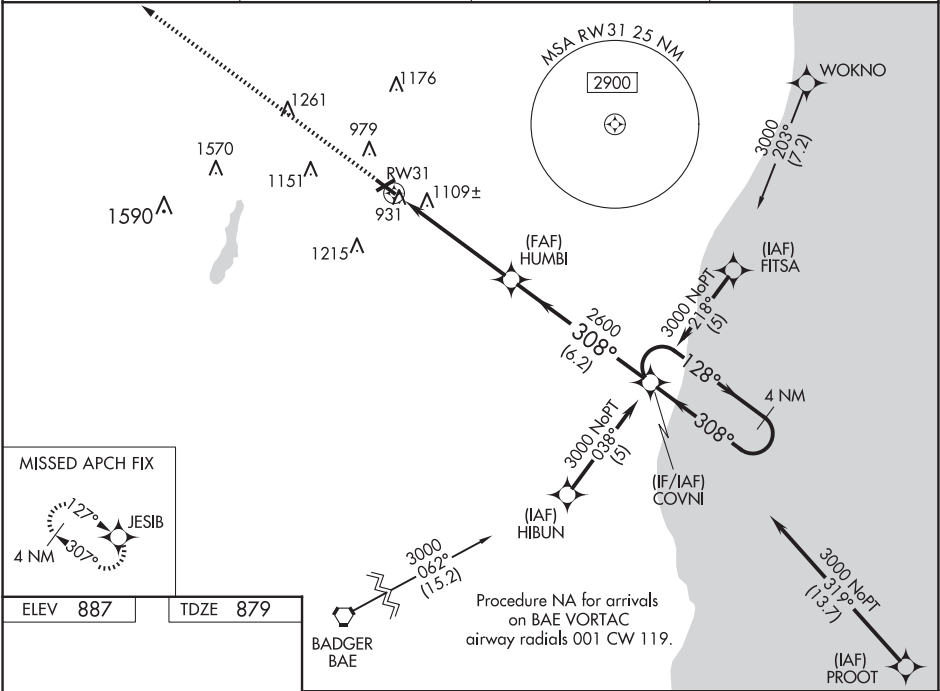
RNAV (GPS) RWY 31
WEST BEND MUNI (E/TB)

RNP APCH - GPS.

▼ Baro-VNAV NA when using Milwaukee/Lawrence J. Timmerman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Milwaukee/Lawrence J. Timmerman altimeter setting and increase all DA 64 feet and all MDA 80 feet. Increase LPV all Cats and LNAV and Circling Cats C/D visibility ¼ mile. Circling Rwy 6 NA at night.

⚠ MISSED APPROACH: Climb to 3000 direct JESIB and hold.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 123.05 (CTAF) ①
------------------------	--	---------------------------	----------------------------------



MISSED APCH FIX

ELEV 887 TDZE 879

REIL Rwy 13 and 31 ①
MIRL Rwy 6-24 and 13-31 ①

Procedure NA for arrivals on BAE VORTAC airway radials 001 CW 119.

3000 JESIB

COVNI 4 NM Holding Pattern

HUMB

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)	1560-2¼ 673 (700-2¼)

