

EC-2

IN OH

07 AUG 25 to 02 OCT 25



Federal Aviation  
Administration

TM

# U.S. Terminal Procedures Publication

East Central (EC) Vol 2 of 3

Effective: 0901Z

**07 AUG 2025**

to: 0901Z

**02 OCT 2025**

Consult the Change Notice  
(CN) effective 04 SEP 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/](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

CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:

FAA, Aeronautical Information Services  
 1305 East-West Highway  
 SSMC 4, Room 4531  
 Silver Spring, MD 20910-3281  
 Telephone: 1-800-638-8972  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/)

For inquiries regarding military charts, please contact [aerohelp@nga.mil](mailto:aerohelp@nga.mil)

FOR PROCUREMENT:

For digital products, visit our website at: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/](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/](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<sup>†</sup>/2000\*/2200\*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000 <sup>†</sup> 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 criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

## LANDING MINIMA FORMAT

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

CATEGORY	A		B		C		D	
	S-ILS 27		S-LOC 27		CIRCLING			
DA	1352/24		1440/24		1540-1		1440/50	
Visibility (RVR 100's of feet)	200		288		461 (500-1)		561 (600-2)	
Aircraft Approach Category	(200-½)		(300-½)		461 (500-1½)		(400-½)	
MDA	361 (400-1)		461 (500-1)		461 (500-1½)		561 (600-2)	
HAA	361 (400-1)		461 (500-1)		461 (500-1½)		561 (600-2)	
Visibility in Statute Miles								

All weather minimums 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 minimums are provided

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

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

## COLD TEMPERATURE AIRPORTS

NOTE: A **W**-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/](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

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

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-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

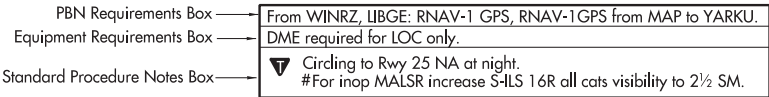
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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).

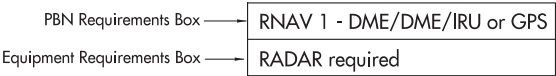
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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






RNAV STAR and DP PBN/Equipment Requirements Notes Box




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

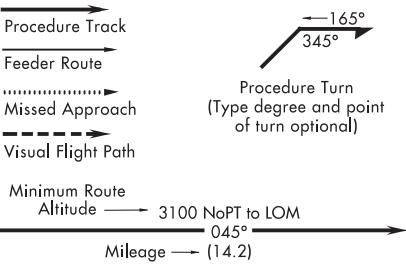
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



PLANVIEW SYMBOLS

ROUTES



ALTITUDES

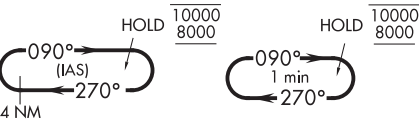
<u>5500</u> Mandatory Altitude	3000 Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block
4300 Maximum Altitude	3000 Altitude

INDICATED AIRSPEED

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

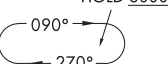
HOLDING PATTERNS

Hold-in-lieu of Procedure Turn



Missed Approach

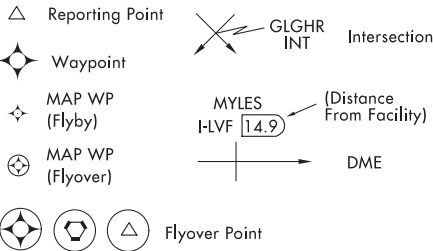
Arrival



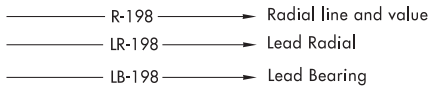
Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

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

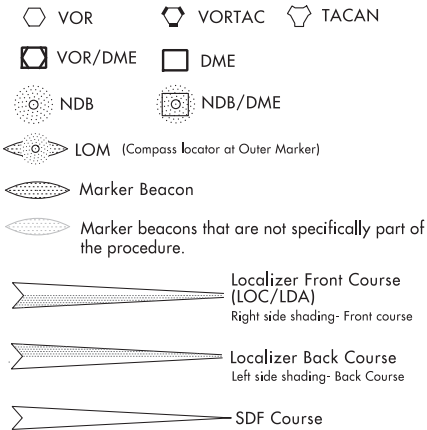


x (CFTSP) Computer Navigation Fix (CNF)-No ATC Function ("x" omitted when it is a MAP)



RADIO AIDS TO NAVIGATION

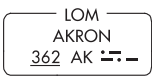
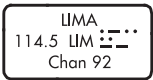
110.1 Underline indicates No Voice transmitted on this frequency



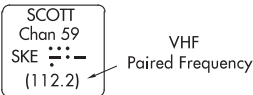
○ LOC/LDA/SDF Transmitter □ LOC/DME (shown when installation is offset from its normal position off the end of the runway.)

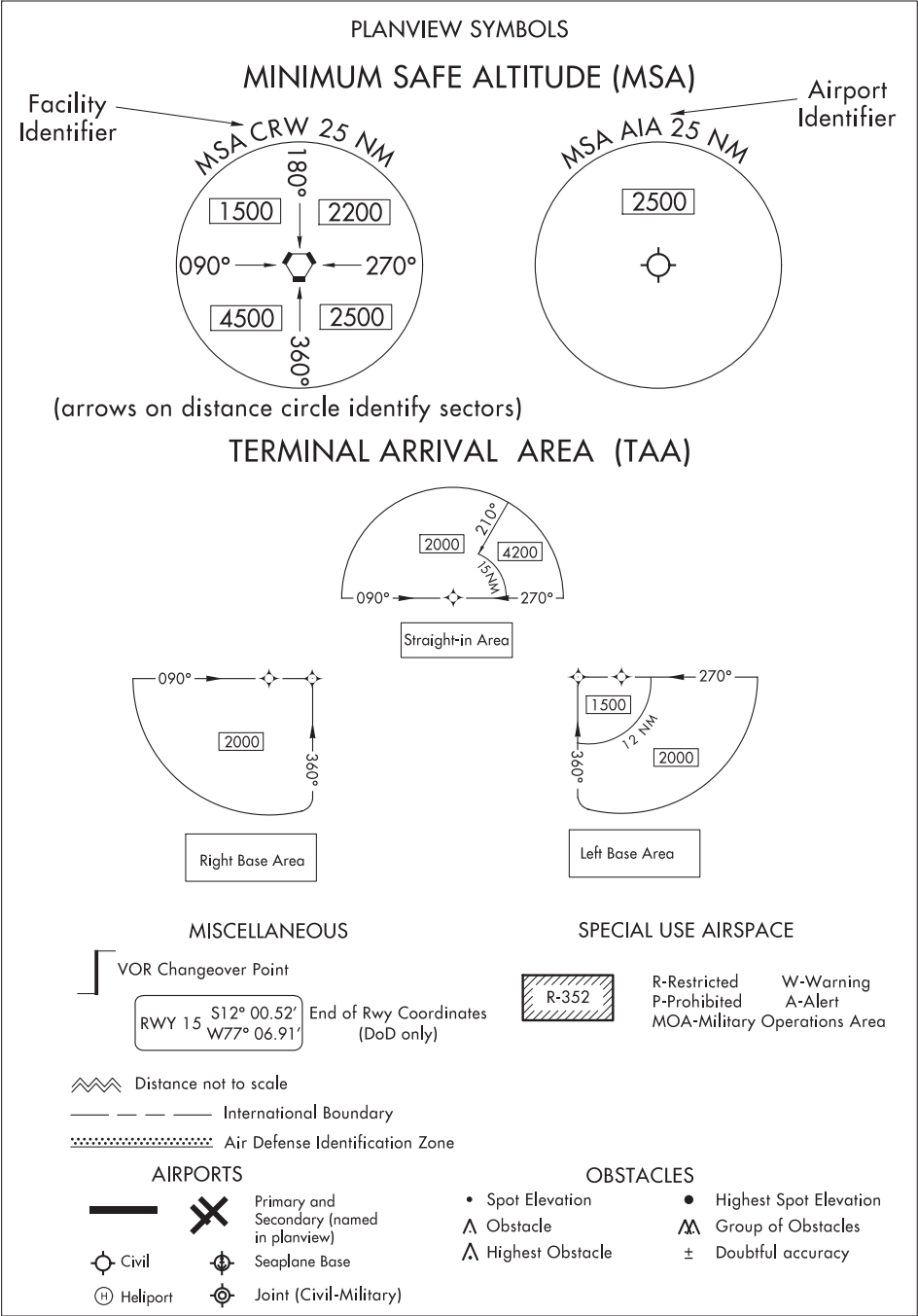
Primary NAVAID

Secondary NAVAID



TACAN or DME NAVAID



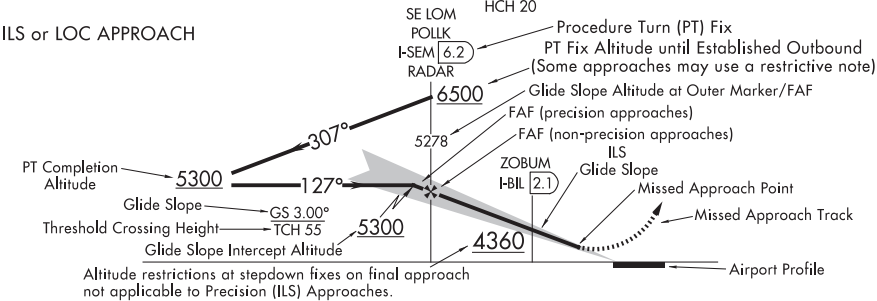


LEGEND 24361 INSTRUMENT APPROACH PROCEDURES (CHARTS)

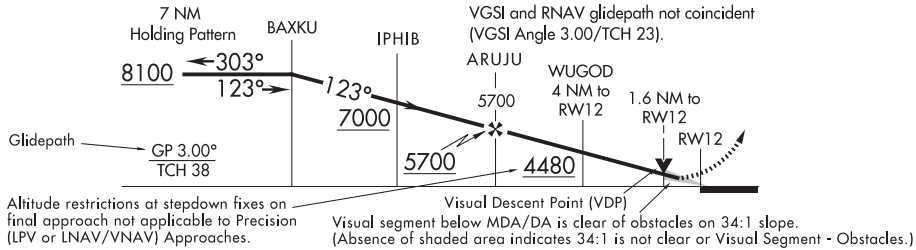
PROFILE VIEW

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

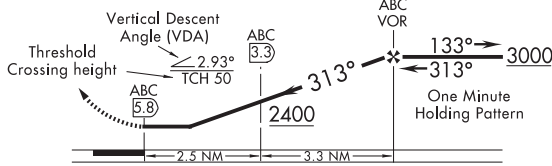
ILS or LOC APPROACH



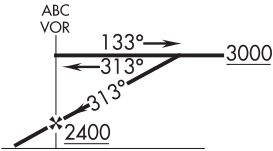
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



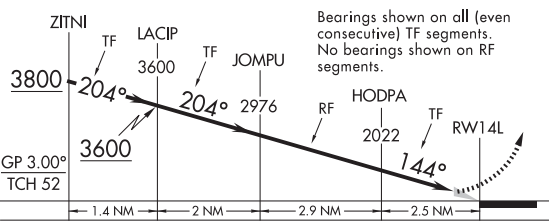
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



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.
- Visual Descent Point (VDP)
- Visual Flight Path
- Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

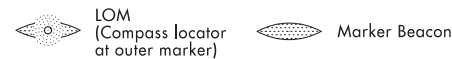
# LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

## RADIO AIDS TO NAVIGATION

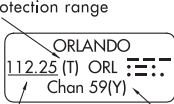
Compulsory:



Non-Compulsory:

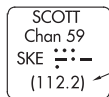


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box

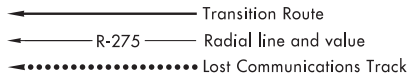


VHF Paired Frequency

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

## 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



V12 J80 Airway/Jet Route Identification



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

## 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

Civil Military 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 Rwy 16L/C/R

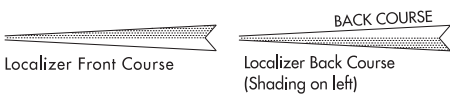
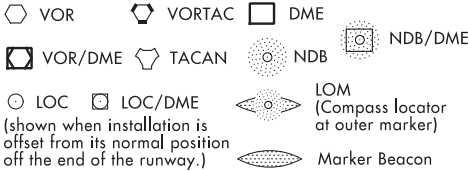
Terminus identifier

RADIO AIDS TO NAVIGATION

Compulsory:



Non-Compulsory:



(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVAID Box



VHF Paired Frequency

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

FIXES/ATC REPORTING REQUIREMENTS

→ Unnamed DME fix

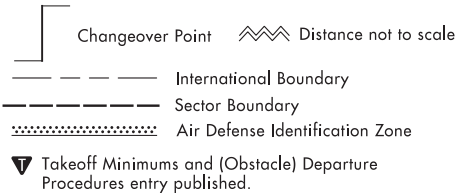
- ▲ Reporting Point (Compulsory)
- △ Reporting Point (Non-Compulsory)

→ Obvious DME (DME mileage matches route mileage) [75] → DME Mileage (when not obvious)

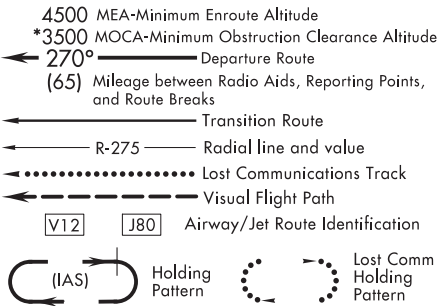


x Computer Navigation Fix (CFTSP)  
x Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS



ROUTES

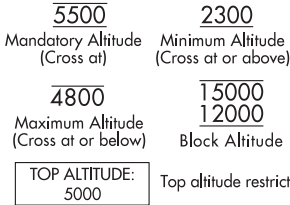


Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



ALTITUDES



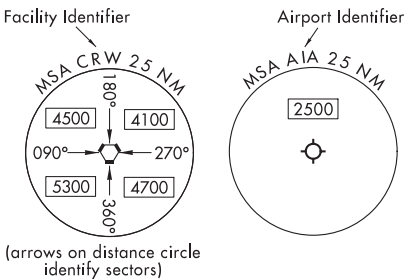
INDICATED AIRSPEED



AIRPORTS



MINIMUM SAFE ALTITUDE (MSA)



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.

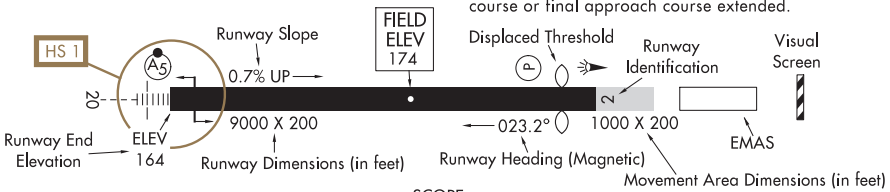
Positional accuracy within  $\pm 600$  feet unless otherwise noted on the chart.

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.



SCOPE

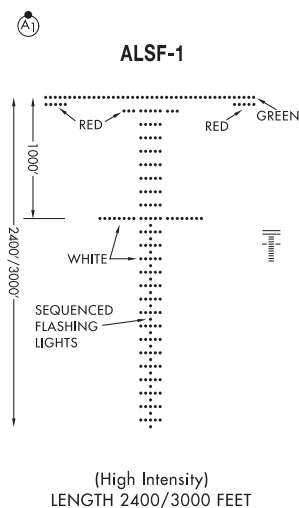
Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND

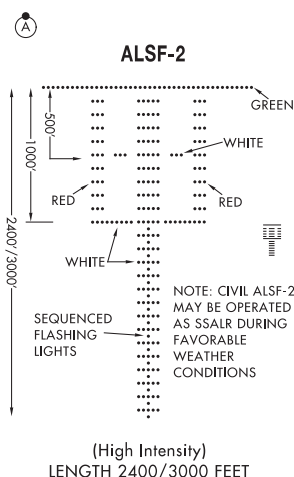
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g.,  $\textcircled{A_2}$ ,  $\textcircled{V}$ , etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A<sub>1</sub>). Negative symbology, e.g., (A<sub>1</sub>), (V) indicates Pilot Controlled Lighting (PCL).

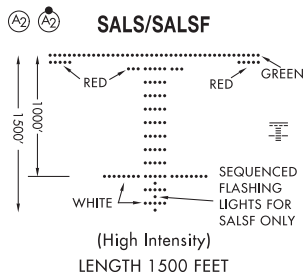
### CATEGORY I APPROACH LIGHTING SYSTEM



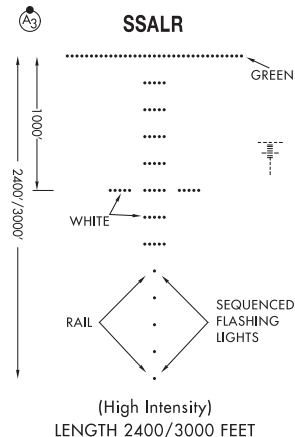
## CATEGORY II APPROACH LIGHTING SYSTEM



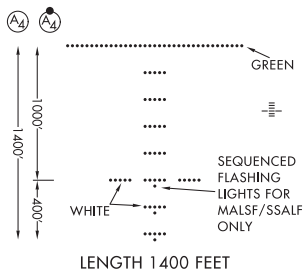
## SHORT APPROACH LIGHTING SYSTEM



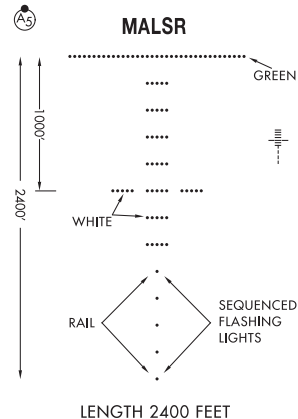
## SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights



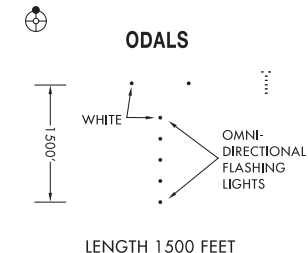
MEDIUM INTENSITY ( **MALS** and **MALSF** ) OR SIMPLIFIED SHORT ( **SSALS** and **SSALF** )  
APPROACH LIGHTING SYSTEMS



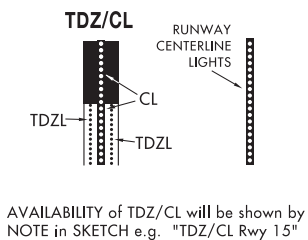
MEDIUM INTENSITY  
APPROACH LIGHTING SYSTEM  
with Runway Alignment Indicator Lights



## OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM



## RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS



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

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

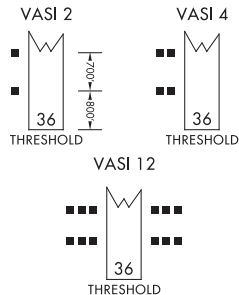
(V2) **PULSATING VISUAL APPROACH SLOPE INDICATOR**  
**PVASI**

Threshold

(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



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.

(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.

THRESHOLD

(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.

LEGEND 22195

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



## 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 <sup>25107</sup>

**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 <sup>25107</sup>

## 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-2, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K1

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>AKRON, OH</b>			<b>ASHTABULA, OH</b>		
<b>AKRON FULTON INTL(AKR)</b>			<b>NORTHEAST OHIO RGNL(HZY)</b>		
TAKEOFF MINIMUMS .....	L		TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M		IAPS ..... RNAV (GPS) RWY 09 .....	23	
STARS ..... BRWNZ FOUR (RNAV) .....	Z1		RNAV (GPS) RWY 27 .....	24	
HUUVR ONE (RNAV) .....	Z15				
ZZIPS ONE (RNAV) .....	Z45				
IAPS ..... RNAV (GPS) RWY 25 .....	1		<b>ATHENS(ALBANY), OH</b>		
LOC RWY 25 .....	2		<b>OHIO UNIVERSITY(UNI)</b>		
NDB RWY 25 .....	3		TAKEOFF MINIMUMS .....	L	
AIRPORT DIAGRAM .....	4		ALTERNATE MINIMUMS .....	M	
<b>AKRON-CANTON RGNL(CAK)</b>			IAPS ..... ILS OR LOC RWY 25 .....	25	
TAKEOFF MINIMUMS .....	L		RNAV (GPS) RWY 07 .....	26	
LAHSO .....	O		RNAV (GPS) RWY 25 .....	27	
STARS ..... BRWNZ FOUR (RNAV) .....	Z1		NDB RWY 25 .....	28	
HUUVR ONE (RNAV) .....	Z15				
ZZIPS ONE (RNAV) .....	Z45		<b>AUBURN, IN</b>		
IAPS ..... ILS OR LOC RWY 01 .....	5		<b>DE KALB COUNTY(GWB)</b>		
ILS OR LOC RWY 05 .....	6		TAKEOFF MINIMUMS .....	L	
ILS OR LOC RWY 19 .....	7		ALTERNATE MINIMUMS .....	M	
ILS OR LOC RWY 23 .....	8		IAPS ..... ILS OR LOC RWY 27 .....	29	
RNAV (GPS) RWY 01 .....	9		RNAV (GPS) RWY 09 .....	30	
RNAV (GPS) RWY 05 .....	10		RNAV (GPS) RWY 27 .....	31	
RNAV (GPS) RWY 19 .....	11		VOR-A .....	32	
RNAV (GPS) RWY 23 .....	12				
VOR RWY 05 .....	13		<b>BARNESVILLE, OH</b>		
VOR RWY 23 .....	14		<b>BARNESVILLE/BRADFIELD(6G5)</b>		
AIRPORT DIAGRAM .....	15		TAKEOFF MINIMUMS .....	L	
<b>AKRON-CANTON RGNL</b>			IAPS ..... RNAV (GPS) RWY 27 .....	33	
<b>---SEE AKRON, OH</b>			VOR/DME RWY 27 .....	34	
<b>ALDERMAN</b>					
<b>---SEE ST CLAIRSVILLE, OH</b>			<b>BARNESVILLE/BRADFIELD</b>		
<b>ALEXANDER SALAMON</b>			<b>---SEE BARNESVILLE, OH</b>		
<b>---SEE WEST UNION, OH</b>					
<b>ANDERSON, IN</b>			<b>BATAVIA, OH</b>		
<b>ANDERSON RGNL(AID)</b>			<b>CLERMONT COUNTY(I69)</b>		
TAKEOFF MINIMUMS .....	L		TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M		ALTERNATE MINIMUMS .....	M	
IAPS ..... ILS OR LOC RWY 30 .....	16		STARS ..... HEDEE ONE (RNAV) .....	Z14	
RNAV (GPS) RWY 12 .....	17		IAPS ..... RNAV (GPS) RWY 04 .....	35	
RNAV (GPS) RWY 30 .....	18		RNAV (GPS) RWY 22 .....	36	
AIRPORT DIAGRAM .....	19				
<b>ANGOLA, IN</b>			<b>BEDFORD, IN</b>		
<b>TRI-STATE STEUBEN COUNTY(ANQ)</b>			<b>VIRGIL I GRISSOM MUNI(BFR)</b>		
TAKEOFF MINIMUMS .....	L		TAKEOFF MINIMUMS .....	L	
IAPS ..... RNAV (GPS) RWY 05 .....	20		ALTERNATE MINIMUMS .....	M	
RNAV (GPS) RWY 23 .....	21		IAPS ..... RNAV (GPS) RWY 13 .....	37	
			RNAV (GPS) RWY 31 .....	38	
<b>ARENS FLD</b>			VOR RWY 13 .....	39	
<b>---SEE WINAMAC, IN</b>					
<b>ASHLAND, OH</b>			<b>BELLEFONTAINE, OH</b>		
<b>ASHLAND COUNTY(3G4)</b>			<b>BELLEFONTAINE RGNL(EDJ)</b>		
TAKEOFF MINIMUMS .....	L		TAKEOFF MINIMUMS .....	L	
IAPS ..... RNAV (GPS) RWY 19 .....	22		ALTERNATE MINIMUMS .....	M	
			IAPS ..... RNAV (GPS) RWY 07 .....	40	
			RNAV (GPS) RWY 25 .....	41	
			VOR RWY 25 .....	42	
			VOR RWY 07 .....	43	

INDEX

25219

K1

EC2

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K2

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>BLOOMINGTON, IN</b>			<b>CALDWELL, OH</b>		
<b>MONROE COUNTY(BMG)</b>			<b>NOBLE COUNTY(I10)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS ..... RNAV (GPS) RWY 23		.64
IAPS ..... ILS OR LOC/DME RWY 35		.44	<b>CAMBRIDGE, OH</b>		
RNAV (GPS) RWY 06		.45	<b>CAMBRIDGE MUNI(CDI)</b>		
RNAV (GPS) RWY 17		.46	TAKEOFF MINIMUMS		L
RNAV (GPS) RWY 24		.47	ALTERNATE MINIMUMS		M
RNAV (GPS) RWY 35		.48	IAPS ..... RNAV (GPS) RWY 04		.65
AIRPORT DIAGRAM		.49	RNAV (GPS) RWY 22		.66
<b>BLUFFTON, OH</b>			<b>CARROLL COUNTY-TOLSON</b>		
<b>BLUFFTON(5G7)</b>			<b>---SEE CARROLLTON, OH</b>		
TAKEOFF MINIMUMS		L	<b>CARROLLTON, OH</b>		
IAPS ..... RNAV (GPS) RWY 23		.50	<b>CARROLL COUNTY-TOLSON(TSO)</b>		
VOR RWY 23		.51	TAKEOFF MINIMUMS		L
<b>BOLTON FLD</b>			IAPS ..... RNAV (GPS) RWY 07		.67
<b>---SEE COLUMBUS, OH</b>			VOR-A		.68
<b>BOWLING GREEN, OH</b>			<b>CELINA, OH</b>		
<b>WOOD COUNTY(1G0)</b>			<b>LAKEFIELD(CQA)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS ..... RNAV (GPS) RWY 10		.52	IAPS ..... RNAV (GPS) RWY 08		.69
RNAV (GPS) RWY 18		.53	RNAV (GPS) RWY 26		.70
RNAV (GPS) RWY 28		.54	<b>CHILLICOTHE, OH</b>		
RNAV (GPS) RWY 36		.55	<b>ROSS COUNTY(RZT)</b>		
<b>BRAZIL, IN</b>			TAKEOFF MINIMUMS		L
<b>BRAZIL CLAY COUNTY(0I2)</b>			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	IAPS ..... RNAV (GPS) RWY 23		.71
IAPS ..... RNAV (GPS) RWY 27		.56	VOR RWY 23		.72
<b>BROWN COUNTY</b>			<b>CINCINNATI, OH</b>		
<b>---SEE GEORGETOWN, OH</b>			<b>CINCINNATI MUNI/LUNKEN FLD(LUK)</b>		
<b>BRYAN, OH</b>			TAKEOFF MINIMUMS		L
<b>WILLIAMS COUNTY(0G6)</b>			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	HOT SPOT		P
IAPS ..... RNAV (GPS) RWY 07		.57	STARS ..... HEDEE ONE (RNAV)		Z14
RNAV (GPS) RWY 25		.58	IAPS ..... ILS OR LOC RWY 21		.73
<b>BUCYRUS, OH</b>			RNAV (GPS) RWY 03		.74
<b>PORT BUCYRUS/CRAWFORD COUNTY(17G)</b>			RNAV (GPS) RWY 21		.75
TAKEOFF MINIMUMS		L	RNAV (GPS) RWY 25		.76
IAPS ..... RNAV (GPS) RWY 04		.59	AIRPORT DIAGRAM		.77
RNAV (GPS) RWY 22		.60	DPS ..... UCEEE TWO (RNAV)		.78
VOR RWY 22		.61	XAVRR TWO (RNAV)		.79
<b>BURKE LAKEFRONT</b>			<b>CINCINNATI WEST</b>		
<b>---SEE CLEVELAND, OH</b>			<b>---SEE HARRISON, OH</b>		
<b>BUTLER COUNTY RGNL/HOGAN FLD</b>			<b>CIRCLEVILLE, OH</b>		
<b>---SEE HAMILTON, OH</b>			<b>PICKAWAY COUNTY MEML(CYO)</b>		
<b>CADIZ, OH</b>			TAKEOFF MINIMUMS		L
<b>HARRISON COUNTY(8G6)</b>			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	IAPS ..... RNAV (GPS) RWY 01		.80
IAPS ..... RNAV (GPS) RWY 13		.62	RNAV (GPS) RWY 19		.81
RNAV (GPS) RWY 31		.63	VOR RWY 19		.82
<b>CLARK RGNL</b>			<b>CLARK RGNL</b>		
<b>---SEE JEFFERSONVILLE, IN</b>			<b>---SEE JEFFERSONVILLE, IN</b>		

INDEX

25219

K2

EC2

EC-2, 07 AUG 2025 to 02 OCT 2025

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

CLERMONT COUNTY  
---SEE BATAVIA, OH

CLEVELAND, OH

BURKE LAKEFRONT(BKL)

TAKEOFF MINIMUMS .....L  
DIVERSE VECTOR AREA .....L  
ALTERNATE MINIMUMS .....M  
HOT SPOT .....P  
STARS ..... BRWNZ FOUR (RNAV) .....Z1  
                  ROKNN FOUR (RNAV) .....Z32  
                  ROLLN TWO (RNAV) .....Z34  
                  TRYBE FOUR (RNAV) .....Z43  
IAPS ..... ILS OR LOC RWY 24R .....83  
                  RNAV (GPS) RWY 24R .....84  
AIRPORT DIAGRAM .....85  
DPS ..... AHMET FOUR (RNAV) .....86  
                  CAVVS FOUR (RNAV) .....87  
                  GTLKE FOUR (RNAV) .....88  
                  MYCAR FOUR (RNAV) .....90  
                  ZAAPA FIVE (RNAV) .....91

CLEVELAND-HOPKINS INTL(CLE)

TAKEOFF MINIMUMS .....L  
STARS ..... BRWNZ FOUR (RNAV) .....Z1  
                  ROKNN FOUR (RNAV) .....Z32  
                  ROLLN TWO (RNAV) .....Z34  
                  TRYBE FOUR (RNAV) .....Z43  
IAPS ..... ILS OR LOC RWY 06L .....92  
                  ILS OR LOC RWY 06R .....93  
                  ILS OR LOC RWY 24L .....94  
                  ILS OR LOC RWY 24R .....95  
                  ILS OR LOC RWY 28 .....96  
                  ILS RWY 24R (SA CAT I) .....97  
                  ILS RWY 06L (CAT II - III) .....98  
                  ILS RWY 24R (CAT II - III) .....99  
                  ILS RWY 06R (SA CAT II) .....100  
                  ILS RWY 24L (SA CAT II) .....101  
                  RNAV (RNP) Z RWY 06L .....102  
                  RNAV (RNP) Z RWY 06R .....103  
                  RNAV (RNP) Z RWY 24L .....104  
                  RNAV (RNP) Z RWY 24R .....105  
                  RNAV (GPS) RWY 10 .....106  
                  RNAV (GPS) RWY 28 .....107  
                  RNAV (GPS) Y RWY 06L .....108  
                  RNAV (GPS) Y RWY 06R .....109  
                  RNAV (GPS) Y RWY 24L .....110  
                  RNAV (GPS) Y RWY 24R .....111  
AIRPORT DIAGRAM .....112  
DPS ..... CAVVS FOUR (RNAV) .....113  
                  GTLKE FOUR (RNAV) .....114  
                  KKIDS ONE (RNAV) .....116  
                  PFLYD ONE (RNAV) .....117  
                  ZAAPA FIVE (RNAV) .....119

CLEVELAND, OH

CUYAHOGA COUNTY(CGF)

TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS ..... BRWNZ FOUR (RNAV) .....Z1  
                  ROKNN FOUR (RNAV) .....Z32  
                  ROLLN TWO (RNAV) .....Z34  
                  TRYBE FOUR (RNAV) .....Z43  
IAPS ..... ILS OR LOC RWY 24 .....121  
                  RNAV (GPS) RWY 06 .....122  
                  RNAV (GPS) RWY 24 .....123  
AIRPORT DIAGRAM .....124  
DPS ..... AHMET FOUR (RNAV) .....125  
                  CAVVS FOUR (RNAV) .....126  
                  GTLKE FOUR (RNAV) .....127  
                  MYCAR FOUR (RNAV) .....128  
                  ZAAPA FIVE (RNAV) .....129

CLINTON FLD

---SEE WILMINGTON, OH

COLUMBIANA COUNTY

---SEE EAST LIVERPOOL, OH

COLUMBUS, IN

COLUMBUS MUNI(BAK)

TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 23 .....130  
                  RNAV (GPS) RWY 05 .....131  
                  RNAV (GPS) RWY 14 .....132  
                  RNAV (GPS) RWY 23 .....133  
                  RNAV (GPS) RWY 32 .....134  
AIRPORT DIAGRAM .....135

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

**COLUMBUS, OH**  
**BOLTON FLD(TZR)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS ..... CBUSS TWO (RNAV) .....Z4  
CLPRR THREE (RNAV) .....Z7  
DUBLN ONE (RNAV) .....Z10  
SCRLT TWO (RNAV) .....Z35  
IAPS ..... ILS OR LOC RWY 04 .....136  
RNAV (GPS) RWY 04 .....137  
RNAV (GPS) RWY 22 .....138  
NDB RWY 04 .....139  
AIRPORT DIAGRAM .....140  
**JOHN GLENN COLUMBUS INTL(CMH)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
HOT SPOT .....P  
STARS ..... CBUSS TWO (RNAV) .....Z4  
CLPRR THREE (RNAV) .....Z7  
DUBLN ONE (RNAV) .....Z10  
JAKTZ TWO (RNAV) .....Z18  
SCRLT TWO (RNAV) .....Z35  
IAPS ..... ILS OR LOC RWY 10L .....141  
ILS OR LOC RWY 10R .....142  
ILS OR LOC RWY 28L .....143  
ILS OR LOC RWY 28R .....144  
ILS RWY 10R (SA CAT I - II) .....145  
ILS RWY 28L (SA CAT I - II) .....146  
RNAV (RNP) Z RWY 10L .....147  
RNAV (RNP) Z RWY 10R .....148  
RNAV (RNP) Z RWY 28L .....149  
RNAV (RNP) Z RWY 28R .....150  
RNAV (GPS) Y RWY 10L .....151  
RNAV (GPS) Y RWY 10R .....152  
RNAV (GPS) Y RWY 28L .....153  
RNAV (GPS) Y RWY 28R .....154  
AIRPORT DIAGRAM .....155  
**OHIO STATE UNIVERSITY(OSU)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
HOT SPOT .....P  
STARS ..... CBUSS TWO (RNAV) .....Z4  
CLPRR THREE (RNAV) .....Z7  
DUBLN ONE (RNAV) .....Z10  
JAKTZ TWO (RNAV) .....Z18  
SCRLT TWO (RNAV) .....Z35  
IAPS ..... ILS OR LOC RWY 09R .....156  
RNAV (GPS) RWY 09R .....157  
RNAV (GPS) RWY 27L .....158  
NDB RWY 09R .....159  
AIRPORT DIAGRAM .....160

**COLUMBUS, OH**  
**RICKENBACKER INTL(LCK)**  
ALTERNATE MINIMUMS .....M  
STARS ..... CBUSS TWO (RNAV) .....Z4  
CLPRR THREE (RNAV) .....Z7  
DUBLN ONE (RNAV) .....Z10  
JAKTZ TWO (RNAV) .....Z18  
SCRLT TWO (RNAV) .....Z35  
IAPS ..... ILS OR LOC RWY 05L .....161  
ILS OR LOC RWY 05R .....162  
ILS OR LOC RWY 23L .....163  
ILS RWY 05R (SA CAT I) .....164  
ILS RWY 05R (CAT II) .....165  
RNAV (GPS) RWY 05L .....166  
RNAV (GPS) RWY 05R .....167  
RNAV (GPS) RWY 23L .....168  
RNAV (GPS) RWY 23R .....169  
AIRPORT DIAGRAM .....170  
**CONCORD AIRPARK**  
---SEE PAINESVILLE, OH  
**CONNERSVILLE, IN**  
**METTEL FLD(CEV)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... ILS OR LOC RWY 18 .....171  
RNAV (GPS) RWY 18 .....172  
RNAV (GPS) RWY 36 .....173  
**COSHOCTON, OH**  
**RICHARD DOWNING(I40)**  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 04 .....174  
RNAV (GPS) RWY 23 .....175  
**CRAWFORDSVILLE, IN**  
**CRAWFORDSVILLE RGNL(CFJ)**  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 04 .....176  
RNAV (GPS) RWY 22 .....177  
NDB RWY 04 .....178  
AIRPORT DIAGRAM .....179  
**CUYAHOGA COUNTY**  
---SEE CLEVELAND, OH  
**DARKE COUNTY**  
---SEE VERSAILLES, OH  
**DAVIESS COUNTY**  
---SEE WASHINGTON, IN

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K5

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

<b>DAYTON, OH</b>		
<b>DAYTON/PHILLIPSBURG(317)</b>		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS)-A	180
<b>DAYTON/WRIGHT BROTHERS(MGY)</b>		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
STARS	DANEI THREE	Z9
IAPS	RNAV (GPS) RWY 02	181
	RNAV (GPS) RWY 20	182
	LOC RWY 20	183
	NDB-A	184
<b>GREENE COUNTY/LEWIS A JACKSON RGNL (GDK)</b>		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 07	185
	RNAV (GPS) RWY 25	186
<b>JAMES M COX DAYTON INTL(DAY)</b>		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
HOT SPOT		P
STARS	DANEI THREE	Z9
IAPS	ILS OR LOC RWY 06L	187
	ILS OR LOC RWY 18	188
	ILS OR LOC RWY 24L	189
	ILS OR LOC RWY 24R	190
	ILS RWY 06L (CAT II - III)	191
	RNAV (RNP) Y RWY 06L	192
	RNAV (RNP) Y RWY 24R	193
	RNAV (GPS) RWY 06R	194
	RNAV (GPS) RWY 18	195
	RNAV (GPS) RWY 24L	196
	RNAV (GPS) RWY 36	197
	RNAV (GPS) Z RWY 06L	198
	RNAV (GPS) Z RWY 24R	199
AIRPORT DIAGRAM		200
DPS	DAYTON EIGHT	201
<b>MORaine AIR PARK(I73)</b>		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS)-A	203

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

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

**DAYTON/WRIGHT BROTHERS**  
---SEE DAYTON, OH

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

<b>DEFIANCE, OH</b>		
<b>DEFIANCE MEML(DFI)</b>		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	RNAV (GPS) RWY 12	204

INDEX

25219

<b>DELAWARE, OH</b>		
<b>DELAWARE MUNI/JIM MOORE FLD(DLZ)</b>		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 10	205
	RNAV (GPS) RWY 28	206
	VOR RWY 28	207

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

<b>DELPHI, IN</b>		
<b>DELPHI MUNI(119)</b>		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 18	208
	RNAV (GPS) RWY 36	209

**DONALD P MILLER**  
---SEE FOSTORIA, OH

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

<b>EAST LIVERPOOL, OH</b>		
<b>COLUMBIANA COUNTY(02G)</b>		
TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 25	210

**ED NEWLON FLD**  
---SEE NEW LEXINGTON, OH

<b>ELKHART, IN</b>		
<b>ELKHART MUNI(EKM)</b>		
TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 27	211
	RNAV (GPS) RWY 09	212
	RNAV (GPS) RWY 18	212
	RNAV (GPS) RWY 27	213
	RNAV (GPS) RWY 36	214
	VOR RWY 09	215
AIRPORT DIAGRAM		216
		217

<b>ELYRIA, OH</b>		
<b>ELYRIA(1G1)</b>		
TAKEOFF MINIMUMS		L
IAPS	VOR OR GPS-A	218

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

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

EC-2, 07 AUG 2025 to 02 OCT 2025

K5

EC2



EC-2, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K6

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>EVANSVILLE, IN</b>			<b>FRANKFORT, IN</b>		
<b>EVANSVILLE RGNL(EVV)</b>			<b>FRANKFORT CLINTON COUNTY RGNL(FKR)</b>		
TAKEOFF MINIMUMS .....	L		TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M		ALTERNATE MINIMUMS .....	M	
RADAR MINIMUMS .....	N		IAPS .....	RNAV (GPS) RWY 09 .....	251
HOT SPOT .....	P			RNAV (GPS) RWY 27 .....	252
IAPS .....	ILS OR LOC RWY 04 .....	219	<b>FREEMAN MUNI</b>		
	ILS OR LOC RWY 22 .....	220	<b>---SEE SEYMOUR, IN</b>		
	RNAV (GPS) RWY 04 .....	221	<b>FREMONT, OH</b>		
	RNAV (GPS) RWY 18 .....	222	<b>FREMONT(14G)</b>		
	RNAV (GPS) RWY 22 .....	223	TAKEOFF MINIMUMS .....	L	
	RNAV (GPS) RWY 36 .....	224	IAPS .....	RNAV (GPS) RWY 09 .....	253
	VOR RWY 04 .....	225	<b>SANDUSKY COUNTY RGNL(S24)</b>		
AIRPORT DIAGRAM .....		226	TAKEOFF MINIMUMS .....	L	
<b>FAIRFIELD COUNTY</b>			ALTERNATE MINIMUMS .....	M	
<b>---SEE LANCASTER, OH</b>			IAPS .....	RNAV (GPS) RWY 06 .....	254
<b>FAYETTE COUNTY</b>				RNAV (GPS) RWY 24 .....	255
<b>---SEE WASHINGTON COURT HOUSE, OH</b>			<b>FRENCH LICK, IN</b>		
<b>FINDLAY, OH</b>			<b>FRENCH LICK MUNI(FRH)</b>		
<b>FINDLAY(FDY)</b>			TAKEOFF MINIMUMS .....	L	
TAKEOFF MINIMUMS .....	L		ALTERNATE MINIMUMS .....	M	
ALTERNATE MINIMUMS .....	M		IAPS .....	RNAV (GPS) RWY 08 .....	256
IAPS .....	RNAV (GPS) RWY 07 .....	227		RNAV (GPS) RWY 26 .....	257
	RNAV (GPS) RWY 18 .....	228	<b>FULTON COUNTY</b>		
	RNAV (GPS) RWY 25 .....	229	<b>---SEE ROCHESTER, IN</b>		
	RNAV (GPS) RWY 36 .....	230	<b>FULTON COUNTY</b>		
	VOR RWY 07 .....	231	<b>---SEE WAUSEON, OH</b>		
<b>FORT WAYNE, IN</b>			<b>GALION, OH</b>		
<b>FORT WAYNE INTL(FWA)</b>			<b>GALION MUNI(GQQ)</b>		
TAKEOFF MINIMUMS .....	L		TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M		IAPS .....	RNAV (GPS) RWY 05 .....	258
RADAR MINIMUMS .....	N			RNAV (GPS) RWY 23 .....	259
IAPS .....	ILS OR LOC RWY 05 .....	232		VOR RWY 23 .....	260
	ILS OR LOC RWY 32 .....	233	<b>GALLIA-MEIGS RGNL</b>		
	ILS RWY 05 (CAT II) .....	234	<b>---SEE GALLIPOLIS, OH</b>		
	RNAV (GPS) RWY 05 .....	235	<b>GALLIPOLIS, OH</b>		
	RNAV (GPS) RWY 14 .....	236	<b>GALLIA-MEIGS RGNL(GAS)</b>		
	RNAV (GPS) RWY 23 .....	237	TAKEOFF MINIMUMS .....	L	
	RNAV (GPS) RWY 32 .....	238	IAPS .....	RNAV (GPS) RWY 23 .....	261
	VOR OR TACAN RWY 05 .....	239	<b>FOSTORIA, OH</b>		
	VOR OR TACAN RWY 14 .....	240	<b>DONALD P MILLER(FZI)</b>		
	VOR OR TACAN RWY 23 .....	241	TAKEOFF MINIMUMS .....	L	
AIRPORT DIAGRAM .....		242	ALTERNATE MINIMUMS .....	M	
<b>SMITH FLD(SMD)</b>			IAPS .....	RNAV (GPS) RWY 09 .....	248
TAKEOFF MINIMUMS .....	L			RNAV (GPS) RWY 27 .....	249
IAPS .....	RNAV (GPS) RWY 05 .....	243		VOR-A .....	250
	RNAV (GPS) RWY 13 .....	244	<b>INDEX</b>		
	RNAV (GPS) RWY 23 .....	245	25219		
	RNAV (GPS) RWY 31 .....	246			
	VOR RWY 13 .....	247			

EC-2, 07 AUG 2025 to 02 OCT 2025

K6

EC2

EC-2, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K7

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>GARY/CHICAGO, IN</b>			<b>GRIFFITH, IN</b>		
<b>GARY/CHICAGO INTL(GYY)</b>			<b>GRIFFITH-MERRILLVILLE(05C)</b>		
TAKEOFF MINIMUMS .....	L		TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M		STARS ..... LUCIT THREE (RNAV) .....	Z27	
STARS ..... LUCIT THREE (RNAV) .....	Z27		IAPS ..... RNAV (GPS) RWY 08 .....	287	
IAPS ..... ILS OR LOC RWY 30 .....	262		RNAV (GPS) RWY 26 .....	288	
RNAV (RNP) Z RWY 12 .....	263		VOR RWY 08 .....	289	
RNAV (RNP) Z RWY 30 .....	264				
RNAV (GPS) RWY 02 .....	265				
RNAV (GPS) RWY 20 .....	266		<b>GRIMES FLD</b>		
RNAV (GPS) Y RWY 12 .....	267		<b>---SEE URBANA, OH</b>		
RNAV (GPS) Y RWY 30 .....	268				
COPTER ILS OR LOC RWY 30 .....	269		<b>GRISSOM ARB(KGUS)</b>		
AIRPORT DIAGRAM .....	270		<b>PERU, IN</b>		
DPS ..... ADELL SEVEN (RNAV) .....	271		IAPS ..... ILS OR LOC RWY 05 .....	290	
BLOKR SEVEN (RNAV) .....	272		ILS OR LOC RWY 23 .....	291	
CARYN SEVEN (RNAV) .....	273		RNAV (GPS) RWY 05 .....	292	
DARCY SEVEN (RNAV) .....	274		RNAV (GPS) RWY 23 .....	293	
ELANR EIGHT (RNAV) .....	275		TACAN OR VOR RWY 05 .....	294	
			TACAN OR VOR RWY 23 .....	295	
<b>GEARY A BATES/JEFFERSON COUNTY AIRPARK</b>			AIRPORT DIAGRAM .....	296	
<b>---SEE STEUBENVILLE, OH</b>					
<b>GEAUGA COUNTY</b>			<b>HAMILTON, OH</b>		
<b>---SEE MIDDLEFIELD, OH</b>			<b>BUTLER COUNTY RGNL/HOGAN FLD(HAO)</b>		
<b>GEORGETOWN, OH</b>			TAKEOFF MINIMUMS .....	L	
<b>BROWN COUNTY(GEO)</b>			ALTERNATE MINIMUMS .....	M	
TAKEOFF MINIMUMS .....	L		STARS ..... HEDEE ONE (RNAV) .....	Z14	
IAPS ..... RNAV (GPS) RWY 36 .....	276		IAPS ..... ILS OR LOC RWY 30 .....	297	
VOR/DME-A .....	277		RNAV (GPS) RWY 12 .....	298	
			RNAV (GPS) RWY 30 .....	299	
<b>GOSHEN, IN</b>			<b>HARDIN COUNTY</b>		
<b>GOSHEN MUNI(GSH)</b>			<b>---SEE KENTON, OH</b>		
TAKEOFF MINIMUMS .....	L				
ALTERNATE MINIMUMS .....	M		<b>HARRISON, OH</b>		
IAPS ..... ILS OR LOC RWY 27 .....	278		<b>CINCINNATI WEST(I67)</b>		
RNAV (GPS) RWY 09 .....	279		TAKEOFF MINIMUMS .....	L	
RNAV (GPS) RWY 27 .....	280		IAPS ..... RNAV (GPS) RWY 19 .....	300	
<b>GREATER PORTSMOUTH RGNL</b>			<b>HARRISON COUNTY</b>		
<b>---SEE PORTSMOUTH, OH</b>			<b>---SEE CADIZ, OH</b>		
<b>GREENCASTLE, IN</b>					
<b>PUTNAM COUNTY RGNL(GPC)</b>			<b>HARRY CLEVER FLD</b>		
TAKEOFF MINIMUMS .....	L		<b>---SEE NEW PHILADELPHIA, OH</b>		
IAPS ..... RNAV (GPS) RWY 18 .....	281				
RNAV (GPS) RWY 36 .....	282		<b>HENDRICKS COUNTY-GORDON GRAHAM FLD</b>		
VOR-A .....	283		<b>---SEE INDIANAPOLIS, IN</b>		
<b>GREENE COUNTY/LEWIS A JACKSON RGNL</b>			<b>HENRY COUNTY</b>		
<b>---SEE DAYTON, OH</b>			<b>---SEE NAPOLEON, OH</b>		
<b>GREENSBURG, IN</b>					
<b>GREENSBURG MUNI(I34)</b>			<b>HIGHLAND COUNTY</b>		
TAKEOFF MINIMUMS .....	L		<b>---SEE HILLSBORO, OH</b>		
IAPS ..... RNAV (GPS) RWY 01 .....	284				
RNAV (GPS) RWY 19 .....	285		<b>HILLSBORO, OH</b>		
VOR-A .....	286		<b>HIGHLAND COUNTY(HOC)</b>		
			TAKEOFF MINIMUMS .....	L	
			IAPS ..... RNAV (GPS) RWY 23 .....	301	
<b>HOBERT, IN</b>			<b>HOBERT SKY RANCH(3HO)</b>		
			STARS ..... LUCIT THREE (RNAV) .....	Z27	

INDEX

25219

K7

EC2

EC-2, 07 AUG 2025 to 02 OCT 2025

# INDEX

25219

K8

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>HOLMES COUNTY</b>			<b>INDIANAPOLIS, IN(CON'T)</b>		
---SEE MILLERSBURG, OH			<b>INDIANAPOLIS INTL(IND)</b>		
<b>HUNTINGBURG, IN</b>			TAKEOFF MINIMUMS		L
<b>HUNTINGBURG(HNB)</b>			ALTERNATE MINIMUMS		M
TAKEOFF MINIMUMS		L	STARS	CLANG SEVEN	Z6
ALTERNATE MINIMUMS		M		GIJBS FOUR (RNAV)	Z12
IAPS	RNAV (GPS) RWY 09	302		JAKKS TWO (RNAV)	Z16
	RNAV (GPS) RWY 27	303		KOLTS TWO (RNAV)	Z23
AIRPORT DIAGRAM		304		RACYR SIX	Z31
<b>HUNTINGTON, IN</b>				SMUKE THREE (RNAV)	Z37
<b>HUNTINGTON MUNI(HHG)</b>				SNKPT TWO (RNAV)	Z40
TAKEOFF MINIMUMS		L	IAPS	ILS OR LOC RWY 05L	335
ALTERNATE MINIMUMS		M		ILS OR LOC RWY 05R	336
IAPS	RNAV (GPS) RWY 10	305		ILS OR LOC RWY 14	337
	RNAV (GPS) RWY 28	306		ILS OR LOC RWY 23L	338
	VOR-A	307		ILS OR LOC RWY 23R	339
<b>INDIANAPOLIS, IN</b>				ILS OR LOC RWY 32	340
<b>EAGLE CREEK AIRPARK(EYE)</b>				ILS RWY 05L (SA CAT I)	341
TAKEOFF MINIMUMS		L		ILS RWY 05R (SA CAT I)	342
ALTERNATE MINIMUMS		M		ILS RWY 23R (SA CAT I - II)	343
STARS	CLANG SEVEN	Z6		ILS RWY 05L (CAT II - III)	344
	RACYR SIX	Z31		ILS RWY 05R (CAT II - III)	345
IAPS	RNAV (GPS) RWY 21	308		ILS RWY 23L (SA CAT II)	346
	LOC RWY 21	309		RNAV (RNP) Z RWY 05L	347
	VOR-A	310		RNAV (RNP) Z RWY 14	348
AIRPORT DIAGRAM		311		RNAV (RNP) Z RWY 23L	349
DPS	DAWNN ONE	312		RNAV (RNP) Z RWY 23R	350
	HOOSIER FIVE	314		RNAV (RNP) Z RWY 32	351
	MAREO FIVE	315		RNAV (RNP) Z RWY 05L	352
	MEARZ SEVEN	316		RNAV (GPS) Y RWY 05R	353
	ROCKY ONE	318		RNAV (GPS) Y RWY 14	354
<b>HENDRICKS COUNTY-GORDON GRAHAM FLD</b>				RNAV (GPS) Y RWY 23L	355
<b>(2R2)</b>				RNAV (GPS) Y RWY 23R	356
TAKEOFF MINIMUMS		L		RNAV (GPS) Y RWY 32	357
IAPS	RNAV (GPS) RWY 18	319		RNAV (GPS) Y RWY 32	358
	RNAV (GPS) RWY 36	320	AIRPORT DIAGRAM		359
AIRPORT DIAGRAM		321	DPS	DAWNN ONE	360
<b>INDIANAPOLIS DOWNTOWN(8A4)</b>				HOOSIER FIVE	362
IAPS	COPTER RNAV (GPS) 291	322		INDY THREE	364
	COPTER VOR/DME 287	323		MAREO FIVE	366
<b>INDIANAPOLIS EXEC(TYQ)</b>				MEARZ SEVEN	368
TAKEOFF MINIMUMS		L		ROCKY ONE	370
ALTERNATE MINIMUMS		M	<b>INDIANAPOLIS METRO(UMP)</b>		
STARS	RACYR SIX	Z31	TAKEOFF MINIMUMS		L
IAPS	ILS OR LOC RWY 36	324	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 18	325	STARS	RACYR SIX	Z31
	RNAV (GPS) RWY 36	326	IAPS	RNAV (GPS) RWY 15	372
	VOR RWY 18	327		RNAV (GPS) RWY 33	373
AIRPORT DIAGRAM		328		VOR RWY 33	374
DPS	DAWNN ONE	329	AIRPORT DIAGRAM		375
	HOOSIER FIVE	331	DPS	DAWNN ONE	376
	MAREO FIVE	332		HOOSIER FIVE	378
	MEARZ SEVEN	333		MAREO FIVE	379
	ROCKY ONE	334		MEARZ SEVEN	380
				ROCKY ONE	382

# INDEX

25219

K8

EC2

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

INDIANAPOLIS, IN  
INDIANAPOLIS RGNL(MQJ)  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS ..... CLANG SEVEN .....Z6  
RACYR SIX .....Z31  
IAPS ..... ILS OR LOC RWY 25 .....383  
RNAV (GPS) RWY 07 .....384  
RNAV (GPS) RWY 16 .....385  
RNAV (GPS) RWY 25 .....386  
RNAV (GPS) RWY 34 .....387  
VOR RWY 34 .....388  
AIRPORT DIAGRAM .....389  
DPS ..... DAWN ONE .....390  
HOOSIER FIVE .....392  
MAREO FIVE .....393  
MEARZ SEVEN .....394  
ROCKY ONE .....396

INDY SOUTH GREENWOOD(HFY)  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS ..... RACYR SIX .....Z31  
IAPS ..... RNAV (GPS) RWY 01 .....397  
RNAV (GPS) RWY 19 .....398  
VOR-A .....399  
DPS ..... DAWN ONE .....400  
HOOSIER FIVE .....402  
MAREO FIVE .....403  
MEARZ SEVEN .....404  
ROCKY ONE .....406

INDY SOUTH GREENWOOD  
---SEE INDIANAPOLIS, IN

JACKSON, OH  
JAMES A RHODES(JRO)  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 01 .....407  
RNAV (GPS) RWY 19 .....408

JAMES A RHODES  
---SEE JACKSON, OH

JAMES M COX DAYTON INTL  
---SEE DAYTON, OH

JASPER COUNTY  
---SEE RENSSELAER, IN

JEFFERSONVILLE, IN  
CLARK RGNL(JVY)  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
STARS ..... JMONY TWO (RNAV) .....Z20  
LEDDL ONE (RNAV) .....Z25  
MBELL FIVE (RNAV) .....Z29  
IAPS ..... ILS OR LOC RWY 18 .....409  
RNAV (GPS) RWY 18 .....410  
RNAV (GPS) RWY 36 .....411

JOHN GLENN COLUMBUS INTL  
---SEE COLUMBUS, OH

KENDALLVILLE, IN  
KENDALLVILLE MUNI(C62)  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 10 .....412  
RNAV (GPS) RWY 28 .....413

KENT, OH  
KENT STATE UNIVERSITY(1G3)  
TAKEOFF MINIMUMS .....L  
STARS ..... BRWNZ FOUR (RNAV) .....Z1  
HUUVR ONE (RNAV) .....Z15  
ZZIPS ONE (RNAV) .....Z45  
IAPS ..... RNAV (GPS) RWY 01 .....414  
RNAV (GPS) RWY 19 .....415  
VOR-A .....416  
NDB RWY 01 .....417

KENTLAND, IN  
KENTLAND MUNI(501)  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 27 .....418

KENTON, OH  
HARDIN COUNTY(I95)  
TAKEOFF MINIMUMS .....L  
IAPS ..... RNAV (GPS) RWY 04 .....419  
RNAV (GPS) RWY 22 .....420

KNOX, IN  
STARKE COUNTY(OXI)  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 18 .....421

KNOX COUNTY  
---SEE MOUNT VERNON, OH

KOKOMO, IN  
KOKOMO MUNI(OKK)  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... ILS OR LOC RWY 23 .....422  
RNAV (GPS) RWY 05 .....423  
RNAV (GPS) RWY 14 .....424  
RNAV (GPS) RWY 23 .....425  
RNAV (GPS) RWY 32 .....426

LA PORTE, IN  
LA PORTE MUNI(PPO)  
TAKEOFF MINIMUMS .....L  
ALTERNATE MINIMUMS .....M  
IAPS ..... RNAV (GPS) RWY 02 .....427  
RNAV (GPS) RWY 20 .....428

EC-2, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K10

INDEX OF TERMINAL CHARTS AND MINIMUMS

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

LAFAYETTE, IN

PURDUE UNIVERSITY(LAF)

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
LAHSO .....	O
IAPS .....	
ILS OR LOC RWY 10 .....	429
RNAV (GPS) RWY 10 .....	430
RNAV (GPS) RWY 28 .....	431
VOR-A .....	432
AIRPORT DIAGRAM .....	433

LAKE COUNTY EXEC

---SEE WILLOUGHBY, OH

LAKEFIELD

---SEE CELINA, OH

LANCASTER, OH

FAIRFIELD COUNTY(LHQ)

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
IAPS .....	
RNAV (GPS) RWY 10 .....	434
RNAV (GPS) RWY 28 .....	435
VOR-A .....	436

LEBANON, OH

WARREN COUNTY/JOHN LANE FLD(I68)

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
IAPS ..... RNAV (GPS) RWY 01 .....	437
RNAV (GPS) RWY 19 .....	438

LICKING COUNTY RGNL

---SEE NEWARK, OH

LIMA, OH

LIMA ALLEN COUNTY(AOH)

TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M	
IAPS .....	ILS OR LOC RWY 28 .....	439
	RNAV (GPS) RWY 10 .....	440
	RNAV (GPS) RWY 28 .....	441

LOGANSPORT, IN

LOGANSPORT/CASS COUNTY(GGP)

TAKEOFF MINIMUMS .....	L
IAPS ..... RNAV (GPS) RWY 09 .....	442
RNAV (GPS) RWY 27 .....	443

LOGANSPORT/CASS COUNTY

---SEE LOGANSPORT, IN

LONDON, OH

MADISON COUNTY(UYF)

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
IAPS ..... RNAV (GPS) RWY 09 .....	444
RNAV (GPS) RWY 27 .....	445

LORAIN COUNTY RGNL

---SEE LORAIN/ELYRIA, OH

LORAIN/ELYRIA, OH

LORAIN COUNTY RGNL(LPR)

TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M	
STARS .....	BRWNZ FOUR (RNAV) .....	21
	ROKNN FOUR (RNAV) .....	232
	ROLLN TWO (RNAV) .....	234
IAPS .....	ILS OR LOC RWY 07 .....	446
	RNAV (GPS) RWY 07 .....	447
	VOR-A .....	448
DPS .....	AHMET FOUR (RNAV) .....	449
	CAVVS FOUR (RNAV) .....	450
	GTLKE FOUR (RNAV) .....	451
	MYCAR FOUR (RNAV) .....	452
	ZAAPA FIVE (RNAV) .....	453

MADISON, IN

MADISON MUNI(IMS)

TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M	
IAPS .....	RNAV (GPS) RWY 21 .....	454
	RNAV (GPS) Y RWY 03 .....	455
	RNAV (GPS) Z RWY 03 .....	456

MADISON COUNTY

---SEE LONDON, OH

MANSFIELD, OH

MANSFIELD LAHM RGNL(MFD)

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

MARION, IN

MARION MUNI - MCKINNEY FLD(MZZ)

TAKEOFF MINIMUMS .....	L	
ALTERNATE MINIMUMS .....	M	
IAPS .....	ILS OR LOC RWY 04 .....	466
	RNAV (GPS) RWY 04 .....	467
	RNAV (GPS) RWY 15 .....	468
	RNAV (GPS) RWY 22 .....	469
	RNAV (GPS) RWY 33 .....	470
	VOR RWY 15 .....	471

MARION, OH

MARION MUNI(MNN)

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
IAPS .....	
RNAV (GPS) RWY 07 .....	472
RNAV (GPS) RWY 13 .....	473
RNAV (GPS) RWY 25 .....	474
VOR-A .....	475

INDEX

25219

K10

EC2

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K11

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME

PROC

SECT PG

NAME

PROC

SECT PG

MARYSVILLE, OH

UNION COUNTY(MRT)

TAKEOFF MINIMUMS .....L

ALTERNATE MINIMUMS .....M

IAPS ..... RNAV (GPS) RWY 09 .....476

IAPS ..... RNAV (GPS) RWY 27 .....477

MEDINA, OH

MEDINA MUNI(1G5)

TAKEOFF MINIMUMS .....L

IAPS ..... RNAV (GPS) RWY 09 .....478

IAPS ..... RNAV (GPS) RWY 27 .....479

IAPS ..... VOR RWY 27 .....480

METTEL FLD

---SEE CONNERSVILLE, IN

MIAMI UNIVERSITY

---SEE OXFORD, OH

MICHIGAN CITY, IN

MICHIGAN CITY MUNI-PHILLIPS FLD(MGC)

TAKEOFF MINIMUMS .....L

ALTERNATE MINIMUMS .....M

IAPS ..... RNAV (GPS) RWY 20 .....481

MIDDLEFIELD, OH

GEAUGA COUNTY(7G8)

TAKEOFF MINIMUMS .....L

IAPS ..... RNAV (GPS) RWY 11 .....482

IAPS ..... RNAV (GPS) RWY 29 .....483

MIDDLETOWN, OH

MIDDLETOWN RGNL/HOOK FLD(MWO)

TAKEOFF MINIMUMS .....L

ALTERNATE MINIMUMS .....M

STARS ..... DANEI THREE .....Z9

IAPS ..... RNAV (GPS) RWY 05 .....484

IAPS ..... RNAV (GPS) RWY 23 .....485

IAPS ..... LOC RWY 23 .....486

MILLERSBURG, OH

HOLMES COUNTY(10G)

TAKEOFF MINIMUMS .....L

ALTERNATE MINIMUMS .....M

IAPS ..... RNAV (GPS) RWY 09 .....487

IAPS ..... RNAV (GPS) RWY 27 .....488

MONROE COUNTY

---SEE BLOOMINGTON, IN

MONROE COUNTY

---SEE WOODSFIELD, OH

MONTICELLO, IN

WHITE COUNTY(MCX)

TAKEOFF MINIMUMS .....L

ALTERNATE MINIMUMS .....M

IAPS ..... RNAV (GPS) RWY 18 .....489

IAPS ..... RNAV (GPS) RWY 36 .....490

MORAIN AIR PARK

---SEE DAYTON, OH

MORROW COUNTY

---SEE MOUNT GILEAD, OH

MOUNT GILEAD, OH

MORROW COUNTY(419)

TAKEOFF MINIMUMS .....L

IAPS ..... VOR-A .....491

MOUNT VERNON, OH

KNOX COUNTY(413)

TAKEOFF MINIMUMS .....L

ALTERNATE MINIMUMS .....M

IAPS ..... RNAV (GPS) RWY 10 .....492

IAPS ..... RNAV (GPS) RWY 28 .....493

IAPS ..... VOR-A .....494

MUNCIE, IN

DELAWARE COUNTY RGNL(MIE)

TAKEOFF MINIMUMS .....L

ALTERNATE MINIMUMS .....M

LAHSO .....O

IAPS ..... ILS OR LOC RWY 32 .....495

IAPS ..... RNAV (GPS) RWY 03 .....496

IAPS ..... RNAV (GPS) RWY 14 .....497

IAPS ..... RNAV (GPS) RWY 21 .....498

IAPS ..... RNAV (GPS) RWY 32 .....499

IAPS ..... VOR RWY 14 .....500

IAPS ..... VOR RWY 21 .....501

AIRPORT DIAGRAM .....502

NAPOLEON, OH

HENRY COUNTY(7W5)

TAKEOFF MINIMUMS .....L

IAPS ..... RNAV (GPS) RWY 28 .....503

NAPPANEE, IN

NAPPANEE MUNI(C03)

TAKEOFF MINIMUMS .....L

IAPS ..... RNAV (GPS)-A .....504

NEIL ARMSTRONG

---SEE WAPAKONETA, OH

NEW CASTLE, IN

NEW CASTLE HENRY COUNTY MARLATT FLD (UWL)

TAKEOFF MINIMUMS .....L

ALTERNATE MINIMUMS .....M

IAPS ..... RNAV (GPS) RWY 10 .....505

IAPS ..... RNAV (GPS) RWY 28 .....506

IAPS ..... NDB RWY 10 .....507

NEW LEXINGTON, OH

ED NEWLON FLD(186)

TAKEOFF MINIMUMS .....L

IAPS ..... RNAV (GPS) RWY 26 .....508

IAPS ..... VOR/DME RWY 26 .....509

EC-2, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K11

EC2

EC-2, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K12

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>NEW PHILADELPHIA, OH</b>			<b>PERRY COUNTY MUNI</b>		
<b>HARRY CLEVER FLD(PHD)</b>			<b>---SEE TELL CITY, IN</b>		
TAKEOFF MINIMUMS		L	<b>PERU, IN</b>		
ALTERNATE MINIMUMS		M	<b>PERU MUNI(I76)</b>		
IAPS	RNAV (GPS) RWY 15	510	TAKEOFF MINIMUMS		L
	RNAV (GPS) RWY 33	511	IAPS	RNAV (GPS) RWY 01	527
	VOR-A	512		RNAV (GPS) RWY 19	528
<b>NEWARK, OH</b>			<b>PERU, IN</b>		
<b>LICKING COUNTY RGNL(VTA)</b>			<b>---SEE GRISSOM ARB</b>		
TAKEOFF MINIMUMS		L	<b>PICKAWAY COUNTY MEML</b>		
ALTERNATE MINIMUMS		M	<b>---SEE CIRCLEVILLE, OH</b>		
IAPS	RNAV (GPS) RWY 09	513	<b>PIKE COUNTY</b>		
	RNAV (GPS) RWY 27	514	<b>---SEE WAVERLY, OH</b>		
	LOC RWY 09	515	<b>PIQUA, OH</b>		
	VOR-A	516	<b>PIQUA/HARTZELL FLD(I17)</b>		
<b>NOBLE COUNTY</b>			TAKEOFF MINIMUMS		L
<b>---SEE CALDWELL, OH</b>			IAPS	RNAV (GPS) RWY 08	529
<b>NORTH VERNON, IN</b>				RNAV (GPS) RWY 26	530
<b>NORTH VERNON(OVO)</b>				VOR RWY 26	531
TAKEOFF MINIMUMS		L		VOR-A	532
IAPS	RNAV (GPS) RWY 05	517	<b>PIQUA/HARTZELL FLD</b>		
	RNAV (GPS) Y RWY 23	518	<b>---SEE PIQUA, OH</b>		
	RNAV (GPS) Z RWY 23	519	<b>PLYMOUTH, IN</b>		
<b>NORTHEAST OHIO RGNL</b>			<b>PLYMOUTH MUNI(C65)</b>		
<b>---SEE ASHTABULA, OH</b>			TAKEOFF MINIMUMS		L
<b>NORWALK, OH</b>			ALTERNATE MINIMUMS		M
<b>NORWALK/HURON COUNTY(5A1)</b>			IAPS	RNAV (GPS) RWY 10	533
TAKEOFF MINIMUMS		L		RNAV (GPS) RWY 28	534
IAPS	RNAV (GPS) RWY 28	520	<b>PORT BUCYRUS/CRAWFORD COUNTY</b>		
<b>NORWALK/HURON COUNTY</b>			<b>---SEE BUCYRUS, OH</b>		
<b>---SEE NORWALK, OH</b>			<b>PORT CLINTON, OH</b>		
<b>OHIO STATE UNIVERSITY</b>			<b>ERIE-OTTAWA INTL(PCW)</b>		
<b>---SEE COLUMBUS, OH</b>			TAKEOFF MINIMUMS		L
<b>OHIO UNIVERSITY</b>			ALTERNATE MINIMUMS		M
<b>---SEE ATHENS(ALBANY), OH</b>			IAPS	RNAV (GPS) RWY 09	535
<b>OTTAWA, OH</b>				RNAV (GPS) RWY 27	536
<b>PUTNAM COUNTY(OWX)</b>			<b>PORTAGE COUNTY</b>		
TAKEOFF MINIMUMS		L	<b>---SEE RAVENNA, OH</b>		
IAPS	RNAV (GPS) RWY 09	521	<b>PORTER COUNTY RGNL</b>		
	RNAV (GPS) RWY 27	522	<b>---SEE VALPARAISO, IN</b>		
	VOR RWY 27	523	<b>PORTLAND, IN</b>		
<b>OXFORD, OH</b>			<b>PORTLAND MUNI(PLD)</b>		
<b>MIAMI UNIVERSITY(OXD)</b>			TAKEOFF MINIMUMS		L
TAKEOFF MINIMUMS		L	ALTERNATE MINIMUMS		M
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 09	537
IAPS	RNAV (GPS) RWY 05	524		RNAV (GPS) RWY 27	538
	RNAV (GPS) RWY 23	525	<b>PAINESVILLE, OH</b>		
<b>CONCORD AIRPARK(2G1)</b>			<b>TAKEOFF MINIMUMS</b>		
TAKEOFF MINIMUMS		L	<b>IAPS</b>		
IAPS	RNAV (GPS)-A	526	<b>CONCORD AIRPARK(2G1)</b>		

INDEX

25219

K12

EC2

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K13

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>PORTSMOUTH, OH</b>			<b>SALEM, OH</b>		
<b>GREATER PORTSMOUTH RGNL(PMH)</b>			<b>SALEM AIRPARK(38D)</b>		
TAKEOFF MINIMUMS .....L			TAKEOFF MINIMUMS .....L		
IAPS ..... RNAV (GPS) RWY 18 .....539			IAPS ..... RNAV (GPS)-A .....552		
RNAV (GPS) RWY 36 .....540					
<b>PURDUE UNIVERSITY</b>			<b>SANDUSKY COUNTY RGNL</b>		
<b>---SEE LAFAYETTE, IN</b>			<b>---SEE FREMONT, OH</b>		
<b>PUTNAM COUNTY</b>			<b>SEBRING, OH</b>		
<b>---SEE OTTAWA, OH</b>			<b>TRI-CITY(3G6)</b>		
<b>PUTNAM COUNTY RGNL</b>			TAKEOFF MINIMUMS .....L		
<b>---SEE GREENCASTLE, IN</b>			IAPS ..... RNAV (GPS) RWY 18 .....553		
			VOR RWY 18 .....554		
<b>RANDOLPH COUNTY</b>			<b>SENECA COUNTY</b>		
<b>---SEE WINCHESTER, IN</b>			<b>---SEE TIFFIN, OH</b>		
<b>RAVENNA, OH</b>			<b>SEYMOUR, IN</b>		
<b>PORTAGE COUNTY(POV)</b>			<b>FREEMAN MUNI(SER)</b>		
TAKEOFF MINIMUMS .....L			TAKEOFF MINIMUMS .....L		
ALTERNATE MINIMUMS .....M			IAPS ..... RNAV (GPS) RWY 05 .....555		
IAPS ..... RNAV (GPS) RWY 09 .....541			RNAV (GPS) RWY 14 .....556		
RNAV (GPS) RWY 27 .....542			RNAV (GPS) RWY 23 .....557		
VOR-A .....543			RNAV (GPS) RWY 32 .....558		
<b>RENSSELAER, IN</b>			<b>SHELBY, OH</b>		
<b>JASPER COUNTY(RZL)</b>			<b>SHELBY COMMUNITY(12G)</b>		
TAKEOFF MINIMUMS .....L			TAKEOFF MINIMUMS .....L		
ALTERNATE MINIMUMS .....M			IAPS ..... VOR-A .....559		
IAPS ..... RNAV (GPS) RWY 18 .....544					
RNAV (GPS) RWY 36 .....545			<b>SHELBYVILLE, IN</b>		
<b>RICHARD DOWNING</b>			<b>SHELBYVILLE MUNI(GEZ)</b>		
<b>---SEE COSHOCTON, OH</b>			TAKEOFF MINIMUMS .....L		
<b>RICHMOND, IN</b>			ALTERNATE MINIMUMS .....M		
<b>RICHMOND MUNI(RID)</b>			IAPS ..... RNAV (GPS) RWY 01 .....560		
TAKEOFF MINIMUMS .....L			RNAV (GPS) RWY 19 .....561		
IAPS ..... RNAV (GPS) RWY 06 .....546			VOR RWY 19 .....562		
RNAV (GPS) RWY 24 .....547			DPS ..... DAWN ONE .....563		
RNAV (GPS) RWY 33 .....548			HOOSIER FIVE .....565		
<b>RICKENBACKER INTL</b>			MAREO FIVE .....566		
<b>---SEE COLUMBUS, OH</b>			MEARZ SEVEN .....567		
<b>ROCHESTER, IN</b>			ROCKY ONE .....569		
<b>FULTON COUNTY(RCR)</b>			<b>SHERIDAN, IN</b>		
TAKEOFF MINIMUMS .....L			<b>SHERIDAN(514)</b>		
ALTERNATE MINIMUMS .....M			IAPS ..... RNAV (GPS) RWY 05 .....570		
IAPS ..... RNAV (GPS) RWY 11 .....549			RNAV (GPS) RWY 23 .....571		
RNAV (GPS) RWY 29 .....550					
<b>ROSS COUNTY</b>			<b>SIDNEY, OH</b>		
<b>---SEE CHILLICOTHE, OH</b>			<b>SIDNEY MUNI(SCA)</b>		
<b>ST CLAIRSVILLE, OH</b>			TAKEOFF MINIMUMS .....L		
<b>ALDERMAN(2P7)</b>			IAPS ..... RNAV (GPS) RWY 10 .....572		
TAKEOFF MINIMUMS .....L			RNAV (GPS) RWY 28 .....573		
IAPS ..... VOR-A .....551			VOR-A .....574		
<b>SKY KING</b>			<b>SMITH FLD</b>		
<b>---SEE TERRE HAUTE, IN</b>			<b>---SEE FORT WAYNE, IN</b>		

INDEX

25219

K13

EC-2, 07 AUG 2025 to 02 OCT 2025



EC-2, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K14

INDEX OF TERMINAL CHARTS AND MINIMUMS

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

SOUTH BEND, IN

SOUTH BEND INTL(SBN)

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
IAPS ..... ILS OR LOC RWY 09R .....	575
ILS OR LOC RWY 27L .....	576
ILS RWY 27L (SA CAT I - II) .....	577
RNAV (GPS) RWY 09L .....	578
RNAV (GPS) RWY 09R .....	579
RNAV (GPS) RWY 18 .....	580
RNAV (GPS) RWY 27L .....	581
RNAV (GPS) RWY 27R .....	582
RNAV (GPS) RWY 36 .....	583
VOR RWY 18 .....	584
AIRPORT DIAGRAM .....	585

SPRINGFIELD, OH

SPRINGFIELD/BECKLEY MUNI(SGH)

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
STARS ..... DANEI THREE .....	29
IAPS ..... RNAV (GPS) RWY 06 .....	586
RNAV (GPS) RWY 15 .....	587
RNAV (GPS) RWY 24 .....	588
RNAV (GPS) RWY 33 .....	589
AIRPORT DIAGRAM .....	590

SPRINGFIELD/BECKLEY MUNI

---SEE SPRINGFIELD, OH

STARKE COUNTY

---SEE KNOX, IN

STEUBENVILLE, OH

GEARY A BATES/JEFFERSON COUNTY AIRPARK (2G2)

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
IAPS ..... RNAV (GPS) RWY 14 .....	591
RNAV (GPS) RWY 32 .....	592

SULLIVAN, IN

SULLIVAN COUNTY(SIV)

TAKEOFF MINIMUMS .....	L
IAPS ..... RNAV (GPS) RWY 18 .....	593
RNAV (GPS) RWY 36 .....	594

TELL CITY, IN

PERRY COUNTY MUNI(TEL)

TAKEOFF MINIMUMS .....	L
IAPS ..... RNAV (GPS) RWY 13 .....	595
RNAV (GPS) RWY 31 .....	596

TERRE HAUTE, IN

SKY KING(313)

TAKEOFF MINIMUMS .....	L
IAPS ..... RNAV (GPS)-A .....	597
TERRE HAUTE RGNL(HUF)	
TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
RADAR MINIMUMS .....	N
LAHSO .....	O
IAPS ..... ILS OR LOC RWY 05 .....	598
RNAV (GPS) RWY 05 .....	599
RNAV (GPS) RWY 14 .....	600
RNAV (GPS) RWY 23 .....	601
RNAV (GPS) RWY 32 .....	602
VOR RWY 05 .....	603
AIRPORT DIAGRAM .....	604

TIFFIN, OH

SENECA COUNTY(16G)

TAKEOFF MINIMUMS .....	L
IAPS ..... RNAV (GPS) RWY 06 .....	605
RNAV (GPS) RWY 24 .....	606
VOR RWY 06 .....	607
NDB RWY 24 .....	608

TOLEDO, OH

EUGENE F KRANZ TOLEDO EXPRESS(TOL)

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
RADAR MINIMUMS .....	N
IAPS ..... ILS Z OR LOC Z RWY 07 .....	609
ILS Z OR LOC Z RWY 25 .....	610
RNAV (GPS) RWY 07 .....	611
RNAV (GPS) RWY 16 .....	612
RNAV (GPS) RWY 25 .....	613
RNAV (GPS) RWY 34 .....	614
AIRPORT DIAGRAM .....	615

TOLEDO EXEC(TDZ)

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
IAPS ..... RNAV (GPS) RWY 04 .....	616
RNAV (GPS) RWY 32 .....	617

TRI-CITY

---SEE SEBRING, OH

TRI-STATE STEUBEN COUNTY

---SEE ANGOLA, IN

UNION COUNTY

---SEE MARYSVILLE, OH

UPPER SANDUSKY, OH

WYANDOT COUNTY(56D)

TAKEOFF MINIMUMS .....	L
IAPS ..... VOR-A .....	618

URBANA, OH

GRIMES FLD(I74)

TAKEOFF MINIMUMS .....	L
ALTERNATE MINIMUMS .....	M
IAPS ..... RNAV (GPS) RWY 02 .....	619
RNAV (GPS) RWY 20 .....	620

INDEX

25219

K14

EC2

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

INDEX

25219

K15

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>VALPARAISO, IN</b>			<b>WASHINGTON COURT HOUSE, OH</b>		
<b>PORTER COUNTY RGNL(VPZ)</b>			<b>FAYETTE COUNTY(I23)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 27	621	IAPS	RNAV (GPS) RWY 05	642
	RNAV (GPS) RWY 09	622		RNAV (GPS) RWY 23	643
	RNAV (GPS) RWY 18	623		NDB RWY 23	644
	RNAV (GPS) RWY 27	624			
AIRPORT DIAGRAM		625			
<b>VAN WERT, OH</b>			<b>WAUSEON, OH</b>		
<b>VAN WERT COUNTY(VNW)</b>			<b>FULTON COUNTY(USE)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	IAPS	RNAV (GPS) RWY 09	645
IAPS	RNAV (GPS) RWY 09	626		RNAV (GPS) RWY 27	646
	RNAV (GPS) RWY 27	627			
<b>VERSAILLES, OH</b>			<b>WAVERLY, OH</b>		
<b>DARKE COUNTY(VES)</b>			<b>PIKE COUNTY(EOP)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 09	628	IAPS	RNAV (GPS) RWY 07	647
	RNAV (GPS) RWY 27	629		RNAV (GPS) RWY 25	648
<b>VIRGIL I GRISSOM MUNI</b>			<b>WAYNE COUNTY</b>		
<b>---SEE BEDFORD, IN</b>			<b>---SEE WOOSTER, OH</b>		
<b>WABASH, IN</b>			<b>WEST UNION, OH</b>		
<b>WABASH MUNI(IWH)</b>			<b>ALEXANDER SALAMON(AMT)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 09	630	IAPS	RNAV (GPS) RWY 05	649
	RNAV (GPS) RWY 27	631		RNAV (GPS) RWY 23	650
<b>WADSWORTH, OH</b>			<b>WHITE COUNTY</b>		
<b>WADSWORTH MUNI(3G3)</b>			<b>---SEE MONTICELLO, IN</b>		
TAKEOFF MINIMUMS		L			
IAPS	RNAV (GPS) RWY 02	632			
	RNAV (GPS) RWY 20	633			
<b>WAPAKONETA, OH</b>			<b>WILLARD, OH</b>		
<b>NEIL ARMSTRONG(AXV)</b>			<b>WILLARD(8G1)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 08	634	IAPS	RNAV (GPS)-A	651
	RNAV (GPS) RWY 26	635			
	VOR-A	636			
<b>WARREN COUNTY/JOHN LANE FLD</b>			<b>WILLIAMS COUNTY</b>		
<b>---SEE LEBANON, OH</b>			<b>---SEE BRYAN, OH</b>		
<b>WARSAW, IN</b>			<b>WILLOUGHBY, OH</b>		
<b>WARSAW MUNI(ASW)</b>			<b>LAKE COUNTY EXEC(LNN)</b>		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 27	637	STARS	BRWNZ FOUR (RNAV)	Z1
	RNAV (GPS) RWY 09	638		ROKNN FOUR (RNAV)	Z32
	RNAV (GPS) RWY 27	639		ROLLN TWO (RNAV)	Z34
				TRYBE FOUR (RNAV)	Z43
			IAPS	RNAV (GPS) RWY 05	652
				RNAV (GPS) RWY 10	653
				RNAV (GPS) RWY 23	654
				RNAV (GPS) RWY 28	655
			DPS	AHMET FOUR (RNAV)	656
				CAVVS FOUR (RNAV)	657
				GTLKE FOUR (RNAV)	658
				MYCAR FOUR (RNAV)	659
				ZAAPA FIVE (RNAV)	660
<b>WASHINGTON, IN</b>					
<b>DAVIESS COUNTY(DCY)</b>					
TAKEOFF MINIMUMS		L			
ALTERNATE MINIMUMS		M			
IAPS	RNAV (GPS) RWY 18	640			
	RNAV (GPS) RWY 36	641			

INDEX

25219

K15

EC-2, 07 AUG 2025 to 02 OCT 2025

NAME	PROC	SECT PG	NAME	PROC	SECT PG
<b>WILMINGTON, OH</b>			<b>YOUNGSTOWN, OH</b>		
<b>CLINTON FLD(166)</b>			<b>YOUNGSTOWN ELSER METRO(4G4)</b>		
TAKEOFF MINIMUMS .....	L		TAKEOFF MINIMUMS .....	L	
IAPS ..... RNAV (GPS) RWY 03 .....	661		IAPS ..... RNAV (GPS) RWY 10 .....	692	
RNAV (GPS) RWY 21 .....	662		RNAV (GPS) RWY 28 .....	693	
<b>WILMINGTON AIR PARK(ILN)</b>			<b>YOUNGSTOWN/WARREN, OH</b>		
TAKEOFF MINIMUMS .....	L		<b>YOUNGSTOWN/WARREN RGNL(YNG)</b>		
ALTERNATE MINIMUMS .....	M		TAKEOFF MINIMUMS .....	M	
IAPS ..... ILS OR LOC RWY 04L .....	663		ALTERNATE MINIMUMS .....	N	
ILS OR LOC RWY 22R .....	664		RADAR MINIMUMS .....	P	
ILS RWY 22R (SA CAT I) .....	665		HOT SPOT .....		
ILS RWY 22R (CAT II - III) .....	666		IAPS ..... ILS OR LOC RWY 14 .....	694	
RNAV (GPS) RWY 04L .....	667		ILS OR LOC RWY 32 .....	695	
RNAV (GPS) RWY 22R .....	668		RNAV (GPS) RWY 14 .....	696	
AIRPORT DIAGRAM .....	669		RNAV (GPS) RWY 32 .....	697	
			NDB RWY 32 .....	698	
<b>WINAMAC, IN</b>			AIRPORT DIAGRAM .....	699	
<b>ARENS FLD(RWN)</b>			<b>ZANESVILLE, OH</b>		
TAKEOFF MINIMUMS .....	L		<b>ZANESVILLE MUNI(ZZV)</b>		
IAPS ..... RNAV (GPS) RWY 09 .....	670		TAKEOFF MINIMUMS .....	L	
RNAV (GPS) RWY 27 .....	671		ALTERNATE MINIMUMS .....	M	
			IAPS ..... ILS OR LOC RWY 22 .....	700	
<b>WINCHESTER, IN</b>			ILS OR LOC RWY 04 .....	701	
<b>RANDOLPH COUNTY(I22)</b>			RNAV (GPS) RWY 22 .....	702	
TAKEOFF MINIMUMS .....	L				
IAPS ..... RNAV (GPS) RWY 08 .....	672				
RNAV (GPS) RWY 26 .....	673				
VOR-A .....	674				
<b>WOOD COUNTY</b>					
<b>---SEE BOWLING GREEN, OH</b>					
<b>WOODSFIELD, OH</b>					
<b>MONROE COUNTY(4G5)</b>					
TAKEOFF MINIMUMS .....	L				
IAPS ..... RNAV (GPS) RWY 25 .....	675				
VOR/DME RWY 25 .....	676				
<b>WOOSTER, OH</b>					
<b>WAYNE COUNTY(BJJ)</b>					
TAKEOFF MINIMUMS .....	L				
ALTERNATE MINIMUMS .....	M				
IAPS ..... RNAV (GPS) RWY 10 .....	677				
RNAV (GPS) RWY 28 .....	678				
VOR RWY 10 .....	679				
VOR RWY 28 .....	680				
<b>WRIGHT-PATTERSON AFB(KFFO)</b>					
<b>DAYTON, OH</b>					
TAKEOFF MINIMUMS .....	L				
STARS ..... DANEI THREE .....	Z9				
IAPS ..... ILS OR LOC RWY 05L .....	681				
ILS OR LOC RWY 23R .....	682				
RNAV (GPS) RWY 05L .....	683				
RNAV (GPS) RWY 05R .....	684				
RNAV (GPS) RWY 23L .....	685				
RNAV (GPS) RWY 23R .....	686				
TACAN RWY 05L .....	687				
TACAN RWY 05R .....	688				
TACAN RWY 23L .....	689				
TACAN RWY 23R .....	690				
AIRPORT DIAGRAM .....	691				
<b>WYANDOT COUNTY</b>					
<b>---SEE UPPER SANDUSKY, OH</b>					

EC-2, 07 AUG 2025 to 02 OCT 2025

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

25219

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.

### AKRON, OH

#### AKRON-CANTON RGNL (CAK)

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

AMDT 6 18NOV10 (10322) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, multiple trees beginning 2756' from DER, 447' left of centerline, up to 116' AGL/1316' MSL.

Power lines beginning 3215' from DER, left and right of centerline, up to 80' AGL/1289' MSL.

**Rwy 5**, multiple trees beginning 840' from DER, 550' right of centerline, up to 116' AGL/1336' MSL.

Tree 577' from DER, 561' left of centerline, 46' AGL/1256' MSL.

**Rwy 19**, trees beginning 1998' from DER, 817' left of centerline, up to 100' AGL/1290' MSL.

### AKRON FULTON INTL (AKR)

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

AMDT 2A 08SEP22 (22307) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 7**, 300-1% or std. w/min. climb of 230' per NM to 1400 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

**Rwy 25**, 300-1% or std. w/min. climb of 705' per NM to 1500.

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

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

Vehicles on road 62' from DER, 460' right of centerline, 1090' MSL.

Vehicles on road 90' from DER, 358' right of centerline, 1091' MSL.

Vehicles on road beginning 179' from DER, 397' right of centerline, up to 1095' MSL.

Terrain 196' from DER, 493' left of centerline, 1068' MSL.

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

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

Fence 372' from DER, 490' left of centerline, 8' AGL/1080' MSL.

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

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

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

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

CONT

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

25219

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

25219

## AKRON, OH (CON'T)

### AKRON FULTON INTL (AKR) (CON'T)

**Rwy 7 (CON'T)**, poles, terrain, vehicles on road beginning 654' from DER, 1' right of centerline, up to 32' AGL/1141' MSL.  
 Trees, vehicles on road, poles, terrain, building, fence, sign beginning 692' from DER, 75' left of centerline, up to 1171' MSL.  
 Tree, vehicles on road beginning 905' from DER, 256' right of centerline, up to 1162' MSL.  
 Trees, vehicles on road, terrain, poles, buildings beginning 944' from DER, 14' left of centerline, up to 1177' MSL.  
 Trees, vehicles on road, terrain, fence, pole, building beginning 985' from DER, 2' right of centerline, up to 1175' MSL.  
 Trees, vehicles on road, sign, building, terrain beginning 1273' from DER, 13' left of centerline, up to 1178' MSL.  
 Trees, terrain, poles, fence, vehicles on road, building beginning 1432' from DER, 11' left of centerline, up to 1192' MSL.  
 Tree, vehicles on road, terrain, fence, pole beginning 1459' from DER, 1' right of centerline, up to 1181' MSL.  
 Trees, buildings, vehicles on road, poles, fence beginning 1857' from DER, 18' right of centerline, up to 1192' MSL.  
 Trees, terrain, fence, vehicles on road, buildings, poles, vegetation beginning 1887' from DER, 6' left of centerline, up to 1198' MSL.  
 Trees, vehicles on road, buildings, poles beginning 2277' from DER, 4' right of centerline, up to 1195' MSL.  
 Trees, buildings, poles beginning 2727' from DER, 1' right of centerline, up to 1197' MSL.  
 Building 6043' from DER, 460' left of centerline, 123' AGL/1213' MSL.  
 Tree 1.1 NM from DER, 701' right of centerline, 1247' MSL.  
 Trees beginning 1.1 NM from DER, 200' right of centerline, up to 1258' MSL.  
 Tree 1.2 NM from DER, 301' right of centerline, 1254' MSL.  
**Rwy 25**, tree 53' from DER, 497' right of centerline, 1091' MSL.  
 Vehicles on road, terrain beginning 66' from DER, 69' right of centerline, up to 1092' MSL.  
 Tree, vehicles on road, terrain beginning 100' from DER, 3' right of centerline, up to 1101' MSL.  
 Vehicles on road 133' from DER, 33' left of centerline, 1093' MSL.  
 Trees, fence, terrain beginning 170' from DER, 292' right of centerline, up to 1119' MSL.  
 Vehicles on road beginning 199' from DER, 130' left of centerline, up to 1094' MSL.  
 Trees, terrain beginning 215' from DER, 235' right of centerline, up to 1124' MSL.  
 Vehicles on road beginning 264' from DER, 225' left of centerline, up to 1095' MSL.  
 Vehicles on road 375' from DER, 403' left of centerline, 1096' MSL.  
 Tree 503' from DER, 541' left of centerline, 1108' MSL.  
 Tree 573' from DER, 473' right of centerline, 1142' MSL.  
 Trees, terrain, vehicles on road, fence, NAVAID, vegetation beginning 594' from DER, 23' right of centerline, up to 1165' MSL.  
 Trees beginning 614' from DER, 493' left of centerline, up to 1122' MSL.  
 Trees, fence, vehicles on road, vegetation, tank beginning 687' from DER, 3' left of centerline, up to 1156' MSL.  
 Trees, vegetation, vehicles on road beginning 1405' from DER, on centerline, up to 1166' MSL.  
 Trees, vegetation beginning 1590' from DER, 103' right of centerline, up to 1168' MSL.  
 Trees, vegetation beginning 1612' from DER, 8' right of centerline, up to 1192' MSL.  
 Pole, tree, vehicles on road, vegetation beginning 1671' from DER, 61' left of centerline, up to 37' AGL/1157' MSL.  
 Trees, vegetation beginning 1679' from DER, 12' right of centerline, up to 1208' MSL.  
 Trees, vegetation, poles beginning 1737' from DER, 52' left of centerline, up to 1172' MSL.  
 Trees, vegetation, terrain, fence, building beginning 1745' from DER, 66' right of centerline, up to 1221' MSL.  
 Tree 1785' from DER, 406' left of centerline, 1176' MSL.  
 Tree, vegetation, terrain, poles, fence, vehicles on road, building beginning 1786' from DER, 6' left of centerline, up to 1185' MSL.  
 Trees, terrain, vegetation, vehicles on road, buildings, poles, fence, signs, tower beginning 1948' from DER, 6' right of centerline, up to 64' AGL/1228' MSL.  
 Tree, vegetation, terrain, pole beginning 2056' from DER, 76' left of centerline, up to 1215' MSL.  
 Trees, vegetation, vehicles on road, terrain, pole beginning 2103' from DER, 17' left of centerline, up to 1225' MSL.  
 Trees, buildings, vegetation, terrain, vehicles on road, poles fence, stack, tank, sign beginning 2349' from DER, 6' left of centerline, up to 1227' MSL.  
 Antenna 1.3 NM from DER, 440' left of centerline, 307' AGL/1339' MSL.  
 Tower 1.3 NM from DER, 215' left of centerline, 305' AGL/1343' MSL.

## ANDERSON, IN

### ANDERSON RGNL (AID)

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

AMDT1 10MAR11 (25107) (FAA)

##### TAKEOFF MINIMUMS:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 12**, pole and trees beginning 509' from DER, 519' left of centerline, up to 100' AGL/1005' MSL.

Trees beginning 1947' from DER, 446' right of centerline, up to 100' AGL/1010' MSL.

Railroad 944' from DER, left and right of centerline, up to 23' AGL/945' MSL.

**Rwy 18**, trees beginning 437' from DER, 169' left of centerline, up to 100' AGL/951' MSL.

Trees beginning 440' from DER, 159' right of centerline, up to 100' AGL/1015' MSL.

Vehicles on road beginning 373' from DER, left and right of centerline, up to 15' AGL/922' MSL.

Terrain 417' from DER, 299' left of centerline, 0' AGL/918' MSL.

**Rwy 30**, tower and trees beginning 1516' from DER, 519' left of centerline, up to 161' AGL/1057' MSL.

Trees beginning 389' from DER, 344' right of centerline, up to 100' AGL/1009' MSL.

Vehicles on road beginning 152' from DER, left and right of centerline, up to 15' AGL/884' MSL.

**Rwy 36**, trees beginning 850' from DER, 133' left of centerline, up to 100' AGL/999' MSL.

Building and trees beginning 277' from DER, 361' right of centerline, up to 100' AGL/1009' MSL.

Vehicles on road beginning 165' from DER, left and right of centerline, up to 15' AGL/925' MSL.

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

25219

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

25219

## ANGOLA, IN

### TRI-STATE STEUBEN COUNTY (ANQ)

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

AMDT 1 31DEC20 (20366) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 5**, 300-1¼ or std. w/ min. climb of 360' per NM to 1300.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, fence, terrain beginning 8' from DER, 268' left of centerline, up to 6' AGL/1003' MSL.

Tree 9' from DER, 460' right of centerline, 1036' MSL.

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 1828' from DER, 35' left of centerline, up to 1079' MSL.

Trees, poles, buildings, catenary beginning 1895' from DER, 18' right of centerline, up to 1103' MSL.

Trees, fence, terrain, pole beginning 1984' from DER, 14' left of centerline, up to 1106' MSL.

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

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

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

Tree 3495' from DER, 459' right of centerline, up to 1125' MSL.

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

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

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

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

Trees, fence, terrain, buildings beginning 3819' from DER, 30' left of centerline, up to 1164' MSL.

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

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

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

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

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

Tree 6072' from DER, 522' left of centerline, 1171' MSL.

**Rwy 23**, vehicles on traverse way beginning 71' from DER, 343' left of centerline, 998' MSL.

Vehicles on traverse way beginning 114' from DER, 317' right of centerline, up to 1001' MSL.

Building 121' from DER, 456' left of centerline, 22' AGL/1003' MSL.

Building, vehicles on traverse way beginning 172' from DER, 229' left of centerline, up to 28' AGL/1012' MSL.

Trees, vehicles on traverse way, terrain beginning 245' from DER, 7' left of centerline, up to 1029' MSL.

Trees beginning 270' from DER, 374' right of centerline, up to 1002' MSL.

Trees beginning 497' from DER, 149' right of centerline, up to 1013' MSL.

Tree 631' from DER, 224' right of centerline, 1018' MSL.

Trees beginning 632' from DER, 78' right of centerline, up to 1023' MSL.

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

Terrain beginning 900' from DER, 10' left of centerline, up to 1031' MSL.

Tree 1331' from DER, 104' left of centerline, 1034' MSL.

Tree 1338' from DER, 18' left of centerline, 1036' MSL.

Trees beginning 1565' from DER, abeam centerline, up to 1061' MSL.

Tree 1623' from DER, 221' left of centerline, 1041' MSL.

Trees beginning 1682' from DER, 283' left of centerline, up to 1042' MSL.

Tree 1818' from DER, 367' left of centerline, 1053' MSL.

Trees beginning 1885' from DER, 2' left of centerline, up to 1065' MSL.

Trees beginning 2188' from DER, 629' left of centerline, up to 1067' MSL.

Trees beginning 2355' from DER, 621' left of centerline, up to 1072' MSL.

Trees beginning 2823' from DER, 37' left of centerline, up to 1082' MSL.

Trees beginning 3045' from DER, 35' left of centerline, up to 1092' MSL.

Trees beginning 3053' from DER, 89' right of centerline, up to 1084' MSL.

## ASHLAND, OH

### ASHLAND COUNTY (3G4)

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

AMDT 3 06MAY10 (10126) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees beginning 61' from DER, 194' right of centerline, up to 50' AGL/1249' MSL.

**Rwy 19**, trees beginning 5' from DER, 167' left of centerline, up to 50' AGL/1259' MSL.

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

25219



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



25219

## ASHTABULA, OH

NORTHEAST OHIO RGNL (HZY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12OCT17 (17285) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, tree 492' from DER, 507' left of centerline, 23' AGL/942' MSL.  
Tree 904' from DER, 708' left of centerline, 5' AGL/962' MSL.  
Tree 1187' from DER, 650' left of centerline, 14' AGL/966' MSL.  
Trees beginning 1259' from DER, 629' left of centerline, up to 40' AGL/967' MSL.  
Tree 1370' from DER, 739' left of centerline, 76' AGL/995' MSL.  
Trees beginning 1464' from DER, 619' left of centerline, up to 83' AGL/1002' MSL.  
Trees beginning 1613' from DER, 699' left of centerline, up to 90' AGL/1010' MSL.  
Trees beginning 1737' from DER, 575' left of centerline, up to 103' AGL/1023' MSL.  
Trees beginning 1778' from DER, 468' left of centerline, up to 105' AGL/1026' MSL.  
Tree 2099' from DER, 816' right of centerline, 49' AGL/981' MSL.  
Tree 2139' from DER, 748' right of centerline, 73' AGL/999' MSL.  
Trees beginning 2201' from DER, 169' right of centerline, up to 75' AGL/1003' MSL.  
**Rwy 27**, trees beginning 746' from DER, 646' right of centerline, up to 45' AGL/939' MSL.  
Pole 801' from DER, 484' left of centerline, 29' AGL/937' MSL.  
Pole 818' from DER, 645' left of centerline, 35' AGL/938' MSL.  
Trees beginning 1059' from DER, 678' right of centerline, up to 59' AGL/949' MSL.  
Trees beginning 1134' from DER, 646' right of centerline, up to 84' AGL/978' MSL.  
Trees beginning 1182' from DER, 740' left of centerline, up to 72' AGL/966' MSL.  
Trees beginning 1978' from DER, 546' right of centerline, up to 92' AGL/991' MSL.  
Tree 3418' from DER, 811' left of centerline, 97' AGL/995' MSL.  
Tree 3717' from DER, 1073' left of centerline, 105' AGL/1003' MSL.

## ATHENS (ALBANY), OH

OHIO UNIVERSITY (UNI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 23JUL15 (15204) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

## AUBURN, IN

DE KALB COUNTY (GWB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 31OCT24 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, trees beginning 2135' from DER, 975' right of centerline, up to 962' MSL.  
**Rwy 27**, trees beginning 389' from DER, 483' left of centerline, up to 938' MSL.  
Trees beginning 693' from DER, 613' right of centerline, up to 933' MSL.  
Trees, pole beginning 787' from DER, 363' left of centerline, up to 949' MSL.  
Trees beginning 1678' from DER, 546' right of centerline, up to 941' MSL.  
Trees beginning 2086' from DER, 676' left of centerline, up to 957' MSL.  
Trees beginning 2298' from DER, 693' left of centerline, up to 964' MSL.  
Tree 2829' from DER, 1239' right of centerline, 948' MSL.  
Trees beginning 2877' from DER, 1104' right of centerline, up to 956' MSL.

## BARNESVILLE, OH

BARNESVILLE/BRADFIELD (6G5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 17APR25 (25107) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, vegetation 4' from DER, 294' right of centerline, 1322' MSL.  
Trees beginning 53' from DER, 90' left of centerline, up to 21' AGL/1328' MSL.  
Vegetation 81' from DER, 419' right of centerline, 1325' MSL.  
Vegetation 105' from DER, 250' right of centerline, 15' AGL/1330' MSL.  
Trees, fence, vegetation beginning 164' from DER, 118' right of centerline, up to 78' AGL/1377' MSL.  
Trees beginning 278' from DER, 22' right of centerline, up to 78' AGL/1386' MSL.  
Tree 655' from DER, 4' left of centerline, 91' AGL/1330' MSL.  
**Rwy 27**, vehicles on road 13' from DER, 94' right of centerline, 1323' MSL.  
Poles, vehicles on road, fence, trees beginning 85' from DER, 15' left of centerline, up to 34' AGL/1327' MSL.  
Vehicles on road 93' from DER, 22' right of centerline, 1324' MSL.  
Poles, trees beginning 256' from DER, 29' left of centerline, up to 1335' MSL.

CON'T



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



25219



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

25219

## BARNESVILLE, OH (CON'T)

### BARNESVILLE/BRADFIELD (6G5) (CON'T)

**Rwy 27 (CON'T)**, building 351' from DER, 295' left of centerline, 1341' MSL.  
 Trees, buildings beginning 354' from DER, 184' left of centerline, up to 1371' MSL.  
 Tree 452' from DER, 16' right of centerline, 34' AGL/1331' MSL.  
 Tree 496' from DER, 243' left of centerline, 70' AGL/1394' MSL.  
 Trees beginning 533' from DER, 5' left of centerline, up to 75' AGL/1402' MSL.  
 Tree 550' from DER, 2' right of centerline, 39' AGL/1339' MSL.  
 Tree 1436' from DER, 198' right of centerline, 47' AGL/1345' MSL.  
 Tree 1565' from DER, 515' right of centerline, 1352' MSL.  
 Tree 1665' from DER, 554' right of centerline, 1354' MSL.  
 Tree 1817' from DER, 77' right of centerline, 53' AGL/1364' MSL.  
 Trees beginning 1866' from DER, 185' right of centerline, up to 1374' MSL.  
 Trees beginning 1946' from DER, 299' right of centerline, up to 1402' MSL.  
 Trees beginning 3176' from DER, 942' right of centerline, up to 75' AGL/1410' MSL.

## BATAVIA, OH

### CLERMONT COUNTY (I69)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 03MAY12 (12124) (FAA)

##### TAKEOFF OBSTACLE NOTES:

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

## BEDFORD, IN

### VIRGIL I GRISSOM MUNI (BFR)

#### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 22SEP11 (11265) (FAA)

##### TAKEOFF OBSTACLE NOTES:

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

## BELLEFONTAINE, OH

### BELLEFONTAINE RGNL (EDJ)

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

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

**Rwy 7**, climb heading 074° to 2100 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, trees beginning 2172' from DER, 43' right of centerline, up to 99' AGL/ 1224' MSL.  
 Trees beginning 2252' from DER, 77' left of centerline, up to 89' AGL/1228' MSL.  
**Rwy 25**, tree 508' from DER, 539' right of centerline, 35' AGL/ 1144' MSL.  
 Ground 66' from DER, 494' right of centerline, 1107' MSL.

## BLOOMINGTON, IN

### MONROE COUNTY (BMG)

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

##### TAKEOFF MINIMUMS:

**Rwy 24**, 300-1.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, poles and building beginning 424' from DER, 332' left of centerline, up to 29' AGL/874' MSL.  
 Trees beginning 491' from DER, left and right of centerline, up to 72' AGL/972' MSL.  
 Fence 181' from DER, 115' right of centerline, 6' AGL/846' MSL.  
 Vehicle on road beginning 89' from DER, left and right of centerline, 15' AGL/862' MSL.  
**Rwy 17**, vehicle on road 187' from DER, 18' right of centerline, 15' AGL/850' MSL.  
 Tree 1263' from DER, 625' right of centerline, 32' AGL/871' MSL.  
 Bush 855' from DER, 594' left of centerline, 25' AGL/862' MSL.

CON'T

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

25219



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

25219

## BLOOMINGTON, IN (CON'T)

### MONROE COUNTY (BMG) (CON'T)

**Rwy 24**, trees and poles beginning 158' from DER, left and right of centerline, up to 85' AGL/1021' MSL.

Fence 394' from DER, 72' left of centerline, 9' AGL/849' MSL.

Buildings beginning 1990' from DER, 321' right of centerline, up to 25' AGL/952' MSL.

Vehicle on road beginning 45' from DER, left and right of centerline, 15' AGL/945' MSL.

**Rwy 35**, trees beginning 2119' from DER, 120' left and right of centerline, up to 85' AGL/975' MSL.

## BLUFFTON, OH

### BLUFFTON (5G7)

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

AMDT 1A 15OCT15 (15288) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, runway lights beginning 9' from DER, left and right of centerline, up to 3' AGL/848' MSL.

Road and pole beginning 53' from DER, left and right of centerline, up to 42' AGL/889' MSL.

Roads beginning 211' from DER, 330' right of centerline, up to 17' AGL/881' MSL.

Poles, road and tree beginning 497' from DER, up to 100' AGL/883' MSL.

Trees and poles beginning 1205' from DER, left and right of centerline, up to 100' AGL/911' MSL.

**Rwy 23**, runway lights beginning 8' from DER, left and right of centerline, up to 4' AGL/852' MSL.

Tree 91' from DER, 167' left of centerline, 100' AGL/853' MSL.

Tree 298' from DER, 506' right of centerline, 100' AGL/866' MSL.

Trees beginning 405 from DER, left and right of centerline, up to 100' AGL/900' MSL.

Trees beginning 1007' from DER, left and right of centerline, up to 100' AGL/932' MSL.

## BOWLING GREEN, OH

### WOOD COUNTY (1G0)

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

AMDT 3 15MAR07 (07074) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 18**, 300-1.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, building/tower 3581' from DER, 254' right of centerline, 141' AGL/841' MSL.

## BRAZIL, IN

### BRAZIL CLAY COUNTY (0I2)

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

##### TAKEOFF MINIMUMS:

**Rwys 9, 27**, 300-1.

## BRYAN, OH

### WILLIAMS COUNTY (0G6)

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

ORIG-A 12JUN25 (25163) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, terrain 71' from DER, 121' right of centerline, 734' MSL.

Vehicles on road 91' from DER, 366' left of centerline, 747' MSL.

Tree, vehicles on road beginning 159' from DER, 171' left of centerline, up to 30' AGL/759' MSL.

Trees, building beginning 392' from DER, 400' right of centerline, up to 801' MSL.

Tree 636' from DER, 605' right of centerline, 822' MSL.

Trees, building beginning 761' from DER, 404' right of centerline, up to 823' MSL.

Trees beginning 937' from DER, 239' right of centerline, up to 828' MSL.

Trees beginning 1280' from DER, 164' right of centerline, up to 836' MSL.

**Rwy 25**, vegetation beginning 66' from DER, 473' left of centerline, up to 733' MSL.

Pole 208' from DER, 497' right of centerline, 38' AGL/768' MSL.

Poles, vehicles on road, buildings, tree, smokestack beginning 282' from DER, 216' right of centerline, up to 39' AGL/769' MSL.

Vehicles on road beginning 485' from DER, 87' left of centerline, up to 746' MSL.

Transmission lines, vehicles on road, poles beginning 533' from DER, 215' left of centerline, up to 41' AGL/769' MSL.

Tree 2267' from DER, 1087' left of centerline, 794' MSL.

Transmission line 2666' from DER, 958' right of centerline, 67' AGL/796' MSL.

Transmission line 2748' from DER, 991' right of centerline, 70' AGL/798' MSL.

Tree 2841' from DER, 1199' right of centerline, 806' MSL.

Trees beginning 2913' from DER, 1019' right of centerline, up to 810' MSL.

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

25219

## BUCYRUS, OH

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

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

AMDT 2 18NOV10 (22195) (FAA)

##### TAKEOFF MINIMUMS:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, terrain 4' from DER, 484' right of centerline, up to 1008' MSL.

Aircraft on ramp beginning 47' from DER, 289' right of centerline, up to 15' AGL/1019' MSL.

Terrain beginning 93' from DER, 245' left of centerline, up to 1008' MSL.

Vehicle on road beginning 107' from DER, 487' right of centerline, 15' AGL/1019' MSL.

Trees 229' from DER, 261' left of centerline, up to 100' AGL/1099' MSL.

Trees 2777' from DER, 1207' left of centerline, up to 100' AGL/1109' MSL.

Trees 2933' from DER, 330' right of centerline, up to 100' AGL/1124' MSL.

Tower 1.1 NM from DER, 1798' left of centerline, 165' AGL/1175' MSL.

**Rwy 22**, buildings beginning 4' from DER, 352' right of centerline, up to 40' AGL/1044' MSL.

Vehicle on road beginning 243' from DER, 552' left of centerline, 15' AGL/1019' MSL.

Trees 426' from DER, 382' left of centerline, up to 100' AGL/1104' MSL.

Trees 733' from DER, 466' right of centerline, up to 100' AGL/1099' MSL.

## CADIZ, OH

### HARRISON COUNTY (8G6)

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

AMDT 4 10SEP20 (20254) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 13**, 300-1½ or std. w/min. climb of 274' per NM to 1400.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 13**, tree, vegetation beginning 31' from DER, 98' left of centerline, up to 1133' MSL.

Building, tree beginning 55' from DER, 163' right of centerline, up to 17' AGL/1127' MSL.

Pole, tree beginning 190' from DER, 114' left of centerline, up to 39' AGL/1148' MSL.

Trees beginning 225' from DER, 154' right of centerline, up to 1132' MSL.

Tree, pole beginning 407' from DER, 82' left of centerline, up to 1175' MSL.

Tree 656' from DER, 449' right of centerline, 1137' MSL.

Tree 697' from DER, 281' right of centerline, 1139' MSL.

Tree 722' from DER, 647' right of centerline, 1144' MSL.

Tree 811' from DER, 450' right of centerline, 1156' MSL.

Trees beginning 858' from DER, 179' right of centerline, up to 1158' MSL.

Trees beginning 927' from DER, 58' right of centerline, up to 1169' MSL.

Tree, terrain, pole, fence beginning 1068' from DER, 44' right of centerline, up to 1199' MSL.

Tree 1530' from DER, 151' left of centerline, 1195' MSL.

Trees beginning 1620' from DER, 221' left of centerline, up to 1204' MSL.

Trees beginning 1727' from DER, 4' left of centerline, up to 1215' MSL.

Terrain, tree beginning 1927' from DER, 22' right of centerline, up to 1208' MSL.

Trees beginning 2703' from DER, 87' left of centerline, up to 1220' MSL.

Tree, terrain beginning 2811' from DER, 228' right of centerline, up to 1224' MSL.

Tree, terrain beginning 2944' from DER, 68' right of centerline, up to 1230' MSL.

Tree 3047' from DER, 126' left of centerline, 1222' MSL.

Tree, terrain beginning 3080' from DER, 43' right of centerline, up to 1232' MSL.

Trees beginning 3277' from DER, 401' right of centerline, up to 1233' MSL.

Trees beginning 3399' from DER, 104' right of centerline, up to 1234' MSL.

Tree 5966' from DER, 2009' right of centerline, 1273' MSL.

Tree 1 NM from DER, 2037' right of centerline, 1309' MSL.

Trees beginning 1 NM from DER, 1544' right of centerline, up to 1325' MSL.

Tree 1.3 NM from DER, 428' left of centerline, 1312' MSL.

Trees beginning 1.3 NM from DER, 343' left of centerline, up to 1329' MSL.

Trees beginning 1.4 NM from DER, 1568' left of centerline, up to 1339' MSL.

Tree 1.4 NM from DER, 1705' left of centerline, 1340' MSL.

Trees beginning 1.5 NM from DER, 1653' left of centerline, up to 1350' MSL.

Trees beginning 1.5 NM from DER, 1592' left of centerline, up to 1350' MSL.

**Rwy 31**, terrain 40' from DER, 175' right of centerline, 1198' MSL.

Terrain 71' from DER, 374' left of centerline, 1188' MSL.

Terrain 89' from DER, 287' right of centerline, 1219' MSL.

Terrain 99' from DER, 195' left of centerline, 1194' MSL.

Trees and fence beginning 136' from DER, 5' right of centerline, up to 1229' MSL.

Terrain 196' from DER, 494' left of centerline, 1213' MSL.

Trees beginning 204' from DER, 200' left of centerline, up to 1214' MSL.

Fence beginning 341' from DER, 97' left of centerline, up to 3' AGL/1218' MSL.

Trees and fence beginning 403' from DER, 1' right of centerline, up to 1235' MSL.

Fence beginning 485' from DER, 100' left of centerline, up to 4' AGL/1219' MSL.

Fence beginning 802' from DER, 109' left of centerline, up to 4' AGL/1224' MSL.

Fence and vegetation beginning 964' from DER, 41' left of centerline, up to 4' AGL/1226' MSL.

Trees and fence beginning 991' from DER, 88' left of centerline, up to 1229' MSL.

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

25219

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

25219

## CALDWELL, OH

### NOBLE COUNTY (I10)

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

AMDT 1 22MAY97 (97146) (FAA)

#### TAKEOFF MINIMUMS:

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

#### DEPARTURE PROCEDURE:

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

## CAMBRIDGE, OH

### CAMBRIDGE MUNI (CDI)

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

AMDT 3 05MAR15 (15064) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 4,** 400-2 or std. w/min. climb of 397' per NM to 1400.**Rwy 22,** 300-1½ or std. w/min. climb of 685' per NM to 1100.

#### DEPARTURE PROCEDURE:

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 4,** multiple trees beginning 161' from DER, 179' left of centerline, up to 51' AGL/849' MSL.

Multiple trees beginning 672' from DER, 563' right of centerline, up to 62' AGL/860' MSL.

Multiple poles beginning 301' from DER, 519' right of centerline, up to 31' AGL/973' MSL.

Multiple towers beginning 794' from DER, 659' left of centerline, up to 43' AGL/835' MSL.

Building 639' from DER, 386' right of centerline, 25' AGL/825' MSL.

Multiple poles beginning 990' from DER, 26' left of centerline, up to 36' AGL/826' MSL.

Multiple trees beginning 1147' from DER, 144' right of centerline, up to 74' AGL/872' MSL.

Multiple trees beginning 1307' from DER, 2' left of centerline, up to 89' AGL/887' MSL.

Multiple towers, poles beginning 1040' from DER, 336' right of centerline, up to 48' AGL/843' MSL.

Multiple towers, poles beginning 1089' from DER, 613' left of centerline, up to 36' AGL/833' MSL.

Sign 1029' from DER, 623' left of centerline, 35' AGL/832' MSL.

Monument 1.5 NM from DER, 402' left of centerline, 120' AGL/1098' MSL.

Multiple trees beginning 1.5 NM from DER, 738' right of centerline, up to 100' AGL/1126' MSL.

Tower 2.8 NM from DER, 4400' left of centerline, 233' AGL/1106' MSL.

**Rwy 22,** multiple trees beginning 204' from DER, 309' right of centerline, up to 100' AGL/931' MSL.

Multiple poles beginning 366' from DER, 43' right of centerline, up to 35' AGL/834' MSL.

NAVAID 300' from DER, 1' right of centerline, 9' AGL/807' MSL.

Obstruction light on DME 477' from DER, 168' right of centerline, 19' AGL/817' MSL.

Multiple trees beginning 1004' from DER, 395' left of centerline, up to 100' AGL/1023' MSL.

Multiple poles beginning 1165' from DER, 93' left of centerline, up to 34' AGL/1021' MSL.

Building 1272' from DER, 426' right of centerline, 21' AGL/881' MSL.

## CARROLLTON, OH

### CARROLL COUNTY-TOLSON (TSO)

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

AMDT 5 02DEC21 (21336) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 7,** 400-2½ or std. w/min. climb of 611' per NM to 1400.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 7,** trees, poles beginning 28' from DER, 8' left of centerline, up to 82' AGL/1232' MSL.

Trees beginning 343' from DER, 177' right of centerline, up to 65' AGL/1187' MSL.

Trees beginning 403' from DER, 117' right of centerline, up to 1195' MSL.

Tree 613' from DER, 205' right of centerline, 77' AGL/1203' MSL.

Trees beginning 625' from DER, 54' right of centerline, up to 1212' MSL.

Trees, building beginning 1511' from DER, 502' left of centerline, up to 1246' MSL.

Trees beginning 1549' from DER, 538' right of centerline, up to 1223' MSL.

Trees beginning 1566' from DER, 5' left of centerline, up to 1248' MSL.

Tree 1666' from DER, 612' left of centerline, 1270' MSL.

Trees beginning 1671' from DER, 38' left of centerline, up to 1299' MSL.

Trees beginning 1779' from DER, 25' right of centerline, up to 70' AGL/1253' MSL.

Trees beginning 1836' from DER, 28' left of centerline, up to 1311' MSL.

Trees beginning 1926' from DER, 41' left of centerline, up to 1312' MSL.

Trees beginning 1961' from DER, 60' right of centerline, up to 69' AGL/1264' MSL.

Tree 2003' from DER, 246' right of centerline, 70' AGL/1271' MSL.

Trees beginning 2014' from DER, 133' right of centerline, up to 81' AGL/1279' MSL.

Trees beginning 2035' from DER, 2' right of centerline, up to 108' AGL/1300' MSL.

Trees beginning 2075' from DER, 22' left of centerline, up to 77' AGL/1322' MSL.

Trees beginning 2183' from DER, 53' left of centerline, up to 88' AGL/1323' MSL.

Trees beginning 2383' from DER, 6' left of centerline, up to 119' AGL/1325' MSL.

Trees beginning 2545' from DER, 101' left of centerline, up to 114' AGL/1333' MSL.

Trees beginning 2606' from DER, 181' left of centerline, up to 71' AGL/1334' MSL.

Trees beginning 2706' from DER, 291' left of centerline, up to 76' AGL/1342' MSL.

Trees, transmission line beginning 3135' from DER, 25' left of centerline, up to 1344' MSL.

Tree 1.1 NM from DER, 1828' right of centerline, 91' AGL/1355' MSL.

CON'T

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

25219

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

25219

## CARROLLTON, OH (CON'T)

### CARROLL COUNTY-TOLSON (TSO) (CON'T)

**Rwy 7 (CON'T)**, transmission line 2 NM from DER, 823' right of centerline, 118' AGL/1479' MSL.

**Rwy 25**, tree 47' from DER, 240' left of centerline, 1183' MSL.

Terrain 119' from DER, 521' left of centerline, 1184' MSL.

Trees beginning 129' from DER, 253' left of centerline, up to 9' AGL/1191' MSL.

Trees beginning 213' from DER, 245' left of centerline, up to 1199' MSL.

Trees beginning 595' from DER, 322' left of centerline, up to 1205' MSL.

Trees beginning 880' from DER, 677' left of centerline, up to 1236' MSL.

Transmission line 5230' from DER, 1788' left of centerline, 1306' MSL.

## CELINA, OH

### LAKEFIELD (CQA)

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

AMDT 2 11FEB10 (10042) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, trees beginning 782' from DER, 7' right of centerline, up to 100' AGL/969' MSL.

Trees beginning 57' from DER, 130' left of centerline, up to 100' AGL/976' MSL.

**Rwy 26**, vehicle 31' from DER, 469' right of centerline, 15' AGL/909' MSL.

Poles beginning 127' from DER, 145' right of centerline, up to 51' AGL/941' MSL.

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

Trees beginning 1194' from DER, 319' right of centerline, up to 100' AGL/952' MSL.

## CHILLICOTHE, OH

### ROSS COUNTY (RZT)

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

AMDT 3A 17NOV11 (11321) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

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

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

## CINCINNATI, OH

### CINCINNATI MUNI/LUNKEN FLD (LUK)

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

AMDT 16 11JUL24 (24193) (FAA)

##### TAKEOFF MINIMUMS:

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

**Rwy 7**, 400-2¼ w/min climb of 207'/NM to 1300 or std w/min climb of 451'/NM to 900, or 1700-3 for VCOA.

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

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

##### DEPARTURE PROCEDURE:

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

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

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

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

##### VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Cincinnati Muni/Lunken Fld at or above 2000 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, terrain 30' from DER, 476' left of centerline, 476' MSL.

Trees beginning 513' from DER, 335' right of centerline, up to 521' MSL.

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

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

Trees beginning 1573' from DER, 128' right of centerline, up to 50' AGL/524' MSL.

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

Trees beginning 1885' from DER, 285' right of centerline, up to 531' MSL.

Tree 1969' from DER, 501' right of centerline, 532' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

CON'T

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

25219

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

25219

## CINCINNATI, OH (CON'T)

### CINCINNATI MUNI/LUNKEN FLD (LUK) (CON'T)

**Rwy 3 (CON'T)**, trees beginning 3336' from DER, 39' left of centerline, up to 585' MSL.

Trees beginning 3363' from DER, 537' right of centerline, up to 576' MSL.

Trees beginning 3596' from DER, 627' right of centerline, up to 578' MSL.

Trees beginning 3695' from DER, 589' right of centerline, up to 579' MSL.

Trees beginning 3843' from DER, 730' right of centerline, up to 103' AGL/584' MSL.

Trees beginning 1.1 NM from DER, 2295' left of centerline, up to 709' MSL.

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

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

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

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

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

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

Trees beginning 946' from DER, 82' right of centerline, up to 538' MSL.

Tree 1155' from DER, 559' left of centerline, 33' AGL/505' MSL.

Trees beginning 1190' from DER, 84' left of centerline, up to 48' AGL/521' MSL.

Trees beginning 1512' from DER, 265' left of centerline, up to 50' AGL/524' MSL.

Trees beginning 1576' from DER, 30' left of centerline, up to 58' AGL/530' MSL.

Trees beginning 1718' from DER, 260' left of centerline, up to 532' MSL.

Trees beginning 1806' from DER, 316' left of centerline, up to 537' MSL.

Trees beginning 1810' from DER, 115' right of centerline, up to 550' MSL.

Trees beginning 2033' from DER, 300' left of centerline, up to 539' MSL.

Trees beginning 2116' from DER, 266' right of centerline, up to 77' AGL/551' MSL.

Trees beginning 2172' from DER, 21' right of centerline, up to 575' MSL.

Trees beginning 2272' from DER, 680' left of centerline, up to 545' MSL.

Tree 2425' from DER, 532' left of centerline, 549' MSL.

Trees beginning 2451' from DER, 729' left of centerline, up to 556' MSL.

Trees beginning 2499' from DER, 278' left of centerline, up to 572' MSL.

Trees beginning 2769' from DER, 16' left of centerline, up to 574' MSL.

Trees beginning 2879' from DER, on and right of centerline, up to 592' MSL.

Trees beginning 3002' from DER, 141' left of centerline, up to 100' AGL/576' MSL.

Trees beginning 3723' from DER, 1369' right of centerline, up to 668' MSL.

Trees, building, terrain beginning 3889' from DER, 1033' right of centerline, up to 694' MSL.

Trees beginning 4531' from DER, 1354' right of centerline, up to 709' MSL.

Trees beginning 4546' from DER, 1087' right of centerline, up to 731' MSL.

Trees beginning 1.1 NM from DER, 1899' right of centerline, up to 737' MSL.

Trees beginning 1.2 NM from DER, 1131' right of centerline, up to 782' MSL.

Trees, buildings beginning 1.2 NM from DER, 1224' right of centerline, up to 813' MSL.

Trees beginning 1.3 NM from DER, 1653' right of centerline, up to 79' AGL/823' MSL.

Tree 1.6 NM from DER, 2999' right of centerline, 759' MSL.

**Rwy 21**, vegetation 90' from DER, 436' right of centerline, 7' AGL/486' MSL.

Trees beginning 437' from DER, 602' left of centerline, up to 509' MSL.

Tree 748' from DER, 605' left of centerline, 511' MSL.

Trees beginning 835' from DER, 587' left of centerline, up to 522' MSL.

Trees beginning 945' from DER, 583' left of centerline, up to 531' MSL.

Trees beginning 1288' from DER, 720' left of centerline, up to 535' MSL.

Tree 1510' from DER, 880' right of centerline, 524' MSL.

Tree 1553' from DER, 747' right of centerline, 525' MSL.

Trees beginning 1590' from DER, 648' right of centerline, up to 527' MSL.

Trees beginning 1597' from DER, 635' left of centerline, up to 570' MSL.

Trees beginning 1693' from DER, 218' right of centerline, up to 543' MSL.

Trees beginning 1770' from DER, 576' left of centerline, up to 573' MSL.

Trees beginning 1962' from DER, 173' left of centerline, up to 575' MSL.

Tree 2236' from DER, 372' right of centerline, 546' MSL.

Tree 2246' from DER, 250' right of centerline, 66' AGL/547' MSL.

Trees beginning 2347' from DER, 424' right of centerline, up to 549' MSL.

Trees beginning 2529' from DER, 6' left of centerline, up to 588' MSL.

Tree 2538' from DER, 600' right of centerline, 550' MSL.

Trees beginning 2601' from DER, 725' right of centerline, up to 556' MSL.

Tree 2923' from DER, 84' right of centerline, 96' AGL/575' MSL.

Trees beginning 3044' from DER, 3' right of centerline, up to 104' AGL/580' MSL.

Tree 3254' from DER, 328' right of centerline, 105' AGL/582' MSL.

Trees beginning 3344' from DER, 285' right of centerline, up to 106' AGL/584' MSL.

Trees beginning 3470' from DER, 42' right of centerline, up to 115' AGL/591' MSL.

Trees beginning 3614' from DER, 7' right of centerline, up to 135' AGL/597' MSL.

Tree 3868' from DER, 39' left of centerline, 129' AGL/589' MSL.

Trees beginning 3920' from DER, 111' left of centerline, up to 617' MSL.

Trees beginning 4007' from DER, 1406' left of centerline, up to 634' MSL.

Trees beginning 4102' from DER, 1321' left of centerline, up to 654' MSL.

Trees beginning 4376' from DER, 1254' left of centerline, up to 713' MSL.

Trees beginning 4614' from DER, 1152' left of centerline, up to 734' MSL.

Tree 1.4 NM from DER, 2928' right of centerline, 743' MSL.

Trees beginning 1.5 NM from DER, 2239' right of centerline, up to 876' MSL.

Trees, pole, terrain beginning 1.6 NM from DER, 1845' right of centerline, up to 890' MSL.

CON'T

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

25219



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



25219

## CINCINNATI, OH (CON'T)

### CINCINNATI MUNI/LUNKEN FLD (LUK) (CON'T)

**Rwy 21 (CON'T)**, building spires, building, tree beginning 1.9 NM from DER, 1589' right of centerline, up to 78' AGL/891' MSL.

Antennas, trees, towers, pole beginning 2 NM from DER, 259' right of centerline, up to 160' AGL/978' MSL.

**Rwy 25**, terrain 2' from DER, 417' left of centerline, 483' MSL.

Fence 79' from DER, 460' right of centerline, 487' MSL.

Buildings beginning 177' from DER, 154' left of centerline, up to 35' AGL/518' MSL.

Pole 182' from DER, 310' right of centerline, 511' MSL.

Trees, vehicle on road, transmission lines, poles, terrain, buildings beginning 195' from DER, on centerline, up to 67' AGL/551' MSL.

Tree, buildings, poles beginning 513' from DER, on and left of centerline, up to 549' MSL.

Tree, terrain beginning 597' from DER, 50' left of centerline, up to 552' MSL.

Trees, transmission lines, signs beginning 1176' from DER, 34' left of centerline, up to 553' MSL.

Trees beginning 1628' from DER, 281' right of centerline, up to 570' MSL.

Tree 3484' from DER, 393' right of centerline, 103' AGL/577' MSL.

Trees beginning 3531' from DER, 256' right of centerline, up to 589' MSL.

Trees, transmission line beginning 3650' from DER, 152' right of centerline, up to 604' MSL.

Tree 3733' from DER, 361' left of centerline, 101' AGL/578' MSL.

Trees beginning 3752' from DER, 119' left of centerline, up to 81' AGL/584' MSL.

Trees beginning 3753' from DER, 17' right of centerline, up to 605' MSL.

Trees beginning 3800' from DER, 288' right of centerline, up to 640' MSL.

Trees beginning 3830' from DER, 708' right of centerline, up to 660' MSL.

Trees beginning 3857' from DER, 45' left of centerline, up to 76' AGL/590' MSL.

Trees, transmission line beginning 3872' from DER, 175' right of centerline, up to 672' MSL.

Trees beginning 3896' from DER, 287' right of centerline, up to 708' MSL.

Trees beginning 3975' from DER, 159' right of centerline, up to 715' MSL.

Tree 4033' from DER, 1524' right of centerline, 721' MSL.

Trees beginning 4037' from DER, 167' left of centerline, up to 45' AGL/594' MSL.

Trees beginning 4049' from DER, 273' right of centerline, up to 740' MSL.

Tree, terrain beginning 4073' from DER, 495' right of centerline, up to 761' MSL.

Trees, terrain beginning 4096' from DER, 19' right of centerline, up to 779' MSL.

Tree 4104' from DER, 56' left of centerline, 87' AGL/600' MSL.

Trees beginning 4115' from DER, 553' left of centerline, up to 645' MSL.

Trees beginning 4139' from DER, 145' left of centerline, up to 106' AGL/651' MSL.

Trees beginning 4166' from DER, 270' left of centerline, up to 91' AGL/689' MSL.

Trees beginning 4184' from DER, 79' left of centerline, up to 77' AGL/704' MSL.

Trees beginning 4236' from DER, 172' left of centerline, up to 707' MSL.

Trees, terrain beginning 4284' from DER, 28' right of centerline, up to 800' MSL.

Trees beginning 4322' from DER, 30' left of centerline, up to 74' AGL/733' MSL.

Tree 4360' from DER, 520' left of centerline, 769' MSL.

Trees beginning 4374' from DER, 111' left of centerline, up to 780' MSL.

Trees beginning 4504' from DER, 482' left of centerline, up to 788' MSL.

Trees, terrain beginning 4512' from DER, 66' left of centerline, up to 797' MSL.

Tree, terrain, building beginning 4523' from DER, 39' right of centerline, up to 807' MSL.

Trees, building, terrain beginning 4690' from DER, 21' left of centerline, up to 814' MSL.

Trees, building, terrain beginning 4706' from DER, 81' right of centerline, up to 817' MSL.

Trees, terrain beginning 4830' from DER, 256' right of centerline, up to 825' MSL.

Trees, building, terrain beginning 4879' from DER, 137' right of centerline, up to 831' MSL.

Trees, terrain beginning 4939' from DER, 44' right of centerline, up to 843' MSL.

Tree 4973' from DER, 1637' left of centerline, 835' MSL.

Trees, terrain, buildings beginning 4980' from DER, 37' left of centerline, up to 862' MSL.

Trees beginning 5078' from DER, 340' right of centerline, up to 862' MSL.

Trees beginning 5133' from DER, 39' right of centerline, up to 864' MSL.

Trees, pole beginning 5206' from DER, 47' left of centerline, up to 869' MSL.

Trees beginning 5255' from DER, 292' right of centerline, up to 869' MSL.

Trees, transmission line beginning 5301' from DER, 136' right of centerline, up to 870' MSL.

Trees, transmission line beginning 5319' from DER, 36' right of centerline, up to 877' MSL.

Trees, terrain, buildings beginning 5394' from DER, 43' right of centerline, up to 903' MSL.

Trees, building beginning 5507' from DER, 44' left of centerline, up to 894' MSL.

Trees, building, terrain, transmission line beginning 5706' from DER, 22' right of centerline, up to 914' MSL.

Trees, building beginning 5741' from DER, 30' left of centerline, up to 903' MSL.

Trees, buildings, terrain, transmission lines beginning 5849' from DER, 38' right of centerline, up to 83' AGL/919' MSL.

Trees, terrain, buildings, transmission lines, towers, antenna beginning 1 NM from DER, 16' left of centerline, up to 932' MSL.

Trees, buildings, terrain, transmission line beginning 1.1 NM from DER, 3' right of centerline, up to 92' AGL/943' MSL.

Tanks, trees, terrain, buildings, transmission lines beginning 1.4 NM from DER, 16' right of centerline, up to 210' AGL/1045' MSL.

Tree, transmission line, terrain, building beginning 1.4 NM from DER, 1' left of centerline, up to 919' MSL.

Trees, terrain, buildings, pole, tower beginning 1.5 NM from DER, 10' left of centerline, up to 83' AGL/926' MSL.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



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



25219



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

25219

## CIRCLEVILLE, OH

PICKAWAY COUNTY MEML (CYO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (21224) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF MINIMUMS:

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

## CLEVELAND, OH

BURKE LAKEFRONT (BKL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7A 07SEP23 (23250) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6L**, 300-1¼ or std w/min climb of 220'/NM to 900.  
**Rwy 6R**, 300-1½ or std w/min climb of 290'/NM to 1000. NA when tower is closed.  
**Rwy 24L**, 400-1% or std w/min climb of 757'/NM to 1000. NA when tower is closed.  
**Rwy 24R**, 300-1 or std w/min climb of 490'/NM to 900.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

**Rwy 6L**, light pole 9' from DER, 54' left of centerline, 2' AGL/584' MSL.  
Light pole, sign beginning 9' from DER, 55' right of centerline, up to 2' AGL/584' MSL.  
Tree 842' from DER, 720' right of centerline, 622' MSL.  
Pole 964' from DER, 235' left of centerline, 24' AGL/618' MSL.  
Crane 969' from DER, 589' right of centerline, 73' AGL/641' MSL.  
Tree 2294' from DER, 265' right of centerline, 650' MSL.  
Transmission lines, poles, trees beginning 2297' from DER, 166' right of centerline, up to 91' AGL/675' MSL.  
Buildings, bridge beginning 2682' from DER, 597' right of centerline, up to 124' AGL/704' MSL.  
Tower 1 NM from DER, 1347' right of centerline, 150' AGL/758' MSL.  
**Rwy 6R**, sign, light pole beginning 27' from DER, 89' left of centerline, up to 4' AGL/585' MSL.  
Light pole 41' from DER, 89' right of centerline, 3' AGL/585' MSL.  
Wind indicator 175' from DER, 242' left of centerline, 11' AGL/590' MSL.  
Pole 177' from DER, 241' left of centerline, 14' AGL/594' MSL.  
Pole 471' from DER, 612' right of centerline, 37' AGL/617' MSL.  
Poles, sign beginning 626' from DER, 595' right of centerline, up to 37' AGL/618' MSL.  
Poles beginning 1009' from DER, 569' right of centerline, up to 56' AGL/637' MSL.  
Pole, dome beginning 1874' from DER, 568' right of centerline, up to 70' AGL/651' MSL.  
Pole 3098' from DER, 1282' right of centerline, 49' AGL/661' MSL.  
Pole 3372' from DER, 1289' right of centerline, 88' AGL/708' MSL.  
Transmission lines, pole, building beginning 3720' from DER, 96' right of centerline, up to 93' AGL/714' MSL.  
Tower, poles, building beginning 4310' from DER, 170' right of centerline, up to 106' AGL/737' MSL.  
Antenna, towers beginning 1.2 NM from DER, 1827' right of centerline, up to 227' AGL/849' MSL.  
**Rwy 24L**, light pole beginning 10' from DER, 29' left of centerline, up to 2' AGL/582' MSL.  
Light pole 10' from DER, 29' right of centerline, 2' AGL/582' MSL.  
Fence 184' from DER, 451' left of centerline, 9' AGL/590' MSL.  
Building 197' from DER, 502' left of centerline, 27' AGL/610' MSL.  
Building, tank beginning 213' from DER, 411' left of centerline, up to 30' AGL/613' MSL.  
Pole 900' from DER, 621' left of centerline, 60' AGL/628' MSL.  
Crane, poles, traverse way, building beginning 1038' from DER, 38' left of centerline, up to 85' AGL/653' MSL.  
Pole 1319' from DER, 161' right of centerline, 64' AGL/632' MSL.  
Building 1685' from DER, 684' left of centerline, 166' AGL/740' MSL.  
Building 1727' from DER, 643' left of centerline, 169' AGL/741' MSL.  
Buildings, bridges, dome, pole, traverse way beginning 1748' from DER, 196' left of centerline, up to 167' AGL/745' MSL.  
Traverse way 2146' from DER, 90' right of centerline, 65' AGL/637' MSL.  
Windmills beginning 2340' from DER, 1119' left of centerline, up to 152' AGL/750' MSL.  
Stadiums, cranes beginning 2821' from DER, 317' left of centerline, up to 176' AGL/763' MSL.  
Building, traverse ways, crane, elevator, bridge beginning 5056' from DER, 207' left of centerline, up to 275' AGL/896' MSL.

CON'T

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

25219

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

25219

## CLEVELAND, OH (CON'T)

### BURKE LAKEFRONT (BKL) (CON'T)

**Rwy 24R**, light pole 10' from DER, 55' right of centerline, 2' AGL/582' MSL.

Light pole, sign beginning 10' from DER, 55' left of centerline, up to 2' AGL/582' MSL.

Poles, traverse way beginning 1514' from DER, 338' left of centerline, up to 64' AGL/632' MSL.

Bridges beginning 2106' from DER, 695' left of centerline, up to 70' AGL/648' MSL.

Pole, traverse way beginning 2324' from DER, 866' left of centerline, up to 86' AGL/654' MSL.

Stadiums, cranes beginning 3015' from DER, 816' left of centerline, up to 176' AGL/763' MSL.

Crane 5727' from DER, 1699' right of centerline, 152' AGL/731' MSL.

### DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 01FEB18 (18032) (FAA)

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

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

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

## CLEVELAND-HOPKINS INTL (CLE)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 16A 24MAY18 (18144) (FAA)

#### DEPARTURE PROCEDURE:

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, tree 828' from DER, 656' right of centerline, 821' MSL.

Tree 880' from DER, 662' right of centerline, 830' MSL.

Sign 906' from DER, 717' left of centerline, 28' AGL/830' MSL.

Pole 1415' from DER, 785' right of centerline, 48' AGL/842' MSL.

Sign 2149' from DER, 955' left of centerline, 59' AGL/857' MSL.

Tower 3826' from DER, 1455' right of centerline, 137' AGL/922' MSL.

**Rwy 24L**, tree 1903' from DER, 492' left of centerline, 69' AGL/839' MSL.

Trees beginning 1959' from DER, 19' left of centerline, up to 78' AGL/848' MSL.

Pole, tree beginning 2273' from DER, 4' left of centerline, up to 79' AGL/849' MSL.

**Rwy 24R**, tower 2565' from DER, 1028' right of centerline, 191' AGL/870' MSL.

Tree 3653' from DER, 1047' left of centerline, 103' AGL/863' MSL.

Tree 3754' from DER, 861' left of centerline, 98' AGL/868' MSL.

**Rwy 28**, tree, building beginning 80' from DER, 424' right of centerline, up to 788' MSL.

Trees beginning 890' from DER, 212' right of centerline, up to 803' MSL.

Trees beginning 1042' from DER, 26' right of centerline, up to 811' MSL.

Tree 1250' from DER, 107' left of centerline, 813' MSL.

Building, trees beginning 1267' from DER, 66' left of centerline, up to 92' AGL/851' MSL.

Pole 2970' from DER, 947' right of centerline, 82' AGL/842' MSL.

## CUYAHOGA COUNTY (CGF)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, terrain 86' from DER, 56' right of centerline, 878' MSL.

Terrain beginning 105' from DER, 26' left of centerline, up to 878' MSL.

Terrain 141' from DER, 37' right of centerline, 879' MSL.

Tree 1757' from DER, 929' left of centerline, 938' MSL.

Trees beginning 2163' from DER, 1008' right of centerline, up to 975' MSL.

Tree 2300' from DER, 1104' left of centerline, 961' MSL.

Trees beginning 2917' from DER, 105' right of centerline, up to 980' MSL.

Trees beginning 3607' from DER, 59' right of centerline, up to 982' MSL.

**Rwy 24**, pole 423' from DER, 423' right of centerline, 38' AGL/895' MSL.

NAVAID 530' from DER, 195' left of centerline, 19' AGL/894' MSL.

Tree, building beginning 617' from DER, 603' left of centerline, up to 940' MSL.

Tree 1141' from DER, 716' left of centerline, 945' MSL.

Trees beginning 1289' from DER, 555' left of centerline, up to 956' MSL.

Trees beginning 1366' from DER, 438' left of centerline, up to 970' MSL.

Trees beginning 1896' from DER, 95' left of centerline, up to 974' MSL.

Tree 1992' from DER, 76' right of centerline, 944' MSL.

Tree 2149' from DER, 8' right of centerline, 945' MSL.

Tree 3504' from DER, 31' right of centerline, 975' MSL.

Trees beginning 3616' from DER, 164' right of centerline, up to 979' MSL.

Tree 3714' from DER, 409' left of centerline, 975' MSL.

Tree 4153' from DER, 4' left of centerline, 980' MSL.



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

25219

## COLUMBUS, IN

### COLUMBUS MUNI (BAK)

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

ORIG 25SEP08 (08269) (FAA)

#### TAKEOFF OBSTACLE NOTES:

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

## COLUMBUS, OH

### BOLTON FLD (TZR)

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

ORIG 15JAN09 (21112) (FAA)

#### DEPARTURE PROCEDURE:

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, tree 1091' from DER, 770' left of centerline, 53' AGL/959' MSL.

Trees 487' from DER, 356' right of centerline, 23' AGL/929' MSL.

Tree 1317' from DER, 452' right of centerline, 42' AGL/948' MSL.

Tree 1307' from DER, 50' left of centerline, 36' AGL/942' MSL.

Tree 1927' from DER, 135' right of centerline, 49' AGL/955' MSL.

**Rwy 22**, tree 1273' from DER, 720' right of centerline, 40' AGL/945' MSL.

Tree 712' from DER, 662' right of centerline, 25' AGL/927' MSL.

Tree 1411' from DER, 658' right of centerline 33' AGL/939' MSL.

## JOHN GLENN COLUMBUS INTL (CMH)

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

AMDT 7A 17AUG17 (17229) (FAA)

#### DEPARTURE PROCEDURE:

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

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 10L**, sign 23' from DER, 348' right of centerline, 3' AGL/813' MSL.

Trees beginning 1308' from DER, 800' left of centerline, up to 79' AGL/869' MSL.

Trees beginning 1721' from DER, 764' right of centerline, up to 88' AGL/878' MSL.

**Rwy 10R**, aircraft on taxiway abeam DER, 290' right of centerline, up to 59' AGL/878' MSL.

Sign 42' from DER, 159' left of centerline, 6' AGL/817' MSL.

Poles and building beginning 934' from DER, 538' right of centerline, up to 42' AGL/852' MSL.

Trees beginning 1319' from DER, 225' right of centerline, up to 116' AGL/886' MSL.

**Rwy 28L**, building 42' from DER, 111' right of centerline, 6' AGL/810' MSL.

Trees beginning 1563' from DER, 870' left of centerline, up to 93' AGL/902' MSL.

**Rwy 28R**, tower 1260' from DER, 837' left of centerline, 75' AGL/875' MSL.

Trees and poles beginning 1228' from DER, 624' right of centerline, up to 72' AGL/882' MSL.

Light 5' from DER, 4' left of centerline, 1' AGL/815' MSL.

## OHIO STATE UNIVERSITY (OSU)

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

ORIG-A 14JUL22 (22195) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, tree 675' from DER, 675' right of centerline, 22' AGL/910' MSL.

Buildings beginning 966' from DER, 528' left of centerline, up to 50' AGL/936' MSL.

Tree, building beginning 1122' from DER, 587' left of centerline, up to 937' MSL.

Tree 1303' from DER, 164' right of centerline, 52' AGL/929' MSL.

Trees beginning 1331' from DER, 43' left of centerline, up to 946' MSL.

Trees beginning 1374' from DER, 46' right of centerline, up to 52' AGL/931' MSL.

Trees beginning 1405' from DER, 98' right of centerline, up to 57' AGL/937' MSL.

Trees beginning 1408' from DER, 2' right of centerline, up to 61' AGL/941' MSL.

Trees beginning 1421' from DER, 46' right of centerline, up to 958' MSL.

Trees beginning 1474' from DER, 4' left of centerline, up to 73' AGL/954' MSL.

Trees beginning 1505' from DER, 40' left of centerline, up to 84' AGL/964' MSL.

Trees beginning 1532' from DER, 51' left of centerline, up to 967' MSL.

Trees beginning 1548' from DER, 25' left of centerline, up to 973' MSL.

Trees beginning 1633' from DER, 9' right of centerline, up to 962' MSL.

Trees beginning 1637' from DER, 20' left of centerline, up to 98' AGL/975' MSL.

Trees beginning 1685' from DER, 31' right of centerline, up to 966' MSL.

Trees beginning 1781' from DER, 69' right of centerline, up to 96' AGL/969' MSL.

Trees beginning 1859' from DER, 169' right of centerline, up to 107' AGL/973' MSL.

Trees beginning 1886' from DER, 156' right of centerline, up to 101' AGL/974' MSL.

Trees beginning 1891' from DER, 4' right of centerline, up to 101' AGL/976' MSL.

Trees beginning 1920' from DER, 7' right of centerline, up to 103' AGL/979' MSL.

**Rwy 9L**, sign 68' from DER, 225' left of centerline, 4' AGL/894' MSL.

Tree 909' from DER, 634' left of centerline, 44' AGL/923' MSL.

Trees beginning 914' from DER, 547' left of centerline, up to 50' AGL/930' MSL.

Trees beginning 949' from DER, 548' left of centerline, up to 52' AGL/931' MSL.

Tree 953' from DER, 686' left of centerline, 61' AGL/941' MSL.

CON'T

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

25219

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

25219

## COLUMBUS, OH (CON'T)

### OHIO STATE UNIVERSITY (OSU) (CON'T)

**Rwy 9L (CON'T)**, trees beginning 958' from DER, 515' left of centerline, up to 68' AGL/948' MSL.

Trees beginning 1016' from DER, 531' left of centerline, up to 958' MSL.

Trees beginning 1301' from DER, 702' left of centerline, up to 90' AGL/965' MSL.

Trees beginning 1328' from DER, 575' left of centerline, up to 966' MSL.

Trees beginning 1393' from DER, 340' left of centerline, up to 98' AGL/969' MSL.

Trees beginning 1477' from DER, 7' left of centerline, up to 107' AGL/973' MSL.

Trees beginning 1590' from DER, 230' right of centerline, up to 72' AGL/942' MSL.

Trees beginning 2000' from DER, 7' right of centerline, up to 960' MSL.

**Rwy 9R**, tree 64' from DER, 302' left of centerline, 15' AGL/894' MSL.

Trees beginning 201' from DER, 252' left of centerline, up to 918' MSL.

Tree 377' from DER, 511' right of centerline, 907' MSL.

Trees beginning 882' from DER, 378' right of centerline, up to 937' MSL.

Trees beginning 993' from DER, 265' left of centerline, up to 56' AGL/924' MSL.

Trees beginning 1033' from DER, 367' right of centerline, up to 940' MSL.

Trees beginning 1084' from DER, 270' left of centerline, up to 63' AGL/932' MSL.

Trees beginning 1299' from DER, 337' right of centerline, up to 943' MSL.

Trees beginning 1308' from DER, 531' left of centerline, up to 940' MSL.

Tree 1341' from DER, 515' right of centerline, 945' MSL.

Trees beginning 1400' from DER, 460' right of centerline, up to 955' MSL.

Trees beginning 1813' from DER, 556' right of centerline, up to 965' MSL.

Tree 2413' from DER, 961' left of centerline, 96' AGL/953' MSL.

**Rwy 23**, building 494' from DER, 468' left of centerline, 930' MSL.

Tree, building beginning 544' from DER, 396' left of centerline, up to 944' MSL.

Tree 658' from DER, 624' left of centerline, 945' MSL.

Stack, tank, trees beginning 673' from DER, 261' left of centerline, up to 60' AGL/963' MSL.

Tree 1197' from DER, 208' right of centerline, 45' AGL/942' MSL.

Tree 1919' from DER, 213' right of centerline, 58' AGL/957' MSL.

Tree 1995' from DER, 257' right of centerline, 64' AGL/965' MSL.

Trees beginning 2000' from DER, 167' right of centerline, up to 78' AGL/978' MSL.

Tree 2081' from DER, 312' right of centerline, 989' MSL.

Trees beginning 2257' from DER, 351' right of centerline, up to 97' AGL/999' MSL.

**Rwy 27L**, lighting 4' from DER, 4' left of centerline, 2' AGL/903' MSL.

Tree 291' from DER, 575' left of centerline, 910' MSL.

**Rwy 27R**, sign 15' from DER, 247' left of centerline, 3' AGL/906' MSL.

Tree 2330' from DER, 861' right of centerline, 964' MSL.

Tree 2479' from DER, 789' right of centerline, 974' MSL.

## CONNERSVILLE, IN

### METTEL FLD (CEV)

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

AMDT 2 28SEP06 (21224) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, railroad 311' from DER, 580' left of centerline, 23' AGL/882' MSL.

Multiple trees beginning 2280' from DER, 100' left of centerline, up to 113' AGL/974' MSL.

**Rwy 36**, road 120' from DER, 301' right of centerline, 15' AGL/884' MSL.

Railroad 649' from DER, 578' right of centerline, 23' AGL/892' MSL.

Multiple trees beginning 3400' from DER, on centerline, up to 92' AGL/959' MSL.

## COSHOCTON, OH

### RICHARD DOWNING (I40)

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

AMDT 1A 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, tree 87' from DER, 402' left of centerline, 981' MSL.

Trees beginning 88' from DER, 460' left of centerline, up to 84' AGL/1040' MSL.

Tree 90' from DER, 226' right of centerline, 983' MSL.

Tree 628' from DER, 509' right of centerline, 1006' MSL.

**Rwy 22**, trees beginning 2' from DER, 290' left of centerline, up to 988' MSL.

Pole, wsk beginning 11' from DER, 57' right of centerline, up to 7' AGL/979' MSL.

Trees beginning 179' from DER, 275' left of centerline, up to 84' AGL/999' MSL.

Trees beginning 1033' from DER, 595' left of centerline, up to 1042' MSL.

Tree 2420' from DER, 123' right of centerline, 96' AGL/1035' MSL.

Tree 2442' from DER, 52' right of centerline, 104' AGL/1043' MSL.

Trees beginning 2443' from DER, 21' right of centerline, up to 106' AGL/1050' MSL.

Trees beginning 2496' from DER, 3' left of centerline, up to 103' AGL/1045' MSL.

CON'T

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

25219

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

25219

## COSHOCTON, OH (CON'T)

### RICHARD DOWNING (I40) (CON'T)

**Rwy 22 (CON'T)**, trees beginning 2503' from DER, on centerline, up to 103' AGL/1054' MSL.

Trees beginning 2550' from DER, 43' right of centerline, up to 105' AGL/1061' MSL.

## CRAWFORDSVILLE, IN

### CRAWFORDSVILLE RGNL (CFJ)

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

AMDT 1A 08NOV18 (18312) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, poles beginning 805' from DER, 224' right of centerline, up to 27' AGL/829' MSL.

Tree 2838' from DER, 256' right of centerline, 873' MSL.

Poles, terrain, vehicle on road, tree beginning 41' from DER, 54' left of centerline, up to 30' AGL/834' MSL.

Tree 822' from DER, 95' left of centerline, 841' MSL.

Trees beginning 856' from DER, 123' left of centerline, up to 843' MSL.

Trees beginning 957' from DER, 213' left of centerline, up to 849' MSL.

Tree 1055' from DER, 283' left of centerline, 850' MSL.

Tree 1229' from DER, 418' left of centerline, 853' MSL.

Tree 1312' from DER, 168' left of centerline, 873' MSL.

Trees beginning 1324' from DER, 268' left of centerline, up to 875' MSL.

Trees beginning 1559' from DER, 283' left of centerline, up to 876' MSL.

Trees beginning 1862' from DER, 219' left of centerline, up to 881' MSL.

**Rwy 22**, tree 653' from DER, 618' right of centerline, 846' MSL.

Trees beginning 789' from DER, 205' right of centerline, up to 852' MSL.

Trees beginning 1059' from DER, 191' right of centerline, up to 857' MSL.

Trees beginning 2797' from DER, 386' right of centerline, up to 879' MSL.

Tree 328' from DER, 508' left of centerline, 815' MSL.

Trees beginning 559' from DER, 176' left of centerline, up to 867' MSL.

## DAYTON, OH

### DAYTON/PHILLIPSBURG (3I7)

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

AMDT 1A 16AUG18 (22251) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 21**, 300-1.

## DAYTON/WRIGHT BROTHERS (MGY)

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

AMDT 3A 21JUL16 (22307) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, multiple trees and road beginning 440' from DER, 257' left of centerline, up to 100' AGL/1053' MSL.

Multiple trees beginning 672' from DER, 17' right of centerline, up to 100' AGL/1017' MSL.

**Rwy 20**, multiple trees beginning 189' from DER, 494' left of centerline, up to 100' AGL/1009' MSL.

Multiple poles and trees beginning 323' from DER, 364' right of centerline, up to 100' AGL/1026' MSL.

Building 1195' from DER, 512' right of centerline, 50' AGL/972' MSL.

## GREENE COUNTY/LEWIS A JACKSON RGNL (GDK)

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

AMDT 3 30NOV23 (23334) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 25**, climb on heading 233° to 1700 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, trees, wind indicator beginning 20' from DER, 133' right of centerline, up to 59' AGL/999' MSL.

Tree 73' from DER, 264' left of centerline, 983' MSL.

Trees beginning 111' from DER, 165' left of centerline, up to 986' MSL.

Trees beginning 642' from DER, 329' right of centerline, up to 1016' MSL.

Trees beginning 2361' from DER, 945' right of centerline, up to 1028' MSL.

**Rwy 25**, trees beginning 51' from DER, 491' left of centerline, up to 996' MSL.

Trees, transmission lines, poles beginning 176' from DER, 278' left of centerline, up to 998' MSL.

Trees beginning 266' from DER, 320' right of centerline, up to 954' MSL.

Transmission line, poles beginning 1122' from DER, 578' right of centerline, up to 81' AGL/972' MSL.

Pole 1409' from DER, 764' right of centerline, 992' MSL.

Transmission line 1410' from DER, 753' right of centerline, 137' AGL/1005' MSL.

Trees beginning 1834' from DER, 320' left of centerline, up to 1002' MSL.

Trees beginning 1983' from DER, 426' left of centerline, up to 127' AGL/1011' MSL.

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

25219

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

25219

## DAYTON, OH (CON'T)

JAMES M COX DAYTON INTL (DAY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 27APR17 (17117) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 6R**, tower 3128' from DER, 1114' right of centerline, 140' AGL/1101' MSL.**Rwy 18**, trees beginning 1033' from DER, 77' right of centerline, up to 1048' MSL.

Tree 1047' from DER, 38' left of centerline, 1039' MSL.

Tree 1049' from DER, 326' left of centerline, 1040' MSL.

Tree 1050' from DER, 437' left of centerline, 1041' MSL.

Trees beginning 1051' from DER, 192' left of centerline, up to 1047' MSL.

Wind indicator on building, steeple, pole, ant on building, tree beginning 1141' from DER, 195' left of centerline, up to 1049' MSL.

Trees beginning 1378' from DER, 325' left of centerline, up to 1056' MSL.

Trees beginning 1618' from DER, 244' left of centerline, up to 1060' MSL.

Tree 1631' from DER, 558' right of centerline, 1054' MSL.

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

Trees beginning 1785' from DER, 311' left of centerline, up to 1072' MSL.

Trees beginning 1825' from DER, 210' left of centerline, up to 74' AGL/1079' MSL.

Tree 1832' from DER, 563' right of centerline, 1060' MSL.

Trees beginning 2013' from DER, 139' right of centerline, up to 1072' MSL.

Trees beginning 2322' from DER, 958' right of centerline, up to 1073' MSL.

Tree 2378' from DER, 916' left of centerline, 1089' MSL.

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

Tree 2574' from DER, 1075' right of centerline, 1094' MSL.

Tree 2578' from DER, 1098' right of centerline, 89' AGL/1096' MSL.

Trees beginning 2923' from DER, 412' left of centerline, up to 1098' MSL.

Tank 4227' from DER, 1469' left of centerline, 184' AGL/1168' MSL.

**Rwy 24L**, vehicles on road 200' from DER, crossing runway centerline, up to 15' AGL/1021' MSL.

Tree 992' from DER, 522' left of centerline, 1049' MSL.

Tree 1139' from DER, 740' left of centerline, 1056' MSL.

Trees beginning 1722' from DER, 527' left of centerline, up to 1061' MSL.

**Rwy 36**, airfield light beginning 5' from DER, 4' right of centerline, up to 2' AGL/992' MSL.

Tree 1947' from DER, 939' left of centerline, 1040' MSL.

## MORaine AIR PARK (I73)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03NOV22 (22307) (FAA)

TAKEOFF MINIMUMS:

**Rwy 8**, std. w/min. climb of 272' per NM to 2400 or 1700-3 for VCOA.**Rwy 26**, std. w/min. climb of 269' per NM to 2200 or 1700-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 8**, climb on heading 084° to 1700 before proceeding on course.**Rwy 26**, climb on heading 264° to 1900 before proceeding on course.

VCOA:

**Rwy 8, 26**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Moraine Air Park at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

Airport equipment, bldg, catenary, sign, pole beginning 363' from DER, 54' left of centerline, up to 50' AGL/770' MSL.

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

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

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

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

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

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

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

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

## DEFIANCE, OH

DEFIANCE MEML (DFI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAR11 (21224) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 12**, trees beginning 398' from DER, 155' right of centerline, up to 50' AGL/749' MSL.

Terrain beginning 62' from DER, 1' right of centerline, up to 706' MSL.

Vehicle on road 833' from DER, 286' left of centerline, up to 15' AGL/724' MSL.

**Rwy 30**, trees and power lines beginning 527' from DER, beginning 246' left to right of centerline, up to 50' AGL/759' MSL.

Vehicle on road beginning 527' from DER, 246' left to right of centerline, up to 15' AGL/724' MSL.

Terrain beginning 36' from DER, 17' right of centerline, up to 712' MSL.

Terrain beginning 116' from DER, 353' left of centerline, up to 712' MSL.

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

25219

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

25219

## DELAWARE, OH

### DELAWARE MUNI/JIM MOORE FLD (DLZ)

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

AMDT 2 12JUN25 (25163) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 10**, 300-1% or std w/min climb of 205'/NM to 1200.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, trees beginning 884' from DER, 507' left of centerline, up to 1014' MSL.

Transmission line beginning 1179' from DER, 288' right of centerline, up to 48' AGL/987' MSL.

Tower 1 NM from DER, 2029' right of centerline, 180' AGL/1107' MSL.

**Rwy 28**, wind indicator, light poles beginning 7' from DER, 103' right of centerline, up to 9' AGL/950' MSL.

Terrain 35' from DER, 189' left of centerline, 950' MSL.

Transmission line beginning 992' from DER, 599' left of centerline, up to 61' AGL/1005' MSL.

Transmission line 1126' from DER, 695' right of centerline, 45' AGL/988' MSL.

Tree 1233' from DER, 743' right of centerline, 990' MSL.

## DELPHI, IN

### DELPHI MUNI (119)

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

ORIG 15JUN23 (23166) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, pole 926' from DER, 643' left of centerline, 26' AGL/702' MSL.

Pole beginning 929' from DER, 283' right of centerline, up to 29' AGL/697' MSL.

**Rwy 36**, light poles 1' from DER, 104' right of centerline, 2' AGL/671' MSL.

Building 63' from DER, 334' left of centerline, 21' AGL/693' MSL.

Tree, building, traverse way, pole beginning 127' from DER, 8' left of centerline, up to 55' AGL/727' MSL.

Traverse way beginning 315' from DER, 86' right of centerline, up to 685' MSL.

Tree 1435' from DER, 614' right of centerline, 55' AGL/715' MSL.

## EAST LIVERPOOL, OH

### COLUMBIANA COUNTY (02G)

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

AMDT 2A 17AUG17 (17229) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 25**, 600-1% or std. w/min. climb gradient of 445' per NM to 1700.

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, trees beginning abeam DER, 392' left of centerline, up to 71' AGL/1224' MSL.

Tree 156' from DER, 449' right of centerline, 1205' MSL.

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

Trees beginning 182' from DER, 75' right of centerline, up to 1218' MSL.

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

Tree 2212' from DER, 850' right of centerline, 1221' MSL.

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

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

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

Ground beginning 104' from DER, 297' right of centerline, up to 1288' MSL.

Ground 118' from DER, 256' left of centerline, 1148' MSL.

Trees beginning 141' from DER, 28' left of centerline, up to 82' AGL/1226' MSL.

Trees beginning 899' from DER, 84' right of centerline, up to 1220' MSL.

Tree 3443' from DER, 611' right of centerline, 1240' MSL.

Tree 3499' from DER, 359' right of centerline, 1242' MSL.

Tree 3531' from DER, 1397' right of centerline, 1247' MSL.

Tree 3533' from DER, 935' right of centerline, 1276' MSL.

Trees beginning 3535' from DER, 161' right of centerline, up to 1287' MSL.

Trees beginning 3653' from DER, 391' right of centerline, up to 1288' MSL.

Trees beginning 3701' from DER, 61' right of centerline, up to 1290' MSL.

Trees beginning 3748' from DER, 231' right of centerline, up to 1357' MSL.

Tree 3748' from DER, 891' right of centerline, 1298' MSL.

Trees beginning 3801' from DER, 44' right of centerline, up to 1322' MSL.

Trees beginning 3854' from DER, 358' right of centerline, up to 1332' MSL.

Tree, ground beginning 3907' from DER, 282' right of centerline, up to 1350' MSL.

Trees beginning 4863' from DER, 804' left of centerline, up to 1279' MSL.

Trees beginning 5051' from DER, 651' left of centerline, up to 1292' MSL.

Trees beginning 5174' from DER, 546' left of centerline, up to 1296' MSL.

Trees beginning 5280' from DER, 328' left of centerline, up to 1311' MSL.

Trees beginning 5491' from DER, 59' left of centerline, up to 1316' MSL.

Trees beginning 5860' from DER, 639' right of centerline, up to 1353' MSL.

Trees beginning 5860' from DER, 120' right of centerline, up to 1355' MSL.

Trees beginning 5966' from DER, 1071' right of centerline, up to 1356' MSL.

Trees beginning 6019' from DER, 795' right of centerline, up to 1357' MSL.

Trees beginning 6072' from DER, 15' right of centerline, up to 1364' MSL.

CONT

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

25219

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

25219

## EAST LIVERPOOL, OH (CON'T)

### COLUMBIANA COUNTY (02G) (CON'T)

**Rwy 25 (CON'T)**, trees beginning 6072' from DER, 203' right of centerline, up to 1365' MSL.

Trees beginning 1 NM from DER, 26' right of centerline, up to 1389' MSL.

Trees beginning 1 NM from DER, 25' left of centerline, up to 1325' MSL.

Trees beginning 1 NM from DER, 332' right of centerline, up to 1393' MSL.

Trees beginning 1 NM from DER, 84' right of centerline, up to 1406' MSL.

Tree, ground beginning 1 NM from DER, 430' right of centerline, up to 76' AGL/1418' MSL.

Trees beginning 1 NM from DER, 943' right of centerline, up to 1416' MSL.

Transmission tower, tree, ground beginning 1.1 NM from DER, 687' right of centerline, up to 122' AGL/1450' MSL.

Tree 1.4 NM from DER, 2655' left of centerline, 1359' MSL.

Tree 1.4 NM from DER, 2747' left of centerline, 1360' MSL.

## ELKHART, IN

### ELKHART MUNI (EKM)

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

ORIG 22SEP11 (11265) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, trees beginning 2039' from DER, 768' right of centerline, up to 68' AGL/845' MSL.

Trees beginning 2649' from DER, 774' left of centerline, up to 90' AGL/867' MSL.

**Rwy 18**, trees and spire beginning 592' from DER, 63' right of centerline, up to 63' AGL/835' MSL.

Trees beginning 508' from DER, 87' left of centerline, up to 71' AGL/843' MSL.

**Rwy 27**, trees beginning 1195' from DER, 241' right of centerline, up to 90' AGL/861' MSL.

Trees beginning 1714' from DER, 49' left of centerline, up to 89' AGL/860' MSL.

**Rwy 36**, tree and building beginning 845' from DER, 212' right of centerline, up to 58' AGL/836' MSL.

Trees beginning 1193' from DER, 240' left of centerline, up to 61' AGL/839' MSL.

## ELYRIA, OH

### ELYRIA (1G1)

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

AMDT 2 08JUN06 (22083) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, road 1198' from DER, 275' left of centerline, 15' AGL/774' MSL.

Tree 2077' from DER, 778' right of centerline, 100' AGL/859' MSL.

**Rwy 27**, tree 68' from DER, 237' left of centerline, 100' AGL/859' MSL.

Tree 527' from DER, 454' right of centerline, 100' AGL/854' MSL.

## EVANSVILLE, IN

### EVANSVILLE RGNL (EVV)

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

AMDT 9B 26DEC24 (25023) (FAA)

##### TAKEOFF MINIMUMS:

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

**Rwy 36**, 300-1½ or std w/min climb of 635'/NM to 700.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, electrical system 10' from DER, 80' right of centerline, 13' AGL/396' MSL.

Vehicle on roadway 265' from DER, 420' right of centerline, 398' MSL.

Vehicle on roadway 526' from DER, 17' left of centerline, 403' MSL.

Building 560' from DER, 354' right of centerline, 21' AGL/403' MSL.

Building 570' from DER, 632' right of centerline, 45' AGL/427' MSL.

Buildings beginning 758' from DER, 137' right of centerline, up to 53' AGL/435' MSL.

Tree 1595' from DER, 162' left of centerline, 51' AGL/433' MSL.

Building 1929' from DER, 460' right of centerline, 66' AGL/447' MSL.

Transmission line 4136' from DER, 1568' left of centerline, 132' AGL/513' MSL.

**Rwy 22**, vertical structure, building beginning 142' from DER, 401' left of centerline, up to 18' AGL/401' MSL.

Tower 165' from DER, 398' left of centerline, 45' AGL/429' MSL.

**Rwy 36**, tree, building beginning 2160' from DER, 479' right of centerline, up to 105' AGL/567' MSL.

Trees beginning 4224' from DER, 1024' right of centerline, up to 101' AGL/588' MSL.

Trees 5130' from DER, 1791' right of centerline, 100' AGL/593' MSL.

Trees 5741' from DER, 2019' right of centerline, 100' AGL/602' MSL.

Trees 5963' from DER, 2064' left of centerline, 100' AGL/563' MSL.

Trees beginning 6045' from DER, 1150' right of centerline, up to 100' AGL/606' MSL.

Trees beginning 1 NM from DER, 1776' right of centerline, up to 126' AGL/618' MSL.

Trees beginning 1 NM from DER, 2070' left of centerline, up to 100' AGL/586' MSL.

Trees 1.2 NM from DER, 2222' right of centerline, 100' AGL/593' MSL.

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

25219



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

25219

## FINDLAY, OH

### FINDLAY (FDY)

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

AMDT 1 06DEC18 (18340) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 25**, 300-1% or std. w/min. climb of 210' per NM to 1100, or alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400 feet prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, road with vehicles beginning 55' from DER, 308' right of centerline, up to 15' AGL/821' MSL.

Wall, pole beginning 121' from DER, 48' left of centerline, up to 10' AGL/816' MSL.

Tree, road with vehicles, pole beginning 154' from DER, 69' right of centerline, up to 32' AGL/838' MSL.

Road with vehicles beginning 210' from DER, 1' left of centerline, up to 15' AGL/821' MSL.

Trees beginning 279' from DER, 45' right of centerline, up to 33' AGL/839' MSL.

Tree, pole, building beginning 338' from DER, 33' left of centerline, up to 26' AGL/832' MSL.

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

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

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

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

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

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

Road with vehicles beginning 133' from DER, 108' right of centerline, up to 15' AGL/803' MSL.

Sign, tree, pole beginning 473' from DER, 421' right of centerline, up to 64' AGL/852' MSL.

Tree, pole, road with vehicles beginning 785' from DER, 397' right of centerline, up to 15' AGL/802' MSL.

Elevator, tree beginning 1824' from DER, 295' right of centerline, up to 78' AGL/869' MSL.

Trees beginning 2207' from DER, 454' right of centerline, up to 88' AGL/876' MSL.

Elevator 1.2 NM from DER, 1040' right of centerline, 206' AGL/999' MSL.

Elevator 1.3 NM from DER, 1114' right of centerline, 207' AGL/1000' MSL.

**Rwy 36**, pole 1191' from DER, 742' right of centerline, 39' AGL/835' MSL.

Tree 1559' from DER, 498' left of centerline, 51' AGL/847' MSL.

## FORT WAYNE, IN

### FORT WAYNE INTL (FWA)

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

AMDT 3 17SEP15 (15260) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, lighted structures beginning 9' from DER, left and right of centerline, up to 3' AGL/800' MSL.

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

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

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

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

Pole 86' from DER, 442' right of centerline, 28' AGL/820' MSL.

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

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

**Rwy 14**, lighted structures beginning 9' from DER, left and right of centerline, up to 2' AGL/797' MSL.

Tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL.

**Rwy 23**, lighted structures beginning 8' from DER, left and right of centerline, up to 2' AGL/815' MSL.

**Rwy 27**, lighted structures beginning 9' from DER, 48' left of centerline, up to 2' AGL/800' MSL.

fences beginning 28' from DER, 470' right of centerline, up to 6' AGL/804' MSL.

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

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

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

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

Trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

## SMITH FLD (SMD)

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

AMDT 5 18NOV10 (21168) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

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

**Rwy 23**, climb on heading 236° to 1900 before proceeding on course.

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, vehicle on road 465' from DER, on centerline, 15' AGL/844' MSL.

Trees, light poles, flag poles, power poles, buildings, bus garages and cell tower beginning 345' from DER, 34' right of centerline, up to 153' AGL/974' MSL.

Trees, buildings and light poles beginning 234' from DER, 11' left of centerline, up to 72' AGL/896' MSL.

CON'T

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

25219

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

25219

## **FORT WAYNE, IN (CON'T)** **SMITH FLD (SMD) (CON'T)**

**Rwy 13**, vehicle on road 458' from DER, on centerline, 15' AGL/842' MSL.

Trees, houses and light pole beginning 21' from DER, 38' right of centerline, up to 100' AGL/929' MSL.

Trees, buildings, power poles, hanger, terminal, light pole and flag pole beginning 330' from DER, 25' left of centerline, up to 128' AGL/ 936' MSL.

**Rwy 23**, power poles, light poles, trees, building, house and shed beginning 469' from DER, 6' right of centerline, up to 82' AGL/909' MSL.

Trees, houses and light poles beginning 193' from DER, 43' left of centerline, up to 81' AGL/906' MSL.

**Rwy 31**, trees, buildings, power poles, garages, light pole and antenna beginning 237' from DER, 30' right of centerline, up to 95' AGL/936' MSL.

Trees and vert tank beginning 488' from DER, 202' left of centerline, up to 73' AGL/910' MSL.

## **FOSTORIA, OH**

**DONALD P MILLER (FZI)**

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03JUN10 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, trees beginning 343' from DER, 584' left of centerline, up to 74' AGL/823' MSL.

Trees beginning 26' from DER, 277' right of centerline, up to 75' AGL/820' MSL.

**Rwy 27**, trees beginning 938' from DER, 342' left of centerline, up to 100' AGL/859' MSL.

Trees beginning 379' from DER, 444' right of centerline, up to 64' AGL/806' MSL.

Building 2' from DER, 500' left of centerline, 8' AGL/758' MSL.

Building 262' from DER, 523' right of centerline, 34' AGL/776' MSL.

SIL0 292' from DER, 376' right of centerline, 36' AGL/778' MSL.

Pole 898' from DER, 413' right of centerline, 39' AGL/778' MSL.

Power pole 961' from DER, 562' right of centerline, 48' AGL/790' MSL.

## **FRANKFORT, IN**

**FRANKFORT CLINTON COUNTY RGNL (FKR)**

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (22083) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, vehicles on highway, beginning 148' from DER, left to right of centerline, 17' AGL/894' MSL.

Building 442' from DER, 601' right of centerline, 40' AGL/897' MSL.

Building 606' from DER, 373' left of centerline, 40' AGL/917' MSL.

Plant 3169' from DER, 712' right of centerline, 87' AGL/942' MSL.

**Rwy 9**, crops 389' from DER, left to right of centerline, 10' AGL/872' MSL.

**Rwy 22**, crops 200' from DER, left to right of centerline, 10' AGL/867' MSL.

Vehicles on roadway beginning 369' from DER, 583' right of centerline, 17' AGL/876' MSL.

**Rwy 27**, crops 299' from DER, left to right of centerline, 10' AGL/867' MSL.

Vehicles on roadway 743' from DER, left and right of centerline, 17' AGL/876' MSL.

## **FREMONT, OH**

**FREMONT (14G)**

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22OCT09 (09295) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, train 268' from DER, 516' right of centerline, 23' AGL/677' MSL.

Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL.

Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL.

**Rwy 27**, road 65' from DER, 4' right of centerline, 15' AGL/669' MSL.

Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

**SANDUSKY COUNTY RGNL (S24)**

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, REILs 39' from DER, 93' right of centerline, 8' AGL/659' MSL.

REILs 39' from DER, 93' left of centerline, 7' AGL/658' MSL.

Trees beginning 796' from DER, 709' left of centerline, up to 91' AGL/737' MSL.

**Rwy 24**, REILs 41' from DER, 94' right of centerline, 7' AGL/668' MSL.

REILs 41' from DER, 93' left of centerline, 7' AGL/668' MSL.

Trees beginning 1569' from DER, left and right of centerline, up to 145' AGL/786' MSL.

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

25219



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

25219

## FRENCH LICK, IN

### FRENCH LICK MUNI (FRH)

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

ORIG 10APR08 (08101) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, terrain 59' from DER, 86' left of centerline, 0' AGL/799' MSL.

Trees beginning 184' from DER, 391' left of centerline, up to 100' AGL/889' MSL.

Trees beginning 215' from DER, 148' right of centerline, up to 100' AGL/849' MSL.

**Rwy 26**, trees beginning 429' from DER, 90' left of centerline, up to 100' AGL/849' MSL.

Trees beginning 580' from DER, 57' right of centerline, up to 100' AGL/909' MSL.

## GALION, OH

### GALION MUNI (GQQ)

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

ORIG 25AUG11 (11237) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 354' from DER, 335' right of centerline, up to 50' AGL/1269' MSL.

**Rwy 23**, vehicles on road beginning 0' from DER, 348' right of centerline, up to 15' AGL/1244' MSL.

Vehicles on road beginning 0' from DER, 362' left of centerline, up to 17' AGL/1236' MSL.

Train and power lines 0' from DER, 351' left of centerline, up to 30' AGL/1252' MSL.

Trees beginning 341' from DER, right and left of centerline, up to 50' AGL/1279' MSL.

## GALLIPOLIS, OH

### GALLIA-MEIGS RGNL (GAS)

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

AMDT 3 20JUN19 (19171) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 5**, 400-2½ or std. w/min. climb of 465' per NM to 1300.

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

##### DEPARTURE PROCEDURE:

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

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

##### VCOA:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, vehicle on road 5' from DER, 391' left of centerline, 17' AGL/586' MSL.

Tree and power poles beginning 72' from DER, 388' right of centerline, up to 100' AGL/669' MSL.

Tree, sign, light pole beginning 99' from DER, 326' left of centerline, up to 100' AGL/659' MSL.

Tree 293' from DER, 409' right of centerline, 100' AGL/669' MSL.

Trees beginning 426' from DER, 346' right of centerline, up to 100' AGL/669' MSL.

Trees, light pole, vehicle on road beginning 438' from DER, 267' left of centerline, up to 100' AGL/669' MSL.

Vehicle on road 935' from DER, on and left of centerline, 17' AGL/586' MSL.

Tree and vehicle on overpass beginning 937' from DER, 440' left of centerline, up to 100' AGL/669' MSL.

Sign 1124' from DER, 285' right of centerline, 30' AGL/599' MSL.

Trees beginning 1297' from DER, 113' right of centerline, up to 100' AGL/669' MSL.

Trees beginning 1.5 NM from DER, 1270' right of centerline, up to 940' MSL.

**Rwy 23**, vehicles on road, train beginning 2' from DER, 207' right of centerline, up to 15' AGL/594' MSL.

Trees beginning 4' from DER, 451' left of centerline, up to 100' AGL/669' MSL.

Power poles, train 90' from DER, 407' right of centerline, up to 30' AGL/599' MSL.

Vehicles on road beginning 179' from DER, on and left of centerline, up to 15' AGL/575' MSL.

Tree 187' from DER, 424' left of centerline, 100' AGL/669' MSL.

Vehicle on road 551' from DER, 70' left of centerline, 15' AGL/575' MSL.

Buildings beginning 923' from DER, 220' left of centerline, up to 40' AGL/609' MSL.

Power poles, tank, tree beginning 1238' from DER, 510' left of centerline, up to 50' AGL/619' MSL.

Trees beginning 2322' from DER, 1074' right of centerline, up to 100' AGL/699' MSL.

## GARY/CHICAGO, IN

### GARY/CHICAGO INTL (GYG)

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

AMDT 8A 05SEP24 (24249) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, tree, pole, building and vehicles on road beginning 554' from DER, 264' right of centerline, up to 26' AGL/617' MSL.

Tower 3432' from DER, 1125' right of centerline, 120' AGL/708' MSL.

Stacks and towers beginning 4434' from DER, 1004' right of centerline, up to 201' AGL/791' MSL.

Tree 1489' from DER, 236' left of centerline, 56' AGL/647' MSL.

Towers beginning 4598' from DER, 1080' left of centerline, up to 139' AGL/731' MSL.

Stacks and tower beginning 5921' from DER, 460' left of centerline, up to 236' AGL/823' MSL.

CON'T

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

25219

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

25219

## GARY/CHICAGO, IN (CON'T)

### GARY/CHICAGO INTL (GYI) (CON'T)

**Rwy 2 (CON'T)**, vehicles on road 571' from DER, on runway centerline, 15' AGL/605' MSL.

**Rwy 12**, trees and poles beginning 790' from DER, 221' right of centerline, up to 86' AGL/685' MSL.

Trees beginning 1617' from DER, 743' left of centerline, up to 65' AGL/656' MSL.

Towers beginning 4246' from DER, 444' left of centerline, up to 105' AGL/700' MSL.

**Rwy 20**, trees and poles beginning 651' from DER, 108' right of centerline, up to 96' AGL/685' MSL.

Trees, poles and vehicles on road beginning 884' from DER, 26' left of centerline, up to 63' AGL/658' MSL.

Vehicles on road 1048' from DER, on runway centerline, 17' AGL/631' MSL.

**Rwy 30**, tree and poles beginning 2021' from DER, 390' right of centerline, up to 105' AGL/710' MSL.

Terrain 137' from DER, 351' left of centerline, 22' AGL/612' MSL.

Poles and road sign beginning 1263' from DER, 60' left of centerline, up to 49' AGL/638' MSL.

## GEORGETOWN, OH

### BROWN COUNTY (GEO)

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

AMDT 2 26AUG10 (10238) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, vehicle on road beginning 430' from DER, 116' right of centerline, up to 15' AGL/974' MSL.

Vehicle on road beginning 400' from DER, 155' left of centerline, up to 15' AGL/974' MSL.

**Rwy 36**, trees 328' from DER, 232' right of centerline, up to 100' AGL/1059' MSL.

Trees 301' from DER, 452' left of centerline, up to 100' AGL, 1069' MSL.

## GOSHEN, IN

### GOSHEN MUNI (GSH)

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

ORIG-B 12JUN25 (25163) (FAA)

##### TAKEOFF MINIMUMS:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, pole 43' from DER, 251' right of centerline, 4' AGL/831' MSL.

Poles beginning 990' from DER, 675' left of centerline, up to 29' AGL/855' MSL.

Tree 1091' from DER, 692' right of centerline, 885' MSL.

Tree 2132' from DER, 1027' right of centerline, 902' MSL.

Trees beginning 2245' from DER, 984' right of centerline, up to 915' MSL.

Tree 2319' from DER, 1019' left of centerline, 887' MSL.

Trees beginning 2494' from DER, 963' left of centerline, up to 91' AGL/921' MSL.

Trees beginning 3049' from DER, 717' left of centerline, up to 935' MSL.

Trees beginning 3297' from DER, 116' right of centerline, up to 923' MSL.

Trees beginning 3450' from DER, 194' left of centerline, up to 942' MSL.

Trees beginning 3585' from DER, 208' right of centerline, up to 74' AGL/927' MSL.

Trees beginning 3678' from DER, 874' right of centerline, up to 928' MSL.

Trees beginning 3919' from DER, 662' right of centerline, up to 935' MSL.

Trees beginning 3927' from DER, 319' left of centerline, up to 946' MSL.

Trees beginning 4079' from DER, 540' right of centerline, up to 951' MSL.

Trees beginning 4175' from DER, 342' left of centerline, up to 94' AGL/950' MSL.

Trees beginning 4186' from DER, 317' left of centerline, up to 952' MSL.

Trees beginning 4288' from DER, 346' left of centerline, up to 96' AGL/953' MSL.

Trees beginning 4325' from DER, 373' left of centerline, up to 958' MSL.

Trees beginning 4370' from DER, 359' left of centerline, up to 960' MSL.

Trees beginning 4442' from DER, 412' left of centerline, up to 969' MSL.

Trees beginning 4486' from DER, 354' left of centerline, up to 970' MSL.

Trees beginning 4744' from DER, 410' left of centerline, up to 971' MSL.

**Rwy 27**, agricultural equipment 78' from DER, 482' right of centerline, 19' AGL/835' MSL.

Agricultural equipment, terrain beginning 85' from DER, 301' right of centerline, up to 19' AGL/837' MSL.

Trees beginning 1570' from DER, 512' left of centerline, up to 888' MSL.

Tree 1691' from DER, 769' left of centerline, 893' MSL.

Trees beginning 1760' from DER, 449' left of centerline, up to 901' MSL.

Trees beginning 2222' from DER, 816' left of centerline, up to 89' AGL/904' MSL.

Trees beginning 2227' from DER, 236' left of centerline, up to 916' MSL.

Trees beginning 2278' from DER, 328' right of centerline, up to 887' MSL.

Trees beginning 2399' from DER, 609' right of centerline, up to 891' MSL.

Trees beginning 2853' from DER, 105' left of centerline, up to 113' AGL/917' MSL.

Trees beginning 3032' from DER, 71' left of centerline, up to 123' AGL/923' MSL.

Trees beginning 3053' from DER, 81' left of centerline, up to 124' AGL/925' MSL.

Tree 3085' from DER, 244' right of centerline, 909' MSL.

Trees beginning 3105' from DER, 51' right of centerline, up to 111' AGL/916' MSL.

Tree 3475' from DER, 661' right of centerline, 917' MSL.

Trees beginning 3478' from DER, 314' right of centerline, up to 120' AGL/923' MSL.

25219

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

25219

## GREENCASTLE, IN

### PUTNAM COUNTY RGNL (GPC)

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

AMDT 1 05JAN17 (17005) (FAA)

##### TAKEOFF OBSTACLE NOTES:

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

## GREENSBURG, IN

### GREENSBURG MUNI (I34)

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

ORIG 11JUL24 (24193) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 1**, 300-1.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, tree 416' from DER, 598' left of centerline, 950' MSL.  
 Tree 428' from DER, 487' left of centerline, 964' MSL.  
 Utility building 1360' from DER, 855' left of centerline, 122' AGL/1035' MSL.  
 Elevators beginning 1443' from DER, 724' left of centerline, up to 153' AGL/1067' MSL.  
 Tree 1980' from DER, 962' right of centerline, 1018' MSL.  
**Rwy 19**, tree 131' from DER, 487' right of centerline, 961' MSL.  
 Trees beginning 280' from DER, 510' left of centerline, up to 944' MSL.  
 Trees beginning 498' from DER, 459' right of centerline, up to 992' MSL.  
 Tree 799' from DER, 597' left of centerline, 968' MSL.  
 Trees beginning 924' from DER, 585' left of centerline, up to 989' MSL.  
 Trees beginning 2401' from DER, 630' left of centerline, up to 993' MSL.

## GRIFFITH, IN

### GRIFFITH-MERRILLVILLE (05C)

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

AMDT 4B 07OCT21 (21280) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 8**, 300-1.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, tree, pole, vehicles on road beginning 164' from DER, 135' right of centerline, up to 703' MSL.  
 Pole 307' from DER, 514' left of centerline, 44' AGL/675' MSL.  
 Tree, vehicles on road beginning 432' from DER, 169' left of centerline, up to 695' MSL.  
 Trees beginning 444' from DER, 6' right of centerline, up to 708' MSL.  
 Pole, building beginning 454' from DER, 191' left of centerline, up to 75' AGL/704' MSL.  
 Tree, pole beginning 831' from DER, 7' left of centerline, up to 712' MSL.  
 Trees beginning 1055' from DER, 5' right of centerline, up to 709' MSL.  
 Trees beginning 1980' from DER, 58' left of centerline, up to 717' MSL.  
 Tree 2967' from DER, 388' right of centerline, 714' MSL.  
 Trees beginning 3166' from DER, 259' left of centerline, up to 718' MSL.  
 Trees beginning 3288' from DER, 153' left of centerline, up to 724' MSL.  
 Tree 3747' from DER, 284' left of centerline, 726' MSL.  
 Tower 4136' from DER, 1383' left of centerline, 257' AGL/896' MSL.  
 Tower 4426' from DER, 1293' left of centerline, 148' AGL/791' MSL.  
**Rwy 26**, vegetation 164' from DER, 471' left of centerline, 653' MSL.  
 Building 192' from DER, 156' right of centerline.  
 Pole 1247' from DER, 199' right of centerline, 40' AGL/675' MSL.  
 Tree 1286' from DER, 285' left of centerline, 667' MSL.  
 Tree, pole beginning 1298' from DER, 58' right of centerline, up to 693' MSL.  
 Tree, pole beginning 1380' from DER, 25' left of centerline, up to 703' MSL.  
 Tree 1498' from DER, 80' right of centerline, 703' MSL.  
 Tree 1523' from DER, 271' left of centerline, 709' MSL.  
 Pole, tree beginning 1590' from DER, 21' left of centerline, up to 75' AGL/713' MSL.  
 Trees beginning 1613' from DER, 93' right of centerline, up to 710' MSL.  
 Trees beginning 1739' from DER, 25' left of centerline, up to 723' MSL.  
 Trees beginning 1826' from DER, 60' right of centerline, up to 716' MSL.  
 Trees beginning 1920' from DER, 68' right of centerline, up to 717' MSL.

CON'T

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

25219

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

25219

## **GRIFFITH, IN**

### **GRIFFITH-MERRILLVILLE (05C)**

**Rwy 26 (CON'T)**, trees beginning 2144' from DER, 12' right of centerline, up to 739' MSL.  
 Tree 3205' from DER, 716' left of centerline, 725' MSL.

## **HAMILTON, OH**

### **BUTLER COUNTY RGNL/HOGAN FLD (HAO)**

#### **TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5A 17APR25 (25107) (FAA)**

##### **TAKEOFF MINIMUMS:**

**Rwy 30**, 300-1 or std w/min climb of 482'/NM to 900.

##### **DEPARTURE PROCEDURE:**

**Rwy 12**, climb heading 126° to 1700 before proceeding on course.

##### **TAKEOFF OBSTACLE NOTES:**

**Rwy 12**, tree 939' from DER, 751' right of centerline, 667' MSL.

Pole 2962' from DER, 616' left of centerline, 29' AGL/694' MSL.

Pole 3320' from DER, 614' left of centerline, 53' AGL/706' MSL.

Pole 3559' from DER, 167' left of centerline, 62' AGL/711' MSL.

Tree 3624' from DER, 129' right of centerline, 717' MSL.

**Rwy 30**, vegetation 155' from DER, 277' right of centerline, 641' MSL.

Building 533' from DER, 374' left of centerline, 29' AGL/657' MSL.

Tree 963' from DER, 416' right of centerline, 667' MSL.

Tree 1123' from DER, 722' left of centerline, 698' MSL.

Tree 1395' from DER, 758' left of centerline, 702' MSL.

Vehicles on road, trees beginning 1946' from DER, 244' right of centerline, up to 703' MSL.

Pole 2217' from DER, 422' right of centerline, 22' AGL/721' MSL.

Trees, buildings beginning 2243' from DER, 371' right of centerline, up to 782' MSL.

Tree 2580' from DER, 289' left of centerline, 705' MSL.

Trees beginning 2595' from DER, 105' right of centerline, up to 788' MSL.

Trees beginning 2667' from DER, 57' left of centerline, up to 723' MSL.

Tree 3395' from DER, 863' right of centerline, 796' MSL.

Trees beginning 3548' from DER, 242' right of centerline, up to 814' MSL.

## **HARRISON, OH**

### **CINCINNATI WEST (I67)**

#### **TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2A 08OCT20 (20282) (FAA)**

##### **TAKEOFF MINIMUMS:**

**Rwy 1**, 500-3 or std. w/min. climb of 385' per NM to 1200.

**Rwy 19**, 500-3 or std. w/ min. climb of 253' per NM to 1300.

##### **TAKEOFF OBSTACLE NOTES:**

**Rwy 1**, multiple trees beginning 5364' from DER, 180' right of centerline, up to 100' AGL/915' MSL.

Multiple trees beginning 5596' from DER, 1180' left of centerline up to 100' AGL/909' MSL.

Multiple trees beginning 1.5 NM from DER, 2293' left of centerline, up to 200' AGL/849' MSL.

**Rwy 19**, road 23' from DER, on centerline, 15' AGL/599' MSL.

## **HILLSBORO, OH**

### **HIGHLAND COUNTY (HOC)**

#### **TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4 19JUL18 (18200) (FAA)**

##### **TAKEOFF MINIMUMS:**

**Rwy 5**, 300-1½ or std. w/ min. climb of 285' per NM to 1300.

##### **DEPARTURE PROCEDURES:**

**Rwy 23**, climb on heading 234° to 1600 before turning left.

##### **TAKEOFF OBSTACLE NOTES:**

**Rwy 5**, trees beginning 20' from DER, 40' left of centerline, up to 1023' MSL.

Fence 105' from DER, 326' right of centerline, 9' AGL/952' MSL.

Trees beginning 145' from DER, 13' right of centerline, up to 1023' MSL.

Tree 4652' from DER, 205' right of centerline, 1051' MSL.

Trees beginning 4692' from DER, 31' right of centerline, up to 100' AGL/1078' MSL.

Tree 1.1 NM from DER, 2294' right of centerline, 100' AGL/1170' MSL.

**Rwy 23**, tree 49' from DER, 444' right of centerline, 999' MSL.

Trees beginning 90' from DER, 185' right of centerline, up to 100' AGL/1075' MSL.

Tree, pole beginning 109' from DER, 42' left of centerline, up to 100' AGL/1062' MSL.

Trees beginning 448' from DER, 109' right of centerline, up to 100' AGL/1081' MSL.

Trees beginning 627' from DER, 33' right of centerline, up to 100' AGL/1085' MSL.

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

25219

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

25219

## HUNTINGBURG, IN

### HUNTINGBURG (HNB)

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

AMDT 2 12AUG21 (21224) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, tree 1255' from DER, 507' left of centerline, 76' AGL/567' MSL.  
 Trees beginning 1257' from DER, 544' left of centerline, up to 90' AGL/584' MSL.  
 Tree 1558' from DER, 763' left of centerline, 597' MSL.  
 Trees beginning 1643' from DER, 800' left of centerline, up to 604' MSL.  
 Trees beginning 1980' from DER, 901' left of centerline, up to 606' MSL.  
 Trees beginning 4445' from DER, 1257' right of centerline, up to 646' MSL.  
 Tree 4621' from DER, 978' left of centerline, 646' MSL.  
 Trees beginning 4648' from DER, 730' left of centerline, up to 654' MSL.  
 Tree 4824' from DER, 1677' right of centerline, 654' MSL.  
 Trees beginning 4854' from DER, 889' left of centerline, up to 666' MSL.  
 Tree 4894' from DER, 1561' right of centerline, 655' MSL.  
 Trees beginning 4998' from DER, 733' right of centerline, up to 660' MSL.  
 Trees beginning 5201' from DER, 696' right of centerline, up to 671' MSL.  
 Electrical system 5509' from DER, 592' left of centerline, 90' AGL/667' MSL.  
**Rwy 27**, lighting 9' from DER, 16' right of centerline, 1' AGL/514' MSL.  
 Trees beginning 415' from DER, 465' right of centerline, up to 57' AGL/557' MSL.  
 Trees beginning 569' from DER, 500' right of centerline, up to 87' AGL/583' MSL.  
 Trees beginning 606' from DER, 613' right of centerline, up to 97' AGL/591' MSL.  
 Trees beginning 741' from DER, 511' right of centerline, up to 597' MSL.  
 Trees beginning 860' from DER, 333' left of centerline, up to 569' MSL.  
 Tree 1740' from DER, 764' left of centerline, 581' MSL.  
 Trees beginning 1970' from DER, 750' left of centerline, up to 587' MSL.  
 Tree 2805' from DER, 1215' left of centerline, 590' MSL.

## HUNTINGTON, IN

### HUNTINGTON MUNI (HHG)

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

AMDT 2A 27JAN22 (22027) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, trees beginning 2' from DER, 59' right of centerline, up to 854' MSL.  
 Pole 47' from DER, 198' left of centerline, 23' AGL/812' MSL.  
 Trees beginning 291' from DER, 10' left of centerline, up to 882' MSL.  
 Trees beginning 1006' from DER, 230' left of centerline, up to 892' MSL.  
 Trees beginning 1142' from DER, 35' right of centerline, up to 866' MSL.  
 Tree 2112' from DER, 509' right of centerline, 872' MSL.  
**Rwy 28**, tree 112' from DER, 498' left of centerline, 855' MSL.  
 Tree, vegetation, vehicles on road, pole beginning 159' from DER, 20' left of centerline, up to 875' MSL.  
 Building 269' from DER, 519' right of centerline, 20' AGL/826' MSL.  
 Pole, tree beginning 456' from DER, 31' right of centerline, up to 41' AGL/846' MSL.  
 Tree, pole beginning 832' from DER, 2' right of centerline, up to 851' MSL.  
 Tree 2727' from DER, 816' right of centerline, 900' MSL.

## INDIANAPOLIS, IN

### EAGLE CREEK AIRPARK (EYE)

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

AMDT 3 31MAR16 (16091) (FAA)

#### DEPARTURE PROCEDURE:

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

#### TAKEOFF OBSTACLE NOTES:

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

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

25219

## INDIANAPOLIS, IN (CON'T)

HENRICKS COUNTY-GORDON GRAHAM FLD (2R2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (21280) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, pole 746' from DER, on centerline, 60' AGL/919' MSL.

Trees 2091' from DER, 625' left of centerline, 100' AGL/949' MSL.

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

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

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

## INDIANAPOLIS EXEC (TYQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05OCT23 (23278) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, tree 212' from DER, 203' left of centerline, 40' AGL/954' MSL.

Trees beginning 370' from DER, 247' left of centerline, up to 60' AGL/971' MSL.

Trees beginning 1385' from DER, 752' left of centerline, up to 75' AGL/986' MSL.

Tree 1541' from DER, 741' left of centerline, 78' AGL/990' MSL.

Trees beginning 1568' from DER, 196' left of centerline, up to 79' AGL/993' MSL.

Tree 1602' from DER, 622' right of centerline, 74' AGL/988' MSL.

Trees beginning 1670' from DER, 192' left of centerline, up to 994' MSL.

Trees beginning 1875' from DER, 733' right of centerline, up to 86' AGL/997' MSL.

Trees beginning 1924' from DER, 251' right of centerline, up to 96' AGL/1007' MSL.

Trees beginning 2031' from DER, 311' left of centerline, up to 996' MSL.

**Rwy 36**, wind indicator, building beginning 124' from DER, 429' left of centerline, up to 22' AGL/943' MSL.

Pole 1115' from DER, 490' left of centerline, 26' AGL/951' MSL.

Pole 1134' from DER, 321' left of centerline, 33' AGL/958' MSL.

Poles beginning 1144' from DER, 326' left of centerline, up to 961' MSL.

Poles beginning 1156' from DER, 336' right of centerline, up to 955' MSL, pole 1203' from DER, 776' right of centerline, 959' MSL.

Trees beginning 1242' from DER, 55' left of centerline, up to 974' MSL.

Trees beginning 1256' from DER, 320' right of centerline, up to 52' AGL/974' MSL.

Trees beginning 1755' from DER, 318' right of centerline, up to 993' MSL.

Trees beginning 1963' from DER, 779' left of centerline, up to 977' MSL.

Trees beginning 2024' from DER, 22' right of centerline, up to 996' MSL.

Trees beginning 2159' from DER, 25' left of centerline, up to 997' MSL.

Tree 2853' from DER, 58' left of centerline, 74' AGL/999' MSL.

Tree 2880' from DER, 88' left of centerline, 74' AGL/1000' MSL.

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

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

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

Tree 2966' from DER, 129' right of centerline, 75' AGL/1001' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 3613' from DER, 8' right of centerline, up to 126' AGL/1036' MSL.

Trees beginning 3755' from DER, 9' left of centerline, up to 1034' MSL.

## INDIANAPOLIS INTL (IND)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18JAN07 (07018) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5R**, tower 3765' from DER, 1048' left of centerline, 111' AGL/901' MSL.

Rod on obstruction light dome 3765' from DER, 1076' left of centerline, 107' AGL/901' MSL.

**Rwy 5L**, rod on obstruction light MCWV tower 5052' from DER, 140' right of centerline, 129' AGL/923' MSL.

Tower 5073' from DER, 93' right of centerline, 128' AGL/923' MSL.

**Rwy 23R**, tree 5159' from DER, 1144' right of centerline, 101' AGL/870' MSL.

Tree 3295' from DER, 948' right of centerline, 78' AGL/822' MSL.

**Rwy 32**, antenna 2370' from DER, 755' right of centerline, 70' AGL/849' MSL.

Tree 2244' from DER, 707' right of centerline, 66' AGL/845' MSL.

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

25219



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

25219

## INDIANAPOLIS, IN (CON'T)

### INDIANAPOLIS METRO (UMP)

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

AMDT 4 16MAY24 (24137) (FAA)

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, NAVAID 39' from DER, 124' left of centerline, 3' AGL/812' MSL.

Sign and pole beginning 1275' from DER, 206' right of centerline, up to 45' AGL/857' MSL.

Pole 1733' from DER, 42' right of centerline, 44' AGL/859' MSL.

Pole 1861' from DER, 144' left of centerline, 47' AGL/866' MSL.

Trees beginning 1964' from DER, 65' right of centerline, up to 884' MSL.

Tree 1992' from DER, 236' left of centerline, 868' MSL.

Tree 2611' from DER, 113' right of centerline, 887' MSL.

Pole 3089' from DER, 1316' left of centerline, 127' AGL/952' MSL.

Tower 4370' from DER, 1455' left of centerline, 137' AGL/962' MSL.

**Rwy 33**, trees beginning 666' from DER, 108' left of centerline, up to 865' MSL.

Tree 852' from DER, 605' right of centerline, 810' MSL.

Tree 1080' from DER, 635' right of centerline, 830' MSL.

Tree 1199' from DER, 486' right of centerline, 842' MSL.

Trees beginning 1210' from DER, 365' right of centerline, up to 859' MSL.

## INDIANAPOLIS RGNL (MQJ)

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

AMDT 3 20SEP12 (12264) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, airplane on taxiway, 177' from DER, 518' left of centerline, up to 17' AGL/871' MSL.

Trees beginning 4074' from DER, 434' left of centerline, up to 100' AGL/969' MSL.

Trees beginning 4626' from DER, 837' right of centerline, up to 100' AGL/979' MSL.

**Rwy 16**, airplane on taxiway, 183' from DER, 479' right of centerline, up to 17' AGL/871' MSL.

Pole 234' from DER, 550' right of centerline, 6' AGL/864' MSL.

Trees beginning 1634' from DER, 666' left of centerline, up to 78' AGL/929' MSL.

**Rwy 25**, trees beginning 2347' from DER, 927' left of centerline, up to 100' AGL/969' MSL.**Rwy 34**, trees beginning 1309' from DER, 7' left of centerline, up to 98' AGL/954' MSL.

Pole 1587' from DER, 295' left of centerline, 41' AGL/900' MSL.

Trees beginning 3099' from DER, 1043' right of centerline, up to 86' AGL/960' MSL.

Antennas and towers beginning 3682' from DER, 1364' right of centerline, up to 167' AGL/1022' MSL.

## INDY SOUTH GREENWOOD (HFY)

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

AMDT 5 01FEB18 (18032) (FAA)

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree, pole beginning 953' from DER, 9' left of centerline, up to 62' AGL/886' MSL.

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

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

##### CON'T

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

25219

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

25219

## INDIANAPOLIS, IN (CON'T)

### INDY SOUTH GREENWOOD (HFY) (CON'T)

**Rwy 19 (CON'T)**, trees beginning 1561' from DER, 25' right of centerline, up to 76' AGL/904' MSL.

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

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

Trees beginning 2706' from DER, 156' left of centerline, up to 80' AGL/916' MSL.

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

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

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

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

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

## JACKSON, OH

### JAMES A RHODES (JRO)

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

AMDT 4A 14JUL22 (22195) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 1**, 300-1%.

**Rwy 19**, 300-1%.

#### DEPARTURE PROCEDURE:

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

#### TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

Tree 2142' from DER, 997' left of centerline, 91' AGL/894' MSL.

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

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

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

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

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

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

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

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

Trees, beginning 2800' from DER, 122' right of centerline, up to 76' AGL/833' MSL.

Trees, beginning 2863' from DER, 7' right of centerline, up to 93' AGL/845' MSL.

Trees, building, beginning 2866' from DER, 170' left of centerline, up to 75' AGL/945' MSL.

Trees, poles, beginning 2973' from DER, 32' left of centerline, up to 108' AGL/955' MSL.

Trees, beginning 3628' from DER, 681' right of centerline, up to 100' AGL/854' MSL.

Trees, beginning 3737' from DER, 547' right of centerline, up to 92' AGL/861' MSL.

Trees, beginning 4116' from DER, 487' right of centerline, up to 108' AGL/880' MSL.

Trees, beginning 4220' from DER, 11' left of centerline, up to 92' AGL/956' MSL.

Trees, beginning 4277' from DER, 673' right of centerline, up to 101' AGL/888' MSL.

Trees, beginning 4362' from DER, 7' right of centerline, up to 98' AGL/894' MSL.

Tree 4507' from DER, 279' right of centerline, 81' AGL/895' MSL.

Trees, beginning 4507' from DER, 369' right of centerline, up to 90' AGL/898' MSL.

Tree 4532' from DER, 524' right of centerline, 108' AGL/900' MSL.

Trees, beginning 4541' from DER, 278' right of centerline, up to 87' AGL/907' MSL.

Trees, beginning 4590' from DER, 16' right of centerline, up to 98' AGL/908' MSL.

Trees, beginning 4812' from DER, 74' right of centerline, up to 70' AGL/914' MSL.

Trees, beginning 5025' from DER, 65' right of centerline, up to 72' AGL/917' MSL.

Trees, beginning 5093' from DER, 40' left of centerline, up to 81' AGL/957' MSL.

Trees, beginning 5145' from DER, 14' left of centerline, up to 89' AGL/962' MSL.

Trees, beginning 5167' from DER, 72' left of centerline, up to 77' AGL/965' MSL.

Trees, poles, building, beginning 5259' from DER, 66' right of centerline, up to 80' AGL/919' MSL.

Trees, beginning 5348' from DER, 203' left of centerline, up to 82' AGL/968' MSL.

Trees, beginning 5417' from DER, 1003' left of centerline, up to 83' AGL/969' MSL.

Trees, transmission line, poles, building, beginning 5447' from DER, 70' left of centerline, up to 93' AGL/971' MSL.

Trees, pole, building, beginning 5481' from DER, 116' right of centerline, up to 73' AGL/934' MSL.

Trees, beginning 5819' from DER, 54' right of centerline, up to 109' AGL/936' MSL.

Trees, beginning 6037' from DER, 21' left of centerline, up to 95' AGL/973' MSL.

Transmission line, trees, beginning 1 NM from DER, 188' left of centerline, up to 138' AGL/1013' MSL.

Transmission line, trees, water towers, tank, beginning 1.1 NM from DER, 10' left of centerline, up to 171' AGL/1023' MSL.

Transmission line, trees, beginning 1.1 NM from DER, 75' right of centerline, up to 147' AGL/960' MSL.

Tree 1.5 NM from DER, 2581' left of centerline, 95' AGL/957' MSL.

CON'T

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

25219



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

25219

## JACKSON, OH (CON'T)

### JAMES A RHODES (JRO) (CON'T)

**Rwy 19**, terrain, beginning 3' from DER, 205' right of centerline, up to 725' MSL.

Tree, terrain, pole, building, beginning 774' from DER, 196' right of centerline, up to 60' AGL/817' MSL.

Terrain 792' from DER, 6' left of centerline, 746' MSL.

Trees, building, beginning 820' from DER, 476' right of centerline, up to 55' AGL/821' MSL.

Tree 863' from DER, 336' left of centerline, 30' AGL/752' MSL.

Trees, buildings, terrain, poles, vehicle on road, beginning 888' from DER, 3' right of centerline, up to 67' AGL/831' MSL.

Building 899' from DER, 280' left of centerline, 24' AGL/754' MSL.

Trees, stack, pole, beginning 914' from DER, 111' left of centerline, up to 62' AGL/800' MSL.

Trees, poles, beginning 1106' from DER, 113' left of centerline, up to 62' AGL/804' MSL.

Trees, poles, beginning 1418' from DER, 21' left of centerline, up to 89' AGL/810' MSL.

Trees, pole, beginning 1447' from DER, 194' right of centerline, up to 65' AGL/853' MSL.

Trees, terrain, buildings, beginning 1555' from DER, 45' right of centerline, up to 65' AGL/864' MSL.

Trees, poles, buildings, terrain, beginning 1736' from DER, 24' right of centerline, up to 87' AGL/878' MSL.

Tree 2233' from DER, 25' left of centerline, 73' AGL/830' MSL.

Trees, building, beginning 2266' from DER, 6' left of centerline, up to 78' AGL/836' MSL.

Trees, beginning 2817' from DER, 64' left of centerline, up to 94' AGL/857' MSL.

Trees, pole, beginning 2843' from DER, 27' left of centerline, up to 93' AGL/860' MSL.

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

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

Trees, beginning 3272' from DER, 193' right of centerline, up to 99' AGL/899' MSL.

Trees, beginning 3345' from DER, 462' right of centerline, up to 103' AGL/914' MSL.

Trees, beginning 3370' from DER, 364' right of centerline, up to 106' AGL/930' MSL.

Trees, beginning 3436' from DER, 198' right of centerline, up to 119' AGL/936' MSL.

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

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

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

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

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

Trees, beginning 4196' from DER, 817' left of centerline, up to 60' AGL/885' MSL.

Trees, beginning 4202' from DER, 305' left of centerline, up to 105' AGL/886' MSL.

Tree 4241' from DER, 600' left of centerline, 80' AGL/892' MSL.

Trees, terrain, fence, buildings, pole, beginning 4573' from DER, 42' left of centerline, up to 88' AGL/929' MSL.

Tree 5543' from DER, 176' left of centerline, 77' AGL/939' MSL.

Trees, beginning 5549' from DER, 16' left of centerline, up to 84' AGL/947' MSL.

Transmission line 1.1 NM from DER, 1896' right of centerline, 125' AGL/969' MSL.

Transmission line, trees, beginning 1.1 NM from DER, 12' right of centerline, up to 128' AGL/999' MSL.

Transmission line, trees, beginning 1.1 NM from DER, 22' left of centerline, up to 162' AGL/1009' MSL.

Tree 1.3 NM from DER, 1626' left of centerline, 115' AGL/944' MSL.

## JEFFERSONVILLE, IN

### CLARK RGNL (JVV)

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

AMDT 3 13SEP18 (18256) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 14**, 300-1% or std. w/min. climb of 230' per NM to 900.

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

##### DEPARTURE PROCEDURE:

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

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

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

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

##### VCOA:

**Rwy 32**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Clark RGNL

Airport at or above 2200 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 14**, sign and tree beginning 22' from DER, 88' right of centerline, up to 7' AGL/465' MSL.

Tree 73' from DER, 266' left of centerline, 529' MSL.

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

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

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

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

Trees beginning 372' from DER, 41' right of centerline, up to 41' AGL/491' MSL.

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

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

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

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

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

Catenary, tree and pole beginning 1615' from DER, 252' left of centerline, up to 563' MSL.

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

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

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

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

##### CON'T

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

25219

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

25219

## JEFFERSONVILLE, IN (CON'T)

### CLARK RGNL (JVY) (CON'T)

**Rwy 14 (CON'T)**, catenary and transmission line beginning 2148' from DER, 316' left of centerline, up to 580' MSL.  
 Tower 2207' from DER, 734' left of centerline, 594' MSL.  
 Tower, catenary, tree and transmission line beginning 2216' from DER, 201' left of centerline, up to 110' AGL/600' MSL.  
 Tree and catenary beginning 2388' from DER, 321' right of centerline, up to 558' MSL.  
 Catenary and tree beginning 2507' from DER, 165' left of centerline, up to 607' MSL.  
 Catenary and tree beginning 2742' from DER, 1025' right of centerline, up to 572' MSL.  
 Catenary 3380' from DER, 10' right of centerline, 119' AGL/578' MSL.  
 Catenary 3763' from DER, 202' right of centerline, 95' AGL/590' MSL.  
 Catenary 4265' from DER, 508' right of centerline, 593' MSL.  
 Antenna 1.5 NM from DER, 1335' left of centerline, 171' AGL/730' MSL.  
**Rwy 18**, tree 262' from DER, 523' left of centerline, 50' AGL/490' MSL.  
 Tree 301' from DER, 515' right of centerline, 53' AGL/492' MSL.  
 Trees beginning 320' from DER, 475' right of centerline, up to 496' MSL.  
 Tree 369' from DER, 543' left of centerline, 493' MSL.  
 Tree and building beginning 545' from DER, 94' right of centerline, up to 508' MSL.  
 Trees beginning 559' from DER, 105' left of centerline, up to 512' MSL.  
 Trees beginning 1223' from DER, 691' left of centerline, up to 526' MSL.  
 Trees beginning 1375' from DER, 791' left of centerline, up to 90' AGL/538' MSL.  
 Tree 1716' from DER, 777' left of centerline, 545' MSL.  
 Tree and tank beginning 1720' from DER, 29' right of centerline, up to 96' AGL/559' MSL.  
 Trees beginning 1778' from DER, 746' left of centerline, up to 552' MSL.  
 Trees beginning 1946' from DER, 676' left of centerline, up to 559' MSL.  
 Trees beginning 2254' from DER, 164' left of centerline, up to 563' MSL.  
 Trees beginning 3221' from DER, 678' right of centerline, up to 562' MSL.  
 Trees beginning 3833' from DER, 303' left of centerline, up to 86' AGL/570' MSL.  
 Catenary and transmission line beginning 4274' from DER, 564' left of centerline, up to 603' MSL.  
 Catenary and transmission line beginning 4976' from DER, 254' left of centerline, up to 125' AGL/610' MSL.  
 Catenary 5675' from DER, 681' right of centerline, 606' MSL.  
**Rwy 32**, sign 19' from DER, 87' left of centerline, 8' AGL/474' MSL.  
 Tree 40' from DER, 419' right of centerline, 87' AGL/542' MSL.  
 Tree 145' from DER, 447' right of centerline, 101' AGL/557' MSL.  
 Tree, pole and building beginning 192' from DER, 12' right of centerline, up to 91' AGL/546' MSL.  
 Tree, pole and traverse way beginning 386' from DER, 8' left of centerline, up to 70' AGL/531' MSL.  
 Trees beginning 1054' from DER, 9' right of centerline, up to 101' AGL/560' MSL.  
 Tree 1638' from DER, 744' left of centerline, 534' MSL.  
 Trees beginning 1648' from DER, 608' left of centerline, up to 541' MSL.  
 Trees beginning 1819' from DER, 518' left of centerline, up to 542' MSL.  
 Trees beginning 2052' from DER, 11' left of centerline, up to 101' AGL/569' MSL.  
 Tree 2824' from DER, 1250' left of centerline, 575' MSL.  
 Trees beginning 3038' from DER, 1195' left of centerline, up to 576' MSL.  
 Trees beginning 3296' from DER, 895' right of centerline, up to 567' MSL.  
 Trees beginning 3501' from DER, 821' right of centerline, up to 582' MSL.  
 Trees beginning 3880' from DER, 563' left of centerline, up to 600' MSL.  
 Trees beginning 4783' from DER, 1553' left of centerline, up to 616' MSL.  
**Rwy 36**, fence 172' from DER, 462' right of centerline, 482' MSL.  
 Traverse way 330' from DER, 508' right of centerline, 494' MSL.  
 Tree 418' from DER, 596' left of centerline, 505' MSL.  
 Trees beginning 604' from DER, 596' left of centerline, up to 527' MSL.  
 Pole 1130' from DER, 791' right of centerline, 513' MSL.  
 Pole 1310' from DER, 568' right of centerline, 515' MSL.  
 Transmission line 1648' from DER, 888' right of centerline, 92' AGL/544' MSL.  
 Catenary, tree and pole beginning 1648' from DER, 603' right of centerline, up to 548' MSL.  
 Trees beginning 2148' from DER, 821' left of centerline, up to 94' AGL/552' MSL.  
 Trees beginning 2216' from DER, 555' left of centerline, up to 553' MSL.  
 Tree 2823' from DER, 871' right of centerline, 550' MSL.  
 Tree 3009' from DER, 1296' right of centerline, 552' MSL.  
 Tree 3055' from DER, 818' right of centerline, 562' MSL.  
 Transmission line and tree beginning 3192' from DER, 321' right of centerline, up to 71' AGL/564' MSL.

## KENDALLVILLE, IN

### KENDALLVILLE MUNI (C62)

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

AMDT 2A 12JUN25 (25163) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, terrain, electrical system beginning 14' from DER, 112' left of centerline, up to 1007' MSL.  
 Electrical system 39' from DER, 112' right of centerline, 5' AGL/1006' MSL.  
 Vehicles on road, poles beginning 424' from DER, 99' left of centerline, up to 1015' MSL.  
 Vehicles on road beginning 428' from DER, 3' right of centerline, up to 1015' MSL.  
 Poles, trees beginning 435' from DER, 105' left of centerline, up to 35' AGL/1023' MSL.  
 Pole 464' from DER, 495' right of centerline, 30' AGL/1024' MSL.  
 Tree 475' from DER, 282' left of centerline, 1029' MSL.  
 Trees beginning 518' from DER, 233' left of centerline, up to 38' AGL/1035' MSL.

CON'T

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

25219

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

25219

## KENDALLVILLE, IN (CON'T)

### KENDALLVILLE MUNI (C62) (CON'T)

**Rwy 10 (CON'T)**, trees beginning 532' from DER, 234' left of centerline, up to 1049' MSL.

Trees beginning 550' from DER, 122' left of centerline, up to 1053' MSL.

Trees beginning 860' from DER, 95' left of centerline, up to 89' AGL/1065' MSL.

Trees beginning 1399' from DER, 115' left of centerline, up to 76' AGL/1067' MSL.

Trees beginning 1795' from DER, 103' left of centerline, up to 1071' MSL.

Trees beginning 1823' from DER, 120' left of centerline, up to 84' AGL/1090' MSL.

Tree 1927' from DER, 76' right of centerline, 46' AGL/1053' MSL.

Trees beginning 1940' from DER, 290' right of centerline, up to 57' AGL/1062' MSL.

Trees beginning 1961' from DER, 58' right of centerline, up to 1064' MSL.

Trees beginning 2657' from DER, 157' left of centerline, up to 108' AGL/1096' MSL.

Trees beginning 2697' from DER, 10' left of centerline, up to 1100' MSL.

Tree 2759' from DER, 162' right of centerline, 74' AGL/1073' MSL.

Trees beginning 2770' from DER, 12' right of centerline, up to 81' AGL/1082' MSL.

Tree 2829' from DER, 334' right of centerline, 81' AGL/1083' MSL.

Trees beginning 2837' from DER, 15' right of centerline, up to 83' AGL/1085' MSL.

Trees beginning 2852' from DER, 66' right of centerline, up to 89' AGL/1088' MSL.

Trees beginning 2868' from DER, 47' right of centerline, up to 86' AGL/1089' MSL.

Trees beginning 2880' from DER, 4' left of centerline, up to 1101' MSL.

Trees beginning 2885' from DER, 19' right of centerline, up to 94' AGL/1090' MSL.

Trees beginning 2906' from DER, 10' right of centerline, up to 94' AGL/1096' MSL.

Trees beginning 2965' from DER, 4' left of centerline, up to 1106' MSL.

Trees beginning 2989' from DER, 17' left of centerline, up to 1107' MSL.

Trees beginning 3101' from DER, 224' left of centerline, up to 111' AGL/1108' MSL.

Trees beginning 3207' from DER, 244' left of centerline, up to 1109' MSL.

Trees beginning 3315' from DER, 372' left of centerline, up to 1119' MSL.

Trees beginning 3327' from DER, 310' left of centerline, up to 1126' MSL.

Trees beginning 3421' from DER, 346' left of centerline, up to 1127' MSL.

Trees beginning 3448' from DER, 299' left of centerline, up to 1128' MSL.

Trees beginning 3546' from DER, 337' left of centerline, up to 1130' MSL.

Trees beginning 3935' from DER, 329' left of centerline, up to 126' AGL/1142' MSL.

Trees beginning 4047' from DER, 354' left of centerline, up to 133' AGL/1146' MSL.

**Rwy 28**, building 126' from DER, 365' left of centerline, 22' AGL/1013' MSL.

Trees beginning 151' from DER, 425' left of centerline, up to 1036' MSL.

Trees beginning 331' from DER, 277' left of centerline, up to 1037' MSL.

Trees beginning 474' from DER, 3' left of centerline, up to 1056' MSL.

Tree 1679' from DER, 40' right of centerline, 63' AGL/1047' MSL.

Trees beginning 1697' from DER, 80' right of centerline, up to 67' AGL/1052' MSL.

Trees beginning 1723' from DER, 110' right of centerline, up to 77' AGL/1058' MSL.

Trees beginning 1739' from DER, 113' right of centerline, up to 1073' MSL.

Trees beginning 1807' from DER, 208' right of centerline, up to 1083' MSL.

Tree 2843' from DER, 1131' left of centerline, 1073' MSL.

Trees beginning 2907' from DER, 376' left of centerline, up to 1078' MSL.

Trees beginning 2926' from DER, 384' left of centerline, up to 1079' MSL.

Tree 2983' from DER, 485' left of centerline, 1084' MSL.

Trees beginning 2987' from DER, 564' left of centerline, up to 1102' MSL.

Trees beginning 3174' from DER, 599' left of centerline, up to 1103' MSL.

## KENT, OH

### KENT STATE UNIVERSITY (1G3)

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

ORIG 31MAY12 (21224) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees, transmission poles, and a chimney beginning 72' from DER, 369' right of centerline, up to 69' AGL/1179' MSL.

Trees and a transmission pole beginning 394' from DER, 249' left of centerline, up to 97' AGL/1203' MSL.

**Rwy 19**, vehicles on road, poles, and a tree beginning 331' from DER, 325' left of centerline, up to 42' AGL/1144' MSL.

Trees and a building beginning 61' from DER, 412' from centerline, up to 81' AGL/1185' MSL.

Trees beginning 1240' from DER, left and right of centerline, up to 109' AGL/1218' MSL.

## KENTLAND, IN

### KENTLAND MUNI (501)

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

AMDT 1 14SEP17 (17257)

#### DEPARTURE PROCEDURE:

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, vehicle on road 486' from DER, crossing centerline, 715' MSL/15' AGL.

Trees beginning 571' from DER, 116' right of centerline, up to 770' MSL/70' AGL.

**Rwy 27**, trees, building, pole beginning 533' from DER, 146' right of centerline, up to 765' MSL.

Pole beginning 746' from DER, 25' left of centerline, up to 23' AGL/723' MSL.

Pole beginning 925' from DER, 130' left of centerline, up to 27' AGL/724' MSL.

Tree 1215' from DER, 450' left of centerline, 733' MSL.

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

25219

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

25219

## KENTON, OH

### HARDIN COUNTY (I95)

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

AMDT 3 13JAN11 (11013) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees, buildings, antenna on building, light poles, and flag poles beginning 31' from DER, 240' left of centerline, up to 29' AGL/1027' MSL.

Sign 103' from DER, 204' right of centerline, 8' AGL/1012' MSL.

Trees beginning 877' from DER, left and right of centerline, up to 103' AGL/1093' MSL.

**Rwy 22**, trees and buildings beginning 7' from DER, 484' left of centerline, up to 77' AGL/1103' MSL.

Trees beginning 179' from DER, 51' right of centerline, up to 108' AGL/1122' MSL.

Trees beginning 1345' from DER, left and right of centerline, up to 115' AGL/1158' MSL.

## KNOX, IN

### STARKE COUNTY (OXI)

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

ORIG 25SEP08 (08269) (FAA)

##### TAKEOFF MINIMUMS:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 36**, tree 1234' from DER, 477' left of centerline, 35' AGL/715' MSL.

**Rwy 18**, trees beginning 2442' from DER, 135' right of centerline, up to 86' AGL/769' MSL.

Tree 21' from DER, 449' left of centerline, 5' AGL/668' MSL.

## KOKOMO, IN

### KOKOMO MUNI (OKK)

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

AMDT 1 23JUN16 (16175) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, sign 20' from DER, 210' left of centerline, 3' AGL/821' MSL.

Trees beginning 501' from DER, 361' right of centerline, up to 57' AGL/870' MSL.

Tree 640' from DER, 466' left of centerline, 20' AGL/835' MSL.

Pole 642' from DER, 653' left of centerline, 843' MSL.

Buildings beginning 908' from DER, 706' left of centerline, up to 37' AGL/856' MSL.

Pole 971' from DER, 610' left of centerline, up to 39' AGL/858' MSL.

Trees, poles beginning 1042' from DER, 609' left of centerline, up to 48' AGL/870' MSL.

Elevator 1835' from DER, 361' right of centerline, 41' AGL/867' MSL.

Trees beginning 3730' from DER, 1373' left of centerline, up to 928' MSL.

Trees beginning 3747' from DER, 1245' left of centerline, up to 936' MSL.

**Rwy 14**, tree, bush beginning 6' from DER, 196' left of centerline, up to 31' AGL/849' MSL.

Tree, fence, vertical structure beginning 53' from DER, 153' right of centerline, up to 9' AGL/831' MSL.

Bush, fence beginning 116' from DER, 297' right of centerline, up to 842' MSL.

Building 2117' from DER, 488' left of centerline, 58' AGL/880' MSL.

Building, elevator beginning 2120' from DER, 485' left of centerline, up to 885' MSL.

Tree 2181' from DER, 215' left of centerline, 64' AGL/890' MSL.

Trees beginning 2186' from DER, 213' left of centerline, up to 77' AGL/904' MSL.

Tree 2945' from DER, 1073' right of centerline, 899' MSL.

**Rwy 32**, post 0' from DER, 149' right of centerline, 4' AGL/828' MSL.

Buildings beginning 133' from DER, 493' right of centerline, up to 15' AGL/837' MSL.

Buildings beginning 155' from DER, 490' right of centerline, up to 20' AGL/843' MSL.

Poles beginning 706' from DER, 520' right of centerline, up to 49' AGL/873' MSL.

Buildings, elevator, trees beginning 1592' from DER, 414' left of centerline, up to 68' AGL/889' MSL.

Tree 4804' from DER, 500' left of centerline, 121' AGL/949' MSL.

## LA PORTE, IN

### LA PORTE MUNI (PPO)

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

AMDT 2 05JUL07 (07186) (FAA)

##### TAKEOFF OBSTACLE NOTES:

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

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

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

25219

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

25219

## LAFAYETTE, IN

### PURDUE UNIVERSITY (LAF)

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

AMDT 1A 30NOV23 (23334) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 5**, 300-1¼ or std w/min climb of 342'/NM to 1000.**Rwy 23**, 400-2¼ or std w/min climb of 225'/NM to 1100.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, building, terrain, trees, vehicles on road beginning 11' from DER, 75' left of centerline, up to 31' AGL/642' MSL.

Fence 42' from DER, 423' right of centerline, 609' MSL.

Fence 124' from DER, 329' right of centerline, 610' MSL.

Poles, vehicles on road, terrain beginning 186' from DER, 135' left of centerline, up to 34' AGL/645' MSL.

Fence 189' from DER, 249' right of centerline, 612' MSL.

Fence 259' from DER, 164' right of centerline, 6' AGL/613' MSL.

Fence 269' from DER, 155' right of centerline, 12' AGL/619' MSL.

Poles, fences, vehicles on road beginning 289' from DER, 2' right of centerline, up to 20' AGL/621' MSL.

Pole, vehicles on road beginning 408' from DER, 227' left of centerline, up to 38' AGL/646' MSL.

Poles, vehicles on road beginning 416' from DER, 16' right of centerline, up to 20' AGL/623' MSL.

Transmission line, vehicles on road, pole beginning 459' from DER, 25' left of centerline, up to 39' AGL/648' MSL.

Trees, pole, vehicles on road beginning 685' from DER, 36' left of centerline, up to 649' MSL.

Vehicles on road 736' from DER, 65' right of centerline, 626' MSL.

Transmission line 867' from DER, 434' left of centerline, 39' AGL/650' MSL.

Trees, poles beginning 901' from DER, 424' left of centerline, up to 651' MSL.

Tree 995' from DER, 212' right of centerline, 36' AGL/638' MSL.

Tree 1000' from DER, 33' right of centerline, 40' AGL/649' MSL.

Tree 1042' from DER, 642' left of centerline, 654' MSL.

Tree, transmission line beginning 1046' from DER, 312' left of centerline, up to 49' AGL/660' MSL.

Tree 1125' from DER, 245' left of centerline, 50' AGL/661' MSL.

Trees, transmission lines, poles beginning 1146' from DER, 49' left of centerline, up to 684' MSL.

Poles beginning 1568' from DER, 49' right of centerline, up to 48' AGL/657' MSL.

Tree 1887' from DER, 256' right of centerline, 66' AGL/663' MSL.

Tree 2065' from DER, 239' right of centerline, 63' AGL/667' MSL.

Tree 2109' from DER, 203' right of centerline, 61' AGL/668' MSL.

Trees, buildings beginning 2116' from DER, 275' left of centerline, up to 694' MSL.

Building 3150' from DER, 34' right of centerline, 67' AGL/687' MSL.

Poles beginning 3257' from DER, 241' right of centerline, up to 76' AGL/696' MSL.

Tree 3507' from DER, 1179' left of centerline, 697' MSL.

Building 3594' from DER, 278' right of centerline, 102' AGL/723' MSL.

Building 4187' from DER, 1567' left of centerline, 92' AGL/717' MSL.

Buildings, building spire beginning 4731' from DER, 385' left of centerline, up to 747' MSL.

Buildings beginning 4908' from DER, 771' left of centerline, up to 143' AGL/767' MSL.

Building 4954' from DER, 1036' right of centerline, 752' MSL.

Building 5069' from DER, 870' right of centerline, 167' AGL/780' MSL.

Building 5541' from DER, 784' left of centerline, 162' AGL/782' MSL.

Building 5579' from DER, 778' left of centerline, 784' MSL.

Smokestack 5718' from DER, 633' left of centerline, 850' MSL.

**Rwy 10**, trees beginning 696' from DER, 629' right of centerline, up to 95' AGL/642' MSL.

Tree 857' from DER, 697' left of centerline, 61' AGL/643' MSL.

**Rwy 23**, fences beginning 50' from DER, 498' right of centerline, up to 605' MSL.

Tree 89' from DER, 235' left of centerline, 24' AGL/613' MSL.

Tree 171' from DER, 278' left of centerline, 31' AGL/617' MSL.

Tree 324' from DER, 281' left of centerline, 43' AGL/622' MSL.

Tower and antenna 1.9 NM from DER, 269' left of centerline, up to 321' AGL/923' MSL.

**Rwy 28**, tree 1190' from DER, 470' left of centerline, 630' MSL.

Trees beginning 1752' from DER, 765' right of centerline, up to 669' MSL.

Tree 2166' from DER, 675' left of centerline, 96' AGL/656' MSL.

Tree 2744' from DER, 1020' right of centerline, 672' MSL.

Trees beginning 2751' from DER, 954' right of centerline, up to 689' MSL.

Trees beginning 2968' from DER, 984' right of centerline, up to 697' MSL.

Trees beginning 3132' from DER, 920' right of centerline, up to 722' MSL.

## LANCASTER, OH

### FAIRFIELD COUNTY (LHQ)

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

AMDT 2 12DEC13 (13346) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 10**, 400-2 or std. w/min. climb of 310' per NM to 1400.

##### DEPARTURE PROCEDURE:

**Rwy 10**, climb heading 100° to 1600 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, trees beginning 1571' from DER, 647' right of centerline, up to 56' AGL/927' MSL.

Trees beginning 1617' from DER, 509' left of centerline, up to 89' AGL/974' MSL.

Trees beginning 2131' from DER, 460' right of centerline, up to 74' AGL/945' MSL.

Trees beginning 5480' from DER, 173' right of centerline, up to 76' AGL/1037' MSL.

CONT

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

25219

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

25219

## LANCASTER, OH (CON'T)

### FAIRFIELD COUNTY (LHQ) (CON'T)

**Rwy 10 (CON'T)**, trees beginning 1.1 NM from DER, 724' left of centerline, up to 84' AGL/1061' MSL.

Tree 1.9 NM from DER, 1990' right of centerline, 100' AGL/1259' MSL.

**Rwy 28**, trees beginning 738' from DER, 315' left of centerline, up to 77' AGL/912' MSL.

Trees 1509' from DER, 97' right of centerline, up to 76' AGL/897' MSL.

Trees beginning 1906' from DER, 358' right of centerline, up to 107' AGL/942' MSL.

Silo 2230' from DER, 267' left of centerline, 60' AGL/915' MSL.

## LEBANON, OH

### WARREN COUNTY/JOHN LANE FLD (I68)

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

AMDT 1 20SEP12 (22083) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, terrain and tree beginning 36' from DER, 320' left of centerline, up to 50' AGL/958' MSL.

Trees beginning 1084' from DER, left and right of centerline, up to 65' AGL/955' MSL.

Trees beginning 1510' from DER, left and right of centerline, up to 80' AGL/986' MSL.

Trees beginning 2001' from DER, 83' left of centerline, up to 100' AGL/1015' MSL.

**Rwy 19**, vehicles on roadway beginning abeam the DER, left and right of centerline, up to 15' AGL/901' MSL.

Terrain beginning 32' from DER, left and right of centerline, up to 886' MSL.

Buildings 74' from DER, 425' right of centerline, up to 15' AGL/892' MSL.

Trees 252' from DER, 359' right of centerline, up to 60' AGL/948' MSL.

Trees beginning 1089' from DER, 179' left of centerline, up to 55' AGL/952' MSL.

Trees beginning 1804' from DER, left and right of centerline, up to 85' AGL/960' MSL.

## LIMA, OH

### LIMA ALLEN COUNTY (AOH)

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

AMDT 1A 16AUG18 (18228) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, bush beginning 162' from DER, 310' right of centerline, up to 4' AGL/983' MSL.

**Rwy 28**, multiple trees beginning 1343' from DER, 160' right of centerline, up to 71' AGL/1015' MSL.

## LOGANSPORT, IN

### LOGANSPORT/CASS COUNTY (GGP)

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

AMDT 2 12AUG21 (21224) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, fence 9' from DER, 443' right of centerline, 11' AGL/744' MSL.

Fence 187' from DER, 497' left of centerline, 11' AGL/743' MSL.

Tree 934' from DER, 730' left of centerline, 791' MSL.

Tree 2218' from DER, 487' right of centerline, 62' AGL/794' MSL.

**Rwy 27**, terrain 4' from DER, 495' left of centerline, 739' MSL.

Lighting 8' from DER, 17' right of centerline, 2' AGL/738' MSL.

Poles beginning 638' from DER, 489' right of centerline, up to 34' AGL/763' MSL.

Pole 734' from DER, 331' right of centerline, 39' AGL/767' MSL.

Poles beginning 924' from DER, 334' left of centerline, up to 39' AGL/773' MSL.

Tree 2041' from DER, 143' left of centerline, 65' AGL/801' MSL.

Tree 3360' from DER, 1358' left of centerline, 825' MSL.

Trees beginning 3374' from DER, 1002' left of centerline, up to 842' MSL.

## LONDON, OH

### MADISON COUNTY (UYF)

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

AMDT 1 30JAN20 (20030) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, tree 164' from DER, 484' left of centerline, 1059' MSL.

Trees beginning 289' from DER, 417' left of centerline, up to 1065' MSL.

Pole 1154' from DER, 791' left of centerline, 1080' MSL.

Trees beginning 1330' from DER, 301' left of centerline, up to 1096' MSL.

Tree 1495' from DER, 416' left of centerline, 1103' MSL.

Tree 2591' from DER, 511' left of centerline, 1121' MSL.

**Rwy 27**, vertical structure 53' from DER, 206' left of centerline, 1089' MSL.

Vertical structure 134' from DER, 188' right of centerline, 1085' MSL.

Tree 2091' from DER, 973' right of centerline, 1142' MSL.

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

25219



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

25219

## LORAIN/ELYRIA, OH

LORAIN COUNTY RGNL (LPR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 24MAY18 (18144) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7**, terrain beginning 21' from DER, 83' left of centerline, up to 801' MSL.

Terrain 180' from DER, 288' right of centerline, 794' MSL.

Terrain beginning 229' from DER, 261' left of centerline, up to 804' MSL.

Terrain 308' from DER, 13' right of centerline, 801' MSL.

Trees beginning 839' from DER, 520' left of centerline, up to 832' MSL.

Tree 972' from DER, 294' right of centerline, 823' MSL.

Trees beginning 1181' from DER, 52' left of centerline, up to 836' MSL.

Tree 1294' from DER, 538' right of centerline, 847' MSL.

Tree 1852' from DER, 431' right of centerline, 861' MSL.

Tree 1875' from DER, 653' right of centerline, 865' MSL.

**Rwy 25**, vegetation 582' from DER, 468' right of centerline, 809' MSL.

Tree 1587' from DER, 697' left of centerline, 838' MSL.

Tree 2180' from DER, 785' right of centerline, 848' MSL.

Tree 2276' from DER, 435' right of centerline, 854' MSL.

## MADISON, IN

MADISON MUNI (IMS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31JUL08 (08213) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, vehicle on road 625' from DER, on centerline, 15' AGL/844' MSL.

Antenna on building and trees beginning 170' from DER, 432' left of centerline, up to 85' AGL/904' MSL.

Poles and trees beginning 526' from DER, 64' right of centerline, up to 130' AGL/959' MSL.

**Rwy 21**, vehicle on road 575' from DER, on centerline, 15' AGL/824' MSL.

Trees and poles beginning 285' from DER, 16' left of centerline, up to 157' AGL/947' MSL.

Trees and pole beginning 116' from DER, 1' right of centerline, up to 123' AGL/912' MSL.

## MANSFIELD, OH

MANSFIELD LAHM RGNL (MFD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL.

Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL.

**Rwy 32**, trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

## MARION, IN

MARION MUNI - MCKINNEY FLD (MZZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20JUN19 (21224) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4**, terrain, NAVAID, pole beginning abeam DER, 124' left of centerline, up to 854' MSL.

Pole, NAVAID beginning 34' from DER, 124' right of centerline, up to 852' MSL.

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

Tree 534' from DER, 612' left of centerline, 890' MSL.

Trees beginning 775' from DER, 435' left of centerline, up to 895' MSL.

Trees beginning 929' from DER, 694' right of centerline, up to 65' AGL/914' MSL.

Trees beginning 1082' from DER, 13' left of centerline, up to 915' MSL.

Trees beginning 1283' from DER, 8' right of centerline, up to 921' MSL.

Trees beginning 1672' from DER, 107' left of centerline, up to 927' MSL.

Trees beginning 1852' from DER, 30' left of centerline, up to 936' MSL.

Trees beginning 2280' from DER, 42' right of centerline, up to 927' MSL.

Trees beginning 2749' from DER, 838' left of centerline, up to 942' MSL.

Tree 3145' from DER, 1200' right of centerline, 937' MSL.

**Rwy 15**, trees beginning 77' from DER, 224' left of centerline, up to 921' MSL.

Terrain 116' from DER, 462' right of centerline, 855' MSL.

Vegetation, terrain beginning 162' from DER, 282' right of centerline, up to 858' MSL.

Trees beginning 431' from DER, 239' left of centerline, up to 925' MSL.

Tree 539' from DER, 269' right of centerline, 51' AGL/901' MSL.

Tree, pole, vehicle on traverse way beginning 569' from DER, 63' left of centerline, up to 926' MSL.

Tree 676' from DER, 393' right of centerline, 904' MSL.

Tree 701' from DER, 331' right of centerline, 73' AGL/914' MSL.

Trees beginning 780' from DER, 361' right of centerline, up to 95' AGL/941' MSL.

Trees beginning 870' from DER, 361' right of centerline, up to 102' AGL/943' MSL.

Tree, pole beginning 1102' from DER, 20' right of centerline, up to 107' AGL/948' MSL.

Trees beginning 2580' from DER, 70' left of centerline, up to 942' MSL.

CONT

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

25219

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

25219

## MARION, IN (CON'T)

### MARION MUNI - MCKINNEY FLD (MZZ) (CON'T)

**Rwy 22**, pole 902' from DER, 572' left of centerline, 24' AGL/881' MSL.

Tree 1651' from DER, 605' right of centerline, 45' AGL/904' MSL.

Tree, pole beginning 1717' from DER, 760' right of centerline, up to 921' MSL.

**Rwy 33**, sign 11' from DER, 72' right of centerline, 3' AGL/859' MSL.

Vegetation 61' from DER, 242' left of centerline, 11' AGL/864' MSL.

Pole, vehicle on traverse way, tree, transmission line beginning 366' from DER, 261' left of centerline, up to 38' AGL/895' MSL.

Tree 725' from DER, 427' left of centerline, 908' MSL.

Trees beginning 795' from DER, 507' right of centerline, up to 928' MSL.

Tree, pole beginning 815' from DER, 362' left of centerline, up to 58' AGL/913' MSL.

Tree, pole beginning 889' from DER, 4' right of centerline, up to 931' MSL.

Tree 986' from DER, 741' left of centerline, 88' AGL/941' MSL.

Trees beginning 1006' from DER, 130' left of centerline, up to 94' AGL/946' MSL.

Tree 2839' from DER, 1245' left of centerline, 948' MSL.

Tree 2989' from DER, 1133' left of centerline, 950' MSL.

Trees beginning 3140' from DER, 1063' left of centerline, up to 959' MSL.

Trees beginning 3257' from DER, 1' left of centerline, up to 111' AGL/965' MSL.

Tree 3426' from DER, 106' right of centerline, 947' MSL.

Tree 3579' from DER, 144' right of centerline, 952' MSL.

Trees beginning 3695' from DER, 29' right of centerline, up to 958' MSL.

## MARION, OH

### MARION MUNI (MNN)

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

ORIG 30AUG07 (07242) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 7**, trees 3283' from DER, 273' left of centerline, up to 89' AGL/1088' MSL.

Multiple trees beginning 36' from DER, 280' right of centerline, up to 43' AGL/1033' MSL.

**Rwy 13**, trees 512' from DER, 277' left of centerline, up to 100' AGL/1089' MSL.

Road 491' from DER, 15' AGL/1004' MSL.

**Rwy 25**, obstruction light on antenna 419' from DER, 407' left of centerline, up to 13' AGL/1008' MSL.

Road 434' from DER, 15' AGL/1004' MSL.

**Rwy 31**, trees 2186' from DER, up to 100' AGL/1089' MSL.

Road 355' from DER, 485' left of centerline, 15' AGL/1004' MSL.

## MARYSVILLE, OH

### UNION COUNTY (MRT)

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

AMDT 3 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

**Rwys 8, 26**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, sign 12' from DER, 51' left of centerline, 4' AGL/999' MSL.

Trees, light pole beginning 16' from DER, 78' left of centerline, up to 1000' MSL.

Pole 290' from DER, 499' left of centerline, 40' AGL/1032' MSL.

Pole, traverse ways beginning 364' from DER, 169' left of centerline, up to 41' AGL/1033' MSL.

Trees, traverse ways beginning 479' from DER, 27' left of centerline, up to 69' AGL/1063' MSL.

Traverse ways beginning 591' from DER, 5' right of centerline, up to 1018' MSL.

Bldg, trees beginning 721' from DER, 199' left of centerline, up to 1080' MSL.

Poles beginning 1034' from DER, 398' right of centerline, up to 52' AGL/1038' MSL.

Trees beginning 1572' from DER, 158' left of centerline, up to 1081' MSL.

Trees beginning 1720' from DER, 131' left of centerline, up to 1084' MSL.

Trees beginning 1909' from DER, 175' left of centerline, up to 1088' MSL.

Trees beginning 1946' from DER, 145' left of centerline, up to 1090' MSL.

**Rwy 27**, sign 10' from DER, 52' right of centerline, 4' AGL/1022' MSL.

Tree 42' from DER, 471' right of centerline, 1027' MSL.

Buildings, tree, pole beginning 56' from DER, 396' right of centerline, up to 30' AGL/1037' MSL.

Pole 218' from DER, 337' left of centerline, 33' AGL/1034' MSL.

Trees beginning 458' from DER, 526' right of centerline, up to 63' AGL/1066' MSL.

Trees 1893' from DER, 808' right of centerline, 1069' MSL.

Antenna 2753' from DER, 463' right of centerline, 1094' MSL.

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

25219



# 

25219

## MEDINA, OH

MEDINA MUNI (1G5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

- Rwy 1**, vehicle on road 534' from DER, on centerline 15' AGL/1214' MSL.  
Trees beginning 562' from DER, 588' left of centerline, up to 100' AGL/1279' MSL.  
Trees beginning 1925' from DER on centerline, up to 100' AGL/1319' MSL.  
**Rwy 9**, trees beginning 305' from DER, 396' right of centerline, up to 100' AGL/1249' MSL.  
Tower 3626' from DER, 533' left of centerline, 189' AGL/1321' MSL.  
**Rwy 19**, trees beginning at DER, 112' left of centerline, up to 100' AGL/1289' MSL.  
Trees beginning 1490' from DER, 150' right of centerline, up to 100' AGL/1289' MSL.  
**Rwy 27**, trees beginning at DER, 345' left of centerline, up to 100' AGL/1319' MSL.  
Trees beginning at DER, 366' right of centerline, up to 100' AGL/1279' MSL.  
Vehicle on road 501' from DER, on centerline, 15' AGL/1184' MSL.

## MICHIGAN CITY, IN

MICHIGAN CITY MUNI-PHILLIPS FLD (MGC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 07SEP23 (23250) (FAA)

DEPARTURE PROCEDURE:

- Rwy 20**, climb on heading 203° to 1200 before turning left.

TAKEOFF OBSTACLE NOTES:

- Rwy 2**, pole 12' from DER, 427' left of centerline, 28' AGL/659' MSL.  
Tree 12' from DER, 493' left of centerline, 674' MSL.  
Terrain 13' from DER, 172' right of centerline, 643' MSL.  
Tree 51' from DER, 349' left of centerline, 685' MSL.  
Tree 65' from DER, 443' left of centerline, 691' MSL.  
Terrain 129' from DER, 497' right of centerline, 649' MSL.  
Trees beginning 198' from DER, 337' left of centerline, up to 710' MSL.  
Traverse way 303' from DER, 568' right of centerline, 667' MSL.  
Pole, tree beginning 344' from DER, 213' right of centerline, up to 37' AGL/687' MSL.  
Trees beginning 468' from DER, 231' left of centerline, up to 712' MSL.  
Tree 615' from DER, 380' right of centerline, 711' MSL.  
Trees, antenna beginning 641' from DER, 46' right of centerline, up to 731' MSL.  
Trees beginning 949' from DER, 67' left of centerline, up to 716' MSL.  
Trees beginning 1091' from DER, 347' left of centerline, up to 723' MSL.  
Trees, antenna beginning 1250' from DER, 2' right of centerline, up to 733' MSL.  
Trees beginning 1553' from DER, 89' left of centerline, up to 726' MSL.  
Trees beginning 1657' from DER, 6' left of centerline, up to 731' MSL.  
Trees beginning 1709' from DER, on centerline, up to 734' MSL.  
Antenna, trees beginning 1778' from DER, on centerline, up to 101' AGL/742' MSL.  
Tree 1796' from DER, 655' right of centerline, 745' MSL.  
Trees beginning 1815' from DER, 134' right of centerline, up to 748' MSL.  
Trees beginning 2006' from DER, 166' right of centerline, up to 753' MSL.  
Trees beginning 2025' from DER, 94' right of centerline, up to 754' MSL.  
Trees beginning 2123' from DER, 301' right of centerline, up to 758' MSL.  
Tree 2160' from DER, 199' left of centerline, 743' MSL.  
Trees beginning 2181' from DER, 108' left of centerline, up to 744' MSL.  
Trees beginning 2244' from DER, 87' left of centerline, up to 746' MSL.  
Trees beginning 2251' from DER, 93' right of centerline, up to 760' MSL.  
Trees, electrical system, transmission line beginning 2300' from DER, 11' right of centerline, up to 765' MSL.  
Trees beginning 2527' from DER, 22' left of centerline, up to 751' MSL.  
Transmission line, trees beginning 3193' from DER, 182' left of centerline, up to 136' AGL/778' MSL.  
Transmission line 4247' from DER, 989' right of centerline, 121' AGL/769' MSL.  
**Rwy 20**, trees, fences, sign, traverse ways, pole beginning 7' from DER, 27' right of centerline, up to 727' MSL.  
Terrain 20' from DER, 393' left of centerline, 658' MSL.  
Terrain 191' from DER, 489' left of centerline, 663' MSL.  
Fences beginning 206' from DER, 140' left of centerline, up to 12' AGL/671' MSL.  
Pole, fence, traverse ways beginning 213' from DER, 45' left of centerline, up to 25' AGL/687' MSL.  
Tree, sign beginning 328' from DER, 39' left of centerline, up to 707' MSL.  
Tree 1564' from DER, 582' right of centerline, 729' MSL.  
Trees beginning 1641' from DER, 199' right of centerline, up to 749' MSL.  
Trees beginning 1699' from DER, 8' left of centerline, up to 741' MSL.  
Trees beginning 1732' from DER, 341' right of centerline, up to 762' MSL.  
Trees beginning 1752' from DER, 23' right of centerline, up to 763' MSL.  
Trees beginning 1847' from DER, 109' left of centerline, up to 764' MSL.  
Trees beginning 2054' from DER, 11' right of centerline, up to 764' MSL.  
Trees beginning 2085' from DER, 43' left of centerline, up to 766' MSL.  
Trees beginning 2286' from DER, 59' left of centerline, up to 769' MSL.  
Trees beginning 2359' from DER, 27' left of centerline, up to 770' MSL.  
Trees beginning 2473' from DER, 1' right of centerline, up to 768' MSL.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

# 

25219

EC-2

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

25219

## MIDDLEFIELD, OH

GEAUGA COUNTY (7G8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08JUN06 (06159) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 11**, railroad 331' from DER, 315' left of centerline, 23' AGL/1182' MSL.

Trees 3144' from DER, 671' left of centerline, 100' AGL/1249' MSL.

**Rwy 29**, railroad 349' from DER, 521' left of centerline, 23' AGL/1212' MSL.

Multiple buildings 993' from DER, 294' right of centerline, 40' AGL/1239' MSL.

Trees 1875' from DER, 791' right of centerline, 100' AGL/1319' MSL.

Tank 2251' from DER, 578' right of centerline, 125' AGL/1315' MSL.

## MIDDLETOWN, OH

MIDDLETOWN RGNL/HOOK FLD (MWO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20SEP12 (21140) (FAA)

TAKEOFF MINIMUMS:

**Rwys 8, 26**, NA-Environmental.**Rwy 23**, 300-1% or std. w/min. climb of 880' per NM to 1000.

DEPARTURE PROCEDURE:

**Rwy 5**, climb heading 053° to 1500' before proceeding on course.**Rwy 23**, climb heading 233° to 1300' before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, vehicles on roadway 17' from DER, left and right of centerline, up to 15' AGL/669' MSL.

Terrain 106' from DER, 447' left of centerline, 661' MSL.

Terrain 335' from DER, 395' left of centerline, 659' MSL.

Trees beginning 676' from DER, left and right of centerline, up to 126' AGL/766' MSL.

Poles beginning 1003' from DER, 259' right of centerline, up to 55' AGL/695' MSL.

**Rwy 23**, trees 1119' from DER, 76' right of centerline, 109' AGL/739' MSL.

Tower 1794' from DER, 603' left of centerline, 63' AGL/703' MSL.

Stack 1997' from DER, 961' left of centerline, 205' AGL/855' MSL.

Tree 1930' from DER, 903' left of centerline, 109' AGL/749' MSL.

## MILLERSBURG, OH

HOLMES COUNTY (10G)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:

**Rwy 9, 27**, 300-1.

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, bushes 136' from DER, 235' left of centerline, up to 25' AGL/1200' MSL.**Rwy 27**, trees beginning 212' from DER, 443' right of center line, up to 100' AGL/1287' MSL.

Trees and poles beginning 1220' from DER, 158' right of centerline, up to 100' AGL/1315' MSL.

Trees and buildings beginning 1116' from DER, 272' left of centerline, up to 100' AGL/1337' MSL.

## MONTICELLO, IN

WHITE COUNTY (MCX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:

**Rwy 36**, 600-3 or std. w/min. climb of 265' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 23' from DER, 309' left of centerline, up to 739' MSL.

Trees beginning 35' from DER, 296' right of centerline, 731' MSL.

Trees and pole beginning 51' from DER, 16' right of centerline, up to 744' MSL.

Trees and building beginning 436' from DER, 3' left of centerline, up to 757' MSL.

Trees beginning 1284' from DER, 11' left of centerline, up to 775' MSL.

Trees beginning 1961' from DER, 27' right of centerline, up to 753' MSL.

**Rwy 36**, tree 983' from DER, 571' right of centerline, 754' MSL.

Tower 1.7 NM from DER, 1101' right of centerline, 292' AGL/973' MSL.

Tower 2.5 NM from DER, 4185' left of centerline, 420' AGL/1134' MSL.

25219

EC-2

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

25219

## MT GILEAD, OH

MORROW COUNTY (419)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10**, 300-1½ or std w/min climb of 455'/NM to 1400.

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, pole 10' from DER, 33' right of centerline, 1' AGL/1086' MSL.

Trees beginning 43' from DER, 190' left of centerline, up to 28' AGL/1108' MSL.

Tree 678' from DER, 110' right of centerline, 25' AGL/1104' MSL.

Trees beginning 911' from DER, 265' right of centerline, up to 87' AGL/1169' MSL.

Tree 931' from DER, 382' left of centerline, 68' AGL/1150' MSL.

Trees beginning 1011' from DER, 506' left of centerline, up to 76' AGL/1162' MSL.

Tree 1608' from DER, 64' left of centerline, 73' AGL/1172' MSL.

Trees beginning 1619' from DER, 37' left of centerline, up to 84' AGL/1186' MSL.

Tree 1651' from DER, 260' right of centerline, 68' AGL/1172' MSL.

Trees beginning 1718' from DER, 255' right of centerline, up to 78' AGL/1188' MSL.

Trees beginning 1767' from DER, 19' left of centerline, up to 92' AGL/1196' MSL.

Trees beginning 1804' from DER, 97' right of centerline, up to 84' AGL/1200' MSL.

Trees, buildings beginning 1932' from DER, 53' left of centerline, up to 88' AGL/1198' MSL.

Trees beginning 1964' from DER, 96' right of centerline, up to 82' AGL/1209' MSL.

Trees, poles, electrical systems, vehicle on roads, buildings beginning 2067' from DER, 9' right of centerline, up to 82' AGL/1211' MSL.

Trees beginning 2298' from DER, 333' left of centerline, up to 74' AGL/1199' MSL.

Trees beginning 2381' from DER, 29' left of centerline, up to 81' AGL/1206' MSL.

Trees, buildings, vehicle on roads, poles, electrical systems beginning 2431' from DER, 10' left of centerline, up to 101' AGL/1229' MSL.

Trees, poles, vehicle on road, electrical system beginning 2787' from DER, 49' right of centerline, up to 80' AGL/1212' MSL.

Trees, electrical system beginning 2836' from DER, 89' right of centerline, up to 67' AGL/1216' MSL.

Trees, pole, vehicle on road, electrical systems, buildings beginning 2871' from DER, 55' right of centerline, up to 69' AGL/1219' MSL.

Trees, building beginning 2929' from DER, 20' left of centerline, up to 103' AGL/1251' MSL.

Trees, vehicle on road, pole beginning 3031' from DER, 63' right of centerline, up to 72' AGL/1221' MSL.

Tree 3092' from DER, 163' right of centerline, 76' AGL/1226' MSL.

Trees, vehicles on roads, electrical systems, poles beginning 3095' from DER, 28' right of centerline, up to 85' AGL/1234' MSL.

Trees, building beginning 3165' from DER, 35' left of centerline, up to 108' AGL/1252' MSL.

Trees beginning 3892' from DER, 501' left of centerline, up to 113' AGL/1256' MSL.

Trees beginning 5147' from DER, 198' right of centerline, up to 110' AGL/1240' MSL.

Tree 1.1 NM from DER, 2286' left of centerline, 107' AGL/1270' MSL.

**Rwy 28**, pole 10' from DER, 30' left of centerline, 1' AGL/1076' MSL.

Pole 213' from DER, 524' right of centerline, 37' AGL/1102' MSL.

Tree 245' from DER, 396' right of centerline, 37' AGL/1104' MSL.

Trees beginning 370' from DER, 295' right of centerline, up to 60' AGL/1123' MSL.

Pole 819' from DER, 671' left of centerline, 34' AGL/1097' MSL.

Trees beginning 873' from DER, 413' left of centerline, up to 46' AGL/1111' MSL.

Trees beginning 914' from DER, 268' right of centerline, up to 73' AGL/1138' MSL.

Trees beginning 3397' from DER, 235' left of centerline, up to 139' AGL/1161' MSL.

Trees beginning 3485' from DER, 162' left of centerline, up to 143' AGL/1166' MSL.

Tree 3679' from DER, 50' right of centerline, 144' AGL/1167' MSL.

## MT. VERNON, OH

KNOX COUNTY (413)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 28**, trees 2121' from DER, 361' right of centerline, 47' AGL/1246' MSL.

## MUNCIE, IN

DELAWARE COUNTY RGNL (MIE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 12DEC13 (13346) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, pole 717' from DER, 596' right of centerline, 19' AGL/954' MSL.

Trees beginning 771' from DER, 413' right of centerline, up to 56' AGL/991' MSL.

Trees beginning 2463' from DER, 44' left of centerline, up to 76' AGL/1007' MSL.

Towers and pole 3802' from DER, 702' left of centerline, up to 121' AGL/1049' MSL.

**Rwy 14**, trees beginning 2062' from DER, 1005' right of centerline, up to 68' AGL/1013' MSL.**Rwy 21**, rising terrain beginning 6' from DER, 304' right of centerline, up to 943' MSL.

Flag pole 851' from DER, 627' left of centerline, 25' AGL/962' MSL.

Building 941' from DER, 670' left of centerline, 32' AGL/969' MSL.

Trees beginning 946' from DER, 39' left of centerline, up to 81' AGL/1033' MSL.

Trees beginning 1119' from DER, 207' right of centerline, up to 96' AGL/1032' MSL.

**Rwy 32**, trees and bushes beginning 86' from DER, 447' left of centerline, up to 17' AGL/940' MSL.

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

25219

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

25219

## NAPOLEON, OH

### HENRY COUNTY (7W5)

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

ORIG-A 12JUN25 (25163) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, vegetation 115' from DER, 137' left of centerline, 17' AGL/696' MSL.  
 Pole, vehicles on roadway beginning 442' from DER, 574' left of centerline, up to 715' MSL.  
 Tree 822' from DER, 612' left of centerline, 758' MSL.  
 Trees beginning 861' from DER, 597' left of centerline, up to 102' AGL/785' MSL.  
 Pole 1063' from DER, 701' right of centerline, 719' MSL.  
 Trees beginning 1782' from DER, 436' right of centerline, up to 755' MSL.  
 Tree 3696' from DER, 352' right of centerline, 778' MSL.  
**Rwy 28**, terrain 79' from DER, 488' right of centerline, 683' MSL.  
 Tree 114' from DER, 128' left of centerline, 684' MSL.  
 Vegetation 117' from DER, 110' right of centerline, 13' AGL/687' MSL.  
 Vehicles on roadway beginning 424' from DER, 230' left of centerline, up to 694' MSL.  
 Tree, building beginning 721' from DER, 442' right of centerline, up to 708' MSL.  
 Tree, building beginning 795' from DER, 366' right of centerline, up to 717' MSL.  
 Trees beginning 879' from DER, 308' right of centerline, up to 727' MSL.  
 Trees beginning 964' from DER, 411' right of centerline, up to 743' MSL.  
 Trees beginning 1036' from DER, 432' right of centerline, up to 755' MSL.  
 Trees beginning 2114' from DER, 180' left of centerline, up to 770' MSL.  
 Tree 3455' from DER, 476' right of centerline, 782' MSL.  
 Trees beginning 3469' from DER, 377' right of centerline, up to 786' MSL.  
 Trees beginning 3724' from DER, 282' right of centerline, up to 790' MSL.  
 Tree 4085' from DER, 1512' left of centerline, 108' AGL/786' MSL.  
 Tree 4435' from DER, 562' right of centerline, 115' AGL/792' MSL.

## NAPPANEE, IN

### NAPPANEE MUNI (C03)

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

AMDT 1 19FEB81 (81036) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 9**, 300-1.

## NEW CASTLE, IN

### NEW CASTLE HENRY COUNTY MARLATT FLD (UWL)

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

AMDT 1A 20JUN19 (21224) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, trees beginning 1657' from DER, 156' right of centerline, up to 1142' MSL.  
 Tree 1821' from DER, 92' left of centerline, 65' AGL/1146' MSL.  
 Trees beginning 1865' from DER, 22' right of centerline, up to 69' AGL/1153' MSL.  
 Tree 1931' from DER, 697' right of centerline, 1154' MSL.  
 Tree 1932' from DER, 817' right of centerline, 91' AGL/1176' MSL.  
 Trees beginning 1951' from DER, 571' right of centerline, up to 93' AGL/1179' MSL.  
 Trees beginning 2029' from DER, 530' right of centerline, up to 103' AGL/1190' MSL.  
**Rwy 28**, pole, traverse way beginning 160' from DER, 464' right of centerline, up to 30' AGL/1101' MSL.  
 Pole beginning 346' from DER, 461' right of centerline, up to 32' AGL/1105' MSL.  
 Pole 444' from DER, 462' right of centerline, 35' AGL/1107' MSL.

## NEW LEXINGTON, OH

### ED NEWLON FLD (I86)

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

ORIG 30AUG84 (24305) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 8, 26**, 300-1.

## NEW PHILADELPHIA, OH

### HARRY CLEVER FLD (PHD)

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

AMDT 3A 01FEB18 (22083) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 12, 30**, NA-Environmental.  
**Rwy 15**, 500-2½ or std. w/min. climb to 420' per NM to 1500.  
**Rwy 33**, std. w/min. climb of 210' per NM to 1500.

##### DEPARTURE PROCEDURE:

**Rwy 15**, climb heading 147° to 1500 before turning.  
**Rwy 33**, climb heading 327° to 1600 before turning.

CON'T

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

25219

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

25219

## NEW PHILADELPHIA, OH (CON'T) HARRY CLEVER FLD (PHD) (CON'T)

### TAKEOFF OBSTACLE NOTES:

**Rwy 15**, poles beginning 194' from DER, 431' left of centerline, up to 56' AGL/935' MSL.  
Vehicle on road beginning 240' from DER, 146' left of centerline, up to 15' AGL/902' MSL.  
Rising terrain and trees beginning 320' from DER, 37' left of centerline, up to 100' AGL/1319' MSL.  
Siren 383' from DER, 584' left of centerline, 81' AGL/940' MSL.  
Tower 3659' from DER, 9' left of centerline, 124' AGL/983' MSL.  
Vehicle on road beginning 78' from DER, 45' right of centerline, up to 15' AGL/904' MSL.  
Trees beginning 79' from DER, 13' right of centerline, up to 100' AGL/972' MSL.  
Poles beginning 678' from DER, 3' right of centerline, up to 61' AGL/920' MSL.  
**Rwy 33**, trees beginning 41' from DER, 64' left of centerline, up to 100' AGL/965' MSL.  
Vehicle on road beginning 108' from DER, 26' left of centerline, up to 15' AGL/914' MSL.  
Headstone 142' from DER, 272' left of centerline, 6' AGL/900' MSL.  
Building 167' from DER, 511' left of centerline, 34' AGL/928' MSL.  
OL on pole 261' from DER, 213' left of centerline, 37' AGL/931' MSL.  
Vehicle on road beginning 12' from DER, 28' right of centerline, up to 15' AGL/914' MSL.  
Rising terrain and trees beginning 36' from DER, 22' right of centerline, up to 100' AGL/984' MSL.  
Fence 83' from DER, 217' right of centerline, 6' AGL/900' MSL.  
Poles beginning 502' from DER, 368' right of centerline, up to 28' AGL/924' MSL.  
Tower 2.6 NM from DER, 2107' right of centerline, 406' AGL/1319' MSL.

## NEWARK, OH

### LICKING COUNTY RGNL (VTA)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3 20JUN19 (24305) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 9**, 600-3 w/min climb of 225' per NM to 1700 or std w/min climb of 300' per NM to 1600 or 1000-3 for VCOA.  
**Rwy 27**, 400-2½ or std w/min climb of 220' per NM to 1200.

#### DEPARTURE PROCEDURE:

**Rwy 9**, climb heading 093° to 1700 before proceeding on course.  
**Rwy 27**, climb on heading 273° to 1400 before proceeding on course.

#### VCOA:

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

#### TAKEOFF OBSTACLE NOTES:

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

CON'T

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

25219

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

25219

## NEWARK, OH (CON'T)

### LICKING COUNTY RGNL (VTA) (CON'T)

**Rwy 27**, terrain 2' from DER, 251' right of centerline, 884' MSL.  
Terrain 11' from DER, 486' right of centerline, 886' MSL.  
Pole, vehicles on road beginning 49' from DER, 199' left of centerline, up to 910' MSL.  
Pole, vehicles on road beginning 188' from DER, 32' left of centerline, up to 29' AGL/912' MSL.  
Trees, poles, bldg twr beginning 543' from DER, 120' left of centerline, up to 968' MSL.  
Vehicles on road 604' from DER, 31' right of centerline, 902' MSL.  
Pole 697' from DER, 139' right of centerline, 919' MSL.  
Poles, building beginning 796' from DER, 206' right of centerline, up to 920' MSL.  
Pole 972' from DER, 313' right of centerline, 926' MSL.  
Trees beginning 1033' from DER, 11' right of centerline, up to 933' MSL.  
Trees, pole beginning 1196' from DER, 64' right of centerline, up to 963' MSL.  
Tree 1533' from DER, 7' right of centerline, 971' MSL.  
Tree 1591' from DER, 682' right of centerline, 973' MSL.  
Trees beginning 1645' from DER, 189' right of centerline, up to 976' MSL.  
Trees beginning 1750' from DER, 321' right of centerline, up to 979' MSL.  
Trees, poles beginning 2005' from DER, 58' right of centerline, up to 985' MSL.  
Tree, poles beginning 2270' from DER, 154' left of centerline, up to 970' MSL.  
Tree 3354' from DER, 1131' right of centerline, 993' MSL.  
Tree 3381' from DER, 384' left of centerline, 974' MSL.  
Tree 3776' from DER, 1384' left of centerline, 983' MSL.  
Tree 3791' from DER, 1212' right of centerline, 996' MSL.  
Tree 3892' from DER, 1160' right of centerline, 998' MSL.  
Tree 3899' from DER, 1424' left of centerline, 992' MSL.  
Tree 3984' from DER, 1537' left of centerline, 994' MSL.  
Trees beginning 4015' from DER, 1135' right of centerline, up to 1003' MSL.  
Trees beginning 4020' from DER, 1325' left of centerline, up to 998' MSL.  
Trees beginning 4550' from DER, 755' left of centerline, up to 1009' MSL.  
Tree 4739' from DER, 913' left of centerline, 1011' MSL.  
Trees beginning 4835' from DER, 634' left of centerline, up to 1021' MSL.  
Trees beginning 4982' from DER, 966' left of centerline, up to 1029' MSL.  
Tree 1.3 NM from DER, 1932' right of centerline, 1094' MSL.  
Tree 1.3 NM from DER, 2173' right of centerline, 1099' MSL.  
Trees beginning 1.3 NM from DER, 1874' right of centerline, up to 1109' MSL.  
Tree 2.1 NM from DER, 2988' right of centerline, 121' AGL/1204' MSL.

## NORTH VERNON, IN

### NORTH VERNON (OVO)

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

ORIG 27AUG09 (09239) (FAA)

#### TAKEOFF OBSTACLE NOTES:

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

## NORWALK, OH

### NORWALK/HURON COUNTY (5A1)

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

AMDT 2 03NOV22 (24361) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, vegetation 24' from DER, 253' left of centerline, 853' MSL.  
Tree 47' from DER, 455' right of centerline, 894' MSL.  
Poles, traverse ways, fence, trees beginning 92' from DER, 243' right of centerline, up to 61' AGL/918' MSL.  
Poles, trees, traverse way, building beginning 461' from DER, 189' right of centerline, up to 929' MSL.  
Trees beginning 673' from DER, 247' left of centerline, up to 914' MSL.  
Trees beginning 719' from DER, 210' left of centerline, up to 93' AGL/939' MSL.  
Trees beginning 852' from DER, 178' right of centerline, up to 930' MSL.  
Trees, pole beginning 855' from DER, 197' left of centerline, up to 104' AGL/950' MSL.  
Trees beginning 1013' from DER, 200' left of centerline, up to 103' AGL/953' MSL.  
Trees beginning 1217' from DER, 40' left of centerline, up to 103' AGL/955' MSL.  
Trees beginning 1799' from DER, 230' right of centerline, up to 75' AGL/931' MSL.  
Trees beginning 2482' from DER, 260' right of centerline, up to 72' AGL/933' MSL.  
Trees beginning 2645' from DER, 16' left of centerline, up to 956' MSL.  
Trees beginning 3125' from DER, 5' right of centerline, up to 945' MSL.  
Trees beginning 3240' from DER, 13' left of centerline, up to 102' AGL/959' MSL.

CON'T

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

25219



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

25219

## NORWALK, OH (CON'T)

### NORWALK/HURON COUNTY (5A1) (CON'T)

**Rwy 10 (CON'T)**, tree 3272' from DER, 325' left of centerline, 105' AGL/963' MSL.

Trees beginning 3276' from DER, 17' left of centerline, up to 109' AGL/967' MSL.

Trees beginning 3303' from DER, 1' left of centerline, up to 112' AGL/975' MSL.

Trees beginning 3346' from DER, 40' right of centerline, up to 85' AGL/947' MSL.

Tree 3385' from DER, 47' right of centerline, 83' AGL/948' MSL.

Trees beginning 3391' from DER, 8' right of centerline, up to 93' AGL/954' MSL.

Trees beginning 3494' from DER, 21' right of centerline, up to 86' AGL/956' MSL.

Trees beginning 3495' from DER, 11' right of centerline, up to 93' AGL/962' MSL.

Tree 3515' from DER, 23' right of centerline, 93' AGL/963' MSL.

Trees beginning 3532' from DER, 12' right of centerline, up to 96' AGL/966' MSL.

Trees beginning 3599' from DER, 3' right of centerline, up to 97' AGL/969' MSL.

Tree 4933' from DER, 1799' right of centerline, 976' MSL.

**Rwy 28**, tree 50' from DER, 344' left of centerline, 937' MSL.

Trees beginning 55' from DER, 192' right of centerline, up to 15' AGL/846' MSL.

Trees, vegetation, tower beginning 95' from DER, 116' left of centerline, up to 100' AGL/940' MSL.

Trees beginning 120' from DER, 182' right of centerline, up to 847' MSL.

Tree 1298' from DER, 841' right of centerline, 901' MSL.

Trees beginning 1448' from DER, 830' right of centerline, up to 907' MSL.

## OTTAWA, OH

### PUTNAM COUNTY (OWX)

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

ORIG 27AUG09 (09239) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL.

Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL.

**Rwy 27**, road 1' from DER, 219' right of centerline, 15' AGL/768' MSL.

Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.

## OXFORD, OH

### MIAMI UNIVERSITY (OXD)

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

AMDT 2A 12JUN25 (25163) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 105' from DER, 424' right of centerline, up to 1048' MSL.

Trees, pole beginning 266' from DER, 119' right of centerline, up to 1055' MSL.

Trees, transmission lines, building beginning 589' from DER, 3' left of centerline, up to 65' AGL/1095' MSL.

Trees beginning 798' from DER, 169' right of centerline, up to 45' AGL/1059' MSL.

Poles, trees, beginning 927' from DER, 34' right of centerline, up to 1086' MSL.

Tree 1355' from DER, 648' left of centerline, 1096' MSL.

Tree 1430' from DER, 751' left of centerline, 1101' MSL.

Trees beginning 1520' from DER, 561' left of centerline, up to 85' AGL/1107' MSL.

Trees beginning 1554' from DER, 544' left of centerline, up to 86' AGL/1109' MSL.

Trees beginning 1594' from DER, 536' left of centerline, up to 91' AGL/1112' MSL.

Tree 1707' from DER, 434' right of centerline, 1087' MSL.

**Rwy 23**, tree, vehicles on road beginning 2' from DER, 100' right of centerline, up to 1061' MSL.

Tree, transmission line beginning 109' from DER, 468' left of centerline, up to 1078' MSL.

Trees beginning 181' from DER, 384' left of centerline, up to 46' AGL/1084' MSL.

Tree 254' from DER, 410' left of centerline, 1087' MSL.

Trees, building beginning 263' from DER, 356' left of centerline, up to 53' AGL/1091' MSL.

Building, tree, vehicles on road beginning 269' from DER, on centerline, up to 27' AGL/1062' MSL.

Tree 347' from DER, 352' left of centerline, 1093' MSL.

Tree 353' from DER, 509' left of centerline, 67' AGL/1102' MSL.

Trees, poles, building, transmission lines beginning 381' from DER, 3' left of centerline, up to 72' AGL/1107' MSL.

Tree 389' from DER, 324' right of centerline, 1064' MSL.

Building 471' from DER, 190' right of centerline, 17' AGL/1067' MSL.

Trees beginning 558' from DER, 52' right of centerline, up to 1085' MSL.

Trees beginning 831' from DER, 38' right of centerline, up to 1093' MSL.

Trees, tower, pole beginning 987' from DER, 72' left of centerline, up to 1109' MSL.

Trees beginning 1660' from DER, 225' left of centerline, up to 1116' MSL.

Tree 1666' from DER, 422' right of centerline, 1096' MSL.

Trees beginning 1682' from DER, 446' right of centerline, up to 1107' MSL.

Trees beginning 1846' from DER, 528' right of centerline, up to 83' AGL/1109' MSL.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

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

25219

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

25219

## PAINESVILLE, OH

### CONCORD AIRPARK (2G1)

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

AMDT 3A 11AUG22 (22223) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 21**, 400-2¾ or std. w/min. climb of 400' per NM to 1500.

##### DEPARTURE PROCEDURE:

**Rwy 21**, climb on heading 209° to 1500 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, trees beginning 336' from DER, 42' left of centerline, up to 100' AGL/1039' MSL.

Trees beginning 1064' from DER, 217' right of centerline, up to 100' AGL/1039' MSL.

**Rwy 21**, trees beginning 131' from DER, left and right of centerline, up to 100' AGL/1220' MSL.

Tower 1.2 NM from DER, 2020' right of centerline, 114' AGL/1223' MSL.

## PERU, IN

### PERU MUNI (I76)

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

AMDT 3 18JAN07 (07018) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, multiple trees beginning 2201' from DER, 321' left of centerline, 100' AGL/879' MSL.

Road plus vehicle beginning 407' from DER, 1524' right of centerline, 15' AGL/794' MSL.

Trees beginning 1656' from DER, 815' right of centerline, 100' AGL/879' MSL.

**Rwy 19**, multiple trees beginning 44' from DER, 204' left of centerline, 100' AGL/869' MSL.

Multiple trees beginning 588' from DER, 134' right of centerline, 100' AGL/859' MSL.

## PIQUA, OH

### PIQUA/HARTZELL FLD (I17)

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

ORIG 20OCT11 (21224) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, tree 2006' from DER, 515' left of centerline, 76' AGL/1062' MSL.

**Rwy 26**, vehicles on roadway, beginning 347' from DER, 578' left of centerline, up to 15' AGL/1024' MSL.

Trees and grain bin beginning 61' from DER, 321' left of centerline, up to 100' AGL/1119' MSL.

## PLYMOUTH, IN

### PLYMOUTH MUNI (C65)

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

ORIG 18JUL74 (74199) (FAA)

##### TAKEOFF MINIMUMS:

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

## PORT CLINTON, OH

### ERIE-OTTAWA INTL (PCW)

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

AMDT 7 07AUG25 (25219) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 27**, std w/min climb of 235'/NM to 1500, or 1000-3 for VCOA.

##### VCOA:

**Rwy 27**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Erie-Ottawa Intl airport at or above 1400 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, terrain 36' from DER, 427' right of centerline, 589' MSL.

Buildings beginning 306' from DER, 550' right of centerline, up to 18' AGL/609' MSL.

Electrical system 417' from DER, 581' left of centerline, 17' AGL/607' MSL.

Transmission line 562' from DER, 621' right of centerline, 41' AGL/631' MSL.

Poles, vehicles on road beginning 563' from DER, 49' right of centerline, up to 47' AGL/636' MSL.

Tree, vehicles on road, pole beginning 593' from DER, 1' left of centerline, up to 28' AGL/618' MSL.

Poles, transmission line beginning 758' from DER, 498' left of centerline, up to 43' AGL/630' MSL.

Trees, pole beginning 800' from DER, 312' left of centerline, up to 65' AGL/653' MSL.

Trees beginning 858' from DER, 11' right of centerline, up to 62' AGL/650' MSL.

Trees beginning 925' from DER, 343' left of centerline, up to 74' AGL/666' MSL.

Trees beginning 1135' from DER, 12' left of centerline, up to 88' AGL/677' MSL.

Trees beginning 1153' from DER, 8' right of centerline, up to 82' AGL/668' MSL.

Trees beginning 1513' from DER, 611' left of centerline, up to 91' AGL/684' MSL.

Trees beginning 1558' from DER, 363' left of centerline, up to 95' AGL/685' MSL.

Tree 3110' from DER, 928' right of centerline, 86' AGL/672' MSL.

**Rwy 18**, tree 57' from DER, 352' left of centerline, 592' MSL.

Buildings beginning 115' from DER, 446' left of centerline, up to 623' MSL.

Buildings, poles, tree beginning 217' from DER, 379' left of centerline, up to 627' MSL.

Trees, vehicles on road, pole beginning 538' from DER, on centerline, up to 648' MSL.

Trees, pole beginning 728' from DER, 362' left of centerline, up to 641' MSL.

##### CONT

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

25219



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

25219

## PORT CLINTON, OH (CON'T)

### ERIE-OTTAWA INTL (PCW) (CON'T)

**Rwy 18 (CON'T)**, trees beginning 1662' from DER, 195' left of centerline, up to 649' MSL.

Trees beginning 1663' from DER, 178' left of centerline, up to 651' MSL.

Trees beginning 1705' from DER, 16' left of centerline, up to 661' MSL.

Tree 1766' from DER, 647' right of centerline, 650' MSL.

Trees beginning 1773' from DER, 19' right of centerline, up to 672' MSL.

Trees beginning 1986' from DER, 62' left of centerline, up to 663' MSL.

Trees beginning 2527' from DER, 53' left of centerline, up to 674' MSL.

Trees beginning 2751' from DER, 10' left of centerline, up to 676' MSL.

Trees beginning 2902' from DER, 339' left of centerline, up to 679' MSL.

Trees, electrical system beginning 2923' from DER, 26' left of centerline, up to 108' AGL/687' MSL.

Poles beginning 3210' from DER, 548' right of centerline, up to 676' MSL.

Tree 3294' from DER, 1192' right of centerline, 680' MSL.

**Rwy 27**, vegetation 13' from DER, 491' right of centerline, 7' AGL/593' MSL.

Vegetation beginning 44' from DER, 370' right of centerline, up to 7' AGL/594' MSL.

Poles, transmission line beginning 1044' from DER, 608' right of centerline, up to 39' AGL/622' MSL.

Trees beginning 1102' from DER, 659' right of centerline, up to 67' AGL/650' MSL.

Tree 1141' from DER, 750' left of centerline, 33' AGL/618' MSL.

Tree 1443' from DER, 721' left of centerline, 50' AGL/635' MSL.

Tree 1483' from DER, 737' left of centerline, 57' AGL/639' MSL.

Tree 1622' from DER, 913' left of centerline, 57' AGL/642' MSL.

Tree 1626' from DER, 693' left of centerline, 62' AGL/644' MSL.

Trees beginning 1628' from DER, 164' left of centerline, up to 86' AGL/667' MSL.

Trees beginning 2092' from DER, 343' left of centerline, up to 94' AGL/677' MSL.

Tree 2449' from DER, 805' right of centerline, 69' AGL/653' MSL.

Tree 2499' from DER, 1073' right of centerline, 79' AGL/656' MSL.

Trees beginning 2556' from DER, 697' right of centerline, up to 90' AGL/671' MSL.

Tree 3161' from DER, 333' right of centerline, 91' AGL/680' MSL.

Trees beginning 3175' from DER, 325' right of centerline, up to 686' MSL.

Trees beginning 3210' from DER, 304' right of centerline, up to 108' AGL/688' MSL.

Tree 3384' from DER, 580' left of centerline, 102' AGL/681' MSL.

Trees beginning 3489' from DER, 428' left of centerline, up to 102' AGL/686' MSL.

Trees beginning 3581' from DER, 440' left of centerline, up to 103' AGL/689' MSL.

Trees beginning 3613' from DER, 880' right of centerline, up to 111' AGL/692' MSL.

**Rwy 36**, vegetation 15' from DER, 392' right of centerline, 588' MSL.

Sign 27' from DER, 198' left of centerline, 587' MSL.

Tree 71' from DER, 486' right of centerline, 4' AGL/590' MSL.

Tree, building beginning 272' from DER, 522' right of centerline, up to 609' MSL.

Pole, sign beginning 446' from DER, 317' left of centerline, up to 610' MSL.

Tree 523' from DER, 453' left of centerline, 622' MSL.

Tree 581' from DER, 552' left of centerline, 644' MSL.

Pole 597' from DER, 306' right of centerline, 614' MSL.

Tree 653' from DER, 490' right of centerline, 633' MSL.

Tree 684' from DER, 389' right of centerline, 647' MSL.

Trees beginning 704' from DER, 291' left of centerline, up to 662' MSL.

Trees beginning 768' from DER, 309' right of centerline, up to 648' MSL.

Trees beginning 822' from DER, 331' right of centerline, up to 664' MSL.

Tree 1078' from DER, 656' right of centerline, 667' MSL.

Trees beginning 1110' from DER, 141' right of centerline, up to 100' AGL/675' MSL.

Tree 1693' from DER, 286' left of centerline, 666' MSL.

Tree 1703' from DER, 285' left of centerline, 669' MSL.

Trees beginning 1710' from DER, 101' left of centerline, up to 670' MSL.

Trees beginning 2795' from DER, 67' left of centerline, up to 114' AGL/690' MSL.

Trees beginning 3172' from DER, 1037' right of centerline, up to 679' MSL.

Trees beginning 3264' from DER, 949' right of centerline, up to 687' MSL.

Trees beginning 3345' from DER, 863' right of centerline, up to 692' MSL.

Trees beginning 3602' from DER, 138' right of centerline, up to 693' MSL.

Trees beginning 3766' from DER, 191' right of centerline, up to 696' MSL.

Trees beginning 4025' from DER, 39' right of centerline, up to 90' AGL/698' MSL.

Tree 4082' from DER, 13' left of centerline, 691' MSL.

Trees beginning 4143' from DER, 4' left of centerline, up to 110' AGL/693' MSL.

EC-2, 07 AUG 2025 to 02 OCT 2025

25219

EC-2

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

25219

## PORTLAND, IN

### PORTLAND MUNI (PLD)

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

AMDT 1 23FEB23 (23054) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, poles, fence beginning 29' from DER, 348' right of centerline, up to 29' AGL/956' MSL.  
 Tree 69' from DER, 492' left of centerline, 943' MSL.  
 Tree 102' from DER, 523' left of centerline, 41' AGL/964' MSL.  
 Trees, poles, building beginning 226' from DER, 13' left of centerline, up to 51' AGL/972' MSL.  
 Pole 349' from DER, 581' right of centerline, 42' AGL/969' MSL.  
 Trees, poles beginning 571' from DER, 80' right of centerline, up to 53' AGL/979' MSL.  
 Trees beginning 1635' from DER, 521' right of centerline, up to 985' MSL.  
 Tree 1818' from DER, 542' right of centerline, 71' AGL/994' MSL.  
 Trees beginning 1848' from DER, 520' right of centerline, up to 1003' MSL.  
 Trees beginning 2268' from DER, 519' right of centerline, up to 1015' MSL.  
 Tree 2475' from DER, 619' right of centerline, 1016' MSL.  
 Trees, transmission lines beginning 2517' from DER, 100' right of centerline, up to 1018' MSL.  
 Trees beginning 2780' from DER, 37' left of centerline, up to 1008' MSL.  
 Tree 2813' from DER, 48' right of centerline, 1020' MSL.  
 Trees beginning 2821' from DER, 471' right of centerline, up to 1023' MSL.  
 Trees beginning 2833' from DER, 233' right of centerline, up to 1025' MSL.  
 Trees beginning 2908' from DER, 113' right of centerline, up to 1032' MSL.  
 Trees beginning 2940' from DER, 63' left of centerline, up to 102' AGL/1024' MSL.  
 Trees beginning 2943' from DER, 71' right of centerline, up to 113' AGL/1035' MSL.  
 Trees beginning 2967' from DER, 16' left of centerline, up to 1030' MSL.  
 Trees beginning 3186' from DER, 20' right of centerline, up to 1037' MSL.

## PORTSMOUTH, OH

### GREATER PORTSMOUTH RGNL (PMH)

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

AMDT 3 31MAY12 (12152) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 18**, 300-1¼ or std. w/min. climb of 257' per NM to 1100.

##### DEPARTURE PROCEDURE:

**Rwy 18**, climb heading 170° to 1300 before proceeding on course.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 4' from DER, 290' left of centerline, up to 100' AGL/721' MSL.  
 Trees beginning 678' from DER, 495' right of centerline, up to 100' AGL/931' MSL.  
**Rwy 36**, trees beginning 1' from DER, 180' left of centerline, up to 100' AGL/780' MSL.  
 Trees beginning 687' from DER, 388' right of centerline, up to 100' AGL/710' MSL.

## RAVENNA, OH

### PORTAGE COUNTY (POV)

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

ORIG 18NOV10 (10322) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, power poles and road 19' from DER, 368' left of centerline, up to 35' AGL/1238' MSL.  
 Power pole 413' from DER, 549' right of centerline, 35' AGL/1218' MSL.  
**Rwy 27**, tree 751' from DER, 148' right of centerline, 56' AGL/1226' MSL.  
 Pole 105' from DER, 523' right of centerline, 35' AGL/1200' MSL.  
 Power poles 357' from DER, 408' left of centerline, up to 35' AGL/1244' MSL.

## RENSELAER, IN

### JASPER COUNTY (RZL)

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

AMDT 1A 11AUG22 (22223) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 18, 36**, 300-1.

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

##### DEPARTURE PROCEDURE:

**Rwys 18, 36**, climb to 1100 on runway heading before proceeding on course.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

25219

EC-2

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

25219

## RICHMOND, IN

### RICHMOND MUNI (RID)

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

ORIG-A 11AUG22 (22223) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 6**, NAVAID 10' from DER, 150' left of centerline, 3' AGL/1140' MSL.  
 Terrain 27' from DER, 177' right of centerline, 1139' MSL.  
 Terrain beginning 54' from DER, 175' right of centerline, up to 1145' MSL.  
 Terrain 156' from DER, 472' right of centerline, 1147' MSL.  
 Tree 667' from DER, 677' left of centerline, 1160' MSL.  
 Tree 1704' from DER, 797' left of centerline, 1209' MSL.  
 Trees beginning 1774' from DER, 701' left of centerline, up to 1217' MSL.  
**Rwy 15**, terrain 91' from der, 306' left of centerline, 1145' MSL.  
 Terrain beginning 93' from DER, 111' left of centerline, up to 1146' MSL.  
 Tree 2551' from DER, 111' left of centerline, 68' AGL/1208' MSL.  
 Trees beginning 2573' from DER, 0' left of centerline, up to 75' AGL/1216' MSL.  
 Trees beginning 2967' from DER, 150' right of centerline, up to 86' AGL/1226' MSL.  
**Rwy 24**, terrain 35' from DER, 321' left of centerline, 1140' MSL.  
 Terrain beginning 106' from DER, 120' left of centerline, up to 1142' MSL.  
 Pole, building, traverse way beginning 274' from DER, 276' right of centerline, up to 21' AGL/1148' MSL.  
 Traverse way 465' from DER, 324' right of centerline, 1149' MSL.  
 Traverse way 665' from DER, 29' right of centerline, 1156' MSL.  
 Tree 1084' from DER, 685' left of centerline, 1175' MSL.  
 Trees beginning 1128' from DER, 525' left of centerline, up to 51' AGL/1177' MSL.  
 Trees beginning 1377' from DER, 758' left of centerline, up to 68' AGL/1190' MSL.  
**Rwy 33**, terrain 17' from DER, 483' right of centerline, 1128' MSL.  
 Traverse way 351' from DER, 578' right of centerline, 1141' MSL.  
 Tree 434' from DER, 490' right of centerline, 1186' MSL.  
 Trees beginning 484' from DER, 34' right of centerline, up to 1190' MSL.  
 Trees beginning 1046' from DER, 358' left of centerline, up to 87' AGL/1198' MSL.  
 Trees, tower, building beginning 1085' from DER, 17' left of centerline, up to 1200' MSL.  
 Trees beginning 1742' from DER, 771' right of centerline, up to 1196' MSL.

## ROCHESTER, IN

### FULTON COUNTY (RCR)

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

ORIG 25SEP08 (08269) (FAA)

#### TAKEOFF OBSTACLE NOTES:

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

## ST. CLAIRSVILLE, OH

### ALDERMAN (2P7)

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

AMDT 3 16DEC10 (10350) (FAA)

#### TAKEOFF MINIMUMS:

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

#### DEPARTURE PROCEDURE:

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

#### TAKEOFF OBSTACLE NOTES:

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

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

25219

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

25219

## SALEM, OH

### SALEM AIRPARK (38D)

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

AMDT 2 24MAY18 (24025) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

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

##### VCOA:

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

##### TAKEOFF OBSTACLE NOTES:

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

## SEBRING, OH

### TRI-CITY (3G6)

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

ORIG-A 17JUN21 (22307) (FAA)

##### DEPARTURE PROCEDURE:

**Rwy 18**, climb on heading 181° to 3000 before turning east.**Rwy 36**, climb on heading 001° to 3000 before turning east.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees 146' from DER, 451' right of centerline, 100' AGL/1242' MSL.

Trees beginning 179' from DER, 39' right of centerline, up to 100' AGL/1262' MSL.

Trees, pole beginning 212' from DER, 4' left of centerline, up to 100' AGL/1262' MSL.

**Rwy 36**, trees beginning 23' from DER, 31' right of centerline, up to 100' AGL/1272' MSL.

Trees beginning 90' from DER, 12' left of centerline, up to 100' AGL/1262' MSL.

## SEYMOUR, IN

### FREEMAN MUNI (SER)

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

AMDT 1 08SEP22 (22251) (FAA)

##### DEPARTURE PROCEDURE:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, tree 1624' from DER, 755' left of centerline, 52' AGL/631' MSL.

Tree 1706' from DER, 793' left of centerline, 637' MSL.

Trees beginning 1713' from DER, 524' left of centerline, up to 98' AGL/677' MSL.

Tree 2018' from DER, 757' right of centerline, 51' AGL/631' MSL.

Tree 2088' from DER, 708' right of centerline, 69' AGL/650' MSL.

Tree 2114' from DER, 689' right of centerline, 71' AGL/652' MSL.

Trees beginning 3614' from DER, 1055' left of centerline, up to 685' MSL.

**Rwy 14**, lighting beginning 10' from DER, 30' left of centerline, up to 2' AGL/572' MSL.

Lighting 40' from DER, 123' right of centerline, 2' AGL/572' MSL.

Lighting 50' from DER, 94' right of centerline, 3' AGL/573' MSL.

Tree 2220' from DER, 271' right of centerline, 642' MSL.

Trees beginning 2287' from DER, 442' right of centerline, up to 656' MSL.

Trees beginning 2347' from DER, 326' right of centerline, up to 662' MSL.

Trees beginning 2376' from DER, 353' right of centerline, up to 666' MSL.

Trees beginning 2426' from DER, 292' right of centerline, up to 670' MSL.

Trees beginning 2517' from DER, 390' right of centerline, up to 672' MSL.

Trees beginning 2611' from DER, 403' right of centerline, up to 673' MSL.

**Rwy 23**, tree 1906' from DER, 882' left of centerline, 623' MSL.

Tree 2001' from DER, 855' left of centerline, 635' MSL.

Tree 2117' from DER, 729' left of centerline, 643' MSL.

Trees beginning 2241' from DER, 461' left of centerline, up to 644' MSL.

Trees beginning 2400' from DER, 458' left of centerline, up to 652' MSL.

Trees beginning 2437' from DER, 172' left of centerline, up to 658' MSL.

**Rwy 32**, lighting beginning 10' from DER, 30' left of centerline, up to 2' AGL/585' MSL.

Lighting beginning 10' from DER, 30' right of centerline, up to 2' AGL/585' MSL.

Tree 2340' from DER, 401' left of centerline, 57' AGL/647' MSL.

Trees beginning 2392' from DER, 357' left of centerline, up to 71' AGL/662' MSL.

Trees beginning 2647' from DER, 882' left of centerline, up to 668' MSL.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

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

25219

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

25219

## SHELBY, OH

### SHELBY COMMUNITY (12G)

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

AMDT 2A 15AUG19 (19227) (FAA)

##### TAKEOFF MINIMUMS:

**Rwys 3, 21**, NA-Environmental.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 9' from DER, 171' left of centerline, up to 100' AGL/1219' MSL.

Vehicles beginning 24' from DER, 303' left of centerline, up to 15' AGL/1134' MSL.

Trees beginning 338' from DER, 447' right of centerline, up to 100' AGL/1229' MSL.

Transmission line beginning 2127' from DER, 170' left and right of centerline, up to 91' AGL/1200' MSL.

**Rwy 36**, vehicles beginning 30' from DER, left and right of centerline, up to 17' AGL/1136' MSL.

Buildings beginning 63' from DER, left and right of centerline, up to 53' AGL/1172' MSL.

Trees beginning 561' from DER, 85' left of centerline, up to 100' AGL/1209' MSL.

Grain silos beginning 1799' from DER, 225' right of centerline, up to 100' AGL/1229' MSL.

## SHELBYVILLE, IN

### SHELBYVILLE MUNI (GEZ)

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

AMDT 5 20OCT11 (11293) (FAA)

##### TAKEOFF MINIMUMS:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 1**, trees 1111' from DER, 753' right of centerline, 69' AGL/869' MSL.**Rwy 19**, trees 2180' from DER, 261' right of centerline, 100' AGL/899' MSL.

Trees 2696' from DER, 498' left of centerline, 100' AGL/899' MSL.

## SIDNEY, OH

### SIDNEY MUNI (SCA)

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

AMDT 3 06FEB14 (14037) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 1695' from DER, 686' right of centerline, up to 100' AGL/1149' MSL.

Power poles beginning 2125' from DER, crossing centerline, up to 100' AGL/1149' MSL.

Trees beginning 3071' from DER, 402' right of centerline, up to 100' AGL/1149' MSL.

Tree 3247' from DER, 894' left of centerline, 100' AGL/1149' MSL.

Trees beginning 3723' from DER, 208' left of centerline, up to 100' AGL/1149' MSL.

**Rwy 10**, terrain beginning 26' from DER, 72' right of centerline, up to 1048' MSL.

Terrain beginning 36' from DER, 109' left of centerline, up to 1048' MSL.

Tree 834' from DER, 238' left of centerline, 49' AGL/1100' MSL.

Trees beginning 1060' from DER, 492' right of centerline, up to 100' AGL/1154' MSL.

Trees beginning 3577' from DER, 48' right of centerline, up to 90' AGL/1141' MSL.

**Rwy 23**, vehicles and aircraft on ramp beginning at DER, 138' left of centerline, up to 15' AGL/1054' MSL.

Trees beginning at DER, 308' left of centerline, up to 100' AGL/1149' MSL.

Vehicles on road beginning 110' from DER, crossing centerline, up to 15' AGL/1054' MSL.

Trees beginning 902' from DER, crossing centerline, up to 100' AGL/1149' MSL.

**Rwy 28**, sign 5' from DER, 56' left of centerline, 2' AGL/1041' MSL.

Trees beginning 1261' from DER, 405' right of centerline, up to 71' AGL/1102' MSL.

Trees beginning 1658' from DER, crossing centerline, up to 93' AGL/1114' MSL.

## SOUTH BEND, IN

### SOUTH BEND INTL (SBN)

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

AMDT 9A 14JUL22 (22195) (FAA)

##### TAKEOFF MINIMUMS:

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

##### DEPARTURE PROCEDURE:

**Rwy 9R**, climb on heading 094° to 2000 before turning south.**Rwy 18**, climb on heading 184° to 2000 before turning east.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9L**, fence 23' from DER, 389' left of centerline, 10' AGL/792' MSL.

Trees beginning 29' from DER, 465' left of centerline, up to 36' AGL/820' MSL.

Trees, transmission lines, electrical system beginning 105' from DER, 8' left of centerline, up to 846' MSL.

Trees beginning 1218' from DER, 45' right of centerline, up to 817' MSL.

Tree 1244' from DER, 684' right of centerline, 829' MSL.

Trees beginning 1258' from DER, 66' right of centerline, up to 832' MSL.

Trees beginning 1313' from DER, 92' right of centerline, up to 842' MSL.

Trees beginning 1333' from DER, 65' right of centerline, up to 846' MSL.

Transmission line 3600' from DER, 385' left of centerline, 110' AGL/876' MSL.

CONT

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

25219

# 

25219

## SOUTH BEND, IN (CON'T)

### SOUTH BEND INTL (SBN) (CON'T)

**Rwy 9R**, trees beginning 1727' from DER, 587' left of centerline, up to 816' MSL.

Tree 1756' from DER, 818' left of centerline, 822' MSL.

**Rwy 18**, terrain 11' from DER, 253' right of centerline, 761' MSL.

Fence, terrain beginning 25' from DER, 348' right of centerline, up to 11' AGL/773' MSL.

Tree, vehicles on road beginning 148' from DER, 415' left of centerline, up to 784' MSL.

Trees, poles beginning 755' from DER, 561' left of centerline, up to 66' AGL/825' MSL.

Pole 842' from DER, 518' right of centerline, 27' AGL/783' MSL.

Trees beginning 1009' from DER, 15' right of centerline, up to 840' MSL.

Trees beginning 1564' from DER, 12' left of centerline, up to 91' AGL/849' MSL.

Trees beginning 2434' from DER, 128' right of centerline, up to 848' MSL.

Trees beginning 2530' from DER, 34' right of centerline, up to 849' MSL.

Trees beginning 2553' from DER, 125' right of centerline, up to 852' MSL.

Trees beginning 2815' from DER, 261' left of centerline, up to 851' MSL.

**Rwy 27L**, pole 667' from DER, 480' left of centerline, 23' AGL/810' MSL.

Tree 1178' from DER, 615' left of centerline, 861' MSL.

Trees, poles beginning 1184' from DER, 56' left of centerline, up to 875' MSL.

Tree 1215' from DER, 665' right of centerline, 28' AGL/827' MSL.

Trees, vehicles on roads, poles beginning 1485' from DER, 23' left of centerline, up to 888' MSL.

Pole 1647' from DER, 49' right of centerline, 27' AGL/832' MSL.

Tree 1750' from DER, 653' right of centerline, 33' AGL/835' MSL.

Trees beginning 1965' from DER, 18' left of centerline, up to 895' MSL.

Trees beginning 2336' from DER, 125' left of centerline, up to 898' MSL.

Tree 3478' from DER, 213' right of centerline, 877' MSL.

Trees beginning 3512' from DER, 70' right of centerline, up to 888' MSL.

Trees beginning 3611' from DER, 261' left of centerline, up to 900' MSL.

Trees beginning 3768' from DER, 83' right of centerline, up to 905' MSL.

Trees beginning 4238' from DER, 102' right of centerline, up to 914' MSL.

Tree 4748' from DER, 538' left of centerline, 97' AGL/913' MSL.

Tree 4766' from DER, 240' right of centerline, 919' MSL.

Trees beginning 4809' from DER, 265' right of centerline, up to 926' MSL.

Trees beginning 4942' from DER, 479' right of centerline, up to 927' MSL.

Tree 5442' from DER, 658' right of centerline, 935' MSL.

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

Tree 137' from DER, 507' right of centerline, 846' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Tree 1693' from DER, 13' left of centerline, 842' MSL.

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

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

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

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

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

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

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

EC-2, 07 AUG 2025 to 02 OCT 2025

25219

EC-2

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

25219

## SPRINGFIELD, OH

SPRINGFIELD/BECKLEY MUNI (SGH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (21336) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees beginning 642' from DER, 664' left of centerline, up to 96' AGL/1133' MSL.

Tree 66' from DER, 514' right of centerline, 27' AGL/1064' MSL.

**Rwy 15**, multiple trees beginning 1357' from DER, 160' left of centerline, up to 86' AGL/1127' MSL.

Tree 1763' from DER, 410' right of centerline, 51' AGL/1092' MSL.

**Rwy 24**, trees beginning 1387' from DER, 66' left of centerline, up to 58' AGL/1109' MSL.

Windssock 1' from DER, 228' right of centerline, 20' AGL/1071' MSL.

**Rwy 33**, tree 183' from DER, 438' right of centerline, 24' AGL/1066' MSL.

## STEBENVILLE, OH

GEARY A BATES/JEFFERSON COUNTY AIRPARK (2G2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10NOV16 (22083) (FAA)

TAKEOFF MINIMUMS:

**Rwy 32**, 300-1% or std. w/min. climb of 280' per NM to 1600.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 14**, tree 32' from DER, 500' right of centerline, 73' AGL/1240' MSL.

Tree 58' from DER, 448' right of centerline, 71' AGL/1245' MSL.

Trees beginning 113' from DER, 329' left of centerline, up to 43' AGL/1207' MSL.

Trees, beginning 162' from DER, 210' right of centerline, up to 74' AGL/1251' MSL.

Trees, beginning 196' from DER, 186' left of centerline, up to 60' AGL/1208' MSL.

Trees, beginning 221' from DER, 184' left of centerline, up to 54' AGL/1209' MSL.

Trees, beginning 240' from DER, 24' right of centerline, up to 96' AGL/1258' MSL.

Tree 376' from DER, 513' left of centerline, 96' AGL/1235' MSL.

**Rwy 32**, tree, bush, beginning 0' from DER, 334' left of centerline, up to 59' AGL/1244' MSL.

Tree, ground, bush, beginning 113' from DER, 392' left of centerline, up to 67' AGL/1246' MSL.

Ant 1.3 NM from DER, 760' left of centerline, 193' AGL/1405' MSL.

Tower 1.3 NM from DER, 764' left of centerline, 199' AGL/1411' MSL.

## SULLIVAN, IN

SULLIVAN COUNTY (SIV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30DEC99 (99364) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

## TELL CITY, IN

PERRY COUNTY MUNI (TEL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25AUG11 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 13**, fence, terrain, buildings, and trees beginning 6' from DER, 131' left of centerline, up to 49' AGL/ 740' MSL.

Terrain, trees, and poles beginning 93' from DER, 19' right of centerline, up to 30' AGL/750' MSL.

**Rwy 31**, trees, terrain, and pole beginning 125' from DER, 141' left of centerline, up to 25' AGL/702' MSL.

Trees, terrain, and tower beginning 68' from DER, 64' right of centerline, up to 56' AGL/ 648' MSL.

## TERRE HAUTE, IN

SKY KING (3I3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, multiple power lines beginning 34' from DER, left and right of centerline, up to 30' AGL/529' MSL.

Vehicle on road beginning 54' from DER, left and right of centerline, up to 15' AGL/519' MSL.

Fence beginning 33' from DER, left and right of centerline, up to 6' AGL/505' MSL.

Multiple buildings beginning 167' from DER, left and right of centerline, up to 60' AGL/589' MSL.

**Rwy 27**, trees beginning abeam DER, 235' right of centerline, up to 60' AGL/559' MSL.

Trees beginning abeam DER, 382' left of centerline, up to 60' AGL/539' MSL.

Trees beginning 1057' from DER, 47' left of centerline, up to 60' AGL/539' MSL.

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

25219



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

25219

## TERRE HAUTE, IN (CON'T)

### TERRE HAUTE RGNL (HUF)

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

ORIG-B 07AUG25 (25219) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, NAVAID 10' from DER, 149' left of centerline, 4' AGL/584' MSL.  
 Light poles, terrain beginning 10' from DER, 150' right of centerline, up to 4' AGL/585' MSL.  
 Poles beginning 969' from DER, 673' right of centerline, up to 37' AGL/621' MSL.  
 Trees beginning 2260' from DER, 842' left of centerline, up to 652' MSL.  
 Trees beginning 2389' from DER, 689' left of centerline, up to 659' MSL.  
 Tree 2955' from DER, 1231' left of centerline, 662' MSL.  
 Tree 3249' from DER, 648' left of centerline, 665' MSL.  
 Trees beginning 3275' from DER, 259' left of centerline, up to 677' MSL.  
 Trees beginning 3506' from DER, 108' left of centerline, up to 682' MSL.  
**Rwy 14**, light poles 40' from DER, 115' left of centerline, 3' AGL/591' MSL.  
 Trees beginning 2581' from DER, 1030' left of centerline, up to 665' MSL.  
 Tree 2960' from DER, 1262' left of centerline, 666' MSL.  
 Trees beginning 3015' from DER, 1159' left of centerline, up to 687' MSL.  
 Transmission line 3100' from DER, 1205' right of centerline, 89' AGL/672' MSL.  
 Transmission line 3351' from DER, 387' right of centerline, 100' AGL/680' MSL.  
**Rwy 23**, tree 1875' from DER, 527' right of centerline, 625' MSL.  
**Rwy 32**, light poles 40' from DER, 115' left of centerline, 3' AGL/570' MSL.  
 NAVAID, light poles beginning 40' from DER, 79' right of centerline, up to 3' AGL/571' MSL.  
 Tree 397' from DER, 520' left of centerline, 56' AGL/616' MSL.  
 Trees, poles, transmission line beginning 983' from DER, 313' left of centerline, up to 63' AGL/623' MSL.  
 Tree 2154' from DER, 811' left of centerline, 628' MSL.  
 Trees beginning 2384' from DER, 461' left of centerline, up to 658' MSL.  
 Tree 2875' from DER, 774' right of centerline, 644' MSL.  
 Trees beginning 2926' from DER, 146' right of centerline, up to 667' MSL.  
 Trees beginning 2955' from DER, 32' left of centerline, up to 664' MSL.  
 Light poles, trees beginning 3380' from DER, 52' left of centerline, up to 128' AGL/692' MSL.  
 Trees beginning 3493' from DER, 1137' right of centerline, up to 670' MSL.  
 Trees beginning 3542' from DER, 1174' right of centerline, up to 674' MSL.  
 Trees beginning 3666' from DER, 714' right of centerline, up to 675' MSL.  
 Trees beginning 3826' from DER, 1385' right of centerline, up to 678' MSL.  
 Trees beginning 4490' from DER, 1198' right of centerline, up to 685' MSL.  
 Trees beginning 4635' from DER, 341' right of centerline, up to 698' MSL.  
 Tree 5340' from DER, 995' right of centerline, 702' MSL.  
 Trees beginning 5341' from DER, 851' right of centerline, up to 145' AGL/707' MSL.

## TIFFIN, OH

### SENECA COUNTY(16G)

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

AMDT 2 02JUL09 (09183) (FAA)

#### TAKEOFF OBSTACLE NOTES:

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

## TOLEDO, OH

### EUGENE F KRANZ TOLEDO EXPRESS (TOL)

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

AMDT 3A 05NOV20 (20310) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 7**, vehicles on road beginning 246' from DER, 525' right of centerline, up to 10' AGL/671' MSL.  
 Tree 1339' from DER, 667' left of centerline, 700' MSL.  
 Trees beginning 1903' from DER, 799' right of centerline, up to 741' MSL.  
 Tree 2392' from DER, 852' left of centerline, 734' MSL.  
 Tree 2604' from DER, 1047' left of centerline, 756' MSL.  
**Rwy 16**, terrain 59' from DER, 496' left of centerline, 671' MSL.  
 Tree 618' from DER, 659' right of centerline, 739' MSL.  
 Trees beginning 719' from DER, 42' right of centerline, up to 752' MSL.  
 Tree 985' from DER, 478' left of centerline, 694' MSL.  
 Tree 1021' from DER, 518' left of centerline, 714' MSL.  
 Tree 1043' from DER, 571' left of centerline, 730' MSL.  
 Tree 1139' from DER, 711' left of centerline, 732' MSL.  
 Tree 1279' from DER, 806' left of centerline, 745' MSL.

CON'T

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

25219



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

25219

## TOLEDO, OH (CON'T)

### EUGENE F KRANZ TOLEDO EXPRESS (TOL) (CON'T)

**Rwy 16 (CON'T)**, tree 1318' from DER, 689' left of centerline, 753' MSL.  
 Trees beginning 1388' from DER, 648' left of centerline, up to 757' MSL.  
 Trees beginning 1491' from DER, 80' left of centerline, up to 758' MSL.  
 Trees beginning 2607' from DER, 155' right of centerline, up to 765' MSL.  
 Trees beginning 2704' from DER, 36' right of centerline, up to 767' MSL.  
 Trees beginning 3029' from DER, 45' right of centerline, up to 786' MSL.  
**Rwy 25**, vegetation 245' from DER, 473' right of centerline, 692' MSL.  
 Vegetation 485' from DER, 527' right of centerline, 695' MSL.  
 Tree 2214' from DER, 870' right of centerline, 746' MSL.  
 Tree 2362' from DER, 907' left of centerline, 780' MSL.  
**Rwy 34**, vehicles on road beginning 247' from DER, 488' left of centerline, up to 10' AGL/689' MSL.  
 Pole, vehicles on road beginning 445' from DER, 533' left of centerline, up to 38' AGL/713' MSL.  
 Vehicles on road beginning 574' from DER, 622' right of centerline, up to 10' AGL/689' MSL.  
 Pole 632' from DER, 539' left of centerline, 38' AGL/714' MSL.  
 Poles, tree beginning 704' from DER, 522' left of centerline, up to 38' AGL/715' MSL.  
 Trees, pole beginning 1036' from DER, 411' left of centerline, up to 718' MSL.  
 Trees beginning 1272' from DER, 156' left of centerline, up to 752' MSL.  
 Pole 1287' from DER, 699' right of centerline, 36' AGL/711' MSL.  
 Trees beginning 1826' from DER, 102' right of centerline, up to 760' MSL.  
 Trees beginning 2489' from DER, 90' left of centerline, up to 761' MSL.  
 Trees, tower, grain elevator beginning 2726' from DER, 92' left of centerline, up to 780' MSL.  
 Tree 2912' from DER, 119' right of centerline, 766' MSL.  
 Trees beginning 2953' from DER, 451' right of centerline, up to 780' MSL.

## TOLEDO EXEC (TDZ)

### TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 21MAY20 (21280) (FAA)

#### TAKEOFF MINIMUMS:

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

#### DEPARTURE PROCEDURE:

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

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

#### VCOA:

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

#### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, electrical system 10' from DER, 26' left of centerline, 3' AGL/621' MSL.  
 Sign 22' from DER, 168' right of centerline, 3' AGL/622' MSL.  
 Vehicle on road, pole beginning 284' from DER, 186' right of centerline, up to 646' MSL.  
 Tree, pole, vehicle on road beginning 372' from DER, 95' right of centerline, up to 655' MSL.  
 Trees, vehicle on road beginning 403' from DER, 1' right of centerline, up to 660' MSL.  
 Vehicle on road 489' from DER, 164' left of centerline, 647' MSL.  
 Trees, vehicle on road beginning 558' from DER, 1' left of centerline, up to 651' MSL.  
 Trees beginning 639' from DER, 437' right of centerline, up to 679' MSL.  
 Trees beginning 785' from DER, 412' right of centerline, up to 681' MSL.  
 Trees, pole beginning 1096' from DER, 162' right of centerline, up to 694' MSL.  
 Trees beginning 1996' from DER, 50' left of centerline, up to 680' MSL.  
 Towers beginning 3309' from DER, 1030' left of centerline, up to 761' MSL.  
**Rwy 14**, sign 23' from DER, 248' left of centerline, 3' AGL/622' MSL.  
 Sign 39' from DER, 467' left of centerline, 4' AGL/623' MSL.  
 Vehicle on road beginning 137' from DER, 283' right of centerline, up to 638' MSL.  
 Vehicle on road, signs, pole beginning 169' from DER, 168' left of centerline, up to 15' AGL/638' MSL.  
 Vehicle on road, poles beginning 478' from DER, 84' left of centerline, up to 639' MSL.  
 Vehicle on road beginning 487' from DER, 155' right of centerline, up to 639' MSL.  
 Poles beginning 573' from DER, 143' left of centerline, up to 20' AGL/640' MSL.  
 Poles beginning 629' from DER, 384' left of centerline, up to 20' AGL/641' MSL.  
 Pole 685' from DER, 585' left of centerline, 32' AGL/652' MSL.  
 Poles, buildings beginning 694' from DER, 428' left of centerline, up to 35' AGL/654' MSL.  
 Sign 739' from DER, 6' right of centerline, 22' AGL/644' MSL.  
 Building 996' from DER, 672' left of centerline, 657' MSL.  
 Poles, building beginning 1043' from DER, 305' left of centerline, up to 45' AGL/664' MSL.  
 Pole beginning 1285' from DER, 565' left of centerline, up to 47' AGL/667' MSL.  
 Pole 1419' from DER, 252' right of centerline, 38' AGL/658' MSL.  
 Pole 1487' from DER, 328' right of centerline, 40' AGL/661' MSL.  
 Trees beginning 1712' from DER, 72' left of centerline, up to 689' MSL.  
**Rwy 22**, electrical system 10' from DER, 26' left of centerline, 2' AGL/623' MSL.  
 Electrical system 45' from DER, 299' left of centerline, 4' AGL/624' MSL.  
 Fence 112' from DER, 311' left of centerline, 7' AGL/627' MSL.  
 Fence 207' from DER, 298' left of centerline, 9' AGL/629' MSL.  
 Pole 251' from DER, 467' left of centerline, 35' AGL/655' MSL.  
 Poles, vehicle on road, tree beginning 251' from DER, 108' left of centerline, up to 40' AGL/660' MSL.  
 Vehicle on road 568' from DER, 2' right of centerline, 637' MSL.

CON'T

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

25219

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

25219

## TOLEDO, OH (CON'T)

### TOLEDO EXEC (TDZ) (CON'T)

**Rwy 22 (CON'T)**, poles, transmission line, vehicle on road, tree beginning 582' from DER, 246' right of centerline, up to 48' AGL/671' MSL.

Trees, vehicle on road, sign, poles, transmission lines, fence, bridge beginning 595' from DER, 23' left of centerline, up to 684' MSL.

Tower, transmission line beginning 797' from DER, 307' right of centerline, up to 101' AGL/726' MSL.

Tower, vehicle on road, poles, trees, transmission line beginning 807' from DER, 32' right of centerline, up to 98' AGL/727' MSL.

Tree 2062' from DER, 524' left of centerline, 685' MSL.

Trees beginning 2130' from DER, 589' left of centerline, up to 692' MSL.

Tree 2534' from DER, 1053' left of centerline, 75' AGL/697' MSL.

**Rwy 32**, fence beginning 43' from DER, 424' left of centerline, up to 7' AGL/626' MSL.

Tree 177' from DER, 521' left of centerline, 648' MSL.

Tree, poles, vehicle on road beginning 242' from DER, 346' left of centerline, up to 662' MSL.

Poles, vehicle on road, trees beginning 556' from DER, 18' left of centerline, up to 40' AGL/681' MSL.

Tree 683' from DER, 373' right of centerline, 640' MSL.

Pole 1042' from DER, 79' right of centerline, 659' MSL.

Transmission line 1092' from DER, 193' right of centerline, 46' AGL/665' MSL.

Pole 1206' from DER, 29' right of centerline, 43' AGL/666' MSL.

Transmission line, poles beginning 1271' from DER, 62' right of centerline, up to 55' AGL/674' MSL.

Transmission lines 1605' from DER, 559' right of centerline, 61' AGL/680' MSL.

Transmission line 1676' from DER, 559' right of centerline, 61' AGL/682' MSL.

Pole, transmission line beginning 1679' from DER, 559' right of centerline, up to 71' AGL/691' MSL.

Poles, transmission lines beginning 1781' from DER, 639' right of centerline, up to 74' AGL/692' MSL.

Trees beginning 1998' from DER, 144' left of centerline, up to 693' MSL.

Pole, tower beginning 2903' from DER, 1189' right of centerline, up to 716' MSL.

Transmission line 3372' from DER, 478' right of centerline, 139' AGL/755' MSL.

## UPPER SANDUSKY, OH

### WYANDOT COUNTY (56D)

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

ORIG 15MAY80 (80150) (FAA)

#### TAKEOFF MINIMUMS:

**Rwy 36**, 300-1.

## URBANA, OH

### GRIMES FLD (I74)

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

AMDT 1A 03NOV22 (22307) (FAA)

#### TAKEOFF MINIMUMS:

**Rwys 1, 19**, NA-Environmental.

#### TAKEOFF OBSTACLE NOTES:

**Rwy 2**, numerous trees beginning 995' from DER, 6' left of centerline, up to 100' AGL/1152' MSL.

Numerous trees beginning from 2106' from DER, 327' right of centerline, up to 100' AGL/1140' MSL.

Numerous power poles 1204' from DER, 654' right of centerline, 55' AGL/1125' MSL.

**Rwy 20**, numerous trees beginning 5' from DER, 487' left of centerline, up to 100' AGL/1111' MSL.

Tank 5459' from DER, 1062' left of centerline, 170' AGL/1195' MSL.

Numerous trees beginning 672' from DER, 92' right of centerline, up to 100' AGL/1120' MSL.

## VALPARAISO, IN

### PORTER COUNTY RGNL (VPZ)

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

ORIG 14FEB08 (08045) (FAA)

#### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, tree 51' from DER, 350' right of centerline, 100' AGL/874' MSL.

Tree 1219' from DER, 775' left of centerline, 57' AGL/807' MSL.

**Rwy 18**, tower and multiple trees beginning 140' from DER, 157' right of centerline, up to 100' AGL/865' MSL.

Trees 143' from DER, 71' left of centerline, 100' AGL/865' MSL.

**Rwy 27**, multiple trees, 1038' from DER, 308' left of centerline, up to 68' AGL/828' MSL.

Sign, 1847' from DER, 263' right of centerline, 49' AGL/817' MSL.

**Rwy 36**, trees 105' from DER, 99' right of centerline, 100' AGL/895' MSL.

Trees 108' from DER, 129' left of centerline, 100' AGL/874' MSL.

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

25219

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

25219

## VAN WERT, OH

VAN WERT COUNTY (VNW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15JAN09 (09015) (FAA)

TAKEOFF MINIMUMS:

**Rwy 9**, 300-1¼ or std. w/ min. climb of 306' per NM to 1100.**Rwys 18, 36**, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, tower 6084' from DER, 1963' left of centerline, 170' AGL/955' MSL.

## VERSAILLES, OH

DARKE COUNTY (VES)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08NOV18 (18312) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, pole 20' from DER, 83' left of centerline, 1006' MSL.

Pole 20' from DER, 81' right of centerline, 1005' MSL.

Tree, antenna, pole, buildings beginning 169' from DER, 357' left of centerline, up to 44' AGL/1045' MSL.

Tree, vehicles on road, buildings beginning 237' from DER, 131' left of centerline, up to 1053' MSL.

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

Vehicles on road beginning 410' from DER, left and right of centerline, up to 1017' MSL.

Trees beginning 835' from DER, 688' right of centerline, up to 1086' MSL.

Tree 1066' from DER, 696' right of centerline, 1095' MSL.

Trees beginning 1149' from DER, 472' right of centerline, up to 1101' MSL.

Trees beginning 1341' from DER, 295' right of centerline, up to 1108' MSL.

Trees beginning 1445' from DER, 235' right of centerline, up to 1112' MSL.

**Rwy 27**, pole 121' from DER, 356' left of centerline, 1028' MSL.

Pole, tree beginning 121' from DER, 447' right of centerline, up to 1037' MSL.

Trees beginning 982' from DER, 503' right of centerline, up to 1043' MSL.

Tree 1404' from DER, 162' left of centerline, 1052' MSL.

Tree 1461' from DER, 64' right of centerline, 1051' MSL.

Trees beginning 1722' from DER, 328' left of centerline, up to 1065' MSL.

Tree 1923' from DER, 353' left of centerline, 1067' MSL.

Trees beginning 2062' from DER, 741' left of centerline, up to 1076' MSL.

## WABASH, IN

WABASH MUNI (IWH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10DEC15 (15344) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, trees beginning 194' from DER, left and right of centerline, up to 110' AGL/910' MSL.**Rwy 18**, trees beginning 310' from DER, 128' left of centerline, up to 83' AGL/873' MSL.**Rwy 27**, poles and power line beginning 484' from DER, left and right of centerline, up to 44' AGL/840' MSL.

Vehicles on road beginning 502' from DER, left and right of centerline, up to 15' AGL/813' MSL.

Tree 517' from DER, 618' left of centerline, 77' AGL/871' MSL.

Trees beginning 624' from DER, left and right of centerline, up to 64' AGL/855' MSL.

Poles and power line beginning 1613' from DER, left and right of centerline, up to 48' AGL/853' MSL.

**Rwy 36**, buildings beginning 31' from DER, 272' left of centerline, up to 25' AGL/815' MSL.

Trees beginning 459' from DER, left and right of centerline, up to 70' AGL/876' MSL.

Vehicles on road 469' from DER, left and right of centerline, up to 15' AGL/804' MSL.

## WADSWORTH, OH

WADSWORTH MUNI (3G3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

**Rwy 2**, 400-2¼ w/min. climb of 280' per NM to 1900 or std. w/min. climb of 445' per NM to 1500 or 1100-3 for VCOA.**Rwy 10**, 700-3 or std. w/min. climb of 760' per NM to 1500.**Rwy 20**, 300-1½ or std. w/min. climb of 380' per NM to 1300.**Rwy 28**, 400-2¼ or std. w/min. climb of 475' per NM to 1400.

DEPARTURE PROCEDURE:

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

VCOA:

**Rwy 2**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Wadsworth Muni

Airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, fence 9' from DER, 268' right of centerline, up to 6' AGL/979' MSL.

Vehicles on road beginning 90' from DER, 368' right of centerline, up to 1001' MSL.

Tree 98' from DER, 197' left of centerline, 1011' MSL.

Trees, vehicles on road, building, power poles beginning 393' from DER, 193' right of centerline, up to 100' AGL/1079' MSL.

Tree, power poles beginning 1220' from DER, 342' left of centerline, up to 100' AGL/1079' MSL.

CONT

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

25219

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

25219

## WADSWORTH, OH (CON'T)

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

**Rwy 2 (CON'T)**, tree 1626' from DER, 915' right of centerline, 100' AGL/1109' MSL.

Tree 1852' from DER, 986' right of centerline, 100' AGL/1119' MSL.

Tree 2796' from DER, 1245' right of centerline, 100' AGL/1129' MSL.

Tree 3167' from DER, 1337' right of centerline, 100' AGL/1139' MSL.

Tree 3461' from DER, 1401' right of centerline, 100' AGL/1149' MSL.

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

Tree 4451' from DER, 1684' right of centerline, 100' AGL/1169' MSL.

Trees beginning 4895' from DER, 1351' right of centerline, up to 100' AGL/1179' MSL.

Tree 5592' from DER, 1977' right of centerline, 100' AGL/1189' MSL.

Tree 5763' from DER, 2016' right of centerline, 100' AGL/1199' MSL.

Trees beginning 5999' from DER, 1592' right of centerline, up to 100' AGL/1209' MSL.

Tree 1.1 NM from DER, 2323' right of centerline, 100' AGL/1219' MSL.

Tree 1.1 NM from DER, 2363' right of centerline, 100' AGL/1229' MSL.

Tree 1.1 NM from DER, 2384' right of centerline, 100' AGL/1239' MSL.

Tree 1.2 NM from DER, 2540' right of centerline, 100' AGL/1249' MSL.

Tree 1.4 NM from DER, 2776' right of centerline, 100' AGL/1259' MSL.

Tree 1.4 NM from DER, 545' left of centerline, 100' AGL/1259' MSL.

Tree 1.4 NM from DER, 2911' right of centerline, 100' AGL/1269' MSL.

Tree 1.5 NM from DER, 2963' right of centerline, 100' AGL/1279' MSL.

Tree 1.5 NM from DER, 614' left of centerline, 100' AGL/1269' MSL.

Tree 1.6 NM from DER, 1988' left of centerline, 100' AGL/1279' MSL.

Tower, tree, tank beginning 1.6 NM from DER, 2010' left of centerline, up to 211' AGL/1368' MSL.

Tree 1.7 NM from DER, 3304' right of centerline, 100' AGL/1289' MSL.

Tree 1.8 NM from DER, 2997' right of centerline, 100' AGL/1299' MSL.

Tree beginning 1.9 NM from DER, 3077' right of centerline, up to 100' AGL/1309' MSL.

Tree 2.4 NM from DER, 4211' right of centerline, 100' AGL/1379' MSL.

**Rwy 10**, trees beginning 197' from DER, 284' right of centerline, up to 991' MSL.

Tree 254' from DER, 489' right of centerline, 993' MSL.

Trees, vehicles on road beginning 298' from DER, 366' right of centerline, up to 996' MSL.

Trees, vehicles on road beginning 412' from DER, 114' right of centerline, up to 100' AGL/1089' MSL.

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

Vehicles on road beginning 428' from DER, 2' left of centerline, up to 1001' MSL.

Tree 866' from DER, 53' left of centerline, 100' AGL/1087' MSL.

Tree 905' from DER, 719' right of centerline, 100' AGL/1099' MSL.

Tree 1161' from DER, 390' left of centerline, 100' AGL/1109' MSL.

Trees beginning 1241' from DER, 718' left of centerline, up to 100' AGL/1119' MSL.

Trees beginning 1253' from DER, 90' right of centerline, up to 100' AGL/1109' MSL.

Trees beginning 1654' from DER, 637' right of centerline, up to 100' AGL/1129' MSL.

Trees beginning 1985' from DER, 628' right of centerline, up to 100' AGL/1139' MSL.

Tree 2355' from DER, 567' right of centerline, 100' AGL/1149' MSL.

Trees beginning 2422' from DER, 869' right of centerline, up to 100' AGL/1169' MSL.

Trees beginning 2516' from DER, 610' right of centerline, up to 100' AGL/1189' MSL.

Trees beginning 3033' from DER, 998' right of centerline, up to 100' AGL/1219' MSL.

Tree 4103' from DER, 1592' right of centerline, 100' AGL/1239' MSL.

Building 5022' from DER, 1164' left of centerline, 31' AGL/1123' MSL.

Tree 1 NM from DER, 1236' left of centerline, 100' AGL/1239' MSL.

Tree 1 NM from DER, 1310' left of centerline, 100' AGL/1249' MSL.

Tree 1 NM from DER, 1494' left of centerline, 100' AGL/1259' MSL.

Tree 1 NM from DER, 1656' left of centerline, 100' AGL/1269' MSL.

Tree 1.1 NM from DER, 1767' left of centerline, 100' AGL/1279' MSL.

Tree 1.1 NM from DER, 1840' left of centerline, 100' AGL/1289' MSL.

Tree 1.1 NM from DER, 1958' left of centerline, 100' AGL/1299' MSL.

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

Trees 1.4 NM from DER, 2522' left of centerline, 100' AGL/1319' MSL.

Tree 1.9 NM from DER, 3653' left of centerline, 100' AGL/1359' MSL.

Tree 2.1 NM from DER, 3881' left of centerline, 100' AGL/1369' MSL.

Tower 2.3 NM from DER, 2131' left of centerline, 416' AGL/1581' MSL.

Tower 2.3 NM from DER, 2131' left of centerline, 416' AGL/1581' MSL.

**Rwy 20**, tree 27' from DER, 216' left of centerline, 991' MSL.

Vehicles on road 28' from DER, 320' right of centerline, 976' MSL.

Trees, vehicles on road, beginning 38' from DER, 303' left of centerline, up to 1034' MSL.

Trees, vehicles on road, beginning 349' from DER, 81' left of centerline, up to 1067' MSL.

Vehicles on road beginning 417' from DER, 22' right of centerline, up to 982' MSL.

Trees, vehicles on road beginning 707' from DER, on and left of centerline, up to 1072' MSL.

Tree 4551' from DER, 156' left of centerline, 1086' MSL.

Tree 4602' from DER, 58' right of centerline, 1092' MSL.

Trees beginning 4627' from DER, 556' left of centerline, 1095' MSL.

Tree 4692' from DER, 478' from centerline, 1101' MSL.

Tree 4709' from DER, 1737' left of centerline, 100' AGL/1179' MSL.

Trees beginning 4767' from DER, 6' left of centerline, up to 100' AGL/1189' MSL.

Tree 1.2 NM from DER, 2431' left of centerline, 100' AGL/1179' MSL.

**Rwy 28**, building 172' from DER, 429' right of centerline, up to 26' AGL/991' MSL.

Tree 1035' from DER, 434' left of centerline, 100' AGL/1069' MSL.

CON'T

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

25219

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

25219

## WADSWORTH, OH (CON'T)

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

**Rwy 28 (CON'T)**, trees beginning 1265' from DER, 197' left of centerline, up to 100' AGL/1079' MSL.

Tree 3301' from DER, 66' right of centerline, 100' AGL/1089' MSL.

Tree 3401' from DER, 101' right of centerline, 100' AGL/1099' MSL.

Tree 3531' from DER, 108' right of centerline, 100' AGL/1109' MSL.

Tree 3643' from DER, 111' right of centerline, 100' AGL/1119' MSL.

Tree 3746' from DER, 127' right of centerline, 100' AGL/1129' MSL.

Tree 3838' from DER, 162' right of centerline, 100' AGL/1139' MSL.

Tree 3909' from DER, 176' right of centerline, 100' AGL/1149' MSL.

Tree 3987' from DER, 176' right of centerline, 100' AGL/1159' MSL.

Tree 4058' from DER, 211' right of centerline, 100' AGL/1169' MSL.

Tree 4150' from DER, 204' right of centerline, 100' AGL/1179' MSL.

Tree 4185' from DER, 210' right of centerline, 100' AGL/1189' MSL.

Tree 4249' from DER, 224' right of centerline, 100' AGL/1199' MSL.

Trees beginning 4297' from DER, 71' left of centerline, up to 100' AGL/1209' MSL.

Tree 4468' from DER, 125' right of centerline, 100' AGL/1219' MSL.

Tree 4575' from DER, 322' right of centerline, 100' AGL/1229' MSL.

Tree 4780' from DER, 364' right of centerline, 100' AGL/1239' MSL.

Tree 4865' from DER, 335' right of centerline, 100' AGL/1249' MSL.

Trees beginning 5125' from DER, 299' right of centerline, up to 100' AGL/1259' MSL.

Trees beginning 5329' from DER, 797' right of centerline, up to 100' AGL/1269' MSL.

Tree 5693' from DER, 1171' right of centerline, 100' AGL/1279' MSL.

Trees beginning 5693' from DER, 1171' right of centerline, up to 100' AGL/1279' MSL.

Trees beginning 1.5 NM from DER, 974' right of centerline, up to 100' AGL/1299' MSL.

Tree 1.6 NM from DER, 2779' left of centerline, 100' AGL/1269' MSL.

Tree 2.1 NM from DER, 3933' right of centerline, 100' AGL/1299' MSL.

## WAPAKONETA, OH

### NEIL ARMSTRONG (AXV)

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

AMDT 2 31JUL08 (08213) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, vehicle on road, 1' from DER, 403' right of centerline, 15' AGL/926' MSL.

Fence 70' from DER, 222' right of centerline, 6' AGL/919' MSL.

Fence 149' from DER, 270' left of centerline, 8' AGL/921' MSL.

Obstruction light on pole, 348' from DER, 239' left of centerline, 15' AGL/928' MSL.

Building, 614' from DER, 463' left of centerline, 15' AGL/929' MSL.

Trees beginning 2385' from DER, 51' left of centerline, up to 101' AGL/1014' MSL.

Trees beginning 2263' from DER, 268' right of centerline, up to 75' AGL/988' MSL.

**Rwy 26**, obstruction light on DME, 401' from DER, 268' right of centerline, 9' AGL/922' MSL.

Trees beginning 496' from DER, 51' right of centerline, up to 83' AGL/996' MSL.

Trees beginning 563' from DER, 120' left of centerline, up to 72' AGL/985' MSL.

Pole 620' from DER, 332' left of centerline, 25' AGL/938' MSL.

Stack, 3021' from DER, 577' left of centerline, 125' AGL/1035' MSL.

Tower, 3265' from DER, 729' right of centerline, 149' AGL/1050' MSL.

## WARSAW, IN

### WARSAW MUNI (ASW)

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

AMDT 3 30JAN20 (20030) (FAA)

##### TAKEOFF MINIMUMS:

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

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, fence beginning 148' from DER, 476' left of centerline, up to 5' AGL/856' MSL.

Vehicle on road beginning 181' from DER, 22' right of centerline, up to 865' MSL.

Vehicle on road 183' from DER, 264' left of centerline, 865' MSL.

Vehicle on road beginning 184' from DER, 404' left of centerline, up to 866' MSL.

Trees beginning 835' from DER, 447' right of centerline, up to 65' AGL/914' MSL.

Trees beginning 1258' from DER, 755' left of centerline, up to 50' AGL/888' MSL.

Tree 1283' from DER, 763' left of centerline, 52' AGL/890' MSL.

Trees beginning 1287' from DER, 524' left of centerline, up to 58' AGL/897' MSL.

Trees beginning 1367' from DER, 476' left of centerline, up to 61' AGL/898' MSL.

Trees beginning 1472' from DER, 72' right of centerline, up to 77' AGL/928' MSL.

Trees beginning 1529' from DER, 176' left of centerline, up to 66' AGL/908' MSL.

Trees beginning 1701' from DER, 824' right of centerline, up to 91' AGL/944' MSL.

Trees beginning 2231' from DER, 841' right of centerline, up to 99' AGL/949' MSL.

Tree 2497' from DER, 969' left of centerline, 69' AGL/913' MSL.

Transmission line 4888' from DER, 1104' left of centerline, 167' AGL/1012' MSL.

Transmission line 5638' from DER, 106' left of centerline, 173' AGL/1018' MSL.

Tower 5639' from DER, 106' left of centerline, 172' AGL/1020' MSL.

Catenary 5730' from DER, 3' right of centerline, 169' AGL/1014' MSL.

CON'T

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

25219

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

25219

## WARSAW, IN (CON'T)

### WARSAW MUNI (ASW) (CON'T)

**Rwy 18**, terrain 6' from DER, 193' left of centerline, 837' MSL.

Poles beginning 712' from DER, 360' left of centerline, up to 47' AGL/880' MSL.

Poles, tree beginning 744' from DER, 150' right of centerline, up to 33' AGL/866' MSL.

Trees beginning 832' from DER, 572' left of centerline, up to 63' AGL/896' MSL.

Trees beginning 932' from DER, 17' left of centerline, up to 75' AGL/905' MSL.

Trees beginning 1041' from DER, 172' right of centerline, up to 40' AGL/870' MSL.

Trees beginning 1267' from DER, 115' right of centerline, up to 86' AGL/905' MSL.

Trees beginning 1846' from DER, 305' right of centerline, up to 103' AGL/917' MSL.

**Rwy 27**, tree 1341' from DER, 650' right of centerline, 41' AGL/872' MSL.

Pole 1715' from DER, 387' left of centerline, 60' AGL/883' MSL.

Pole 1717' from DER, 462' right of centerline, 57' AGL/884' MSL.

**Rwy 36**, building 199' from DER, 528' left of centerline, 15' AGL/849' MSL.

Pole 313' from DER, 537' left of centerline, 43' AGL/877' MSL.

Tree 366' from DER, 520' left of centerline, 59' AGL/893' MSL.

Trees, poles, vehicle on road beginning 448' from DER, 237' left of centerline, up to 77' AGL/910' MSL.

Pole, vehicle on road beginning 483' from DER, 5' right of centerline, up to 27' AGL/864' MSL.

Pole 524' from DER, 544' right of centerline, 29' AGL/866' MSL.

Tree 560' from DER, 507' right of centerline, 51' AGL/887' MSL.

Trees, buildings, pole beginning 568' from DER, 404' right of centerline, up to 56' AGL/891' MSL.

Trees beginning 1666' from DER, 643' right of centerline, up to 87' AGL/916' MSL.

Trees beginning 1766' from DER, 519' right of centerline, up to 91' AGL/919' MSL.

Trees beginning 1783' from DER, 357' left of centerline, up to 105' AGL/928' MSL.

Trees beginning 1952' from DER, 380' left of centerline, up to 108' AGL/929' MSL.

Trees beginning 2148' from DER, on centerline, up to 109' AGL/932' MSL.

Trees beginning 2740' from DER, 183' right of centerline, up to 103' AGL/925' MSL.

Trees beginning 2857' from DER, 165' right of centerline, up to 125' AGL/945' MSL.

Trees beginning 3244' from DER, 148' left of centerline, up to 106' AGL/934' MSL.

Trees beginning 3309' from DER, 11' left of centerline, up to 107' AGL/936' MSL.

## WASHINGTON, IN

### DAVIESS COUNTY (DCY)

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

AMDT 1 10AUG23 (23222) (FAA)

##### TAKEOFF MINIMUMS:

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

**Rwy 18**, 300-2 or std w/min climb of 295'/NM to 700.

##### TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

Tree 1957' from DER, 223' right of centerline, 538' MSL.

Trees beginning 2629' from DER, 265' right of centerline, up to 575' MSL.

Silo 4155' from DER, 126' left of centerline, 110' AGL/611' MSL.

Silo, tanks, elevator beginning 4156' from DER, 17' left of centerline, up to 115' AGL/615' MSL.

Elevator 4221' from DER, 9' left of centerline, 121' AGL/621' MSL.

Tree 1.5 nm from DER, 2975' right of centerline, 710' MSL.

**Rwy 36**, poles beginning 651' from DER, 373' right of centerline, up to 482' MSL.

Tree 2749' from DER, 1110' left of centerline, 545' MSL.

Trees beginning 2813' from DER, 1113' left of centerline, up to 552' MSL.

Trees beginning 2926' from DER, 1148' left of centerline, up to 562' MSL.

Trees beginning 3051' from DER, 880' left of centerline, up to 563' MSL.

Trees beginning 3430' from DER, 1' left of centerline, up to 569' MSL.

Tree 3833' from DER, 17' right of centerline, 554' MSL.

Tree 4069' from DER, 75' right of centerline, 559' MSL.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

25219

EC-2



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

25219

## WASHINGTON COURT HOUSE, OH

FAYETTE COUNTY (I23)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20DEC07 (07354) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5**, 300-1¼ or std. w/ min. climb of 268' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, train on railroad tracks 384' from DER, 243' right of centerline, 23' AGL/997' MSL.

Terrain 81' from DER, 184' left of centerline, 0' AGL/978' MSL.

Silo 8848' from DER, 772' right of centerline, 238' AGL/1213' MSL.

**Rwy 23**, train on railroad tracks 509' from DER, 257' left of centerline, 23' AGL/1003' MSL.

## WAUSEON, OH

FULTON COUNTY (USE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 9**, antenna, building beginning 1137' from DER, 637' left of centerline, up to 808' MSL.

Trees beginning 1309' from DER, 414' right of centerline, up to 840' MSL.

Trees beginning 1371' from DER, 562' right of centerline, up to 80' AGL/848' MSL.

Tree 1455' from DER, 543' right of centerline, 83' AGL/850' MSL.

Trees beginning 1569' from DER, 635' right of centerline, up to 90' AGL/854' MSL.

Trees beginning 2161' from DER, 4' left of centerline, up to 111' AGL/876' MSL.

**Rwy 27**, building 11' from DER, 460' left of centerline, 799' MSL.

Pole 26' from DER, 487' left of centerline, 808' MSL.

Antenna, building, road, tree, flagpole, tk, pole beginning 88' from DER, 47' left of centerline, up to 45' AGL/824' MSL.

Trees beginning 3976' from DER, 170' left of centerline, up to 889' MSL.

## WAVERLY, OH

PIKE COUNTY (EOP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 12JUN25 (25163) (FAA)

DEPARTURE PROCEDURE:

**Rwy 7**, climb on heading 068° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 7**, fence, light pole beginning 1' from DER, 75' right of centerline, up to 668' MSL.

Light pole 39' from DER, 78' left of centerline, 663' MSL.

Fence 88' from DER, 462' left of centerline, 670' MSL.

Tree 95' from DER, 487' right of centerline, 24' AGL/679' MSL.

Fence 198' from DER, 462' left of centerline, 671' MSL.

Tree 237' from DER, 516' left of centerline, 701' MSL.

Tree 368' from DER, 506' left of centerline, 715' MSL.

Trees, buildings beginning 435' from DER, 286' right of centerline, up to 732' MSL.

Trees beginning 566' from DER, 332' left of centerline, up to 721' MSL.

Trees beginning 641' from DER, 568' left of centerline, up to 741' MSL.

Trees beginning 965' from DER, 382' left of centerline, up to 751' MSL.

Trees beginning 2400' from DER, 1048' right of centerline, up to 734' MSL.

Tree 2650' from DER, 1202' right of centerline, 736' MSL.

Tree 2923' from DER, 494' left of centerline, 752' MSL.

**Rwy 25**, light pole 39' from DER, 79' left of centerline, 662' MSL.

Light pole 40' from DER, 78' right of centerline, 662' MSL.

Antenna 56' from DER, 474' left of centerline, 699' MSL.

Trees, vehicles on road beginning 80' from DER, 372' right of centerline, up to 67' AGL/722' MSL.

Tree 150' from DER, 265' right of centerline, 80' AGL/737' MSL.

Light pole, antenna, fence, poles, vehicle on road, trees beginning 154' from DER, 97' left of centerline, up to 46' AGL/705' MSL.

Trees, vehicle on road, pole beginning 191' from DER, 1' right of centerline, up to 86' AGL/739' MSL.

Tree 930' from DER, 590' left of centerline, 710' MSL.

Trees beginning 989' from DER, 363' left of centerline, up to 711' MSL.

Trees beginning 1133' from DER, 319' left of centerline, up to 714' MSL.

Trees beginning 1317' from DER, 367' left of centerline, up to 728' MSL.

Trees beginning 1548' from DER, 202' left of centerline, up to 729' MSL.

Trees beginning 1670' from DER, 75' left of centerline, up to 734' MSL.

Trees beginning 1795' from DER, 233' left of centerline, up to 737' MSL.

Trees beginning 2201' from DER, 134' left of centerline, up to 746' MSL.

Trees beginning 2310' from DER, 210' left of centerline, up to 757' MSL.

Trees beginning 2582' from DER, 343' left of centerline, up to 758' MSL.

Trees beginning 2783' from DER, 498' left of centerline, up to 760' MSL.

Trees beginning 2859' from DER, 384' left of centerline, up to 766' MSL.

Trees beginning 2955' from DER, 475' left of centerline, up to 115' AGL/769' MSL.

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

25219

# 

25219

## WEST UNION, OH

ALEXANDER SALAMON (AMT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 16MAY24 (25191) (FAA)

### TAKEOFF MINIMUMS:

**Rwy 5**, 300-1½ or std w/min climb of 462'/NM to 1200.**Rwy 23**, 300-2¼.

### DEPARTURE PROCEDURE:

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

### TAKEOFF OBSTACLE NOTES:

**Rwy 5**, trees beginning 120' from DER, 36' right of centerline, up to 100' AGL/996' MSL.

Trees beginning 166' from DER, 10' left of centerline, up to 100' AGL/999' MSL.

Tree 1741' from DER, 775' left of centerline, 100' AGL/1003' MSL.

Tree 1817' from DER, 156' right of centerline, 100' AGL/1003' MSL.

Tree 1863' from DER, 226' left of centerline, 100' AGL/1006' MSL.

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

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

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

Trees beginning 2077' from DER, 441' left of centerline, up to 100' AGL/1019' MSL.

Tree 2108' from DER, 873' right of centerline, 100' AGL/1016' MSL.

Trees beginning 2154' from DER, 108' right of centerline, up to 100' AGL/1019' MSL.

Trees beginning 2245' from DER, 106' left of centerline, up to 100' AGL/1022' MSL.

Trees beginning 2322' from DER, 276' right of centerline, up to 100' AGL/1026' MSL.

Trees beginning 2459' from DER, 489' left of centerline, up to 100' AGL/1029' MSL.

Trees beginning 2536' from DER, 60' right of centerline, up to 100' AGL/1029' MSL.

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

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

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

Tree 2918' from DER, 395' right of centerline, 100' AGL/1052' MSL.

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

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

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

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

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

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

Trees beginning 1.1 NM from DER, 2162' left of centerline, up to 100' AGL/1075' MSL.

**Rwy 23**, trees beginning 7' from DER, 59' right of centerline, up to 100' AGL/993' MSL.

Trees beginning 98' from DER, 107' left of centerline, up to 100' AGL/990' MSL.

Trees beginning 481' from DER, 155' left of centerline, up to 100' AGL/993' MSL.

Tree 817' from DER, 12' right of centerline, 100' AGL/996' MSL.

Trees beginning 939' from DER, 179' right of centerline, up to 100' AGL/999' MSL.

Trees beginning 1031' from DER, 203' left of centerline, up to 100' AGL/996' MSL.

Trees beginning 1108' from DER, 346' right of centerline, up to 100' AGL/1003' MSL.

Trees beginning 1199' from DER, 35' left of centerline, up to 100' AGL/999' MSL.

Trees beginning 1322' from DER, 131' right of centerline, up to 100' AGL/1009' MSL.

Trees beginning 1490' from DER, 299' right of centerline, up to 100' AGL/1019' MSL.

Trees beginning 1582' from DER, 83' left of centerline, up to 100' AGL/1006' MSL.

Trees beginning 1658' from DER, 84' right of centerline, up to 100' AGL/1045' MSL.

Trees beginning 1796' from DER, 298' left of centerline, up to 100' AGL/1009' MSL.

Trees beginning 1872' from DER, 251' right of centerline, up to 100' AGL/1068' MSL.

Trees beginning 1964' from DER, 130' left of centerline, up to 100' AGL/1022' MSL.

Trees beginning 2041' from DER, 36' right of centerline, up to 100' AGL/1101' MSL.

Trees beginning 2178' from DER, 346' left of centerline, up to 100' AGL/1036' MSL.

Trees beginning 2209' from DER, 203' right of centerline, up to 100' AGL/1124' MSL.

Trees beginning 2346' from DER, 178' left of centerline, up to 100' AGL/1045' MSL.

Tree 2377' from DER, 1136' right of centerline, 100' AGL/1131' MSL.

Trees beginning 2423' from DER, 371' right of centerline, up to 100' AGL/1150' MSL.

Trees beginning 2515' from DER, 11' left of centerline, up to 100' AGL/1055' MSL.

Trees beginning 2591' from DER, 156' right of centerline, up to 100' AGL/1170' MSL.

Trees beginning 2759' from DER, 323' right of centerline, up to 100' AGL/1173' MSL.

Trees, transmission line beginning 2928' from DER, 13' right of centerline, up to 100' AGL/1180' MSL.

Trees beginning 4809' from DER, 297' left of centerline, up to 100' AGL/1059' MSL.

Trees beginning 4977' from DER, 9' left of centerline, up to 100' AGL/1068' MSL.

Trees beginning 1.7 NM from DER, 2002' right of centerline, up to 100' AGL/1167' MSL.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

25219

EC-2



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

25219

## WILLARD, OH

WILLARD (8G1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13SEP18 (18256) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 10**, building 705' from DER, 149' left of centerline, 19' AGL/959' MSL.

Transmission line 783' from DER, 289' left of centerline, 39' AGL/980' MSL.

Pole 1900' from DER, 418' left of centerline, 32' AGL/985' MSL.

Pole 1965' from DER, 985' left of centerline, 32' AGL/986' MSL.

**Rwy 28**, building beginning 6' from DER, 159' right of centerline, up to 30' AGL/969' MSL.

Pole 78' from DER, 306' left of centerline, up to 30' AGL/969' MSL.

Pole 125' from DER, 326' right of centerline, up to 40' AGL/979' MSL.

Trees beginning 201' from DER, 279' right of centerline, up to 100' AGL/1039' MSL.

Trees beginning 406' from DER, 487' right of centerline, up to 100' AGL/1049' MSL.

Trees beginning 1239' from DER, 144' left of centerline, up to 100' AGL/1069' MSL.

Trees beginning 1300' from DER, 4' right of centerline, up to 100' AGL/1069' MSL.

## WILLOUGHBY, OH

LAKE COUNTY EXEC (LNN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 26MAR20 (22083) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, fence, tree beginning 3' from DER, 273' left of centerline, up to 13' AGL/633' MSL.

Terrain 40' from DER, 382' right of centerline, 625' MSL.

Tree, pole beginning 50' from DER, 343' right of centerline, up to 56' AGL/673' MSL.

Tree 403' from DER, 584' right of centerline, 62' AGL/679' MSL.

Trees beginning 416' from DER, 351' left of centerline, up to 24' AGL/640' MSL.

Tree, building beginning 428' from DER, 538' right of centerline, up to 62' AGL/680' MSL.

Tree, building, fence, electrical system beginning 455' from DER, 244' right of centerline, up to 703' MSL.

Trees beginning 522' from DER, 466' left of centerline, up to 660' MSL.

Trees beginning 662' from DER, 587' left of centerline, up to 62' AGL/674' MSL.

Tree 802' from DER, 558' left of centerline, 76' AGL/688' MSL.

Trees beginning 811' from DER, 528' left of centerline, up to 101' AGL/714' MSL.

Trees beginning 1070' from DER, 15' left of centerline, up to 109' AGL/728' MSL.

Tree, electrical system beginning 1286' from DER, 168' right of centerline, up to 98' AGL/716' MSL.

Trees beginning 1994' from DER, 356' right of centerline, up to 101' AGL/720' MSL.

Tree, electrical system beginning 2034' from DER, 434' right of centerline, up to 725' MSL.

Tree, electrical system, pole, transmission line beginning 2120' from DER, 10' right of centerline, up to 116' AGL/734' MSL.

Trees beginning 2613' from DER, 31' left of centerline, up to 109' AGL/732' MSL.

Tree 3426' from DER, 525' right of centerline, 107' AGL/736' MSL.

Trees beginning 3427' from DER, 328' right of centerline, up to 119' AGL/737' MSL.

Trees beginning 3667' from DER, 29' right of centerline, up to 124' AGL/740' MSL.

Trees beginning 4179' from DER, 303' left of centerline, up to 737' MSL.

**Rwy 10**, fence 77' from DER, 478' right of centerline, 10' AGL/633' MSL.

Trees beginning 168' from DER, 353' right of centerline, up to 63' AGL/684' MSL.

Tree, building, pole beginning 348' from DER, 139' right of centerline, up to 76' AGL/698' MSL.

Pole, tree beginning 405' from DER, 142' left of centerline, up to 34' AGL/656' MSL.

Tree, building, electrical system, transmission line, pole, vertical point beginning 437' from DER, 3' right of centerline, up to 95' AGL/717' MSL.

Electrical system, vertical point, transmission line, pole, lighting beginning 607' from DER, 26' left of centerline, up to 55' AGL/677' MSL.

Electrical system, tree, pole beginning 694' from DER, 54' left of centerline, up to 60' AGL/682' MSL.

Tree, electrical system, building beginning 733' from DER, 66' left of centerline, up to 67' AGL/695' MSL.

Tree, electrical system beginning 773' from DER, 10' left of centerline, up to 78' AGL/701' MSL.

Tree, building beginning 850' from DER, 520' left of centerline, up to 86' AGL/709' MSL.

Tree, electrical system beginning 955' from DER, 78' left of centerline, up to 89' AGL/711' MSL.

Tree, electrical system beginning 1081' from DER, 142' right of centerline, up to 98' AGL/721' MSL.

Tree, electrical system beginning 1112' from DER, 83' left of centerline, up to 105' AGL/727' MSL.

Trees beginning 1226' from DER, 4' right of centerline, up to 730' MSL.

Trees beginning 1260' from DER, 1' right of centerline, up to 108' AGL/732' MSL.

Trees beginning 2218' from DER, 4' left of centerline, up to 112' AGL/733' MSL.

Trees beginning 2349' from DER, 85' right of centerline, up to 112' AGL/736' MSL.

Trees beginning 2428' from DER, 15' right of centerline, up to 116' AGL/742' MSL.

Trees beginning 3541' from DER, 187' left of centerline, up to 110' AGL/736' MSL.

**Rwy 23**, fence 4' from DER, 489' left of centerline, 8' AGL/633' MSL.

Tree, fence, electrical system, building beginning 94' from DER, 62' left of centerline, up to 687' MSL.

Building 195' from DER, 495' right of centerline, 29' AGL/652' MSL.

Building, fence, electrical system, pole beginning 200' from DER, 448' right of centerline, up to 49' AGL/672' MSL.

CONT

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

25219

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

25219

## WILLOUGHBY, OH (CON'T)

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

**Rwy 23 (CON'T)**, tree 526' from DER, 591' right of centerline, 77' AGL/698' MSL.

Tree, transmission line, pole, electrical system beginning 529' from DER, 363' right of centerline, up to 79' AGL/701' MSL.

Tree, pole, transmission line, electrical system beginning 628' from DER, 166' right of centerline, up to 87' AGL/709' MSL.

Trees beginning 1582' from DER, 204' left of centerline, up to 78' AGL/701' MSL.

Trees beginning 1659' from DER, 119' left of centerline, up to 714' MSL.

Trees beginning 1971' from DER, 260' right of centerline, up to 722' MSL.

Trees beginning 1987' from DER, 22' right of centerline, up to 100' AGL/724' MSL.

Tree 3023' from DER, 52' left of centerline, 94' AGL/717' MSL.

Trees beginning 3037' from DER, 269' left of centerline, up to 111' AGL/721' MSL.

Trees beginning 3445' from DER, 327' right of centerline, up to 105' AGL/728' MSL.

Trees beginning 3792' from DER, 1078' right of centerline, up to 108' AGL/730' MSL.

**Rwy 28**, antenna 579' from DER, 325' right of centerline, 20' AGL/640' MSL.

Building 835' from DER, 209' left of centerline, 23' AGL/645' MSL.

Building 845' from DER, 561' left of centerline, 29' AGL/652' MSL.

Building, electrical system, pole beginning 876' from DER, 410' left of centerline, up to 49' AGL/672' MSL.

Electrical system 965' from DER, 470' right of centerline, 34' AGL/653' MSL.

Electrical system, transmission line, pole, building beginning 985' from DER, 338' right of centerline, up to 44' AGL/661' MSL.

Tree 1134' from DER, 436' left of centerline, 77' AGL/698' MSL.

Tree 1140' from DER, 188' right of centerline, 45' AGL/664' MSL.

Trees beginning 1141' from DER, 397' left of centerline, up to 706' MSL.

Trees beginning 1143' from DER, 541' right of centerline, up to 692' MSL.

Trees beginning 1186' from DER, 386' right of centerline, up to 74' AGL/694' MSL.

Trees beginning 1213' from DER, 8' left of centerline, up to 87' AGL/709' MSL.

Tree 1240' from DER, 378' right of centerline, 76' AGL/695' MSL.

Trees beginning 1278' from DER, 21' right of centerline, up to 700' MSL.

Trees beginning 1711' from DER, 21' right of centerline, up to 95' AGL/711' MSL.

Tree 2447' from DER, 207' left of centerline, 99' AGL/715' MSL.

Trees beginning 2467' from DER, 200' left of centerline, up to 102' AGL/723' MSL.

Trees beginning 2671' from DER, 172' left of centerline, up to 108' AGL/728' MSL.

Tree 3022' from DER, 1211' left of centerline, 116' AGL/735' MSL.

Tree, antenna beginning 3105' from DER, 248' left of centerline, up to 123' AGL/743' MSL.

## WILMINGTON, OH

### CLINTON FLD (I66)

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

AMDT 2 05JUL07 (21224) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 3**, 300-1/4 or std. w/min. climb of 224' per NM to 1300', or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 3**, multiple trees beginning 76' from DER, 76' right of centerline, up to 88' AGL/1137' MSL.

Multiple trees beginning 279' from DER, 140' left of centerline, up to 96' AGL/1105' MSL.

Water tank 1 NM from DER, 554' left of centerline, 176' AGL/1205' MSL.

**Rwy 21**, multiple trees beginning 187' from DER, 509' right of centerline, up to 87' AGL/1111' MSL.

Multiple trees beginning 243' from DER, 214' left of centerline, up to 77' AGL/1086' MSL.

## WILMINGTON AIR PARK (ILN)

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

ORIG-A 17APR25 (25107) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4L**, tree 1032' from DER, 643' right of centerline, 1114' MSL.

**Rwy 22R**, fence 296' from DER, 552' right of centerline, 1063' MSL.

## WINAMAC, IN

### ARENS FLD (RWN)

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

ORIG-A 11OCT18 (21224) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 9**, 300-1/2 or std. w/min. climb of 225' per NM to 1000

##### TAKEOFF OBSTACLE NOTES:

**Rwy 9**, fence 195' from DER, 190' right of centerline, 5' AGL/712' MSL.

Pole, NAV/AID and vehicle beginning 268' from DER, 21' left of centerline, up to 26' AGL/735' MSL.

Tree 356' from DER, 172' right of centerline, 723' MSL.

Pole 595' from DER, 409' right of centerline, 34' AGL/741' MSL.

Pole 729' from DER, 393' left of centerline, 31' AGL/740' MSL.

Poles beginning 736' from DER, 172' right of centerline, up to 37' AGL/745' MSL.

Tree 2466' from DER, 463' left of centerline, 782' MSL.

Multiple 1 NM from DER, 24' left of centerline, 181' AGL/894' MSL.

CON'T

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

25219

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

25219

## WINAMAC, IN (CON'T)

### ARENS FLD (RWN) (CON'T)

**Rwy 27**, fence 6' from DER, 203' left of centerline, 2' AGL/707' MSL.  
Tree 99' from DER, 190' left of centerline, 715' MSL.  
Fence 108' from DER, 208' right of centerline, 3' AGL/709' MSL.  
Tree 1660' from DER, 852' right of centerline, 757' MSL.

## WINCHESTER, IN

### RANDOLPH COUNTY (I22)

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

ORIG 10MAR11 (11069) (FAA)

##### TAKEOFF OBSTACLE NOTES:

**Rwy 8**, power poles beginning 503' from DER, 433' right of centerline, up to 26' AGL/1155' MSL.  
Trees 1013' from DER, 586' right of centerline, 38' AGL/1167' MSL.  
Trees beginning 3523' from DER, 112' right of centerline, up to 101' AGL/1220' MSL.  
Tree 1745' from DER, 718' left of centerline, 61' AGL/1180' MSL.  
**Rwy 26**, trees and power pole beginning 389' from DER, 461' right of centerline, up to 59' AGL/1178' MSL.  
Barn and silo beginning 590' from DER, 360' right of centerline, up to 32' AGL/1151' MSL.  
Tree 479' from DER, 571' left of centerline, 23' AGL/ 1142' MSL.  
Power poles, antenna, and barn beginning 913' from DER, 444' left of centerline, up to 34' AGL/ 1153' MSL.  
Tree and antenna beginning 1023' from DER, 424' left of centerline, up to 43' AGL/1162' MSL.

## WOODSFIELD, OH

### MONROE COUNTY (4G5)

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

AMDT 2 30MAY91 (91150) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 25**, 300-1.

## WOOSTER, OH

### WAYNE COUNTY (BJJ)

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

AMDT 1A 26APR18 (18116) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 28**, 300-1.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, traverse way 11' from DER, 479' right of centerline, 1141' MSL.  
Traverse way beginning 61' from DER, 359' left of centerline, up to 1143' MSL.  
Pole, traverse way beginning 126' from DER, 40' right of centerline, up to 34' AGL/1159' MSL.  
Pole, traverse way beginning 165' from DER, 69' left of centerline, up to 33' AGL/1157' MSL.  
**Rwy 28**, vegetation 44' from DER, 467' right of centerline, 5' AGL/1116' MSL.  
Trees, beginning 1243' from DER, 400' left of centerline, up to 1240' MSL.  
Trees, beginning 2584' from DER, 229' right of centerline, up to 1203' MSL.

## WRIGHT-PATTERSON AFB (KFFO)

### DAYTON, OH

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

22OCT09 (09295)

##### TAKEOFF MINIMUMS:

**Rwy 5R, 200-1½\***

**Rwy 23R, 400-2¾\*\***

**Rwy 23L, 400-2¾\*\*\***

\* Or std. w/min. climb of 240ft/NM to 1100'.

\*\* Or std. w/min. climb of 260ft/NM to 1300'.

\*\*\* Or std. w/min. climb of 210ft/NM to 1300'.

**Rwy 5R**, climb on track 050° until reaching 1100.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 23L**: 43' AGL VORTAC, 850' from DER, 662' right of centerline.

**Rwy 5L**: Up to 105' AGL tree line beginning 3000' from DER, 700' right of centerline to 5100' from DER, 1300' left of centerline.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

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

25219

EC-2

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

25219

## YOUNGSTOWN, OH

### YOUNGSTOWN ELSEY METRO (4G4)

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

AMDT 1A 05FEB15 (15036) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 10**, 300-1% or std. w/min. climb of 237' per NM to 1500.**Rwy 28**, 300-2% or std. w/min. climb of 463' per NM to 1300.

##### DEPARTURE PROCEDURE:

**Rwy 10**, climb heading 098° to 2000 before proceeding on course.**Rwy 28**, climb heading 278° to 1700 before turning right.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 10**, vehicle on road 200' from DER, on centerline, 15' AGL/1104' MSL.

Hangar and trees beginning 34' from DER, 203' right of centerline, up to 100' AGL/1189' MSL.

Trees and tower beginning 283' from DER, 322' left of centerline, up to 138' AGL/1332' MSL.

**Rwy 28**, trees on centerline, beginning 3380' from DER, up to 100' AGL/1209' MSL.

Trees beginning at DER, 222' right of centerline, up to 100' AGL/1119' MSL.

Trees beginning at DER, 191' left of centerline, up to 100' AGL/1119' MSL.

## YOUNGSTOWN/WARREN, OH

### YOUNGSTOWN/WARREN RGNL (YNG)

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

AMDT 4 26JUL90 (21336) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 23**, 300-1.

## ZANESVILLE, OH

### ZANESVILLE MUNI (ZZV)

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

AMDT 1 27JAN22 (22027) (FAA)

##### TAKEOFF MINIMUMS:

**Rwy 16**, 300-1% or std. w/min. climb of 215' per NM to 1200, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.

##### TAKEOFF OBSTACLE NOTES:

**Rwy 4**, trees, lighting, NAVAID beginning 45' from DER, 115' right of centerline, up to 92' AGL/900' MSL.

Lighting, NAVAID beginning 51' from DER, 114' left of centerline, up to 3' AGL/873' MSL.

Fence 80' from DER, 506' left of centerline, 874' MSL.

Tree 534' from DER, 634' left of centerline, 907' MSL.

**Rwy 16**, tree, vegetation beginning 2' from DER, 66' right of centerline, up to 929' MSL.

Vegetation 105' from DER, 95' left of centerline, 7' AGL/899' MSL.

Tree 194' from DER, 386' right of centerline, 939' MSL.

Trees beginning 208' from DER, 61' right of centerline, up to 99' AGL/956' MSL.

Trees beginning 1280' from DER, 331' left of centerline, up to 934' MSL.

Trees beginning 1435' from DER, 62' right of centerline, up to 958' MSL.

Tree 1438' from DER, 528' left of centerline, 939' MSL.

Trees beginning 1465' from DER, 35' right of centerline, up to 962' MSL.

Trees beginning 1522' from DER, 28' left of centerline, up to 942' MSL.

Tree 1618' from DER, 446' left of centerline, 944' MSL.

Trees beginning 1730' from DER, 378' left of centerline, up to 945' MSL.

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

Trees beginning 1955' from DER, 96' left of centerline, up to 74' AGL/947' MSL.

Trees beginning 1977' from DER, 5' right of centerline, up to 972' MSL.

Trees beginning 2099' from DER, 129' left of centerline, up to 62' AGL/948' MSL.

Trees beginning 2107' from DER, 8' left of centerline, up to 74' AGL/956' MSL.

Trees beginning 2127' from DER, 5' right of centerline, up to 980' MSL.

Trees beginning 2134' from DER, 46' left of centerline, up to 74' AGL/961' MSL.

Trees beginning 2241' from DER, 6' left of centerline, up to 75' AGL/971' MSL.

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

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

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

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

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

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

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

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

Tree 1285' from DER, 565' right of centerline, 932' MSL.

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

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

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

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

Tree 1351' from DER, 211' right of centerline, 73' AGL/904' MSL.

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

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

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

CONT

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

25219

# 

25219

## ZANESVILLE, OH (CON'T)

### ZANESVILLE MUNI (ZZV) (CON'T)

**Rwy 34 (CON'T)**, trees beginning 1437' from DER, 67' right of centerline, up to 77' AGL/920' MSL.

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

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

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

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

Trees beginning 1567' from DER, 28' left of centerline, up to 936' MSL.

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

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

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

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

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

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

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

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

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

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

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

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

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

Trees beginning 3593' from DER, 7' right of centerline, up to 93' AGL/968' MSL.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

# 

25219

EC-2

Category C, 1100-3.

NAME ALTERNATE MINIMUMS

**CHILLICOTHE, OH**

ROSS COUNTY (RZT).....RNAV (GPS) Rwy 23  
NA when local weather not available.  
Category C, 800-2¼; Category D, 900-2¾.

**CINCINNATI, OH**

CINCINNATI MUNI/LUNKEN  
FLD (LUK).....ILS or LOC Rwy 21<sup>12</sup>  
RNAV (GPS) Rwy 3<sup>3</sup>  
RNAV (GPS) Rwy 21<sup>3</sup>  
RNAV (GPS) Rwy 25<sup>4</sup>

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>LOC, Category B, 900-2; Category C, 900-2½;  
Category D, 1000-3.

<sup>3</sup>Category B, 900-2; Category C, 900-2½;  
Category D, 1000-3.

<sup>4</sup>Categories A, B, C, D, 800-2½.

**CIRCLEVILLE, OH**

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

**CLEVELAND, OH**

BURKE  
LAKEFRONT (BKL).....ILS or LOC Rwy 24R<sup>1</sup>  
RNAV (GPS) Rwy 24R  
NA when local weather not available.  
<sup>1</sup>NA when control tower closed.

**CUYAHOGA**

COUNTY (CGF).....ILS or LOC Rwy 24<sup>1</sup>  
RNAV (GPS) Rwy 6<sup>2</sup>  
RNAV (GPS) Rwy 24<sup>3</sup>

<sup>1</sup>LOC, Category D, 800-2½.

<sup>2</sup>Category D, 800-2¼.

<sup>3</sup>Category D, 800-2½.

**COLUMBUS, IN**

COLUMBUS  
MUNI (BAK).....RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 14<sup>1</sup>  
RNAV (GPS) Rwy 23  
RNAV (GPS) Rwy 32

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

**COLUMBUS, OH**

BOLTON FLD (TZR).....ILS or LOC Rwy 4<sup>12</sup>  
NDB Rwy 4<sup>1</sup>  
RNAV (GPS) Rwy 22<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

NAME ALTERNATE MINIMUMS

**COLUMBUS, OH (CON'T)**

JOHN GLENN COLUMBUS  
INTL (CMH).....ILS or LOC Rwy 10L<sup>1</sup>  
ILS or LOC Rwy 10R<sup>1</sup>  
ILS or LOC Rwy 28L<sup>1</sup>  
ILS or LOC Rwy 28R<sup>1</sup>  
RNAV (GPS) Y Rwy 10L<sup>2</sup>  
RNAV (GPS) Y Rwy 10R<sup>2</sup>  
RNAV (GPS) Y Rwy 28L<sup>2</sup>  
RNAV (GPS) Y Rwy 28R<sup>2</sup>

<sup>1</sup>LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

**OHIO STATE**

UNIVERSITY (OSU).....ILS or LOC Rwy 9R<sup>12</sup>  
NDB Rwy 9R<sup>3</sup>  
RNAV (GPS) Rwy 9R<sup>3</sup>  
RNAV (GPS) Rwy 27L<sup>3</sup>

NA when local weather not available.

<sup>1</sup>LOC, Category D, 800-2¼.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>Category D, 800-2¼.

**RICKENBACKER**

INTL (LCK).....ILS or LOC Rwy 5L  
ILS or LOC Rwy 23L  
RNAV (GPS) Rwy 5L  
RNAV (GPS) Rwy 5R  
RNAV (GPS) Rwy 23L  
RNAV (GPS) Rwy 23R

NA when local weather not available.

**CRAWFORDSVILLE, IN**

CRAWFORDSVILLE  
RGNL (CFJ).....RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22

NA when local weather not available.

Category D, 800-2¼.

**DAYTON, OH**

DAYTON/WRIGHT  
BROTHERS (MGY).....RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20

NA when local weather not available.

Category D, 800-2¼.

**GREEN COUNTY/LEWIS A JACKSON**

RGNL (GDK).....RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 25

NA when local weather not available.

**JAMES M COX DAYTON**

INTL (DAY).....ILS or LOC Rwy 6L  
ILS, Category D, 700-2.

**DEFIANCE, OH**

DEFIANCE  
MEML (DFI).....RNAV (GPS) Rwy 12  
Category D, 800-2¼.





NAME ALTERNATE MINIMUMS

### INDIANAPOLIS, IN (CON'T)

INDIANAPOLIS  
EXEC (TYQ).....RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
VOR Rwy 18

NA when local weather not available.

INDIANAPOLIS  
INTL (IND).....ILS or LOC Rwy 5L<sup>1</sup>  
ILS or LOC Rwy 5R<sup>1</sup>  
ILS or LOC Rwy 14<sup>2</sup>  
ILS or LOC Rwy 23L<sup>2</sup>  
ILS or LOC Rwy 23R<sup>1</sup>  
ILS or LOC Rwy 32<sup>1</sup>  
RNAV (GPS) Y Rwy 5L<sup>3</sup>  
RNAV (GPS) Y Rwy 5R<sup>3</sup>  
RNAV (GPS) Y Rwy 14<sup>3</sup>  
RNAV (GPS) Y Rwy 23L<sup>3</sup>  
RNAV (GPS) Y Rwy 23R<sup>3</sup>  
RNAV (GPS) Y Rwy 32<sup>3</sup>

<sup>1</sup>ILS, Categories A, B, C, 700-2;  
Category D, 800-2½; LOC, Category D, 800-2½.

<sup>2</sup>LOC, Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

INDIANAPOLIS  
METRO (UMP).....RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 33

NA when local weather not available.

INDIANAPOLIS  
RGNL (MQJ).....RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 16<sup>1</sup>  
RNAV (GPS) Rwy 25<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

INDY SOUTH  
GREENWOOD (HFY).....RNAV (GPS) Rwy 1<sup>1</sup>  
RNAV (GPS) Rwy 19<sup>2</sup>

<sup>1</sup>Category D, 1100-3.

<sup>2</sup>NA when local weather not available.

### JACKSON, OH

JAMES A RHODES (JRO).....RNAV (GPS) Rwy 1  
RNAV (GPS) Rwy 19

NA when local weather not available.

Categories C, D, 1000-3.

### JEFFERSONVILLE, IN

CLARK RGNL (JVY).....RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

### KENDALLVILLE, IN

KENDALLVILLE  
MUNI (C62).....RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 28

NA when local weather not available.

NAME ALTERNATE MINIMUMS

### KNOX, IN

STARKE COUNTY (OXI).....RNAV (GPS) Rwy 18  
NA when local weather not available.  
Category D, 800-2½.

### KOKOMO, IN

KOKOMO MUNI (OKK).....RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 14<sup>1</sup>  
RNAV (GPS) Rwy 23  
RNAV (GPS) Rwy 32<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category D, 900-2½.

### LA PORTE, IN

LA PORTE  
MUNI (PPO).....RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20

NA when local weather not available.

Category C, 800-2¼, Category D, 800-2½.

### LAFAYETTE, IN

PURDUE  
UNIVERSITY (LAF).....ILS or LOC Rwy 10<sup>12</sup>  
RNAV (GPS) Rwy 10<sup>34</sup>  
RNAV (GPS) Rwy 28<sup>34</sup>  
VOR-A<sup>34</sup>

<sup>1</sup>LOC, Category D, 900-2¾.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Category D, 900-2¾.

### LANCASTER, OH

FAIRFIELD  
COUNTY (LHQ).....RNAV (GPS) Rwy 10<sup>1</sup>  
RNAV (GPS) Rwy 28  
VOR-A<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category C, 800-2¼.

### LEBANON, OH

WARREN COUNTY/JOHN LANE  
FLD (I68).....RNAV (GPS) Rwy 1  
NA when local weather not available.

### LIMA, OH

LIMA ALLEN  
COUNTY (AOH).....RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 28<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category D, 900-2¾.

### LONDON, OH

MADISON COUNTY (UYF).....RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27

NA when local weather not available.

Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**LORAIN/ELYRIA, OH**

LORAIN COUNTY  
 RGNL (LPR).....**ILS or LOC Rwy 7<sup>1</sup>**  
**VOR-A**

NA when local weather not available.

<sup>1</sup>ILS, Categories C, D, 700-2.

**MADISON, IN**

MADISON MUNI (IMS).....**RNAV (GPS) Rwy 21**  
**RNAV (GPS) Y Rwy 3**

NA when local weather not available.

**MANSFIELD, OH**

MANSFIELD LAHM  
 RGNL (MFD).....**ILS or LOC Rwy 32<sup>13</sup>**  
**NDB Rwy 32<sup>4</sup>**  
**RNAV (GPS) Rwy 5<sup>4</sup>**  
**RNAV (GPS) Rwy 14<sup>2</sup>**  
**RNAV (GPS) Rwy 23<sup>4</sup>**  
**RNAV (GPS) Rwy 32<sup>2</sup>**  
**VOR Rwy 14<sup>4</sup>**  
**VOR Rwy 32<sup>4</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>LOC, Category D, 800-2½.

<sup>4</sup>Category D, 800-2½.

**MARION, IN**

MARION MUNI-MCKINNEY  
 FLD (MZZ).....**RNAV (GPS) Rwy 4**  
**RNAV (GPS) Rwy 15**  
**RNAV (GPS) Rwy 22**  
**RNAV (GPS) Rwy 33**

NA when local weather not available.

**MARION, OH**

MARION MUNI (MNN).....**RNAV (GPS) Rwy 7**  
**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 25**  
**VOR-A**

NA when local weather not available.

Category D, 900-2½.

**MARYSVILLE, OH**

UNION COUNTY (MRT).....**RNAV (GPS) Rwy 9**  
**RNAV (GPS) Rwy 27**

NA when local weather not available.

**MICHIGAN CITY, IN**

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

**MIDDLETOWN, OH**

MIDDLETOWN RGNL/HOOK  
 FLD (MWO).....**RNAV (GPS) Rwy 5**  
**RNAV (GPS) Rwy 23**

NA when local weather not available.

Category C, 1100-3; Category D, 1200-3.

NAME ALTERNATE MINIMUMS

**MILLERSBURG, OH**

HOLMES COUNTY (10G).....**RNAV (GPS) Rwy 9**  
**RNAV (GPS) Rwy 27**

NA when local weather not available.

**MONTICELLO, IN**

WHITE  
 COUNTY (MCX).....**RNAV (GPS) Rwy 18**  
**RNAV (GPS) Rwy 36**

NA when local weather not available.

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

**MOUNT VERNON, OH**

KNOX  
 COUNTY (4I3).....**RNAV (GPS) Rwy 10**  
 NA when local weather not available.

**MUNCIE, IN**

DELAWARE  
 COUNTY RGNL (MIE).....**ILS or LOC Rwy 32<sup>1</sup>**  
**RNAV (GPS) Rwy 3**  
**RNAV (GPS) Rwy 14**  
**RNAV (GPS) Rwy 21**  
**RNAV (GPS) Rwy 32**  
**VOR Rwy 14**  
**VOR Rwy 21**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

**NEW PHILADELPHIA, OH**

HARRY CLEVER  
 FLD (PHD).....**VOR-A**  
 Categories A, B, 900-2; Category C, 900-2½.

**NEW CASTLE, IN**

NEW CASTLE HENRY COUNTY  
 MARLATT FLD (UWL).....**NDB Rwy 10**  
**RNAV (GPS) Rwy 10**  
**RNAV (GPS) Rwy 28**

NA when local weather not available.

**NEWARK, OH**

LICKING COUNTY  
 RGNL (VTA).....**RNAV (GPS) Rwy 9<sup>1</sup>**  
**RNAV (GPS) Rwy 10**  
**VOR-A<sup>34</sup>**

<sup>1</sup>Category C, 900-2½; Category D, 900-2½.

<sup>2</sup>Categories A, B, 900-2; Category C, 900-2½;

Category D, 900-2½.

<sup>3</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.

<sup>4</sup>NA when local weather not available.

**OXFORD, OH**

MIAMI  
 UNIVERSITY (OXD).....**RNAV (GPS) Rwy 5**  
 NA when local weather not available.

NAME ALTERNATE MINIMUMS

**PLYMOUTH, IN**

PLYMOUTH MUNI (C65).....RNAV (GPS) Rwy 10  
NA when local weather not available.

**PORT CLINTON, OH**

ERIE-OTTAWA  
INTL (PCW).....RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27  
NA when local weather not available.  
Category D, 1000-3.

**PORTLAND, IN**

PORTLAND MUNI (PLD).....RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27<sup>1</sup>  
Category D, 800-2¼.  
<sup>1</sup>NA when local weather not available.

**RAVENNA, OH**

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

**RENSSELAER, IN**

JASPER  
COUNTY (RZL).....RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
NA when local weather not available.  
Category C, 800-2¼.

**ROCHESTER, IN**

FULTON  
COUNTY (RCR).....RNAV (GPS) Rwy 11  
RNAV (GPS) Rwy 29  
NA when local weather not available.  
Category D, 900-2¼.

**SHELBYVILLE, IN**

SHELBYVILLE  
MUNI (GEZ).....RNAV (GPS) Rwy 1<sup>1</sup>  
RNAV (GPS) Rwy 19<sup>1</sup>  
VOR Rwy 19  
Category D, 800-2¼.  
<sup>1</sup>NA when local weather not available.

NAME ALTERNATE MINIMUMS

**SOUTH BEND, IN**

SOUTH BEND  
INTL (SBN).....ILS or LOC Rwy 9R<sup>12</sup>  
ILS or LOC Rwy 27L<sup>12</sup>  
RNAV (GPS) Rwy 9L<sup>3</sup>  
RNAV (GPS) Rwy 9R<sup>3</sup>  
RNAV (GPS) Rwy 18<sup>34</sup>  
RNAV (GPS) Rwy 27L<sup>3</sup>  
RNAV (GPS) Rwy 27R<sup>3</sup>  
RNAV (GPS) Rwy 36<sup>3</sup>  
VOR Rwy 18<sup>3</sup>

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>LOC, Category D, 800-2¼.  
<sup>3</sup>Category D, 800-2¼.  
<sup>4</sup>NA when local weather not available.

**SPRINGFIELD, OH**

SPRINGFIELD/BECKLEY  
MUNI (SGH).....RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 24  
RNAV (GPS) Rwy 33  
NA when local weather not available.

**STEUBENVILLE, OH**

GEARY A BATES/JEFFERSON COUNTY  
AIRPARK (2G2).....RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32  
Category C, 800-2¼.

**TERRE HAUTE, IN**

TERRE HAUTE  
RGNL (HUF).....ILS or LOC Rwy 5<sup>1</sup>  
RADAR-1<sup>23</sup>  
RNAV (GPS) Rwy 5<sup>4</sup>  
RNAV (GPS) Rwy 14<sup>4</sup>  
RNAV (GPS) Rwy 23<sup>4</sup>  
RNAV (GPS) Rwy 32<sup>4</sup>  
VOR Rwy 5<sup>4</sup>

<sup>1</sup>LOC, NA when local weather not available.  
<sup>2</sup>Category E, 800-2¼.  
<sup>3</sup>NA when control tower closed.  
<sup>4</sup>NA when local weather not available.

**TOLEDO, OH**

EUGENE F KRANZ TOLEDO  
EXPRESS (TOL).....ILS Z or LOC Z Rwy 7<sup>1</sup>  
ILS Z or LOC Z Rwy 25<sup>23</sup>  
RADAR-1<sup>4</sup>  
RNAV (GPS) Rwy 7<sup>4</sup>  
RNAV (GPS) Rwy 16<sup>5</sup>  
RNAV (GPS) Rwy 25<sup>4</sup>  
RNAV (GPS) Rwy 34<sup>5</sup>

<sup>1</sup>ILS, NA when local weather not available; LOC, NA.  
<sup>2</sup>ILS, LOC, NA when local weather not available  
<sup>3</sup>LOC, Category D, 800-2¼; Category E, 800-2¼.  
<sup>4</sup>Category D, 800-2¼, Category E, 800-2¼.  
<sup>5</sup>Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**TOLEDO, OH (CON'T)**

TOLEDO EXEC (TDZ).....RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 32

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

**URBANA, OH**

GRIMES FLD (I74).....RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20

NA when local weather not available.

**VALPARAISO, IN**

PORTER COUNTY  
RGNL (VPZ).....ILS or LOC Rwy 27<sup>1</sup>  
RNAV (GPS) Rwy 9<sup>2</sup>  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 27<sup>2</sup>

NA when local weather not available.

<sup>1</sup>LOC, Category D, 900-2¼.

<sup>2</sup>Category D, 900-2¼.

**VAN WERT, OH**

VAN WERT  
COUNTY (VNW).....RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27

NA when local weather not available.  
Category D, 900-2¼.

**WARSAW, IN**

WARSAW MUNI (ASW).....RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27

NA when local weather not available.

**WASHINGTON, IN**

DAVIESS  
COUNTY (DCY).....RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36

NA when local weather not available.

Category D, 900-2¼.

**WASHINGTON COURT HOUSE, OH**

FAYETTE COUNTY (I23).....NDB Rwy 23  
RNAV (GPS) Rwy 5

NA when local weather not available.

Category D, 800-2¼.

**WILLOUGHBY, OH**

LAKE COUNTY  
EXEC (LNN).....RNAV (GPS) Rwy 5<sup>1</sup>  
RNAV (GPS) Rwy 10<sup>2</sup>  
RNAV (GPS) Rwy 23<sup>3</sup>  
RNAV (GPS) Rwy 28<sup>3</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2¼.

<sup>2</sup>Categories A, B, 1000-2; Category C, 1000-2¼.

<sup>3</sup>Category C, 900-2¼.

NAME ALTERNATE MINIMUMS

**WILMINGTON, OH**

WILMINGTON  
AIR PARK (ILN).....ILS or LOC Rwy 4L<sup>1</sup>  
ILS or LOC Rwy 22R<sup>1</sup>  
RNAV (GPS) Rwy 4L<sup>2</sup>  
RNAV (GPS) Rwy 22R<sup>2</sup>

NA when local weather not available.

<sup>1</sup>LOC, Category C, 800-2¼; Category D, 800-2¼.

<sup>2</sup>Category C, 800-2¼; Category D, 800-2¼.

**WOOSTER, OH**

WAYNE COUNTY (BJJ).....RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 28  
VOR Rwy 10  
VOR Rwy 28

NA when local weather not available.

Category D, 800-2¼.

**YOUNGSTOWN/WARREN, OH**

YOUNGSTOWN/WARREN  
RGNL (YNG).....RADAR-1  
NA when Youngstown approach control closed.  
NA when local weather not available.

**ZANESVILLE, OH**

ZANESVILLE  
MUNI (ZZV).....RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22

NA when local weather not available.

Category D, 800-2¼.

RADAR INSTRUMENT APPROACH MINIMUMS


EVANSVILLE, IN  
EVANSVILLE RGNL (EVV)  
RADAR-1 124.025 290.9 

Amdt 7B, 12AUG21 (21224) (FAA)

ELEV 422

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	4		AB	860-1	471	(500-1)	CD	860-1%	471	(500-1%)
	18		AB	880-1	484	(500-1)	CD	880-1%	484	(500-1%)
	22		AB	900/24	478	(500-½)	CD	900/50	478	(500-1)
	36		AB	920-1	536	(600-1)	CD	920-1½	536	(600-1½)
CIRCLING			A	940-1	518	(600-1)	B	1040-1	618	(700-1)
			C	1040-1¾	618	(700-1¾)	D	1040-2	618	(700-2)

When control tower closed, procedure NA.  
Rwy 18, 36: Helicopter visibility reduction below ¾ SM not authorized.  
Circling Rwy 9 NA at night.  
ASR Rwy 22: For inoperative ALS, increase Cats C and D visibility to 1% SM.

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

Amdt 26A, 22JUN17 (17173) (FAA)

ELEV 815

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

Rwy 23 helicopter visibility reduction below RVR 4000 NA.  
For inoperative ALS, increase S-5 and S-32 CAT C/D/E visibility to 1% SM

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

TERRE HAUTE, IN  
TERRE HAUTE RGNL (HUF)  
RADAR-1 125.45 339.8 **T A**

Amdt 5C, 25FEB21 (21056) (FAA)

ELEV 589

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	32		AB	980-1	391	(400-1)	CDE	980-1 $\frac{1}{8}$	391	(400-1 $\frac{1}{8}$ )
	23		AB	1100-1	518	(600-1)	CDE	1100-1 $\frac{3}{8}$	518	(600-1 $\frac{3}{8}$ )
	5		AB	1220/24	642	(700- $\frac{1}{2}$ )	CDE	1220-1 $\frac{3}{8}$	642	(700-1 $\frac{3}{8}$ )
CIRCLING			AB	1220-1	631	(700-1)	C	1220-1 $\frac{7}{8}$	631	(700-1 $\frac{7}{8}$ )
			D	1220-2	631	(700-2)	E	1400-3	811	(900-3)

Circling NA NW of Rwy 5-23 for Cat E aircraft.  
When control tower closed, procedure NA.  
Rwy 5, for inoperative ALS, increase Cat E visibility to 1 $\frac{1}{2}$  SM.  
Rwy 32, helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

EC-2, 07 AUG 2025 to 02 OCT 2025

TOLEDO, OH  
EUGENE F KRANZ TOLEDO EXPRESS (TOL)  
RADAR-1 134.35 317.55 **T A**

Amdt 19D, 10SEP20 (20254) (FAA)

ELEV 683

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	25		AB	1040/24	362	(400- $\frac{1}{2}$ )	C	1040/35	362	(400- $\frac{5}{8}$ )
			DE	1040/55	362	(400-1)				
	16		ABC	1060-1	386	(400-1)	DE	1060-1 $\frac{1}{4}$	386	(400-1 $\frac{1}{4}$ )
	34		AB	1080-1	412	(500-1)	CD	1080-1 $\frac{1}{4}$	412	(500-1 $\frac{1}{4}$ )
			E	1080-1 $\frac{1}{2}$	412	(500-1 $\frac{1}{2}$ )				
	7		AB	1140/24	457	(500- $\frac{1}{2}$ )	C	1140/45	457	(500-1 $\frac{1}{8}$ )
CIRCLING			DE	1140/50	457	(500-1)				
			AB	1200-1	517	(600-1)	C	1300-1 $\frac{1}{4}$	617	(700-1 $\frac{1}{4}$ )
			D	1360-2 $\frac{1}{4}$	677	(700-2 $\frac{1}{4}$ )	E	1400-2 $\frac{1}{2}$	717	(800-2 $\frac{1}{2}$ )

When Control Tower closed, ASR NA.  
Rwy 16 helicopter visibility reduction below  $\frac{3}{4}$  SM not authorized.  
Rwy 34 helicopter visibility reduction below  $\frac{3}{4}$  SM not authorized.  
For inoperative ALS, increase S-7 CAT D/E visibility to 1 $\frac{1}{2}$  SM.  
For inoperative ALS, increase S-25 CAT C/E visibility to RVR 5500.

EC-2, 07 AUG 2025 to 02 OCT 2025

RADAR INSTRUMENT APPROACH MINIMUMS




RADAR INSTRUMENT APPROACH MINIMUMS

YOUNGSTOWN/WARREN, OH

Amdt 15, 16MAY24 (24137) (FAA)

ELEV 1192

YOUNGSTOWN/WARREN RGNL (YNG)

RADAR-1 133.95 322.3 

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	14		AB	1540-½	406	(500-½)	CD	1540-¾	406	(500-¾)
	5		ABCD	1540-1	376	(400-1)				
	32		AB	1600/24	414	(500-½)	CD	1600/40	414	(500-¾)
	23		AB	1600-1	408	(500-1)	CD	1600-1½	408	(500-1½)
CIRCLING			A	1640-1	448	(500-1)	B	1660-1	468	(500-1)
			C	1740-1½	548	(600-1½)	D	1760-2	568	(600-2)

Straight-in and Circling Rwy 5 NA at night.  
Straight-in and Circling Rwy 23 NA at night.  
Rwy 5 helicopter visibility reduction below 1 SM NA.  
Rwy 23 helicopter visibility reduction below 1 SM NA.  
For inoperative ALS increase ASR-14 Cat C/D visibility to 1½ SM.  
For inoperative ALS increase ASR-32 Cat C/D visibility to RVR 6000.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

22307

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

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

22307

25219

## 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*
CINCINNATI, OH CINCINNATI MUNI/ LUNKEN FLD (LUK)	HS 1	Departing acft on Rwy 21 can expect to hold short of Rwy 25 on Twy A.
	HS 2	Terminal ramp and Rwy 07, need ATC authorization to depart terminal ramp area.
CLEVELAND, OH BURKE LAKEFRONT (BKL)	HS 1	Short taxi distance from the ramp to Rwy 06 L/R. Twy Alpha often
COLUMBUS, OH OHIO STATE UNIVERSITY (OSU)	HS 1	When holding short of Rwy 09R, aircraft must clear Rwy 05 hold short line on Twy A, west of Rwy 05.
	HS 2	Rwy 05 hold short line close proximity to west ramp on Twy A.
	HS 3	Int Rwy 27R, Rwy 23 -wrong rwy departure risk.
COLUMBUS, OH JOHN GLENN COLUMBUS INTL (CMH)	HS 1	Area not visible from the twr.
DAYTON, OH JAMES M COX DAYTON INTL (DAY)	HS 1	Taxiing via Twy D, Rwy 36, Twy H.
EVANSVILLE, IN EVANSVILLE RGNL (EVV)	HS 1	Twy G and Rwy 18-36, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering twy G.
	HS 2	Rwy 27 and Twy A.
YOUNGSTOWN/WARREN, OH YOUNGSTOWN/WARREN RGNL (YNG)	HS 1	Twy H and Rwy 05-23, rwy in close proximity of ramp. Be prepared to hold short of the rwy entering Twy H.

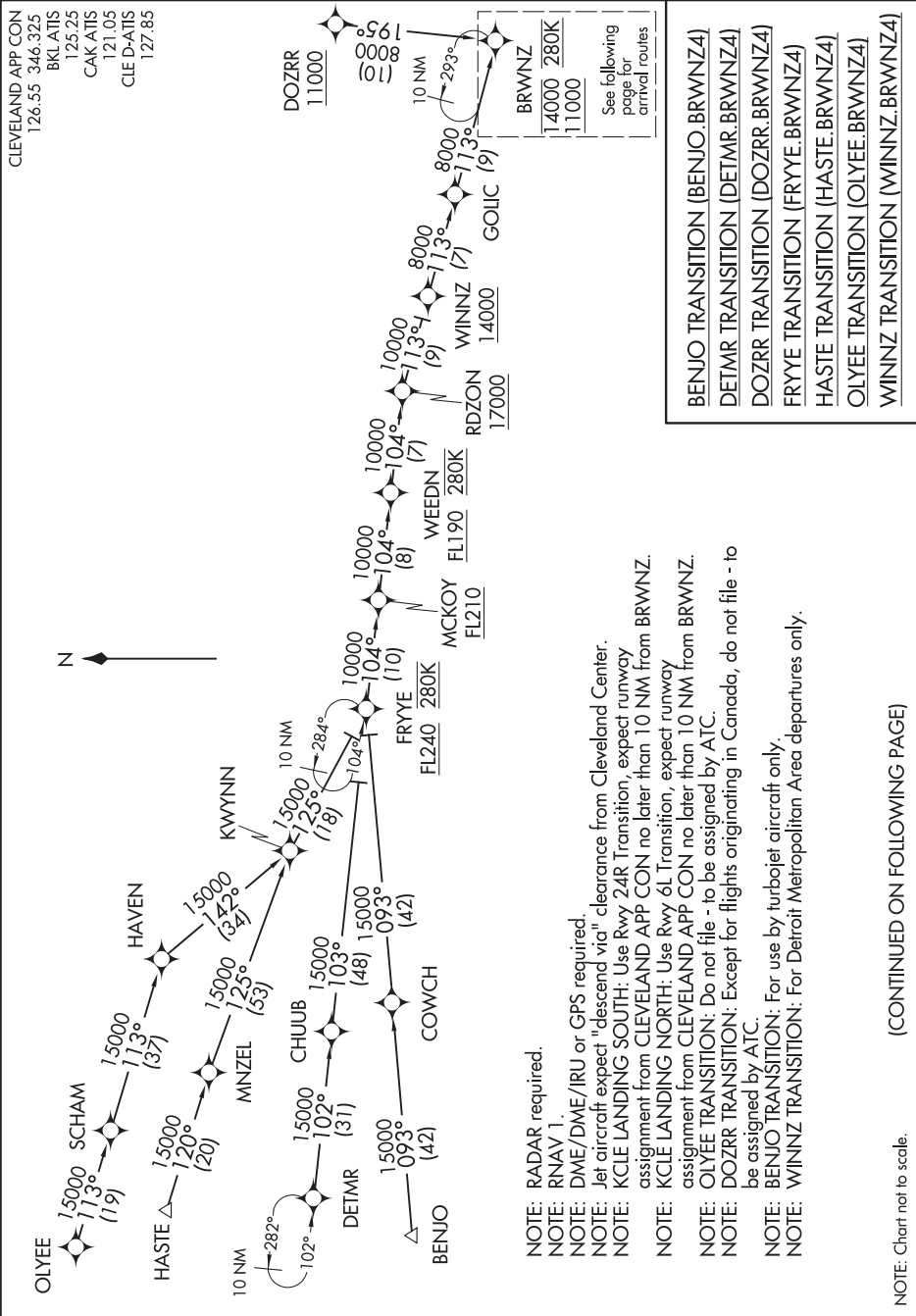
\*See appropriate Chart Supplement HOT SPOT table for additional information.

25219

(BRWNZ.BRWNZ4) 22139

BRWNZ FOUR ARRIVAL (RNAV) Transition Routes

CLEVELAND, OHIO



BRWNZ FOUR ARRIVAL (RNAV) Transition Routes

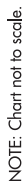
CLEVELAND, OHIO

(BRWNZ.BRWNZ4) 22APR21

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

## CLEVELAND, OHIO



NARRATIVE ON FOLLOWING PAGE)

EC-2, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

LANDING KCLE RUNWAYS 6L/R: From BRWNZ on track 180° to cross MAAAK at or above 7000, then on track 181° to cross KLLAY between 6000 and 7000, then on track 182° to cross JIIMM between 5000 and 6000, then on track 182° to cross HICKR at 5000 and at 210K, then on heading 241° or as assigned by ATC. Expect ILS, RNAV (RNP), or RNAV (GPS) approach from HICKR, or RADAR vectors to final approach course.

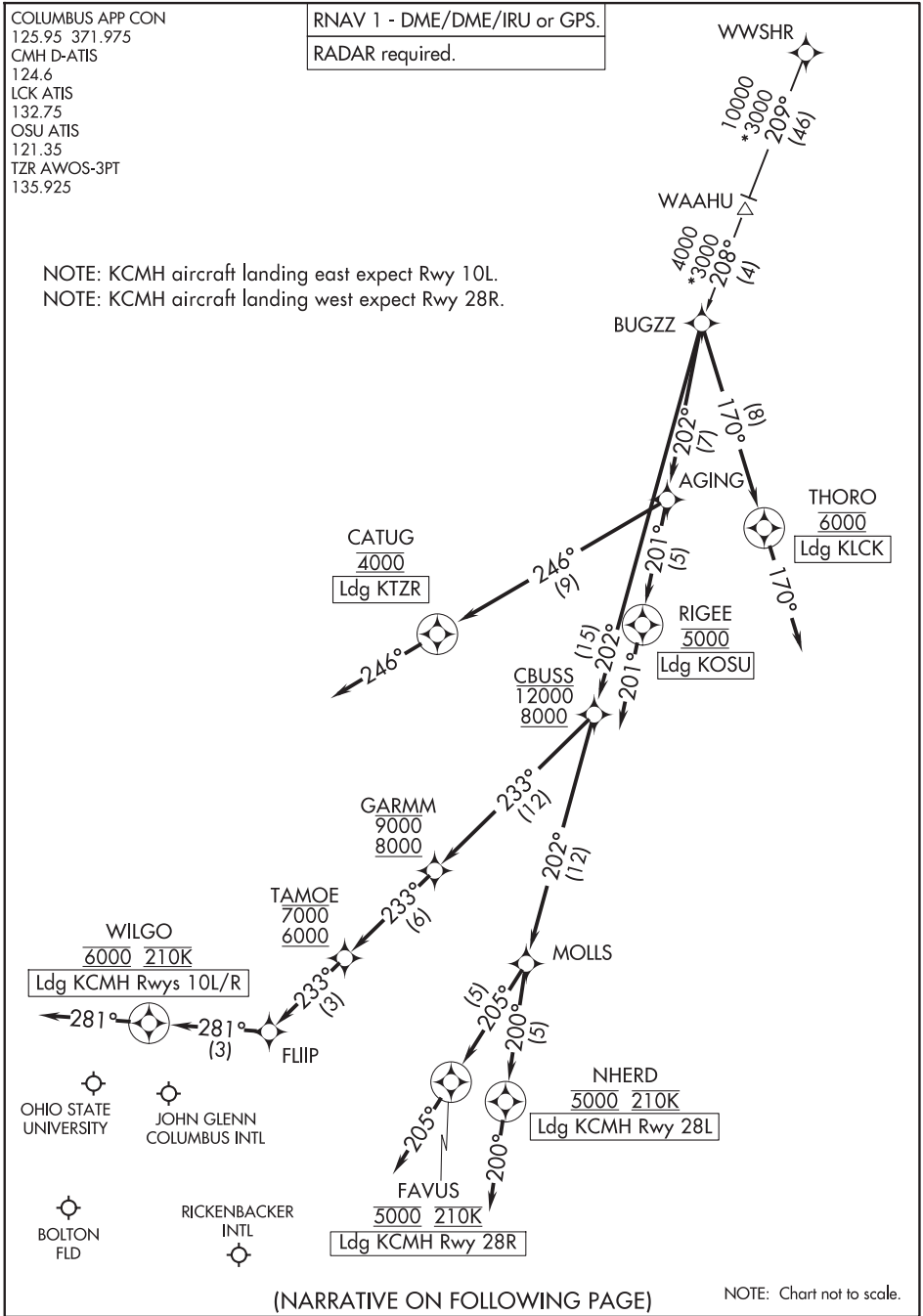
LANDING KCLE RUNWAYS 24L/R: From BRWNZ on track 129° to cross TRRKY at or above 7000, then on track 130° to cross QUUBE between 6000 and 7000, then on track 130° to cross DEEKN between 5000 and 6000, then on track 130° to cross LLROY at 5000 and at 210K, then on heading 056° or as assigned by ATC. Expect ILS, RNAV (RNP), or RNAV (GPS) approach from LLROY, or RADAR vectors to final approach course.

LANDING KCLE RUNWAY 28: From BRWNZ on track 129° to cross TRRKY at or above 7000, then on track 149° to cross DYXON at 7000, then on track 145° to cross OZZYY at 7000 and at 210K, then on heading 101° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING 1G3/KAKR: From BRWNZ on track 151° to cross USASN at 11000, then on track 100°. Expect RADAR vectors to final approach course.

LANDING KLPR/KLNN/KCGF/KBKL: From BRWNZ on track 105° to SLOTR, then on track 105° to cross SIPE at 7000, then on track 105°. Expect RADAR vectors to final approach course.

LANDING KCAK: From BRWNZ on track 151° to cross USASN at 11000, then on track 120°. Expect RADAR vectors to final approach course.



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

WWSHR TRANSITION (WWSHR.CBUSS2)

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

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

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

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

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

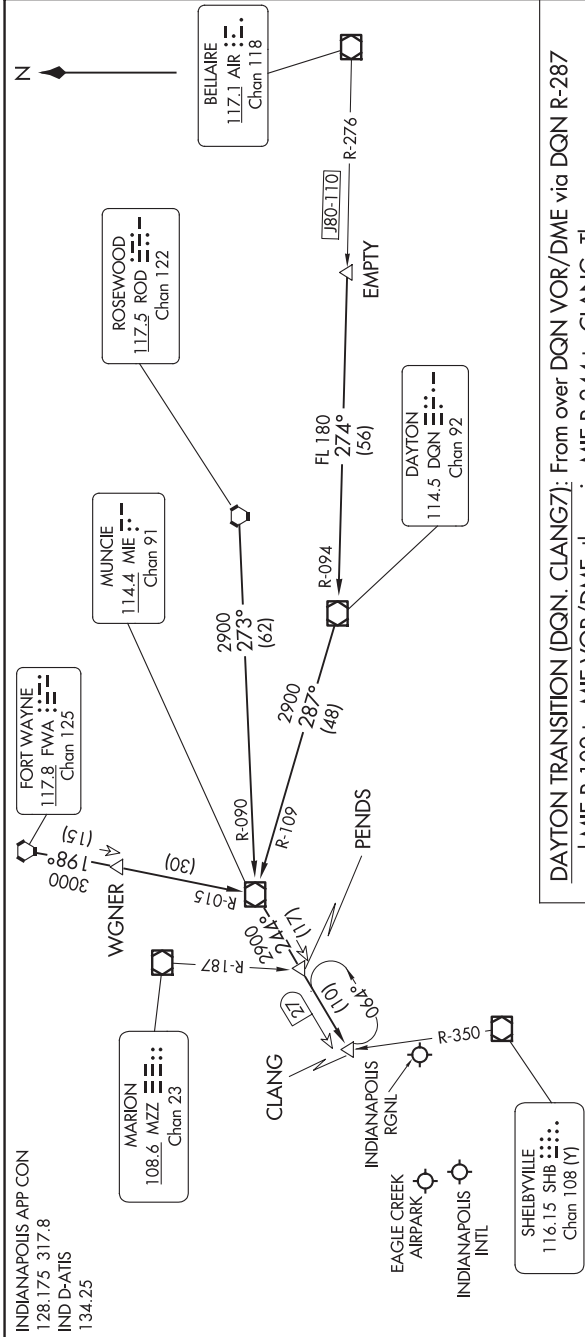
LANDING KOSU: From BUGZZ on track 202° to AGING, then on track 201° to cross RIGEE at 5000, then on track 201°. Expect RADAR vectors to final approach course.

LANDING KTZR: From BUGZZ on track 202° to AGING, then on track 246° to cross CATUG at 4000, then on track 246°. Expect RADAR vectors to final approach course.

(CLANG.CLANG7) 23334  
CLANG SEVEN ARRIVAL

AL-203 (FAA)

INDIANAPOLIS, INDIANA



**DAYTON TRANSITION (DQN. CLANG7):** From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG. Thence....  
**EMPTY TRANSITION (EMPTY.CLANG7):** From over EMPTY via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG. Thence....  
**FORT WAYNE TRANSITION (FWA. CLANG7):** From over FWA VORTAC via FWA R-198 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG. Thence....  
**ROSEWOOD TRANSITION (ROD.CLANG7):** From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG. Thence....  
....from over CLANG, expect vectors to final approach course.

**LOST COMMUNICATIONS:**

**LANDING IND:** In the event of lost communication prior to runway assignment, execute the ILS Runway 23R approach.

**NOTE:** Radar required.

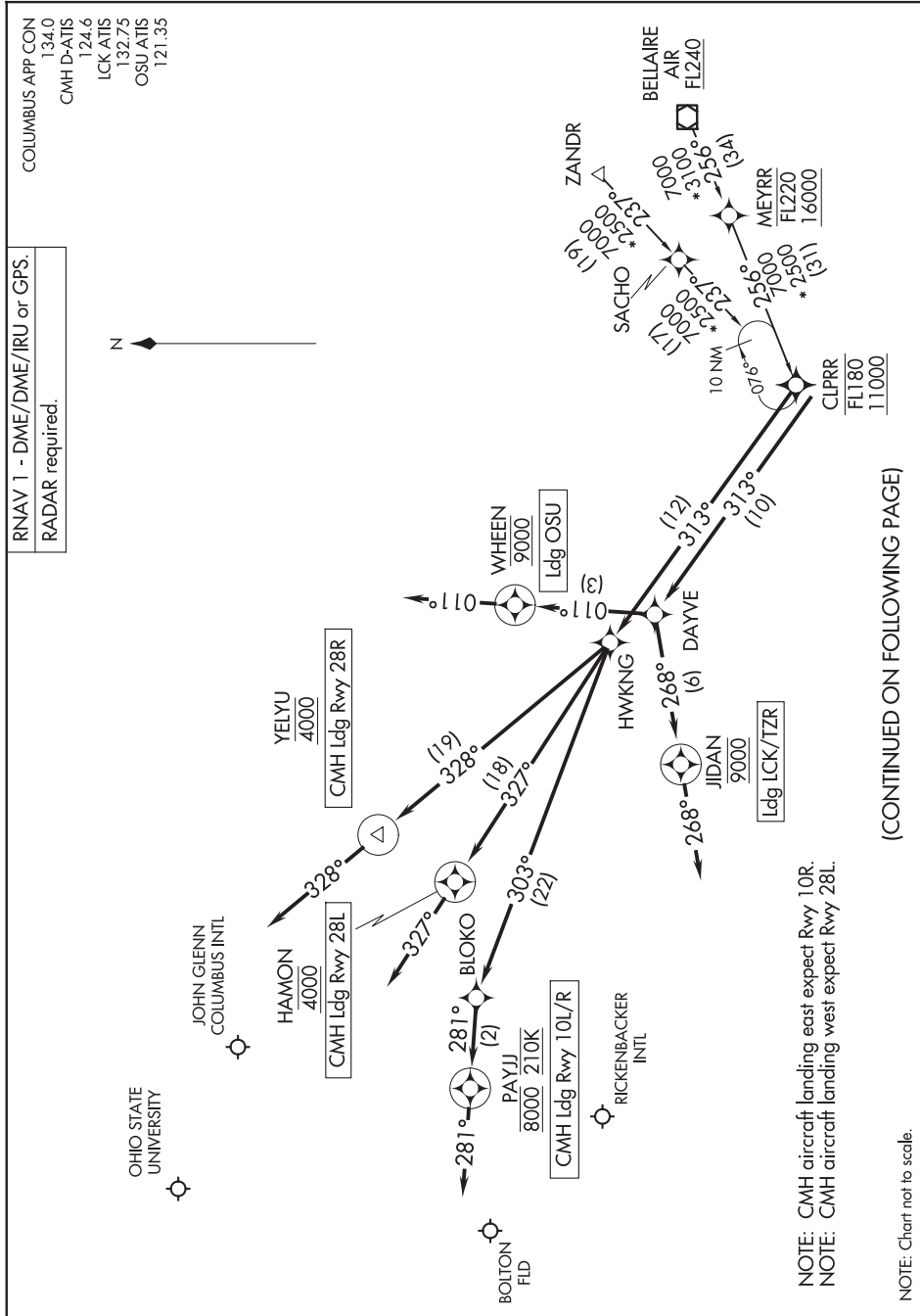
**NOTE:** Chart not to scale.

(CLANG.CLANG7) 27APR17  
CLANG SEVEN ARRIVAL

INDIANAPOLIS, INDIANA

CLPRR THREE ARRIVAL (RNAV)

COLUMBUS, OHIO



CLPRR THREE ARRIVAL (RNAV)

COLUMBUS, OHIO

ARRIVAL ROUTE DESCRIPTION

BELLAIRE TRANSITION (AIR.CLPRR3)  
ZANDR TRANSITION (ZANDR.CLPRR3)

CMH: From CLPRR on track 313° to HWKNG.

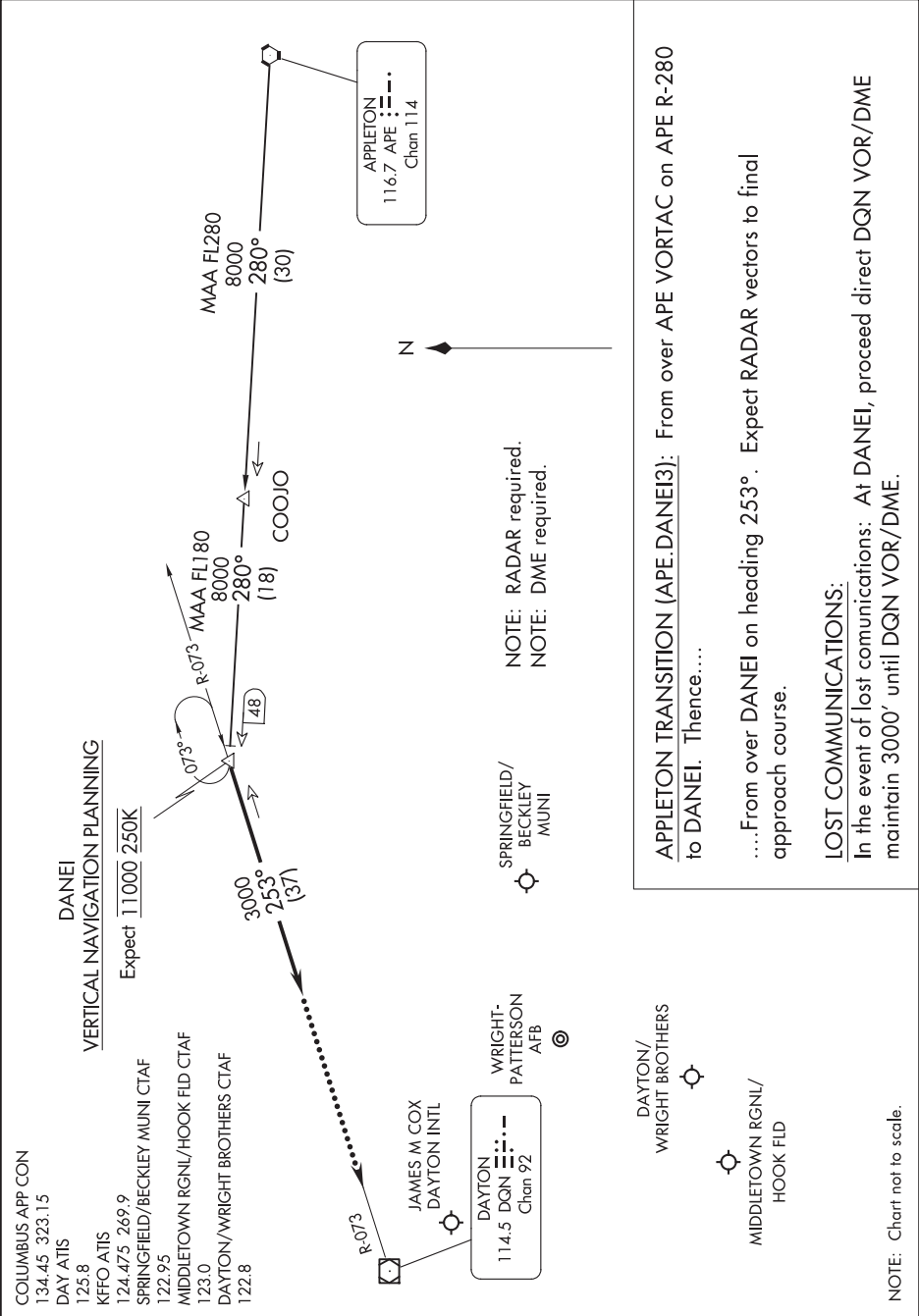
LANDING CMH RUNWAY 10L/R: From HWKNG on track 303° to BLOKO, then on track 281° to cross PAYJJ at 8000 and at 210K, then on track 281°. Expect RADAR vectors to final approach course.

LANDING CMH RUNWAY 28L: From HWKNG on track 327° to cross HAMON at 4000, then on track 327°. Expect RADAR vectors for ILS Rwy 28L approach.

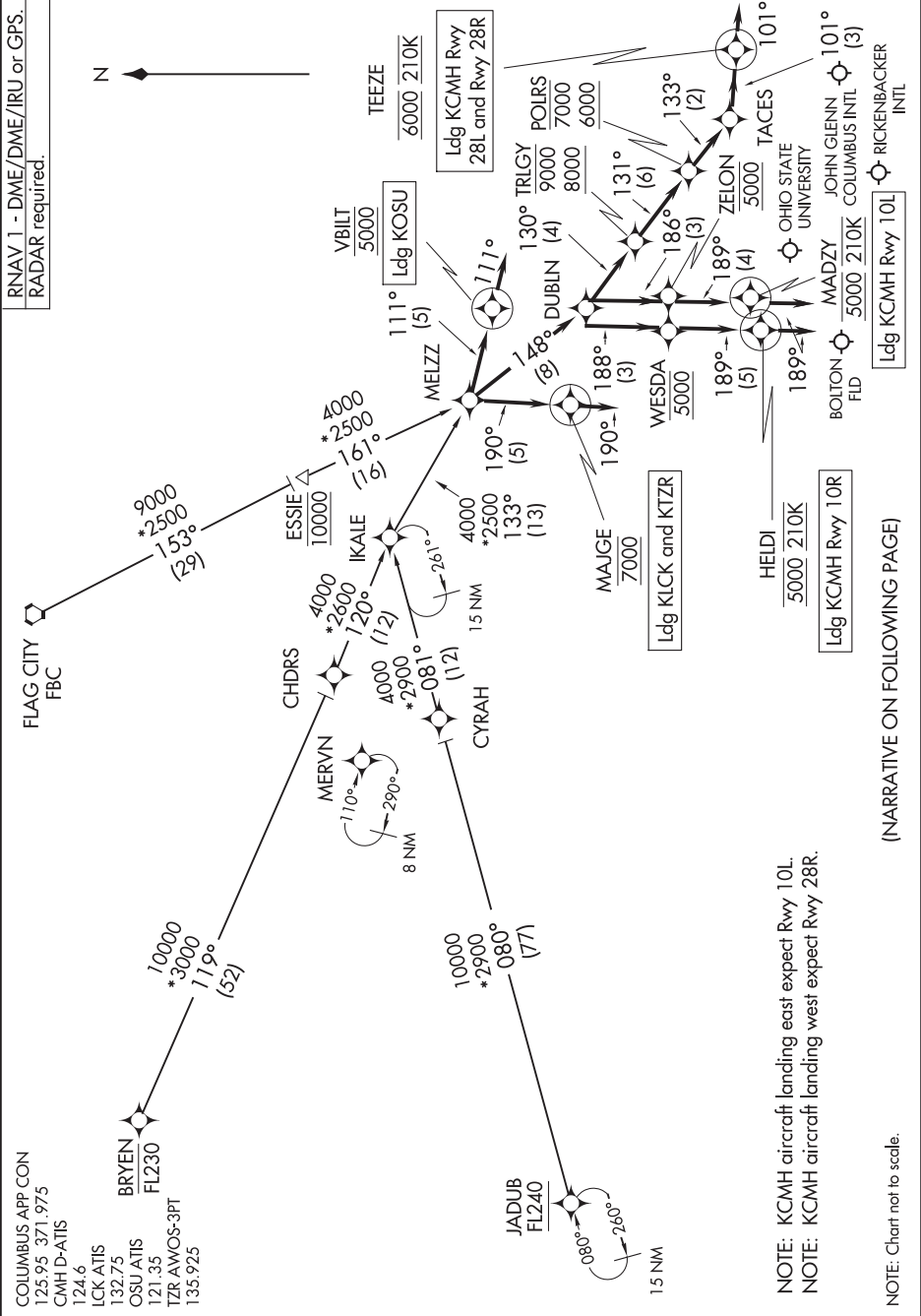
LANDING CMH RUNWAY 28R: From HWKNG on track 328° to cross YELYU at 4000, then on track 328°. Expect RADAR vectors for ILS Rwy 28R approach.

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

LANDING OSU: From CLPRR on track 313° to DAYVE, then on track 011° to cross WHEEN at 9000, then on track 011°. Expect RADAR vectors to final approach course.



EC-2, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

BRYEN TRANSITION (BRYEN.DUBLN1):

ESSIE TRANSITION (ESSIE.DUBLN1):

FLAG CITY TRANSITION (FBC.DUBLN1):

JADUB TRANSITION (JADUB.DUBLN1):

KCMH: From MELZZ on track 148° to DUBLN.

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

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

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

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

LANDING KOSU: From MELZZ on track 111° to cross VBILT at 5000, then on track 111°. Expect RADAR vectors to final approach course.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

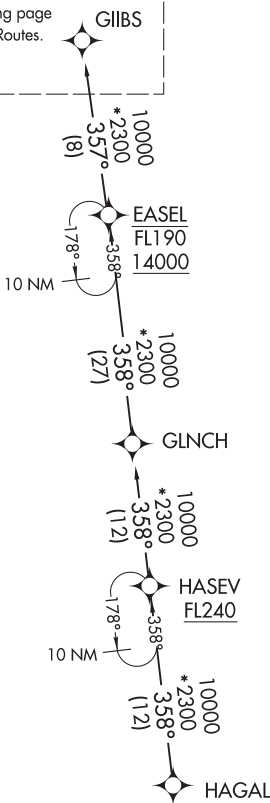


GIIBS FOUR ARRIVAL (RNAV) Transition Routes

INDIANAPOLIS APP CON  
128.175 317.8  
D-ATIS 134.25

See following page  
for Arrival Routes.

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



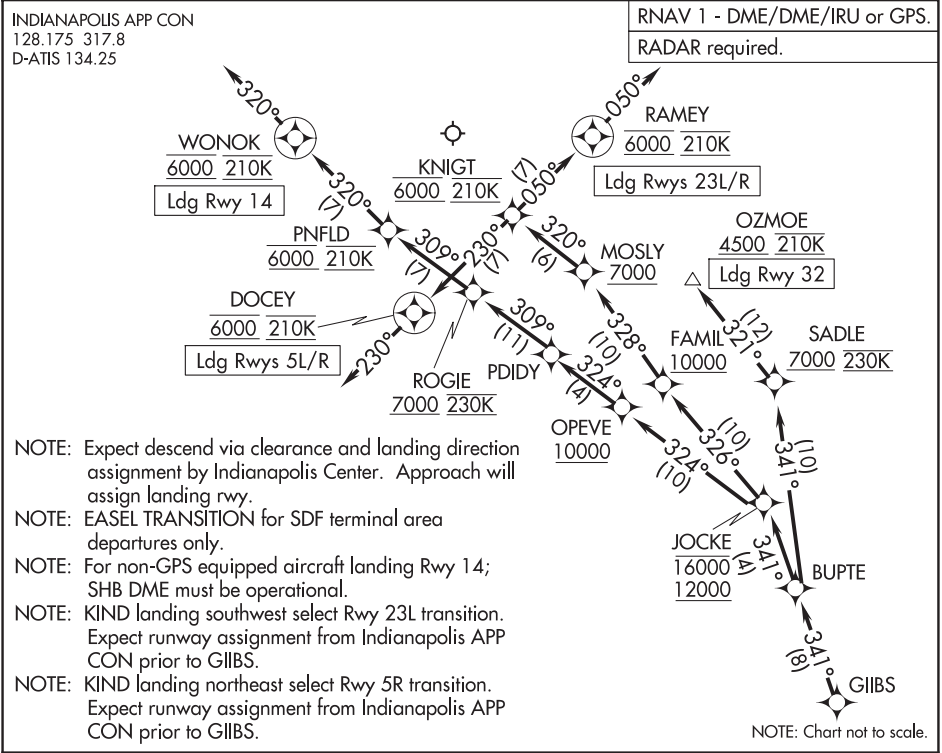
EASEL TRANSITION (EASEL.GIIBS4):  
HAGAL TRANSITION (HAGAL.GIIBS4):

- NOTE: Expect descend via clearance and landing direction assignment by Indianapolis Center. Approach will assign landing rwy.
- NOTE: EASEL TRANSITION for SDF terminal area departures only.
- NOTE: For non-GPS equipped aircraft landing Rwy 14; SHB DME must be operational.
- NOTE: KIND landing southwest select Rwy 23L transition. Expect runway assignment from Indianapolis APP CON prior to GIIBS.
- NOTE: KIND landing northeast select Rwy 5R transition. Expect runway assignment from Indianapolis APP CON prior to GIIBS.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GIIBS FOUR ARRIVAL (RNAV) Arrival Routes



ARRIVAL ROUTE DESCRIPTION

From GIIBS on track 341° to BUPTTE.

LANDING RUNWAYS 5L/R: From BUPTTE on track 341° to cross JOCKE between 12000 and 16000, then on track 326° to cross FAMIL at or above 10000, then on track 328° to cross MOSLY at or above 7000, then on track 320° to cross KNIGT at 6000 and at 210K, then on track 230° to cross DOCEY at 6000 and at 210K, then on track 230°.

Expect RADAR vectors to final approach course.

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

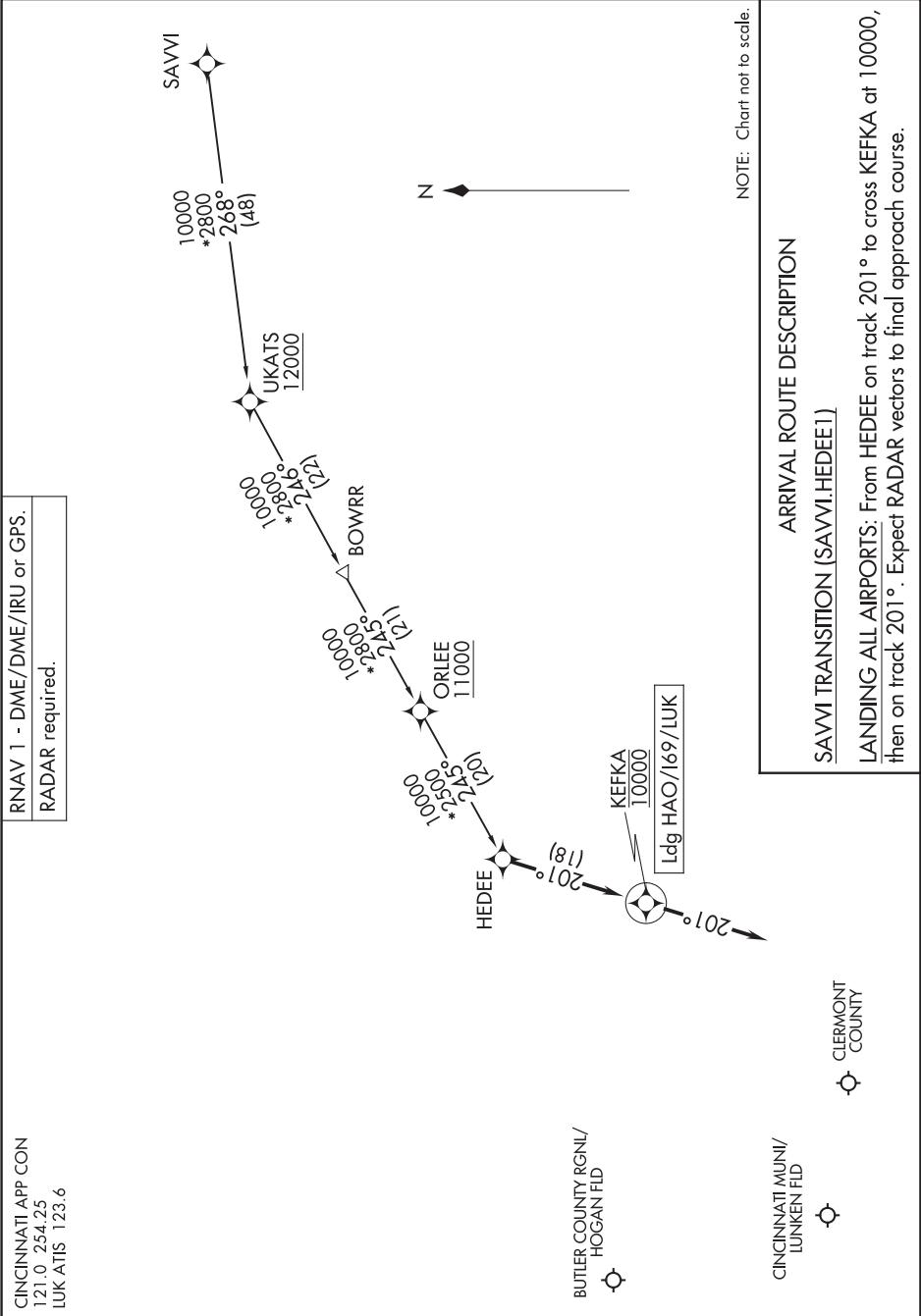
LANDING RUNWAYS 23L/R: From BUPTTE on track 341° to cross JOCKE between 12000 and 16000, then on track 326° to cross FAMIL at or above 10000, then on track 328° to cross MOSLY at or above 7000, then on track 320° to cross KNIGT AT 6000 and at 210K, then on track 050° to cross RAMEY at 6000 and at 210K,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

Expect RADAR vectors to final approach course.

LANDING RUNWAY 32: From BUPTTE on track 341° to cross SADLE at or above 7000 and at 230K, then on track 321° to cross OZMOE at or above 4500 and at 210K.

Expect RNP, GPS, ILS or LOC RWY 32 approach or RADAR vectors to final approach course.

EC-2, 07 AUG 2025 to 02 OCT 2025



EC-2, 07 AUG 2025 to 02 OCT 2025

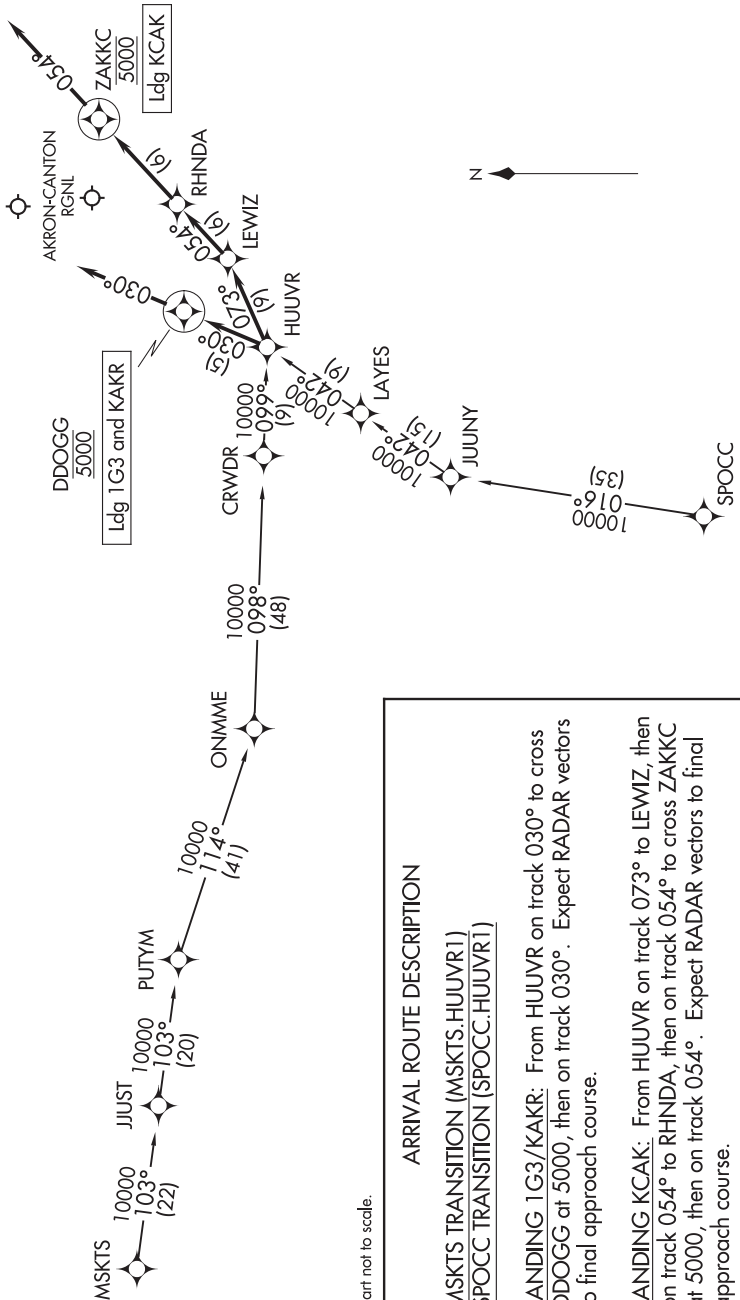
HUUVR ONE ARRIVAL (RNAV)

AKRON, OHIO

EC-2, 07 AUG 2025 to 02 OCT 2025

CLEVELAND APP CON\*  
125.5 371.875  
CAK ATIS  
121.05

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



EC-2, 07 AUG 2025 to 02 OCT 2025

HUUVR ONE ARRIVAL (RNAV)

AKRON, OHIO

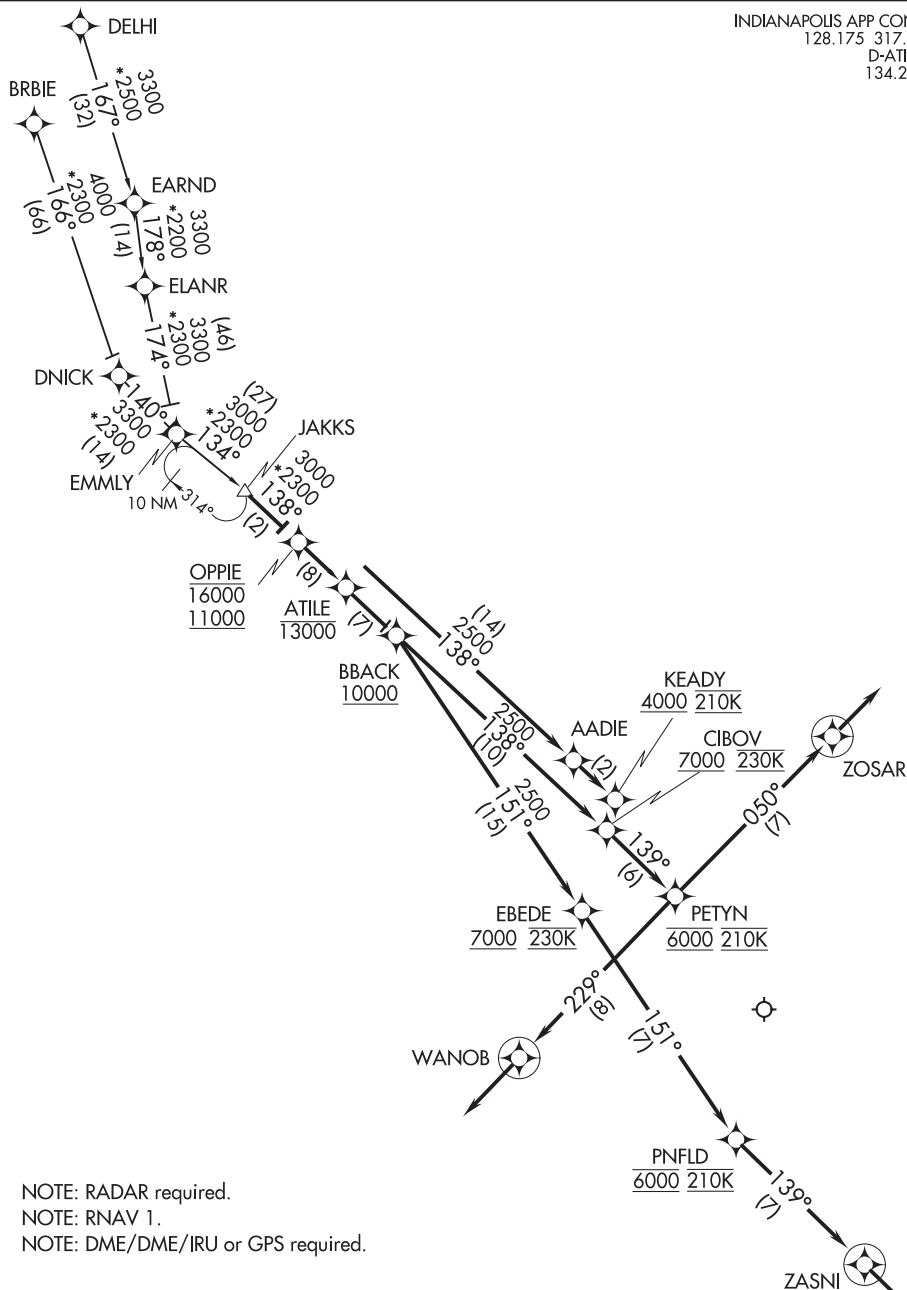
JAKKS TWO ARRIVAL (RNAV)

AL-203 (FAA)

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON  
128.175 317.8  
D-ATIS  
134.25



NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

## JAKKS TWO ARRIVAL (RNAV)

(JAKKS.JAKKS2) 10NOV16

INDIANAPOLIS, INDIANA

INDIANAPOLIS INTL (IND)

ARRIVAL ROUTE DESCRIPTION

BRBIE TRANSITION (BRBIE.JAKKS2):

DELHI TRANSITION (DELHI.JAKKS2):

ELANR TRANSITION (ELANR.JAKKS2):

From JAKKS on track 138° to cross OPPIE between 11000 and 16000, then on track 138° to cross ATILE at or below 13000.

LANDING RWY 5L/R: From ATILE on track 138° to cross BBACK at or above 10000, then on track 138° to cross CIBOV at or above 7000 and at 230K, then on track 139° to cross PETYN at 6000 and at 210K, then on track 229° to WANOB, then on track 229°. Expect radar vectors to final approach course.

LANDING RWY 14: From ATILE on track 138° to AADIE, then on track 138° to cross KEADY at or above 4000 and at 210K. Expect RNAV (RNP), RNAV (GPS) or ILS or LOC Rwy 14 or radar vectors to final approach course.

LANDING RWY 23L/R: From ATILE on track 138° to cross BBACK at or above 10000, then on track 138° to cross CIBOV at or above 7000 and at 230K, then on track 139° to cross PETYN at 6000 and at 210K, then on track 050° to ZOSAR, then on track 050°. Expect radar vectors to final approach course.

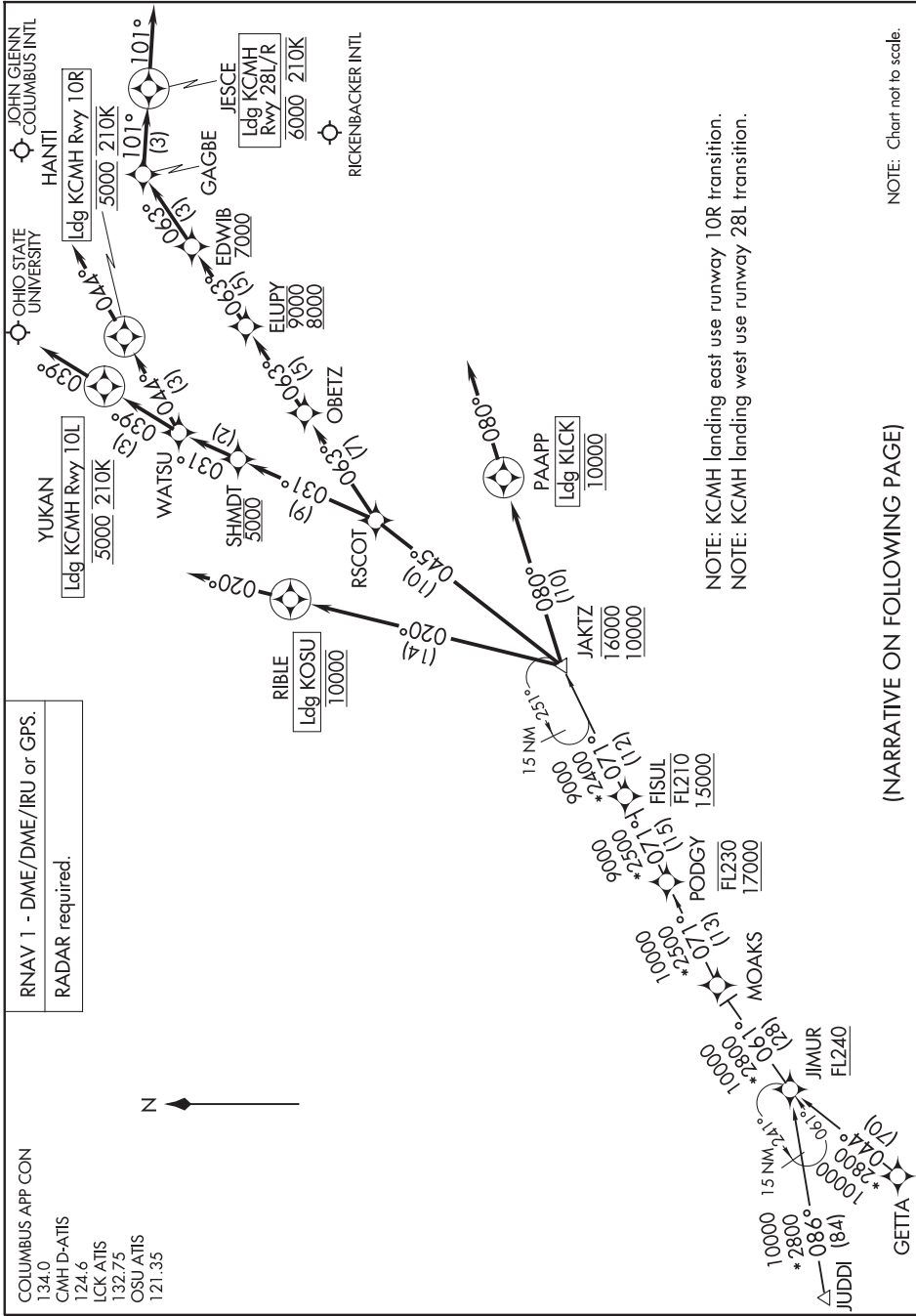
LANDING RWY 32: From ATILE on track 138° to cross BBACK at or above 10000, then on track 151° to cross EBEDE at or above 7000 and at 230K, then on track 151° to cross PNFLD at 6000 and at 210K, then on track 139° to ZASNI, then on track 139°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment, execute ILS or LOC RWY 23R approach.

JAKTZ TWO ARRIVAL (RNAV)

COLUMBUS, OHIO

EC-2, 07 AUG 2025 to 02 OCT 2025



JAKTZ TWO ARRIVAL

COLUMBUS, OHIO

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-2, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

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

KCMH: From JAKTZ on track 045° to RSCOT.

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

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

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

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

LANDING KOSU: From JAKTZ on track 020° to cross RIBLE at 10000, then on track 020°. Expect RADAR vectors to final approach course.

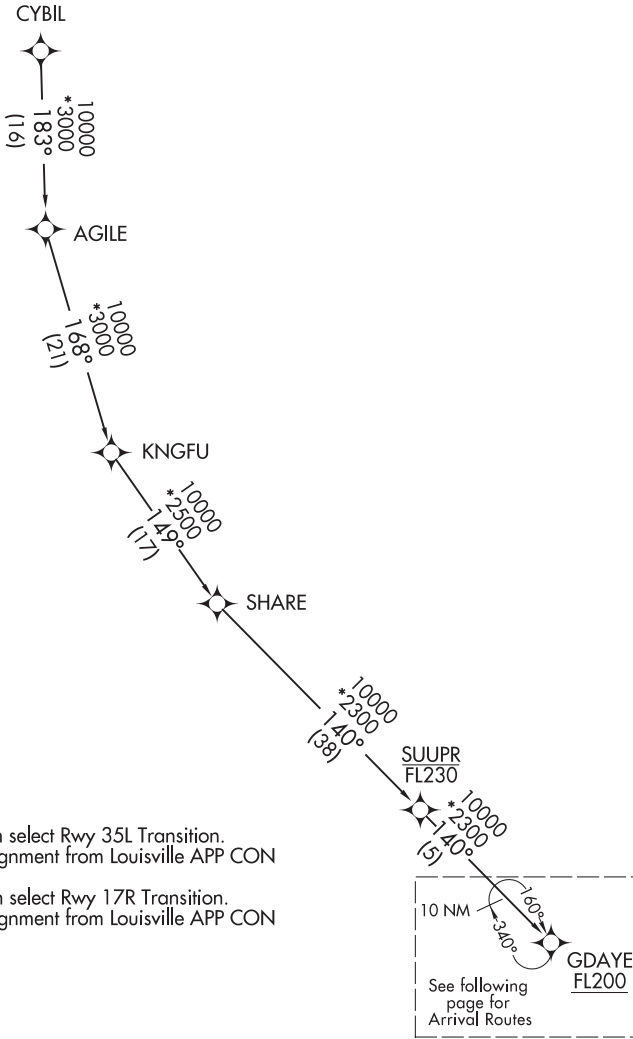
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



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

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



NOTE: Jet aircraft only.  
NOTE: KSDf landing north select Rwy 35L Transition.  
Expect runway assignment from Louisville APP CON prior to LISZA.  
NOTE: KSDf landing south select Rwy 17R Transition.  
Expect runway assignment from Louisville APP CON prior to LISZA.

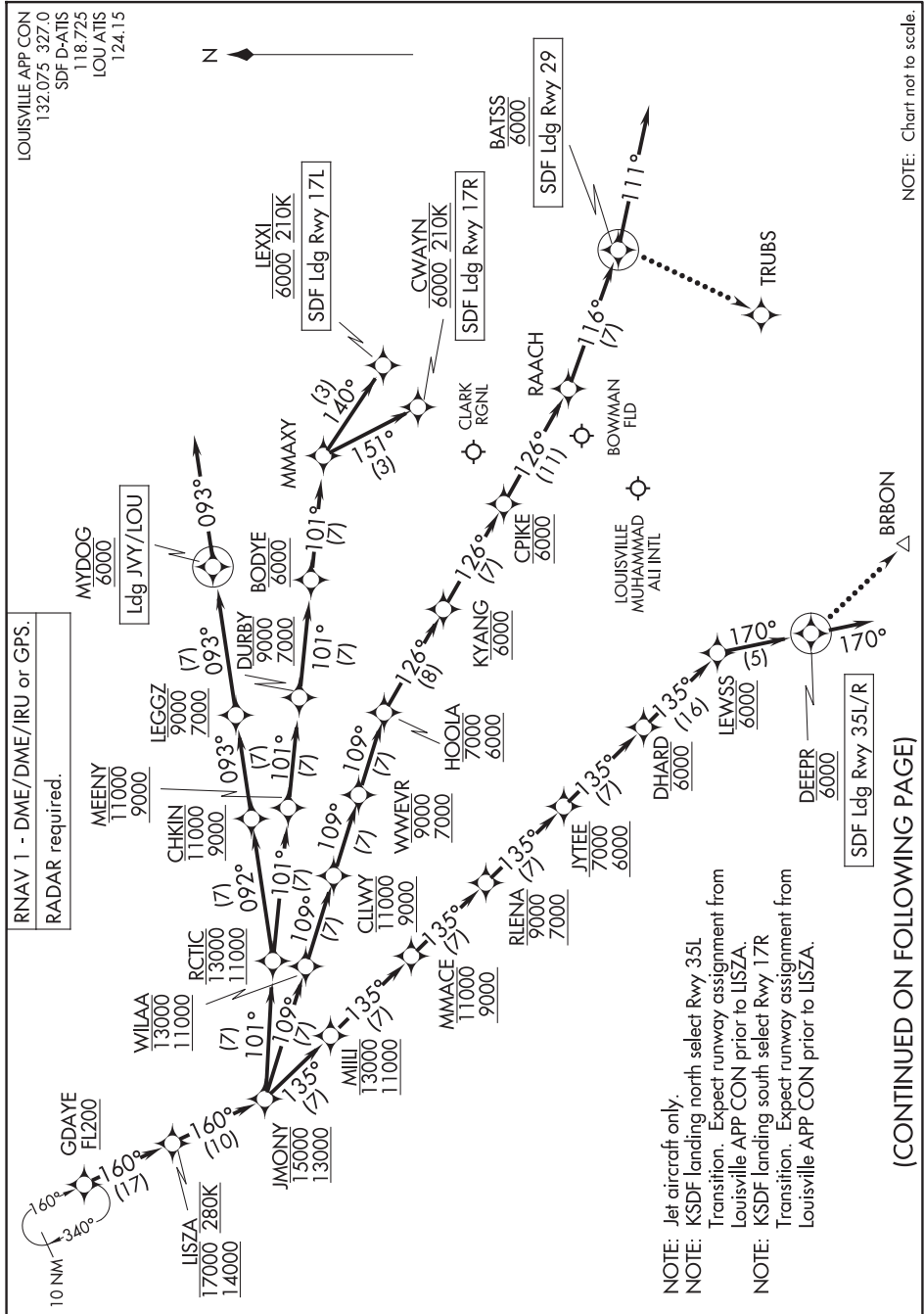
NOTE: Chart not to scale.

CYBIL TRANSITION (CYBIL.JMONY2)  
SHARE TRANSITION (SHARE.JMONY2)

(CONTINUED ON FOLLOWING PAGE)

## JMONY TWO ARRIVAL (RNAV) Arrival Routes

LOUISVILLE, KENTUCKY



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-2, 07 AUG 2025 to 02 OCT 2025

## JMONY TWO ARRIVAL (RNAV) Arrival Routes

LOUISVILLE, KENTUCKY

(JMONY.JMONY2) 20FEB25

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

LANDING JVY/LOU: From GDAYE on track 160° to cross LISZA between 14000 and 17000 and at 280K, then on track 160° to cross JMONY between 13000 and 15000, then on track 101° to cross RCTIC between 11000 and 13000, then on track 092° to cross CHKIN between 9000 and 11000, then on track 093° to cross LEGGZ between 7000 and 9000, then on track 093° to cross MYDOG at 6000, then on track 093°. Expect RADAR vectors to final approach course.

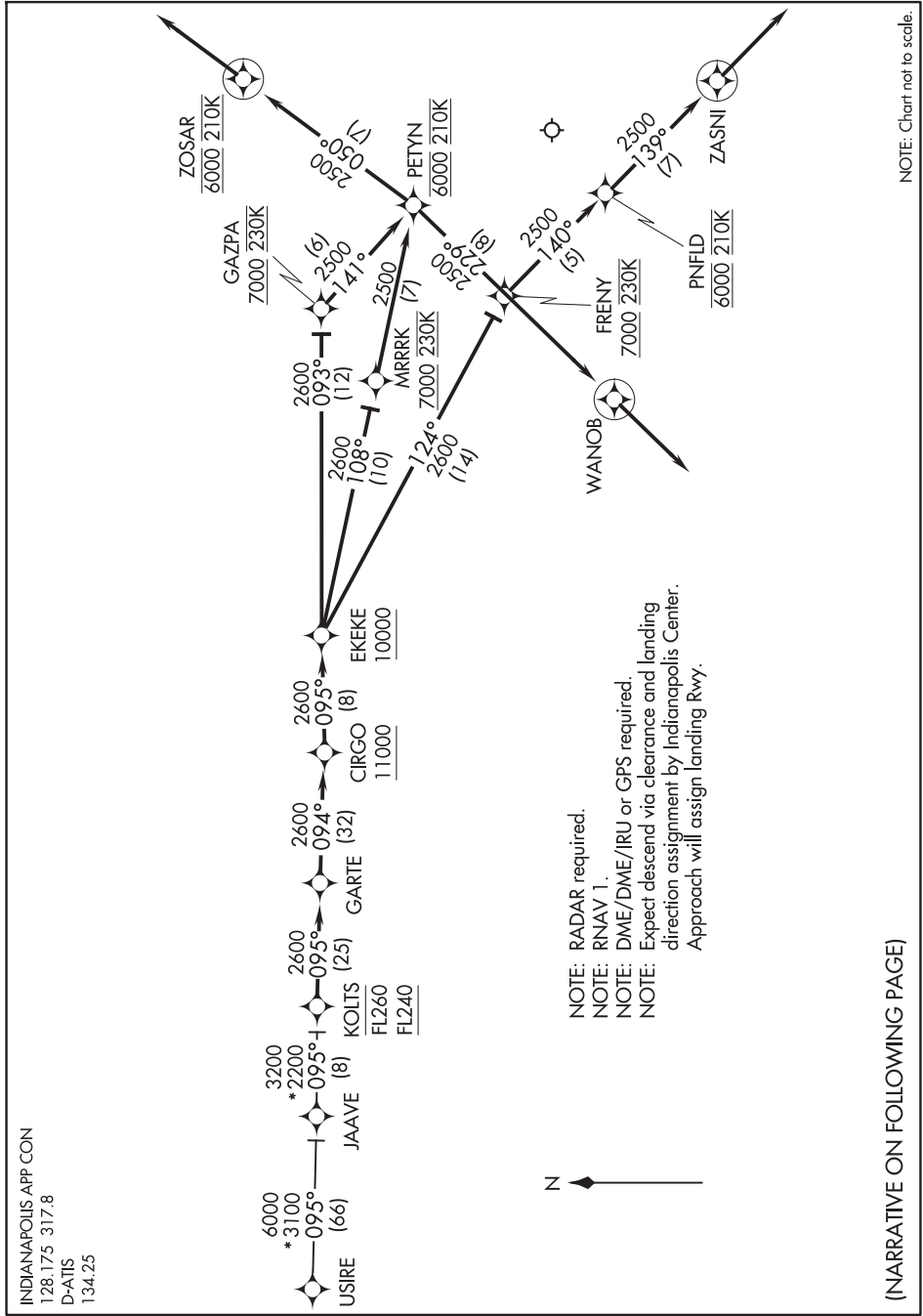
LOST COMMUNICATIONS:  
RUNWAYS 35L/R: After DEEPR, proceed to BRBON, then proceed on the ILS or LOC Rwy 35L approach or RNAV (GPS) Y Rwy 35L approach.  
RUNWAY 29: After BATSS, proceed to TRUBS, then proceed on the RNAV (GPS) Rwy 29 approach.

(KOLTS.KOLTS2) 17173  
KOLTS TWO ARRIVAL (RNAV)

Z23  
AL-203 (FAA)

INDIANAPOLIS INTL (IND)  
INDIANAPOLIS, INDIANA

EC-2, 07 AUG 2025 to 02 OCT 2025



KOLTS TWO ARRIVAL (RNAV)  
(KOLTS.KOLTS2) 10NOV16

INDIANAPOLIS, INDIANA  
INDIANAPOLIS INTL (IND)

(NARRATIVE ON FOLLOWING PAGE)

EC-2, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

JAAVE TRANSITION (JAAVE.KOLTS2):  
USIRE TRANSITION (USIRE.KOLTS2):

From KOLTS on track 095° to GARTE, then on track 094° to cross CIRGO at or above 11000, then on track 095° to cross EKEKE at or above 10000.

LANDING RWYS 5L/R: From EKEKE on track 093° to cross GAZPA at or above 7000 and at 230K, then on track 141° to cross PETYN at 6000 and at 210K, then on track 229° to WANOB, then on track 229°. Expect RADAR vectors to final approach course.

LANDING RWYS 23L/R: From EKEKE on track 108° to cross MRRRK at or above 7000 and at 230K, then on track 108° to cross PETYN at 6000 and at 210K, then on track 050° to cross ZOSAR at 6000 and at 210K, then on track 050°. Expect RADAR vectors to final approach course.

LANDING RWY 32: From EKEKE on track 124° to cross FRENY at or above 7000 and at 230K, then on track 140° to cross PNFLD at 6000 and at 210K, then on track 139° to ZASNI, then on track 139°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment, execute ILS or LOC Rwy 23R approach.

(COBBZ.LEDDL1) 24193

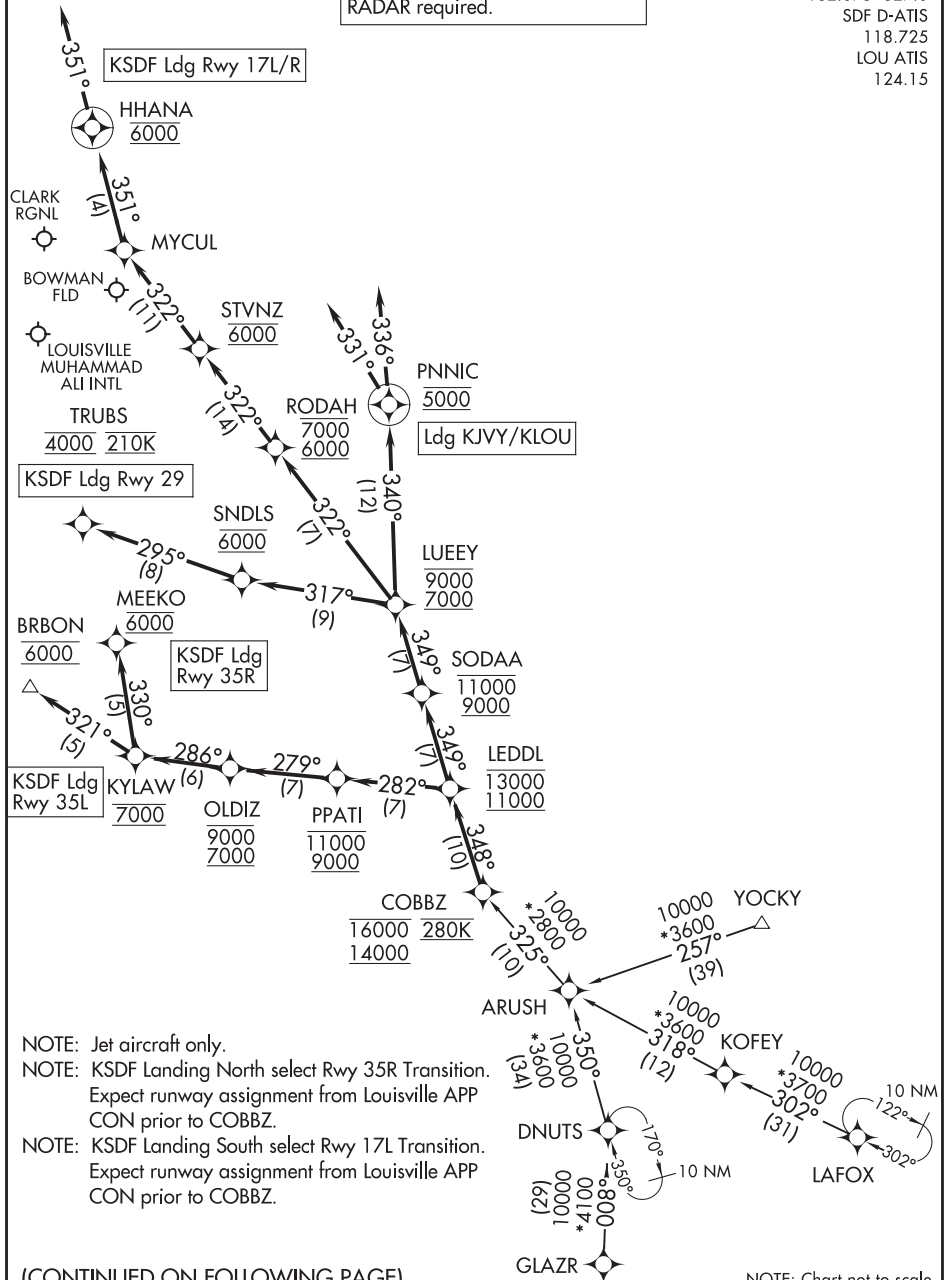
Z25  
AL-239 (FAA)

LEDDL ONE ARRIVAL (RNAV)

LOUISVILLE, KENTUCKY

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

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



LEDDL ONE ARRIVAL (RNAV)

(COBBZ.LEDDL1) 11JUL24

LOUISVILLE, KENTUCKY

EC-2, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

GLAZR TRANSITION (GLAZR.LEDDL1):  
LAFOX TRANSITION (LAFOX.LEDDL1):  
YOCKY TRANSITION (YOCKY.LEDDL1):

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

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

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

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

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

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

LANDING KLOU: From COBBZ on track 348° to cross LEDDL between 11000 and 13000, then on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 340° to cross PNNIC at 5000, then on track 331°. Expect RADAR vectors to final approach course.

GARY/CHICAGO, INDIANA

NOTE: Chart not to scale.



(LUCIT.LUCIT3) 31 OCT 24

(CONTINUED ON FOLLOWING PAGE)

EC-2, 07 AUG 2025 to 02 OCT 2025

NOTE: HERWK enroute transition: Do not file - to be assigned by ATC.  
NOTE: COOKS enroute transition: Do not file - to be assigned by ATC.  
NOTE: HLMIT enroute transition: Do not file - to be assigned by ATC.



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.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

LOUISVILLE, KENTUCKY



(CONTINUED ON FOLLOWING PAGE)

EC-2, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

BUMPY TRANSITION (BUMPY.MBELL5):  
IMOUT TRANSITION (IMOUT.MBELL5):  
MOOCH TRANSITION (MOOCH.MBELL5):  
PENBE TRANSITION (PENBE.MBELL5):

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

LANDING KSDF RUNWAYS 17L/R: From MBELL on track 019° to cross AABZ between 11000 and 13000, then on track 019° to cross BLEEM between 9000 and 11000, then on track 034° to cross GLENM between 7000 and 9000, then on track 052° to cross AUDRY between 6000 and 7000, then on track 052° to cross BEEKK at 6000, then on track 052° to TROLL, then on track 351° to cross PDUDL at 6000, then on track 351°. Expect RADAR vectors to final approach course.

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

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

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

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

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

(RACYR.RACYR6) 25107  
RACYR SIX ARRIVAL

Z31  
AL-203 (FAA)

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON  
128.175 317.8  
IND D-ATIS  
134.25

BRICKYARD  
116.3 VHP  
Chan 110

INDIANAPOLIS  
EXEC

RADAR required.  
DME required.

INDIANAPOLIS  
METRO

EAGLE CREEK  
AIRPARK

INDIANAPOLIS  
RGNL

INDIANAPOLIS  
INTL

INDY SOUTH  
GREENWOOD

TERRE HAUTE  
115.3 TTH  
Chan 100

KELLY

SHELBYVILLE  
116.15 SHB  
Chan 108 (Y)

BIBLE GROVE  
109.0 BIB  
Chan 27

DRWUD

6000  
2200  
078°  
(15) →

REEMO

RACYR

HOOSIER  
110.2 OOM  
Chan 39

POCKET CITY  
113.3 PXV  
Chan 80

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

**POCKET CITY TRANSITION (PXV.RACYR6):** From over PXV VORTAC on PXV R-027 and VHP R-209 to RACYR. Thence....

....from over RACYR on VHP VORTAC R-209 to DRWUD, then on VHP VORTAC R-209 to KELLY, then on VHP VORTAC R-209 to VHP VORTAC. Expect radar vectors to final approach course.

**LOST COMMUNICATIONS:** Landing IND: In the event of lost communication prior to runway assignment, execute the ILS Runway 23R approach.

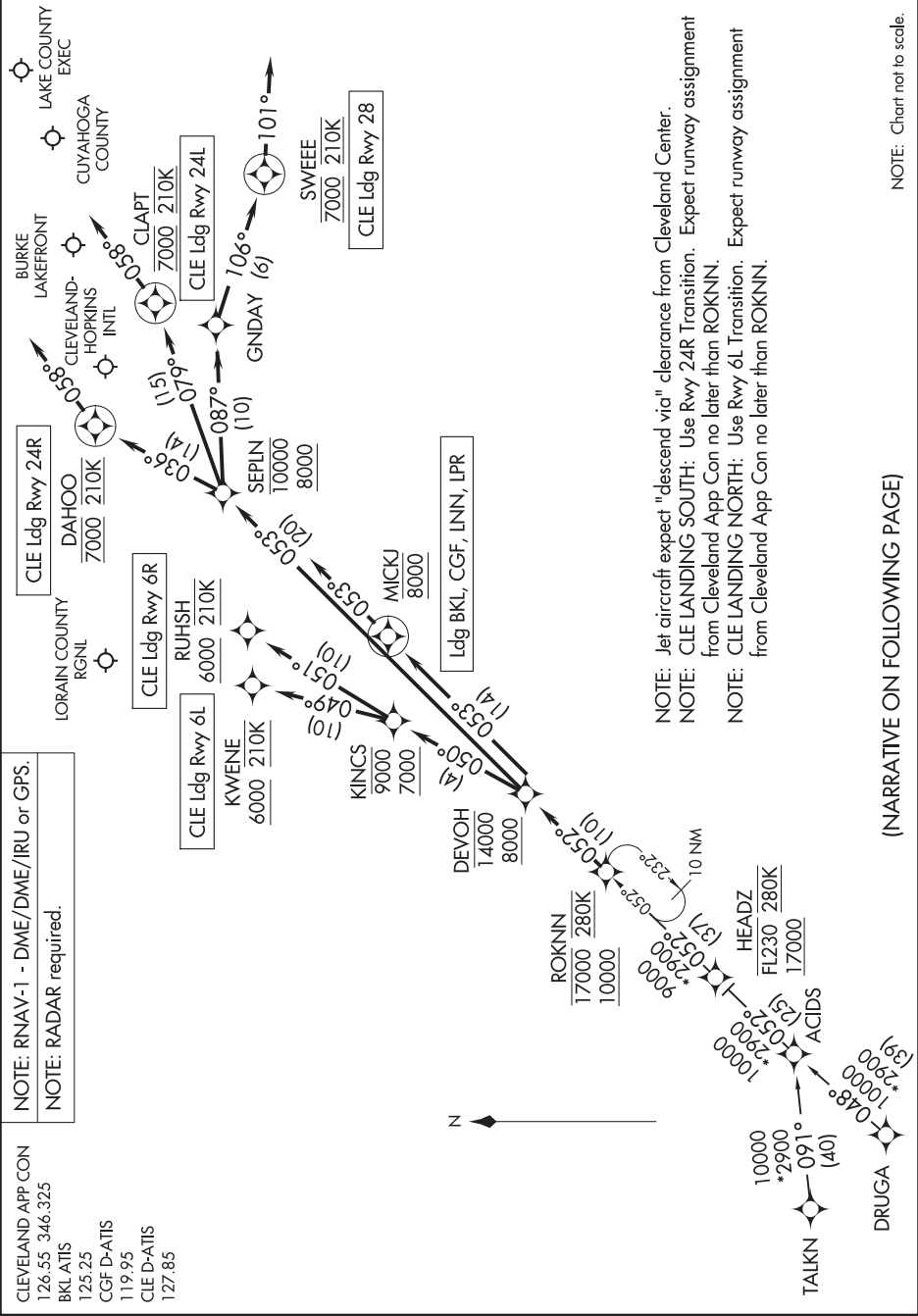
RACYR SIX ARRIVAL  
(RACYR.RACYR6) 19MAY22

INDIANAPOLIS, INDIANA

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



ARRIVAL ROUTE DESCRIPTION

DRUGA TRANSITION (DRUGA.ROKNN4)  
TALKN TRANSITION (TALKN.ROKNN4)

CLE: From ROKNN on track 052° to cross DEVOH between 8000 and 14000.

LANDING CLE RUNWAY 6L: From DEVOH on track 050° to cross KINCS between 7000 and 9000, then on track 049° to cross KWENE at or above 6000 and at 210K. Expect ILS, RNAV (RNP) or RNAV (GPS) approach from KWENE.

LANDING CLE RUNWAY 6R: From DEVOH on track 050° to cross KINCS between 7000 and 9000, then on track 051° to cross RUHSH at or above 6000 and at 210K. Expect ILS, RNAV (RNP) or RNAV (GPS) approach from RUHSH.

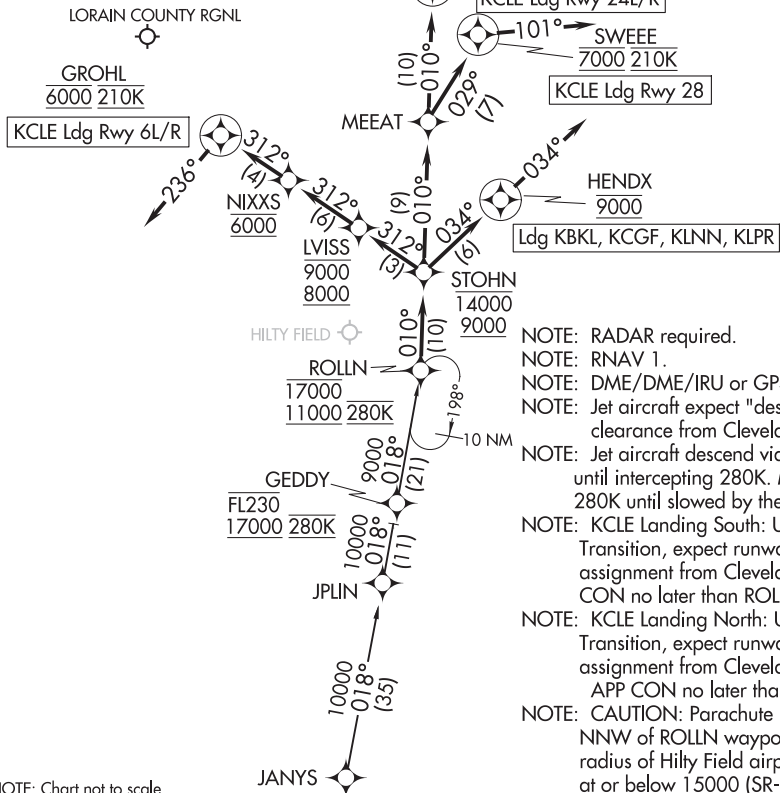
LANDING CLE RUNWAY 24L: From DEVOH on track 053° to cross SEPLN between 8000 and 10000, then on track 079° to cross CLAPT at 7000 and at 210K, then on heading 058°. Expect RNAV (RNP) approach from CLAPT or RADAR vectors to final approach course.

LANDING CLE RUNWAY 24R: From DEVOH on track 053° to cross SEPLN between 8000 and 10000, then on track 036° to cross DAHOO at 7000 and at 210K, then on heading 058°. Expect RNAV (RNP) approach from DAHOO or RADAR vectors to final approach course.

LANDING CLE RUNWAY 28: From DEVOH on track 053° to cross SEPLN between 8000 and 10000, then on track 087° to GNDAY, then on track 106° to cross SWEEE at 7000 and at 210K, then on heading 101°. Expect RADAR vectors to final approach course.

LANDING LPR/LNN/CGF/BKL: From ROKNN on track 052° to cross DEVOH between 8000 and 14000, then on track 053° to cross MICKJ at 8000, then on track 053°. Expect RADAR vectors to final approach course.

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



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Jet aircraft expect "descend via" clearance from Cleveland Center.
- NOTE: Jet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by the STAR.
- NOTE: KCLE Landing South: Use Rwy 24R Transition, expect runway assignment from Cleveland APP CON no later than ROLLN.
- NOTE: KCLE Landing North: Use Rwy 6L Transition, expect runway assignment from Cleveland APP CON no later than ROLLN.
- NOTE: CAUTION: Parachute jumping 4 NM NNW of ROLLN waypoint, 3 NM radius of Hilty Field airport (OI68) at or below 15000 (SR-SS).

NOTE: Chart not to scale.

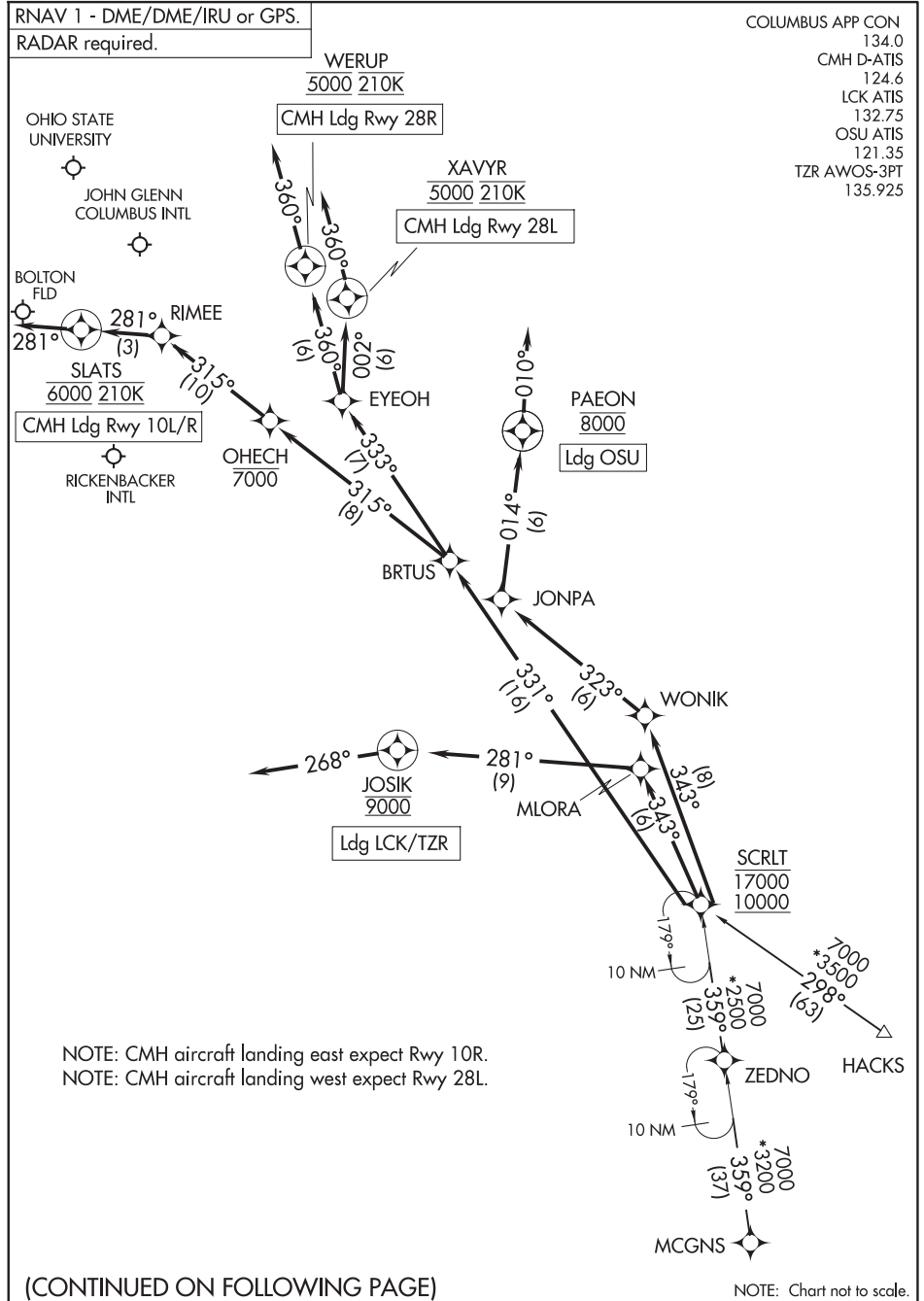
ARRIVAL ROUTE DESCRIPTION

JANYS TRANSITION (JANYS.ROLLN2)

- KCLE: From ROLLN on track 010° to cross STOHN between 9000 and 14000.
- LANDING KCLE RUNWAYS 6L/R: From STOHN on track 312° to cross LVISS between 8000 and 9000, then on track 312° to cross NIXXS at 6000, then on track 312° to cross GROHL at 6000 and at 210K, then on heading 236° or as assigned by ATC. Expect ILS, RNAV (RNP), or RNAV (GPS) approach from GROHL, or RADAR vectors to final approach course.
- LANDING KCLE RUNWAYS 24L/R: From STOHN on track 010° to MEEAT, then on track 010° to cross CLAPT at 7000 and at 210K, then on heading 056° or as assigned by ATC. Expect RNAV (RNP) approach from CLAPT or RADAR vectors to final approach course.
- LANDING KCLE RUNWAY 28: From STOHN on track 010° to MEEAT, then on track 029° to cross SWEEE at 7000 and at 210K, then on heading 101° or as assigned by ATC. Expect RADAR vectors to final approach course.
- LANDING KLPR/KLNN/KCGF/KBKL: From ROLLN on track 010° to cross STOHN between 9000 and 14000, then on track 034° to cross HENDX at 9000, then on track 034°. Expect RADAR vectors to final approach course.

# SCRLT TWO ARRIVAL (RNAV)

COLUMBUS, OHIO



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# SCRLT TWO ARRIVAL (RNAV)

COLUMBUS, OHIO



ARRIVAL ROUTE DESCRIPTION

HACKS TRANSITION (HACKS.SCRLT2)  
MCGNS TRANSITION (MCGNS.SCRLT2)

CMH: from SCRLT on track 331° to BRTUS.

LANDING CMH RUNWAY 10L/R: From BRTUS on track 315° to cross OHECH at or below 7000, then on track 315° to RIMEE, then on track 281° to cross SLATS at 6000 and at 210K, then on track 281°. Expect RADAR vectors to final approach course.

LANDING CMH RUNWAY 28L: From BRTUS on track 333° to EYEOH, then on track 002° to cross XAVYR at 5000 and at 210K, then on track 360°. Expect RADAR vectors for ILS Rwy 28L approach.

LANDING CMH RUNWAY 28R: From BRTUS on track 333° to EYEOH, then on track 360° to cross WERUP at 5000 and at 210K, then on track 360°. Expect RADAR vectors for ILS Rwy 28R approach.

LANDING TZR/LCK: From SCRLT on track 343° to MLORA, then on track 281° to cross JOSIK at 9000, then on track 268°. Expect RADAR vectors to final approach course.

LANDING OSU: From SCRLT on track 343° to WONIK, then on track 323° to JONPA, then on track 014° to cross PAEON at 8000, then on track 010°. Expect RADAR vectors to final approach course.

(RACYR.SMUKE3) 24193

AL-203 (FAA)

INDIANAPOLIS INTL (IND)

## SMUKE THREE ARRIVAL (RNAV) Transition Routes

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON

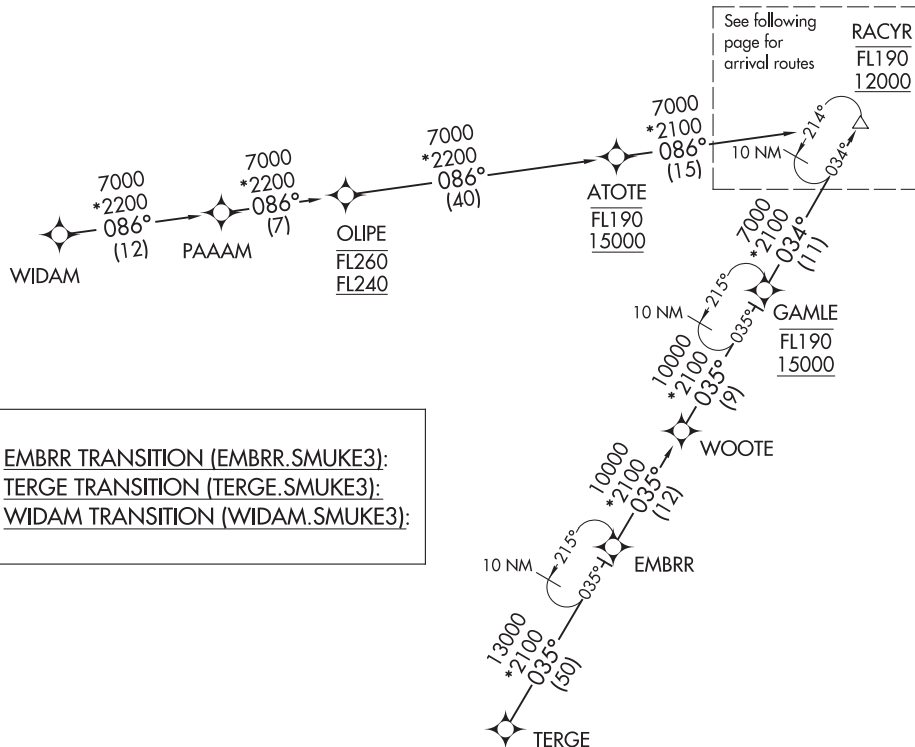
128.175 317.8

D-ATIS

134.25

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



EMBRR TRANSITION (EMBRR.SMUKE3):  
TERGE TRANSITION (TERGE.SMUKE3):  
WIDAM TRANSITION (WIDAM.SMUKE3):

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

Approach will assign landing rwy.

NOTE: For non-GPS equipped aircraft landing rwy 23L; SHB DME must be operational.

NOTE: For non-GPS equipped aircraft landing rwy 23R; SHB and VHP DMEs must be operational.

NOTE: KIND Landing southwest select Rwy 23R transition.

Expect runway assignment from Indianapolis APP CON prior to SMUKE.

NOTE: KIND Landing northeast select Rwy 5L transition.

Expect runway assignment from Indianapolis APP CON prior to SMUKE.

(CONTINUED ON FOLLOWING PAGE)

SMUKE THREE ARRIVAL (RNAV) Transition Routes

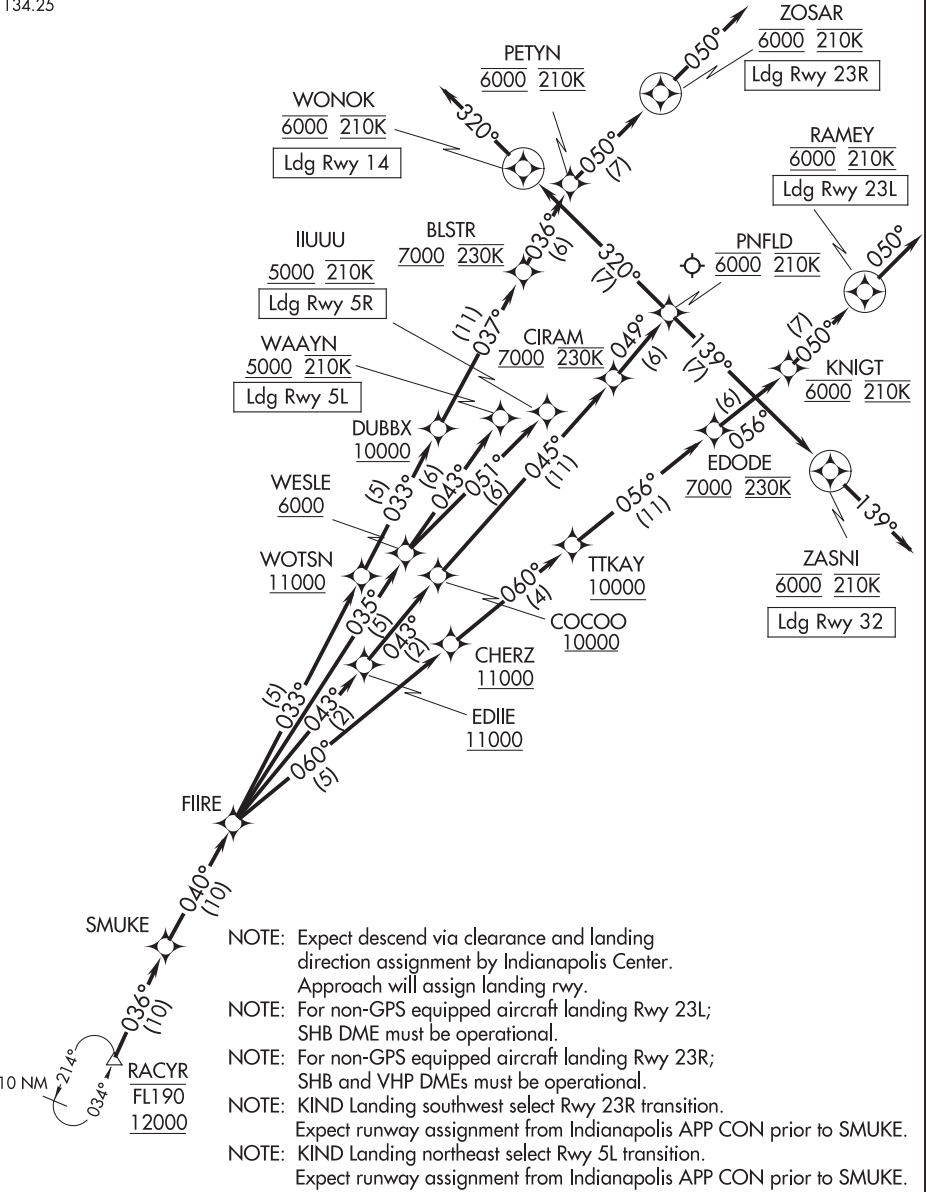
(RACYR.SMUKE3) 11JUL24

INDIANAPOLIS, INDIANA

INDIANAPOLIS INTL (IND)

INDIANAPOLIS APP CON  
128.175 317.8  
D-ATIS  
134.25

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



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SMUKE THREE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

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

LANDING RUNWAY 5L: From FIIRE on track 035° to cross WESLE at or above 6000, then on track 043° to cross WAAYN at or above 5000 and at 210K. Expect RNAV RNP, GPS, ILS or LOC RWY 5L or RADAR vectors to final approach course.

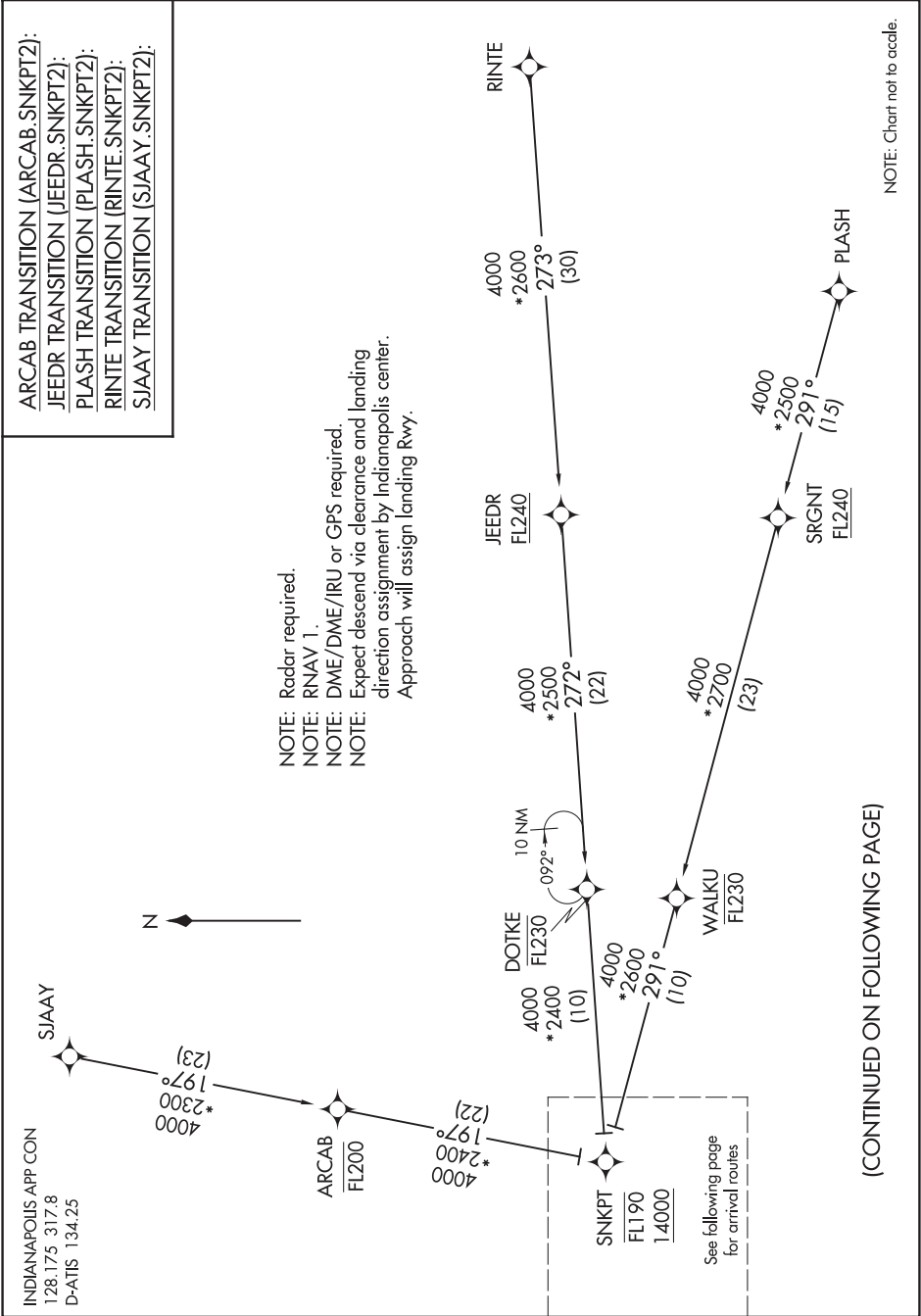
LANDING RUNWAY 5R: From FIIRE on track 035° to cross WESLE at or above 6000, then on track 051° to cross IUUUU at or above 5000 and at 210K. Expect RNP, GPS, ILS or LOC RWY 5R or RADAR vectors to final approach course.

LANDING RUNWAY 14: From FIIRE on track 043° to cross EDIIE at or above 11000, then on track 043° to cross COCOO at or above 10000, then on track 045° to cross CIRAM at or above 7000 and at 230K, then on track 049° to cross PNFLD at 6000 and at 210K, then on track 320° to cross WONOK at 6000 and at 210K, then on track 320°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 23L: From FIIRE on track 060° to cross CHERZ at or above 11000, then on track 060° to cross TTKAY at or above 10000, then on track 056° to cross EDODE at or above 7000 and at 230K, then on track 056° to cross KNIGT at 6000 and at 210K, then on track 050° to cross RAMEY at 6000 and at 210K, then on track 050°. Expect RADAR vectors to final approach course.

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

LANDING RUNWAY 32: From FIIRE on track 043° to cross EDIIE at or above 11000, then on track 043° to cross COCOO at or above 10000, then on track 045° to cross CIRAM at or above 7000 and at 230K, then on track 049° to cross PNFLD at 6000 and at 210K, then on track 139° to cross ZASNI at 6000 and at 210K, then on track 139°. Expect RADAR vectors to final approach course.



(SNKPT.SNKPT2) 17173

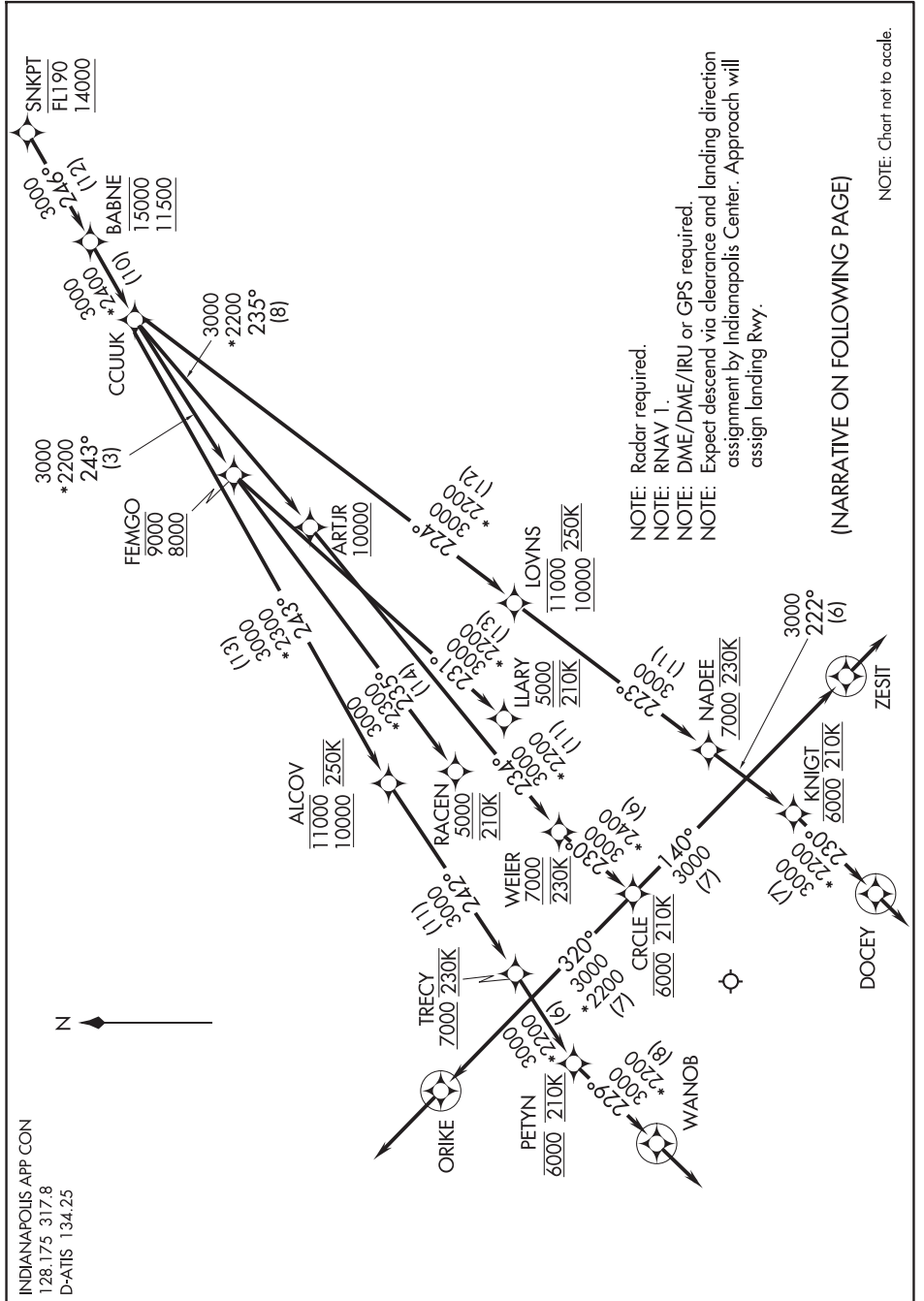
AL-203 (FAA)

INDIANAPOLIS INTL (IND)

SNKPT TWO ARRIVAL (RNAV) Arrival Routes

INDIANAPOLIS, INDIANA

EC-2, 07 AUG 2025 to 02 OCT 2025



SNKPT TWO ARRIVAL (RNAV) Arrival Routes

(SNKPT.SNKPT2) 10NOV16

INDIANAPOLIS, INDIANA

INDIANAPOLIS INTL (IND)

EC-2, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

From SNKPT on track 246° to cross BABNE between 11500 and 15000, then on track 246° to CCUUK.

LANDING RWY 5L: From CCUUK on track 243° to cross ALCOV between 10000 and 11000 and at 250K, then on track 242° to cross TRECY at/above 7000 and at 230K, then on track 242° to cross PETYN at 6000 and at 210K, then on track 229° to WANOB, then on track 229°. Expect radar vectors to final approach course.

LANDING RWY 5R: From CCUUK on track 224° to cross LOVNS between 10000 and 11000 and at 250K, then on track 223° to cross NADEE at/above 7000 and at 230K, then on track 222° to cross KNIGT at 6000 and at 210K, then on track 230° to DOCEY, then on track 230°. Expect radar vectors to final approach course.

LANDING RWY 14: From CCUUK on track 235° to cross ARTJR at/above 10000, then on track 234° to cross WEIER at/above 7000 and at 230K then on track 230° to cross CRCLE at 6000 and at 210K, then on track 320° to ORIKE, then on track 320°. Expect radar vectors to final approach course.

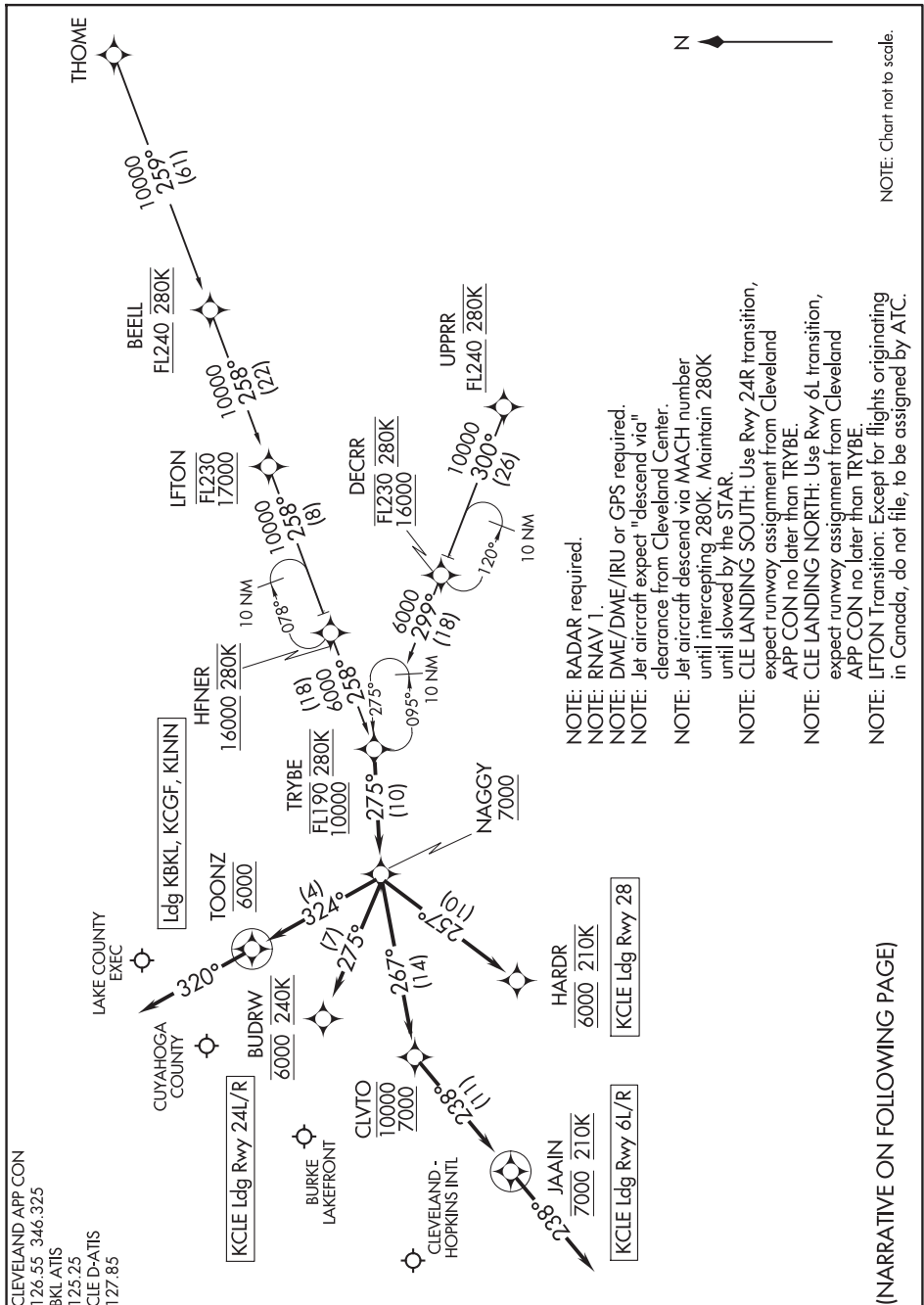
LANDING RWY 23L: From CCUUK on track 243° to cross FEMGO between 8000 and 9000, then on track 231° to cross LLARY at/above 5000 and at 210K. Expect RNAV (RNP), RNAV (GPS) or ILS or LOC to Rwy 23L or radar vectors to final approach course.

LANDING RWY 23R: From CCUUK on track 243° to cross FEMGO between 8000 and 9000, then on track 235° to cross RACEN at/above 5000 and at 210K. Expect RNAV (RNP), RNAV (GPS) or ILS or LOC to Rwy 23R or radar vectors to final approach course.

LANDING RWY 32: From CCUUK on track 235° to cross ARTJR at/above 10000, then on track 234° to cross WEIER at/above 7000 and at 230K then on track 230° to cross CRCLE at 6000 and at 210K, then on track 140° to ZESIT, then on track 140°. Expect radar vectors to final approach course.

LOST COMMUNICATION:

In the event of lost communication prior to runway assignment, execute ILS or LOC Rwy 23R approach.





ARRIVAL ROUTE DESCRIPTION

- LFTON TRANSITION (LFTON.TRYBE4)
- THOME TRANSITION (THOME.TRYBE4)
- UPPRR TRANSITION (UPPRR.TRYBE4)

KCLE: From TRYBE on track 275° to cross NAGGY at or above 7000.

LANDING KCLE RUNWAYS 6R/L: From NAGGY on track 267° to cross CLVTO between 7000 and 10000, then on track 238° to cross JAAIN at 7000 and at 210K, then on heading 238° or as assigned by ATC. Expect RNAV (RNP) approach from JAAIN or RADAR vectors to final approach course.

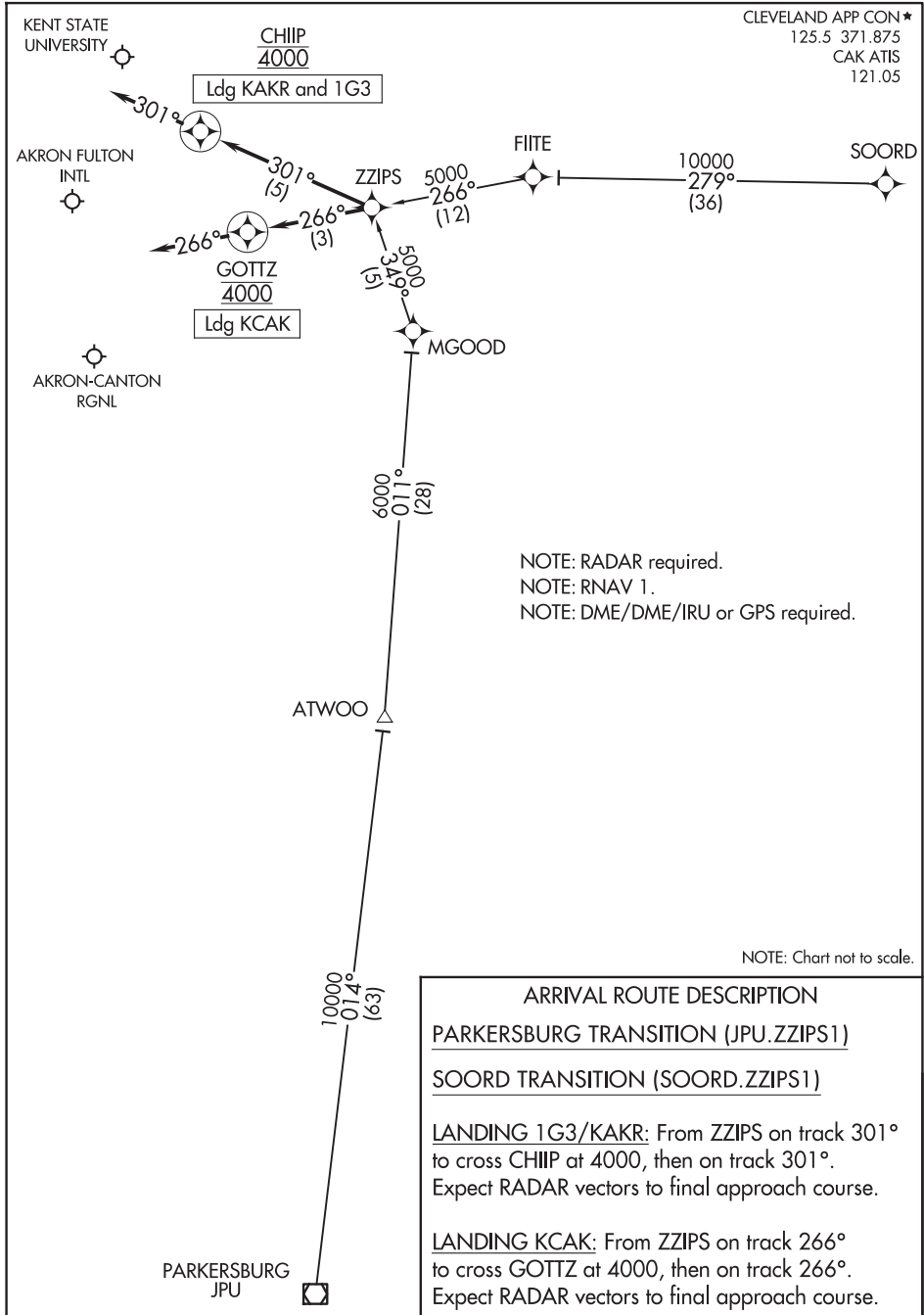
LANDING KCLE RUNWAYS 24L/R: From NAGGY on track 275° to cross BUDRW at 6000 and at 240K. Expect ILS, RNAV (RNP), or RNAV (GPS) approach from BUDRW.

LANDING KCLE RUNWAY 28: From NAGGY on track 257° to cross HARDR at 6000 and at 210K. Expect ILS, RNAV (RNP), or RNAV (GPS) approach from HARDR .

LANDING KBKL/KLNN/KCGF: From TRYBE on track 275° to cross NAGGY at or above 7000 then on track 324° to cross TOONZ at 6000, then on track 320°. Expect RADAR vectors to final approach course.

ZZIPS ONE ARRIVAL(RNAV)

AKRON, OHIO



ZZIPS ONE ARRIVAL (RNAV)

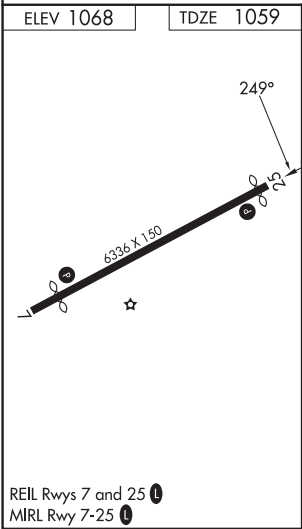
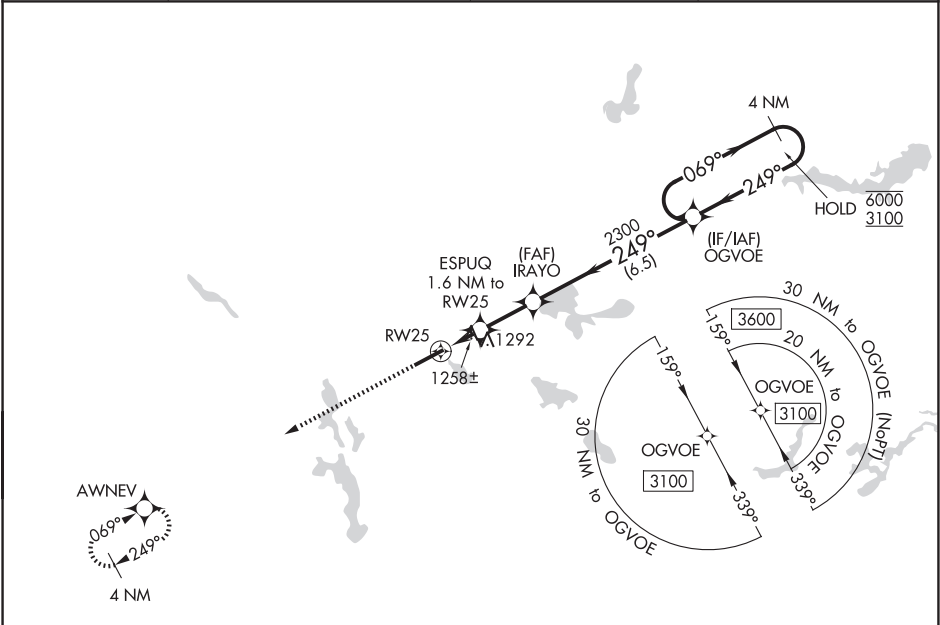
AKRON, OHIO

WAAS CH <b>99735</b> <b>W25A</b>	APP CRS <b>249°</b>	Rwy Ldg TDZE <b>1059</b> Apt Elev <b>1068</b>
--	------------------------	---

RNAV (GPS) RWY 25  
AKRON FULTON INTL (AKR)

RNP APCH.	MISSED APPROACH: Climb to 3100 direct AWNEV and hold.
<div>T A</div> Rwy 25 helicopter visibility reduction below 1 SM NA. Circling Rwy 7 NA at night.	

ASOS <b>126.825</b>	CLEVELAND APP CON ★ <b>125.5 371.875</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075</b> (CTAF) <b>U</b>
------------------------	---	--------------------------	--



ELEV 1068	TDZE 1059	Visual Segment - Obstacles.			
3100	AWNEV	ESPUQ 1.6 NM to RW25	IRAYO	OGVOE	4 NM Holding Pattern
		1600	2300		069° → 6000 ← 249° 3100
		1.6 NM	2.2 NM	6.5 NM	
CATEGORY	A	B	C	D	
LP MDA	1520-1	461 (500-1)	1520-1 3/8	461 (500-1 3/8)	
LNAV MDA	1560-1	501 (500-1)	1560-1 3/8	501 (500-1 3/8)	
CIRCLING	1600-1 532 (600-1)	1680-1 612 (700-1)	1800-2 732 (800-2)	1840-2 1/2 772 (800-2 1/2)	

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

AKRON, OHIO

AL-6 (FAA)

25219

LOC/DME I-AKR <b>110.9</b> Chan <b>46</b>	APP CRS <b>249°</b>	Rwy Ldg TDZE Apt Elev <b>1068</b>	<b>6074</b> <b>1059</b> <b>1068</b>
---	------------------------	---	---

# LOC RWY 25

## AKRON FULTON INTL (AKR)

ADF or DME or RADAR required for procedure entry.

**▼** Rwy 25 helicopter visibility reduction below 1 SM NA.  
**▲** Circling Rwy 7 NA at night.

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

ASOS <b>126.825</b>	CLEVELAND APP CON ★ <b>125.5 371.875</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075 (CTAF) 0</b>
------------------------	---	--------------------------	-----------------------------------

ALTERNATE MISSED APCH FIX



LOCALIZER **110.9**  
I-AKR  
Chan **46**

(CFCGM)

AKRON

**114.4 ACO**  
Chan **91**

LOM/IAF

AKRON

**362 AK**I-AKR **4.8**BSV **19.8**

AWNEV

R-322

3000

010°

(19.8)

BRIGGS

**114.05 BSV**Chan **87(Y)**

MSA AK 25 NM

**3100**ELEV **1068**TDZE **1059**

249°

6336 X 150

REIL Rwy 7 and 25  
MIRL Rwy 7-25

FAF to MAP 3.7 NM

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

3100

BSV

R-322

RITZS

△

Visual Segment - Obstacles.

I-AKR

**1.2**

AK

LOM

I-AKR

**4.8**

Remain within 10 NM

069°

249°

3000

2300

3.7 NM

CATEGORY	A	B	C	D
S-LOC 25	1560-1	501 (500-1)	1560-1 $\frac{3}{8}$	501 (500-1 $\frac{3}{8}$ )
CIRCLING	1600-1 532 (600-1)	1680-1 612 (700-1)	1800-2 732 (800-2)	1840-2 $\frac{1}{2}$ 772 (800-2 $\frac{1}{2}$ )

AKRON, OHIO

Amdt 14C 08SEP22

41°02'N-81°28'W

AKRON FULTON INTL (AKR)

LOC RWY 25

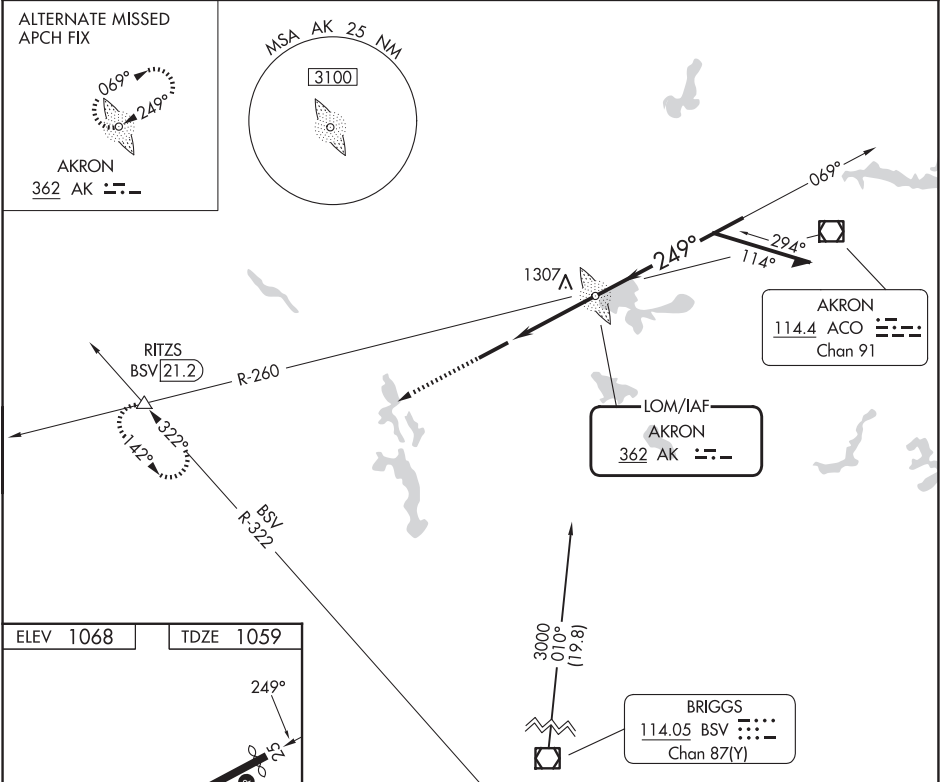
EC-2, 07 AUG 2025 to 02 OCT 2025

LOM AK <b>362</b>	APP CRS <b>249°</b>	Rwy Ldg TDZE <b>1059</b> Apt Elev <b>1068</b>
----------------------	------------------------	---

NDB RWY 25

AKRON FULTON INTL (AKR)

<div><div></div><div></div></div> <div>Rwy 25 helicopter visibility reduction below 1 SM NA. Circling Rwy 7 NA at night.</div>		MISSED APPROACH: Climb to 3100 on heading 249° and BSV VOR/DME R-322 to RITZS INT/BSV 21.2 DME and hold.	
ASOS <b>126.825</b>	CLEVELAND APP CON ★ <b>125.5 371.875</b>	CLNC DEL <b>121.6</b>	UNICOM <b>123.075</b> (CTAF) <b>1</b>



3100

↑

hdg 249°

BSV

R-322

RITZS

△

Visual Segment - Obstacles.

AK LOM

Remain within 10 NM

069°

249°

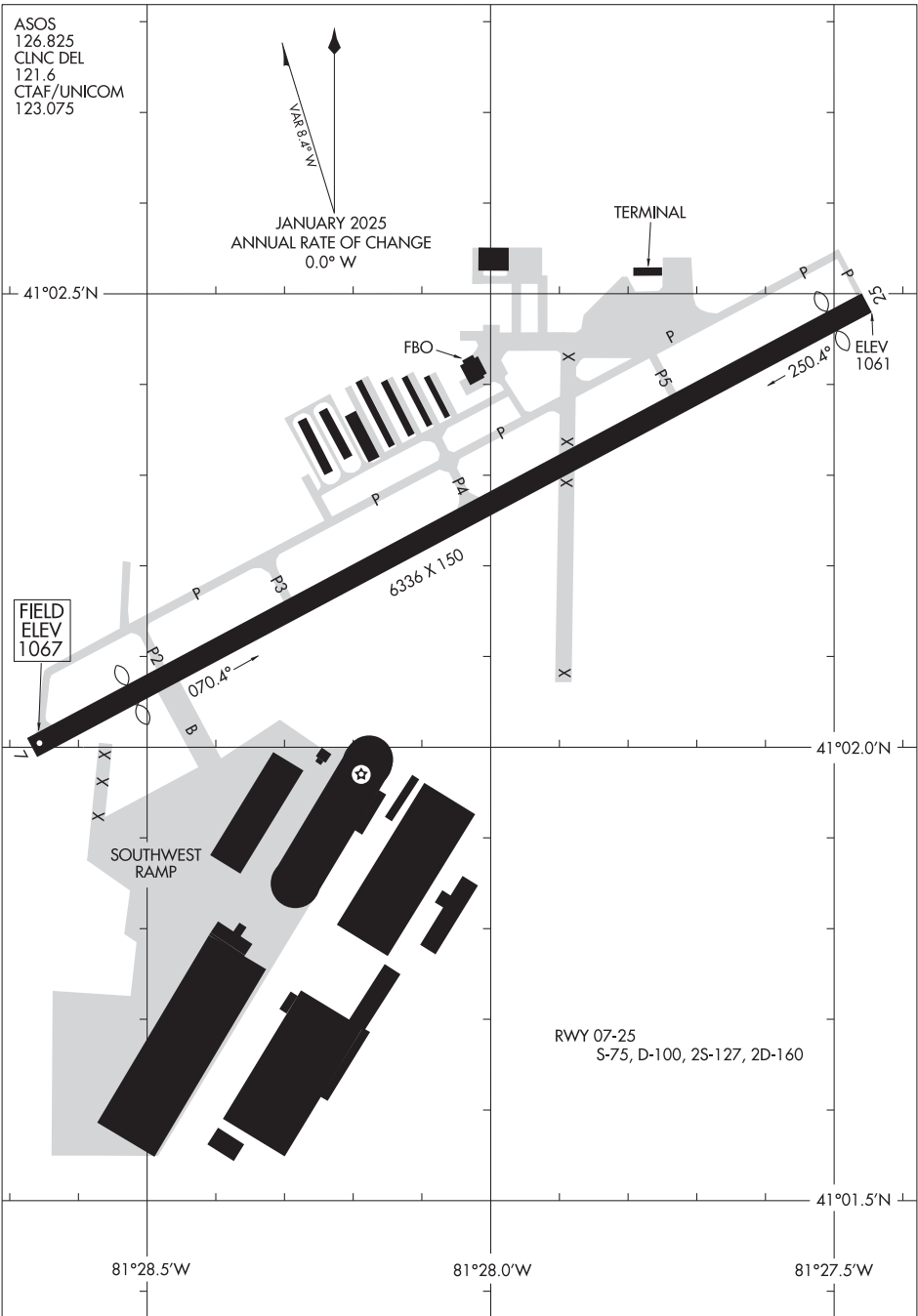
3000

2300

RW25

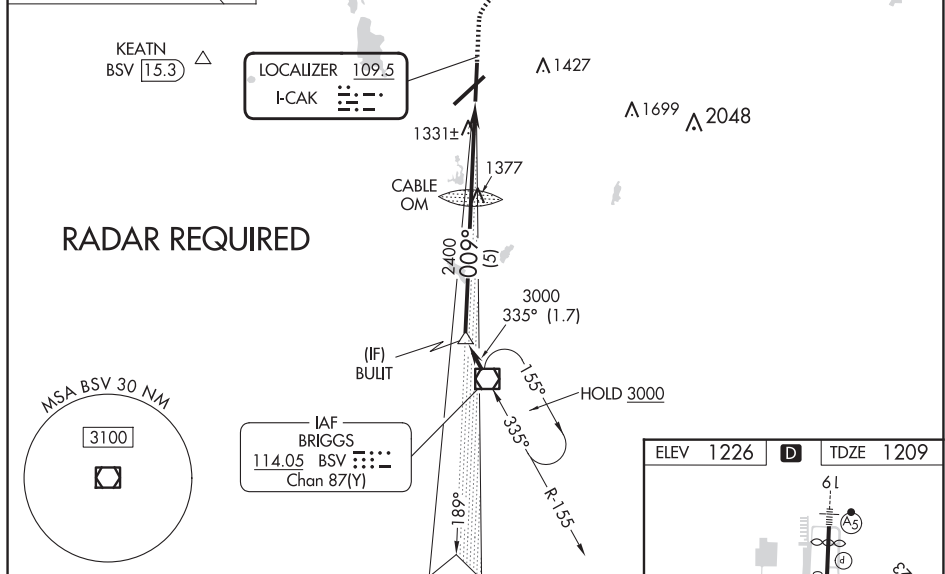
3.7 NM

CATEGORY	A	B	C	D
S-25	1620-1	561 (600-1)	1620-1½	561 (600-1½)
CIRCLING	1620-1 552 (600-1)	1680-1 612 (700-1)	1800-2 732 (800-2)	1840-2½ 772 (800-2½)



ILS or LOC RWY 1  
AKRON-CANTON RGNL (CAK)

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



CATEGORY	A	B	C	D
S-ILS 1 **	1409/24 200 (200-½)			
S-LOC 1	1600/24 391 (400-½)			1600/40 391 (400-¾)
CIRCLING	1760-1 534 (600-1)	1780-1½ 554 (600-1½)	1800-2 574 (600-2)	

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

AKRON, OHIO

AL-638 (FAA)

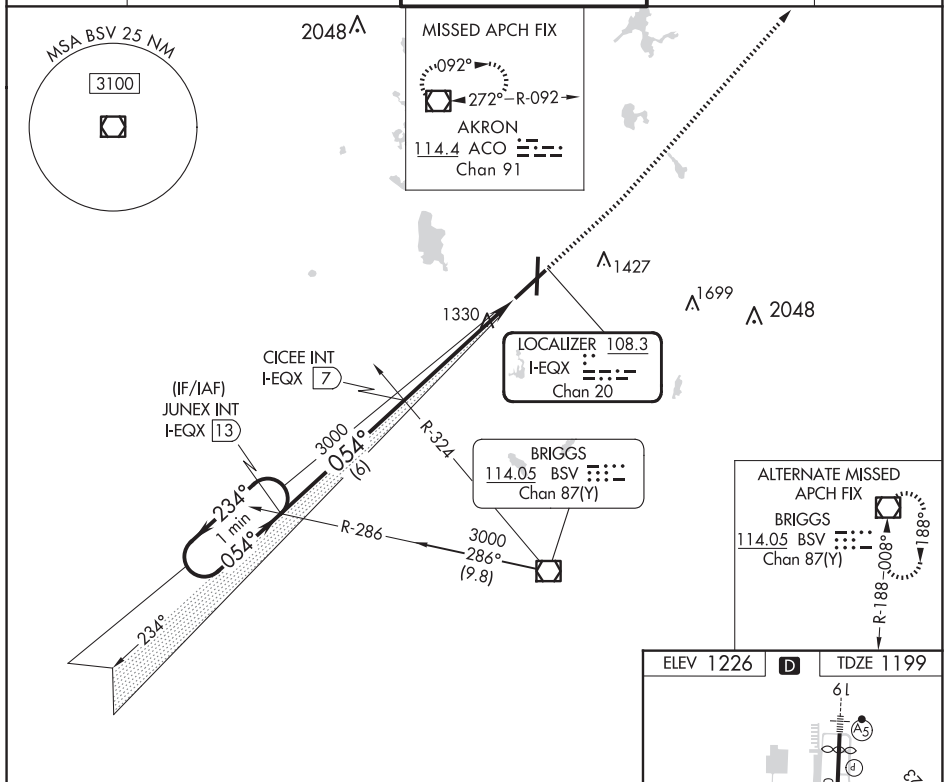
25051

LOC/DME I-EQX <b>108.3</b> Chan <b>20</b>	APP CRS <b>054°</b>	Rwy Idg TDZE Apt Elev <b>8204</b> <b>1199</b> <b>1226</b>
---	------------------------	--

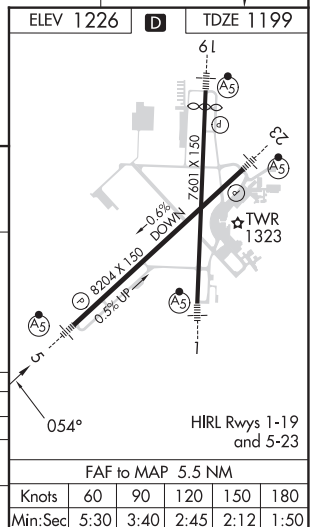
# ILS or LOC RWY 5

## AKRON-CANTON RGNL (CAK)

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



One minute holding pattern	JUNEX INT I-EQX (13)	CICEE INT I-EQX (7)	2000	3000	ACO
3000	234°	054°	3000	3000	*LOC only
GS 3.00°	054°	054°	3000	*I-EQX 2.8	I-EQX 1.5
TCH 50	6 NM	4.2 NM	1.3		
CATEGORY	A	B	C	D	
S-ILS 5	**1399/24 200 (200-½)				
S-LOC 5	1640/24	441 (500-½)	1640/45	441 (500-¾)	
CIRCLING	1760-1	534 (600-1)	1780-1½	1800-2	
			554 (600-1½)	574 (600-2)	



AKRON, OHIO  
Orig-C 12AUG21

40°55'N - 81°27'W

AKRON-CANTON RGNL (CAK)  
ILS or LOC RWY 5

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



LOC I-RGO	APP CRS	Rwy Idg	7000
109.5	189°	TDZE	1218
		Apt Elev	1226

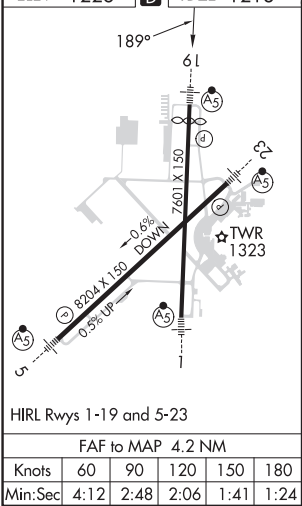
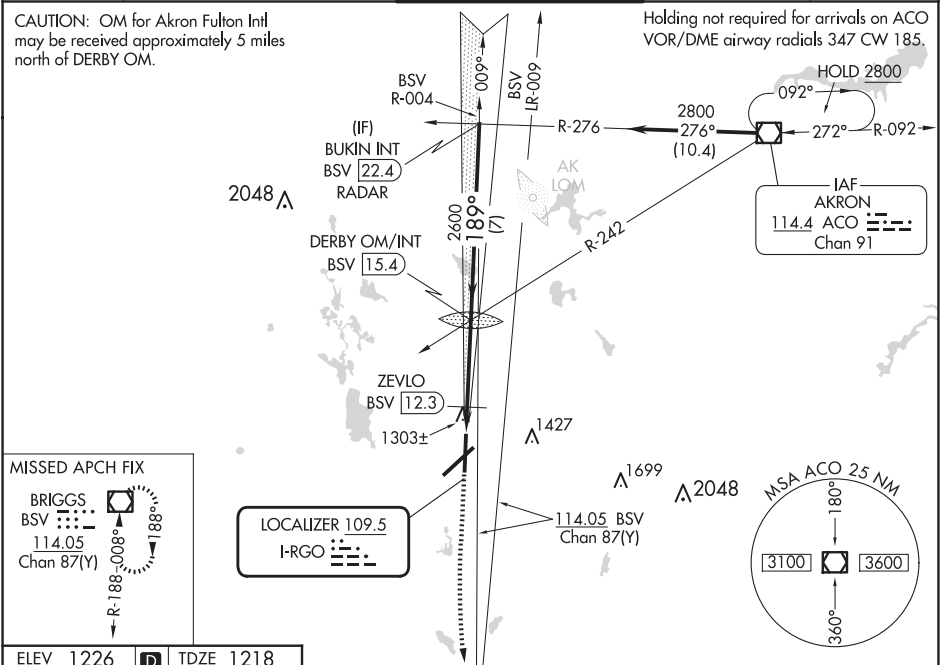
ILS or LOC RWY 19  
AKRON-CANTON RGNL (CAK)

**⚠** \*\* RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative ALS, increase CAT C/D visibility to RVR 6000. ZEVLO fix minimums: For inoperative ALS, increase Cat C/D visibility to RVR 5500.

**MALSR**

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

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



	1700	3000	BSV	DERBY OM/INT BSV [15.4]	BUKIN INT BSV [22.4] RADAR
*LOC only	ZEVLO BSV [12.3]	2597	189°	2800	Procedure Turn NA
	BSV [11.1]	*2600	2700	GS 3.00°	TCH 53
	1.1	3.1 NM	7 NM		
CATEGORY	A	B	C	D	
S-ILS 19	**1418/24 200 (200-½)				
S-LOC 19	1620/24	402 (400-½)	1620/40	402 (400-¾)	
CIRCLING	1760-1	534 (600-1)	1780-1½	1800-2	
			554 (600-1½)	574 (600-2)	
ZEVLO FIX MINIMUMS					
S-LOC 19	1580/24	362 (400-½)	1580/40	362 (400-¾)	
CIRCLING	1760-1	534 (600-1)	1780-1½	1800-2	
			554 (600-1½)	574 (600-2)	

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 23  
AKRON-CANTON RGNL (CAK)

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



AKRON-CANTON RGNL (CAK)  
ILS or LOC RWY 23

EC-2, 07 AUG 2025 to 02 OCT 2025

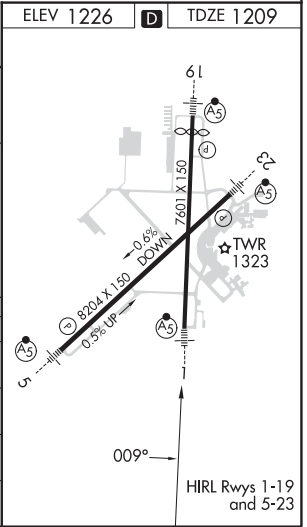
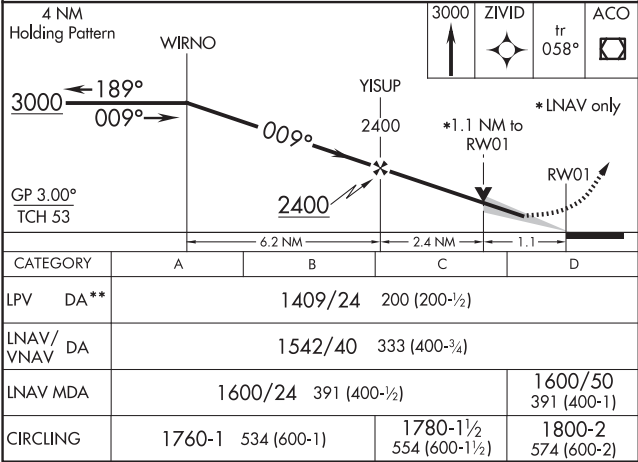
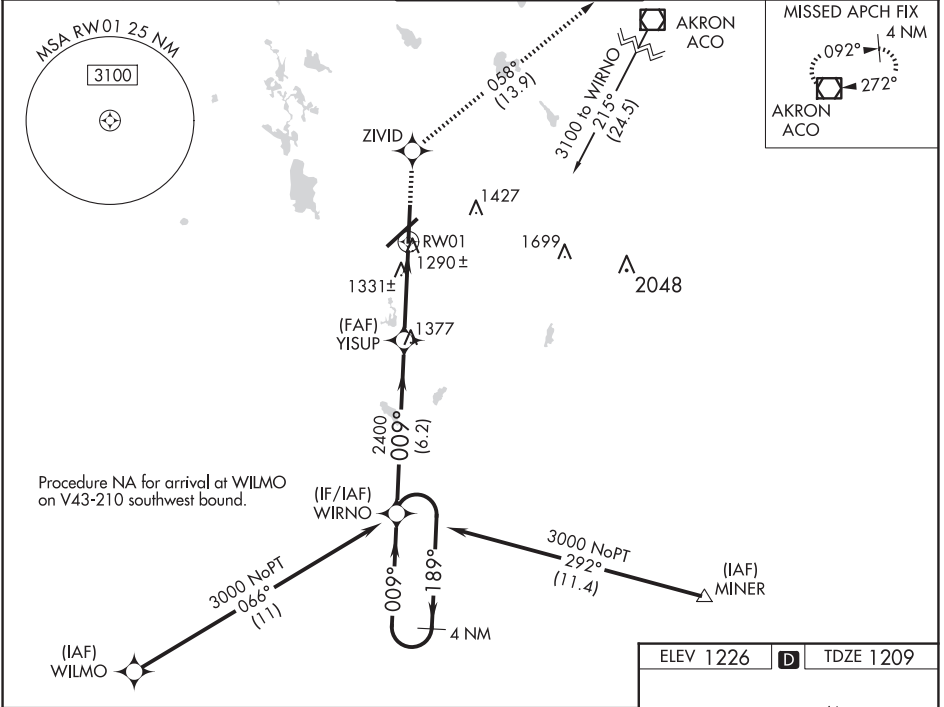
WAAS CH <b>70420</b> <b>W01A</b>	APP CRS <b>009°</b>	Rwy Idg TDZE Apt Elev	<b>7007</b> <b>1209</b> <b>1226</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 1

AKRON-CANTON RGNL (CAK)

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 3000 direct ZIVID and on track 058° to ACO VOR/DME and hold.
---	---	--

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



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

AKRON, OHIO



AL-638 (FAA)

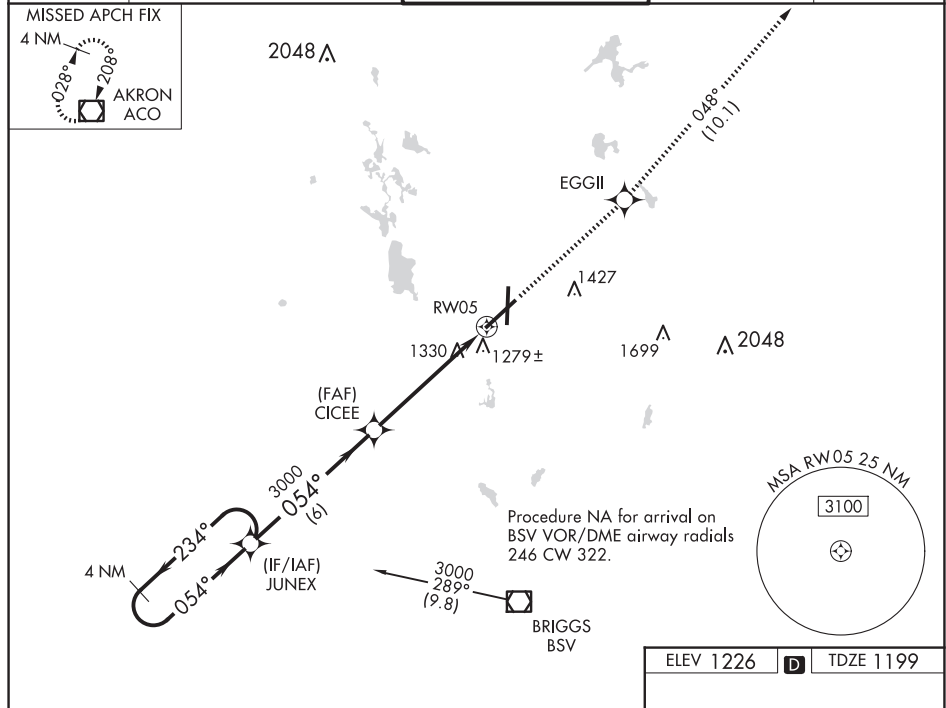
25051

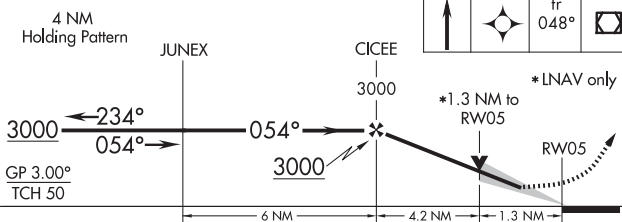
WAAS CH <b>77620</b> <b>W05A</b>	APP CRS <b>054°</b>	Rwy Idg TDZE <b>1199</b> Apt Elev <b>1226</b>
--	------------------------	---

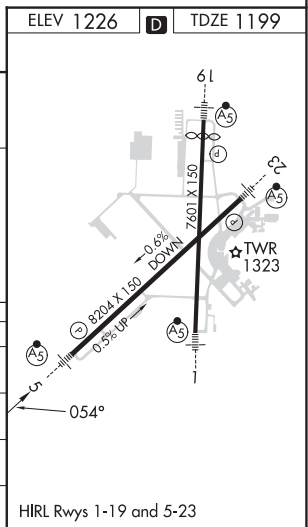
# RNAV (GPS) RWY 5

AKRON-CANTON RGNL (CAK)

	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA.			MISSED APPROACH: Climb to 3000 direct EGGII and on track 048° to ACO VOR/DME and hold.	
	ATIS 121.05	CLEVELAND APP CON ★ 125.5 269.25	AKRON-CANTON TOWER 134.75 279.575	GND CON 121.7 348.6	CLNC DEL 132.05



4 NM Holding Pattern				
				
CATEGORY	A	B	C	D
LPV DA**	1399/24		200 (200-½)	
LNAV/VNAV DA	1577/50		378 (400-1)	
LNAV MDA	1640/24	441 (500-½)	1640/40 441 (500-¾)	1640/50 441 (500-1)
CIRCLING	1760-1	534 (600-1)	1780-1½ 554 (600-1½)	1800-2 574 (600-2)



AKRON, OHIO  
Orig-C 12AUG21

40°55'N - 81°27'W

AKRON-CANTON RGNL (CAK)  
RNAV (GPS) RWY 5

EC-2, 07 AUG 2025 to 02 OCT 2025

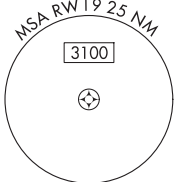
EC-2, 07 AUG 2025 to 02 OCT 2025

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

MALSR

**MISSED APPROACH:** Climb to 3000  
direct HOMEV and on track 184° to  
BSV VOR/DME and hold.

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



3000 ↑	HOMEV ✱	tr 184°	BSV ◻	Procedure Turn NA			
* LNAV only 				GP 3.00° TCH 53			
CATEGORY	A		B		C		D
LPV DA**	1418/24		200 (200-½)				
LNAV/VNAV DA	1753-1½		535 (600-1½)				
LNAV MDA	1700/24	482 (500-½)	1700/40 482 (500-¾)		1700/50 482 (500-1)		
CIRCLING	1760-1	534 (600-1)	1780-1½ 554 (600-1½)		1800-2 574 (600-2)		

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

EC-2, 07 AUG 2025 to 02 OCT 2025

AKRON, OHIO


AL-638 (FAA)

25051

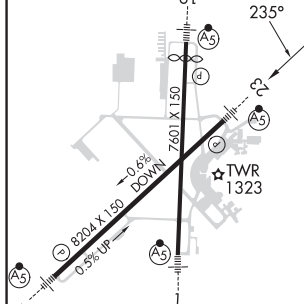
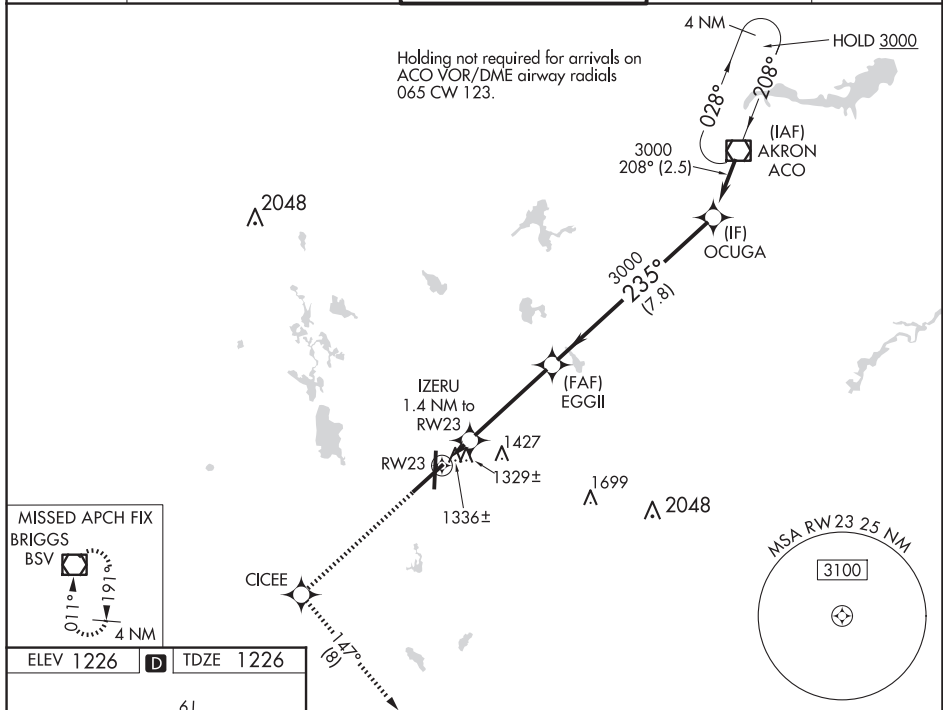
WAAS CH <b>90220</b> <b>W23A</b>	APP CRS <b>235°</b>	Rwy Idg TDZE <b>1226</b> Apt Elev <b>1226</b>
--	------------------------	---

# RNAV (GPS) RWY 23

AKRON-CANTON RGNL(CAK)

<p><b>T</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 3000 direct CICEE and on track 147° to BSV VOR/DME and hold.</p>
---	--	---

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



3000 CICEE tr 147° BSV		EGGII 3000		OCUGA 3000		Procedure Turn NA
*LNAV only		IZERU 1.4 NM to RW23		*1700		GP 3.00° TCH 45
RW23		1.4		4 NM		7.8 NM
CATEGORY	A	B	C	D		
LPV DA **	1426/24		200 (200-½)			
LNAV/VNAV DA	1691/60		465 (500-1¼)			
LNAV MDA	1640/24	414 (500-½)	1640/40 414 (500-¾)	1640/50 414 (500-1)		
CIRCLING	1760-1	534 (600-1)	1780-1½ 554 (600-1½)	1800-2 574 (600-2)		

AKRON, OHIO

Orig-C 12AUG21

40°55'N - 81°27'W

# AKRON-CANTON RGNL(CAK)

## RNAV (GPS) RWY 23

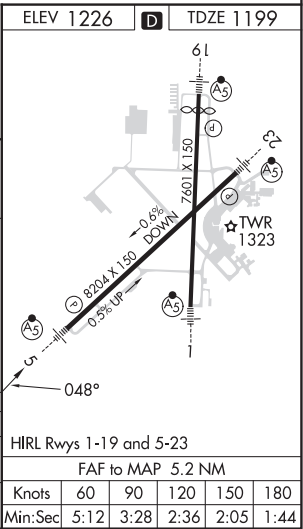
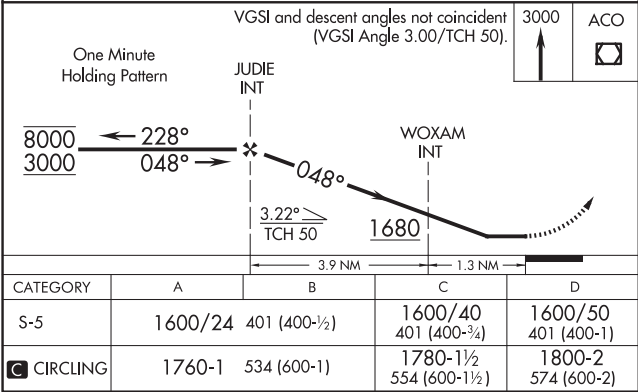
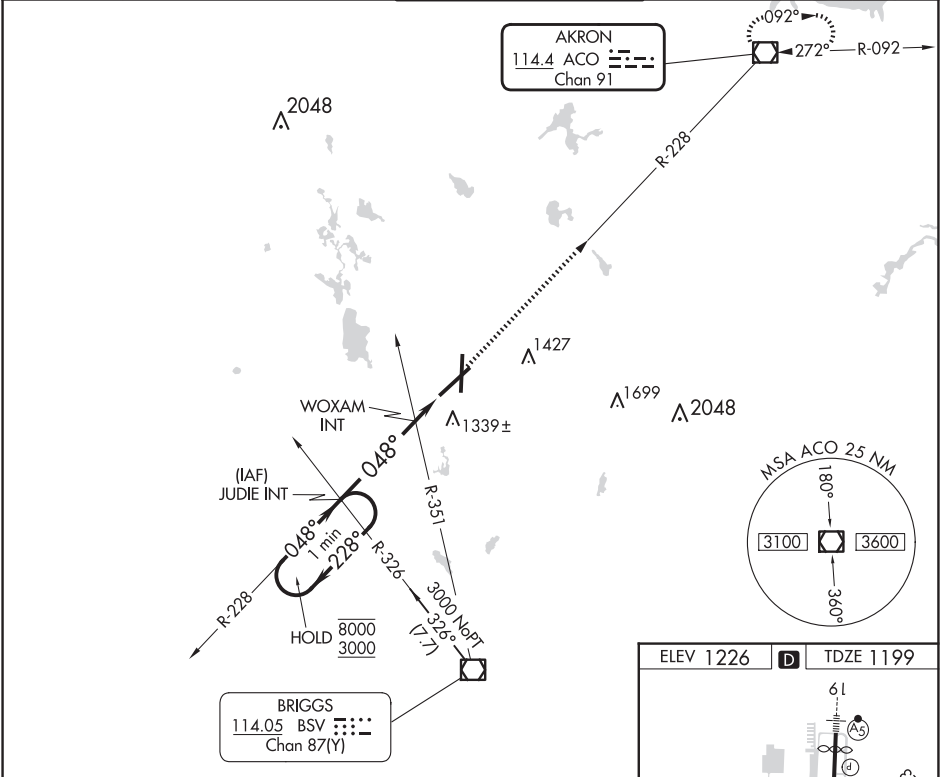
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME ACO	APP CRS	Rwy Idg	8204
114.4	048°	TDZE	1199
Chan 91		Apt Elev	1226

VOR RWY 5  
AKRON-CANTON RGNL (CAK)

Dual VOR receivers required.		MALSR	MISSED APPROACH: Climb to 3000 direct ACO VOR/DME and hold.	
ATIS	CLEVELAND APP CON ★	AKRON-CANTON TOWER	GND CON	CLNC DEL
121.05	125.5 269.25	134.75 279.575	121.7 348.6	132.05



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

AKRON, OHIO

AL-638 (FAA)

25051

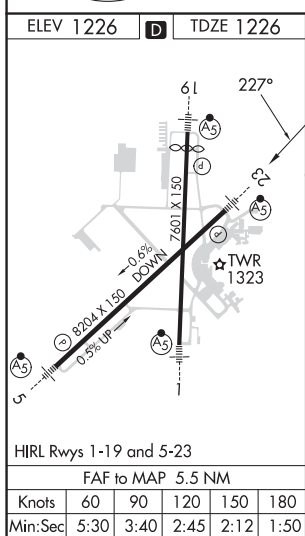
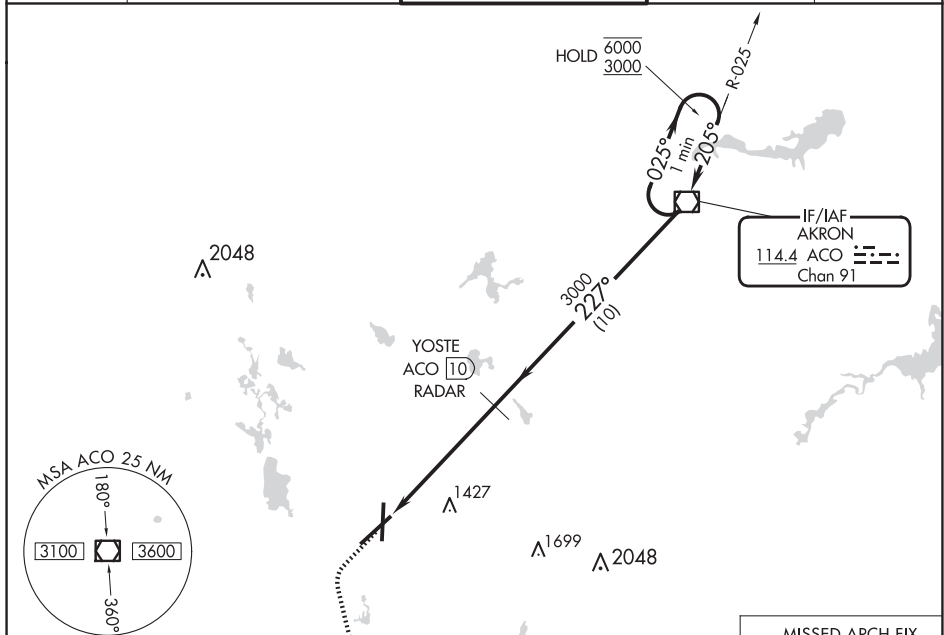
VOR/DME ACO <b>114.4</b> Chan <b>91</b>	APP CRS <b>227°</b>	Rwy Idg TDZE <b>1226</b> Apt Elev <b>1226</b>
---	------------------------	---







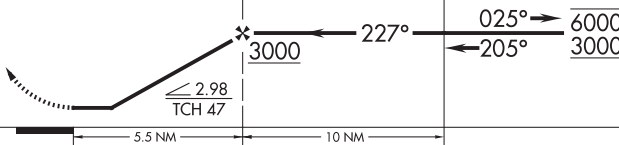

# VOR RWY 23

AKRON-CANTON RGNL (CAK)

DME or RADAR required.		MALSR	MISSED APPROACH: Climb to 3000 then left turn direct BSV VOR/DME and hold.	
------------------------	--	-------	--	--

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



		<div>BRIGGS BSV  <u>114.05</u> Chan 87(Y)</div> <div> R-188 -008° 188°  ↓</div>		
<div>3000 </div>	<div>BSV </div>	<div>YOSTE ACO <u>10</u> RADAR</div> <div>ACO VOR/DME</div> <div>One Minute Holding Pattern</div> <div><p>Diagram showing a holding pattern with a 2.98 TCH 47 slope, a 5.5 NM segment, and a 10 NM segment. Altitudes 3000, 227°, 025°, 205°, 6000, and 3000 are indicated.</p></div>		
CATEGORY	A	B	C	D
S-23	1680/24 454 (500-½)		1680/40 454 (500-¾)	1680/50 454 (500-1)
 CIRCLING	1760-1 534 (600-1)		1780-1½ 554 (600-1½)	1800-2 574 (600-2)

AKRON, OHIO  
Amdt 10B 27JAN22

40°55'N - 81°27'W

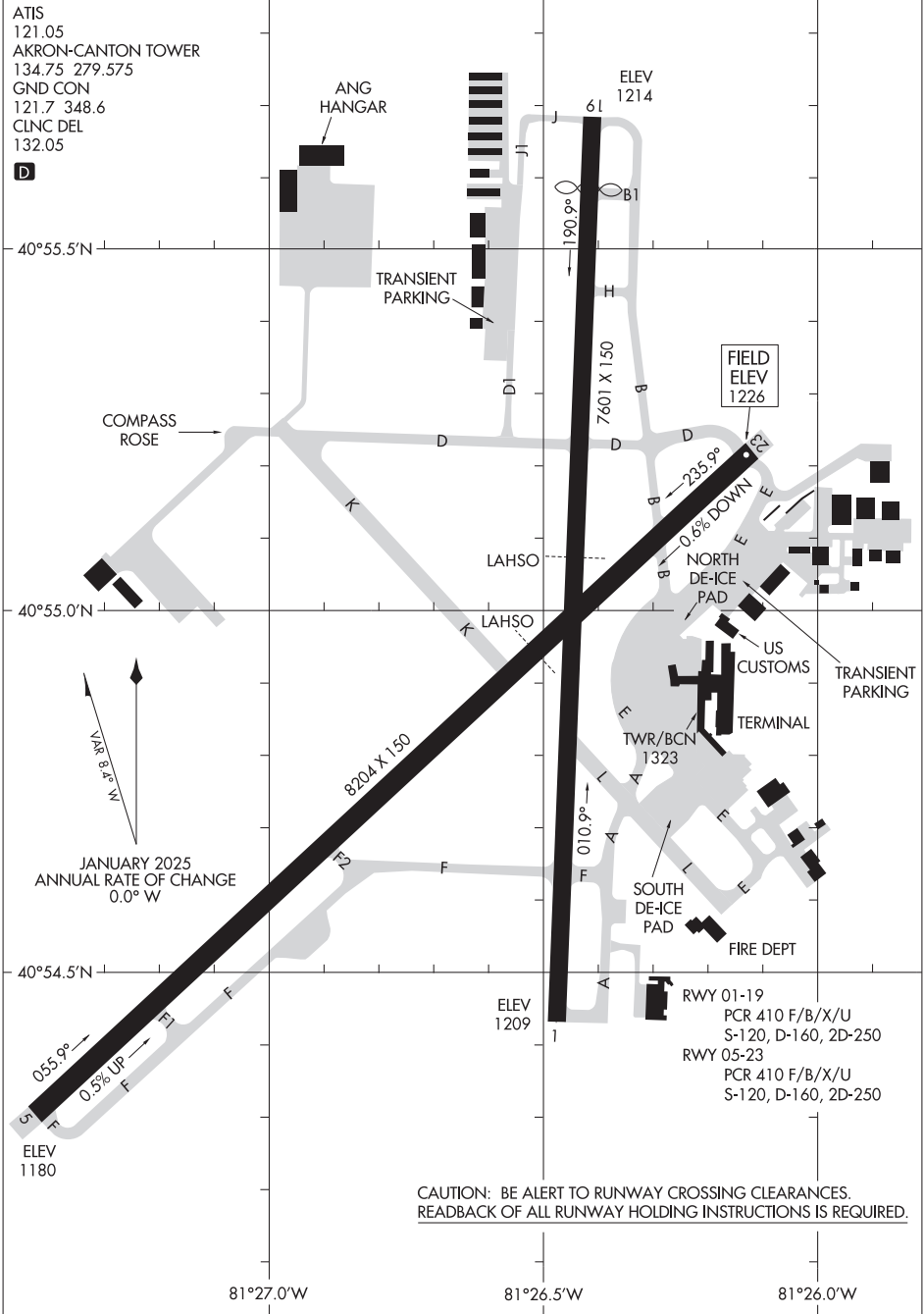
# AKRON-CANTON RGNL (CAK)

## VOR RWY 23

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025





ANDERSON, INDIANA

AL-5133 (FAA)

25107

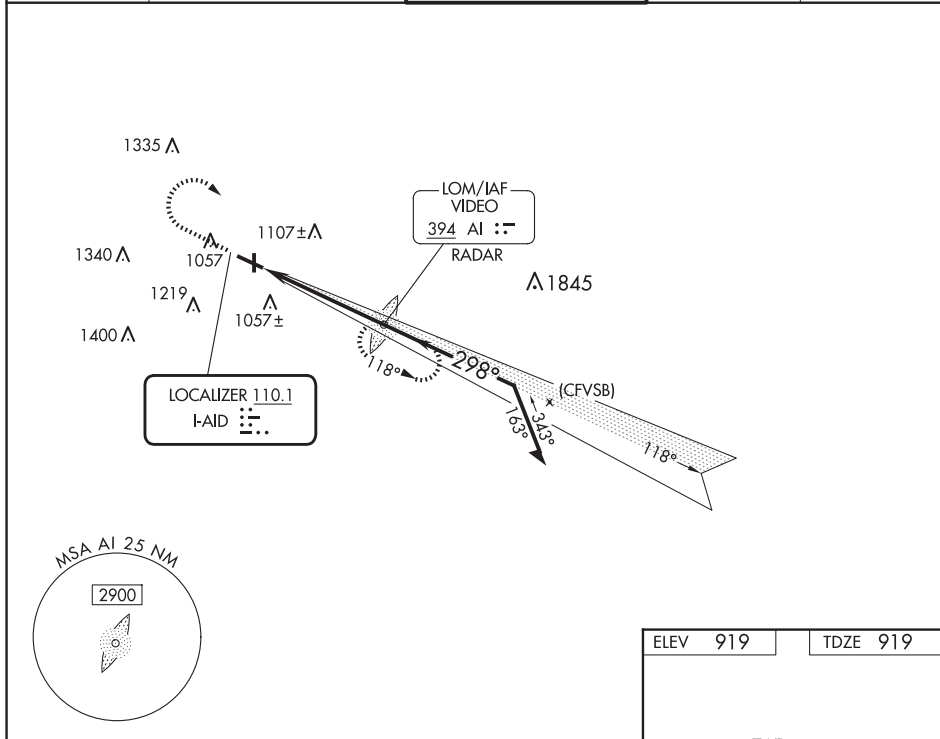
LOC I-AID <b>110.1</b>	APP CRS <b>298°</b>	Rwy Idg TDZE Apt Elev	<b>5320</b> <b>919</b> <b>919</b>
---------------------------	------------------------	-----------------------------	---

# ILS or LOC RWY 30

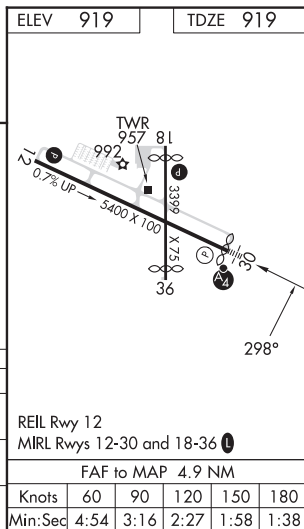
ANDERSON RGNL (AID)

ADF required. RADAR required for procedure entry.	MALSF 	MISSED APPROACH: Climb to 2200 then climbing right turn to 2900 direct VIDEO LOM/RADAR and hold.
▼ Rwy 30 helicopter visibility reduction below 3/4 SM NA. ▲ For inop ALS, increase S-ILS 30 all Cats visibility to 3/8 SM.		

AWOS-3 <b>128.55</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	ANDERSON TOWER ★ <b>126.0</b> (CTAF) <b>0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
-------------------------	---	--	-------------------------	-------------------------



2200	2900	AI RADAR	AI LOM/RADAR	Remain within 10 NM	2900	GS 3.00° TCH 48
4.9 NM						
CATEGORY	A	B	C	D		
S-ILS 30	1209-3/4 290 (300-3/4)					
S-LOC 30	1440-3/4 521 (600-3/4)		1440-1 521 (600-1 1/4)			
CIRCLING	1440-1 521 (600-1)		1520-1 3/4 601 (700-1 3/4)		1520-2 601 (700-2)	



ANDERSON, INDIANA

Amdt 4 30NOV23

40°07'N-85°37'W

# ANDERSON RGNL (AID)

## ILS or LOC RWY 30

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS  
CH **61343**  
**W12A**

APP CRS  
**118°**

Rwy Idg  
TDZE  
Apt Elev  
**5400**  
**897**  
**919**

**RNAV (GPS) RWY 12**

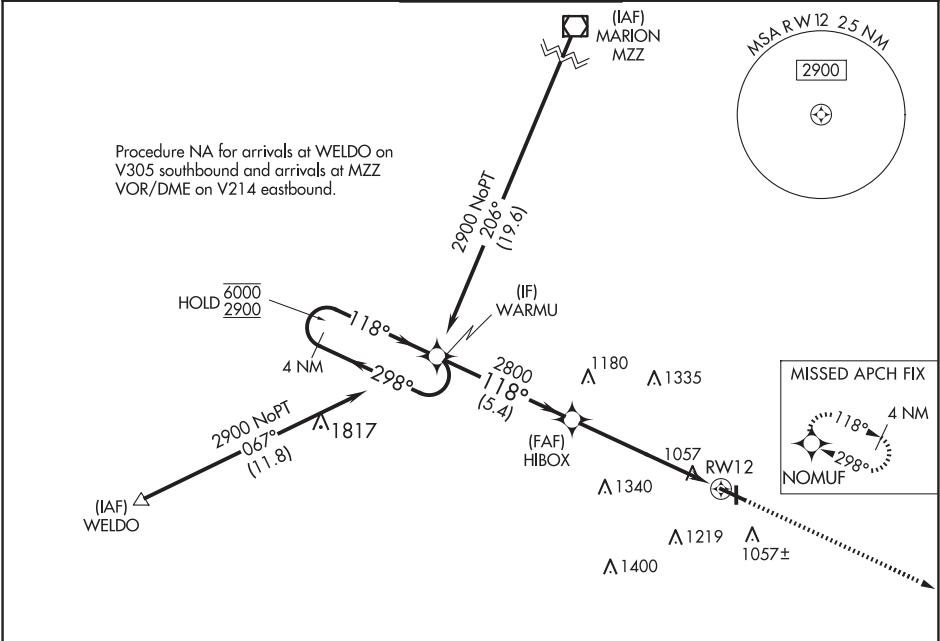
ANDERSON RGNL (AID)

RNP APCH.

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

MISSED APPROACH: Climb to 3000 direct NOMUF and hold.

AWOS-3 <b>128.55</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	ANDERSON TOWER ★ <b>126.0 (CTAF) 0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
-------------------------	---	---	-------------------------	-------------------------



ELEV 919

TDZE 897

4 NM Holding Pattern

WARMU

HIBOX

RW12

6000  
2900

298°

118°

118°

2800

1.2 NM to RW12

5.4 NM

4.7 NM

1.2

GP 3.00°

TCH 45

3000

NOMUF

TWR 957

81

992

3399

5400 X 100

36

75

0.7% UP

118°

N

CATEGORY	A	B	C	D
LPV DA		1157-¾	260 (300-¾)	
LNAV/VNAV DA		1218-1	321 (300-1)	
LNAV MDA	1340-1	443 (500-1)	1340-1⅓	443 (500-1⅓)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1520-1¾ 601 (700-1¾)	1520-2 601 (700-2)

MIRL Rwy 12-30 and 18-36

REIL Rwy 12

ANDERSON, INDIANA

AL-5133 (FAA)

25107

WAAS CH <b>56415</b> <b>W30A</b>	APP CRS <b>298°</b>	Rwy Idg TDZE <b>919</b> Apt Elev <b>919</b>
--	------------------------	---

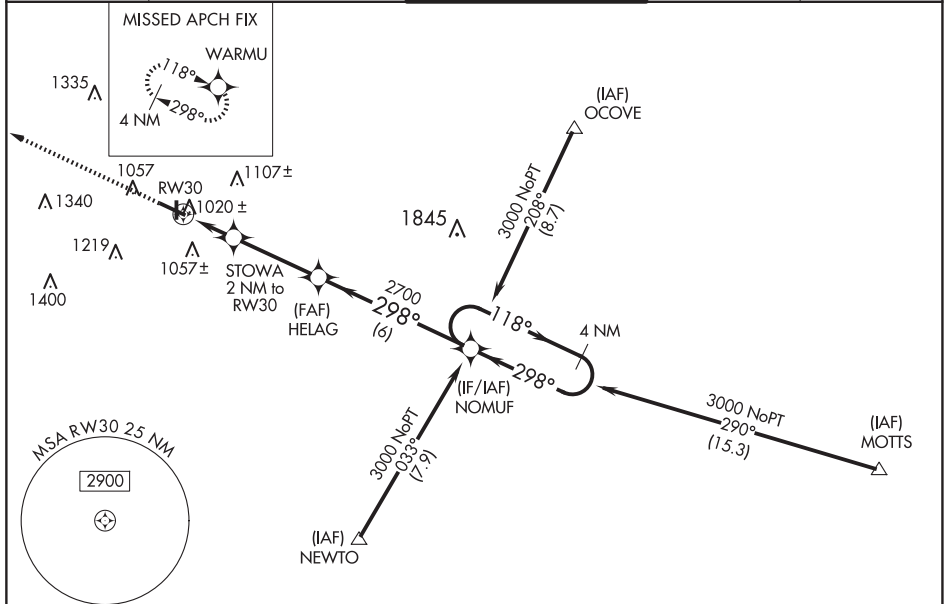
# RNAV (GPS) RWY 30

ANDERSON RGNL (AID)

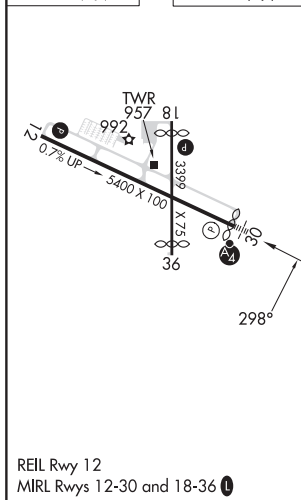
## RNP APCH.







<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet, and increase LPV and LNAV/VNAV all Cals and LNAV Cat C visibility ¼ mile. Inoperative table does not apply. Rwy 30 helicopter visibility reduction below ¾ SM NA.</p>	<p>MALSF</p>	<p>MISSED APPROACH: Climb to 3000 direct WARMU and hold.</p>
--	--------------	--

AWOS-3 <b>128.55</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	ANDERSON TOWER ★ <b>126.0</b> (CTAF) <b>0</b>	GND CON <b>121.6</b>	UNICOM <b>122.95</b>
-------------------------	---	--	-------------------------	-------------------------



ELEV <b>919</b>	TDZE <b>919</b>
-----------------	-----------------



3000	WARMU				
					
*LNAV only	STOWA 2 NM to RW30	HELAG	NOMUF	4 NM Holding Pattern	
	1 NM to RW30*		298°	118° →	3000
	RW30	1600*	2700	← 298°	GP 3.00° TCH 48
	1 NM	1 NM	3.4 NM	6 NM	
CATEGORY	A	B	C	D	
LPV DA	1234-1 315 (400-1)				
LNAV/ VNAV DA	1367-1½ 448 (500-1½)				
LNAV MDA	1300-1 381 (400-1)			1300-1¼ 381 (400-1¼)	
 CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1520-1¾ 601 (700-1¾)	1520-2 601 (700-2)	

ANDERSON, INDIANA

Orig-C 31DEC20

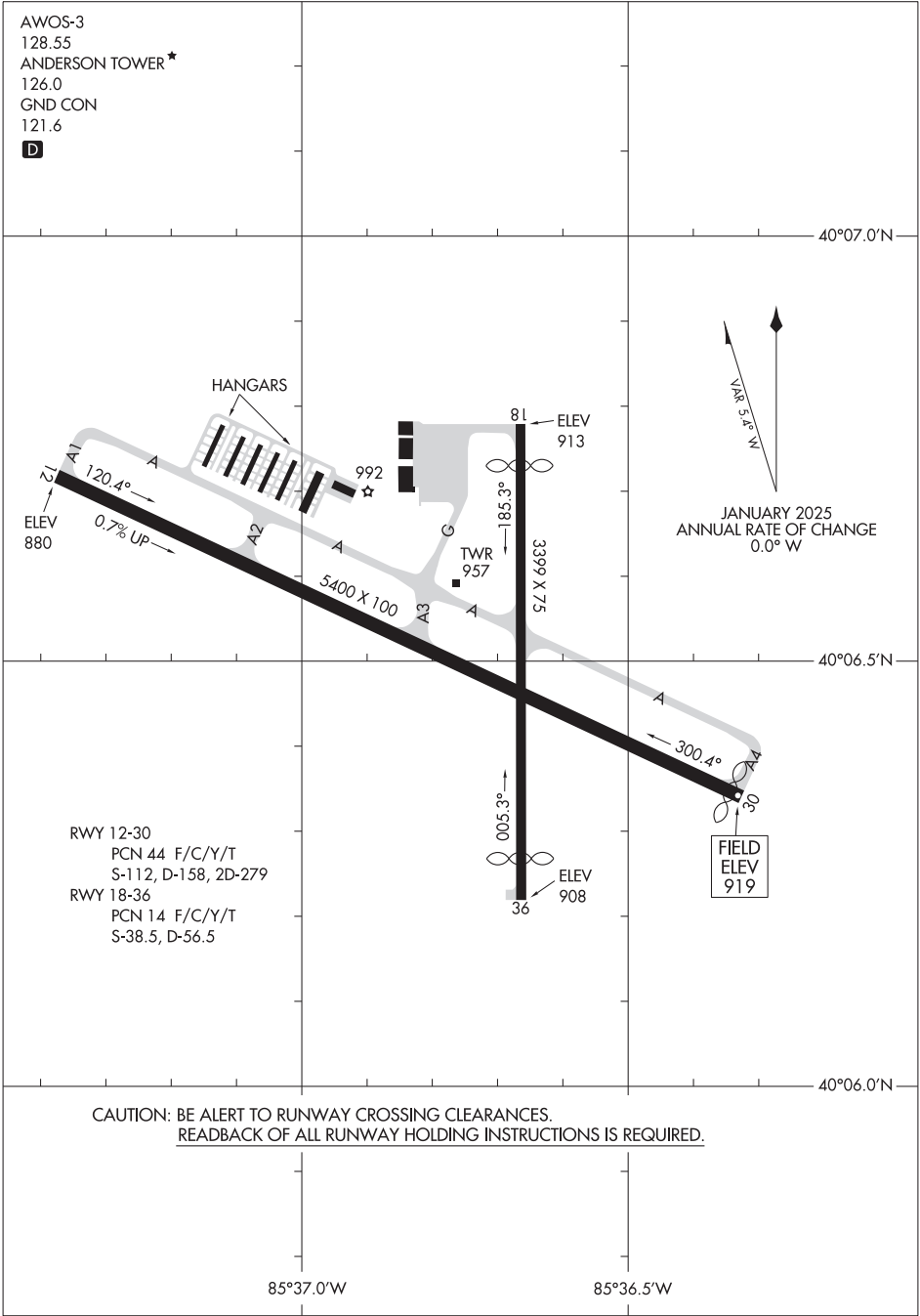
40°07'N-85°37'W

ANDERSON RGNL (AID)

# RNAV (GPS) RWY 30

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

ANGOLA, INDIANA

AL-6196 (FAA)

25163

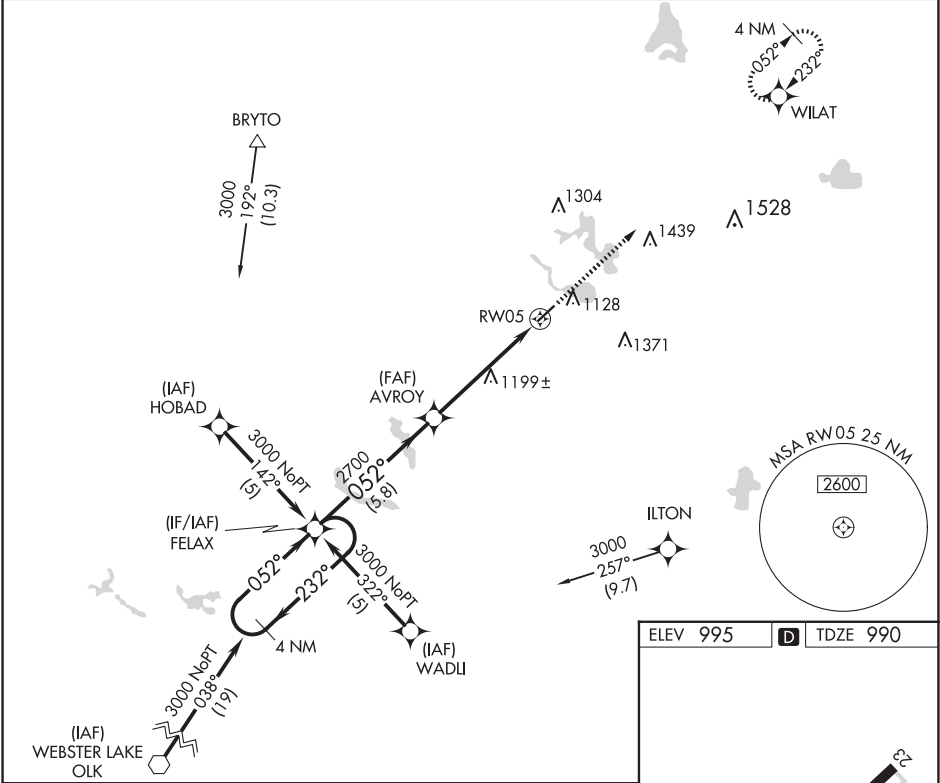
APP CRS	Rwy Idg	4000
052°	TDZE	990
	Apt Elev	995

RNAV (GPS) RWY 5

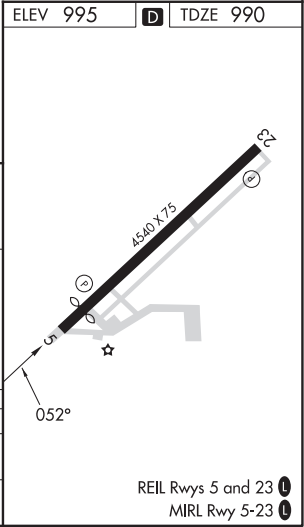
TRI-STATE STEUBEN COUNTY (ANQ)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct WILAT and hold.
▼	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	
▲ NA	Rwy 5 helicopter visibility reduction below ¾ SM NA.	

AWOS-3 118.175	FORT WAYNE APP CON 127.2 284.6 (SW/NW) 132.15 284.6 (SE/NE)	UNICOM 123.075 (CTAF) 0
-------------------	---	----------------------------



4 NM Holding Pattern		FELAX	AVROY	3000	WILAT
3000		232°	052°	2700	* LNAV only
GP 3.00° TCH 40		5.8 NM	3.8 NM	1.4 NM	
CATEGORY	A	B	C	D	
LNAV/VNAV	DA	1474-1¾	484 (500-1¾)	NA	
LNAV MDA	1460-1	470 (500-1)	1460-1½	470 (500-1½)	NA



ANGOLA, INDIANA  
Orig-F 27FEB20

41°38'N-85°05'W

TRI-STATE STEUBEN COUNTY (ANQ)

RNAV (GPS) RWY 5

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

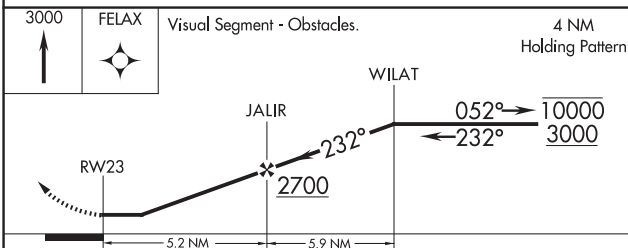
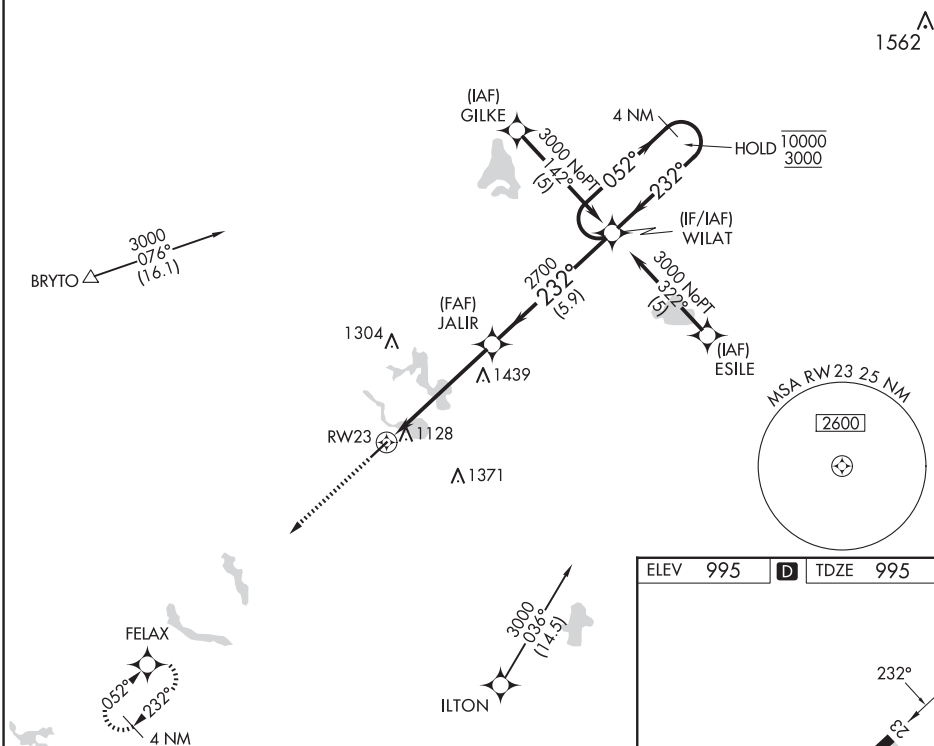
RNAV (GPS) RWY 23  
TRI-STATE STEUBEN COUNTY (ANQ)

**T** Rwy 23 helicopter visibility reduction below 1 SM NA.  
Procedure NA at night.

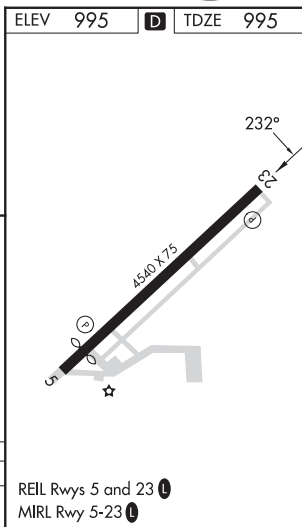
MISSED APPROACH: Climb to 3000  
direct FELAX and hold.

FORT WAYNE APP CON  
**127.2 284.6** (SW/NW)  
**132.15 284.6** (SE/NE)

UNICOM  
123.075 (CTAF) **L**



CATEGORY	A	B	C	D
LNAV MDA	1700-1	705 (800-1)	1700-2 705 (800-2)	NA

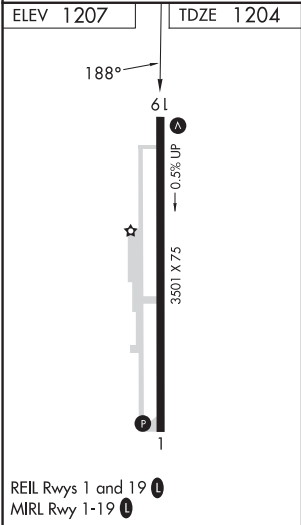
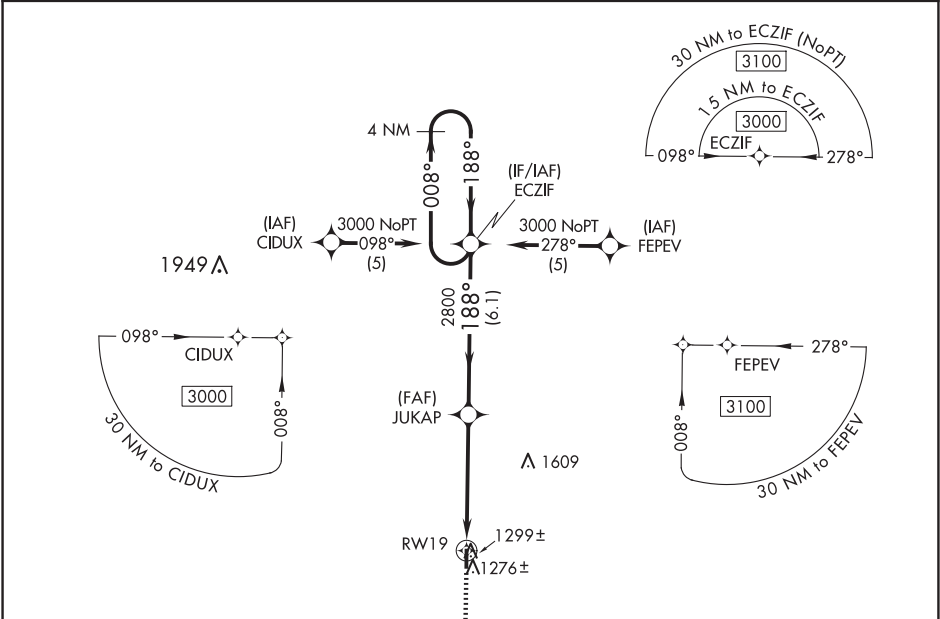


EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	3501
188°	TDZE	1204
	Apt Elev	1207

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

RNP APCH.		MISSED APPROACH: Climb to 3000 direct HINPO and left turn on track 098° to READS and hold.
	Rwy 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Mansfield altimeter setting, when not received use Wooster altimeter setting.	
MFD ASOS 125.3	CLEVELAND APP CON ★ 128.35 360.65	UNICOM 122.7 (CTAF)



3000	HINPO	READS	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 20).	
			4 NM Holding Pattern	
tr 098°				
RWY 19				
4.9 NM				
6.1 NM				
CATEGORY	A	B	C	D
LNAV MDA	1600-1	396 (400-1)	1600-1 3/8 396 (400-1 1/8)	NA
CIRCLING	1660-1	453 (500-1)	1740-1 1/2 533 (600-1 1/2)	NA

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>58013</b> <b>W09A</b>	APP CRS <b>088°</b>	Rwy Idg TDZE Apt Elev	<b>5100</b> <b>916</b> <b>926</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 9

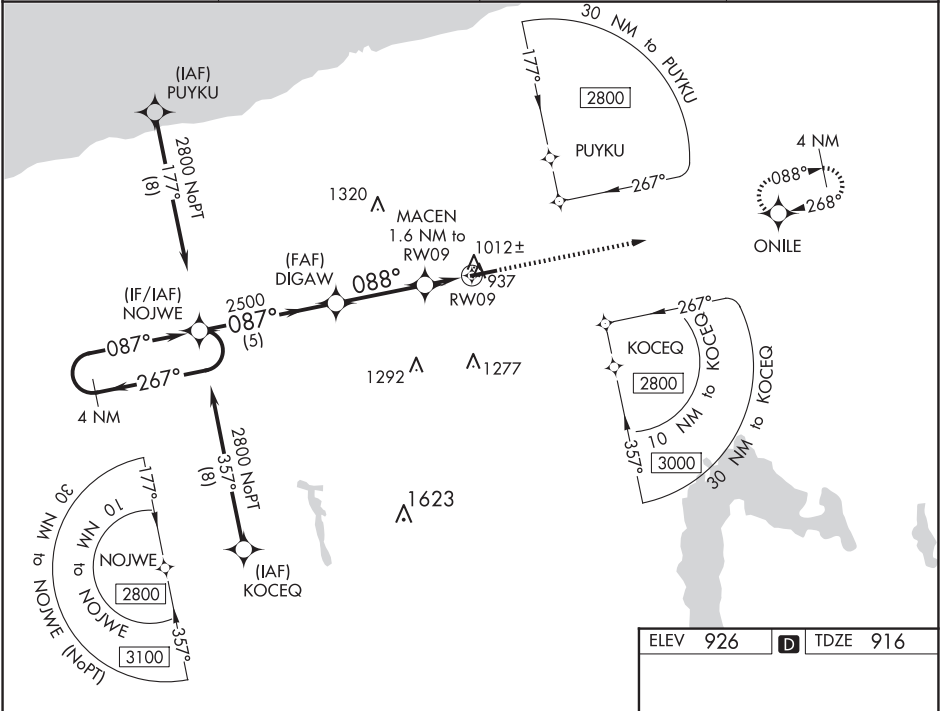
NORTHEAST OHIO RGNL (HZY)

⚠

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

MISSED APPROACH: Climb to 3000 direct ONILE and hold.

ASOS <b>118.325</b>	BUFFALO APP CON★ <b>121.0</b>	UNICOM <b>122.8</b> (CTAF)	<b>123.3</b>
------------------------	----------------------------------	-------------------------------	--------------



4 NM Holding Pattern

NOJWE

DIGAW

MACEN 1.6 NM to RW09

3000 ONILE

GP 3.00° TCH 45

\*1460

\*1 NM to RW09

RW09

0.3% UP

088°

CATEGORY	A	B	C	D
LPV DA		1166-7/8	250 (300-7/8)	
LNAV/VNAV DA		1182-7/8	266 (300-7/8)	
LNAV MDA		1280-1	364 (400-1)	
CIRCLING	1340-1 414 (500-1)	1380-1 454 (500-1)	1500-1½ 574 (600-1½)	1580-2 654 (700-2)

ELEV 926 TDZE 916

REIL Rwy 9 and 27

HIRL Rwy 9-27


ASHTABULA, OHIO

AL-5613 (FAA)

23110

WAAS CH <b>72713</b> <b>W27A</b>	APP CRS <b>268°</b>	Rwy Idg TDZE <b>925</b> Apt Elev <b>926</b>	<b>5100</b> <b>925</b> <b>926</b>
--	------------------------	---	---

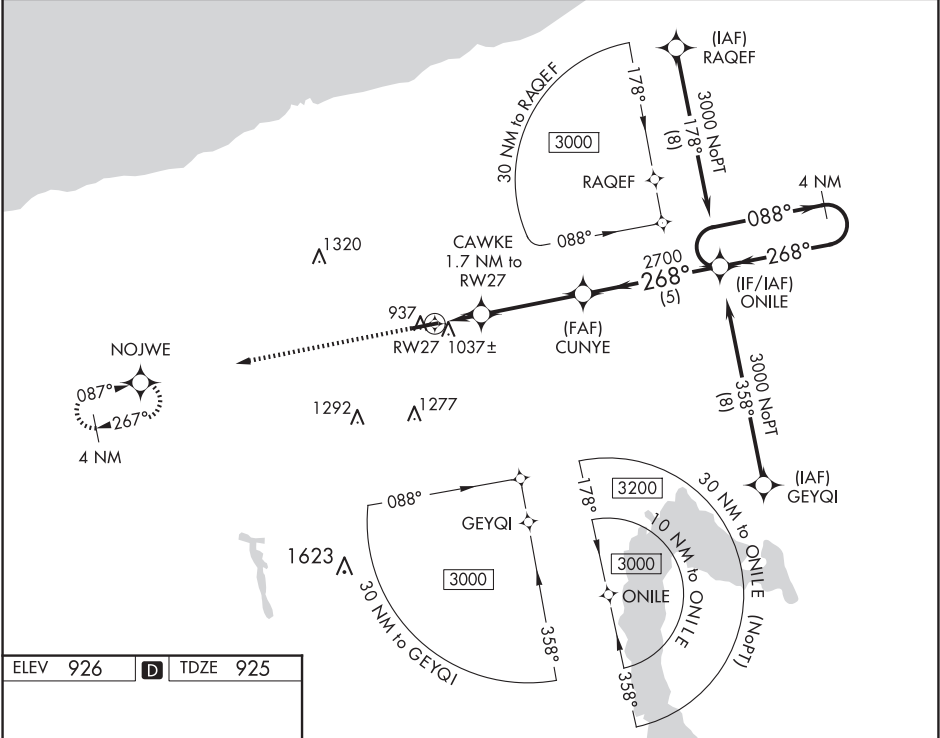
RNAV (GPS) RWY 27  
NORTHEAST OHIO RGNL (HZY)



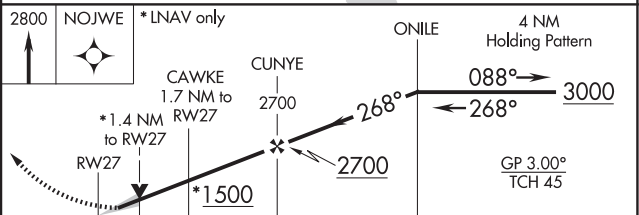
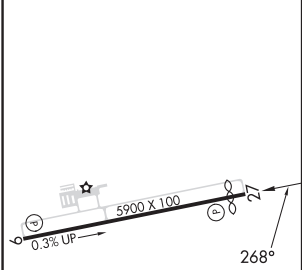
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct NOJWE and hold.



ASOS <b>118.325</b>	BUFFALO APP CON ★ <b>121.0</b>	UNICOM <b>122.8</b> (CTAF)	<b>123.3</b> 
------------------------	-----------------------------------	-------------------------------	--



ELEV 926		TDZE 925
----------	---	----------



CATEGORY	A	B	C	D
LPV DA		1184-7/8	259 (300-7/8)	
LNAV/VNAV DA		1198-7/8	273 (300-7/8)	
LNAV MDA		1300-1	375 (400-1)	
CIRCLING	1340-1 414 (500-1)	1380-1 454 (500-1)	1500-1½ 574 (600-1½)	1580-2 654 (700-2)

REIL Rwy 9 and 27   
HIRL Rwy 9-27 

ASHTABULA, OHIO  
Amdt 1 12OCT17

41°47'N-80°42'W

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

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

LOC I-UNI	APP CRS	Rwy Idg	5600
108.75	247°	TDZE	765
		Apt Elev	766

ILS or LOC RWY 25

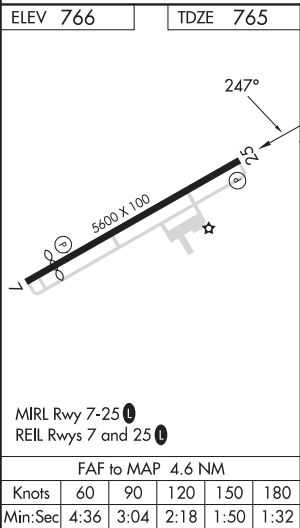
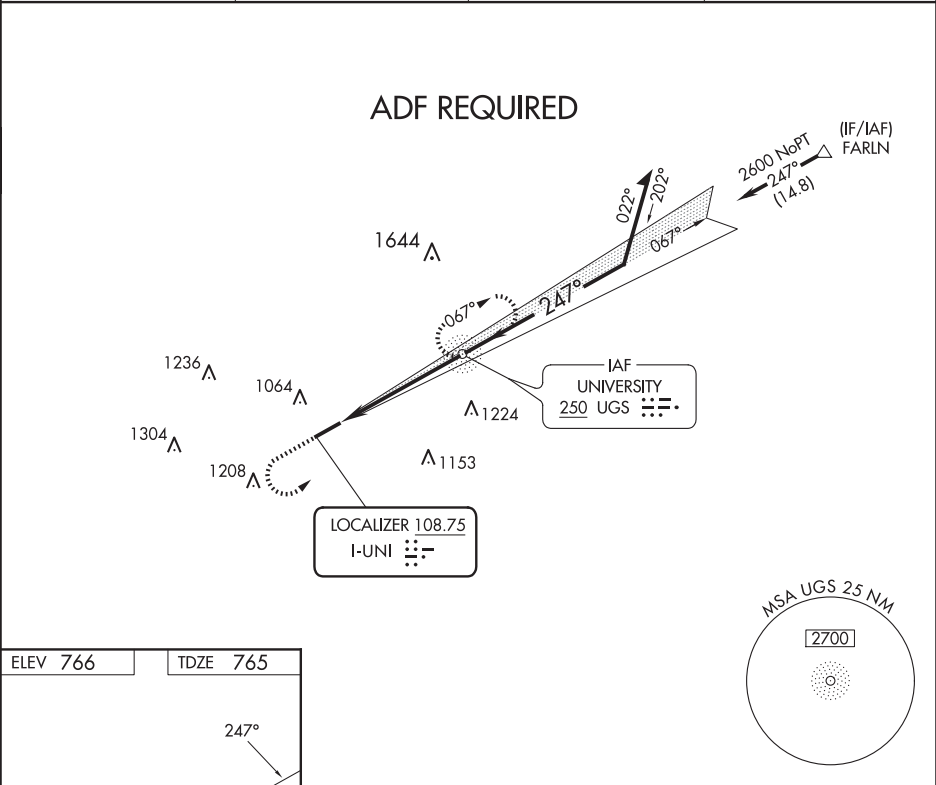
OHIO UNIVERSITY (UNI)

ADF required.

NA

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

AWOS-3	HUNTINGTON APP CON	CLNC DEL	UNICOM
128.325	120.95 270.1	120.95	123.075 (CTAF) 0



3000	UGS	UGS NDB	2448	067°	Remain within 10 NM	3000
ILS unusable inside DA.	(CFTZM)	2600	GS 3.00° TCH 49			
0.5	4.6 NM					
CATEGORY	A	B	C	D		
S-ILS 25		974-1	209 (300-1)			
S-LOC 25	1420-1	655 (700-1)	1420-1 7/8	655 (700-1 7/8)		
CIRCLING	1420-1	654 (700-1)	1420-1 7/8 654 (700-1 7/8)	1480-2 1/4 714 (800-2 1/4)		

ATHENS/ALBANY, OHIO

AL-5861 (FAA)

23222

WAAS CH <b>81916</b> <b>W07A</b>	APP CRS <b>067°</b>	Rwy ldg <b>4700</b> TDZE <b>765</b> Apt Elev <b>766</b>
--	------------------------	---

RNAV (GPS) RWY 7

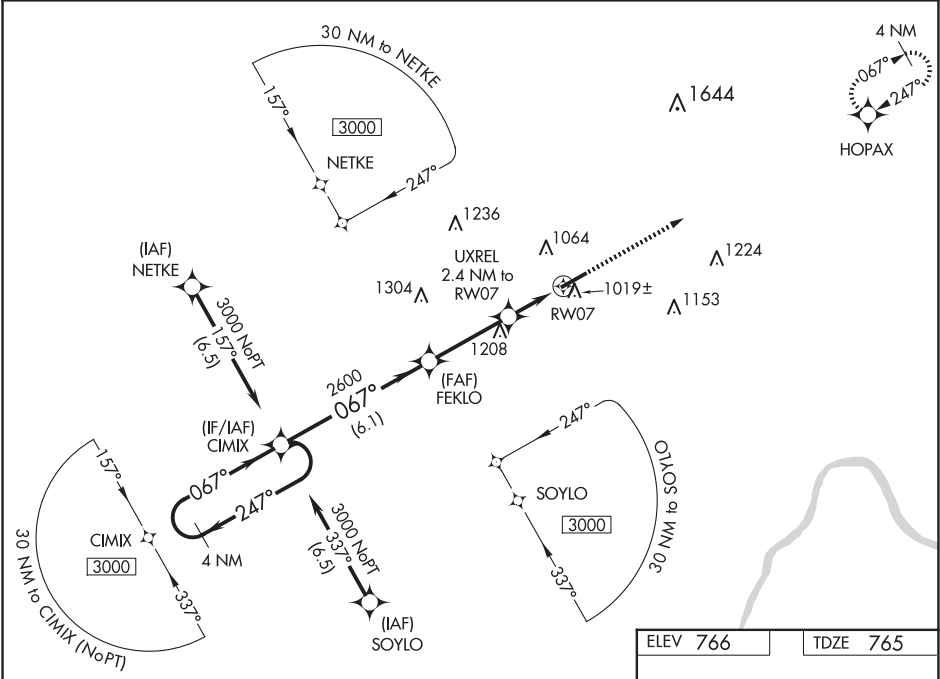
OHIO UNIVERSITY (UNI)

⚠

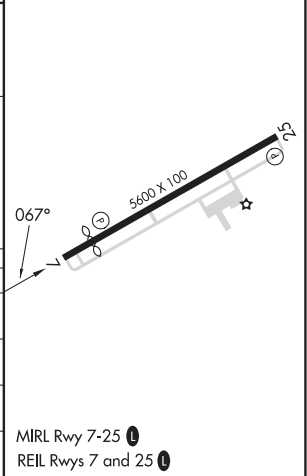
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
Rwy 7 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 3000 direct HOPAX and hold.

AWOS-3 <b>128.325</b>	HUNTINGTON APP CON <b>120.95 270.1</b>	CLNC DEL <b>120.95</b>	UNICOM <b>123.075 (CTAF) 1</b>
--------------------------	---	---------------------------	-----------------------------------



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).		3000	HOPAX
3000 ← 247°		CIMIX		↑	✱
GP 3.00° TCH 40		FEKLO		*LNAV only	
2600		UXREL 2.4 NM to RW07		*1.5 NM to RW07	
6.1 NM		3.2 NM		0.9 NM	
CATEGORY	A	B	C	D	
LPV DA	1184-1½		419 (500-1½)		
LNAV/VNAV DA	1202-1½		437 (500-1½)		
LNAV MDA	1280-1	515 (600-1)	1280-1¾	515 (600-1¾)	
CIRCLING	1380-1	614 (700-1)	1420-1¾ 654 (700-1¾)	1480-2¼ 714 (800-2¼)	



ATHENS/ALBANY, OHIO  
Amdt 2 09NOV17

39°13'N-82°14'W



OHIO UNIVERSITY (UNI)  
RNAV (GPS) RWY 7

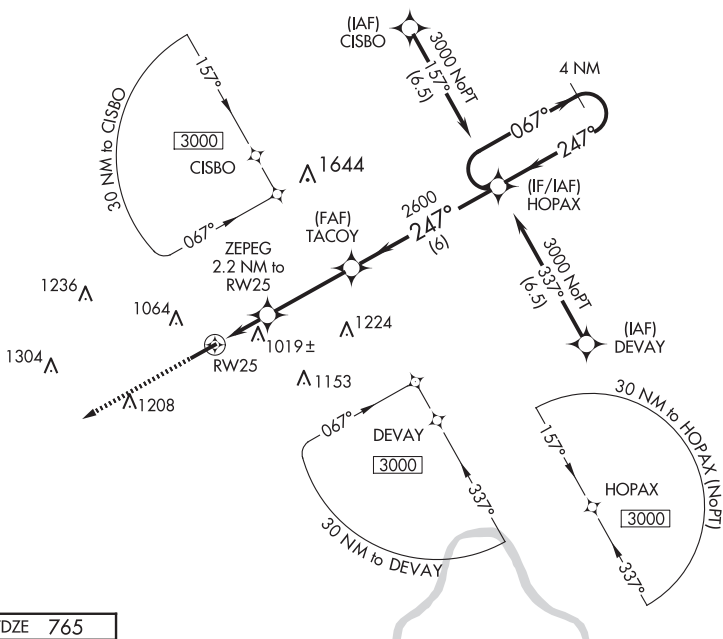
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

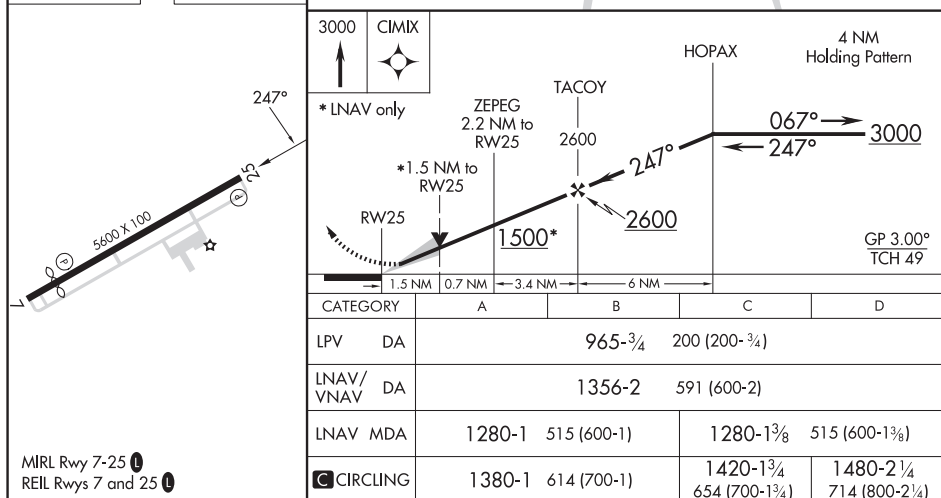
WAAS CH <b>90316</b> <b>W25A</b>	APP CRS <b>247°</b>	Rwy Idg <b>5600</b> TDZE <b>765</b> Apt Elev <b>766</b>
--	------------------------	---

RNAV (GPS) RWY 25  
OHIO UNIVERSITY (UNI)

	For uncompensated Baro-VNAV systems, INAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.			MISSED APPROACH: Climb to 3000 direct CRMIX and hold.
	AWOS-3 128.325	HUNTINGTON APP CON 120.95 270.1	CLNC DEL 120.95	UNICOM 123.075 (CTAF) 



ELEV 766		TDZE 765
----------	--	----------



ATHENS/ALBANY, OHIO

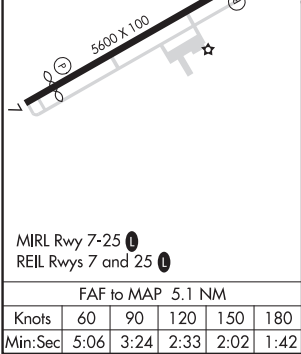
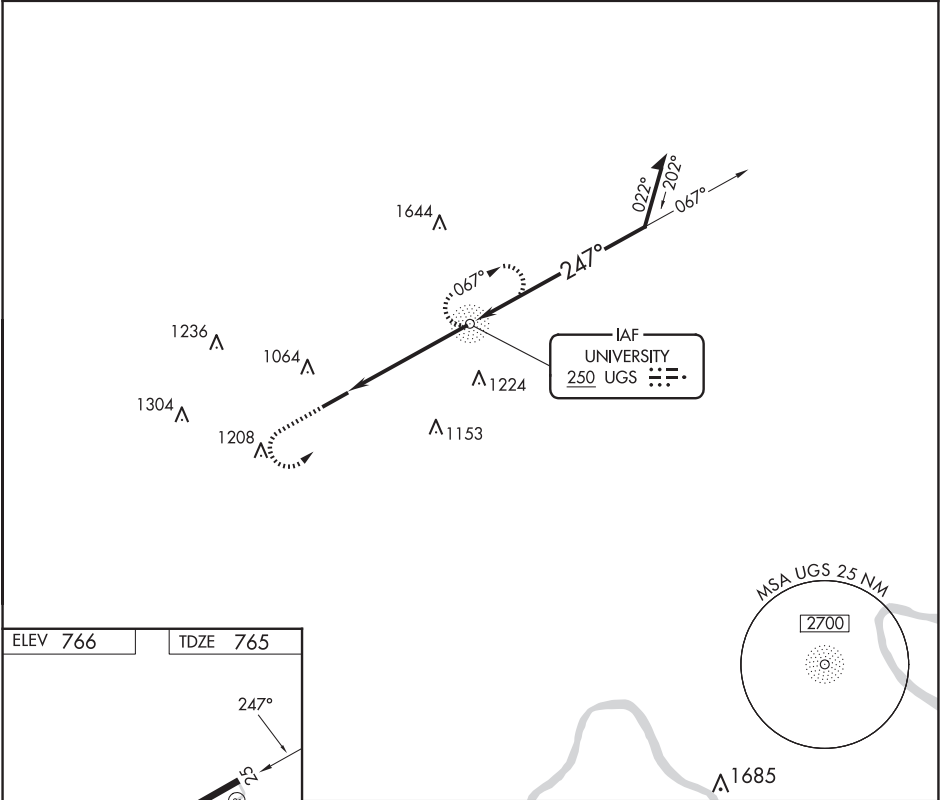
AL-5861 (FAA)

25051

NDB	UGS	APP CRS	Rwy Idg	5600
250		247°	TDZE	765
			Apt Elev	766

NDB RWY 25  
OHIO UNIVERSITY (UNI)

RADAR required for procedure entry.		MISSED APPROACH: Climb to 3000 then left turn direct UGS NDB and hold.	
When local altimeter setting not received, use PKB altimeter setting: increase all MDAs 100 feet; increase S-25 visibility Cat B/C/D ½ SM, and Circling visibility Cat B/C/D ½ SM.			
AWOS-3 128.325	HUNTINGTON APP CON 120.95 270.1	CLNC DEL 120.95	UNICOM 123.075 (CTAF) 0



3000

UGS

UGS NDB

Remain within 10 NM

3000

2500

067°

247°

3.16°

TCH 41

5.1 NM

VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 50).

CATEGORY	A	B	C	D
S-25	1460-1	695 (700-1)	1460-2	695 (700-2)
CIRCLING	1460-1	694 (700-1)	1460-2 694 (700-2)	1520-2½ 754 (800-2½)

ATHENS/ALBANY, OHIO  
Amdt 9E 20FEB25

39°13'N-82°14'W

OHIO UNIVERSITY (UNI)  
NDB RWY 25

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

25051

ILS or LOC RWY 27  
DE KALB COUNTY (GWB)

MALSR

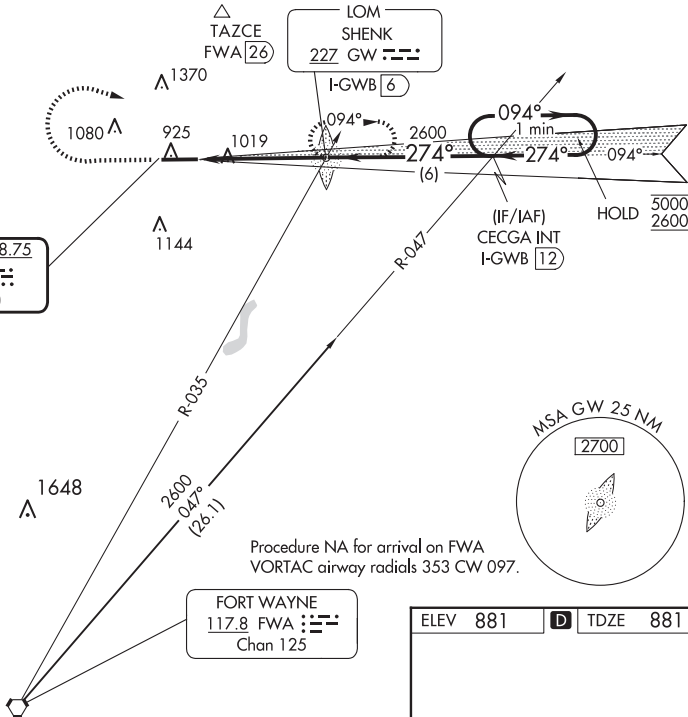
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct SHENK LOM/INT/I-GWB 6 DME and hold.

ALTERNATE MISSED  
APCH FIX

117.8 FWA  
Chan 125

022° 022° R-022

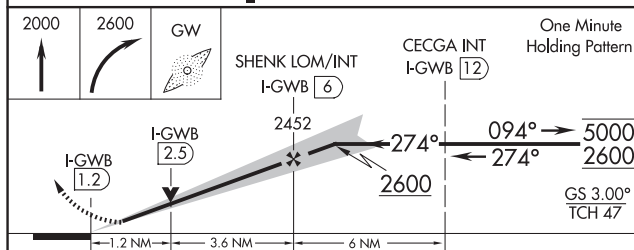
TAZCE  
FWA 26




Procedure NA for arrival on FWA  
VORTAC airway radials 353 CW 097.



ELEV 881	<b>D</b>	TDZE 881
----------	----------	----------



CATEGORY	A	B	C	D
S-ILS 27	1081- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )			
S-LOC 27	1320- $\frac{1}{2}$ 439 (500- $\frac{1}{2}$ )		1320- $\frac{3}{4}$ 439 (500- $\frac{3}{4}$ )	
 CIRCLING	1320-1 439 (500-1)	1560-1 679 (700-1)	1720-2 $\frac{1}{2}$ 839 (900-2 $\frac{1}{2}$ )	1720-2 $\frac{3}{4}$ 839 (900-2 $\frac{3}{4}$ )

REIL Rwy 9 and 27 **L**  
MIRL Rwy 9-27 **L**

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

DE KALB COUNTY (GWB)  
ILS or LOC RWY 27

AUBURN, INDIANA

AL-5266 (FAA)

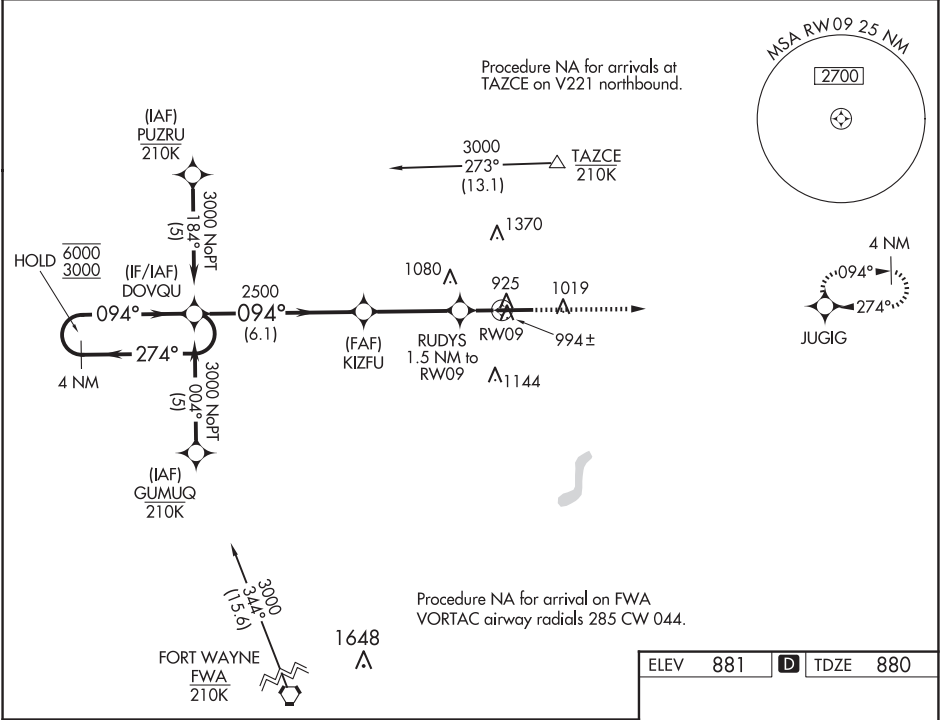
25051

WAAS CH <b>40201</b> <b>W09A</b>	APP CRS <b>094°</b>	Rwy Idg <b>6406</b> TDZE <b>880</b> Apt Elev <b>881</b>
--	------------------------	---

RNAV (GPS) RWY 9

DE KALB COUNTY (GWB)

RNP APCH - GPS.			MISSED APPROACH: Climb to 3000 direct JUGIG and hold.
AWOS-3P <b>124.15</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	CLNC DEL <b>126.6</b>	UNICOM <b>123.0 (CTAF) 0</b>



4 NM Holding Pattern		DOVQU	KIZFU	RUDYS 1.5 NM to RW09	RW09
6000 ← 274°		094° →	2500	1400	
GP 3.00° TCH 48					
		6.1 NM	3.5 NM	1.5 NM	
CATEGORY	A	B	C	D	
LPV DA		1130-3/4	250 (300-3/4)		
LNAV/VNAV DA		1155-7/8	275 (300-7/8)		
LNAV MDA		1260-1	380 (400-1)		
CIRCLING	1320-1 439 (500-1)	1560-1 679 (700-1)	1720-2 1/2 839 (900-2 1/2)	1720-2 3/4 839 (900-2 3/4)	

ELEV 881 TDZE 880

3000 ↑ JUGIG

094°

REIL Rwy 9 and 27 0

MIRL Rwy 9-27 0

AUBURN, INDIANA  
Amdt 1 31OCT24

41°18'N-85°04'W

DE KALB COUNTY (GWB)

RNAV (GPS) RWY 9

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025





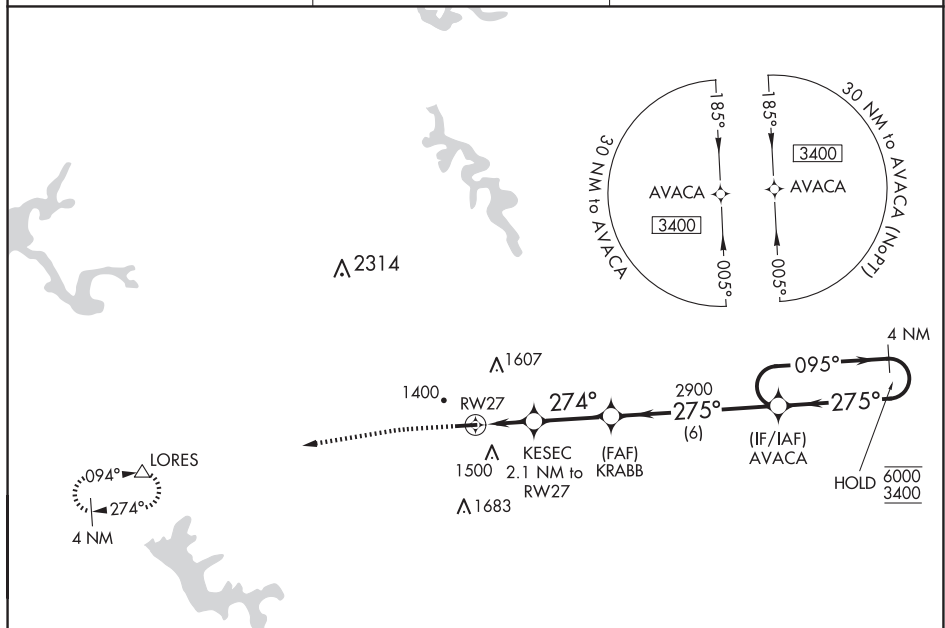


# RNAV (GPS) RWY 27

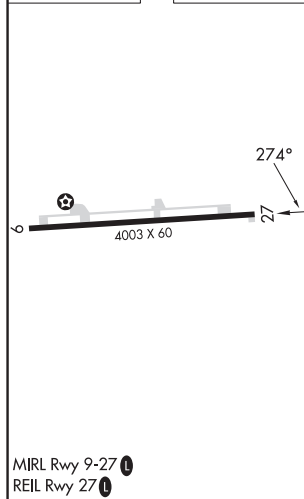
Visibility reduction by helicopters NA. Procedure NA at night.  
Use HLG altimeter setting; when not received use AFJ  
altimeter setting and increase all MDA 40 feet.

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

HLG ASOS <b>127.375</b>	CLEVELAND CENTER <b>126.95 239.3</b>	UNICOM <b>123.0 (CTAF) L</b>
----------------------------	---	---------------------------------



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



3000 LORAN

△

4 NM Holding Pattern

AVACA

KRABB

KESEC  
2.1 NM to RW27

3.00°  
TCH 40°

095° → 6000  
← 275° 3400

274°

275°

2020

2900

2.1 NM

2.8 NM

6 NM

CATEGORY	A	B	C	D
LP MDA	1780-1	468 (500-1)		NA
LNAV MDA	1800-1	488 (500-1)		NA
CIRCLING	1880-1 568 (600-1)	1940-1 628 (700-1)		NA

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

BARNESVILLE, OHIO

AL-5632 (FAA)

25107

VOR/DME AIR	APP CRS	Rwy Idg	4003
117.1	274°	TDZE	1312
Chan 118		Apt Elev	1312

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

NA

Rwy 27 helicopter visibility reduction below 1 SM NA.  
Procedure NA at night. Use HLG altimeter setting, when not received, use AFJ altimeter setting and increase clll MDAs 40 feet.

MISSED APPROACH: Climb to 3000, then left turn on AIR VOR/DME R-274 to BAFEL/AIR 12 DME and hold.

HLG ASOS 127.375	CLEVELAND CENTER 126.95 239.3	UNICOM 123.0 (CTAF) 1
---------------------	----------------------------------	--------------------------

ELEV 1312

TDZE 1312

274°

3000

BAFEL AIR 12

AIR R-274

3000

6000

3000

094°

274°

3.13°

TCH 40

5 NM

BAFEL AIR 12

One Minute Holding Pattern

MIRL Rwy 9-27 1

REIL Rwy 27 1

CATEGORY	A	B	C	D
S-27	1940-1	628 (700-1)	NA	
CIRCLING	1940-1	628 (700-1)	NA	

BARNESVILLE, OHIO  
Orig-D 05SEP24

40°00'N-81°12'W

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

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



BATAVIA, OHIO

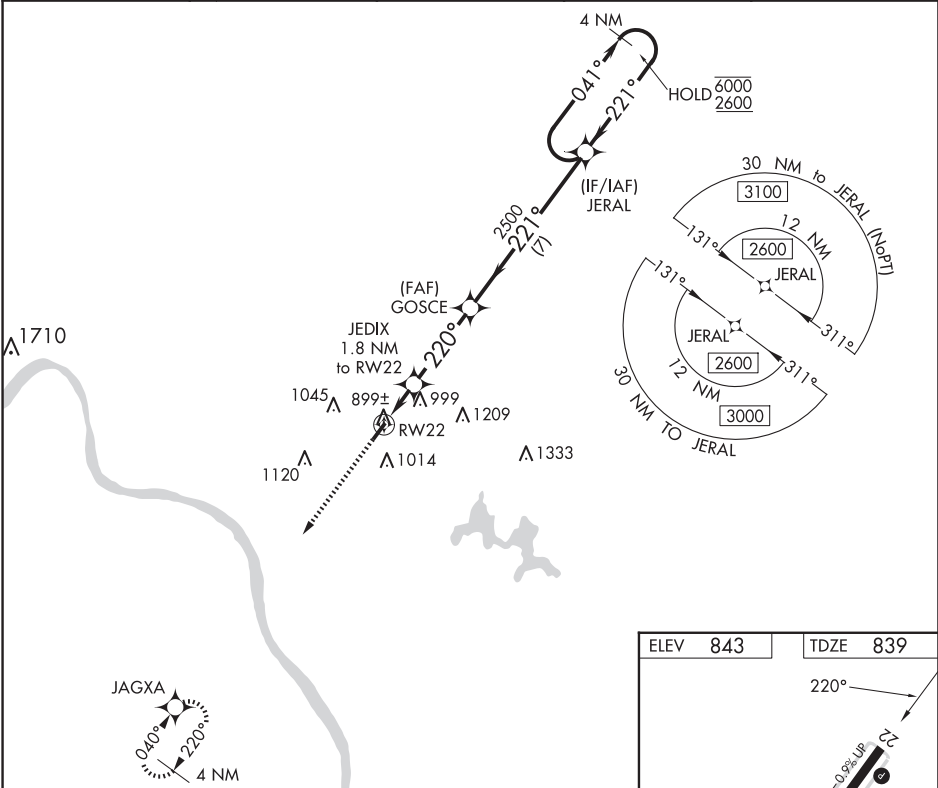
AL-5955 (FAA)

25107

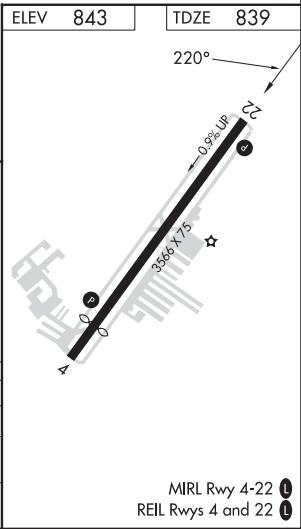
WAAS CH <b>82227</b> <b>W22A</b>	APP CRS <b>220°</b>	Rwy Idg TDZE <b>839</b> Apt Elev <b>843</b>
--	------------------------	---

**RNAV (GPS) RWY 22**  
CLERMONT COUNTY (I69)

RNP APCH.		MISSED APPROACH: Climb to 2500 direct JAGXA and hold.	
<div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div></div></div>			



Visual Segment - Obstacles.		JERAL 4 NM Holding Pattern	
JAGXA		GOSCE	
RW22		JERAL	
JEDIX 1.8 NM to RW22		JEDIX 1.8 NM to RW22	
1.8		7 NM	
3.4 NM		4 NM	
CATEGORY	A	B	C
LP MDA	1160-1	321 (400-1)	NA
LNAV MDA	1240-1	401 (400-1)	1240-1 1/8 401 (400-1 1/8)
CIRCLING	1320-1 477 (500-1)	1360-1 517 (600-1)	1520-2 677 (700-2)



BATAVIA, OHIO

Amdt 2 25FEB21

39°05'N-84°13'W

**RNAV (GPS) RWY 22**  
CLERMONT COUNTY (I69)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



BEDFORD, INDIANA

AL-5546 (FAA)

25219

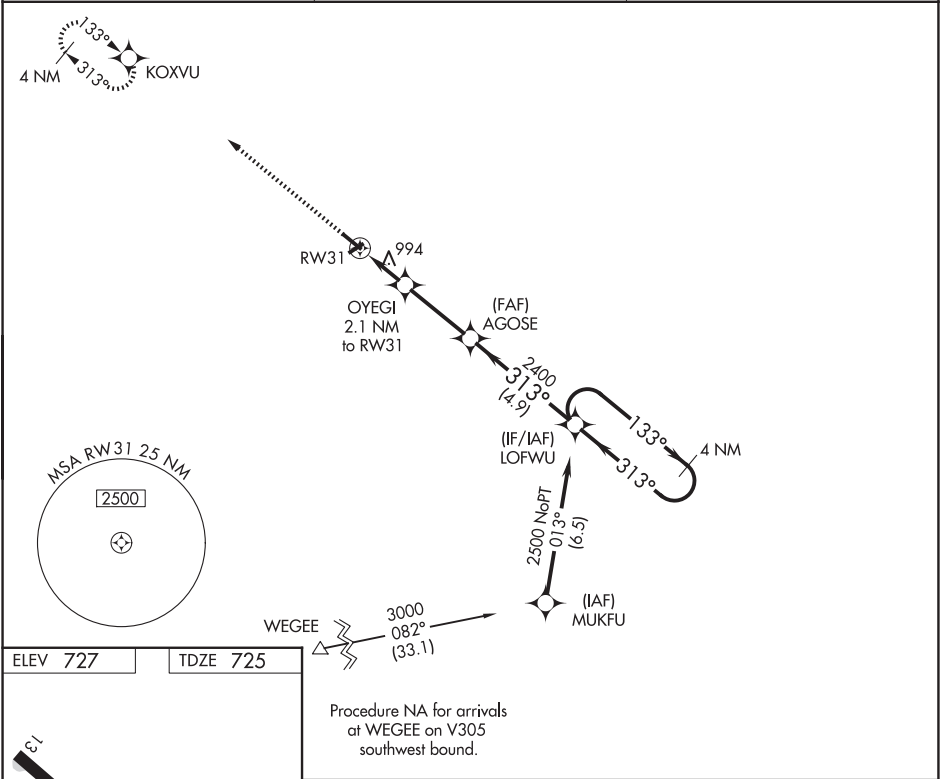
WAAS CH <b>97525</b> <b>W31A</b>	APP CRS <b>313°</b>	Rwy Ldg TDZE <b>725</b> Apt Elev <b>727</b>
--	------------------------	---

RNAV (GPS) RWY 31

VIRGIL I GRISSOM MUNI (BFR)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2500 direct KOXVU and hold.
-----------------	---

AWOS-3PT <b>119.125</b>	LOUISVILLE APP CON <b>123.675 327.0</b>	UNICOM <b>122.8 (CTAF) 1</b>
----------------------------	--	---------------------------------



ELEV 727	TDZE 725	Visual Segment - Obstacles.			
		4 NM Holding Pattern			
		2500			
		KOXVU			
		AGOSE			
RW31		OYEGI 2.1 NM to RW31	AGOSE	LOFWU	
1420		2.1 NM	3 NM	4.9 NM	
CATEGORY	A	B	C	D	
LP MDA	1260-1	535 (600-1)	1260-1½	535 (600-1½)	
LNAV MDA	1260-1	535 (600-1)	1260-1½	535 (600-1½)	
CIRCLING	1300-1	573 (600-1)	1380-1¾ 653 (700-1¾)	1380-2 653 (700-2)	

BEDFORD, INDIANA  
Amdt 1D 07AUG25

38°50'N - 86°27'W

VIRGIL I GRISSOM MUNI (BFR)

RNAV (GPS) RWY 31

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



VORTAC OOM <b>110.2</b> Chan <b>39</b>	APP CRS <b>159°</b>	Rwy Ldg <b>4501</b> TDZE <b>721</b> Apt Elev <b>727</b>
--	------------------------	---

VOR RWY 13  
VIRGIL | GRISSOM MUNI (BFR)

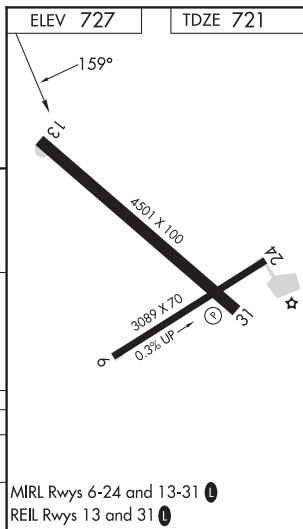
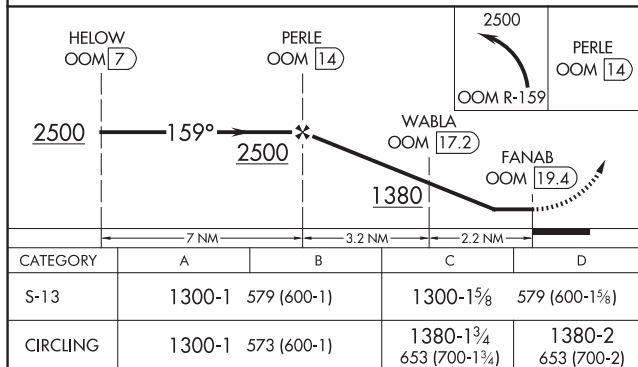
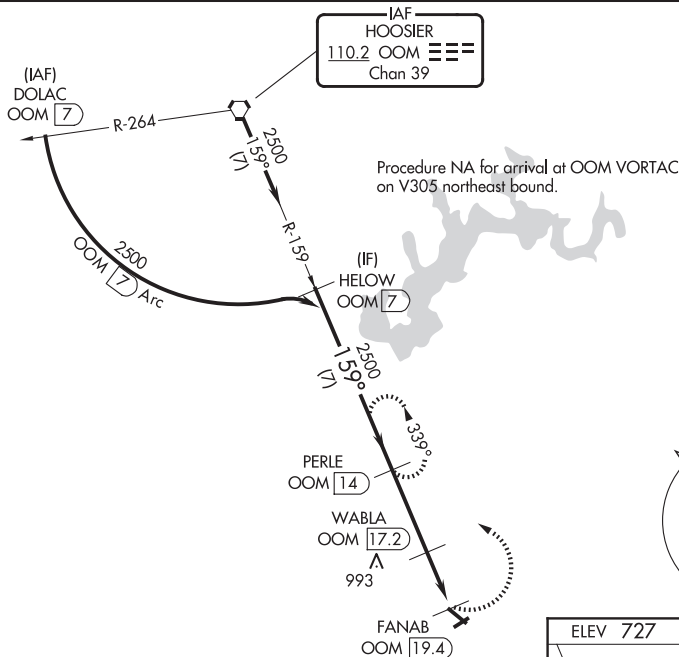
DME required.

**NA** Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Bloomington altimeter setting: increase all MDAs 80 feet and S-13 and Circling Cats C and D visibilities  $\frac{1}{4}$  SM.

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

AWOS-3PT  
119.125

LOUISVILLE APP CON  
123.675 327.0

UNICOM  
122.8 (CTAF) **L**

BELLEFONTAINE, OHIO

AL-10242 (FAA)

24137

WAAS CH <b>42628</b> <b>W07A</b>	APP CRS <b>074°</b>	Rwy Idg TDZE <b>1112</b> Apt Elev <b>1122</b>
--	------------------------	---

RNAV (GPS) RWY 7

BELLEFONTAINE RGNL (ED.J)

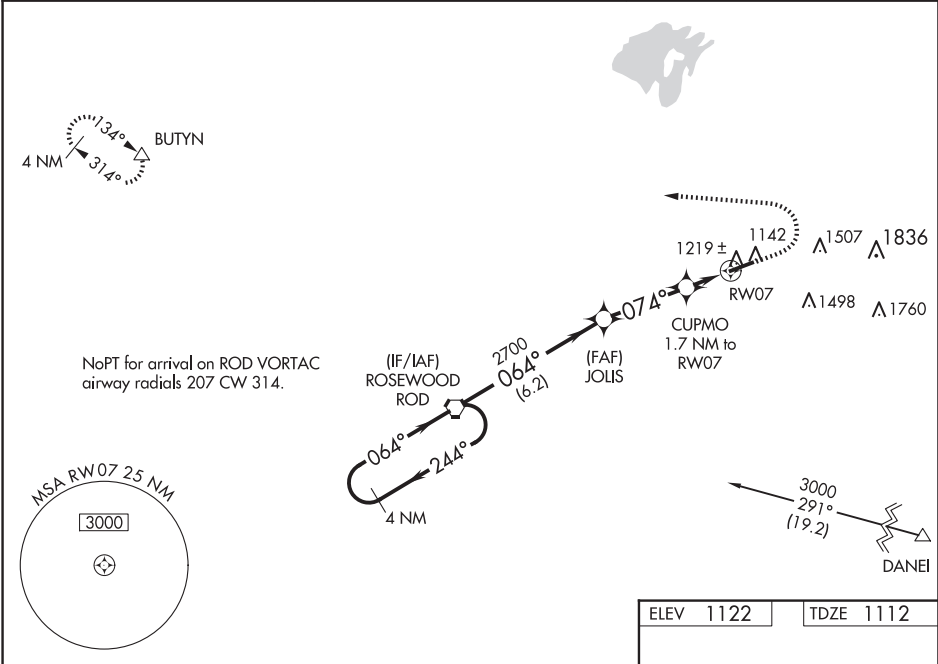
▼

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 37°C (98°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with James M. Cox Dayton Intl altimeter setting. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting; increase LPV DA to 1456 feet, LNAV/VNAV DA to 1598 feet, and all MDAs 100 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C and D visibility ⅓ SM, and Circling Cat C visibility ½ SM and Cat D visibility ¼ SM.

MISSED APPROACH:  
Climb to 1600 then climbing left turn to 3000 direct BUTYN and hold.

AWOS-3 <b>118.075</b>	COLUMBUS APP CON <b>134.45 294.5</b>	UNICOM <b>122.8 (CTAF) ①</b>
--------------------------	---	---------------------------------



4 NM Holding Pattern		ROD VORTAC	JOLIS	1600	3000	BUTYN
3000		244°	064°	2700	CUPMO 1.7 NM to RW07	* LNAV only.
GP 3.00°		TCH 41	2700	* 1680	* 1.1 NM to RW07	RW07
			6.2 NM	3.2 NM	0.7 NM	1.1 NM
CATEGORY	A	B	C	D		
LPV DA	1362-7/8		250 (300-7/8)			
LNAV/VNAV DA	1504-13/8		392 (400-13/8)			
LNAV MDA	1480-1		368 (400-1)			
CIRCLING	1620-1 498 (500-1)	1640-1 518 (600-1)	1860-2 738 (800-2)	1980-2 3/4 858 (900-2 3/4)		

ELEV 1122

TDZE 1112

074°

0.4% UP

5000 X 100

1178

MIRL Rwy 7-25 ①  
REIL Rwy 7 and 25 ①

BELLEFONTAINE, OHIO  
Amdt 1B 22APR21

40°22'N-83°49'W

BELLEFONTAINE RGNL (ED.J)

RNAV (GPS) RWY 7

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>93628</b> <b>W25A</b>	APP CRS <b>254°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>1122</b> <b>1122</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 25  
BELLEFONTAINE RGNL (EDJ)

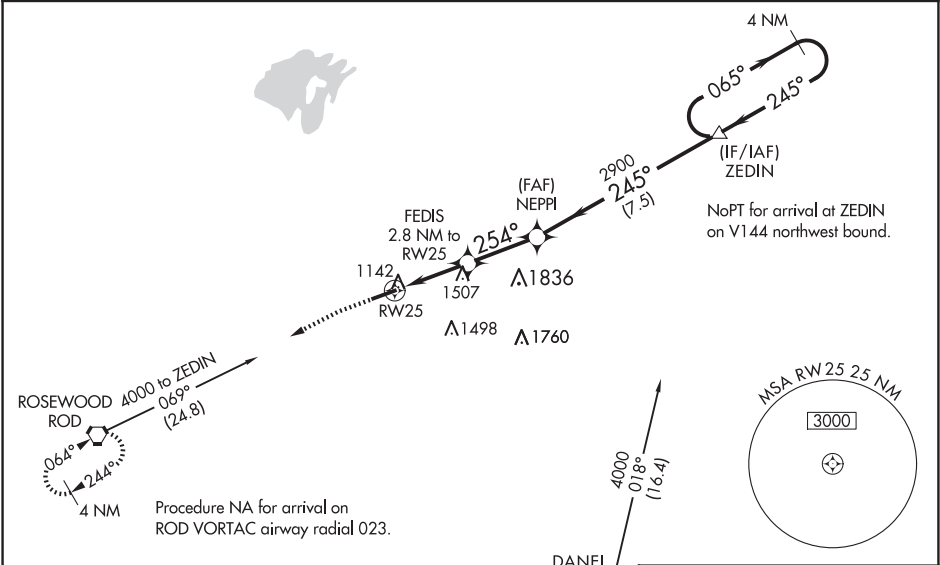
RNP APCH - GPS

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C.  
Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase LPV DA to 1555 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 1762 feet; increase all MDAs 100 feet and LNAV visibility Cat B ¼ SM, Cat C and D ½ SM, and Circling visibility Cat B ¼ SM, Cat C ½ SM, Cat D ¼ SM. Baro-VNAV and VDP NA when using James M Cox Dayton Intl altimeter setting.

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

AWOS-3 <b>118.075</b>	COLUMBUS APP CON <b>134.45 294.5</b>	UNICOM <b>122.8 (CTAF)</b>
--------------------------	---	-------------------------------



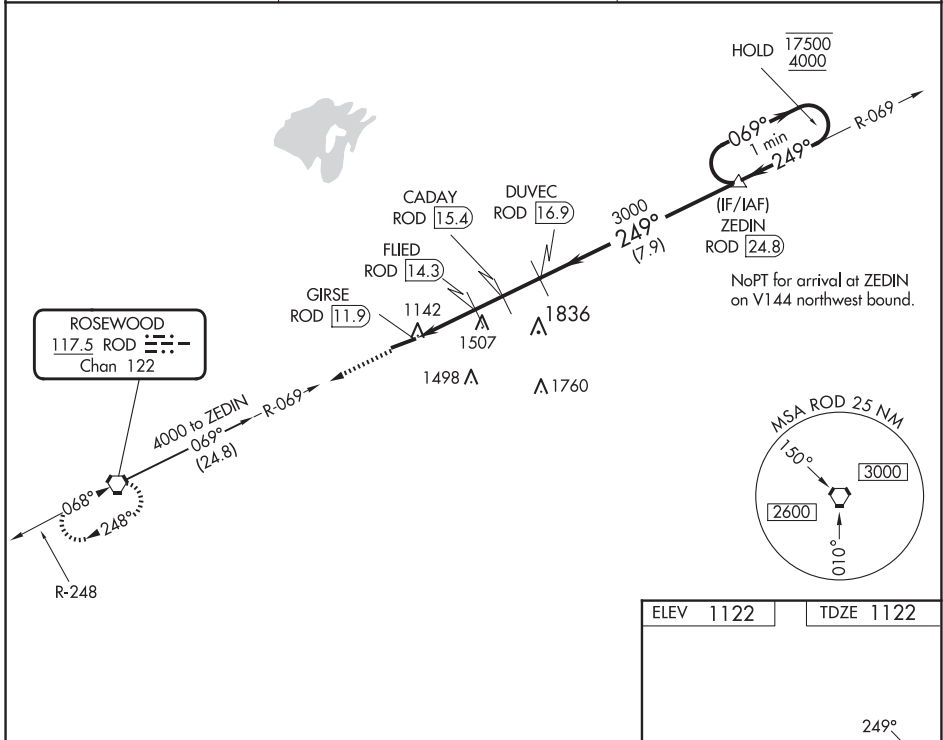
ELEV 1122		TDZE 1122																										
<div><div><div>1900</div><div>3000</div><div>ROD</div></div><div>VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 57).</div><div><div>FEDIS</div><div>2.8 NM to RW25</div><div>NEPPI</div><div>2900</div><div>ZEDIN</div><div>4 NM Holding Pattern</div><div>065°</div><div>245°</div><div>4000</div><div>254°</div><div>2040</div><div>2900</div><div>GP 3.00°</div><div>TCH 40</div><div>1.5 NM</div><div>1.3 NM</div><div>2.7 NM</div><div>7.5 NM</div></div></div>																												
<table><tr><td>CATEGORY</td><td>A</td><td>B</td><td>C</td><td>D</td></tr><tr><td>LPV DA</td><td colspan="4">1457-1⅛ 335 (400-1⅛)</td></tr><tr><td>LNAV/VNAV DA</td><td colspan="4">1664-1⅞ 542 (600-1⅞)</td></tr><tr><td>LNAV MDA</td><td colspan="2">1820-1 698 (700-1)</td><td colspan="2">1820-2 698 (700-2)</td></tr><tr><td>CIRCLING</td><td colspan="2">1820-1 698 (700-1)</td><td>1860-2 738 (800-2)</td><td>1980-2¾ 858 (900-2¾)</td></tr></table>				CATEGORY	A	B	C	D	LPV DA	1457-1⅛ 335 (400-1⅛)				LNAV/VNAV DA	1664-1⅞ 542 (600-1⅞)				LNAV MDA	1820-1 698 (700-1)		1820-2 698 (700-2)		CIRCLING	1820-1 698 (700-1)		1860-2 738 (800-2)	1980-2¾ 858 (900-2¾)
CATEGORY	A	B	C	D																								
LPV DA	1457-1⅛ 335 (400-1⅛)																											
LNAV/VNAV DA	1664-1⅞ 542 (600-1⅞)																											
LNAV MDA	1820-1 698 (700-1)		1820-2 698 (700-2)																									
CIRCLING	1820-1 698 (700-1)		1860-2 738 (800-2)	1980-2¾ 858 (900-2¾)																								
<div>MIRL Rwy 7-25 1</div> <div>REIL Rwy 7 and 25 1</div>																												

VOR RWY 25  
BELLEFONTAINE RGNL (EDJ)

**T** Rwy 25 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 100 feet, and S-25 visibility Cats C and D  $\frac{1}{2}$  SM, and Circling visibility Cats A, C, and D  $\frac{1}{4}$  SM. VDP NA when using James M Cox Dayton Intl altimeter setting.

**MISSED APPROACH:** Climb to 3000 on ROD R-069 to ROD VORTAC and hold.

AWOS-3 <b>118.075</b>	COLUMBUS APP CON <b>134.45 294.5</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
--------------------------	---	--



ELEV 1122

TDZE 1122

5000 X 100

0.4% UP

249°

1178

MRL Rwy 7-25

REIL Rwy 7 and 25

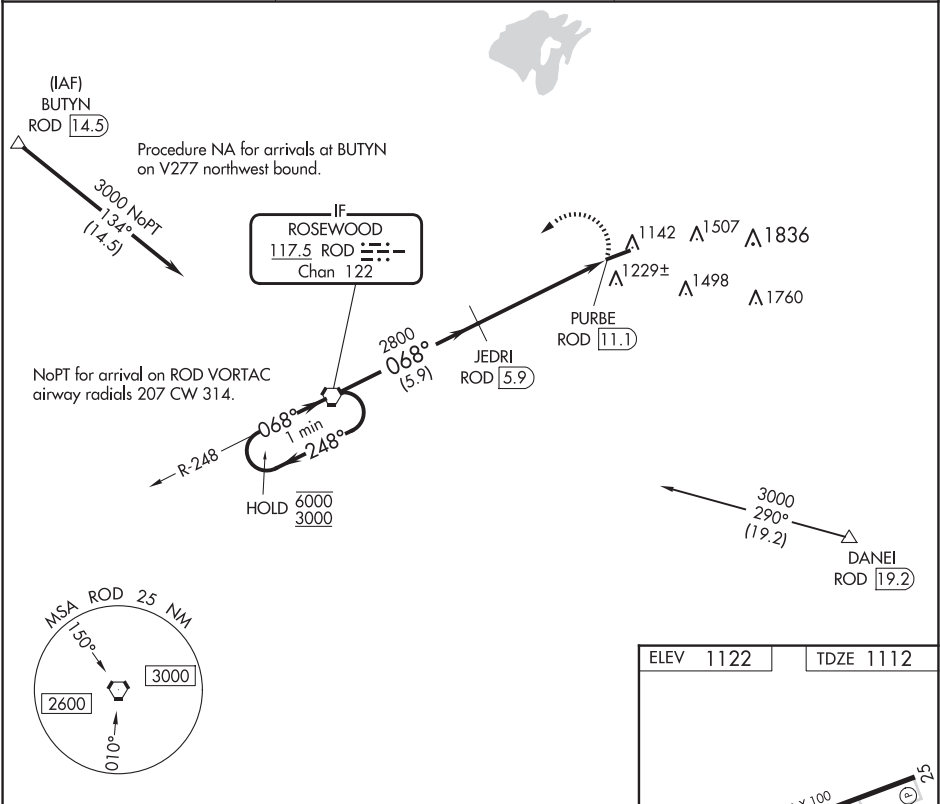
EC-2, 07 AUG 2025 to 02 OCT 2025

VORTAC ROD	APP CRS	Rwy Idg	5000
117.5	068°	TDZE	1112
Chan 122		Apt Elev	1122

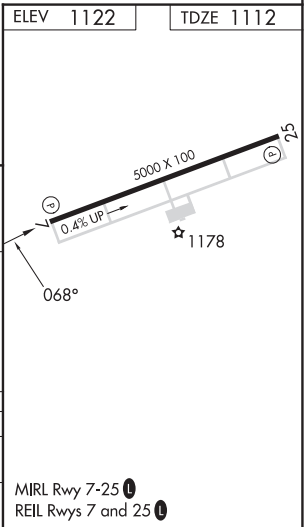
VOR RWY 7

BELLEFONTAINE RGNL (EDJ)

DME required.		MISSED APPROACH: Climbing left turn to 3000 direct ROD VORTAC and hold.
AWOS-3 118.075	COLUMBUS APP CON 134.45 294.5	UNICOM 122.8 (CTAF) 0



One Minute Holding Pattern		ROD VORTAC	3000	ROD
6000 248°		068°	068°	
3000		2800	JEDRI ROD 5.9	ROD 10
		3.00°	TCH 41	PURBE ROD 11.1
		5.9 NM	4.1 NM	1.1 NM
CATEGORY	A	B	C	D
S-7	1480-1	368 (400-1)	1480-1¼	368 (400-1¼)
CIRCLING	1540-1 418 (500-1)	1640-1 518 (600-1)	1860-2 738 (800-2)	1980-2¾ 858 (900-2¾)



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

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

[illegible]

## DME REQUIRED

[illegible]

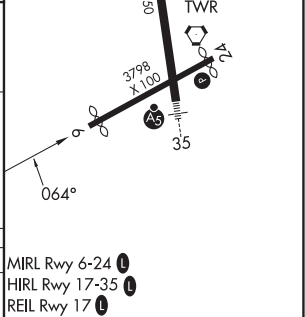
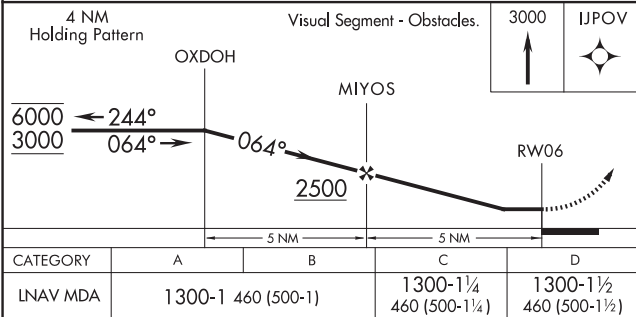
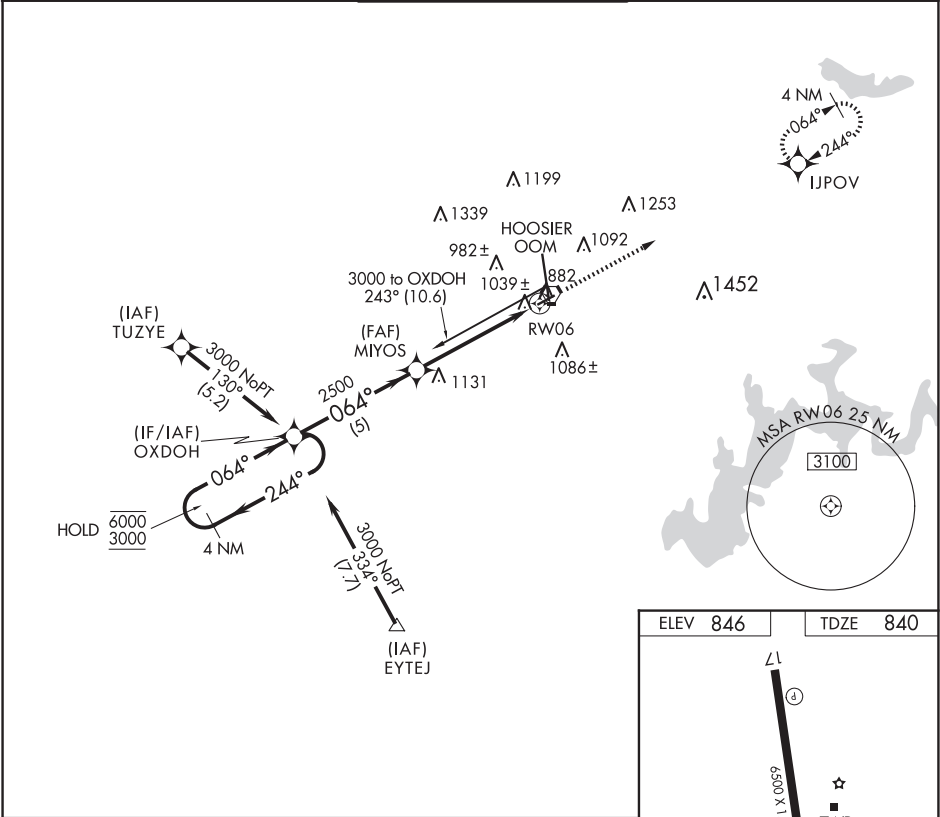
MONROE COUNTY (BMG)  
ILS or LOC/DME RWY 35

APP CRS	Rwy Ldg	3494
064°	TDZE	840
	Apt Elev	846

RNAV (GPS) RWY 6

MONROE COUNTY (BMG)

RNP APCH.			MISSED APPROACH: Climb to 3000 direct IJPOV and hold.	
Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA.				
ASOS 134.525	HULMAN APP CON 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) 0	GND CON 121.9	UNICOM 122.95

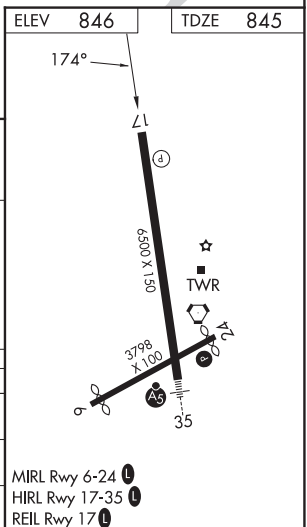
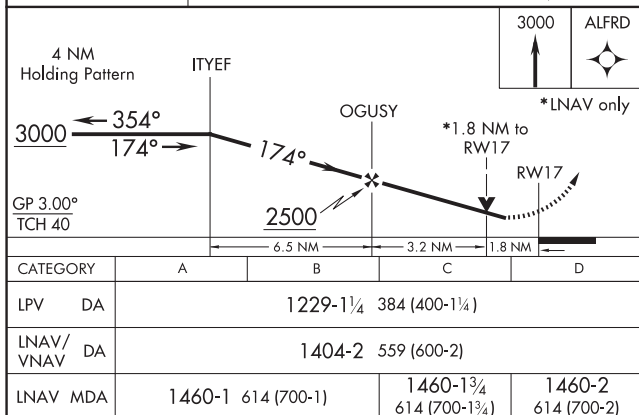
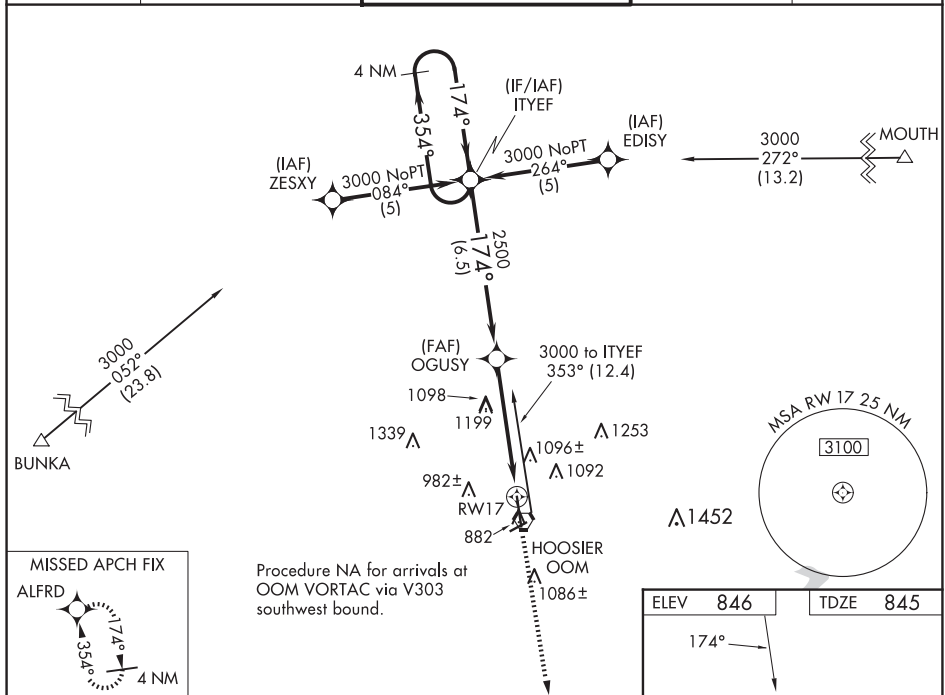


# RNAV (GPS) RWY 17

## MONROE COUNTY (BMG)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Rwy 17 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use Terre Haute Rgnl altimeter setting and increase all DA 121 feet and all MDA 140 feet. Increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C/D visibility  $\frac{1}{2}$  mile.

ASOS <b>134.525</b>	HULMAN APP CON <b>128.025 339.8</b>	BLOOMINGTON TOWER ★ <b>120.775 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
------------------------	--	--	-------------------------	-------------------------



MONROE COUNTY (BMG)

RNAV (GPS) RWY 17

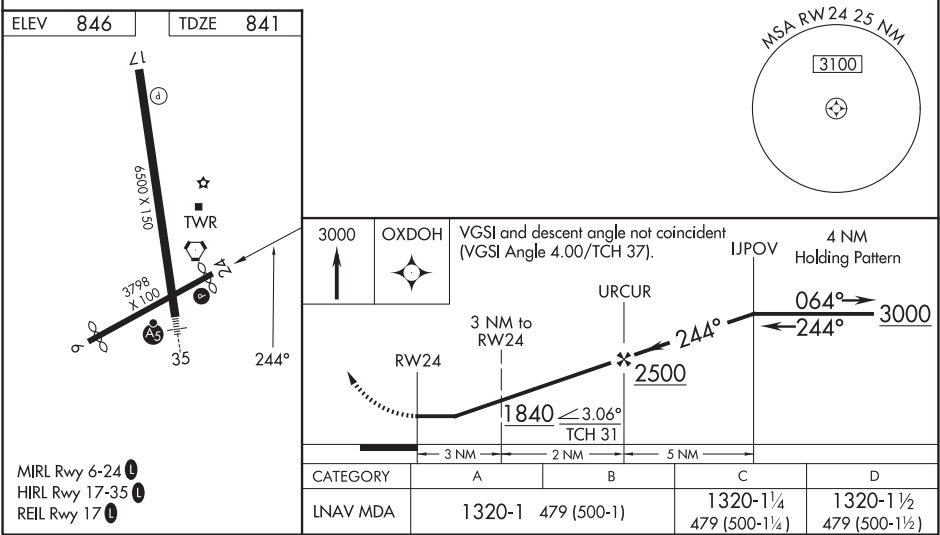
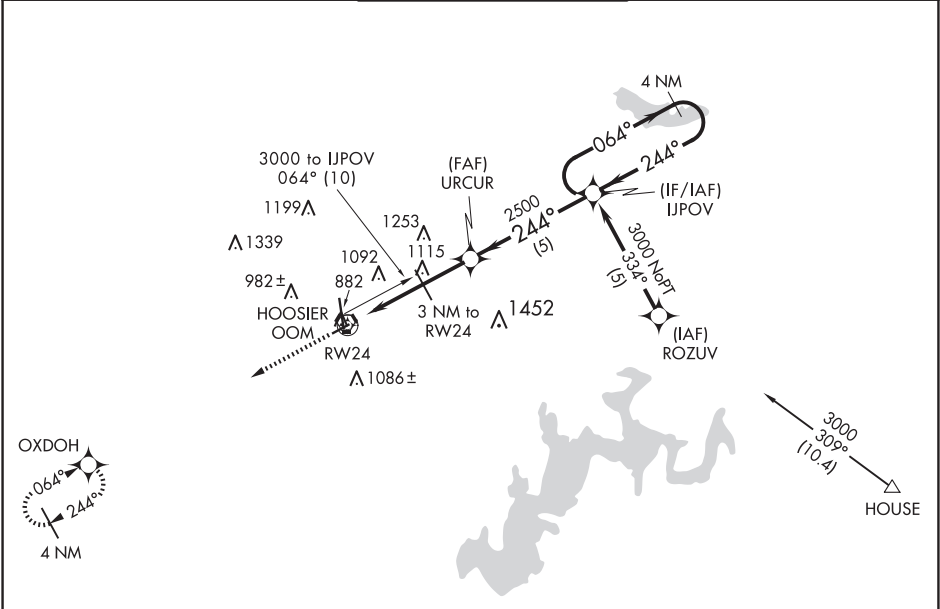
EC-2, 07 AUG 2025 to 02 OCT 2025



APP CRS <b>244°</b>	Rwy Ldg TDZE <b>841</b> Apt Elev <b>846</b>	RNAV (GPS) RWY 24		
			MONROE COUNTY (BMG)	

RNP APCH.		MISSED APPROACH: Climb to 3000 direct OXDOH WP and hold.
<div><div><div>▼</div><div>▲</div></div></div>	Rwy 24 helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received use Terre Haute Rgnl altimeter setting and increase all MDA 140 feet; increase LNAV Cat C/D ¼ mile.	

ASOS <b>134.525</b>	HULMAN APP CON <b>128.025 339.8</b>	BLOOMINGTON TOWER ★ <b>120.775 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
------------------------	--	--	-------------------------	-------------------------



BLOOMINGTON, INDIANA

AL-5168 (FAA)

25163

WAAS CH <b>72812</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Ldg TDZE Apt Elev	<b>6500</b> <b>844</b> <b>846</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 35

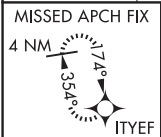
MONROE COUNTY (BMG)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Terre Haute Rgnl altimeter setting; increase LPV DA to 1165, LNAV/VNAV DA to 1465 and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D visibility ¼ SM, LNAV/VNAV all Cats and Circling C and D visibility ½ SM. For inoperative MALSR when using Terre Haute Rgnl altimeter setting; increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Terre Haute Rgnl altimeter setting. Circling to Rwy 6/24 NA at night.

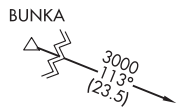


**MISSED APPROACH:**  
Climb to 3000 direct  
ITYEF and hold.

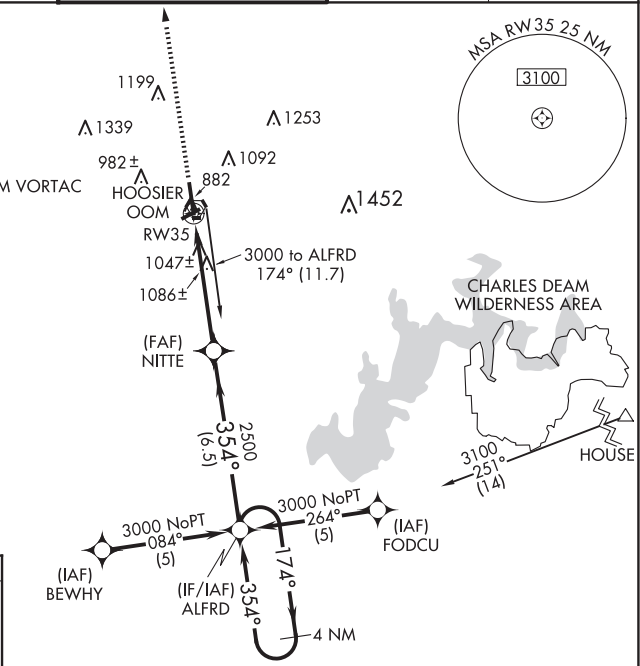
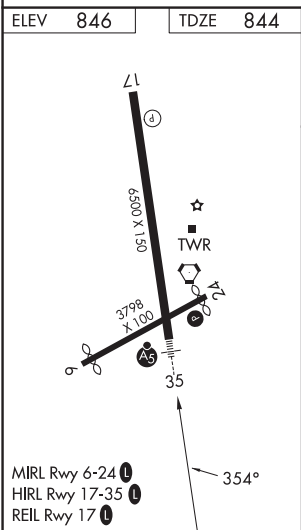
ASOS <b>134.525</b>	HULMAN APP CON <b>128.025 339.8</b>	BLOOMINGTON TOWER ★ <b>120.775 (CTAF)</b> <b>0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
------------------------	--	---	-------------------------	-------------------------



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



Procedure NA for arrivals at BUNKA  
via V243 northbound.



CATEGORY	A		B		C		D	
	1044-1½		200 (200-1½)					
LPV DA								
LNAV/VNAV DA								
LNAV MDA	1300-1½ 456 (500-1½)		1300-¾ 456 (500-¾)		1300-1 456 (500-1)			
CIRCLING	1380-1 534 (600-1)		1400-1 554 (600-1)		1400-1½ 554 (600-1½)		1620-2½ 774 (800-2½)	

BLOOMINGTON, INDIANA  
Amdt 1B 04NOV21

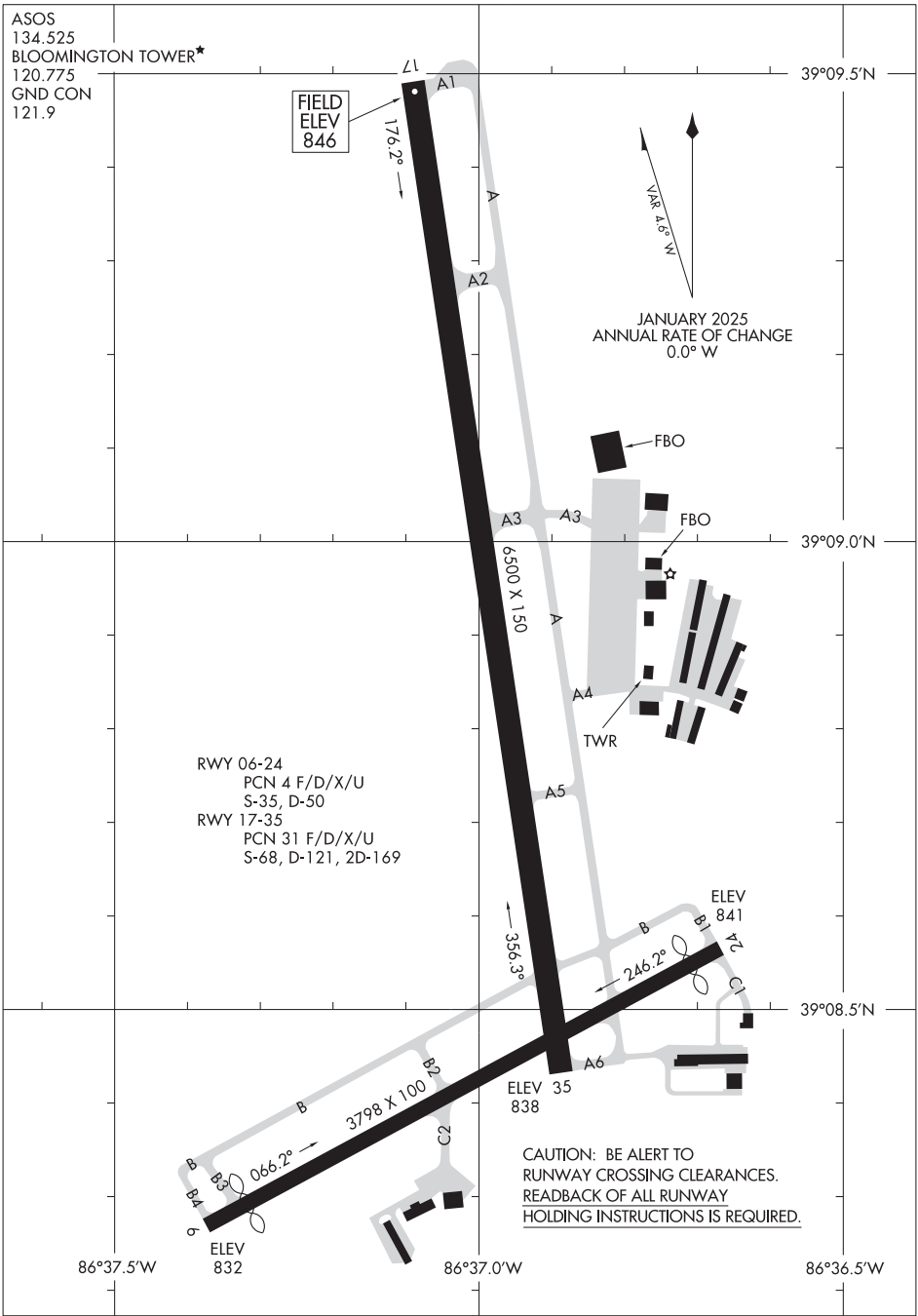
39°09'N-86°37'W

# MONROE COUNTY (BMG)

# RNAV (GPS) RWY 35

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

BLUFFTON, OHIO

AL-5665 (FAA)

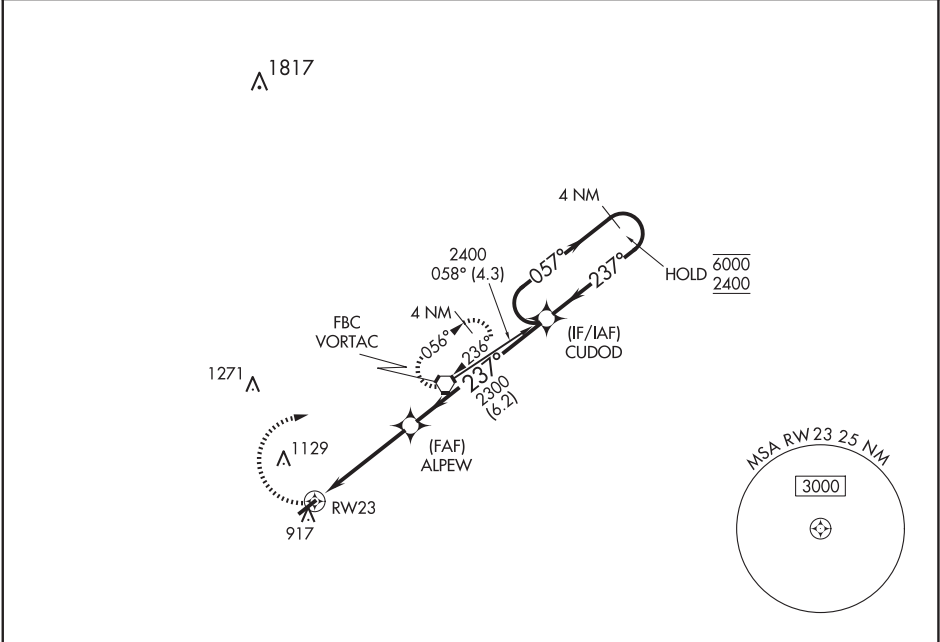
25163

APP CRS	Rwy Ldg	4126
237°	TDZE	850
	Apt Elev	851

RNAV (GPS) RWY 23

BLUFFTON (5G7)

RNP APCH.		MISSED APPROACH: Climbing right turn to 2500 direct FBC VORTAC and hold.
▼ ▲ NA Use Findlay altimeter setting; when not received use Lima altimeter setting and increase all MDA 20 feet and Circling Cat D visibility ¼ SM.		
FDY ASOS 132.85	TOLEDO APP CON 120.8 317.55	UNICOM 122.8 (CTAF) 1



ELEV 851

TDZE 850

2500

FBC

ALPEW

RW23

2300

3.03°

TCH 43

4.4 NM

6.2 NM

CUDOD

4 NM Holding Pattern

057°

237°

6000

2400

CATEGORY	A	B	C	D
LNAV MDA	1340-1	490 (500-1)	1340-1⅜ 490 (500-1⅜)	1340-1½ 490 (500-1½)
CIRCLING	1360-1 509 (600-1)	1520-1 669 (700-1)	1520-1¾ 669 (700-1¾)	1520-2 669 (700-2)

REIL Rwy 5 and 23 1

MIRL Rwy 5-23 1

237°

4126 K 75

BLUFFTON, OHIO  
Orig-B 26MAR20

40°53'N-83°52'W

BLUFFTON (5G7)


RNAV (GPS) RWY 23

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

VORTAC FBC	APP CRS	Rwy Ldg	4126
108.2	233°	TDZE	850
Chan 19		Apt Elev	851

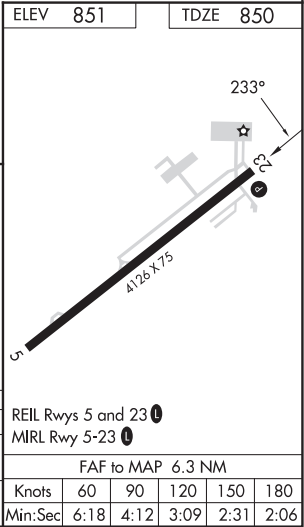
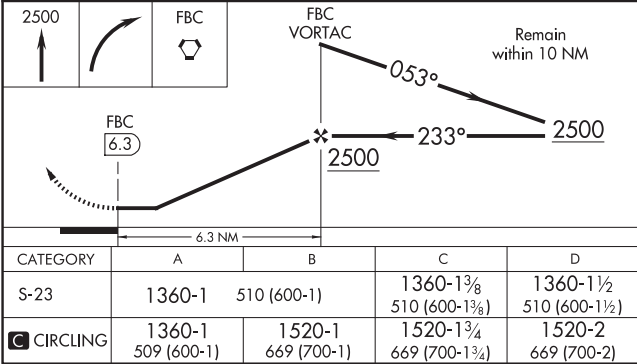
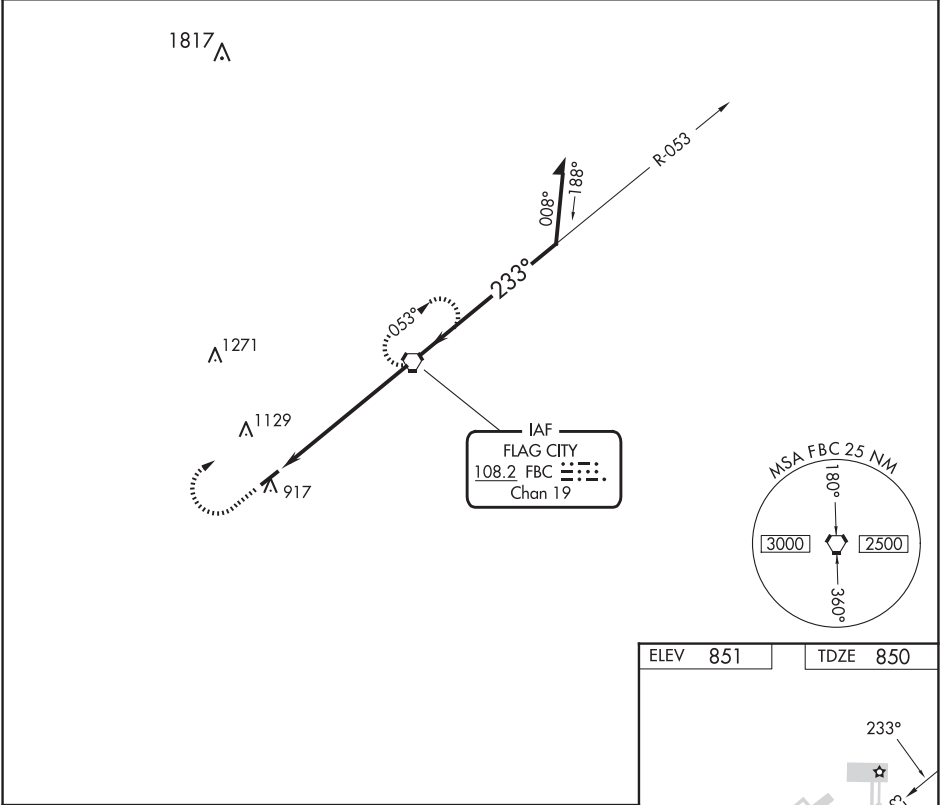
VOR RWY 23  
BLUFFTON (5G7)



Use Findlay altimeter setting; when not received, use Lima altimeter setting and increase all MDA 20 feet, increase S-23 C 1/8 SM and Circling Cat C/D visibility 1/4 SM.

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

FDY ASOS 132.85	TOLEDO APP CON 120.8 317.55	UNICOM 122.8 (CTAF) 0
--------------------	--------------------------------	--------------------------



BOWLING GREEN, OHIO

AL-5009 (FAA)

22363

WAAS CH <b>62803</b> <b>W10A</b>	APP CRS <b>096°</b>	Rwy Idg TDZE Apt Elev	<b>4199</b> <b>673</b> <b>673</b>
--	------------------------	-----------------------------	---

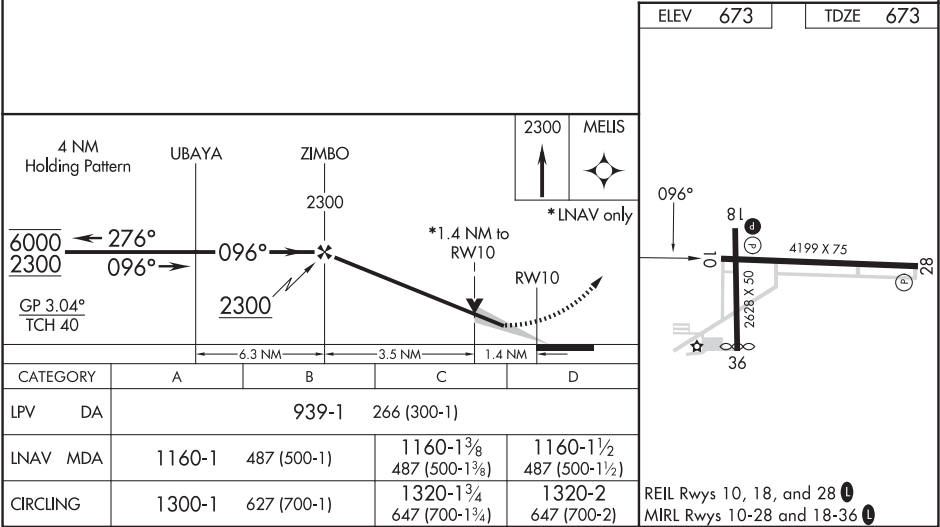
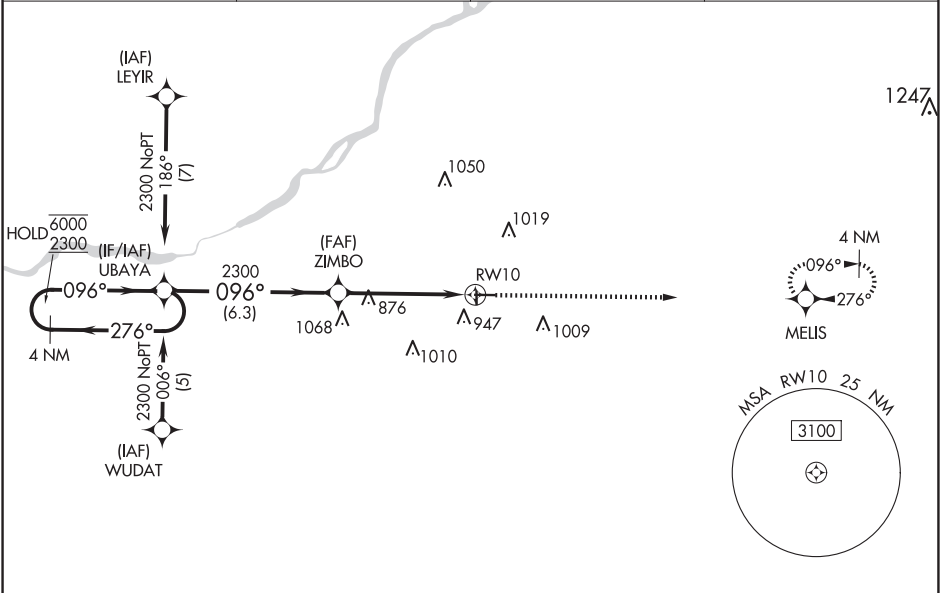
RNAV (GPS) RWY 10  
WOOD COUNTY (1G4)

RNP APCH.

Circling Rwy 36 NA at night. VDP NA when using Toledo Express altimeter setting.  
 NA When local altimeter setting not received, use Toledo Express altimeter setting; increase DA to 974 feet; increase all MDA 40 feet and LNAV Cat C visibility ¼ SM, Circling Cat C/D visibility ¼ SM.

MISSED APPROACH:  
Climb to 2300 direct  
MELIS and hold.

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



BOWLING GREEN, OHIO  
Orig-F 25MAR21

41°23'N-83°38'W

WOOD COUNTY (1G4)  
RNAV (GPS) RWY 10

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>97403</b> <b>W18A</b>	APP CRS <b>184°</b>	Rwy Idg <b>2628</b> TDZE <b>672</b> Apt Elev <b>673</b>
--	------------------------	---

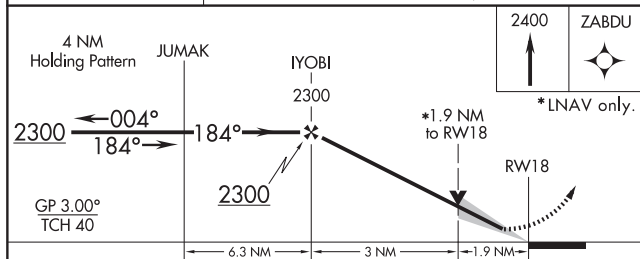
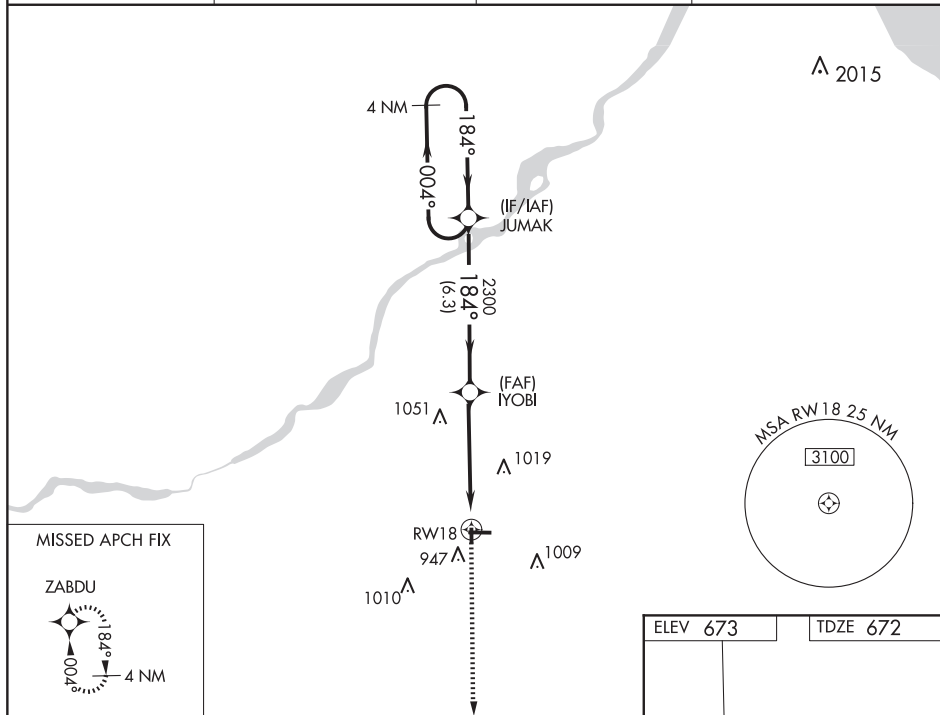
# RNAV (GPS) RWY 18

RNP APCH.

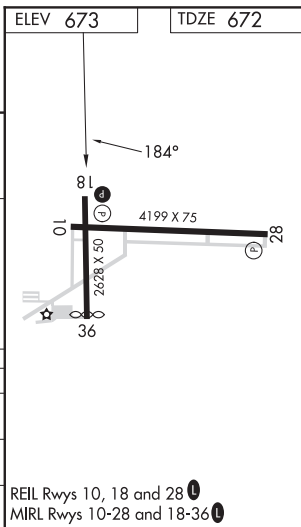
**T** Circling Rwy 36 NA at night. VDP NA when using Toledo Express altimeter setting. When local altimeter setting not received, use Toledo Express altimeter setting and increase DA to 957 feet; increase all MDAs 40 feet.

**MISSED APPROACH:** Climb to 2400 direct ZABDU and hold.

AWOS-3 <b>120.725</b>	TOLEDO APP CON <b>126.1 317.55</b>	CLNC DEL <b>125.6</b>	UNICOM <b>122.975</b> (CTAF) <b>0</b>
--------------------------	---------------------------------------	--------------------------	--



CATEGORY	A	B	C	D
LPV DA	922-1	250 (300-1)	NA	
LNAV MDA	1320-1	648 (700-1)	NA	
<b>C</b> CIRCLING	1320-1	647 (700-1)	NA	



BOWLING GREEN, OHIO

AL-5009 (FAA)

22363

WAAS CH <b>82702</b> <b>W28A</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev <b>673</b> <b>673</b>
--	------------------------	---

**RNAV (GPS) RWY 28**  
WOOD COUNTY (1G0)

RNP APCH.

T

NA

Circling Rwy 36 NA at night. Rwy 28 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Toledo Express altimeter setting.

When local altimeter setting not received, use Toledo Express altimeter setting: increase DA to 958 feet; increase all MDA 40 feet and LNAV Cat C visibility 1/8 SM, Circling Cats C/D visibility 1/4 SM.

MISSED APPROACH: Climb to 2300 direct UBAYA and hold.

AWOS-3 <b>120.725</b>	TOLEDO APP CON <b>126.1 317.55</b>	CLNC DEL <b>125.6</b>	UNICOM <b>122.975 (CTAF) 0</b>
--------------------------	---------------------------------------	--------------------------	-----------------------------------

ELEV 673 TDZE 673

2300 UBAYA

YOHKO 2300

MELIS

4 NM Holding Pattern

GP 3.04° TCH 40

\* LNAV only.

\* 1.5 NM to RW28

1.5 3.4 NM 6.3 NM

CATEGORY	A	B	C	D
LPV DA	923-1 250 (300-1)			
LNAV MDA	1200-1	527 (600-1)	1200-1½ 527 (600-1½)	1200-1¾ 527 (600-1¾)
CIRCLING	1300-1	627 (700-1)	1320-1¾ 647 (700-1¾)	1320-2 647 (700-2)

BOWLING GREEN, OHIO  
Orig-E 25MAR21

41°23'N-83°38'W

WOOD COUNTY (1G0)  
**RNAV (GPS) RWY 28**

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



APP CRS	Rwy Idg	<b>2560</b>
<b>004°</b>	TDZE	<b>672</b>
	Apt Elev	<b>673</b>

# RNAV (GPS) RWY 36

## WOOD COUNTY (1G0)

RNP APCH.

**T** Rwy 36 helicopter visibility reduction below 1 SM NA. When local  
**A** NA altimeter setting not received, use Toledo Express altimeter setting and  
 increase all MDAs 40 feet. Straight-in and Circling Rwy 36 NA at night.

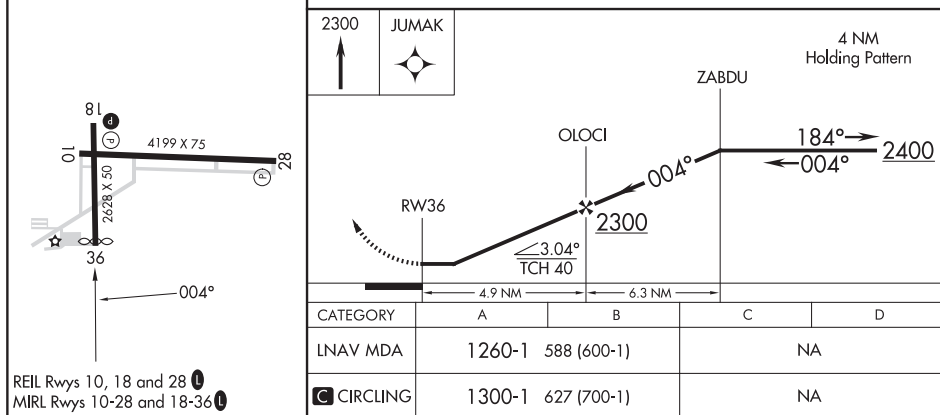
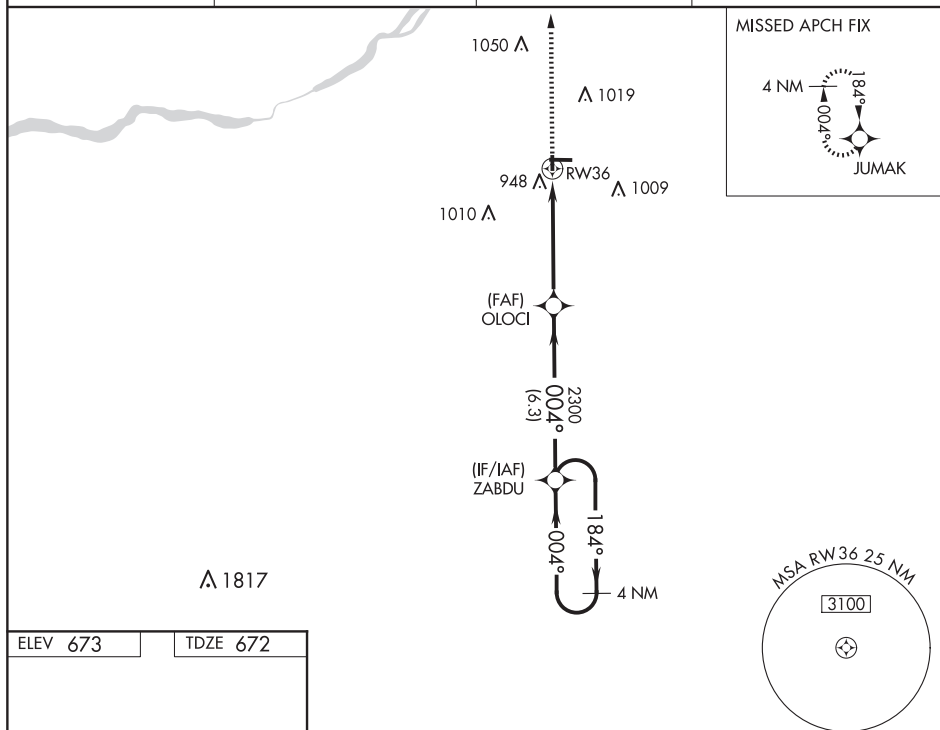
**MISSED APPROACH:** Climb to 2300 direct JUMAK and hold.

AWOS-3  
120.725

TOLEDO APP CON  
126.1 317.55

CLNC DEL  
125.6

UNICOM  
122.975 (CTAF) **L**



BOWLING GREEN, OHIO  
Orig-D 05NOV20

WOOD COUNTY (1G0)

RNAV (GPS) RWY 36

41°23'N-83°38'W

BRAZIL, INDIANA

AL-6251 (FAA)

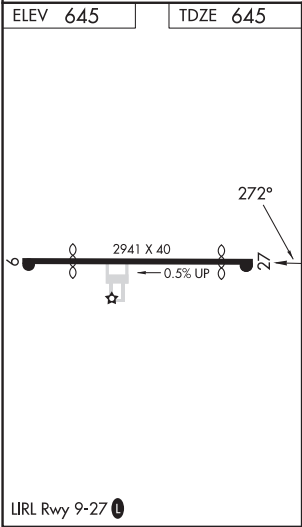
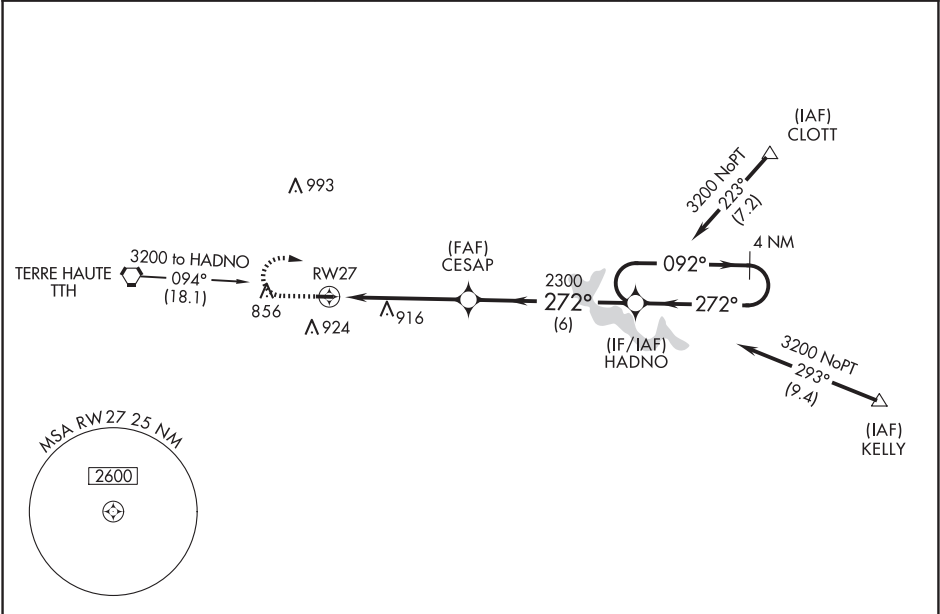
24249

APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>2499</b> <b>645</b> <b>645</b>
------------------------	-----------------------------	---

RNAV (GPS) RWY 27

BRAZIL CLAY COUNTY (ØI2)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2300 then dimbing right turn to 3200 direct HADNO and hold.
▼ NA	Use HUF altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	
HUF ASOS <b>127.5</b>	HULMAN APP CON <b>125.45 339.8</b>	UNICOM <b>122.8 (CTAF) Ø</b>



A1339				
HADNO 4 NM Holding Pattern				
CESAP				
RWY 27				
2300				
3.07° TCH 40				
5 NM 6 NM				
CATEGORY	A	B	C	D
LNAV MDA	1240-1 595 (600-1)	NA		
CIRCLING	1240-1 595 (600-1)	NA		

BRAZIL, INDIANA  
Orig-B 05SEP24

39°29'N-87°06'W

BRAZIL CLAY COUNTY (ØI2)

RNAV (GPS) RWY 27

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>81927</b> <b>W07A</b>	APP CRS <b>073°</b>	Rwy Idg TDZE Apt Elev	<b>4491</b> <b>730</b> <b>730</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 7

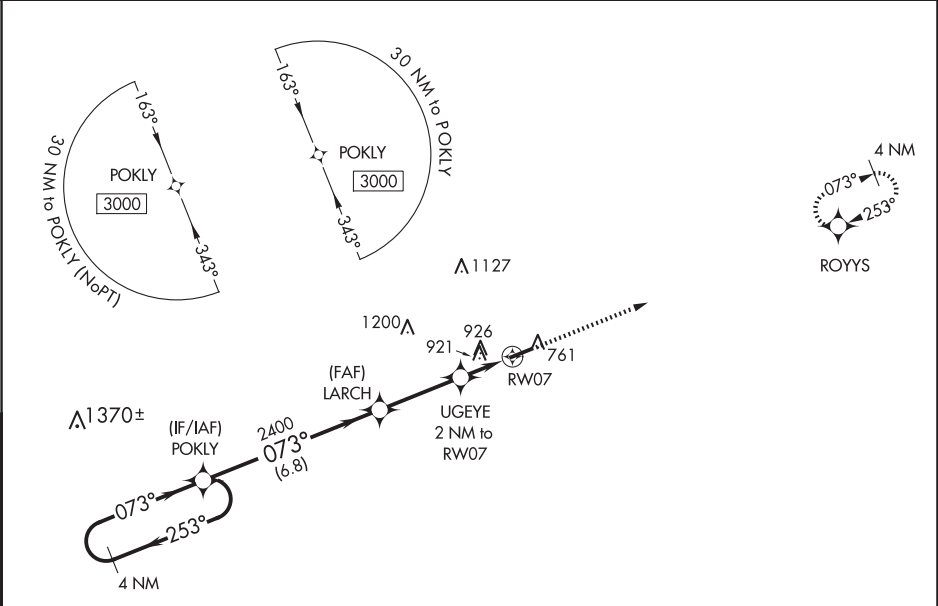
WILLIAMS COUNTY (ØG6)

▼  
⚠NA

Baro-VNAV NA. When VGSI inop, Straight-in/Circling Rwy 7 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Defiance Meml altimeter setting; when not received, use De Kalb County altimeter setting; increase LPV DA to 1063 and all visibilities ¼ SM, LNAV/VNAV DA to 1300 and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV and Circling visibility Cats C/D ¼ SM.

MISSED APPROACH:  
Climb to 3000 direct ROYYS and hold.