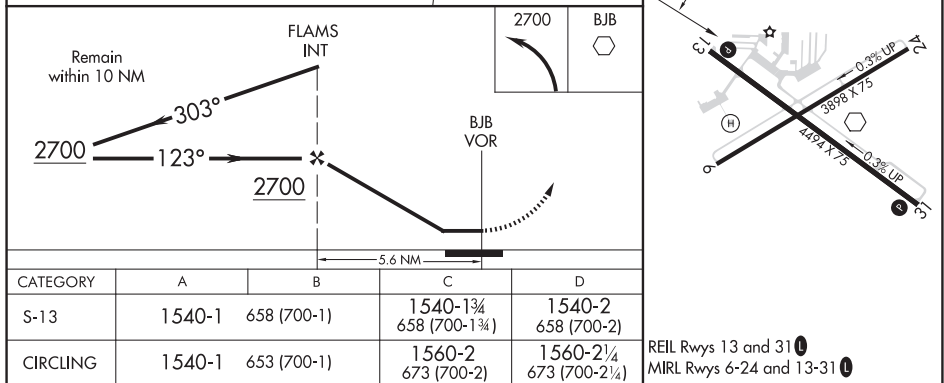
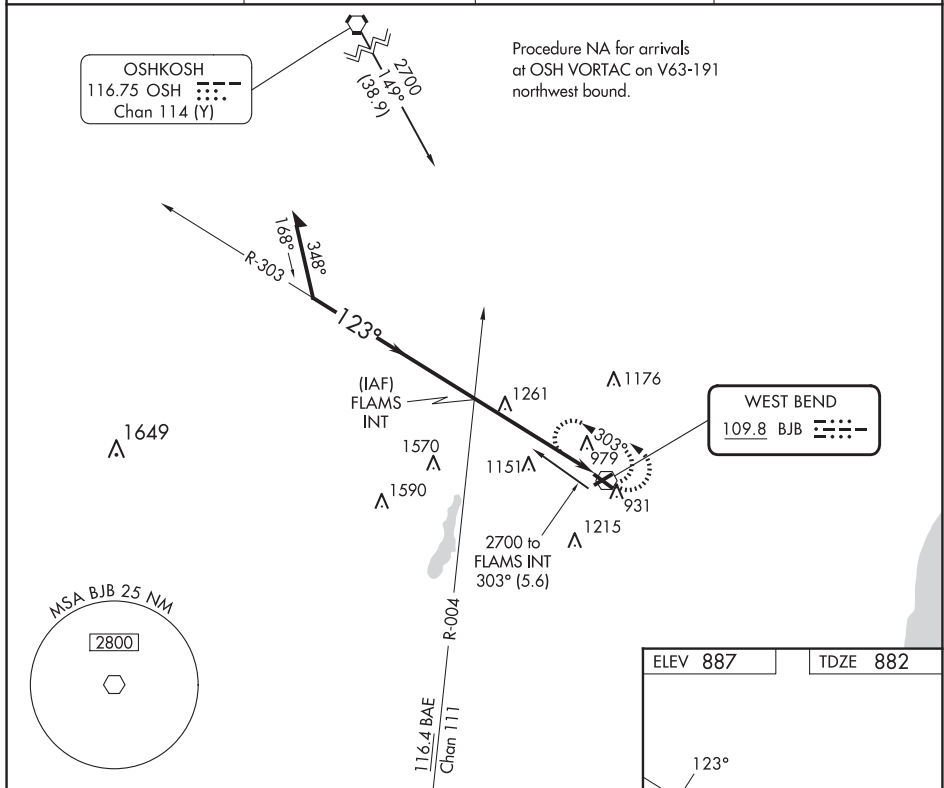
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

VOR RWY 13
WEST BEND MUNI (ETB)

MISSED APPROACH:
Climbing left turn to 2700 in
BJB VOR holding pattern.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 123.05 (CTAF) ①
------------------------	--	---------------------------	----------------------------------



WEST BEND MUNI (ETB)
VOR RWY 13

EC-3, 12 JUN 2025 to 07 AUG 2025

VOR BJB

109.8

APP CRS

232°

Rwy Idg

3898

TDZE

884

Apt Elev

887

VOR RWY 24

WEST BEND MUNI (ETB)