DFI ASOS <b>121.425</b>	TOLEDO APP CON <b>134.35 307.0</b>	UNICOM <b>122.8 (CTAF)</b>	<b>123.0</b>
----------------------------	---------------------------------------	-------------------------------	--------------



<div>4 NM Holding Pattern</div> <div>POKLY</div> <div>3000 ← 253° → 073°</div> <div>GP 3.00° TCH 35</div>					<div>3000 ROYYS</div> <div>*LNAV only</div> <div>UGEYE 2 NM to RW07</div> <div>RW07</div> <div>2400</div> <div>2400</div> <div>*1400</div> <div>6.8 NM</div> <div>3.1 NM</div> <div>2 NM</div>					<div>ELEV 730</div> <div>TDZE 730</div>				
CATEGORY		A		B		C		D		<div>073°</div>				
LPV DA				1003-1		273 (300-1)				<div>4782 X 75</div>				
LNAV/VNAV DA				1240-1¾		510 (600-1¾)				<div>25</div>				
LNAV MDA		1260-1		530 (600-1)		1260-1½		530 (600-1½)		<div>MIRL Rwy 7-25</div>				
CIRCLING		1300-1		570 (600-1)		1300-1½		1520-2½		<div>REIL Rws 7 and 25</div>				
						570 (600-1½)		790 (800-2½)						

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 25  
WILLIAMS COUNTY (ØG6)

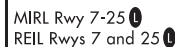
**MISSED APPROACH:**  
Climb to 3000 direct  
POKLY and hold.

123.0 L

123.0 L



TDZE 730

WILLIAMS COUNTY (ØG6)  
RNAV (GPS) RWY 25



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

**T** Circling NA to Rwy 9 and 27. Rwy 22 helicopter visibility reduction below 1 SM NA.  
**A** NA Straight-in and Circling Rwy 22 NA at night. When local altimeter setting not received, use Mansfield altimeter setting: increase all MDA 100 feet and visibility Cat C  $\frac{3}{8}$  SM.

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

MSA RW22 25 NM

3000

3000 to VIZXO  
050°  
(30.6)

1112±

RW22

1130

1235

1348

1293

(FAF) IWWWEY

JIDXI  
1.9 NM  
to RW22

(IF/IAF) VIZXO

4 NM

043°

223°

2600

223°  
(9.4)

1853

PORT BLUYRLIS/CRAWFORD COUNTY (17G)

40°47'N-82°58'W

RNAV (GPS) RWY 22

EC-2, 07 AUG 2025 to 02 OCT 2025

VOR BUD	APP CRS	Rwy Idg	3895
109.8	208°	TDZE	1003
		Apt Elev	1008

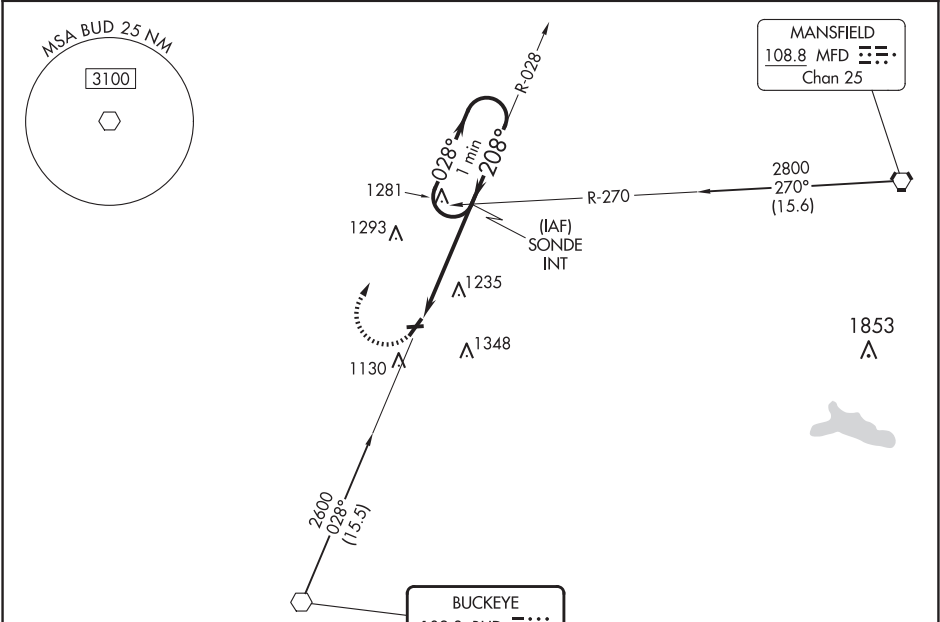
VOR RWY 22  
PORT BUCYRUS/CRAWFORD COUNTY (17G)

**V** Circling NA to Rwy 9 and 27. Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 22 NA at night. When local altimeter setting not received, use Mansfield altimeter setting: increase all MDA 100 feet and visibility Cats B and C ½ SM.

**NA**

**MISSED APPROACH:** Climbing right turn to 2600 on heading 090° and on BUD VOR R-028 to SONDE INT and hold.

AWOS-3 126.625	CLEVELAND APP CON ★ 128.35 360.65	UNICOM 122.8 (CTAF) 0
-------------------	--------------------------------------	--------------------------



ELEV 1008 TDZE 1003

208°

2902 X 90  
0.4% UP

3895 X 75

MIRL Rwy 4-22 0

REIL Rwys 4 and 22 1

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

**RADAR REQUIRED**

2600 hdg 090°

BUD R-028 SONDE INT

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 26). One Minute Holding Pattern

SONDE INT

028° 2600

208°

3.25° TCH 40

4.5 NM

CATEGORY	A	B	C	D
S-22	1700-1 697 (700-1)		1700-2 697 (700-2)	NA
CIRCLING	1700-1 692 (700-1)		1700-2 692 (700-2)	NA

CADIZ, OHIO



AL-6205 (FAA)

23166

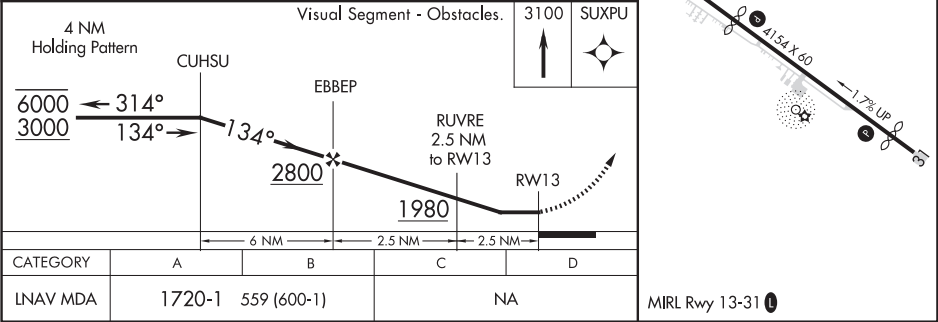
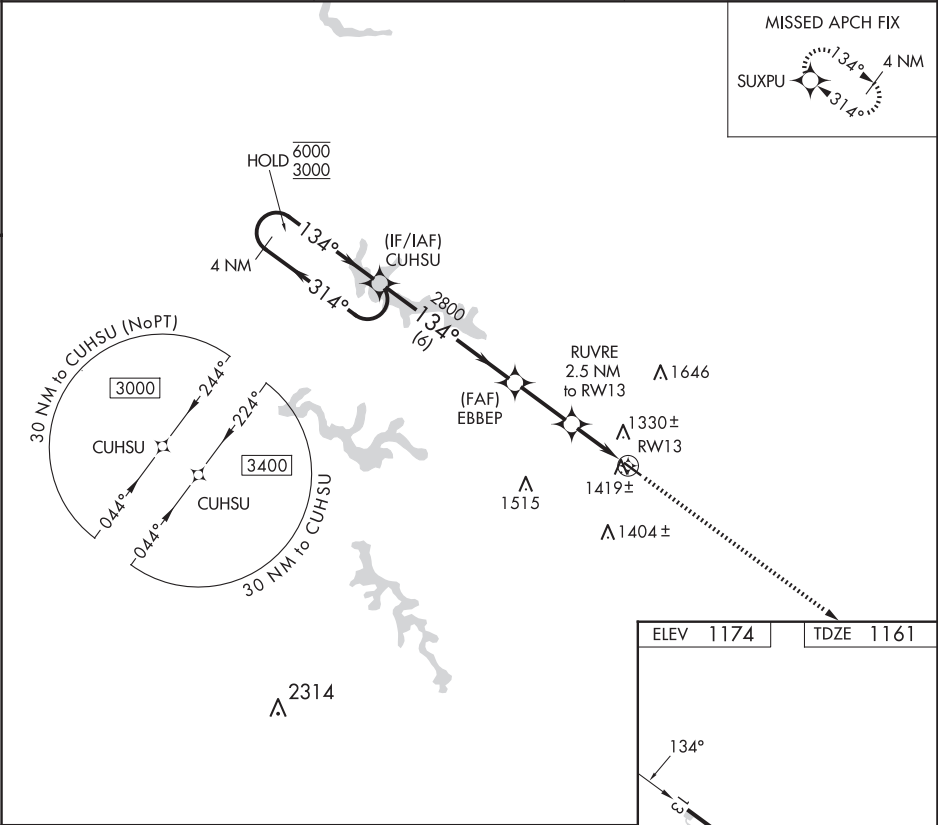
APP CRS	Rwy Idg	<b>3280</b>
<b>134°</b>	TDZE	<b>1161</b>
	Apt Elev	<b>1174</b>

RNAV (GPS) RWY 13

HARRISON COUNTY (8G6)

RNP APCH.		MISSED APPROACH: Climb to 3100 direct SUXPU and hold.
	Rwy 13 helicopter visibility reduction below 1 SM NA. Use Wheeling altimeter setting; when not received, use Washington altimeter setting and increase all MDA 40 feet. Procedure NA at night.	
	NA	

HLG ASOS <b>127.375</b>	CLEVELAND CENTER <b>126.95 239.30</b>	UNICOM <b>122.8 (CTAF) 1</b>
----------------------------	--	---------------------------------



CADIZ, OHIO  
Orig-C 07NOV19

40°14'N-81°01'W

HARRISON COUNTY (8G6)

RNAV (GPS) RWY 13

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

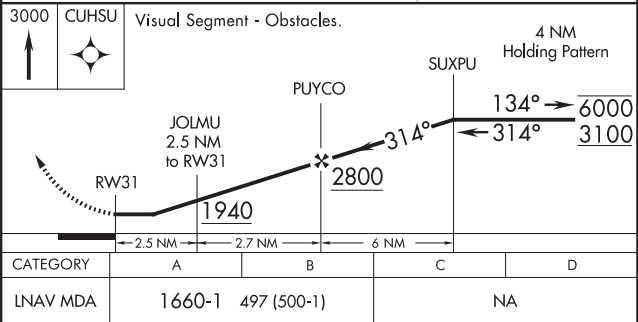
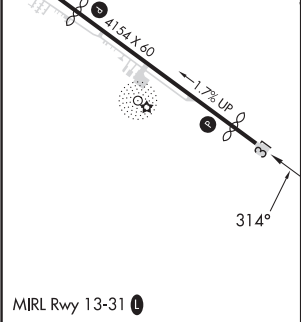
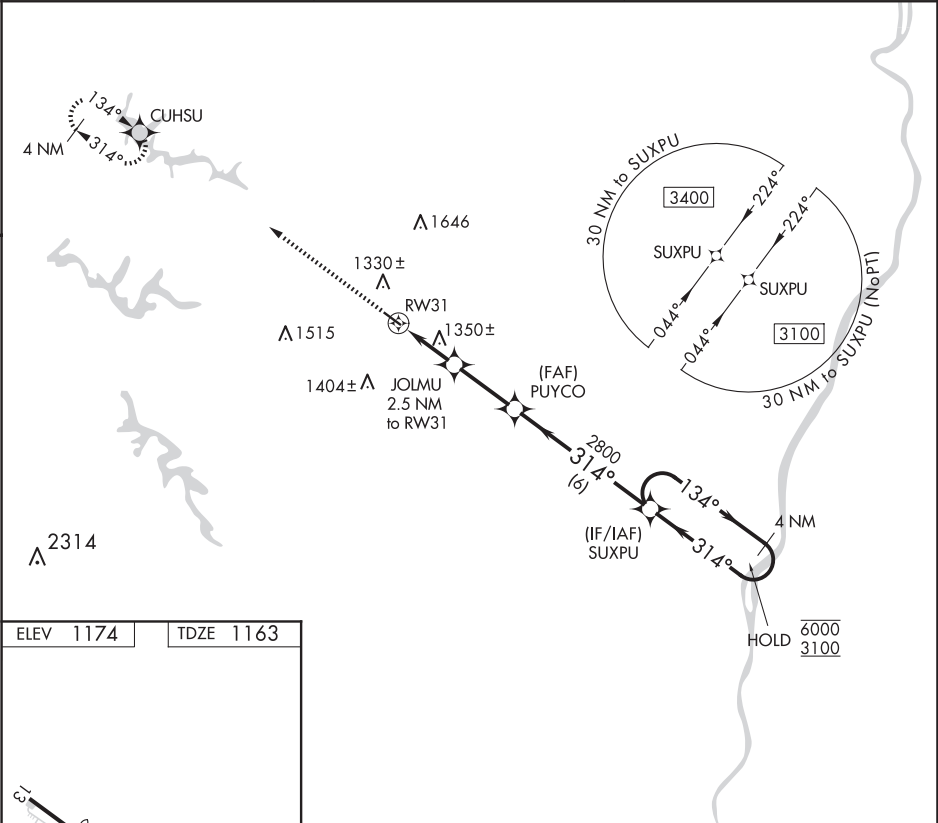


APP CRS	Rwy Idg	3744
314°	TDZE	1163
	Apt Elev	1174

RNAV (GPS) RWY 31

HARRISON COUNTY (8G6)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct CUHSU and hold.
▼ ▲ NA	Rwy 31 helicopter visibility reduction below 1 SM NA. Use Wheeling altimeter setting; when not received, use Washington altimeter setting and increase all MDA 40 feet. Procedure NA at night.	
HLG ASOS 127.375	CLEVELAND CENTER 126.95 239.30	UNICOM 122.8 (CTAF) 1



CALDWELL, OHIO

AL-6959 (FAA)

25163

WAAS CH <b>48841</b> <b>W23A</b>	APP CRS <b>228°</b>	Rwy Ldg TDZE <b>878</b> Apt Elev <b>879</b>
--	------------------------	---

RNAV (GPS) RWY 23

NOBLE COUNTY (I10)

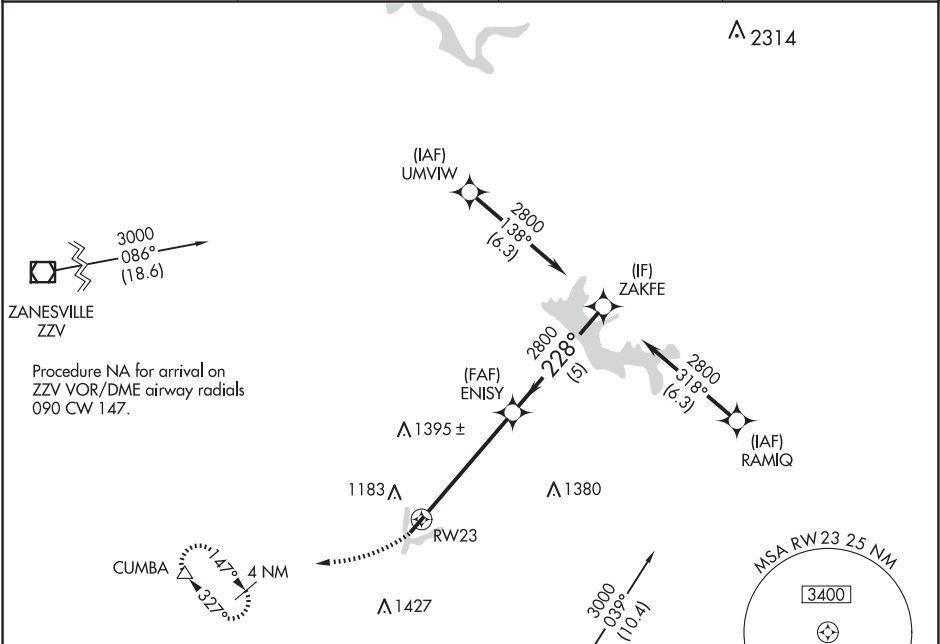
⚠

NA

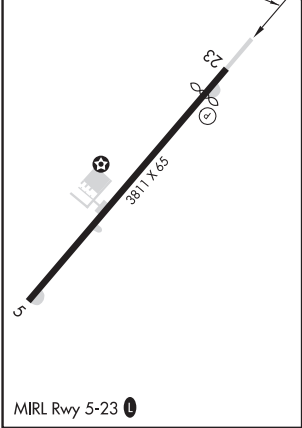
Rwy 23 helicopter visibility reduction below 1 SM NA.  
DME/DME RNP-0.3 NA. Procedure NA at night. Use  
Zanesville altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climbing right turn  
to 3000 direct to CUMBA and hold.

ZZV ASOS <b>127.0</b>	INDIANAPOLIS CENTER <b>124.45 323.275</b>	UNICOM <b>122.8</b> (CTAF)	<b>122.7</b> 0
--------------------------	--	-------------------------------	----------------



ELEV 879	TDZE 878
----------	----------



Visual Segment - Obstacles.				
CATEGORY	A	B	C	D
LP MDA	1580-1	702 (800-1)	1580-2 702 (800-2)	NA
LNAV MDA	1620-1 742 (800-1)	1620-1¼ 742 (800-1¼)	1620-2 742 (800-2)	NA
CIRCLING	1620-1	741 (800-1)	1660-2¼ 781 (800-2¼)	NA

CALDWELL, OHIO  
Amdt 1 14SEP17

39°48'N-81°32'W

NOBLE COUNTY (I10)

RNAV (GPS) RWY 23

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	<b>3898</b>
<b>040°</b>	TDZE	<b>799</b>
	Apf Elev	<b>799</b>

RNAV (GPS) RWY 4

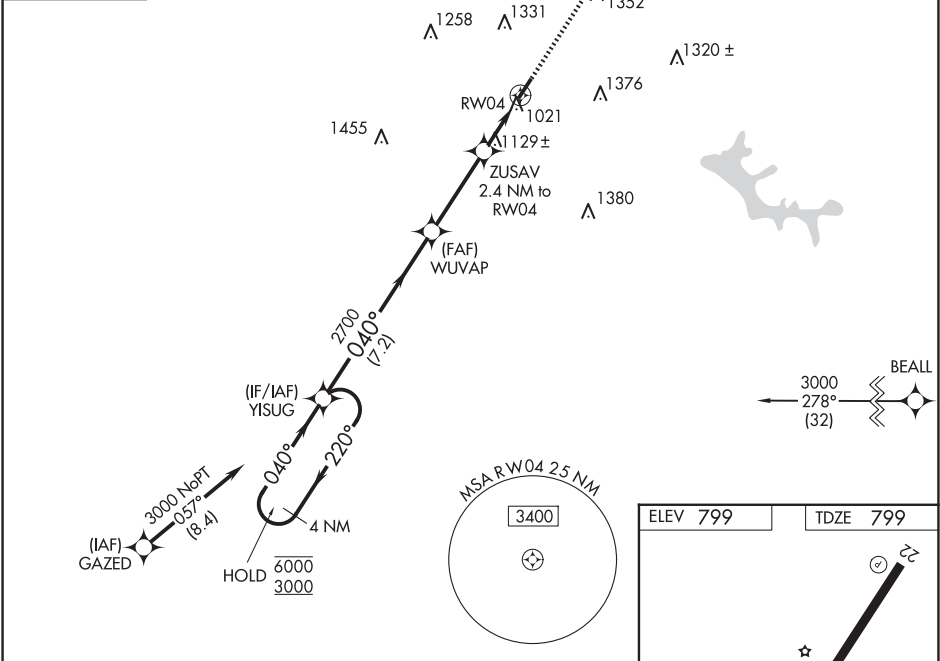
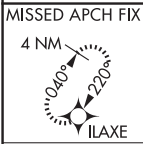
CAMBRIDGE MUNI (CDI)

RNP APCH.

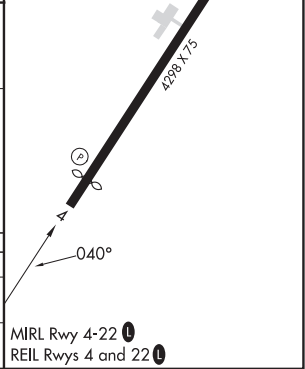
Rwy 4 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 4 NA at night.

MISSED APPROACH:  
Climb to 3000 direct  
ILAXE and hold.

AWOS-3 <b>118.525</b>	(WEST) INDIANAPOLIS CENTER <b>124.45 323.275</b>	(EAST) CLEVELAND CENTER <b>126.95 239.3</b>	UNICOM <b>123.075 (CTAF) 0</b>
--------------------------	---	--	-----------------------------------



4 NM Holding Pattern		Visual Segment - Obstacles.		3000	ILAXE
CATEGORY	A	B	C	D	
LNAV MDA	1380-1	581 (600-1)	1380-1¾ 581 (600-1¾)	NA	
CIRCLING	1460-1 661 (700-1)	1520-1 721 (800-1)	1800-3 1001 (1100-3)	NA	



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

CAMBRIDGE, OHIO

AL-5993 (FAA)

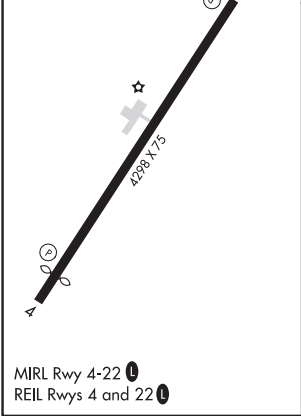
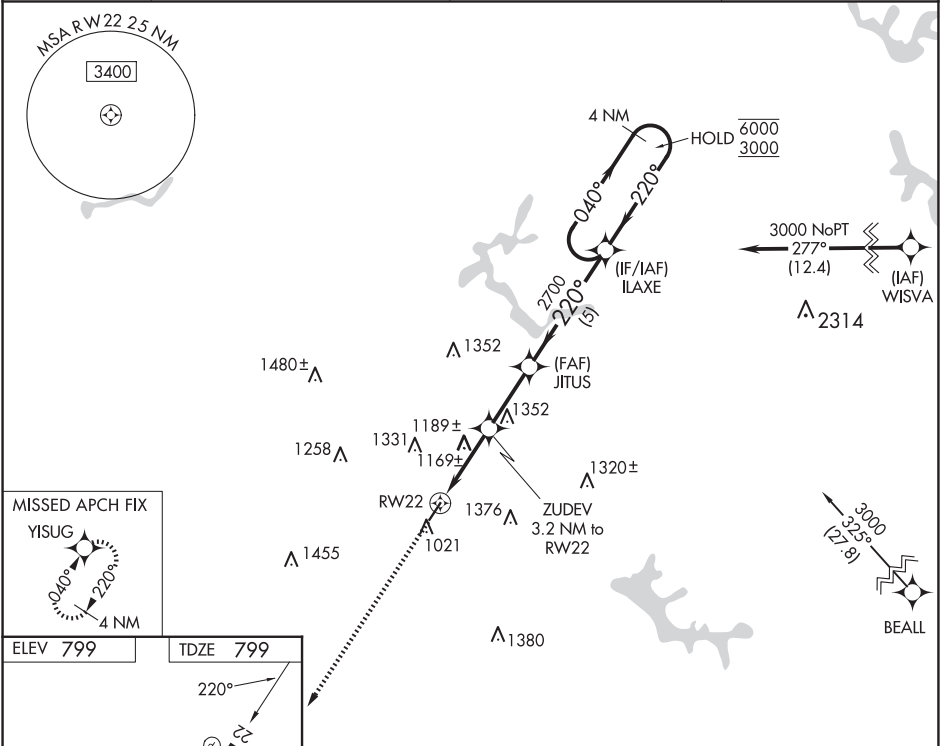
23166

WAAS CH <b>70334</b> <b>W22A</b>	APP CRS <b>220°</b>	Rwy Idg <b>4298</b> TDZE <b>799</b> Apt Elev <b>799</b>
--	------------------------	---

**RNAV (GPS) RWY 22**  
CAMBRIDGE MUNI (CDI)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct YISUG and hold.
⚠ Circling Rwy 4 NA at night. Rwy 22 helicopter visibility reduction below ¾ SM NA.	

AWOS-3 <b>118.525</b>	(WEST) INDIANAPOLIS CENTER <b>124.45 323.275</b>	(EAST) CLEVELAND CENTER <b>126.95 239.3</b>	UNICOM <b>123.075 (CTAF) 0</b>
--------------------------	---	--	-----------------------------------



3000		YISUG	Visual Segment - Obstacles.		ILAXE	4 NM Holding Pattern
↑		⬠	JITUS		→	→
RW22		ZUDEV 3.2 NM to RW22	1840		2700	6000 3000
1.6 NM to RW22		2.7 NM		5 NM		
CATEGORY	A	B	C	D		
LP MDA	1420-1	621 (700-1)	1420-1¾ 621 (700-1¾)	NA		
LNAV MDA	1440-1	641 (700-1)	1440-1⅞ 641 (700-1⅞)	NA		
Ⓢ CIRCLING	1460-1 661 (700-1)	1480-1 681 (700-1)	1800-3 1001 (1100-3)	NA		

CAMBRIDGE, OHIO  
Orig-E 05DEC19

39°59'N-81°35'W

**RNAV (GPS) RWY 22**  
CAMBRIDGE MUNI (CDI)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS  
CH **62930**  
**W07A**

APP CRS  
**071°**

Rwy Idg  
TDZE **1164**  
Apt Elev **1164**

**RNAV (GPS) RWY 7**

CARROLL COUNTY-TOLSON (TSO)

RNP APCH

▼

▲

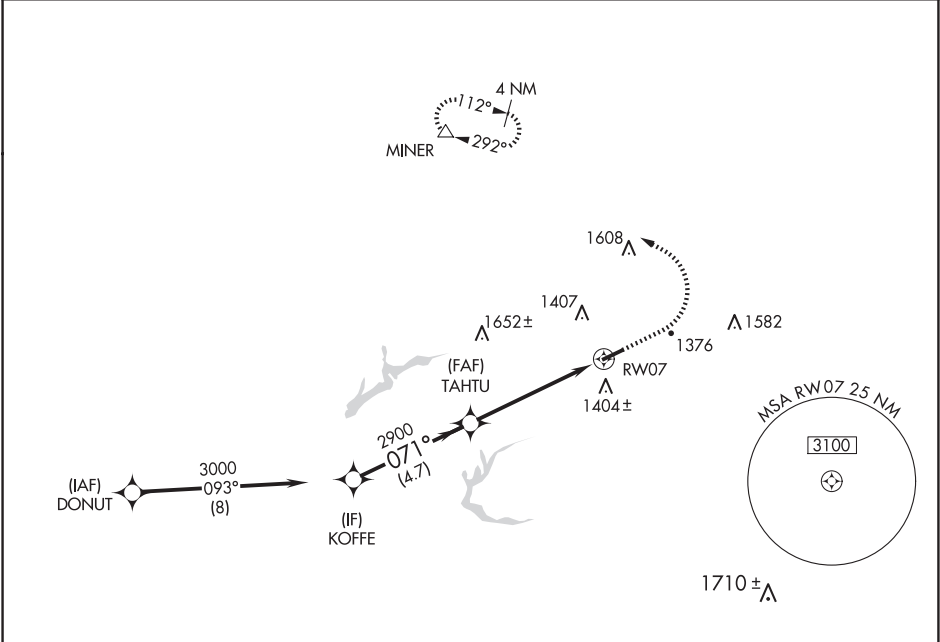
NA

Procedure NA at night. Use Akron-Canton Rgnl altimeter setting; when not received use New Philadelphia altimeter and increase all MDA 20 feet. Rwy 7 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MINER and hold.

CLEVELAND APP CON★  
**125.5 371.875**

UNICOM  
**122.7 (CTAF) 0**



ELEV 1164

TDZE 1164

KOFFE

Visual Segment - Obstacles.

2000

3000

MINER

3000

071°

TAHTU

2900

RW07

4.7 NM

5.3 NM

CATEGORY	A	B	C	D
LP MDA	1760-1	596 (600-1)	NA	
LNAV MDA	1820-1	656 (700-1)	NA	
CIRCLING	1840-1	676 (700-1)	NA	

REIL Rwy 7 and 25 0

MIRL Rwy 7-25 0

CARROLLTON, OHIO

AL-5994 (FAA)

23222

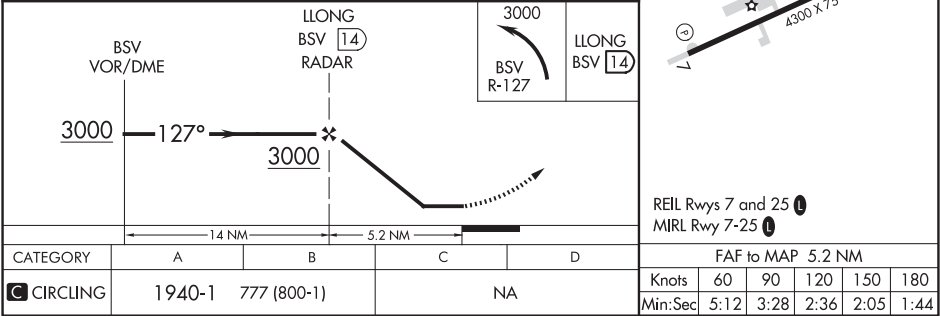
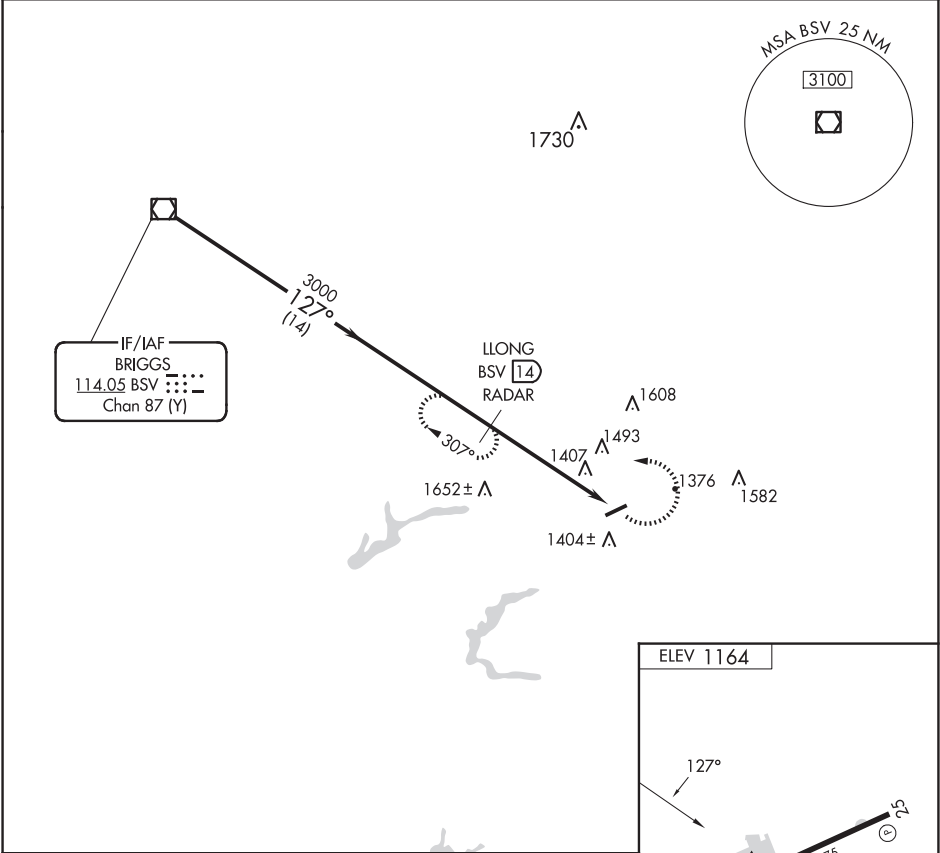
VOR/DME BSV <b>114.05</b> Chan <b>87</b> (Y)	APP CRS <b>127°</b>	Rwy Idg TDZE Apt Elev <b>1164</b>	<b>N/A</b> <b>N/A</b> <b>1164</b>
--	------------------------	---	---

VOR-A

CARROLL COUNTY-TOLSON (TSO)

DME or RADAR required.	MISSED APPROACH: Climbing left turn to 3000 on BSV VOR/DME R-127 to LLONG/BSV 14 DME/RADAR and hold.
Procedure NA at night. Use Akron-Canton altimeter setting; when not received, use New Philadelphia altimeter setting and increase MDA 20 feet.	

CLEVELAND APP CON ★ <b>125.5 371.875</b>	UNICOM <b>122.7</b> (CTAF) <b>1</b>
---	--



CARROLLTON, OHIO  
Amdt 1C 11AUG22

40°34'N-81°05'W

CARROLL COUNTY-TOLSON (TSO)

VOR-A

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

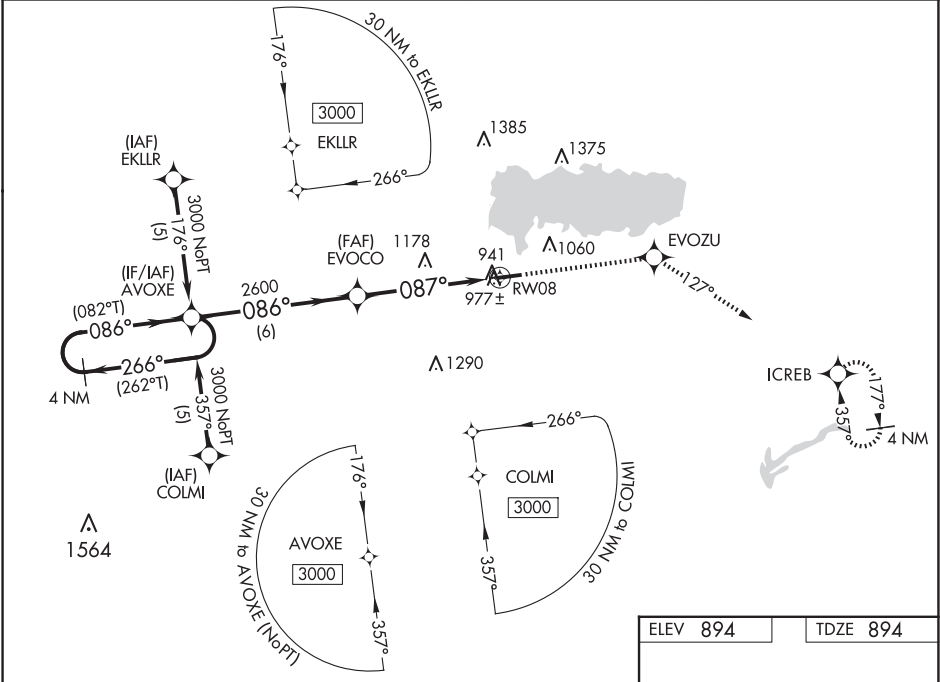
WAAS CH <b>61116</b> <b>W08A</b>	APP CRS <b>087°</b>	Rwy Ldg TDZE <b>894</b> Apt Elev <b>894</b>
--	------------------------	---

RNAV (GPS) RWY 8

LAKEFIELD (CQA)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct EVOZU and on track 127° to ICREB and hold.
Helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use AXV altimeter setting. When not received use DAY altimeter setting and increase LPV DA to 1293 and all Cats visibility ½ SM, increase LNAV/VNAV DA to 1350 and all Cats visibility ½ SM, increase all MDAs 80 feet and visibility Cat C ¼ SM.	

AXV AWOS-3PT <b>128.325</b>	COLUMBUS APP CON <b>134.45 352.05</b>	UNICOM <b>122.8</b> (CTAF)	<b>123.3 0</b>
--------------------------------	--	-------------------------------	----------------



4 NM Holding Pattern		VGSIs and RNAV glidepath not coincident (VGSIs Angle 3.00/TCH 20).		3000	EVOZU	ICREB
GP 3.00° TCH 40		AVOXE		↑	✧	tr 127°
3000		EVOCO				
2600		RW08				
6 NM		5.2 NM				
CATEGORY	A	B	C	D		
LPV DA	1221-1¼	327 (400-1¼)		NA		
LNAV/VNAV DA	1278-1¼	384 (400-1¼)		NA		
LNAV MDA	1440-1	546 (600-1)	1440-1½ 546 (600-1½)	NA		
CIRCLING	1440-1	546 (600-1)	1520-1¾ 626 (700-1¾)	NA		

REIL Rwy 8 and 26 0

MIRL Rwy 8-26 0

CELINA, OHIO



AL-5823 (FAA)

25163

APP CRS	Rwy Ldg	4400
267°	TDZE	893
	Apt Elev	894

# RNAV (GPS) RWY 26

LAKEFIELD (CQA)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct EVOCO and on track 227° to COLMI and hold.
	Baro-VNAV NA. Use AXV altimeter setting. When not received use DAY altimeter setting and increase LNAV/VNAV DA to 1349 feet and visibility all Cats ¼ SM, increase all MDA 80 feet and visibility Cat C ¼ SM. Helicopter visibility below ¾ SM NA.	
		

AXV AWOS-3PT 128.325	COLUMBUS APP CON 134.45 352.05	UNICOM 122.8 (CTAF)	123.3 
-------------------------	-----------------------------------	------------------------	---

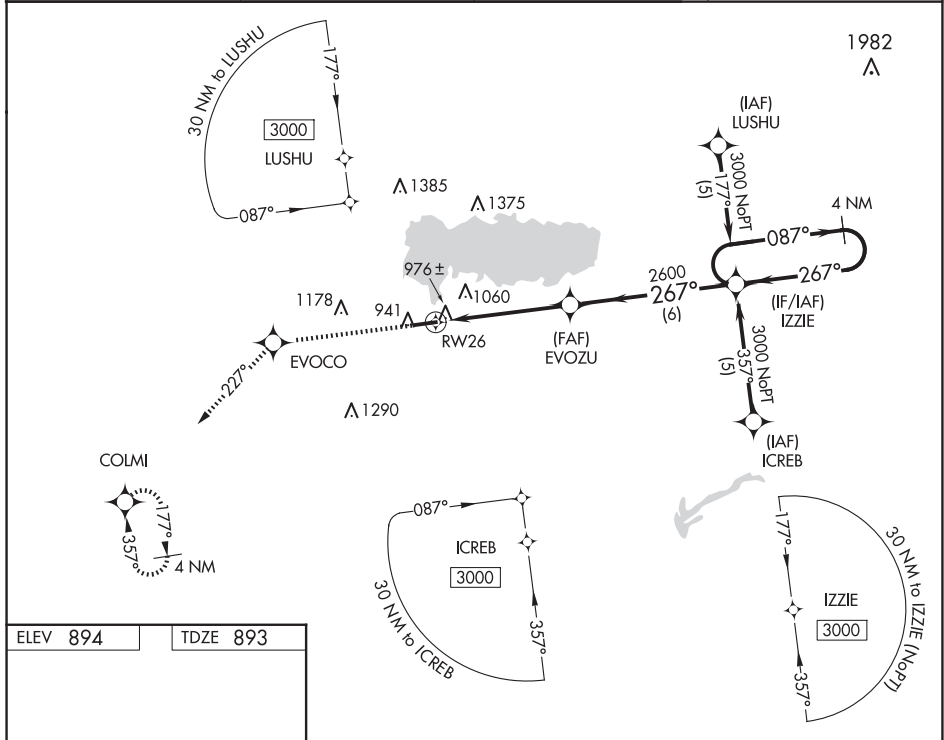





Diagram of the final approach segment. It shows a runway labeled '4400 X 75' with a centerline and a threshold. A glide path is indicated by a line with a 267° angle. A holding pattern is shown with a 267° angle and a 26° angle. A 267° angle is also indicated for the final approach.

		3000	EVOCO	tr 227°	COLMI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).		4 NM Holding Pattern
						EVOZU	IZZIE	
						2600	2600	3000
								GP 3.20° TCH 40
						4.9 NM	6 NM	
		CATEGORY	A	B	C	D		
		LNAV/VNAV DA	1277-1¼		384 (400-1¼)	NA		
		LNAV MDA	1260-1		367 (400-1)	NA		
		 CIRCLING	1360-1 466 (500-1)	1400-1 506 (600-1)	1520-1¾ 626 (700-1¾)	NA		

REIL Rwy 8 and 26   
MIRL Rwy 8-26 

CELINA, OHIO  
Orig-B 12JUN25

40°29'N-84°33'W

# RNAV (GPS) RWY 26

LAKEFIELD (CQA)


EC-2, 07 AUG 2025 to 02 OCT 2025

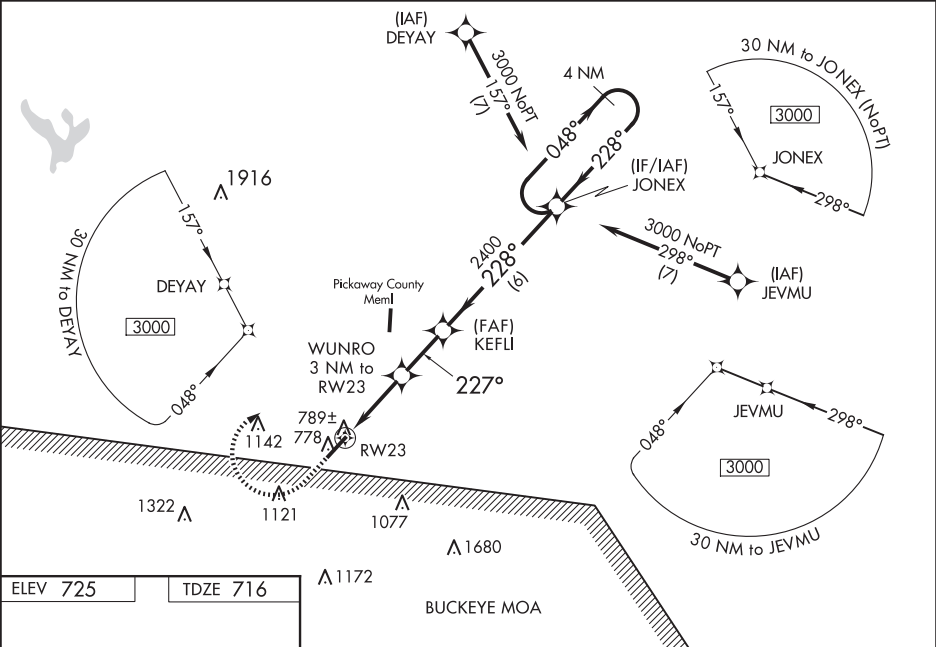


WAAS CH <b>69329</b> <b>W23A</b>	APP CRS <b>227°</b>	Rwy Idg TDZE Apt Elev	<b>5405</b> <b>716</b> <b>725</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 23

ROSS COUNTY (R/ZT')

RNP APCH - GPS.			MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct JONEX and hold.
<div><div><div></div><div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all DA/MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C and D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rickenbacker Intl altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA.</div></div>			
AWOS-3 119.225	COLUMBUS APP CON 134.0 279.6	UNICOM 122.8 (CTAF)	123.0 



ELEV 725

TDZE 716

1500

3000

JONEX

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

4 NM Holding Pattern

\*LNAV only.

\*0.9 NM to RW23

WUNRO 3 NM to RW23

RW23

KEFLI 2400

JONEX

048°

228°

3000

GP 3.00° TCH 45

0.9

2.1 NM

2.2

6 NM

CATEGORY	A	B	C	D
LPV DA	966-¾		250 (300-¾)	
LNAV/VNAV DA	1088-1¼		372 (400-1¼)	
LNAV MDA	1040-1		324 (400-1)	
CIRCLING	1320-1 595 (600-1)	1380-1 655 (700-1)	1500-2¼ 775 (800-2¼)	1540-2¾ 815 (900-2¾)





CINCINNATI, OHIO

AL-83 (FAA)

25163

APP CRS	Rwy Ldg	6101
025°	TDZE	481
	Apt Elev	482

RNAV (GPS) RWY 3

CINCINNATI MUNI/LUNKEN FLD (LUK)

RNP APCH-GPS.

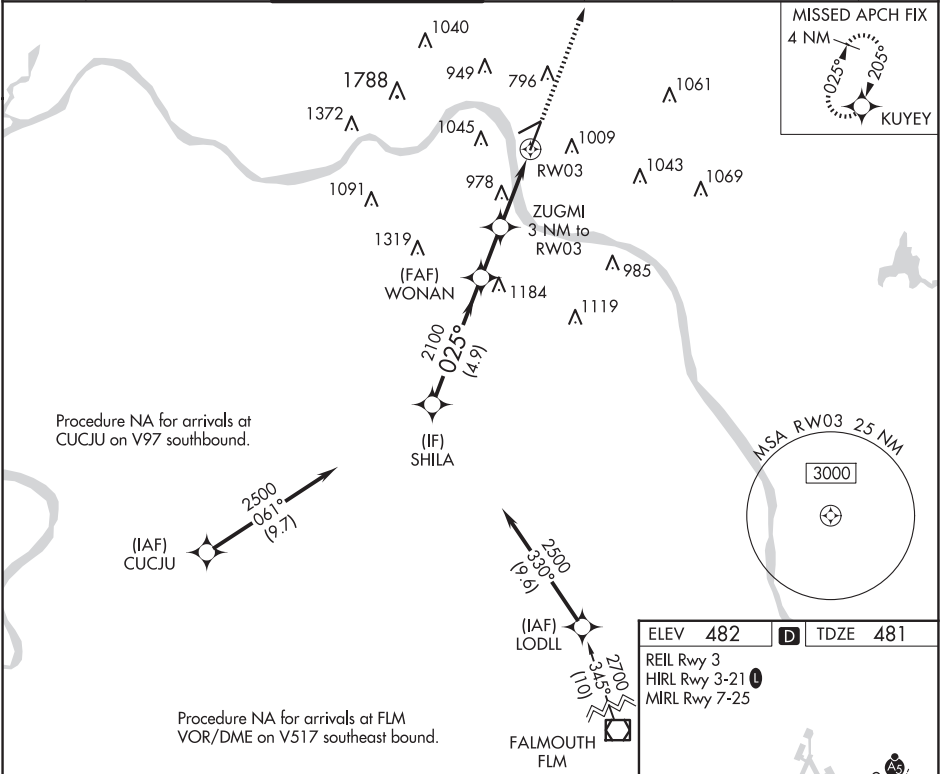
T

A

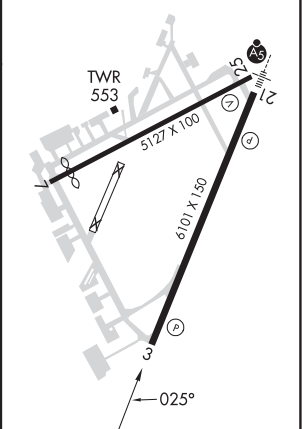
Rwy 3 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
Circling NA for Cat D north of Rwy 7-25. Circling Rwy 7 NA at night.

MISSED APPROACH: Climb to 2600 direct KUYEY and hold.

ATIS	CINCINNATI APP CON	LUNKEN TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
123.6	121.0 254.25	118.7(CTAF) 0 257.8	121.9	121.9	124.9 (When twr closed)	122.95



ELEV	482	D	TDZE	481
REIL Rwy 3				
HIRL Rwy 3-21	1			
MIRL Rwy 7-25				



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).				
2600 KUYEY				
SHILA				
WONAN				
ZUGMI 3 NM to RW03				
2.2 NM to RW03				
RW03				
4.9 NM				
2 NM				
0.8 NM				
2.2 NM				
CATEGORY	A	B	C	D
LNVA MDA	1240-1 759 (800-1)	1240-1½ 759 (800-1½)	1240-2	759 (800-2)
CIRCLING	1260-1 778 (800-1)	1360-1½ 878 (900-1½)	1360-2½ 878 (900-2½)	1400-3 918 (1000-3)

CINCINNATI, OHIO

Orig 11JUL24

CINCINNATI MUNI/LUNKEN FLD (LUK)

39°06'N-84°25'W


RNAV (GPS) RWY 3

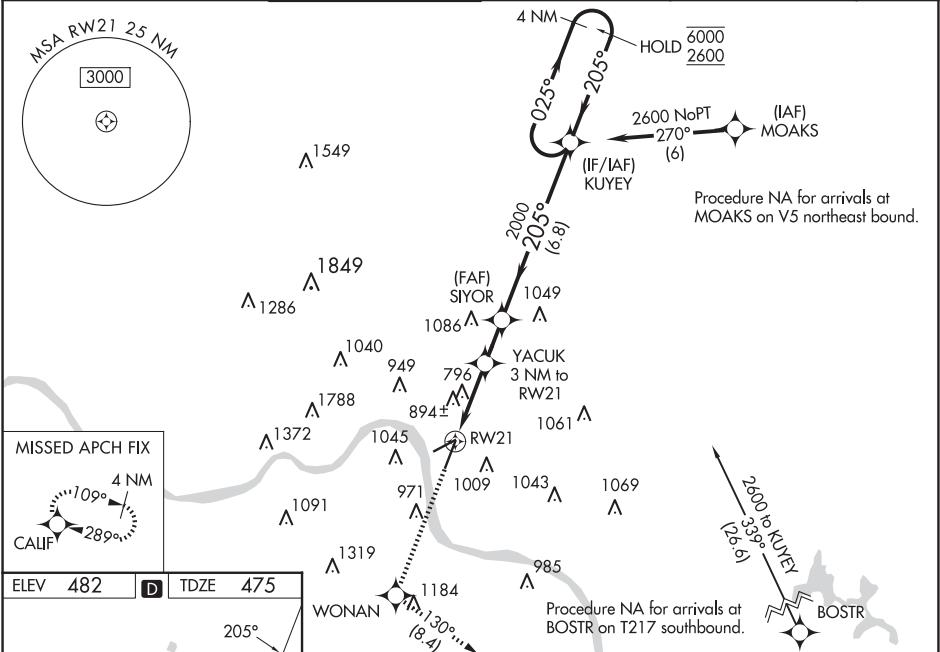
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>90148</b> <b>W21A</b>	APP CRS <b>205°</b>	Rwy Ldg TDZE <b>475</b> Apt Elev <b>482</b>
--	------------------------	---

**RNAV (GPS) RWY 21**  
CINCINNATI MUNI/LUNKEN FLD (LUK)

RNP APCH - GPS.					<div>MALSR</div> <div></div>	<div>MISSED APPROACH:</div> <div>Climb to 2500 direct WONAN and on track 130° to CALIF and hold.</div>
<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>Circling NA for Cat D north of Rwy 7-25. Circling Rwy 7 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 21 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV all Cats and LNAV Cat A and B visibility. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility to 1½ SM.</div></div>						
<div>ATIS</div> <div>123.6</div>	<div>CINCINNATI APP CON</div> <div>121.0 254.25</div>	<div>LUNKEN TOWER ★</div> <div>118.7 (CTAF) 0 257.8</div>	<div>GND CON</div> <div>121.9</div>	<div>CLNC DEL</div> <div>121.9</div>	<div>CLNC DEL</div> <div>124.9</div> <div>(When twr closed)</div>	<div>UNICOM</div> <div>122.95</div>



ELEV <b>482</b>	<b>D</b>	TDZE <b>475</b>
REIL Rwy 3 HIRL Rwy 3-21 MIRL Rwy 7-25		
CATEGORY	A	B C D
LPV DA		797/50 322 (400-1)
LNAV/VNAV DA		1160-1½ 685 (700-1½)
LNAV MDA	1160/50 685 (700-1)	1160-1½ 685 (700-1½)
CIRCLING	1260-1 778 (800-1)	1360-1¼ 878 (900-1¼) 1360-2½ 878 (900-2½) 1420-3 938 (1000-3)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

CINCINNATI, OHIO

AL-83 (FAA)

25163

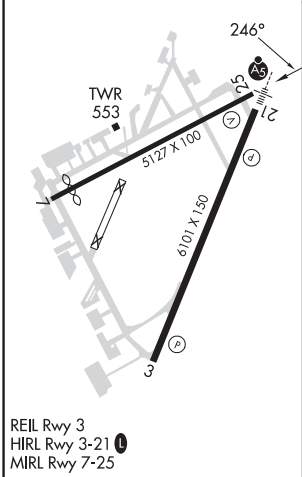
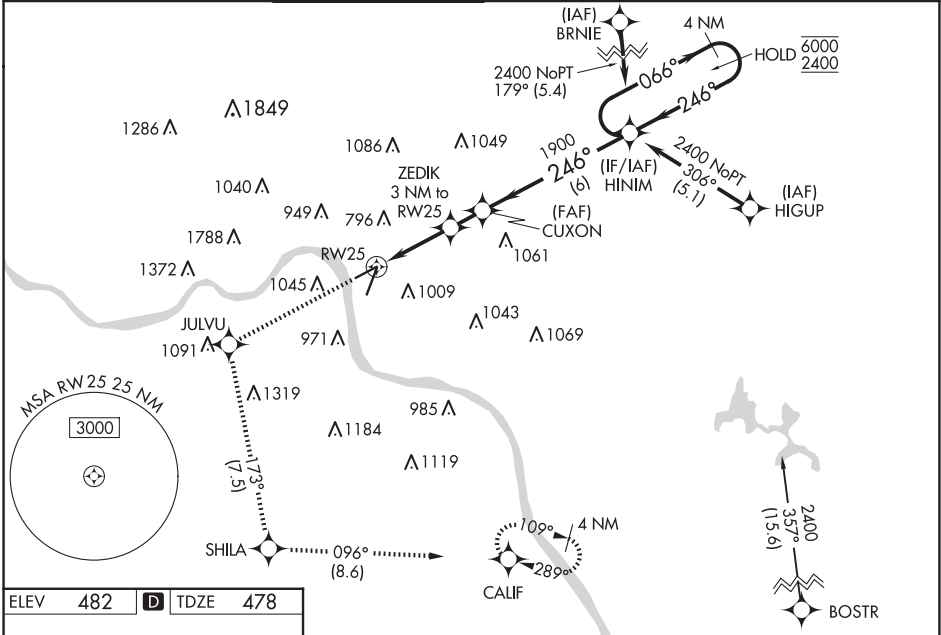
WAAS CH <b>86701</b> <b>W25A</b>	APP CRS <b>246°</b>	Rwy Ldg TDZE <b>478</b> Apt Elev <b>482</b>
--	------------------------	---

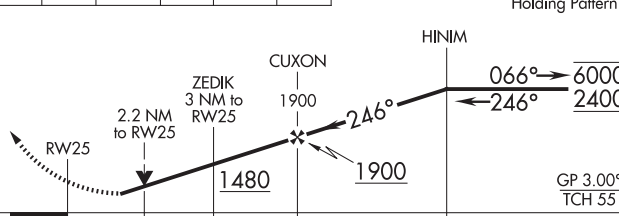
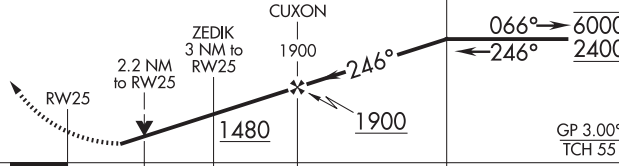
RNAV (GPS) RWY 25

CINCINNATI MUNI/LUNKEN FLD (LUK)

RNP APCH - GPS.	<p>Baro-VNAV and VDP NA when using CVG altimeter setting. Rwy 25 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use CVG altimeter setting and increase LPV DA to 961 feet, all visibilities ½ SM; increase LNAV/VNAV DA to 1248 feet; increase all MDAs 100 feet, LNAV Cat B visibility ¼ SM, and LNAV Cat C/D visibility ½ SM.</p>	MISSED APPROACH: Climb to 2500 direct JULVU and on track 173° to SHILA and on track 096° to CALIF and hold, continue climb-in-hold to 2600.
-----------------	---	---

ATIS <b>123.6</b>	CINCINNATI APP CON <b>121.0 254.25</b>	LUNKEN TOWER ★ <b>118.7(CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	CLNC DEL <b>124.9</b> (when twr closed)	UNICOM <b>122.95</b>
----------------------	---	--	-------------------------	--------------------------	---	-------------------------



2500 ↑	JULVU ✧	tr 173°	SHILA ✧	tr 096°	CALIF ✧	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).
						4 NM Holding Pattern
						GP 3.00° TCH 55
CATEGORY	A		B		C	D
LPV DA	875-1¼		397 (400-1¼)			
LNAV/ VNAV	1162-2½		684 (700-2½)			
LNAV MDA	1160-1 682 (700-1)		1160-2 682 (700-2)			

CINCINNATI, OHIO  
Amdt 1D 12JUN25

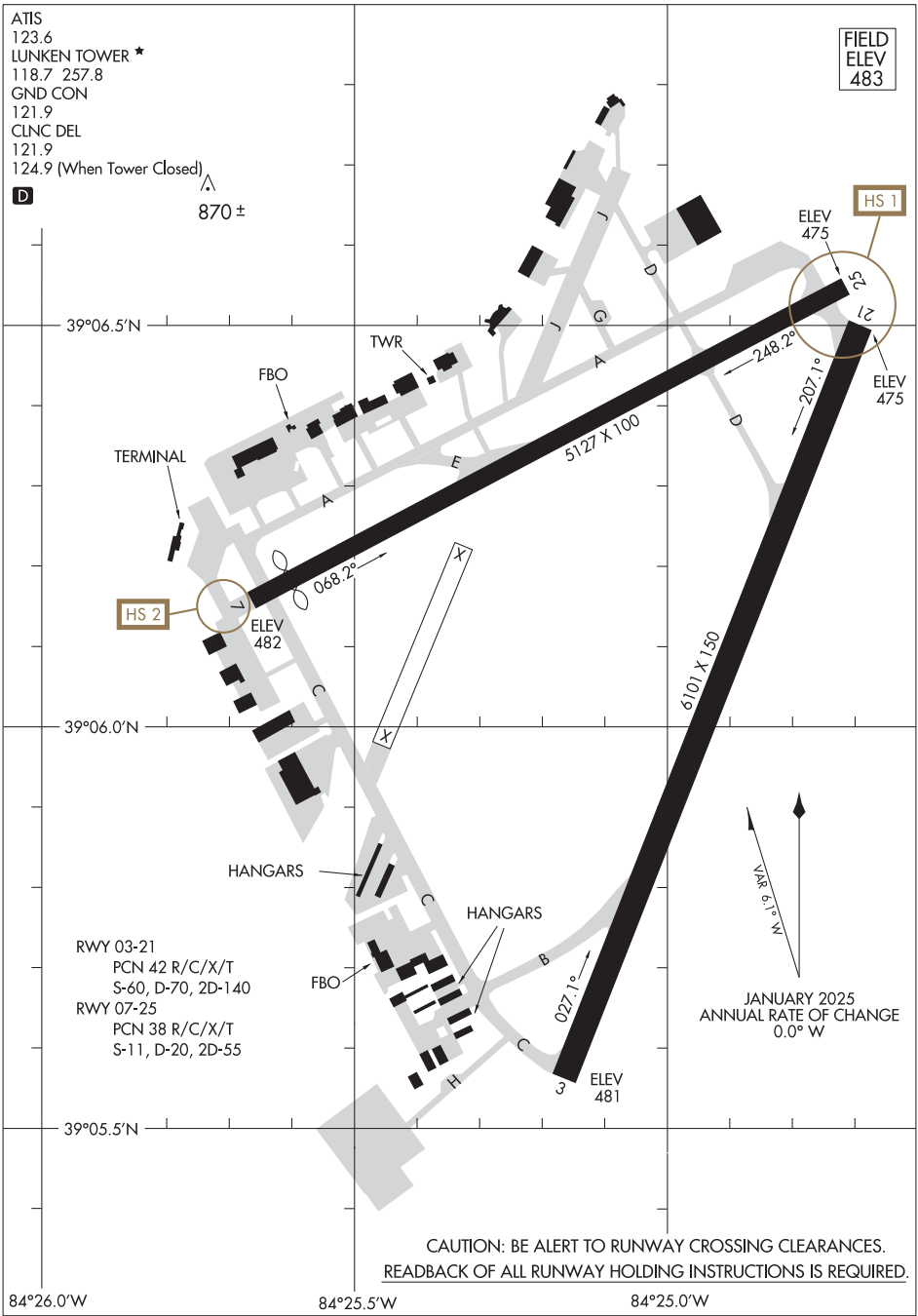
39°06'N-84°25'W

CINCINNATI MUNI/LUNKEN FLD (LUK)

RNAV (GPS) RWY 25

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



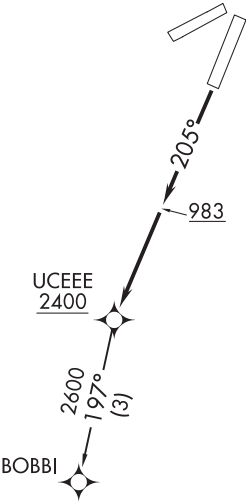
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

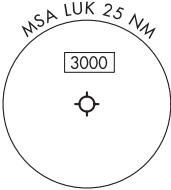
CINCINNATI DEP CON  
121.0 254.25  
ATIS 123.6  
CLNC DEL  
121.9  
CLNC DEL  
124.9 (When twr closed)  
GND CON  
121.9  
LUNKEN TOWER ★  
118.7 (CTAF) 257.8

RNAV 1 - DME/DME/IRU or GPS.  
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:  
2500



TAKEOFF MINIMUMS  
Rwy 21: Standard with minimum climb  
of 439'/NM to 1000.



NOTE: Chart not to scale.



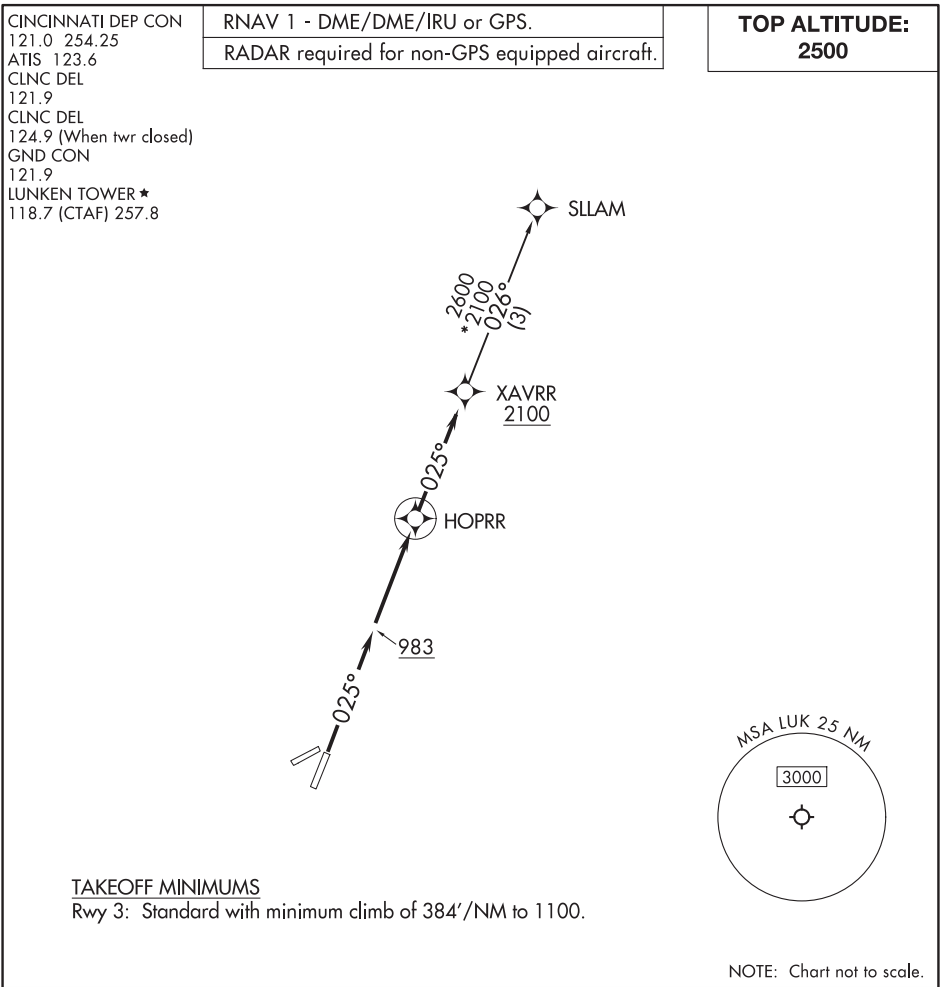
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb on heading 205° to 983, then direct to cross UCEEE at or above 2400, thence....

....on (transition). Maintain 2500. Expect filed altitude 10 minutes after departure.

BOBBI TRANSITION (UCEEE2.BOBBI):





▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 025° to 983, then direct HOPRR, then on track 025° to cross XAVRR at or above 2100, thence....

....on (transition). Maintain 2500, expect filed altitude 10 minutes after departure.

SLLAM TRANSITION (XAVRR2.SLLAM):

CIRCLEVILLE, OHIO

AL-5995 (FAA)

23278

APP CRS	Rwy Idg	4346
008°	TDZE	678
	Apt Elev	685

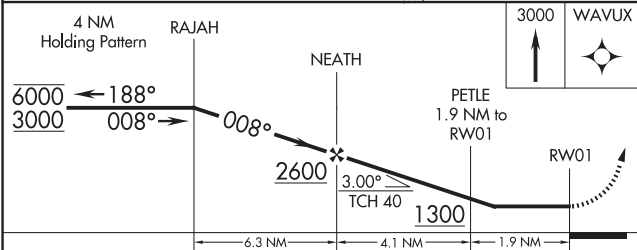
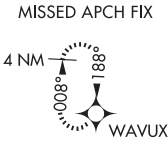
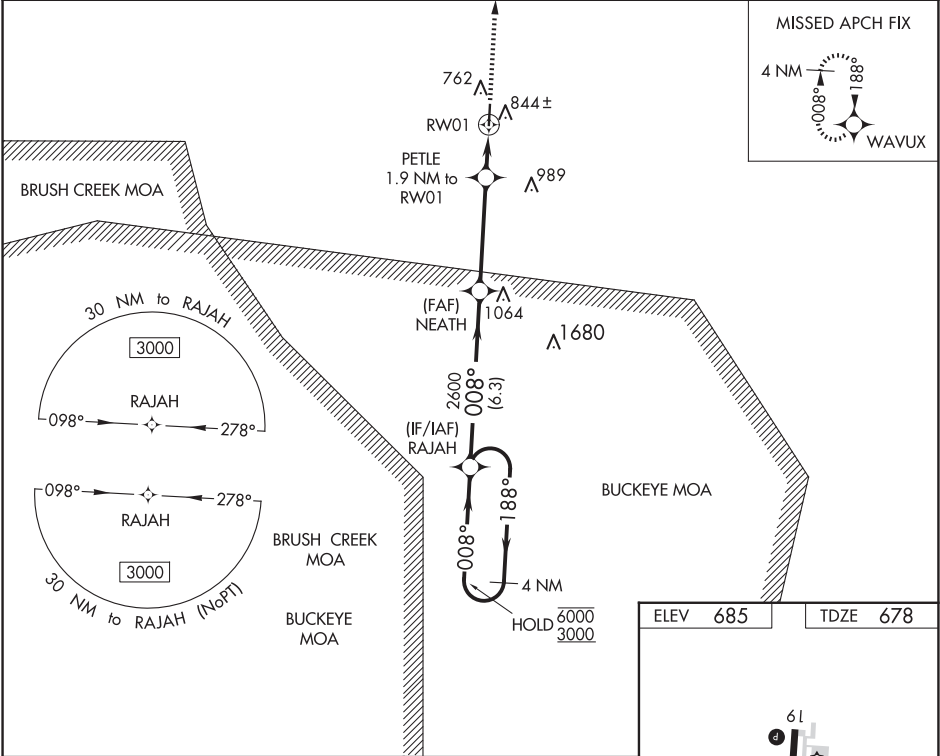
RNAV (GPS) RWY 1  
PICKAWAY COUNTY MEML (C'YO)

RNP APCH.

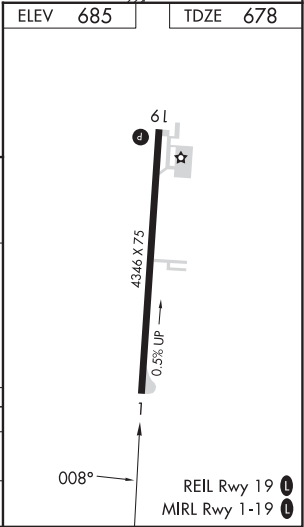
Use Chillicothe altimeter setting, when not received use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet, and Cats C and D visibility ¼ SM. Rwy 1 helicopter visibility reduction below 1 SM NA. Straight-In and Circling Rwy 1 NA at night.

MISSED APPROACH:  
Climb to 3000 direct  
WAVUX and hold.

RZT AWOS-3 119.225	COLUMBUS APP CON 134.0 279.6	UNICOM 122.7 (CTAF) 0
-----------------------	---------------------------------	--------------------------



CATEGORY	A	B	C	D
LNVA MDA	1100-1	422 (500-1)	1100-1 ¼	422 (500-1 ¼)
CIRCLING	1180-1 495 (500-1)	1200-1 515 (600-1)	1300-1 ¾ 615 (700-1 ¾)	1340-2 655 (700-2)



CIRCLEVILLE, OHIO  
Orig-A 20JUN19

39°31'N-82°59'W

PICKAWAY COUNTY MEML (C'YO)  
RNAV (GPS) RWY 1

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>87038</b> <b>W19A</b>	APP CRS <b>188°</b>	Rwy Idg <b>4346</b> TDZE <b>685</b> Apt Elev <b>685</b>
--	------------------------	---

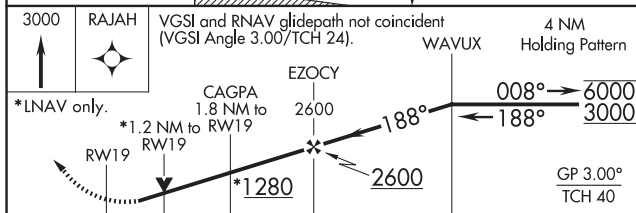
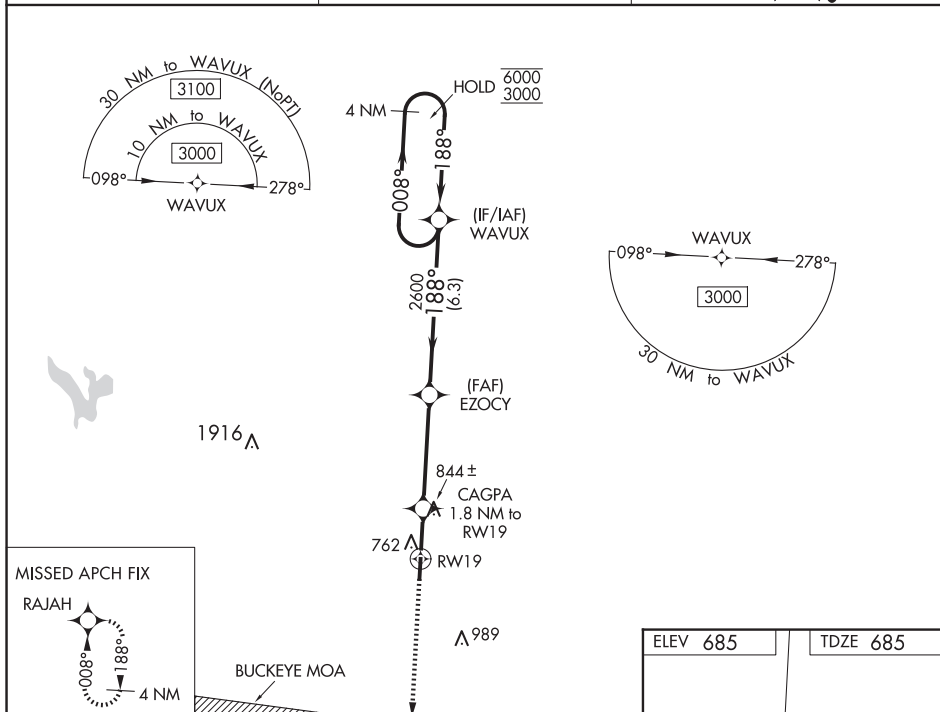
RNAV (GPS) RWY 19  
PICKAWAY COUNTY MEML (CYO)

RNP APCH.

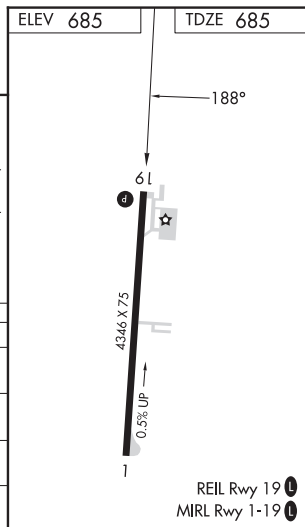
**⚠** Baro-VNAV and VDP NA when using Rickenbacker Intl altimeter setting. For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -18°C or above 54°C. Use Chillythe altimeter setting, when not received use Rickenbacker Intl altimeter setting and increase LPV DA to 985 feet, LNAV/VNAV DA to 1150 feet, and all visibilities ¼ SM. Increase all MDAs 60 feet and Cats C and D visibility ¼ SM. Circling Rwy 1 NA at night. Rwy 19 helicopter visibility reduction below ¾ SM NA.

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

RZT AWOS-3 <b>119.225</b>	COLUMBUS APP CON <b>134.0 279.6</b>	UNICOM <b>122.7 (CTAF) L</b>
------------------------------	--	---------------------------------



		1.2 NM		0.6 NM		4.1 NM		6.3 NM			
CATEGORY		A		B		C		D			
LPV	DA	935-7 $\frac{7}{8}$				250 (300-7 $\frac{7}{8}$ )					
LNAV/ VNAV	DA	1100-1 $\frac{3}{8}$				415 (500-1 $\frac{3}{8}$ )					
LNAV	MDA	1100-1		415 (500-1)		1100-1 $\frac{1}{8}$		415 (500-1 $\frac{1}{8}$ )			
<b>C</b> CIRCLING		1180-1 495 (500-1)		1200-1 515 (600-1)		1300-1 $\frac{3}{4}$ 615 (700-1 $\frac{3}{4}$ )		1340-2 655 (700-2)			



CIRCLEVILLE, OHIO

AL-5995 (FAA)

23278

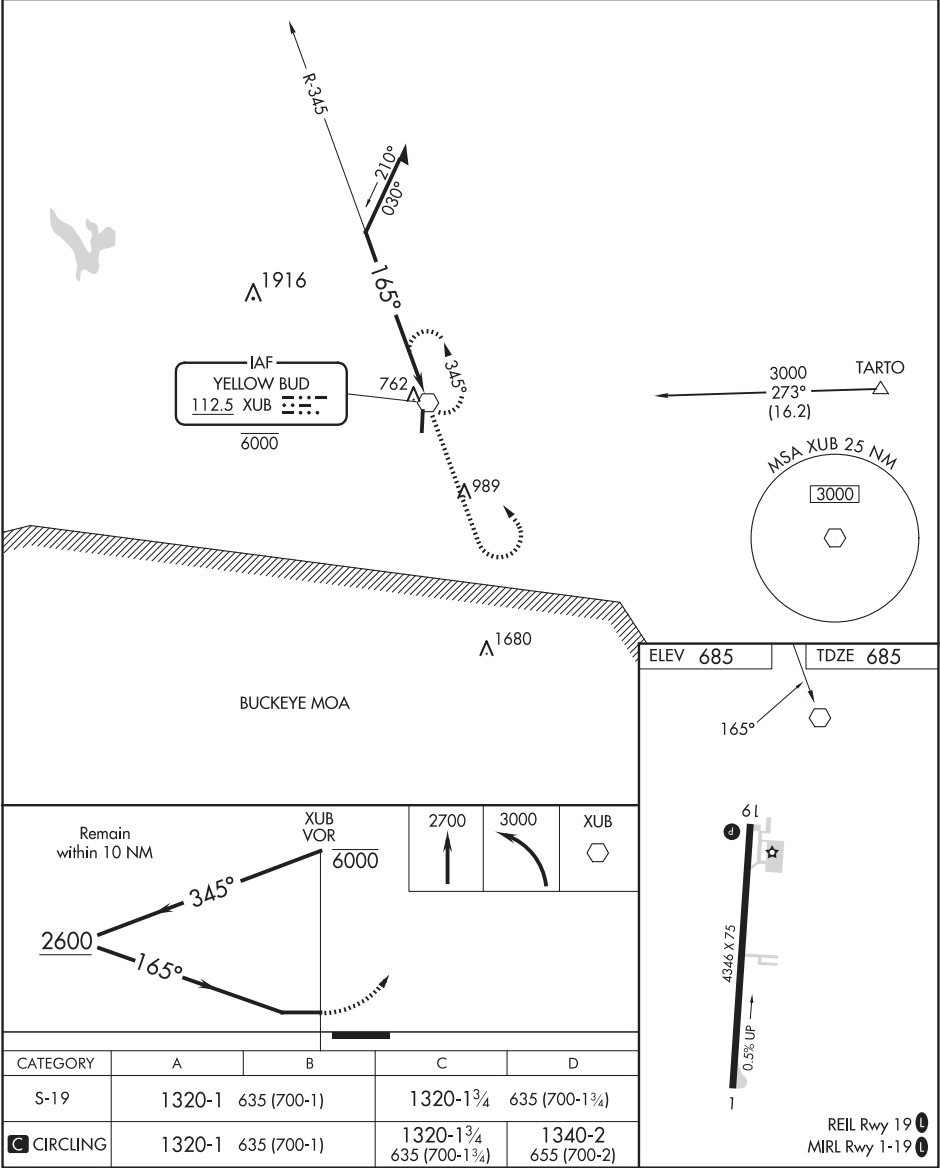
VOR XUB <b>112.5</b>	APP CRS <b>165°</b>	Rwy ldg <b>4346</b> TDZE <b>685</b> Apt Elev <b>685</b>
-------------------------	------------------------	---

VOR RWY 19

PICKAWAY COUNTY MEML (CYO)

<div><div></div><div></div></div> <div>Use Chillicothe altimeter setting, when not received use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet and Cats C and D visibility ¼ SM. Circling Rwy 1 NA at night. Rwy 19 helicopter visibility reduction below ¾ SM NA.</div>	MISSED APPROACH: Climb to 2700 then climbing left turn to 3000 direct XUB VOR and hold.
---	---

RZT AWOS-3 <b>119.225</b>	COLUMBUS APP CON <b>134.0 279.6</b>	UNICOM <b>122.7 (CTAF) 0</b>
------------------------------	--	---------------------------------



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 24R  
BURKE LAKEFRONT (BKL)

**MISSED APPROACH:** Climb to 1120 then climbing right turn heading 350° and DJB VOR/DME R-056 to cross LLOY/DJB 25.5 DME at or below 2000 then climb to 3000 on DJB VOR/DME R-056 northeast course to NEVTE/DJB 31.1 DME and hold.



Diagram illustrating the R-056 radar system and its coverage area, showing various radar stations and their ranges.

**Stations and Ranges:**

- LLROY DJB | 25.5 | 2000
- NEVTE DJB | 31.1
- (IF/IAF) BOGGE I-BFT | 12.7
- (FAF) TABEY I-BFT | 6.7
- LOCALIZER 109.75 I-BFT Chan 34 (Y)
- 113.6 DJB Chan 83
- MSA DJB 25 NM (3100)

**Other Labels:**

- R-056
- 056
- 236
- 065
- 2400
- 245 (b)
- 858
- 849
- 1065
- 1063
- 1227±
- 1640
- 941
- 887
- 1067
- 1251
- 1599
- 2049
- 1000

CLEVELAND, OHIO

CLEVELAND, OHIO

AL-5370 (FAA)

24081

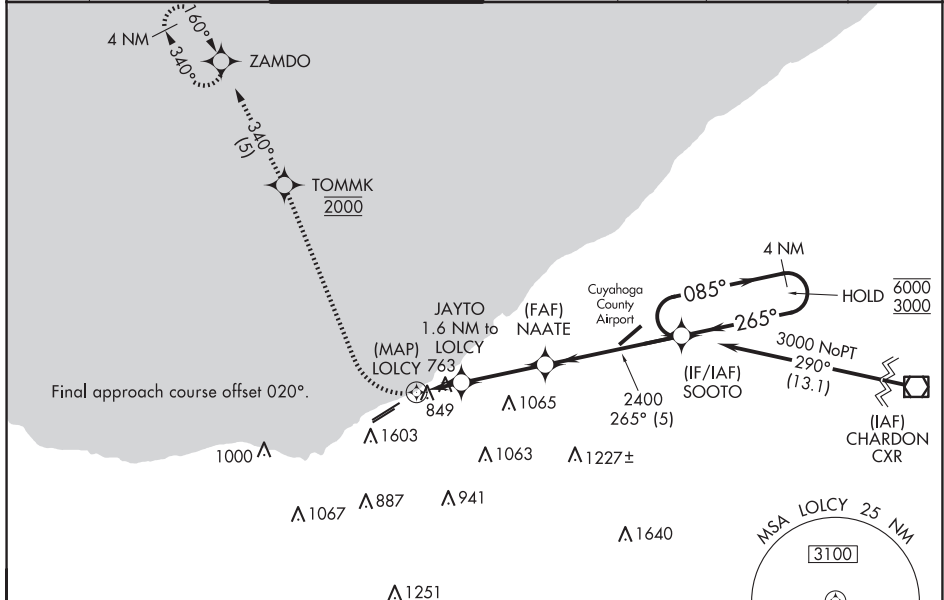
WAAS CH <b>77621</b> <b>W24A</b>	APP CRS <b>265°</b>	Rwy Idg <b>6003</b> TDZE <b>583</b> Apt Elev <b>584</b>
--	------------------------	---

# RNAV (GPS) RWY 24R

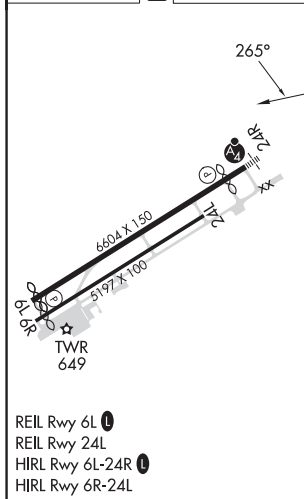
BURKE LAKEFRONT (BKL)

RNP APCH.		MALSF 	MISSED APPROACH: Climbing right turn direct TOMMK, cross TOMMK at 2000, then climb to 3000 on track 340° to ZAMDO and hold.
	Circling Rwy 6R NA at night. Rwy 24R helicopter visibility reduction below ¾ SM NA. Circling NA SE of Rwy 6R and 24L. For inop ALS, increase LNAV Cat C/D visibility to 1¾ SM.		

ATIS <b>125.25</b>	CLEVELAND APP CON <b>125.35 346.325</b>	LAKEFRONT TOWER ★ <b>124.3 (CTAF) 0 339.8</b>	GND CON <b>121.9 339.8</b>	CLNC DEL <b>339.8</b>	CLNC DEL <b>121.9</b> (when twr closed)	UNICOM <b>122.95 0</b>
-----------------------	--	--	-------------------------------	--------------------------	---	---------------------------



ELEV	<b>584</b>	<b>D</b>	TDZE	<b>583</b>
------	------------	----------	------	------------



2049 Λ		Λ 1599	
TOMMK 2000		ZAMDO	
LOLCY		NAATE	
JAYTO 1.6 NM to LOLCY		SOOTO	
LOLCY		2400	
1420		265°	
0.9		5 NM	
CATEGORY	A	B	C
LP MDA	1020-¾ 437 (500-¾)		1020-1 437 (500-1)
LNAV MDA	1100-¾ 517 (600-¾)		1100-1¼ 517 (600-1¼)
CIRCLING	1100-1 516 (600-1)		1200-2 616 (700-2)

CLEVELAND, OHIO

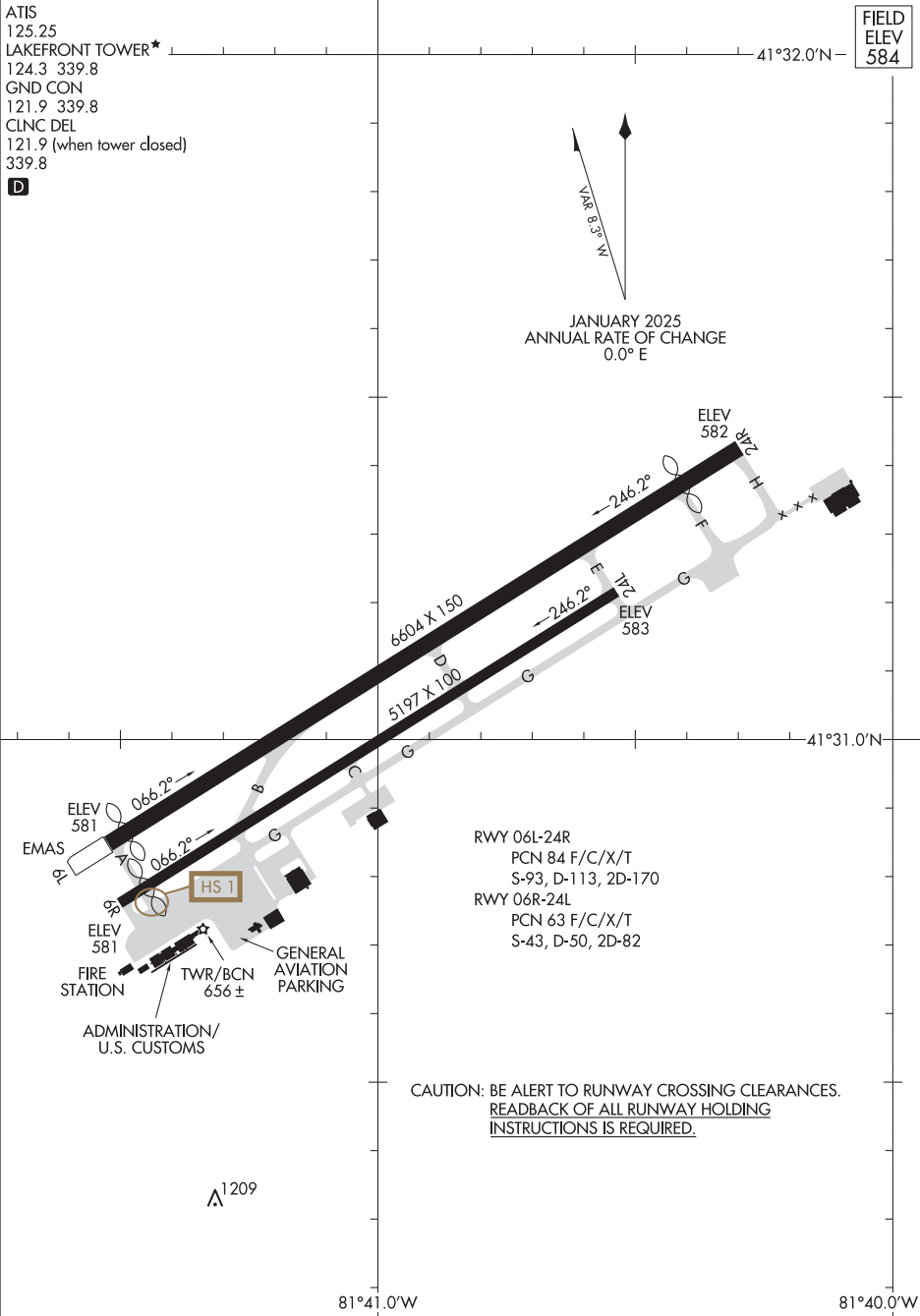
Amtd 1 12AUG21

41°31'N-81°41'W

# RNAV (GPS) RWY 24R

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



(AHMET4.KKIDS) 20086

AL-5370 (FAA)

BURKE LAKEFRONT (BKL)  
CLEVELAND, OHIO

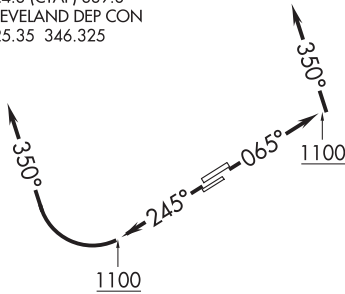
## AHMET FOUR DEPARTURE (RNAV)

ATIS  
 125.25  
 CLNC DEL  
 339.8  
 121.9 (when tower closed)  
 GND CON  
 121.9 339.8  
 LAKEFRONT TOWER ★  
 124.3 (CTAF) 339.8  
 CLEVELAND DEP CON  
 125.35 346.325

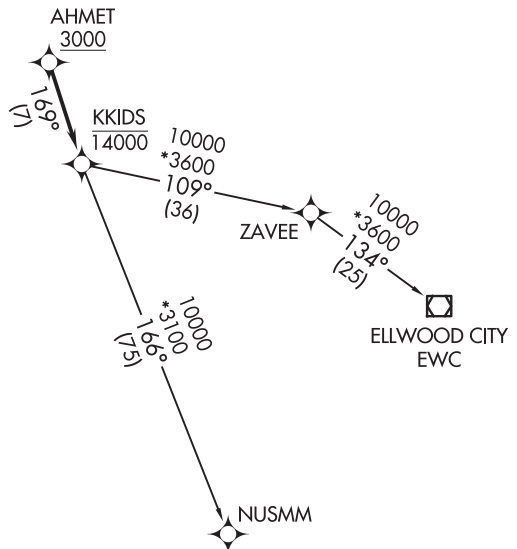
## TAKEOFF MINIMUMS:

Rwy 6L/R, 24R: Standard with minimum climb of 500' per NM to 1100.  
 Rwy 24L: 400-1 $\frac{3}{8}$  or standard with minimum climb of 757' per NM to 1000.

**TOP ALTITUDE:  
ASSIGNED BY ATC**



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



NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 6L/R:** Climb on heading 065° to 1100, then on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross AHMET at or above 3000, thence....

**TAKEOFF RUNWAYS 24L/R:** Climb on heading 245° to 1100, then right turn to heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross AHMET at or above 3000, thence....

....on track 169° to cross KKIDS at or below 14000, then on (transition).  
 Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

ELLWOOD CITY TRANSITION (AHMET4.EWC)  
NUSMM TRANSITION (AHMET4.NUSMM)

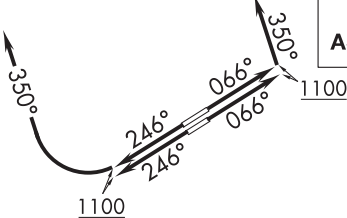
AHMET FOUR DEPARTURE (RNAV)

(AHMET4.KKIDS) 26MAR20

CLEVELAND, OHIO  
 BURKE LAKEFRONT (BKL)



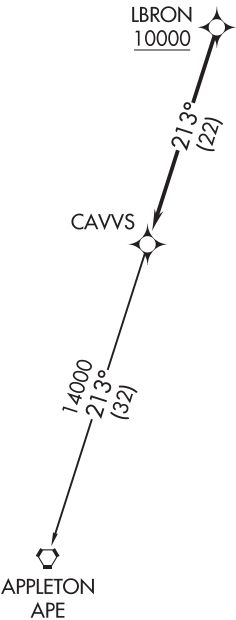
ATIS 125.25  
CLNC DEL  
339.8  
121.9 (when tower closed)  
GND CON 121.9 339.8  
LAKEFRONT TOWER ★  
124.3 (CTAF) 339.8  
CLEVELAND DEP CON  
125.35 346.325



TOP ALTITUDE:  
ASSIGNED BY ATC

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

TAKEOFF MINIMUMS:  
Rwys 6L/R, 24R: Standard with a minimum climb  
of 500' per NM to 1100.  
Rwy 24L: 400-1¾ or standard with minimum  
climb of 757' per NM to 1000.



DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 6L/R:** Climb on heading 066° to 1100, then on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross LBRON at or above 10000, thence....  
**TAKEOFF RUNWAYS 24L/R:** Climb on heading 246° to 1100, then right turn heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross LBRON at or above 10000, thence....

....on track 213° to CAVVS, then on (transition).  
Maintain altitude assigned by ATC, expect  
filed altitude ten minutes after departure.

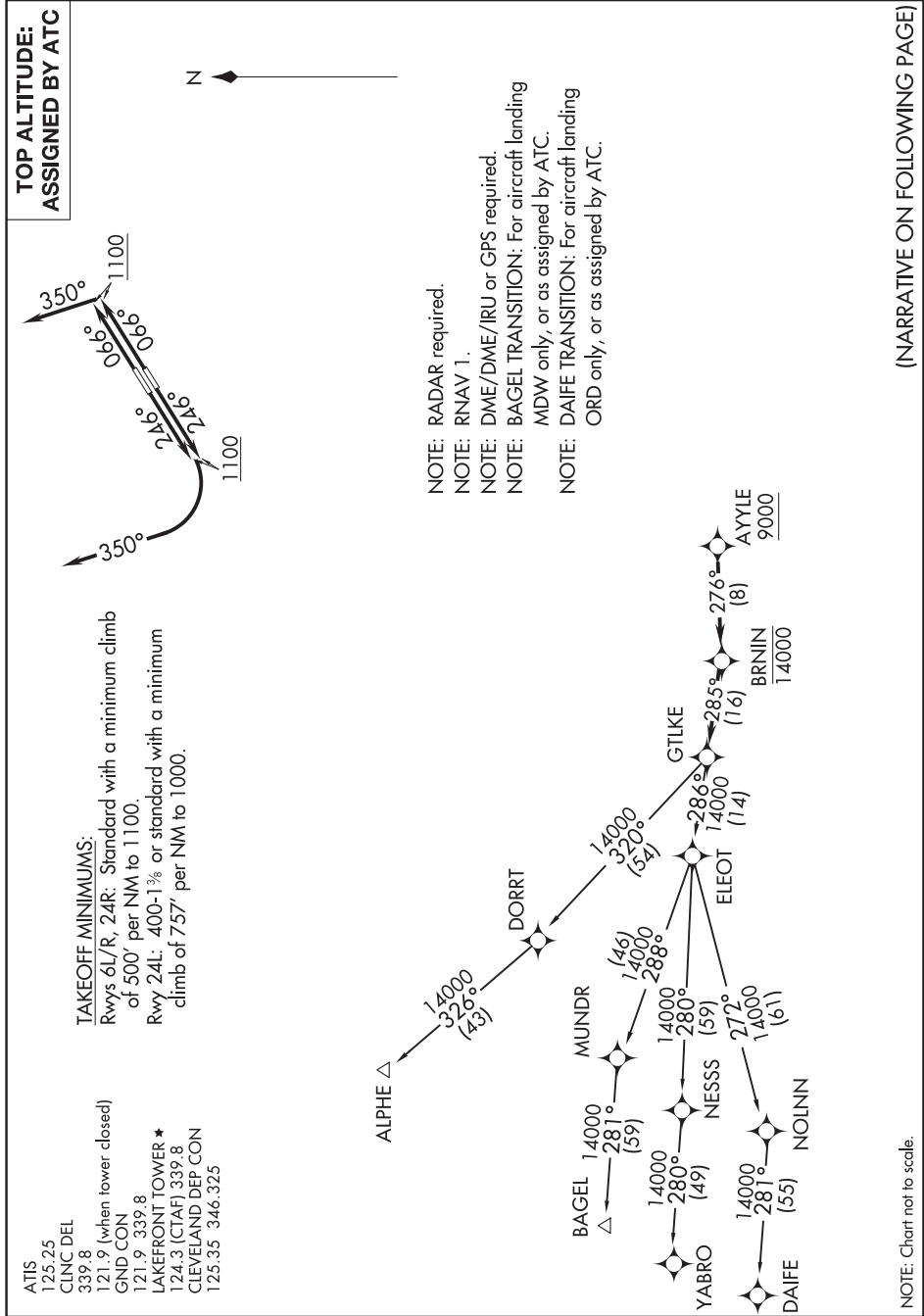
APPLETON TRANSITION (CAVVS4.APE)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

EC-2, 07 AUG 2025 to 02 OCT 2025



GTLKE FOUR DEPARTURE (RNAV)  
(GTLKE4.GTLKE) 26MAR20

CLEVELAND, OHIO  
BURKE LAKEFRONT (BKL)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb on heading 066° to 1100, then on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAYS 24L/R: Climb on heading 246° to 1100, then right turn heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross AYYLE at or above 9000, thence....

....on track 276° to cross BRNIN at or below 14000, then on track 285° to GTLKE then on (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

- ALPHE TRANSITION (GTLKE4.ALPHE)
- BAGEL TRANSITION (GTLKE4.BAGEL)
- DAIFE TRANSITION (GTLKE4.DAIFE)
- YABRO TRANSITION (GTLKE4.YABRO)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

(MYCAR4.MYCAR) 20086

AL-5370 (FAA)

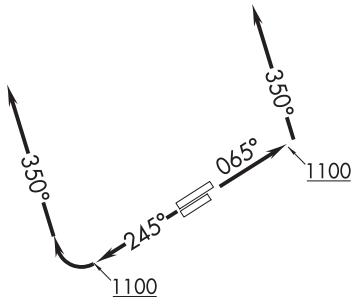
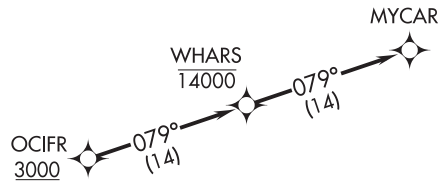
BURKE LAKEFRONT (BKL)  
CLEVELAND, OHIO

## MYCAR FOUR DEPARTURE (RNAV)

ATIS  
125.25  
CLNC DEL  
339.8  
121.9 (when tower closed)  
GND CON  
121.9 339.8  
LAKEFRONT TOWER ★  
124.3 (CTAF) 339.8  
CLEVELAND DEP CON  
125.35 346.325

**TOP ALTITUDE:  
ASSIGNED BY ATC**

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

**TAKEOFF MINIMUMS:**

Rwys 6L, 6R, 24R: Standard with minimum climb of 500' per NM to 1100.

Rwy 24L: 400-1 $\frac{3}{8}$  or standard with minimum climb of 757' per NM to 1000.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 6L/R:** Climb on heading 065° to 1100, then on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross OCIFR at or above 3000, thence....

**TAKEOFF RUNWAYS 24L/R:** Climb on heading 245° to 1100, then right turn on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross OCIFR at or above 3000, thence....

....on track 079° to cross WHARS at or below 14000, then on track 079° to MYCAR. Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

MYCAR FOUR DEPARTURE (RNAV)  
(MYCAR4.MYCAR) 26MAR20

CLEVELAND, OHIO  
BURKE LAKEFRONT (BKL)

ATIS  
125.25  
CLNC DEL  
339.8  
121.9 (when tower closed)  
GND CON  
121.9 339.8  
LAKEFRONT TOWER ★  
124.3 (CTAF) 339.8  
CLEVELAND DEP CON  
125.35 346.325

TOP ALTITUDE:  
ASSIGNED BY ATC

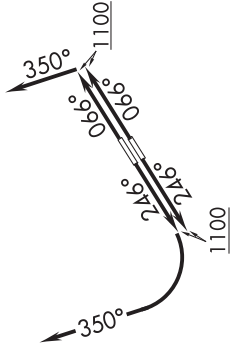
TAKEOFF MINIMUMS:  
Rwys 6L/R, 24R: Standard with a minimum climb  
of 500' per NM to 1100.  
Rwy 24L: 400-1 $\frac{3}{4}$  or standard with minimum  
climb of 757' per NM to 1000.

NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: PUIJL TRANSITION: For aircraft at or  
below FL220 only or as assigned by ATC.

(ZAAPA5.ZAAPA) 20086  
ZAAPA FIVE DEPARTURE (RNAV)

AL-5370 (FAA)

BURKE LAKEFRONT (BKL)  
CLEVELAND, OHIO

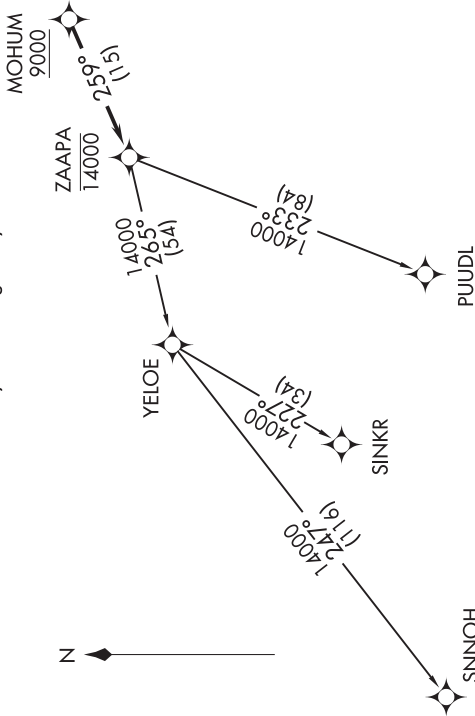


▼ DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L/R: Climb on heading 066° to 1100, then on heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross MOHUM at or above 9000, thence....  
TAKEOFF RUNWAY 24L/R: Climb on heading 246° to 1100, then right turn heading 350° or as assigned by ATC, maintain 2000 (do not climb above 2000) for RADAR vectors to cross MOHUM at or above 9000, thence....

....on track 259° to cross ZAAPA at or below 14000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

PUIJL TRANSITION (ZAAPA5.PUIJL)  
SINKR TRANSITION (ZAAPA5.SINKR)  
SNNOH TRANSITION (ZAAPA5.SNNOH)



NOTE: Chart not to scale.

ZAAPA FIVE DEPARTURE (RNAV)  
(ZAAPA5.ZAAPA) 26MAR20

CLEVELAND, OHIO  
BURKE LAKEFRONT (BKL)

CLEVELAND, OHIO

AL-84 (FAA)

24305

LOC/DME I-LIZ	APP CRS	Rwy Idg	6L	6R
<b>111.55</b>	<b>058°</b>	TDZE	<b>9000</b>	<b>8029</b>
Chan <b>52</b> (Y)		Apt Elev	<b>773</b>	<b>777</b>
			<b>799</b>	<b>799</b>

# ILS or LOC RWY 6L

## CLEVELAND-HOPKINS INTL (CLE)

From GROHL, HICKR, and KWENE: RNAV 1-DME/DME/IRU or GPS required for procedure entry. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1.

DME required.

⚠ Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glide slope. Inop table does not apply to Sidestep 6R. For inop ALS, increase S-LOC 6L Cats C/D visibility to 1½ SM.

Rwy 6L

ALSF-2



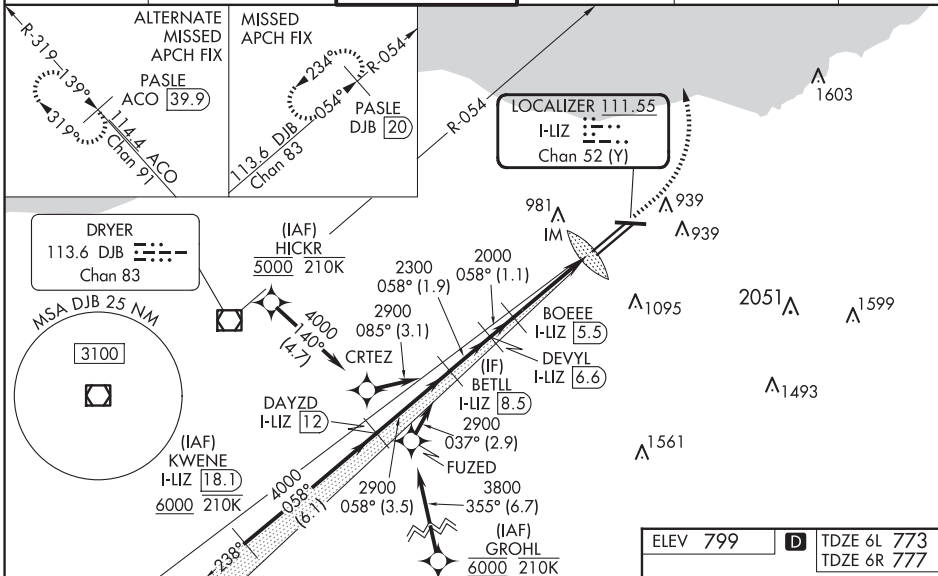
Rwy 6R

MALSR



MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 on heading 350° and DJB VOR/DME R-054 to PASLE/DJB 20 DME and hold.

D-ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON	CLNC DEL	CPDLC
ARR <b>127.85</b> DEP <b>132.375</b>	<b>126.55 346.325</b>	<b>124.5 273.45</b>	<b>121.7 273.45</b>	<b>125.05 273.45</b>	



CATEGORY	A	B	C	D
S-ILS 6L	973/18	200 (200-½)		
S-LOC 6L	1260/24	487 (500-½)	1260/50	487 (500-1)
SIDESTEP 6R	1260/55	483 (500-1)	1260-1½ 483 (500-1½)	1260-2 483 (500-2)
Ⓢ CIRCLING	1420-1	621 (700-1)	1420-1¾ 621 (700-1¾)	1420-2 621 (700-2)

CLEVELAND, OHIO  
Amdt 3 24MAY18

41°25'N-81°51'W

CLEVELAND-HOPKINS INTL (CLE)  
ILS or LOC RWY 6L

EC-2, 07 AUG 2025 to 02 OCT 2025


EC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 6R  
CLEVELAND-HOPKINS INTL (CLE)

**MISSED APPROACH:**  
Climb to 1600 then  
climbing right turn  
to 3100 on CXR  
VOR/DME R-265 to  
NEIL/CXR 21.5 DME  
and hold.

**T** Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to Sidestep 6L. For inop ALS, increase S-LOC 6R Cats C/D visibility to 1½ SM.

ELEV 799	<b>D</b>	TDZE 6R 777 TDZE 6L 773
----------	----------	----------------------------

CATEGORY	A	B	C	D
S-ILS 6R	977/18		200 (200-½)	
S-LOC 6R	1260/24	483 (500-½)	1260/50	483 (500-1)
SIDESTEP 6L	1260/55	487 (500-1)	1260-1½ 487 (500-1½)	1260-2 487 (500-2)
 CIRCLING	1420-1	621 (700-1)	1420-1¾ 621 (700-1¾)	1420-2 621 (700-2)

REIL Rwy 10  
TDZ/CL Rwy 6L, 6R, 24L and 24R  
HIRL Rwys 6L-24R, 6R-24L and 10-28

EC-2. 07 AUG 2025 to 02 OCT 2025

CLEVELAND, OHIO

AL-84 (FAA)

24305

LOC/DME I-HPI	APP CRS	Rwy Idg	24L	24R
<b>109.9</b>	<b>238°</b>	<b>9953</b>	<b>9900</b>	
Chan <b>36</b>		TDZE	<b>786</b>	<b>780</b>
		Apt Elev	<b>799</b>	<b>799</b>

# ILS or LOC RWY 24L CLEVELAND-HOPKINS INTL (CLE)

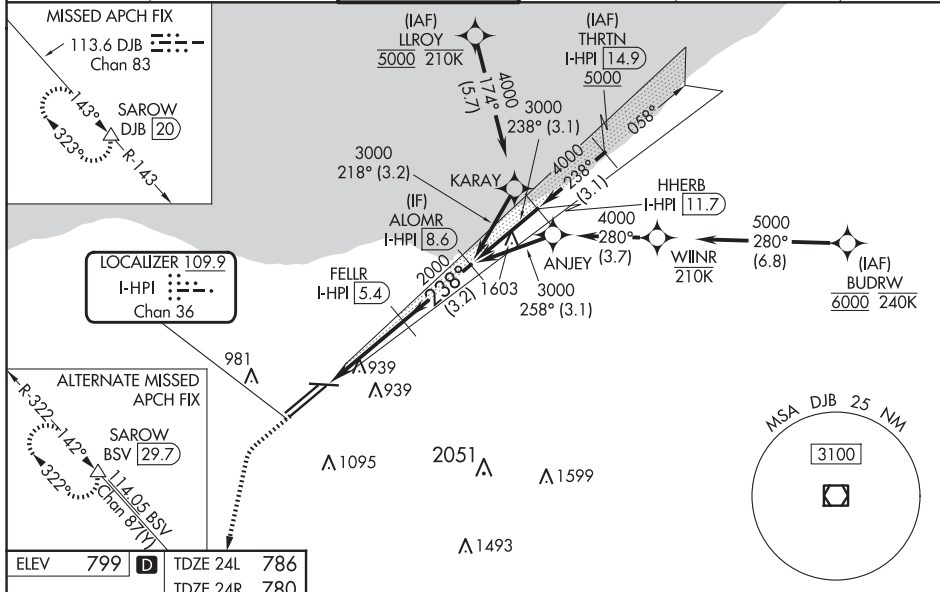
DME required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1. From LLROY and BUDRW: RNAV 1-DME/DME/IRU or GPS required for procedure entry.

⚠ Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to Sidestep 24R. For inop ALS, increase S-LOC 24L Cats C/D visibility to 1 $\frac{3}{8}$  SM.



**MISSED APPROACH:**  
Climb to 1300 then climbing left turn to 3000 on heading 200° and DJB VOR/DME R-143 to SAROW/DJB 20 DME and hold.

D-ATIS ARR <b>127.85</b> DEP <b>132.375</b>	CLEVELAND APP CON <b>126.55 346.325</b>	CLEVELAND TOWER <b>124.5 273.45</b>	GND CON <b>121.7 273.45</b>	CLNC DEL <b>125.05 273.45</b>	CPDLC
---	--	--	--------------------------------	----------------------------------	-------



ELEV <b>799</b>	<b>D</b>	TDZE 24L <b>786</b>
		TDZE 24R <b>780</b>

1300	3000	DJB R-143	SAROW	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).
hdg 200°				ALOMR I-HPI 8.6
*LOC only				FELLR I-HPI 5.4
				I-HPI 1.8
				*I-HPI 3.1
				2000
				238°
				3000
				GS 3.00° TCH 52
				1.3 NM
				2.4 NM
				3.2 NM
CATEGORY	A	B	C	D
S-ILS 24L	986/18 200 (200- $\frac{1}{2}$ )			
S-LOC 24L	1260/24	474 (500- $\frac{1}{2}$ )	1260/50	474 (500-1)
SIDESTEP 24R	1260/55	480 (500-1)	1260-1 $\frac{1}{2}$ 480 (500-1 $\frac{1}{2}$ )	1260-2 480 (500-2)
<b>C</b> CIRCLING	1420-1	621 (700-1)	1420-1 $\frac{3}{4}$ 621 (700-1 $\frac{3}{4}$ )	1420-2 621 (700-2)

REIL Rwy 10  
TDZ/CL Rwy 6L, 6R, 24L, and 24R  
HIRL Rwy 6L-24R, 6R-24L, and 10-28

CLEVELAND, OHIO

Amdt 24 20JUN19

41°25'N-81°51'W

# CLEVELAND-HOPKINS INTL (CLE) ILS or LOC RWY 24L



24305

LOC/DME I-PVY	APP CRS	Rwy Idg	24R	24L
<u>111.55</u>	<b>238°</b>	TDZE	<b>9000</b>	<b>9956</b>
Chan <b>52</b> (Y)		Apt Elev	<b>780</b>	<b>786</b>
			<b>799</b>	<b>799</b>

ILS or LOC RWY 24R  
CLEVELAND-HOPKINS INTL (CLE)

DME required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1. From LLROY and BUDRW: RNAV 1-DME/DME/IRU or GPS required for procedure entry.

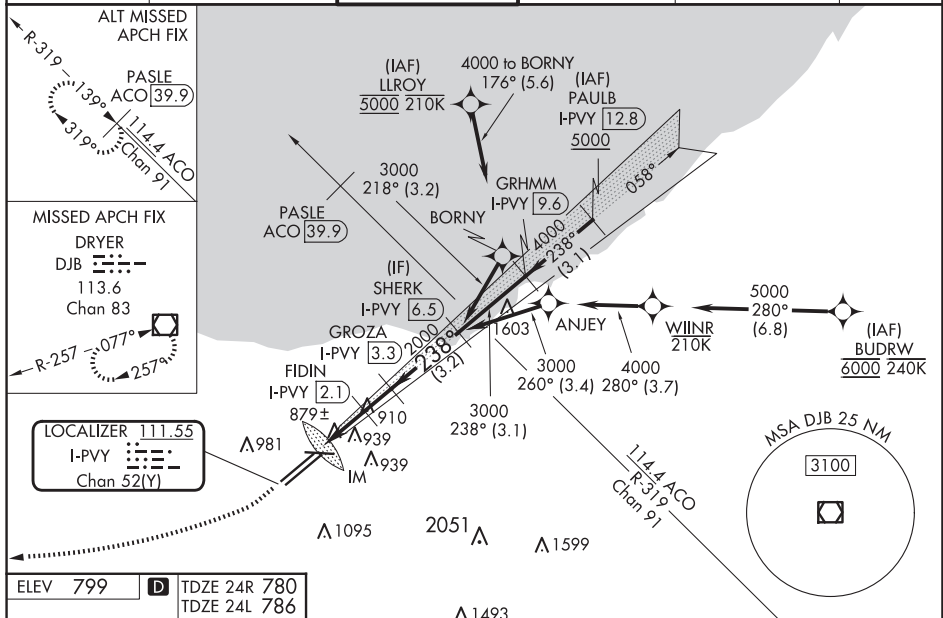
**T** Circling Rwy 10 NA at night. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Inop table does not apply to sidestep 24L. For inop ALS, increase S-LOC 24R Cats C/D visibility to RVR 5500.

Rwy 24L  
MALSR

Rwy 24F  
ALSF-2

**MISSED APPROACH:**  
Climb to 1700 then  
climbing right turn to  
3000 direct DJB  
VOR/DME and hold.

D-ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON	CLNC DEL	CPDLC
ARR 127.85	126.55 346.325	124.5 273.45	121.7 273.45	125.05 273.45	
DEP 132.375					



The diagram illustrates the SHERK 1500m runway layout. Key features include:

- Runway:** SHERK I-PVY 6.5, oriented 238°.
- Approach Paths:**
  - GROZA I-PVY 3.3:** 2000m distance from the runway.
  - FIDIN I-PVY 2.1:** 2000m distance from the runway.
  - I-PVY 0.3:** 0.1 NM distance from the runway.
  - \*I-PVY 0.6:** 0.9 NM distance from the runway.
  - \*I-PVY 1.600:** 1.5 NM distance from the runway.
  - GS 3.00° TCH 55:** 3.2 NM distance from the runway.
- Navigation Aids:**
  - DJB:** VGSJ and ILS glidepath not coincident (VGSJ Angle 3.00/TCH 65).
  - GROZA:** 2000m distance from the runway.
  - FIDIN:** 2000m distance from the runway.
  - I-PVY 0.3:** 0.1 NM distance from the runway.
  - \*I-PVY 0.6:** 0.9 NM distance from the runway.
  - \*I-PVY 1.600:** 1.5 NM distance from the runway.
  - GS 3.00° TCH 55:** 3.2 NM distance from the runway.
- Other Features:**
  - REIL Rwy 10:** TDZ/CL Rwy 6L, 6R, 24L and 24R.
  - HIRL Rws 6L-24R, 6R-24L and 10-28:** 9953 X 150.
  - TWR 1110:** 9900 X 150.
  - 6018 X 150:** 9900 X 150.
  - 238°:** Runway orientation.
  - 265°:** Runway orientation.

CLEVELAND, OHIO  
Amdt 7A 27JAN22

41°25'N-81°51'W

CLEVELAND-HOPKINS INTL (CLE)  
ILS or LOC RWY 24R

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

CLEVELAND, OHIO

AL-84 (FAA)

24305

LOC/DME I-PXP <b>110.7</b> Chan <b>44</b>	APP CRS <b>281°</b>	Rwy Idg TDZE <b>799</b> Apt Elev <b>799</b>	<b>6018</b>
---	------------------------	---	-------------

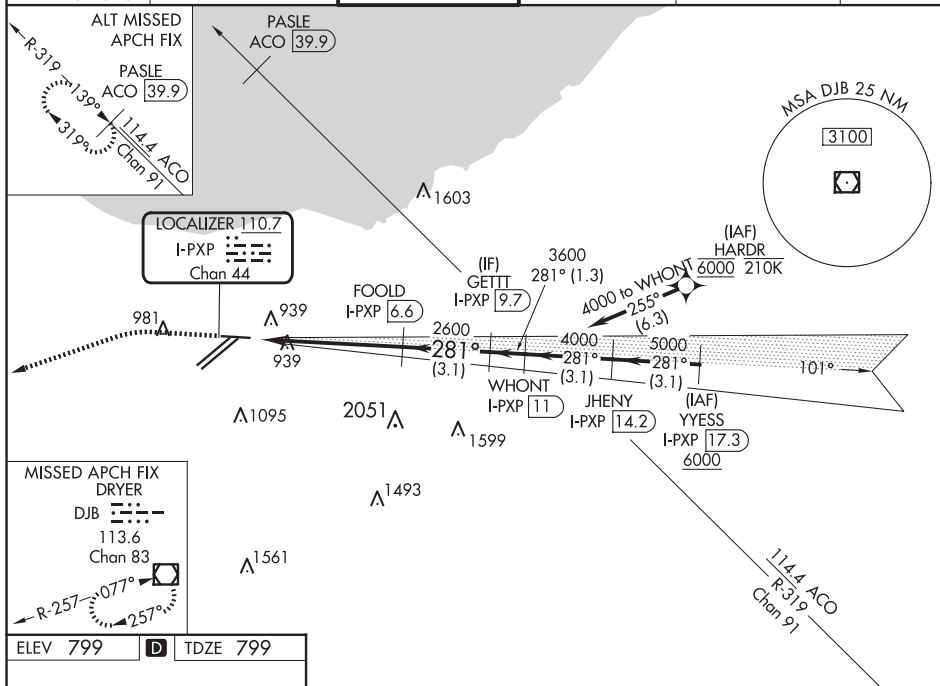
# ILS or LOC RWY 28

## CLEVELAND-HOPKINS INTL (CLE)

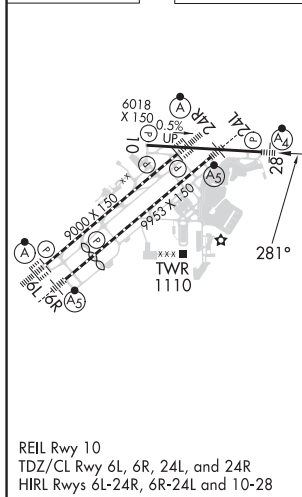
RNAV 1. From HARDR: RNAV 1-DME/DME/IRU or GPS required for procedure entry. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. DME required.	MALSF 	MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct DJB VOR/DME and hold.
--	-----------	---




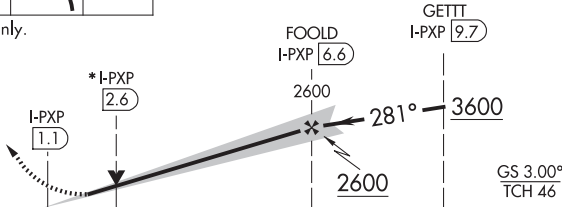
⚠ Circling Rwy 10 NA at night. Inop table does not apply to S-ILS 28.

D-ATIS ARR <b>127.85</b> DEP <b>132.375</b>	CLEVELAND APP CON <b>126.55 346.325</b>	CLEVELAND TOWER <b>124.5 273.45</b>	GND CON <b>121.7 273.45</b>	CLNC DEL <b>125.05 273.45</b>	CPDLC
---	--	--	--------------------------------	----------------------------------	-------



ELEV 799	<b>D</b>	TDZE 799
----------	----------	----------



1400	3000	DJB		
				
*LOC only.				
				
CATEGORY	A	B	C	D
S-ILS 28	999/40 200 (200-¾)			
S-LOC 28	1340/40	541 (600-¾)	1340-1⅓	541 (600-1⅓)
<b>C</b> CIRCLING	1420-1	621 (700-1)	1420-1¾ 621 (700-1¾)	1420-2 621 (700-2)

CLEVELAND, OHIO  
Amdt 25 24MAY18

41°25'N-81°51'W

# CLEVELAND-HOPKINS INTL (CLE)

## ILS or LOC RWY 28

EC-2, 07 AUG 2025 to 02 OCT 2025

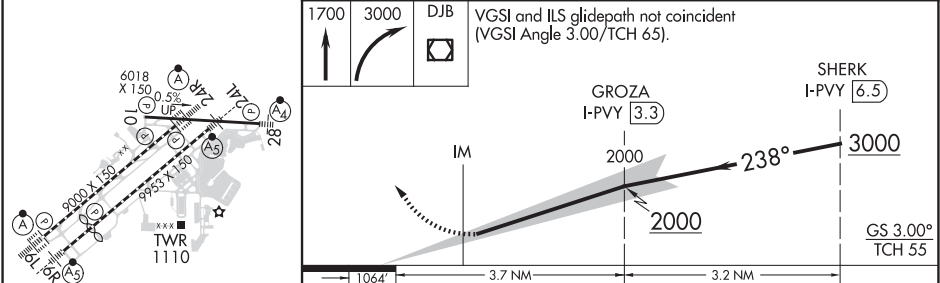
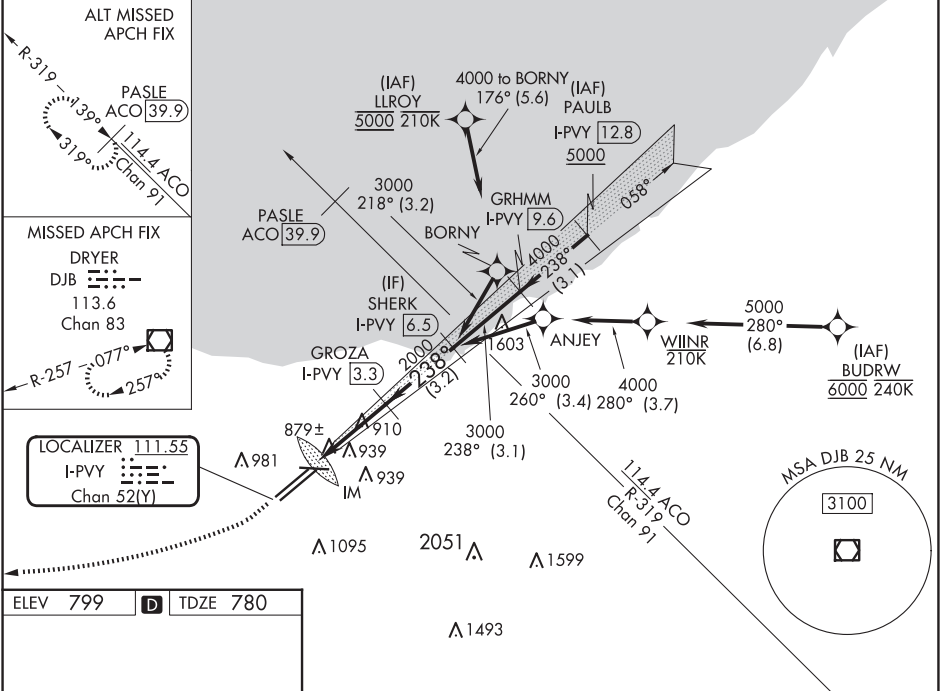
EC-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-PVY <b>111.55</b>	APP CRS <b>238°</b>	Rwy Idg TDZE <b>780</b>	<b>9000</b>
Chan <b>52(Y)</b>		Apt Elev <b>799</b>	

ILS RWY 24R (SA CAT I)  
CLEVELAND-HOPKINS INTL (CLE)

DME required. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1. From LLROY and BUDRW: RNAV 1-DME/DME/IRU or GPS required for procedure entry.			ALSF-2 	MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DJB VOR/DME and hold.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.				

D-ATIS ARR <b>127.85</b> DEP <b>132.375</b>	CLEVELAND APP CON <b>126.55 346.325</b>	CLEVELAND TOWER <b>124.5 273.45</b>	GND CON <b>121.7 273.45</b>	CLNC DEL <b>125.05 273.45</b>	CPDLC
---	--	--	--------------------------------	----------------------------------	-------



REIL Rwy 10 TDZ/CL Rwy 6L, 6R, 24L and 24R HIRL Rwy 6L-24R, 6R-24L and 10-28	CATEGORY S-ILS 24R	A	B	C	D
	RA 150/14 150 DA 930				
	SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

CLEVELAND, OHIO

AL-84 (FAA)

24305

LOC/DME I-LIZ <b>111.55</b> Chan <b>52</b> (Y)	APP CRS <b>058°</b>	Rwy Idg TDZE <b>773</b> Apt Elev <b>799</b>
--	------------------------	---

# **ILS RWY 6L (CAT II & III)** **CLEVELAND-HOPKINS INTL (CLE)**

From GROHL, HICKR, and KWENE: RNAV 1-DME/DME/IRU or GPS required for procedure entry. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1.

DME required.

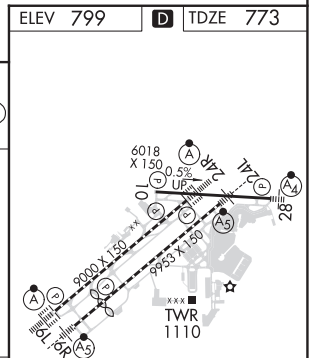
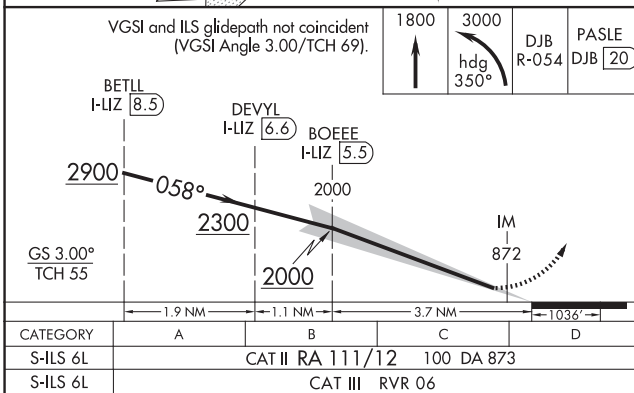
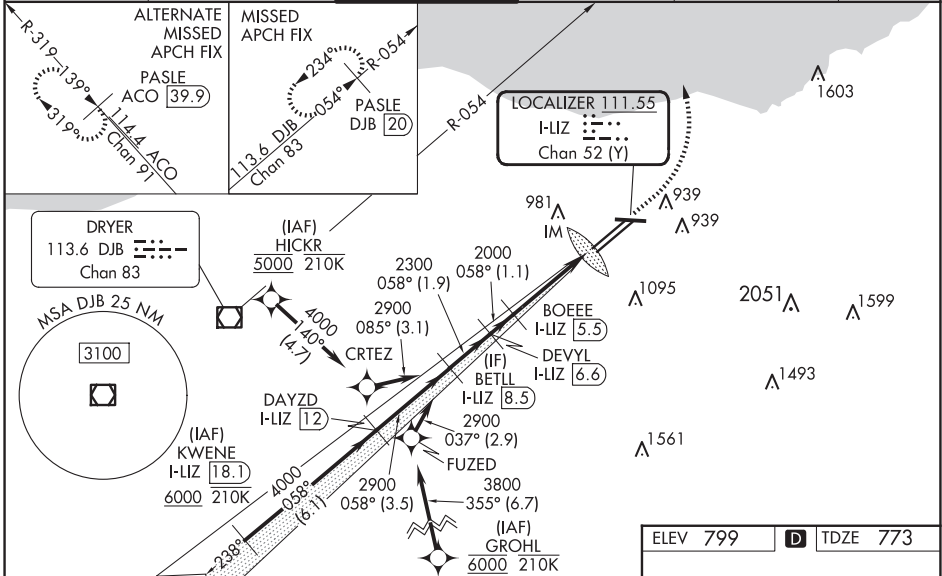
**T** Simultaneous approach authorized.  
Simultaneous operations require use of vertical guidance;  
maintain last assigned altitude until established on glideslope.

ALSF-2



MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 on heading 350° and DJB VOR/DME R-054 to PASLE/DJB 20 DME and hold.

D-ATIS ARR <b>127.85</b> DEP <b>132.375</b>	CLEVELAND APP CON <b>126.55 346.325</b>	CLEVELAND TOWER <b>124.5 273.45</b>	GND CON <b>121.7 273.45</b>	CLNC DEL <b>125.05 273.45</b>	CPDLC
---	--	--	--------------------------------	----------------------------------	-------



CATEGORY	A	B	C	D
S-ILS 6L	CAT II RA 111/12	100 DA 873		
S-ILS 6L	CAT III RVR 06			

## **CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 10  
TDZ/CL Rwy 6L, 6R, 24L, and 24R  
HIRL Rwy 6L-24R, 6R-24L and 10-28

CLEVELAND, OHIO  
Amdt 3 24MAY18

41°25'N-81°51'W

CLEVELAND-HOPKINS INTL (CLE)  
**ILS RWY 6L (CAT II & III)**

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

24305

ILS RWY 24R (CAT II & III)  
CLEVELAND-HOPKINS INTL (CLE)

**MISSED APPROACH:**  
Climb to 1700 then  
climbing right turn to  
3000 direct DJB  
VOR/DME and hold.



ALT MISSED APCH FIX

PASLE ACO 39.9

114.4 ACO

Chan 91

MISSED APCH FIX

DRYER

DJB

113.6

Chan 83

LOCALIZER 111.55

I-PVY

Chan 52(Y)

ELEV 799

TDZE 780

MSA DJB 25 NM

3100

114.4 ACO

R-319

Chan 91

176° (5.6)

4000 to BORN

(IAF) LLROY

5000 210K

(IAF) PAULB

I-PVY 12.8

5000

3000 218° (3.2)

PASLE ACO 39.9

BORN

GRHMM

I-PVY 9.6

4000 238° (3.1)

1603

ANJEY

WIIINR 210K

5000 280° (6.8)

(IAF) BUDRW

6000 240K

3000 260° (3.4)

4000 280° (3.7)

3000 238° (3.1)

2051

1599

1493

879±

910

939

939

IM

1095

2051

1599

1493

Diagram illustrating a non-precision approach for GROZA (S-B). The approach is a straight-in approach with a 238° descent angle. Key data points include:

- Altitudes:** 1700, 3000, 2000, 1064', 880, 3000.
- Distances:** 3.7 NM, 3.2 NM, 1064'.
- Angles:** 238°.
- Obstacles:** IM 880, GROZA I-PVY 3.3, SHERK I-PVY 6.5.
- GS 3.00° TCH 55.**

Category	A	B	C	D
S-ILS 24R	CAT II RA 100/12 100 DA 880			
S-ILS 24R	CAT III RVR 06			

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CLEVELAND-HOPKINS INTL (CLE)

ILS RWY 24R (CAT II &amp; III)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

CLEVELAND, OHIO

AL-84 (FAA)

24305

LOC/DME I-CLE	APP CRS	Rwy Idg	8029
111.9	058°	TDZE	777
Chan 56		Apt Elev	799

# ILS RWY 6R (SA CAT II)

CLEVELAND-HOPKINS INTL (CLE)

From GROHL, HICKR, and RUHSH: RNAV 1-DME/DME/IRU or GPS required for procedure entry. Aircraft not DME/DME/IRU or GPS equipped - RADAR required for procedure entry. RNAV 1.

DME required.

Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

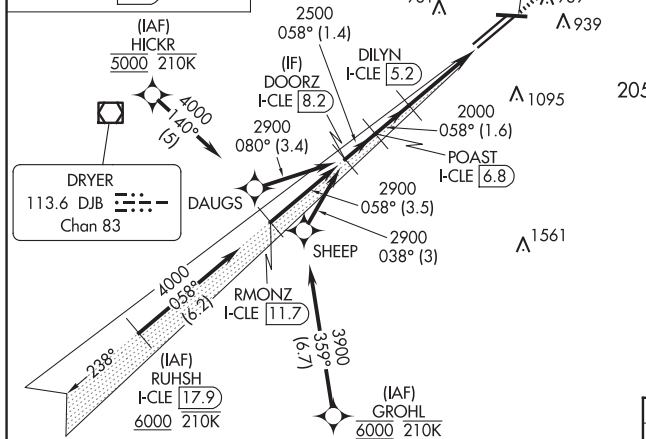
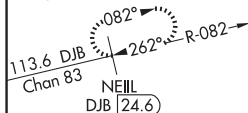
MALSR



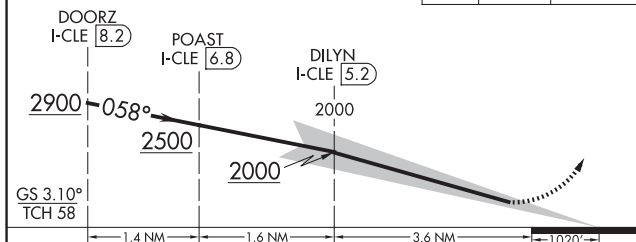
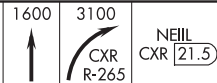
MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 on CXR VOR/DME R-265 to NEILL/CXR 21.5 DME and hold.

D-ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON	CLNC DEL	CPDLC
ARR 127.85 DEP 132.375	126.55 346.325	124.5 273.45	121.7 273.45	125.05 273.45	

ALTERNATE MISSED  
APCH FIX



VGSI and ILS glidepath not coincident  
(VGSI Angle 3.00/TCH 73).



CATEGORY	A	B	C	D
S-ILS 6R	RA 100/12 100 DA 877			

## SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 10  
TDZ/CL Rwy 6L, 6R, 24L and 24R  
HIRL Rwy 6L-24R, 6R-24L and 10-28

CLEVELAND, OHIO  
Amdt 22 24MAY18

41°25'N-81°51'W

CLEVELAND-HOPKINS INTL (CLE)  
ILS RWY 6R (SA CAT II)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

ILS RWY 24L (SA CAT II)  
CLEVELAND-HOPKINS INTL (CLE)



**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3000 on heading 200° and DJB VOR/DME R-143 to SAROW/DJB 20 DME and hold.

**T** Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

1300 ↑	3000 hdg 200°	DJB R-143	SAROW △	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00°/TCH 48).			
CATEGORY	A	B	C	D			
S-ILS 24L	RA 100/12 100 DA 886						

SA CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 10  
TDZ/CL Rwys 6L, 6R, 24L, and 24R  
HJRL Rwys 6L-24R, 6R-24L, and 10-28

CLEVELAND-HOPKINS INTL (CLE)  
ILS RWY 24L (SA CAT II)

RNAV (RNP) Z RWY 6L  
CLEVELAND-HOPKINS INTL (CLE)

MISSED APPROACH: Climb to 3000 direct ACAPO and on track 001° to PASLE and hold.

CPDLC



CATEGORY	A	B	C	D
RNP 0.17 DA		1123/30	350 (400-5%)	
RNP 0.30 DA		1176/40	403 (400-3/4)	

REIL Rwy 10  
TDZ/CL Rwy 6L, 6R, 24L, and 24R  
HIRL Rwy 6L-24R, 6R-24L and 10-28

CLEVELAND-HOPKINS INTL (CLE)  
RNAV (RNP) Z RWY 6L

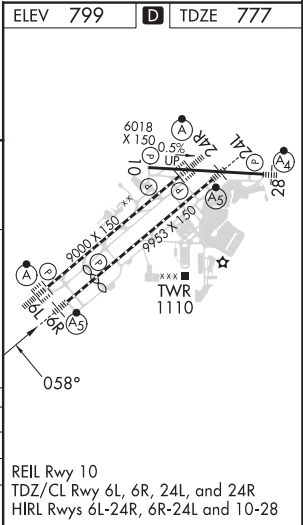
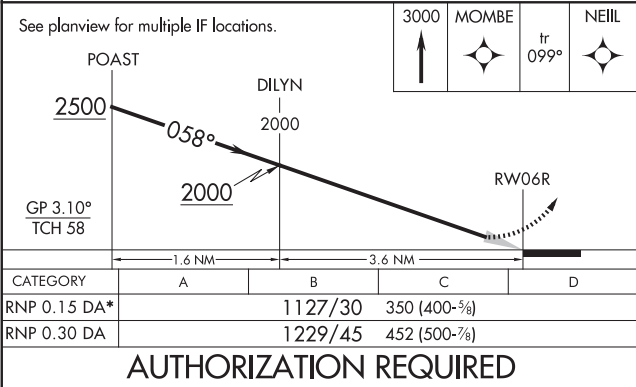
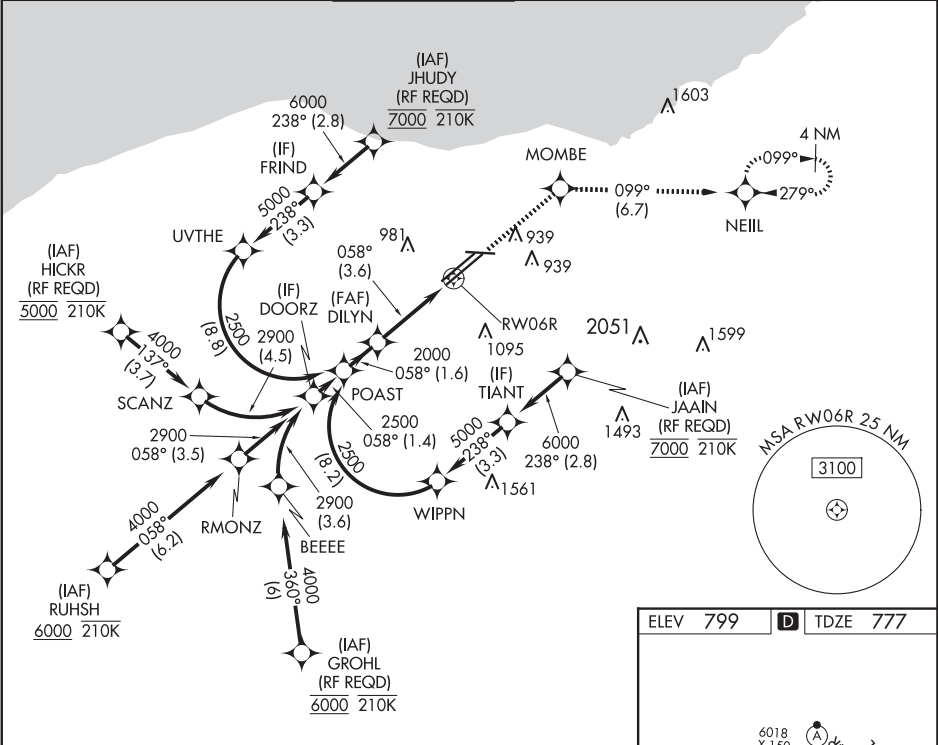


APP CRS	Rwy Idg	8029
058°	TDZE	777
	Apt Elev	799

RNAV (RNP) Z RWY 6R

CLEVELAND-HOPKINS INTL (CLE)

RNP AR APCH.			MALSR	MISSED APPROACH: Climb to 3000 direct MOMBE and on track 099° to NEILL and hold. *Missed approach requires minimum climb of 270 feet per NM to 1400.	
For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 46°C (114°F). For inop ALS, increase RNP 0.15 all Cts visibility to RVR 5500.					
D-ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON	CLNC DEL	CPDLC
ARR 127.85 DEP 132.375	126.55 346.325	124.5 273.45	121.7 273.45	125.05 273.45	





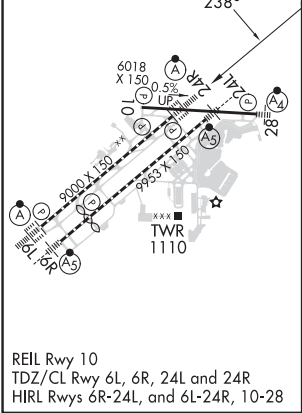
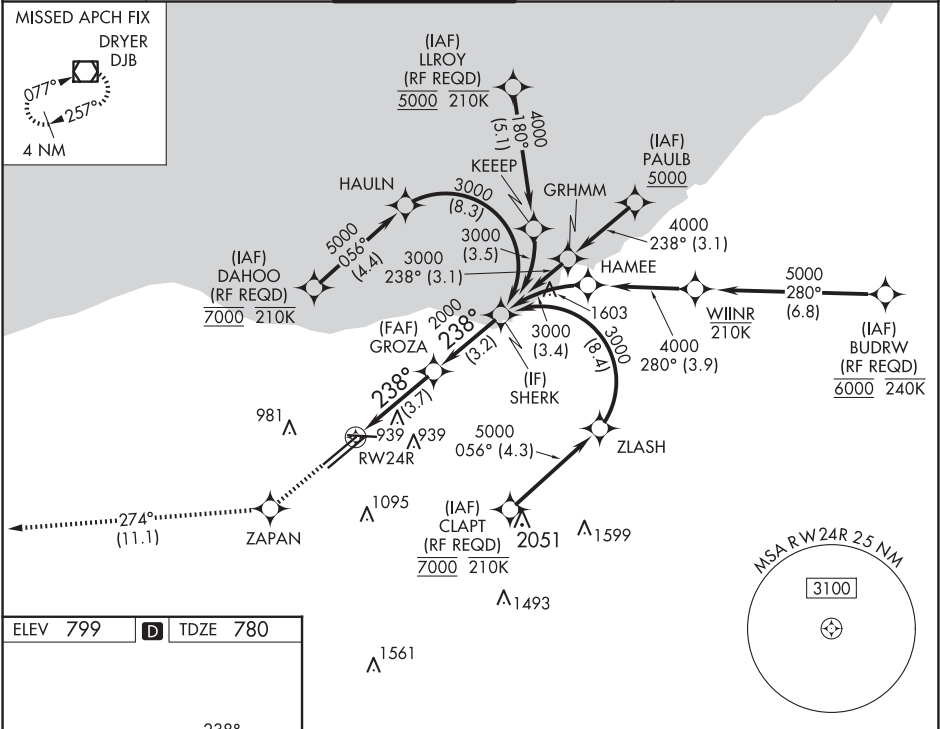
APP CRS	Rwy Idg	9000
238°	TDZE	780
	Apt Elev	799




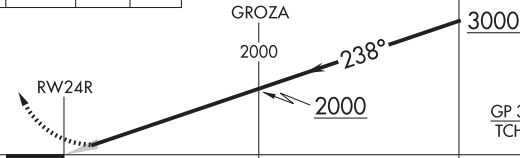
# RNAV (RNP) Z RWY 24R

CLEVELAND-HOPKINS INTL (CLE)

RNP AR APCH.	ALSF-2	MISSED APPROACH: Climb to 3000 direct ZAPAN and on track 274° to DJB VOR/DME and hold.
For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). For inop ALS, increase RNP 0.13 all Cats visibility to RVR 4500.		

D-ATIS ARR 127.85 DEP 132.375	CLEVELAND APP CON 126.55 346.325	CLEVELAND TOWER 124.5 273.45	GND CON 121.7 273.45	CLNC DEL 125.05 273.45	CPDLC
-------------------------------------	-------------------------------------	---------------------------------	-------------------------	---------------------------	-------



3000	ZAPAN	DJB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 65).	
		tr 274°		SHERK
				
CATEGORY	A	B	C	D
RNP 0.13 DA	1064/24 284 (300-½)			
RNP 0.30 DA	1176/35 396 (400-⅝)			
AUTHORIZATION REQUIRED				

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>73026</b> <b>W10A</b>	APP CRS <b>101°</b>	Rwy Idg <b>6018</b> TDZE <b>783</b> Apt Elev <b>799</b>
--	------------------------	---

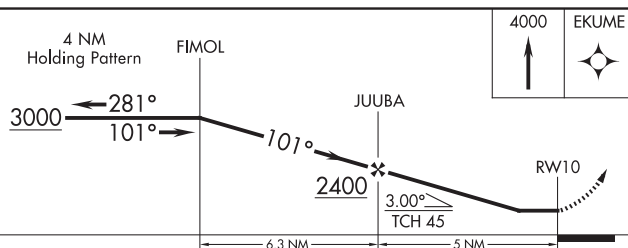
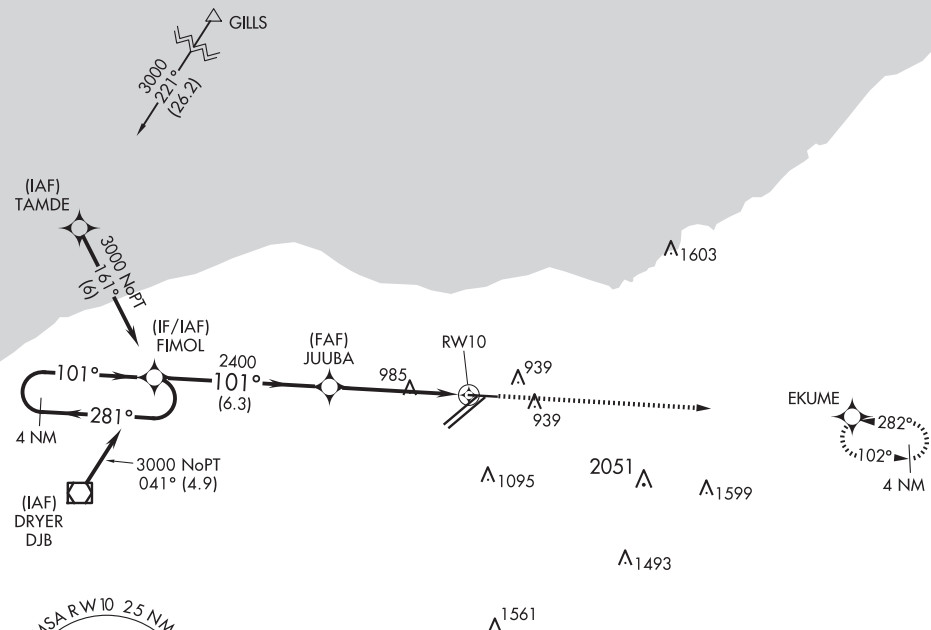
RNAV (GPS) RWY 10  
CLEVELAND-HOPKINS INTL (CLE)

RNP APCH.

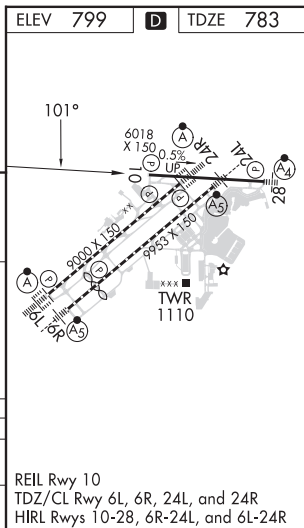
**T** Rwy 10 helicopter visibility reduction below 1 SM NA.  
Procedure NA at night.

**MISSED APPROACH:** Climb to 4000 direct EKUME and hold.

D-ATIS	CLEVELAND APP CON	CLEVELAND TOWER	GND CON	CLNC DEL	CPDLC
ARR DEP	127.85 132.375	126.55 346.325	124.5 273.45	121.7 273.45	



CATEGORY	A	B	C	D
LP MDA	1240-1	457 (500-1)	1240-1 $\frac{3}{8}$	457 (500-1 $\frac{3}{8}$ )
LNAV MDA	1240-1	457 (500-1)	1240-1 $\frac{3}{8}$	457 (500-1 $\frac{3}{8}$ )



CLEVELAND, OHIO  
Amdt 3C 24MAY18

41°25'N-81°51'W

CLEVELAND-HOPKINS INTL (CLE)  
RNAV (GPS) RWY 10

EC-2, 07 AUG 2025 to 02 OCT 2025

CLEVELAND, OHIO

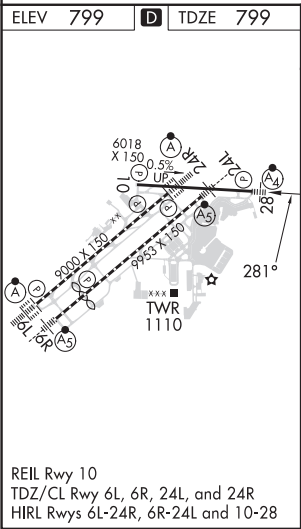
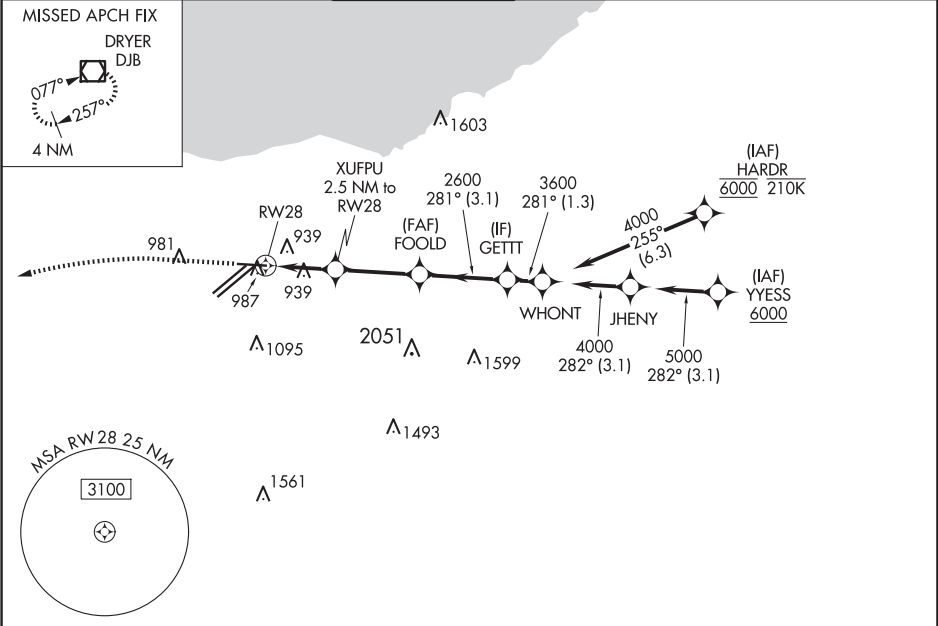
AL-84 (FAA)

24305

WAAS CH <b>40109</b> <b>W28A</b>	APP CRS <b>281°</b>	Rwy Idg <b>6018</b> TDZE <b>799</b> Apt Elev <b>799</b>
--	------------------------	---

RNAV (GPS) RWY 28  
CLEVELAND-HOPKINS INTL (CLE)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Circling Rwy 10 NA at night. Inop table does not apply to LPV.		MALSF A4	MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct DJB VOR/DME and hold.		
D-ATIS ARR <b>127.85</b> DEP <b>132.375</b>	CLEVELAND APP CON <b>126.55 346.325</b>	CLEVELAND TOWER <b>124.5 273.45</b>	GND CON <b>121.7 273.45</b>	CLNC DEL <b>125.05 273.45</b>	CPDLC



CLEVELAND, OHIO  
Amdt 3 24MAY18

41°25'N-81°51'W

CLEVELAND-HOPKINS INTL (CLE)  
RNAV (GPS) RWY 28

CLEVELAND, OHIO

AL-84 (FAA)

24305

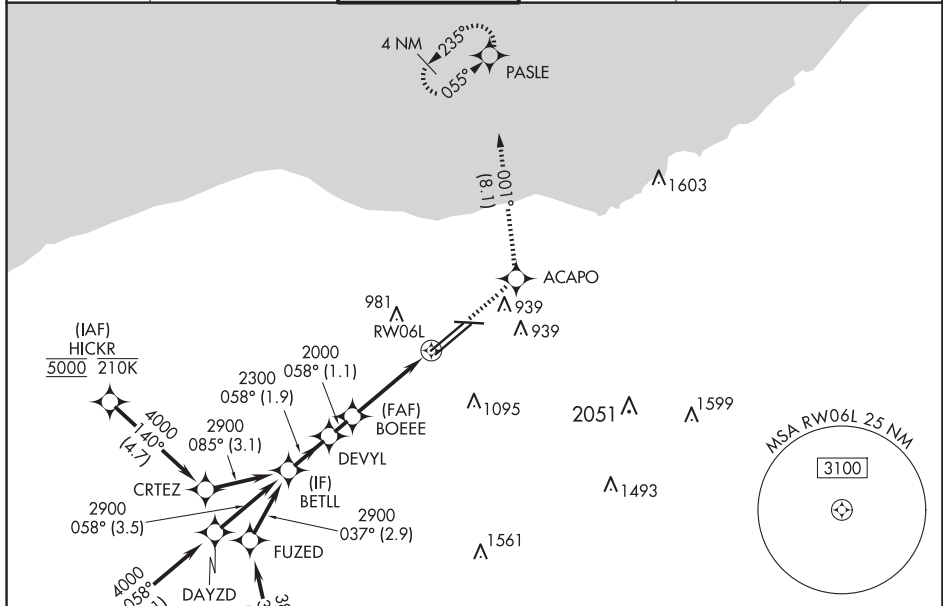
WAAS CH <b>56204</b> <b>W06A</b>	APP CRS <b>058°</b>	Rwy Idg <b>9000</b> TDZE <b>773</b> Apt Elev <b>799</b>
--	------------------------	---

# RNAV (GPS) Y RWY 6L

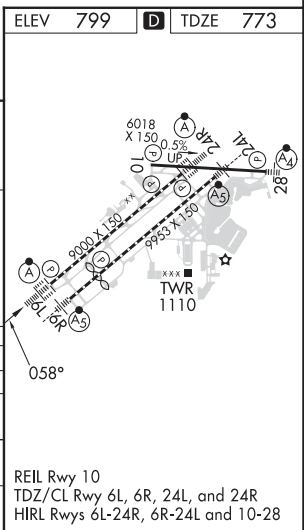
CLEVELAND-HOPKINS INTL (CLE)

RNP APCH.	ALSF-2	MISSED APPROACH: Climb to 3000 direct ACAPO and on track 001° to PASLE and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Circling Rwy 10 NA at night. For inop ALS, increase LNAV/VNAV all Cnts visibility to RVR 5500 and increase LNAV Cnts C/D visibility to 1½ SM.		

D-ATIS ARR <b>127.85</b> DEP <b>132.375</b>	CLEVELAND APP CON <b>126.55 346.325</b>	CLEVELAND TOWER <b>124.5 273.45</b>	GND CON <b>121.7 273.45</b>	CLNC DEL <b>125.05 273.45</b>	CPDLC
---	--	--	--------------------------------	----------------------------------	-------



ELEV 799		D TDZE 773	
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).			
BETLL		3000	
2900		ACAPO	
058°		tr 001°	
DEVYL		PASLE	
2300		*LNAV only.	
2000		*1.3 NM to RWY 6L	
1.9 NM		2.4 NM	
1.1 NM		1.3 NM	
GP 3.00°		RWY 6L	
TCH 55		RWY 6L	
CATEGORY	A	B	C
LPV DA	973/18 200 (200-½)		
LNAV/VNAV DA	1120/30 347 (400-⅝)		
LNAV MDA	1260/24 487 (500-½)	1260/50 487 (500-1)	
CIRCLING	1420-1 621 (700-1)	1420-1¼ 621 (700-1¼)	1420-2 621 (700-2)



CLEVELAND, OHIO  
Amdt 2A 21JUN18

41°25'N-81°51'W

# CLEVELAND-HOPKINS INTL (CLE)

## RNAV (GPS) Y RWY 6L

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS

CH **81806**

**W06B**

APP CRS

**058°**

Rwy Idg

**8029**

TDZE

**777**

Apt Elev

**799**

**RNAV (GPS) Y RWY 6R**

CLEVELAND-HOPKINS INTL (CLE)

RNP APCH.

▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). Circling Rwy 10 NA at night. For inop ALS, increase LNAV Cats C/D visibility to 1½ SM.

MALSR

AS

MISSED APPROACH: Climb to 3000 direct MOMBE and on track 099° to NEILL and hold.

D-ATIS

ARR **127.85**

DEP **132.375**

CLEVELAND APP CON

**126.55 346.325**

CLEVELAND TOWER

**124.5 273.45**

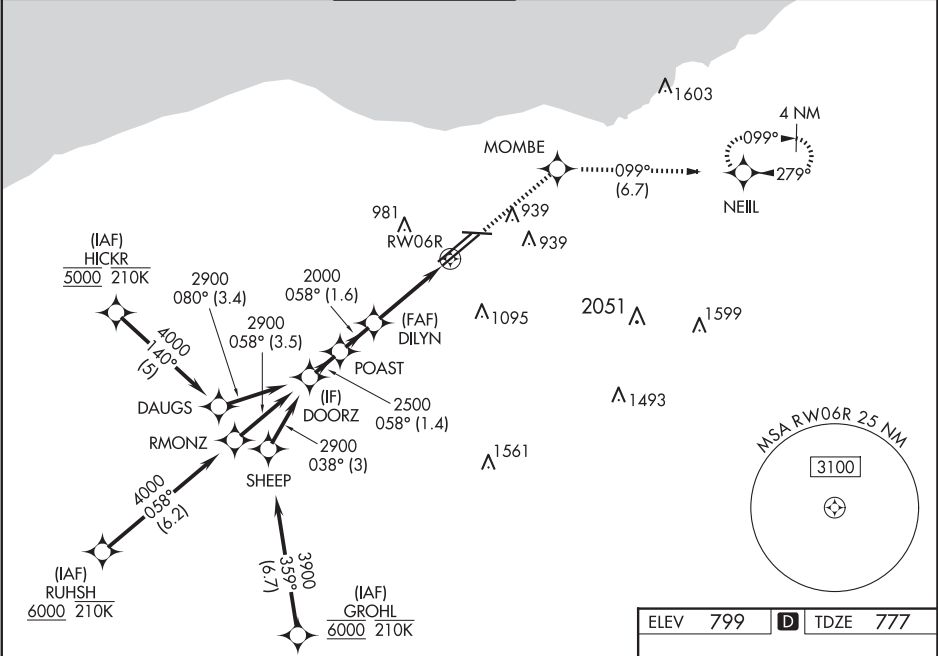
GND CON

**121.7 273.45**

CLNC DEL

**125.05 273.45**

CPDLC



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

DOORZ

POAST

DILYN

3000

MOMBE

tr 099°

NEILL

\*LNAV only.

GP 3.10°

TCH 58

2900

2500

2000

1.4 NM

1.6 NM

2.2 NM

1.4 NM

RW06R

058°

CATEGORY	A	B	C	D
LPV DA	977/18	200 (200-½)		
LNAV/VNAV DA	1227/45	450 (500-¾)		
LNAV MDA	1260/24	483 (500-½)	1260/50	483 (500-1)
CIRCLING	1420-1	621 (700-1)	1420-1¾ 621 (700-1¾)	1420-2 621 (700-2)

ELEV 799

D

TDZE 777

REIL Rwy 10

TDZ/CL Rwy 6L, 6R, 24L, and 24R

HIRL Rwy 6L-24R, 6R-24L and 10-28



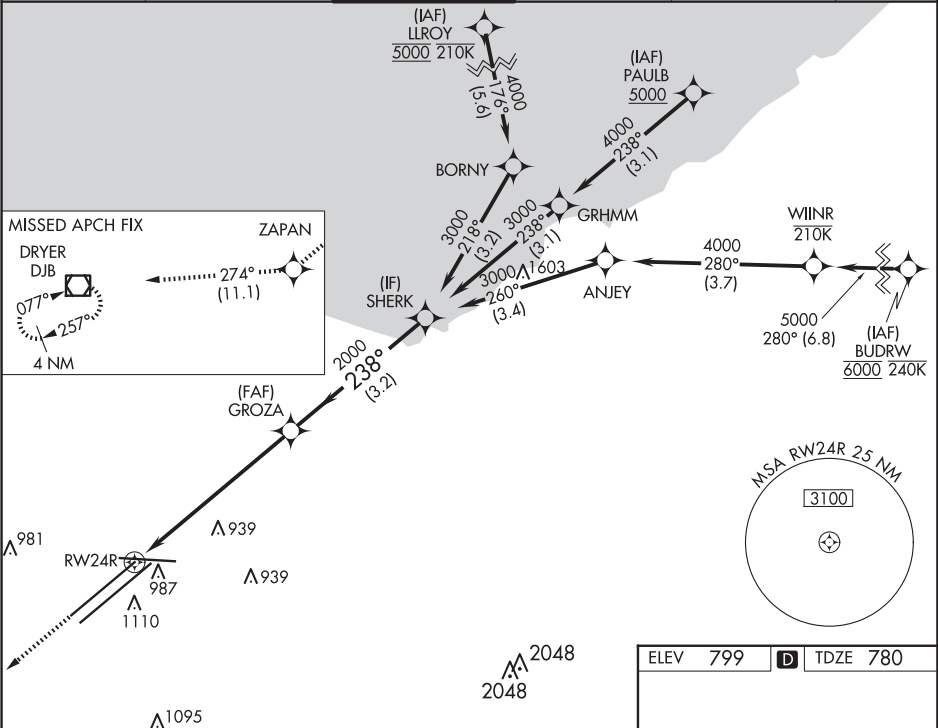


WAAS CH <b>60904</b> <b>W24A</b>	APP CRS <b>238°</b>	Rwy Idg TDZE <b>780</b> Apt Elev <b>799</b>
--	------------------------	---

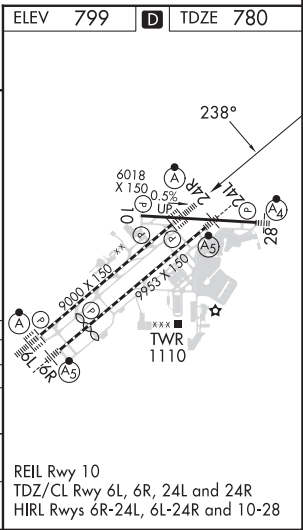
RNAV (GPS) Y RWY 24R  
CLEVELAND-HOPKINS INTL (CLE)

RNP APCH.	ALSIF-2	MISSED APPROACH: Climb to 3000 direct ZAPAN and on track 274° to DJB VOR/DME and hold.
Circling Rwy 10 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.		

D-ATIS ARR <b>127.85</b> DEP <b>132.375</b>	CLEVELAND APP CON <b>126.55 346.325</b>	CLEVELAND TOWER <b>124.5 273.45</b>	GND CON <b>121.7 273.45</b>	CLNC DEL <b>125.05 273.45</b>	CPDLC
---	--	--	--------------------------------	----------------------------------	-------



3000	ZAPAN	fr 274°	DJB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 65).
*LNAV only.				
RW24R				
*1.4 NM to RW24R				
GROZA				
SHERK				
GP 3.00° TCH 55				
CATEGORY	A	B	C	D
LPV DA	980/18		200 (200-½)	
LNAV/VNAV DA	1168/35		388 (400-⅝)	
LNAV MDA	1240/24 460 (500-½)		1240/45 460 (500-⅞)	
CIRCLING	1420-1 621 (700-1)		1420-2 621 (700-2)	



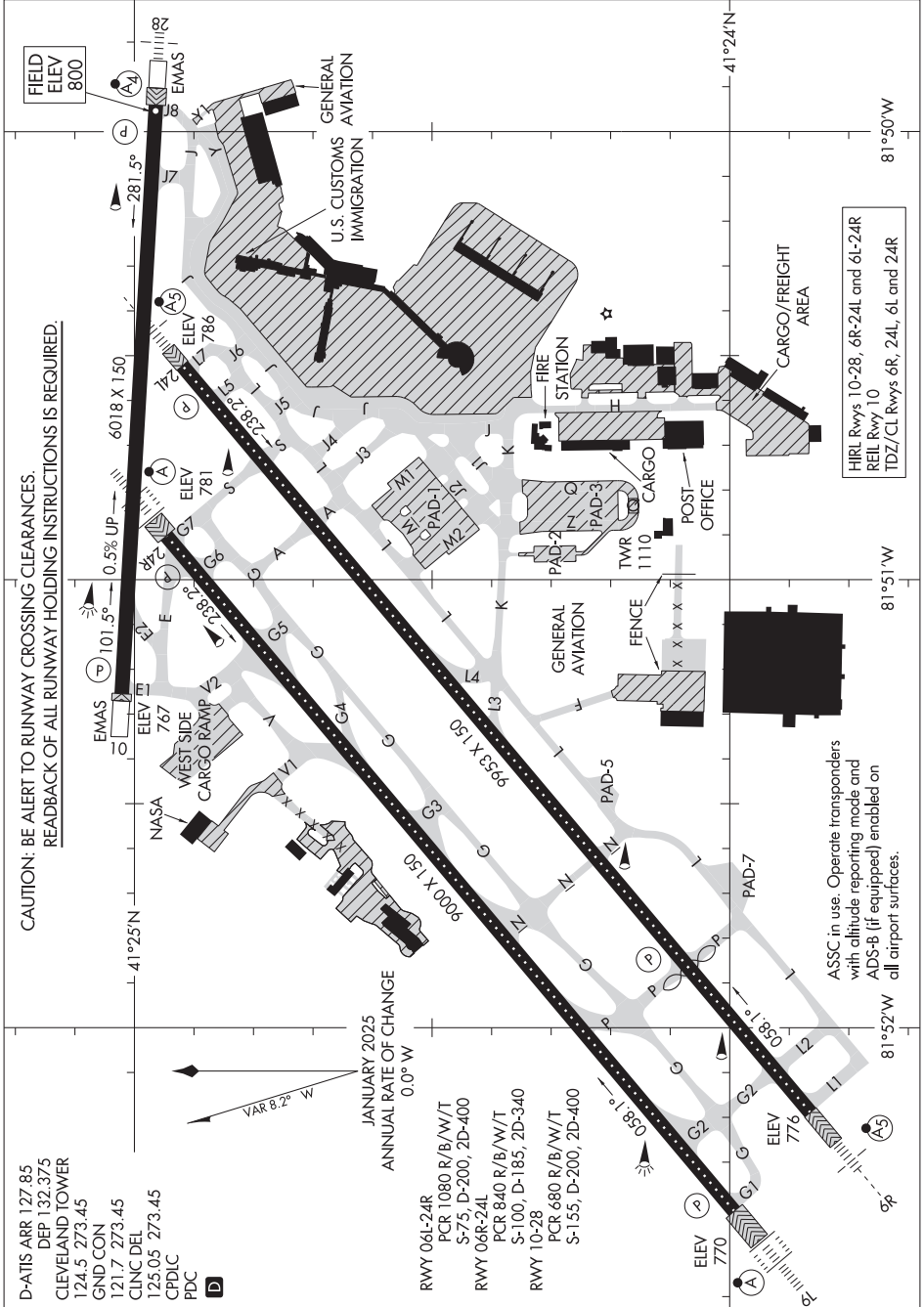
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

25107

## AIRPORT DIAGRAM

AL-84 (FAA)

CLEVELAND-HOPKINS INTL (CLE)  
CLEVELAND, OHIO

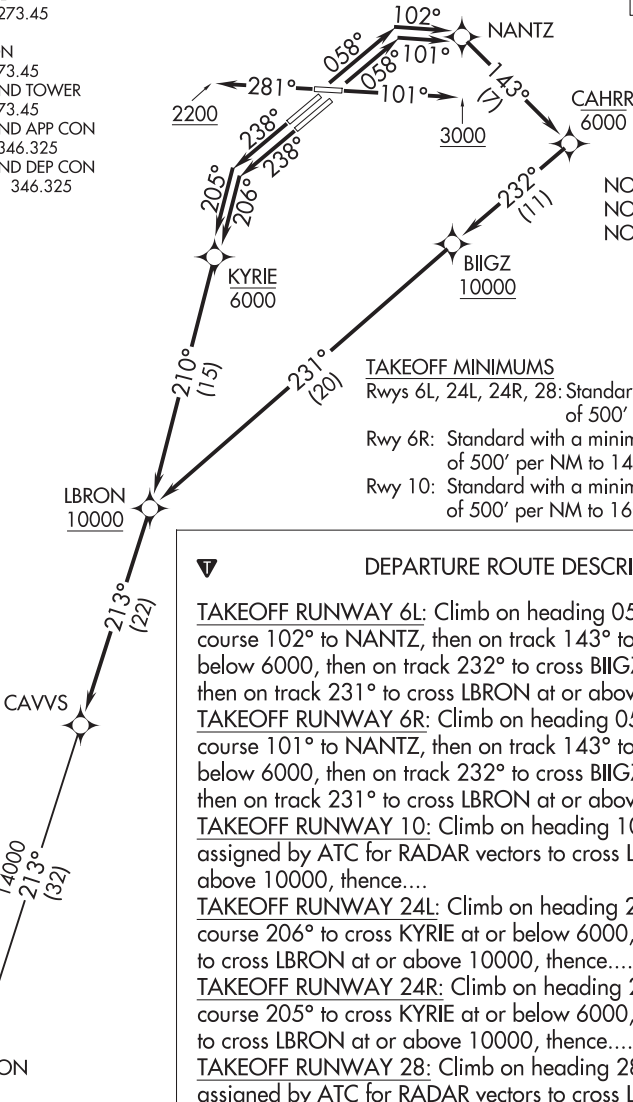
## AIRPORT DIAGRAM

25107

CLEVELAND, OHIO  
CLEVELAND-HOPKINS INTL (CLE)

D-ATIS  
132.375  
CLNC DEL  
125.05 273.45  
CPDLC  
GND CON  
121.7 273.45  
CLEVELAND TOWER  
124.5 273.45  
CLEVELAND APP CON  
126.55 346.325  
CLEVELAND DEP CON  
135.875 346.325

TOP ALTITUDE:  
14000



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

TAKEOFF MINIMUMS

Rwys 6L, 24L, 24R, 28: Standard with a minimum climb of 500' per NM to 1300.  
Rwy 6R: Standard with a minimum climb of 500' per NM to 1400.  
Rwy 10: Standard with a minimum climb of 500' per NM to 1600.

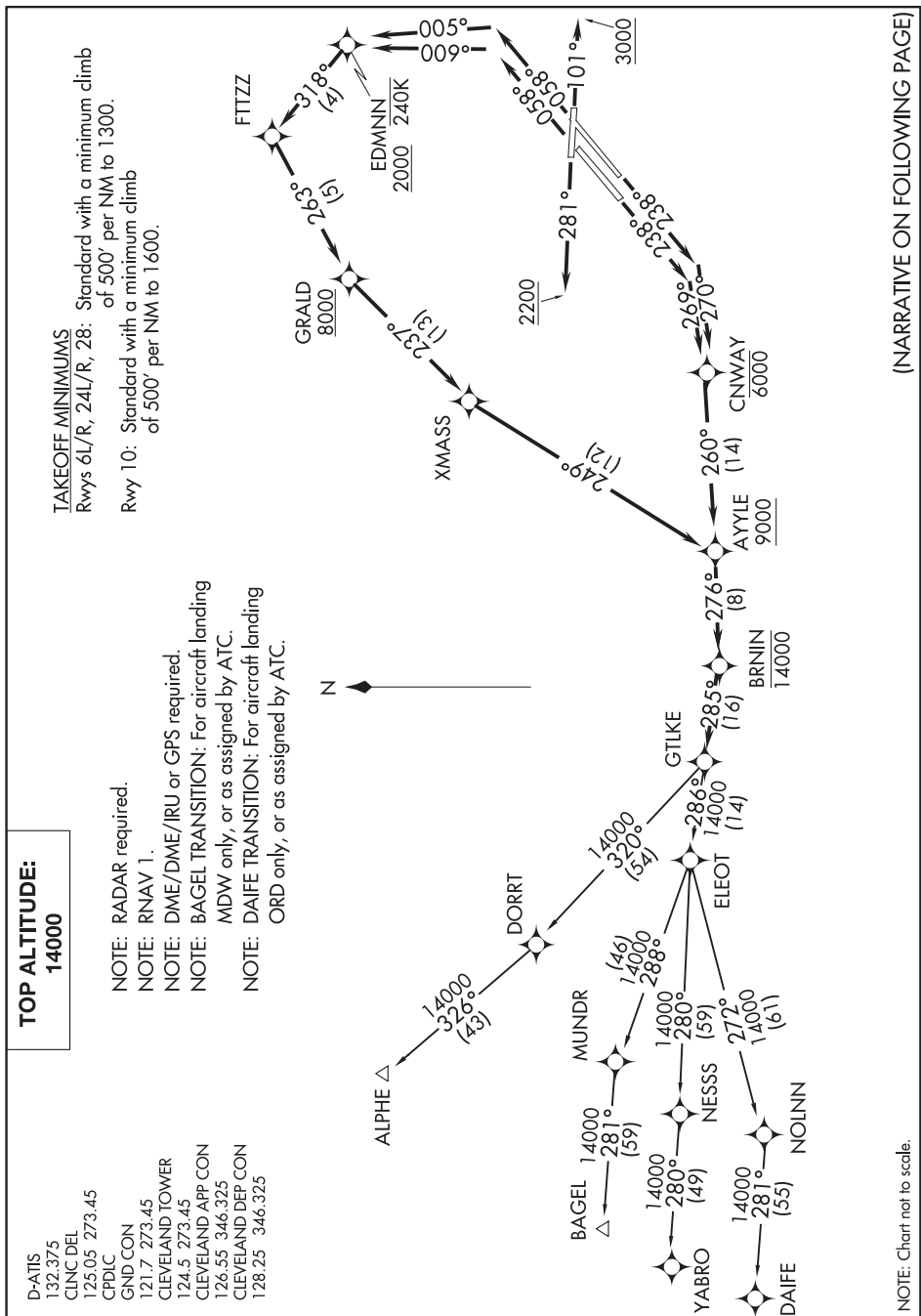
DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 6L:** Climb on heading 058° to intercept course 102° to NANTZ, then on track 143° to cross CAHRR at or below 6000, then on track 232° to cross BIIGZ at or above 10000, then on track 231° to cross LBRON at or above 10000, thence....  
**TAKEOFF RUNWAY 6R:** Climb on heading 058° to intercept course 101° to NANTZ, then on track 143° to cross CAHRR at or below 6000, then on track 232° to cross BIIGZ at or above 10000, then on track 231° to cross LBRON at or above 10000, thence....  
**TAKEOFF RUNWAY 10:** Climb on heading 101° to 3000, then as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....  
**TAKEOFF RUNWAY 24L:** Climb on heading 238° to intercept course 206° to cross KYRIE at or below 6000, then on track 210° to cross LBRON at or above 10000, thence....  
**TAKEOFF RUNWAY 24R:** Climb on heading 238° to intercept course 205° to cross KYRIE at or below 6000, then on track 210° to cross LBRON at or above 10000, thence....  
**TAKEOFF RUNWAY 28:** Climb on heading 281° to 2200, then as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....

....on track 213° to CAVVS, then on (transition). Maintain 14000, expect filed altitude ten minutes after departure.

APPLETON TRANSITION (CAVVS4.APE)

NOTE: Chart not to scale.





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L: Climb on heading 058° to intercept course 009° to cross EDMNN at or above 2000 and at or below 240K, then on track 318° to FTTZZ, then on track 263° to cross GRALD at or above 8000, then on track 237° to XMASS, then on track 249° to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 6R: Climb on heading 058° to intercept course 005° to cross EDMNN at or above 2000 and at or below 240K, then on track 318° to FTTZZ, then on track 263° to cross GRALD at or above 8000, then on track 237° to XMASS, then on track 249° to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 10: Climb on heading 101° to 3000, then as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 24L: Climb on heading 238° to intercept course 270° to cross CNWAY at or below 6000, then on track 260° to cross AYYLE at or above 9000, thence....

TAKEOFF RUNWAY 24R: Climb on heading 238° to intercept course 269° to cross CNWAY at or below 6000, then on track 260° to cross AYYLE at or above 9000, thence....

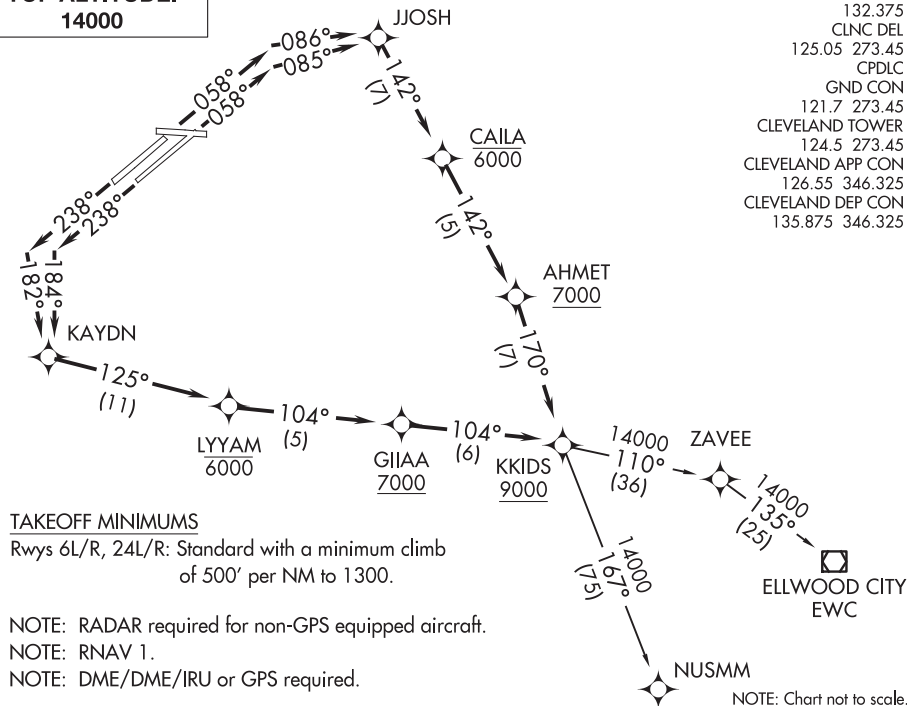
TAKEOFF RUNWAY 28: Climb on heading 281° to 2200, then as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

....on track 276° to cross BRNIN at or below 14000, then on track 285° to GTLKE then on (transition). Maintain 14000, expect filed altitude ten minutes after departure.

- ALPHE TRANSITION (GTLKE4.ALPHE)
- BAGEL TRANSITION (GTLKE4.BAGEL)
- DAIFE TRANSITION (GTLKE4.DAIFE)
- YABRO TRANSITION (GTLKE4.YABRO)

# KKIDS ONE DEPARTURE (RNAV)

TOP ALTITUDE:  
14000



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 06L:** Climb on heading 058° to intercept course 086° to JJOSH, then on track 142° to cross CAILA at or below 6000, then on track 142° to cross AHMET at or above 7000, then on track 170° to cross KKIDS at or above 9000 thence....

**TAKEOFF RUNWAY 06R:** Climb on heading 058° to intercept course 085° to JJOSH, then on track 142° to cross CAILA at or below 6000, then on track 142° to cross AHMET at or above 7000, then on track 170° to cross KKIDS at or above 9000 thence....

**TAKEOFF RUNWAY 24L:** Climb on heading 238° to intercept course 184° to KAYDN, then on track 125° to cross LYYAM at or below 6000, then on track 104° to cross GIIAA at or above 7000, then on track 104° to cross KKIDS at or above 9000, thence....

**TAKEOFF RUNWAY 24R:** Climb on heading 238° to intercept course 182° to KAYDN, then on track 125° to cross LYYAM at or below 6000, then on track 104° to cross GIIAA at or above 7000, then on track 104° to cross KKIDS at or above 9000, thence....

....on (Transition). Maintain 14000, expect filed altitude ten minutes after departure.

**ELLWOOD CITY TRANSITION (KKIDS1.EWC)**  
**NUSMM TRANSITION (KKIDS1.NUSMM)**

# KKIDS ONE DEPARTURE (RNAV)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CLEVELAND, OHIO  
CLEVELAND-HOPKINS INTL (CLE)

PFLYD ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 06L: Climb on heading 058° to intercept course 035° to cross NNUMB at or below 6000, then on track 060° to PFLYD, thence....

TAKEOFF RUNWAY 06R: Climb on heading 058° to intercept course 031° to cross NNUMB at or below 6000, then on track 060° to PFLYD, thence....

TAKEOFF RUNWAY 24L: Climb on heading 238° to intercept course 288° to WIISH, then on track 288° to cross YUWER at or below 6000, then right turn direct to cross HEEAR at or above 8000, then on track 094° to cross SYYDD at or above 10000, then on track 094° to PFLYD, thence....

TAKEOFF RUNWAY 24R: Climb on heading 238° to intercept course 287° to WIISH, then on track 288° to cross YUWER at or below 6000, then right turn direct to cross HEEAR at or above 8000, then on track 094° to cross SYYDD at or above 10000, then on track 094° to PFLYD, thence....

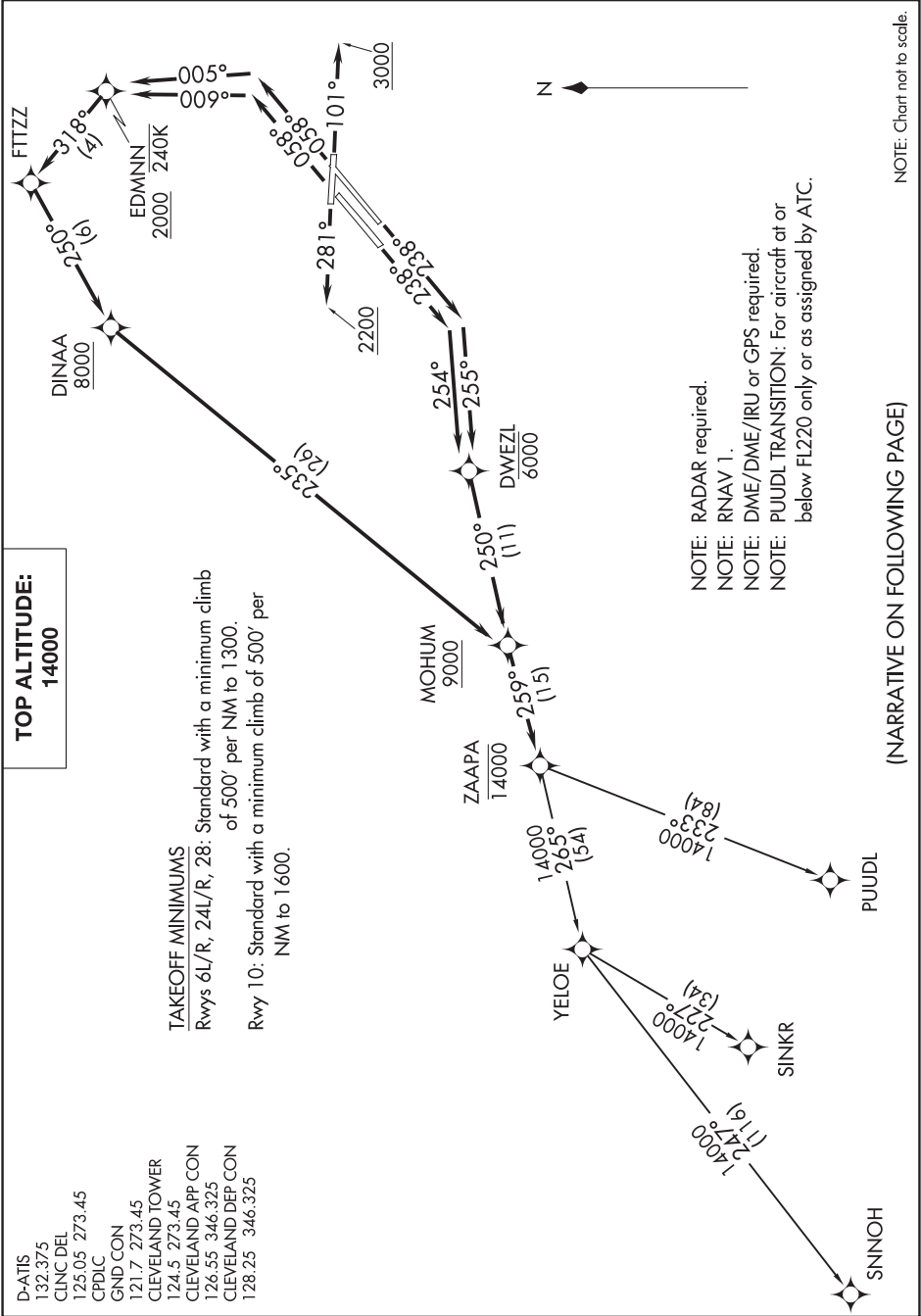
....on (Transition). Maintain 14000, expect filed altitude ten minutes after departure.

- DORET TRANSITION (PFLYD1.DORET)
- DUUKR TRANSITION (PFLYD1.DUUKR)
- JASEE TRANSITION (PFLYD1.JASEE)
- MAAJR TRANSITION (PFLYD1.MAAJR)
- PATRC TRANSITION (PFLYD1.PATRC)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025





ZAAPA FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6L: Climb on heading 058° to intercept course 009° to cross EDMNN at or above 2000 and at or below 240K, then on track 318° to FTTZZ, then on track 250° to cross DINAA at or above 8000, then on track 235° to cross MOHUM at or above 9000, thence....

TAKEOFF RUNWAY 6R: Climb on heading 058° to intercept course 005° to cross EDMNN at or above 2000 and at or below 240K, then on track 318° to FTTZZ, then on track 250° to cross DINAA at or above 8000, then on track 235° to cross MOHUM at or above 9000, thence....

TAKEOFF RUNWAY 10: Climb on heading 101° to 3000, then as assigned by ATC for RADAR vectors to cross MOHUM at or above 9000, thence....

TAKEOFF RUNWAY 24L: Climb on heading 238° to intercept course 255° to cross DWEZL at or below 6000, then on track 250° to cross MOHUM at or above 9000, thence....

TAKEOFF RUNWAY 24R: Climb on heading 238° to intercept course 254° to cross DWEZL at or below 6000, then on track 250° to cross MOHUM at or above 9000, thence....

TAKEOFF RUNWAY 28: Climb on heading 281° to 2200, then as assigned by ATC for RADAR vectors to cross MOHUM at or above 9000, thence....

....on track 259° to cross ZAAPA at or below 14000, then on (transition). Maintain 14000 or as assigned by ATC, expect filed altitude ten minutes after departure.

PUUDL TRANSITION (ZAAPA5.PUUDL)

SINKR TRANSITION (ZAAPA5.SINKR)

SNNOH TRANSITION (ZAAPA5.SNNOH)

LOC/DME I-CGF <b><u>111.1</u></b> Chan <b>48</b>	APP CRS <b>237°</b>	Rwy Idg <b>5000</b> TDZE <b>873</b> Apt Elev <b>876</b>
--	------------------------	---

# ILS or LOC RWY 24

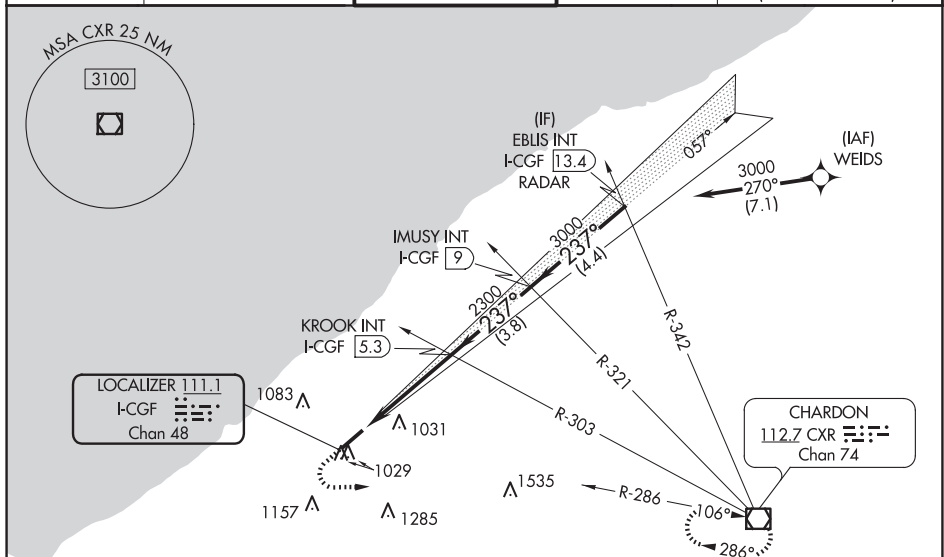
RNP APCH-GPS. From WEIDS.  
RNAV 1-GPS or RADAR required for procedure entry.  
Aircraft not GPS equipped - RADAR required for procedure entry.

MALSR

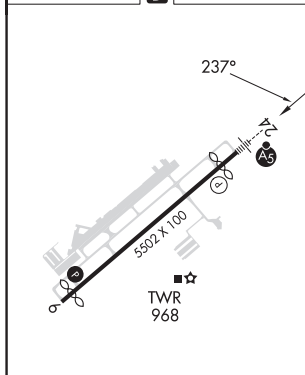
**MISSED APPROACH:** Climb to 1600 then climbing left turn to 3100 on CXR VOR/DME R-286 to CXR VOR/DME and hold.

**T** Autopilot coupled approach NA below 1513.  
**A** Rwy 24 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
 For inop ALS increase S-LOC Cats C/D to 1 SM.

D-ATIS <b>119.95</b>	CLEVELAND APP CON <b>125.35 346.325</b>	COUNTY TOWER★ <b>118.5 (CTAF) 0</b>	GND CON <b>121.85</b>	CLNC DEL <b>121.85</b> (when tower closed)
-------------------------	--	--	--------------------------	--



ELEV 876	<b>D</b>	TDZE 873
----------	----------	----------



REIL Rwy 6 **L**  
HIRL Rwy 6-24 **L**

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

1600 ↑	3100 ↖	CXR R-286	CXR ☐	KROOK INT I-CGF 5.3	IMUSY INT I-CGF 9	EBLIS INT I-CGF 13.4 RADAR
CATEGORY	A	B	C	D		
S-ILS 24	1073-½		200 (200-½)			
S-LOC 24	1240-½		1240-⅝		367 (400-⅝)	
CIRCLING	1400-1 524 (600-1)	1500-1 624 (700-1)	1560-2 684 (700-2)	1620-2½ 744 (800-2½)		

CLEVELAND, OHIO

AL-5027 (FAA)

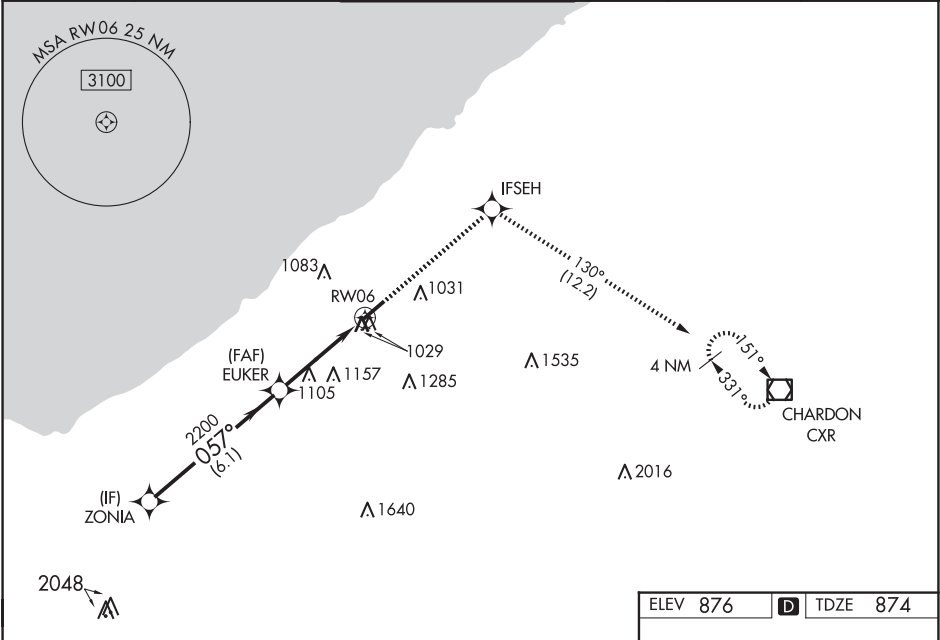
23278

WAAS CH <b>70628</b> <b>W06A</b>	APP CRS <b>057°</b>	Rwy Idg TDZE <b>874</b> Apt Elev <b>876</b>
--	------------------------	---

RNAV (GPS) RWY 6

CUYAHOGA COUNTY (CGT)

RNP APCH.				MISSED APPROACH: Climb to 3100 direct IFSEH and on track 130° to CXR VOR/DME and hold.	
D-ATIS <b>119.95</b>	CLEVELAND APP CON <b>125.35 346.325</b>	COUNTY TOWER★ <b>118.5 (CTAF) 0</b>	GND CON <b>121.85</b>	CLNC DEL <b>121.85</b> (when tower closed)	



ZONIA		EUKER		3100	IFSEH	tr 130°	CXR
2200		2200		* LNAV only.			
GP 3.00° TCH 42		* 1.4 NM to RW06		RW06			
6.1 NM		2.6 NM		1.4 NM			
CATEGORY	A	B	C	D			
LPV DA	1175-7 <sup>8</sup> / <sub>8</sub>		301 (300-7 <sup>8</sup> / <sub>8</sub> )				
LNAV/VNAV DA	1375-1 <sup>3</sup> / <sub>8</sub>		501 (500-1 <sup>3</sup> / <sub>8</sub> )				
LNAV MDA	1360-1	486 (500-1)	1360-1 <sup>3</sup> / <sub>8</sub>	486 (500-1 <sup>3</sup> / <sub>8</sub> )			
CIRCLING	1400-1 524 (600-1)	1500-1 624 (700-1)	1560-2 684 (700-2)	1600-2 <sup>1</sup> / <sub>4</sub> 724 (800-2 <sup>1</sup> / <sub>4</sub> )			

ELEV 876

D

TDZE 874

5502 x 100

TWR 968

057°

REIL Rwy 6 0  
HIRL Rwy 6-24 0

CLEVELAND, OHIO  
Amdt 2 08NOV18

41°34'N-81°29'W

CUYAHOGA COUNTY (CGT)

RNAV (GPS) RWY 6

WAAS  
CH **42528**  
**W24A**

APP CRS  
**238°**

Rwy Idg  
TDZE **873**  
Apt Elev **876**

**RNAV (GPS) RWY 24**  
CUYAHOGA COUNTY (CGT)

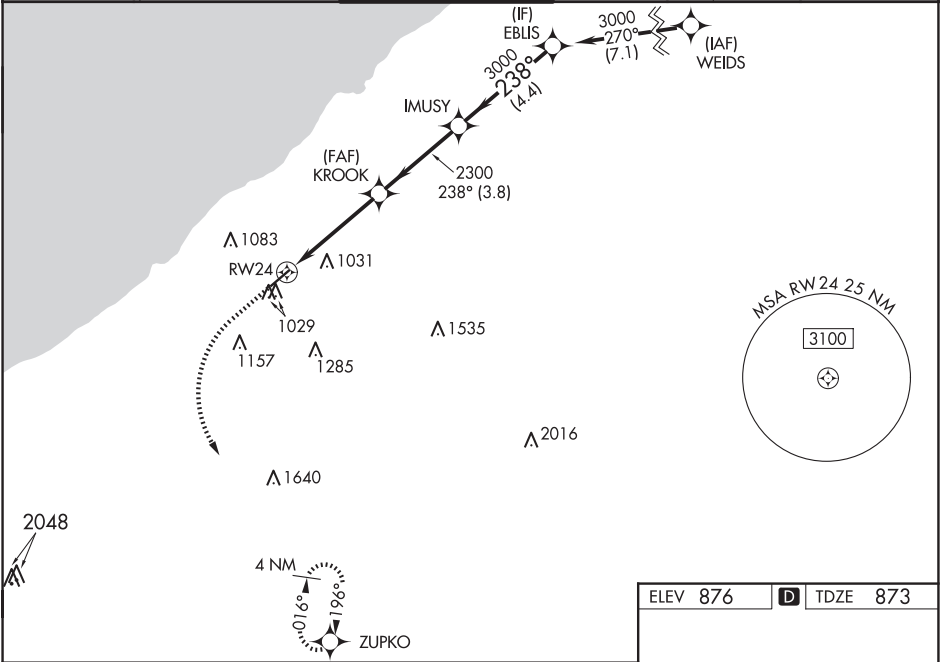
RNP APCH.



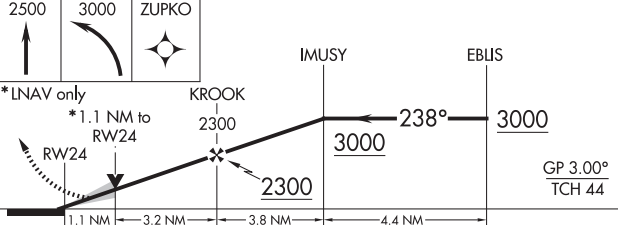

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C . For inop ALS increase LNAV/VNAV visibility all Cats to 7/8 SM, LNAV Cat C, D to 1 1/8 SM.

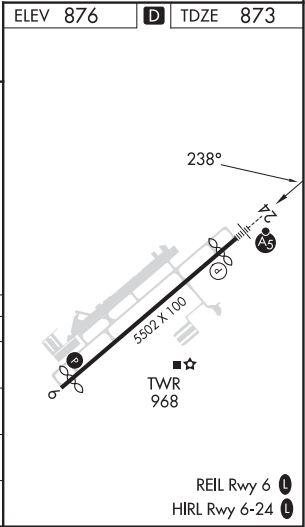
MALSR

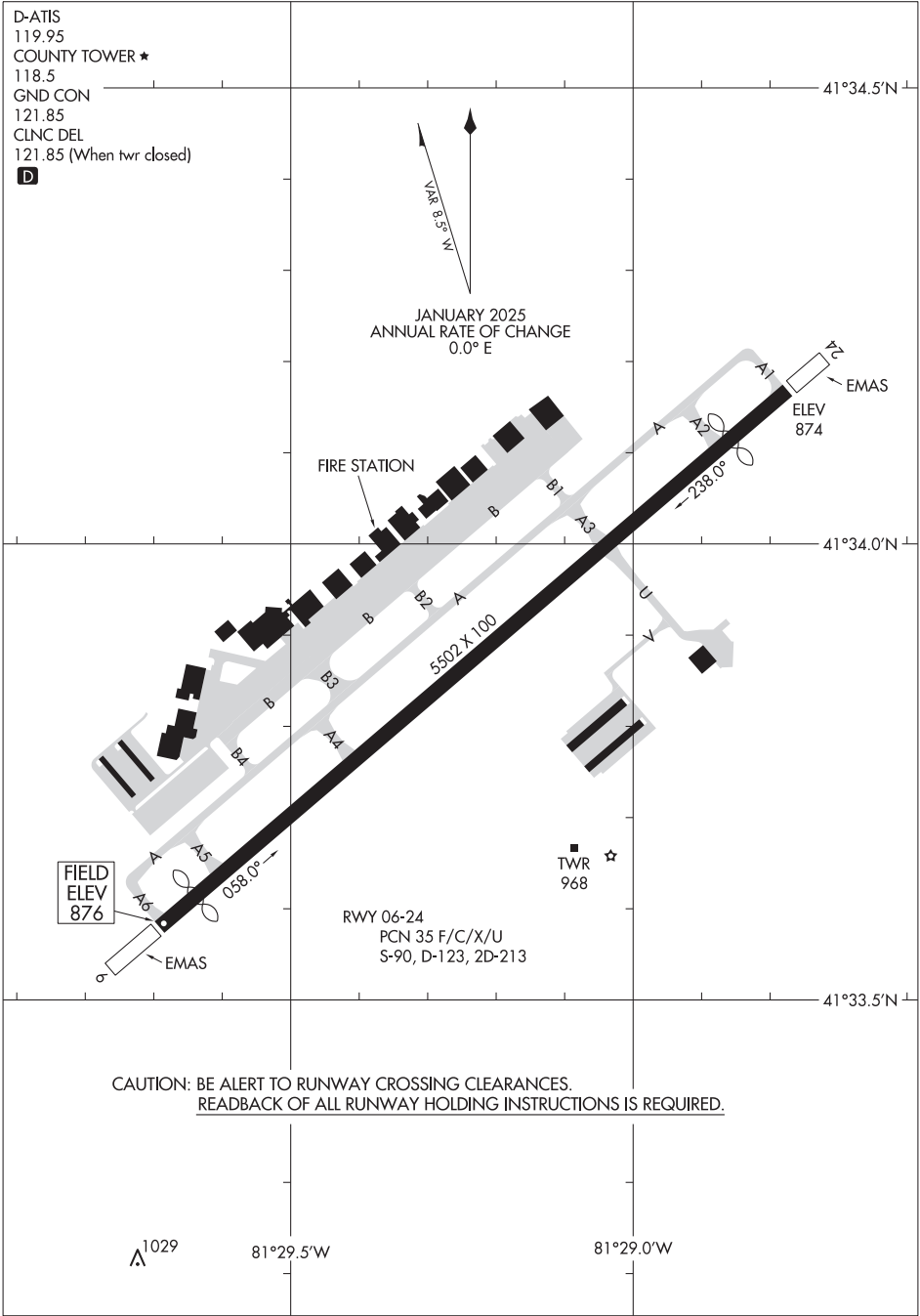
MISSED APPROACH:  
Climb to 2500 then climbing left turn to 3000 direct ZUPKO and hold.

D-ATIS <b>119.95</b>	CLEVELAND APP CON <b>125.35 346.325</b>	COUNTY TOWER★ <b>118.5 (CTAF)</b> <b>0</b>	GND CON <b>121.85</b>	CLNC DEL <b>121.85</b> (when tower closed)
-------------------------	--	---	--------------------------	--



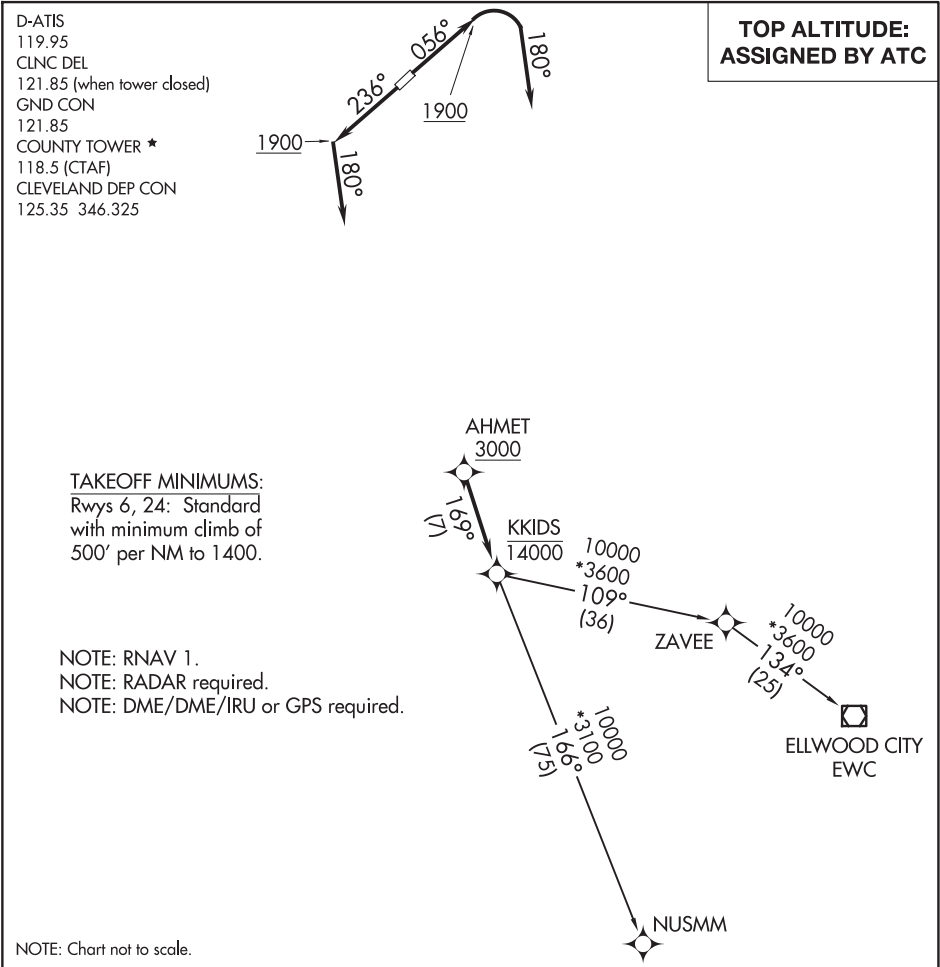
<div>2500</div> <div>↑</div>	<div>3000</div> <div></div>	<div>ZUPKO</div> <div></div>				
CATEGORY		A	B	C	D	
LPV	DA	1073- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )				
LNAV/ VNAV	DA	1178- $\frac{1}{2}$ 305 (400- $\frac{1}{2}$ )				
LNAV	MDA	1280- $\frac{1}{2}$ 407 (500- $\frac{1}{2}$ )	1280- $\frac{3}{4}$ 407 (500- $\frac{3}{4}$ )			
 CIRCLING		1400-1 524 (600-1)	1500-1 624 (700-1)	1560-2 684 (700-1)	1620-2 $\frac{1}{2}$ 744 (800-2 $\frac{1}{2}$ )	





EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



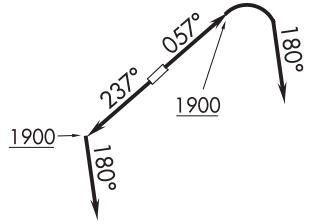
DEPARTURE ROUTE DESCRIPTION
<p><u>TAKEOFF RUNWAY 6:</u> Climb on heading 056° to 1900, then right turn on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....</p> <p><u>TAKEOFF RUNWAY 24:</u> Climb on heading 236° to 1900, then on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....</p> <p>....on track 169° to cross KKIDS at or below 14000, then on (transition). Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.</p> <p><u>ELLWOOD CITY TRANSITION (AHMET4.EWC)</u></p> <p><u>NUSMM TRANSITION (AHMET4.NUSMM)</u></p>

CAVVS FOUR DEPARTURE (RNAV)

CUYAHOGA COUNTY (CGF)  
CLEVELAND, OHIO

D-ATIS  
119.95  
CLNC DEL  
121.85 (when tower closed)  
GND CON  
121.85  
COUNTY TOWER ★  
118.5 (CTAF)  
CLEVELAND DEP CON  
125.35 346.325

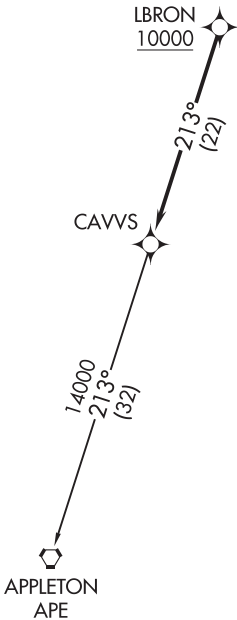
TOP ALTITUDE:  
ASSIGNED BY ATC



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

TAKEOFF MINIMUMS:

Rwys 6, 24: Standard with a minimum climb  
of 500' per NM to 1400.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 057° to 1900, then right turn heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....

TAKEOFF RUNWAY 24: Climb on heading 237° to 1900, then on heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....

....on track 213° to CAVVS, then on (transition).  
Maintain altitude assigned by ATC, expect  
filed altitude ten minutes after departure.

APPLETON TRANSITION (CAVVS4.APE)

NOTE: Chart not to scale.

CAVVS FOUR DEPARTURE (RNAV)

(CAVVS4.CAVVS) 26MAR20

CLEVELAND, OHIO  
CUYAHOGA COUNTY (CGF)



## CLEVELAND, OHIO

ORD only, or as assigned by ATC.



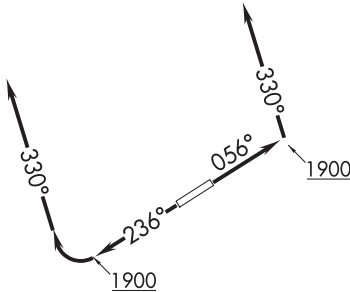
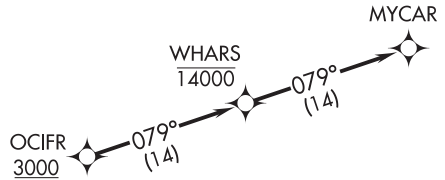
CLEVELAND, OHIO  
CUYAHOGA COUNTY (CGF)

MYCAR FOUR DEPARTURE (RNAV)

D-ATIS  
119.95  
CLNC DEL  
121.85 (when tower closed)  
GND CON  
121.85  
COUNTY TOWER ★  
118.5 (CTAF)  
CLEVELAND DEP CON  
125.35 346.325

**TOP ALTITUDE:  
ASSIGNED BY ATC**

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



**TAKEOFF MINIMUMS:**  
Rwys 6, 24: Standard  
with minimum climb of  
500' per NM to 1400.

NOTE: Chart not to scale.

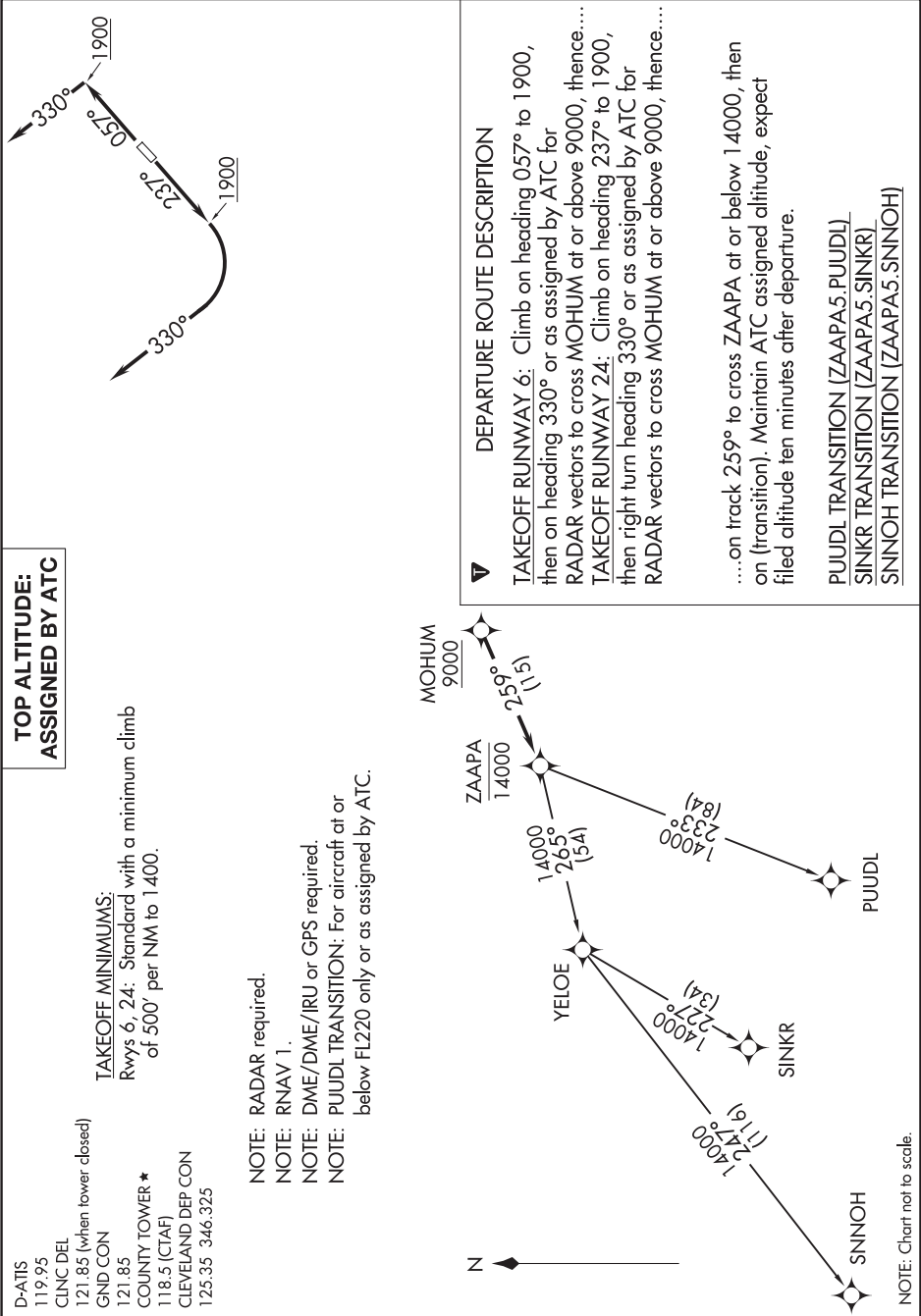


DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 6:** Climb on heading 056° to 1900, then on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....

**TAKEOFF RUNWAY 24:** Climb on heading 236° to 1900, then right turn on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....

....on track 079° to cross WHARS at or below 14000, then on track 079° to MYCAR.  
Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

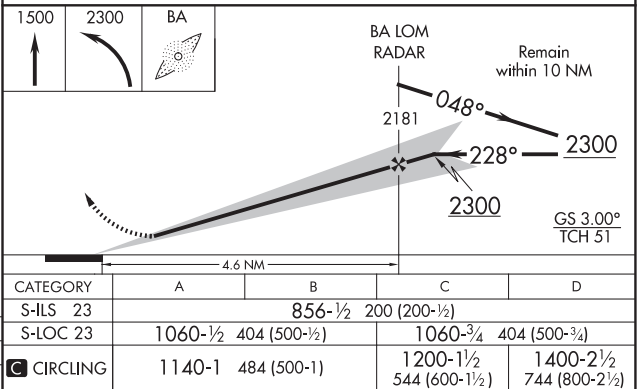
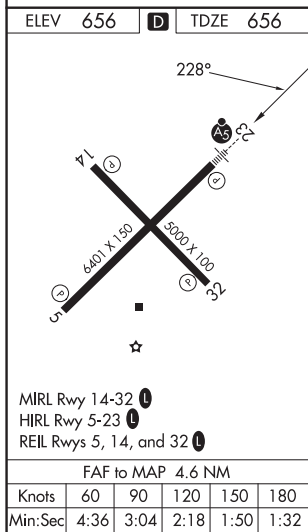
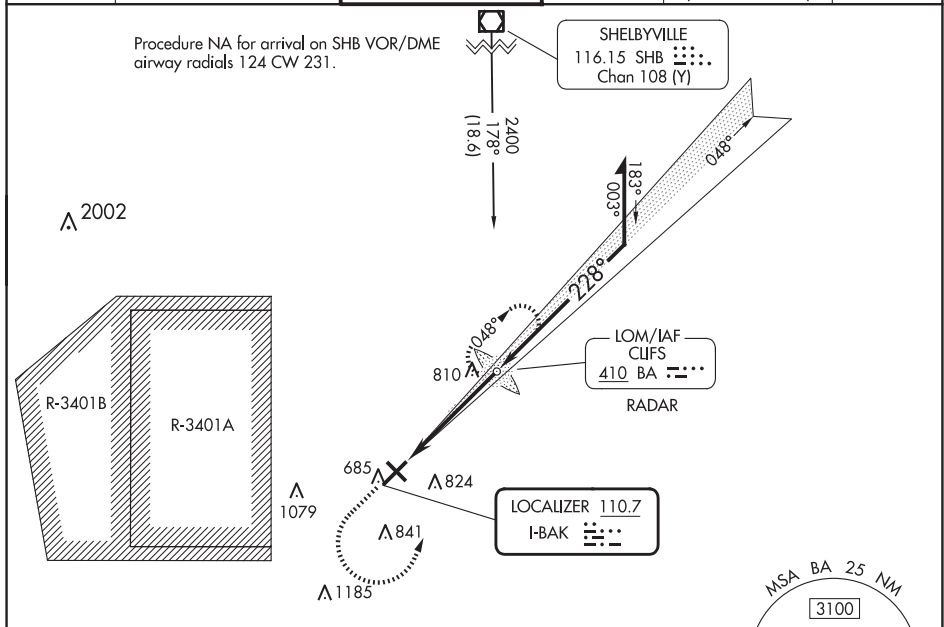


LOC I-BAK <b>110.7</b>	APP CRS <b>228°</b>	Rwy Ldg TDZE Apt Elev <b>6401</b> <b>656</b> <b>656</b>
---------------------------	------------------------	--

# ILS or LOC RWY 23

COLUMBUS MUNI (BAK)

ADF or RADAR required.			MALSR		MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct CLIFS LOM and hold, continue climb-in hold to 2300.	
<div><div><div>▼</div><div>▲</div></div>NA</div> For inop ALS increase S-LOC 23 Cats C/D visibility to 1 ½ SM.			<div><div><div>AS</div><div></div></div></div>			
AWOS-3 119.75	INDIANAPOLIS APP CON 134.85 317.8	COLUMBUS TOWER ★ 118.6 (CTAF) 0	GND CON 121.6	CLINIC DEL 134.85 (When twr closed)	UNICOM 122.95	

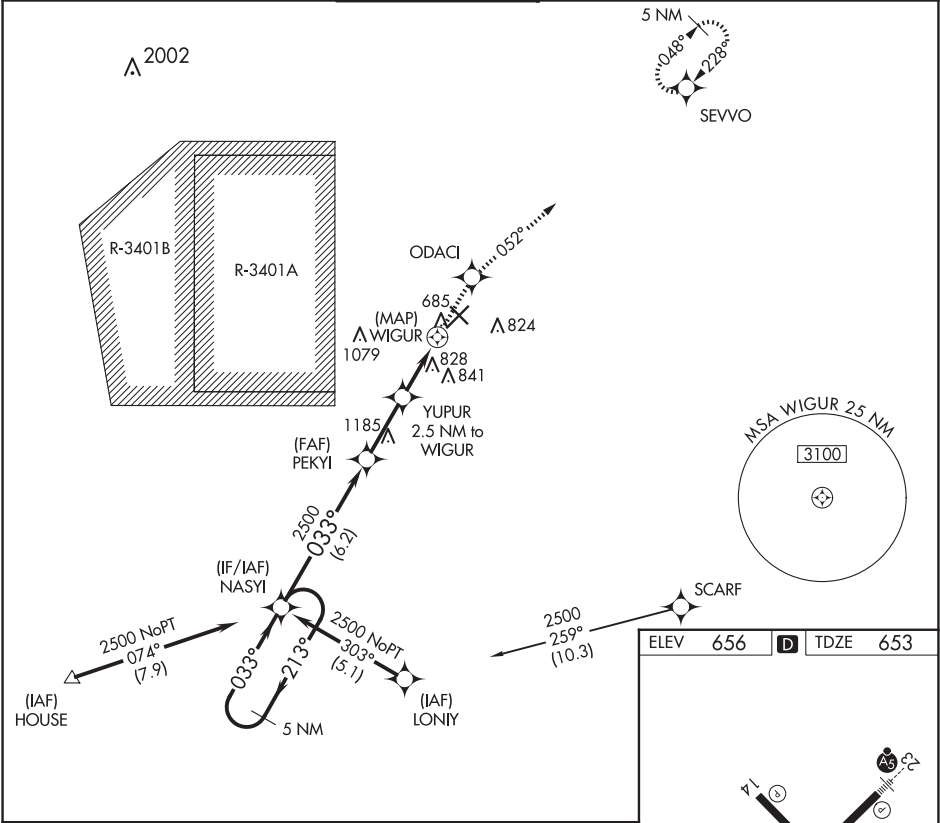


APP CRS	Rwy Ldg	6401
033°	TDZE	653
	Apt Elev	656

RNAV (GPS) RWY 5

COLUMBUS MUNI (BAK)

RNP APCH.		MISSED APPROACH: Climb to 2500 direct ODACI and on 052° track to SEVVO and hold.		
▼ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 100 feet. VDP NA when using Indianapolis Intl altimeter setting.				
AWOS-3 119.75	INDIANAPOLIS APP CON 134.85 317.8	COLUMBUS TOWER ★ 118.6 (CTAF) 0	GND CON 121.6	CLNC DEL 134.85 (When twr closed)
			UNICOM 122.95	



5 NM Holding Pattern		2500	ODACI	052° tr	SEVVO
2500 ← 213° 033° → 2500		YUPUR 2.5 NM to WIGUR	0.7 NM to WIGUR		
1680		3.09° TCH 54	WIGUR		
6.2 NM		2.6 NM	1.8 NM	0.7	0.5
CATEGORY	A	B	C	D	
LNAV MDA	1080-1	427 (500-1)	1080-1¼ 427 (500-1¼)	1080-1½ 427 (500-1½)	

MIRL Rwy 14-32 0

HIRL Rwy 5-23 0

REIL Rws 5, 14, and 32 0

RNAV (GPS) RWY 14  
COLUMBUS MUNI (BAK)

RNAV (GPS) RWY 14

EC-2, 07 AUG 2025 to 02 OCT 2025

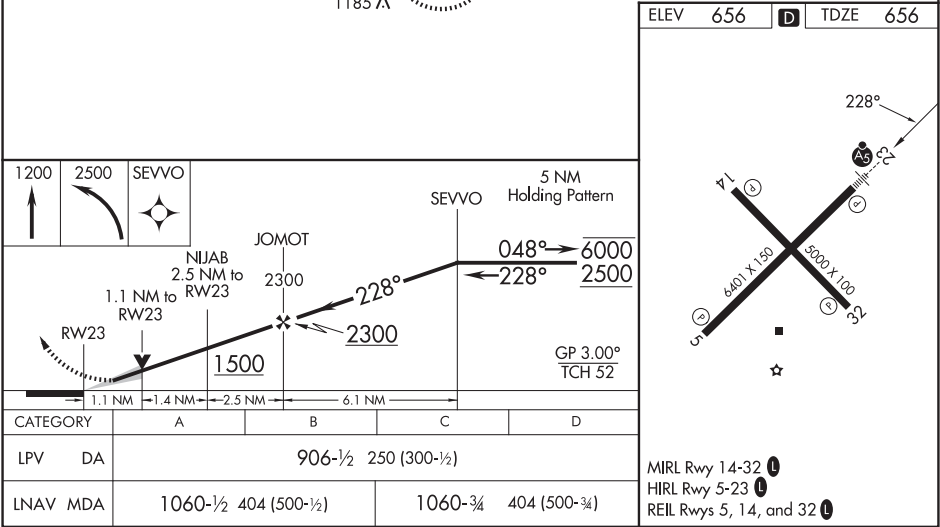
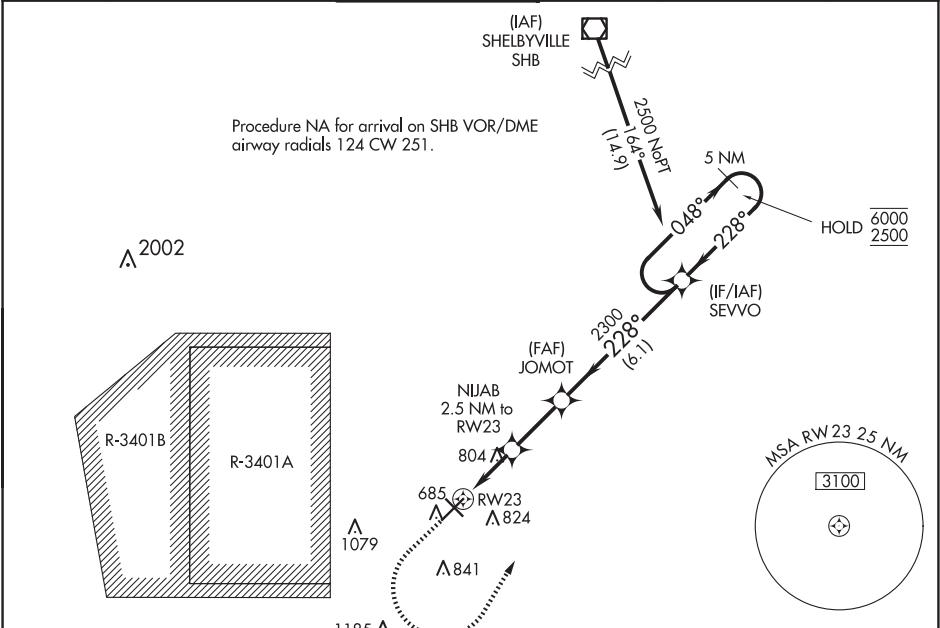
EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>90399</b> <b>W23A</b>	APP CRS <b>228°</b>	Rwy Ldg TDZE <b>656</b> Apt Elev <b>656</b>	<b>6401</b>
--	------------------------	---	-------------

RNAV (GPS) RWY 23

COLUMBUS MUNI (BAK)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 1200, then climbing left turn to 2500 direct SEVVO and hold.	
	For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.			
AWOS-3 <b>119.75</b>	INDIANAPOLIS APP CON <b>134.85 317.8</b>	COLUMBUS TOWER ★ <b>118.6</b> (CTAF)	GND CON <b>121.6</b>	CLNC DEL <b>134.85</b> (When twr closed)
			UNICOM <b>122.95</b>	



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

COLUMBUS, INDIANA

AL-594 (FAA)

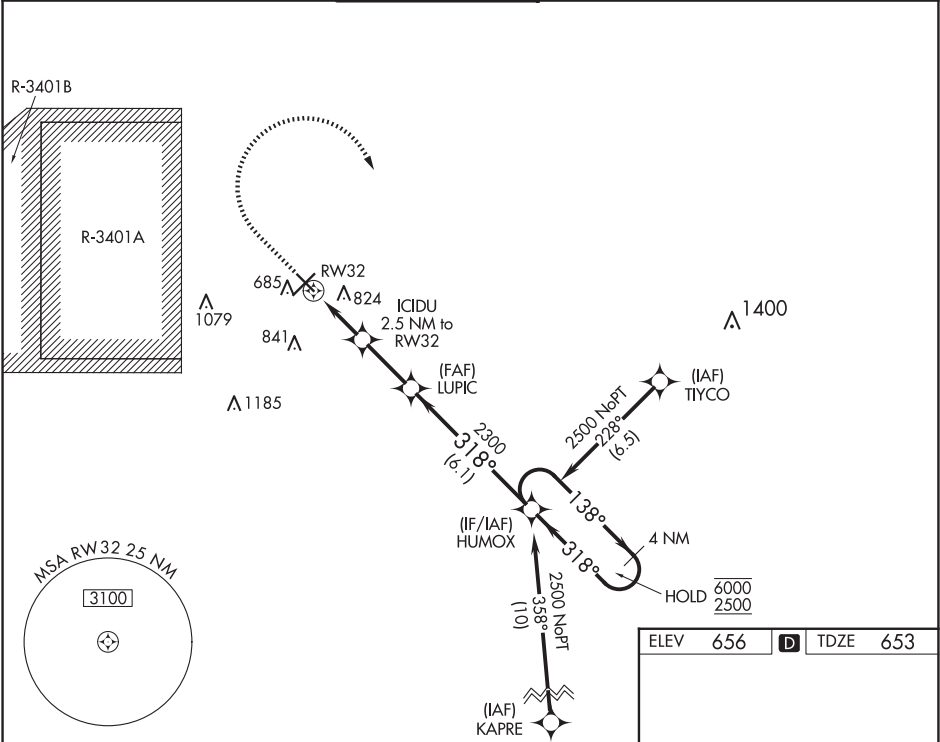
25163

WAAS CH <b>50399</b> <b>W32A</b>	APP CRS <b>318°</b>	Rwy Ldg TDZE <b>653</b> Apt Elev <b>656</b>
--	------------------------	---

RNAV (GPS) RWY 32

COLUMBUS MUNI (BAK)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1300, then climbing right turn to 2500 direct HUMOX and hold.		
▼ Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.				
AWOS-3 <b>119.75</b>	INDIANAPOLIS APP CON <b>134.85 317.8</b>	COLUMBUS TOWER ★ <b>118.6 (CTAF) 0</b>	GND CON <b>121.6</b>	CLNC DEL <b>134.85</b> (When twr closed)
			UNICOM <b>122.95</b>	



1300	2500	HUMOX
↑	↗	✦
ICIDU 2.5 NM to RW32		LUPIC 2300
1.2 NM to RW32		2300
RW32		1500
1.2 NM		1.3 NM
2.5 NM		6.1 NM
CATEGORY	A	B
LPV DA	903-1	250 (300-1)
LNAV/VNAV DA	1056-1 ⅛	403 (400-1 ⅛)
LNAV MDA	1080-1 427 (500-1)	1080-1 ¼ 427 (500-1 ¼)

ELEV 656 TDZE 653

MIRL Rwy 14-32  
HIRL Rwy 5-23  
REIL Rws 5, 14, and 32

COLUMBUS, INDIANA  
Amdt 1A 05SEP24

39°16'N-85°54'W

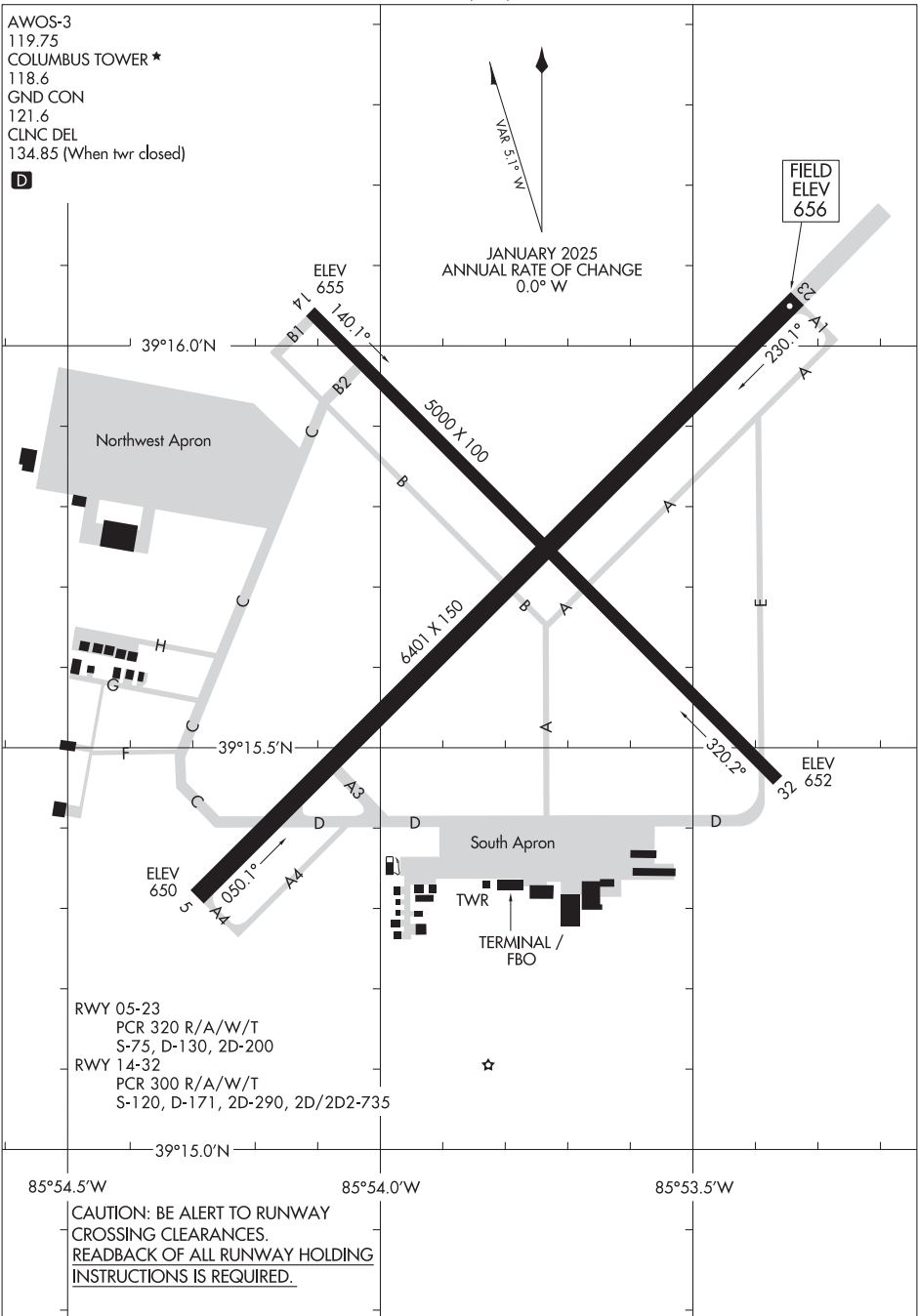
COLUMBUS MUNI (BAK)

RNAV (GPS) RWY 32

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025





COLUMBUS, OHIO

AL-5958 (FAA)

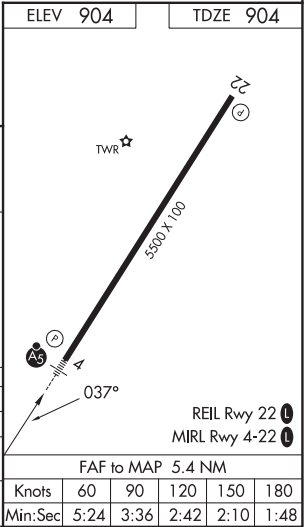
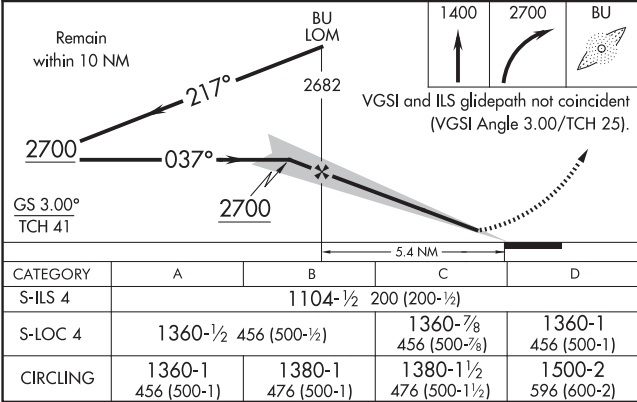
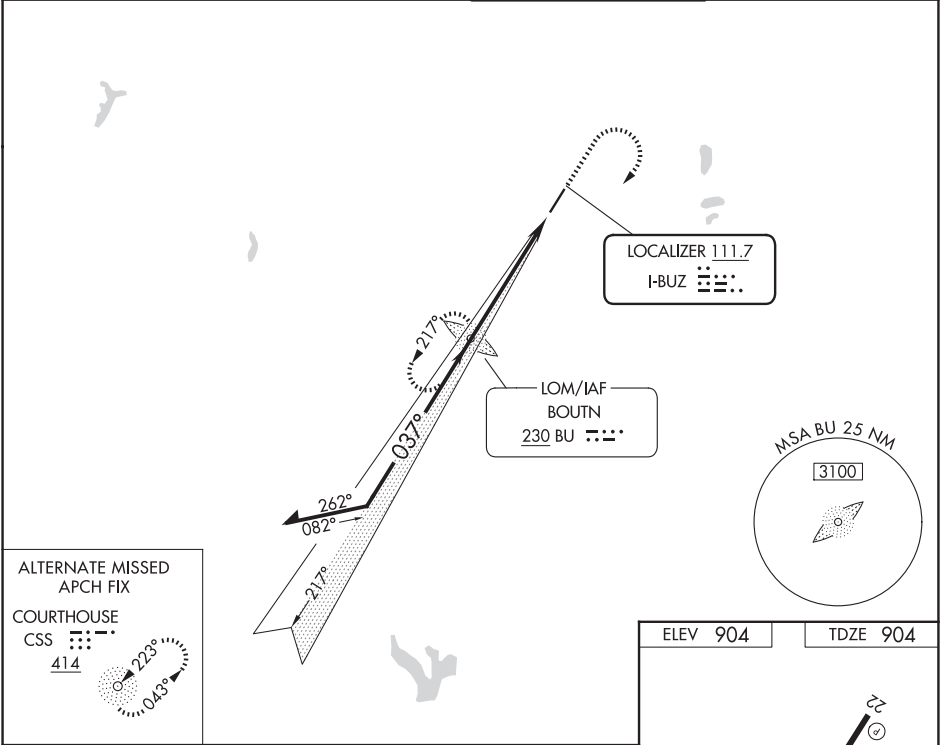
25219

LOC I-BUZ <b>111.7</b>	APP CRS <b>037°</b>	Rwy Ldg TDZE Apt Elev	<b>5500</b> <b>904</b> <b>904</b>
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 4  
BOLTON FLD (TZR)

ADF required. RADAR required for procedure entry.	MALSR 	MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct BU LOM and hold.
Autopilot coupled approach NA below 1144.		

AWOS-3PT <b>135.925</b>	COLUMBUS APP CON <b>134.0 279.6</b>	BOLTON TOWER ★ <b>128.1 (CTAF) 0</b>	GND CON <b>121.8</b>
----------------------------	--	---	-------------------------



COLUMBUS, OHIO  
Amdt 5B 05DEC19

39°54'N-83°08'W

BOLTON FLD (TZR)  
ILS or LOC RWY 4

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>90505</b> <b>W04A</b>	APP CRS <b>037°</b>	Rwy Ldg TDZE <b>904</b> Apt Elev <b>904</b>
--	------------------------	---

RNAV (GPS) RWY 4

BOLTON FLD (TZR)

RNP APCH.

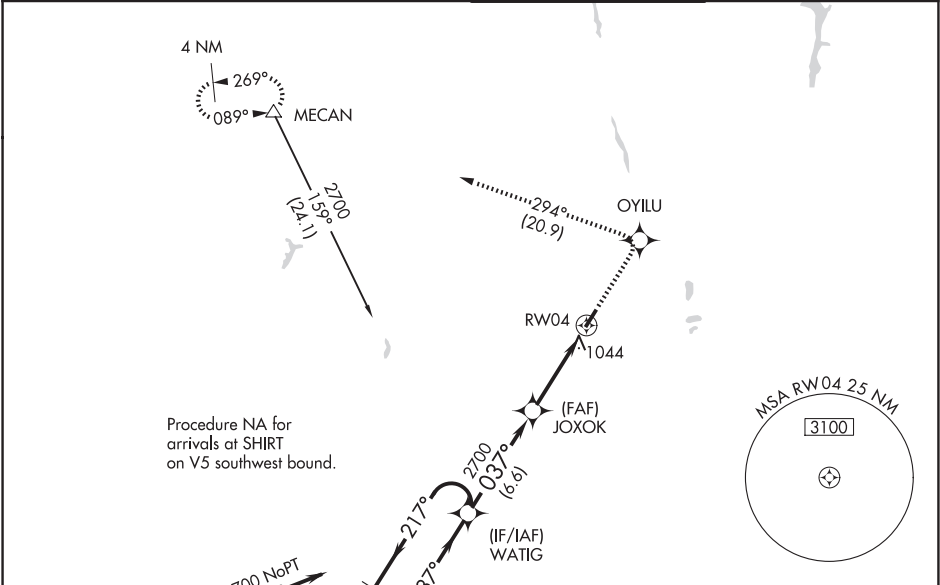
T

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cats C/D visibility to 1½ SM.

MALSR

MISSED APPROACH:  
Climb to 3000 direct OYILU and left turn on track 294° to MECAN and hold.

AWOS-3PT <b>135.925</b>	COLUMBUS APP CON <b>134.0 279.6</b>	BOLTON TOWER ★ <b>128.1 (CTAF) 0</b>	GND CON <b>121.8</b>
----------------------------	--	---	-------------------------



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

3000

OYILU

MECAN

WATIG

JOXOK

RW04

GP 3.00°

TCH 39

6.6 NM

4 NM

1.4

2700

2700

2700

2700

217°

037°

037°

294°

\*LNAV only.

CATEGORY	A	B	C	D
LPV DA	1163-½ 259 (300-½)			
LNAV/VNAV DA	1325-1 421 (500-1)			
LNAV MDA	1360-½ 456 (500-½)	1360-7/8 456 (500-7/8)	1360-1 456 (500-1)	1360-1 456 (500-1)
CIRCLING	1360-1 456 (500-1)	1380-1 476 (500-1)	1380-1½ 476 (500-1½)	1500-2 596 (600-2)

TWR ★

REIL Rwy 22 0

MIRL Rwy 4-22 0

COLUMBUS, OHIO

AL-5958 (FAA)

25219

WAAS CH <b>65641</b> <b>W22A</b>	APP CRS <b>217°</b>	Rwy Ldg TDZE Apt Elev	<b>5500</b> <b>904</b> <b>904</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 22

BOLTON FLD (TZR)

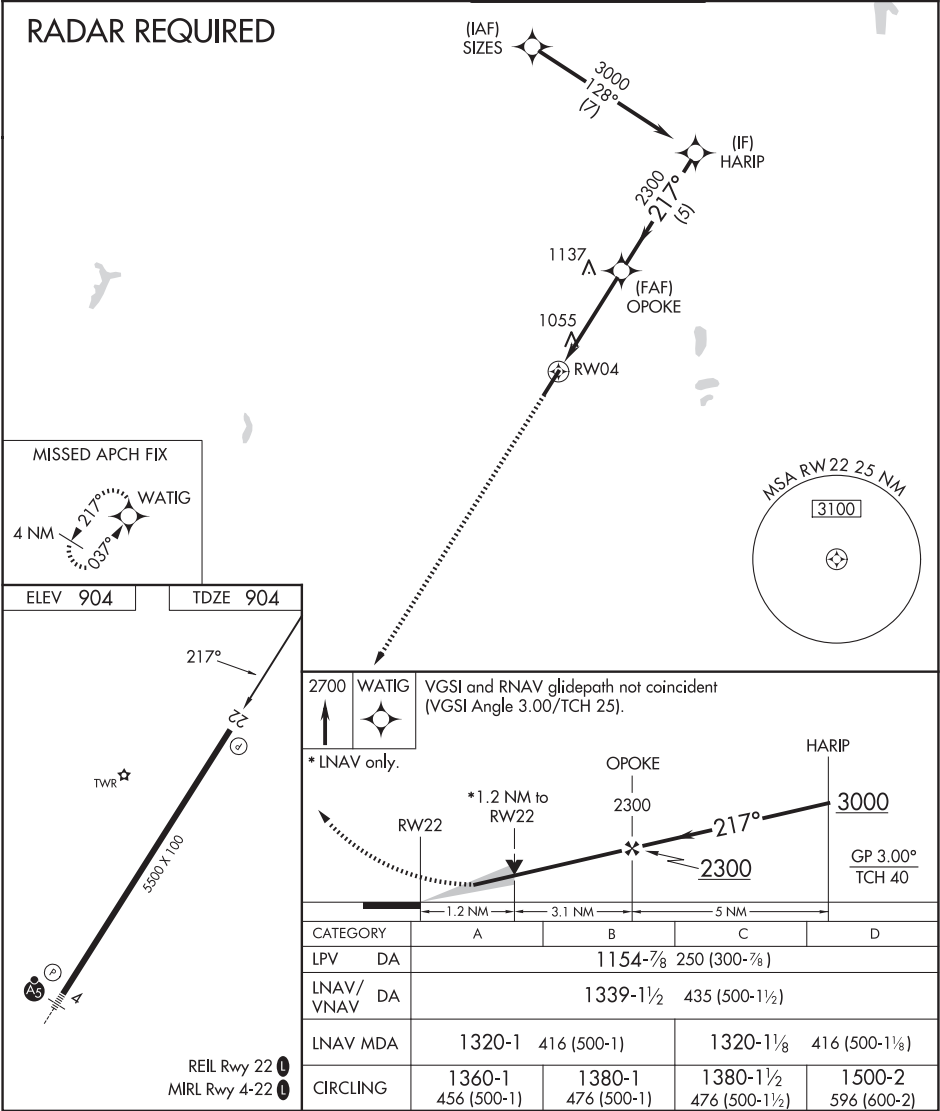
▼

▲

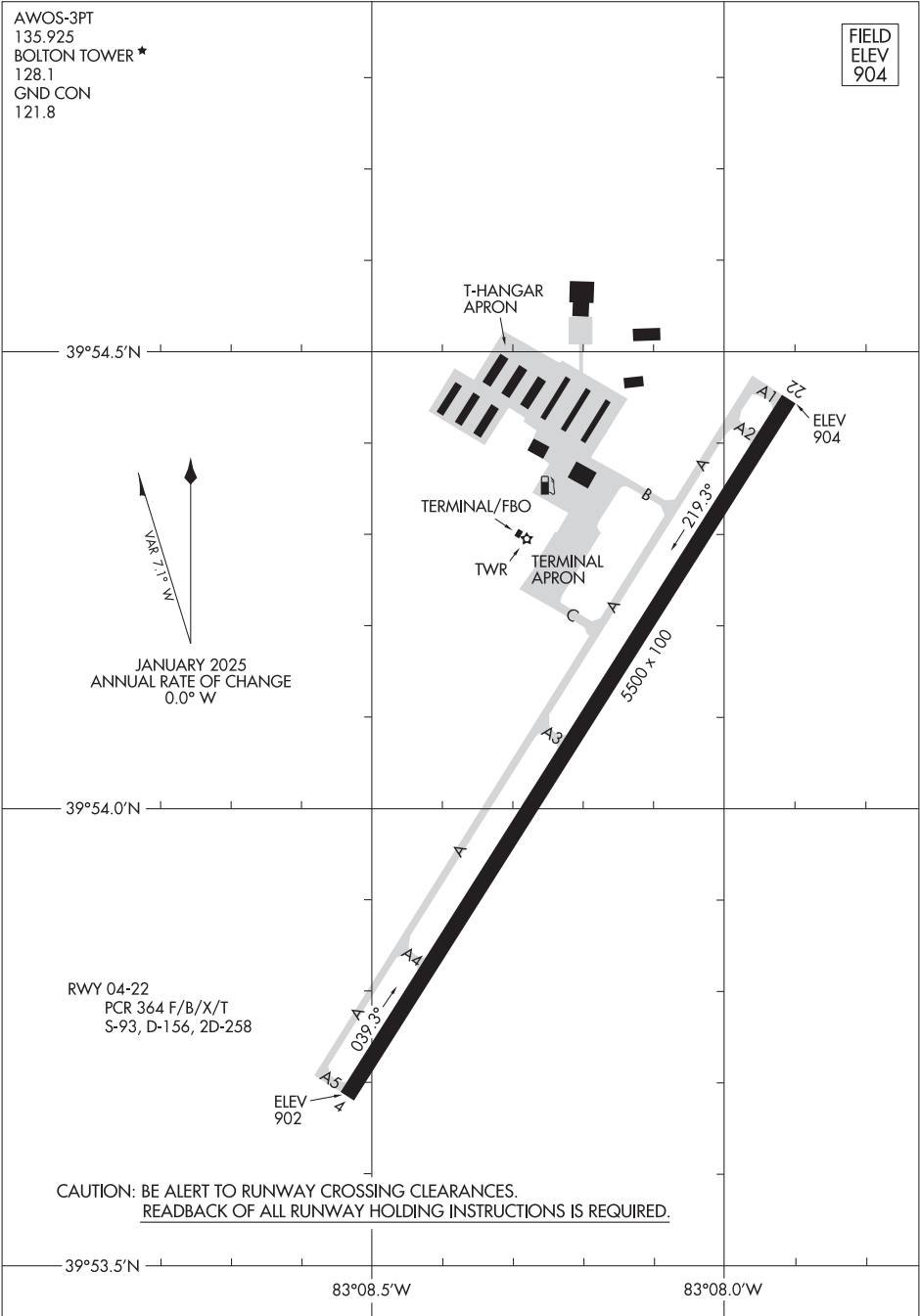
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using John Glenn Columbus Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received use John Glenn Columbus Intl setting and increase LPV DA to 1196 feet and LNAV/VNAV DA to 1382 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1⁄8 SM, and LNAV Cat C/D visibility 1⁄4 SM.

MISSED APPROACH:  
Climb to 2700 direct  
WATIG and hold.

AWOS-3PT <b>135.925</b>	COLUMBUS APP CON <b>134.0 279.6</b>	BOLTON TOWER★ <b>128.1 (CTAF) 0</b>	GND CON <b>121.8</b>
----------------------------	--	--	-------------------------







EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025





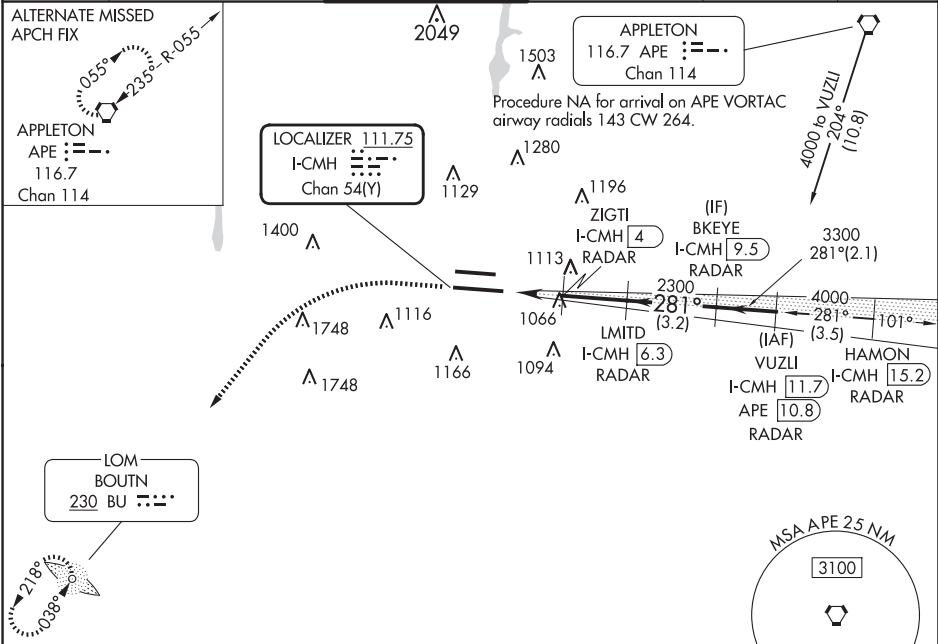


LOC/DME I-CMH <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>281°</b>	Rwy Ldg TDZE <b>815</b> Apt Elev <b>815</b>
--	------------------------	---

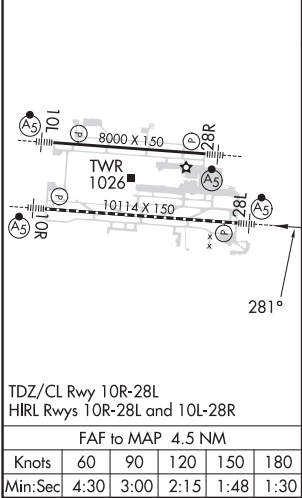
ILS or LOC RWY 28L  
JOHN GLENN COLUMBUS INTL (CMH)

ADF required. DME or RADAR required.	MALSR	MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct BU LOM and hold.
Simultaneous approach authorized.		
For inop ALS, increase S-LOC 28L Cat C/D visibility to 1½ SM.		

D-ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>	CPDLC
------------------------	---	--------------------------------------	-------------------------------	--------------------------	-------



ELEV <b>815</b>	<b>D</b>	TDZE <b>815</b>
-----------------	----------	-----------------



TDZ/CL Rwy 10R-28L HIRL Rwys 10R-28L and 10L-28R
FAF to MAP 4.5 NM
Knots 60 90 120 150 180
Min:Sec 4:30 3:00 2:15 1:48 1:30

1400	3000	BU	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).			
			LIMITD I-CMH [6.3] RADAR		BKEYE I-CMH [9.5] RADAR	VUZLI I-CMH [11.7] RADAR
			2300		281° 4000	
			1560		3300	
			2300		GS 3.00° TCH 52	
CATEGORY	A		B		D	
S-ILS 28L	1015/18 200 (200-½)					
S-LOC 28L	1300/24 485 (500-½)			1300/50 485 (500-1)		
CIRCLING	1340-1 525 (600-1)			1520-2 705 (800-2)		1520-2¼ 705 (800-2¼)

COLUMBUS, OHIO

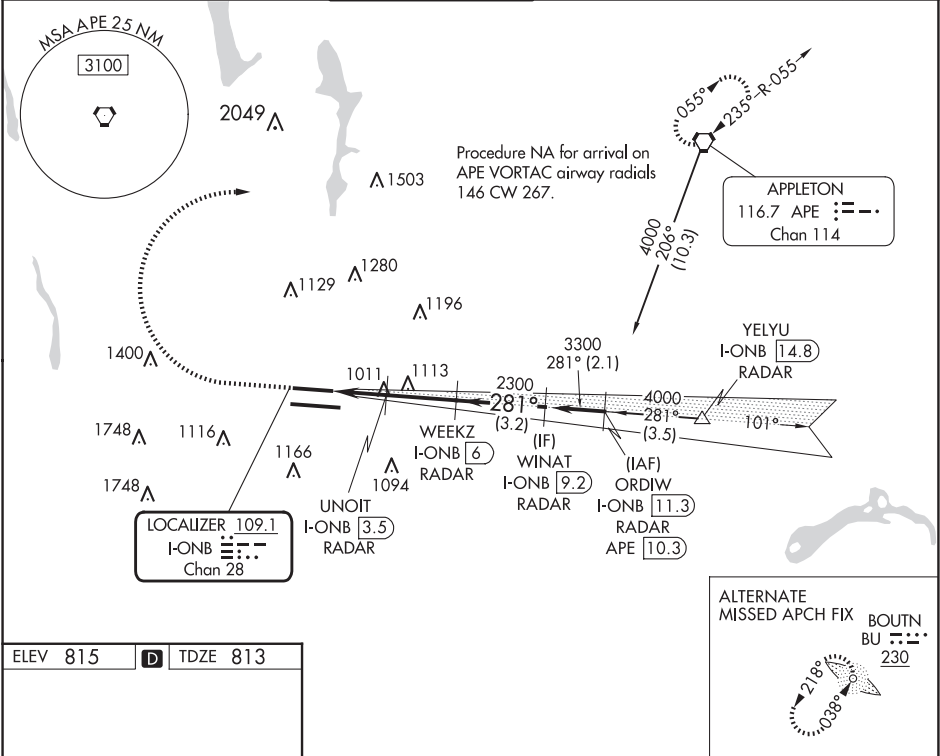
AL-94 (FAA)

25107

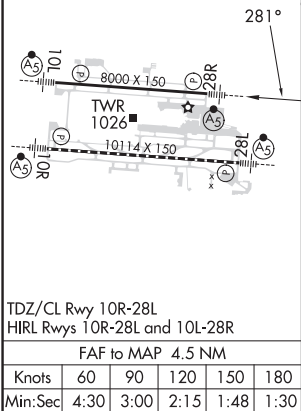
LOC/DME I-ONB <b>109.1</b> Chan <b>28</b>	APP CRS <b>281°</b>	Rwy ldg <b>8000</b> TDZE <b>813</b> Apt Elev <b>815</b>
---	------------------------	---

ILS or LOC RWY 28R  
JOHN GLENN COLUMBUS INTL (CMH)

DME or RADAR required.			MALSR	MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct APE VORTAC and hold.	
Simultaneous approach authorized. Autopilot coupled approach NA. For inop ALS, increase S-LOC 28R Cat C/D visibility to 1 3/8 SM.					
D-ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>	CPDLC



ELEV 815	D	TDZE 813
----------	---	----------



COLUMBUS, OHIO

Amdt 5 22APR21

JOHN GLENN COLUMBUS INTL (CMH)

40°00'N-82°54'W

ILS or LOC RWY 28R

EC-2, 07 AUG 2025 to 02 OCT 2025

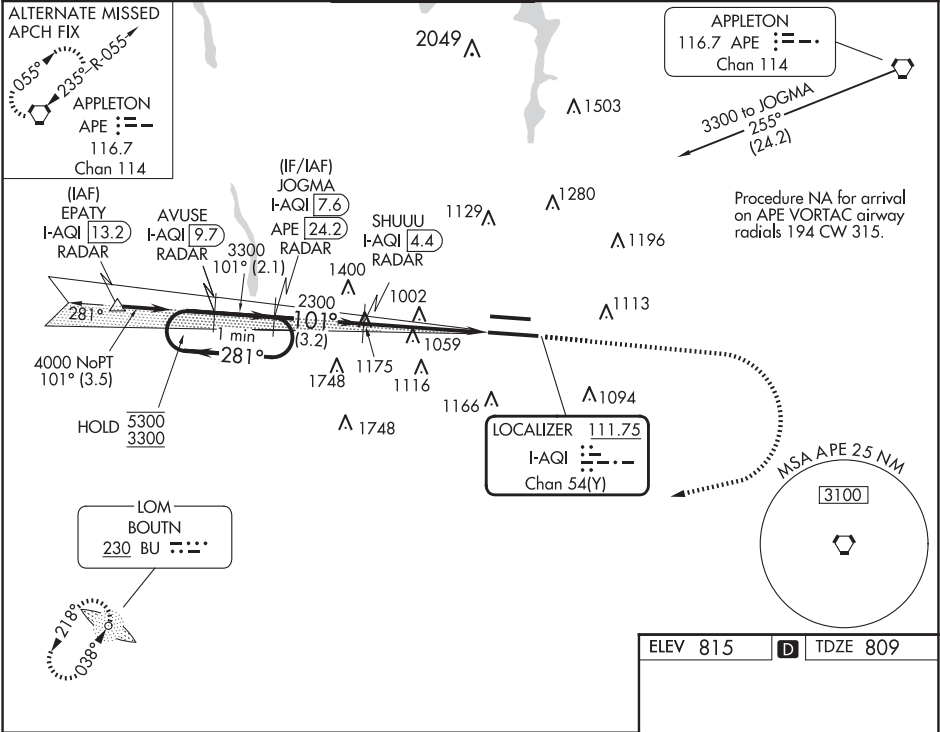
EC-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-AQI <b>111.75</b> Chan <b>54 (Y)</b>	APP CRS <b>101°</b>	Rwy Ldg <b>10114</b> TDZE <b>809</b> Apt Elev <b>815</b>
--	------------------------	--

**ILS RWY 10R (SA CAT I & II)**  
JOHN GLENN COLUMBUS INTL (CMH)

ADF required. DME or RADAR required.	MALSR	MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct BU LOM and hold.
Simultaneous approach authorized. SA CAT I, SA CAT II: Requires specific OPSPEC, MSPEC, or LOA approval.		

D-ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>	CPDLC
------------------------	---	--------------------------------------	-------------------------------	--------------------------	-------



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

JOHN GLENN COLUMBUS INTL (CMH)  
40°00'N-82°54'W **ILS RWY 28L** (SA CAT I & II)

RNAV (RNP) Z RWY 10L  
JOHN GLENN COLUMBUS INTL (CMH)

**MISSED APPROACH:**  
Climb to 1400 then  
climbing left turn to  
3000 direct APE  
VORTAC and hold.

CPDLC

CCREW  
2300

1400  
3000  
APE

2300

101°

See planview for multiple IF locations.

GP 3.00°  
TCH 51

4.5 NM

RW10L

CATEGORY	A	B	C	D
RNP 0.13 DA	1148/26 333 (400-½)			
RNP 0.26 DA	1198/35 383 (400-⅝)			
RNP 0.30 DA	1216/40 401 (500-¾)			

**AUTHORIZATION REQUIRED**

COLUMBUS, OHIO

AL-94 (FAA)

25163

APP CRS	Rwy Idg	10114
101°	TDZE	809
	Apt Elev	815


# RNAV (RNP) Z RWY 10R

JOHN GLENN COLUMBUS INTL (CMH)

RNP AR APCH - GPS.

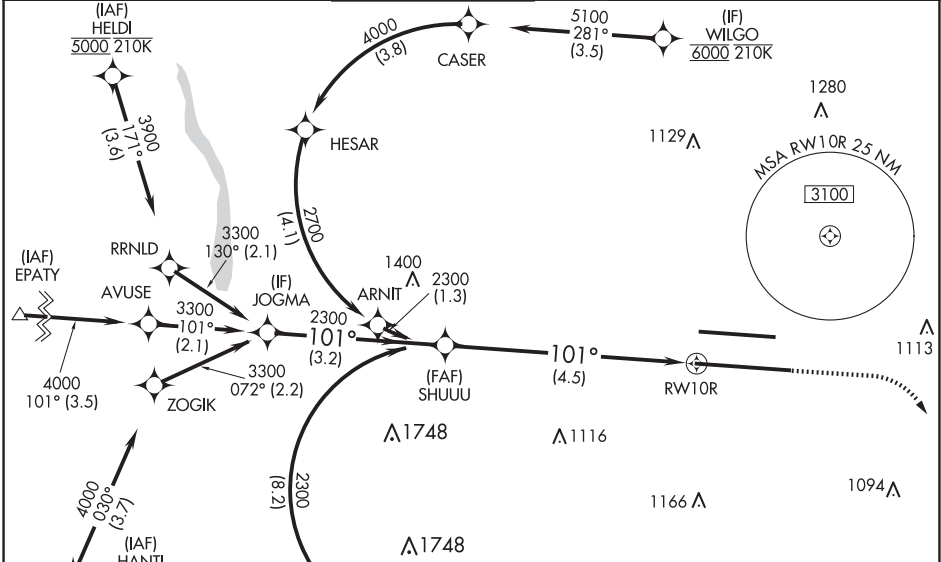
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

MALSR



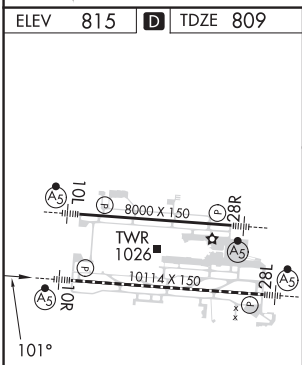
MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct BOUTN LOM and hold.

D-ATIS 124.6	COLUMBUS APP CON 125.95 371.975	COLUMBUS TOWER 132.7 257.8	GND CON 121.9 348.6	CLNC DEL 126.3	CPDLC
-----------------	------------------------------------	-------------------------------	------------------------	-------------------	-------



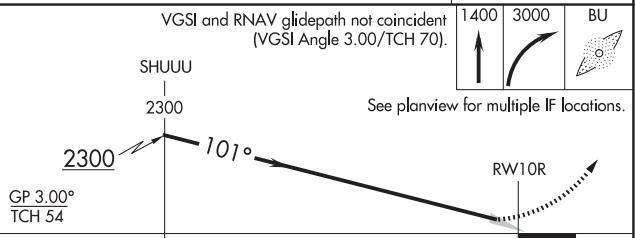
EC-2, 07 AUG 2025 to 02 OCT 2025

ELEV 815	D	TDZE 809
----------	---	----------



TDZ/CL Rwy 10R and 28L  
HIRL Rwy 10R-28L and 10L-28R

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 70).



See planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.17 DA		1138/26	329 (400-1/2)	
RNP 0.30 DA		1214/40	405 (400-3/4)	

**AUTHORIZATION REQUIRED**

COLUMBUS, OHIO

Amdt 3 26DEC24

40°00'N-82°54'W

JOHN GLENN COLUMBUS INTL (CMH)  
RNAV (RNP) Z RWY 10R

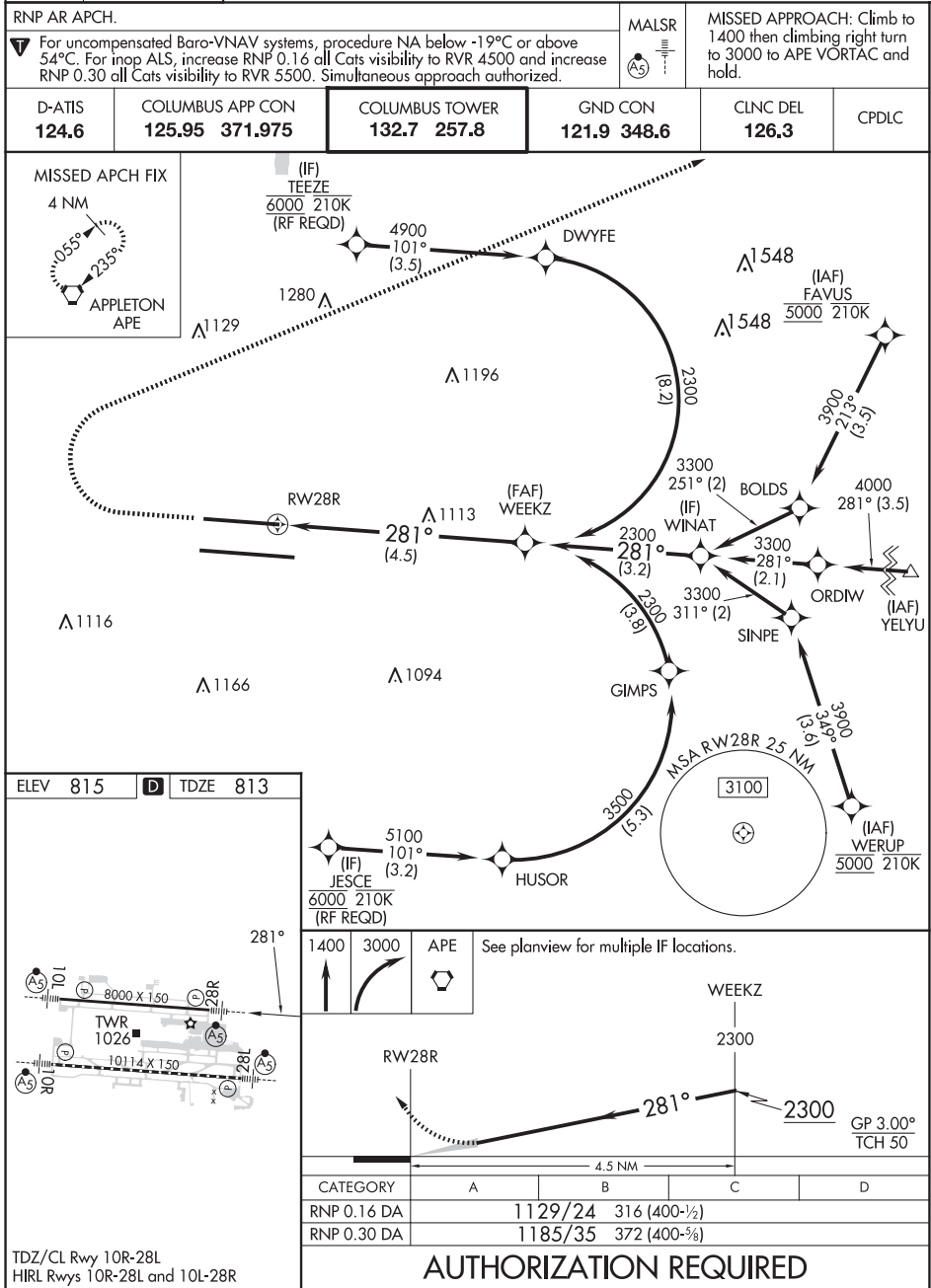
EC-2, 07 AUG 2025 to 02 OCT 2025



APP CRS	Rwy Idg	8000
281°	TDZE	813
	Apt Elev	815

# RNAV (RNP) Z RWY 28R

JOHN GLENN COLUMBUS INTL (CMH)



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>40299</b> <b>W10B</b>	APP CRS <b>101°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>815</b> <b>815</b>
--	------------------------	-----------------------------	---

**RNAV (GPS) Y RWY 10L**  
JOHN GLENN COLUMBUS INTL (CMH)

**RNP APCH.**

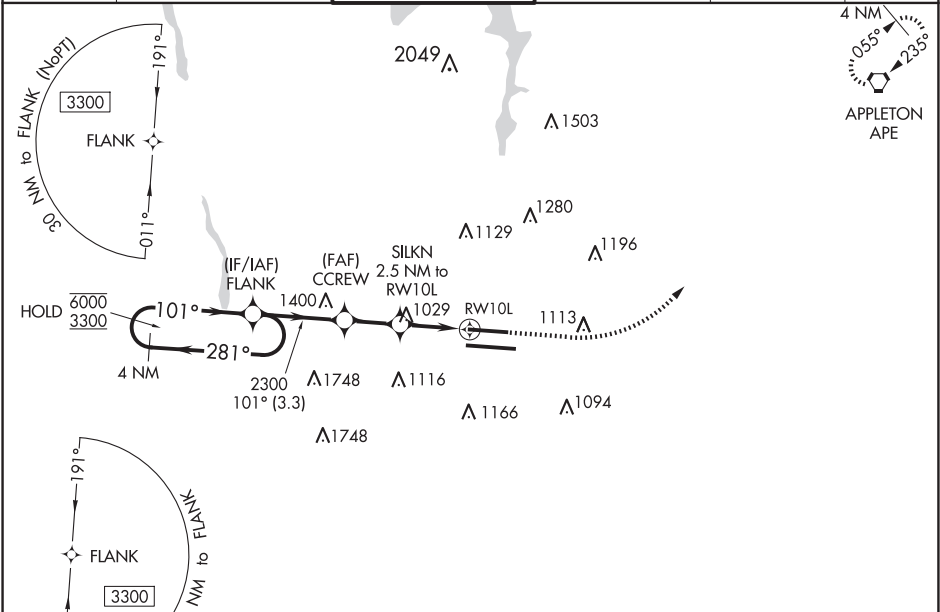
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.  
▲ LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.  
# RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSR**

AS

**MISSED APPROACH:**  
Climb to 1400 then climbing left turn to 3000 direct APE VORTAC and hold.

D-ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>	CPDLC
------------------------	---	--------------------------------------	-------------------------------	--------------------------	-------



4 NM Holding Pattern

FLANK

CCREW 2300

SILKN 2.5 NM to RW10L

\*1.3 NM to RW10L

RW10L

\*1660

3.3 NM 2 NM 1.2 NM 1.3 NM

1400 3000 APE

↑ ↶

\* LNAV only.

CATEGORY	A	B	C	D
LPV DA #	1015/24 200 (200-½)			
LNAV/VNAV DA	1197/35 382 (400-⅝)			
LNAV MDA	1280/24 465 (500-½)		1280/50 465 (500-1)	
CIRCLING	1340-1 525 (600-1)		1520-2 705 (800-2)	1520-2¼ 705 (800-2¼)

ELEV 815

D TDZE 815

101°

101°

8000 X 150

TWR 1026

10114 X 150

281°

OR

TDZ/CL Rwy 10R-28L

HIRL Rwy 10R-28L and 10L-28R

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

COLUMBUS, OHIO

AL-94 (FAA)

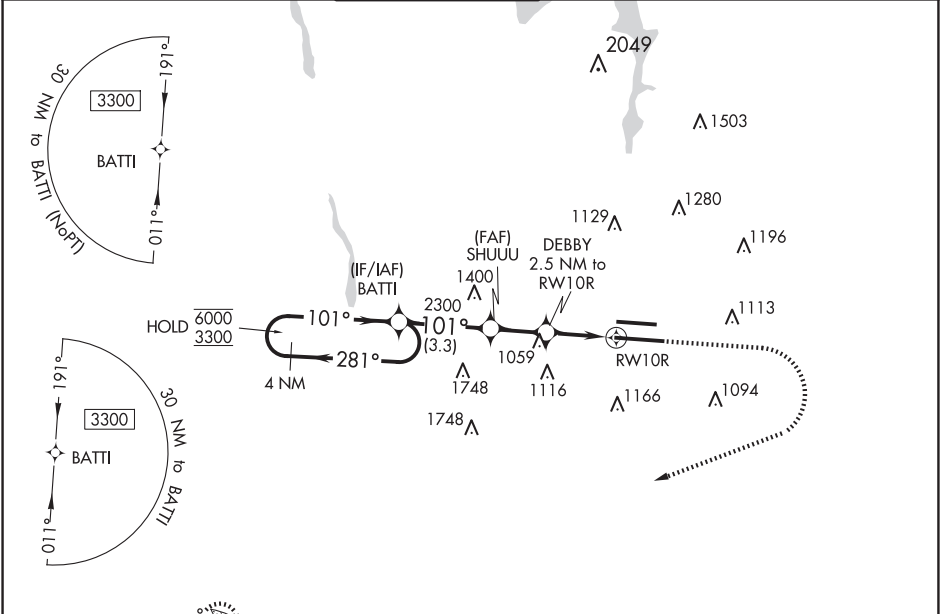
25163

WAAS CH <b>99603</b> <b>W10A</b>	APP CRS <b>101°</b>	Rwy Ldg TDZE <b>809</b> Apt Elev <b>815</b>
--	------------------------	---

RNAV (GPS) Y RWY 10R

JOHN GLENN COLUMBUS INTL (CMH)

RNP APCH. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM. Simultaneous approach authorized.			MALSR AS	MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct BU LOM and hold.	
D-ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>	CPDLC



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).		1400	3000	BU
6000 ← 281° 3300 → 101°		BATTI SHUUU DEBBY 2.5 NM to RW10R *1.4 NM to RW10R		* LNAV only.		
GP 3.00° TCH 54		2300 2300 2300		RW10R		
3.3 NM		2 NM		1.1 NM		
1.4 NM		1.1 NM		1.4 NM		
CATEGORY	A	B	C	D	ELEV 815 D TDZE 809	
LPV DA	1009/18		200 (200-½)			
LNAV/VNAV DA	1194/35		385 (400-⅝)			
LNAV MDA	1320/24 511 (600-½)		1320/55 511 (600-1)			
CIRCLING	1340-1 525 (600-1)		1520-2 705 (800-2)			
1520-2¼ 705 (800-2¼)		1520-2¼ 705 (800-2¼)				

COLUMBUS, OHIO  
Amdt 4 22APR21

40°00'N-82°54'W

JOHN GLENN COLUMBUS INTL (CMH)

RNAV (GPS) Y RWY 10R

WAAS CH <b>48999</b> <b>W28A</b>	APP CRS <b>281°</b>	Rwy Ldg TDZE Apt Elev	<b>10114</b> <b>815</b> <b>815</b>
--	------------------------	-----------------------------	--

RNAV (GPS) Y RWY 28L  
JOHN GLENN COLUMBUS INTL (CMH)

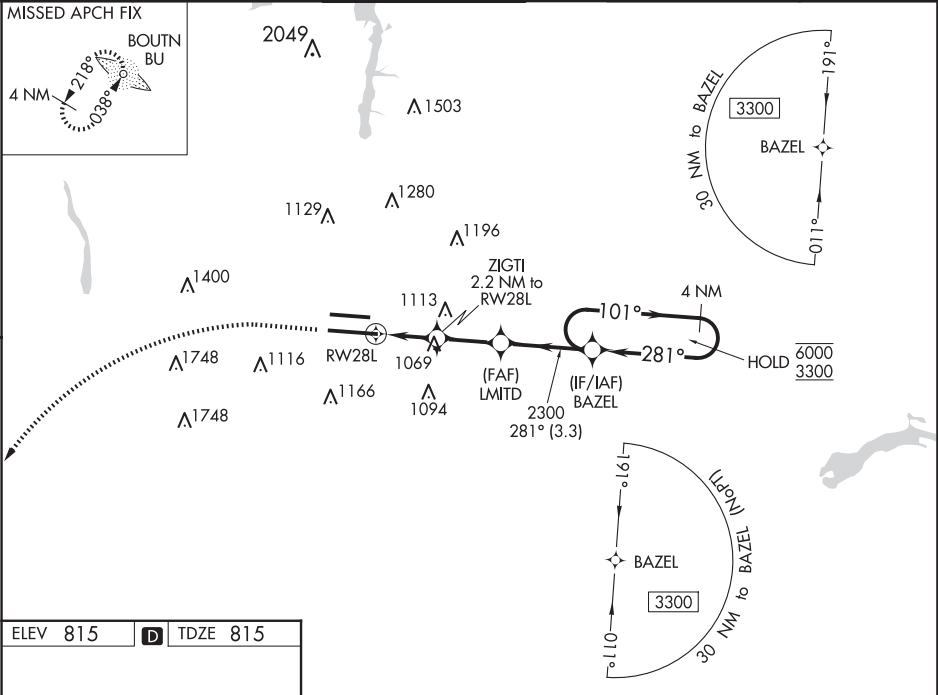
RNP APCH

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 Cat C/D visibility to 1½ SM.

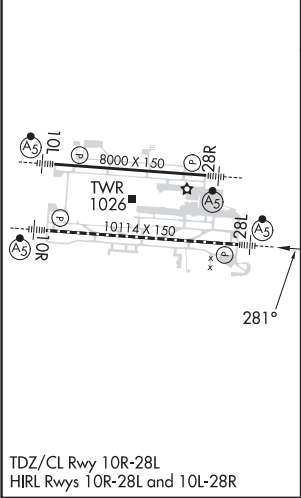
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct BOUTN LOM and hold.

D-ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>	CPDLC
------------------------	---	--------------------------------------	-------------------------------	--------------------------	-------



ELEV <b>815</b>	<b>D</b>	TDZE <b>815</b>
-----------------	----------	-----------------



1400	3000	BU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).	4 NM Holding Pattern
<div>*LNAV only.</div> <div><div><div>RW28L</div><div>ZIGTI 2.2 NM to RW28L</div><div>1.4 NM to RW28L</div><div>2300</div><div>281°</div><div>101°</div><div>6000</div><div>3300</div><div>GP 3.00° TCH 52</div></div><div><div>1.4</div><div>0.8</div><div>2.3 NM</div><div>3.3 NM</div></div></div>				
CATEGORY	A	B	C	D
LPV DA	1015/18 200 (200-½)			
LNAV/VNAV DA	1237/40 422 (500-¾)			
LNAV MDA	1320/24 505 (600-½)		1320/55 505 (600-1)	
CIRCLING	1340-1 525 (600-1)		1520-2 705 (800-2) 1520-2¼ 705 (800-2¼)	

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

COLUMBUS, OHIO

AL-94 (FAA)

25107

WAAS CH <b>86619</b> <b>W28B</b>	APP CRS <b>281°</b>	Rwy Idg TDZE Apt Elev	<b>8000</b> <b>813</b> <b>815</b>
--	------------------------	-----------------------------	---

RNAV (GPS) Y RWY 28R

JOHN GLENN COLUMBUS INTL (CMH)

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.

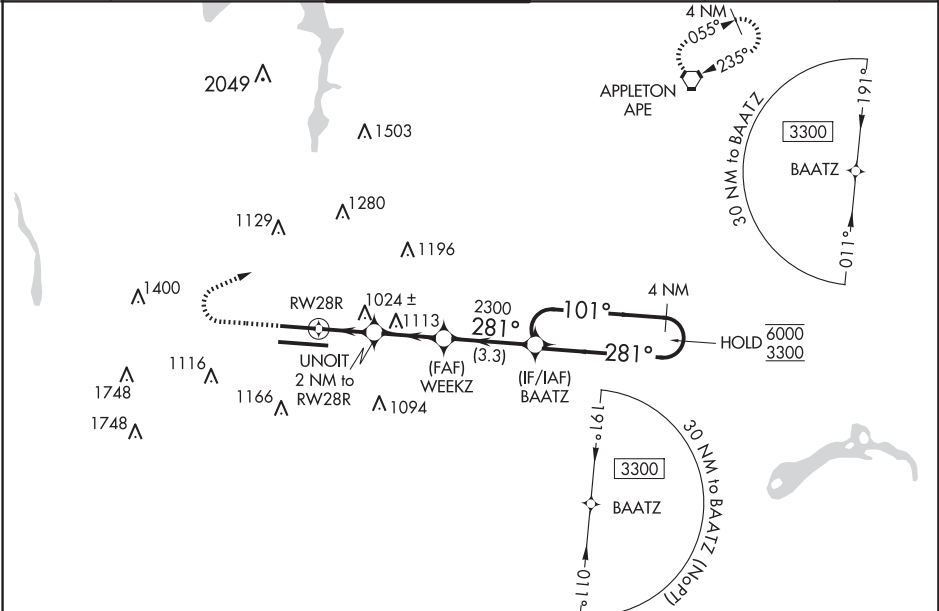
Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For inop ALS, increase LNAV/VNAV all Cats visibility or RVR 4500; increase LNAV Cat C/D visibility to 1½ SM. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH:  
Climb to 1400 then climbing right turn to 3000 direct APE VORTAC and hold.

D-ATIS <b>124.6</b>	COLUMBUS APP CON <b>125.95 371.975</b>	COLUMBUS TOWER <b>132.7 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>126.3</b>	CPDLC
------------------------	---	--------------------------------------	-------------------------------	--------------------------	-------



ELEV 815	<b>D</b>	TDZE 813
----------	----------	----------

1400

3000

APE

\*LNAV only.

UNOIT 2 NM to RWY 28R

WEEKZ

BAATZ 4 NM Holding Pattern

101°

281°

6000

3300

GP 3.00°

TCH 50

281°

101°

281°

1480\*

2300

1.3 NM

0.7 NM

2.5 NM

3.3 NM

CATEGORY	A	B	C	D
LPV	DA #	1013/24	200 (200-½)	
LNAV/VNAV	DA	1096/24	283 (300-½)	
LNAV MDA		1280/24	467 (500-½)	1280/50 467 (500-1)
CIRCLING		1340-1	525 (600-1)	1520-2 705 (800-2) 1520-2¼ 705 (800-2¼)

TDZ/CL Rwy 10R-28L  
HIRL Rwy 10R-28L and 10L-28R

COLUMBUS, OHIO

Amdt 3 22APR21

40°00'N-82°54'W

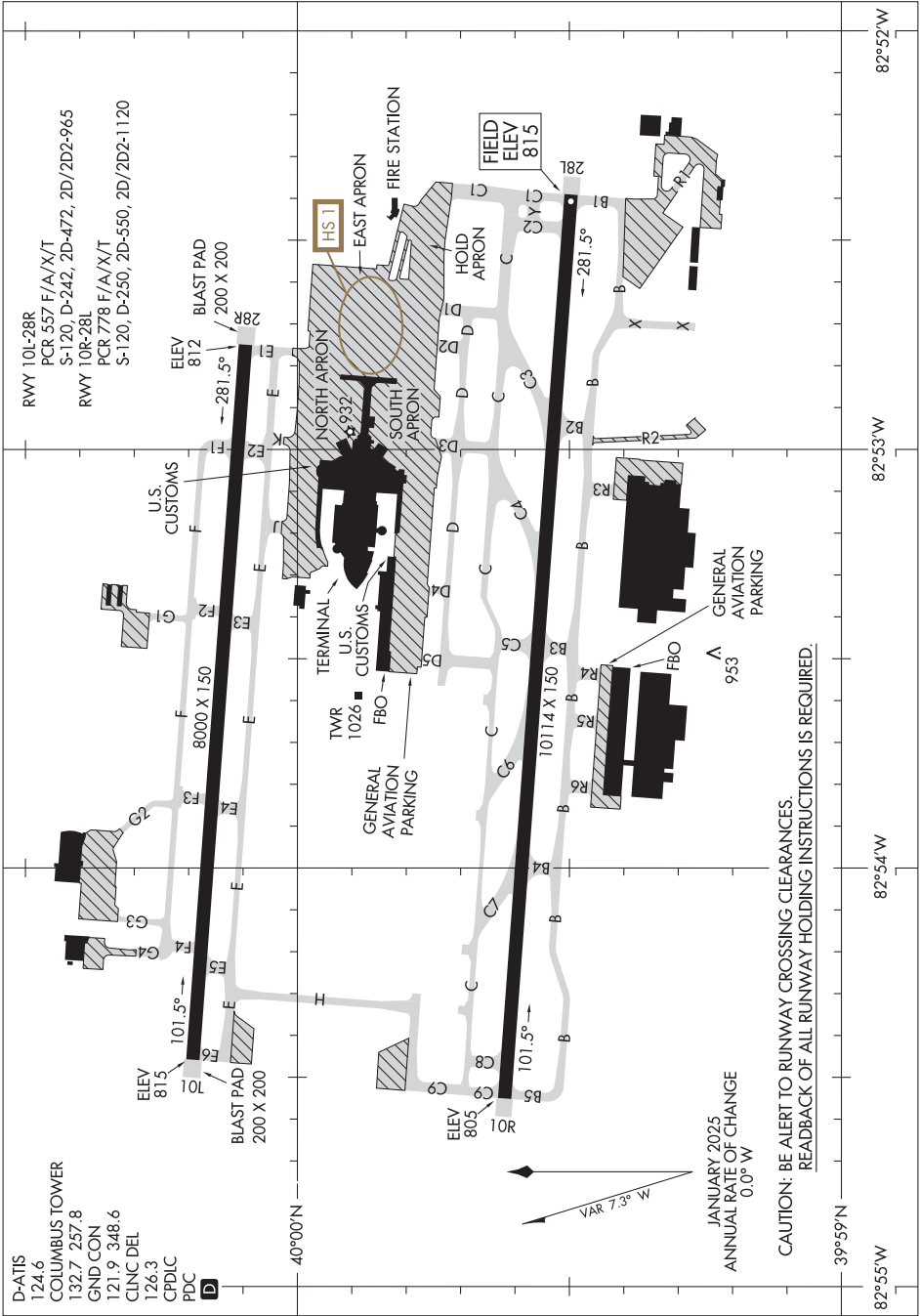
JOHN GLENN COLUMBUS INTL (CMH)

RNAV (GPS) Y RWY 28R

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



EC-2, 07 AUG 2025 to 02 OCT 2025


COLUMBUS, OHIO

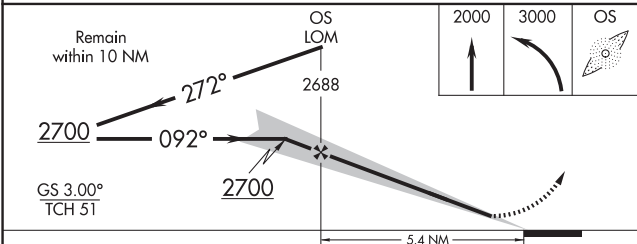
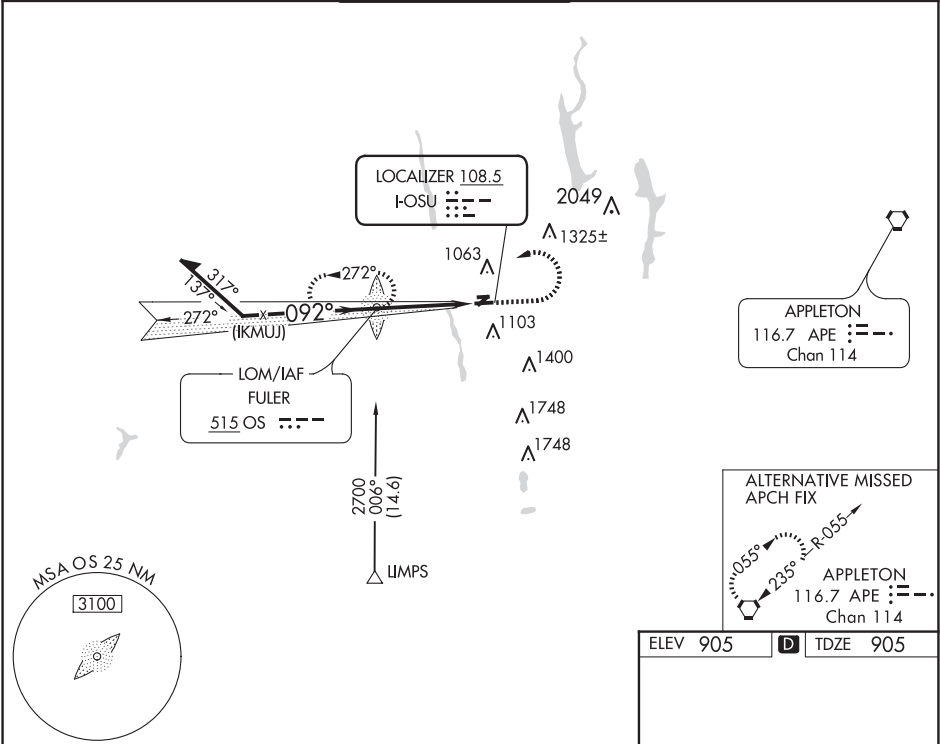
AL-5387 (FAA)

25051

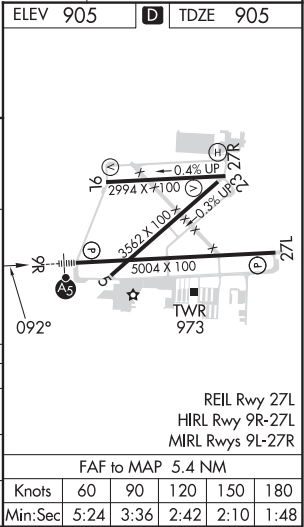
LOC I-OSU <b>108.5</b>	APP CRS <b>092°</b>	Rwy Idg <b>5004</b> TDZE <b>905</b> Apt Elev <b>905</b>
---------------------------	------------------------	---

ILS or LOC RWY 9R  
OHIO STATE UNIVERSITY (OSU)

ADF required for procedure entry. ADF required.				<div>MALSR</div> <div></div>		MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FULER LOM and hold.	
When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting; increase DA to 1140 feet; increase all MDAs 40 feet and S-9R visibility Cat C ½ SM and Cat D and Circling Cat D ¼ SM. Circling Rwy 23 NA at night.							
<div>ATIS</div> <div>121.35</div>	<div>COLUMBUS APP CON</div> <div>125.95 317.775</div>		<div>STATE TOWER ★</div> <div>118.8 (CTAF) 0 254.325</div>	<div>GND CON</div> <div>121.7</div>	<div>CLNC DEL</div> <div>121.7</div>	<div>UNICOM</div> <div>122.95</div>	



CATEGORY	A	B	C	D
S-ILS 9R		1105-½	200 (200-½)	
S-LOC 9R	1420-½	515 (600-½)	1420-1	515 (600-1)
CIRCLING	1420-1	515 (600-1)	1420-1½ 515 (600-1½)	1680-2½ 775 (800-2½)



COLUMBUS, OHIO  
Amdt 5C 09SEP21

40°05'N - 83°04'W

OHIO STATE UNIVERSITY (OSU)  
ILS or LOC RWY 9R

EC-2, 07 AUG 2025 to 02 OCT 2025

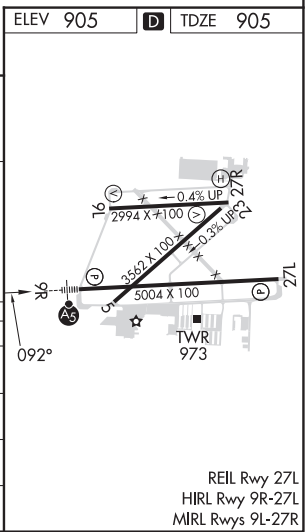
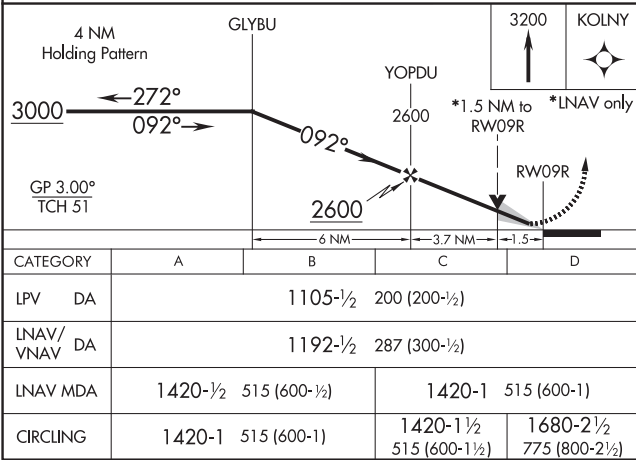
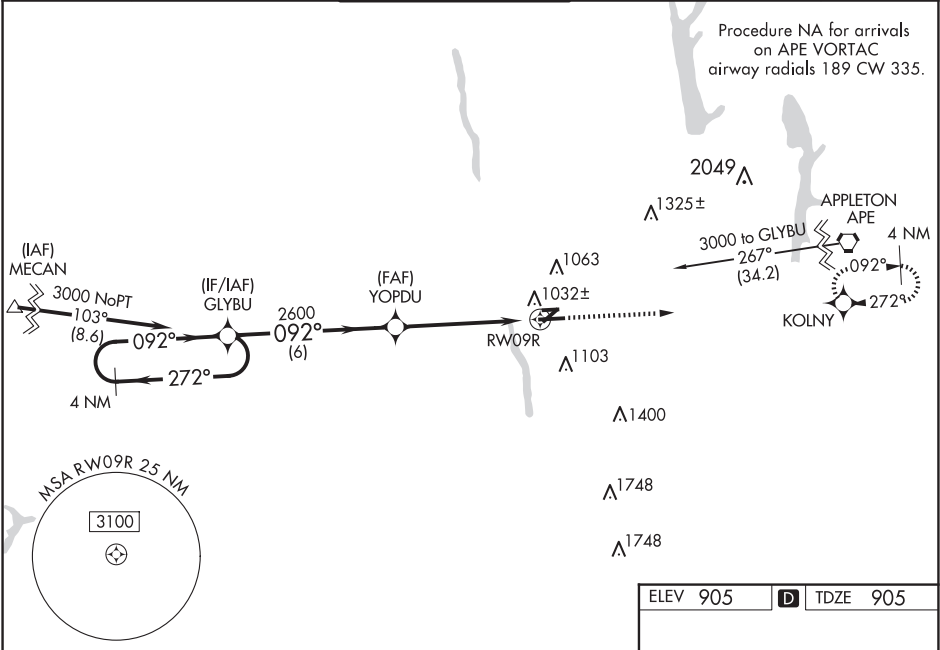
EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>86420</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg TDZE Apt Elev	<b>5004</b> <b>905</b> <b>905</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 9R

OHIO STATE UNIVERSITY (OSU)

RNP APCH.		MALSR		MISSED APPROACH: Climb to 3200 direct KOLNY and hold.	
▼ ▲ Baro-VNAV NA when using John Glenn Columbus Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C. VDP NA with John Glenn Columbus Intl altimeter setting. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting; increase LPV DA to 1140 feet; increase LNAV/VNAV DA to 1227 feet; increase all MDAs 40 feet and LNAV visibility Cat C ½ SM, Cat D ¼ SM and Circling Cat D ¼ SM. Circling Rwy 23 NA at night. For inop ALS, increase LNAV/VNAV visibility all Cats to ¾ SM.					
ATIS <b>121.35</b>	COLUMBUS APP CON <b>125.95 317.775</b>	STATE TOWER ★ <b>118.8 (CTAF) 0 254.325</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.7</b>	UNICOM <b>122.95</b>







LOM OS	APP CRS	Rwy Idg	5004
515	093°	TDZE	905
		Apt Elev	905

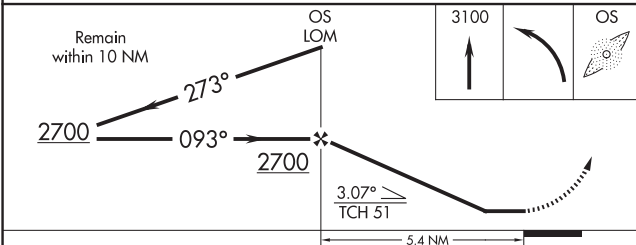
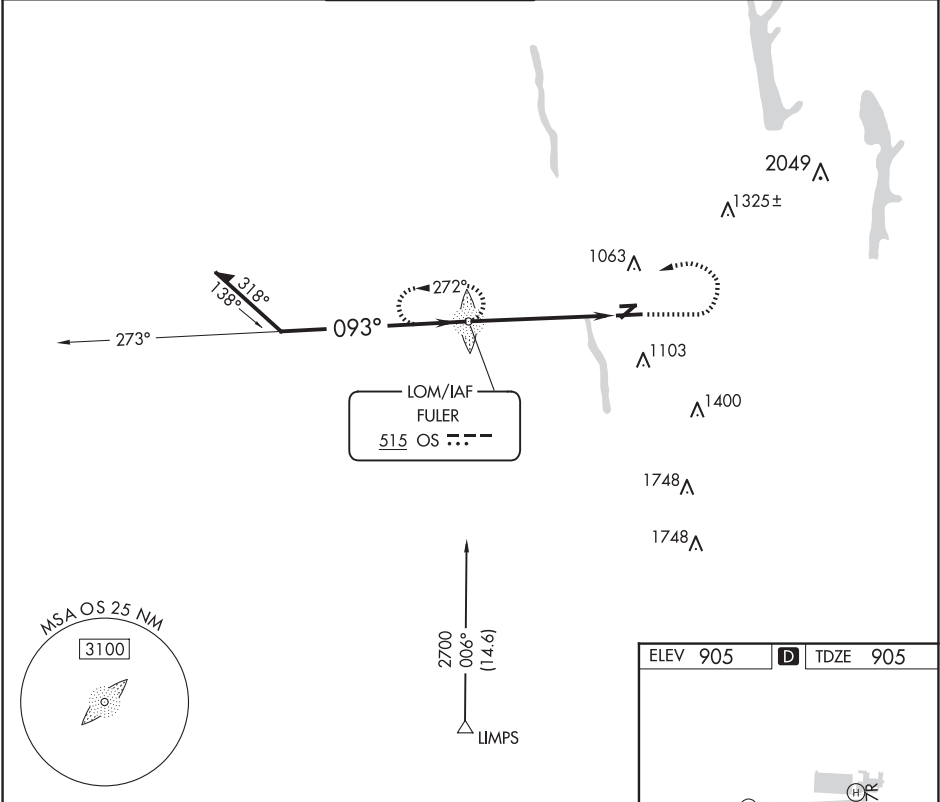
NDB RWY 9R  
OHIO STATE UNIVERSITY (OSU)

**⚠** When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase all MDAs 40 feet and S-9R visibility Cat C ½ SM and Cat D and Circling Cat D ½ SM. Circling Rwy 23 NA at night.

**MALSR**

MISSED APPROACH: Climb to 3100 then left turn direct OS LOM and hold.

ATIS	COLUMBUS APP CON	STATE TOWER★	GND CON	CLNC DEL	UNICOM
121.35	125.95 317.775	118.8 (CTAF) 254.325	121.7	121.7	122.95



ELEV 905

**D**

TDZE 905

REIL Rwy 27L  
HIRL Rwy 9R-27L  
MIRL Rwy 9L-27R

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

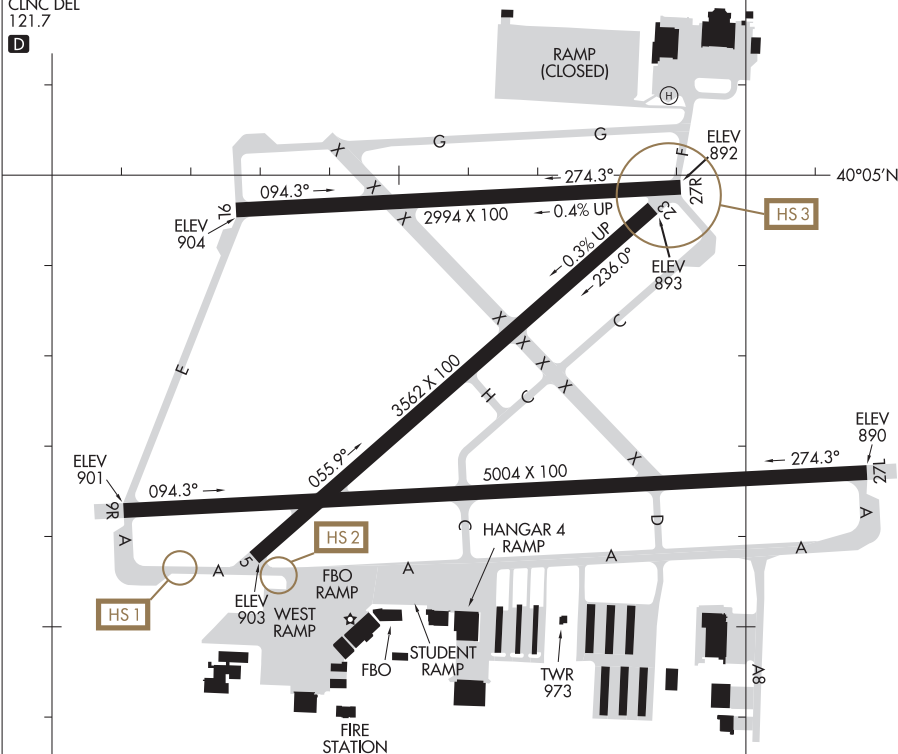
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

ATIS |  
 121.35  
 STATE TOWER ★  
 118.8 254.325  
 GND CON  
 121.7  
 CLNC DEL  
 121.7

AL-5387 (FAA)

OHIO STATE UNIVERSITY (OSU)  
COLUMBUS, OHIO

FIELD  
ELEV  
906

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.0° W

RWY 05-23  
PCR 290 F/B/X/T  
S-76, D-122, 2D-206  
RWY 09L-27R  
PCR 240 F/C/X/T  
S-63, D-91, 2D-154  
RWY 09R-27L  
PCR 860 F/C/X/T  
S-120, D-250, 2D-550, 2D/2D2-1061

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

83°05'W

83°04'W

# AIRPORT DIAGRAM

COLUMBUS OHIO  
OHIO STATE UNIVERSITY (OSU)

EC-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-FQS <b>110.55</b> Chan <b>42</b> (Y)	APP CRS <b>052°</b>	Rwy Idg <b>11004</b> TDZE <b>744</b> Apt Elev <b>744</b>
--	------------------------	--

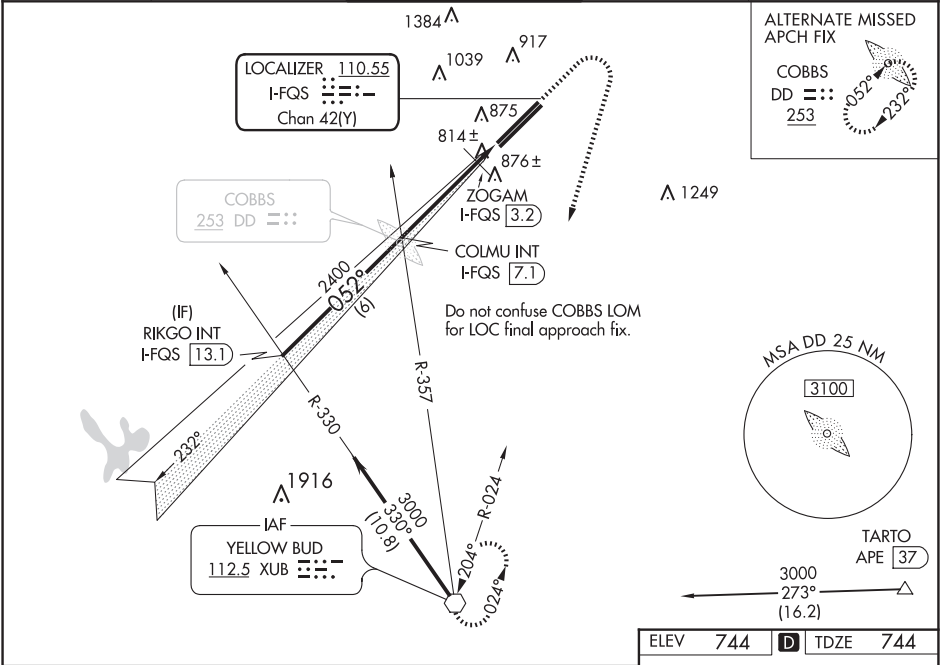
ILS or LOC RWY 5L  
RICKENBACKER INTL (LCK)

**⚠** Circling NA northwest of Rwy 5L-23R. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting and increase DA to 979 feet; increase all MDAs 40 feet and S-LOC 5L Cat C, Circling Cat D ¼ SM; increase ZOGAM fix minimums S-LOC 5L Cats C/D visibility ½ SM and Circling Cat D ¼ SM.

**MALSR**

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.

ATIS <b>132.75</b>	COLUMBUS APP CON <b>134.0 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>	CLNC DEL <b>125.275 275.8</b>
-----------------------	--	-----------------------------------	---------------------------------	----------------------------------



VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 70°).

RIKGO INT I-FQS 13.1

COLMU INT I-FQS 7.1

ZOGAM I-FQS 3.2

I-FQS 2

GS 3.00° TCH 55

† 1220 when using John Glenn Columbus Intl altimeter setting.

6 NM 3.8 NM 1.2 NM

3000 052°

2400

2400

† \*1180

XUB

\*LOC only.

CATEGORY	A	B	C	D
S-ILS 5L	944-½		200 (200-½)	
S-LOC 5L	1180-½	436 (500-½)	1180-¾	436 (500-¾)
CIRCLING	1240-1	496 (500-1)	1280-1½ 536 (600-1½)	1400-2 656 (700-2)
ZOGAM FIX MINIMUMS				
S-LOC 5L	1080-½		336 (400-½)	
CIRCLING	1240-1	496 (500-1)	1280-1½ 536 (600-1½)	1400-2 656 (700-2)

TWR 852

11902 X 150

12103 X 200

052°

TDZ/CL Rwy 5R

REIL Rwy 23R

HIRL Rwy 5L-23R and 5R-23L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

COLUMBUS, OHIO

AL-6846 (FAA)

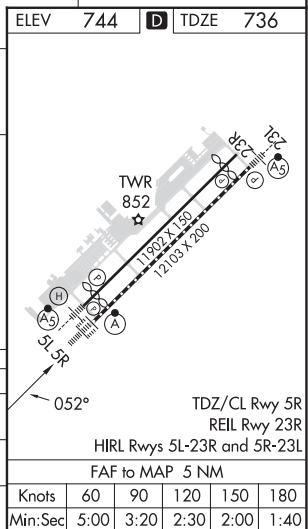
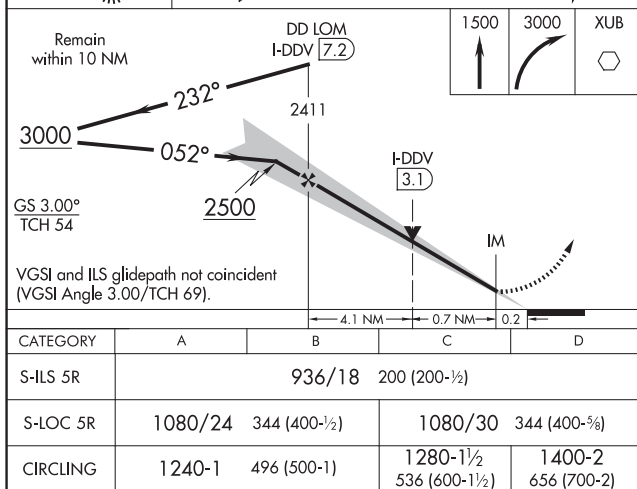
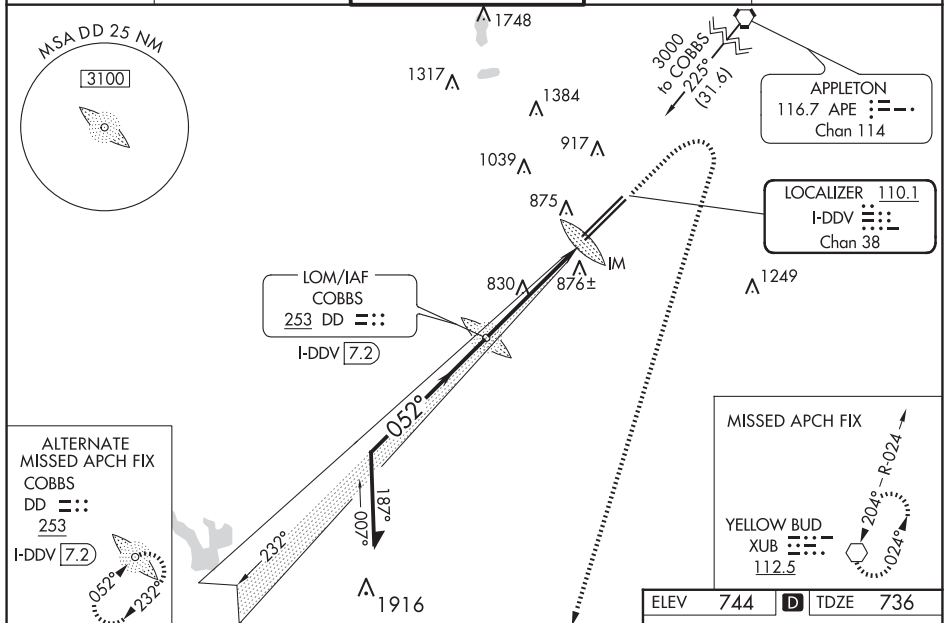
23054

LOC/DME I-DDV <b>110.1</b> Chan <b>38</b>	APP CRS <b>052°</b>	Rwy Idg <b>12103</b> TDZE <b>736</b> Apt Elev <b>744</b>
---	------------------------	--

# ILS or LOC RWY 5R

RICKENBACKER INTL (LCK)

ADF or DME required. <b>NA</b> Circling NA northwest of Rwy 5L-23R.		ALSIF-2 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.	
ATIS <b>132.75</b>	COLUMBUS APP CON <b>134.0 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>	CLNC DEL <b>125.275 275.8</b>

COLUMBUS, OHIO  
Amdt 3E 09SEP21

39°49'N-82°56'W


# RICKENBACKER INTL (LCK)

## ILS or LOC RWY 5R

LOC I-LCK <b>110.1</b>	APP CRS <b>232°</b>	Rwy Idg	23L <b>12103</b>	23R <b>10913</b>	
		TDZE	<b>740</b>	<b>743</b>	
		Apt Elev	<b>744</b>	<b>744</b>	
ILS or LOC RWY 23L					
RICKENBACKER INTL (LCK)					

⚠ Circling NA northwest of Rwy 5L-23R. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting: increase DA to 975 feet; increase all MDAs 40 feet and S-LOC 23L visibility Cats C/D to RVR 5500 and Circling visibility Cat D to 2¼ SM. Autopilot coupled approach N/A below 1000 MSL.

MALSR



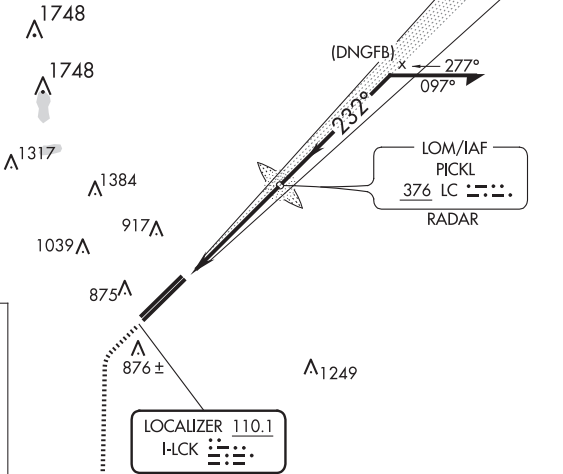
MISSED APPROACH: Climb to 3000, then left turn direct XUB VOR and hold.

ATIS <b>132.75</b>	COLUMBUS APP CON <b>134.0 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>	CLNC DEL <b>125.275 275.8</b>
-----------------------	--	-----------------------------------	---------------------------------	----------------------------------

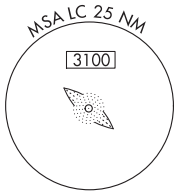
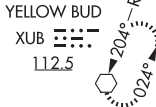
ALTERNATE MISSED  
APCH FIX



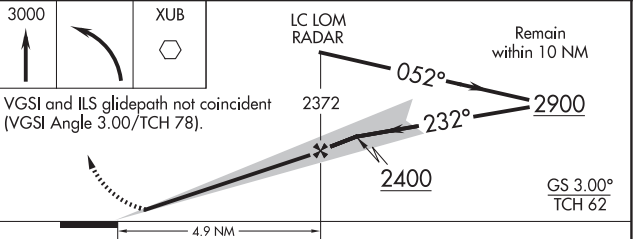
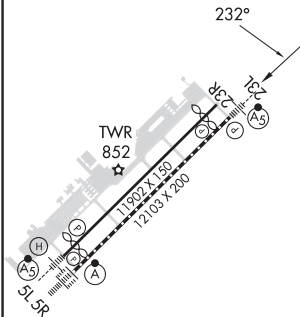
RADAR REQUIRED



MISSED APCH FIX



ELEV	<b>744</b>	TDZE	23L	<b>740</b>
		TDZE	23R	<b>743</b>



CATEGORY	A	B	C	D
S-ILS 23L	940/24 200 (200-½)			
S-LOC 23L	1 220/24 480 (500-½)		1 220/50 480 (500-1)	
SIDESTEP RWY 23R	1 220-1 477 (500-1)		1 220-1½ 477 (500-2)	
CIRCLING	1 240-1 496 (500-1)		1 280-1½ 536 (600-1½)	

COLUMBUS, OHIO

AL-6846 (FAA)

23054

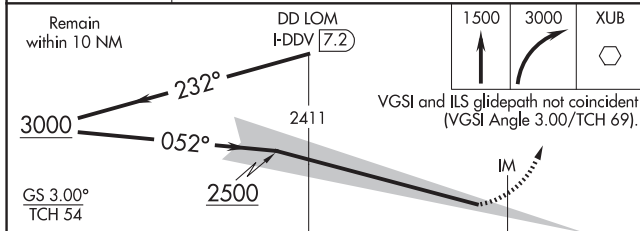
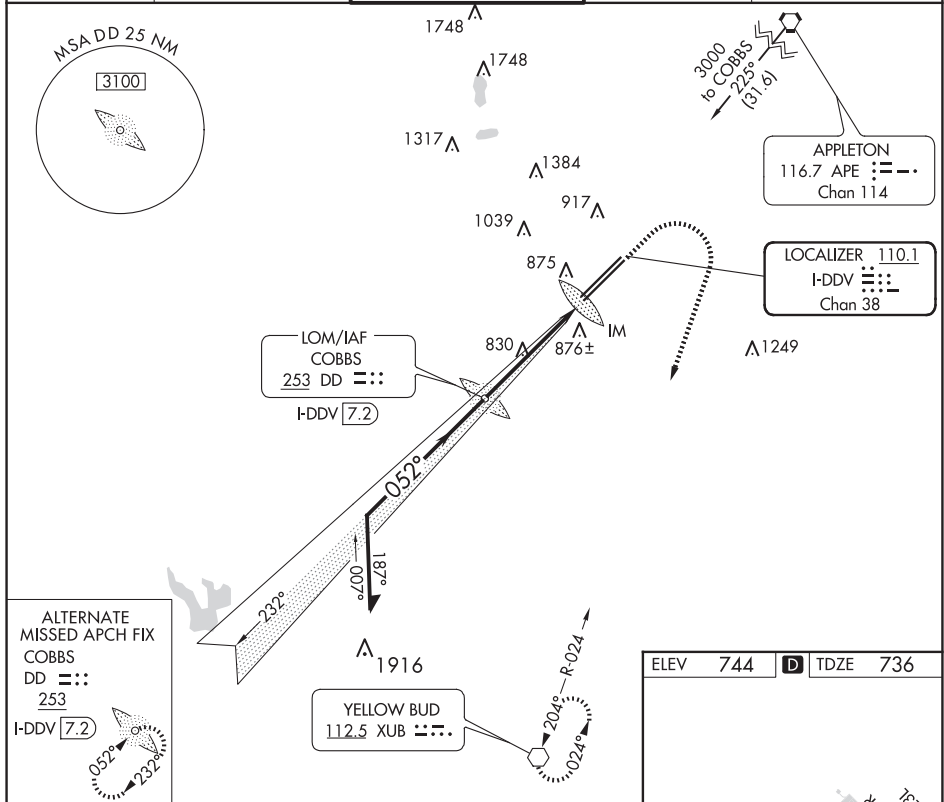
LOC/DME I-DDV	APP CRS	Rwy Idg	12103
<b>110.1</b>	<b>052°</b>	TDZE	<b>736</b>
Chan <b>38</b>		Apt Elev	<b>744</b>

# ILS RWY 5R (SA CAT I)

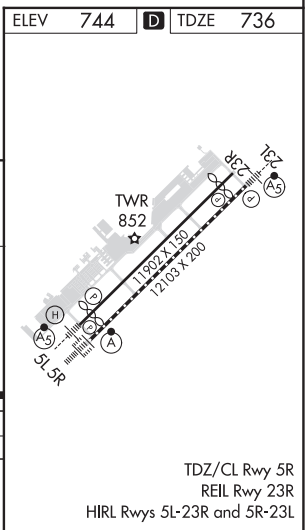
RICKENBACKER INTL (LCK)

ADF or DME required.	ALSF-2	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.
NA Requires specific OPSPEC, MSPEC or LOA approval.		

ATIS <b>132.75</b>	COLUMBUS APP CON <b>134.0 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>	CLNC DEL <b>125.275 275.8</b>
-----------------------	--	-----------------------------------	---------------------------------	----------------------------------



CATEGORY	A	B	C	D
S-ILS 5R		RA 150/14	150 DA 886	



## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

COLUMBUS, OHIO  
Amdt 3E 09SEP21

39°49'N-82°56'W

# RICKENBACKER INTL (LCK)

## ILS RWY 5R (SA CAT I)

EC-2, 07 AUG 2025 to 02 OCT 2025

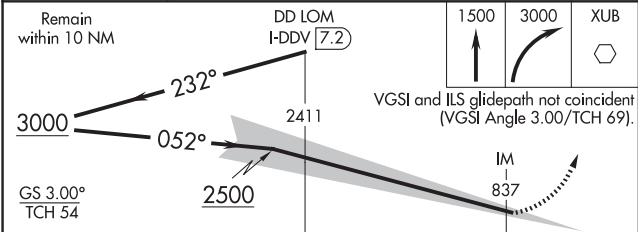
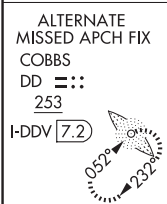
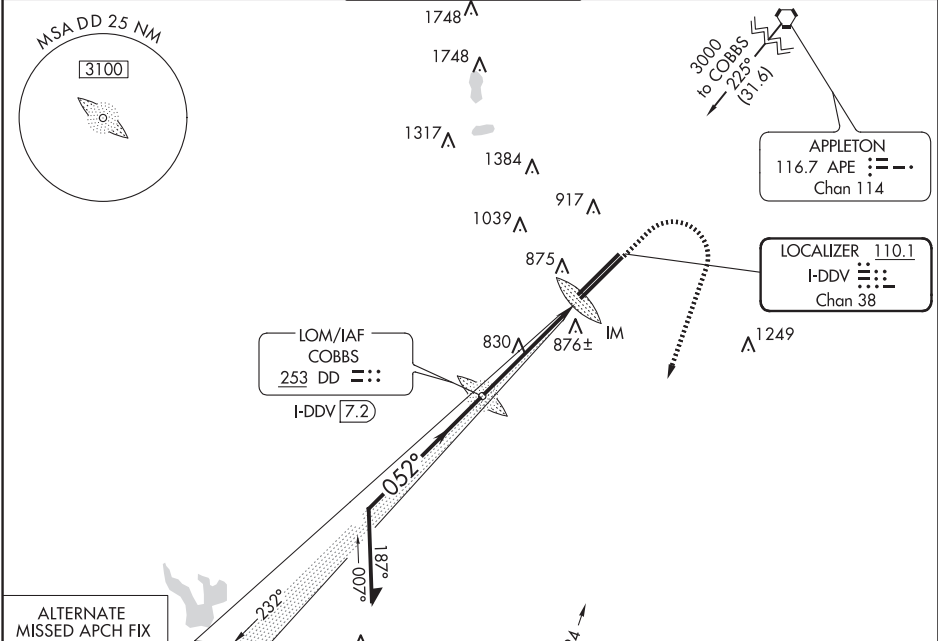
EC-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-DDV	APP CRS	Rwy Idg	12103
110.1	052°	TDZE	736
Chan 38		Apt Elev	744

ILS RWY 5R (CAT II)  
RICKENBACKER INTL (LCK)

ADF or DME required.	ALSIF-2	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.
NA	A	

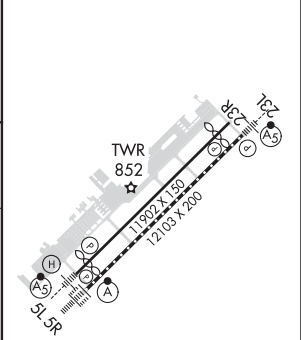
ATIS 132.75	COLUMBUS APP CON 134.0 279.6	RICK TOWER 120.05 348.4	GND CON 125.275 275.8	CLNC DEL 125.275 275.8
----------------	---------------------------------	----------------------------	--------------------------	---------------------------



CATEGORY	A	B	C	D
S-ILS 5R	RA 100/12	100	DA 836	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 744	TDZE 736
----------	----------



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025




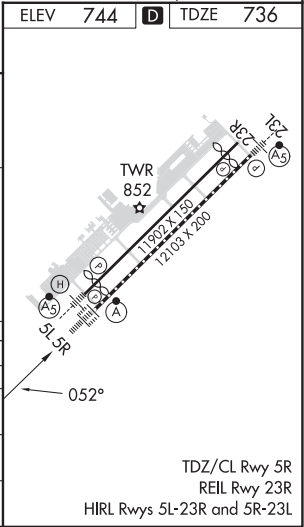
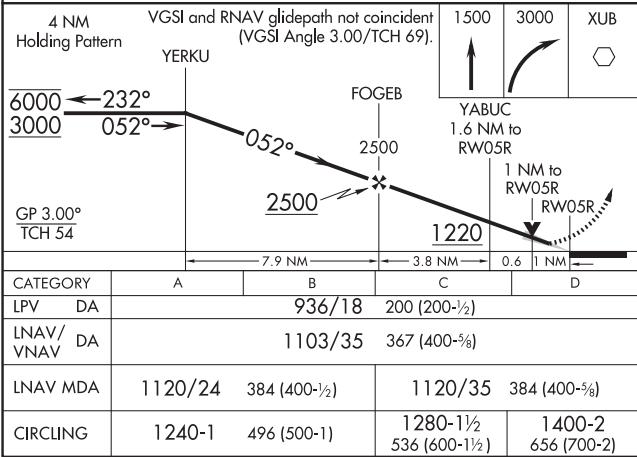
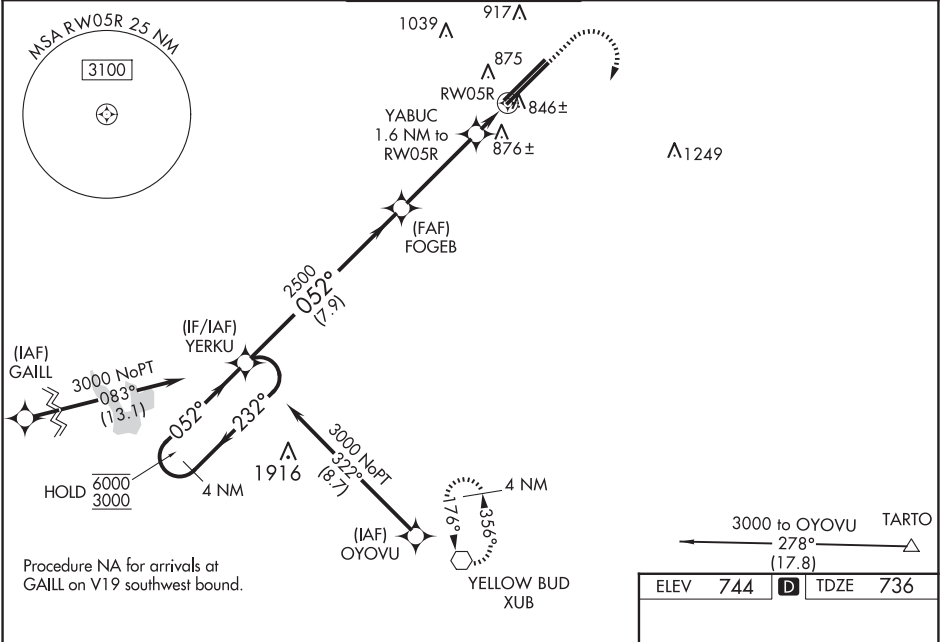


WAAS CH <b>78410</b> <b>W05A</b>	APP CRS <b>052°</b>	Rwy Ldg <b>12103</b> TDZE <b>736</b> Apt Elev <b>744</b>
--	------------------------	--

RNAV (GPS) RWY 5R

RICKENBACKER INTL (LCK)

RNP APCH - GPS.					ALSf-2 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct XUB VOR and hold.
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div><div><div><div>&lt;</div></div></div></div></div></div></div></div>						



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

COLUMBUS, OHIO

AL-6846 (FAA)

25163

WAAS CH <b>62811</b> <b>W23A</b>	APP CRS <b>232°</b>	Rwy Ldg <b>12103</b> TDZE <b>740</b> Apt Elev <b>744</b>
--	------------------------	--


RNAV (GPS) RWY 23L

RICKENBACKER INTL (LCK)

RNP APCH - GPS.

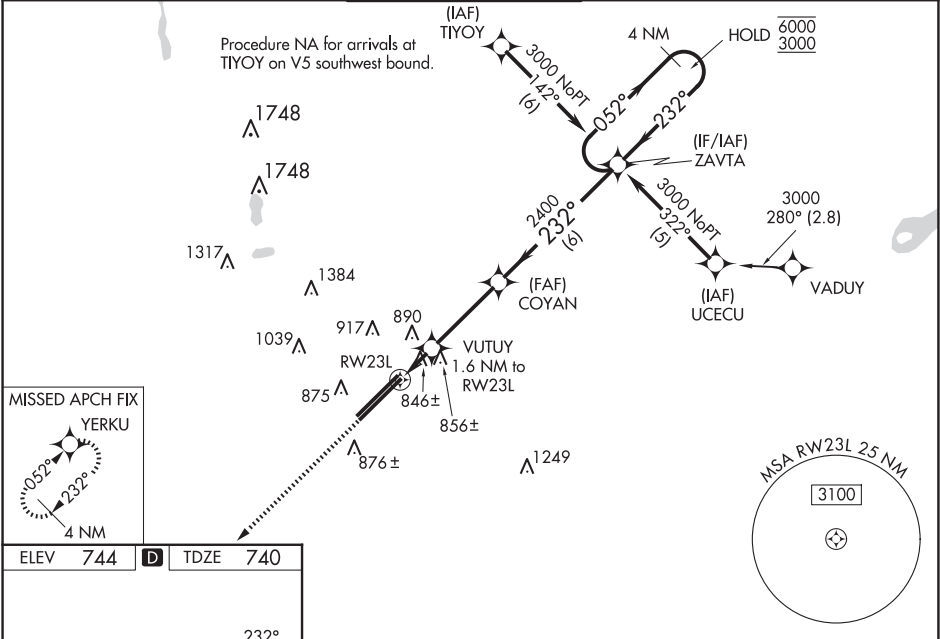
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA northwest of Rwy 5L-23R. Baro-VNAV NA when using John Glenn Columbus Intl altimeter setting. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting: increase LPV DA to 975 feet; increase LNAV/VNAV DA to 1157 feet and all visibilities to RVR 4000; increase all MDAs 40 feet and LNAV visibility Cats C/D to RVR 5000 and Circling Cat D to 2 1/4 SM.  
\* RVR 1800 authorized with use of FD or AP or HUD to DA, (NA when using John Glenn Columbus Intl altimeter setting).

MALSR  


MISSED APPROACH:  
Climb to 3000 direct YERKU and hold.

ATIS <b>132.75</b>	COLUMBUS APP CON <b>134.0 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>	CLNC DEL <b>125.275 275.8</b>
-----------------------	--	-----------------------------------	---------------------------------	----------------------------------



ELEV **744** **D** TDZE **740**

3000

↑

YERKU

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 78).

COYAN

2400

VUTUY

1.6 NM to RWY 23L

RWY 23L

1280

2400

1.6

3.4 NM

6 NM

4 NM

Holding Pattern

ZAVTA

052°

232°

6000

3000

GP 3.00°

TCH 55

CATEGORY	A	B	C	D
LPV DA *	940/24		200 (200-1/2)	
LNAV/VNAV DA	1122/35		382 (400-3/4)	
LNAV MDA	1180/24 440 (500-1/2)		1180/40	440 (500-3/4)
CIRCLING	1240-1 496 (500-1)		1280-1 1/2 536 (600-1 1/2)	1400-2 656 (700-2)

TDZ/CL Rwy 5R

REIL Rwy 23R

HIRL Rwy 5L-23R and 5R-23L

COLUMBUS, OHIO

Orig-C 11JUL24

39°49'N-82°56'W

RICKENBACKER INTL (LCK)

RNAV (GPS) RWY 23L

WAAS CH <b>78421</b> <b>W23B</b>	APP CRS <b>232°</b>	Rwy Ldg <b>10913</b> TDZE <b>743</b> Apt Elev <b>744</b>
--	------------------------	--

RNAV (GPS) RWY 23R

RICKENBACKER INTL (LCK)

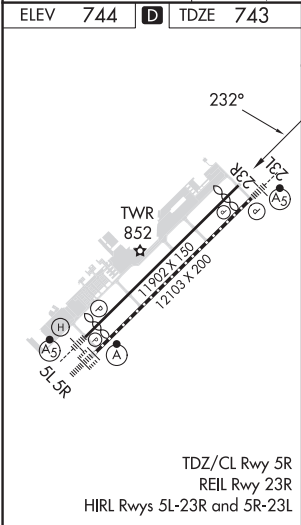
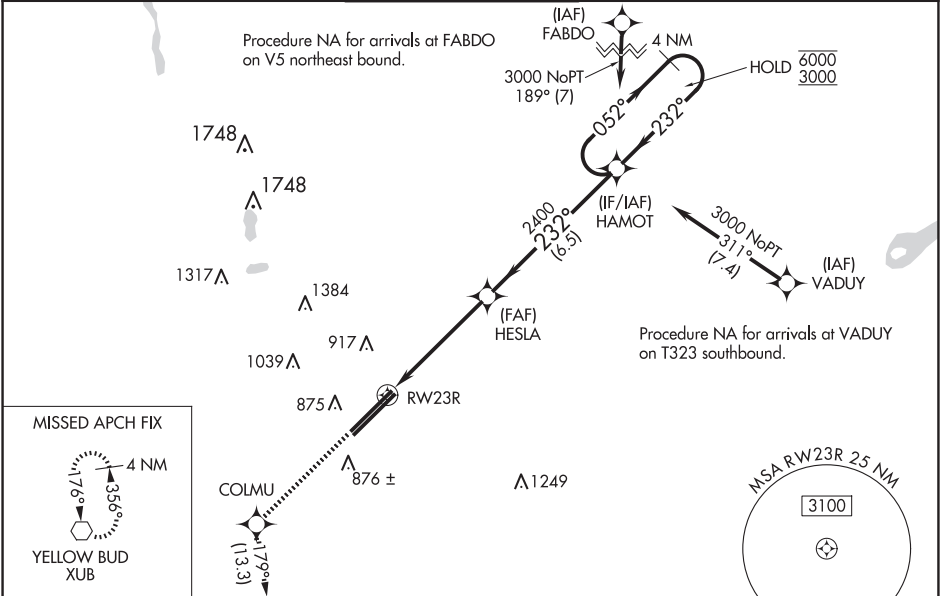
RNP APCH - GPS.

⚠

Circling NA northwest of Rwy 5L-23R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using John Glenn Columbus Intl altimeter setting. When local altimeter setting not received, use John Glenn Columbus Intl altimeter setting: increase LPV DA to 978 feet; increase LNAV/VNAV DA to 1041 feet and all visibilities to 1 SM; increase all MDAs 40 feet and Circling Cat D visibility ¼ SM.

MISSED APPROACH:  
Climb to 3000 direct COLMU and on track 179° to XUB VOR and hold.

ATIS <b>132.75</b>	COLUMBUS APP CON <b>134.0 279.6</b>	RICK TOWER <b>120.05 348.4</b>	GND CON <b>125.275 275.8</b>	CLNC DEL <b>125.275 275.8</b>
-----------------------	--	-----------------------------------	---------------------------------	----------------------------------



3000	COLMU	XUB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).	
↑	✱	tr 179°	4 NM	Holding Pattern
HESLA		2400	052° → 6000	← 232° 3000
RW23R		2400	GP 3.00° TCH 55	
1.3		3.8 NM	6.5 NM	
CATEGORY	A	B	C	D
LPV DA	943-¾		200 (200-¾)	
LNAV/VNAV DA	1006-⅞		263 (300-⅞)	
LNAV MDA	1220-1	477 (500-1)	1220-1⅓	477 (500-1⅓)
CIRCLING	1240-1	496 (500-1)	1280-1½	1400-2
			536 (600-1½)	656 (700-2)





CONNERSVILLE, INDIANA

AL-5371 (FAA)

24305

WAAS CH <b>93699</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg TDZE Apt Elev	<b>6503</b> <b>866</b> <b>866</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 18

METTEL FLD (CEV)

RNP APCH.

**NA** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting. Circling Rwy 4, 22 NA at night. For inop ALS increase LPV all Cats visibility to 1 SM, LNAV/VNAV all Cats visibility to 1½ SM, and LNAV Cats A/B visibility to 1 SM. For inop ALS when using James M. Cox Dayton Intl altimeter setting, increase LPV all Cats visibility to 1 SM, LNAV/VNAV all Cats visibility to 1¼ SM. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting and increase all DA 121 feet and all MDA 140 feet: increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ¾ SM, and Circling Cat C/D visibility ½ SM.

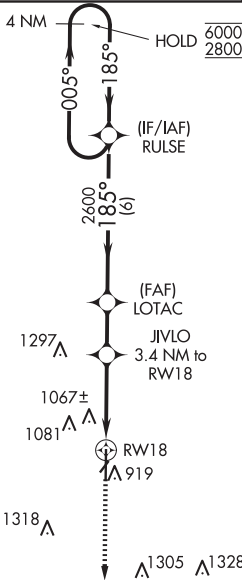
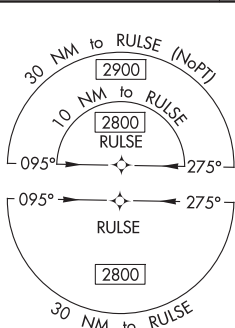


MISSED APPROACH:  
Climb to 2800 direct  
WALAG and hold.

AWOS-3  
**118.325**

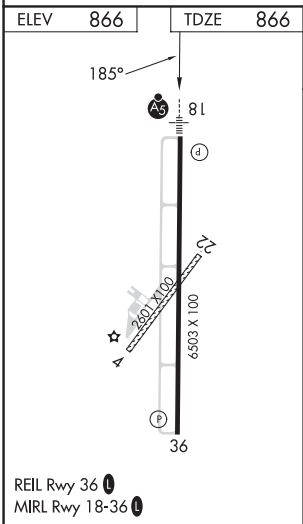
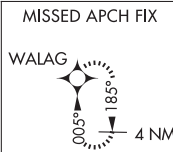
COLUMBUS APP CON  
**134.45 352.05**

UNICOM  
**122.8 (CTAF)**


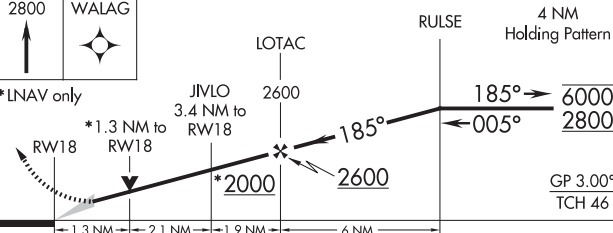



△1582

△1475



REIL Rwy 36  
MIRL Rwy 18-36

2800 ↑	WALAG 				
*LNAV only	*1.3 NM to RW18	JVL0 3.4 NM to RW18	2600	185° → 6000 ← 005° 2800	GP 3.00° TCH 46
1.3 NM		2.1 NM	1.9 NM	6 NM	
CATEGORY	A		B	C	D
LPV DA	1116-½		250 (300-½)		
LNAV/ VNAV DA	1385-1		519 (600-1)		
LNAV MDA	1320-½	454 (500-½)	1320-⅞	454 (500-⅞)	
 CIRCLING	1440-1 574 (600-1)	1540-1 674 (700-1)	1620-2¼ 754 (800-2¼)	1620-2½ 754 (800-2½)	

CONNERSVILLE, INDIANA

Amndt 2 03JAN19

39°42'N-85°08'W

# RNAV (GPS) RWY 18

METTEL FLD (CEV)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>93929</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Idg TDZE <b>862</b> Apt Elev <b>866</b>
--	------------------------	---

RNAV (GPS) RWY 36

METTEL FLD (CEV)

RNP APCH.

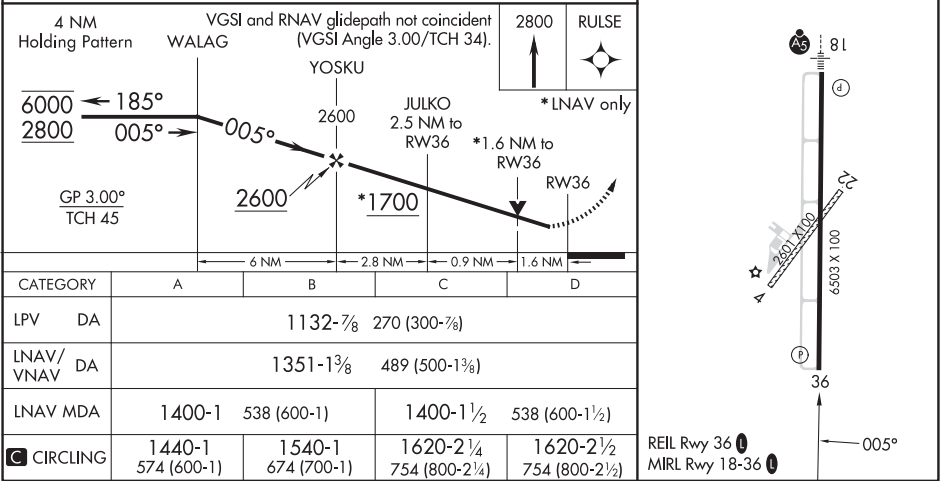
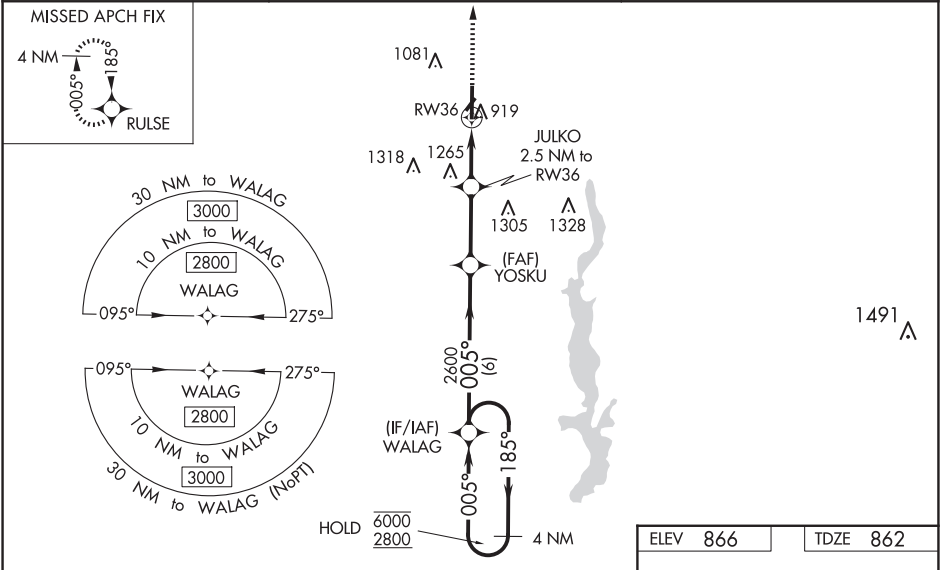
▼

▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. VDP and Baro VNAV NA when using James M. Cox Dayton Intl altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA. Circling Rwy 4, 22 NA at night. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase LPV DA to 1253 feet and visibility all Cats to 1½ SM, LNAV/VNAV DA to 1472 feet and visibility all Cats to 1¼ SM, increase all MDA 140 feet and LNAV Cats C/D visibility to 1½ SM, Circling Cat B to 1½ SM, Cat C to 2¾ SM, and Cat D to 3 SM.

MISSED APPROACH: Climb to 2800 direct RULSE and hold.

AWOS-3 <b>118.325</b>	COLUMBUS APP CON <b>134.45 352.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	--	---------------------------------



COSHOCTON, OHIO

AL-5804 (FAA)

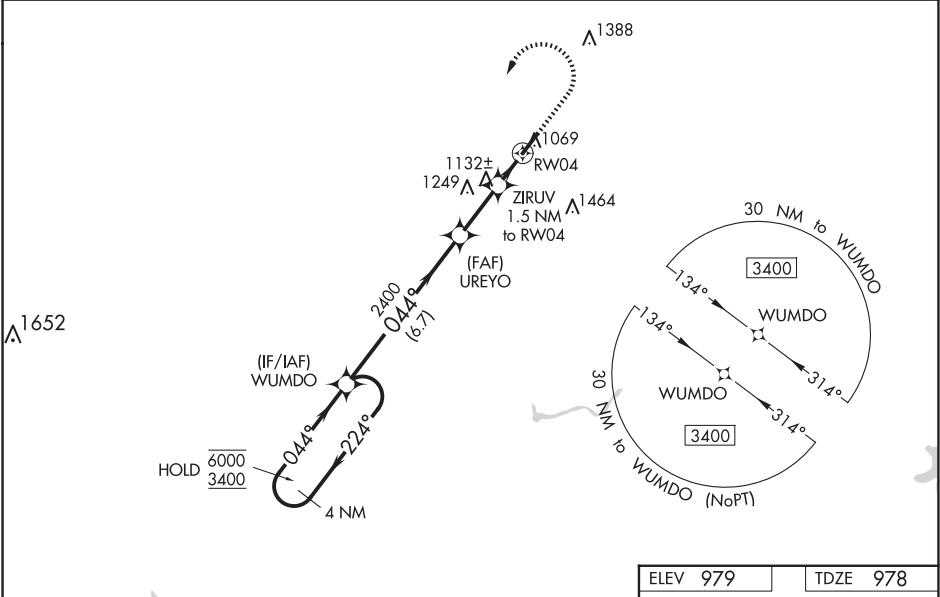
23278

WAAS CH <b>86543</b> <b>W04A</b>	APP CRS <b>044°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>978</b> <b>979</b>
--	------------------------	-----------------------------	---

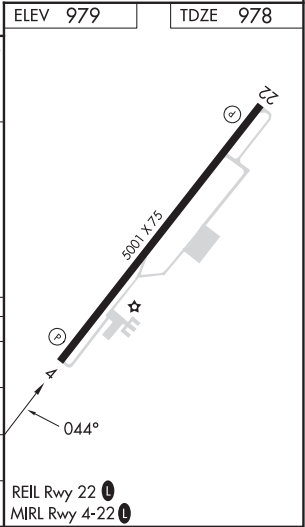
RNAV (GPS) RWY 4

RICHARD DOWNING (I40)

RNP APCH.				MISSED APPROACH: Climb to 1480 then climbing left turn to 3400 direct WUMDO and hold.
▼ ▲ NA Rwy 4 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Zanesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 48°C. When local altimeter setting not received, use Zanesville altimeter setting and increase LPV DA to 1344 feet, increase LNAV/VNAV DA to 1310 feet, increase all MDA 80 feet and LPV and LNAV/VNAV visibility ½ SM, LNAV Cat C/D visibility ¼ SM, and Circling Cat C/D visibility ½ SM.				
AWOS-3 118.875	INDIANAPOLIS CENTER 124.45 323.275	GCO 121.725	UNICOM 123.0 (CTAF)	122.9 0



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 26).		1480	3400	WUMDO
WUMDO		UREYO		* LNAV only.		
6000	3400	2400	2400	1.5 NM	1.5 NM	1.5 NM
GP 3.50° TCH 45		2400		* 1560		
6.7 NM		2.3 NM		1.5 NM		
CATEGORY	A	B	C	D		
LPV DA	1282-7/8		304 (400-7/8)			
LNAV/VNAV DA	1248-7/8		270 (300-7/8)			
LNAV MDA	1400-1	422 (500-1)	1400-1¼	422 (500-1¼)		
CIRCLING	1440-1 461 (500-1)	1500-1 521 (600-1)	1780-2¼ 801 (900-2¼)	1780-2½ 801 (900-2½)		



COSHOCTON, OHIO  
Orig-A 05OCT23

40°19'N-81°51'W

RICHARD DOWNING (I40)  
RNAV (GPS) RWY 4



WAAS CH <b>42838</b> <b>W22A</b>	APP CRS <b>224°</b>	Rwy Idg <b>5001</b> TDZE <b>979</b> Apt Elev <b>979</b>
--	------------------------	---

RNAV (GPS) RWY 22

RICHARD DOWNING (I40)

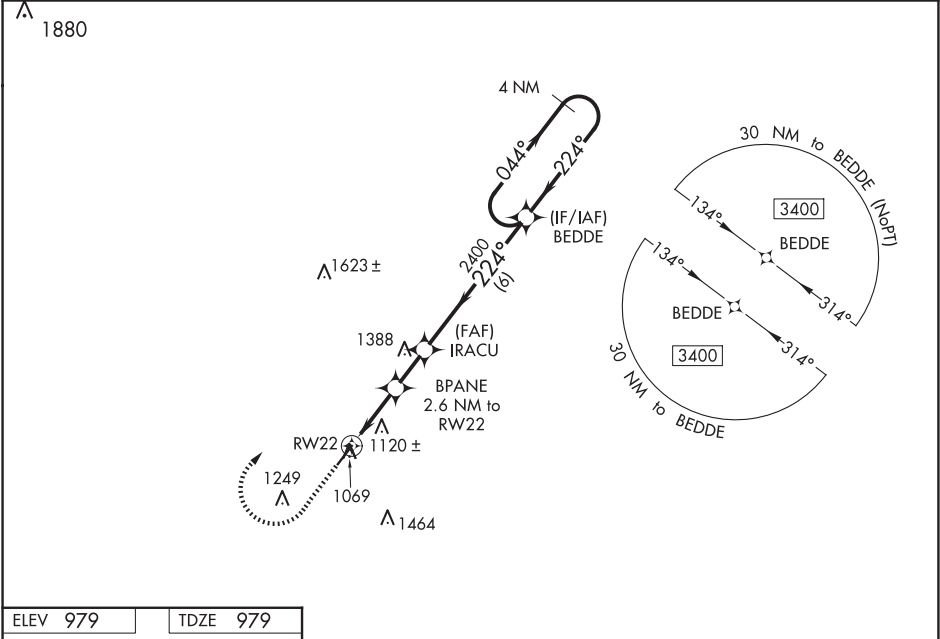
⚠

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 Zanesville altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Zanesville altimeter setting and increase LPV DA to 1291 feet and all visibilities ¼ SM, increase LNAV/VNAV DA to 1501 feet and all visibilities ½ SM, increase all MDA 80 feet and LNAV Cat C/D visibility ¼ SM, Circling Cat C/D visibility ½ SM.

MISSED APPROACH:  
Climb to 1400 then climbing right turn to 3400 direct BEDDE and hold.

AWOS-3 <b>118.875</b>	INDIANAPOLIS CENTER <b>124.45 323.275</b>	GCO <b>121.725</b>	UNICOM <b>123.0</b> (CTAF)	<b>122.9</b>
--------------------------	--	-----------------------	-------------------------------	--------------



ELEV 979

TDZE 979

1400

3400

BEDDE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

4 NM Holding Pattern

\*LNAV only.

BPANE 2.6 NM to RW22

IRACU 2400

BEDDE

224°

044°

224°

3400

2400

1840

GP 3.00° TCH 45

500' x 75'

REIL Rwy 22

MIRL Rwy 4-22

CATEGORY	A	B	C	D
LPV DA	1229-3⁄4 250 (300-3⁄4)			
LNAV/VNAV DA	1439-1⁄5 460 (500-1⁄5)			
LNAV MDA	1380-1	401 (500-1)	1380-1 1⁄8	401 (500-1 1⁄8)
CIRCLING	1440-1 461 (500-1)	1520-1 541 (600-1)	1780-2 1⁄4 801 (900-2 1⁄4)	1780-2 1⁄2 801 (900-2 1⁄2)

COSHOCTON, OHIO

Amcl 1 02MAR17

40°19'N-81°51'W

175

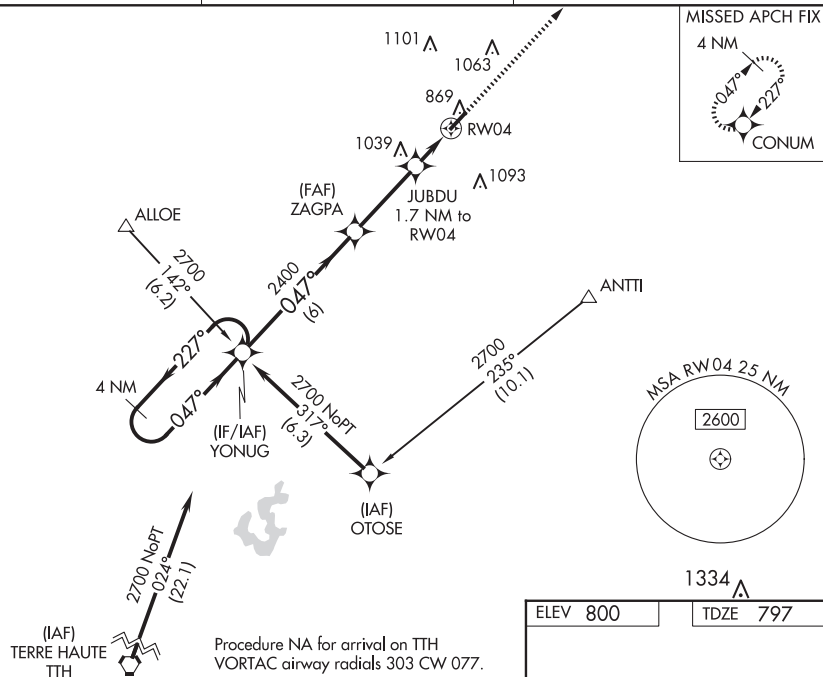
RICHARD DOWNING (I40)


RNAV (GPS) RWY 22

RNAV (GPS) RWY 4  
CRAWFORDSVILLE RGNL (CFJ)

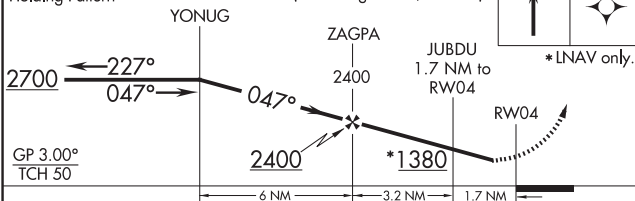
**MISSED APPROACH:**  
Climb to 2700 direct  
CONUM and hold.

UNICOM  
122.8 (CTAF) **L**



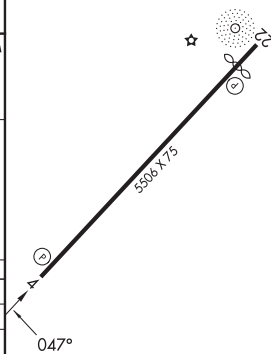
2700 ↑	CONUM 
-----------	--

\* LNAV only.



CATEGORY		A	B	C	D
LPV	DA	1076-7 $\frac{7}{8}$		279 (300-7%)	
LNAV/ VNAV	DA	1066-7 $\frac{7}{8}$		269 (300-7%)	
LNAV	MDA	1240-1	443 (500-1)	1240-1 $\frac{3}{8}$	443 (500-1 $\frac{3}{8}$ )
<b>C</b> CIRCLING		1240-1 440 (500-1)	1260-1 460 (500-1)	1440-1 $\frac{3}{4}$ 640 (700-1 $\frac{3}{4}$ )	1520-2 $\frac{1}{4}$ 720 (800-2 $\frac{1}{4}$ )

TDZE	797
------	-----



REIL Rwy 4 and 22 (L)  
MIRL Rwy 4-22 (L)

CRAWFORDSVILLE RGNL (CFJ)  
RNAV (GPS) RWY 4

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>60941</b> <b>W22A</b>	APP CRS <b>227°</b>	Rwy Ldg TDZE <b>799</b> Apt Elev <b>800</b>
--	------------------------	---

RNAV (GPS) RWY 22

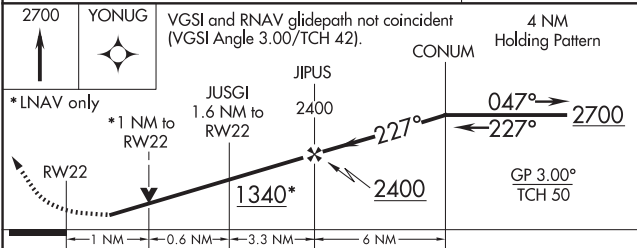
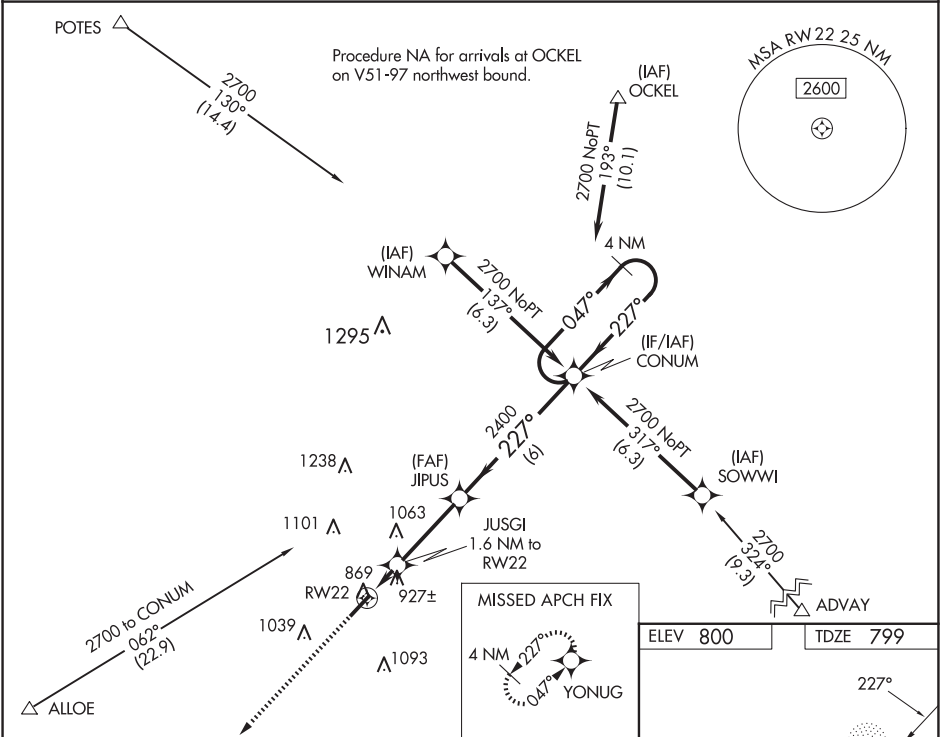
CRAWFORDSVILLE RGNL (CFJ)

RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Greencastle altimeter setting. When local altimeter setting not received, use Greencastle altimeter setting: increase LPV DA to 1104 feet, LNAV/VNAV DA to 1115 feet; increase all MDA 60 feet and visibility Cats C and D ¼ SM. Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct YONUG and hold.

AWOS-3PT <b>125.65</b>	INDIANAPOLIS APP CON <b>119.05 317.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
---------------------------	---	---------------------------------



CATEGORY	A	B	C	D
LPV DA		1052-1	253 (300-1)	
LNAV/VNAV DA		1063-1	264 (300-1)	
LNAV MDA	1180-1	381 (400-1)	1180-1½	381 (400-1½)
CIRCLING	1240-1 440 (500-1)	1260-1 460 (500-1)	1440-1¾ 640 (700-1¾)	1520-2¼ 720 (800-2¼)

ELEV 800      TDZE 799

REIL Rwy 4 and 22 0  
MIRL Rwy 4-22 0

CRAWFORDSVILLE, INDIANA

AL-6014 (FAA)

25163

NDB CFJ	388	APP CRS	044°	Rwy Ldg	5506
				TDZE	797
				Apt Elev	800

NDB RWY 4

CRAWFORDSVILLE RGNL (CFJ)

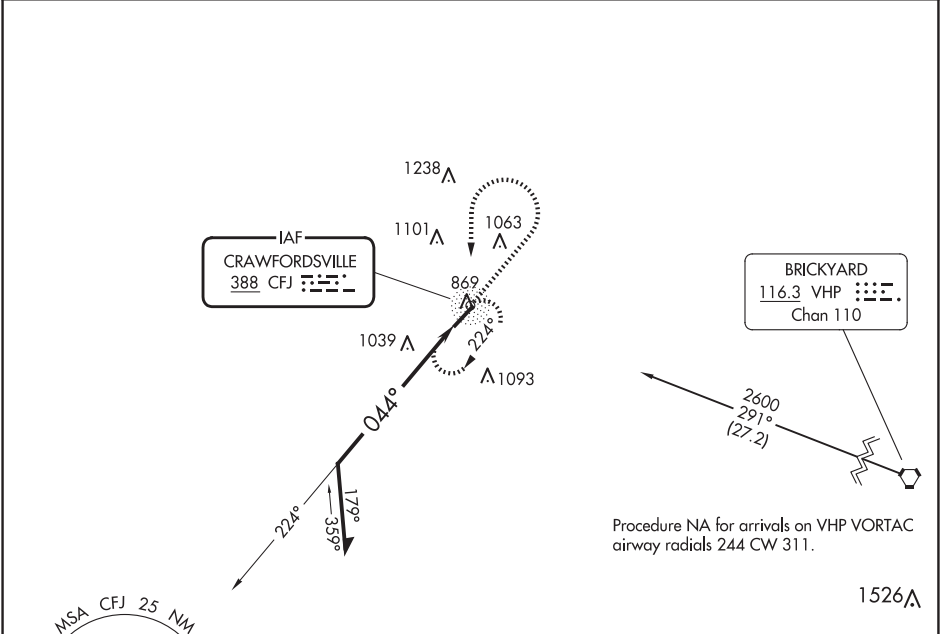
▼

▲ NA

When local altimeter setting not received, use Greencastle altimeter setting: increase all MDA 60 feet and visibility Cats C and D ¼ SM. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2400 then left turn direct CFJ NDB and hold.

AWOS-3PT 125.65	INDIANAPOLIS APP CON 119.05 317.8	UNICOM 122.8 (CTAF) 1
--------------------	--------------------------------------	--------------------------



Remain within 10 NM

CFJ NDB

2400

224°

044°

2400

CFJ

CATEGORY	A	B	C	D
S-04	1420-1	623 (700-1)	1420-1¾	623 (700-1¾)
CIRCLING	1420-1	620 (700-1)	1440-1¾ 640 (700-1¾)	1520-2¼ 720 (800-2¼)

ELEV 800

TDZE 797

044°

5506 x 75

REIL Rwy 4 and 22 1

MIRL Rwy 4-22 1

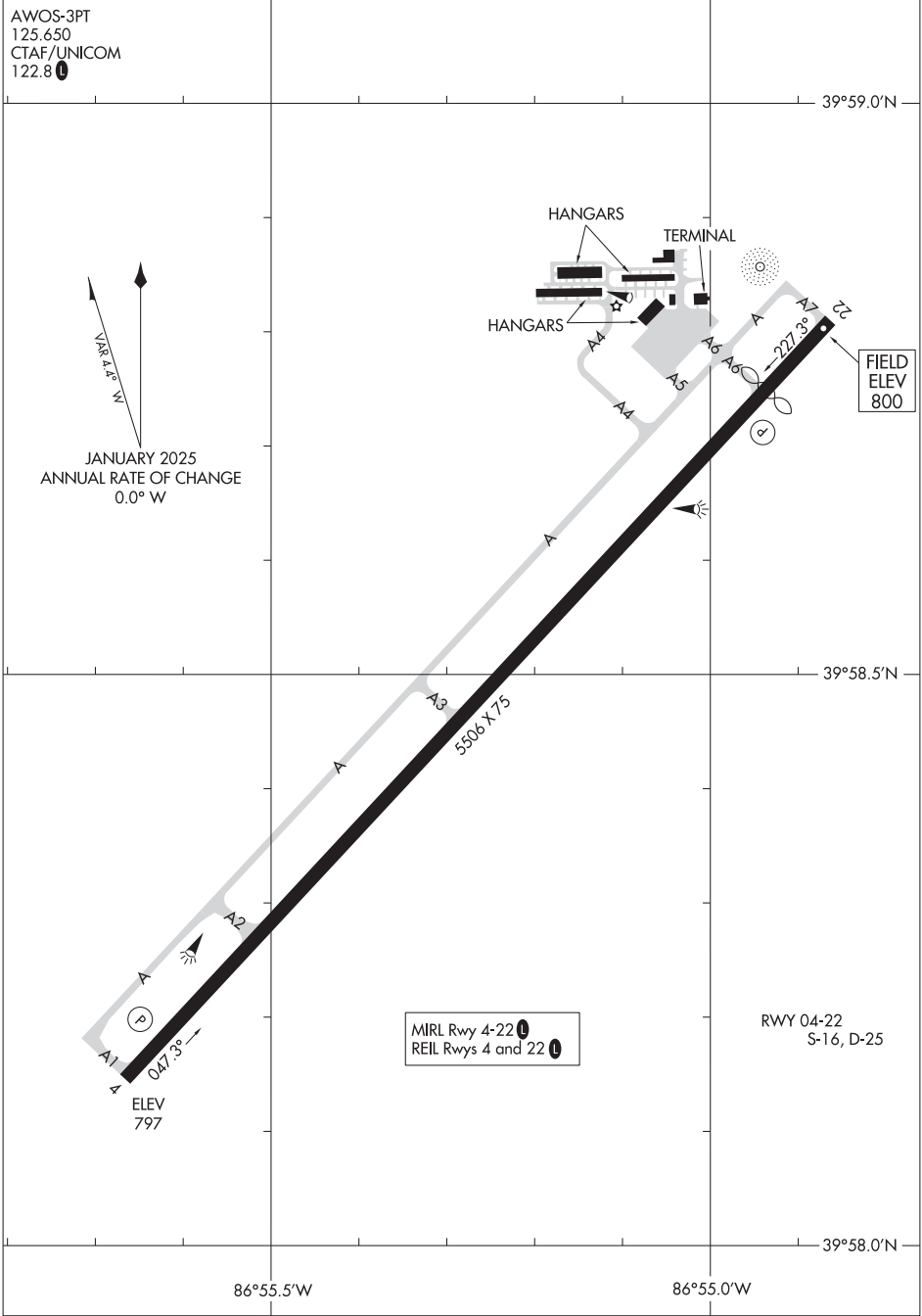
CRAWFORDSVILLE, INDIANA  
Amdt 6A 08NOV18

39°59'N-86°55'W

CRAWFORDSVILLE RGNL (CFJ)  
NDB RWY 4

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

DAYTON, OHIO

AL-6307 (FAA)

24137

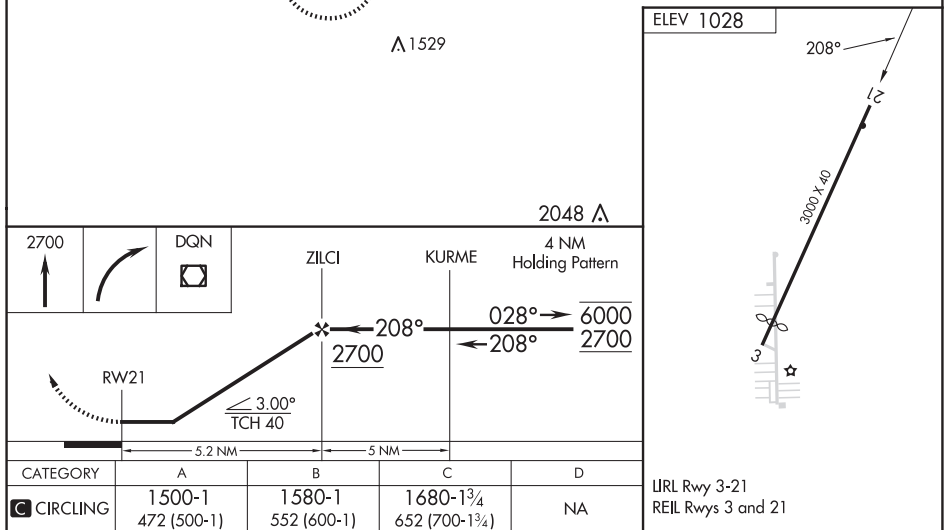
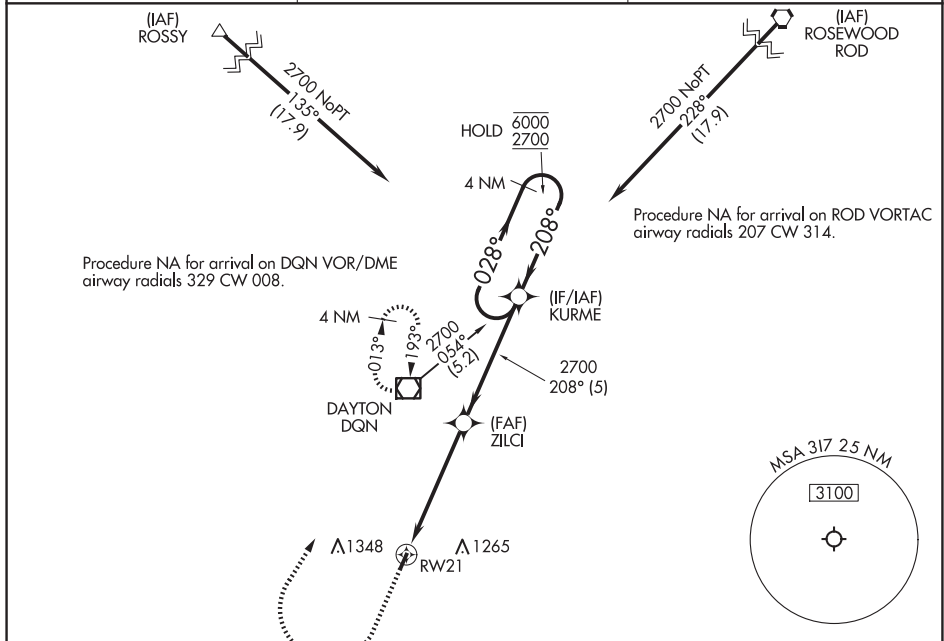
APP CRS	Rwy Idg	N/A
208°	TDZE	N/A
	Apt Elev	1028

# RNAV (GPS)-A

DAYTON/PHILLIPSBURG (3I7)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2700 then right turn direct DQN VOR/DME and hold.
NA Use James M Cox Dayton Intl altimeter setting.	

DAY ASOS 125.8	COLUMBUS APP CON 134.45 352.05	UNICOM 122.7 (CTAF)
-------------------	-----------------------------------	------------------------



DAYTON, OHIO

Orig 17JUN21

39°55'N-84°24'W

# DAYTON/PHILLIPSBURG (3I7)

## RNAV (GPS)-A

EC-2, 07 AUG 2025 to 02 OCT 2025



DAYTON, OHIO

AL-5042 (FAA)

22307

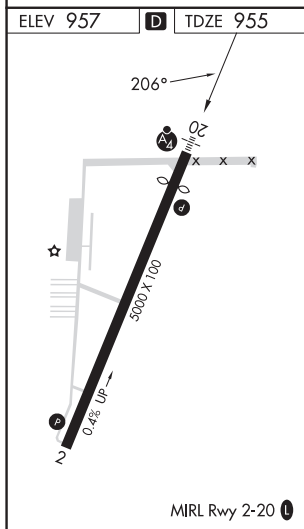
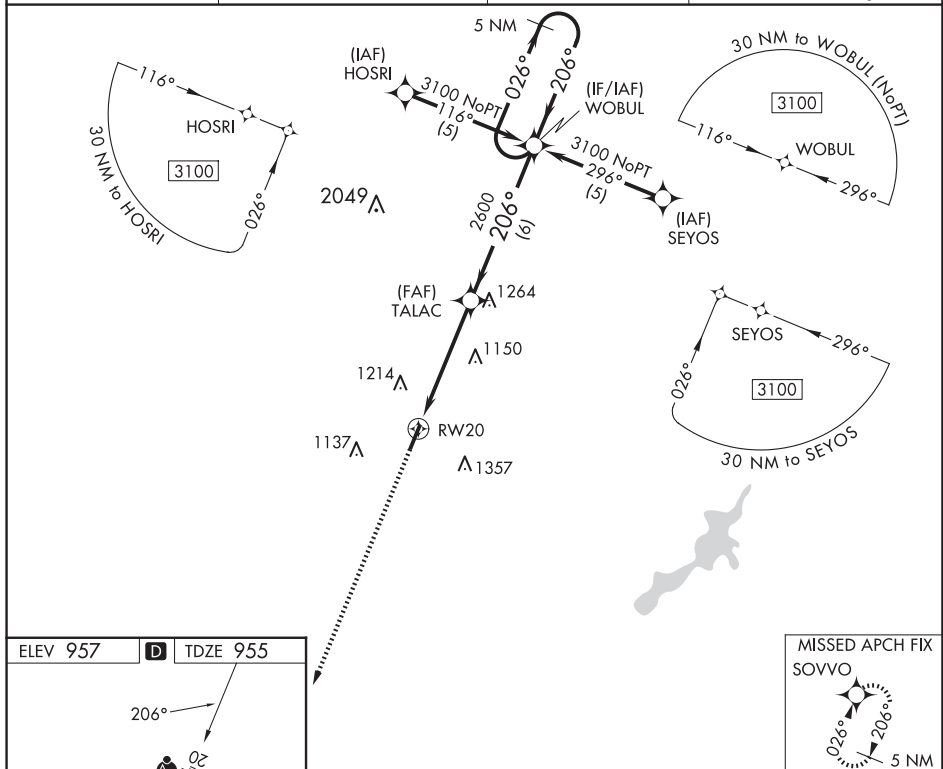
WAAS CH <b>93601</b> <b>W20A</b>	APP CRS <b>206°</b>	Rwy Idg <b>4410</b> TDZE <b>955</b> Apt Elev <b>957</b>
--	------------------------	---

# RNAV (GPS) RWY 20

DAYTON/WRIGHT BROTHERS (MGY)

RNP APCH.	<p>⚠ Inoperative table does not apply. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DAs/MDAs 60 feet and Circling Cat C/D visibility ¼ SM. Rwy 20 helicopter visibility reduction below ¾ SM NA. VDP NA when using James M Cox Dayton Intl altimeter setting.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 3100 direct SOVVO and hold.</p>
-----------	--	-------------	--

ASOS <b>118.375</b>	COLUMBUS APP CON <b>118.85 269.275</b>	CLNC DEL <b>119.4</b>	UNICOM <b>122.8 (CTAF)</b>
------------------------	---	--------------------------	-------------------------------



3100 ↑ SOVVO		5 NM Holding Pattern		
* LNAV only.		WOBU		
* 1.4 NM to RW20		TALAC		
RW20		206°		
1.4		2600		
3.6 NM		6 NM		
GP 3.00° TCH 40°		026° → 3100 ← 206°		
CATEGORY	A	B	C	D
LPV DA	1294-1¼ 339 (400-1¼)			
LNAV MDA	1440-1	485 (500-1)	1440-1¼ 485 (500-1¼)	1440-1½ 485 (500-1½)
CIRCLING	1480-1¼ 523 (600-1¼)	1520-1¼ 563 (600-1¼)	1660-2 703 (800-2)	1660-2¼ 703 (800-2¼)

DAYTON, OHIO  
Orig-B 30JAN20

39°35'N-84°13'W

DAYTON/WRIGHT BROTHERS (MGY)  
RNAV (GPS) RWY 20

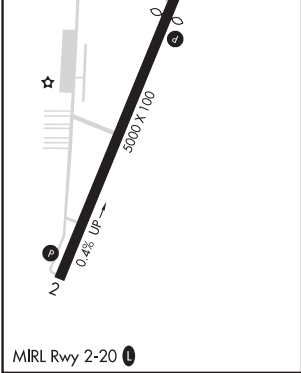
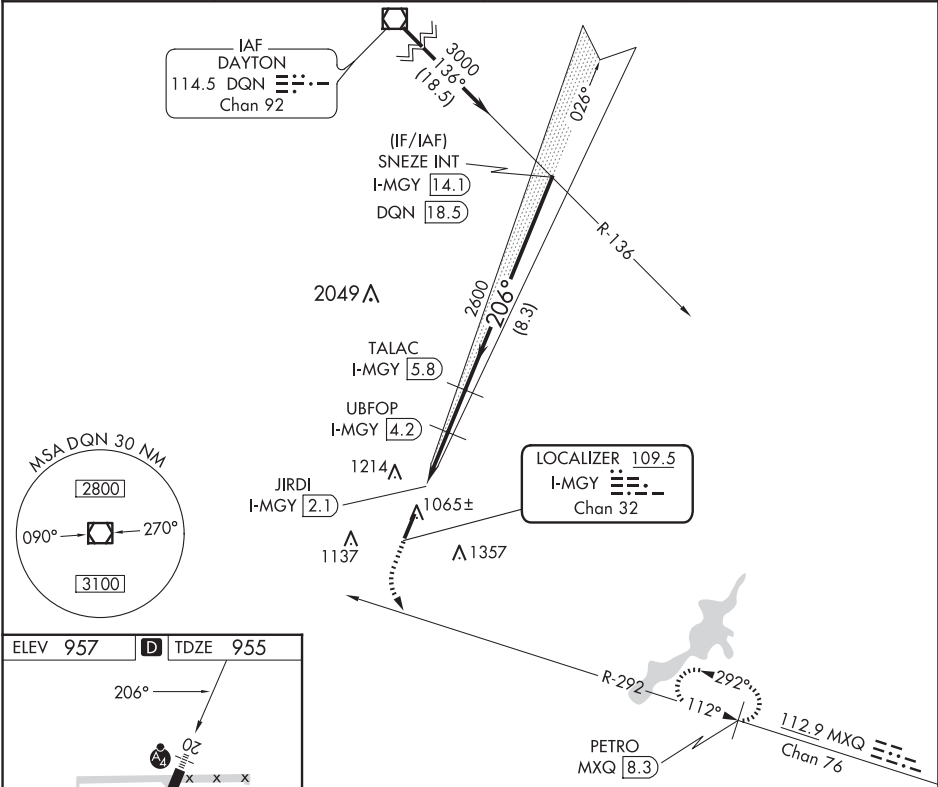
EC-2, 07 AUG 2025 to 02 OCT 2025



LOC/DME I-MGY	APP CRS	Rwy Idg	4410
109.5	206°	TDZE	955
Chan 32		Apt Elev	957

LOC RWY 20  
DAYTON/WRIGHT BROTHERS (MGY)

DME required. Rwy 20 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply.		MALS 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 on heading 118° and MXQ VOR/DME R-292 to PETRO MXQ 8.3 DME and hold.
ASOS 118.375	COLUMBUS APP CON 118.85 269.275	CLNC DEL 119.4	UNICOM 122.8 (CTAF) 0



1600	3000	MXQ R-292	PETRO MXQ	TALAC	SNEZE INT
↑	hdg 118°	[8.3]	[8.3]	I-MGY [5.8]	I-MGY [14.1]
JIRDI I-MGY [2.1]		UBPOP I-MGY [4.2]	TCH 40	206°	3000
2040		2600	8.3 NM		
1.2	2.1 NM	1.6 NM	8.3 NM		
CATEGORY	A	B	C	D	
S-LOC 20	1320-1 1/2		365 (400-1 1/2)		
CIRCLING	1440-1 1/2 483 (500-1 1/2)	1520-1 1/2 563 (600-1 1/2)	1660-2 703 (800-2)	1660-2 1/4 703 (800-2 1/4)	

DAYTON, OHIO

AL-5042 (FAA)

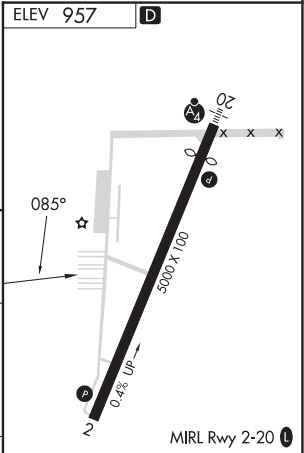
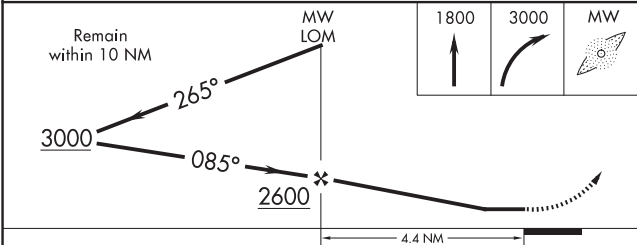
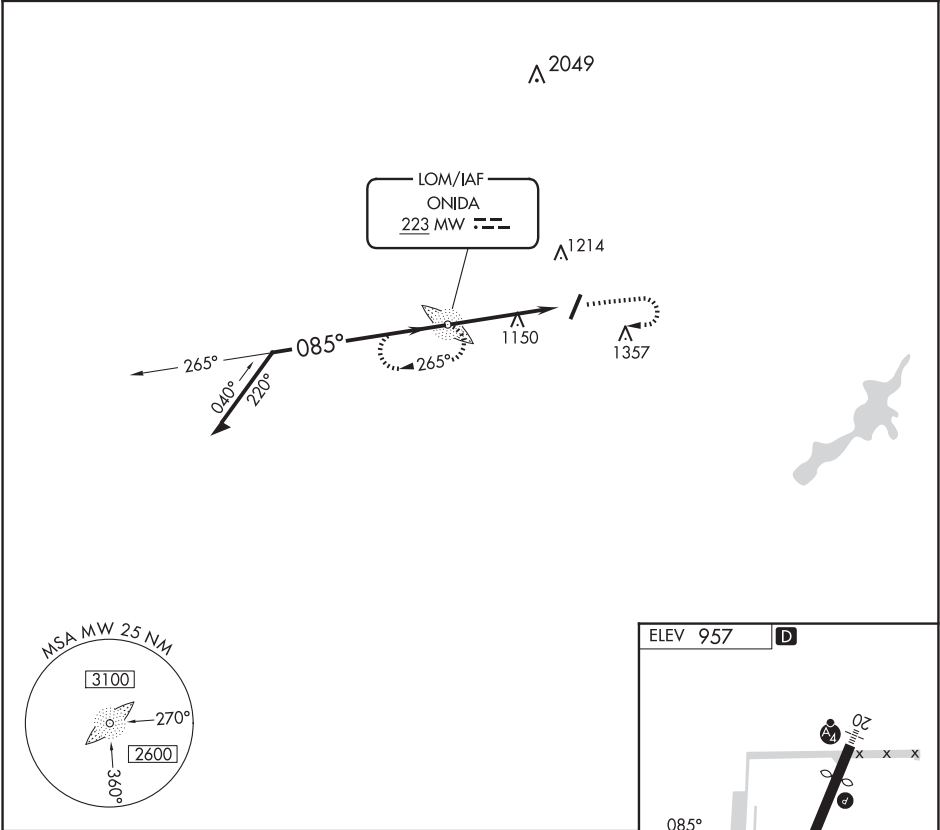
22307


LOM MW <b>223</b>	APP CRS <b>085°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>957</b>
----------------------	------------------------	-----------------------------	--

NDB-A

DAYTON/WRIGHT BROTHERS (MGY)

RADAR required for procedure entry. ▼ When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet, and Cat C/D visibilities ¼ SM. ▲ NA		MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MW LOM and hold.	
ASOS <b>118.375</b>	COLUMBUS APP CON <b>118.85 269.275</b>	CLNC DEL <b>119.4</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>



CATEGORY	A	B	C	D	FAF to MAP 4.4 NM					
 CIRCLING	1480-1 523 (600-1)	1520-1 563 (600-1)	1660-2 703 (800-2)	1660-2¼ 703 (800-2¼)	Knots	60	90	120	150	180
					Min:Sec	4:24	2:56	2:12	1:46	1:28

DAYTON, OHIO

Amld 3 13SEP18

DAYTON/WRIGHT BROTHERS (MGY)

39°35'N-84°13'W

NDB-A

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>97702</b> <b>W07A</b>	APP CRS <b>068°</b>	Rwy Ldg <b>5004</b> TDZE <b>932</b> Apt Elev <b>949</b>
--	------------------------	---

RNAV (GPS) RWY 7

GREENE COUNTY/LEWIS A JACKSON RGNL (GDK)

RNP APCH - GPS.

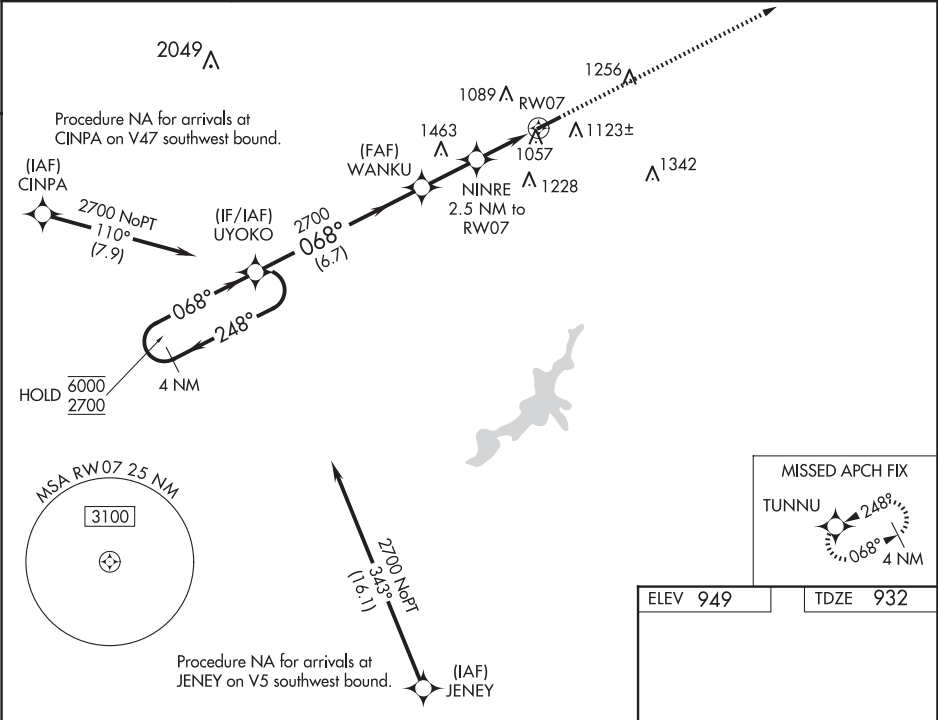
▼

▲

When local altimeter setting not received, use Dayton/Wright Brothers altimeter setting: increase LPV DA to 1235 feet; increase LNAV/VNAV DA to 1268 feet; increase all MDA 40 feet and LNAV visibility Cat C ½ SM. Rwy 7 helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Dayton/Wright Brothers altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH:  
Climb to 2700 direct TUNNU and hold.

AWOS-3 <b>118.525</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>122.725 (CTAF) 0</b>
--------------------------	---	-----------------------------------



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 30).		2700	TUNNU
UYOKO		WANKU		NINRE 2.5 NM to RW07	
6000 ← 248°		2700 → 068°			
2700		1860		1 NM to RW07	
GP 3.50° TCH 40		6.7 NM		2.2 NM	
				1.5 NM	1 NM
CATEGORY	A	B	C	D	
LPV DA	1205-1	273 (300-1)		NA	
LNAV/VNAV DA	1238-1	306 (300-1)		NA	
LNAV MDA	1320-1	388 (400-1)	1320-1 388 (400-1 388)	NA	
CIRCLING	1480-1	531 (600-1)	1560-1 611 (700-1 611)	NA	

MIRL Rwy 7-25 0

REIL Rws 7 and 25 0

DAYTON, OHIO

AL-5879 (FAA)

25163

WAAS CH <b>56602</b> <b>W25A</b>	APP CRS <b>248°</b>	Rwy Ldg <b>5004</b> TDZE <b>949</b> Apt Elev <b>949</b>
--	------------------------	---

# RNAV (GPS) RWY 25

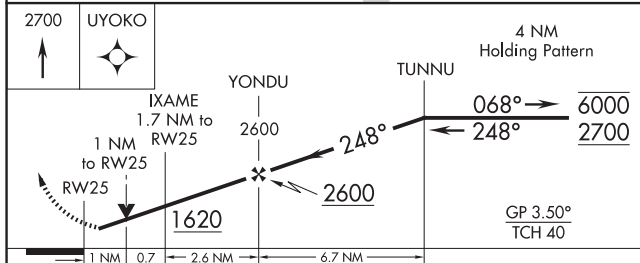
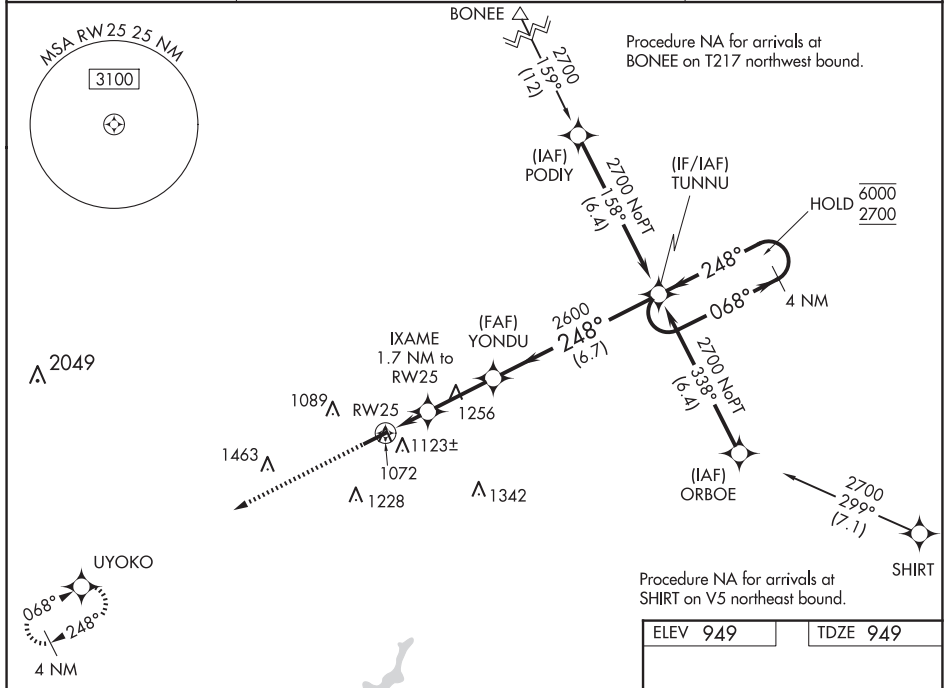
GREENE COUNTY/LEWIS A JACKSON RGNL (GDK)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.  
Rwy 25 helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Dayton/Wright Brothers altimeter setting. When local altimeter setting not received, use Dayton/Wright Brothers altimeter setting: increase LPV DA to 1249 feet; increase LNAV/VNAV DA to 1252 feet; increase all MDA 40 feet and LNAV visibility Cat C ½ SM.

MISSED APPROACH:  
Climb to 2700 direct UYOKO and hold.

AWOS-3 <b>118.525</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>122.725 (CTAF) 0</b>
--------------------------	---	-----------------------------------



CATEGORY	A	B	C	D
LPV DA	1219-1	270 (300-1)		NA
LNAV/VNAV DA	1222-1	273 (300-1)		NA
LNAV MDA	1340-1	391 (400-1)	1340-1 3/8 391 (400-1 1/8)	NA
CIRCLING	1480-1	531 (600-1)	1560-1 3/4 611 (700-1 3/4)	NA

ELEV 949 TDZE 949

MIRL Rwy 7-25 0  
REIL Rwy 7 and 25 0

DAYTON, OHIO  
Amdt 1B 30NOV23

GREENE COUNTY/LEWIS A JACKSON RGNL (GDK)  
39°41'N-84°00'W  
**RNAV (GPS) RWY 25**

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

LOC I-ATD <b>108.9</b>	APP CRS <b>061°</b>	Rwy Idg <b>10900</b> TDZE <b>998</b> Apt Elev <b>1009</b>
---------------------------	------------------------	---

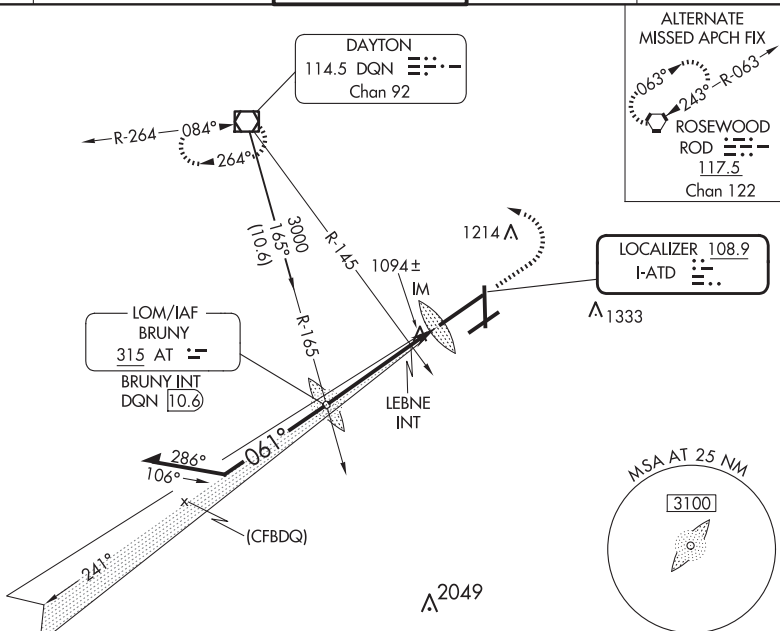
ILS or LOC RWY 6L  
JAMES M COX DAYTON INTL (DAY)

**T** Simultaneous approach authorized.  
**A** For inop ALSF-2, increase S-LOC 6L Cat C/D visibility to 1 3/8 mile.

ALSF-2

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

ATIS 125.8	COLUMBUS APP CON 134.45 323.15	DAYTON TOWER 119.9 257.7	GND CON 121.9	CLNC DEL 121.75
---------------	-----------------------------------	-----------------------------	------------------	--------------------



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

DAYTON, OHIO

AL-107 (FAA)

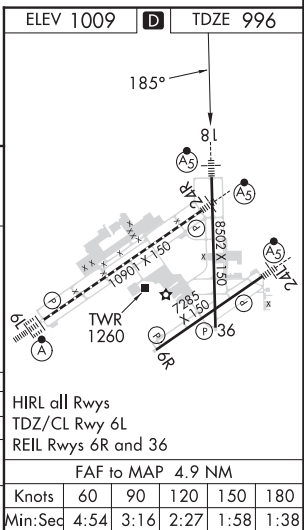
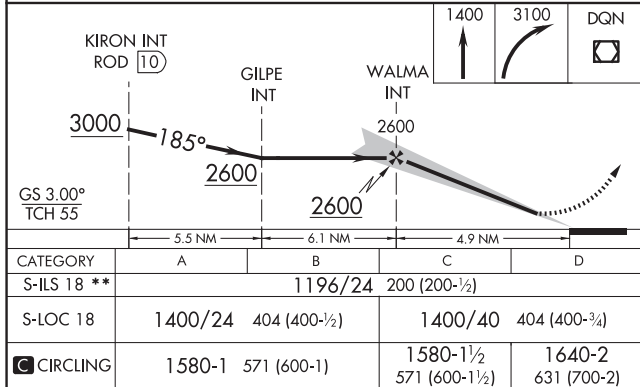
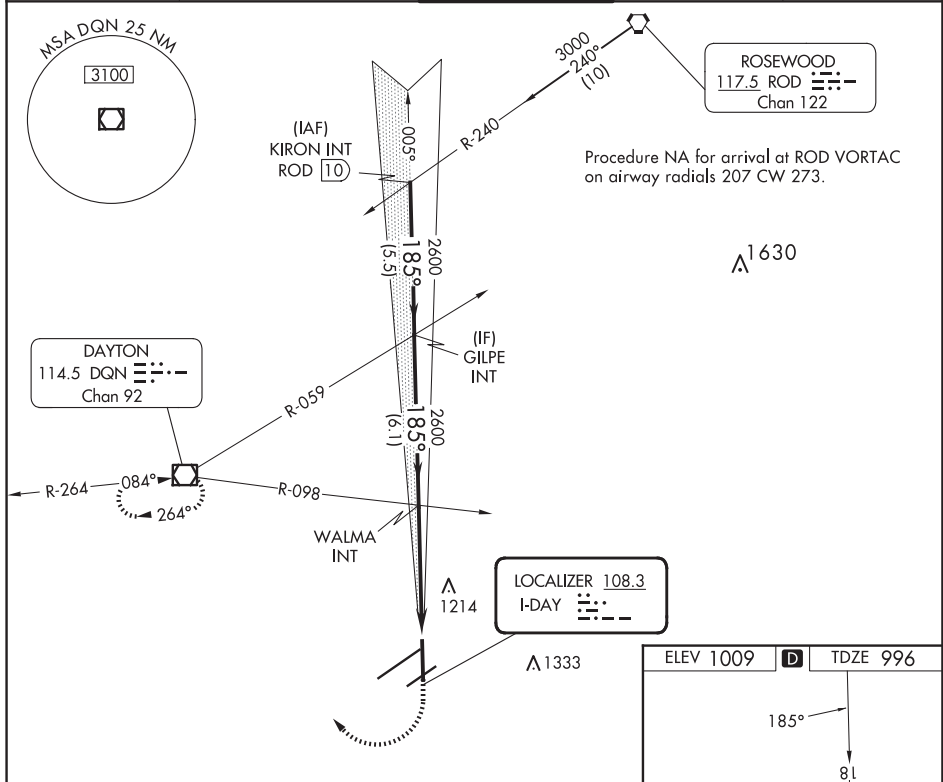
25107

LOC I-DAY <b>108.3</b>	APP CRS <b>185°</b>	Rwy Idg TDZE Apt Elev	<b>8502</b> <b>996</b> <b>1009</b>
---------------------------	------------------------	-----------------------------	--

ILS or LOC RWY 18  
JAMES M COX DAYTON INTL (DAY)

For inop ALS, increase S-LOC 18 Cat C/D visibility to RVR 6000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 1400 then climbing right turn to 3100 direct DQN VOR/DME and hold.
--	-----------	--

ATIS <b>125.8</b>	COLUMBUS APP CON <b>134.45 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CINC DEL <b>121.75</b>
----------------------	--	------------------------------------	-------------------------	---------------------------



DAYTON, OHIO

Amdt 11A 21 MAR24

39°54'N-84°13'W

JAMES M COX DAYTON INTL (DAY)  
ILS or LOC RWY 18

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

LOC I-EGK <b>110.3</b> Chan <b>40</b>	APP CRS <b>241°</b>	Rwy Idg <b>7001</b> TDZE <b>1007</b> Apt Elev <b>1009</b>
---	------------------------	---

ILS or LOC RWY 24L  
JAMES M COX DAYTON INTL (DAY)

DME required.

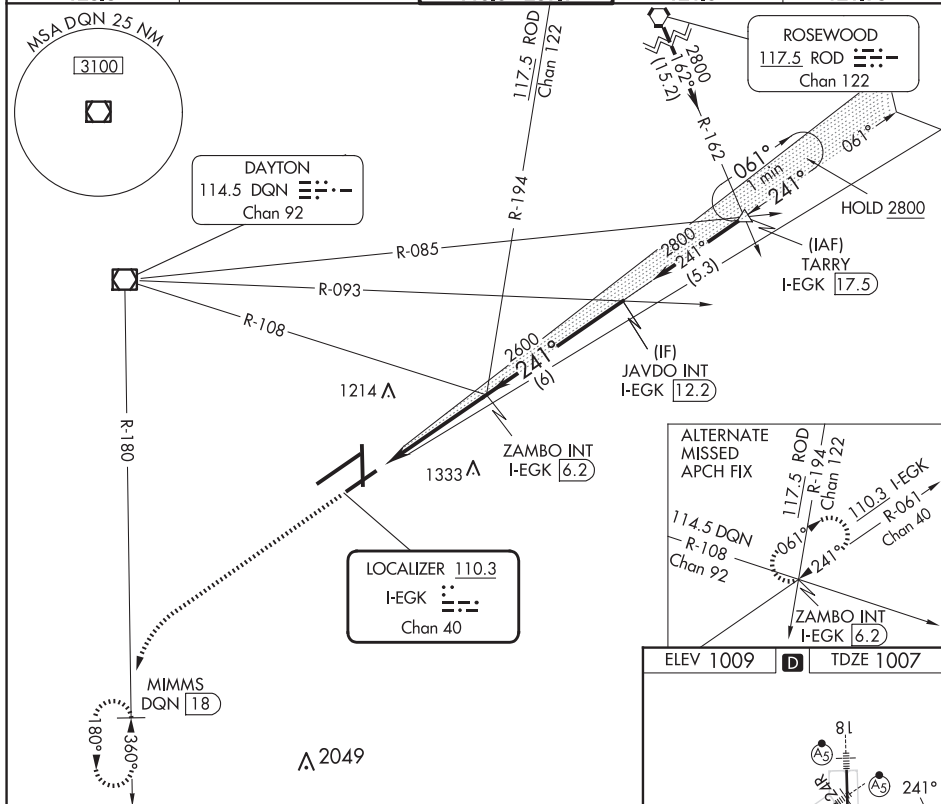
**T** Simultaneous approach authorized.  
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

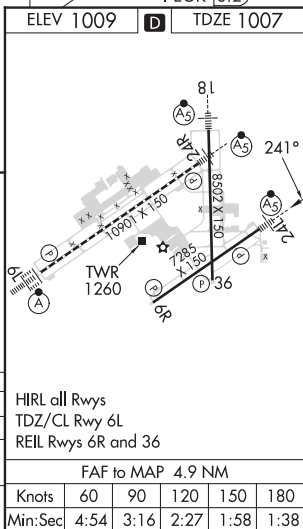
The A5 symbol is a circle with a solid black dot at the top and the text 'A5' inside. The A6 symbol is a vertical line with a horizontal crossbar and a dashed line below it.

**MISSED APPROACH:** Climb to 3000 on heading 241° and DQN R-180 to MIMMS/DQN 18 DME and hold.

ATIS 125.8	COLUMBUS APP CON 134.45 323.15	DAYTON TOWER 119.9 257.7	GND CON 121.9	CLNC DEL 121.75
---------------	-----------------------------------	-----------------------------	------------------	--------------------



3000 ↑ hdg 241°		DQN R-180		MIMMS DQN 18		VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 54). ZAMBO INT I-EGK 6.2		JAVDO INT I-EGK 12.2	
*LOC only.		*I-EGK 2.6		2600		241°		2800	
		1.2 NM		3.7 NM		6 NM		GS 3.00° TCH 50	
CATEGORY		A		B		C		D	
S-ILS 24L #		1207/24		200 (200-½)					
S-LOC 24L		1440/24 433 (500-½)		1440/40 433 (500-¾)					
CIRCLING		1580-1 571 (600-1)		1580-1½ 571 (600-1½)		1640-2 631 (700-2)			



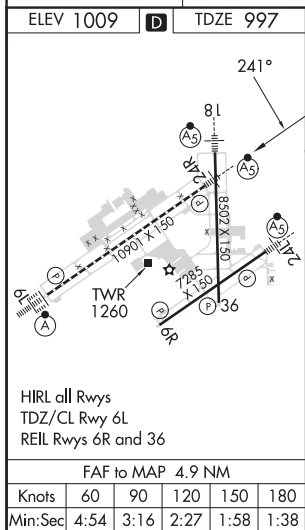
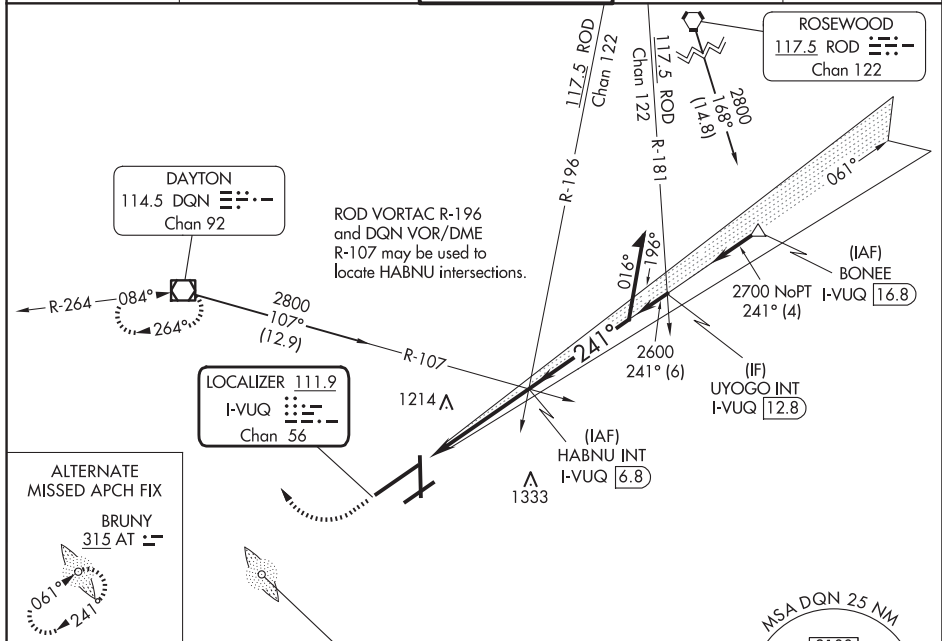
LOC/DME I-VUQ <b>111.9</b> Chan <b>56</b>	APP CRS <b>241°</b>	Rwy Idg <b>10900</b> TDZE <b>997</b> Apt Elev <b>1009</b>
---	------------------------	---

# ILS or LOC RWY 24R

JAMES M COX DAYTON INTL (DAY)

Simultaneous approach authorized. For inop ALS, increase S-LOC 24R Cat C/D visibility to RVR 6000.	MALSR 	MISSED APPROACH: Climb to 3000 then right turn direct DQN VOR/DME and hold.
---	-----------	---

ATIS <b>125.8</b>	COLUMBUS APP CON <b>134.45 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
----------------------	--	------------------------------------	-------------------------	---------------------------



LOM BRUNY 315 AT	3000	DQN	HABNU INT I-VUQ 6.8	Remain within 10 NM
2049	I-VUQ 3	I-VUQ 2	2600	061°
1.1 NM	3.8 NM	2600	241°	2800
GS 3.00°	TCH 55			
CATEGORY	A	B	C	D
S-ILS 24R	1203/24	206 (200-½)		
S-LOC 24R	1400/24	403 (400-½)	1400/40	403 (400-¾)
CIRCLING	1580-1	571 (600-1)	1580-1½ 571 (600-½)	1640-2 631 (700-2)

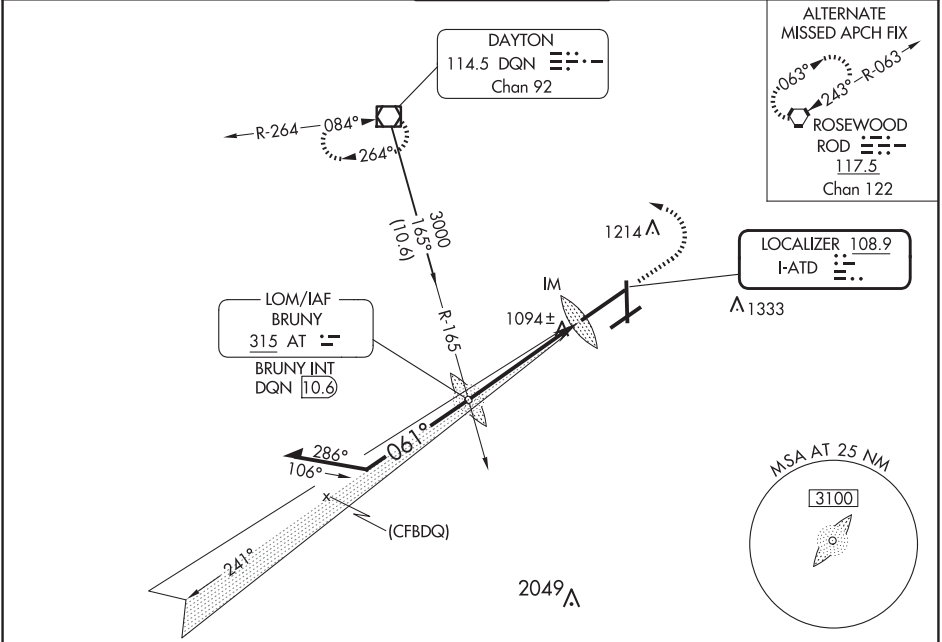


LOC I-ATD <b>108.9</b>	APP CRS <b>061°</b>	Rwy Idg <b>10900</b> TDZE <b>998</b> Apt Elev <b>1009</b>
---------------------------	------------------------	---

**ILS RWY 6L (CAT II & III)**  
JAMES M COX DAYTON INTL (DAY)

<b>Simultaneous approach authorized.</b> CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.	ALSF-2	<b>MISSED APPROACH:</b> Climb to 2000 then climbing left turn to 3000 direct DQN VOR/DME and hold.
---	--------	--

ATIS <b>125.8</b>	COLUMBUS APP CON <b>134.45 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CINC DEL <b>121.75</b>
----------------------	--	------------------------------------	-------------------------	---------------------------



ELEV 1009		<b>D</b>	TDZE 998
-----------	--	----------	----------

Remain within 10 NM

BRUNY LOM/INT

2000 3000 DQN

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).

IM 1098

5 NM 967'

GS 3.00° TCH 50

2700

2667

241° 061°

CATEGORY	A	B	C	D
S-ILS 6L	CAT II RA 99/12 100 DA 1098			
S-ILS 6L	CAT III RVR 06			

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwys  
TDZ/CL Rwy 6L  
REIL Rwys 6R and 36

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

DAYTON, OHIO

AL-107 (FAA)

25107

APP CRS	Rwy Idg	10900
061°	TDZE	998
	Apt Elev	1009

# RNAV (RNP) Y RWY 6L

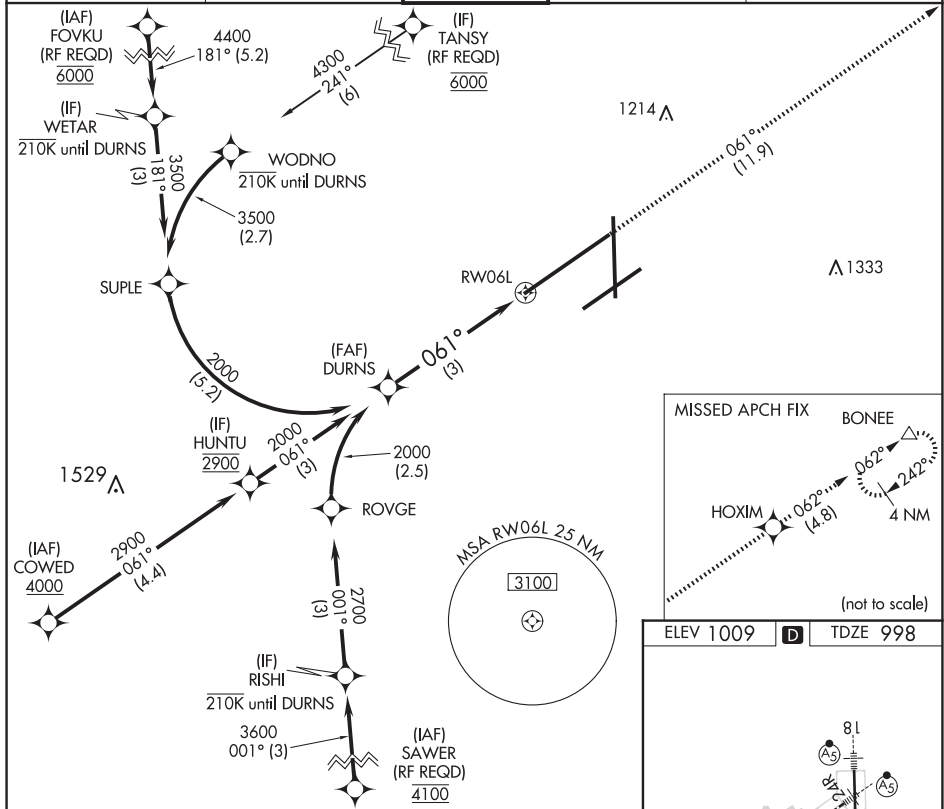
JAMES M COX DAYTON INTL (DAY)

**GPS required.** For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). For inop ALS, increase RNP 0.10 all Cats visibility to RVR 6000. For inop ALS, increase RNP 0.30 all Cats visibility to 1 ½.

ALSIF-2

MISSED APPROACH: Climb to 3000 on the RNAV missed approach route to BONEE and hold.

ATIS 125.8	COLUMBUS APP CON 134.45 323.15	DAYTON TOWER 119.9 257.7	GND CON 121.9	CLNC DEL 121.75
---------------	-----------------------------------	-----------------------------	------------------	--------------------



VGSI and RNAV glidepath not coincident DURNS (VGSI Angle 3.00/TCH 67).

2000 GP 3.00° TCH 51

See planview for multiple IF locations.

3000 tr 061°

HOXIM tr 062°

BONEE

CATEGORY	A	B	C	D
RNP 0.10 DA		1358/40	360 (400-¾)	
RNP 0.30 DA		1464/60	466 (500-1 ½)	

**AUTHORIZATION REQUIRED**

ELEV 1009 **D** TDZE 998

HIRL all Rwy  
TDZ/CL Rwy 6L  
REIL Rwy 6R and 36

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

DAYTON, OHIO  
Orig-B 24MAY18

39°54'N-84°13'W

JAMES M COX DAYTON INTL (DAY)  
**RNAV (RNP) Y RWY 6L**

RNAV (RNP) Y RWY 24R

JAMES M COX DAYTON INTL (DAY)

APP CRS <b>241°</b>	Rwy Idg <b>10900</b> TDZE <b>997</b> Apt Elev <b>1009</b>
------------------------	---

RNP AR APCH.

**T** For inop ALS, increase RNP 0.10 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1 $\frac{1}{2}$  SM. For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C.

MALSR



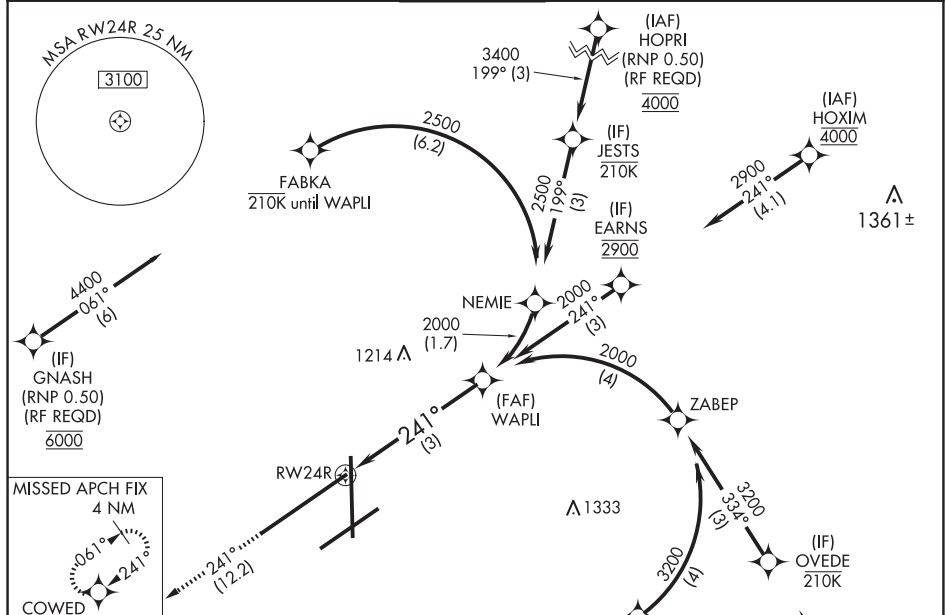
**MISSED APPROACH:** Climb to 3000 on track 241° COWD and hold.

ATIS  
125.8

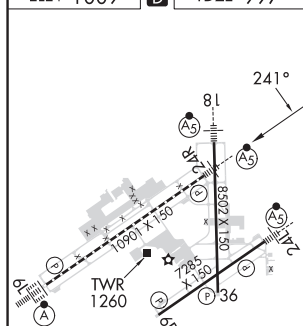
COLUMBUS APP CON  
134.45 323.15

DAYTON TOWER  
119.9 257.7

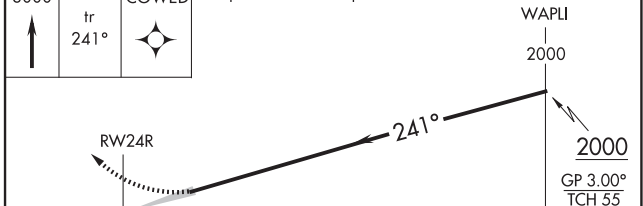
GND CON  
121.9

CLNC DEL  
121.75

ELEV 1009		TDZE 997
-----------	---	----------



3000	COWED	See planview for multiple IF locations.
------	-------	---



CATEGORY	A	B	C	D
RNP 0.10 DA		1334/35	337 (400-5%)	
RNP 0.30 DA		1418/50	421 (500-1)	

AUTHORIZATION REQUIRED

DAYTON, OHIO  
Orig-C 16AUG18

JAMES M COX DAYTON INTL (DAY)

39°54'N-84°13'W RNAV (RNP) Y RWY 24R

DAYTON, OHIO

AL-107 (FAA)

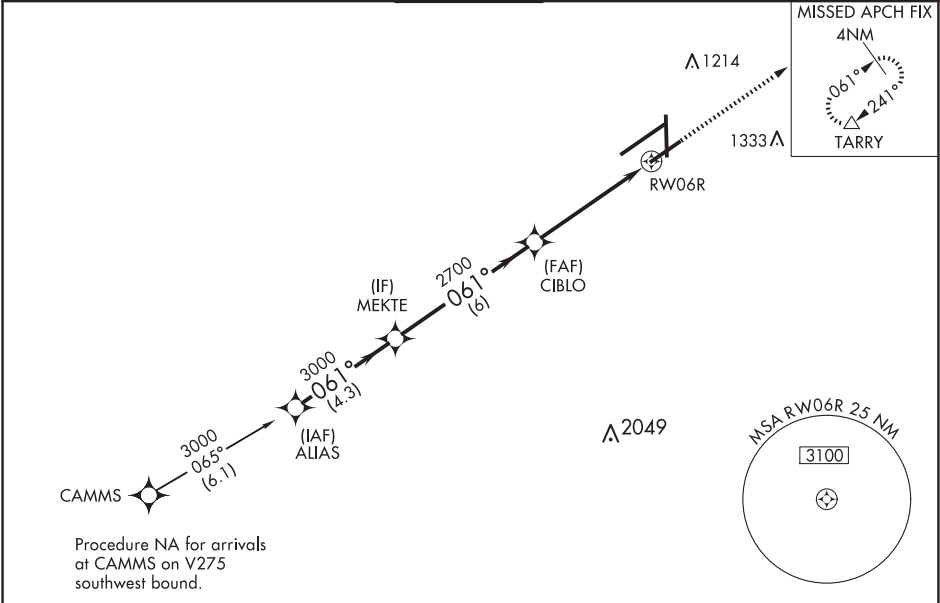
25163

WAAS CH <b>90414</b> <b>W06B</b>	APP CRS <b>061°</b>	Rwy Ldg TDZE Apt Elev	<b>7001</b> <b>1009</b> <b>1009</b>
--	------------------------	-----------------------------	---

**RNAV (GPS) RWY 6R**  
JAMES M COX DAYTON INTL (DAY)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct TARRY and hold.
-----------------	---

ATIS <b>125.8</b>	COLUMBUS APP CON <b>134.45 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
----------------------	--	------------------------------------	-------------------------	---------------------------



ELEV 1009		D		TDZE 1009	
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).					
CATEGORY	A	B	C	D	
LPV DA	1259-3/4		250 (300-3/4)		
LNAV/ VNAV DA	1496-13/4		487 (500-13/4)		
LNAV MDA	1520-1 511 (600-1)		1520-13/4 511 (600-13/4)		
CIRCLING	1580-1 571 (600-1)		1580-13/4 571 (600-13/4)		

DAYTON, OHIO  
Amdt 1C 10AUG23

39°54'N-84°13'W

JAMES M COX DAYTON INTL (DAY)  
**RNAV (GPS) RWY 6R**

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

DAYTON, OHIO

AL-107 (FAA)

25163

WAAS CH <b>86914</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Ldg <b>8502</b> TDZE <b>996</b> Apt Elev <b>1009</b>
--	------------------------	--

RNAV (GPS) RWY 18  
JAMES M COX DAYTON INTL (DAY)

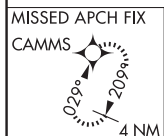
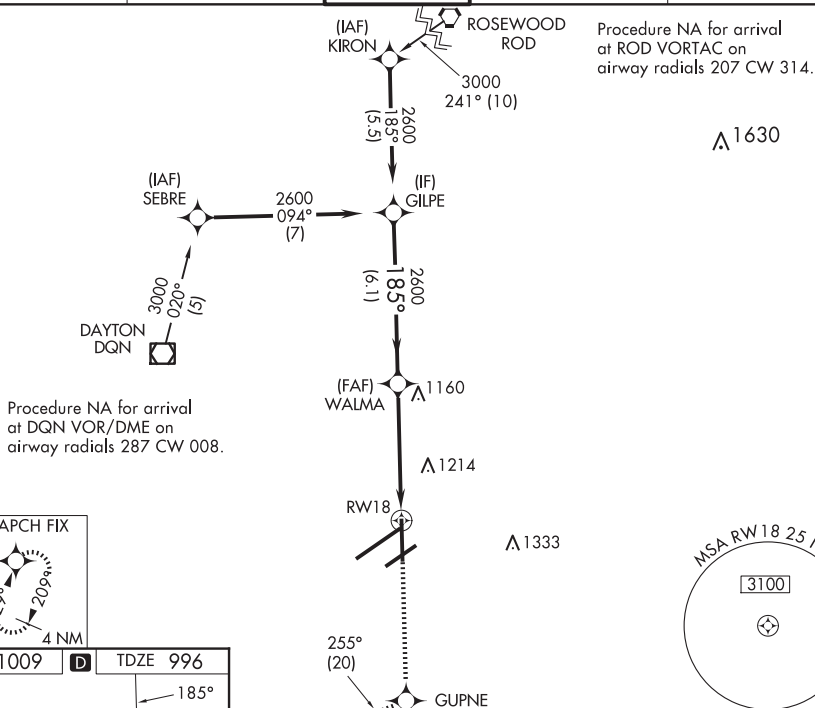
RNP APCH.

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.  
\*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

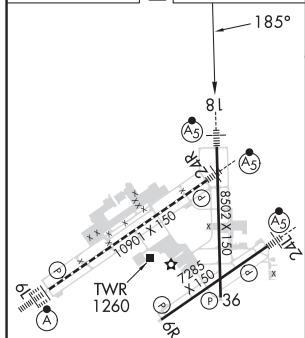
MALSR

**MISSED APPROACH:** Climb to 3000 direct GUPNE and track 255° to CAMMS and hold.

ATIS 125.8	COLUMBUS APP CON 134.45 323.15	DAYTON TOWER 119.9 257.7	GND CON 121.9	CLNC DEL 121.75
---------------	-----------------------------------	-----------------------------	------------------	--------------------



ELEV 1009	<b>D</b>	TDZE 996
-----------	----------	----------



3000 ↑	GUPNE ✦	tr 255°	CAMMS △				
* LNAV only				* 1.2 NM to RW18			
CATEGORY				A	B	C	D
LPV DA **		1196/24 200 (200-½)					
LNAV/VNAV DA		1274/24 278 (300-½)					
LNAV MDA		1420/24 424 (500-½)			1420/40 424 (500-¾)		
CIRCLING		1580-1 571 (600-1)			1580-1½ 571 (600-1½)		1640-2 631 (700-2)

DAYTON, OHIO

Amdt 2 05DEC19

39°54'N-84°13'W

195

JAMES M COX DAYTON INTL (DAY)  
RNAV (GPS) RWY 18

EC-2. 07 AUG 2025 to 02 OCT 2025

DAYTON, OHIO

AL-107 (FAA)

25107

WAAS CH <b>50414</b> <b>W24A</b>	APP CRS <b>241°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>1007</b> <b>1009</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 24L

JAMES M COX DAYTON INTL (DAY)

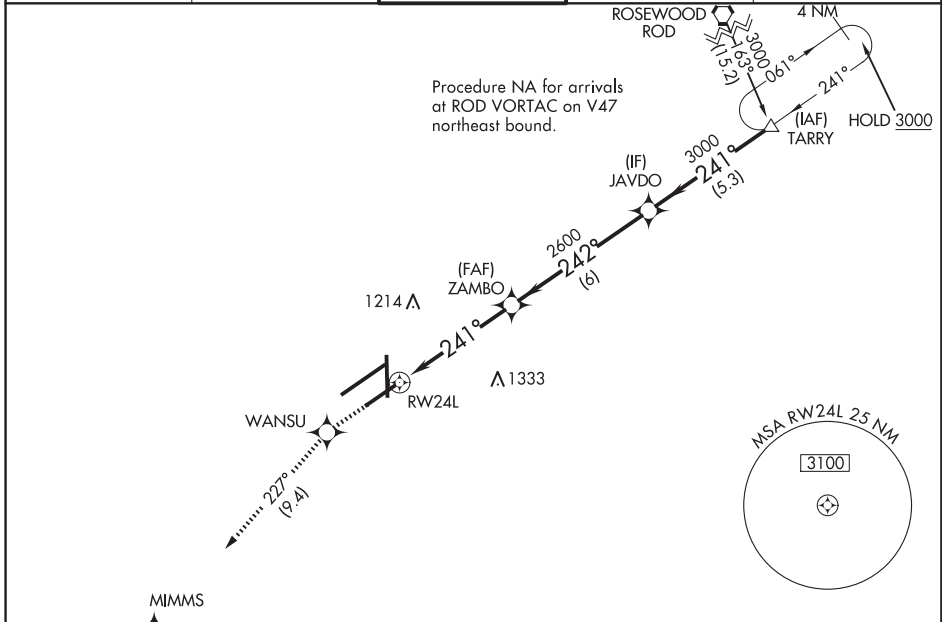
RNP APCH.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats RVR to 4500. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH:  
Climb to 3000 direct WANSU and on track 227° to MIMMS and hold.

ATIS <b>125.8</b>	COLUMBUS APP CON <b>134.45 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
----------------------	--	------------------------------------	-------------------------	---------------------------



3000	WANSU	MIMMS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).	
* LNAV only.	tr 227°			
		ZAMBO	JAVDO	
		2600	241°	
			3000	
			TARRY	
			3000	
			GP 3.00° TCH 50	
CATEGORY	A	B	C	D
LPV DA**	1207/24 200 (200-½)			
LNAV/VNAV DA	1327/24 320 (400-½)			
LNAV MDA	1440/24 433 (500-½)		1440/40 433 (500-¾)	
CIRCLING	1580-1 571 (600-1)		1580-1½ 571 (600-1½) 1640-2 631 (700-2)	

ELEV 1009	D	TDZE 1007
-----------	---	-----------

DAYTON, OHIO

Amtd 2 03JAN19

39°54'N-84°13'W

# JAMES M COX DAYTON INTL (DAY)

## RNAV (GPS) RWY 24L

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



DAYTON, OHIO

AL-107 (FAA)

25107

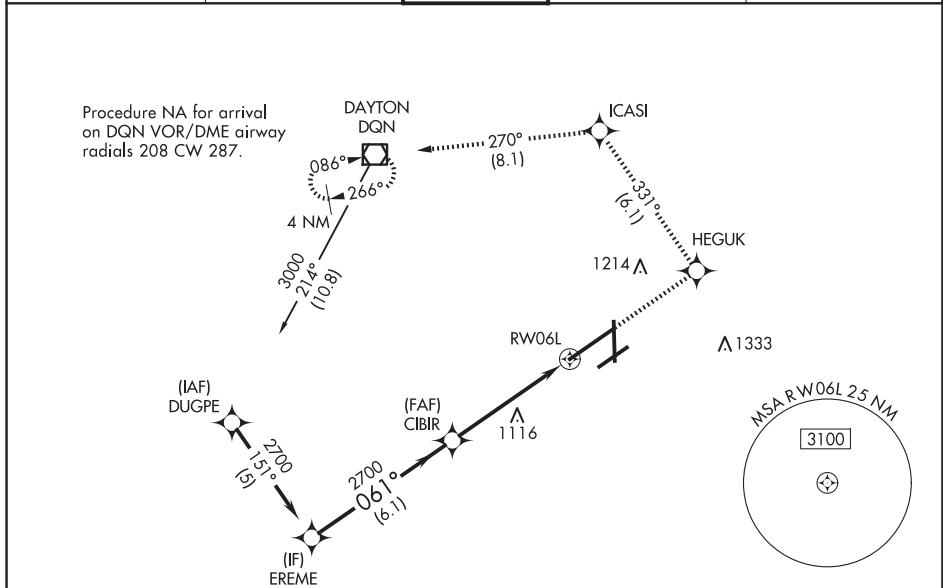
WAAS CH <b>42913</b> <b>W06A</b>	APP CRS <b>061°</b>	Rwy Idg <b>10900</b> TDZE <b>998</b> Apt Elev <b>1009</b>
--	------------------------	---

# RNAV (GPS) Z RWY 6L

JAMES M COX DAYTON INTL (DAY)

RNP APCH.	ALSF-2	MISSED APPROACH: Climb to 3000 direct HEGUK and on track 331° to ICASI and on track 270° to DQN VOR/DME and hold.
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cats C/D to 1¼ SM.		

ATIS <b>125.8</b>	COLUMBUS APP CON <b>134.45 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
----------------------	--	------------------------------------	-------------------------	---------------------------



VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 67).		ELEV 1009		D TDZE 998	
EREME		CIBIR		RW06L	
2700		2700		*1.1 NM to RW06L	
GP 3.00° TCH 51		*LNAV only.			
6.1 NM		4 NM		1.1 NM	
CATEGORY	A	B	C	D	
LPV DA	1198/18		200 (200-½)		
LNAV/VNAV DA	1366/40		368 (400-¾)		
LNAV MDA	1420/24	422 (500-½)	1420/40	422 (500-1)	
CIRCLING	1580-1	571 (600-1)	1580-1½	1640-2	
			571 (600-1½)	631 (700-2)	

HIRL all Rwys

TDZ/CL Rwy 6L

REIL Rwy 6R and 36

DAYTON, OHIO

Amdt 1E 03JAN19

39°54'N-84°13'W

# RNAV (GPS) Z RWY 6L

EC-2, 07 AUG 2025 to 02 OCT 2025



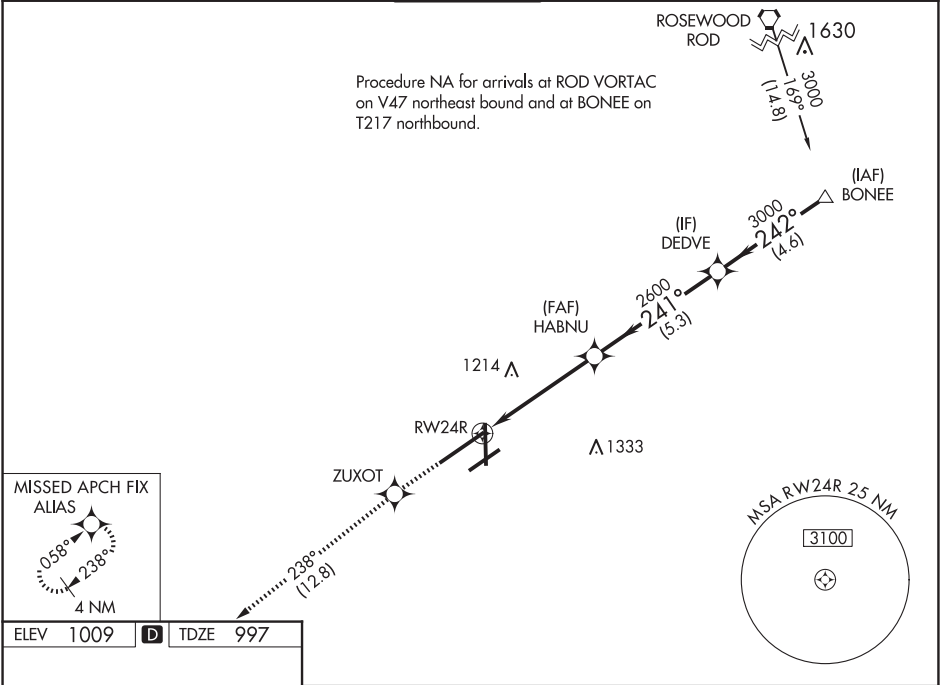
WAAS CH <b>66013</b> <b>W24B</b>	APP CRS <b>241°</b>	Rwy Idg <b>10900</b> TDZE <b>997</b> Apt Elev <b>1009</b>
--	------------------------	---

RNAV (GPS) Z RWY 24R

JAMES M COX DAYTON INTL (DAY)

RNP APCH.	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.	MALSR 	MISSED APPROACH: Climb to 3000 direct ZUXOT and on track 238° to ALIAS and hold.
-----------	---	-----------	--

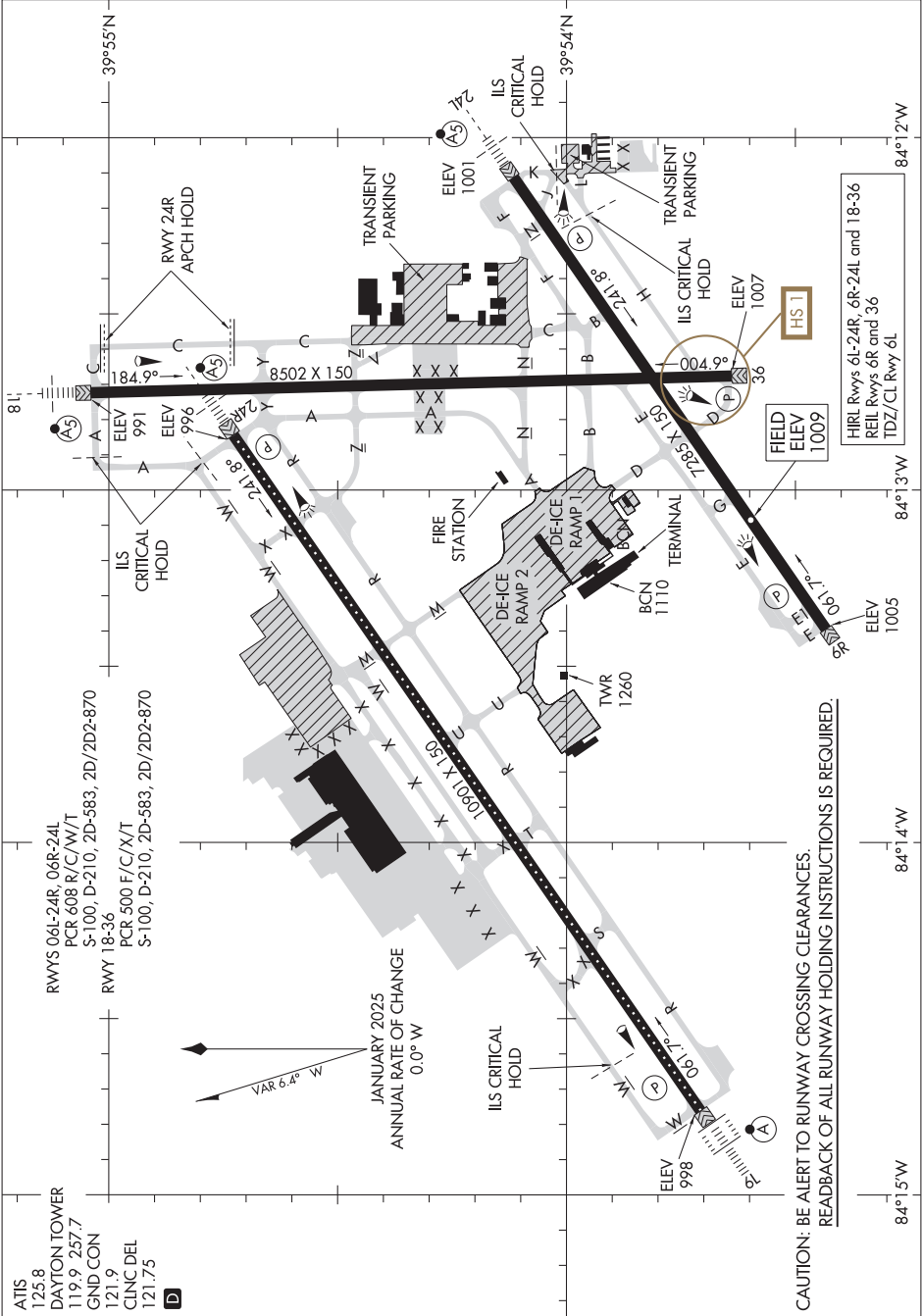
ATIS <b>125.8</b>	COLUMBUS APP CON <b>134.45 323.15</b>	DAYTON TOWER <b>119.9 257.7</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.75</b>
----------------------	--	------------------------------------	-------------------------	---------------------------



HIRL all Rwys  
TDZ/CL Rwy 6L  
REIL Rwys 6R and 36

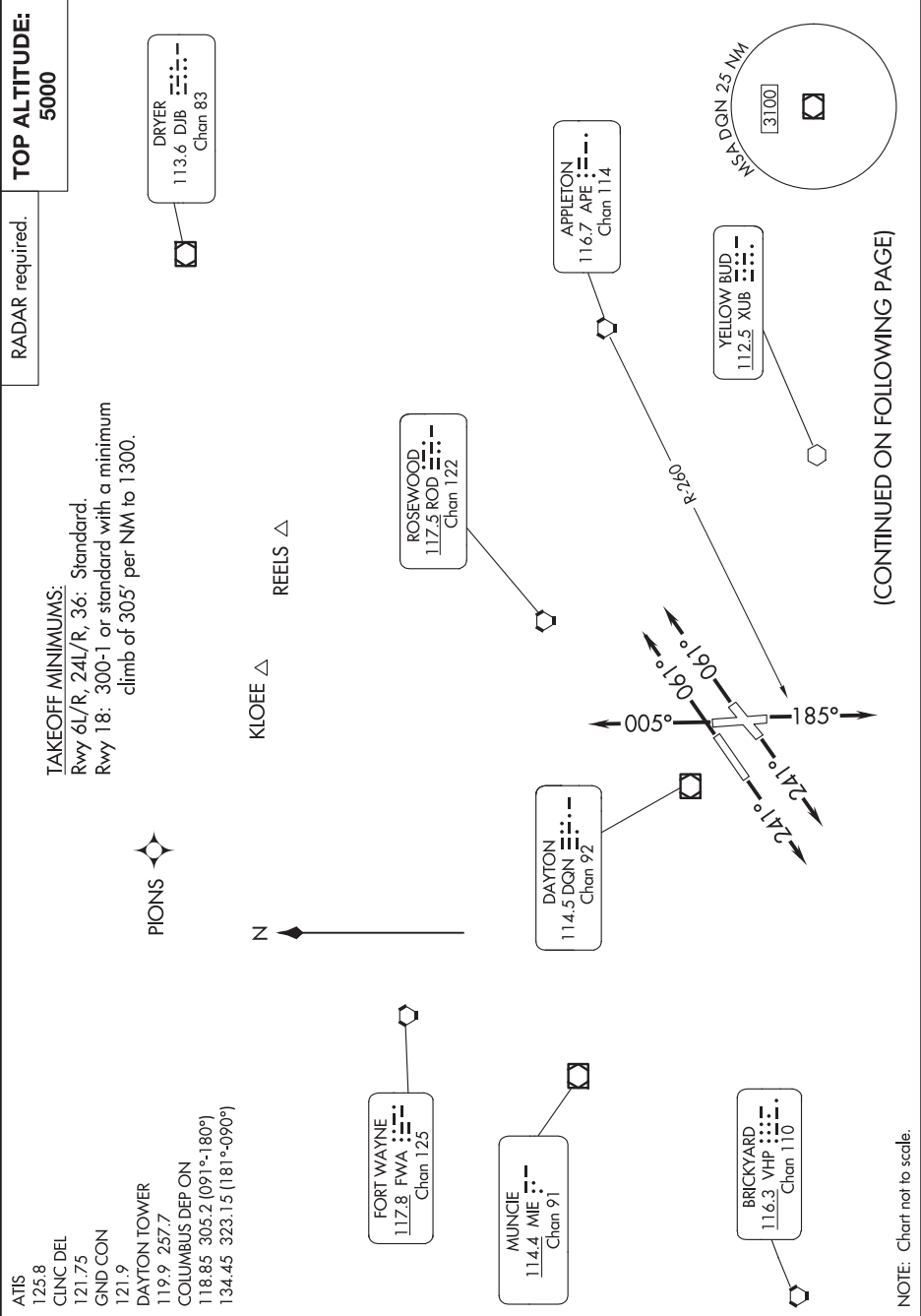
3000		ZUXOT	tr 238°	ALIAS	HABNU	DEDVE	BONEE
*LNAV only.				*1.2 NM to RW24R	2600	241°	242°
					2600	3000	3000
					1.2 NM	3.7 NM	5.3 NM
							4.6 NM
							GP 3.00° TCH 55
CATEGORY	A		B		C		D
LPV DA			1203/24		206 (200-½)		
LNAV/VNAV DA			1294/24		297 (300-½)		
LNAV MDA	1440/24		443 (500-½)		1440/45		443 (500-¾)
<b>C</b> CIRCLING	1580-1		571 (600-1)		1580-1½ 571 (600-½)		1640-2 631 (700-2)

EC-2, 07 AUG 2025 to 02 OCT 2025



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



EC-2, 07 AUG 2025 to 02 OCT 2025

DAYTON EIGHT DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 6L/R: Climb on heading 061°, thence....

TAKEOFF RUNWAY 18: Climb on heading 185°, thence....

TAKEOFF RUNWAYS 24L/R: Climb on heading 241°, thence....

TAKEOFF RUNWAY 36: Climb on heading 005°, thence....

....or assigned RADAR vectors to join assigned route/fix. All aircraft maintain 5000 or filed altitude if lower. Expect clearance to requested altitude/flight level 10 minutes after departure. Appropriate departure control frequency will be assigned by ATC. Aircraft filed over APE VORTAC, expect vectors to intercept APE R-260.

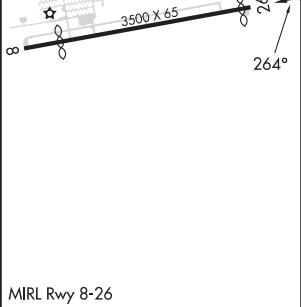
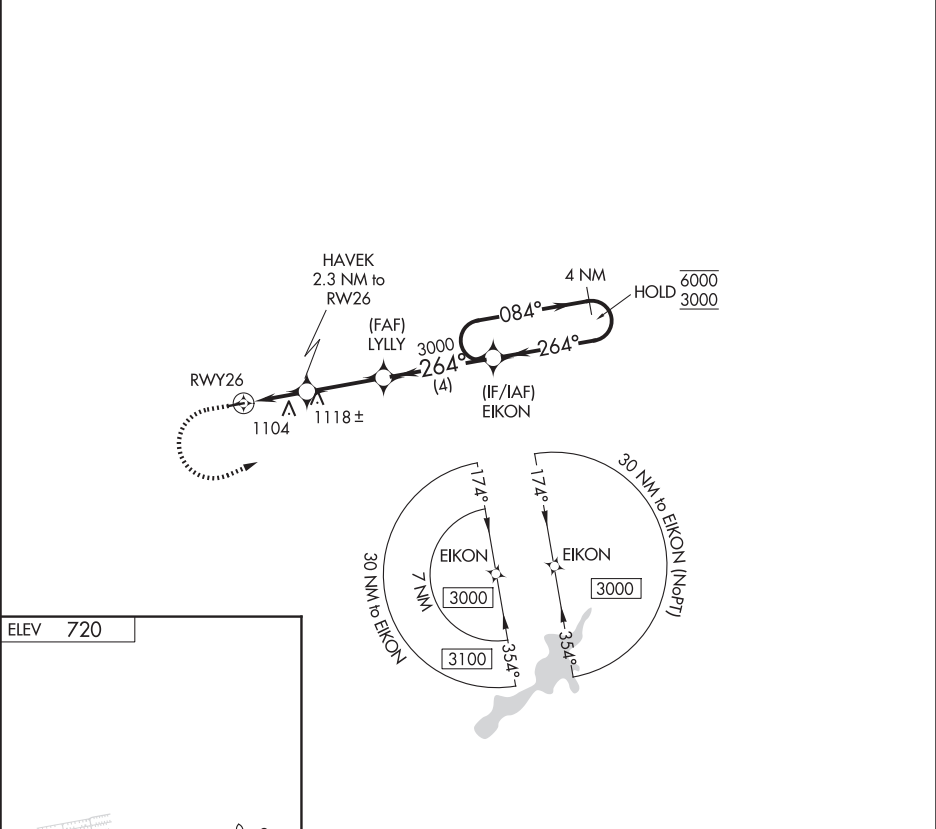
EC-2, 07 AUG 2025 to 02 OCT 2025










EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS <b>264°</b>	Rwy Ldg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>720</b>	<b>RNAV (GPS)-A</b> MORaine AIR PARK (I73)
------------------------	-----------------------------	--	---

RNP APCH - GPS.	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct EIKON and hold.
NA Procedure NA at night. Rwy 8 and 26 helicopter visibility reduction below 1 SM NA. Use Dayton-Wright Brothers altimeter setting.	

MGY ASOS <b>118.375</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>122.7 (CTAF)</b>
----------------------------	---	-------------------------------



1500	3000	EIKON	4 NM Holding Pattern			
						
HAVEK 2.3 NM to RW26		LYLLY	EIKON			
						
	1780	264°	3000	084°	6000	
	2.3 NM	2.8 NM	4 NM	264°	3000	
CATEGORY	A	B	C	D		
CIRCLING	1440-1 720 (800-1)	1520-1 800 (800-1)	NA			

DEFIANCE, OHIO


AL-5076 (FAA)


25163

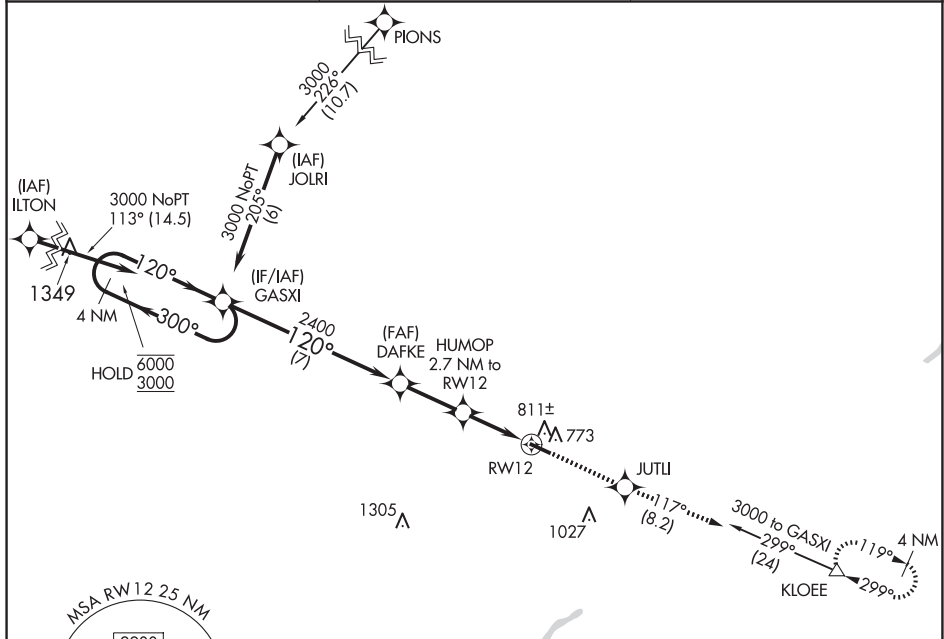
APP CRS	Rwy Ldg	4199
120°	TDZE	707
	Apt Elev	707

# RNAV (GPS) RWY 12

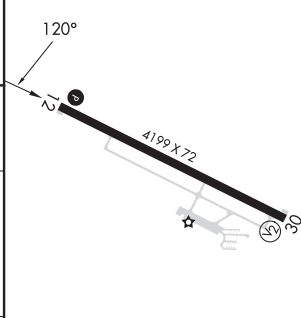
DEFIANCE MEML (DFI)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct JUTLI and on track 117° to KLOEE and hold.
	

ASOS 121.425	TOLEDO APP CON 134.35 307.0	UNICOM 122.7 (CTAF) 
-----------------	--------------------------------	--



ELEV 707      TDZE 707



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 26).

4 NM Holding Pattern

GASXI

DAFKE

HUMOP 2.7 NM to RWY12

JUTLI

KLOEE

tr 117°

3000

2400

1600

3.00 TCH 40


1.2 NM to RWY12


7 NM


2.5 NM

1.5 NM

1.2

CATEGORY	A	B	C	D
LNAV MDA	1100-1	393 (400-1)	1100-1 1/8	393 (400-1 1/8)
 CIRCLING	1140-1 433 (500-1)	1160-1 453 (500-1)	1380-2 673 (700-2)	1380-2 1/4 673 (700-2 1/4)

REIL Rwy 12 and 30 

MIRL Rwy 12-30 

DEFIANCE, OHIO

Amldt 1A 03JAN19

41°20'N-84°26'W

# RNAV (GPS) RWY 12

WAAS  
CH **90506**  
**W10A**

APP CRS  
**104°**

Rwy Idg  
TDZE **945**  
Apt Elev **945**

**RNAV (GPS) RWY 10**

DELAWARE MUNI/JIM MOORE FLD (DLZ)

RNP APCH - GPS.

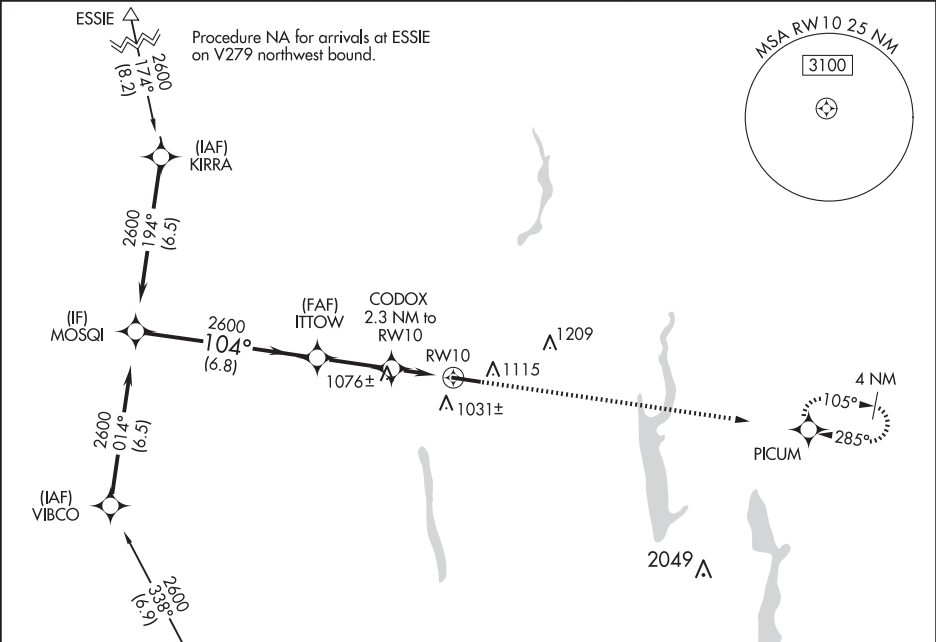
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct PICUM and hold.

AWOS-3  
**119.025**

COLUMBUS APP CON  
**125.95 317.775**

UNICOM  
**122.7 (CTAF)**



ELEV 945 TDZE 945

MOSQI ITTOW CODOX 2.3 NM to RW10

3000 PICUM

GP 3.00° TCH 43

2600 104° 2600 1720 1 NM to RW10 RW10

6.8 NM 2.8 NM 1.3 NM 1 NM

CATEGORY	A	B	C	D
LPV DA	1195-7/8		250 (300-7/8)	
LNAV/VNAV DA	1231-1		286 (300-1)	
LNAV MDA	1340-1		395 (400-1)	
CIRCLING	1420-1	475 (500-1)	1560-1 615 (700-1 3/4)	1560-2 615 (700-2)

REIL Rwy 10 and 28  
MIRL Rwy 10-28

5800 X 100  
104°

DELAWARE, OHIO

AL-6258 (FAA)

23278

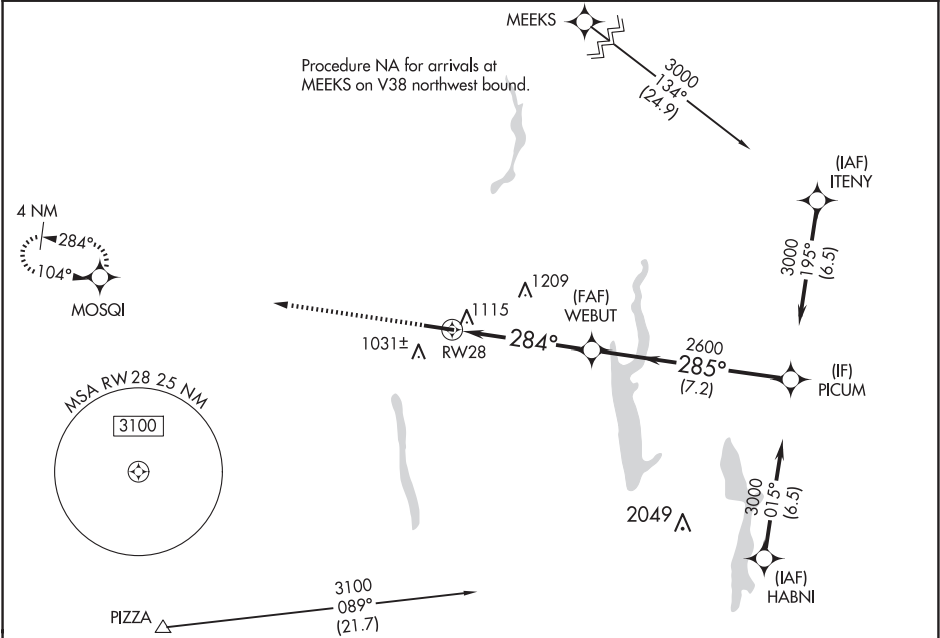
WAAS CH <b>50506</b> <b>W28A</b>	APP CRS <b>284°</b>	Rwy Idg TDZE <b>945</b> Apt Elev <b>945</b>
--	------------------------	---

RNAV (GPS) RWY 28

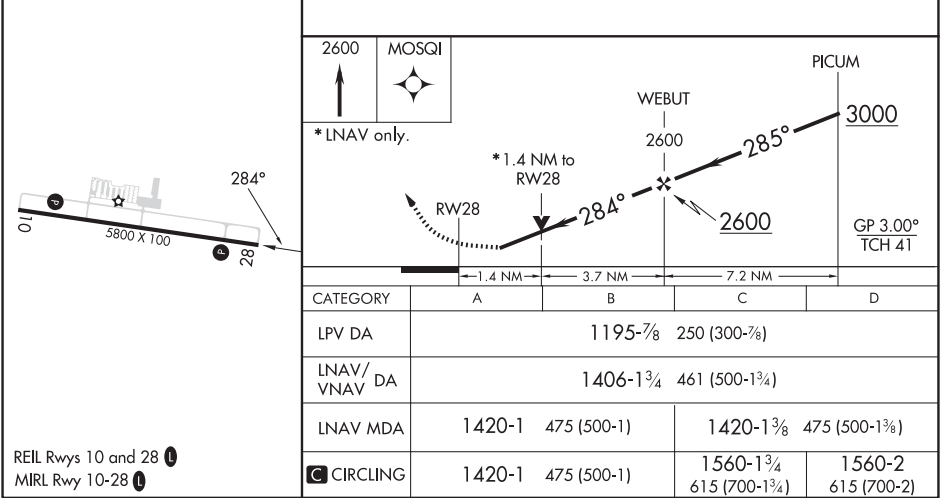
DELAWARE MUNI/JIM MOORE FLD (DLZ)

RNP APCH.	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 28 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2600 direct MOSQI and hold.
-----------	--	---

AWOS-3 <b>119.025</b>	COLUMBUS APP CON <b>125.95 317.775</b>	UNICOM <b>122.7 (CTAF) 0</b>
--------------------------	---	---------------------------------



ELEV <b>945</b>	TDZE <b>945</b>
-----------------	-----------------





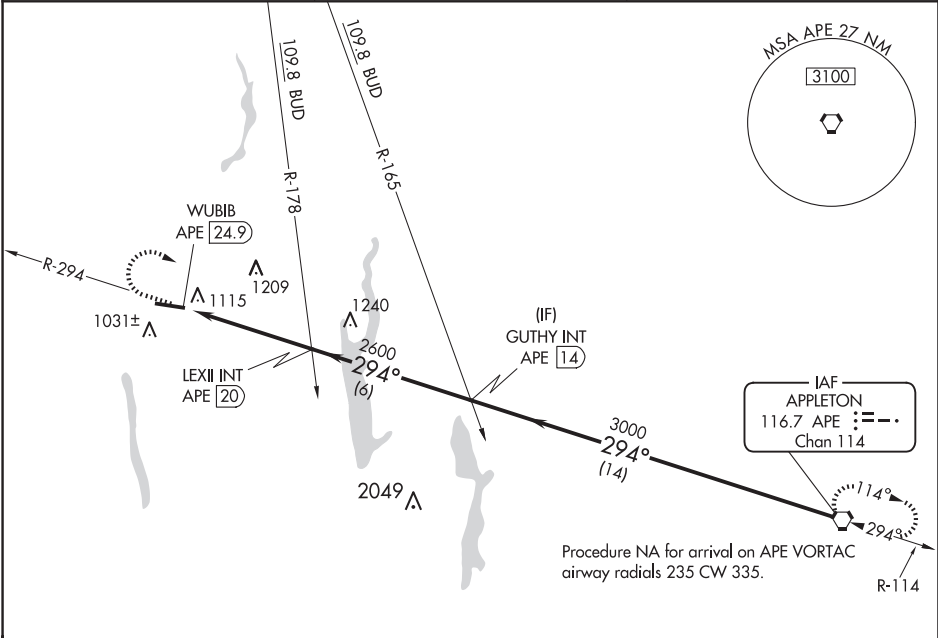
VORTAC APE	APP CRS	Rwy Idg	5800
116.7	294°	TDZE	945
Chan 114		Apt Elev	945

VOR RWY 28  
DELAWARE MUNI/JIM MOORE FLD (DLZ)

Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 then right turn direct APE VORTAC and hold.

AWOS-3 119.025	COLUMBUS APP CON 125.95 317.775	UNICOM 122.7 (CTAF)
-------------------	------------------------------------	------------------------



ELEV 945	TDZE 945
----------	----------

REIL Rwy 10 and 28   
MIRL Rwy 10-28

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:52	3:14	2:26	1:57	1:37

3100

APE

WUBIB APE 24.9

LEXII INT APE 20

GUTHY INT APE 14

APE VORTAC

294°

2600

3000

3000

4.9 NM

6 NM

14 NM

CATEGORY	A	B	C	D
S-28	1520-1	575 (600-1)	1520-1½	575 (600-1½)
CIRCLING	1520-1	575 (600-1)	1560-1¾ 615 (700-1¾)	1560-2 615 (700-2)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

DELPHI, INDIANA

AL-11632 (FAA)

23166

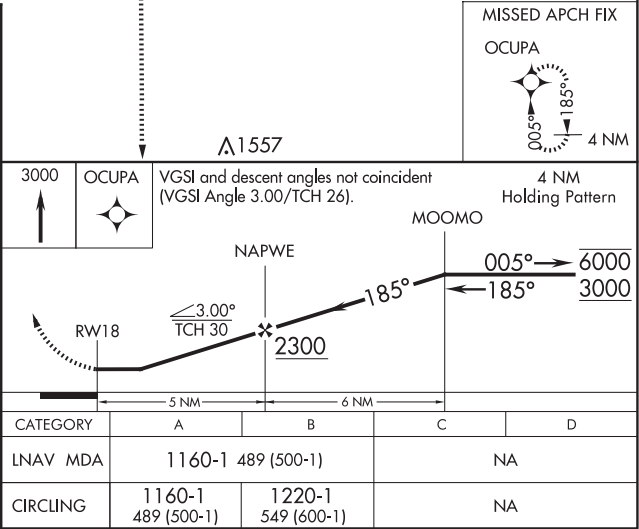
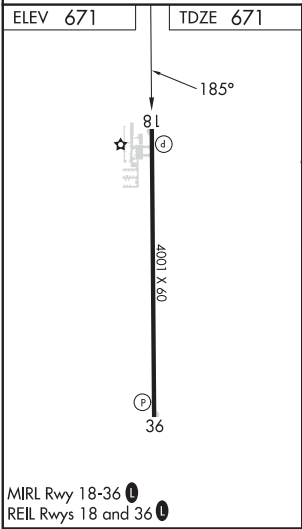
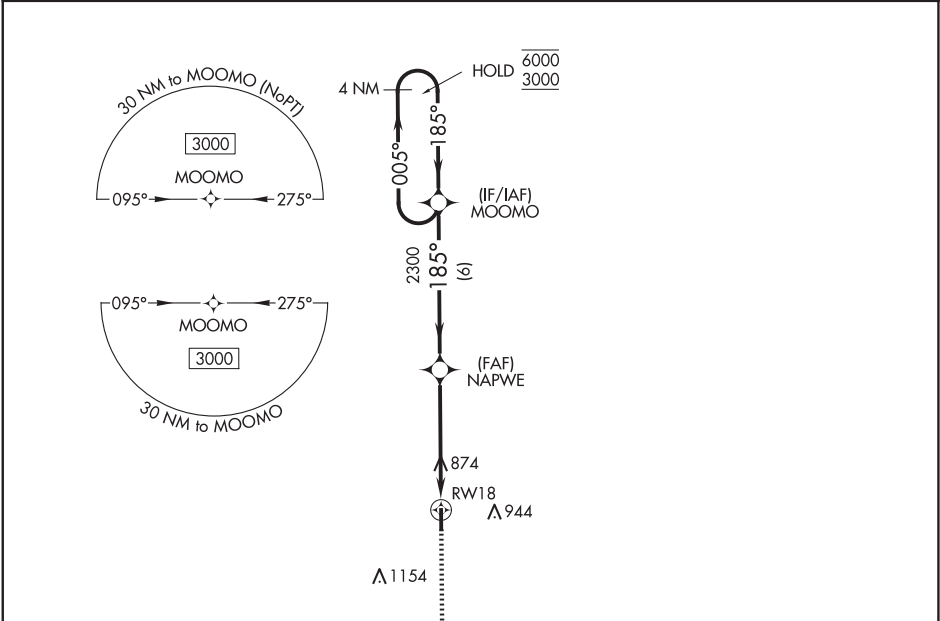
APP CRS	Rwy Idg	4001
185°	TDZE	671
	Apt Elev	671

RNAV (GPS) RWY 18

DELPHI MUNI (I19)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct OCUPA and hold.
<div><div>▼</div><div>NA</div></div> Rwy 18 helicopter visibility reduction below 1 SM NA. Use Monticello altimeter setting. Procedure NA at night.	

MCX AWOS-3P 124.05	GRISSEM APP CON★ 121.05 338.275	CTAF 122.9
-----------------------	------------------------------------	---------------



DELPHI, INDIANA  
Orig 15JUN23

40°32'N-86°41'W

DELPHI MUNI (I19)

RNAV (GPS) RWY 18

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>70744</b> <b>W36A</b>	APP CRS <b>005°</b>	Rwy Idg <b>4001</b> TDZE <b>671</b> Apt Elev <b>671</b>
--	------------------------	---

RNAV (GPS) RWY 36  
DELPHI MUNI (1T9)

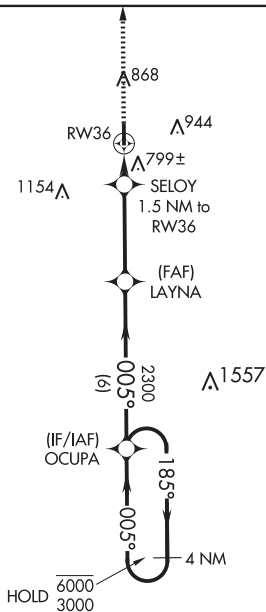
RNP APCH - GPS.

**T** When Circling to Rwy 18 at night, operational VGSI required, remain on or above  
**A NA** VGSI glidepath until threshold. Rwy 36 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
Baro-VNAV NA. Use Monticello altimeter setting.

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

MCX AWOS-3P  
124.05

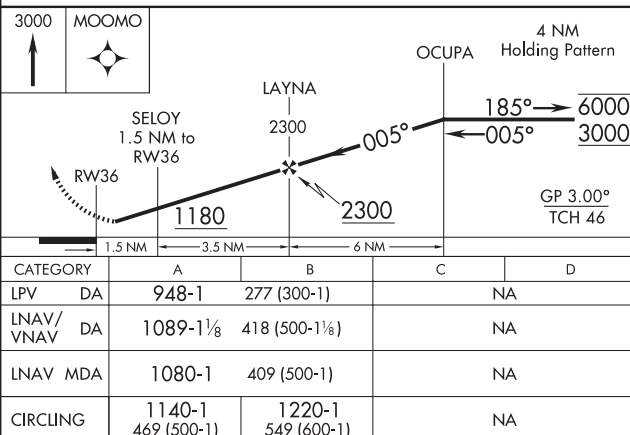
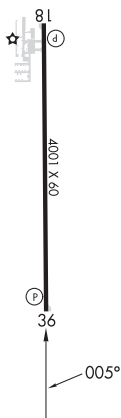
GRISSOM APP CON★  
121.05 338.275

CTAF  
122.9 **L**

ELEV 671

TDZE 671

MIRL Rwy 18-36 **L**  
REIL Rwys 18 and 36 **L**



CATEGORY		A	B	C	D
LPV	DA	948-1	277 (300-1)		NA
LNAV/ VNAV	DA	1089-1½	418 (500-1½)		NA
LNAV	MDA	1080-1	409 (500-1)		NA
CIRCLING		1140-1 469 (500-1)	1220-1 549 (600-1)		NA

EAST LIVERPOOL, OHIO

AL-6235 (FAA)

24361

APP CRS  
**249°**

Rwy Idg **3503**  
TDZE **1160**  
Apt Elev **1160**

# RNAV (GPS) RWY 25

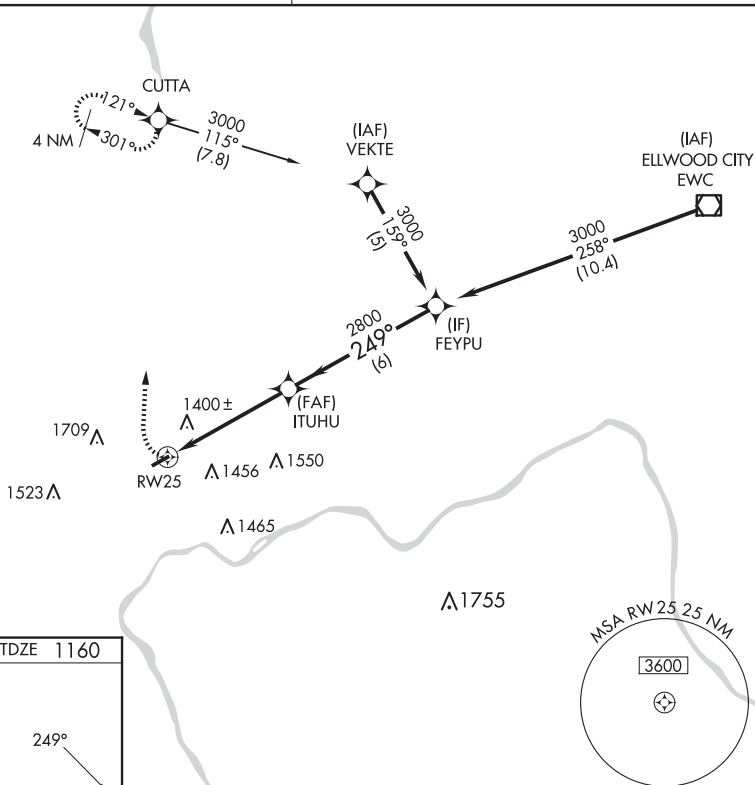
COLUMBIANA COUNTY (Ø2G)

**NA** DME/DME RNP-0.3 NA. Use Pittsburgh Intl altimeter setting, when not received use Wheeling, WV altimeter setting and increase all MDA 20 feet; increase LNAV Cat C visibility  $\frac{1}{4}$  SM, and Circling Cat A visibility  $\frac{1}{4}$  SM. Rwy 25 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climbing right turn to 3000 direct CUTTA and hold.

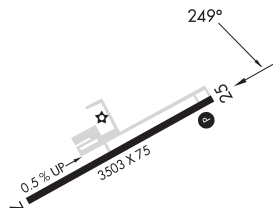
PITTSBURGH APP CON  
**124.75 338.2**

UNICOM  
**123.0 (CTAF)**



ELEV 1160

TDZE 1160



3000

CUTTA

VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 26).

FEYPU

3000

Procedure  
Turn  
NA

RW25

ITUHU

2800

249°

3.04°

TCH 40

5 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	1760-1	600 (600-1)	1760-1½ 600 (600-1½)	NA
CIRCLING	1960-1 800 (800-1)	1960-1¼ 800 (800-1¼)	2080-2¾ 920 (1000-2¾)	NA

REIL Rwy 7-25

MIRL Rwy 7-25

EAST LIVERPOOL, OHIO

Orig-A 17JUN21

40°40'N-80°38'W

COLUMBIANA COUNTY (Ø2G)

# RNAV (GPS) RWY 25

LOC I-OUT <b>111.5</b>	APP CRS <b>274°</b>	Rwy Ldg TDZE Apt Elev <b>6500</b> <b>778</b> <b>778</b>
---------------------------	------------------------	--

ILS or LOC RWY 27  
ELKHART MUNI (EKM)

RNP APCH - GPS.

RADAR required for procedure entry.

▼

▲

Circling NA to Rwy 8 and 26. Rwy 27 helicopter visibility reduction below RVR 4000 NA. Circling Rwy 18 and 36 NA at night. When local altimeter setting not received, use SBN altimeter setting and increase S-ILS 27 DA to 1100 feet, increase all MDAs 40 feet, and S-LOC 27 visibility Cat C/D to RVR 5500, and Circling visibility Cat D ¼ SM. For inop ALS, increase S-ILS 27 all Cats visibility to RVR 4500 and S-LOC 27 Cat A/B visibility to 5500 and Cat C/D visibility to 1 ½ SM. For inop ALS when using SBN, increase S-LOC 27 Cat A/B visibility to RVR 5500, and Cat C/D visibility to 1 ½ SM.

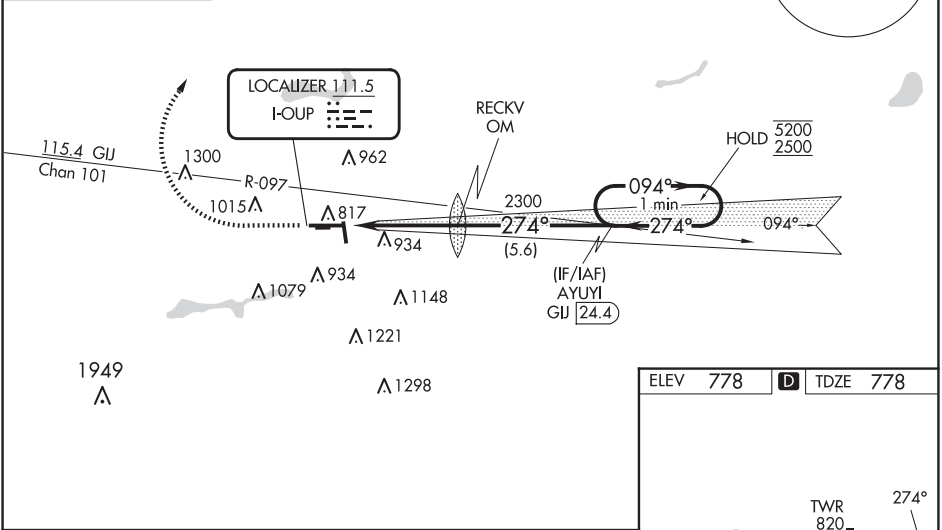
MALSR

MISSED APPROACH:  
Climb to 1500 then climbing right turn to 4000 direct JJANN and hold.

AWOS-3 <b>124.475</b>	SOUTH BEND APP CON ★ <b>118.55 257.8</b>	ELKHART TOWER ★ <b>119.5 (CTAF) 0</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>	CLNC DEL <b>119.7</b> (When twr closed)	UNICOM <b>122.95</b>
--------------------------	---	--	-------------------------	--------------------------	---	-------------------------

MISSED APCH FIX

MSA EKM 25 NM



1500

4000

JJANN

CATEGORY	A	B	C	D
S-ILS 27	1066/40 288 (300-¾)			
S-LOC 27	1240/40	462 (500-¾)	1240/50	462 (500-1)
▲ CIRCLING	1240-1 462 (500-1)	1300-1 522 (600-1)	1380-1¾ 602 (700-1¾)	1580-2½ 802 (900-2½)

ELEV 778 D TDZE 778

MIRL Rwy 18-36  
HIRL Rwy 9-27  
REIL Rwys 9, 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

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

ELKHART, INDIANA

AL-5287 (FAA)

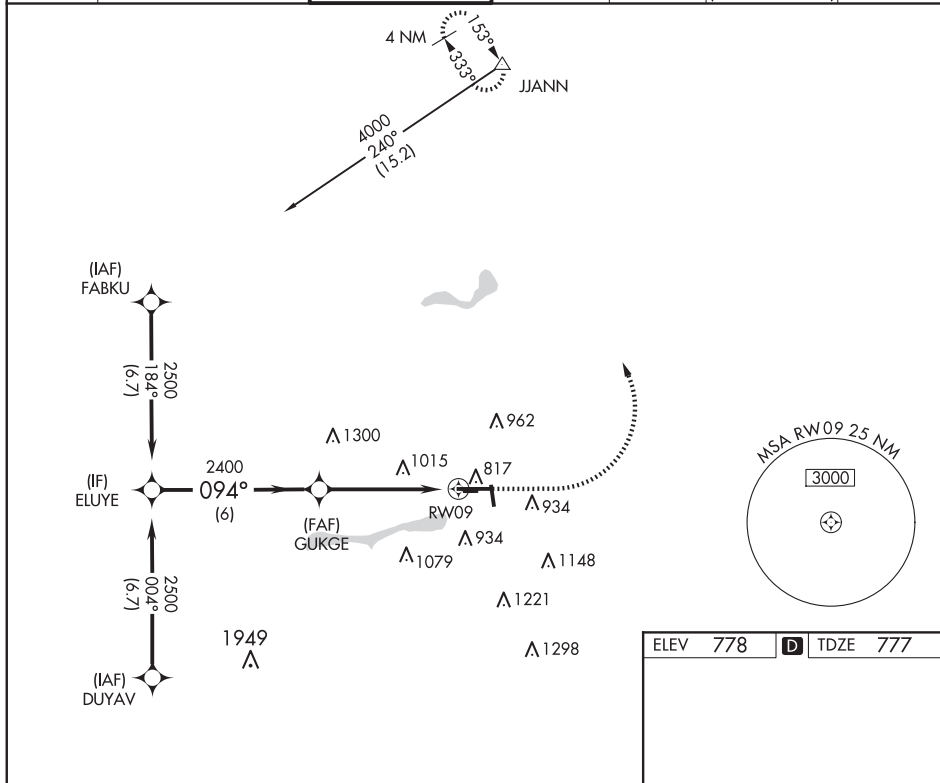
25163

APP CRS	Rwy Ldg	<b>6500</b>
<b>094°</b>	TDZE	<b>777</b>
	Apt Elev	<b>778</b>

# RNAV (GPS) RWY 9

ELKHART MUNI (EKM)

RNP APCH - GPS.						MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct JJANN and hold.	
▼ Circling NA to Rwy 8 and 26. Circling Rwy 36 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. VDP NA when using SBN altimeter setting. When local altimeter setting not received, use SBN altimeter setting: increase all MDAs 40 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat D ¼ SM.							
▲							
AWOS-3	SOUTH BEND APP CON ★		ELKHART TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.475	118.55	257.8	119.5 (CTAF) 0	121.8	121.8	119.7 (When twr closed)	122.95



ELEV 778 D TDZE 777		RWY 09	
ELUYE 2500 094°		GUKGE 2400 3.00° TCH 38	
1500 4000 JJANN		1.5 NM to RWY 09	
6 NM		3.5 NM	
CATEGORY	A	B	C
LNAV MDA	1280-1 503 (600-1)	1280-1 $\frac{3}{8}$ 503 (600-1 $\frac{3}{8}$ )	
CIRCLING	1280-1 502 (600-1)	1300-1 522 (600-1)	1380-1 $\frac{3}{4}$ 602 (700-1 $\frac{3}{4}$ )
			1580-2 $\frac{1}{2}$ 802 (900-2 $\frac{1}{2}$ )

ELKHART, INDIANA

41°43'N-86°00'W

Amdt 1 12JUN25

ELKHART MUNI (EKM)

# RNAV (GPS) RWY 9

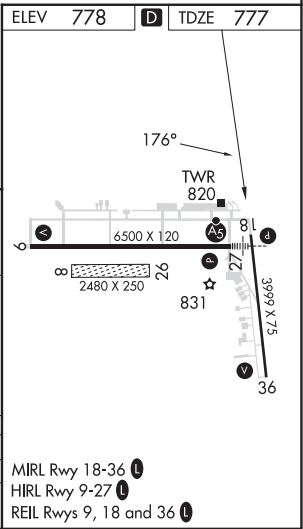
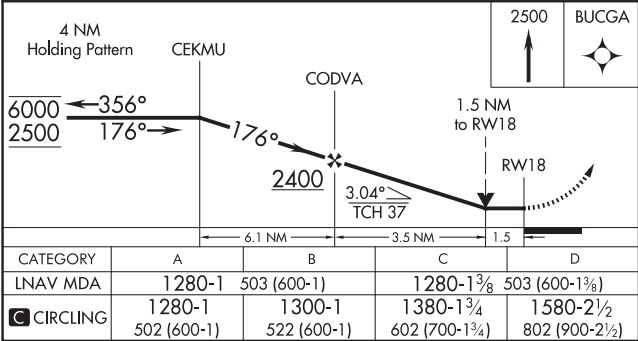
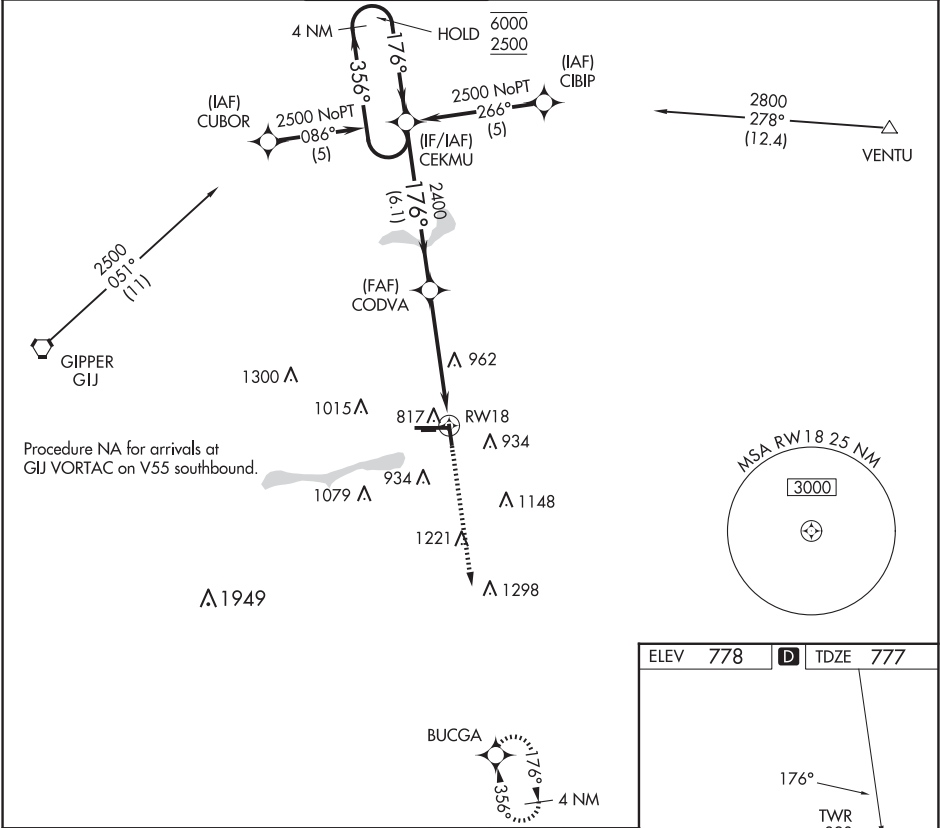
MIRL Rwy 18-36 0  
HIRL Rwy 9-27 0  
REIL Rwy 9, 18 and 36 0

APP CRS	Rwy Idg	3999
176°	TDZE	777
	Apt Elev	778

RNAV (GPS) RWY 18

ELKHART MUNI (EKM)

RNP APCH - GPS				MISSED APPROACH: Climb to 2500 direct BUCGA and hold.		
Circling NA to Rwy 8 and 26. Circling to Rwy 36 NA at night. Rwy 18 helicopter visibility reduction below ¾ SM NA. VDP NA with South Bend altimeter setting. When local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.						
AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) 0	121.8	121.8	119.7 (When twr closed)	122.95



RNAV (GPS) RWY 27  
ELKHART MUNI (EKM)

**T** Baro-VNAV and VDP NA when using SBN altimeter setting. Circling NA to Rwy's 8 and 26.  
**A** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.  
 Rwy 27 helicopter visibility reduction below RVR 4000 NA. Circling Rwy 36 NA at night.  
 When local altimeter setting not received, use SBN altimeter setting: increase LPV DA to 1105 feet; increase LNAV/VNAV DA to 1255 feet and all visibilities to RVR 5500; increase all MDA 40 feet and LNAV visibility Cat C/D to RVR 5500 and Circling Cat D visibility ¼ SM. For inop ALS, increase LPV all Cats visibility to RVR 4500, LNAV Cat A/B visibility RVR 5500 and Cat C/D to 1% SM. For inop ALS when using SBN altimeter setting, increase LNAV/VNAV all Cats visibility to 1% SM and LNAV Cat A/B to RVR 5500.

MALSR

**MISSED APPROACH:**  
Climb to 1500 then  
climbing right turn to  
4000 to JJANN and  
hold.

[illegible]

ELKHART, INDIANA  
Amdt 1 12JUN25

41°43'N-86°00'W

ELKHART MUNI (EKM)

RNAV (GPS) RWY 27

EC-2, 07 AUG 2025 to 02 OCT 2025



APP CRS	Rwy Ldg	3999
356°	TDZE	776
	Apt Elev	778

# RNAV (GPS) RWY 36

ELKHART MUNI (EKM)

RNP APCH.				MISSED APPROACH:	
When local altimeter setting not received, use South Bend altimeter setting and increase all MDA 40 feet. Straight-in and Circling Rwy 36 NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy's 8 and 26.				Climb to 2500 direct CEKMU and hold.	

AWOS-3	SOUTH BEND APP CON *	ELKHART TOWER *	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) 0	121.8	121.8	119.7 (When twr closed)	122.95

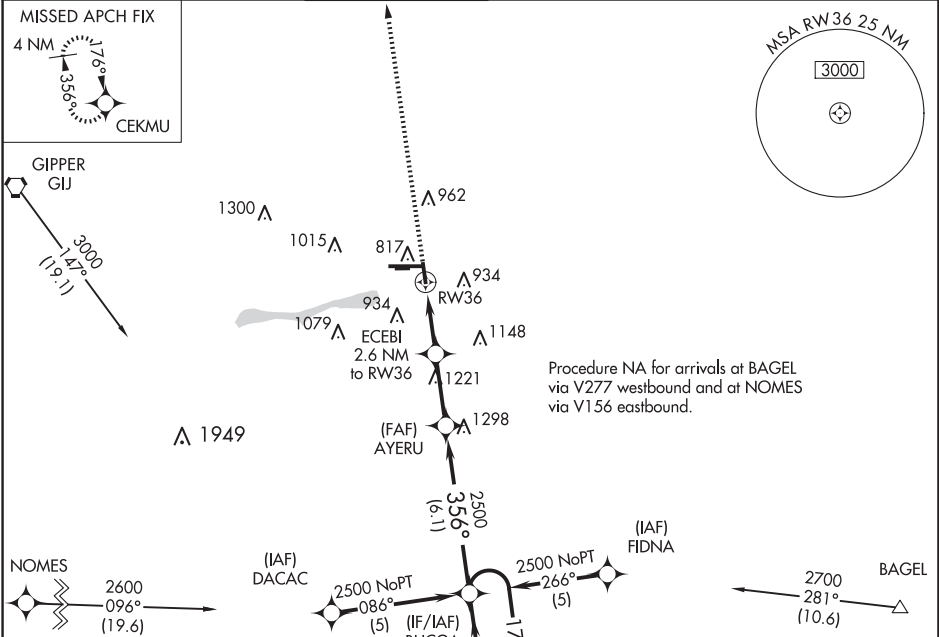


Diagram illustrating the approach and holding pattern for RW36 at CEKMU (Elev 778).

**Approach Path:**

- CEKMU** (Elev 778) is the starting point.
- 2500** (Elev 778) is the initial altitude.
- VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 57).**
- RW36** (Runway 36) is the target runway.
- 2.6 NM** (2.6 NM) is the distance from CEKMU to the start of the approach.
- 2.6 NM** (2.6 NM) is the distance from the start of the approach to the **AYERU** (Elev 1660) fix.
- 6.1 NM** (6.1 NM) is the distance from the **AYERU** fix to the **BUCCA** (Elev 776) holding pattern.
- 3.05° TCH 46** is the descent angle from the **AYERU** fix to the runway.
- 356°** (Heading) is the approach direction.
- 176°** (Heading) is the holding pattern direction.
- 4 NM Holding Pattern** is the holding pattern at **BUCCA**.

CATEGORY	A	B	C	D
LNVA MDA	1220-1	444 (500-1)	1220-1¼ 444 (500-1¼)	1220-1½ 444 (500-1½)
CIRCLING	1240-1 462 (500-1)	1300-1 522 (600-1)	1380-1¾ 602 (700-1¾)	1580-2½ 802 (900-2½)

Diagram illustrating the runway layout and taxiway configuration for RW36 at CEKMU (Elev 778).

**Runway Layout:**

- RW36** (Runway 36) is the main runway, 6500 X 120.
- RW18** (Runway 18) is the parallel runway, 2480 X 250.
- RW9** (Runway 9) is the cross runway, 2480 X 250.
- RW27** (Runway 27) is the cross runway, 2480 X 250.
- RW36** (Runway 36) is the main runway, 6500 X 120.

**Other Features:**

- TWR 820** (Tower) is located near the runway.
- 831** (Elev 831) is the taxiway.
- 3909 X 75** (Elev 3909) is the taxiway.
- 356°** (Heading) is the approach direction.

**Runway Status:**

- MIRL Rwy 18-36** (MIRL Runway 18-36) is operational.
- HIRL Rwy 9-27** (HIRL Runway 9-27) is operational.
- REIL Rwy 9, 18 and 36** (REIL Runway 9, 18 and 36) is operational.

ELKHART, INDIANA

AL-5287 (FAA)

25163

VORTAC GJ	APP CRS	Rwy Ldg	6500
<b>115.4</b>	<b>102°</b>	TDZE	<b>777</b>
Chan <b>101</b>		Apt Elev	<b>778</b>

**VOR RWY 9**  
ELKHART MUNI (EKM)

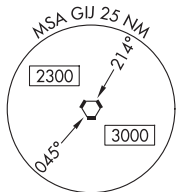
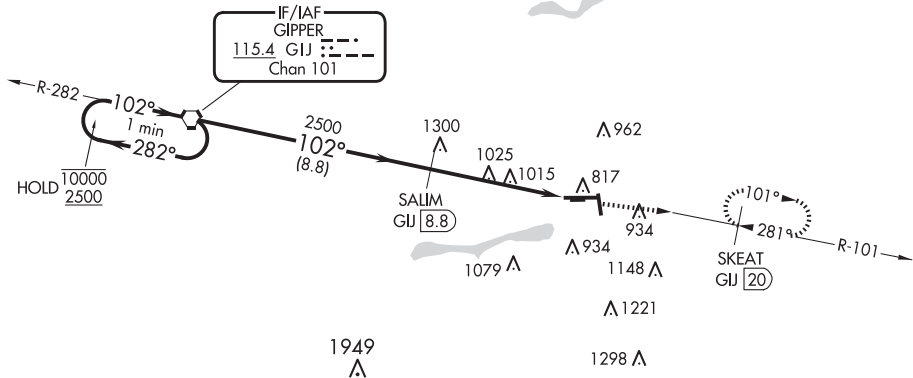
DME required.

- ▼ VDP NA when using SBN altimeter setting. Rwy 9 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
 ▲ Circling NA to Rwy 8 and 26. When local altimeter setting not received, use SBN altimeter setting and increase all MDAs 40 feet and S-09 visibility Cat C/D  $\frac{1}{8}$  SM, and Circling visibility Cat D  $\frac{1}{4}$  SM. Circling Rwy 18 and 36 NA at night.

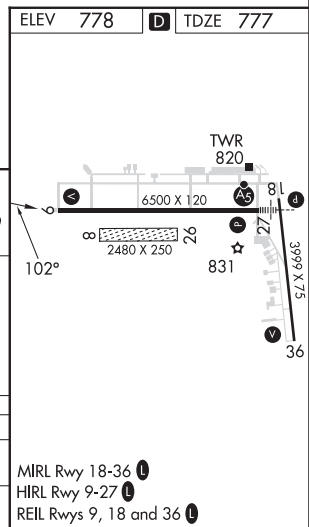
MISSED APPROACH:  
Climb to 2500 on GJ  
R-101 to SKEAT/GJ  
20 DME and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
<b>124.475</b>	<b>118.55 257.8</b>	<b>119.5 (CTAF) 0</b>	<b>121.8</b>	<b>121.8</b>	<b>119.7</b> (When twr closed)	<b>122.95</b>

NoPT for arrival on GJ VORTAC  
airway radials 209 CW 310.



One Minute Holding Pattern	GJ VORTAC		SALIM GJ 8.8		2500 ↑		GJ R-101		SKEAT GJ 20		
10000 2500		← 282° 102° →		102° 2500		GJ 12.1		GJ 13.7		↗	
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 38).				3.20° TCH 49							
				8.8 NM		3.3 NM		1.7			
CATEGORY	A		B		C		D				
S-9	1340-1		563 (600-1)		1340-1 $\frac{5}{8}$		563 (600-1 $\frac{5}{8}$ )				
CIRCLING	1340-1		562 (600-1)		1380-1 $\frac{3}{4}$ 602 (700-1 $\frac{3}{4}$ )		1580-2 $\frac{1}{2}$ 802 (900-2 $\frac{1}{2}$ )				



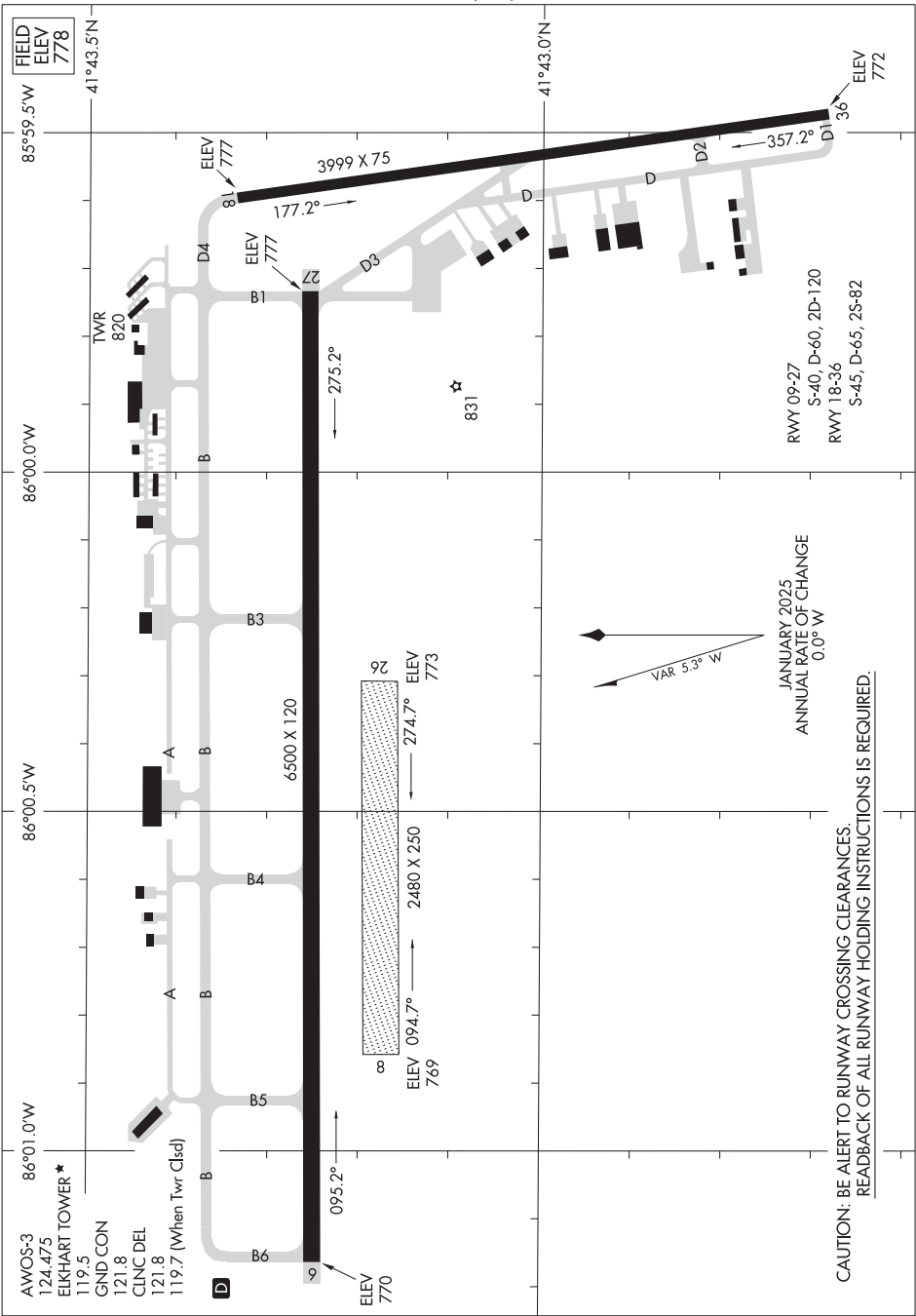
ELKHART, INDIANA  
Amdt 7 12JUN25

41°43'N-86°00'W

ELKHART MUNI (EKM)  
**VOR RWY 9**

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



ELYRIA, OHIO

AL-5333 (FAA)

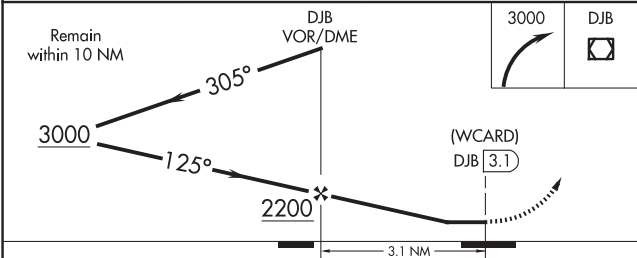
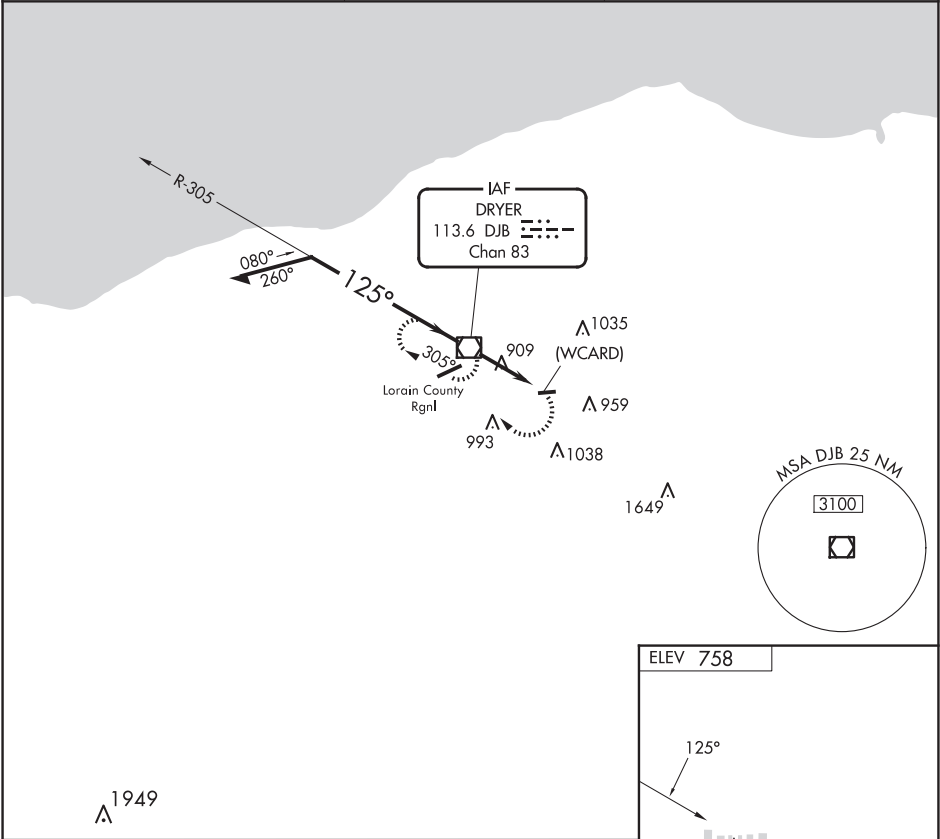
24025

VOR/DME	DJB	APP CRS	Rwy Idg	N/A
113.6		125°	TDZE	N/A
Chan 83			Apt Elev	758

VOR or GPS-A  
ELYRIA (1G1)

<div><div>▼</div><div>▲ NA</div></div> <div>Use Cleveland Hopkins Intl altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.</div>	MISSED APPROACH: Climbing right turn to 3000 direct DJB VOR/DME and hold.
---	---

CLEVELAND APP CON 125.35 346.325	CLNC DEL 125.7	UNICOM 122.8 (CTAF)
-------------------------------------	-------------------	------------------------



ELEV 758

CATEGORY	A	B	C	D
CIRCLING	1280-1 522 (600-1)	1320-1 562 (600-1)	1420-1¾ 662 (700-1¾)	NA

ELYRIA, OHIO

Amdt 7D 30DEC21

41°20'N - 82°06'W

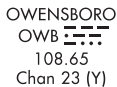
ELYRIA (1G1)  
VOR or GPS-A

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 4  
EVANSVILLE RGNL (EVV)

**MISSED APPROACH:** Climb to 1 500 then climbing left turn to 2500 direct PXV VORTAC and hold.

ALTERNATE MISSED APCH FIX

ELEV 422 **D** TDZE 389

HIRL Rwy 4-22 and 18-36 **L**

REIL Rwy 4, 18, and 36 **L**

MIRL Rwy 9-27 **L**

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

LOC/DME I-EVV <b>109.9</b> Chan <b>36</b>	APP CRS <b>221°</b>	Rwy Ldg TDZE <b>422</b> Apt Elev <b>422</b>
---	------------------------	---

# ILS or LOC RWY 22

EVANSVILLE RGNL (E V V)

RADAR or DME required for procedure entry at AUGUS.

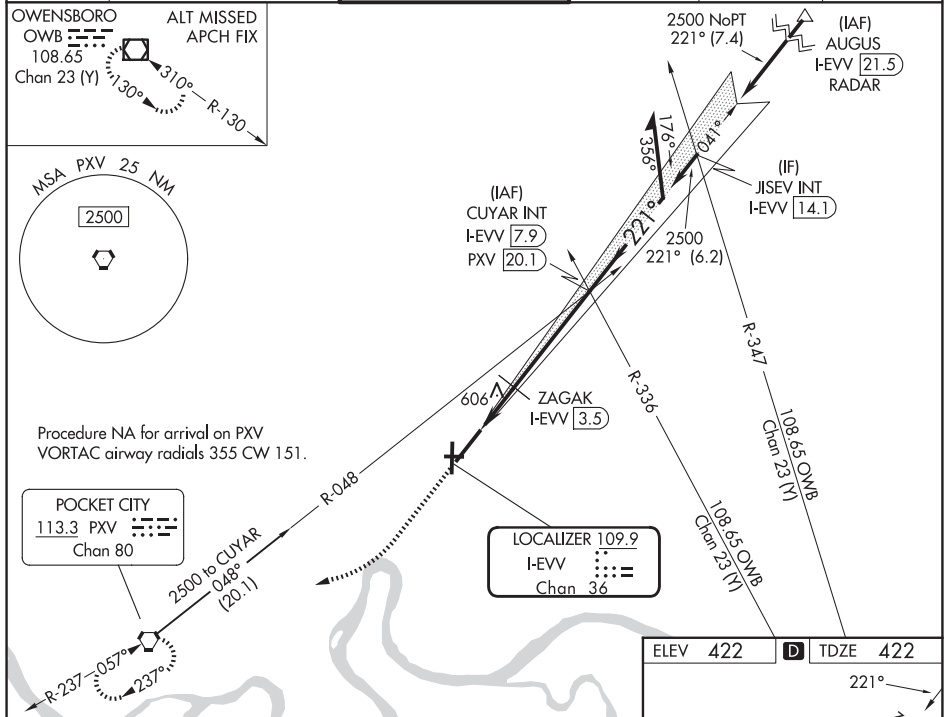
⚠

Circling Rwy 9 NA at night. For inop ALS, increase S-LOC 22 Cats C and D visibility to 1¾ SM. DME minimums: For inop ALS, increase S-LOC 22 Cats C and D visibility to RVR 6000. \* RVR 1800 authorized with use of FD or AP or HUD to DA.

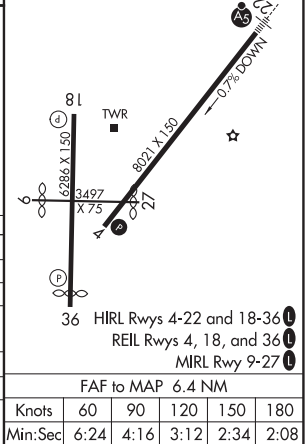
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct PXV VORTAC and hold.

ATIS <b>120.2</b>	EVANSVILLE APP CON ★ <b>124.025 290.9</b>	EVANSVILLE TOWER ★ <b>118.7 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>126.6</b>	UNICOM <b>122.95</b>
----------------------	--	---	-------------------------	--------------------------	-------------------------



1000 2500 PXV	CUYAR INT I-EVV 7.9	2500	221°	2500	GS 3.00° TCH 50
I-EVV 1.5	I-EVV 2.6	ZAGAK I-EVV 3.5	041°	2500	
1.2 NM	0.9 NM	4.4 NM			
CATEGORY	A	B	C	D	
S-ILS 22 *	622/24		200 (200-½)		
S-LOC 22	1060/24	638 (700-½)	1060-1¾	638 (700-1¾)	
CIRCLING	1060-1	638 (700-1)	1060-1¾ 638 (700-1¾)	1060-2 638 (700-2)	
ZAGAK FIX MINIMUMS (DME REQUIRED)					
S-LOC 22	840/24	418 (500-½)	840/40	418 (500-¾)	
CIRCLING	920-1 498 (500-1)	1040-1 618 (700-1)	1040-1¾ 618 (700-1¾)	1040-2 618 (700-2)	



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>82711</b> <b>W04A</b>	APP CRS <b>041°</b>	Rwy Ldg TDZE <b>389</b> Apt Elev <b>422</b>
--	------------------------	---

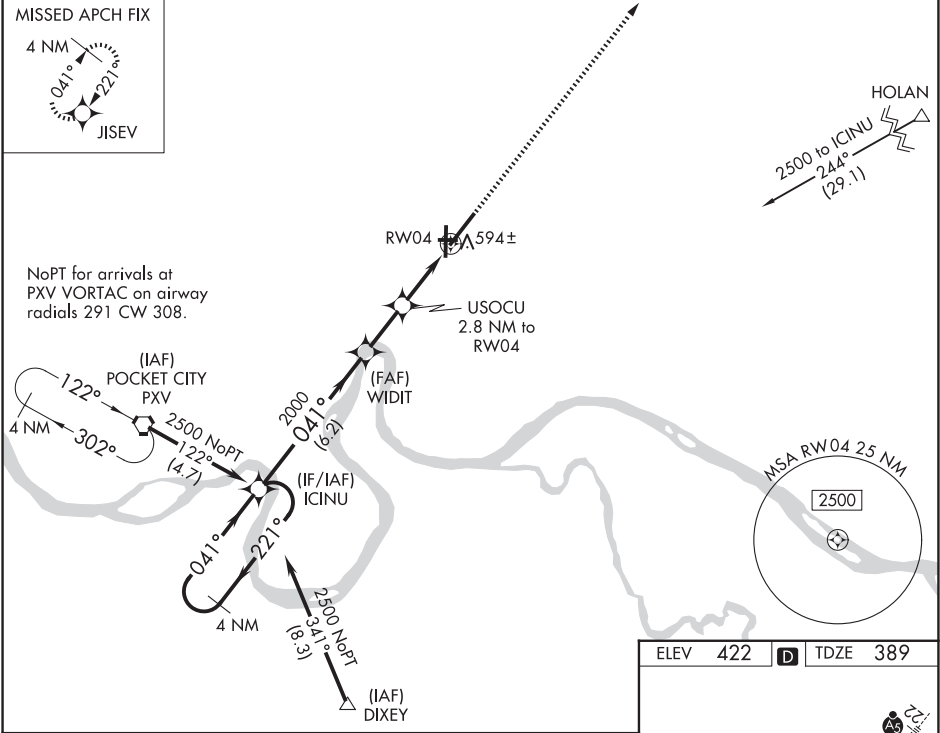
RNAV (GPS) RWY 4

EVANSVILLE RGNL (EVV)

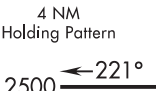
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2500 direct JISEV and hold.

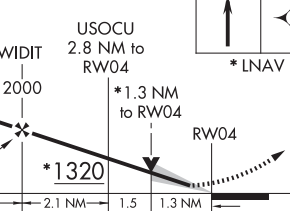
ATIS <b>120.2</b>	EVANSVILLE APP CON ★ <b>124.025 290.9</b>	EVANSVILLE TOWER ★ <b>118.7 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>126.6</b>	UNICOM <b>122.95</b>
----------------------	--	---	-------------------------	--------------------------	-------------------------



4 NM Holding Pattern



GP 3.00°  
TCH 48

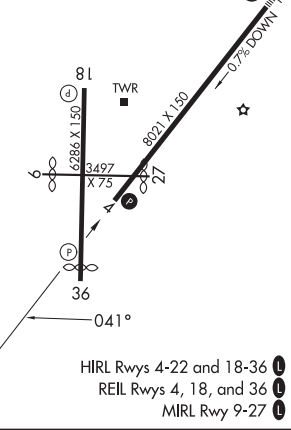


2500

JISEV

\*LNAV only

CATEGORY	A	B	C	D
LPV DA	589-3/4 200 (200-3/4)			
LNAV/VNAV DA	852-15/8 463 (500-1%)			
LNAV MDA	860-1 471 (500-1)	860-13/8 471 (500-13/8)		
CIRCLING	920-1 498 (500-1)	1040-1 618 (700-1)	1040-13/4 618 (700-13/4)	1040-2 618 (700-2)



HIRL Rwy 4-22 and 18-36  
REIL Rwy 4, 18, and 36  
MIRL Rwy 9-27

EVANSVILLE, INDIANA

AL-513 (FAA)

25219

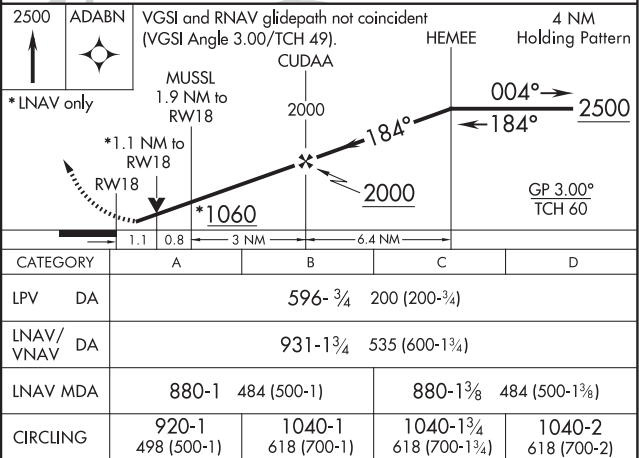
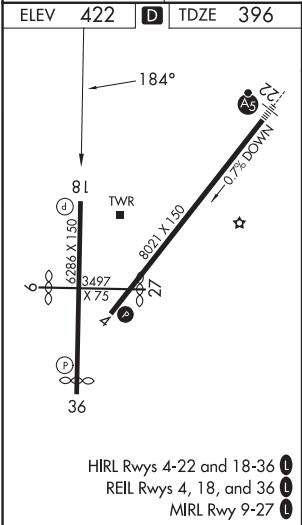
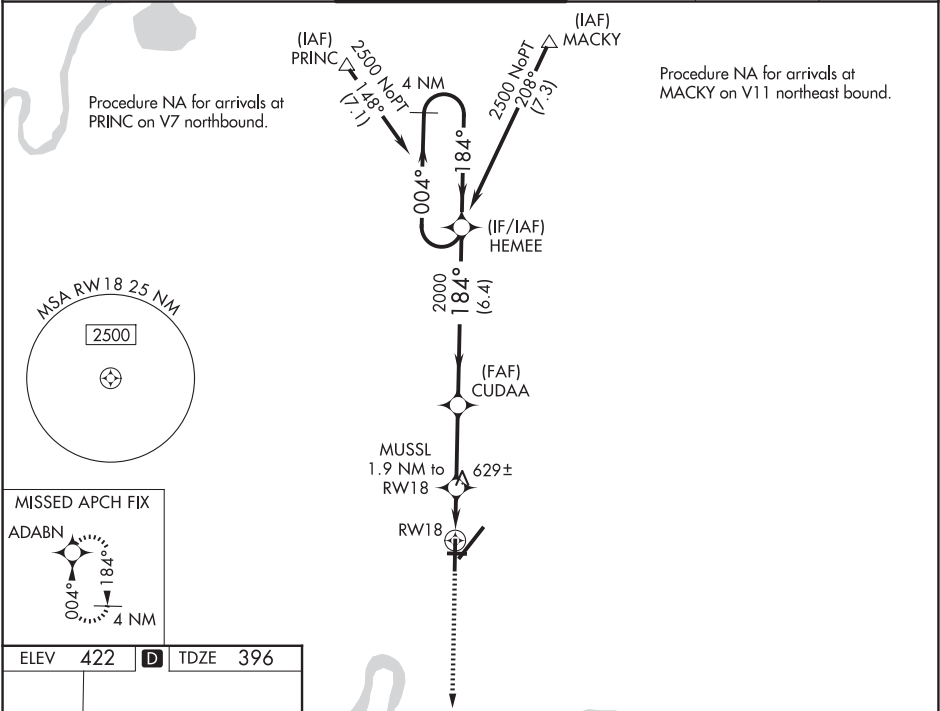
WAAS CH <b>50421</b> <b>W18A</b>	APP CRS <b>184°</b>	Rwy Ldg TDZE <b>396</b> Apt Elev <b>422</b>
--	------------------------	---

RNAV (GPS) RWY 18

EVANSVILLE RGNL (E V V)

ASR	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night. Helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2500 direct ADABN and hold.
-----	---	---

ATIS <b>120.2</b>	EVANSVILLE APP CON ★ <b>124.025 290.9</b>	EVANSVILLE TOWER ★ <b>118.7</b> (CTAF) <b>0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>126.6</b>	UNICOM <b>122.95</b>
----------------------	--	--	-------------------------	--------------------------	-------------------------



EVANSVILLE, INDIANA  
Amdt 2A 13OCT16

38°02'N - 87°32'W

EVANSVILLE RGNL (E V V)

RNAV (GPS) RWY 18

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>42512</b> <b>W22A</b>	APP CRS <b>221°</b>	Rwy Ldg TDZE <b>422</b> Apt Elev <b>422</b>
--	------------------------	---

RNAV (GPS) RWY 22

EVANSVILLE RGNL (EVV)

ASR

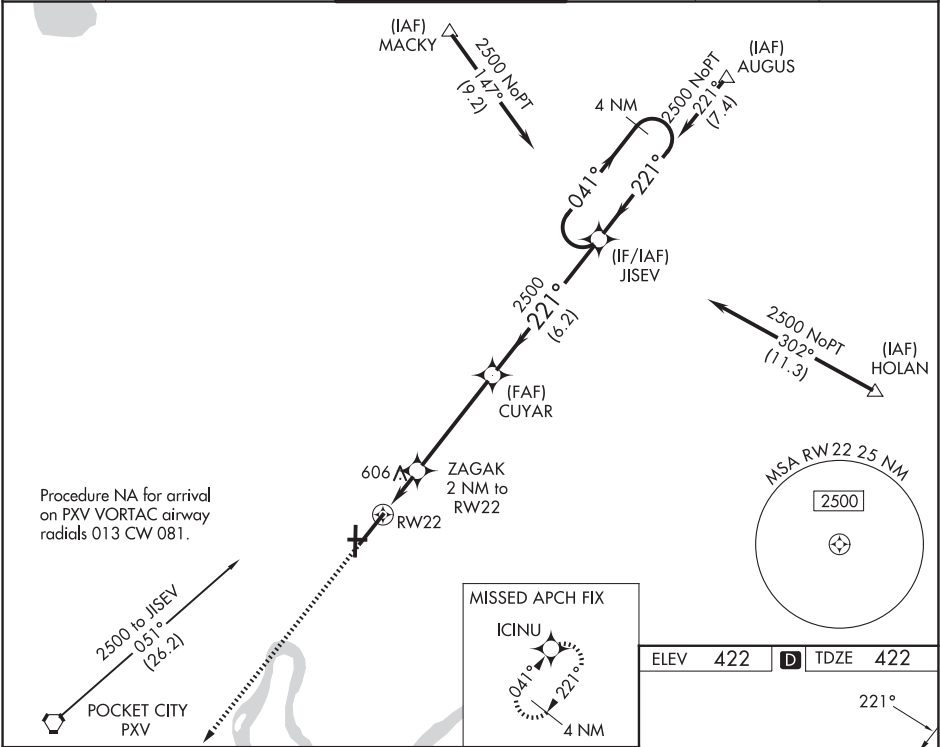
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night.  
\*\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

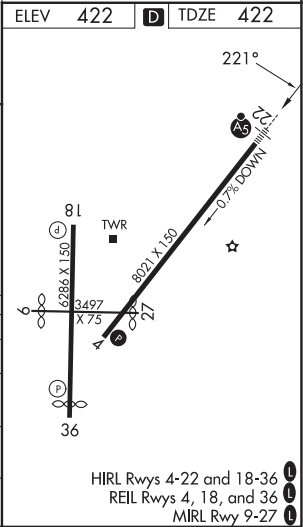
MISSED APPROACH:

Climb to 2500 direct ICINU and hold.

ATIS <b>120.2</b>	EVANSVILLE APP CON ★ <b>124.025 290.9</b>	EVANSVILLE TOWER ★ <b>118.7 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>126.6</b>	UNICOM <b>122.95</b>
----------------------	--	---	-------------------------	--------------------------	-------------------------



CATEGORY	A		B		C		D	
	LPV DA		**622/24		200 (200-½)			
	LNAV/VNAV DA		840/45		418 (500-¾)			
	LNAV MDA		860/24		438 (500-½)		860/40 438 (500-¾)	
	CIRCLING		920-1 498 (500-1)		1040-1 618 (700-1)		1040-1¾ 618 (700-1¾) 1040-2 618 (700-2)	



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

EVANSVILLE, INDIANA

AI-513 (FAA)

25219

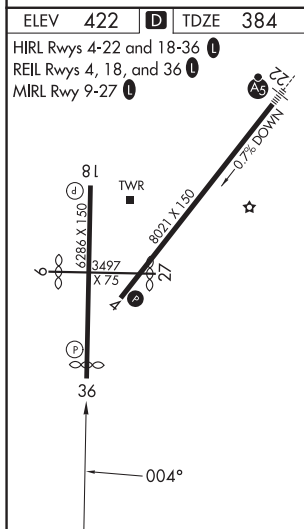
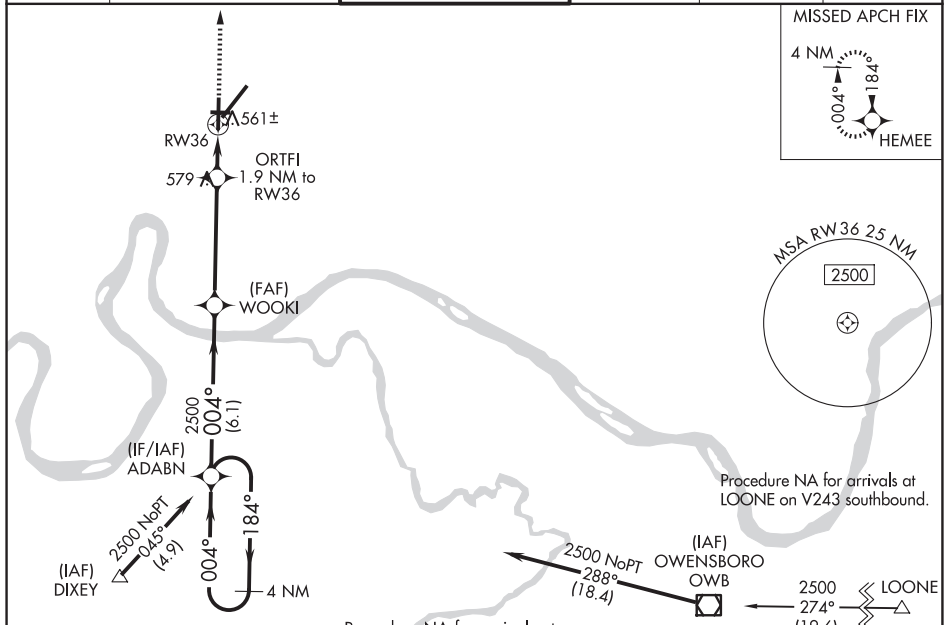
WAAS CH <b>90421</b> <b>W36A</b>	APP CRS <b>004°</b>	Rwy Ldg TDZE <b>384</b> Apt Elev <b>422</b>
--	------------------------	---

# RNAV (GPS) RWY 36

EVANSVILLE RGNL (EVV)

ASR	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling Rwy 9 NA at night. Helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2500 direct HEMEE and hold.
-----	---	---

ATIS <b>120.2</b>	EVANSVILLE APP CON ★ <b>124.025 290.9</b>	EVANSVILLE TOWER ★ <b>118.7 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>126.6</b>	UNICOM <b>122.95</b>
----------------------	--	---	-------------------------	--------------------------	-------------------------



ELEV 422	D	TDZE 384
HIRL Rwy 4-22 and 18-36		
REIL Rwy 4, 18, and 36		
MIRL Rwy 9-27		
4 NM Holding Pattern		
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 30).		
2500 HEMEE		
*LNAV only		
GP 3.00° TCH 55		
6.1 NM		
4.6 NM		
0.6 NM		
1.3		
CATEGORY	A	B
LPV DA	634-¾	250 (300-¾)
LNNAV/VNAV DA	891-1¾	507 (500-1¾)
LNNAV MDA	820-1	436 (500-1)
CIRCLING	920-1	1040-1
	498 (500-1)	618 (700-1)
	1040-1¾	1040-2
	618 (700-1¾)	618 (700-2)

EVANSVILLE, INDIANA  
Amdt 2A 13OCT16

38°02'N-87°32'W

EVANSVILLE RGNL (EVV)  
RNAV (GPS) RWY 36

EC-2, 07 AUG 2025 to 02 OCT 2025

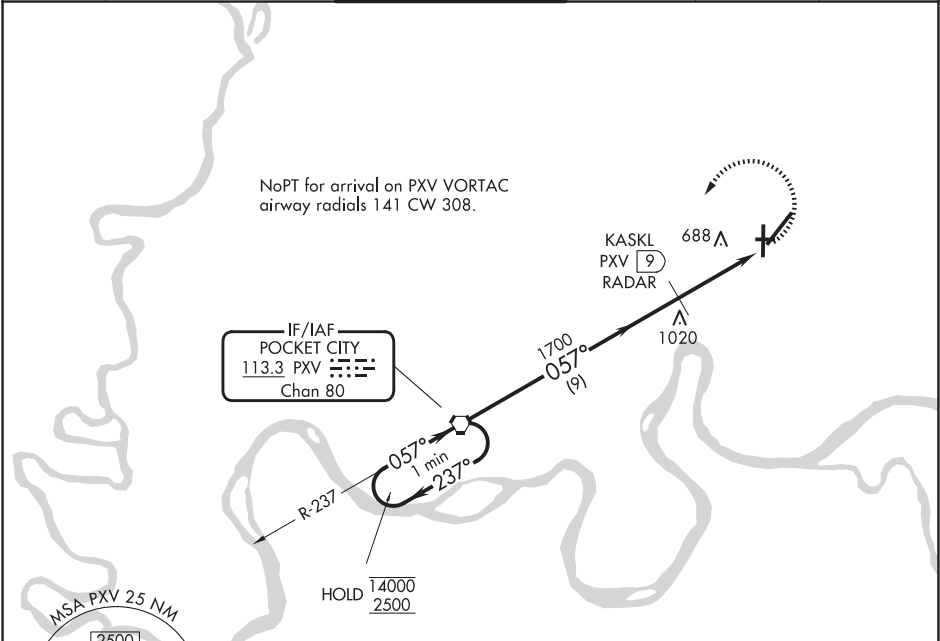
EC-2, 07 AUG 2025 to 02 OCT 2025

VORTAC PXV	APP CRS	Rwy Ldg	8021
113.3	057°	TDZE	389
Chan 80		Apt Elev	422

VOR RWY 4

EVANSVILLE RGNL (EVV)

DME or RADAR required.		MISSED APPROACH: Climbing left turn to 2500 direct PXV VORTAC and hold.	
ASR RWY 4 helicopter visibility reduction below ¾ SM NA. Circling Rwy 9 NA at night.			
ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON
120.2	124.025 290.9	118.7 (CTAF) 257.8	121.9
			CLNC DEL
			126.6
			UNICOM
			122.95



ELEV 422 D TDZE 389

HIRL Rwy 4-22 and 18-36  
REIL Rwy 4, 18, and 36  
MIRL Rwy 9-27

One Minute Holding Pattern

PXV VORTAC

2500 PXV

14000 2500 237° 057°

1700

3.17°

TCH 55

9 NM

2 NM

1.8

KASKL PXV 9 RADAR

PXV 11

PXV 12.8

CATEGORY	A	B	C	D
S-4	1000-1 611 (600-1)		1000-1¾ 611 (600-1¾)	
CIRCLING	1000-1 578 (600-1)	1040-1 618 (700-1)	1040-1¾ 618 (700-1¾)	1040-2 618 (700-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

## AIRPORT DIAGRAM

AL-513 (FAA)

EVANSVILLE RGNL (EVV)

EVANSVILLE, INDIANA

ATIS  
 120.2  
 EVANSVILLE TOWER ★  
 118.7 257.8  
 GND CON  
 121.9  
 CLNC DEL  
 126.6

**D**

FIELD  
ELEV  
422

– 38°03'N

– 38°02'N–

RWY 04-22  
PCR 660 F/B/X/T  
S-100, D-175, 2D-300  
RWY 09-27  
PCN 3 F/B/Z/U  
S-30, D-40, 2D-60  
RWY 18-36  
PCR 1049 F/B/X/T  
S-100, D-175, 2D-300

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.   
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.1° W

## AIRPORT DIAGRAM

25219

EVANSVILLE, INDIANA

EVANSVILLE RGNL (EVV)

EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	4558
074°	TDZE	810
	Apt Elev	813

RNAV (GPS) RWY 7  
FINDLAY (F'DY)

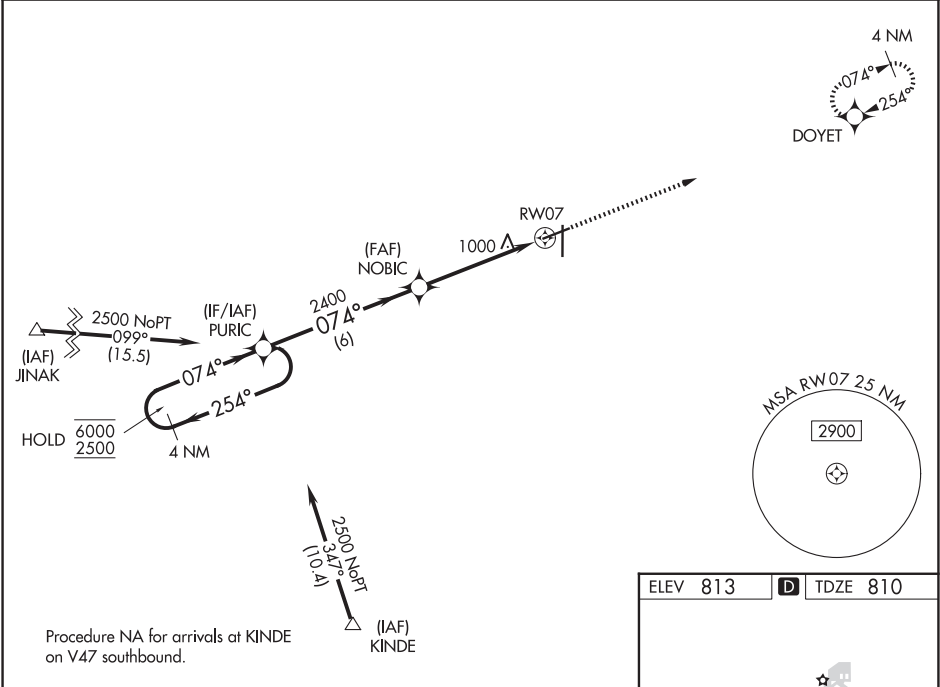
RNP APCH - GPS.

**T** Baro-VNAV and VDP NA when using Lima Allen County altimeter setting. Rwy 7 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 Lima altimeter setting and increase LNAV/VNAV DA to 1391 feet and all visibilities ¾ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¼ SM. Straight-In Rwy 7 NA at night, Circling Rwy 7 NA at night.

**A**

MISSED APPROACH:  
Climb to 2500 direct  
DOYET and hold.

ASOS 132.85	TOLEDO APP CON 120.8 317.55	UNICOM 122.725 (CTAF) 0
----------------	--------------------------------	----------------------------



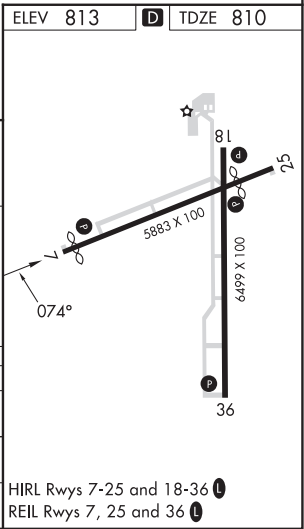
4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 23).

GP 3.00° TCH 39

DOYET

CATEGORY	A	B	C	D
LNAV/VNAV DA	1311-1¾ 501 (500-1¾)			
LNAV MDA	1260-1	450 (500-1)	1260-1¾	450 (500-1¾)
CIRCLING	1440-1	627 (700-1)	1440-1¾ 627 (700-1¾)	1540-2¼ 727 (800-2¼)



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

FINDLAY, OHIO

AL-702 (FAA)

25219

WAAS CH <b>70405</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Ldg TDZE <b>813</b> Apt Elev <b>813</b>
--	------------------------	---

RNAV (GPS) RWY 18

FINDLAY (FDY)

RNP APCH-GPS.

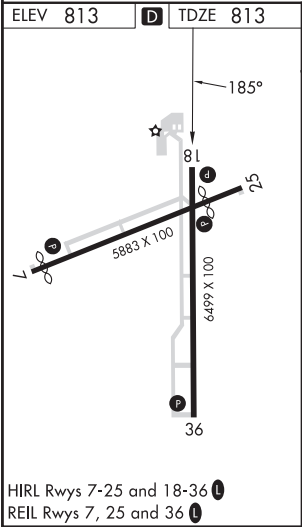
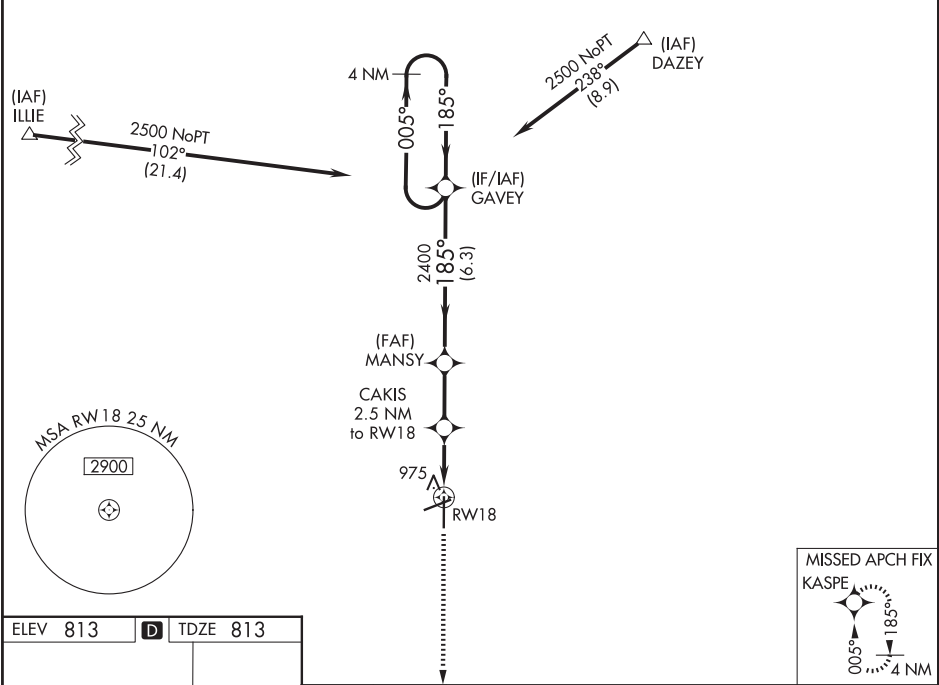
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Baro-VNAV and VDP NA when using Lima Allen County altimeter setting. When local altimeter setting not received, use Lima Allen County altimeter setting: increase all DAs/MDAs 80 feet; increase LNAV Cat C/D and Circling Cat C/D visibility ¼ SM. Circling Rwy 7 NA at night.

MISSED APPROACH:  
Climb to 2600 direct KASPE and hold.

ASOS <b>132.85</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>122.725 (CTAF) 0</b>
-----------------------	---------------------------------------	-----------------------------------



2600	KASPE	CAKIS 2.5 NM to RW18	MANSY 2400	GAVEY 4 NM Holding Pattern	005°	185°	2500
*LNAV only	*1.4 NM to RW18	*1.640	2400	GP 3.00° TCH 43			
	1.4 NM	1.1 NM	2.3 NM	6.3 NM			
CATEGORY	A	B	C	D			
LPV DA	1063-1 250 (300-1)						
LNAV/VNAV DA	1320-1¾ 507 (600-1¾)						
LNAV MDA	1300-1	487 (500-1)	1300-1⅜ 487 (500-1⅜)	1300-1½ 487 (500-1½)			
CIRCLING	1440-1	627 (700-1)	1440-1¾ 627 (700-1¾)	1540-2¼ 727 (800-2¼)			

FINDLAY, OHIO

Amtd TC 19MAY22

41°01'N-83°40'W

FINDLAY (FDY)

RNAV (GPS) RWY 18

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 25  
FINDLAY (FDY)

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

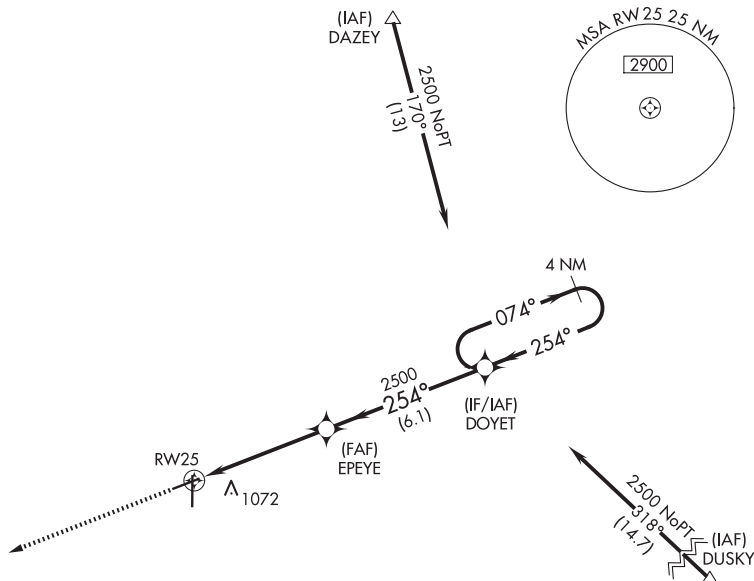
UNICOM  
122.725 (CTAF) 

Diagram illustrating the layout of Runway 7-25, Runway 18-36, and Taxiway 36. Runway 7-25 is a diagonal runway with a bearing of 254 degrees and a width of 60 feet. Runway 18-36 is a vertical runway with a bearing of 180 degrees and a width of 60 feet. Taxiway 36 is a horizontal taxiway connecting the two runways. The diagram also shows a star symbol indicating the runway's orientation and a north arrow.

4 NM Holding Pattern

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 33).

EYE 2500

DOYET

\*LNAV only

\*1.4 NM to RW25

RW25

1.4 NM

3.7 NM

6.1 NM

250°

074°

254°

2500

GP 3.00° TCH 45°

EC-2, 07 AUG 2025 to 02 OCT 2025

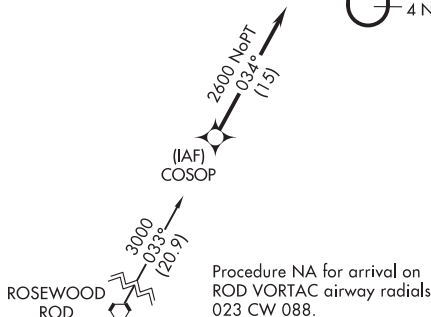
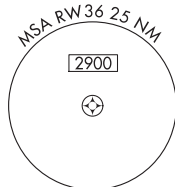
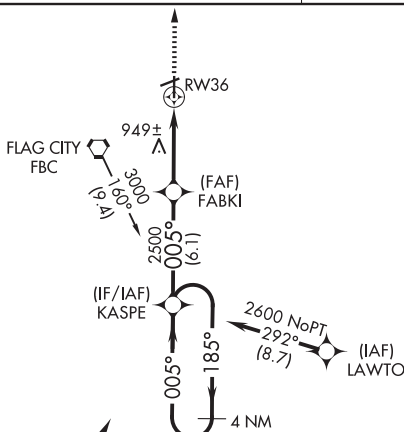
RNAV (GPS) RWY 36  
FINDLAY (FDY)

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.  
**A** Baro-VNAV and VDP NA when using Lima Allen County altimeter setting.  
 When local altimeter setting not received, use Lima Allen County altimeter setting: increase all DAs/MDAs 80 feet; increase LNAV Cat C/D visibility  $\frac{1}{8}$  SM and Circling Cat C/D visibility  $\frac{1}{4}$  SM.  
 Circling Rwy 7 NA at night.

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

MISSED APCH FIX  
4 NM  
005°  
185°  
GAVEY

Procedure NA for arrival on  
FBC VORTAC airway radials  
148 CW 200.



ELEV 813

TDZE 809

81

75

5883 X 100

6499 X 100

36

005°

HIRL Rwy 7-25 and 18-36

REIL Rwy 7, 25 and 36

CATEGORY	A	B	C	D
LPV DA		1106-1	297 (300-1)	
RNAV/ VNAV DA		1229-1½	420 (500-1½)	
RNAV MDA	1220-1	411 (500-1)	1220-1¼	411 (500-1¼)
CIRCLING	1440-1	627 (700-1)	1440-1¾ 627 (700-1¾)	1540-2¼ 727 (800-2¼)

EC-2, 07 AUG 2025 to 02 OCT 2025



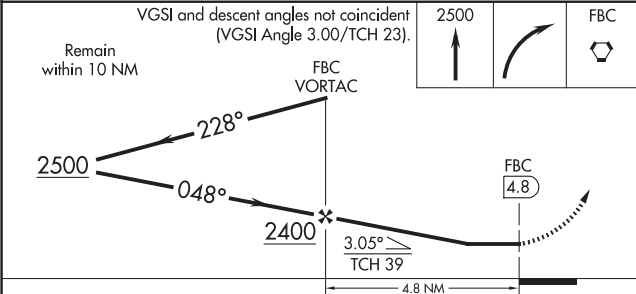
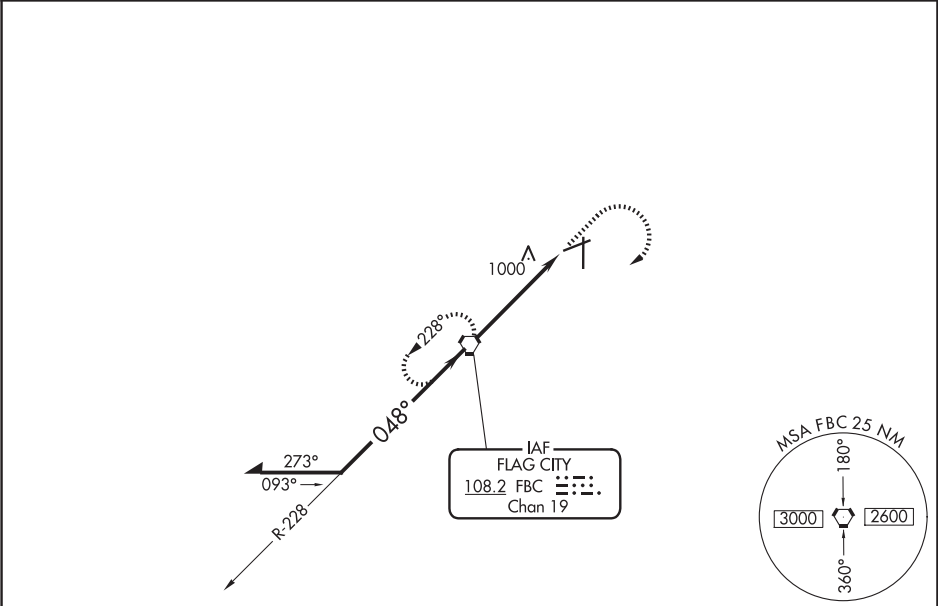
VORTAC FBC	APP CRS	Rwy Ldg
<b>108.2</b>	<b>048°</b>	<b>4558</b>
Chan <b>19</b>		TDZE <b>810</b>
		Apt Elev <b>813</b>

VOR RWY 7  
FINDLAY (FDY)

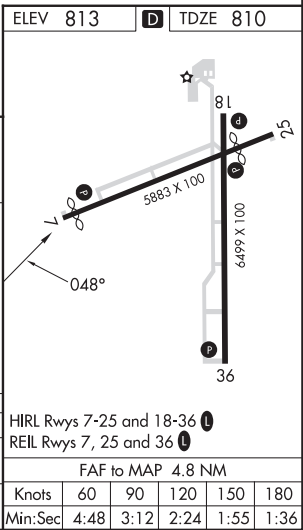
**⚠** Rwy 7 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lima Allen County altimeter setting and increase all MDA 80 feet, and increase S-07 visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¼ SM. Straight-In Rwy 7 NA at night, Circling Rwy 7 NA at night.

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

ASOS <b>132.85</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>122.725 (CTAF) 0</b>
-----------------------	---------------------------------------	-----------------------------------



CATEGORY	A	B	C	D
S-7	1260-1 450 (500-1)	1260-1¼ 450 (500-1¼)	1260-1½ 450 (500-1½)	1260-1¾ 450 (500-1¾)
CIRCLING	1440-1 627 (700-1)	1440-1¾ 627 (700-1¾)	1440-2¼ 727 (800-2¼)	1440-3¼ 727 (800-3¼)



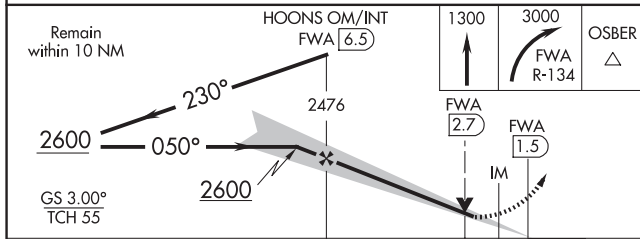
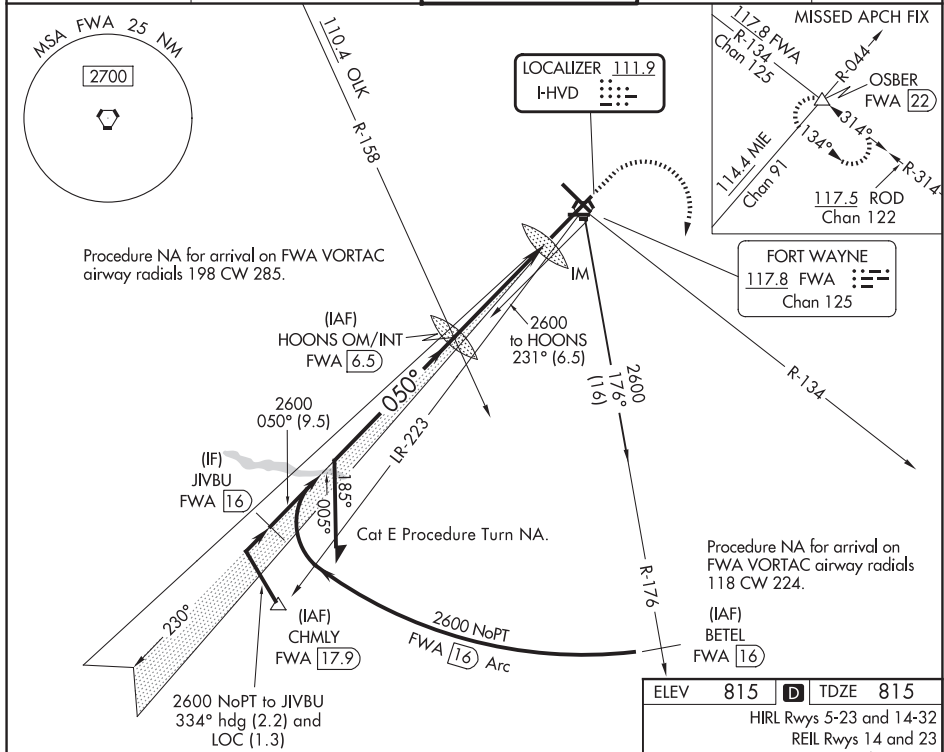
LOC I-HVD <b>111.9</b>	APP CRS <b>050°</b>	Rwy Ldg <b>11981</b> TDZE <b>815</b> Apt Elev <b>815</b>
---------------------------	------------------------	--

# ILS or LOC RWY 5

FORT WAYNE INTL (FWA)

<b>⚠</b> For inop ALS, increase S-ILS 5 Cat E visibility to RVR 4000 and S-LOC 5 Cats C, D, and E visibility to 1½ SM. <b>ASR</b>	<b>ALSF-2</b> <b>A</b>	<b>MISSED APPROACH:</b> Climb to 1300 then climbing right turn to 3000 on FWA R-134 to OSBER INT/FWA 22 DME and hold.
--	---------------------------	---

<b>ATIS</b> <b>121.25 360.825</b>	<b>FORT WAYNE APP CON</b> <b>127.2 284.6</b>	<b>FORT WAYNE TOWER</b> <b>119.1 269.325</b>	<b>GND CON</b> <b>121.9 348.6</b>	<b>CLNC DEL</b> <b>124.75</b>
--------------------------------------	---	---	--------------------------------------	----------------------------------



CATEGORY	A	B	C	D	E
S-ILS 5	1015/18 200 (200-½)				
S-LOC 5	1300/24	485 (500-½)	1300/50 485 (500-1)		
CIRCLING	1300-1	485 (500-1)	1420-1¾ 605 (700-1¾)	1520-2¼ 705 (800-2¼)	1520-2½ 705 (800-2½)

ELEV <b>815</b>	<b>D</b>	TDZE <b>815</b>
HIRL Rwy 5-23 and 14-32 REIL Rwy 14 and 23 TDZ/CL Rwy 5		
FAF to MAP 5 NM		
Knots	60	90 120 150 180
Min:Sec	5:00	3:20 2:30 2:00 1:40

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 32  
FORT WAYNE INTL (FWA)

**T** For inop ALS, increase S-ILS 32 visibility Cat E to RVR 4000  
**A** and increase S-LOC 32 visibility Cats C, D, and E to RVR 5500.  
**ASR** \* RVR 1800 authorized with use of FD or AP or HUD to DA.



**MISSED APPROACH:** Climb to 3000 then left turn on FWA VORTAC R-285 to TELEY INT/FWA 17.5 DME and hold.

LOCALIZER 109.9  
I-FWA  
Chan 36

R-285

ZINOM  
I-FWA 2.9  
1900 ± (IAF)  
LILRE  
I-FWA 6  
RADAR

2900 to LILRE  
139° (4.8)

FORT WAYNE  
117.8 FWA  
Chan 125

Procedure NA for arrival on FWA  
VORTAC airway radials 097 CW 198.

096°  
2.76

321°  
11.3

2300  
JEGPU  
IF FWA 17.3  
RADAR

MISSED APCH  
FIX

105°  
285°

108.6 MZZ  
Chan 23

R-012

TELE  
FWA 17.5  
R-285

117.8 FWA  
Chan 125

MSA FWA 25 NM  
2700

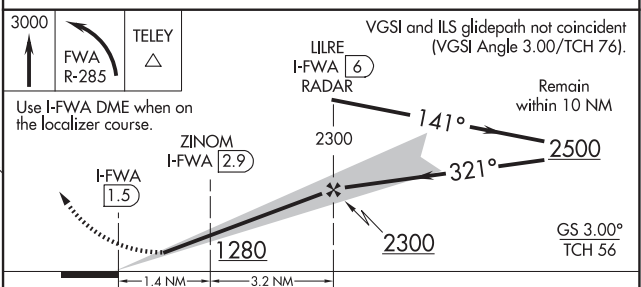
Diagram illustrating the intersection of Runway 5 (8002 X 130) and Runway 14 (1981 X 150) at Hartsfield-Jackson Atlanta International Airport. The diagram shows the runway layout, including the Tower (TWR) and various navigation aids. The bearing is 321°.

TDZ/CL Rwy 5  
REIL Rwy 14 and 23  
HIRL Rwy 5-23 and 14-32

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

Cat E Procedure Turn NA.



CATEGORY	A	B	C	D	E
S-ILS 32*	1000/24 200 (200-½)				
S-LOC 32	1160/24 360 (400-½)		1160/30 360 (400-⅔)		
CIRCLING	1300-1	485 (500-1)	1420-1¾ 605 (700-1¼)	1520-2¼ 705 (800-2¼)	1520-2½ 705 (800-2½)

EC-2, 07 AUG 2025 to 02 OCT 2025

FORT WAYNE, INDIANA

AL-156 (FAA)

25219

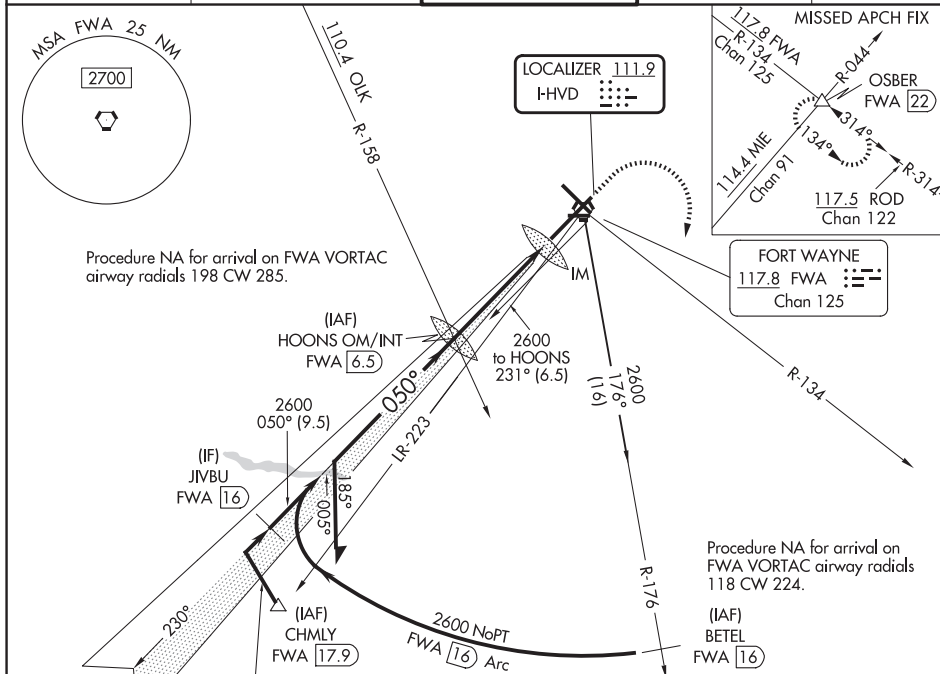
LOC I-HVD <b>111.9</b>	APP CRS <b>050°</b>	Rwy Ldg <b>11981</b> TDZE <b>815</b> Apt Elev <b>815</b>
---------------------------	------------------------	--

# ILS RWY 5 (CAT II)

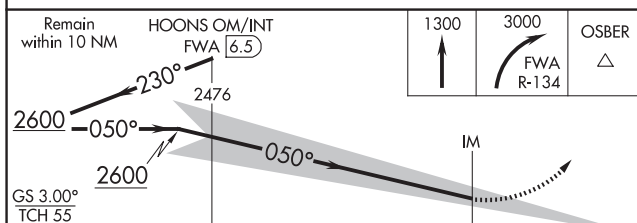
## FORT WAYNE INTL (FWA)

<b>ASR</b> 	<b>ALSIF-2</b> 	<b>MISSED APPROACH:</b> Climb to 3000 then climbing right turn to 3000 on FWA R-134 to OSBER INT/FWA 22 DME and hold.
----------------	--------------------	---

<b>ATIS</b> <b>121.25 360.825</b>	<b>FORT WAYNE APP CON</b> <b>127.2 284.6</b>	<b>FORT WAYNE TOWER</b> <b>119.1 269.325</b>	<b>GND CON</b> <b>121.9 348.6</b>	<b>CLNC DEL</b> <b>124.75</b>
--------------------------------------	---	---	--------------------------------------	----------------------------------

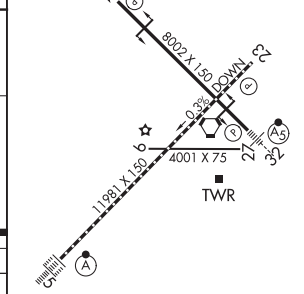


ELEV	815	TDZE	815
------	-----	------	-----



CATEGORY	A	B	C	D
S-ILS 5		RA 106/12	100 DA 915	

**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**



TDZ/CL Rwy 5  
REIL Rwy 14 and 23  
HIRL Rwy 5-23 and 14-32

FORT WAYNE, INDIANA

Amdt 15C 12JUN25

40°59'N-85°12'W

FORT WAYNE INTL (FWA)



ILS RWY 5 (CAT II)

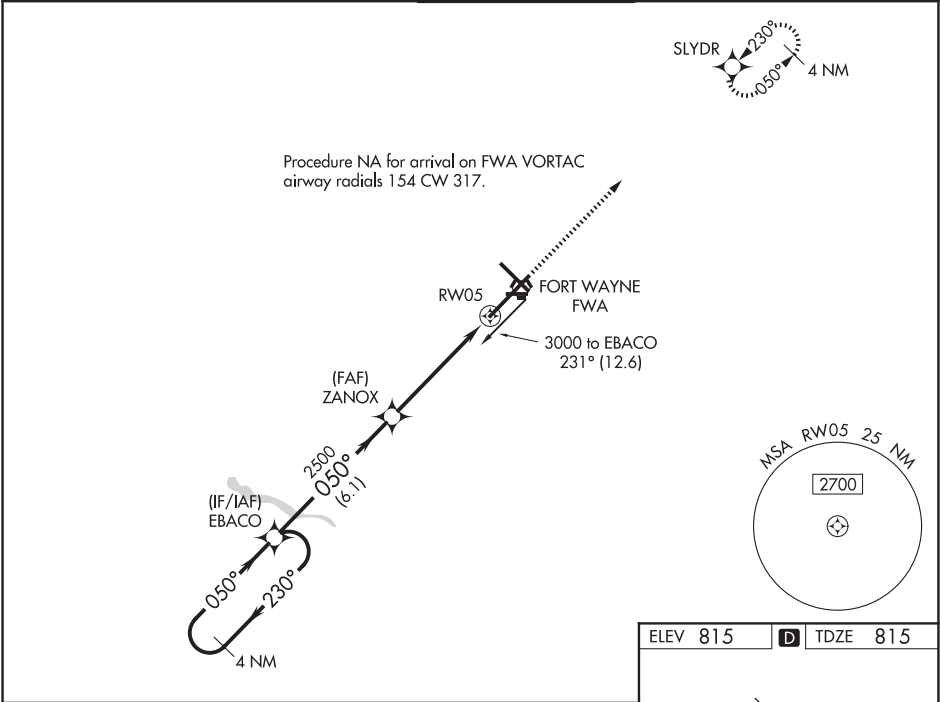
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

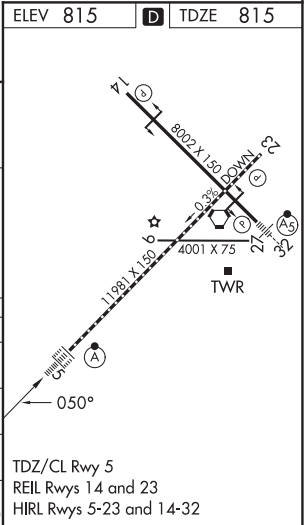
WAAS CH <b>93609</b> <b>W05A</b>	APP CRS <b>050°</b>	Rwy Ldg <b>11981</b> TDZE <b>815</b> Apt Elev <b>815</b>
--	------------------------	--

**RNAV (GPS) RWY 5**  
FORT WAYNE INTL (FWA)

 ASR	For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C/D/E visibility to 1¾ SM.			ALSF-2 	MISSED APPROACH: Climb to 3000 direct SLYDR and hold.
ATIS <b>121.25 360.825</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 269.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>	



<div>4 NM Holding Pattern</div> <div>3000 ← 230° → 050°</div> <div>GP 3.00° TCH 55</div>					<div>EBACO</div> <div>ZANOX</div> <div>2500</div> <div>2500</div> <div>* 1.4 NM to RW05</div> <div>RW05</div>		<div>3000</div> <div>↑</div>	<div>SLYDR</div> <div>✦</div>
							* LNAV only.	
CATEGORY		A	6.1 NM		3.7 NM	1.4 NM		
LPV	DA	1065/18 250 (300-½)						
LNAV/VNAV	DA	1275/60 460 (500-1¼)						
LNAV MDA		1300/24	485 (500-½)		1300/50 485 (500-1)			
CIRCLING		1300-1	485 (500-1)		1420-1¾ 605 (700-1¾)	1520-2¼ 705 (800-2¼)	1520-2½ 705 (800-2½)	



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025


FORT WAYNE, INDIANA

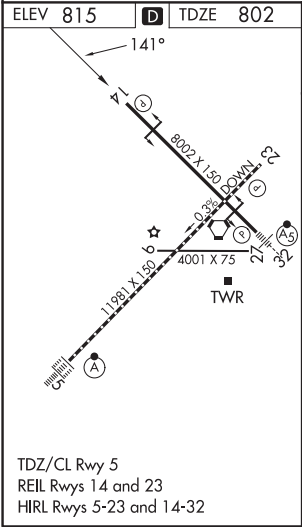
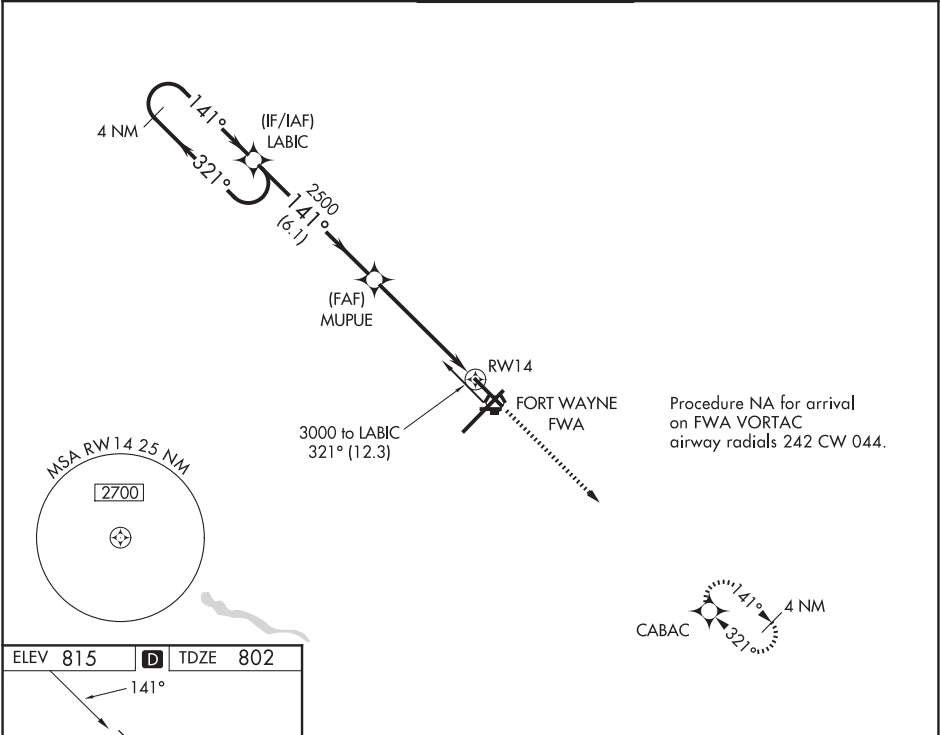
AL-156 (FAA)

25219

WAAS CH <b>86417</b> <b>W14A</b>	APP CRS <b>141°</b>	Rwy Ldg TDZE Apt Elev	<b>8001</b> <b>802</b> <b>815</b>
--	------------------------	-----------------------------	---

**RNAV (GPS) RWY 14**  
FORT WAYNE INTL (FWA)

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3000 direct CABAC and hold.		
ATIS <b>121.25 360.825</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 269.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>



4 NM Holding Pattern		LABIC	MUPUE	3000	CABAC
3000		321°	141°	2500	* 1.5 NM to RW14
GP 3.00°		TCH 53	2500	6.1 NM	3.6 NM
CATEGORY		A	B	C	D
LPV DA			1002-3/4	200 (200-3/4)	
LNAV/VNAV DA			1199-1 1/4	397 (400-1 1/4)	
LNAV MDA		1320-1	518 (600-1)	1320-1 3/8	518 (600-1 3/8)
CIRCLING		1320-1	505 (600-1)	1420-1 3/4	1520-2 1/4
				605 (700-1 3/4)	705 (800-2 1/4)

FORT WAYNE, INDIANA  
Amdt 1A 27APR17

40°59'N-85°12'W

FORT WAYNE INTL (FWA)  
**RNAV (GPS) RWY 14**

EC-2, 07 AUG 2025 to 02 OCT 2025

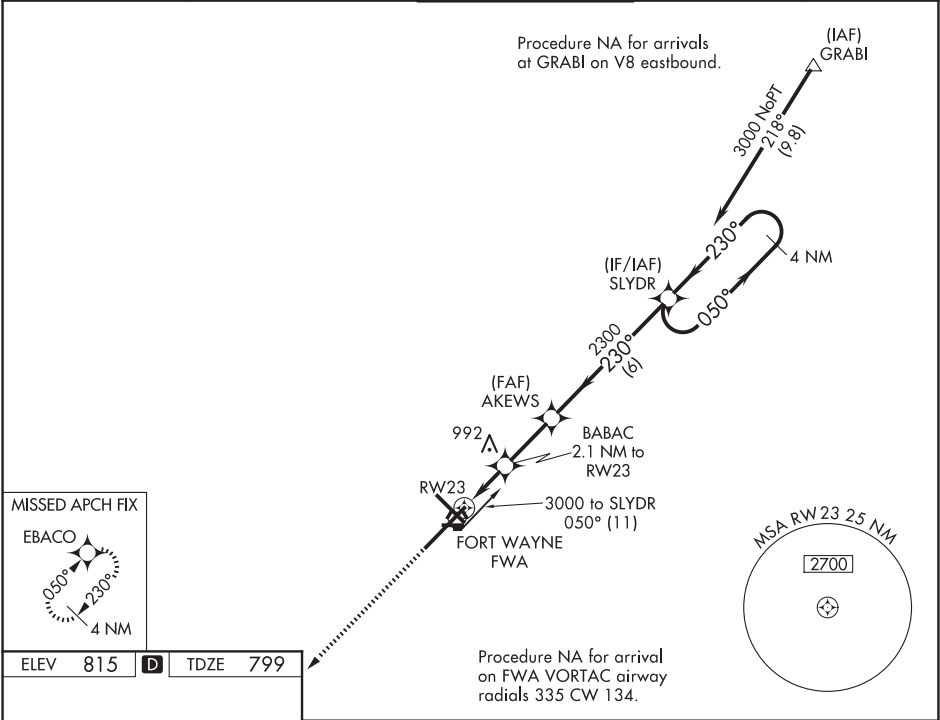
EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>69599</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Ldg <b>11981</b> TDZE <b>799</b> Apt Elev <b>815</b>
--	------------------------	--

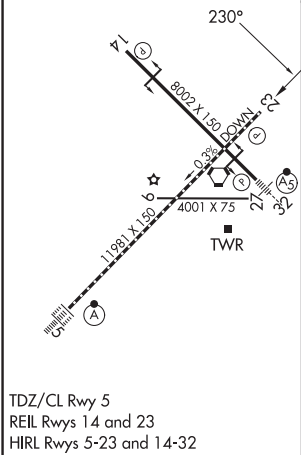
RNAV (GPS) RWY 23

FORT WAYNE INTL (FWA)

<div><div><div></div><div>ASR</div></div><div>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.</div></div>		MISSED APPROACH: Climb to 3000 direct EBACO and hold.		
ATIS <b>121.25 360.825</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 269.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>



ELEV <b>815</b>	<b>D</b>	TDZE <b>799</b>
-----------------	----------	-----------------



3000 EBACO		VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 76).				4 NM Holding Pattern	
*LNAV only.		BABAC 2.1 NM to RW23	AKEWS 2300	SLYDR	050°	3000	GP 3.00° TCH 55
<div><div><div></div><div>1.3</div><div>0.8</div><div>2.4 NM</div><div>6 NM</div></div></div>		*1.3 NM to RW23	*1520	2300	230°		
CATEGORY	A	B	C	D	E		
LPV DA	1053/40		254 (300-¾)				
LNAV/VNAV DA	1230-1⅜		431 (500-1⅝)				
LNAV MDA	1300/55 501 (500-1)		1300-1⅜ 501 (500-1⅝)				
CIRCLING	1300-1 485 (500-1)		1420-1¾ 605 (700-1¾)	1520-2¼ 705 (800-2¼)	1520-2½ 705 (800-2½)		

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

FORT WAYNE, INDIANA

AL-156 (FAA)

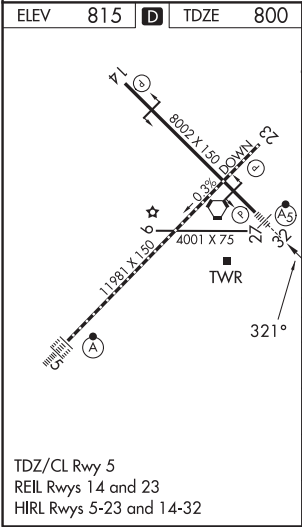
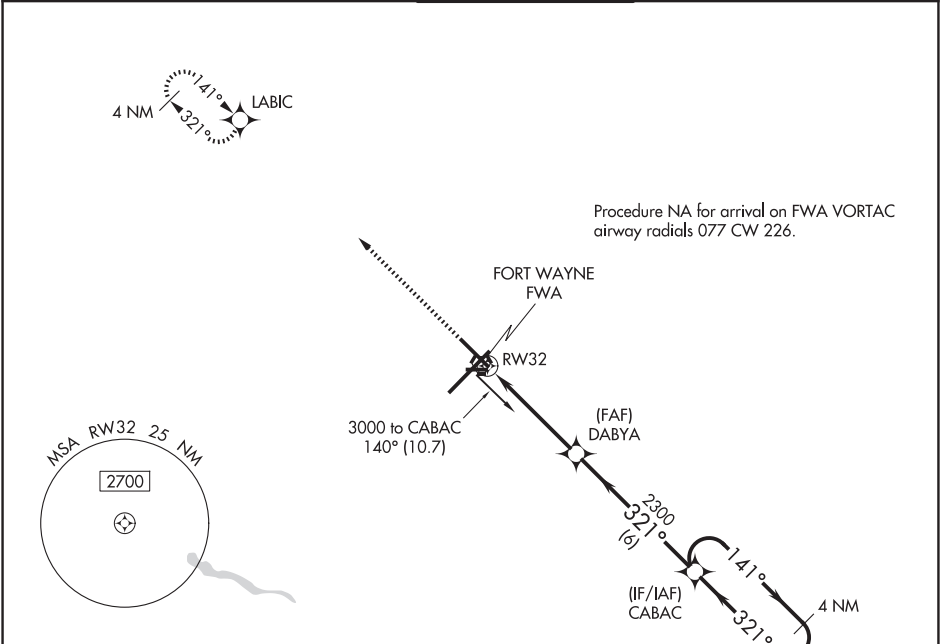
25219

WAAS CH <b>82417</b> <b>W32A</b>	APP CRS <b>321°</b>	Rwy Ldg TDZE Apt Elev	<b>8001</b> <b>800</b> <b>815</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32

FORT WAYNE INTL (FWA)

<div><div><div><div>⚠</div><div>ASR</div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA.</div></div></div>	<div><div><div>MALSR</div><div><div><div>AS</div><div><div></div><div></div><div></div></div></div></div></div><div>MISSED APPROACH: Climb to 3000 direct LABIC and hold.</div></div>			
ATIS <b>121.25 360.825</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 269.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>



	3000	LABIC	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).		4 NM Holding Pattern
	* LNAV only		DABYA 2300	CABAC	3000
		* 1.3 NM to RW32	2300		GP 3.00° TCH 56
	1.3	3.2 NM	6 NM		
CATEGORY	A	B	C	D	
LPV DA	**1000/24 200 (200-½)				
LNAV/VNAV DA	1250/50 450 (500-1)				
LNAV MDA	1280/24	480 (500-½)	1280/50	480 (500-1)	
CIRCLING	1300-1	485 (500-1)	1420-1¾ 605 (700-1¾)	1520-2¼ 705 (800-2¼)	

FORT WAYNE, INDIANA  
Amdt 1B 17AUG17

40°59'N-85°12'W

FORT WAYNE INTL (FWA)

RNAV (GPS) RWY 32

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



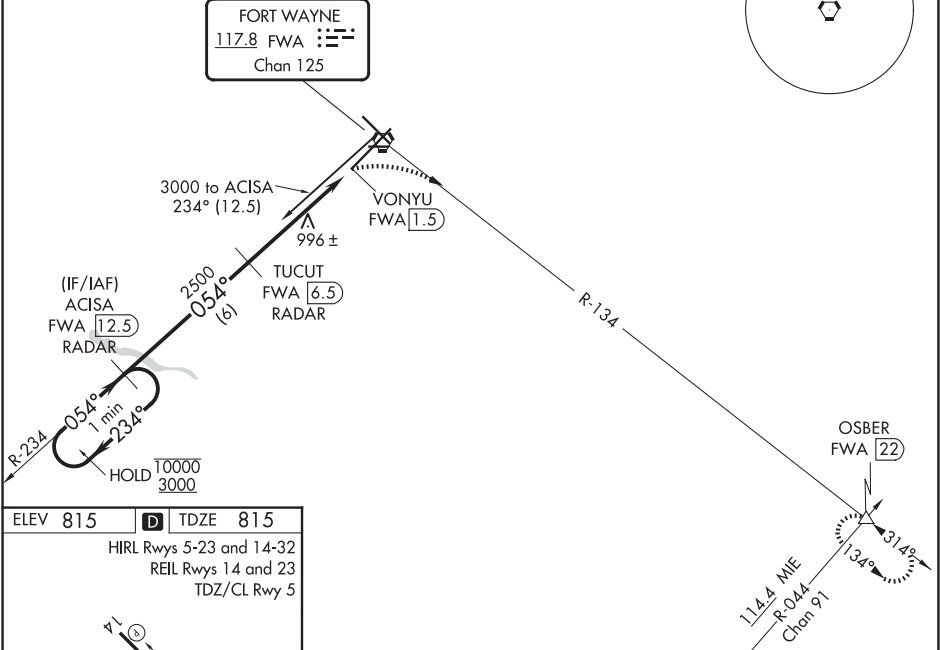
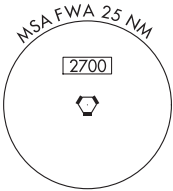
VORTAC FWA	APP CRS	Rwy Ldg	11981
117.8	054°	TDZE	815
Chan 125		Apt Elev	815

VOR or TACAN RWY 5  
FORT WAYNE INTL (FWA)

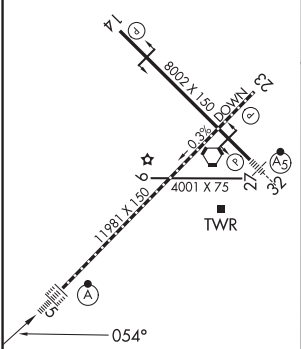
DME or RADAR required.	ALSF-2	MISSED APPROACH: Climbing right turn to 3000 on FWA VORTAC R-134 to OSBER INT/FWA 22 DME and hold.
For inop ALS, increase S-5 Cat C/D/E visibility to 1½ SM.		

ATIS 121.25 360.825	FORT WAYNE APP CON 127.2 284.6	FORT WAYNE TOWER 119.1 269.325	GND CON 121.9 348.6	CLNC DEL 124.75
------------------------	-----------------------------------	-----------------------------------	------------------------	--------------------

Procedure NA for arrival on FWA VORTAC  
airway radials 198 CW 294.



ELEV 815	D	TDZE 815
HIRL Rwy 5-23 and 14-32		
REIL Rwy 14 and 23		
TDZ/CL Rwy 5		



One Minute Holding Pattern		ACISA FWA 12.5 RADAR	TUCUT FWA 6.5 RADAR	3000 FWA R-134	OSBER
10000 3000		234° 054°	054°	2500	FWA 2.9 VONYU FWA 1.5
		6 NM	3.6 NM	1.4	
		TCH 55			
CATEGORY	A	B	C	D	E
S-5	1320/24	505 (600-½)	1320/55	505 (600-1)	1320/60 505 (600-1¼)
CIRCLING	1320-1	505 (600-1)	1360-1½ 545 (600-1½)	1520-2¼ 705 (800-2¼)	1520-2½ 705 (800-2½)

EC-2, 07 AUG 2025 to 02 OCT 2025

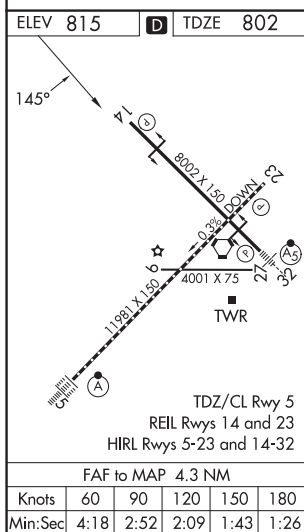
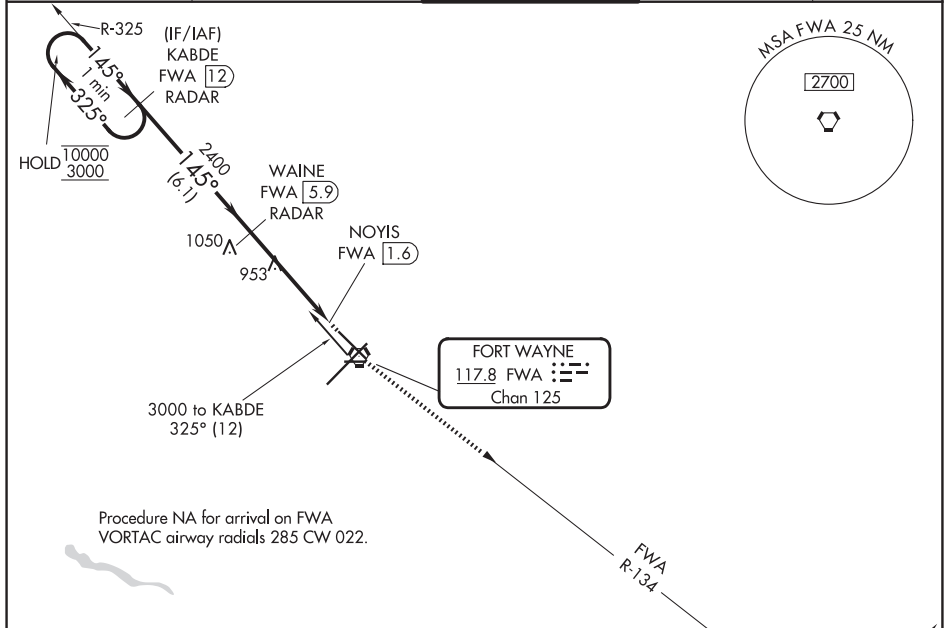
EC-2, 07 AUG 2025 to 02 OCT 2025

VORTAC FWA	APP CRS	Rwy Ldg	8001
117.8	145°	TDZE	802
Chan 125		Apt Elev	815

# VOR or TACAN RWY 14

FORT WAYNE INTL (FWA)

DME or RADAR required.		MISSED APPROACH: Climb to 3000 on FWA R-134 to OSBER INT/FWA 22 DME and hold.		
ATIS 121.25 360.825		FORT WAYNE APP CON 127.2 284.6		FORT WAYNE TOWER 119.1 269.325
				GND CON 121.9 348.6
				CLNC DEL 124.75



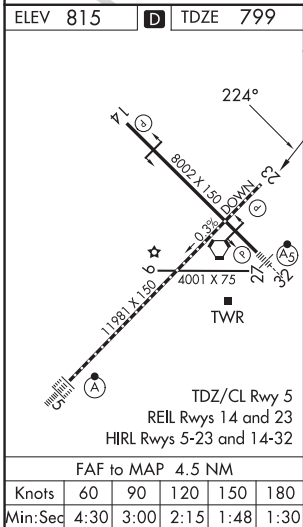
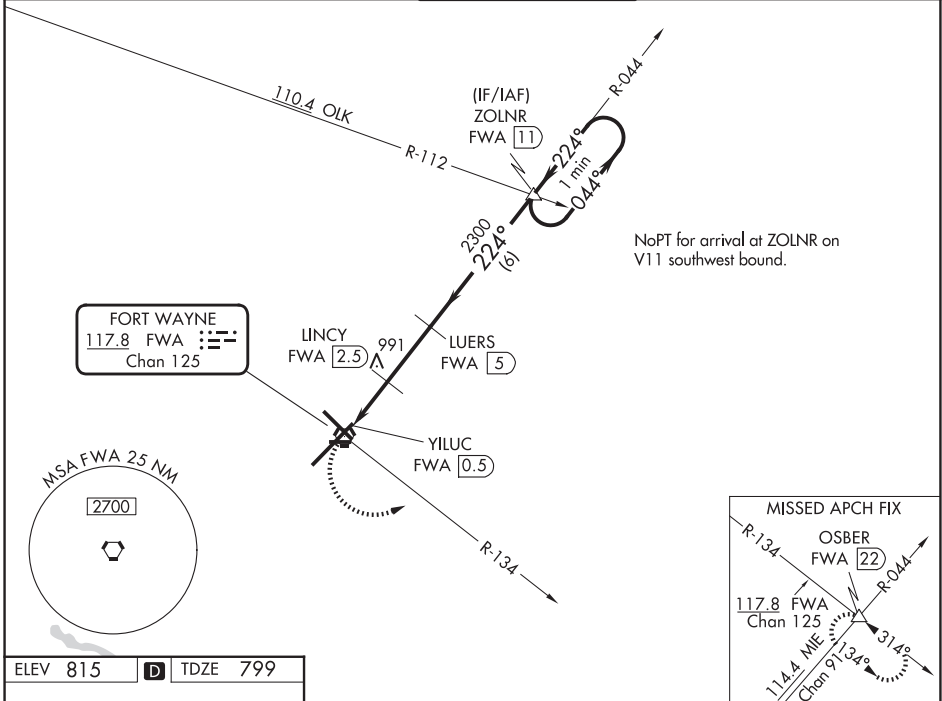
One Minute Holding Pattern		KABDE FWA [12] RADAR	WAINES FWA [5.9] RADAR	FWA [2.5]	NOYIS FWA [1.6]	OSBER FWA [22]
10000 3000		325° 145°	145°	2400	3.05° TCH 53	0.9 0.5
CATEGORY	A	B	C	D	E	
S-14	1280-1	478 (500-1)	1280-1 3/8 478 (500-1 3/8)	1280-1 1/2 478 (500-1 1/2)	1280-1 3/4 478 (500-1 3/4)	
CIRCLING	1300-1	485 (500-1)	1360-1 1/2 545 (600-1 1/2)	1520-2 1/4 705 (800-2 1/4)	1520-2 1/2 705 (800-2 1/2)	

VORTAC FWA	APP CRS	Rwy Ldg	11981
117.8	224°	TDZE	799
Chan 125		Apt Elev	815

VOR or TACAN RWY 23

FORT WAYNE INTL (FWA)

<div><div><div><div></div><div></div><div></div></div><div>ASR</div></div></div>		MISSED APPROACH: Climbing left turn to 3000 on FWA VORTAC R-134 to OSBER INT/FWA 22 DME and hold.		
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 360.825	127.2 284.6	119.1 269.325	121.9 348.6	124.75



<div>3000</div> <div>FWA R-134</div> <div>OSBER</div> <div>△</div>		<div>LUERS</div> <div>FWA 5</div>		<div>ZOLNR</div> <div>FWA 11</div> <div>One Minute Holding Pattern</div>	
<div>YILUC</div> <div>FWA 0.5</div> <div>FWA 1.8</div>		<div>LINCY</div> <div>FWA 2.5</div>		<div>224°</div> <div>044°</div> <div>224°</div> <div>3000</div>	
<div>1.3</div> <div>0.7 NM</div> <div>2.5</div> <div>6 NM</div>		<div>1400</div> <div>2300</div> <div>224°</div>		<div>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 76).</div>	
CATEGORY	A	B	C	D	E
S-23	1400/55	601 (600-1)	1400-1¾	601 (600-1¾)	
CIRCLING	1400-1	585 (600-1)	1420-1¾ 605 (700-1¾)	1520-2¼ 705 (800-2¼)	1520-2½ 705 (800-2½)
LINCY FIX MINIMUMS					
S-23	1300/55	501 (500-1)	1300-1⅜	501 (500-1⅜)	
CIRCLING	1300-1	485 (500-1)	1420-1¾ 605 (700-1¾)	1520-2¼ 705 (800-2¼)	1520-2½ 705 (800-2½)

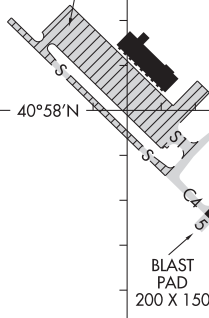
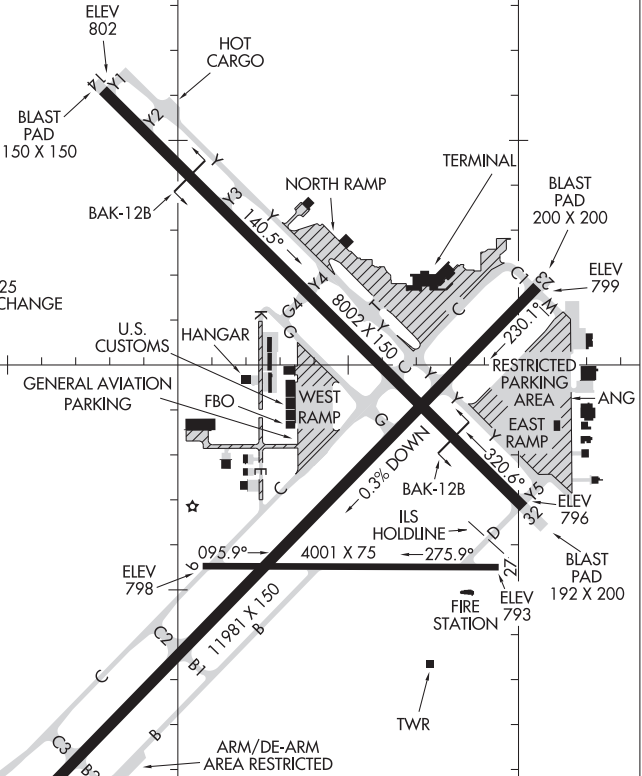
ATIS  
121.25 360.825  
FORT WAYNE TOWER  
119.1 269.325  
GND CON  
121.9 348.6  
CLNC DEL  
124.75

D

41°00'N

VAB 5.8° N

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.0° W



CAUTION: BE ALERT TO  
RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY  
HOLDING INSTRUCTIONS IS REQUIRED.

RWY 05-23  
PCR 820 R/B/W/T  
S-120, D-203, 2D-357, 2D/2D2-847  
RWY 09-27  
PCR 779 R/B/W/T  
S-100, D-190, 2D-215, 2D/2D2-430  
RWY 14-32  
PCR 1089 R/B/W/T  
S-120, D-189, 2D-326, 2D/2D2-799

85°13'W 85°12'W 85°11'W

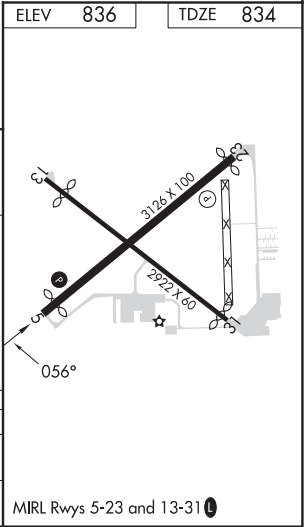
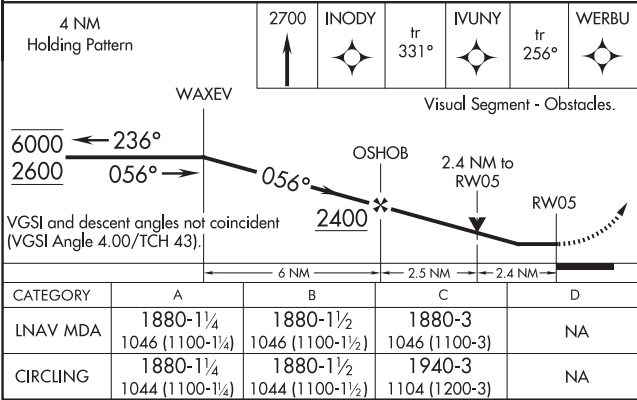
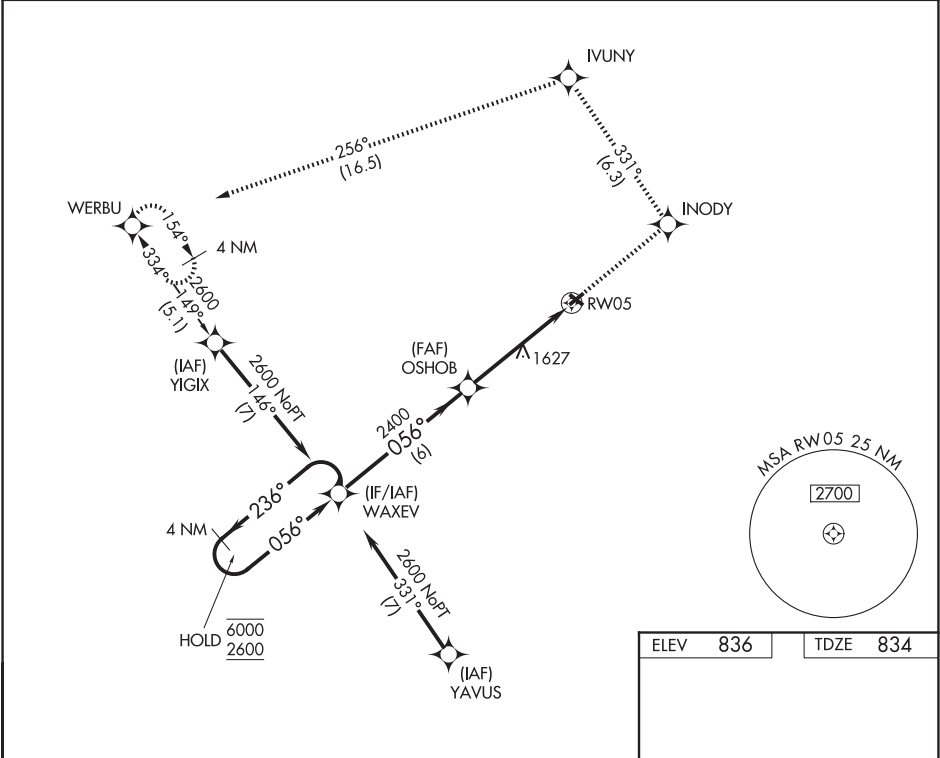
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	2925
056°	TDZE	834
	Apt Elev	836

RNAV (GPS) RWY 5  
SMITH FLD (SMD)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2700 direct INODY and on track 331° to IVUNY and on track 256° to WERBU and hold.
AWOS-3 124.55		UNICOM 122.8 (CTAF) 0
FORT WAYNE APP CON 127.2 284.6		



EC-2, 07 AUG 2025 to 02 OCT 2025

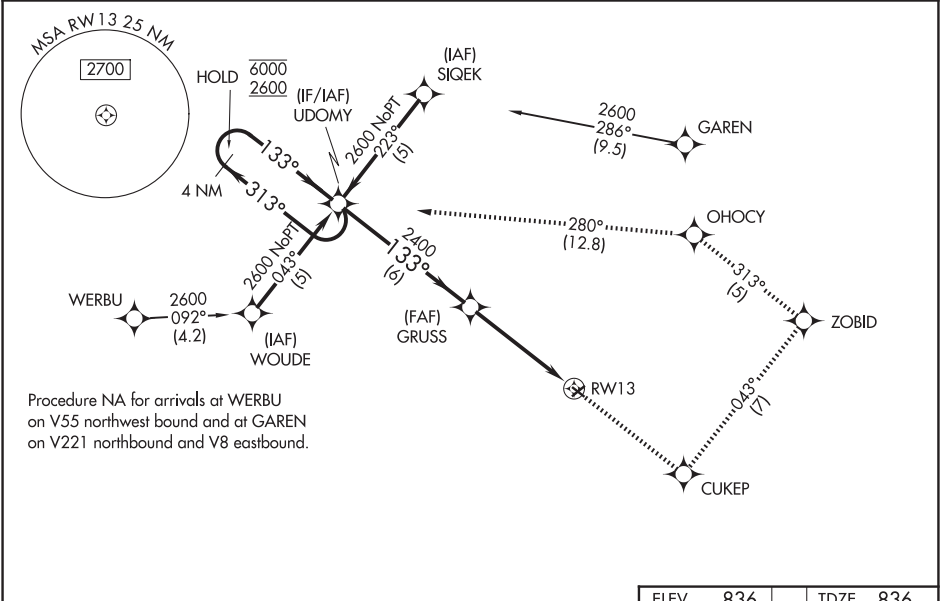
EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>69220</b> <b>W13A</b>	APP CRS <b>133°</b>	Rwy Ldg TDZE <b>836</b> Apt Elev <b>836</b>
--	------------------------	---

RNAV (GPS) RWY 13

SMITH FLD (SMD)

RNP APCH. ▼ NA -22°C Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Fort Wayne Intl altimeter setting: increase LPV DA to 1162 feet; LNAV/VNAV DA to 1435 feet; increase all MDA 40 feet and LNAV Cat C visibility ¼ SM. Baro-VNAV NA when using Fort Wayne Intl altimeter setting.		MISSED APPROACH: Climb to 2600 direct CUKEP and on track 043° to ZOBID and on track 313° to OHOCY and on track 280° to UDOMY and hold.
AWOS-3 <b>124.55</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF) 0</b>



ELEV 836		TDZE 836		
2600	CUKEP	ZOBID	OHOCY	UDOMY
↑	✦	tr 043°	tr 313°	tr 280°
4 NM Holding Pattern UDOMY				

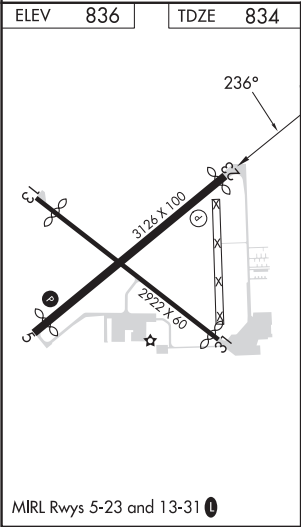
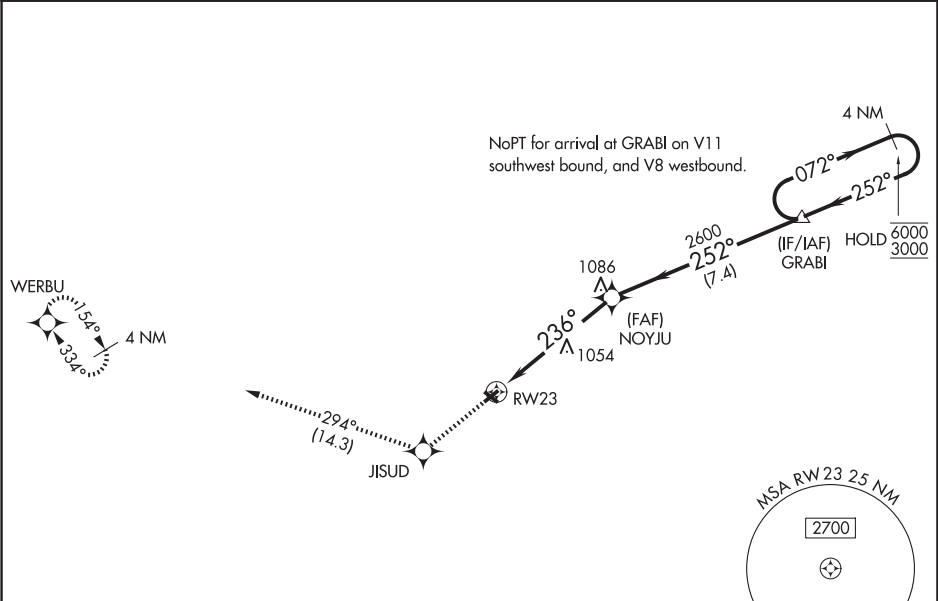
WAAS CH <b>65738</b> <b>W23A</b>	APP CRS <b>236°</b>	Rwy Ldg TDZE <b>834</b> Apt Elev <b>836</b>
--	------------------------	---

RNAV (GPS) RWY 23

SMITH FLD (SMD)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2700 direct JISUD and on track 294° to WERBU and hold.
⚠ NA -22°C		

AWOS-3 <b>124.55</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
-------------------------	--	---------------------------------



2700 ↑		JISUD ✧	tr 294°	WERBU ✧	Visual Segment - Obstacles.		4 NM Holding Pattern	
CATEGORY		A		B		C		D
LP	MDA	1360-1	526 (600-1)			1360-1½ 526 (600-1½)		NA
LNAV	MDA	1400-1	566 (600-1)			1400-1⅝ 566 (600-1⅝)		NA
CIRCLING		1400-1	564 (600-1)			1940-3 1104 (1200-3)		NA

FORT WAYNE, INDIANA

AL-157 (FAA)

25219

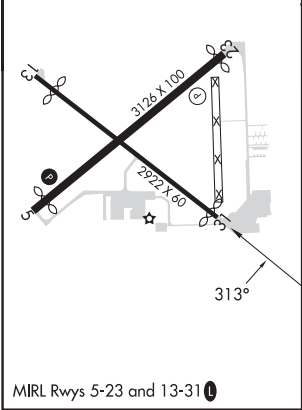
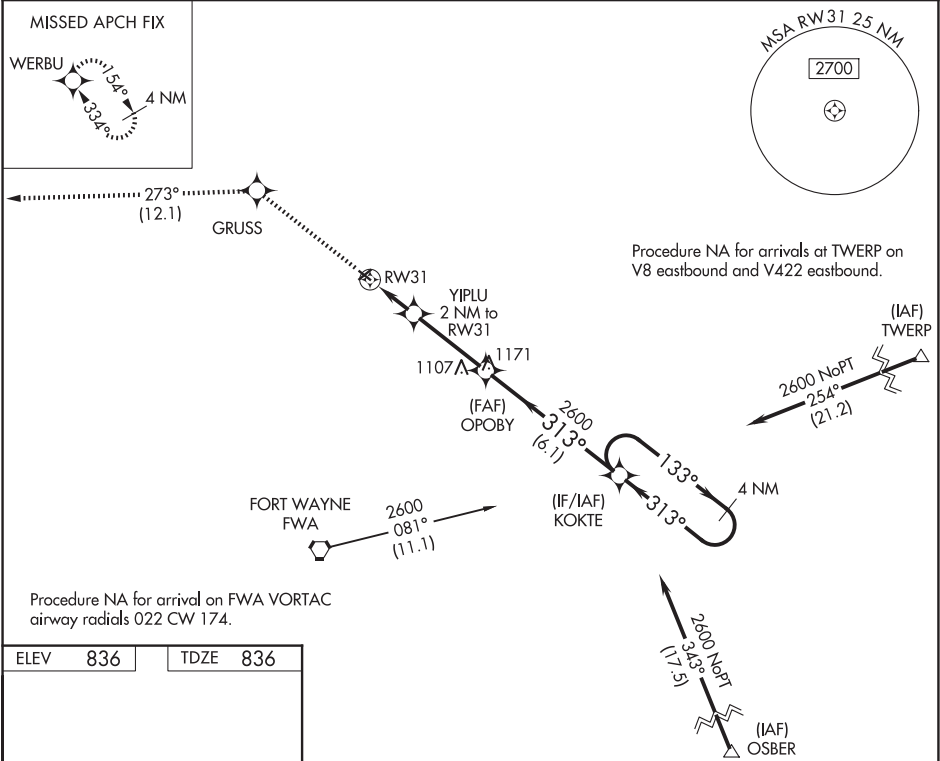
WAAS CH <b>77638</b> <b>W31A</b>	APP CRS <b>313°</b>	Rwy Ldg <b>2821</b> TDZE <b>836</b> Apt Elev <b>836</b>
--	------------------------	---

RNAV (GPS) RWY 31

SMITH FLD (SMD)

<div><div><div>▼</div><div>NA</div><div>❄️ -22°C</div></div><div>Rwy 31 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet, LP Cat C visibility ¼ SM and LNAV Cat C visibility ½ SM.</div></div>	MISSED APPROACH: Climb to 2700 direct GRUSS and on track 273° to WERBU and hold.
---	--

AWOS-3 <b>124.55</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
-------------------------	--	---------------------------------



2700	GRUSS	tr 273°	WERBU	Visual Segment - Obstacles.			
				OPOBY	KOKTE	4 NM Holding Pattern	
YIPLU 2 NM to RW31				2600	313°	133°	2600
RW31				1500	2 NM	3.3 NM	6.1 NM
CATEGORY	A	B	C	D			
LP MDA	1240-1	404 (500-1)	1240-1 404 (500-1 1/8)	NA			
LNAV MDA	1260-1	424 (500-1)	1260-1 424 (500-1 1/4)	NA			
CIRCLING	1400-1	564 (600-1)	1940-3 1104 (1200-3)	NA			

FORT WAYNE, INDIANA  
Amdt 1A 25MAY17

41°09'N-85°09'W

SMITH FLD (SMD)

RNAV (GPS) RWY 31




EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



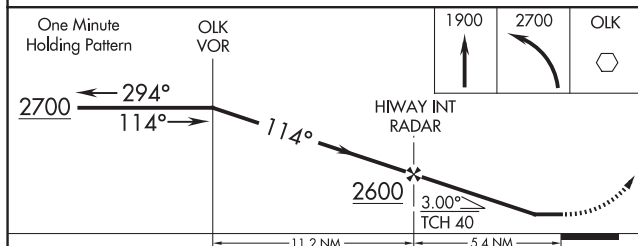
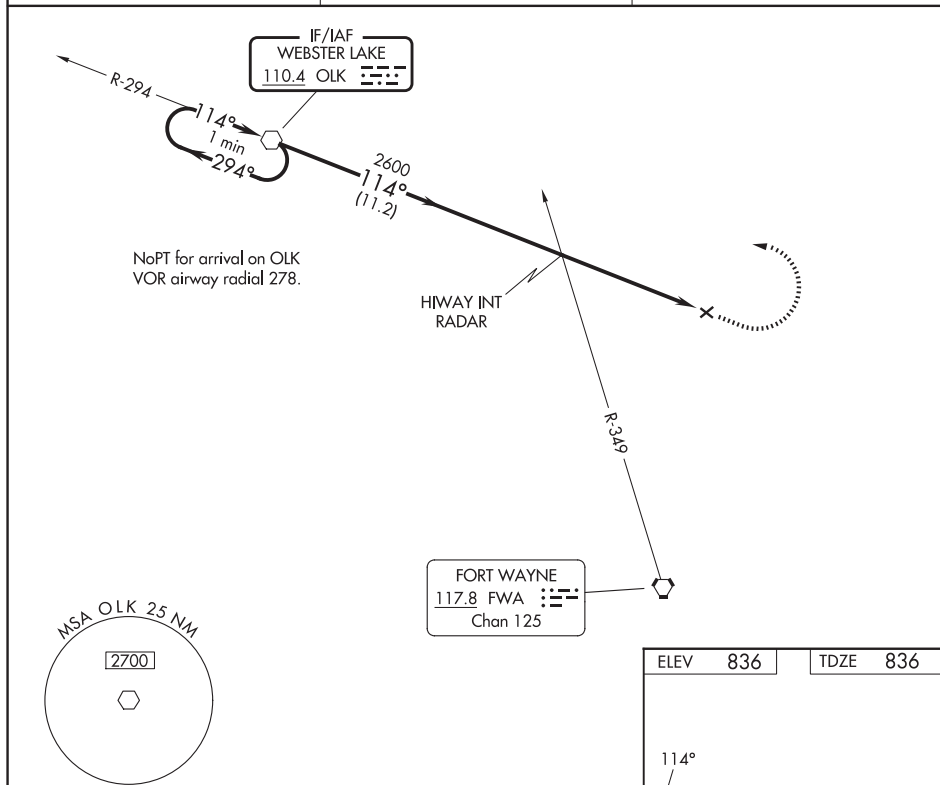
VOR OLK <b><u>110.4</u></b>	APP CRS <b>114°</b>	Rwy Ldg TDZE Apt Elev	<b>2623</b> <b>836</b> <b>836</b>
--------------------------------	------------------------	-----------------------------	---

VOR RWY 13  
SMITH FLD (SMD)

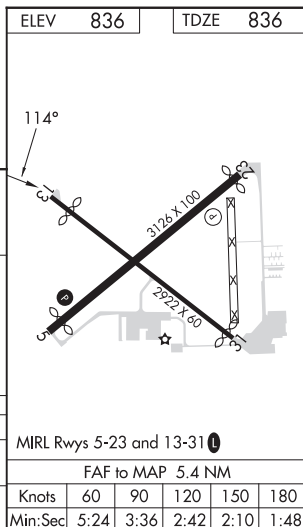
	Rwy 13 helicopter visibility reduction below 1 SM NA. Procedure NA at night.
 NA	When local altimeter setting not received, use Fort Wayne Intl altimeter setting
 -22°C	and increase all MDA 40 feet and S-13 Cat C visibility $\frac{1}{8}$ SM.

**MISSED APPROACH:** Climb to 1900 then climbing left turn to 2700 direct OLK VOR and hold.

AWOS-3 <b>124.55</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
-------------------------	--	--



CATEGORY	A	B	C	D
S-13	1360-1	524 (600-1)	1360-1½ 524 (600-1½)	NA
CIRCLING	1400-1	564 (600-1)	1940-3 1104 (1200-3)	NA



FOSTORIA, OHIO

AL-6133 (FAA)

25163

WAAS CH <b>53529</b> <b>W09A</b>	APP CRS <b>095°</b>	Rwy Ldg TDZE <b>752</b> Apt Elev <b>752</b>
--	------------------------	---

RNAV (GPS) RWY 9

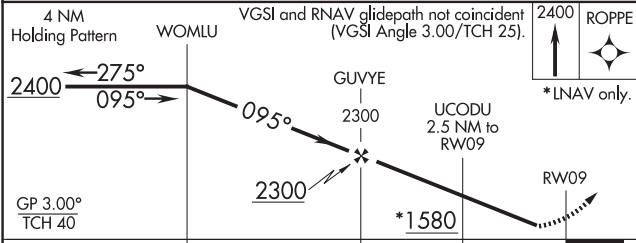
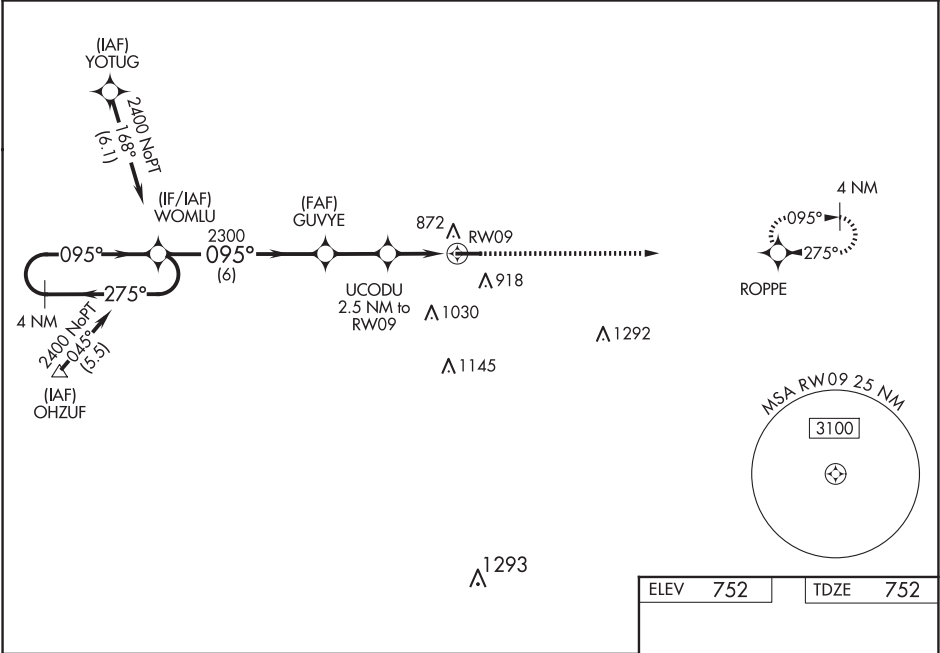
DONALD P MILLER (FZI)

⚠

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Findlay altimeter setting and increase LPV DA to 1122 feet and all visibilities 1⁄8 SM; increase LNAV/VNAV DA to 1121 feet and all visibilities 1⁄8 SM; increase all MDAs 60 feet and LNAV Cat C visibility 1⁄8 SM, increase Circling Cat C visibility 1⁄4 SM. When VGSI inop, Straight-in/Circling Rwy 9 procedure NA at night.

MISSED APPROACH:  
Climb to 2400 direct ROPPE and hold.

AWOS-3 <b>124.625</b>	TOLEDO APP CON <b>126.1 307.0</b>	UNICOM <b>122.7 (CTAF) 0</b>
--------------------------	--------------------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1075-1 1⁄8	323 (400-1 1⁄8)		NA
LNAV/VNAV DA	1074-1 1⁄8	322 (400-1 1⁄8)		NA
LNAV MDA	1180-1	428 (500-1)	1180-1 1⁄4 428 (500-1 1⁄4)	NA
CIRCLING	1280-1 528 (600-1)	1320-1 568 (600-1)	1400-1 3⁄4 648 (700-1 3⁄4)	NA

ELEV **752** TDZE **752**

↑

2400

ROPPE

\* LNAV only.

5005 X 100

27

095°

REIL Rwy 9 and 27 0  
MIRL Rwy 9-27 0

FOSTORIA, OHIO  
Orig-B 07OCT21

41°11'N-83°24'W

DONALD P MILLER (FZI)

RNAV (GPS) RWY 9

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

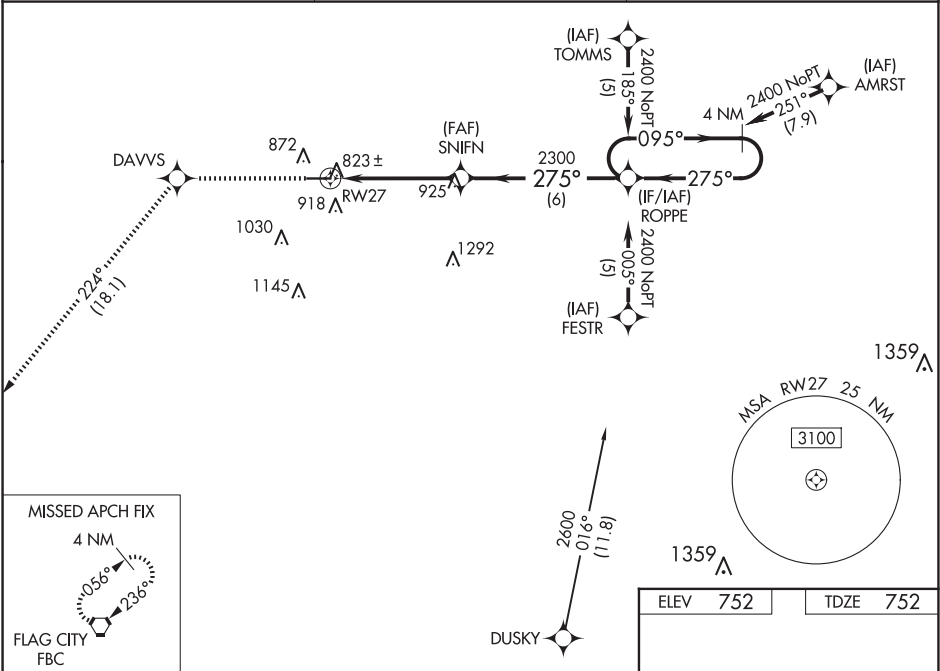
WAAS CH <b>45819</b> <b>W27A</b>	APP CRS <b>275°</b>	Rwy Ldg TDZE Apt Elev	<b>5005</b> <b>752</b> <b>752</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 27

DONALD P MILLER (FZI)

RNP APCH.	<div><div>▼</div><div>▲ NA</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Findlay altimeter setting. When local altimeter setting not received, use Findlay altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.</div></div>	MISSED APPROACH: Climb to 2500 direct DAVVS and on track 224° to FBC VORTAC and hold.
-----------	--	---

AWOS-3 <b>124.625</b>	TOLEDO APP CON <b>126.1 307.0</b>	UNICOM <b>122.7 (CTAF) 1</b>
--------------------------	--------------------------------------	---------------------------------



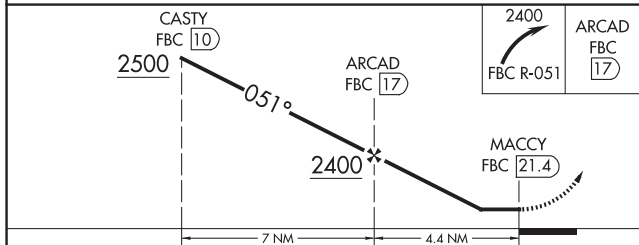
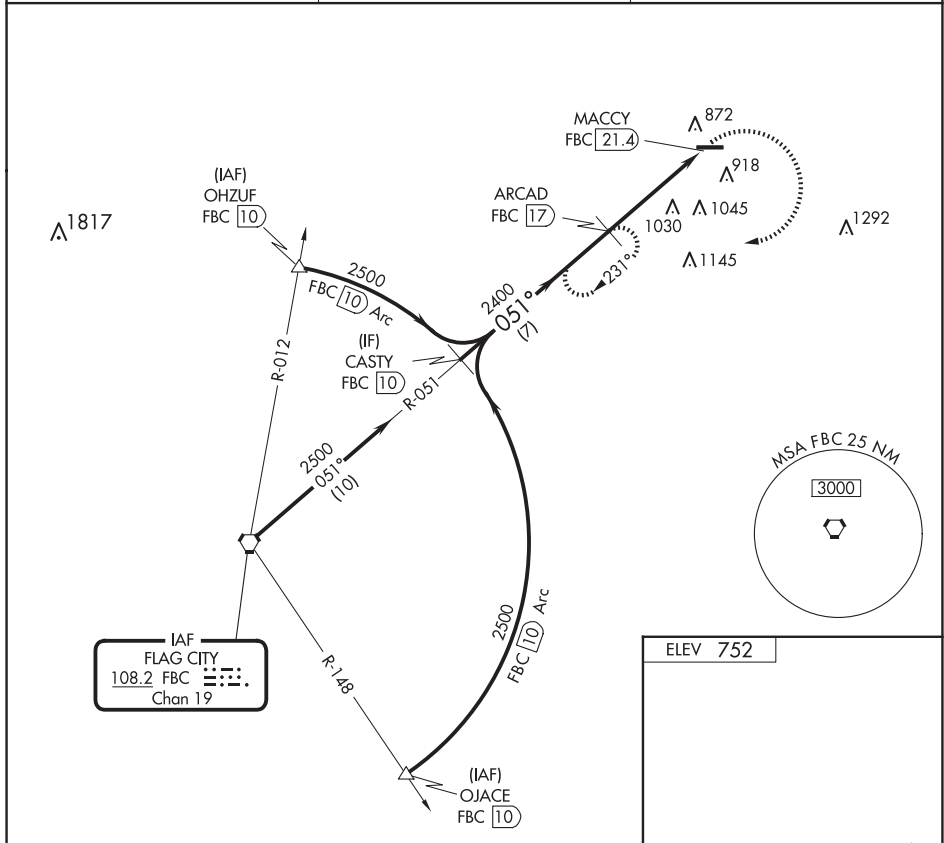
2500	DAVVS	tr 224°	FBC		
<div><div><div>* LNAV only</div><div><div>RW27</div><div>* 1.2 NM to RW 27</div></div></div><div><div>SNIFN</div><div>2300</div><div>2300</div></div><div><div>ROPPE</div><div>4 NM Holding Pattern</div><div>095°</div><div>275°</div><div>2400</div></div><div><div>GP 3.00°</div><div>TCH 40</div></div></div>					
<div><div>1.2 NM</div><div>3.5 NM</div><div>6 NM</div></div>					
CATEGORY	A		B	C	D
LPV DA	1002-1 250 (300-1)				NA
LNAV/VNAV DA	1131-1¼ 379 (400-1¼)				NA
LNAV MDA	1160-1 408 (500-1)		1160-1¼ 408 (500-1¼)		NA
CIRCLING	1280-1 528 (600-1)	1320-1 568 (600-1)	1400-1¾ 648 (700-1¾)		NA

ELEV 752	TDZE 752
<div>REIL Rwy 9 and 27 1</div> <div>MIRL Rwy 9-27 1</div>	

VORTAC FBC <b>108.2</b> Chan <b>19</b>	APP CRS <b>051°</b>	Rwy Ldg TDZE Apt Elev <b>752</b>	N/A N/A <b>752</b>
--	------------------------	---	--------------------------

**VOR-A**  
DONALD P MILLER (FZI)

DME required.		MISSED APPROACH: Climbing right turn to 2400 on FBC VORTAC R-051 to ARCAD/FBC 17 DME and hold.	
AWOS-3 <b>124.625</b>		TOLEDO APP CON <b>126.1 307.0</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>



CATEGORY	A	B	C	D	FAF to MAP 4.4 NM					
CIRCLING	1400-1 648 (700-1)	1400-1¼ 648 (700-1¼)	1400-1¾ 648 (700-1¾)	NA	Knots	60	90	120	150	180
					Min:Sec	4:24	2:56	2:12	1:46	1:28

WAAS CH <b>62834</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Ldg TDZE Apt Elev	<b>5000</b> <b>856</b> <b>861</b>
--	------------------------	-----------------------------	---

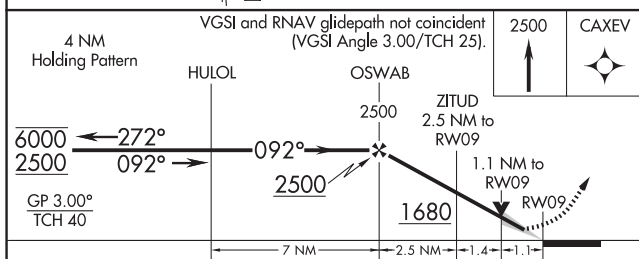
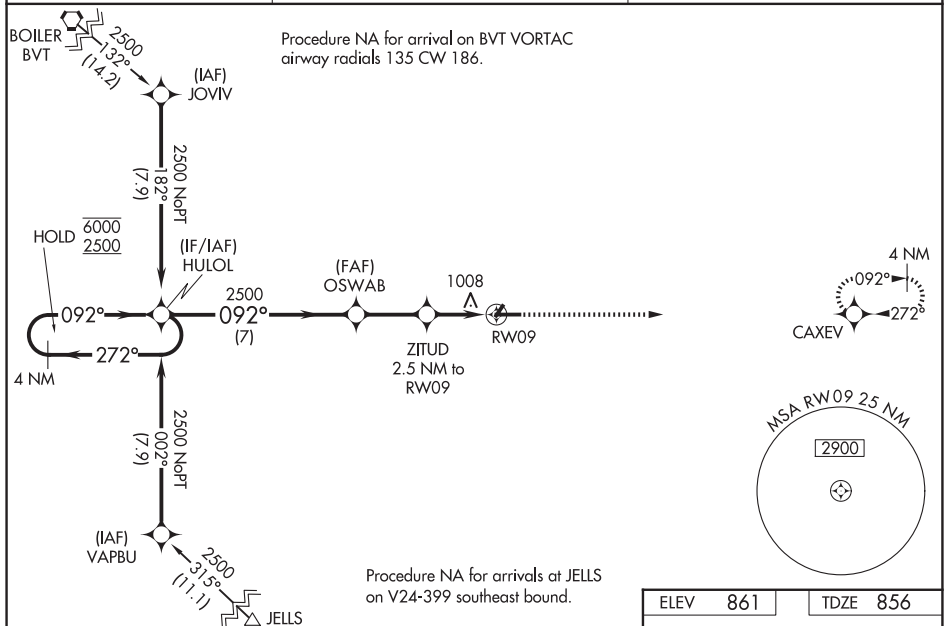
RNAV (GPS) RWY 9  
FRANKFORT CLINTON COUNTY RGNL (FKR)

RNP APCH - GPS.

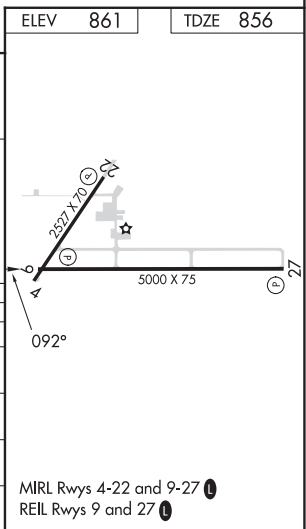
**T** Baro-VNAV and VDP NA when using TYQ altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 4, 22 NA at night. When local altimeter setting not received, use TYQ altimeter setting: increase LPV DA to 1162 feet and LNAV/VNAV DA to 1245 feet and all MDAs: 60 feet; increase LPV and LNAV/VNAV all Cats visibilities  $\frac{1}{8}$  SM and LNAV and Circling Cats C/D visibilities  $\frac{1}{4}$  SM.

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

AWOS-3 <b>124.325</b>	GRISOM APP CON ★ <b>123.85 291.675</b>	UNICOM <b>123.0 (CTAF) ①</b>
--------------------------	---	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1106- $\frac{7}{8}$ 250 (300- $\frac{7}{8}$ )			
LNAV/VNAV DA	1189-1 333 (400-1)			
LNAV MDA	1260-1 404 (400-1)		1260-1 $\frac{1}{8}$ 404 (400-1 $\frac{1}{8}$ )	
CIRCLING	1460-1 599 (600-1)		1520-1 $\frac{3}{4}$ 659 (700-1 $\frac{3}{4}$ )	1520-2 659 (700-2)



FRANKFORT, INDIANA

AL-6194 (FAA)

25219

WAAS CH <b>65734</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Ldg TDZE Apt Elev	<b>5000</b> <b>861</b> <b>861</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 27

FRANKFORT CLINTON COUNTY RGNL (F'KR)

RNP APCH - GPS.

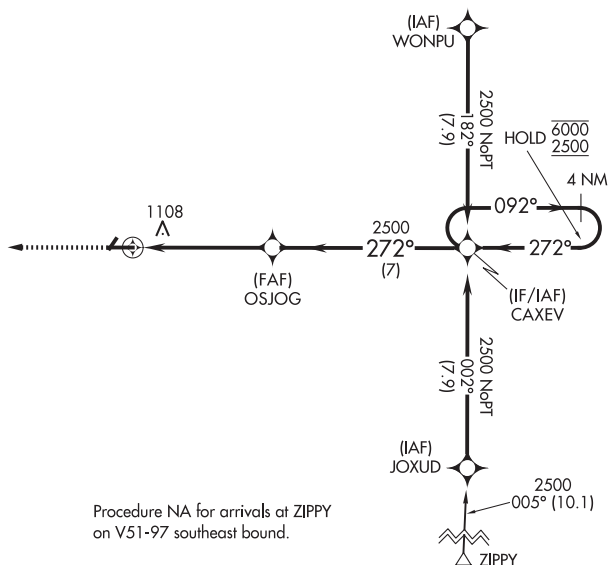
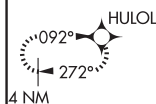
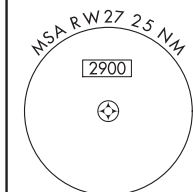
- T** Circling Rwy 4, 22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
- A**

MISSED APPROACH:  
Climb to 2500 direct  
HULOL and hold.

AWOS-3  
**124.325**

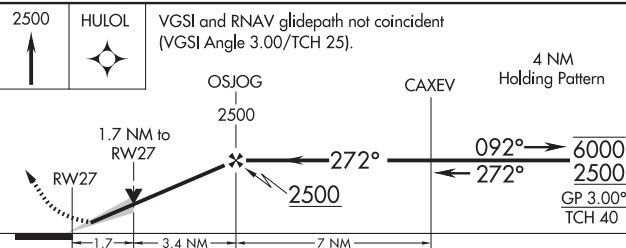
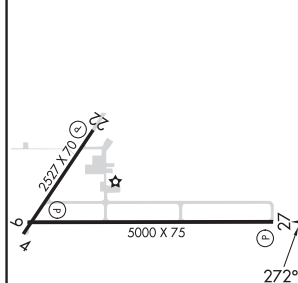
GRISOM APP CON ★  
**123.85 291.675**

UNICOM  
**123.0 (CTAF) 0**



Procedure NA for arrivals at ZIPPY  
on V51-97 southeast bound.

ELEV **861** TDZE **861**



CATEGORY	A	B	C	D
LPV DA	1111-3/4 250 (300-3/4)			
LNAV/VNAV DA	1476-13/4 615 (700-13/4)			
LNAV MDA	1420-1	559 (600-1)	1420-1 5/8	559 (600-1 5/8)
CIRCLING	1460-1	599 (600-1)	1520-1 3/4 659 (700-1 3/4)	1520-2 659 (700-2)

MIRL RWys 9-27 and 4-22 0  
REIL RWys 9 and 27 0

FRANKFORT, INDIANA

Amdt 1B 19MAY22

FRANKFORT CLINTON COUNTY RGNL (F'KR)

40°16'N-86°34'W

RNAV (GPS) RWY 27

EC-2, 07 AUG 2025 to 02 OCT 2025

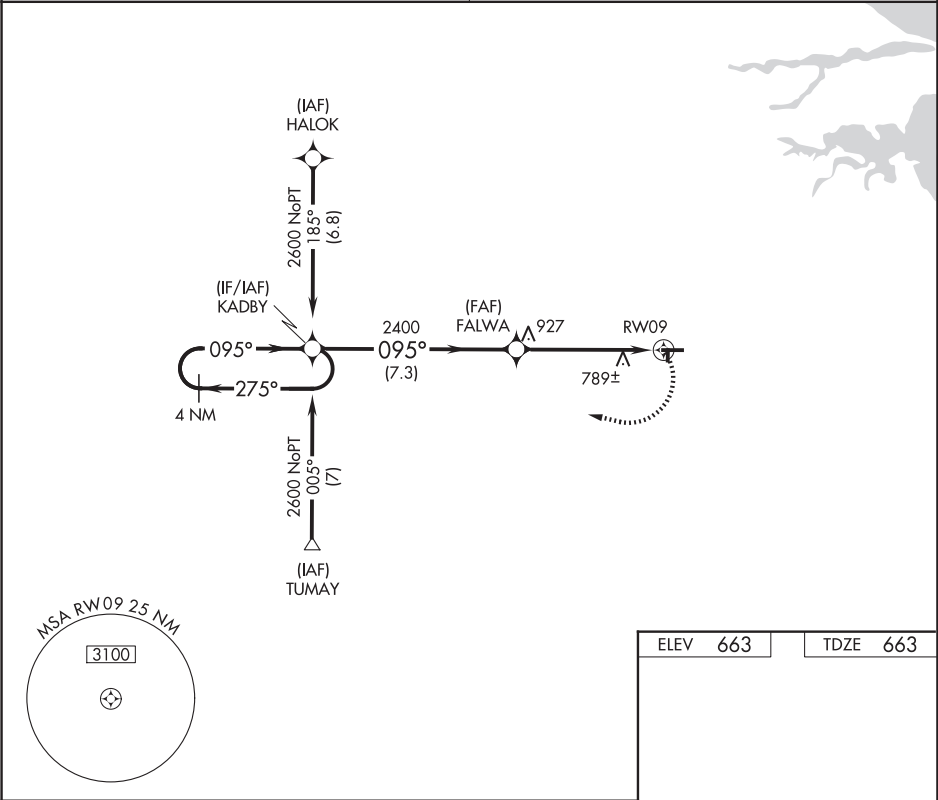
APP CRS	Rwy Ldg	4011
095°	TDZE	663
	Apt Elev	663

RNAV (GPS) RWY 9

FREMONT (14G)

RNP APCH.	Procedure NA at night. Use Sandusky County Rgnl altimeter setting; when not received use Toledo Executive altimeter setting: increase all MDA 40 feet and LNAV Cat D and Circling Cat C and D visibility ¼ SM. Rwy 9 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 18-36.	MISSED APPROACH: Climbing right turn to 2600 direct KADBY and hold.
-----------	--	---

TOLEDO APP CON	UNICOM
126.1 307.0	122.8 (CTAF) 0



4 NM Holding Pattern				2600	KADBY
2600 ← 275° 095° →				095°	
KADBY				FALWA	RWY 09
2400				3.05° TCH 40	
7.3 NM				5.3 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1080-1	417 (500-1)	1080-1¼	417 (500-1¼)	
CIRCLING	1240-1	577 (600-1)	1240-1½ 577 (600-1½)	1380-2¼ 717 (800-2¼)	
LURL Rwy 9-27 0★					

FREMONT, OHIO

AL-9372 (FAA)

25219

WAAS CH <b>63022</b> <b>W06A</b>	APP CRS <b>067°</b>	Rwy Ldg TDZE <b>665</b> Apt Elev <b>665</b>
--	------------------------	---

RNAV (GPS) RWY 6

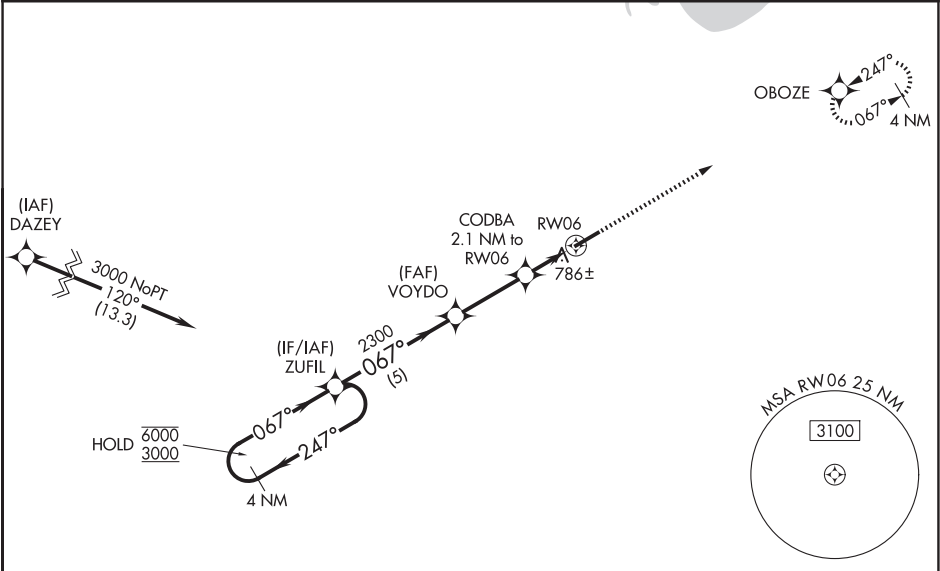
SANDUSKY COUNTY RGNL (S24)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using TOL altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use TOL altimeter setting: increase LPV DA to 1008 feet and all visibilities  $\frac{3}{8}$  SM; increase LNAV/VNAV DA to 1041 feet and all visibilities  $\frac{3}{8}$  SM; increase all MDA 100 feet and LNAV visibility Cat C and D  $\frac{3}{8}$  SM and Circling visibility Cat C and D  $\frac{1}{2}$  SM.

MISSED APPROACH:  
Climb to 3000 direct  
OBOZE and hold.

AWOS-3P <b>119.575</b>	TOLEDO APP CON <b>126.1 307.0</b>	UNICOM <b>123.05 (CTAF) 0</b>
---------------------------	--------------------------------------	----------------------------------



4 NM Holding Pattern

6000

3000

GP 3.00°

TCH 44

ZUFIL

VOYDO

CODBA

RW06

5 NM

2.9 NM

1.1 NM

1 NM

3000

OBOZE

CATEGORY	A	B	C	D
LPV DA		915- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )	
LNAV/VNAV DA		948- $\frac{7}{8}$	283 (300- $\frac{7}{8}$ )	
LNAV MDA		1040-1	375 (400-1)	
CIRCLING	1120-1 455 (500-1)	1160-1 495 (500-1)	1380-2 715 (800-2)	1380-2 $\frac{1}{4}$ 715 (800-2 $\frac{1}{4}$ )

ELEV 665

TDZE 665

REIL Rwy 6 and 24 0

MIRL Rwy 6-24 0

FREMONT, OHIO  
Amdt 1C 12JUN25

41°18'N-83°02'W

SANDUSKY COUNTY RGNL (S24)

RNAV (GPS) RWY 6



WAAS CH <b>42822</b> <b>W24A</b>	APP CRS <b>247°</b>	Rwy Ldg TDZE <b>665</b> Apt Elev <b>665</b>
--	------------------------	---

RNAV (GPS) RWY 24

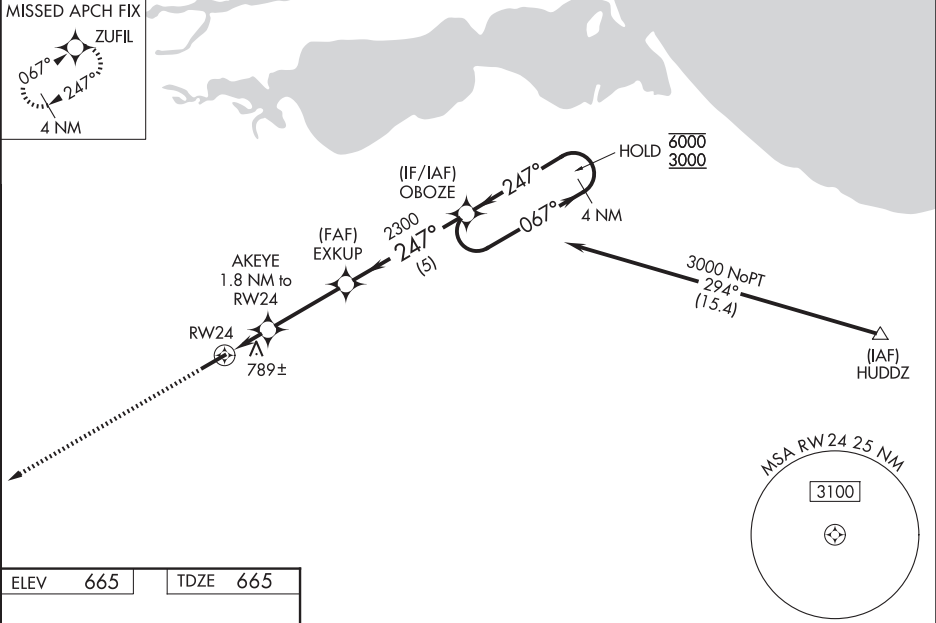
SANDUSKY COUNTY RGNL (S24)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using TOL altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. When local altimeter setting not received, use TOL altimeter setting: increase LPV DA to 978 feet and all visibilities  $\frac{3}{8}$  SM; increase LNAV/VNAV DA to 1196 feet and all visibilities  $\frac{3}{8}$  SM; increase all MDA 100 feet and LNAV visibility Cat C and D  $\frac{1}{4}$  SM and Circling visibility Cat C and D  $\frac{1}{2}$  SM.

MISSED APPROACH:  
Climb to 3000 direct  
ZUFIL and hold.

AWOS-3P <b>119.575</b>	TOLEDO APP CON <b>126.1 307.0</b>	UNICOM <b>123.05 (CTAF) 0</b>
---------------------------	--------------------------------------	----------------------------------



ELEV 665TDZE 665

3000ZUFIL

CATEGORY	A	B	C	D
LPV DA	885- $\frac{3}{4}$	220 (300- $\frac{3}{4}$ )		
LNAV/VNAV DA	1103-1 $\frac{1}{2}$	438 (500-1 $\frac{1}{2}$ )		
LNAV MDA	1040-1	375 (400-1)	1040-1 $\frac{1}{8}$	375 (400-1 $\frac{1}{8}$ )
CIRCLING	1120-1 455 (500-1)	1160-1 495 (500-1)	1380-2 715 (800-2)	1380-2 $\frac{1}{4}$ 715 (800-2 $\frac{1}{4}$ )

FREMONT, OHIO

Amdt 1B 12JUN25

41°18'N-83°02'W

255

SANDUSKY COUNTY RGNL (S24)

RNAV (GPS) RWY 24

FRENCH LICK, INDIANA

AL-5962 (FAA)

25219

WAAS CH <b>61320</b> <b>W08A</b>	APP CRS <b>080°</b>	Rwy Ldg <b>5309</b> TDZE <b>792</b> Apt Elev <b>792</b>
--	------------------------	---

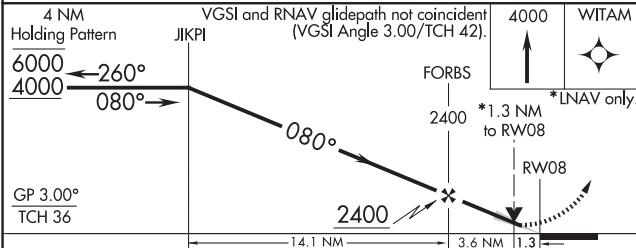
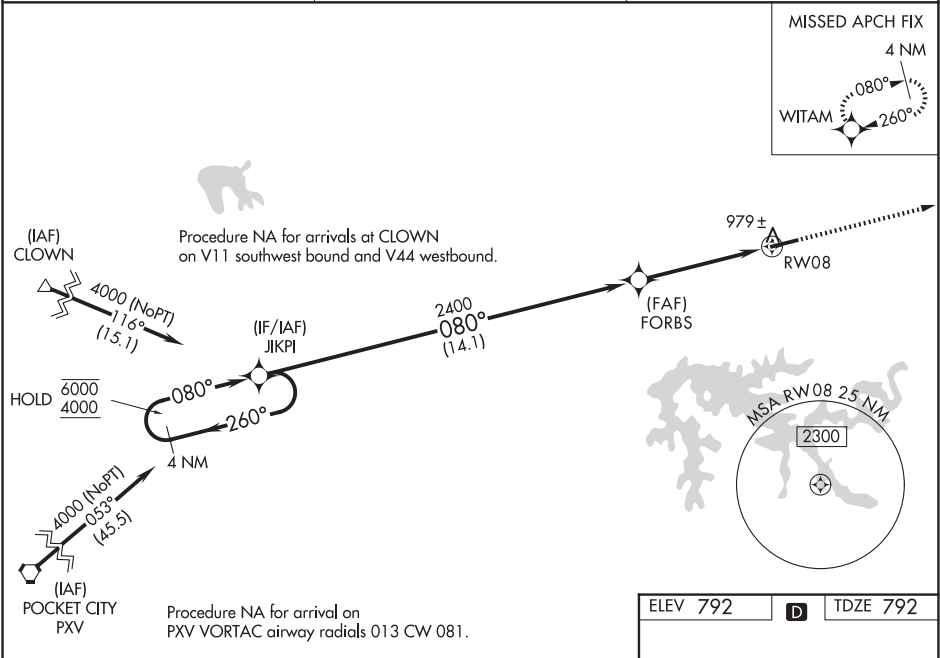
**RNAV (GPS) RWY 8**  
FRENCH LICK MUNI (F'R'H)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 39°C.

MISSED APPROACH: Climb to 4000 direct WITAM and hold.

AWOS-3 <b>118.075</b>	LOUISVILLE APP CON <b>123.675 327.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	--	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1057-7/8 265 (300-7/8)			
LNAV/VNAV DA	1162-1 1/4 370 (400-1 1/4)			
LNAV MDA	1240-1 448 (500-1)	1240-1 3/8 448 (500-1 3/8)		
CIRCLING	1280-1 488 (500-1)	1480-2 688 (700-2)	1480-2 1/4 688 (700-2 1/4)	

ELEV 792 D TDZE 792

MIRL Rwy 8-26 0  
REIL Rwy 8 and 26

FRENCH LICK, INDIANA  
Amdt 1D 19MAY22

38°30'N-86°38'W

FRENCH LICK MUNI (F'R'H)  
**RNAV (GPS) RWY 8**

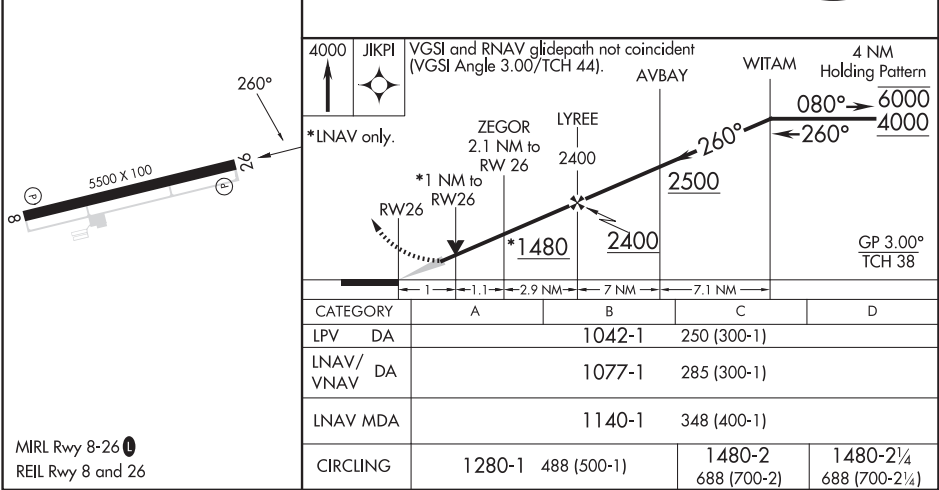
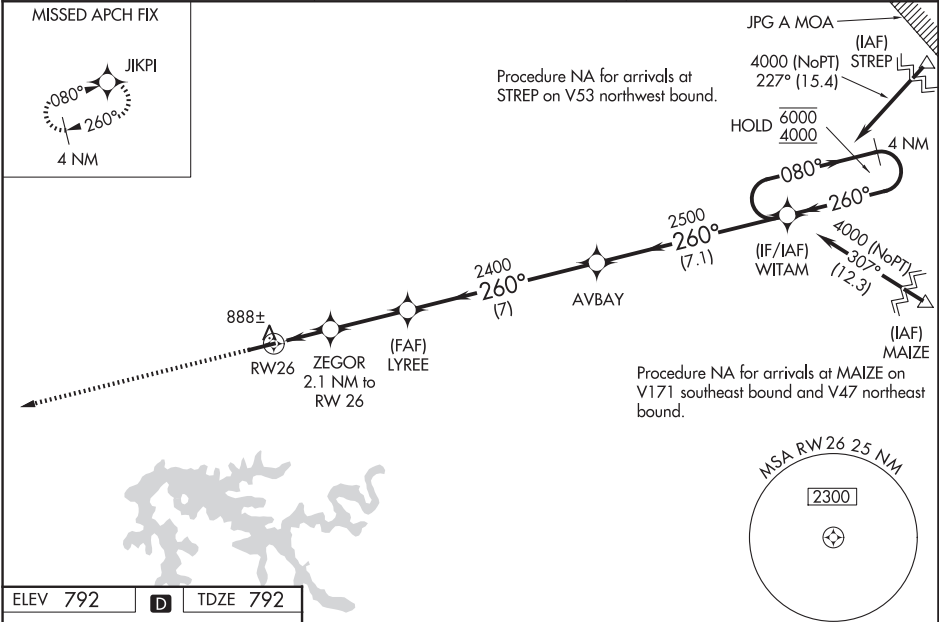
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>78420</b> <b>W26A</b>	APP CRS <b>260°</b>	Rwy Ldg <b>5298</b> TDZE <b>792</b> Apt Elev <b>792</b>
--	------------------------	---

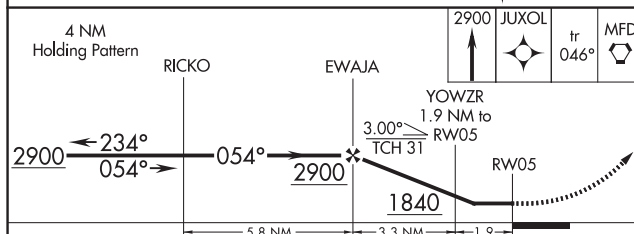
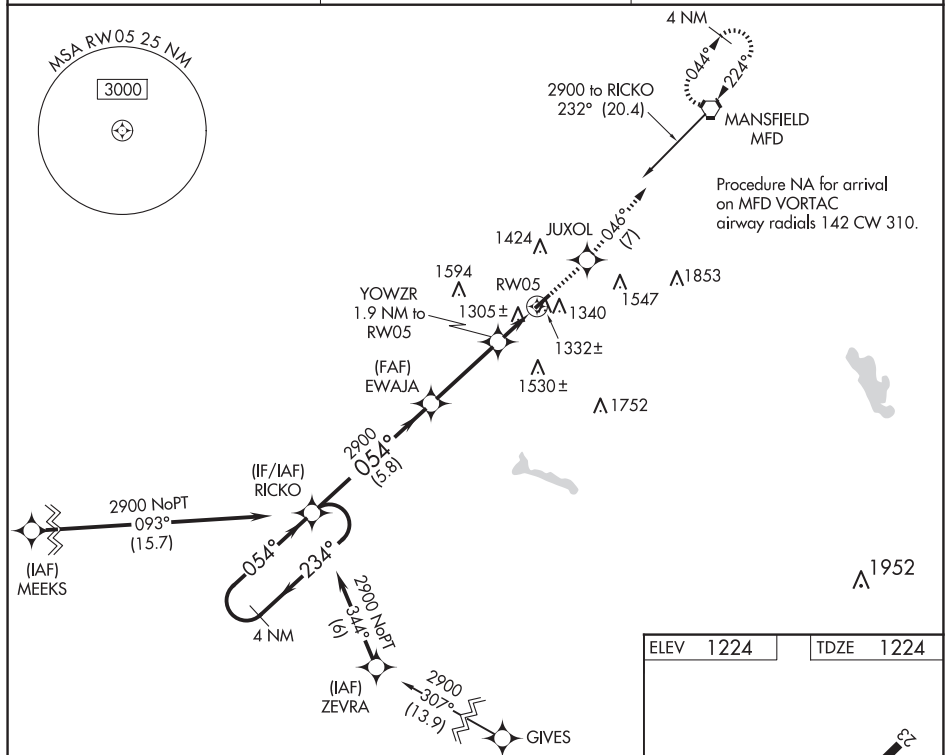
**RNAV (GPS) RWY 26**  
FRENCH LICK MUNI (F.R.H.)

RNP APCH. <div><div>▼</div><div>▲</div></div> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 39°C.</p>		MISSED APPROACH: Climb to 4000 direct JIKPI and hold.
AWOS-3 <b>118.075</b>	LOUISVILLE APP CON <b>123.675 327.0</b>	UNICOM <b>122.8 (CTAF) 0</b>

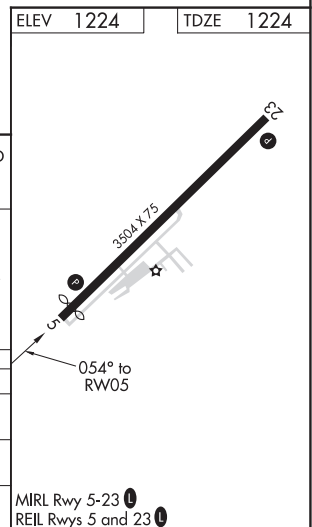


RNAV (GPS) RWY 5  
GALION MUNI (GQQ)

**MISSED APPROACH:** Climb to 2900 direct JUXOL and on track 046° to MFD VORTAC and hold.

UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LP MDA	1600-1 376 (400-1)			NA
LNAV MDA	1620-1 396 (400-1)		1620-1 $\frac{1}{8}$ 396 (400-1 $\frac{1}{8}$ )	NA
CIRCLING	1800-1 576 (600-1)	1960-1 736 (800-1)	1960-2 736 (800-2)	NA



GALION MUNI (GQQ)  
RNAV (GPS) RWY 5

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>57923</b> <b>W23A</b>	APP CRS <b>235°</b>	Rwy Idg TDZE <b>1224</b> Apt Elev <b>1224</b>
--	------------------------	---

RNAV (GPS) RWY 23

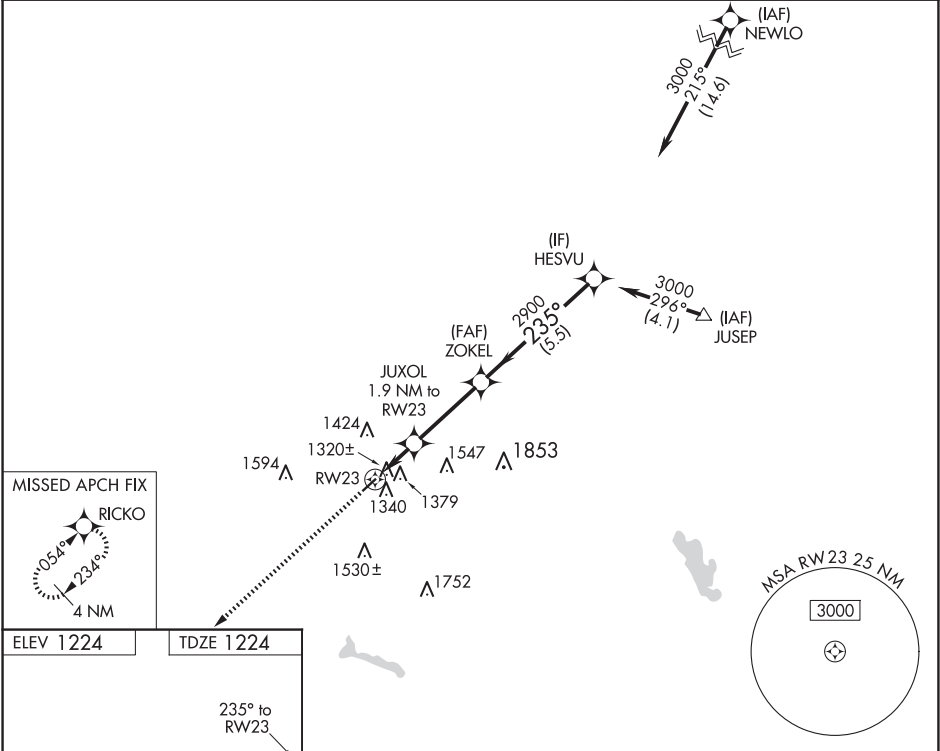
GALLON MUNI (GQQ)

NA

Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. DME/DME RNP-0.3 NA. Use Mansfield altimeter setting. Circling Rwy 5 NA at night.

MISSED APPROACH:  
Climb to 2900 direct RICKO and hold.

CLEVELAND APP CON ★ <b>128.35 360.65</b>	CLNC DEL <b>126.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
---	--------------------------	---------------------------------



2900

↑

RICKO

⬠

JUXOL

1.9 NM to RW23

ZOKEL

✖

HESVU

3000

235°

1860

≤3.00°

TCH 40

2900

1.9 NM

3.3 NM

5.5 NM

CATEGORY		A		B		C		D	
LP	MDA	1620-1		396 (400-1)		1620-1 $\frac{1}{8}$ 396 (400-1 $\frac{1}{8}$ )		NA	
LNAV	MDA	1760-1		536 (600-1)		1760-1 $\frac{1}{8}$ 536 (600-1 $\frac{1}{8}$ )		NA	
CIRCLING		1800-1 576 (600-1)		1960-1 736 (800-1)		1960-2 736 (800-2)		NA	

MIRL Rwy 5-23

REIL Rws 5 and 23

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

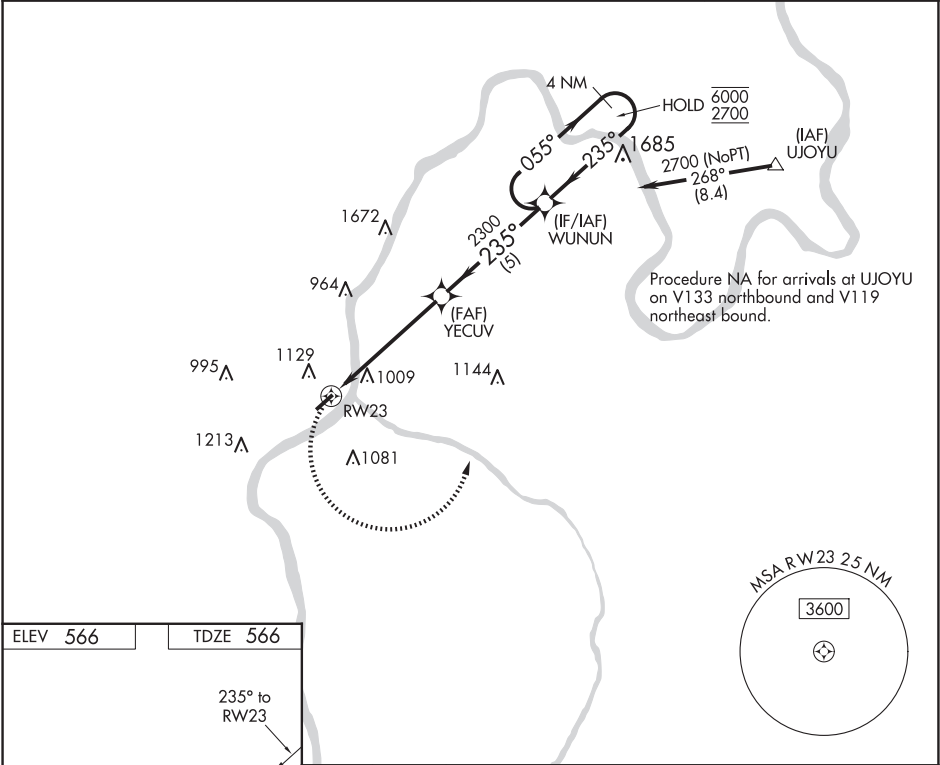


APP CRS	Rwy Idg	3999
235°	TDZE	566
	Apt Elev	566

RNAV (GPS) RWY 23

GALLIA-MEIGS RGNL (GAS)

RNP APCH-GPS.		MISSED APPROACH: Climbing left turn to 2700 direct WUNUN and hold.	
V NA Helicopter visibility reduction below 1 SM NA. Procedure NA at night.			
AWOS-3PT 119.925	HUNTINGTON APP CON 128.4 270.1	CLNC DEL 124.55	UNICOM 123.0 (CTAF) 0



3999 X 75

3.00° TCH 40

235°

2700

4 NM Holding Pattern

2300

235°

2700

4 NM Holding Pattern

CATEGORY	A	B	C	D
LNAV MDA	1320-1 754 (800-1)	1320-1¼ 754 (800-1¼)	1320-2 754 (800-2)	NA
<b>C</b> CIRCLING	1440-1¼ 874 (900-1¼)		1440-2½ 874 (900-2½)	NA

MIRL Rwy 5-23 **L**

REIL Rwy 23 **L**

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 30  
GARY/CHICAGO INTL (GYY)

MALSR

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2400 direct CGT VORTAC and hold.

GARY TOWER ★  
125.6 (CTAF) (L)

GND CON  
**121.9**

LOCALIZER 108.75  
I-GYY   
Chan 24 (Y)

Procedure NA for arrival on  
CGT VORTAC airway radials  
087 CW 115.

CHICAGO HEIGHTS  
114.2 CGT  $\equiv \cdot \cdot \cdot$   
Chan 89




ALTERN  
MISSI  
APCH

100% 81% 18% 1%

PEOTONE  
EON  $\frac{113.2}{\text{Chap 79}}$

ELEV 597	<b>D</b>	TDZE 591
----------	----------	----------



1731A

1500	2400	CGT
		

#1120 when using Chicago  
Midway Intl altimeter setting.

WASTU INT  
I-GYY 5.7  
RADAR

Remain  
within 10 NM

CATEGORY	A	B	C	D
S-ILS 30**	791/24 200 (200-½)			
S-LOC 30	1060/24	469 (500-½)	1060/50	469 (500-1)
 CIRCLING	1160-1 563 (600-1)	1180-1 583 (600-2)	1400-2¼ 803 (900-2¼)	1420-2¾ 823 (900-2¾)
HOLD FIX MINIMUMS				
S-LOC 30	1000/24	409 (500-½)	1000/40	409 (500-¾)
 CIRCLING	1160-1 563 (600-1)	1180-1 583 (600-1)	1400-2¼ 803 (900-2¼)	1420-2¾ 823 (900-2¾)

REIL Rwys 2, 12 and 20 (L)  
HIRL Rwy 12-30 (L)  
MIRL Rwy 2-20 (L)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

GARY/CHICAGO, INDIANA

Amdt 7A 05SEP24

GARY/CHICAGO INTL (GYY)

ILS or LOC RWY 30

41°37'N-87°25'W

EC-2, 07 AUG 2025 to 02 OCT 2025



APP CRS  
**126°**

Rwy Idg  
TDZE  
**597**

Apt Elev  
**597**

**RNAV (RNP) Z RWY 12**

GARY/CHICAGO INTL (GYY)

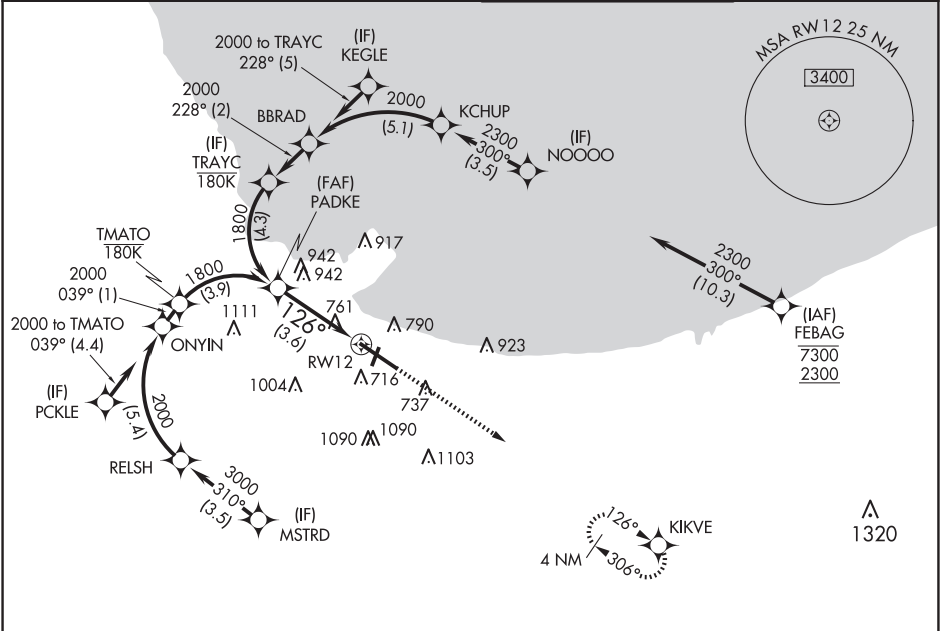
**RNP AR APCH - GPS.**

**T**

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

MISSED APPROACH: Climb to 2400  
direct KIKVE and hold.

ATIS <b>134.575</b>	CHICAGO APP CON <b>133.1 285.6</b>	GARY TOWER ★ <b>125.6 (CTAF) 0</b>	GND CON <b>121.9</b>
------------------------	---------------------------------------	---------------------------------------	-------------------------



ELEV 597

**D**

TDZE 597

REIL Rws 2, 12 and 20

HIRL Rwy 12-30

MIRL Rwy 2-20

VGSI and RNAV glidepath not coincident  
(VGSI angle 3.00/TCH 50).

2400

KIKVE

PADKE

1800

126°

RW12

3.6 NM

GP 3.00°

TCH 60

See planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.10 DA		913-7/8	316 (400-7/8)	
RNP 0.30 DA		1043-1 1/8	446 (500-1 1/8)	

**AUTHORIZATION REQUIRED**

GARY/CHICAGO, INDIANA

AL-748 (FAA)

24249

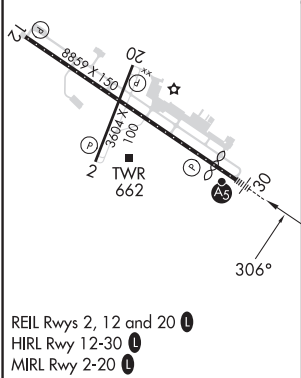
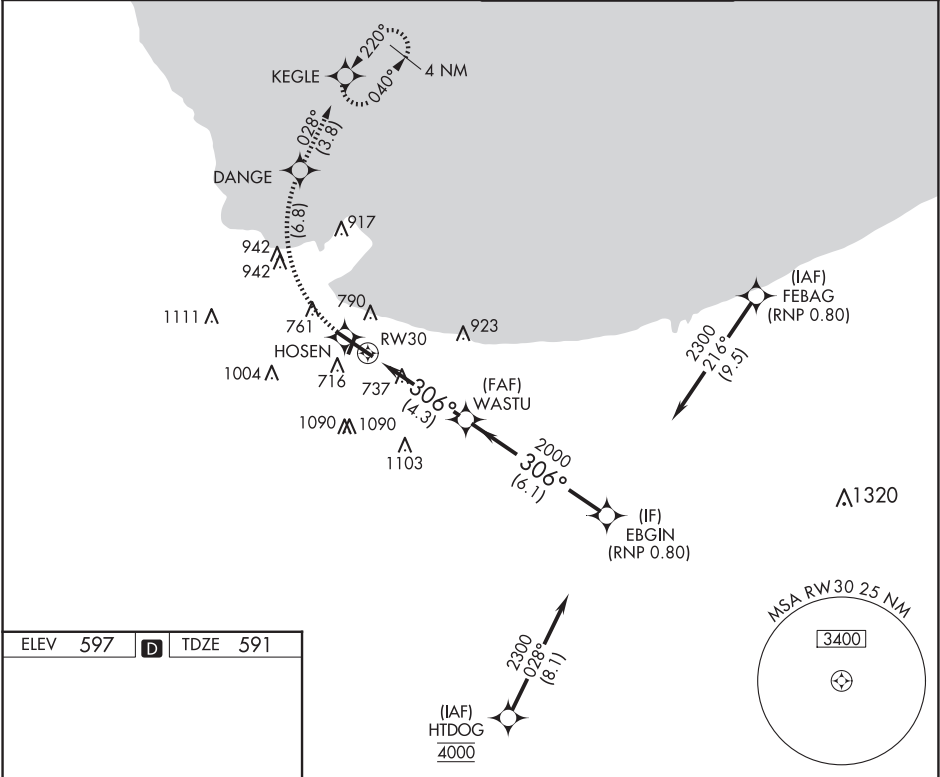
APP CRS	Rwy Idg	7959
306°	TDZE	591
	Apt Elev	597

# RNAV (RNP) Z RWY 30

GARY/CHICAGO INTL (GYY)

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 2100 on track 306° to HOSEN, right turn to DANGE, then track 028° to KEGLE and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C. Missed approach requires RNP less than 1.0. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM.	AS	

ATIS 134.575	CHICAGO APP CON 133.1 285.6	GARY TOWER ★ 125.6 (CTAF) 0	GND CON 121.9
-----------------	--------------------------------	--------------------------------	------------------



2100	HOSEN	DANGE	tr 028°	KEGLE	EBGIN
tr 306°					
WASTU 2000 306° 2300					
RW30 2000 306° GP 3.00° TCH 57					
4.3 NM 6.1 NM					
CATEGORY	A	B	C	D	
RNP 0.13 DA	976/35 385 (400-%)				
RNP 0.30 DA	1098/55 507 (600-1)				
AUTHORIZATION REQUIRED					

GARY/CHICAGO, INDIANA  
Amdt 2A 05SEP24

41°37'N-87°25'W

# RNAV (RNP) Z RWY 30

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



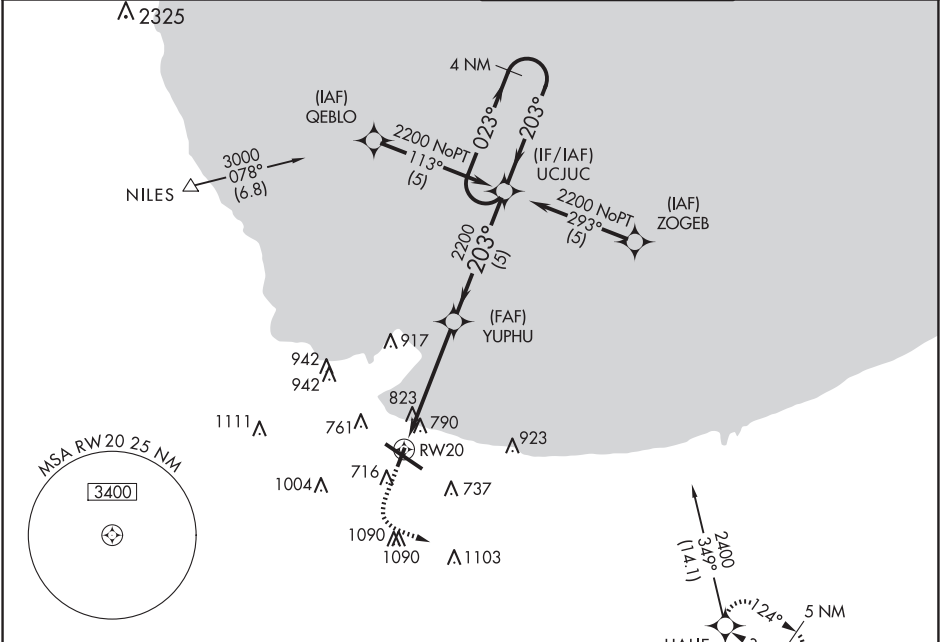
APP CRS	Rwy Ldg	3604
203°	TDZE	591
	Apt Elev	597

RNAV (GPS) RWY 20

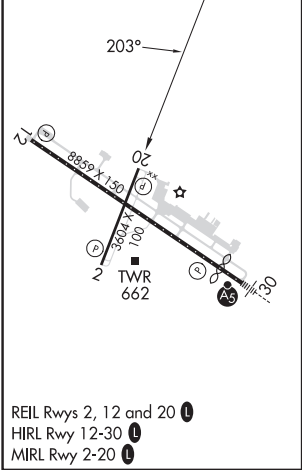
GARY/CHICAGO INTL (GYY)

 GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct HALIE WP and hold.
--	--

ATIS 134.575	CHICAGO APP CON 133.1 285.6	GARY TOWER ★ 125.6 (CTAF) 0	GND CON 121.9
-----------------	--------------------------------	--------------------------------	------------------



ELEV 597	D	TDZE 591
----------	---	----------



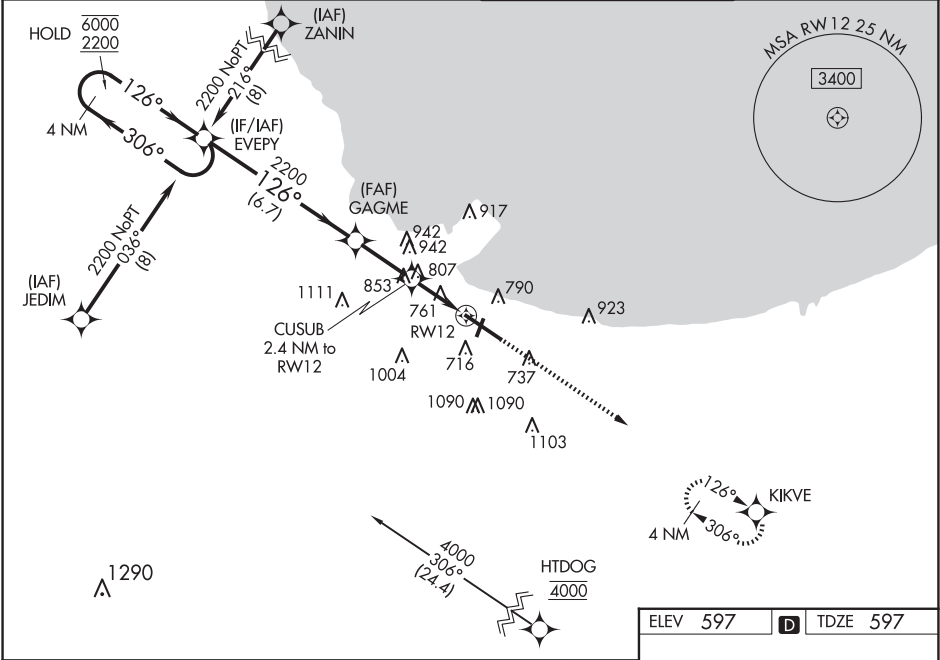
1500	2400	HALIE	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42).
4 NM Holding Pattern			
YUPHU UCJUC			
RW20 2200 023° 203°			
4.9 NM 5 NM			
CATEGORY	A	B	C D
GLS PA DA	NA		
LNAV/VNAV DA	NA		
LNAV MDA	1080-1 489 (500-1)	1080-1¼ 489 (500-1¼)	1080-1½ 489 (500-1½)
CIRCLING	1140-1 543 (600-1)	1180-1 583 (600-1)	1400-2¼ 803 (900-2¼) 1420-2¾ 823 (900-2¾)

WAAS CH <b>70623</b> <b>W12A</b>	APP CRS <b>126°</b>	Rwy Idg TDZE <b>597</b> Apt Elev <b>597</b>
--	------------------------	---

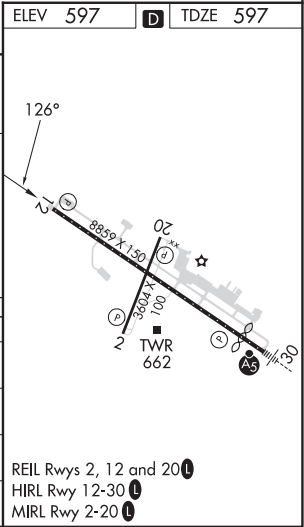
RNAV (GPS) Y RWY 12  
GARY/CHICAGO INTL (GYY)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2400 direct KIKVE and hold.
-----------------	--

ATIS <b>134.575</b>	CHICAGO APP CON <b>133.1 285.6</b>	GARY TOWER ★ <b>125.6 (CTAF) 0</b>	GND CON <b>121.9</b>
------------------------	---------------------------------------	---------------------------------------	-------------------------



<p>4 NM Holding Pattern</p> <p>EVEPY</p> <p>GAGME</p> <p>CUSUB 2.4 NM to RWY 12</p> <p>GP 3.00° TCH 50</p> <p>6000 ← 306°</p> <p>2200 → 126°</p> <p>2200</p> <p>1400</p> <p>6.7 NM</p> <p>2.5 NM</p> <p>1.1 NM</p> <p>1.3 NM</p>				
CATEGORY	A	B	C	D
LPV DA	797-3/4 200 (200-3/4)			
RNAV/DA	1049-13/8 452 (500-13/8)			
RNAV MDA	1060-1	463 (500-1)	1060-13/8	463 (500-13/8)
CIRCLING	1160-1 563 (600-1)	1180-1 583 (600-1)	1400-21/4 803 (900-21/4)	1420-23/4 823 (900-23/4)



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

GARY/CHICAGO, INDIANA

AL-748 (FAA)

25107

WAAS CH <b>78323</b> <b>W30A</b>	APP CRS <b>306°</b>	Rwy Idg TDZE <b>591</b> Apt Elev <b>597</b>
--	------------------------	---

RNAV (GPS) Y RWY 30

GARY/CHICAGO INTL (GYY)

RNP APCH - GPS.

▼

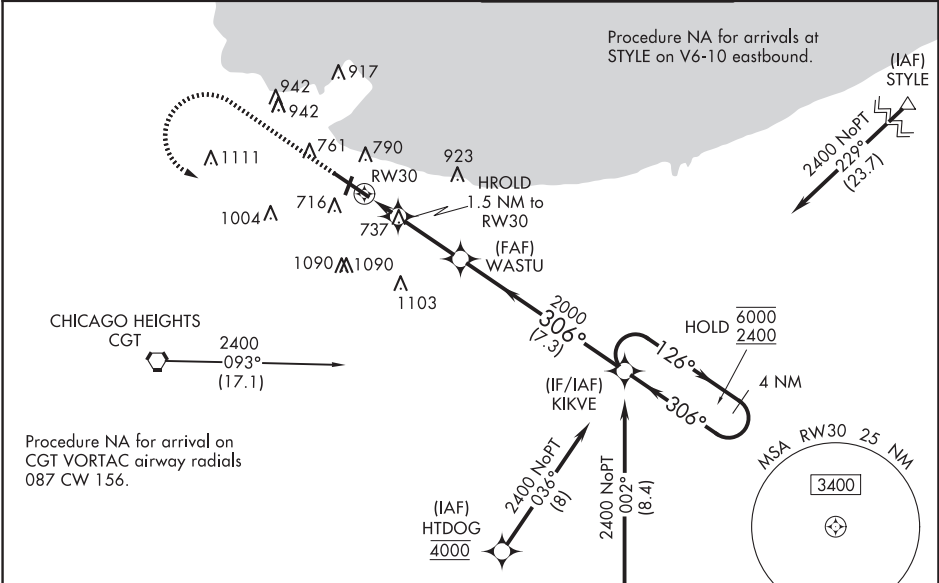
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cat C and D visibility to RVR 6000.  
\*\* RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Chicago Midway Intl altimeter setting).

MALSR

MISSED APPROACH:  
Climb to 1100 then climbing left turn to 2400 direct KIKVE and hold.

ATIS <b>134.575</b>	CHICAGO APP CON <b>133.1 285.6</b>	GARY TOWER ★ <b>125.6 (CTAF)</b> 0	GND CON <b>121.9</b>
------------------------	---------------------------------------	---------------------------------------	-------------------------



ELEV 597	D	TDZE 591
----------	---	----------

1100 2400 KIKVE

HOLD 1.5 NM to RW30

WASTU 2000

KIKVE 4 NM Holding Pattern

126° 6000

306° 2400

GP 3.00 TCH 57

1.5 NM 2.8 NM 7.3 NM

1120 2000

1100 2400 KIKVE

HOLD 1.5 NM to RW30

WASTU 2000

KIKVE 4 NM Holding Pattern

126° 6000

306° 2400

GP 3.00 TCH 57

CATEGORY	A	B	C	D
LPV DA**	791/24		200 (200-½)	
LNAV/VNAV DA	991/35		400 (400-¾)	
LNAV MDA	1000/24 409 (500-½)		1000/40	409 (500-¾)
CIRCLING	1160-1 563 (600-1)	1180-1 583 (600-1)	1400-2¼ 803 (900-2¼)	1420-2¾ 823 (900-2¾)

GARY/CHICAGO, INDIANA  
Amdt 2A 05SEP24

41°37'N-87°25'W

GARY/CHICAGO INTL (GYY)

RNAV (GPS) Y RWY 30

LOC I-GYY <b>108.75</b>	APP CRS <b>306°</b>	Rwy Idg TDZE Apt Elev	<b>7959</b> <b>591</b> <b>597</b>
Chan <b>24</b> (Y)			

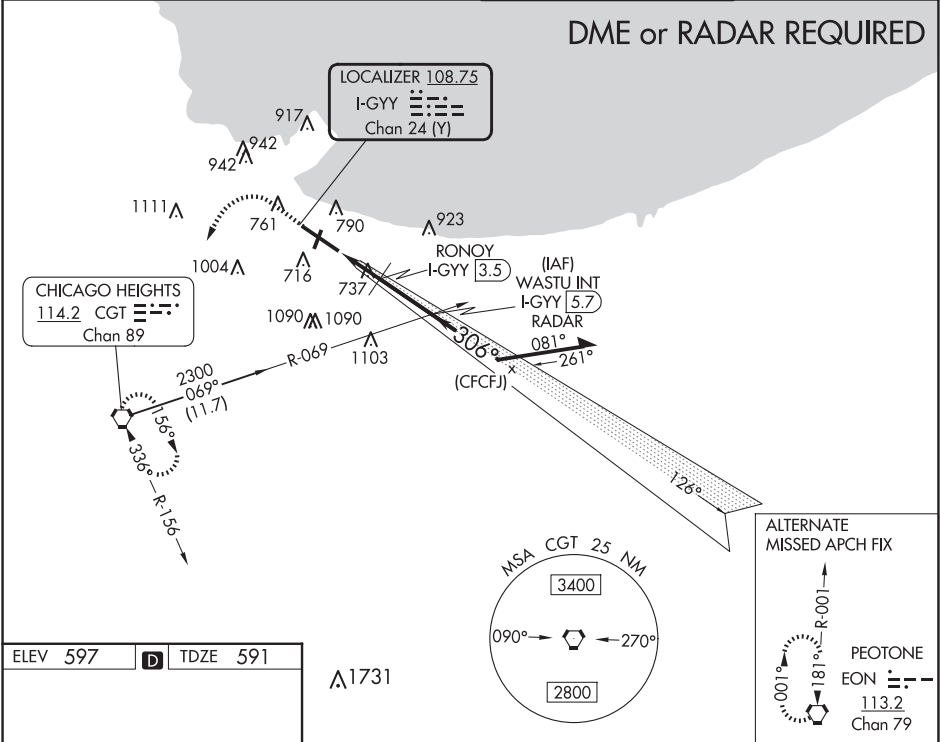
COPTER ILS or LOC RWY 30  
GARY/CHICAGO INTL (GYY)

**⚠** When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all DA 46 feet and all MDA 60 feet. VDP NA with Chicago Midway Intl altimeter setting.

**MALSR**

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2300 direct CGT VORTAC and hold.

ATIS <b>134.575</b>	CHICAGO APP CON <b>133.1 285.6</b>	GARY TOWER ★ <b>125.6</b> (CTAF) <b>0</b>	GND CON <b>121.9</b>
------------------------	---------------------------------------	--	-------------------------



ELEV 597	<b>D</b>	TDZE 591
----------	----------	----------

**REIL** Rwy 2, 12 and 20 **0**  
**HIRL** Rwy 12-30 **0**  
**MIRL** Rwy 2-20 **0**

FAF to MAP 4.3 NM

Knots	45	60	75	90	105
Min:Sec	5:44	4:18	3:26	2:52	2:27

**1500** **2300** **CGT**

**#1300** when using Chicago Midway Intl altimeter setting.  
**\*LOC only**

**WASTU INT I-GYY 5.7 RADAR**

**RONOY I-GYY 3.5**

**\*I-GYY 2.6**

**\*1240#**

**2000**

**126°** **306°** **2300**

**GS 3.00° HCH 57**

**1.1 NM** **0.9 NM** **2.3 NM**

CATEGORY	COPTER
S-ILS 30	791-¼ 200 (200-¼)
S-LOC 30	1240-¼ 649 (700-¼)

RONOY FIX MINIMUMS

S-LOC 30	1000-¼ 409 (500-¼)
----------	--------------------

EC-2, 07 AUG 2025 to 02 OCT 2025

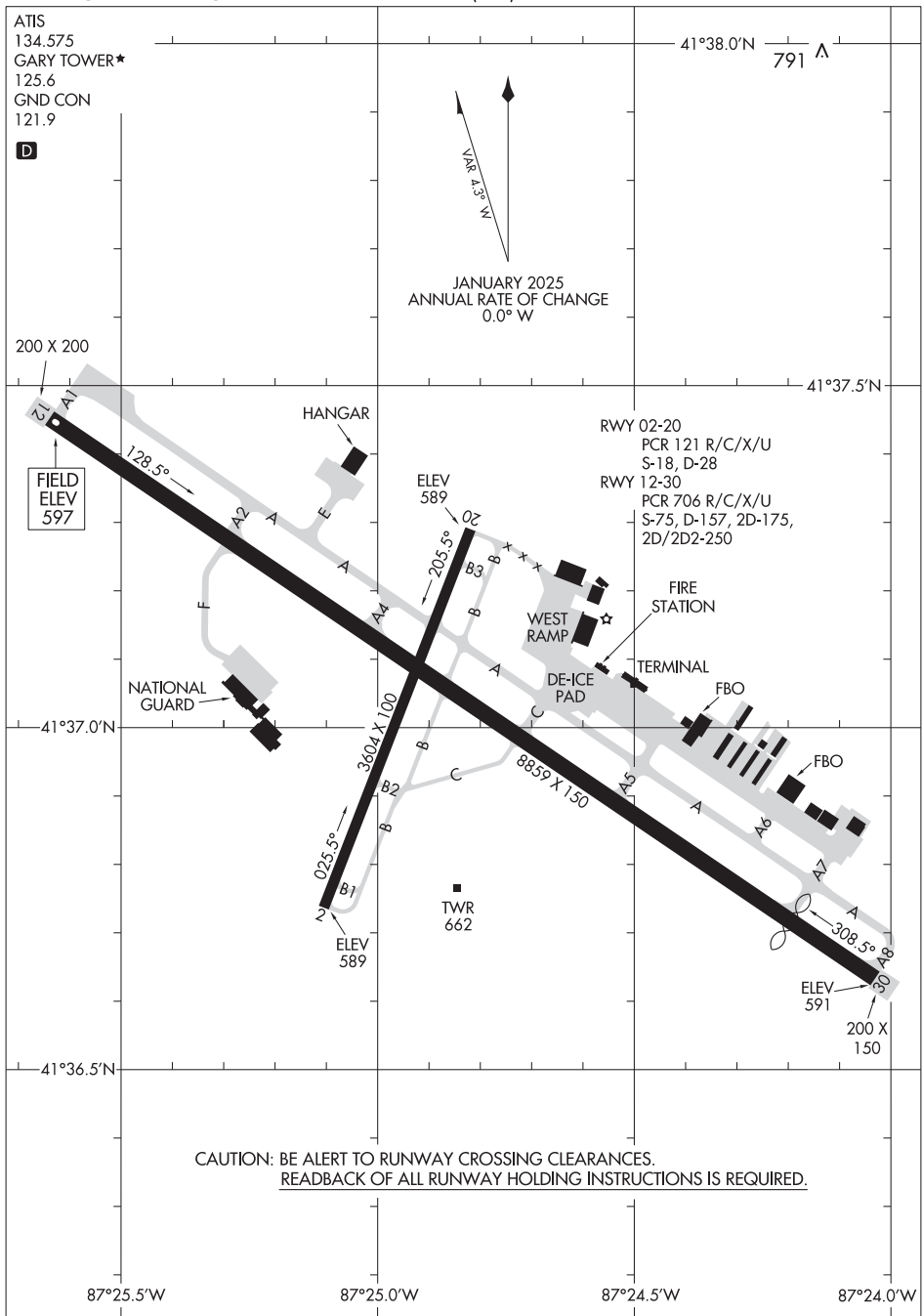
EC-2, 07 AUG 2025 to 02 OCT 2025

25107

# AIRPORT DIAGRAM

AL-748 (FAA)

GARY/CHICAGO (GYY)  
GARY, INDIANA



EC-2, 07 AUG 2025 to 02 OCT 2025

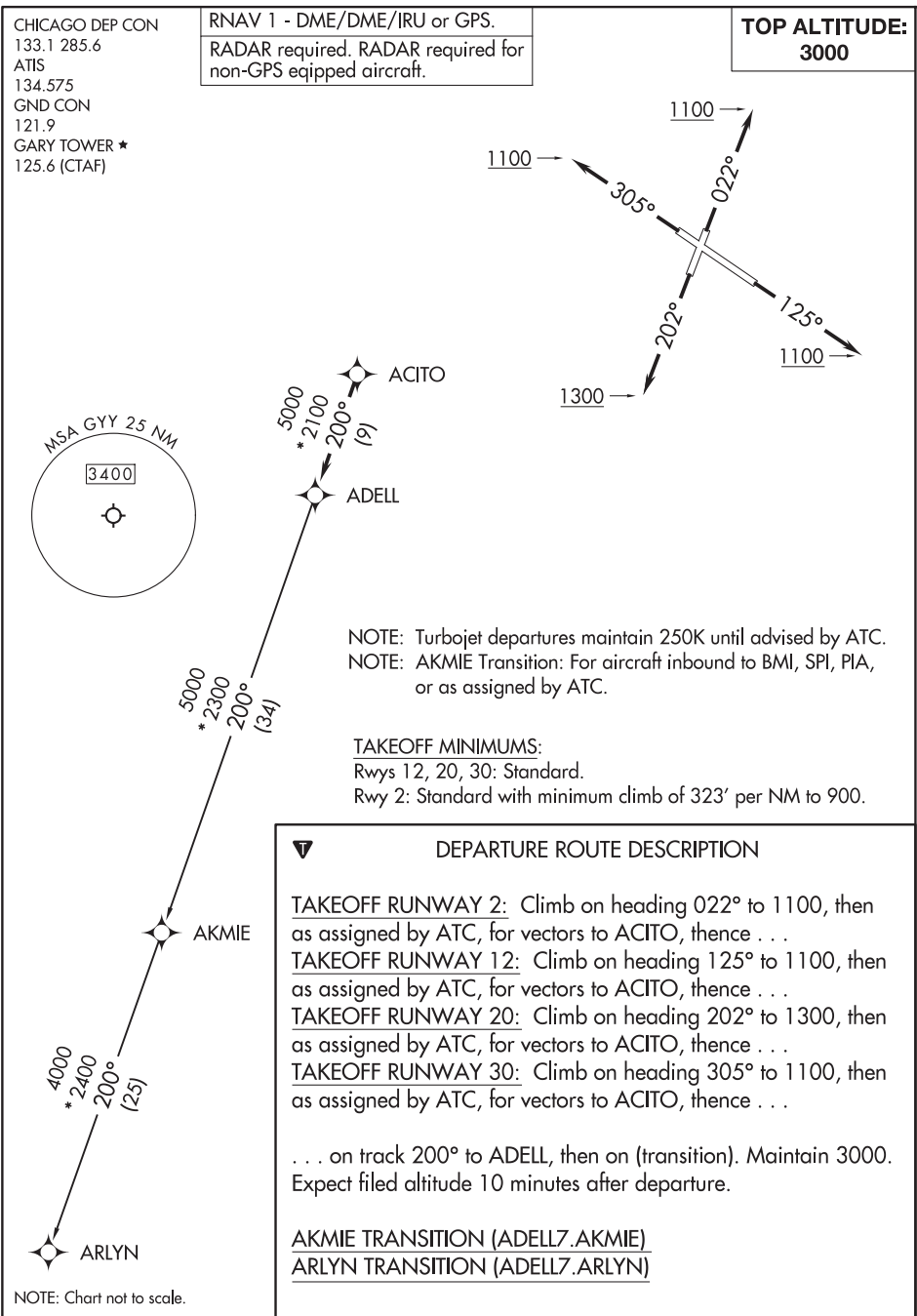
EC-2, 07 AUG 2025 to 02 OCT 2025

# AIRPORT DIAGRAM

25107

GARY, INDIANA  
GARY/CHICAGO (GYY)





(BLOKR7.BLOKR) 24305

AL-748 (FAA)

GARY/CHICAGO INTL (GYY)  
GARY/CHICAGO, INDIANA

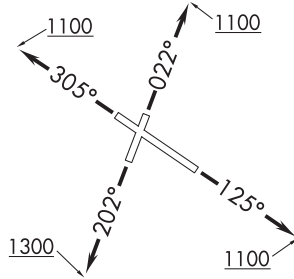
BLOKR SEVEN DEPARTURE (RNAV)

CHICAGO DEP CON  
133.1 285.6  
ATIS  
134.575  
GND CON  
121.9  
GARY TOWER ★  
125.6 (CTAF)

RNAV 1 - DME/DME/IRU or GPS.  
RADAR required. RADAR required for  
non-GPS equipped aircraft.

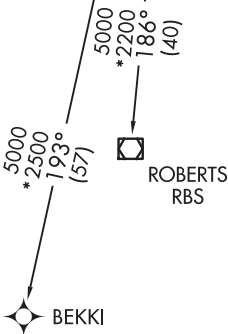
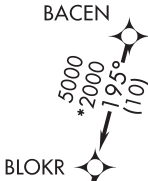
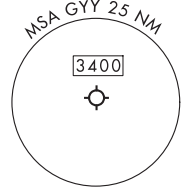
TOP ALTITUDE:  
3000

NOTE: Turbojet departures maintain 250K  
until advised by ATC.  
NOTE: ROBERTS Transition: For aircraft inbound  
to CMI or STL, or as assigned by ATC.



TAKEOFF MINIMUMS:

Rwys 12, 20, 30: Standard.  
Rwy 2: Standard with minimum climb of 323' per NM to 900.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

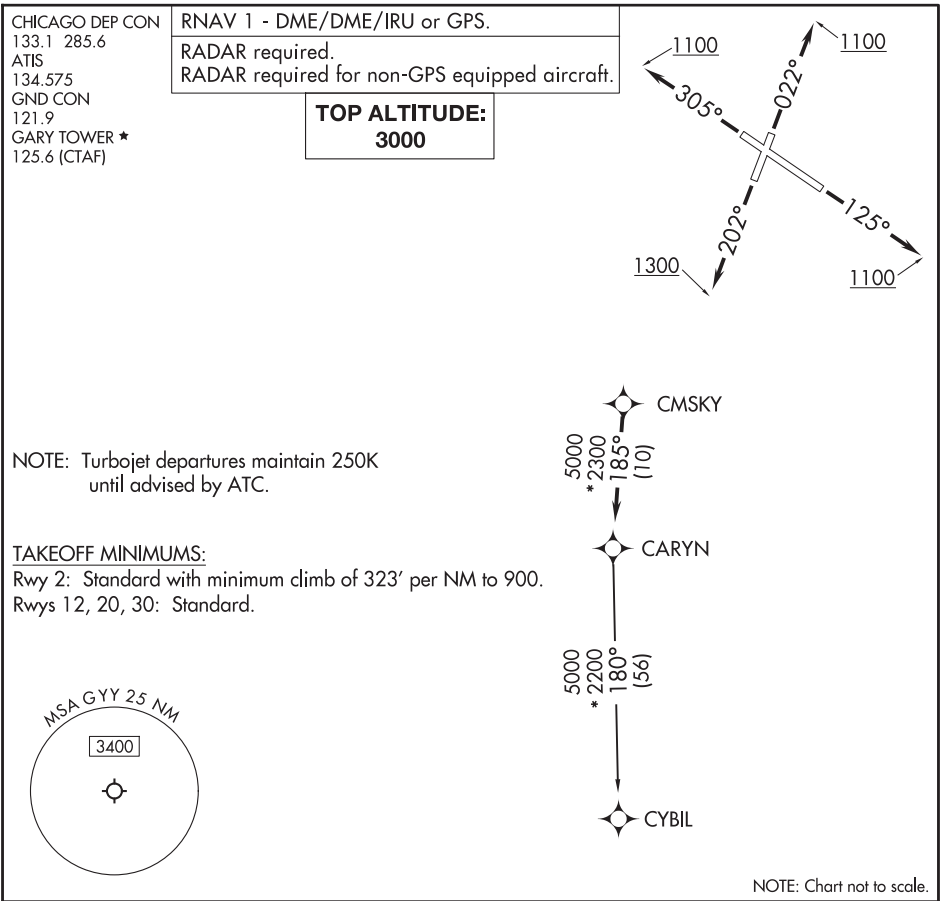
TAKEOFF RUNWAY 2: Climb on heading 022° to 1100, then  
as assigned by ATC, for vectors to BACEN, thence. . .  
TAKEOFF RUNWAY 12: Climb on heading 125° to 1100, then  
as assigned by ATC, for vectors to BACEN, thence. . .  
TAKEOFF RUNWAY 20: Climb on heading 202° to 1300, then  
as assigned by ATC, for vectors to BACEN, thence. . .  
TAKEOFF RUNWAY 30: Climb on heading 305° to 1100, then  
as assigned by ATC, for vectors to BACEN, thence. . .

. . . on track 195° to BLOKR, then on (transition). Maintain  
3000. Expect filed altitude 10 minutes after departure.

BEKKI TRANSITION (BLOKR7.BEKKI):  
ROBERTS TRANSITION (BLOKR7.RBS):

BLOKR SEVEN DEPARTURE (RNAV)  
(BLOKR7.BLOKR) 31OCT24

GARY/CHICAGO, INDIANA  
GARY/CHICAGO INTL (GYY)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022° to 1100, then as assigned by ATC, for vectors to CMSKY, thence....

TAKEOFF RUNWAY 12: Climb on heading 125° to 1100, then as assigned by ATC, for vectors to CMSKY, thence....

TAKEOFF RUNWAY 20: Climb on heading 202° to 1300, then as assigned by ATC, for vectors to CMSKY, thence....

TAKEOFF RUNWAY 30: Climb on heading 305° to 1100, then as assigned by ATC, for vectors to CMSKY, thence....

....on track 185° to CARYN, then on (transition), maintain 3000.  
Expect filed altitude 10 minutes after departure.

CYBIL TRANSITION (CARYN7.CYBIL):

(DARCY7.DARCY) 24305

AL-748 (FAA)

GARY/CHICAGO INTL (GYY)

GARY/CHICAGO, INDIANA

**DARCY SEVEN DEPARTURE (RNAV)**

CHICAGO DEP CON

133.1 285.6

ATIS

134.575

GND CON

121.9

GARY TOWER ★

125.6 (CTAF)

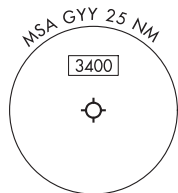
RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

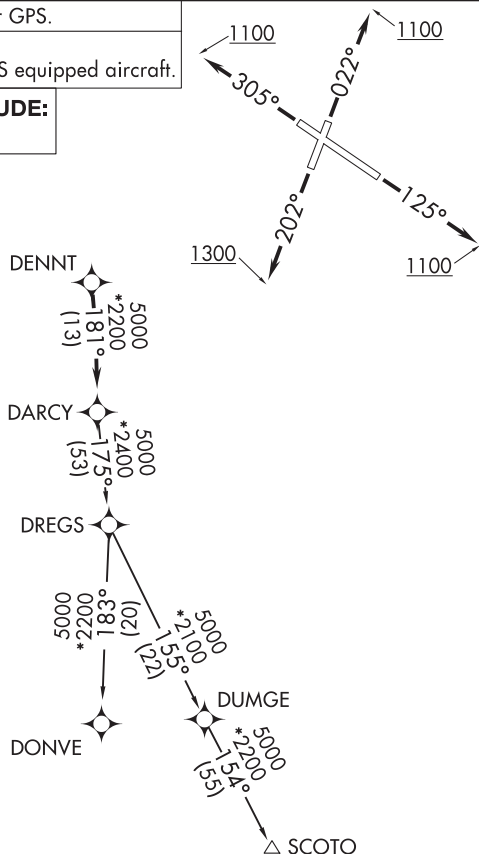
RADAR required for non-GPS equipped aircraft.