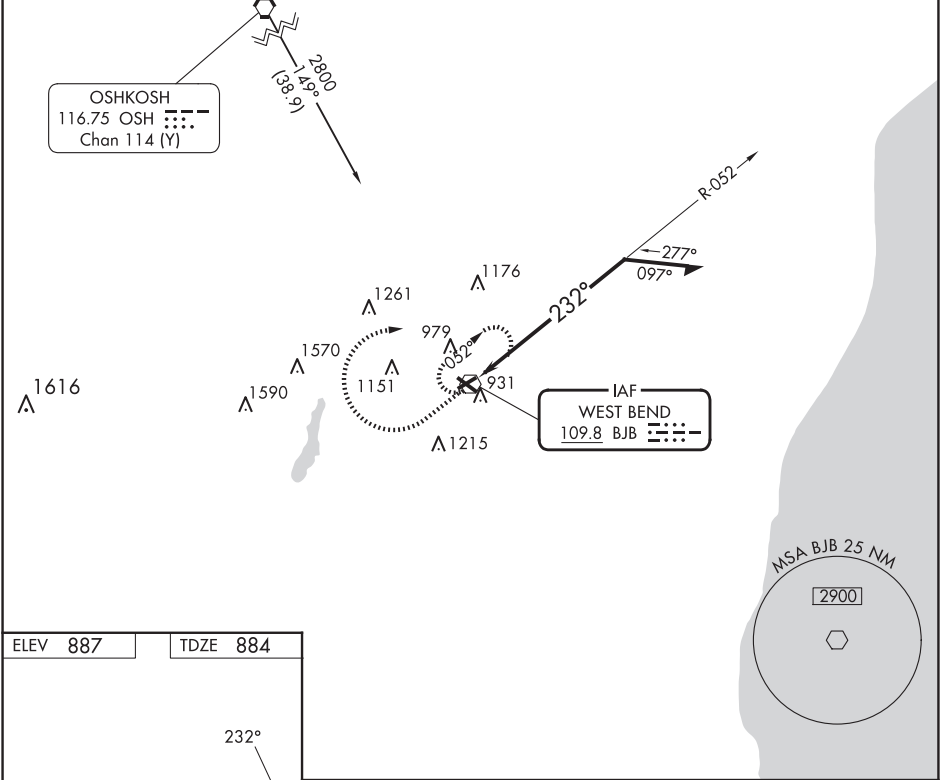
⚠

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 ¼ mile. Night landing: Rwy 6, 24 NA.

MISSED APPROACH:

Climb to 1900 then climbing right turn 2700 direct BJB VOR and hold, continue climb-in-hold to 2700.

AWOS-3 120.0	MILWAUKEE APP CON 125.35 307.0	CLNC DEL 124.75	UNICOM 123.05 (CTAF) 0
-----------------	-----------------------------------	--------------------	---------------------------



ELEV 887

TDZE 884

232°

1900

2700

BJB

0.3% UP

3898 X 75

0.2% UP

4494 X 75

REIL Rwy 13 and 31

MIRL Rwy 6-24 and 13-31

1900

2700

BJB VOR

052°

232°

2700

Remain within 10 NM

CATEGORY	A	B	C	D
S-24	1500-1	616 (700-1)	1500-1¾ 616 (700-1¾)	1500-2 616 (700-2)
CIRCLING	1500-1 613 (700-1)	1520-1 633 (700-1)	1560-2 673 (700-2)	1560-2¼ 673 (700-2¼)

(ACCRA5.ACCRA) 20086

ACCRA FIVE DEPARTURE (RNAV)

AL-5649 (FAA)

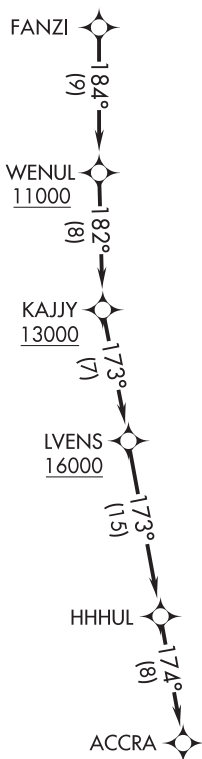
WEST BEND MUNI (ETB)

WEST BEND, WISCONSIN

AWOS-3
120.0
CLNC DEL
124.75
MILWAUKEE DEP CON
125.35 307.0



**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS

Rwy 6: Standard.

Rwy 13: 300-1½ 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: 300-1¼ 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: Advise ATC if unable to comply with crossing restrictions.

NOTE: Chart not to scale.



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.

ACCRA FIVE DEPARTURE (RNAV)

(ACCRA5.ACCRA) 26MAR20

WEST BEND, WISCONSIN
WEST BEND MUNI (ETB)

(UECKR6.UECKR) 24137
UECKR SIX DEPARTURE (RNAV)

AL-5649 (FAA)
WEST BEND MUNI (E/TB)
WEST BEND, WISCONSIN

AWOS-3
120.0
CLNC DEL
124.75
MILWAUKEE DEP CON
125.35 307.0

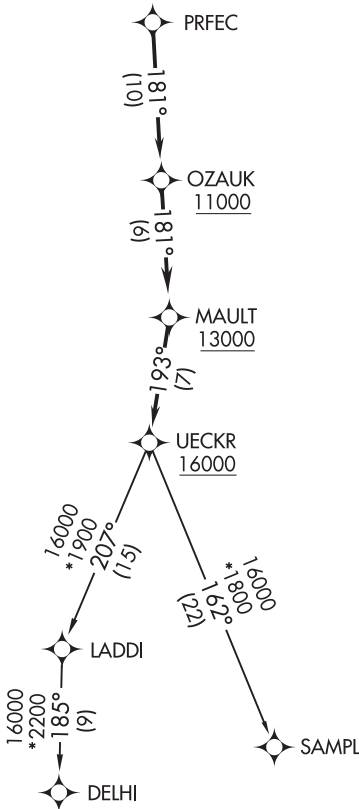
**TOP ALTITUDE:
ASSIGNED BY ATC**

TAKEOFF MINIMUMS

- Rwy 6: Standard.
Rwy 13: 300-1½ 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: 300-1¼ 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)