**TOP ALTITUDE:  
3000****TAKEOFF MINIMUMS:**Rwy 2: Standard with minimum climb of  
323' per NM to 900.

Rwys 12, 20, 30: Standard.

NOTE: Turbojet departures maintain 250K  
until advised by ATC.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**TAKEOFF RUNWAY 2: Climb on heading 022° to 1100, then as assigned by ATC, for vectors to DENNT, thence. . . .TAKEOFF RUNWAY 12: Climb on heading 125° to 1100, then as assigned by ATC, for vectors to DENNT, thence. . . .TAKEOFF RUNWAY 20: Climb on heading 202° to 1300, then as assigned by ATC, for vectors to DENNT, thence. . . .TAKEOFF RUNWAY 30: Climb on heading 305° to 1100, 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)**

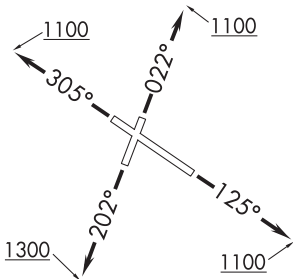
(DARCY7.DARCY) 31OCT24

GARY/CHICAGO, INDIANA

GARY/CHICAGO INTL (GYY)

CHICAGO DEP CON  
133.1 285.6  
ATIS  
134.575  
GND CON  
121.9  
GARY TOWER ★  
125.6 (CTAF)

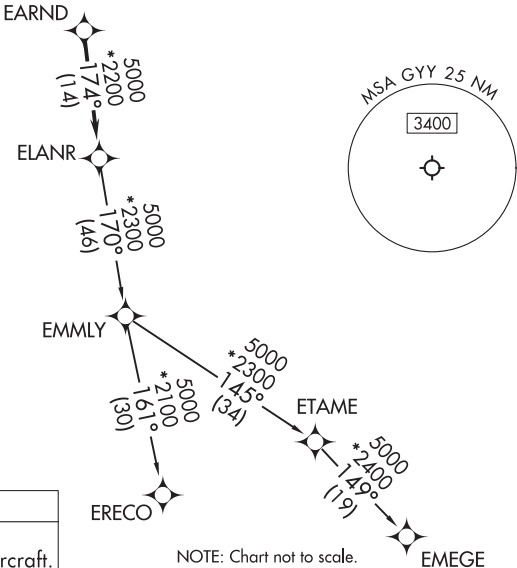
TOP ALTITUDE:  
3000



TAKEOFF MINIMUMS:

- Rwy 2: Standard with minimum climb of 323' per NM to 2700.
- Rwy 12: Standard with minimum climb of 330' per NM to 2700.
- Rwy 20: Standard with minimum climb of 350' per NM to 2700.
- Rwy 30: Standard with minimum climb of 320' per NM to 2700.

- NOTE: 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 022° to 1100, then as assigned by ATC, for vectors to EARND, thence. . . .

TAKEOFF RUNWAY 12: Climb on heading 125° to 1100, then as assigned by ATC, for vectors to EARND, thence. . . .

TAKEOFF RUNWAY 20: Climb on heading 202° to 1300, then as assigned by ATC, for vectors to EARND, thence. . . .

TAKEOFF RUNWAY 30: Climb on heading 305° to 1100, then as assigned by ATC, for vectors to EARND, thence. . . .

. . . .on track 174° to ELANR, then on (transition), maintain 3000.  
Expect filed altitude 10 minutes after departure.

EMEGE TRANSITION (ELANR8.EMEGE):  
EMMLY TRANSITION (ELANR8.EMMLY):  
ERECO TRANSITION (ELANR8.ERECO):



▼

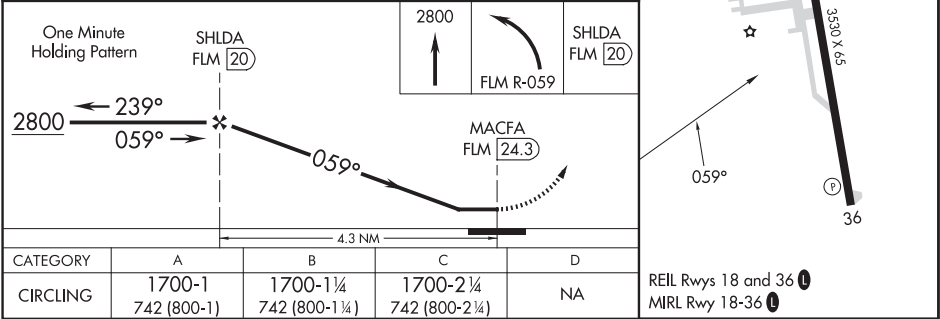
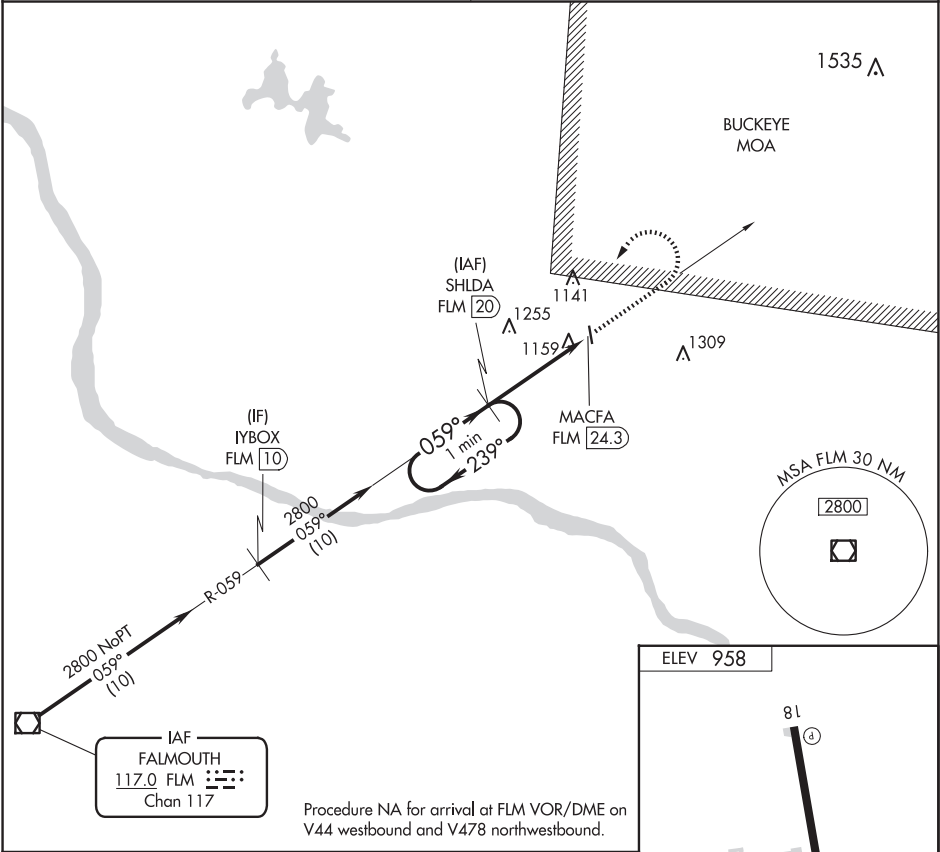
▲ NA

Use Cincinnati/Northern Kentucky Intl, KY altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2800 then left turn via FLM VOR/DME R-059 to SHLDA 20 DME and hold.

INDIANAPOLIS CENTER  
**135,575 290.5**

CTAF **122.9**



GOSHEN, INDIANA

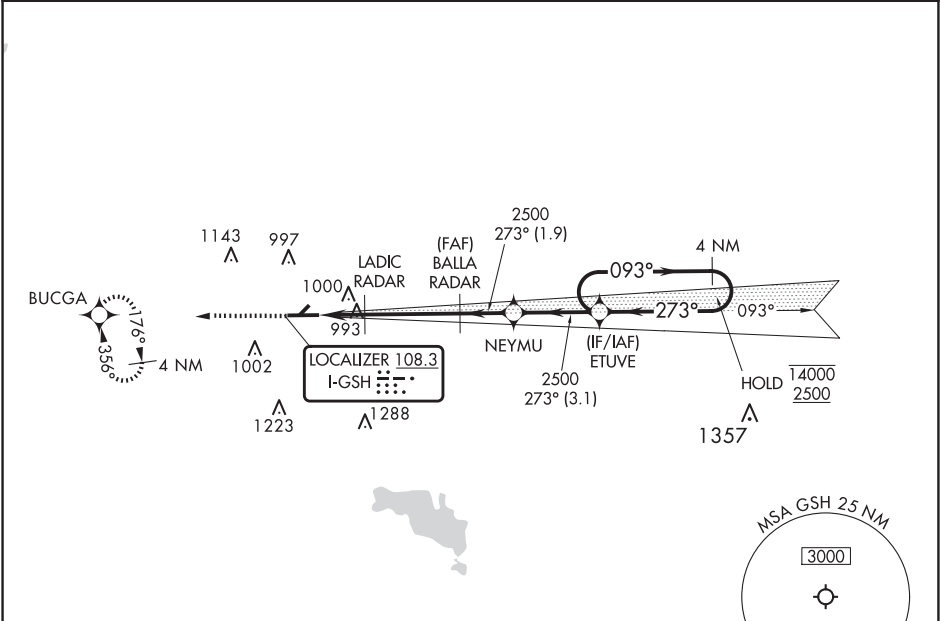
AL-171 (FAA)

25163

LOC I-GSH <b>108.3</b>	APP CRS <b>273°</b>	Rwy Ldg TDZE Apt Elev	<b>6050</b> <b>826</b> <b>826</b>
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 27  
GOSHEN MUNI (GSH)

RNP APCH - GPS. RADAR required to define BALLA and LADIC.			MISSED APPROACH: Climb to 2500 direct BUGCA and hold.
Circling NA to Rwy 5 and 23. Rwy 27 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use ASW altimeter setting: increase DA to 1251 feet and all visibilities 1/8 SM; increase all MDAs 40 feet; increase Cat D Circling visibility 1/4 SM.			
ASOS <b>121.45</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	CLNC DEL <b>125.25</b>	UNICOM <b>123.05 (CTAF) 0</b>



ELEV 826

TDZE 826

HIRL Rwy 9-27 0

REIL Rwy 9 and 27 0

<div>2500 BUGCA</div> <div>BALLA RADAR NEYMU ETUVE 4 NM Holding Pattern</div> <div>LADIC RADAR</div> <div>2500 2500 2500</div> <div>1400 2500</div> <div>273° 273° 273° 093° 1400 2500</div> <div>GS 3.00° TCH 49</div> <div>1.7 NM 3.4 NM 1.9 NM 3.1 NM</div>				
CATEGORY	A	B	C	D
S-ILS 27	1212-1 1/8 386 (400-1 1/8)			
S-LOC 27	1300-1	474 (500-1)	1300-1 3/8	474 (500-1 3/8)
CIRCLING	1300-1 474 (500-1)	1320-1 494 (500-1)	1500-2 674 (700-2)	1560-2 1/4 734 (800-2 1/4)

GOSHEN, INDIANA  
Amdt 2 12JUN25

41°32'N-85°48'W

GOSHEN MUNI (GSH)  
ILS or LOC RWY 27

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

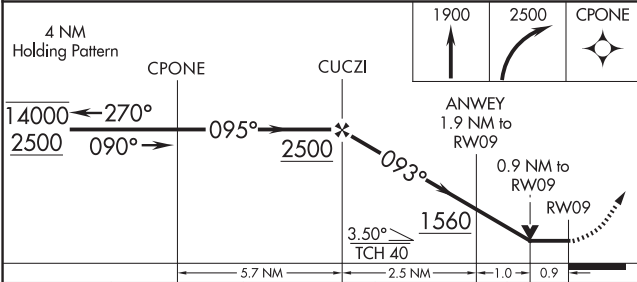
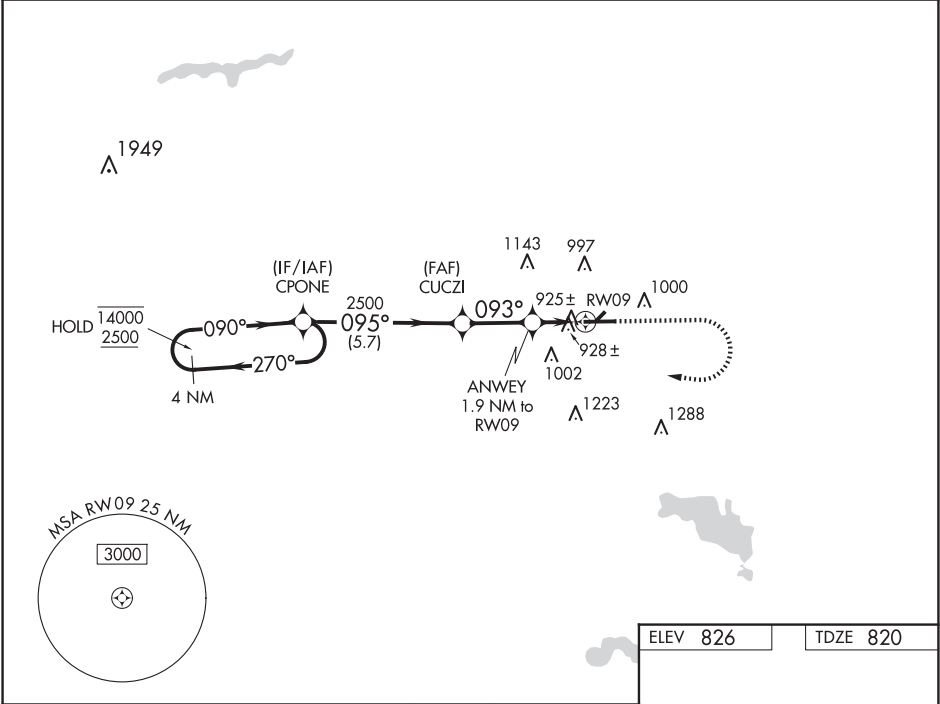


WAAS CH <b>69325</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Ldg <b>6050</b> TDZE <b>820</b> Apt Elev <b>826</b>
--	------------------------	---

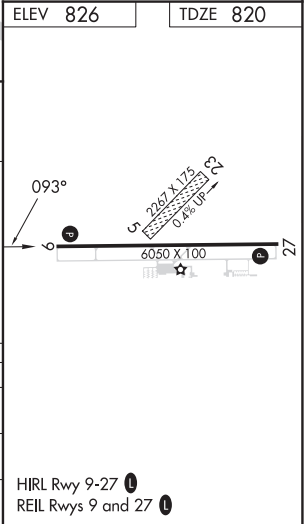
RNAV (GPS) RWY 9

GOSHEN MUNI (GSH)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1900 then climbing right turn to 2500 direct CPONE and hold.	
ASOS <b>121.45</b>	SOUTH BEND APP CON* <b>132.05 257.8</b>	CLNC DEL <b>125.25</b>	UNICOM <b>123.05 (CTAF) 1</b>



CATEGORY	A	B	C	D
LP MDA	1180-1	360 (400-1)		
RNAV MDA	1200-1	380 (400-1)		
CIRCLING	1300-1 474 (500-1)	1320-1 494 (500-1)	1500-2 674 (700-2)	1560-2¼ 734 (800-2¼)



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

GOSHEN, INDIANA

AL-171 (FAA)

25163

WAAS CH <b>97606</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Ldg TDZE Apt Elev	<b>6050</b> <b>826</b> <b>826</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 27

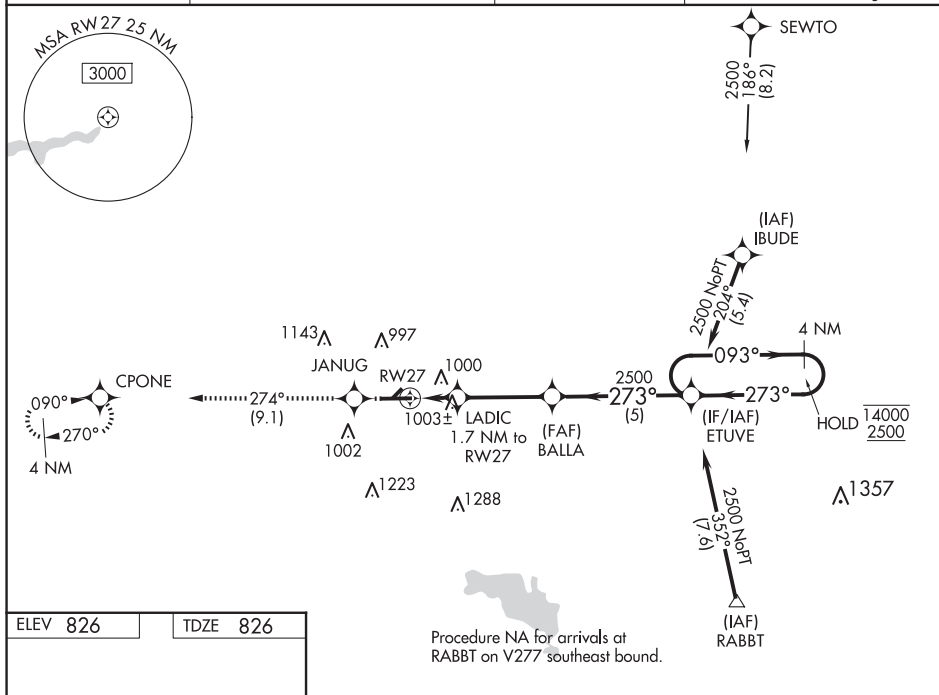
GOSHEN MUNI ((GSH))

RNP APCH - GPS.

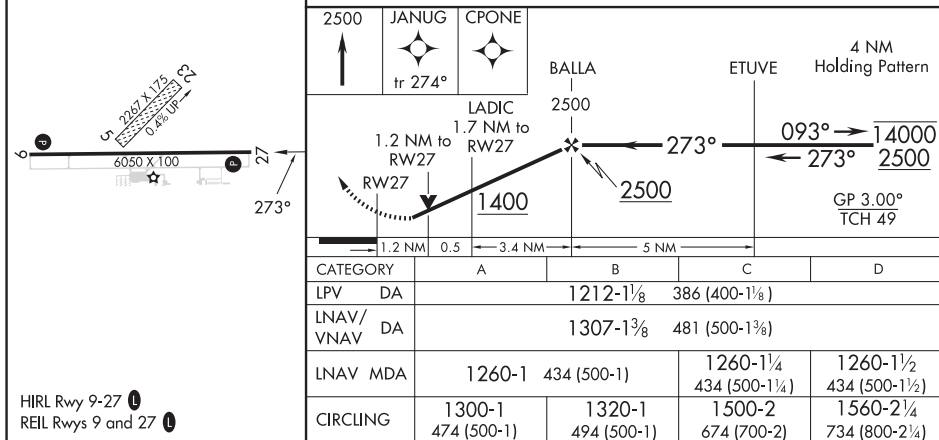
Baro-VNAV and VDP NA when using ASW altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA to Rwy 5 and 23. Rwy 27 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use ASW altimeter setting and increase LPV DA to 1251 feet and all visibilities  $\frac{1}{2}$  SM. Increase LNAV/VNAV DA to 1346 feet. Increase all MDAs 40 feet and LNAV visibility Cat C/D  $\frac{1}{2}$  SM, and Circling visibility Cat D  $\frac{1}{4}$  SM.

**MISSED APPROACH:**  
Climb to 2500 direct JANUG and on 274° track to CPONE and hold.

ASOS <b>121.45</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	CLNC DEL <b>125.25</b>	UNICOM <b>123.05 (CTAF) 0</b>
-----------------------	---	---------------------------	----------------------------------



ELEV 826	TDZE 826
----------	----------



GOSHEN, INDIANA

Amdt 1 12JUN25

41°32'N-85°48'W

GOSHEN MUNI ((GSH))

# RNAV (GPS) RWY 27

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>86906</b> <b>W18A</b>	APP CRS <b>184°</b>	Rwy Idg <b>5002</b> TDZE <b>842</b> Apt Elev <b>842</b>
--	------------------------	---

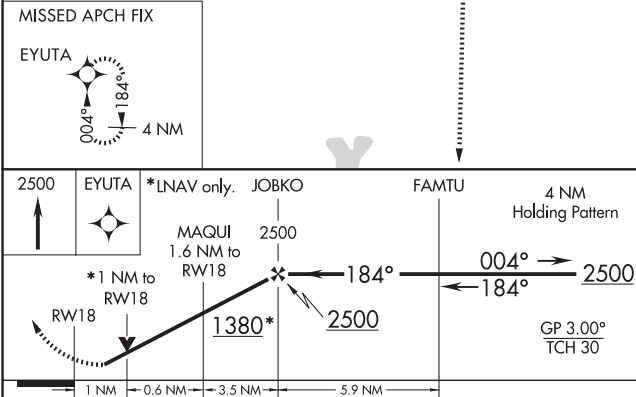
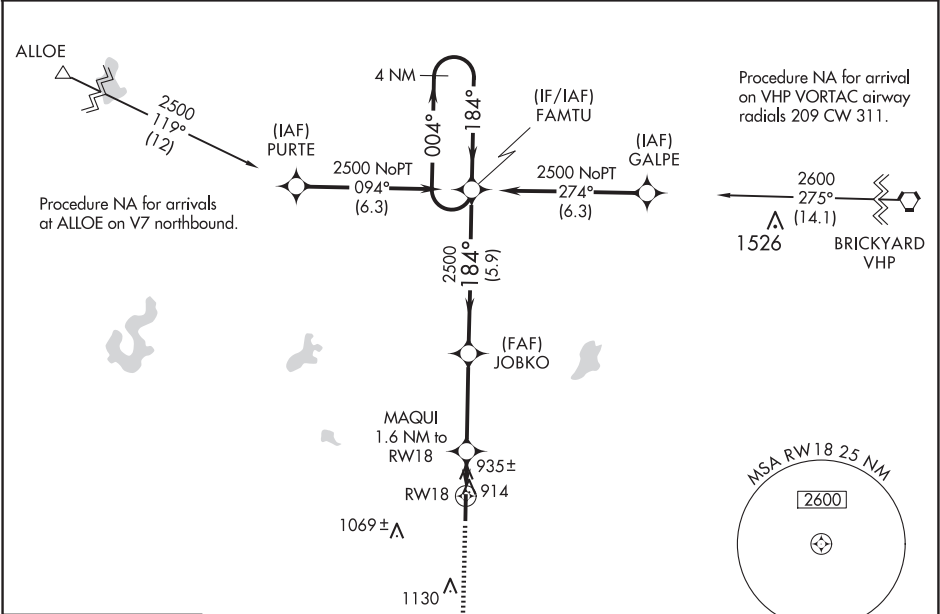
RNAV (GPS) RWY 18

PUTNAM COUNTY RGNL (GPC)

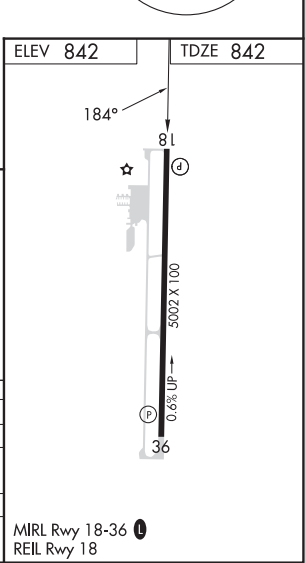
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 54°C (130°F). Rwy 18 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH:  
Climb to 2500 direct  
EYUTA and hold.

AWOS-3PT <b>118.125</b>	INDIANAPOLIS APP CON <b>119.05 317.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
----------------------------	---	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1107-7/8 265 (300-7%)			
LNAV/VNAV DA	1106-7/8 264 (300-7%)			
LNAV MDA	1200-1 358 (400-1)			
CIRCLING	1280-1 438 (500-1)	1400-1 558 (600-1)	1480-1¾ 638 (700-1¾)	1480-2 638 (700-2)





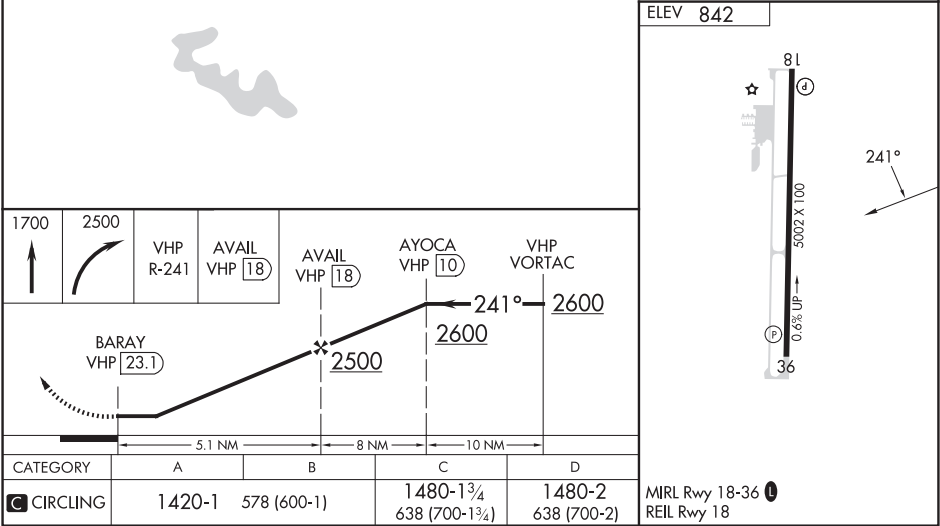
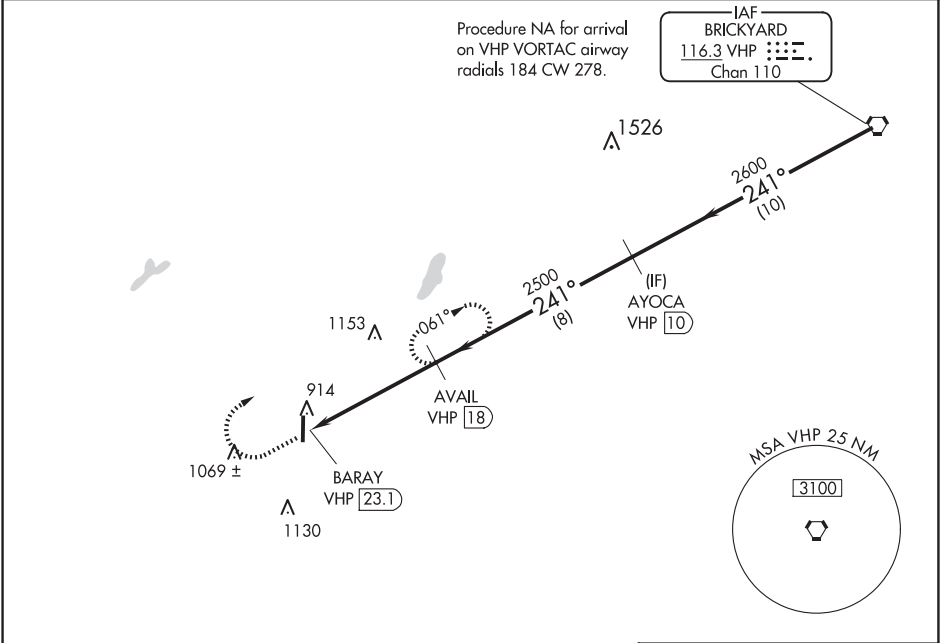
DME required.

MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 on VHP VORTAC R-241 to AVAIL/18 DME and hold.

AWOS-3PT  
**118.125**

INDIANAPOLIS APP CON  
**119.05 317.8**

UNICOM  
**122.8** (CTAF) **0**

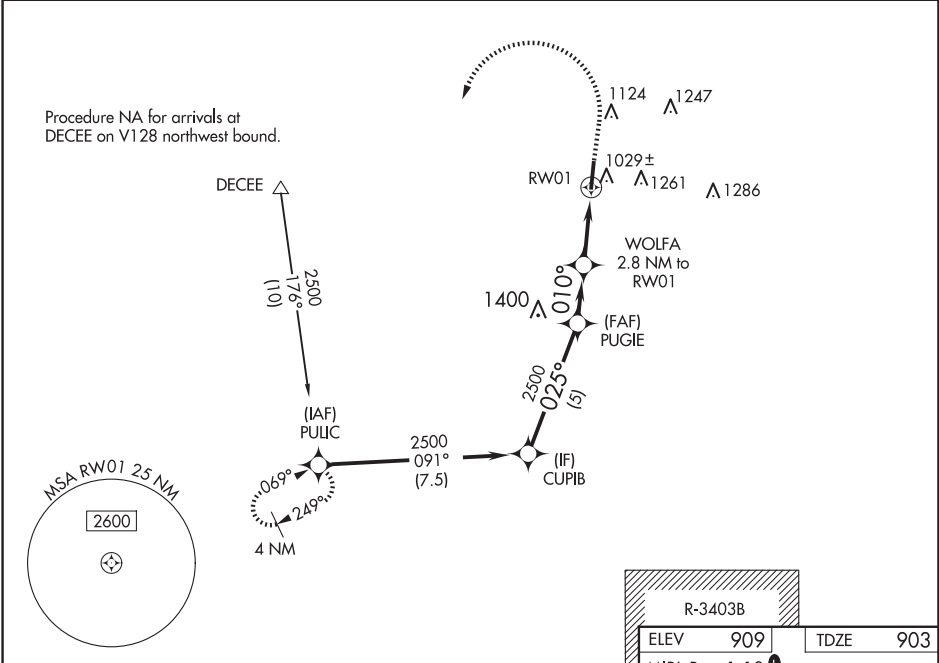


WAAS CH <b>62845</b> <b>W01A</b>	APP CRS <b>010°</b>	Rwy Idg TDZE Apt Elev	<b>5406</b> <b>903</b> <b>909</b>
--	------------------------	-----------------------------	---

**RNAV (GPS) RWY 1**  
GREENSBURG MUNI (I34)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1440 then climbing left turn to 2500 direct PULIC and hold.
Baro-VNAV NA. Use Columbus Muni altimeter setting, when not received, use Indianapolis Intl altimeter setting: increase LPV DA to 1269 feet; increase LNAV/VNAV DA to 1418 feet; increase all MDAs 40 feet and Circling visibility Cat C ¼ SM.	

BAK AWOS-3 <b>119.75</b>	INDIANAPOLIS APP CON <b>127.15</b>	CTAF <b>122.9</b>
-----------------------------	---------------------------------------	----------------------



CUPIB		PUGIE		RWY 1	
2500		2500		1820	
GP 3.00° TCH 40		WOLFA 2.8 NM to RWY 1			
5 NM		2.1 NM		2.8 NM	
CATEGORY	A	B	C	D	
LPV DA	1230-1	327 (400-1)		NA	
LNAV/VNAV DA	1379-1 3/8	476 (500-1 3/8)		NA	
LNAV MDA	1360-1	457 (500-1)	1360-1 3/8 457 (500-1 3/8)	NA	
CIRCLING	1540-1 631 (700-1)	1640-1 731 (800-1)	1640-2 731 (800-2)	NA	

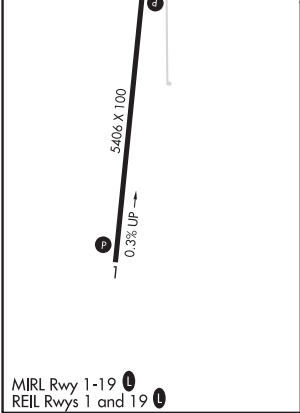
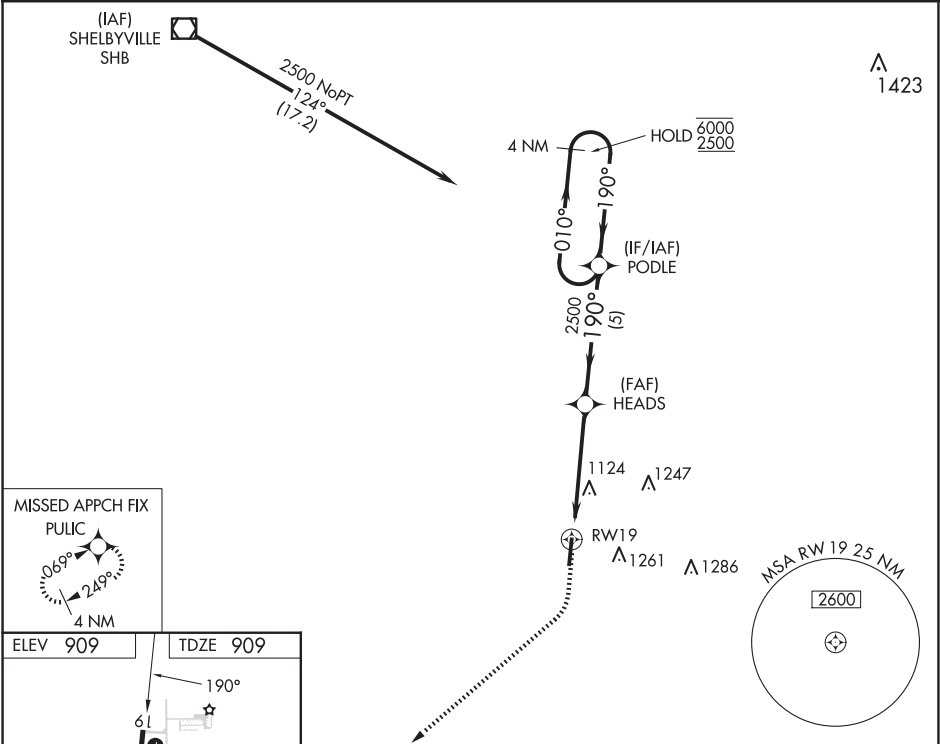
WAAS CH <b>69245</b> <b>W19A</b>	APP CRS <b>190°</b>	Rwy Idg <b>5406</b> TDZE <b>909</b> Apt Elev <b>909</b>
--	------------------------	---









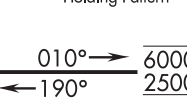
RNAV (GPS) RWY 19

GREENSBURG MUNI (I34)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct PULIC and hold.
Baro-VNAV NA. Use Columbus Muni altimeter setting, when not received, use Indianapolis Intl altimeter setting: increase LPV DA to 1327 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1419 feet; increase all MDAs 40 feet and Circling visibility Cat C ¼ SM.	

BAK AWOS-3 <b>119.75</b>	INDIANAPOLIS APP CON <b>127.15</b>	CTAF <b>122.9 0</b>
-----------------------------	---------------------------------------	------------------------



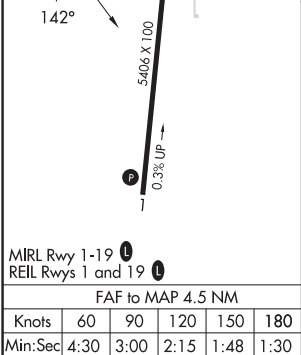
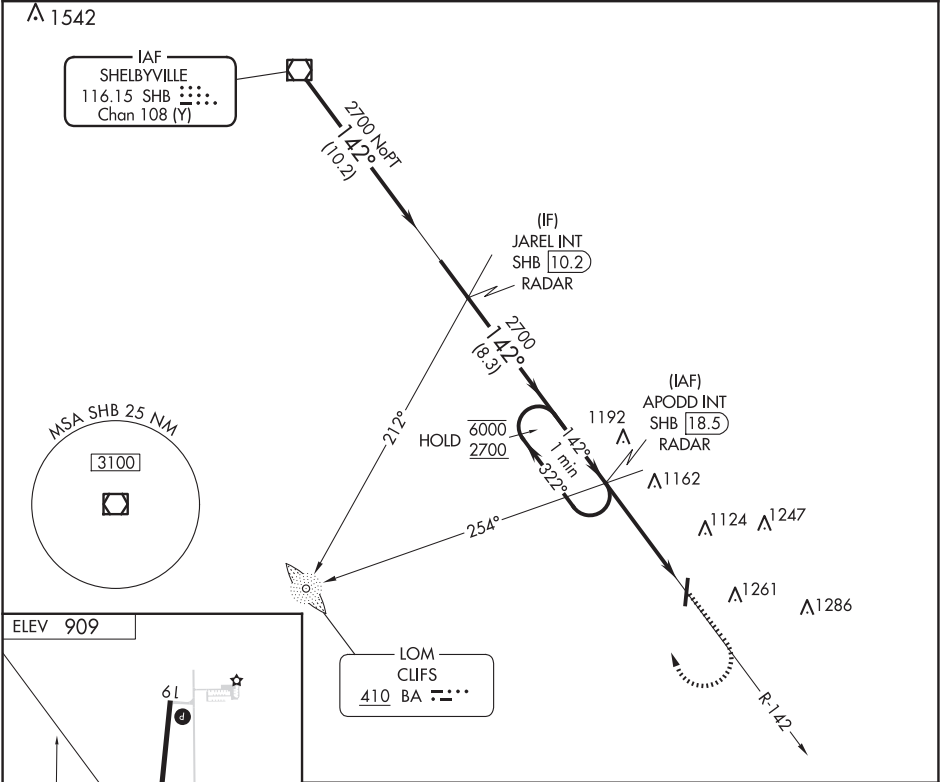
1500	2500	PULIC	HEADS 2500				PODLE	4 NM Holding Pattern	
									
									
4.9 NM			5 NM				GP 3.00° TCH 40		
CATEGORY		A		B		C		D	
LPV	DA	1288-1		379 (400-1)				NA	
LNAV/ VNAV	DA	1380-1½		471 (500-1½)				NA	
LNAV	MDA	1500-1		591 (600-1)		1500-1¾ 591 (600-1¾)		NA	
CIRCLING		1540-1 631 (700-1)		1640-1 731 (800-1)		1640-2 731 (800-2)		NA	

VOR/DME SHB	APP CRS	Rwy Idg	N/A
116.15	142°	TDZE	N/A
Chan 108 (Y)		Apt Elev	909

VOR-A  
GREENSBURG MUNI (I34)

ADF or RADAR or DME required.		MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 on SHB R-142 to APODD INT/SHB 18.5 DME/RADAR and hold.
▼	Use Columbus Muni altimeter setting, when not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet and visibility Cat C ¼ SM.	
▲ NA		

BAK AWOS-3 119.75	INDIANAPOLIS APP CON 127.15	CTAF 122.9 0
----------------------	--------------------------------	-----------------



One Minute Holding Pattern		APODD INT SHB 18.5 RADAR		2000 ↑	2700 ↗	SHB R-142	APODD INT
6000 2700		← 322° → 142°		142°		SHB 23	
		4.5 NM					
CATEGORY	A	B	C	D			
CIRCLING	1540-1 631 (700-1)	1640-1 731 (800-1)	1640-2 731 (800-2)	NA			



Griffith, Indiana

AL-5431 (FAA)

25163

APP CRS	Rwy Ldg	4899
083°	TDZE	634
	Apt Elev	634

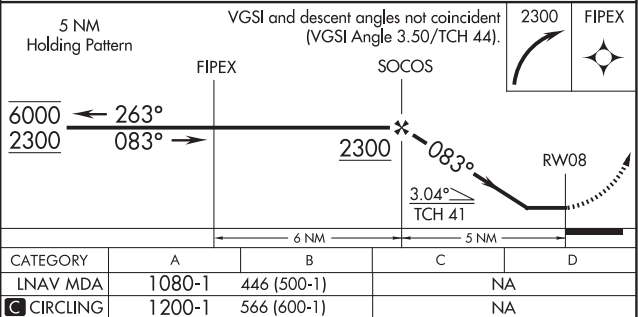
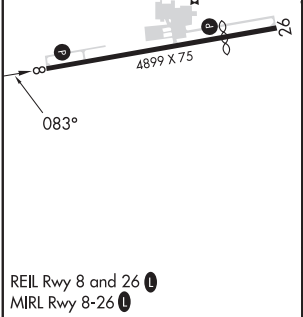
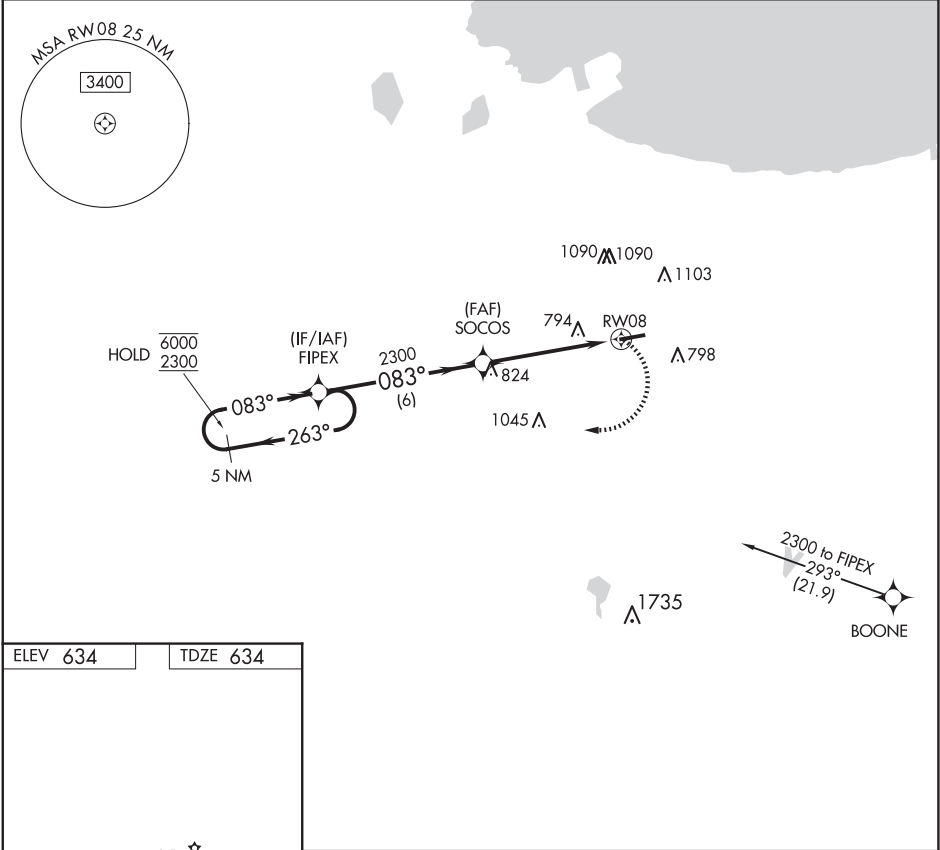
RNAV (GPS) RWY 8  
Griffith-Merrillville (05C)

RNP APCH - GPS.

Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Rwy 8 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2300 direct FIPEX and hold.

CHICAGO APP CON 133.1 285.6	UNICOM 123.0 (CTAF) 0
--------------------------------	--------------------------



Griffith, Indiana  
Orig-C 16MAY24

41°31'N-87°24'W  
287

Griffith-Merrillville (05C)  
RNAV (GPS) RWY 8

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

GRIFFITH, INDIANA

AL-5431 (FAA)

25163

APP CRS	Rwy Ldg	3779
263°	TDZE	632
	Apt Elev	634

# RNAV (GPS) RWY 26

GRIFFITH-MERRILLVILLE (Ø5C)

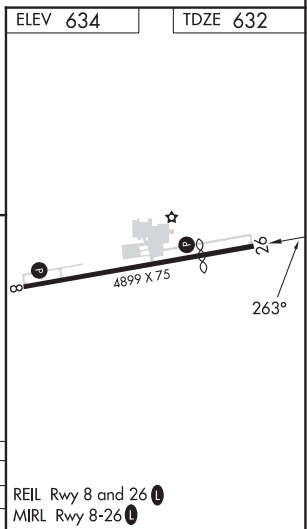
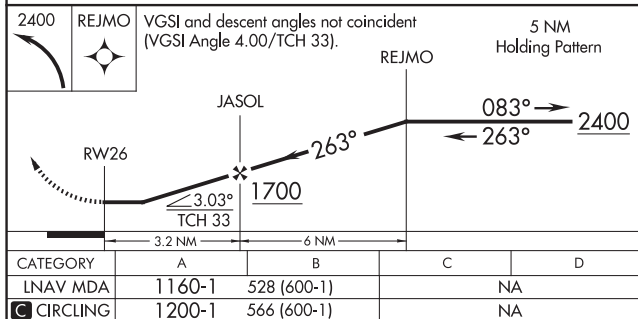
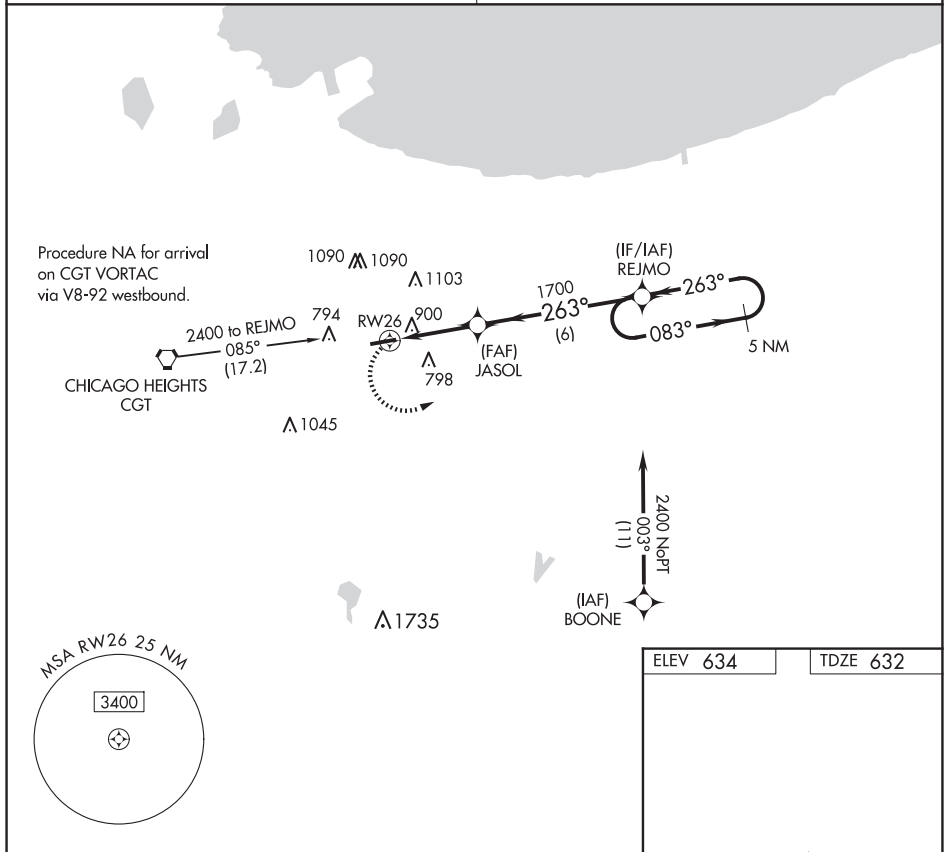
RNP APCH

Obtain local altimeter setting on CTAF; when not received use Chicago Midway  
Int'l altimeter setting and increase all MDAs 60 feet. Visibility reduction by  
helicopters NA. Procedure NA at night.

MISSED APPROACH: Climbing left  
turn to 2400 direct REJMO and hold.

CHICAGO APP CON  
133.1 285.6

UNICOM  
123.0 (CTAF) 0



GRIFFITH, INDIANA  
Orig-B 05NOV20

41°31'N-87°24'W

# RNAV (GPS) RWY 26

EC-2, 07 AUG 2025 to 02 OCT 2025

VORTAC CGT	APP CRS	Rwy Ldg	4899
114.2	084°	TDZE	634
Chan 89		Apt Elev	634

VOR RWY 8

GRIFFITH-MERRILLVILLE (05C)

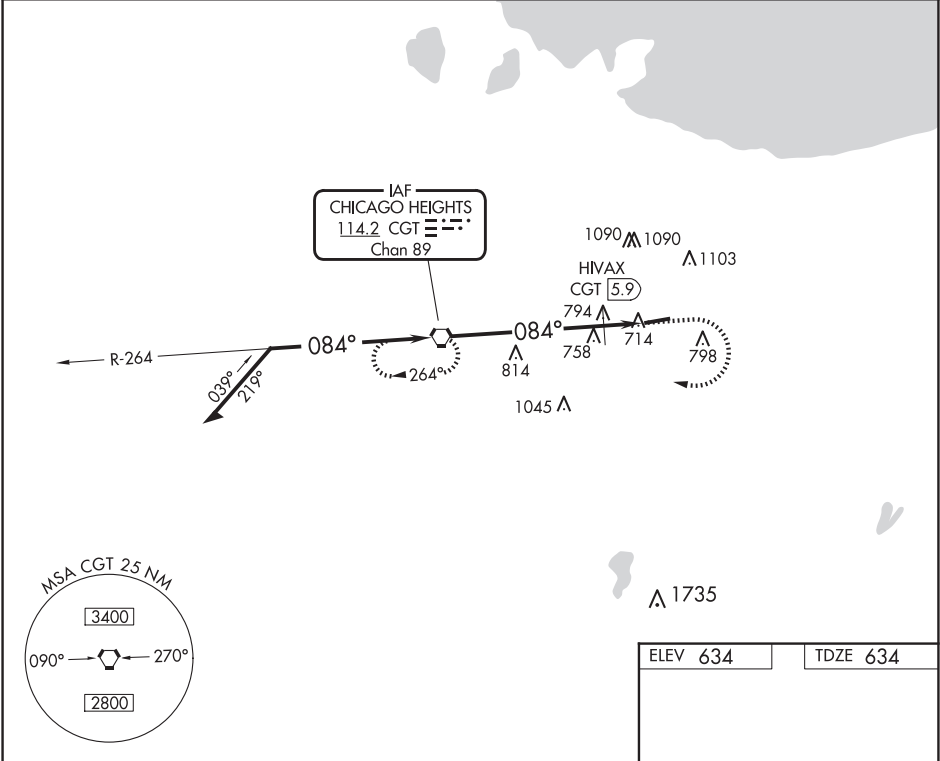
**NA**

Obtain local altimeter setting on CTAF; when not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CGT VORTAC and hold.

CHICAGO APP CON  
133.1 285.6

UNICOM  
123.0 (CTAF) 0



VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 44).

Remain within 10 NM

2300 084° 264° 2300

\*1220 when using Chicago Midway Intl altimeter setting.

CGT VORTAC

HIVAX CGT 5.9

CGT 7.4

3.09° TCH 41

\*1160

5.9 NM 1.5

CATEGORY	A	B	C	D
S-8	1160-1	526 (600-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	
HIVAX FIX MINIMUMS				
S-8	1060-1	426 (500-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	

ELEV 634

TDZE 634

REIL Rwy 8 and 26 0

MIRL Rwy 8-26 0

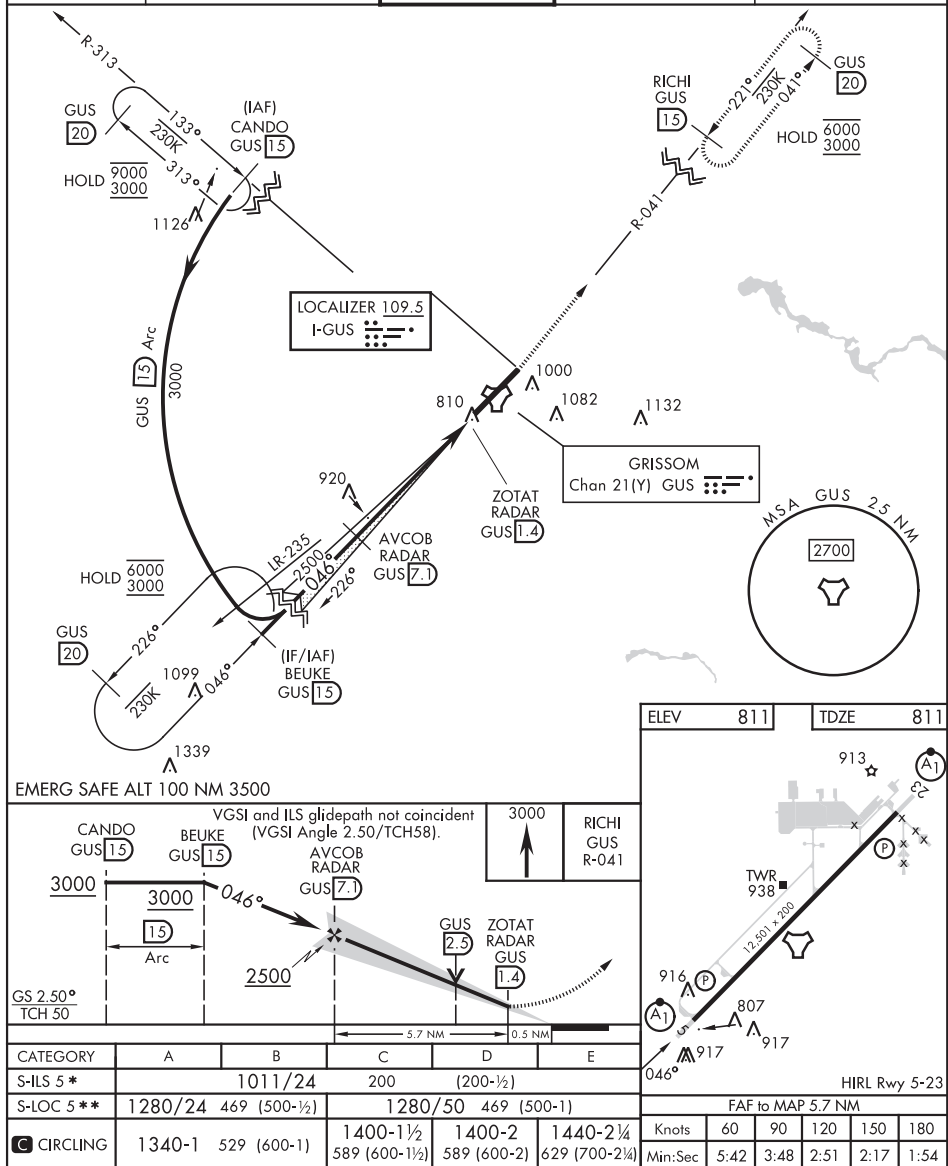
FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

PERU, INDIANA

## ILS or LOC RWY 5

LOC I-GUS <b>109.5</b>	APCH CRS <b>046°</b>	Rwy Idg <b>12,501</b> TDZE <b>811</b> Arpt Elev <b>811</b>	[USAF]	GRISSOM ARB (KGUS)
RADAR, TACAN required			ALSIF-1 (A1)	MISSED APPROACH: Climb to 3000 on the GUS TACAN R-041 to RICHI and hold. Missed approach requires use of RNAV or ATC RADAR monitoring.
* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CDE vis to $1\frac{3}{8}$ miles.				
ATIS <b>132.55 270.8</b>	APP CON <b>121.05 351.8</b> (E) <b>123.85 291.675</b> (W)	TOWER★ <b>133.7 290.45</b>	GND CON <b>128.425 275.8</b>	CLNC DEL <b>128.425 275.8</b>



PERU, INDIANA

40°39'N-86°09'W

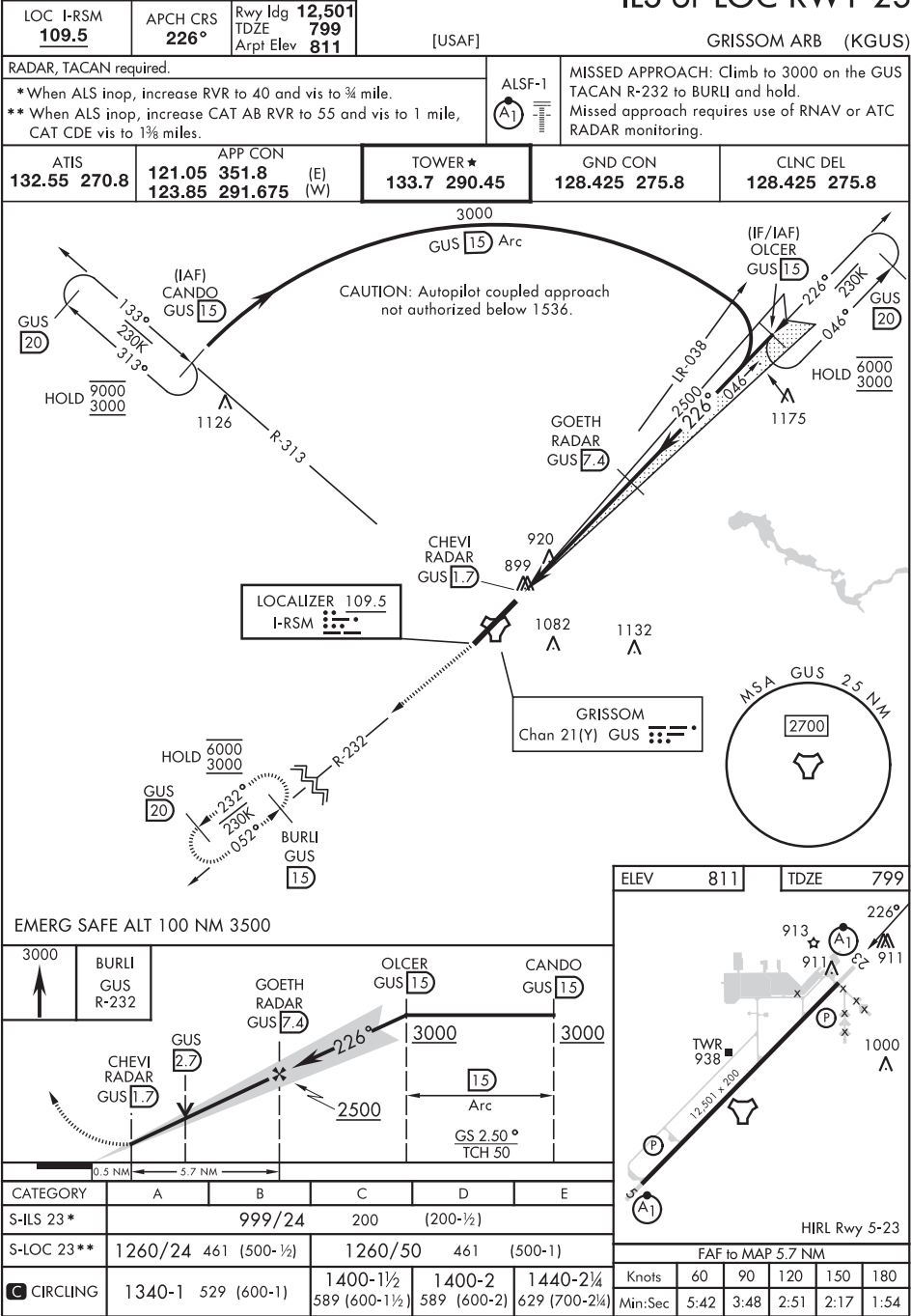
GRISSOM ARB (KGUS)

Amdt 9 11AUG22

## ILS or LOC RWY 5

PERU, INDIANA

ILS or LOC RWY 23



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

PERU, INDIANA

RNAV (GPS) RWY 5

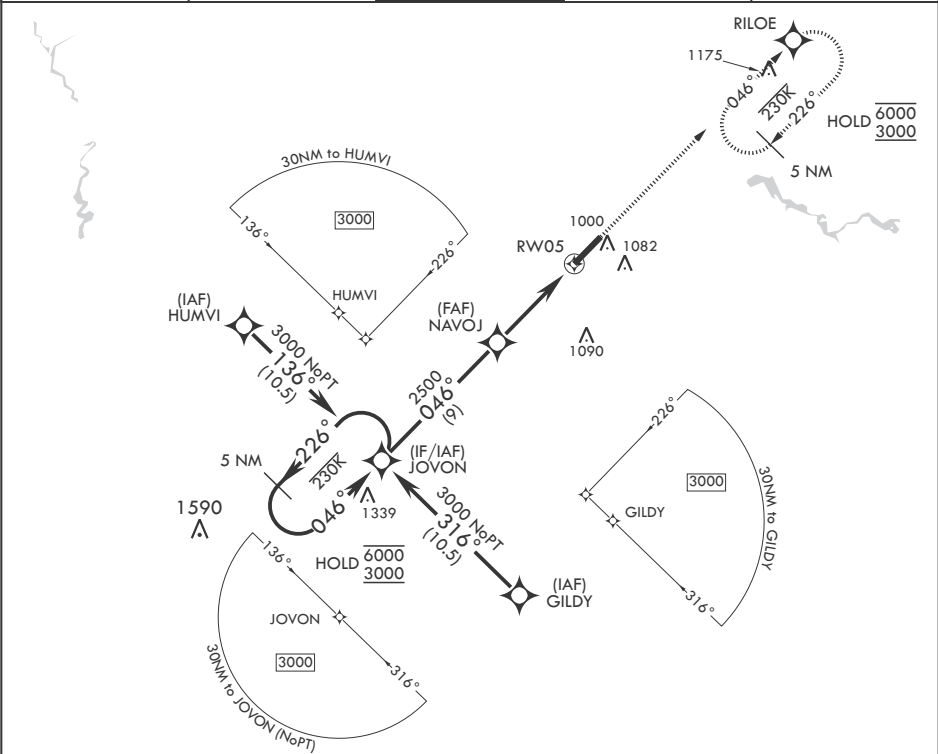
APCH CRS	Rwy Idg	12,501
046°	TDZE	811
	Arprt Elev	811

- (USAF)

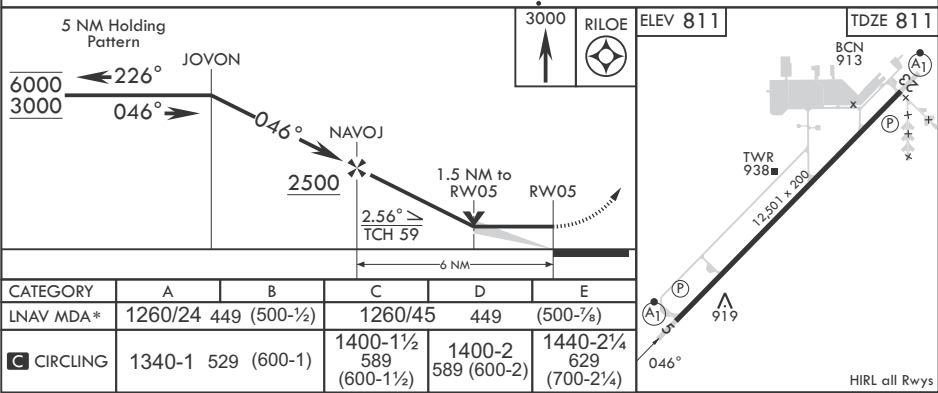
GRISSOM ARB (KGUS)

RNP APCH	ALSF-1	MISSED APPROACH: Climb to 3000 direct RILOE and hold.
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.		

ATIS 132.55 270.8	APP CON/DEP CON 121.05 351.8 E 123.85 291.675 W	TOWER★ 133.7 290.45	GND CON 128.425 275.8	CLNC DEL 128.425 275.8
----------------------	---	------------------------	--------------------------	---------------------------



EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
LNNAV MDA*	1260/24 449 (500-½)	1260/45 449 (500-¾)	1400-1½ 589 (600-1½)	1400-2 629 (700-2¼)	1440-2¼ 629 (700-2¼)
CIRCLING	1340-1 529 (600-1)				

PERU, INDIANA 40°39'N - 86°09'W GRISSOM ARB (KGUS)

Amdt 7 14JUL22

RNAV (GPS) RWY 5

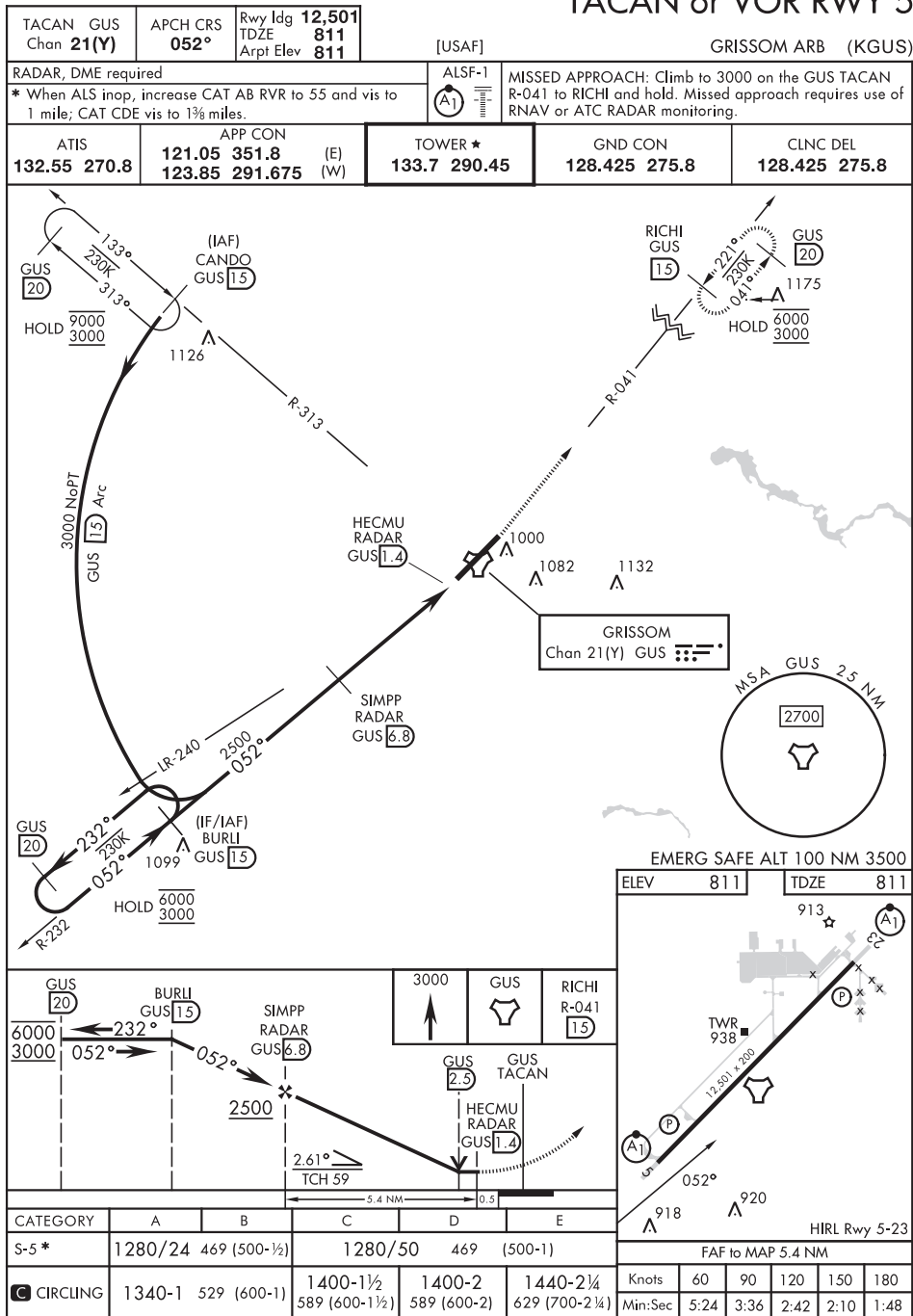
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



PERU, INDIANA

## TACAN or VOR RWY 5



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

PERU, INDIANA

40°39'N-86°09'W

GRISSOM ARB (KGUS)

Amdt 9 14JUL22

## TACAN or VOR RWY 5



PERU, INDIANA

TACAN or VOR RWY 23

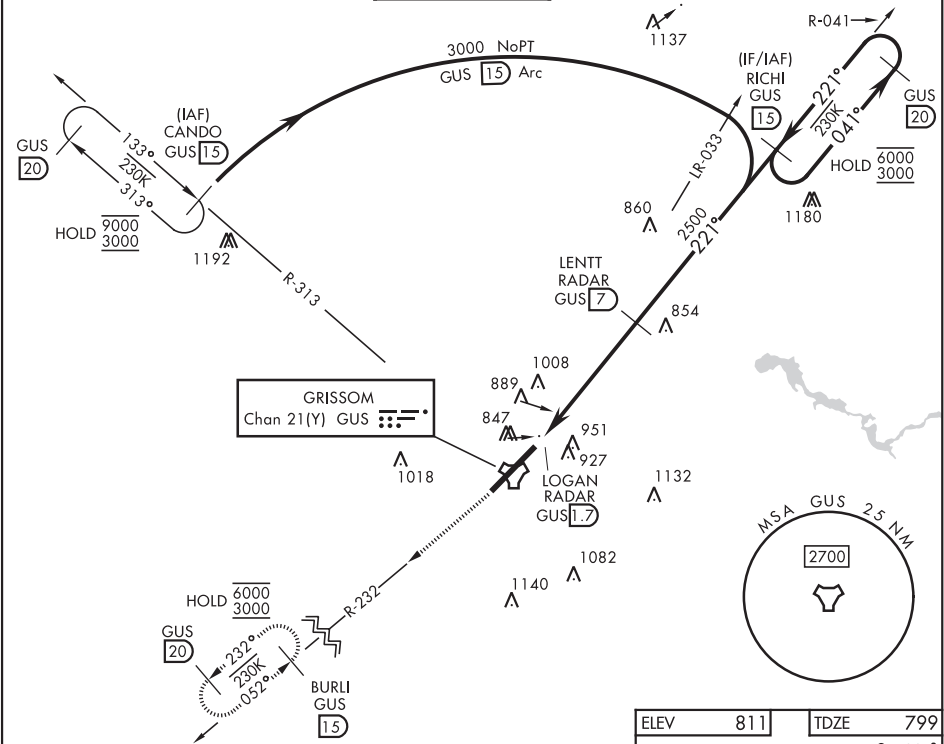
TACAN GUS Chan 21(Y)	APCH CRS 221°	Rwy Idg 12,501 TDZE 799 Arpt Elev 811
-------------------------	------------------	---

[USAF]

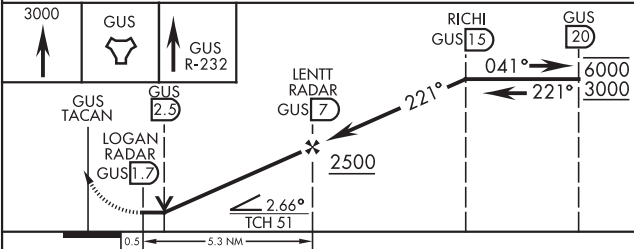
GRISSOM ARB (KGUS)

RADAR, DME required	ALSF-1 	MISSED APPROACH: Climb to 3000 on the GUS TACAN R-232 to BURLI and hold. Missed approach requires use of RNAV or ATC RADAR monitoring.
---------------------	------------	--

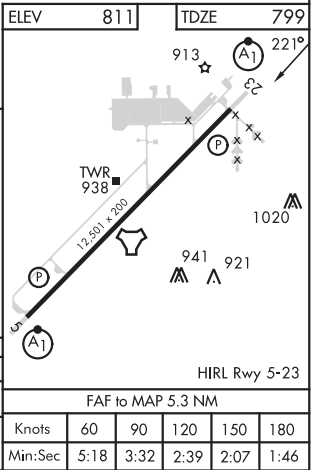
ATIS 132.55 270.8	APP CON 121.05 351.8 (E) 123.85 291.675 (W)	TOWER★ 133.7 290.45	GND CON 128.425 275.8	CLNC DEL 128.425 275.8
----------------------	---	------------------------	--------------------------	---------------------------



EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-23*	1260/24 461 (500-½)		1260/50 461 (500-1)		
CIRCLING	1340-1 529 (600-1)		1400-1½ 589 (600-1½)	1400-2 589 (600-2)	1440-2¼ 629 (700-2¼)



PERU, INDIANA

40°39'N-86°09'W

GRISSOM ARB (KGUS)

Amtd 7 11AUG22

TACAN or VOR RWY 23

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

25107

## AIRPORT DIAGRAM

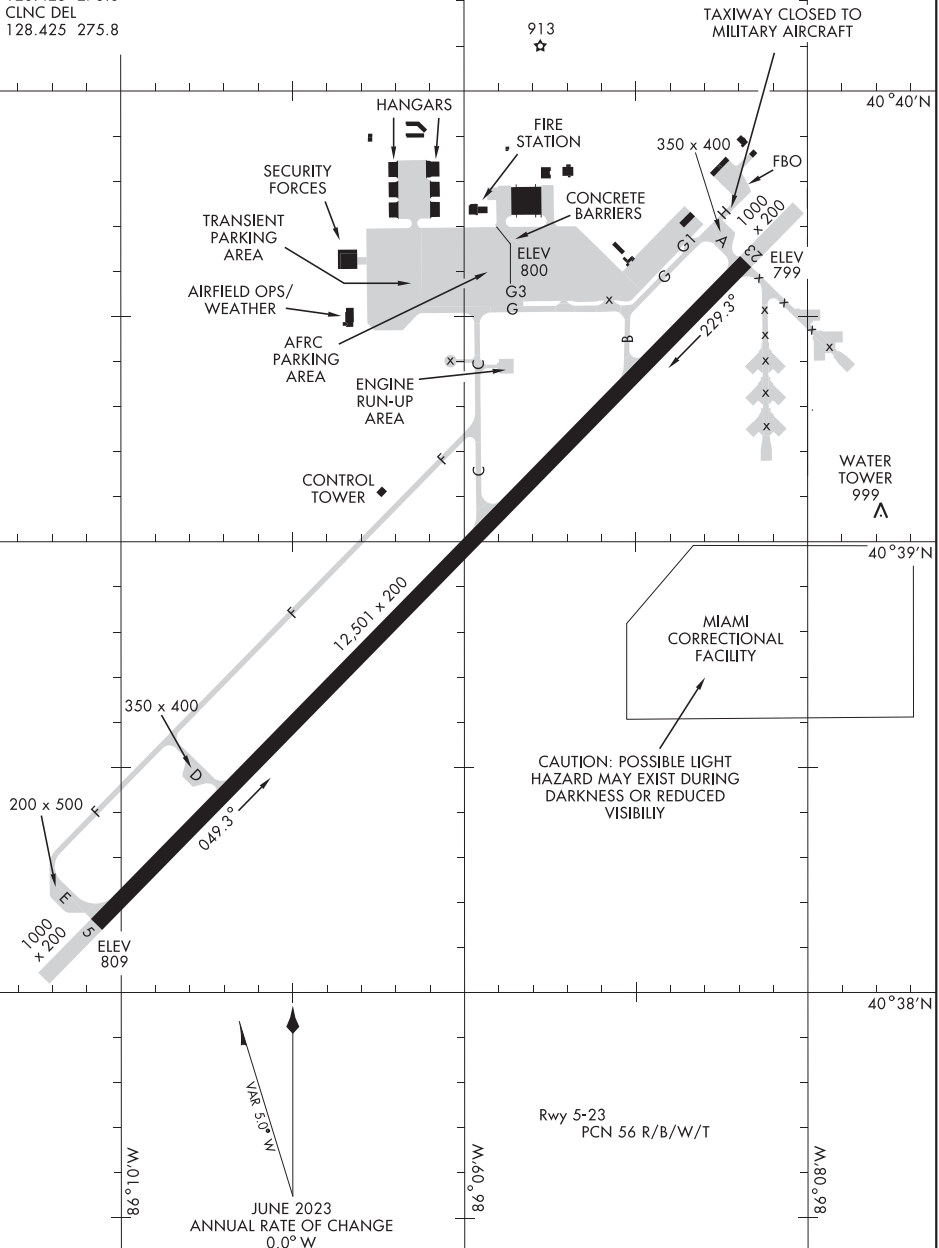
[USAF]

GRISSOM ARB (KGUS)

PERU, INDIANA

ATIS 132.55 270.8  
 TOWER ★  
 133.7 290.45  
 GND CON  
 128.425 275.8  
 CLNC DEL  
 128.425 275.8

FIELD  
 ELEV  
 811



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

## AIRPORT DIAGRAM

PERU, INDIANA

GRISSOM ARB (KGUS)

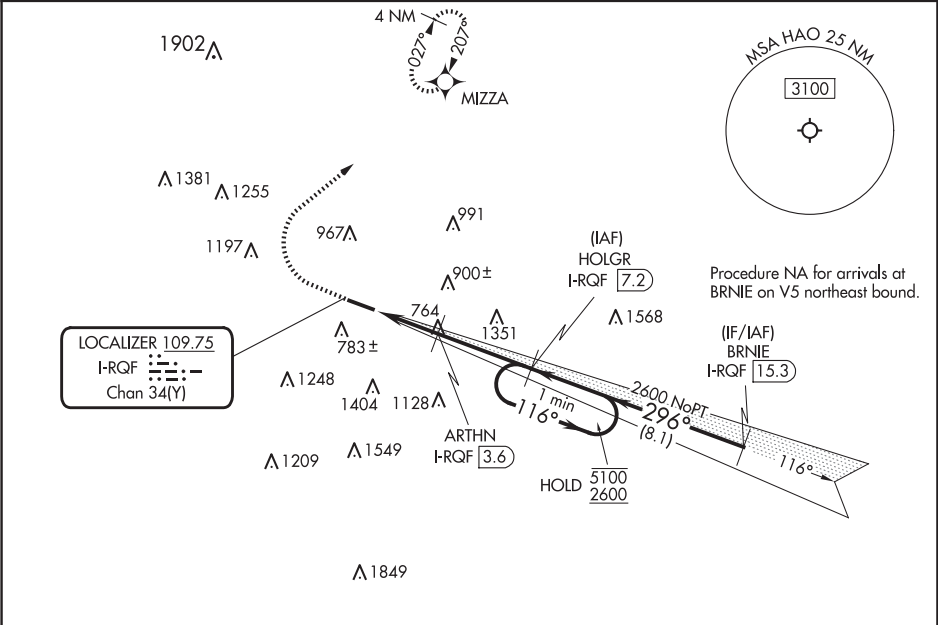
LOC/DME I-RQF	APP CRS	Rwy Idg	5500
109.75	296°	TDZE	619
Chan 34 (Y)		Apt Elev	632

ILS or LOC RWY 30

BUTLER COUNTY RGNL/HOGAN FLD (HAO)

RNP APCH - GPS	MALS	MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct MIZZA and hold.
DME required.		
Inop table does not apply to S-ILS 30.		

ASOS 121.425	CINCINNATI APP CON 121.0 254.25	CLNC DEL 126.25	UNICOM 123.05 (CTAF)
-----------------	------------------------------------	--------------------	-------------------------



1600

2600

MIZZA

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

2600

1600

260

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

HAMILTON, OHIO

AL-5204 (FAA)

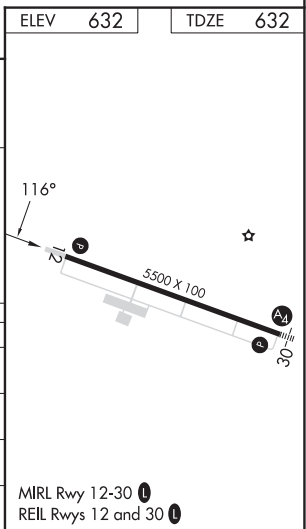
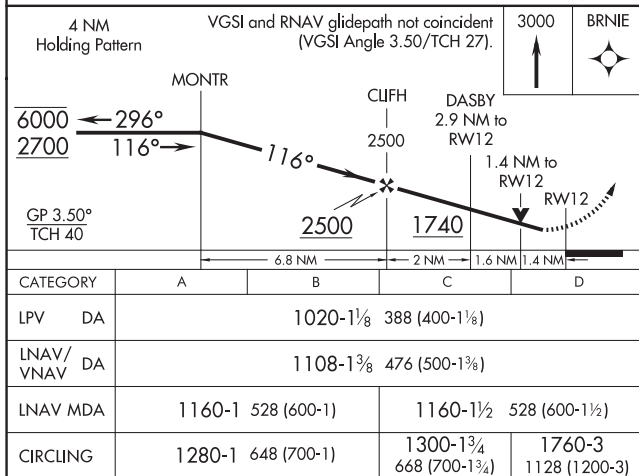
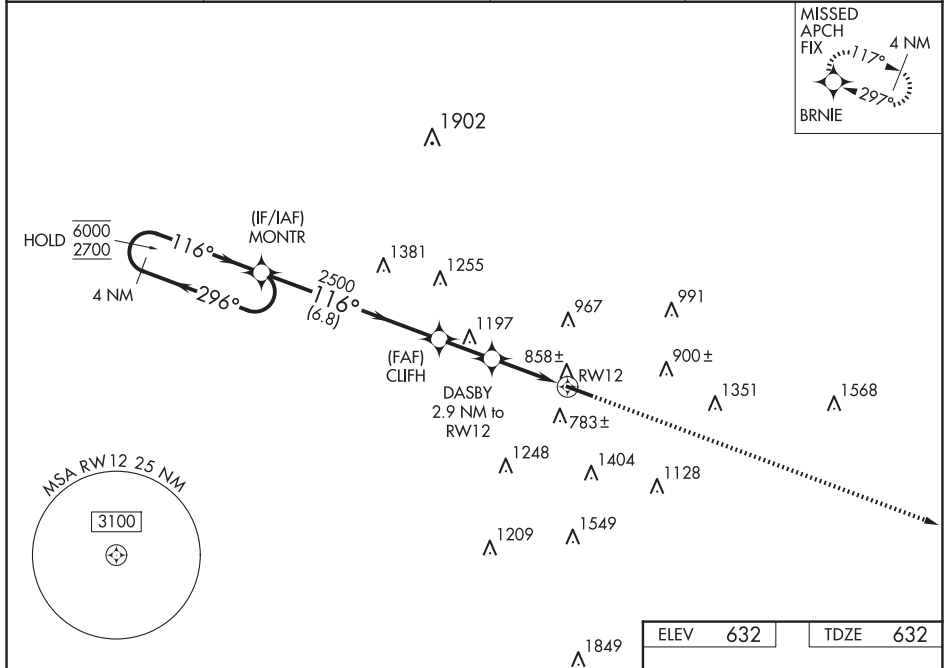
25163

WAAS CH <b>56600</b> <b>W12A</b>	APP CRS <b>116°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>632</b> <b>632</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 12

BUTLER COUNTY RGNL/HOGAN FLD (HAO)

RNP APCH - GPS.			MISSED APPROACH: Climb to 3000 direct BRNIE and hold.
ASOS <b>121.425</b>	CINCINNATI APP CON <b>121.0 254.25</b>	CLNC DEL <b>126.25</b>	UNICOM <b>123.05 (CTAF) 0</b>



HAMILTON, OHIO  
Amdt 1D 17APR25

39°22'N-84°31'W

BUTLER COUNTY RGNL/HOGAN FLD (HAO)  
RNP (GPS) RWY 12

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

HAMILTON, OHIO

AL-5204 (FAA)

25163

WAAS CH <b>61300</b> <b>W30A</b>	APP CRS <b>296°</b>	Rwy Idg <b>5500</b> TDZE <b>619</b> Apt Elev <b>632</b>
--	------------------------	---

RNAV (GPS) RWY 30  
BUTLER COUNTY RGNL/HOGAN FLD (HAO)

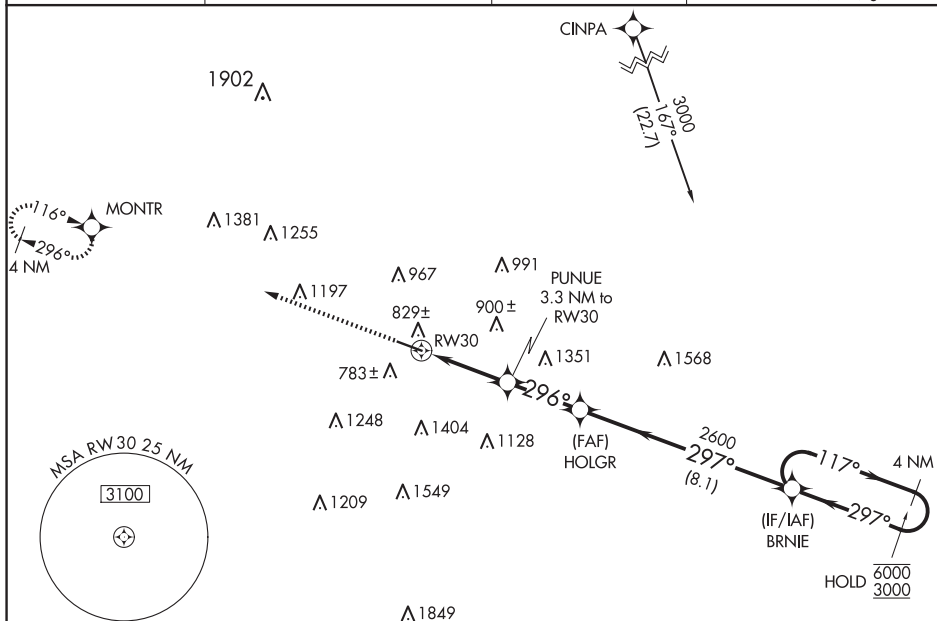
RNP APCH - GPS.

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.  
**A** Inop table does not apply to LPV.

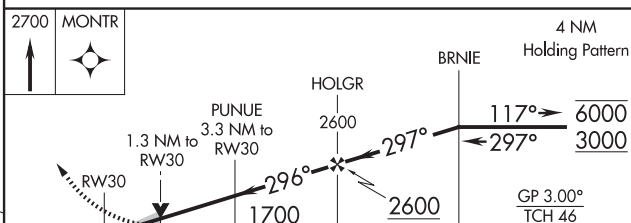
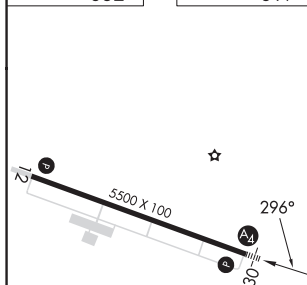
MALS

**MISSED APPROACH:**  
Climb to 2700 direct  
MONTR and hold.

ASOS <b>121.425</b>	CINCINNATI APP CON <b>121.0 254.25</b>	CLINC DEL <b>126.25</b>	UNICOM <b>123.05 (CTAF) L</b>
------------------------	---	----------------------------	----------------------------------



ELEV	632		TDZE	619
------	-----	--	------	-----



		1.3	2 NM	2.8 NM	8.1 NM	
CATEGORY		A		B	C	D
LPV DA		819-3/4			200 (200-3/4)	
LNAV/ VNAV	DA	1080-1 1/8			461 (500-1 1/8)	
LNAV MDA		1080-3/4 461 (500-3/4)			1080-1 1/8 461 (500-1 1/8)	
CIRCLING		1280-1	648 (700-1)		1300-13/4 668 (700-13/4)	1760-3 1128 (1200-3)

HAMILTON, OHIO  
Amdt 2B 17APR25

BUTLER COUNTY RGNL/HOGAN FLD (HA0)

RNAV (GPS) RWY 30

39°22'N-84°31'W

299

EC-2, 07 AUG 2025 to 02 OCT 2025

HARRISON, OHIO

AL-6433 (FAA)

25163

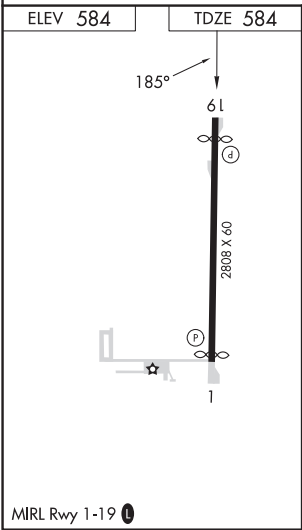
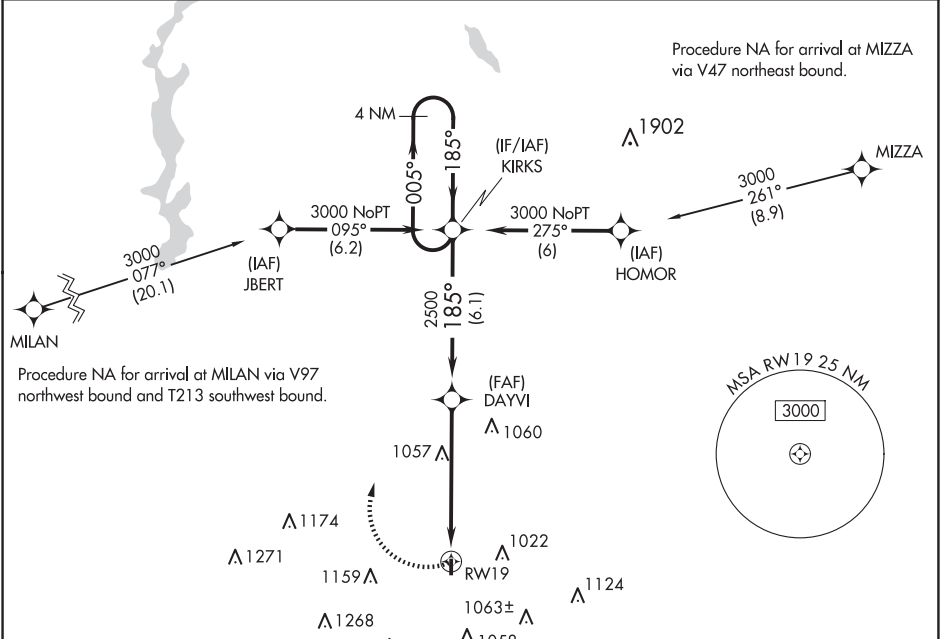
APP CRS	Rwy Idg	2589
185°	TDZE	584
	Apt Elev	584

# RNAV (GPS) RWY 19

CINCINNATI WEST (I67)

<p><b>NA</b></p> <p>DME/DME RNP-0.3 NA. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Use Butler Co Rgnl-Hogan Field altimeter setting, when not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 40 feet. Procedure NA at night.</p>	<p><b>MISSED APPROACH:</b> Climbing right turn 3000 direct KIRKS and hold.</p>
--	--

AWOS-3PT <b>118.15</b>	CINCINNATI APP CON <b>128.7 254.25</b>	UNICOM <b>123.0 (CTAF)</b>
---------------------------	---	-------------------------------



3000	KIRKS	Visual Segment - Obstacles.	4 NM Holding Pattern
CATEGORY	A	B	C D
LNAV MDA	1380-1 796 (800-1)	1380-1¼ 796 (800-1¼)	NA
CIRCLING	1380-1 796 (800-1)	1380-1¼ 796 (800-1¼)	NA

HARRISON, OHIO  
Orig-A 18AUG16

39°16'N-84°46'W

# RNAV (GPS) RWY 19

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>97630</b> <b>W23A</b>	APP CRS <b>234°</b>	Rwy Ldg TDZE <b>969</b> Apt Elev <b>977</b>
--	------------------------	---

RNAV (GPS) RWY 23

HIGHLAND COUNTY (HOC)

RNP APCH - GPS.

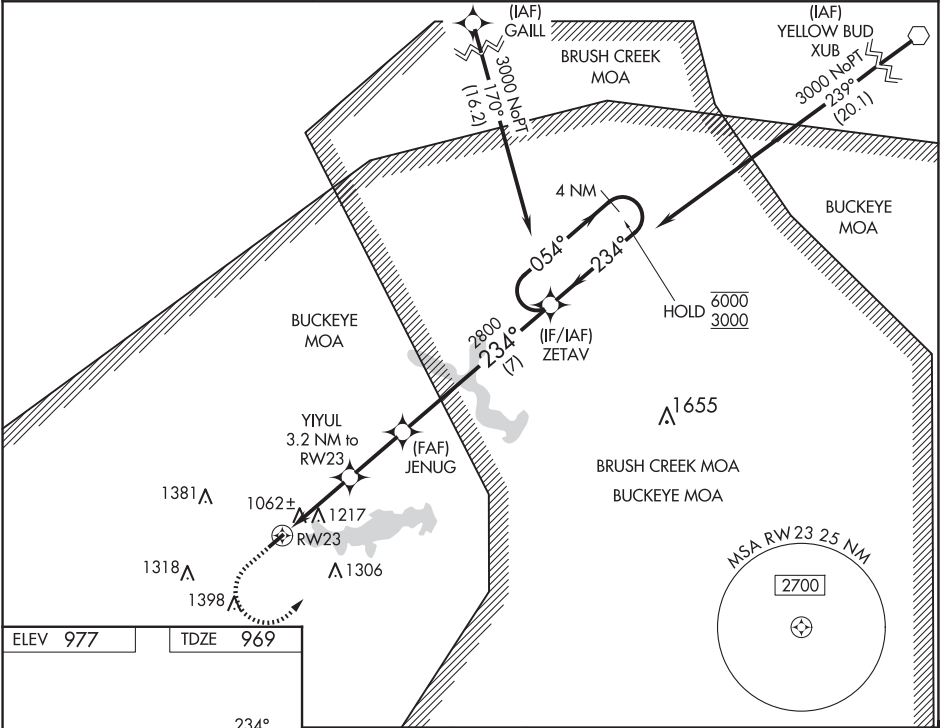
▼

NA

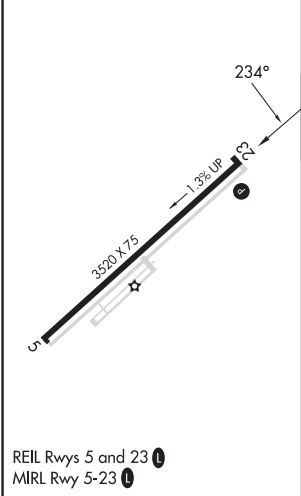
Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Wilmington Air Park altimeter setting: increase all MDA 60 feet; increase LNAV Cats C and D visibility ¼ SM, increase LP Cats C and D visibility ½ SM, and increase Circling Cats C and D visibility ¼ SM.






MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct ZETAV and hold.

AWOS-3 <b>118.175</b>	INDIANAPOLIS CENTER <b>135.575 290.5</b>	UNICOM <b>123.05 (CTAF)</b>
--------------------------	---	--------------------------------



ELEV <b>977</b>	TDZE <b>969</b>
-----------------	-----------------



						VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 32).				4 NM Holding Pattern	
		YIYUL 3.2 NM to RW23		JENUG		ZETAV		054° → 6000 ← 234° 3000			
		RW23				234°		2800			
		2000									
		3.2 NM		2.5 NM		7 NM					
CATEGORY		A		B		C		D			
LP MDA		1320-1		351 (400-1)							
LNAV MDA		1480-1		511 (600-1)		1480-1 <sup>3</sup> / <sub>8</sub>		511 (600-1 <sup>3</sup> / <sub>8</sub> )			
CIRCLING		1500-1 523 (600-1)		1520-1 543 (600-1)		1700-2 723 (800-2)		1700-2 <sup>1</sup> / <sub>4</sub> 723 (800-2 <sup>1</sup> / <sub>4</sub> )			


REIL Rwy 5 and 23  
MIRL Rwy 5-23

# RNAV (GPS) RWY 9

## HUNTINGBURG (HNB)

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

[illegible][illegible]

CATEGORY		A		B		C		D	
LPV	DA			774- <sup>3</sup> / <sub>4</sub>		250 (300- <sup>3</sup> / <sub>4</sub> )			
LNAV/ VNAV	DA			810- <sup>7</sup> / <sub>8</sub>		286 (300- <sup>7</sup> / <sub>8</sub> )			
LNAV	MDA	1020-1 496 (500-1)				1020-1 <sup>3</sup> / <sub>8</sub> 496 (500-1 <sup>3</sup> / <sub>8</sub> )			
 CIRCLING		1020-1 491 (500-1)		1040-1 511 (600-1)		1040-1 <sup>1</sup> / <sub>2</sub> 511 (600-1 <sup>1</sup> / <sub>2</sub> )		1380-2 <sup>3</sup> / <sub>4</sub> 851 (900-2 <sup>3</sup> / <sub>4</sub> )	

MIRL Rwy 9-27 **L**  
REIL Rwy 9 and 27 **L**

EC-2, 07 AUG 2025 to 02 OCT 2025



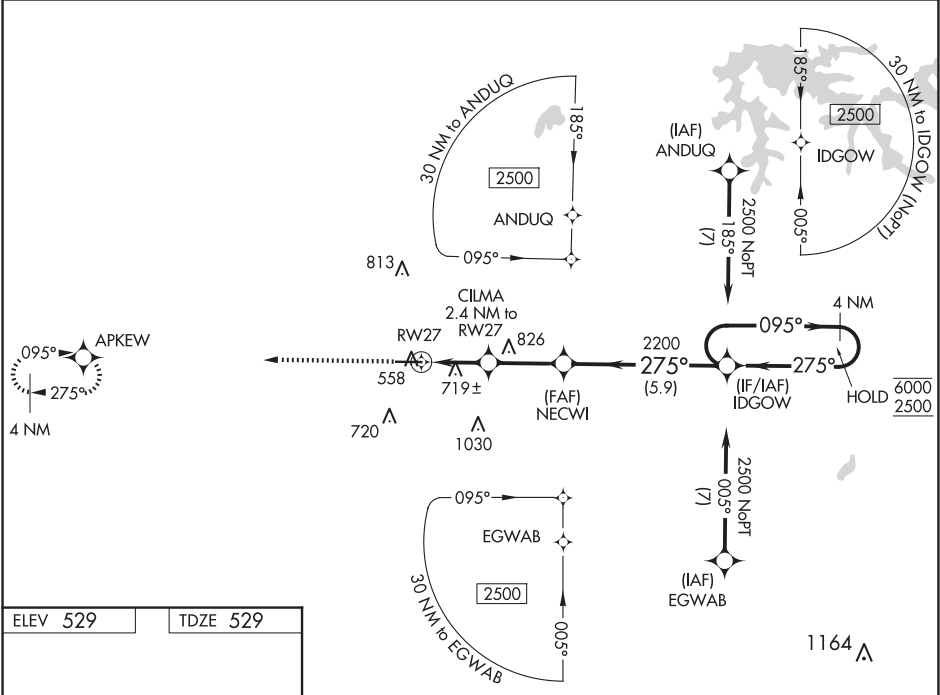
WAAS CH <b>86815</b> <b>W27A</b>	APP CRS <b>275°</b>	Rwy Idg TDZE Apt Elev	<b>5501</b> <b>529</b> <b>529</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 27

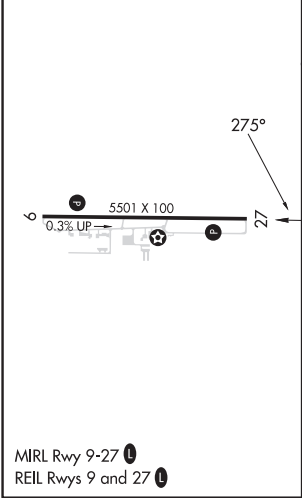
HUNTINGBURG (HNB)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2500 direct APKEW and hold.
-----------------	---

AWOS-3PT <b>118.250</b>	EVANSVILLE APP CON ★ <b>124.025 290.9</b>	CLNC DEL <b>118.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
----------------------------	--	--------------------------	---------------------------------



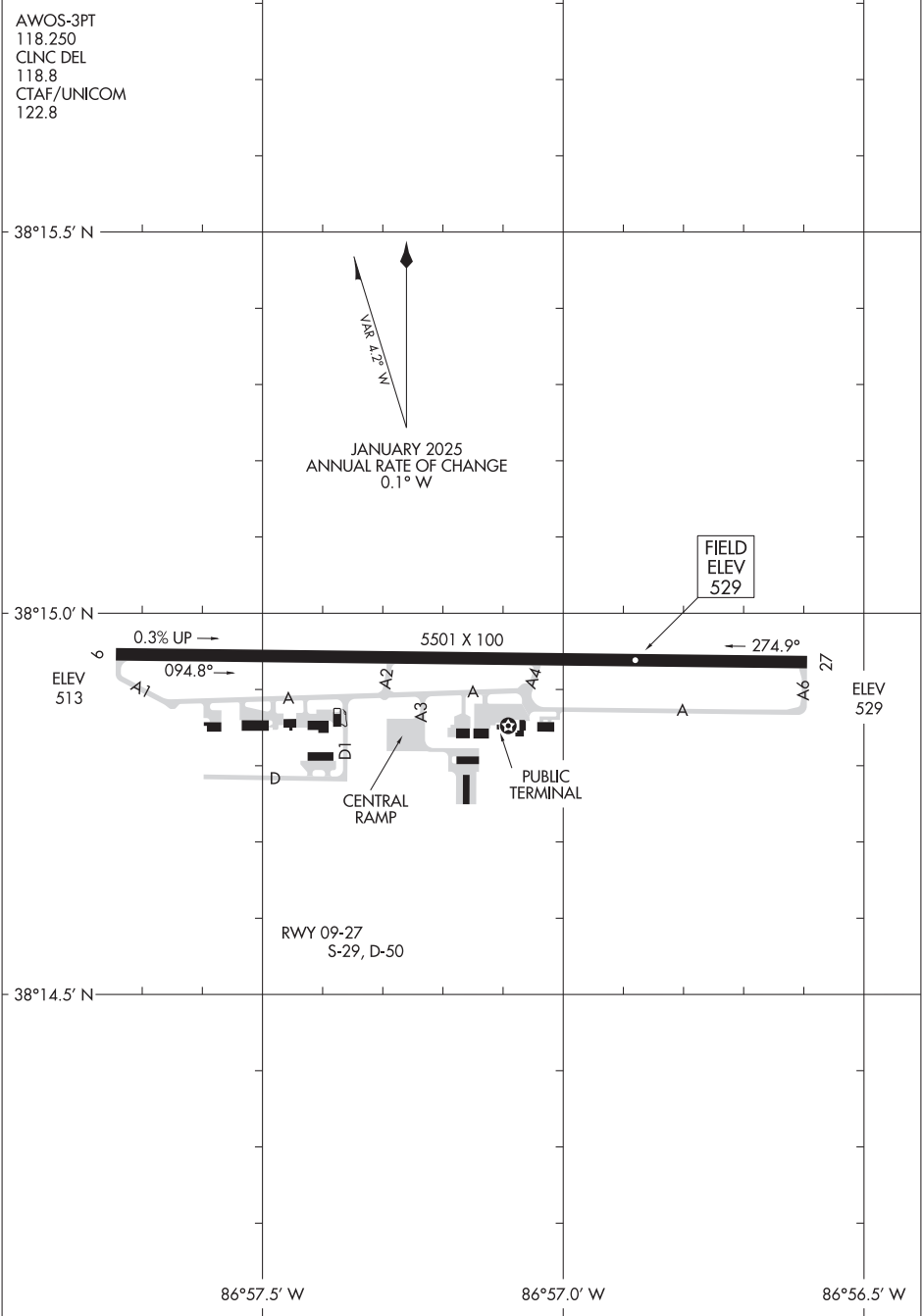
ELEV <b>529</b>	TDZE <b>529</b>
-----------------	-----------------



2500	APKEW	NECWI	IDGOW	4 NM Holding Pattern
1.3 NM	1.1 NM	2.7 NM	5.9 NM	
CATEGORY	A	B	C	D
LPV DA	729-1	200 (200-1)		
LNAV/VNAV DA	1038-1 3/8	509 (600-1 3/8)		
LNAV MDA	980-1	451 (500-1)	980-1 3/8	451 (500-1 3/8)
CIRCLING	1020-1 491 (500-1)	1040-1 511 (600-1)	1040-1 1/2 511 (600-1 1/2)	1380-2 3/4 851 (900-2 3/4)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



APP CRS <b>098°</b>	Rwy Idg <b>5003</b> TDZE <b>806</b> Apt Elev <b>806</b>
------------------------	---

# RNAV (GPS) RWY 10

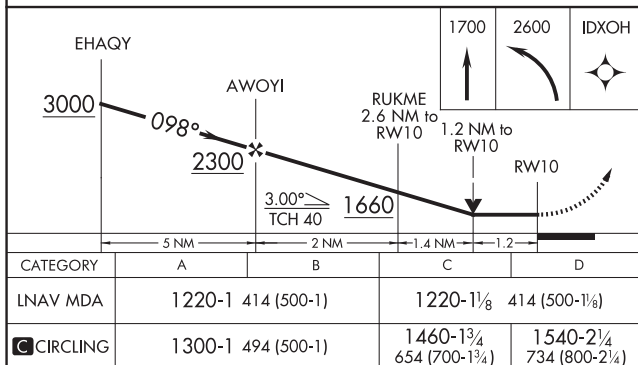
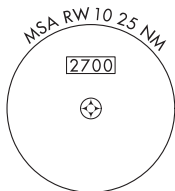
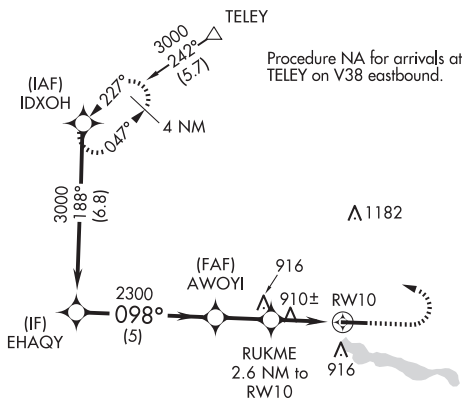
## HUNTINGTON MUNI (HHG)

RNP APCH - GPS.

**T**  
**A** Rwy 10 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 1700 then climbing left turn to 2600 direct IDXOH and hold.

AWOS-3PT <b>126.575</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
----------------------------	--	---------------------------------



HUNTINGTON, INDIANA

AL-5767 (FAA)

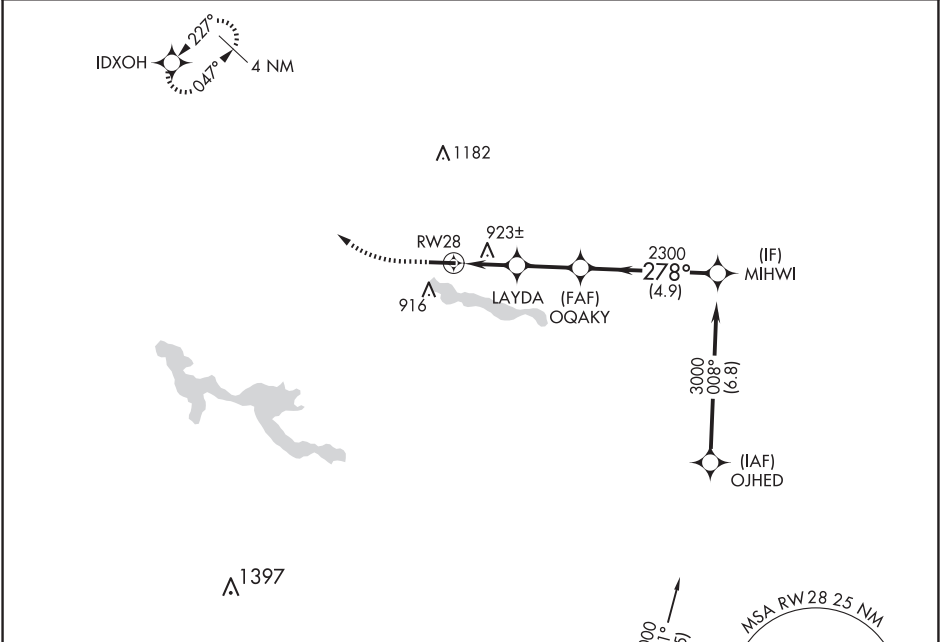
23110

APP CRS	Rwy Idg	5003
278°	TDZE	806
	Apt Elev	806

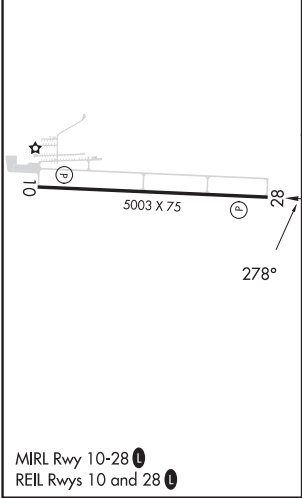
RNAV (GPS) RWY 28  
HUNTINGTON MUNI (HHG)




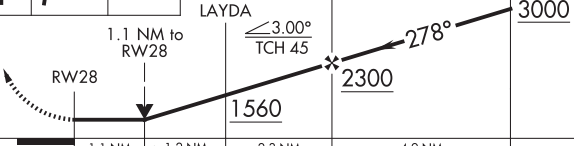
RNP APCH - GPS.	MISSED APPROACH: Climb to 1700 then climbing right turn to 2600 direct IDXOH and hold.
▼ ▲ Rwy 28 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT 126.575	FORT WAYNE APP CON 127.2 284.6	UNICOM 122.8 (CTAF) 0
---------------------	-----------------------------------	--------------------------



ELEV	806	TDZE	806
------	-----	------	-----



1700	2600	IDXOH	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 49).		MIHWI	
						
						
CATEGORY			A	B	C	D
LNAV MDA			1200-1 394 (400-1)		1200-1½ 394 (400-1½)	
CIRCLING			1300-1 494 (500-1)		1460-1¾ 654 (700-1¾) 1540-2¼ 734 (800-2¼)	

HUNTINGTON, INDIANA  
Amdt 1 27JAN22

40°51'N-85°27'W

HUNTINGTON MUNI (HHG)  
RNAV (GPS) RWY 28

EC-2, 07 AUG 2025 to 02 OCT 2025

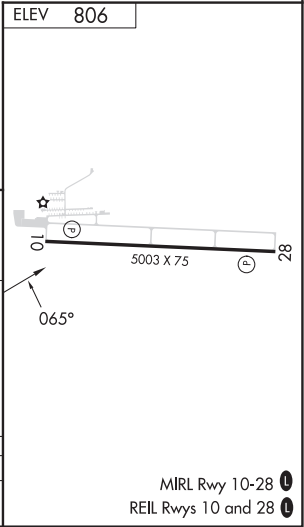
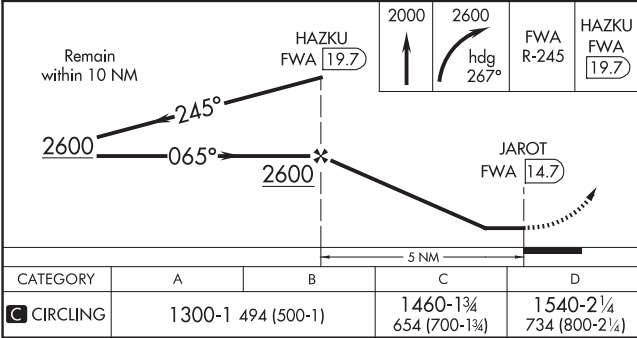
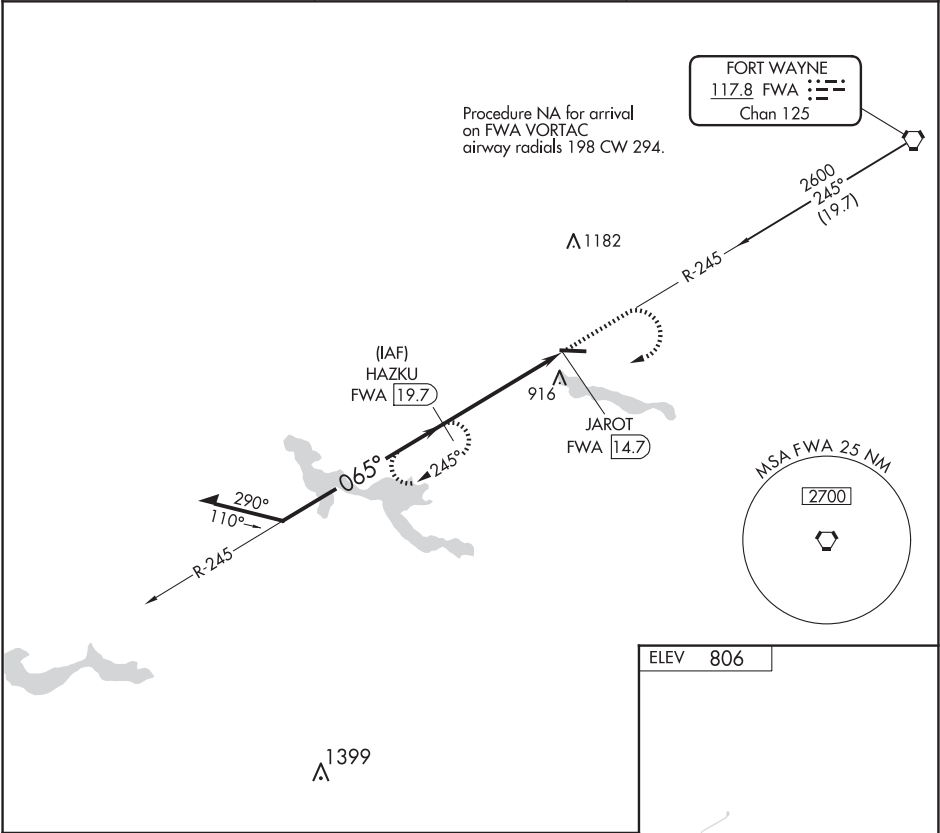
EC-2, 07 AUG 2025 to 02 OCT 2025

VORTAC FWA <b>117.8</b> Chan <b>125</b>	APP CRS <b>065°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>806</b>
---	------------------------	---

VOR-A  
HUNTINGTON MUNI (HHG)

DME required.	MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 on heading 267° and on FWA VORTAC R-245 to HAZKU/19.7 DME and hold.
---------------	---

AWOS-3PT <b>126.575</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
----------------------------	--	---------------------------------



INDIANAPOLIS, INDIANA

AL-5733 (FAA)

24137

WAAS CH <b>82509</b> <b>W21A</b>	APP CRS <b>211°</b>	Rwy Idg TDZE Apt Elev	<b>4200</b> <b>823</b> <b>823</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 21

EAGLE CREEK AIRPARK (EYE)

RNP APCH - GPS.

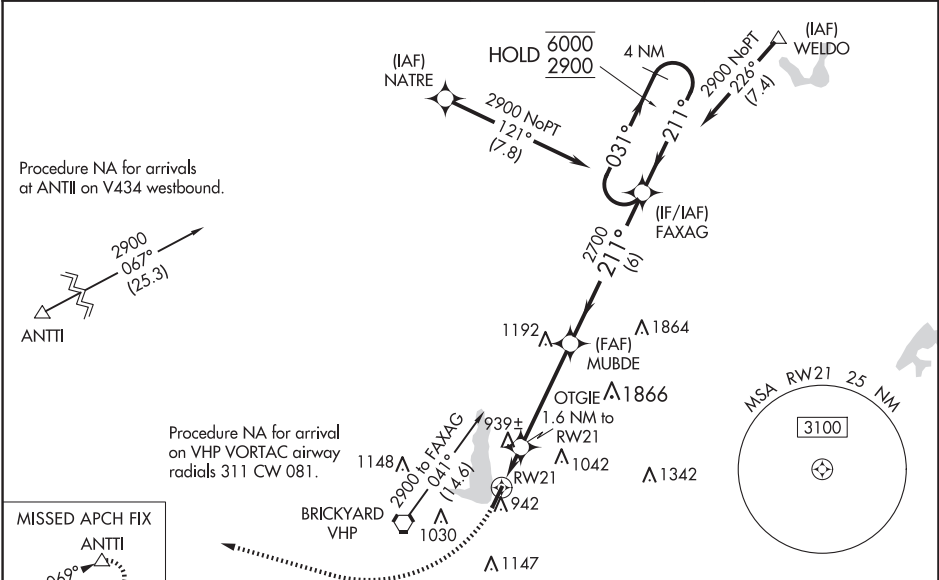
**⚠** Rwy 21 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C. Inop table does not apply. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 20 feet.

MALS

MISSED APPROACH:

Climbing right turn to 2900 direct ANTTI and hold.

ASOS <b>121.575</b>	INDIANAPOLIS APP CON <b>119.05 317.8</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.8 (CTAF)</b>
------------------------	---	--------------------------	-------------------------------



ELEV 823

TDZE 823

2900

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

4 NM Holding Pattern

1.1 NM

0.5 NM

4.1 NM

6 NM

1.6 NM to RW21

1.1 NM to RW21

1380

2700

211°

031°

6000

2900

GP 3.00°

TCH 55

CATEGORY	A	B	C	D
LPV DA	1091-1	268 (300-1)		NA
LNAV/VNAV DA	1076-1	253 (300-1)		NA
LNAV MDA	1200-1	377 (400-1)		NA
CIRCLING	1320-1	497 (500-1)	1500-2 677 (700-2)	NA

MIRL Rwy 3-21

REIL Rwy 3

INDIANAPOLIS, INDIANA

Amdt 1C 16MAY24

39°50'N-86°18'W

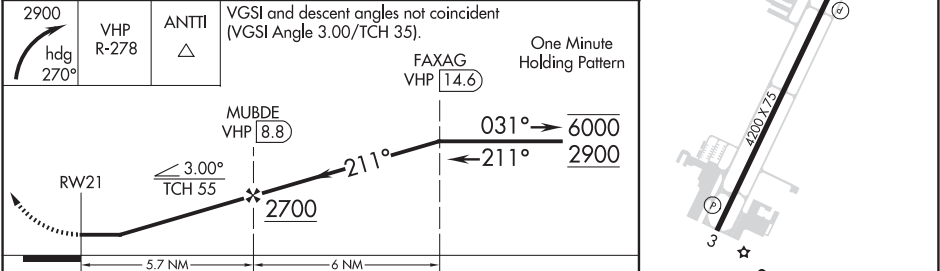
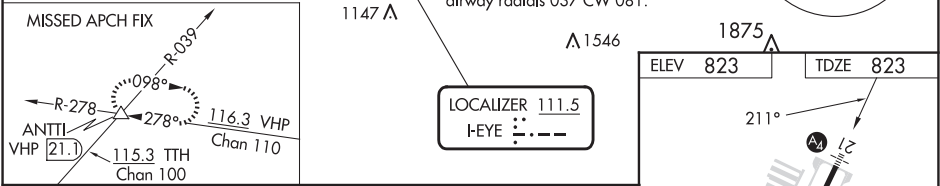
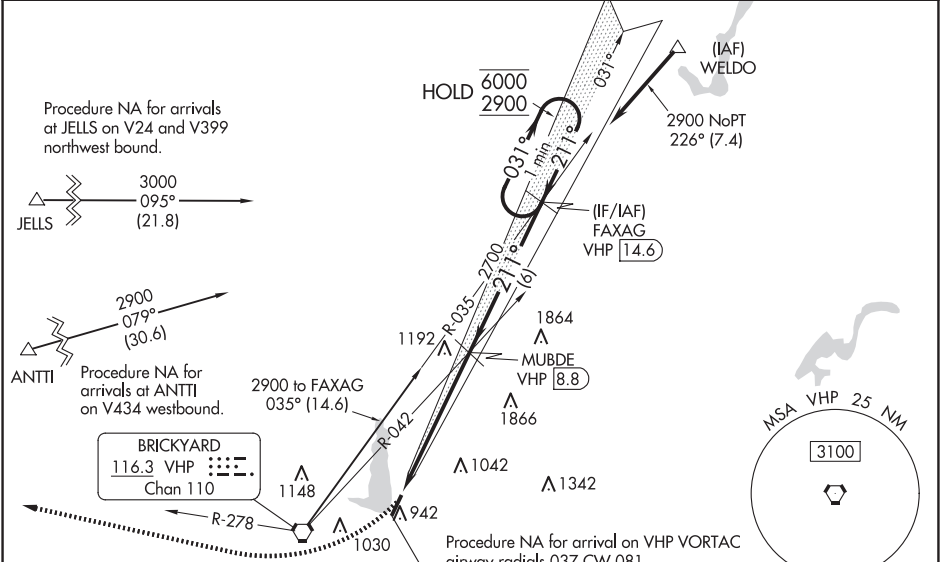
# EAGLE CREEK AIRPARK (EYE)

## RNAV (GPS) RWY 21

LOC I-EYE <b>111.5</b>	APP CRS <b>211°</b>	Rwy Idg <b>4200</b> TDZE <b>823</b> Apt Elev <b>823</b>	LOC RWY 21 EAGLE CREEK AIRPARK (EYE)
---------------------------	------------------------	--	---

RNP APCH - GPS. From ANTTI or JELLS or WELDO.	MALS	MISSED APPROACH: Climbing right turn to 2900 on heading 270° and VHP R-278 to ANTTI INT/VHP 21.1 DME and hold.
DME Required.	A4	
▼ Rwy 21 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-21 Cats A and B. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 20 feet. For inop ALS, increase Cat C visibility to 1½ SM.		

ASOS <b>121.575</b>	INDIANAPOLIS APP CON <b>119.05 317.8</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
------------------------	---	--------------------------	---------------------------------



CATEGORY	A	B	C	D
S-21	1340-1	517 (600-1)	1340-1¼ 517 (600-1¼)	NA
CIRCLING	1340-1 517 (600-1)	1340-2 517 (600-2)	1500-2 677 (700-2)	NA

MIRL Rwy 3-21	REIL Rwy 3
FAF to MAP 5.7 NM	
Knots	60 90 120 150 180
Min:Sec	5:42 3:48 2:51 2:17 1:54

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

INDIANAPOLIS, INDIANA

AL-5733 (FAA)

24137

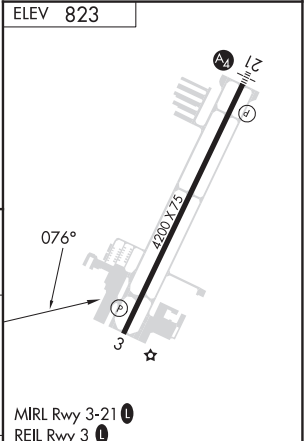
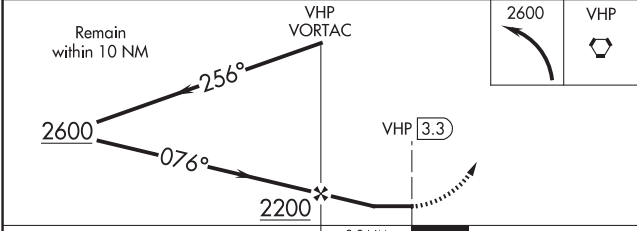
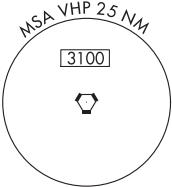
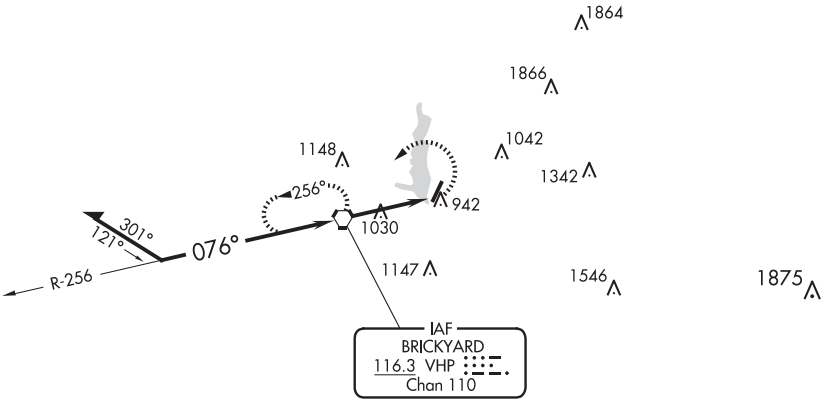
VORTAC VHP	APP CRS	Rwy Idg	N/A
<b>116.3</b>	<b>076°</b>	TDZE	N/A
Chan <b>110</b>		Apt Elev	<b>823</b>

VOR-A  
EAGLE CREEK AIRPARK (EYE)

- ▼** When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.

**▲**
- MISSED APPROACH: Climbing left turn to 2600 direct VHP VORTAC and hold.

ASOS <b>121.575</b>	INDIANAPOLIS APP CON <b>119.05 317.8</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.8 (CTAF)</b> <b>0</b>
------------------------	---	--------------------------	--



CATEGORY	A	B	C	D	FAF to MAP 3.3 NM					
<b>CIRCLING</b>	1320-1	497 (500-1)	1500-2	NA	Knots	60	90	120	150	180
			677 (700-2)		Min:Sec	3:18	2:12	1:39	1:19	1:06

INDIANAPOLIS, INDIANA

Amdt 7A 26MAR20

39°50'N-86°18'W

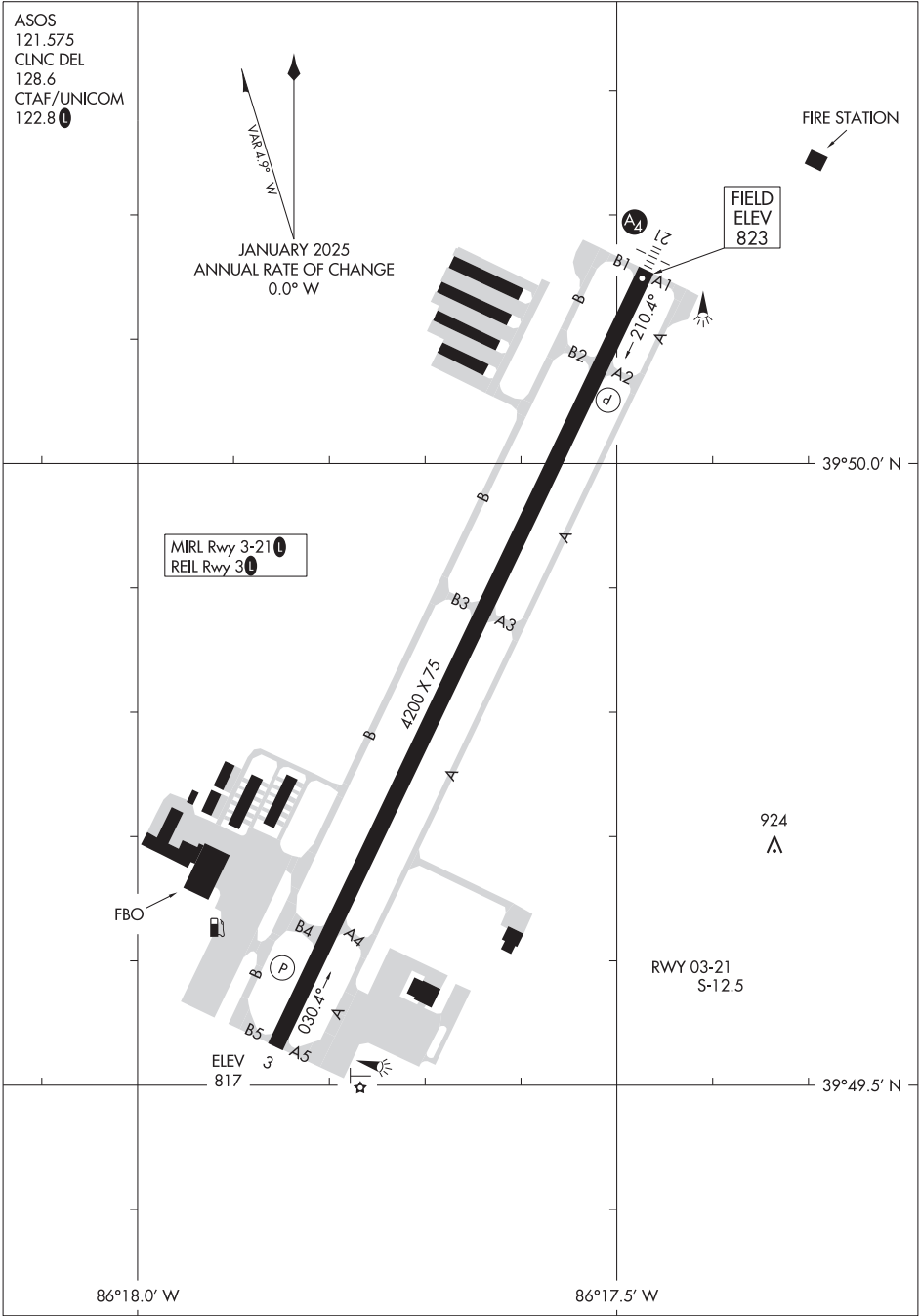
EAGLE CREEK AIRPARK (EYE)

VOR-A

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025





EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

# DAWNN ONE DEPARTURE

AL-5733 (FAA)

EAGLE CREEK AIRPARK (EYE)  
INDIANAPOLIS, INDIANA

ASOS  
121.575  
CLNC DEL  
128.6  
INDIANAPOLIS DEP CON  
119.05 317.8

BRICKYARD  
116.3 VHP  
Chan 110

2100

**TOP ALTITUDE:  
ASSIGNED BY ATC**

R-098

TERRE HAUTE  
115.3 TTH  
Chan 100

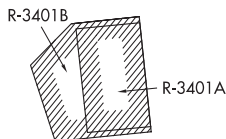
SNEVA  
RADAR

TAKEOFF MINIMUMS:  
Rwys 3, 21: Standard.

R-113

HOOSIER  
110.2 OOM  
Chan 39

FOYTT  
RADAR



DAWNN  
10000  
(For LOUISVILLE Transition)

6000  
174°  
(75)

6000  
182°  
(40)

10000  
\*3000  
131°  
(41)

R-311

LOUISVILLE  
114.8 IU  
Chan 95

MYSTIC  
108.2 MYS  
Chan 95

NOTE: RADAR required.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DAWNN ONE DEPARTURE  
(DAWNN1.DAWNN) 07DEC17

INDIANAPOLIS, INDIANA  
EAGLE CREEK AIRPARK (EYE)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

▼	DEPARTURE ROUTE DESCRIPTION
	<p><u>TAKEOFF RWY 3:</u> Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence....</p> <p><u>TAKEOFF RWY 21:</u> Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence....</p> <p>....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.</p>
	<p><u>LOUISVILLE TRANSITION (DAWNN1.IIU):</u> From over DAWNN INT on IIU R-311 to IIU VORTAC.</p> <p><u>MYSTIC TRANSITION (DAWNN1.MYS):</u> From over DAWNN INT on MYS R-002 to MYS VOR.</p>

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

(OOM5.OOM) 23334

HOOSIER FIVE DEPARTURE

AL-5733 (FAA)

EAGLE CREEK AIRPARK (EYE)  
INDIANAPOLIS, INDIANA

ASOS  
121.575  
CLNC DEL  
128.6  
INDIANAPOLIS DEP CON  
119.05 317.8

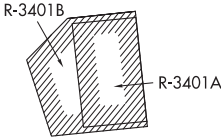
BRICKYARD  
116.3 VHP  
Chan 110

HOOSIER  
110.2 OOM  
Chan 39

2100

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS:  
Rwy 3, 21: Standard.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence....

TAKEOFF RWY 21: Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence....

...expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM5.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

- NOTE: RADAR required.  
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.  
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.  
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

HOOSIER FIVE DEPARTURE

(OOM5.OOM) 01FEB18

INDIANAPOLIS, INDIANA  
EAGLE CREEK AIRPARK (EYE)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

(MAREO5.MAREO) 23334  
MAREO FIVE DEPARTURE

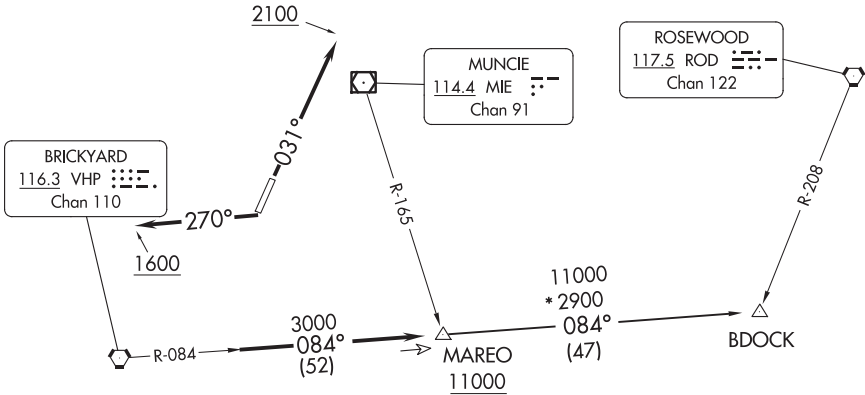
AL-5733 (FAA)

EAGLE CREEK AIRPARK (EYE)  
INDIANAPOLIS, INDIANA

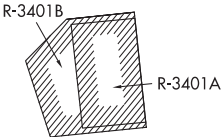
ASOS  
121.575  
CLNC DEL  
128.6  
INDIANAPOLIS DEP CON  
119.05 317.8

TAKEOFF MINIMUMS  
Rwys 3, 21: Standard.

TOP ALTITUDE:  
ASSIGNED BY ATC



- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence....

TAKEOFF RWY 21: Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

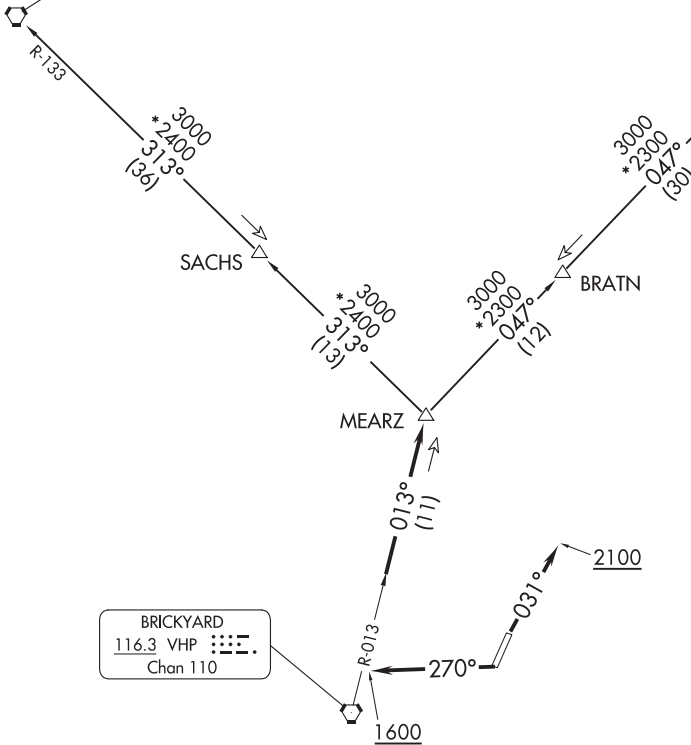
BDOCK TRANSITION (MAREO5.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.

(MEARZ7.MEARZ) 23334

MEARZ SEVEN DEPARTURE AL-5733 (FAA)

EAGLE CREEK AIRPARK (EYE)  
INDIANAPOLIS, INDIANA**TOP ALTITUDE:  
ASSIGNED BY ATC**

RADAR required.

ASOS  
121.575  
CLNC DEL  
128.6  
INDIANAPOLIS DEP CON  
119.05 317.8BOILER  
115.1 BVT  
Chan 98MARION  
108.6 MZZ  
Chan 23BRICKYARD  
116.3 VHP  
Chan 110TAKEOFF MINIMUMS

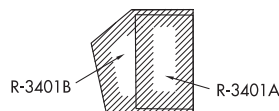
Rwy 3, 21: Standard.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

(NARRATIVE ON FOLLOWING PAGE)



NOTE: Chart not to scale.

MEARZ SEVEN DEPARTURE  
(MEARZ7.MEARZ) 19MAY22INDIANAPOLIS, INDIANA  
EAGLE CREEK AIRPARK (EYE)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 031° to 2100 before turning on course. Thence....  
TAKEOFF RUNWAY 21: Climb on heading 270° to 1600 then on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ7.BVT): From over MEARZ on BVT R-133 to BVT VORTAC.  
MARION TRANSITION (MEARZ7.MZZ): From over MEARZ on MZZ R-227 to MZZ VOR/DME.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025


# (ROCKY1.ROCKY) 23334

## ROCKY ONE DEPARTURE


AL-5733 (FAA)

EAGLE CREEK AIRPARK (EYE)  
INDIANAPOLIS, INDIANA

ASOS  
121.575  
CLNC DEL  
128.6  
INDIANAPOLIS DEP CON  
119.05 317.8

SPINNER  
112.7 SPI   
Chan 74

**TOP ALTITUDE:  
ASSIGNED BY ATC**

TERRE HAUTE  
115.3 TTH   
Chan 100

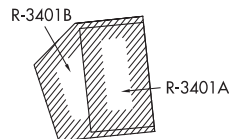
BRICKYARD  
116.3 VHP   
Chan 110

V14-50  
2700  
244°  
(45)

TAKEOFF MINIMUMS  
Rwys 3, 21: Standard.

ROCKY  
10000  
(For ST LOUIS Transition only)

ST LOUIS  
117.4 STL   
Chan 121



NOTE: RADAR required.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.



### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 3:** Climb heading 031° to 2100, then on assigned heading to assigned altitude. Thence . . .

**TAKEOFF RWY 21:** Climb heading 270° to 1600, then on assigned heading to assigned altitude. Thence . . .

. . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**SPINNER TRANSITION (ROCKY1.SPI):** From over ROCKY INT on SPI R-112 to SPI VORTAC.  
**ST LOUIS TRANSITION (ROCKY1.STL):** From over ROCKY INT on STL R-059 to STL VORTAC.

## ROCKY ONE DEPARTURE

(ROCKY1.ROCKY) 01FEB18

INDIANAPOLIS, INDIANA  
EAGLE CREEK AIRPARK (EYE)



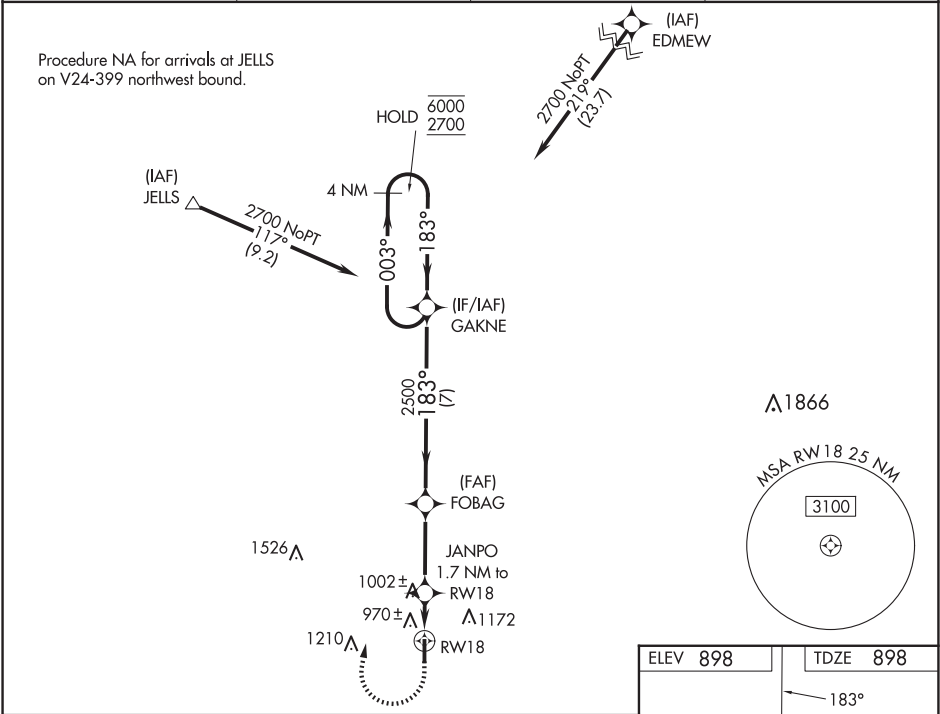
WAAS CH <b>56533</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg <b>4400</b> TDZE <b>898</b> Apt Elev <b>898</b>
--	------------------------	---

RNAV (GPS) RWY 18

HENDRICKS COUNTY-GORDON GRAHAM FLD (2R:2)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1420 then climbing right turn to 2700 direct GAKNE and hold.
<div><div>▼</div><div>NA</div></div> Rwy 18 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Indianapolis Intl altimeter setting.	

AWOS-3PT <b>118.025</b>	IND ASOS <b>134.25</b>	INDIANAPOLIS APP CON <b>121.1</b>	UNICOM <b>122.7 (CTAF)</b>
----------------------------	---------------------------	--------------------------------------	-------------------------------



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).				
4 NM Holding Pattern GAKNE				
<div>6000 ← 003° 2700 183° →</div> <div>GP 3.00° TCH 44</div> <div>2500 183°</div> <div>1420 2700 GAKNE</div> <div>JANPO 1.7 NM to RWY 18</div> <div>7 NM 3.2 NM 1.7 NM</div>				
CATEGORY	A	B	C	D
LPV DA	1215-7/8	317 (400-7/8)		NA
LNAV/VNAV DA	1242-1	344 (400-1)		NA
LNAV MDA	1300-1	402 (500-1)	1300-1 1/8 402 (500-1 1/8)	NA
CIRCLING	1380-1 482 (500-1)	1560-1 662 (700-1)	1600-2 702 (800-2)	NA

ELEV 898	TDZE 898
<div>183°</div> <div>81</div> <div>4400 X 100</div> <div>0.8% UP</div> <div>36</div>	
REIL Rwy 18 and 36 MIRL Rwy 18-36	

INDIANAPOLIS, INDIANA

AL-10352 (FAA)

23334

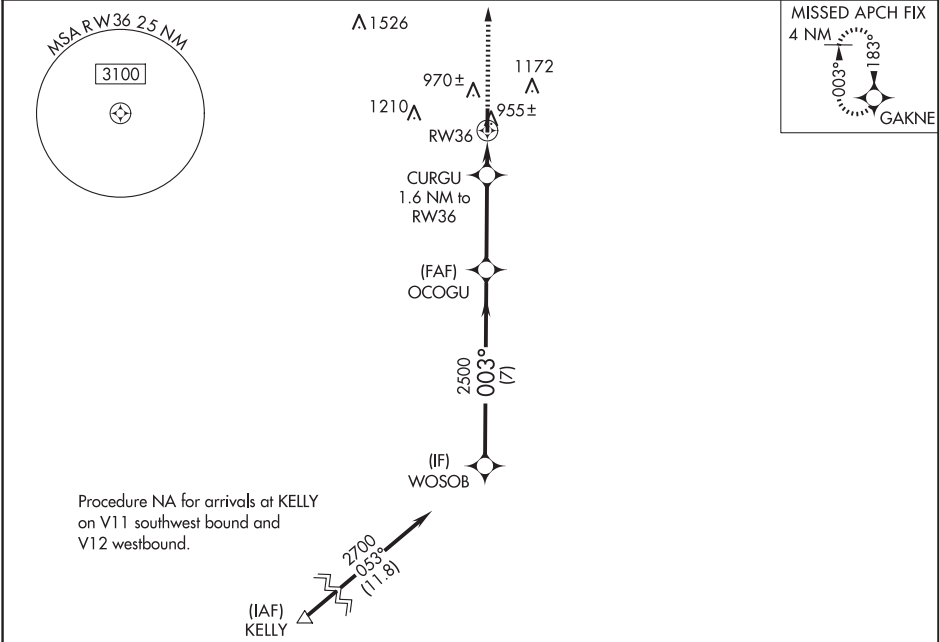
WAAS CH <b>45833</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg TDZE <b>884</b> Apt Elev <b>898</b>	<b>4400</b> <b>884</b> <b>898</b>
--	------------------------	---	---

# RNAV (GPS) RWY 36

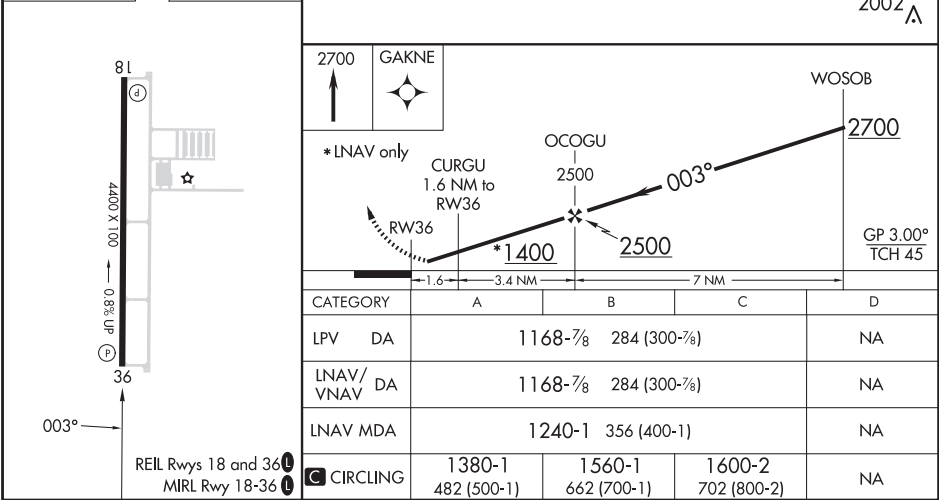
HENDRICKS COUNTY-GORDON GRAHAM FLD (2R:2)

 NA	Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Indianapolis Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 2700 direct GAKNE and hold.
--------	---	---

AWOS-3PT <b>118.025</b>	IND ASOS <b>134.25</b>	INDIANAPOLIS APP CON <b>121.1</b>	UNICOM <b>122.7</b> (CTAF)
----------------------------	---------------------------	--------------------------------------	-------------------------------



ELEV <b>898</b>	TDZE <b>884</b>
-----------------	-----------------



INDIANAPOLIS, INDIANA

Orig-B 30APR15

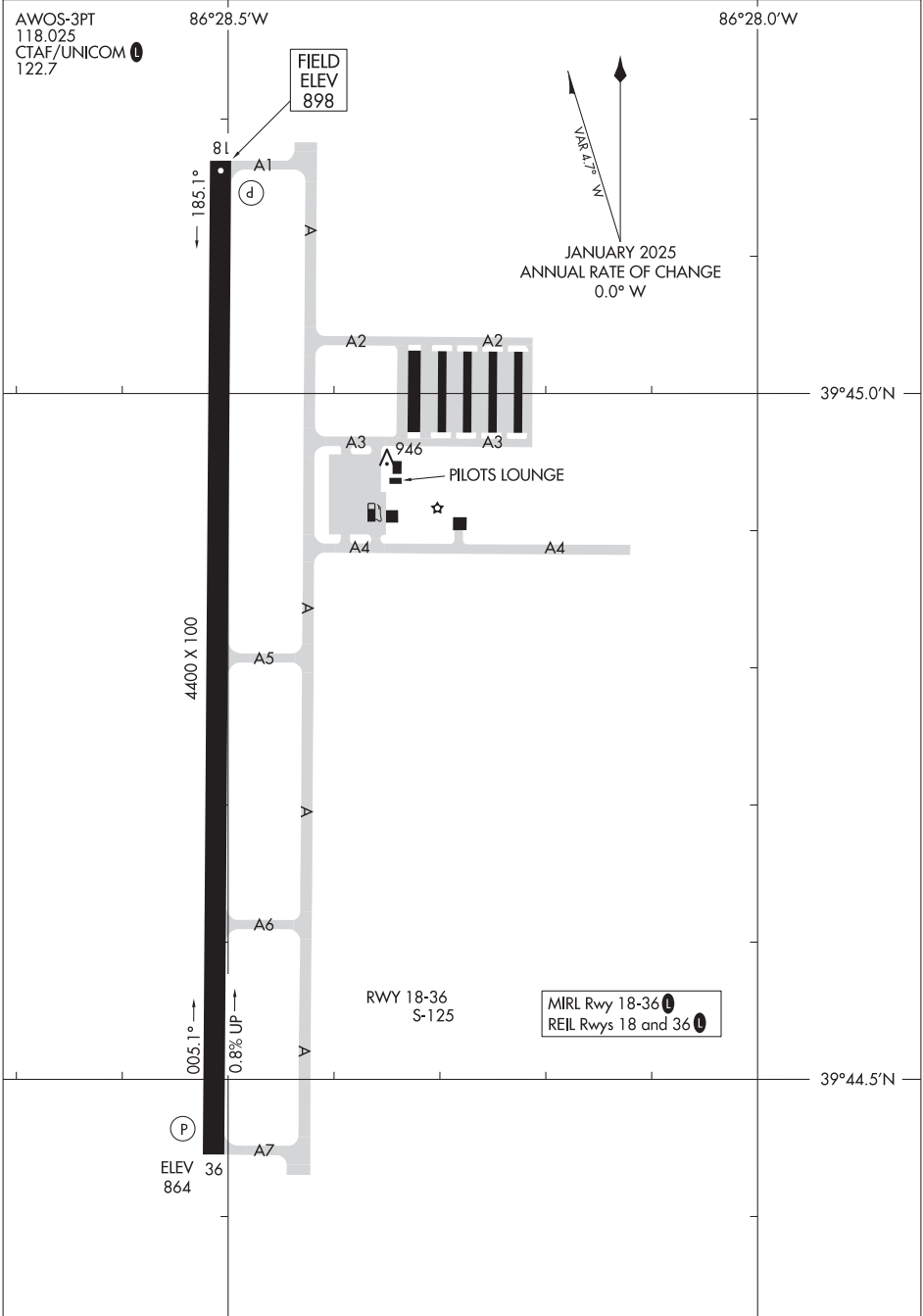
HENDRICKS COUNTY-GORDON GRAHAM FLD (2R:2)

39°45'N - 86°29'W

# RNAV (GPS) RWY 36

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



INDIANAPOLIS, INDIANA

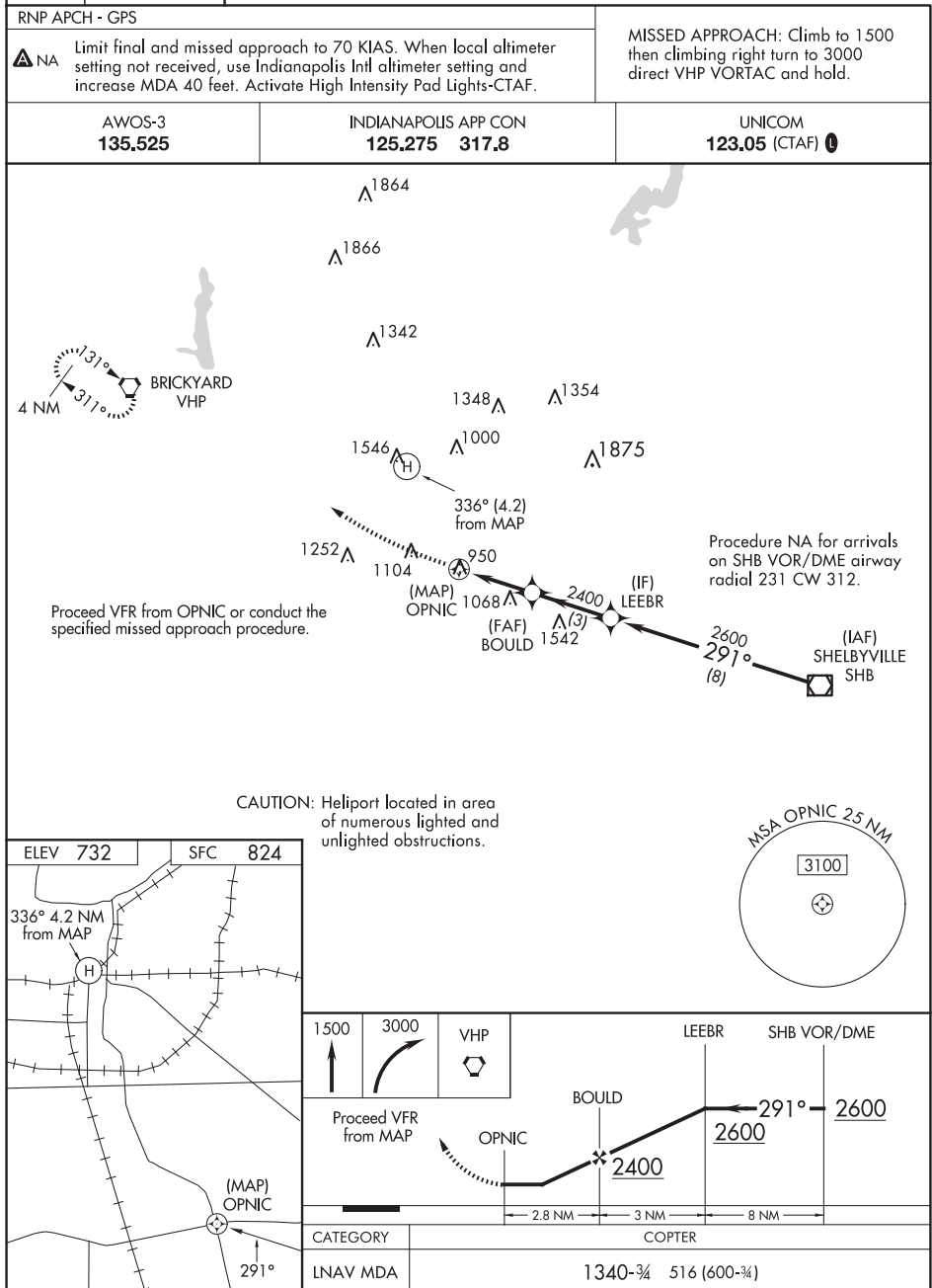
AL-6835 (FAA)

25107

APP CRS <b>291°</b>	Rwy Idg Sfc Elev Apt Elev	<b>N/A</b> <b>824</b> <b>732</b>
------------------------	---------------------------------	--

# COPTER RNAV (GPS) 291°

## INDIANAPOLIS DOWNTOWN (8A4)



INDIANAPOLIS, INDIANA

Orig-B 11AUG22

39°46'N-86°09'W

INDIANAPOLIS DOWNTOWN (8A4)

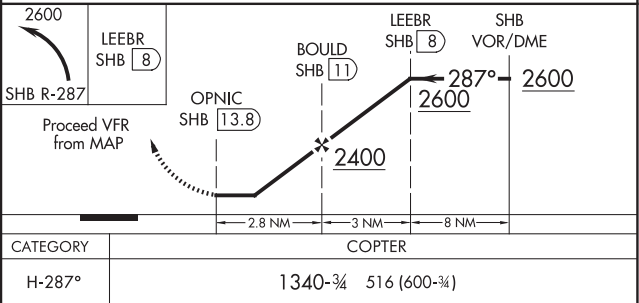
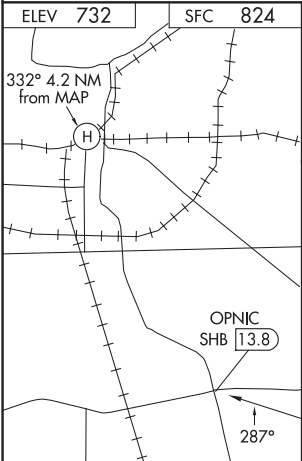
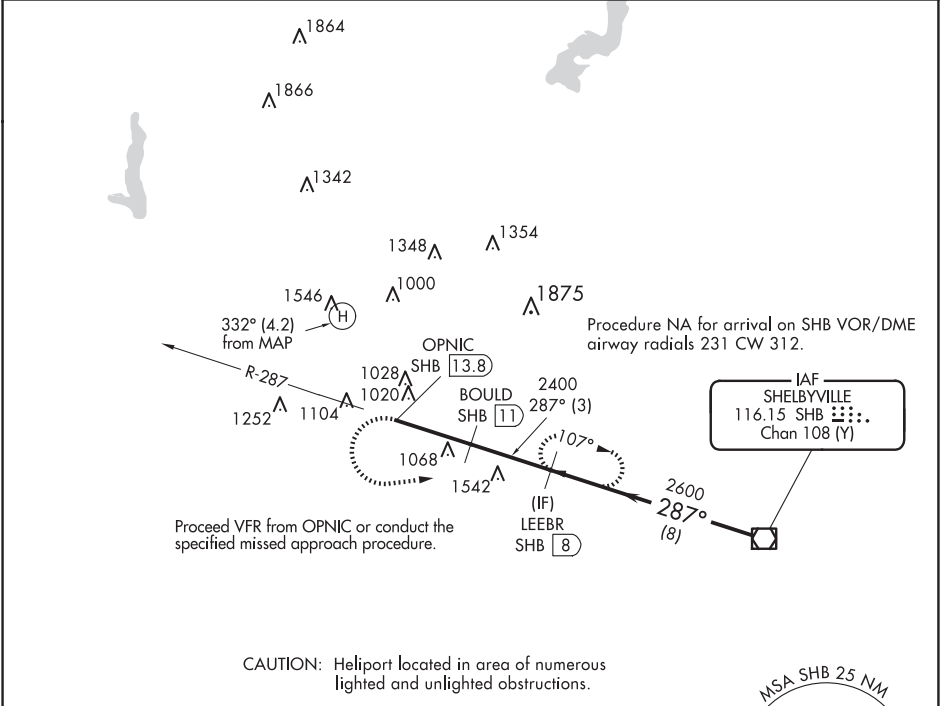
# COPTER RNAV (GPS) 291°

▲ NA

When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet.  
Activate High Intensity Pad Lights-CTAF.

MISSED APPROACH: Climbing left turn to 2600 via SHB R-287 to LEEBR/SHB 8 DME and hold.

AWOS-3 135.525	INDIANAPOLIS APP CON 125.275 317.8	UNICOM 123.05 (CTAF) 0
-------------------	---------------------------------------	---------------------------



INDIANAPOLIS, INDIANA

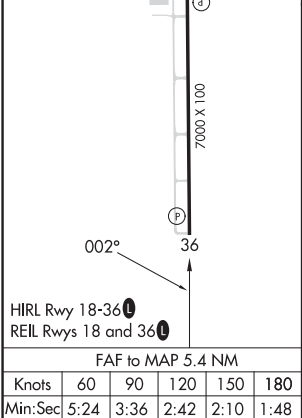
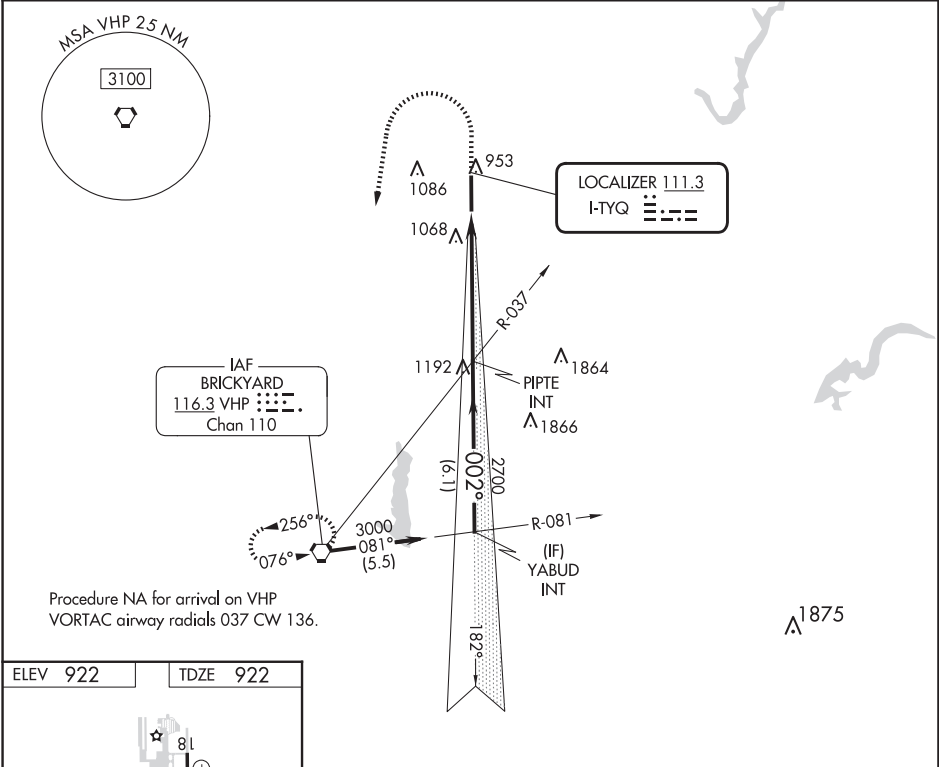
AL-5438 (FAA)




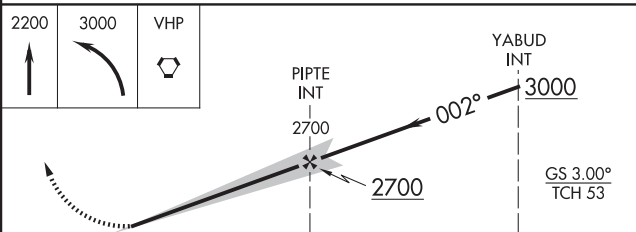

25107

LOC I-TYQ <b>111.3</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>922</b> <b>922</b>
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 36  
INDIANAPOLIS EXEC (TYQ)

Autopilot coupled approach NA below 1900.		MISSED APPROACH: Climb to 2200 then climbing left turn to 3000 direct VHP VORTAC and hold.	
AWOS-3PT <b>120.725</b>	INDIANAPOLIS APP CON <b>124.65 127.15 317.8</b>	CLNC DEL <b>118.175</b>	UNICOM <b>123.05 (CTAF)</b>



2200	3000	VHP		
				
				
CATEGORY	A	B	C	D
S-ILS 36	1172- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ )			
S-LOC 36	1380-1	458 (500-1)	1380-1 $\frac{3}{8}$	458 (500-1 $\frac{3}{8}$ )
 CIRCLING	1400-1	478 (500-1)	1440-1 $\frac{1}{2}$ 518 (600-1 $\frac{1}{2}$ )	1480-2 558 (600-2)

INDIANAPOLIS, INDIANA  
Amdt 7 17APR25

40°02'N-86°15'W

INDIANAPOLIS EXEC (TYQ)  
ILS or LOC RWY 36

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

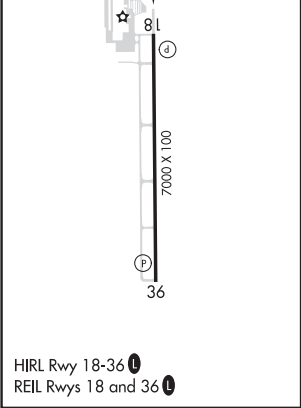
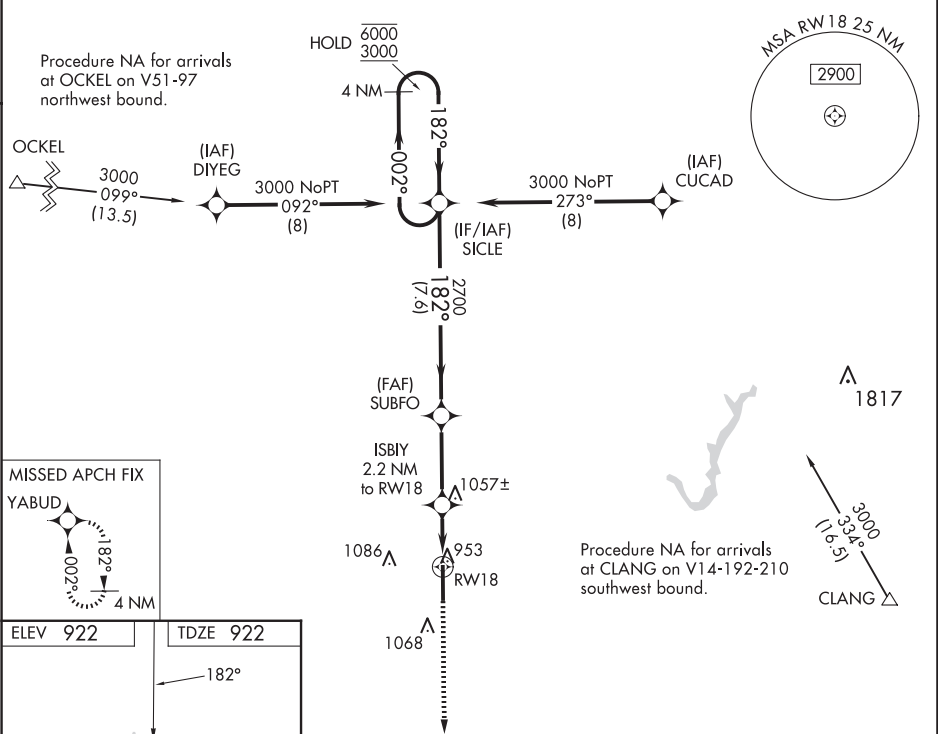
APP CRS	Rwy Idg	7000
182°	TDZE	922
	Apt Elev	922

RNAV (GPS) RWY 18

INDIANAPOLIS EXEC (TYQ)

RNP APCH - GPS.	Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	MISSED APPROACH: Climb to 3000 direct YABUD and hold.
-----------------	--	---

AWOS-3PT 120.725	INDIANAPOLIS APP CON 124.65 127.15 317.8	CLNC DEL 118.175	UNICOM 123.05 (CTAF) 0
---------------------	---	---------------------	---------------------------



4 NM Holding Pattern	SICLE	3000	YABUD
6000 3000	002° 182°	182°	
GP 3.00° TCH 51			
	7.6 NM	3.2 NM	1.1 NM
CATEGORY	A	B	C
LNAV/VNAV DA	1216-7/8	294 (300-7/8)	
LNAV MDA	1320-1 398 (400-1)	1320-1 398 (400-1 1/8)	
CIRCLING	1380-1 458 (500-1)	1440-1 518 (600-1 1/2)	1480-2 558 (600-2)

INDIANAPOLIS, INDIANA

AL-5438 (FAA)

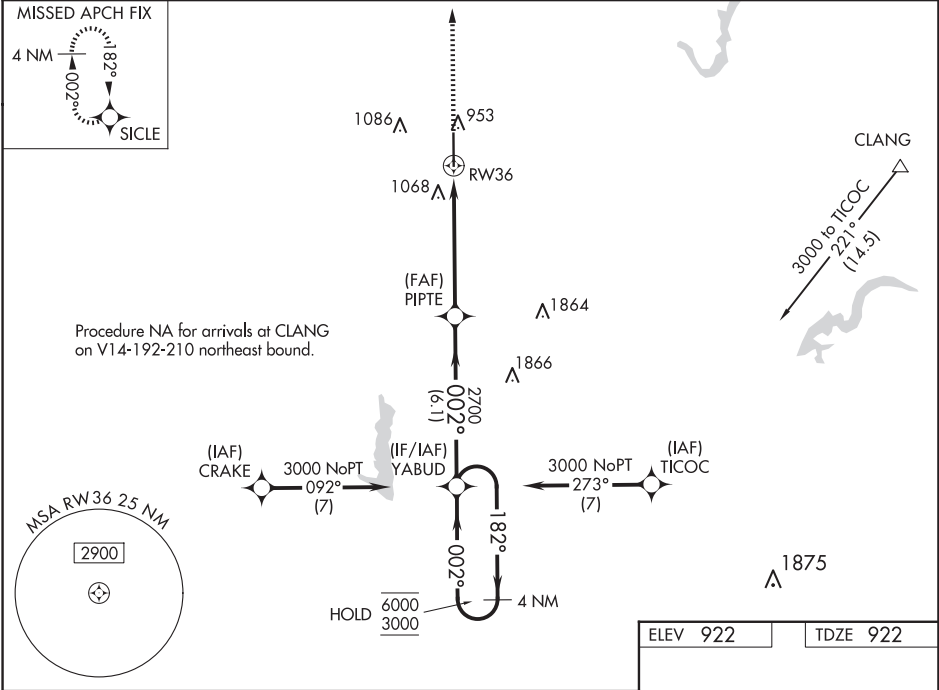
25107

WAAS CH <b>53599</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy Idg <b>7000</b> TDZE <b>922</b> Apt Elev <b>922</b>
--	------------------------	---

**RNAV (GPS) RWY 36**  
INDIANAPOLIS EXEC (TYQ)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct SICL and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

AWOS-3PT <b>120.725</b>	INDIANAPOLIS APP CON <b>124.65 127.15 317.8</b>	CLNC DEL <b>118.175</b>	UNICOM <b>123.05 (CTAF)</b>
----------------------------	--	----------------------------	--------------------------------



3000

↑

SICL

YABUD

4 NM Holding Pattern

182° →

← 002°

6000

3000

GP 3.00°

TCH 53

PIPTE

2700

002°

2700

1.3 NM to RW36

1.3

4.2 NM

6.1 NM

CATEGORY

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

A

B

C

D

1172-3/4

250 (300-3/4)

1351-1 1/4

429 (500-1 1/4)

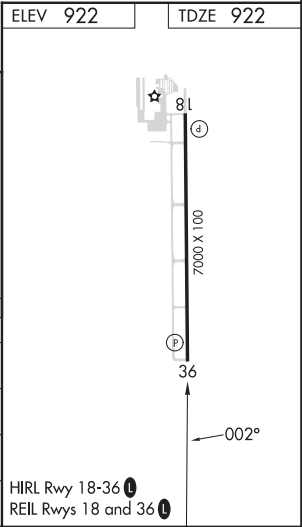
1380-1 458 (500-1)

1380-1 3/8 458 (500-1 3/8)

1400-1 478 (500-1)

1440-1 1/2 518 (600-1 1/2)

1480-2 558 (600-2)



INDIANAPOLIS, INDIANA  
Amdt 2 17APR25

40°02'N-86°15'W

INDIANAPOLIS EXEC (TYQ)  
**RNAV (GPS) RWY 36**

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



VORTAC VHP <b>116.3</b> Chan <b>110</b>	APP CRS <b>201°</b>	Rwy Idg <b>7000</b> TDZE <b>922</b> Apt Elev <b>922</b>
---	------------------------	---

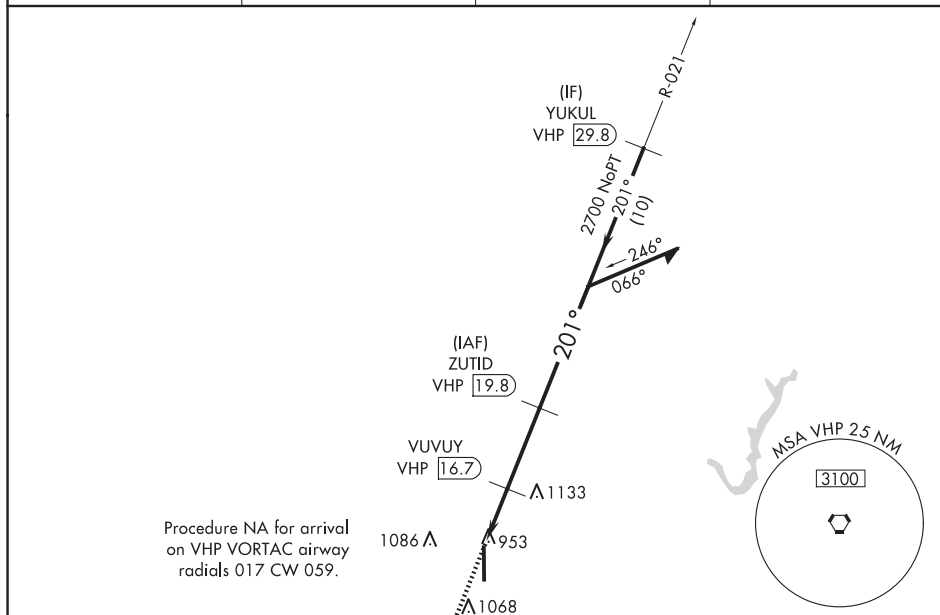
VOR RWY 18  
INDIANAPOLIS EXEC (TYQ)

DME required.

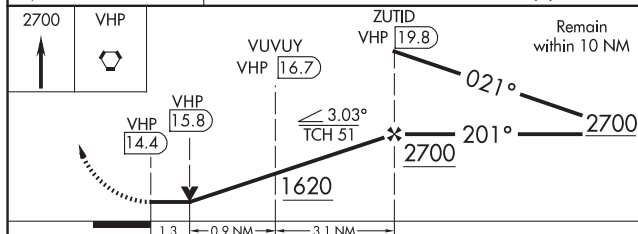
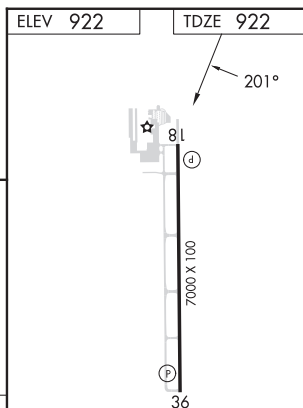
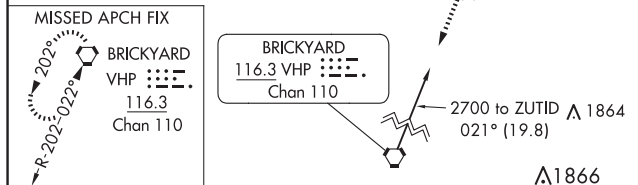
**T** Rwy 18 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 2700 direct VHP VORTAC and hold.

AWOS-3PT <b>120.725</b>	INDIANAPOLIS APP CON <b>124.65 127.15 317.8</b>	CLNC DEL <b>118.175</b>	UNICOM <b>123.05 (CTAF) ①</b>
----------------------------	--	----------------------------	----------------------------------

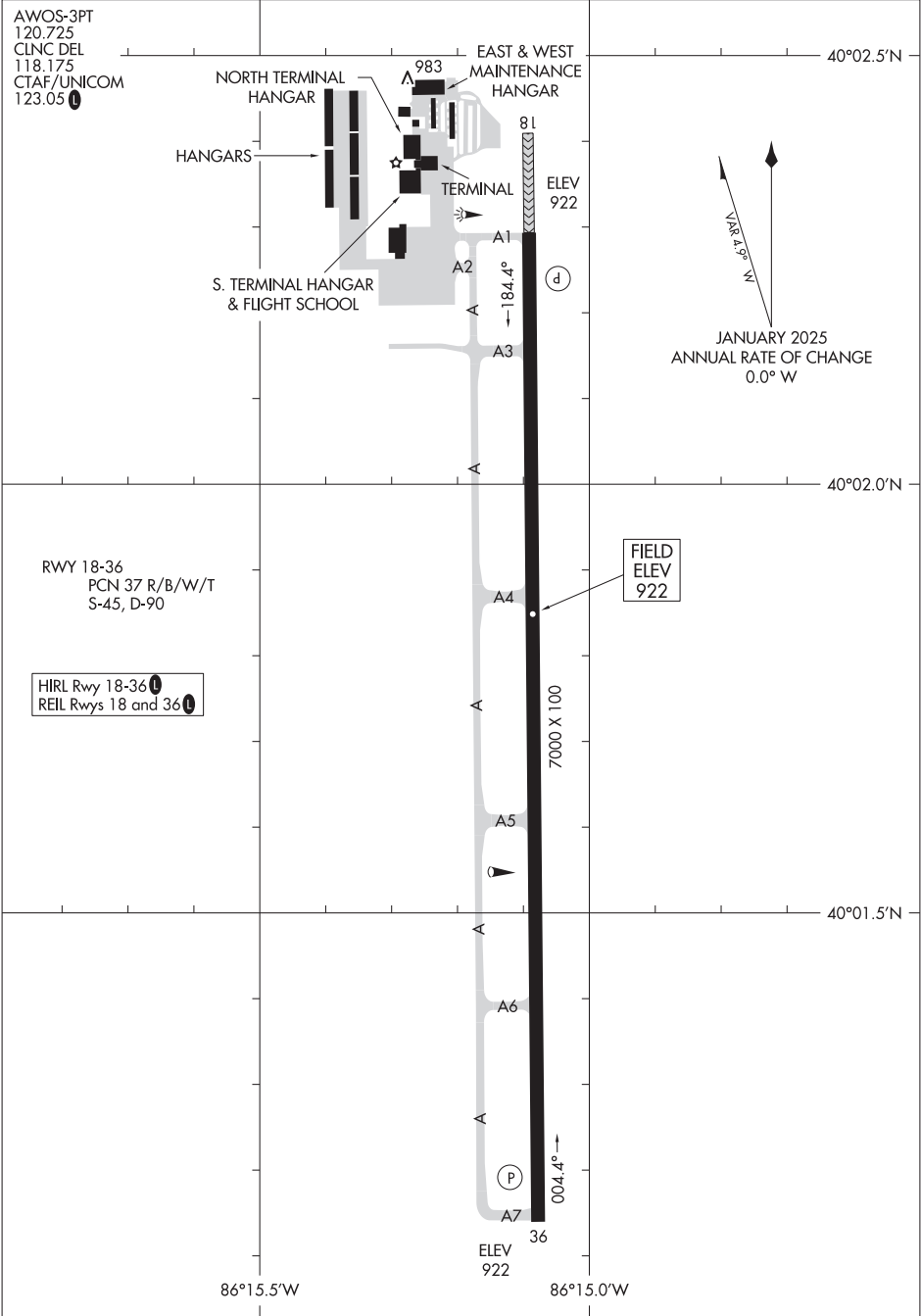


EC-2, 07 AUG 2025 to 02 OCT 2025



CATEGORY	A	B	C	D
S-18	1400-1 478 (500-1)		1400-1 $\frac{3}{8}$ 478 (500-1 $\frac{3}{8}$ )	
<b>C</b> CIRCLING	1400-1 478 (500-1)		1440-1 $\frac{1}{2}$ 518 (600-1 $\frac{1}{2}$ )	1480-2 558 (600-2)

HIRL Rwy 18-36 **L**  
REIL Rwy 18 and 36 **L**



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

(DAWNN1.DAWNN) 23334  
DAWNN ONE DEPARTURE

AL-5438 (FAA)

INDIANAPOLIS EXEC (TYQ)  
INDIANAPOLIS, INDIANA

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS:  
Rwys 18, 36: Standard.

AWOS-3PT  
120.725  
INDIANAPOLIS DEP CON  
124.65 127.15 317.8

BRICKYARD  
116.3 VHP  
Chan 110

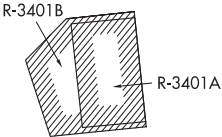
TERRE HAUTE  
115.3 TTH  
Chan 100

HOOSIER  
110.2 OOM  
Chan 39

SNEVA  
RADAR

FOYTT  
RADAR

DAWNN  
10000  
(For LOUISVILLE Transition)



LOUISVILLE  
114.8 IU  
Chan 95

MYSTIC  
108.2 MYS

- NOTE: RADAR required.  
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.  
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.  
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DAWNN ONE DEPARTURE  
(DAWNN1.DAWNN) 07DEC17

INDIANAPOLIS, INDIANA  
INDIANAPOLIS EXEC (TYQ)



DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNN1.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.

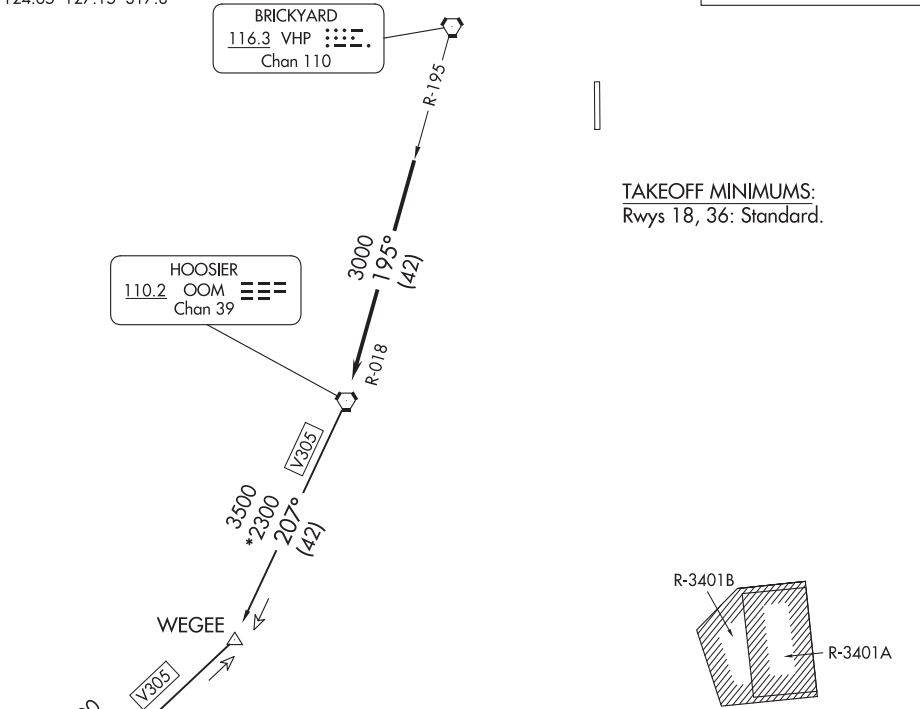
MYSTIC TRANSITION (DAWNN1.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

AWOS-3PT  
120.725  
INDIANAPOLIS DEP CON  
124.65 127.15 317.8

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS:  
Rwys 18, 36: Standard.

▼

DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM5.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

NOTE: RADAR required.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

(MAREO5.MAREO) 23334  
MAREO FIVE DEPARTURE

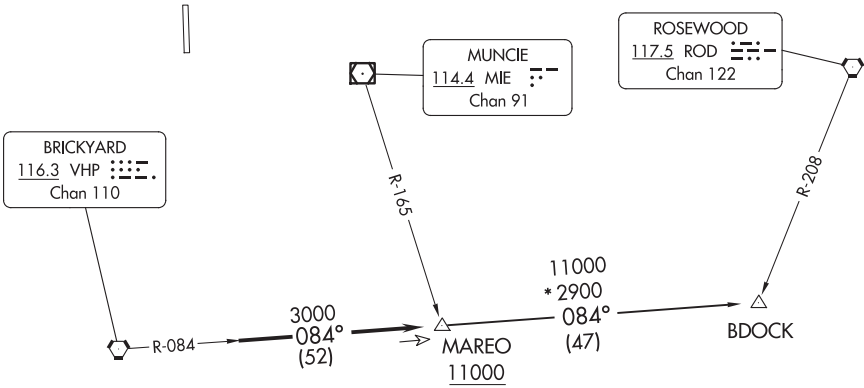
AL-5438 (FAA)

INDIANAPOLIS EXEC (TYQ)  
INDIANAPOLIS, INDIANA

AWOS-3PT  
120.725  
INDIANAPOLIS DEP CON  
124.65 127.15 317.8

TAKEOFF MINIMUMS  
Rwy 18, 36: Standard.

TOP ALTITUDE:  
ASSIGNED BY ATC



- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

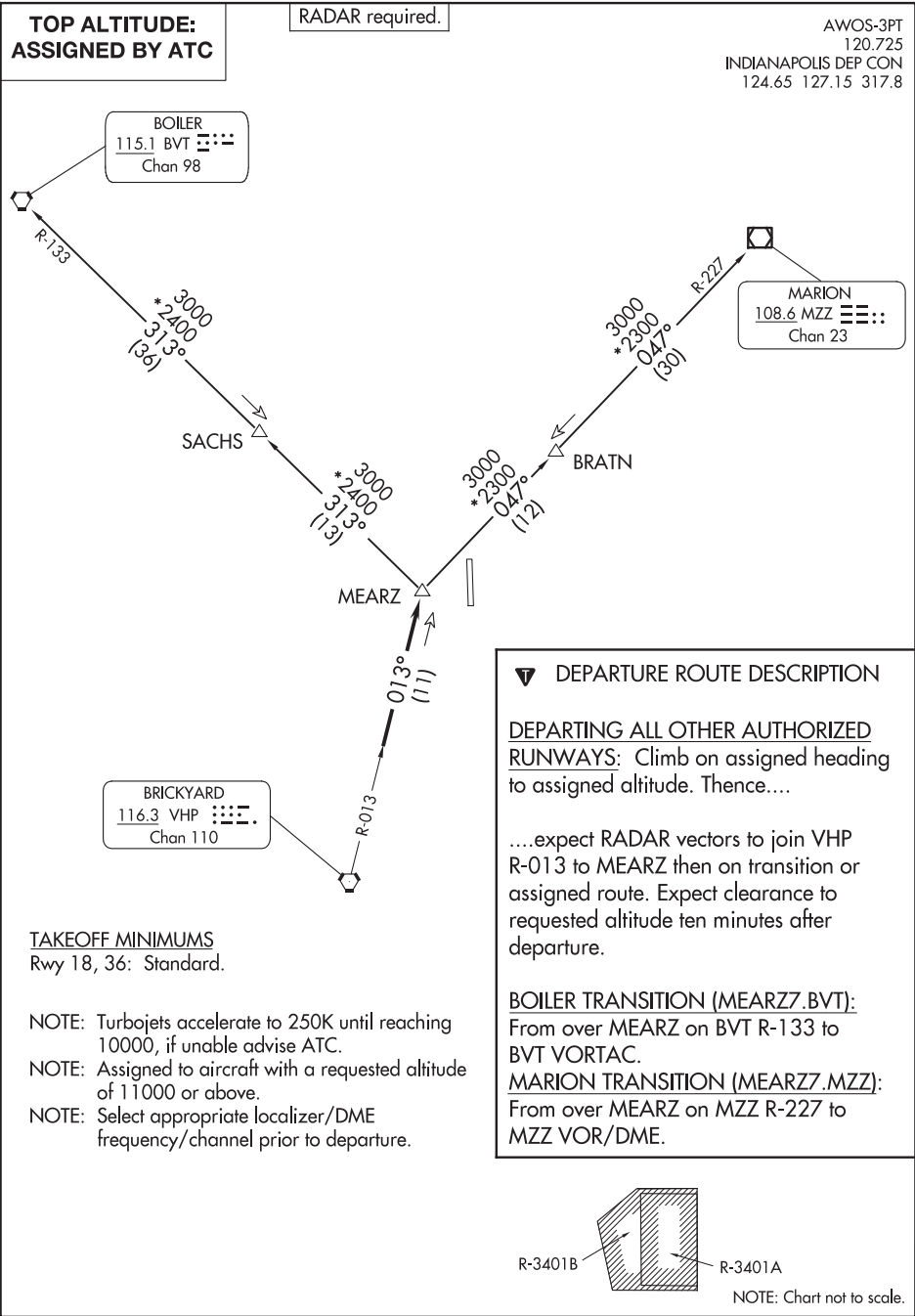


DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO5.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.



(ROCKY1.ROCKY) 23334

ROCKY ONE DEPARTURE

AL-5438 (FAA)

INDIANAPOLIS EXEC (TYQ)  
INDIANAPOLIS, INDIANA

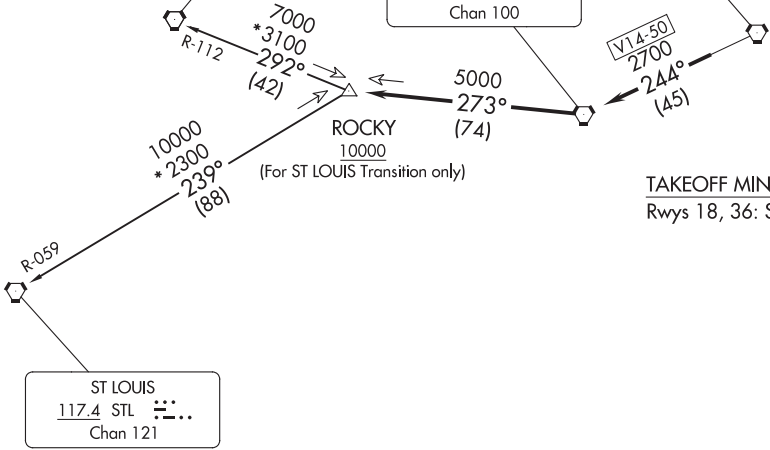
AWOS-3PT  
120.725  
INDIANAPOLIS DEP CON  
124.65 127.15 317.8

TOP ALTITUDE:  
ASSIGNED BY ATC

SPINNER  
112.7 SPI  
Chan 74

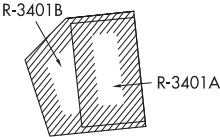
BRICKYARD  
116.3 VHP  
Chan 110

TERRE HAUTE  
115.3 TTH  
Chan 100



TAKEOFF MINIMUMS  
Rwys 18, 36: Standard.

- NOTE: RADAR required.  
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.  
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.  
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence . . .

. . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY1.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.  
ST LOUIS TRANSITION (ROCKY1.STL): From over ROCKY INT on STL R-059 to STL VORTAC.

ROCKY ONE DEPARTURE  
(ROCKY1.ROCKY) 01FEB18

INDIANAPOLIS, INDIANA  
INDIANAPOLIS EXEC (TYQ)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



ILS or LOC RWY 5L  
INDIANAPOLIS INTL (IND)

ALSF-2

**MISSED APPROACH:** Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC then on VHP VORTAC R-303 to KEADY/VHP 4.9 DME/RADAR and hold.

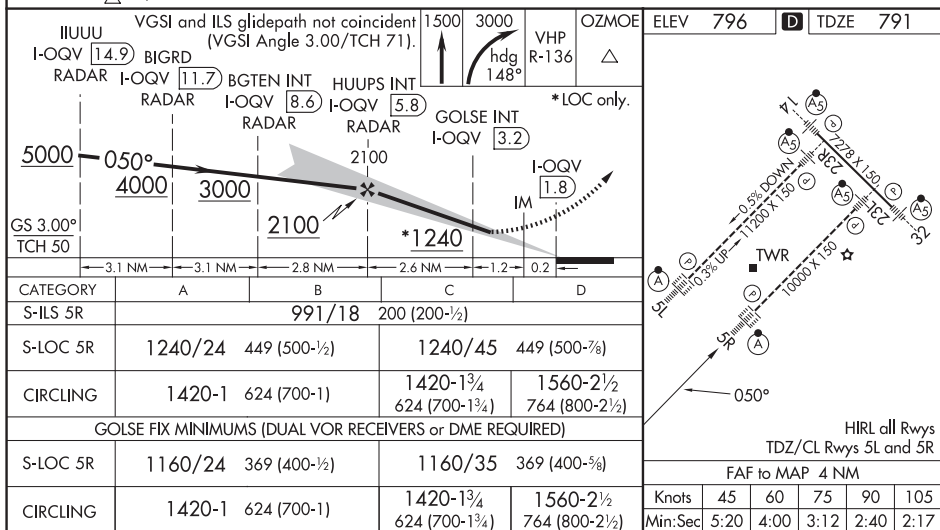
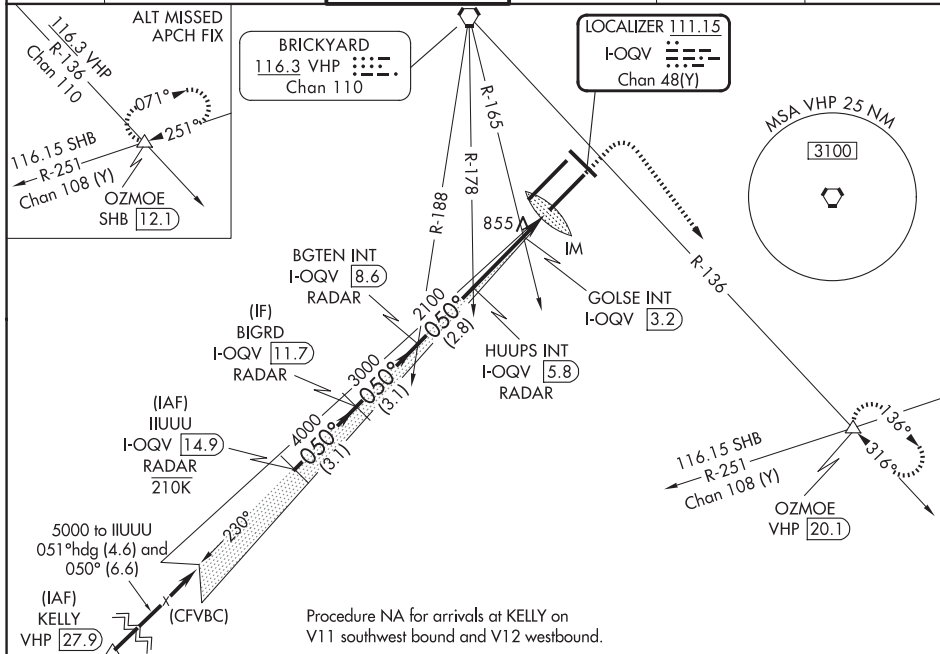
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

ILS or LOC RWY 5R  
INDIANAPOLIS INTL (IND)

D-ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 251.1</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 251.1</b>	CPDLC
-------------------------	--	----------------------------------	-------------------------	---------------------------------	-------



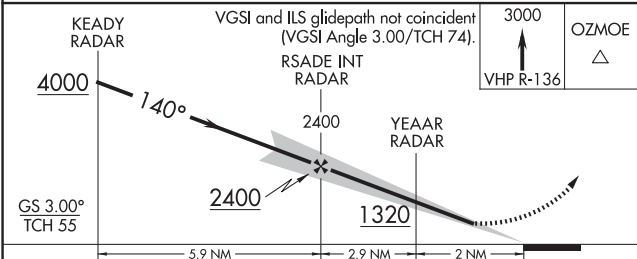
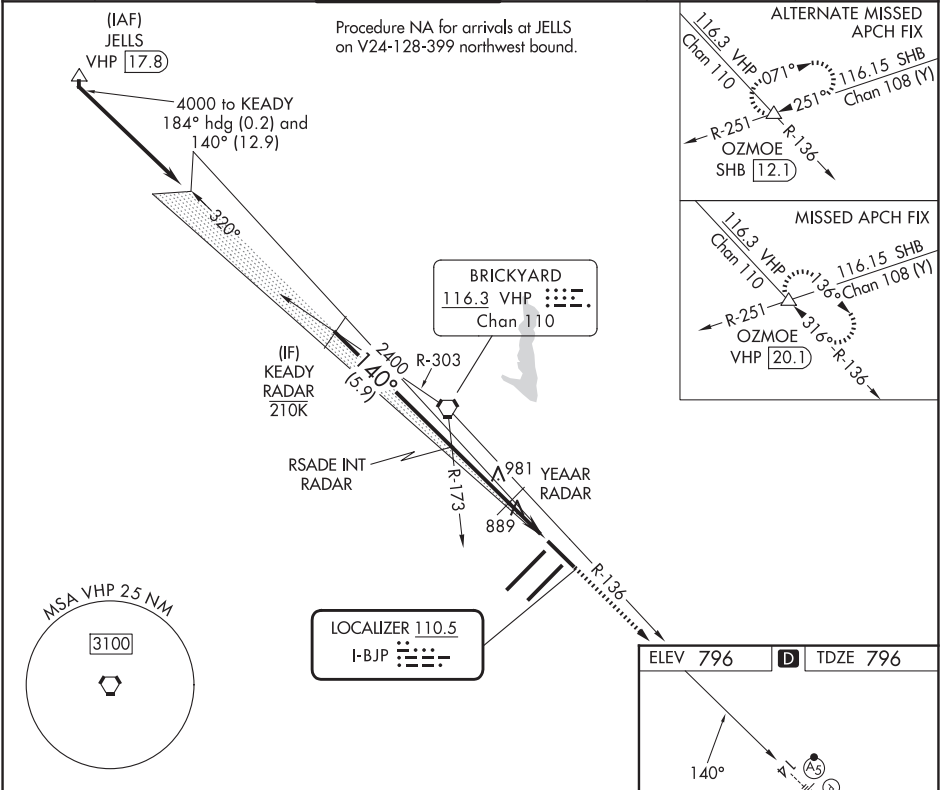
EC-2, 07 AUG 2025 to 02 OCT 2025

LOC I-BJP <b>110.5</b>	APP CRS <b>140°</b>	Rwy Ldg TDZE Apt Elev <b>7278</b> <b>796</b> <b>796</b>
---------------------------	------------------------	--

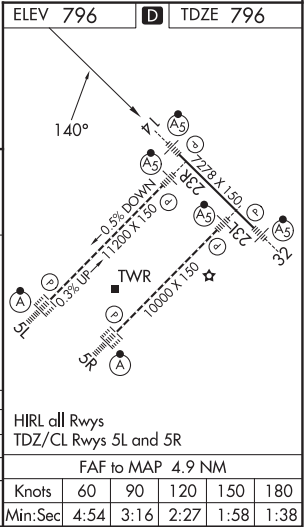
ILS or LOC RWY 14  
INDIANAPOLIS INTL (IND)

RADAR required. ▼ For inop ALS, increase S-LOC 14 Cat C and D visibility to RVR 5500. ▲ *RVR 1800 authorized with use of FD or AP or HUD to DA.			MALSR AS	MISSED APPROACH: Climb to 3000 on VHP R-136 to OZMOE INT/ VHP 20.1 DME and hold.
---	--	--	-------------	--

D-ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 251.1</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 251.1</b>	CPDLC
-------------------------	--	----------------------------------	-------------------------	---------------------------------	-------



CATEGORY	A	B	C	D
S-ILS 14 *	996/24 200 (200-½)			
S-LOC 14	1140/24	344 (400-½)	1140/30	344 (400-¾)
CIRCLING	1420-1	624 (700-1)	1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

INDIANAPOLIS, INDIANA

AL-203 (FAA)

25219

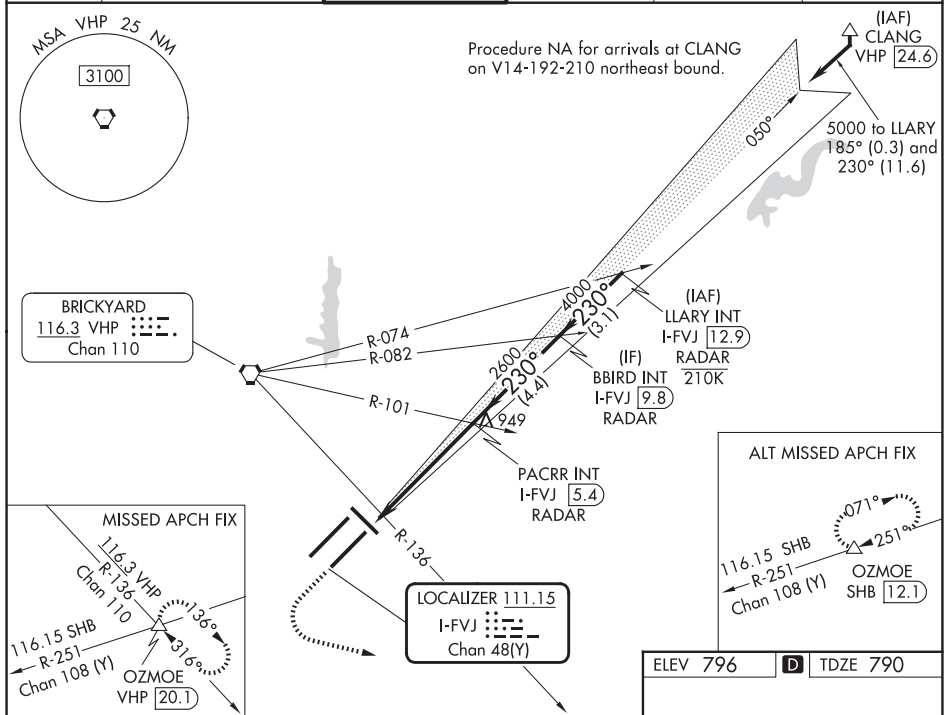
LOC/DME I-FVJ <b>111.15</b> Chan <b>48 (Y)</b>	APP CRS <b>230°</b>	Rwy Ldg TDZE <b>790</b> Apt Elev <b>796</b>
--	------------------------	---

# ILS or LOC RWY 23L

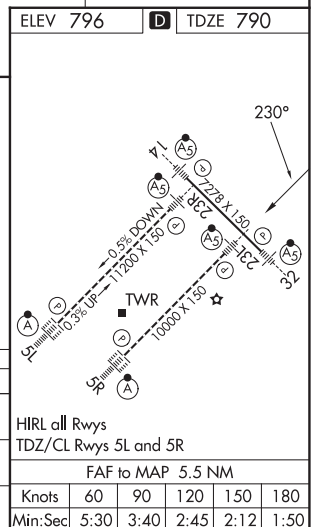
## INDIANAPOLIS INTL (IND)

<p>Simultaneous approach authorized. * RVR 1800 authorized with use of FD or AP or HUD to DA.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 100° and on VHP VORTAC R-136 to OZMOE INT/VHP 20.1 DME and hold.</p>
---	-------------	---

D-ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 251.1</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 251.1</b>	CPDLC
-------------------------	--	----------------------------------	-------------------------	---------------------------------	-------



1500 ↑ hdg 100°	3000 ↑ hdg 100°	VHP R-136	OZMOE △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71°).	
I-FVJ DME ATNENNA I-FVJ [0.2]	I-FVJ [0.8]	PACRR INT I-FVJ [5.4] RADAR	BBIRD INT I-FVJ [9.8] RADAR	LLARY INT I-FVJ [12.9] RADAR	GS 3.00° TCH 55
1 NM	4.5 NM	4.4 NM	3.1 NM		
CATEGORY	A	B	C	D	
S-ILS 23L *	990/24		200 (200-½)		
S-LOC 23L	1180/24	390 (400-½)	1180/35	390 (400-¾)	
CIRCLING	1420-1	624 (700-1)	1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)	



INDIANAPOLIS, INDIANA

Amdt 8 25JAN24

39°43'N-86°18'W


INDIANAPOLIS INTL (IND)

# ILS or LOC RWY 23L

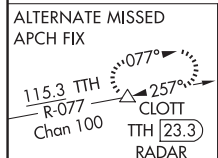
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 23R  
INDIANAPOLIS INTL (IND)

<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and on VHP R-303 to KEADY/VHP 4.9 DME/RADAR and hold
---	---

Procedure NA for arrivals at CLANG  
on V14-192-210 northeast bound.



<div>1500 ↑ *LOC only.</div> <div>I-UZK DME ANTENNA I-UZK [0.2]</div>	<div>3000 ↷ VHP R-303</div> <div>I-UZK [0.9]</div>	<div>KEYDY VHP [4.9] RADAR</div> <div>CKERD INT I-UZK [5.4] RADAR 2600</div>	<div>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).</div> <div>DRVVR INT I-UZK [9.8] RADAR</div> <div>RACEN INT I-UZK [12.9] RADAR</div> <div>230°</div> <div>5000</div> <div>GS 3.00° TCH 55</div>	
CATEGORY	A	B	C	D
S-ILS 23R **	983/24		200 (200-½)	
S-LOC 23R	1180/24	397 (400-½)	1180/35	397 (400-¾)
CIRCLING	1420-1	624 (700-1)	1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

INDIANAPOLIS INTL (IND)  
ILS or LOC RWY 23R

LOC I-COA <b>110.5</b>	APP CRS <b>320°</b>	Rwy Ldg TDZE <b>793</b> Apt Elev <b>796</b>
---------------------------	------------------------	---

ILS or LOC RWY 32  
INDIANAPOLIS INTL (IND)

⚠

DME required.

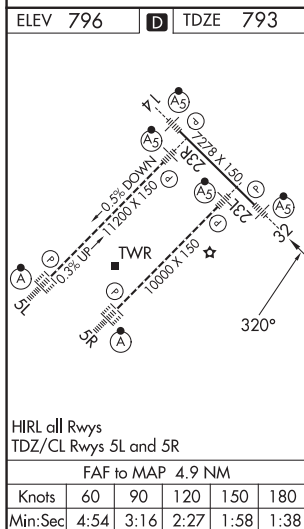
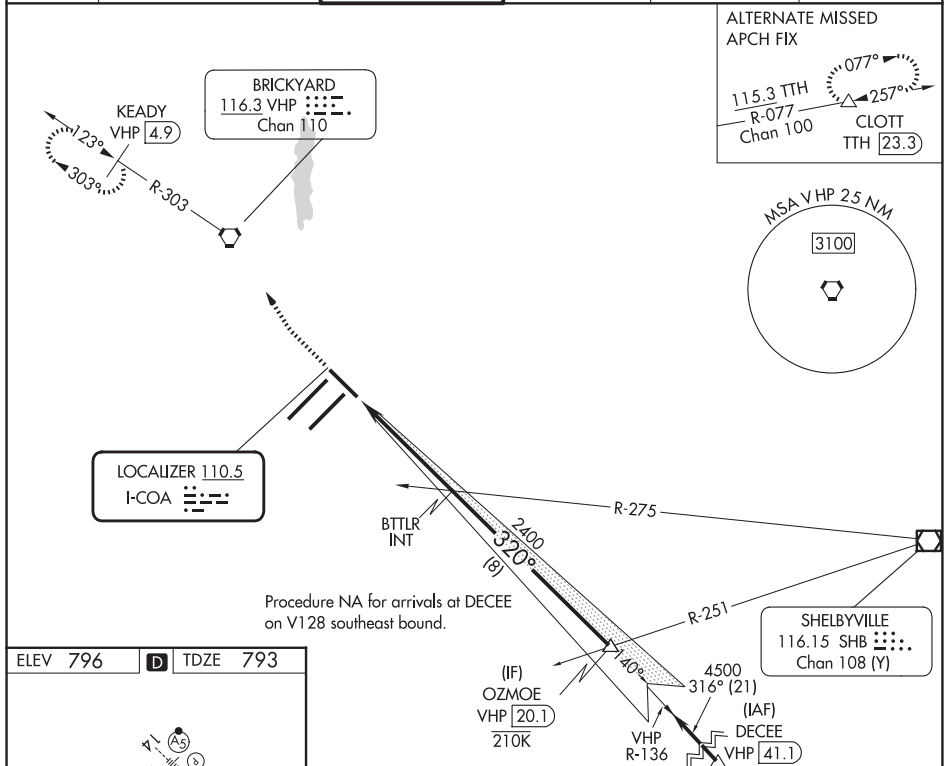
⚠

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

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and on VHP R-303 to KEADY/ VHP 4.9 DME and hold.

D-ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 251.1</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 251.1</b>	CPDLC
-------------------------	--	----------------------------------	-------------------------	---------------------------------	-------



1500	3000	VHP	VHP R-303	KEADY VHP 4.9	OZMOE INT VHP 20.1
BTTLR INT					
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).					
4500					
GS 3.00° TCH 53					
4.9 NM 8 NM					
CATEGORY	A	B	C	D	
S-ILS 32	# 993/24 200 (200-½)				
S-LOC 32	1280/24 487 (500-½)		1280/50 487 (500-1)		
CIRCLING	1420-1 624 (700-1)		1420-1¾ 624 (700-1¾)		1560-2½ 764 (800-2½)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-IND <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>050°</b>	Rwy Ldg <b>11200</b> TDZE <b>747</b> Apt Elev <b>796</b>
--	------------------------	--

ILS RWY 5L (SA CAT I)

INDIANAPOLIS INTL (IND)

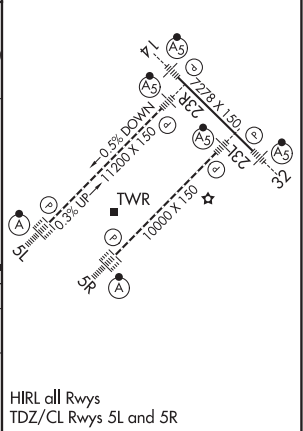
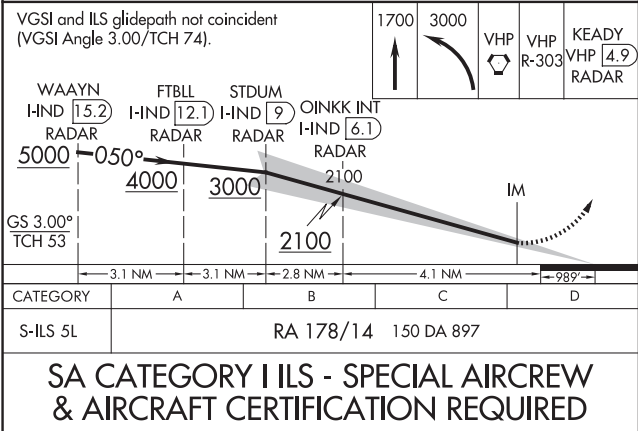
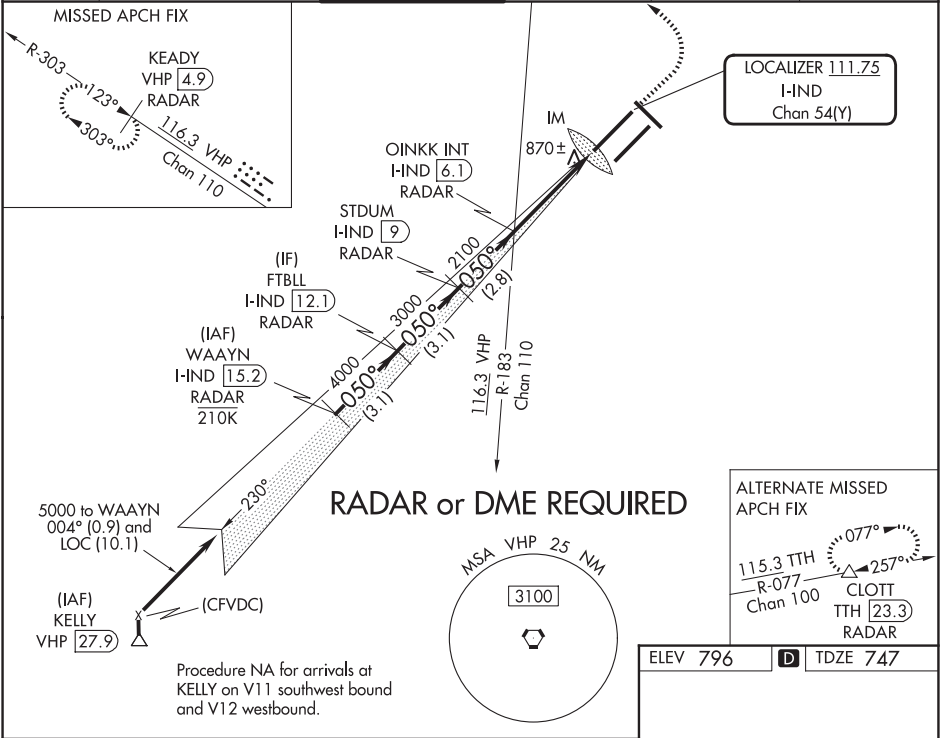
⚠

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC then on VHP VORTAC R-303 to KEADY/VHP 4.9 DME/RADAR and hold.

D-ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 251.1</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 251.1</b>	CPDLC
-------------------------	--	----------------------------------	-------------------------	---------------------------------	-------



INDIANAPOLIS, INDIANA

AL-203 (FAA)

25219

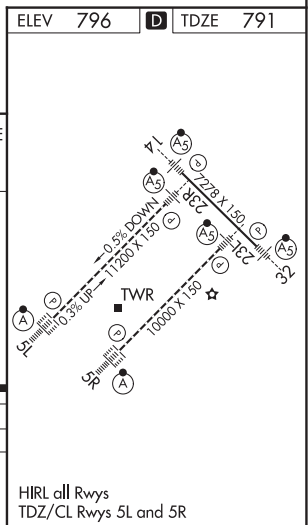
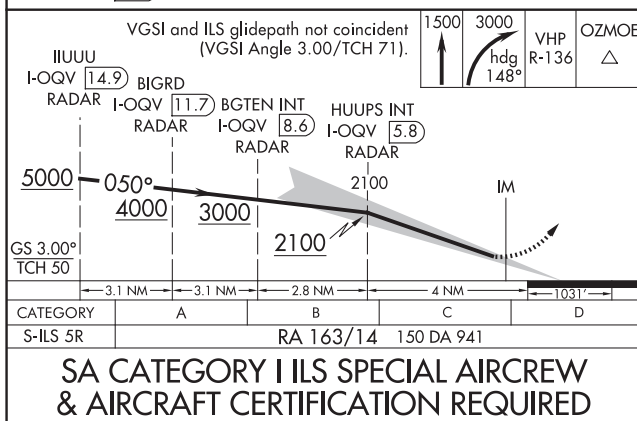
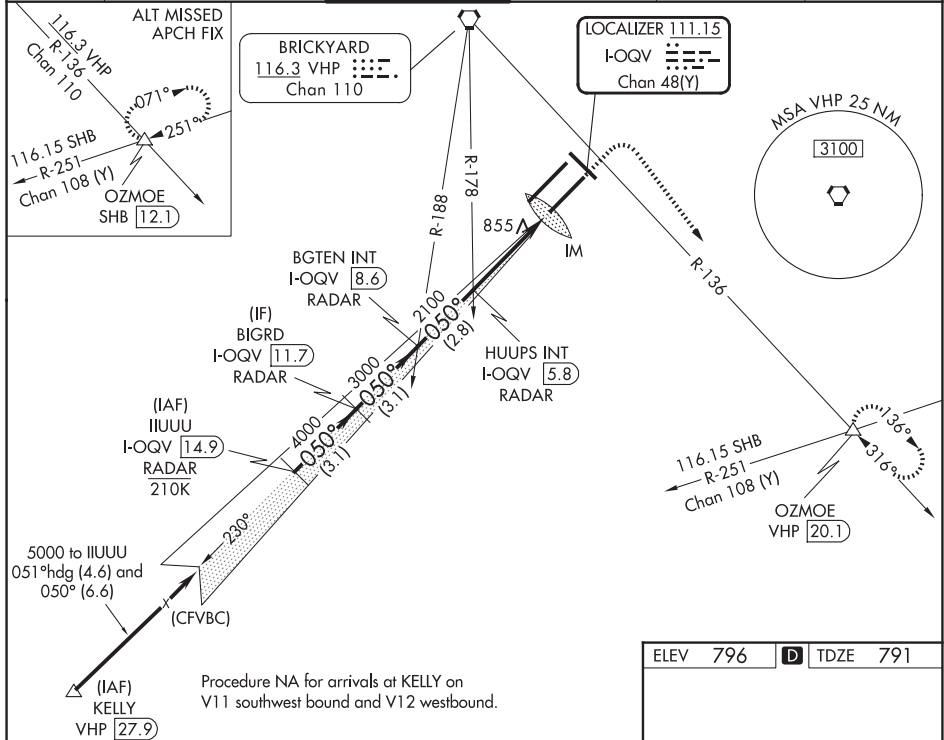
LOC/DME I-QQV <b>111.15</b> Chan 48(Y)	APP CRS <b>050°</b>	Rwy Ldg TDZE <b>791</b> Apt Elev <b>796</b>
--	------------------------	---

# ILS RWY 5R (SA CAT I)

## INDIANAPOLIS INTL (IND)

<b>⚠</b> DME or RADAR required. Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALSF-2 <b>(A)</b>	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 148° and on VHP VORTAC R-136 to OZMOE INT/VHP 20.1 DME and hold.
--	----------------------	---

D-ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 251.1</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 251.1</b>	CPDLC
-------------------------	--	----------------------------------	-------------------------	---------------------------------	-------



INDIANAPOLIS, INDIANA  
Amdt 7A 26MAR20

39°43'N-86°18'W

INDIANAPOLIS INTL (IND)  
ILS RWY 5R (SA CAT I)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



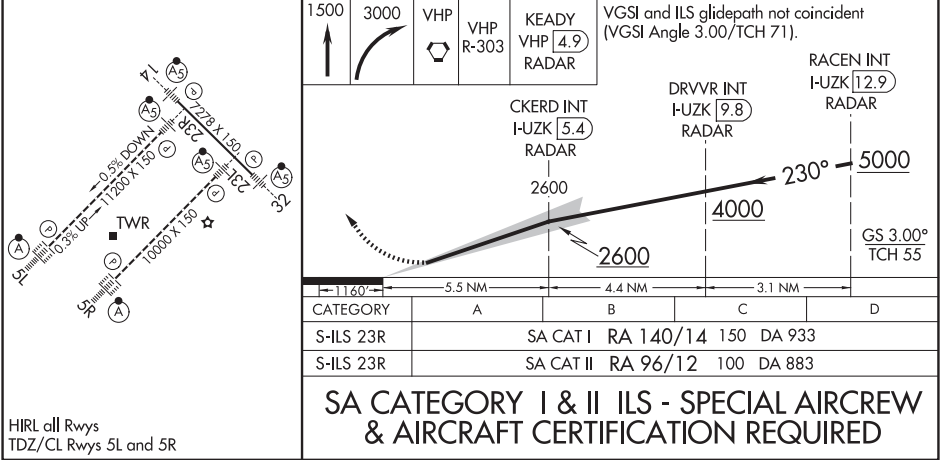
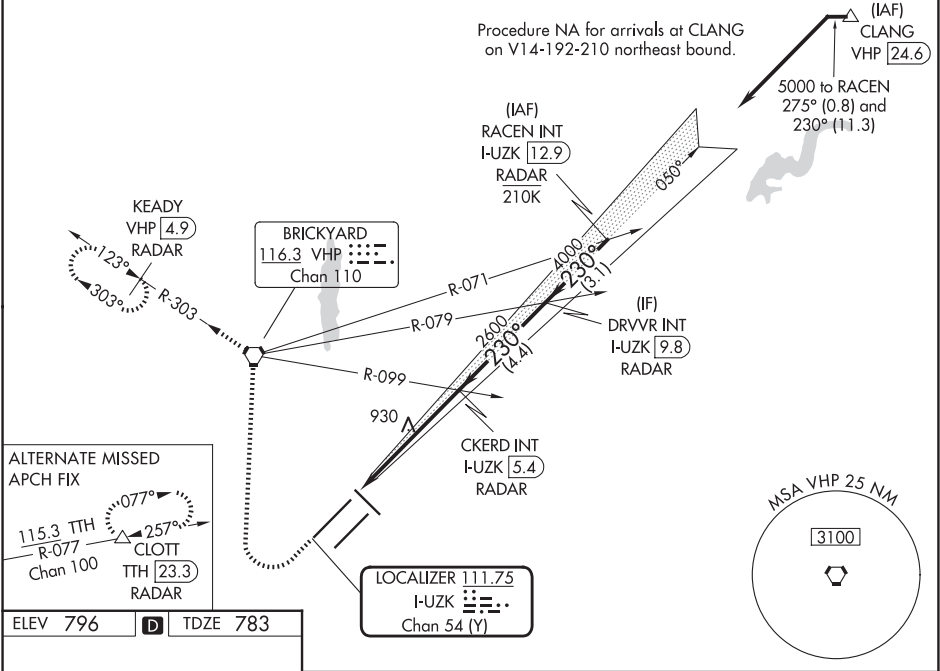
⚠

Simultaneous approach authorized. DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and on VHP R-303 to KEADY/VHP 4.9 DME/RADAR and hold.

D-ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL	CPDLC
134.25	128.175 317.8	120.9 251.1	121.9	128.75 251.1	



LOC/DME I-IND <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>050°</b>	Rwy Ldg <b>11200</b> TDZE <b>747</b> Apt Elev <b>796</b>
--	------------------------	--

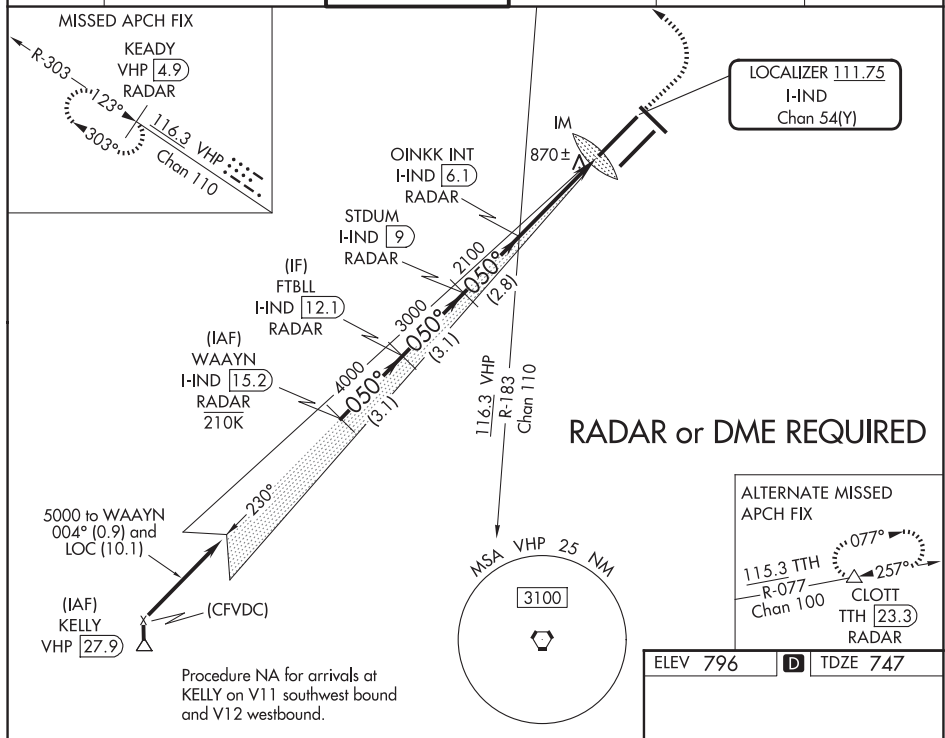
**ILS RWY 5L (CAT II & III)**  
INDIANAPOLIS INTL (IND)

**T** Simultaneous approach authorized.  
**A** CAT III: Localizer not suitable for electronic rollout guidance. DME or RADAR required.

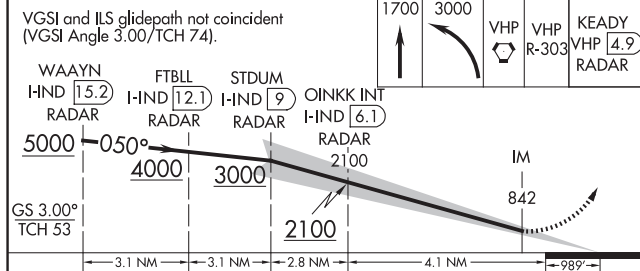
ALSF-2

**MISSED APPROACH:** Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC then on VHP VORTAC R-303 to KEADY/VHP 4.9 DME/RADAR and hold.

D-ATIS 134.25	INDIANAPOLIS APP CON 128.175 317.8	INDY TOWER 120.9 251.1	GND CON 121.9	CLNC DEL 128.75 251.1	CPDLC
------------------	---------------------------------------	---------------------------	------------------	--------------------------	-------

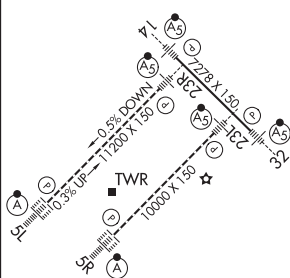


VGSI and ILS glidepath not coincident  
(VGSI Angle 3.00/TCH 74).



CATEGORY	A	B	C	D
S-ILS 5L	CAT II RA 113/12 100 DA 847			
S-ILS 5L	CAT III RVR 07			

CATEGORY II & III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwy's  
TDZ/CL Rwy's 5L and 5R

INDIANAPOLIS, INDIANA  
Amdt 5A 08OCT20

39°43'N-86°18'W

INDIANAPOLIS INTL (IND)  
ILS RWY 5L (CAT II & III)

EC-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-OQV <b>111.15</b> Chan 48(Y)	APP CRS <b>050°</b>	Rwy Ldg TDZE <b>791</b> Apt Elev <b>796</b>
--	------------------------	---

ILS RWY 5R (CAT II & III)

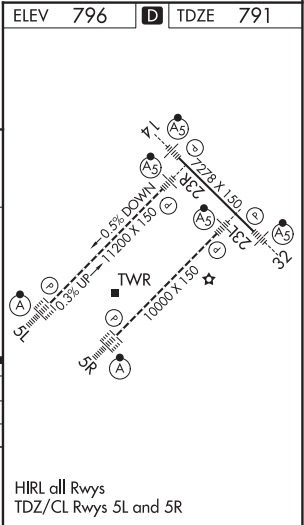
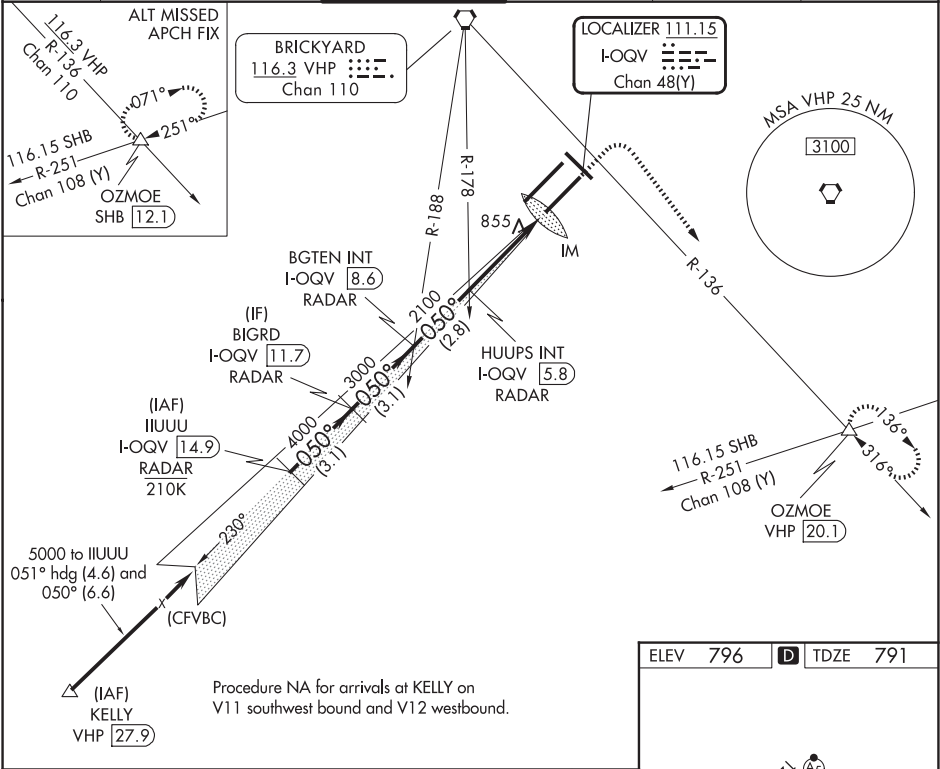
INDIANAPOLIS INTL (IND)

DME or RADAR required.  
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 148° and on VHP VORTAC R-136 to OZMOE INT/VHP 20.1 DME and hold.

D-ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 251.1</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 251.1</b>	CPDLC
-------------------------	--	----------------------------------	-------------------------	---------------------------------	-------



IIUUU VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

I-OQV 14.9 BIGRD I-OQV 11.7 BGTEN INT I-OQV 8.6 HUUPS INT I-OQV 5.8

5000 050° 4000 3000 2100

GS 3.00° TCH 50

3.1 NM 3.1 NM 2.8 NM 4 NM 1031'

CATEGORY	A	B	C	D
S-ILS 5R	CAT II RA 109/12 100 DA 891			
S-ILS 5R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

INDIANAPOLIS, INDIANA

AL-203 (FAA)

25219

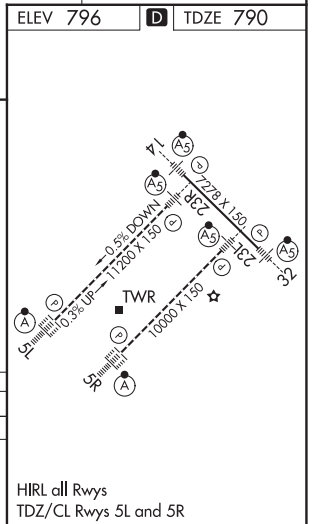
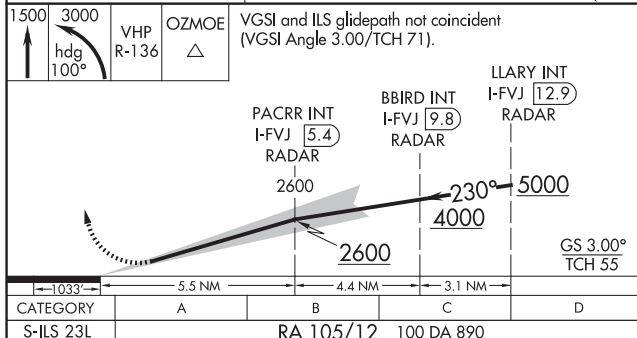
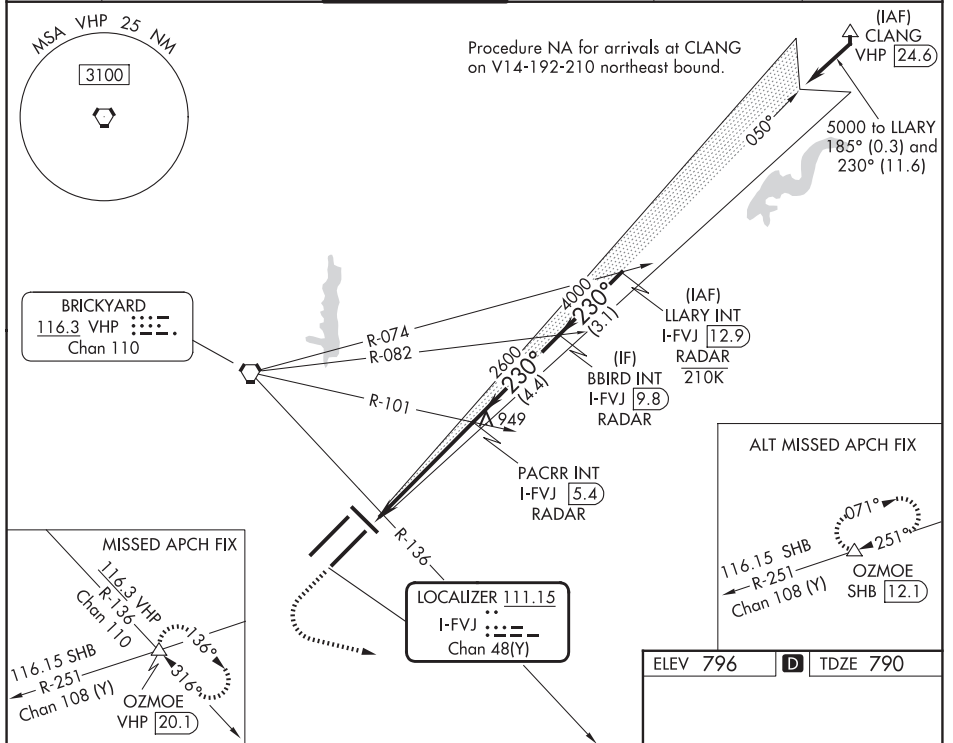
LOC/DME I-FVJ <b>111.15</b> Chan <b>48</b> (Y)	APP CRS <b>230°</b>	Rwy Ldg TDZE <b>790</b> Apt Elev <b>796</b>
--	------------------------	---

# ILS RWY 23L (SA CAT II)

INDIANAPOLIS INTL (IND)

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.	MALS R 	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 100° and on VHP VORTAC R-136 to OZMOE INT/VHP 20.1 DME and hold.
--	------------	--

D-ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 251.1</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 251.1</b>	CPDLC
-------------------------	--	----------------------------------	-------------------------	---------------------------------	-------



## SA CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys  
TDZ/CL Rwys 5L and 5R

INDIANAPOLIS, INDIANA  
Amdt 8 25JAN24

39°43'N-86°18'W

INDIANAPOLIS INTL (IND)  
ILS RWY 23L (SA CAT II)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Ldg	11200
050°	TDZE	747
	Apt Elev	796

RNAV (RNP) Z RWY 5L

INDIANAPOLIS INTL (IND)

▼

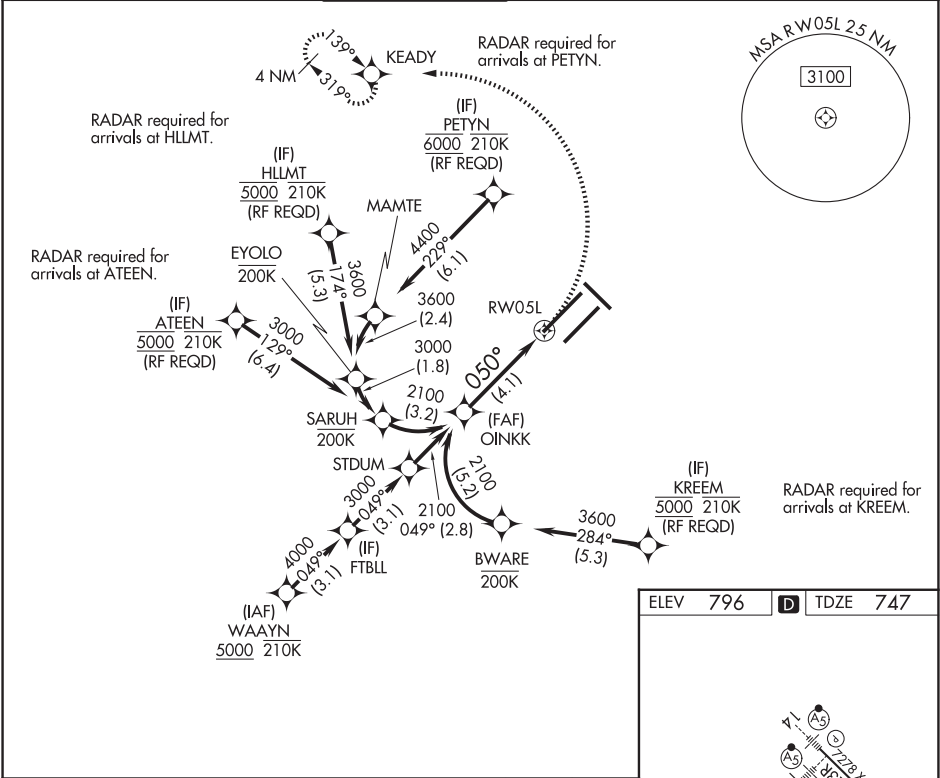
For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized.

ALS-2

MISSED APPROACH:

Climbing left turn to 3000 direct KEADY and hold.

D-ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL	CPDLC
134.25	128.175 317.8	120.9 251.1	121.9	128.75 251.1	



OINKK

2100

GP 3.00°

TCH 53

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).

3000 KEADY

2100

050°

RW05L

See planview for multiple IF locations.

4.1 NM

CATEGORY	A	B	C	D
RNP 0.30 DA		1197/60	450 (500-1¼)	

AUTHORIZATION REQUIRED

ELEV 796

TDZE 747

HIRL all Rwys

TDZ/CL Rwys 5L and 5R

APP CRS	Rwy Ldg	<b>10000</b>
<b>050°</b>	TDZE	<b>791</b>
	Apt Elev	<b>796</b>

**T** For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized, for arrivals from IUUU only.



**MISSED APPROACH:**  
Climb to 1500, then climbing  
right turn to 3000 direct  
OZMOE and hold.

D-ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 251.1</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 251.1</b>	CPDLC
-------------------------	--	----------------------------------	-------------------------	---------------------------------	-------

(IF) ATEEN  
5000 210K  
(RF REQD)

3000 127°  
(7.3)

MSA RW05R 25 NM  
3100

HORNT 200K

2100 (3.1)

2100 049°  
(2.8)

BG TEN

3000 049°  
(3.1)

(IF) BIGRD

4000 049°  
(3.1)

(IAF) IUUU  
5000 210K

2100 (5)

(FAF) HUUPS

050°  
(4)

RW05R

4400 230°  
(5.7)

KNIGT  
(IF)  
6000 210K  
(RF REQD)

3600 284°  
(4.5)

KREEM  
(IF)  
5000 210K  
(RF REQD)

3600 284°  
(4.5)

JAANE

3600 284°  
(2.4)

KYLL 200K

RADAR required for procedure entry at KREEM.

MISSED APCH FIX

OZMOE

4 NM

ELEV 796

TDZE 791

MISSED APCH FIX

ELEV 796		TDZE 791
----------	---	----------

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 71).

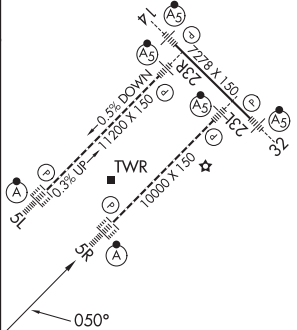
1500	3000	OZMOE
------	------	-------

4

See planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.11 DA		1174/45	383 (400-7%)	
RNP 0.30 DA		1271/60	480 (500-1¼)	

**AUTHORIZATION REQUIRED**



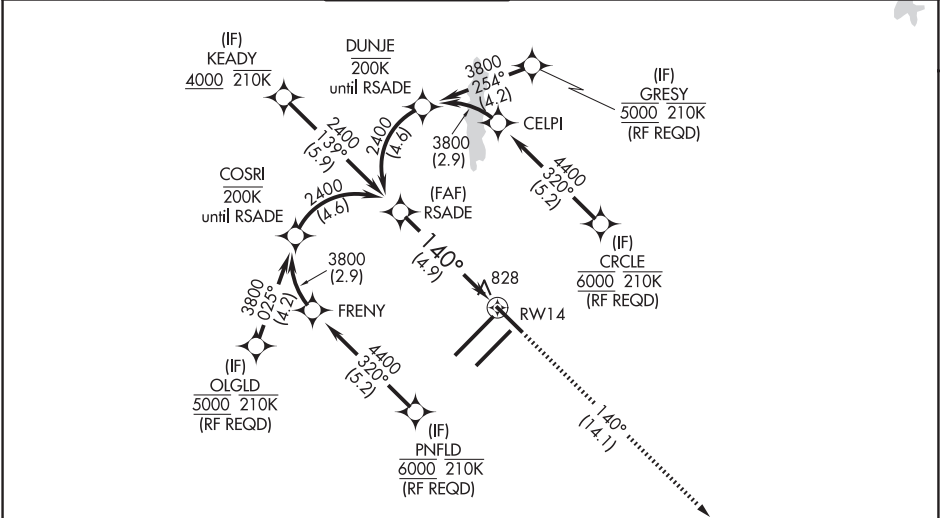
HIRL all Rwy's  
TDZ/CL Rwy's 5L and 5R

INDIANAPOLIS INTL (IND)  
RNAV (RNP) Z RWY 5R

APP CRS	Rwy Ldg	7278
140°	TDZE	796
	Apt Elev	796

RNAV (RNP) Z RWY 14  
INDIANAPOLIS INTL (IND)

RNP AR APCH.			<div>MALSR</div> <div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div>
--------------	--	--	--



<p>RSAD E 2400</p> <p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).</p> <p>3000</p> <p>tr 140°</p> <p>OZMOE <math>\triangle</math></p> <p>2400</p> <p>140°</p> <p>GP 3.00° TCH 55</p> <p>See planview for multiple IF locations.</p> <p>4.9 NM</p> <p>RW14</p>				
CATEGORY	A	B	C	D
RNP 0.14 DA	1135/26 339 (400-½)			
RNP 0.30 DA	1192/45 396 (400-¾)			
AUTHORIZATION REQUIRED				
HIRL all Rwy's TDZ/CL Rwy's 5L and 5R				

140°

0.5% DOWN

0.5% UP

11780 X 150

11780 X 150

10000 X 150

2400

2167

2278 X 130

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

2167

21

INDIANAPOLIS, INDIANA

AL-203 (FAA)

25219

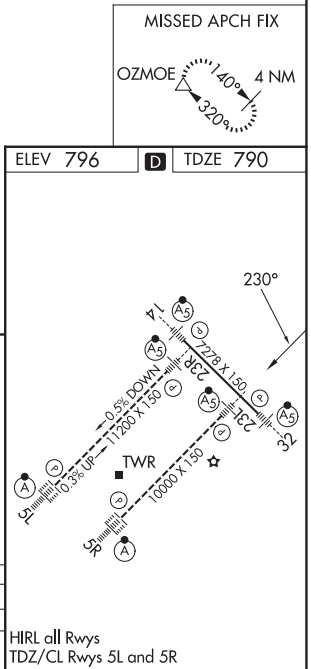
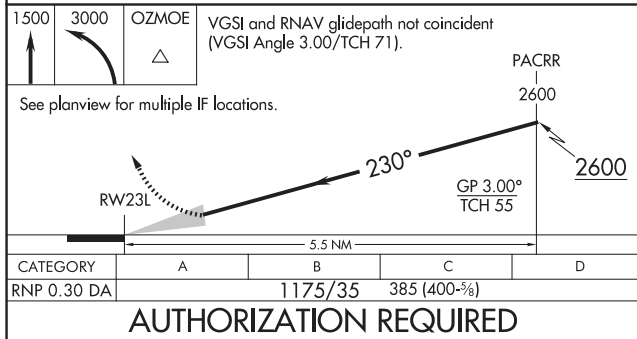
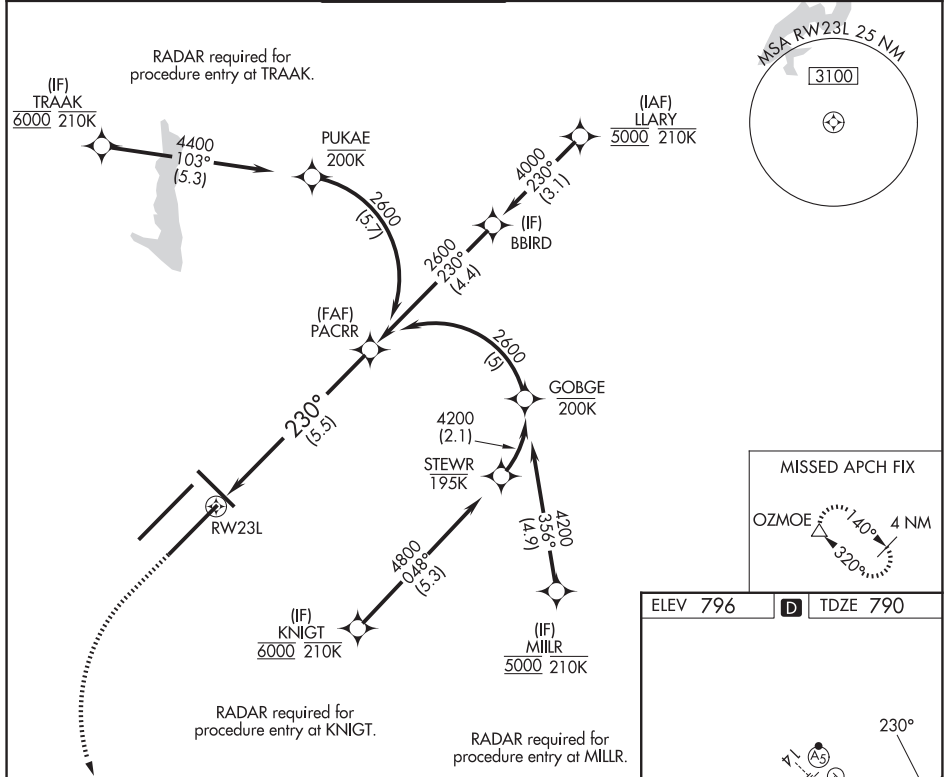
APP CRS	Rwy Ldg	10000
230°	TDZE	790
	Apt Elev	796

# RNAV (RNP) Z RWY 23L

INDIANAPOLIS INTL (IND)

RNP AR APCH - GPS.		MALSR	MISSED APPROACH: Climb to 1500, then climbing left turn to 3000 direct OZMOE and hold.
For uncompensated Baro-VNAV systems, procedure NA below -20°C or above 54°C. Simultaneous approach authorized for arrivals from LLARY only.			

D-ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL	CPDLC
134.25	128.175 317.8	120.9 251.1	121.9	128.75 251.1	



INDIANAPOLIS, INDIANA

Amdt 3 25JAN24

39°43'N-86°18'W

# RNAV (RNP) Z RWY 23L

INDIANAPOLIS INTL (IND)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

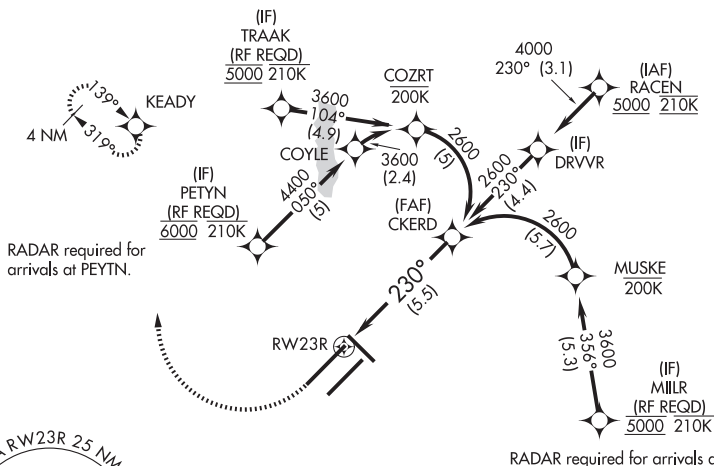


APP CRS <b>230°</b>	Rwy Ldg <b>11200</b> TDZE <b>783</b> Apt Elev <b>796</b>
------------------------	--

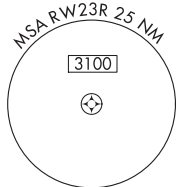
RNAV (RNP) Z RWY 23R  
INDIANAPOLIS INTL (IND)

<div><div></div><div>For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS Required. For inoperative ALS, increase RNP 0.15 all Cats visibility to RVR 6000 and increase RNP 0.30 all Cats visibility to 1 1/2 SM. Simultaneous approach authorized.</div></div>				<div><div>MALSR</div><div><div><div></div><div>AS</div></div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div></div>	
---	--	--	--	--	--

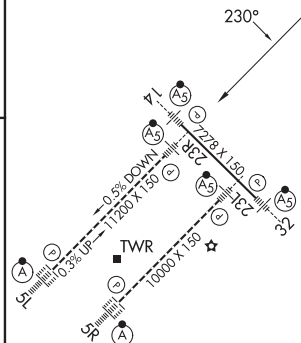
RADAR required for arrivals at TRAAK.



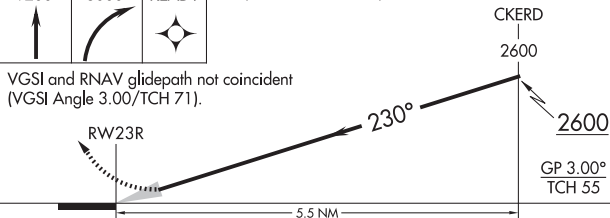
RADAR required for arrivals at MILLR.



ELEV	796	<b>D</b>	TDZE	783
------	-----	----------	------	-----



1200	3000	KEADY	See planview for multiple IF locations.
------	------	-------	---



CATEGORY	A	B	C	D
RNP 0.15 DA		1147/40	364 (400-3/4)	
RNP 0.30 DA		1206/50	423 (500-1)	

**AUTHORIZATION REQUIRED**

HIRL all Rwy's  
TDZ/CL Rwy's 5L and 5R

INDIANAPOLIS, INDIANA

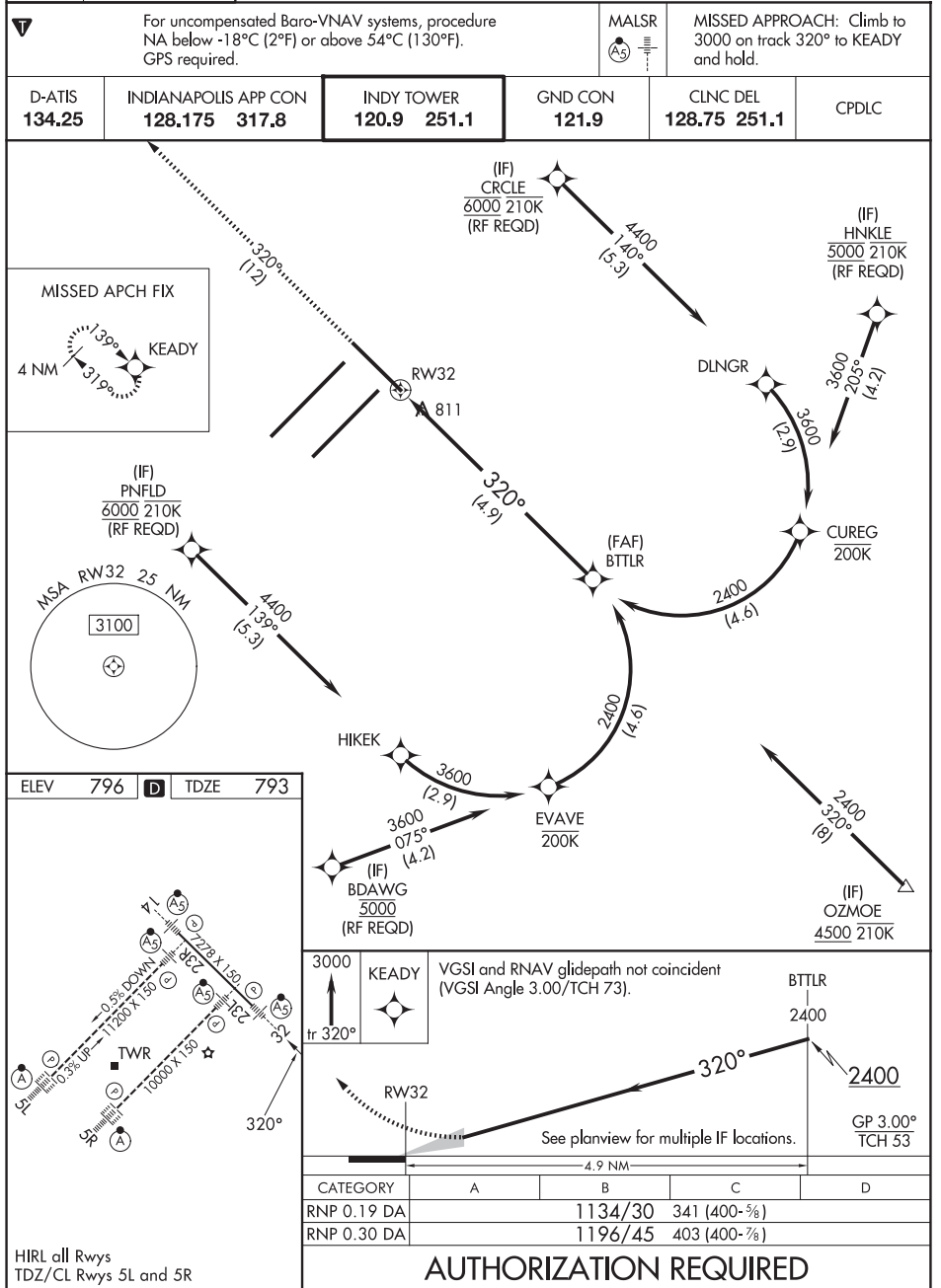
AL-203 (FAA)

25219

APP CRS <b>320°</b>	Rwy Ldg	<b>7278</b>
	TDZE	<b>793</b>
	Apt Elev	<b>796</b>

# RNAV (RNP) Z RWY 32

INDIANAPOLIS INTL (IND)



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

INDIANAPOLIS, INDIANA  
Amdt 2 10NOV16

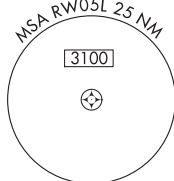
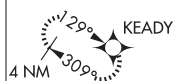
39°43'N-86°18'W

INDIANAPOLIS INTL (IND)  
**RNAV (RNP) Z RWY 32**

RNAV (GPS) Y RWY 5L  
INDIANAPOLIS INTL (IND)

**MISSED APPROACH:**  
Climb to 1300 then  
climbing left turn to  
3000 direct KEADY  
and hold.

## MISSED APCH FIX



ELEV 796	<b>D</b>	TDZE 747
----------	----------	----------



INDIANAPOLIS, INDIANA

AL-203 (FAA)

25219

WAAS CH <b>50306</b> <b>W05B</b>	APP CRS <b>050°</b>	Rwy Ldg <b>10000</b> TDZE <b>791</b> Apt Elev <b>796</b>
--	------------------------	--

# RNAV (GPS) Y RWY 5R

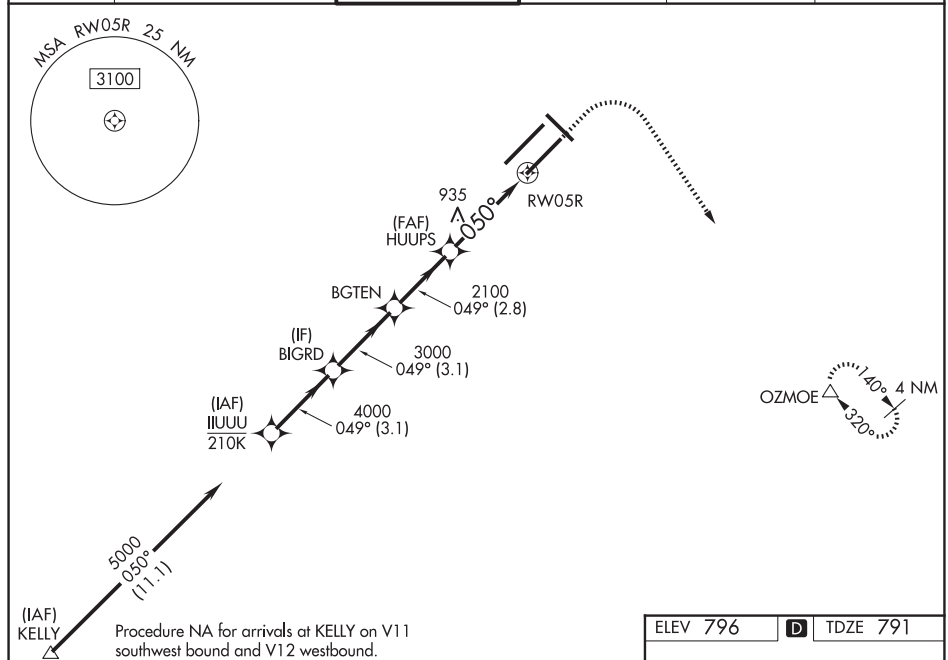
INDIANAPOLIS INTL (IND)

- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV  
▲ procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

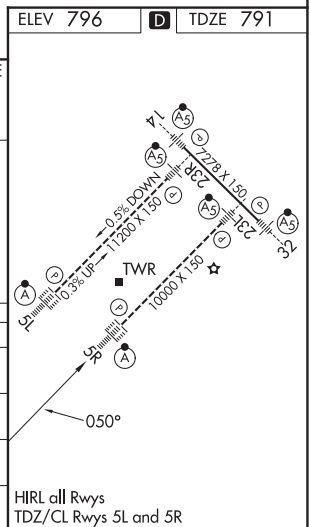


MISSED APPROACH:  
Climb to 1500 then  
climbing right turn to  
3000 direct OZMOE  
and hold.

D-ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 251.1</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 251.1</b>	CPDLC
-------------------------	--	----------------------------------	-------------------------	---------------------------------	-------



VGSIs and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71).				
GP 3.00° TCH 50				
*LNAV only.				
*1.1 NM to RW05R				
3.1 NM 3.1 NM 2.8 NM 2.9 NM 1.1 NM				
CATEGORY	A	B	C	D
LPV DA	991/18		200 (200-½)	
LNAV/VNAV DA	1172/40		381 (400-¾)	
LNAV MDA	1220/24	429 (500-½)	1220/40	429 (500-¾)
CIRCLING	1420-1	624 (700-1)	1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)



INDIANAPOLIS, INDIANA

Amclt 4A 17AUG17

39°43'N-86°18'W

INDIANAPOLIS INTL (IND)

# RNAV (GPS) Y RWY 5R

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>42602</b> <b>W14A</b>	APP CRS <b>140°</b>	Rwy Ldg TDZE <b>796</b> Apt Elev <b>796</b>
--	------------------------	---

RNAV (GPS) Y RWY 14

INDIANAPOLIS INTL (IND)

⚠

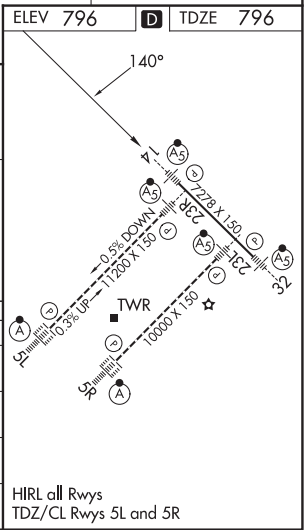
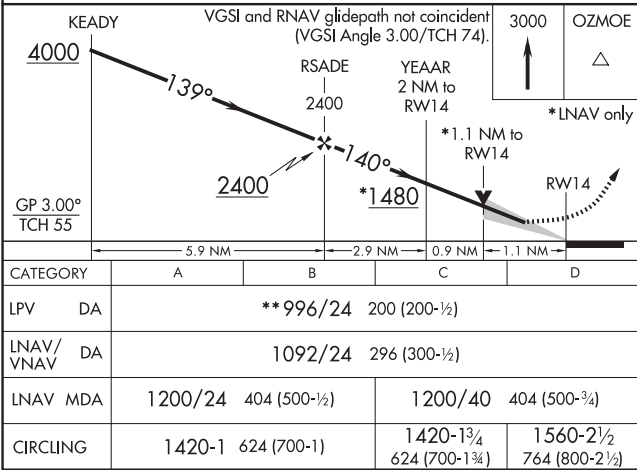
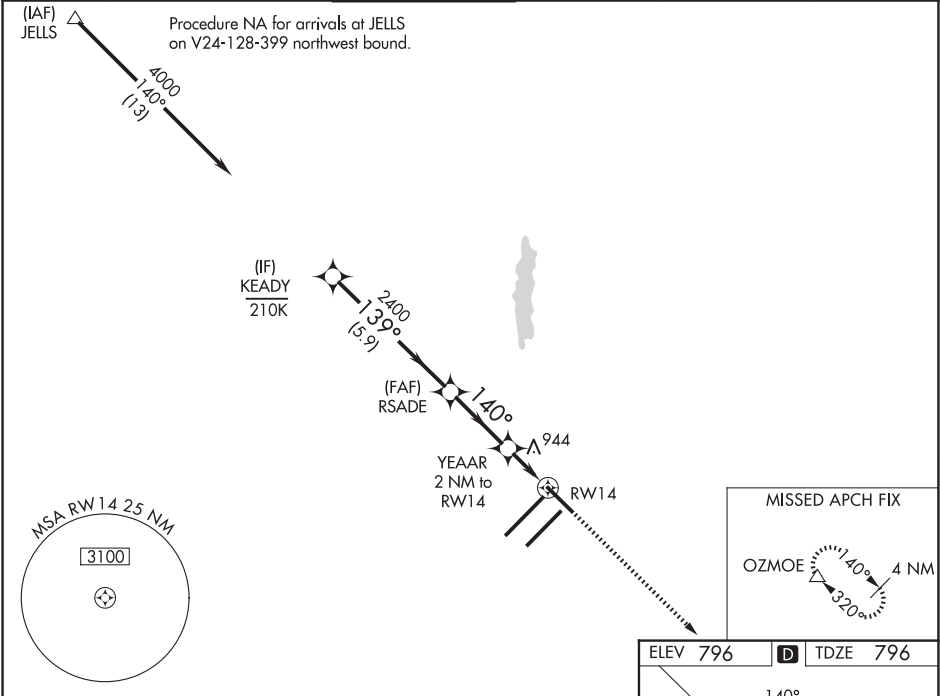
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
\*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH:

Climb to 3000 direct OZMOE and hold.

D-ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 251.1</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 251.1</b>	CPDLC
-------------------------	--	----------------------------------	-------------------------	---------------------------------	-------





WAAS CH <b>77706</b> <b>W23B</b>	APP CRS <b>230°</b>	Rwy Ldg <b>11200</b> TDZE <b>783</b> Apt Elev <b>796</b>
--	------------------------	--

RNAV (GPS) Y RWY 23R

INDIANAPOLIS INTL (IND)

T

A

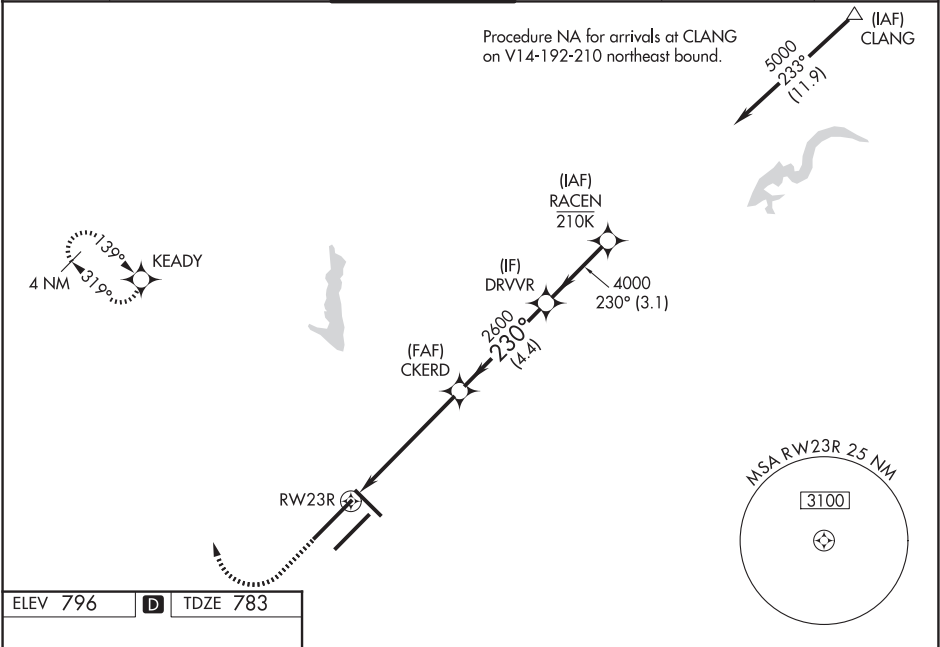
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LNAV Cat C/D visibility to RVR 6000. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.  
\*\* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH:

Climb to 1500 then climbing right turn to 3000 direct KEADY and hold.

D-ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 251.1</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 251.1</b>	CPDLC
-------------------------	--	----------------------------------	-------------------------	---------------------------------	-------



1500

3000

KEADY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

\*LNAV only

RW23R

CKERD

DRVVR

RACEN

1.1 NM

4.4 NM

4.4 NM

3.1 NM

5000

4000

2600

2600

GP 3.00°

TCH 55

CATEGORY	A	B	C	D
LPV DA	** 983/24 200 (200-½)			
LNAV/VNAV DA	1165/40 382 (400-¾)			
LNAV MDA	1200/24	417 (500-½)	1200/40	417 (500-¾)
CIRCLING	1420-1	624 (700-1)	1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)

HIRL all Rwys

TDZ/CL Rwys 5L and 5R

INDIANAPOLIS, INDIANA

AL-203 (FAA)

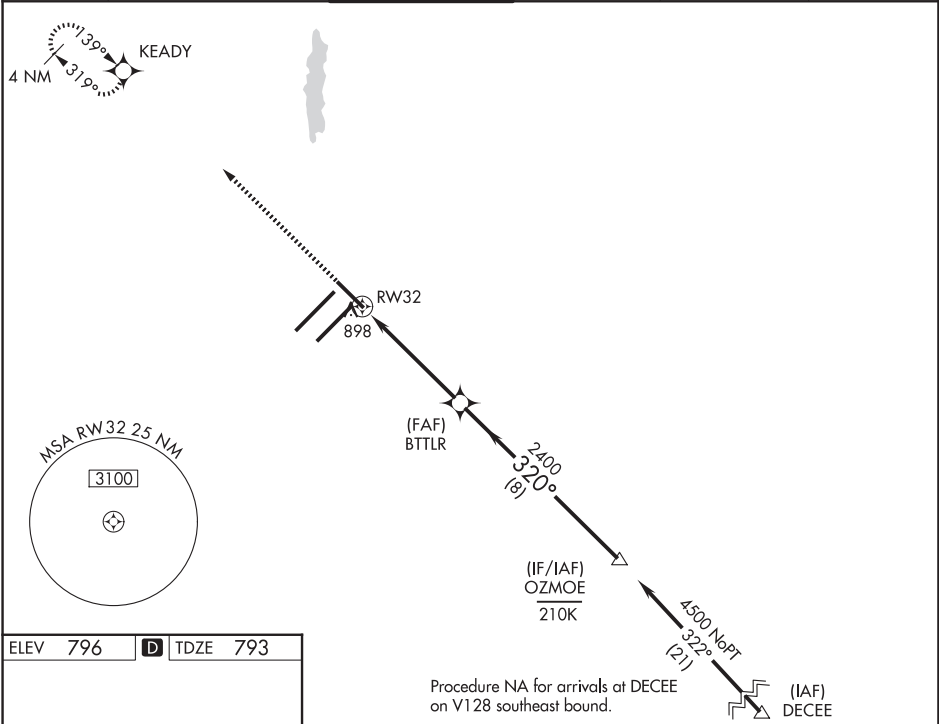
25219

WAAS CH <b>62802</b> <b>W32A</b>	APP CRS <b>320°</b>	Rwy Ldg <b>7278</b> TDZE <b>793</b> Apt Elev <b>796</b>
--	------------------------	---

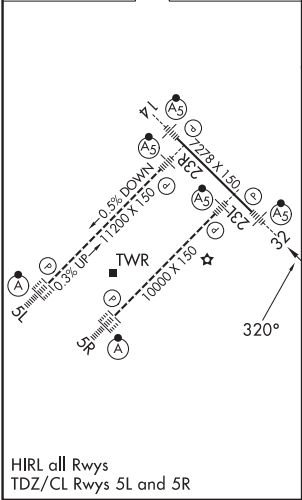
# RNAV (GPS) Y RWY 32

INDIANAPOLIS INTL (IND)

<p><b>⚠</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). <b>⚠</b> DME/DME RNP-0.3 NA. **RVR 1800 authorized with use of FD or AP or HUD to DA.</p>			MALS R 	MISSED APPROACH: Climb to 3000 direct KEADY and hold.	
D-ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>128.175 317.8</b>	INDY TOWER <b>120.9 251.1</b>	GND CON <b>121.9</b>	CLNC DEL <b>128.75 251.1</b>	CPDLC



ELEV <b>796</b>	<b>D</b>	TDZE <b>793</b>
-----------------	----------	-----------------



3000 KEADY		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).		OZMOE
*LNAV only		*1 NM to RW32	BTTLR 2400	
RW32		1 NM	3.9 NM	8 NM
CATEGORY	A	B	C	D
LPV DA	** 993/24		200 (200-½)	
LNAV/VNAV DA	1069/24		276 (300-½)	
LNAV MDA	1160/24	367 (400-½)	1160/35	367 (400-¾)
CIRCLING	1420-1	624 (700-1)	1420-1¾ 624 (700-1¾)	1560-2½ 764 (800-2½)

INDIANAPOLIS, INDIANA  
Amdt 4A 17AUG17

39°43'N-86°18'W

# RNAV (GPS) Y RWY 32

INDIANAPOLIS INTL (IND)

EC-2, 07 AUG 2025 to 02 OCT 2025

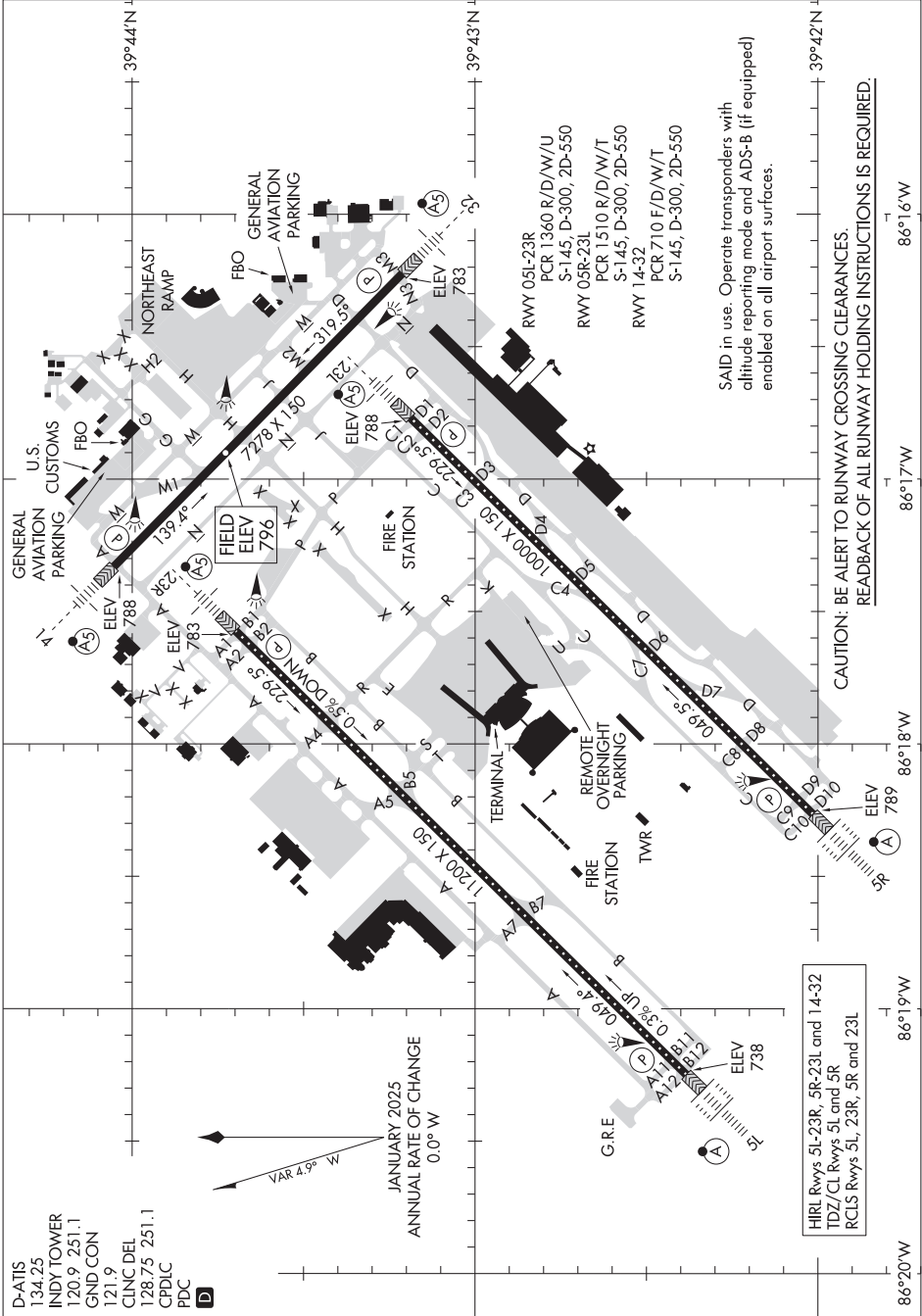
EC-2, 07 AUG 2025 to 02 OCT 2025



AIRPORT DIAGRAM

AL-203 (FAA)

INDIANAPOLIS INTL (IND)  
INDIANAPOLIS, INDIANA



AIRPORT DIAGRAM

INDIANAPOLIS, INDIANA  
INDIANAPOLIS INTL (IND)

# DAWNN1.DAWNN) 24361 DAWNN ONE DEPARTURE

AL-203 (FAA)

 INDIANAPOLIS INTL (IND)  
INDIANAPOLIS, INDIANA

D-ATIS 134.25

CLNC DEL

128.75 251.1

CPDLC

GND CON

121.9

INDY TOWER

120.9 251.1

INDIANAPOLIS DEP CON

124.95 317.8 (EAST)

119.05 317.8 (WEST)

**TOP ALTITUDE:  
ASSIGNED BY  
ATC**

BRICKYARD

116.3 VHP

Chan 110

LOCALIZER

111.75 I-UZK

Chan 54(Y)

I-OQV

0.3

LOCALIZER

111.15 I-OQV

Chan 48(Y)

LOCALIZER

111.15 I-FVJ

Chan 48(Y)

TERRE HAUTE

115.3 TTH

Chan 100

HOOSIER

110.2 OOM

Chan 39

R-098

SNEVA RADAR

FOYTT RADAR

DAWNN

10000

(For LOUISVILLE Transition)

R-3401B

R-3401A

LOUISVILLE

114.8 IU

Chan 95

MYSTIC

108.2 MYS

## TAKEOFF MINIMUMS:

Rwys 5L/R, 14, 23L/R, 32: Standard.

NOTE: RADAR required.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

 DAWNN ONE DEPARTURE  
(DAWNN1.DAWNN) 07DEC17

 INDIANAPOLIS, INDIANA  
INDIANAPOLIS INTL (IND)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 23R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215° to assigned altitude.

Thence....

TAKEOFF RWY 23L (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245° to assigned altitude.

Thence....

TAKEOFF RWY 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070° to assigned altitude.

Thence....

TAKEOFF ALL OTHER RWYS (TURBOJETS ONLY): Climb on assigned heading to assigned altitude. Thence....

TAKEOFF ALL RWYS (PROPELLER ONLY): Climb on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNN1.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.

MYSTIC TRANSITION (DAWNN1.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

(OOM5.OOM) 24361

## HOOSIER FIVE DEPARTURE

AL-203 (FAA)

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

D-ATIS 134.25  
CLNC DEL  
128.75 251.1  
CPDLC  
GND CON  
121.9  
INDY TOWER  
120.9 251.1  
INDIANAPOLIS DEP CON  
124.95 317.8 (EAST)  
119.05 317.8 (WEST)

**TOP ALTITUDE:**  
(JETS) 5000  
(PROPS) 3000

BRICKYARD  
116.3 VHP  
Chan 110

LOCALIZER  
111.75 I-UZK  
Chan 54(Y)

I-OQV  
0.3

LOCALIZER  
111.15 I-OQV  
Chan 48(Y)

LOCALIZER  
111.15 I-FVJ  
Chan 48(Y)

HOOSIER  
110.2 OOM  
Chan 39

I-UZK  
2.6

I-FVJ  
2.3

POCKET CITY  
113.3 PXV  
Chan 80

## TAKEOFF MINIMUMS:

Rwys 5L/R, 14, 23L/R, 32: Standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

HOOSIER FIVE DEPARTURE

(OOM5.OOM) 01FEB18

INDIANAPOLIS, INDIANA  
INDIANAPOLIS INTL (IND)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000.

Thence....

TAKEOFF RWY 23R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000.

Thence....

TAKEOFF RWY 23L (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000.

Thence....

TAKEOFF ALL OTHER RWYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence....

TAKEOFF ALL RWYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM5.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

(INDY3.VHP) 25163

## INDY THREE DEPARTURE

AL-203 (FAA)

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

INDIANAPOLIS DEP CON  
124.95 317.8 (EAST)  
119.05 317.8 (WEST)  
D-ATIS 134.25  
CLNC DEL  
128.75 251.1  
CPDLC  
GND CON  
121.9  
INDY TOWER  
120.9 251.1

RADAR required. DME required.

**TOP ALTITUDE:  
AS ASSIGNED  
BY ATC**

FORT WAYNE  
117.8 FWA  
Chan 125

CHAMPAIGN  
115.75 CMI  
Chan 104(Y)

LOCALIZER  
111.75 I-UZK  
Chan 54(Y)

BRICKYARD  
116.3 VHP  
Chan 110

LOCALIZER  
111.15 I-OQV  
Chan 48(Y)

DAYTON  
114.5 DGN  
Chan 92

LOCALIZER  
111.15 I-FVJ  
Chan 48(Y)

SHELBYVILLE  
116.15 SHB  
Chan 108 (Y)

POCKET CITY  
113.3 PXV  
Chan 80

TAKEOFF MINIMUMS:

Rwy 5L/R, 14, 23L/R, 32: Standard.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Accelerate to 250K until reaching 10000. If unable advise ATC.

NOTE: Jet aircraft only.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## INDY THREE DEPARTURE

(INDY3.VHP) 12JUN25

INDIANAPOLIS, INDIANA  
INDIANAPOLIS INTL (IND)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5R: Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Thence . . . .

TAKEOFF RUNWAY 5L: Climb on heading 050°. Thence . . . .

TAKEOFF RUNWAY 23R: Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Thence....

TAKEOFF RUNWAY 23L: Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Thence....

TAKEOFF ALL OTHER RUNWAYS: Climb on assigned heading. Thence....

....RADAR vectors to assigned route/fix. Maintain ATC assigned altitude, expect clearance to filed altitude 10 minutes after departure.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

(MAREO5.MAREO) 24361

## MAREO FIVE DEPARTURE

AL-203 (FAA)

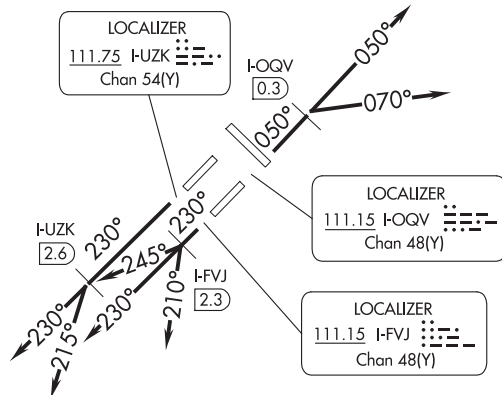
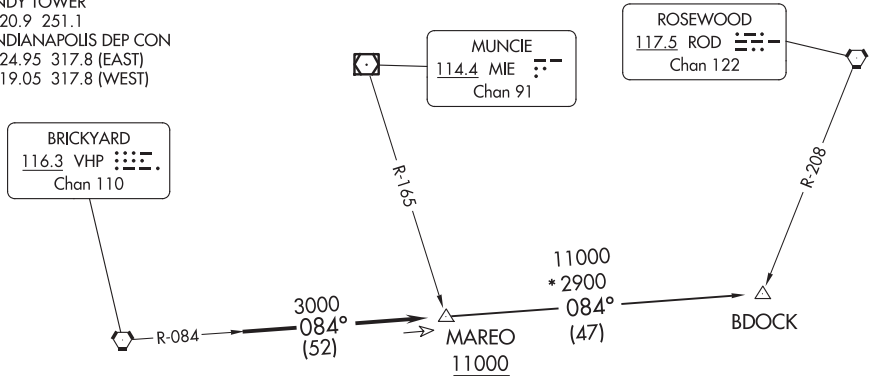
INDIANAPOLIS INTL (IND)  
INDIANAPOLIS, INDIANA

D-ATIS  
134.25  
CLNC DEL  
128.75 251.1  
CPDLC  
GND CON  
121.9  
INDY TOWER  
120.9 251.1  
INDIANAPOLIS DEP CON  
124.95 317.8 (EAST)  
119.05 317.8 (WEST)

## TAKEOFF MINIMUMS

Rwys 5L/R, 14, 23L/R, 32: Standard.

**TOP ALTITUDE:**  
**(JETS) 5000**  
**(PROPS) 3000**

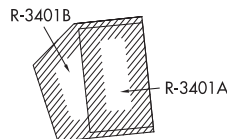


NOTE: RADAR required.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## MAREO FIVE DEPARTURE

(MAREO5.MAREO) 01FEB18

INDIANAPOLIS, INDIANA  
INDIANAPOLIS INTL (IND)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000. Thence . . . .

TAKEOFF RWY 23R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000. Thence . . . .

TAKEOFF RWY 23L (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000. Thence . . . .

TAKEOFF ALL OTHER RWYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence . . . .

TAKEOFF ALL RWYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence . . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO5.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

(MEARZ7.MEARZ) 24361

AL-203 (FAA)

INDIANAPOLIS INTL (IND)

## MEARZ SEVEN DEPARTURE

INDIANAPOLIS, INDIANA

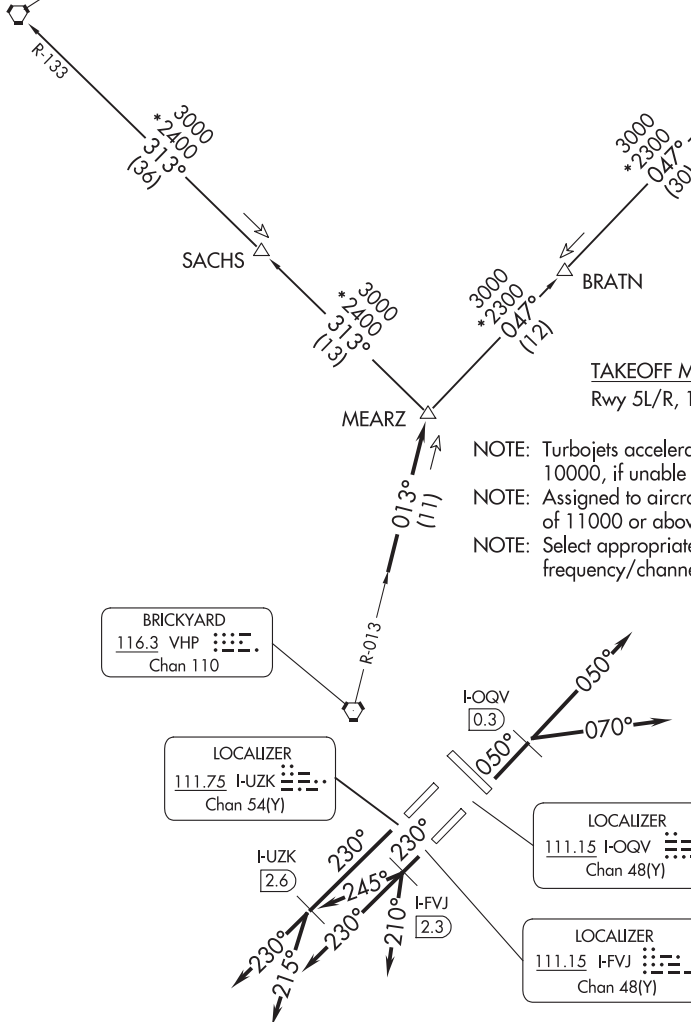
**TOP ALTITUDE:**  
(JETS) 5000  
(PROPS) 3000

RADAR required.

D-ATIS 134.25  
CLNC DEL  
128.75 251.1  
CPDLC  
GND CON  
121.9  
INDY TOWER  
120.9 251.1  
INDIANAPOLIS DEP CON  
124.95 317.8 (EAST)  
119.05 317.8 (WEST)

BOILER  
115.1 BVT  
Chan 98

MARION  
108.6 MZZ  
Chan 23

TAKEOFF MINIMUMS

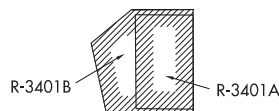
Rwy 5L/R, 14, 23L/R, 32: Standard.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

(NARRATIVE ON FOLLOWING PAGE)



NOTE: Chart not to scale.

## MEARZ SEVEN DEPARTURE

(MEARZ7.MEARZ) 19MAY22

INDIANAPOLIS, INDIANA  
INDIANAPOLIS INTL (IND)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000.

Thence....

TAKEOFF RUNWAY 23R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000.

Thence....

TAKEOFF RUNWAY 23L (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000.

Thence....

TAKEOFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence....

TAKEOFF ALL RUNWAYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ7.BVT): From over MEARZ on BVT R-133 to BVT VORTAC.

MARION TRANSITION (MEARZ7.MZZ): From over MEARZ on MZZ R-227 to MZZ VOR/DME.

(ROCKY1.ROCKY) 24361

## ROCKY ONE DEPARTURE

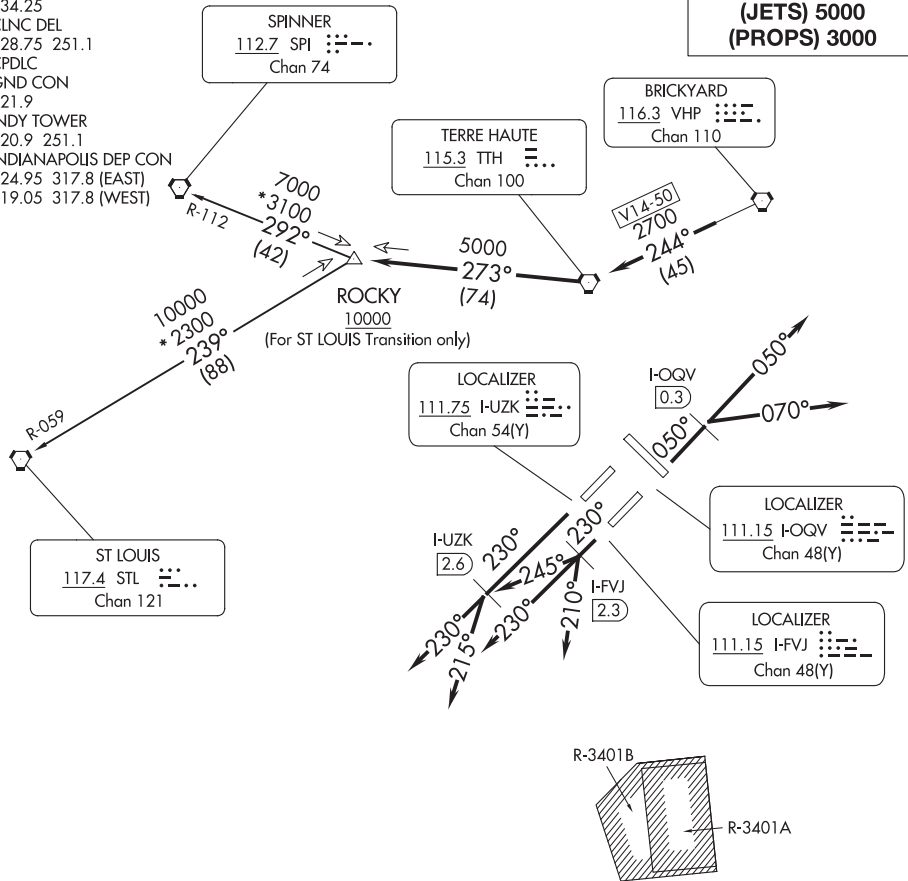
AL-203 (FAA)

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

D-ATIS  
134.25  
CLNC DEL  
128.75 251.1  
CPDLC  
GND CON  
121.9  
INDY TOWER  
120.9 251.1  
INDIANAPOLIS DEP CON  
124.95 317.8 (EAST)  
119.05 317.8 (WEST)

**TOP ALTITUDE:**  
**(JETS) 5000**  
**(PROPS) 3000**

TAKEOFF MINIMUMS

Rwys 5L/R, 14, 23L/R, 32: Standard.

NOTE: RADAR required.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## ROCKY ONE DEPARTURE

(ROCKY1.ROCKY) 01FEB18

INDIANAPOLIS, INDIANA  
INDIANAPOLIS INTL (IND)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5R (TURBOJETS ONLY-DME Required): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000. Thence . . . .

TAKEOFF RWY 23R (TURBOJETS ONLY-DME Required): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000. Thence . . . .

TAKEOFF RWY 23L (TURBOJETS ONLY-DME Required): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000. Thence . . . .

TAKEOFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence . . . .

TAKEOFF ALL RUNWAYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence . . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY1.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.  
ST LOUIS TRANSITION (ROCKY1.STL): From over ROCKY INT on STL R-059 to STL VORTAC.

INDIANAPOLIS, INDIANA

AL-5902 (FAA)

25163

WAAS CH <b>86447</b> <b>W15A</b>	APP CRS <b>149°</b>	Rwy Ldg TDZE Apt Elev	<b>3848</b> <b>805</b> <b>811</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 15

INDIANAPOLIS METRO (UMP)

RNP APCH - GPS.

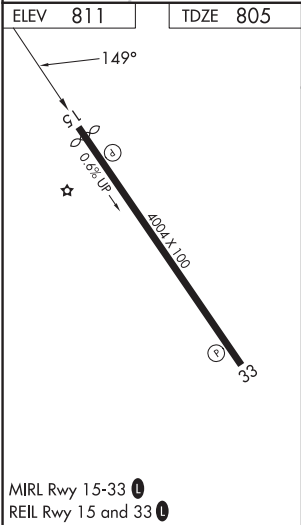
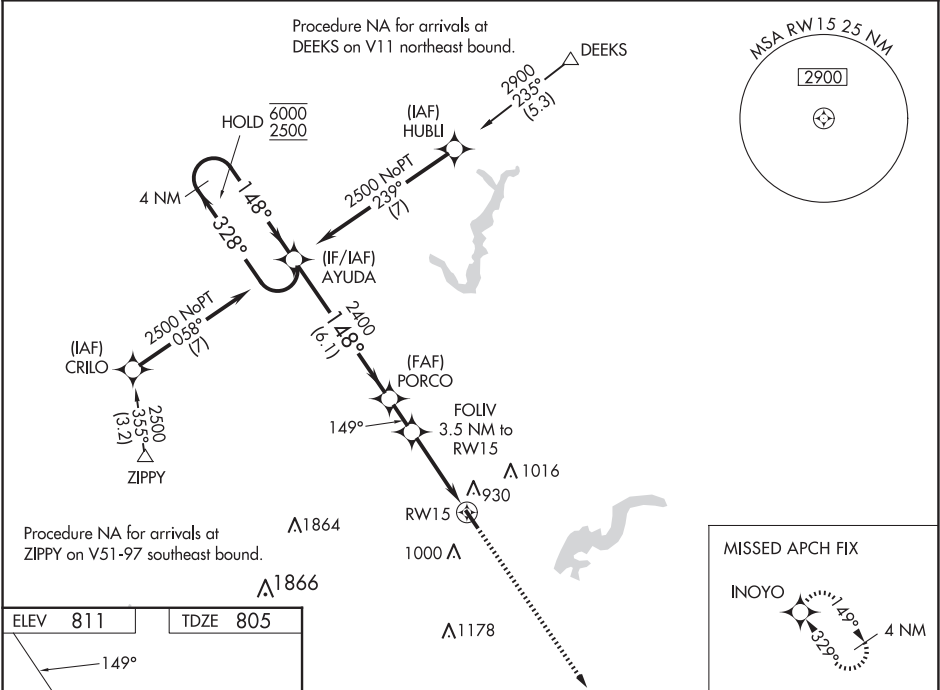
▼

Baro-VNAV and VDP NA when using IND altimeter setting. Rwy 15 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 IND altimeter setting and increase LPV DA to 1098 feet. Increase LNAV/VNAV DA to 1173 feet; increase all MDAs 60 feet and LNAV visibility Cat C ½ SM.

MISSED APPROACH:

Climb to 2900 direct INOYO and hold.

AWOS-3PT <b>119.375</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>121.625</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
----------------------------	---	----------------------------	--



4 NM Holding Pattern				2900	INOYO
AYUDA 6000 328° 2500 148°		PORCO 2400 148°	FOLIV 2400 149°	1.3 NM to RW15	RW15
GP 3.00° TCH 43		6.1 NM	1.4 NM	2.2 NM	1.3 NM
CATEGORY	A	B	C	D	
LPV DA	1055-1		250 (300-1)	NA	
LNAV/VNAV DA	1130-1		325 (400-1)	NA	
LNAV MDA	1240-1	435 (500-1)	1240-1¼ 435 (500-1¼)	NA	
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA	

INDIANAPOLIS, INDIANA  
Amdt 3 15MAY25

39°56'N-86°03'W

INDIANAPOLIS METRO (UMP)

RNAV (GPS) RWY 15

WAAS CH <b>40247</b> <b>W33A</b>	APP CRS <b>329°</b>	Rwy Ldg TDZE Apt Elev	<b>4004</b> <b>811</b> <b>811</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 33

## INDIANAPOLIS METRO (UMP)

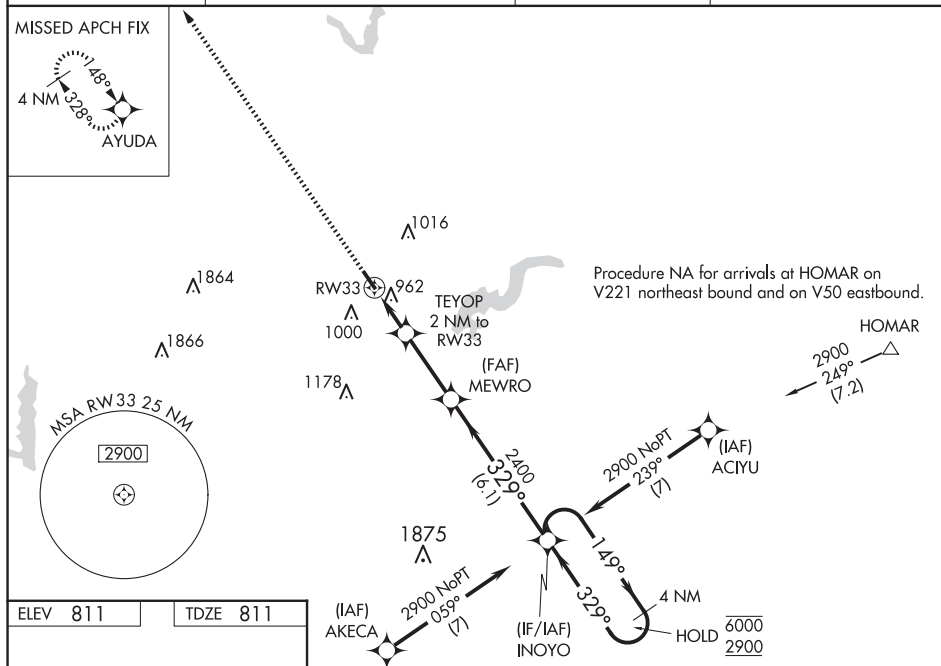
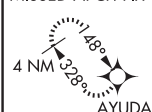
RNP APCH - GPS.	
-----------------	--

**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 33 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using IND altimeter setting. When local altimeter setting not received, use IND altimeter setting and increase LPV DA to 1117 feet; increase LNAV/VNAV DA to 1260 feet and all visibilities ¾ SM. Increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM.

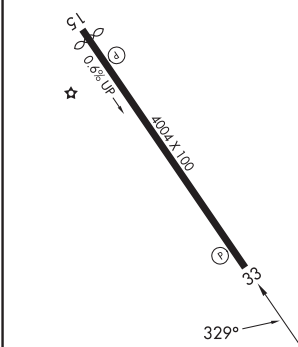
**MISSED APPROACH:**  
Climb to 2500 direct  
AYUDA and hold.

AWOS-3PT <b>119.375</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>121.625</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
----------------------------	---	----------------------------	--

## MISSED APCH FIX



ELEV 811		TDZE 811
----------	--	----------



MIRL Rwy 15-33 **L**  
REIL Rwy 15 and 33 **L**

INDIANAPOLIS, INDIANA

Amdt 2 15MAY25

39°56'N-86°03'W

373

INDIANAPOLIS METRO (UMP)

RNAV (GPS) RWY 33

VGS1 and RNAV glidepath not coincident  
(VGS1 Angle 3.50/TCH 27).

2500  
↑  
AYUDA

TEYOP  
2 NM to RW33

MEWRO  
2400

INOYO  
4 NM Holding Pattern

1480

2400

6000  
2900

149°

329°

329°

GP 3.00  
TCH 40

1 NM

1 NM

2.9 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	1074-1	263 (300-1)		NA
RNAV/VNAV DA	1217-1½	406 (500-1½)		NA
RNAV MDA	1220-1	409 (500-1)	1220-1½ 409 (500-1½)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

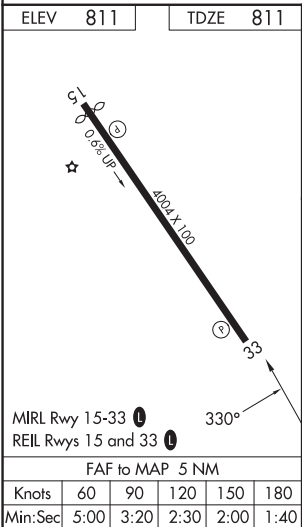
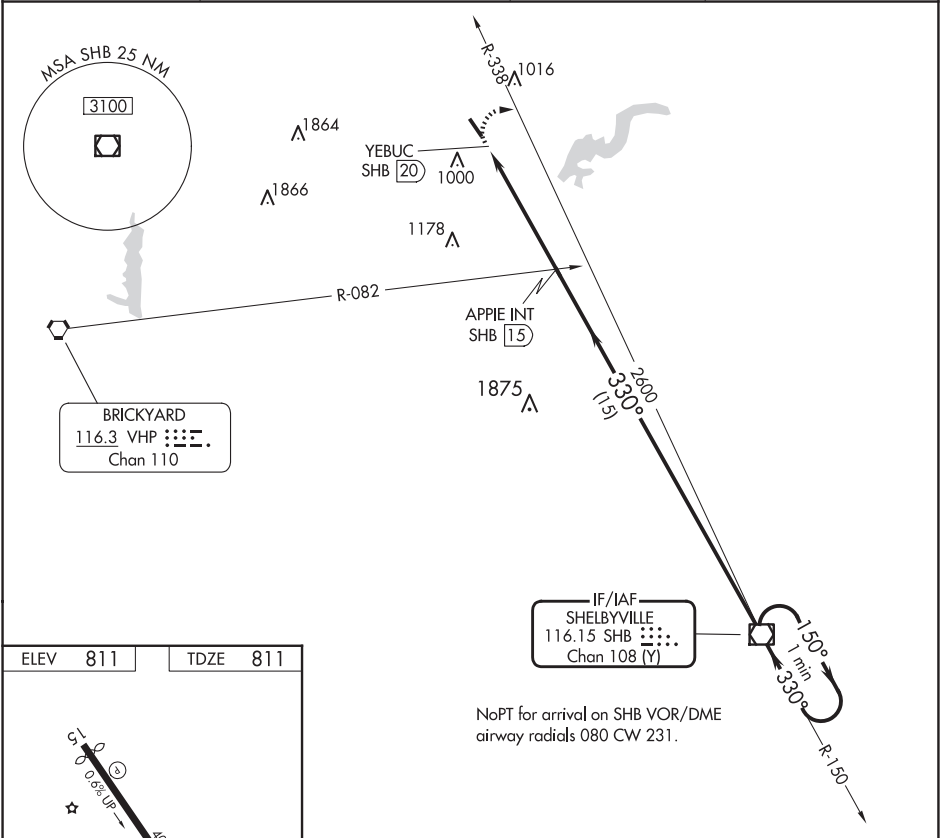
VOR/DME SHB	APP CRS	Rwy Ldg	4004
116.15	330°	TDZE	811
Chan 108 (Y)		Apf Elev	811

VOR RWY 33  
INDIANAPOLIS METRO (UMP)

**NA** When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase S-33 and Circling Cat C visibility to 1¾. Rwy 33 helicopter visibility reduction below ¾ SM NA.

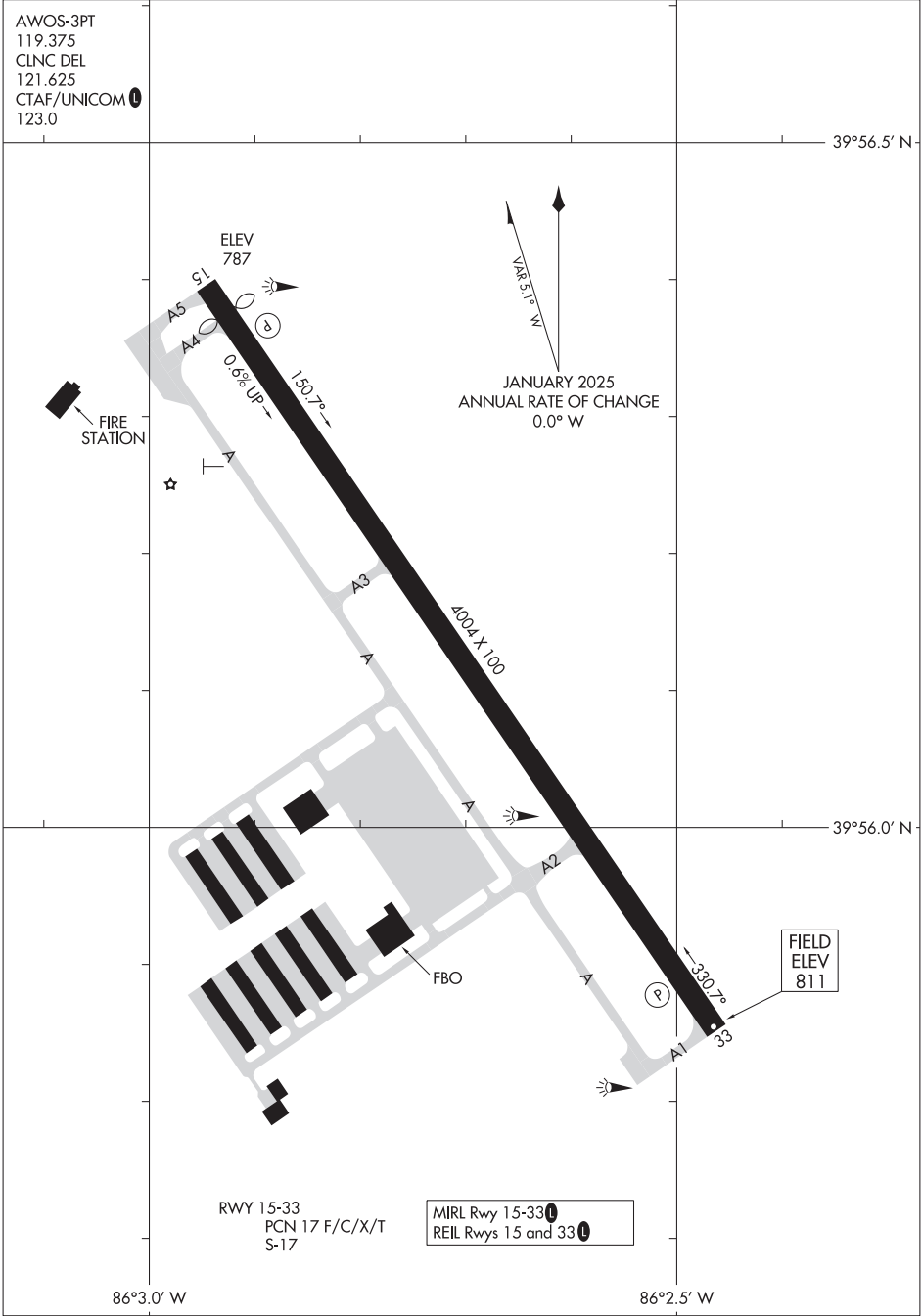
**MISSED APPROACH:** Climbing right turn to 2600 on SHB VOR/DME R-338 direct SHB VOR/DME and hold.

AWOS-3PT 119.375	INDIANAPOLIS APP CON 127.15 317.8	CLNC DEL 121.625	UNICOM 123.0 (CTAF) <b>1</b>
---------------------	--------------------------------------	---------------------	---------------------------------



2600	SHB	APPIE INT SHB 15	SHB VOR/DME	One Minute Holding Pattern
SHB R-338		YEBUC SHB 20	330°	150° → 2600
		3.00° TCH 40		← 330°
		VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 27).		
CATEGORY	A	B	C	D
S-33	1340-1	529 (600-1)	1340-1½ 529 (600-1½)	NA
CIRCLING	1340-1	529 (600-1)	1340-1½ 529 (600-1½)	NA





EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

# DAWNN ONE DEPARTURE

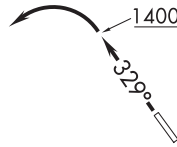
23334

AL-5902 (FAA)

 INDIANAPOLIS METRO (UMP)  
 INDIANAPOLIS, INDIANA

 AWOS-3  
 119.375  
 CLNC DEL  
 121.625  
 INDIANAPOLIS DEP CON  
 127.15 317.8

 BRICKYARD  
 116.3 VHP  
 Chan 110

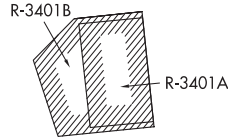
**TOP ALTITUDE:  
 ASSIGNED BY ATC**

 R-098  
 TERRE HAUTE  
 115.3 TTH  
 Chan 100

 R-174  
 SNEVA  
 RADAR

**TAKEOFF MINIMUMS:**  
 Rwy 15: NA-obstacles.  
 Rwy 33: Standard.

 R-113  
 HOOSIER  
 110.2 OOM  
 Chan 39

 FOYTT  
 RADAR

 DAWNN  
 10000  
 (For LOUISVILLE Transition)

 6000  
 174°  
 75  
 6000  
 182°  
 140

 10000  
 \*3000  
 131°  
 (41)

R-311

 LOUISVILLE  
 114.8 IU  
 Chan 95

 MYSTIC  
 108.2 MYS

NOTE: RADAR required.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

 DAWNN ONE DEPARTURE  
 (DAWNN1.DAWNN) 07DEC17

 INDIANAPOLIS, INDIANA  
 INDIANAPOLIS METRO (UMP)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 33: Climb heading 329° to 1400 before turning left.  
Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on  
assigned heading to assigned altitude. Thence....

....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or  
assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNN1.IIU): From over DAWNN INT on IIU R-311 to  
IIU VORTAC.

MYSTIC TRANSITION (DAWNN1.MYS): From over DAWNN INT on MYS R-002 to  
MYS VOR.

(OOM5.OOM) 23334

HOOSIER FIVE DEPARTURE

AL-5902 (FAA)

INDIANAPOLIS METRO (UMP)  
INDIANAPOLIS, INDIANA

AWOS-3  
119.375  
CLNC DEL  
121.625  
INDIANAPOLIS DEP CON  
127.15 317.8

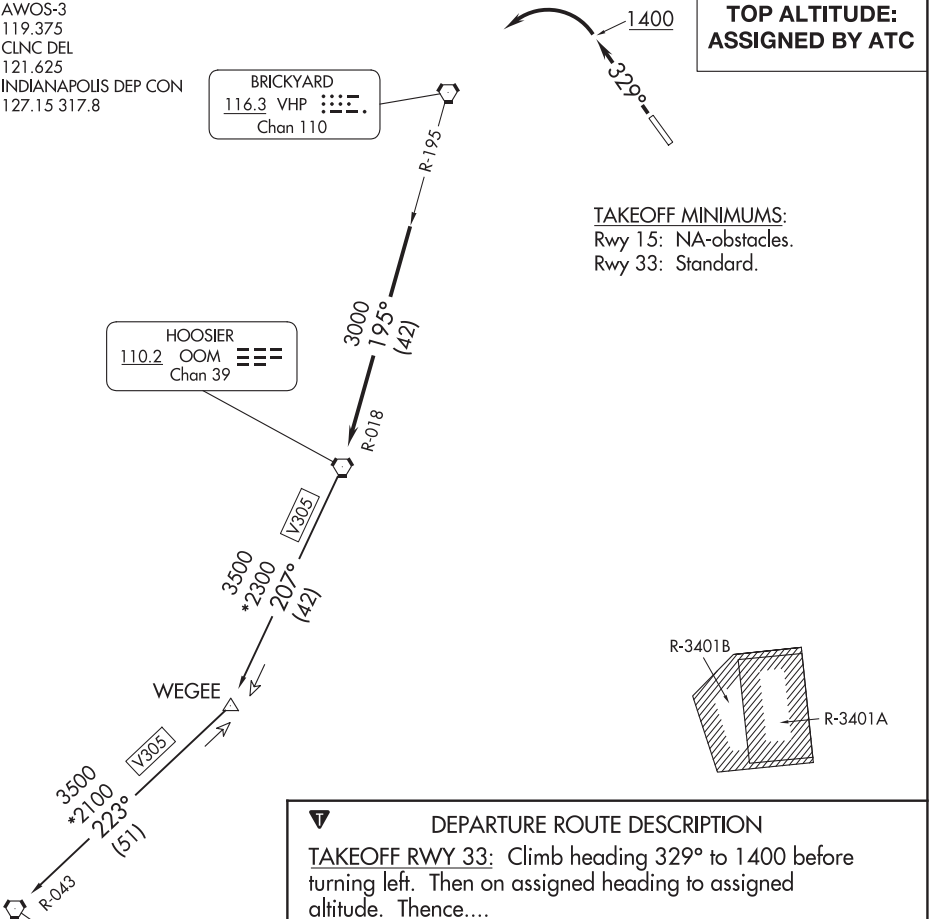
BRICKYARD  
116.3 VHP  
Chan 110

HOOSIER  
110.2 OOM  
Chan 39

POCKET CITY  
113.3 PXV  
Chan 80

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS:  
Rwy 15: NA-obstacles.  
Rwy 33: Standard.



DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 33:** Climb heading 329° to 1400 before turning left. Then on assigned heading to assigned altitude. Thence....

**DEPARTING ALL OTHER AUTHORIZED RUNWAYS:** Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**POCKET CITY TRANSITION (OOM5.PXV):** From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

HOOSIER FIVE DEPARTURE

(OOM5.OOM) 01FEB18

INDIANAPOLIS, INDIANA  
INDIANAPOLIS METRO (UMP)

(MAREO5.MAREO) 23334  
MAREO FIVE DEPARTURE

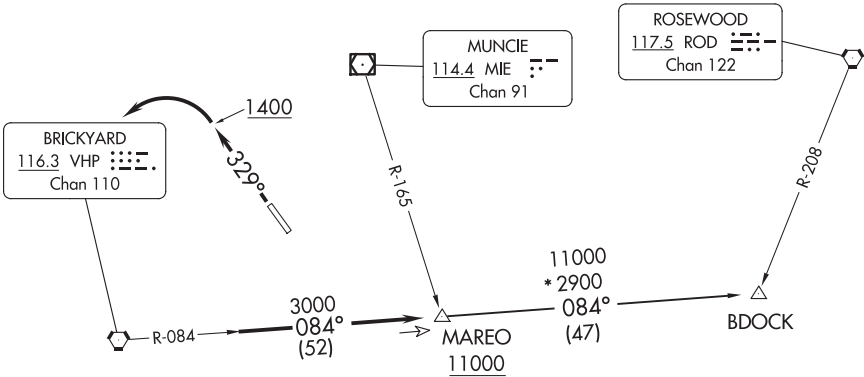
AL-5902 (FAA)

INDIANAPOLIS METRO (UMP)  
INDIANAPOLIS, INDIANA

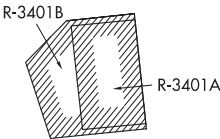
AWOS-3  
119.375  
CLNC DEL  
121.625  
INDIANAPOLIS DEP CON  
127.15 317.8

TAKEOFF MINIMUMS  
Rwy 15: NA-obstacles.  
Rwy 33: Standard.

TOP ALTITUDE:  
ASSIGNED BY ATC



- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 33: Climb heading 329° to 1400 before turning left. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO5.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.

(MEARZ7.MEARZ) 23334

MEARZ SEVEN DEPARTURE AL-5902 (FAA)

INDIANAPOLIS METRO (UMP)

INDIANAPOLIS, INDIANA

**TOP ALTITUDE:  
ASSIGNED BY ATC**

RADAR required.

AWOS-3


119.375

CLNC DEL

121.625

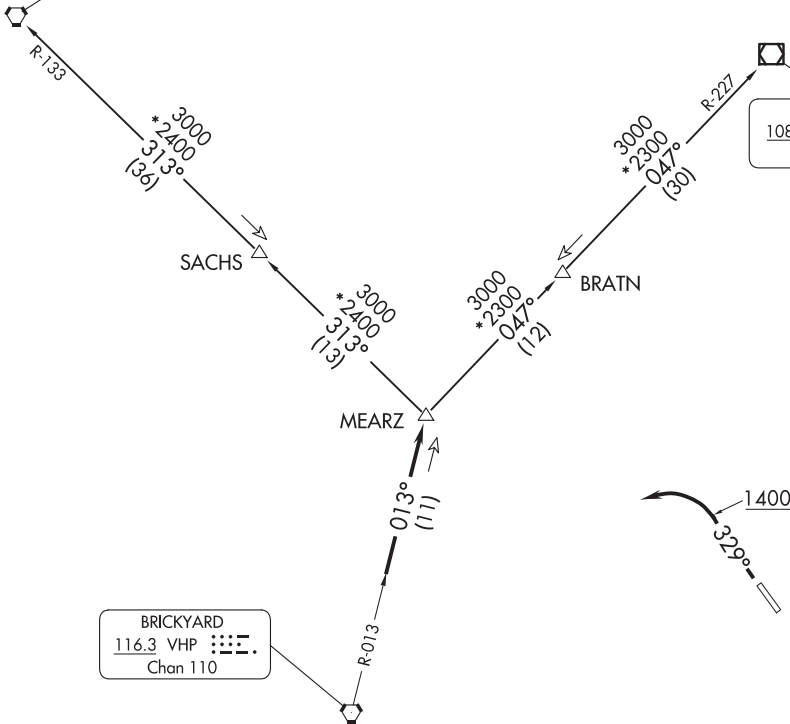
INDIANAPOLIS DEP CON

127.15 317.8

BOILER  
115.1 BVT   
Chan 98

MARION  
108.6 MZZ   
Chan 23

BRICKYARD  
116.3 VHP   
Chan 110

**TAKEOFF MINIMUMS**

Rwy 15: NA - obstacles.

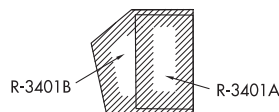
Rwy 33: Standard.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

(NARRATIVE ON FOLLOWING PAGE)



NOTE: Chart not to scale.

MEARZ SEVEN DEPARTURE

(MEARZ7.MEARZ) 19MAY22

INDIANAPOLIS, INDIANA  
INDIANAPOLIS METRO (UMP)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb on heading 329° to 1400 before turning left. Then on assigned heading to assigned altitude. Thence....  
DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ7.BVT): From over MEARZ on BVT R-133 to BVT VORTAC.  
MARION TRANSITION (MEARZ7.MZZ): From over MEARZ on MZZ R-227 to MZZ VOR/DME.

# (ROCKY1.ROCKY) 23334 ROCKY ONE DEPARTURE

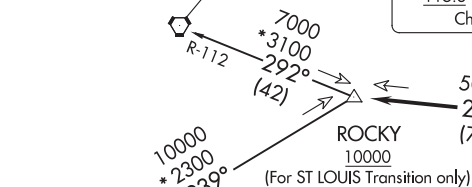
AL-5902 (FAA)

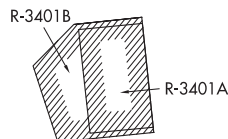
 INDIANAPOLIS METRO (UMP)  
INDIANAPOLIS, INDIANA

 AWOS-3  
119.375  
CLNC DEL  
121.625  
INDIANAPOLIS DEP CON  
127.15 317.8

 SPINNER  
112.7 SPI   
Chan 74

 TERRE HAUTE  
115.3 TTH   
Chan 100

 BRICKYARD  
116.3 VHP   
Chan 110

 TAKEOFF MINIMUMS  
Rwy 15: NA - Obstacles.  
Rwy 33: Standard.

 ST LOUIS  
117.4 STL   
Chan 121


NOTE: RADAR required.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 33:** Climb heading 329° to 1400 before turning left. Then on assigned heading to assigned altitude. Thence . . . .

**DEPARTING ALL OTHER AUTHORIZED RUNWAYS:** Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**SPINNER TRANSITION (ROCKY1.SPI):** From over ROCKY INT on SPI R-112 to SPI VORTAC.

**ST LOUIS TRANSITION (ROCKY1.STL):** From over ROCKY INT on STL R-059 to STL VORTAC.

 ROCKY ONE DEPARTURE  
(ROCKY1.ROCKY) 01FEB18

 INDIANAPOLIS, INDIANA  
INDIANAPOLIS METRO (UMP)



LOC I-MQJ <b>108.7</b>	APP CRS <b>252°</b>	Rwy Idg TDZE Apt Elev	<b>6005</b> <b>860</b> <b>862</b>
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 25

INDIANAPOLIS RGNL (MQJ)

▼

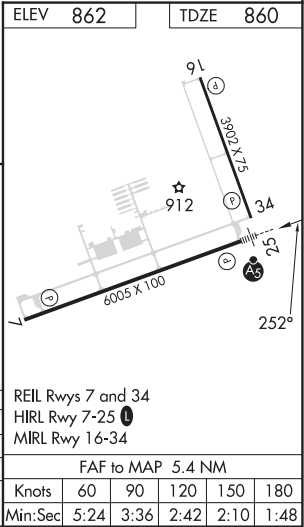
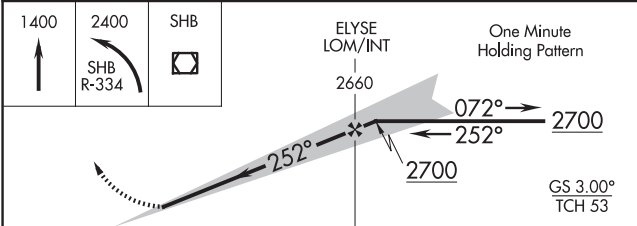
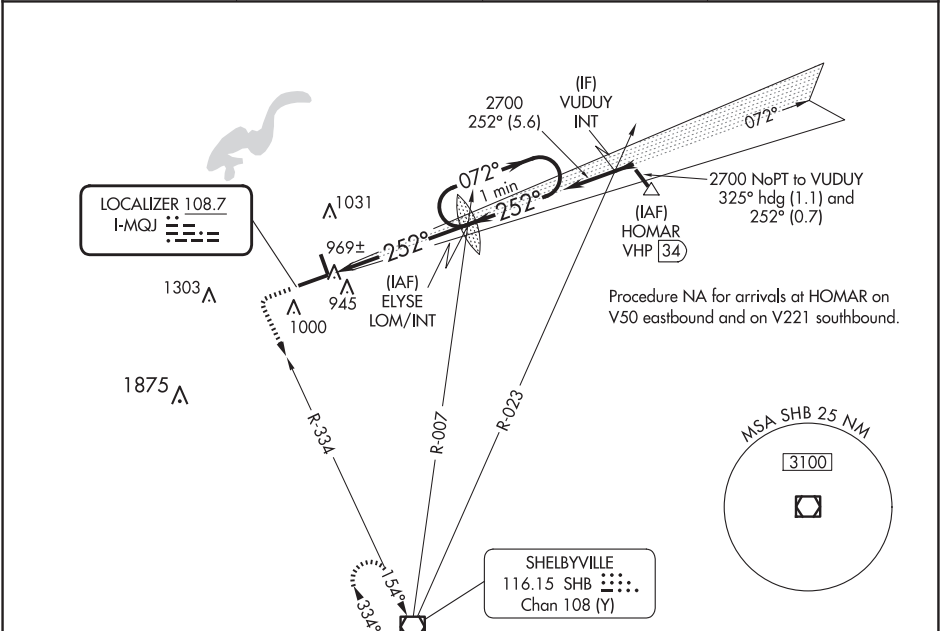
NA

When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, increase S-LOC 25 Cats C/D visibility ½ mile and Circling Cat D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 on SHB VOR/DME R-334 to SHB VOR/DME and hold.

AWOS-3PT <b>124.175</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.975 (CTAF)</b>
----------------------------	---	---------------------------	---------------------------------



INDIANAPOLIS, INDIANA

AL-6452 (FAA)

24305

WAAS CH <b>69646</b> <b>W07A</b>	APP CRS <b>072°</b>	Rwy Idg TDZE Apt Elev	<b>6005</b> <b>862</b> <b>862</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 7

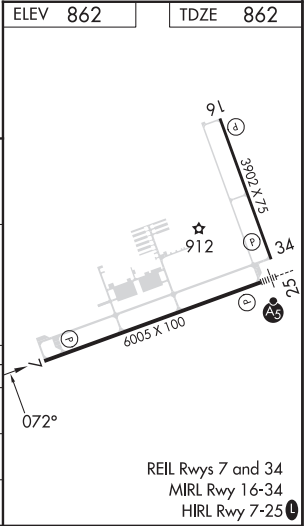
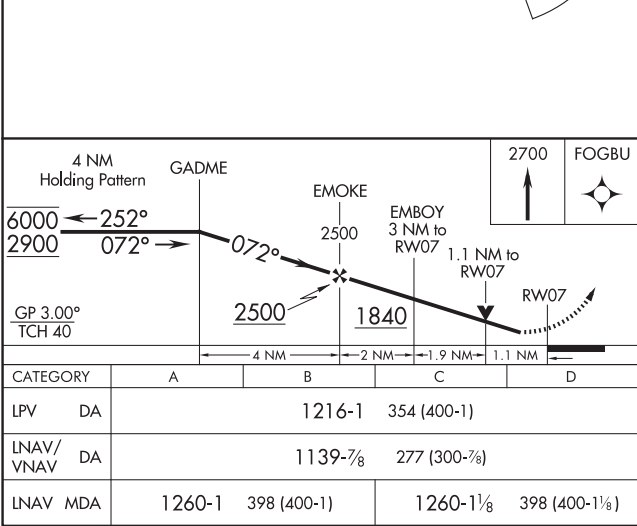
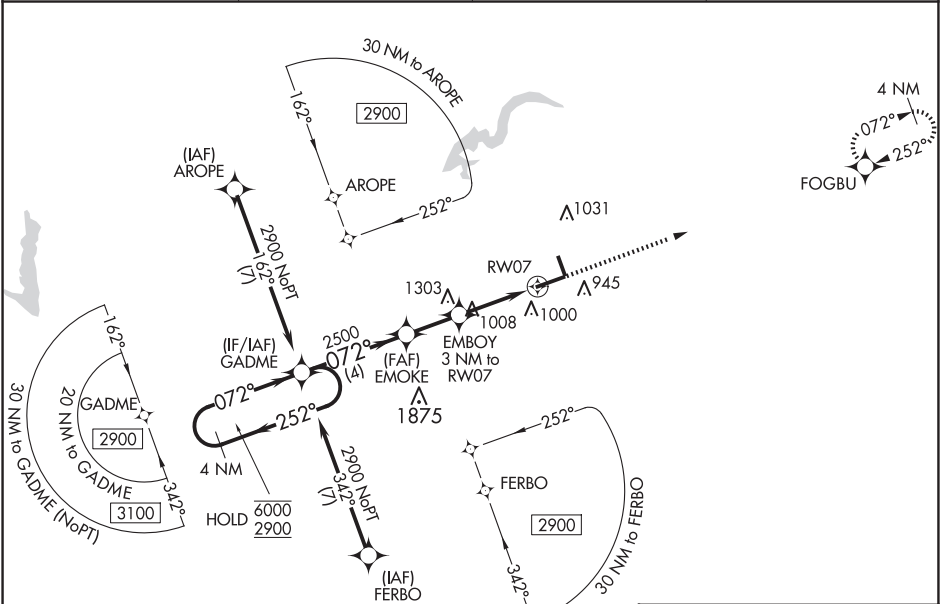
INDIANAPOLIS RGNL (MQJ)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.  
Rwy 7 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using IND altimeter setting. When local altimeter setting not received, use IND altimeter setting and increase LPV DA to 1271 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 1194 feet and all visibilities 1/8 SM; increase all MDAs 60 feet and LNAV visibility Cat C and D 1/4 SM.

MISSED APPROACH: Climb to 2700 direct FOGBU and hold.

AWOS-3PT <b>124.175</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CINC DEL <b>119.25</b>	UNICOM <b>122.975</b> (CTAF) <b>0</b>
----------------------------	---	---------------------------	--



INDIANAPOLIS, INDIANA

Orig 31OCT24

39°51'N-85°54'W

INDIANAPOLIS RGNL (MQJ)

RNAV (GPS) RWY 7

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**162°**

Rwy Idg  
TDZE  
**858**

Apt Elev  
**862**

RNAV (GPS) RWY 16

INDIANAPOLIS RGNL (MQJ)

RNP APCH - GPS.

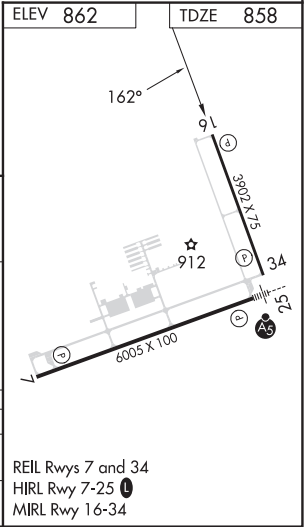
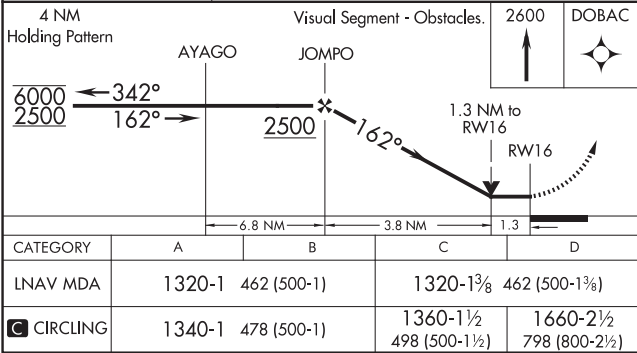
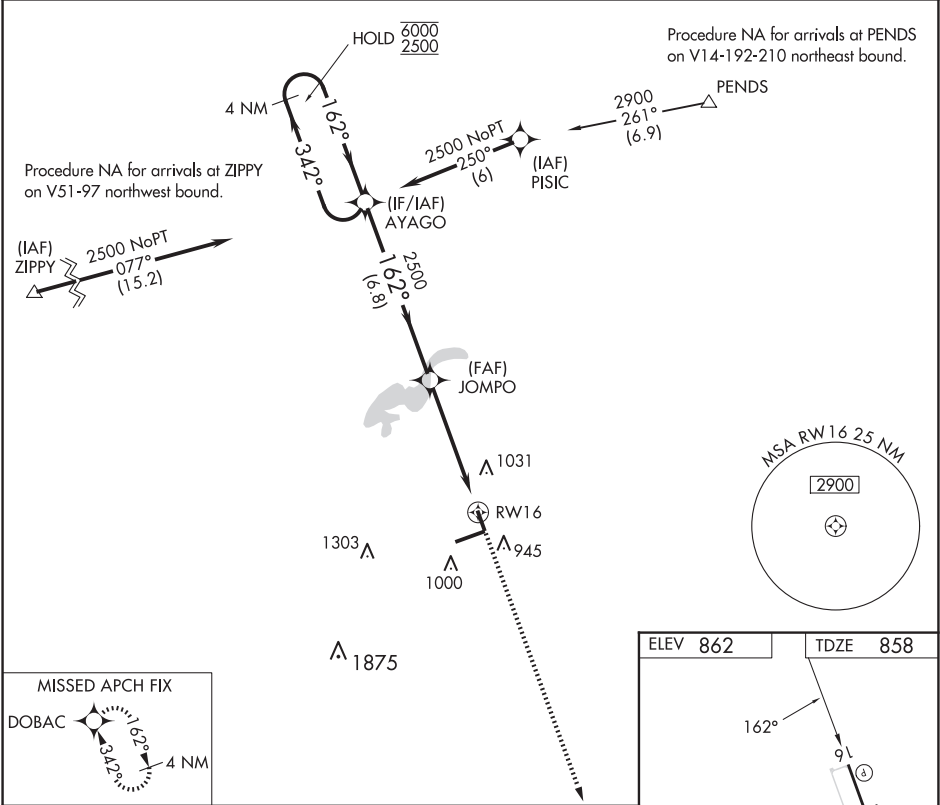
▼

⚠

Rwy 16 helicopter visibility reduction below ¾ SM NA. VDP NA when using Indianapolis altimeter setting. When local altimeter setting not received, use Indianapolis altimeter setting: increase all MDAs 60 feet and LNAV visibility Cats C and D ½ SM; increase Circling visibility Cat D ¼ SM.

MISSED APPROACH:  
Climb to 2600 direct DOBAC and hold.

AWOS-3PT <b>124.175</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.975 (CTAF) 0</b>
----------------------------	---	---------------------------	-----------------------------------



WAAS CH <b>56310</b> <b>W25A</b>	APP CRS <b>252°</b>	Rwy Idg TDZE <b>860</b> Apt Elev <b>862</b>	<b>6005</b>
--	------------------------	---	-------------

RNAV (GPS) RWY 25


INDIANAPOLIS RGNL (MQJ)

⚠

⚠

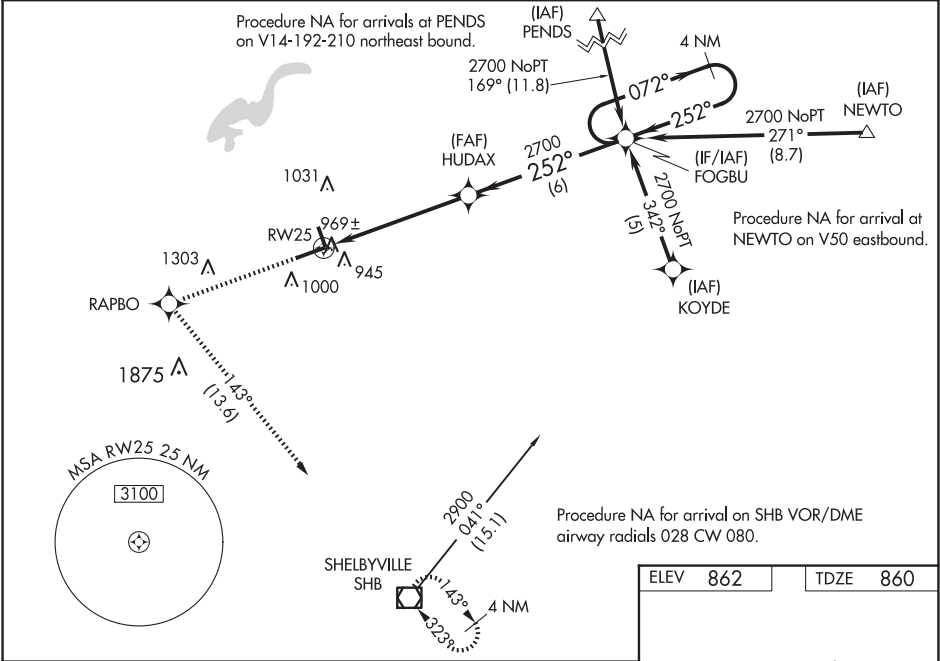
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase all visibilities ½ SM. When using Indianapolis altimeter setting inoperative table does not apply. For inoperative ALS, increase LPV all Cats visibility to 1 SM.

MALS




MISSED APPROACH:  
Climb to 2900 direct RAPBO and on track 143° to SHB VOR/DME and hold.


AWOS-3PT <b>124.175</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.975</b> (CTAF) 
----------------------------	---	---------------------------	---



2900



tr  
143°



HUDAX

FOGBU

4 NM Holding Pattern


\*1 NM to RW25

\*LNAV only

1 NM


4.5 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1160-½ 300 (300-½)			
LNAV/VNAV DA	1259-⅞ 399 (400-⅞)			
LNAV MDA	1220-½ 360 (400-½)	1220-⅝ 360 (400-⅝)		
 CIRCLING	1340-1 478 (500-1)	1360-1½ 498 (500-1½)	1660-2½ 798 (800-2½)	

ELEV 862

TDZE 860

REIL Rwy 7 and 34  
HIRL Rwy 7-25   
MIRL Rwy 16-34

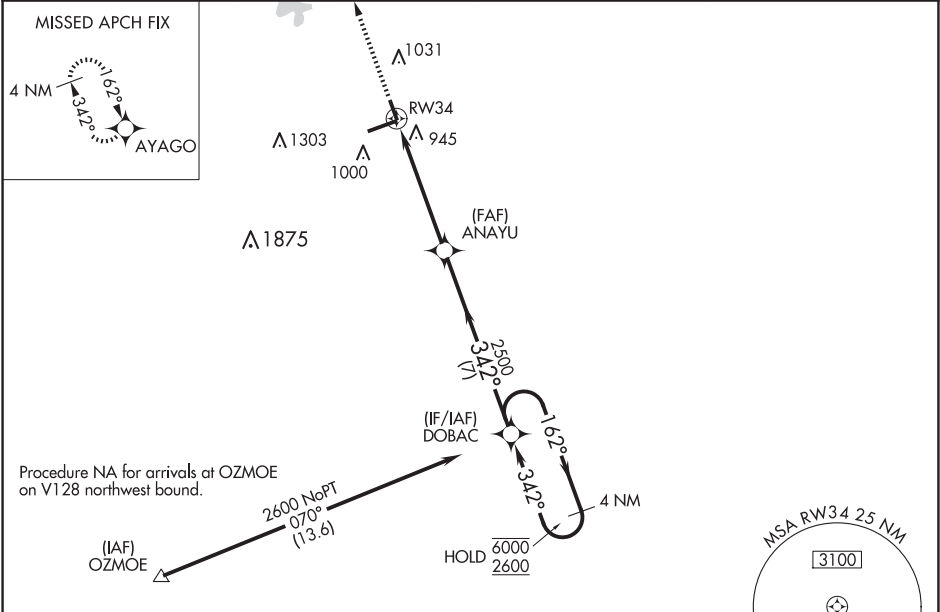
WAAS CH <b>45634</b> <b>W34A</b>	APP CRS <b>342°</b>	Rwy Idg TDZE Apt Elev	<b>3902</b> <b>858</b> <b>862</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 34

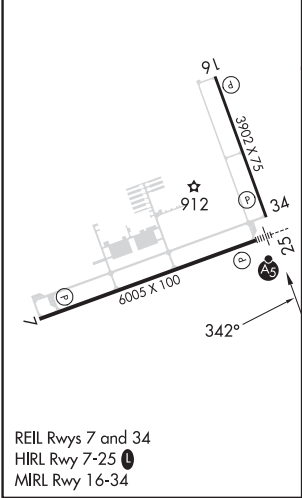
INDIANAPOLIS RGNL (MQJ)


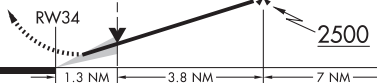

RNP APCH.	MISSED APPROACH: Climb to 2500 direct AYAGO and hold.
<div><div>NA</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).</div></div>	

AWOS-3PT <b>124.175</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	CLNC DEL <b>119.25</b>	UNICOM <b>122.975</b> (CTAF) <b>1</b>
----------------------------	---	---------------------------	--



ELEV 862	TDZE 858
----------	----------



2500 ↑	AYAGO 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).			DOBAC	4 NM Holding Pattern
* LNAV only.		* 1.3 NM to RW34		ANAYU 2500	162° → 6000 ← 342° 2600	GP 3.00° TCH 33
						
CATEGORY	A	B	C	D		
LPV DA	1058-3/4 200 (200-3/4)					
LNAV/ VNAV DA	1119-7/8 261 (300-7/8)					
LNAV MDA	1320-1	462 (500-1)	1320-1 3/8	462 (500-1 3/8)		
 CIRCLING	1340-1	478 (500-1)	1360-1 1/2 498 (500-1 1/2)	1660-2 1/2 798 (800-2 1/2)		

INDIANAPOLIS, INDIANA

AL-6452 (FAA)

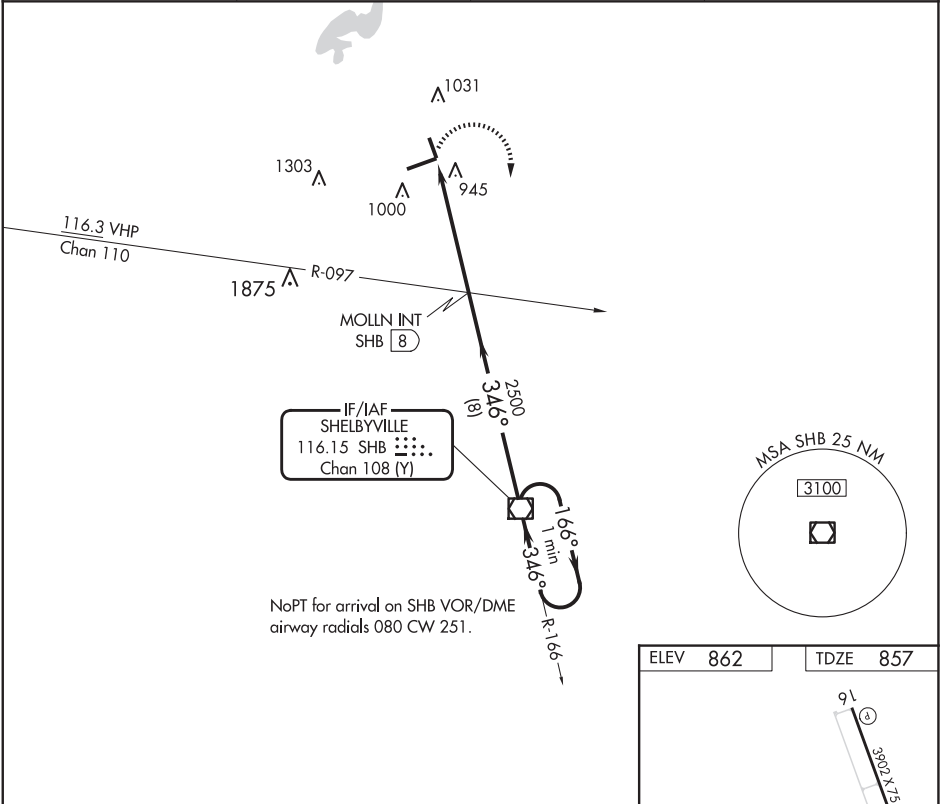
24081


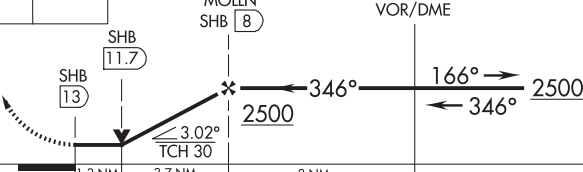

VOR/DME SHB	APP CRS	Rwy Idg	3902
116.15	346°	TDZE	857
Chan 57		Apt Elev	862

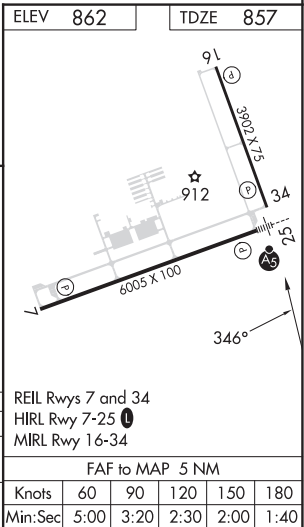
VOR RWY 34  
INDIANAPOLIS RGNL (MQJ)

<p>▼</p> <p>▲ NA</p>	<p>When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and Circling Cat D visibility ¼ SM. VDP NA when using Indianapolis Intl altimeter setting. Rwy 34 helicopter visibility reduction below ¾ SM NA.</p>	<p>MISSED APPROACH: Climbing right turn to 2500 direct SHB VOR/DME and hold.</p>
----------------------	---	--

AWOS-3PT 124.175	INDIANAPOLIS APP CON 127.15 317.8	CLNC DEL 119.25	UNICOM 122.975 (CTAF) 1
---------------------	--------------------------------------	--------------------	----------------------------



<div>2500</div> <div></div>		One Minute Holding Pattern		
<div></div>				
CATEGORY	A	B	C	D
S-34	1300-1	443 (500-1)	1300-1 $\frac{3}{8}$	443 (500-1 $\frac{3}{8}$ )
 CIRCLING	1340-1	478 (500-1)	1360-1 $\frac{1}{2}$ 498 (500-1 $\frac{1}{2}$ )	1660-2 $\frac{1}{2}$ 798 (800-2 $\frac{1}{2}$ )



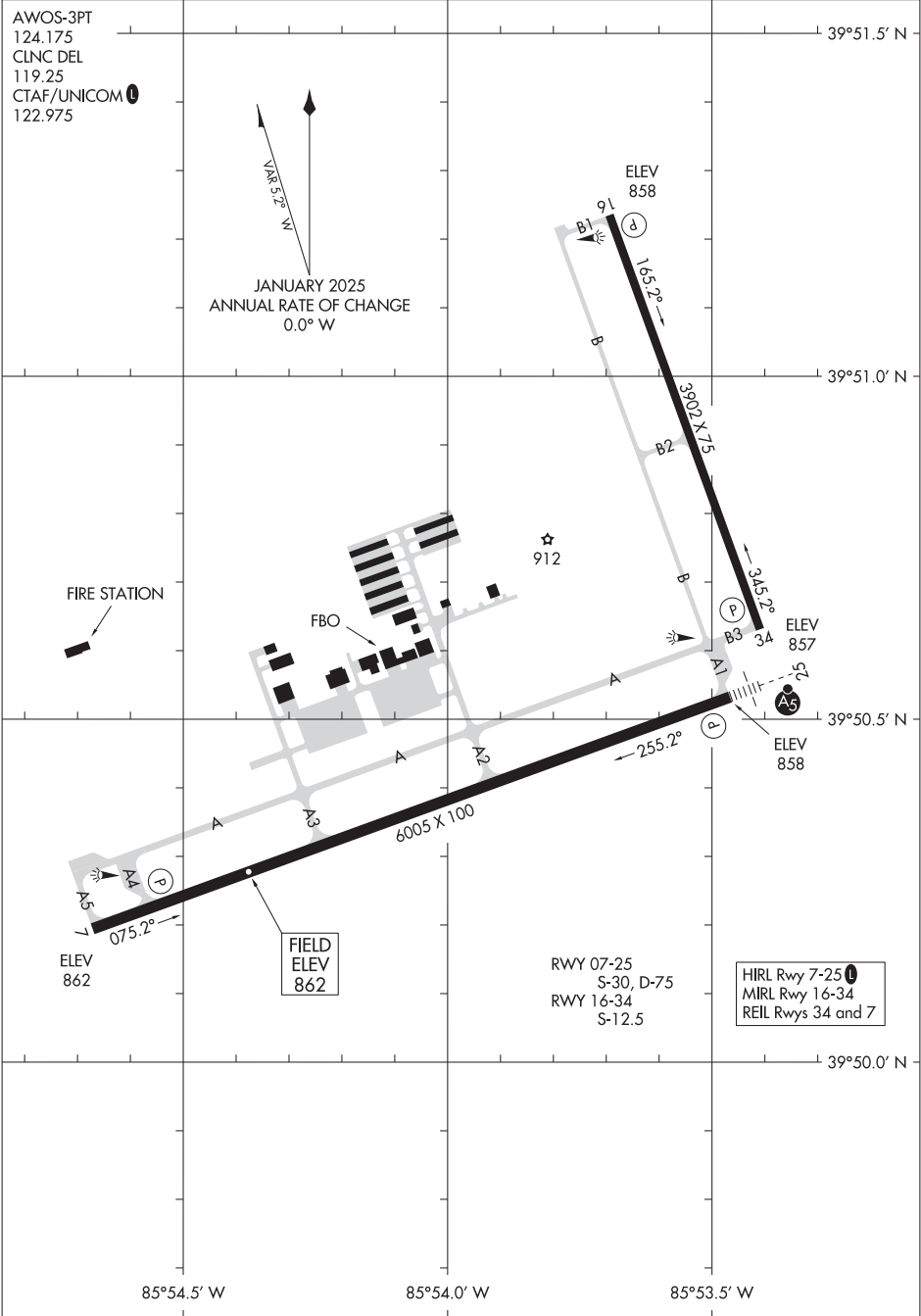
INDIANAPOLIS, INDIANA  
Amdt 2E 14JUL22

39°51'N-85°54'W

INDIANAPOLIS RGNL (MQJ)  
VOR RWY 34

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



# DAWNN ONE DEPARTURE

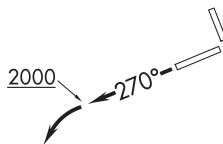
23334

AL-6452 (FAA)

 INDIANAPOLIS RGNL (MQJ)  
 INDIANAPOLIS, INDIANA

 AWOS-3PT  
 124.175  
 CLNC DEL  
 119.25  
 INDIANAPOLIS DEP CON  
 127.15 317.8

 BRICKYARD  
 116.3 VHP  
 Chan 110

**TOP ALTITUDE:  
 ASSIGNED BY ATC**

 R-098  
 TERRE HAUTE  
 115.3 TTH  
 Chan 100

SNEVA RADAR

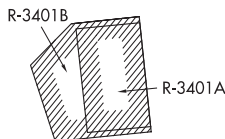
## TAKEOFF MINIMUMS:

Rwys 7, 16, 25: Standard.

Rwy 34: 300-1 or standard with minimum climb of 347' per NM to 1100.

 R-113  
 HOOSIER  
 110.2 OOM  
 Chan 39

FOYTT RADAR


 DAWNN  
 10000  
 (For LOUISVILLE Transition)

 6000  
 174°  
 75  
 6000  
 182°  
 40

 10000  
 \*3000  
 131°  
 (41)

R-311

 LOUISVILLE  
 114.8 IU  
 Chan 95

 MYSTIC  
 108.2 MYS

NOTE: RADAR required.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

 DAWNN ONE DEPARTURE  
 (DAWNN1.DAWNN) 07DEC17

 INDIANAPOLIS, INDIANA  
 INDIANAPOLIS RGNL (MQJ)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 25: Climb heading 270° to 2000 before turning left.  
Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on  
assigned heading to assigned altitude. Thence....

....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or  
assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNN1.IIU): From over DAWNN INT on IIU R-311 to  
IIU VORTAC.

MYSTIC TRANSITION (DAWNN1.MYS): From over DAWNN INT on MYS R-002 to  
MYS VOR.

(OOM5.OOM) 23334

HOOSIER FIVE DEPARTURE

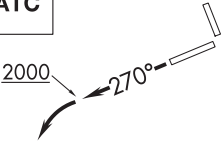
AL-6452 (FAA)

INDIANAPOLIS RGNL (MQJ)  
INDIANAPOLIS, INDIANA

AWOS-3PT  
124.175  
CLNC DEL  
119.25  
INDIANAPOLIS DEP CON  
127.15 317.8

BRICKYARD  
116.3 VHP  
Chan 110

TOP ALTITUDE:  
ASSIGNED BY ATC



TAKEOFF MINIMUMS:  
Rwys 7, 16, 25: Standard.  
Rwy 34: 300-1 or Standard with minimum  
climb of 347' per NM to 1100.

HOOSIER  
110.2 OOM  
Chan 39

3000  
195°  
(42)

V305

R-018

3500  
230°  
(42)

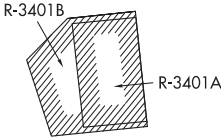
WEGEE

V305

3500  
\*2100  
223°  
(51)

R-043

POCKET CITY  
113.3 PXV  
Chan 80



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 25: Climb heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM5.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

- NOTE: RADAR required.  
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.  
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.  
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

HOOSIER FIVE DEPARTURE

(OOM5.OOM) 01FEB18

INDIANAPOLIS, INDIANA  
INDIANAPOLIS RGNL (MQJ)

(MAREO5.MAREO) 23334  
MAREO FIVE DEPARTURE

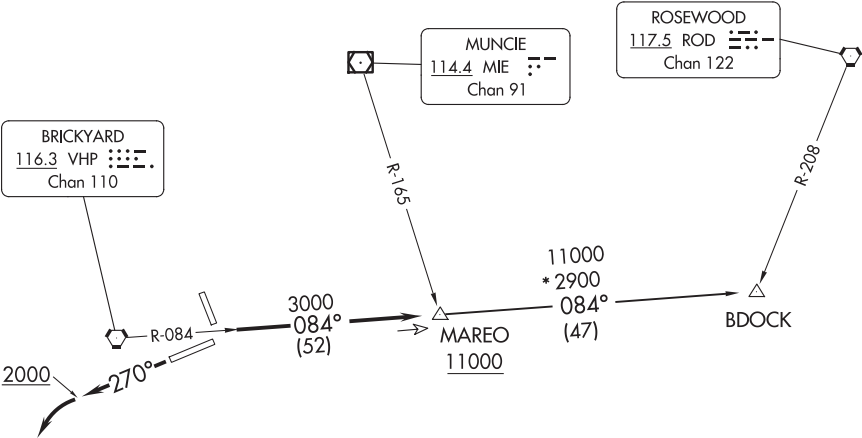
AL-6452 (FAA)

INDIANAPOLIS RGNL (MQJ)  
INDIANAPOLIS, INDIANA

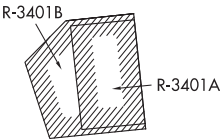
AWOS-3PT  
124.175  
CLNC DEL  
119.25  
INDIANAPOLIS DEP CON  
127.15 317.8

TAKEOFF MINIMUMS  
Rwys 7, 16, 25: Standard.  
Rwy 34: 300-1 or standard with minimum  
climb of 347' per NM to 1100.

TOP ALTITUDE:  
ASSIGNED BY ATC



- NOTE: RADAR required.  
NOTE: Select appropriate localizer/DME frequency/channel  
prior to departure.  
NOTE: Turbojets accelerate to 250K until reaching 10000,  
if unable advise ATC.  
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**  
TAKEOFF RWY 25: Climb heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence....  
DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....  
....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.  
BDOCK TRANSITION (MAREO5.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.

MAREO FIVE DEPARTURE  
(MAREO5.MAREO) 01FEB18

INDIANAPOLIS, INDIANA  
INDIANAPOLIS RGNL (MQJ)

(MEARZ7.MEARZ) 23334

MEARZ SEVEN DEPARTURE AL-6452 (FAA)

INDIANAPOLIS RGNL (MQJ)

INDIANAPOLIS, INDIANA

**TOP ALTITUDE:  
ASSIGNED BY ATC**

RADAR required.

AWOS-3PT


124.175

CLNC DEL

119.25

INDIANAPOLIS DEP CON

127.15 317.8

BOILER  
115.1 BVT   
Chan 98



R-133

3000  
\*2400  
(36)

SACHS

3000  
\*2400  
(13)

MEARZ

3000  
\*2300  
047  
(12)

BRATN



MARION  
108.6 MZZ   
Chan 23

3000  
\*2300  
047  
(30)

R-227

BRICKYARD  
116.3 VHP   
Chan 110

R-013

013°  
(11)

2000

270°

**TAKEOFF MINIMUMS**

Rwy 7, 16, 25: Standard.

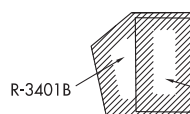
Rwy 34: 300-1 or standard with minimum climb of 347' per NM to 1100.

NOTE: Turbojets accelerate to 250K until reaching  
10000, if unable advise ATC.

NOTE: Assigned to aircraft with a requested altitude  
of 11000 or above.

NOTE: Select appropriate localizer/DME  
frequency/channel prior to departure.

(NARRATIVE ON FOLLOWING PAGE)



R-3401B

R-3401A

NOTE: Chart not to scale.

MEARZ SEVEN DEPARTURE

(MEARZ7.MEARZ) 19MAY22

INDIANAPOLIS, INDIANA  
INDIANAPOLIS RGNL (MQJ)

T	
DEPARTURE ROUTE DESCRIPTION	
<p><u>TAKEOFF RUNWAY 25</u>: Climb on heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence....</p> <p><u>DEPARTING ALL OTHER AUTHORIZED RUNWAYS</u>: Climb on assigned heading to assigned altitude. Thence....</p> <p>....expect RADAR vectors to join VHP R-013 to MEARZ then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.</p> <p><u>BOILER TRANSITION (MEARZ7.BVT)</u>: From over MEARZ on BVT R-133 to BVT VORTAC.</p> <p><u>MARION TRANSITION (MEARZ7.MZZ)</u>: From over MEARZ on MZZ R-227 to MZZ VOR/DME.</p>	

(ROCKY1.ROCKY) 23334  
ROCKY ONE DEPARTURE

AL-6452 (FAA)

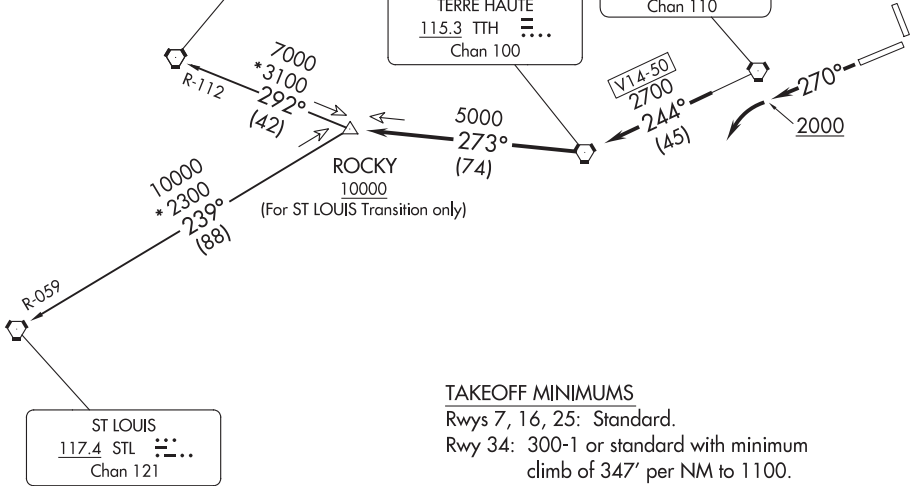
INDIANAPOLIS RGNL (MQJ)  
INDIANAPOLIS, INDIANA

AWOS-3PT  
124.175  
CLNC DEL  
119.25  
INDIANAPOLIS DEP CON  
127.15 317.8

SPINNER  
112.7 SPI  
Chan 74

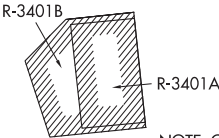
TERRE HAUTE  
115.3 TTH  
Chan 100

BRICKYARD  
116.3 VHP  
Chan 110



TAKEOFF MINIMUMS  
Rwys 7, 16, 25: Standard.  
Rwy 34: 300-1 or standard with minimum  
climb of 347' per NM to 1100.

- NOTE: RADAR required.  
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.  
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.  
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**  
**TAKEOFF RWY 25:** Climb heading 270° to 2000 before turning left. Then on assigned heading to assigned altitude. Thence . . . .

**DEPARTING ALL OTHER AUTHORIZED RUNWAYS:** Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**SPINNER TRANSITION (ROCKY1.SPI):** From over ROCKY INT on SPI R-112 to SPI VORTAC.  
**ST LOUIS TRANSITION (ROCKY1.STL):** From over ROCKY INT on STL R-059 to STL VORTAC.

WAAS CH <b>97640</b> <b>W01A</b>	APP CRS <b>010°</b>	Rwy Ldg TDZE Apt Elev	<b>5000</b> <b>822</b> <b>822</b>
--	------------------------	-----------------------------	---

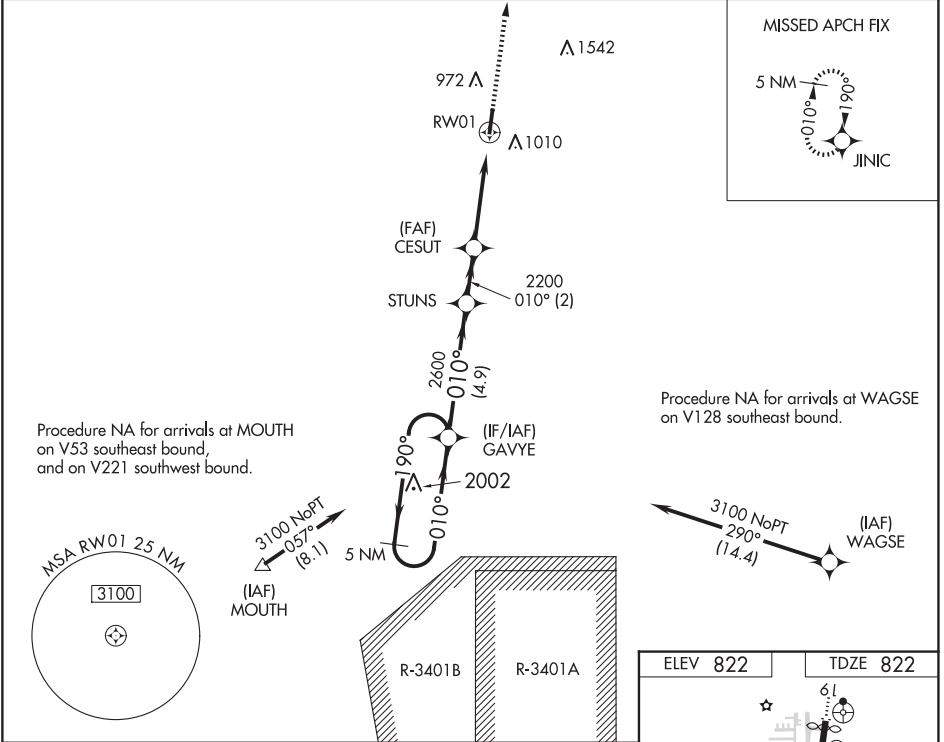
RNAV (GPS) RWY 1

INDY SOUTH GREENWOOD (HF'Y)

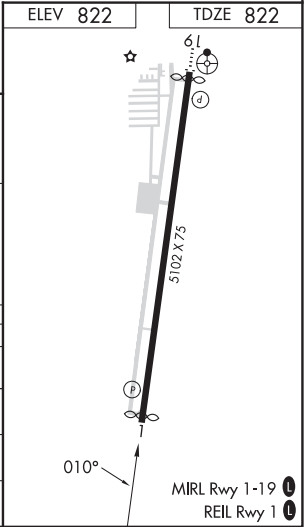
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 1 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JINIC and hold.

AWOS-3P <b>118.525</b>	INDIANAPOLIS APP CON <b>124.95 317.8</b>	GCO <b>121.725</b>	UNICOM <b>123.0 (CTAF)</b>
---------------------------	---	-----------------------	-------------------------------



5 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).		3000	JINIC
3100 ← 190° 010° →		GAVYE	STUNS	CESUT	RW01
GP 3.00° TCH 39°		2600	2200	2200	
		4.9 NM	2 NM	2.9 NM	1.3 NM
CATEGORY	A	B	C	D	
LPV DA	1167-1½		345 (400-1½)		
LNAV/ VNAV DA	1152-1½		330 (400-1½)		
LNAV MDA	1280-1	458 (500-1)	1280-1¾	458 (500-1¾)	
CIRCLING	1320-1 498 (500-1)	1380-1 558 (600-1)	1380-1½ 558 (600-1½)	1900-3 1078 (1100-3)	



INDIANAPOLIS, INDIANA

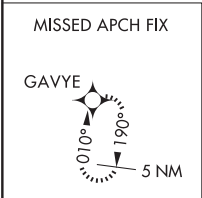
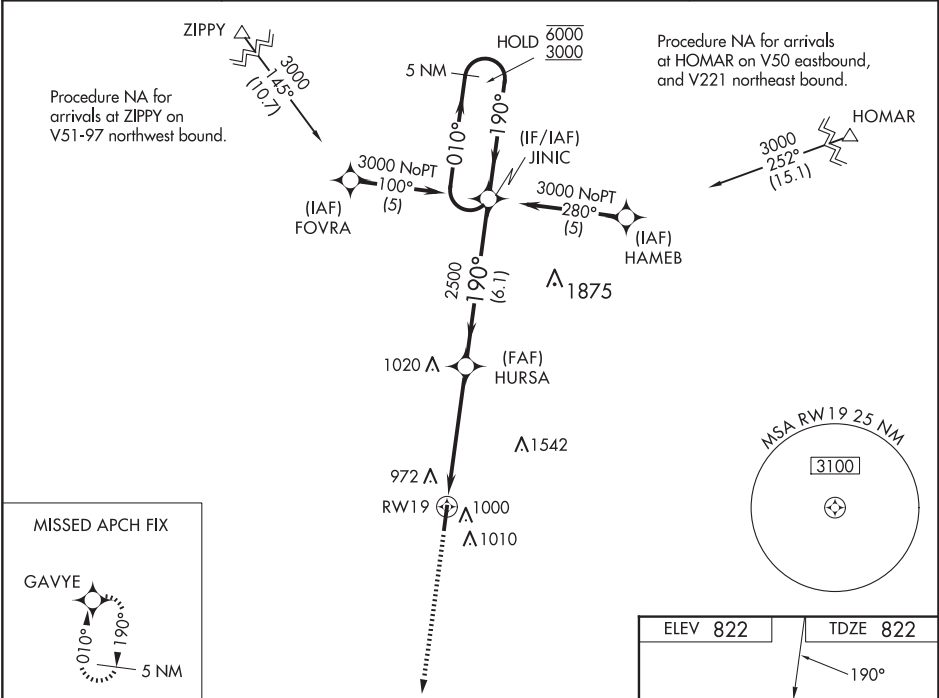
AL-6614 (FAA)

24081

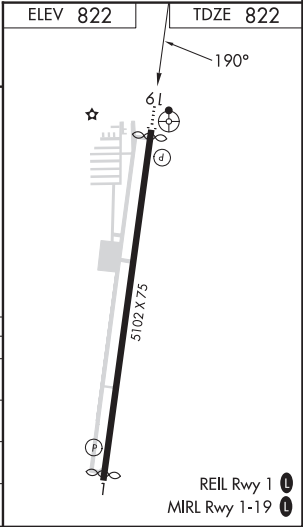
WAAS CH <b>53703</b> <b>W19A</b>	APP CRS <b>190°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>822</b> <b>822</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 19  
INDY SOUTH GREENWOOD (HF'Y)

RNP APCH - GPS.		ODALS	MISSED APPROACH: Climb to 3100 direct GAVYE and hold.
Rwy 19 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting.			
AWOS-3P <b>118.525</b>	INDIANAPOLIS APP CON <b>124.95 317.8</b>	GCO <b>121.725</b>	UNICOM <b>123.0 (CTAF) 0</b>



3100	GAVYE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).	5 NM Holding Pattern
↑			
CATEGORY	A	B	D
LPV DA	1130-1	308 (400-1)	NA
LNAV/VNAV DA	1299-1¾	477 (500-1¾)	NA
LNAV MDA	1300-1	478 (500-1)	1300-1¾ 478 (500-1¾)
CIRCLING	1360-1 538 (600-1)	1380-1 558 (600-1)	1380-1½ 558 (600-1½)



INDIANAPOLIS, INDIANA  
Amdt 1D 21MAR24

39°38'N-86°05'W

INDY SOUTH GREENWOOD (HF'Y)  
RNAV (GPS) RWY 19

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



VOR/DME SHB

116.15

Chan 108 (Y)

APP CRS

269°

Rwy Idg  
TDZE  
Apt Elev

N/A  
N/A  
822

VOR-A

INDY SOUTH GREENWOOD (HF Y)

▼

Rwy 1, 19 helicopter visibility reduction below ¾ SM NA.  
DME or RADAR REQUIRED.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct SHB VOR/DME and hold.

AWOS-3P

118.525

INDIANAPOLIS APP CON

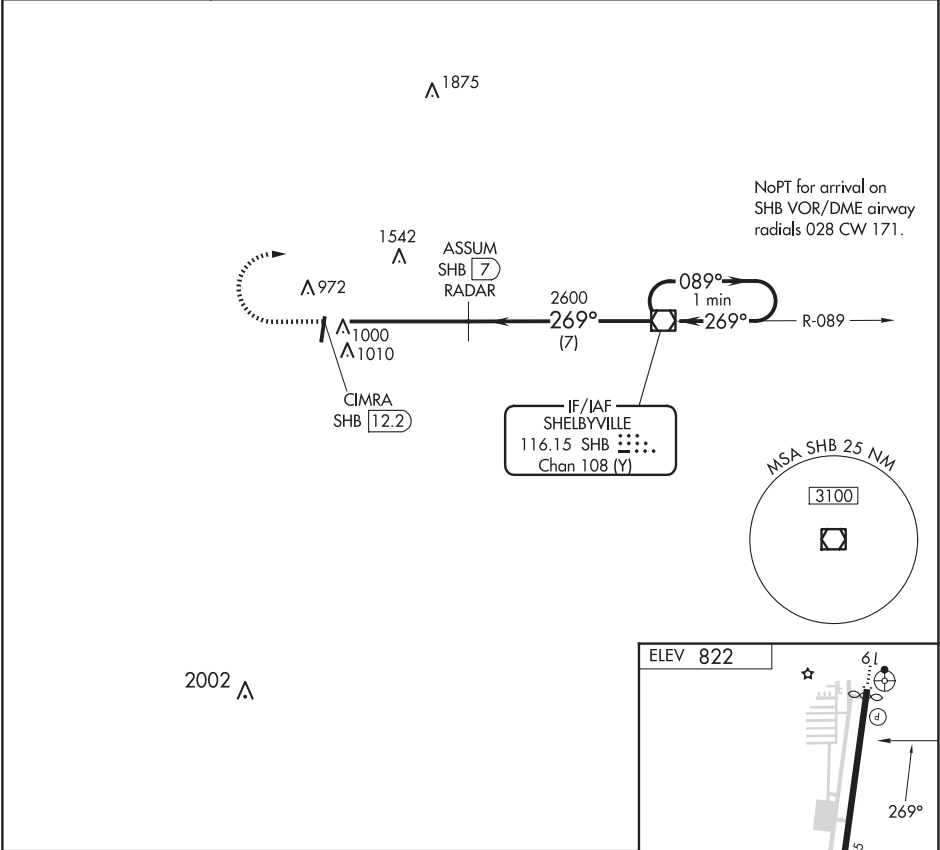
124.95 317.8

GCO

121.725

UNICOM

123.0 (CTAF) 0



1400

2600

SHB

ASSUM SHB 7 RADAR

SHB VOR/DME

One Minute Holding Pattern

CIMRA SHB 12.2

2600

089°

2600

5.2 NM

7 NM

CATEGORY	A	B	C	D
CIRCLING	1360-1 538 (600-1)	1380-1 558 (600-1)	1380-1½ 558 (600-1½)	NA

REIL Rwy 1 0

MIRL Rwy 1-19 0

	FAF to MAP 5.2 NM				
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

# (DAWNN1.DAWNN) 23334 DAWNN ONE DEPARTURE

AL-6614 (FAA)

 INDY SOUTH GREENWOOD (HF'Y)  
 INDIANAPOLIS, INDIANA

 AWOS-3P  
 118.525  
 INDIANAPOLIS DEP CON  
 124.95 317.8

 BRICKYARD  
 116.3 VHP   
 Chan 110

**TOP ALTITUDE:  
 ASSIGNED BY ATC**

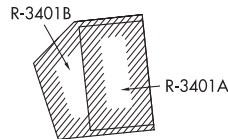
 R-098  
 TERRE HAUTE  
 115.3 TTH   
 Chan 100

 R-113  
 HOOSIER  
 110.2 OOM   
 Chan 39

 SNEVA  
 RADAR  
 FOYTT  
 RADAR

 1500  
 1010

## TAKEOFF MINIMUMS:

 Rwy 1: Standard.  
 Rwy 19: 300-1 or standard with minimum  
 climb of 484' per NM to 1200.

 DAWNN  
 10000  
 (For LOUISVILLE Transition)

 6000  
 174°  
 75  
 10000  
 \*3000  
 131°  
 (41)  
 6000  
 \*2300  
 182°  
 (40)  
 R-002

 LOUISVILLE  
 114.8 IU   
 Chan 95

 MYSTIC  
 108.2 MYS 

- NOTE: RADAR required.  
 NOTE: Select appropriate localizer/DME frequency/channel prior to departure.  
 NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.  
 NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

 DAWNN ONE DEPARTURE  
 (DAWNN1.DAWNN) 07DEC17

 INDIANAPOLIS, INDIANA  
 INDY SOUTH GREENWOOD (HF'Y)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 010° to 1500 before turning right.  
Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on  
assigned heading to assigned altitude. Thence....

....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or  
assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNN1.IIU): From over DAWNN INT on IIU R-311 to  
IIU VORTAC.

MYSTIC TRANSITION (DAWNN1.MYS): From over DAWNN INT on MYS R-002 to  
MYS VOR.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

(OOM5.OOM) 23334

HOOSIER FIVE DEPARTURE

AL-6614 (FAA)

INDY SOUTH GREENWOOD (HFY)  
INDIANAPOLIS, INDIANA

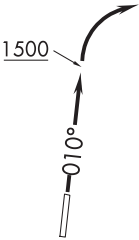
AWOS-3P  
118.525  
INDIANAPOLIS DEP CON  
124.95 317.8

TOP ALTITUDE:  
ASSIGNED BY ATC

BRICKYARD  
116.3 VHP  
Chan 110

HOOSIER  
110.2 OOM  
Chan 39

TAKEOFF MINIMUMS:  
Rwy 1, 19: Standard.



3000  
195°  
(42)

R-018

V305

3500  
\*2300  
207°  
(42)

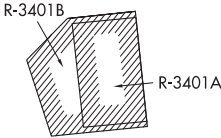
WEGEE

V305

3500  
\*2100  
223°  
(51)

R-043

POCKET CITY  
113.3 PXV  
Chan 80



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 010° to 1500 before turning right. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM5.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

HOOSIER FIVE DEPARTURE

(OOM5.OOM) 01FEB18

INDIANAPOLIS, INDIANA  
INDY SOUTH GREENWOOD (HFY)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

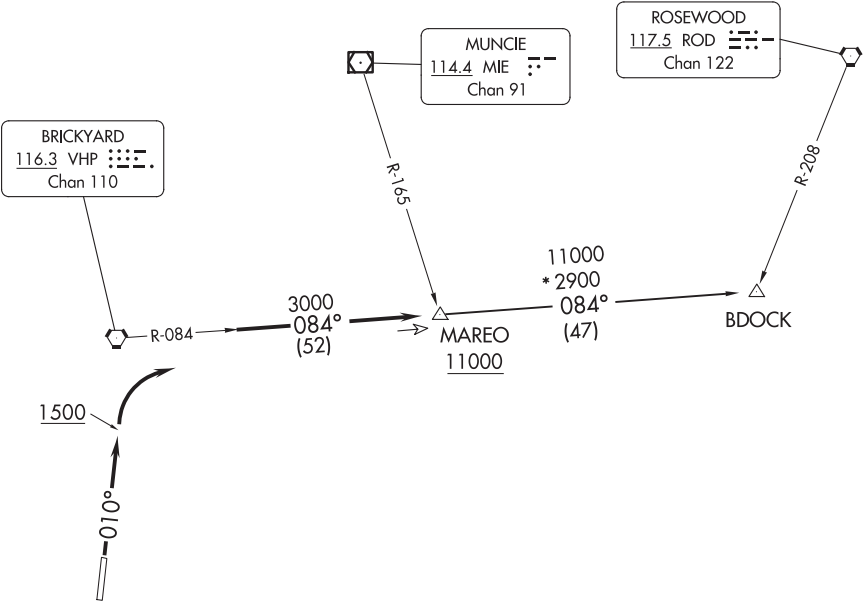
(MAREO5.MAREO) 23334  
MAREO FIVE DEPARTURE

AL-6614 (FAA) INDY SOUTH GREENWOOD (HF'Y)  
INDIANAPOLIS, INDIANA

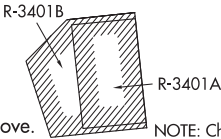
AWOS-3P  
118.525  
INDIANAPOLIS DEP CON  
124.95 317.8

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS:  
Rwy 1, 19: Standard.



- NOTE: RADAR required.  
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.  
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.  
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 010° to 1500 before turning right. Then on assigned heading to assigned altitude. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

...expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO5.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.

(MEARZ7.MEARZ) 23334

MEARZ SEVEN DEPARTURE AL-6614 (FAA)

INDY SOUTH GREENWOOD (HF'Y)

INDIANAPOLIS, INDIANA

**TOP ALTITUDE:  
ASSIGNED BY ATC**


RADAR required.

AWOS-3P

118.525

INDIANAPOLIS DEP CON

124.95 317.8

BOILER  
115.1 BVT   
Chan 98

R-133

3000  
\*2400  
(36)

SACHS

3000  
\*2400  
(13)

MEARZ

3000  
\*2300  
047°  
(12)

BRATN

3000  
\*2300  
047°  
(30)

R-227

MARION  
108.6 MZZ   
Chan 23

BRICKYARD  
116.3 VHP   
Chan 110

R-013

013°  
(11)

**TAKEOFF MINIMUMS**

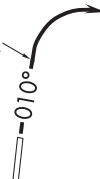
Rwy 1, 19: Standard.

NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.

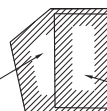
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

1500



R-3401B



R-3401A

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MEARZ SEVEN DEPARTURE

(MEARZ7.MEARZ) 19MAY22

INDIANAPOLIS, INDIANA

INDY SOUTH GREENWOOD (HF'Y)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading on 010° to 1500 before turning right. Then on assigned heading to assigned altitude. Thence....  
DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ7.BVT): From over MEARZ on BVT R-133 to BVT VORTAC.  
MARION TRANSITION (MEARZ7.MZZ): From over MEARZ on MZZ R-227 to MZZ VOR/DME.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

(ROCKY1.ROCKY) 23334  
ROCKY ONE DEPARTURE

AL-6614 (FAA)

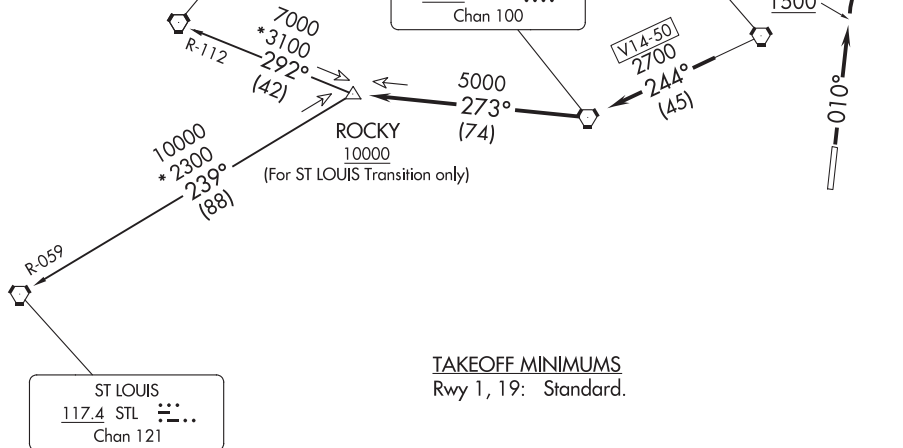
INDY SOUTH GREENWOOD (HF'Y)  
INDIANAPOLIS, INDIANA

AWOS-3P  
118.525  
INDIANAPOLIS DEP CON  
124.95 317.8

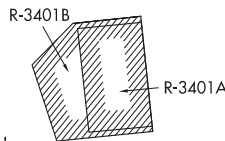
SPINNER  
112.7 SPI  
Chan 74

TERRE HAUTE  
115.3 TTH  
Chan 100

BRICKYARD  
116.3 VHP  
Chan 110



- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.



NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**  
TAKEOFF RWY 1: Climb heading 010° to 1500 before turning right. Then on assigned heading to assigned altitude. Thence . . . .

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence . . . .

. . . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY1.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.  
ST LOUIS TRANSITION (ROCKY1.STL): From over ROCKY INT on STL R-059 to STL VORTAC.

ROCKY ONE DEPARTURE  
(ROCKY1.ROCKY) 01FEB18

INDIANAPOLIS, INDIANA  
INDY SOUTH GREENWOOD (HF'Y)



APP CRS	Rwy Idg	4870
010°	TDZE	722
	Apt Elev	726

RNAV (GPS) RWY 1

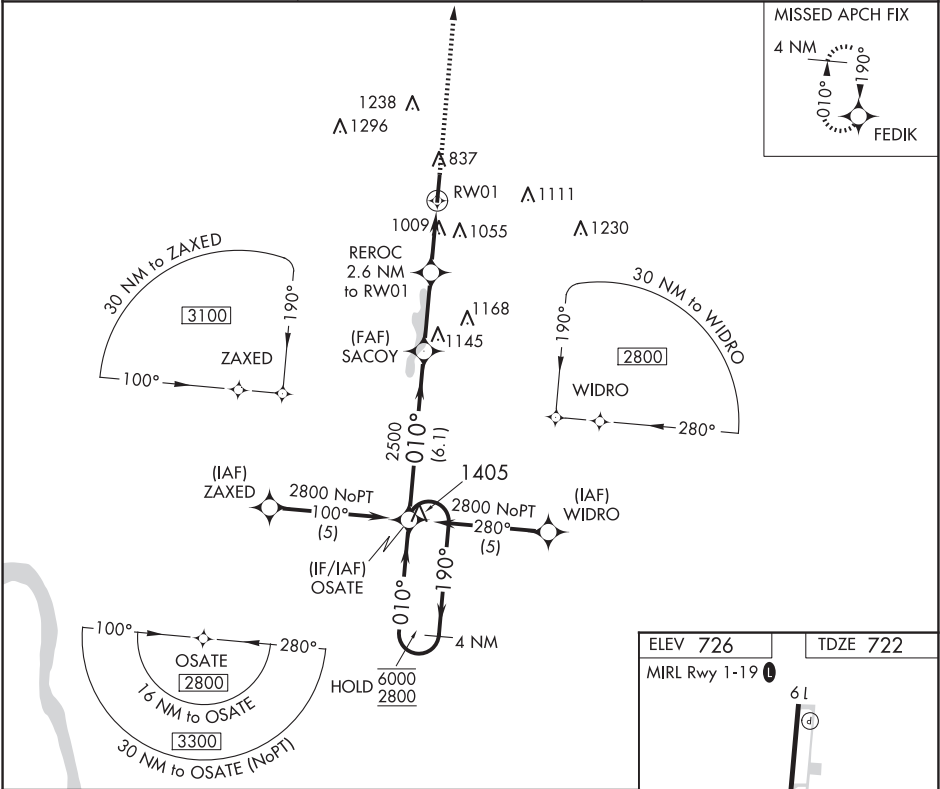
JAMES A RHODES (JRO)

RNP APCH - GPS.

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

MISSED APPROACH:  
Climb to 2800 direct FEDIK and hold.

AWOS-3PT 118.825	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.7(CTAF) 0
---------------------	-----------------------------------	-------------------------



4 NM Holding Pattern		Visual Segment - Obstacles.		2800	FEDIK
OSATE		SACOY		REROC 2.6 NM to RW01	
6000 2800		2500		1540	
190°		010°		RW01	
6.1 NM		2.8 NM		2.6 NM	
CATEGORY	A	B	C	D	
RNAV MDA	1300-1	578 (600-1)	1300-1½	578 (600-1½)	
CIRCLING	1340-1 614 (700-1)	1480-1 754 (800-1)	1680-3	954 (1000-3)	

JACKSON, OHIO

AL-6581 (FAA)

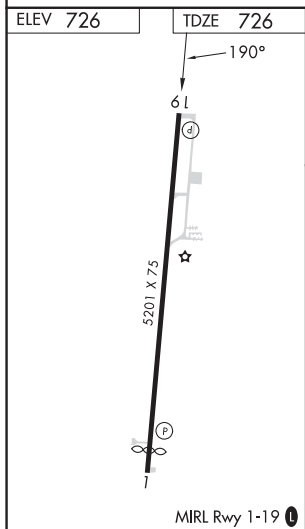
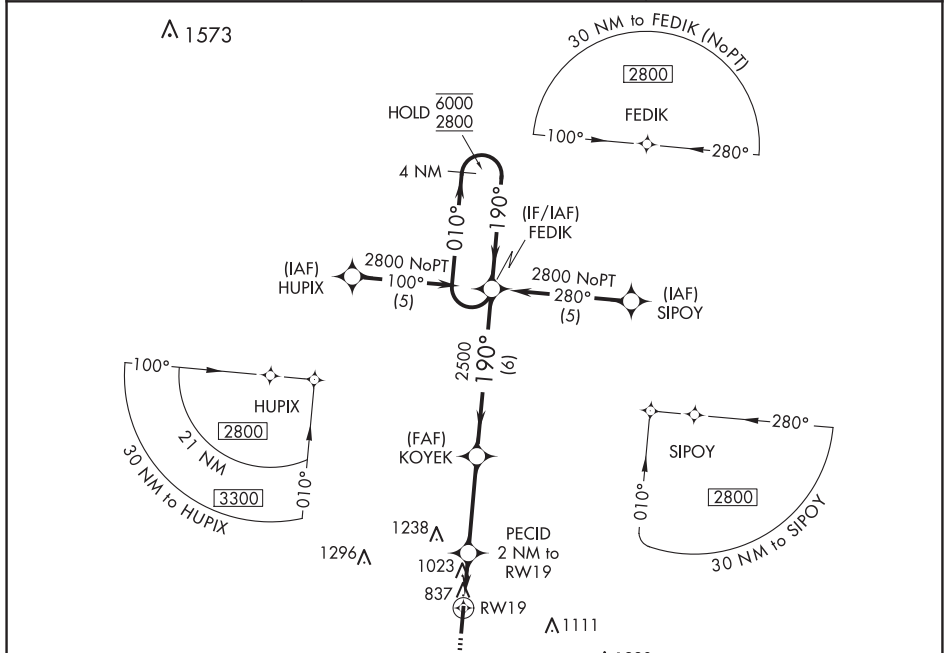
24305

APP CRS	Rwy Idg	5201
190°	TDZE	726
	Apt Elev	726

# RNAV (GPS) RWY 19

JAMES A RHODES (JRO)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2800 direct OSATE and hold.
Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.		
AWOS-3PT 118.825	HUNTINGTON APP CON 128.4 270.1	UNICOM 122.7 (CTAF) 0



ELEV 726		TDZE 726	MISSED APCH FIX OSATE	
2800		OSATE	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 45).	
RWY19		PECID 2 NM to RWY19	FEDIK 4 NM Holding Pattern	
3.32° TCH 40		1460	2500	
2 NM		3.5 NM	6 NM	
CATEGORY	A	B	C	D
LNAV MDA	1280-1	554 (600-1)	1280-1 $\frac{5}{8}$	554 (600-1 $\frac{5}{8}$ )
CIRCLING	1340-1 614 (700-1)	1480-1 754 (800-1)	1680-3	954 (1000-3)

JACKSON, OHIO  
Amdt 1F 23FEB23

38°59'N-82°35'W

JAMES A RHODES (JRO)  
RNAV (GPS) RWY 19

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

ILS or LOC RWY 18  
CLARK RGNL (JVY)

MALSR

**MISSED APPROACH:** Climb to 900 then climbing left turn to 3100 direct EATTN and hold

UNICOM  
122.7 (CTAF) **L**

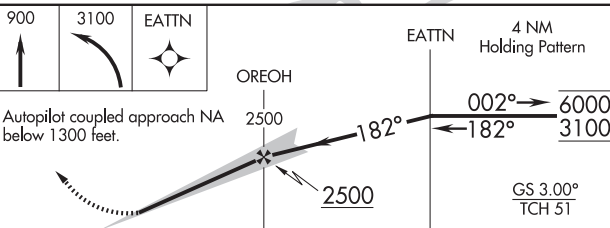
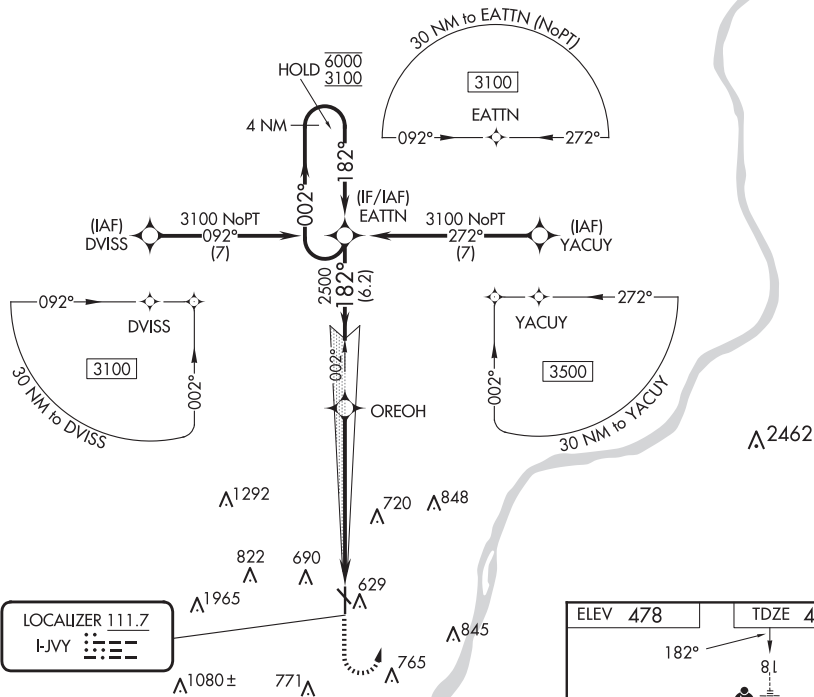


Diagram illustrating the FAF to MAP 6.2 NM for Runway 36. The diagram shows a vertical line representing the FAF, with a 182° heading indicated. A 3890 X 75 runway is shown at an angle. Various navigation aids and markers are labeled: (A) 5, (d), (b), (H), (S), (P), and 36. The distance from the FAF to the MAP is 6.2 NM. The diagram also shows the intersection of Runway 14, 32, and 36.

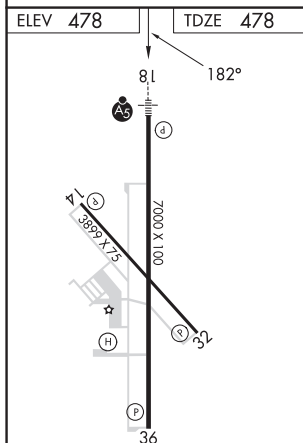
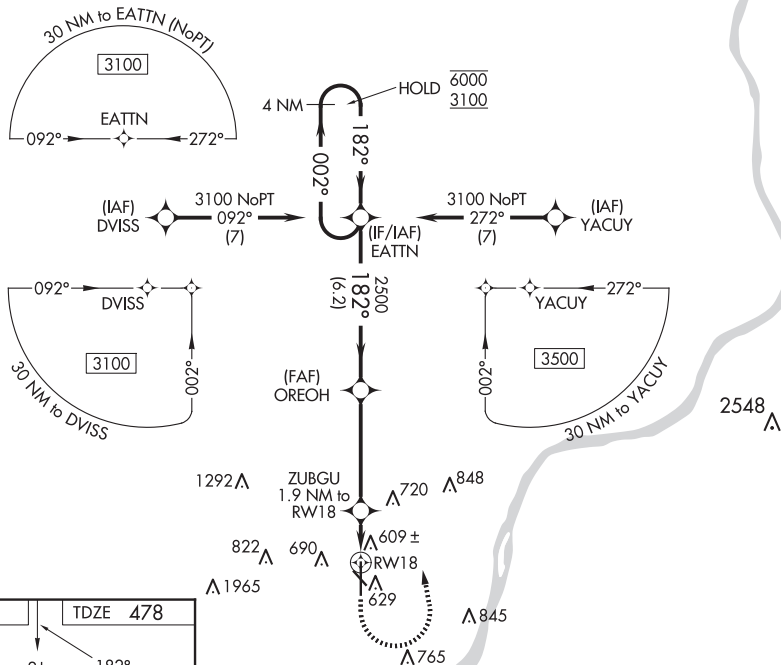
EC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 18  
CLARK RGNL (JYV)

**MISSED APPROACH:** Climb to 900 then climbing left turn to 3100 direct EATTN and hold.



UNICOM  
122.7 (CTAF) **L**



REIL Rwys 14, 32, and 36 **L**  
MIRL Rwys 14-32 and 18-36 **L**

Diagram illustrating the 4 NM Holding Pattern for EATTN. The pattern is defined by the following parameters:

- Altitudes:** 900, 3100, 1120, 2500, 6000.
- Distances:** 1 NM, 0.9 NM, 4.3 NM, 6.2 NM.
- Angles:** 180°, 182°.
- Pattern:** 4 NM Holding Pattern.
- GP 3.00° TCH 51°**

CLARK RGNI (JVY)

RNAV (GPS) RWY 18

EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**342°**

Rwy Ldg  
TDZE  
**462**

Apt Elev  
**478**

RNAV (GPS) RWY 36

CLARK RGNL (JVY)

RNP APCH - GPS.

▼

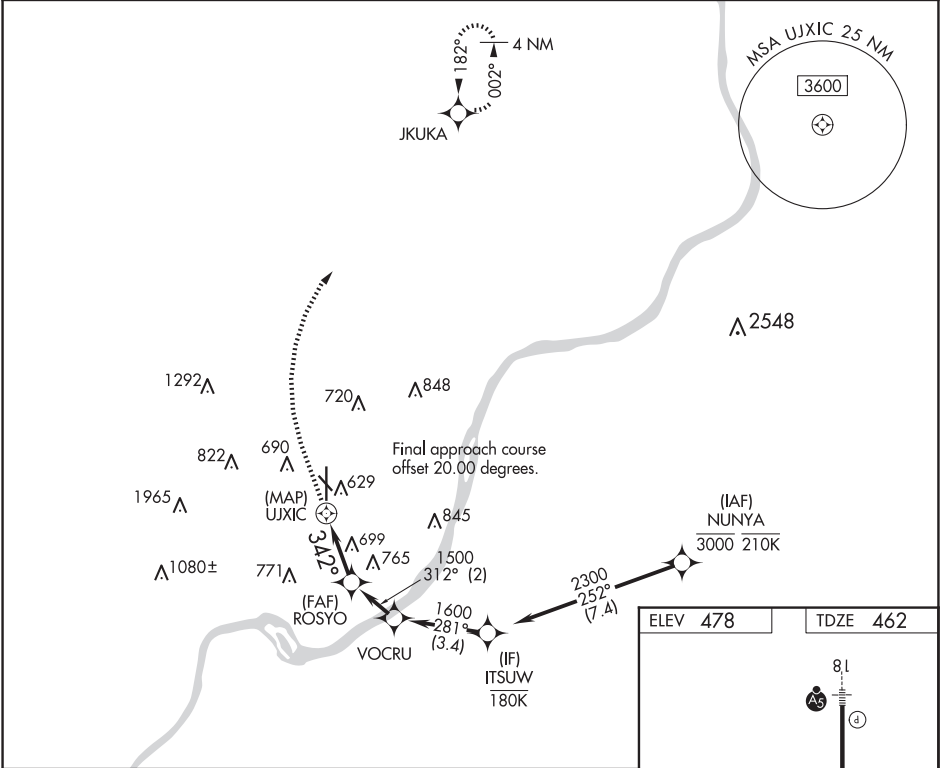
⚠

Rwy 36 helicopter visibility reduction below 1 SM NA. Circling NA for Cat D southwest of Rwys 14 and 36. When local altimeter setting not recieved, use Louisville Muhammad Ali Intl altimeter setting and increase all MDAs 40 feet and visibility LNAV Cat C/D ⅛ SM, and Circling Cat C ¼ SM. Straight-In Rwy 36 NA at night, Circling Rwy 14, 32, 36 NA at night.

MISSED APPROACH:

Climb to 1000 then climbing right turn to 3000 direct JKUKA and hold.

AWOS-3 <b>118.575</b>	LOUISVILLE APP CON <b>132.075 327.0</b>	CLNC DEL <b>118.05</b>	UNICOM <b>122.7 (CTAF) 0</b>
--------------------------	--	---------------------------	---------------------------------



ITSUW  
**2300**

VOCRU

ROSYO

UJXIC

1000

3000

JKUKA

1600

1500

312°

342°

281°

3.00° TCH 40

3.4 NM

2 NM

2.6 NM

0.5 NM

CATEGORY	A	B	C	D
LNAV MDA	1000-1	538 (600-1)	1000-1½	538 (600-1½)
CIRCLING	1000-1 522 (600-1)	1040-1 562 (600-1)	1060-1½ 582 (600-1½)	1100-2 622 (700-2)

ELEV 478

TDZE 462

8.1

36

342°

399 X 75

7000 X 100

REIL Rwys 14, 32, and 36 0  
MIRL Rwys 14-32 and 18-36 0

KENDALLVILLE, INDIANA

AL-5896 (FAA)

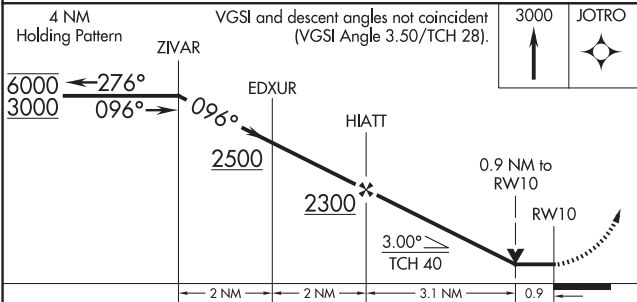
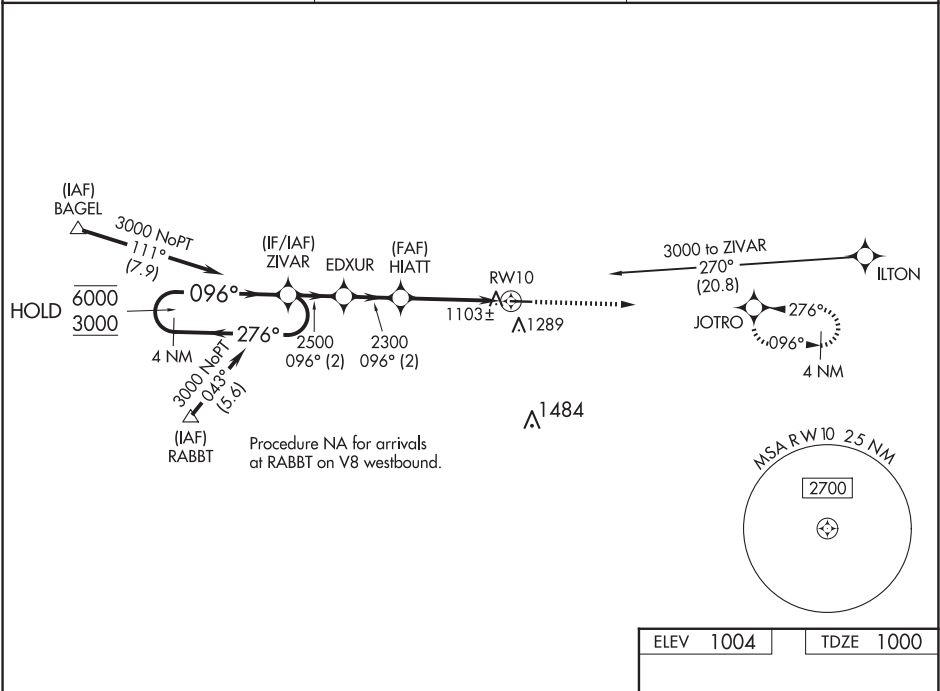
25163

WAAS Ch <b>40035</b> <b>W10A</b>	APP CRS <b>096°</b>	Rwy Idg TDZE Apt Elev	<b>4400</b> <b>1000</b> <b>1004</b>
--	------------------------	-----------------------------	---

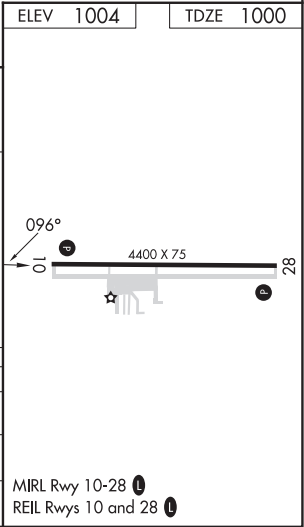
RNAV (GPS) RWY 10

KENDALLVILLE MUNI (C62)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct JOTRO and hold.
AWOS-3P <b>119.925</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	UNICOM <b>122.8 (CTAF) 0</b>



CATEGORY	A	B	C	D
LP MDA	1360-1	360 (400-1)	NA	
LNAV MDA	1440-1	440 (500-1)	NA	
CIRCLING	1600-1	596 (600-1)	NA	



KENDALLVILLE, INDIANA

Orig-C 12JUN25

41°28'N-85°16'W

KENDALLVILLE MUNI (C62)

RNAV (GPS) RWY 10

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS  
276°

Rwy Idg  
TDZE  
Apt Elev

4400  
1004  
1004

RNAV (GPS) RWY 28

KENDALLVILLE MUNI (C62)

RNP APCH - GPS.

▼

▲

Rwy 28 helicopter visibility reduction below 1 SM NA.  
Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night.  
When local altimeter setting not received, use GWB  
altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb  
to 3000 direct HIATT and on  
track 286° to BAGEL and hold.

AWOS-3P 119.925	FORT WAYNE APP CON 127.2 284.6	UNICOM 122.8 (CTAF) 1
--------------------	-----------------------------------	--------------------------

Procedure NA for arrivals at ILTON  
on V126 eastbound.

ELEV 1004

TDZE 1004

3000

HIATT

tr 286°

BAGEL

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.50/TCH 31).

4 NM Holding Pattern

RWY 28

DEYFE

HEVDA

JOTRO

3.00° TCH 40

2300

2500

6000

3000

3.9 NM

2.1 NM

2 NM

CATEGORY	A	B	C	D
LNAV MDA	1520-1	516 (600-1)	NA	
CIRCLING	1600-1	596 (600-1)	NA	

MIRL Rwy 10-28 1

REIL Rwy 10 and 28 1

KENDALLVILLE, INDIANA

Amdt 1C 12JUN25

41°28'N-85°16'W

413

KENDALLVILLE MUNI (C62)

RNAV (GPS) RWY 28

KENT, OHIO

AL-5397 (FAA)

24025

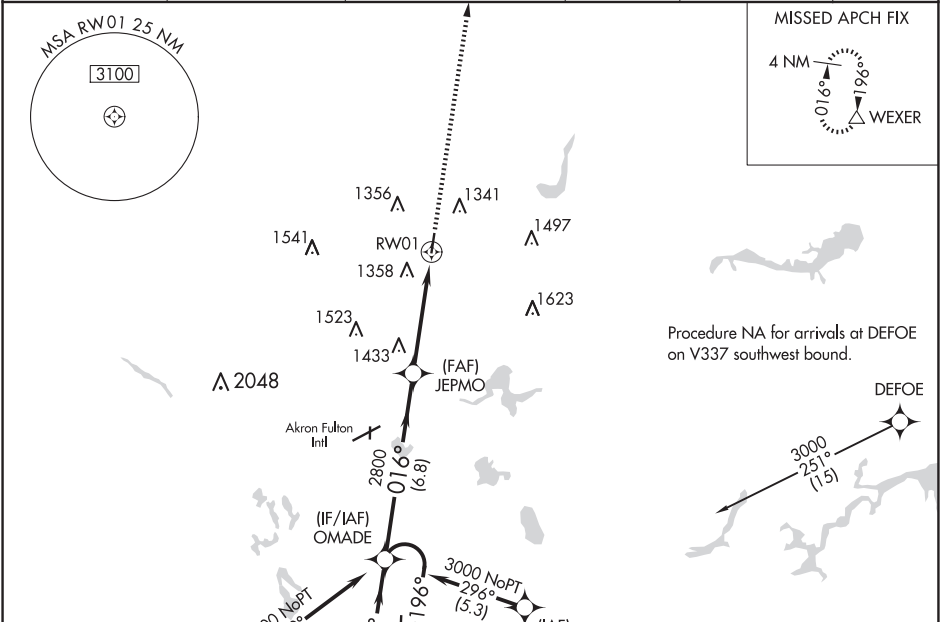
WAAS CH <b>61001</b> <b>W01A</b>	APP CRS <b>016°</b>	Rwy Idg <b>3947</b> TDZE <b>1129</b> Apt Elev <b>1134</b>
--	------------------------	---

RNAV (GPS) RWY 1

KENT STATE UNIVERSITY (1G3)

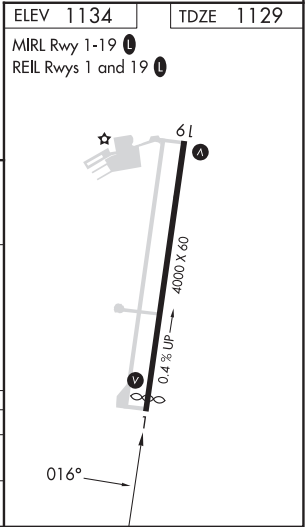
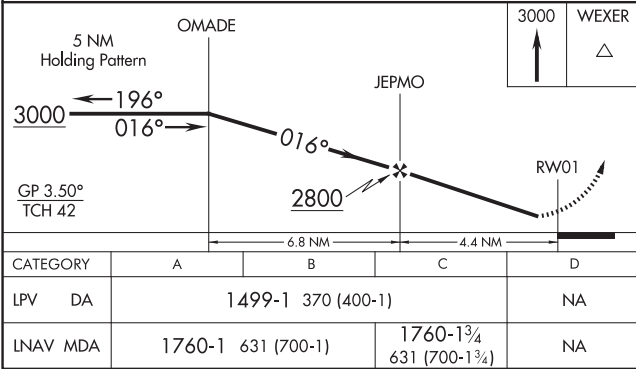
RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct WEXER and hold.
NA	Rwy 1 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Akron Fulton Intl altimeter setting.	

AWOS-2 <b>119.15</b>	AKR ASOS <b>126.825</b>	CLEVELAND APP CON * <b>125.5 371.875</b>	CLNC DEL <b>125.65</b>	UNICOM <b>122.725</b> (CTAF)	<b>122.9</b>
-------------------------	----------------------------	---	---------------------------	---------------------------------	--------------



ELEV <b>1134</b>	TDZE <b>1129</b>
MIRL Rwy 1-19 REIL Rwy 1 and 19	

Procedure NA for arrivals at JOSEF  
on V72 southwest bound.



KENT, OHIO

Amdt 2B 14JUL22

41°09'N-81°25'W

KENT STATE UNIVERSITY (1G3)


RNAV (GPS) RWY 1



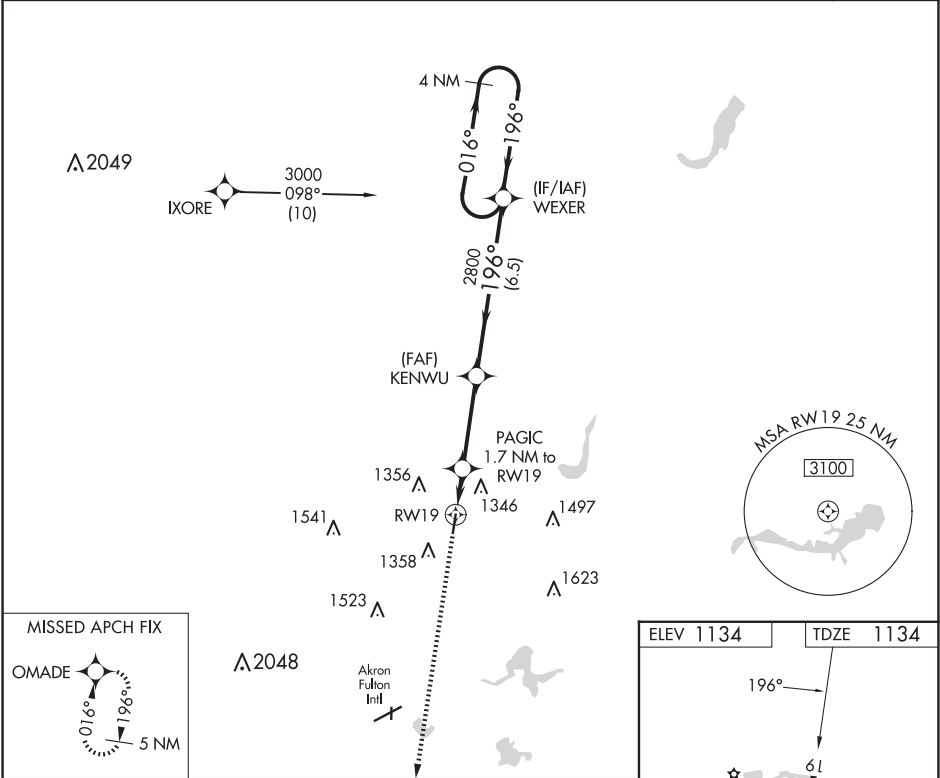
WAAS CH <b>65701</b> <b>W19A</b>	APP CRS <b>196°</b>	Rwy Idg <b>4000</b> TDZE <b>1134</b> Apt Elev <b>1134</b>
--	------------------------	---



RNAV (GPS) RWY 19

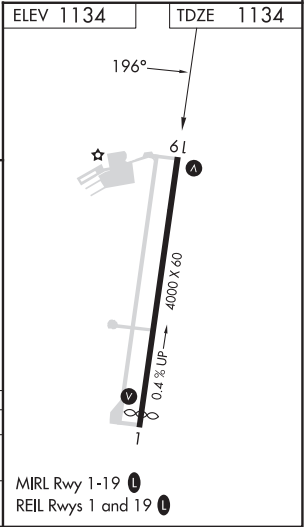
KENT STATE UNIVERSITY (1G3)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct OMADE and hold.
 NA	Rwy 19 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Akron Fulton Intl altimeter setting.	

AWOS-2 <b>119.15</b>	AKR ASOS <b>126.825</b>	CLEVELAND APP CON ★ <b>125.5 371.875</b>	CLNC DEL <b>125.65</b>	UNICOM <b>122.725</b> (CTAF)	<b>122.90</b>
-------------------------	----------------------------	---	---------------------------	---------------------------------	---------------



3000		OMADE		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).		
				WEXER		
*LNAV only.		PAGIC 1.7 NM to RW19		4 NM Holding Pattern		
RW19		KENWU		016° → 3000 ← 196°		
1700*		2800		GP 3.00° TCH 40		
1.7 NM		3.3 NM		6.5 NM		
CATEGORY	A		B		C	D
LPV DA	1443-1 309 (400-1)					NA
LNAV MDA	1580-1 446 (500-1)			1580-1¼ 446 (500-1¼)		NA



KENT, OHIO

AL-5397 (FAA)

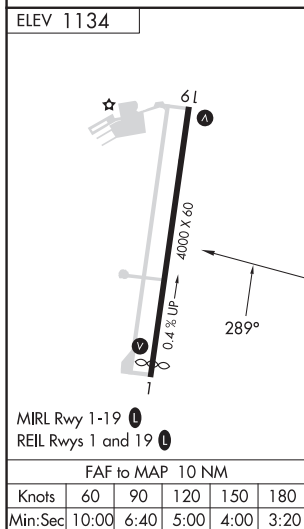
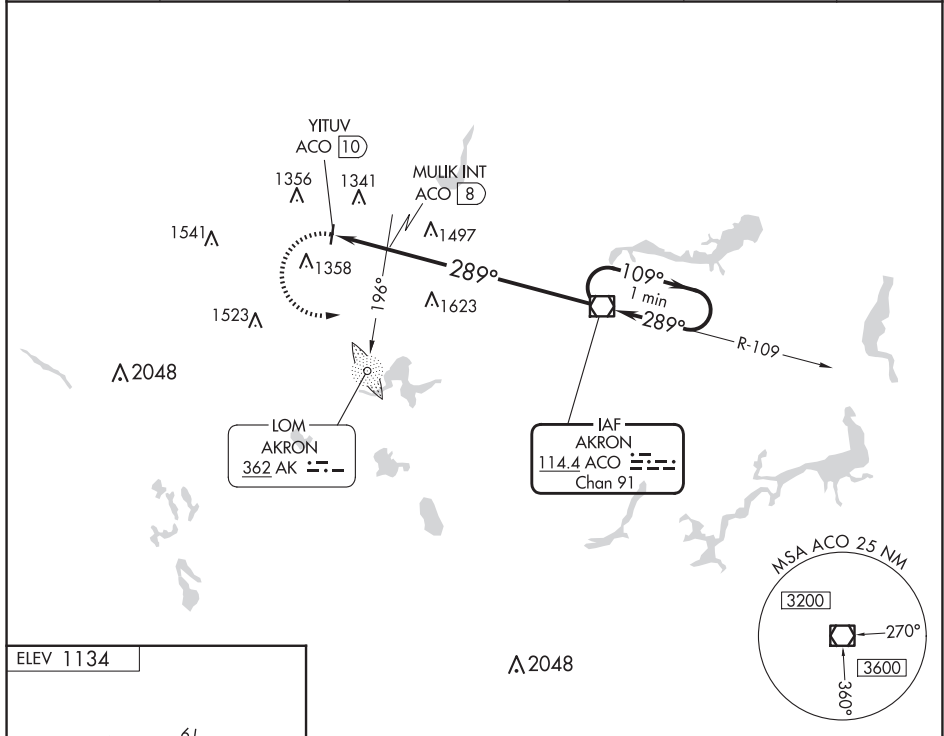
24025

VOR/DME ACO <b>114.4</b> Chan <b>91</b>	APP CRS <b>289°</b>	Rwy Idg TDZE Apt Elev <b>1134</b>	<b>N/A</b> <b>N/A</b> <b>1134</b>
---	------------------------	---	---

VOR-A

KENT STATE UNIVERSITY (1G3)

<b>▼</b> When local altimeter setting not received, use Akron Fulton <b>▲ NA</b> Intl altimeter setting.		MISSED APPROACH: Climbing left turn to 3000 direct ACO VOR/DME and hold.		
AWOS-2 <b>119.15</b>	AKR ASOS <b>126.825</b>	CLEVELAND APP CON ★ <b>125.5 371.875</b>	CLNC DEL <b>125.65</b>	UNICOM <b>122.725</b> (CTAF)
		<b>122.9 0</b>		



3000 ACO		One Minute Holding Pattern		
MULIK INT ACO 8		ACO VOR/DME		
YITUV ACO 10		109° → 3000 ← 289°		
2020		2 NM 8 NM		
CATEGORY	A	B	C	D
<b>C</b> CIRCLING	2020-1¼	886 (900-1¼)	2020-2¾ 886 (900-2¾)	NA
MULIK FIX MINIMUMS (ADF OR DME REQUIRED)				
<b>C</b> CIRCLING	1760-1	626 (700-1)	1760-1¾ 626 (700-1¾)	NA

KENT, OHIO

Amdt 14A 14JUL22

41°09'N-81°25'W

KENT STATE UNIVERSITY (1G3)

VOR-A

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

LOM AK	APP CRS	Rwy Idg	3947
362	351°	TDZE	1129
		Apt Elev	1134

NDB RWY 1

KENT STATE UNIVERSITY (1G3)

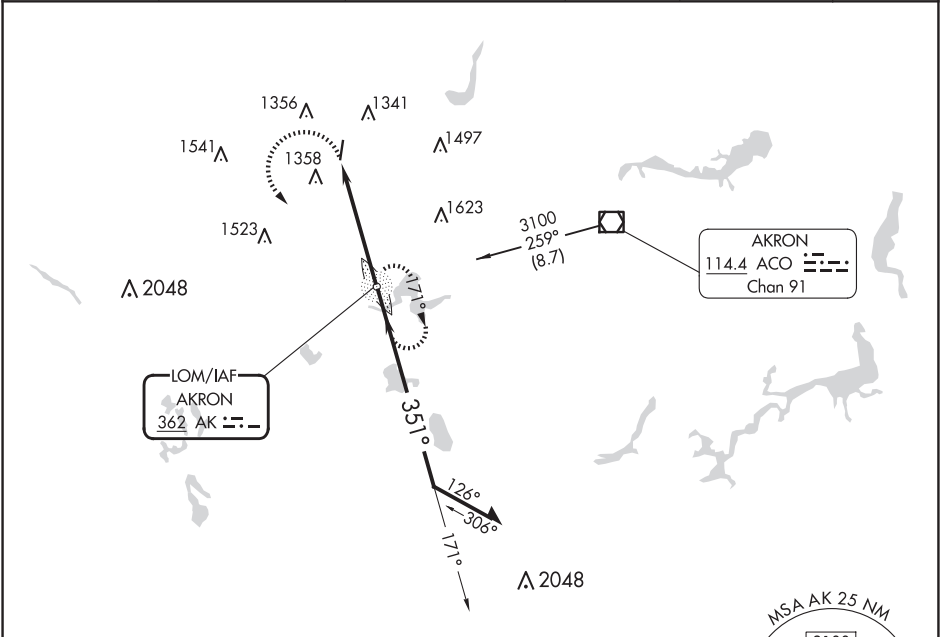
▼

NA

When local altimeter setting not received, use Akron Fulton Intl altimeter setting.  
Rwy 1 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3100 direct AKRON LOM and hold.

AWOS-2 119.15	AKR ASOS 126.825	CLEVELAND APP CON★ 125.5 371.875	CLNC DEL 125.65	UNICOM 122.725 (CTAF)	122.9 0
------------------	---------------------	-------------------------------------	--------------------	--------------------------	---------



ELEV 1134

TDZE 1129

MIRL Rwy 1-19 0  
REIL Rwys 1 and 19 0

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

3100

AK

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 42).

AK LOM

Remain within 10 NM

171°

3100

351°

2800

4.8 NM

CATEGORY	A	B	C	D
S-1	1760-1	631 (700-1)	1760-1 7/8 631 (700-1 7/8)	NA
CIRCLING	1760-1	626 (700-1)	1760-1 7/8 626 (700-1 7/8)	NA

Rwy Idg	<b>4004</b>
TDZE	<b>699</b>
Apt Elev	<b>699</b>

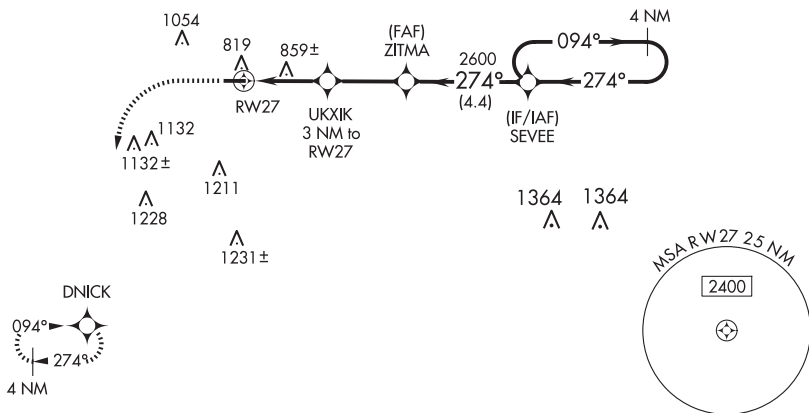
RNAV (GPS) RWY 27  
KENTLAND MUNI (50I)

Circling to Rwy 09 NA at night. Circling NA north of Rwy 27-09. DME/DME RNP-0.3 NA. Baro-VNAV NA. Use Jasper County altimeter setting.

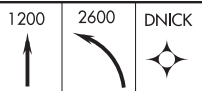
**MISSED APPROACH:** Climb to 1200 then climbing left turn to 2600 direct DNICK and hold.

RZL AWOS-3P  
**119.175**

CHICAGO CENTER  
132.5 284.7

UNICOM  
122.8 (CTAF) **L**

ELEV	699		TDZE	699
------	-----	--	------	-----



\* LNAV only

UKXIK  
3 NM to  
RW27

SEVI

4 NM  
Holding Pattern

2600

GP 3.00°  
TCH 45



	3 NM	2.8 NM	4.4 NM	
CATEGORY	A	B	C	D
LPV DA	986-1 287 (300-1)			NA
LNAV/VNAV DA	1006-1 307 (400-1)			NA
LNAV MDA	1160-1 461 (500-1)		1160-1 $\frac{3}{8}$ 461 (500-1 $\frac{3}{8}$ )	NA
<b>C</b> CIRCLING	1160-1 461 (500-1)	1200-1 501 (600-1)	1200-1 $\frac{1}{2}$ 501 (600-1 $\frac{1}{2}$ )	NA

HIRL Rwy 9-27 **L**  
REIL Rwy 9 and 27 **L**

40°45'N-87°26'W

KENTLAND MUNI (50I)

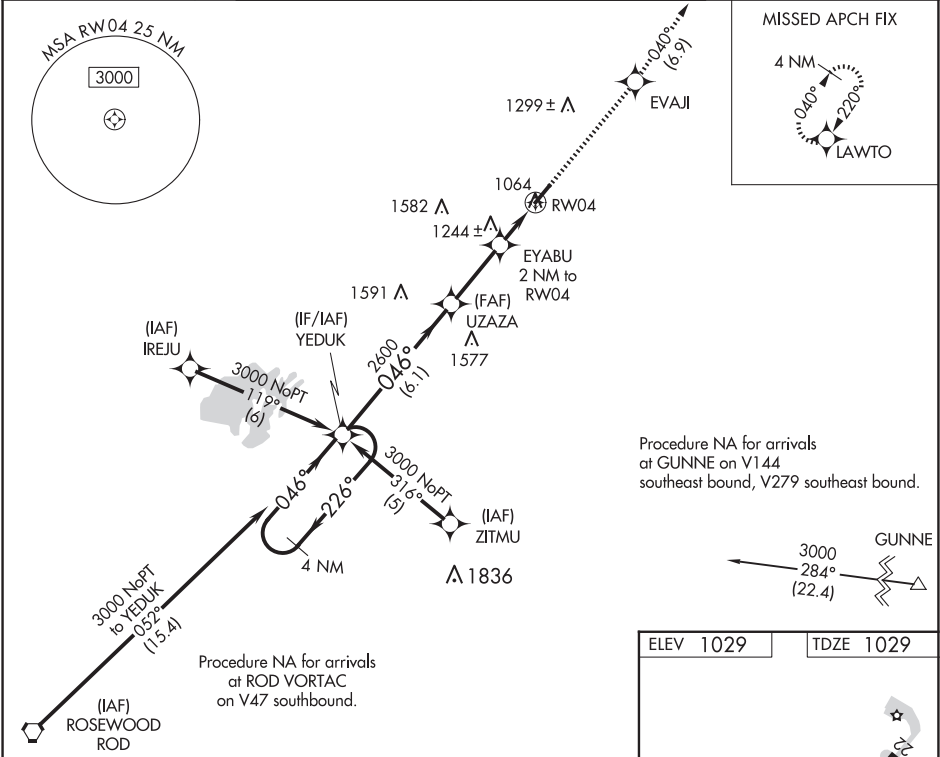
RNAV (GPS) RWY 27

APP CRS	Rwy Idg	4797
046°	TDZE	1029
	Apt Elev	1029

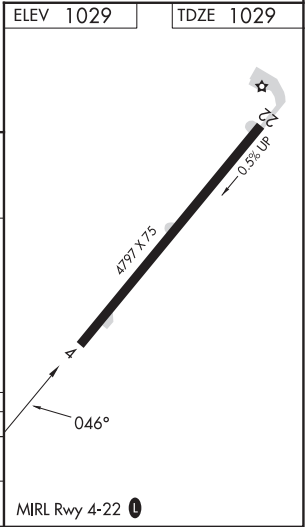
RNAV (GPS) RWY 4

HARDIN COUNTY (I95)

RNP APCH - GPS.	Rwy 4 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA for Cat D NW of Rwy 4-22. When local altimeter setting not received, use Lima altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM.		MISSED APPROACH: Climb to 3000 direct EVAJI and on track 040° to LAWTO and hold.
AWOS-3 126.4	AOH ASOS 128.725	COLUMBUS APP CON 134.45 323.15	UNICOM 122.8 (CTAF) 0 *



4 NM Holding Pattern		3000	EVAJI	tr 040°	LAWTO
YEDUK		2600	UZAZA	EYABU 2 NM to RW04	RW04
3000 ← 226°		046° →	3.04° TCH 40		
6.1 NM		2.8 NM	2 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1560-1	531 (600-1)	1560-1½ 531 (600-1½)	1560-1¾ 531 (600-1¾)	
CIRCLING	1580-1 551 (600-1)	1620-1 591 (600-1)	1620-1½ 591 (600-1½)	1620-2 591 (600-1)	



KENTON, OHIO

AL-6473 (FAA)

24137

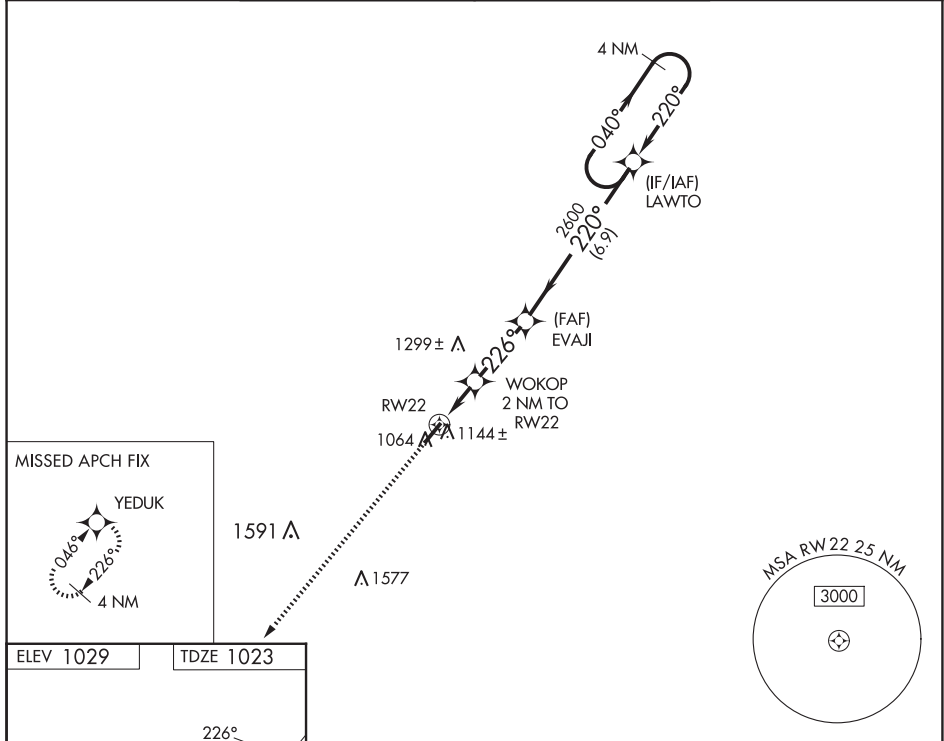
APP CRS	Rwy Idg	4797
226°	TDZE	1023
	Apt Elev	1029

# RNAV (GPS) RWY 22

HARDIN COUNTY (I95)

RNP APCH - GPS.	Rwy 22 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA for Cat D NW of Rwy 04-22. When local altimeter setting not received, use Lima altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C 1/8 SM and Circling visibility Cat C 1/4 SM.			MISSED APPROACH: Climb to 3000 direct YEDUK and hold.
-----------------	--	--	--	---

AWOS-3	AOH ASOS	COLUMBUS APP CON	UNICOM
126.4	128.725	134.45 323.15	122.8 (CTAF) 0 ★



MIRL Rwy 4-22 **0**

Visual Segment - Obstacles.

4 NM  
Holding Pattern

CATEGORY	A	B	C	D
LNAV MDA	1460-1	437 (500-1)	1460-1¼ 437 (500-1¼)	1460-1½ 437 (500-1½)
CIRCLING	1580-1 551 (600-1)	1620-1 591 (600-1)	1620-1½ 591 (600-1½)	1620-2 591 (600-2)

KENTON, OHIO

40°37'N - 83°39'W

HARDIN COUNTY (I95)

Orig-B 06OCT22

# RNAV (GPS) RWY 22

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>87108</b> <b>W18A</b>	APP CRS <b>181°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>684</b> <b>685</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18

STARKE COUNTY (OXI)

RNP APCH - GPS.

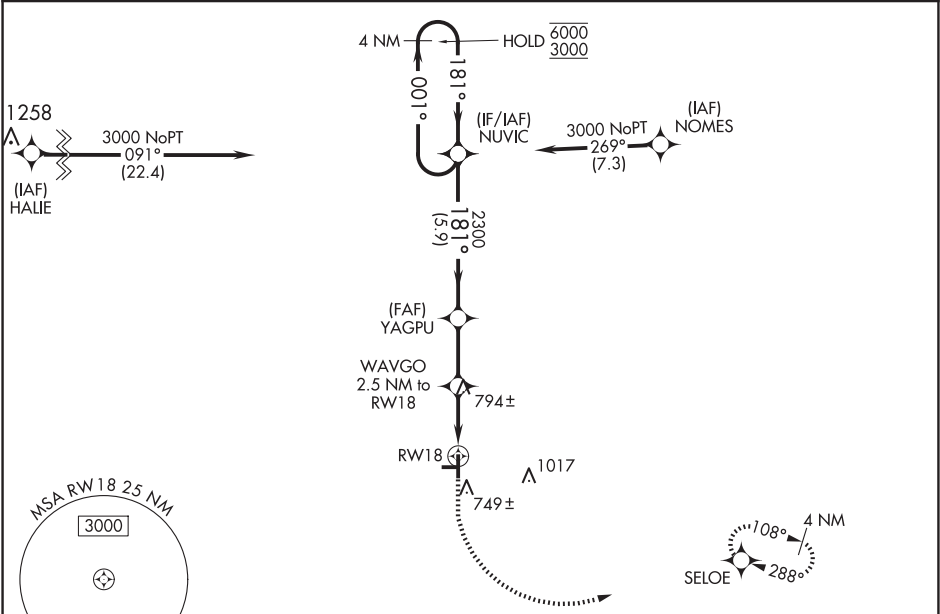
▼

▲

Baro-VNAV and VDP NA when using SBN altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA to Rwys 9 and 27.  
When local altimeter setting not received, use SBN altimeter setting: increase LPV DA to 1010 feet; increase LNAV/VNAV DA to 1136 feet and all visibilities ¾ SM; increase all MDAs 80 feet and LNAV visibility Cat C and D ¾ SM, and Circling visibility Cat C and D ¼ SM.

MISSED APPROACH:  
Climb to 1200 then climbing left turn to 3000 direct SELOE and hold.

AWOS-3 <b>135.775</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	UNICOM <b>122.8 (CTAF) ①</b>
--------------------------	---	---------------------------------



ELEV 685

TDZE 684

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

NUVIC

YAGPU

WAVGO 2.5 NM to RW18

1.1 NM to RW18

RW18

GP 3.00° TCH 40

5.9 NM

2.5 NM

1.4 NM

1.1 NM

1200

3000

SELOE

181°

81

27

5001 X 75

36

3096 X 145

6

36

STAR

CATEGORY	A	B	C	D
LPV DA		934-1	250 (300-1)	
LNAV/ VNAV DA		1060-1	376 (400-1)	
LNAV MDA		1060-1	376 (400-1)	
CIRCLING	1120-1 435 (500-1)	1140-1 455 (500-1)	1380-2 695 (700-2)	1380-2 ¼ 695 (700-2 ¼)

MIRL Rwy 18-36  
REIL Rwys 18 and 36 ①

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

KOKOMO, INDIANA


AL-711 (FAA)

25107

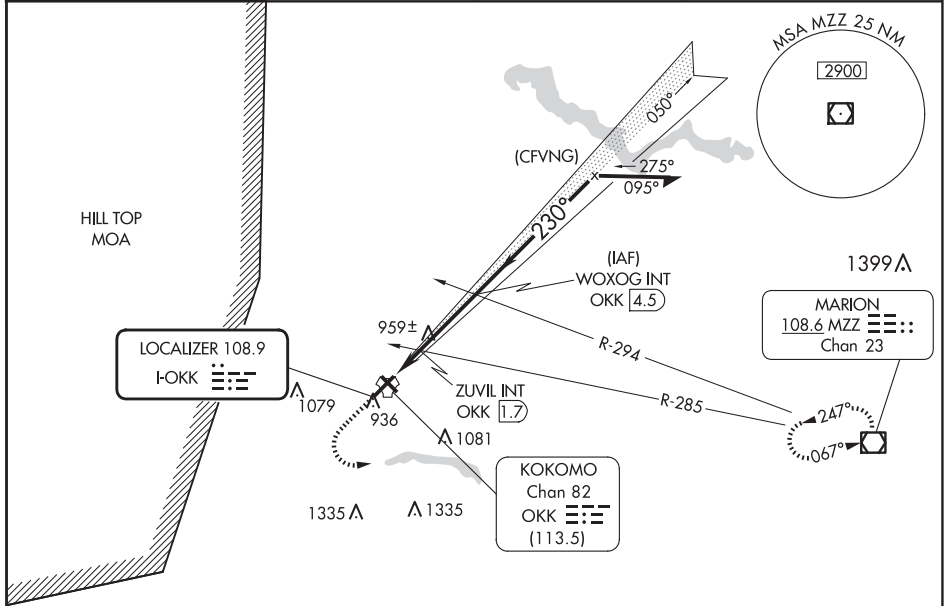
LOC I-OKK <b>108.9</b>	APP CRS <b>230°</b>	Rwy Idg TDZE Apt Elev <b>6001 827 832</b>
---------------------------	------------------------	--

# ILS or LOC RWY 23

KOKOMO MUNI (OKK)

RADAR required for procedure entry.		MALSR 	MISSED APPROACH: Climb to 1400 then climbing left turn to 2600 direct MZZ VOR/DME and hold.
▼ ▲ NA For inop ALS, increase S-LOC 23 Cat C/D visibility to 1½ SM. * DME from OKK			

AWOS-3PT <b>128.675</b>	GRISSEM APP CON* <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>123.0 (CTAF) 0</b>
----------------------------	---	--------------------------	---------------------------------



ELEV 832

TDZE 827

Diagram of the approach path. The course is 230°. The path starts at 1400 MSL, turns to 2600 MSL, and then to MZZ. The path is marked with 1400, 2600, and MZZ. The path is marked with 1400, 2600, and MZZ. The path is marked with 1400, 2600, and MZZ.

HIRL Rwy 5-23  
MIRL Rwy 14-32  
REIL Rws 5, 14, and 32

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

Diagram of the approach path. The course is 230°. The path starts at 1400 MSL, turns to 2600 MSL, and then to MZZ. The path is marked with 1400, 2600, and MZZ. The path is marked with 1400, 2600, and MZZ. The path is marked with 1400, 2600, and MZZ.

CATEGORY	A	B	C	D
S-ILS 23	1027-½ 200 (200-½)			
S-LOC 23	1300-½	473 (500-½)	1300-1	473 (500-1)
CIRCLING	1300-1	468 (500-1)	1400-1½ 568 (600-1½)	1420-2 588 (600-2)

ZUVIL FIX MINIMUMS* (DUAL VOR RECEIVERS or DME REQUIRED)				
S-LOC 23	1220-½	393 (400-½)	1220-¾	393 (400-¾)
CIRCLING	1260-1 428 (500-1)	1300-1 468 (500-1)	1400-1½ 568 (600-1½)	1420-2 588 (600-2)

KOKOMO, INDIANA

Amdt 11 19MAY22

40°32'N-86°04'W

# KOKOMO MUNI (OKK)

## ILS or LOC RWY 23

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



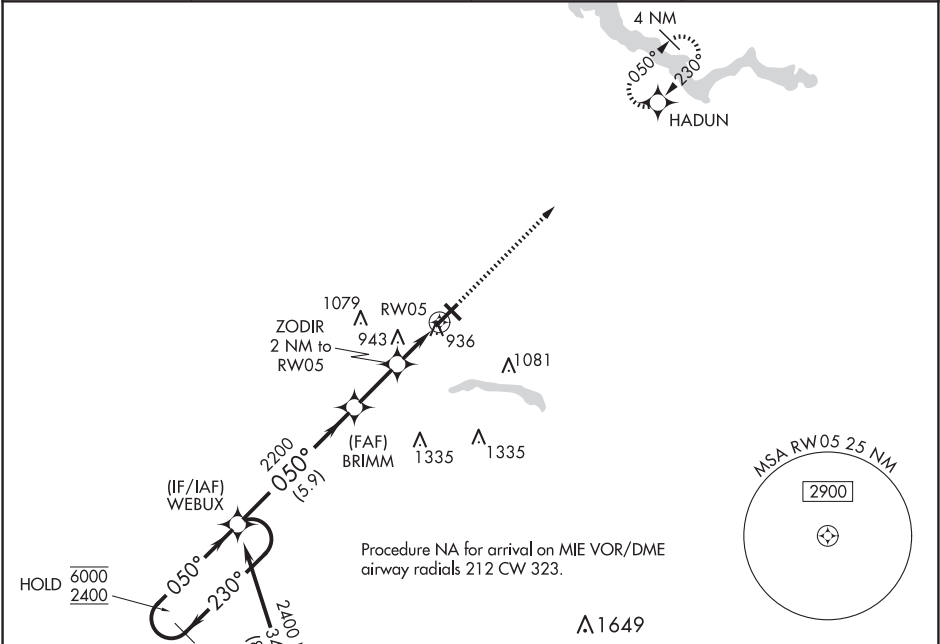
WAAS CH <b>78139</b> <b>W05A</b>	APP CRS <b>050°</b>	Rwy Idg TDZE <b>832</b> Apt Elev <b>832</b>	<b>6001</b>
--	------------------------	---	-------------

RNAV (GPS) RWY 5

KOKOMO MUNI (OKK)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct HADUN and hold.
<div><div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div></div>	

AWOS-3PT <b>128.675</b>	GRISSEM APP CON★ <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>123.0 (CTAF) 0</b>
----------------------------	---	--------------------------	---------------------------------



4 NM Holding Pattern

WEBUX

BRIMM

ZODIR 2 NM to RW05

HADUN

3000

1 NM to RW05

RW05

GP 3.00° TCH 40

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

CATEGORY	A	B	C	D
LPV DA	1082- <sup>3</sup> / <sub>4</sub> 250 (300- <sup>3</sup> / <sub>4</sub> )			
LNAV/VNAV DA	1102- <sup>7</sup> / <sub>8</sub> 270 (300- <sup>7</sup> / <sub>8</sub> )			
LNAV MDA	1200-1 368 (400-1)			
CIRCLING	1260-1 428 (500-1)	1300-1 468 (500-1)	1400-1½ 568 (600-1½)	1420-2 588 (600-2)

Distances: 5.9 NM, 2.2 NM, 1 NM, 1 NM

ELEV 832

TDZE 832

874

4001 X 150

6001 X 150

050°

HIRL Rwy 5-23

MIRL Rwy 14-32

REIL Rws 5, 14 and 32

KOKOMO, INDIANA

AL-711 (FAA)

25107

WAAS CH <b>78134</b> <b>W14A</b>	APP CRS <b>140°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>826</b> <b>832</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 14

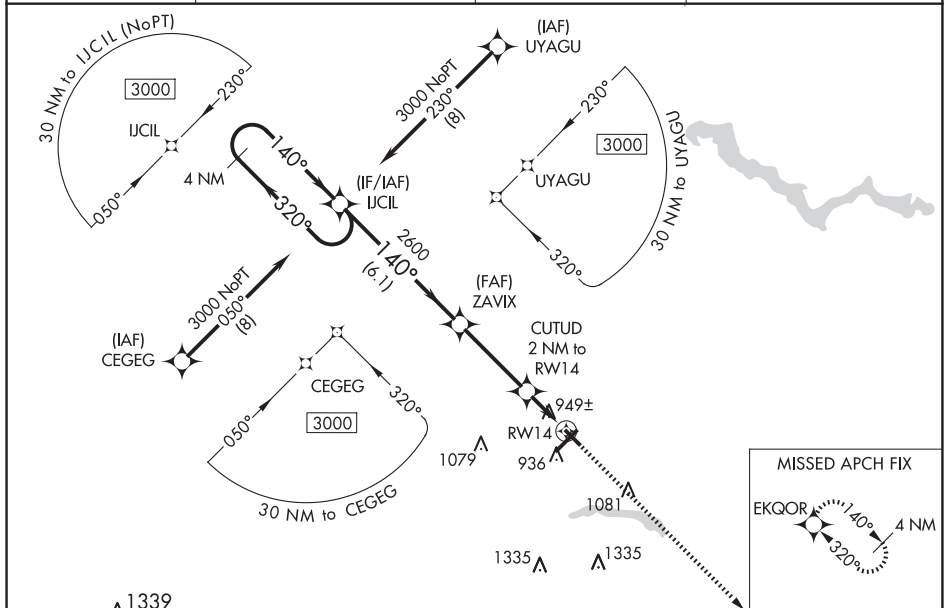
KOKOMO MUNI (OKK)

**⚠**

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.

MISSED APPROACH: Climb to 3000 direct EKGOR and hold.

AWOS-3PT <b>128.675</b>	GRISSEM APP CON* <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>123.0 (CTAF) 0</b>
----------------------------	---	--------------------------	---------------------------------



**ELEV 832** **TDZE 826**

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.17/TCH 33).

GP 3.00° TCH 52

3000 320° 140° 140° 2600 1500

6.1 NM 3.4 NM 1 NM 1 NM

CUTUD 2 NM to RWY14

\*1 NM to RWY14

\*LNAV only

EKGOR

874

6001 X 150

4001 X 130

5 2 3 4

MIRL Rwy 14-32 0

REIL Rwys 5, 14, and 32 0

HIRL Rwy 5-23 0

CATEGORY	A	B	C	D
LPV DA		1076-1	250 (300-1)	
LNAV/VNAV DA		1199-1¼	373 (400-1¼)	
LNAV MDA		1200-1	374 (400-1)	
CIRCLING	1260-1 428 (500-1)	1300-1 468 (500-1)	1400-1½ 568 (600-1½)	1640-2½ 808 (900-2½)

KOKOMO, INDIANA

Orig-B 23JUN16

40°32'N-86°04'W

KOKOMO MUNI (OKK)

# RNAV (GPS) RWY 14

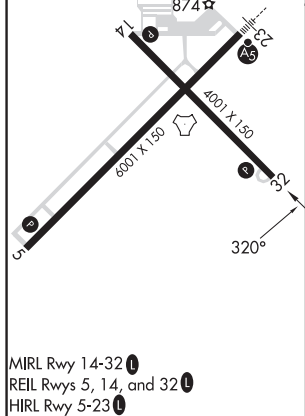
EC-2, 07 AUG 2025 to 02 OCT 2025








EC-2, 07 AUG 2025 to 02 OCT 2025



RNAV (GPS) RWY 32  
KOKOMO MUNI (OKK)

AWOS-3PT <b>128.675</b>	GRISOM APP CON★ <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>123.0 (CTAF) ①</b>
----------------------------	--	--------------------------	---------------------------------



<div>3000</div> <div></div>		<div>I/CIL</div> <div></div>		<div>VGSI and descent angles not coincident (VGSI Angle 3.18/TCH 33).</div>				<div>4 NM Holding Pattern</div>	
<div></div> <div><div>RW32</div><div>1 NM to RW32</div><div></div><div>1540</div></div>		<div><div>2.1 NM to RW32</div><div>3.00°</div><div>TCH 50</div></div> <div><div>UHCEF</div><div>2600</div></div>		<div><div>320°</div><div></div><div>3000</div></div> <div><div>EKGOR</div><div>140°</div><div></div><div>320°</div></div>					
<div>1 NM</div>		<div>1.1</div>		<div>3.3 NM</div>		<div>6.1 NM</div>			
CATEGORY		A		B		C		D	
LP MDA		1200-1 374 (400-1)							
LNAV MDA		1260-1 434 (500-1)				1260-1¼ 434 (500-1¼)			
<div> CIRCLING</div>		1260-1 428 (500-1)		1300-1 468 (500-1)		1400-1½ 568 (600-1½)		1640-2½ 808 (900-2½)	

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>77834</b> <b>W02A</b>	APP CRS <b>023°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>805</b> <b>812</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 2

LA PORTE MUNI (PPO)

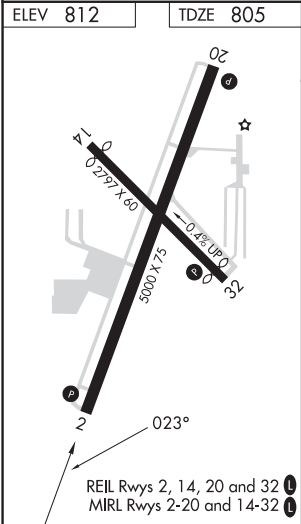
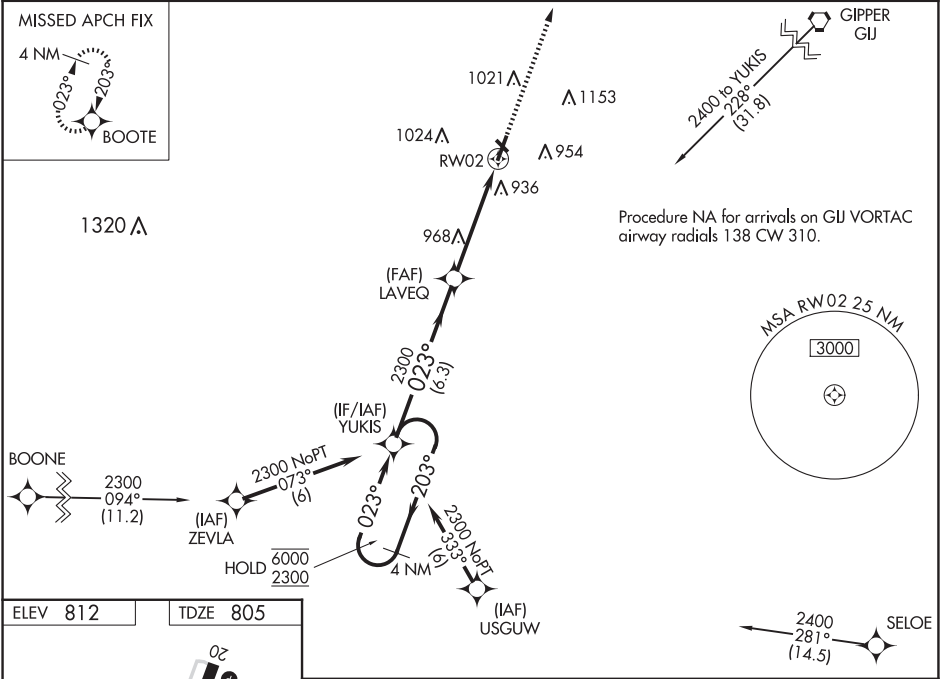
RNP APCH - GPS.

⚠

Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 2 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using SBN altimeter setting. When local altimeter setting not received, use SBN altimeter setting: increase LPV DA to 1151 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1274 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat C and D ¼ SM.

MISSED APPROACH:  
Climb to 2500 direct  
BOOTE and hold.

AWOS-3PT <b>119.825</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	UNICOM <b>123.0 (CTAF) 0</b>
----------------------------	---	---------------------------------



VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 24).

4 NM Holding Pattern

YUKIS

LAVEQ

2300

1.2 NM to RW02

RW02

6000

2300

GP 3.00°

TCH 40

203°

023°

023°

2300

6.3 NM

3.3 NM

1.2 NM

CATEGORY	A	B	C	D
LPV DA	1098-7⁄8 293 (300-7⁄8)			
LNAV/VNAV DA	1221-1½ 416 (500-1½)			
LNAV MDA	1220-1	415 (500-1)	1220-1½	415 (500-1½)
CIRCLING	1320-1	508 (600-1)	1560-2¼ 748 (800-2¼)	1560-2½ 748 (800-2½)

LA PORTE, INDIANA

AL-6248 (FAA)

25163

WAAS CH <b>87034</b> <b>W20A</b>	APP CRS <b>203°</b>	Rwy Ldg TDZE Apt Elev	<b>5000</b> <b>812</b> <b>812</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 20

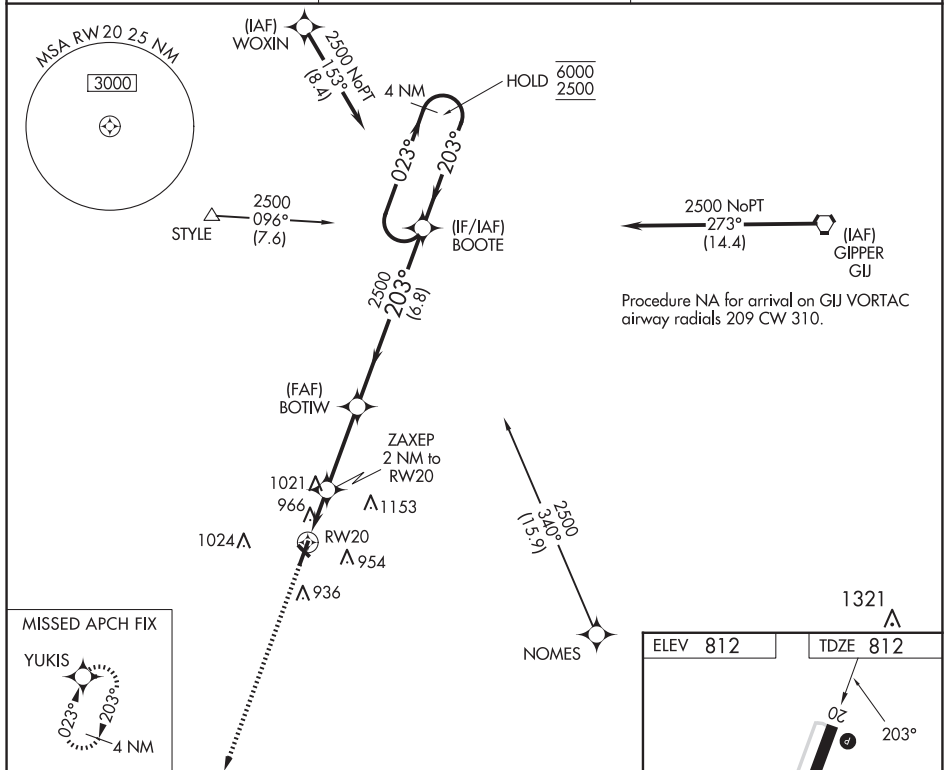
LA PORTE MUNI (PPO)

RNP APCH - GPS.

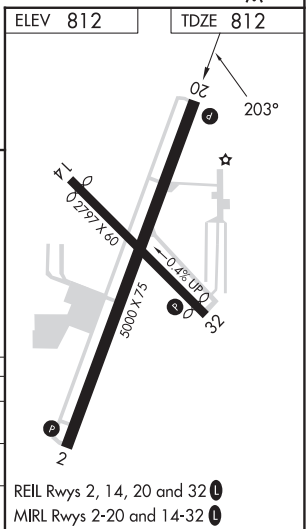
⚠ Circling Rwy 14, 32 NA at night. Rwy 20 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA when using SBN altimeter setting. When local altimeter setting not received, use SBN altimeter setting: increase all MDAs 60 feet; LNAV visibility Cat C and D  $\frac{1}{8}$  SM and LP visibility Cat C and D  $\frac{1}{4}$  SM.

MISSED APPROACH:  
Climb to 2300 direct  
YUKIS and hold.

AWOS-3PT <b>119.825</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	UNICOM <b>123.0 (CTAF) 0</b>
----------------------------	---	---------------------------------



2300	YUKIS	VGSI and descent angles not coincident (VGSI Angle 3.45/TCH 27).			
1	1 NM	3.2 NM	6.8 NM	4 NM	Holding Pattern
CATEGORY	A	B	C	D	
LP MDA	1220-1	408 (500-1)	1220-1 $\frac{1}{8}$	408 (500-1 $\frac{1}{8}$ )	
LNAV MDA	1280-1	468 (500-1)	1280-1 $\frac{3}{8}$	468 (500-1 $\frac{3}{8}$ )	
CIRCLING	1320-1	508 (600-1)	1560-2 $\frac{1}{4}$ 748 (800-2 $\frac{1}{4}$ )	1560-2 $\frac{1}{2}$ 748 (800-2 $\frac{1}{2}$ )	



LA PORTE, INDIANA  
Amdt 1C 17APR25

41°34'N-86°44'W

# RNAV (GPS) RWY 20

EC-2, 07 AUG 2025 to 02 OCT 2025

LOC I-LAF <b>110.3</b>	APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev <b>6600</b> <b>601</b> <b>606</b>
---------------------------	------------------------	--

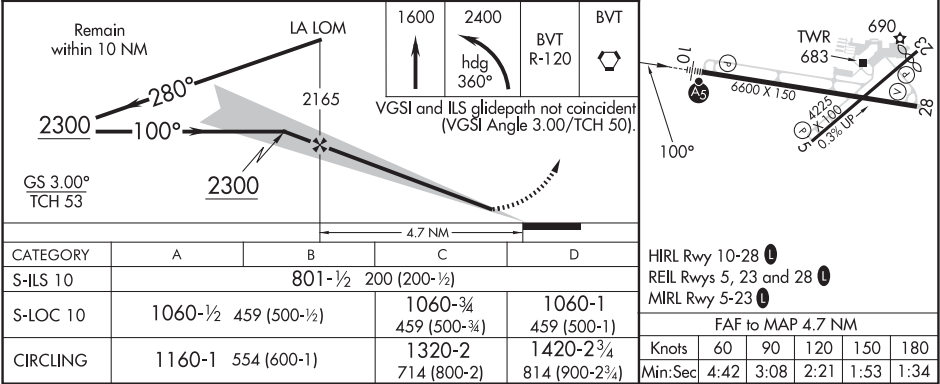
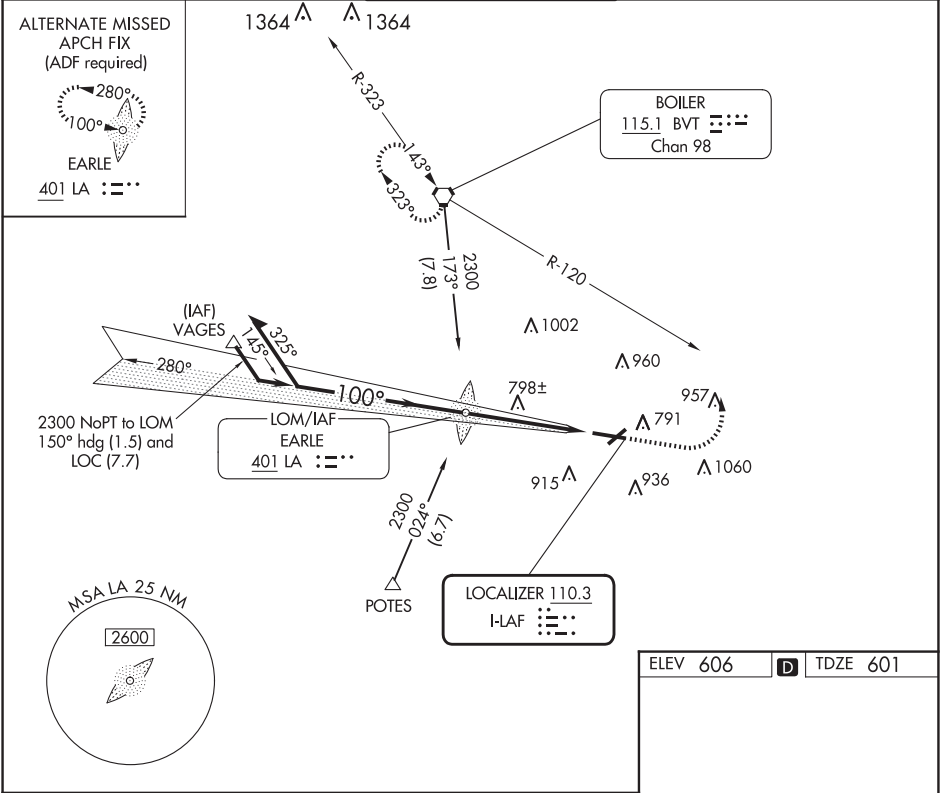
ILS or LOC RWY 10  
PURDUE UNIVERSITY (LAF')

Circling Rwy 23 NA at night.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2400 on heading 360° and BVT VORTAC R-120 to BVT VORTAC and hold.


ATIS <b>127.75</b>	GRISCOM APP CON ★ <b>123.85 291.675</b>	LAFAYETTE TOWER ★ <b>119.6 (CTAF) 0 343.625</b>	GND CON <b>121.9 343.625</b>	UNICOM <b>122.95</b>
-----------------------	--	--	---------------------------------	-------------------------



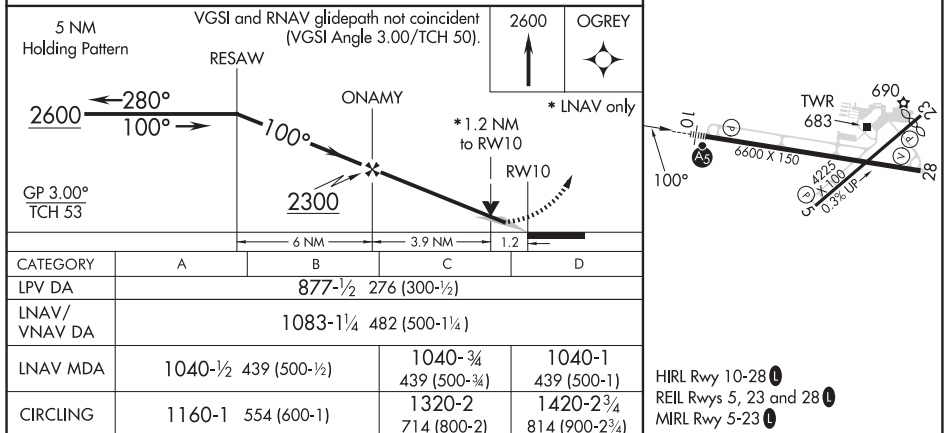
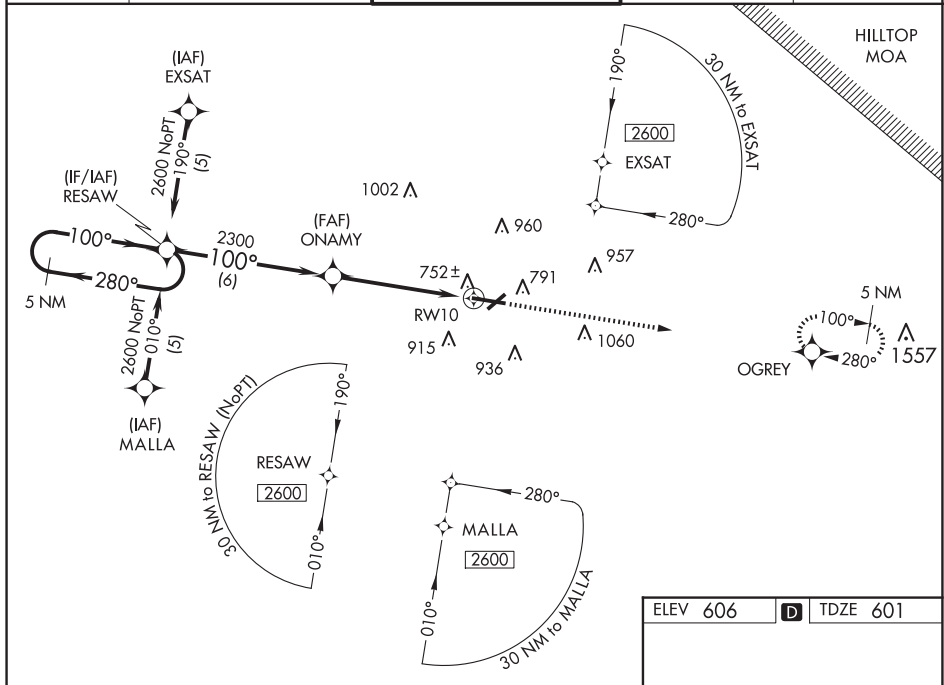
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 10  
PURDUE UNIVERSITY (LAF)

<p>▼ ▲</p>	<p>When local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase LPV DA to 966 feet and visibility all Cats <math>\frac{1}{2}</math> SM; increase LNAV/VNAV DA to 1172 feet; increase all MDAs 100 feet and LNAV Cats <math>\frac{1}{2}</math> D visibility <math>\frac{1}{4}</math> SM, increase Circling Cat C visibility <math>\frac{1}{2}</math> SM and Cat D visibility <math>\frac{1}{4}</math> SM. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. VDP NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile. DME/DME RNP-0.3 NA. Circling Rwy 23 NA at night.</p>	<p>MALSR AS</p> 	<p>MISSED APPROACH: Climb to 2600 direct OGREY and hold.</p>
----------------	---	---	--

ATIS 127.75	GRISCOM APP CON★ 123.85 291.675	LAFAYETTE TOWER★ 119.6 (CTAF) 0 343.625	GND CON 121.9 343.625	UNICOM 122.95
----------------	------------------------------------	--	--------------------------	------------------



PURDUE UNIVERSITY (LAF)

40°25'N-86°56'W

RNAV (GPS) RWY 10

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>82103</b> <b>W28A</b>	APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev	<b>6600</b> <b>598</b> <b>606</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 28

PURDUE UNIVERSITY (LAF)

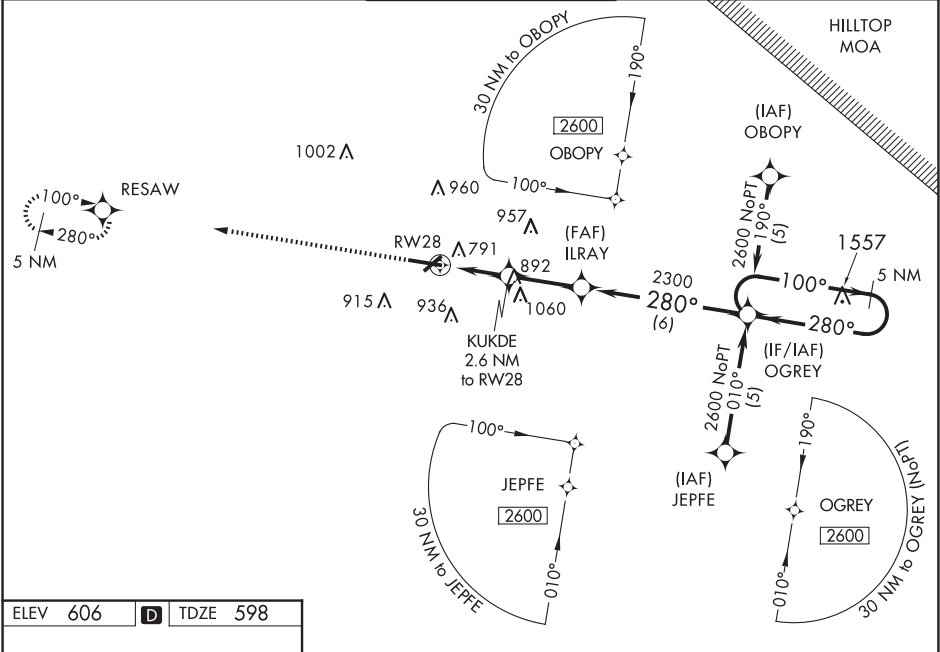
▼

▲

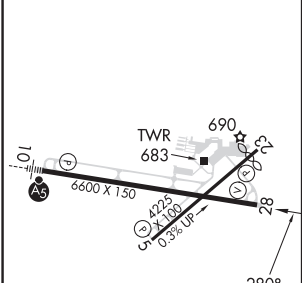
When local altimeter setting not received, use Vermilion Rgnl altimeter setting: increase LPV DA to 945 feet; increase LNAV/VNAV DA to 1214 feet; increase all MDAs 100 feet and LNAV Cats C/D visibility ¼ SM and Circling Cat C visibility ½ SM, Cat D visibility ¼ SM. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Rwy 28 helicopter visibility reduction below ¾ SM NA. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 2600 direct RESAW and hold.



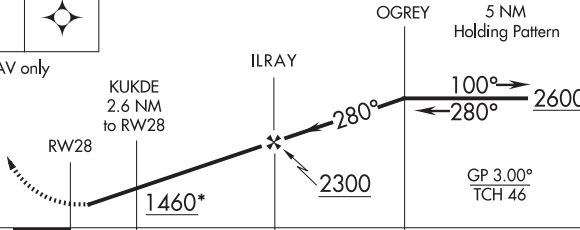
ATIS <b>127.75</b>	GRISOM APP CON ★ <b>123.85 291.675</b>	LAFAYETTE TOWER ★ <b>119.6 (CTAF) 343.625</b>	GND CON <b>121.9 343.625</b>	UNICOM <b>122.95</b>
-----------------------	---	--	---------------------------------	-------------------------



ELEV 606	D	TDZE 598
----------	---	----------



- HIRL Rwy 10-28
- REIL Rwys 5, 23 and 28
- MIRL Rwy 5-23

2600	RESAW				
					
*LNAV only					
					
CATEGORY	A	B	C	D	
LPV DA	856-1		258 (300-1)		
LNAV/ VNAV DA	1125-1¾ 527 (600-1¾)				
LNAV MDA	1060-1	462 (500-1)	1060-1⅞	462 (500-1⅞)	
CIRCLING	1160-1	554 (600-1)	1320-2 714 (800-2)	1420-2¾ 814 (900-2¾)	

LAFAYETTE, INDIANA

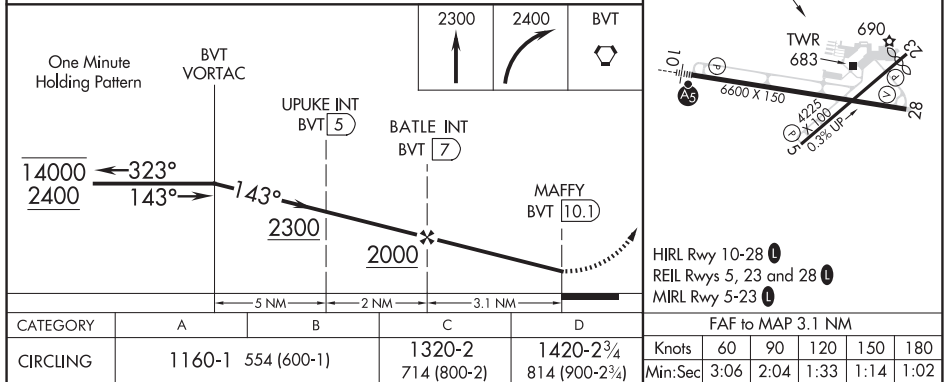
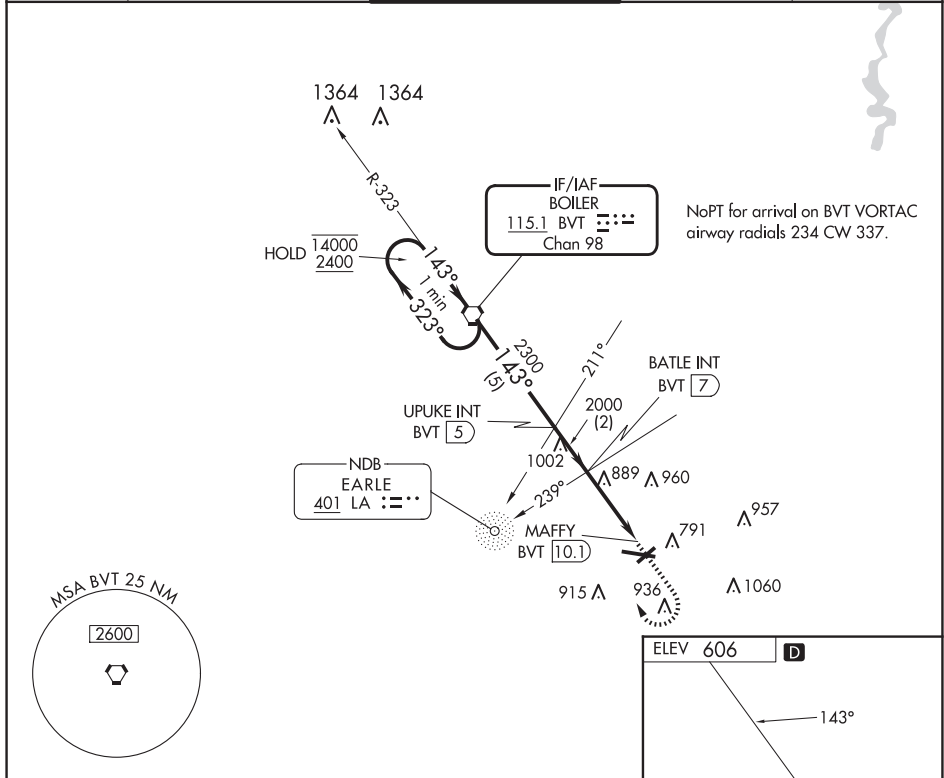
AL-220 (FAA)

24305

VORTAC BVT <b>115.1</b> Chan <b>98</b>	APP CRS <b>143°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>606</b>
--	------------------------	-----------------------------	--------------------------

VOR-A  
PURDUE UNIVERSITY (LAF')

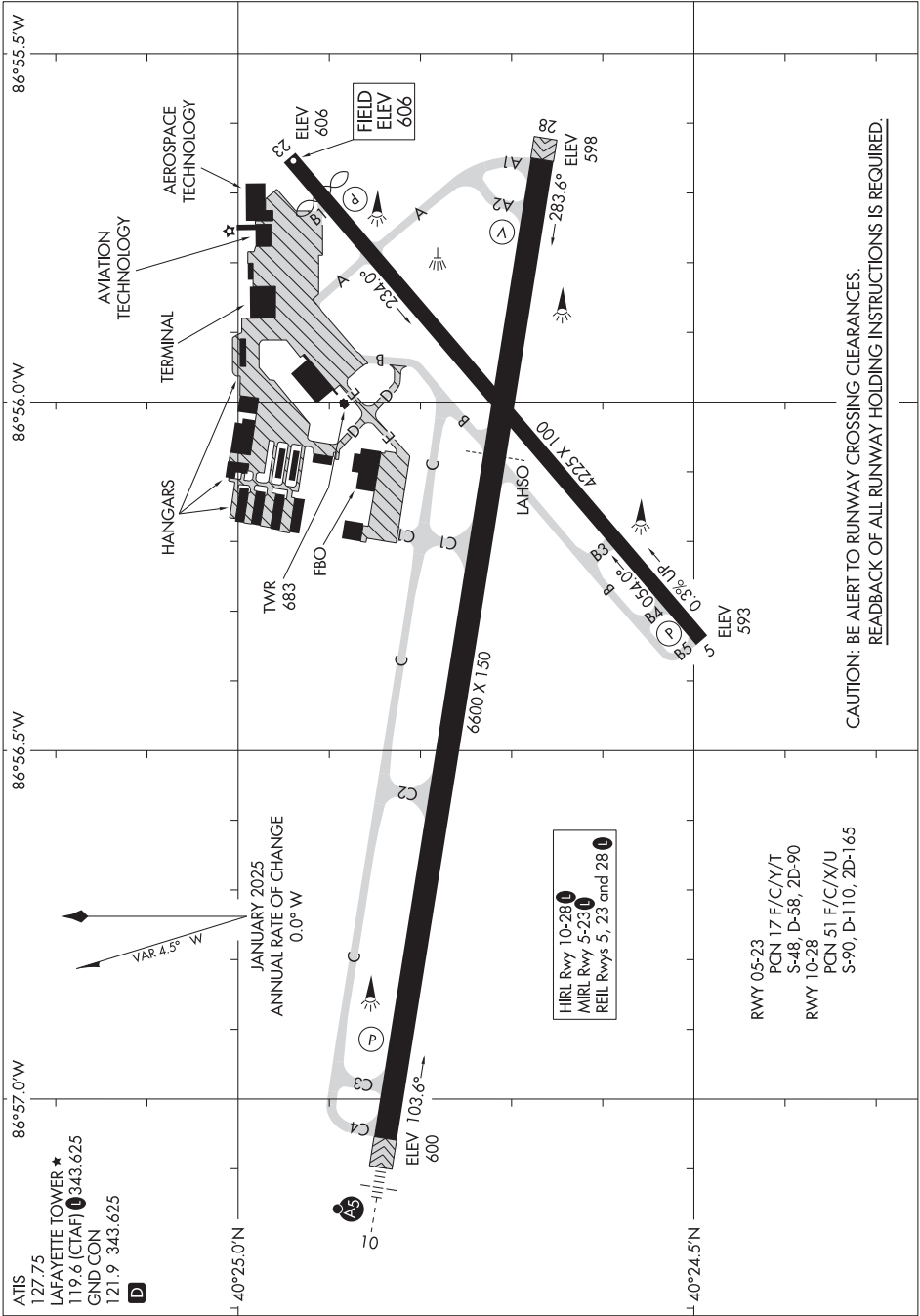
ADF or DME required.		MISSED APPROACH: Climb to 2300 then climbing right turn to 2400 direct BVT VORTAC and hold.		
⚠ Circling Rwy 23 NA at night. ⚠ When local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all MDAs 100 feet and Cat C and D visibility ½ SM.				
ATIS <b>127.75</b>	GRISOM APP CON ★ <b>123.85 291.675</b>	LAFAYETTE TOWER ★ <b>119.6 (CTAF) 0 343.625</b>	GND CON <b>121.9 343.625</b>	UNICOM <b>122.95</b>



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-2, 07 AUG 2025 to 02 OCT 2025

LANCASTER, OHIO

AL-6212 (FAA)

25163

WAAS CH <b>97701</b> <b>W10A</b>	APP CRS <b>100°</b>	Rwy Ldg TDZE <b>857</b> Apt Elev <b>868</b>	<b>5003</b>
--	------------------------	---	-------------

RNAV (GPS) RWY 10

FAIRFIELD COUNTY (LHQ)

RNP APCH - GPS.

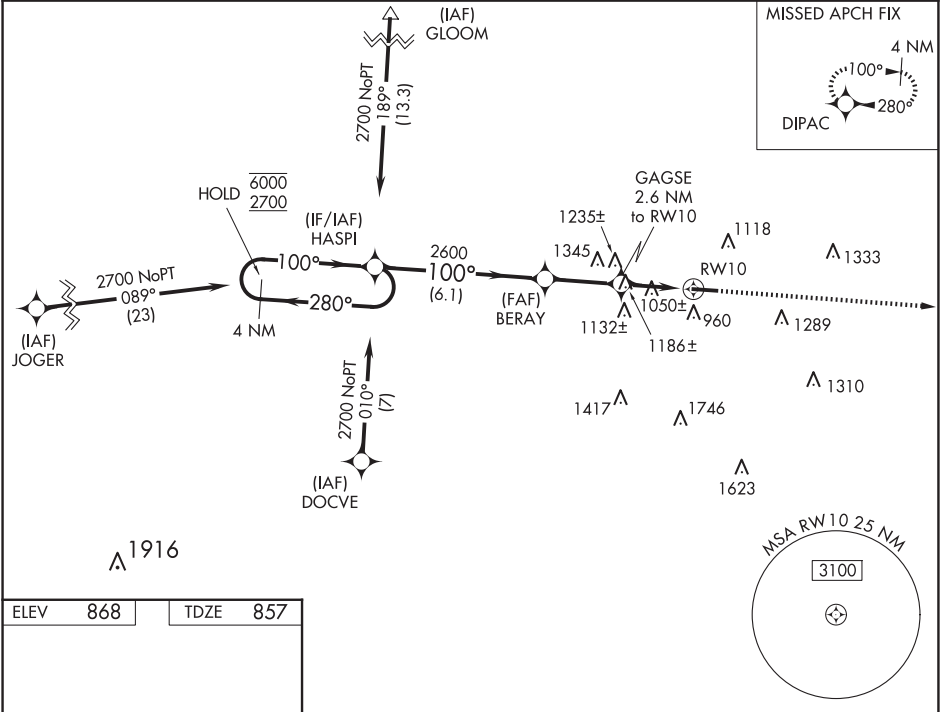
▼

Rwy 10 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM. When Circling Rwy 28 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH:

Climb to 2800 direct  
DIPAC and hold.

ASOS <b>118.375</b>	COLUMBUS APP CON <b>134.0 279.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.725 (CTAF)</b>
------------------------	--	---------------------------	---------------------------------



ELEV <b>868</b>	TDZE <b>857</b>
-----------------	-----------------

100°

5003 X 75

28

4 NM Holding Pattern

HASPI

BERAY

GAGSE 2.6 NM to RW10

RW10

2800

DIPAC

CATEGORY	A	B	C	D
LP MDA	1300-1	443 (500-1)	1300-1½ 443 (500-1½)	NA
LNAV MDA	1440-1	583 (600-1)	1440-1¾ 583 (600-1¾)	NA
CIRCLING	1500-1 632 (700-1)	1540-1 672 (700-1)	1620-2¼ 752 (800-2¼)	NA

LANCASTER, OHIO  
Amdt 1 21MAR24

39°45'N-82°39'W

FAIRFIELD COUNTY (LHQ)

RNAV (GPS) RWY 10

WAAS CH <b>69628</b> <b>W28A</b>	APP CRS <b>280°</b>	Rwy Idg TDZE Apt Elev	<b>5003</b> <b>868</b> <b>868</b>
--	------------------------	-----------------------------	---

**RNAV (GPS) RWY 28**  
FAIRFIELD COUNTY (L.HQ)

RNP APCH - GPS.

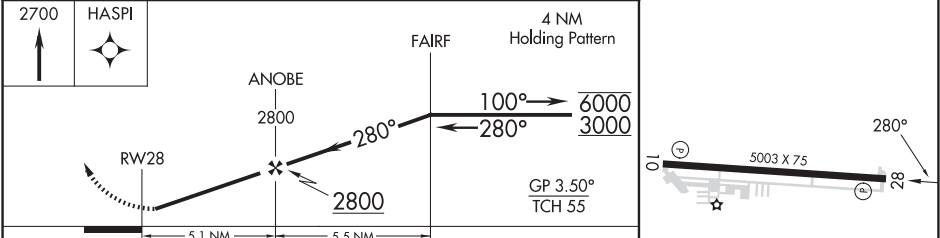
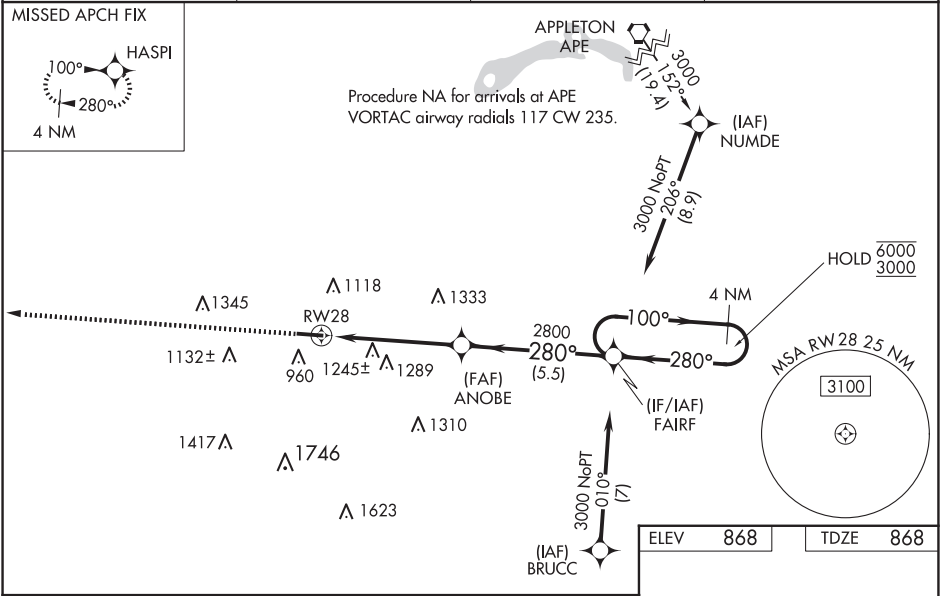
⚠

⚠

Rwy 28 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Baro-VNAV NA when using Rickenbacker Intl altimeter setting. When local altimeter setting not received, use Rickenbacker Intl altimeter setting; increase LPV DA to 1411 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1549 feet and all visibilities ¼ SM; increase all MDAs 60 feet. Straight-in Rwy 28 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. When Circling Rwy 28 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH:  
Climb to 2700 direct  
HASPI and hold.

ASOS <b>118.375</b>	COLUMBUS APP CON <b>134.0 279.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.725 (CTAF) ①</b>
------------------------	--	---------------------------	-----------------------------------



CATEGORY	A	B	C	D
LPV DA	1362-1⅜	494 (500-1⅜)	NA	
LNAV/VNAV DA	1500-1¾	632 (700-1¾)	NA	
LNAV MDA	1500-1	632 (700-1)	NA	
CIRCLING	1500-1 632 (700-1)	1540-1 672 (700-1)	NA	

REIL Rwy 10 and 28 ①  
MIRL Rwy 10-28 ①

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

LANCASTER, OHIO

AL-6212 (FAA)

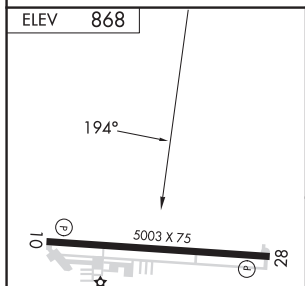
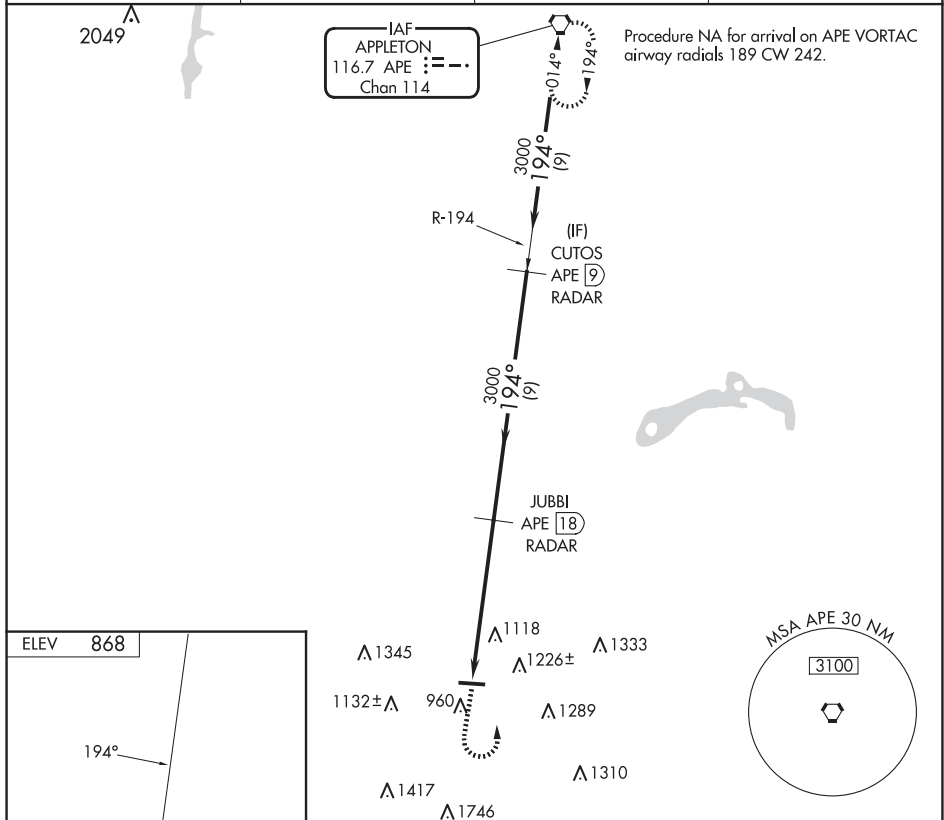
24137


VORTAC APE <b>116.7</b> Chan <b>114</b>	APP CRS <b>194°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>868</b>
---	------------------------	---

VOR-A  
FAIRFIELD COUNTY (LHQ)

DME or RADAR required.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct APE VORTAC and hold.
<p>When local altimeter setting not received, use Rickenbacker Intl altimeter setting and increase all MDAs 60 feet and visibility Cat C ¼ SM. Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.</p>	

ASOS <b>118.375</b>	COLUMBUS APP CON <b>134.0 279.6</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.725</b> (CTAF) <b>1</b>
------------------------	--	---------------------------	--



REIL Rwys 10 and 28 <b>1</b> MIRL Rwy 10-28 <b>1</b>						 <p>The diagram shows a flight path starting from the left, indicated by a dashed line, then a solid line segment. A curved arrow indicates a turn to the right. The path then continues as a solid line segment. A horizontal line with an 'X' at its end is labeled '3000'. To the right of this line, a horizontal line segment is labeled '194°' and '3000'. Further right, another horizontal line segment is labeled '3000'. Below the path, distance markers are shown: '5.9 NM' between the start of the solid line and the 'X', '9 NM' between the 'X' and the next '3000' marker, and '9 NM' between the next '3000' marker and the final '3000' marker.</p>										
FAF to MAP 5.9 NM						CATEGORY		A		B		C		D		
Knots		60	90	120	150	180	CIRCLING		1500-1 632 (700-1)		1540-1 672 (700-1)		1620-2¼ 752 (800-2¼)		NA	
Min:Sec		5:54	3:56	2:57	2:22	1:58										

LANCASTER, OHIO

Amdt 11 16MAY24

39°45'N-82°39'W

FAIRFIELD COUNTY (LHQ)  
VOR-A

EC-2, 07 AUG 2025 to 02 OCT 2025

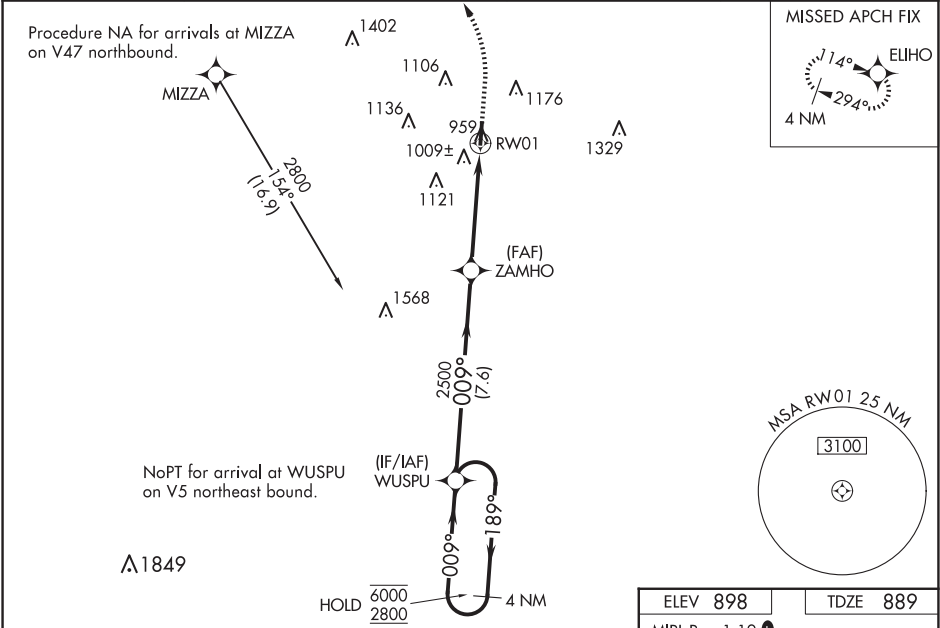
EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>53629</b> <b>W01A</b>	APP CRS <b>009°</b>	Rwy Ldg TDZE Apt Elev	<b>4406</b> <b>889</b> <b>898</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 1

WARREN COUNTY/JOHN LANE FLD (I68)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct EUHO and hold.	
AWOS-3PT <b>120.55</b>	COLUMBUS APP CON <b>118.85 269.275</b>	CLNC DEL <b>119.4</b>	UNICOM <b>123.075 (CTAF)</b> <b>0</b>



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 33).		1400	3000	EUHO
6000 2800		WUSPU				
GP 3.20° TCH 60		ZAMHO				
		2500				
		RW01				
CATEGORY		A	B	C	D	
LPV DA		1153-1 264 (300-1)			NA	
RNAV/VNAV DA		1262-1 373 (400-1)			NA	
RNAV MDA		1260-1 371 (400-1)				
CIRCLING		1400-1 502 (600-1)	1480-1 582 (600-1)	1480-1½ 582 (600-1½)	1500-2 602 (700-2)	

LEBANON, OHIO

AL-6485 (FAA)

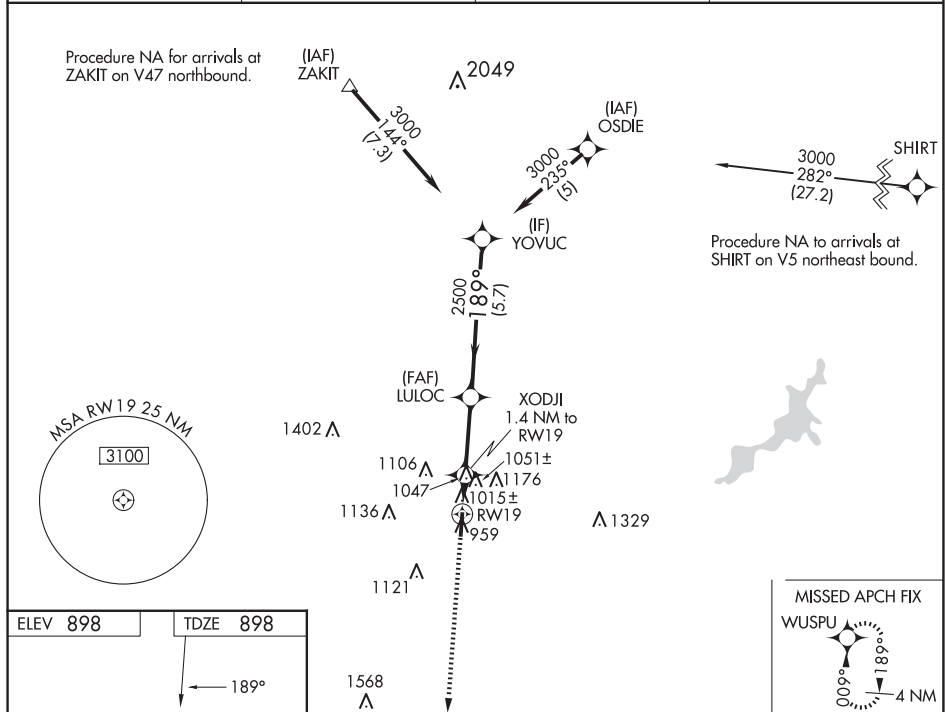
25163

WAAS CH <b>87129</b> <b>W19A</b>	APP CRS <b>189°</b>	Rwy Ldg TDZE <b>898</b> Apt Elev <b>898</b>
--	------------------------	---

**RNAV (GPS) RWY 19**  
WARREN COUNTY/JOHN LANE FLD (I68)

RNP APCH.	Rwy 19 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Dayton/Wright Brothers altimeter setting and increase all MDAs 40 feet, and LP and LNAV Cat C and D visibilities 1/8 SM and Circling Cat C visibility 1/4 SM. Straight-in Rwy 19 and Circling Rwy 19 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.	MISSED APPROACH: Climb to 3000 direct WUSPU and hold.
-----------	---	--

AWOS-3PT <b>120.55</b>	COLUMBUS APP CON <b>118.85 269.275</b>	CLNC DEL <b>119.4</b>	UNICOM <b>123.075 (CTAF) 0</b>
---------------------------	---	--------------------------	-----------------------------------



	3000	WUSPU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 35).			
			YOVUC			
				3000		
				189°		
				2500		
				LULOC		
				XODJI 1.4 NM to RW19		
				1460		
				1.4 NM	2.8 NM	5.7 NM
CATEGORY	A	B	C	D		
LP MDA	1280-1	382 (400-1)	1280-1 1/8	382 (400-1 1/8)		
LNAV MDA	1320-1	422 (500-1)	1320-1 1/4	422 (500-1 1/4)		
CIRCLING	1400-1 502 (600-1)	1480-1 582 (600-1)	1480-1 1/2 582 (600-1 1/2)	1480-2 582 (600-2)		

LEBANON, OHIO  
Amdt 4A 26MAR20

39°28'N-84°15'W

WARREN COUNTY/JOHN LANE FLD (I68)  
**RNAV (GPS) RWY 19**

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



LOC I-AOH	APP CRS	Rwy Idg	6000
109.3	276°	TDZE	975
		Apt Elev	975

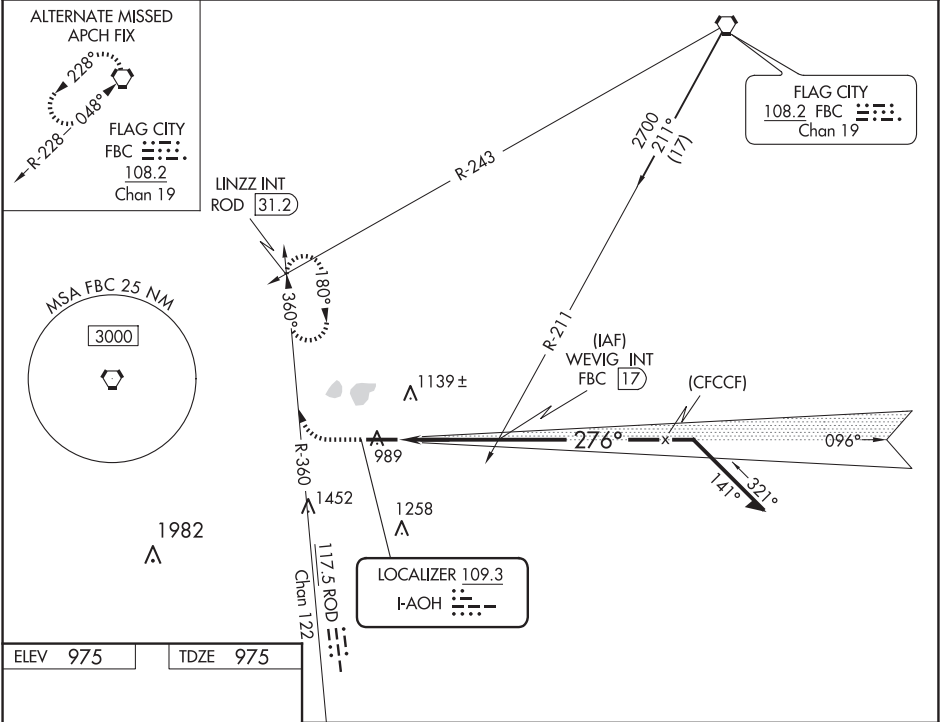
ILS or LOC RWY 28  
LIMA ALLEN COUNTY (AOH)

**⚠** When local altimeter setting not received, use Findlay altimeter setting and increase S-ILS DA to 1255 and all MDA's 80 feet; increase S-ILS all Cats visibility 1/8 SM, S-LOC Cats C/D and Circling Cats C/D visibility 1/4 SM.

**⚠** NA

**MISSED APPROACH:** Climb to 3000 on heading 276° and right turn on ROD VORTAC R-360 to LINZZ INT/ROD 31.2 DME and hold.

ASOS 128.725	COLUMBUS APP CON 121.825 323.15	UNICOM 122.7 (CTAF) <b>0</b>
-----------------	------------------------------------	---------------------------------



3000

hdg 276°

ROD R-360

LINZZ INT

WEVIG INT

2200

096°

2700

276°

2200

GS 3.00°

TCH 49

3.7 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-ILS 28	1175-3/4 200 (200-3/4)			
S-LOC 28	1500-1 525 (600-1)		1500-1 1/2 525 (600-1 1/2)	
CIRCLING	1500-1 525 (600-1)		1540-1 1/2 565 (600-1 1/2) 1820-2 3/4 845 (900-2 3/4)	

REIL Rwy 10 and 28 **0**

HIRL Rwy 10-28 **0**

FAF to MAP 3.7 NM

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

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

LIMA, OHIO

AL-5143 (FAA)

23110

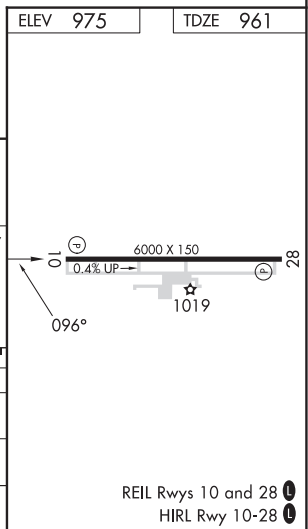
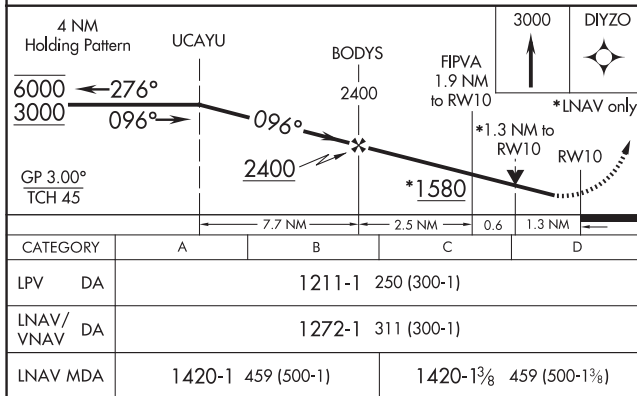
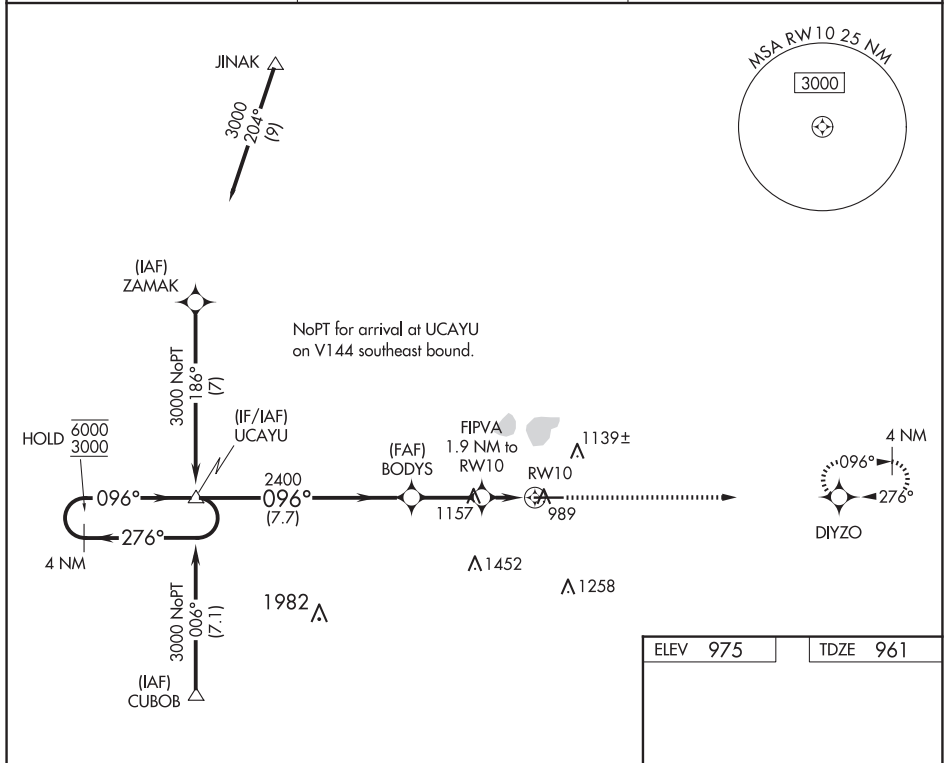
WAAS CH <b>65816</b> <b>W10A</b>	APP CRS <b>096°</b>	Rwy Idg TDZE <b>961</b> Apt Elev <b>975</b>
--	------------------------	---

# RNAV (GPS) RWY 10

LIMA ALLEN COUNTY (AOH)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct DIYZO and hold.
-----------	---

ASOS <b>128.725</b>	COLUMBUS APP CON <b>121.825 323.15</b>	UNICOM <b>122.7 (CTAF) 0</b>
------------------------	---	---------------------------------



LIMA, OHIO  
Amdt 1C 30JAN20

40°42'N-84°02'W

# RNAV (GPS) RWY 10

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>50511</b> <b>W28A</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>975</b> <b>975</b>
--	------------------------	-----------------------------	---

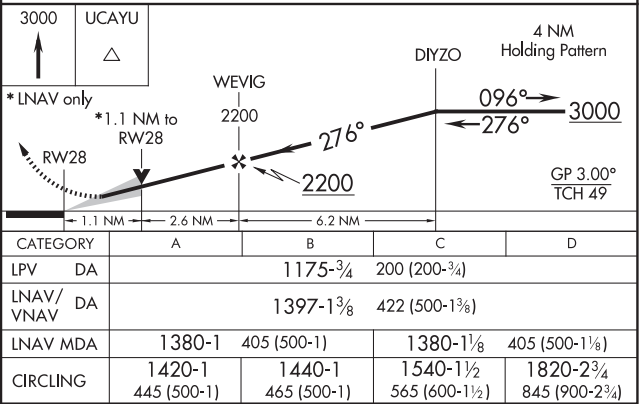
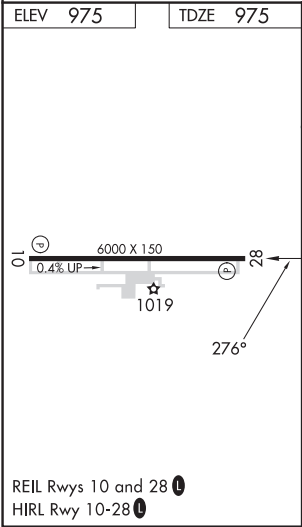
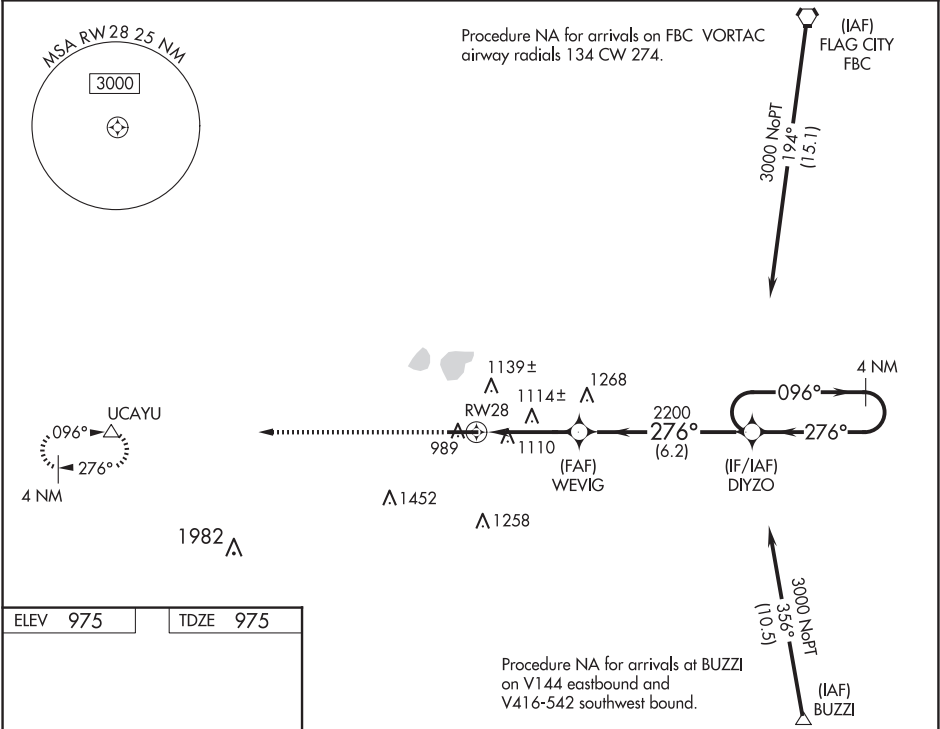
RNAV (GPS) RWY 28

LIMA ALLEN COUNTY (AOH)

**⚠** Baro-VNAV NA when using Findlay altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 37°C (98°F). When local altimeter setting not received, use Findlay altimeter setting and increase LPV DA to 1255, LNAV/VNAV DA to 1477 and all MDAs 80 feet; increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D ¼ SM. DME/DME RNP-0.3 NA. VDP NA with Findlay altimeter setting.

MISSED APPROACH:  
Climb to 3000 direct UCAYU and hold.

ASOS <b>128.725</b>	COLUMBUS APP CON <b>121.825 323.15</b>	UNICOM <b>122.7 (CTAF) 0</b>
------------------------	---	---------------------------------



# RNAV (GPS) RWY 9

## LOGANSPORT/CASS COUNTY (GGP)

**MISSED APPROACH:** Climb to 1200, then climbing left turn to 2500 direct MONON and hold.

UNICOM  
122.8 (CTAF) **L**

MIRL Rwy 9-27 **L**  
REIL Rwy 9 and 27 **L**

LOGANSPORT/CASS COUNTY (GGP)  
RNAV (GPS) RWY 9

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>70703</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>738</b> <b>738</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 27

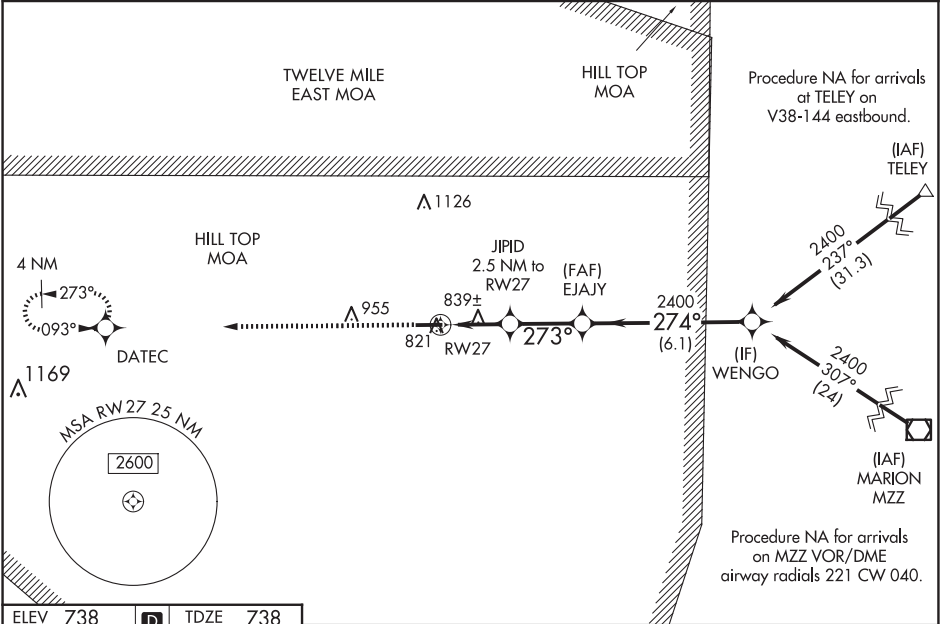
LOGANSPORT/CASS COUNTY (GGP)

Baro-VNAV NA when using Grissom ARB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA.

Δ NA VDP NA with Grissom ARB altimeter setting. When local altimeter setting not received, use Grissom ARB altimeter setting: increase LPV DA to 974 feet; increase LNAV/VNAV DA to 1056 feet and all visibilities ½ SM; increase all MDAs 40 feet and Circling visibility Cat D ½ SM.

MISSED APPROACH:  
Climb to 2500 direct  
DATEC and hold.

AWOS-3P <b>118.5</b>	GRISSOM APP CON★ <b>121.05 338.275</b>	UNICOM <b>122.8 (CTAF) 0</b>
-------------------------	---	---------------------------------



ELEV <b>738</b>	<b>D</b>	TDZE <b>738</b>
-----------------	----------	-----------------

2500

DATEC

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

\* LNAV only

5001 X 75

273°

EJA

WENGO

2400

274°

2400

GP 3.00° TCH 40

JIPID 2.5 NM to RWY 27

\* 1.1 NM to RWY 27

\* 1560

273°

2400

1.1 NM

1.4 NM

2.6 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA		938-¾	200 (200-¾)	
LNAV/VNAV DA		1020-⅞	282 (300-⅞)	
LNAV MDA		1100-1	362 (400-1)	
CIRCLING	1180-1 442 (500-1)	1200-1 462 (500-1)	1280-1½ 542 (600-1½)	1400-2 662 (700-2)

LONDON, OHIO

AL-6621 (FAA)

25163

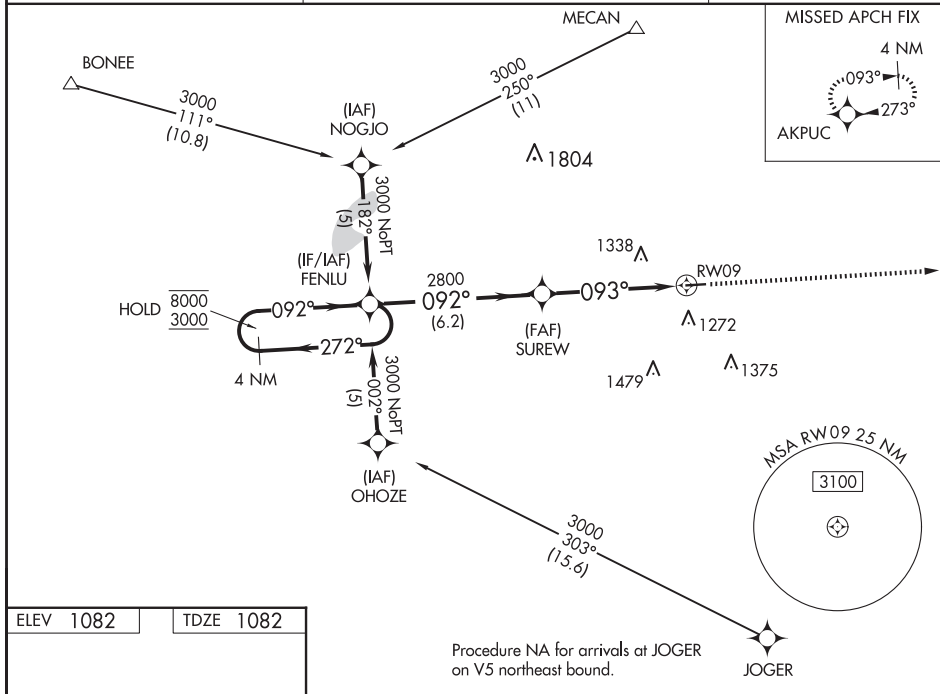
WAAS CH <b>53409</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Ldg TDZE <b>1082</b> Apt Elev <b>1082</b>
--	------------------------	---

# RNAV (GPS) RWY 9

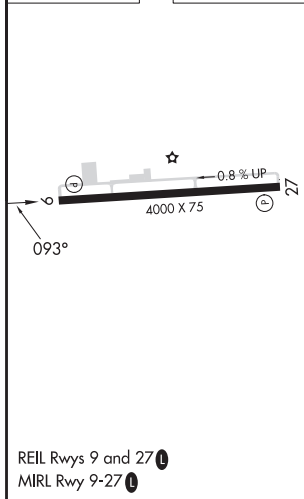
MADISON COUNTY (UYF)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct AKPUC and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.		

AWOS-3PT <b>120.85</b>	COLUMBUS APP CON <b>134.0 279.6</b>	UNICOM <b>123.0 (CTAF) 0</b>
---------------------------	--	---------------------------------



ELEV <b>1082</b>	TDZE <b>1082</b>
------------------	------------------



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).		3000	AKPUC
8000 ← 272°		FENLU		*LNAV only.	
3000 → 092°		SUREW		*1.5 NM to RWY 09	
GP 3.00° TCH 40		2800		RWY 09	
		6.2 NM		3.7 NM	
				1.5	
CATEGORY	A	B	C	D	
LPV DA		1332-1	250 (300-1)		
LNAV/VNAV DA		1548-1 3/4	466 (500-1 3/4)		
LNAV MDA	1580-1	498 (500-1)	1580-1 3/8 498 (500-1 3/8)	1580-1 1/2 498 (500-1 1/2)	
CIRCLING	1600-1 518 (600-1)	1640-1 558 (600-1)	1640-1 1/2 558 (600-1 1/2)	1840-2 1/2 758 (800-2 1/2)	

REIL Rwy 9 and 27 0  
MIRL Rwy 9-27 0

LONDON, OHIO  
Orig-B 11AUG22

39°56'N-83°28'W

# MADISON COUNTY (UYF)

## RNAV (GPS) RWY 9

EC-2, 07 AUG 2025 to 02 OCT 2025

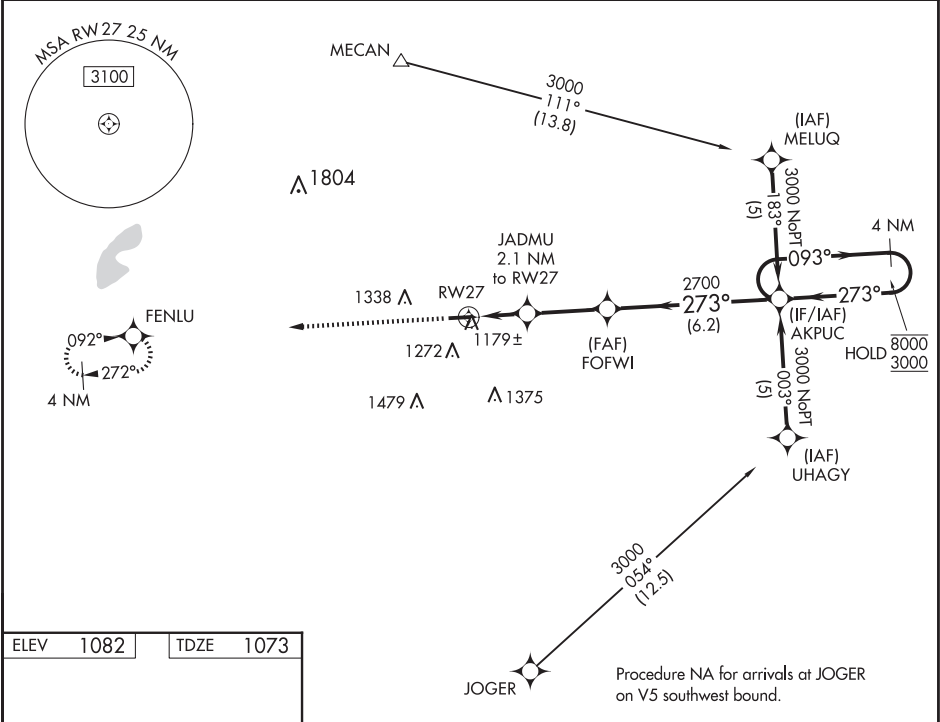
WAAS  
CH **61009**  
**W27A**

APP CRS  
**273°**

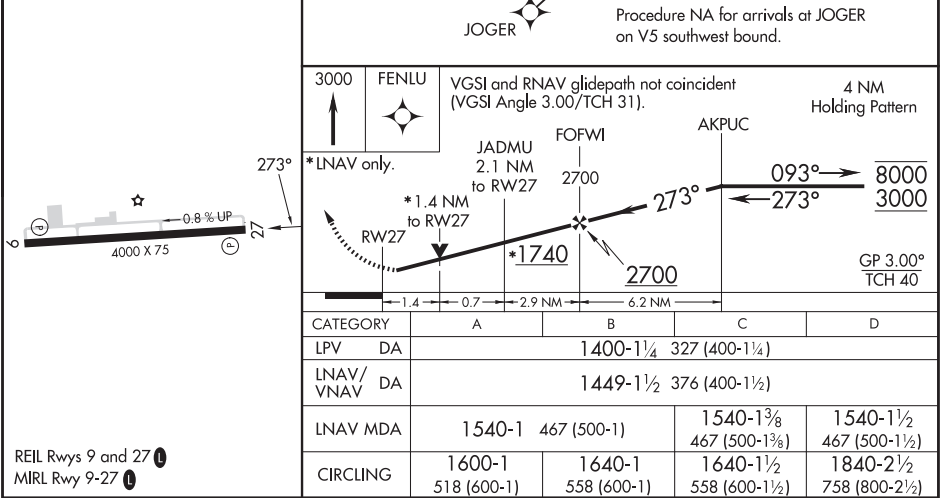
Rwy Ldg  
TDZE **1073**  
Apt Elev **1082**

**RNAV (GPS) RWY 27**  
MADISON COUNTY (UYF)

RNP APCH - GPS		MISSED APPROACH: Climb to 3000 direct FENLU and hold.
Rwy 27 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.		
AWOS-3PT <b>120.85</b>	COLUMBUS APP CON <b>134.0 279.6</b>	UNICOM <b>123.0 (CTAF) 0</b>



ELEV 1082	TDZE 1073
-----------	-----------



LORAIN/ELYRIA, OHIO

AL-5703 (FAA)

24025

LOC I-LQG	APP CRS	Rwy Idg	5002
111.7	073°	TDZE	793
		Apt Elev	793

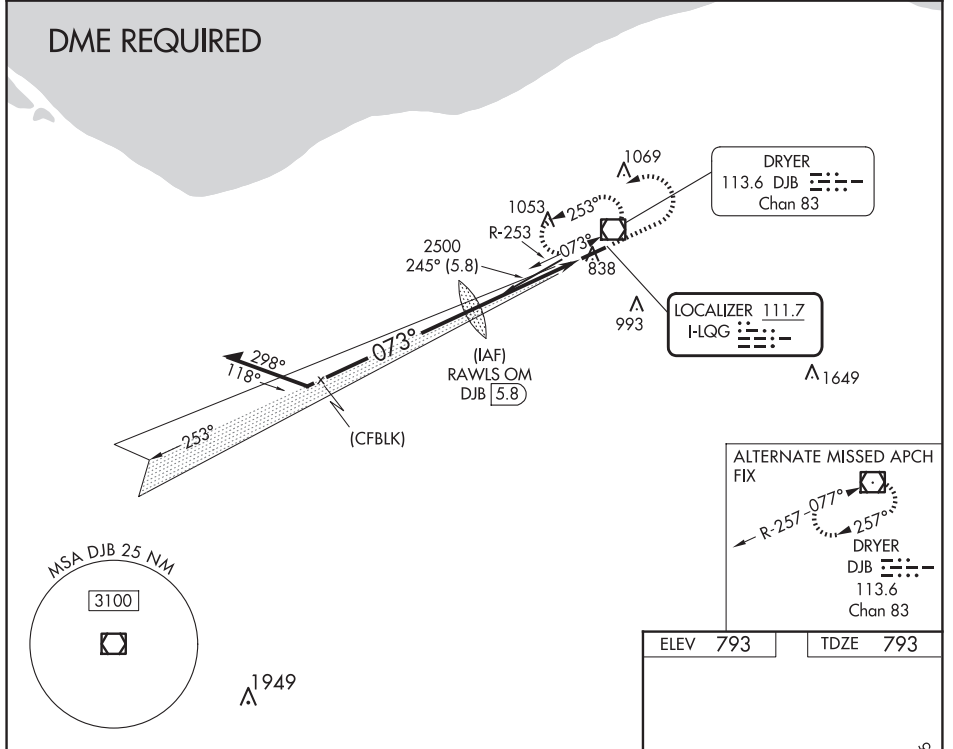
ILS or LOC RWY 7  
LORAIN COUNTY RGNL (LPR)

**T** For inoperative MALSR, increase S-LOC 7 Cats C/D visibility to 1½ mile. VDP NA with Cleveland-Hopkins Intl altimeter setting. When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet.

**MALSR**

**MISSED APPROACH:** Climb to 1400 then climbing left turn to 3000 on heading 270° then left turn direct DJB VOR/DME and hold.

ASOS 118.925	CLEVELAND APP CON 125.35 346.325	CLNC DEL 125.7	UNICOM 122.7 (CTAF) <b>0</b>
-----------------	-------------------------------------	-------------------	---------------------------------



Remain within 10 NM

RAWLS OM DJB 5.8

2500 073°

2500

GS 3.00° TCH 54

2263

1400 3000

hdg 270°

DJB

\*LOC only.

\* DJB 2.8

3 NM 1.4 NM

CATEGORY	A	B	C	D
S-ILS 07	993-½ 200 (200-½)			
S-LOC 07	1280-½ 487 (500-½)		1280-1 487 (500-1)	
CIRCLING	1280-1 487 (500-1)	1360-1 567 (600-1)	1420-1¾ 627 (700-1¾)	1420-2 627 (700-2)

REIL Rwy 25 **0**

HIRL Rwy 7-25 **0**

5002 X 100

073°

FAF to MAP 4.4 NM	
Knots	60 90 120 150 180
Min:Sec	4:24 2:56 2:12 1:46 1:28

LORAIN/ELYRIA, OHIO

Amtd 7 05MAR15

41°21'N-82°11'W

LORAIN COUNTY RGNL (LPR)

ILS or LOC RWY 7

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

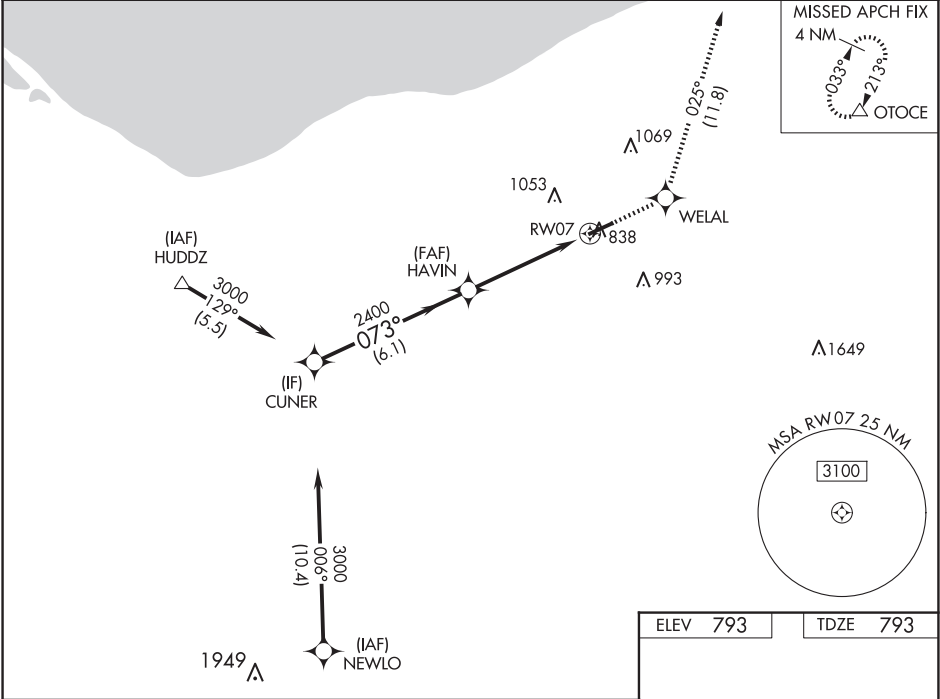


WAAS CH <b>99612</b> <b>W07A</b>	APP CRS <b>073°</b>	Rwy Idg TDZE <b>793</b> Apt Elev <b>793</b>	<b>5002</b>
--	------------------------	---	-------------

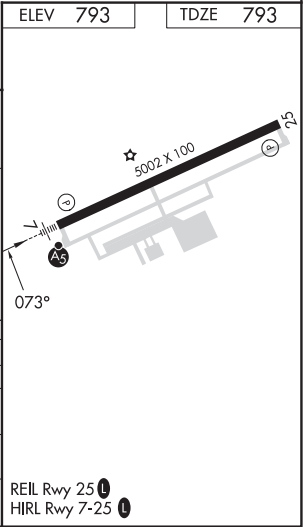
RNAV (GPS) RWY 7  
LORAIN COUNTY RGNL (LPR)

RNP APCH.	MALSR	MISSED APPROACH: Climb to 3000 direct WELAL and on track 025° to OTOCE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).		

ASOS <b>118.925</b>	CLEVELAND APP CON <b>125.35 346.325</b>	CLNC DEL <b>125.7</b>	UNICOM <b>122.7 (CTAF) 0</b>
------------------------	--	--------------------------	---------------------------------



CUNER		HAVIN		3000	WELAL	fr 025°	OTOCE
3000		2400		2400			
GP 3.00° TCH 54		*1.5 NM to RW07		*LNAV only		RW07	
6.1 NM		3.3 NM		1.5 NM			
CATEGORY	A	B	C	D			
LPV DA	993-1/2		200 (200-1/2)				
LNAV/ VNAV DA	1133-3/4		340 (400-3/4)				
LNAV MDA	1340-1/2 547 (600-1/2)		1340-1 1/8 547 (600-1 1/8)				
CIRCLING	1340-1 547 (600-1)	1360-1 567 (600-1)	1420-1 3/4 627 (700-1 3/4)		1420-2 627 (700-2)		



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

LORAIN/ELYRIA, OHIO

AL-5703 (FAA)

24025

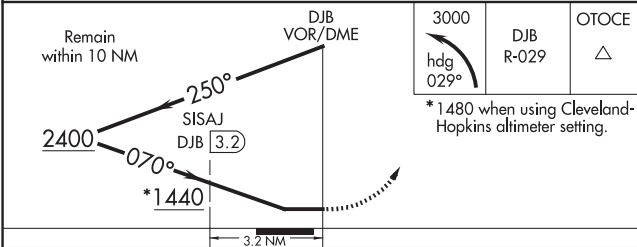
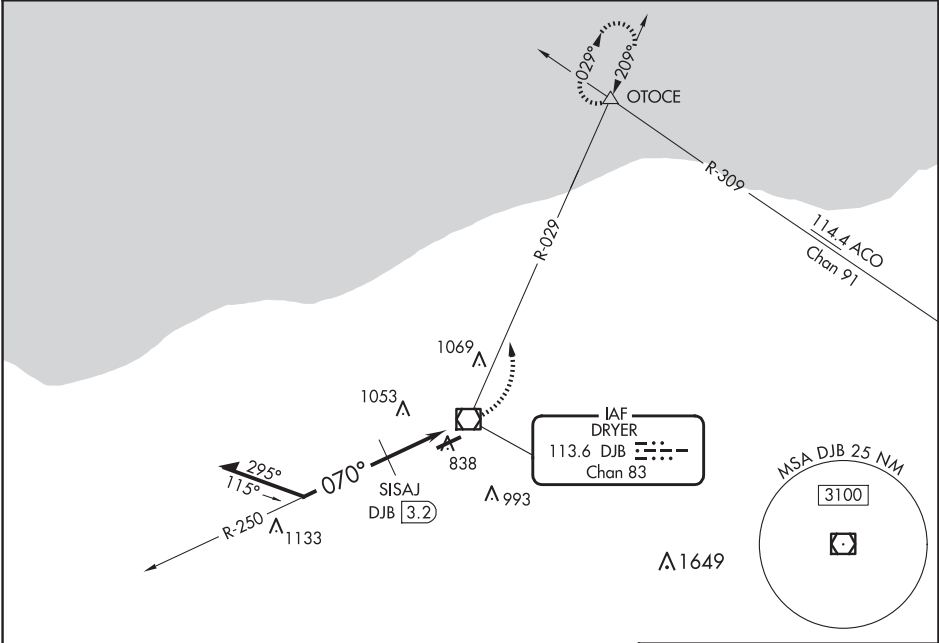
VOR/DME DJB	APP CRS	Rwy Idg	N/A
113.6	070°	TDZE	N/A
Chan 83		Apt Elev	793

VOR-A  
LORAIN COUNTY RGNL (LPR)

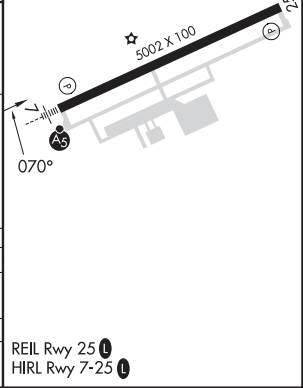
⚠ When local altimeter setting not received, use Cleveland-Hopkins Intl altimeter setting and increase all MDA 40 feet, increase circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 via heading 029° and DJB VOR/DME R-029 direct OTOCE INT and hold.

ASOS 118.925	CLEVELAND APP CON 125.35 346.325	CLNC DEL 125.7	UNICOM 122.7 (CTAF) 0
-----------------	-------------------------------------	-------------------	--------------------------



CATEGORY	A	B	C	D
CIRCLING	1440-1 647 (700-1)		1440-1 3/4 647 (700-1 3/4)	1440-2 647 (700-2)
SISAJ DME MINIMUMS				
CIRCLING	1300-1 507 (600-1)	1360-1 567 (600-1)	1420-1 3/4 627 (700-1 3/4)	1420-2 627 (700-2)



LORAIN/ELYRIA, OHIO  
Amdt 3A 23APR20

41°21'N-82°11'W

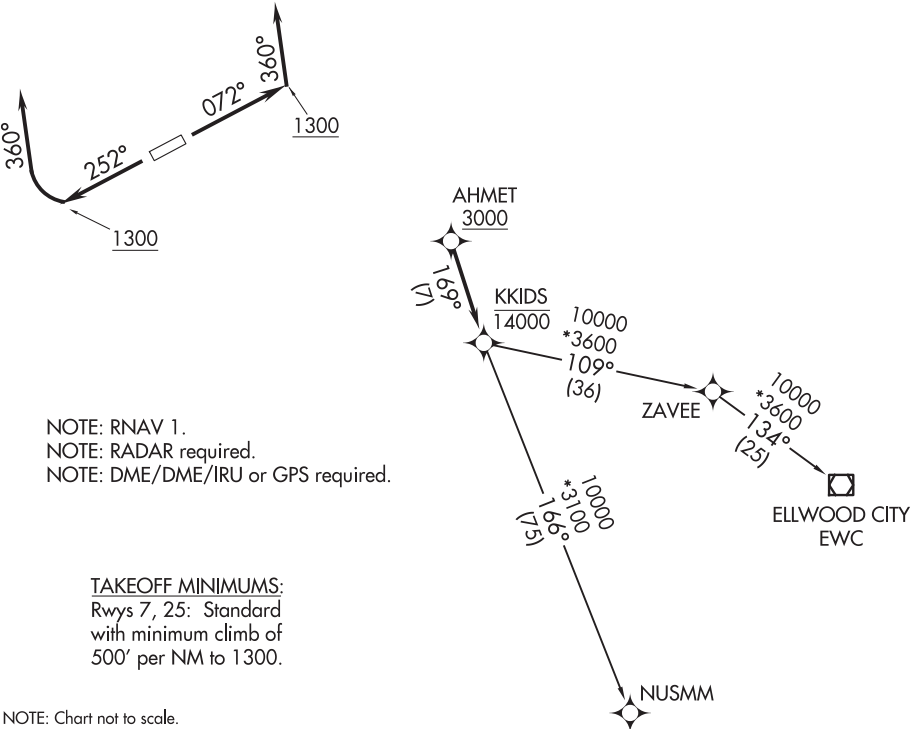
LORAIN COUNTY RGNL (LPR)  
VOR-A

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

ASOS  
118.925  
CLNC DEL  
125.7  
CTAF  
122.7  
CLEVELAND DEP CON  
125.35 346.325

TOP ALTITUDE:  
ASSIGNED BY ATC



DEPARTURE ROUTE DESCRIPTION

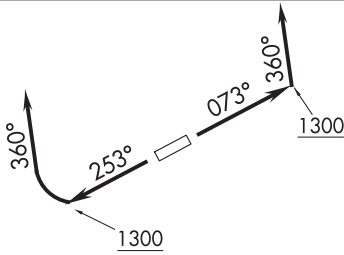
TAKEOFF RUNWAY 7: Climb on heading 072° to 1300, then on heading 360° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....  
TAKEOFF RUNWAY 25: Climb on heading 252° to 1300, then right turn on heading 360° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....  
....on track 169° to cross KKIDS at or below 14000, then on (transition).  
Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

ELLWOOD CITY TRANSITION (AHMET4.EWC)  
NUSMM TRANSITION (AHMET4.NUSMM)

CAVVS FOUR DEPARTURE (RNAV)

TOP ALTITUDE:  
ASSIGNED BY ATC

ASOS  
118.925  
CLNC DEL  
125.7  
CTAF  
122.7  
CLEVELAND DEP CON  
125.35 346.325



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

TAKEOFF MINIMUMS:  
Rwys 7, 25: Standard with a minimum climb of 500' per NM to 1300.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 073° to 1300, then on heading 360° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....

TAKEOFF RUNWAY 25: Climb on heading 253° to 1300, then right turn heading 360° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....

....on track 213° to CAVVS, then on (transition).  
Maintain altitude assigned by ATC, expect  
filed altitude ten minutes after departure.

APPLETON TRANSITION (CAVVS4.APE)

NOTE: Chart not to scale.

CAVVS FOUR DEPARTURE (RNAV)



(MYCAR4.MYCAR) 24025

AL-5703 (FAA)

LORAIN COUNTY RGNL (LPR)

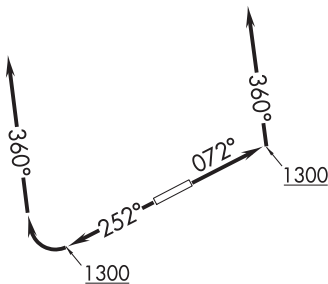
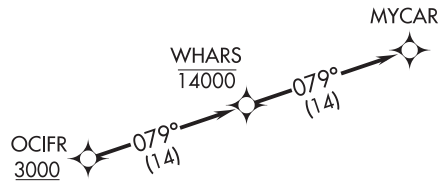
## MYCAR FOUR DEPARTURE (RNAV)

LORAIN/ELYRIA, OHIO

ASOS  
118.925  
CLNC DEL  
125.7  
CTAF  
122.7  
CLEVELAND DEP CON  
125.35 346.325

**TOP ALTITUDE:  
ASSIGNED BY ATC**

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



**TAKEOFF MINIMUMS:**  
Rwys 7, 25: Standard  
with minimum climb of  
500' per NM to 1300.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 7:** Climb on heading 072° to 1300, then on heading 360° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....  
**TAKEOFF RUNWAY 25:** Climb on heading 252° to 1300, then right turn on heading 360° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....  
 ....on track 079° to cross WHARS at or below 14000, then on track 079° to MYCAR.  
 Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

MYCAR FOUR DEPARTURE (RNAV)

(MYCAR4.MYCAR) 26MAR20

LORAIN/ELYRIA, OHIO

LORAIN COUNTY RGNL (LPR)

ASOS  
118.925  
CINC DEL  
125.7  
122.7  
CTAF  
CLEVELAND DEP CON  
125.35 346.325

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS:

Rwys 7, 25: Standard with a minimum climb of 500' per NM to 1300.

NOTE: RADAR required.

NOTE: RNAV 1.

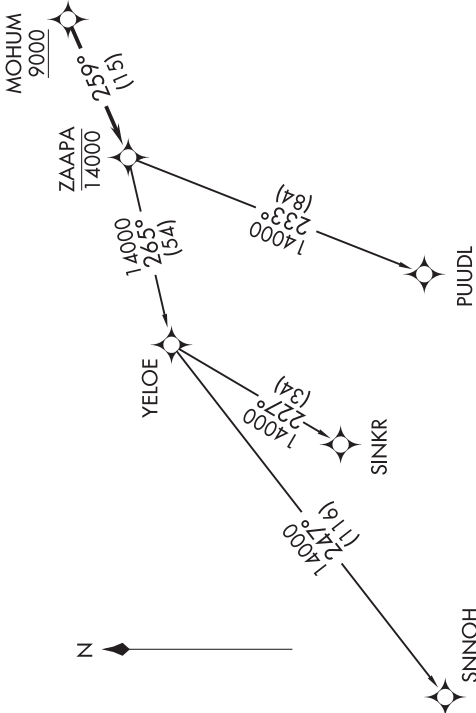
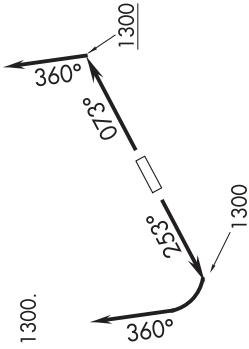
NOTE: DME/DME/IRU or GPS required.

NOTE: PUUDL TRANSITION: For aircraft at or below FL220 only or as assigned by ATC.

ZAAPA FIVE DEPARTURE (RNAV)  
(ZAAPA5.ZAAPA) 26MAR20

AL-5703 (FAA)

LORAIN COUNTY RGNL (LPR)  
LORAIN/ELYRIA, OHIO



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb on heading 073° to 1300, then on heading 360° or as assigned by ATC for RADAR vectors to cross MOHUM at or above 9000, thence....  
TAKEOFF RUNWAY 25: Climb on heading 253° to 1300, then right turn heading 360° or as assigned by ATC for RADAR vectors to cross MOHUM at or above 9000, thence....

....on track 259° to cross ZAAPA at or below 14000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

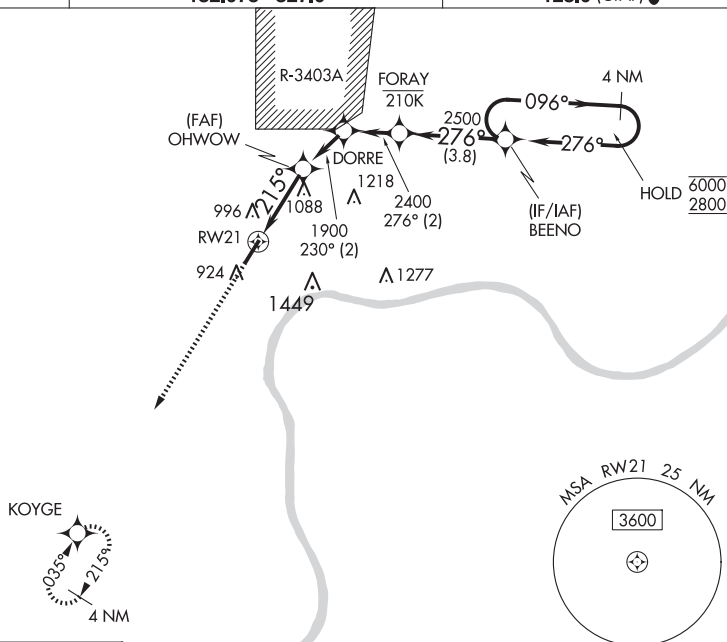
PUUDL TRANSITION (ZAAPA5.PUUDL)  
SINKR TRANSITION (ZAAPA5.SINKR)  
SNNOH TRANSITION (ZAAPA5.SNNOH)

LORAIN/ELYRIA, OHIO  
LORAIN COUNTY RGNL (LPR)

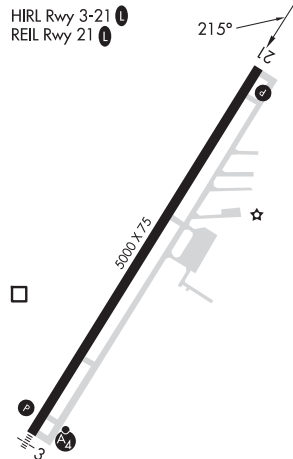
RNAV (GPS) RWY 21  
MADISON MUNI (IMS)

**T** Circling NA for Cat C east of Rwy 03-21. Rwy 21 helicopter visibility  
**A** 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 4000 direct KOYGE and hold, continue climb-in-hold to 4000.

UNICOM  
123.0 (CTAF) **L**

HIRL Rwy 3-21 **L**  
REIL Rwy 21 **L**



CATEGORY	A	B	C	D
LPV DA	1099-7/8	280 (300-7/8)		NA
INAV/VNAV DA	1132-7/8	313 (400-7/8)		NA
INAV MDA	1340-1	521 (600-1)	1340-1 1/2 521 (600-1 1/2)	NA
CIRCLING	1340-1	521 (600-1)	1340-1 1/2 521 (600-1 1/2)	NA

EC-2, 07 AUG 2025 to 02 OCT 2025

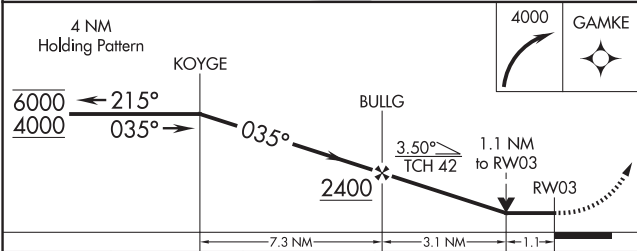
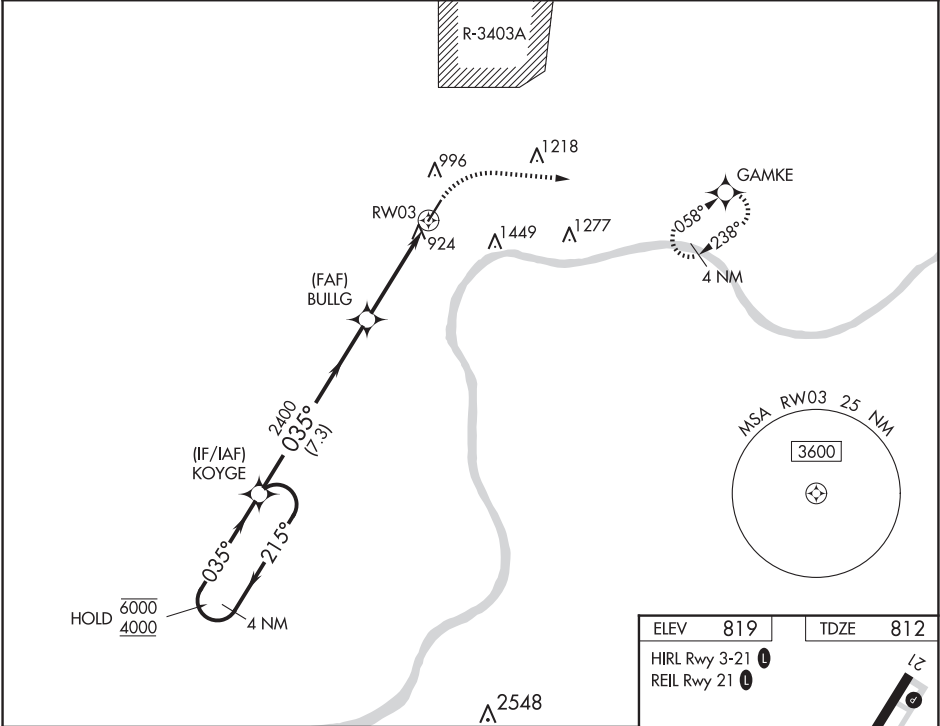


APP CRS	Rwy ldg	5000
035°	TDZE	812
	Apt Elev	819

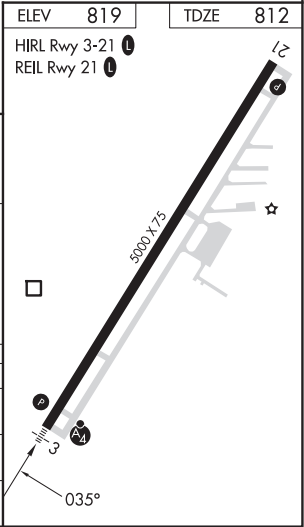
RNAV (GPS) Y RWY 3  
MADISON MUNI (IMS)

RNP APCH - GPS.	MALSF	MISSED APPROACH: Climbing right turn to 4000 direct GAMKE and hold, continue climb-in-hold to 4000. **Missed approach requires minimum climb of 410 feet per NM to 1900.
<div><div>▼</div><div>⚠</div></div> <div>Circling NA for Cat C east of Rwy 3-21. Rwy 3 helicopter visibility reduction below ¾ SM NA. For inop ALS increase **LNAV Cat C visibility to 1 ¾ SM.</div>	<div><div>⏏</div><div>⚡</div></div>	

AWOS-3 119.175	LOUISVILLE APP CON 132.075 327.0	UNICOM 123.0 (CTAF) 0
-------------------	-------------------------------------	--------------------------



CATEGORY	A	B	C	D
LNAV MDA**	1260-¾ 448 (500-¾)		1260-1 448 (500-1)	NA
LNAV MDA	1420-¾ 608 (700-¾)		1420-1½ 608 (700-1½)	NA
CIRCLING	1420-1 601 (700-1)		1420-1¾ 601 (700-1¾)	NA



MADISON, INDIANA

AL-5710 (FAA)

23222

WAAS CH <b>45708</b> <b>W03A</b>	APP CRS <b>035°</b>	Rwy Idg <b>5000</b> TDZE <b>812</b> Apt Elev <b>819</b>
--	------------------------	---

RNAV (GPS) Z RWY 3

MADISON MUNI (IMS)

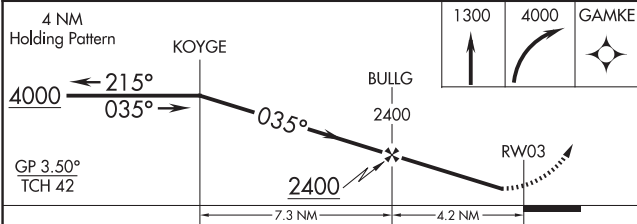
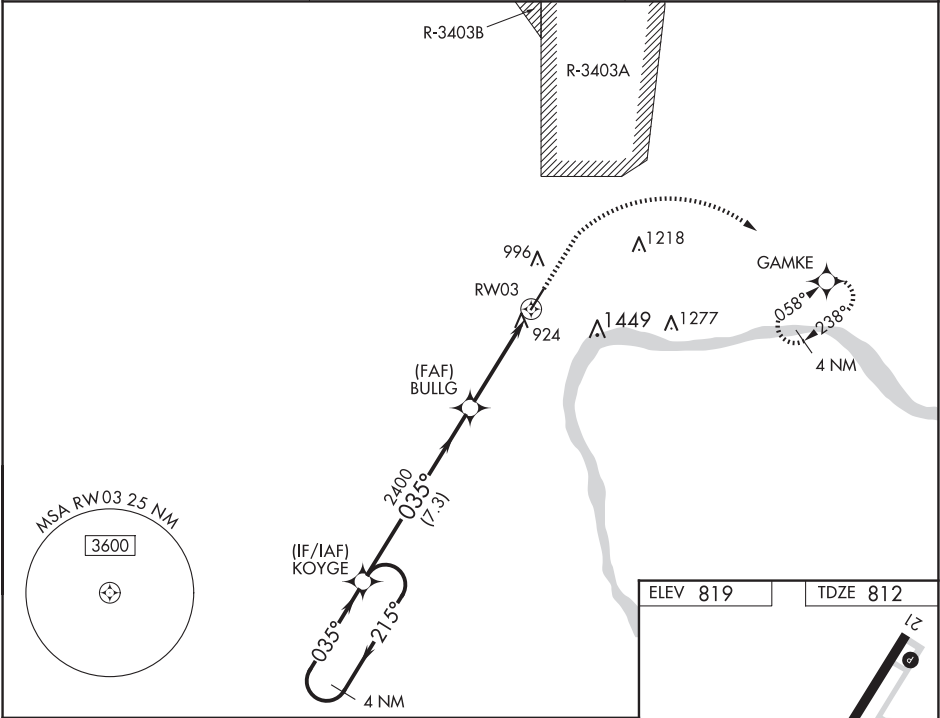
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 3 helicopter visibility reduction below ¾ SM NA. For inoperative ALS, increase \*\*LNAV/VNAV all Cats visibility to ¾ SM. For inoperative ALS when using Bowman Field altimeter setting, increase LPV all Cats visibility to 1¾ SM; increase \*\*LNAV/VNAV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to 2½ SM.

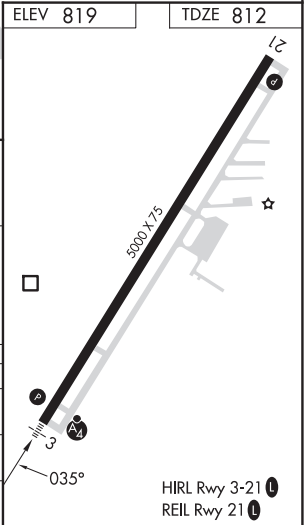
MALSF

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct GAMKE and hold, continue climb-in-hold to 4000. \*\*Missed approach requires minimum climb of 410 feet per NM to 1900.

AWOS-3 <b>119.175</b>	LOUISVILLE APP CON <b>132.075 327.0</b>	UNICOM <b>123.0 (CTAF) 0</b>
--------------------------	--	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1142-¾	330 (400-¾)		NA
LNAV/VNAV DA**	1095-¾	283 (300-¾)		NA
LNAV/VNAV DA	1420-1½	608 (700-1½)		NA



MADISON, INDIANA  
Amdt 2 07DEC17

38°46'N-85°28'W

MADISON MUNI (IMS)

RNAV (GPS) Z RWY 3

EC-2, 07 AUG 2025 to 02 OCT 2025

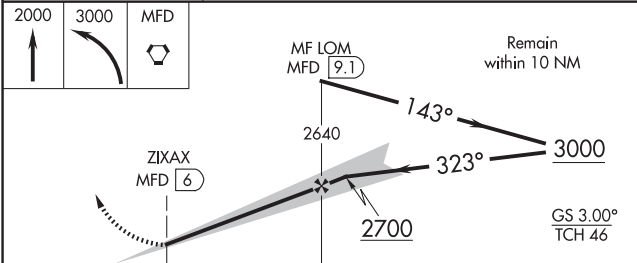
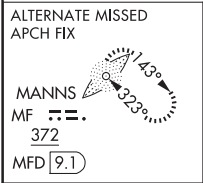
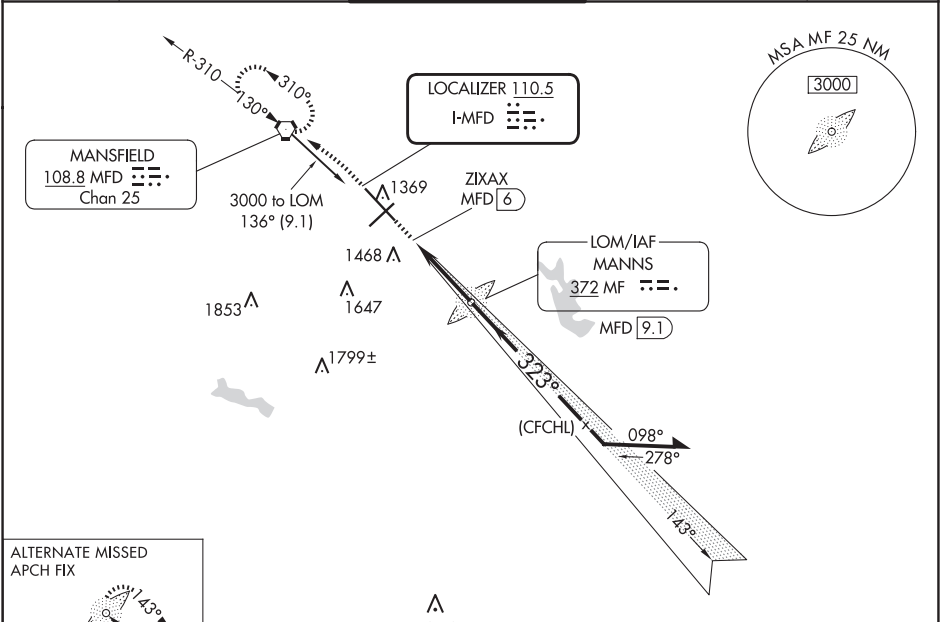
EC-2, 07 AUG 2025 to 02 OCT 2025

LOC I-MFD <b>110.5</b>	APP CRS <b>323°</b>	Rwy Idg TDZE Apt Elev	<b>9001</b> <b>1293</b> <b>1297</b>
---------------------------	------------------------	-----------------------------	---

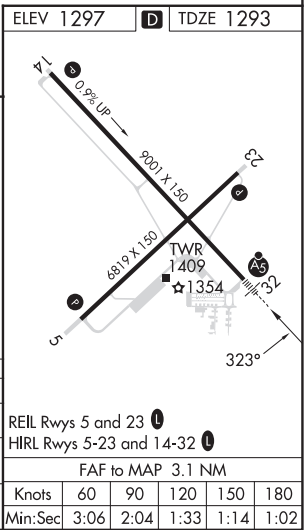
ILS or LOC RWY 32  
MANSFIELD LAHM RGNL (MFD)

ADF or DME.	MALSR	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct MFD VORTAC and hold.
For inop ALS increase S-ILS 32 all Cats visibility to 1¼ SM.		

ATIS <b>125.3</b>	CLEVELAND APP CON ★ <b>128.35 360.65</b>	MANSFIELD TOWER ★ <b>119.8 (CTAF) 291.775</b>	GND CON <b>121.8 291.775</b>	UNICOM <b>122.95</b>
----------------------	---	--	---------------------------------	-------------------------



CATEGORY	A	B	C	D
S-ILS 32	1493/24 200 (200-½)			
S-LOC 32	1840/40 547 (600-¾)		1840/60 547 (600-1¼)	
CIRCLING	1840-1 543 (600-1)		2000-2 703 (800-2) 2000-2¼ 703 (800-2¼)	



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

MANSFIELD, OHIO

AL-860 (FAA)

24305

WAAS  
CH **86519**  
**W05A**

APP CRS  
**053°**

Rwy Idg  
TDZE **1297**  
Apt Elev **1297**

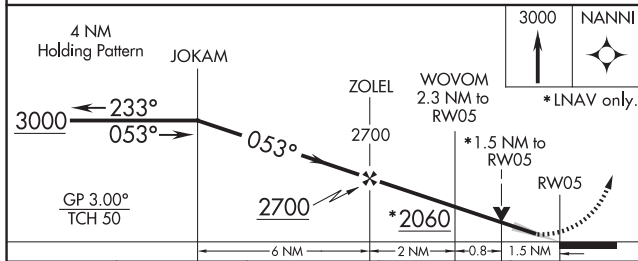
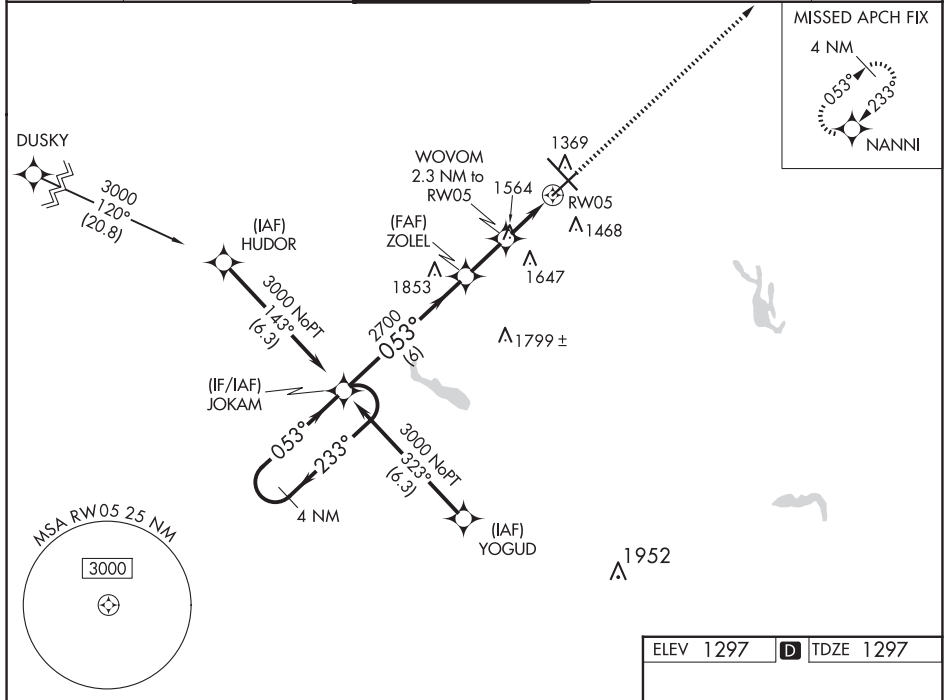
**RNAV (GPS) RWY 5**  
MANSFIELD LAHM RGNL (MFD)

RNP APCH

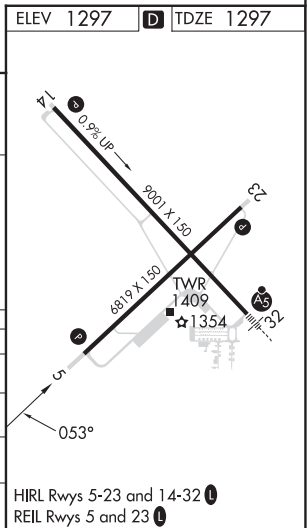
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct NANNI and hold.

ATIS <b>125.3</b>	CLEVELAND APP CON ★ <b>128.35 360.65</b>	MANSFIELD TOWER ★ <b>119.8 (CTAF) 291.775</b>	GND CON <b>121.8 291.775</b>	UNICOM <b>122.95</b>
----------------------	---	--	---------------------------------	-------------------------



CATEGORY	A	B	C	D
LPV DA		1547-7/8	250 (300-7/8)	
LNAV/VNAV DA		1590-1	293 (300-1)	
LNAV MDA	1820-1	523 (600-1)	1820-1½	523 (600-1½)
CIRCLING	1820-1	523 (600-1)	2000-2 703 (800-2)	2000-2¼ 703 (800-2¼)



MANSFIELD, OHIO  
Amdt 1A 13SEP18

40°49'N-82°31'W

MANSFIELD LAHM RGNL (MFD)  
**RNAV (GPS) RWY 5**

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

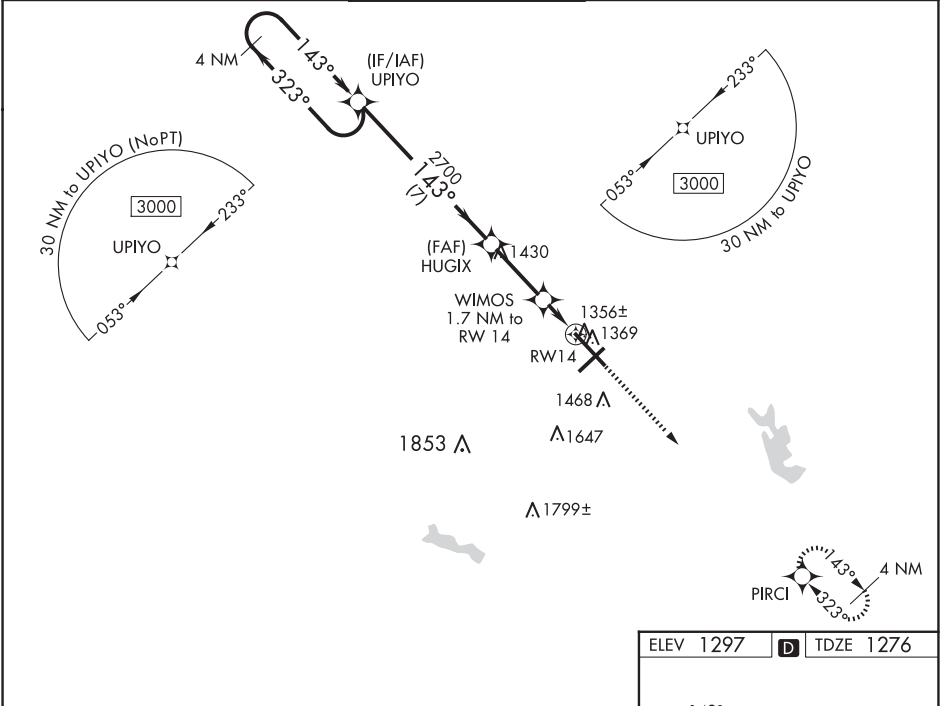
WAAS CH <b>53426</b> <b>W14A</b>	APP CRS <b>143°</b>	Rwy Idg TDZE <b>1276</b> Apt Elev <b>1297</b>
--	------------------------	---

RNAV (GPS) RWY 14  
MANSFIELD LAHM RGNL (MFD)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 36°C (96°F). When local altimeter not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet, and LPV all Cats visibility to 1 SM, LNAV/VNAV all Cats, and LNAV Cat C/D to 1 3⁄8 SM. Increase Circling Cat C/D visibility 1⁄2 SM. VDP and Baro-VNAV NA when using Marion altimeter setting.

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

ATIS <b>125.3</b>	CLEVELAND APP CON ★ <b>128.35 360.65</b>	MANSFIELD TOWER ★ <b>119.8 (CTAF) 291.775</b>	GND CON <b>121.8 291.775</b>	UNICOM <b>122.95</b>
----------------------	---	--	---------------------------------	-------------------------



4 NM Holding Pattern UPIYO

3000 ← 323°  
143° →

GP 3.00°  
TCH 42

HUGIX 2700

WIMOS 1.7 NM to RW14

\*1 NM to RW14

RW14

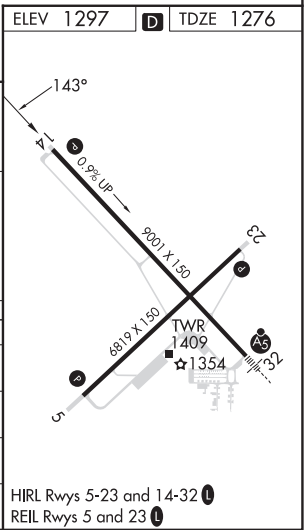
\*LNAV only.

3000 PIRCI

7 NM 2.7 NM 0.7 NM 1 NM

\*1820

CATEGORY	A	B	C	D
LPV DA		1476-3⁄4	200 (200-3⁄4)	
LNAV/VNAV DA		1557-7⁄8	281 (300-7⁄8)	
LNAV MDA		1620-1	344 (400-1)	
<b>C</b> CIRCLING	1760-1	463 (500-1)	2000-2 703 (800-2)	2000-2 1⁄4 703 (800-2 1⁄4)



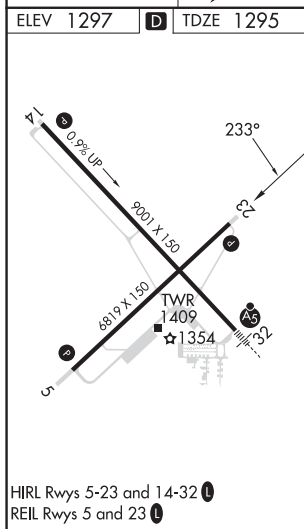
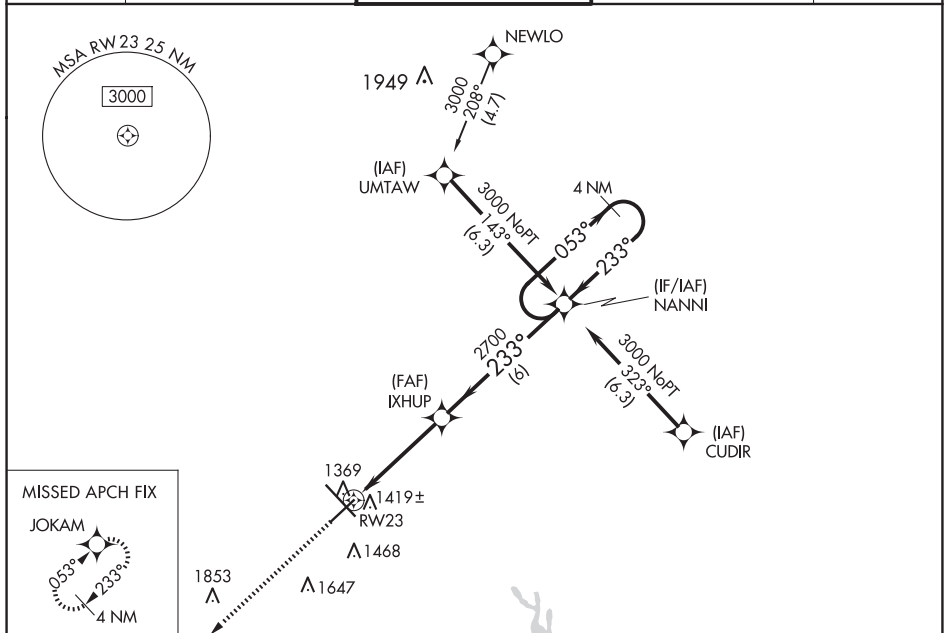
WAAS CH <b>87119</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev	<b>6819</b> <b>1295</b> <b>1297</b>
--	------------------------	-----------------------------	---









# RNAV (GPS) RWY 23

MANSFIELD LAHM RGNL (MFD)

RNP APCH.	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Rwy 23 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 3000 direct JOKAM and hold.
-----------	---	--

ATIS <b>125.3</b>	CLEVELAND APP CON ★ <b>128.35 360.65</b>	MANSFIELD TOWER ★ <b>119.8 (CTAF) 291.775</b>	GND CON <b>121.8 291.775</b>	UNICOM <b>122.95</b>
----------------------	---	--	---------------------------------	-------------------------




3000	JOKAM	4 NM Holding Pattern			
					
* LNAV only.		* 1.1 NM to RW23	IXHUP 2700	NANNI	053° → 3000
					← 233°
		1.1 NM	3.2 NM	6 NM	GP 3.00 TCH 45
CATEGORY	A	B	C	D	
LPV DA	1545-7½		250 (300-7½)		
LNAV/ VNAV DA	1619-1½		324 (400-1½)		
LNAV MDA	1680-1	385 (400-1)	1680-1½	385 (400-1½)	
 CIRCLING	1760-1	463 (500-1)	2000-2 703 (800-2)	2000-2¼ 703 (800-2¼)	

WAAS CH <b>99611</b> <b>W32A</b>	APP CRS <b>323°</b>	Rwy Idg TDZE Apt Elev	<b>9001</b> <b>1293</b> <b>1297</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32  
MANSFIELD LAHM RGNL (MFD)

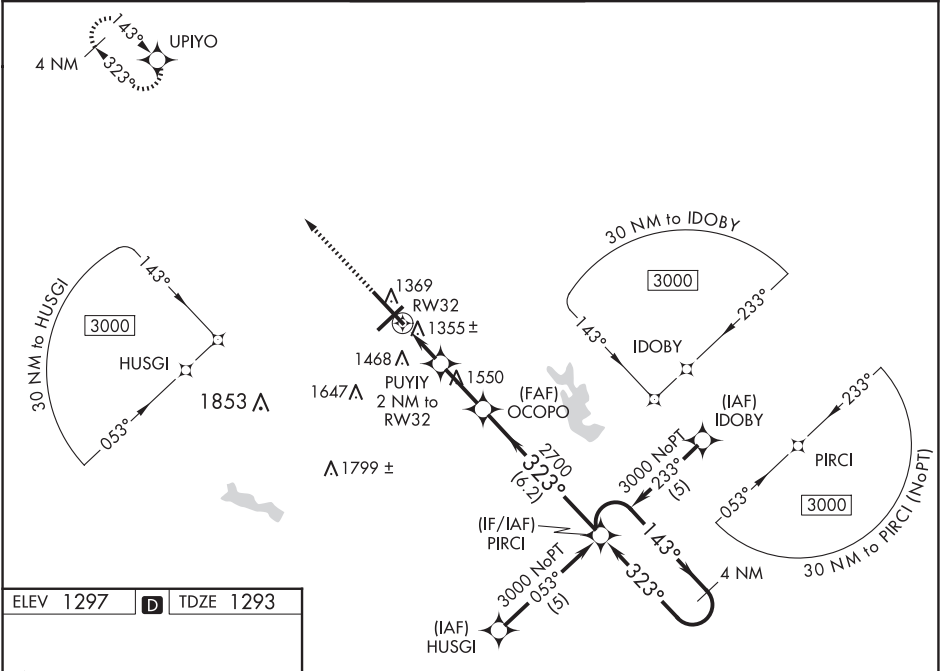
**⚠** Baro-VNAV NA when using Marion altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter not received, use Marion altimeter setting and increase all DA 107 feet and all MDA 120 feet, LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ⅔ SM and Circling Cat C/D visibility ½ SM. For inop MALS when using Marion altimeter setting increase LPV all Cats visibility to 1. VDP NA with Marion altimeter setting. \*\* RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Marion altimeter setting.

**MALS**

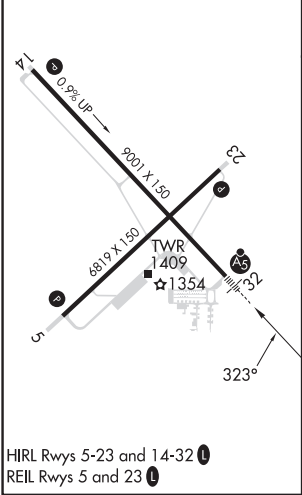


**MISSED APPROACH:**  
Climb to 3000 direct UPIYO and hold.

ATIS <b>125.3</b>	CLEVELAND APP CON ★ <b>128.35 360.65</b>	MANSFIELD TOWER ★ <b>119.8 (CTAF) 0291.775</b>	GND CON <b>121.8 291.775</b>	UNICOM <b>122.95</b>
----------------------	---	---	---------------------------------	-------------------------



ELEV 1297	<b>D</b>	TDZE 1293
-----------	----------	-----------



3000 UPIYO		OCOPPO		PIRCI		4 NM Holding Pattern
*LNAV only		PUYIY 2 NM to RW32		2700		GP 3.00 TCH 46
1 NM		1 NM		2.2 NM		6.2 NM
CATEGORY	A	B	C	D		
LPV DA**	1493/24		200 (200-½)			
LNAV/VNAV DA	1789/60		496 (500-1¼)			
LNAV MDA	1660/24	367 (400-½)		1660/35	367 (400-⅝)	
<b>C</b> CIRCLING	1760-1	463 (500-1)		2000-2 703 (800-2)	2000-2¼ 703 (800-2¼)	

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

MANSFIELD, OHIO

AL-860 (FAA)

24305

VORTAC MFD	APP CRS	Rwy Idg	9001
108.8	130°	TDZE	1276
Chan 25		Apt Elev	1297

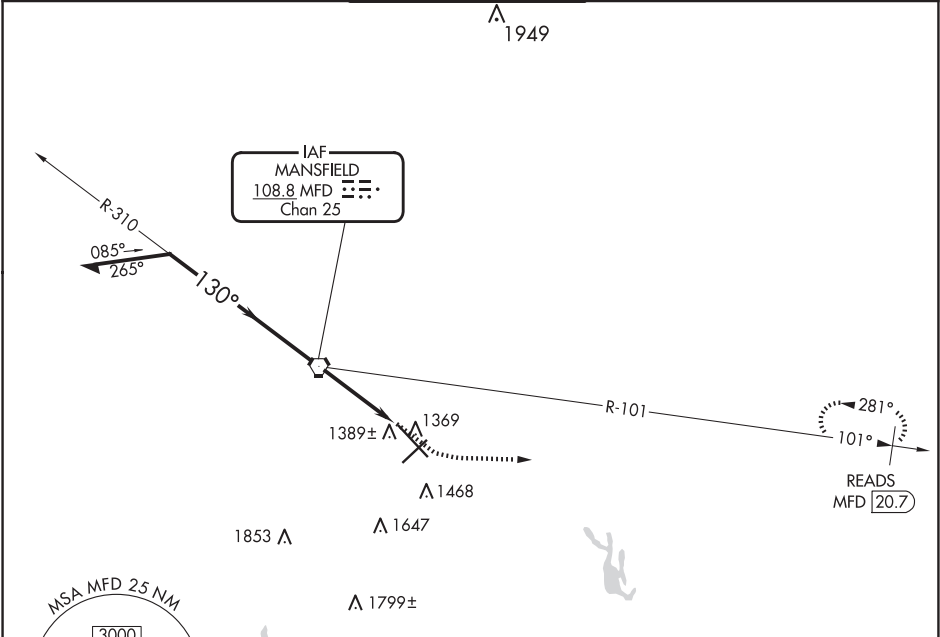
VOR RWY 14

MANSFIELD LAHM RGNL (MFD)

DME required. RADAR required for procedure entry.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 on MFD VORTAC R-101 to READS/MFD 20.7 DME and hold.

ATIS	CLEVELAND APP CON ★	MANSFIELD TOWER ★	GND CON	UNICOM
125.3	128.35 360.65	119.8 (CTAF) 291.775	121.8 291.775	122.95



Remain within 10 NM

2900

310°

130°

2500

3.21°

TCH 42

2.5 NM

1.1

MFD VORTAC

1700

3000

READS

MFD R-101

MFD 20.7

MFD 2.5

MFD 3.6

CATEGORY	A	B	C	D
S-14	1640-1	364 (400-1)		
CIRCLING	1760-1	463 (500-1)	2000-2 703 (800-2)	2000-2¼ 703 (800-2¼)

ELEV 1297 TDZE 1276

REIL Rwy 5 and 23  
HIRL Rwy 5-23 and 14-32  
FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

MANSFIELD, OHIO  
Amdt 16A 24MAY18

40°49'N-82°31'W

MANSFIELD LAHM RGNL (MFD)  
VOR RWY 14

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

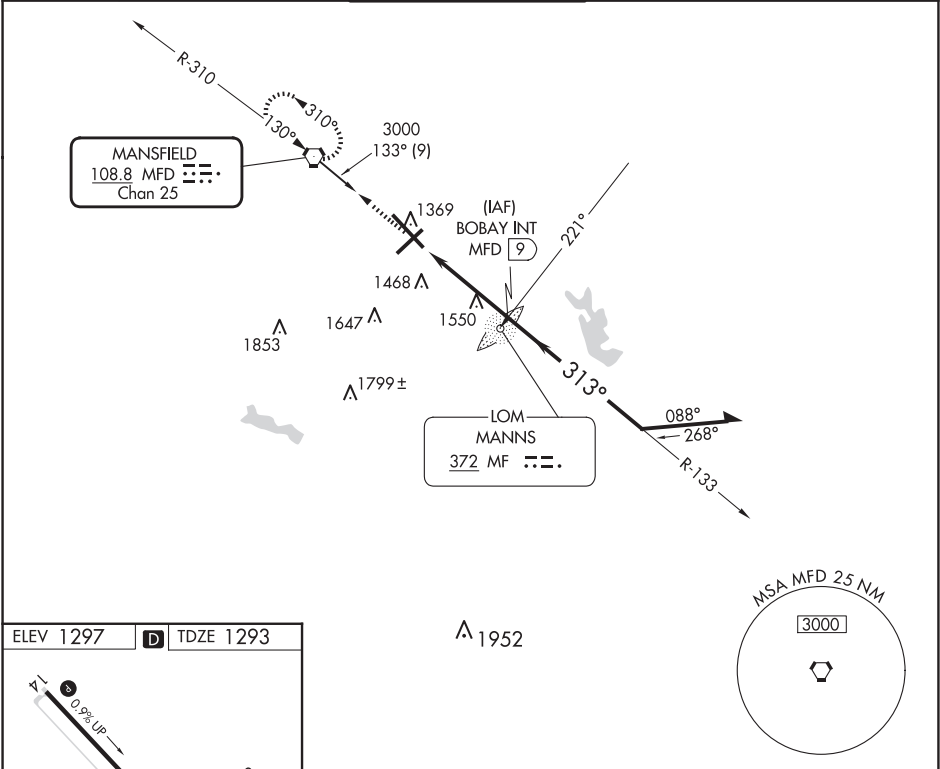


VORTAC MFD <b>108.8</b> Chan <b>25</b>	APP CRS <b>313°</b>	Rwy Idg TDZE <b>1293</b> Apt Elev <b>1297</b>	<b>9001</b>
--	------------------------	---	-------------

VOR RWY 32

MANSFIELD LAHM RGNL (MFD)

ADF or DME required. RADAR required for procedure entry.		MALSR	MISSED APPROACH: Climb to 3000 direct MFD VORTAC and hold.	
ATIS <b>125.3</b>	CLEVELAND APP CON ★ <b>128.35 360.65</b>	MANSFIELD TOWER ★ <b>119.8 (CTAF) 291.775</b>	GND CON <b>121.8 291.775</b>	UNICOM <b>122.95</b>

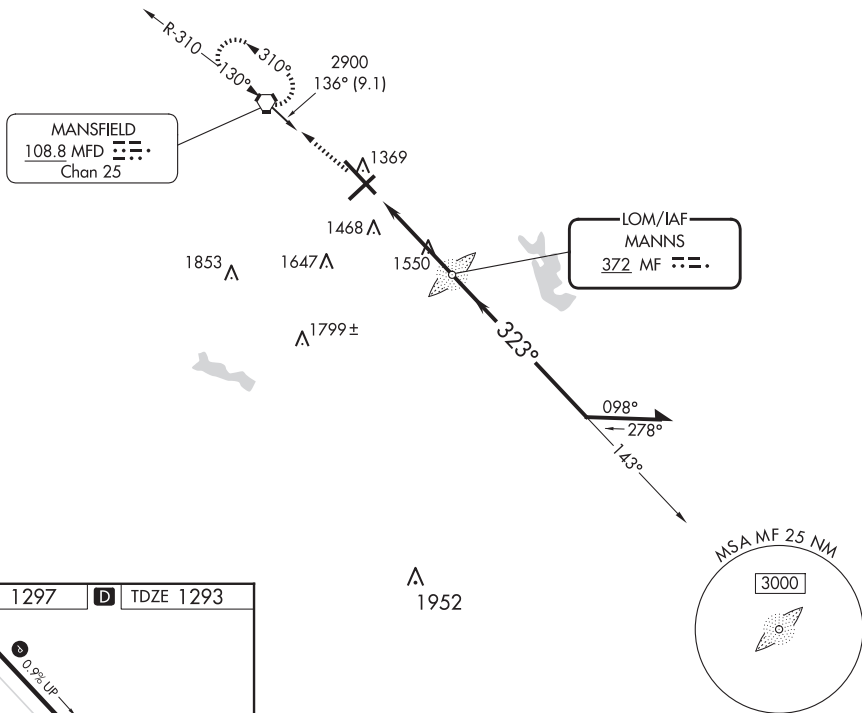


REIL Rwys 5 and 23					
HIRL Rwys 5-23 and 14-32					
FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

<div> <div>3000</div> <div>MFD</div> </div> <div> <div>BOBAY INT MFD 9</div> <div>133°</div> <div>3000</div> <div>313°</div> <div>2600</div> <div>3.00° TCH 45</div> <div>1.7</div> <div>2.3 NM</div> </div>		Remain within 10 NM			
CATEGORY	A	B	C	D	
S-32	1860/24	567 (600-½)	1860/50 567 (600-1)	1860/60 567 (600-1¼)	
CIRCLING	1860-1	563 (600-1)	2000-2 703 (800-2)	2000-2¼ 703 (800-2¼)	

MANSFIELD LAHM RGNL (MFD)

**MISSED APPROACH:** Climb to 2900  
direct MFD VORTAC and hold.

UNICOM  
122.95HIRL Rwy 5-23 and 14-32 **L**REIL Rwy's 5 and 23 **L**

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

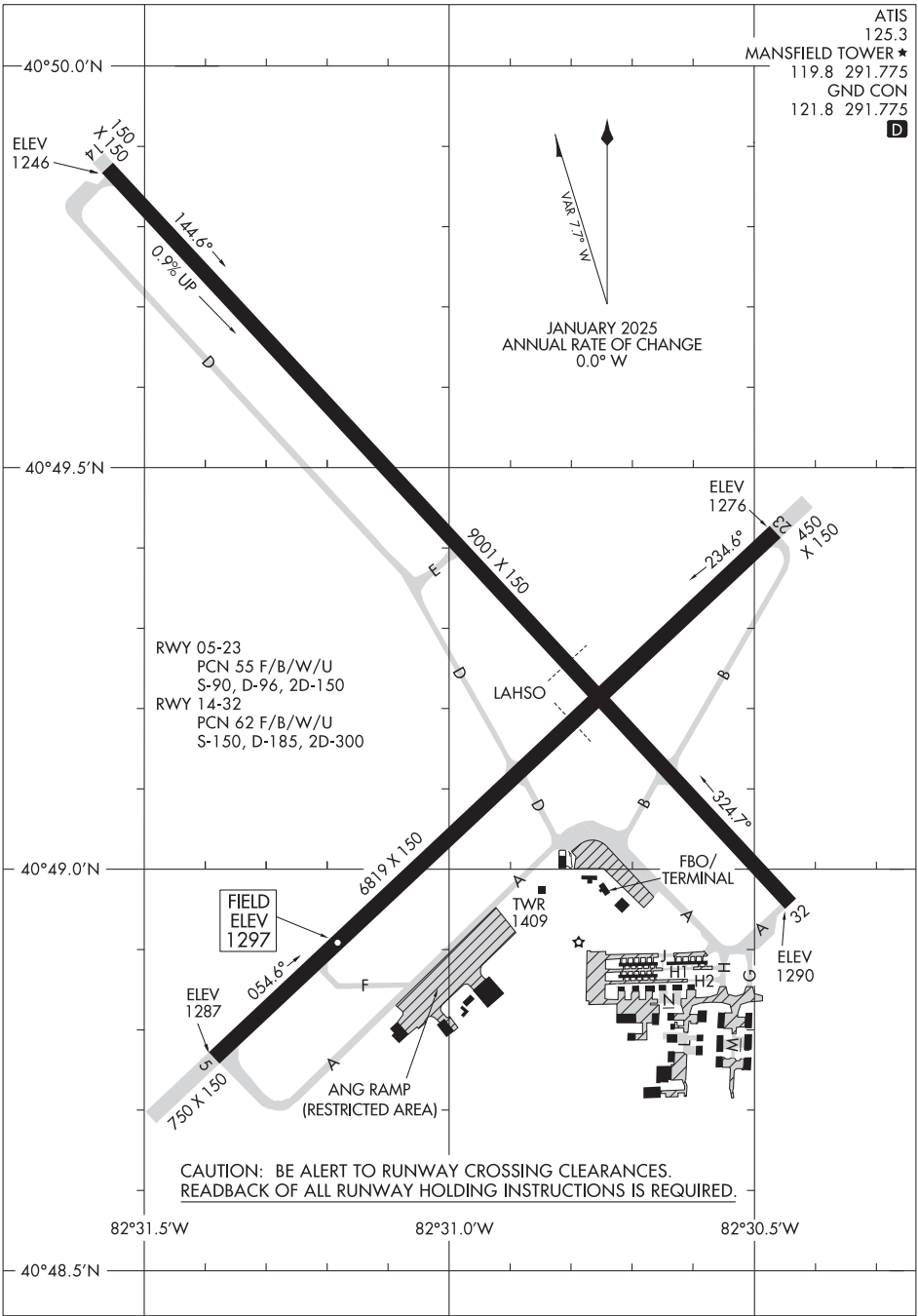
[illegible]

CATEGORY	A	B	C	D
S-32	1900/40 607 (700-¾)		1900-1⅓ 607 (700-1⅓)	
C CIRCLING	1900-1 603 (700-1)		2000-2 703 (800-2)	2000-2¼ 703 (800-2¼)

MANSFIELD LAHM RGNL (MFD)

NDB RWY 32

EC-2, 07 AUG 2025 to 02 OCT 2025



MARION, INDIANA

AL-5064 (FAA)

25163

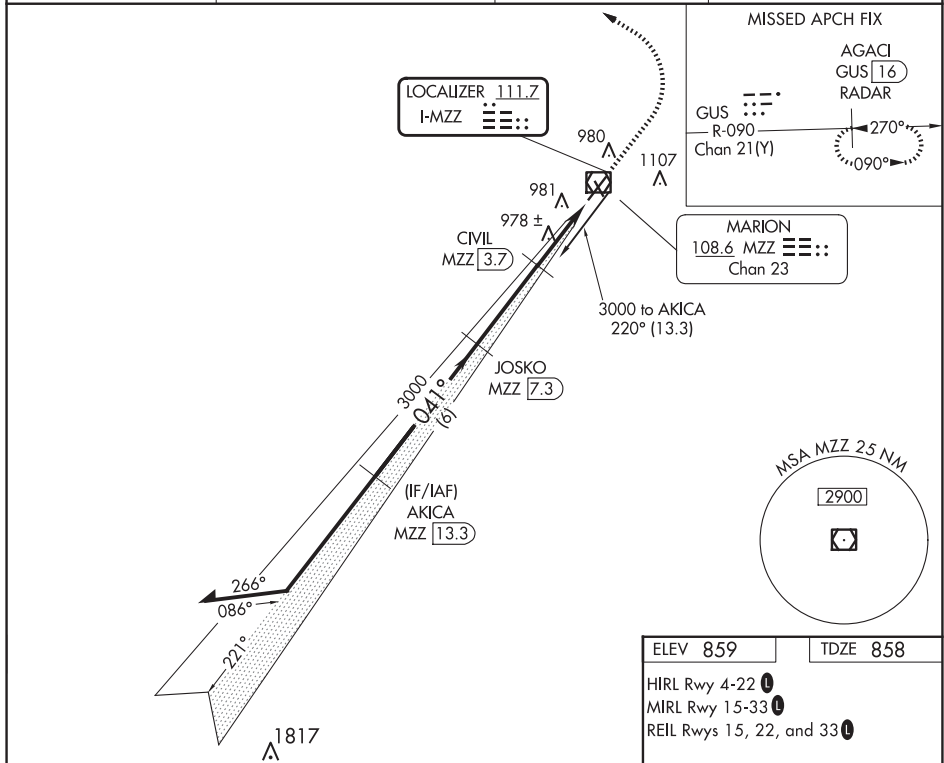
LOC I-MZZ <b>111.7</b>	APP CRS <b>041°</b>	Rwy Ldg TDZE Apt Elev	<b>6011</b> <b>858</b> <b>859</b>
---------------------------	------------------------	-----------------------------	---

# ILS or LOC RWY 4

MARION MUNI - MCKINNEY FLD (MZZ)

DME required.	MALS R	MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 on heading 320° to intercept GUS VORTAC R-090 to AGACI/ GUS VORTAC 16 DME/RADAR and hold.
DME from MZZ VOR/DME. Simultaneous reception of I-MZZ and MZZ DME required. For inop ALS, increase S-LOC 4 Cats C and D visibility to 1½ SM. Circling Rwy 15 NA at night.		

AWOS-3 <b>108.6</b>	GRISOM APP CON ★ <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>122.7 (CTAF)</b>
------------------------	---	--------------------------	-------------------------------



Remain within 10 NM	AKICA MZZ 13.3	JOSKO MZZ 7.3	2500	4000	GUS R-090	AGACI GUS 16 RADAR
			↑	hdg 320°		
3000	041°	041°	3000	1860	MZZ 1.8	MZZ 0.7
GS 3.00° TCH 52	6 NM	3.6 NM	1.9 NM	1.1 NM		
CATEGORY	A	B	C	D		
S-ILS 4		1058-½	200 (200-½)			
S-LOC 4	1260-½	402 (500-½)	1260-¾	402 (500-¾)		
CIRCLING	1300-1 441 (500-1)	1320-1 461 (500-1)	1420-1½ 561 (600-1½)	1500-2 641 (700-2)		

ELEV 859	TDZE 858
HIRL Rwy 4-22	
MIRL Rwy 15-33	
REIL Rwy 15, 22, and 33	
FAF to MAP 6.6 NM	
Knots	60 90 120 150 180
Min:Sec	6:34 4:22 3:17 2:37 2:11

MARION, INDIANA  
Amdt 8B 13JUN24

MARION MUNI - MCKINNEY FLD (MZZ)  
ILS or LOC RWY 4

40°29'N-85°41'W

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>60906</b> <b>W04A</b>	APP CRS <b>041°</b>	Rwy Idg TDZE Apt Elev	<b>6011</b> <b>858</b> <b>859</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 4

MARION MUNI - MCKINNEY FLD (MZZ)

RNP APCH - GPS.

▼

▲

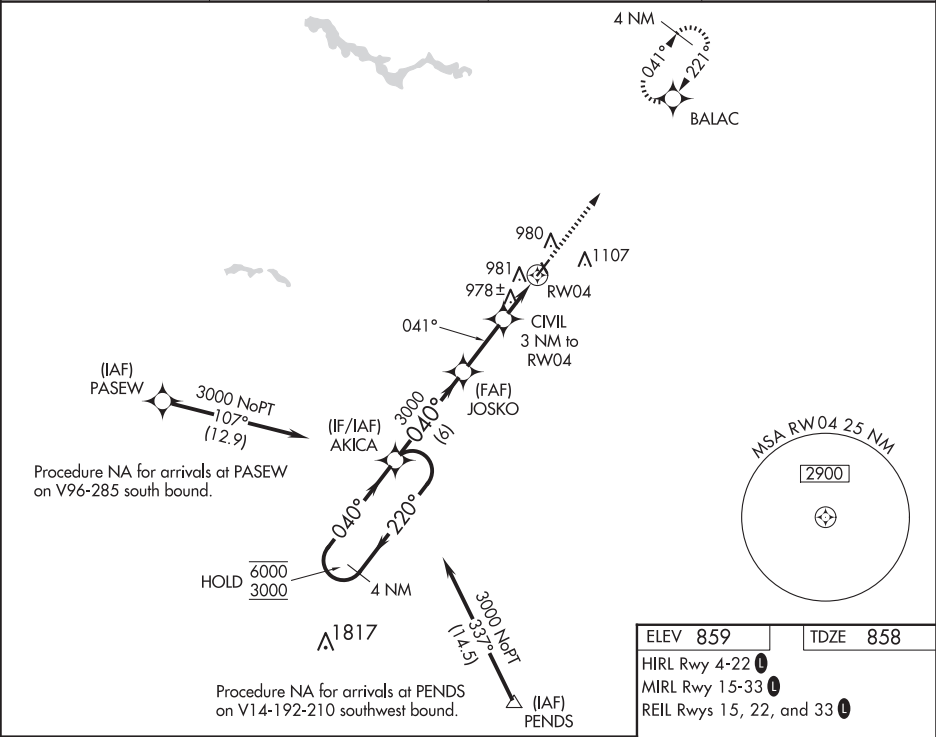
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling to Rwy 15 NA at night.

MALSR

MISSED APPROACH:

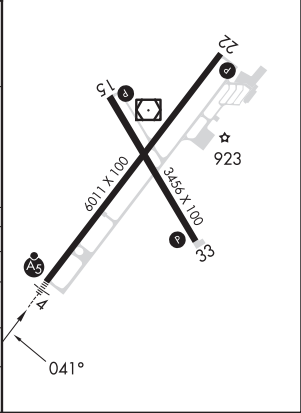
Climb to 3000 direct BALAC and hold.

AWOS-3 <b>108.6</b>	GRISSEM APP CON ★ <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>122.7 (CTAF) 0</b>
------------------------	--	--------------------------	---------------------------------



ELEV 859	TDZE 858
HIRL Rwy 4-22 0	
MIRL Rwy 15-33 0	
REIL Rws 15, 22, and 33 0	

4 NM Holding Pattern		AKICA	JOSKO	3000	BALAC
GP 3.00° TCH 52					
CATEGORY	A	B	C	D	
LPV DA		1058-1/2	200 (200-1/2)		
LNAV/VNAV DA		1247-5/8	389 (400-5/8)		
LNAV MDA	1240-1/2	382 (400-1/2)	1240-5/8	382 (400-5/8)	
CIRCLING	1300-1 441 (500-1)	1320-1 461 (500-1)	1420-1 1/2 561 (600-1 1/2)	1500-2 641 (700-2)	



MARION, INDIANA


AL-5064 (FAA)

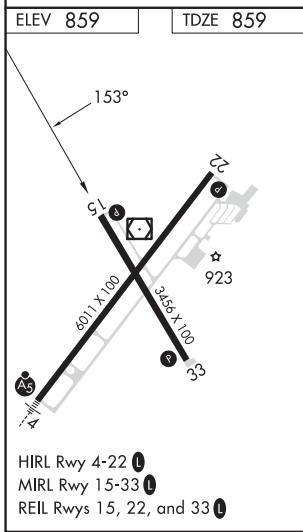
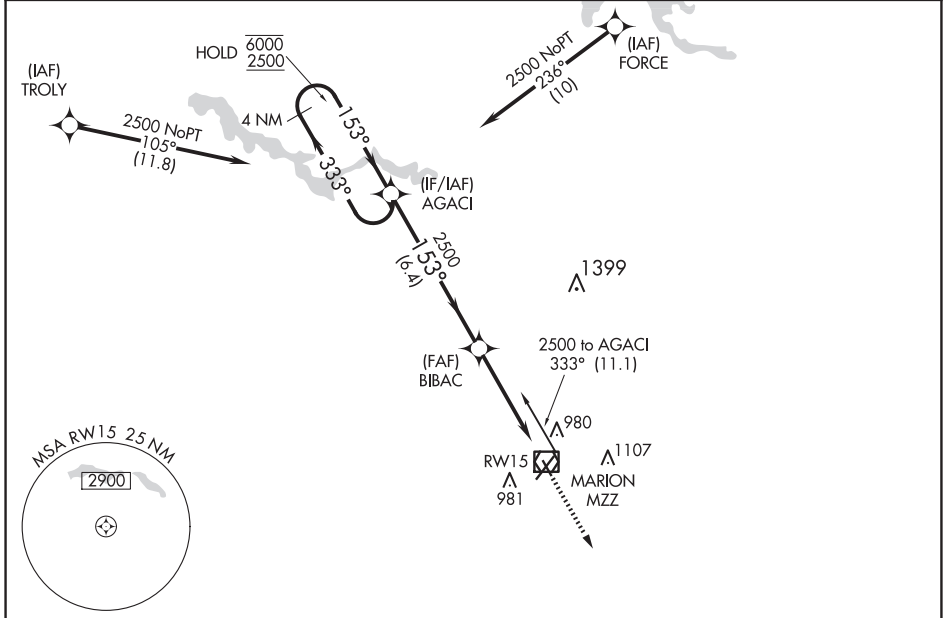
25107

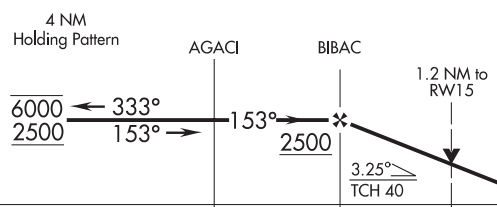



APP CRS <b>153°</b>	Rwy Idg <b>3456</b> TDZE <b>859</b> Apt Elev <b>859</b>
------------------------	---

# RNAV (GPS) RWY 15

MARION MUNI - MCKINNEY FLD (MZZ)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2500 direct AKUYA and hold.	
	Rwy 15 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 15 NA at night.		
AWOS-3 <b>108.6</b>	GRISSOM APP CON ★ <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>122.7 (CTAF) 0</b>



4 NM Holding Pattern				2500	AKUYA
					
CATEGORY	A	B	C	D	
LNAV MDA	1300-1	441 (500-1)	1300-1 3/8	441 (500-1 3/8)	
 CIRCLING	1300-1 441 (500-1)	1320-1 461 (500-1)	1420-1 1/2 561 (600-1 1/2)	1500-2 641 (700-2)	

MARION, INDIANA  
Amdt 1A 13JUN24

40°29'N-85°41'W

# RNAV (GPS) RWY 15

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

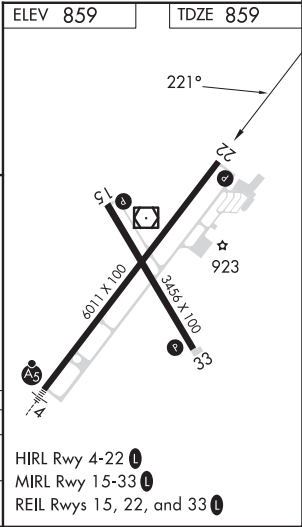
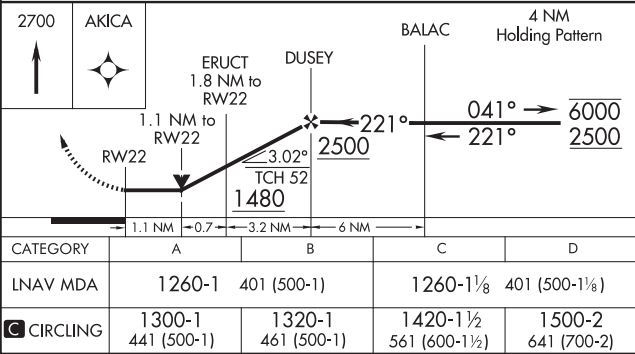
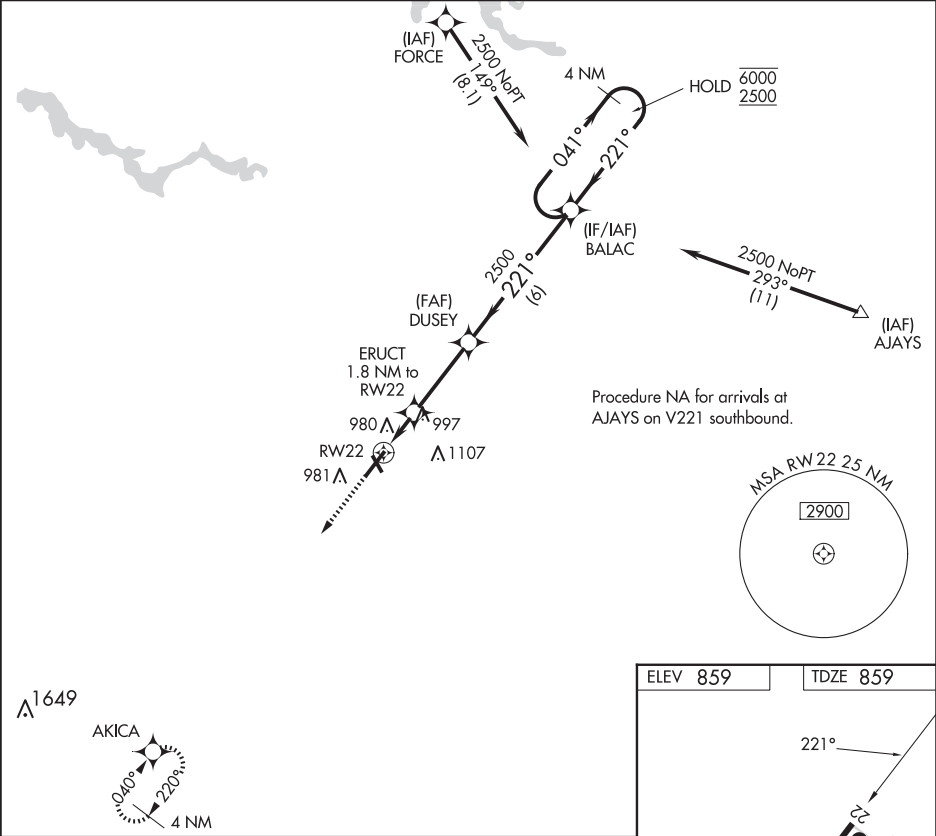
APP CRS	Rwy Idg	6011
221°	TDZE	859
	Apt Elev	859

RNAV (GPS) RWY 22

MARION MUNI - MCKINNEY FLD (MZZ)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2700 direct AKICA and hold.	
Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 15 NA at night.			

AWOS-3 108.6	GRISOM APP CON ★ 121.05 338.275	CLNC DEL 120.0	UNICOM 122.7 (CTAF) 0
-----------------	------------------------------------	-------------------	--------------------------



MARION, INDIANA

AL-5064 (FAA)

25107

APP CRS	Rwy Idg	3456
333°	TDZE	859
	Apt Elev	859

# RNAV (GPS) RWY 33

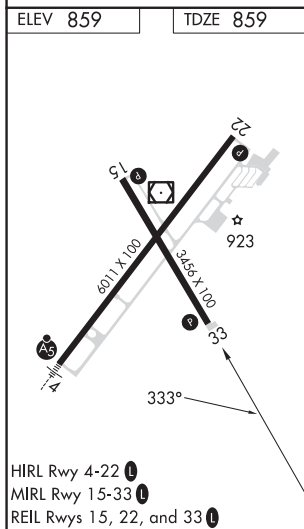
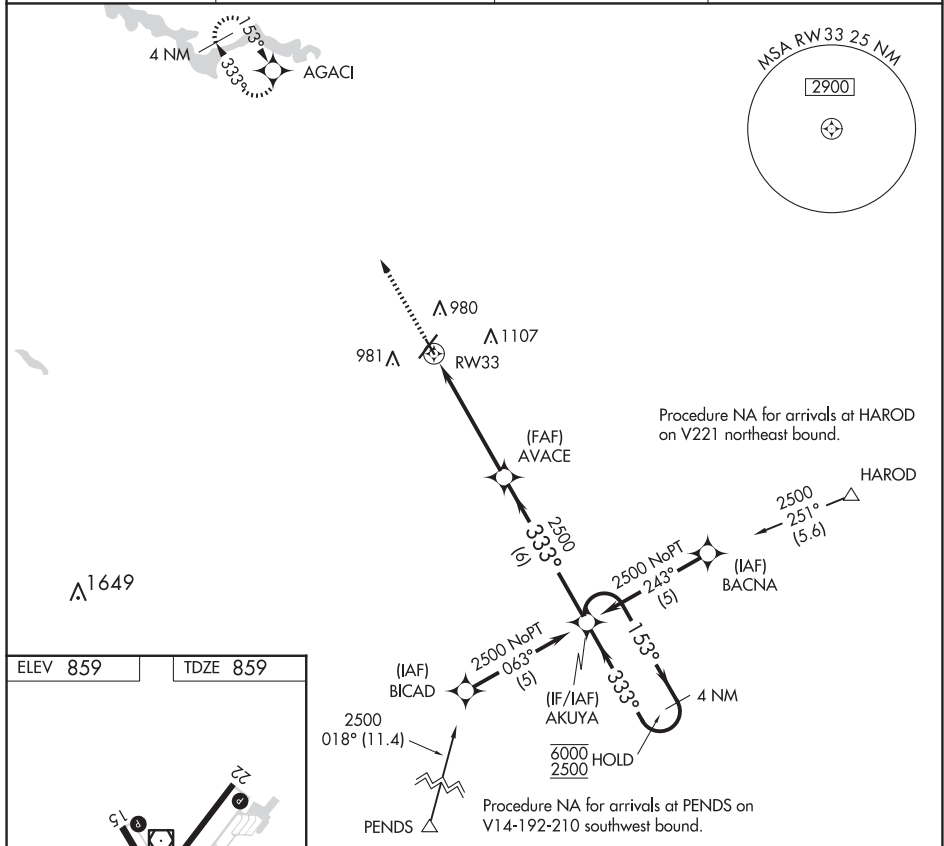
MARION MUNI - MCKINNEY FLD (MZZ)

RNP APCH - GPS.

Rwy 33 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 2500 direct AGACI and hold.

AWOS-3 108.6	GRISSEM APP CON ★ 121.05 338.275	CLNC DEL 120.0	UNICOM 122.7 (CTAF)
-----------------	-------------------------------------	-------------------	------------------------



2500	AGACI	VGSI and descent angle not coincident (VGSI Angle 4.00/TCH 38).		4 NM
		AVACE	AKUYA	Holding Pattern
		1.5 NM to RW33	333°	153° → 6000 ← 333° 2500
		3.00° TCH 34		
		1.5 NM	3.6 NM	6 NM
CATEGORY	A	B	C	D
LNAV MDA	1340-1	481 (500-1)	1340-1 3/8	481 (500-1 3/8)
CIRCLING	1340-1	481 (500-1)	1420-1 1/2 561 (600-1 1/2)	1500-2 641 (700-2)

MARION, INDIANA  
Orig-E 13JUN24

MARION MUNI - MCKINNEY FLD (MZZ)  
RNAV (GPS) RWY 33

40°29'N-85°41'W

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



VOR/DME MZZ	APP CRS	Rwy Idg	3456
108.6	143°	TDZE	859
Chan 23		Apt Elev	859

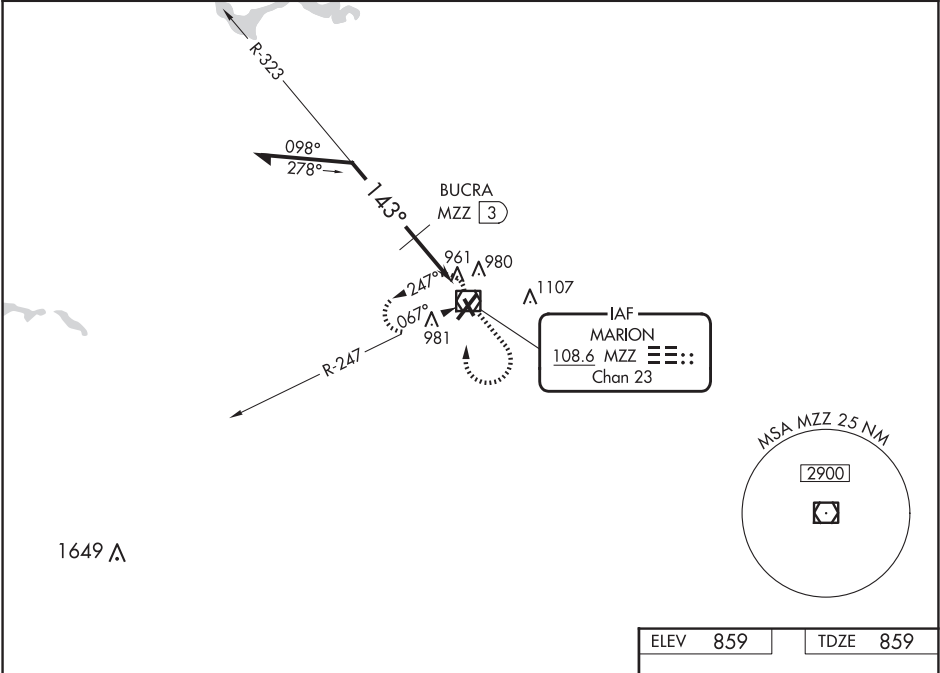
VOR RWY 15  
MARION MUNI - MCKINNEY FLD (MZZ)

**⚠** **NA**

When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 feet, increase S-15 Cat B/C/D visibility  $\frac{1}{4}$  SM, increase Circling Cat B/C/D visibility  $\frac{1}{2}$  SM; BUCRA fix minimums: increase S-15 Cat C/D visibility  $\frac{3}{8}$  SM, increase Circling Cat C/D visibility  $\frac{1}{2}$  SM. Rwy 15 helicopter visibility reduction below 1 SM NA. Circling Rwy 15 NA at night. Straight-in Rwy 15 NA at night.

**MISSED APPROACH:**  
Climb to 2400 then right turn direct MZZ VOR/DME and hold.

AWOS-3 108.6	GRISOM APP CON ★ 121.05 338.275	CLNC DEL 120.0	UNICOM 122.7 (CTAF) 0
-----------------	------------------------------------	-------------------	--------------------------



Remain within 10 NM

MZZ VOR/DME

2400

BUCRA MZZ 3

\*1600 when using Fort Wayne altimeter setting.

323°

143°

\*1500

2.9 NM

0.1

CATEGORY	A	B	C	D
S-15	1500-1	641 (700-1)	1500-1 $\frac{3}{4}$ 641 (700-1 $\frac{3}{4}$ )	1500-2 641 (700-2)
<b>C</b> CIRCLING	1500-1	641 (700-1)	1500-1 $\frac{7}{8}$ 641 (700-1 $\frac{7}{8}$ )	1500-2 641 (700-2)
BUCRA FIX MINIMUMS				
S-15	1240-1	381 (400-1)	1240-1 $\frac{1}{4}$ 381 (400-1 $\frac{1}{4}$ )	
<b>C</b> CIRCLING	1300-1 441 (500-1)	1320-1 461 (500-1)	1420-1 $\frac{1}{2}$ 561 (600-1 $\frac{1}{2}$ )	1500-2 641 (700-2)

ELEV 859

TDZE 859

143°

22

15

33

6011 X 100

3456 X 100

923

45

4

HIRL Rwy 4-22 0

MIRL Rwy 15-33 0

REIL Rws 15, 22, and 33 0

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

MARION, OHIO

AL-5352 (FAA)

24193

WAAS CH <b>93604</b> <b>W07A</b>	APP CRS <b>065°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>990</b> <b>993</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 7

MARION MUNI (MNN)

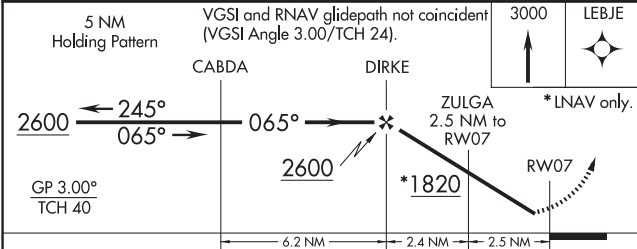
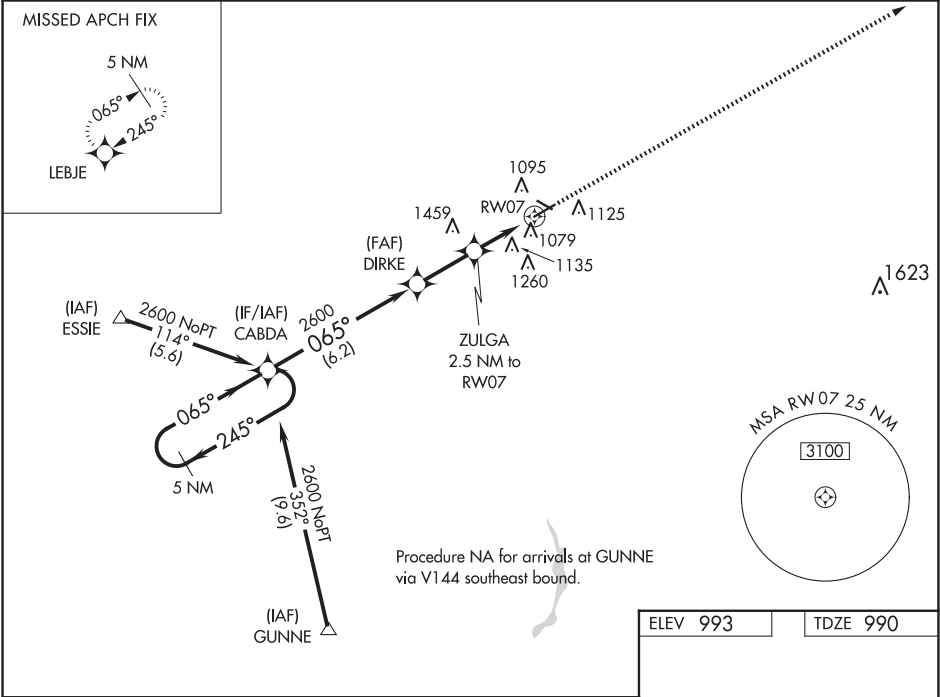
⚠

When local altimeter setting not received, use Ohio State University altimeter setting and increase LPV DA to 1327 feet, increase LNAV/VNAV DA to 1574 feet; increase all MDAs 100 feet and visibility Cat C/D ¼ SM. Baro-VNAV NA when using Ohio State University altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

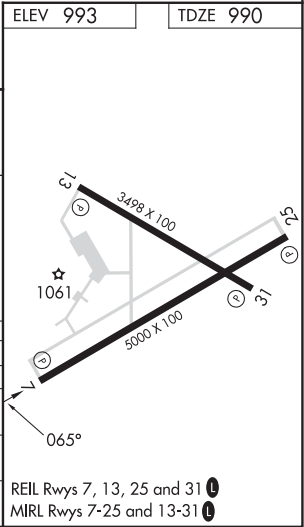
MISSED APPROACH:

Climb to 3000 direct LEBJE and hold.

ASOS <b>119.975</b>	CLEVELAND APP CON ★ <b>128.35 360.65</b>	CLNC DEL <b>126.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
------------------------	---	--------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1240-1 250 (300-1)			
LNAV/VNAV DA	1379-1½ 389 (400-1½)			
LNAV MDA	1440-1 450 (500-1)	1440-1¼ 450 (500-1¼)	1440-1½ 450 (500-1½)	
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1700-2 707 (800-2)	1820-2¾ 827 (900-2¾)



MARION, OHIO  
Orig-A 27JAN22

40°37'N-83°04'W

MARION MUNI (MNN)

RNAV (GPS) RWY 7

EC-2, 07 AUG 2025 to 02 OCT 2025

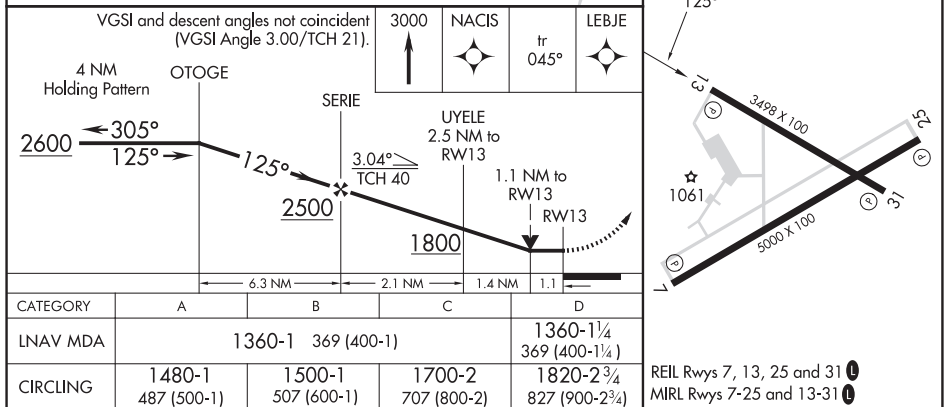
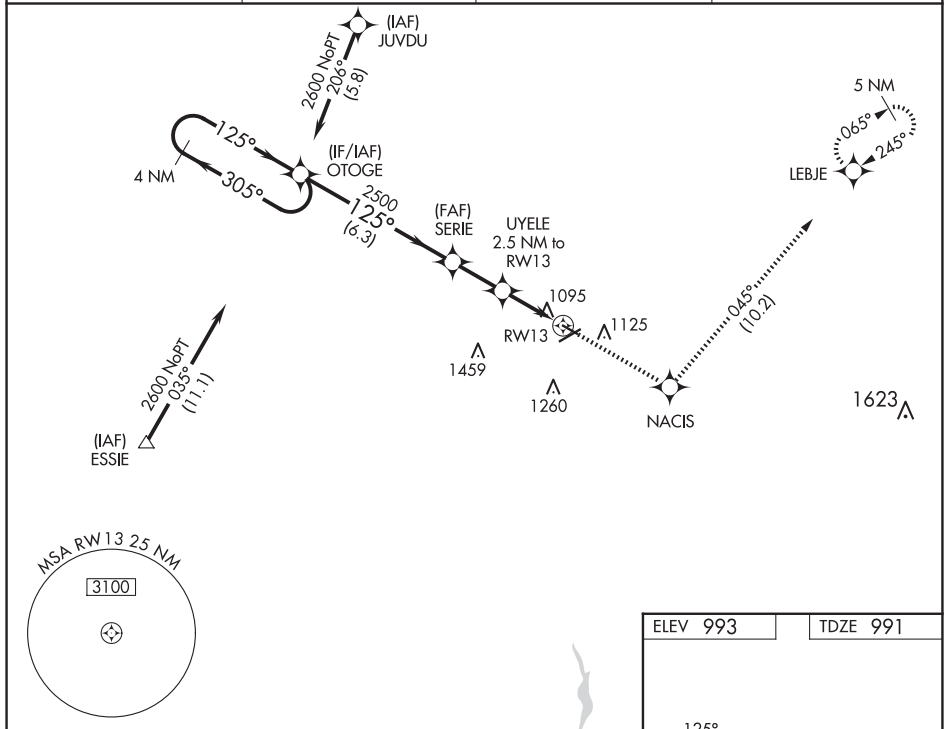
EC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 13  
MARION MUNI (MNN)

**V** Rwy 13 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA when using Ohio State  
**A** University altimeter setting. When local altimeter setting not received, use Ohio State  
University altimeter setting: increase all MDAs 100 feet and visibility Cat C/D  $\frac{3}{8}$  SM.

**MISSED APPROACH:** Climb to 3000 direct NACIS and on track 045° to LEBJE and hold.

ASOS <b>119.975</b>	CLEVELAND APP CON ★ <b>128.35 360.65</b>	CLNC DEL <b>126.8</b>	UNICOM <b>122.8 (CTAF) ①</b>
------------------------	---	--------------------------	---------------------------------



MARION, OHIO

AL-5352 (FAA)

24193

WAAS CH <b>62904</b> <b>W25A</b>	APP CRS <b>245°</b>	Rwy Idg TDZE <b>993</b> Apt Elev <b>993</b>	<b>5000</b>
--	------------------------	---	-------------

# RNAV (GPS) RWY 25

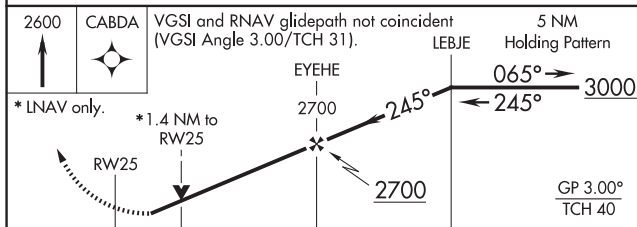
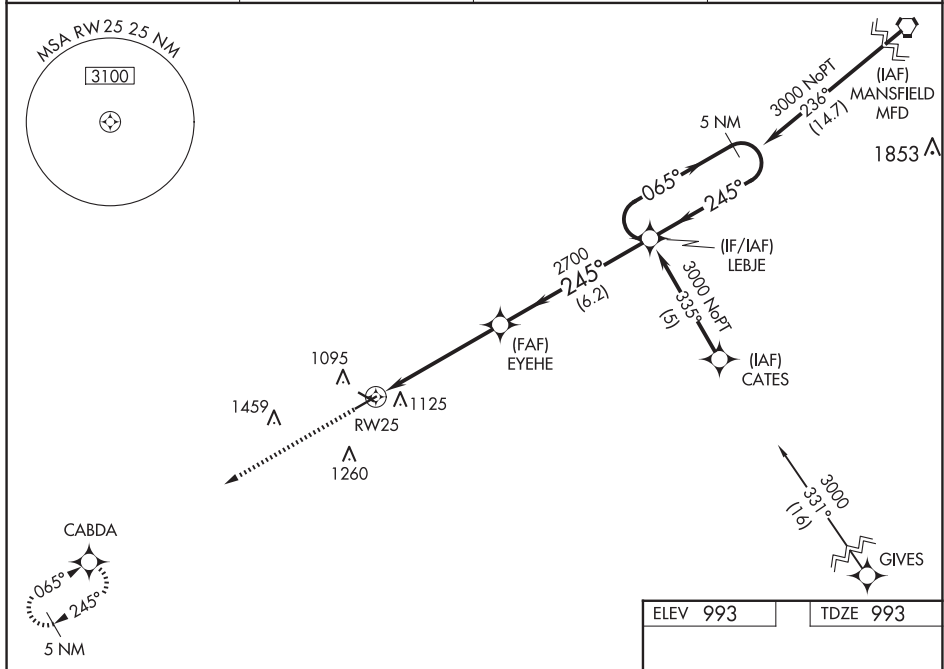
MARION MUNI (MNN)

RNP APCH.

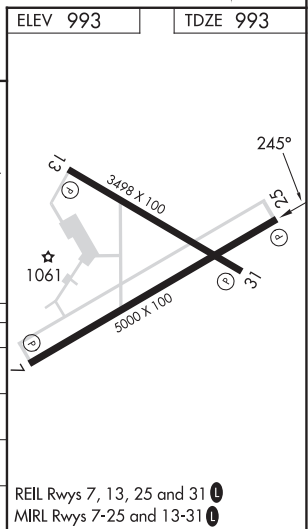
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Ohio State University altimeter setting. Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Ohio State University altimeter setting and increase LPV DA to 1421 feet, increase LNAV/VNAV DA to 1530 feet; increase all MDAs 100 feet and visibility Cat C/D ¼ SM.

MISSED APPROACH:  
Climb to 2600 direct  
CABDA and hold.

ASOS <b>119.975</b>	CLEVELAND APP CON ★ <b>128.35 360.65</b>	CLNC DEL <b>126.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
------------------------	---	--------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1334-1¼	341 (400-1¼)		
LNAV/VNAV DA	1443-1½	450 (500-1½)		
LNAV MDA	1460-1 467 (500-1)	1460-1½ 467 (500-1½)		
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1700-2 707 (800-2)	1820-2¾ 827 (900-2¾)



MARION, OHIO  
Orig-B 27JAN22

40°37'N-83°04'W

# RNAV (GPS) RWY 25

EC-2, 07 AUG 2025 to 02 OCT 2025

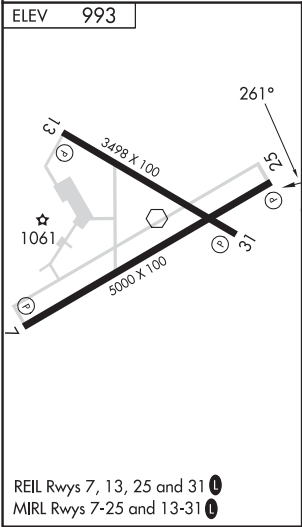
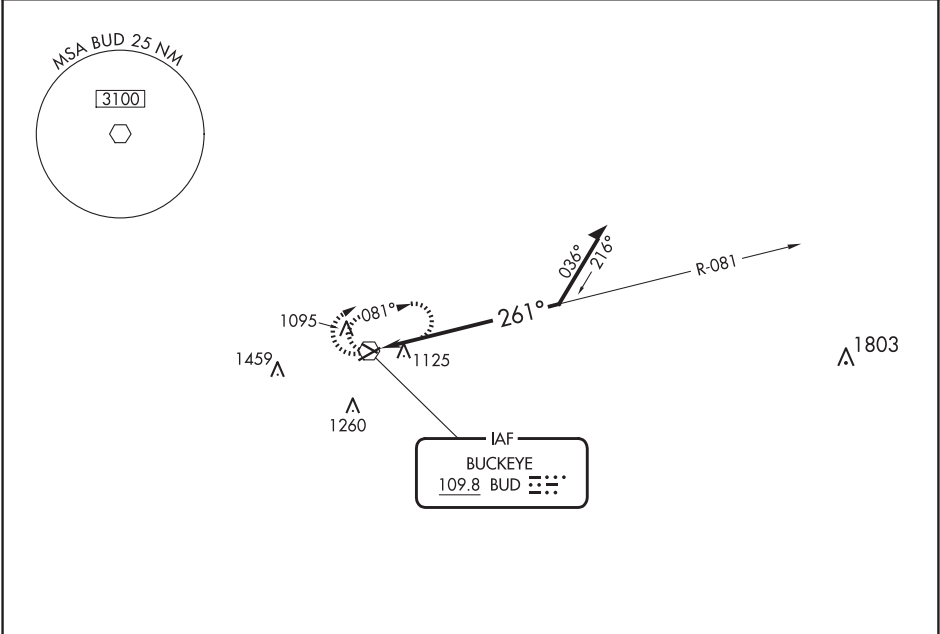
EC-2, 07 AUG 2025 to 02 OCT 2025



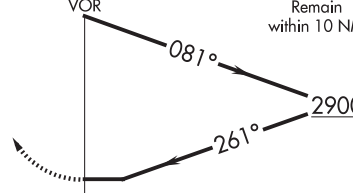
VOR BUD <b>109.8</b>	APP CRS <b>261°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>993</b>
-------------------------	------------------------	---

VOR-A  
MARION MUNI (MNN)

RADAR required for procedure entry.	MISSED APPROACH: Climbing right turn to 2900 in BUD VOR holding pattern.
When local altimeter setting not received, use Ohio State University altimeter setting: increase MDA 100 feet and visibility Cat C/D ¼ SM.	

ASOS <b>119.975</b>	CLEVELAND APP CON ★ <b>128.35 360.65</b>	CLNC DEL <b>126.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
------------------------	---	--------------------------	---------------------------------



<div><div>2900</div><div></div></div>		<div><div>BUD</div><div></div></div>	<div><div><div>BUD VOR</div><div></div></div></div>			
CATEGORY	A	B	C	D		
CIRCLING	1640-1	647 (700-1)	1700-2 707 (800-2)	1820-2¾ 827 (900-2¾)		

MARYSVILLE, OHIO

AL-6380 (FAA)

25163

WAAS CH <b>72827</b> <b>W09A</b>	APP CRS <b>088°</b>	Rwy Ldg TDZE Apt Elev	<b>4218</b> <b>1021</b> <b>1021</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 9

UNION COUNTY (MRT)

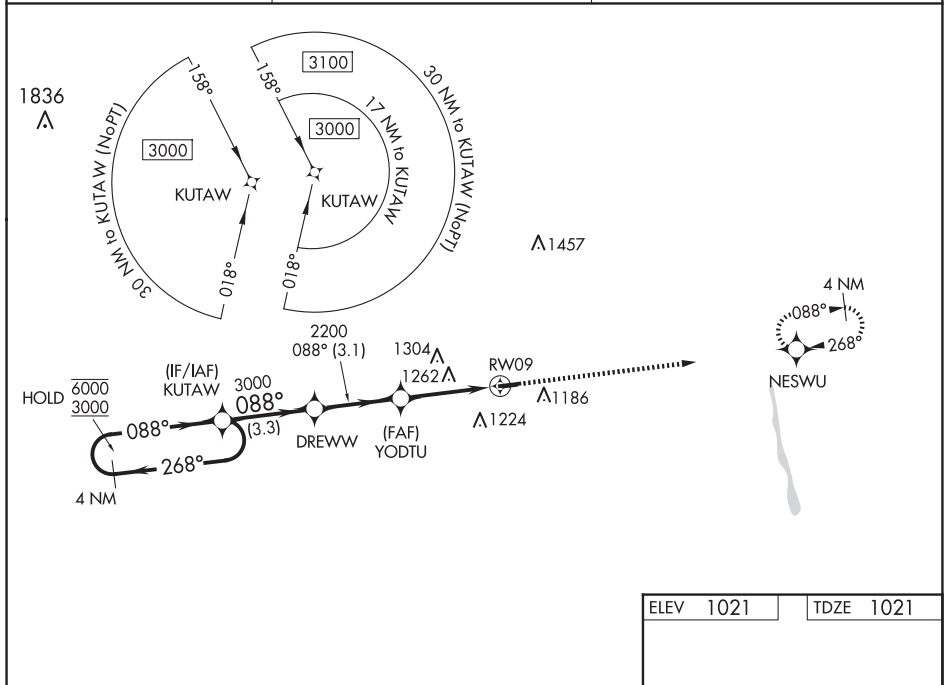
RNP APCH - GPS.

▼  
▲

When Circling to Rwy 27 at night, operational VGSi required, remain on or above VGSi glidepath until threshold. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA to Rwy 8 and 26.

MISSED APPROACH: Climb to 3000 direct NESWU and hold.

AWOS-3 <b>119.275</b>	COLUMBUS APP CON <b>125.95 317.775</b>	UNICOM <b>122.8 (CTAF)</b>
--------------------------	---	-------------------------------



4 NM Holding Pattern

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 25).

3000 NESWU

KUTAW

DREWW

YODTU

2200

1.5 NM to RWY09

RWY09

6000

3000

GP 3.00°

TCH 40

3.3 NM

3.1 NM

2.1 NM

1.5 NM

CATEGORY	A	B	C	D
LPV DA	1285-7⁄8 264 (300-7⁄8)			
LNAV/VNAV DA	1432-1 1⁄8 411 (500-1 1⁄8)			
LNAV MDA	1520-1 499 (500-1)	1520-1 3⁄8 499 (500-1 3⁄8)		
CIRCLING	1520-1 499 (500-1)	1540-1 519 (600-1)	1620-1 1⁄2 599 (600-1 1⁄2)	1620-2 599 (600-2)

MIRL Rwy 9-27   
REIL Rwy 9 and 27

MARYSVILLE, OHIO

Amdt 1 20FEB25

40°13'N-83°21'W

# RNAV (GPS) RWY 9

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>50327</b> <b>W27A</b>	APP CRS <b>268°</b>	Rwy Ldg <b>4095</b> TDZE <b>1015</b> Apt Elev <b>1021</b>
--	------------------------	---

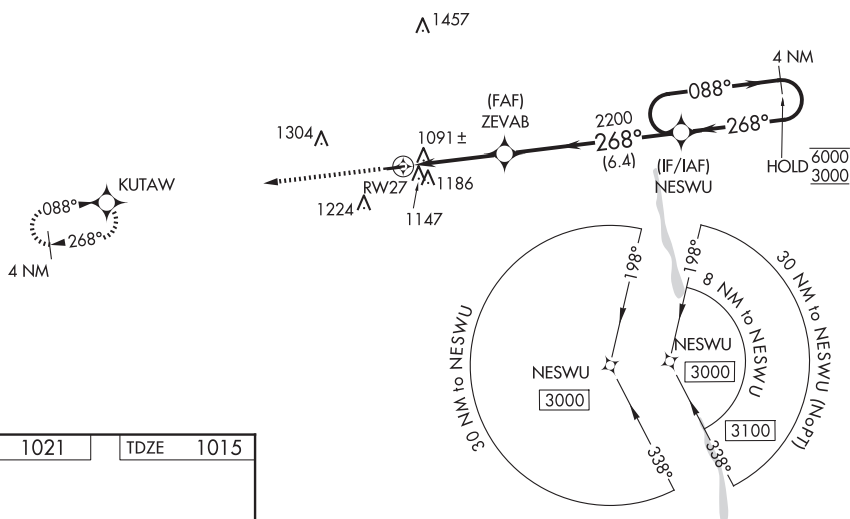
RNAV (GPS) RWY 27  
UNION COUNTY (MRT)

RNP APCH - GPS.

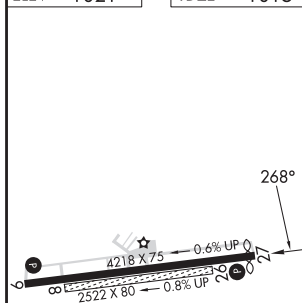
- T** Circling NA to Rwy 8 and 26. Rwy 27 helicopter visibility reduction below 1 SM NA.  
**A** Straight-in Rwy 27 at night, Circling Rwy 27 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

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

AWOS-3 <b>119.275</b>	COLUMBUS APP CON <b>125.95 317.775</b>	UNICOM <b>122.8 (CTAF) ①</b>
--------------------------	---	---------------------------------



ELEV	1021		TDZE	1015
------	------	--	------	------



3000 ↑	KUTAW ✦	VGSi and descent angles not coincident (VGSi Angle 3.00°/TCH 33).		NESWU 4 NM Holding Pattern
		<p>088° → 6000 ← 268° 3000</p>		
CATEGORY	A	B	C	D
LP MDA	1360-1 345 (400-1)			
LNAV MDA	1400-1	385 (400-1)	1400-1 $\frac{1}{8}$	385 (400-1 $\frac{1}{8}$ )
CIRCLING	1520-1 499 (500-1)	1540-1 519 (600-1)	1620-1 $\frac{1}{2}$ 599 (600-1 $\frac{1}{2}$ )	1620-2 599 (600-2)

MEDINA, OHIO

AL-5763 (FAA)

22363

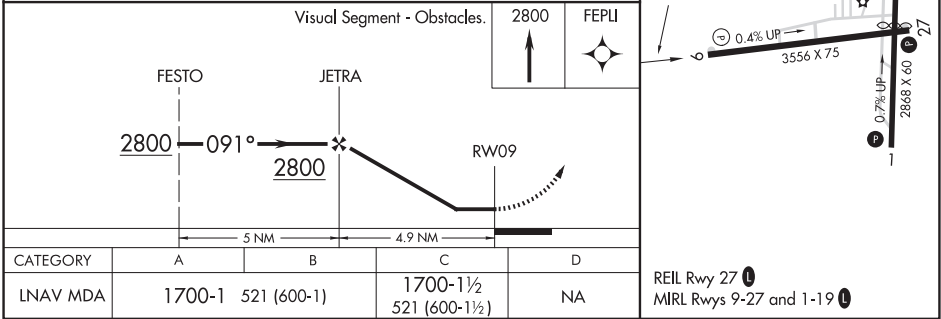
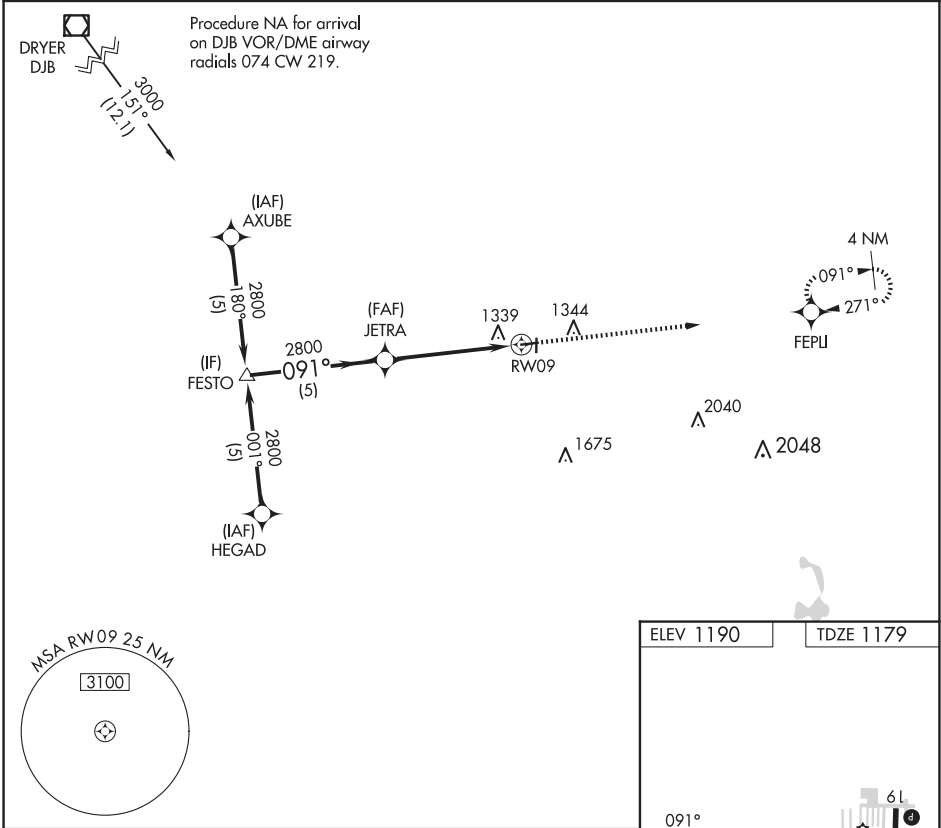
APP CRS	Rwy Idg	3556
091°	TDZE	1179
	Apt Elev	1190

RNAV (GPS) RWY 9

MEDINA MUNI (1G5)

RNP APCH.	MISSED APPROACH: Climb to 2800 direct FEPLI and hold.
<div><div>▼</div><div>▲ NA</div></div> <div>Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Use Cleveland-Hopkins Intl altimeter setting.</div>	

CLE ASOS 127.85	CLEVELAND APP CON 125.35 346.325	UNICOM 123.0 (CTAF) 1
--------------------	-------------------------------------	--------------------------



MEDINA, OHIO  
Orig-D 07NOV19

41°08'N-81°46'W

MEDINA MUNI (1G5)

RNAV (GPS) RWY 9

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



APP CRS	Rwy Idg	3556
271°	TDZE	1183
	Apt Elev	1190

RNAV (GPS) RWY 27

MEDINA MUNI (1G5)

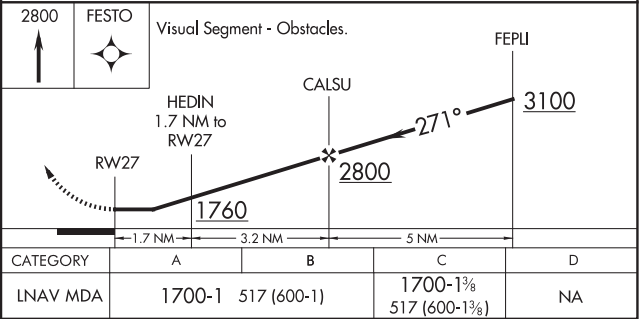
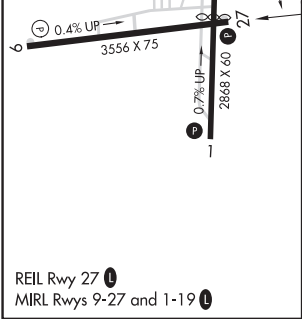
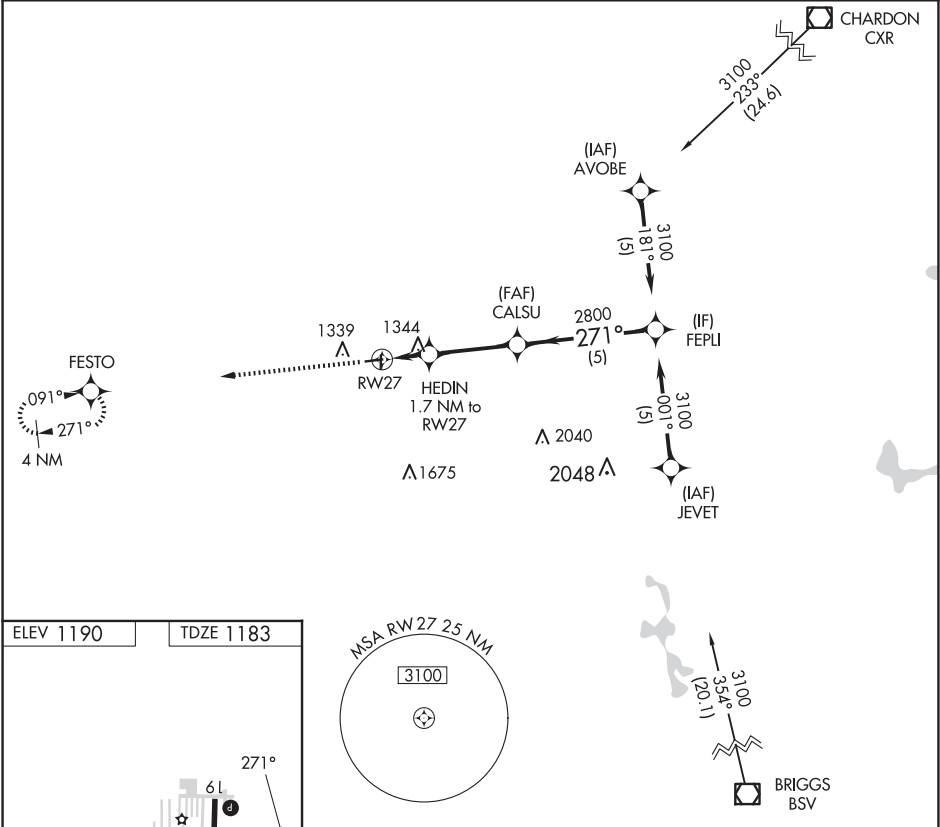
RNP APCH.

NA

Rwy 27 helicopter visibility reduction below 3/4 SM NA.  
Use Cleveland-Hopkins Intl altimeter setting.

MISSED APPROACH: Climb to 2800 direct FESTO and hold.

CLE ASOS 127.85	CLEVELAND APP CON 125.35 346.325	UNICOM 123.0 (CTAF) 0
--------------------	-------------------------------------	--------------------------



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

MEDINA, OHIO

AL-5763 (FAA)

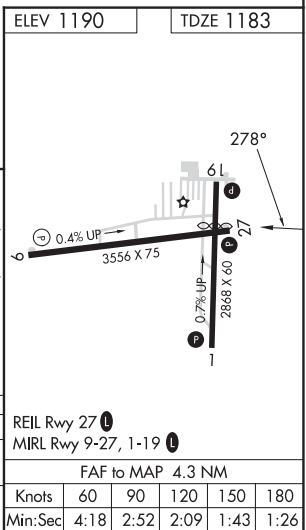
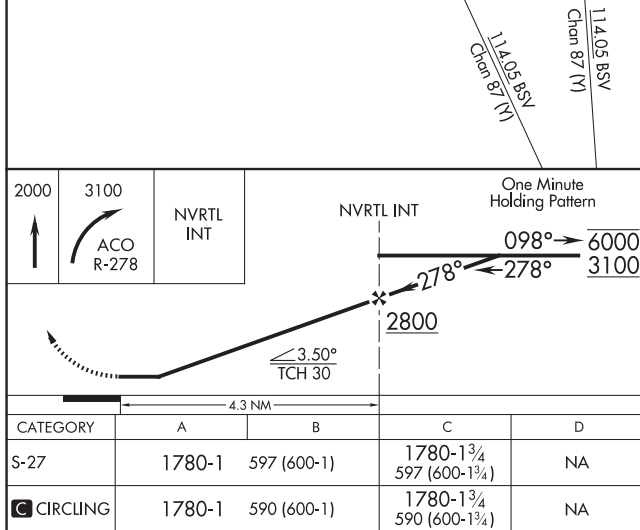
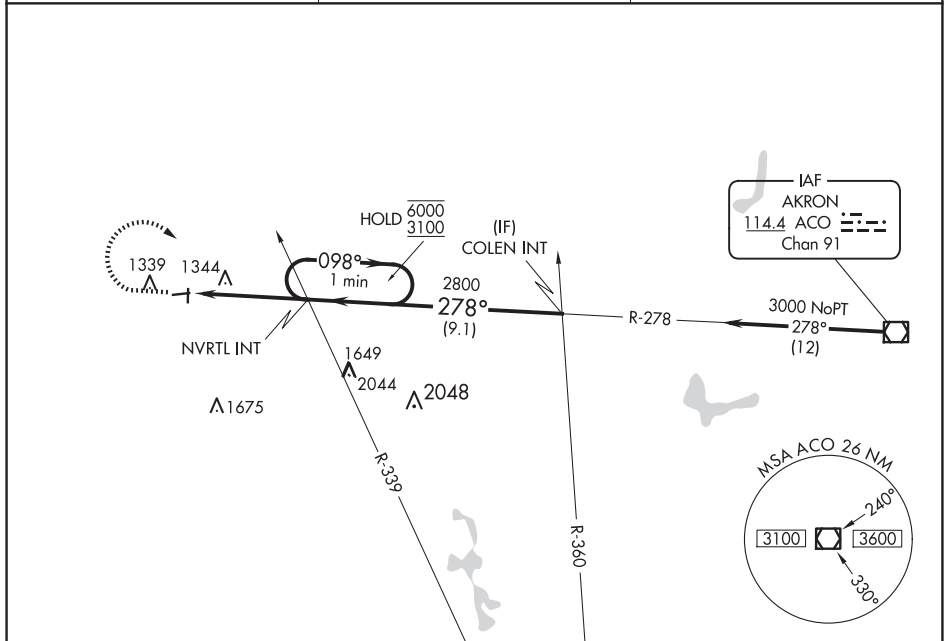
23222

VOR/DME ACO	APP CRS	Rwy Idg	3556
114.4	278°	TDZE	1183
Chan 91		Apt Elev	1190

VOR RWY 27  
MEDINA MUNI (1G5)

<p><b>⚠</b> Rwy 27 helicopter visibility reduction below ¾ SM NA.</p> <p><b>⚠</b> NA Circling Rwy 1, 9, 19 NA at night. Use Cleveland-Hopkins Intl altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 on ACO VOR/DME R-278 to NVRTL INT and hold, continue climb-in-hold to 3100.</p>
---	--

CLE ASOS 127.85	CLEVELAND APP CON 125.35 346.325	UNICOM 123.0 (CTAF) 0
--------------------	-------------------------------------	--------------------------



MEDINA, OHIO  
Amdt 3 27JAN22

41°08'N-81°46'W

MEDINA MUNI (1G5)  
VOR RWY 27

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

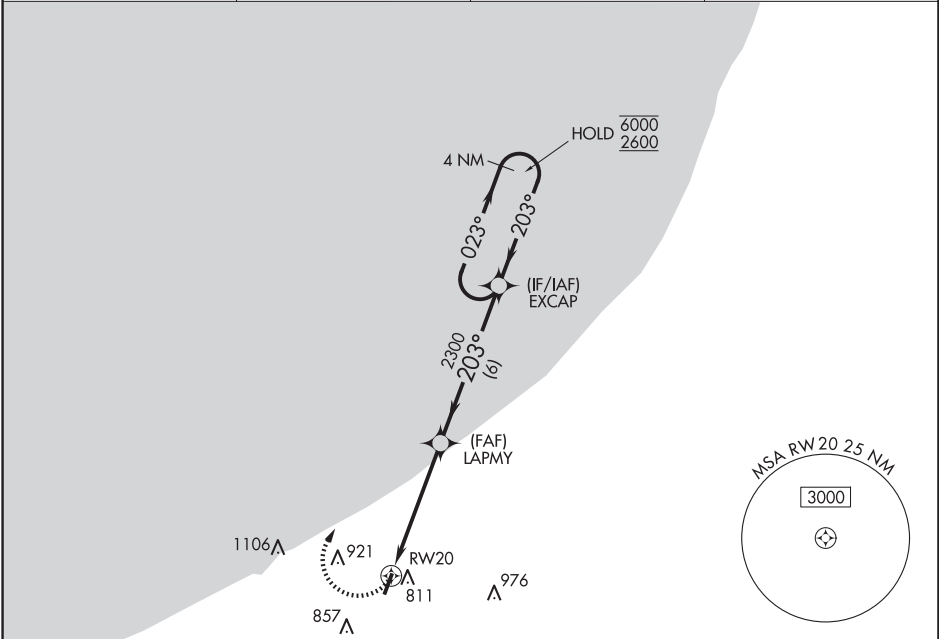
APP CRS	Rwy Idg	3916
203°	TDZE	653
	Apt Elev	655




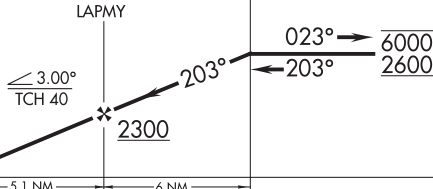


RNAV (GPS) RWY 20

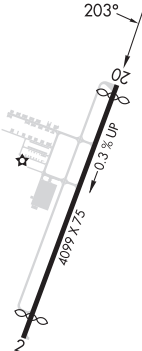
MICHIGAN CITY MUNI-PHILLIPS FLD (MGC)

RNP APCH.	MISSED APPROACH: Climbing right turn to 2600 direct EXCAP and hold.
<div><div>▼</div><div>▲</div></div> <div>Rwy 20 helicopter visibility reduction below 1 SM NA. Circling Rwy 2 NA at night.</div>	

AWOS-3 128.450	SOUTH BEND APP CON ★ 118.55 257.8	CLNC DEL 118.625	UNICOM 122.7 (CTAF) 1
-------------------	--------------------------------------	---------------------	--------------------------



		ELEV 655		TDZE 653	
2600		EXCAP		VGSI and descent angles not coincident.	
				4 NM Holding Pattern	
		LAPMY		EXCAP	
					
		5.1 NM		6 NM	
CATEGORY	A		B	C	D
LNNAV MDA	1160-1 507 (600-1)		1160-1 3/8 507 (600-1 3/8)		NA
 CIRCLING	1160-1 505 (600-1)	1200-1 545 (600-1)	1500-2 1/2 845 (900-2 1/2)		NA





203°

0.3 % Up

4099 x 75

2

REIL Rwy 20 

MIRL Rwy 2-20 

RNAV (GPS) RWY 11  
GEAUGA COUNTY (7G8)

**MISSED APPROACH:**  
Climb to 4000 direct  
ZESAK and hold, continue  
climb-in-hold 4000.

Diagram illustrating the runway layout and slope for Runway 11-29. The runway is 3500 X 65. The diagram shows a 109° angle and a 0.5% UP slope. A small circle with the number 11 is also present.

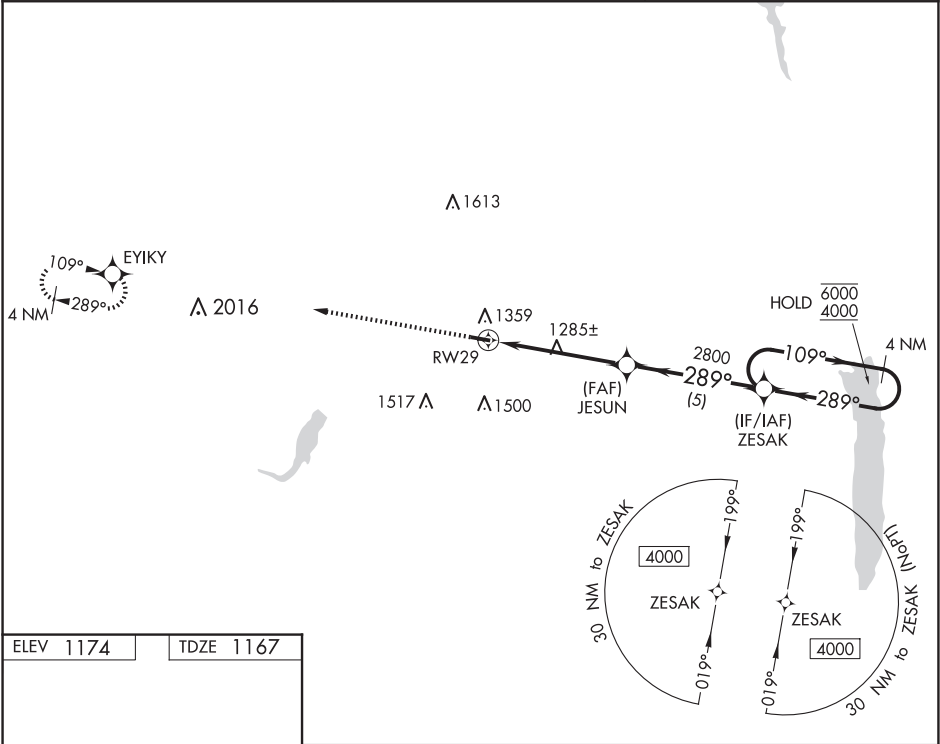
EC-2 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>61233</b> <b>W29A</b>	APP CRS <b>289°</b>	Rwy Idg TDZE <b>1167</b> Apt Elev <b>1174</b>
--	------------------------	---

RNAV (GPS) RWY 29

GEAUGA COUNTY (7G8)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3100 direct EYIKY and hold.
YNG ASOS <b>123.75</b>	CLEVELAND APP CON <b>125.35 346.325</b>	UNICOM <b>123.0 (CTAF) 0</b>



ELEV 1174    TDZE 1167		Visual Segment - Obstacles.		ZESAK 4 NM Holding Pattern	
CATEGORY		A	B	C	D
LP MDA		1620-1	453 (500-1)	1620-1 3/8 453 (500-1 3/8)	NA
LNAV MDA		1640-1	473 (500-1)	1640-1 3/8 473 (500-1 3/8)	NA
CIRCLING		1760-1	586 (600-1)	1900-2 726 (800-2)	NA

REIL Rwy 11 and 29 0  
MIRL Rwy 11-29 0

# RNAV (GPS) RWY 5

## MIDDLETOWN RGNL/HOOK FLD (MWO)


MISSED APPROACH: Climb to 3100 direct YEBTO and hold.

UNICOM  
123.0 (CTAF) **L**

### Procedure NA for arrivals at MOAKS on V5 northeast bound.

MOAKS

3100  
267°  
(12.3)



MIRL Rwy 5-23 **L**  
REIL Rwy 5 and 23 **L**

RNAV (GPS) RWY 5

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>90429</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Ldg TDZE <b>650</b> Apt Elev <b>651</b>	<b>5801</b> <b>650</b> <b>651</b>
--	------------------------	---	---

RNAV (GPS) RWY 23

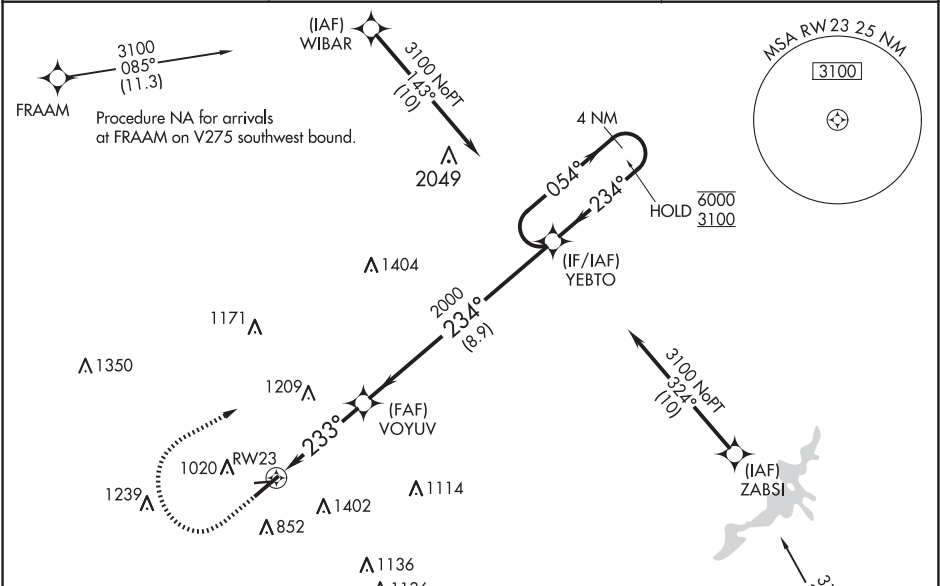
MIDDLETOWN RGNL/HOOK FLD (MWO)

RNP APCH.

Circling NA to Rwy 8 and 26. Circling Rwy 5 NA at night.  
Rwy 23 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 1800 then climbing right turn to 3100 direct YEBTO and hold.

AWOS-3PT <b>120.025</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>123.0 (CTAF) 0</b>
----------------------------	---	---------------------------------



ELEV 651

TDZE 650

MIRL Rwy 5-23 0

REIL Rwy 5 and 23 0

Procedure NA for arrivals at PRUDE on T217 south bound and on V5 southwest bound.			
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).			
YEBTO 4 NM Holding Pattern			
*LNAV only. *1.8 NM to RW23			
GP 3.00° TCH 45			
1.8 NM 2.3 NM 8.9 NM			
CATEGORY	A	B	C
LPV DA	986-1 $\frac{1}{8}$ 336 (400-1 $\frac{1}{8}$ )		
LNAV/VNAV DA	1083-1 $\frac{1}{2}$ 433 (500-1 $\frac{1}{2}$ )		
LNAV MDA	1140-1	490 (500-1)	1140-1 $\frac{3}{8}$ 490 (500-1 $\frac{3}{8}$ )
CIRCLING	1380-1	729 (800-1)	1720-3 1840-3
		1069 (1100-3)	1189 (1200-3)

MIDDLETOWN, OHIO

AL-724 (FAA)

25163

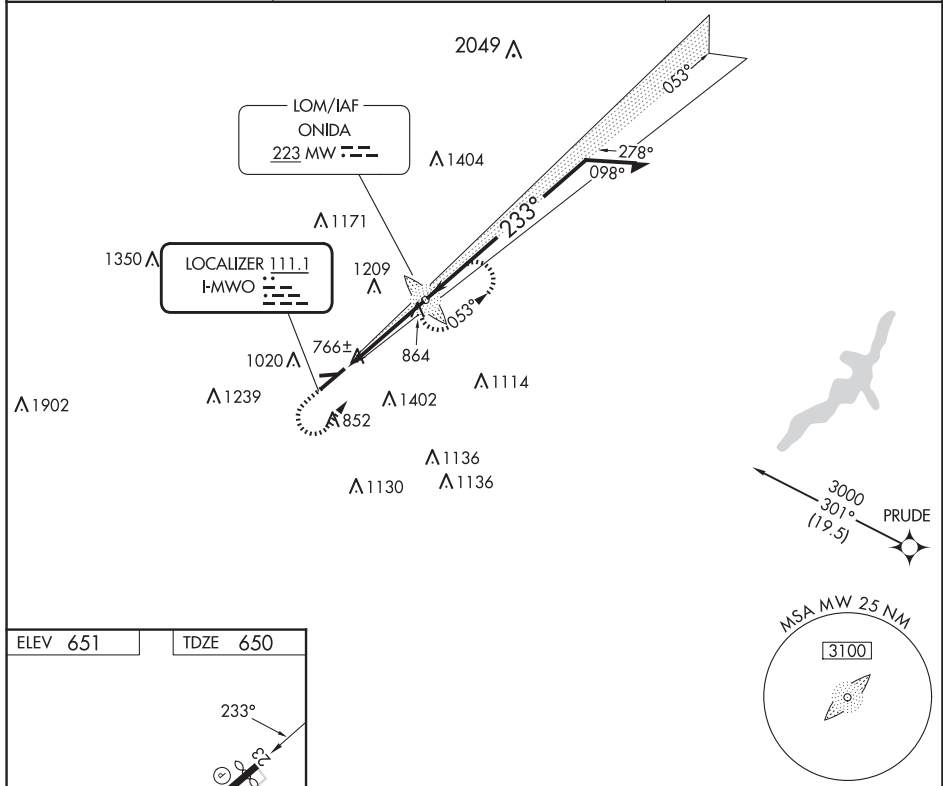
LOC I-MWO <b>111.1</b>	APP CRS <b>233°</b>	Rwy Ldg TDZE Apt Elev	<b>5801</b> <b>650</b> <b>651</b>
---------------------------	------------------------	-----------------------------	---

# LOC RWY 23

MIDDLETOWN RGNL/HOOK FLD (MWO)

ADF required.	MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 direct MW LOM and hold.
<div><div>▼</div><div>NA</div></div> <div>Circling Rwy 5 NA at night. Circling NA to Rwys 8 and 26. Rwy 23 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Dayton/Wright Brothers altimeter setting and increase all MDAs 80 feet and S-23 Cat C/D visibility ¼ SM.</div>	

AWOS-3PT <b>120.025</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>123.0 (CTAF)</b>
----------------------------	---	-------------------------------



ELEV 651	TDZE 650
MRL Rwy 5-23 REL Rwys 5 and 23	
FAF to MAP 3.9 NM	
Knots	60 90 120 150 180
Min:Sec	3:54 2:36 1:57 1:34 1:18

2600	3000	MW	MW LOM	Remain within 10 NM
VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 26).				
3.9 NM				
CATEGORY	A	B	C	D
S-23	1140-1	490 (500-1)	1140-1½ 490 (500-1½)	1140-1½ 490 (500-1½)
CIRCLING	1480-1¼	829 (900-1¼)	1720-3 1069 (1100-3)	1940-3 1289 (1300-3)

MIDDLETOWN, OHIO

Amtd 7K 20MAY21

MIDDLETOWN RGNL/HOOK FLD (MWO)

39°32'N-84°24'W

# LOC RWY 23

EC-2, 07 AUG 2025 to 02 OCT 2025





MILLERSBURG, OHIO

AL-5561 (FAA)

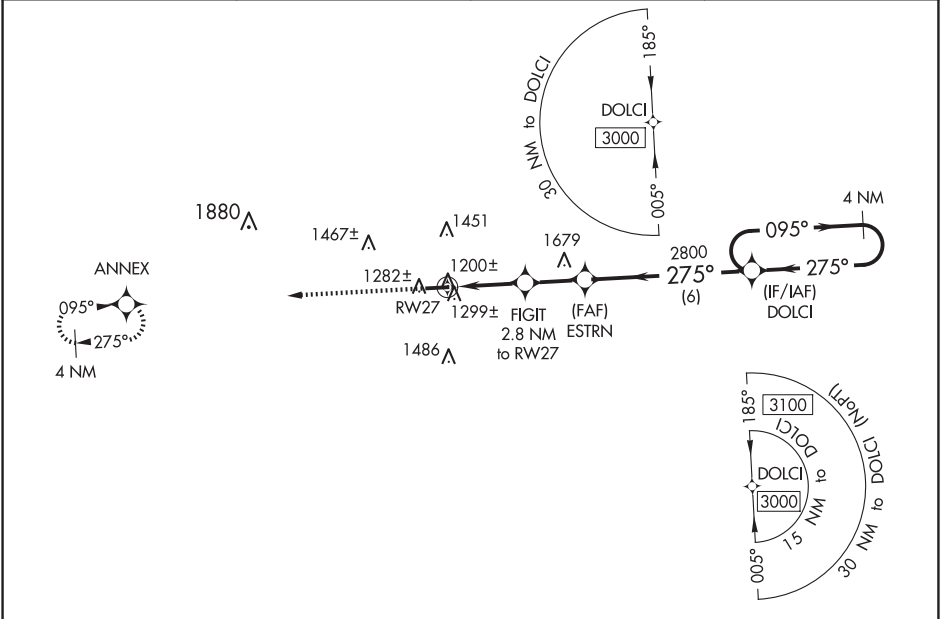
25163

WAAS CH <b>57937</b> <b>W27A</b>	APP CRS <b>275°</b>	Rwy Ldg TDZE Apt Elev	<b>4400</b> <b>1215</b> <b>1227</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 27

HOLMES COUNTY (10G)

RNP APCH - GPS.			MISSED APPROACH: Climb to 3000 direct ANNEX and hold.
When local altimeter setting not received, use Wayne County altimeter setting: increase all MDA 60 feet and visibility LNAV and Circling Cats C and D ¼ SM.			
AWOS-3 128.325	INDIANAPOLIS CENTER 124.45 323.275	UNICOM 123.0 (CTAF)	123.4 0



ELEV 1227	TDZE 1215						
		3000	ANNEX	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).			4 NM Holding Pattern
		DOLCI					
		095° → 3000					
		← 275°					
		2800					
		2100					
		TCH 40°					
		0.9 NM to RWY 27					
		1.9 NM					
		2.2 NM					
		6 NM					
		CATEGORY	A	B	C	D	
		LP MDA	1480-1 265 (300-1)				
		LNAV MDA	1560-1 345 (400-1)				
		CIRCLING	1760-1	533 (600-1)	1840-1¾ 613 (700-1¾)	1860-2 633 (700-2)	

MIRL Rwy 9-27

REIL Rwys 9 and 27

MILLERSBURG, OHIO

Orig-C 29DEC22

40°32'N-81°57'W

HOLMES COUNTY (10G)

RNAV (GPS) RWY 27

EC-2, 07 AUG 2025 to 02 OCT 2025

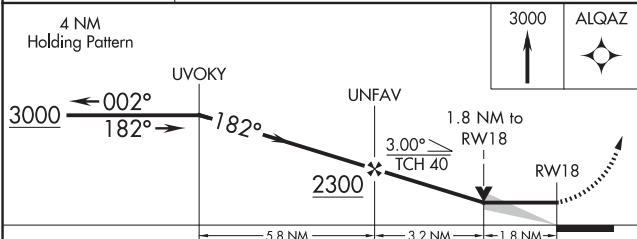
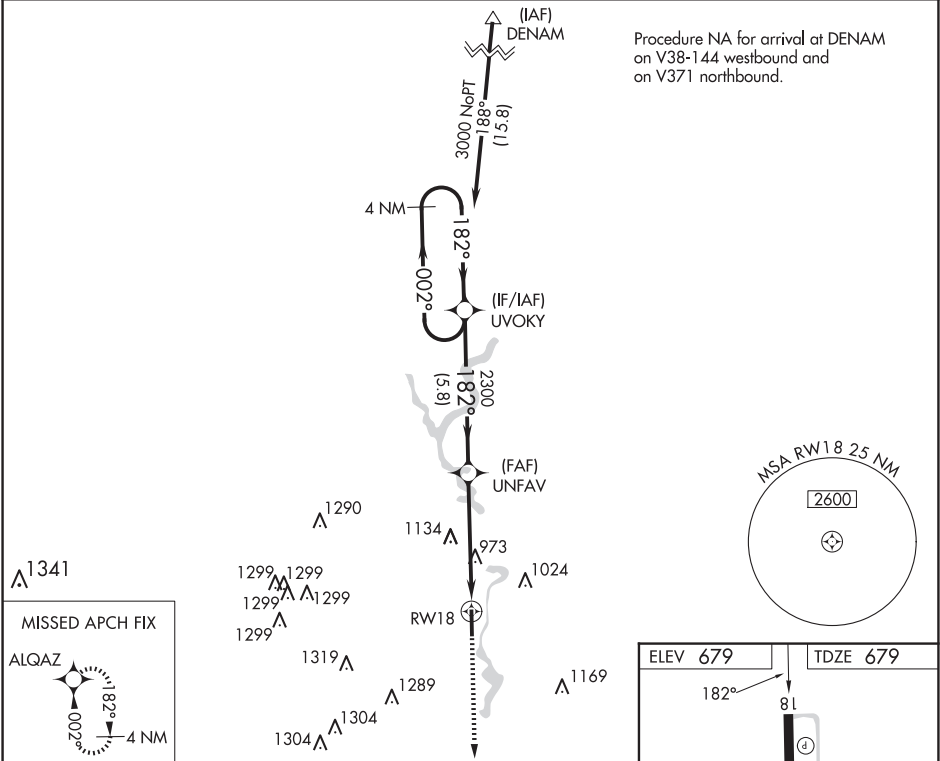
EC-2, 07 AUG 2025 to 02 OCT 2025


WAAS CH <b>70728</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg TDZE <b>679</b> Apt Elev <b>679</b>	<b>5001</b>
--	------------------------	---	-------------

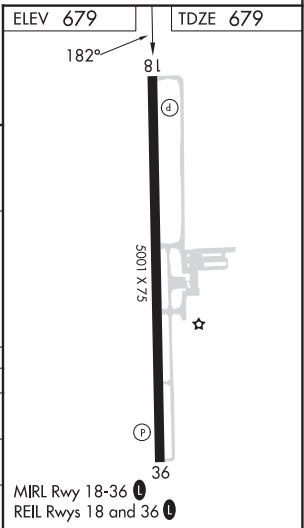
RNAV (GPS) RWY 18  
WHITE COUNTY (MCX)

 Circling Rwy 36 NA at night. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct ALQAZ and hold.
--	---

AWOS-3P <b>124.05</b>	GRISSOM APP CON ★ <b>123.85 291.675</b>	UNICOM <b>122.8</b> (CTAF) 
--------------------------	--	---



CATEGORY	A	B	C	D
LP MDA	1280-1	601 (700-1)	1280-1¾	601 (700-1¾)
RNAV MDA	1440-1 761 (800-1)	1440-1¼ 761 (800-1¼)	1440-2½	761 (800-2½)
 CIRCLING	1440-1 761 (800-1)	1440-1¼ 761 (800-1¼)	1500-2½ 821 (900-2½)	1500-2¾ 821 (900-2¾)



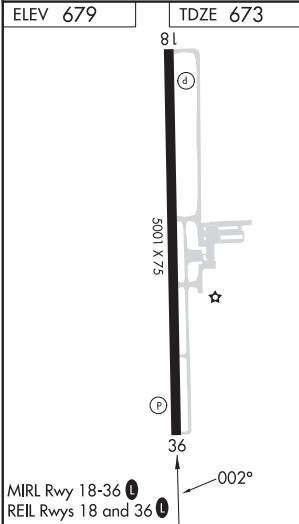
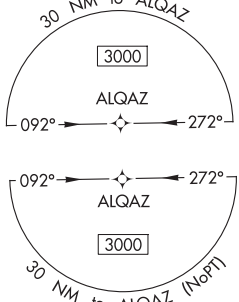
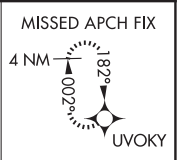
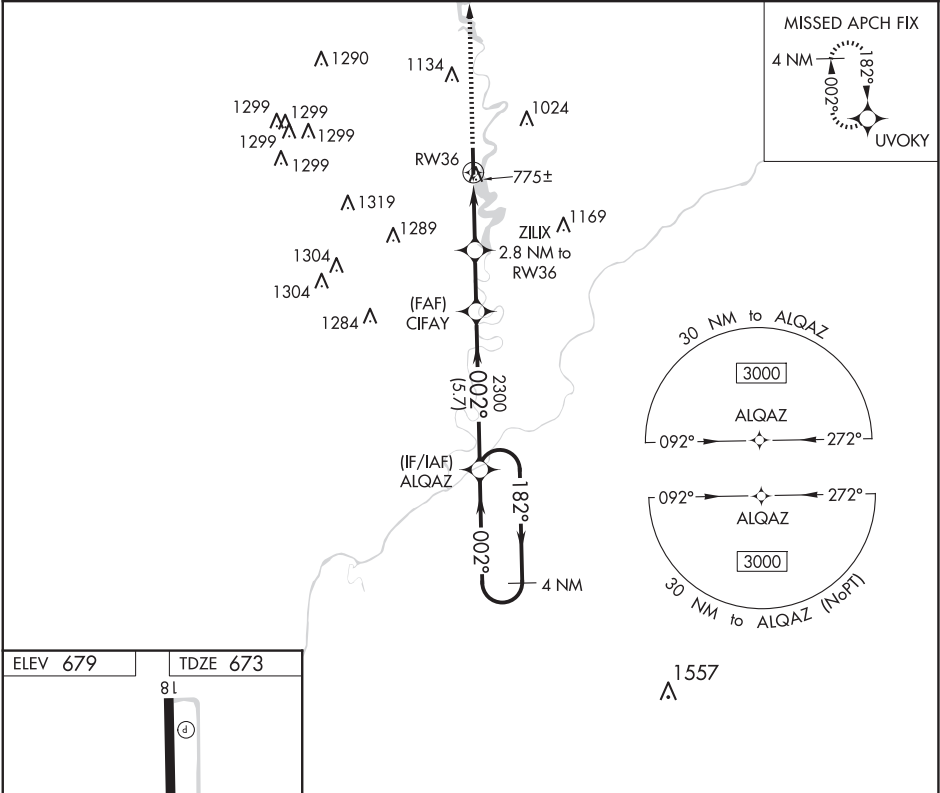
APP CRS	Rwy Idg	5001
002°	TDZE	673
	Apt Elev	679




# RNAV (GPS) RWY 36

WHITE COUNTY (MCX)

<p><b>▽</b> DME/DME RNP-0.3 NA. Straight-in Rwy 36 NA at night, Circling Rwy 36 NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.</p>	<p><b>MISSED APPROACH:</b> Climb to 3000 direct UVOKY and hold.</p>
--	---

<p>AWOS-3P <b>124.05</b></p>	<p>GRISSEM APP CON ★ <b>123.85 291.675</b></p>	<p>UNICOM <b>122.8</b> (CTAF) <b>0</b></p>
----------------------------------	--	--



<div>3000 ↑</div> <div>UVOKY </div>		VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 25).		4 NM Holding Pattern	
<div> RW36</div>		<div>ZILIX 2.8 NM to RW36</div>	<div>CIFAY</div>	<div>ALQAZ</div>	<div>182° → ← 002° 3000</div>
		<div>3.00° TCH 40</div>	<div>2300</div>		
2.8 NM		2.2 NM	5.7 NM		
CATEGORY	A	B	C	D	
LNAV MDA	1040-1 367 (400-1)				
 CIRCLING	1200-1 521 (600-1)	1340-1 661 (700-1)	1500-2½ 821 (900-2½)	1500-2¾ 821 (900-2¾)	

VOR BUD <b><u>109.8</u></b>	APP CRS <b>304°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1086</b>
--------------------------------	------------------------	-----------------------------	---

VOR-A  
MORROW COUNTY (4I9)

**T**  
**A** NA

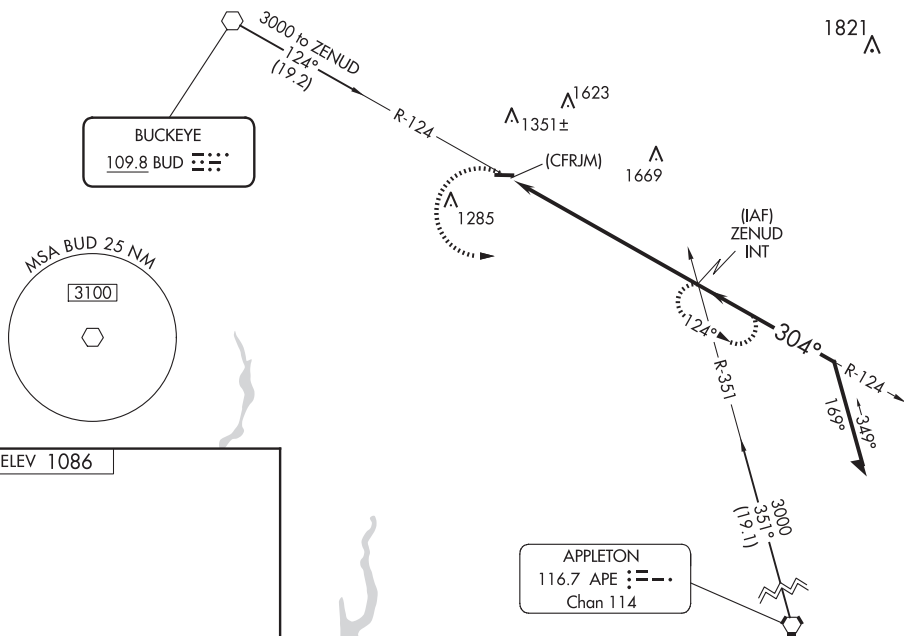
Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. Use Marion altimeter setting, when not received use Mansfield altimeter setting and increase all MDA 60 feet and all visibilities  $\frac{1}{4}$  SM.

**MISSED APPROACH:** Climbing left turn to 3000 on BUD VOR R-124 to ZENUD INT and hold.

AWOS-3PT  
121.4

COLUMBUS APP CON  
125.95 317.775

UNICOM  
122.8 (CTAF) **L**

MIRL Rwy 10-28 **L**

FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

<div><div><div>3000</div><div></div></div></div>		<div>BUD R-124</div> <div>ZENUD INT</div>		
		<div>ZENUD INT</div> <div>Remain within 10 NM</div> <div>124°</div> <div>304°</div> <div>3000</div> <div>3000</div> <div>(CFRJM)</div> <div>7.8 NM</div>		
CATEGORY	A	B	C	D
<b>C</b> CIRCLING	1880-1	794 (800-1)	1940-2½ 854 (900-2½)	NA

MOUNT VERNON, OHIO

AL-5447 (FAA)

23110

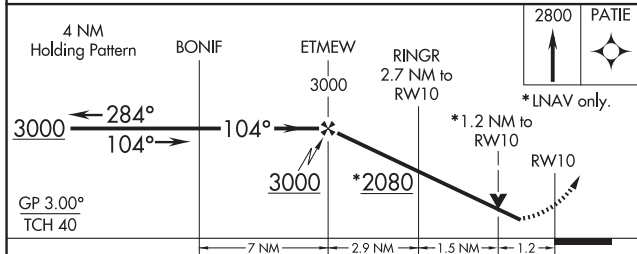
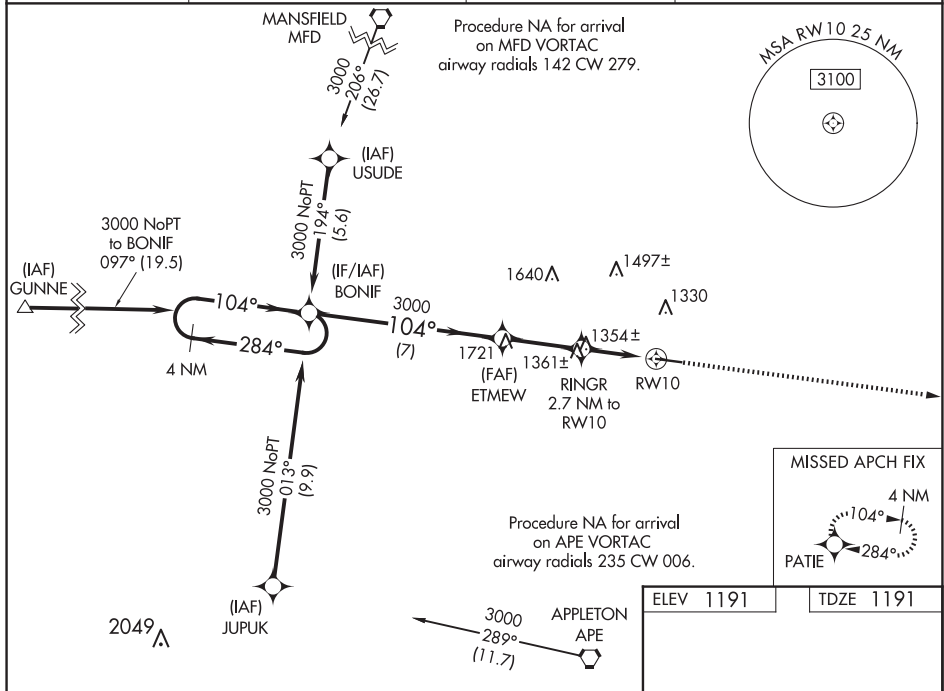
WAAS CH <b>63123</b> <b>W10A</b>	APP CRS <b>104°</b>	Rwy Idg TDZE <b>1191</b> Apt Elev <b>1191</b>	<b>5504</b>
--	------------------------	---	-------------

# RNAV (GPS) RWY 10

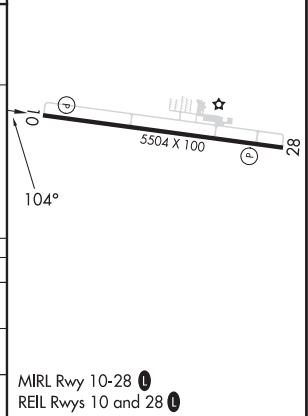
KNOX COUNTY (4I3)

RNP APCH.	MISSED APPROACH: Climb to 2800 direct PATIE and hold.
<p><b>⚠</b> Baro-VNAV and VDP NA when using Newark altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). When Local altimeter setting not received, use Newark altimeter setting and increase all DA 86 feet and all MDA 100 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D visibility ¼ mile. Rwy 10 helicopter visibility reduction below ¾ SM NA.</p>	

AWOS-3 <b>126.05</b>	COLUMBUS APP CON <b>125.95 317.775</b>	CLNC DEL <b>119.45</b>	UNICOM <b>123.05 (CTAF) 0</b>
-------------------------	---	---------------------------	----------------------------------



CATEGORY	A	B	C	D
LPV DA	1520-1½ 329 (400-1½)			
LNAV/VNAV DA	1516-1½ 325 (400-1½)			
LNAV MDA	1620-1 429 (500-1)		1620-1¼ 429 (500-1¼)	



MOUNT VERNON, OHIO

Amtd 1B 07NOV19

40°20'N-82°32'W

KNOX COUNTY (4I3)

# RNAV (GPS) RWY 10

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>69423</b> <b>W28A</b>	APP CRS <b>284°</b>	Rwy Idg TDZE <b>1189</b> Apt Elev <b>1191</b>
--	------------------------	---

RNAV (GPS) RWY 28

KNOX COUNTY (4I3)

RNP APCH.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 36°C.

MISSED APPROACH: Climb to 3000 direct BONIF and hold.

AWOS-3  
**126.05**

COLUMBUS APP CON  
**125.95 317.775**

CLNC DEL  
**119.45**

UNICOM  
**123.05** (CTAF)

MISSED APCH FIX

BONIF  
4 NM

MSA RW 28 25 NM  
3100

1640  $\Delta$   $\Delta$  1497  $\pm$   
 $\Delta$  1330  
1273  $\pm$   
RW28  
SLAPT 1.7 NM to RW28  
(FAF) WEBUB  
2700 284° (6.9)  
104°  
4 NM  
284°  
HOLD 6000 2800  
2800 NoPT 014° (9.8)  
2800 NoPT 305° (13.6)  
PATIE (IF/IAF)  
TUCUG (IAF)  
ROSCO (IAF)  
Procedure NA for arrival on APE VORTAC airway radials 055 CW 168.  
APPLETON APE 3000 099° (13.5)

ELEV 1191

TDZE 1189

RWY 28  
5504 x 100  
284°

3000 BONIF

\*LNAV only

SLAPT 1.7 NM to RW28  
1 NM to RW28  
RW28  
WEBUB 2700  
PATIE  
284°  
104°  
6000 2800  
GP 3.00° TCH 40'  
1 NM 0.7 2.9 NM 6.9 NM

CATEGORY	A	B	C	D
LPV DA		1389-1	200 (200-1)	
LNAV/VNAV DA		1439-1	250 (300-1)	
LNAV MDA		1540-1	351 (400-1)	

MOUNT VERNON, OHIO

Amdt 1D 07NOV19

KNOX COUNTY (4I3)

RNAV (GPS) RWY 28

493

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

MOUNT VERNON, OHIO

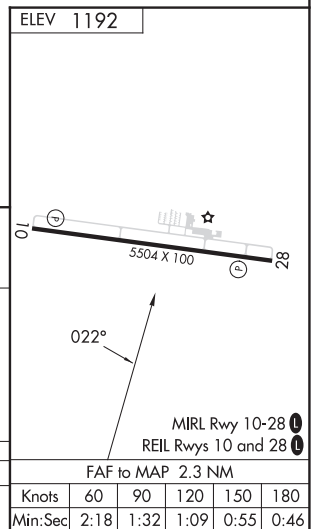
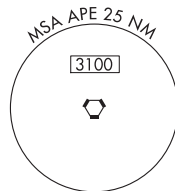
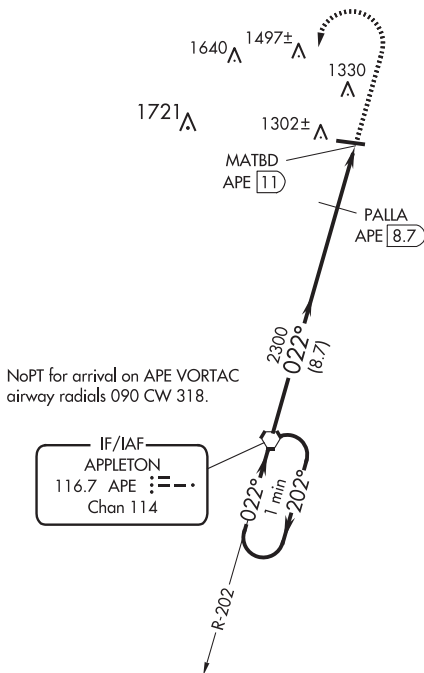
AL-5447 (FAA)

23110

VORTAC APE <b>116.7</b> Chan <b>114</b>	APP CRS <b>022°</b>	Rwy Idg TDZE Apt Elev <b>1192</b>	<b>N/A</b> <b>N/A</b>
---	------------------------	---	--------------------------

**VOR-A**  
KNOX COUNTY (4I3)

DME required. ▼		MISSED APPROACH: Climb to 3000 then left turn direct APE VORTAC and hold.	
AWOS-3 <b>126.05</b>	COLUMBUS APP CON <b>125.95 317.775</b>	CLNC DEL <b>119.45</b>	UNICOM <b>123.05 (CTAF) 0</b>



MOUNT VERNON, OHIO

Amdt 8B 11AUG22

40°20'N-82°32'W

KNOX COUNTY (4I3)

**VOR-A**

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



LOC I-JNK <b>109.1</b>	APP CRS <b>319°</b>	Rwy Ldg TDZE Apt Elev <b>6500</b> <b>937</b> <b>937</b>
---------------------------	------------------------	--

ILS or LOC RWY 32  
DELAWARE COUNTY RGNL (MIE)

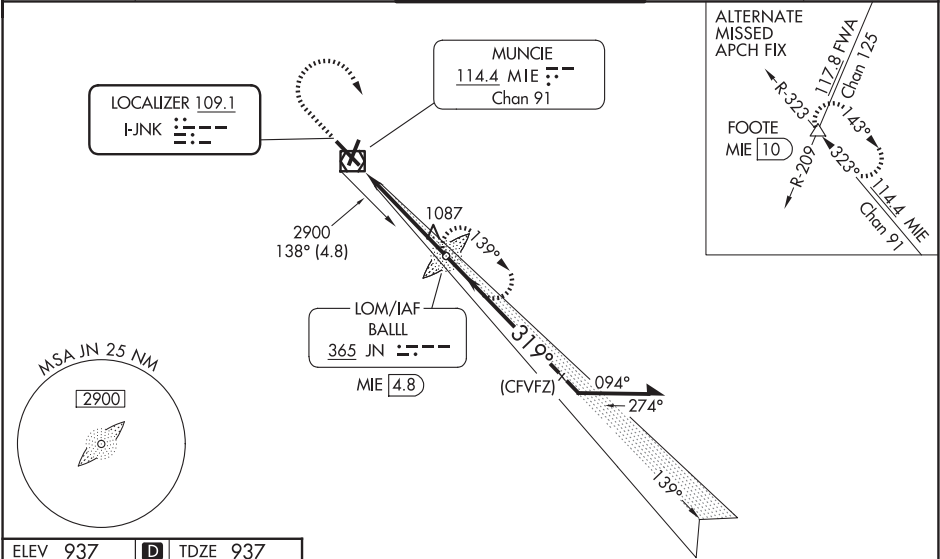
ADF or DME required.

When control tower closed, except for operators with approved weather reporting service, use FWA allimeter setting. For inop ALS, increase S-LOC 32 visibility Cats A and B to 1 SM, Cat C to 1½ SM. For inop ALS when using FWA allimeter setting, increase S-ILS 32 visibility all Cats to 1 SM and increase S-LOC 32 Cats C and D to 1½ SM. When local allimeter setting not received, use FWA allimeter setting and increase S-ILS 32 DA to 1258 feet; increase all MDAs 140 feet; increase S-LOC 32 visibility Cats C and D ½ SM and Circling visibility Cats C and D ½ SM. VDP NA when using FWA allimeter setting.

MALSRL  
A5

MISSED APPROACH: Climb to 1460 then climbing right turn to 2900 direct BALLL LOM and hold.

ATIS <b>133.25</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	MUNCIE TOWER ★ <b>120.1 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
-----------------------	---	---	-------------------------	-------------------------



ELEV 937 D TDZE 937

HIRL Rwy 14-32  
MIRL Rwy 3-21  
REIL Rwy 3, 14 and 21  
FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

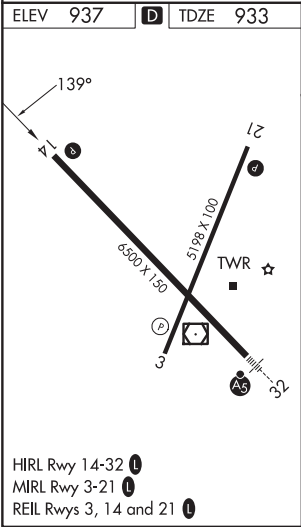
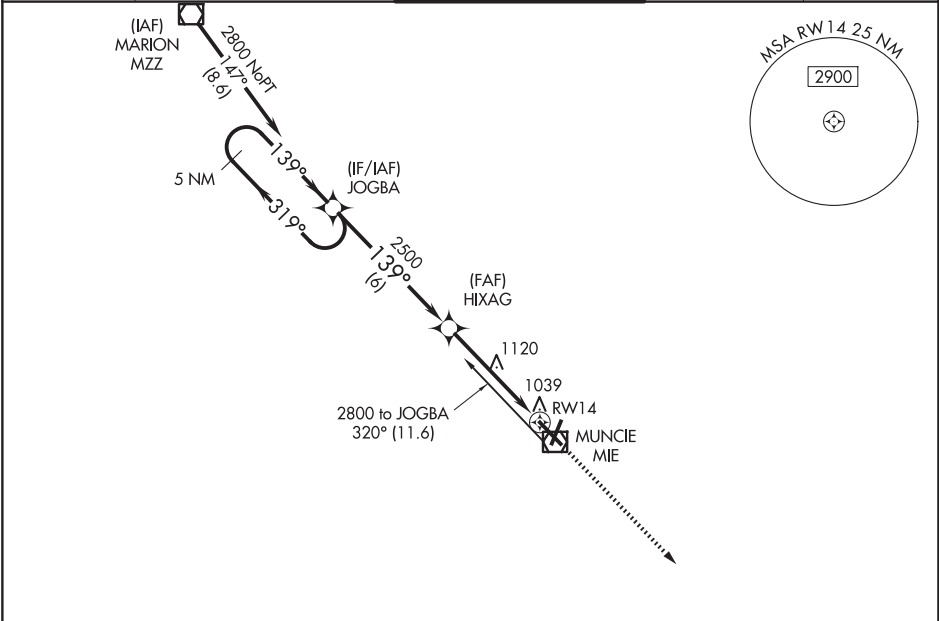
	1460	2900	JN	
				JN LOM BALLL MIE 4.8
				Remain within 10 NM
				2462 139° 2900 319° GS 3.00° TCH 52
				2500
				1.2 3.4 NM
CATEGORY	A	B	C	D
S-ILS 32		1137-½ 200 (200-½)		
S-LOC 32	1380-½	443 (500-½)	1380-¾ 443 (500-¾)	
CIRCLING	1460-1	523 (600-1)	1500-1½ 563 (600-1½)	1600-2 663 (700-2)



WAAS CH <b>56401</b> <b>W14A</b>	APP CRS <b>139°</b>	Rwy Ldg TDZE Apt Elev	<b>6500</b> <b>933</b> <b>937</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 14  
DELAWARE COUNTY RGNL (MIE)

RNP APCH.		MISSED APPROACH: Climb to 2900 direct CITUK and hold.	
ATIS <b>133.25</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	MUNCIE TOWER ★ <b>120.1</b> (CTAF) <b>0</b>	GND CON <b>121.9</b>
		UNICOM <b>122.95</b>	



ELEV 937 D TDZE 933		CITUK 5 NM	
5 NM Holding Pattern		2900	CITUK
2800 ← 319° 139° →		HIXAG	*1.5 NM to RW14 *LNAV only
GP 3.00° TCH 50		2500	
		6 NM 3.2 NM 1.5	
CATEGORY	A	B	C
LPV DA	1254-1	321 (400-1)	
LNAV/VNAV DA	1289-1¼	356 (400-1¼)	
LNAV MDA	1420-1 487 (500-1)	1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)
CIRCLING	1460-1¼ 523 (600-1¼)	1480-1½ 543 (600-1½)	1560-2 623 (700-2)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

MUNCIE, INDIANA

AL-5011 (FAA)

25219

WAAS CH <b>53537</b> <b>W21A</b>	APP CRS <b>205°</b>	Rwy Ldg TDZE <b>935</b> Apt Elev <b>937</b>
--	------------------------	---

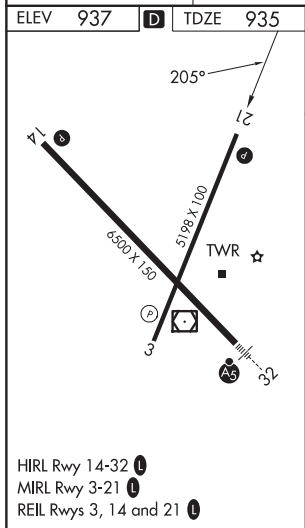
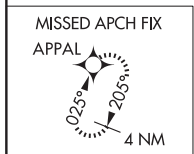
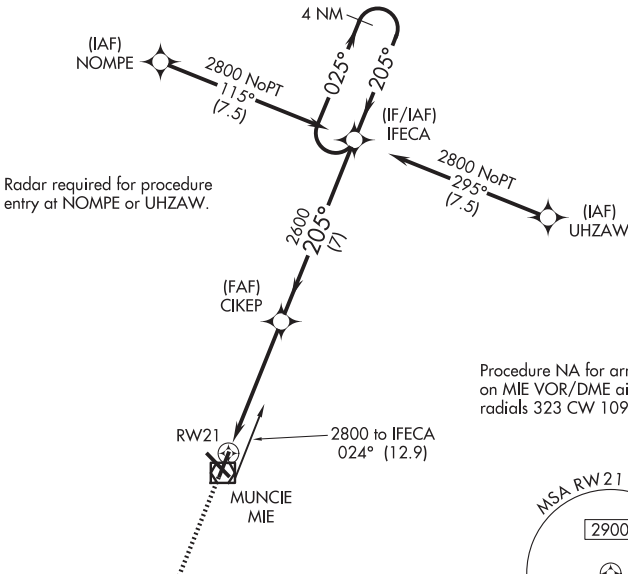
# RNAV (GPS) RWY 21

DELAWARE COUNTY RGNL (MIE)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DA 121 feet and all MDA 140 feet; increase LPV all Cats and LNAV Cats C/D visibility ¾ mile and LNAV/VNAV all Cats and Circling Cats C/D visibility ½ mile. Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 2800 direct APPAL and hold.