UECKR SIX DEPARTURE (RNAV)
(UECKR6.UECKR) 26MAR20

WEST BEND, WISCONSIN
WEST BEND MUNI (E/TB)

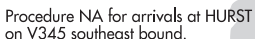
EC-3, 12 JUN 2025 to 07 AUG 2025

EC-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 2

ALEXANDER FLD SOUTH WOOD COUNTY (ISW)

MISSED APPROACH:
Climb to 3000 direct
UYOLU and on track
022° to AKAKE and
hold.

UNICOM
122.8 (CTAF) **L**[illegible]

ALEXANDER FLD SOUTH WOOD COUNTY (ISW)
44°22'N-89°50'W DAY (GPS) DAY 2

RNAV (GPS) RWY 2

EC-3, 12 JUN 2025 to 07 AUG 2025

INTENTIONALLY
LEFT
BLANK

INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

The map shows the United States divided into 20 ecoregions, each labeled with a code and a color. The regions are as follows:

- NW-1** (Dark Gray): Washington, Oregon, Idaho, Montana, Wyoming.
- SW-2** (Dark Gray): California, Nevada, Arizona.
- SW-3** (Dark Gray): Southern California, including Los Angeles and San Diego.
- SW-4** (Light Gray): Utah, Arizona.
- SW-1** (Light Gray): Colorado, New Mexico.
- NC-1** (Light Gray): North Dakota, South Dakota, Nebraska.
- NC-2** (Light Gray): Kansas, Oklahoma.
- NC-3** (Light Gray): Missouri, Arkansas, Louisiana.
- EC-3** (Dark Blue): Wisconsin, Illinois.
- EC-1** (Dark Gray): Michigan, Indiana, Ohio, Kentucky, Tennessee.
- EC-2** (Light Gray): Indiana, Ohio, Kentucky, Tennessee.
- NE-1** (Dark Gray): Maine, New Hampshire, Vermont, Connecticut, Rhode Island, Massachusetts, New York, Pennsylvania, Maryland, Delaware, Virginia, West Virginia.
- NE-2** (Light Gray): New York, Pennsylvania, Maryland, Delaware, Virginia, West Virginia.
- NE-3** (Dark Gray): Maryland, Delaware, Virginia, West Virginia.
- NE-4** (Light Gray): Pennsylvania, Maryland, Delaware, Virginia, West Virginia.
- SE-1** (Light Gray): Kentucky, Tennessee, Alabama, Georgia, South Carolina.
- SE-2** (Light Gray): North Carolina, South Carolina.
- SE-3** (Dark Gray): Florida, Georgia, Alabama, Mississippi, Louisiana.
- SE-4** (Light Gray): Georgia, Alabama, Mississippi, Louisiana.
- SC-1** (Light Gray): Arkansas, Louisiana.
- SC-2** (Light Gray): Texas, including Lubbock, Midland, Dallas-Ft. Worth, and San Antonio.
- SC-3** (Dark Gray): Texas, including San Antonio and Houston.
- SC-4** (Dark Gray): Mississippi, Louisiana.
- SC-5** (Light Gray): Texas, including Houston.

The map also includes a legend on the right side, which lists the ecoregion codes and their corresponding colors. The legend is as follows:

- NE-1** (Dark Gray)
- NE-2** (Light Gray)
- NE-3** (Dark Gray)
- NE-4** (Light Gray)
- EC-1** (Dark Gray)
- EC-2** (Light Gray)
- EC-3** (Dark Blue)
- NC-1** (Light Gray)
- NC-2** (Light Gray)
- NC-3** (Light Gray)
- SW-1** (Light Gray)
- SW-2** (Dark Gray)
- SW-3** (Dark Gray)
- SW-4** (Light Gray)
- SE-1** (Light Gray)
- SE-2** (Light Gray)
- SE-3** (Dark Gray)
- SE-4** (Light Gray)
- SC-1** (Light Gray)
- SC-2** (Light Gray)
- SC-3** (Dark Gray)
- SC-4** (Dark Gray)
- SC-5** (Light Gray)

AREA OF COVERAGE



NGA REF. NO.
OK-10-2859

TERMxFAABTPPEC3

EFF. DATE 25163