ATIS <b>133.25</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	MUNCIE TOWER ★ <b>120.1 (CTAF)</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
-----------------------	---	---------------------------------------	-------------------------	-------------------------



2800	APPAL	*LNAV only	CIKEP	IFECA	4 NM Holding Pattern
2800		*1.3 NM to RW21	2600	2600	2800
1.3	3.8 NM	7 NM			
CATEGORY	A	B	C	D	
LPV DA	1195-7/8	260 (300-%)			
LNAV/VNAV DA	1351-13/8	416 (500-1%)			
LNAV MDA	1400-1	465 (500-1)	1400-13/8	465 (500-1%)	
CIRCLING	1460-1	523 (600-1)	1500-11/2	563 (600-11/2)	1600-2
					663 (700-2)

MUNCIE, INDIANA  
Amdt 1 05MAR15

40°15'N-85°24'W

# DELAWARE COUNTY RGNL (MIE)

## RNAV (GPS) RWY 21

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>72601</b> <b>W32A</b>	APP CRS <b>319°</b>	Rwy Ldg TDZE Apt Elev	<b>6500</b> <b>937</b> <b>937</b>
--	------------------------	-----------------------------	---

**RNAV (GPS) RWY 32**  
DELAWARE COUNTY RGNL (MIE)

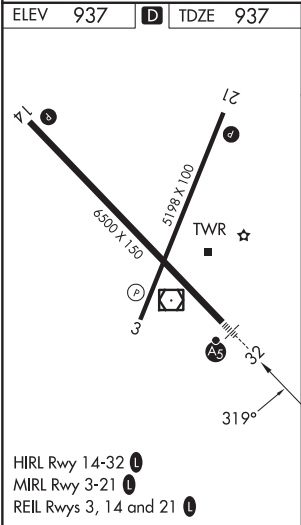
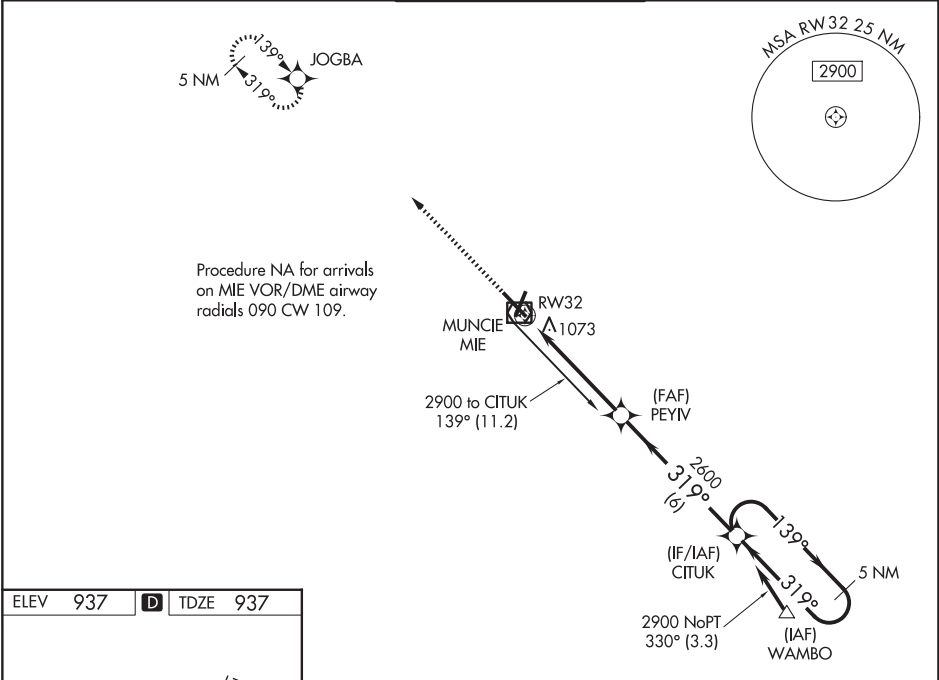
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. For inop MALSR when using Fort Wayne Intl altimeter setting, increase LPV all Cats visibility to 1½ mile. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase DA 121 feet; increase LPV and LNAV/VNAV all Cats visibility by ½ mile; increase all MDA 140 feet and LNAV visibility Cats C and D to 1¼; increase Circling visibility Cats C and D by ¼ mile. For inop MALSR, increase all LPV Cats visibility to 1 SM.



**MALSR**

**A5**

**MISSED APPROACH:**  
Climb to 2800 direct JOGBA and hold.

ATIS <b>133.25</b>	INDIANAPOLIS APP CON <b>120.65 317.8</b>	MUNCIE TOWER ★ <b>120.1 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
-----------------------	---	---	-------------------------	-------------------------



<div>2800</div> <div>↑</div>		<div>JOGBA</div> <div></div>		<div>5 NM</div> <div>Holding Pattern</div>	
* LNAV only.		* 1.2 NM to RW32			
<div>RW32</div> <div></div>		<div>PEYIV</div> <div>2600</div>		<div>CITUK</div>	
<div>1.2</div>		<div>3.8 NM</div>		<div>6 NM</div>	
<div>139°</div>		<div>319°</div>		<div>2900</div>	
		<div>GP 3.04°</div>		<div>TCH 52</div>	
CATEGORY	A		B	C	D
LPV DA	1241-1½ 304 (400-½)				
LNAV/VNAV DA	1396-1½ 459 (500-1½)				
LNAV MDA	1460-½ 523 (600-½)			1460-1 523 (600-1)	
CIRCLING	1460-1 523 (600-1)			1480-1½ 543 (600-1½)	1560-2 623 (700-2)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

MUNCIE, INDIANA

AL-5011 (FAA)

25219

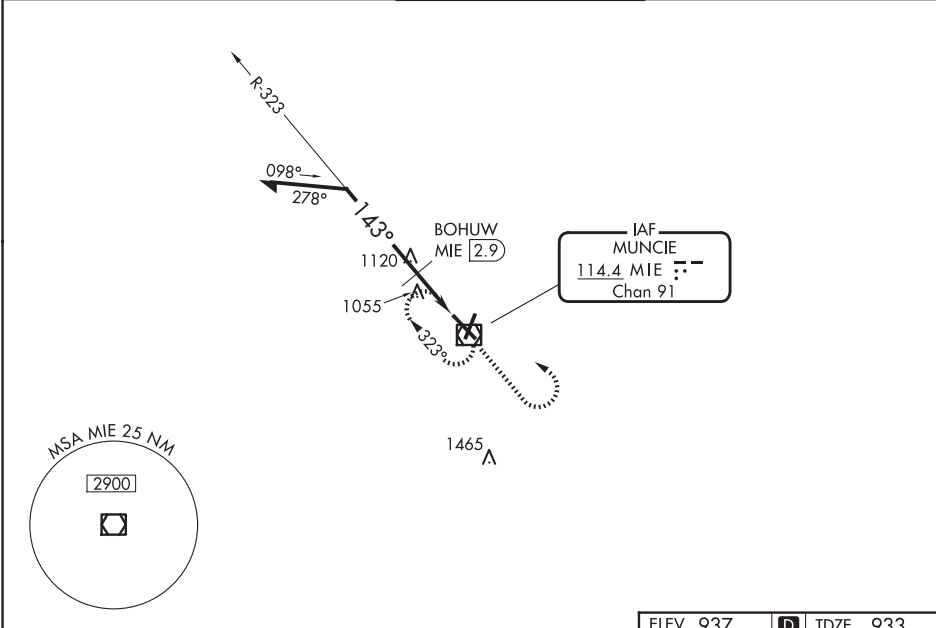
VOR/DME MIE	APP CRS	Rwy Ldg
114.4	143°	6500
Chan 91		TDZE 933
		Apt Elev 937

VOR RWY 14  
DELAWARE COUNTY RGNL (MIE)

**⚠** VDP NA when using FWA altimeter setting. When local altimeter setting not received, use FWA altimeter setting and increase all MDAs 140 feet; increase S-14 Cat C visibility  $\frac{1}{2}$  SM, Cat D  $\frac{1}{4}$  SM; increase Circling Cat C/D visibility  $\frac{1}{2}$  SM. BOHUW fix minimums: increase S-14 Cat C visibility  $\frac{1}{2}$  SM, Cat D  $\frac{1}{4}$  SM and Circling Cat C/D visibility  $\frac{1}{2}$  SM.

MISSED APPROACH: Climb to 2600 then left turn direct MIE VOR/DME and hold.

ATIS 133.25	INDIANAPOLIS APP CON 120.65 317.8	MUNCIE TOWER ★ 120.1 (CTAF) 0	GND CON 121.9	UNICOM 122.95
----------------	--------------------------------------	----------------------------------	------------------	------------------



Remain within 10 NM

323°

2500

143°

\*1480

BOHUW MIE 2.9

MIE 2.1

0.8 1.3 0.8

2600

MIE

\*1620 when using FWA altimeter setting.

ELEV 937

TDZE 933

143°

5128 X 100

6500 X 130

TWR

3

12

15

31

CATEGORY	A	B	C	D
S-14	1480-1 547 (600-1)		1480-1½ 547 (600-1½)	1480-1¾ 547 (600-1¾)
CIRCLING	1480-1 543 (600-1)		1500-1½ 563 (600-1½)	1560-2 623 (700-2)
BOHUW FIX MINIMUMS				
S-14	1380-1 447 (500-1)		1380-1¼ 447 (500-1¼)	1380-1½ 447 (500-1½)
CIRCLING	1460-1 523 (600-1)		1500-1½ 563 (600-1½)	1560-2 623 (700-2)

HIRL Rwy 14-32 0

MIRL Rwy 3-21 0

REIL Rwys 3, 14 and 21 0

MUNCIE, INDIANA  
Amdt 17C 07AUG25

40°15'N-85°24'W

DELAWARE COUNTY RGNL (MIE)  
VOR RWY 14

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

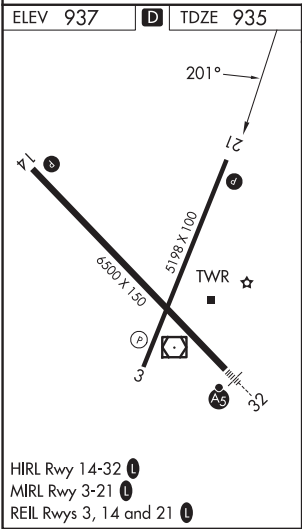
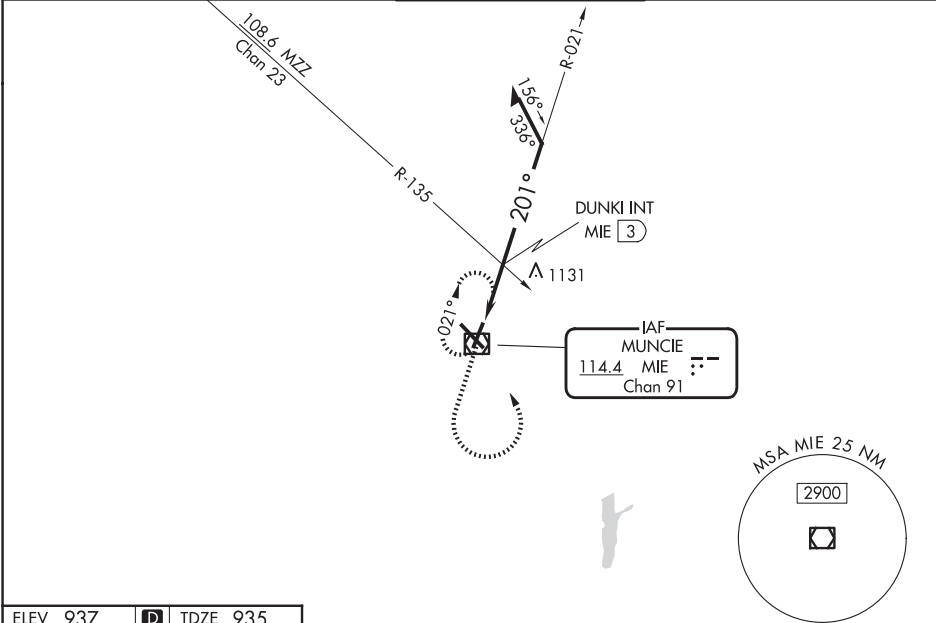
VOR/DME MIE	APP CRS	Rwy Ldg
114.4	201°	5197
Chan 91		TDZE 935
		Apt Elev 937




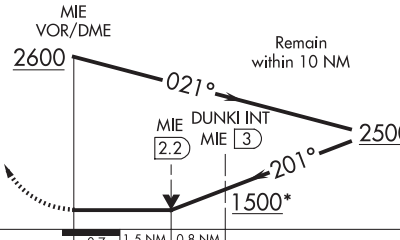
VOR RWY 21  
DELAWARE COUNTY RGNL (MIE)

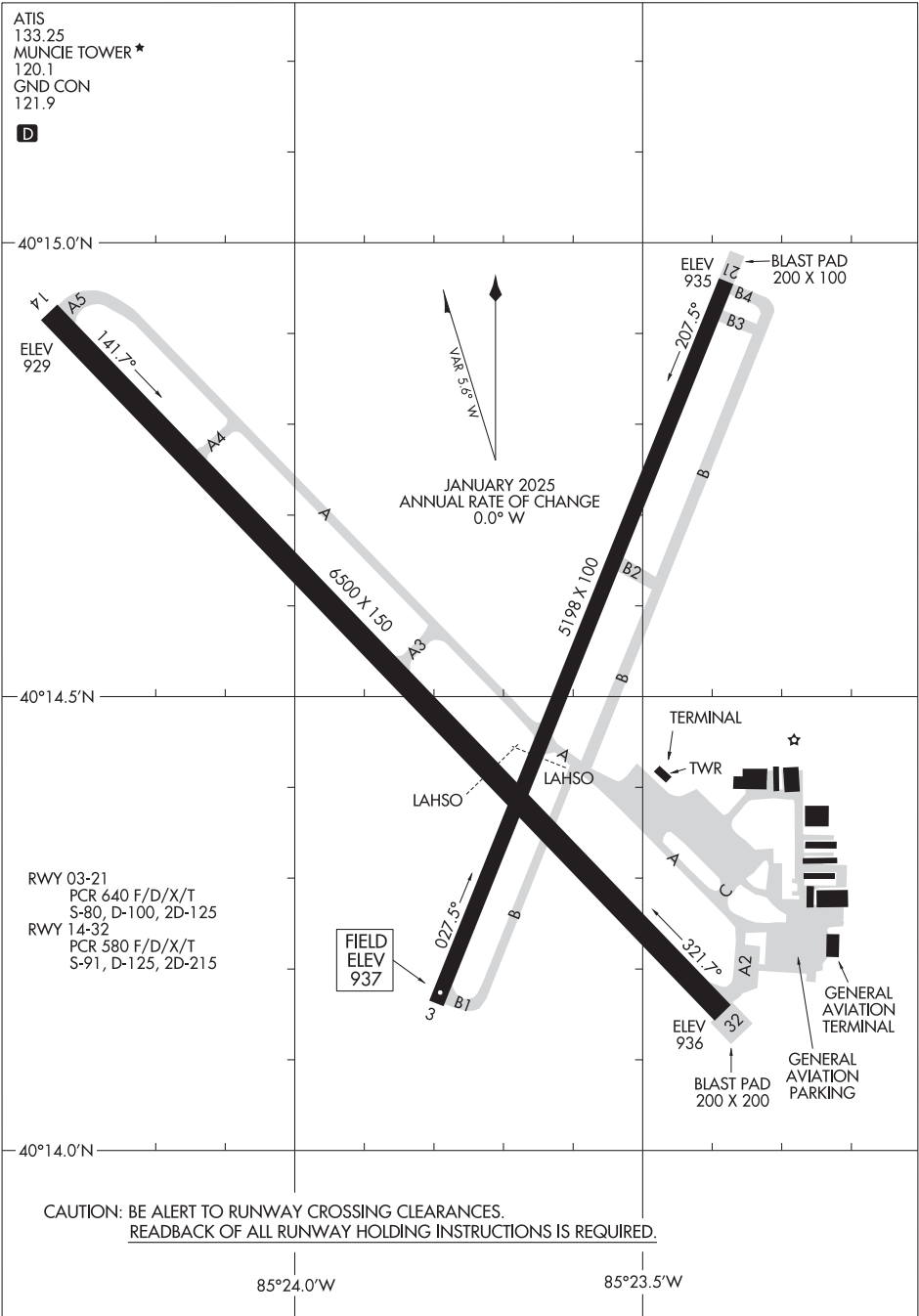
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet; increase S-21 Cat C visibility ½ SM and Cat D visibility ¼ SM; increase Circling Cat C visibility ½ SM and Cat D ¼ SM; DUNKI fix minimums: increase S-21 Cat C/D ¾ SM and Circling visibility Cat C/D ½ SM. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 2200 then climbing left turn to 2600 direct MIE VOR/DME and hold.

ATIS 133.25	INDIANAPOLIS APP CON 120.65 317.8	MUNCIE TOWER★ 120.1 (CTAF) 0	GND CON 121.9	UNICOM 122.95
----------------	--------------------------------------	---------------------------------	------------------	------------------



2200	2600	MIE			
					
					
*1640 when using Fort Wayne Intl altimeter setting.					
<div>0.71.5 NM0.8 NM</div>					
CATEGORY	A	B	C	D	
S-21	1500-1	565 (600-1)	1500-1½ 565 (600-1½)	1500-1¾ 565 (600-1¾)	
CIRCLING	1500-1	563 (600-1)	1500-1½ 563 (600-1½)	1560-2 623 (700-2)	
DUNKI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-21	1440-1	505 (600-1)	1440-1½	505 (600-1½)	
CIRCLING	1460-1	523 (600-1)	1480-1½ 543 (600-1½)	1560-2 623 (700-2)	





APP CRS

286°

Rwy Idg

4001

TDZE

683

Apt Elev

683

RNAV (GPS) RWY 28

HENRY COUNTY (7W5)

RNP APCH.

▼

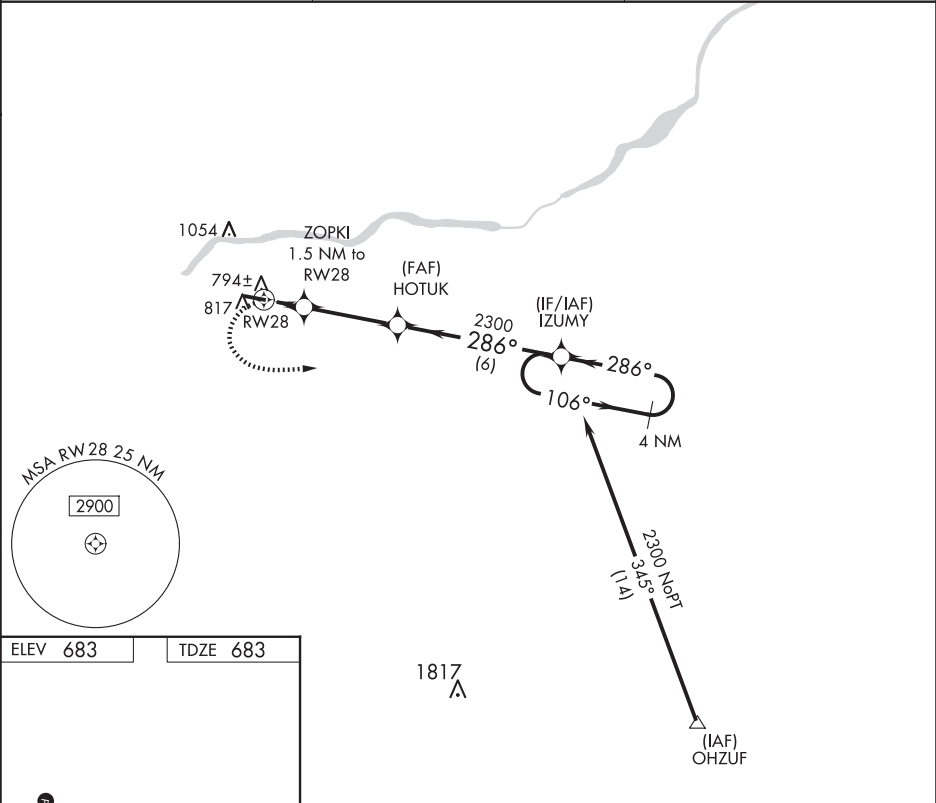
▲

NA

Rwy 28 helicopter visibility reduction below ¾ SM NA.  
Circling Rwy 10 NA at night. Use Toledo Express altimeter setting. When not received, procedure NA.

MISSED APPROACH: Climbing left turn to 2300 direct IZUMY and hold.

TOL ASOS	TOLEDO APP CON	UNICOM
118.75 290.225	134.35 307.0	123.0 (CTAF) 0



ELEV 683

TDZE 683

REIL Rwy 10-28 0

MIRL Rwy 10-28 0

2300	IZUMY	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).		4 NM Holding Pattern
CATEGORY	A	B	C	D
LNAV MDA	1100-1	417 (500-1)	1100-1½ 417 (500-1½)	NA
CIRCLING	1220-1	537 (600-1)	1400-2 717 (800-2)	NA

APP CRS <b>138°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>860</b>
------------------------	-----------------------------	--

RNP APCH - GPS.

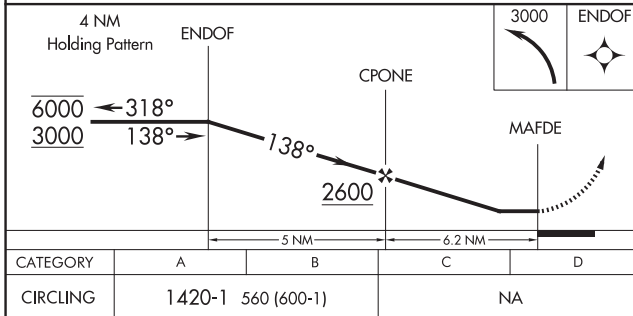
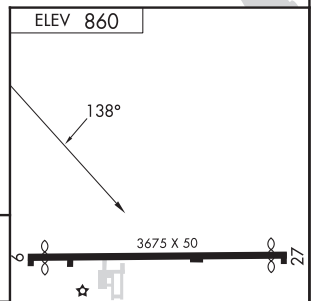
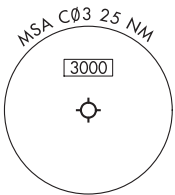
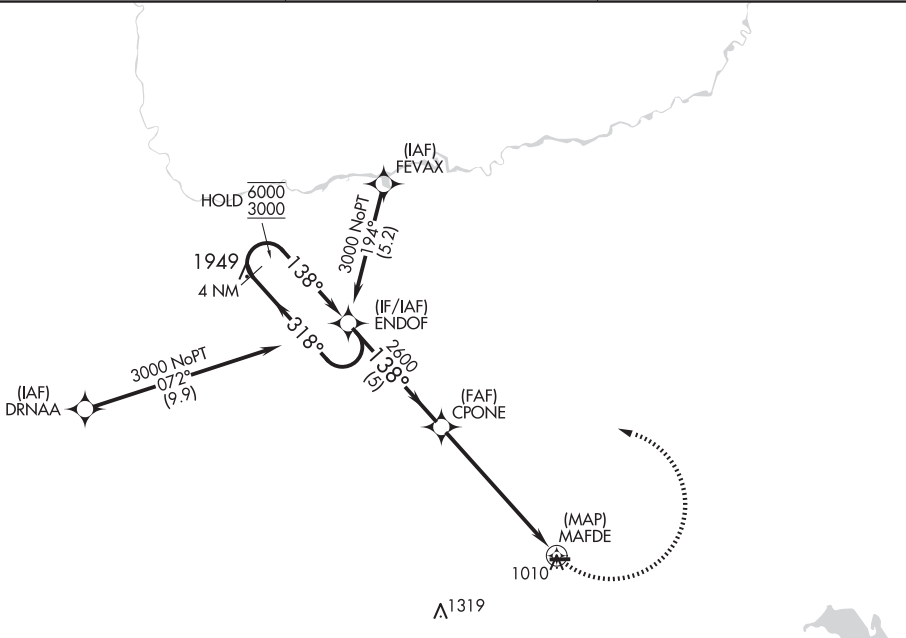
**T** Rwy 9, 27 helicopter visibility reduction below 1 SM NA.  
**A** NA Procedure NA at night. Use SBN altimeter setting.

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

SBN ASOS  
**120.675**

SOUTH BEND APP CON ★  
132.05 257.8

UNICOM  
123.0 (CTAF) **L**



NAPPANEE, INDIANA  
Orig 17APR25

41°27'N-85°56'W

NAPPANEE MUNI (C03)  
RNAV (GPS)-A

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>82041</b> <b>W10A</b>	APP CRS <b>096°</b>	Rwy Idg <b>4201</b> TDZE <b>1089</b> Apt Elev <b>1090</b>
--	------------------------	---

RNAV (GPS) RWY 10

NEW CASTLE HENRY COUNTY MARLATT FLD (UWL)

RNP APCH - GPS.

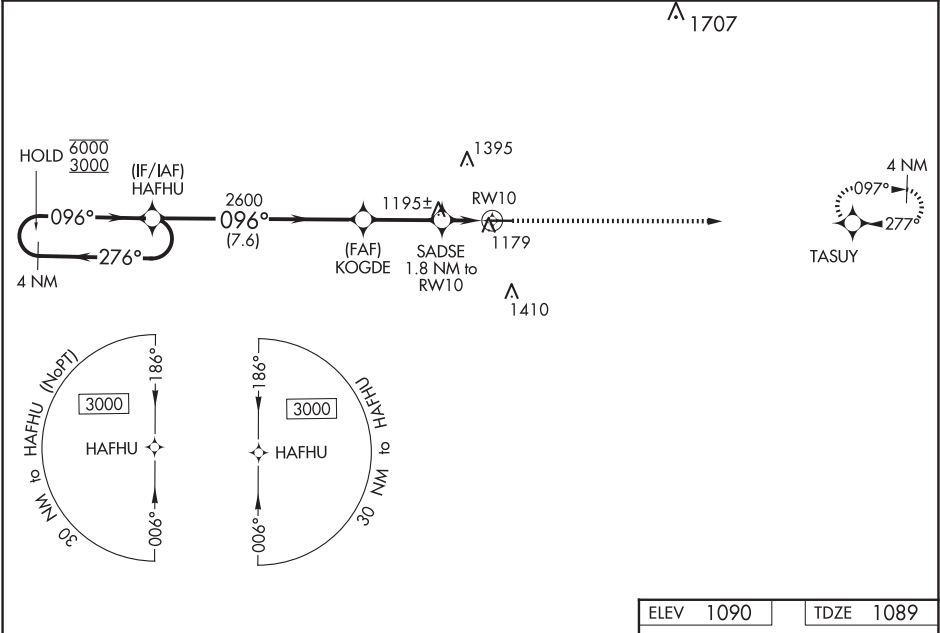
▼

⚠

Rwy 10 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using AID altimeter setting. When local altimeter setting not received, use Anderson altimeter setting; increase LPV DA to 1408 feet; increase LNAV/VNAV DA to 1424 feet; increase all MDAs 80 feet, LNAV visibility Cat C/D  $\frac{3}{4}$  SM, and Circling visibility Cat C/D  $\frac{1}{4}$  SM.

MISSED APPROACH:  
Climb to 3000 direct TASUY and hold.

AWOS-3 <b>132.375</b>	INDIANAPOLIS APP CON <b>135.45 317.8</b>	UNICOM <b>123.05 (CTAF) 0</b>
--------------------------	---	----------------------------------



ELEV 1090

TDZE 1089

4 NM Holding Pattern

HAFHU

GP 3.00° TCH 46

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 46).

3000 TASUY

2600

1680

1.1 NM to RWY 10

0.8 NM

2.8 NM

7.6 NM

CATEGORY	A	B	C	D
LPV DA	1339-1	250 (300-1)		
LNAV/VNAV DA	1355-1	266 (300-1)		
LNAV MDA	1460-1	371 (400-1)		
CIRCLING	1520-1 430 (500-1)	1540-1 450 (500-1)	1720-1 $\frac{3}{4}$ 630 (700-1 $\frac{3}{4}$ )	1720-2 630 (700-2)

MIRL Rwy 10-28 0

REIL Rwy 10 and 28 0

WAAS CH <b>70541</b> <b>W28A</b>	APP CRS <b>276°</b>	Rwy Idg TDZE Apt Elev	<b>4201</b> <b>1090</b> <b>1090</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 28

NEW CASTLE HENRY COUNTY MARLATT FLD (UWL)

RNP APCH - GPS.

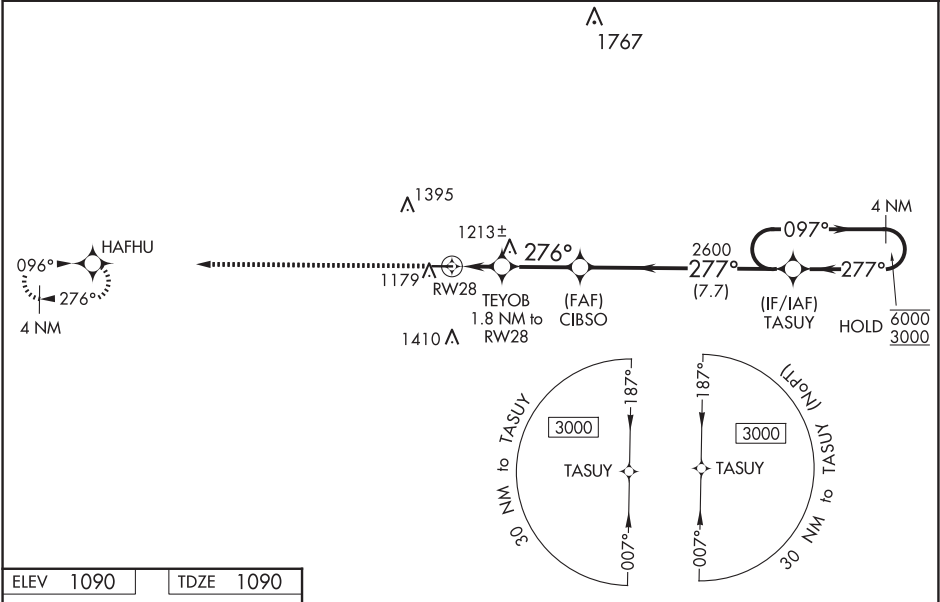
▼

⚠

Rwy 28 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Baro-VNAV and VDP NA when using AID altimeter setting. When local altimeter setting not received, use Anderson altimeter setting; increase LPV DA to 1412 feet; increase LNAV/VNAV DA to 1437 feet; increase all MDAs 80 feet, LNAV visibility Cat C/D ¾ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH:  
Climb to 3000 direct HAFHU and hold.

AWOS-3 <b>132.375</b>	INDIANAPOLIS APP CON <b>135.45 317.8</b>	UNICOM <b>123.05 (CTAF) 0</b>
--------------------------	---	----------------------------------



ELEV 1090	TDZE 1090
-----------	-----------

3000

HAFHU

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).

4 NM Holding Pattern

RW28

TEYOB 1.8 NM to RW28

CIBSO 2600

TASUY

1 NM to RW28

276°

2600

277°

097°

6000

3000

GP 3.00° TCH 44

CATEGORY	A	B	C	D
LPV DA	1343-1 253 (300-1)			
LNAV/VNAV DA	1368-1 278 (300-1)			
LNAV MDA	1480-1 390 (400-1)			
CIRCLING	1520-1 430 (500-1)	1540-1 450 (500-1)	1720-1¾ 630 (700-1¾)	1720-2 630 (700-2)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

NDB UWL

385

APP CRS

087°

Rwy Idg

4201

TDZE

1089

Apt Elev

1090

NEW CASTLE HENRY COUNTY MARLATT FLD (UWL)

NDB RWY 10

RADAR required for procedure entry.

▼

▲

Rwy 10 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Anderson altimeter setting and increase all MDAs 80 feet, S-10 visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2700 then right turn direct UWL NDB and hold.

AWOS-3

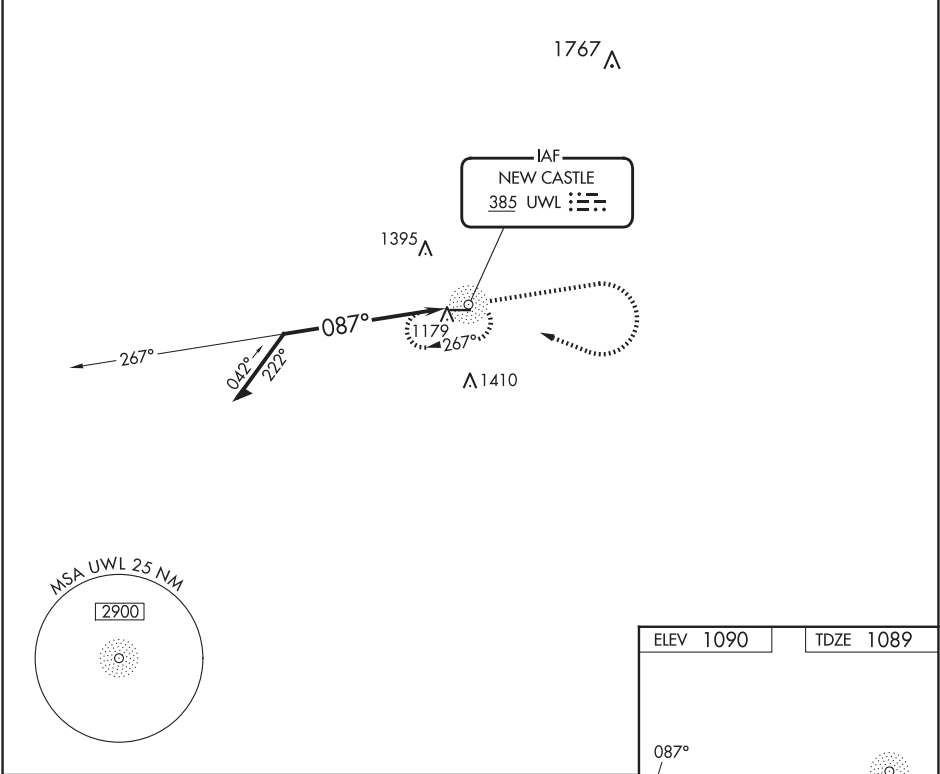
132.375

INDIANAPOLIS APP CON

135.45 317.8

UNICOM

123.05 (CTAF) 0



Remain within 10 NM

UWL NDB

2700

267°

087°

2700

UWL

CATEGORY	A	B	C	D
S-10	1680-1	591 (600-1)	1680-1¾	591 (600-1¾)
CIRCLING	1680-1	590 (600-1)	1720-1¾ 630 (700-1¾)	1720-2 630 (700-2)

ELEV 1090

TDZE 1089

087°

4201 X 75

10

28

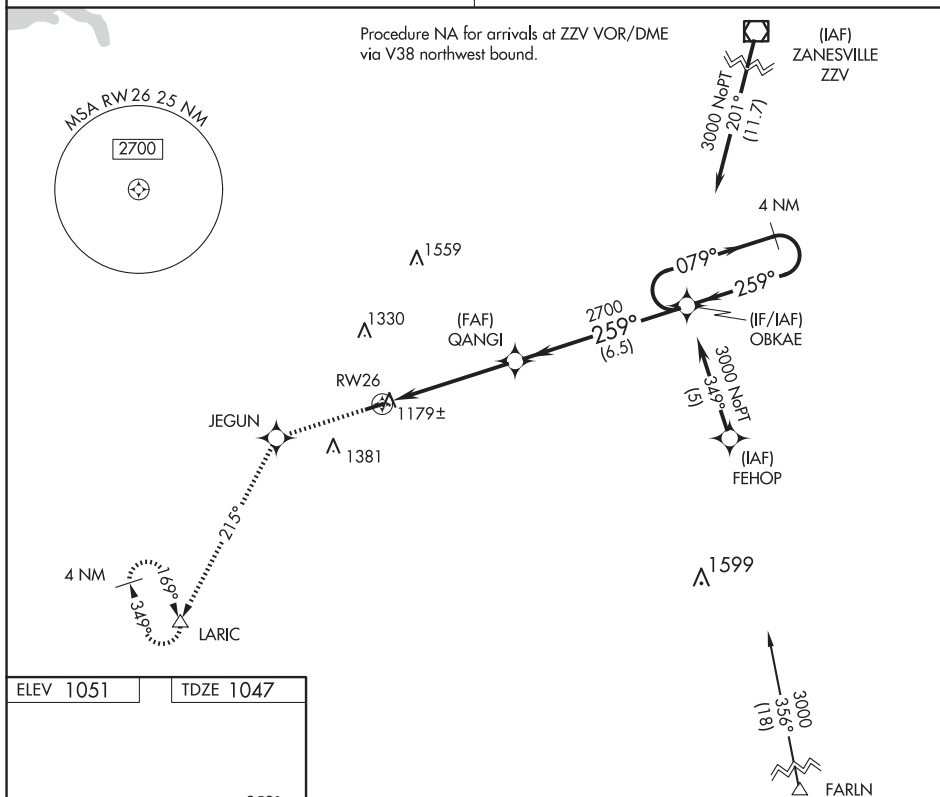
MIRL Rwy 10-28 0

REIL Rwys 10 and 28 0

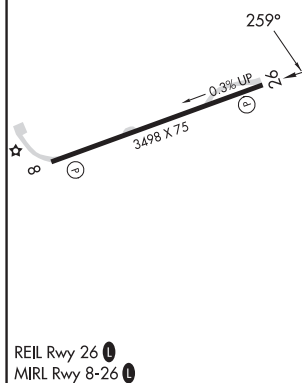
RNAV (GPS) RWY 26  
ED NEWLON FLD (I86)

MISSED APPROACH: Climb to 3000 direct JEGUN and via 215° track to LARIC and hold.

UNICOM  
122.8 (CTAF) **L**



TDZE 1047



3000  
JEGUN  
215°  
tr  
LARIC  
△

VGS and descent angles not coincident  
(VGS Angle 4.00/TCH 28).

4 NM  
Holding Pattern

OBKAE

QANGI

259°

079°

3000

259°

RW26

3.04°

TCH 40

5 NM

6.5 NM

CATEGORY	A	B	C	D
LNAV MDA	1620 - 1	573 (600-1)	1620 - 1½ 573 (600-1½)	NA
CIRCLING	1620 - 1	569 (600-1)	1620 - 1½ 569 (600-1½)	NA

RNAV (GPS) RWY 26

EC-2, 07 AUG 2025 to 02 OCT 2025

VOR/DME ZZV

114.95

Chan 96(Y)

APP CRS

229°

Rwy Idg

3498

TDZE

1047

Apt Elev

1051

VOR/DME RWY 26

ED NEWLON FLD (I86)

⚠

NA

Visibility reduction by helicopters NA. Use Zanesville altimeter setting; when not received, use Lancaster altimeter setting and increase all MDA 20 feet. Procedure NA at night.

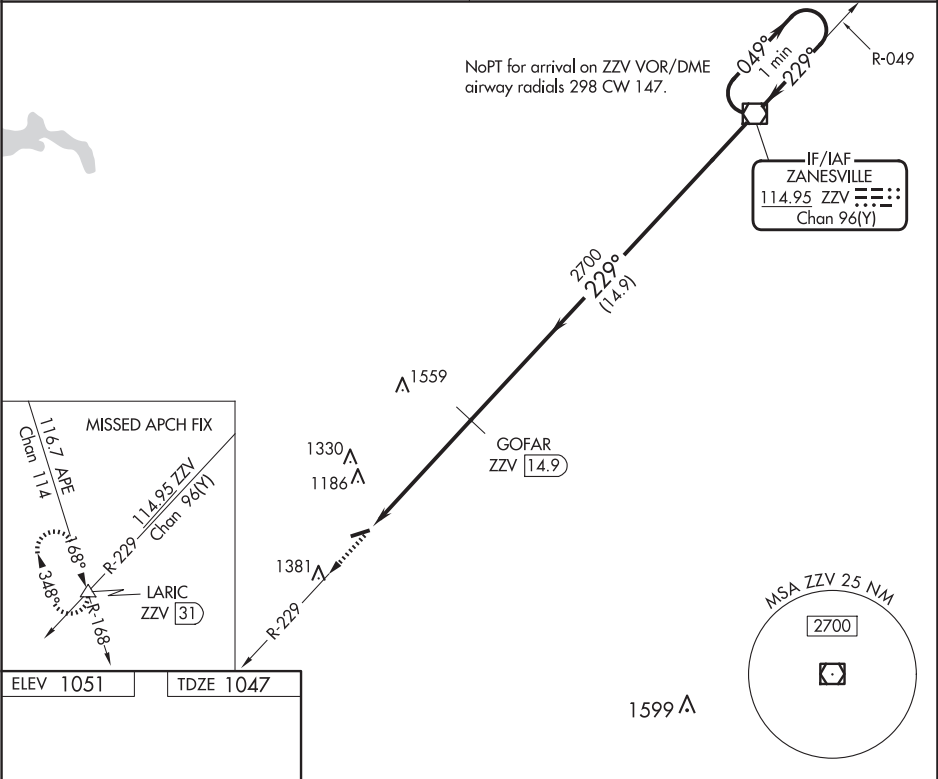
MISSED APPROACH: Climb to 3000 via ZZV VOR/DME R-229 to LARIC INT/ZZV 31 DME and hold.

INDIANAPOLIS CENTER

124.45 323.275

UNICOM

122.8 (CTAF) 0



ELEV 1051

TDZE 1047

3000

↑

ZZV R-229

LARIC △

ZZV 31

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 28).

ZZV VOR/DME

One Minute Holding Pattern

229°

0.3% UP

3498 X 75

26

229°

2700

2.82°

TCH 40

5.4 NM

14.9 NM

049°

3000

CATEGORY	A	B	C	D
S-26	1620-1 573 (600-1)	1620-1¼ 573 (600-1¼)	1620-1½ 573 (600-1½)	NA
CIRCLING	1620-1 569 (600-1)	1620-1¼ 569 (600-1¼)	1620-1½ 569 (600-1½)	NA

REIL Rwy 26 0

MIRL Rwy 8-26 0

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

NEW PHILADELPHIA, OHIO

AL-5554 (FAA)

25163

APP CRS	Rwy Ldg	3621
147°	TDZE	894
	Apt Elev	894

RNAV (GPS) RWY 15

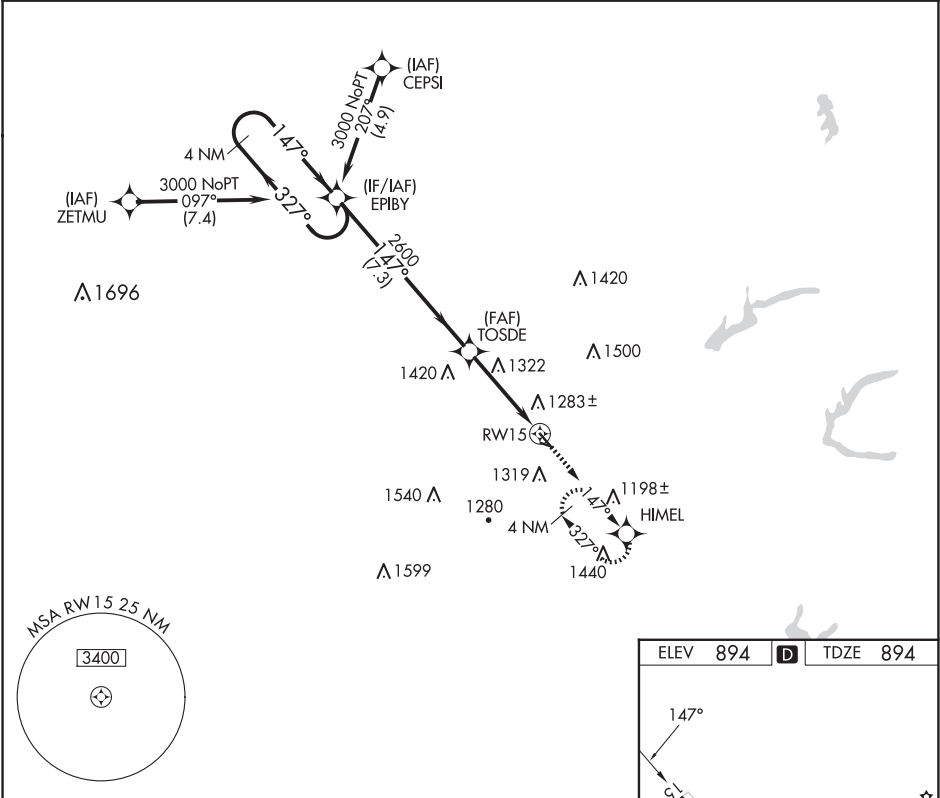
HARRY CLEVER FLD (PHD)

RNP APCH.

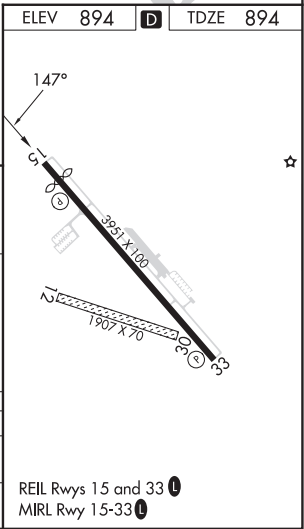
❏ Circling NA to Rwy 12 and 30. Procedure NA at night. Rwy 15 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct HIMEL and hold, continue climb-in-hold to 3000.

ASOS 121.425	CLEVELAND APP CON ★ 125.5 371.875	UNICOM 122.8 (CTAF)	123.3 0
-----------------	--------------------------------------	------------------------	---------



4 NM Holding Pattern		Visual Segment - Obstacles.		3000	HIMEL
3000 ← 327° 147° →		EPIBY		↑	✧
		TOSDE		RWY 15	
		2600			
		7.3 NM		3.9 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1580-1	686 (700-1)	NA		
❏ CIRCLING	1620-1 726 (800-1)	1640-1 746 (800-1)	NA		



NEW PHILADELPHIA, OHIO

Amtd 1 13SEP18

40°28'N-81°25'W

HARRY CLEVER FLD (PHD)

RNAV (GPS) RWY 15

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>70343</b> <b>W33A</b>	APP CRS <b>327°</b>	Rwy Ldg TDZE <b>893</b> Apt Elev <b>894</b>
--	------------------------	---

RNAV (GPS) RWY 33

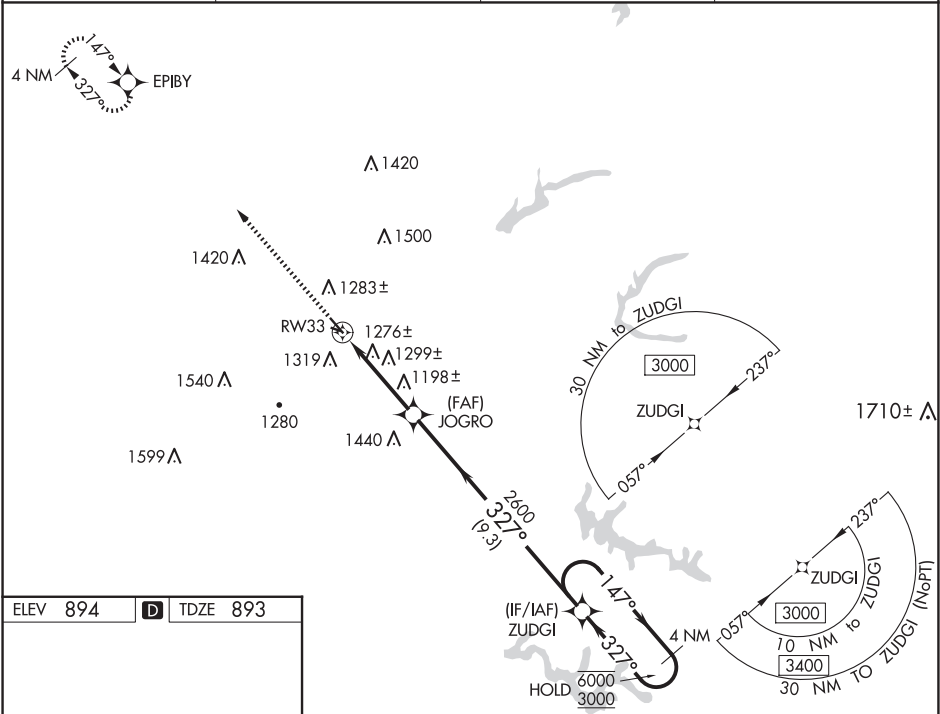
HARRY CLEVER FLD (PHD)

RNP APCH.

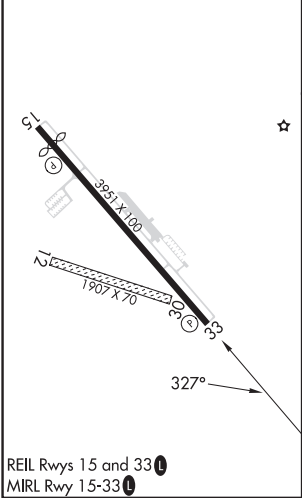
Circling NA to Rwy 12 and 30.  
Rwy 33 helicopter visibility reduction below 1 SM NA.  
Procedure NA at night.



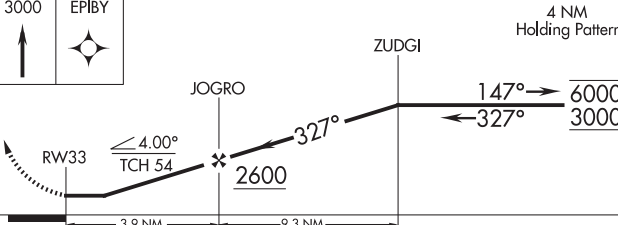

MISSED APPROACH: Climb to 3000  
direct EPIBY and hold.

ASOS <b>121.425</b>	CLEVELAND APP CON★ <b>125.5 371.875</b>	UNICOM <b>122.8</b> (CTAF)	<b>123.3</b>
------------------------	--	-------------------------------	--------------



ELEV 894	<b>D</b>	TDZE 893
----------	----------	----------



3000	EPIBY	4 NM Holding Pattern			
					
					
CATEGORY	A	B	C	D	
LP MDA	1540-1	647 (700-1)	NA		
LNAV MDA	1560-1	667 (700-1)	NA		
 CIRCLING	1620-1 726 (800-1)	1640-1 746 (800-1)	NA		

NEW PHILADELPHIA, OHIO

AL-5554 (FAA)

25163

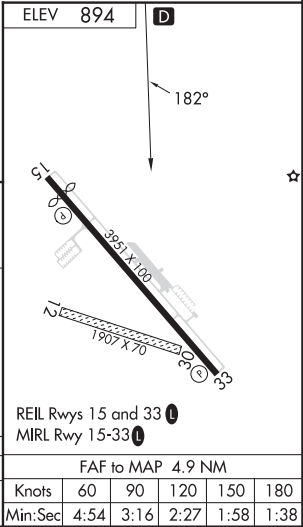
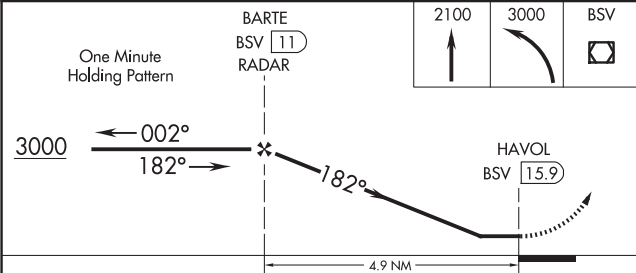
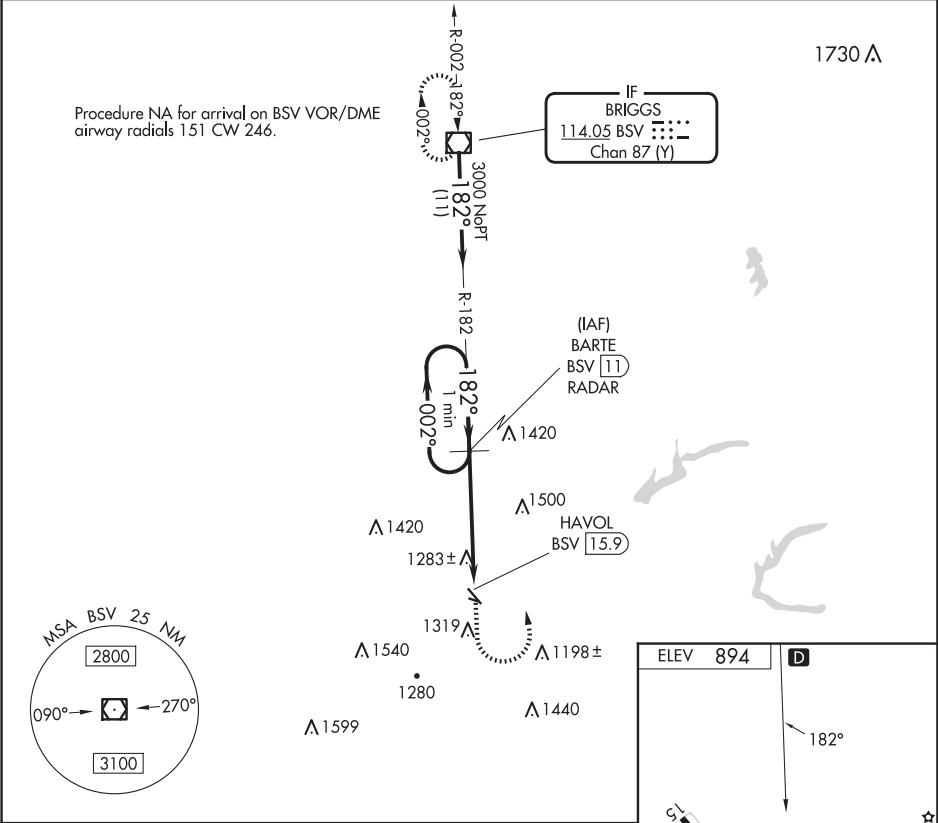
VOR/DME BSV	APP CRS	Rwy Ldg TDZE	N/A
114.05	182°		N/A
Chan 87 (Y)		Apt Elev	894

VOR-A

HARRY CLEVER FLD (PHD)

DME or RADAR required.		MISSED APPROACH: Climb to 2100 then climbing left turn to 3000 direct BSV VOR/DME and hold.
	Circling NA to Rwys 12 and 30. Rwy 15, 33 helicopter visibility reduction below 1 SM NA. Procedure NA at night.	

ASOS 121.425	CLEVELAND APP CON★ 125.5 371.875	UNICOM 122.8 (CTAF)	123.3 0
-----------------	-------------------------------------	------------------------	---------



CATEGORY	A	B	C	D
CIRCLING	1720-1¼	826 (900-1¼)	1720-2½ 826 (900-2½)	NA

NEW PHILADELPHIA, OHIO

Amtd 2B 13SEP18

40°28'N-81°25'W

HARRY CLEVER FLD (PHD)

VOR-A

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>57939</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Idg TDZE <b>884</b> Apt Elev <b>884</b>
--	------------------------	---

RNAV (GPS) RWY 9

LICKING COUNTY RGNL (VTA)

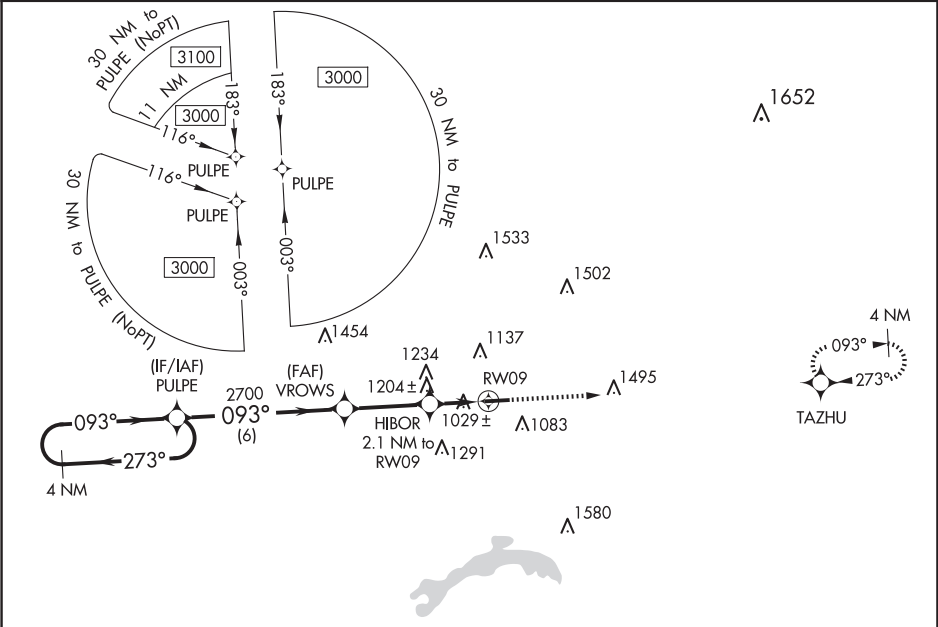
▼

▲

Rwy 9 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.  
Straight-in Rwy 9 NA at night, Circling Rwy 9 NA at night.

MISSED APPROACH:  
Climb to 3000 direct  
TAZHU and hold.

ASOS <b>121.125</b>	COLUMBUS APP CON <b>125.95 317.775</b>	CLNC DEL <b>125.175</b>	UNICOM <b>122.7</b> (CTAF)	<b>123.3</b>
------------------------	---	----------------------------	-------------------------------	--------------



ELEV 884		TDZE 884	
4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 41).	
3000		TAZHU	
2700		VROWS	
1640		HIBOR 2.1 NM to RW09	
6 NM		3.1 NM	
2.1 NM		2.1 NM	
CATEGORY	A	B	C
LP MDA	1280-1	396 (400-1)	1280-1 1/8 396 (400-1 1/8)
LNAV MDA	1460-1	576 (600-1)	1460-1 5/8 576 (600-1 5/8)
CIRCLING	1460-1 576 (600-1)	1480-1 596 (600-1)	1760-2 1/2 876 (900-2 1/2) 1760-2 3/4 876 (900-2 3/4)
NEWARK, OHIO		LICKING COUNTY RGNL (VTA)	
Amtd 1 07DEC17		RNAV (GPS) RWY 9	

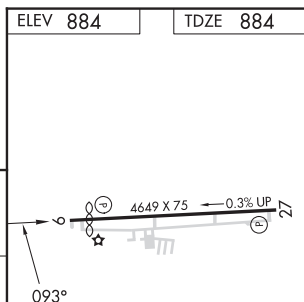
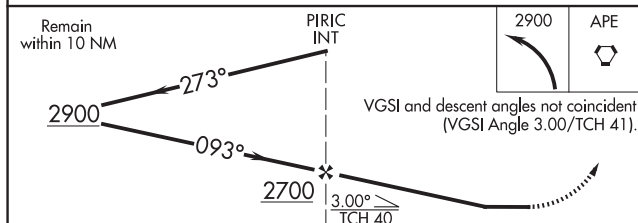
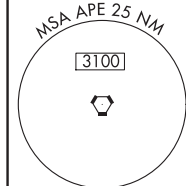
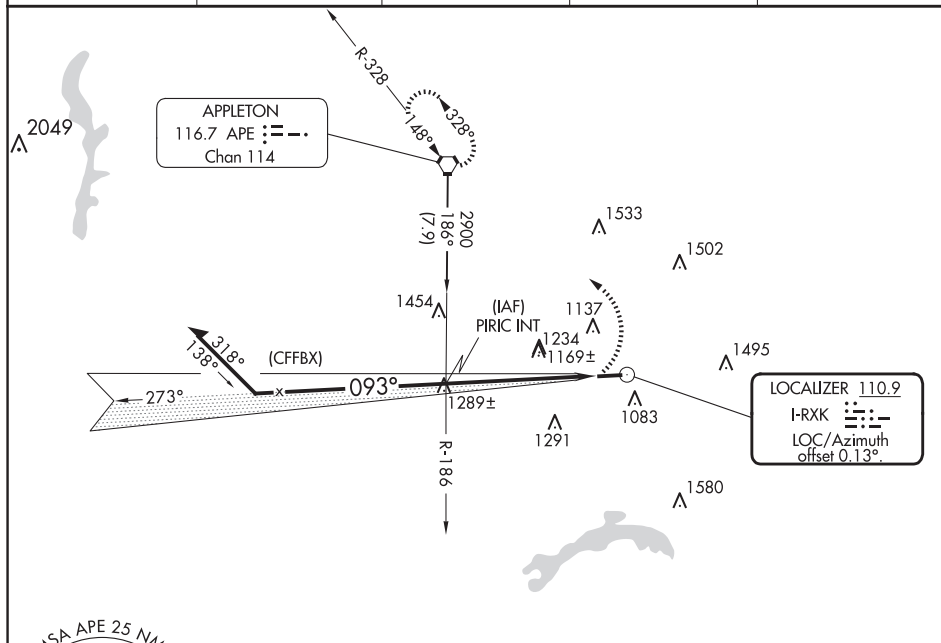
RNAV (GPS) RWY 27  
LICKING COUNTY RGNL (VTA)


LICKING COUNTY RGNL (VTA)  
RNAV (GPS) RWY 27

LOC RWY 9  
LICKING COUNTY RGNL (VTA)

MISSED APPROACH: Climbing left turn to 2900 direct APE VORTAC and hold.

ASOS <b>121.125</b>	COLUMBUS APP CON <b>125.95 317.775</b>	CLNC DEL <b>125.175</b>	UNICOM <b>122.7</b> (CTAF)	<b>123.3</b>
------------------------	---	----------------------------	-------------------------------	--



CATEGORY	A	B	C	D	MIRL Rwy 9-27 REIL Rwy 9 and 27 FAF to MAP 5.6 NM
S-9	1420-1	536 (600-1)	1420-1½	536 (600-1½)	
 CIRCLING	1480-1	596 (600-1)	1760-2½ 876 (900-2½)	1760-2¾ 876 (900-2¾)	
					Knots 60 90 120 150 180 Min:Sec 5:36 3:44 2:48 2:14 1:52

EC-2, 07 AUG 2025 to 02 OCT 2025

NEWARK, OHIO

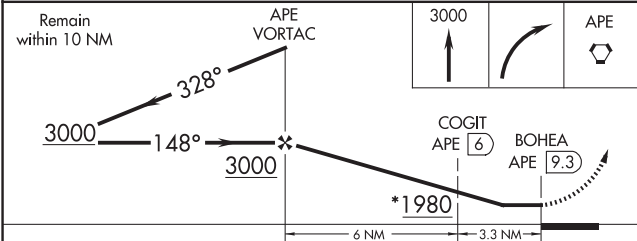
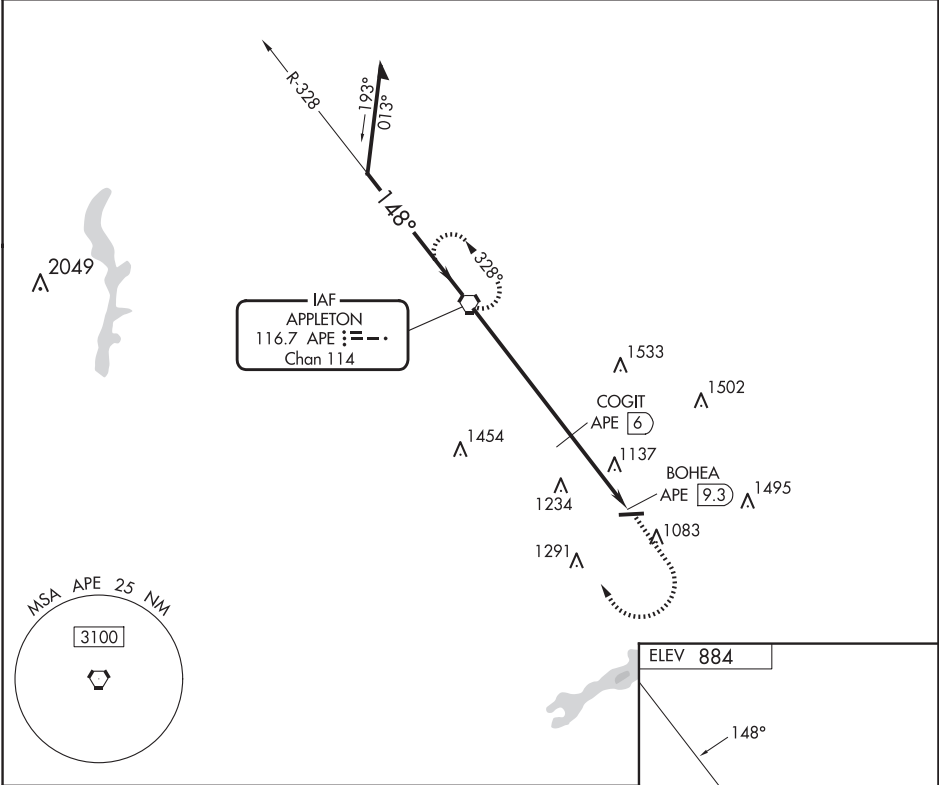
AL-5536 (FAA)

24305

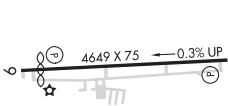
VORTAC APE <b>116.7</b> Chan <b>114</b>	APP CRS <b>148°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>884</b>
---	------------------------	---


VOR-A  
LICKING COUNTY RGNL (VTA)


<div><div>⚠</div><div>⚠</div></div> <div>Circling Rwy 9 NA at night.</div>		MISSED APPROACH: Climb to 3000 then right turn direct APE VORTAC and hold.		
ASOS <b>121.125</b>	COLUMBUS APP CON <b>125.95 317.775</b>	CLNC DEL <b>125.175</b>	UNICOM <b>122.7</b> (CTAF)	<b>123.3</b>



CATEGORY	A	B	C	D
CIRCLING	1980-1¼ 1096 (1100-1¼)	1980-1½ 1096 (1100-1½)	1980-3	1096 (1100-3)
COGIT FIX MINIMUMS				
CIRCLING	1620-1	736 (800-1)	1700-2½ 816 (900-2½)	1760-2¾ 876 (900-2¾)



MIRL Rwy 9-27 

REIL Rwys 9 and 27 

FAF to MAP 9.3 NM					
Knots	60	90	120	150	180
Min:Sec	9:18	6:12	4:39	3:43	3:06

NEWARK, OHIO  
Amdt 13B 31DEC20

40°01'N-82°28'W

LICKING COUNTY RGNL (VTA)  
VOR-A

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>70713</b> <b>W05A</b>	APP CRS <b>050°</b>	Rwy Ldg TDZE Apt Elev	<b>5002</b> <b>757</b> <b>757</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 5

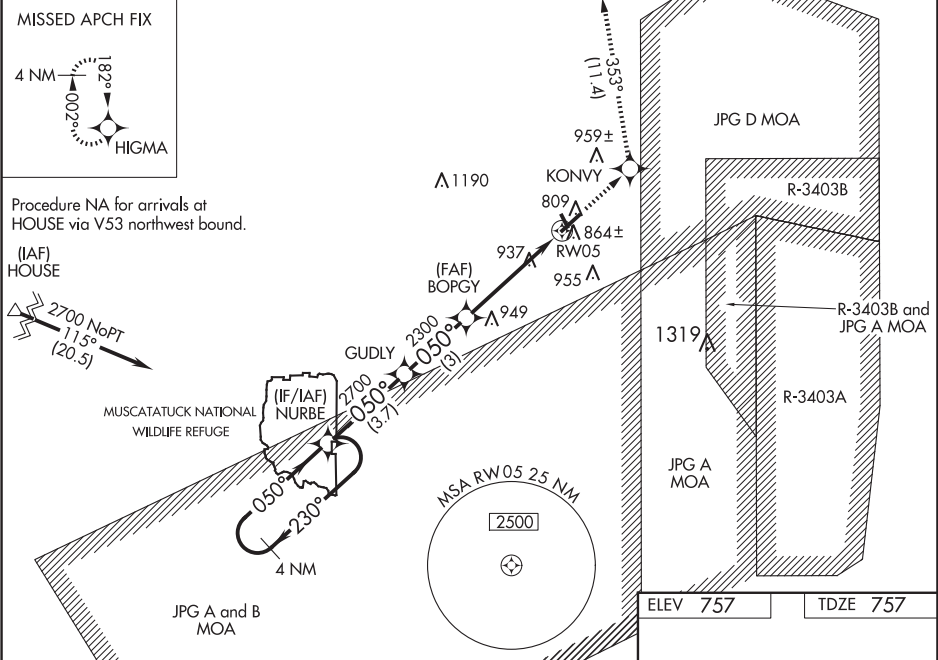
NORTH VERNON (OVO)

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase LPV DA to 1175, LNAV/VNAV DA to 1200, and all MDAs 100 feet. Increase LPV all Cats visibility ¼ SM, LNAV/VNAV and LNAV and Circling Cat C visibility ¼ SM. VDP and Baro-VNAV NA when using Shelbyville altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 2800 direct KONVY and on track 353° to HIGMA and hold.

AWOS-3 <b>120.625</b>	INDIANAPOLIS APP CON <b>134.85 317.8</b>	UNICOM <b>122.7 (CTAF) 0</b>
--------------------------	---	---------------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34).				
4 NM Holding Pattern	NURBE	GUDLY	KONVY	HIGMA
2700	2700	2300	2800	tr 353°
GP 3.00° TCH 40	050°	050°	BOPGY	*LNAV only.
	3.7 NM	3 NM	*1.3 NM to RW05	
			RW05	
			3.4 NM	1.3 NM
CATEGORY	A	B	C	D
LPV DA	1091-1¼	334 (400-1¼)		NA
LNAV/VNAV DA	1116-1¼	359 (400-1¼)		NA
LNAV MDA	1200-1	443 (500-1)	1200-1⅜ 443 (500-1⅜)	NA
CIRCLING	1200-1 443 (500-1)	1300-1 543 (600-1)	1300-1½ 543 (600-1½)	NA

MIRL Rwy 5-23 0  
MIRL Rwy 15-33

NORTH VERNON, INDIANA

AL-6124 (FAA)

24249

APP CRS  
**210°**

Rwy Idg **5002**  
TDZE **755**  
Apt Elev **757**

# RNAV (GPS) Y RWY 23

NORTH VERNON (OVO)

RNP APCH - GPS

**NA** Circling to Rwy 15, 33 NA at night. When local altimeter setting not received, use Shelbyville altimeter setting and increase all MDAs 100 feet, and LNAV visibility Cat C  $\frac{3}{4}$  SM, and Circling visibility Cat C  $\frac{1}{4}$  SM. VDP NA when using Shelbyville Muni altimeter setting.

**MISSED APPROACH:**  
Climb to 1200 then climbing right turn to 2700 direct NURBE and hold.

AWOS-3

**120.625**

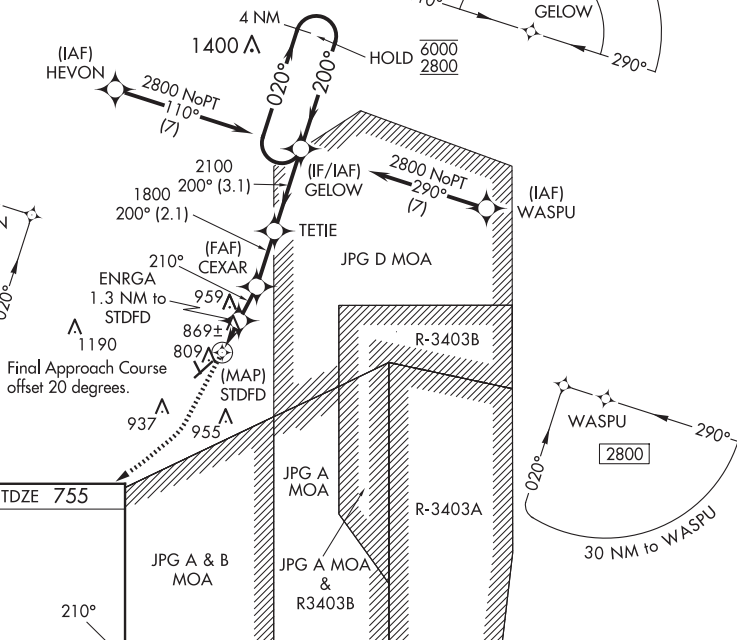
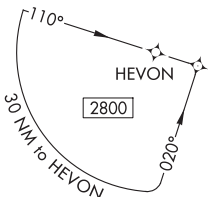
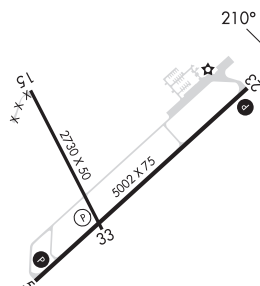
INDIANAPOLIS APP CON

**134.85 317.8**

UNICOM

**122.7 (CTAF) ①**

MISSED APCH FIX

ELEV **757**TDZE **755**

MIRL Rwy 5-23 ①

MIRL Rwy 15-33

<p>VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 27).</p> <p>ENRGA 1.3 NM to STDFD</p> <p>CEXAR</p> <p>TETIE</p> <p>GELOW</p> <p>NURBE</p> <p>4 NM Holding Pattern</p>			
1200	2700	6000	2800
020°	200°	020°	200°
0.6 NM to STDFD	0.6 NM to STDFD	1.4 NM	2.1 NM
0.5	0.6	0.7	1.4
CATEGORY	A	B	C
LNAV MDA	1120-1	365 (400-1)	NA
CIRCLING	1180-1	1300-1	1300-1½
	423 (500-1)	543 (600-1)	543 (600-1½)
			NA

NORTH VERNON, INDIANA

Amdt 1 22FEB24

39°03'N - 85°36'W

NORTH VERNON (OVO)

RNAV (GPS) Y RWY 23

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

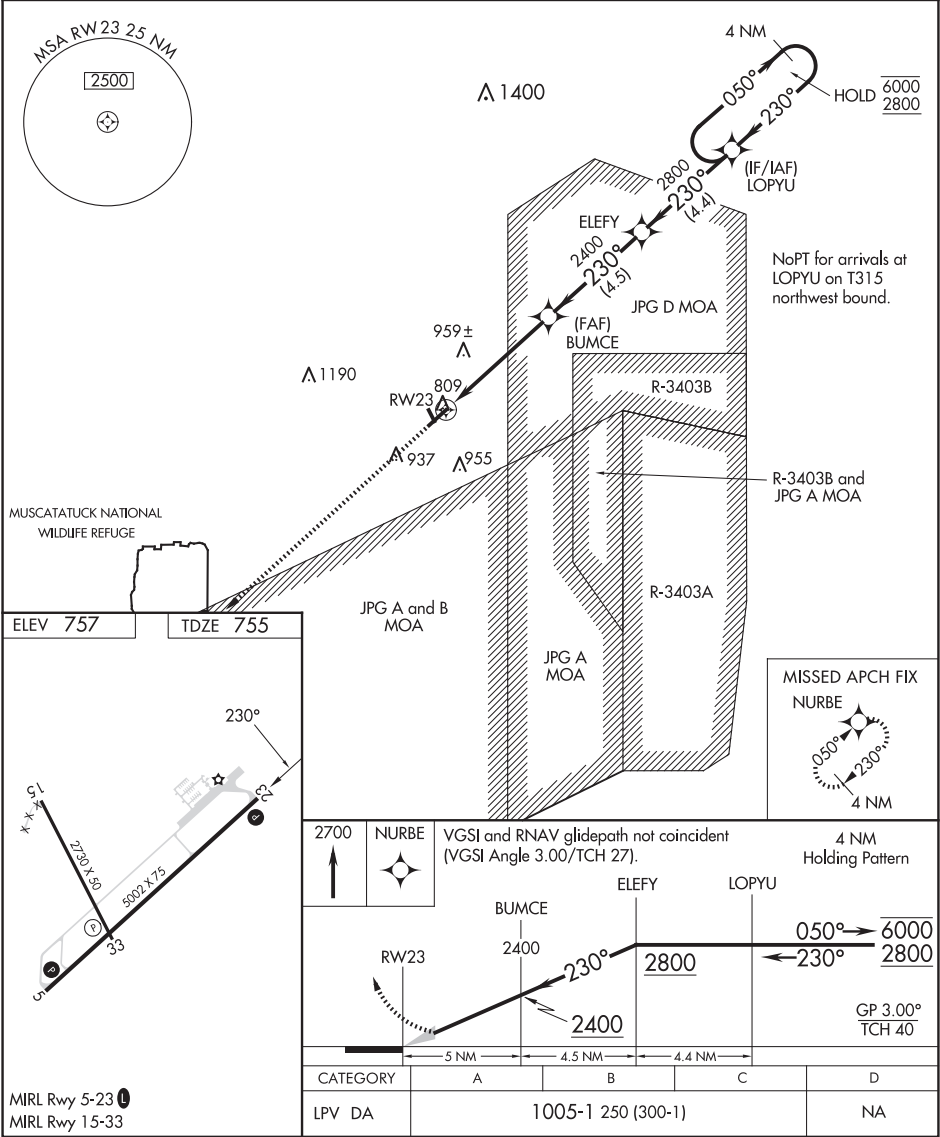


WAAS CH <b>63113</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Ldg TDZE <b>755</b> Apt Elev <b>757</b>
--	------------------------	---

RNAV (GPS) Z RWY 23

NORTH VERNON (OVO)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2700 direct NURBE and hold.
▼ ▲ NA	When local altimeter setting not received, use GEZ altimeter setting and increase LPV DA to 1089 feet all visibilities ¼ mile.	
AWOS-3 <b>120.625</b>	INDIANAPOLIS APP CON <b>134.85 317.8</b>	UNICOM <b>122.7 (CTAF) 0</b>





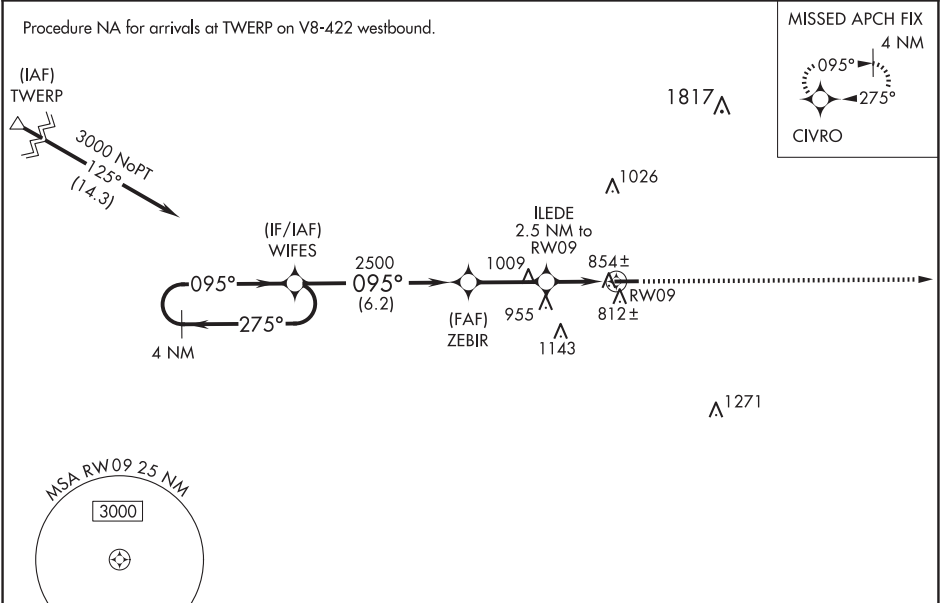
WAAS CH <b>86514</b> <b>W09A</b>	APP CRS <b>095°</b>	Rwy Idg <b>4502</b> TDZE <b>760</b> Apt Elev <b>763</b>
--	------------------------	---

RNAV (GPS) RWY 9

PUTNAM COUNTY (OWX)

RNP APCH.	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Findlay altimeter setting. When local altimeter setting not received, use Findlay altimeter setting and increase all DAs/MDAs 40 feet.	MISSED APPROACH: Climb to 3000 direct CIVRO and hold.
-----------	---	--

AWOS-3 <b>120.525</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
--------------------------	---------------------------------------	--



	ELEV 763	TDZE 760
4 NM Holding Pattern	WIFES	ZEBIR
3000 275° 095°	ILEDE 2.5 NM to RW09	*1 NM to RW09
GP 3.00° TCH 40	2500	*1580
	6.2 NM	2.8 NM
	1.5	1.0
CATEGORY	A	B
LPV DA	1048-1	288 (300-1)
LNAV/ VNAV DA	1147-1 ½	387 (400-1½)
LNAV MDA	1120-1	360 (400-1)
CIRCLING	1200-1 437 (500-1)	1220-1 457 (500-1)
	C	D
	NA	NA
	NA	NA
	NA	NA
	REIL Rwy 9 and 27 0	MIRL Rwy 9-27 0

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

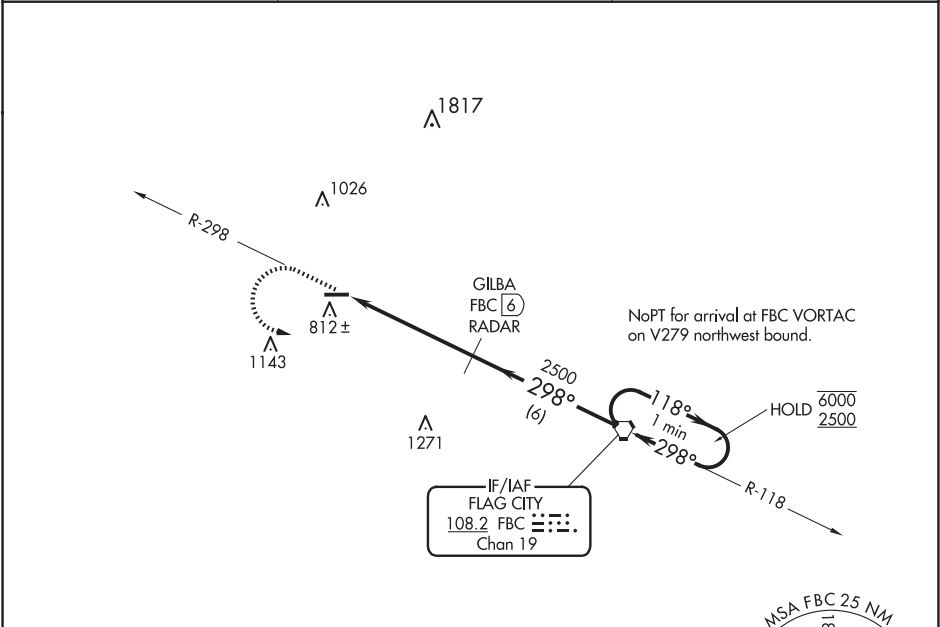


VORTAC FBC	APP CRS	Rwy Idg	4502
108.2	298°	TDZE	763
Chan 19		Apt Elev	763

VOR RWY 27  
PUTNAM COUNTY (OWX)

RADAR or DME required.	MISSED APPROACH: Climb to 2500 on FBC VORTAC R-298 then left turn direct FBC VORTAC and hold.
▼ Rwy 27 helicopter visibility reduction below 1 SM NA.	
▲ NA Straight-in, Circling Rwy 27 NA at night.	

AWOS-3 120.525	TOLEDO APP COM 120.8 317.55	UNICOM 122.7 (CTAF) 0
-------------------	--------------------------------	--------------------------



ELEV 763 TDZE 763

REIL Rwys 9 and 27  
MIRL Rwy 9-27

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

2500	FBC R-298	FBC (6) RADAR	GILBA FBC (6) RADAR	FBC VORTAC	One Minute Holding Pattern
2500	298°	118°	298°	6000 2500	
5 NM	6 NM				
CATEGORY	A	B	C	D	
S-27	1220-1	457 (500-1)	NA		
CIRCLING	1220-1	457 (500-1)	NA		

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

OXFORD, OHIO

AL-5429 (FAA)

25219

WAAS CH <b>49228</b> <b>W05A</b>	APP CRS <b>050°</b>	Rwy Ldg TDZE Apt Elev	<b>3741</b> <b>1041</b> <b>1041</b>
--	------------------------	-----------------------------	---

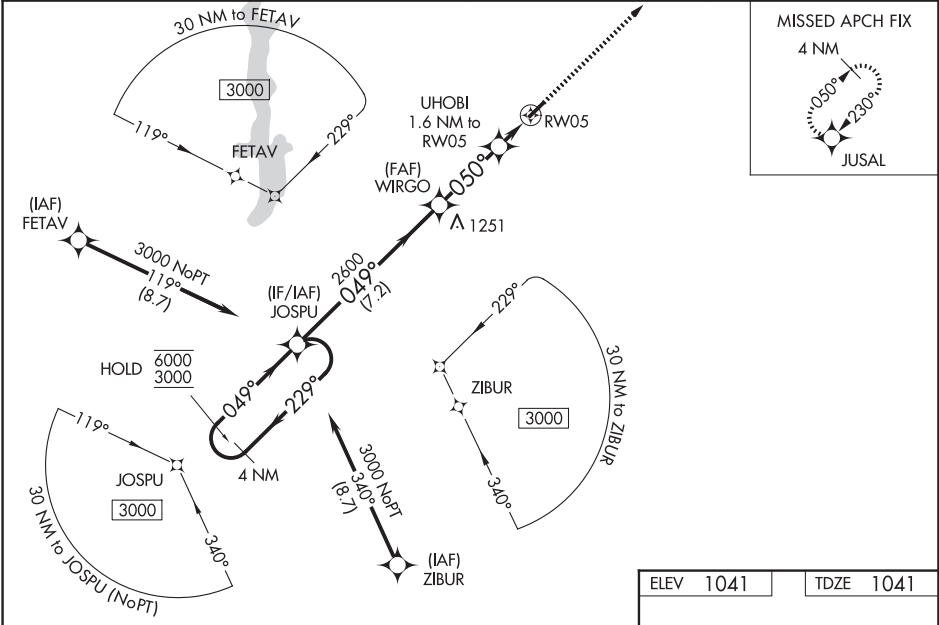
**RNAV (GPS) RWY 5**  
MIAMI UNIVERSITY (OXD)

**RNP APCH - GPS.**

**Baro-VNAV NA** when using CVG altimeter setting. Rwy 5 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use CVG altimeter setting: increase LPV DA to 1393; increase LNAV/VNAV DA to 1419; increase all MDA 100 feet and visibility LNAV Cat C ¾ SM.

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

AWOS-3PT <b>118.625</b>	CINCINNATI APP CON <b>121.0 254.25</b>	UNICOM <b>122.8</b> (CTAF)	<b>122.9</b>
----------------------------	---	-------------------------------	--------------



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

JOSPUS 6000 3000 GP 3.10° TCH 45

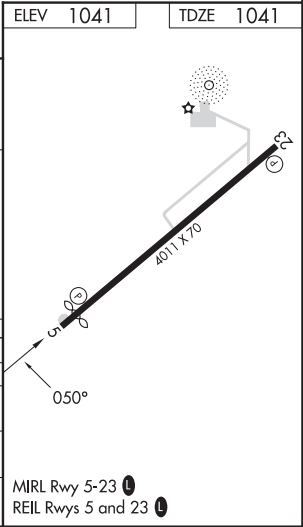
WIRGO 2600

UHOBI 1.6 NM to RW05

RW05 1600

Distances: 7.2 NM, 3 NM, 1.6 NM

CATEGORY	A	B	C	D
LPV DA	1304-1	263 (300-1)		NA
LNAV/VNAV DA	1330-1	289 (300-1)		NA
LNAV MDA	1420-1	379 (400-1)		NA
CIRCLING	1460-1 419 (500-1)	1600-1 559 (600-1)	1600-1½ 559 (600-1½)	NA



OXFORD, OHIO

Orig-C 07AUG25

39°30'N-84°47'W

MIAMI UNIVERSITY (OXD)  
**RNAV (GPS) RWY 5**

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

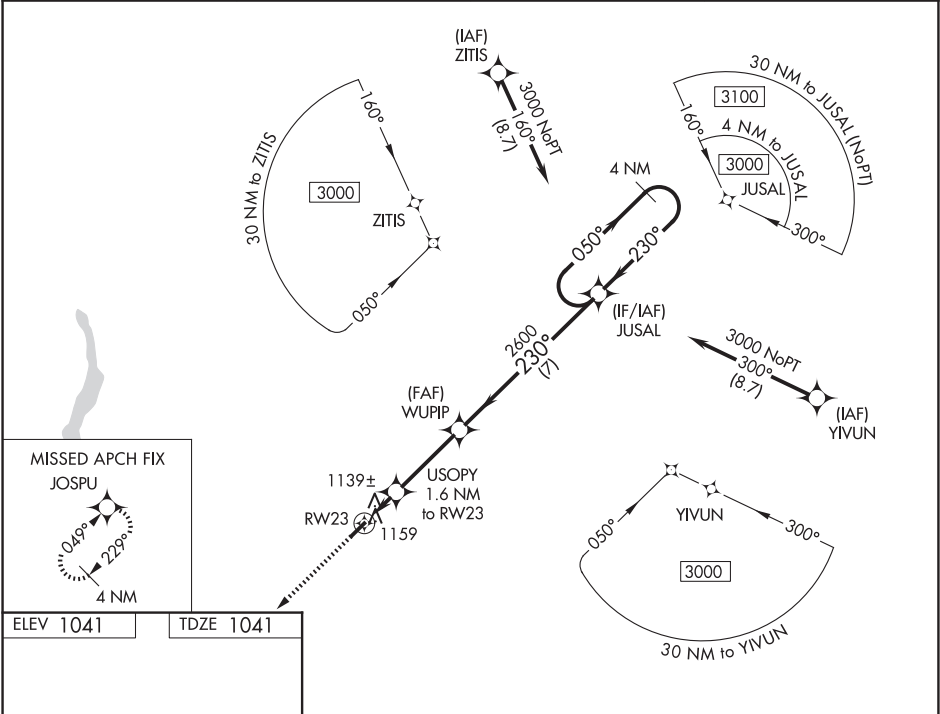
WAAS CH <b>56528</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Ldg TDZE <b>1041</b> Apt Elev <b>1041</b>
--	------------------------	---

RNAV (GPS) RWY 23

MIAMI UNIVERSITY (OXD)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct JOSPU and hold.
When Circling to Rwy 5 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Covington altimeter setting and increase all MDA 100 feet, increase LP Cat C visibility ¾ mile, increase LNAV and Circling Cat C visibility ¼ mile.		

AWOS-3PT <b>118.625</b>	CINCINNATI APP CON <b>121.0 254.25</b>	UNICOM <b>122.8 (CTAF)</b>	<b>122.9</b>
----------------------------	---	-------------------------------	--------------



MIRL Rwy 5-23  
REIL Rws 5 and 23

PAINESVILLE, OHIO

AL-5432 (FAA)

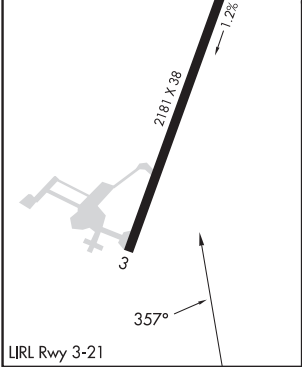
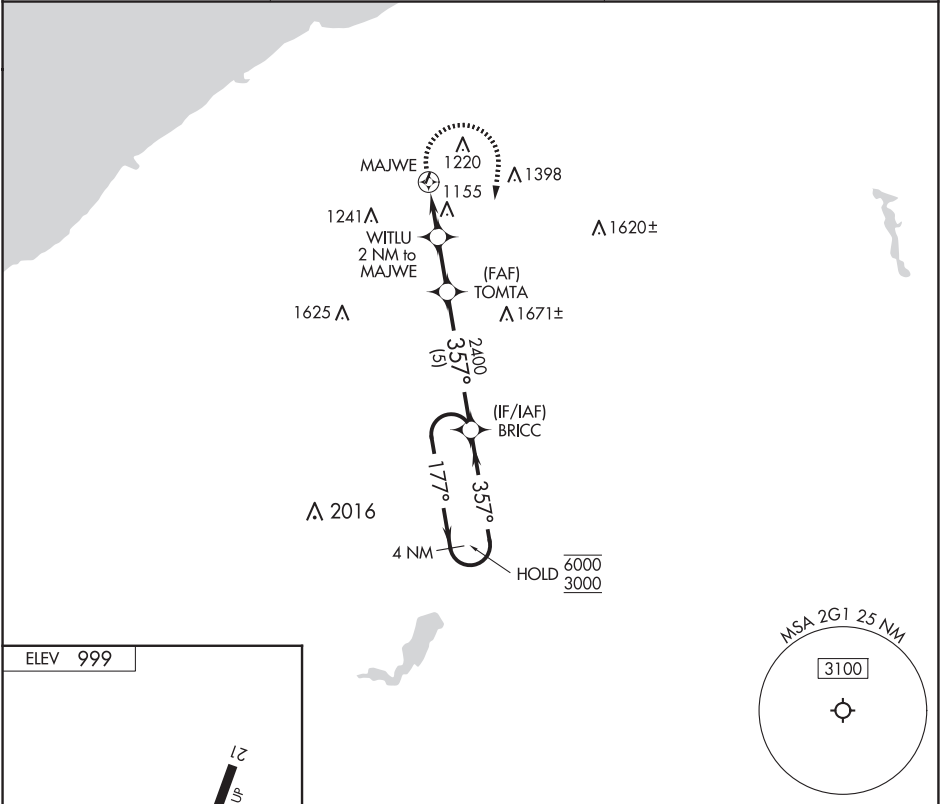
24361



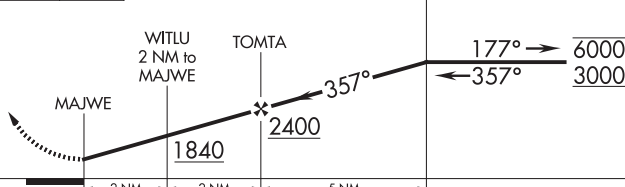
APP CRS	Rwy Idg	N/A
357°	TDZE	N/A
	Apt Elev	999

RNAV (GPS)-A  
CONCORD AIRPARK (2G1)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 3000 direct BRICC and hold.
NA Procedure NA at night. Use CLE altimeter setting.	

CLE ASOS 127.85	CLEVELAND APP CON 125.35 346.325	UNICOM 122.8 (CTAF)
--------------------	-------------------------------------	------------------------



				4 NM Holding Pattern	
					
CATEGORY	A	B	C	D	
CIRCLING	1700-1 701 (800-1)	1760-1 761 (800-1)	1820-2½ 821 (900-2½)	NA	

PAINESVILLE, OHIO  
Orig 26DEC24

41°40'N - 81°12'W

CONCORD AIRPARK (2G1)  
RNAV (GPS)-A

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025





PERU, INDIANA

AL-6127 (FAA)

25107

WAAS CH <b>50438</b> <b>W19A</b>	APP CRS <b>189°</b>	Rwy Idg TDZE <b>779</b> Apt Elev <b>779</b>
--	------------------------	---

# RNAV (GPS) RWY 19

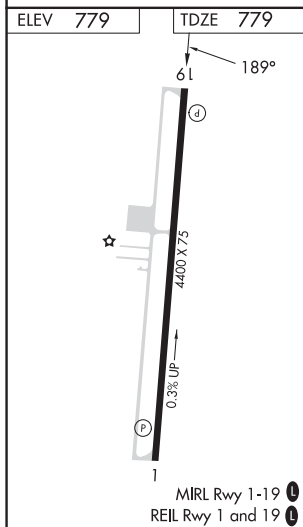
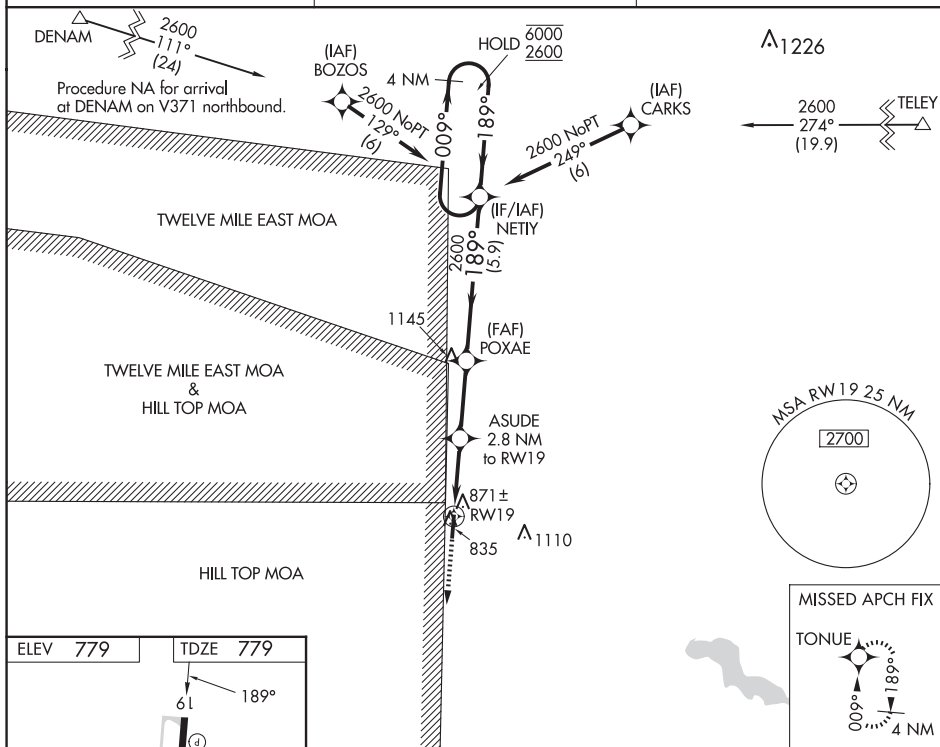
PERU MUNI (I76)

RNP APCH.

- ▼** Rwy 19 Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**▲** Baro-VNAV NA. Use Grissom ARB altimeter setting; when not received use Logansport altimeter setting and increase all DAs 8 feet.

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

KGUS ATIS <b>132.55 270.8</b>	GRISSOM APP CON ★ <b>121.05 338.275</b>	UNICOM <b>122.8 (CTAF) 0</b>
----------------------------------	--	---------------------------------



3000	TONUE	ASUDE 2.8 NM to RW19	POXAE 2600	NETTY 4 NM Holding Pattern
* LNAV only.	RW19	* 1700	2600	009° 189° 6000 2600
	2.8 NM	2.8 NM	5.9 NM	GP 3.00° TCH 40
				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).
CATEGORY	A	B	C	D
LPV DA		1053-1	274 (300-1)	
LNAV/VNAV DA		1074-1	295 (300-1)	
LNAV MDA	1160-1	381 (400-1)	1160-1½	381 (400-1½)
CIRCLING	1280-1	501 (600-1)	1500-2 721 (800-2)	1500-2¼ 721 (800-2¼)

PERU, INDIANA

Amdt 1B 30JAN20

40°47'N-86°09'W

PERU MUNI (I76)

# RNAV (GPS) RWY 19

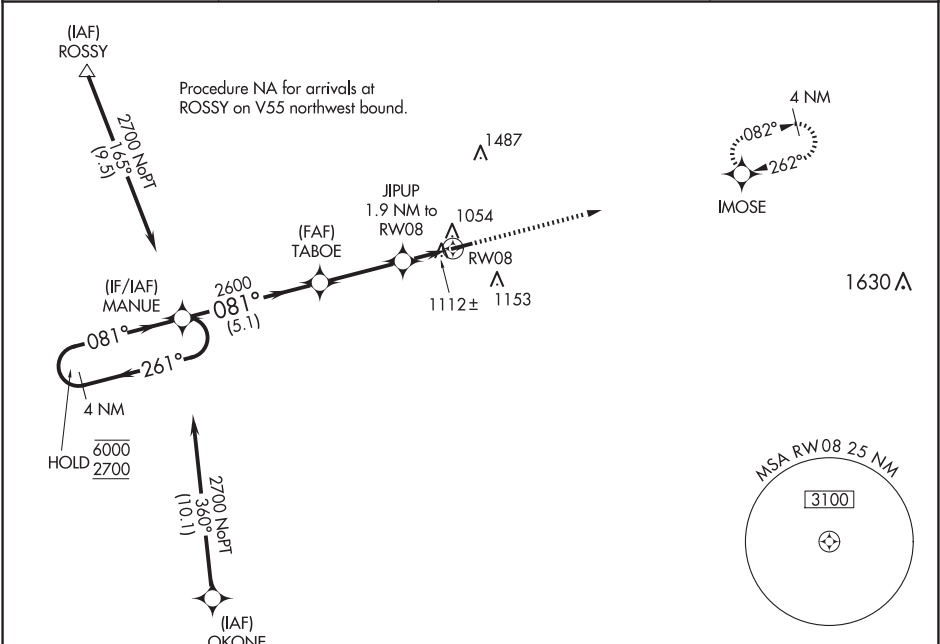
WAAS CH <b>48845</b> <b>W08A</b>	APP CRS <b>081°</b>	Rwy Idg TDZE <b>993</b> Apt Elev <b>993</b>
--	------------------------	---

RNAV (GPS) RWY 8

PIQUA/HARTZELL FLD (I17)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2800 direct IMOSE and hold.
<div><div>▼</div><div>NA</div></div> Rwy 8 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Versailles altimeter setting.	

DAY ASOS <b>125.8</b>	VES AWOS-3PT <b>125.9</b>	COLUMBUS APP CON <b>134.45 294.5 352.05</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
--------------------------	------------------------------	--	--



4 NM Holding Pattern		MANUE		2800		IMOSE	
6000 2700		261° 081°		2600		1620	
GS 3.00° TCH 36		081°		2600		1620	
5.1 NM		3.1 NM		1.9 NM			
CATEGORY	A	B	C	D			
LPV DA	1322-1	329 (400-1)	NA				
LNAV/VNAV DA	1400-1½	407 (500-1½)	NA				
LNAV MDA	1400-1	407 (500-1)	1400-1½ 407 (500-1½)	NA			
CIRCLING	1440-1 447 (500-1)	1540-1 547 (600-1)	1560-1½ 567 (600-1½)	NA			

ELEV 993

TDZE 993

MIRL Rwy 8-26 **1**

REIL Rwy 8 and 26 **1**

3998 X 75

081°

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

PIQUA, OHIO

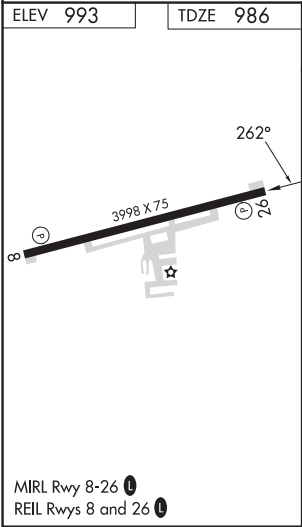
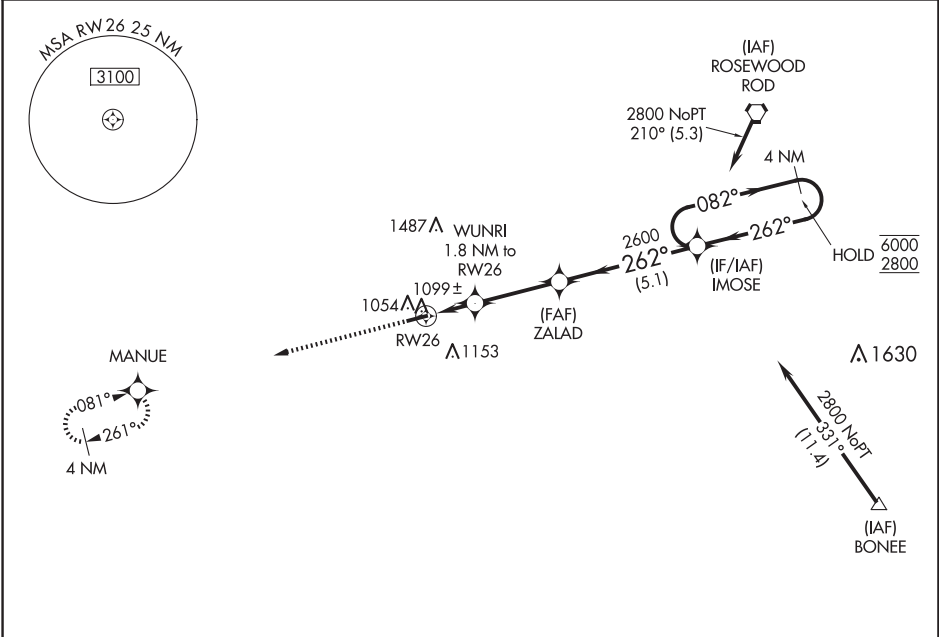
AL-5022 (FAA)

25051

WAAS CH <b>86745</b> <b>W26A</b>	APP CRS <b>262°</b>	Rwy Idg TDZE <b>986</b> Apt Elev <b>993</b>
--	------------------------	---

**RNAV (GPS) RWY 26**  
PIQUA/HARTZELL FLD (I17)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2700 direct MANUE and hold.	
Baro-VNAV NA. Use Versailles alimeter setting.			
DAY ASOS <b>125.8</b>	VES AWOS-3PT <b>125.9</b>	COLUMBUS APP CON <b>134.45 294.5 352.05</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>



2700

MANUE

IMOSE

4 NM Holding Pattern

082°

262°

6000

2800

GP 3.00°

TCH 37

WUNRI

1.8 NM to RW26

ZALAD

2600

262°

2600

1600

1.8 NM

3.1 NM

5.1 NM

CATEGORY

A

B

C

D

LPV DA

1213-1

227 (300-1)

NA

LNAV/VNAV DA

1296-1

310 (400-1)

NA

LNAV MDA

1380-1

394 (400-1)

1380-1½  
394 (400-1½)

NA

CIRCLING

1440-1  
447 (500-1)

1540-1  
547 (600-1)

1560-1½  
567 (600-1½)

NA

PIQUA, OHIO  
Amdt 1A 07SEP23

40°10'N-84°19'W



PIQUA/HARTZELL FLD (I17)  
**RNAV (GPS) RWY 26**

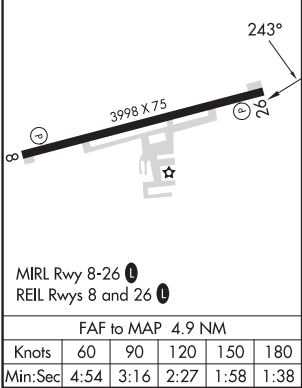
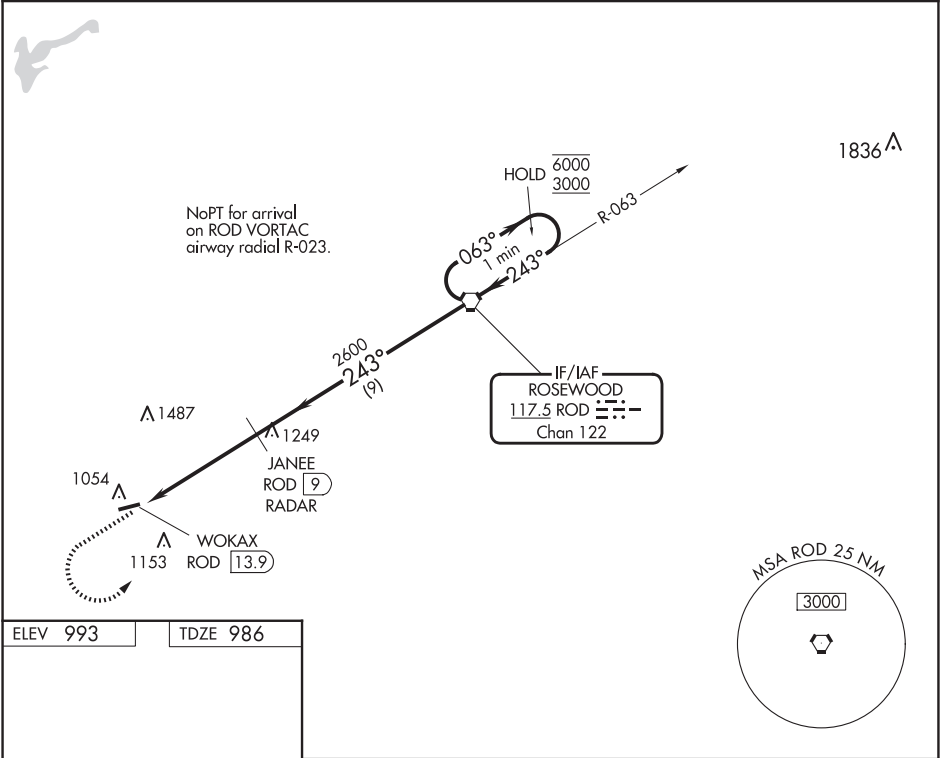
EC-2, 07 AUG 2025 to 02 OCT 2025





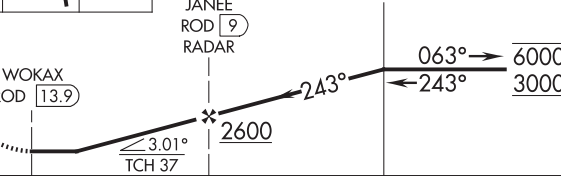

EC-2, 07 AUG 2025 to 02 OCT 2025

VORTAC ROD	APP CRS	Rwy Idg	3998
117.5	243°	TDZE	986
Chan 122		Apt Elev	993

VOR RWY 26  
PIQUA/HARTZELL FLD (I17)

DME or RADAR required.		MISSED APPROACH: Climb to 3000 then left turn direct ROD VORTAC and hold.	
	Rwy 26 helicopter visibility reduction below ¾ SM NA. Use James M Cox Dayton Intl altimeter setting.		
DAY ASOS	VES AWOS-3PT	COLUMBUS APP CON	UNICOM
125.8	125.9	134.45 294.5 352.05	123.0 (CTAF) 



3000		ROD		
				
WOKAX ROD 13.9		JANEE ROD 9 RADAR		
				
4.9 NM		9 NM		
CATEGORY	A	B	C	D
S-26	1500-1	514 (600-1)	1500-1⅓	514 (600-1⅓)
 CIRCLING	1500-1 507 (600-1)	1560-1 567 (600-1)	1560-1½ 567 (600-1½)	1880-3 887 (900-3)

PIQUA, OHIO

AL-5022 (FAA)

25051

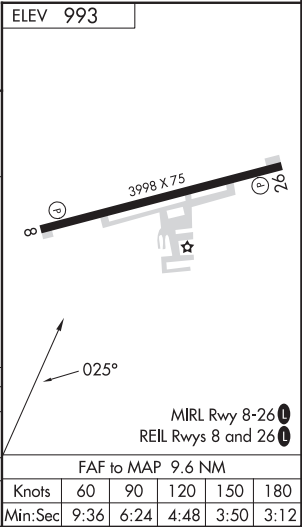
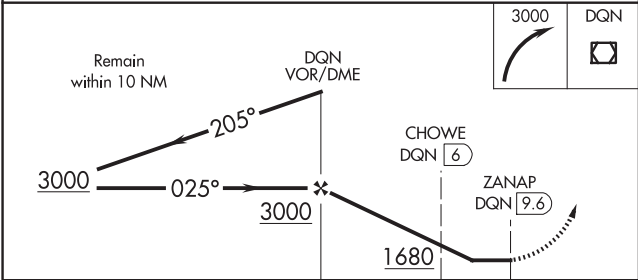
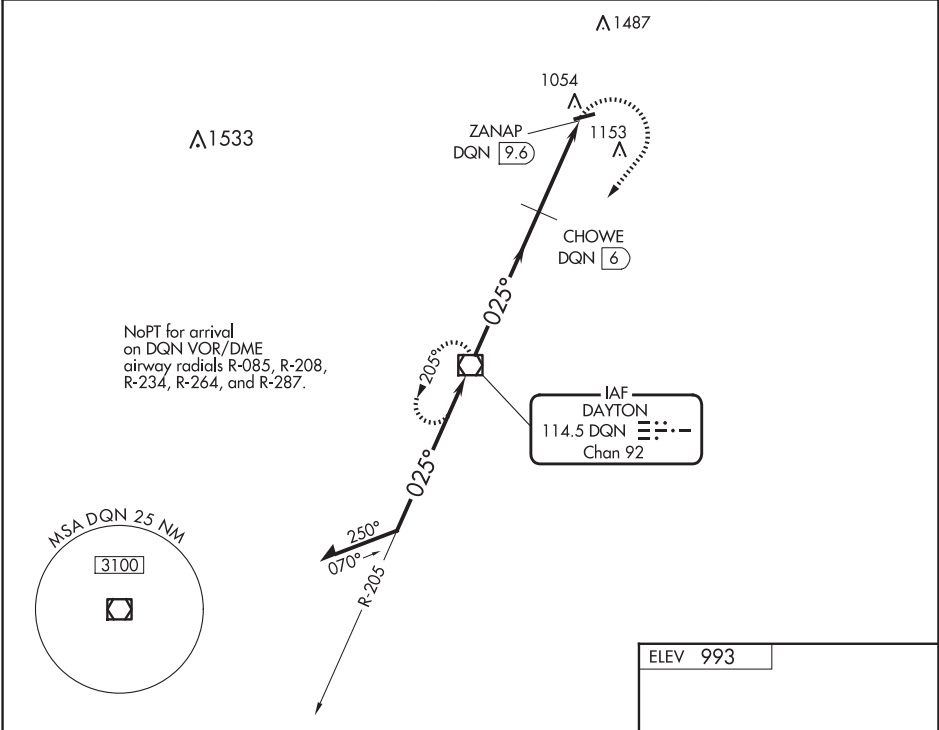
VOR/DME DQN	APP CRS	Rwy Idg TDZE	N/A
114.5	025°	Apt Elev	N/A
Chan 92			993

VOR-A

PIQUA/HARTZELL FLD (I17)

NA	Use James M Cox Dayton Intl altimeter setting.	MISSED APPROACH: Climbing right turn to 3000 direct DQN VOR/DME and hold.
----	--	---

DAY ASOS 125.8	VES AWOS-3PT 125.9	COLUMBUS APP CON 134.45 294.5 352.05	UNICOM 123.0 (CTAF)
-------------------	-----------------------	---	------------------------



CATEGORY	A	B	C	D
CIRCLING	1680-1 687 (700-1)	1680-2 687 (700-2)	1880-3 887 (900-3)	
CHOWE FIX MINIMUMS (DME REQUIRED)				
CIRCLING	1500-1 507 (600-1)	1560-1 567 (600-1)	1560-1½ 567 (600-1½)	1880-3 887 (900-3)
FAF to MAP 9.6 NM				
Knots	60	90	120	150 180
Min:Sec	9:36	6:24	4:48	3:50 3:12

PIQUA, OHIO

Amdt 13D 20JUN19

40°10'N-84°19'W

PIQUA/HARTZELL FLD (I17)

VOR-A

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**101°**

Rwy Idg  
TDZE  
**796**  
Apt Elev  
**800**

RNAV (GPS) RWY 10

PLYMOUTH MUNI (C65)

RNP APCH.

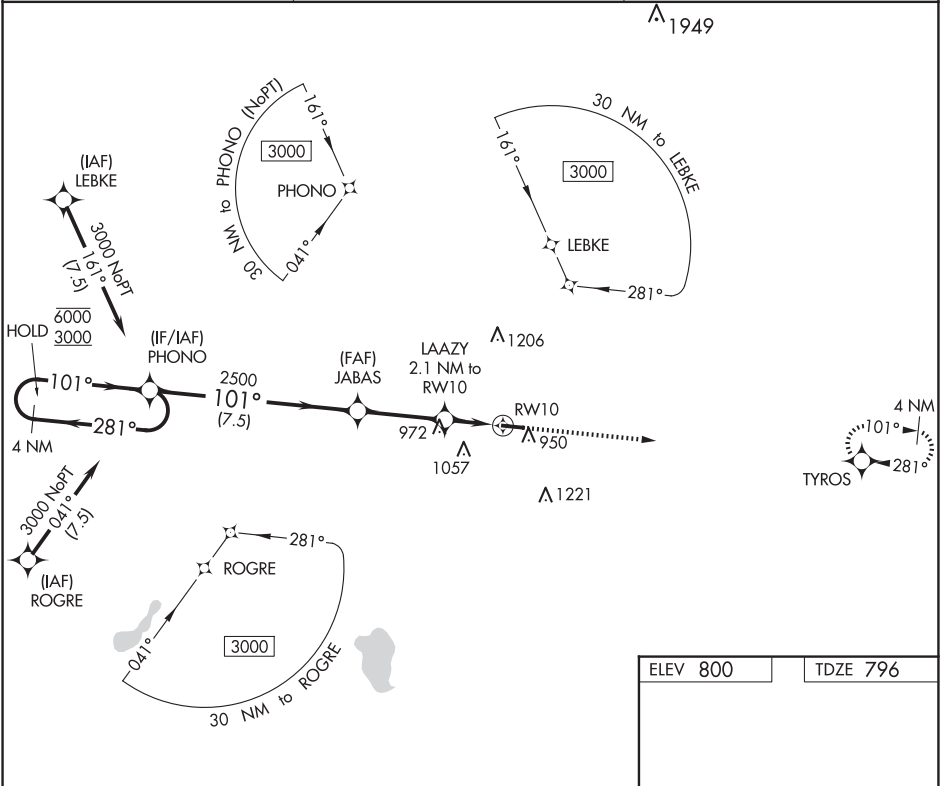
Circling to Rwy 28 NA at night. Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct TYROS and hold.

AWOS-3  
**133.025**

SOUTH BEND APP CON ★  
**132.05 257.8**

UNICOM  
**122.975 (CTAF) 0**



4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 28).

3000 TYROS

CATEGORY	A	B	C	D
LNAV MDA	1240-1	444 (500-1)	1240-1⅓ 444 (500-1⅓)	NA
CIRCLING	1280-1 480 (500-1)	1360-1 560 (600-1)	1540-2 740 (800-2)	NA

MIRL Rwy 10-28 0

REIL Rwy 10 and 28 0

WAAS CH <b>90238</b> <b>W28A</b>	APP CRS <b>281°</b>	Rwy Idg TDZE Apt Elev	<b>4103</b> <b>796</b> <b>800</b>
--	------------------------	-----------------------------	---

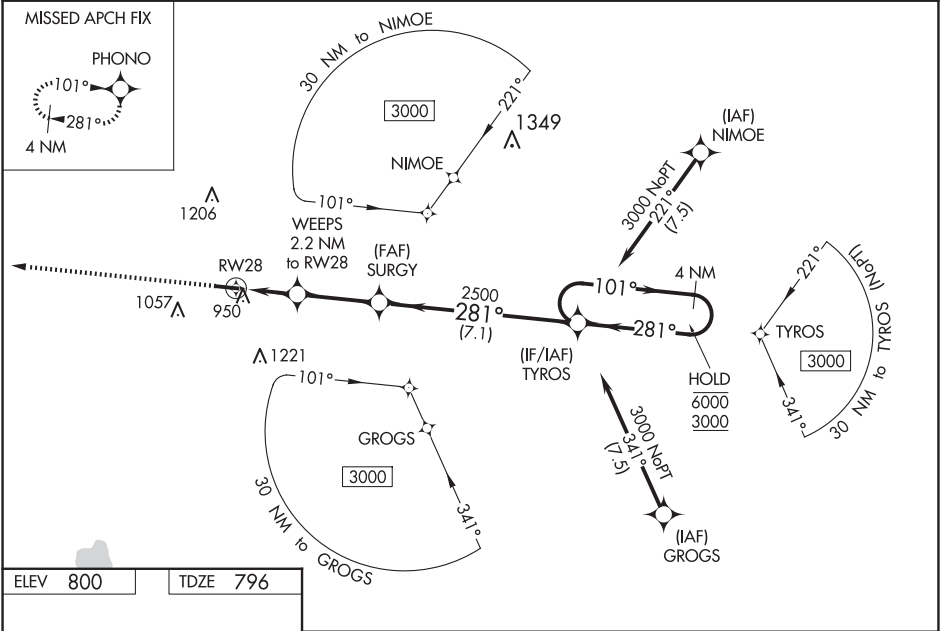
RNAV (GPS) RWY 28  
PLYMOUTH MUNI (C65)

RNP APCH - GPS.

Baro-VNAV NA when using South Bend altimeter setting. Rwy 28 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use South Bend altimeter setting and increase LPV DA to 1154 feet and visibility all Cats ¼ SM; LNAV/VNAV DA to 1240 feet and visibility all Cats ¼ SM, increase all MDAs 60 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ¼ SM. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 3000 direct PHONO and hold.

AWOS-3 <b>133.025</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	UNICOM <b>122.975 (CTAF) 0</b>
--------------------------	---	-----------------------------------



ELEV 800	TDZE 796	3000 PHONO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.30/TCH 28).	4 NM Holding Pattern
CATEGORY	A	B	C	D
LPV DA	1103-1	307 (400-1)		NA
LNAV/VNAV DA	1189-1½	393 (400-1½)		NA
LNAV MDA	1260-1	464 (500-1)	1260-1¾ 464 (500-1¾)	NA
CIRCLING	1280-1 480 (500-1)	1360-1 560 (600-1)	1540-2 740 (800-2)	NA

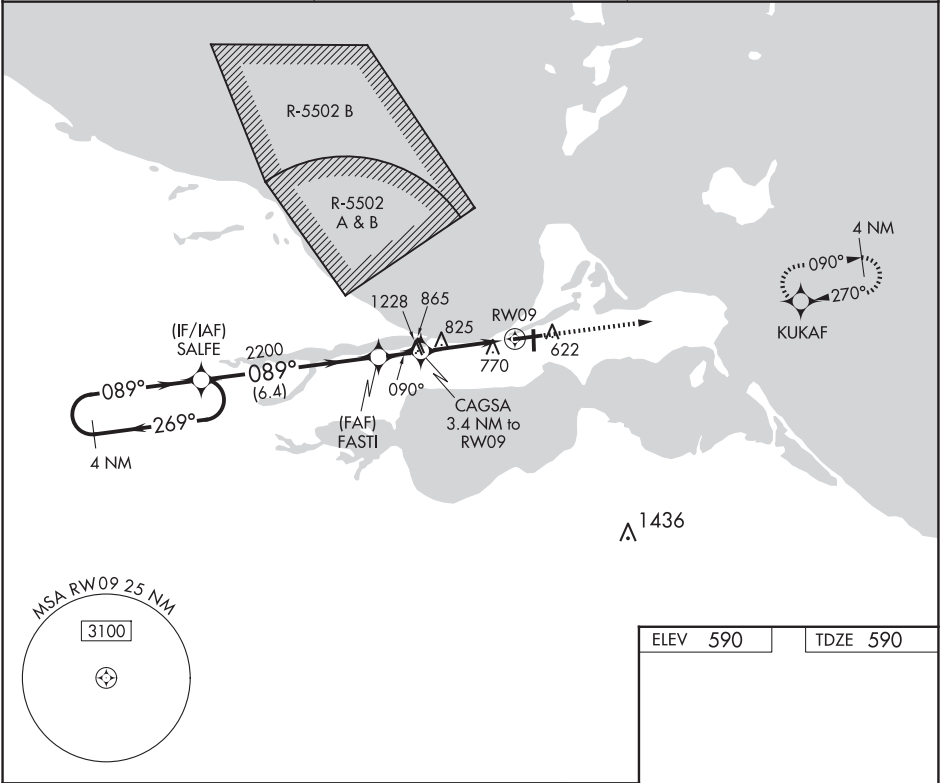



APP CRS	Rwy Idg	5646
090°	TDZE	590
	Apt Elev	590


RNAV (GPS) RWY 9  
ERIE-OTTAWA INTL (PCW)

RNP APCH - GPS.	When local altimeter setting not received, use Toledo Executive altimeter setting and increase all MDA 80 feet and all Cat C/D visibilities ¼ mile. Rwy 9 helicopter visibility reduction below ¾ SM NA. Circling Rwy 18, 36 NA at night.	MISSED APPROACH: Climb to 2500 direct KUKAF and hold.
-----------------	---	--

AWOS-3 118.775	CLEVELAND APP CON 126.35 346.325	UNICOM 122.8 (CTAF) 0
-------------------	-------------------------------------	--------------------------



 <div>4 NM Holding Pattern</div> <div>2500 KUKAF</div> <div>3000 ← 269° 089° → 089° 2200 090° 1720</div> <div>6.4 NM 1.5 NM 3.4 NM</div> <div>SALFE FASTI CAGSA 3.4 NM to RW09 RW09</div> <div>3.00° TCH 40</div>				
CATEGORY	A	B	C	D
LNNAV MDA	1140-1	550 (600-1)	1140-1½	550 (600-1½)
CIRCLING	1140-1	550 (600-1)	1180-1½ 590 (600-1½)	1580-3 990 (1000-3)



5646 X 100 4002 X 75 090°

HIRL Rwy 9-27

MIRL Rwy 18-36

REIL Rws 9 and 27

PORT CLINTON, OHIO

AL-5727 (FAA)

24193

WAAS CH <b>58012</b> <b>W27A</b>	APP CRS <b>270°</b>	Rwy Idg <b>5445</b> TDZE <b>588</b> Apt Elev <b>590</b>
--	------------------------	--

RNAV (GPS) RWY 27

ERIE-OTTAWA INTL (PCW)

RNP APCH - GPS.

▼

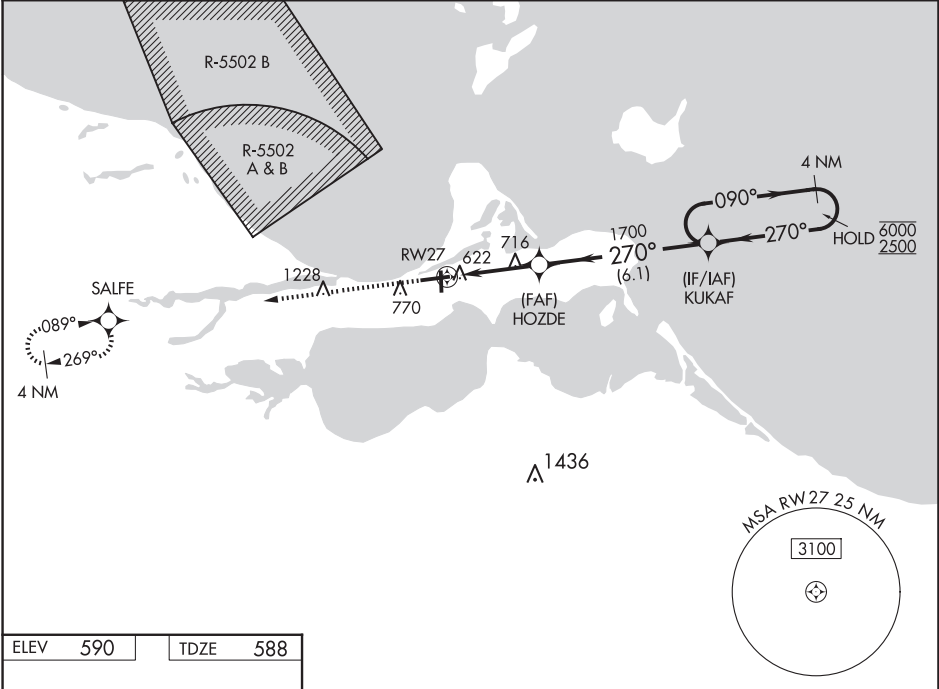
Circling Rwy 18, 36 NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.

⚠

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

MISSED APPROACH:  
Climb to 3000 direct  
SALFE and hold.

AWOS-3 <b>118.775</b>	CLEVELAND APP CON <b>126.35 346.325</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	--	---------------------------------



ELEV 590

TDZE 588

HIRL Rwy 9-27 1

MIRL Rwy 18-36 1

REIL Rwy 9 and 27 0

3000

SALFE

CATEGORY	A	B	C	D
LPV DA	842-1	254 (300-1)		
LNAV/VNAV DA	969-1 1/8	381 (400-1 1/8)		
LNAV MDA	980-1	392 (400-1)	980-1 1/8	392 (400-1 1/8)
CIRCLING	1140-1	550 (600-1)	1180-1 1/2 590 (600-1 1/2)	1580-3 990 (1000-3)

PORT CLINTON, OHIO  
Amdt 2 27JAN22

41°31'N-82°52'W

ERIE-OTTAWA INTL (PCW)

RNAV (GPS) RWY 27

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

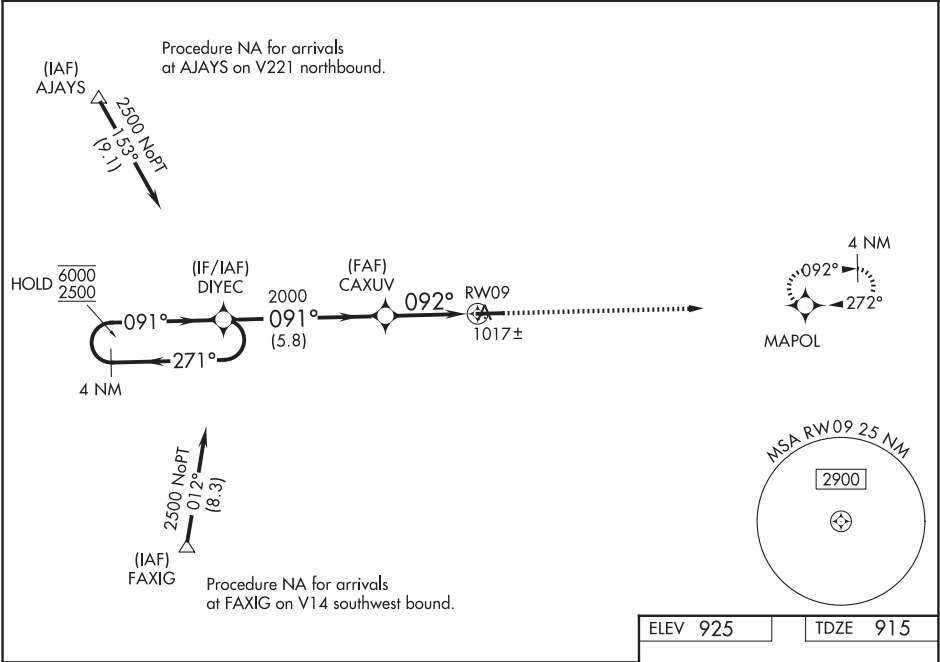
WAAS CH <b>63225</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Ldg TDZE <b>915</b> Apt Elev <b>925</b>
--	------------------------	---

RNAV (GPS) RWY 9

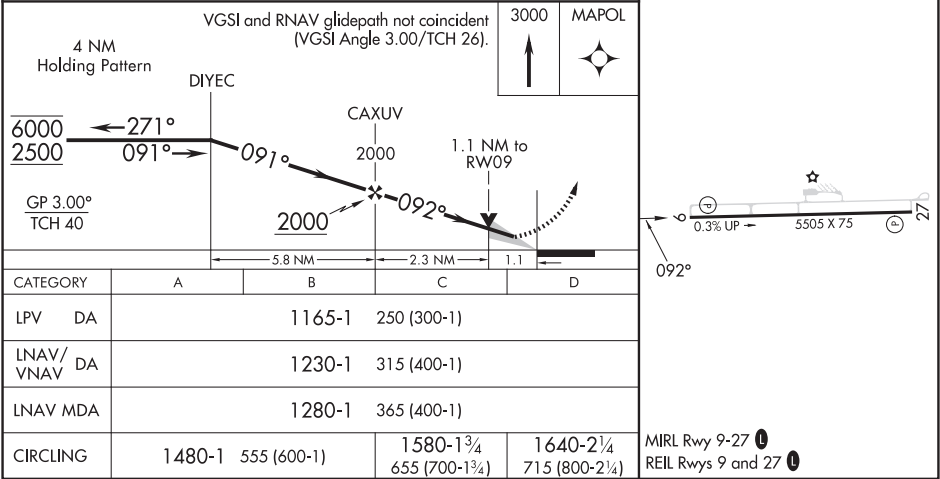
PORTLAND MUNI (PLD)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct MAPOL and hold.
<div><div>▼</div><div>▲</div></div> <div>Circling to Rwy 27 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</div>	

AWOS-3 <b>124.675</b>	FORT WAYNE APP CON <b>132.15</b> (SE/NE) <b>284.6</b> <b>127.2</b> (SW/NW) <b>284.6</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
--------------------------	---	--



ELEV 925	TDZE 915
----------	----------



PORTLAND, INDIANA

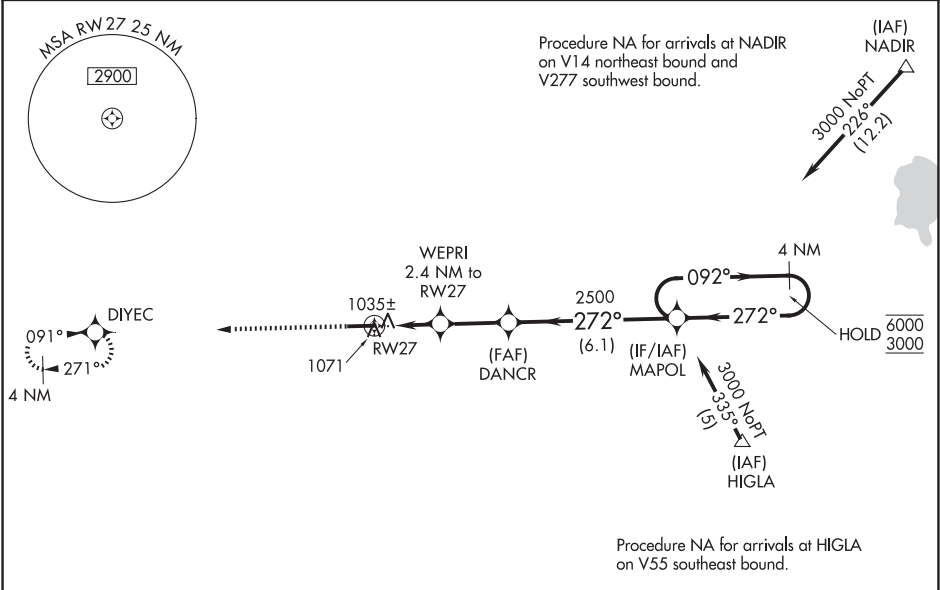
AL-5633 (FAA)

25219

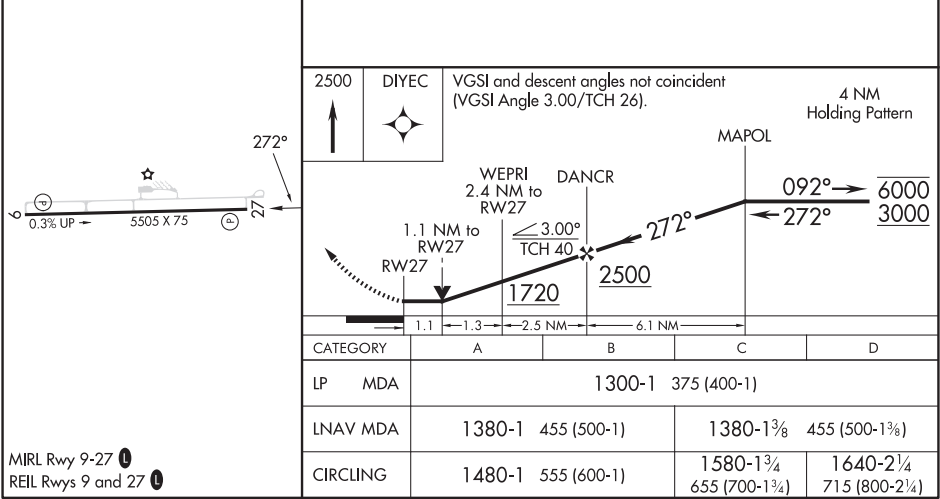
WAAS CH <b>73025</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Ldg TDZE <b>925</b> Apt Elev <b>925</b>
--	------------------------	---

RNAV (GPS) RWY 27  
PORTLAND MUNI (PLD)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2500 direct DIYEC and hold.
Rwy 27 helicopter visibility reduction below ¾ SM NA. VDP NA when using FWA altimeter setting.		
AWOS-3 124.675	FORT WAYNE APP CON 132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	UNICOM 122.8 (CTAF) 0



ELEV <b>925</b>	TDZE <b>925</b>
-----------------	-----------------



MIRL Rwy 9-27 **0**  
REIL Rwys 9 and 27 **0**

PORTLAND, INDIANA  
Amdt 2B 07AUG25

40°27'N-85°00'W

PORTLAND MUNI (PLD)  
RNAV (GPS) RWY 27

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>45907</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg TDZE <b>663</b> Apt Elev <b>663</b>	<b>5001</b> <b>663</b> <b>663</b>
--	------------------------	---	---

RNAV (GPS) RWY 18

GREATER PORTSMOUTH RGNL (PMH)

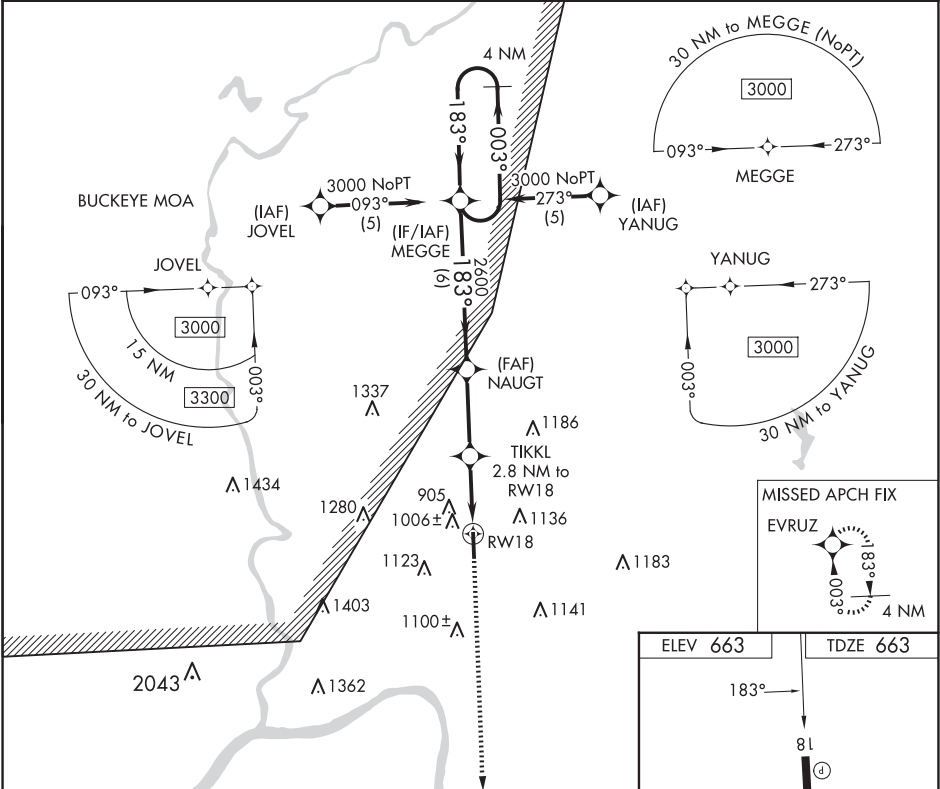
▽

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Huntington altimeter setting and increase LPV DA to 1106 feet and visibility all Cats ¼ SM; increase all MDA 100 feet and LNAV Cat C/D visibility ½ SM and Circling Cat B/C/D ¼ SM.

MISSED APPROACH:  
Climb to 3000 direct EVRUZ and hold.

AWOS-3 <b>125.175</b>	HUNTINGTON APP CON <b>128.4 270.1</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	--	---------------------------------



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).

3000 EVRUZ

MEGGE

NAUGHT

TIKKL 2.8 NM to RW18

RW18

GP 3.00° TCH 40

183°

003°

183°

183°

2600

1580

6 NM

3.1 NM

2.8 NM

\*LNAV only

CATEGORY	A	B	C	D
LPV DA	1010-1¼ 347 (400-1¼)			
LNAV MDA	1260-1 597 (600-1)		1260-1½ 597 (600-1½)	1260-1¾ 597 (600-1¾)
CIRCLING	1340-1 677 (700-1)	1440-1 777 (800-1)	1440-2¼ 777 (800-2¼)	1540-2¾ 877 (900-2¾)

ELEV 663

TDZE 663

183°

81

500 X 100

725

36

REIL Rwy 18 and 36

MIRL Rwy 18-36



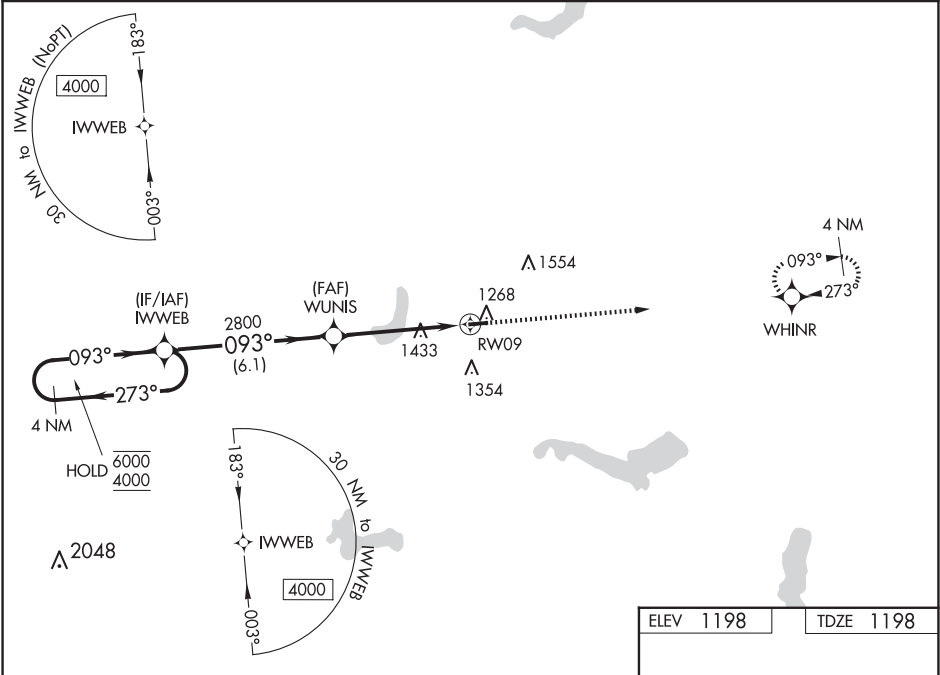
WAAS CH <b>77735</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Idg TDZE <b>1198</b> Apt Elev <b>1198</b>
--	------------------------	---

RNAV (GPS) RWY 9

PORTAGE COUNTY (POV)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4000 direct WHINR and hold, continue climb-in-hold to 4000.
<p>▼ Baro-VNAV and VDP NA when using CAK altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 9 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not recieved, use CAK altimeter setting and increase LPV DA to 1498 feet. Increase LNAV/VNAV DA to 1557 feet. Increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM.</p> <p>▲</p>		

AWOS-3 <b>118.675</b>	CLEVELAND APP CON★ <b>125.5 371.875</b>	CLNC DEL <b>125.65</b>	UNICOM <b>123.05</b> (CTAF) <b>0</b>
--------------------------	--	---------------------------	---



4 NM Holding Pattern		IWWEB		WUNIS		RW09		4000 WHINR	
6000 ← 273°		4000 → 093°		2800		1.5 NM to RW09		3499 X 75	
GP 3.00°		TCH 40		2800		6.1 NM		3.5 NM	
CATEGORY		A		B		C		D	
LPV DA		1448-1		250 (300-1)				NA	
LNAV/VNAV DA		1507-1		309 (400-1)				NA	
LNAV MDA		1700-1		502 (600-1)		1700-1⅜ 502 (600-1⅜)		NA	
CIRCLING		1740-1 542 (600-1)		1800-1 602 (700-1)		1860-1¾ 662 (700-1¾)		NA	
								REIL Rwy 9 and 27 <b>0</b> MIRL Rwy 9-27 <b>0</b>	

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

RAVENNA, OHIO

AL-5844 (FAA)

24361

WAAS CH <b>49035</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg TDZE <b>1198</b> Apt Elev <b>1198</b>
--	------------------------	---

# RNAV (GPS) RWY 27

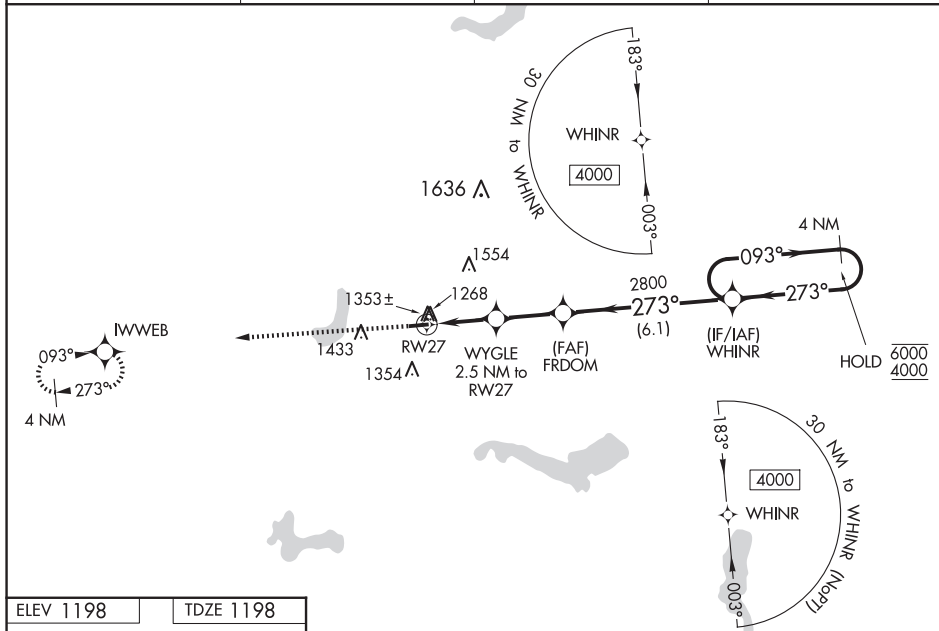
PORTAGE COUNTY (POV)

RNP APCH - GPS.

- ⚠** Baro-VNAV and VDP NA when using CAK altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 27 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use CAK altimeter setting and increase LPV DA to 1546 feet. Increase LNAV/VNAV DA to 1603 feet and all visibilities  $\frac{1}{2}$  SM. Increase all MDAs 60 feet; and Circling visibility Cat C  $\frac{1}{2}$  SM.

**MISSED APPROACH:**  
Climb to 4000 direct  
IWWEB and hold,  
continue climb-in-hold  
to 4000.

AWOS-3 <b>118.675</b>	CLEVELAND APP CON* <b>125.5 371.875</b>	CLNC DEL <b>125.65</b>	UNICOM <b>123.05 (CTAF) ①</b>
--------------------------	--	---------------------------	----------------------------------



ELEV 1198	TDZE 1198
-----------	-----------

REIL Rwy 9 and 27 ① MIRL Rwy 9-27 ①	4000	IWWEB	FRDOM	WHINR
	1.3	1.2 NM	2.4 NM	6.1 NM
CATEGORY	A	B	C	D
LPV DA	1496-1	298 (300-1)		NA
LNAV/VNAV DA	1553-1	355 (400-1)		NA
LNAV MDA	1640-1	442 (500-1)	1640-1 $\frac{3}{8}$ 442 (500-1 $\frac{3}{8}$ )	NA
<b>C</b> CIRCLING	1740-1 542 (600-1)	1800-1 602 (700-1)	1860-1 $\frac{3}{4}$ 662 (700-1 $\frac{3}{4}$ )	NA

RAVENNA, OHIO

Amdt 2 26DEC24

41°13'N-81°15'W

# RNAV (GPS) RWY 27

EC-2, 07 AUG 2025 to 02 OCT 2025



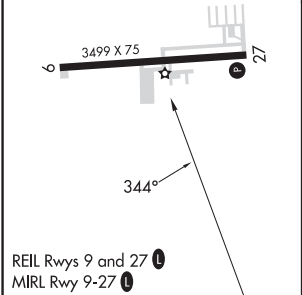
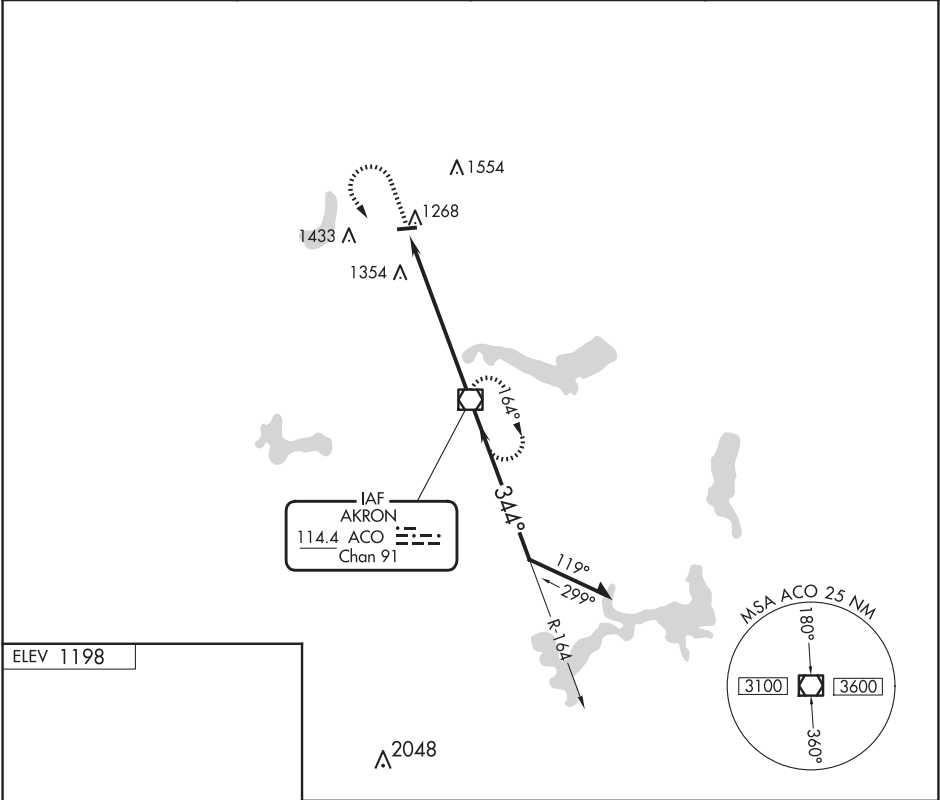
T

A

When local altimeter setting not received, use CAK altimeter setting and increase all MDAs 60 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 2900 then left turn direct ACO VOR/DME and hold.

AWOS-3 118.675	CLEVELAND APP CON★ 125.5 371.875	CLNC DEL 125.65	UNICOM 123.05 (CTAF) <b>U</b>
-------------------	-------------------------------------	--------------------	----------------------------------



FAF to MAP 6.5 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	<b>C</b> CIRCLING	1740-1 542 (600-1)	1800-1 602 (700-1)	1860-1¾ 662 (700-1¾)	NA
Min:Sec	6:30	4:20	3:15	2:36	2:10					

RENSSELAER, INDIANA

AL-6185 (FAA)

22111

WAAS CH <b>70527</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg TDZE <b>698</b> Apt Elev <b>698</b>
--	------------------------	---

**RNAV (GPS) RWY 18**  
JASPER COUNTY (RZL)

RNP APCH.

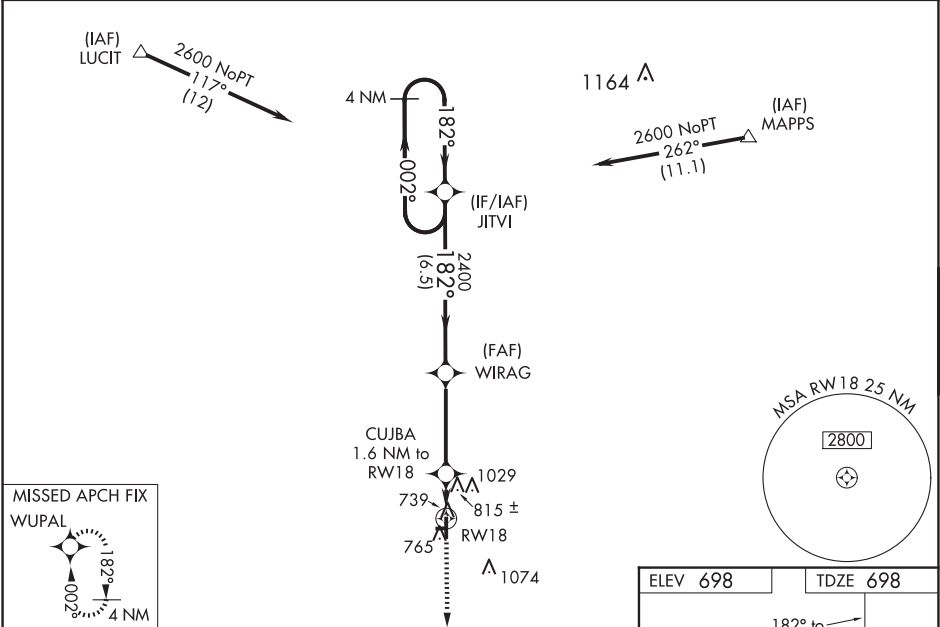
T

A

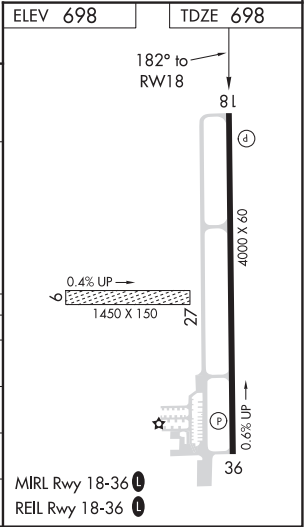
Baro-VNAV NA when using Knox altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received, use Knox altimeter setting: increase LPV DA to 1026 feet and increase visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1174 feet and visibility all Cats ½ SM; increase all MDAs 80 feet and LNAV visibility Cat C ½ SM, and Circling visibility Cat C ¼ SM. Rwy 18 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 9 and 27.

MISSED APPROACH:  
Climb to 2600 direct  
WUPAL and hold.

AWOS-3P <b>119.175</b>	CHICAGO CENTER <b>132.5 284.7</b>	UNICOM <b>122.8 (CTAF) 0</b>
---------------------------	--------------------------------------	---------------------------------



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).		2600	WUPAL
GP 3.00° TCH 40				*LNAV only.	
JITVI		WIRAG		CUJBA 1.6 NM to RW18	
2600		2400		*1240	
6.5 NM		3.6 NM		1.6	
CATEGORY	A	B	C	D	
LPV DA	948-1 250 (300-1)				NA
LNAV/ VNAV DA	1096-1 <sup>3</sup> / <sub>8</sub> 398 (400-1 <sup>3</sup> / <sub>8</sub> )				NA
LNAV MDA	1080-1 382 (400-1)		1080-1 <sup>1</sup> / <sub>8</sub> 382 (400-1 <sup>1</sup> / <sub>8</sub> )		NA
CIRCLING	1120-1 422 (500-1)	1380-1 682 (700-1)	1440-2 <sup>1</sup> / <sub>4</sub> 742 (800-2 <sup>1</sup> / <sub>4</sub> )		NA



RENSSELAER, INDIANA

Orig-D 21APR22

40°57'N-87°11'W

JASPER COUNTY (RZL)

**RNAV (GPS) RWY 18**

WAAS CH <b>82327</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy Idg TDZE <b>681</b> Apt Elev <b>698</b>
--	------------------------	---

RNAV (GPS) RWY 36

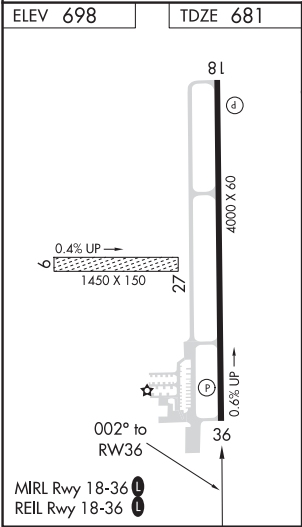
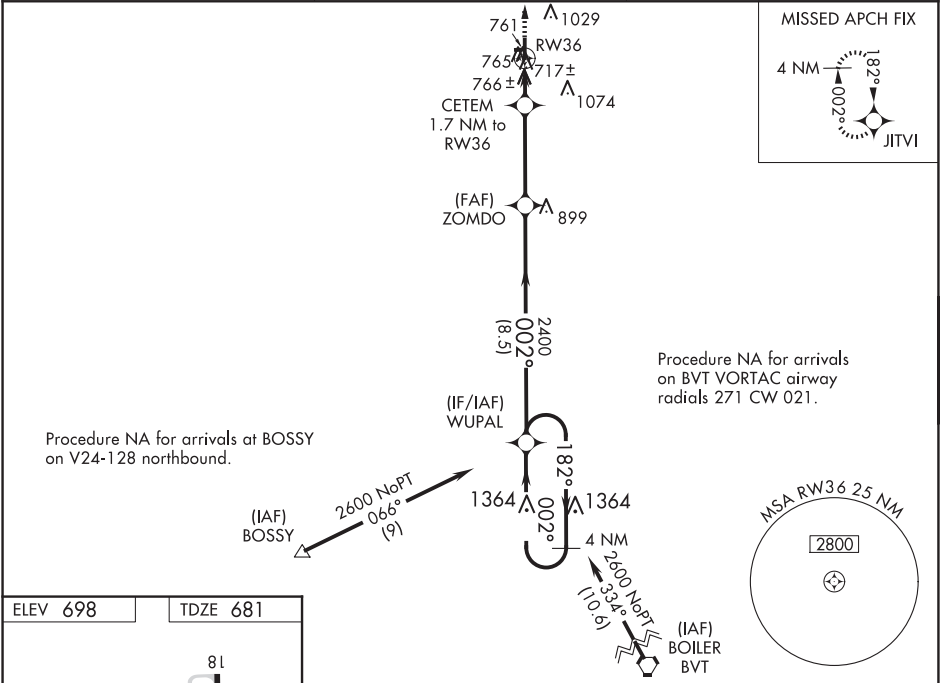
JASPER COUNTY (RZL)

RNP APCH.

Baro-VNAV NA when using Knox altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received use Knox altimeter setting and increase all DA 78 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ⅓ mile and LNAV and Circling Cat C visibility ¼ mile.  
Rwy 36 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy's 9 and 27.

MISSED APPROACH:  
Climb to 2600 direct  
JITVI and hold.

AWOS-3P <b>119.175</b>	CHICAGO CENTER <b>132.5 284.7</b>	UNICOM <b>122.8 (CTAF) 0</b>
---------------------------	--------------------------------------	---------------------------------



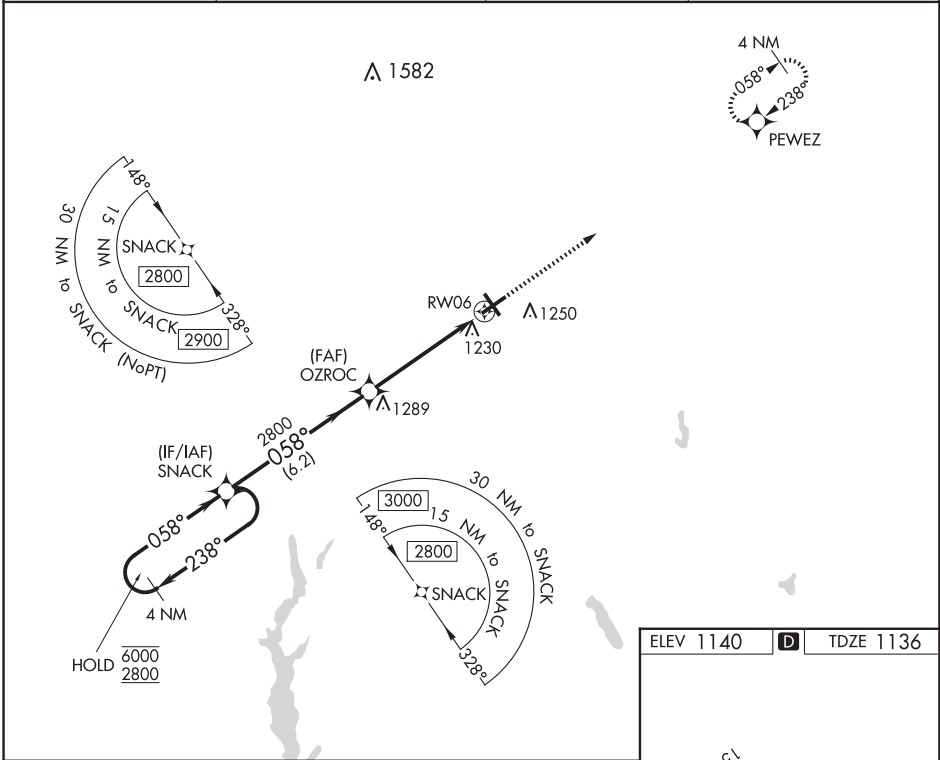
<div>2600</div> <div>↑</div>		<div>JITVI</div> <div>✦</div>	<div>WUPAL</div> <div>4 NM Holding Pattern</div>	
<div>* LNAV only.</div>		<div>CETEM</div> <div>1.7 NM to RW36</div>	<div>ZOMDO</div> <div>2400</div>	<div>182°</div> <div>2600</div>
<div>RW36</div>	<div>*1240</div>	<div>2400</div>	<div>002°</div>	<div>←002°</div>
<div>GP 3.00°</div> <div>TCH 40</div>				
<div>1.7</div>		<div>3.6 NM</div>	<div>8.5 NM</div>	
CATEGORY		A	B	C
LPV	DA	931-1 250 (300-1)		
LNAV/ VNAV	DA	947-1 266 (300-1)		
LNAV MDA		1020-1 339 (400-1)		
CIRCLING	1120-1 422 (500-1)	1380-1 682 (700-1)	1440-2¼ 742 (800-2¼)	NA

WAAS CH <b>72842</b> <b>W06A</b>	APP CRS <b>058°</b>	Rwy Idg TDZE <b>1136</b> Apt Elev <b>1140</b>
--	------------------------	---

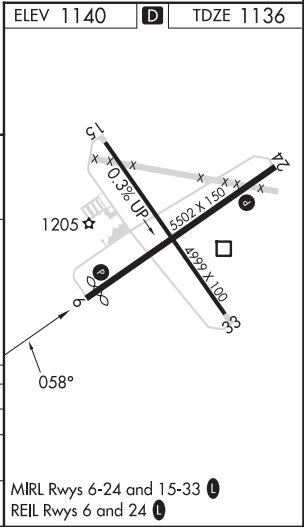
RNAV (GPS) RWY 6

RICHMOND MUNI (RID)

RNP APCH.		MISSED APPROACH: Climb to 2700 direct PEWEZ and hold.	
<div><div>T</div><div>Circling Rwy 15 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA.</div></div>			
AWOS-3 121.225	COLUMBUS APP CON 134.45 352.05	CLNC DEL 133.55	UNICOM 122.7 (CTAF)



4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 26).		2700	PEWEZ
SNACK		OZROC		RW06	
6000 2800		2800		1.1 NM to RW06	
238°		058°		RW06	
058°		3.04° TCH 45		1.1 NM	
6.2 NM		3.9 NM		1.1 NM	
CATEGORY	A	B	C	D	
LP MDA	1500-1		364 (400-1)		
LNNAV MDA	1520-1 384 (400-1)		1520-1½ 384 (400-1½)		
<b>C</b> CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)		1700-2 560 (600-2)



EC-2, 07 AUG 2025 to 02 OCT 2025

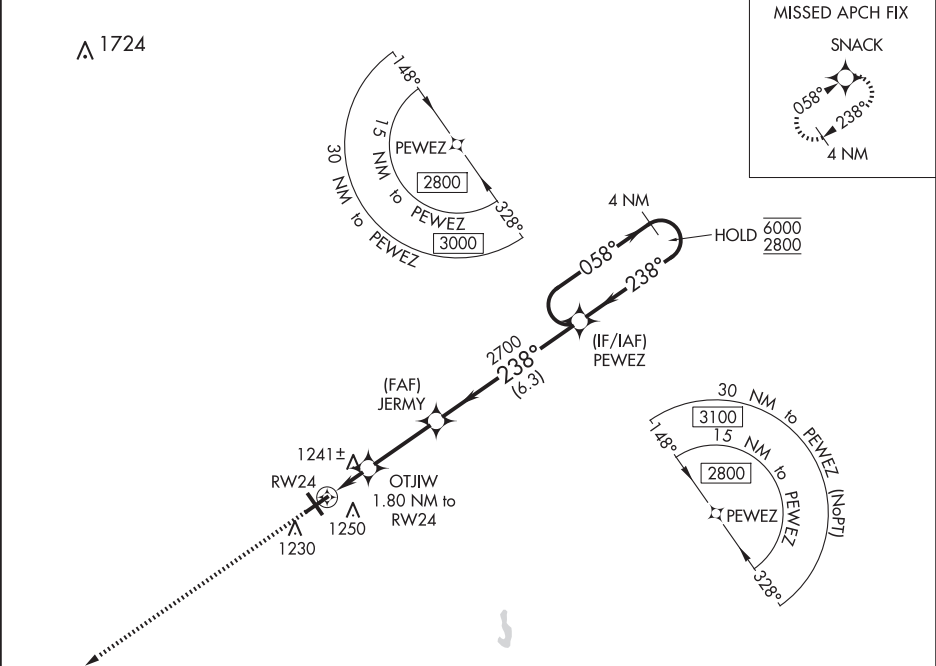
EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>82112</b> <b>W24A</b>	APP CRS <b>238°</b>	Rwy Idg <b>5500</b> TDZE <b>1139</b> Apt Elev <b>1140</b>
--	------------------------	---

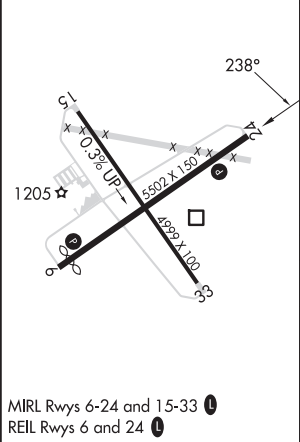
RNAV (GPS) RWY 24

RICHMOND MUNI (RID)

RNP APCH.			MISSED APPROACH: Climb to 2800 direct SNACK and hold.
T NA Circling Rwy 15 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.			
AWOS-3 121.225	COLUMBUS APP CON 134.45 352.05	CLNC DEL 133.55	UNICOM 122.7 (CTAF) 0



ELEV 1140	D	TDZE 1139
-----------	---	-----------



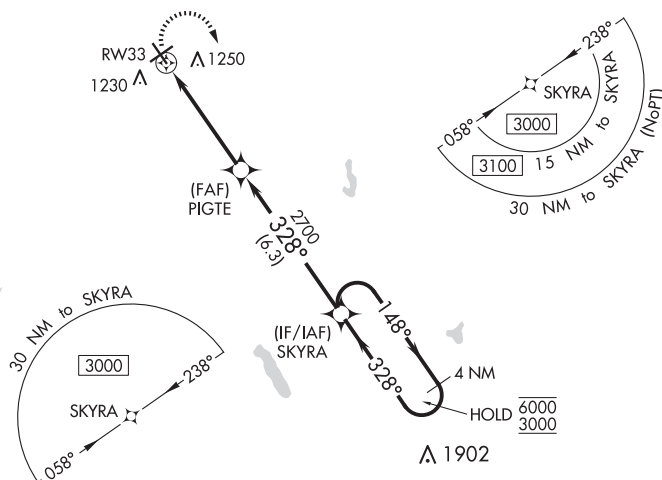
2800	SNACK	OTJIW 1.8 NM to RW24	JERMY 2700	PEWEZ 2700	4 NM Holding Pattern
*LNAV only.	*1 NM to RW24	*1740	2700	GP 3.00° TCH 48	
1 NM	0.8	3 NM	6.3 NM		
CATEGORY	A	B	C	D	
LPV DA		1339-¾	200 (200-¾)		
LNAV/VNAV DA		1409-⅞	270 (300-⅞)		
LNAV MDA		1500-1	361 (400-1)		
CIRCLING	1600-1	460 (500-1)	1600-1½ 460 (500-1½)	1700-2 560 (600-2)	

# RNAV (GPS) RWY 33

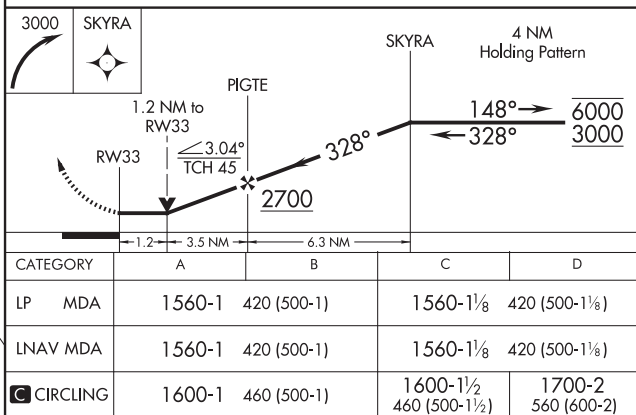
## RICHMOND MUNI (RID)

**MISSED APPROACH:** Climbing right turn to 3000 direct SKYRA and hold.

UNICOM  
122.7 (CTAF) **L**



MIRL Rwy 6-24 and 15-33 **L**  
REIL Rwy 6 and 24 **L**



RICHMOND MUNI (RID)  
RNAV (GPS) RWY 33

EC-2, 07 AUG 2025 to 02 OCT 2025

T

A

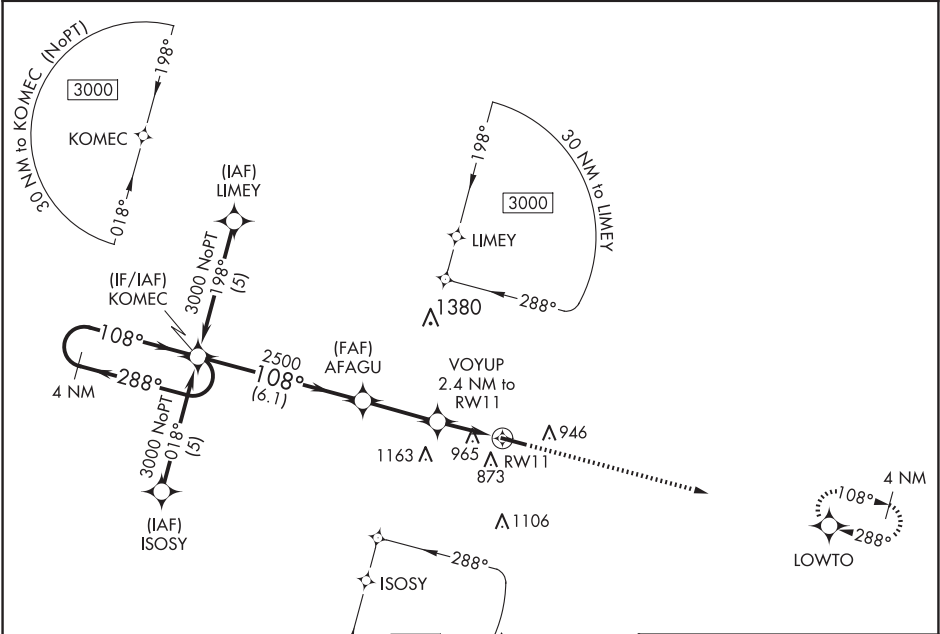
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Goshen altimeter setting: increase all MDA 100 feet and visibility LNAV Cats C and D and Circling Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3000 direct LOWTO and hold.

AWOS-3  
118.775

SOUTH BEND APP CON ★  
132.05 257.8

UNICOM  
122.7 (CTAF) ①



4 NM Holding Pattern

3000

288°

108°

KOMECE

108°

AFAGU

2500

3.05° TCH 45

VOYUP

2.4 NM to RW11

1600

RW11

6.1 NM

2.8 NM

2.4 NM

3000

LOWTO

018°

30 NM to 15050

CATEGORY	A	B	C	D
LNAV MDA	1220-1	430 (500-1)	1220-1¼ 430 (500-1¼)	1220-1½ 430 (500-1½)
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1480-2 690 (700-2)	1620-2¾ 830 (900-2¾)

5001 X 75

108°

29°

REIL Rwy 11 and 29

MIRL Rwy 11-29

ROCHESTER, INDIANA

AL-5615 (FAA)

22363

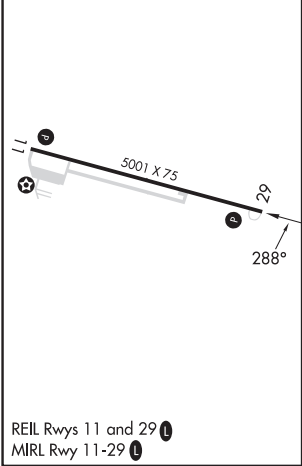
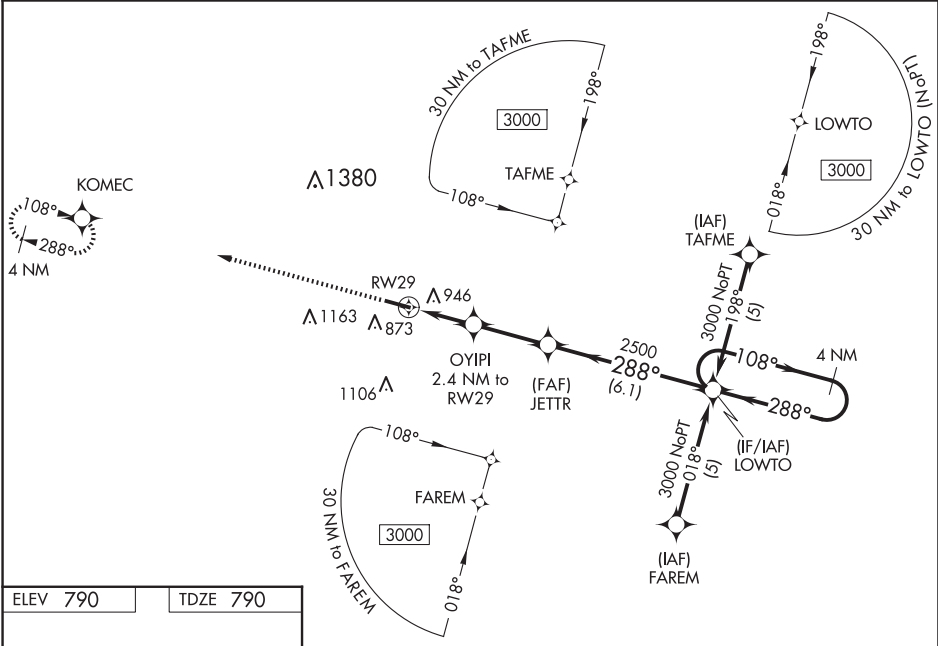
WAAS CH <b>48809</b> <b>W29A</b>	APP CRS <b>288°</b>	Rwy Idg TDZE <b>790</b> Apt Elev <b>790</b>	<b>5001</b>
--	------------------------	---	-------------

**RNAV (GPS) RWY 29**  
FULTON COUNTY (R/C/R)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Goshen altimeter setting: increase LPV DA to 1208 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1325 and visibility all Cats ½ SM; increase all MDA 100 feet and visibility LNAV Cats C and D and Circling Cats C and D ¼ SM. Baro-VNAV and VDP NA when using Goshen altimeter setting.

MISSED APPROACH: Climb to 3000 direct KOMEC and hold.

AWOS-3 <b>118.775</b>	SOUTH BEND APP CON★ <b>132.05 257.8</b>	UNICOM <b>122.7 (CTAF) 0</b>
--------------------------	--	---------------------------------



3000 KOMEC		VGSI and RNAV glidepath not coincident (VGSI Angle 3.38/TCH 30).		4 NM Holding Pattern
*LNAV only.		OYIPI 2.4 NM to RW29	JETTR	LOWTO
*0.9 NM to RW29		*1600	2500	GP 3.00° TCH 45
0.9 NM		1.5 NM	2.8 NM	6.1 NM
CATEGORY	A	B	C	D
LPV DA	1127-1¼		337 (400- 1¼)	
LNAV/VNAV DA	1244-1½		454 (500- 1½)	
LNAV MDA	1200-1	410 (500-1)	1200-1¼	410 (500-1¼)
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1480-2 690 (700-2)	1620-2¾ 830 (900-2¾)

ROCHESTER, INDIANA  
Amdt 1A 02DEC21

41°04'N-86°11'W

FULTON COUNTY (R/C/R)  
**RNAV (GPS) RWY 29**

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



VOR/DME AIR	APP CRS	Rwy Idg	N/A
<b>117.1</b>	<b>297°</b>	TDZE	<b>N/A</b>
Chan <b>118</b>		Apt Elev	<b>1187</b>

VOR-A

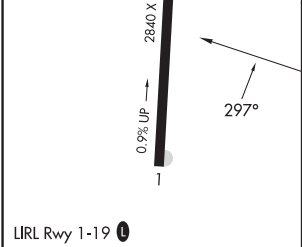
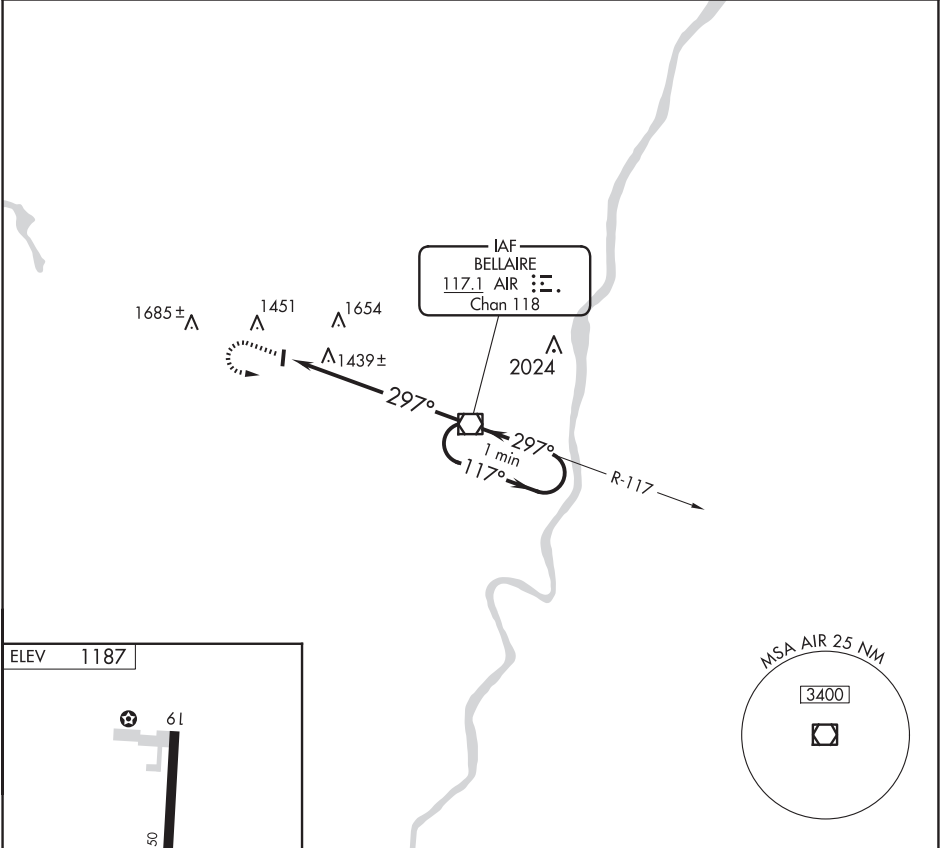
ALDERMAN (2P7)

NA

Use Wheeling Ohio County altimeter setting; when not received, use Pittsburgh Intl altimeter setting and increase all MDAs 80 feet and Circling Cat A visibility ¼ SM. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3100 then left turn direct AIR VOR/DME and hold.

HLG ASOS <b>127.375</b>	CLEVELAND CENTER <b>126.95 239.30</b>	CTAF <b>122.9</b>	<b>123.3 0</b>
----------------------------	--	----------------------	----------------



3100	AIR	One Minute Holding Pattern	
AIR 7.1		297°	117° → 3100 ← 297°
7.1 NM			
CATEGORY	A	B	C D
CIRCLING	1920-1 733 (800-1)	2000-1¼ 813 (900-1¼)	NA

FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS <b>277°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1162</b>
------------------------	-----------------------------	---

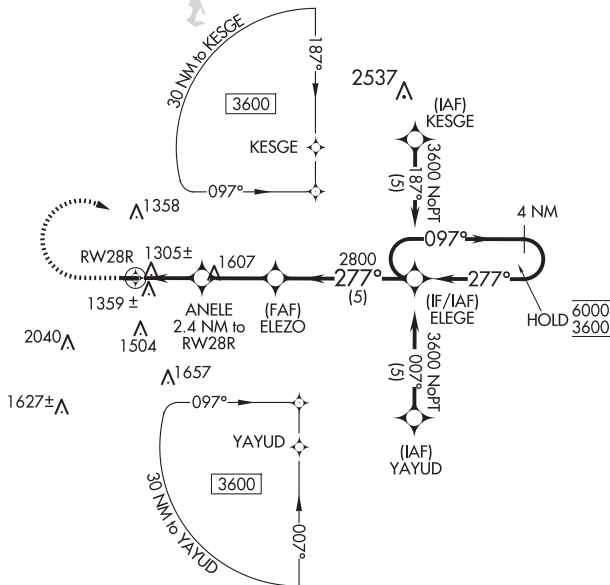
RNAV (GPS)-A  
SALEM AIRPARK (38D)

**T** Circling NA to Rwy 10R and 28L. Procedure NA at night. Rwy 10L, 28R helicopter.  
**A** NA visibility reduction below 1 SM NA. Use Youngstown/Warren Rgnl altimeter setting.

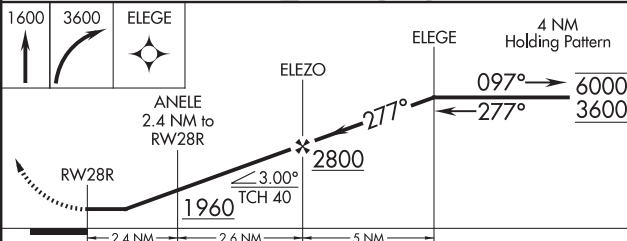
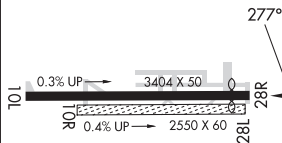
**MISSED APPROACH:** Climb to 1600 then climbing right turn to 3600 direct ELEGY and hold.

YNG ASOS  
123.75

CLEVELAND APP CON ★  
125.5 371.875

UNICOM  
122.7 (CTAF) 

ELEV 1162

LIRL Rwy 10L-28R **L**

©

**CIRCLING** 1780-1 618 (700-1)

NA

Orig 24MAR22

40°57'N-80°52'W

SALEM AIRPARK (38D)  
RNAV (GPS)-A

EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS <b>181°</b>	Rwy Idg <b>2768</b> TDZE <b>1188</b> Apt Elev <b>1188</b>
------------------------	---

RNAV (GPS) RWY 18  
TRI-CITY (3G6)

RNP APCH.

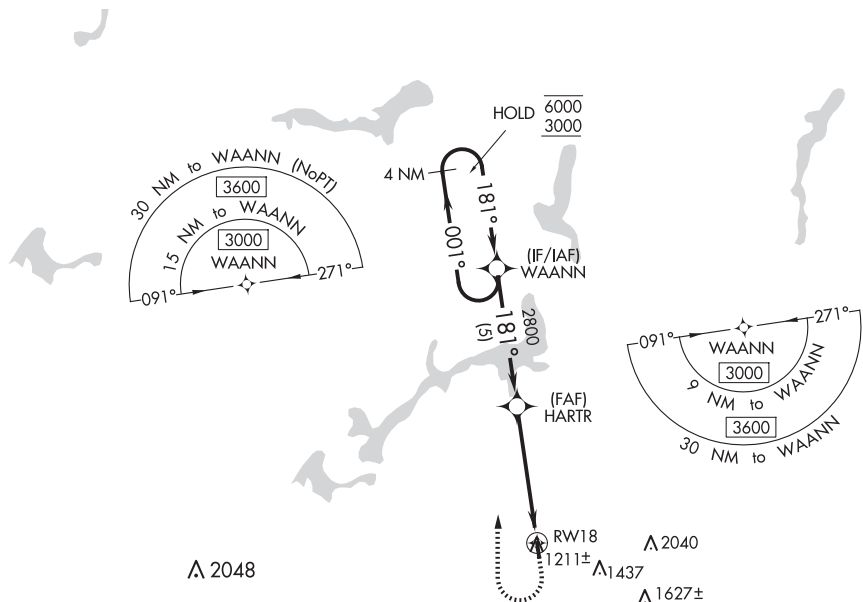
**T** Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.

**A** NA Use Akron-Canton Rgnl altimeter setting, when not received, use Ravenna altimeter setting.

**MISSED APPROACH:** Climb to 1700 then climbing right turn to 3000 direct WAANN and hold.

CAK ASOS  
121.05

CLEVELAND APP CON ★  
125.5 371.875

CTAF  
122.9 

4 NM  
Holding Pattern

WAANN

$$\begin{array}{r} 6000 \\ 3000 \end{array}$$
$$\begin{array}{r} \leftarrow 001 \\ \hline 191 \end{array}$$

HARTR

2800




RW18


3.00°

TCH 40

\_\_\_\_\_

---

1700	3000	WAANN
		

CATEGORY	A	B	C	D
LNAV MDA	1720-1	532 (600-1)	NA	
 CIRCLING	1720-1 532 (600-1)	1740-1 552 (600-1)	NA	

LIRL Rwy 18-36 **L**

## RNAV (GPS) RWY 18

SEBRING, OHIO

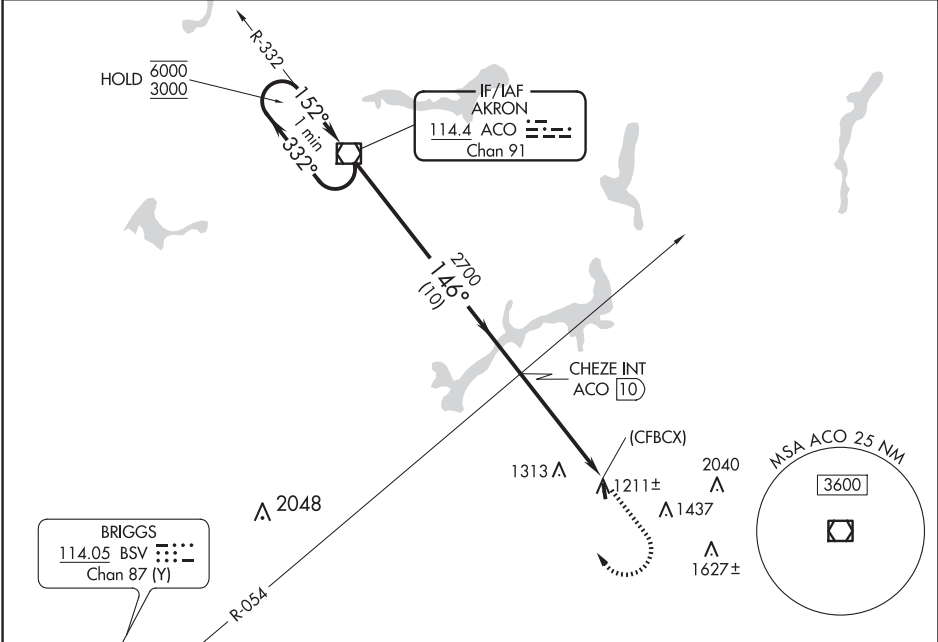
AL-5893 (FAA)

23334

VOR/DME ACO	APP CRS	Rwy Idg	2768
114.4	146°	TDZE	1188
Chan 91		Apt Elev	1188

VOR RWY 18  
TRI-CITY (3G6)

<div><div><div></div><div></div><div></div></div><div>NA</div></div> <div>Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. Use Akron-Canton Rgnl altimeter setting, when not received, use Ravenna altimeter setting.</div>	<div>MISSED APPROACH: Climb to 3000 then climbing right turn to 3100 direct ACO VOR/DME and hold.</div>	
<div>CAK ASOS</div> <div>121.05</div>	<div>CLEVELAND APP CON ★</div> <div>125.5 371.875</div>	<div>CTAF</div> <div>122.9</div> <div></div>



One Minute Holding Pattern		ACO VOR/DME		3000	3100	ACO
6000 ← 332°		3000 → 152°		146°		
				CHEZE INT ACO 10		
				2700		
				2.79° TCH 40		
				(CFBCX)		
				10 NM		
				4.8 NM		
				0.2		
CATEGORY	A	B	C	D		
S-18	1680-1	492 (500-1)	NA			
CIRCLING	1680-1 492 (500-1)	1800-1 612 (700-1)	NA			

ELEV 1188	TDZE 1188
146°	
81	
2768 X 45	
36	
LIRL Rwy 18-36	
FAF to MAP 4.8 NM	
Knots	60 90 120 150 180
Min:Sec	4:48 3:12 2:24 1:55 1:36

SEBRING, OHIO

Amdt 4A 17JUN21

40°54'N-81°00'W

TRI-CITY (3G6)  
VOR RWY 18

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

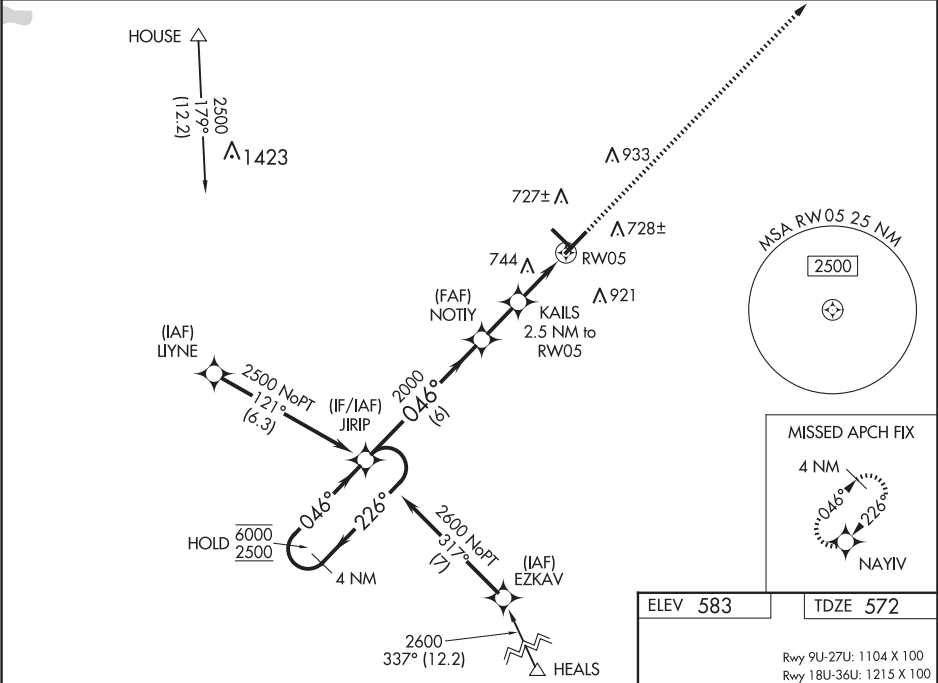
WAAS CH <b>53704</b> <b>W05A</b>	APP CRS <b>046°</b>	Rwy Idg TDZE <b>572</b> Apt Elev <b>583</b>	<b>6001</b>
--	------------------------	---	-------------

RNAV (GPS) RWY 5

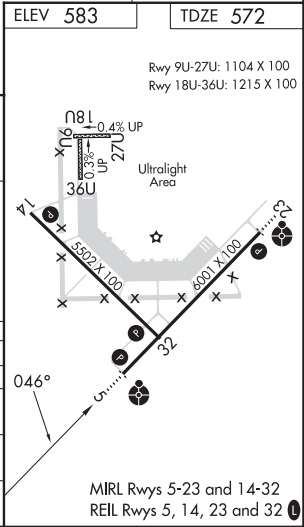
FREEMAN MUNI (SE.R)

RNP APCH - GPS.		ODALS ⊕ ⋮	MISSED APPROACH: Climb to 2400 direct NAYIV and hold.
⚠ Rwy 5 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats and LNAV Cats A/B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV Cats C/D visibility to 1½ SM.			

AWOS-3 <b>119.425</b>	LOUISVILLE APP CON <b>132.075 327.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	--	---------------------------------



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).		2400	NAYIV
6000 ← 226°		JIRIP		2000	NOTIY
2500 → 046°		046°		1400	KAILS 2.5 NM to RW05
GP 3.00° TCH 45		2000		1.3 NM to RW05	RW05
		6 NM		1.9 NM	1.2 NM
CATEGORY	A	B	C	D	
LPV DA	834-1		262 (300-1)		
LNAV/VNAV DA	1017-1½		445 (500-1½)		
LNAV MDA	1000-1	428 (500-1)	1000-1½	428 (500-1½)	
CIRCLING	1080-1 497 (500-1)	1140-1 557 (600-1)	1240-1¾ 657 (700-1¾)	1240-2 657 (700-2)	



SEYMOUR, INDIANA

AL-573 (FAA)

24193

WAAS CH <b>58003</b> <b>W14A</b>	APP CRS <b>136°</b>	Rwy Idg <b>5502</b> TDZE <b>583</b> Apt Elev <b>583</b>
--	------------------------	---

RNAV (GPS) RWY 14

FREEMAN MUNI (SE.R)

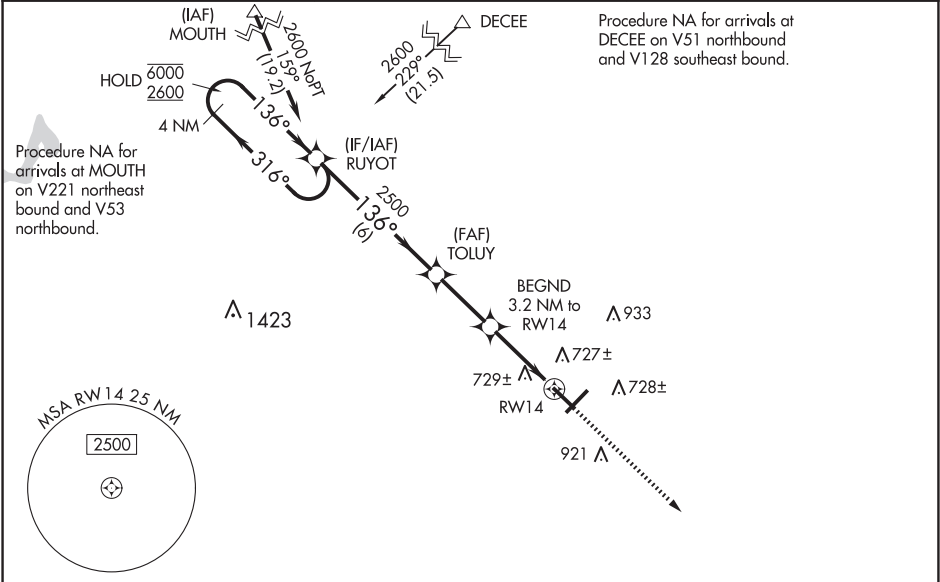
RNP APCH - GPS.

NA

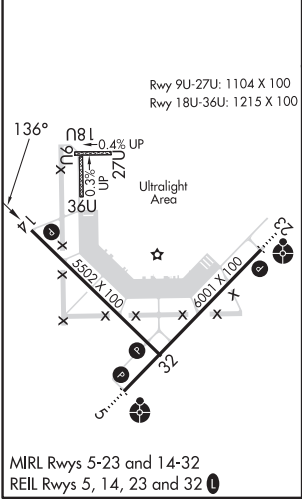
Baro-VNAV and VDP NA when using Louisville Muhammad Ali Intl altimeter setting. Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all DA 117 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cats C/D visibility ¼ SM.

MISSED APPROACH:  
Climb to 2400 direct ZEKAM and hold.

AWOS-3 <b>119.425</b>	LOUISVILLE APP CON <b>132.075 327.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	--	---------------------------------



ELEV <b>583</b>	TDZE <b>583</b>
-----------------	-----------------



4 NM Holding Pattern RUYOT				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).				2400	ZEKAM
6000 ← 316°				2600 → 136°				↑	
GP 3.00° TCH 40				2500				2500	
6 NM				2.7 NM				2 NM	
CATEGORY A				CATEGORY B				CATEGORY C	
LPV DA				860-7/8				277 (300-7/8)	
LNAV/VNAV DA				1037-13/8				454 (500-13/8)	
LNAV MDA				980-1				397 (400-1)	
CIRCLING				1040-1				517 (600-1)	
				1100-1				1300-2	
				1300-2 1/8				397 (400-1 1/8)	
				1040-1				1300-2 1/4	
				457 (500-1)				717 (800-2 1/4)	

SEYMOUR, INDIANA

Amdt 1A 07OCT21

38°55'N-85°55'W

FREEMAN MUNI (SE.R)

RNAV (GPS) RWY 14

EC-2, 07 AUG 2025 to 02 OCT 2025

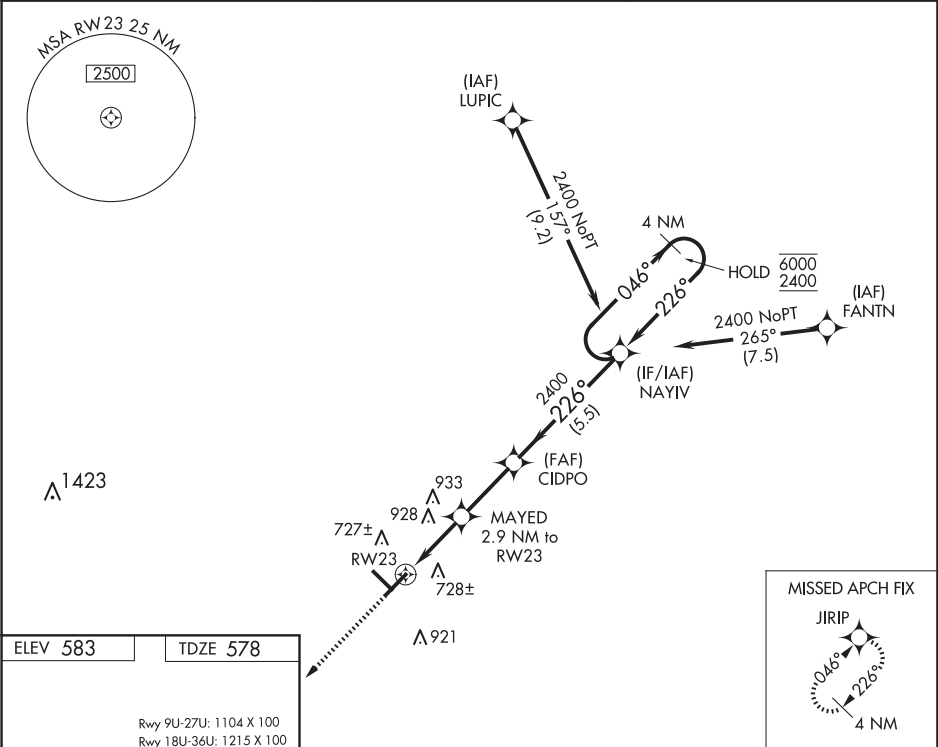
EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>48903</b> <b>W23A</b>	APP CRS <b>226°</b>	Rwy Idg TDZE <b>578</b> Apt Elev <b>583</b>	<b>6001</b>
--	------------------------	---	-------------

RNAV (GPS) RWY 23

FREEMAN MUNI (SE.R)

RNP APCH - GPS.		ODALS	MISSED APPROACH: Climb to 2500 direct JIRIP and hold.
AWOS-3 <b>119.425</b>		LOUISVILLE APP CON <b>132.075 327.0</b>	
		UNICOM <b>122.8 (CTAF) 0</b>	



SEYMOUR, INDIANA

AL-573 (FAA)

24193

WAAS CH <b>99403</b> <b>W32A</b>	APP CRS <b>316°</b>	Rwy Idg <b>5502</b> TDZE <b>574</b> Apt Elev <b>583</b>
--	------------------------	---

# RNAV (GPS) RWY 32

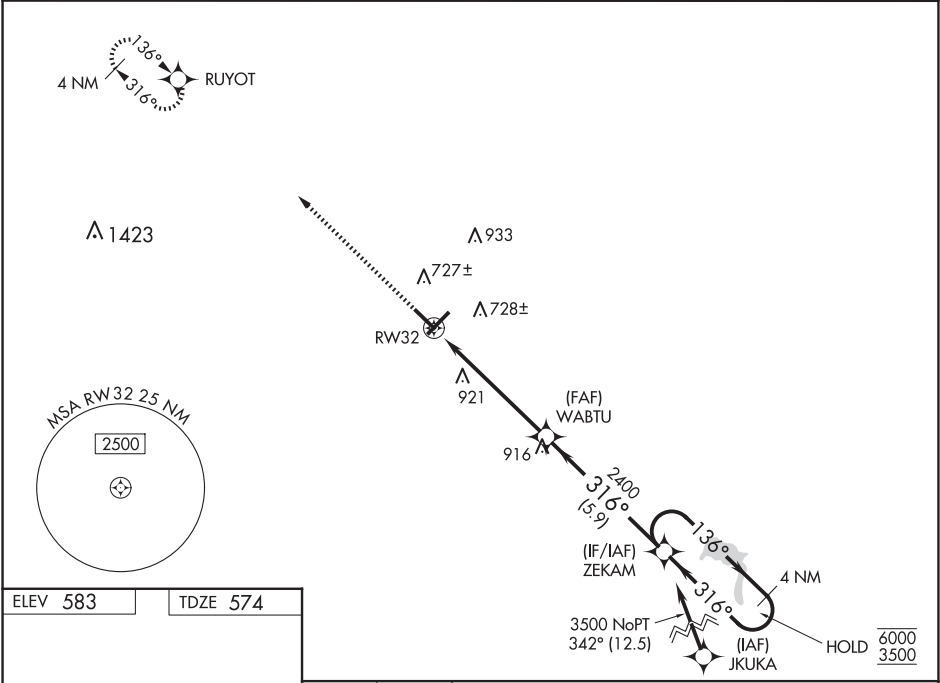
FREEMAN MUNI (SEIR)

RNP APCH - GPS.

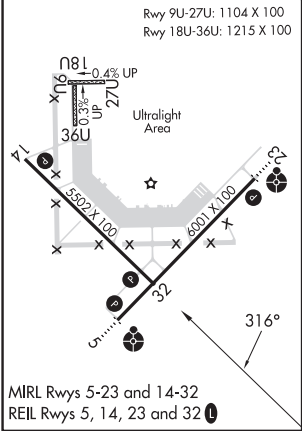
**NA** Baro-VNAV and VDP NA when using Louisville Muhammad Ali Intl altimeter setting. Rwy 32 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase LPV DA to 979 feet and all visibilities  $\frac{1}{2}$  SM; increase LNAV/VNAV DA to 1230 feet and all visibilities  $\frac{3}{8}$  SM; increase all MDAs 120 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 2600 direct RUYOT and hold.

AWOS-3 <b>119.425</b>	LOUISVILLE APP CON <b>132.075 327.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	--	---------------------------------



ELEV <b>583</b>	TDZE <b>574</b>
-----------------	-----------------



2600

RUYOT

WABTU

2400

1.7 NM to RW32

1.7

4 NM

5.9 NM

ZEKAM

136° → 6000

← 316° 3500

GP 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	859-1 285 (300-1)			
LNAV/VNAV DA	1110-1½ 536 (600-1½)			
LNAV MDA	1140-1	566 (600-1)	1140-1½	566 (600-1½)
CIRCLING	1140-1	557 (600-1)	1300-2 717 (800-2)	1300-2¼ 717 (800-2¼)

SEYMOUR, INDIANA  
Amdt 1C 10AUG23

38°55'N-85°55'W

# RNAV (GPS) RWY 32

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



DME required.

▼

Use Mansfield altimeter setting. Procedure NA at night.

▲

NA

Circling to Rwy 3, 21 NA.

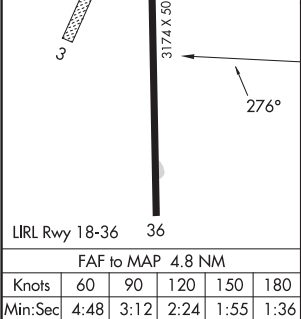
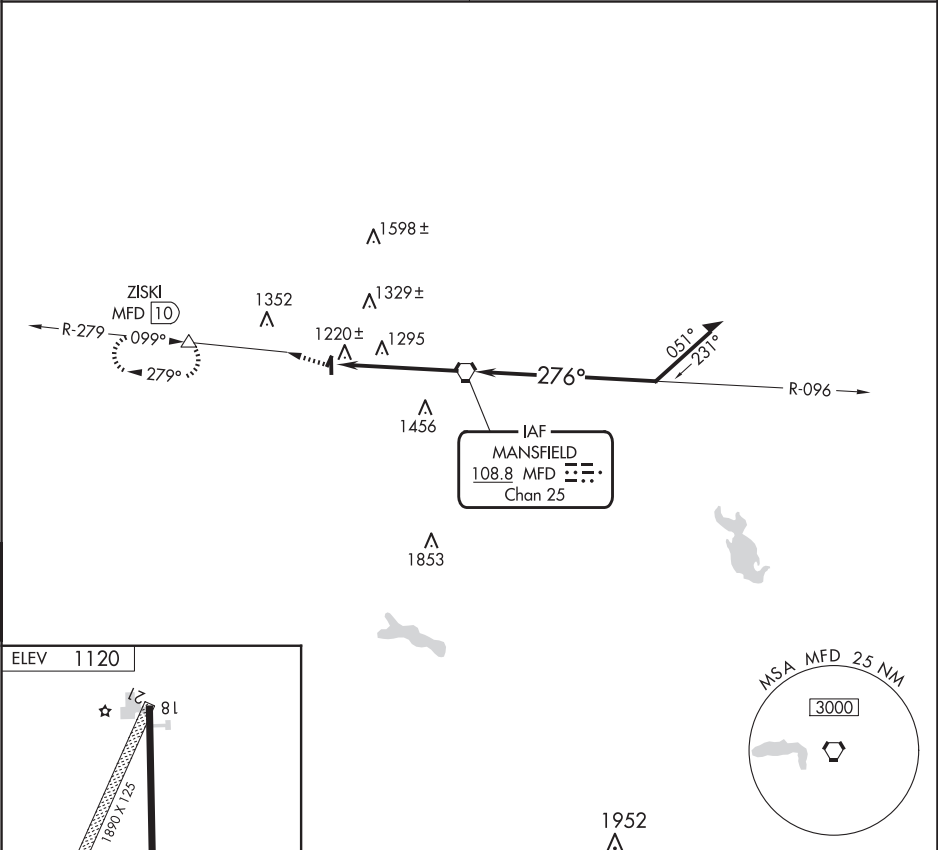
MISSED APPROACH: Climb to 3000 via heading 290° and MFD R-279 to ZISKI Int/MFD 10 DME and hold.

CLEVELAND APP CON ★

128.35 360.65

UNICOM

122.8 (CTAF)



<div>3000</div> <div>↑</div> <div>hdg 290°</div>		<div>MFD</div> <div>R-279</div>	<div>ZISKI</div> <div>△</div>	<div>MFD</div> <div>VORTAC</div>		<div>Remain</div> <div>within 10 NM</div>
<div>2900</div> <div>096°</div>		<div>MFD</div> <div>4.8</div>		<div>276°</div> <div>2600</div>	<div>2900</div>	
		<div>4.8 NM</div>				
CATEGORY	A		B		C	D
CIRCLING	1640-1 520 (600-1)		1700-1 580 (600-1)		1840-2 720 (800-2)	NA

SHELBYVILLE, INDIANA

AL-5514 (FAA)

25163

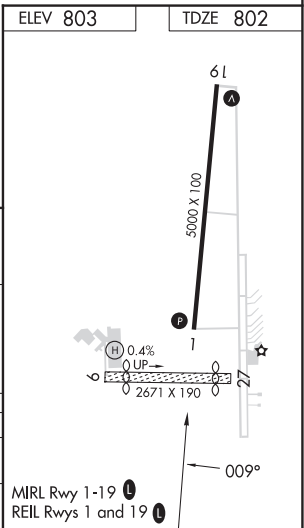
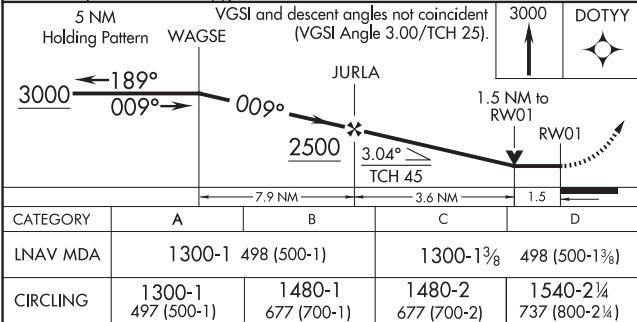
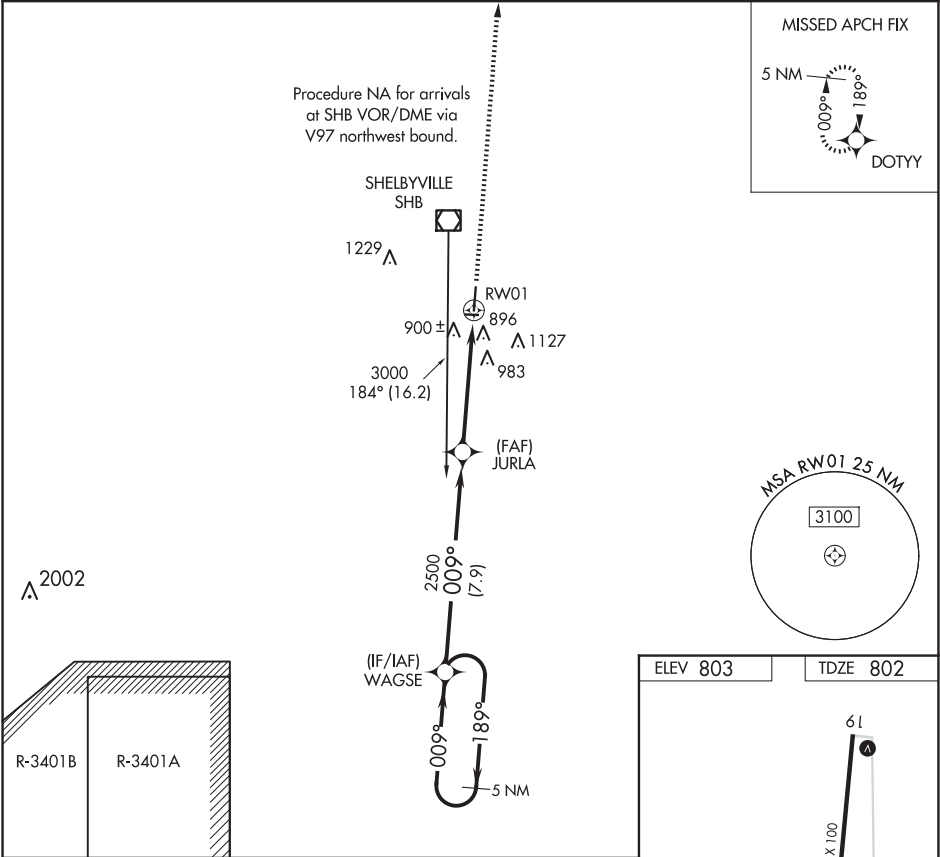
APP CRS	Rwy Ldg	5000
009°	TDZE	802
	Apt Elev	803

RNAV (GPS) RWY 1  
SHELBYVILLE MUNI (GEZ)

**⚠** DME/DME RNP-0.3 NA. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA when using Indianapolis Intl altimeter setting. Circling Rwy 9, 27 NA at night. When local altimeter setting not received, use Indianapolis Intl altimeter setting: increase all MDA 60 feet and Circling Cat D visibility  $\frac{1}{4}$  SM.

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

ASOS 121.55	INDIANAPOLIS APP CON 127.15 317.8	UNICOM 122.8 (CTAF) <b>0</b>
----------------	--------------------------------------	---------------------------------



SHELBYVILLE, INDIANA  
Amdt 1C 30DEC21

39°35'N-85°48'W

SHELBYVILLE MUNI (GEZ)  
RNAV (GPS) RWY 1

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>53603</b> <b>W19A</b>	APP CRS <b>189°</b>	Rwy Ldg TDZE Apt Elev	<b>5000</b> <b>803</b> <b>803</b>
--	------------------------	-----------------------------	---

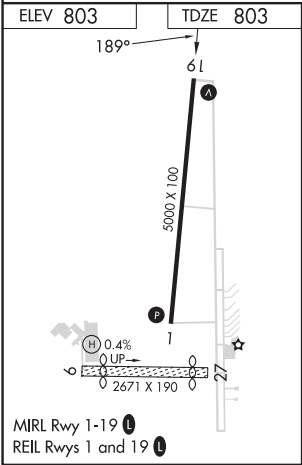
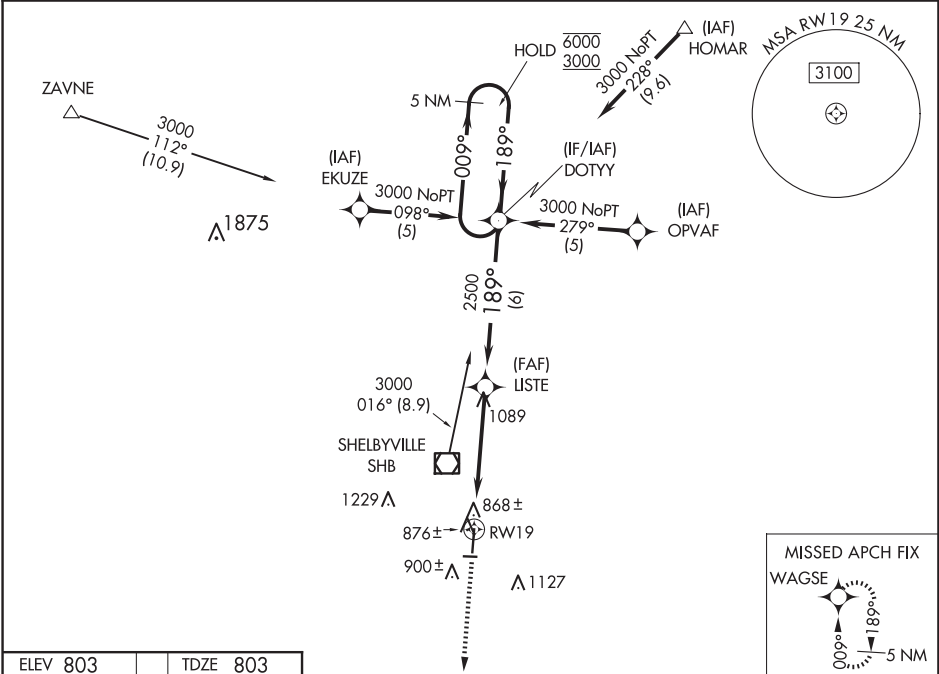
**RNAV (GPS) RWY 19**  
SHELBYVILLE MUNI (GEZ)

RNP APCH.

**⚠** Circling Rwy 9, 27 NA at night. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting: increase LPV DA to 1152 feet and LNAV/VNAV DA to 1199 feet; increase all MDA 60 feet and LNAV Cat C/D visibility 1/8 SM and Circling Cat D visibility 1/4 SM.

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

ASOS <b>121.55</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
-----------------------	---	---------------------------------



3000	WAGSE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38).			
*LNAV only.	*0.9 NM to RWY19	LISTE	2500	189°	6000
				189°	3000
				GP 3.00°	TCH 45
				5 NM	Holding Pattern
				0.9	4.2 NM
				6 NM	
CATEGORY	A	B	C	D	
LPV DA	1095-1 292 (300-1)				
LNAV/VNAV DA	1142-1¼ 339 (400-1¼)				
LNAV MDA	1140-1 337 (400-1)				
CIRCLING	1240-1 437 (500-1)	1480-1 677 (700-1)	1480-2 677 (700-2)	1540-2¼ 737 (800-2¼)	

SHELBYVILLE, INDIANA

AL-5514 (FAA)


24025

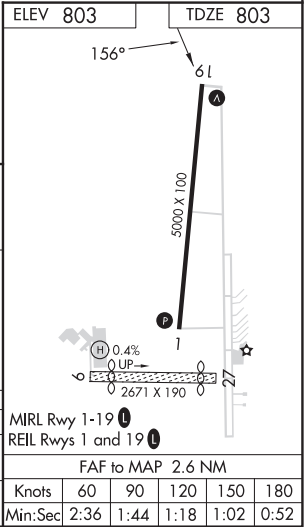
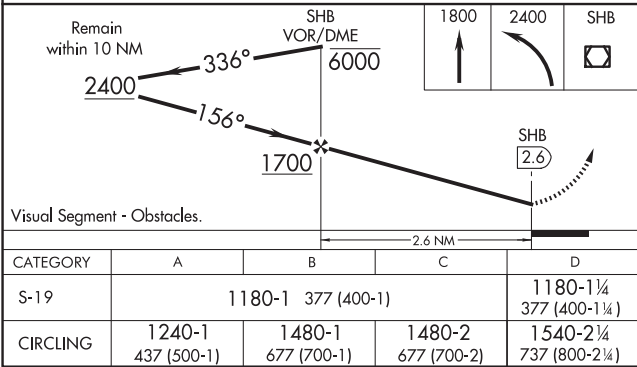
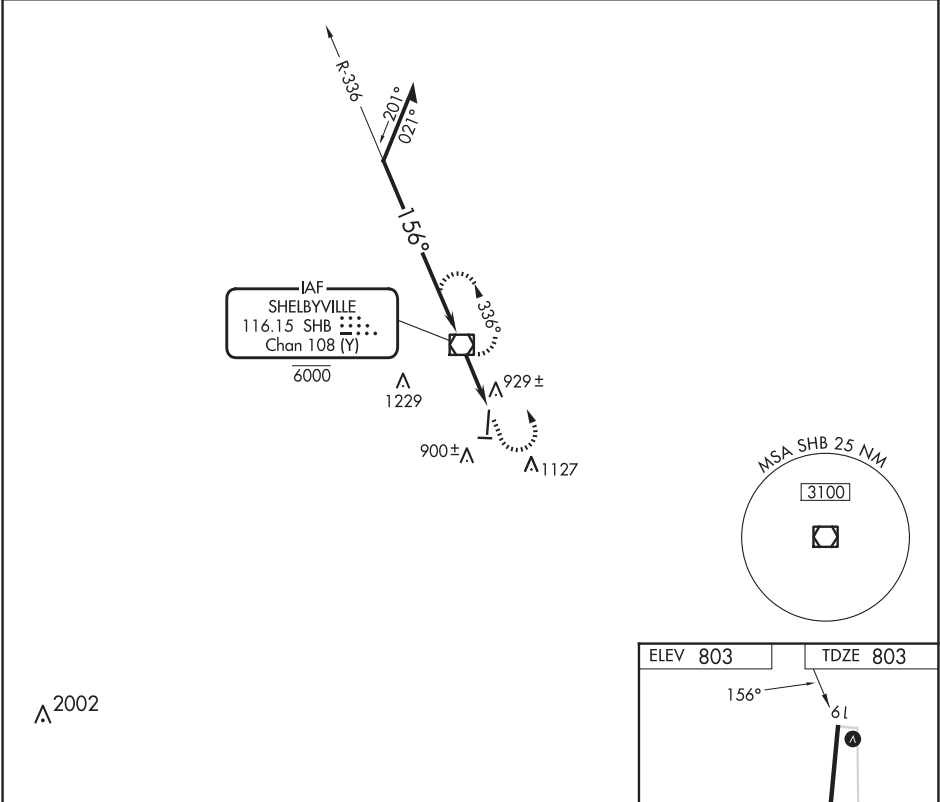
VOR/DME SHB	APP CRS	Rwy Idg	5000
116.15	156°	TDZE	803
Chan 108 (Y)		Apt Elev	803

VOR RWY 19  
SHELBYVILLE MUNI (GEZ)

 Circling Rwy 9, 27 NA at night.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct SHB VOR/DME and hold.

ASOS 121.55	INDIANAPOLIS APP CON 127.15 317.8	UNICOM 122.8 (CTAF) 
----------------	--------------------------------------	--



SHELBYVILLE, INDIANA  
Amdt 1D 11AUG22

39°35'N-85°48'W

SHELBYVILLE MUNI (GEZ)  
VOR RWY 19

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

(DAWNN1.DAWNN) 23334  
DAWNN ONE DEPARTURE

AL-5514 (FAA)

SHELBYVILLE MUNI (GEZ)  
SHELBYVILLE, INDIANA

ASOS  
121.55  
INDIANAPOLIS DEP CON  
127.15 317.8

BRICKYARD  
116.3 VHP  
Chan 110

TOP ALTITUDE:  
ASSIGNED BY ATC

TERRE HAUTE  
115.3 TTH  
Chan 100

HOOOSIER  
110.2 OOM  
Chan 39

TAKEOFF MINIMUMS:  
Rwys 1, 19: Standard.  
Rwys 9, 27: NA - Environmental

DAWNN  
10000  
(For LOUISVILLE Transition)

LOUISVILLE  
114.8 IU  
Chan 95

MYSTIC  
108.2 MYS

- NOTE: RADAR required.  
NOTE: Select appropriate localizer/DME frequency/channel prior to departure.  
NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.  
NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DAWNN ONE DEPARTURE  
(DAWNN1.DAWNN) 07DEC17

SHELBYVILLE, INDIANA  
SHELBYVILLE MUNI (GEZ)



DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS/AIRPORTS: Climb on assigned heading to assigned altitude. Thence....

....on RADAR vectors to join VHP R-174 to DAWNN INT then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

LOUISVILLE TRANSITION (DAWNN1.IIU): From over DAWNN INT on IIU R-311 to IIU VORTAC.

MYSTIC TRANSITION (DAWNN1.MYS): From over DAWNN INT on MYS R-002 to MYS VOR.

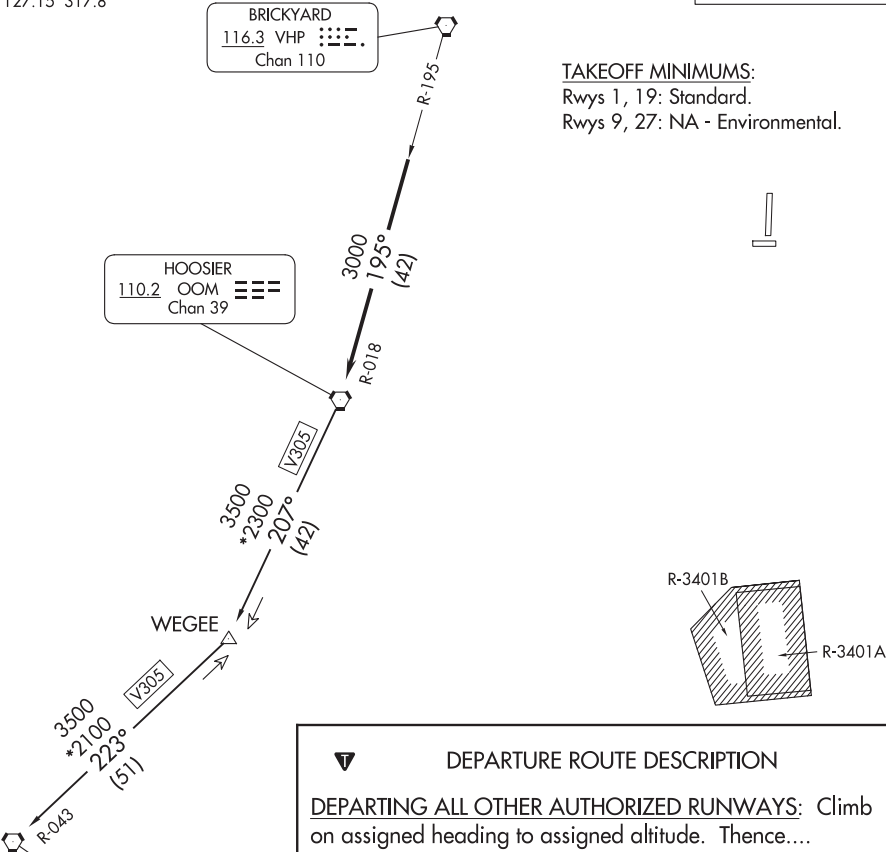
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

ASOS  
121.55  
INDIANAPOLIS DEP CON  
127.15 317.8

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS:  
Rwys 1, 19: Standard.  
Rwys 9, 27: NA - Environmental.



▼ DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-195 to OOM VORTAC then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

POCKET CITY TRANSITION (OOM5.PXV): From over OOM VORTAC via OOM R-207 to WEGEE, then via PXV R-043 to PXV VORTAC.

- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.

(MAREO5.MAREO) 23334  
MAREO FIVE DEPARTURE

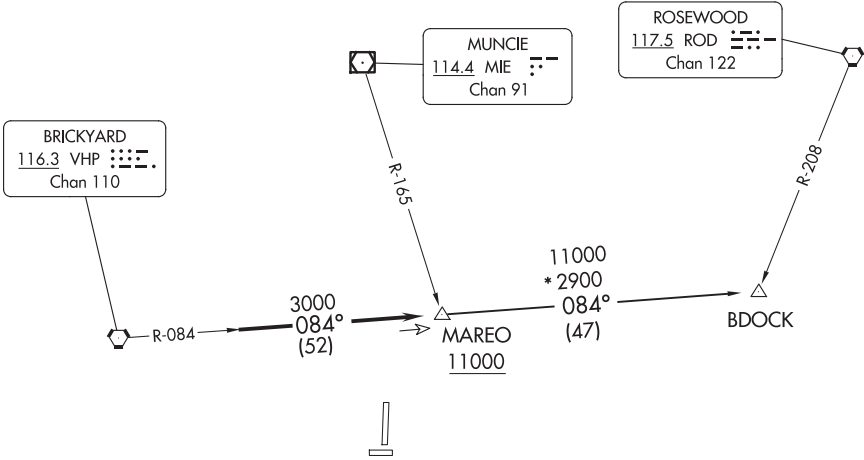
AL-5514 (FAA)

SHELBYVILLE MUNI (GEZ)  
SHELBYVILLE, INDIANA

ASOS  
121.55  
INDIANAPOLIS DEP CON  
127.15 317.8

TAKEOFF MINIMUMS  
Rwys 1, 19: Standard.  
Rwys 9, 27: NA - Environmental.

TOP ALTITUDE:  
ASSIGNED BY ATC



- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.



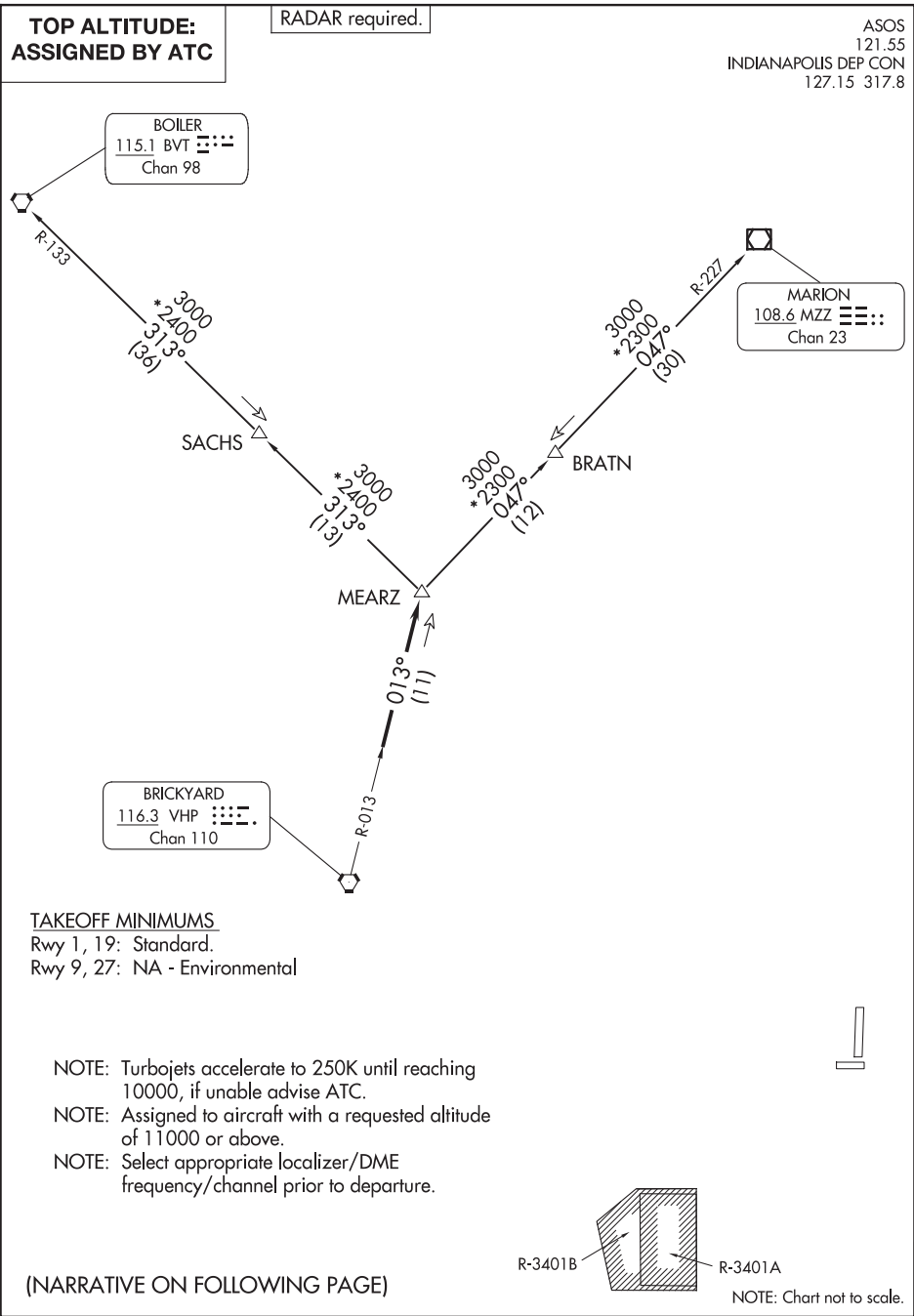
DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-084 to MAREO INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BDOCK TRANSITION (MAREO5.BDOCK): From over MAREO INT via VHP R-084 to BDOCK INT.





EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ7.BVT): From over MEARZ on BVT R-133 to BVT VORTAC.

MARION TRANSITION (MEARZ7.MZZ): From over MEARZ on MZZ R-227 to MZZ VOR/DME.

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

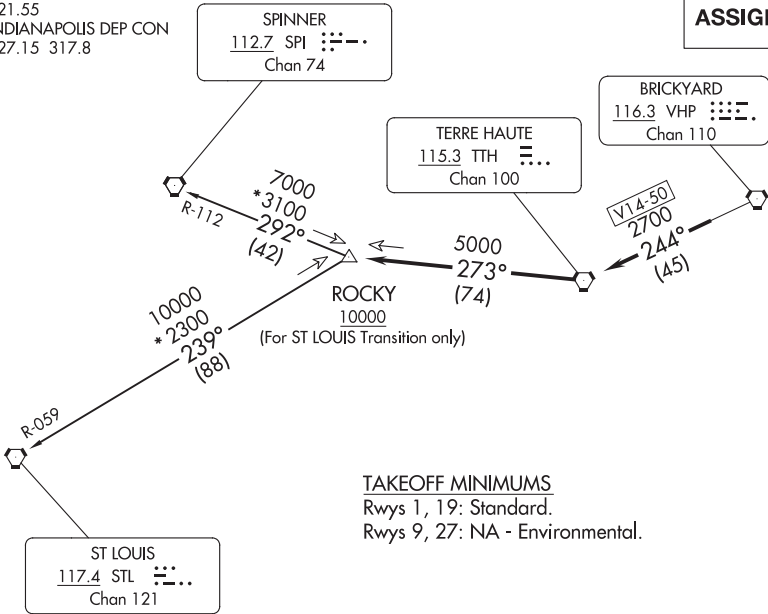
(ROCKY1.ROCKY) 23334  
ROCKY ONE DEPARTURE

AL-5514 (FAA)

SHELBYVILLE MUNI(G/EZ)  
SHELBYVILLE, INDIANA

ASOS  
121.55  
INDIANAPOLIS DEP CON  
127.15 317.8

TOP ALTITUDE:  
ASSIGNED BY ATC



- NOTE: RADAR required.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.
- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence . . .

. . . expect RADAR vectors to join VHP R-244 to TTH VORTAC, then via TTH R-273 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY1.SPI): From over ROCKY INT on SPI R-112 to SPI VORTAC.  
ST LOUIS TRANSITION (ROCKY1.STL): From over ROCKY INT on STL R-059 to STL VORTAC.

ROCKY ONE DEPARTURE  
(ROCKY1.ROCKY) 01FEB18

SHELBYVILLE, INDIANA  
SHELBYVILLE MUNI(G/EZ)

SHERIDAN, INDIANA

AL-6252 (FAA)

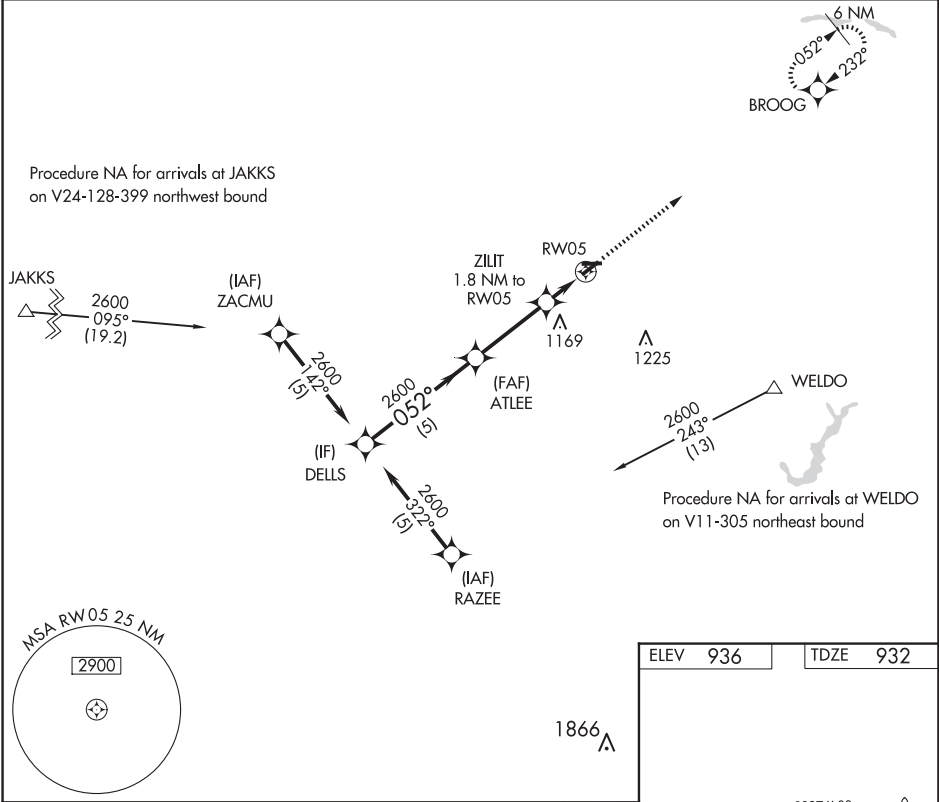
23278

APP CRS	Rwy Idg	<b>3110</b>
<b>052°</b>	TDZE	<b>932</b>
	Apt Elev	<b>936</b>

**RNAV (GPS) RWY 5**  
SHERIDAN (5I4)

RNP APCH.	MISSED APPROACH: Climb to 2700 direct BROOG and hold.
▲ NA Circling NA to Rwys 9 and 27. Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. Use Indianapolis Exec altimeter setting.	

TYQ AWOS-3PT <b>120.725</b>	INDIANAPOLIS APP CON <b>124.65 317.8</b>	UNICOM <b>123.075 (CTAF) 0</b>
--------------------------------	---	-----------------------------------



	ELEV 936		TDZE 932	
	1866 A		2700 BROOG	
	DELLS		ATLEE	
	2600		2600	
	052°		3.05° TCH 50	
	5 NM		3.2 NM	
	1560		ZILIT 1.8 NM to RWY 05	
	RWY 05		1.8 NM	
CATEGORY	A	B	C	D
LNAV MDA	1400-1	468 (500-1)	1400-1 3/8 468 (500-1 3/8)	NA
CIRCLING	1460-1 524 (600-1)	1480-1 544 (600-1)	1500-1 1/2 564 (600-1 1/2)	NA
LIRL Rwy 5-23 0				

SHERIDAN, INDIANA  
Orig-C 08OCT20

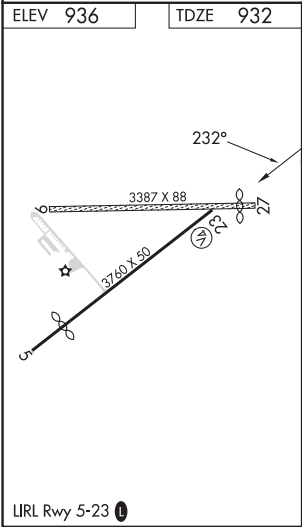
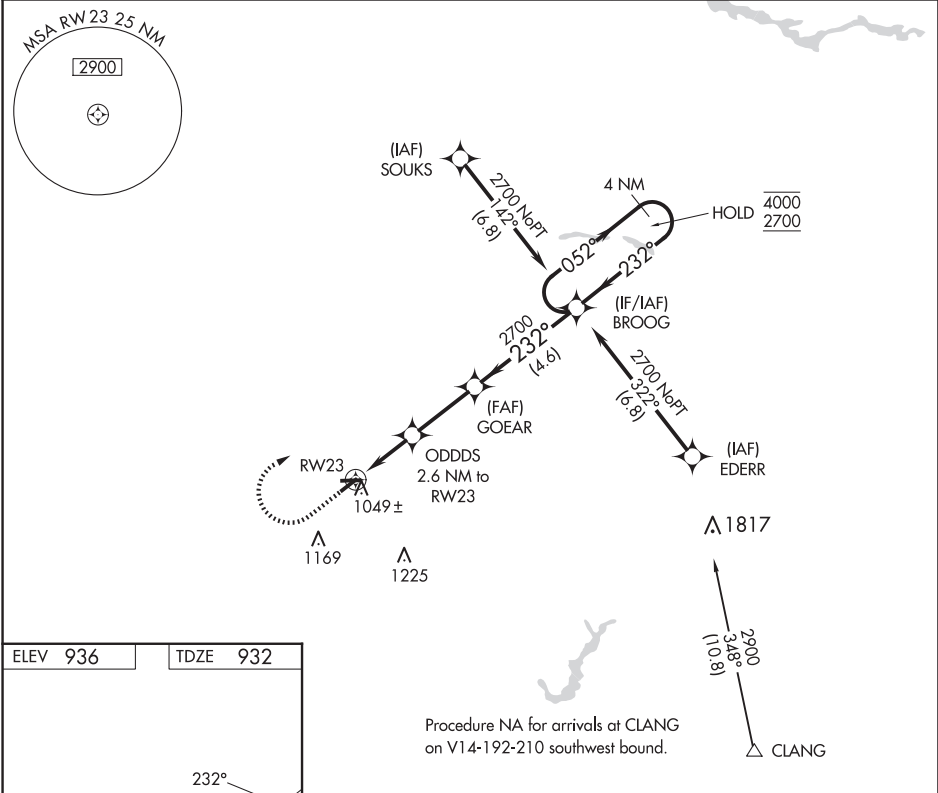
40°11'N-86°13'W




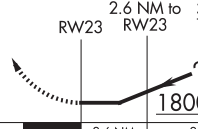

**RNAV (GPS) RWY 5**  
SHERIDAN (5I4)

APP CRS	Rwy Idg	3760
232°	TDZE	932
	Apt Elev	936

RNAV (GPS) RWY 23  
SHERIDAN (5I4)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct BROOG and hold.
⚠ NA Circling NA to Rwy 9 and 27. Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. Use Indianapolis Exec altimeter setting.		
TYQ AWOS-3PT 120.725	INDIANAPOLIS APP CON 124.65 317.8	UNICOM 123.075 (CTAF) 1



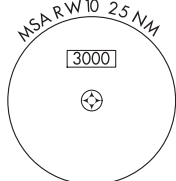
1800	2700	BROOG	4 NM Holding Pattern	
				
ODDDS 2.6 NM to RW23		GOEAR	BROOG	
RW23		3.00° TCH 50		
		232°	052°	4000
1800		2700	232°	2700
2.6 NM		2.8 NM	4.6 NM	
CATEGORY	A	B	C	D
LNAV MDA	1340-1	408 (500-1)	1340-1 $\frac{1}{8}$ 408 (500-1 $\frac{1}{8}$ )	NA
 CIRCLING	1400-1 464 (500-1)	1420-1 484 (500-1)	1500-1 $\frac{1}{2}$ 564 (600-1 $\frac{1}{2}$ )	NA

EC-2, 07 AUG 2025 to 02 OCT 2025

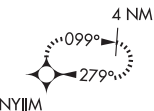
EC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 10  
SIDNEY MUNI (SCA)

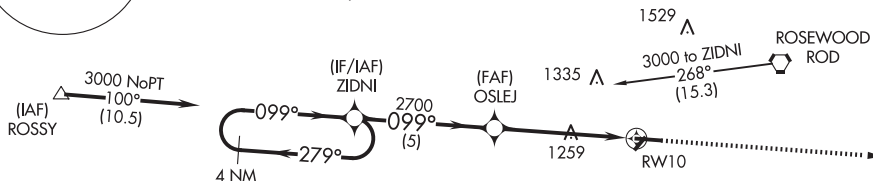
**MISSED APPROACH:**  
Climb to 3000 direct  
NYIIM and hold.

UNICOM  
123.05 (CTAF) **L**

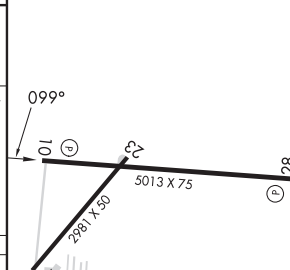
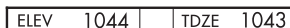
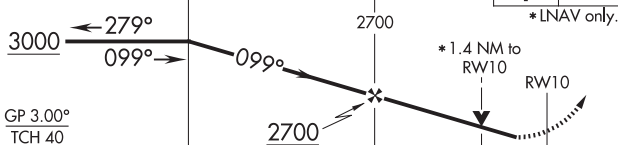
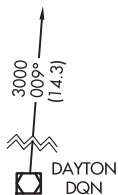
MISSED APCH FIX




Procedure NA for arrivals on ROD VORTAC  
airway radials 207 CW 314.



Procedure NA for arrivals on DQN VOR/DME  
airway radials 287 CW 085.



CATEGORY	A	B	C	D
LPV DA	1308-1 265 (300-1)			
LNAV/VNAV DA	1293-1 250 (300-1)			
LNAV MDA	1520-1	477 (500-1)	1520-1 $\frac{3}{8}$	477 (500-1 $\frac{3}{8}$ )
 CIRCLING	1520-1	476 (500-1)	1640-1 $\frac{1}{2}$ 596 (600-1 $\frac{1}{2}$ )	1640-2 596 (600-2)

MIRL Rwy 10-28 **L**  
REIL Rwy 10 and 28 **L**

SIDNEY MUNI (SCA)  
RNAV (GPS) RWY 10

WAAS CH <b>82234</b> <b>W28A</b>	APP CRS <b>279°</b>	Rwy Idg TDZE Apt Elev	<b>5013</b> <b>1044</b> <b>1044</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 28

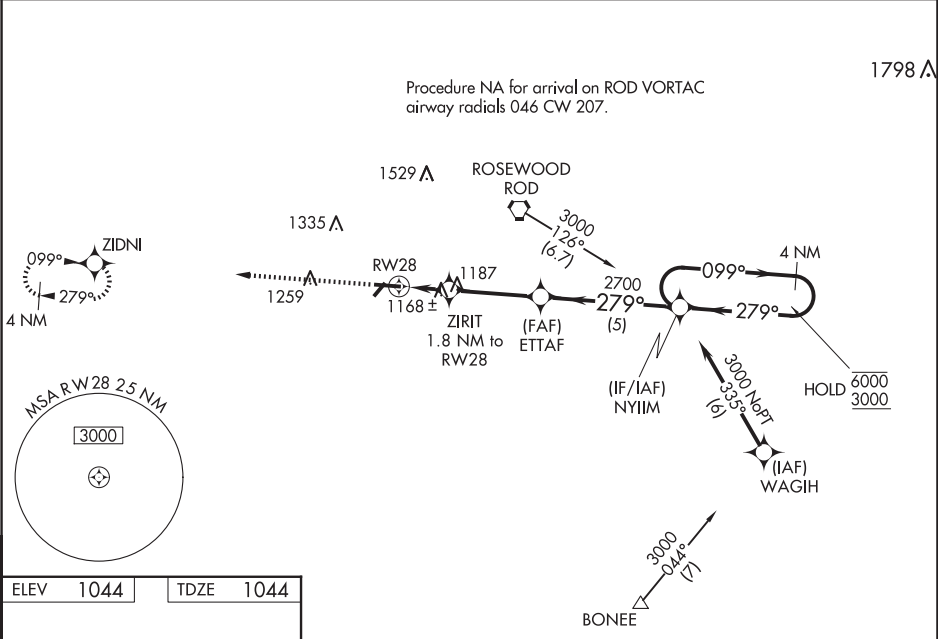
SIDNEY MUNI (SCA)

RNP APCH.

▼ Rwy 28 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using James M. Cox Dayton Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received, use James M. Cox Dayton Intl altimeter setting: increase LPV DA to 1355; increase LNAV/VNAV DA to 1365; increase all MDA 60 feet and LNAV Cat C visibility and Circling Cat C visibility ¼ SM. Straight-in Rwy 28 at night, operational VGSI required, remain at or above VGSI glidepath until threshold.

MISSED APPROACH:  
Climb to 3000  
direct ZIDNI and  
hold.

AWOS-3 <b>120.425</b>	COLUMBUS APP CON <b>134.45 294.5</b>	UNICOM <b>123.05</b> (CTAF) <b>1</b>
--------------------------	---	---



ELEV 1044	TDZE 1044
-----------	-----------

3000	ZIDNI	4 NM	NYIIM	Holding Pattern
* LNAV only.	ZIRIT 1.8 NM to RW28	ETTF	2700	099° → 6000 ← 279° 3000
RW28	1640*	2700	279°	GP 3.00° TCH 36
1.8	3.3 NM	5 NM		
CATEGORY	A	B	C	D
LPV DA	1302-1	258 (300-1)		NA
LNAV/VNAV DA	1312-1	268 (300-1)		NA
LNAV MDA	1420-1	376 (400-1)		NA
<b>C</b> CIRCLING	1460-1 416 (500-1)	1520-1 476 (500-1)	1640-1½ 596 (600-1½)	NA

SIDNEY, OHIO

AL-5047 (FAA)

24137

VORTAC ROD <b>117.5</b> Chan <b>122</b>	APP CRS <b>245°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1044</b>
---	------------------------	--

**VOR-A**  
SIDNEY MUNI (SCA)

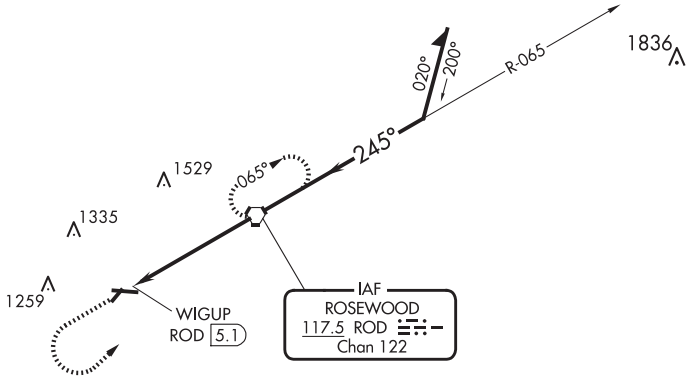
**NA** When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDAs 60 feet and increase Cat C visibility  $\frac{1}{4}$  mile. Night Landing: Rwy 28 operational VGSI required, remain on or above VGSI glidepath until threshold. Helicopter visibility reduction below 1 SM NA.

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

AWOS-3  
**120.425**

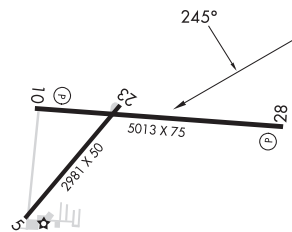
COLUMBUS APP CON  
**134.45 294.5**

UNICOM  
**123.05 (CTAF)**

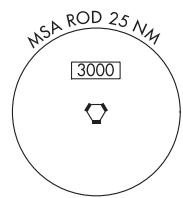





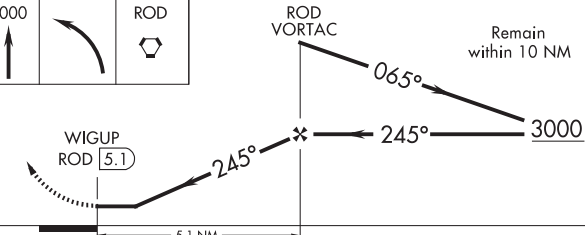
NoPT for arrivals on ROD Vortac airway radials 314 CW 088.

ELEV **1044**



MRL Rwy 10-28  
REIL Rws 10 and 28



3000			ROD		ROD VORTAC		Remain within 10 NM
			WIGUP ROD 5.1				
				5.1 NM			
CATEGORY	A	B	C	D			
<input checked="" type="checkbox"/> CIRCLING	1540-1	496 (500-1)	1640-1½ 596 (600-1½)	1640-2 596 (600-2)			

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SIDNEY, OHIO  
Orig 12NOV15

SIDNEY MUNI (SCA)  
**VOR-A**

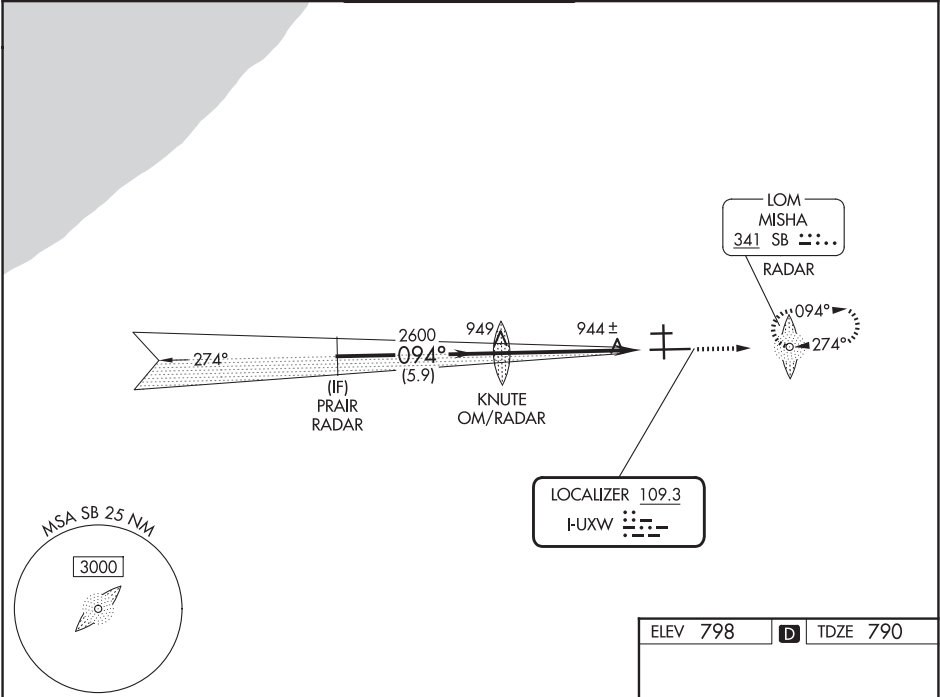
40°14'N-84°09'W



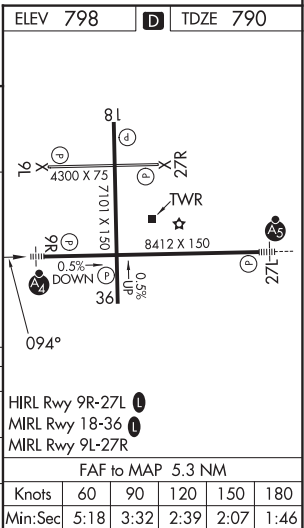
LOC I-UXW <b>109.3</b>	APP CRS <b>094°</b>	Rwy Ldg TDZE <b>790</b> Apt Elev <b>798</b>
---------------------------	------------------------	---

ILS or LOC RWY 9R  
SOUTH BEND INTL (SBN)

ADF and RADAR required.		MALSF	MISSED APPROACH: Climb to 3000 direct MISHA LOM/RADAR and hold, continue climb-in-hold to 3000.	
▼ Rwy 9R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-ILS 9R visibility all Cats to RVR 5500, increase S-LOC 9R Cats C/D visibility to RVR 6000. Circling Rwy 27R NA at night.				
ATIS <b>120.675</b>	SOUTH BEND APP CON ★ <b>118.55 257.8</b>	SOUTH BEND TOWER ★ <b>135.675 (CTAF) 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>



PRAIR RADAR		KNUTE OM/RADAR	3000	SB
2600		2600		
GS 3.00°		2600		
TCH 55				
5.9 NM		5.3 NM		
CATEGORY	A	B	C	D
S-ILS 9R	1135/40 345 (400-¾)			
S-LOC 9R	1200/40	410 (500-¾)	1200/50	410 (500-1)
CIRCLING	1280-1	482 (500-1)	1440-1¾ 642 (700-1¾)	1520-2¼ 722 (800-2¼)






SOUTH BEND, INDIANA

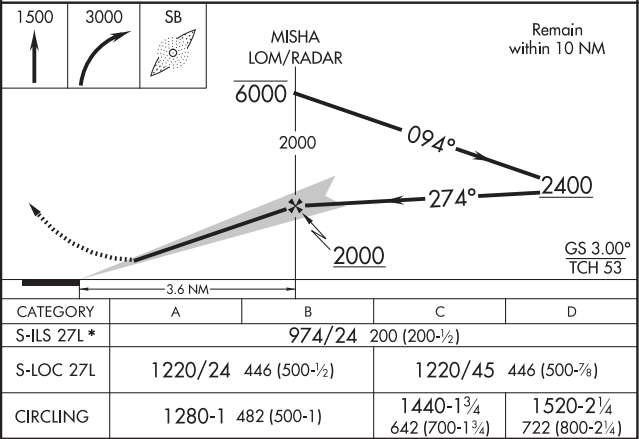
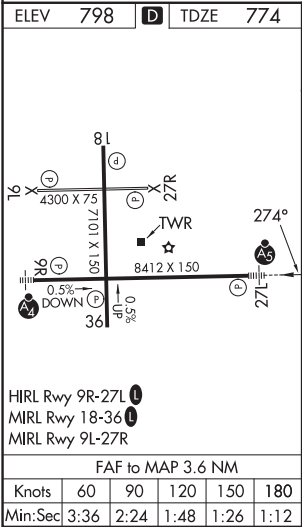
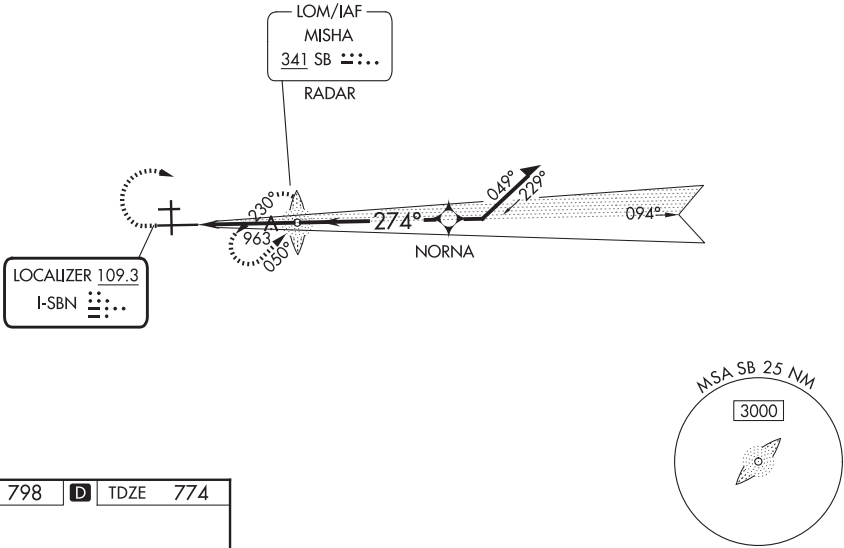
AL-399 (FAA)

25219

LOC I-SBN	APP CRS	Rwy Ldg
<b>109.3</b>	<b>274°</b>	<b>8412</b>
		<b>TDZE 774</b>
		<b>Apt Elev 798</b>

ILS or LOC RWY 27L  
SOUTH BEND INTL (SBN)

ADF and RADAR required.		<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct MISHA LOM/RADAR and hold, continue climb-in-hold to 3000.	
<div></div> Circling Rwy 27R NA at night. * RVR 1800 authorized with use of FD or AP or HUD to DA.				
ATIS 120.675	SOUTH BEND APP CON ★ 118.55 257.8	SOUTH BEND TOWER ★ 135.675 (CTAF)  257.8	GND CON 121.7	CLNC DEL 121.9



SOUTH BEND, INDIANA  
Amdt 37 12JUN25

41°42'N-86°19'W

SOUTH BEND INTL (SBN)  
ILS or LOC RWY 27L

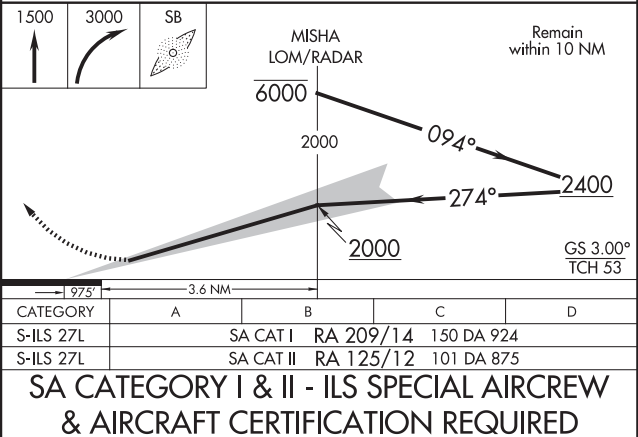
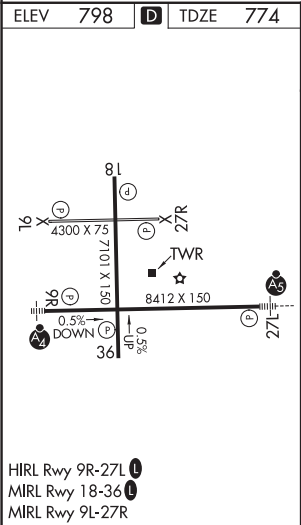
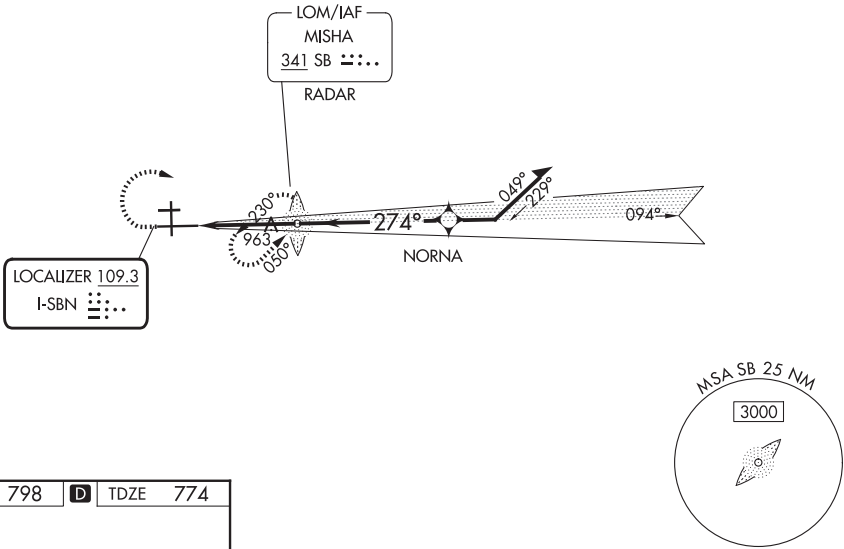
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

LOC I-SBN	APP CRS	Rwy Ldg
<b>109.3</b>	<b>274°</b>	<b>8412</b>
		TDZE
		<b>774</b>
		Apt Elev
		<b>798</b>

ILS RWY 27L (SA CAT I & II)  
SOUTH BEND INTL (SBN)

ADF and RADAR required.		MALSR	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct MISHA LOM/RADAR and hold, continue climb-in-hold to 3000.	
▼ Procedure NA when tower closed. Requires specific OPSPEC, MSPEC, or LOA approval.		Ⓜ		
ATIS	SOUTH BEND APP CON ★	SOUTH BEND TOWER ★	GND CON	CLNC DEL
<b>120.675</b>	<b>118.55 257.8</b>	<b>135.675 (CTAF) 257.8</b>	<b>121.7</b>	<b>121.9</b>



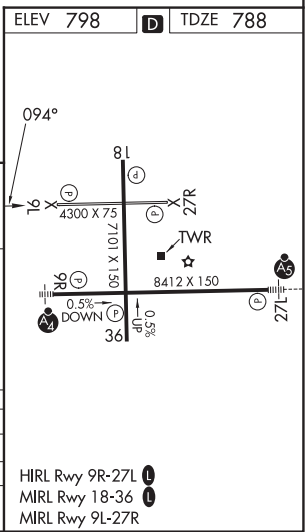
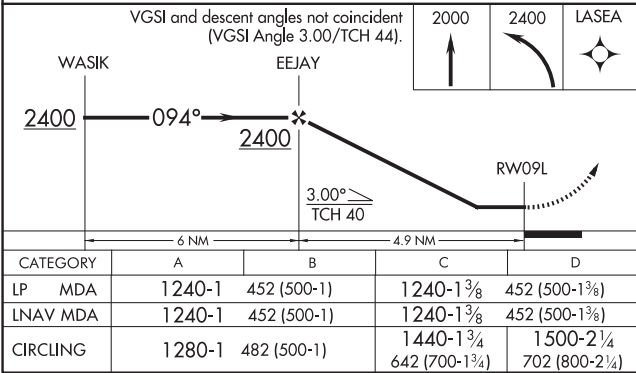
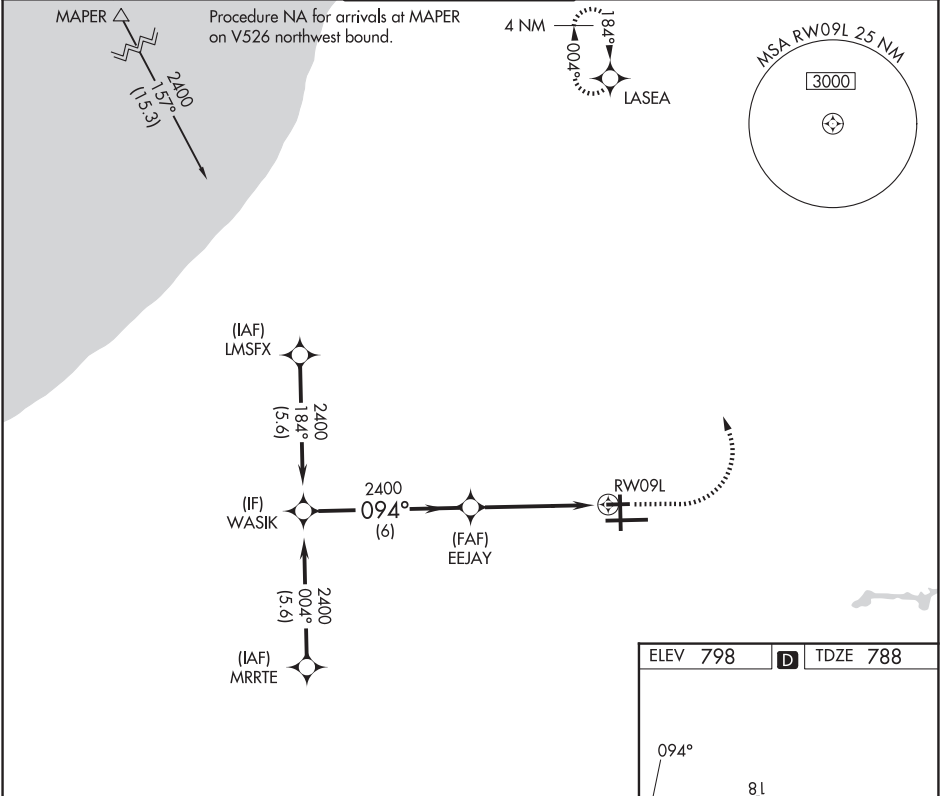
WAAS CH <b>70542</b> <b>W09A</b>	APP CRS <b>094°</b>	Rwy Ldg TDZE <b>788</b> Apt Elev <b>798</b>	<b>4300</b> <b>788</b> <b>798</b>
--	------------------------	---	---

RNAV (GPS) RWY 9L

SOUTH BEND INTL (SBN)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct LASEA and hold.
Rwy 9L helicopter visibility reduction below 3/4 SM NA. Circling Rwy 27R NA at night.	

ATIS <b>120.675</b>	SOUTH BEND APP CON ★ <b>118.55 257.8</b>	SOUTH BEND TOWER ★ <b>135.675 (CTAF) 0 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>
------------------------	---	---	-------------------------	--------------------------

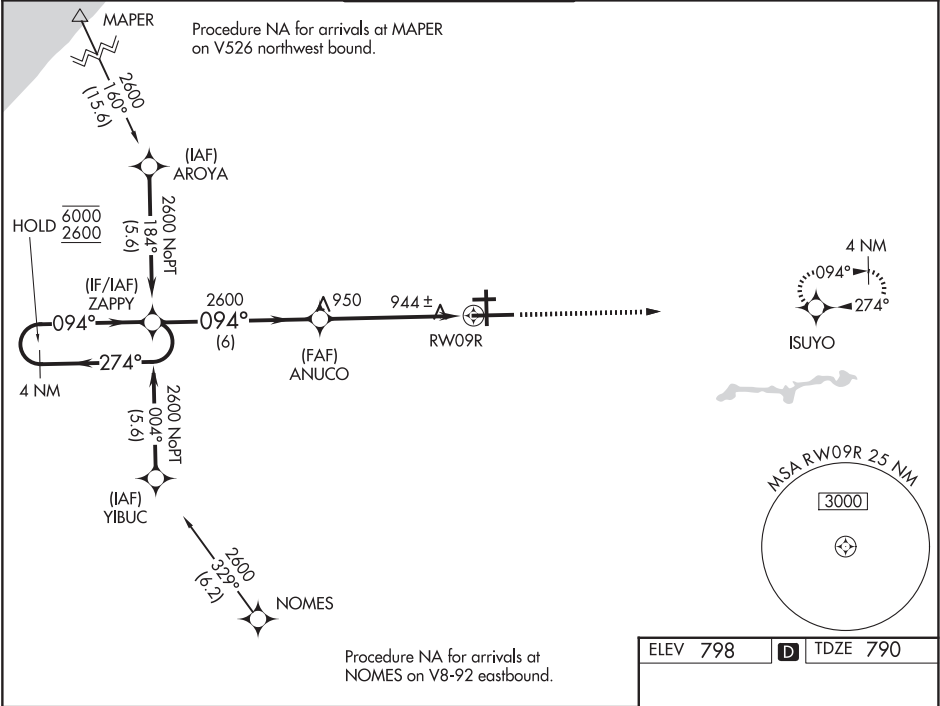


WAAS CH <b>60908</b> <b>W09B</b>	APP CRS <b>094°</b>	Rwy Ldg TDZE <b>790</b> Apt Elev <b>798</b>
--	------------------------	---

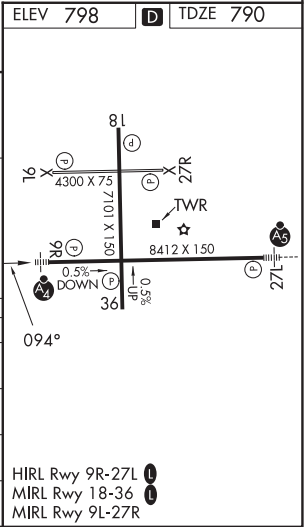
RNAV (GPS) RWY 9R

SOUTH BEND INTL (SBN)

RNP APCH - GPS.			MALSF	MISSED APPROACH: Climb to 2600 direct ISUYO and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Circling Rwy 27R NA at night. Rwy 9R helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LPV all Cats visibility to RVR 5500 and LNAV Cat C/D to RVR 6000.				
ATIS <b>120.675</b>	SOUTH BEND APP CON ★ <b>118.55 257.8</b>	SOUTH BEND TOWER ★ <b>135.675 (CTAF) 0 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>



4 NM Holding Pattern		ZAPPY	ANUCO	2600	ISUYO
6000 ← 274°		094° →	2600	1.1 NM to RW09R	
GP 3.00° TCH 55		2600		RW09R	
		6 NM	4.4 NM	1.1 NM	
CATEGORY	A	B	C	D	
LPV DA	1135/40		345 (400-3/4)		
LNAV/VNAV DA	1222/50		432 (500-1)		
LNAV MDA	1200/40	410 (500-3/4)	1200/50	410 (500-1)	
CIRCLING	1280-1	482 (500-1)	1440-1 3/4 642 (700-1 3/4)	1500-2 1/4 702 (800-2 1/4)	



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

SOUTH BEND, INDIANA

AL-399 (FAA)

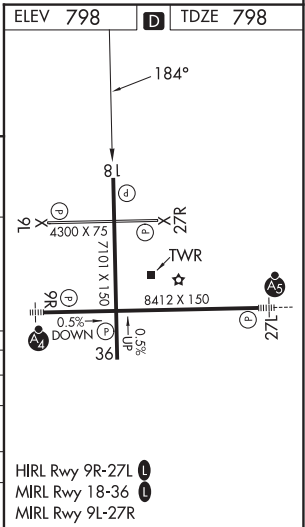
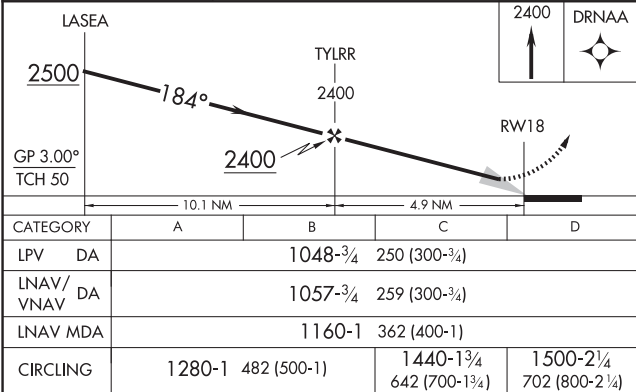
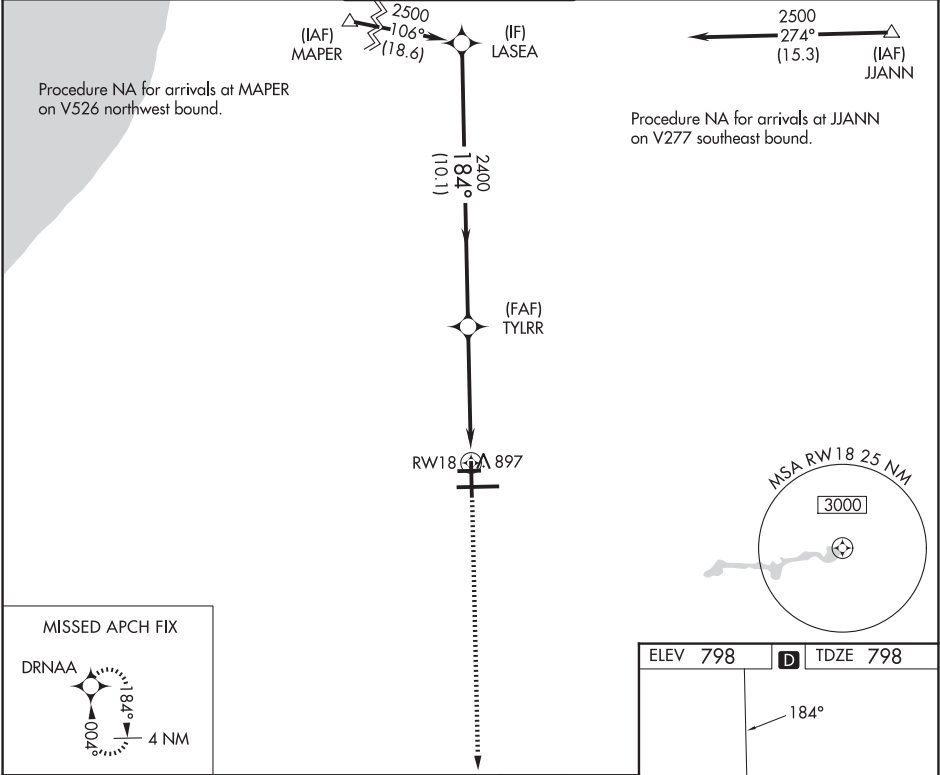
25219

WAAS CH <b>73021</b> <b>W18A</b>	APP CRS <b>184°</b>	Rwy Ldg TDZE <b>798</b> Apt Elev <b>798</b>
--	------------------------	---

RNAV (GPS) RWY 18

SOUTH BEND INTL (SBN)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2400 direct DRNAA and hold.		
⚠ Circling to Rwy 27R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.				
ATIS <b>120.675</b>	SOUTH BEND APP CON ★ <b>118.55 257.8</b>	SOUTH BEND TOWER ★ <b>135.675 (CTAF) 0 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>



SOUTH BEND, INDIANA  
Amdt 1E 28DEC23

41°42'N-86°19'W

SOUTH BEND INTL (SBN)

RNAV (GPS) RWY 18

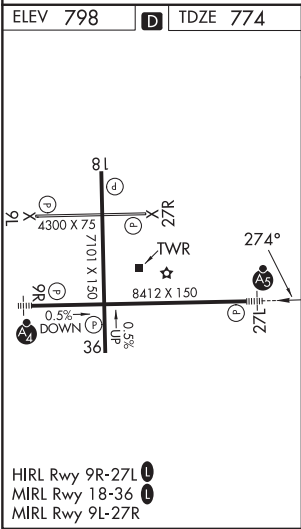
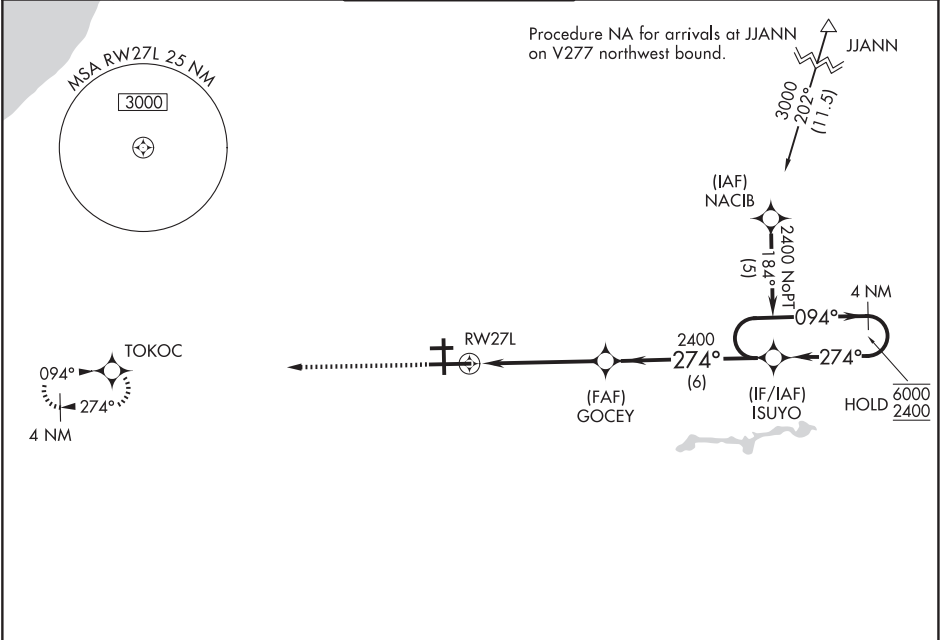
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>50108</b> <b>W27A</b>	APP CRS <b>274°</b>	Rwy Ldg <b>8412</b> TDZE <b>774</b> Apt Elev <b>798</b>
--	------------------------	---

RNAV (GPS) RWY 27L  
SOUTH BEND INTL (SBN)

RNP APCH - GPS		MALSR	MISSED APPROACH: Climb to 2600 direct TOKOC and hold.	
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Circling to Rwy 27R NA at night. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.		⚠		
ATIS <b>120.675</b>	SOUTH BEND APP CON★ <b>118.55 257.8</b>	SOUTH BEND TOWER★ <b>135.675 (CTAF) 0 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>



2600	TOKOC	GOCEY	ISUYO	4 NM Holding Pattern
2600		2400	2400	6000 2400
1.4 NM to RW27L	274°	274°	094°	GP 3.00° TCH 53
1.4 NM	3.5 NM	6 NM		
CATEGORY	A	B	C	D
LPV DA		1030/24	256 (300-½)	
LNAV/VNAV DA		1160/40	386 (400-¾)	
LNAV MDA	1260/24	486 (500-½)	1260/50	486 (500-1)
CIRCLING	1280-1	482 (500-1)	1440-1¾ 642 (700-1¾)	1520-2¼ 722 (800-2¼)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

SOUTH BEND, INDIANA

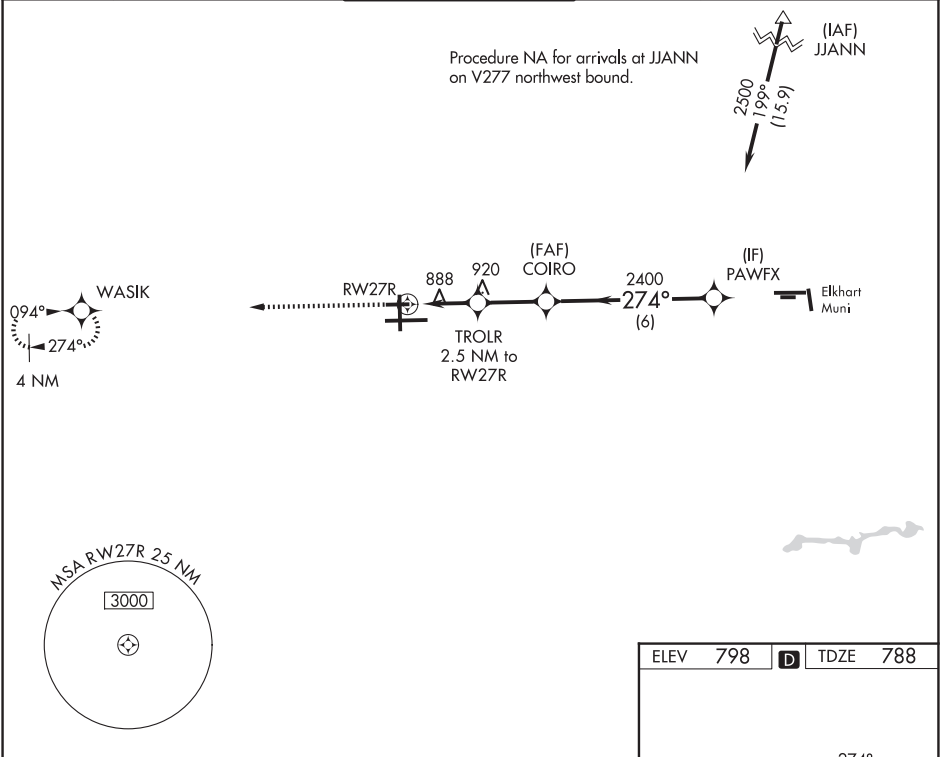
AL-399 (FAA)

WAAS CH <b>86542</b> <b>W27B</b>	APP CRS <b>274°</b>	Rwy Ldg TDZE <b>788</b> Apt Elev <b>798</b>
--	------------------------	---

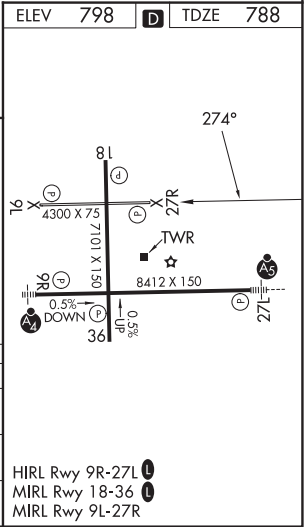
RNAV (GPS) RWY 27R

SOUTH BEND INTL (SBN)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2400 direct WASIK and hold.		
▼ Rwy 27R helicopter visibility reduction below 1 SM NA. ▲ Procedure NA at night.				
ATIS <b>120.675</b>	SOUTH BEND APP CON ★ <b>118.55 257.8</b>	SOUTH BEND TOWER ★ <b>135.675 (CTAF) 0 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>



2400	WASIK	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 46).			
		TROLR 2.5 NM to RWY 27R	COIRO	PAWFX	2500
		274°	2400		
		3.00°	TCH 43		
		1200			
		2.5 NM	2.5 NM	6 NM	
CATEGORY	A	B	C	D	
LP MDA	1140-1 352 (400-1)				
LNAV MDA	1180-1	392 (400-1)	1180-1½	392 (400-1½)	
CIRCLING	1280-1	482 (500-1)	1440-1¾ 642 (700-1¾)	1520-2¼ 722 (800-2¼)	



SOUTH BEND, INDIANA  
Amdt 1C 12JUN25

41°42'N-86°19'W

SOUTH BEND INTL (SBN)

RNAV (GPS) RWY 27R



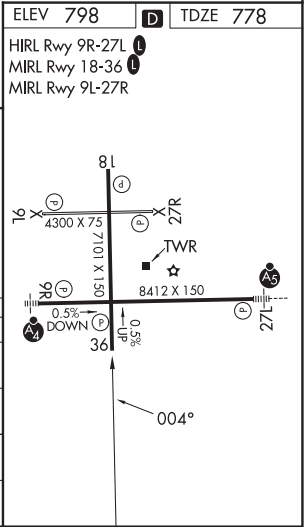
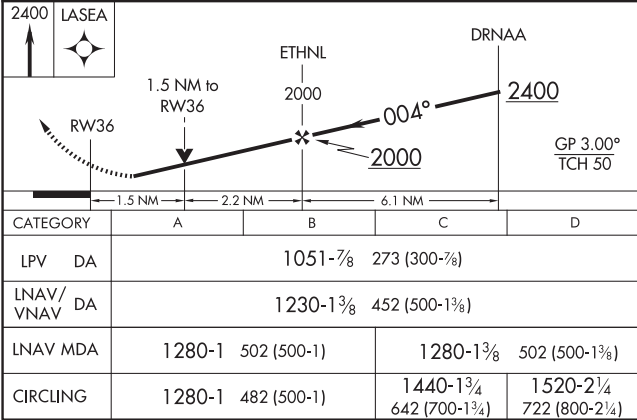
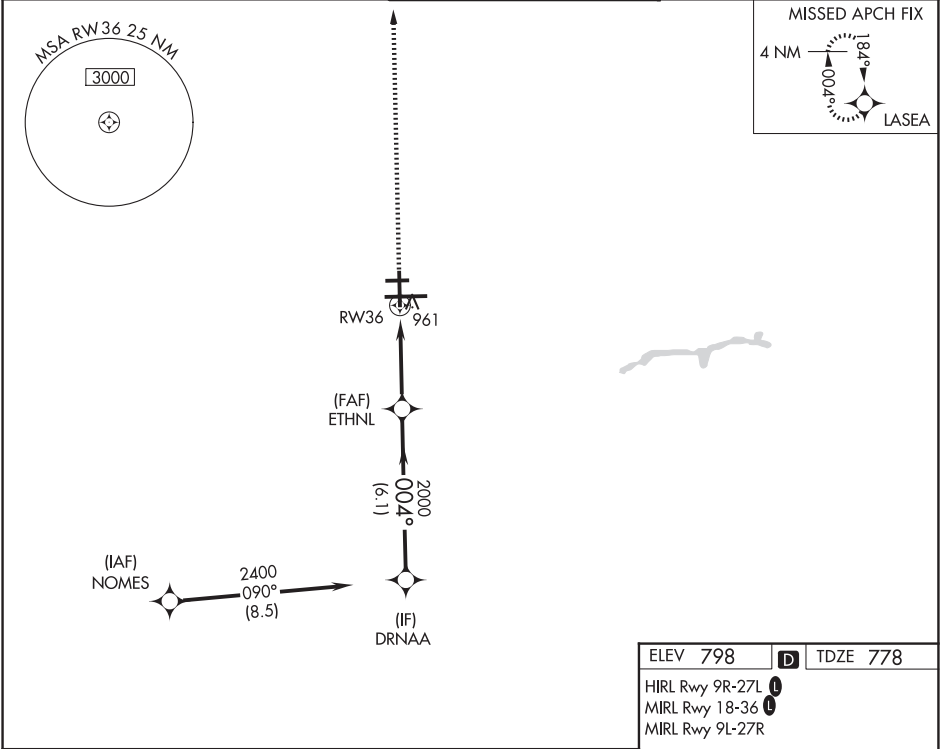
WAAS CH <b>69514</b> <b>W36A</b>	APP CRS <b>004°</b>	Rwy Ldg TDZE <b>778</b> Apt Elev <b>798</b>
--	------------------------	---

RNAV (GPS) RWY 36

SOUTH BEND INTL (SBN)

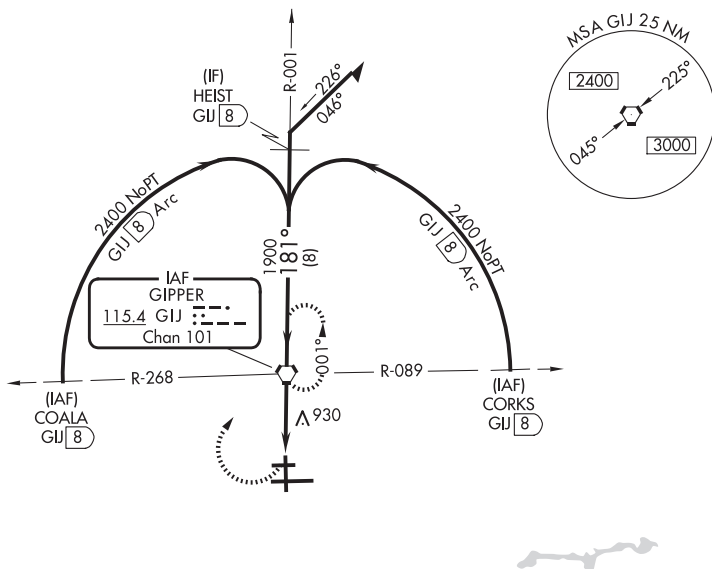
RNP APCH - GPS.	MISSED APPROACH: Climb to 2400 direct LASEA and hold.
<div><div></div><div>Circling Rwy 27R NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.</div></div>	

ATIS <b>120.675</b>	SOUTH BEND APP CON★ <b>118.55 257.8</b>	SOUTH BEND TOWER★ <b>135.675 (CTAF) 0 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>
------------------------	--	--	-------------------------	--------------------------



VOR RWY 18  
SOUTH BEND INTL (SBN)

**MISSED APPROACH:** Climbing right turn to 2400 direct GIJ VORTAC and hold.

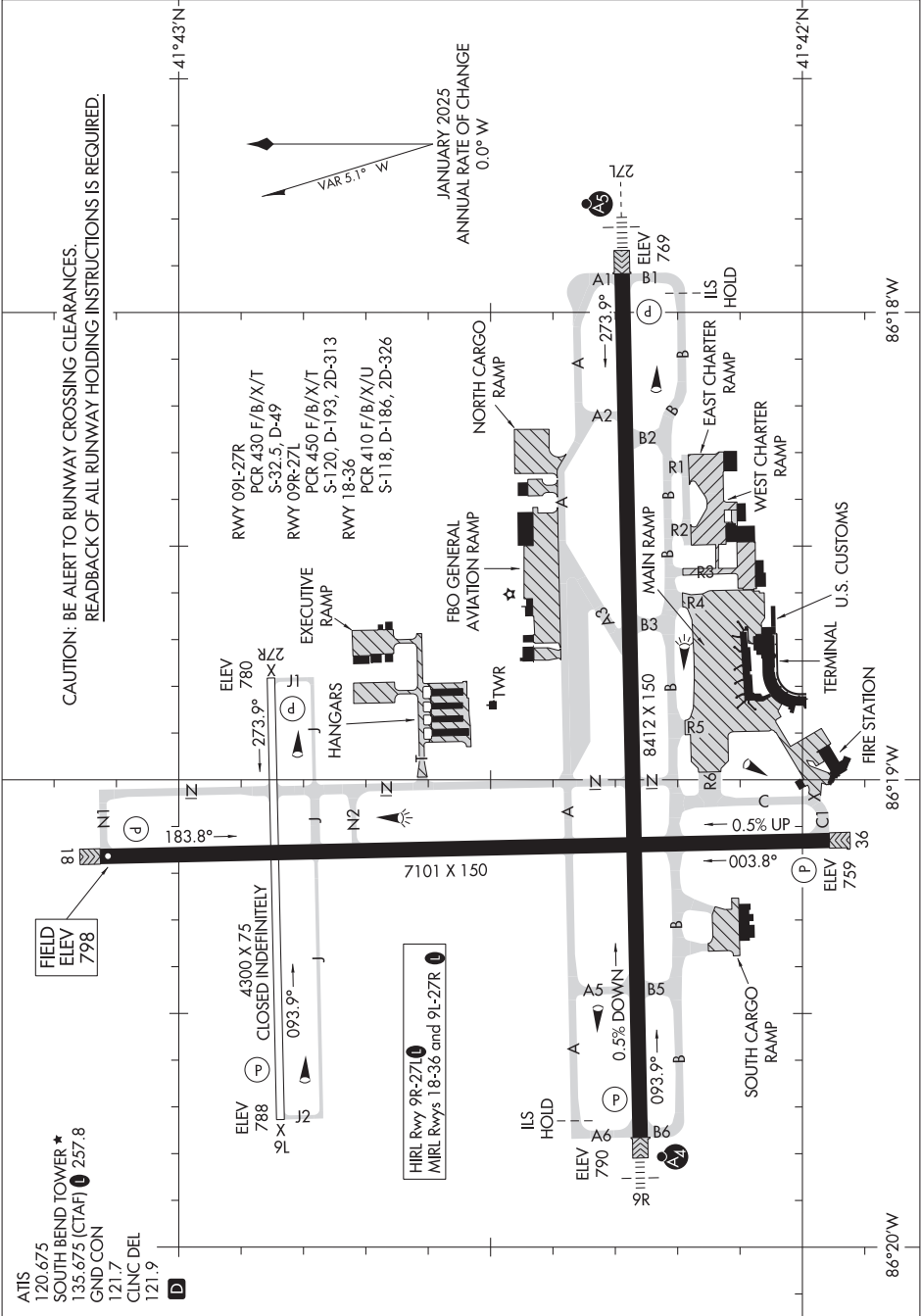
CLNC DEL  
121.9

EC-2, 07 AUG 2025 to 02 OCT 2025

Diagram illustrating the procedure for determining the VGSI and descent angles for a circling approach. The diagram shows a 2400 ft MSL obstacle, a 1.2 NM distance to the start of the descent, a 1.8 NM distance to the VORTAC, and a 3.31° angle. The VGSI angle is 3.00°/TCH 52. The descent angle is 181°. The diagram also shows the 001° angle and the 2400 ft MSL obstacle.

VOR RWY 18

EC-2, 07 AUG 2025 to 02 OCT 2025



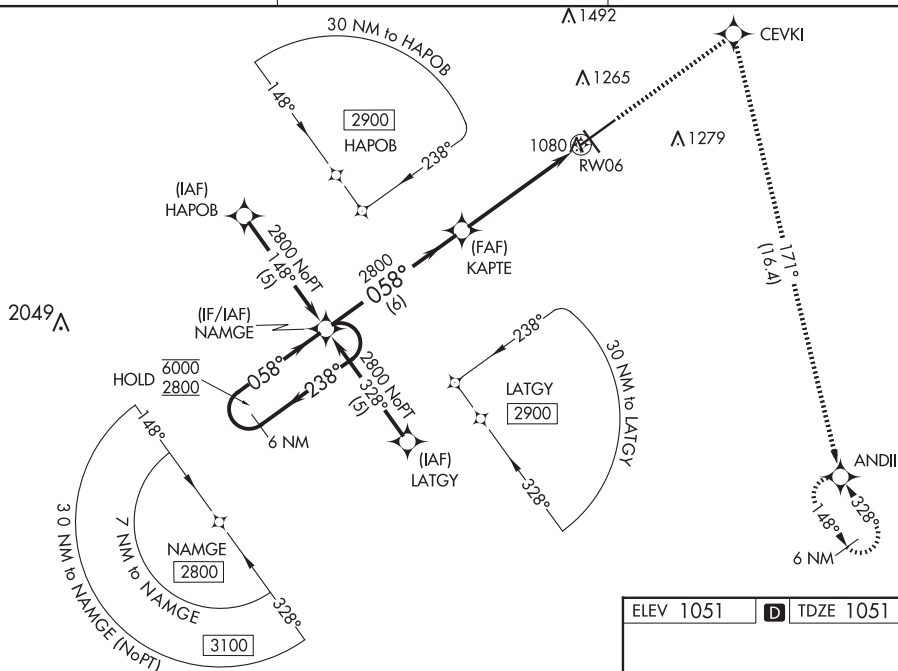
EC-2, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 6

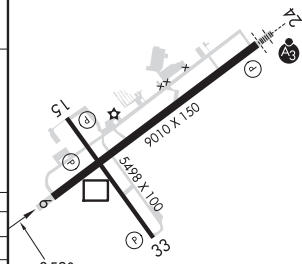
## SPRINGFIELD/BECKLEY MUNI (SGH)

**MISSED APPROACH:** Climb to 3000  
direct CEVKI and right turn on track 171°  
to ANDII and hold.

UNICOM  
122.95 (CTAF) **L**



1



REIL Rwy 6, 15 and 33 L

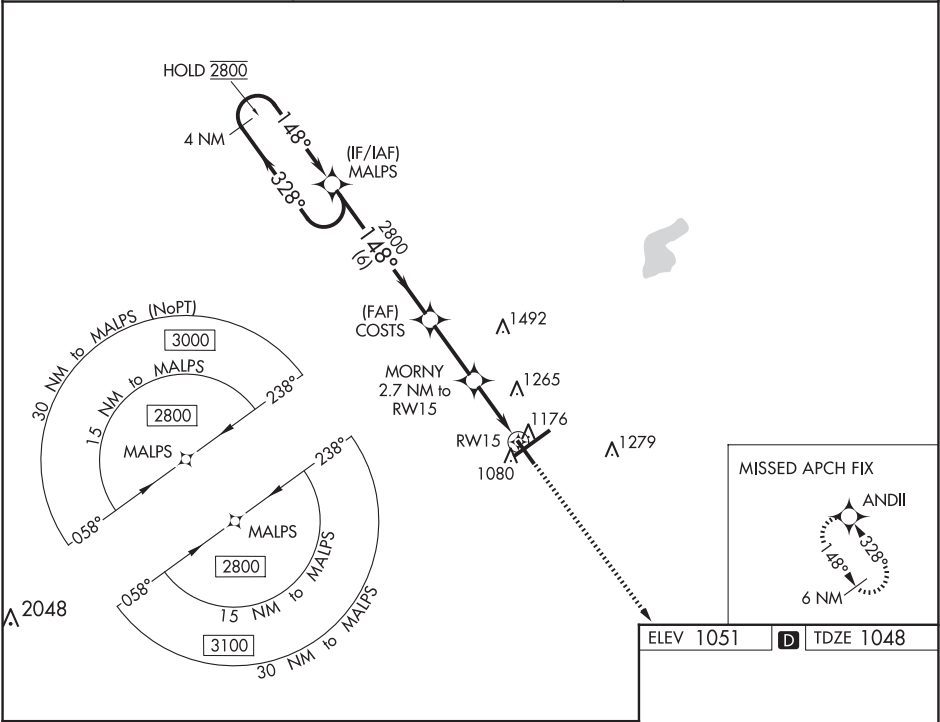
RNAV (GPS) RWY 6

WAAS CH <b>70345</b> <b>W15A</b>	APP CRS <b>148°</b>	Rwy ldg TDZE Apt Elev	<b>5498</b> <b>1048</b> <b>1051</b>
--	------------------------	-----------------------------	---

**RNAV (GPS) RWY 15**  
SPRINGFIELD/BECKLEY MUNI (SGH)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct ANDII and hold.
▼ Rwy 15 helicopter visibility reduction below ¾ SM NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.		

AWOS-3PT <b>134.975</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>122.95 (CTAF) 0</b>
----------------------------	---	----------------------------------



4 NM Holding Pattern		MALPS	COSTS	3000	ANDII
2800 ← 328°		2800	2800	1.1 NM to RWY 15	
GP 3.00° TCH 36		2800	1940	1.1 NM to RWY 15	
		6 NM	2.7 NM	1.6 NM	1.1 NM
CATEGORY	A	B	C	D	
LPV DA	1298-¾		250 (300-¾)		
LNAV/VNAV DA	1337-⅞		289 (300-⅞)		
LNAV MDA	1440-1	392 (400-1)	1440-1½	392 (400-1½)	
CIRCLING	1480-1 429 (500-1)	1580-1 529 (600-1)	1580-1½ 529 (600-1½)	1620-2 569 (600-2)	

HIRL Rwy 6-24 0  
MIRL Rwy 15-33 0  
REIL Rws 6, 15 and 33 0

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



SPRINGFIELD, OHIO

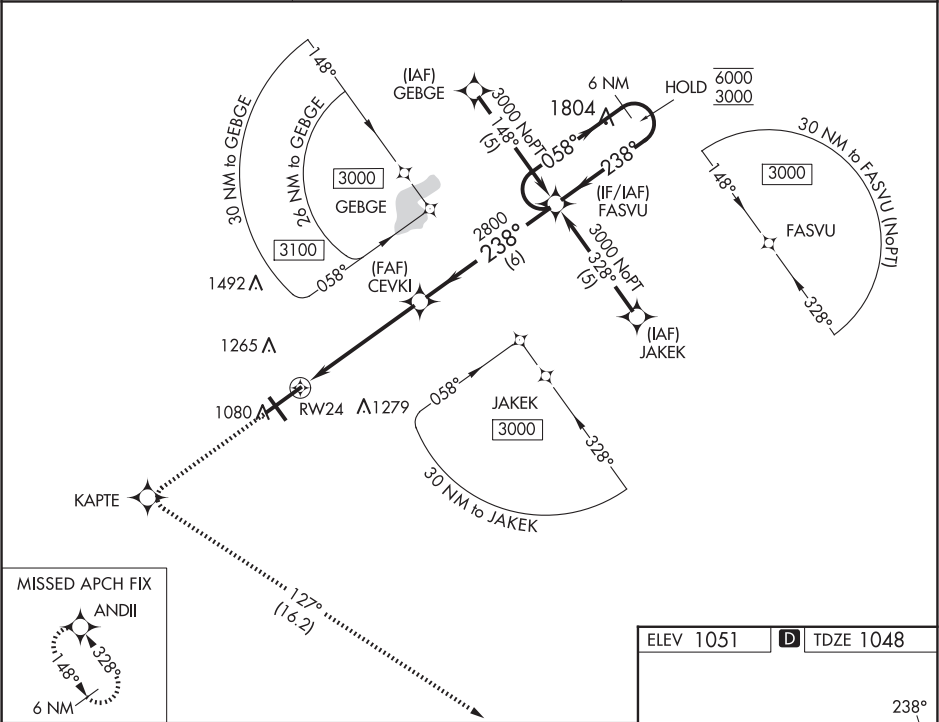
AL-958 (FAA)







WAAS CH <b>97615</b> <b>W24A</b>	APP CRS <b>238°</b>	Rwy Idg <b>9009</b> TDZE <b>1048</b> Apt Elev <b>1051</b>
--	------------------------	---

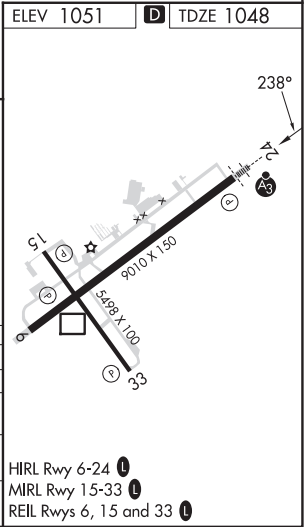
# RNAV (GPS) RWY 24

SPRINGFIELD/BECKLEY MUNI (SGH)

RNP APCH - GPS.		SSALR 	MISSED APPROACH: Climb to 3000 direct KAPTE and left turn on track 127° to ANDII and hold.
<div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 SM.</div></div>			
AWOS-3PT <b>134.975</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>122.95 (CTAF)</b> 	



				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).	
		 127°		6 NM Holding Pattern	
		1.5 NM to RW24	CEVKI 2800	238°	058° → 6000 ← 238° 3000
			2800		GP 3.00° TCH 54
1.5 NM		3.8 NM	6 NM		
CATEGORY	A	B	C	D	
LPV DA	1248-½ 200 (200-½)				
LNAV/ VNAV DA	1398-⅝ 350 (400-⅝)				
LNAV MDA	1580-½	532 (600-½)	1580-1	532 (600-1)	
 CIRCLING	1580-1	529 (600-1)	1580-1½ 529 (600-1½)	1620-2 569 (600-2)	



SPRINGFIELD, OHIO  
Orig-B 10AUG23

39°50'N-83°50'W

SPRINGFIELD/BECKLEY MUNI (SGH)  
RNAV (GPS) RWY 24

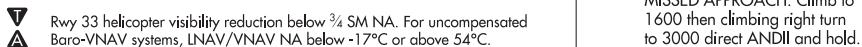
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>77545</b> <b>W33A</b>	APP CRS <b>328°</b>	Rwy Idg <b>5498</b> TDZE <b>1047</b> Apt Elev <b>1051</b>
--	------------------------	---

RNAV (GPS) RWY 33  
SPRINGFIELD/BECKLEY MUNI (SGH)

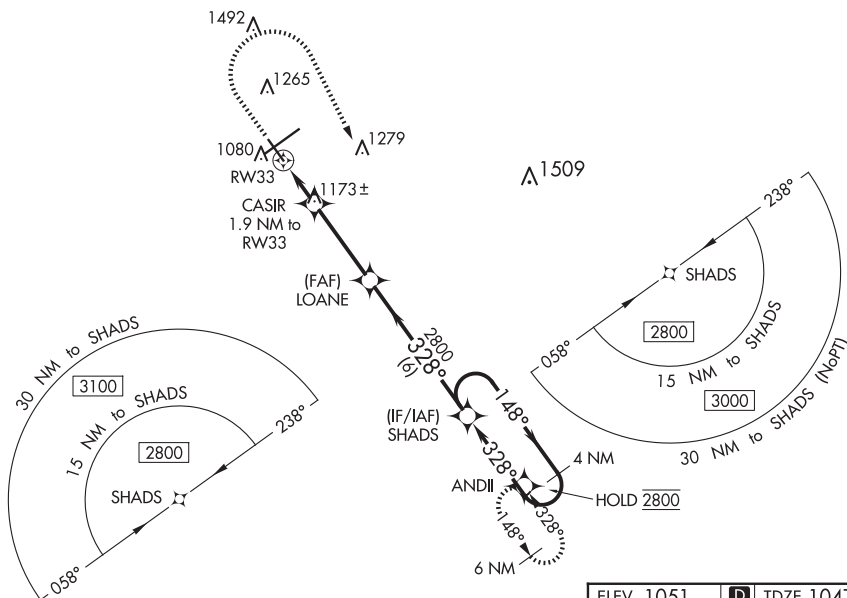
RNP APCH - GPS.



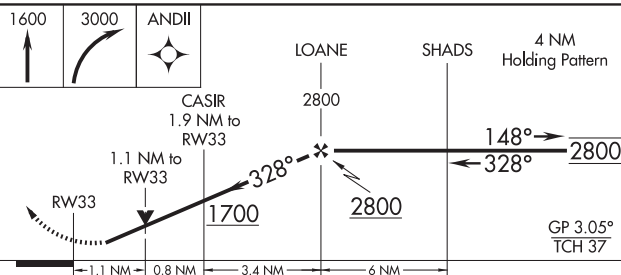
AWOS-3PT  
134.975


COLUMBUS APP CON  
118.85 269.275

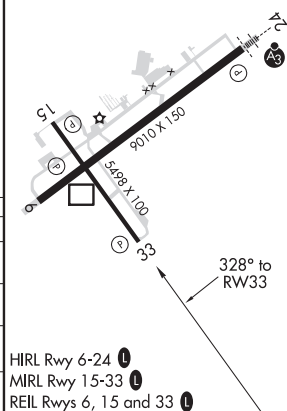
UNICOM  
122.95 (CTAF) **L**



ELEV 1051	<b>D</b>	TDZE 1047
-----------	----------	-----------



CATEGORY		A	B	C	D
LPV	DA	1349-7/8 302 (300-7/8)			
LNAV/ VNAV	DA	1350-7/8 303 (300-7/8)			
LNAV	MDA	1440-1 393 (400-1)	1440-1 1/8 393 (400-1 1/8)		
 CIRCLING		1480-1 429 (500-1)	1580-1 529 (600-1)	1580-1 1/2 529 (600-1 1/2)	1620-2 569 (600-2)



25163

## AIRPORT DIAGRAM

AL-958 (FAA)

SPRINGFIELD/BECKLEY MUNI (SGH)

SPRINGFIELD, OHIO

AWOS-3PT  
134.975  
CTAF/UNICOM  
122.95

D

VAR 9° N  
JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.0° W

RESTRICTED ACCESS  
(prior approval only)

TIGER

1000 X 150

ELEV 1037

39°51'N

ANG

ANG RAMP

FUEL FARM

TERMINAL

HANGARS

RAIDER

FIELD  
ELEV 1051

1000 X 150

ELEV 1042

150.8°

9010 X 150

RWY 06-24

PCN 60 R/B/W/T

S-66, D-175, 2D-330

RWY 15-33

S-35, D-50

39°50'N

5498 X 100

ELEV 1041

330.8°

83°51'W

83°50'W

## AIRPORT DIAGRAM

25163

SPRINGFIELD, OHIO

SPRINGFIELD/BECKLEY MUNI (SGH)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



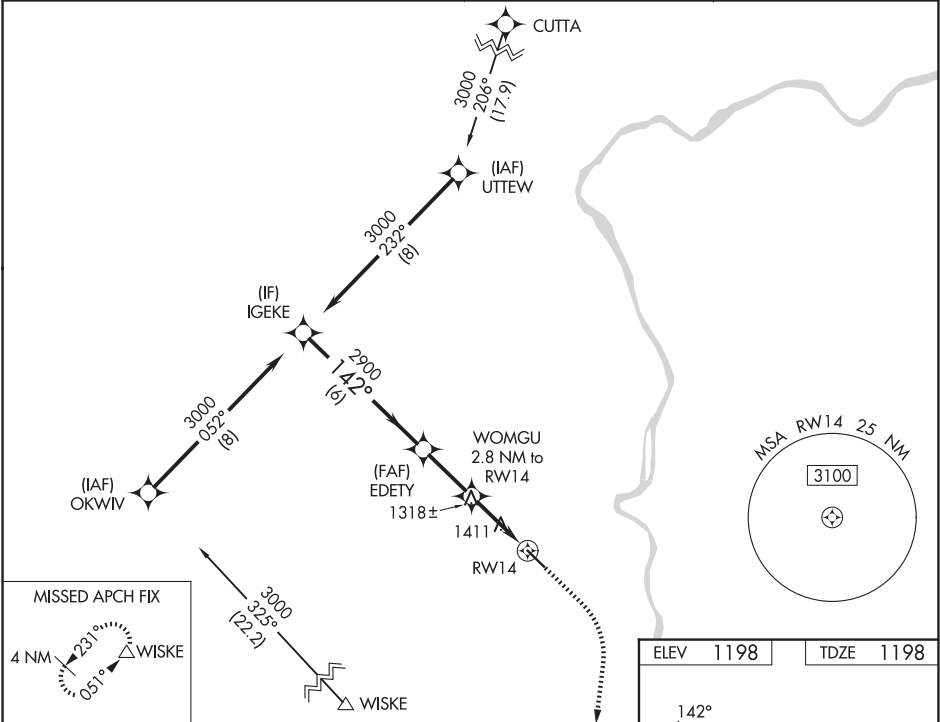
WAAS CH <b>66039</b> <b>W14A</b>	APP CRS <b>142°</b>	Rwy Ldg TDZE Apt Elev	<b>5001</b> <b>1198</b> <b>1198</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 14

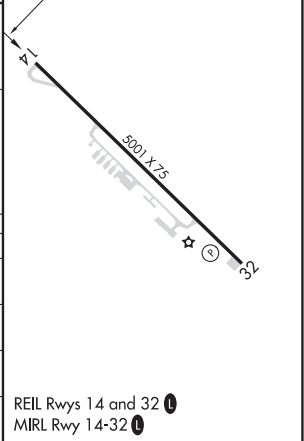
GEARY A BATES/JEFFERSON COUNTY AIRPARK (2G2)

RNP APCH.	MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct WISKE and hold.
Rwy 14 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA when using Wheeling altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Wheeling altimeter setting.	

AWOS-3 <b>121.625</b>	HLG ASOS <b>127.375</b>	PITTSBURGH APP CON <b>124.75 338.2</b>	UNICOM <b>122.8 (CTAF)</b>
--------------------------	----------------------------	---	-------------------------------



<p>IGEKE 3000 142° EDETY 2900 WOMGU 2.8 NM to RW14 RW14 2000 3100 WISKE △ * LNAV only</p>			
GP 3.00° TCH 40			
6 NM 2.4 NM 2.8 NM			
CATEGORY	A	B	D
LPV DA	1475-1 277 (300-1)		NA
LNAV/ VNAV DA	1799-1 3/4 601 (700-1 3/4)		NA
LNAV MDA	1740-1 542 (600-1)	1740-1 5/8 542 (600-1 5/8)	NA
CIRCLING	1800-1 602 (700-1)	1980-1 782 (800-1)	1980-2 1/4 782 (800-2 1/4) NA



STUEBENVILLE, OHIO

AL-9331 (FAA)

25219

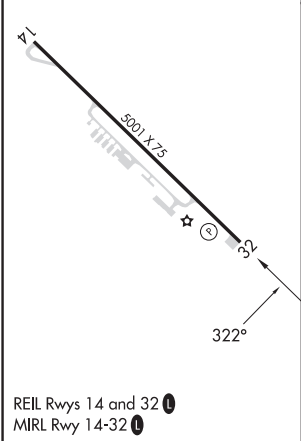
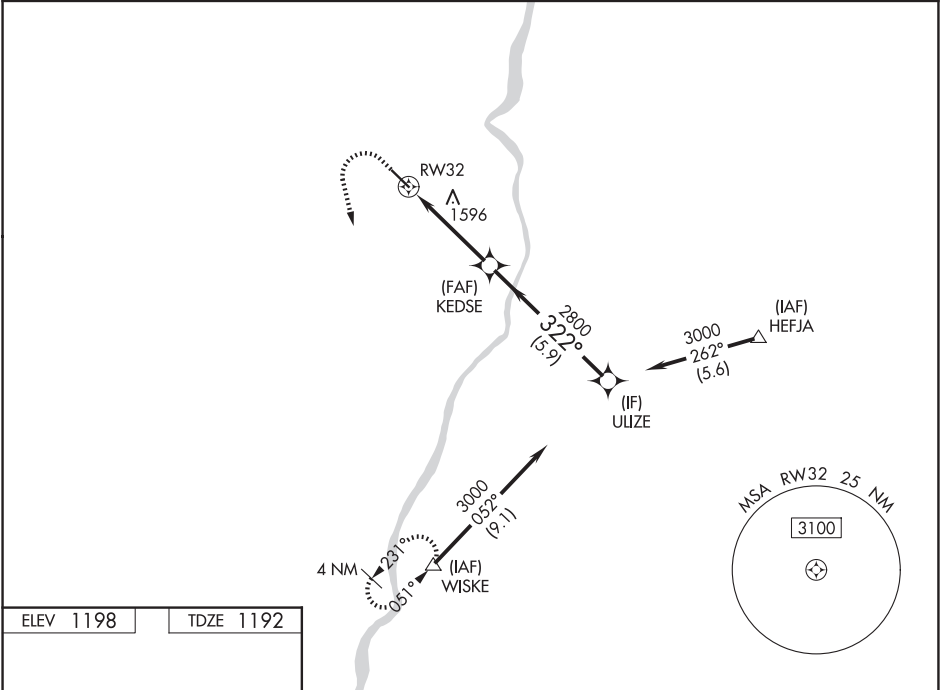
WAAS CH <b>58339</b> <b>W32A</b>	APP CRS <b>322°</b>	Rwy Ldg TDZE Apt Elev	<b>5001</b> <b>1192</b> <b>1198</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32

GEARY A BATES/JEFFERSON COUNTY AIRPARK (2G2)

RNP APCH.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct WISKE and hold.
<div><div></div><div></div></div> <div>Rwy 32 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Wheeling altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter not received, use Wheeling altimeter setting.</div>	

AWOS-3 <b>121.625</b>	HLG ASOS <b>127.375</b>	PITTSBURGH APP CON <b>124.75 338.2</b>	UNICOM <b>122.8 (CTAF) 1</b>
--------------------------	----------------------------	---	---------------------------------



2000	3100	WISKE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.60/TCH 41).	ULIZE
↑	↙	△		
<div><div></div><div></div></div> <div>RW32</div> <div>2800</div> <div>322°</div> <div>3000</div> <div>GP 3.60°</div> <div>TCH 55</div>				
4.1 NM 5.9 NM				
CATEGORY	A	B	C	D
LPV	DA	1519-1	327 (400-1)	NA
LNAV/VNAV	DA	1972-2½	780 (800-2½)	NA
LNAV	MDA	1880-1	688 (700-1)	1880-2
				688 (700-2)
CIRCLING	1880-1	1980-1	1980-2¼	NA
	682 (700-1)	782 (800-1)	782 (800-2¼)	

STUEBENVILLE, OHIO  
Amdt 1C 27JAN22

GEARY A BATES/JEFFERSON COUNTY AIRPARK (2G2)  
40°22'N-80°42'W

RNAV (GPS) RWY 32

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



SULLIVAN, INDIANA

AL-5590 (FAA)

24305

WAAS CH <b>82136</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg TDZE <b>539</b> Apt Elev <b>539</b>
--	------------------------	---

# RNAV (GPS) RWY 36

SULLIVAN COUNTY (SIV)

RNP APCH.



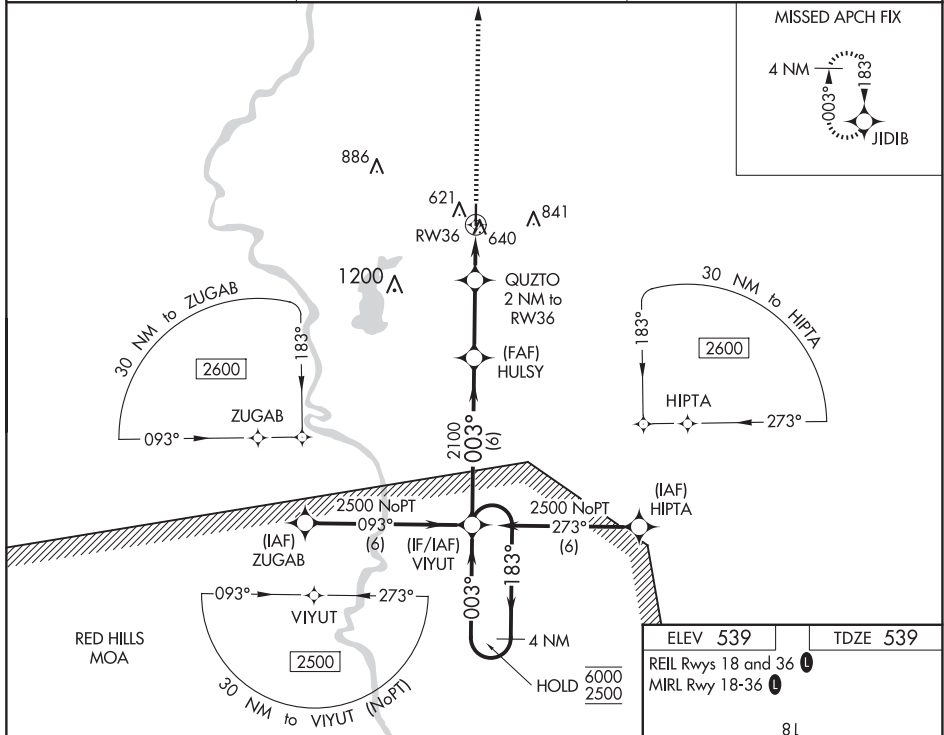
Baro-VNAV NA. Use Robinson altimeter setting; when not received, use Terre Haute altimeter setting and increase LPV DA to 876, increase LNAV/VNAV DA to 889, and increase all MDA 20 feet.

MISSED APPROACH:  
Climb to 2600 direct  
JIDIB and hold.

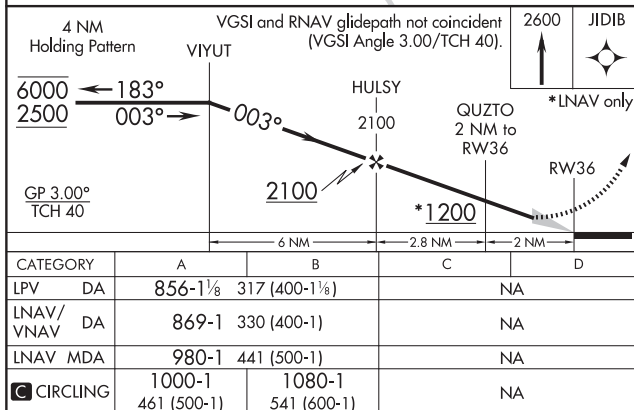
RSV AWOS-3  
**120.5**

HULMAN APP CON  
**135.35 339.8**

UNICOM  
**122.8** (CTAF) **0**



ELEV 539 TDZE 539  
REIL Rwy 18 and 36 **0**  
MIRL Rwy 18-36 **0**



SULLIVAN, INDIANA

Amdt 1A 10OCT19

39°07'N-87°27'W

SULLIVAN COUNTY (SIV)

# RNAV (GPS) RWY 36

WAAS CH <b>86622</b> <b>W13A</b>	APP CRS <b>136°</b>	Rwy Idg <b>4400</b> TDZE <b>642</b> Apt Elev <b>660</b>
--	------------------------	---

RNAV (GPS) RWY 13

PERRY COUNTY MUNI (TEL)

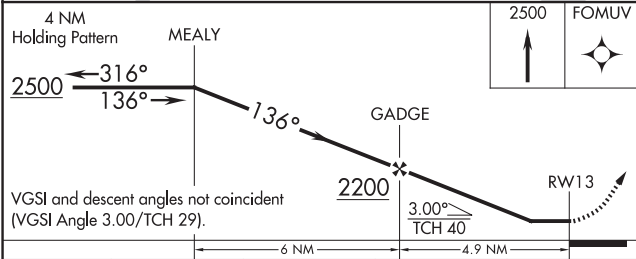
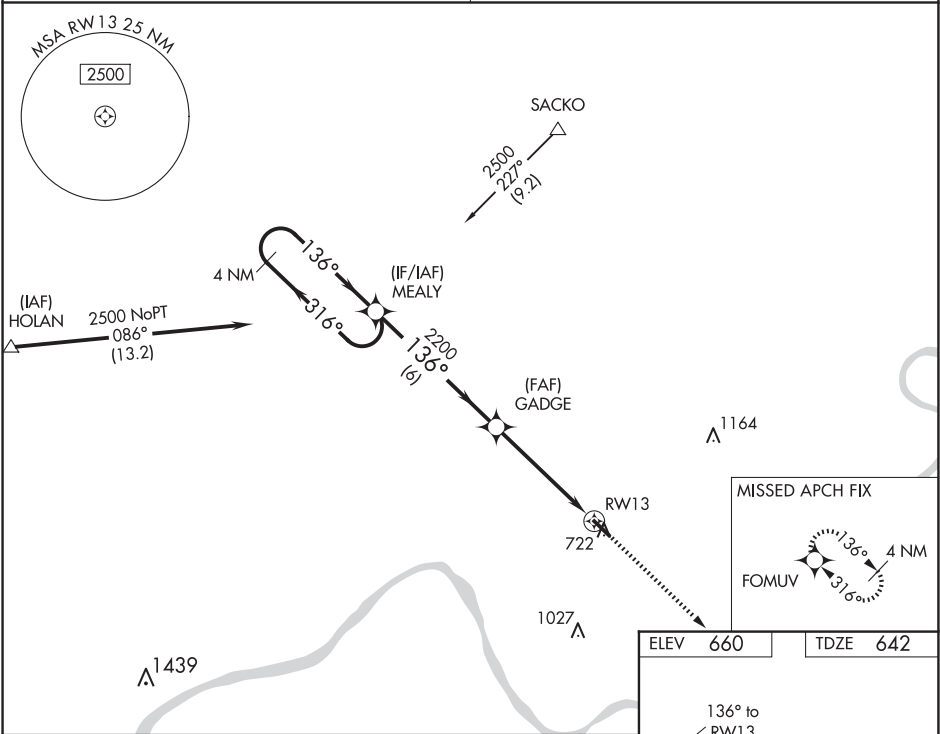
▼

▲ NA

When VGSI inop, Circling Rwy 31 NA at night. When VGSI inop, Straight-in/Circling Rwy 13 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Huntingburg altimeter setting and increase all MDA 80 feet and increase LP Cat C visibility ¼ mile and LNAV Cat C visibility ⅓ mile.

MISSED APPROACH:  
Climb to 2500 direct FOMUV and hold.

EVANSVILLE APP CON ★ <b>124.025 290.9</b>	UNICOM <b>122.7 (CTAF) 0</b>
--	---------------------------------



CATEGORY	A	B	C	D
LP MDA	1000-1	358 (400-1)	1000-1⅓ 358 (400-1⅓)	NA
LNAV MDA	1040-1	398 (400-1)	1040-1¼ 398 (400-1¼)	NA
CIRCLING	1080-1 420 (500-1)	1120-1 460 (500-1)	1120-1½ 460 (500-1½)	NA

ELEV 660    TDZE 642

136° to RWY 13

1.2% Up


4400 X 75

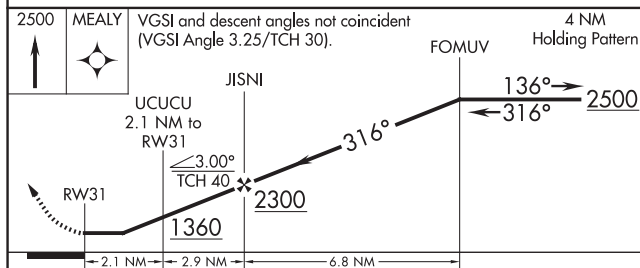
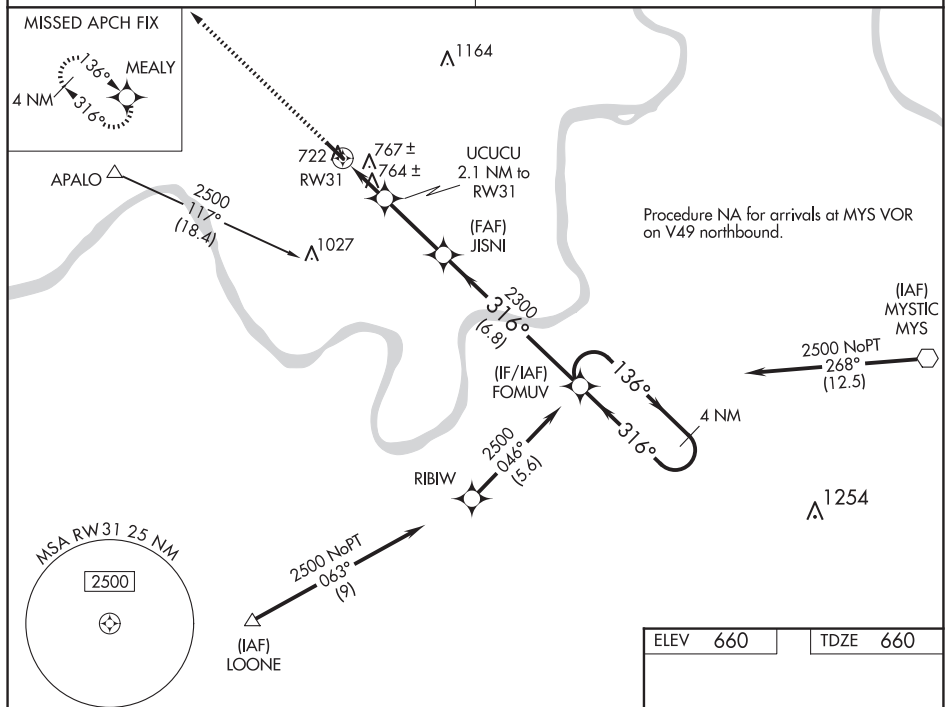
REIL Rwy 13 and 31 0  
MIRL Rwy 13-31 0

EC-2, 07 AUG 2025 to 02 OCT 2025

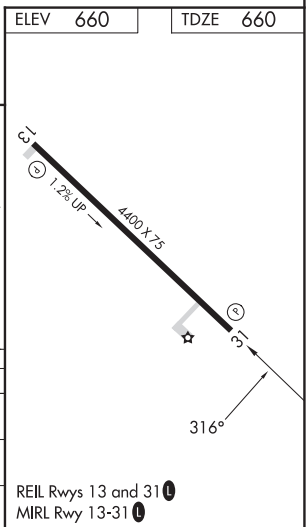
EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>93623</b> <b>W31A</b>	APP CRS <b>316°</b>	Rwy Idg <b>4400</b> TDZE <b>660</b> Apt Elev <b>660</b>
--	------------------------	---

	When VGSi inop, Circling Rwy 13 NA at night. When VGSi inop, Straight-in/Circling Rwy 31 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Huntingburg altimeter setting and increase all MDA 80 feet and increase LP and LNAV Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 2500 direct MEALY and hold.
---	---	--

UNICOM  
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
LP MDA	1020-1 360 (400-1)			NA
LNAV MDA	1020-1 360 (400-1)			NA
CIRCLING	1080-1 420 (500-1)	1120-1 460 (500-1)	1120-1½ 460 (500-1½)	NA



PERRY COUNTY MUNI (TEL)  
RNAV (GPS) RWY 31

EC-2, 07 AUG 2025 to 02 OCT 2025

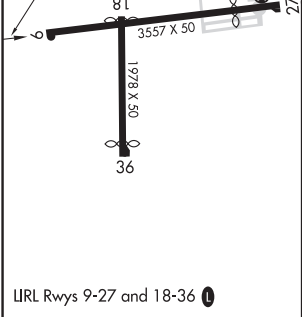
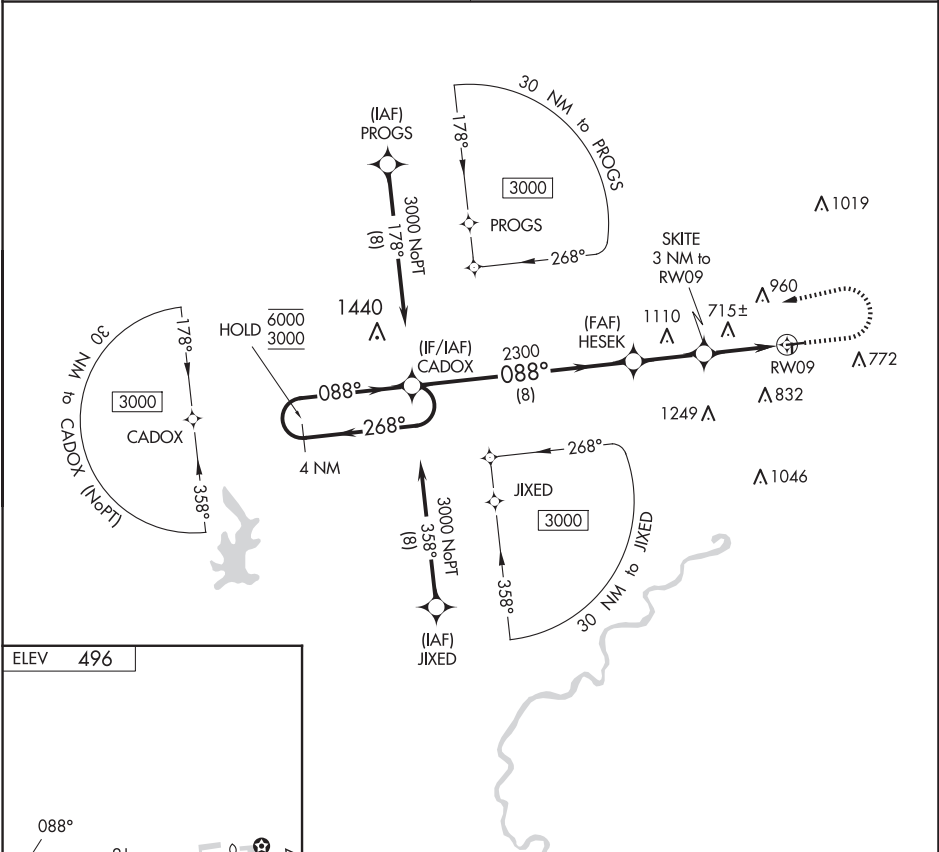
EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
088°	TDZE	N/A
	Apt Elev	496

RNAV (GPS)-A  
SKY KING (3I3)

RNP APCH.	MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct CADOX and hold.
NA Procedure NA at night. Use Terre Haute altimeter setting; when not received, use Paris altimeter setting and increase all MDA 40 feet.	

HULMAN APP CON 125.45 339.8	UNICOM 122.8 (CTAF)
--------------------------------	------------------------



4 NM Holding Pattern	CADOX	HESEK	SKITE 3 NM to RW09	RW09
6000 3000	268° 088°	088°	3.00° TCH 40	1480
8 NM		2.6 NM		3 NM
CATEGORY	A	B	C	D
CIRCLING	1000-1 504 (600-1)	1340-1¼ 844 (900-1¼)	NA	

EC-2, 07 AUG 2025 to 02 OCT 2025


EC-2, 07 AUG 2025 to 02 OCT 2025

LOC I-HUF <b>109.7</b>	APP CRS <b>049°</b>	Rwy Idg TDZE Apt Elev	<b>9020</b> <b>573</b> <b>589</b>
---------------------------	------------------------	-----------------------------	---

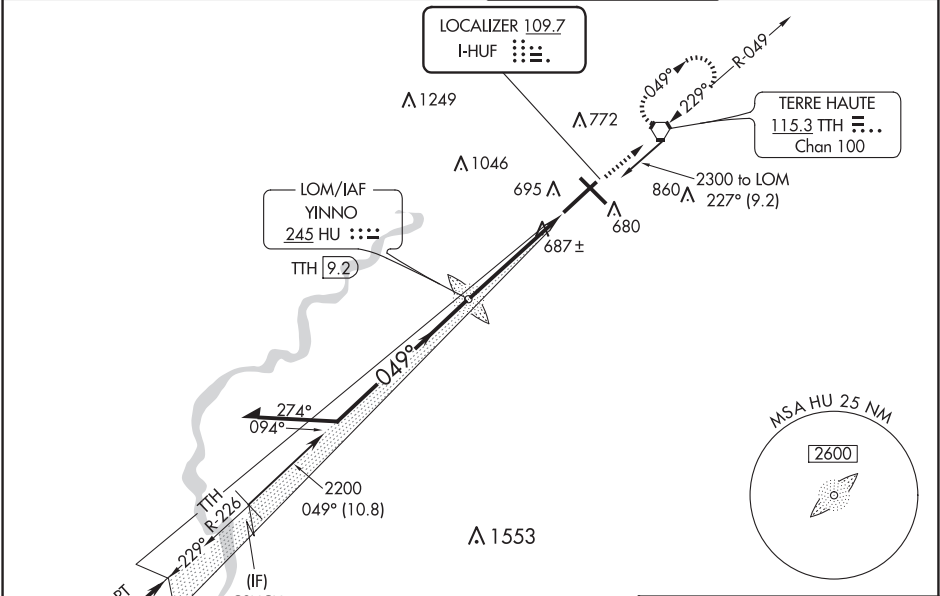
ILS or LOC RWY 5  
TERRE HAUTE RGNL (HUF')

ADF or DME required.

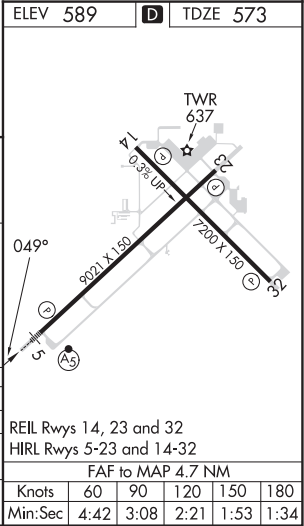
**V** VDP NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase S-LOC 5 Cats C/D visibility to RVR 4500. For inop ALS, increase S-LOC 5 Cat C/D visibility to RVR 5500, when using Paris altimeter setting increase S-ILS 5 all Cats visibilities to RVR 4500 and S-LOC Rwy 5 all Cats visibility ½ SM. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Paris altimeter setting.

**MALSR**  MISSED APPROACH: Climb to 2300 direct TTH VORTAC and hold.

ATIS <b>127.5 269.375</b>	HULMAN APP CON <b>125.45 339.8</b>	HULMAN TOWER <b>134.725 322.475</b>	GND CON <b>121.6 348.6</b>
------------------------------	---------------------------------------	--	-------------------------------



	ELEV 589	<b>D</b>	TDZE 573
	2300	TTH	
	2200		
	2125		
	200		
	190		
	180		
	170		
	160		
	150		
	140		
	130		
	120		
	110		
	100		
	90		
	80		
	70		
	60		
	50		
	40		
	30		
	20		
	10		
	0		





WAAS CH <b>82109</b> <b>W05A</b>	APP CRS <b>049°</b>	Rwy Idg <b>9020</b> TDZE <b>573</b> Apt Elev <b>589</b>
--	------------------------	---

RNAV (GPS) RWY 5

TERRE HAUTE RGNL (HUF')

RNP APCH.

▼

⚠

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. VDP and Baro-VNAV NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 feet, and all MDA 80 feet. Increase LPV all Cats visibility ¼ SM and Circling Cat C/D visibility ¼ SM. For inoperative ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cat C/D visibility to RVR 6000, when using Paris altimeter setting, increase LPV and LNAV/VNAV visibility all Cats to RVR 6000, increase LNAV Cat C/D visibility to 1 ¾ SM.

MALSR

⦿

⦿

⦿

MISSED APPROACH:  
Climb to 2400 direct  
IPEDY and hold.

ATIS <b>127.5 269.375</b>	HULMAN APP CON <b>125.45 339.8</b>	HULMAN TOWER <b>134.725 322.475</b>	GND CON <b>121.6 348.6</b>
------------------------------	---------------------------------------	--	-------------------------------

4 NM Holding Pattern POKHY		2400 IPEDY	*LNAV only.	
6000 2600		2100	VARUY 1.7 NM to RW05	RW05
GP 3.00° TCH 40		*1140	*1 NM to RW05	
← 229° 049° →		6 NM	2.9 NM	0.7 NM 1 NM
CATEGORY	A	B	C	D
LPV DA		875/24	302 (300-½)	
LNAV/ VNAV DA		924/40	351 (400-¾)	
LNAV MDA		960/50	387 (400-1)	
CIRCLING	1040-1	451 (500-1)	1220-1¾ 631 (700-1¾)	1220-2 631 (700-2)

ELEV 589 D TDZE 573

TWR 637

9021 X 150

7200 X 150

049°

REIL Rwy 14, 23 and 32  
HIRL Rwy 5-23 and 14-32

TERRE HAUTE, INDIANA  
Orig-F 25FEB21

39°27'N-87°18'W  
599

TERRE HAUTE RGNL (HUF')

RNAV (GPS) RWY 5

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 14  
TERRE HAUTE RGNL (HUF)

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

GND CON  
121.6 348.6



---

D

Q-1

20-  
70-

TERRE HAUTE RGNL (HUF)  
RNAV (GPS) RWY 14

WAAS CH <b>72625</b> <b>W23A</b>	APP CRS <b>229°</b>	Rwy Idg TDZE <b>582</b> Apt Elev <b>589</b>
--	------------------------	---

RNAV (GPS) RWY 23

TERRE HAUTE RGNL (HUF')

RNP APCH.

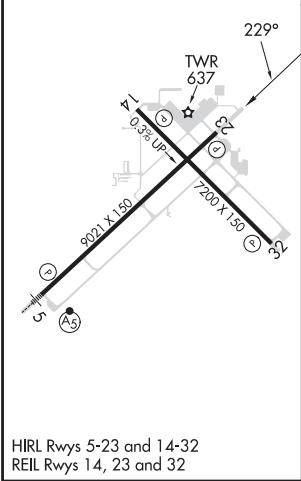
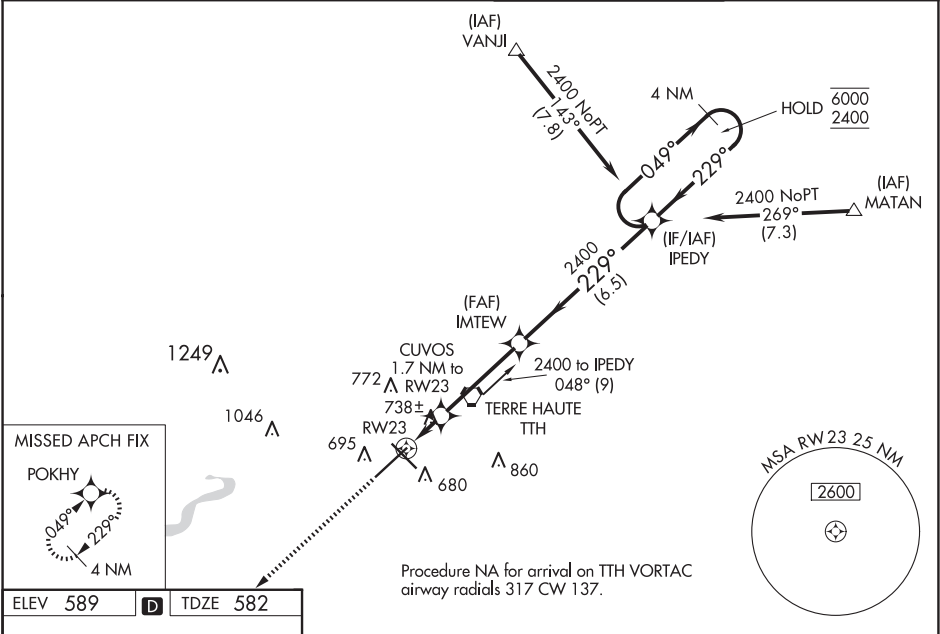
▼

ASR

Baro-VNAV and VDP NA when using Paris altimeter setting. Rwy 23 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats  $\frac{1}{8}$  SM, increase LNAV and Circling Cats C/D visibilities  $\frac{1}{4}$  SM.

MISSED APPROACH:  
Climb to 2600 direct POKHY and hold.

ATIS <b>127.5 269.375</b>	HULMAN APP CON <b>125.45 339.8</b>	HULMAN TOWER <b>134.725 322.475</b>	GND CON <b>121.6 348.6</b>
------------------------------	---------------------------------------	--	-------------------------------



2600 POKHY		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).		4 NM Holding Pattern	
*LNAV only		IMTEW 2400		IPEDY	
CUVOS 1.7 NM to RW23		2400		6000 2400	
*1.2 NM to RW23		1160*		GP 3.00° TCH 55	
1.2 NM 0.5 NM		3.8 NM		6.5 NM	
CATEGORY	A	B	C	D	
LPV DA	890-7 $\frac{7}{8}$		308 (400-7 $\frac{7}{8}$ )		
LNAV/VNAV DA	874-7 $\frac{7}{8}$		292 (300-7 $\frac{7}{8}$ )		
LNAV MDA	1000-1	418 (500-1)	1000-1 $\frac{1}{8}$	418 (500-1 $\frac{1}{8}$ )	
CIRCLING	1040-1	451 (500-1)	1220-1 $\frac{3}{4}$ 631 (700-1 $\frac{3}{4}$ )	1220-2 631 (700-2)	

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

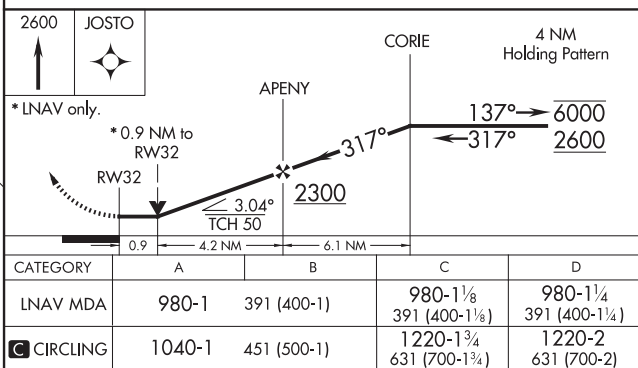
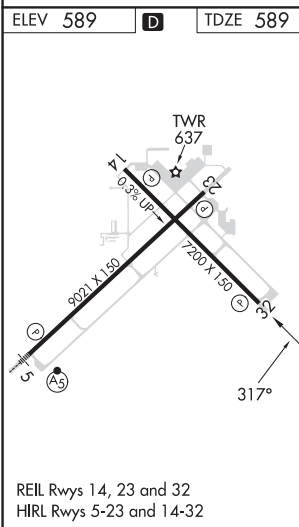
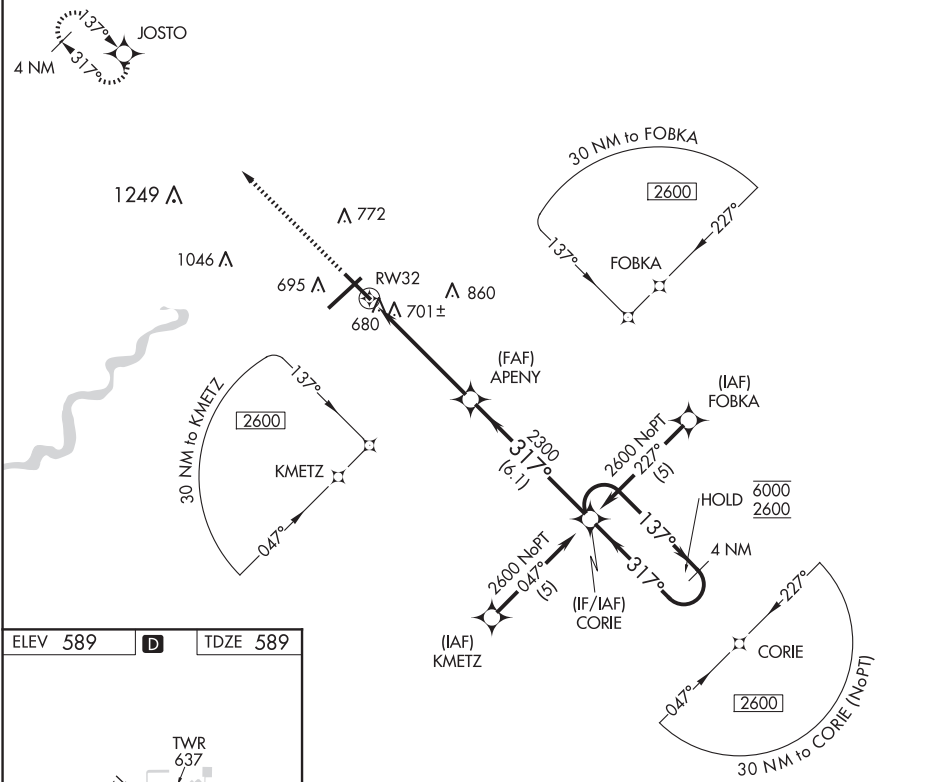
APP CRS <b>317°</b>	Rwy Idg TDZE Apt Elev	<b>7200</b> <b>589</b> <b>589</b>
------------------------	-----------------------------	---

RNAV (GPS) RWY 32  
TERRE HAUTE RGNL (HUF)

**V** VDP NA when using Paris altimeter setting. Rwy 32 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**A** When local altimeter setting not received, use Paris altimeter setting and increase all MDAs 80 feet, LNAV Cat C/D visibility to  $1\frac{3}{8}$  SM and Circling Cat C/D  $\frac{1}{4}$  SM.  
**ASR**

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

ATIS 127.5 269.375	HULMAN APP CON 125.45 339.8	HULMAN TOWER 134.725 322.475	GND CON 121.6 348.6
-----------------------	--------------------------------	---------------------------------	------------------------



TERRE HAUTE, INDIANA  
Orig-E 25FEB21

TERRE HAUTE RGNL (HUF)  
RNAV (GPS) RWY 32

39°27'N-87°18'W

EC-2, 07 AUG 2025 to 02 OCT 2025

VORTAC TTH <b>115.3</b> Chan <b>100</b>	APP CRS <b>048°</b>	Rwy Idg TDZE Apt Elev	<b>9020</b> <b>573</b> <b>589</b>
---	------------------------	-----------------------------	---

VOR RWY 5  
TERRE HAUTE RGNL (HUF)

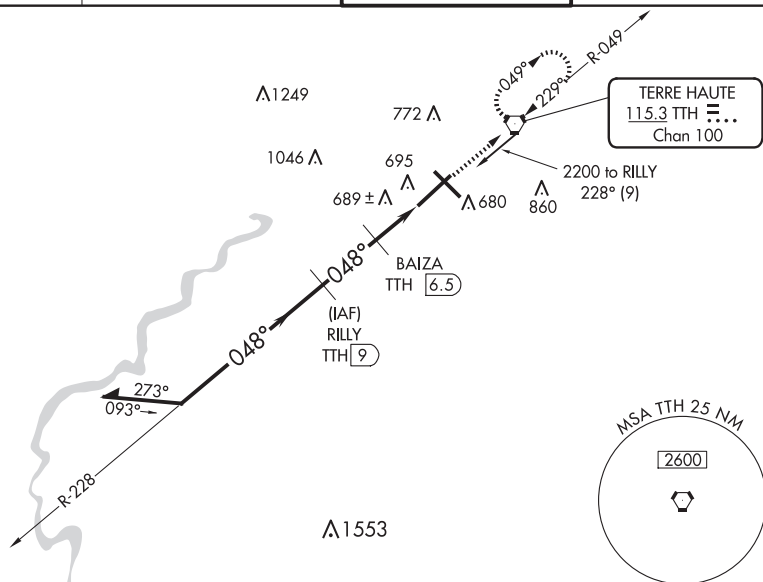
DME required.

**T** VDP NA when using Paris, IL altimeter setting. When local altimeter setting  
**A** not received, use Paris altimeter setting and increase all MDA 80 feet and  
 Circling Cat C/D visibility  $\frac{1}{4}$  SM. For inop ALS, increase S-5 Cat C/D  
 ASR visibility to RVR 6000. Rwy 5 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

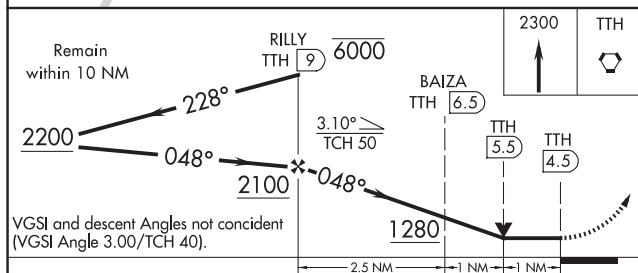
MALSR


**MISSED APPROACH:**  
Climb to 2300 direct  
TTH VORTAC and hold.

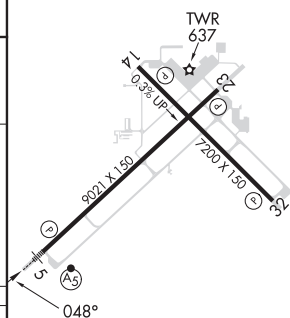
ATIS 127.5 269.375	HULMAN APP CON 125.45 339.8	HULMAN TOWER 134.725 322.475	GND CON 121.6 348.6
-----------------------	--------------------------------	---------------------------------	------------------------



ELEV 589		TDZE 573
----------	---	----------



CATEGORY	A	B	C	D
S-5	960/50 387 (400-1)			
 CIRCLING	1040-1 451 (500-1)	1220-1 <sup>3</sup> / <sub>4</sub> 631 (700-1 <sup>3</sup> / <sub>4</sub> )	1220-2 631 (700-2)	



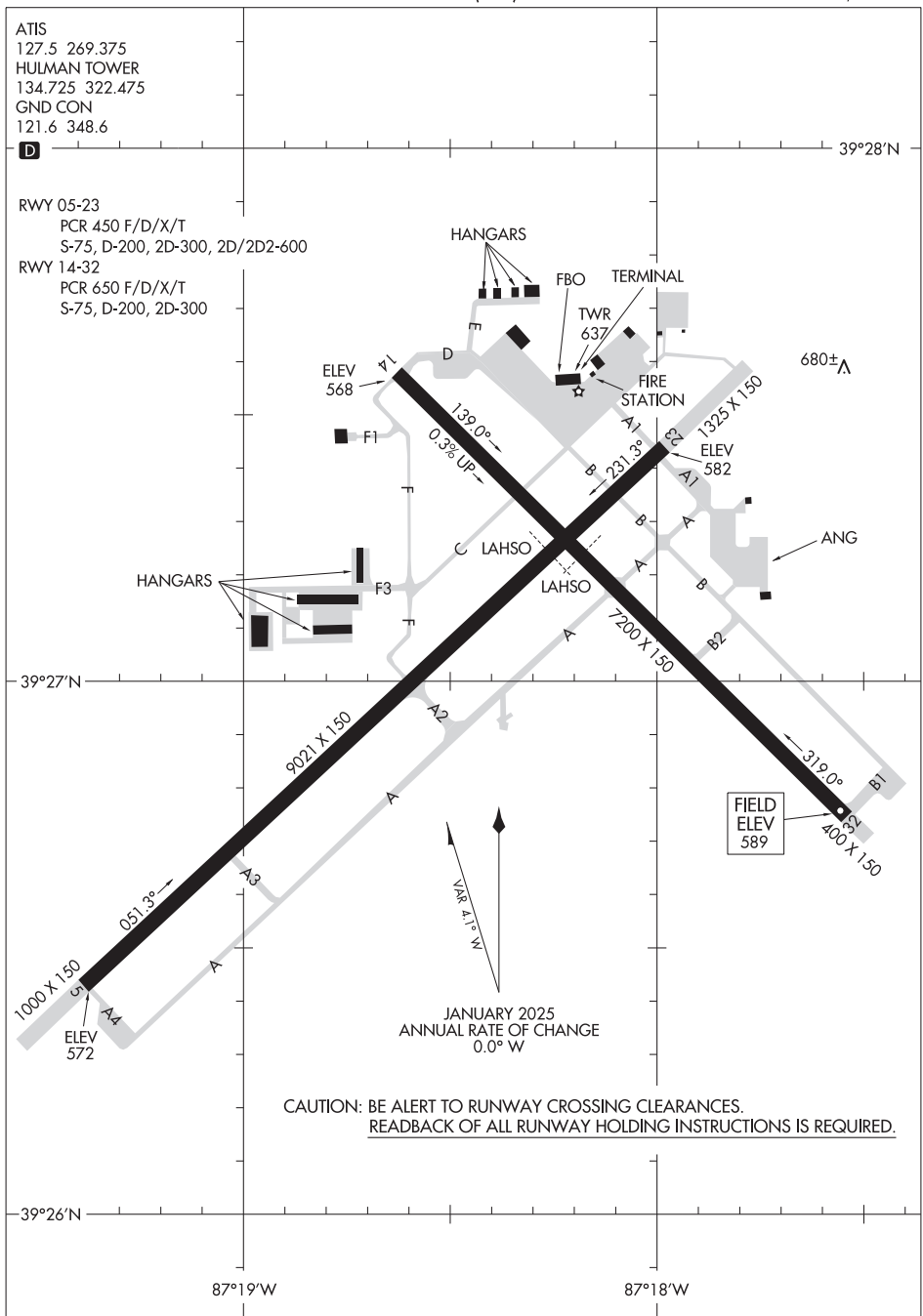
REIL Rwys 14, 23 and 32  
HIRL Rwys 5-23 and 14-32

25107

# AIRPORT DIAGRAM

AL-608 (FAA)

TERRE HAUTE RGNL (HUF)  
TERRE HAUTE, INDIANA



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

# AIRPORT DIAGRAM

25107

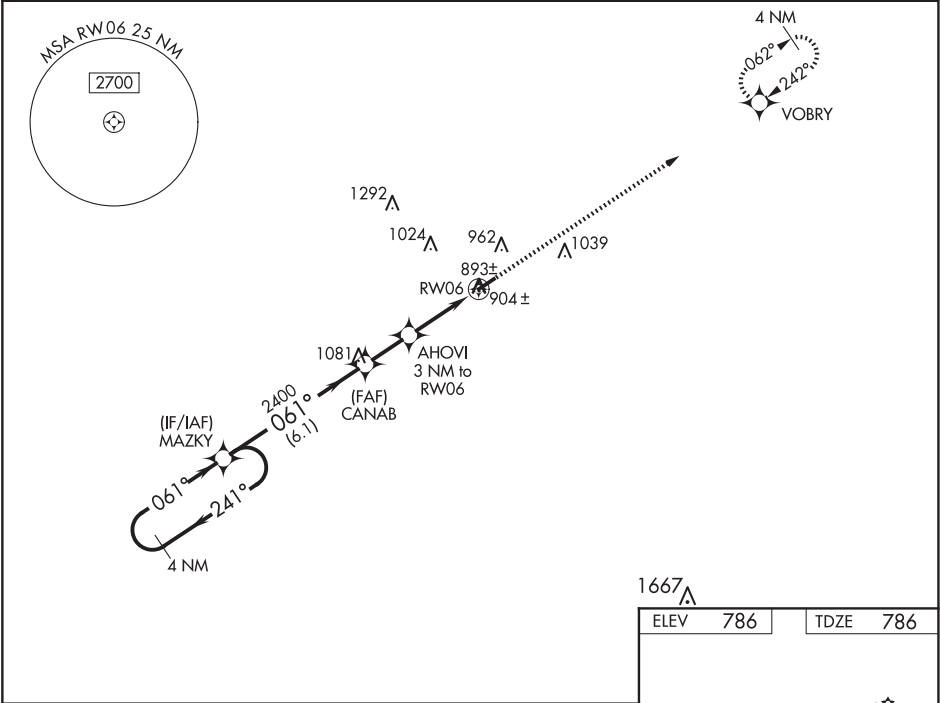
TERRE HAUTE, INDIANA  
TERRE HAUTE RGNL (HUF)

WAAS CH <b>77713</b> <b>W06A</b>	APP CRS <b>061°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>786</b> <b>786</b>
--	------------------------	-----------------------------	---

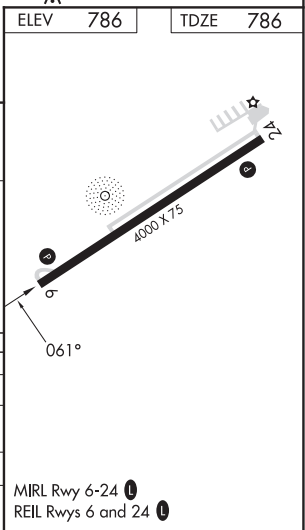
RNAV (GPS) RWY 6

SENECA COUNTY (16G)

RNP APCH.		MISSED APPROACH: Climb to 2400 direct VOBRY and hold.	
AWOS-3 <b>127.175</b>	FDY ASOS <b>132.85</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>



4 NM Holding Pattern		MAZKY	CANAB	AHOVI 3 NM to RW06	RW06
2400		2400	2400	*1780	
GP 3.00° TCH 38		6.1 NM	1.9 NM	3 NM	
CATEGORY	A	B	C	D	
LPV DA	1137-1¼		351 (400-1¼)	NA	
LNNAV/VNAV DA	1174-1½		388 (400-1½)	NA	
LNNAV MDA	1160-1		374 (400-1)	NA	
CIRCLING	1280-1		494 (500-1)	1340-1½ 554 (600-1½)	NA





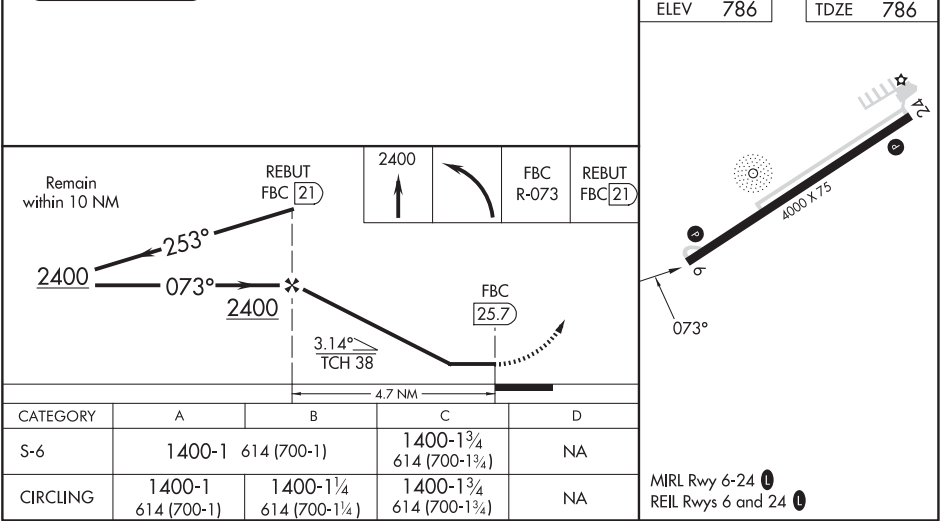
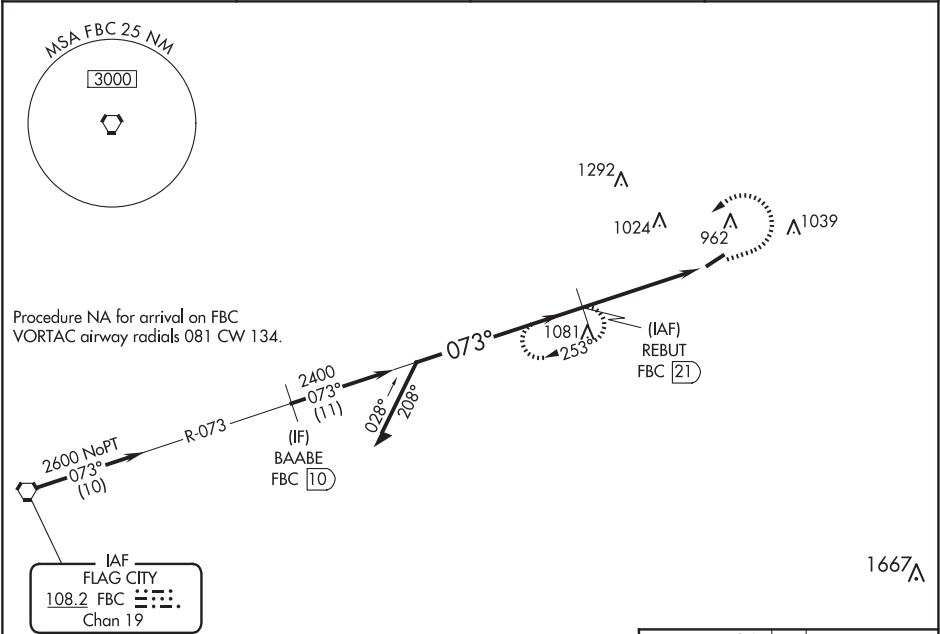


VORTAC FBC	APP CRS	Rwy Idg	4000
108.2	073°	TDZE	786
Chan 19		Apt Elev	786

VOR RWY 6  
SENECA COUNTY (16G)

DME required.		MISSED APPROACH: Climb to 2400 then left turn on FBC VORTAC R-073 to REBUT/FBC 21 DME and hold.	
NA	NA	Circling to Rwy 24 NA at night. Rwy 6 helicopter reduction below ¾ SM NA. When local altimeter not received, use Findlay altimeter setting and increase all MDA 60 feet and S-6 Cat C visibility ½ SM and Circling Cat C visibility ¼ SM.	

AWOS-3 127.175	FDY ASOS 132.85	TOLEDO APP CON 120.8 317.55	UNICOM 123.0 (CTAF) 0
-------------------	--------------------	--------------------------------	--------------------------



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

TIFFIN, OHIO

AL-5645 (FAA)

23054

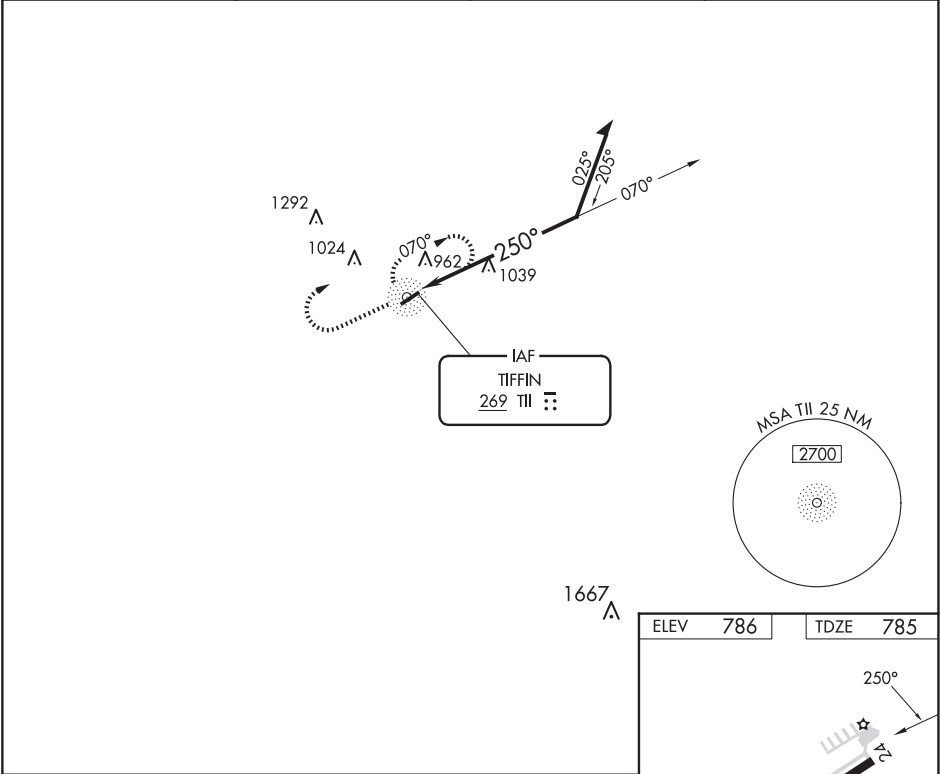
NDB TII <b>269</b>	APP CRS <b>250°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>785</b> <b>786</b>
-----------------------	------------------------	-----------------------------	---

NDB RWY 24  
SENECA COUNTY (16G)

**▽** Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Findlay altimeter setting and increase all MDAs 60 feet, increase S-24 Cat C visibility  $\frac{1}{8}$  SM, and Circling Cat D visibility  $\frac{1}{4}$  SM. Straight-in Rwy 24 NA at night, Circling Rwy 24 NA at night.

**⚠ NA** MISSED APPROACH: Climb to 2400 then right turn direct TII NDB and hold.

AWOS-3 <b>127.175</b>	FDY ASOS <b>132.85</b>	TOLEDO APP CON <b>120.8 317.55</b>	UNICOM <b>123.0</b> (CTAF) <b>①</b>
--------------------------	---------------------------	---------------------------------------	--



2400

↑

TII

TII NDB

070°

2400

250°

Remain within 10 NM

CATEGORY	A	B	C	D
S-24	1460-1	675 (700-1)	1460-1 $\frac{7}{8}$ 675 (700-1 $\frac{7}{8}$ )	1460-2 675 (700-2)
CIRCLING	1460-1	674 (700-1)	1460-2 674 (700-2)	1560-2 $\frac{1}{2}$ 774 (800-2 $\frac{1}{2}$ )

ELEV 786

TDZE 785

250°

4000 X.75

24

MIRL Rwy 6-24 **①**

REIL Rwys 6 and 24 **①**

TIFFIN, OHIO

Amdt 7E 27JAN22

41°06'N-83°13'W

SENECA COUNTY (16G)  
NDB RWY 24

EC-2, 07 AUG 2025 to 02 OCT 2025

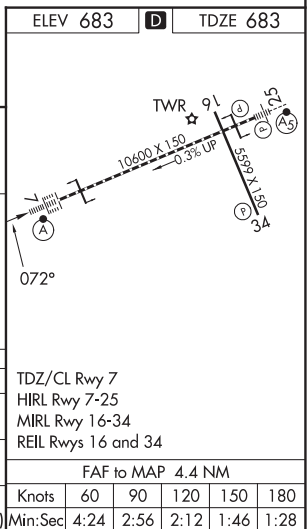
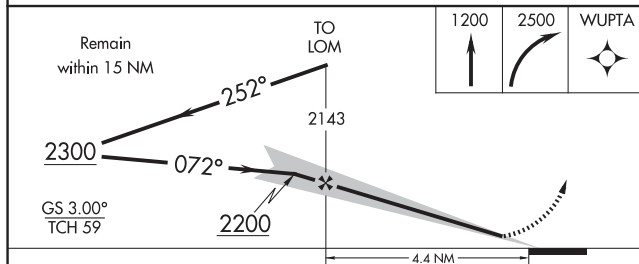
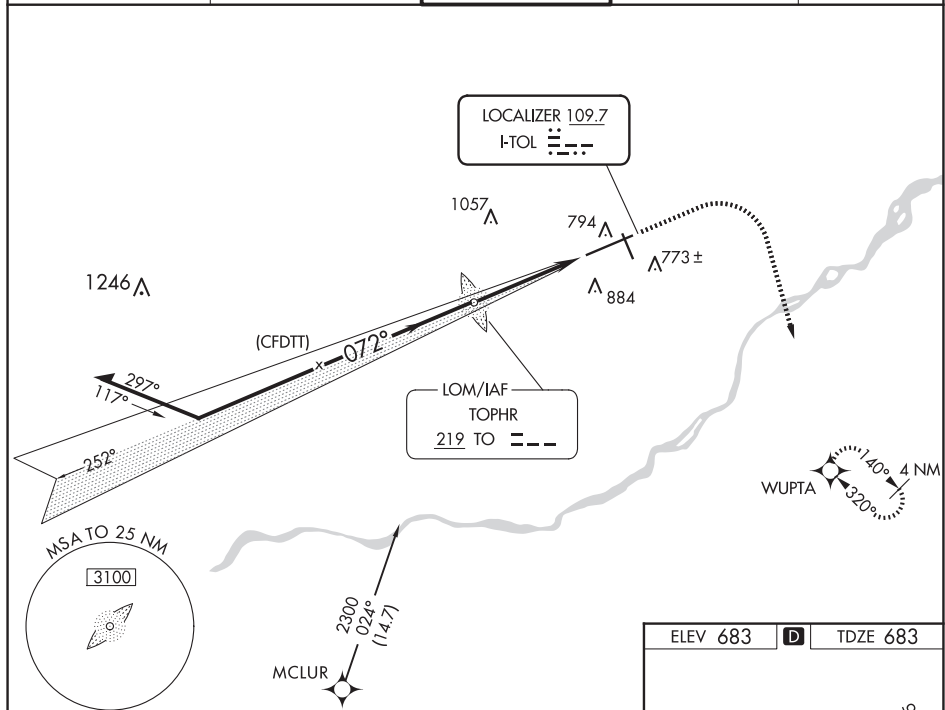
EC-2, 07 AUG 2025 to 02 OCT 2025

ILS Z or LOC Z RWY 7  
EUGENE F KRAVZ TOLEDO EXPRESS (TOL)

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 2500 direct WUPTA and hold.



ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 290.225	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6

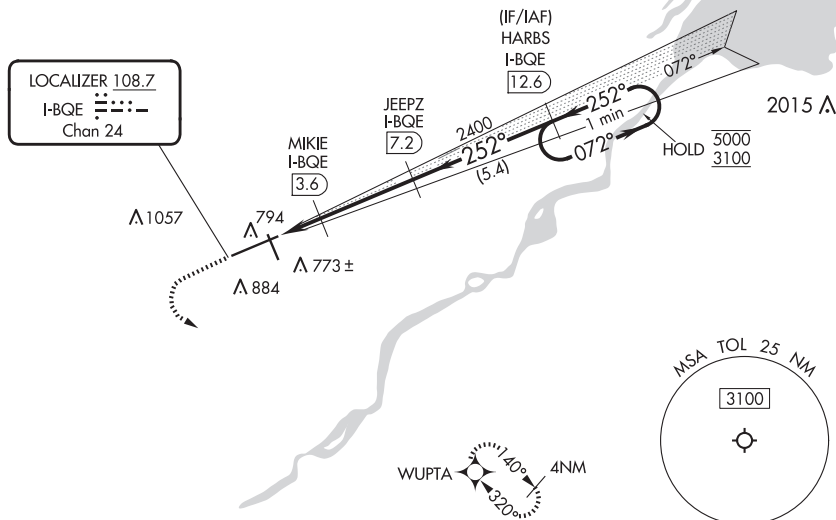





ILS Z or LOC Z RWY 25  
EUGENE F KRAVZ TOLEDO EXPRESS (TOL)

MALSR

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 2500 direct WUPTA and hold.

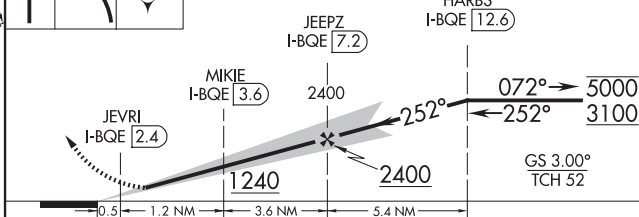
CLNC DEL  
121.75 348.6



1100	2500	WUPTA
		

VGSI and ILS glidepath not coincident  
(VGSI Angle 3.00/TCH 69).

### One Minute Holding Pattern



TDZ/CL Rwy 7  
HIRL Rwy 7-25  
MIRL Rwy 16-34  
REIL Rwy 16 and 34

CATEGORY	A	B	C	D	E
S-ILS 25 *	878/24 200 (200-½)				
S-LOC 25	1000/24 322 (400-½)	1000/26 322 (400-½)			
<b>C</b> CIRCLING	1200-1 516 (600-1)	1300-1¾ 616 (700-1¾)	1360-2¼ 676 (700-2¼)	1360-2½ 676 (700-2½)	

TOLEDO, OHIO  
Amdt 9B 14JUL22

EUGENE F KRANZ TOLEDO EXPRESS (TOL)

41°35'N-83°48'W

ILS Z or LOC Z RWY 25

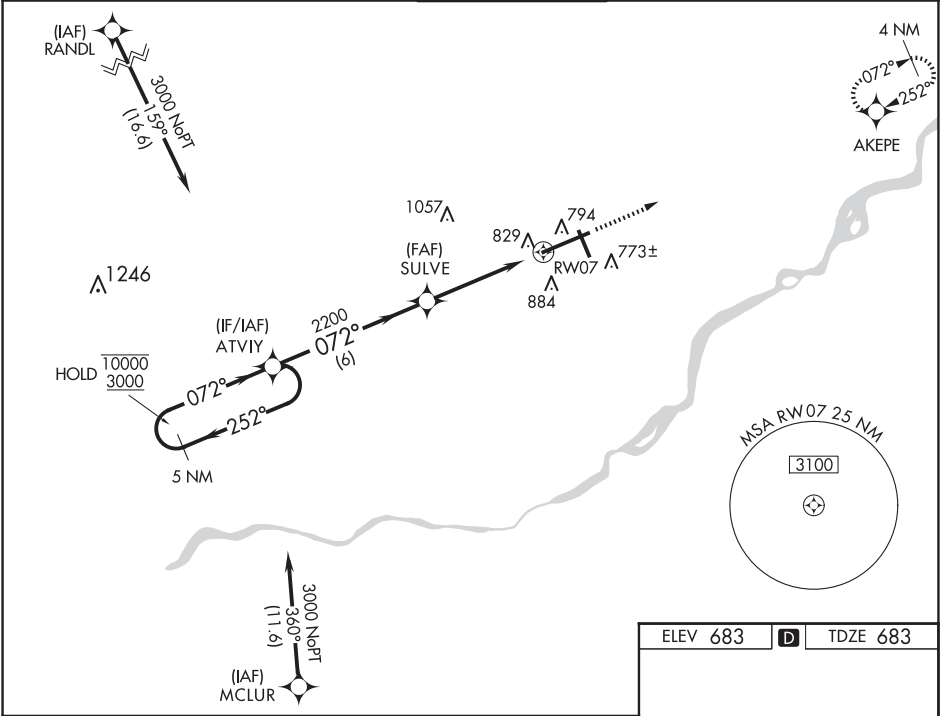
EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>99399</b> <b>W07A</b>	APP CRS <b>072°</b>	Rwy Ldg TDZE <b>683</b> Apt Elev <b>683</b>
--	------------------------	---

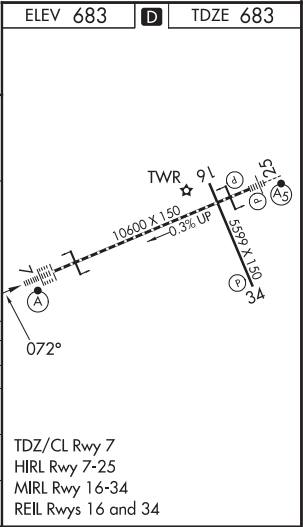
RNAV (GPS) RWY 7

EUGENE F KRANZ TOLEDO EXPRESS (TOL)

RNP APCH.		ALSf-2	MISSED APPROACH: Climb to 3000 direct AKEPE and hold.	
<div><div>T</div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 52°C.</div> <div><div>A</div>For inop ALS, increase LPV all Cats visibility to RVR 5000. Increase LNAV/VNAV Cat E and LNAV Cat E visibility to 1⅓ SM.</div> <div>ASR</div>		<div><div>A</div><div></div></div>		
ATIS <b>118.75 290.225</b>	TOLEDO APP CON <b>134.35 317.55</b>	TOLEDO TOWER <b>118.1 285.4</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 348.6</b>



5 NM Holding Pattern		3000 ↑ AKEPE ✦	
10000 3000		*LNAV only.	
GP 3.00° TCH 55		*1.3 NM to RW07	
ATVIY		RW07	
SULVE		6 NM 3.2 NM 1.3	
252° 072°		2200	
CATEGORY		A B C D E	
LPV DA		1018/40 335 (400-¾)	
LNAV/ VNAV DA		1129/50 446 (500-1)	
LNAV MDA		1140/24 457 (500-½) 1140/40 457 (500-¾) 1140/50 457 (500-1)	
CIRCLING		1200-1 517 (600-1) 1300-1¾ 617 (700-1¾) 1360-2¼ 677 (700-2¼) 1360-2½ 677 (700-2½)	



APP CRS	Rwy Ldg	5599
162°	TDZE	674
	Apt Elev	683

# RNAV (GPS) RWY 16

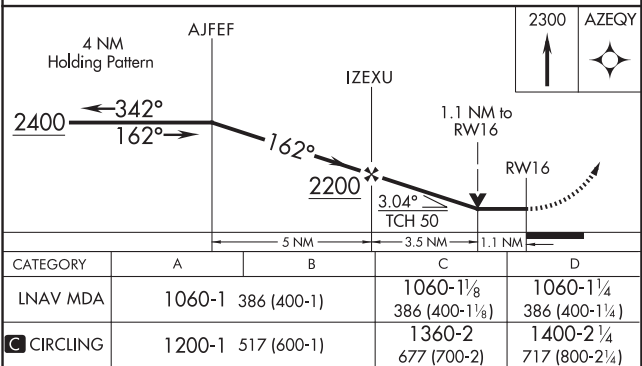
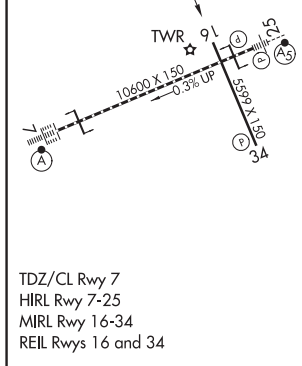
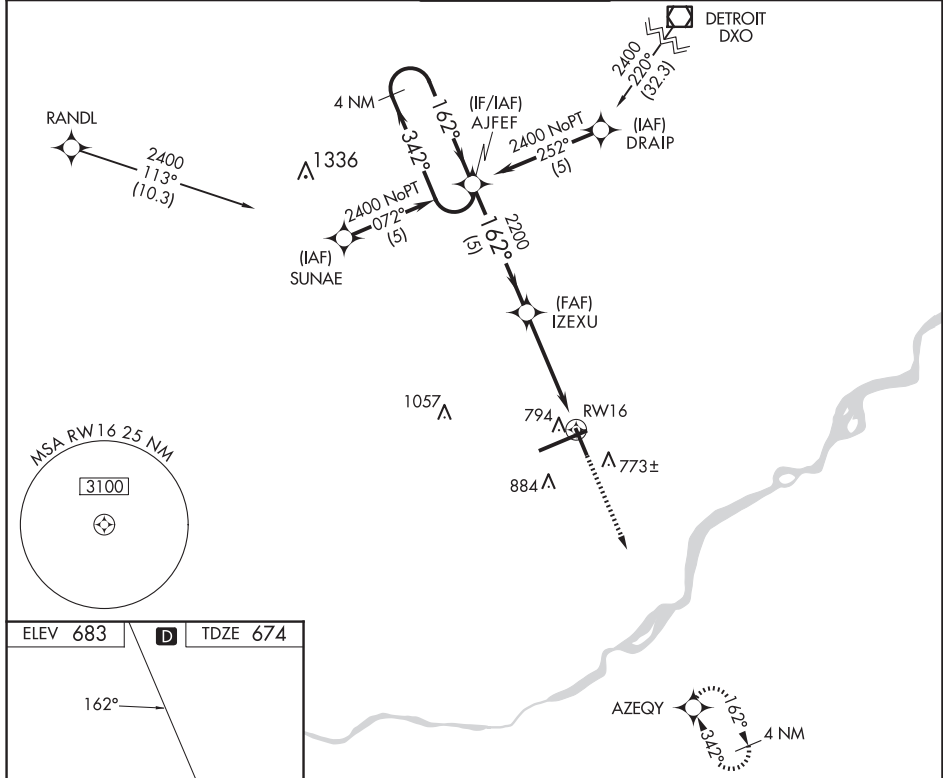
EUGENE F KRANZ TOLEDO EXPRESS (TOL)

RNP APCH.

**⚠** Rwy 16 helicopter visibility reduction below ¾ SM NA.  
ASR

MISSED APPROACH: Climb to 2300  
direct AZEQY and hold.

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 290.225	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6



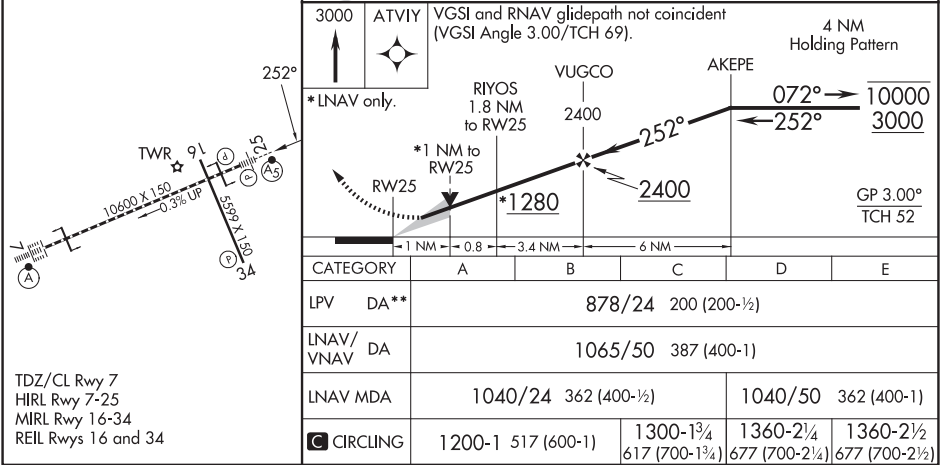
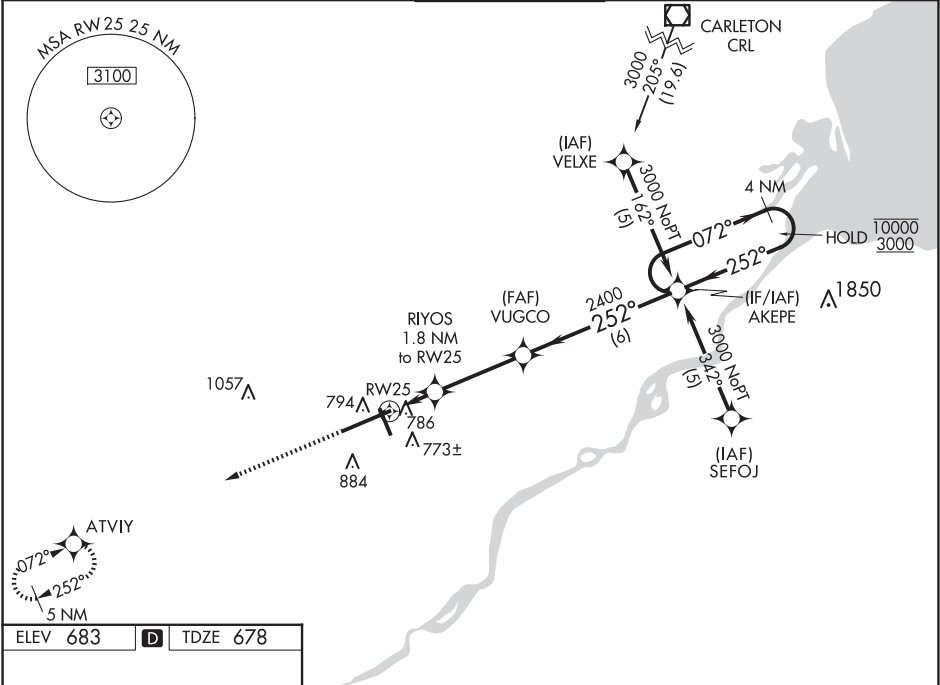
WAAS CH <b>48899</b> <b>W25A</b>	APP CRS <b>252°</b>	Rwy Ldg TDZE <b>678</b> Apt Elev <b>683</b>	<b>10599</b> <b>678</b> <b>683</b>
--	------------------------	---	--

RNAV (GPS) RWY 25

EUGENE F KRANZ TOLEDO EXPRESS (TOL)

RNP APCH.	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 52°C. For inoperative ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ SM, LNAV Cat D/E visibility to RVR 6000. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR	MISSED APPROACH: Climb to 3000 direct ATVIY and hold.
-----------	---	-------	--

ATIS <b>118.75 290.225</b>	TOLEDO APP CON <b>134.35 317.55</b>	TOLEDO TOWER <b>118.1 285.4</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 348.6</b>
-------------------------------	--	------------------------------------	-------------------------------	---------------------------------



TOLEDO, OHIO

AL-184 (FAA)

25163

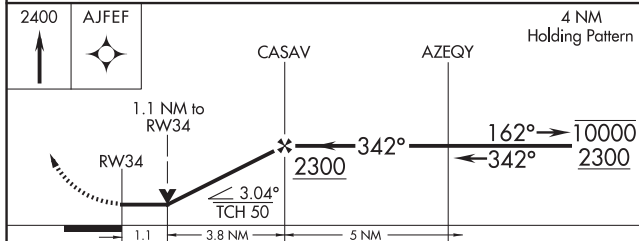
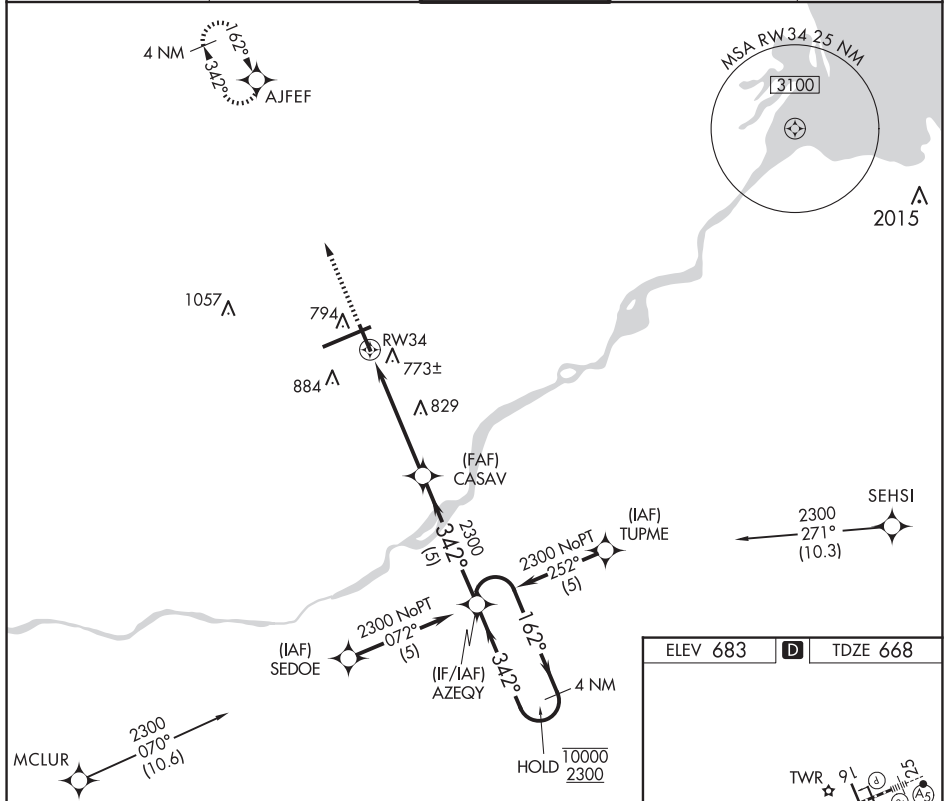
APP CRS	Rwy Ldg	5599
342°	TDZE	668
	Apt Elev	683

# RNAV (GPS) RWY 34

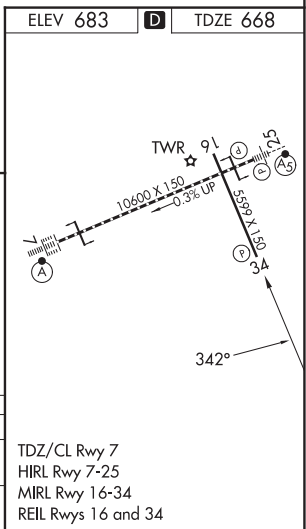
EUGENE F KRANZ TOLEDO EXPRESS (TOL)

RNP APCH.	MISSED APPROACH: Climb to 2400 direct AJFEF and hold.
ASR Rwy 34 helicopter visibility reduction below ¾ SM NA.	

ATIS	TOLEDO APP CON	TOLEDO TOWER	GND CON	CLNC DEL
118.75 290.225	134.35 317.55	118.1 285.4	121.9 348.6	121.75 348.6



CATEGORY	A	B	C	D
LNVA MDA	1080-1 412 (400-1)	1080-1¼ 412 (400-1¼)	1080-1¼ 412 (400-1¼)	1080-1¼ 412 (400-1¼)
CIRCLING	1200-1 517 (600-1)	1300-1¾ 617 (700-1¾)	1360-2¼ 677 (700-2¼)	1360-2¼ 677 (700-2¼)



TOLEDO, OHIO  
Orig-D 05NOV20

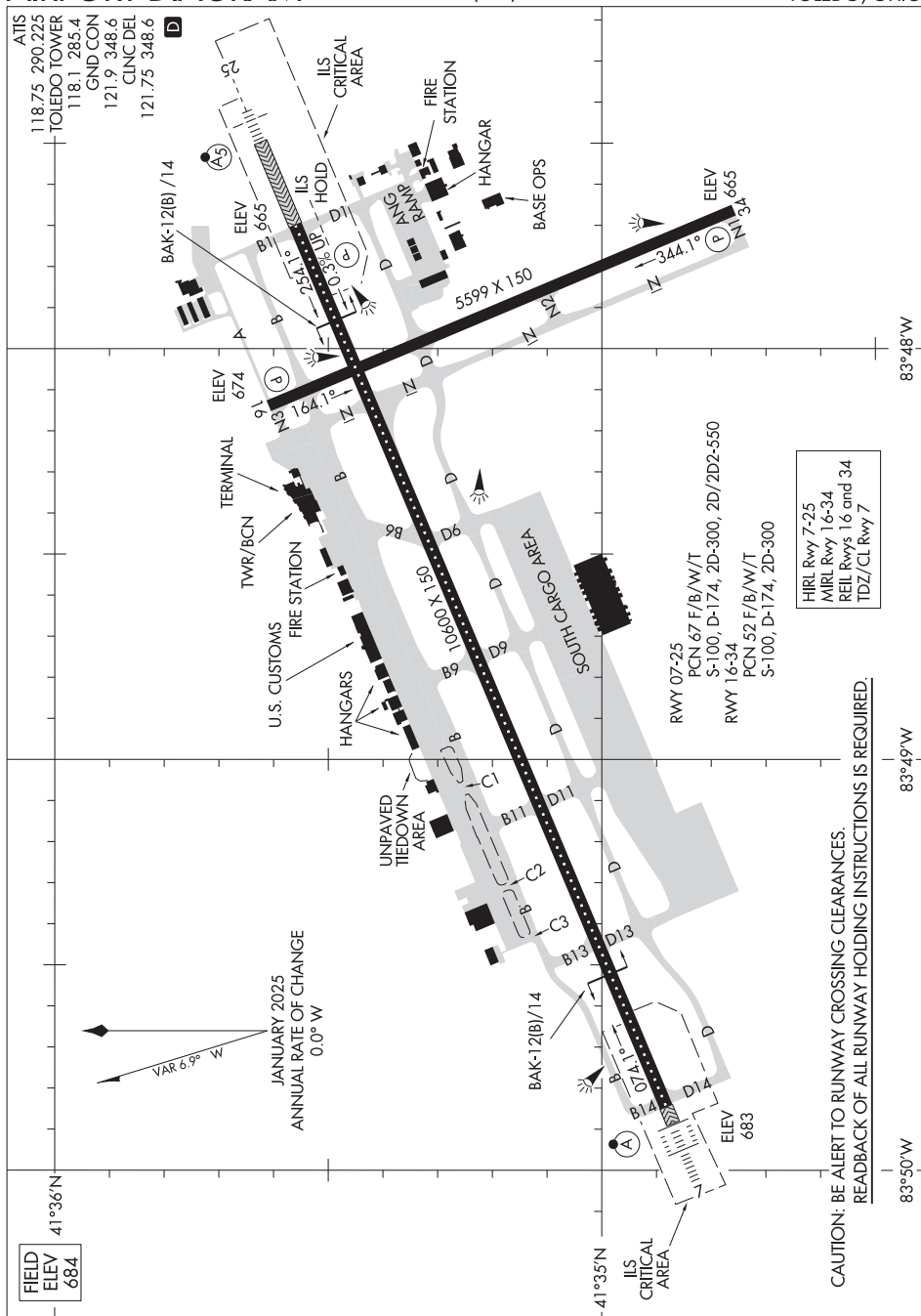
41°35'N-83°48'W

EUGENE F KRANZ TOLEDO EXPRESS (TOL)  
RNAV (GPS) RWY 34

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025





TOLEDO, OHIO

AL-421 (FAA)

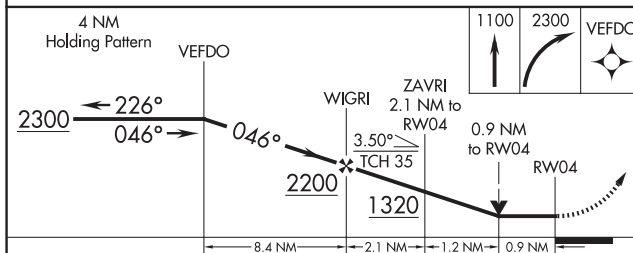
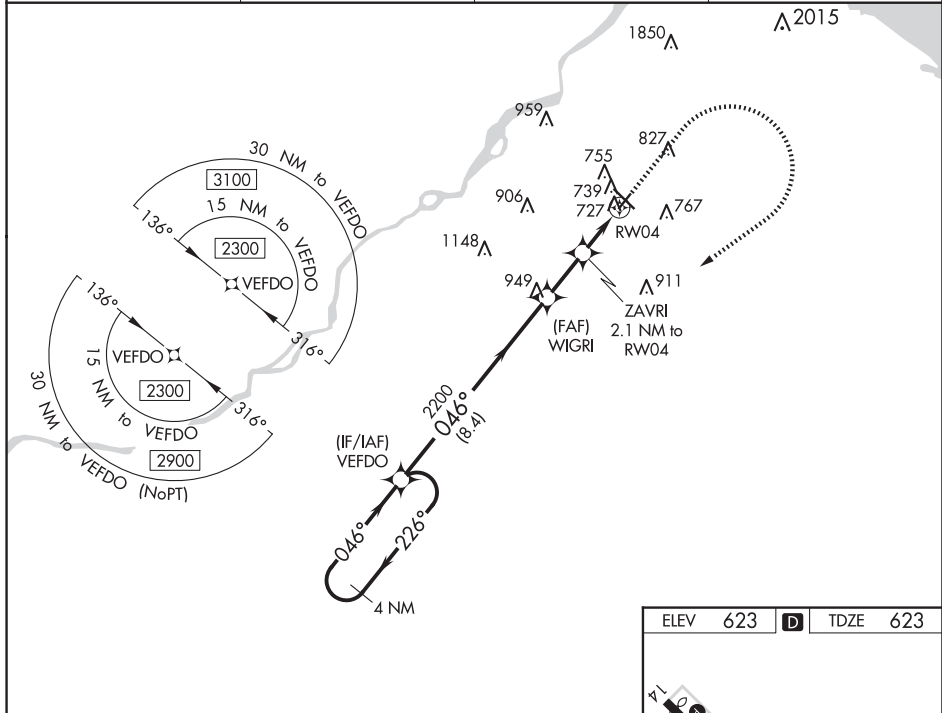
23110

WAAS CH <b>82223</b> <b>W04A</b>	APP CRS <b>046°</b>	Rwy Idg TDZE Apt Elev	<b>3699</b> <b>623</b> <b>623</b>
--	------------------------	-----------------------------	---

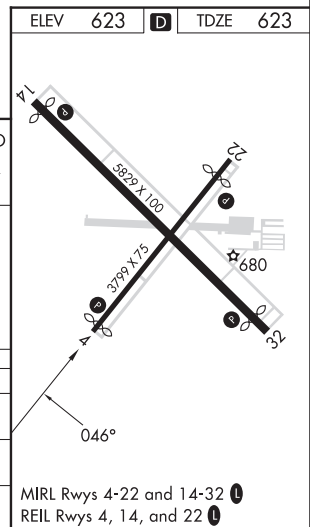
# **RNAV (GPS) RWY 4** TOLEDO EXEC (TDZ)

RNP APCH.	<p>⚠ Circling Rwy 14 NA at night. Rwy 4 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. When local altimeter setting not received, use Toledo Express altimeter setting and increase all MDA 60 feet, LP Cats C/D visibility <math>\frac{1}{8}</math> mile, increase LNAV and Circling Cats C/D visibility <math>\frac{1}{4}</math> mile.</p>	<p>MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct VEFDO and hold.</p>
-----------	---	---

ASOS <b>121.575</b>	TOLEDO APP CON <b>126.1 307.0</b>	CLNC DEL <b>125.6</b>	UNICOM <b>123.05 (CTAF) 0</b>
------------------------	--------------------------------------	--------------------------	----------------------------------



CATEGORY	A	B	C	D
LP MDA	980-1	357 (400-1)		
LNAV MDA	1080-1	377 (400-1)		
CIRCLING	1080-1 457 (500-1)	1100-1 477 (500-1)	1200-1½ 577 (600-1½)	1320-2¼ 697 (700-2¼)



TOLEDO, OHIO  
Amdt 1 19JUL18

41°34'N-83°29'W

TOLEDO EXEC (TDZ)  
**RNAV (GPS) RWY 4**

EC-2, 07 AUG 2025 to 02 OCT 2025

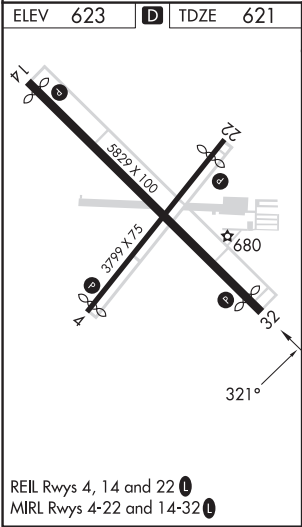
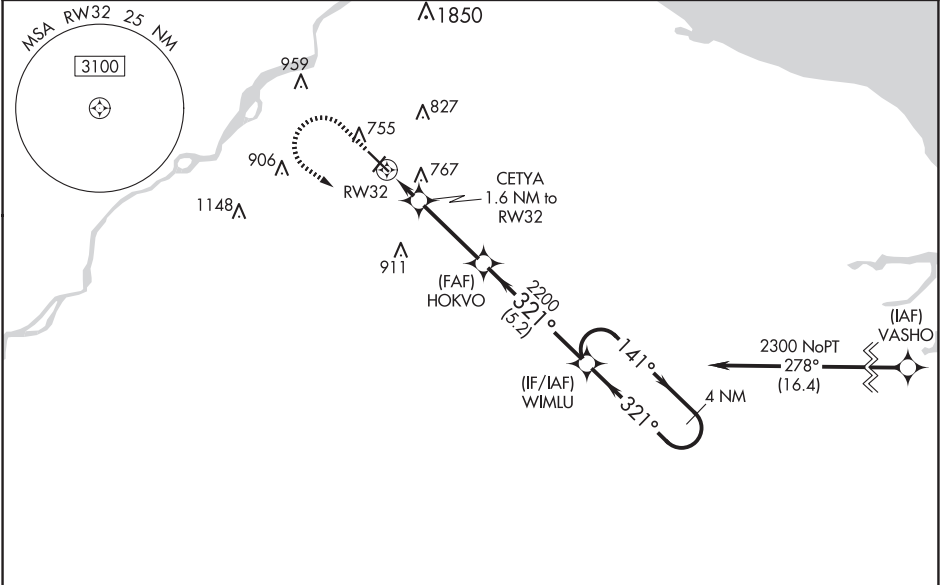
EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>70524</b> <b>W32A</b>	APP CRS <b>321°</b>	Rwy Idg TDZE Apt Elev	<b>4927</b> <b>621</b> <b>623</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 32  
TOLEDO EXEC (TDZ)

RNP APCH.	<p>⚠ Circling Rwy 14 NA at night. Baro-VNAV NA when using Toledo Express altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Toledo Express altimeter setting and increase LPV DA to 914, LNAV/VNAV to 1123, increase LPV all Cats visibility ½ SM. Increase all MDA 60 feet and increase LNAV Cats C and D and Circling Cat D visibility ¼ SM.</p>	MISSED APPROACH: Climb to 1100 then climbing left turn to 2300 direct WIMLU and hold.
-----------	---	---

ASOS <b>121.575</b>	TOLEDO APP CON <b>126.1 307.0</b>	CLNC DEL <b>125.6</b>	UNICOM <b>123.05 (CTAF)</b> ①
------------------------	--------------------------------------	--------------------------	----------------------------------



1100

↑

2300

↖

WIMLU

✦

\*LNAV only.

CETYA

1.6 NM to RW32

HOKVO

2200

WIMLU

4 NM Holding Pattern

141°

→

←

321°

2300

RW32

↖

1160\*

↗

2200

↖

GP 3.00°

TCH 45

1.6 NM

3.2 NM

5.2 NM

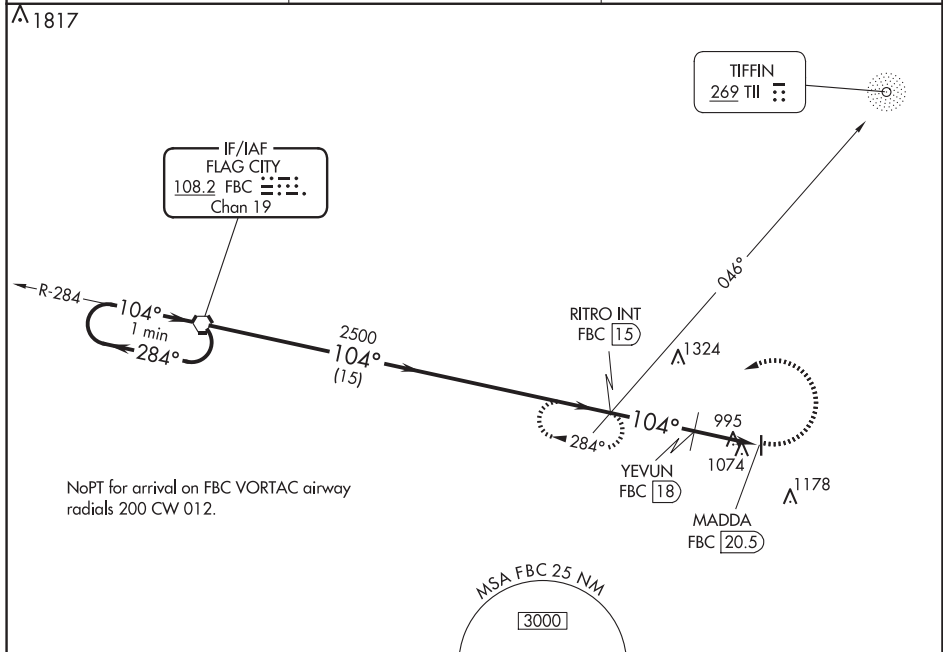
CATEGORY	A	B	C	D
LPV DA	871-¾ 250 (300-¾)			
LNAV/VNAV DA	1080-1⅓ 459 (500-1⅓)			
LNAV MDA	1020-1 399 (400-1)	1020-1⅓ 399 (400-1⅓)		
CIRCLING	1080-1 457 (500-1)	1100-1 477 (500-1)	1200-1½ 577 (600-1½)	1320-2¼ 697 (700-2¼)

VORTAC FBC	APP CRS	Rwy Idg	N/A
<b>108.2</b>	<b>104°</b>	TDZE	N/A
Chan 19		Apt Elev	<b>830</b>

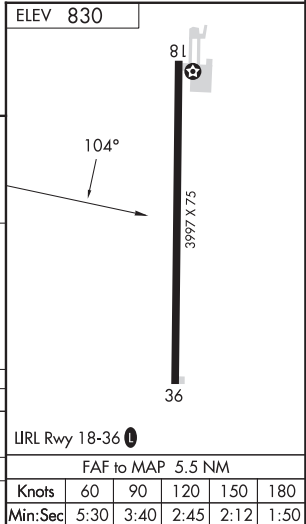
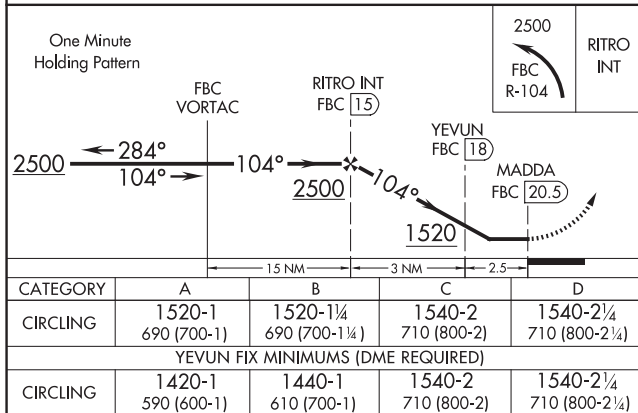
**VOR-A**  
WYANDOT COUNTY (56D)

NA	Procedure NA at night. When local altimeter setting not received, use Marion altimeter setting: increase all MDAs 40 feet and visibility Cat C/D ¼ SM.	MISSED APPROACH: Climbing left turn to 2500 on FBC VORTAC R-104 to RITRO INT/15 DME and hold.
----	--	---

FDY ASOS <b>132.85</b>	CLEVELAND APP CON ★ <b>128.35 360.65</b>	UNICOM <b>123.05 (CTAF) 0</b>
---------------------------	---	----------------------------------



ADF or DME REQUIRED



WAAS CH <b>53719</b> <b>W02A</b>	APP CRS <b>022°</b>	Rwy Ldg TDZE Apt Elev	<b>4400</b> <b>1068</b> <b>1068</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 2

GRIMES FLD (I74)

RNP APCH.

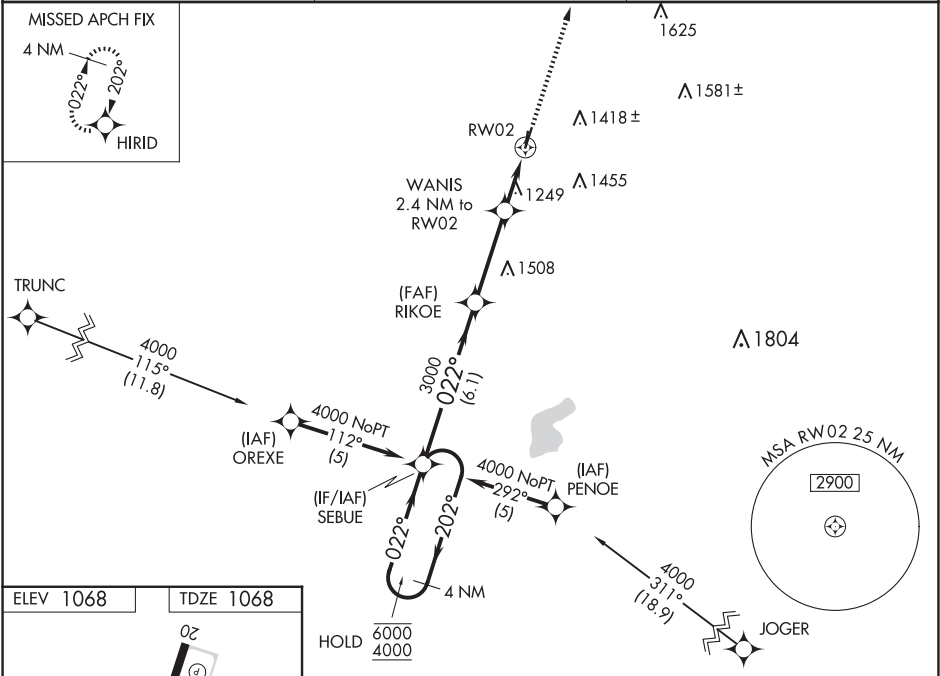
▼

Baro-VNAV and VDP NA when using Springfield altimeter setting. Rwy 2 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Springfield altimeter setting and increase all DAs 44 feet, all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ¼ SM, and increase Circling Cat C visibility ¼ SM. Circling NA to Rwy 1 and 19.

MISSED APPROACH:

Climb to 3000 direct HIRID and hold.

AWOS-3 <b>118.325</b>	COLUMBUS APP CON <b>134.45 294.5</b>	UNICOM <b>122.7 (CTAF) 0</b>
--------------------------	---	---------------------------------



4 NM Holding Pattern				SEBUE	RIKOE	WANIS	*LNAV only.	3000	HIRID
6000 ← 202°				4000 → 022°	3000	2.4 NM to RW02			
GP 3.00°					3000	*1.3 NM to RW02			
TCH 44									
				6.1 NM	3.5 NM	1.1	1.3		
CATEGORY	A	B	C	D					
LPV DA	1318-1		250 (300-1)		NA				
LNAV/VNAV DA	1501-1½		433 (500-1½)		NA				
LNAV MDA	1500-1		432 (500-1)		1500-1¼		432 (500-1¼)		
CIRCLING	1580-1		1780-1		1800-2		732 (800-2)		
	512 (600-1)		712 (800-1)		732 (800-2)		NA		

URBANA, OHIO

AL-6706 (FAA)

24137

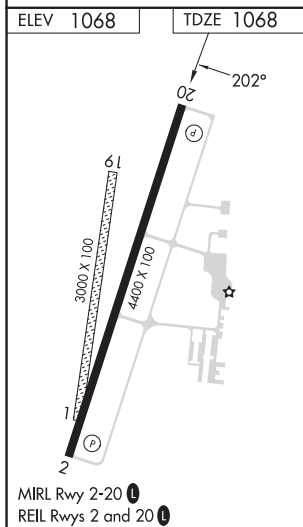
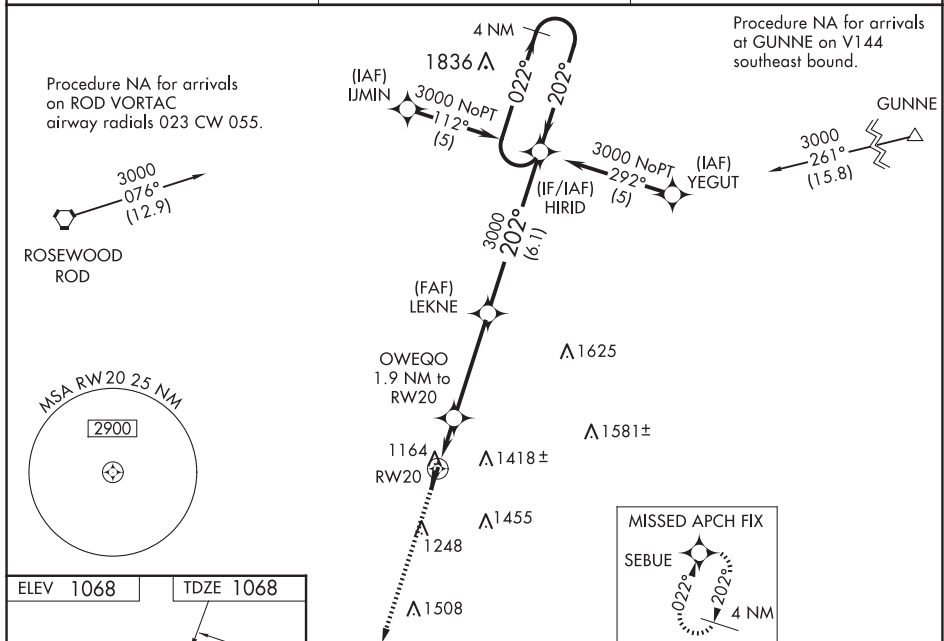
WAAS CH <b>78419</b> <b>W20A</b>	APP CRS <b>202°</b>	Rwy Idg TDZE <b>1068</b> Apt Elev <b>1068</b>
--	------------------------	---

# RNAV (GPS) RWY 20

GRIMES FLD (I74)

RNP APCH.	<p>Baro-VNAV NA when using Springfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Rwy 20 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Springfield altimeter setting and increase all DAs 44 feet, all MDAs 60 feet, increase LPV all Cals and LNAV Cat C visibility ¼ SM, and increase Circling Cat C visibility ¼ SM. VDP NA with Springfield altimeter setting. Circling NA to Rwy's 1 and 19.</p>	<p>MISSED APPROACH: Climb to 4000 direct SEBUE and hold.</p>
-----------	--	--

AWOS-3 <b>118.325</b>	COLUMBUS APP CON <b>134.45 294.5</b>	UNICOM <b>122.7 (CTAF) 0</b>
--------------------------	---	---------------------------------



4000	SEBUE	OWEQO 1.9 NM to RW20	LEKNE 3000	HIRID	4 NM Holding Pattern
*LNAV only.	*1 NM to RW20	*1700	202° 3000	022° 3000	GP 3.00° TCH 38
1 NM	0.9 NM	4 NM	6.1 NM		
CATEGORY	A	B	C	D	
LPV DA	1347-1	279 (300-1)		NA	
LNAV/VNAV DA	1469-1½	401 (500-1½)		NA	
LNAV MDA	1420-1	352 (400-1)		NA	
CIRCLING	1580-1 512 (600-1)	1780-1 712 (800-1)	1800-2 732 (800-2)	NA	

URBANA, OHIO  
Amdt 1B 30JAN20

40°08'N-83°45'W

GRIMES FLD (I74)  
**RNAV (GPS) RWY 20**

EC-2, 07 AUG 2025 to 02 OCT 2025

LOC I-VPZ  
**109.7**

APP CRS  
**272°**

Rwy Idg  
TDZE  
Apt Elev  
**6500**  
**770**  
**770**

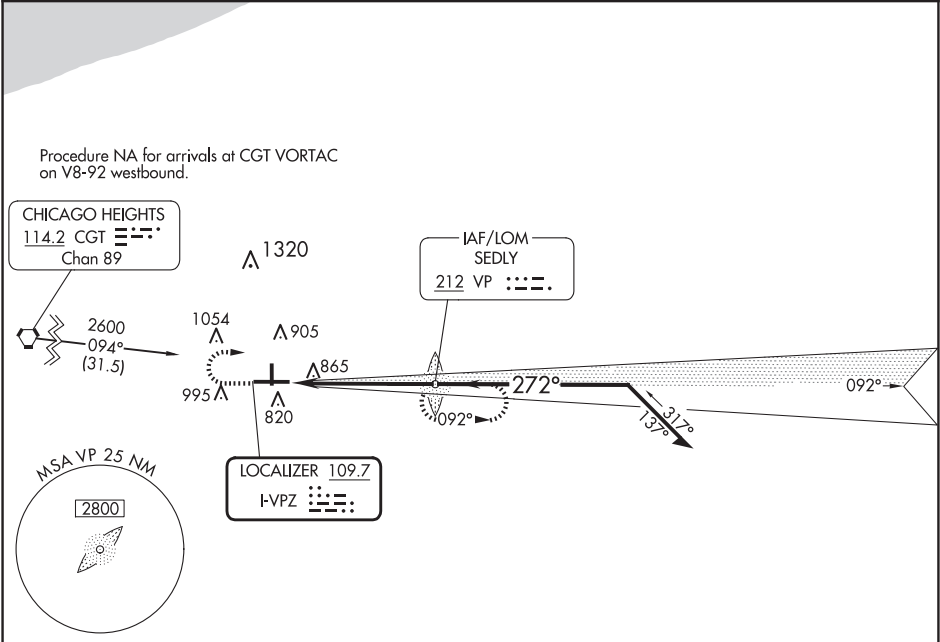
ILS or LOC RWY 27  
PORTER COUNTY RGNL (VPZ)

ADF required.  
▼  
▲ For inop ALS, increase S-LOC 27 Cats C and D visibility to 1 SM.

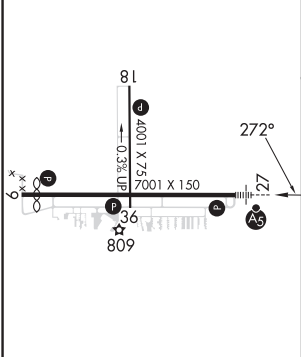
MALSR  
AS

MISSED APPROACH: Climb to 1400, then climbing right turn to 2600 direct SEDLY LOM and hold, continue climb-in-hold to 2600.

ASOS <b>125.875</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	CLNC DEL <b>120.525</b>	UNICOM <b>122.725</b> (CTAF) 0
------------------------	---	----------------------------	-----------------------------------



ELEV 770	D	TDZE 770
----------	---	----------



HIRL Rwy 9-27  
MIRL Rwy 18-36  
REIL Rwys 9, 18 and 36

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

↗

VP

Remain within 10 NM

VP LOM

092°

2600

2528

272°

2600

GS 3.00°


TCH 51

5.3 NM

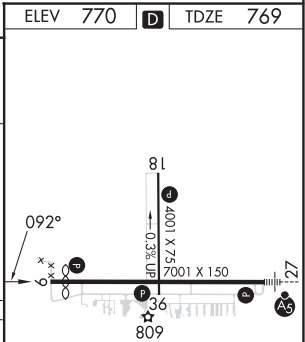
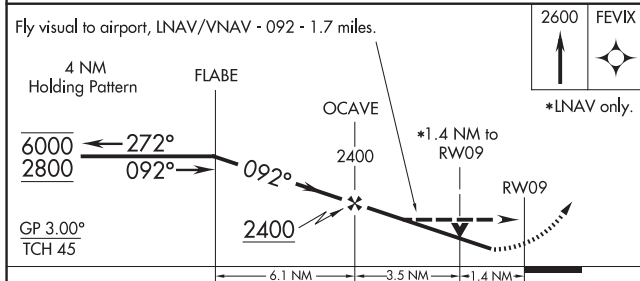
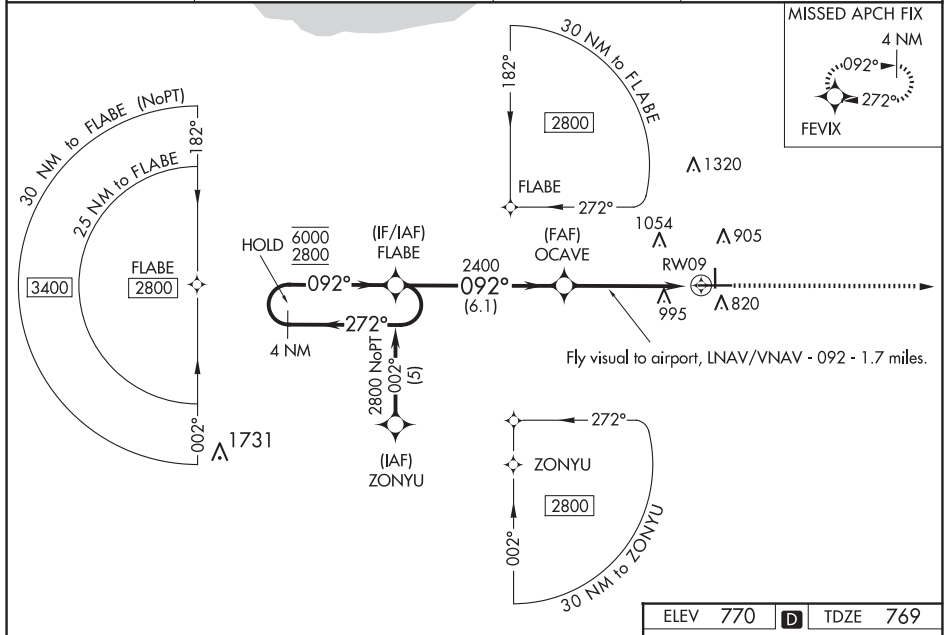
CATEGORY	A	B	C	D
S-ILS 27	970-½ 200 (200-½)			
S-LOC 27	1120-½ 350 (400-½)		1120-⅝ 350 (400-⅝)	
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1360-1½ 590 (600-1½)	1620-2¾ 850 (900-2¾)

WAAS CH <b>42606</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg TDZE <b>769</b> Apt Elev <b>770</b>
--	------------------------	---

**RNAV (GPS) RWY 9**  
PORTER COUNTY RGNL (VPZ)

RNP APCH.  Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.	MISSED APPROACH: Climb to 2600 direct FEVIX and hold.
---	--

ASOS <b>125.875</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	CLNC DEL <b>120.525</b>	UNICOM <b>122.725 (CTAF)</b> 
------------------------	---	----------------------------	---



CATEGORY	A	B	C	D
LPV DA		1038-1	269 (300-1)	
LNAV/VNAV DA		1369-2	600 (600-2)	
LNAV MDA	1260-1	491 (500-1)	1260-1¼ 491 (500-1¼)	1260-1½ 491 (500-1½)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1360-1½ 590 (600-1½)	1620-2¾ 850 (900-2¾)

HIRL Rwy 9-27   
MIRL Rwy 18-36   
REIL Rws 9, 18 and 36 

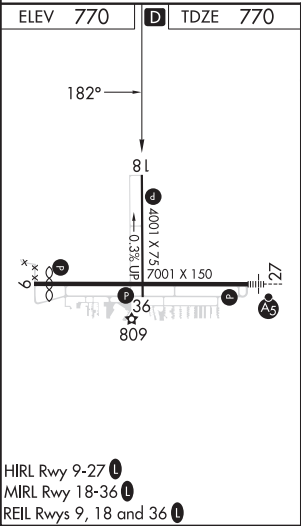
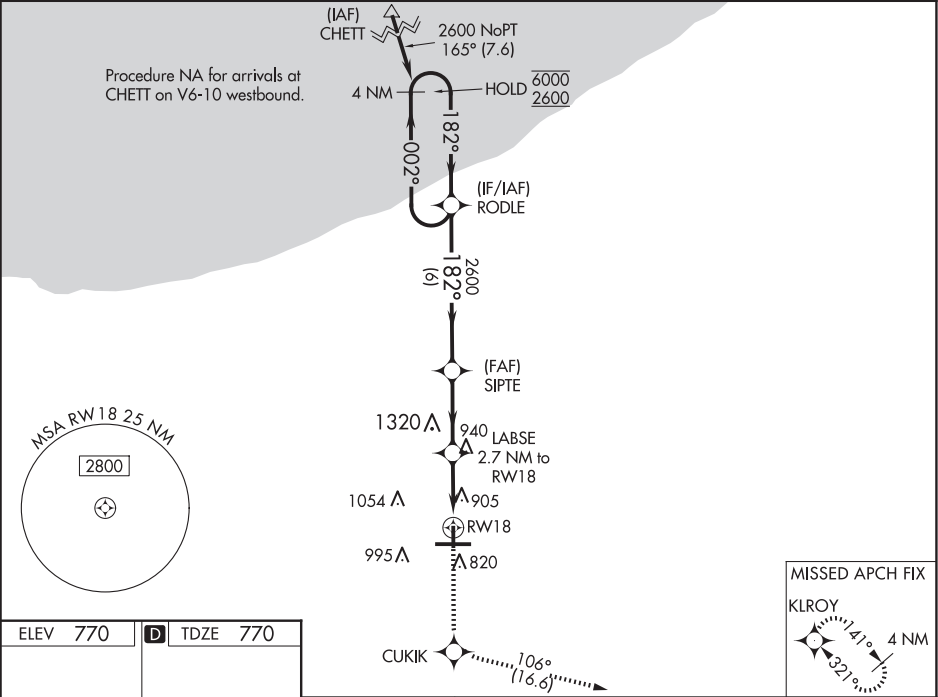


WAAS CH <b>82406</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>770</b> <b>770</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 18  
PORTER COUNTY RGNL (VPZ)

RNP APCH-GPS.		MISSED APPROACH: Climb to 2400 direct CUKIK and on track 106° to KLROY and hold.
Rwy 18 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.		

ASOS <b>125.875</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	CLNC DEL <b>120.525</b>	UNICOM <b>122.725 (CTAF) 0</b>
------------------------	---	----------------------------	-----------------------------------



2400		CUKIK		tr 106°		KILROY		VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00°/TCH 24).		4 NM Holding Pattern	
						LABSE		SIPTE 2600		RODLE	
				1.3 NM to RW18		2.7 NM to RW18		182°		002° → 6000 ← 182° 2600	
		RW18				1660					
										GP 3.00° TCH 40	
				1.3 NM		1.4 NM		3 NM		6 NM	
CATEGORY		A		B		C		D			
LPV DA		1059-7/8		289 (300-7/8)				NA			
LNAV/VNAV DA		1200-1 1/4		430 (500-1 1/4)				NA			
LNAV MDA		1200-1		430 (500-1)				NA			
CIRCLING		1260-1 490 (500-1)		1300-1 530 (600-1)				NA			

VALPARAISO, INDIANA

AL-5460 (FAA)

25163

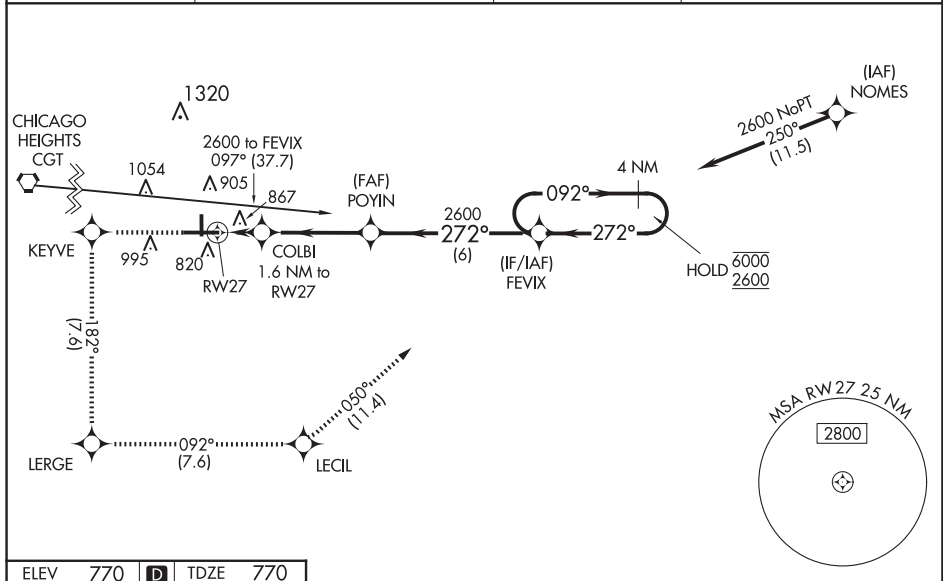
WAAS CH <b>86806</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg <b>6500</b> TDZE <b>770</b> Apt Elev <b>770</b>
--	------------------------	---

# RNAV (GPS) RWY 27

PORTER COUNTY RGNL (VPZ)

RNP APCH - GPS. <div><div>⚠</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV Cats C and D visibility to 1½ SM.</div></div>	MALSR <div><div>AS</div><div></div></div>	MISSED APPROACH: Climb to 2600 direct KEYVE and on track 182° to LERGE and on track 092° to LECIL and on track 050° to FEVIX and hold.
---	--	--

ASOS <b>125.875</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	CLNC DEL <b>120.525</b>	UNICOM <b>122.725 (CTAF)</b>
------------------------	---	----------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA		1020-½	250 (300-½)	
LNAV/VNAV DA		1201-¾	431 (500-¾)	
LNAV MDA	1180-½	410 (500-½)	1180-¾	410 (500-¾)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1360-1½ 590 (600-1½)	1620-2¾ 850 (900-2¾)

HIRL Rwy 9-27   
 MIRL Rwy 18-36   
 REIL Rwys 9, 18 and 36

VALPARAISO, INDIANA  
Orig-C 15JUN23

41°27'N-87°00'W

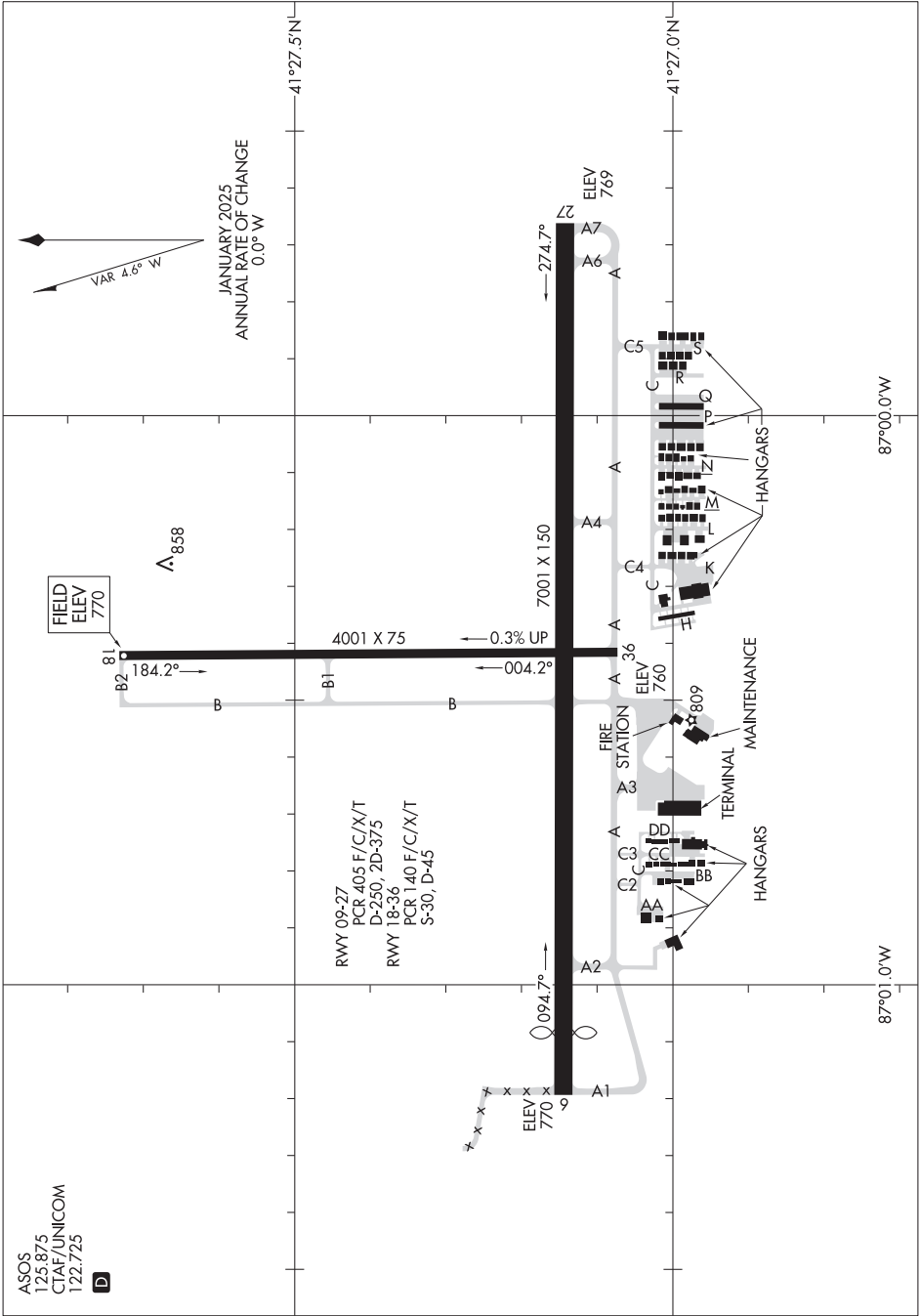
# PORTER COUNTY RGNL (VPZ) RNAV (GPS) RWY 27

AIRPORT DIAGRAM

AL-5460 (FAA)

PORTER COUNTY RGNL (VPZ)  
VALPARAISO, INDIANA

EC-2, 07 AUG 2025 to 02 OCT 2025



EC-2, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

VALPARAISO, INDIANA  
PORTER COUNTY RGNL (VPZ)

# RNAV (GPS) RWY 9

## VAN WERT COUNTY (VNW)

**T** Circling NA to Rwy 18 and 36. Circling Rwy 27 NA at night. Rwy 9 helicopter  
**A** visibility reduction below  $\frac{3}{4}$  SM NA.

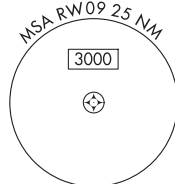
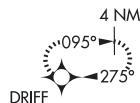
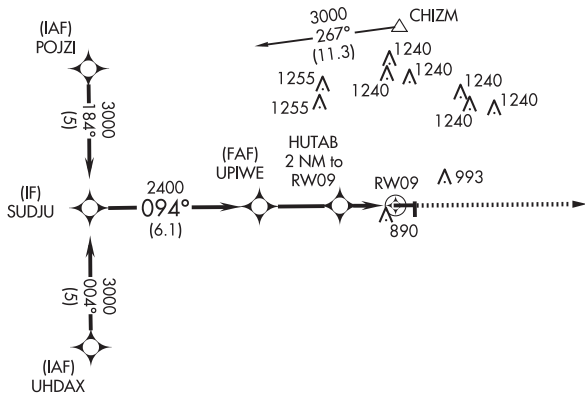
**MISSED APPROACH:** Climb to 3000  
direct **DRIFT** and hold.

AWOS-3  
125.175

FORT WAYNE APP CON  
127.2 284.6

UNICOM  
123.0 (CTAF) 

Procedure NA for arrivals at CHIZM on V38 eastbound.



3000

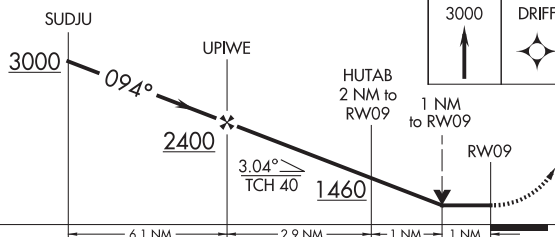
3550  
(16.7)

BOOKS

1385A

Procedure NA for arrivals at BOOKS on V55 southeast bound and V14 southwest bound.

ELEV	787		TDZE	784
------	-----	--	------	-----



CATEGORY	A	B	C	D
LNAV MDA	1160-1 376 (400-1)			1160-1¼ 376 (400-1¼)
<b>C</b> CIRCLING	1340-1 553 (600-1)	1340-1½ 553 (600-1½)		1600-2¼ 813 (900-2¼)

MIRL Rwy 9-27 **L**  
REIL Rwy 9 and 27 **L**

VAN WERT, OHIO  
Orig-A 29DEC22

40°52'N - 84°36'W

VAN WERT COUNTY (VNW)  
RNAV (GPS) RWY 9

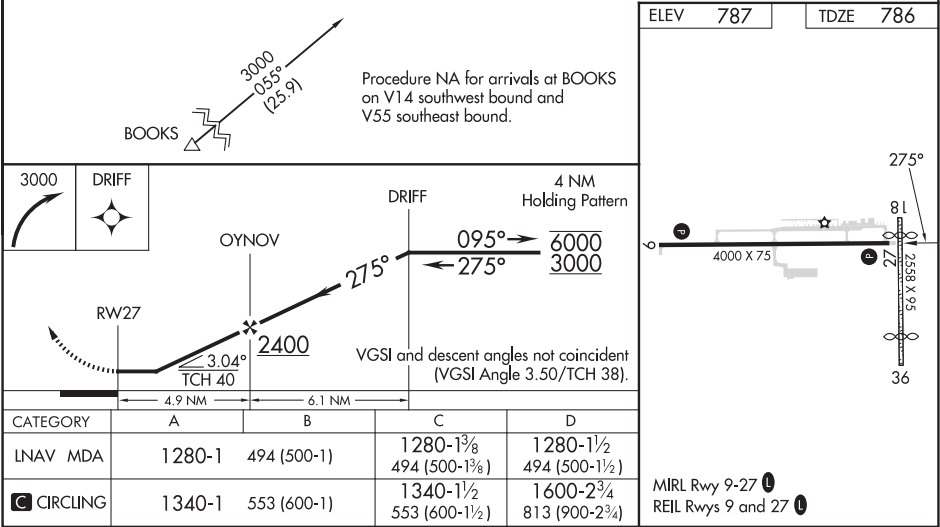
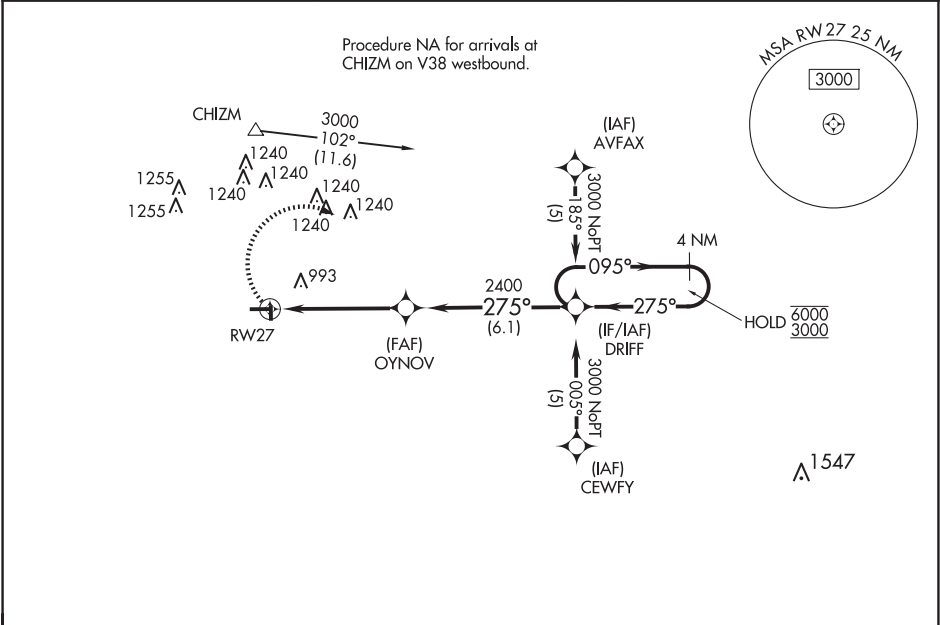
EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	4000
275°	TDZE	786
	Apt Elev	787

RNAV (GPS) RWY 27

VAN WERT COUNTY (VNW)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 3000 direct DRIFT and hold.
Circling NA to Rwy 18 and 36. Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.		
AWOS-3 125.175	FORT WAYNE APP CON 127.2 284.6	UNICOM 123.0 (CTAF) 0



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

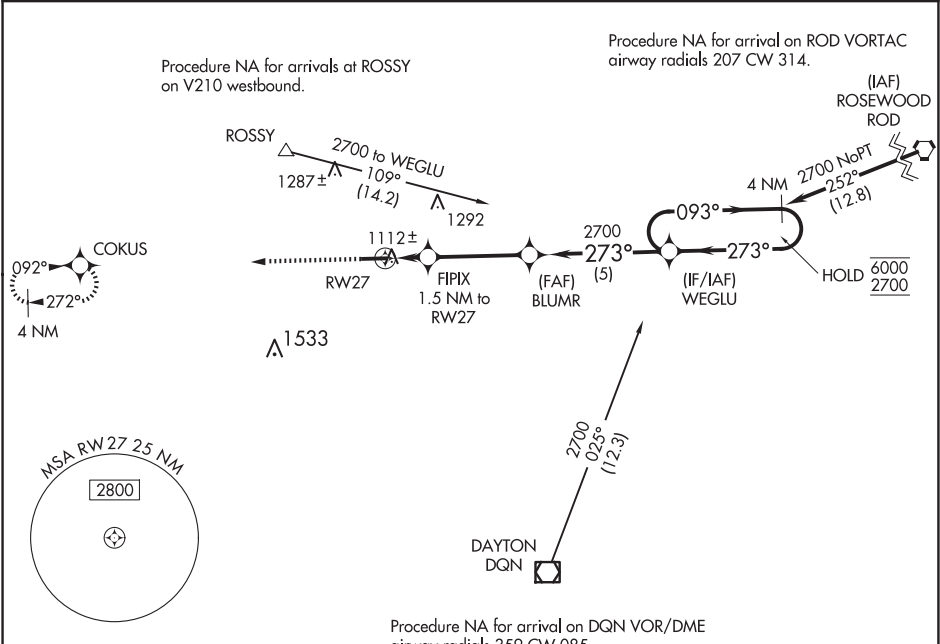


WAAS CH <b>86243</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev	<b>4802</b> <b>1007</b> <b>1007</b>
--	------------------------	-----------------------------	---

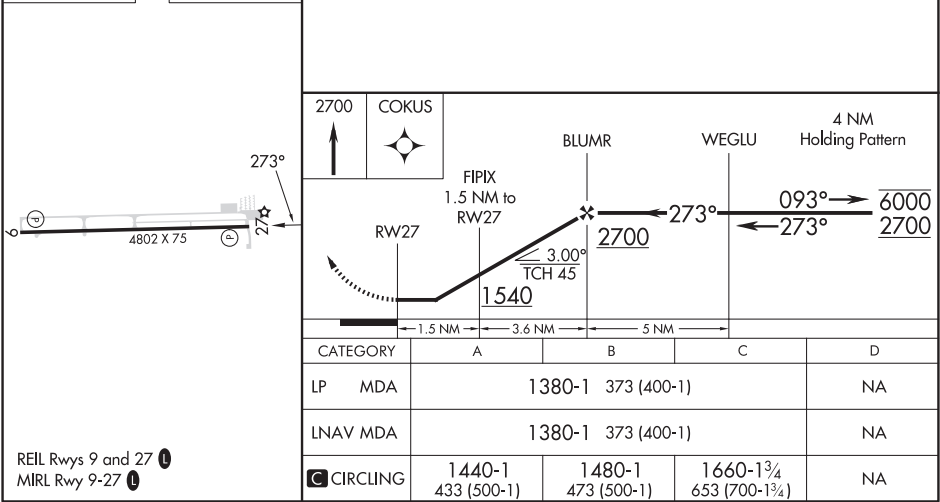
RNAV (GPS) RWY 27

DARKE COUNTY (VES)

RNP APCH.		MISSED APPROACH: Climb to 2700 direct COKUS and hold.
▼ Rwy 27 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 27 NA at night, Circling Rwy 27 NA at night.		
AWOS-3PT 125.9	COLUMBUS APP CON 134.45 352.05	UNICOM 122.8 (CTAF) 0



ELEV 1007	TDZE 1007
-----------	-----------



WABASH, INDIANA

AL-5602 (FAA)

23110

APP CRS	Rwy Idg	4401
092°	TDZE	796
	Apt Elev	796

# RNAV (GPS) RWY 9

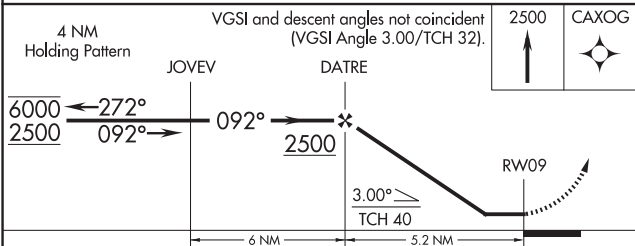
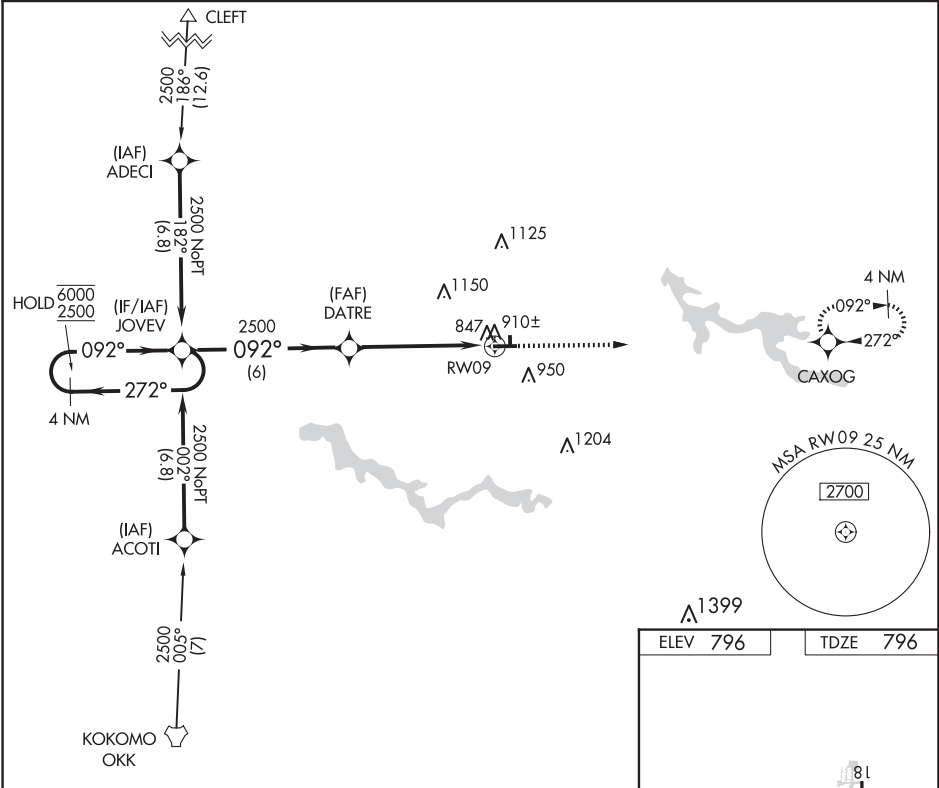
WABASH MUNI (IWH)

RNP APCH - GPS.

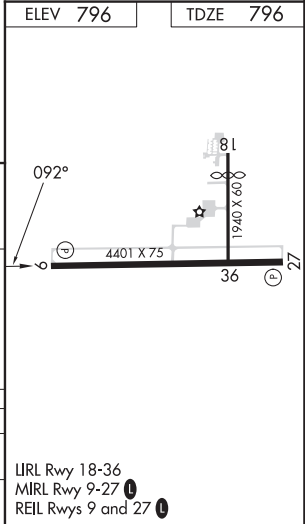
**NA** Circling Rwy 9, 18, 36 NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Use Kokomo altimeter setting; when not received, use Marion altimeter setting and increase all MDAs 40 feet and visibility LNAV Cat C ¼ SM.

MISSED APPROACH:  
Climb to 2500 direct  
CAXOG and hold.

OKK AWOS-3PT 128.675	GRISSOM APP CON ★ 121.05 338.275	UNICOM 122.8 (CTAF) 0
-------------------------	-------------------------------------	--------------------------



CATEGORY	A	B	C	D
LNAV MDA	1200-1	404 (500-1)	1200-1 1/8 404 (500-1 1/8)	NA
CIRCLING	1260-1 464 (500-1)	1340-1 544 (600-1)	1540-2 1/4 744 (800-2 1/4)	NA



WABASH, INDIANA  
Amdt 1 20APR23

40°46'N-85°48'W

# RNAV (GPS) RWY 9

WABASH MUNI (IWH)

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



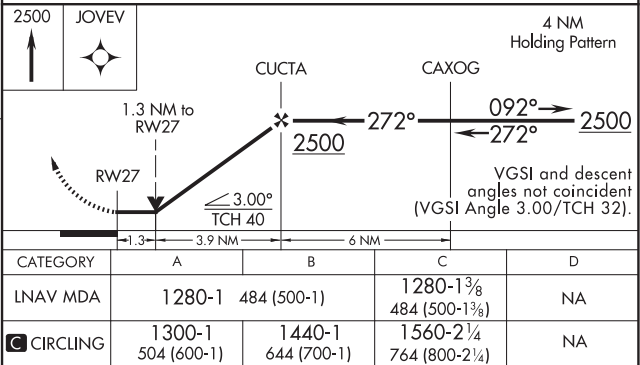
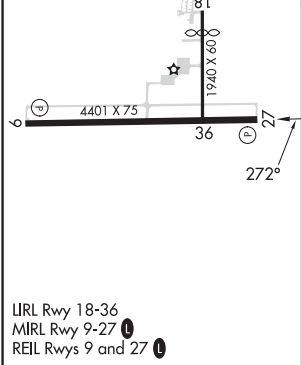
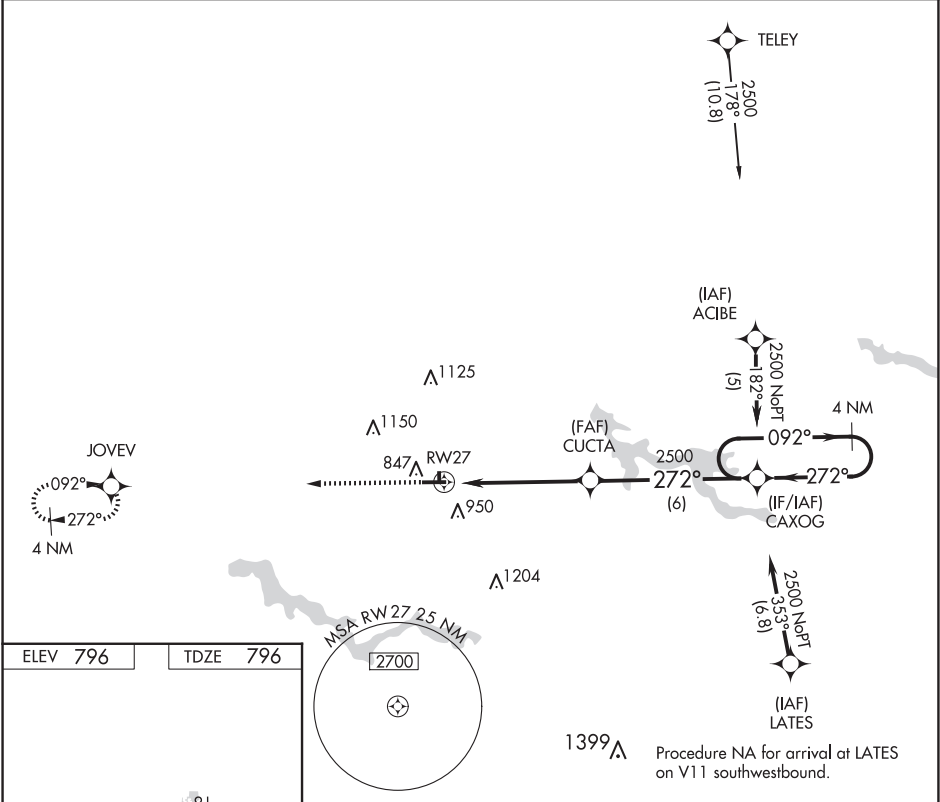
APP CRS	Rwy Idg	4401
272°	TDZE	796
	Apt Elev	796

RNAV (GPS) RWY 27

WABASH MUNI (IWH)

<div><div>▼</div><div>NA</div></div>	DME/DME RNP-0.3 NA. Night landing: Rwy 18, 36 NA. Helicopter visibility reduction below ¾ SM NA. Use Kokomo altimeter setting; when not received, use Marion altimeter setting.	MISSED APPROACH: Climb to 2500 direct JOVEV WP and hold.
--------------------------------------	---	---

OKK AWOS-3PT 128.675	GRISSEM APP CON ★ 121.05 338.275	UNICOM 122.8 (CTAF) 0
-------------------------	-------------------------------------	--------------------------



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 2

## WADSWORTH MUNI (3G3)

**MISSED APPROACH:**  
Climbing right turn to 3100  
direct DALTS and hold.

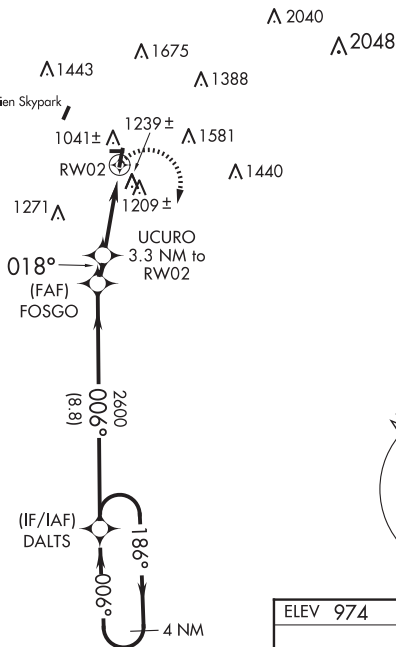


Diagram illustrating a runway layout. The main runway is labeled 3530 X 75. A taxiway is labeled 2155 X 35. A small area is labeled 0.4 X 15 UP. The diagram shows a heading of 018° and a note "MIRL Rwy 2-20".

WADSWORTH MUNI (3G3)  
RNAV (GPS) RWY 2

APP CRS  
**198°**

Rwy Idg  
TDZE  
Apt Elev

**3530**  
**974**  
**974**

**RNAV (GPS) RWY 20**

WADSWORTH MUNI (3G3)

RNP APCH.

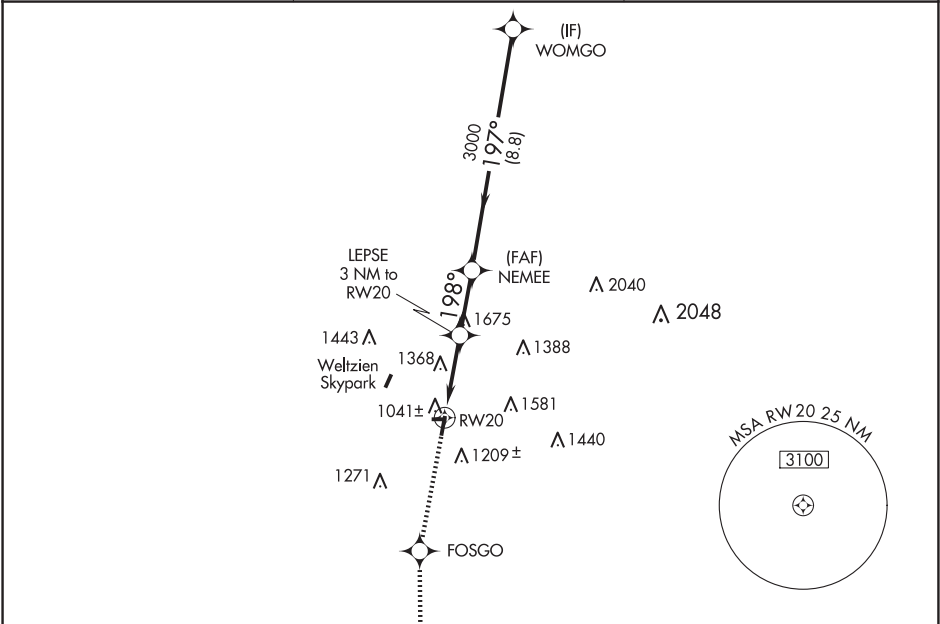
▼

NA

Rwy 20 helicopter visibility reduction below 1 SM NA. Procedure NA at night.  
Circling NA west of Rwy 2-20. Use Wooster altimeter setting, when not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 40 feet and LNAV visibility Cat C ½ SM.

MISSED APPROACH: Climb to 3100 direct FOSGO and on track 186° to DALTS and hold.

BJJ ASOS <b>118.075</b>	CLEVELAND APP CON ★ <b>125.5 371.875</b>	UNICOM <b>122.8 (CTAF) 0</b>
----------------------------	---	---------------------------------



MISSED APCH FIX  
DALTS  
006°  
186°  
4 NM

3100 FOSGO DALTS  
fr 186°

VGSI and descent angles not coincident  
(VGSI Angle 3.00/TCH 43).

LEPSE 3 NM to RW20

NEMEE

WOMGO

RW20

3000

2120

198°

197°

3000

3 NM

2.4 NM

8.8 NM

ELEV 974

TDZE 974

198°

0.4° UP

2155 X 35

02

3530 X 75

28

2

CATEGORY	A	B	C	D
LNAV MDA	1720-1 746 (800-1)	1720-1¼ 746 (800-1¼)	1720-2 746 (800-2)	NA
CIRCLING	1720-1 746 (800-1)	1760-1¼ 786 (800-1¼)	1980-3 1006 (1100-3)	NA

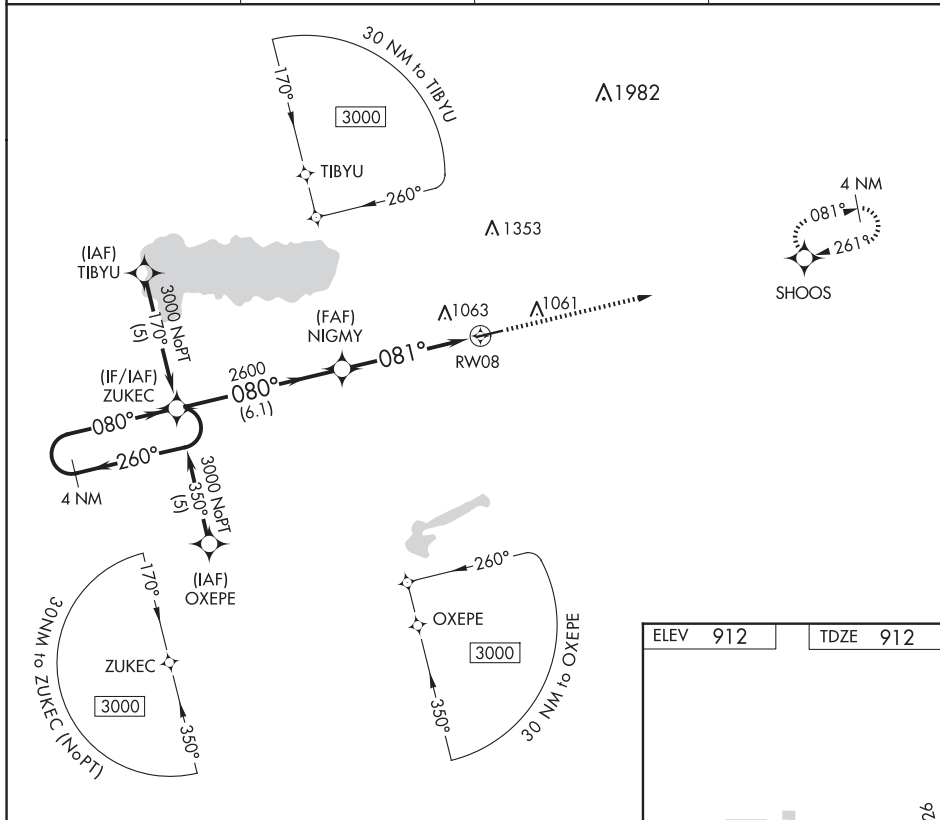
MRL Rwy 2-20 0

RNAV (GPS) RWY 8  
NEIL ARMSTRONG (AXV)

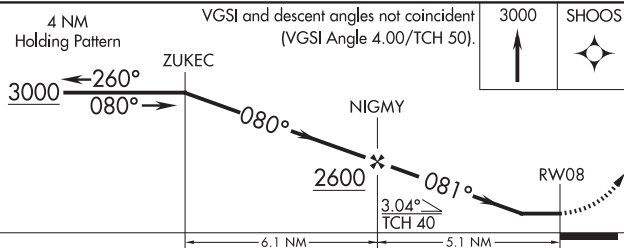
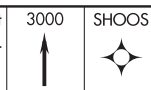
<b>T</b> <b>A</b> NA	Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lima altimeter setting and increase all MDAs 60 feet and visibility Cat C $\frac{1}{8}$ SM. Procedure NA at night.
-------------------------	--

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

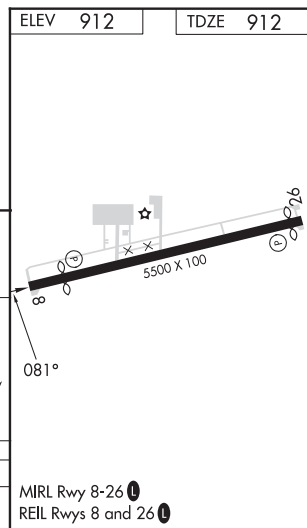
122.7 L



4 NM Holding Pattern	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 50).
-------------------------	---



CATEGORY	A	B	C	D
INAV MDA	1380-1	468 (500-1)	1380-1 $\frac{1}{4}$ 468 (500-1 $\frac{1}{4}$ )	NA

NEIL ARMSTRONG (AXV)  
RNAV (GPS) RWY 8

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

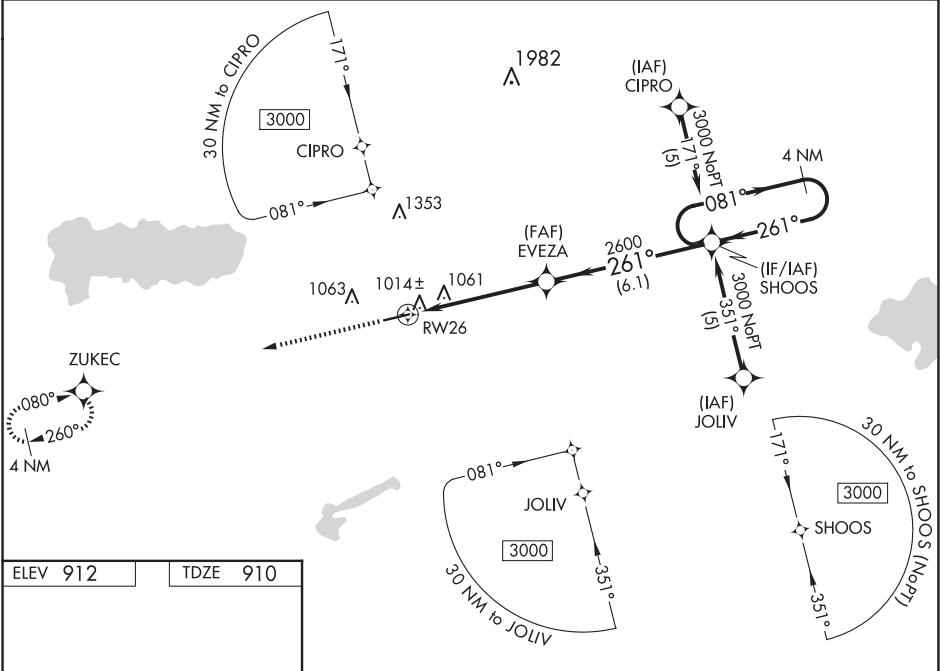
WAAS CH <b>72907</b> <b>W26A</b>	APP CRS <b>261°</b>	Rwy Idg <b>5263</b> TDZE <b>910</b> Apt Elev <b>912</b>
--	------------------------	---

RNAV (GPS) RWY 26

NEIL ARMSTRONG (AXV)

RNP APCH - GPS.	<div><div><div><div>▽</div><div>△NA</div></div><div>Baro-VNAV NA when using Lima altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 26 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lima altimeter setting and increase LPV DA to 1291 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1324 feet and all visibilities ½ SM. Increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM.</div></div></div>	MISSED APPROACH: Climb to 3000 direct ZUKEC and hold.
-----------------	--	--

AWOS-3PT <b>128.325</b>	COLUMBUS APP CON <b>134.45 294.5</b>	UNICOM <b>122.8</b> (CTAF)	<b>122.7</b>
----------------------------	---	-------------------------------	--------------



ELEV 912	TDZE 910				
3000		EVEZA		SHOOS	
261°		2600		261°	
5.1 NM		6.1 NM		GP 3.00° TCH 40	
CATEGORY	A	B	C	D	
LPV DA	1241-1¼ 331 (400-1¼)			NA	
LNAV/VNAV DA	1274-1¼ 364 (400-1¼)			NA	
LNAV MDA	1440-1 530 (600-1)		1440-1½ 530 (600-1½)		NA

WAPAKONETA, OHIO

AL-6065 (FAA)

24137

VORTAC ROD <b>117.5</b> Chan <b>122</b>	APP CRS <b>322°</b>	Rwy Idg TDZE Apt Elev <b>912</b>	<b>N/A</b> <b>N/A</b> <b>912</b>
---	------------------------	---	--

**VOR-A**  
NEIL ARMSTRONG (AXV)

**NA** When local altimeter setting not received, use Lima altimeter setting and increase all MDAs 60 feet and visibility Cat C ¼ SM. Helicopter visibility reduction below 1 SM NA. Circling Rwy 8 NA at night.

**MISSED APPROACH:** Climb to 3000 then left turn on ROD VORTAC R-322 to BOKIN INT/ROD 12 DME and hold.

AWOS-3PT  
**128.325**

COLUMBUS APP CON  
**134.45 294.5**

UNICOM  
**122.8** (CTAF)

**122.7 0**

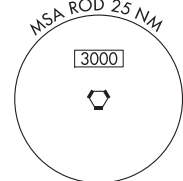
△1982

△1353

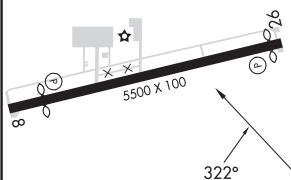


△1061

(IAF)  
BOKIN INT  
ROD **12**



ELEV **912**



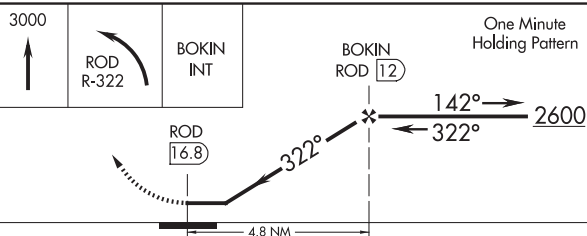
MIRL Rwy 8-26 **0**  
REIL Rwy 8 and 26 **0**

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

IF/IAF  
ROSEWOOD  
117.5 ROD **122**  
Chan 122

Procedure NA for arrivals on ROD  
VORTAC airway radials 273 CW 314



CATEGORY	A	B	C	D
CIRCLING	1500-1	588 (600-1)	1500-1½ 588 (600-1½)	NA

WAPAKONETA, OHIO  
Amdt 8B 07SEP23

40°30'N-84°18'W

NEIL ARMSTRONG (AXV)  
**VOR-A**

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

LOC/DME I-ASW

111.55

Chan 52 (Y)

APP CRS

272°

Rwy Idg

5100

TDZE

847

Apt Elev

850

ILS or LOC RWY 27

WARSAW MUNI (ASW)

DME required.

T

NA

Circling Rwy 18, 36 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct FWA VORTAC and hold.

AWOS-3

121.125

FORT WAYNE APP CON

127.2

284.6

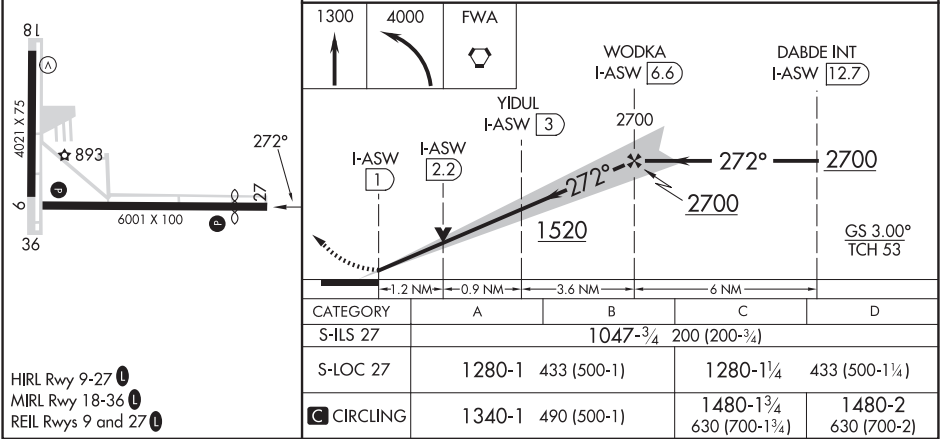
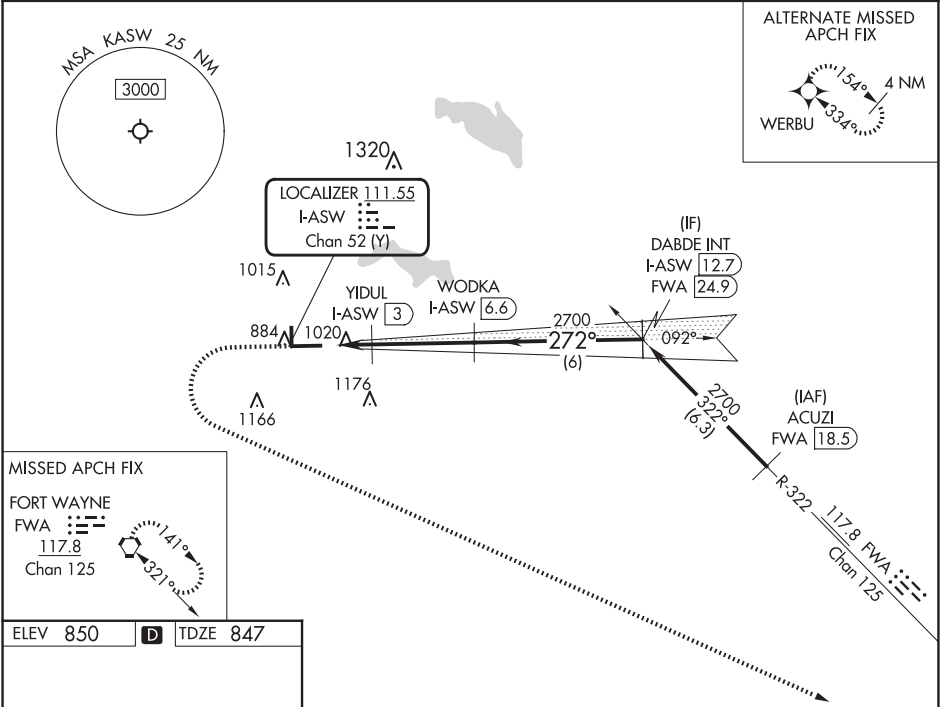
CLNC DEL

134.05

UNICOM

122.7 (CTAF)

0



WARSAW, INDIANA

AL-5282 (FAA)

25163

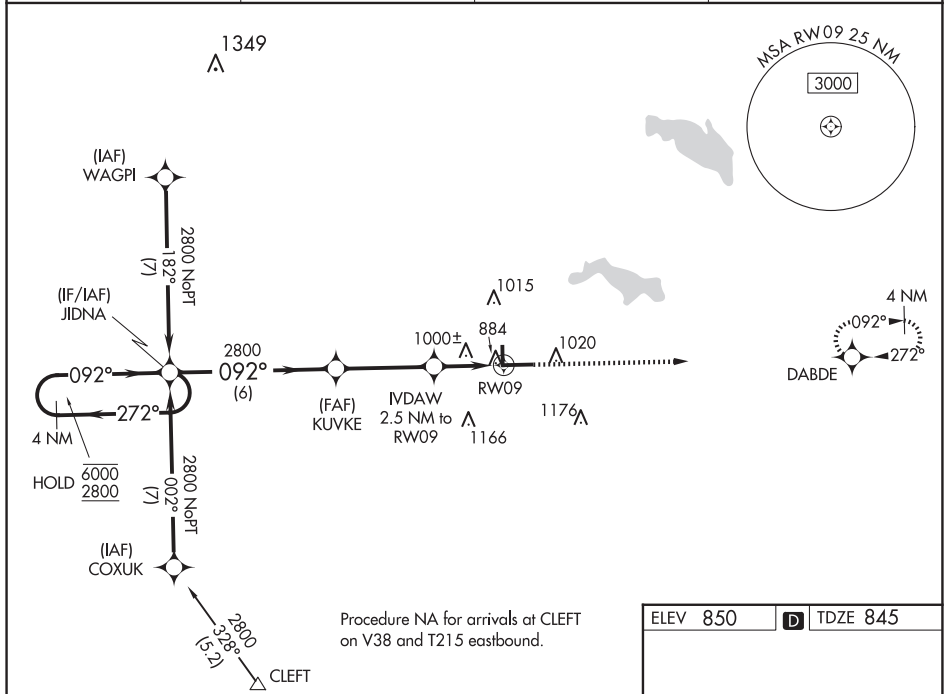
WAAS CH <b>97719</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy ldg TDZE <b>845</b> Apt Elev <b>850</b>
--	------------------------	---

# RNAV (GPS) RWY 9

WARSAW MUNI (ASW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct DABDE 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, 36 NA at night.	

AWOS-3 <b>121.125</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	CLNC DEL <b>134.05</b>	UNICOM <b>122.7 (CTAF) 0</b>
--------------------------	--	---------------------------	---------------------------------



4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).

3000

DABDE

JIDNA

2800

IVDAW 2.5 NM to RW09

1.2 NM to RW09

RW09

GP 3.00° TCH 45

272°

092°

2800

1660

6 NM

3.5 NM

1.3 NM

1.2 NM

CATEGORY	A	B	C	D
LPV DA	1095-3/4 250 (300-3/4)			
LNAV/VNAV DA	1295-13/8 450 (500-13/8)			
LNAV MDA	1260-1	415 (500-1)	1260-1 1/8	415 (500-1 1/8)
CIRCLING	1340-1	490 (500-1)	1480-1 3/4 630 (700-1 3/4)	1480-2 630 (700-2)

8 L

4021 X 75

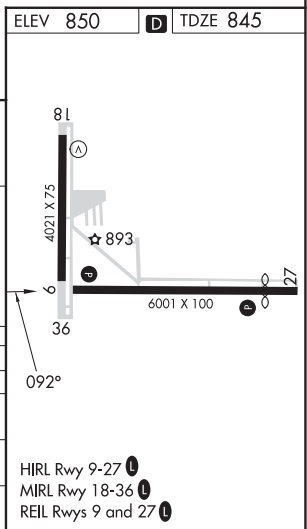
6001 X 100

092°

36

893

- HIRL Rwy 9-27 ①
- MIRL Rwy 18-36 ①
- REIL Rws 9 and 27 ①



WARSAW, INDIANA  
Amdt 1A 12JUN25

41°16'N - 85°50'W

# WARSAW MUNI (ASW)

## RNAV (GPS) RWY 9

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



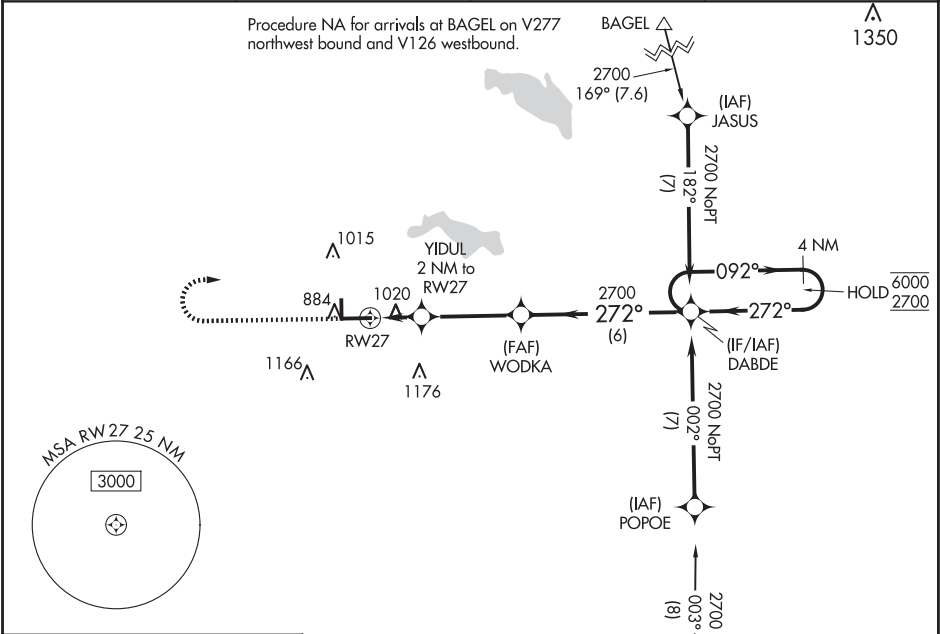
WAAS CH <b>53519</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE <b>847</b> Apt Elev <b>850</b>
--	------------------------	---

RNAV (GPS) RWY 27

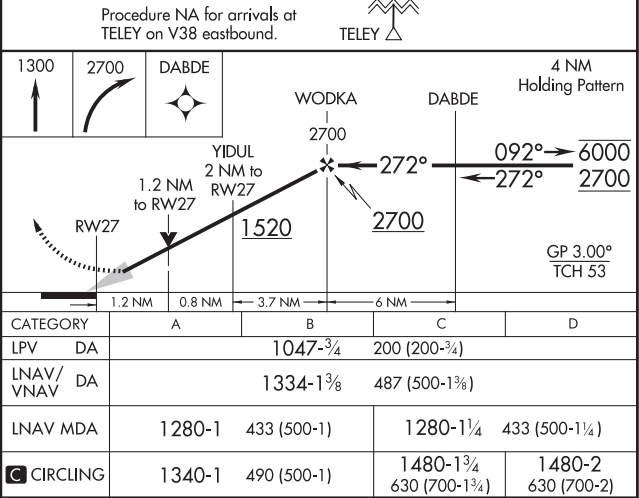
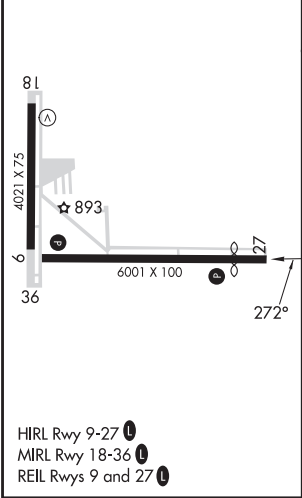
WARSAW MUNI (ASW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1300 then climbing right turn to 2700 direct DABDE and hold.
-----------------	--

AWOS-3 <b>121.125</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	CLNC DEL <b>134.05</b>	UNICOM <b>122.7 (CTAF) 0</b>
--------------------------	--	---------------------------	---------------------------------



ELEV 850	<b>D</b>	TDZE 847
----------	----------	----------



WASHINGTON, INDIANA

AL-5969 (FAA)

25219

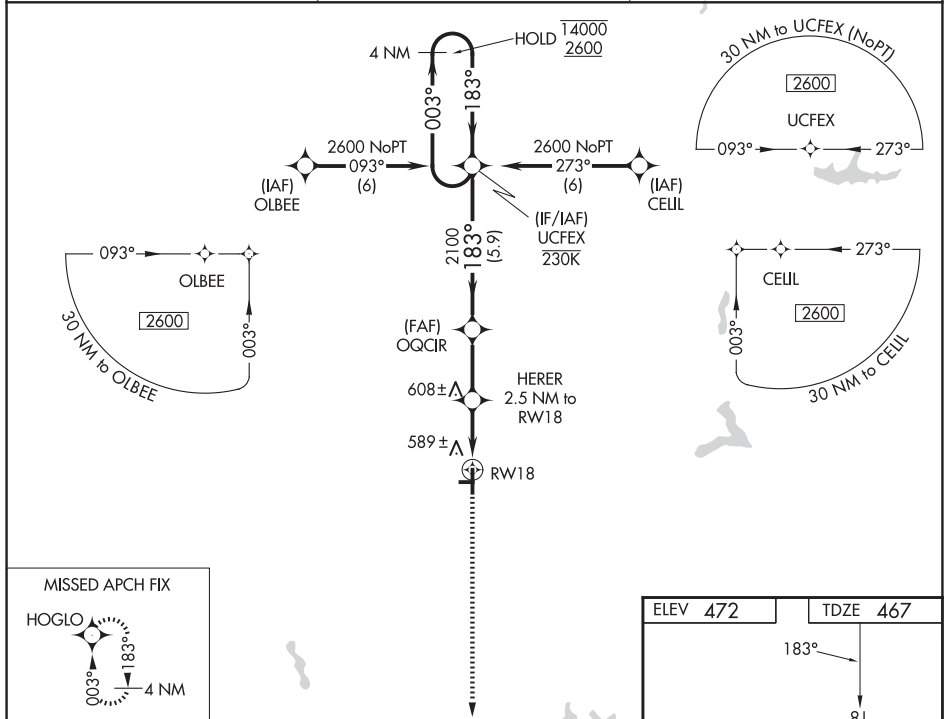
WAAS CH <b>86436</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Ldg TDZE <b>467</b> Apt Elev <b>472</b>
--	------------------------	---

# RNAV (GPS) RWY 18

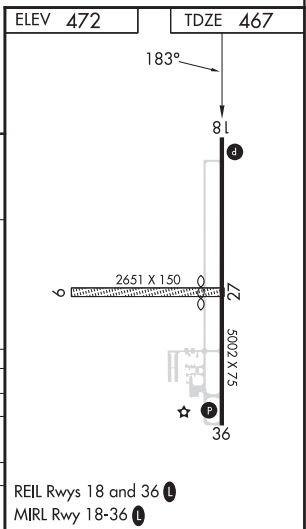
DAVISS COUNTY (DCY)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2200 direct HOGLO and hold.
-----------------	---

AWOS-3PT <b>119.075</b>	EVANSVILLE APP CON ★ <b>125.6 343.7</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
----------------------------	--	--



4 NM Holding Pattern		UCFEX		OQCIR	HERER 2.5 NM to RW18	2200	HOGLO
14000 ← 003°		2600 → 183°		2100	1.1 NM to RW18		
GP 3.00° TCH 43		5.9 NM		2.5 NM	1.4 NM	1.1	
CATEGORY	A	B	C	D			
LPV DA	778-1		311 (400-1)				
RNAV/ VNAV DA	750-1		283 (300-1)				
RNAV MDA	840-1		373 (400-1)				
CIRCLING	1020-1 548 (600-1)	1060-1 588 (600-1)	1060-1½ 588 (600-1½)	1300-2¾ 828 (900-2¾)			



WASHINGTON, INDIANA

Amtd 2 10AUG23

38°42'N-87°08'W

# RNAV (GPS) RWY 18

EC-2, 07 AUG 2025 to 02 OCT 2025

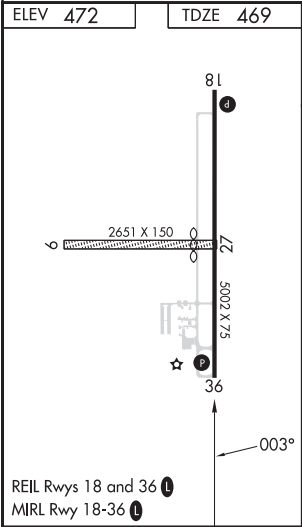
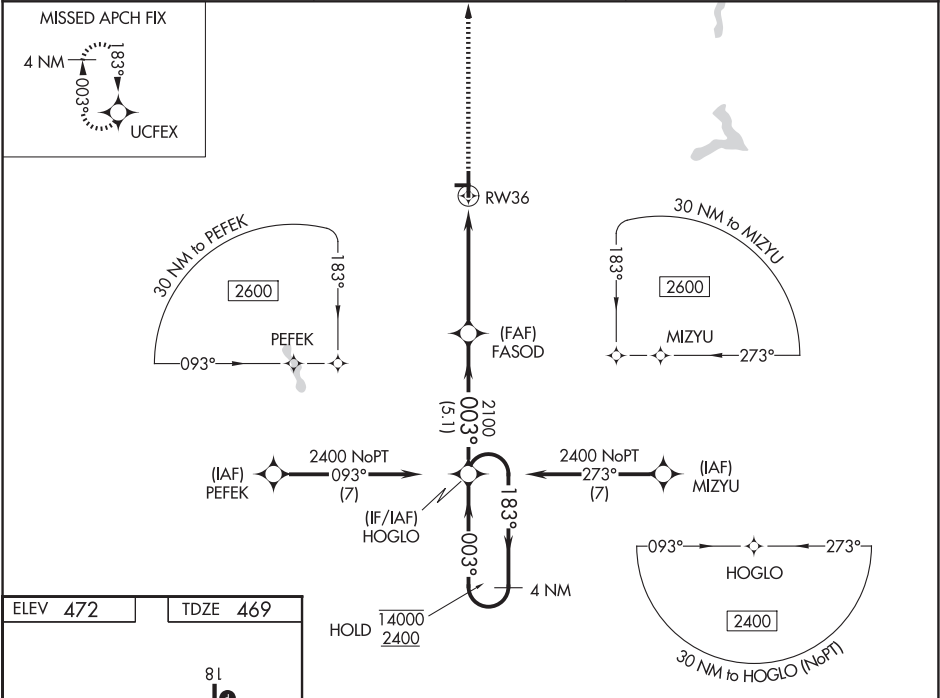
EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>45647</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Ldg <b>5002</b> TDZE <b>469</b> Apt Elev <b>472</b>
--	------------------------	---

RNAV (GPS) RWY 36  
DAVISS COUNTY (DCY)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2600 direct UCFEX and hold.
-----------------	---

AWOS-3PT <b>119.075</b>	EVANSVILLE APP CON ★ <b>125.6 343.7</b>	UNICOM <b>122.8 (CTAF) 0</b>
----------------------------	--	---------------------------------



2600

↑

UCFEX

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 44).

4 NM  
Holding Pattern

FASOD

2100

HOGLO

183° →

14000

← 003°

2400

GP 3.00°  
TCH 57

1.6 NM to  
RW36

↓

2100

↘

003°

2100

↙

1.6

3.3 NM

5.1 NM

CATEGORY	A	B	C	D
LPV DA	852-1 <sup>1</sup> / <sub>8</sub>		383 (400-1 <sup>1</sup> / <sub>8</sub> )	
LNAV/ VNAV DA	1020-1 <sup>5</sup> / <sub>8</sub>		551 (600-1 <sup>5</sup> / <sub>8</sub> )	
LNAV MDA	1020-1	551 (600-1)	1020-1 <sup>5</sup> / <sub>8</sub>	551 (600-1 <sup>5</sup> / <sub>8</sub> )
CIRCLING	1040-1 568 (600-1)	1080-1 608 (700-1)	1080-1 <sup>3</sup> / <sub>4</sub> 608 (700-1 <sup>3</sup> / <sub>4</sub> )	1300-2 <sup>3</sup> / <sub>4</sub> 828 (900-2 <sup>3</sup> / <sub>4</sub> )

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

WAAS CH <b>45747</b> <b>W05A</b>	APP CRS <b>040°</b>	Rwy Ldg TDZE <b>980</b> Apt Elev <b>980</b>
--	------------------------	---

# RNAV (GPS) RWY 5

FAYETTE COUNTY (I23)

RNP APCH - GPS.

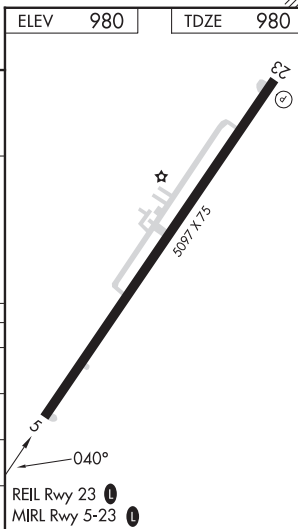
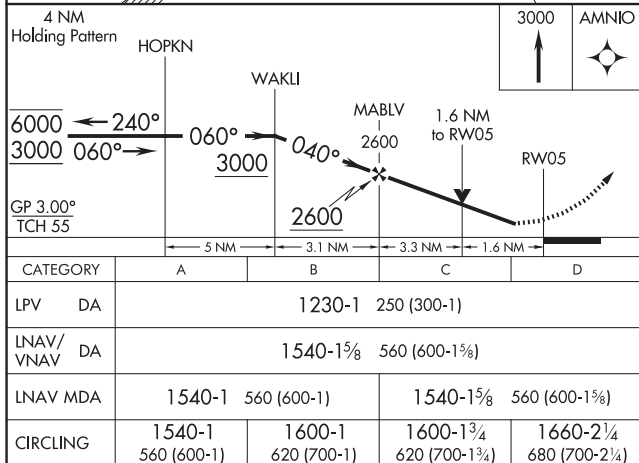
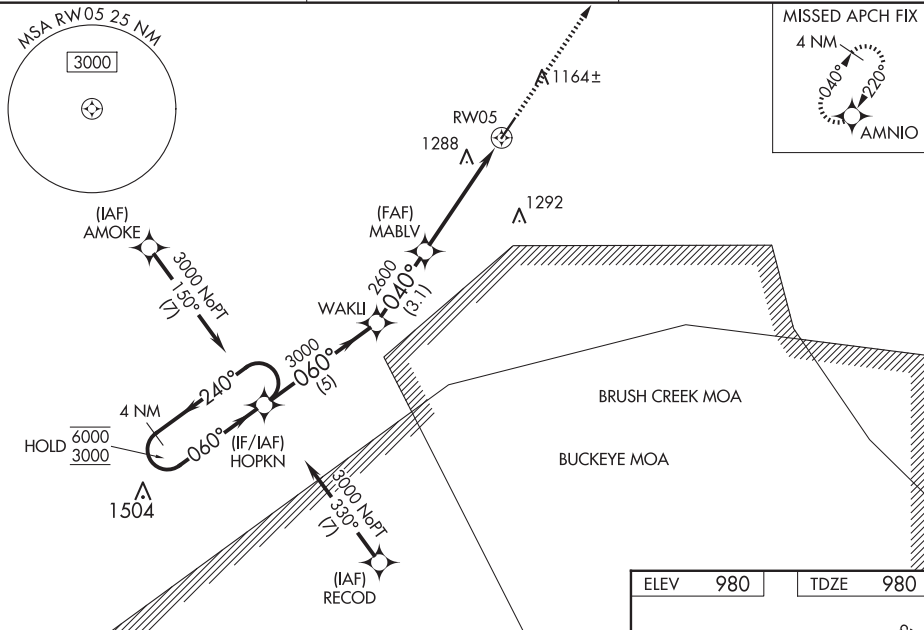
**⚠** Rwy 5 helicopter visibility reduction below ¼ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using I66 altimeter setting. Circling Rwy 23 NA at night. When local altimeter setting not received, use I66 altimeter setting and increase LPV DA to 1287 feet; increase LNAV/VNAV DA to 1597 feet and all visibilities ½ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 3000 direct AMINO and hold.

AWOS-3  
**118.775**

COLUMBUS APP CON  
**134.0 279.6**

UNICOM  
**122.8 (CTAF) 0**



APP CRS  
**220°**

Rwy Ldg  
TDZE  
**979**

Apt Elev  
**980**

**RNAV (GPS) RWY 23**

FAYETTE COUNTY (I23)

RNP APCH - GPS.

▼

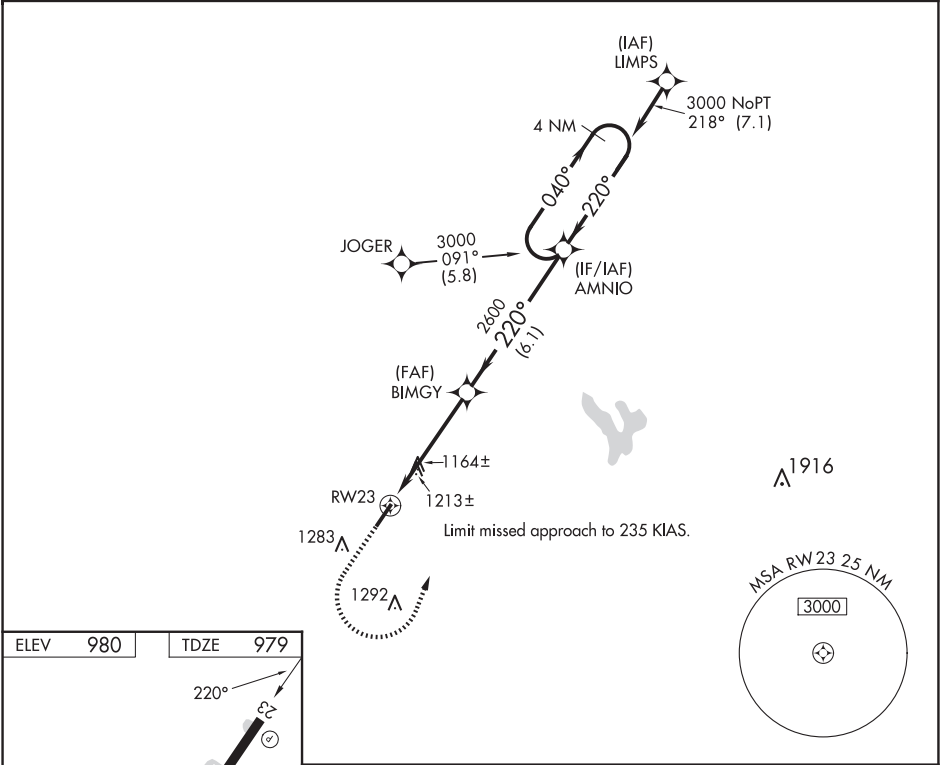
Δ

NA

Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDA 60 feet. Increase LNAV Cat C/D visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Procedure NA at night.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct AMNIO and hold.

AWOS-3 <b>118.775</b>	COLUMBUS APP CON <b>134.0 279.6</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	--	---------------------------------



1700

3000

AMNIO

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 26).

4 NM Holding Pattern

AMNIO

BIMGY

RW23

2600

3.00° TCH 40

5 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1540-1	561 (600-1)	1540-1½	561 (600-1½)
CIRCLING	1580-1 600 (600-1)	1640-1 660 (700-1)	1640-1¾ 660 (700-1¾)	1660-2¼ 680 (700-2¼)

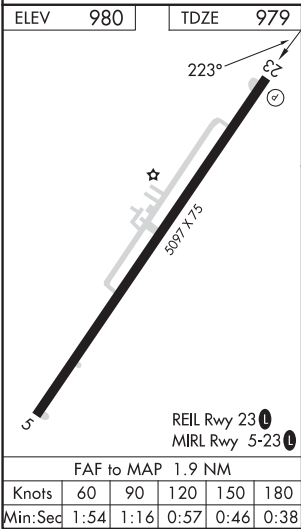
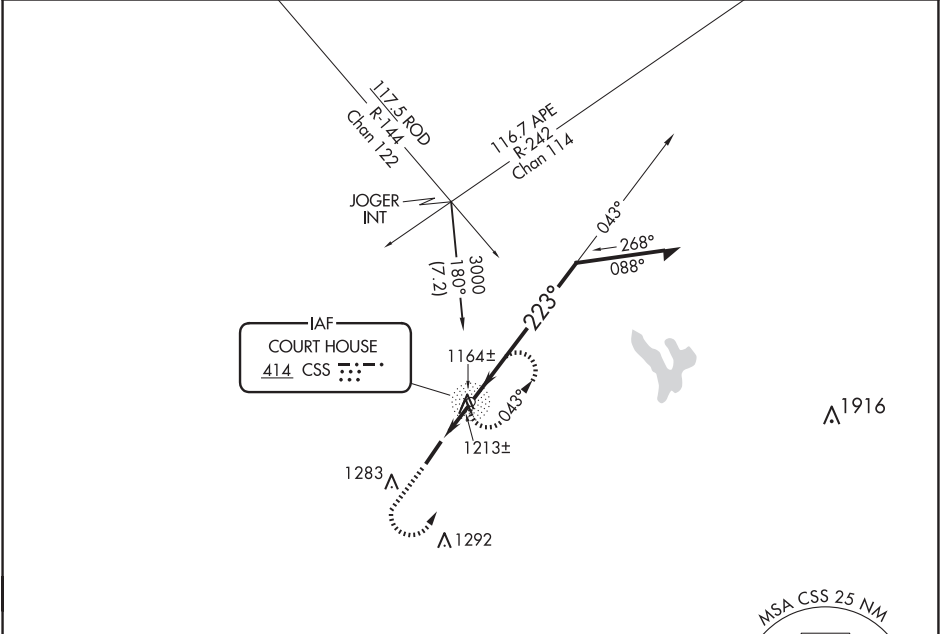
NDB CSS	APP CRS	Rwy Ldg	5097
414	223°	TDZE	979
		Apt Elev	980

NDB RWY 23  
FAYETTE COUNTY (I23)

**⚠** When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDAs 60 feet, and Circling visibility Cat C ¼ SM. Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 2600 direct CSS NDB and hold.

AWOS-3 118.775	COLUMBUS APP CON 134.0 279.6	UNICOM 122.8 (CTAF) <b>📻</b>
-------------------	---------------------------------	---------------------------------



2000	2600	CSS	CSS NDB	043°	2600	Remain within 10 NM
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 26).						
≤3.48° TCH 40						
1.9 NM						
CATEGORY	A	B	C	D		
S-23	1580-1	601 (600-1)	1580-1¾ 601 (600-1¾)	1580-2 601 (600-2)		
<b>📻</b> CIRCLING	1580-1 600 (600-1)	1640-1 660 (700-1)	1640-1¾ 660 (700-1¾)	1660-2¼ 680 (700-2¼)		

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

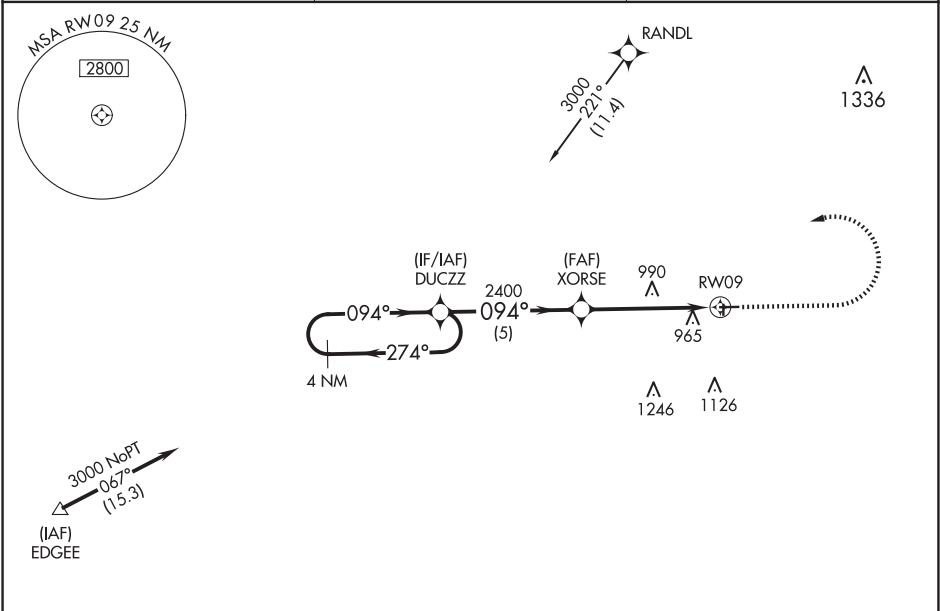
WAAS CH <b>93828</b> <b>W09A</b>	APP CRS <b>094°</b>	Rwy Idg <b>3882</b> TDZE <b>779</b> Apt Elev <b>781</b>
--	------------------------	---

RNAV (GPS) RWY 9

FULTON COUNTY (USE)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2100 then climbing left turn to 3000 direct DUCZZ and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA to Rwys 18 and 36. Rwy 9 helicopter visibility reduction below 1 SM NA. Procedure NA at night.	

AWOS-3P <b>127.375</b>	TOLEDO APP CON <b>134.35 317.55</b>	UNICOM <b>123.0 (CTAF) 1</b>
---------------------------	--	---------------------------------



					ELEV 781		TDZE 779		
<div>4 NM Holding Pattern</div> <div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).</div> <div>DUCZZ</div> <div>3000 ← 274° 094° →</div> <div>GP 3.00° TCH 40</div> <div>XORSE</div> <div>2400</div> <div>2400</div> <div>RW09</div> <div>5 NM</div> <div>5 NM</div> <div><div>2100</div><div>3000</div><div>DUCZZ</div></div>					<div>094° to RW09</div> <div>81</div> <div>3882 X 75</div> <div>27</div> <div>2113 X 75</div> <div>36</div> <div>REIL Rwys 9 and 27 1</div> <div>MIRL Rwy 9-27 1</div>				
CATEGORY	A	B	C	D					
LPV DA	1109-1				330 (400-1)				
LNAV/VNAV DA	1198-1½				419 (500-1½)				
LNAV MDA	1300-1 521 (600-1)		1300-1½ 521 (600-1½)						
CIRCLING	1320-1 539 (600-1)		1480-2 699 (700-2)		1480-2¼ 699 (700-2¼)				

WAUSEON, OHIO

AL-5768 (FAA)

22223

WAAS CH <b>66028</b> <b>W27A</b>	APP CRS <b>274°</b>	Rwy Idg <b>3882</b> TDZE <b>777</b> Apt Elev <b>781</b>
--	------------------------	---

# RNAV (GPS) RWY 27

FULTON COUNTY (USE)

RNP APCH - GPS.

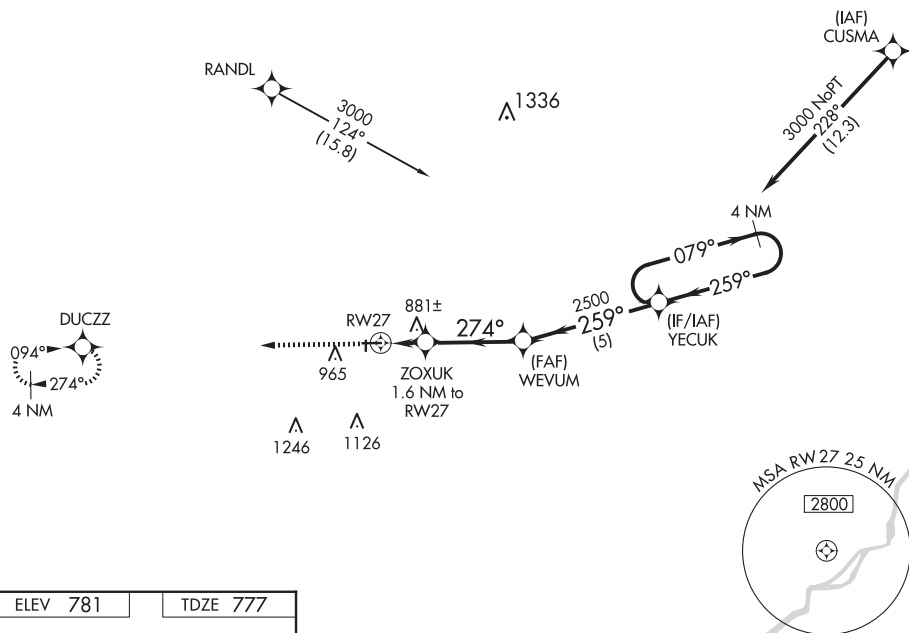
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.  
Circling NA to Rwy 18 and 36. Rwy 27 helicopter visibility reduction below 1 SM NA.  
Procedure NA at night.

MISSED APPROACH:  
Climb to 3000 direct  
DUCZZ and hold.

AWOS-3P  
**127.375**

TOLEDO APP CON  
**134.35 317.55**

UNICOM  
**123.0 (CTAF)**



ELEV **781** TDZE **777**

3000 DUCZZ		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 33).		4 NM Holding Pattern	
*LNAV only		WEVUM 2500		YECUK	
RW27		ZOXUK 1.6 NM to RW27		079° 3000	
1340*		2500		GP 3.10° TCH 55	
1.6 NM		3.5 NM		5 NM	
CATEGORY	A	B	C	D	
LPV DA	1092-1 315 (400-1)				
LNAV/VNAV DA	1095-1 318 (400-1)				
LNAV MDA	1180-1	403 (400-1)	1180-1½	403 (400-1½)	
CIRCLING	1320-1	539 (600-1)	1480-2 699 (700-2)	1480-2¼ 699 (700-2¼)	

REIL Rwy 9 and 27  
MIRL Rwy 9-27

WAUSEON, OHIO

Orig-C 11AUG22

41°37'N-84°08'W

FULTON COUNTY (USE)

# RNAV (GPS) RWY 27



WAAS CH <b>56437</b> <b>W07A</b>	APP CRS <b>068°</b>	Rwy Ldg <b>4899</b> TDZE <b>661</b> Apt Elev <b>661</b>
--	------------------------	---

RNAV (GPS) RWY 7

PIKE COUNTY (EOP)

RNP APCH - GPS

▼

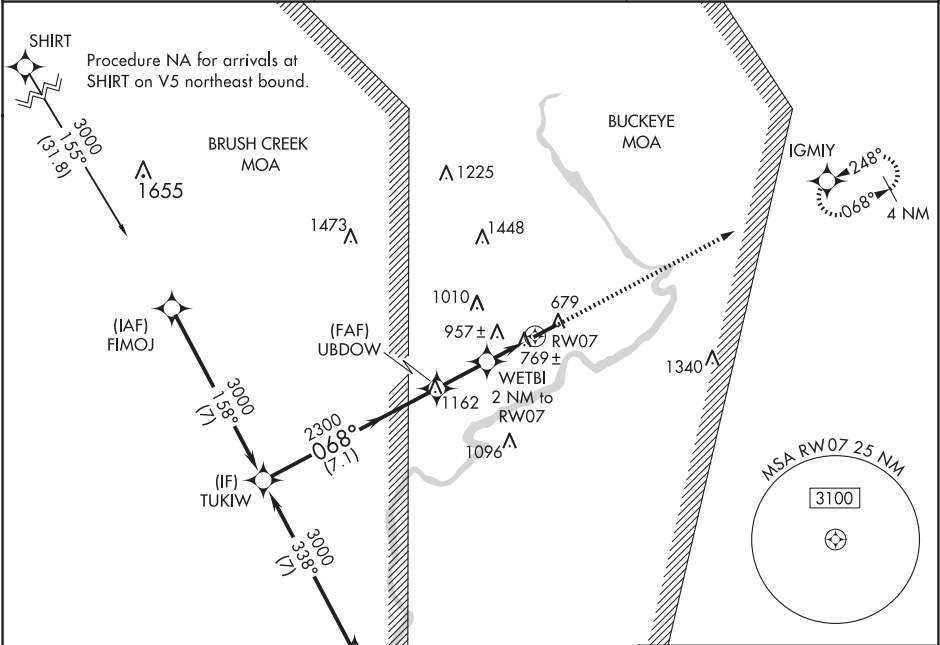
NA

Rwy 7 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 7 NA at night. Circling Rwy 7 NA at night. When local altimeter setting not received, use PMH altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ½ SM, and LP visibility Cat C ½ SM, and Circling all visibilities ¼ SM.

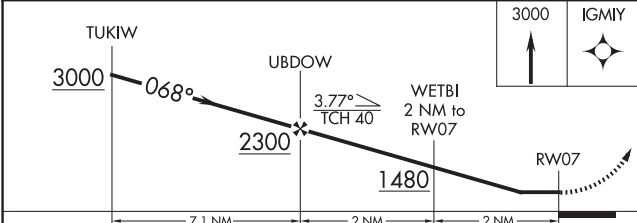
MISSED APPROACH:

Climb to 3000 direct IGMYY and hold.

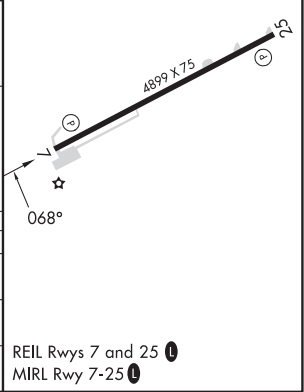
AWOS-3PT <b>121.45</b>	INDIANAPOLIS CENTER <b>135.575 290.5</b>	UNICOM <b>123.0 (CTAF)</b> <b>0</b>
---------------------------	---	--



ELEV 661	TDZE 661
----------	----------



CATEGORY	A	B	C	D
LP MDA	1020-1	359 (400-1)		NA
LNAV MDA	1220-1	559 (600-1)	1220-1½ 559 (600-1½)	NA
CIRCLING	1440-1 779 (800-1)	1460-1 799 (800-1)	1500-2½ 839 (900-2½)	NA



WAVERLY, OHIO

AL-9431 (FAA)

25163

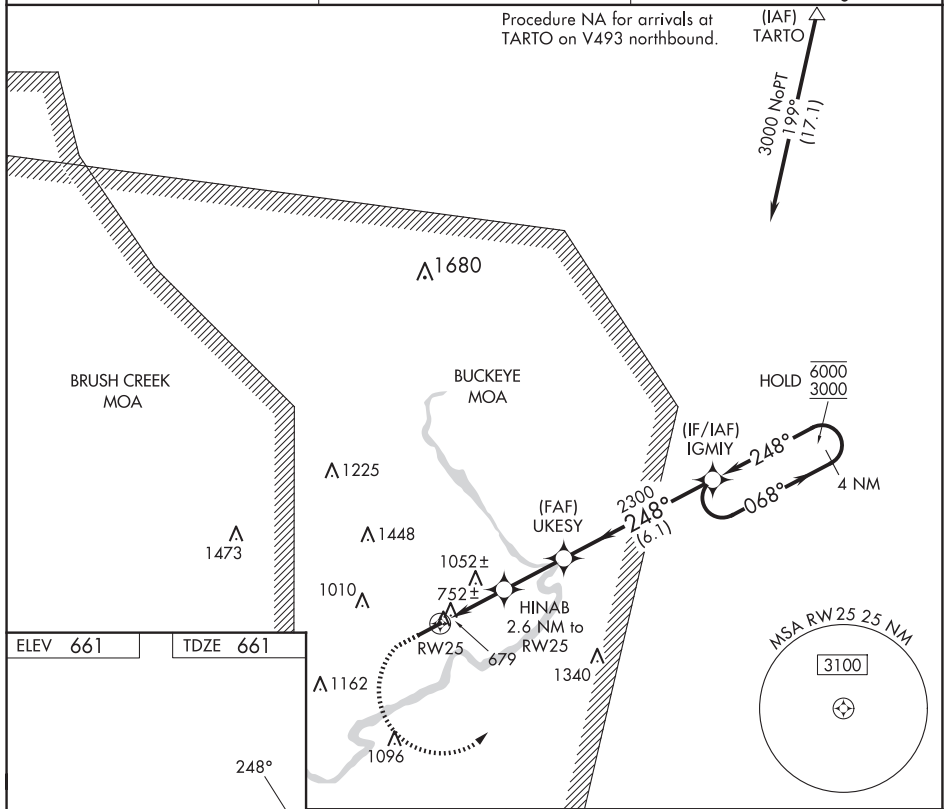
WAAS CH <b>97537</b> <b>W25A</b>	APP CRS <b>248°</b>	Rwy Ldg TDZE <b>661</b> Apt Elev <b>661</b>
--	------------------------	---

# RNAV (GPS) RWY 25

PIKE COUNTY (EOP)

RNP APCH - GPS	<p><b>⚠</b> Rwy 25 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 7 NA at night. When local altimeter setting not received, use PMH altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C/D 1/2 SM, and LP visibility Cat C/D 1/2 SM, and Circling visibility Cat A/B/C 1/2 SM. VDP NA when using PMH altimeter setting.</p>	MISSED APPROACH: Climb to 1120 then climbing left turn to 3000 direct IGMiy and hold.
----------------	---	---

AWOS-3PT <b>121.45</b>	INDIANAPOLIS CENTER <b>135.575 290.5</b>	UNICOM <b>123.0 (CTAF)</b>
---------------------------	---	-------------------------------



ELEV 661	TDZE 661
REIL Rwy 7 and 25 <b>ⓘ</b> MIRL Rwy 7-25 <b>ⓘ</b>	
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 25).	
4 NM Holding Pattern	
IGMiy	
248°	
068°	
6000	
3000	
1120	
3000	
IGMiy	
HINAB 2.6 NM to RW25	
1.1 NM to RW25	
1520	
3.00°	
TCH 40	
1.1 NM	
1.6 NM	
2.4 NM	
6.1 NM	
CATEGORY	A B C D
LP MDA	1280-1 619 (700-1) 1280-1 359 (400-1) 619 (700-1 3/4)
LNAV MDA	1440-1 1460-1 1500-2 1/2 1640-3
CIRCLING	779 (800-1) 799 (800-1) 839 (900-2 1/2) 979 (1000-3)

WAVERLY, OHIO

Amtd 2 12JUN25

39°10'N-82°56'W

# RNAV (GPS) RWY 25

EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS  
**049°**

Rwy Idg  
TDZE  
**890**

Apt Elev  
**896**

RNP APCH.

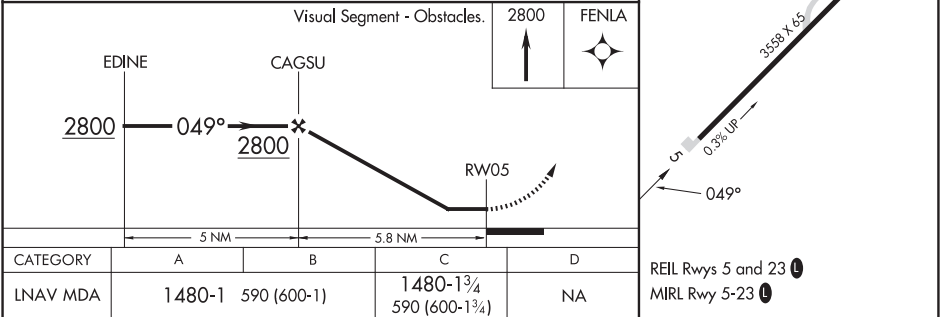
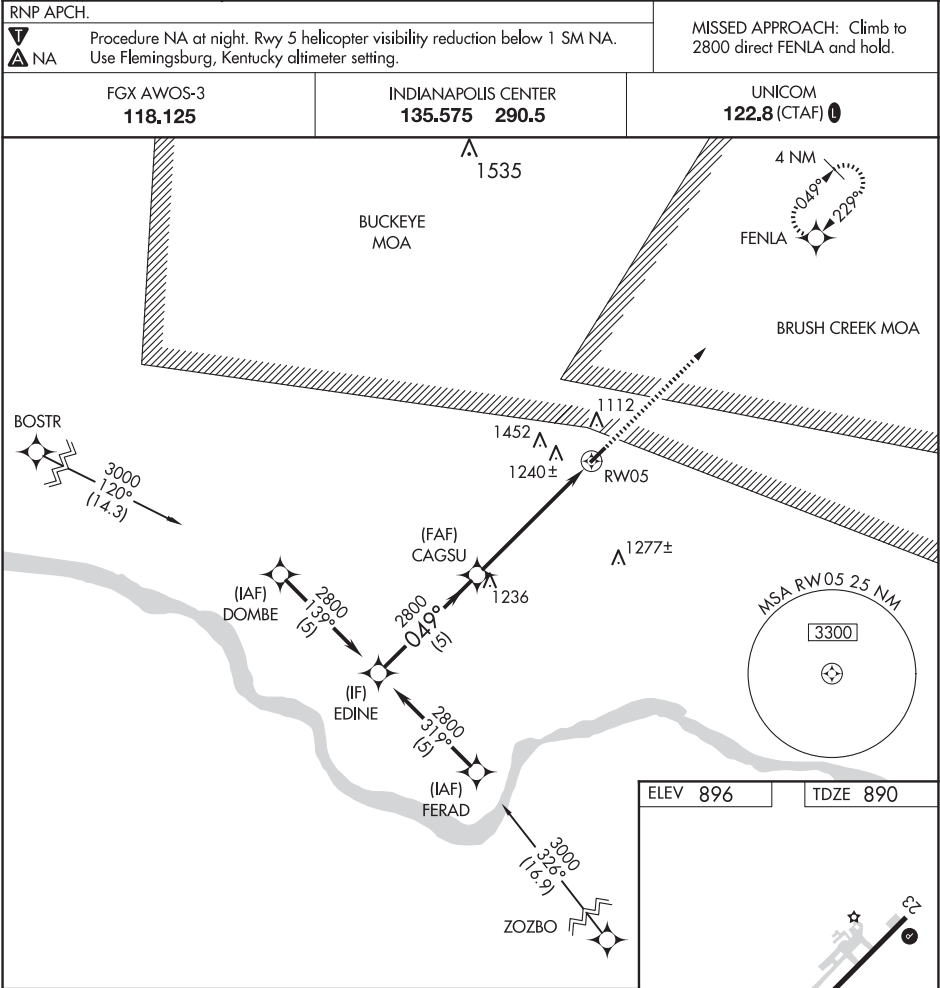
Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA.  
Use Flemingsburg, Kentucky altimeter setting.

MISSED APPROACH: Climb to 2800 direct FENLA and hold.

FGX AWOS-3  
**118.125**

INDIANAPOLIS CENTER  
**135.575 290.5**

UNICOM  
**122.8 (CTAF) 1**



WEST UNION, OHIO

AL-6236 (FAA)

23110

APP CRS	Rwy Idg	3558
229°	TDZE	896
	Apt Elev	896

## RNAV (GPS) RWY 23

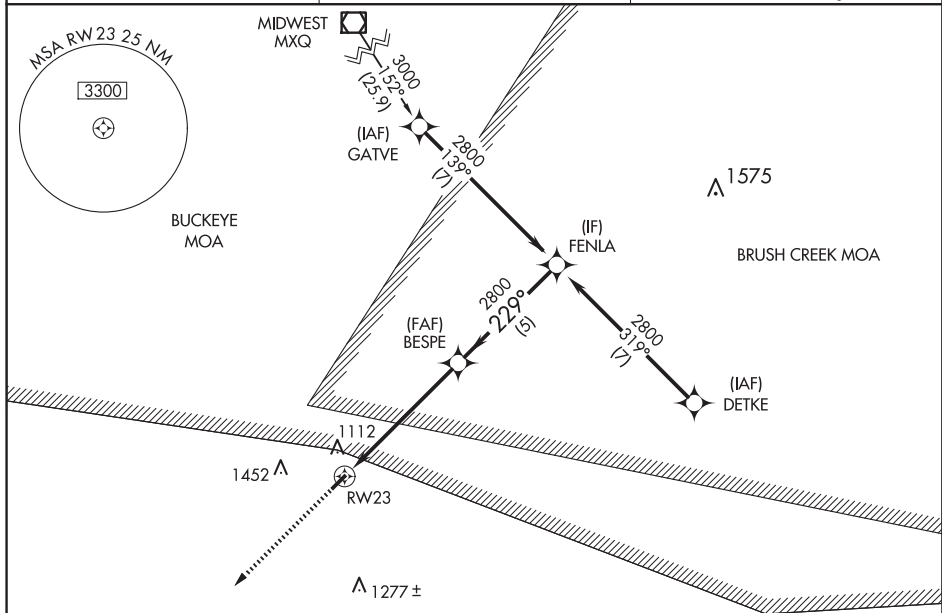
ALEXANDER SALAMON (AMT)

RNP APCH - GPS.

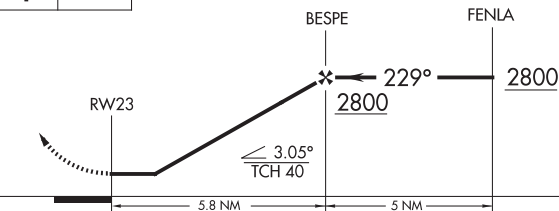
Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.  
 Use Flemingsburg, Kentucky altimeter setting.

MISSED APPROACH: Climb to  
 2800 direct EDINE and hold.

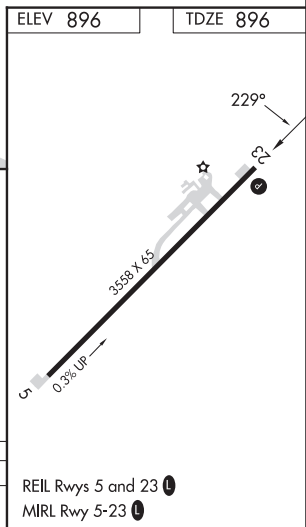
FGX AWOS-3 118.125	INDIANAPOLIS CENTER 135.575 290.5	UNICOM 122.8 (CTAF) ①
-----------------------	--------------------------------------	--------------------------



VGSI and descent angles not coincident  
 (VGSI Angle 3.30/TCH 25).



CATEGORY	A	B	C	D
LNAV MDA	1460-1	564 (600-1)	1460-1½ 564 (600-1½)	NA



REIL Rwy 5 and 23 ①  
 MIRL Rwy 5-23 ①

WEST UNION, OHIO

Amdt 1 20APR23

38°51'N-83°34'W

ALEXANDER SALAMON (AMT)  
 RNAV (GPS) RWY 23

EC-2, 07 AUG 2025 to 02 OCT 2025

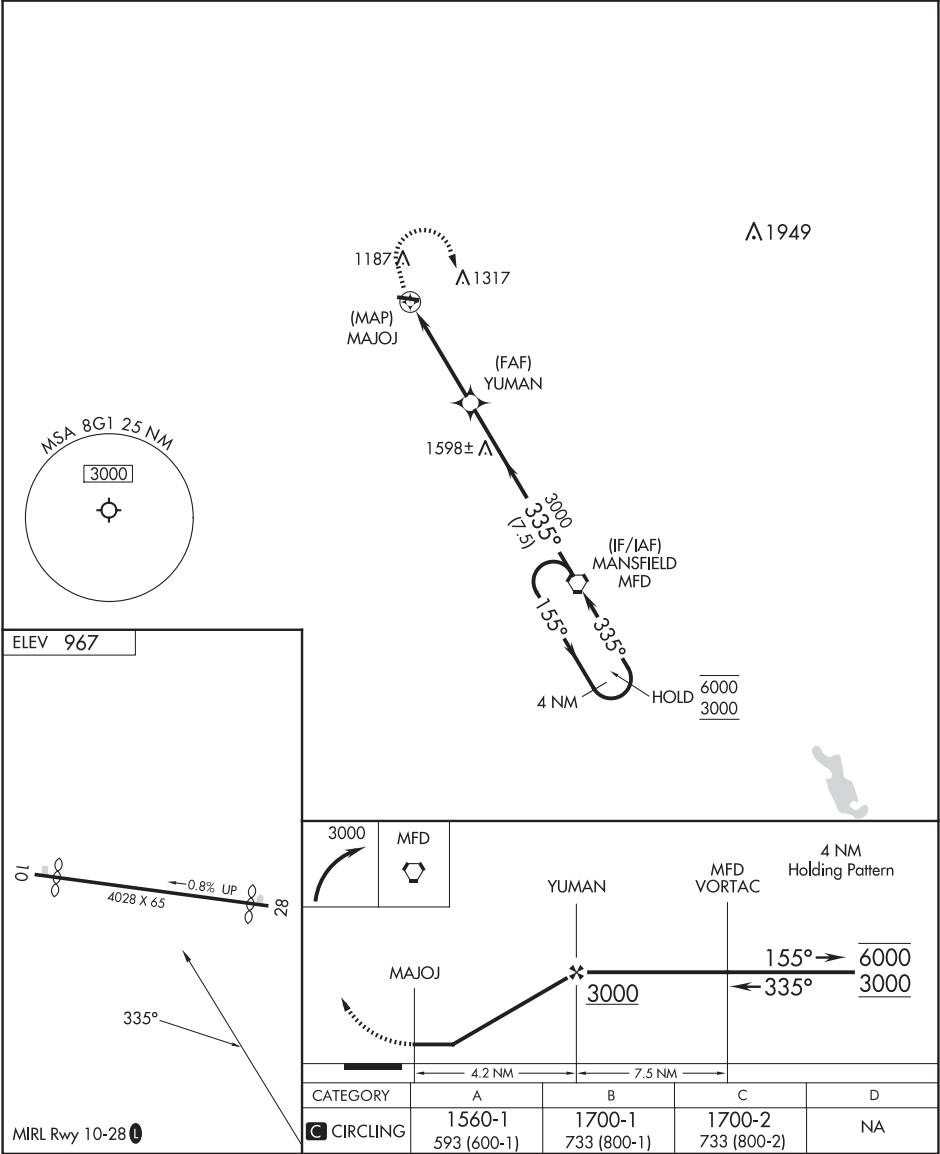
EC-2, 07 AUG 2025 to 02 OCT 2025

APP CRS	Rwy Idg	N/A
335°	TDZE	N/A
	Apt Elev	967

RNAV (GPS)-A

WILLARD (8G1)

RNP APCH.		MISSED APPROACH: Climbing right turn to 3000 direct MFD VORTAC and hold.	
<div><div>▼</div><div>▲ NA</div></div>	Procedure NA at night. Use Marion altimeter setting.		
MNN ASOS 119.975	CLEVELAND APP CON ★ 128.35 360.65	CLEVELAND RADIO 122.6	CTAF 0 122.9



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

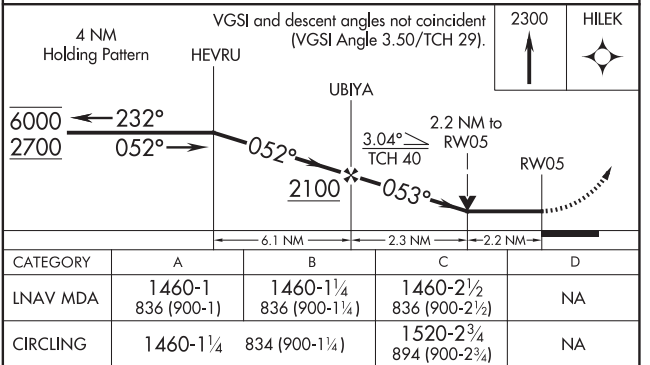
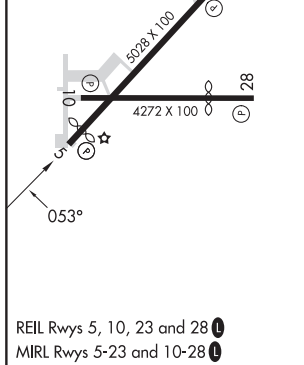
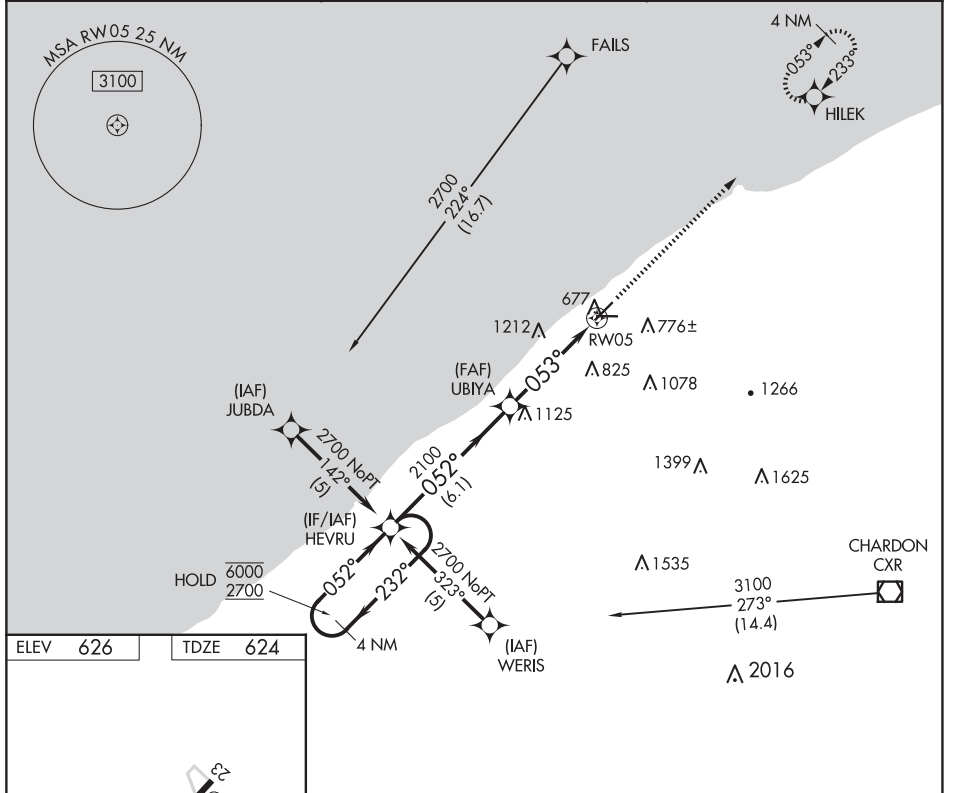
APP CRS	Rwy Idg	4600
053°	TDZE	624
	Apt Elev	626

# RNAV (GPS) RWY 5

LAKE COUNTY EXEC (LNN)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2300 direct HILEK and hold.
Rwy 5 helicopter visibility reduction below 3/4 SM NA.	

AWOS-3PT 119.225	CLEVELAND APP CON 125.35 346.325	UNICOM 122.725 (CTAF)
---------------------	-------------------------------------	--------------------------



APP CRS

Rwy Idg

4272

098°

TDZE

625

Apt Elev

626

RNAV (GPS) RWY 10

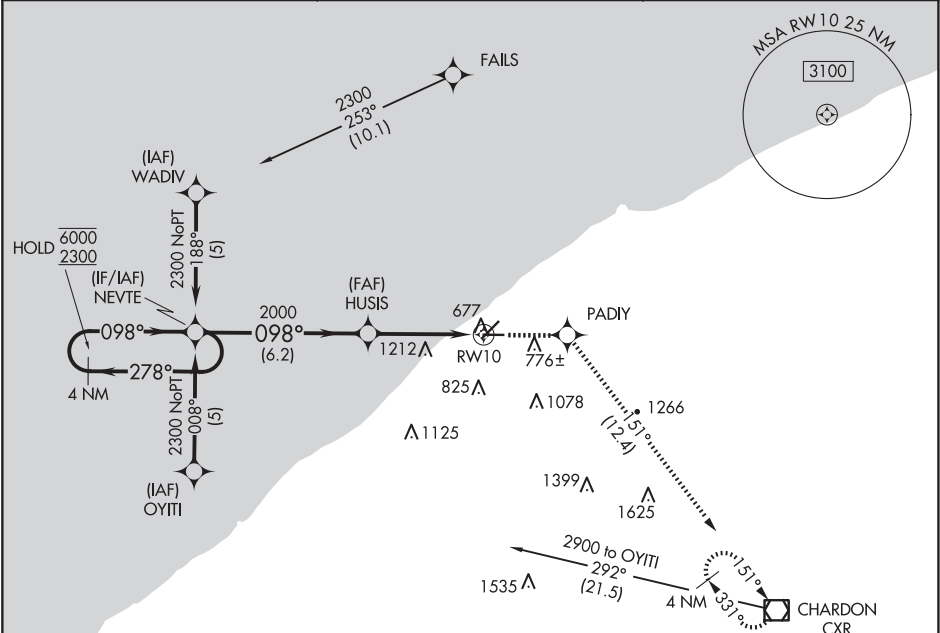
LAKE COUNTY EXEC (LNN)

RNP APCH.

MISSED APPROACH: Climb to 2900 direct PADIY and on track 151° to CXR VOR/DME and hold.

Rwy 10 helicopter visibility reduction below ¾ SM NA.

AWOS-3PT 119.225	CLEVELAND APP CON 125.35 346.325	UNICOM 122.725 (CTAF) 0
---------------------	-------------------------------------	----------------------------



ELEV 626	TDZE 625
----------	----------

REIL Rws 5, 10, 23 and 28 0

MIRL Rws 5-23 and 10-28 0

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 47).

4 NM Holding Pattern

NEVTE

6000 2300

278° 098°

6.2 NM

HUSIS

2000

098°

1.8 NM

PADIY

2900

151°

2.4 NM to RW10

3.03° TCH 40

RW10

2.4 NM

CXR

CATEGORY	A	B	C	D
LNAV MDA	1560-1¼ 935 (1000-1¼)	1560-2¾ 935 (1000-2¾)	1560-2¾ 934 (1000-2¾)	NA
CIRCLING	1560-1¼ 934 (1000-1¼)	1560-2¾ 934 (1000-2¾)	1560-2¾ 934 (1000-2¾)	NA

WILLOUGHBY, OHIO

AL-753 (FAA)

24025

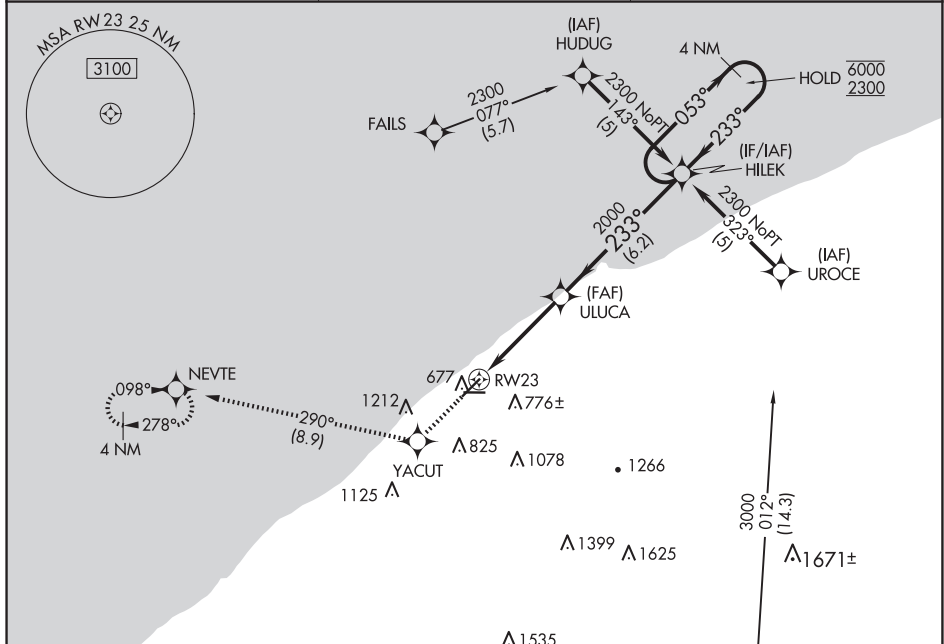
WAAS CH <b>82410</b> <b>W23A</b>	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev	<b>5028</b> <b>623</b> <b>626</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 23

LAKE COUNTY EXEC (LNN)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2300 direct YACUT and on track 290° to NEVTE and hold.
<p>▼ Rwy 23 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.</p>	

AWOS-3PT <b>119.225</b>	CLEVELAND APP CON <b>125.35 346.325</b>	UNICOM <b>122.725</b> (CTAF) <b>0</b>
----------------------------	--	--



ELEV 626	TDZE 623
----------	----------

Diagram illustrating the approach path and holding pattern. The path starts at 2300 YACUT, proceeds through a turn of 290° to NEVTE, then continues to ULUCA (2000). The path then turns to 053° and enters a 4 NM Holding Pattern at HILEK. The holding pattern is a racetrack pattern with inbound and outbound legs of 2300 feet. The path then turns to 233° and continues to the runway. The runway is 5028 x 100 feet, with a 4272 x 100 foot section. The runway is marked with 5, 10, 23, and 28. The diagram also shows a 233° heading and a 230° heading.

2300	YACUT	tr 290°	NEVTE	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 54).			
				ULUCA	HILEK	4 NM Holding Pattern	
* LNAV only.				* 1.2 NM to RW23	2000	053°	6000
					2000	233°	2300
							GP 3.00° TCH 40
				1.2 NM	3 NM	6.2 NM	
CATEGORY	A		B		C	D	
LPV DA	1031-1½		408 (500-1½)			NA	
LNAV/VNAV DA	1142-1¾		519 (600-1¾)			NA	
LNAV MDA	1200-1		577 (600-1)		1200-1½ 577 (600-1½)	NA	
CIRCLING	1200-1		574 (600-1)		1520-2¾ 894 (900-2¾)	NA	

REIL Rwy 5, 10, 23 and 28

MIRL Rwy 5-23 and 10-28

WILLOUGHBY, OHIO

Orig-D 08SEP22

41°41'N-81°23'W

LAKE COUNTY EXEC (LNN)

# RNAV (GPS) RWY 23

EC-2, 07 AUG 2025 to 02 OCT 2025



APP CRS  
**279°**

Rwy Idg  
TDZE  
Apt Elev

**3148**  
**626**  
**626**

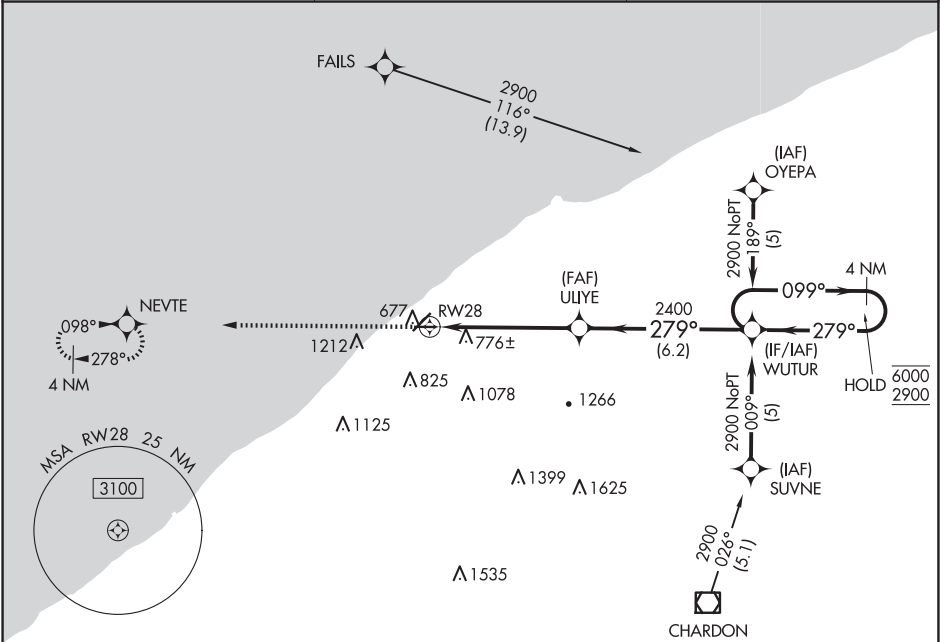
**RNAV (GPS) RWY 28**  
LAKE COUNTY EXEC (LNN)

RNP APCH - GPS.

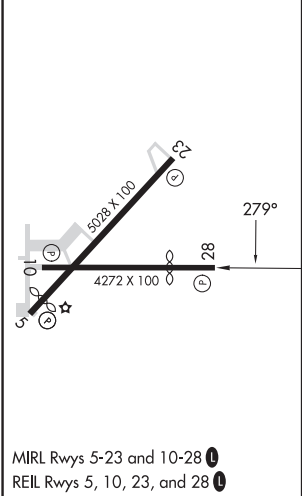
Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct NEVTE and hold.

AWOS-3PT <b>119.225</b>	CLEVELAND APP CON <b>125.35 346.325</b>	UNICOM <b>122.725 (CTAF) 0</b>
----------------------------	--	-----------------------------------



ELEV 626	TDZE 626
----------	----------



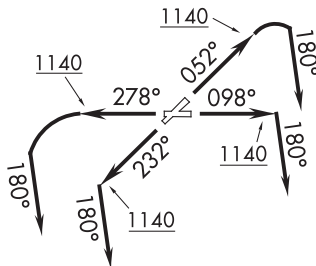
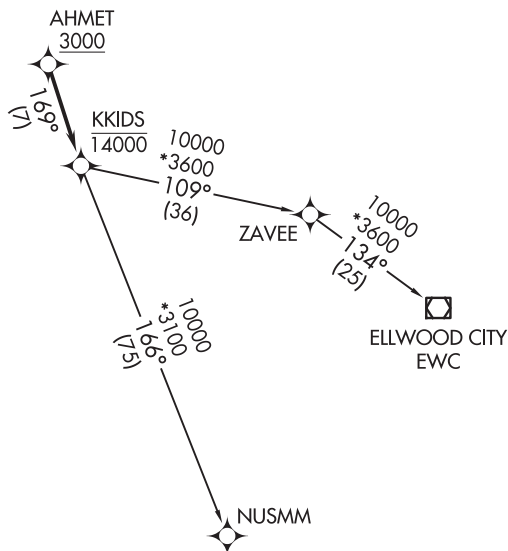
2300	NEVTE	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 26).			
CATEGORY	A	B	C	D	
LNAV MDA	1260-1	634 (700-1)	1260-1¾ 634 (700-1¾)	NA	
CIRCLING	1260-1	634 (700-1)	1520-2¾ 894 (900-2¾)	NA	

(AHMET4.KKIDS) 22083

AL-753 (FAA)

LAKE COUNTY EXEC (LNN)  
WILLOUGHBY, OHIO

## AHMET FOUR DEPARTURE (RNAV)

AWOS-3PT 119.225  
CTAF 122.725  
CLEVELAND DEP CON  
125.35 346.325**TOP ALTITUDE:  
ASSIGNED BY ATC**TAKEOFF MINIMUMS:Rwys 5, 10, 23, 28: Standard  
with minimum climb of 500'  
per NM to 1140.NOTE: RNAV 1.  
NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 052° to 1140, then right turn on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....TAKEOFF RUNWAY 10: Climb on heading 098° to 1140, then on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....TAKEOFF RUNWAY 23: Climb on heading 232° to 1140, then on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....TAKEOFF RUNWAY 28: Climb on heading 278° to 1140, then left turn on heading 180° or as assigned by ATC for RADAR vectors to cross AHMET at or above 3000, thence....

....on track 169° to cross KKIDS at or below 14000, then on (transition).

Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

ELLWOOD CITY TRANSITION (AHMET4.EWC)NUSMM TRANSITION (AHMET4.NUSMM)

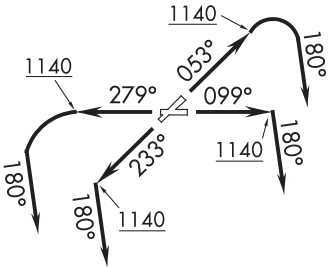
AHMET FOUR DEPARTURE (RNAV)

(AHMET4.KKIDS) 26MAR20

WILLOUGHBY, OHIO  
LAKE COUNTY EXEC (LNN)

AWOS-3PT 119.225  
CTAF 122.725  
CLEVELAND DEP CON  
125.35 346.325

TOP ALTITUDE:  
ASSIGNED BY ATC



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

TAKEOFF MINIMUMS:  
Rwys 5, 10, 23, 28: Standard with a minimum climb  
of 500' per NM to 1140.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1140, then right turn heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....  
TAKEOFF RUNWAY 10: Climb on heading 099° to 1140, then on heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....  
TAKEOFF RUNWAY 23: Climb on heading 233° to 1140, then on heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....  
TAKEOFF RUNWAY 28: Climb on heading 279° to 1140, then left turn heading 180° or as assigned by ATC for RADAR vectors to cross LBRON at or above 10000, thence....

....on track 213° to CAVVS, then on (transition).  
Maintain altitude assigned by ATC, expect  
filed altitude ten minutes after departure.

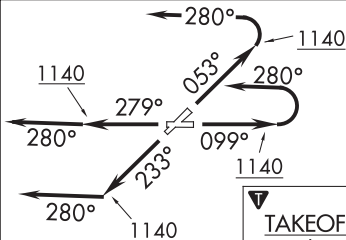
APPLETON TRANSITION (CAVVS4.APE)

NOTE: Chart not to scale.

GTLKE FOUR DEPARTURE (RNAV)

**TOP ALTITUDE:  
ASSIGNED BY ATC**

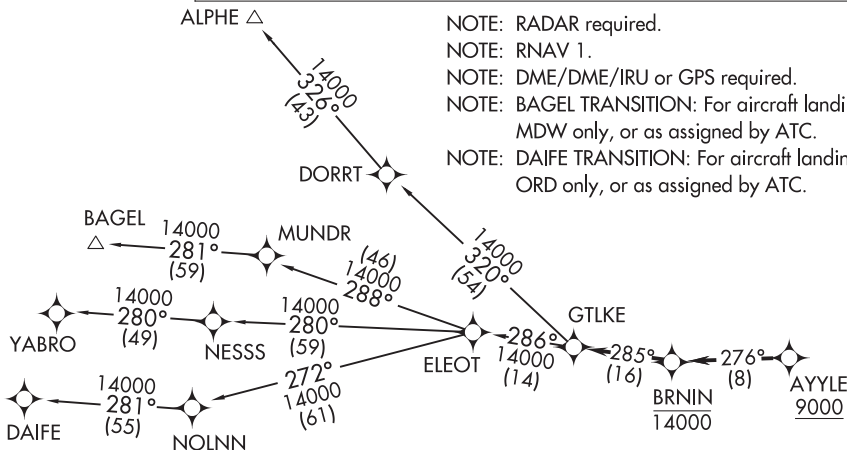
AWOS-3PT  
119.225  
CTAF  
122.725  
CLEVELAND DEP CON  
125.35 346.325



**DEPARTURE ROUTE DESCRIPTION**  
TAKEOFF RUNWAY 5: Climb on heading 053° to 1140, then left turn heading 280° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....  
TAKEOFF RUNWAY 10: Climb on heading 099° to 1140, then left turn heading 280° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....  
TAKEOFF RUNWAY 23: Climb on heading 233° to 1140, then on heading 280° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....  
TAKEOFF RUNWAY 28: Climb on heading 279° to 1140, then on heading 280° or as assigned by ATC for RADAR vectors to cross AYYLE at or above 9000, thence....

....on track 276° to cross BRNN at or below 14000, then on track 285° to GTLKE then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

ALPHE TRANSITION (GTLKE4.ALPHE)  
BAGEL TRANSITION (GTLKE4.BAGEL)  
DAIFE TRANSITION (GTLKE4.DAIFE)  
YABRO TRANSITION (GTLKE4.YABRO)



NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: BAGEL TRANSITION: For aircraft landing MDW only, or as assigned by ATC.  
NOTE: DAIFE TRANSITION: For aircraft landing ORD only, or as assigned by ATC.

TAKEOFF MINIMUMS:  
Rwys 5, 10, 23, 28: Standard with a minimum climb of 500' per NM to 1140.

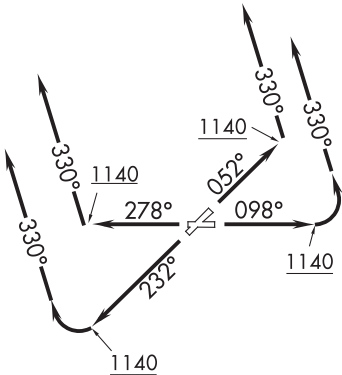
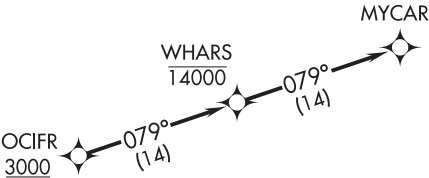
NOTE: Chart not to scale.

GTLKE FOUR DEPARTURE (RNAV)

AWOS-3PT  
119.225  
CTAF 122.725  
CLEVELAND DEP CON  
125.35 346.325

TOP ALTITUDE:  
ASSIGNED BY ATC

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



TAKEOFF MINIMUMS:  
Rwys 5, 10, 23, 28: Standard  
with minimum climb of 500'  
per NM to 1140.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

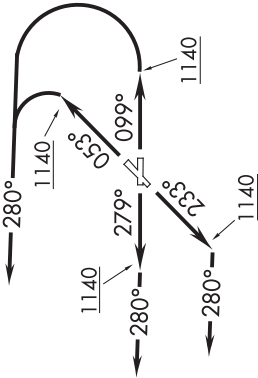
TAKEOFF RUNWAY 5: Climb on heading 052° to 1140, then on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....  
TAKEOFF RUNWAY 10: Climb on heading 098° to 1140, then left turn on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....  
TAKEOFF RUNWAY 23: Climb on heading 232° to 1140, then right turn on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....  
TAKEOFF RUNWAY 28: Climb on heading 278° to 1140, then on heading 330° or as assigned by ATC for RADAR vectors to cross OCIFR at or above 3000, thence....  
....on track 079° to cross WHARS at or below 14000, then on track 079° to MYCAR.  
Maintain altitude assigned by ATC, expect filed altitude ten minutes after departure.

AWOS-3PT  
119.225  
CTAF  
122.725  
CLEVELAND DEP CON  
125.35 346.325



TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS:  
Rwys 5, 10, 23, 28: Standard with a minimum climb  
of 500' per NM to 1140.



ZAAPA FIVE DEPARTURE (RNAV)  
(ZAAPA5.ZAAPA) 26MAR20

660  
AL-753 (FAA)

LAKE COUNTY EXEC (LNN)  
WILLOUGHBY, OHIO

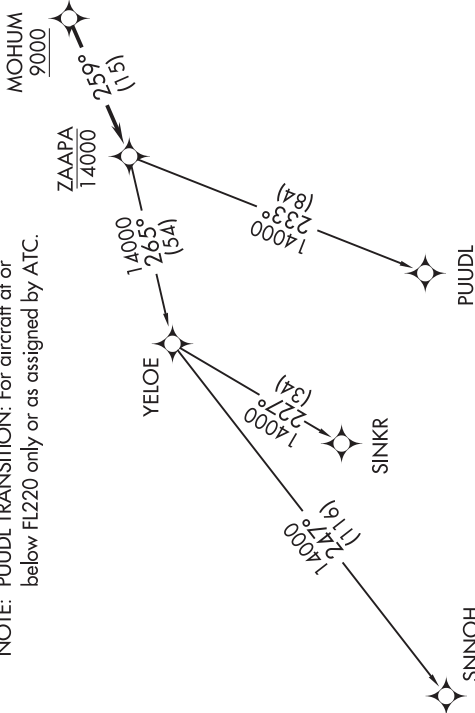
DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAY 5:** Climb on heading 053° to 1140, then left turn heading 280° or as assigned by ATC for RADAR vectors to cross MOHUM at or above 9000, thence...  
**TAKEOFF RUNWAY 10:** Climb on heading 099° to 1140, then left turn heading 280° or as assigned by ATC for RADAR vectors to cross MOHUM at or above 9000, thence...  
**TAKEOFF RUNWAY 23:** Climb on heading 233° to 1140, then on heading 280° or as assigned by ATC for RADAR vectors to cross MOHUM at or above 9000, thence...  
**TAKEOFF RUNWAY 28:** Climb on heading 279° to 1140, then on heading 280° or as assigned by ATC for RADAR vectors to cross MOHUM at or above 9000, thence...

...on track 259° to cross ZAAPA at or below 14000, then on (transition). Maintain ATC assigned altitude, expect filed altitude ten minutes after departure.

PUUJL TRANSITION (ZAAPA5.PUUJL)  
SINKR TRANSITION (ZAAPA5.SINKR)  
SNNOH TRANSITION (ZAAPA5.SNNOH)

NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: PUUJL TRANSITION: For aircraft at or below FL220 only or as assigned by ATC.



NOTE: Chart not to scale.

WILLOUGHBY, OHIO  
LAKE COUNTY EXEC (LNN)

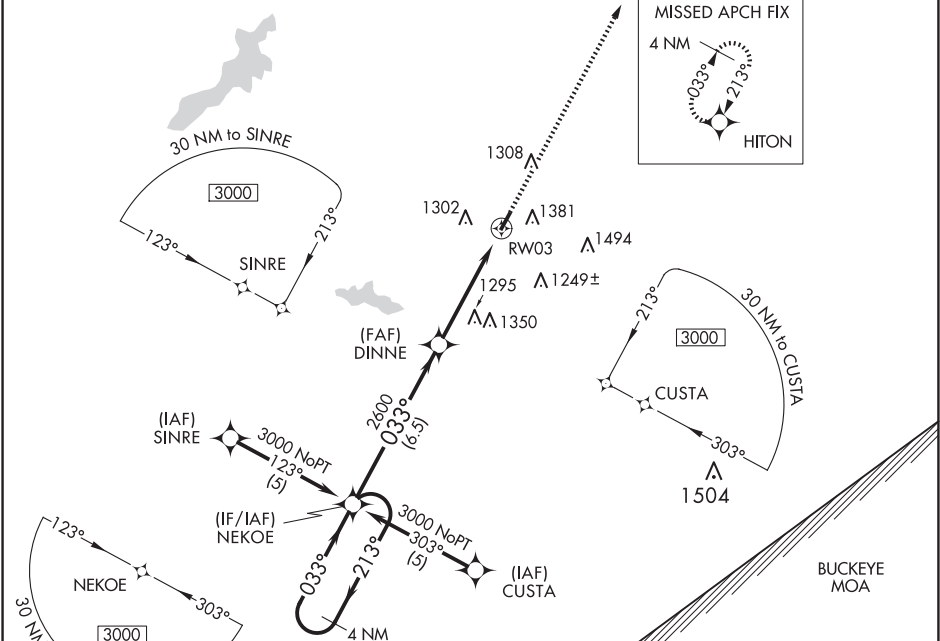
APP CRS	Rwy Idg	3579
033°	TDZE	1033
	Apt Elev	1033

RNAV (GPS) RWY 3

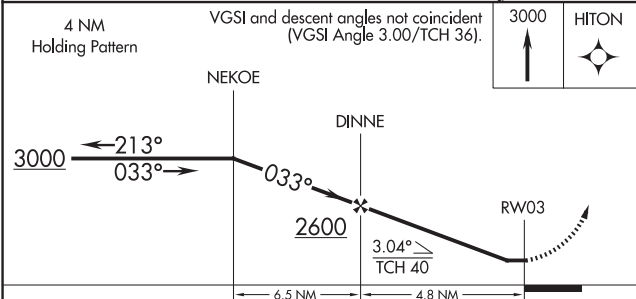
CLINTON FLD (I66)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct HITON and hold.
▼ ▲ NA	If local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all MDAs 20 feet. Rwy 3 helicopter visibility reduction below ¾ SM NA.

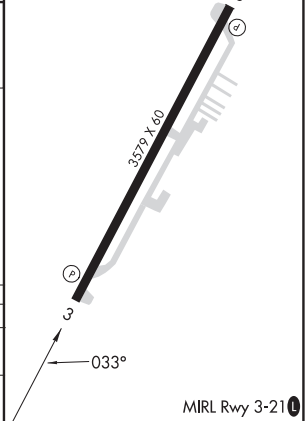
AWOS-3 124.175	COLUMBUS APP CON 118.85 269.275	UNICOM 122.725 (CTAF) 1
-------------------	------------------------------------	----------------------------



ELEV 1033	TDZE 1033
-----------	-----------



CATEGORY	A	B	C	D
RNAV MDA	1600-1	567 (600-1)	1600-1½ 567 (600-1½)	NA
CIRCLING	1740-1	707 (800-1)	1740-2 707 (800-2)	NA



WILMINGTON, OHIO

AL-91.53 (FAA)

23054

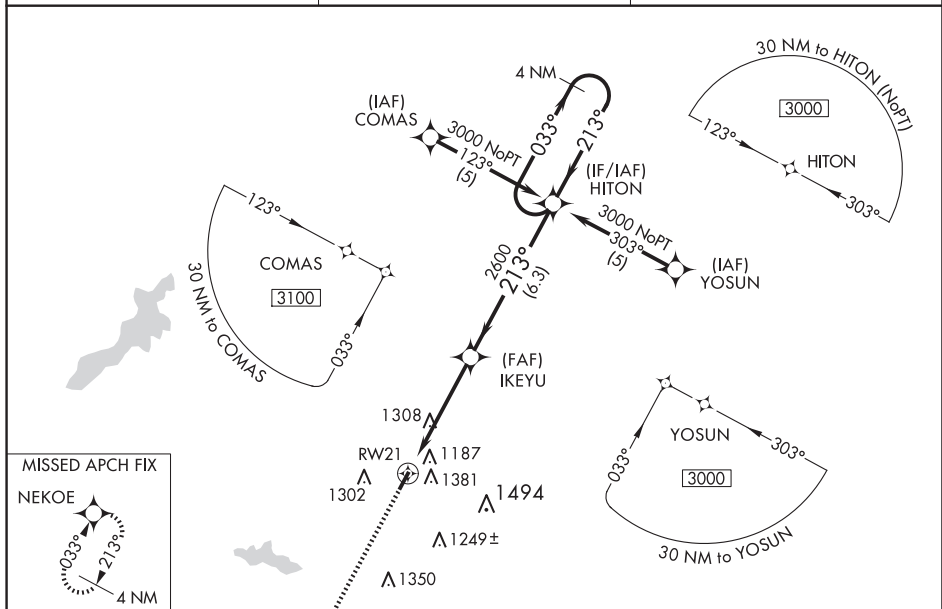
WAAS CH <b>99608</b> <b>W21A</b>	APP CRS <b>213°</b>	Rwy Idg TDZE Apt Elev	<b>3579</b> <b>1033</b> <b>1033</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 21

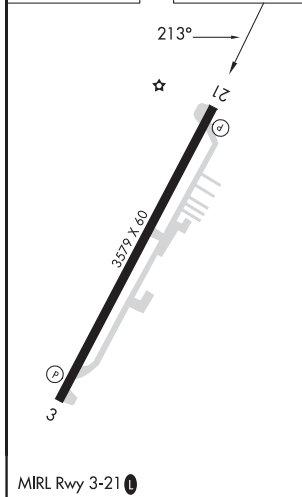
CLINTON FLD (I66)

RNP APCH.	Baro-VNAV NA when using Wilmington Air Park altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Wilmington Air Park altimeter setting and increase all DA/MDA 20 feet. Rwy 21 helicopter visibility reduction below $\frac{3}{4}$ SM NA.	MISSED APPROACH: Climb to 3000 direct NEKOE and hold.
-----------	---	--

AWOS-3 <b>124.175</b>	COLUMBUS APP CON <b>118.85 269.275</b>	UNICOM <b>122.725 (CTAF) ①</b>
--------------------------	---	-----------------------------------



ELEV 1033	TDZE 1033
-----------	-----------



3000

↑

NEKOE

✱

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.75/TCH 20).

4 NM  
Holding Pattern

HITON

033° →

← 213°

3000

IKEYU

213°

2600

GP 3.00°  
TCH 40

RW21

4.7 NM

6.3 NM

CATEGORY	A	B	C	D
LPV DA	1491-1 ¾	458 (500-1¾)		NA
LNAV/VNAV DA	1589-2	556 (600-2)		NA
LNAV MDA	1640-1	607 (700-1)	1640-1¾ 607 (700-1¾)	NA
CIRCLING	1740-1	707 (800-1)	1740-2 707 (800-2)	NA

WILMINGTON, OHIO

Amdt 1B 15AUG19

39°30'N-83°52'W

CLINTON FLD (I66)

# RNAV (GPS) RWY 21

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025





WILMINGTON, OHIO

AL-583 (FAA)

24361

LOC I-ILN <b>110.7</b>	APP CRS <b>224°</b>	Rwy Idg <b>10701</b>
	TDZE <b>1077</b>	
	Apt Elev <b>1077</b>	

# ILS or LOC RWY 22R WILMINGTON AIR PARK (ILN)

DME or RADAR required for procedure entry.  
ADF or DME required for LOC only.



Simultaneous approach authorized. DME from MXQ VOR/DME.  
DME use requires simultaneous reception of I-ILN and MXQ DME.

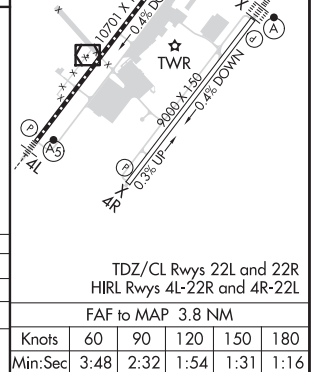
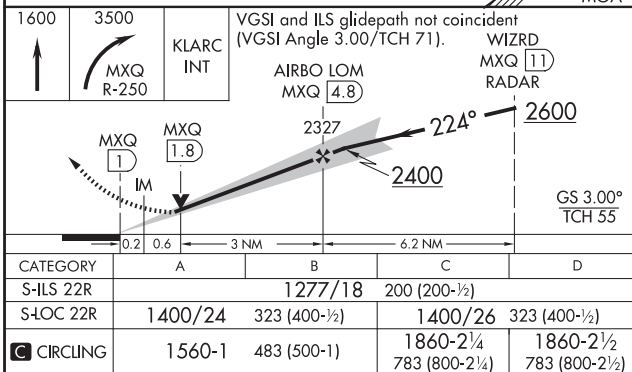
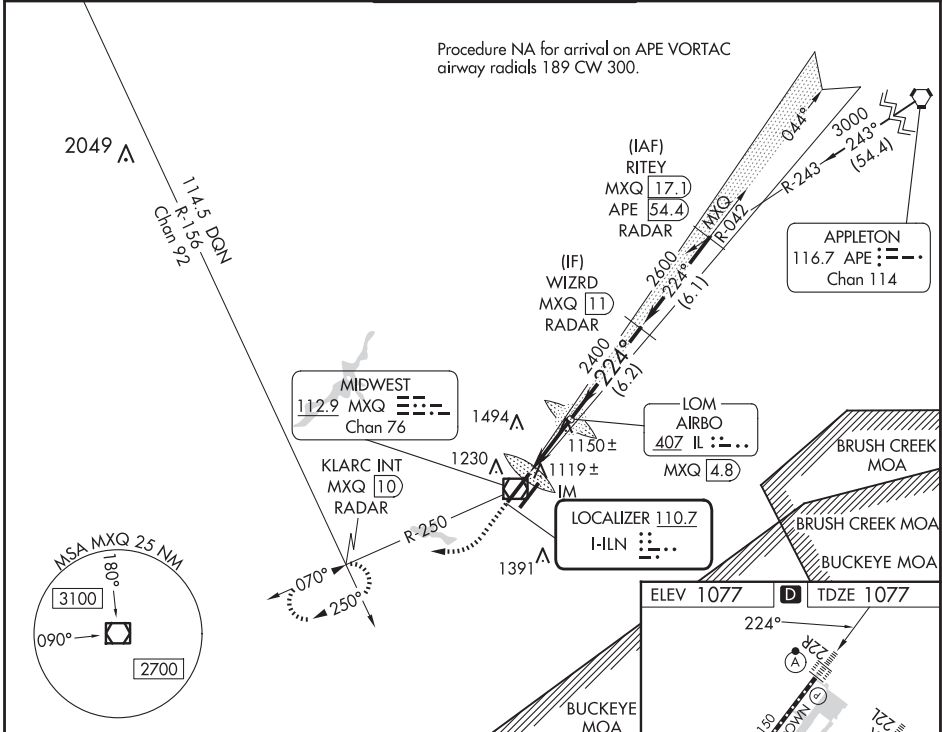
ALSIF-2



MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 on MXQ VOR/DME R-250 to KLARC INT/MXQ 10 DME/RADAR and hold, continue climb-in-hold to 3500.

D-ATIS <b>124.925</b>	COLUMBUS APP CON <b>118.85 269.275</b>	WILMINGTON TOWER <b>119.475</b>	GND CON <b>121.6</b>	CLNC DEL <b>128.85</b>
--------------------------	---	------------------------------------	-------------------------	---------------------------

Procedure NA for arrival on APE VORTAC  
airway radials 189 CW 300.



WILMINGTON, OHIO

Amdt 6C 26DEC24

39°26'N-83°48'W

WILMINGTON AIR PARK (ILN)

# ILS or LOC RWY 22R

EC-2, 07 AUG 2025 to 02 OCT 2025

LOC I-ILN <b>110.7</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>10701</b> <b>1077</b> <b>1077</b>
---------------------------	------------------------	-----------------------------	--

**ILS RWY 22R (SA CAT I)**  
WILMINGTON AIR PARK (ILN)

DME or RADAR required for procedure entry.



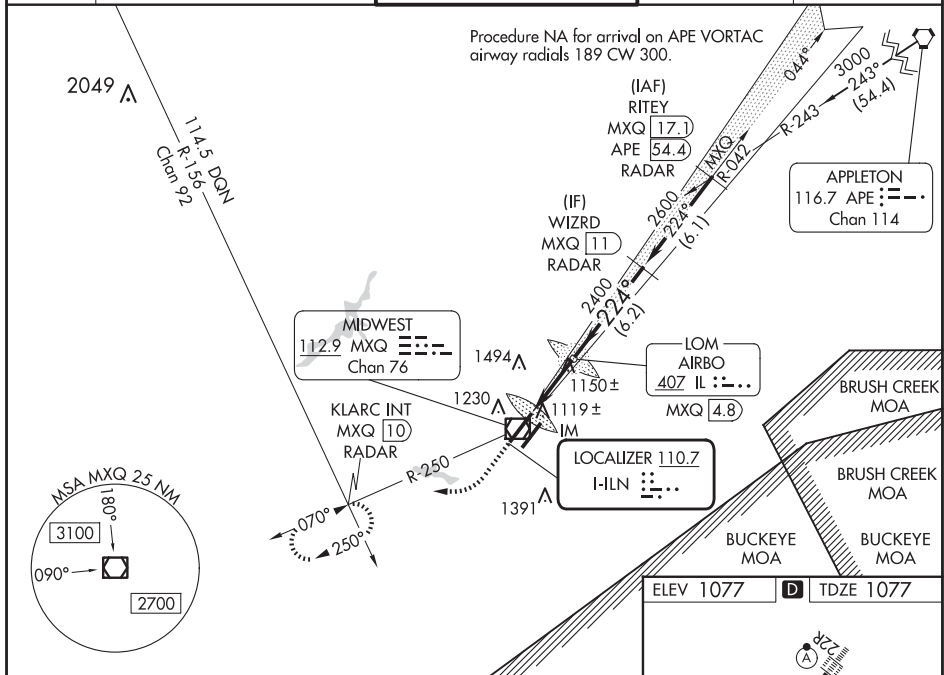
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval. DME from MXQ VOR/DME. DME use requires simultaneous reception of I-ILN and MXQ DME.

ALSF-2



**MISSED APPROACH:** Climb to 1600 then climbing right turn to 3500 on MXQ VOR/DME R-250 to KLARC INT/MXQ 10 DME/RADAR and hold, continue climb-in-hold to 3500.

D-ATIS <b>124.925</b>	COLUMBUS APP CON <b>118.85 269.275</b>	WILMINGTON TOWER <b>119.475</b>	GND CON <b>121.6</b>	CLNC DEL <b>128.85</b>
--------------------------	---	------------------------------------	-------------------------	---------------------------



1600 3500

↑

MXQ R-250

KLARC INT

VGSI and ILS glidepath not coincident  
(VGSI Angle 3.00/TCH 71).

AIRBO LOM  
MXQ 4.8

WIZRD MXQ 11 RADAR

IM

2327

224°

2400

2600

GS 3.00°  
TCH 55

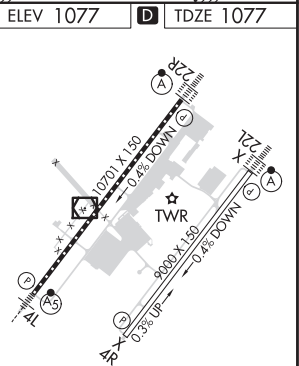
1125'

3.8 NM

6.2 NM

CATEGORY	A	B	C	D
S-ILS 22R	RA 148/14 150 DA 1227			

SA CATEGORY I ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 22L and 22R  
HIRL Rwy 4L-22R and 4R-22L

WILMINGTON, OHIO

AL-583 (FAA)

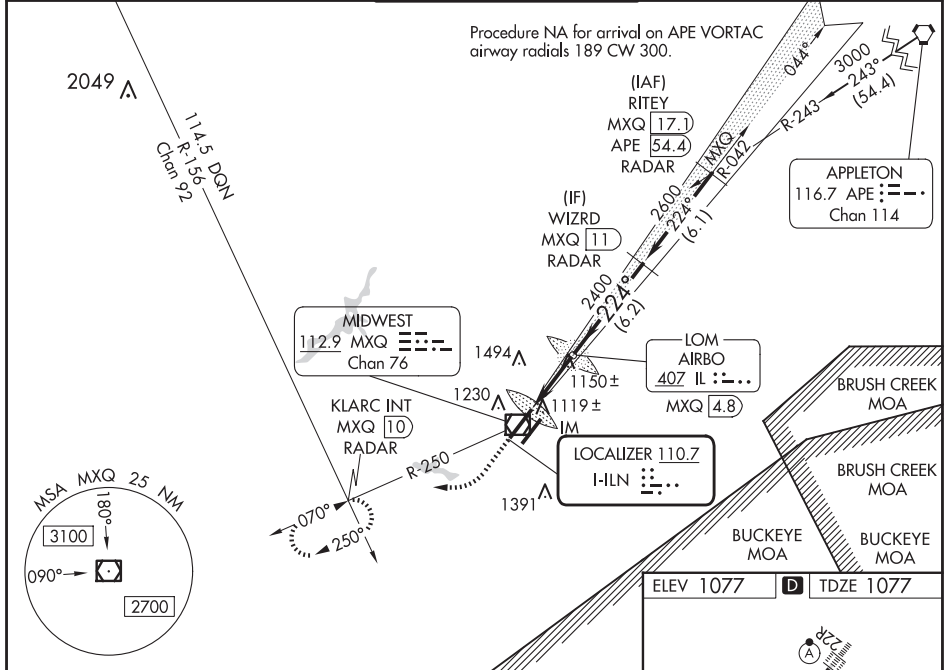
24361

LOC I-ILN <b>110.7</b>	APP CRS <b>224°</b>	Rwy Idg TDZE Apt Elev	<b>10701</b> <b>1077</b> <b>1077</b>
---------------------------	------------------------	-----------------------------	--

# ILS RWY 22R (CAT II & III)

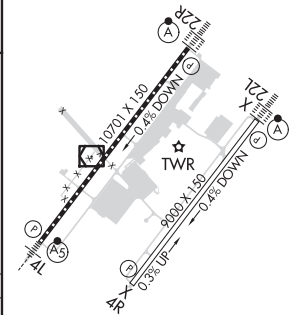
## WILMINGTON AIR PARK (ILN)

DME or RADAR required for procedure entry.		ALSF-2 	MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 on MXQ VOR/DME R-250 to KLARC INT/MXQ 10 DME/RADAR and hold, continue climb-in-hold to 3500.	
Simultaneous approach authorized. DME use requires simultaneous reception of I-ILN and MXQ DME.				
D-ATIS <b>124.925</b>	COLUMBUS APP CON <b>118.85 269.275</b>	WILMINGTON TOWER <b>119.475</b>	GND CON <b>121.6</b>	CLNC DEL <b>128.85</b>



1600	3500	KLARC INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	
↑	MXQ R-250		AIRBO LOM MXQ [4.8]	WIZRD MXQ [11] RADAR
			IM 1180	2327
			2400	2600
			GS 3.00° TCH 55	
			1125'	3.8 NM
				6.2 NM
CATEGORY	A	B	C	D
S-ILS 22R	CAT II RA 106/12 100 DA 1177			
S-ILS 22R	CAT III RVR 06			

# CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1077 **D** TDZE 1077
 TDZ/CL Rwy 22L and 22R  
 HIRL Rwy 4L-22R and 4R-22L

WILMINGTON, OHIO

Amdt 6C 26DEC24

39°26'N-83°48'W

WILMINGTON AIR PARK (ILN)

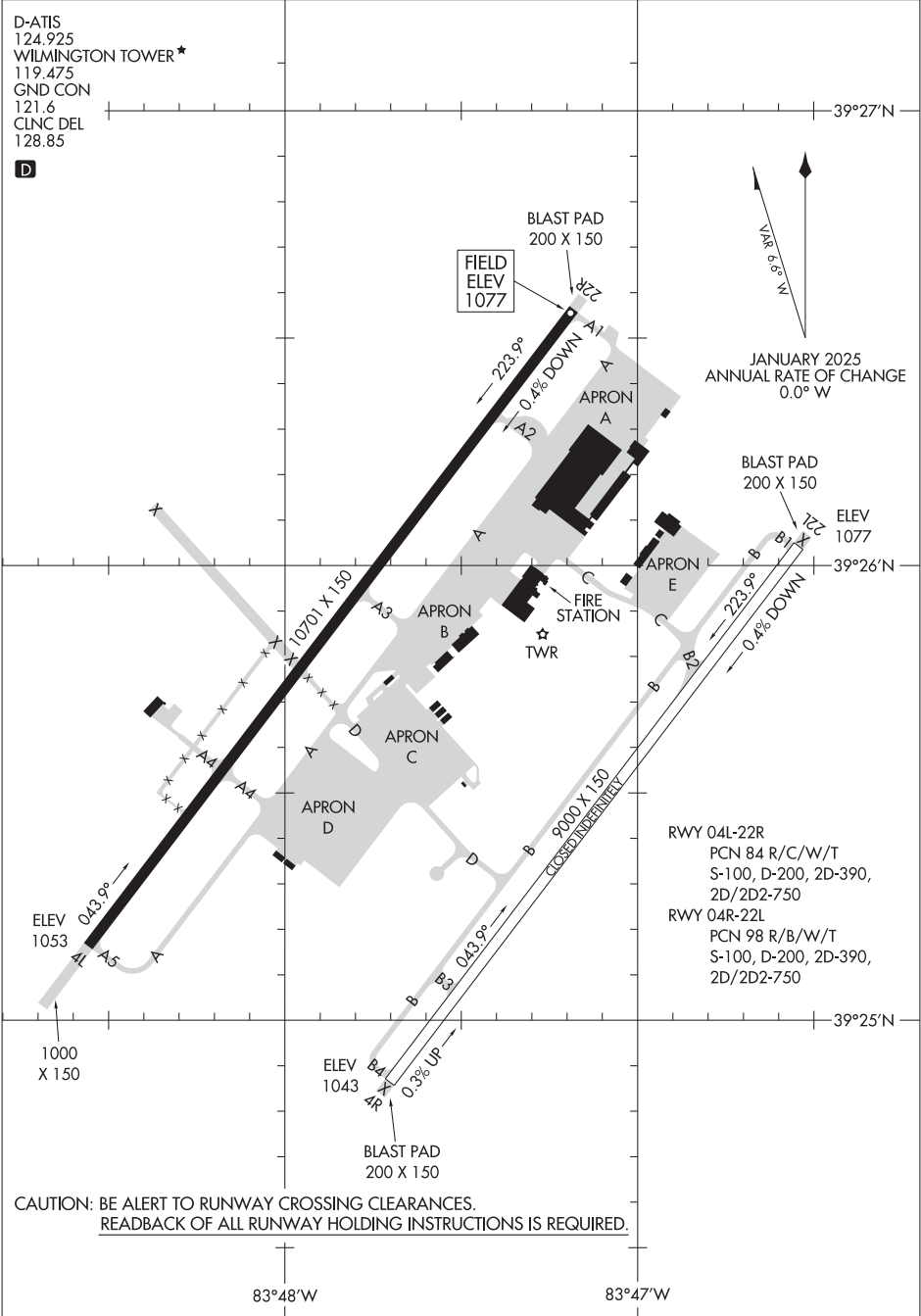
# ILS RWY 22R (CAT II & III)

EC-2, 07 AUG 2025 to 02 OCT 2025



**RNAV (GPS) RWY 22R**

EC-2, 07 AUG 2025 to 02 OCT 2025



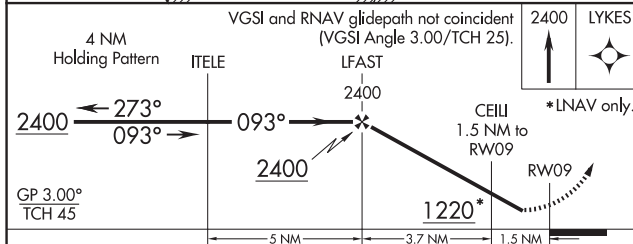
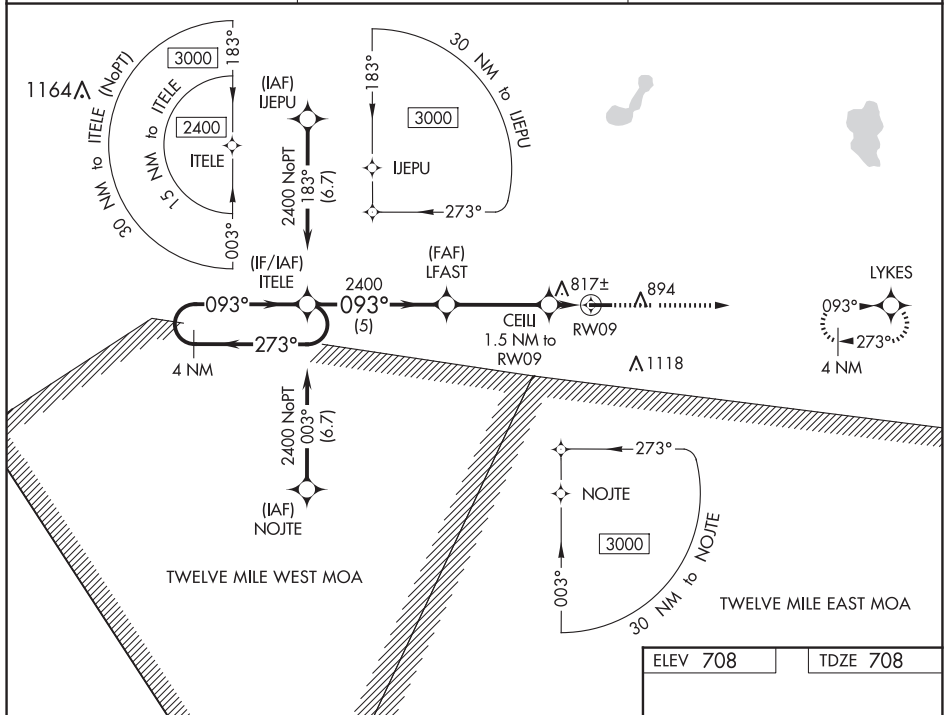
WAAS CH <b>42638</b> <b>W09A</b>	APP CRS <b>093°</b>	Rwy Idg <b>4201</b> TDZE <b>708</b> Apt Elev <b>708</b>
--	------------------------	---

# RNAV (GPS) RWY 9

ARENS FLD (RWN)

<b>▽</b> Baro-VNAV NA. Use Knox altimeter setting; when not received, use Rochester altimeter setting and increase all DA/MDA 20 feet and LNAV Cat C visibility 1/8 mile. <b>▲</b> NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.	<b>MISSED APPROACH:</b> Climb to 2400 direct LYKES and hold.
---	--

OXI AWOS-3 <b>135.775</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
------------------------------	---	---------------------------------



ELEV 708	TDZE 708
----------	----------

MIRM Rwy 9-27 **0**  
REIL Rwy 9 and 27 **0**

CATEGORY	A	B	C	D
LPV DA	995-1 287 (300-1)			NA
LNAV/VNAV DA	1132-1½ 424 (500-1½)			NA
LNAV MDA	1120-1 412 (500-1)	1120-1⅛ 412 (500-1⅛)		NA
<b>C</b> CIRCLING	1240-1 532 (600-1)	1480-2¼ 772 (800-2¼)		NA

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



WAAS CH <b>40238</b> <b>W27A</b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev	<b>3641</b> <b>708</b> <b>708</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 27

ARENS FLD (RWN)

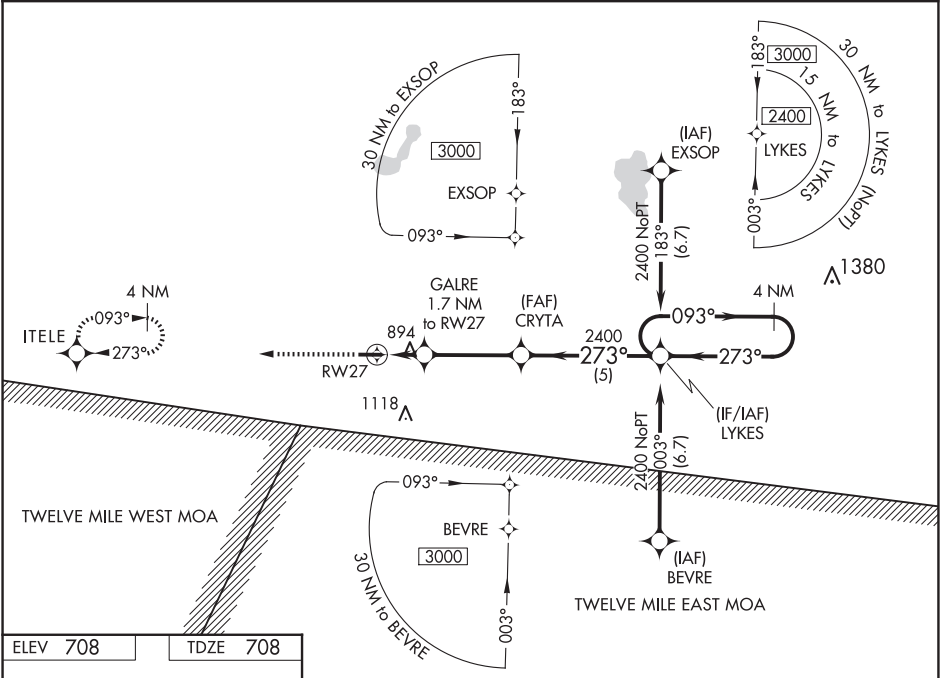
⚠

NA

Baro-VNAV NA. Use Knox altimeter setting; when not received, use Rochester altimeter setting and increase all DA/MDA 20 feet and LNAV/VNAV all Cals visibility 1/8 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2400 direct ITELE and hold.

OXI AWOS-3 <b>135.775</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
------------------------------	---	---------------------------------



ELEV **708**

TDZE **708**

MIRL Rwy 9-27 0

REIL Rws 9 and 27 0

2400 ITELE VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 23).		CRYTA		LYKES		4 NM Holding Pattern
*LNAV only.		GALRE 1.7 NM to RW27		2400		GP 3.00° TCH 45
RW27		*1280		273°		093° → 2400
→ 1.7 NM		→ 3.5 NM		→ 5 NM		
CATEGORY	A	B	C	D		
LPV DA	995-1		287 (300-1)		NA	
LNAV/VNAV DA	1224-1¾		516 (600-1¾)		NA	
LNAV MDA	1200-1		492 (500-1)		1200-1¾ 492 (500-1¾)	
CIRCLING	1240-1		532 (600-1)		1480-2¼ 772 (800-2¼)	

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



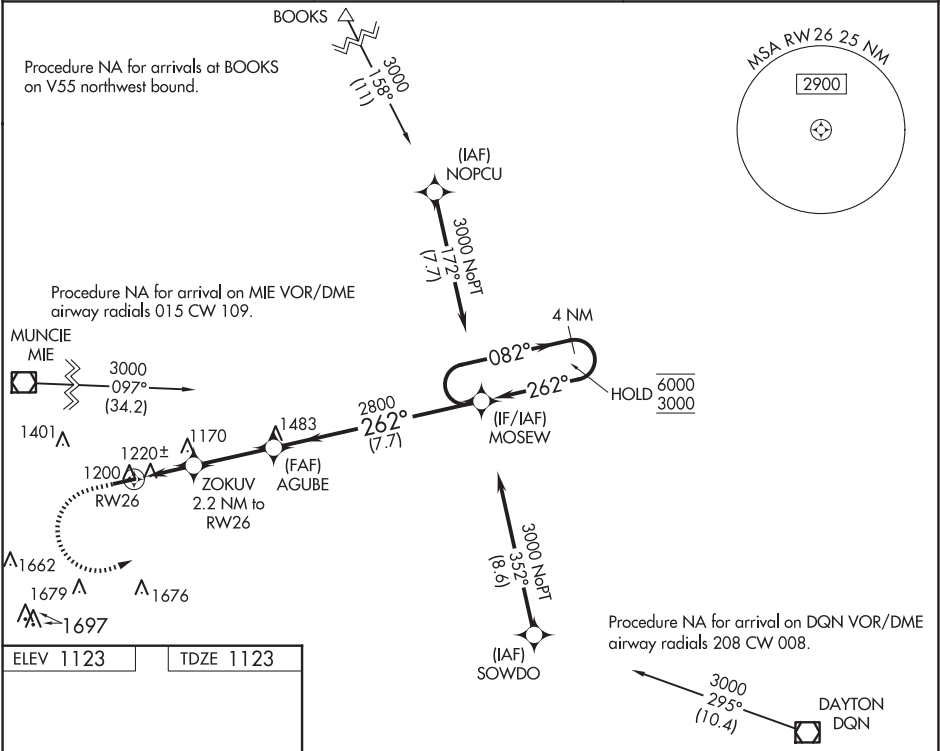
WAAS CH <b>78120</b> <b>W26A</b>	APP CRS <b>262°</b>	Rwy Idg TDZE Apt Elev	<b>4300</b> <b>1123</b> <b>1123</b>
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 26

RANDOLPH COUNTY (I22)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct MOSEW and hold.
Baro-VNAV NA. Use Versailles altimeter setting; when not received, use Muncie altimeter setting; increase all DA/MDA 20 feet and visibility LPV all Cats ½ SM.	

VES AWOS-3PT <b>125.9</b>	COLUMBUS APP CON <b>134.45 352.05</b>	UNICOM <b>123.0 (CTAF) 1</b>
------------------------------	--	---------------------------------



2500 3000 MOSEW		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).		4 NM Holding Pattern
AGUBE		MOSEW		082° 6000 262° 3000
ZOKUV 2.2 NM to RW26		2800		GP 3.00° TCH 40
RW26		1860 2800		
2.2 NM		2.9 NM		7.7 NM
CATEGORY	A	B	C	D
LPV DA	1495-1		372 (400-1)	NA
LNAV/VNAV DA	1449-1		326 (400-1)	NA
LNAV MDA	1540-1	417 (500-1)	1540-1 3/8 417 (500-1 3/8)	NA
CIRCLING	1620-1	497 (500-1)	1820-2 697 (700-2)	NA

WINCHESTER, INDIANA

AL-6189 (FAA)

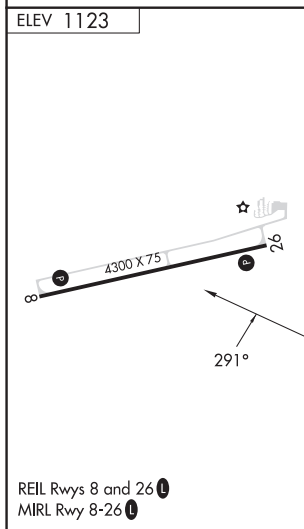
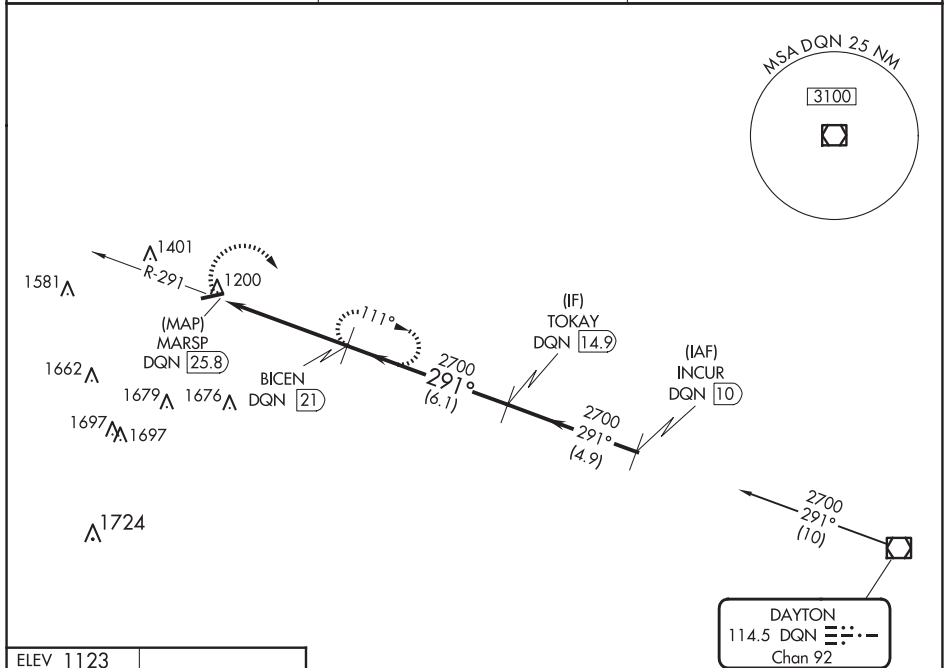
25051

VOR/DME DQN	APP CRS	Rwy Idg	N/A
114.5	291°	TDZE	N/A
Chan 92		Apt Elev	1123

VOR-A  
RANDOLPH COUNTY (I22)

DME required.	MISSED APPROACH: Climbing right turn to 2700 on DQN VOR/DME R-291 to BICEN/21 DME and hold.
NA	

VES AWOS-3PT 125.9	COLUMBUS APP CON 134.45 352.05	UNICOM 123.0 (CTAF) 1
-----------------------	-----------------------------------	--------------------------



Procedure NA for arrival on DQN VOR/DME  
airway radials 234 CW 329.

<div>2700 ↖ DQN R-291</div>		<div>BICEN DQN [21]</div>		<div>BICEN DQN [21]</div>		<div>TOKAY DQN [14.9]</div>	
<div>MARS P DQN [25.8]</div>		<div>2700</div>		<div>2700</div>		<div>2700</div>	
4.8 NM		6.1 NM					
CATEGORY	A		B		C		D
CIRCLING	1700-1		577 (600-1)		1820-2 697 (700-2)		NA

WINCHESTER, INDIANA  
Amdt 10 13SEP18

40°10'N-84°56'W

RANDOLPH COUNTY (I22)  
VOR-A

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

RNP APCH.

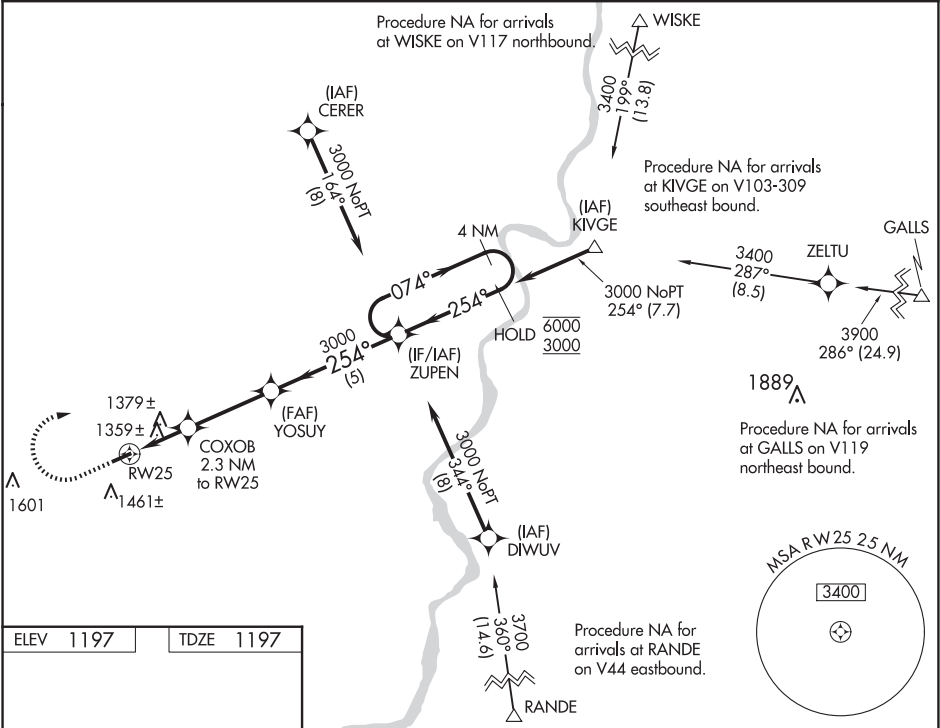
NA

Rwy 25 helicopter visibility reduction below 1 SM NA. Use Wheeling Ohio Co, WV altimeter setting; when not received use Parkersburg, WV altimeter setting and increase all MDA 60 feet; increase LP Cat C, LNAV Cat C and Circling Cat C visibility ¼ SM. Procedure NA at night.

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 direct ZUPEN and hold.

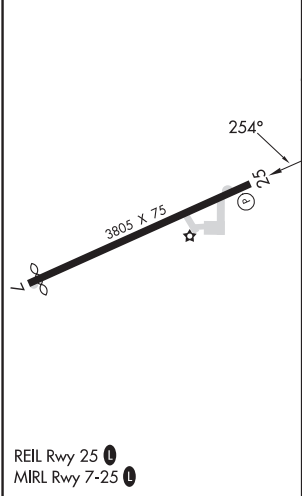
CLEVELAND CENTER  
**126.95 239.3**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1197

TDZE 1197



1900

↑

3000

↗

ZUPEN

✦

Visual Segment - Obstacles.

YOSUY

ZUPEN

4 NM Holding Pattern

COXOB

2.3 NM to RW25

YOSUY

ZUPEN

074°

254°

254°

6000

3000

RW25

1960

2.3 NM

3.3 NM

5 NM

CATEGORY	A	B	C	D
LP MDA	1700-1	503 (600-1)	1700-1 <sup>3</sup> / <sub>8</sub> 503 (600-1 <sup>3</sup> / <sub>8</sub> )	NA
LNAV MDA	1720-1	523 (600-1)	1720-1 <sup>1</sup> / <sub>2</sub> 523 (600-1 <sup>1</sup> / <sub>2</sub> )	NA
<b>C</b> CIRCLING	1860-1	663 (700-1)	1860-1 <sup>3</sup> / <sub>4</sub> 663 (700-1 <sup>3</sup> / <sub>4</sub> )	NA

WOODSFIELD, OHIO

AL-5746 (FAA)

23278

VOR/DME AIR	APP CRS	Rwy Idg	3805
<b>117.1</b>	<b>229°</b>	TDZE	<b>1197</b>
Chan <b>118</b>		Apt Elev	<b>1197</b>

# VOR/DME RWY 25

MONROE COUNTY (4G5)

**▼** Use Wheeling Ohio Co, WV alimeter setting; when not received use Parkersburg, WV alimeter setting and increase all MDA 60 feet; increase S-25 Cat C visibility  $\frac{1}{8}$  mile and Circling Cat C visibility  $\frac{1}{4}$  mile. Procedure NA at night.  
**▲ NA** Rwy 25 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 3000 then left turn on AIR VOR/DME R-229 to HOUSR/AIR 14 DME and hold.

CLEVELAND CENTER  
**126.95 239.3**

UNICOM  
**122.8 (CTAF) 0**

**▲ 2314**

IF/IAF  
 BELLAIRE  
**117.1 AIR 118**  
 Chan 118

Procedure NA for arrival  
 on AIR VOR/DME airway  
 radials 224 CW 272.

1399± **▲**

HOUSR  
 AIR **14**

ZESRU  
 AIR **17.2**

1601 **▲**

1461± **▲**

MSA AIR 25 NM

**3400**

ELEV **1197**

TDZE **1197**

**229°**

**3000**

AIR  
 R-229

HOUSR  
 AIR **14**

VGSI and descent angles not coincident  
 (VGSI Angle 3.00/TCH 40).

HOUSR  
 AIR **14**

AIR  
 VOR/DME

**3000**

ZESRU  
 AIR **17.2**

AIR  
**19.1**

**3.35°**

TCH 40

**1920**

1.9 NM

3.2 NM

1.4 NM

CATEGORY	A	B	C	D
S-25	1740-1 543 (600-1)		1740-1 $\frac{5}{8}$ 543 (600-1 $\frac{5}{8}$ )	NA
<b>C</b> CIRCLING	1860-1 663 (700-1)		1860-1 $\frac{3}{4}$ 663 (700-1 $\frac{3}{4}$ )	NA

REIL Rwy 25 **0**  
 MIRL Rwy 7-25 **0**

WOODSFIELD, OHIO  
 Amdt 7B 10AUG23

39°47'N-81°06'W

# VOR/DME RWY 25

MONROE COUNTY (4G5)

APP CRS  
097°

Rwy Idg  
TDZE  
Apt Elev

5190  
1113  
1136

RNAV (GPS) RWY 10

WAYNE COUNTY (BJJ)

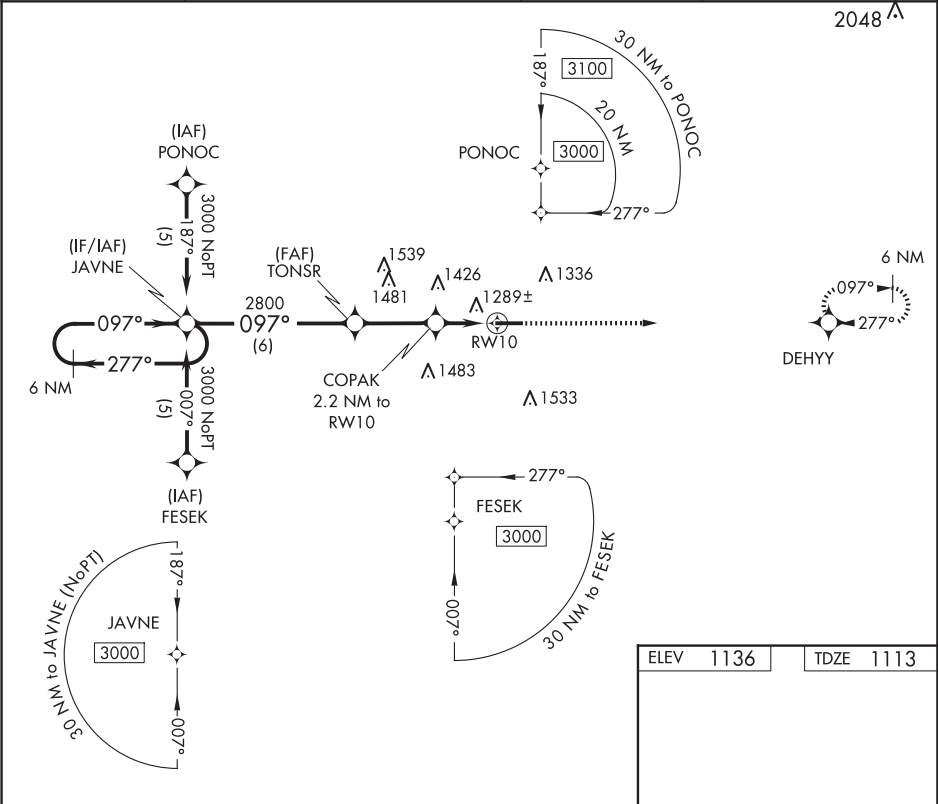
⚠

⚠

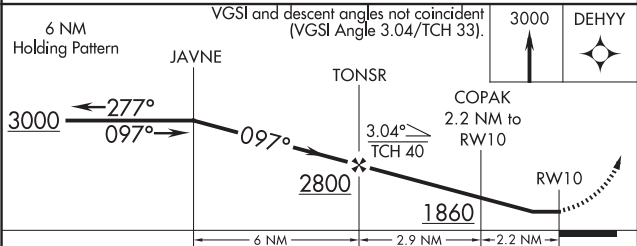
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet and visibility Circling Cat C/D ¼ SM.

MISSED APPROACH:  
Climb to 3000 direct DEHYY and hold.

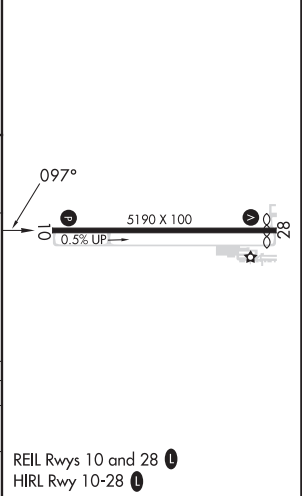
ASOS 118.075	CLEVELAND APP CON ★ 125.5 371.875	CLNC DEL 121.75	UNICOM 122.975 (CTAF) 0
-----------------	--------------------------------------	--------------------	----------------------------



ELEV 1136	TDZE 1113
-----------	-----------



CATEGORY	A	B	C	D
LNAV MDA	1540-1	427 (500-1)	1540-1¼ 427 (500-1¼)	1540-1½ 427 (500-1½)
CIRCLING	1600-1 464 (500-1)	1700-1 564 (600-1)	1800-1¾ 664 (700-1¾)	1840-2¼ 704 (800-2¼)



WAAS CH <b>82215</b> <b>W28A</b>	APP CRS <b>277°</b>	Rwy Idg <b>4972</b> TDZE <b>1134</b> Apt Elev <b>1136</b>
--	------------------------	---

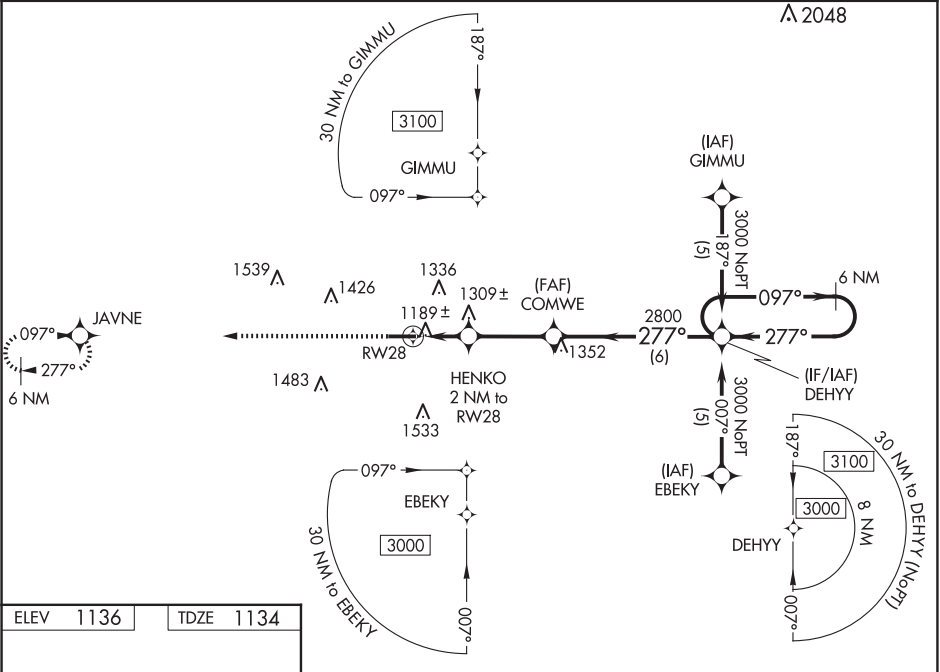
RNAV (GPS) RWY 28

WAYNE COUNTY (BJJ)

Baro-VNAV NA when using Akron-Canton Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting: increase LPV DA to 1458 feet, LNAV/VNAV DA to 1649 feet, and visibility LPV all Cats ¼ SM and LNAV/VNAV all Cats ½ SM; increase all MDA 60 feet and visibility LNAV Cat C/D ½ SM and Circling Cat C/D ¼ SM.

MISSED APPROACH:  
Climb to 3000 direct JAVNE and hold.

ASOS <b>118.075</b>	CLEVELAND APP CON * <b>125.5 371.875</b>	CLNC DEL <b>121.75</b>	UNICOM <b>122.975 (CTAF) 0</b>
------------------------	---	---------------------------	-----------------------------------



ELEV 1136

TDZE 1134

REIL Rwy 10 and 28 0

HIRL Rwy 10-28 0

3000

JAVNE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).

6 NM Holding Pattern

\*LNAV only

HENKO 2 NM to RW28

COMWE

DEHY

277°

1800 \*

2800

3000

2 NM

3.1 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1398-1 264 (300-1)			
LNAV/ VNAV	1589-1½ 455 (500-1½)			
LNAV MDA	1560-1 426 (500-1)		1560-1¼ 426 (500-1¼)	
CIRCLING	1600-1 464 (500-1)	1700-1 564 (600-1)	1800-1¾ 664 (700-1¾)	1840-2¼ 704 (800-2¼)



VOR/DME BSV	APP CRS	Rwy Idg	5190
114.05	115°	TDZE	1113
Chan 87(Y)		Apt Elev	1136

VOR RWY 10

WAYNE COUNTY (BJJ)

DME required.

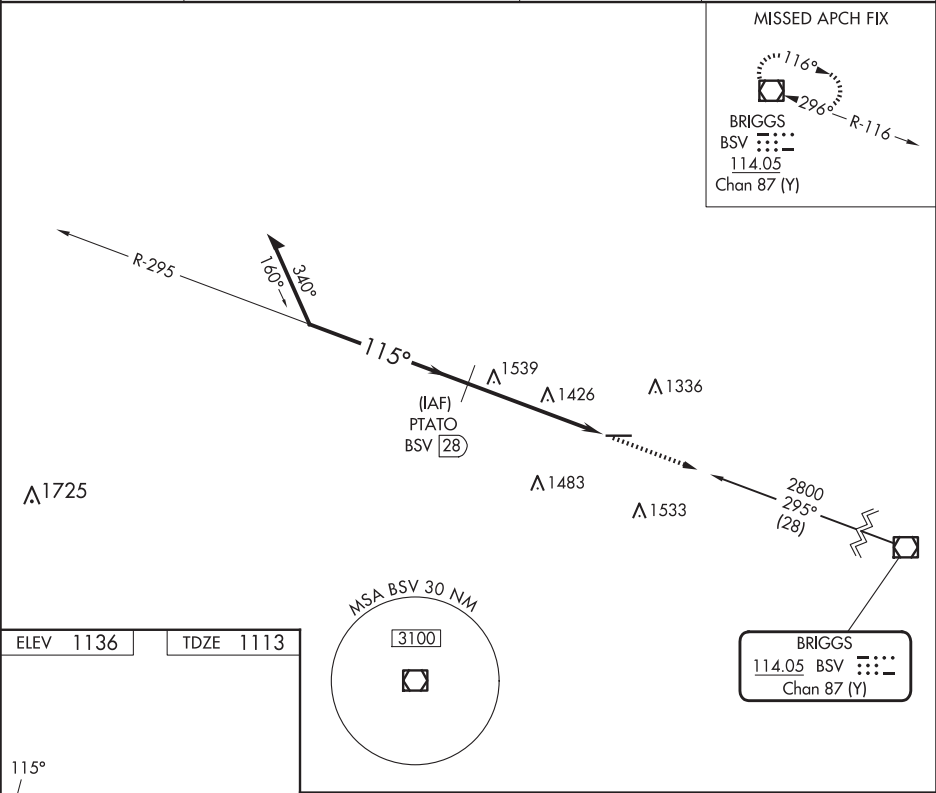
▼

⚠

When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet; increase S-10 Cat C/D and Circling Cat C/D visibility ¼ SM. Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 direct BSV VOR/DME and hold.

ASOS 118.075	CLEVELAND APP CON ★ 125.5 371.875	CLNC DEL 121.75	UNICOM 122.975 (CTAF) ①
-----------------	--------------------------------------	--------------------	----------------------------



WOOSTER, OHIO

AL-5663 (FAA)

24361

VOR/DME BSV <b>114.05</b> Chan <b>87(Y)</b>	APP CRS <b>296°</b>	Rwy Idg <b>4972</b> TDZE <b>1134</b> Apt Elev <b>1136</b>
---	------------------------	---

# VOR RWY 28

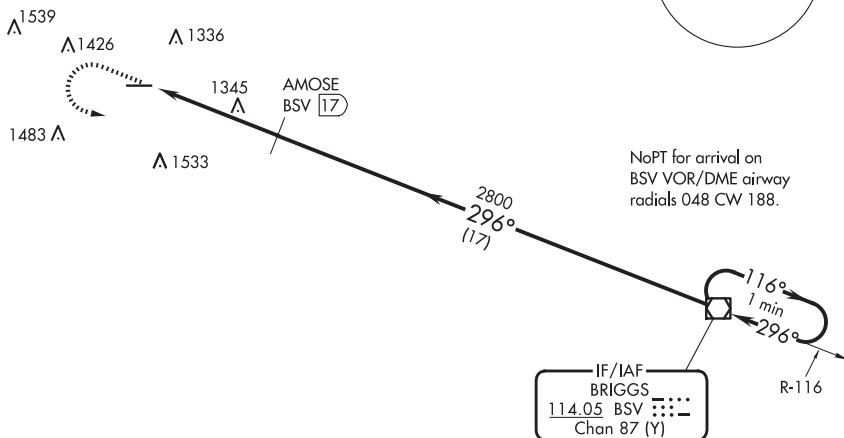
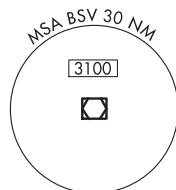
## WAYNE COUNTY (BJJ)

**⚠** DME required. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.  
**⚠** When local altimeter setting not received, use Akron-Canton Rgnl altimeter setting and increase all MDA 60 feet and visibility Circling Cat C/D  $\frac{1}{4}$  SM.

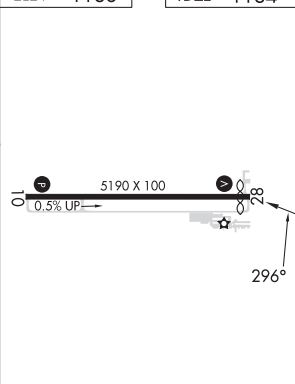
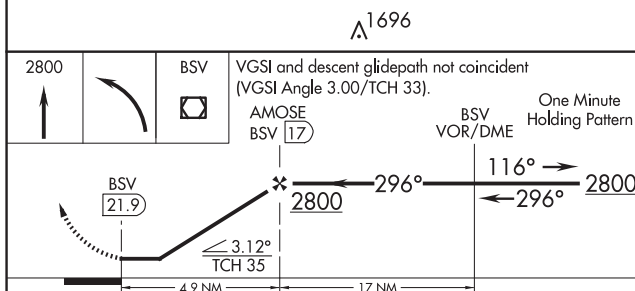
MISSED APPROACH: Climb to 2800 then left turn direct BSV VOR/DME and hold.

ASOS <b>118.075</b>	CLEVELAND APP CON ★ <b>125.5 371.875</b>	CLNC DEL <b>121.75</b>	UNICOM <b>122.975 (CTAF) 0</b>
------------------------	---	---------------------------	-----------------------------------

### DME REQUIRED



ELEV <b>1136</b>	TDZE <b>1134</b>
------------------	------------------



CATEGORY	A	B	C	D
S-28	1660-1 526 (600-1)	1660-1½ 526 (600-1½)	1660-1½ 526 (600-1½)	1660-1¾ 526 (600-1¾)
CIRCLING	1660-1 524 (600-1)	1700-1¼ 564 (600-1¼)	1800-1¾ 664 (700-1¾)	1840-2¼ 704 (800-2¼)

REIL Rwy 10 and 28 <b>L</b>					
HIRL Rwy 10-28 <b>L</b>					
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

WOOSTER, OHIO

40°52'N-81°53'W

Orig-F 12AUG21

WAYNE COUNTY (BJJ)

VOR RWY 28

ILS or LOC RWY 5L

LOC I-FAE  
**109.7**

APCH CRS  
**053°**

Rwy Idg **12,600**  
TDZE **803**  
Arpt Elev **823**

[USAF]

WRIGHT-PATTERSON AFB (KFFO)

DME or RADAR required for Localizer.

ALS-F-1

↑ MISSED APPROACH: Climb to 2000 via FFO R-053 at 5 DME, turn right direct CLACK climbing to 3100 and hold.

ATIS  
**124.475 269.9**

COLUMBUS APP CON  
**118.85 269.275**

PATTERSON TOWER  
**127.8 281.45**

GND CON  
**121.8 335.8**

\*\* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.  
\*\*\* When Rwy 23R VGSi inop, circling to Rwy 23R NA at night.

↑ Missed approach requires use of RNAV or ATC RADAR monitoring.

EMERG SAFE ALT 100 NM 3700

CATEGORY	A	B	C	D	E
S-ILS 5L *	1003/24		200	(200-½)	
S-LOC 5L **	1280/24 476 (500-½)		1280/50 476 (500-1)		
CIRCLING ***	1380-1 557 (600-1)	1440-1 617 (700-1)	1560-2 737 (800-2)	1620-2½ 797 (800-2½)	1620-2¾ 797 (800-2¾)

DAYTON, OHIO  
Amdt 4 28DEC23

39° 50'N-84° 03'W

WRIGHT-PATTERSON AFB (KFFO)

HIRL Rwy 5L-23R  
MIRL Rwy 5R-23L

1038  
▲

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

681

DAYTON, OHIO

LOC I-FFO <b><u>109.7</u></b>	APCH CRS <b>233°</b>	Rwy Idg <b>12,600</b> THRE <b>823</b> Arpt Elev <b>823</b>
----------------------------------	-------------------------	--

[USAF]

ILS or LOC RWY 23R

WRIGHT-PATTERSON AFB (KFFO)

DME or RADAR required for Localizer.

**T** \*When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\*When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,  
 CAT CDE vis to  $1\frac{3}{8}$  miles.

ALSF-1



† MISSED APPROACH: Climb via FFO R-233 to 2000, at 3 DME turn left direct CLACK to 3000 and hold.

ATIS  
124.475 269.9

COLUMBUS APP CON  
118.85 269.275

PATTERSON TOWER  
127.8 281.45

GND CON  
121.8 335.8

\*\*\* When Rwy 23R VGS I inop, circling to Rwy 23R NA at night.

† Missed approach requires use of RNAV or ATC radar monitoring.

Autocoupled approach NA below 1458' MSL.

1290



PATTERSON  
CL 22-550 ••—•

LOCALIZER 109.7  
I-FFO •••••

2049

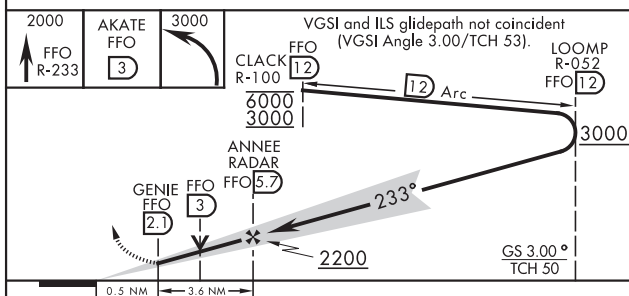
1210



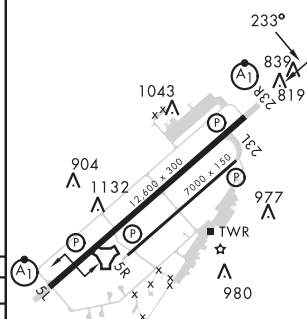
EMERG SAFE ALT 100 NM 3700

ELEV 823

THRE	823
------	-----



CATEGORY	A	B	C	D	E
S-ILS 23R*	1023/24		200	(200-½)	
S-LOC 23R**	1320/24	497 (500-½)	1320/50	497	(500-1)
<b>C</b> CIRCLING***	1380-1 557 (600-1)	1440-1 617 (600-1)	1560-2 737 (800-2)	1620-2½ 797 (800-2½)	1620-2¾ 797 (800-2¾)



HIRL Rwy 5L-23R  
MIRL Rwy 5R-23L

DAYTON, OHIO

Amdt 7 10AUG23

39° 50'N-84° 03'W

WRIGHT-PATTERSON AFB (KFFO)

ILS or LOC RWY 23R

EC-2, 07 AUG 2025 to 02 OCT 2025


EC-2, 07 AUG 2025 to 02 OCT 2025

RNAV (GPS) RWY 5L

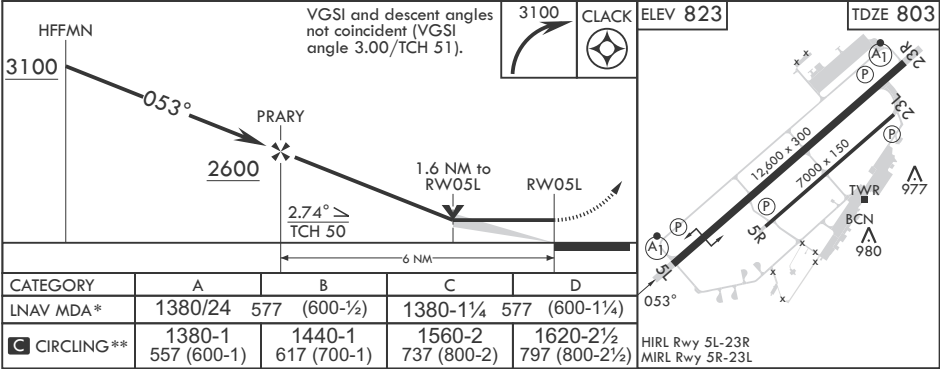
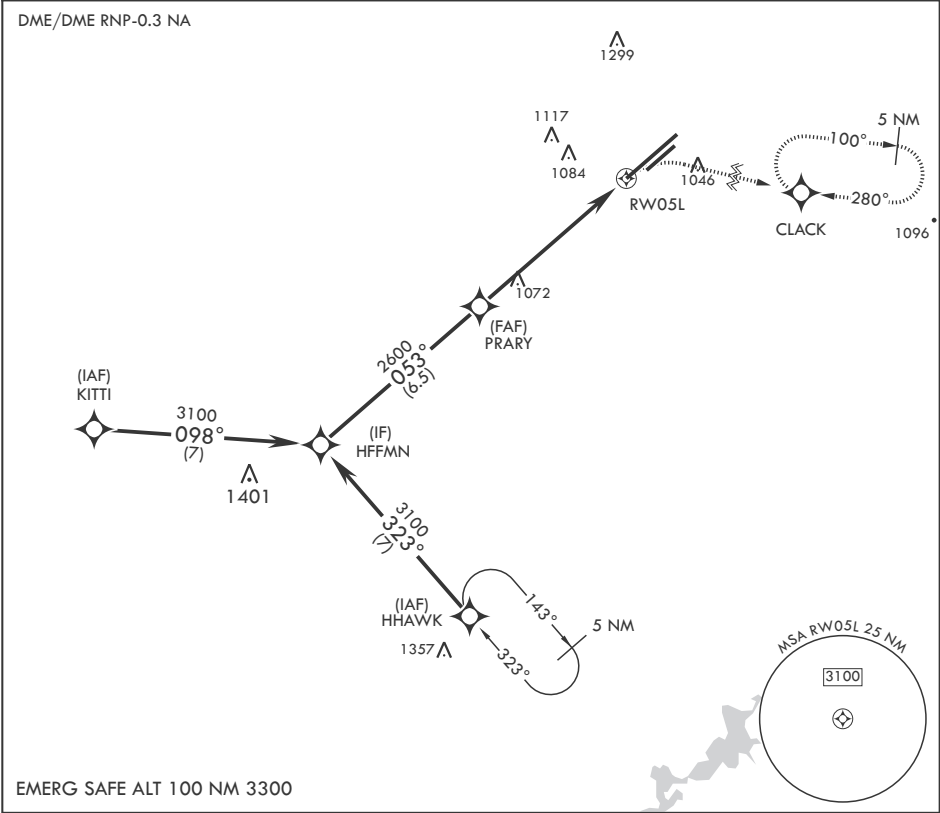
APCH CRS	Rwy Idg	12,600
053°	TDZE	803
	Arprt Elev	823

- (USAF)

WRIGHT PATTERSON AFB (KFFO)

<p>▼ * When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 5/8 miles. ** When Rwy 23R VGSi inop, circling to Rwy 23R NA at night.</p>	<p>ALSf-1</p> 	<p>MISSED APPROACH: Turn right climb to 3100 direct CLACK WPT and hold.</p>
---	---	---

<p>ATIS</p> <p>124.475 269.9</p>	<p>COLUMBUS APP CON/DEP CON</p> <p>118.85 269.275</p>	<p>PATTERSON TOWER</p> <p>127.8 281.45</p>	<p>GND CON</p> <p>121.8 335.8</p>
----------------------------------	---	--	-----------------------------------



DAYTON, OHIO

APCH CRS <b>053°</b>	Rwy Idg <b>7000</b> TDZE <b>813</b> Arpt Elev <b>823</b>
-------------------------	--

- (USAF)

WRIGHT PATTERSON AFB (KFFO)

**T** \* When Rwy 23R VGSi inop, circling to Rwy 23R NA at night.

**MISSED APPROACH:** Turn right climb to 3100 direct CLACK WPT and hold.

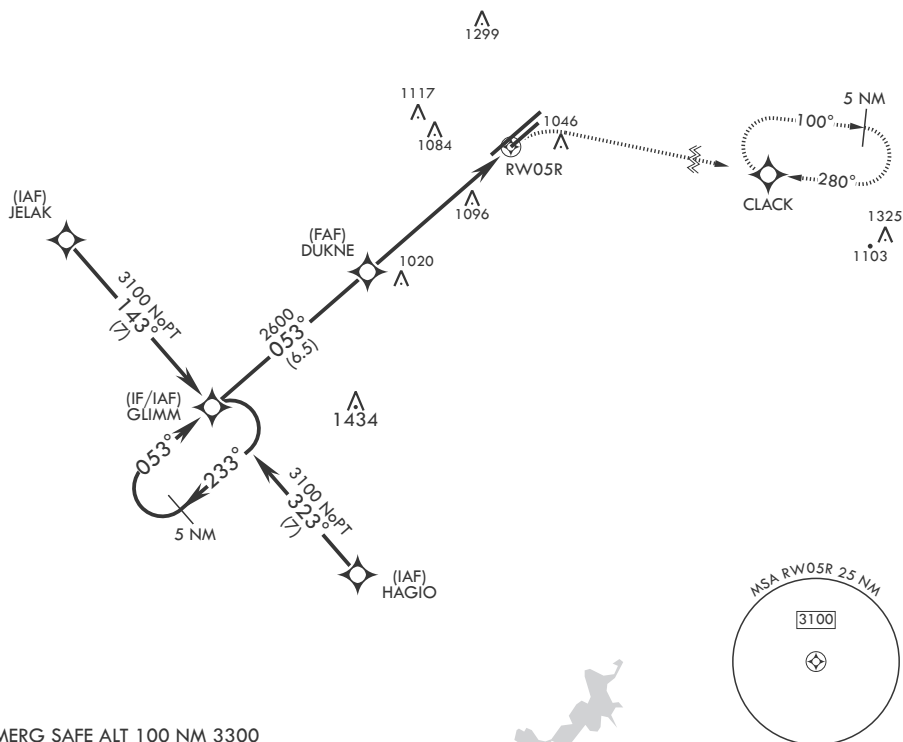
ATIS  
124.475 269.9

COLUMBUS APP CON/DEP CON  
118.85 269.275

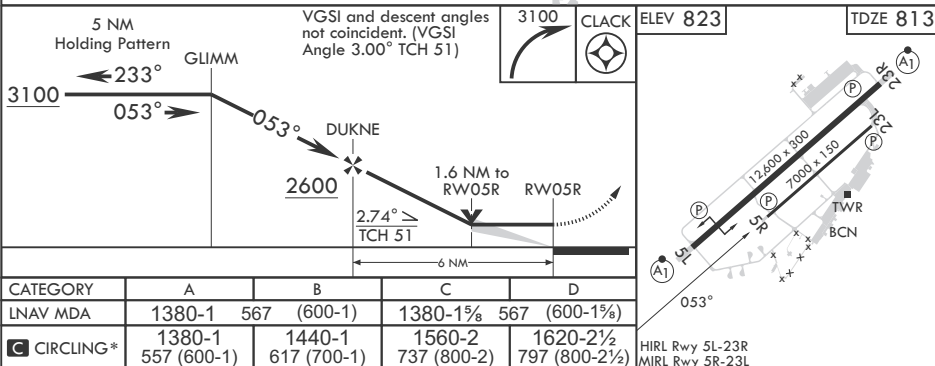
PATTERSON TOWER  
127.8 281.45

GND CON  
121.8 335.8

DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 3300



DAYTON, OHIO

39°50'N - 84°03'W

WRIGHT PATTERSON AFB (KFFO)

Amdt 4 13OCT16

RNAV (GPS) RWY 5R

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

DAYTON, OHIO

24305

RNAV (GPS) RWY 23L

APCH CRS	Rwy Idg	7000
233°	TDZE	818
	Arprt Elev	823

- (USAF)

WRIGHT PATTERSON AFB (KFFO)

▼ \* When Rwy 23R VGSi inop, circling to Rwy 23R NA at night.

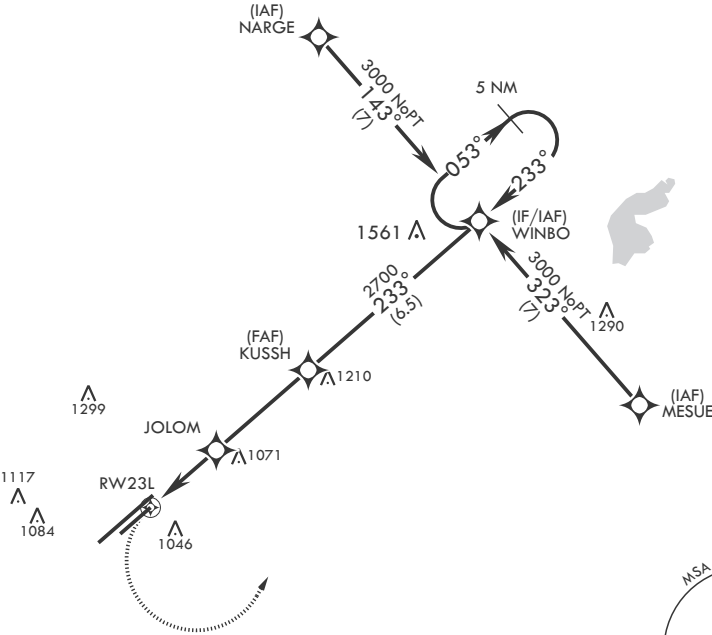
MISSED APPROACH: Turn left climb to 3000 direct WINBO WPT and hold.

ATIS 124.475 269.9	COLUMBUS APP CON/DEP CON 118.85 269.275	PATTERSON TOWER 127.8 281.45	GND CON 121.8 335.8
-----------------------	--	---------------------------------	------------------------

DME/DME RNP -0.3 NA

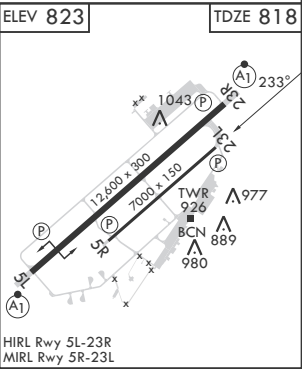
LNAV Visibility Reduction  
by Helicopters NA.

1323



EMERG SAFE ALT 100 NM 3300

 WINBO	VGSi and descent angle not coincident.	WINBO 5 NM Holding Pattern	ELEV 823	TDZE 818
 RW23L	1.4 NM to RW23L	JOLOM 1620	KUSSH 2700	WINBO 3000
<p>Diagram showing the approach path from WINBO to JOLOM to RW23L. Altitudes are 3000, 2700, 1620, and 1043. Angles are 053°, 233°, and 2.88°. Distances are 2.5 NM and 3.5 NM.</p>				
CATEGORY	A	B	C	D
LNAV MDA	1320-1	502 (500-1)	1320-1 $\frac{3}{8}$	502 (500-1 $\frac{1}{2}$ )
CIRCLING*	1380-1 557 (600-1)	1440-1 617 (700-1)	1560-2 737 (800-2)	1620-2 $\frac{1}{2}$ 797 (800-2 $\frac{1}{2}$ )



DAYTON, OHIO

39°50'N - 84°03'W

WRIGHT PATTERSON AFB (KFFO)

Amdt 6 29MAR18

RNAV (GPS) RWY 23L

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

DAYTON, OHIO

RNAV (GPS) RWY 23R


APCH CRS	Rwy Idg	12,600
233°	TDZE	823
	Arprt Elev	823

- (USAF)

WRIGHT PATTERSON AFB (KFFO)

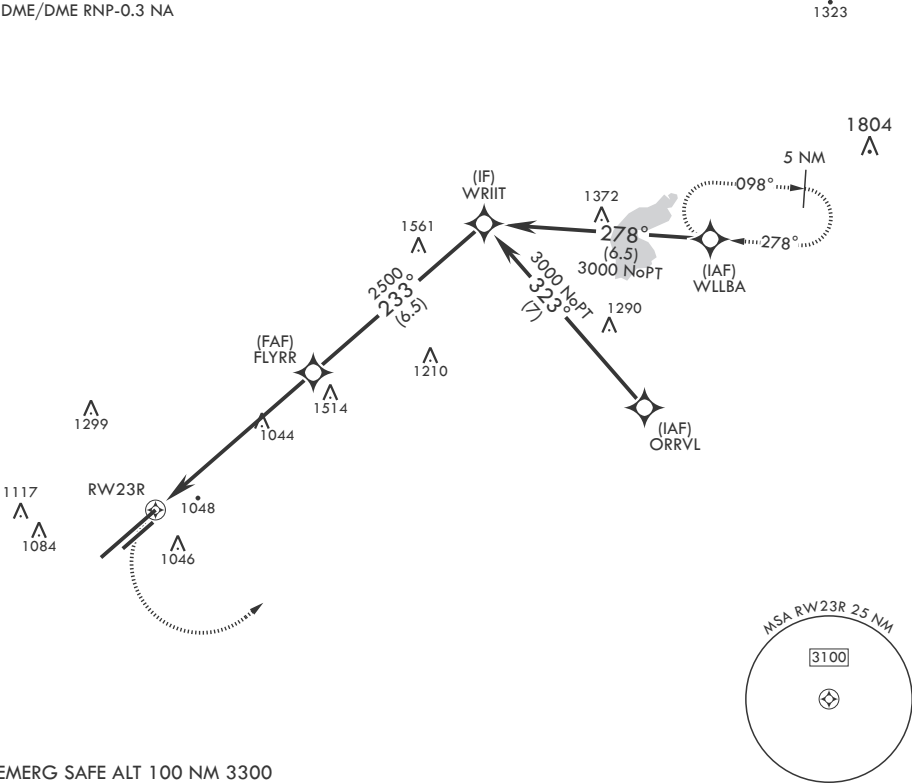
**⚠** \* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 3/8 miles.  
\*\* When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.

ALSIF-1




MISSED APPROACH: Turn left climb to 3000 direct WLLBA waypoint and hold.

ATIS 124.475 269.9	COLUMBUS APP CON/DEP CON 118.85 269.275	PATTERSON TOWER 127.8 281.45	GND CON 121.8 335.8
-----------------------	--	---------------------------------	------------------------



EMERG SAFE ALT 100 NM 3300

3000 WLLBA



VGSI and descent angles not coincident.  
(VGSI angle 3.00 TCH 53)

WRIIT

3000

FLYRR

2500

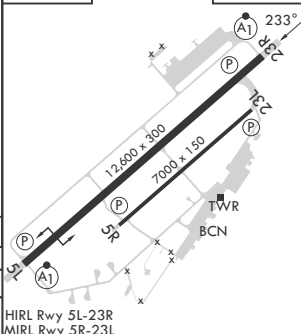
1.4 NM to RWY 23R

≤ 2.55° TCH 53

6 NM

ELEV 823

TDZE 823



CATEGORY	A	B	C	D
LNAV MDA*	1320/24 497 (500-½)	1320/50 497 (500-1)		
CIRCLING**	1380-1 557 (600-1)	1440-1 617 (700-1)	1560-2 737 (800-2)	1620-2½ 797 (800-2½)

HIRL Rwy 5L-23R  
MIRL Rwy 5R-23L

DAYTON, OHIO

39°50'N - 84°03'W

WRIGHT PATTERSON AFB (KFFO)

Amdt 5 13OCT16

RNAV (GPS) RWY 23R

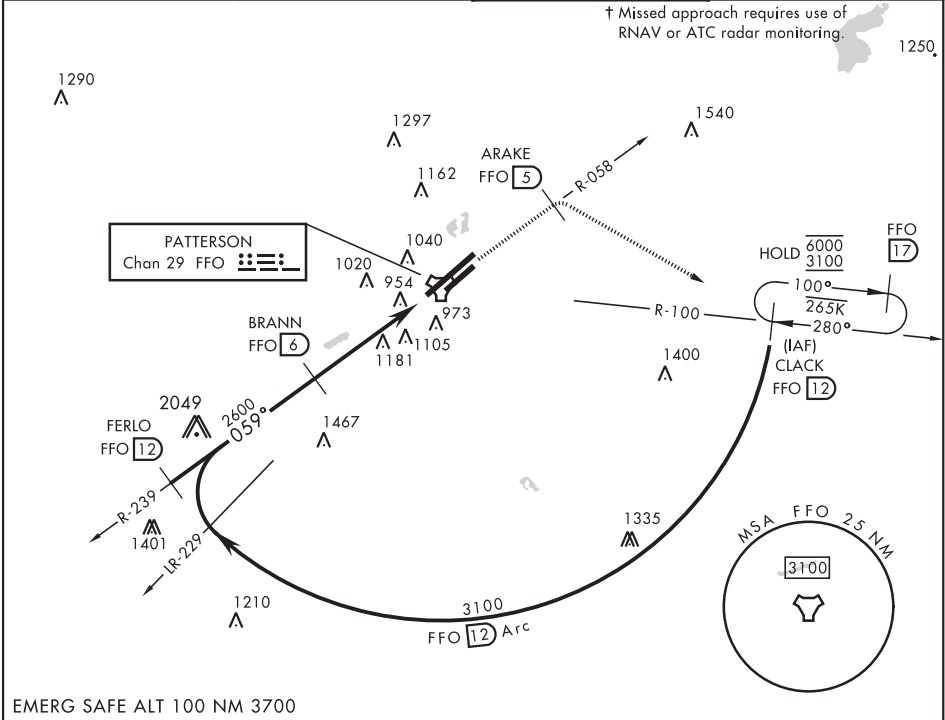
EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

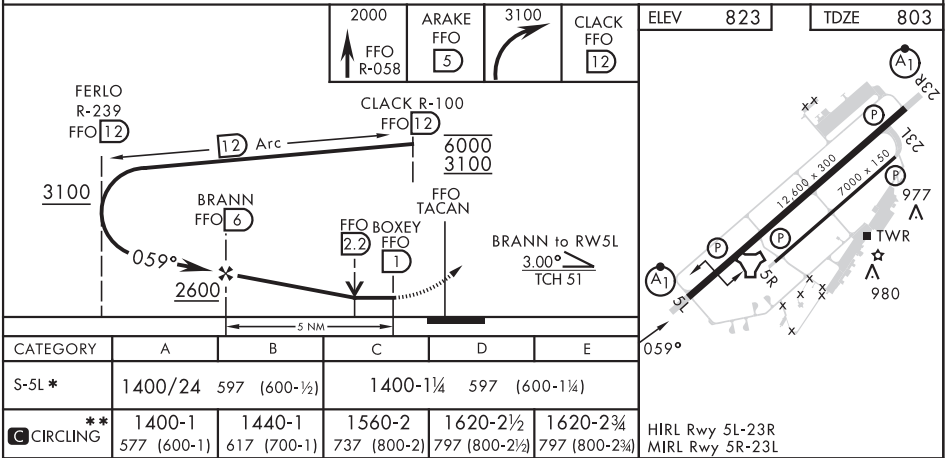


TACAN RWY 5L

TACAN FFO Chan 29	APCH CRS 059°	Rwy Ldg 12,600 TDZE 803 Arpt Elev 823	[USAF]	WRIGHT-PATTERSON AFB (KFFO)
▼ * When ALS inop, increase RVR CAT AB to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles. ** When Rwy 23R VGSI inop, circling to Rwy 23R NA at night.			ALSF-1 A1	† MISSED APPROACH: Climb to 2000 via FFO R-058 to 5 DME, turn right direct CLACK climbing to 3100 and hold.
ATIS 124.475 269.9	COLUMBUS APP CON 118.85 269.275	PATTERSON TOWER 127.8 281.45	GND CON 121.8 335.8	



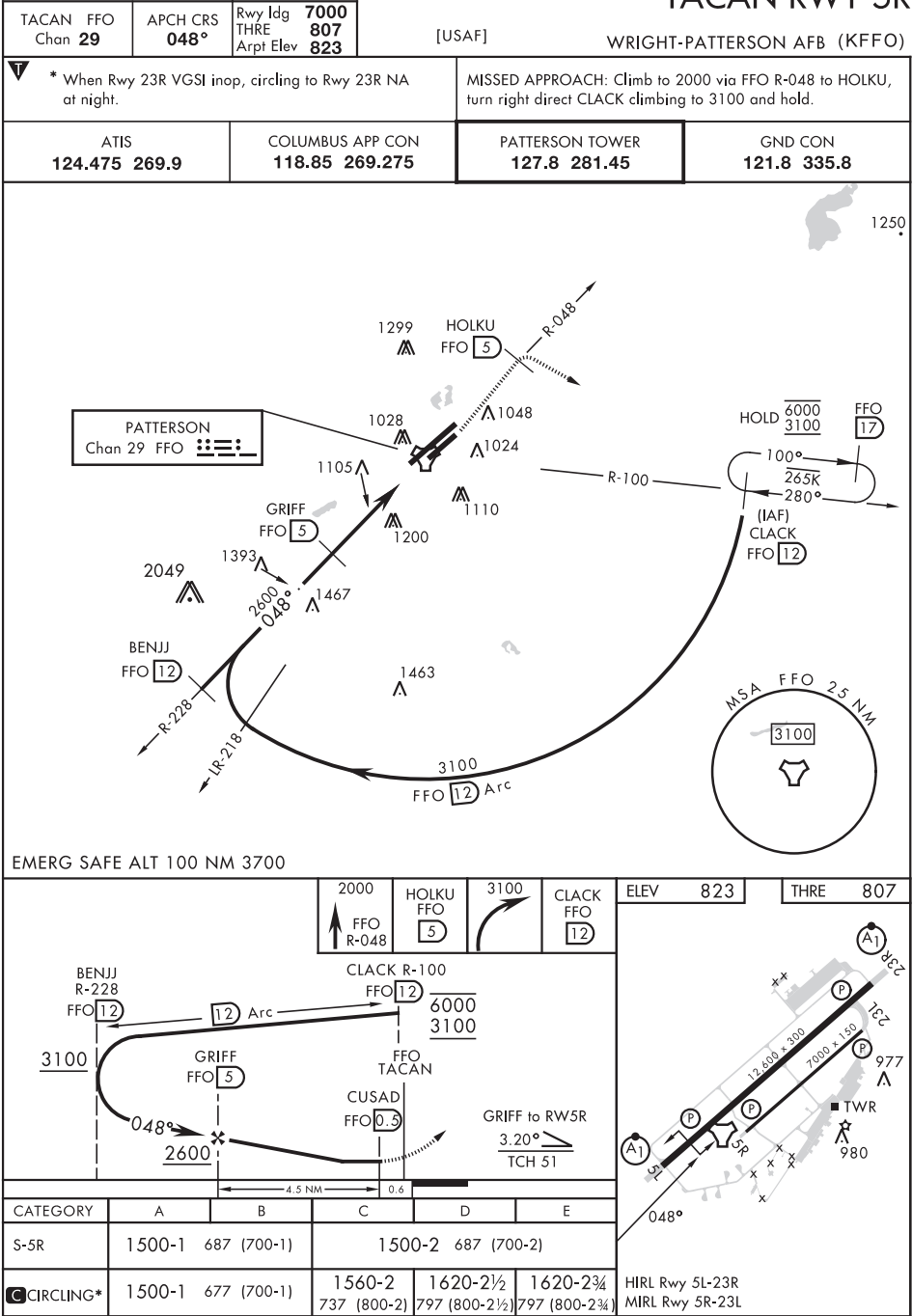
EMERG SAFE ALT 100 NM 3700



TACAN RWY 5L

DAYTON, OHIO

TACAN RWY 5R



TACAN RWY 23L

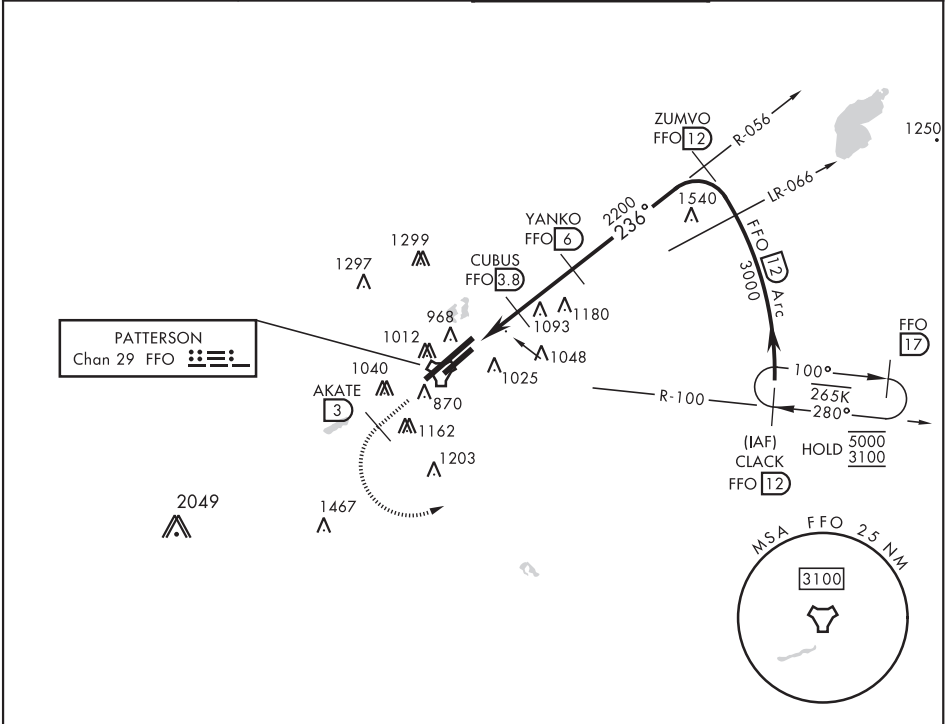
TACAN	FFO	APCH CRS	Rwy Idg	7000
Chan	29	236°	TDZE	818
			Arpt Elev	823

[USAF]

WRIGHT-PATTERSON AFB (KFFO)

<p><b>V</b> * When Rwy 23R VGS I inop, circling to Rwy 23R NA at night.</p>	MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.
---	--

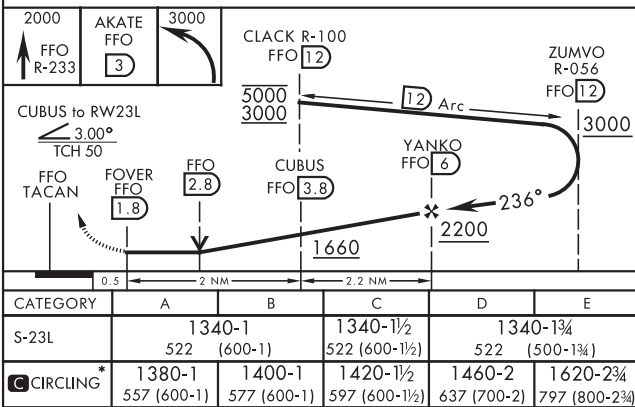
ATIS 124.475 269.9	COLUMBUS APP CON 118.85 269.275	PATTERSON TOWER 127.8 281.45	GND CON 121.8 335.8
-----------------------	------------------------------------	---------------------------------	------------------------



EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025

EMERG SAFE ALT 100 NM 3700



TACAN RWY 23L

DAYTON, OHIO

## TACAN RWY 23R

TACAN	FFO	APCH CRS	Rwy Idg
Chan	29	230°	THRE 12,600
			Arpt Elev 823

[USAF]

WRIGHT-PATTERSON AFB (KFFO)

✚ When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

ALSF-1

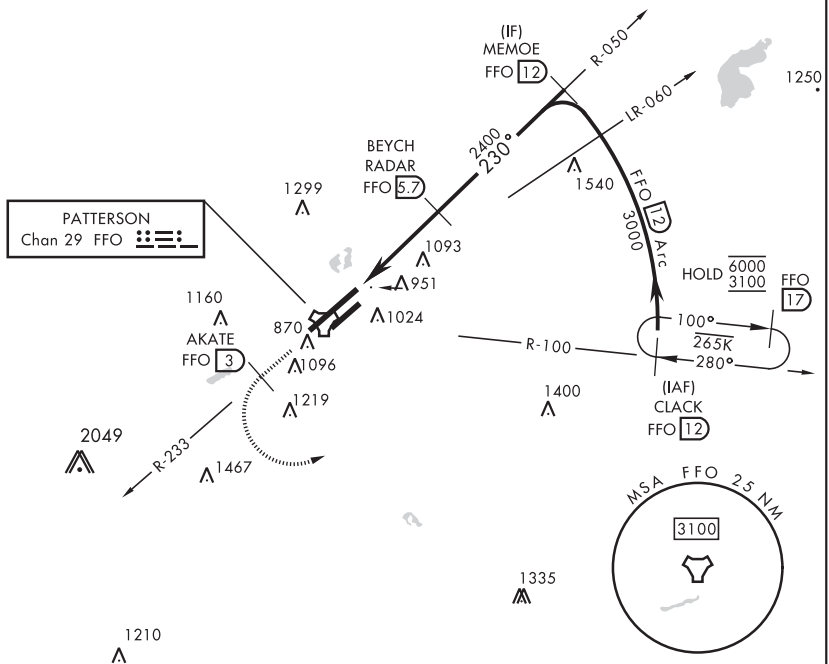


✚ MISSED APPROACH: Climb to 2000 via FFO R-233, at 3 DME turn left direct CLACK climbing to 3000 and hold.

ATIS <b>124.475 269.9</b>	COLUMBUS APP CON <b>118.85 269.275</b>	PATTERSON TOWER <b>127.8 281.45</b>	GND CON <b>121.8 335.8</b>
------------------------------	---	--	-------------------------------

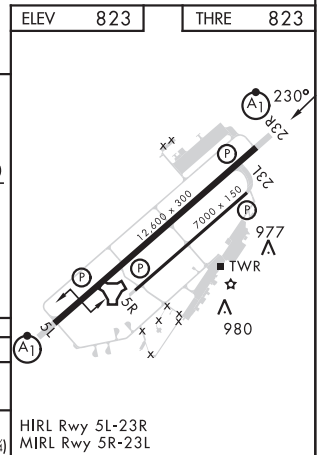
\*\* When Rwy 23R VGSi inop, circling to Rwy 23R NA at night.

✚ Missed approach requires use of RNAV or ATC radar monitoring.



EMERG SAFE ALT 100 NM 3700

2000 ↑ FFO R-233	AKATE FFO 3	3000	CLACK R-100 FFO 12	MEMOE R-050 FFO 12	
VGSi and Descent Angle not coincident			6000 3000	3000	
FFO TACAN	DINGY FFO 2.1	FFO 3.1	RADAR BEYCH FFO 5.7		
	0.5	3.6 NM	2400	230° 3.48° TCH 53	
CATEGORY	A	B	C	D	E
S-23R *	1360/24 537 (600-½)		1360/55 537 (600-1)		
CIRCLING **	1380-1 557 (600-1)	1440-1 617 (700-1)	1560-2 737 (800-2)	1620-2½ 797 (800-2½)	1620-2¾ 797 (800-2¾)

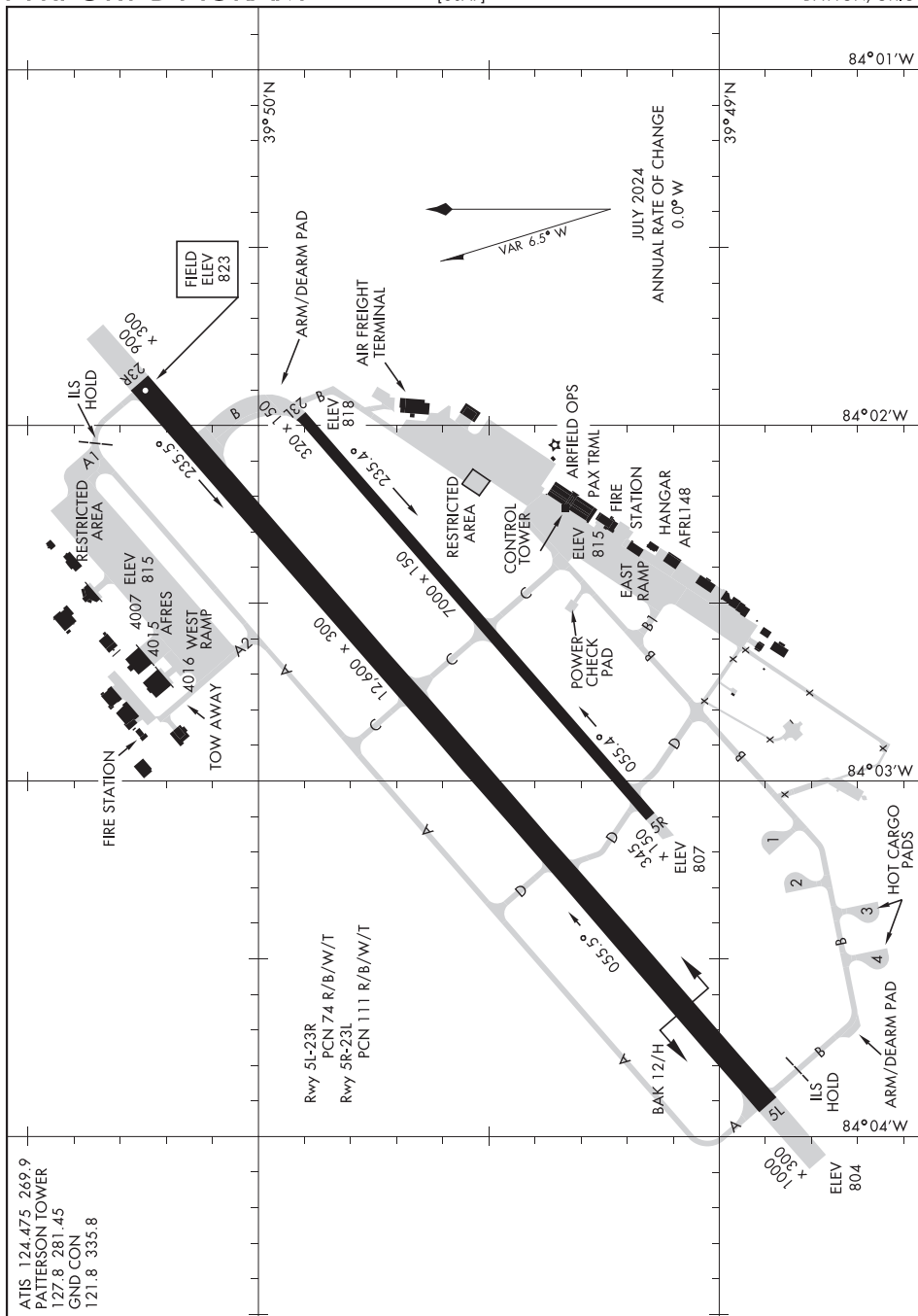


DAYTON, OHIO  
Amdt 6 30APR15

39° 50'N-84° 03'W

WRIGHT-PATTERSON AFB (KFFO)

## TACAN RWY 23R

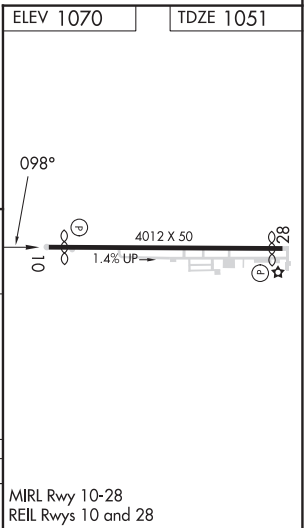
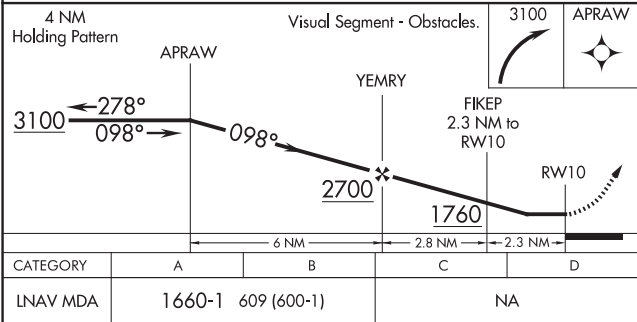
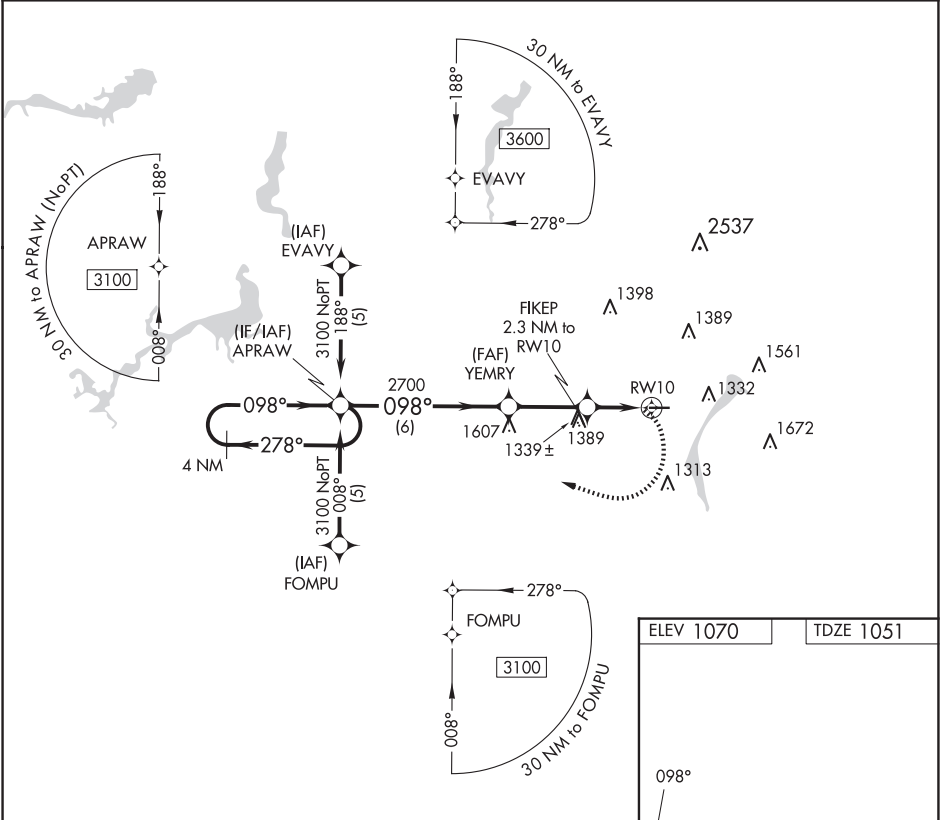


APP CRS	Rwy Idg	3664
098°	TDZE	1051
	Apt Elev	1070

# RNAV (GPS) RWY 10

YOUNGSTOWN ELSEY METRO (4G4)

RNP APCH. Rwy 10 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet. Procedure NA at night.		MISSED APPROACH: Climbing right turn to 3100 direct APRAW and hold.
YOUNGSTOWN APP CON ★ 133.95 322.3	CLNC DEL 119.25	UNICOM 123.05 (CTAF)

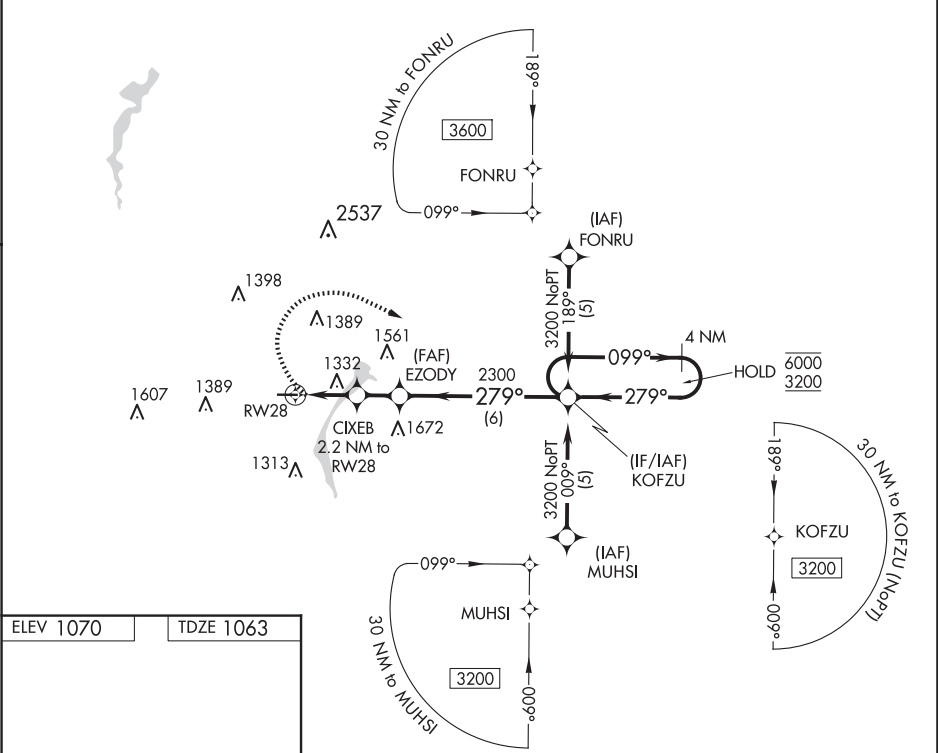


APP CRS	Rwy Idg	3753
279°	TDZE	1063
	Apt Elev	1070

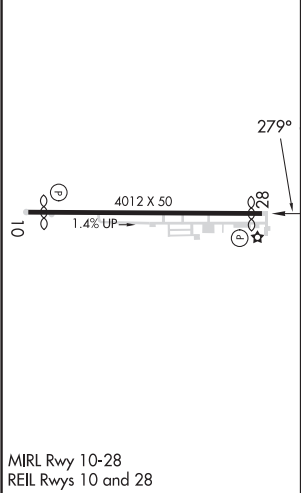
RNAV (GPS) RWY 28



YOUNGSTOWN ELSEY METRO (4G4)

RNP APCH - GPS.		MISSED APPROACH: Climbing right turn to 3200 direct KOFZU and hold.
NA	Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use New Castle altimeter setting and increase all MDA 40 feet.	
YOUNGSTOWN APP CON ★	CLNC DEL	UNICOM
133.95 322.3	119.25	123.05 (CTAF)



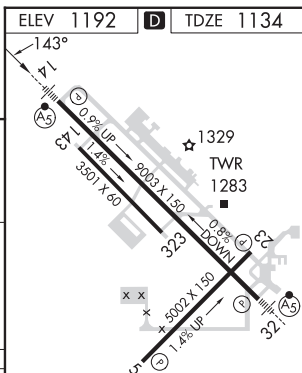
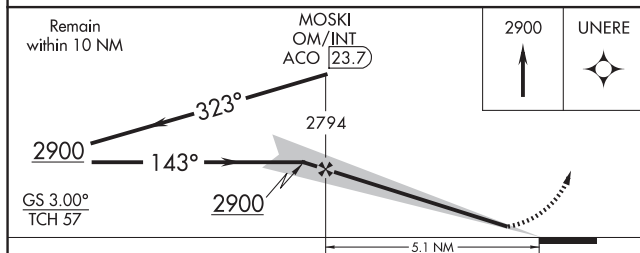
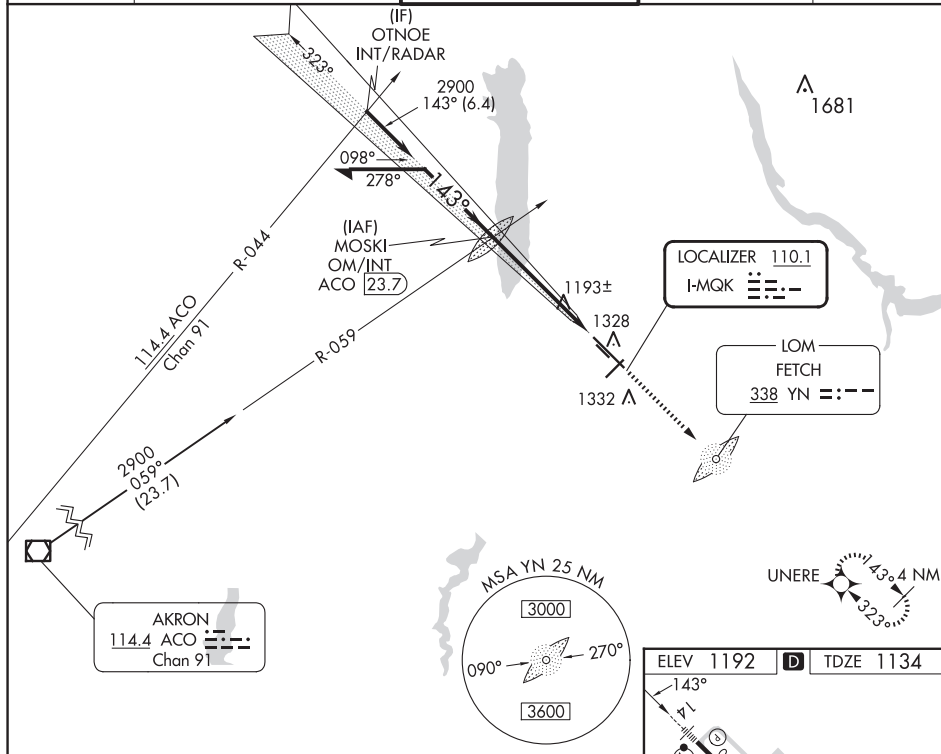
ELEV 1070	TDZE 1063
-----------	-----------




		Visual Segment - Obstacles.		4 NM Holding Pattern	
		EZODY		KOFZU	
CIXEB 2.2 NM to RW28		279°		099° → 6000 ← 279° 3200	
RW28		2300			
2.2 NM		1.5 NM		6 NM	
CATEGORY	A		B	C	D
LNAV MDA	1 600-1		537 (600-1)	NA	
CIRCLING	1 660-1		590 (600-1)	NA	

ILS or LOC RWY 14  
YOUNGSTOWN/WARREN RGNL (YNG)

ATIS 123.75	YOUNGSTOWN APP CON ★ 133.95 322.3	YOUNGSTOWN TOWER 119.5 263.0	GND CON 121.9 275.8	CLNC DEL 118.25
----------------	--------------------------------------	---------------------------------	------------------------	--------------------



CATEGORY	A	B	C	D						
S-ILS 14	1334-1/2 200 (200-1/2)				HIRL Rwy 14-32 MIRL Rwy 5-23 REIL Rwy 5 and 23					
S-LOC 14	1580-1/2 446 (400-1/2)		1580-7/8 446 (400-7/8)		FAF to MAP 5.1 NM					
 CIRCLING	1640-1 448 (500-1)	1660-1 468 (500-1)	1740-1 1/2 548 (600-1 1/2)	1760-2 568 (600-2)	Knots	60	90	120	150	180
					Min:Sec	5:06	3:24	2:33	2:02	1:42

ILS or LOC RWY 14

EC-2, 07 AUG 2025 to 02 OCT 2025





YOUNGSTOWN/WARREN, OHIO

AL-466 (FAA)

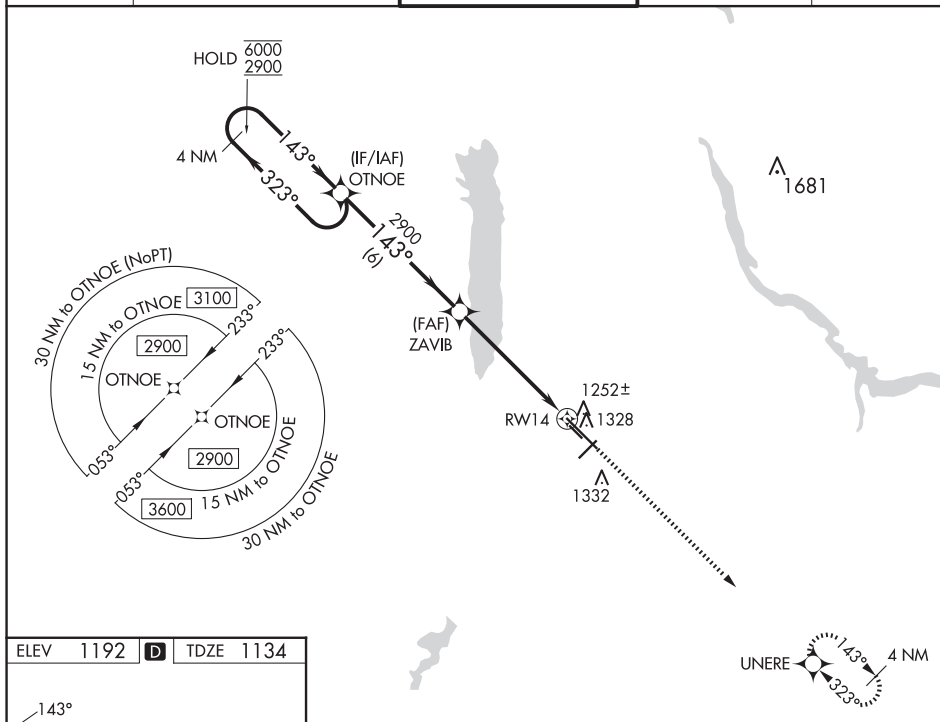
24249

WAAS CH <b>49205</b> <b>W14A</b>	APP CRS <b>143°</b>	Rwy Idg <b>9003</b> TDZE <b>1134</b> Apt Elev <b>1192</b>
--	------------------------	---

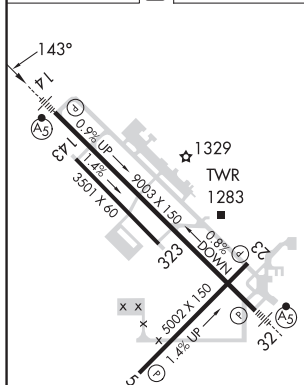
# RNAV (GPS) RWY 14

YOUNGSTOWN/WARREN RGNL (YNG)

RNP APCH - GPS.			MALSR	MISSED APPROACH: Climb to 2900 direct UNERE and hold.
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Circling Rwy 5 and 23 NA at night. For inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM.				
ATIS <b>123.75</b>	YOUNGSTOWN APP CON * <b>133.95 322.3</b>	YOUNGSTOWN TOWER <b>119.5 263.0</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>118.25</b>



ELEV <b>1192</b>	<b>D</b>	TDZE <b>1134</b>
------------------	----------	------------------



HIRL Rwy 14-32  
MIRL Rwy 5-23  
REIL Rws 5 and 23

4 NM Holding Pattern				2900	UNERE
OTNOE				ZAVIB	
6000 ← 323°				2900	
2900				1.2 NM to RWY 14	
GP 3.00°				6 NM	4.3 NM
TCH 57				1.2	
CATEGORY	A	B	C	D	
LPV DA		1334-½	200 (200-½)		
LNAV/VNAV DA		1421-½	287 (300-½)		
LNAV MDA	1540-½	406 (400-½)	1540-⅝	406 (400-⅝)	
CIRCLING	1640-1	1660-1	1740-1½	1760-2	
	448 (500-1)	468 (500-1)	548 (600-1½)	568 (600-2)	

YOUNGSTOWN/WARREN, OHIO

Amdt 1 05SEP24

41°16'N-80°41'W

YOUNGSTOWN/WARREN RGNL (YNG)

RNAV (GPS) RWY 14

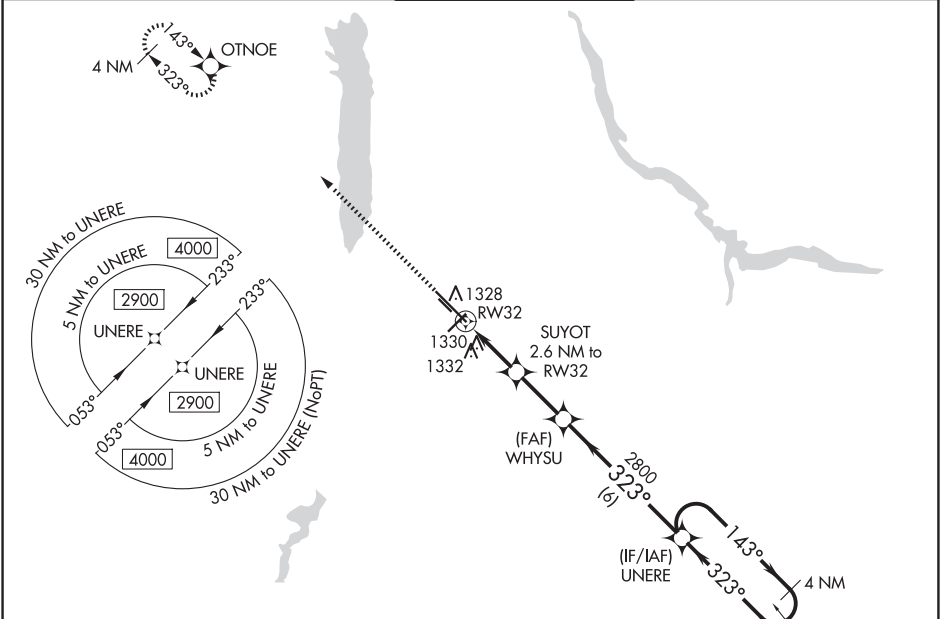
WAAS CH <b>97406</b> <b>W32A</b>	APP CRS <b>323°</b>	Rwy Idg TDZE <b>1186</b> Apt Elev <b>1192</b>	<b>9003</b>
--	------------------------	---	-------------

RNAV (GPS) RWY 32

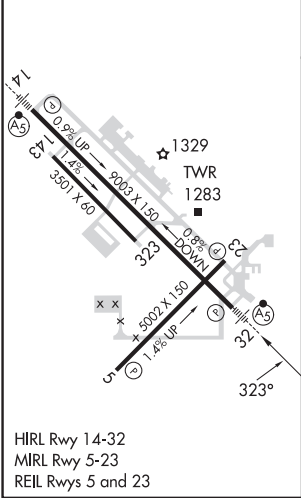
YOUNGSTOWN/WARREN RGNL (YNG)

RNP APCH - GPS.		MALSR	MISSED APPROACH: Climb to 2900 direct OTNOE and hold.
ASR	Circling Rwy 5 and 23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.		




ATIS <b>123.75</b>	YOUNGSTOWN APP CON ★ <b>133.95 322.3</b>	YOUNGSTOWN TOWER <b>119.5 263.0</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>118.25</b>
-----------------------	---	--	-------------------------------	---------------------------



ELEV <b>1192</b>	<b>D</b>	TDZE <b>1186</b>
------------------	----------	------------------



YOUNGSTOWN/WARREN, OHIO  
Amdt 1 31OCT24

2900 ↑		OTNOE 					
		SUYOT 2.6 NM to RW32		WHYSU 2800		UNERE 4 NM Holding Pattern	
		1.1 NM to RW32		2040		143° → 6000 ← 323° 2900	
				2800		GP 3.00° TCH 35	
1.1		1.5		2.4 NM		6 NM	
CATEGORY	A		B		C		D
LPV DA			1436/24		250 (300-½)		
LNAV/VNAV DA			1511/26		325 (400-½)		
LNAV MDA	1580/24		394 (400-½)		1580/35		394 (400-¾)
 CIRCLING	1640-1		1660-1		1740-1½		1760-2
	448 (500-1)		468 (500-1)		548 (600-1½)		568 (600-2)

YOUNGSTOWN/WARREN, OHIO

AL-466 (FAA)

22307

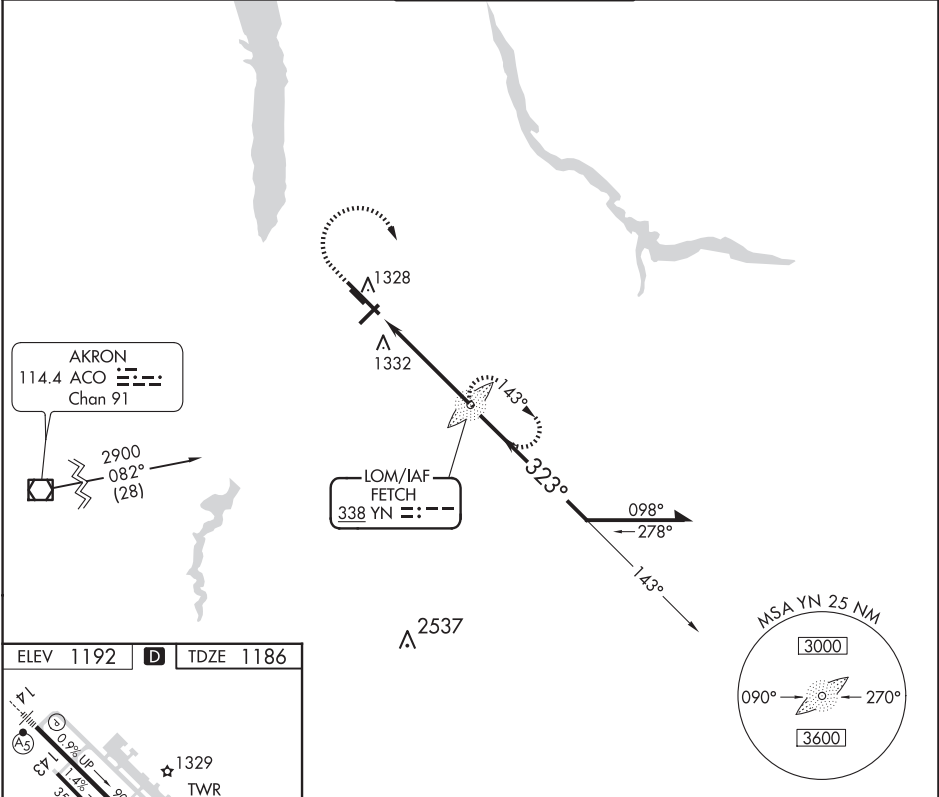
LOM YN	APP CRS	Rwy Idg
<b>338</b>	<b>323°</b>	<b>9003</b>
		TDZE
		<b>1186</b>
		Apt Elev
		<b>1192</b>

NDB RWY 32

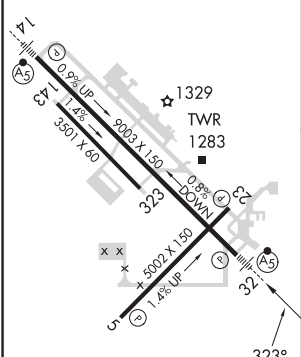
YOUNGSTOWN/WARREN RGNL (YNG)

 NA ASR	Circling Rwy 5 NA at night.		MISSED APPROACH: Climb to 1800 then climbing right turn to 2900 direct FETCH LOM and hold.
---	-----------------------------	---	--





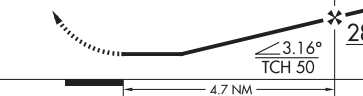

ATIS <b>123.75</b>	YOUNGSTOWN APP CON * <b>133.95 322.3</b>	YOUNGSTOWN TOWER <b>119.5 263.0</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>118.25</b>
-----------------------	---	--	-------------------------------	---------------------------



ELEV 1192	D	TDZE 1186
-----------	---	-----------



HIRL Rwy 14-32	
MIRL Rwy 5-23	
REIL Rwy 5 and 23	
FAF to MAP 4.7 NM	
Knots	60 90 120 150 180
Min:Sec	4:42 3:08 2:21 1:53 1:34

1800	2900	YN	YN LOM	Remain within 10 NM
				
VGSi and descent angle not coincident (VGSi Angle 3.00/TCH 35).				
				
CATEGORY	A	B	C	D
S-32	1700/40	514 (600-¾)	1700/55	514 (600-1)
 CIRCLING	1700-1	508 (600-1)	1740-1½ 548 (600-1½)	1760-2 568 (600-2)

YOUNGSTOWN/WARREN, OHIO

Amdt 20D 26MAR20

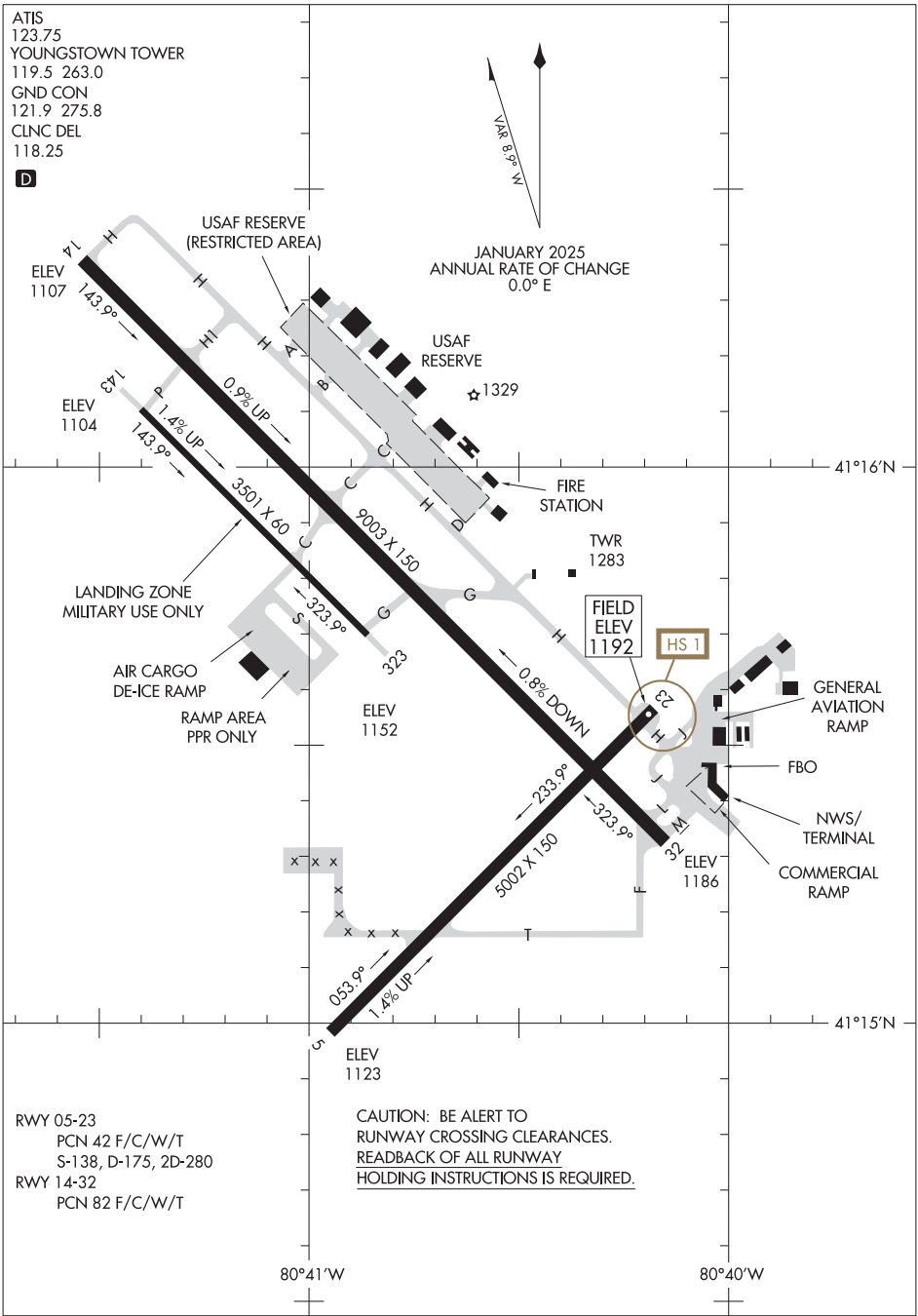
YOUNGSTOWN/WARREN RGNL (YNG)

41°16'N-80°41'W

NDB RWY 32

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025





WAAS CH <b>72639</b> <b>W04A</b>	APP CRS <b>040°</b>	Rwy Ldg TDZE <b>900</b> Apt Elev <b>900</b>
--	------------------------	---

RNAV (GPS) RWY 4

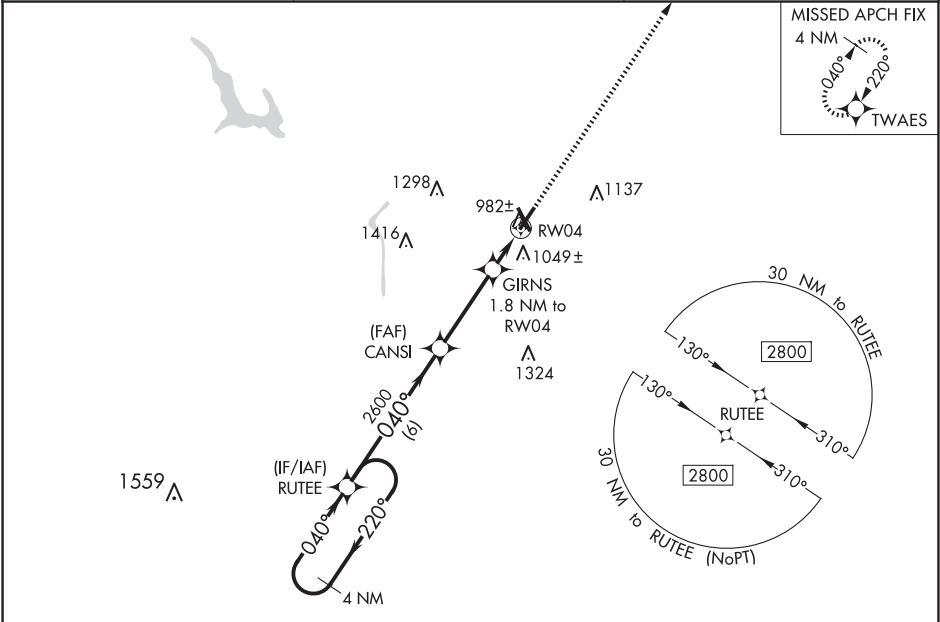
ZANESVILLE MUNI (ZZV)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.  
Circling Rwy 16, 34 NA at night.

MISSED APPROACH:  
Climb to 2900 direct  
TWAES and hold.

ASOS <b>127.0</b>	INDIANAPOLIS CENTER <b>124.45 323.275</b>	UNICOM <b>123.0 (CTAF) 1</b>
----------------------	--	---------------------------------



4 NM Holding Pattern				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).		2900		TWAES	
GP 3.00° TCH 45				2600		1500		RWY04	
CATEGORY				A		B		C	
LPV DA				1150-3/4		250 (300-3/4)			
LNAV/VNAV DA				1155-3/4		255 (300-3/4)			
LNAV MDA				1280-1		380 (400-1)			
CIRCLING				1380-1		1420-1		1620-2	
				480 (500-1)		520 (600-1)		720 (800-2)	
								1620-2 1/4	
								720 (800-2 1/4)	

ELEV 900 **D** TDZE 900

HIRL Rwy 4-22 **L**  
MIRL Rwy 16-34 **L**  
REIL Rws 4, 16, 22 and 34 **L**

ZANESVILLE, OHIO

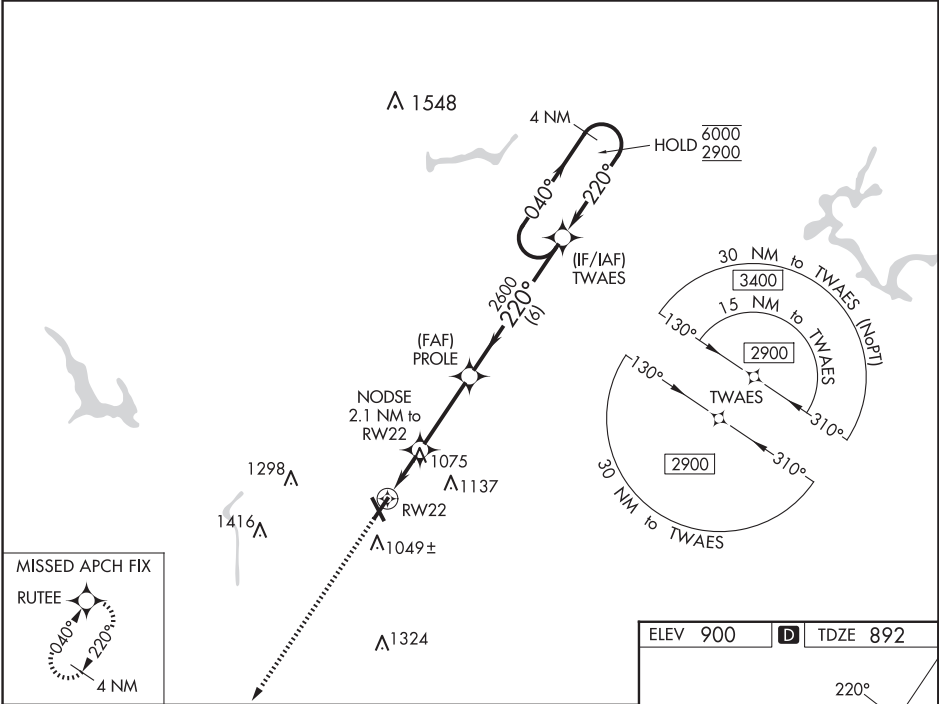
AL-864 (FAA)

25163

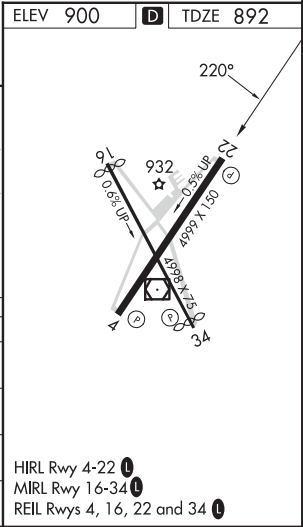
WAAS CH <b>78039</b> <b>W22A</b>	APP CRS <b>220°</b>	Rwy Ldg TDZE <b>892</b> Apt Elev <b>900</b>
--	------------------------	---

RNAV (GPS) RWY 22  
ZANESVILLE MUNI (ZZV)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2800 direct RUTEE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Circling Rwy 16, 34 NA at night.		
ASOS 127.0	INDIANAPOLIS CENTER 124.45 323.275	UNICOM 123.0 (CTAF) 1



2800 ↑ RUTEE ✦					
CATEGORY		A	B	C	D
LPV DA		1092- <sup>3</sup> / <sub>4</sub>		200 (200- <sup>3</sup> / <sub>4</sub> )	
LNAV/VNAV DA		1297-1 <sup>1</sup> / <sub>8</sub>		405 (400-1 <sup>1</sup> / <sub>8</sub> )	
LNAV MDA		1340-1	448 (500-1)	1340-1 <sup>3</sup> / <sub>8</sub>	448 (500-1 <sup>3</sup> / <sub>8</sub> )
CIRCLING		1380-1 480 (500-1)	1420-1 520 (600-1)	1560-1 <sup>3</sup> / <sub>4</sub> 660 (700-1 <sup>3</sup> / <sub>4</sub> )	1620-2 <sup>1</sup> / <sub>4</sub> 720 (800-2 <sup>1</sup> / <sub>4</sub> )



ZANESVILLE, OHIO  
Orig-B 13JUN24

39°57'N-81°54'W

ZANESVILLE MUNI (ZZV)  
RNAV (GPS) RWY 22

EC-2, 07 AUG 2025 to 02 OCT 2025

EC-2, 07 AUG 2025 to 02 OCT 2025



INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

[illegible]

## AREA OF COVERAGE



NGA REF. NO. OK-10-2859 **TERMXFAABTPPEC2**



EFF. DATE 25219